MAD FEB 13

PROJECT ID: 1390-04-80

WITH:

COUNTY: ROCK/JEFFERSON

ORDER OF SHEETS

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

TOTAL SHEETS = 750

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1390-04-80	———	—

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

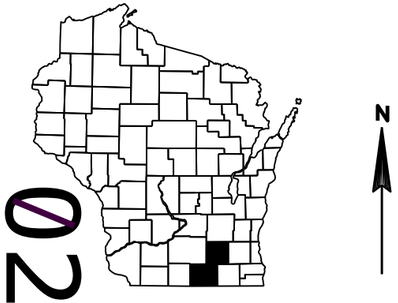
JANESVILLE - FORT ATKINSON ROAD

(CTH N - SOUTH FORT INTERCHANGE)

STH 26

ROCK & JEFFERSON COUNTIES

STATE PROJECT NUMBER
1390-04-80



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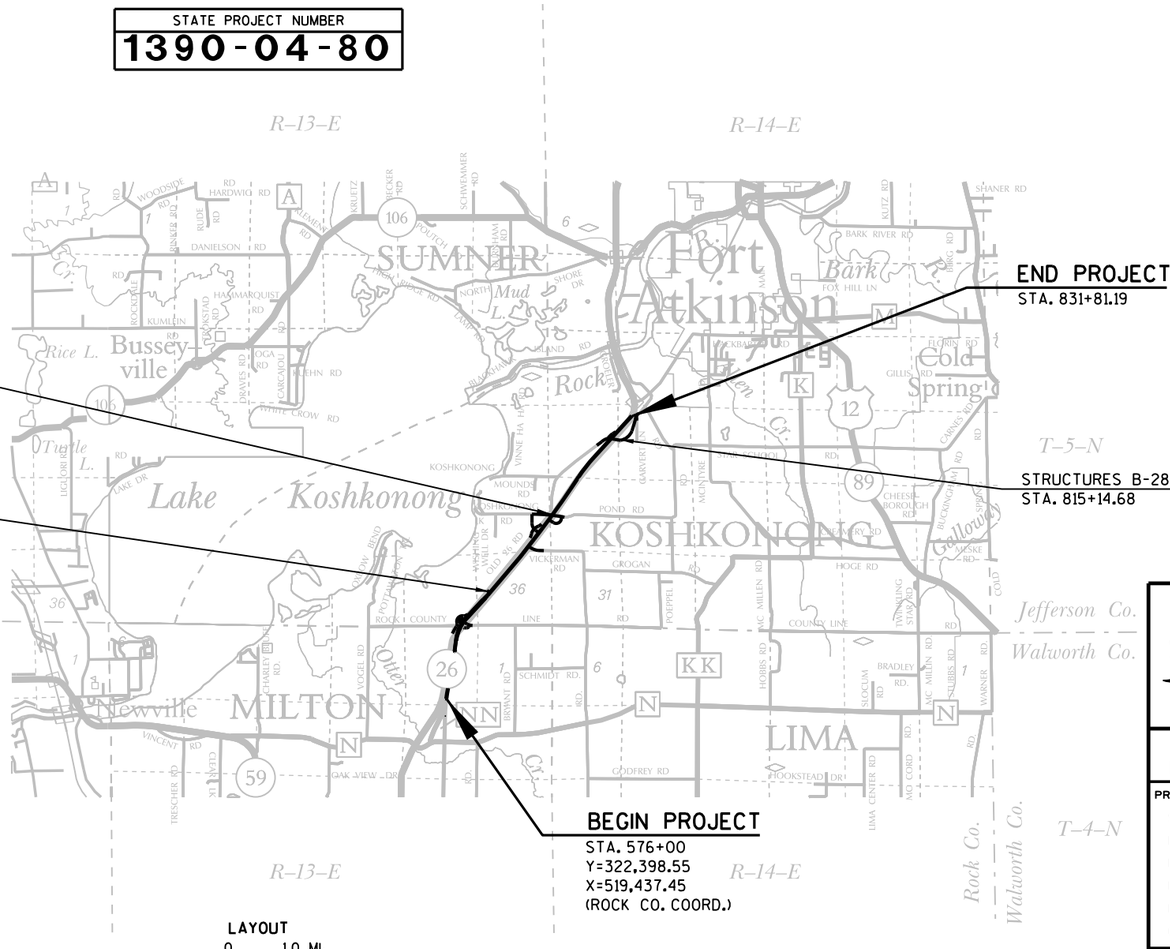


LAYOUT
SCALE 0 1.0 MI.

TOTAL NET LENGTH OF CENTERLINE = 4.8 MI.

-"Coordinates on this plan are referenced to the Wisconsin County Coordinate Systems (WCCS), 'Rock County and Jefferson' County."

DESIGN DESIGNATION

A.A.D.T. (2014)	=	12,500
A.A.D.T. (2034)	=	16,700
D.H.V. (2006)	=	9.1%
D.D.	=	62/38
T.	=	11.4%
DESIGN SPEED	=	70 mph
ESALS	=	6,431,300

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (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

ORIGINAL PLANS PREPARED BY

PEOPLE WHO CARE,
CREATING QUALITY TRANSPORTATION
TODAY AND TOMORROW

WISDOT SOUTHWEST REGION - MADISON OFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	
Designer	JEREMY HALL
Project Manager	MARK VESPERMAN
Regional Examiner	
Regional Supervisor	JOHN STEINER
C.O. Examiner	JE

APPROVED FOR THE DEPARTMENT

DATE: 11/30/12 John J. Steiner (Signature)

E

STANDARD ABBREVIATIONS

AP	ACCESS POINT
AC	ACRE
ADJ	ADJUST
AECPRC	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE
AH	AHEAD
AC	ASPHALT CEMENT
ASPH	ASPHALTIC
ACP	ASPHALTIC CONCRETE PAVEMENT
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
BK	BACK
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
CB	CATCH BASIN
C/L	CENTER LINE
C/L CONST	CENTER LINE CONSTRUCTION
△	CENTRAL ANGLE OR DELTA
CL	CLASS
CONC	CONCRETE
CONST	CONSTRUCTION
CMCP	CORRUGATED METAL CULVERT PIPE
CTH	COUNTY TRUNK HIGHWAY
CABC	CRUSHED AGGREGATE BASE COURSE
CFS	CUBIC FEET PER SECOND
CY	CUBIC YARD
CP	CULVERT PIPE
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
C & G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DWY	DRIVEWAY
E	EAST
X	EAST GRID COORDINATE
EB	EASTBOUND
EL	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FPS	FEET PER SECOND
FERT	FERTILIZE
FE	FIELD ENTRANCE
FL	FLOW LINE
FT	FOOT
GN	GRID NORTH
HES	HIGH EARLY STRENGTH
HP	HIGH POINT
HW	HIGH WATER
HMA	HOT MIX ASPHALT
CWT	HUNDREDWEIGHT
HYD	HYDRANT
INL	INLET
ID	INSIDE DIAMETER
I	INTERSECTION ANGLE
INV	INVERT
IP	IRON PIPE OR PIN
JT	JOINT
LT	LEFT
L	LENGTH OF CURVE
LF	LINEAR FOOT
LP	LOW POINT
LS	LUMP SUM
MH	MANHOLE
MAX	MAXIMUM
Mgal	MEGAGALLON
MPH	MILES PER HOUR
MIN	MINIMUM
MON	MONUMENT
NOM	NOMINAL
NC	NORMAL CROWN
N	NORTH
Y	NORTH GRID COORDINATE
NB	NORTHBOUND
NO	NUMBER
OPT	OPTIONAL
OD	OUTSIDE DIAMETER
PAVT	PAVEMENT
PLE	PERMANENT LIMITED EASEMENT
PACS	PIPE ARCH CORRUGATED STEEL
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVC	POLYVINYL CHLORIDE
PCC	PORTLAND CEMENT CONCRETE
LB	POUND
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PL	PROPERTY LINE
Q100	100-YEAR FLOW RATE
R	RADIUS
RR	RAILROAD
R	RANGE
R/L	REFERENCE LINE
REINF	REINFORCING OR REINFORCEMENT
REQD	REQUIRED
RT	RIGHT
R/W	RIGHT-OF-WAY
RD	ROAD
RDWY	ROADWAY
SEC	SECTION
SHLDR	SHOULDER
S	SOUTH
SB	SOUTHBOUND
SQ	SQUARE
SF	SQUARE FEET
SW	SIDEWALK
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
ST	STREET
STR	STRUCTURE OR STRUCTURAL
SE	SUPERELEVATION
T	TANGENT
TEMP	TEMPORARY
TI	TEMPORARY INTEREST
TLE	TEMPORARY LIMITED EASEMENT
†	TON
T	TOWN
T/L	TRANSIT LINE
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
USH	UNITED STATES HIGHWAY
VAR	VARIABLE
V	VELOCITY OF DESIGN SPEED
VERT	VERTICAL
VC	VERTICAL CURVE
VOL	VOLUME
WM	WATER MAIN
WV	WATER VALVE
W	WEST
WB	WESTBOUND
YD	YARD

GENERAL NOTES

COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS) ROCK & JEFFERSON COUNTY, NAD 83(97).

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF NAVD 88(97).

EXISTING CULVERT PIPE WITHIN THE CONSTRUCTION LIMITS THAT ARE TO BE REMOVED SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD. ALL CULVERT PIPE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER. DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED AND MULCHED.

EXCAVATION BELOW SUBGRADE (EBS), FOR REMOVAL OF UNSUITABLE MATERIAL, AS SHOWN ON THE PLANS IS MEASURED AND PAID FOR AS EXCAVATION COMMON. EXACT LOCATIONS FOR REMOVING UNSUITABLE MATERIAL WILL BE DETERMINED BY THE ENGINEER.

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

SALVAGED TOPSOIL, SEEDING, MULCHING AND FERTILIZER HAVE BEEN COMPUTED BY A DIRECT MEASUREMENT ON THE CROSS SECTIONS PLUS FIVE(5) FEET BEYOND THE TOE OF SLOPE.

ALL CONCRETE PIPES SHALL HAVE THE APRON ENDWALL AND FIRST TWO PIPE JOINTS TIED

CROSS DRAIN PIPE ELEVATIONS, LENGTHS AND LOCATIONS AS SHOWN ON THE PLANS, SHALL BE ADJUSTED TO FIT THE EXISTING FIELD CONDITIONS, AS DIRECTED BY THE ENGINEER.

THE EXACT LOCATION OF DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER WITHIN THE ACCESS CONTROL LIMITS SHOWN ON THE TRANSPORTATION PROJECT PLAT.

EXISTING PIPE CULVERT SIZES AND CONCRETE BOX CULVERT SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR SHALL BASE THE BID ON THE ACTUAL FIELD CONDITIONS.

RADII, ELEVATIONS, AND DIMENSIONS ARE GIVEN AT THE PAVEMENT EDGES, UNLESS OTHERWISE NOTED IN THE PLANS.

THE CONTRACTOR SHALL NOT OPERATE BEYOND THE SLOPE INTERCEPTS AS SHOWN IN THE PLANS WHEN ADJACENT TO WETLANDS OR ENIVRONMENTALLY SENSITIVE AREAS.

EROSION CONTROL/STORM SEWER ITEMS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE ENGINEER SHALL DETERMINE THE EXACT LOCATION, ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

ALL CURB & GUTTER RADII ARE MEASURED TO THE FLANGE OF CURB.

EXISTING TOPOGRAPHY AND BASE MAPS ARE BASED ON FLOWN AERIAL PHOTOGRAPHY AND MAY NOT BE CURRENT. ADJUSTMENTS TO THE PLAN MAY BE REQUIRED TO FIT FIELD CONDITIONS.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 110 LB/ SY-IN.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.

RESTORATION OF EXPOSED SLOPES ANS DITCHES SHALL TAKE PLACE NOT MORE THAN 7 DAYS AFTER FINISHED GRADING IS COMPLETE.

QUANTITIES FOR EXCAVATION COMMON INCLUDE REMOVAL OF EXISTING CONCRETE PAVEMENT, ASPHALT, AND BASE COURSE TO THE PROPOSED SUBGRADE.

PAVEMENT REMOVAL WILL BE TO THE NEAREST JOINT, OR AS DIRECTED BY THE ENGINEER.

ALL OPENINGS OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENT'S SHALL BE BACKFILLED WITH GRANULAR MATERIAL. GRANULAR MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

AT THE DISCRETION OF THE CONSTRUCTION PROJECT ENGINEER, GEOGRID MAY BE PLACED ON TOP OF SELECT CRUSHED MATERIAL AND BELOW THE BASE AGGREGATE DENSE WHEN THE SUBGRADE IS VERY UNSTABLE EVEN WITH SUBGRADE IMPROVEMENTS.

UTILITIES

CHARTER COMMUNICATIONS
RON FRASE
N 3760 CTH DJ
JUNEAU, WI 53039
920-349-3202 EXT 103 (OFFICE)
608-209-9045 (MOBILE)
ron.frase@chartercom.com

AT&T WISCONSIN
SHANE LEVAKE
301 E. WILWAUKEE STREET
JANESVILLE, WI 53545
(608) 755-5586
sl3184@att.com

CENTURYLINK (COMMUNICATIONS)
STEVE BALDO
333 N. FRONT STREET
P.O. BOX 4800
LACROSSE, WI 54602
608-796-5543
steve.baldo@centurylink.com

WE ENERGIES (GAS)
JOE DABLE
500 SOUTH 116th STREET
WEST ALLIS, WI 53214
414-944-5543 (OFFICE)
414-303-0310 (MOBILE)
joe.dable@we-energies.com

WE ENERGIES (ELECTRIC)
MIKE RAY
(262) 968-5769
michael.ray@we-energies.com

WDNR

WDNR-SOUTH CENTRAL REGION
RUSS ANDERSON
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711-5397
608-275-3467

DIGGERS HOTLINE

Call 811 3 Work Days Before You Dig
or Toll Free (800) 242-8511
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

TYPE	THICKNESS	LAYERS	NOM MAX SIZE GRADATION	ASPHALTIC MATERIAL
E-0.3	2-INCHES	ONE 2" LAYER	12.5 mm	PG58-28
E-0.3	3.5 INCHES	ONE 1.75" UPPER LAYER ONE 1.75" LOWER LAYER	12.5 mm 12.5 mm	PG58-28 PG58-28
E-0.3	4.5 INCHES	ONE 2" UPPER LAYER ONE 2.5" LOWER LAYER	12.5 mm 12.5 mm	PG58-28 PG58-28
E-1	4.5-INCHES	ONE 2" UPPER LAYER ONE 2.5" LOWER LAYER	12.5 mm 12.5 mm	PG58-28 PG58-28
TEMP	4-INCHES	ONE 4" LAYER	12.5 mm	PG58-28

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	GENERAL NOTES	SHEET	E

2

BEGIN PROJECT
STA. 576+00

TREE PLANTING
PLAN

PROJECT 1390-04-79

'CW'
'DS'
'BR'
'CLN'

BIKE PATH
(BP1)

'DN' 'JW'
'D19'
'D20'
'JE'
'P'

STRUCTURE B-28-131
STA. 744+18.20

STRUCTURE B-28-132
STRUCTURE R-28-132
STA. 815+14.68

'D18 & D19''

END PROJECT
STA. 831+81.19 SB

'HA'
'AH'
'V'
'NC'

STA. 646+75.40
STA. 30+00 'CLN'

STRUCTURE C-28-32
STA. 666+09.34

STA. 744+18.20
STA. 29+97.78 'P'

'D11
D12
D13'
'D14'

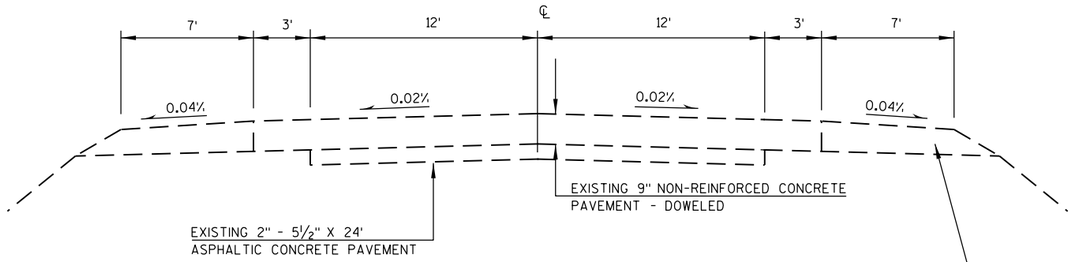
'D15
D16'
'NC'
'BP1'
'D18 & D19''
'D17'
'W'
'GA'

STA. 815+14.68
STA. 30+00 'W'

ROCK COUNTY JEFFERSON COUNTY

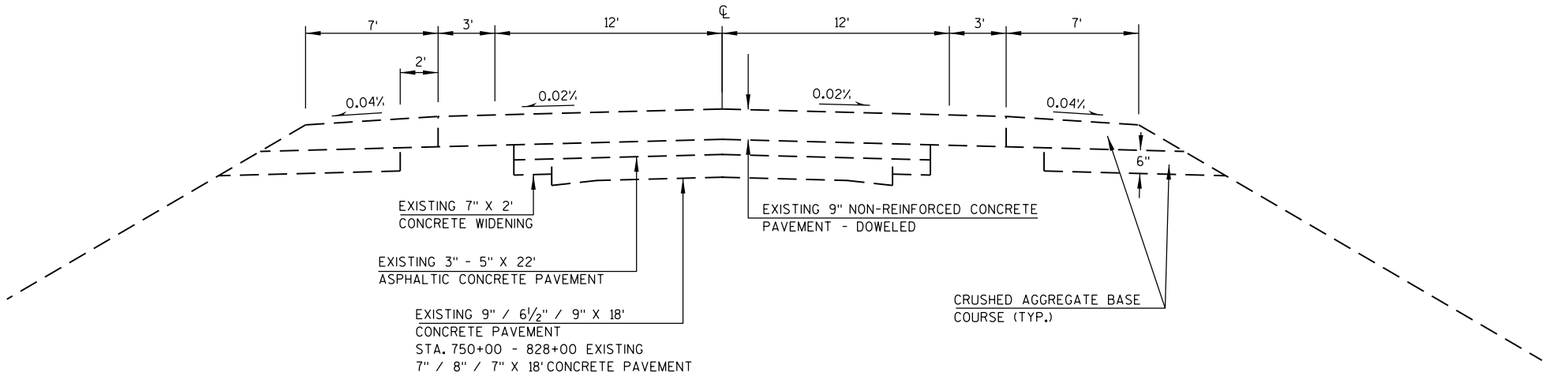
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK/JEFFERSON	PROJECT OVERVIEW	SHEET	E

2



TYPICAL EXISTING SECTION

STH 26
STA. 584+00 - STA. 595+00

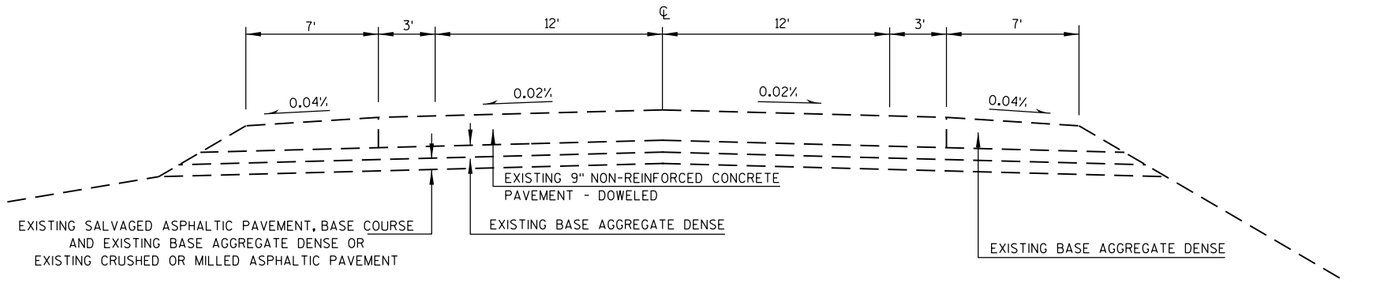


TYPICAL EXISTING SECTION

STH 26
STA. 595+00 - STA. 604+00
STA. 712+00 - STA. 736+00
STA. 748+00 - STA. 764+00

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	TYPICAL SECTIONS	SHEET	E

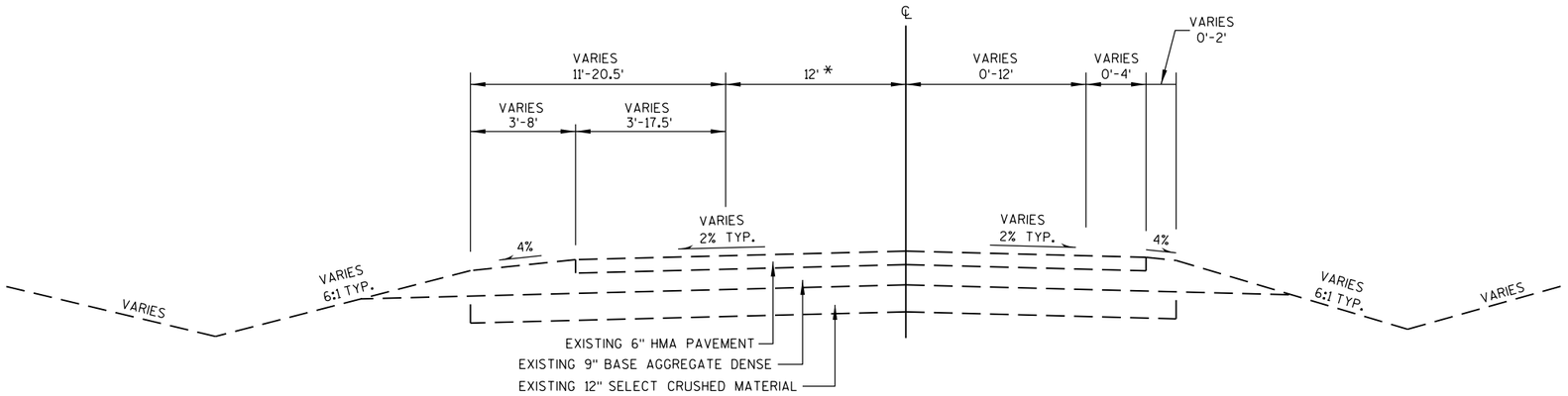
2



TYPICAL EXISTING SECTION

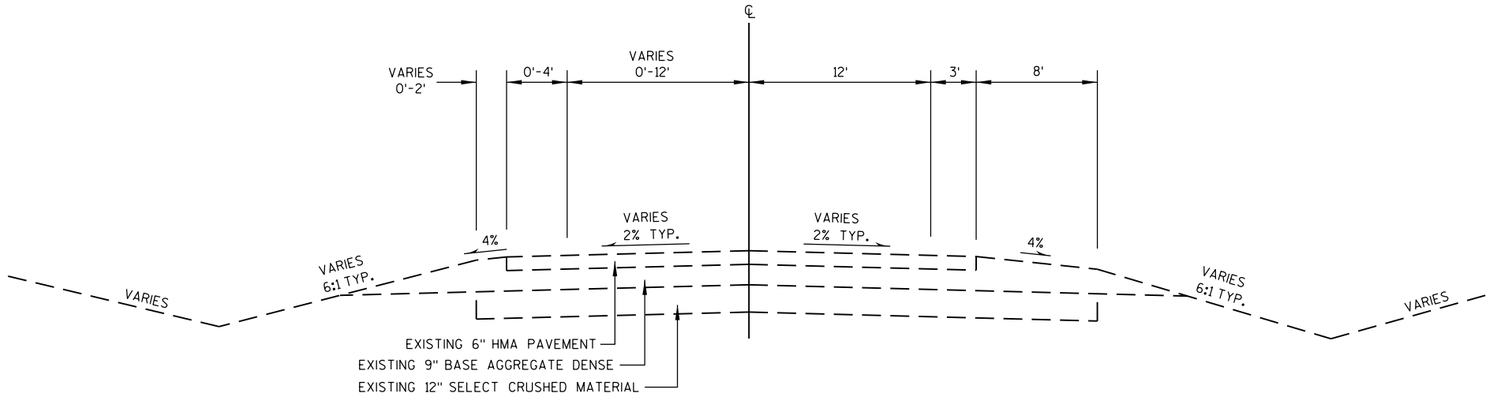
STH 26
STA. 604+00 - STA. 712+00
STA. 736+00 - STA. 748+00
STA. 764+00 - STA. 819+15

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	TYPICAL SECTIONS	SHEET	E



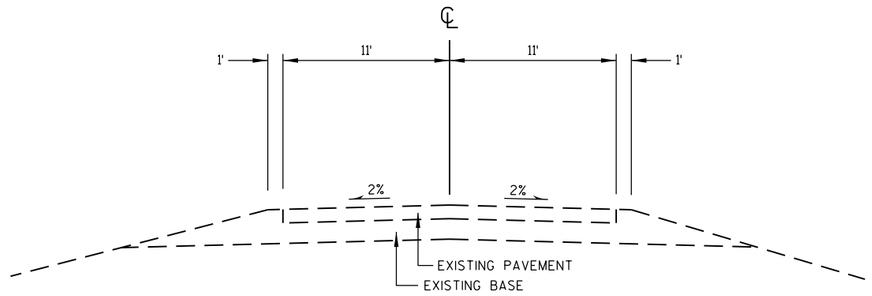
* 12' LANE IS 9" NON-REINFORCED CONCRETE (DOWELED) OR 3.5" HMA PAVEMENT. SEE MISCELLANEOUS QUANTITIES FOR REMOVALS.

TYPICAL EXISTING SECTION
STH 26 BYPASS SOUTHBOUND
STA 818+40 - STA 831+88



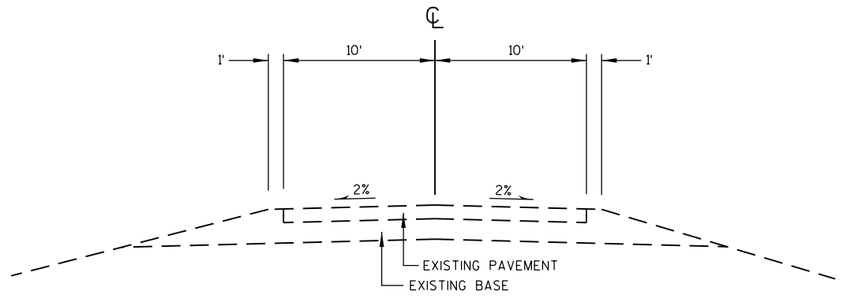
TYPICAL EXISTING SECTION
STH 26 BYPASS NORTHBOUND TRANSITION ALIGNMENT
STA 819+15 - STA 832+00

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	TYPICAL SECTIONS	SHEET	E



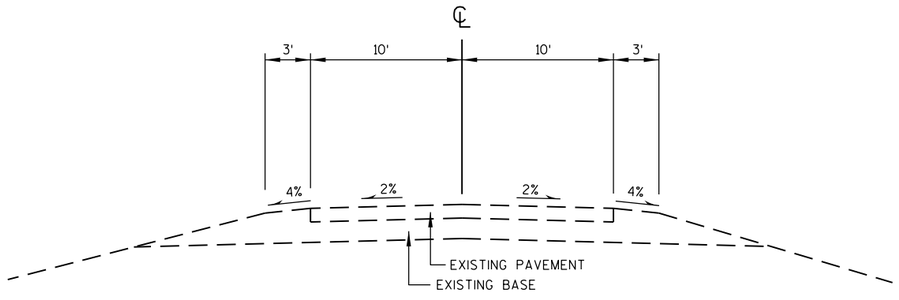
TYPICAL EXISTING SECTION

COUNTY LINE ROAD
EAST OF STH 26



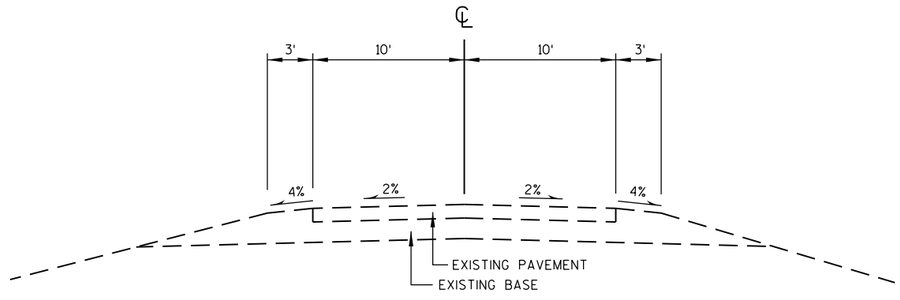
TYPICAL EXISTING SECTION

COUNTY LINE ROAD
WEST OF STH 26



TYPICAL EXISTING SECTION

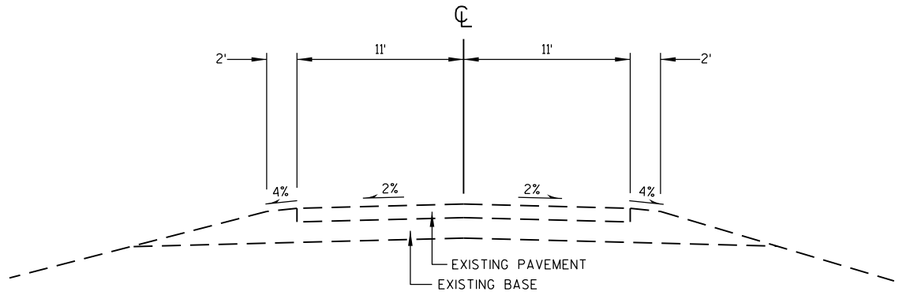
OLD 26



TYPICAL EXISTING SECTION

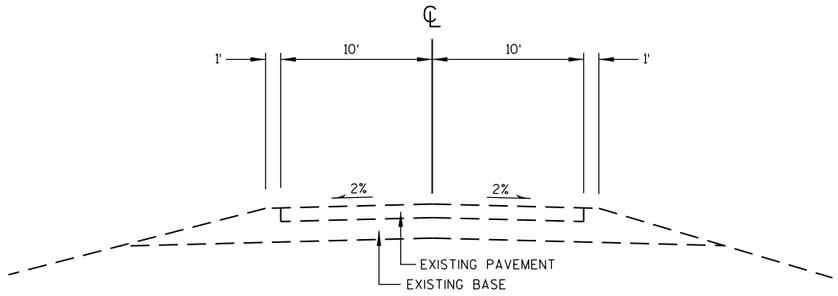
VICKERMAN ROAD

2



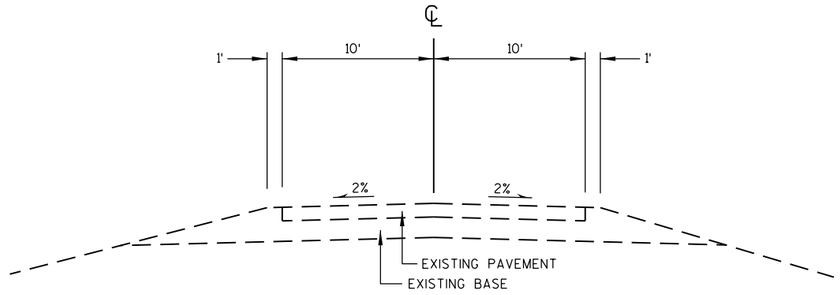
TYPICAL EXISTING SECTION

KOSHKONONG LAKE ROAD



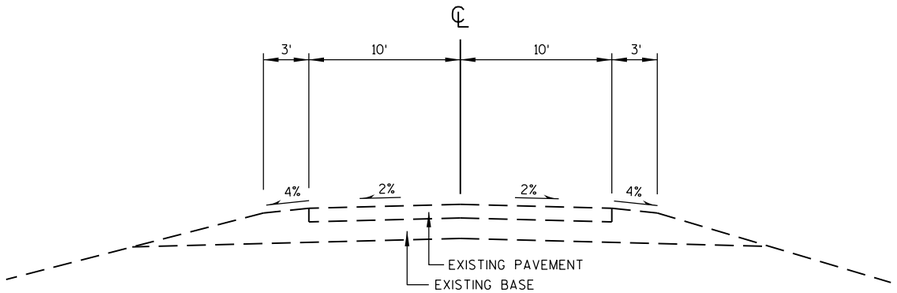
TYPICAL EXISTING SECTION

POND ROAD



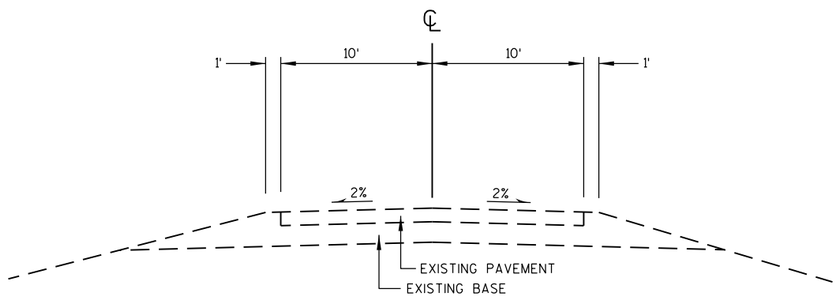
TYPICAL EXISTING SECTION

GARVER LANE



TYPICAL EXISTING SECTION

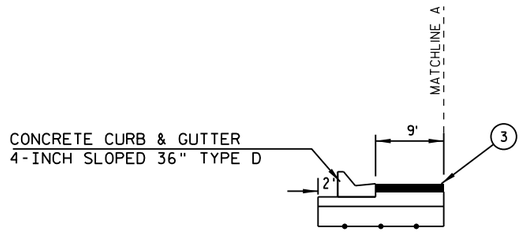
WHITETAIL LANE



TYPICAL EXISTING SECTION

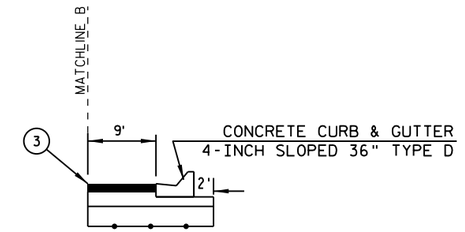
OLD 26 DEAD END

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	TYPICAL SECTIONS	SHEET	E



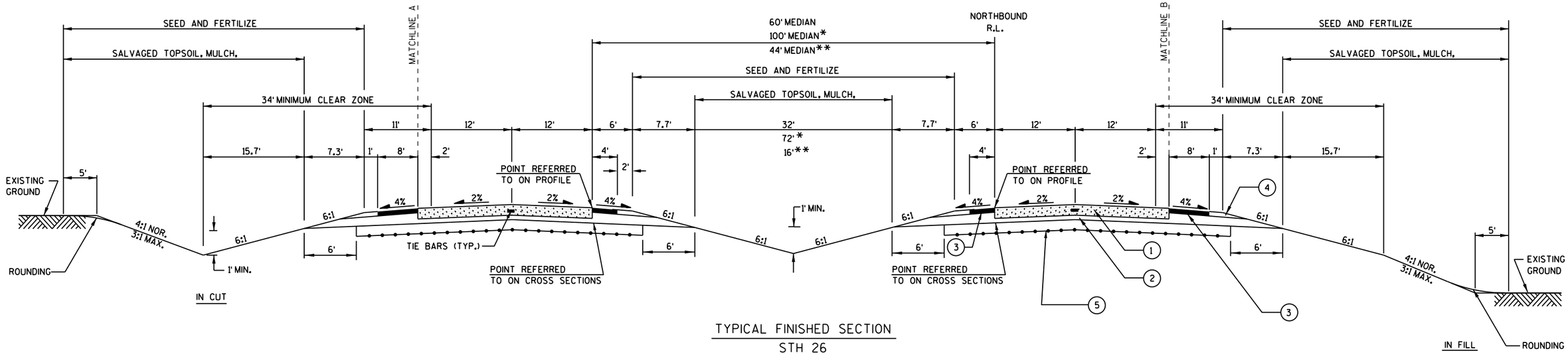
CURB & GUTTER 1/2 SECTION

STA. 812+83.5 - STA. 815+67.5 LT. (WHITETAIL LANE)



CURB & GUTTER 1/2 SECTION

STA. 616+00 - STA. 618+70 RT.
STA. 743+85 - STA. 744+89 RT. (POND ROAD)
STA. 814+86 - STA. 816+00 RT. (WHITETAIL LANE)

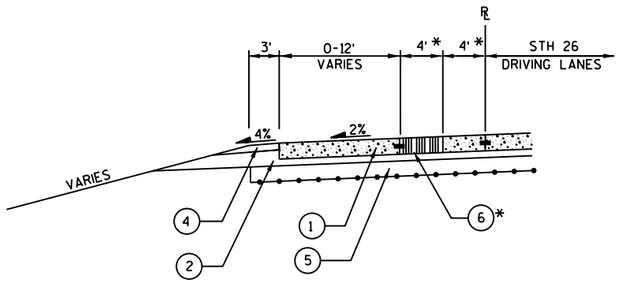


TYPICAL FINISHED SECTION

STH 26

* AT COUNTY LINE ROAD INTERSECTION

** AT KOSHKONONG LAKE/POND ROAD



TYPICAL FINISHED 1/2 SECTION

LEFT TURN LANE

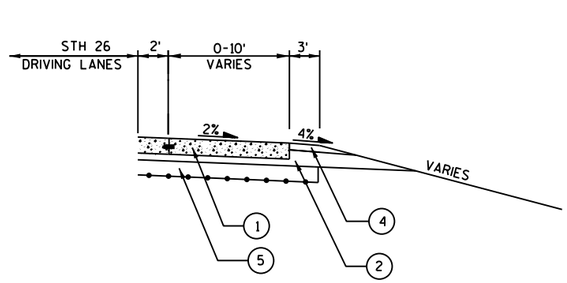
* STA. 640+40 - STA. 646+29
* STA. 647+25 - STA. 653+14 (SB 26)
STA. 594+99 - STA. 598+00
STA 599+60 - STA. 603+60 (SB 26)
STA. 614+57 - STA. 617+58
STA. 619+37 - STA. 622+37 (SB 26)
STA. 683+51 - STA. 686+53
STA. 687+47 - STA. 690+49 (SB 26)
STA. 714+46 - STA. 721+05
STA. 714+99 - STA. 721+51 (SB 26)
STA. 764+86 - STA. 767+86.5
STA. 768+81 - STA. 771+82 (SB 26)
STA. 791+53 - STA. 794+53
STA. 795+47 - 798+47 (SB 26)

LEGEND

1	CONCRETE PAVEMENT 9-INCH (DOWELED AND TINED)
2	6" BASE AGGREGATE DENSE 1 1/4-INCH
3	3.5" HMA PAVEMENT TYPE E-0.3
4	3.5" BASE AGGREGATE DENSE, SHOULDERS 3/4-INCH
5	12" SELECT CRUSHED MATERIAL OVER GEOGRID
6	CONCRETE CORRUGATED MEDIAN *

NOTES: CONSTRUCT FRENCH DRAINS AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)

ROUTE AND SEAL ALL JOINTS BETWEEN CONCRETE AND HMA PAVEMENT

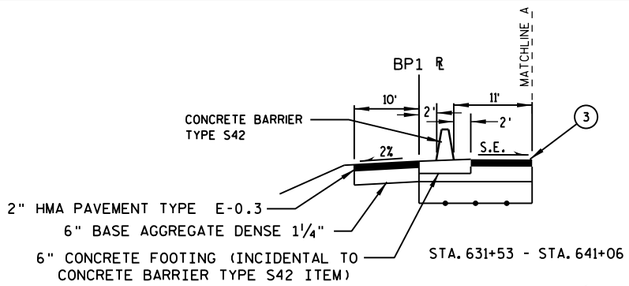


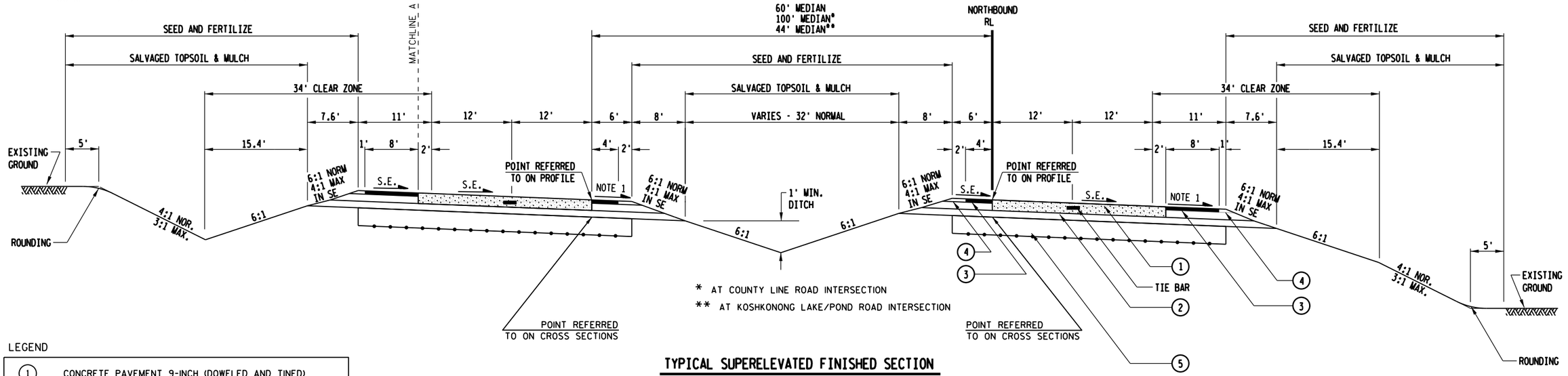
TYPICAL FINISHED 1/2 SECTION

RIGHT TURN LANE

STA. 594+62 - STA. 598+36
STA. 642+20 - STA. 646+00
STA. 647+50 - STA. 652+30 (SB 26)
STA. 677+45 - STA. 682+25 (SB 26)
STA. 708+64 - STA. 713+44
STA. 731+18 - STA. 735+99 (SB 26)
STA. 734+47 - STA. 739+27

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	TYPICAL SECTIONS	SHEET	E





LEGEND

1	CONCRETE PAVEMENT 9-INCH (DOWELED AND TINED)
2	6" BASE AGGREGATE DENSE 1 1/4-INCH
3	3.5" HMA PAVEMENT TYPE E-0.3
4	3.5" BASE AGGREGATE DENSE, SHOULDERS 3/4-INCH
5	12" SELECT CRUSHED MATERIAL OVER GEOGRID

TYPICAL SUPERELEVATED FINISHED SECTION

STH 26

STA. 567+64 - STA. 591+00
STA. 622+33 - STA. 640+97
STA. 657+80 - STA. 665+55
STA. 696+62 - STA. 701+83
STA. 770+20 - STA. 787+85

NOTES:

1. THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION RATE WHEN THE SUPERELEVATION RATE IS GREATER THAN 4%. IF THE SUPELEVATION RATE IS LESS THAN OR EQUAL TO 4%, THE LOW SIDE SHOULDER SLOPE IS 4%. HIGH SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION RATE.
2. NOTE: ROUTE AND SEAL ALL JOINTS BETWEEN CONCRETE AND HMA PAVEMENT.
3. CONSTRUCT FRENCH DRAINS AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)

STH 26 SB SUPERELEVATION TABLE

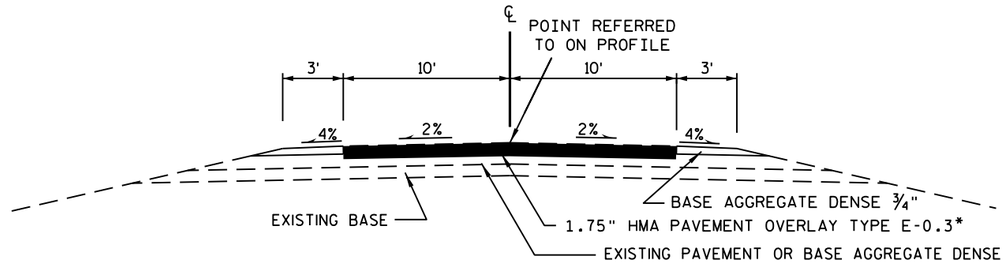
PC/PT	STATION		CURVE RADIUS	S.E.	SUPER TRANSITION (FT)	SUPER RUNOFF (FT)	NORMAL CROWN STATION		FLAT (HIGHSIDE) STATION		REVERSE CROWN -2% STATION		FULL SUPER STATION	
P.C.	623+21.3	SB	2,864.79'	5.40%	223	163	621+52.6	SB	622+12.62	SB	622+72.62	SB	623+75.68	SB
P.T.	640+97.0	SB	2,864.79'	5.40%	223	163	642+65.7	SB	642+05.73	SB	641+45.73	SB	640+42.68	SB
P.C.	656+70.2	SB	3,819.72'	4.60%	138	60	655+18.6	SB	655+78.63	SB	656+38.63	SB	657+16.03	SB
P.T.	658+49.1	SB	3,819.72'	4.60%	138	60	660+00.7	SB	659+40.71	SB	658+80.71	SB	658+03.31	SB
P.C.	661+61.2	SB	3,820.00'	4.60%	138	60	660+09.6	SB	660+69.65	SB	661+29.65	SB	662+07.02	SB
P.T.	665+03.6	SB	3,820.00'	4.60%	138	60	666+55.1	SB	665+95.14	SB	665+35.14	SB	664+57.77	SB
P.C.	829+85.7	SB	1788.58'	6.00%	223	180	828+23.5	SB	828+79.40	SB	829+35.27	SB	830+47.03	SB
P.T.	851+59.8	SB	1788.58'	6.00%	N/A	N/A	N/A		N/A		N/A		N/A	

STH 26 SUPERELEVATION TABLE

PC/PT	STATION	CURVE RADIUS	S.E.	SUPER TRANSITION (FT)	SUPER RUNOFF (FT)	NORMAL CROWN STATION	FLAT (HIGHSIDE) STATION	REVERSE CROWN -2% STATION	FULL SUPER STATION
P.C.	567+64.27	11,459.16'	2.00%	120	60	566+63.73	567+23.73	567+83.73	567+84.54
P.T.	591+00.78	11,459.16'	2.00%	120	60	592+01.32	591+41.32	590+81.32	590+80.51
P.C.	592+26.62	22,918.31'	NONE	--	--	--	--	--	--
P.T.	615+58.46	22,918.31'	NONE	--	--	--	--	--	--
P.C.**	622+33.24	2,864.79'	5.40%	223	163	620+64.55	621+24.55	621+84.55	622+87.60
P.T.**	640+08.96	2,864.79'	5.40%	223	163	641+77.65	641+17.65	640+57.65	639+54.60
P.C.	657+80.26	11459.16'	2.00%	120	60	656+79.72	657+39.72	657+99.72	658+00.53
P.T.	662+70.50	11459.16'	2.00%	120	60	663+71.03	663+11.03	662+51.03	662+50.22
P.C.	696+62.32	11,459.16	2.00%	120	60	695+61.79	696+21.79	696+81.79	696+82.6
P.T.	701+83.30	11,459.16	2.00%	120	60	702+83.83	702+23.83	701+63.83	701+63.03
P.C.	715+33.91	73,666.00	NONE	--	--	--	--	--	--
P.T.	768+33.52	73,666.00	NONE	--	--	--	--	--	--
P.C.	770+19.84	11,459.16'	2.00%	120	60	769+19.31	769+79.31	770+39.31	770+40.11
P.T.	787+85.04	11,459.16'	2.00%	120	60	788+85.57	788+25.57	787+65.57	787+64.76

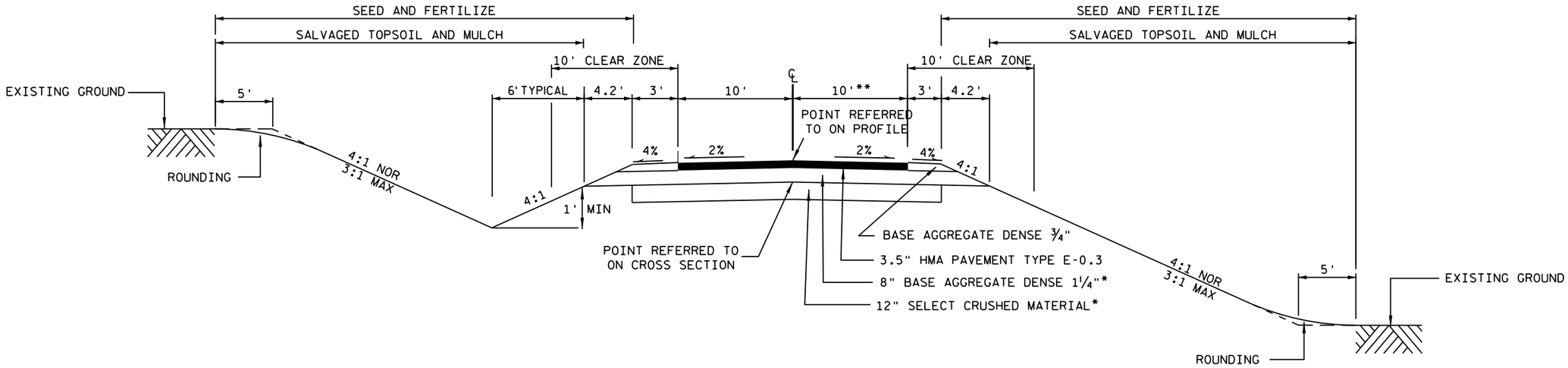
** NOTE: ALL SUPERELEVATIONS FOR SB STH 26 TO MATCH ABOVE TABLE WITH THE EXCEPTION OF STA 621+52.63 - 667+06.38 AND STA 828+23.52 SB - 831+81.19 SB
SEE SB 26 SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION

2



TYPICAL FINISHED SECTION

FRONTAGE ROAD AH
STA. 1+00 AH - STA. 4+50 AH



TYPICAL FINISHED SECTION

FRONTAGE ROAD AH
STA. 0+00 AH - STA. 1+00 AH **
STA. 4+50 AH - STA. 22+00 AH ***

FRONTAGE ROAD 'AH'

PC/PT	STATION	CURVE RADIUS	S.E.	SUPER TRANSITION (FT)	SUPER RUNOFF (FT)	NORMAL CROWN STATION	FLAT (HIGHSIDE) STATION	REVERSE CROWN -2% STATION	FULL SUPER STATION
P.C.	5+52.06	1,490'	2.30%	79	42	4+87	5+24	5+60	5+66
P.T.	8+30.53	1,490'	2.30%	79	42	N/A	N/A	8+31	8+16
P.C.	11+73.63	1,510'	2.30%	79	42	N/A	N/A	10+31	10+46
P.T.	13+14.05	1,510'	2.30%	79	42	13+79	13+42	13+06	13+00

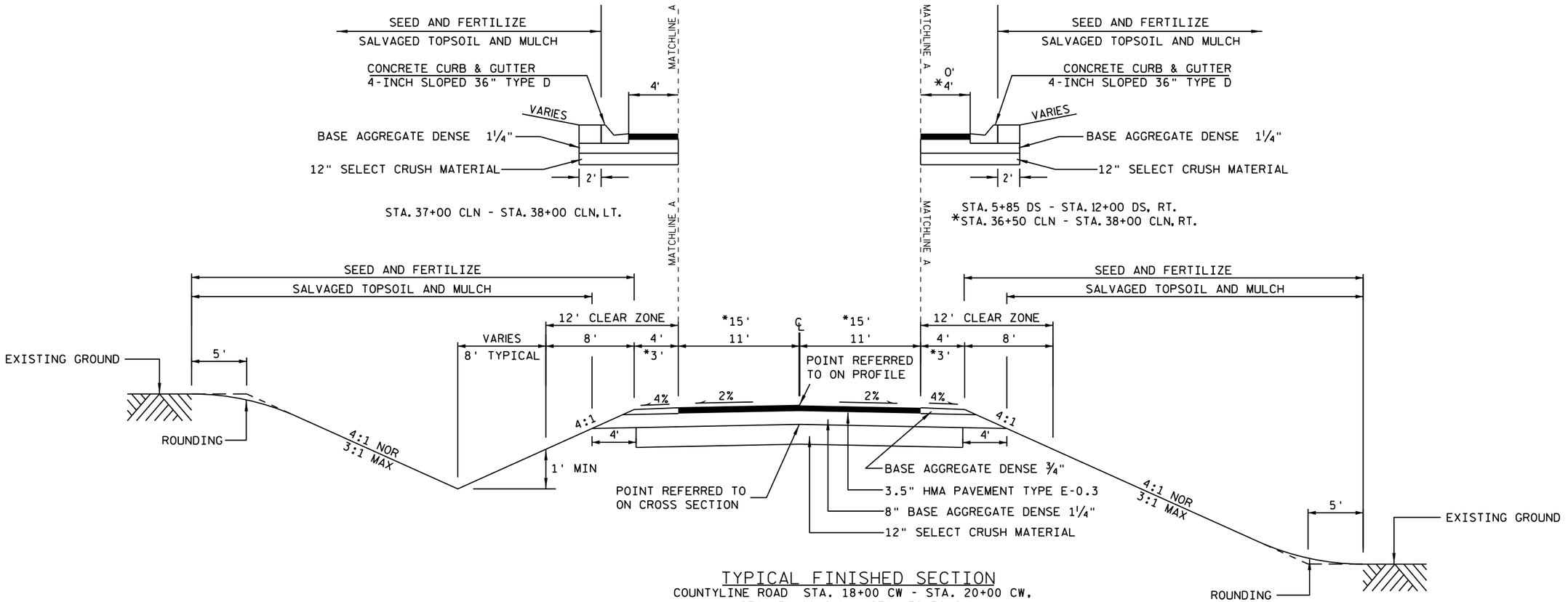
* STA. 0+00 - 1+00 & 4+50 - STA. 8+00,
BASE COMPLETED UNDER PREVIOUS PROJECT 1390-04-79

** WIDTH VARIES

*** STA 20+85.5 - 22+02
6" HMA PAVEMENT TYPE E-0.3,
OVER 10" BASE AGGREGATE DENSE 1¼"

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	TYPICAL SECTIONS	SHEET	E

2



TYPICAL FINISHED SECTION

COUNTYLINE ROAD STA. 18+00 CW - STA. 20+00 CW,
STA. 31+00 CLN - STA. 38+50 CLN

*COUNTYLINE ROAD STA. 25+60 CLN - STA. 28+00 CLN
VICKERMAN ROAD STA. 31+00 V - STA. 34+50 V
*HAMMER ROAD STA. 27+50 HA - STA. 28+35 HA
OLD 26 (DS & DN)
STA. 5+85 DS - STA. 29+50 DS
STA. 14+40 DN - STA. 26+32 DN

COUNTY LINE ROAD 'CLN'

PC/PT	STATION	CURVE RADIUS	S.E.	SUPER TRANSITION (FT)	SUPER RUNOFF (FT)	NORMAL CROWN STATION	FLAT (HIGHSIDE) STATION	REVERSE CROWN -2% STATION	FULL SUPER STATION
P.C.	33+01.82	510'	3.90%	113	75	32+13	32+52	32+90	33+27
P.T.	36+88.06	510'	3.90%	113	75	37+76	37+38	36+99	36+63

OLD 26 AT WEST CONNECTOR 'DN'

PC/PT	STATION	CURVE RADIUS	S.E.	SUPER TRANSITION (FT)	SUPER RUNOFF (FT)	NORMAL CROWN STATION	FLAT (HIGHSIDE) STATION	REVERSE CROWN -2% STATION	FULL SUPER STATION
P.C.	15+04.67	300'	4.00%	109	73	14+17	14+45	14+72	15+26
P.T.	16+39.87	300'	4.00%	109	73	17+28	17+00	16+73	16+18
P.C.	23+17.18	300'	4.00%	109	73	22+30	22+57	22+84	23+39
P.T.	24+54.00	300'	4.00%	109	73	25+41	25+14	24+87	24+32

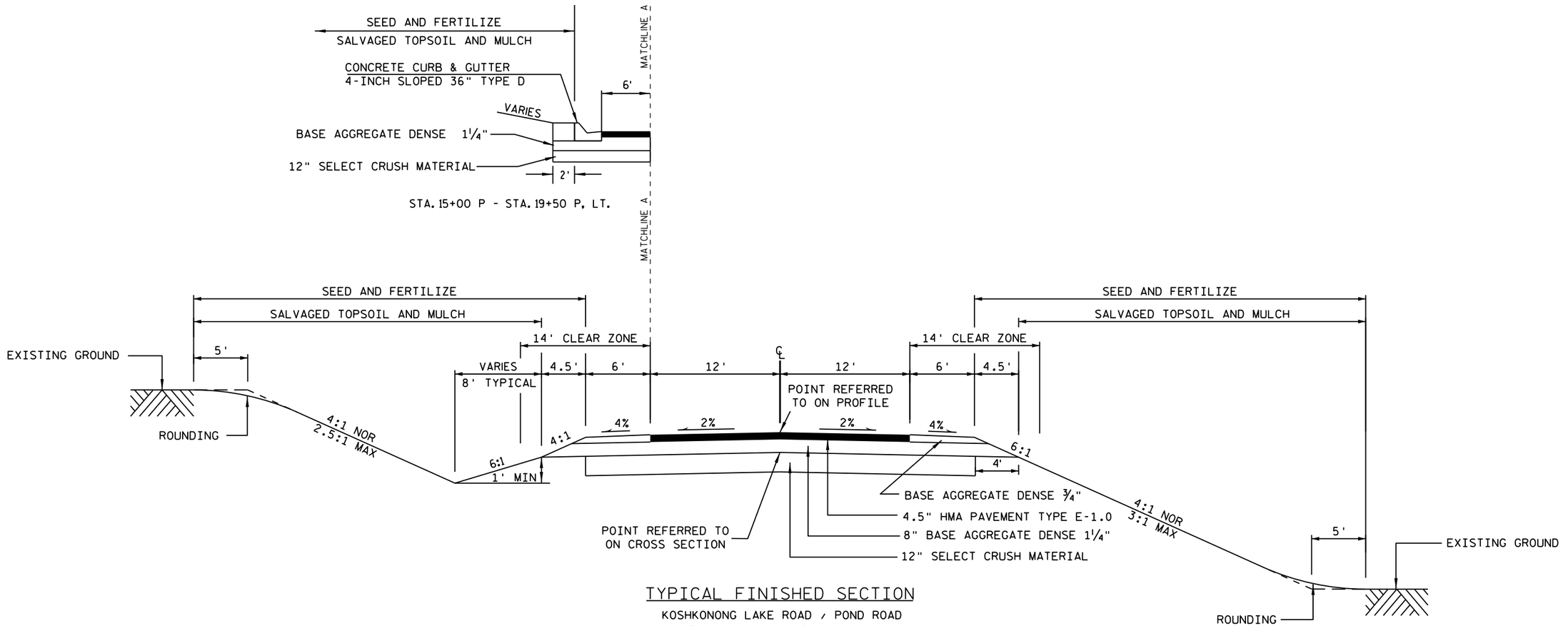
OLD 26 AT COUNTY LINE ROAD 'DS'

PC/PT	STATION	CURVE RADIUS	S.E.	SUPER TRANSITION (FT)	SUPER RUNOFF (FT)	NORMAL CROWN STATION	FLAT (HIGHSIDE) STATION	REVERSE CROWN -2% STATION	FULL SUPER STATION
P.C.	16+01.45	730'	4.00%	136	89	14+95	15+41	15+86	16+32
P.T.	22+70.25	730'	4.00%	136	89	23+72	23+31	22+85	22+40
P.C.	24+74.25	730'	4.00%	136	89	23+72	24+13	24+59	25+05
P.T.	28+04.43	730'	4.00%	136	89	29+11	28+65	28+20	27+74

VICKERMAN ROAD 'V'

PC/PT	STATION	CURVE RADIUS	S.E.	SUPER TRANSITION (FT)	SUPER RUNOFF (FT)	NORMAL CROWN STATION	FLAT (HIGHSIDE) STATION	REVERSE CROWN -2% STATION	FULL SUPER STATION
P.C.	31+23.99	300'	4.00%	109	73	30+96	31+33	31+69	32+06
P.T.	33+20.70	300'	4.00%	109	73	34+06	33+69	33+33	32+96

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	TYPICAL SECTIONS	SHEET	E



TYPICAL FINISHED SECTION

KOSHKONONG LAKE ROAD / POND ROAD
STA. 14+36 P - STA. 40+50 P

WEST CONNECTOR JW/ EAST CONNECTOR JE
STA. 15+70 JW - STA. 28+50 JW
STA. 31+00 JE - STA. 40+38 JE

KOSHKONONG LAKE / POND ROAD 'P'

PC/PT	STATION	CURVE RADIUS	S.E.	SUPER TRANSITION (FT)	SUPER RUNOFF (FT)	NORMAL CROWN STATION	FLAT (HIGHSIDE) STATION	REVERSE CROWN -2% STATION	FULL SUPER STATION
P.C.	18+55.65	9,000'	NONE	--	--	--	--	--	--
P.T.	32+61.61	9,000'	NONE	--	--	--	--	--	--
P.C.	40+44.53	475'	NONE, MATCH EXISTING BEFORE CURVE			--	--	--	--
P.T.	43+24.46	475'	NONE, MATCH EXISTING BEFORE CURVE			--	--	--	--

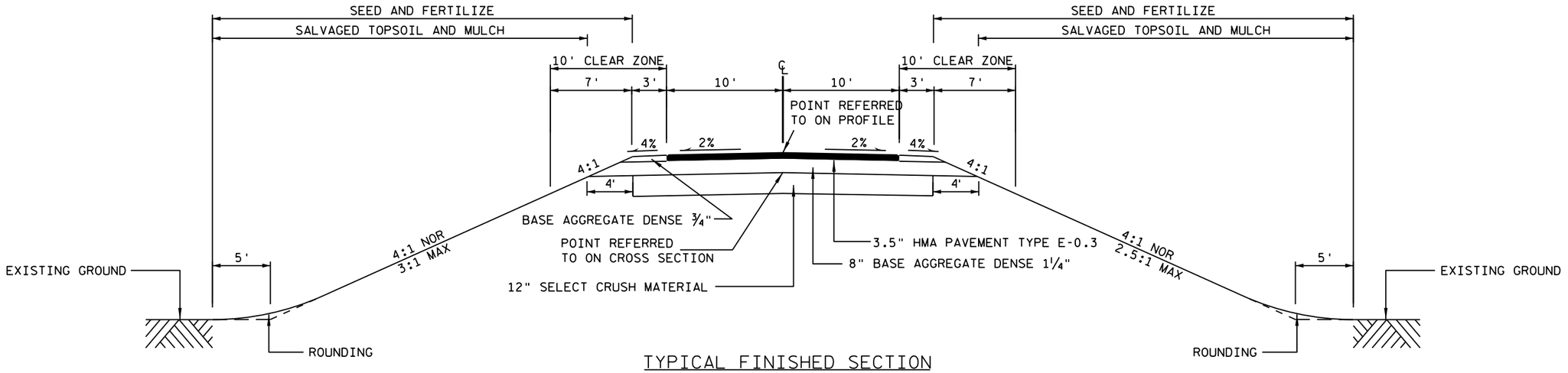
WEST CONNECTOR 'JW'

PC/PT	STATION	CURVE RADIUS	S.E.	SUPER TRANSITION (FT)	SUPER RUNOFF (FT)	NORMAL CROWN STATION	FLAT (HIGHSIDE) STATION	REVERSE CROWN -2% STATION	FULL SUPER STATION
P.C.	20+93.55	450'	4.00%	125	83	19+96	20+38	20+79	21+21
P.T.	24+99.62	450'	4.00%	125	83	25+97	25+57	25+16	24+72

EAST CONNECTOR 'JE'

PC/PT	STATION	CURVE RADIUS	S.E.	SUPER TRANSITION (FT)	SUPER RUNOFF (FT)	NORMAL CROWN STATION	FLAT (HIGHSIDE) STATION	REVERSE CROWN -2% STATION	FULL SUPER STATION
P.C.	33+60.79	350'		116	77	32+77	33+13	33+50	33+84
P.T.	39+87.10	350'		116	77	40+71	40+34	39+98	39+63

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	TYPICAL SECTIONS	SHEET	E

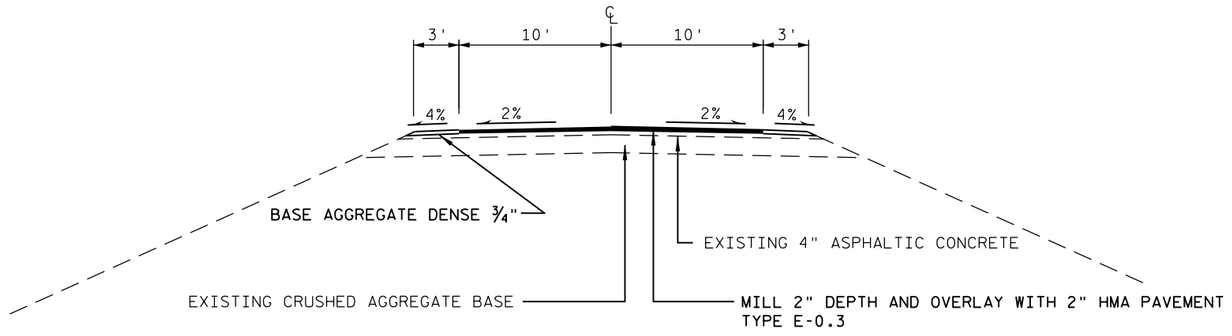


TYPICAL FINISHED SECTION

OLD 26 AT WHITETAIL LANE
STA. 30+00 NC - STA. 38+50 NC

GARVER LANE
STA. 28+00 GA - STA. 30+00 GA

BAR ROAD
STA. 15+48 BR - STA. 20+00 BR

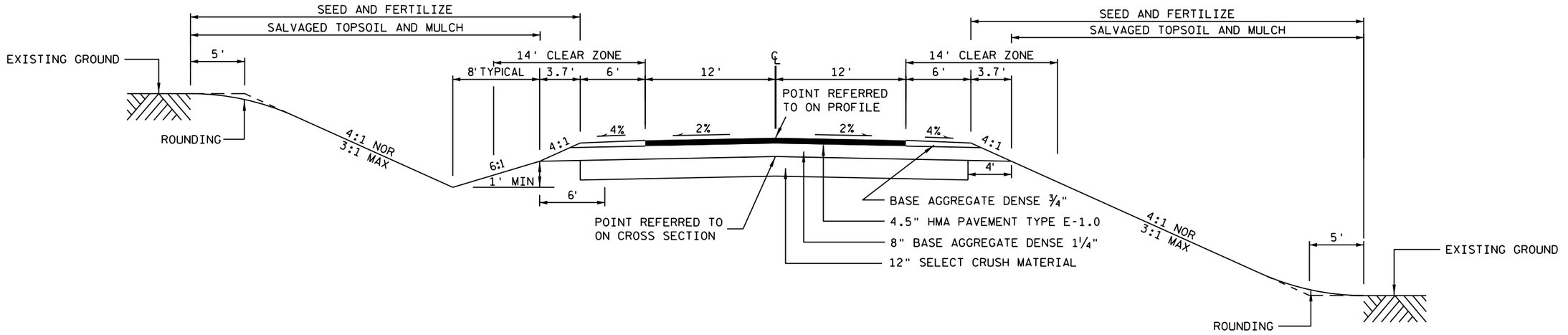


TYPICAL FINISHED SECTION

OLD 26 AT POND ROAD
(STA 26+32 DN - STA 35+00 DN)

OLD 26 CUL DU SAC 'NC'

PC/PT	STATION	CURVE RADIUS	S.E.	SUPER TRANSITION (FT)	SUPER RUNOFF (FT)	NORMAL CROWN STATION	FLAT (HIGHSIDE) STATION	REVERSE CROWN -2% STATION	FULL SUPER STATION
P.C.	30+68.26	250'	4.00%	110	73	N/A	30+22	30+55	30+92
P.T.	32+56.18	250'	4.00%	110	73	33+42	33+06	32+69	32+32

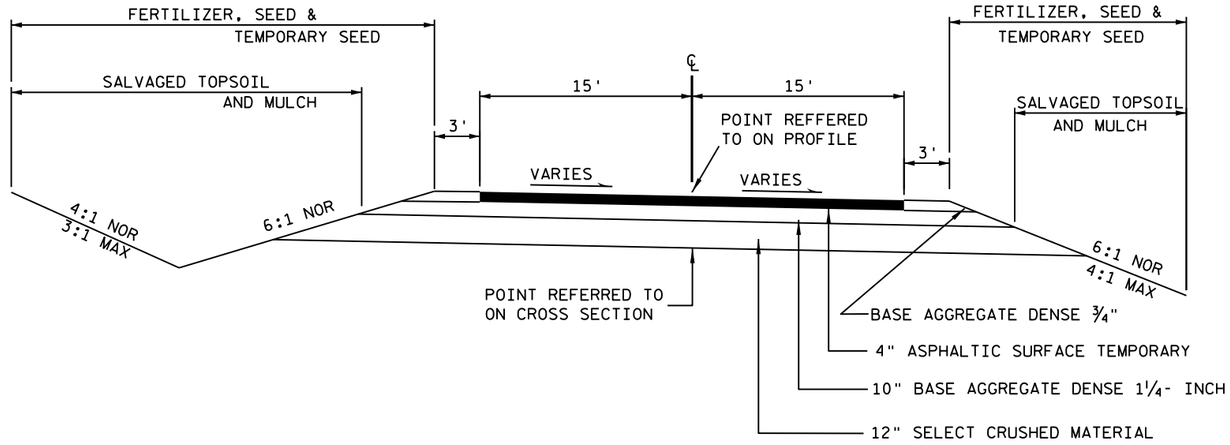


TYPICAL FINISHED SECTION

WHITETAIL LANE
STA. 19+50 W - STA. 55+75 W

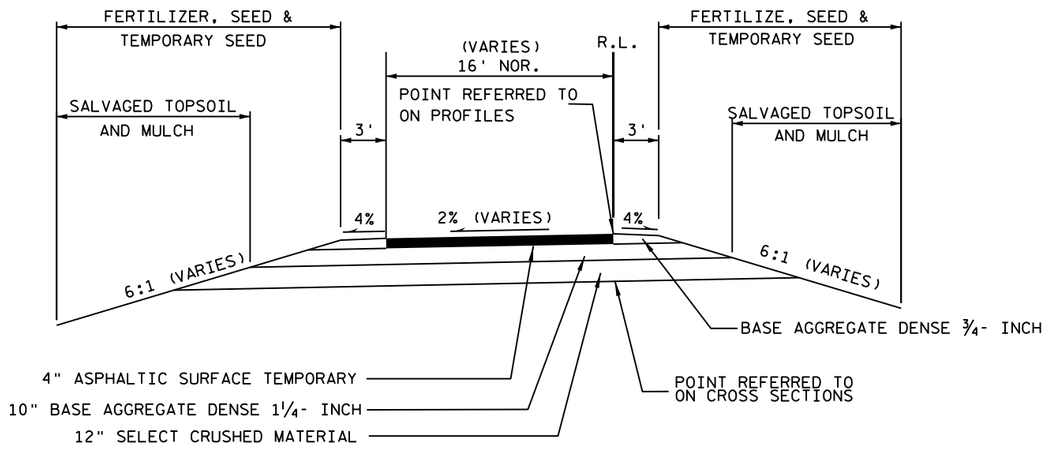
WHITETAIL LANE 'W'

PC/PT	STATION	CURVE RADIUS	S.E.	SUPER TRANSITION (FT)	SUPER RUNOFF (FT)	NORMAL CROWN STATION	FLAT (HIGHSIDE) STATION	REVERSE CROWN -2% STATION	FULL SUPER STATION
P.C.	22+19.53	716.20'	4.00%	134	89	21+16	21+61	22+06	22+50
P.T.	27+24.81	716.20'	4.00%	134	89	28+15	27+70	27+26	26+81
P.C.	32+28.32	716.20'	4.00%	134	89	31+25	31+70	32+15	32+59
P.T.	41+02.96	716.20'	4.00%	134	89	42+08	41+64	41+19	40+74
P.C.	48+68.11	1,273.24'	3.80%	139	91	47+58	48+07	48+55	48+99
P.T.	54+89.28	1,273.24'	3.80%	139	91	55+99	55+51	55+03	54+58



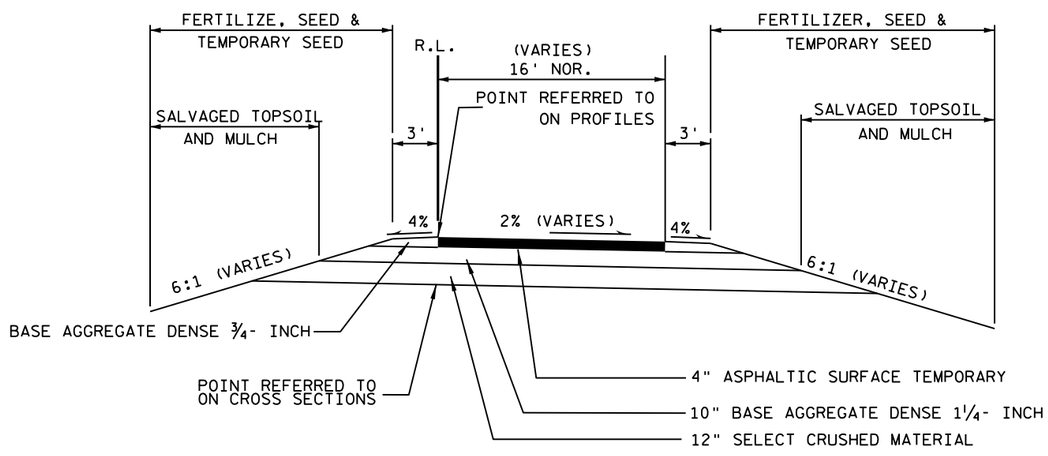
TYPICAL FINISHED SECTION

TEMPORARY CROSSOVER ('XOJ1')



TYPICAL FINISHED SECTION

MEDIAN CROSSOVER
(CROSSOVER 'X0J2')

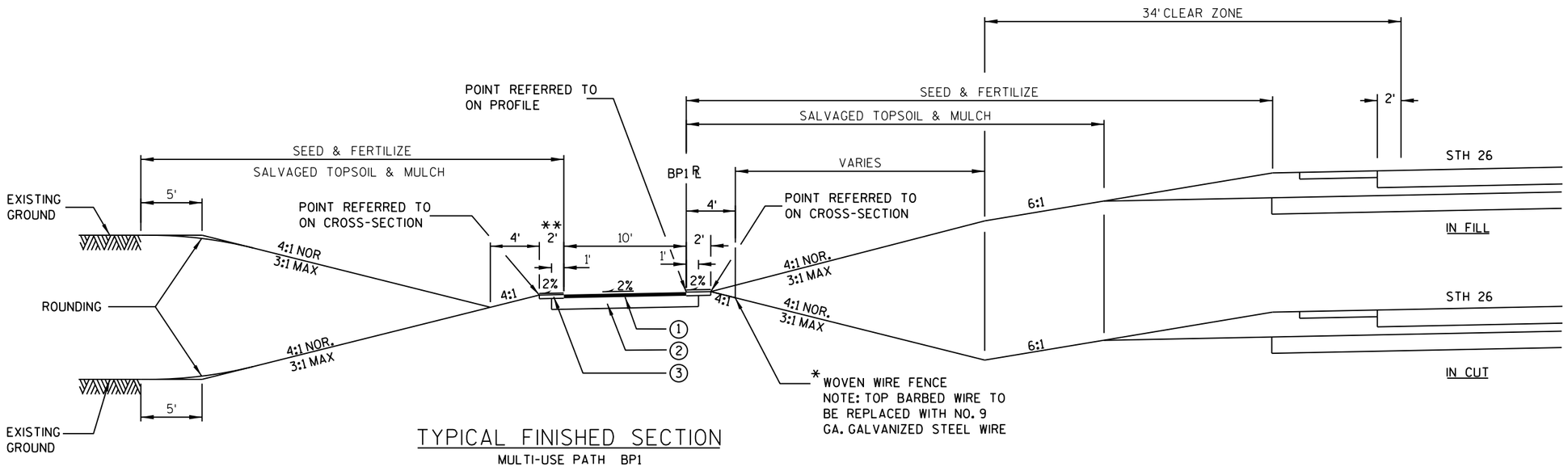


TYPICAL FINISHED SECTION

RAMP CROSSOVER
(CROSSOVER 'X0J3')

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	TYPICAL SECTIONS	SHEET	E

2



TYPICAL FINISHED SECTION

MULTI-USE PATH BP1
STA. 300+55 BP1 - STA. 391+54 BP1
STA. 452+22.5 BP1 - STA. 473+22.5 BP1
STA. 534+75 BP1 - STA. 545+00 BP1
* STA. 300+55 BP1 - STA. 309+00 BP1

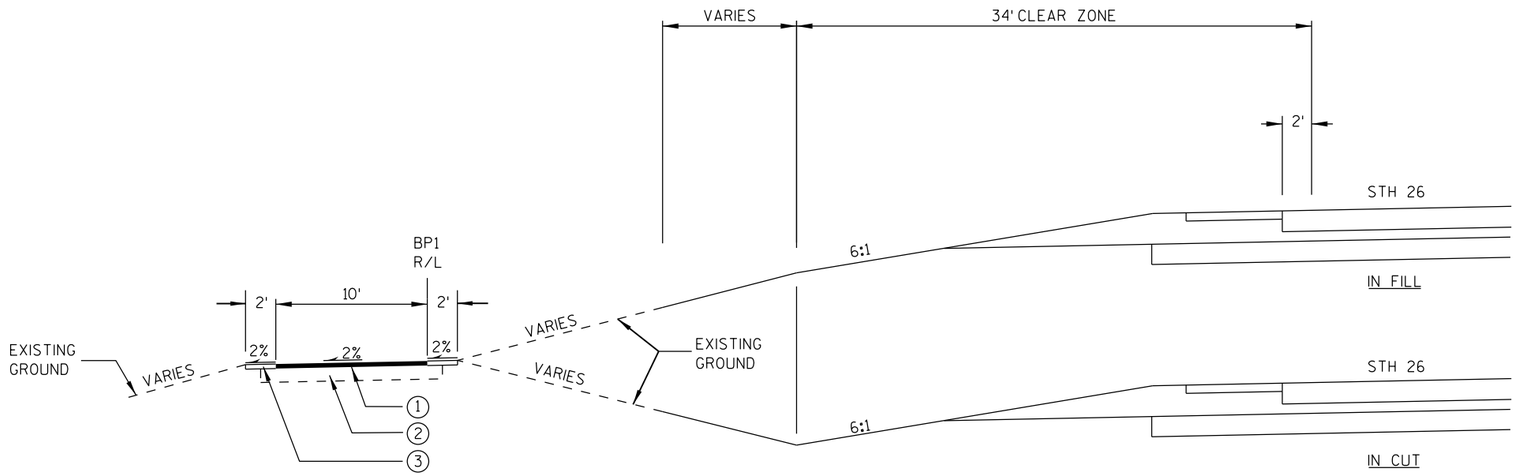
** USE 2" HMA PAVEMENT TYPE E-0.3
ALONG STRUCTURE R-28-30
STA. 540+05 BP1 - STA. 541+64 BP1

LEGEND

1	2" HMA PAVEMENT TYPE E-0.3
2	6" BASE AGGREGATE DENSE 1 1/4- INCH
3	SALVAGED TOPSOIL, MULCH, SEED & FERTILIZER ROLLED AND COMPACTED

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	TYPICAL SECTIONS	SHEET	E

2

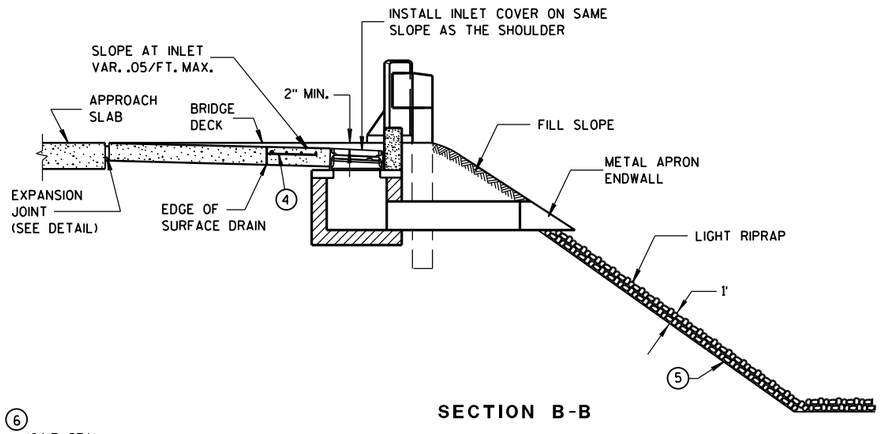


TYPICAL FINISHED SECTION

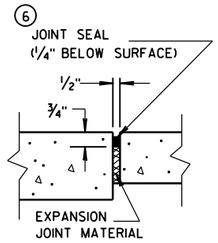
MULTI-USE PATH BP1
STA. 391+54 BP1 - STA. 452+22.5 BP1
STA. 473+22.5 BP1 - STA. 502+22.55 BP1

LEGEND

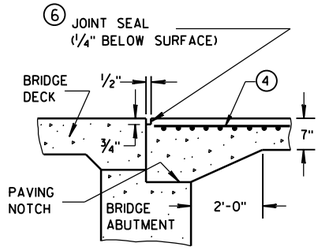
1	2" HMA PAVEMENT TYPE E-0.3
2	EXISTING BASE
3	SALVAGED TOPSOIL, MULCH, SEED & FERTILIZER ROLLED AND COMPACTED



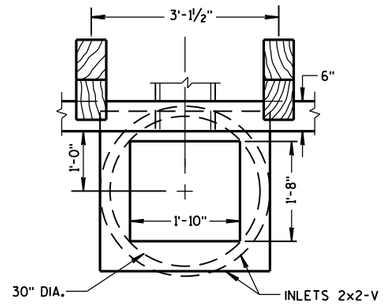
SECTION B-B



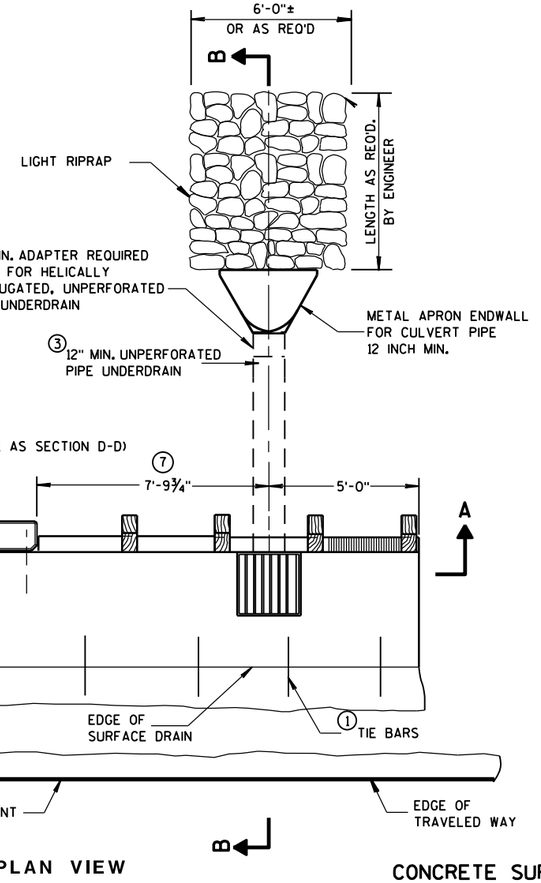
EXPANSION JOINT DETAIL



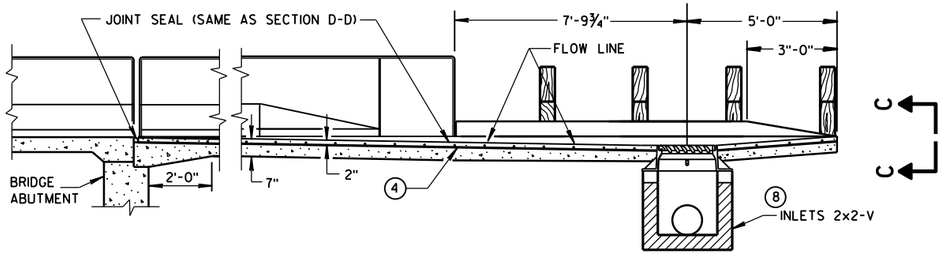
SECTION D-D



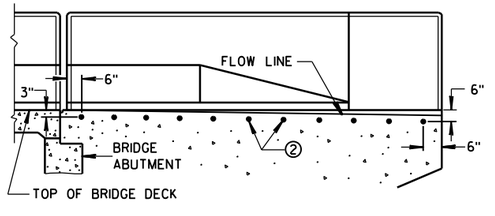
PLAN VIEW



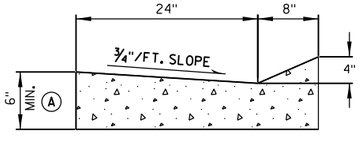
PLAN VIEW



SECTION A-A



LOCATION OF TIE BARS IN WINGWALL



SECTION C-C

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.

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

(1) NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" CENTERS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE.

(2) NO. 4 X 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) THE PIPE UNDERDRAIN MAY BE ANY ONE OF THE SIX MATERIALS LISTED IN THE STANDARD SPECIFICATIONS SECTION 612.2 EXCEPT DRAIN TILE.

(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

(5) GEOTEXTILE FABRIC, TYPE 'R"

(6) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

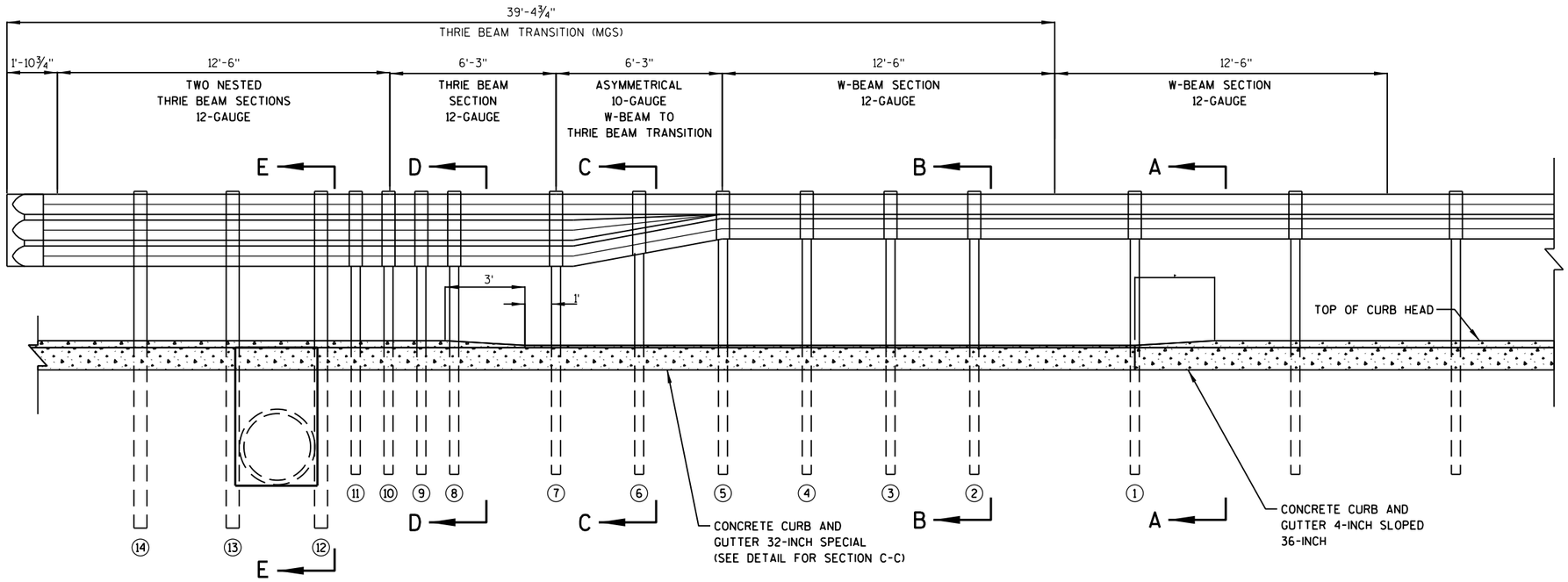
(7) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1 1/2".

(8) SEE CURRENT STANDARD DETAIL DRAWINGS 8A5 AND 8C7 FOR DETAILS.

(A) 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.

CONCRETE SURFACE DRAINS, SPECIAL

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	CONSTRUCTION DETAILS	SHEET	E



MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION WITH CONCRETE CURB AND GUTTER

(B) WOOD OR STEEL POSTS (W6X9 OR W6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

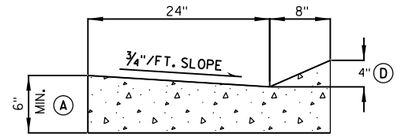
(C) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1".

(D) DEPRESS 4-INCH CURB HEAD TO 1-INCH AT ASYMMETRICAL AND W-BEAM SECTIONS OF THRIE BEAM TRANSITION.

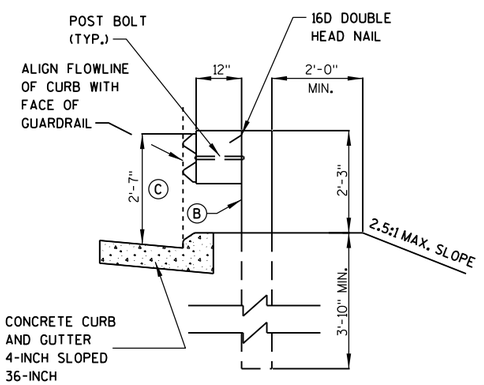
UTILIZE INLET COVER TYPE V, PLACED ON INLETS 2x2-FT WHEN A DRAINAGE STRUCTURE IS REQUIRED. THE TYPICAL LOCATION FOR THE DRAINAGE STRUCTURE IS WHERE THE POST SPACING IS 3'-1½".

SEE MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL AND MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) DETAILS WHEN NECESSARY

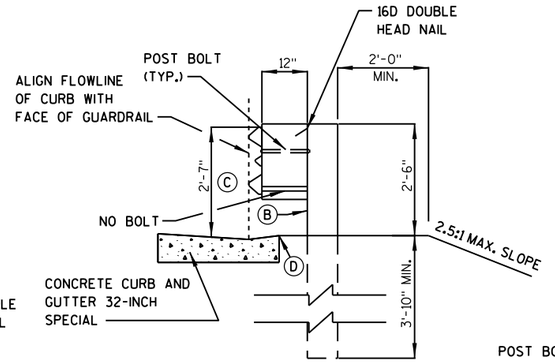
(A) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.



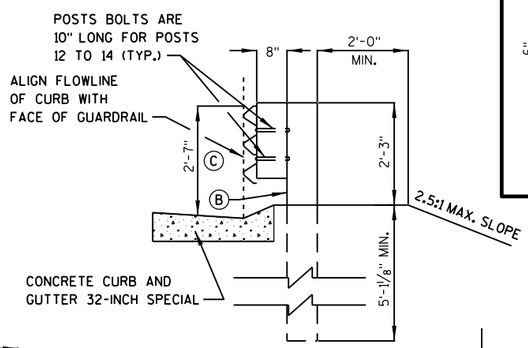
CONCRETE CURB AND GUTTER 32-INCH SPECIAL



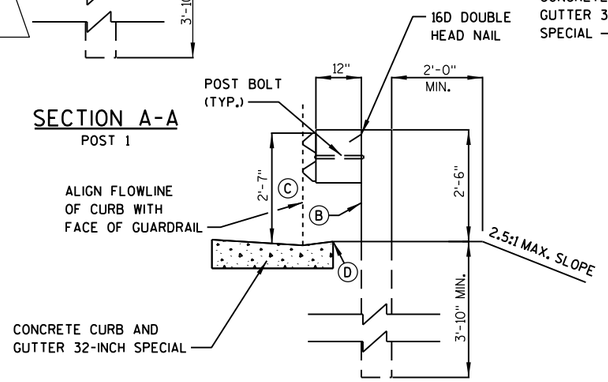
SECTION A-A
POST 1



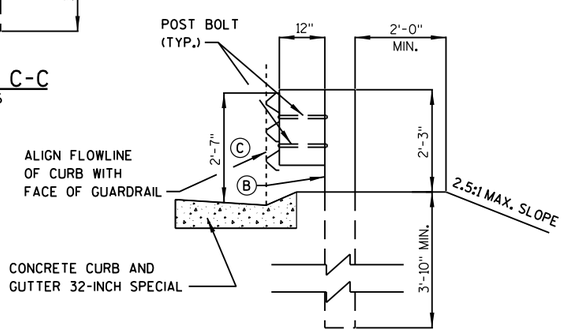
SECTION C-C
POST 6



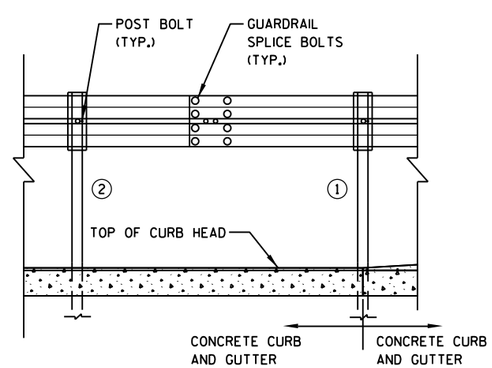
SECTION E-E
POSTS 12-14



SECTION B-B
POSTS 2-5

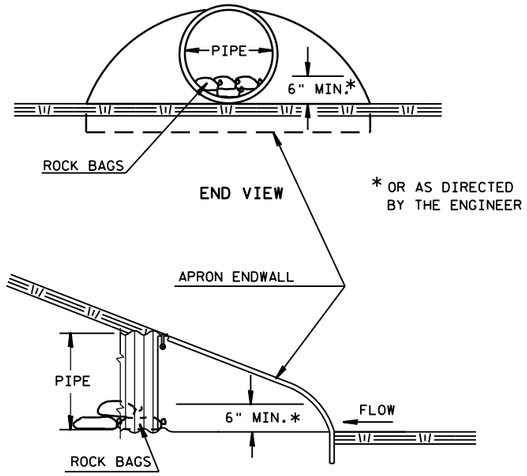


SECTION D-D
POSTS 7-11

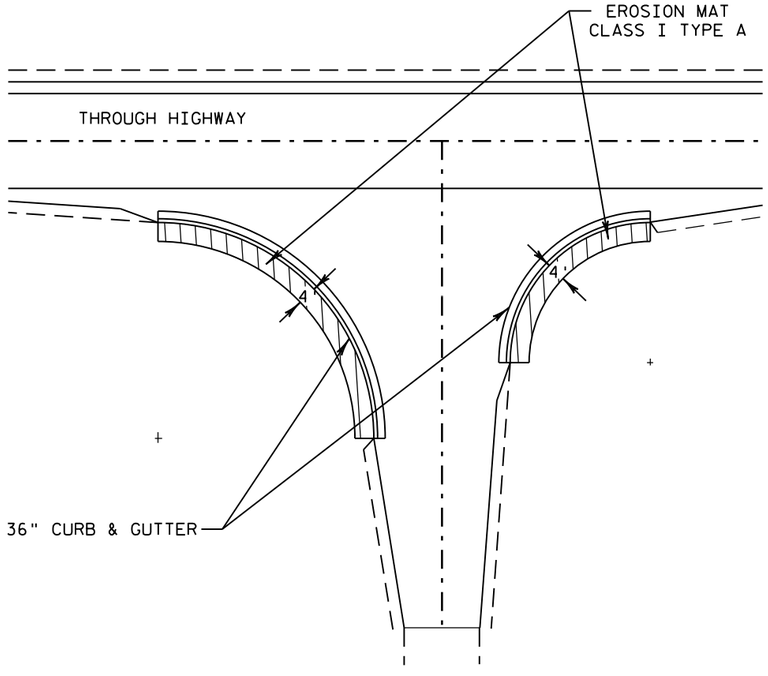


SPLICE DETAIL

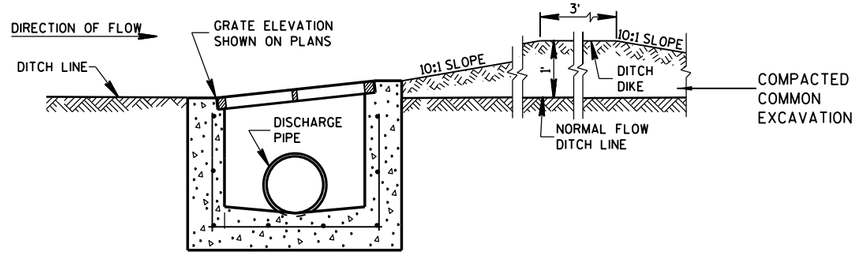
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	CONSTRUCTION DETAILS	SHEET	E



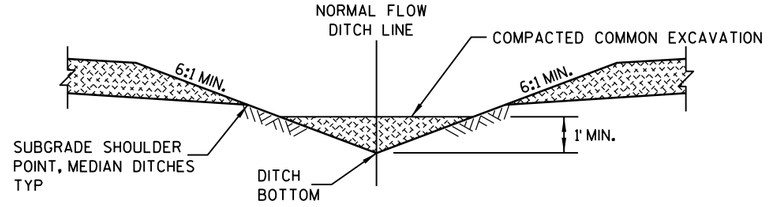
CULVERT PIPE CHECK



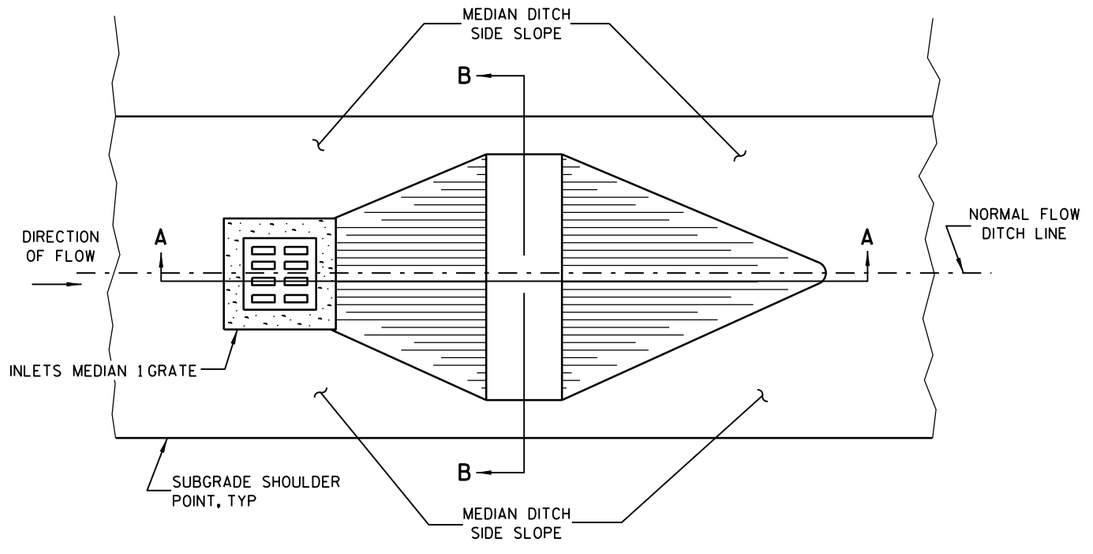
EROSION MAT DETAIL AT RURAL INTERSECTIONS



SECTION A-A



SECTION B-B

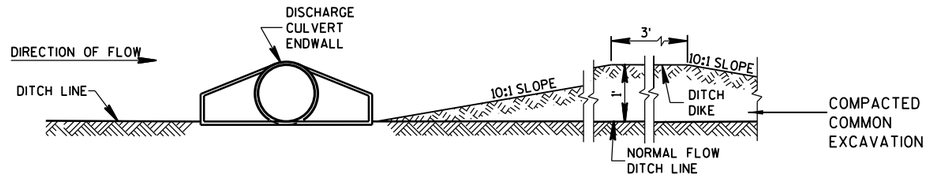


PLAN VIEW

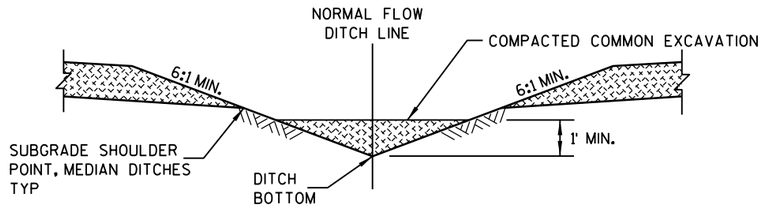
INLET DITCH CHECK, SPECIAL

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	CONSTRUCTION DETAILS	SHEET	E

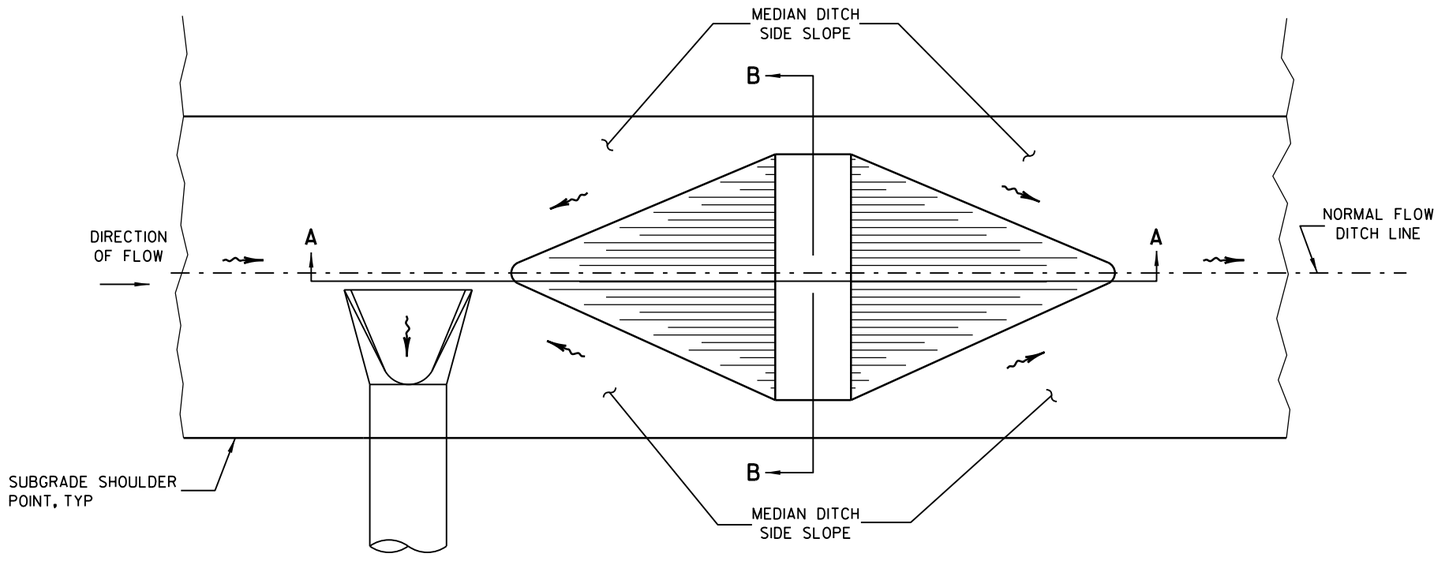
2



SECTION A-A



SECTION B-B



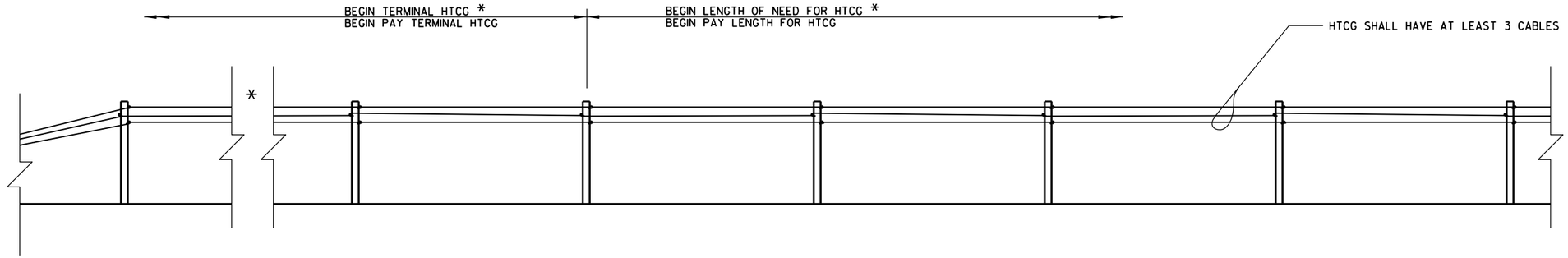
PLAN VIEW

CULVERT DITCH CHECK, SPECIAL

PROJECT NO:1390-04-80	HWY: STH 26	COUNTY:ROCK & JEFFERSON	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021001_cd.dgn PLOT DATE : 27-NOV-2012 11:14 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000 WISDOT/CADDS SHEET 42

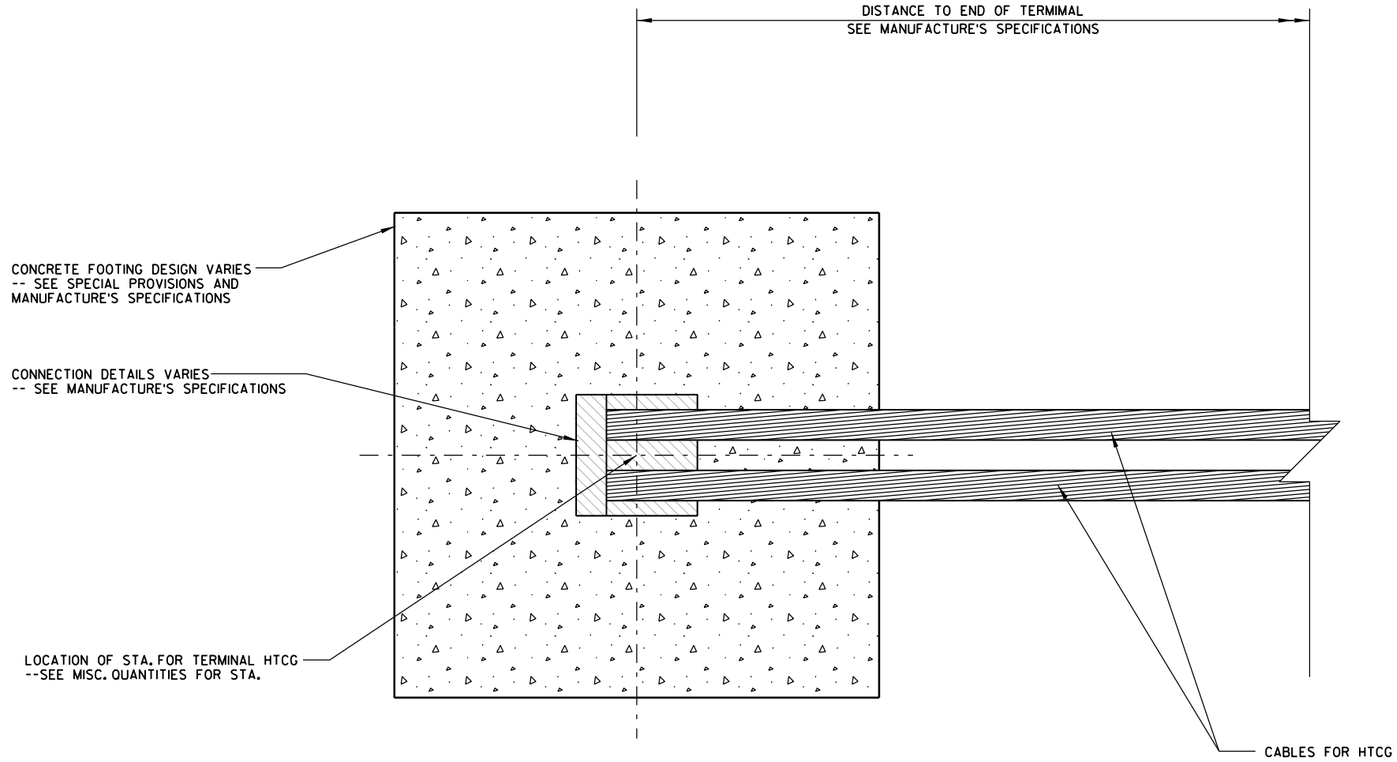
2



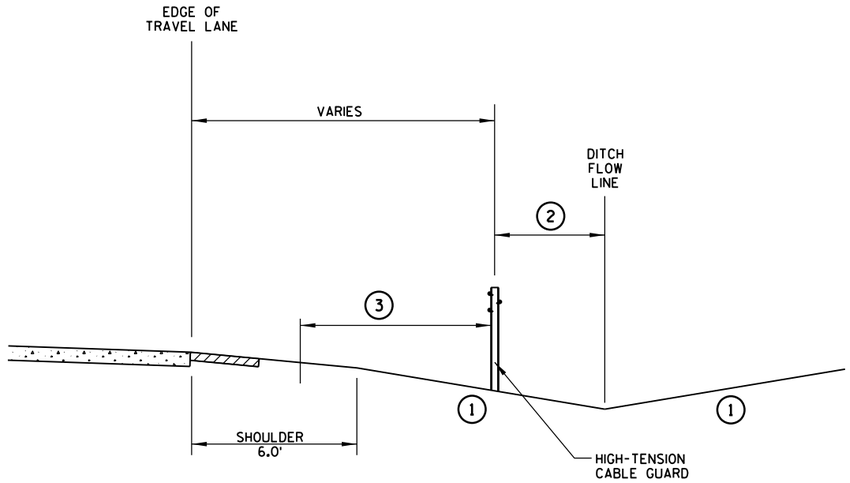
* AS DETERMINED BY MANUFACTURER

DETAIL FOR PAY LIMITS OF HIGH-TENSION CABLE GUARD (HTCG) COMPONENTS

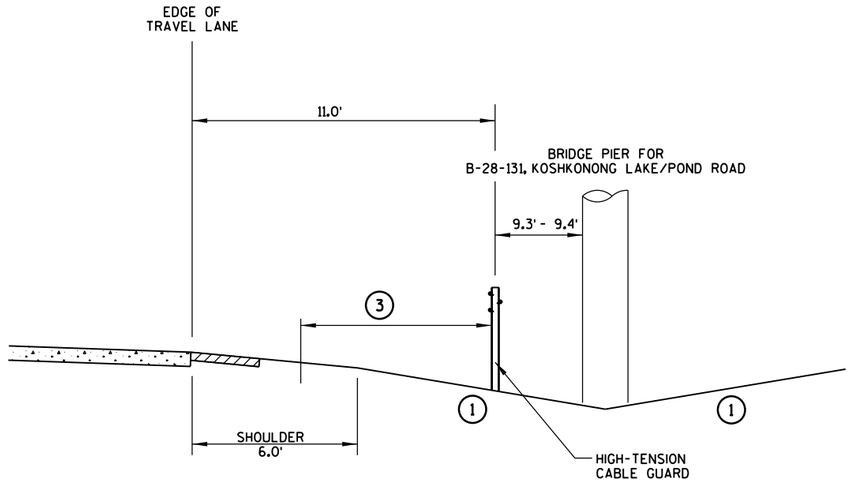
NOTE:
TERMINAL CONCRETE ANCHORS FOR HTCG SHALL BE FLUSH WITH FINISHED SURFACE.



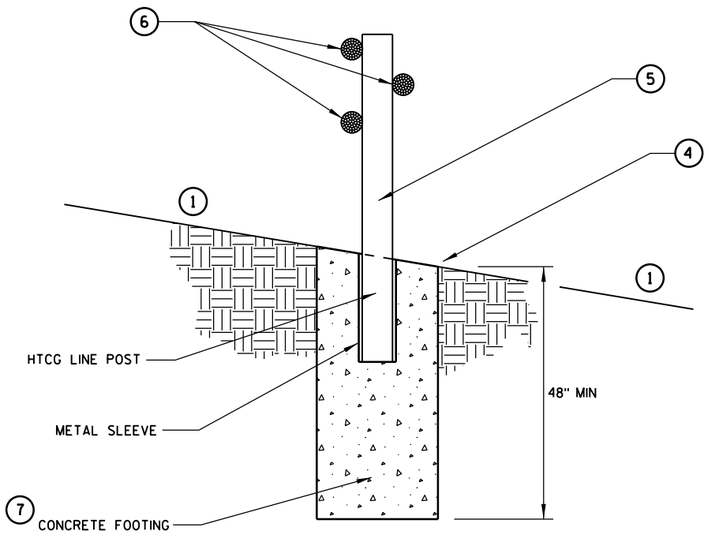
PLAN VIEW OF HTCG CONCRETE ANCHOR



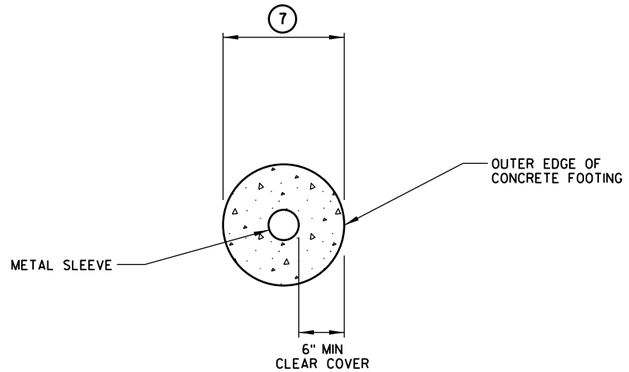
CROSS SECTIONAL DITCH VIEW



CROSS SECTIONAL DITCH VIEW AT STRUCTURE



CROSS SECTIONAL VIEW LINE POST DETAIL



PLAN VIEW LINE POST DETAIL
(CABLES OMITTED FOR CLARITY)

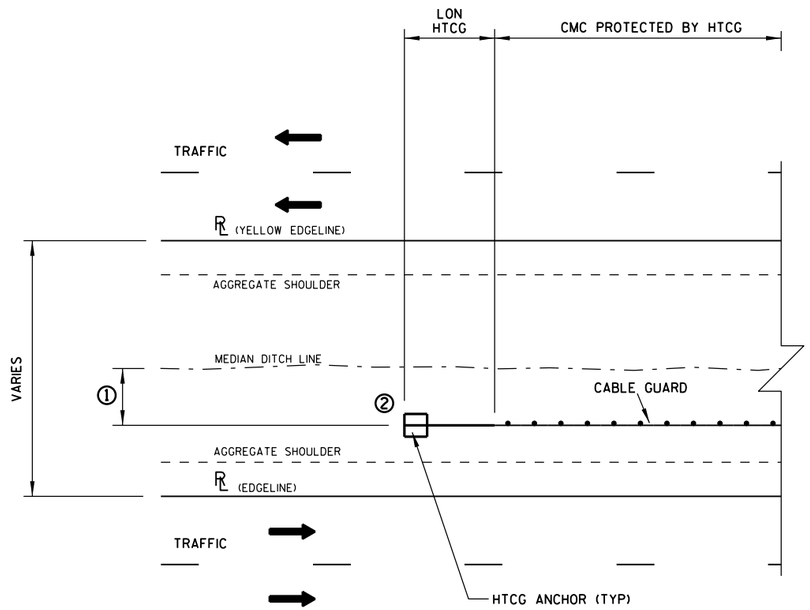
NOTES

1. DO NOT INSTALL HIGH-TENSION CABLE GUARD ON SLOPES STEEPER THAN 6:1.
2. OFFSET OF HTCG TO DITCH FLOW LINE:
   DESIRABLE: 10'
   MINIMUM: 8'
3. FOR DEFLECTION CRITERIA SEE SPECIAL PROVISIONS.
4. CONCRETE FOOTING FOR HTCG LINE POST SHALL BE FLUSH WITH FINISHED GROUND SURFACE.
5. LINE POST FOR HTCG SHALL BE PLUMB, EASILY REMOVED FROM STEEL SLEEVE, AND ABLE TO MAINTAIN CABLES AT CORRECT ELEVATION.
6. HTCG SHALL HAVE A MINIMUM OF THREE CABLES. SEE MANUFACTURE'S SPECIFICATIONS FOR CABLE CONFIGURATION, CORRECT CABLE HEIGHT, AND CORRECT CABLE TENSION.
7. SEE MANUFACTURE'S DETAILS AND SPECIFICATIONS FOR LINE POST FOOTING DESIGN.

HIGH-TENSION CABLE GUARD (HTCG) LINE POST DETAILS

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	CONSTRUCTION DETAILS	SHEET	E

2



LEGEND		
CMC	-	CROSS MEDIAN CRASHES
HTCG	-	HIGH TENSION CABLE GUARD
LON	-	LENGTH OF NEED

① OFFSET OF HTCG TO MEDIAN DITCH LINE:
DESIRABLE: 10'
MINIMUM: 8'

② BEGIN STATION FOR HTCG MAY BE ADJUSTED IN FIELD --SEE PROJECT ENGINEER

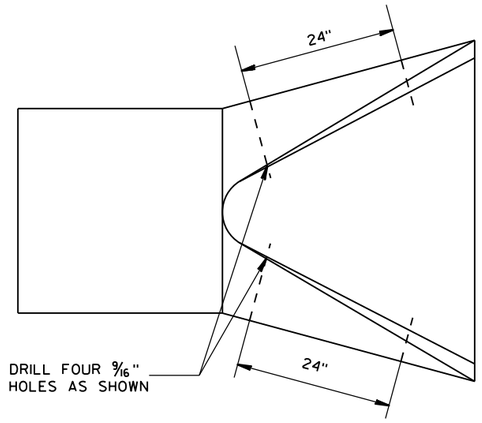
③ END STATION FOR HTCG MAY BE ADJUSTED IN FIELD --SEE PROJECT ENGINEER

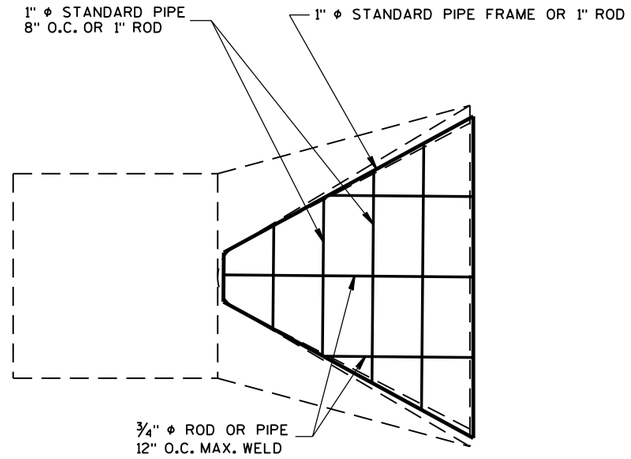
④ IT IS PREFERRED THAT THE TERMINAL FOR HTCG IS INSTALLED IN A LOCATION THAT PROTECTS IT FROM BEING STRUCK FROM OPPOSITE DIRECTION OF TRAVEL.

GENERAL INSTALLATION FOR HIGH-TENSION CABLE GUARD

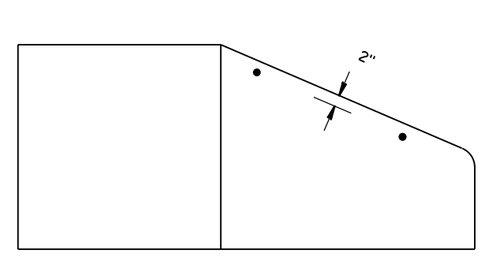
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	CONSTRUCTION DETAILS	SHEET	E

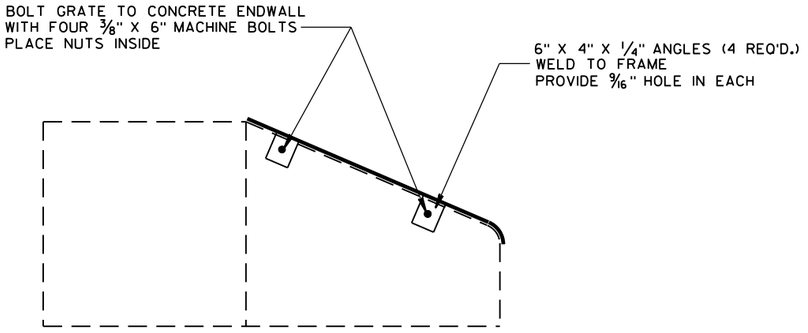
2

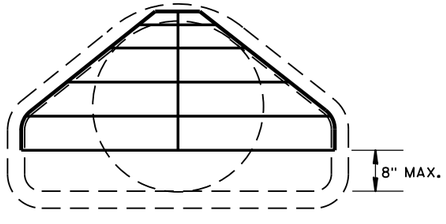




AT EACH PIPE

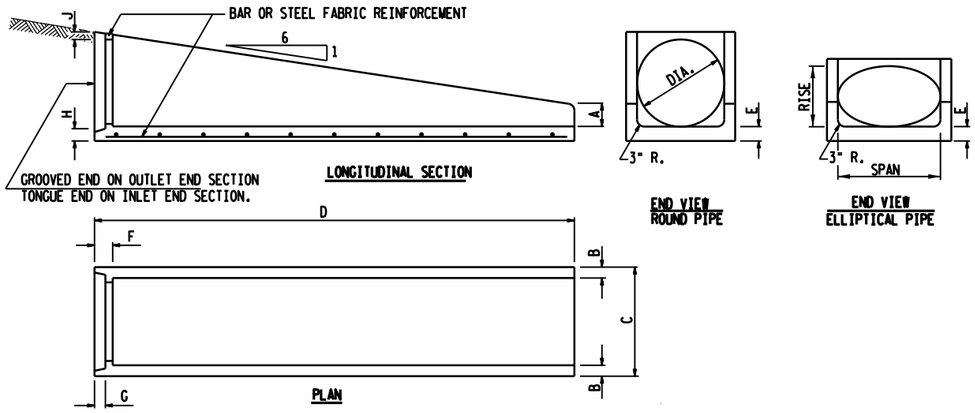




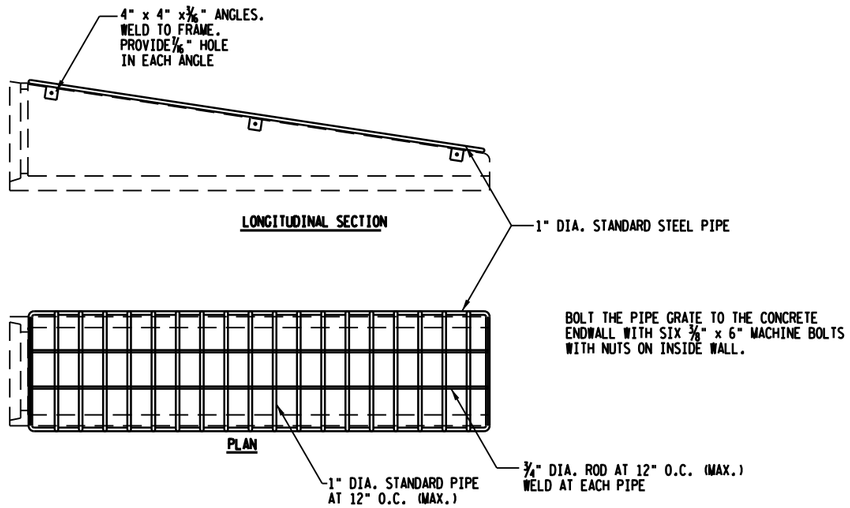


PIPE GRATE DETAIL

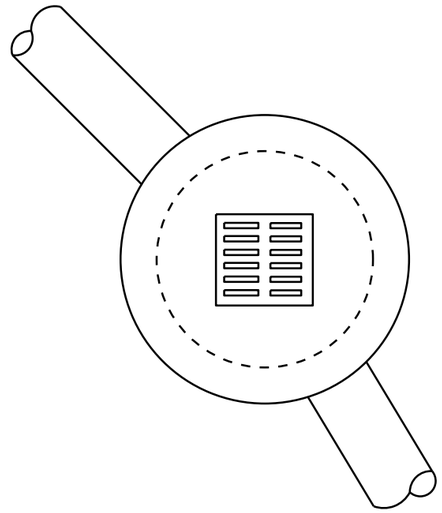
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	CONSTRUCTION DETAILS	SHEET	E

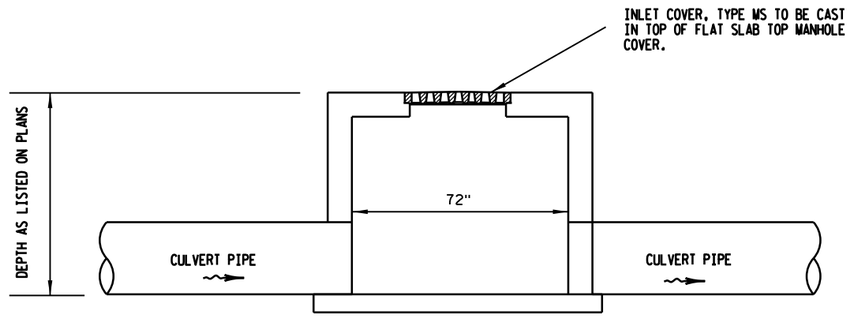


PIPE DIA. (IN.)	ELLIPTICAL PIPE		DIMENSIONS (INCHES)								
	RISE (IN.)	SPAN (IN.)	A	B	C	D	E	F	G	H	J
15	-	-	6	2 1/4	19.5	67.5	4	5	3	4	2 1/4
18	-	-	6	2 1/3	24	100	4	5	3	4	2 1/3
24	-	-	6	3	30	125	4	5	3	4	3
30	-	-	6	3 1/2	37	150	4	5	3	4	3 1/2
-	19	30	6	3 1/4	36 1/2	97 1/2	4	5	3	4	3 1/4
-	24	38	6	3 3/4	45 1/2	130 1/2	4	5	3	4	3 3/4
-	29	45	6	4 1/2	54	165	4	5	3	4	4 1/2



REINFORCED CONCRETE ENDWALLS & GRATES SPECIAL



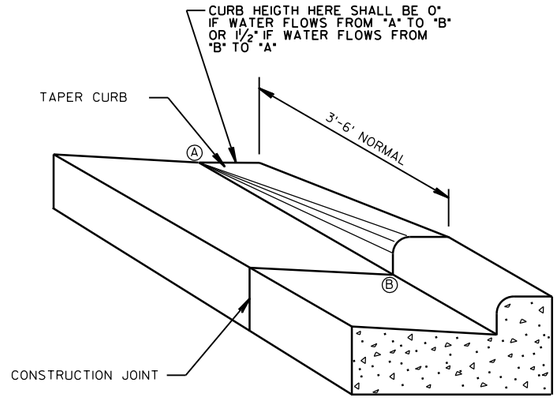


ELEVATION VIEW

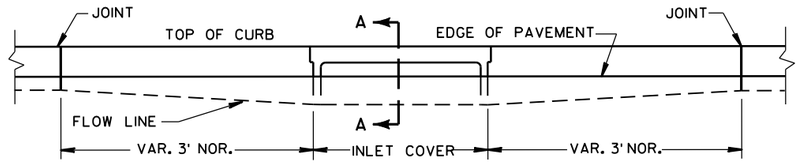
SEE S.D.D. "MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER" FOR DETAILS NOT SHOWN.

MANHOLES, 6-FT DIAMETER, SPECIAL

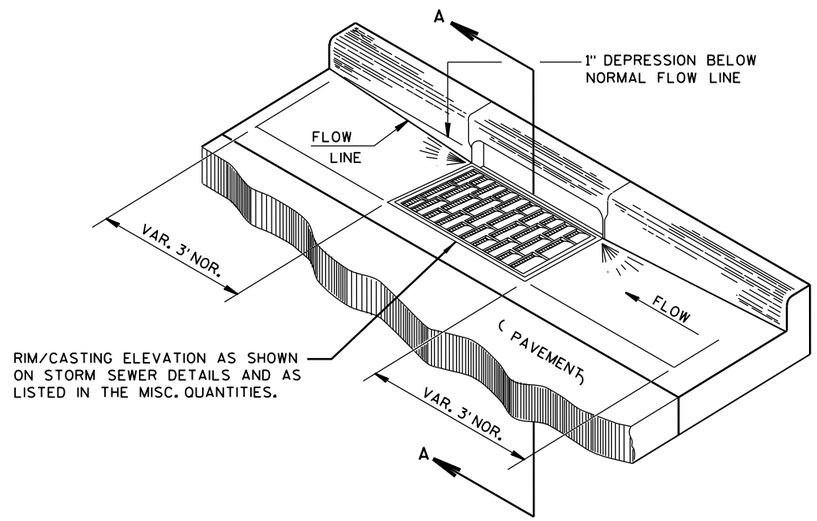
STA. 633+72, 58.35' LT.



DETAIL OF CURB & GUTTER TERMINI



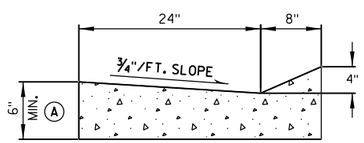
ELEVATION



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET SHOWN)

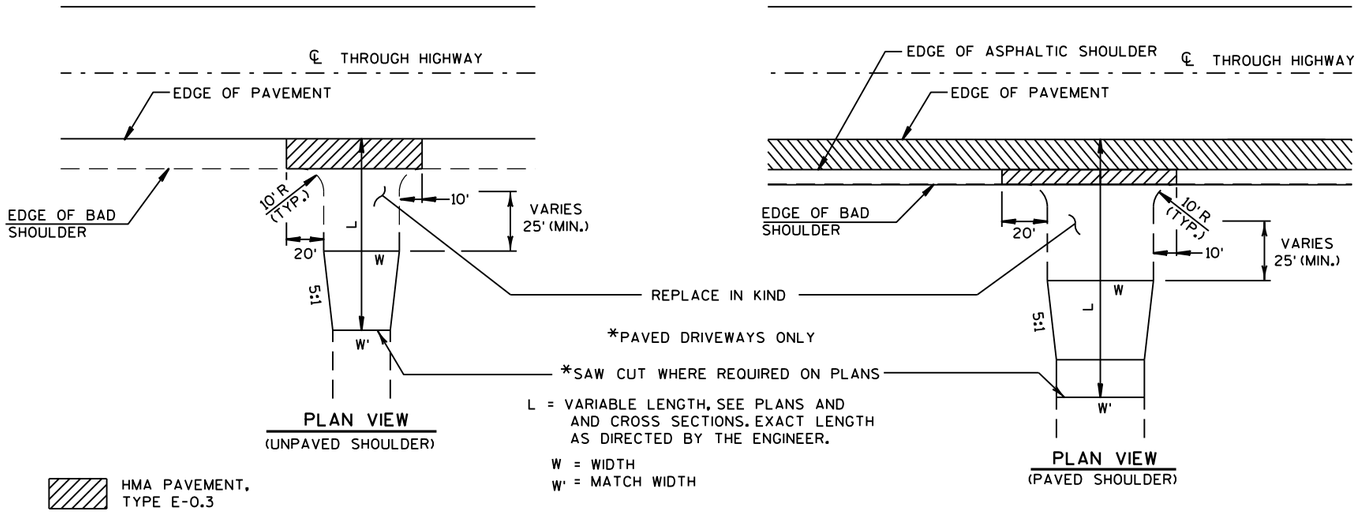
(A) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

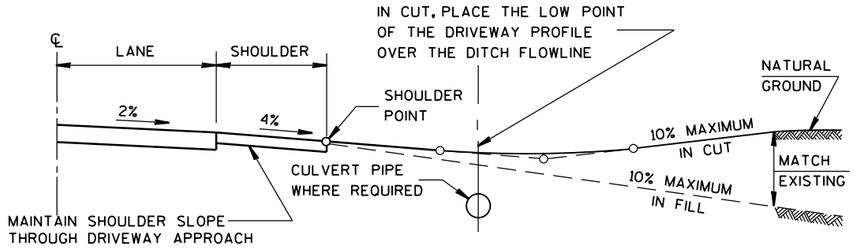


CONCRETE CURB AND GUTTER 32-INCH SPECIAL

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	CONSTRUCTION DETAILS	SHEET	E

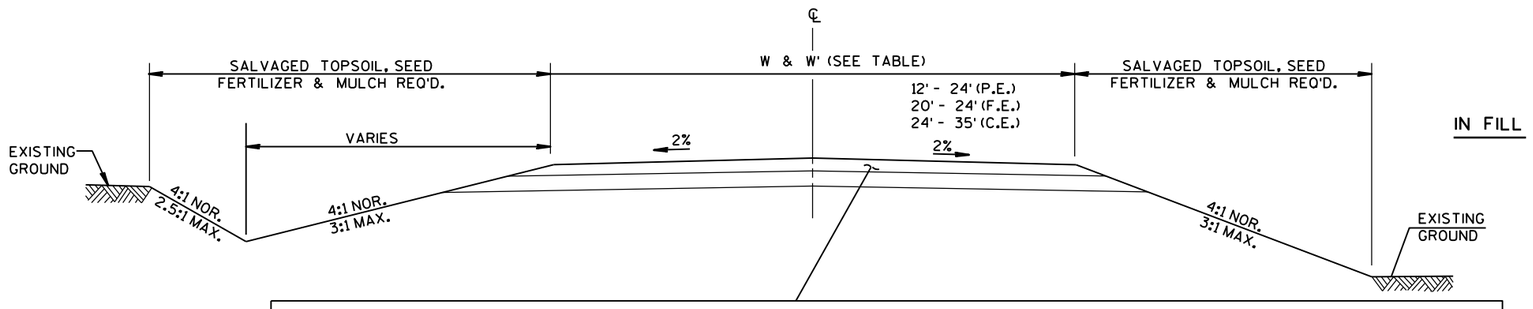
FILE NAME : R:\Projects\d1_13900480\021001_cd.dgn PLOT DATE : 27-NOV-2012 11:14 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000
WISDOT/CADDS SHEET 42





PROFILE VIEW

TYPICAL DRIVEWAY DETAILS



IN DITCH SECTIONS

(BAD)
4" BASE AGGREGATE DENSE 1 1/4-INCH OVER
8" SELECT CRUSHED MATERIAL

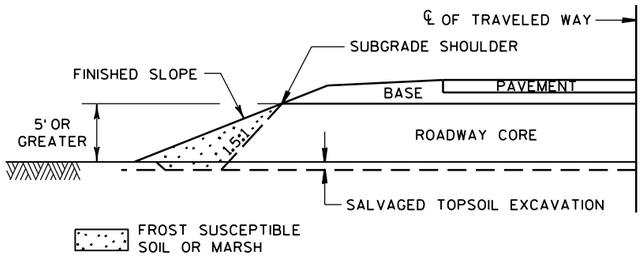
(HMA P.E.'S & F.E.'S)
2" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER
4" BASE AGGREGATE DENSE 1 1/4-INCH OVER
8" S:LECT CRUSHED MATERIAL

(HMA C.E.'S)
3.5" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER
4" BASE AGGREGATE DENSE 1 1/4-INCH OVER
8" SELECT CRUSHED MATERIAL

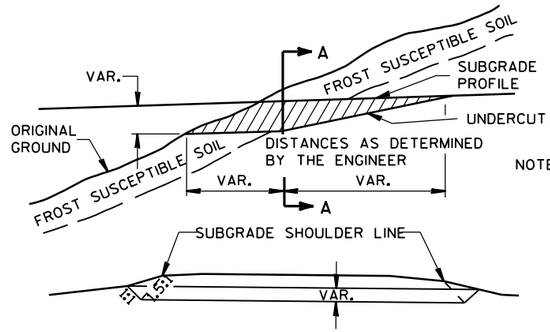
(CONCRETE P.E.'S)
CONCRETE DRIVEWAY 6-INCH OVER
6" BASE AGGREGATE DENSE 1 1/4-INCH

TYPICAL SECTION FOR RURAL DRIVEWAY

Station	Location	Type	Width (W)	Match Width (W')	Surface
Mainline					
585+10	LT	P.E.	20'	10.5'	Gravel
598+80	LT	F.E.	20'	20'	Gravel
603+12	RT	P.E.	16'	16'	Asphalt
606+62	RT	P.E.	20'	10'	Gravel
609+32	RT	P.E.	20'	9'	Gravel
610+23	LT	P.E.	12'	9'	Gravel
612+00	LT	P.E.	12'	10'	Gravel
618+42	LT	P.E.	15'	15'	Gravel
620+20	RT	P.E.	32'	12.5'	Asphalt
621+55	RT	F.E.	24'	24'	Gravel
623+84	LT	C.E.	20'	28'	Asphalt
624+58	RT	P.E.	35'	14'	Asphalt
629+25	RT	P.E.	10'	7'	Asphalt
687+00	RT	F.E.	24'	24'	Gravel
706+00	RT	F.E.	20'	20'	Gravel
757+50	RT	F.E.	20'	20'	Gravel
768+34 (MULTIPLE DRIVEWAYS)	RT	P.E.	30'	16'/12'/12'	Asphalt
775+50	RT	P.E.	12'	12'	Gravel
795+00 (MULTIPLE DRIVEWAYS)	RT	P.E.	24'	9'/15.5'	Asphalt
FRONTAGE ROAD 'AH'					
7+50	RT	P.E.	12'	9'	Gravel
21+30	RT	P.E.	35'	28.5'	Asphalt
21+75 (MULTIPLE DRIVEWAYS)	RT	P.E.	33'	30'/20'	Asphalt
County Line Road 'CLN'					
34+00	LT	F.E.	35'	35'	Gravel
35+63	RT	P.E.	20'	21'	Asphalt
37+60	RT	F.E.	35'	35'	Gravel
CULDUSAC 'BR'					
15+65	RT	C.E.	35'	28.5'	Asphalt
OLD STH 26 AT COUNTY LINE ROAD 'DS'					
633+62	LT	P.E.	10'	10'	Gravel
8+00	LT	P.E.	22'	11'	Gravel
11+80	LT	P.E.	20'	20'	Asphalt
16+50	RT	C.E.	20'	20'	Asphalt
OLD STH 26 AT WEST CONNECTOR ROAD 'DN'					
14+59	LT	P.E.	20'	16.5'	Gravel
16+10	LT	F.E.	20'	12'	Gravel
25+12	LT	P.E.	12'	12'	Gravel
34+18	LT	P.E.	12'	12'	Asphalt
VICKERMAN ROAD 'V'					
33+75	RT	F.E.	20'	20'	Gravel
WEST CONNECTOR ROAD 'JW'					
20+00	LT	F.E.	20'	20'	Gravel
20+00	RT	F.E.	20'	20'	Gravel
EAST CONNECTOR ROAD 'JE'					
32+50	RT	P.E.	12'	12'	Gravel
KOSHKONONG ROAD/POND ROAD 'P'					
15+20	LT	P.E.	12'	10.5'	Asphalt
17+87	LT	P.E.	12'	12'	Asphalt
18+10	LT	P.E.	12'	10.5'	Asphalt
21+34	LT	P.E.	12'	12'	Concrete
21+60	LT	P.E.	17.5'	20.5'	Asphalt
40+00	RT	F.E	20'	20'	Gravel
WHITETAIL LANE 'WTL'					
20+22	LT	P.E.	20'	20'	Gravel
21+25	LT	F.E.	15'	15'	Gravel
35+50	RT	F.E.	20'	20'	Gravel
39+00	RT	P.E.	20'	20'	Gravel
QLD 26 AT WHITETAIL 'NC'					
35+25	LT	P.E.	20'	14'	Concrete
36+05	LT	P.E.	20'	11'	Gravel



DETAIL FOR FILL SECTIONS



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

NOTE: EXACT LOCATIONS AND EXTENT OF EBS SECTIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

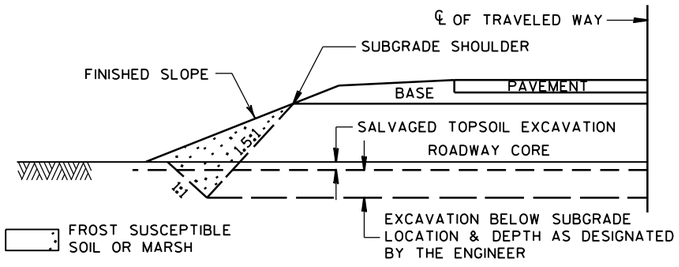
EBS AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER

BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

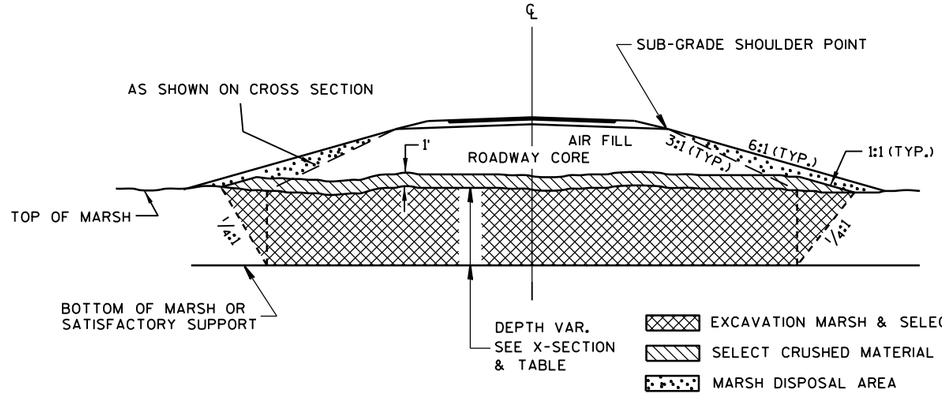
THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL EBS IS COMPLETED.

DETAIL FOR EXCAVATION BELOW SUBGRADE

CUTS TO FILL TRANSITION



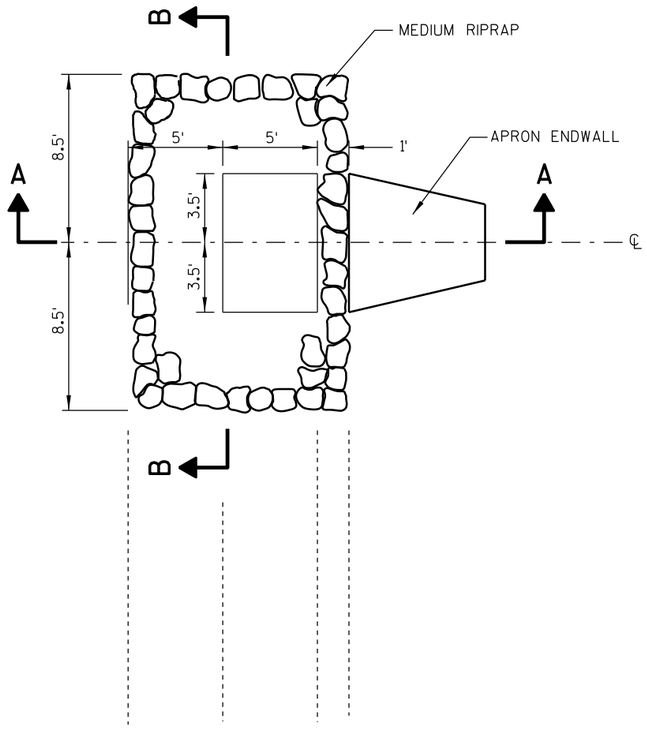
DETAIL FOR EXCAVATION BELOW SUBGRADE



STA.	DEPTH (APPROX.)
630+00	0.5'
631+00	1.0'
632+00	1.0'
633+00	1.0'
634+00	1.0'
635+00	1.0'
636+00	1.0'
637+00	0.5'
816+00	5.5'
817+00	4.5'
818+00	3.0'
819+00	1.5'
32+00 W	2.0'

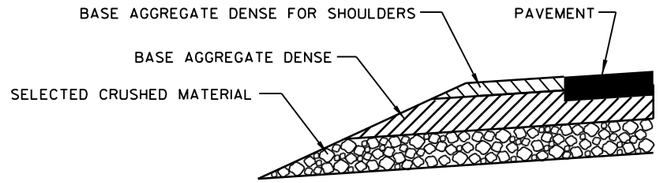
TYPICAL MARSH EXCAVATION SECTION

STA. 629+40 - STA. 637+00
STA. 816+00 - STA. 819+00
STA 31+56 W - 33+00 W

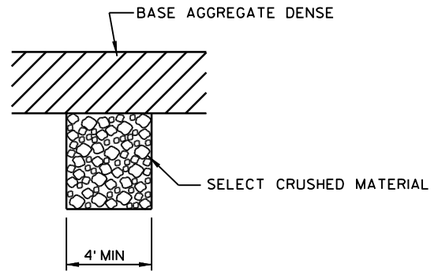


MEDIUM RIPRAP CATCHMENT AREA

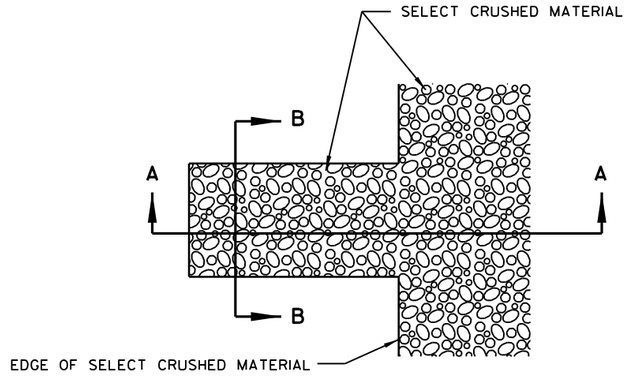
STA. 789+91



SECTION A-A



SECTION B-B



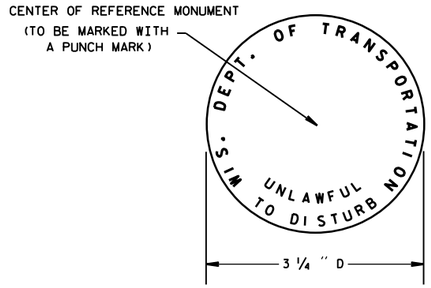
DETAIL FOR FRENCH DRAINS

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

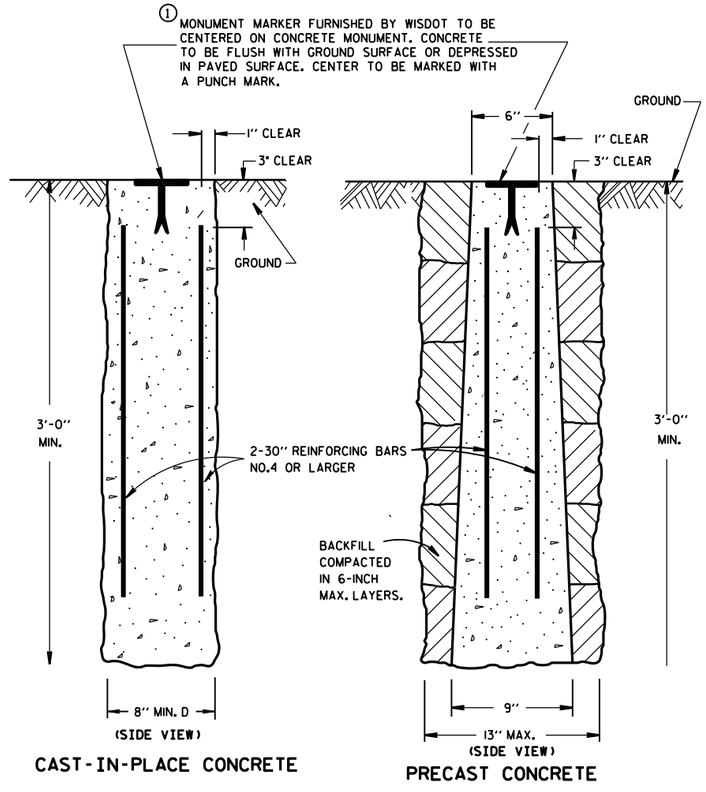
(LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)

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

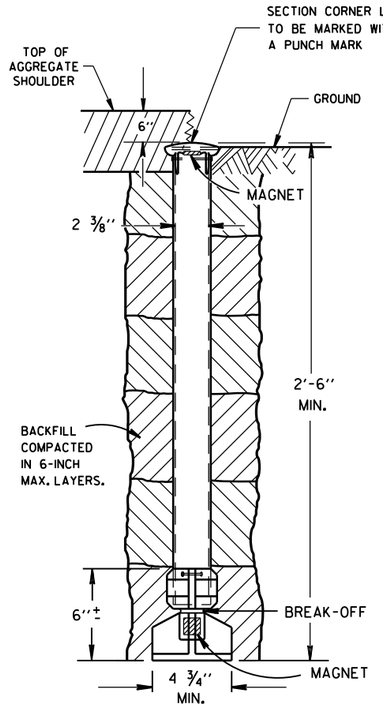
2



① WIS DOT MONUMENT MARKER LOGO

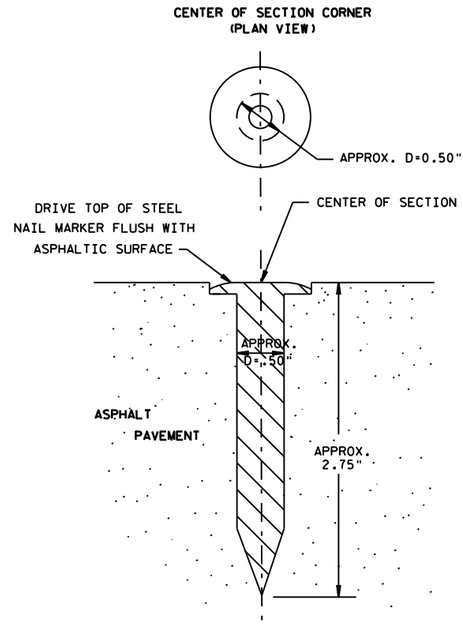


LANDMARK REFERENCE MONUMENTS (TIES ONLY)



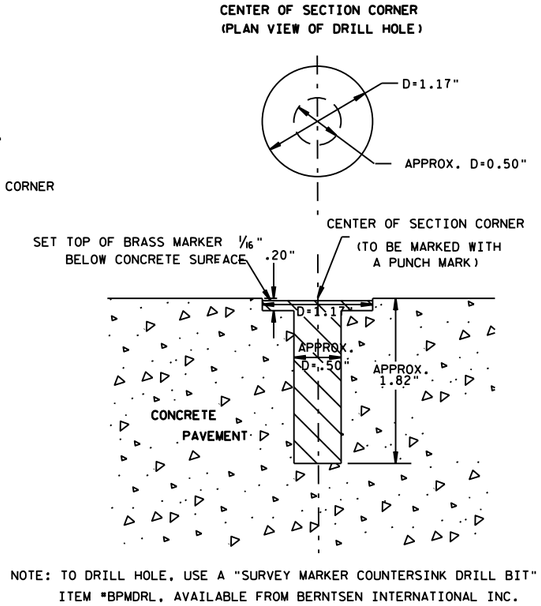
OUTSIDE OF PAVEMENT

① BERNSTEN A1BR30 ALUMINUM BREAK-OFF MONUMENT



IN ASPHALTIC PAVEMENT

① BERNSTEN SNM1 STEEL NAIL MARKER



NOTE: TO DRILL HOLE, USE A "SURVEY MARKER COUNTERSINK DRILL BIT" ITEM *BPMDRL, AVAILABLE FROM BERNTSEN INTERNATIONAL INC.

(SIDE VIEW OF DRILL HOLE)

IN CONCRETE PAVEMENT

① BERNSTEN BP -1 BRASS MARKER WITH ANCHOR PLUG

SECTION CORNER MONUMENTS

GENERAL NOTES

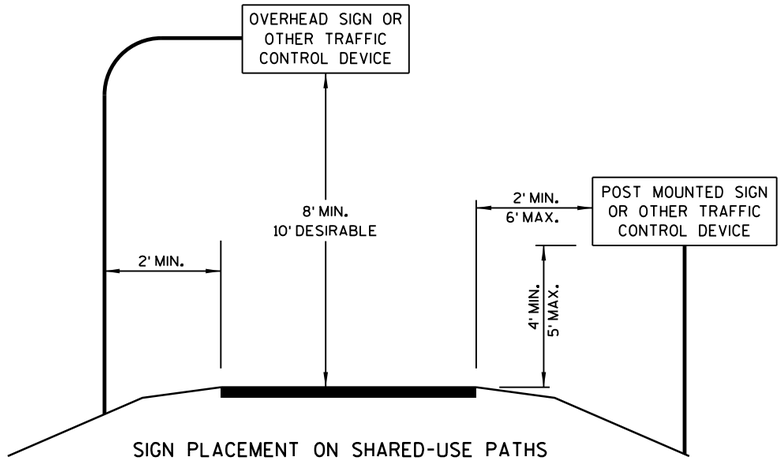
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

LOCATE LANDMARK REFERENCE MONUMENTS OUTSIDE THE CONSTRUCTION LIMITS AND WITHIN WISDOT RIGHT OF WAY. LOCATION TO BE APPROVED BY THE ENGINEER.

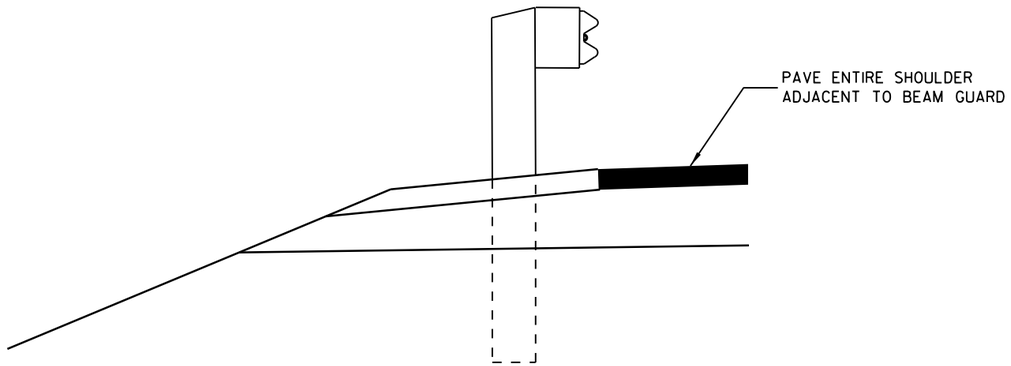
① THE DISTRICT SURVEY COORDINATOR WILL SUPPLY.

SECTION CORNER MONUMENT AND LANDMARK REFERENCE MONUMENT SPECIAL DETAIL

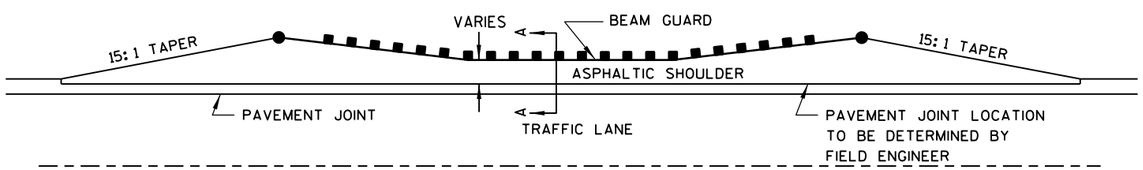
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	CONSTRUCTION DETAILS	SHEET	E



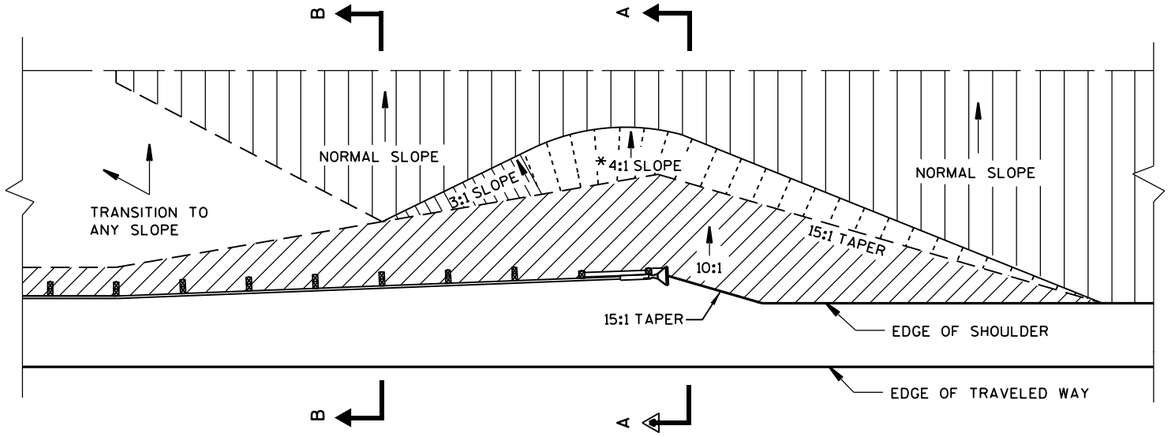
SIGN PLACEMENT ON SHARED-USE PATHS



SECTION A-A

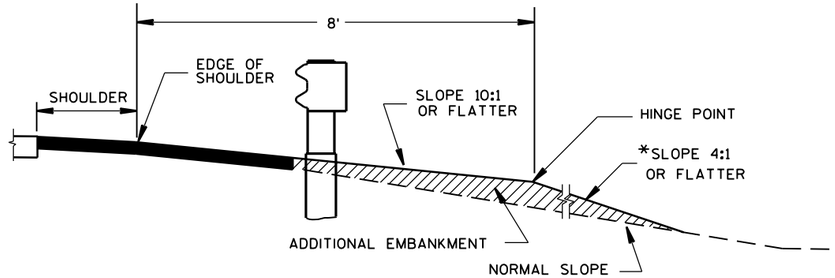


DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

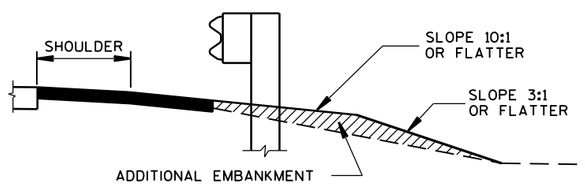


PLAN VIEW

*A 3:1 MAXIMUM SLOPE MAY BE USED FOR INSTALLATIONS ON EXISTING HIGHWAYS.



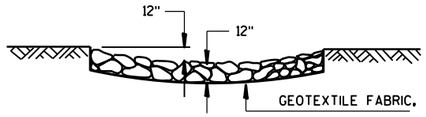
SECTION A-A



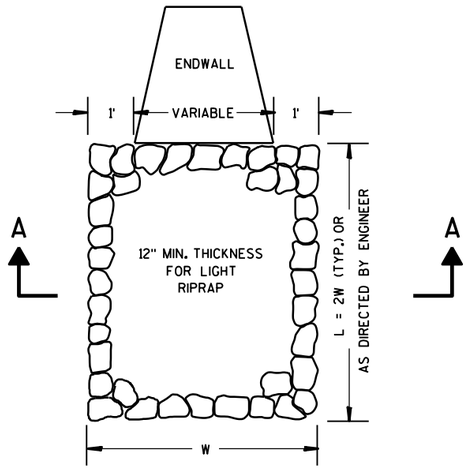
SECTION B-B

GRADING DETAIL FOR E.A.T.*

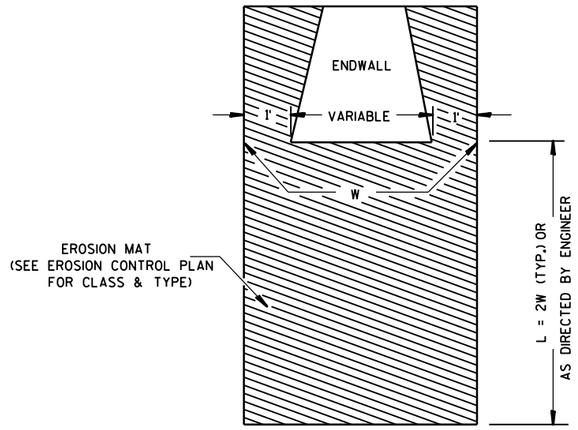
*GRADING & MATERIAL QUANTITIES ARE INCLUDED IN THE EARTHWORK SUMMARY TABLE AND MISCELLANEOUS QUANTITIES.



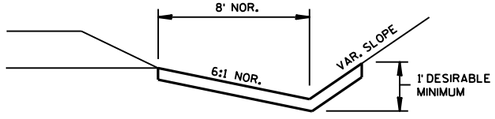
SECTION A-A



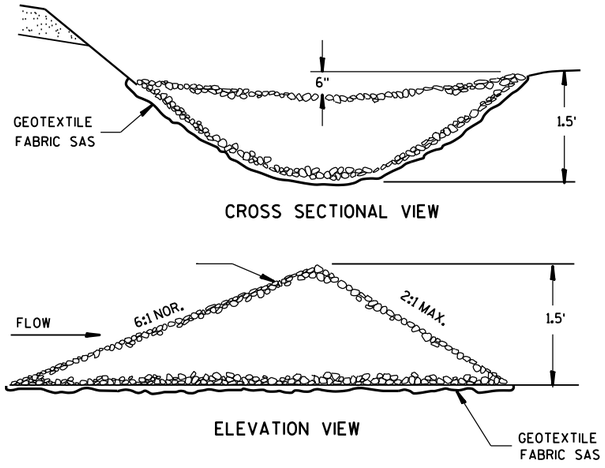
LIGHT RIPRAP TREATMENT AT CULVERTS



EROSION MAT TREATMENT AT CULVERTS



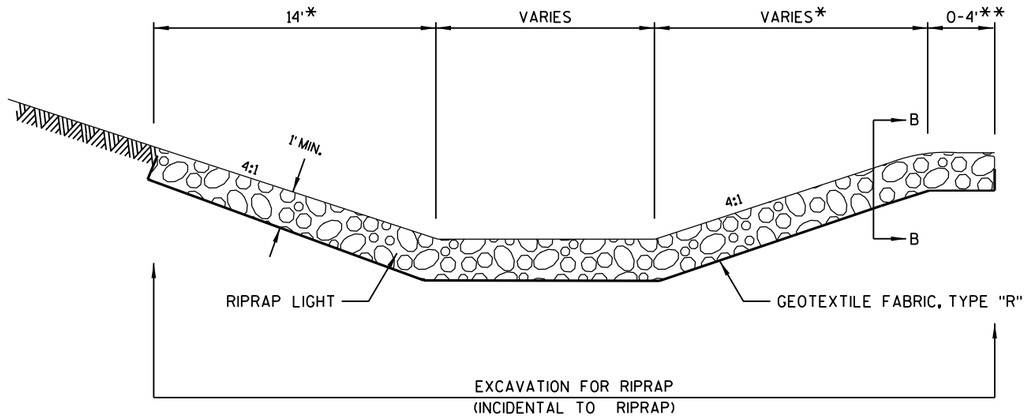
EROSION MAT DETAIL FOR DITCHES



TEMPORARY STONE DITCH CHECKS DETAIL

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	CONSTRUCTION DETAILS	SHEET	E

2



RIPRAP FOR DITCHES

STH 26

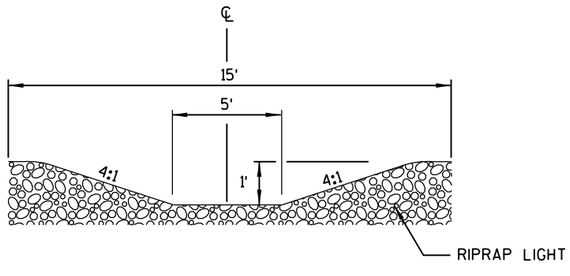
STA. 699+00 - 702+00
STA. 713+00 - 713+50
STA. 717+00 - 719+00

VICKERMAN ROAD

STA. 30+70 V - 32+00 V

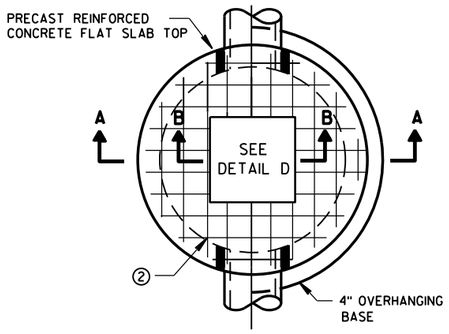
* PLACE RIPRAP 6' FROM STA. 30+70 V - 32+00 V ALONG VICKERMAN ROAD.

** DO NOT PLACE RIPRAP ON DITCH BANK FROM STA. 30+70 N - STA. 32+00 V ALONG VICKERMAN ROAD

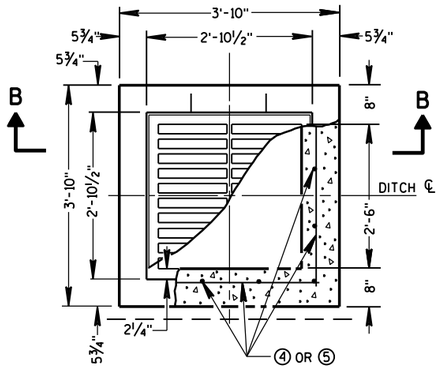


SECTION B - B

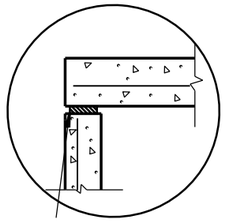
STA. 701+00



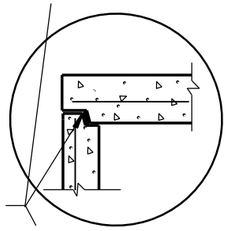
PLAN VIEW SQUARE OPENING



DETAIL "D"

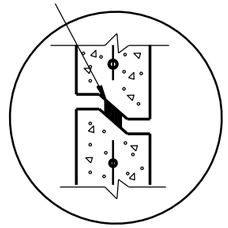


TOP WITH PLAIN END JOINT



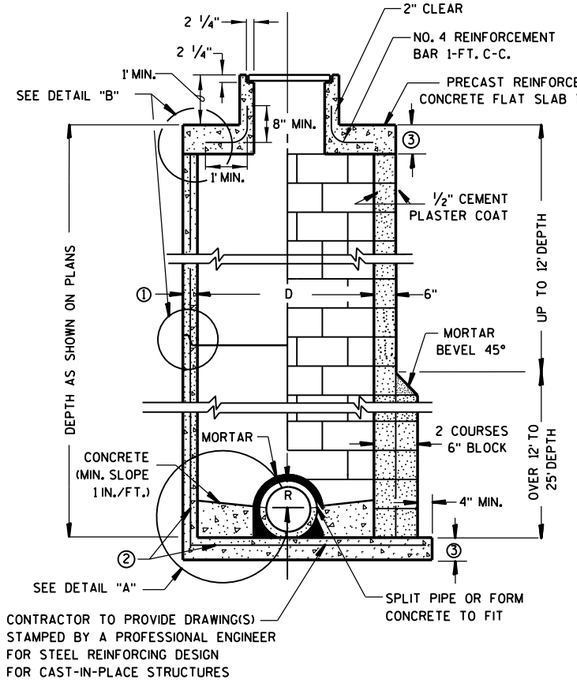
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



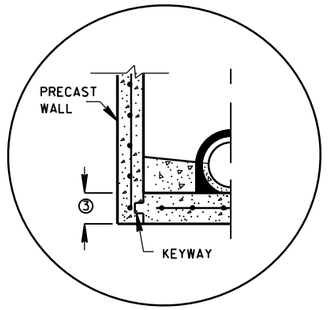
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

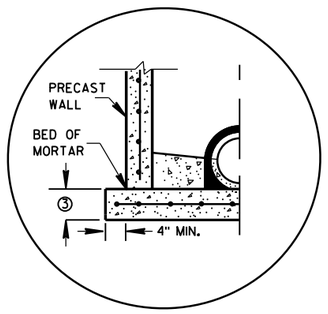


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE
SECTION A-A

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②
SECTION A-A

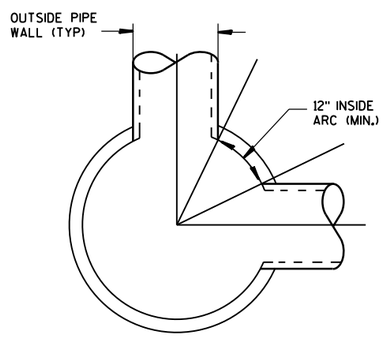


PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION



SEPERATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

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 GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

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

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" 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.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE 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 "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

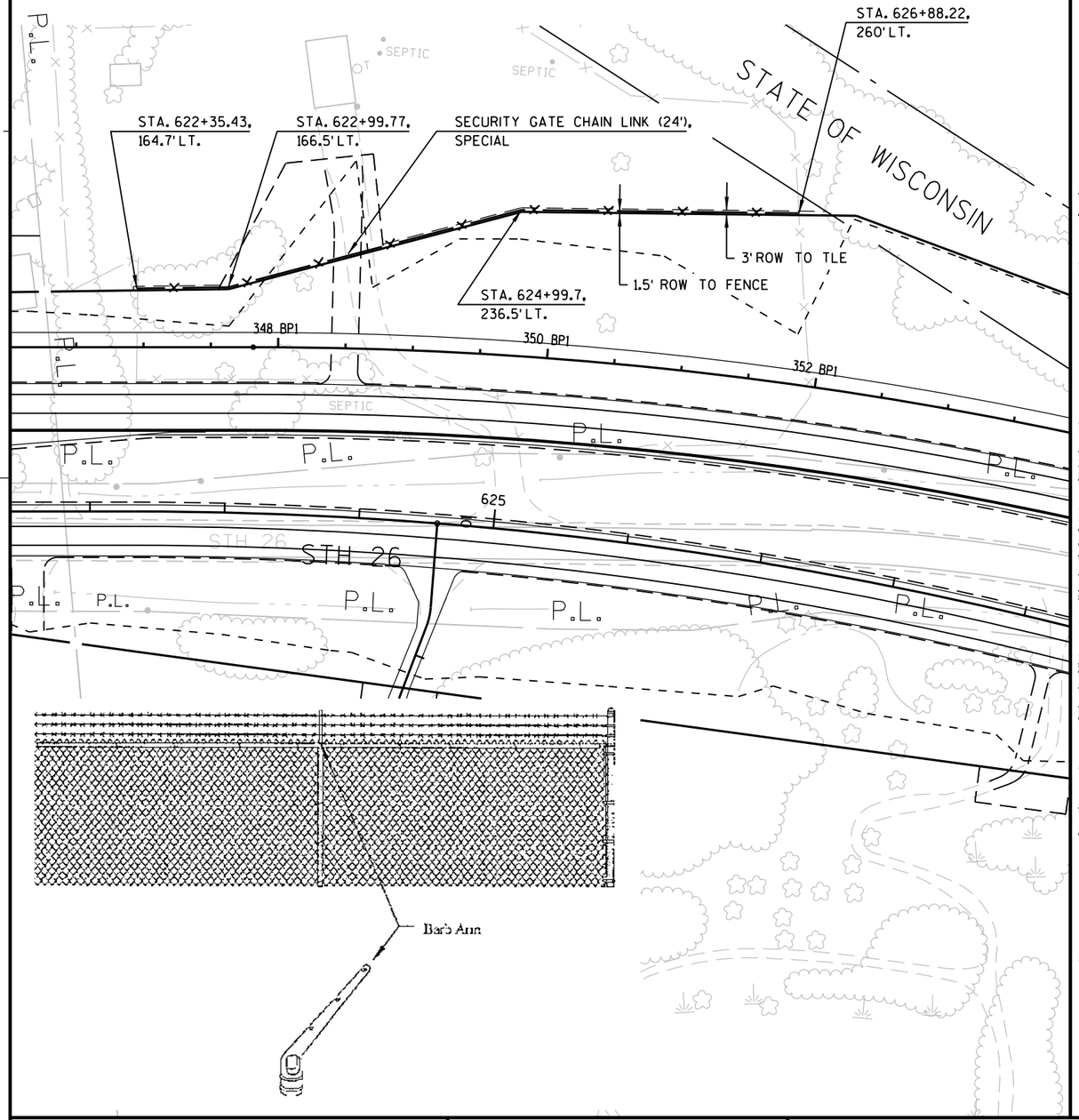
④ FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

⑤ CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

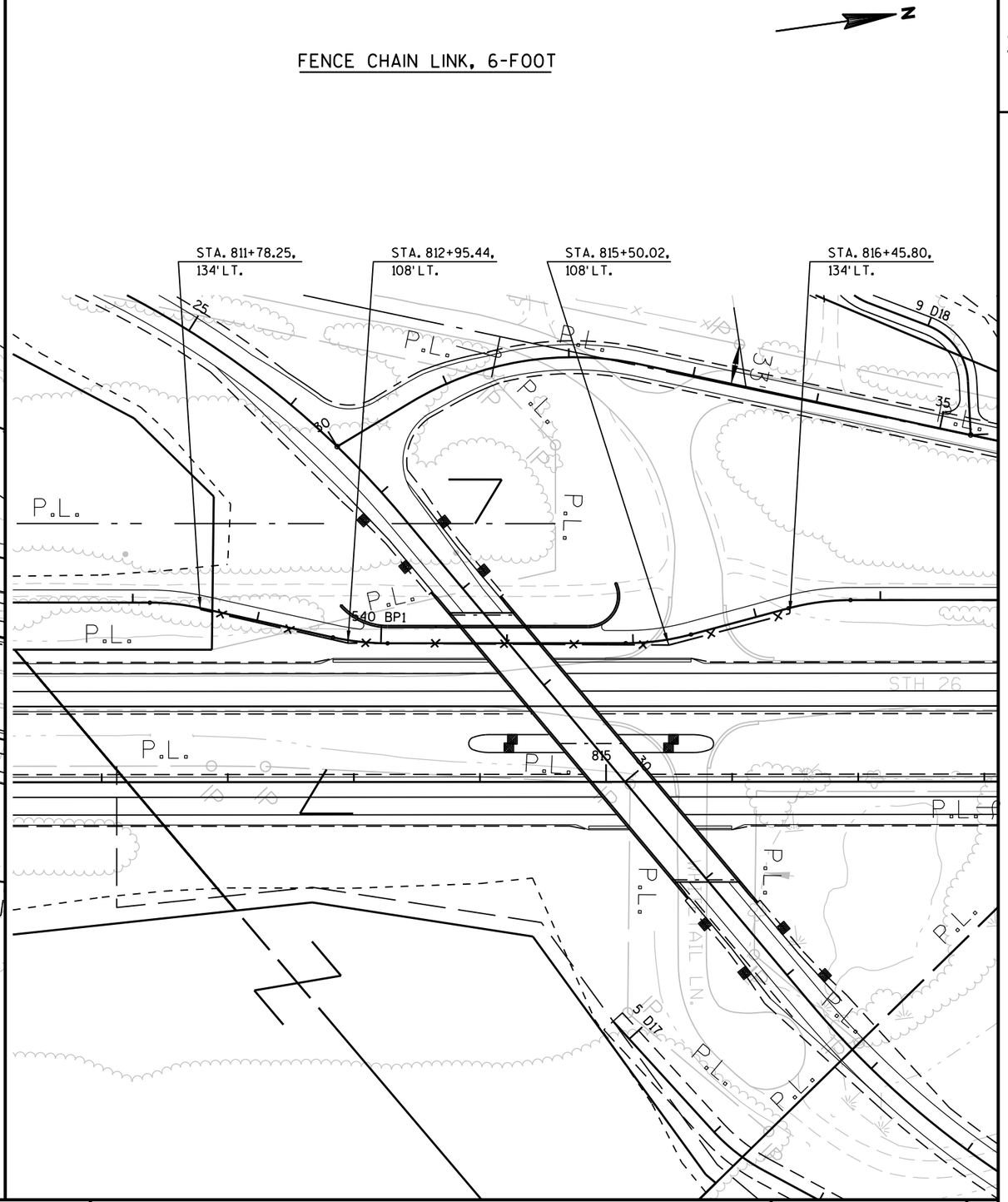
MANHOLES 7-FT AND 8-FT DIAMETER SPECIAL

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	CONSTRUCTION DETAILS	SHEET	E

SECURITY CHAIN LINK FENCE, 6-FOOT SPECIAL



FENCE CHAIN LINK, 6-FOOT



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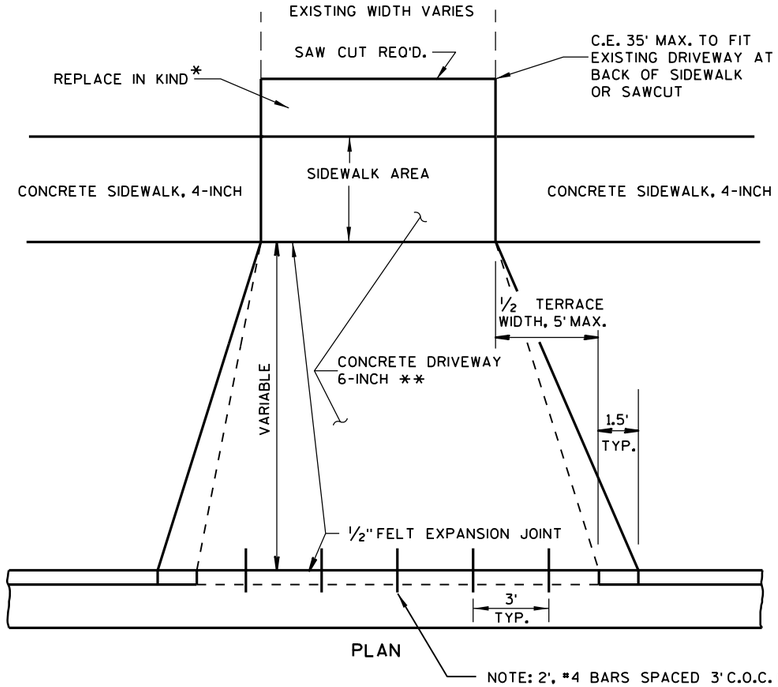
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CONSTRUCTION DETAILS	SHEET	E



PLAN

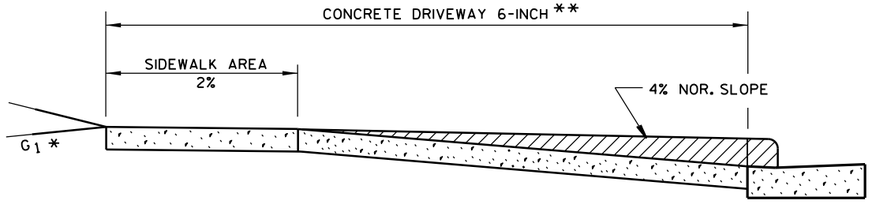
NOTE: 2', #4 BARS SPACED 3' C.O.C. (INCIDENTAL TO ITEM CONCRETE DRIVEWAY, 6-INCH)

DRIVEWAY SLOPES

G_1 DESIREABLE MAX.-10%

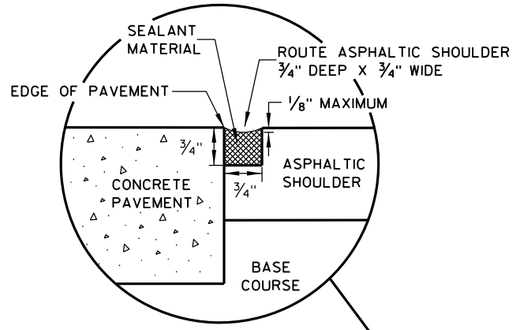
* CONCRETE DRIVEWAY 6-INCH OR 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.

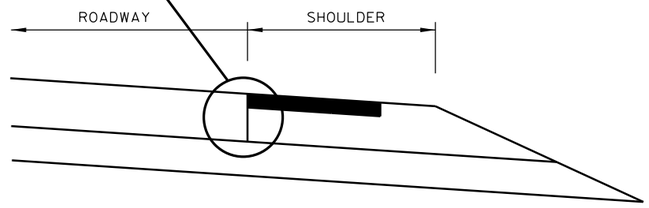
** 6" BASE AGGREGATE DENSE 1 1/4-INCH REQ'D. UNDER CONCRETE DRIVEWAY



PROFILE

URBAN DRIVEWAY DETAIL

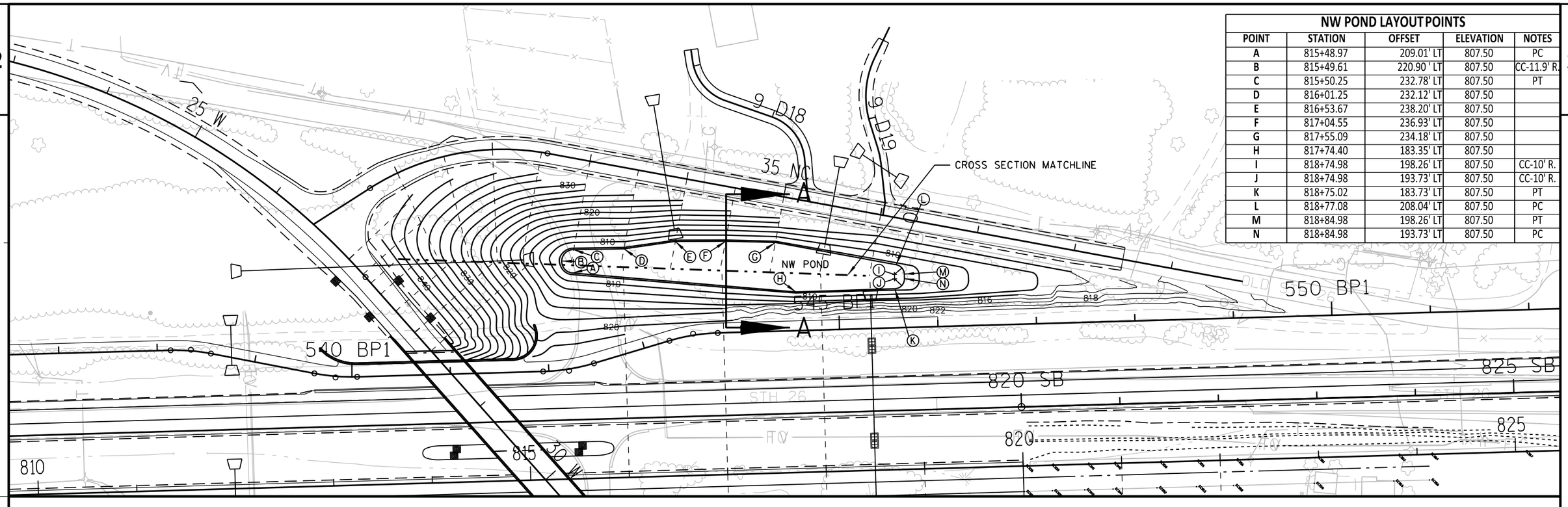


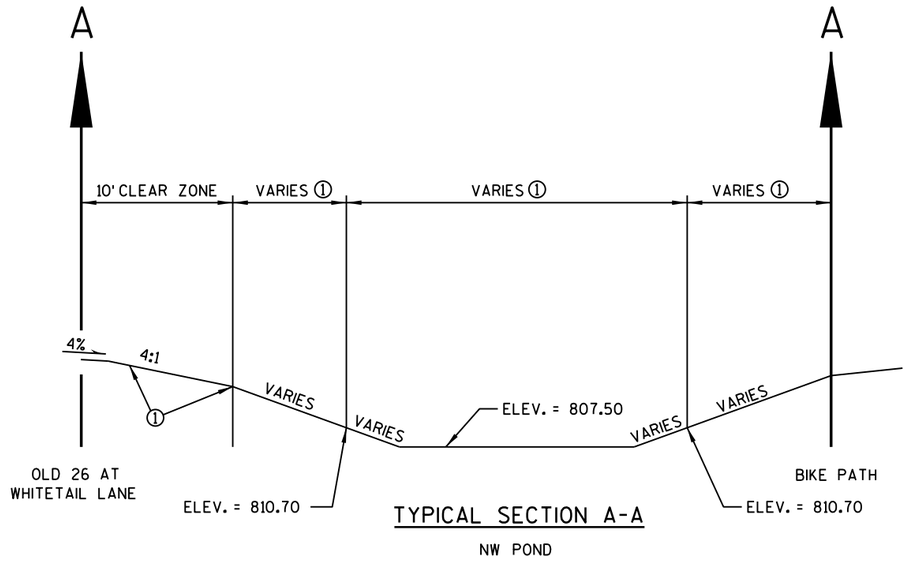


ROUTE AND SEAL DETAIL

SEE TYPICAL SECTIONS FOR LOCATIONS

NW POND LAYOUT POINTS				
POINT	STATION	OFFSET	ELEVATION	NOTES
A	815+48.97	209.01' LT	807.50	PC
B	815+49.61	220.90 ' LT	807.50	CC-11.9' R.
C	815+50.25	232.78' LT	807.50	PT
D	816+01.25	232.12' LT	807.50	
E	816+53.67	238.20' LT	807.50	
F	817+04.55	236.93' LT	807.50	
G	817+55.09	234.18' LT	807.50	
H	817+74.40	183.35' LT	807.50	
I	818+74.98	198.26' LT	807.50	CC-10' R.
J	818+74.98	193.73' LT	807.50	CC-10' R.
K	818+75.02	183.73' LT	807.50	PT
L	818+77.08	208.04' LT	807.50	PC
M	818+84.98	198.26' LT	807.50	PT
N	818+84.98	193.73' LT	807.50	PC



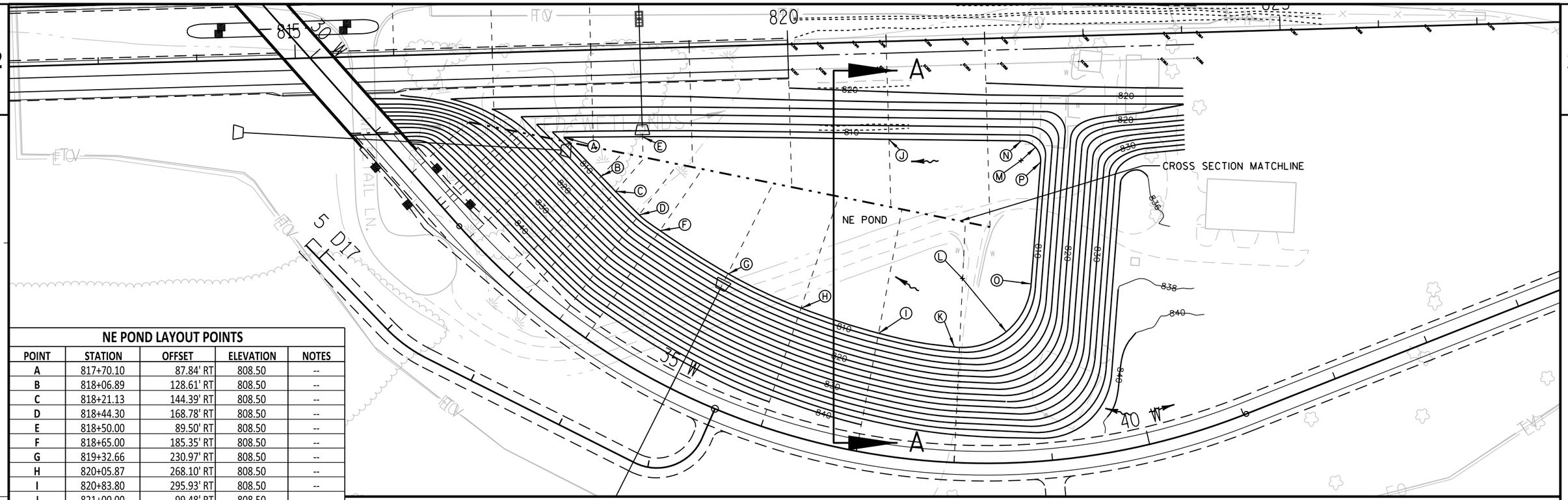


TYPICAL SECTION A-A

NW POND

① SEED MIX *60, FERTILIZER TYPE B, 6" SALVAGED TOPSOIL & EROSION MAT, CLASS II, TYPE B.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	CONSTRUCTION DETAILS - NW POND	SHEET	E

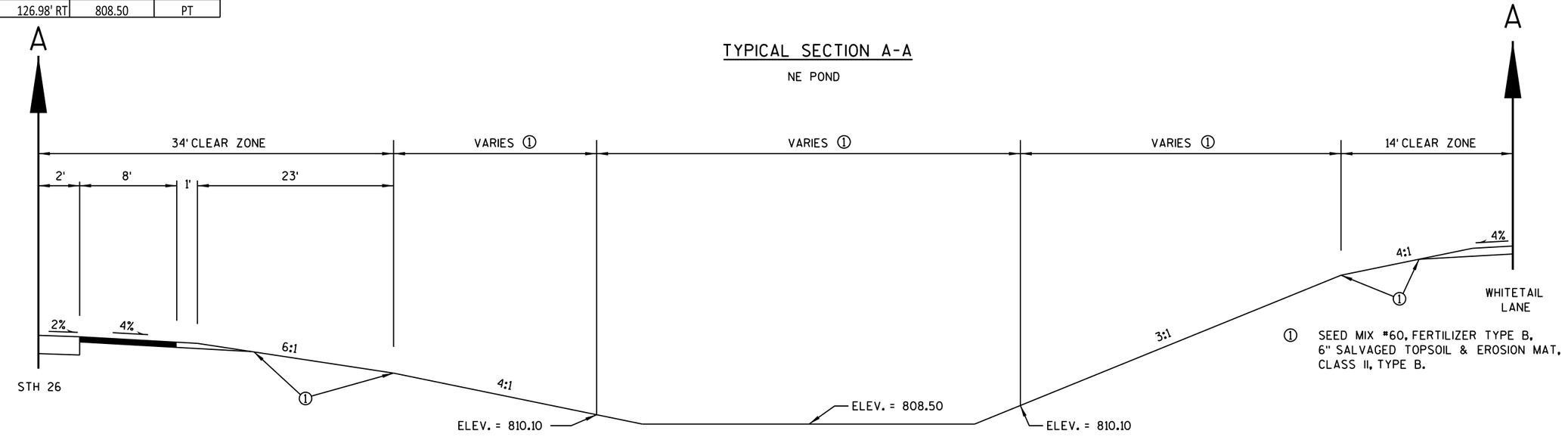


NE POND LAYOUT POINTS

POINT	STATION	OFFSET	ELEVATION	NOTES
A	817+70.10	87.84' RT	808.50	--
B	818+06.89	128.61' RT	808.50	--
C	818+21.13	144.39' RT	808.50	--
D	818+44.30	168.78' RT	808.50	--
E	818+50.00	89.50' RT	808.50	--
F	818+65.00	185.35' RT	808.50	--
G	819+32.66	230.97' RT	808.50	--
H	820+05.87	268.10' RT	808.50	--
I	820+83.80	295.93' RT	808.50	--
J	821+00.00	99.48' RT	808.50	--
K	821+60.36	312.16' RT	808.50	PT
L	821+70.47	242.89' RT	808.50	CC-70' R.
M	822+33.37	124.86' RT	808.50	CC-20' R.
N	822+34.18	104.87' RT	808.50	PC
O	822+40.08	250.33' RT	808.50	PC
P	822+53.26	126.98' RT	808.50	PT

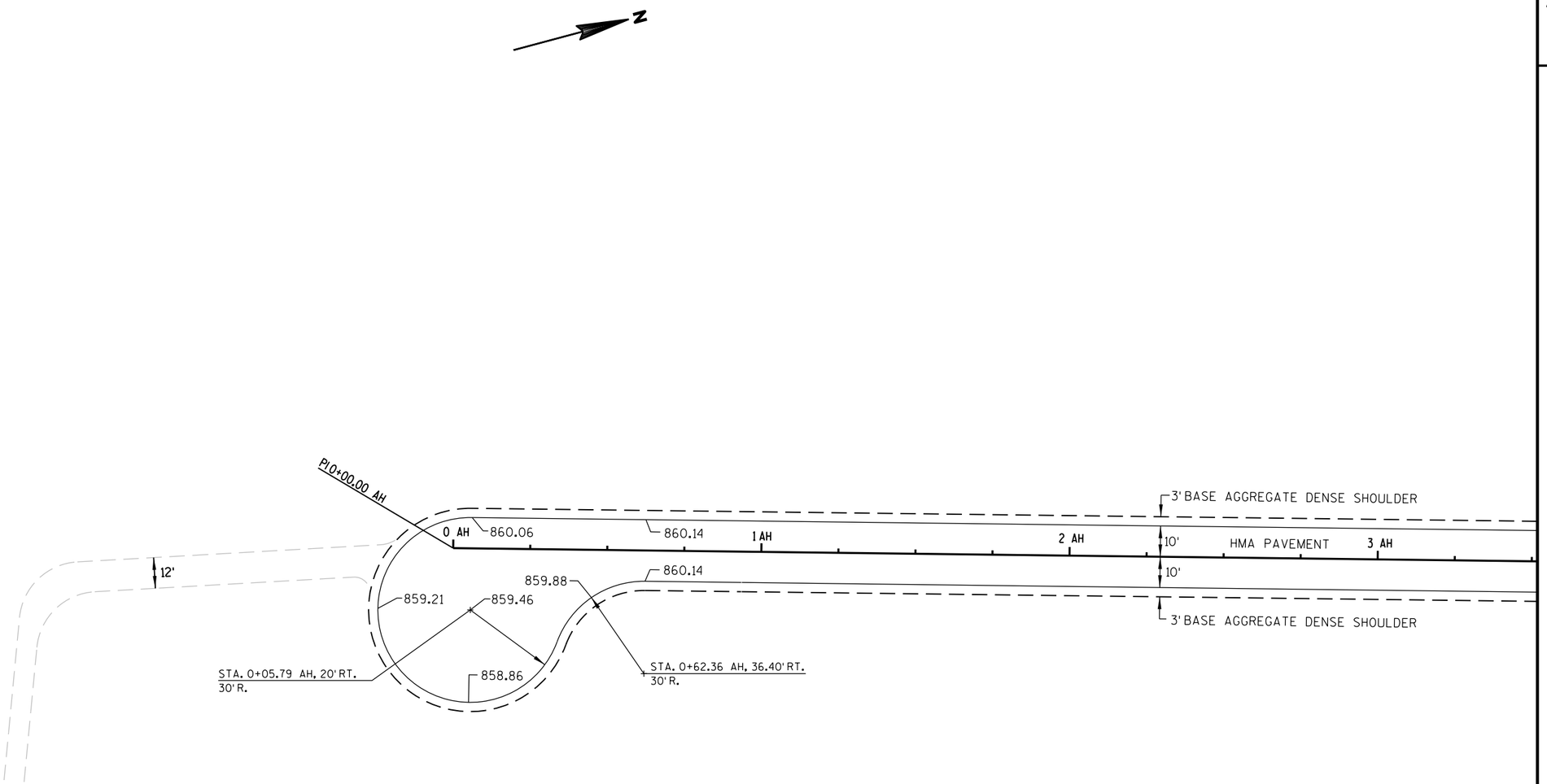
TYPICAL SECTION A-A

NE POND



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	CONSTRUCTION DETAILS - NE POND	SHEET	E

2



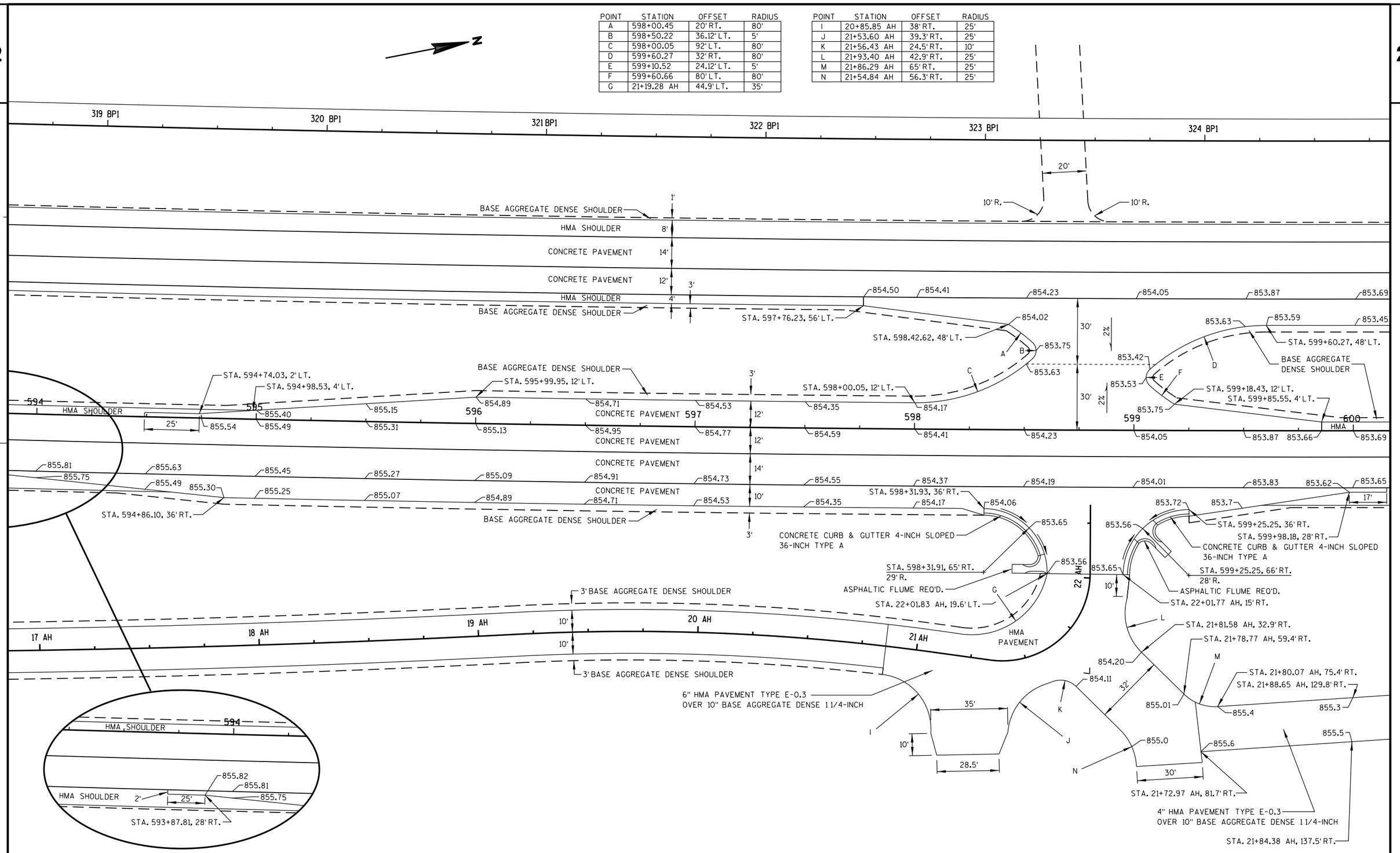
NOTE: ALL ELEVATIONS SHOWN ARE FINISHED GRADE

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - FRONTAGE ROAD AH	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021100_id.dgn PLOT DATE : 27-NOV-2012 11:15 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40.000000:1.000000 WISDOT/CADDS SHEET 42

POINT	STATION	OFFSET	RADIUS
A	598+00.45	20' RT.	80'
B	598+50.22	36.12' LT.	5'
C	598+00.05	92' LT.	80'
D	599+60.27	32' RT.	80'
E	599+10.52	24.12' LT.	5'
F	599+60.66	80' LT.	80'
G	21+19.28 AH	44.9' LT.	35'

POINT	STATION	OFFSET	RADIUS
I	20+85.85 AH	38' RT.	25'
J	21+53.60 AH	39.3' RT.	25'
K	21+56.43 AH	24.5' RT.	10'
L	21+93.40 AH	42.9' RT.	25'
M	21+86.29 AH	65' RT.	25'
N	21+54.84 AH	56.3' RT.	25'



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - FRONTAGE ROAD AH	SHEET	E

2

N

325 BP1 326 BP1 327 BP1 328 BP1 329 BP1 330 BP1

1'
HMA SHOULDER 8'
CONCRETE PAVEMENT 14'
CONCRETE PAVEMENT 12'
CONCRETE PAVEMENT 12'
3'

853.51 853.33 853.15 852.97 852.79 852.64 852.51 852.39
853.27 853.09 852.91 852.73 852.55 852.52 852.46 852.41

STA. 602+60.90, 48' LT.

STA. 603+85.27

25'
2'
HMA SHOULDER
BASE AGGREGATE DENSE SHOULDER

BASE AGGREGATE DENSE SHOULDER 1'
8'
14'
12'
4'
2'

600 601 602 603 604 605 606

2'
HMA SHOULDER 4'
CONCRETE PAVEMENT 12'
CONCRETE PAVEMENT 14'
HMA SHOULDER 8'
1'
BASE AGGREGATE DENSE SHOULDER

10' R.
10' R.
16'
HMA PAVEMENT
XXXXX

PI 603+93.55

4" HMA PAVEMENT TYPE E-0.3
OVER 10" BASE AGGREGATE DENSE 1 1/4-INCH

STA. 21+94.11 AH, 211.6' RT.
853.8
20'
853.8
STA. 21+90.64 AH, 209.5' RT.
10' R.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - FRONTAGE ROAD AH	SHEET	E

POINT	STATION	OFFSET	RADIUS
A	617+58	92' LT.	77'
B	618+07.89	36' LT.	5'
C	617+58	20' RT.	80'
D	619+36.75	32' RT.	80'
E	618+82.70	20' LT.	5'
F	619+27.82	80.2' LT.	80.2'

N

PT 340+18.70 BP1

339 BP1 | 340 BP1 | 341 BP1 | 342 BP1 | 343 BP1 | 344 BP1

15'

BASE AGGREGATE DENSE SHOULDER — 1'

10' R — 10' R

8' HMA SHOULDER

14' CONCRETE PAVEMENT

12' CONCRETE PAVEMENT

HMA SHOULDER — 3'

849.99 | 849.43 | 848.83 | 848.18 | 847.48 | 846.74

850.09

STA. 617+33.50, 56' LT.

849.19

STA. 618+00.14, 48' LT.

848.80

2%

CONCRETE PAVEMENT

30'

847.43 | 847.24 | 846.50

STA. 619+36.75, 48' LT.

847.76

A | B | C | D | E | F

848.73

848.23

847.76

848.95

BASE AGGREGATE DENSE SHOULDER

PT 615+58.46

STA. 615+58.46, 12' LT.

3'

STA. 617+585, 12' LT.

STA. 618+85.54, 12' LT.

STA. 619+52.36, 4' LT.

STA. 614+32.09, 2' LT.

HMA PAVEMENT

852.31 | 851.94 | 851.53 | 851.15 | 850.73 | 850.26 | 849.75 | 849.66

852.61 | 852.43 | 852.38 | 852.09 | 851.76 | 851.39 | 850.97 | 850.50 | 849.99 | 849.43 | 848.83 | 848.18 | 848.07 | 848.13 | 847.40 | 847.48

614 | 615 | 616 | 617 | 618 | 619 | 620

2% | 30'

848.83

2' | 25'

12' CONCRETE PAVEMENT

14' CONCRETE PAVEMENT

9' HMA SHOULDER

HMA SHOULDER

BASE AGGREGATE DENSE SHOULDER

10'

CONCRETE CURB & GUTTER 4-INCH SLOPED, 36-INCH TYPE D

ASPHALT FLUME REQ'D.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - STH 26 MEDIAN OPENING	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021103_id.dgn PLOT DATE : 27-NOV-2012 11:16 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40.000000:1.000000

2

N

345 BP1 346 BP1 347 BP1 348 BP1 349 BP1 350 BP1

PC 347+81.53 BP1

20'

10' R. 10' R.

BASE AGGREGATE DENSE SHOULDER 1'
HMA SHOULDER 8'
CONCRETE PAVEMENT 14'
CONCRETE PAVEMENT 12'
HMA SHOULDER 4'
BASE AGGREGATE DENSE SHOULDER 2'

846.74 845.96 845.13 844.25 2.52% 843.32 842.36 25' 2'
846.50 845.72 844.89 844.24 844.03 843.15 842.24
842.05

STA. 621+36.80, 48' LT.

STA. 622+61.06

620 621 622 623 624 625 626

PC 622+33.24

2'
BASE AGGREGATE DENSE SHOULDER
4' HMA SHOULDER
12' CONCRETE PAVEMENT
14' CONCRETE PAVEMENT
8' HMA SHOULDER
1' BASE AGGREGATE DENSE SHOULDER

10' R. 10' R. 10' R. 10' R. 10' R. 10' R.

HMA PAVEMENT

12.5'

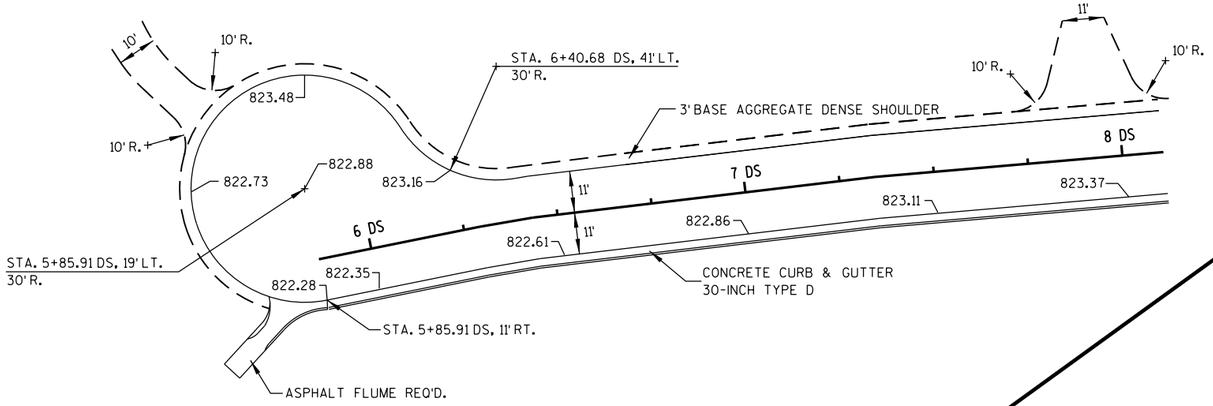
24'

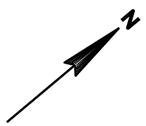
HMA PAVEMENT

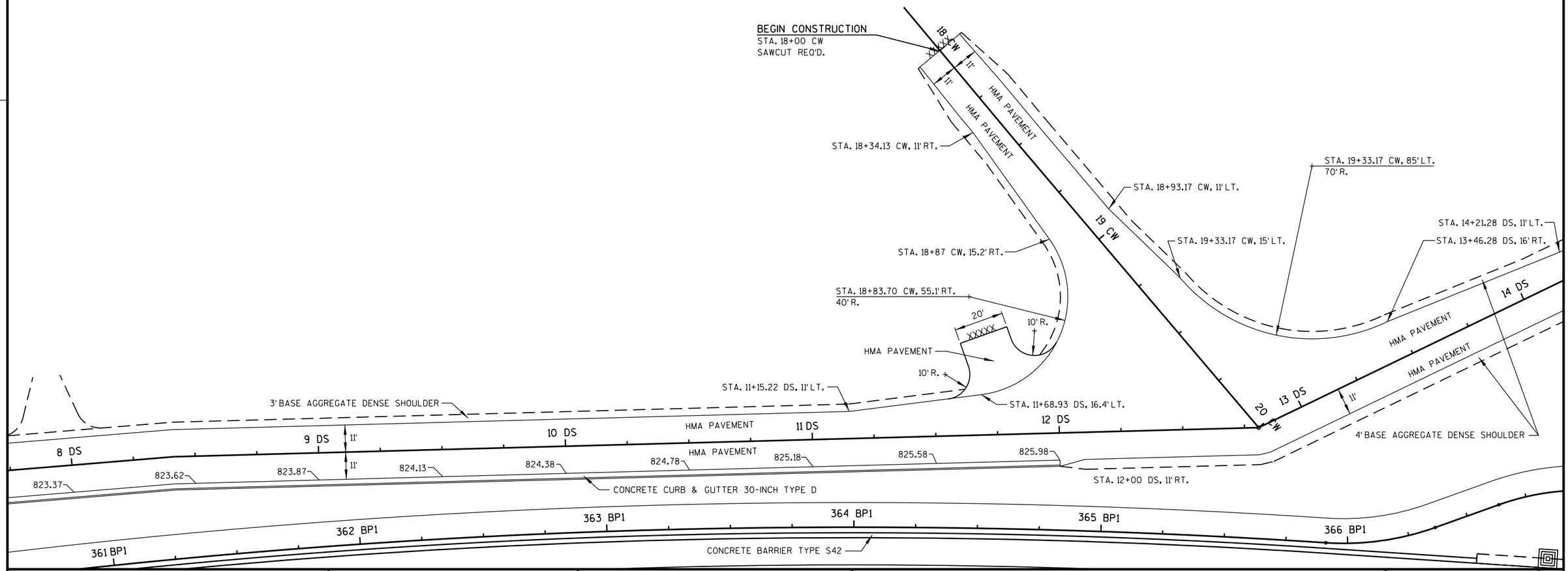
12'

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - STH 26 MEDIAN OPENING	SHEET	E

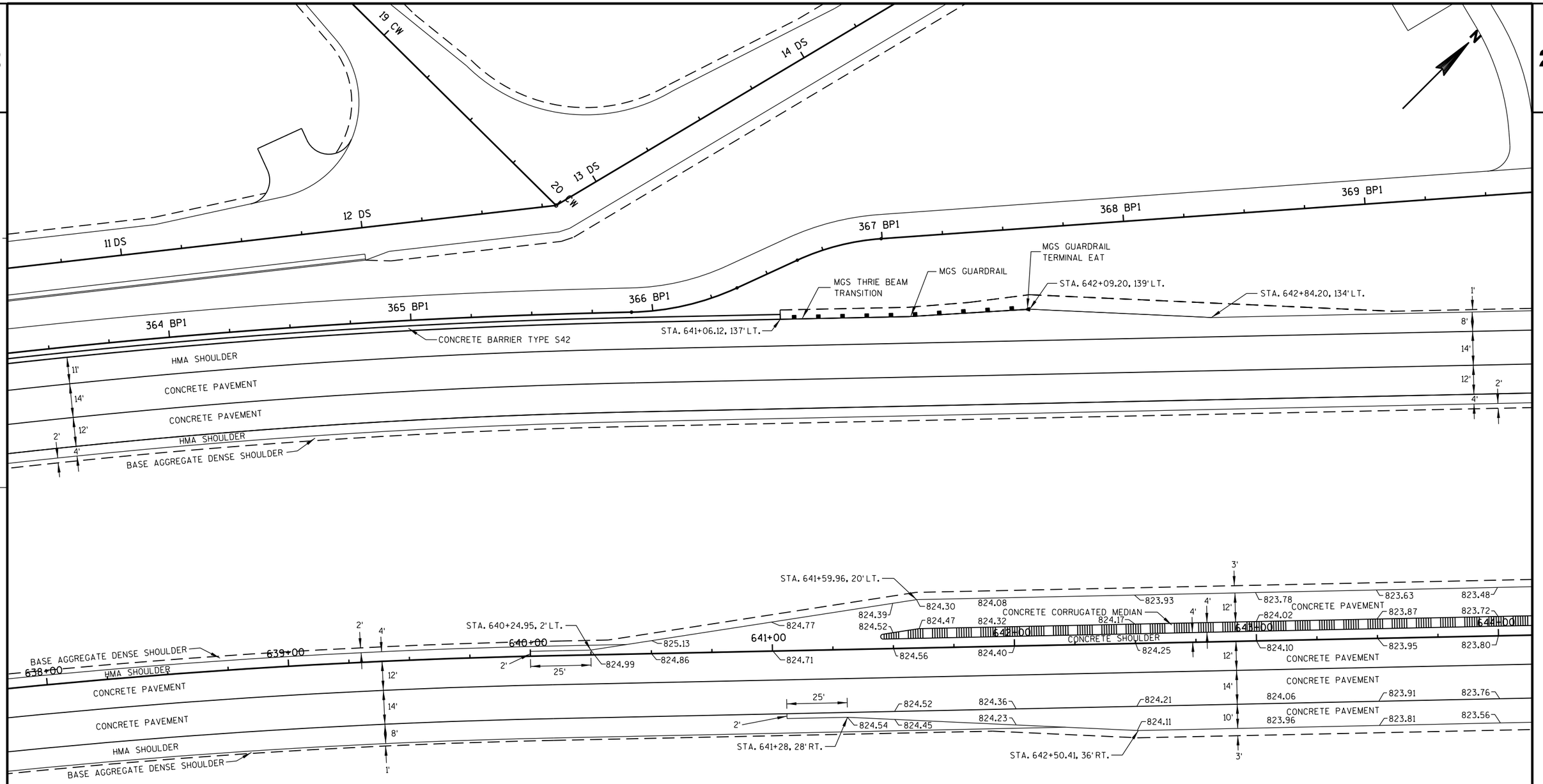
2







PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL- COUNTY LINE RD. 'CW' & OLD 26 'DS'	SHEET	E

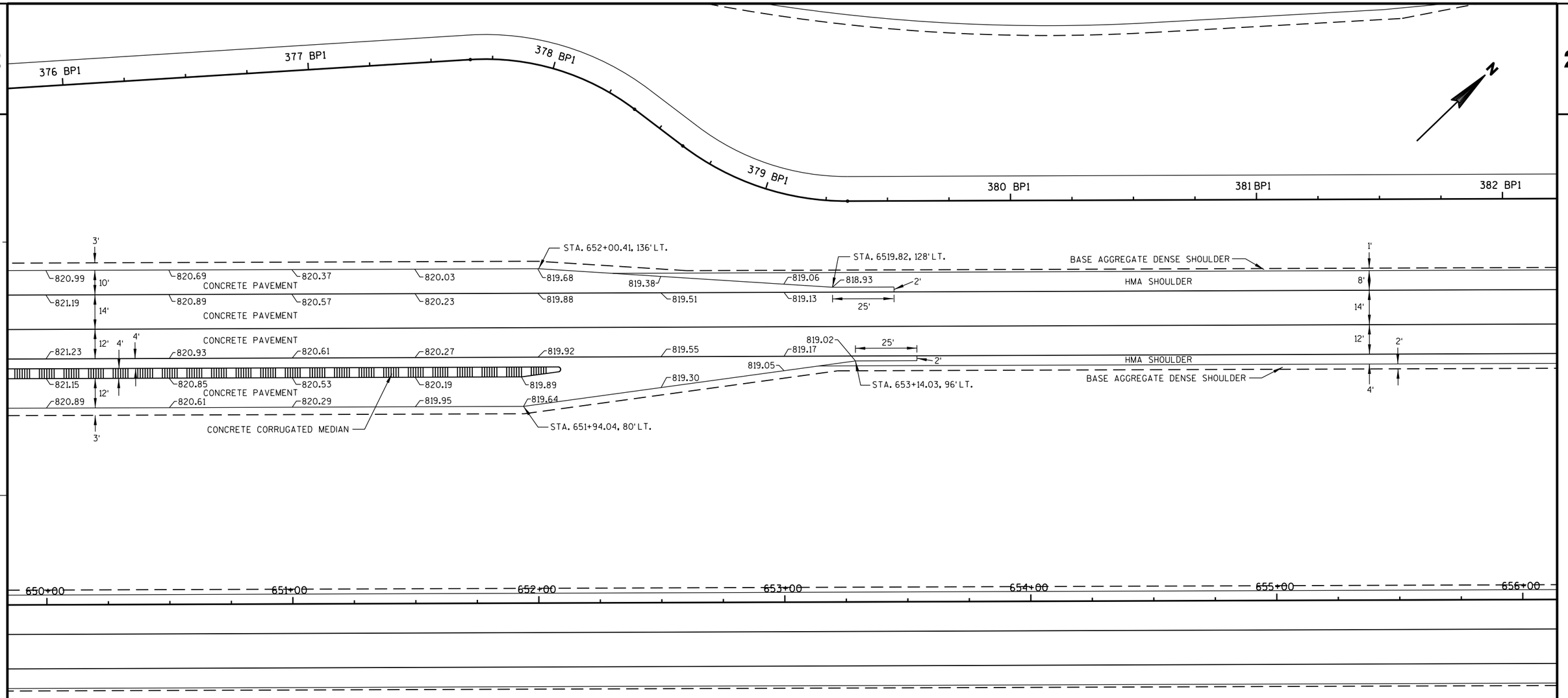


PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - COUNTYLINE RD 'CLN' & STH 26	SHEET	E

370 BP1
371 BP1
374 BP1
375 BP1
376 BP1

HMA PAVEMENT
BASE AGGREGATE DENSE SHOULDER
28 CLN
29 CLN
30 CLN
31 CLN
STA. 28+04 CLN, 15'LT.
STA. 28+04 CLN, 75'LT.
60'R.
STA. 28+24 CLN, 15'RT.
STA. 28+24 CLN, 55'RT.
40'R.
CONCRETE CURB & GUTTER 4-INCH
SLOPED 36-INCH TYPE A
ASPHALT FLUME REQ'D.
STA. 646+20, 136'LT.
STA. 645+35.80, 128'LT.
STA. 647+50.41, 136'LT.
BASE AGGREGATE DENSE SHOULDER
HMA SHOULDER
CONCRETE PAVEMENT
CONCRETE CORRUGATED MEDIAN
STA. 646+09.96, 96'LT.
STA. 646+09.96, 58'LT.
38'R.
STA. 646+09.96, 20'LT.
STA. 647+44.01, 80'LT.
STA. 647+44.01, 4'LT.
STA. 647+43.83, 42'LT.
38'R.
STA. 647+30.41, 36'LT.
STA. 647+30.41, 76'LT.
40'R.
STA. 646+00.41, 36'RT.
STA. 646+00.41, 96'LT.
60'R.
STA. 648+15.01, 28'RT.
STA. 30+76 CLN, 15'LT.
STA. 30+96 CLN, 14.5'LT.
STA. 30+96 CLN, 15'RT.
50'
2%
647+00
648+00
649+00
650+00

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - COUNTYLINE RD. 'CLN' & STH 26	SHEET	E



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - COUNTYLINE RD. 'CLN' & STH 26	SHEET	E

2

N

BASE AGGREGATE DENSE SHOULDER

17 DS

18 DS

19 DS

20 DS

21 DS

22 DS

23 DS

4"
11'
11'
4"

10'
831.21
HMA PAVEMENT
STA. 19+18.72 DS, 16' RT.
STA. 18+41.68 DS, 11' RT.
830.51
CONCRETE CURB & GUTTER 4-INCH SLOPED
36-INCH TYPE D
STA. 19+18.72 DS, 76' RT.
60' R.
828.68
ASPHALT FLUME REQ'D.
STA. 26+38.64 CLN, 15' RT.

26 CLN

831.28
10'
STA. 20+61.54 DS, 16' RT.
STA. 21+12.67 DS, 11' RT.
830.68
CONCRETE CURB & GUTTER 4-INCH SLOPED
36-INCH TYPE D
829.35
STA. 20+61.54 DS, 56' RT.
40' R.
ASPHALT FLUME REQ'D.
STA. 26+20.81 CLN, 15' LT.

BASE AGGREGATE DENSE SHOULDER

4"
11'
11'
4"

3'
15'
15'
3'

BASE AGGREGATE DENSE SHOULDER

27 CLN

10'
10' R.
CONCRETE SIDEWALK 4-INCH
372 BP1
10' R.
DETECTABLE WARNING FIELD

10'
10' R.
CONCRETE SIDEWALK 4-INCH
373 BP1
10' R.

374 BP1

375 BP1

371 BP1

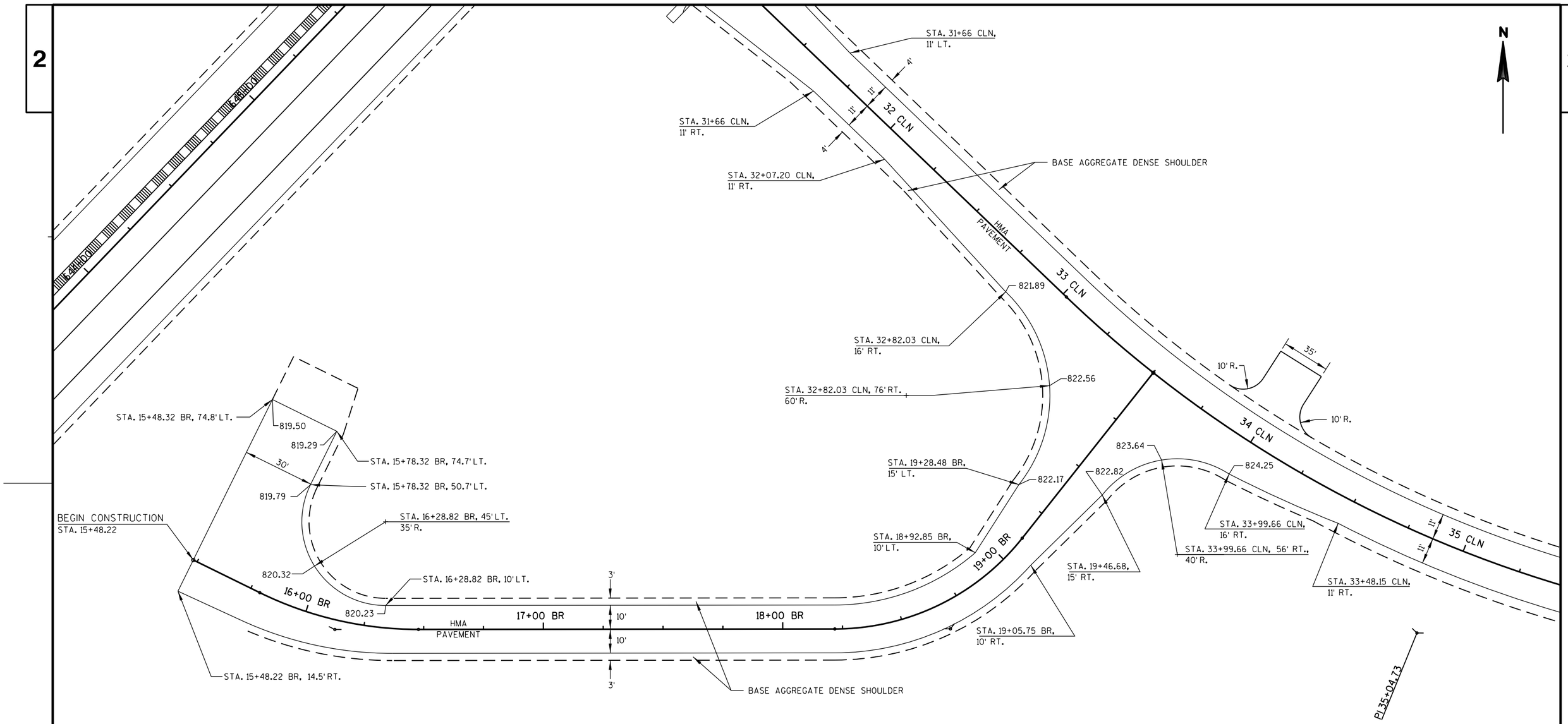
370 BP1

HMA PAVEMENT

28 CLN

10'
STA. 28+04 CLN, 15' LT.
STA. 28+04 CLN, 75' LT.
60' R.
STA. 28+24 CLN, 15' LT.
STA. 28+24 CLN, 55' LT.
40' R.
10'
823.26
CONCRETE
PAVEMENT

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - COUNTYLINE ROAD 'CLN' & OLD 26 'DS'	SHEET E



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - BAR ROAD -BR / COUNTY LINE RD. -CLN	SHEET	E

2

N

10' R.

35'

10' R.

34 CLN

BASE AGGREGATE DENSE SHOULDER

823.64

824.25

4'

11'

35 CLN

11'

4'

STA. 33+99.66 CLN,
16' RT.

STA. 33+99.66 CLN, 56' RT.,
40' R.

STA. 33+48.15 CLN,
11' RT.

HMA
PAVEMENT

36 CLN

CONCRETE CURB & GUTTER 4-INCH SLOPED 36" TYPE D

STA. 37+00 CLN,
15' RT.

STA. 38+00 CLN,
15' RT.

825.65

825.07

824.21

37 CLN

38 CLN

39 CLN

10' R.

25'
TYP.

826.83

826.25

825.28

824.21

10' R.

20.5'

PI 35+04.73

STA. 36+50 CLN,
15' RT.

35'

END CONSTRUCTION
STA. 38+50 CLN

STA. 38+00 CLN,
15' RT.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - COUNTY LINE RD. -CLN	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021110A_id.dgn PLOT DATE : 27-NOV-2012 11:16 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 39.999920:1.000000 WISDOT/CADDS SHEET 42

BEGIN CONSTRUCTION
STA. 27+50 HA
SAWCUT REQ'D.

PI 27+40.00

XXXXX XXXXX

HMA PAVEMENT

28+00

10'
3'
BASE AGGREGATE DENSE SHOULDER

STA. 28+34.20 HA, 15' LT.
ASPHALT FLUME REQ'D.
DETECTABLE WARNING FIELD
CONCRETE SIDEWALK, 4-INCH

814.98 815.28 814.98

8' 15' 15' 10' 10'

399 BP1 HMA PAVEMENT 400 BP1 401 BP1 402 BP1 403 BP1 404 BP1 HMA PAVEMENT 405 BP1

STA. 28+63.85 HA, 15' RT.
STA. 28+63.85 HA, 55' RT.
40' R.
CONCRETE CURB & GUTTER, 4-INCH, SLOPED, 36-INCH, TYPE A
STA. 676+14.84, 96' LT.
STA. 675+30.00, 88' LT.

815.42 815.11 815.30 815.53 815.81

STA. 28+44.20 HA, 75' RT.
60' R.
CONCRETE CURB & GUTTER, 4-INCH, SLOPED, 36-INCH, TYPE A
STA. 67+44.79, 96' LT.

29+00

BASE AGGREGATE DENSE SHOULDER
HMA PAVEMENT
1' 8' 14' 12' 4' 2'

2' 17' 10' 3'

814.71 814.98 814.98 815.16 815.25 815.36 815.52 815.56 815.79 815.75 816.06 816.33 816.60 CONCRETE PAVEMENT
814.99 815.28 815.53 815.80 816.08 816.34 816.61 816.88 CONCRETE PAVEMENT
814.75 815.02 815.29 815.56 815.83 816.10 816.37 816.64 CONCRETE PAVEMENT

817.16 817.48 817.75 818.02 818.29 818.55 818.81
816.87 817.14 817.41 817.68 817.95 818.22 818.49 818.75 819.01
816.91 817.15 817.42 817.69 817.96 818.23 818.50 818.77 819.03 819.29
816.91 817.18 817.45 817.72 817.99 818.26 818.53 818.79 819.05

10' 14' 12' 4' 2'

BASE AGGREGATE DENSE SHOULDER
HMA SHOULDER
BASE AGGREGATE DENSE SHOULDER

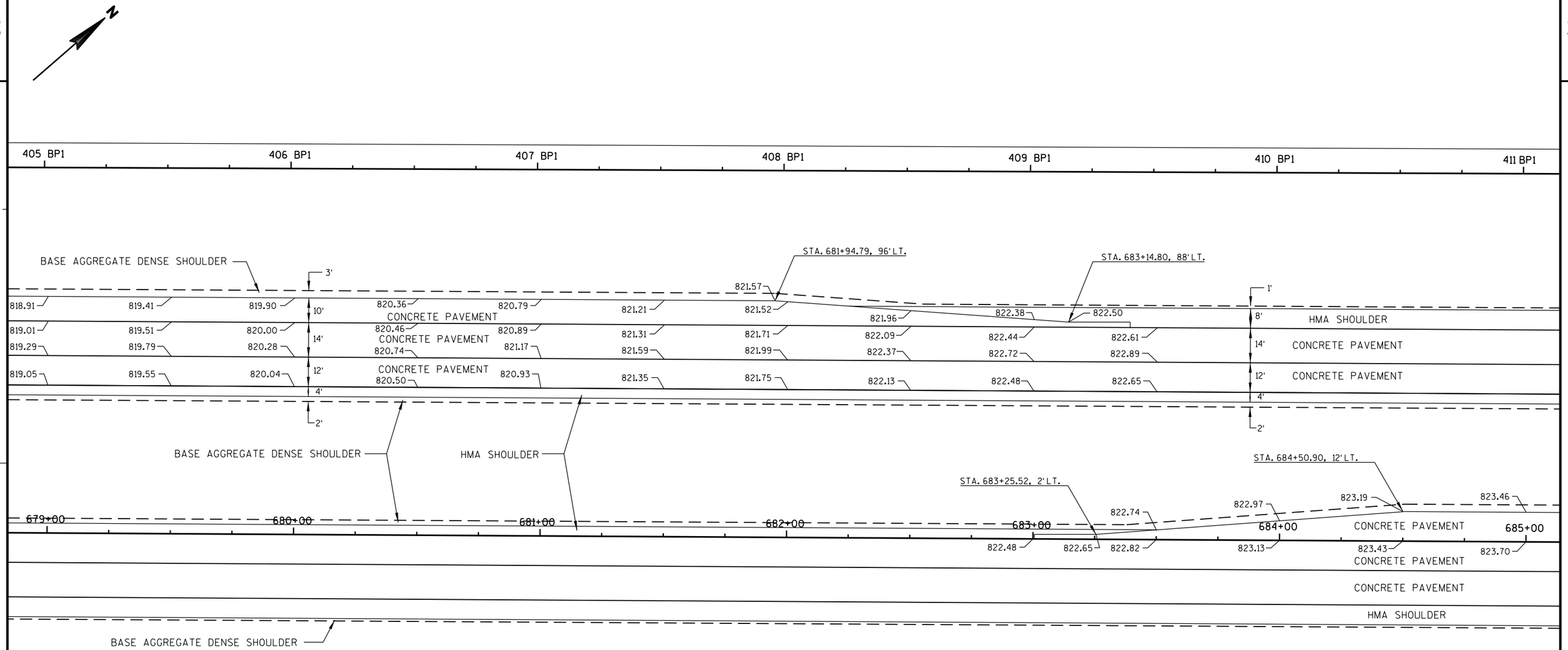
673+00 674+00 675+00 676+00 677+00 678+00 679+00

PI 30+00.00

30+00

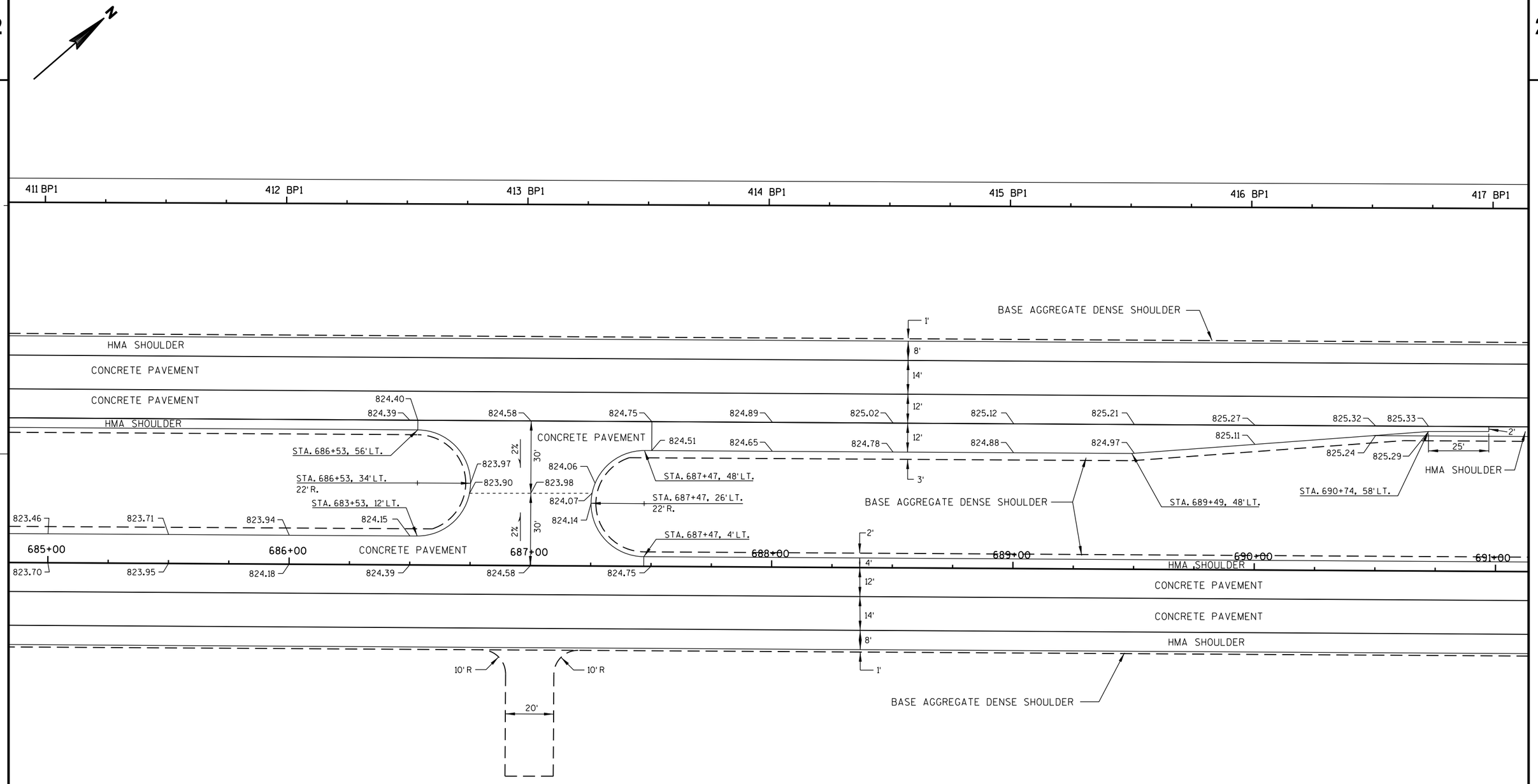
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - HAMER LANE 'HA' & STH 26	SHEET	E

2



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - HAMER LANE 'HA' & STH 26	SHEET	E

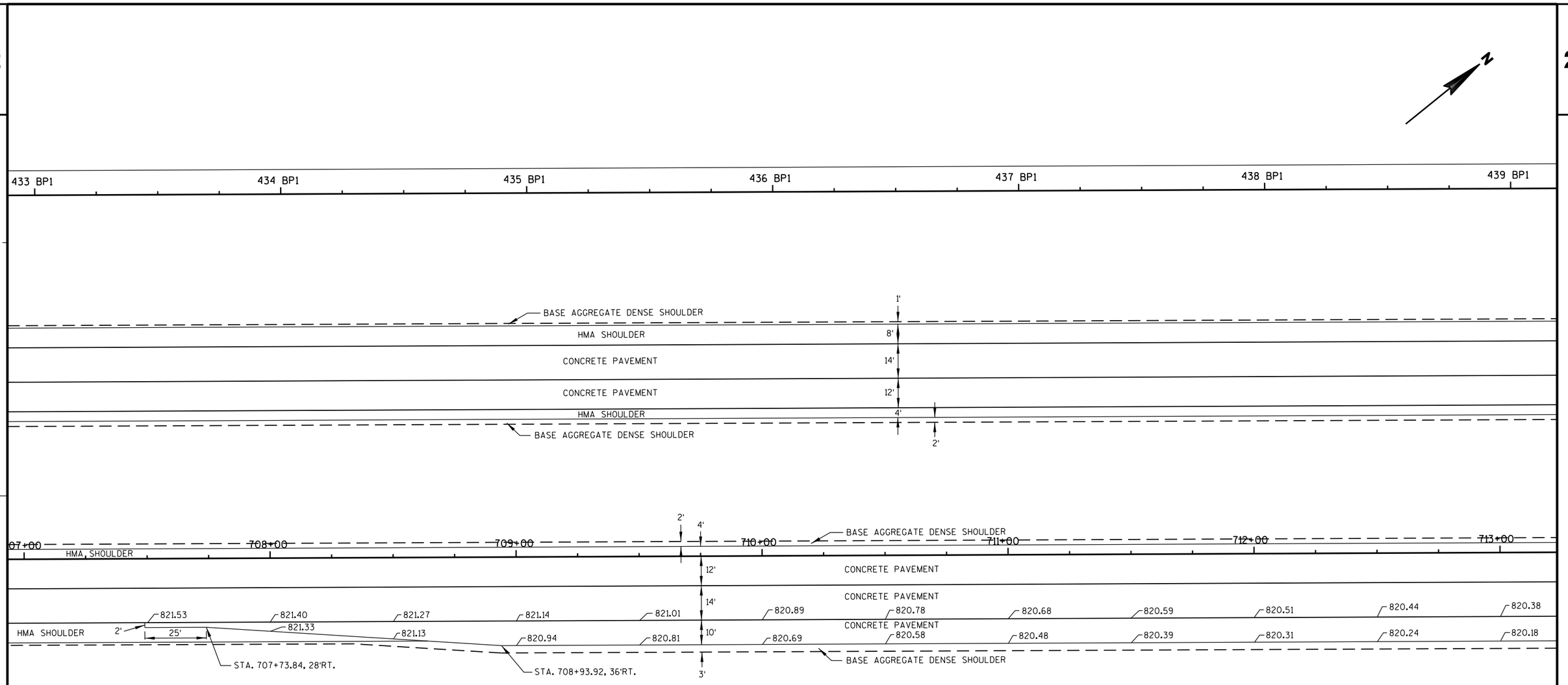
FILE NAME : R:\Projects\d1_13900480\021112_id.dgn PLOT DATE : 27-NOV-2012 11:16 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40.000000:1.000000 WISDOT/CADDS SHEET 42



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - MEDIAN OPENING	SHEET	E

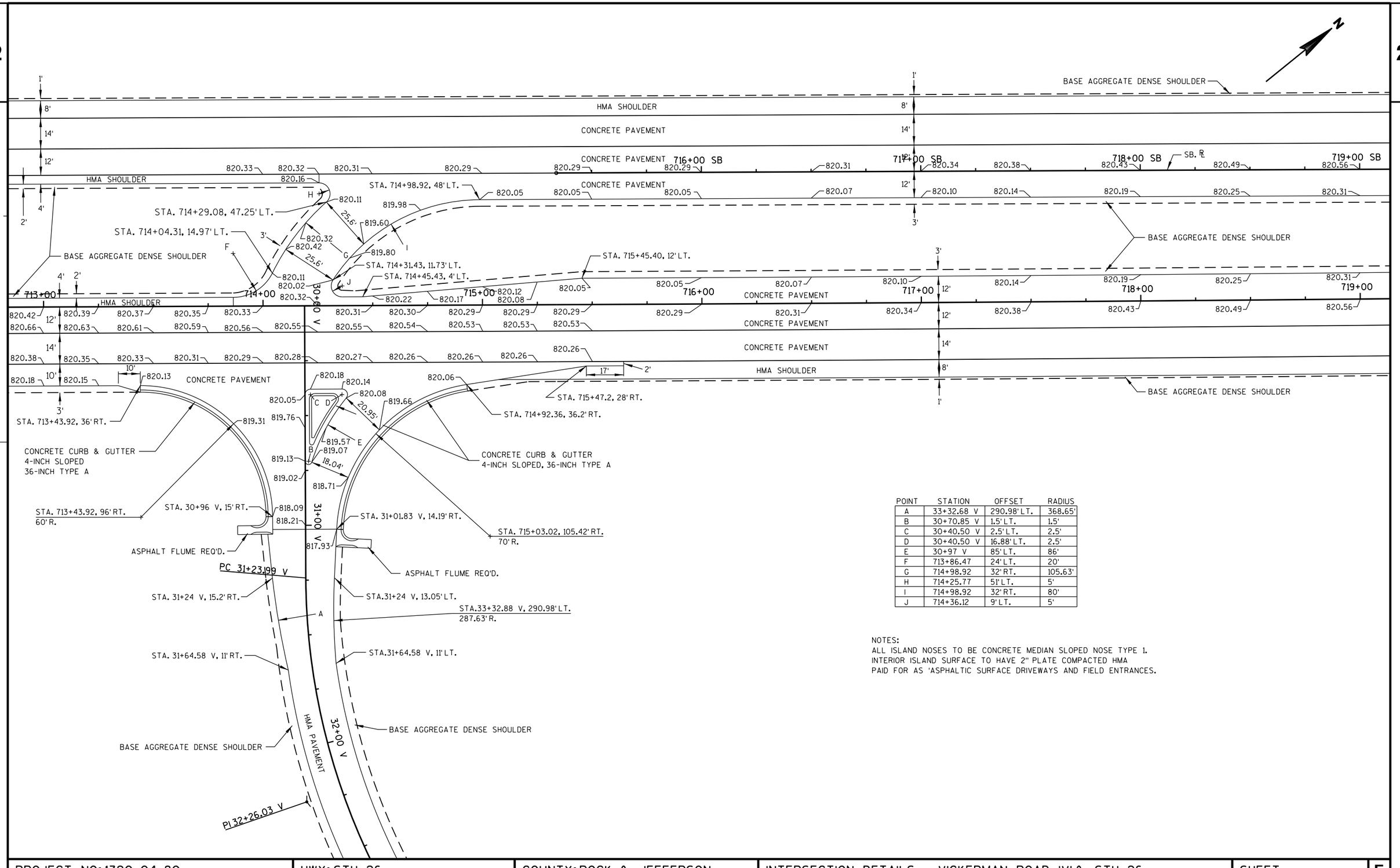
2

2



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - VICKERMAN ROAD 'V' & STH 26	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021114_id.dgn PLOT DATE : 27-NOV-2012 11:16 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40.000000:1.000000

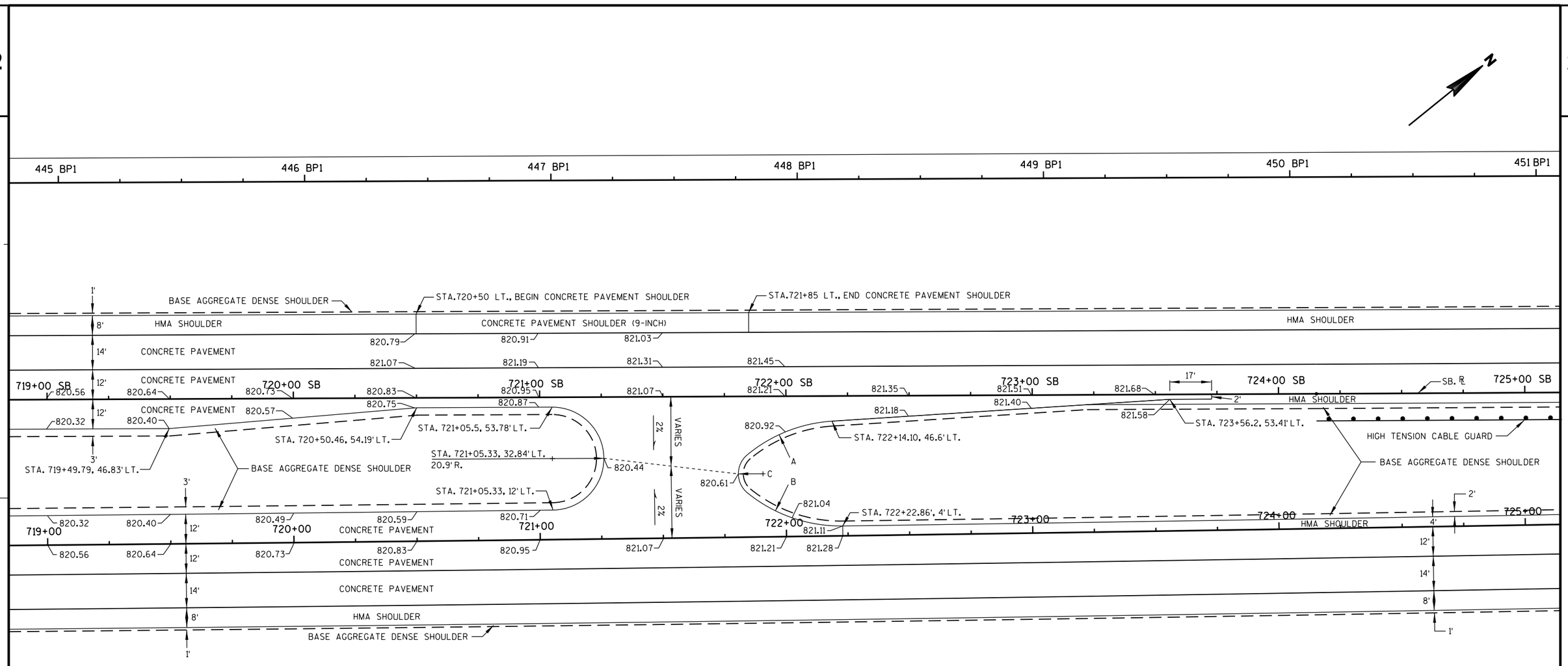


POINT	STATION	OFFSET	RADIUS
A	33+32.68 V	290.98'LT.	368.65'
B	30+70.85 V	1.5'LT.	1.5'
C	30+40.50 V	2.5'LT.	2.5'
D	30+40.50 V	16.88'LT.	2.5'
E	30+97 V	85'LT.	86'
F	713+86.47	24'LT.	20'
G	714+98.92	32'RT.	105.63'
H	714+25.77	51'LT.	5'
I	714+98.92	32'RT.	80'
J	714+36.12	9'LT.	5'

NOTES:
ALL ISLAND NOSES TO BE CONCRETE MEDIAN SLOPED NOSE TYPE 1.
INTERIOR ISLAND SURFACE TO HAVE 2" PLATE COMPACTED HMA
PAID FOR AS 'ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES.

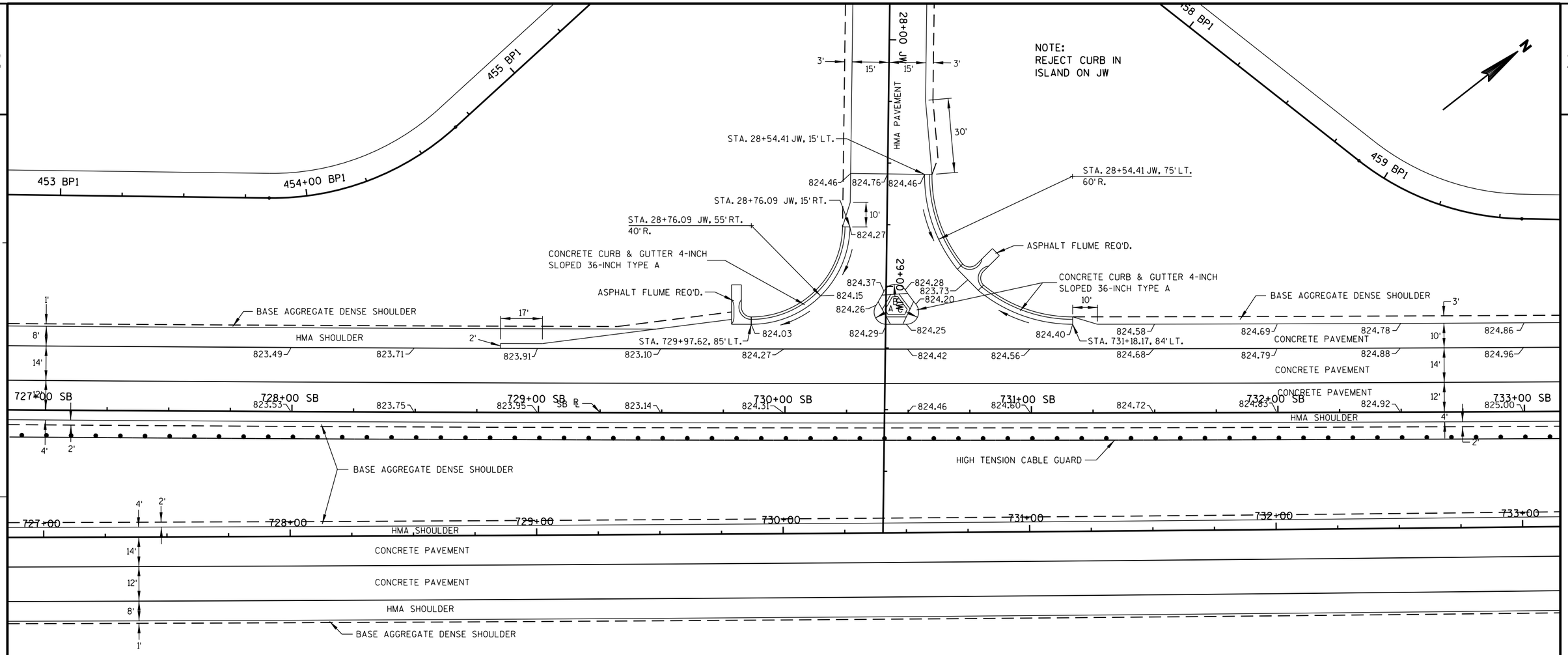
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - VICKERMAN ROAD 'V' & STH 26	SHEET	E

2



POINT	STATION	OFFSET	RADIUS
A	722+22.14	13.32' RT.	60'
B	722+22.86	64' LT.	60'
C	721+90.78	25.63' LT.	10'

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - STH 26 MEDIAN OPEN	SHEET	E

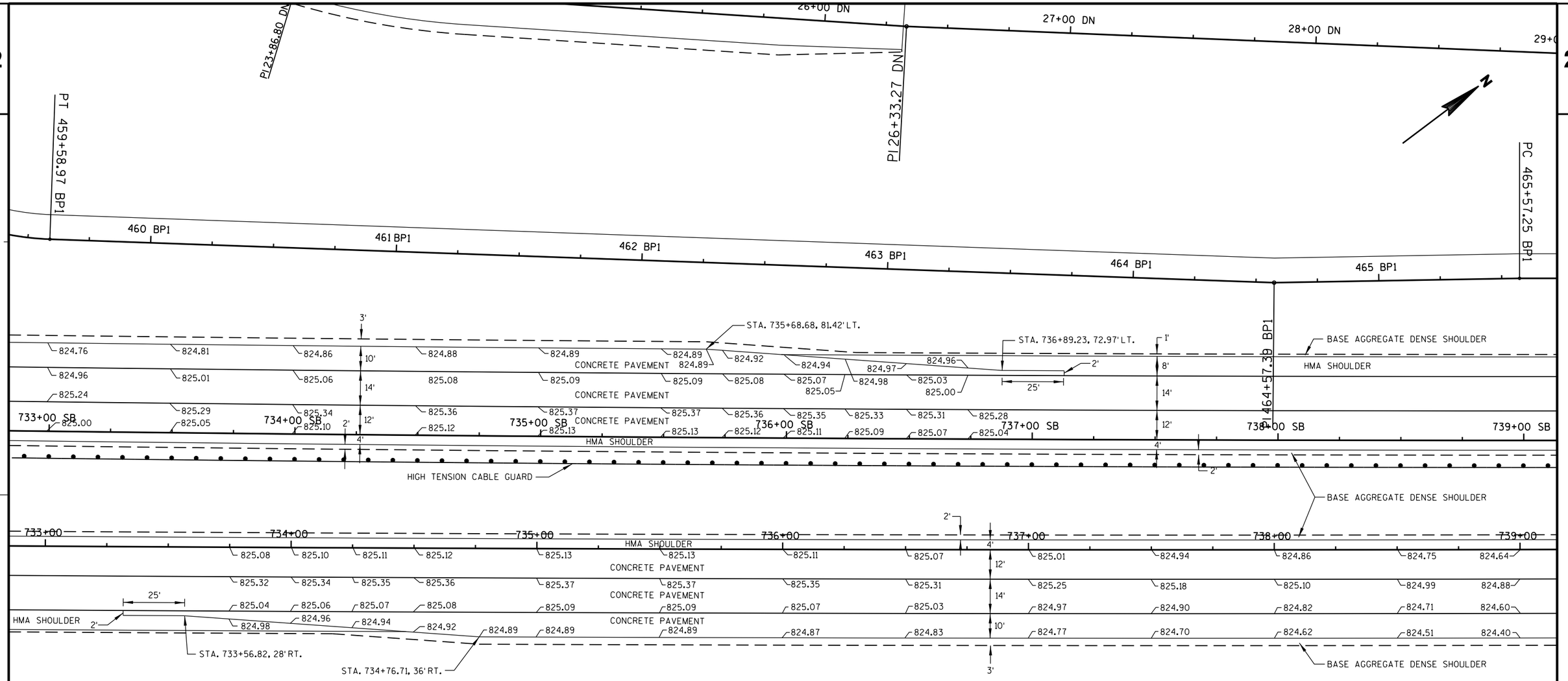


POINT	STATION	OFFSET	RADIUS
A	29+10.38 JW.	0.22' LT.	5'
B	29+04.16 JW	3.63' LT.	5'
C	29+10.28 JW	8.31' LT.	5'

NOTES:
ALL ISLAND NOSES TO BE CONCRETE MEDIAN SLOPED NOSE TYPE 1.

INTERIOR ISLAND SURFACE TO HAVE 2" PLATE COMPACTED HMA
PAID FOR AS 'ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - WEST CONNECTOR 'JW' & STH 26	SHEET	E



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - E/W CONNECTOR ROADS JE/JW & STH 26	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021118_id.dgn PLOT DATE : 27-NOV-2012 11:16 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40.000000:1.000000

WISDOT/CADDS SHEET 42

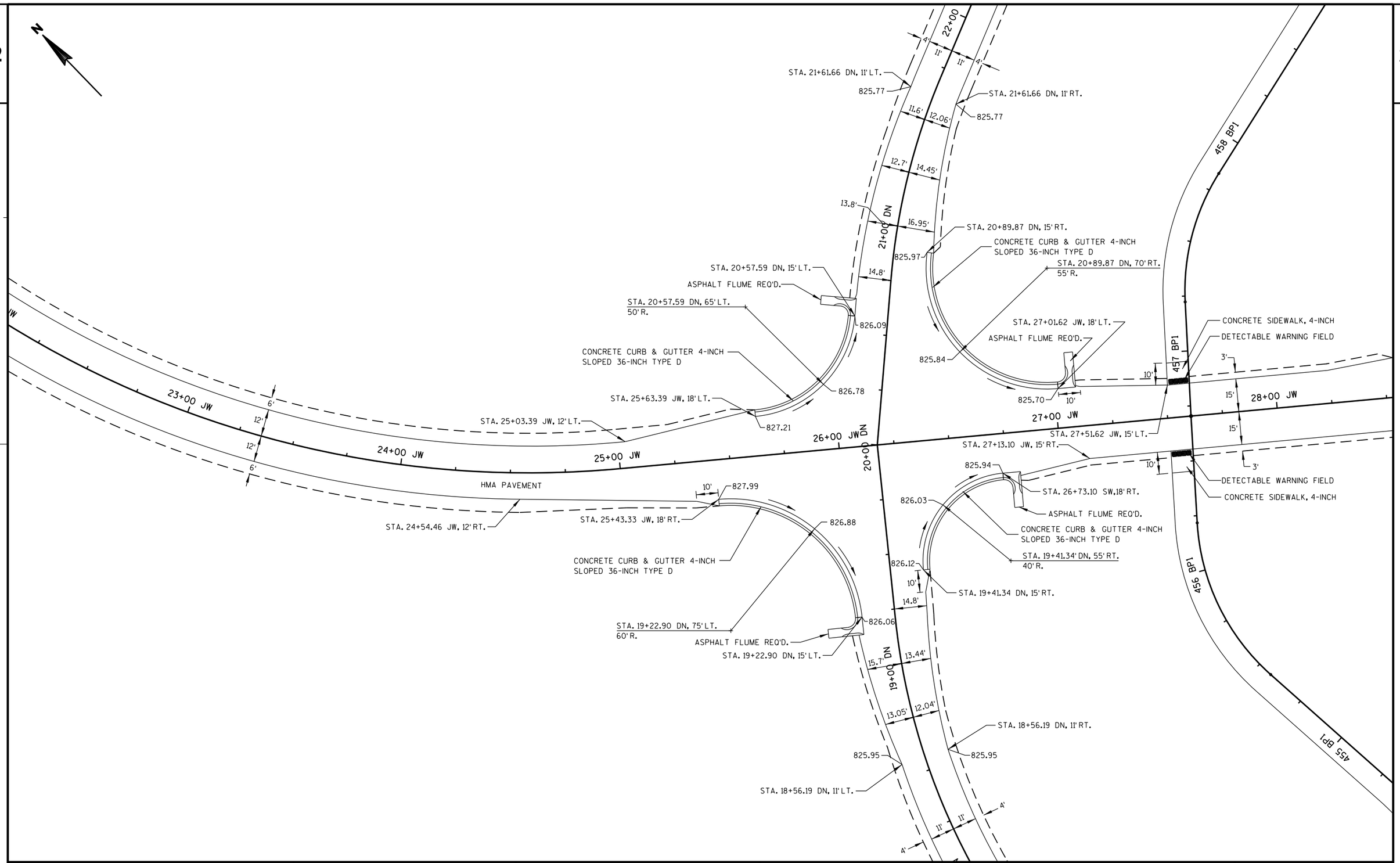
29+00 DN
30+00 DN
31+00 DN
32+00 DN
33+00 DN
34+00 DN
28+00 P
29+00 P
30+00 P
31+00 P
N
466 BP1
467 BP1
468 BP1
469 BP1
470 BP1
471 BP1
1'
8'
14'
12'
4'
2'
BASE AGGREGATE DENSE SHOULDER
HMA SHOULDER
CONCRETE PAVEMENT
CONCRETE PAVEMENT
HMA SHOULDER
739+00 SB
740+00 SB
741+00 SB
742+00 SB
743+00 SB
744+00 SB
745+00 SB
HIGH TENSION CABLE GUARD
TIGHTER POST SPACING MAY
BE REQUIRED NEAR BRIDGE PIERS
BASE AGGREGATE DENSE SHOULDER
MGS GUARDRAIL
4'
2'
739+00
740+00 JE
741+00
742+00
743+00
744+00
745+00
6'
12'
14'
10'
3'
824.64
824.57
824.50
824.43
824.35
824.27
824.18
824.10
824.00
823.90
823.80
824.88
824.81
824.74
824.67
824.59
824.51
824.42
824.34
824.24
824.14
824.04
824.60
824.53
824.46
824.39
824.31
824.23
824.14
824.06
823.96
823.86
823.76
CONCRETE PAVEMENT
824.32
824.14
824.11
824.05
824.15
823.69
824.00
823.87
823.60
823.80
823.67
823.05
823.17
822.79
822.78
822.63
822.39
822.39
22'
A
B
C
*
*
℄ 741+82.70 SB
17'
12'
14'
8'
1'
HMA SHOULDER
CONCRETE PAVEMENT
HMA SHOULDER
BASE AGGREGATE DENSE SHOULDER
STA. 739+26.67, 36'RT.
CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE A
*REJECT CURB
STA. 740+76.22, 36'RT.
CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE A
STA. 741+49.46, 28'RT.
CURB & GUTTER 4-INCH SLOPED
36-INCH TYPE D
CONCRETE PAVEMENT 31 JE
HMA PAVEMENT
STA. 31+05.23 JE, 65'RT.
50'R., 70'R.
ASPHALT FLUME REQ'D.
STA. 31+05.23 JE, 15'LT.
STA. 31+35.23 JE, 12'LT.
STA.30+87.73 JE, 85'RT.
70'R., 92'R.
ASPHALT FLUME REQ'D.
STA. 30+87.73 JE, 15'RT.
6'
12'
12'
6'

POINT	STATION	OFFSET	RADIUS
A	30+39.39 JE	3.22'RT.	3'
B	30+45.92 JE	22.45'LT.	3'
C	30+61.73 JE	6.37'LT.	3'

NOTES:
ALL ISLAND NOSES TO BE CONCRETE MEDIAN SLOPED NOSE TYPE 1.

INTERIOR ISLAND SURFACE TO HAVE 2" PLATE COMPACTED HMA
PAID FOR AS 'ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - EAST CONNECTOR 'JE' & STH 26	SHEET	E



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - WEST CONNECTOR 'JW' & OLD 26 'DN'	SHEET	E

2

2

BEGIN CONSTRUCTION
STA. 14+36
(SAW CUT REQ'D.)

BASE AGGREGATE DENSE SHOULDER
STA. 14+50 P, 12' LT.
ASPHALT FLUME REQ'D.
HMA PAVEMENT
CONCRETE CURB & GUTTER 4-INCH SLOPED
36-INCH TYPE D

847.76
849.39
851.01
852.60
854.05
855.33
856.46
857.46
858.34
859.10

STA. 15+00 P, 18' LT.
STA. 19+50 P, 18' LT.
STA. 20+00 P, 12' LT.

15+00 P
16+00 P
17+00 P
18+00 P
19+00 P
20+00 P

HMA PAVEMENT
HMA PAVEMENT
HMA PAVEMENT
18'
12'

BASE AGGREGATE DENSE SHOULDER

N

846.27
847.81
849.02
STA. 15+38.67 P, 18.27' RT.
ASPHALT FLUME REQ'D.
CONCRETE CURB & GUTTER 4-INCH SLOPED
36-INCH TYPE D
850.33
STA. 16+47.29 JW, 75' RT.
60' R.
849.71
ASPHALT FLUME REQ'D.
STA. 16+47.15 JW, 15' RT.
STA. 16+75 JW, 12' RT.

16+00 JW
17+00 JW
18+00 JW

853.05
854.83
STA. 16+64.56 P, 18' RT.
STA. 17+24.56 P, 12' RT.
851.80
CONCRETE CURB & GUTTER 4-INCH SLOPED
36-INCH TYPE D
STA. 16+27.97 JW, 55' LT.
40' R.
850.21
ASPHALT FLUME REQ'D.
STA. 16+27.97 JW, 15' LT.
STA. 16+75 JW, 12' LT.

6'
12'
12'
6'

BASE AGGREGATE DENSE SHOULDER

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - KOSHKONONG LAKE RD.-P & W CONNECTOR	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021121_id.dgn
PLOT DATE : 27-NOV-2012 11:16
PLOT BY : dotj3j
PLOT NAME :
PLOT SCALE : 40.000000:1.000000
WISDOT/CADDS SHEET 42

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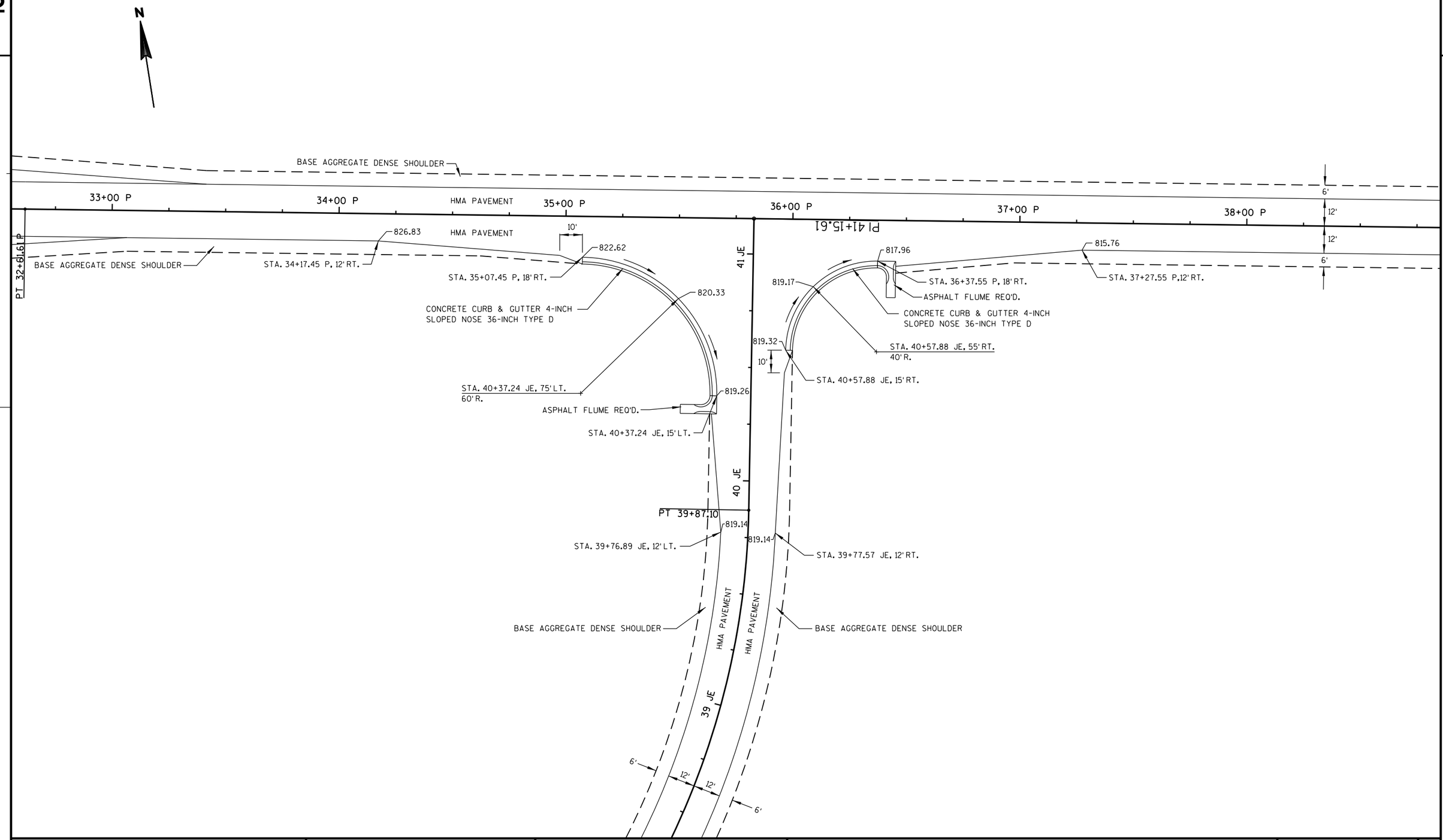
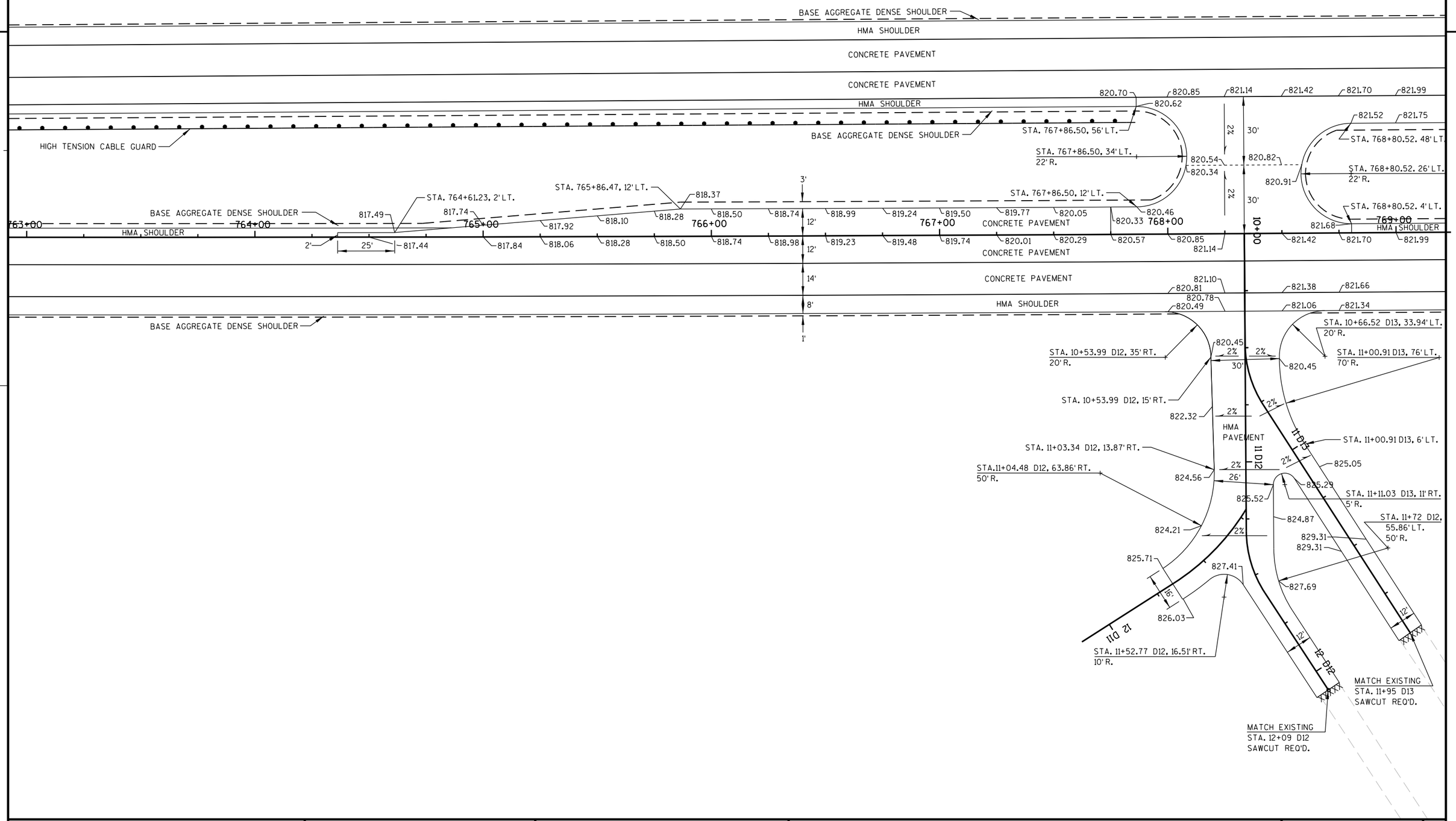


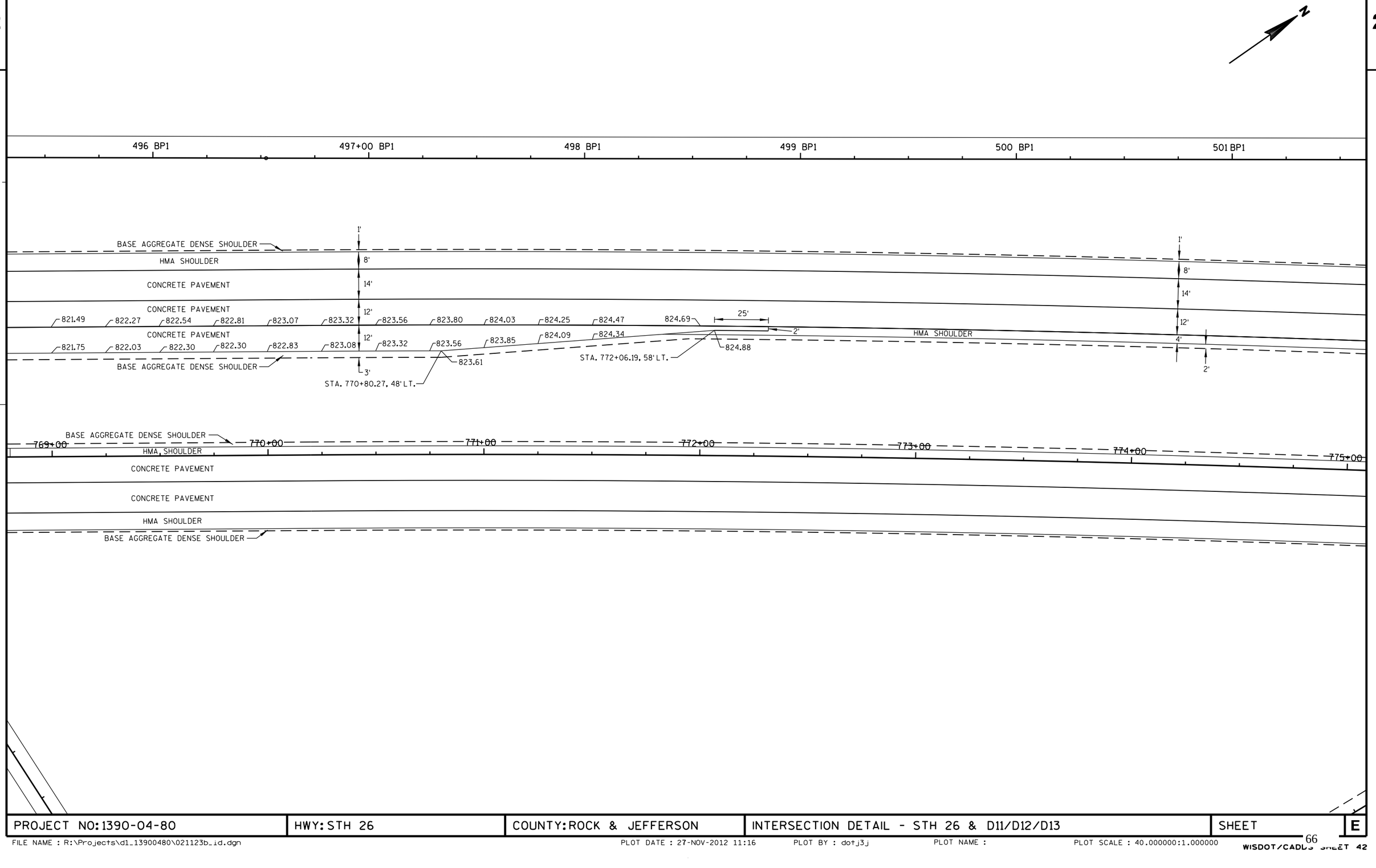
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - POND RD. 'P' & EAST CONNECTOR 'JE'	SHEET	E



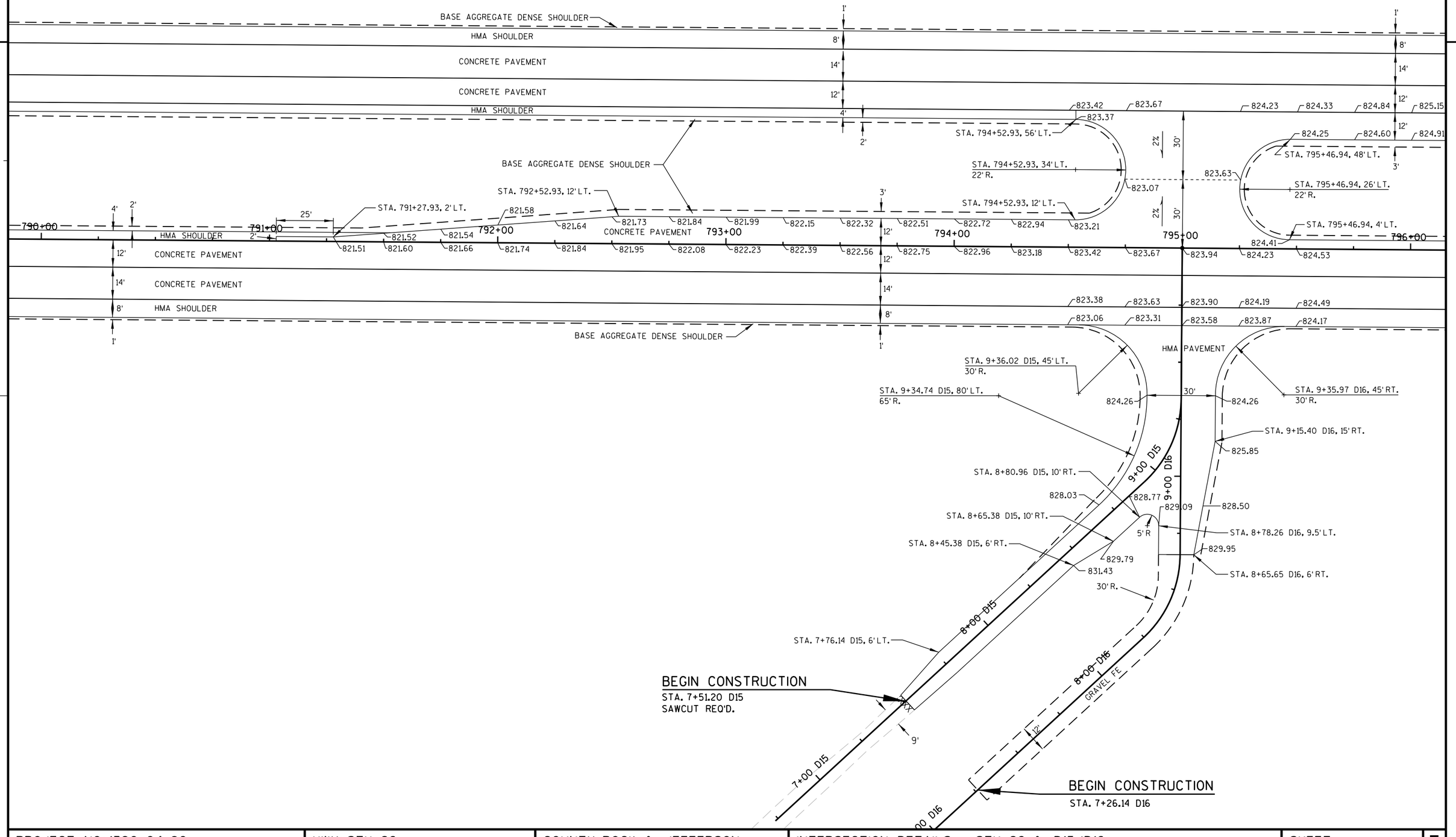
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL STH 26 & D11/D12/D13	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021123_id.dgn PLOT DATE : 27-NOV-2012 11:16 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40.000000:1.000000

2

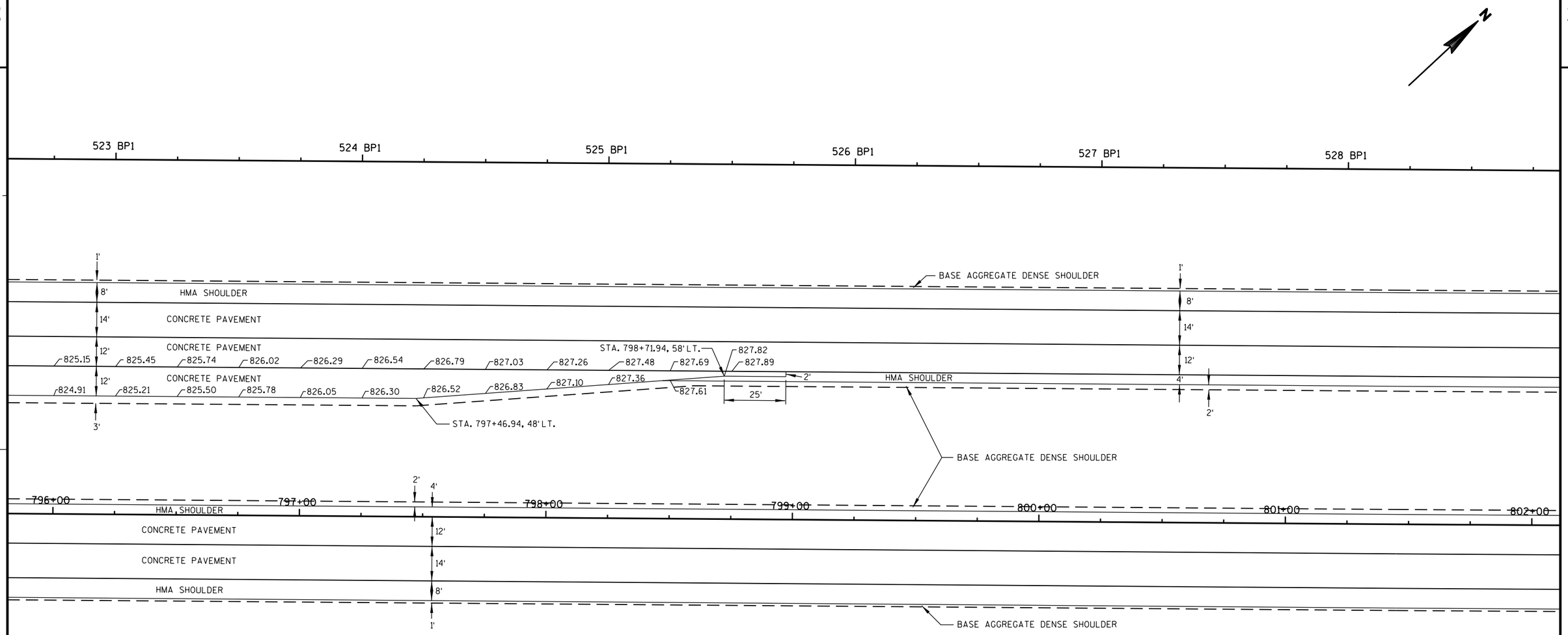


PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - STH 26 & D11/D12/D13	SHEET	E



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - STH 26 & D15/D16	SHEET	E

2



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - STH 26 & D15/D16	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021125_id.dgn PLOT DATE : 27-NOV-2012 11:17 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40.000000:1.000000

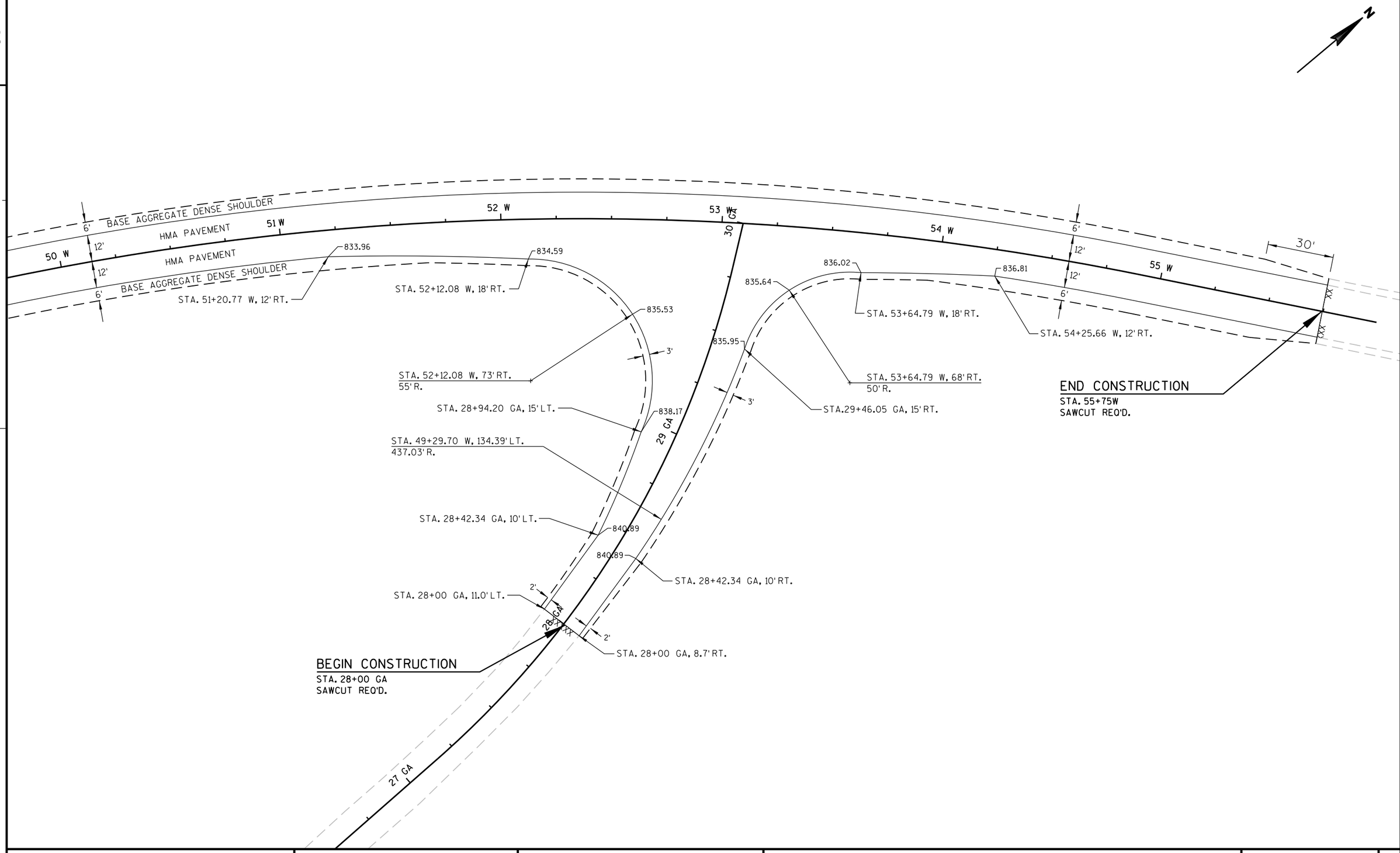
2

N

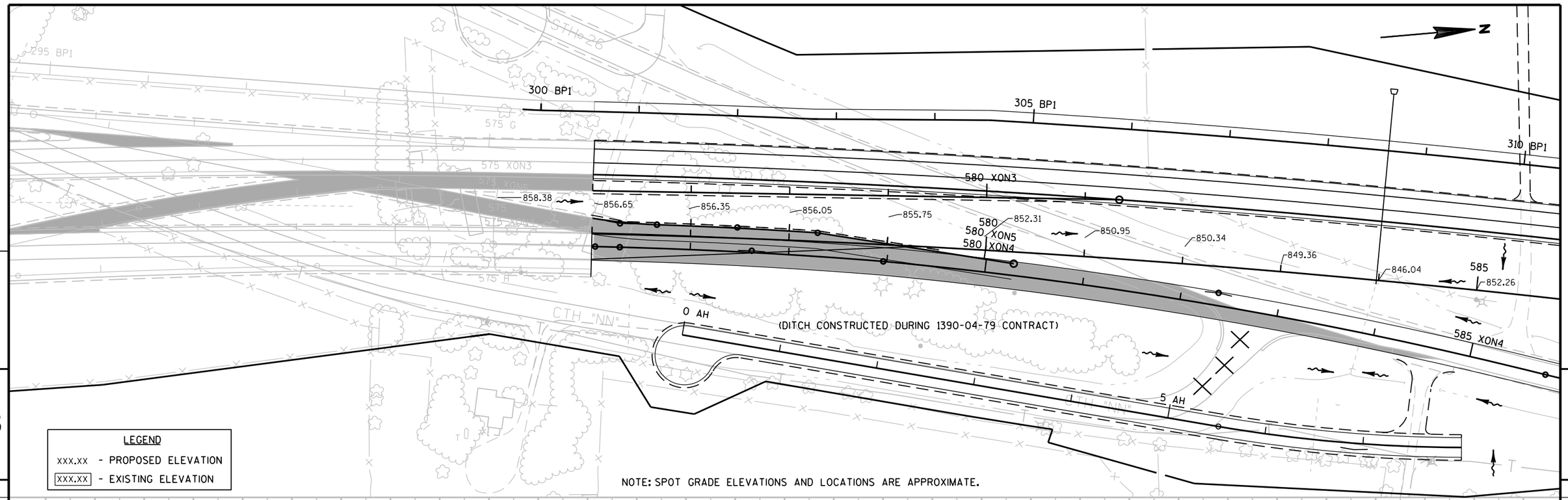
BASE AGGREGATE DENSE SHOULDER
HMA PAVEMENT 33 NC
HMA PAVEMENT
BASE AGGREGATE DENSE SHOULDER
2%
2%
4%
4%
3'
10'
10'
32 NC
3'
STA. 31+36.08 NC, 10' LT.
842.34
11.08'
11.58'
841.39
STA. 31+41.01 NC, 10' RT
13.63'
13.93'
STA. 30+87.31 NC, 15' LT.
4%
31 NC
4%
843.64
STA. 30+68.26 NC, 15' LT.
STA. 30+74.92 NC, 15' RT
STA. 30+44.15 NC, 15' LT.
843.71
842.76
STA. 27+21.31 W, 63' LT.
45' R.
STA. 26+10.95 W, 58' LT.
40' R.
2%
2%
843.68
SEE BRIDGE APPROACH DETAIL
843.36
STA. 27+21.31 W, 18' LT.
STA. 26+10.95 W, 18' LT.
843.44
844.60
STA. 28+10.50 W, 12' LT.
STA. 25+51.80 W, 12' LT.
842.89
16.9'
14.3'
26 W
841.28
4%
27 W
2%
845.03
28 W
2%
30 NC
4%
2%
2%
29 W
30 W
BASE AGGREGATE DENSE SHOULDER
6'
12'
HMA PAVEMENT
25 W
839.86
842.69
843.95
12'
HMA PAVEMENT
STA. 26+83 W, 22' RT.
STA. 27+33.31 W, 20' RT.
24 W
6'
BASE AGGREGATE DENSE SHOULDER
STA. 25+33 W, 12' RT.
543 BP1
542 BP1
544 BP1
540 BP1
815+00
814+00

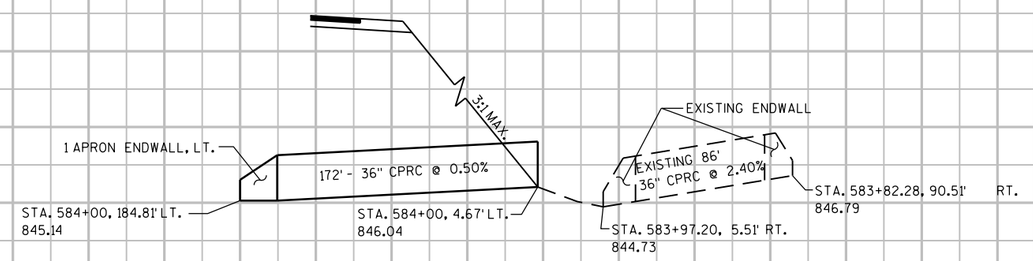
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAILS - WHITETAIL LANE 'W' & OLD 26 'NC'	SHEET	E

2



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	INTERSECTION DETAIL - GARVERT 'GA' & WHITETAIL LANE 'W'	SHEET	E





PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PLAN DETAILS - TEMPORARY DRAINAGE, STAGE 1	SHEET	E

LEGEND

XXX.XX - PROPOSED ELEVATION

[XXX.XX] - EXISTING ELEVATION

N

310 BP1

315 BP1

320 BP1

585

852.26

855.44

855.08

854.43

854.08

853.71

853.40

590

851.31

852.78

852.48

852.17

595

850.27

846.95

847.75

853.70

852.13

850.14

600

854.26

851.50

851.80

STH 26

10 AH

15 AH

20 AH

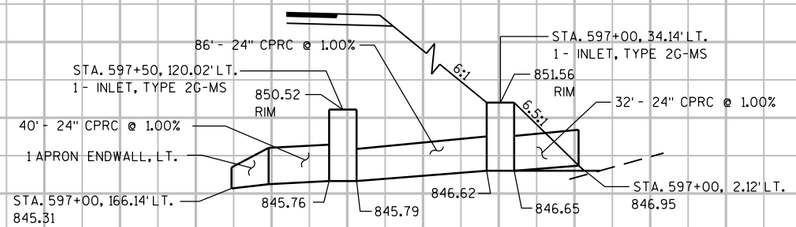
SEPTIC

SIGN

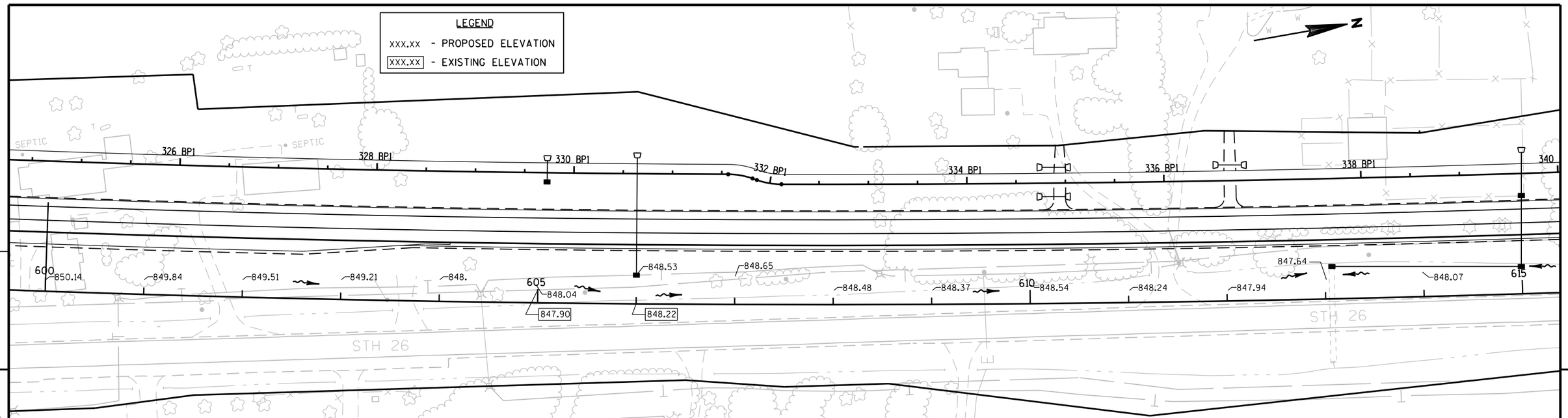
5

5

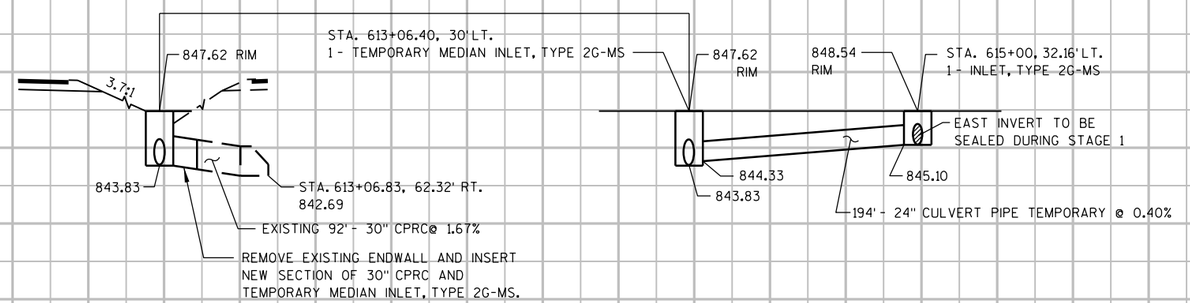
NOTE: SPOT GRADE ELEVATIONS AND LOCATIONS ARE APPROXIMATE.



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PLAN DETAILS - TEMPORARY DRAINAGE, STAGE 1	SHEET	E



NOTES: 1) SPOT GRADE ELEVATIONS AND LOCATIONS ARE APPROXIMATE.
2) EAST INVERT AND RIM OF INLET @ STA. 606+00 TO BE TEMPORARILY SEALED DURING STAGE 1. IF INLET IS NOT INSTALLED DURING STAGE 1, THEN TEMPORARILY SEAL EAST INVERT OF PIPE, UNTIL STAGE 2 CONSTRUCTION.

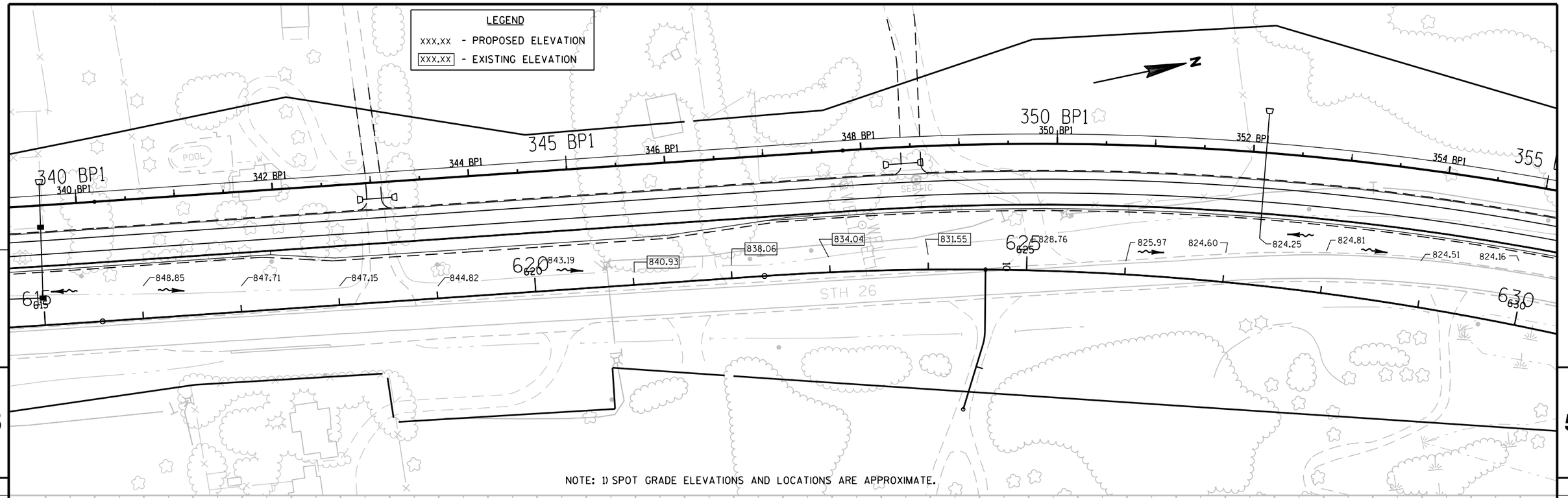


PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PLAN DETAILS - TEMPORARY DRAINAGE, STAGE 1	SHEET	E

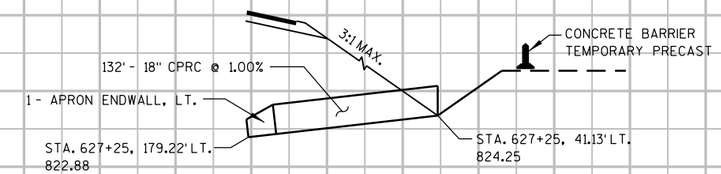
LEGEND

xxx.xx - PROPOSED ELEVATION

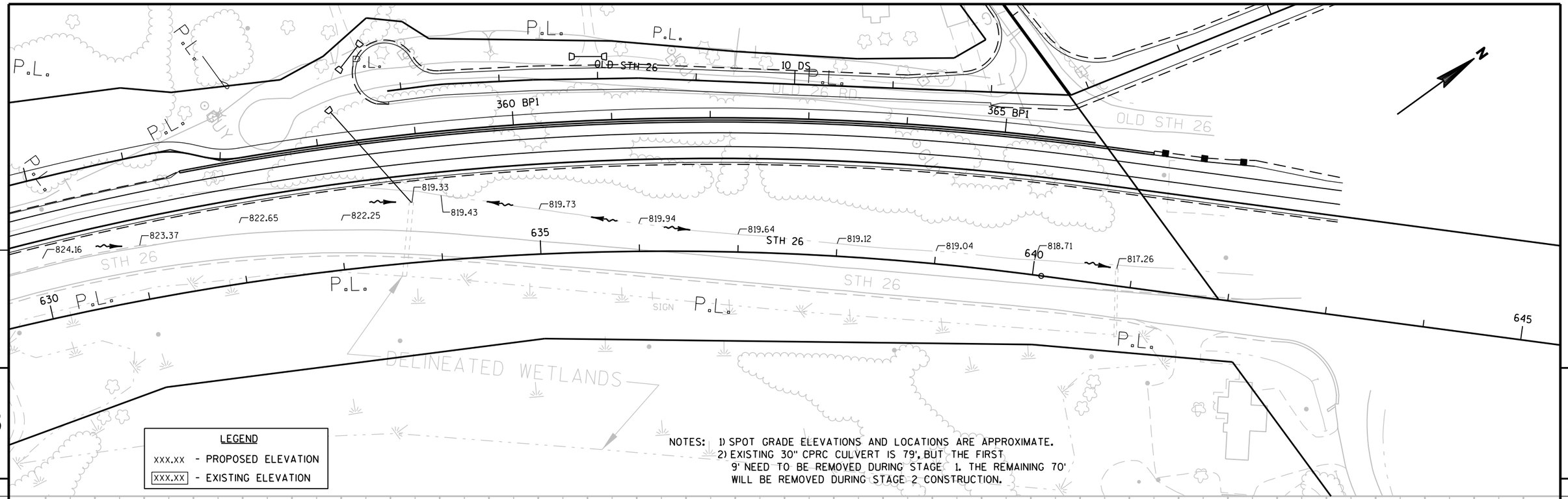
[xxx.xx] - EXISTING ELEVATION



NOTE: 1) SPOT GRADE ELEVATIONS AND LOCATIONS ARE APPROXIMATE.



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PLAN DETAILS - TEMPORARY DRAINAGE, STAGE 1	SHEET	E

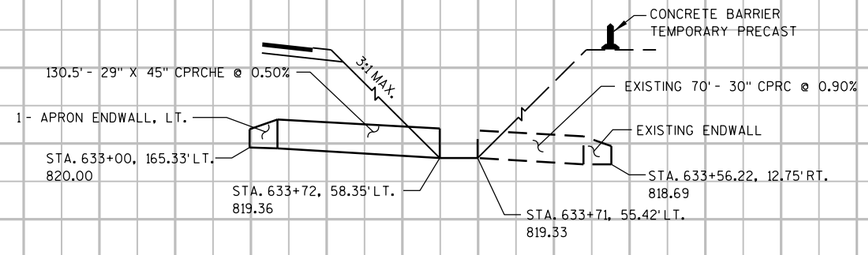


LEGEND

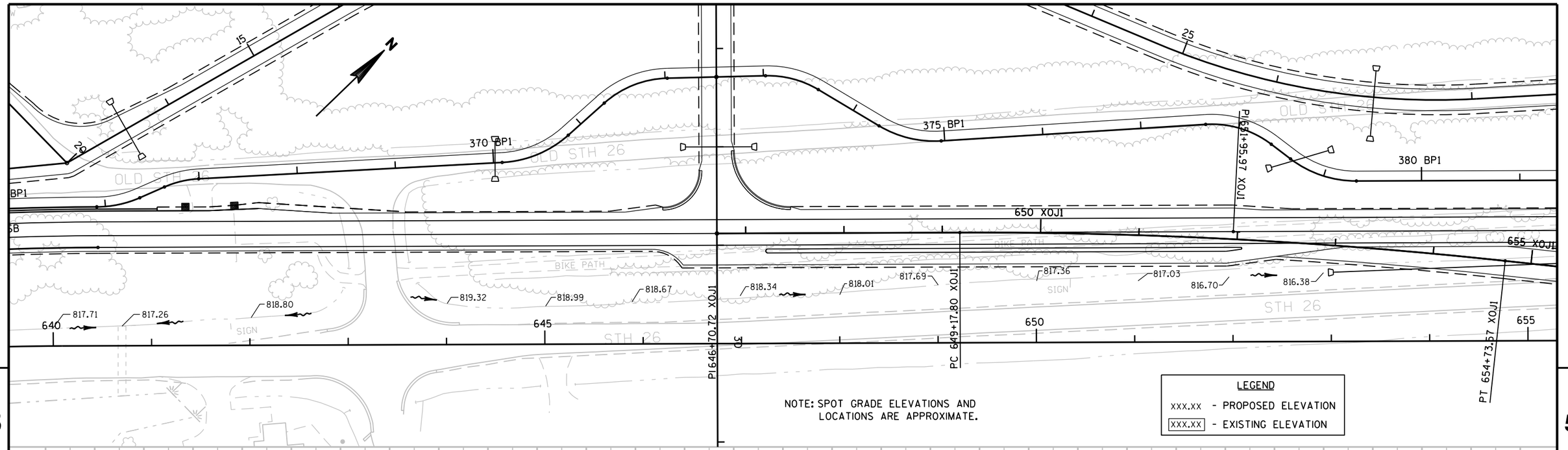
XXX.XX - PROPOSED ELEVATION

[XXX.XX] - EXISTING ELEVATION

NOTES:
1) SPOT GRADE ELEVATIONS AND LOCATIONS ARE APPROXIMATE.
2) EXISTING 30" CPRC CULVERT IS 79', BUT THE FIRST 9' NEED TO BE REMOVED DURING STAGE 1. THE REMAINING 70' WILL BE REMOVED DURING STAGE 2 CONSTRUCTION.



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PLAN DETAILS - TEMPORARY DRAINAGE, STAGE 1	SHEET	E



NOTE: SPOT GRADE ELEVATIONS AND LOCATIONS ARE APPROXIMATE.

LEGEND

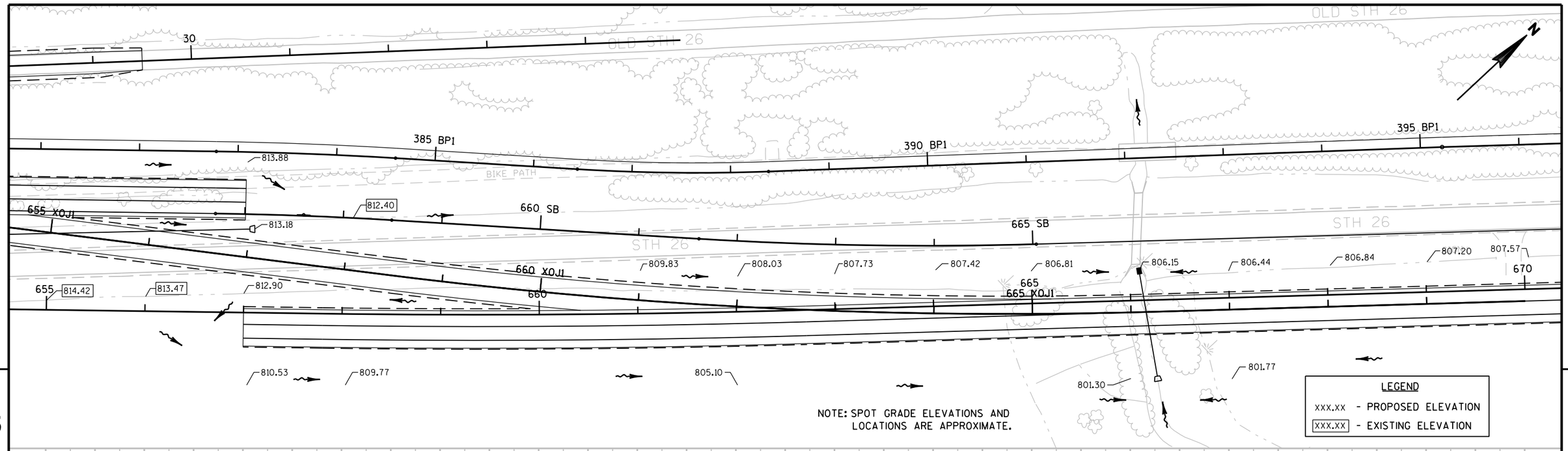
XXX.XX - PROPOSED ELEVATION

[XXX.XX] - EXISTING ELEVATION

5

5

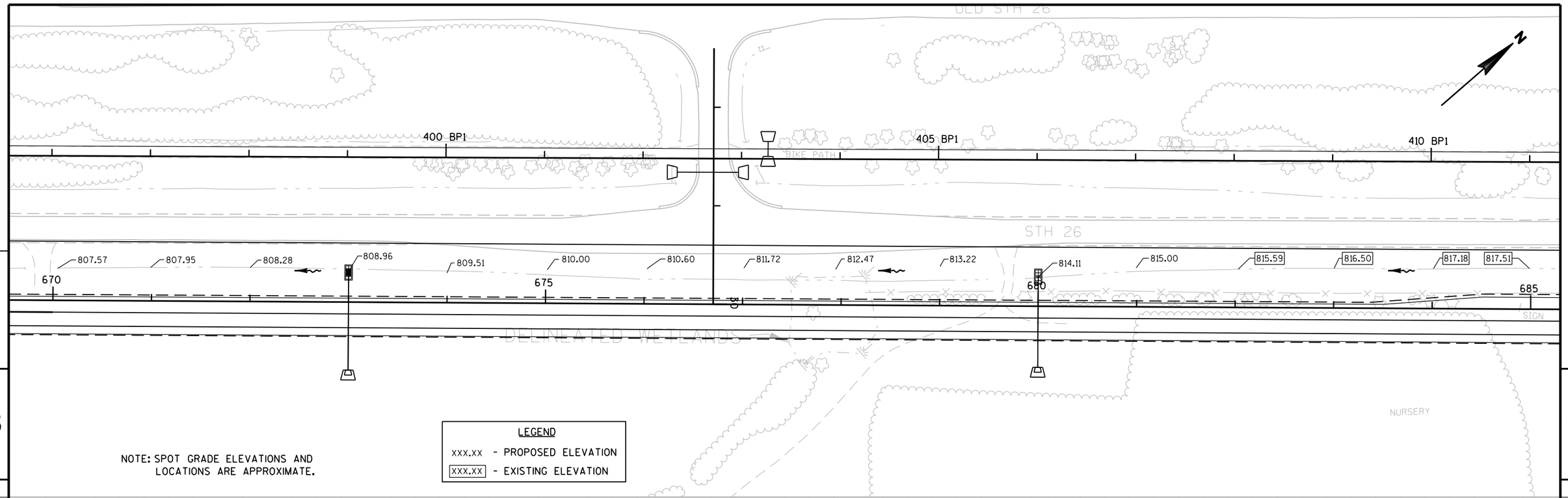
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE STAGE I	SHEET	E



5

5

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE, STAGE 1	SHEET	E

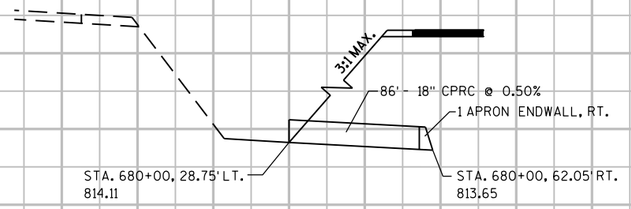


NOTE: SPOT GRADE ELEVATIONS AND LOCATIONS ARE APPROXIMATE.

LEGEND

XXX.XX - PROPOSED ELEVATION

[XXX.XX] - EXISTING ELEVATION



PROJECT NO: 1390-04-80	HWY: STH26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE, STAGE I	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021208_pd.dgn PLOT DATE : 27-NOV-2012 11:26 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 40

OLD STH 26

OLD STH 26

N

415 BP1

420 BP1

425 BP1

BIKE PATH

BIKE PATH

STH 26

STH 26

817.51 818.44 820 818.64 818.47 818.29 818.16 817.93 817.70 817.47 817.24 817.01 816.78 816.55 816.52 816.09

685 690 695 700

SIGN

RUINS

RUINS

RUINS

DELINEATED WETLANDS

5

5

NOTE: SPOT GRADE ELEVATIONS AND LOCATIONS ARE APPROXIMATE.

NURSERY

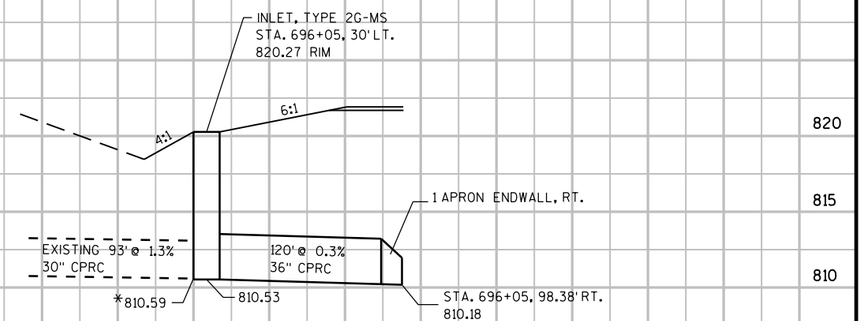
LEGEND

XXX.XX - PROPOSED ELEVATION

[XXX.XX] - EXISTING ELEVATION

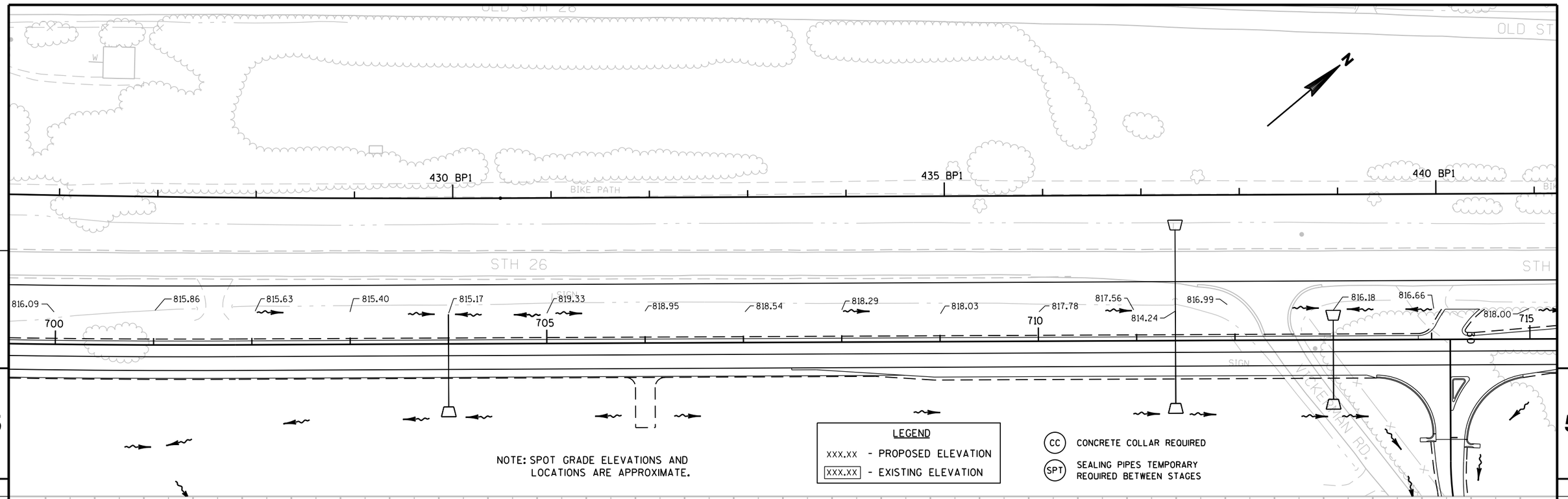
(CC) CONCRETE COLLAR REQUIRED

(SPT) SEALING PIPES TEMPORARY REQUIRED BETWEEN STAGES



* CONTRACTOR TO FIELD VERIFY EXISTING PIPE ELEVATION

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE, STAGE 1	SHEET	E



NOTE: SPOT GRADE ELEVATIONS AND LOCATIONS ARE APPROXIMATE.

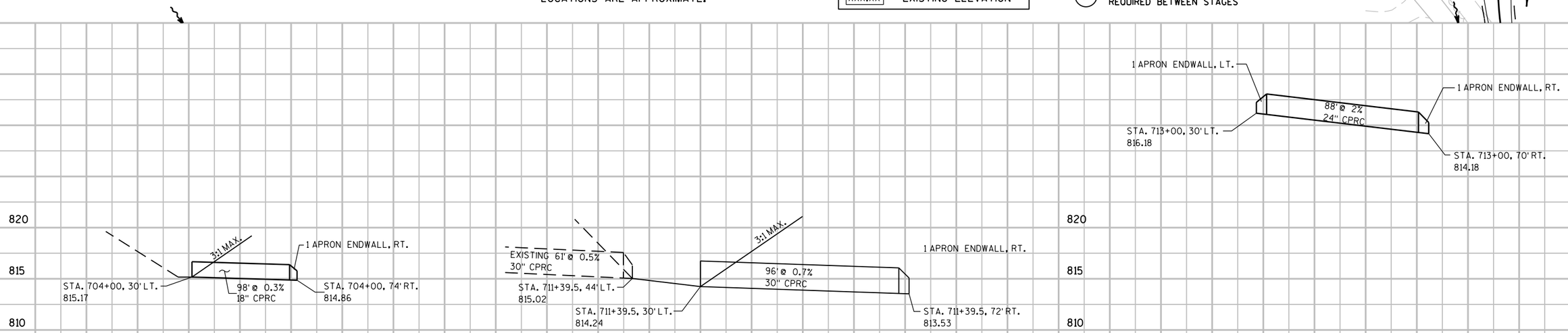
LEGEND

XXX.XX - PROPOSED ELEVATION

[XXX.XX] - EXISTING ELEVATION

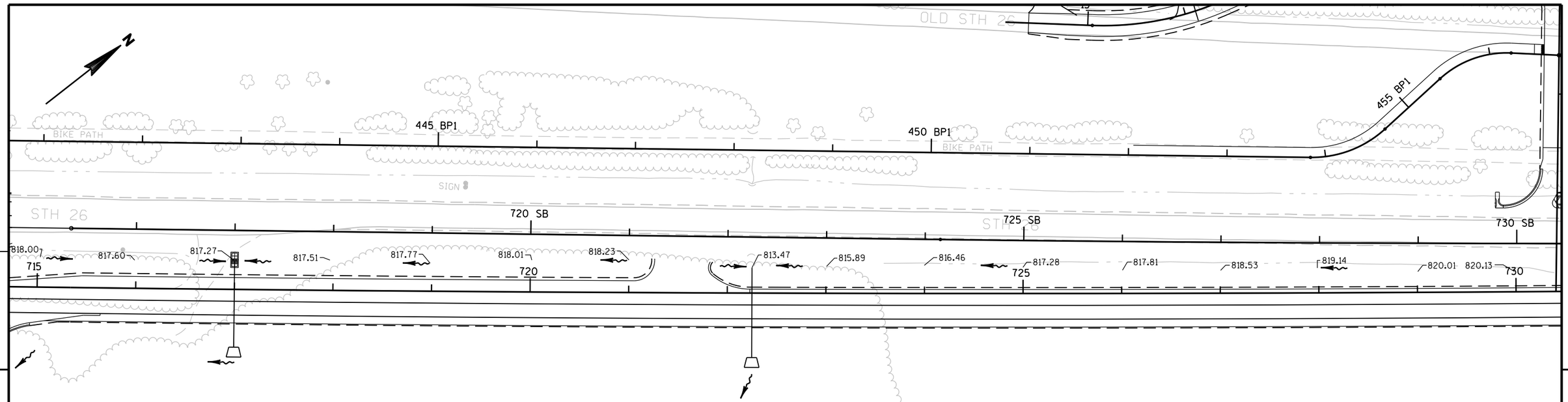
(CC) CONCRETE COLLAR REQUIRED

(SPT) SEALING PIPES TEMPORARY REQUIRED BETWEEN STAGES



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE	SHEET	E

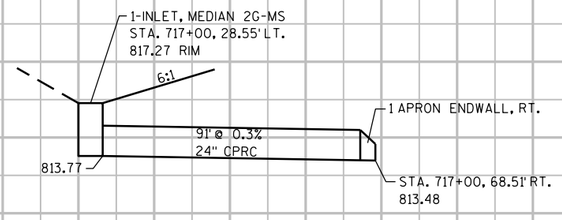
FILE NAME : R:\Projects\d1_13900480\021210_pd.dgn PLOT DATE : 27-NOV-2012 11:27 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000
WISDOT/CADDS SHEET 40

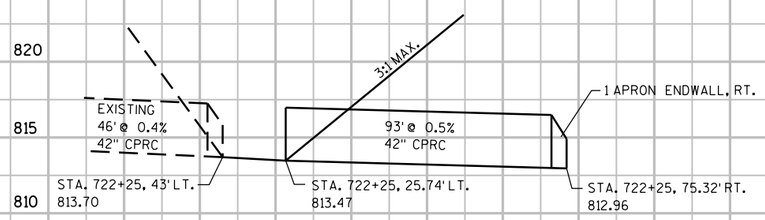


LEGEND

xxx.xx - PROPOSED ELEVATION

[xxx.xx] - EXISTING ELEVATION

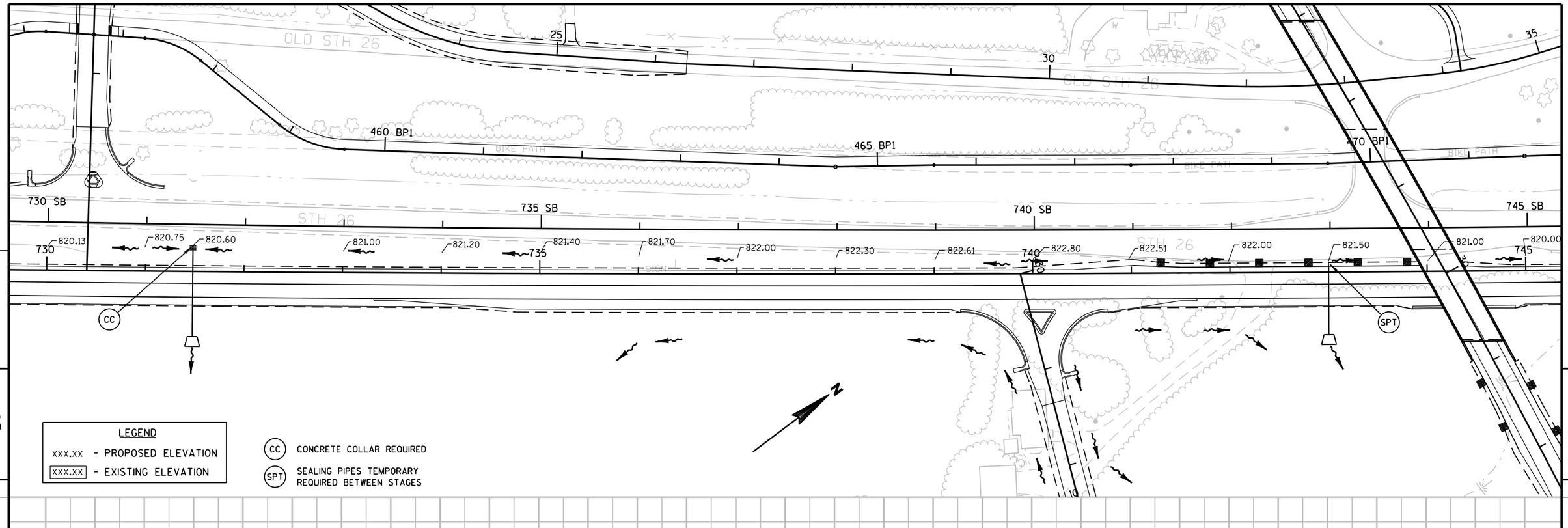




PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021211_pd.dgn PLOT DATE : 27-NOV-2012 11:27 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 40



5

5

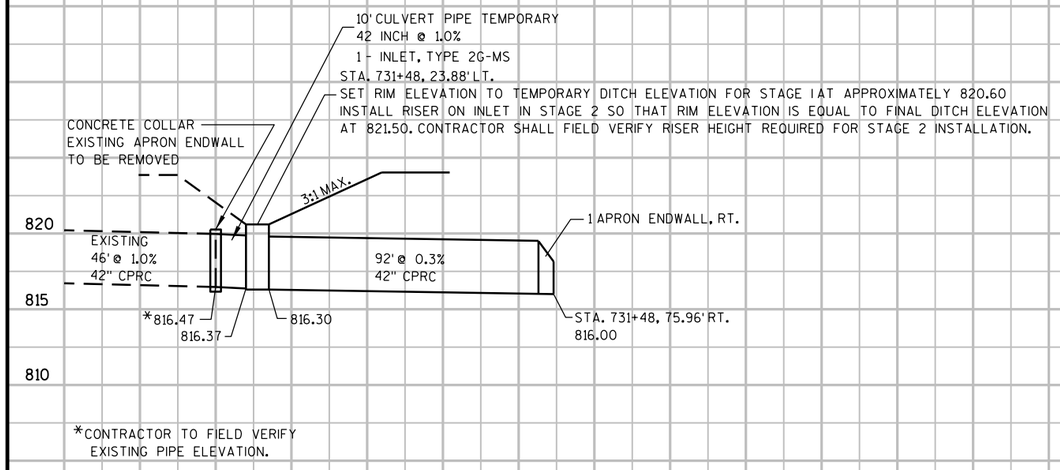
LEGEND

XXX.XX - PROPOSED ELEVATION

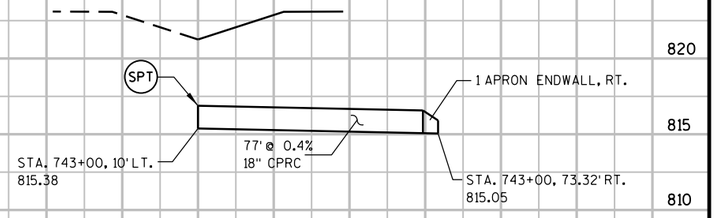
[XXX.XX] - EXISTING ELEVATION

(CC) CONCRETE COLLAR REQUIRED

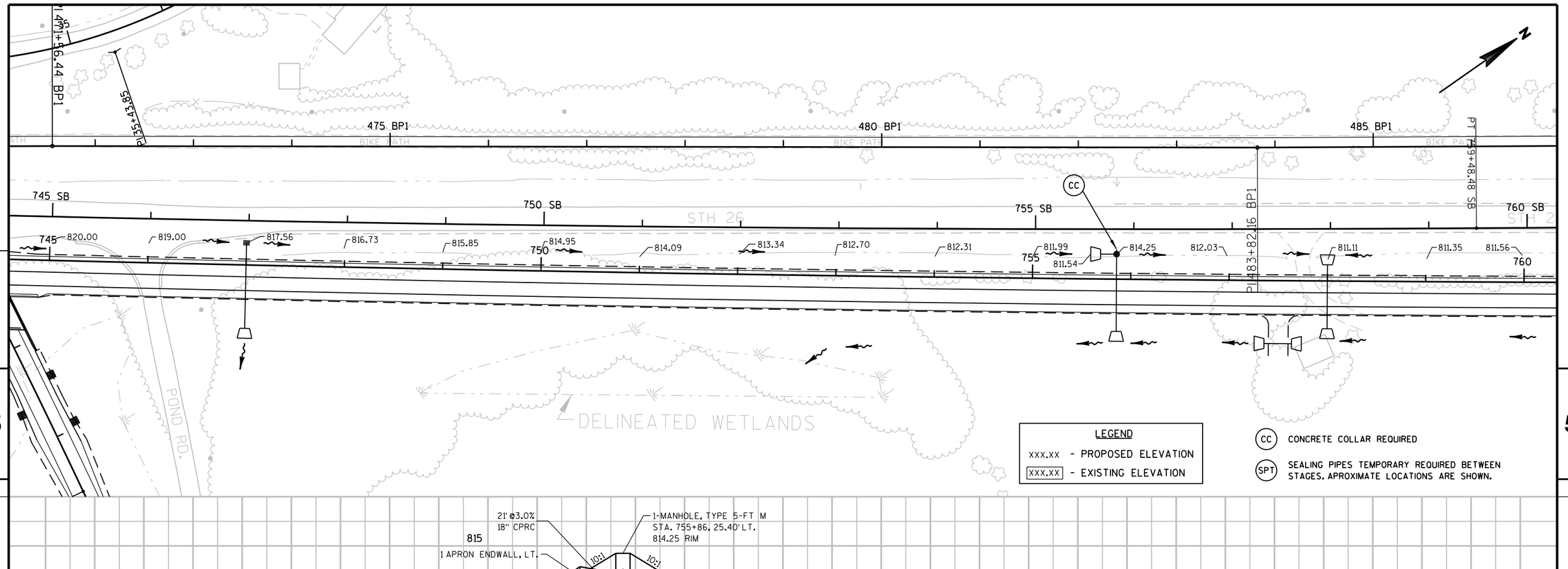
(SPT) SEALING PIPES TEMPORARY REQUIRED BETWEEN STAGES



*CONTRACTOR TO FIELD VERIFY EXISTING PIPE ELEVATION.



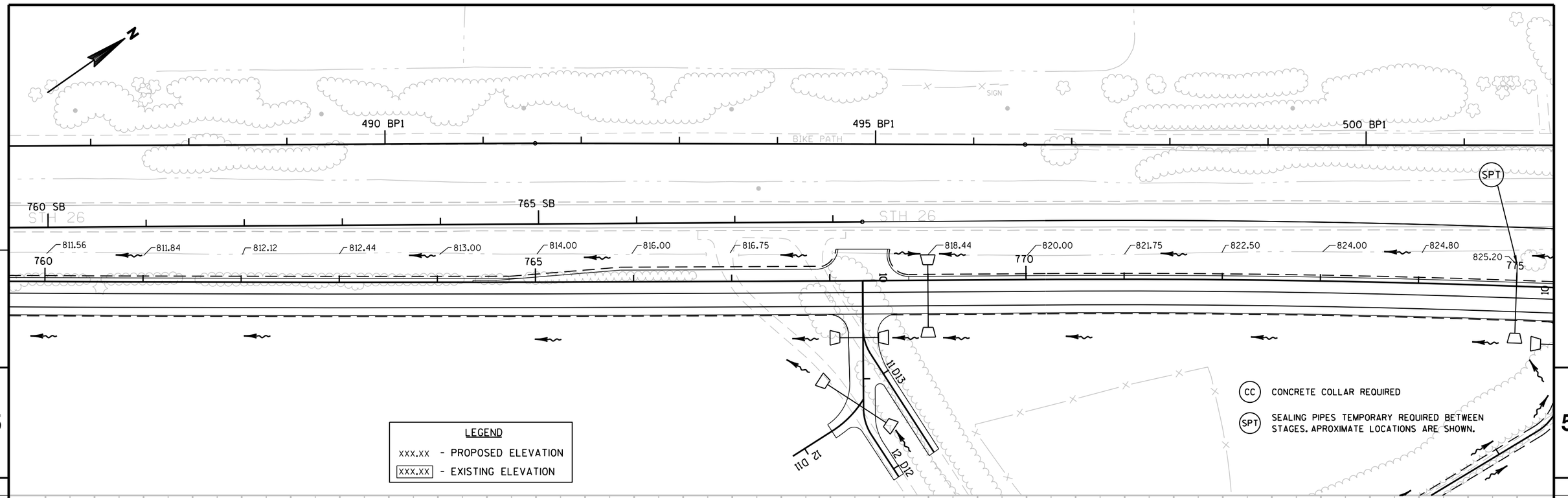
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE	SHEET	E



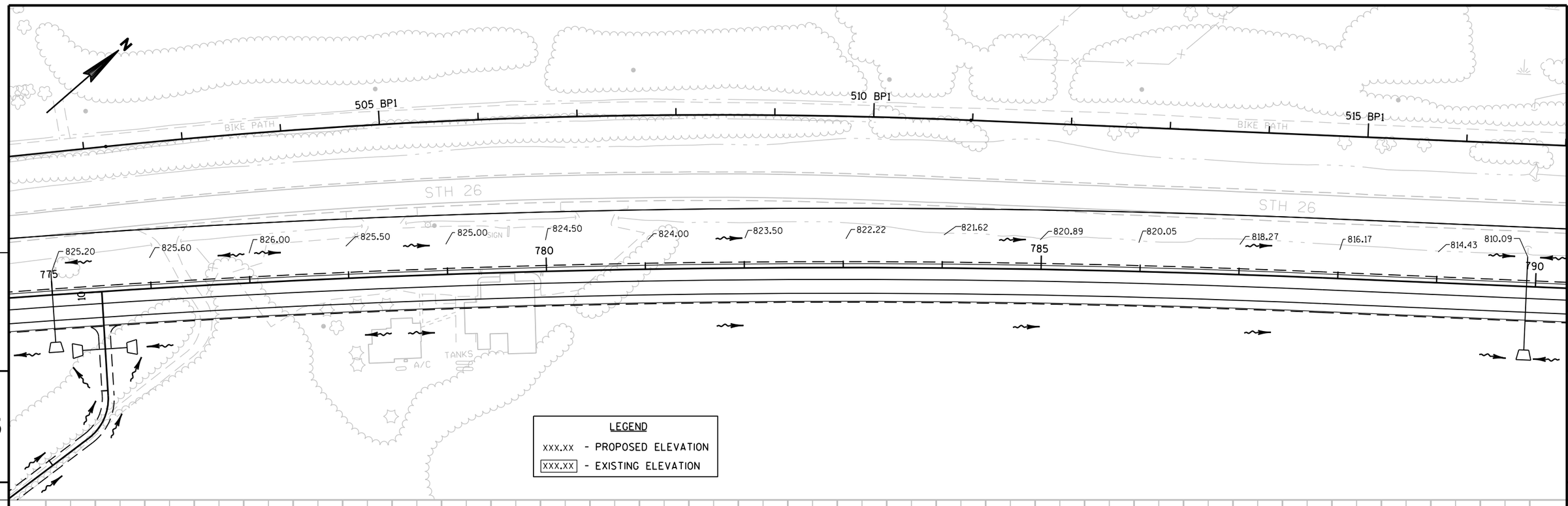
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE	SHEET	E

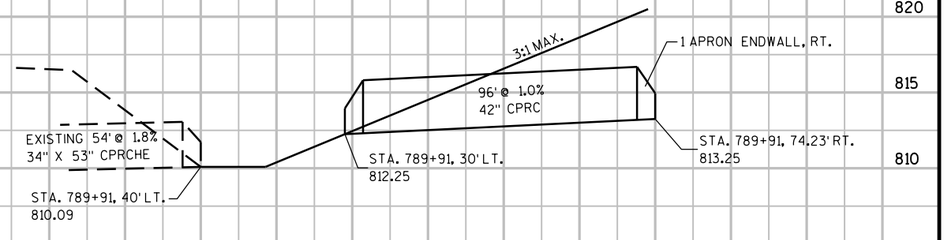
FILE NAME : R:\Projects\d1_13900480\021213_pd.dgn PLOT DATE : 27-NOV-2012 11:27 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 40

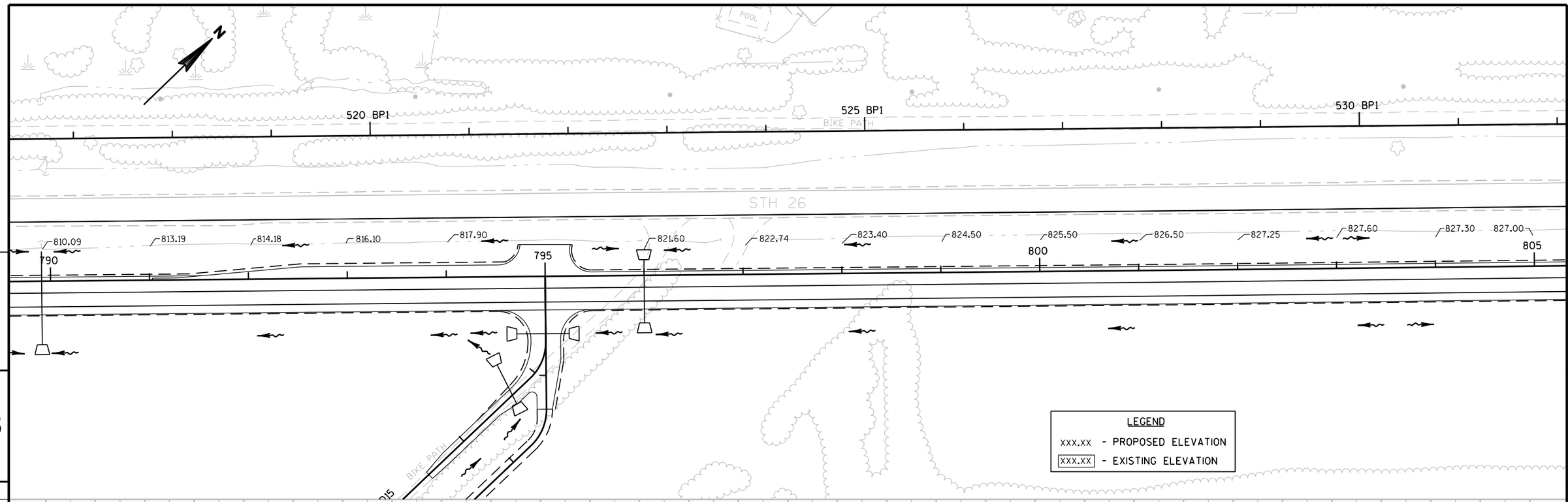


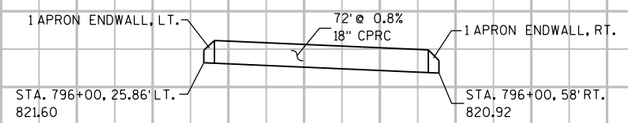
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE	SHEET	E



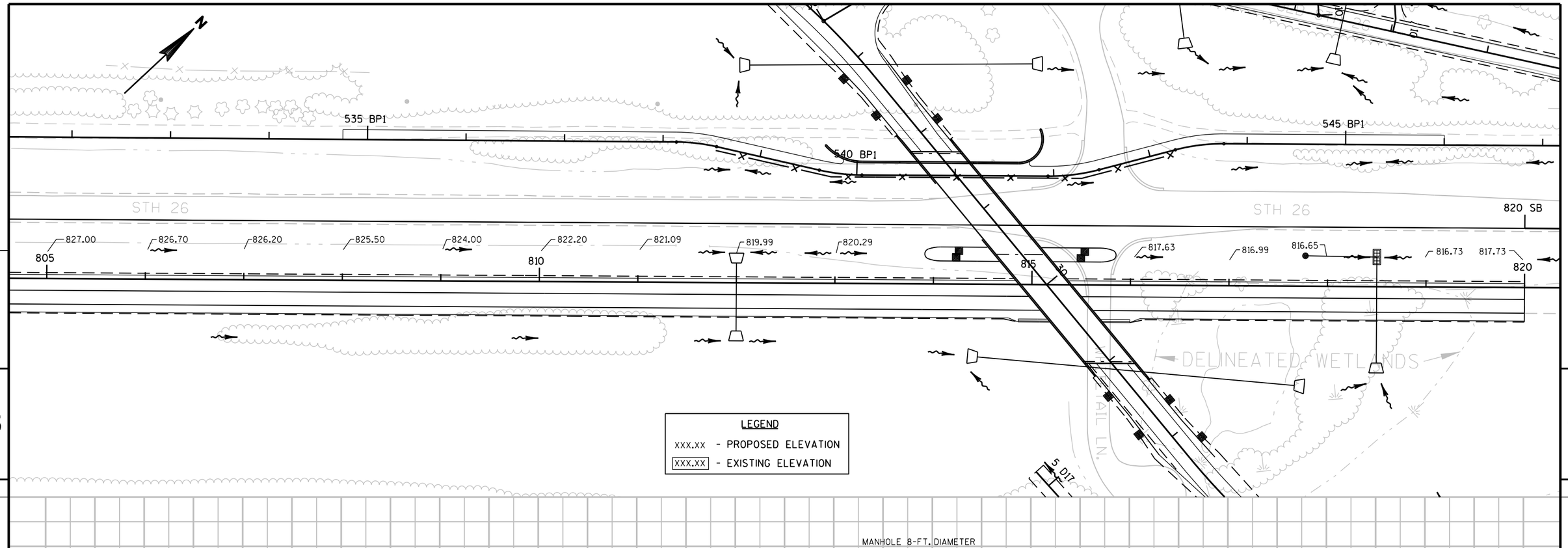


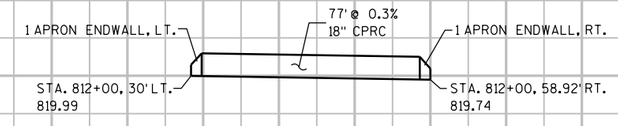
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE	SHEET	E

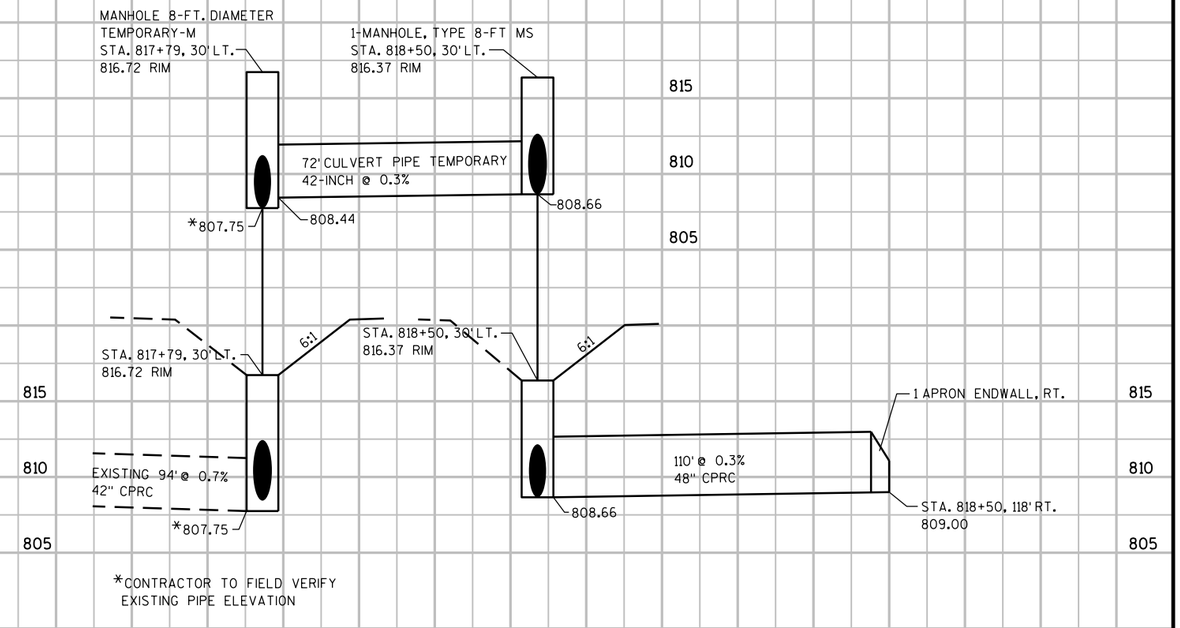




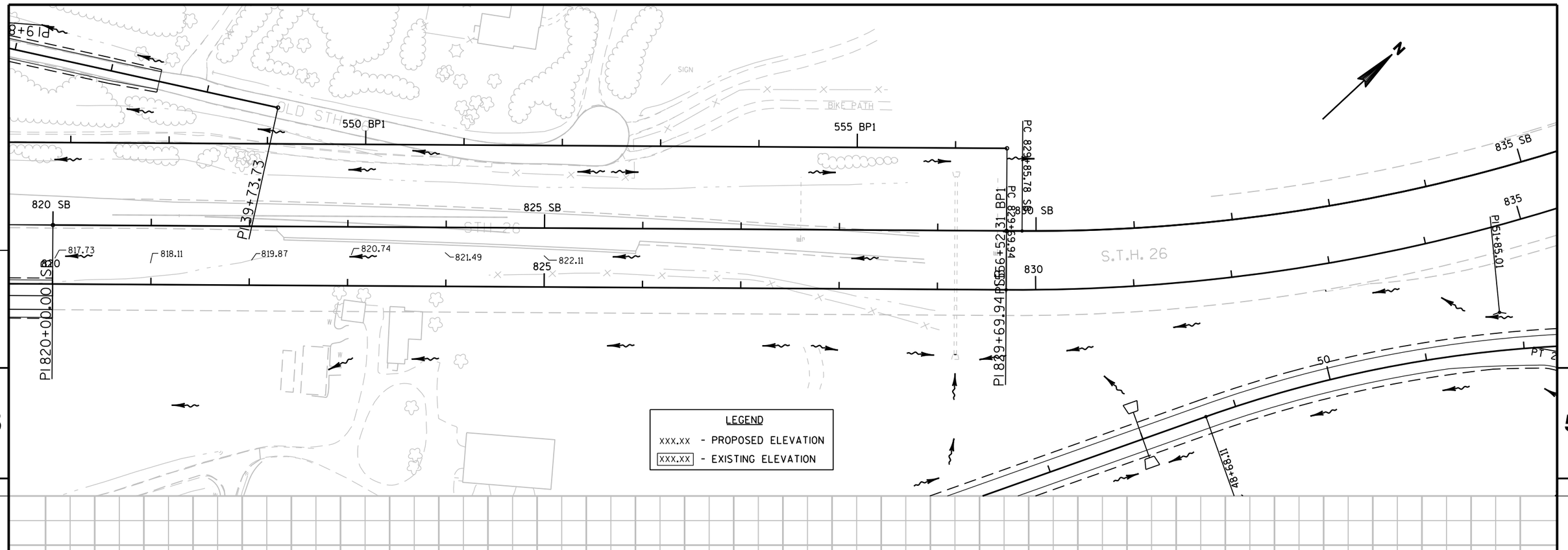
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE	SHEET	E



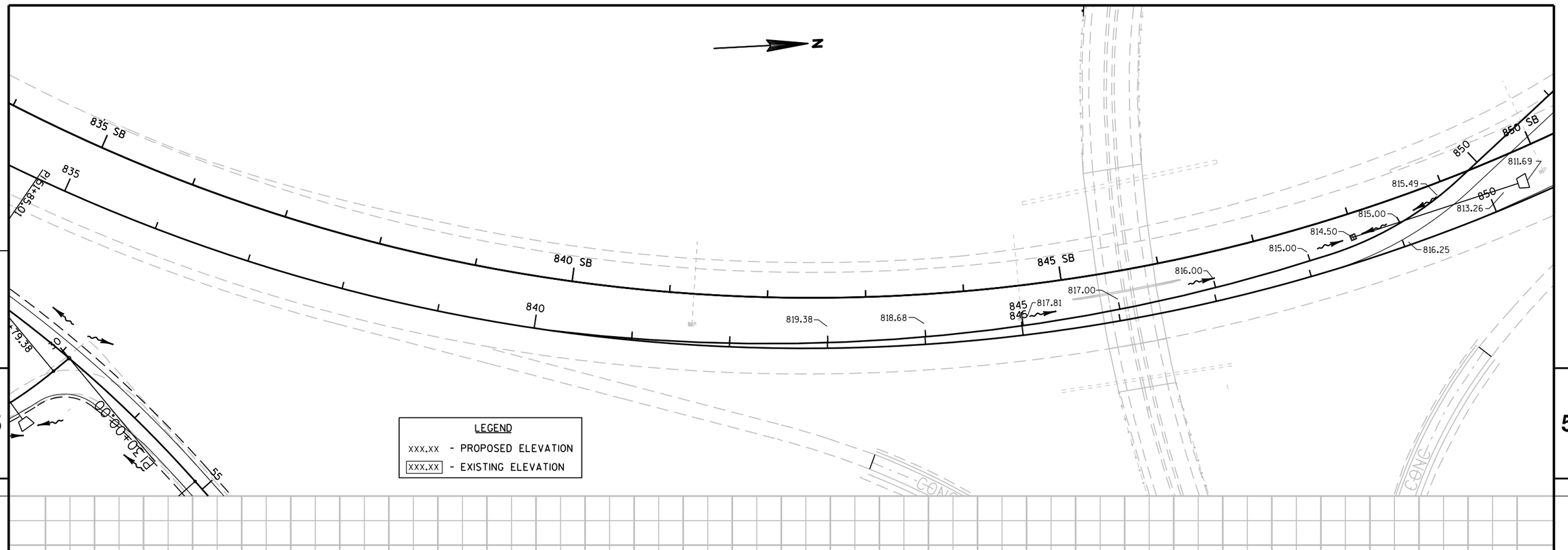




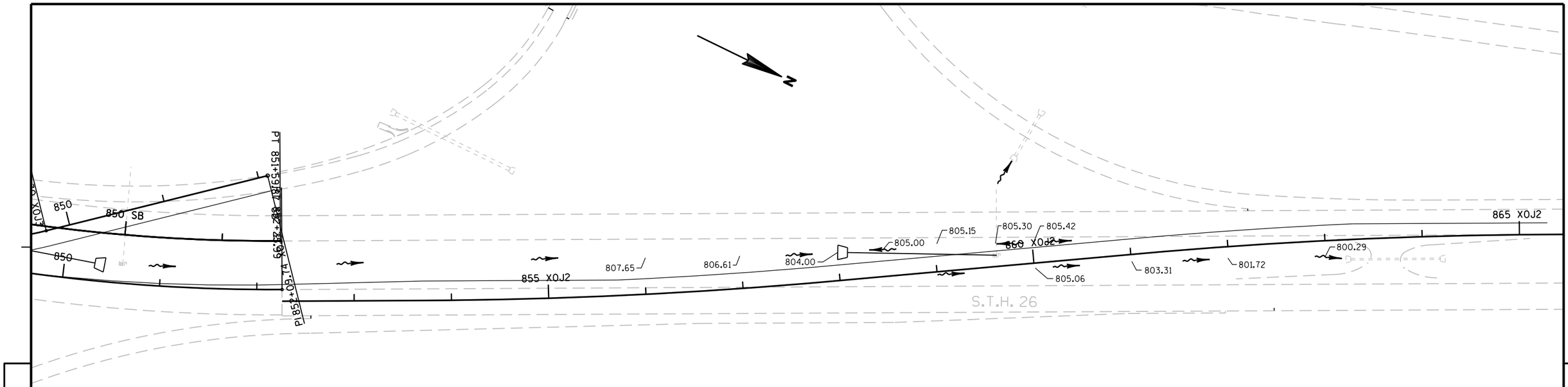
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE	SHEET	E



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE	SHEET	E



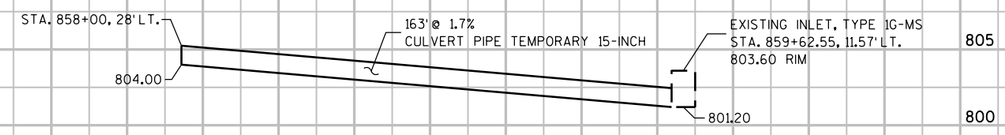
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE	SHEET	E



LEGEND

xxx.xx - PROPOSED ELEVATION

[xxx.xx] - EXISTING ELEVATION



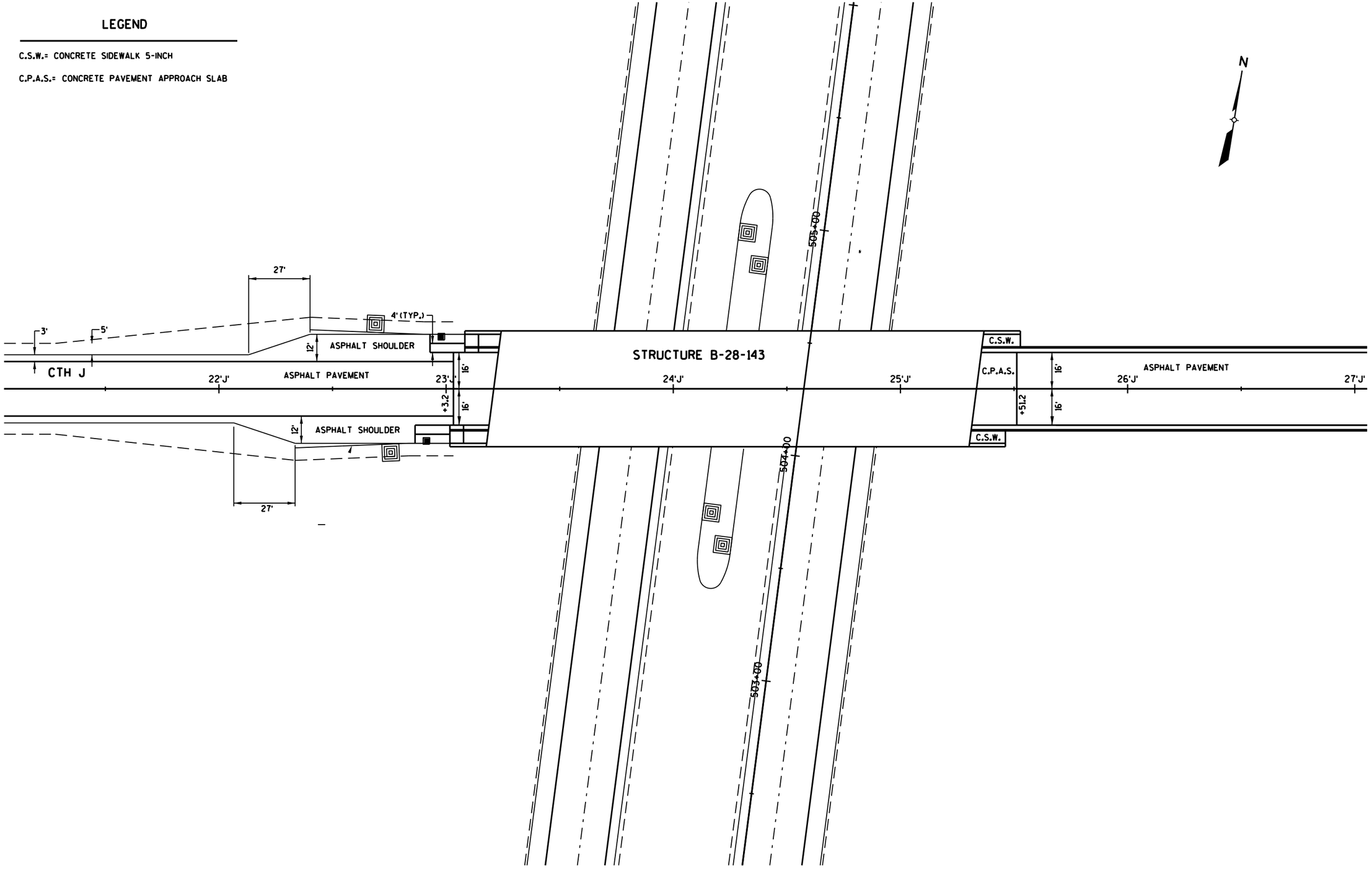
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAILS - TEMPORARY DRAINAGE	SHEET	E

2

LEGEND

C.S.W.= CONCRETE SIDEWALK 5-INCH

C.P.A.S.= CONCRETE PAVEMENT APPROACH SLAB



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	BRIDGE APPROACH DETAIL B-28-143	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021220a_pd.dgn PLOT DATE : 30-NOV-2012 08:23 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000 WISDOT/CADDS SHEET 42

NOTE:
SEE CONSTRUCTION DETAIL "ASPHALTIC SHOULDER AT BEAM GUARD"
FOR PAVING DETAILS AROUND BEAM GUARD E.A.T.'S

LEGEND

P.C.S. = PAVED CONCRETE SHOULDER
PAID FOR AS "CONCRETE PAVEMENT, 9-INCH"

C.S.D. = CONCRETE SURFACE DRAIN (SEE CONSTRUCTION DETAIL "CONCRETE SURFACE DRAINS, SPECIAL" FOR DETAILS NOT SHOWN)

C.P.A.S. = CONCRETE PAVEMENT APPROACH SLAB (SEE S.D.D. "CONCRETE PAVEMENT APPROACH SLAB" FOR DETAILS NOT SHOWN)

N

9+00

34+00 DN

472 BP1

471 BP1

746+00 SB

746+00

745+00 SB

745+00

CONCRETE CURB AND GUTTER, 32-INCH, SPECIAL

P.C.S.

6'

ASPHALT SHOULDER

26+00 P

ASPHALT PAVEMENT

24'

ASPHALT PAVEMENT

ASPHALT SHOULDER

26+80.49

C.P.A.S.

27+00 P

C.P.A.S.

28+00 P

29+00 P

30+00 P

B-28-131

10'

P.C.S.

6'

CONCRETE CURB AND GUTTER, 32-INCH, SPECIAL

10' TYP.

CONCRETE CURB AND GUTTER, 4-INCH SLOPED 36-INCH, TYPE D

C.S.D.

6'

P.C.S.

C.P.A.S.

31+01.74

C.P.A.S.

P.C.S.

24'

ASPHALT SHOULDER

ASPHALT PAVEMENT

ASPHALT PAVEMENT

ASPHALT SHOULDER

C.S.D.

6'

CONCRETE SURFACE DRAIN DROP INLET

10' TYP.

32+00 DN

31+00 DN

469 BP1

468 BP1

743+00 SB

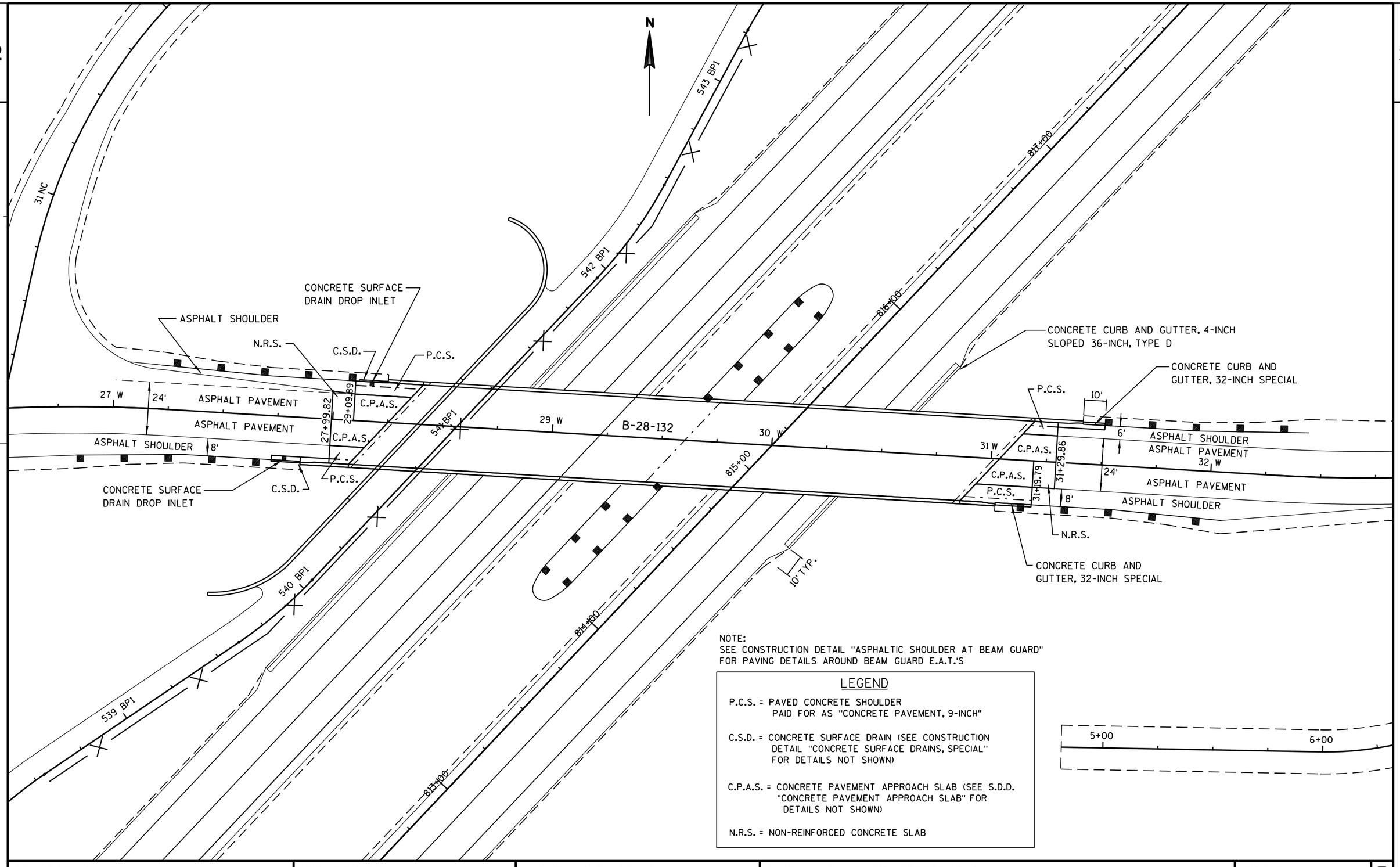
742+00 SB

745+00

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	BRIDGE APPROACH DETAIL - KOSHKONONG LAKE RD/ POND RD.	SHEET	E

FILE NAME : R:\Projects\d1_13900480\021221_pd.dgn PLOT DATE : 30-NOV-2012 08:23 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40.000000:1.000000
WISDOT/CADDS SHEET 42

2



NOTE:
SEE CONSTRUCTION DETAIL "ASPHALTIC SHOULDER AT BEAM GUARD" FOR PAVING DETAILS AROUND BEAM GUARD E.A.T.'S

LEGEND

P.C.S. = PAVED CONCRETE SHOULDER
PAID FOR AS "CONCRETE PAVEMENT, 9-INCH"

C.S.D. = CONCRETE SURFACE DRAIN (SEE CONSTRUCTION DETAIL "CONCRETE SURFACE DRAINS, SPECIAL" FOR DETAILS NOT SHOWN)

C.P.A.S. = CONCRETE PAVEMENT APPROACH SLAB (SEE S.D.D. "CONCRETE PAVEMENT APPROACH SLAB" FOR DETAILS NOT SHOWN)

N.R.S. = NON-REINFORCED CONCRETE SLAB

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	BRIDGE APPROACH -WHITETAIL LANE	SHEET	E

2

N

① STA. 16+77.86 DS, 26' RT.
15' R.

② STA. 16+73.34 DS, 32.74' RT.
10' R.

③ STA. 16+37.47 DS, 35.53' RT.
10' R.

④ STA. 16+25.87 DS, 26' RT.
15' R.

STA. 16+50 DS
18" CMCP REQ'D.
2-APRON ENDWALLS REQ'D.

18 DS

17 DS

OLD 26

16 DS

15 DS

371 BP1

370 BP1

369 BP1

368 BP1

STH 26

29

16-01
R7-8A
18" X 24"

16-02
R7-8V
18" X 9"

STA. 16+84.93 DS, 41.62' RT.

PAVEMENT MARKING PARKING STALL EPOXY
4-INCH WHITE

72'

828.92

828.20

827.48

STA. 16+94.66 DS, 113.10' RT.

PAVEMENT MARKING SYMBOLS,
EPOXY, WHITE

25'

828.80

828.60

60'

8'

18'

826.46

827.90

827.18

10' R.
TYP.

10'

10' R.
TYP.

STA. 16+21.25 DS, 45.87' RT.

STA. 16+23.58 DS, 117.84' RT.

16-03
NO MOTOR VEHICLES
R5-3
24" X 24"

STA. 15+45 DS, 130.69' RT.
100' R.

NOTE:
PARKING LOT PAVEMENT STRUCTURE IS
3.5" HMA PAVEMENT TYPE E-0.3 OVER
8" BASE AGGREGATE DENSE 1.25" OVER
12" SELECT CRUSHED MATERIAL

LEGEND - SIGNING

NEW SIGN ON DOUBLE STEEL SUPPORT

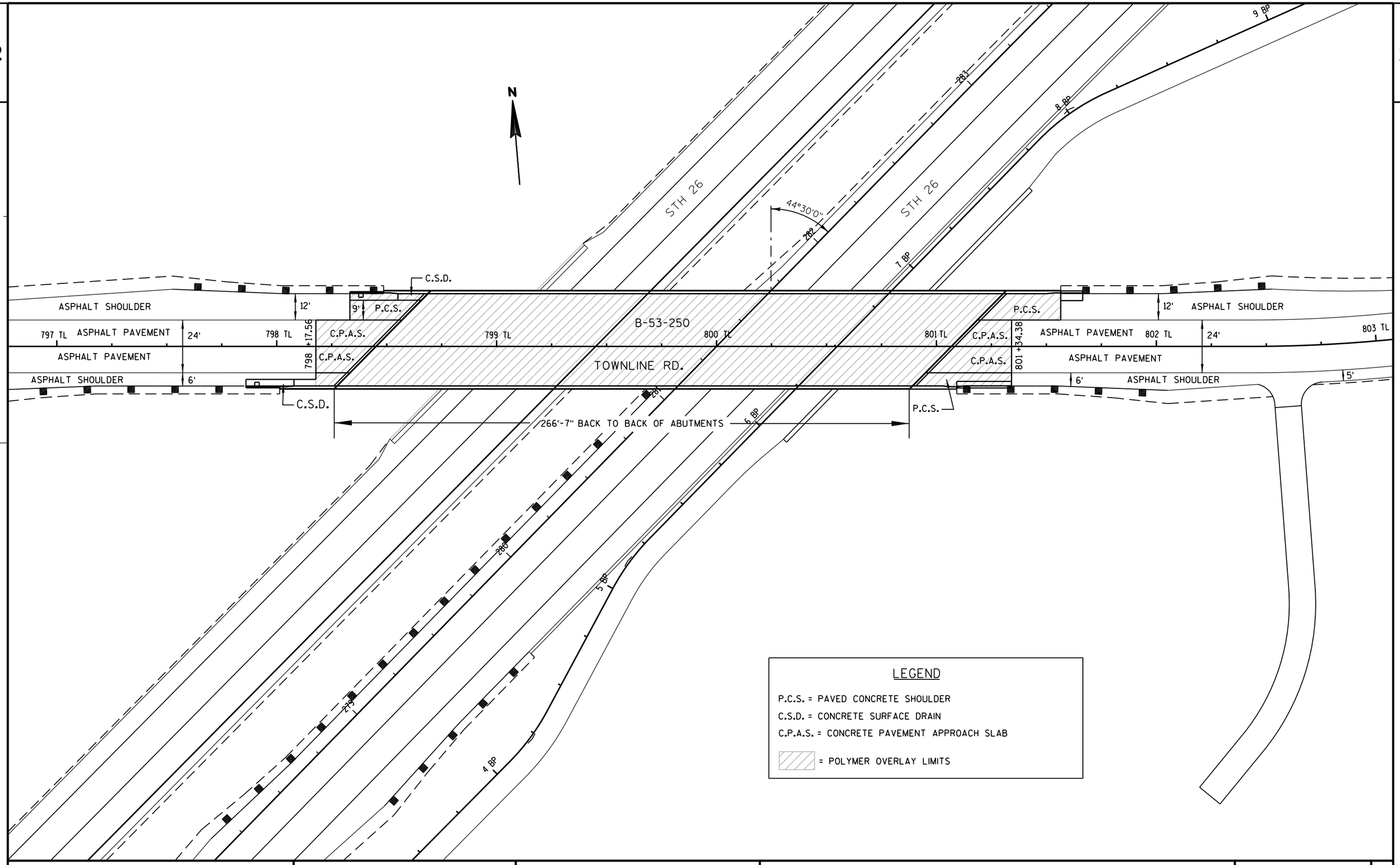
NEW SIGN ON SINGLE/DOUBLE SUPPORT

XX-XX SIGN NUMBER

TRAFFIC FLOW ARROW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN DETAIL - MULTI-USE PATH PARKING LOT	SHEET	E

2



LEGEND

P.C.S. = PAVED CONCRETE SHOULDER

C.S.D. = CONCRETE SURFACE DRAIN

C.P.A.S. = CONCRETE PAVEMENT APPROACH SLAB

= POLYMER OVERLAY LIMITS

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	BRIDGE APPROACH DETAIL - TOWN LINE ROAD	SHEET	E

2

N

300 BP1

305 BP1

310 BP1

315

75 G

STH 26

P.L.

575

580

585

590

575 H

P.L.

STH 26

0' AH

5' AH

10' AH

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022001_ec.dgn PLOT DATE : 27-NOV-2012 11:27 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42

2

N

315 BP1

320 BP1

325 BP1

330 B

590

595

600

605

STH 26

15 AH

20 AH

STH 26

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022002_ec.dgn PLOT DATE : 27-NOV-2012 11:27 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42

2

2

N

330 BP1

335 BP1

340 BP1

345

605

610

620

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

2

2

N

345-BP1

350-BP1

355-BP1

360-BP1

625

630

635

620

TURBIDITY BARRIER

DELINEATED WETLANDS

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022004_ec.dgn PLOT DATE : 27-NOV-2012 11:27 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42

2

2

N

20 DS

15 DS

10 DS

365 BP1

370 BP1

375 BP1

640 SB

640

645

650

635

TURBIDITY BARRIER

ED WETLANDS

D WETLANDS

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022006_ec.dgn PLOT DATE : 27-NOV-2012 11:27 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

2

2

N

25 DS

30 DS

380 BP1

385 BP1

390 BP1

660 SB

665 SB

650

655

660

665

DELINEATED WET

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022007_ec.dgn PLOT DATE : 27-NOV-2012 11:27 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42

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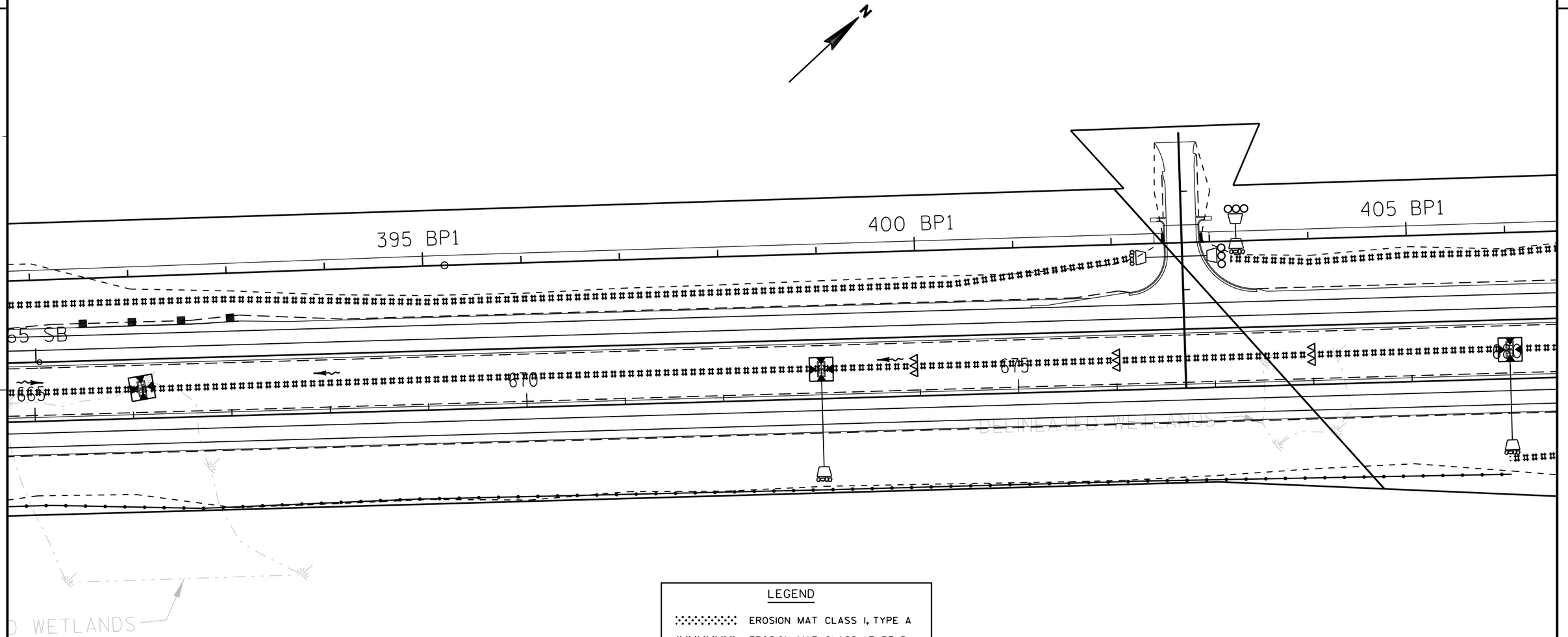
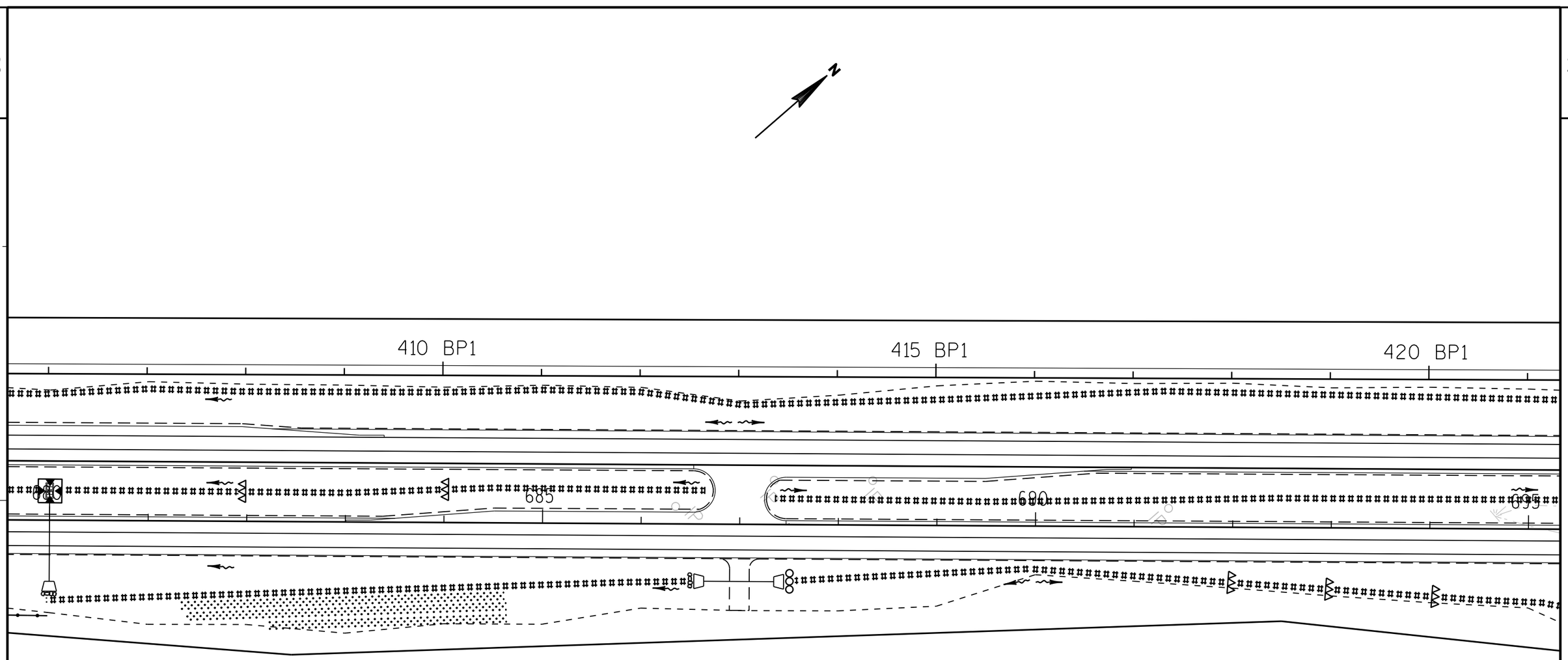


LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

2



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

2

2

N

425 BP1

430 BP1

435 BP1

695

700

705

710

DELINEATED WETLANDS

SEE CONSTRUCTION DETAIL
"RIPRAP IN DITCHES"
FOR MORE INFORMATION.

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

2

2

N

440 BP1

445 BP1

450 BP1

720 SB

725 SB

725

710

715

720

725

SEE CONSTRUCTION DETAIL
"RIPRAP IN DITCHES"
FOR MORE INFORMATION.

SEE CONSTRUCTION DETAIL
"RIPRAP IN DITCHES"
FOR MORE INFORMATION.

35

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022011_ec.dgn PLOT DATE : 27-NOV-2012 11:28 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42

2

2

455 BP1

460 BP1

465 BP1

725 SB

730 SB

735 SB

740 SB

725

730

735

740

STA. 33+03 JE, 72' RT.

PLACE SAFETY FENCE
8' OFF SLOPE INTERCEPT
ENVIRONMENTALLY
SENSITIVE AREA

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022012_ec.dgn PLOT DATE : 27-NOV-2012 11:28 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42

2

2

N

OLD STH 26

35 DN

OLD STH 26

470 BP1

475 BP1

480 BP1

740 SB

745 SB

750 SB

755 SB

740

745

750

755

STH 26

PLACE SAFETY FENCE
8' OFF SLOPE INTERCEPT

ENVIRONMENTALLY
SENSITIVE AREA

DELINEATED WETLANDS

MEDIUM RIPRAP

STA. 746+48, 223' RT.

PLACE SAFETY FENCE
8' OFF SLOPE INTERCEPT

ENVIRONMENTALLY
SENSITIVE AREA

DELINEATED WETLANDS

STA. 754+00, 95' RT.

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022013_ec.dgn PLOT DATE : 27-NOV-2012 11:28 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42

2

2

N

485 BP1

490 BP1

495 BP1

755 SB

760 SB

765 SB

755

760

765

770

12 D11

12 D12

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

N

500 BP1

505 BP1

510 BP1

770

775

780

10

8

5 D14

PROJECT NO:1390-04-80	HWY: STH 26	COUNTY:ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022015_ec.dgn PLOT DATE : 27-NOV-2012 11:28 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

N

MEDIUM RIP RAP CATCHMENT AREA. SEE CONSTRUCTION DETAIL FOR MORE INFORMATION.

515 BP1

520 BP1

525 BP1

795

800

7 D15

7 D16

PROJECT NO: 0390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022016_ec.dgn PLOT DATE : 27-NOV-2012 11:28 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000 WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

SEE NW POND CONSTRUCTION DETAILS FOR MORE INFORMATION.

530 BP1

535 BP1

540 BP1

800

805

810

815

20' W

25' W

2

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

SEE NW POND CONSTRUCTION DETAILS FOR MORE INFORMATION

SEE NE POND CONSTRUCTION DETAILS FOR MORE INFORMATION

550 BP1

555 BP1

820 SB

825 SB

830

820

825

830

35 NC

35 DI7

35 DI9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022018_ec.dgn PLOT DATE : 27-NOV-2012 11:28 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42

2

2

N

840 SB

840

835 SB

835

830 SB

830

S.T.H. 26

CONC

50 W

55 W

25 GA

LEGEND

EROSION MAT CLASS I, TYPE A

EROSION MAT CLASS I TYPE B

EROSION MAT CLASS II TYPE B

INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.

CULVERT PIPE CHECK

SILT FENCE

LIGHT RIP RAP UNLESS OTHERWISE NOTED.

SLOPE INTERCEPT

TEMPORARY DITCH CHECK

SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022019_ec.dgn PLOT DATE : 27-NOV-2012 11:28 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42

2

N

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_13900480\022020_ec.dgn PLOT DATE : 27-NOV-2012 11:28 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

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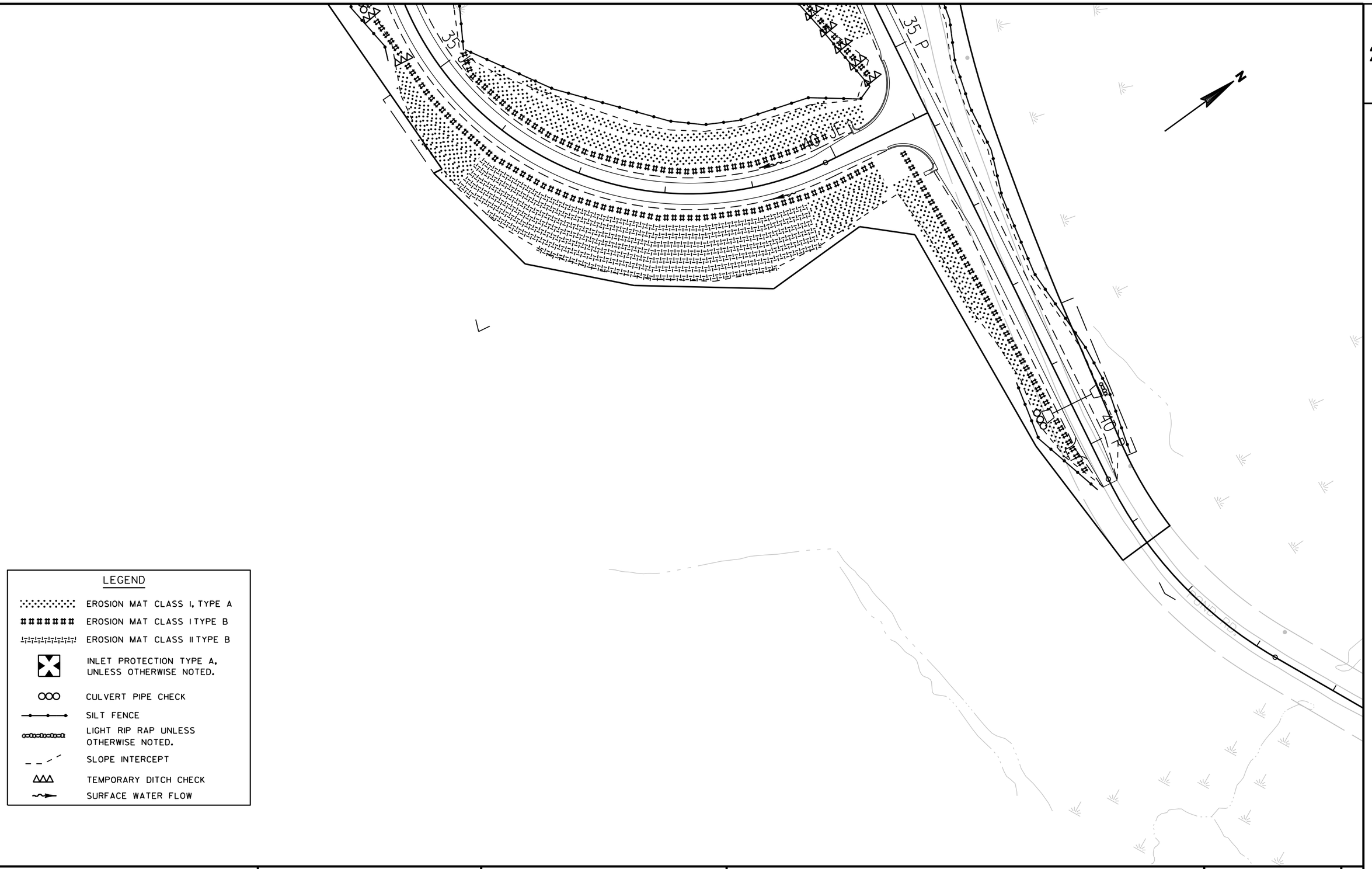


LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- INLET PROTECTION TYPE A, UNLESS OTHERWISE NOTED.
- CULVERT PIPE CHECK
- SILT FENCE
- LIGHT RIP RAP UNLESS OTHERWISE NOTED.
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EROSION CONTROL	SHEET	E

2

N

9 BHS

12 CS

4 CD

3 SM

1 KC

3 WF

3 ASB

5 NV

150 BP1

7 CS

145 BP1

PC 145+80.74 BP1

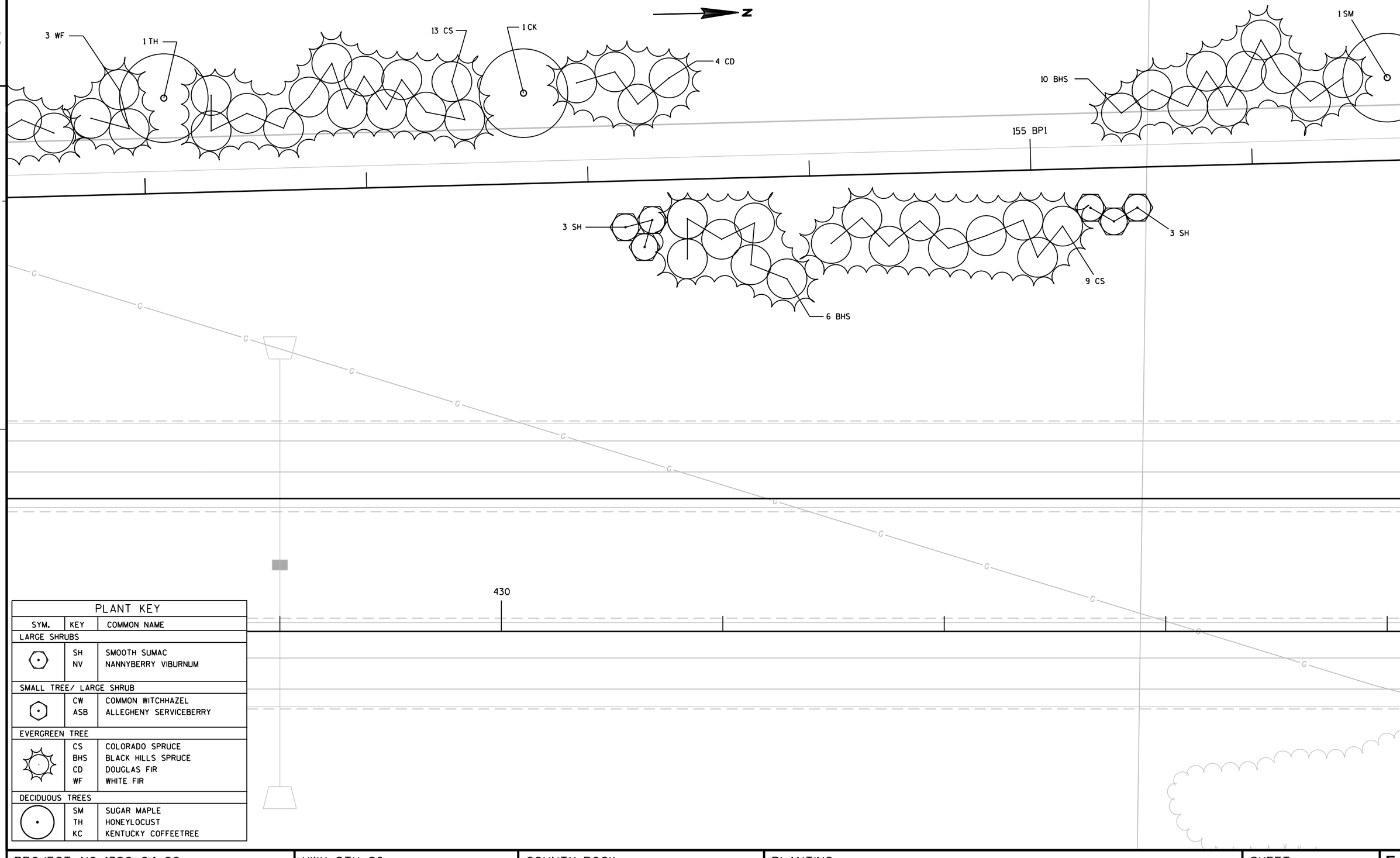
N= 307441.00

E= 520169.28

425

PLANT KEY		
SYM.	KEY	COMMON NAME
LARGE SHRUBS		
⬡	SH	SMOOTH SUMAC
	NV	NANNYBERRY VIBURNUM
SMALL TREE/ LARGE SHRUB		
⬡	CW	COMMON WITCHHAZEL
	ASB	ALLEGHENY SERVICEBERRY
EVERGREEN TREE		
✳	CS	COLORADO SPRUCE
	BHS	BLACK HILLS SPRUCE
	CD	DOUGLAS FIR
	WF	WHITE FIR
DECIDUOUS TREES		
●	SM	SUGAR MAPLE
	TH	HONEYLOCUST
	KC	KENTUCKY COFFEETREE

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PLANTING	SHEET	E



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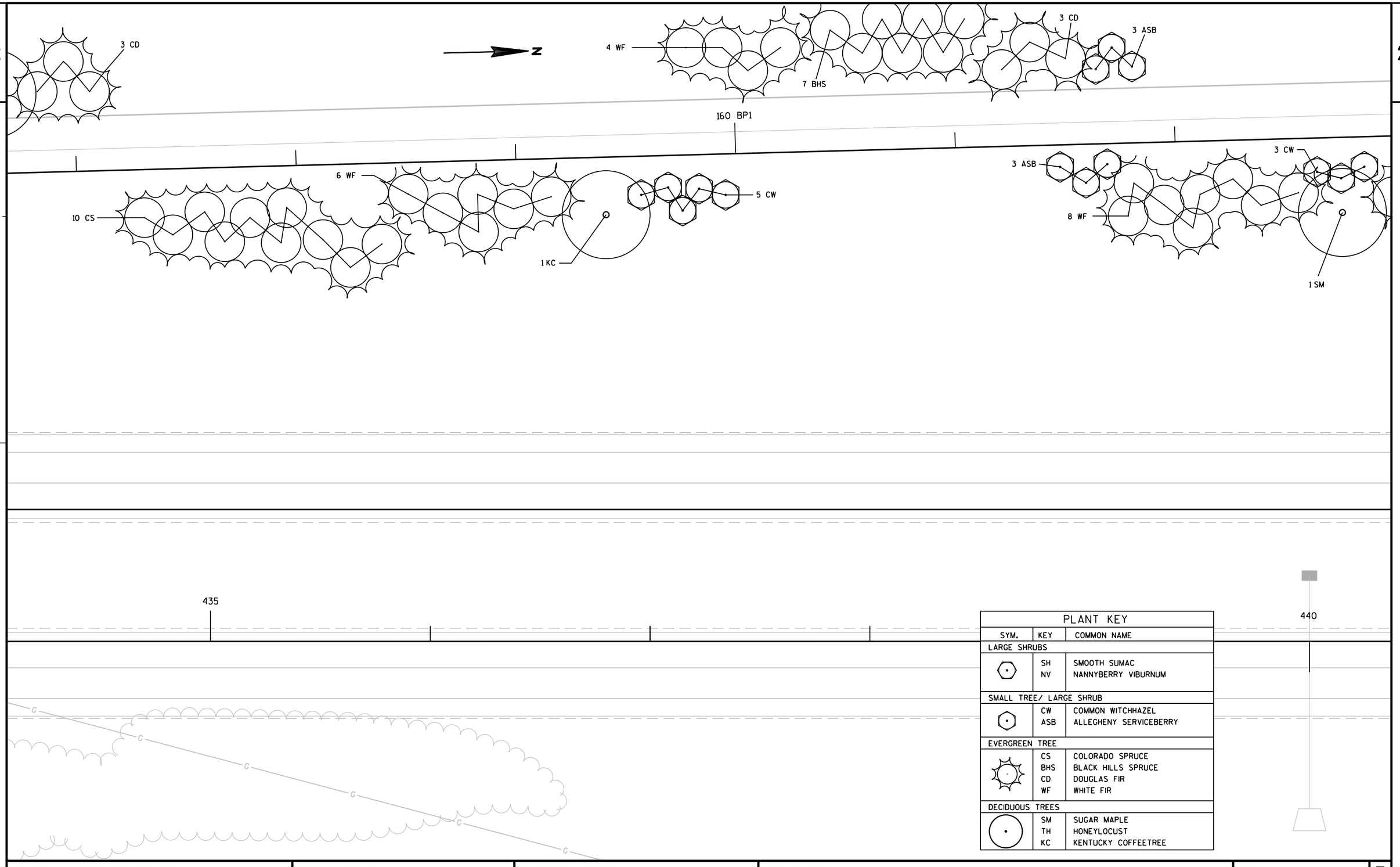
PLANT KEY		
SYM.	KEY	COMMON NAME
LARGE SHRUBS		
⬡	SH	SMOOTH SUMAC
	NV	NANNYBERRY VIBURNUM
SMALL TREE/ LARGE SHRUB		
⬡	CW	COMMON WITCHHAZEL
	ASB	ALLEGHENY SERVICEBERRY
EVERGREEN TREE		
✳	CS	COLORADO SPRUCE
	BHS	BLACK HILLS SPRUCE
	CD	DOUGLAS FIR
	WF	WHITE FIR
DECIDUOUS TREES		
●	SM	SUGAR MAPLE
	TH	HONEYLOCUST
	KC	KENTUCKY COFFEETREE

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PLANTING	SHEET	E

2



PLANT KEY		
SYM.	KEY	COMMON NAME
LARGE SHRUBS		
	SH	SMOOTH SUMAC
	NV	NANNYBERRY VIBURNUM
SMALL TREE/ LARGE SHRUB		
	CW	COMMON WITCHHAZEL
	ASB	ALLEGHENY SERVICEBERRY
EVERGREEN TREE		
	CS	COLORADO SPRUCE
	BHS	BLACK HILLS SPRUCE
	CD	DOUGLAS FIR
	WF	WHITE FIR
DECIDUOUS TREES		
	SM	SUGAR MAPLE
	TH	HONEYLOCUST
	KC	KENTUCKY COFFEETREE

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PLANTING	SHEET	E

2

N

4 CD
3 NV
9 BHS
1 TH
5 SH
1 SM
6 WF
3 ASB
165 BP1
3 NV
7 WF
5 SH
11 CS
3 CW
1 KC
445

PLANT KEY		
SYM.	KEY	COMMON NAME
LARGE SHRUBS		
	SH	SMOOTH SUMAC
	NV	NANNYBERRY VIBURNUM
SMALL TREE/ LARGE SHRUB		
	CW	COMMON WITCHHAZEL
	ASB	ALLEGHENY SERVICEBERRY
EVERGREEN TREE		
	CS	COLORADO SPRUCE
	BHS	BLACK HILLS SPRUCE
	CD	DOUGLAS FIR
	WF	WHITE FIR
DECIDUOUS TREES		
	SM	SUGAR MAPLE
	TH	HONEYLOCUST
	KC	KENTUCKY COFFEETREE

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PLANTING	SHEET	E

FILE NAME : R:\Projects\d1_13900480\023104_p1.dgn PLOT DATE : 27-NOV-2012 12:29 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 39.999920:1.000000

WISDOT/CADDS SHEET 42

2

PLANTING DATA

Item Number	Symbol	Common Name	Scienfific Name	Type	Ave. Mature Height	Size When Planted	Root Zone Mode	Minimum Size					Brace or Guy	Fertilizer Units Req'd	Rodent Protection Req'd	Mulch Ring Dia.
								Ball/Pot		Root	Plant Hole					
								Dia.	Depth	Spread	Dia.	Depth				
Large Growing Shrubs																
632.0201	SH	Smooth Sumac	Rhus glabra	3	15'	48"	#5 Cont.	14"	9"	12"	38"	9"	NO	2	NO	50"
632.0201	NV	Nannyberry Viburnum	Viburnum dentatum	3	20'	48"	B&B	14"	9"	–	38"	9"	NO	2	NO	50"
Small Tree / Large Shrub																
632.0101	CW	Common Witchhazel	Hamamelis vrginiana	4	15'	4'	B&B	14"	9"	–	38"	9"	Brace	3	YES	50"
632.0101	ASB	Allegheny Serviceberry	Amelanchier laevis (Multi-stem/shrub form)	3	25'	5'	B&B	16"	10"	–	40"	10"	Brace	3	YES	52"
Large Growing Evergreen Trees																
632.0101	CS	Colorado Spruce	Picea pungens	4	60'	8'	B&B	27"	16"	–	51"	16"	NO	3	YES	63"
632.0101	BHS	Black Hills Spruce	Picea glauca 'Densata'	4	40'	8'	B&B	27"	16"	–	51"	16"	NO	3	YES	63"
632.0101	CD	Douglas Fir	Pseudotsuga menziesii	4	200'	8'	B&B	27"	16"	–	51"	16"	NO	3	YES	63"
632.0101	WF	White Fir	Abies concolor	4	120'	8'	B&B	27"	16"	–	51"	16"	NO	3	YES	63"
Large Growing Deciduous Trees																
632.0101	SM	Sugar Maple	Acer saccharum	1	75 FT	2.5-Inch Cal.	B&B	28"	17"	–	52"	17"	Brace	3	Yes	64"
632.0101	TH	Honeylocust	Gleditsia tricanthos	1	70 FT	2.5-Inch Cal.	B&B	28"	17"	–	52"	17"	Brace	3	Yes	64"
632.0101	KC	Kentucky Coffeetree	Gymnocladus dioica	1	75 FT	2.5-Inch Cal.	B&B	28"	17"	–	52"	17"	Brace	3	Yes	64"

Abbreviations Legend

B&B Balled and Burlapped
Cal. Caliper
FT. Feet
HT. Height
– Not Applicable

Notes

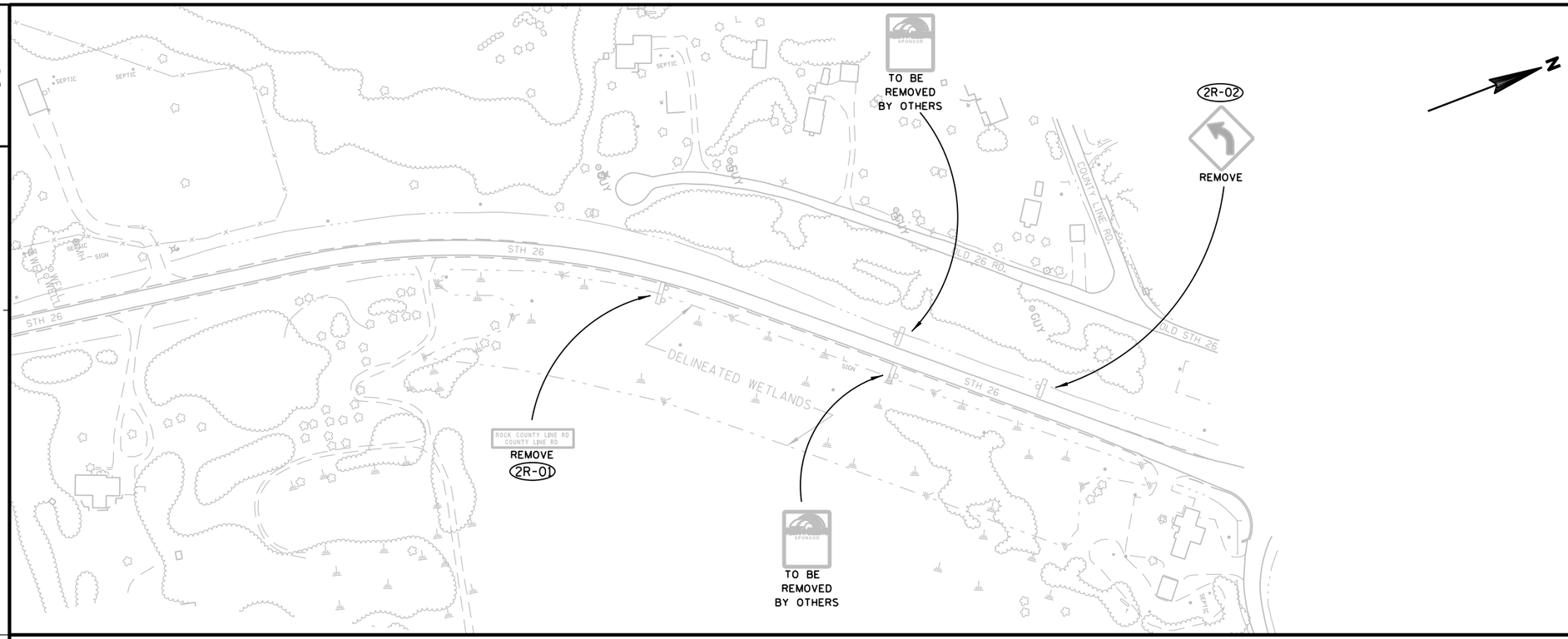
1. Layout and staking of plant materials to be verified by engineer prior to installation
2. Groups of plantings to be mulched in their entirety as planting beds
3. Mulch ring diameter for all individual plantings to be 12" larger than hole size.
4. All disturbed areas to receive seed, fertilizer and mulch which is incidental to shrub or tree items
5. Contractor shall not drive heavy machinery on bike path except only to cross where necessary.

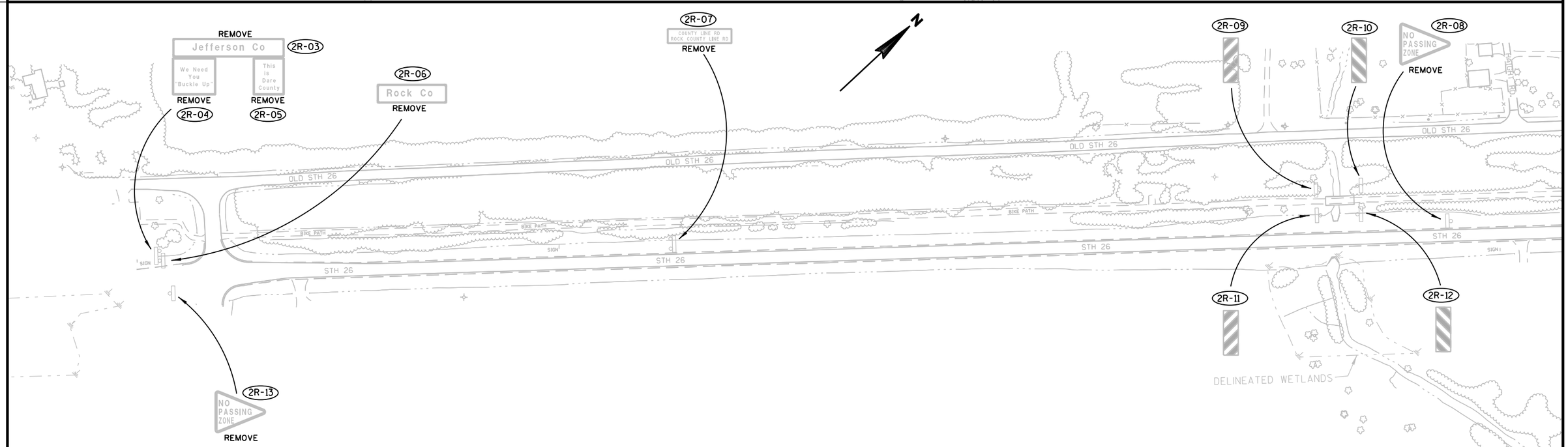
2

2

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SIGN REMOVALS - MAINLINE	SHEET	E

2





PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SIGN REMOVALS - MAINLINE	SHEET	E

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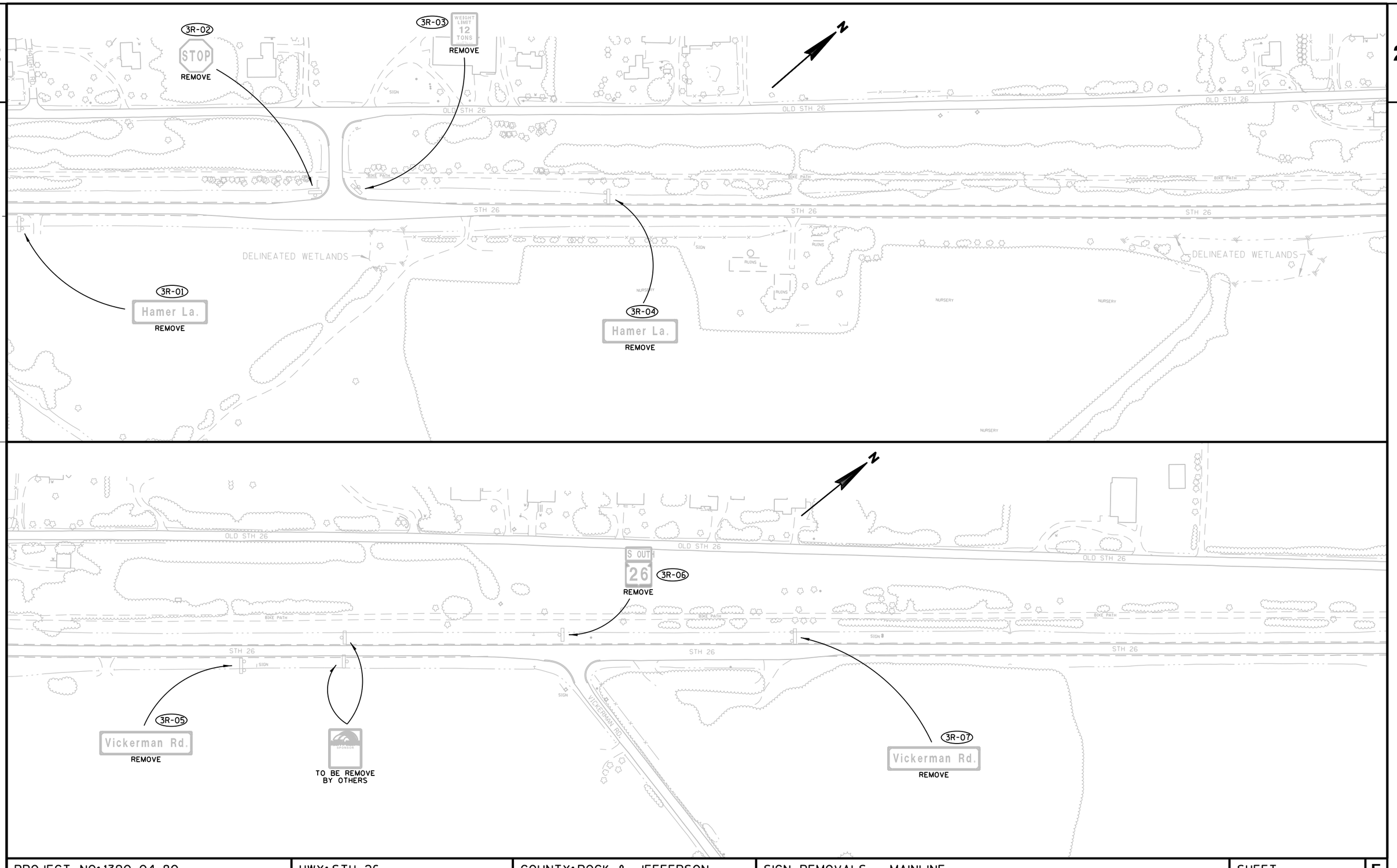


PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SIGN REMOVALS - MAINLINE	SHEET	E

2

4R-01
NO PASSING ZONE
REMOVE

OLD STH 26
KOSHKONONG LAKE RD.
BIKE PATH
STH 26
SIGN

4R-06
Indian Mounds
Koshkonong Mounds
Old 26 Rd.
Pond Rd.
4R-07
Koshkonong Rd.
4R-08
REMOVE

4R-09
JCT
KNUTSTAD ROAD
REMOVE

DELINEATED WETLANDS
POND RD.

4R-10
N ORTH
26
REMOVE

RIPRAP

4R-02
JCT
KNUTSTAD ROAD
REMOVE

4R-03
REMOVE

4R-04
Old 26 Rd.
Pond Rd.
4R-05
Koshkonong Rd.
REMOVE

4R-11
NO PASSING ZONE
REMOVE

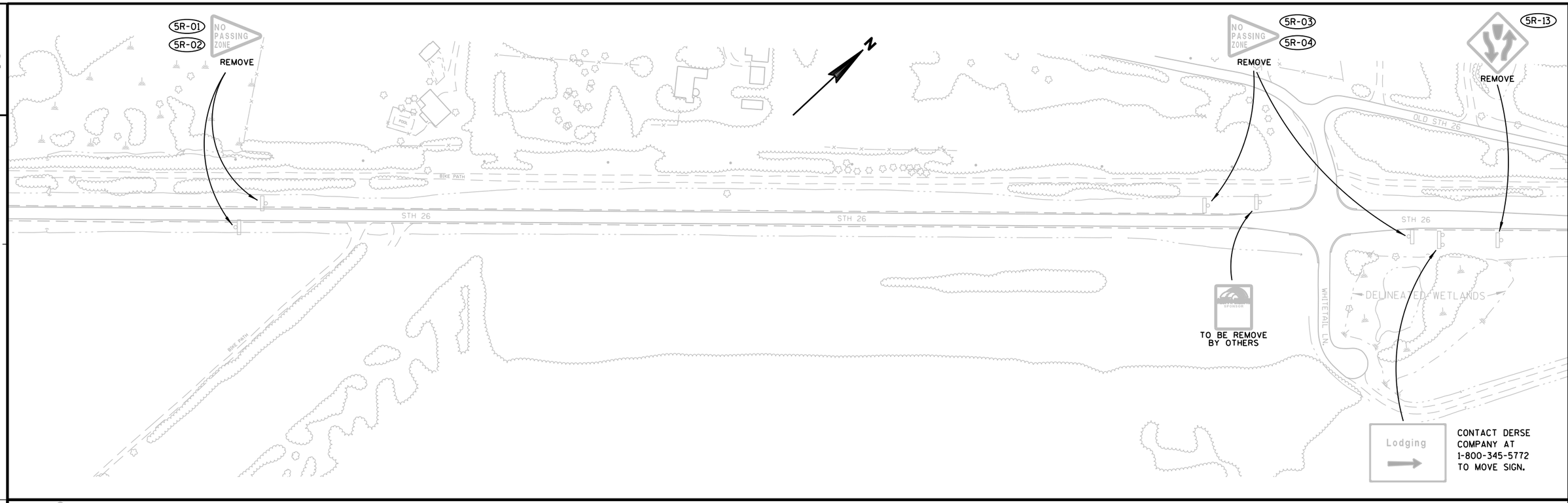
TANKS
A/C

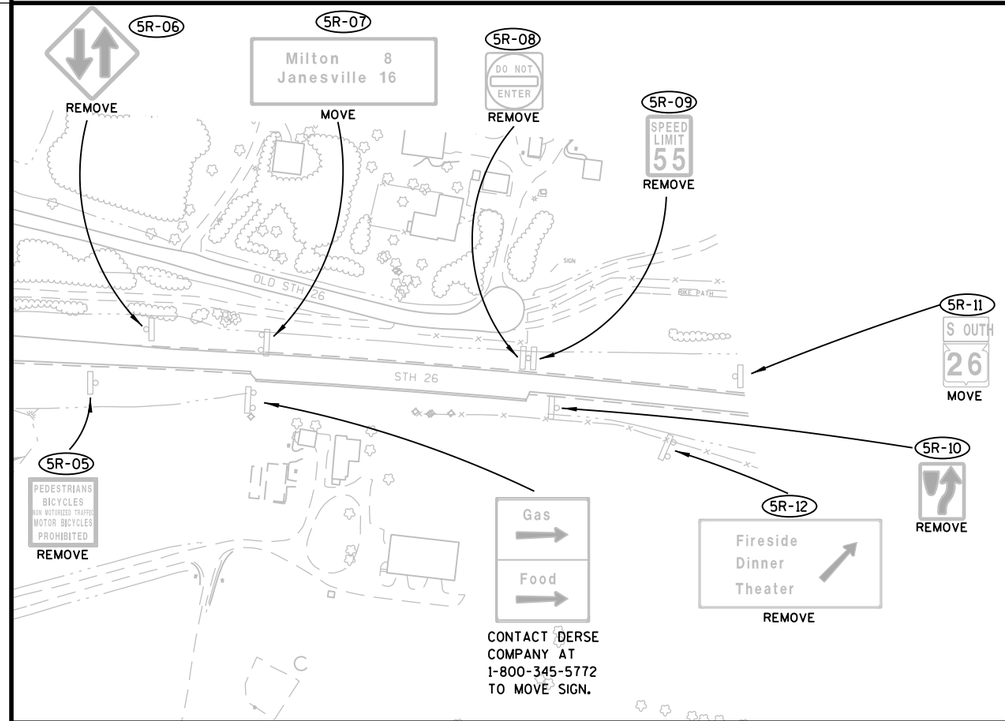
Business
26
Fort Atkinson
Exit 1 Mile
MOVE SIGN
REMOVE POST & BASES

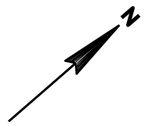
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SIGN REMOVALS - MAINLINE	SHEET	E

FILE NAME : R:\Projects\d1_13900480\023253_ps.dgn PLOT DATE : 27-NOV-2012 12:30 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000

WISDOT/CADDS SHEET 42







BUS 26 INTERCHANGE

WRONG WAY — 1 POST 5R-14

5R-15 MOUNTED W/ 5R-14
REMOVE

5R-16 2 POSTS
5R-17 2 POSTS
REMOVE

RIGHT LANE ENDS
5R-18 2 POSTS
5R-19 2 POSTS
REMOVE

SPEED LIMIT 55
5R-20 1 POSTS
5R-21 1 POSTS
REMOVE

SPEED LIMIT 55
5R-22 1 POSTS
5R-23 1 POSTS
REMOVE

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SIGN REMOVALS - MAINLINE	SHEET	E

2

OLD STH 26 SOUTH

N

6R-01 REMOVE

6R-02 REMOVE

6R-03 DEAD END REMOVE

6R-04 WEIGHT LIMIT CLASS B REMOVE

6R-05 STOP REMOVE

6R-06 REMOVE

6R-07 6R-08 STOP REMOVE

6R-09 STOP AHEAD REMOVE

6R-10 STOP REMOVE

6R-11 STOP REMOVE

6R-12 WEIGHT LIMIT 12 TONS REMOVE

6R-13 BEGIN BIKE LANE REMOVE

6R-14 SPEED LIMIT 45 REMOVE

6R-15 STOP REMOVE

6R-16 WEIGHT LIMIT 12 TONS REMOVE

6R-17 BEGIN BIKE LANE REMOVE

6R-18 REMOVE

OLD STH 26

STH 26

DELINEATED WETLANDS

COUNTY LINE RD

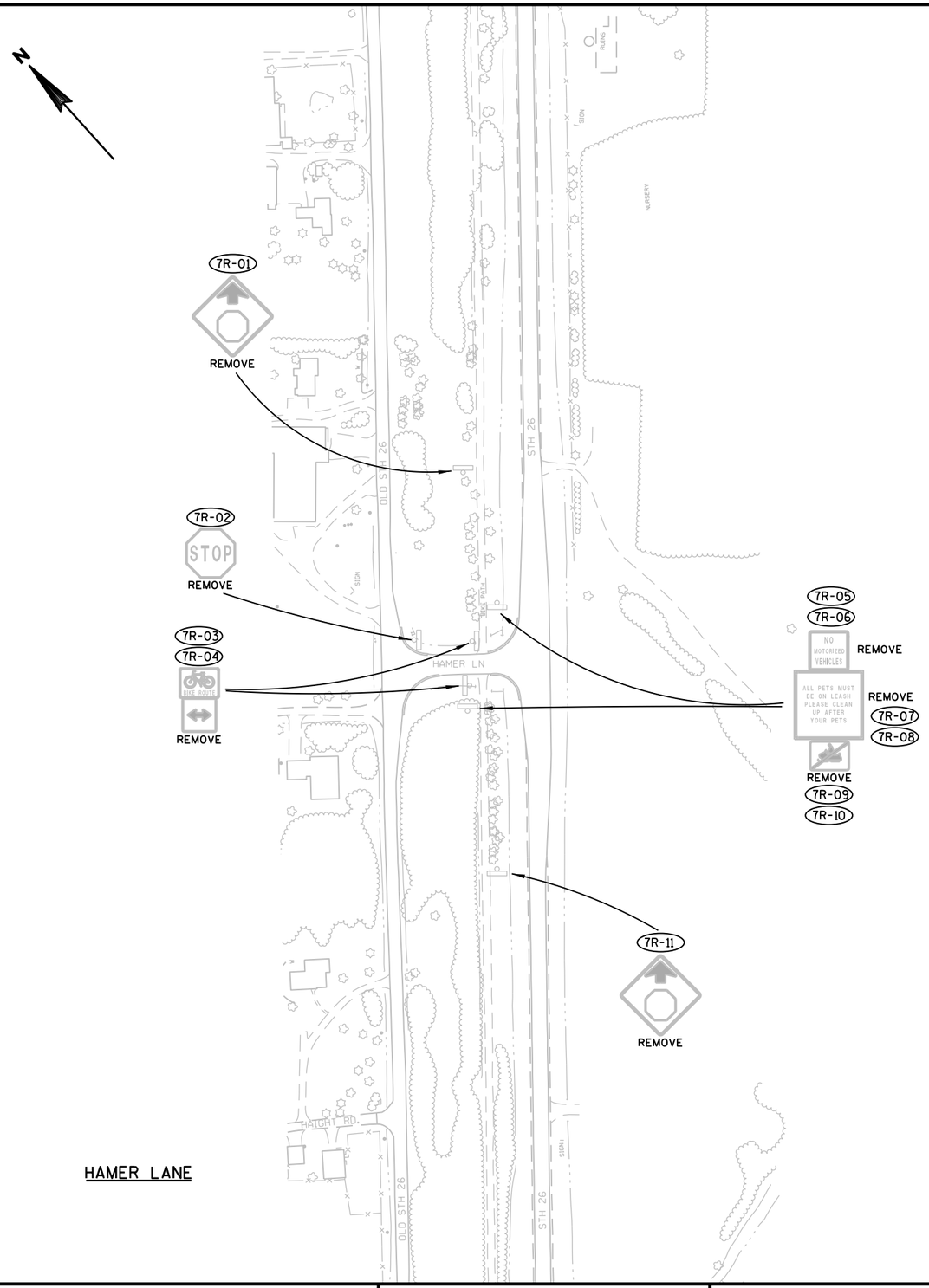
BIKE PATH

SIGN

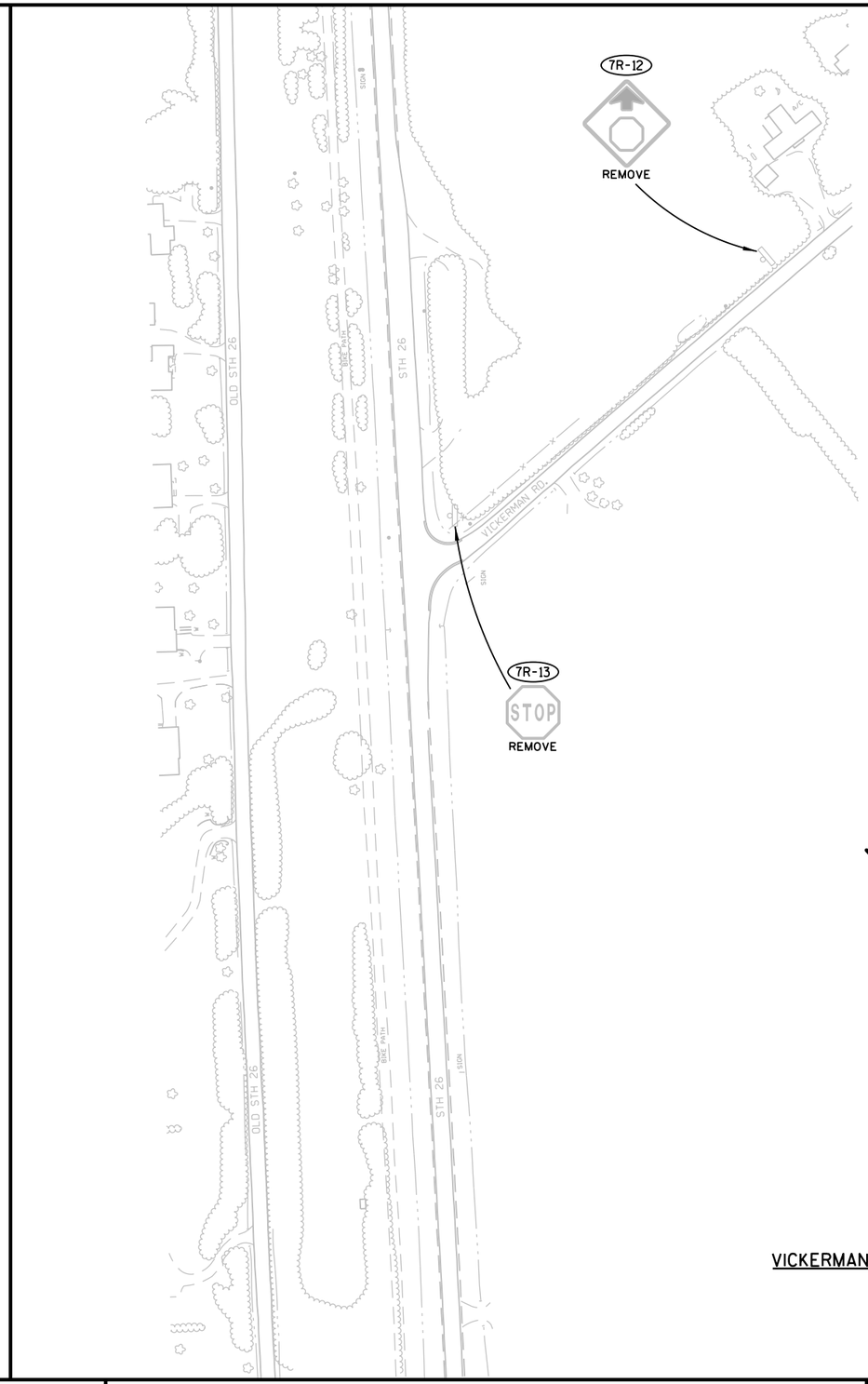
CONTACT KEVIN WIESMANN FROM JEFFERSON COUNTY PARKS AT (920) 674-7540 TO REMOVE BIKE PATH PARKING LOT AMENITIES INCLUDING BUT NOT LIMITED TO GARBAGE CANS, WHEEL STOPS, BIKE RACK, PICNIC TABLES AND WELCOME PLAQUE/INFORMATION BOARD.

COUNTY LINE ROAD

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SIGN REMOVALS - OLD STH 26/ COUNTY LINE ROAD	SHEET	E



HAMER LANE



VICKERMAN ROAD

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SIGN REMOVALS - HAMER LANE/VICKERMAN ROAD	SHEET	E

FILE NAME : R:\Projects\d1_13900480\023256_ps.dgn PLOT DATE : 27-NOV-2012 12:30 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000011:1.000000

WISDOT/CADDS SHEET 42

2

KOSHKONONG LAKE RD

N

8R-01 Indian Mounds County Park / Koshkonong Mounds — REMOVE

8R-03 — REMOVE

8R-04 STOP — REMOVE

SPEED LIMIT 35 — ESTR

8R-05 STOP — REMOVE

8R-06 END STATE ROAD — REMOVE

8R-07 — REMOVE

8R-08 — REMOVE

8R-02 SPEED LIMIT 35 — REMOVE

KOSHKONONG LAKE RD.

POND RD.

8R-14 STOP — REMOVE

8R-15 SPEED LIMIT 45 — REMOVE

8R-16

8R-17 — REMOVE

OLD STH 26

STH 26

STOP — REMOVE — 8R-12 — 8R-13

WEIGHT LIMIT 12 TONS — REMOVE — 8R-27

DELINEATED WETLANDS

8R-10 — REMOVE

8R-11 STATE ROAD R87 — REMOVE

SPEED LIMIT 45 — REMOVE — 8R-09

8R-20 Indian Mounds County Park / Koshkonong Mounds — REMOVE

STOP — 8R-21 — REMOVE

DEAD END — REMOVE — 8R-22

8R-19 — REMOVE

8R-18 — REMOVE

WEIGHT LIMIT 12 TONS — REMOVE — 8R-23

N

8R-26 — REMOVE

25 M.P.H. — REMOVE

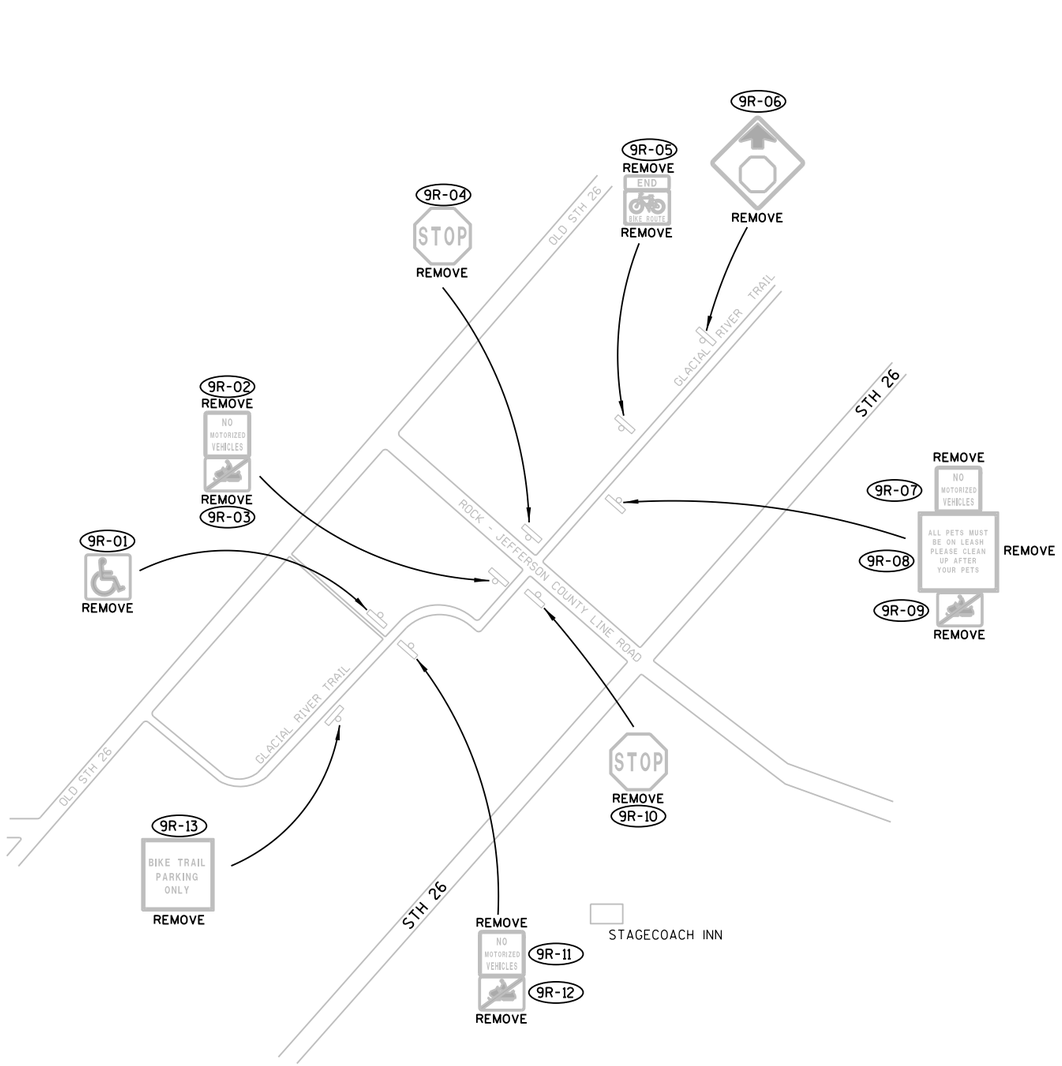
8R-24 — 8R-25 STOP — REMOVE

WHITETAIL LN

STH 26

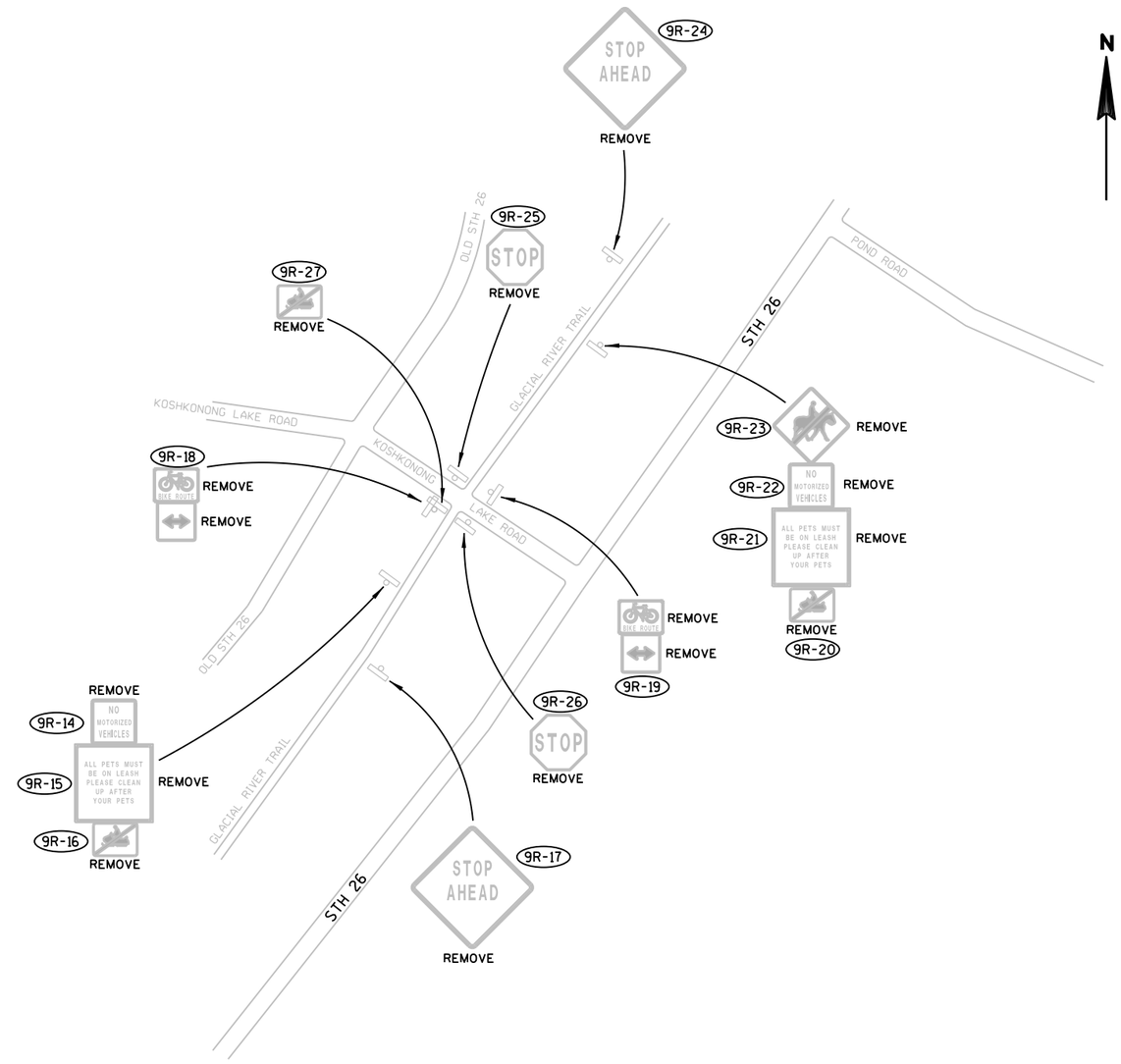
OLD STH 26/ WHITE TAIL LN

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SIGN REMOVALS - KOSHKONONG LAKE RD/WHITE TAIL LN	SHEET	E



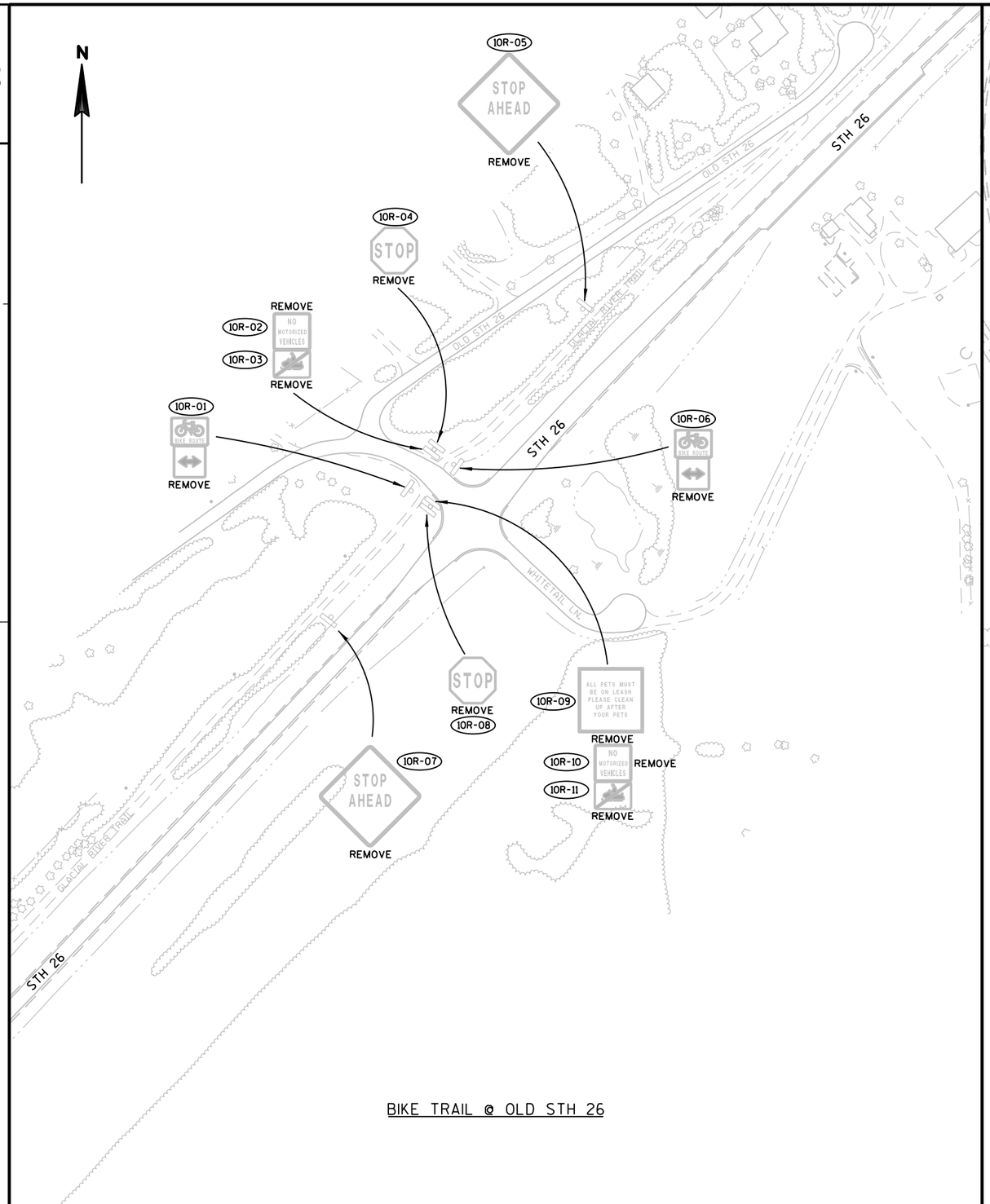
CONTACT KEVIN WIESMANN FROM JEFFERSON COUNTY PARKS AT (920) 674-7540 TO REMOVE BIKE PATH PARKING LOT AMENITIES INCLUDING BUT NOT LIMITED TO GARBAGE CANS, WHEEL STOPS, BIKE RACK, PICNIC TABLES AND WELCOME PLAQUE/INFORMATION BOARD.

© TRAIL HEAD

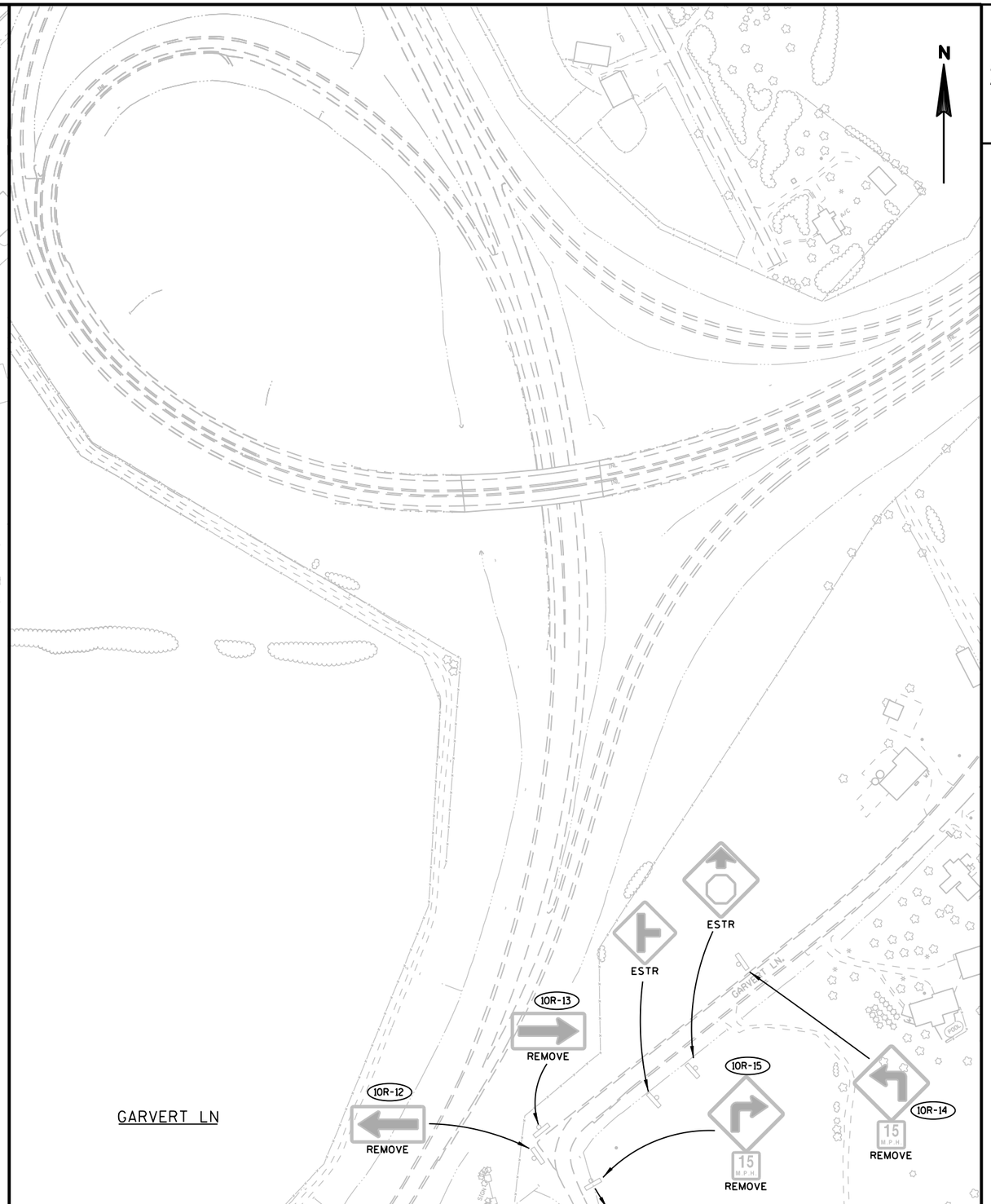


TRAIL CROSSING @ KOSHKONONG LAKE ROAD

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SIGN REMOVALS - BIKE TRAIL	SHEET	E



BIKE TRAIL @ OLD STH 26



GARVERT LN

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SIGN REMOVALS - BIKE TRAIL/ GARVERT LANE	SHEET	E

2

2

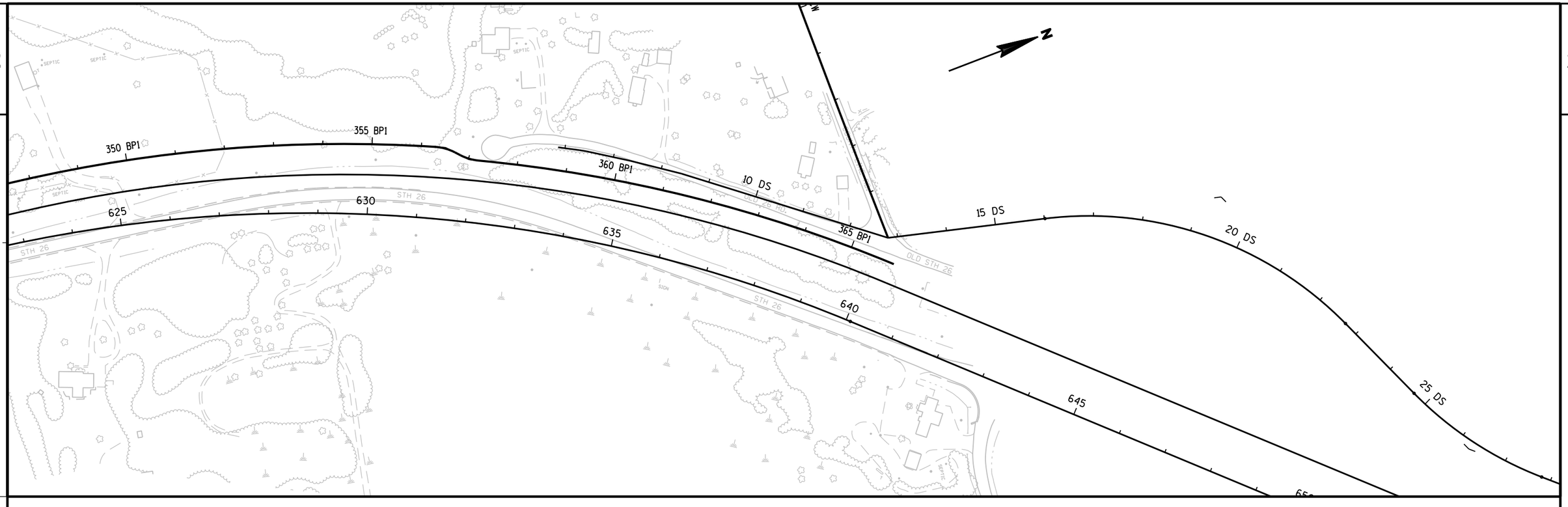
290 BPI
565 G
295 BPI
570 G
300 BPI
575 G
305 BPI
310 BPI
315 BPI
320
565
570
570 H
575
575 H
580
585
590
595
565 H
0 AH
5 AH
10 AH
15 AH
BEGIN PROJECT
STA. 576+00
N
N ORTH
26
REMOVE

N

320 BPI
325 BPI
330 BPI
335 BPI
340 BPI
345 BPI
350 BPI
595
600
605
610
615
620
625
20 AH
STH 26
NO PASSING ZONE
REMOVE
NEXT 2 MILES

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SIGN REMOVAL	SHEET	E

2



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SIGN REMOVAL	SHEET	E

2

290 BP1 | 292 BP1 | 294 BP1 | 296 BP1 | 298 BP1 | 300 BP1 | 302 BP1 | 304 BP1

565 G | 570 G | 575 G | 580

570 | 575 | 570 H | 565

01-01 EXIT 11 — E5-1A 72" X 60"

01-02 E1-5P 96" X 30" EXIT 11

01-03 N Whitewater Edgerton — E4-1A 252" X 126"

(3' LINE, 9' GAP) ① SEE SDD RAMPS & GORES)

01-17 FREEWAY ENDS 3/4 MILE — W19-1 180" X 102" STA. 553+00

G RAMP

H RAMP

01-04 W4-1 48" X 48" STA. 563+00

01-05 01-06 01-07 W5-56A 18" X 18" SEE SDD END OF ROADWAY SIGNING

TRAYNOR CT.

01-08 01-09 R1-2 18" X 15½"

306 BP1 | 308 BP1 | 310 BP1 | 312 BP1 | 314 BP1 | 316 BP1 | 318 BP1

580 | 585 | 590 | 595

01-10 NORTH 26 J4-1 36" X 51"

01-11 ONE WAY R6-2R 30" X 36"

10 AH | 15 AH | 5 AH

TRAYNOR CT.

01-12 01-13 CROSS TRAFFIC NEXT 4 MILES W6-53 144" X 48"

01-14 W3-1 36" X 36"

01-15 Traynor Ct. D1-1 102" X 21"

01-16 WRONG WAY R5-1A 42" X 30"

NOTE: ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS SHOWN ON SIGN PLATE A2-1S.

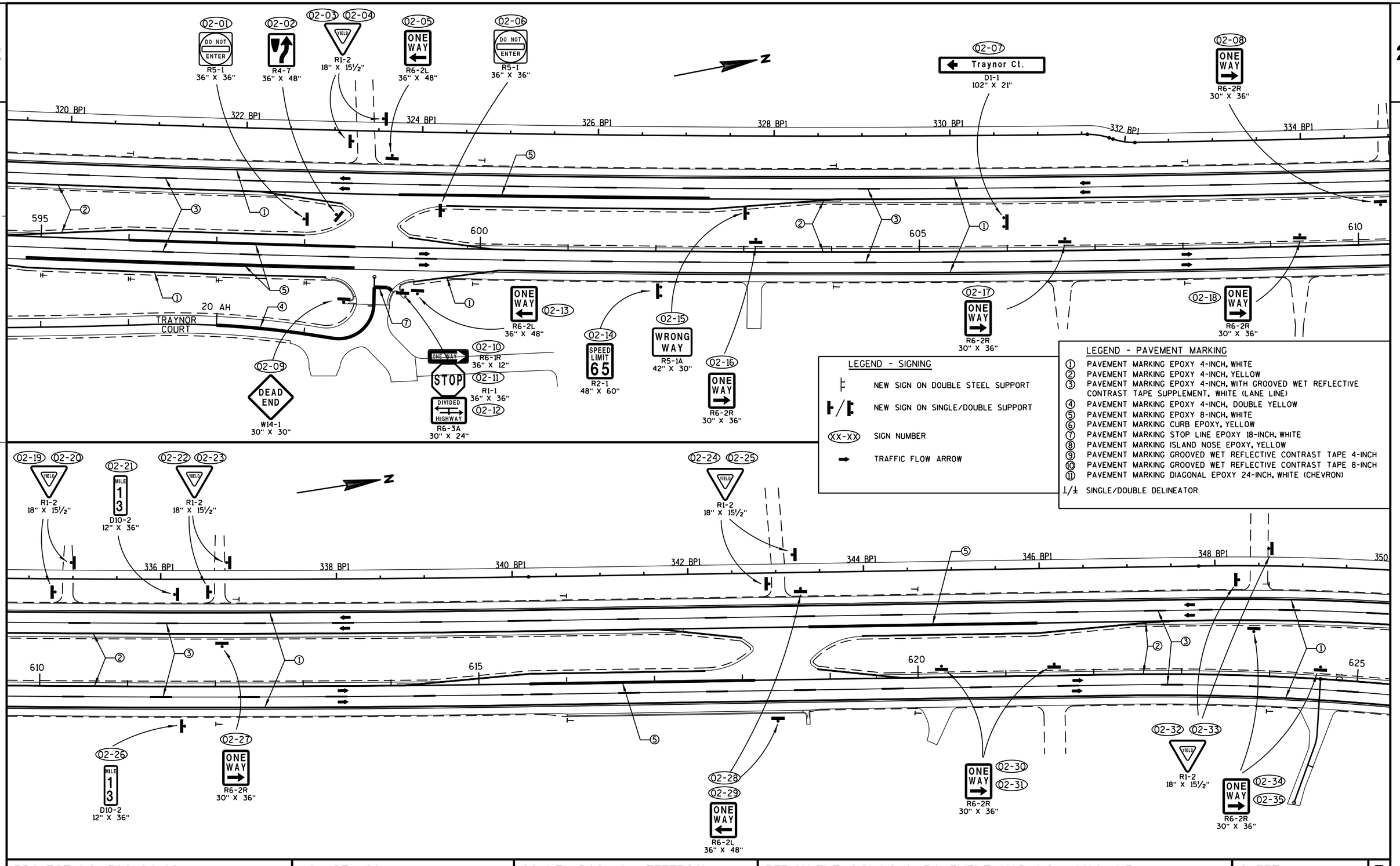
LEGEND - PAVEMENT MARKING

① PAVEMENT MARKING EPOXY 4-INCH, WHITE
② PAVEMENT MARKING EPOXY 4-INCH, YELLOW
③ PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
④ PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
⑤ PAVEMENT MARKING EPOXY 8-INCH, WHITE
⑥ PAVEMENT MARKING CURB EPOXY, YELLOW
⑦ PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
⑧ PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
⑨ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
⑩ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
⑪ PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)
1/± SINGLE/DOUBLE DELINEATOR

LEGEND - SIGNING

NEW SIGN ON DOUBLE STEEL SUPPORT
NEW SIGN ON SINGLE/DOUBLE SUPPORT
XX-XX SIGN NUMBER
TRAFFIC FLOW ARROW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PAVEMENT MARKING & PERMANENT SIGNING - MAINLINE	SHEET	E



LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- (XX-XX) SIGN NUMBER
- TRAFFIC FLOW ARROW

LEGEND - PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
4. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING CURB EPOXY, YELLOW
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
8. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
10. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
11. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)

1/± SINGLE/DOUBLE DELINEATOR

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - MAINLINE	SHEET	E

NOTE: ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS SHOWN ON SIGN PLATE A2-1S.

E1-5P
96" X 30"
EXIT 11
N
Whitewater
Edgerton
1 Mile
03-01
03-02

E1-1A
204" X 156"

03-03
ONE WAY
R6-2R
30" X 36"

DELINEATORS ON WALL EVERY 200'

OLD 26 ROAD

10 DS

350 BP1
352 BP1
354 BP1
356 BP1
358 BP1
360 BP1
362 BP1
364 BP1

625
630
635
640

LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- XX-XX SIGN NUMBER
- TRAFFIC FLOW ARROW

LEGEND - PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
4. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING CURB EPOXY, YELLOW
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
8. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
10. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
11. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)

1/± SINGLE/DOUBLE DELINEATOR

03-04
County Line Rd
D1-61
108" X 30"

15
OLD 26 ROAD

03-05
Rock Co
I2-2
66" X 21"

03-06
SPEED LIMIT 65
R2-1
48" X 60"

03-07
SOUTH 26
J4-1
36" X 51"

370 BP1

COUNTY LINE ROAD

375 BP1

25
OLD 26 ROAD

03-08
WRONG WAY
R5-1A
42" X 30"

03-09
BEGIN LEFT TURN LANE
R3-20L
36" X 54"

380 BP1

640
645
650
655

03-10
BEGIN LEFT TURN LANE
R3-20L
36" X 54"

03-11
WRONG WAY
R5-1A
42" X 30"

03-12
Jefferson Co
I2-2
90" X 21"

03-13
DO NOT ENTER
R5-1
36" X 36"

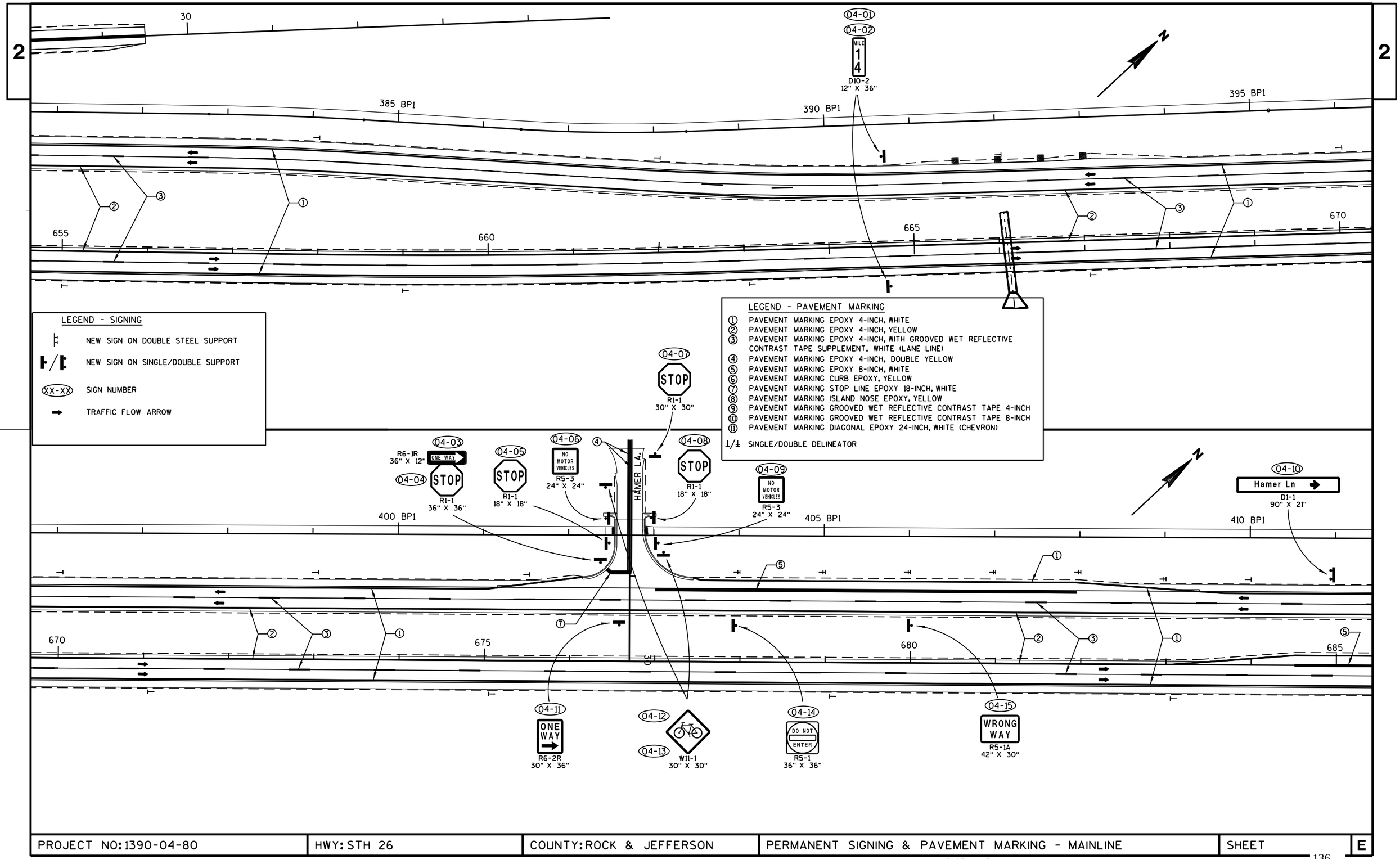
03-14
DO NOT ENTER
R5-1
36" X 36"

03-15
NORTH 26
J4-1
36" X 51"

03-16
SPEED LIMIT 65
R2-1
48" X 60"

03-17
County Line Rd
D1-61
108" X 30"

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - MAINLINE	SHEET	E



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - MAINLINE	SHEET	E

2

05-01
05-02
ONE WAY
R6-2L
36" X 48"

415 BP1 420 BP1 425 BP1

685 690 695 700

LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- XX-XX SIGN NUMBER
- TRAFFIC FLOW ARROW

LEGEND - PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
4. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING CURB EPOXY, YELLOW
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
8. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
10. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
11. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)
12. PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH

⊥/± SINGLE/DOUBLE DELINEATOR

430 BP1 435 BP1 440 BP1

700 705 710 715

05-08
Vickerman Rd
D1-1
120" X 21"

05-09
WRONG WAY
R5-1A
42" X 30"

R6-1L
36" X 12"
ONE WAY
05-03
05-04
YIELD
R1-2
36" X 31"

05-05
05-06
DO NOT ENTER
R5-1
36" X 36"

05-07
ONE WAY
R6-2R
30" X 36"

05-10
RIGHT TURN ONLY
R3-53R
24" X 30"
STA. 33+00 V

05-11
05-12
R4-7
24" X 30"

05-13
05-14
05-16
05-17
R6-1R
36" X 12"
ONE WAY
STOP
R1-1
36" X 36"

05-15
W3-1
36" X 36"
STA. 36+00 V

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - MAINLINE	SHEET	E

2

06-01
06-02
MILE 1 5
D10-2
12" X 36"

06-03
WRONG WAY
R5-1A
42" X 30"

06-04
ONE WAY
R6-2L
36" X 48"

06-05
06-06
DO NOT ENTER
R5-1
36" X 36"

06-07
Vickerman Rd
D1-1
120" X 21"

06-08
WRONG WAY
R5-1A
42" X 30"

06-09
SPEED LIMIT 65
R2-1
48" X 60"

06-10
SOUTH 26
J4-1
36" X 51"

06-11
ONE WAY
R6-2L
36" X 48"

06-12
TO ROCK ROAD
J23-1
24" X 57"

06-13
Koshkonong Rd
Pond Rd
D1-2
120" X 36"

06-14
TO ROCK ROAD
J23-1
24" X 57"

06-15
DO NOT ENTER
R5-1
36" X 36"

06-16
Koshkonong Rd
Pond Rd
D1-2
120" X 36"

06-17
06-18
WRONG WAY
R5-1A
42" X 30"

06-19
DO NOT ENTER
R5-1
36" X 36"

06-20
NORTH 26
J4-1
36" X 51"

445 BP1
450 BP1
455 BP1
460 BP1
465 BP1
470 BP1
715
720
720 SB
725
725 SB
730
730 SB
735
735 SB
740
740 SB
745
745 SB
15
25
30
35

WEST JUGHANDLE
EAST JUGHANDLE

NOTE: ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS SHOWN ON SIGN PLATE A2-1S.

LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- (XX-XX) SIGN NUMBER
- TRAFFIC FLOW ARROW

LEGEND - PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
4. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING CURB EPOXY, YELLOW
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
8. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
10. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
11. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)

1/1 SINGLE/DOUBLE DELINEATOR

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - MAINLINE	SHEET	E

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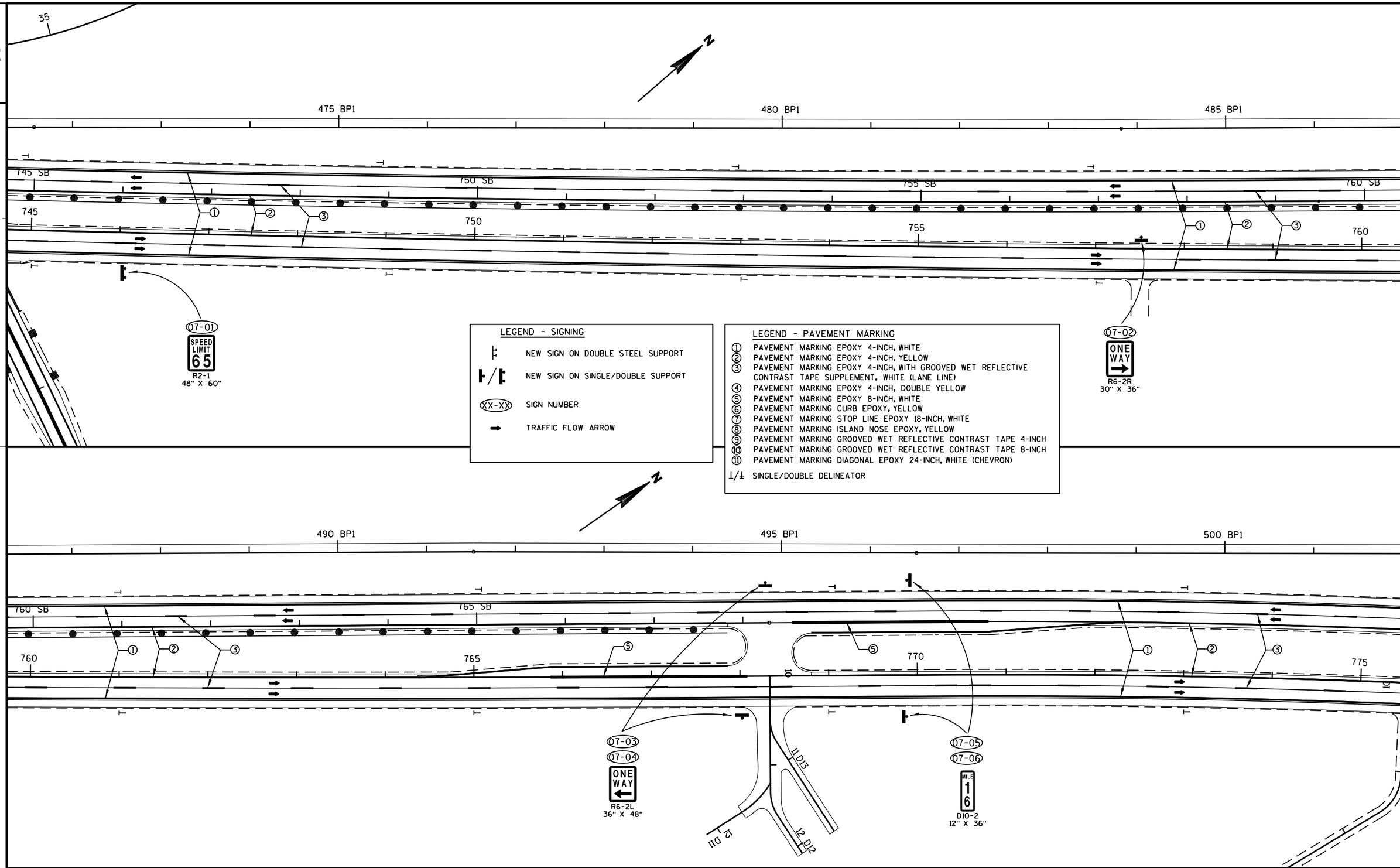
WISDOT/CADDS SHEET 42



LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- (XX-XX) SIGN NUMBER
- TRAFFIC FLOW ARROW

LEGEND - PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
4. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING CURB EPOXY, YELLOW
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
8. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
10. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
11. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)

⊥/± SINGLE/DOUBLE DELINEATOR

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - MAINLINE	SHEET	E

505 BP1 | 510 BP1 | 515 BP1

775 | 780 | 785 | 790

08-01 ONE WAY R6-2R 30" X 36"

08-02 EXIT 17 Business 26 Fort Atkinson Exit 1 Mile E1-1A 252" X 138" E1-5P 108" X 30"

08-03 MOVE

08-08 Fireside Dinner Theater Exit 17 E3-1 192" X 84"

LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- XX-XX SIGN NUMBER
- TRAFFIC FLOW ARROW

LEGEND - PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
4. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING CURB EPOXY, YELLOW
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
8. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
10. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
11. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)

1/± SINGLE/DOUBLE DELINEATOR

08-04 ONE WAY R6-2L 36" X 48"

08-06 08-07 CROSS TRAFFIC NEXT 4 MILES W6-53 144" X 48"

520 BP1 | 525 BP1 | 530 BP1

790 | 795 | 800 | 805

08-05 ONE WAY R6-2L 36" X 48"

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - MAINLINE	SHEET	E

09-03 MOVE

Milton	8
Janesville	16

D2-2
84" X 24"

WHITETAIL LANE

09-01
SPEED LIMIT 65
R2-1
48" X 60"

535 BP1

540 BP1

545 BP1

820 SB

805

810

815

820

2

NOTE: ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS SHOWN ON SIGN PLATE A2-1S.

LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- XX-XX SIGN NUMBER
- TRAFFIC FLOW ARROW

LEGEND - PAVEMENT MARKING

① PAVEMENT MARKING EPOXY 4-INCH, WHITE
② PAVEMENT MARKING EPOXY 4-INCH, YELLOW
③ PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
④ PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
⑤ PAVEMENT MARKING EPOXY 8-INCH, WHITE
⑥ PAVEMENT MARKING CURB EPOXY, YELLOW
⑦ PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
⑧ PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
⑨ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
⑩ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
⑪ PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)

⊥/± SINGLE/DOUBLE DELINEATOR

MOVE
09-02
SOUTH 26
J4-1
36" X 51"

550 BP1

555 BP1

820 SB

825 SB

835 SB

835

820

825

830

09-04
09-05
MILE 17
D10-2
12" X 36"

50

WHITETAIL LANE

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - MAINLINE	SHEET	E

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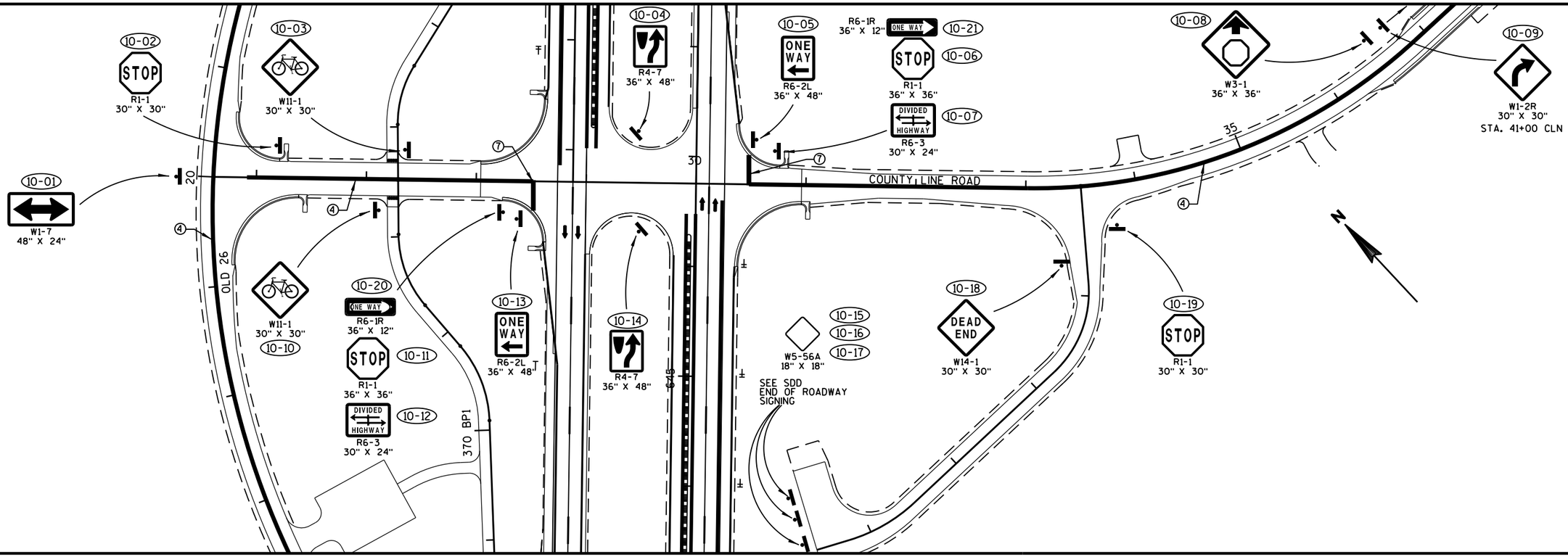


LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- XX-XX SIGN NUMBER
- TRAFFIC FLOW ARROW

LEGEND - PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
4. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING CURB EPOXY, YELLOW
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
8. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
10. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
11. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)

1/± SINGLE/DOUBLE DELINEATOR

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - COUNTY LINE ROAD	SHEET	E

2

STA. 14+00 CW

N

11-01
11-02
11-03
W5-56A
18" X 18"
SEE SDD
END OF ROADWAY
SIGNING

11-04
W3-1
36" X 36"

11-05
STOP
R1-1
30" X 30"

11-06
11-07
STOP
R1-1
30" X 30"

11-08
W3-1
36" X 36"

11-09
DEAD END
W14-1
30" X 30"

11-10
NO MOTOR VEHICLES
R5-3
24" X 24"

11-11
STOP
R1-1
18" X 18"

11-12
STOP
R1-1
18" X 18"

11-13
NO MOTOR VEHICLES
R5-3
24" X 24"

11-14
W1-2R
30" X 30"

360 BP1
635 SB
635
640
365 BP1
640 SB
370 BP1
375 BP1
380 BP1
385 BP1
660 SB
OLD 26
10
15
20
25
30

LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- XX-XX SIGN NUMBER
- TRAFFIC FLOW ARROW

LEGEND - PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
4. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING CURB EPOXY, YELLOW
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
8. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
10. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
11. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)

1/1 SINGLE/DOUBLE DELINEATOR

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - OLD STH 26 SOUTH	SHEET	E

2

12-01
W3-1
36" X 36"

12-02
NO MOTOR VEHICLES
R5-3
24" X 24"

12-03
STOP
R1-1
18" X 18"

12-04
12-05
STOP
R1-1
30" X 30"

12-06
STOP
R1-1
18" X 18"

12-07
NO MOTOR VEHICLES
R5-3
24" X 24"

12-08
W3-1
36" X 36"

OLD 26

WEST JUGHANDLE

15

20

25

450 BP1

455 BP1

460 BP1

465 BP1

725 SB

730 SB

725

730

OLD STH 26 NORTH

12-09
W1-7
48" X 24"

12-10
STOP
R1-1
30" X 30"

12-11
TO
MYSTIC ROAD
J23-1
24" X 57"

12-12
12-13
W3-1
36" X 36"

JW ROAD

KOSHKONONG RD.

WEST JUGHANDLE

12-14
W11-1
30" X 30"

12-15
R4-7
24" X 30"

12-16
ONE WAY
R6-2R
30" X 36"

12-17
12-18
12-19
12-20
12-21
ONE WAY
R6-1R
36" X 12"
STOP
R1-1
36" X 36"
W11-1
30" X 30"

LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- XX-XX SIGN NUMBER
- TRAFFIC FLOW ARROW

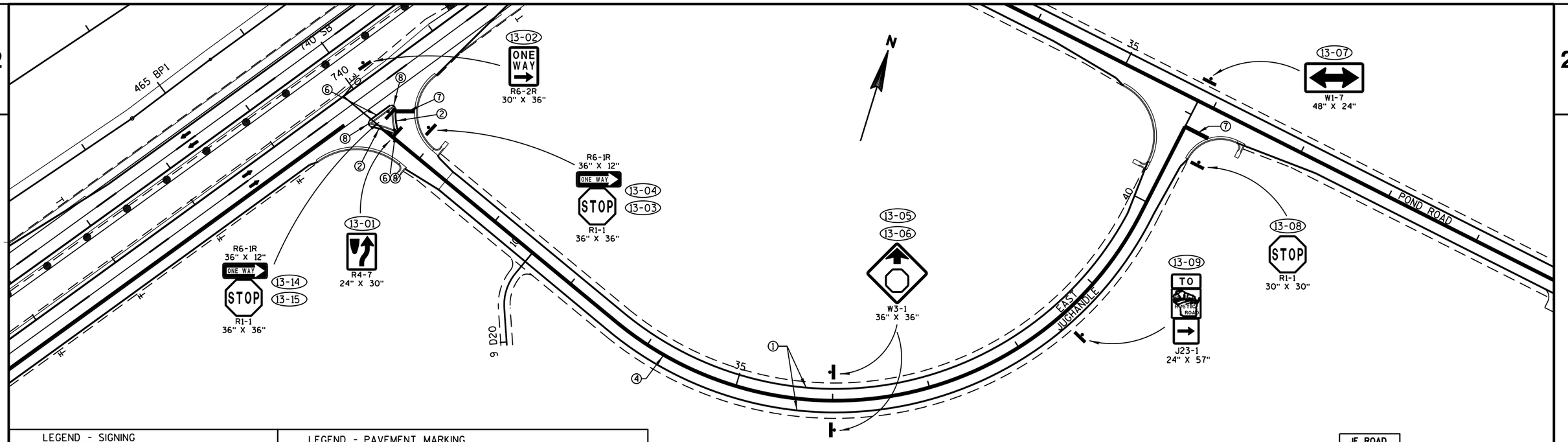
LEGEND - PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
4. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING CURB EPOXY, YELLOW
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
8. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
10. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
11. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)

1/± SINGLE/DOUBLE DELINEATOR

PROJECT NO:1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAV'T MARKING - OLD STH 26 NORTH/JW	SHEET	E

2



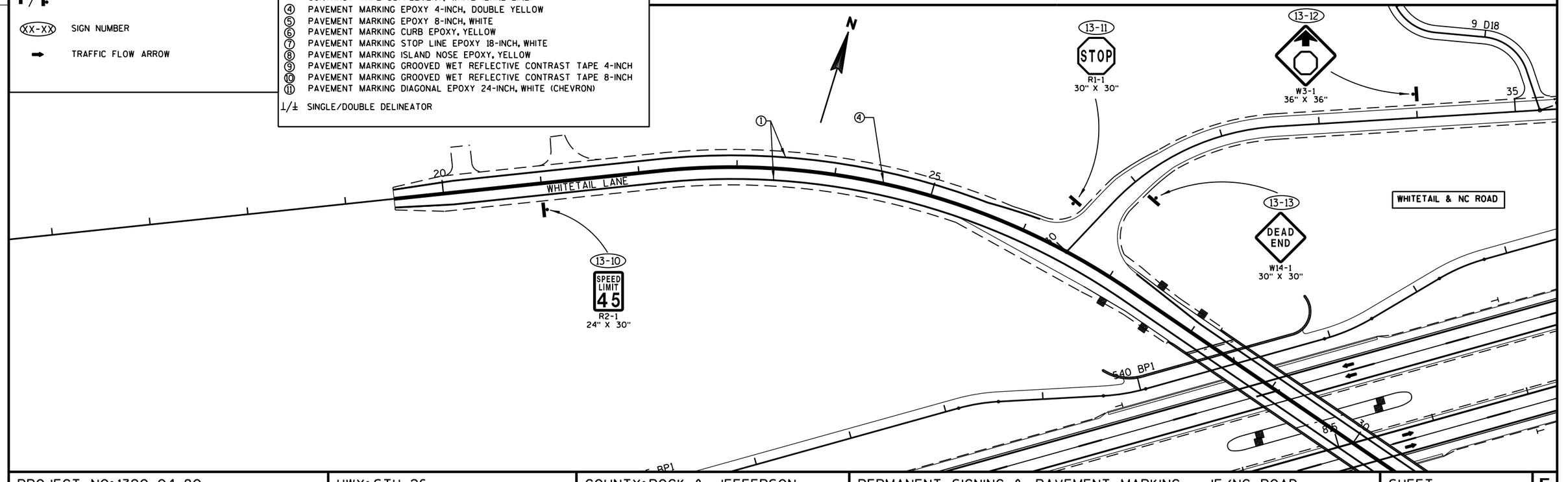
LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- XX-XX SIGN NUMBER
- TRAFFIC FLOW ARROW

LEGEND - PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
4. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING CURB EPOXY, YELLOW
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
8. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
10. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
11. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)

SINGLE/DOUBLE DELINEATOR



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - JE/NC ROAD	SHEET	E

FILE NAME : R:\Projects\d1_13900480\024513_pm.dgn PLOT DATE : 27-NOV-2012 12:31 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42

NOTE: ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS SHOWN ON SIGN PLATE A2-1S.

14-01
TO SOUTH 26
J33-1
24" X 69"

14-02
TO NORTH 26 | TO SOUTH 26
J33-2
48" X 69"

JUGHANDLE WEST

KOSHKONONG ROAD

9 D10

LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- (XX-XX) SIGN NUMBER
- TRAFFIC FLOW ARROW

LEGEND - PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
4. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING CURB EPOXY, YELLOW
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
8. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
10. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
11. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)

1/± SINGLE/DOUBLE DELINEATOR

14-03
TO NORTH 26 | TO SOUTH 26
J33-2
48" X 69"

14-04
END STH 26 RUSTIC ROAD
J4-1
24" X 36"

(250' FROM P.C.)
14-05
W1-4L
30" X 30"
14-06
35 M.P.H.
W13-1
18" X 18"

STA. 50+00 P

POND ROAD

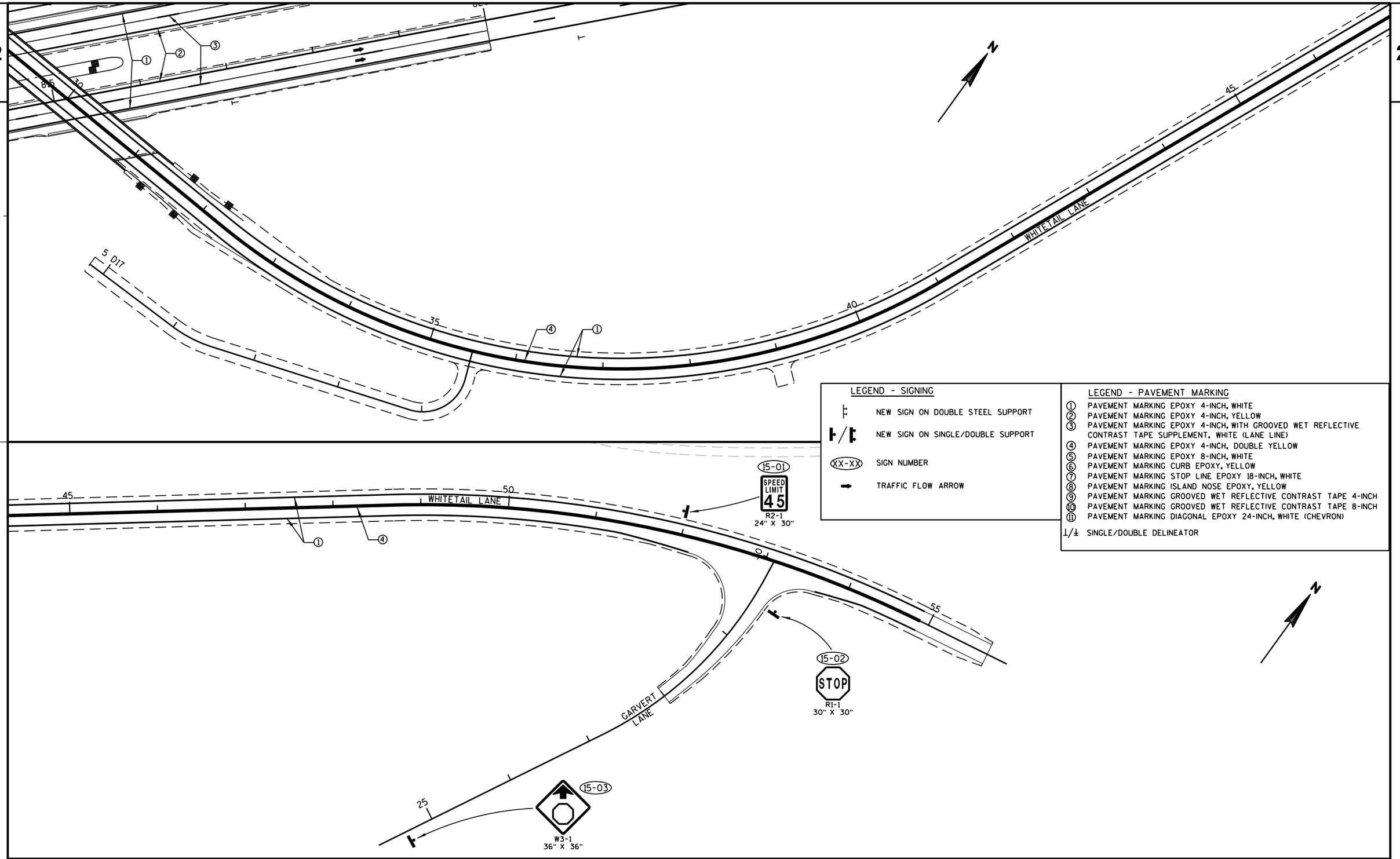
14-07
TO NORTH 26
J33-1
24" X 69"

14-08
J4-1
24" X 36"
STH 26 RUSTIC ROAD
R87

14-09
W1-4L
30" X 30"
14-10
35 M.P.H.
W13-1
18" X 18"

PROJECT NO:1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - KOSHKONONG LAKE RD	SHEET	E

FILE NAME : R:\Projects\d1_13900480\024514_pm.dgn PLOT DATE : 27-NOV-2012 12:31 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000



LEGEND - SIGNING

- NEW SIGN ON DOUBLE STEEL SUPPORT
- NEW SIGN ON SINGLE/DOUBLE SUPPORT
- (XX-XX) SIGN NUMBER
- TRAFFIC FLOW ARROW

LEGEND - PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WITH GROOVED WET REFLECTIVE CONTRAST TAPE SUPPLEMENT, WHITE (LANE LINE)
4. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING CURB EPOXY, YELLOW
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
8. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
10. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
11. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, WHITE (CHEVRON)

SINGLE/DOUBLE DELINEATOR

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING & PAVEMENT MARKING - WHITETAIL ROAD	SHEET	E

LEGEND

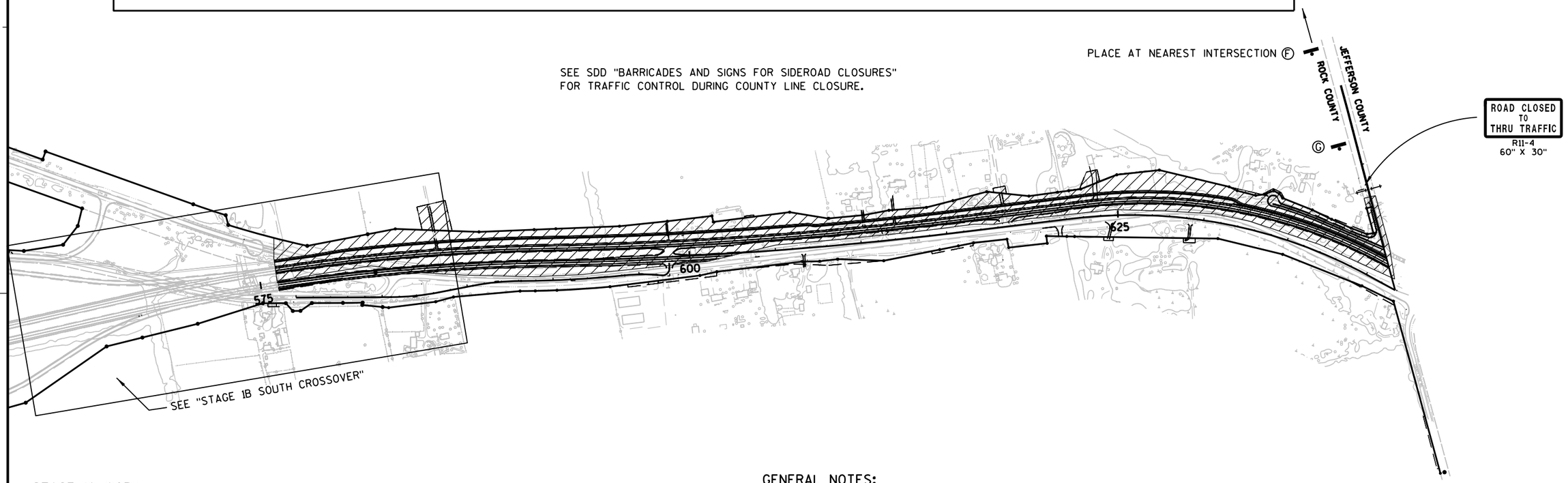
WORK ZONE

TRAFFIC FLOW ARROWS

SIGN ON POST

TYPE III BARRICADE W/WO SIGN

SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR TRAFFIC CONTROL DURING COUNTY LINE CLOSURE.



STAGE 1A WORK

COMPLETE SB LANES & MULTI-USE PATH FROM STA. 585+00 TO STA. 658+00.
COMPLETE NB LANES FROM STA. 655+00 TO STA. 820+00.
COMPLETE OLD 26 DS & COUNTY LINE RD. WEST OF STH 26.
COMPLETE STRUCTURE C-28-32.
COMPLETE VICKERMAN RD. CONNECTION.
COMPLETE EAST JUG HANDLE JE & POND RD. FROM STA. 34+00 TO STA. 41+00.
COMPLETE STRUCTURES R-28-30 & B-28-132.
COMPLETE WHITETAIL LANE W. OLD 26 NC. & GARVERT LN.
CONSTRUCT CROSSOVERS X0J1, X0J2 & X0J3.

STAGE 1B WORK

COMPLETE SB LANES & MULTI-USE PATH FROM STA. 576+00 TO STA. 585+00
COMPLETE TEMPORARY RAMP CROSSOVER X0N3

GENERAL NOTES:

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL IN "USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXITING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 1 ADVANCE SIGNING	SHEET	E

2

LEGEND

WORK ZONE

TRAFFIC FLOW ARROWS

SIGN ON POST

TYPE III BARRICADE W/WO SIGN

Ⓐ ROAD WORK AHEAD W20-1

Ⓑ ROAD WORK 1000 FT W20-1

Ⓒ ROAD WORK 500 FT W20-1

Ⓓ END ROAD WORK G20-2A 48" X 24"

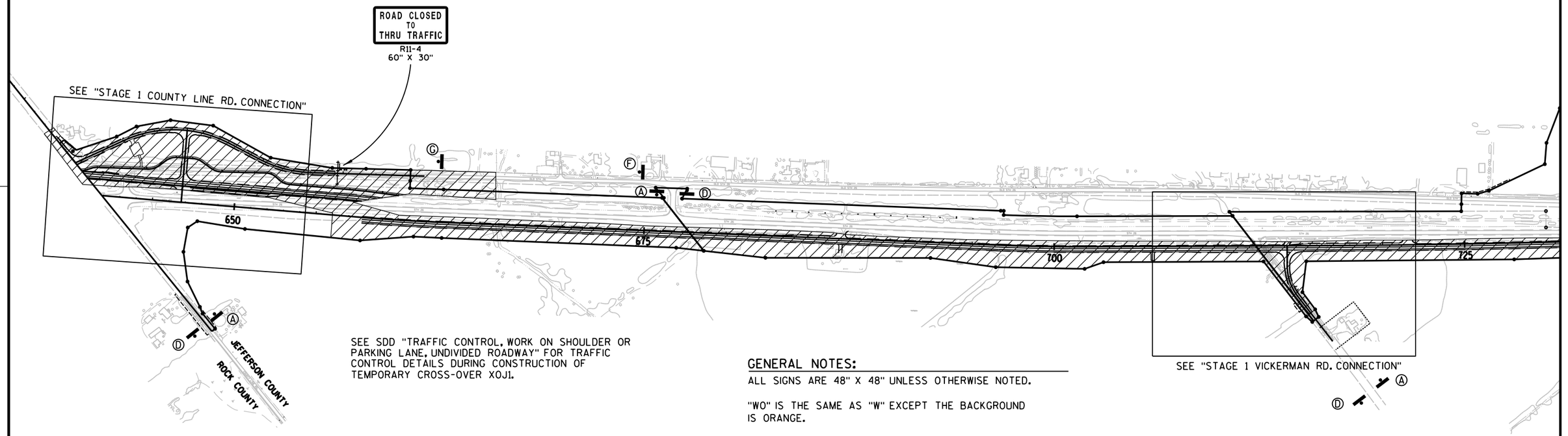
Ⓔ ROAD CLOSED R11-2 48" X 30"

Ⓕ ROAD CLOSED AHEAD W20-3

Ⓖ ROAD CLOSED 500 FT W20-3

N

2



SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR TRAFFIC CONTROL DETAILS DURING CONSTRUCTION OF TEMPORARY CROSS-OVER X0J1.

GENERAL NOTES:

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL IN "USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXITING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

VICKERMAN RD. TO REMAIN OPEN AT ALL TIMES.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 1 ADVANCE SIGNING	SHEET	E

LEGEND

WORK ZONE

TRAFFIC FLOW ARROWS

SIGN ON POST

TYPE III BARRICADE W/WO SIGN

Ⓐ ROAD WORK AHEAD W20-1

Ⓑ ROAD WORK 1000 FT W20-1

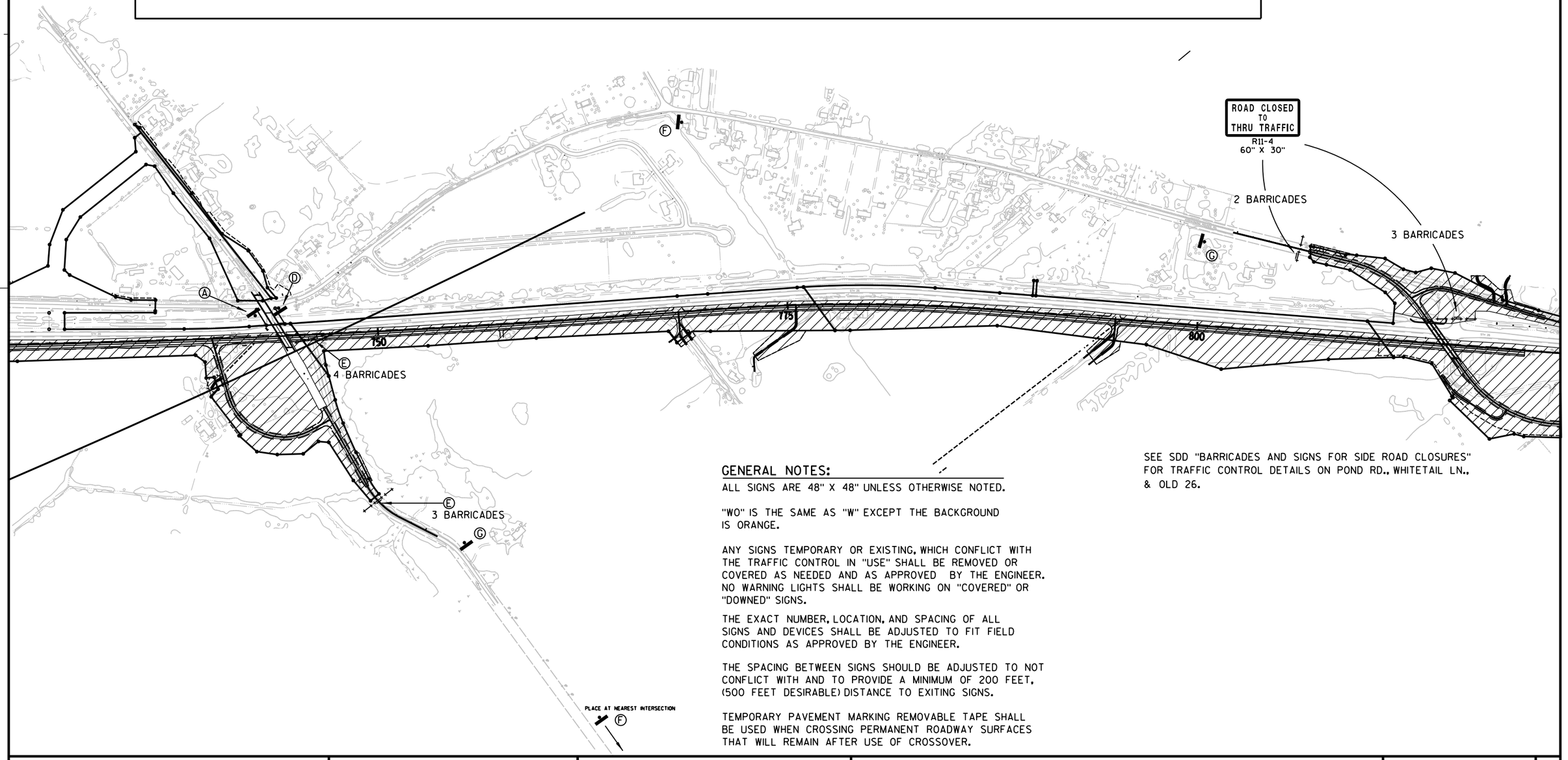
Ⓒ ROAD WORK 500 FT W20-1

Ⓓ END ROAD WORK G20-2A 48" X 24"

Ⓔ ROAD CLOSED R11-2 48" X 30"

Ⓕ ROAD CLOSED AHEAD W20-3

Ⓖ ROAD CLOSED 500 FT W20-3



GENERAL NOTES:

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL IN "USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXITING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

SEE SDD "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES" FOR TRAFFIC CONTROL DETAILS ON POND RD., WHITETAIL LN., & OLD 26.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 1 ADVANCE SIGNING	SHEET	E

2

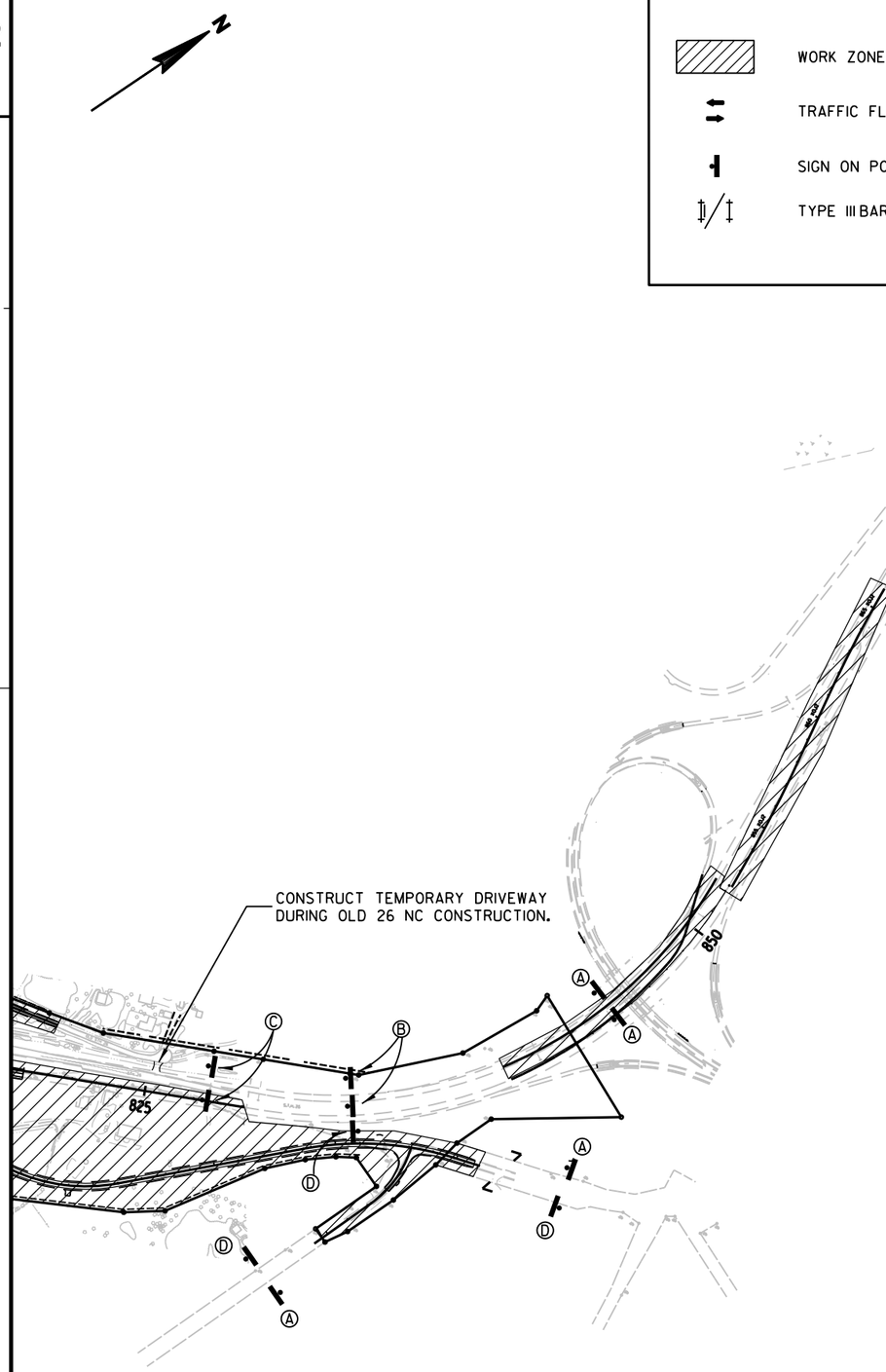
LEGEND

WORK ZONE

TRAFFIC FLOW ARROWS

SIGN ON POST

TYPE III BARRICADE W/WO SIGN



SEE SDD "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH". FOR TRAFFIC CONTROL DETAILS DURING CONSTRUCTION OF TEMPORARY CROSS-OVERS X0J2 & X0J3.

GENERAL NOTES:

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

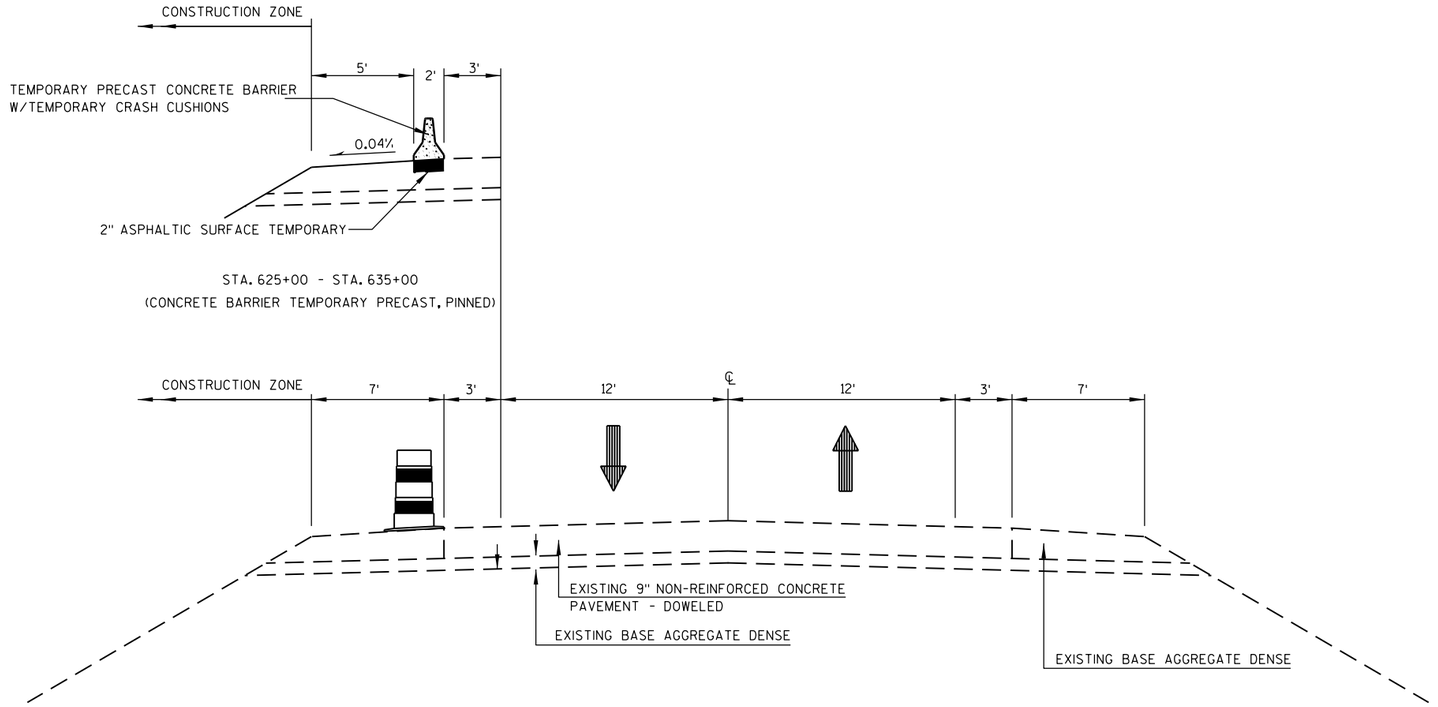
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL IN "USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXITING SIGNS.

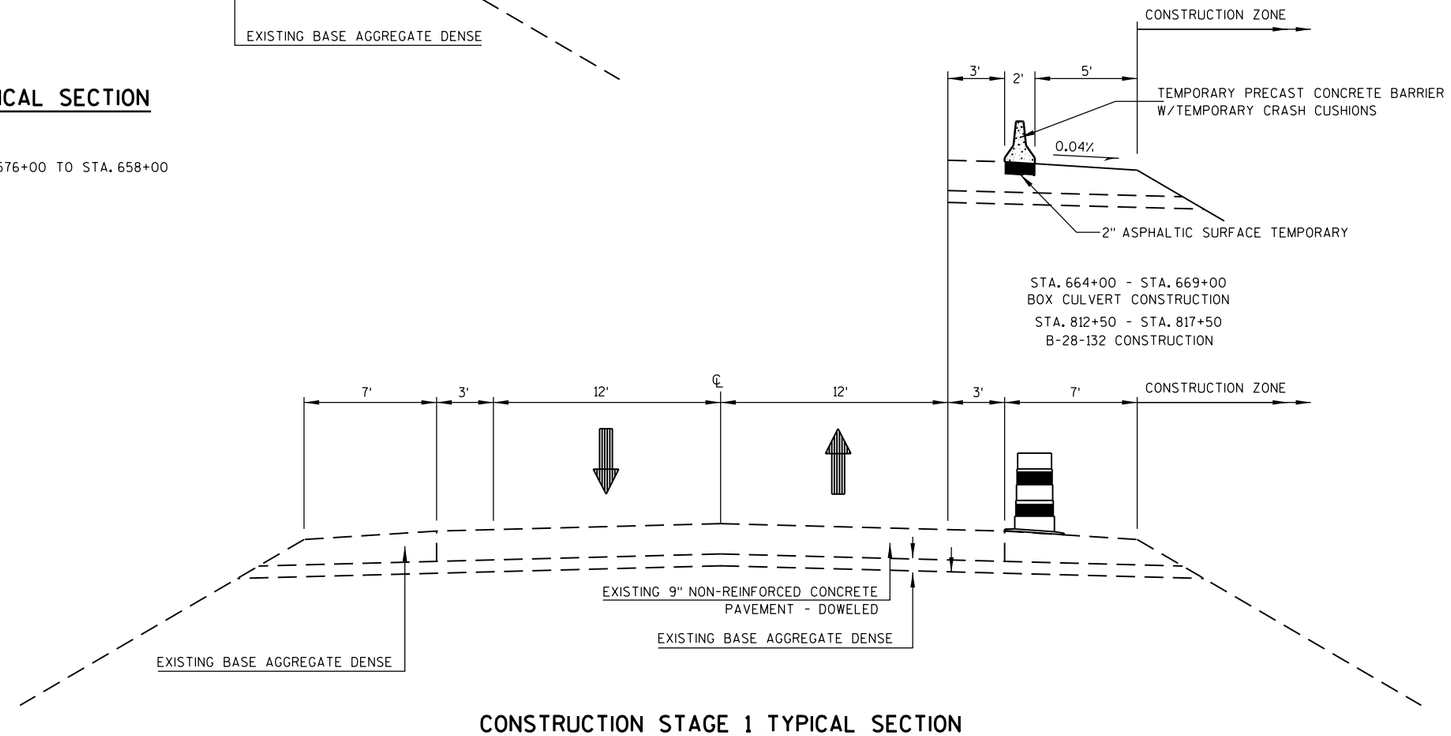
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 1 ADVANCE SIGNING	SHEET	E



CONSTRUCTION STAGE 1 TYPICAL SECTION

EXISTING STH 26
STA. 576+00 - STA. 665+00
WORK: CONSTRUCT SB STH 26 LANES FROM STA. 576+00 TO STA. 658+00



CONSTRUCTION STAGE 1 TYPICAL SECTION

EXISTING STH 26
STA. 655+00 - STA. 825+00
WORK: CONSTRUCT NB STH 26 LANES FROM STA. 655+00 TO STA. 820+00

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 1	SHEET	E

2

2

GENERAL NOTES:

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

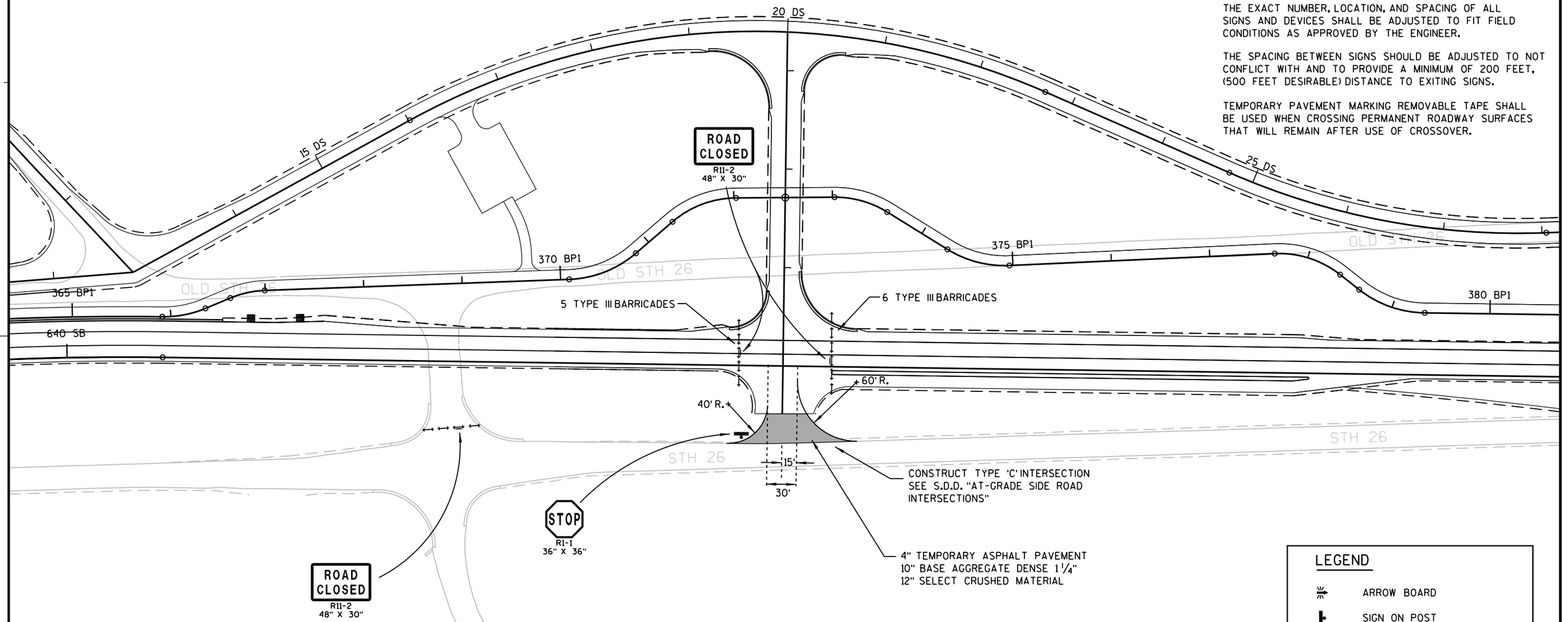
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL IN "USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXITING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.



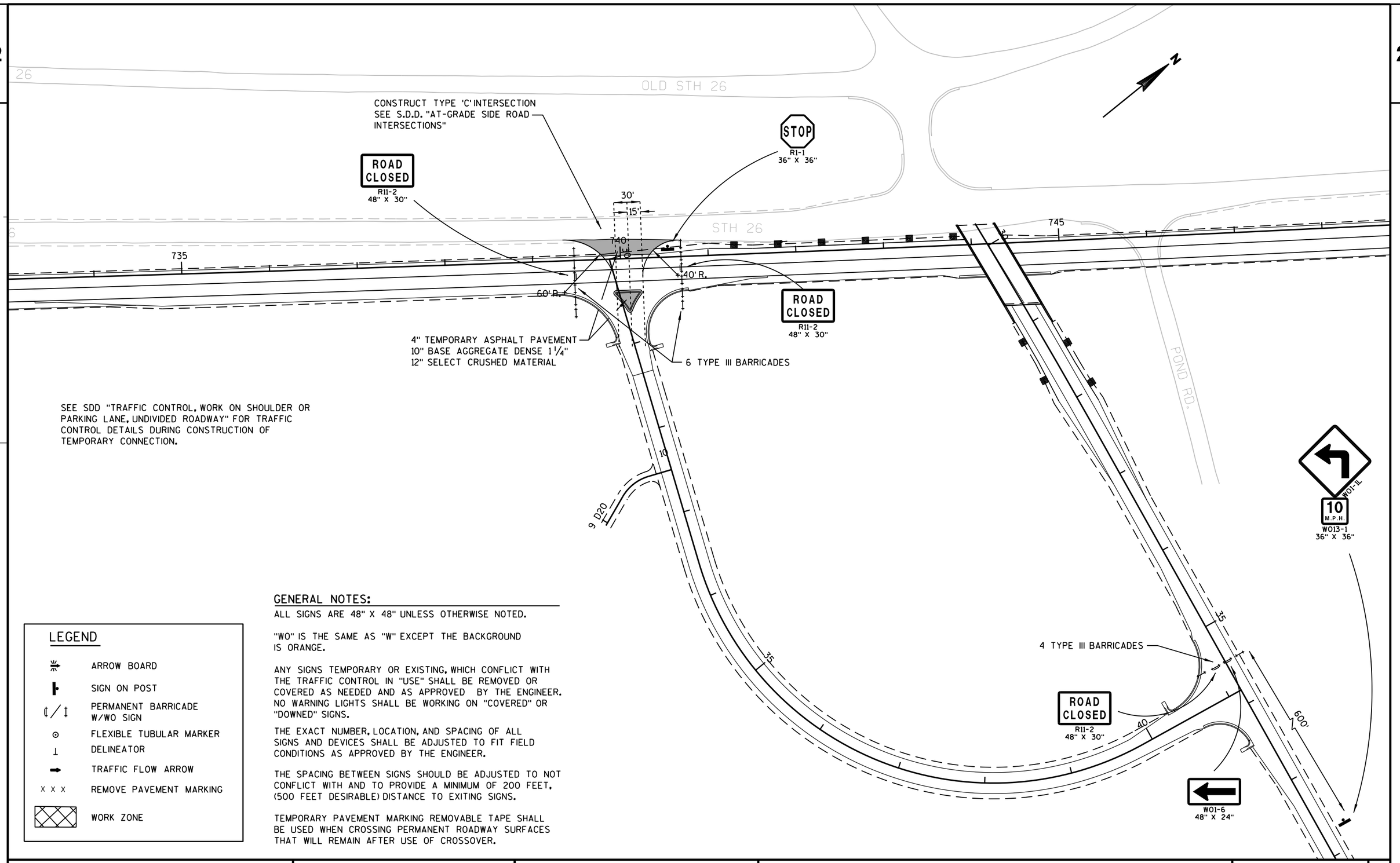
SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR TRAFFIC CONTROL DETAILS DURING CONSTRUCTION OF TEMPORARY CONNECTION.

LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- WORK ZONE

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL STAGE 1A - COUNTY LINE RD. CONNECTION	SHEET	E

2



SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR TRAFFIC CONTROL DETAILS DURING CONSTRUCTION OF TEMPORARY CONNECTION.

LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- WORK ZONE

GENERAL NOTES:

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

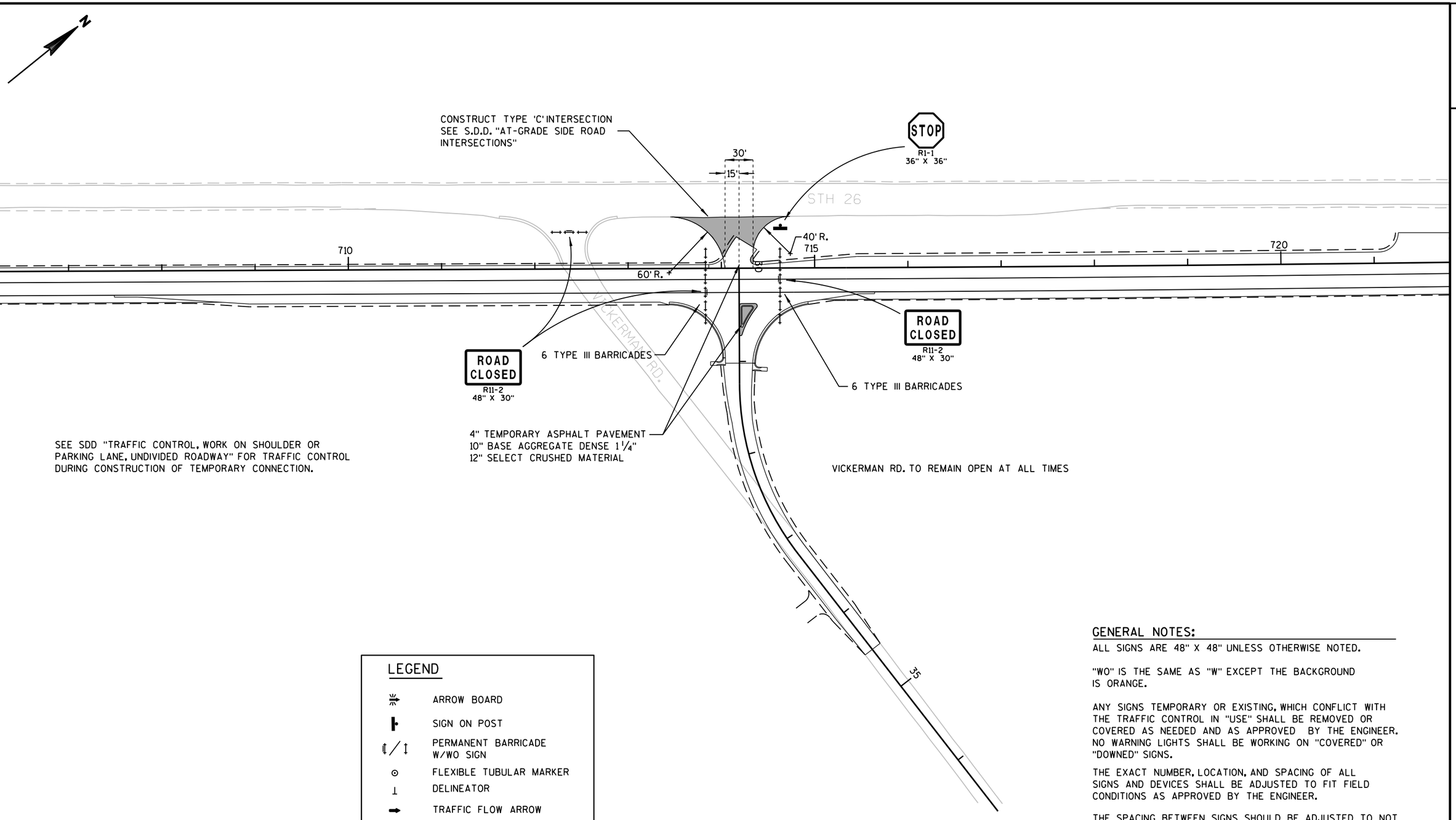
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL IN "USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXITING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 1A - POND RD. CONNECTION	SHEET	E



SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR TRAFFIC CONTROL DURING CONSTRUCTION OF TEMPORARY CONNECTION.

VICKERMAN RD. TO REMAIN OPEN AT ALL TIMES

LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- WORK ZONE

GENERAL NOTES:

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL IN "USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXITING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

NOTES: MAINTENANCE OF SOUTH CROSSOVER STARTING NOVEMBER 1, 2013 INCIDENTAL TO THE TRAFFIC CONTROL ITEM 643.0100.

SOUTH CROSSOVER INSTALLED BY 1390-04-79 CONTRACT.

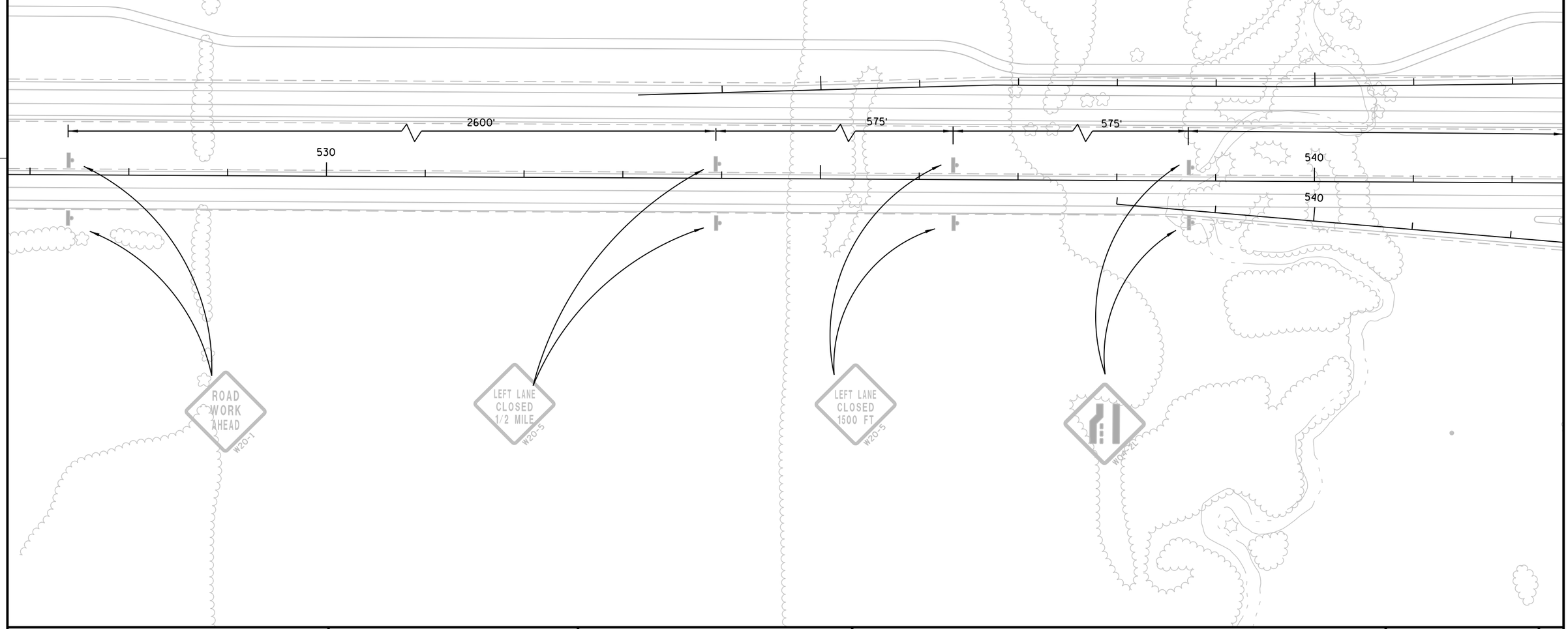
REPLACEMENT ITEMS TO BE PAID FOR UNDER TRAFFIC CONTROL BID ITEMS.

LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- DRUM W/WO LIGHT
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- WORK ZONE

N

SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 MPH" FOR SOUTH CROSS-OVER TRAFFIC CONTROL DETAILS.



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL STAGE 1B - SOUTH CROSSOVER	SHEET	E

2

LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- WORK ZONE

NOTES: MAINTENANCE OF SOUTH CROSSOVER STARTING NOVEMBER 1, 2013 INCIDENTAL TO THE TRAFFIC CONTROL ITEM 643.0100.

SOUTH CROSSOVER INSTALLED BY 1390-04-79 CONTRACT.

REPLACEMENT ITEMS TO BE PAID FOR UNDER TRAFFIC CONTROL BID ITEMS.

N

END ROAD WORK
G20-2A
48" X 24"

1000'

50' TYP.

25

545

550

555

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL STAGE 1B - SOUTH CROSSOVER	SHEET	E

FILE NAME : R:\Projects\d1_13900480\025014_tc.dgn PLOT DATE : 27-NOV-2012 12:39 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

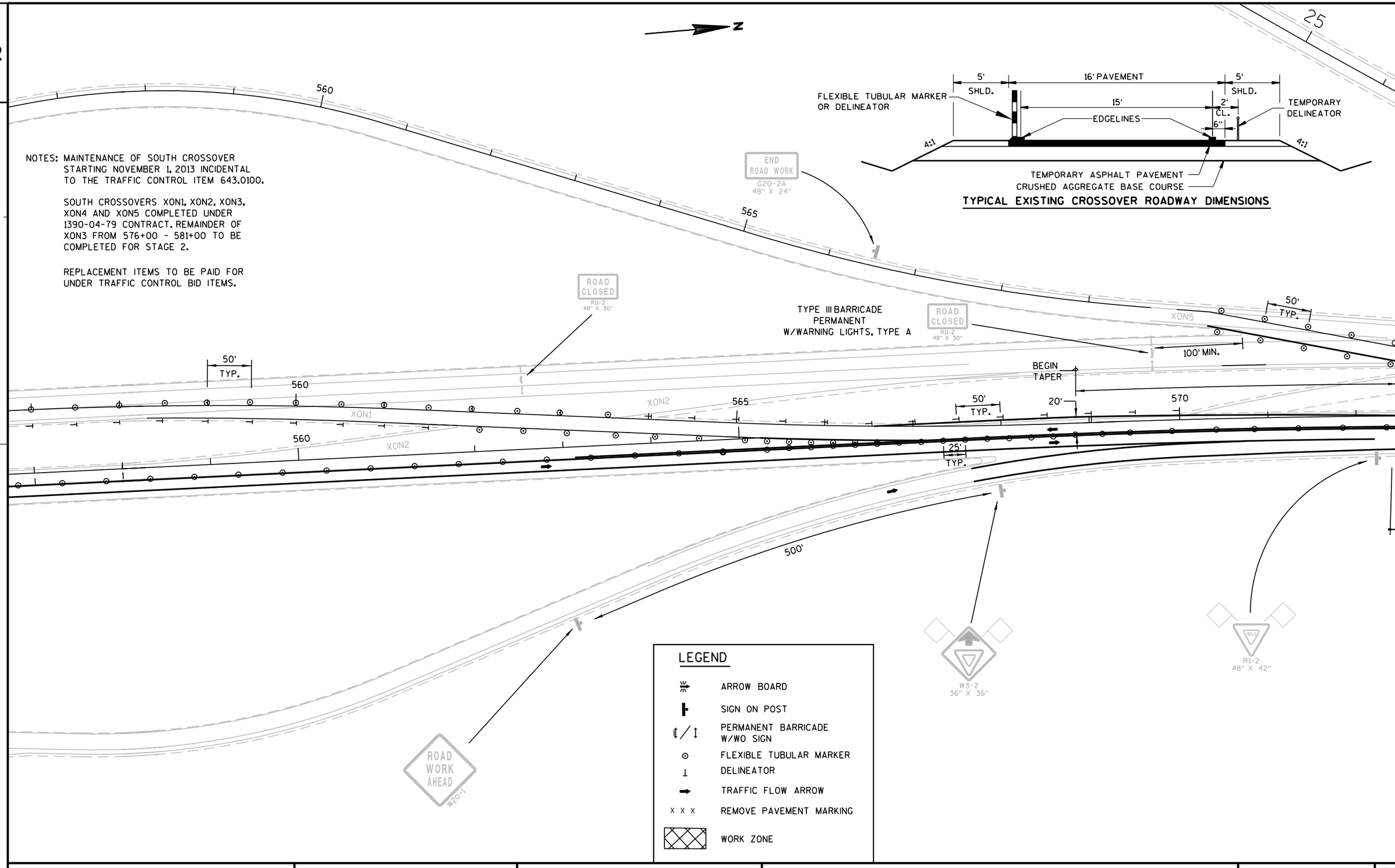
WISDOT/CADDS SHEET 42

NOTES: MAINTENANCE OF SOUTH CROSSOVER STARTING NOVEMBER 1, 2013 INCIDENTAL TO THE TRAFFIC CONTROL ITEM 643.0100.

SOUTH CROSSOVERS XON1, XON2, XON3, XON4 AND XON5 COMPLETED UNDER 1390-04-79 CONTRACT. REMAINDER OF XON3 FROM 576+00 - 581+00 TO BE COMPLETED FOR STAGE 2.

REPLACEMENT ITEMS TO BE PAID FOR UNDER TRAFFIC CONTROL BID ITEMS.

TYPICAL EXISTING CROSSOVER ROADWAY DIMENSIONS



LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- WORK ZONE

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL STAGE 1B - SOUTH CROSSOVER	SHEET	E

2

TYPE III BARRICADE PERMANENT
W01-6
48" X 24"

EXIT
E5-1
60" X 48"

TYPE III BARRICADE PERMANENT
W/WARNING LIGHTS, TYPE A
ROAD CLOSED
R11-2
48" X 30"

TYPE III BARRICADE PERMANENT
W1-6
48" X 24"

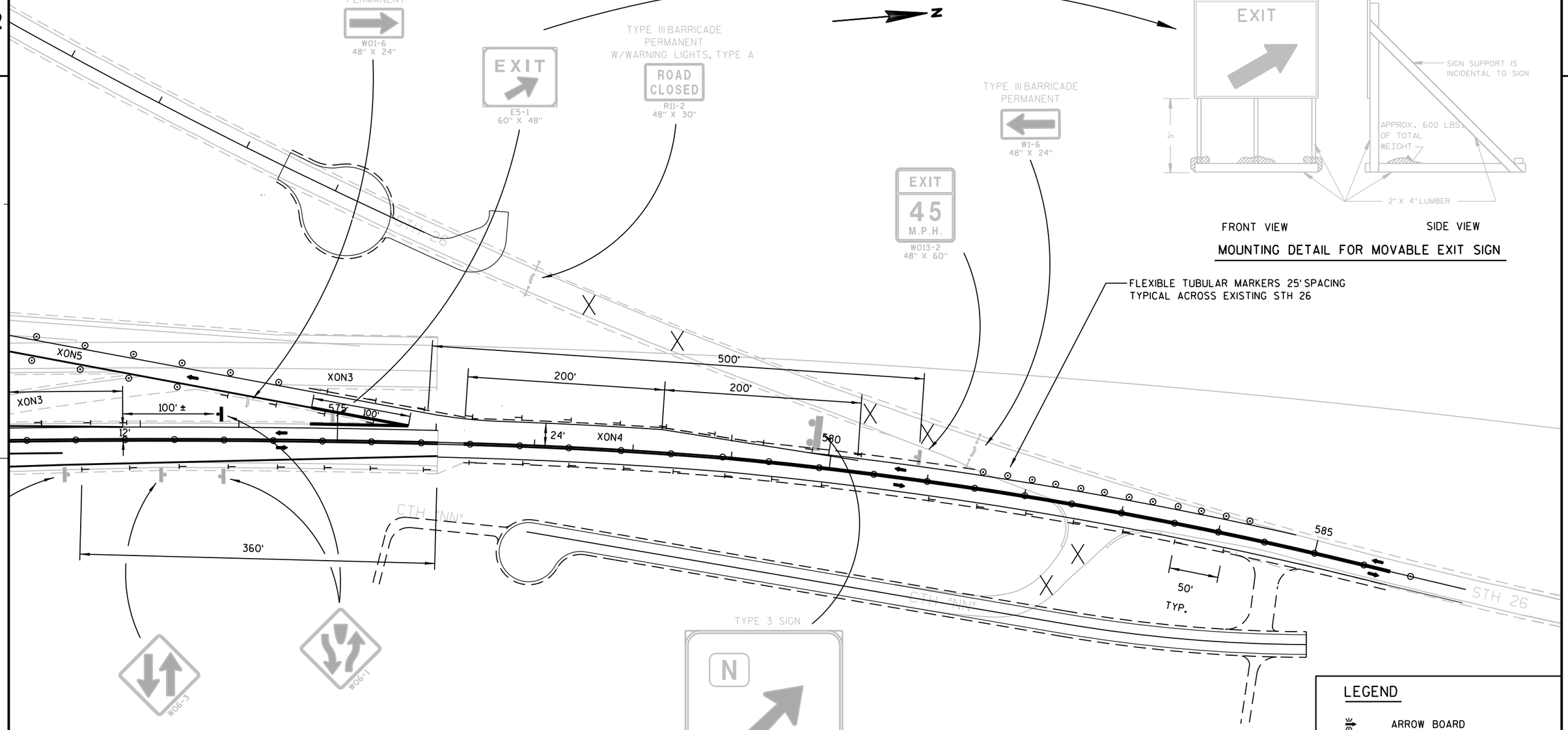
EXIT
45
M.P.H.
W013-2
48" X 60"

E 5-1, TYPE III 72"x60"

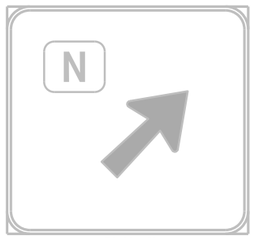
FRONT VIEW SIDE VIEW

MOUNTING DETAIL FOR MOVABLE EXIT SIGN

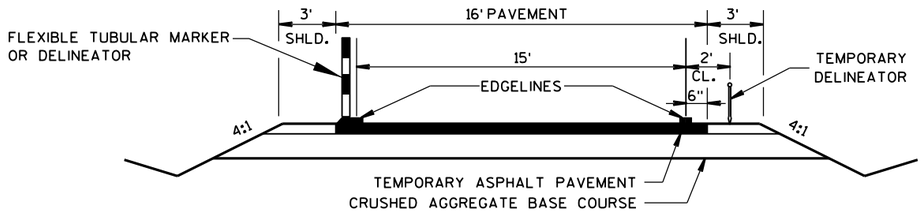
FLEXIBLE TUBULAR MARKERS 25' SPACING TYPICAL ACROSS EXISTING STH 26



TYPE 3 SIGN



6' X 4'



TYPICAL EXISTING RAMP CROSSOVER ROADWAY DIMENSIONS

(SEE TYPICAL EXISTING SECTION XON3 FOR MORE INFORMATION)

NOTES: MAINTENANCE OF SOUTH CROSSOVER STARTING NOVEMBER 1, 2013 INCIDENTAL TO THE TRAFFIC CONTROL ITEM 643.0100.

SOUTH CROSSOVERS XON1, XON2, XON3, XON4 AND XON5 COMPLETED UNDER 1390-04-79 CONTRACT. REMAINDER OF XON3 FROM 576+00 - 581+00 TO BE COMPLETED FOR STAGE 2.

REPLACEMENT ITEMS TO BE PAID FOR UNDER TRAFFIC CONTROL BID ITEMS.

LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- WORK ZONE

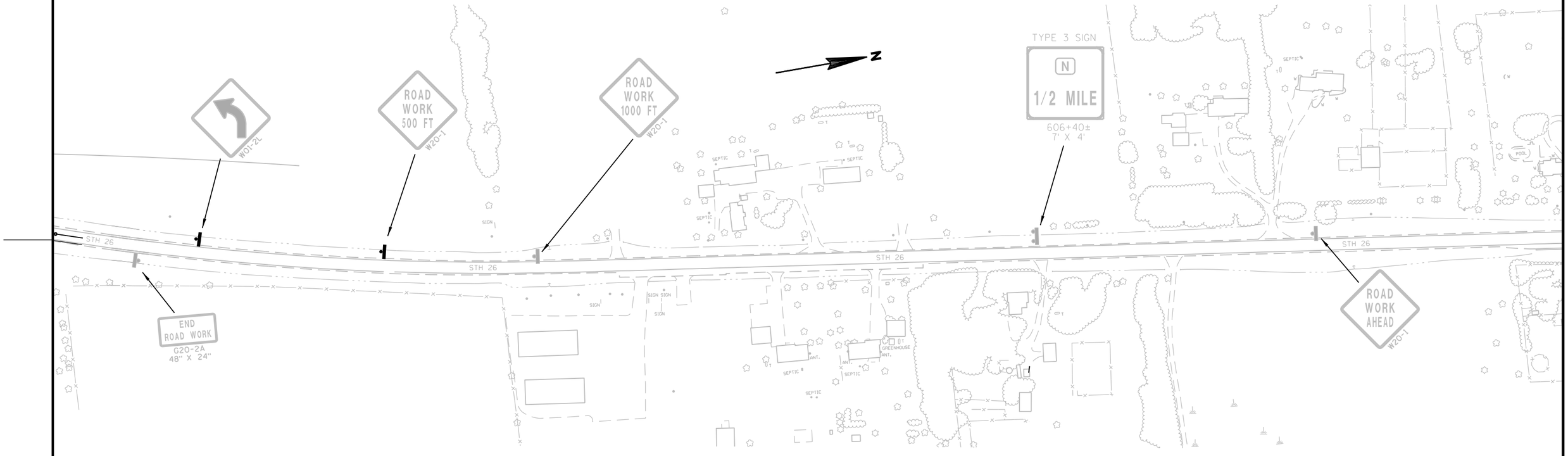
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL STAGE 1B - SOUTH CROSSOVER	SHEET	E

2

NOTES: MAINTENANCE OF SOUTH CROSSOVER
STARTING NOVEMBER 1, 2013 INCIDENTAL
TO THE TRAFFIC CONTROL ITEM 643.0100.

SOUTH CROSSOVER INSTALLED
BY 1390-04-79 CONTRACT.

REPLACEMENT ITEMS TO BE PAID FOR
UNDER TRAFFIC CONTROL BID ITEMS.



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL STAGE 1B - SOUTH CROSSOVER	SHEET	E

2

LEGEND

WORK ZONE

TRAFFIC FLOW ARROWS

SIGN ON POST

TYPE III BARRICADE W/WO SIGN

ROAD WORK AHEAD W20-1 Ⓐ

ROAD WORK 1000 FT W20-1 Ⓑ

ROAD WORK 500 FT W20-1 Ⓒ

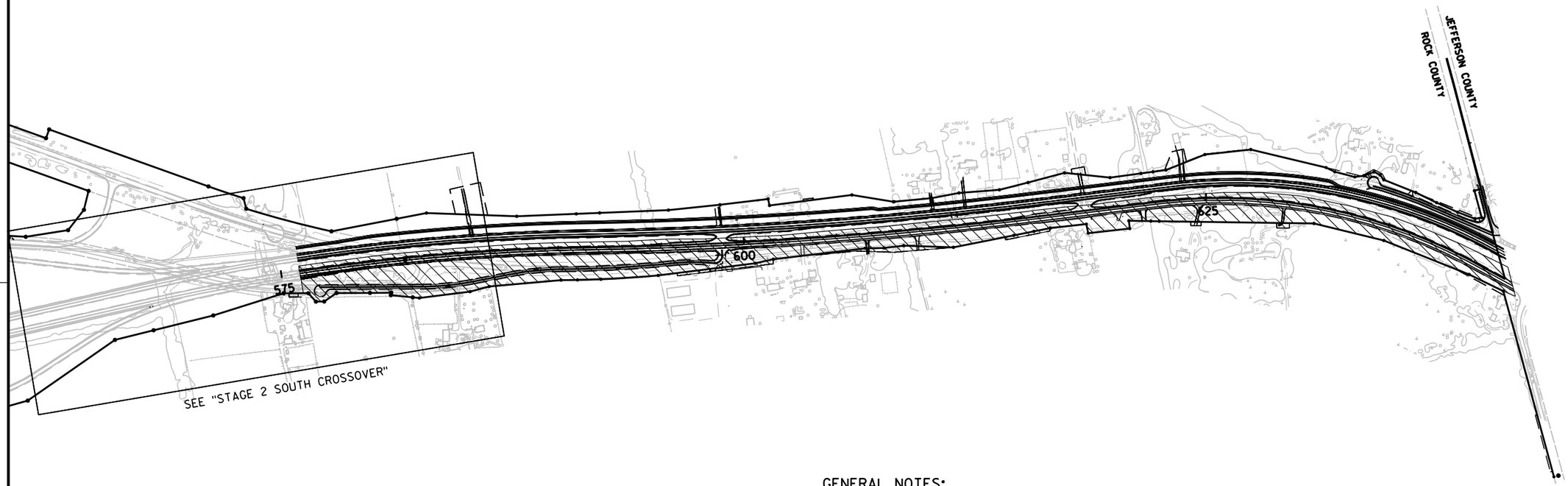
END ROAD WORK G20-2A 48" X 24" Ⓓ

ROAD CLOSED R11-2 48" X 30" Ⓔ

ROAD CLOSED AHEAD W20-3 Ⓕ

ROAD CLOSED 500 FT W20-3 Ⓒ

N



STAGE 2 WORK

COMPLETE NB LANES FROM STA. 576+00 TO STA. 655+00.

COMPLETE SB LANES FROM STA. 658+00 TO STA. 831+81.

COMPLETE REMAINDER OF CTH N RAMP H.

COMPLETE TRAYNOR CT. AH FRONTAGE ROAD.

COMPLETE COUNTY LINE RD. & BAR RD. EAST OF STH 26.

COMPLETE HAMER LN.

COMPLETE WEST JUG HANDLE JW, OLD 26 DN, KOSHKONONG LAKE RD., POND RD., & STRUCTURE B-28-131.

COMPLETE MULTI-USE PATH FROM STA. 658+00 TO STA. 825+00.

GENERAL NOTES:

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL IN "USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXITING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 2 ADVANCE SIGNING	SHEET	E

2

LEGEND

WORK ZONE

TRAFFIC FLOW ARROWS

SIGN ON POST

TYPE III BARRICADE W/WO SIGN

Ⓐ ROAD WORK AHEAD W20-1

Ⓑ ROAD WORK 1000 FT W20-1

Ⓒ ROAD WORK 500 FT W20-1

Ⓓ END ROAD WORK G20-2A 48" X 24"

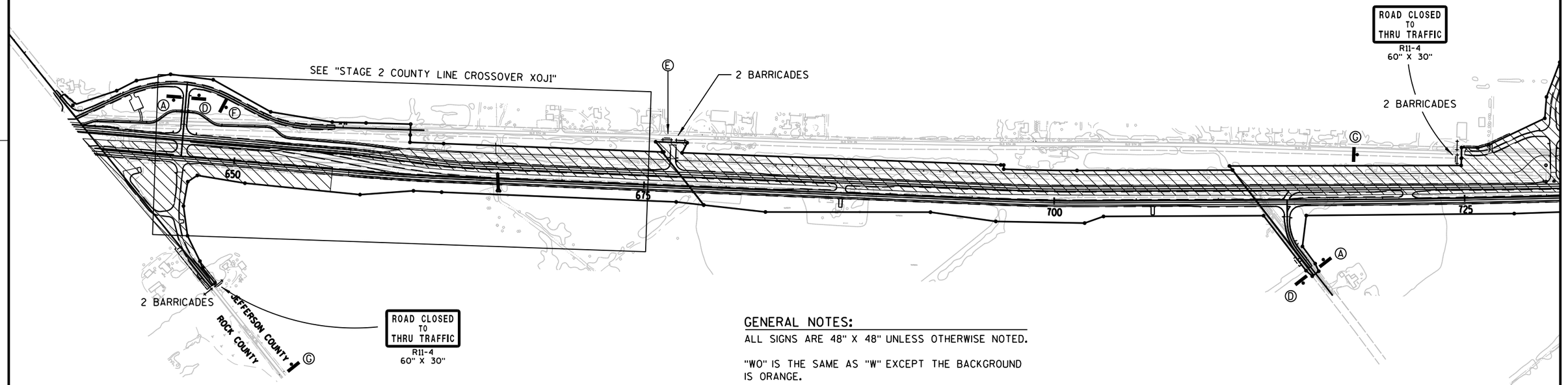
Ⓔ ROAD CLOSED R11-2 48" X 30"

Ⓕ ROAD CLOSED AHEAD W20-3

Ⓖ ROAD CLOSED 500 FT W20-3

N

2



Ⓕ PLACE AT NEAREST INTERSECTION

SEE SDD "BARRICADES & SIGNS FOR SIDE ROAD CLOSURES" FOR TRAFFIC CONTROL DURING COUNTY LINE RD., HAMER LN., & OLD 26 DN CLOSURE.

GENERAL NOTES:

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 2 ADVANCE SIGNING	SHEET	E

LEGEND

WORK ZONE

TRAFFIC FLOW ARROWS

SIGN ON POST

TYPE III BARRICADE W/WO SIGN

Ⓐ ROAD WORK AHEAD W20-1

Ⓑ ROAD WORK 1000 FT W20-1

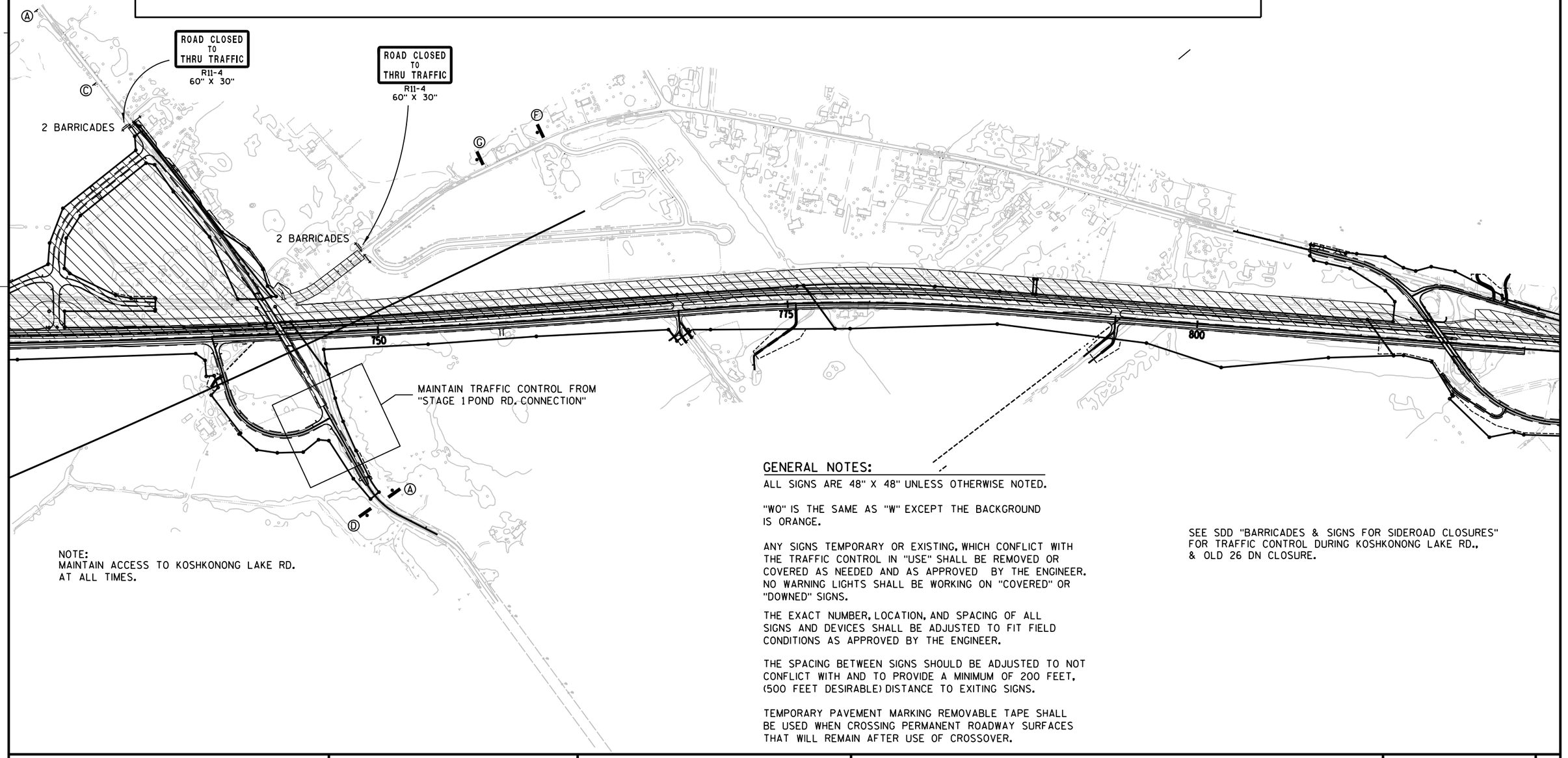
Ⓒ ROAD WORK 500 FT W20-1

Ⓓ END ROAD WORK G20-2A 48" X 24"

Ⓔ ROAD CLOSED R11-2 48" X 30"

Ⓕ ROAD CLOSED AHEAD W20-3

Ⓖ ROAD CLOSED 500 FT W20-3



NOTE:
MAINTAIN ACCESS TO KOSHKONONG LAKE RD. AT ALL TIMES.

GENERAL NOTES:

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SEE SDD "BARRICADES & SIGNS FOR SIDEROAD CLOSURES" FOR TRAFFIC CONTROL DURING KOSHKONONG LAKE RD., & OLD 26 DN CLOSURE.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 2 ADVANCE SIGNING	SHEET	E

2

LEGEND

WORK ZONE

TRAFFIC FLOW ARROWS

SIGN ON POST

TYPE III BARRICADE W/WO SIGN

Ⓐ ROAD WORK AHEAD W20-1

Ⓑ ROAD WORK 1000 FT W20-1

Ⓒ ROAD WORK 500 FT W20-1

Ⓓ END ROAD WORK G20-2A 48" X 24"

Ⓔ ROAD CLOSED R11-2 48" X 30"

Ⓕ ROAD CLOSED AHEAD W20-3

Ⓖ ROAD CLOSED 500 FT W20-3

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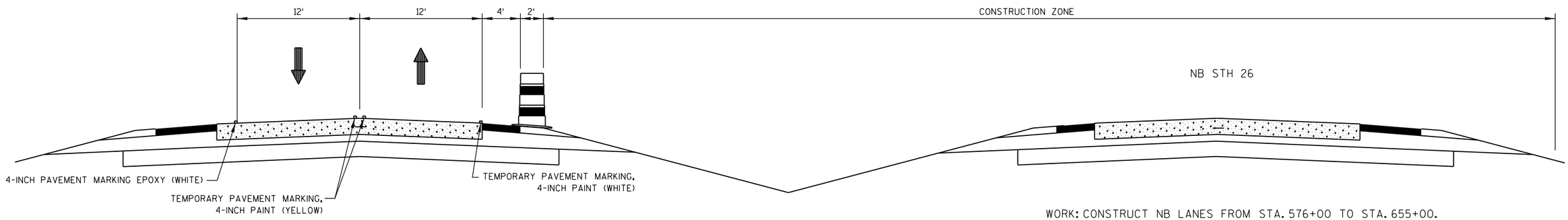
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 2 ADVANCE SIGNING	SHEET	E

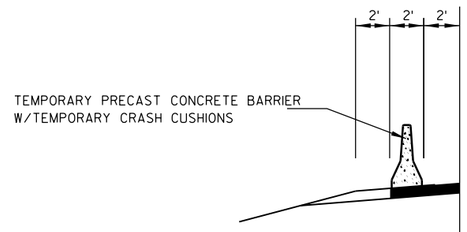
2



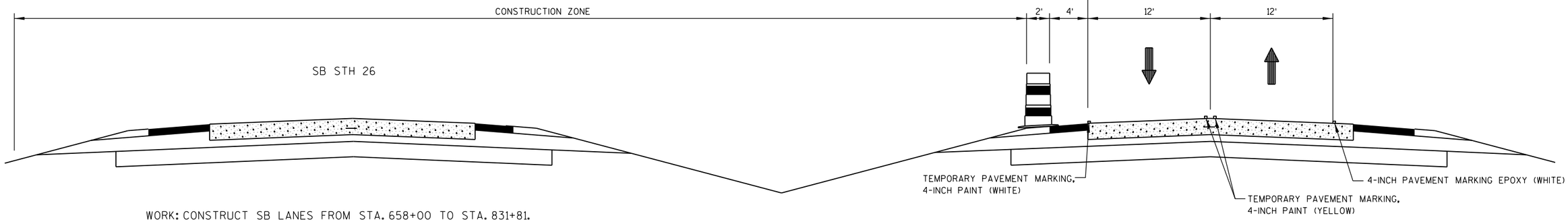
WORK: CONSTRUCT NB LANES FROM STA. 576+00 TO STA. 655+00.

CONSTRUCTION STAGE 2 TYPICAL SECTION

STA. 576+00 - STA. 666+00



STA. 741+50 - STA. 746+50
B-28-131 CONSTRUCTION



WORK: CONSTRUCT SB LANES FROM STA. 658+00 TO STA. 831+81.

CONSTRUCTION STAGE 2 TYPICAL SECTION

STA. 666+00 - STA. 840+00

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 2	SHEET	E

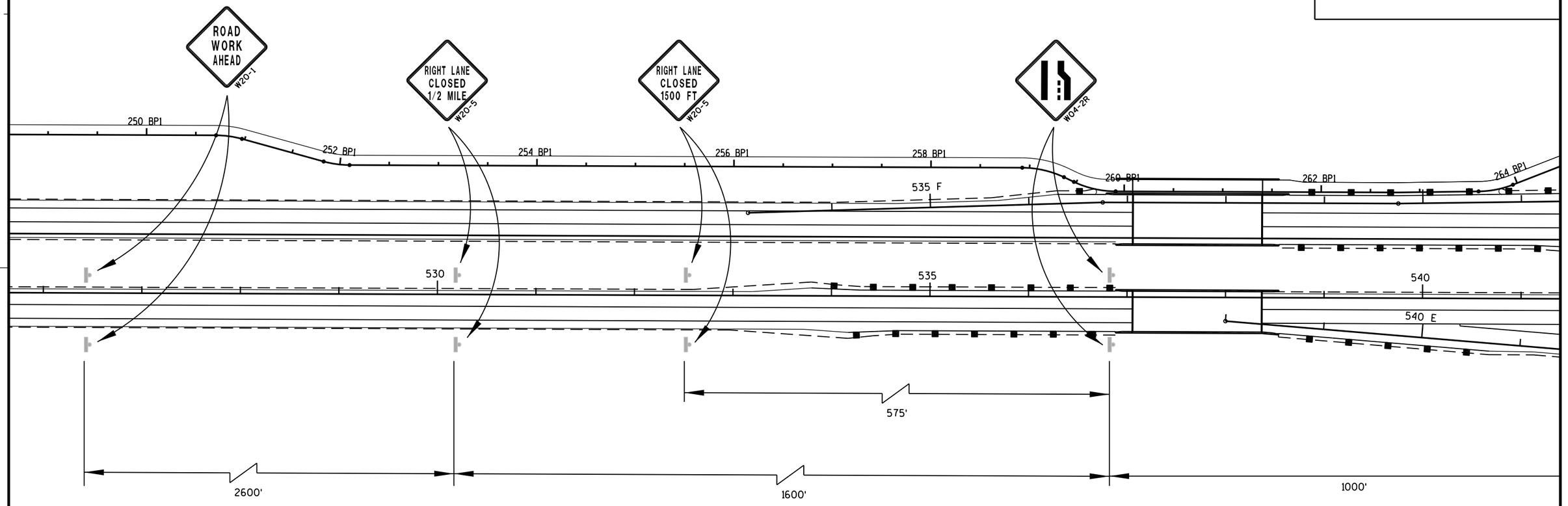
2

2

N

LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- DRUM W/WO LIGHT



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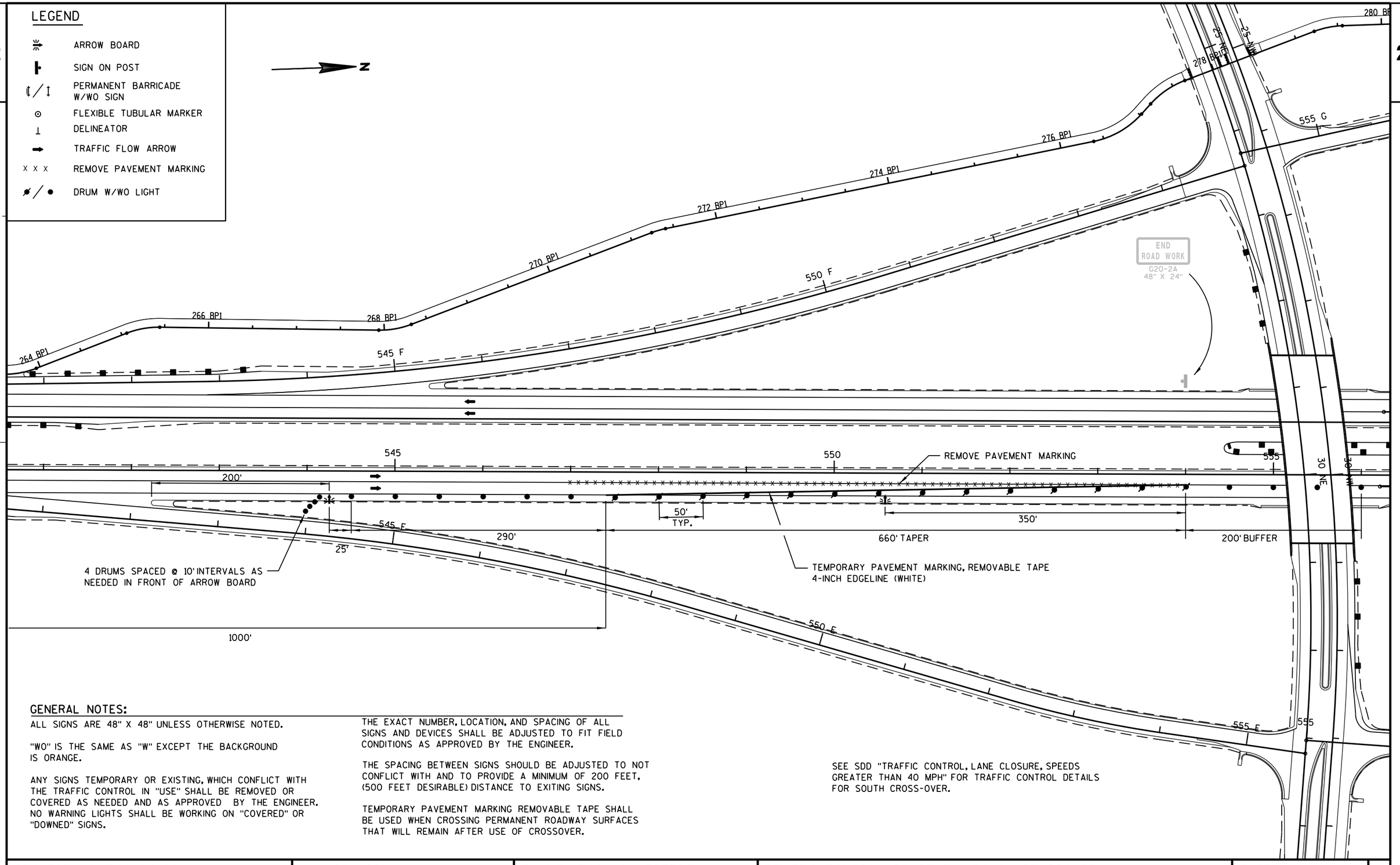
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 MPH" FOR TRAFFIC CONTROL DETAILS FOR SOUTH CROSS-OVER.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL STAGE 2 - SOUTH CROSSOVER	SHEET	E

LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- DRUM W/WO LIGHT



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL STAGE 2 - SOUTH CROSSOVER	SHEET E

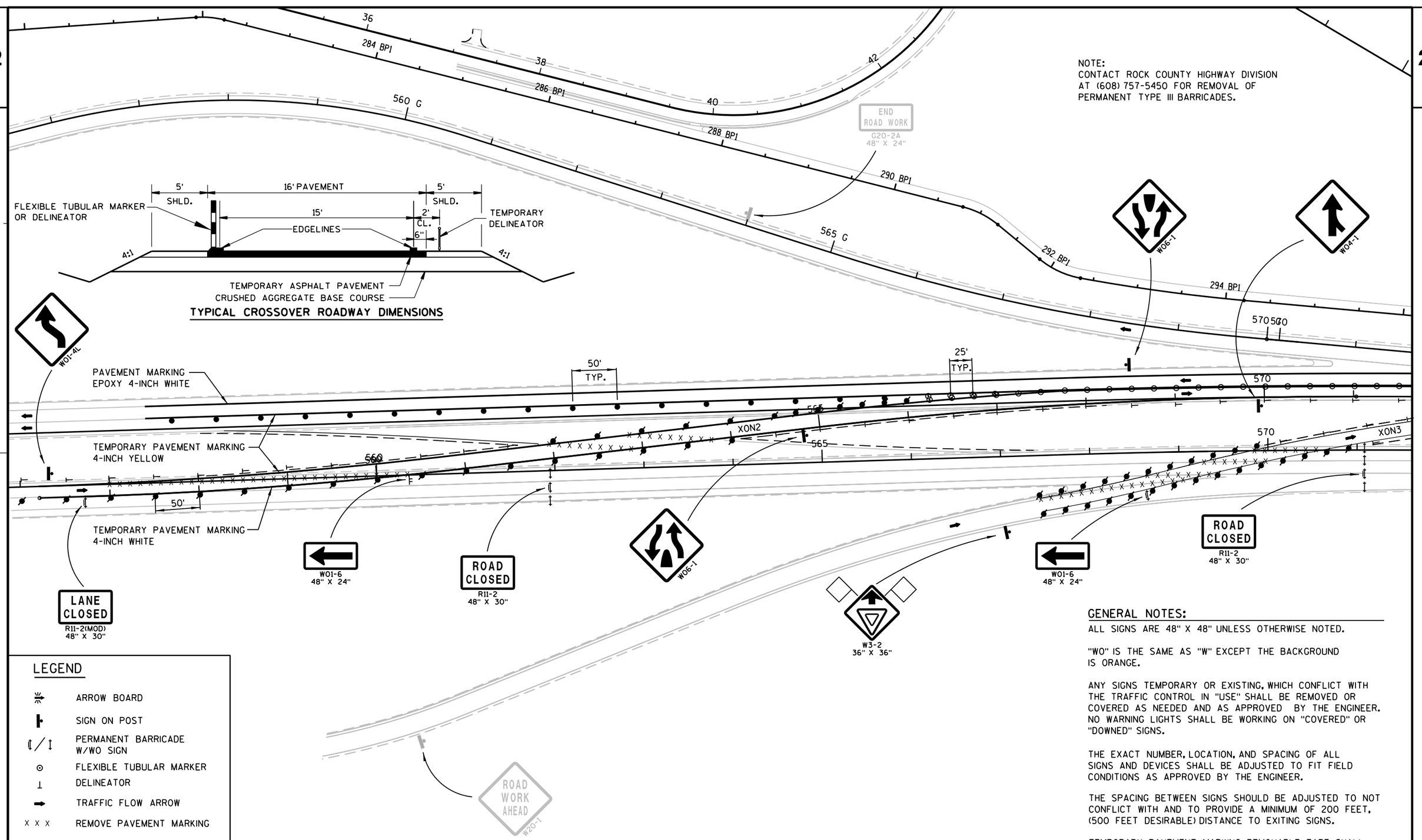
FILE NAME : R:\Projects\d1_13900480\025207_tc.dgn PLOT DATE : 27-NOV-2012 12:40 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42

2

NOTE:
CONTACT ROCK COUNTY HIGHWAY DIVISION AT (608) 757-5450 FOR REMOVAL OF PERMANENT TYPE III BARRICADES.

TYPICAL CROSSOVER ROADWAY DIMENSIONS



LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
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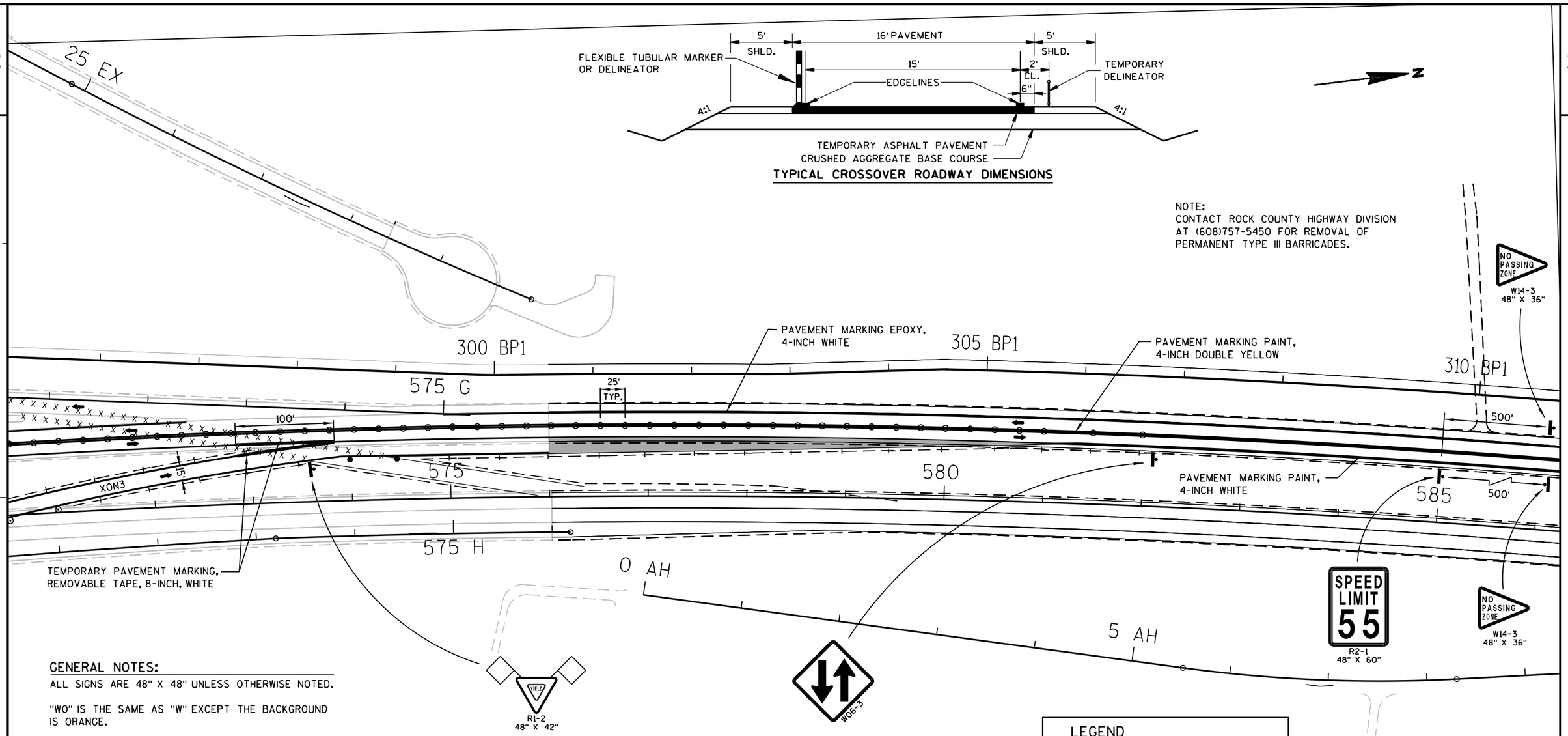
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL STAGE 2 - SOUTH CROSSOVER	SHEET	E



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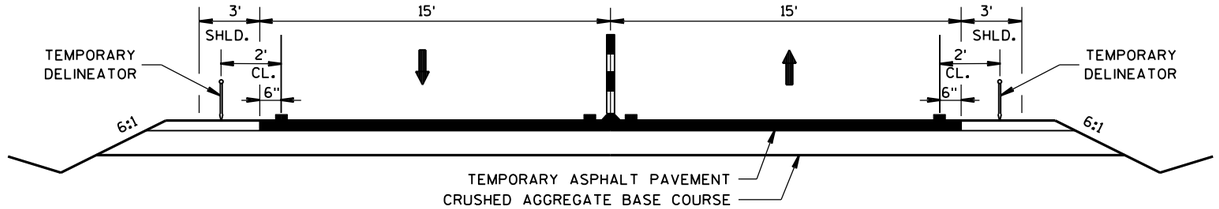
LEGEND

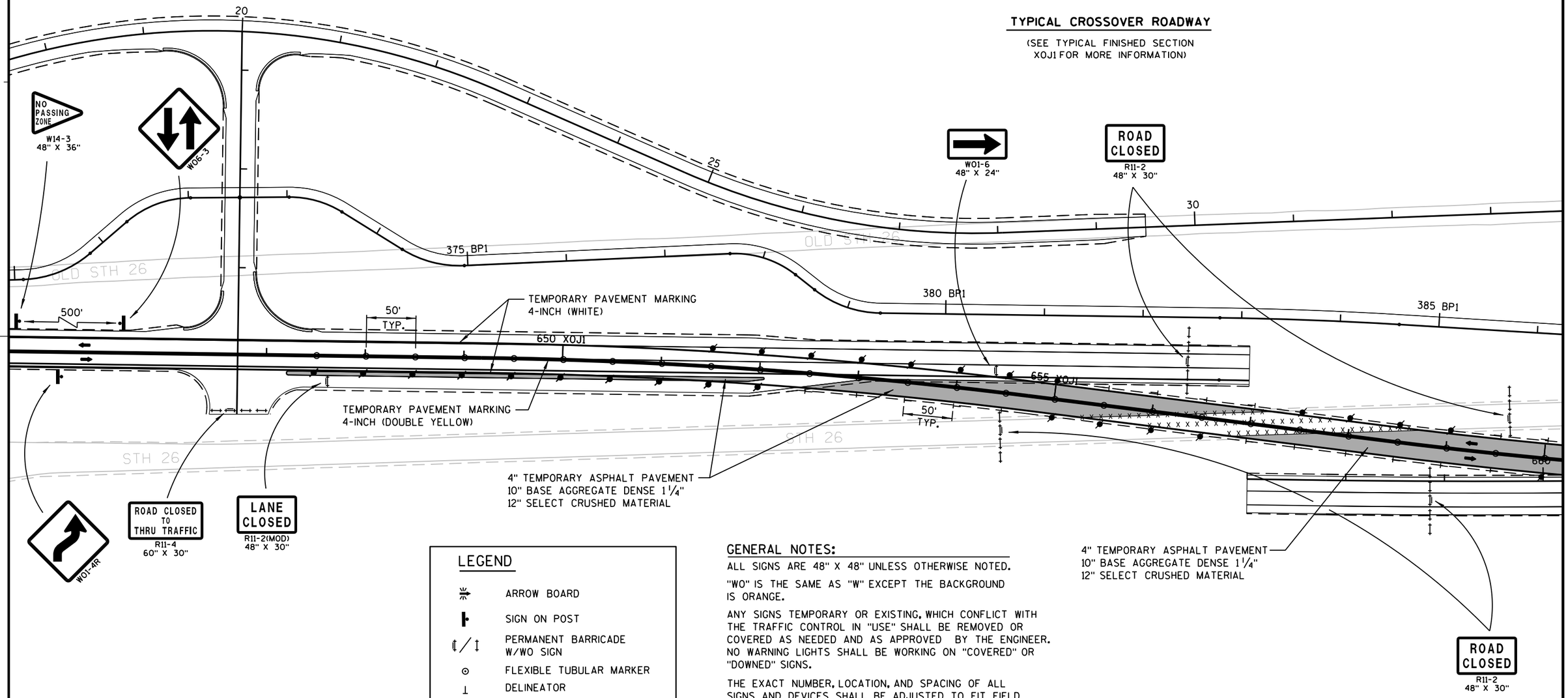
- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- DRUM W/WO LIGHT

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL STAGE 2 - SOUTH CROSSOVER	SHEET	E



TYPICAL CROSSOVER ROADWAY

(SEE TYPICAL FINISHED SECTION XOJ1 FOR MORE INFORMATION)



LEGEND

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- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
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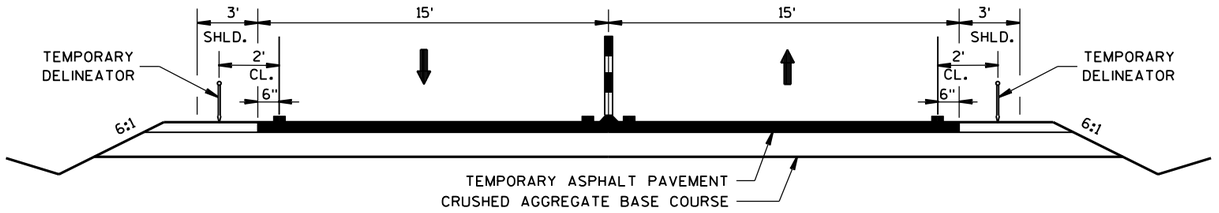
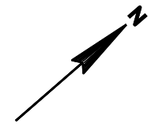
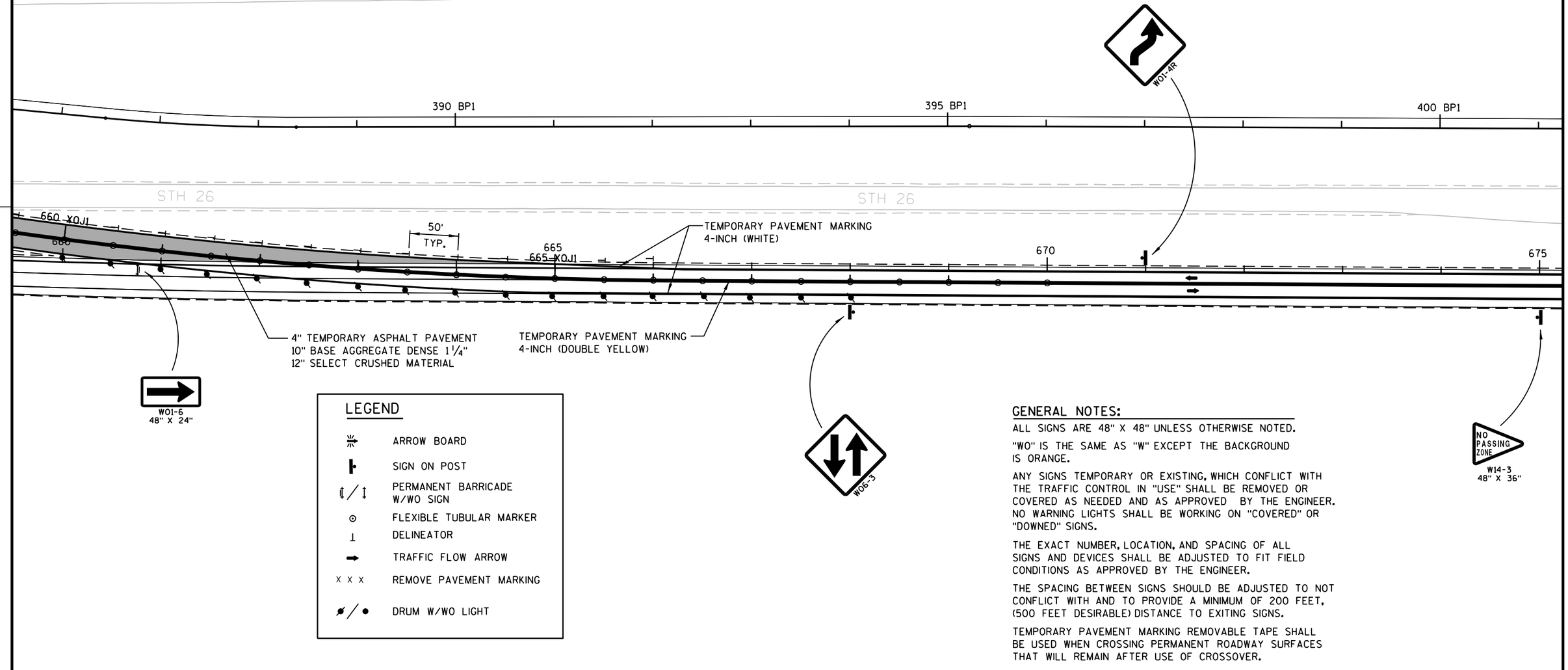
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL STAGE 2 - COUNTY LINE CROSSOVER XOJ1	SHEET	E



TYPICAL CROSSOVER ROADWAY

(SEE TYPICAL FINISHED SECTION XOJ1 FOR MORE INFORMATION)





LEGEND

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- PERMANENT BARRICADE W/WO SIGN
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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL STAGE 2 - COUNTY LINE CROSSOVER XOJ1	SHEET	E

NOTE:
CONTACT JEFFERSON COUNTY HIGHWAY DEPARTMENT
AT (920) 674-7390 FOR REMOVAL
OF PERMANENT TYPE III BARRICADES.

GENERAL NOTES:

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL IN "USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

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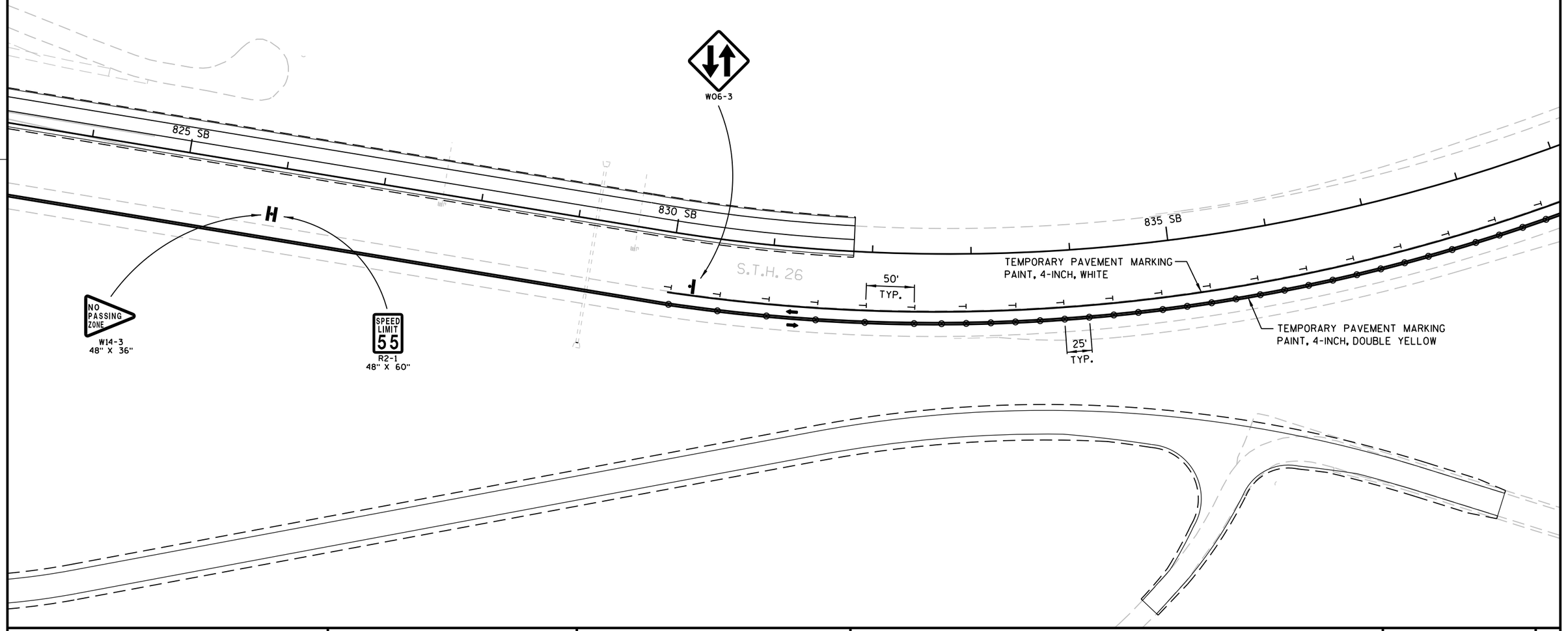
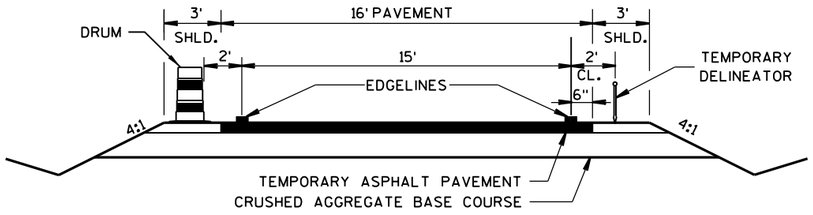
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- DRUM W/WO LIGHT



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 2 NORTH CROSSOVER XOJ2 & XOJ3	SHEET	E



TYPICAL CROSSOVER ROADWAY DIMENSIONS

(SEE TYPICAL FINISHED SECTION XOJ3 FOR MORE INFORMATION)

GENERAL NOTES:

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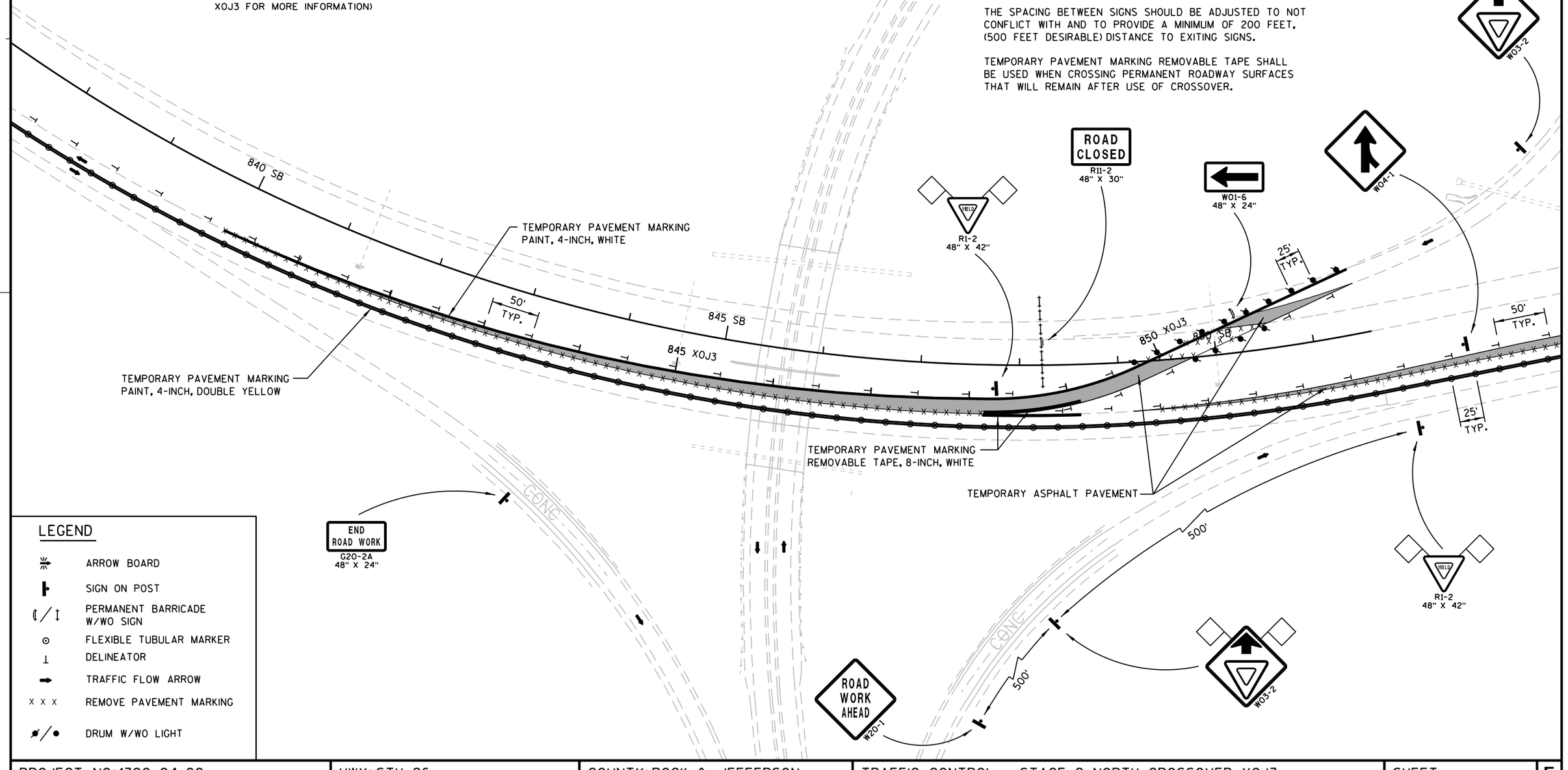

LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- DRUM W/WO LIGHT

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 2 NORTH CROSSOVER XOJ3	SHEET	E

2

GENERAL NOTES:

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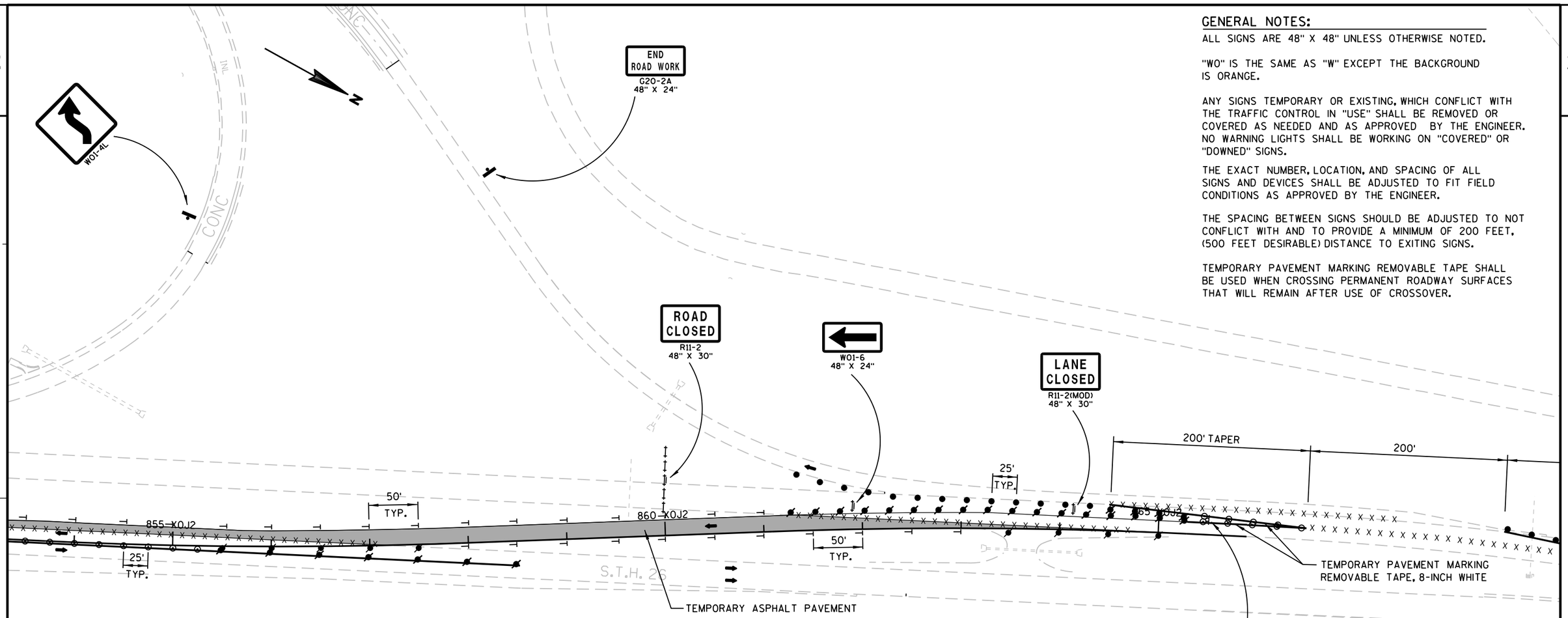
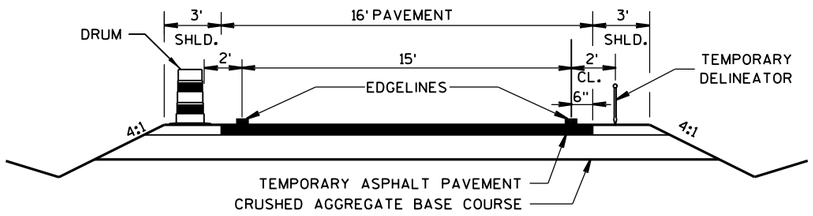
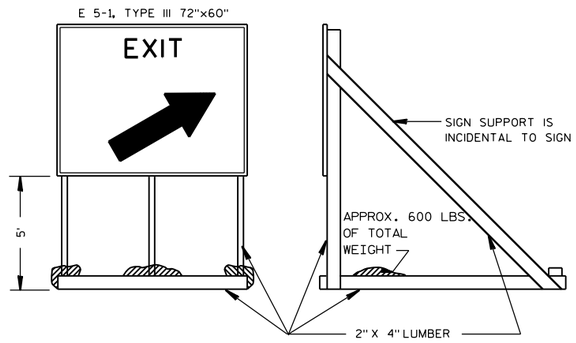




TYPICAL CROSSOVER ROADWAY DIMENSIONS

(SEE TYPICAL FINISHED SECTION XOJ2 FOR MORE INFORMATION)



MOUNTING DETAIL FOR MOVABLE EXIT SIGN

LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- DRUM W/WO LIGHT

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 2 NORTH CROSSOVER XOJ2	SHEET	E

2

GENERAL NOTES:

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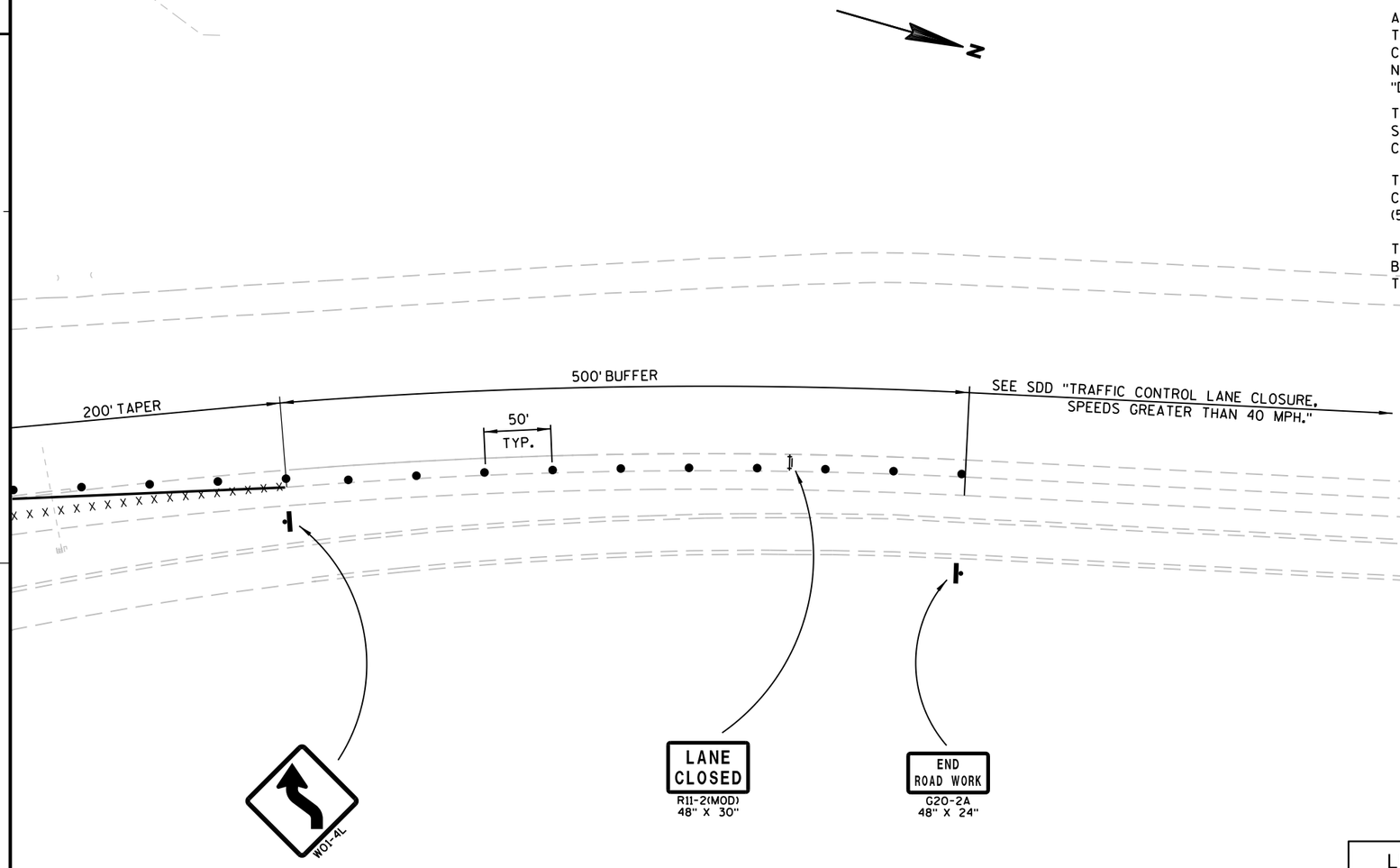
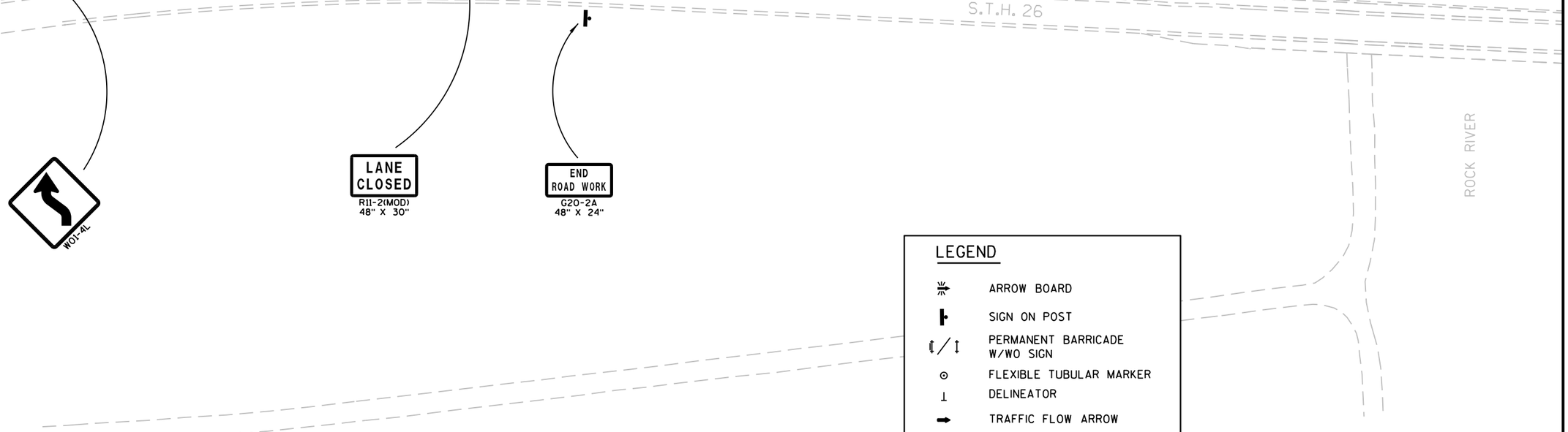




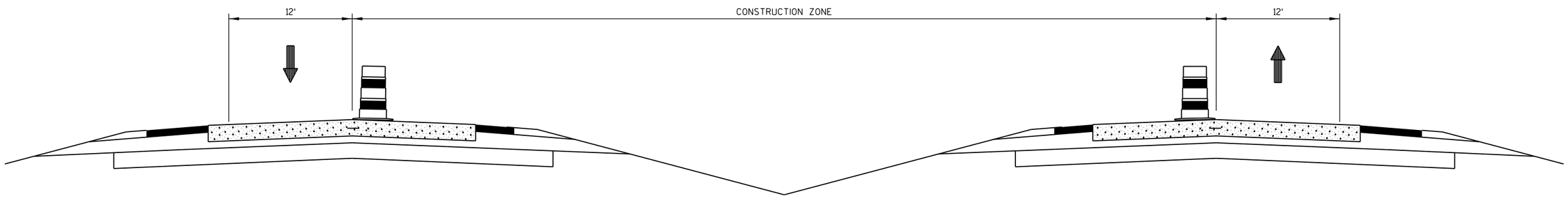
LEGEND

- ARROW BOARD
- SIGN ON POST
- PERMANENT BARRICADE W/WO SIGN
- FLEXIBLE TUBULAR MARKER
- DELINEATOR
- TRAFFIC FLOW ARROW
- X X X REMOVE PAVEMENT MARKING
- DRUM W/WO LIGHT

2

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 2 NORTH CROSSOVER X0J2	SHEET	E

2



CONSTRUCTION STAGE 3 TYPICAL SECTION

STH 26
STA. 555+00 - STA. 860+00

WORK: REMOVE CROSS-OVERS XON1, XON2, XON3, XON5, XOJ1, XOJ2 & XOJ3.
COMPLETE ANY REMAINING WORK AT MEDIAN CROSS-OVERS.

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 3	SHEET	E

2

LEGEND

WORK ZONE

TRAFFIC FLOW ARROWS

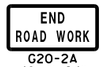
SIGN ON POST

TYPE III BARRICADE W/WO SIGN

Ⓐ

Ⓑ

Ⓒ



G20-2A
48" X 24"
Ⓓ

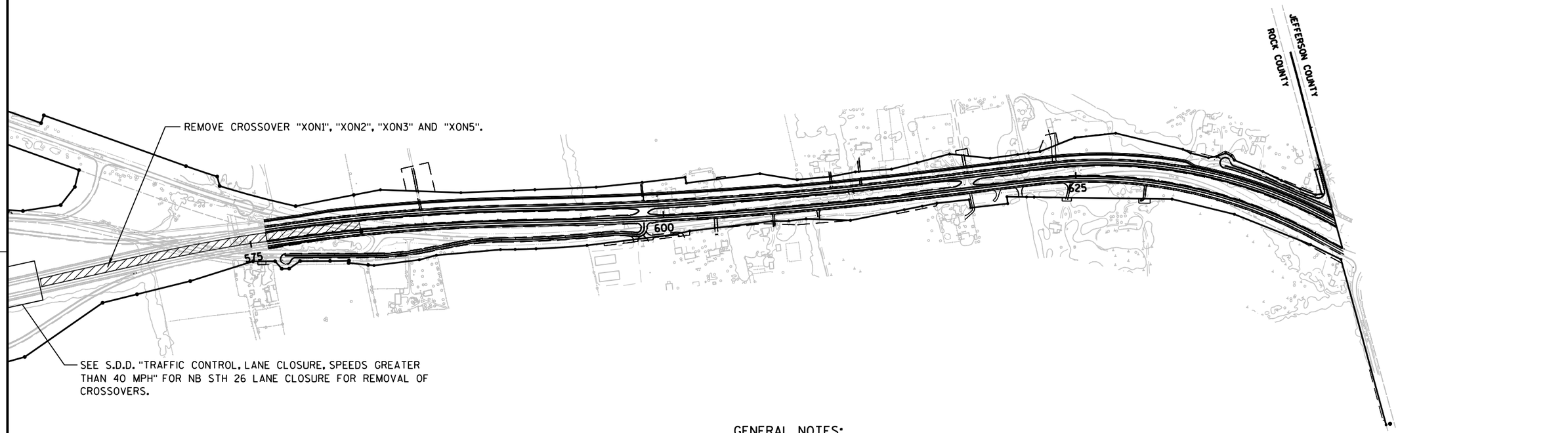
R11-2
48" X 30"
Ⓔ

Ⓕ

Ⓒ

N

2



STAGE 3 WORK

REMOVE CROSS-OVERS XON1, XON2, XON3, XON5, XOJ1, XOJ2 & XOJ3.
CONSTRUCT CORRUGATED MEDIAN ON SB 26 AT COUNTY LINE RD.
CONSTRUCT VICKERMAN RD. ISLAND.
CONSTRUCT EAST JUG HANDLE ISLAND.
COMPLETE ANY REMAINING MEDIAN WORK.

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 3 ADVANCE SIGNING	SHEET	E

LEGEND

WORK ZONE

TRAFFIC FLOW ARROWS

SIGN ON POST

TYPE III BARRICADE W/WO SIGN

Ⓐ ROAD WORK AHEAD W20-1

Ⓑ ROAD WORK 1000 FT W20-1

Ⓒ ROAD WORK 500 FT W20-1

Ⓓ END ROAD WORK G20-2A 48" X 24"

Ⓔ ROAD CLOSED R11-2 48" X 30"

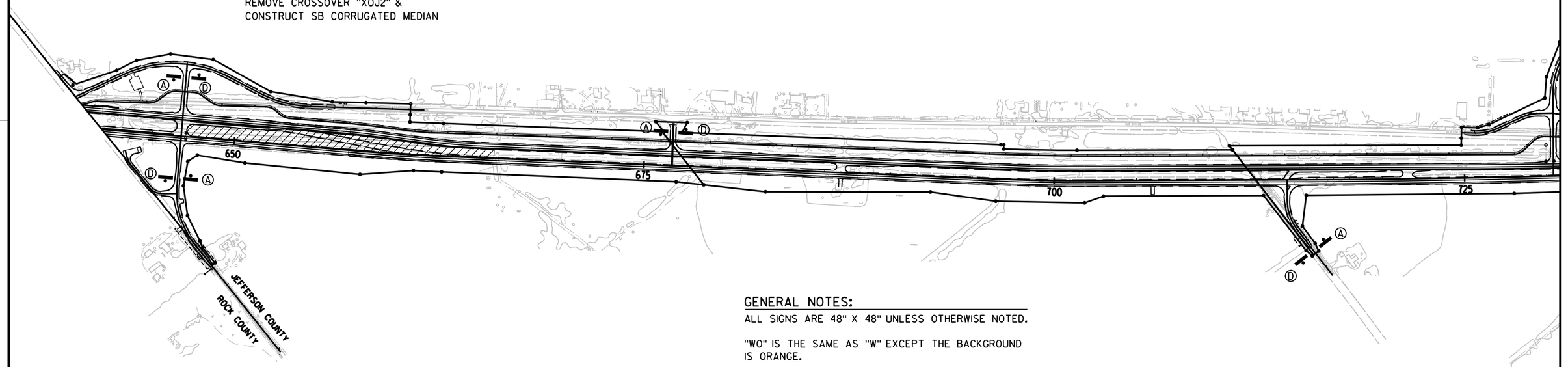
Ⓕ ROAD CLOSED AHEAD W20-3

Ⓖ ROAD CLOSED 500 FT W20-3

N

2

REMOVE CROSSOVER "XOJ2" &
CONSTRUCT SB CORRUGATED MEDIAN



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 3 ADVANCE SIGNING	SHEET	E

2

LEGEND

- WORK ZONE
- TRAFFIC FLOW ARROWS
- SIGN ON POST
- TYPE III BARRICADE W/WO SIGN

Ⓐ ROAD WORK AHEAD W20-1

Ⓑ ROAD WORK 1000 FT W20-1

Ⓒ ROAD WORK 500 FT W20-1

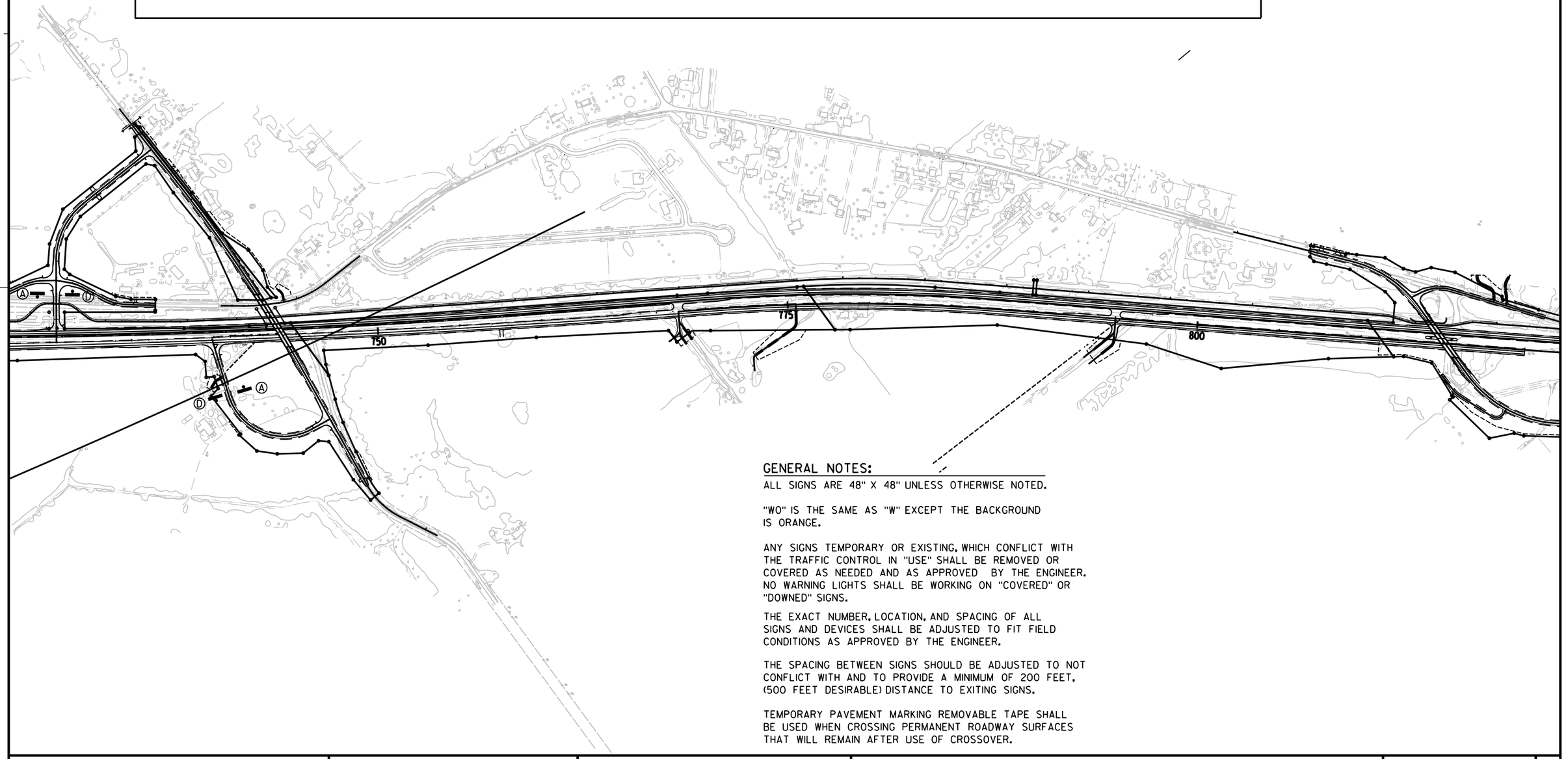
Ⓓ END ROAD WORK G20-2A 48" X 24"

Ⓔ ROAD CLOSED R11-2 48" X 30"

Ⓕ ROAD CLOSED AHEAD W20-3

Ⓖ ROAD CLOSED 500 FT W20-3

N



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 3 ADVANCE SIGNING	SHEET	E

2

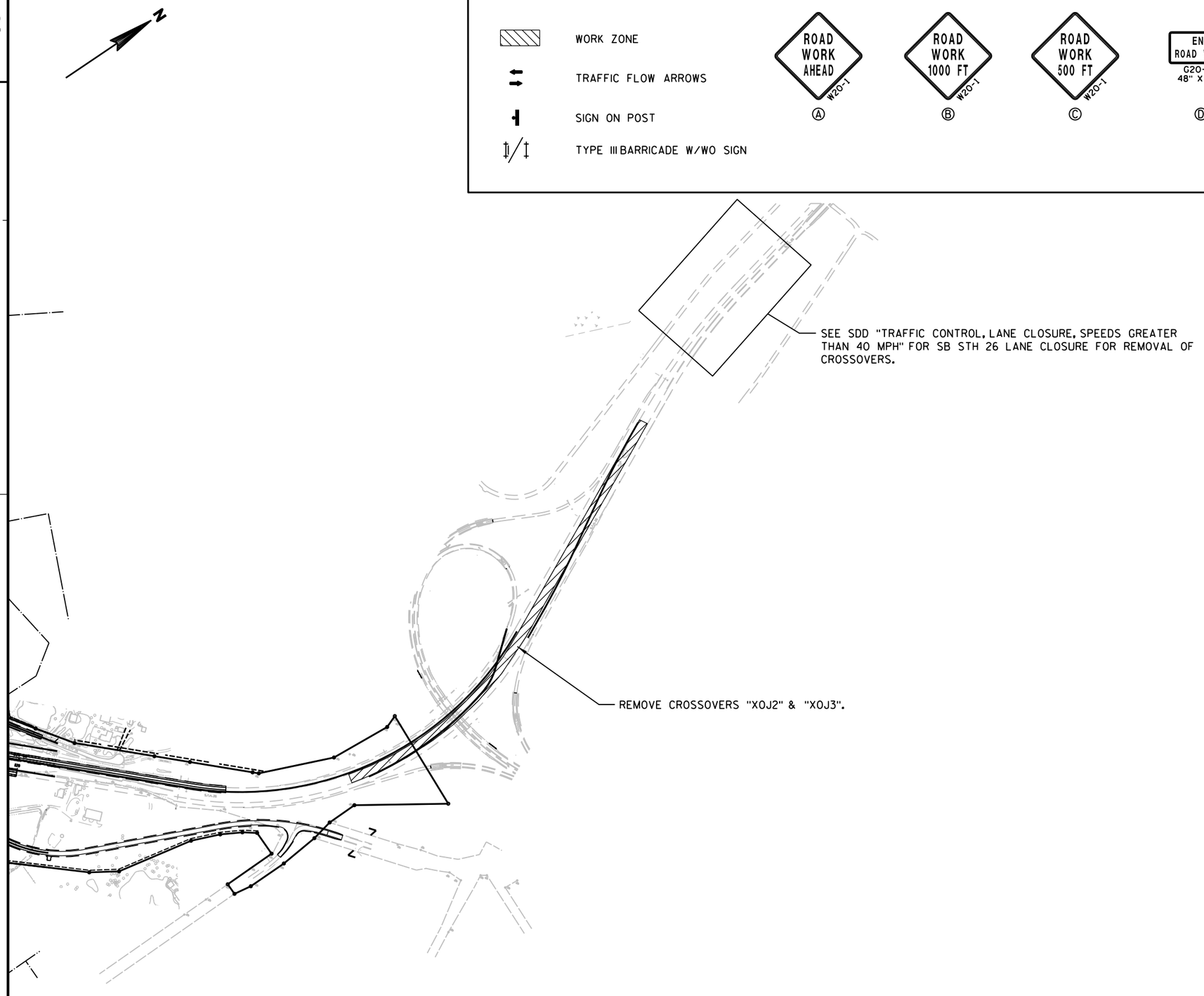
LEGEND

WORK ZONE

TRAFFIC FLOW ARROWS

SIGN ON POST

TYPE III BARRICADE W/WO SIGN



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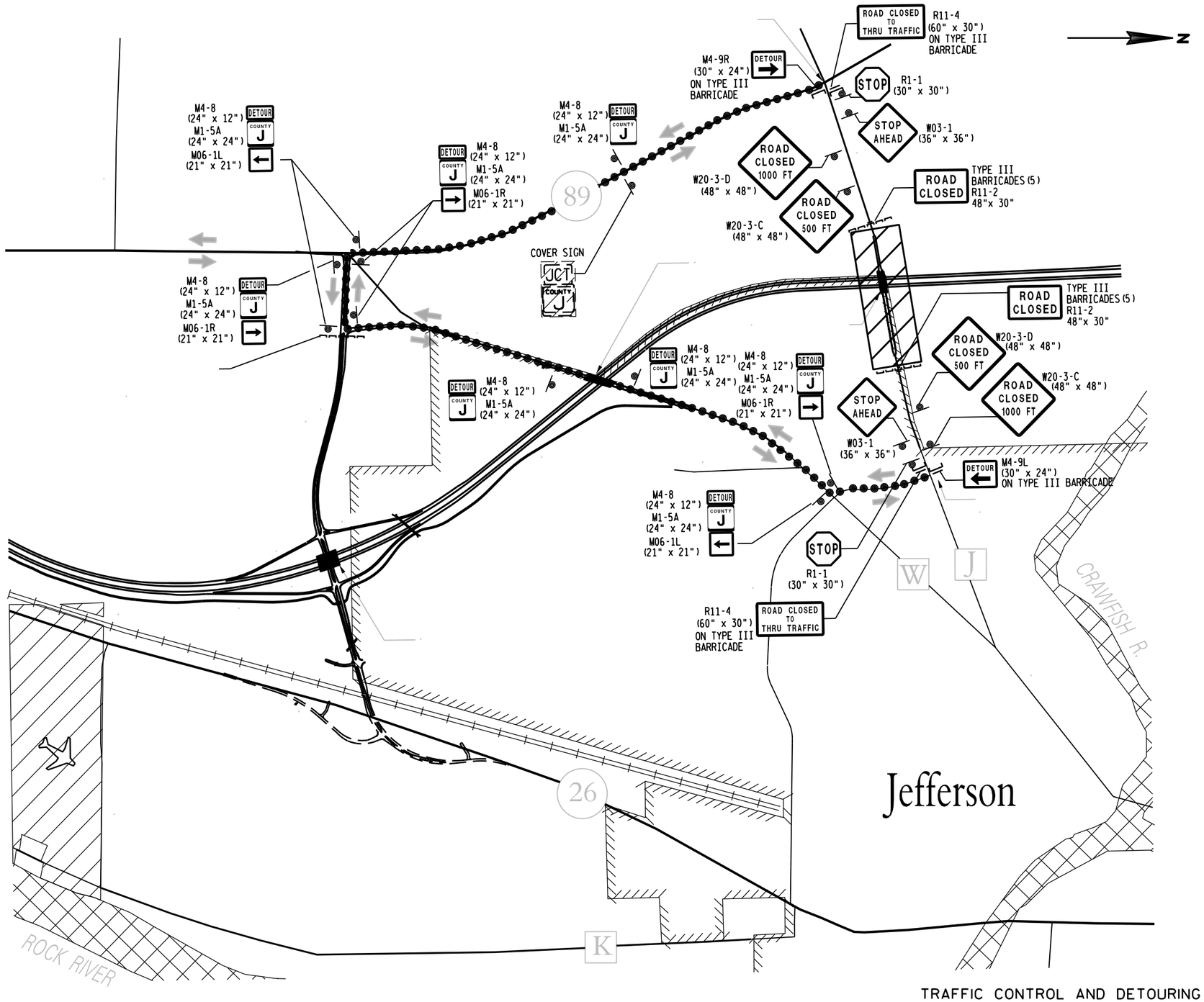
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL - STAGE 3 ADVANCE SIGNING	SHEET	E

2



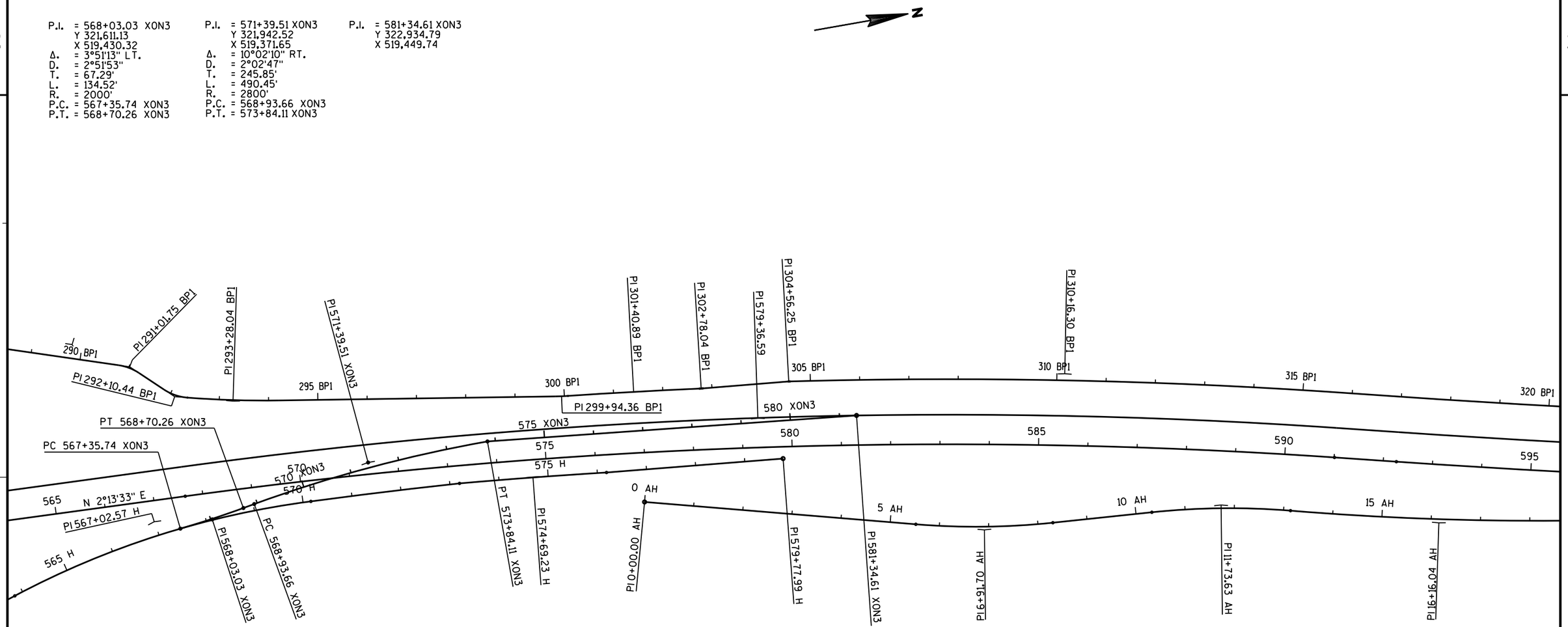
TRAFFIC CONTROL AND DETOURING - CTH W AND CTH J

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	TRAFFIC CONTROL	SHEET	E

P.I. = 568+03.03 XON3
Y 321,611.13
X 519,430.32
Δ. = 3°51'13" LT.
D. = 2°51'53"
T. = 67.29'
L. = 134.52'
R. = 2000'
P.C. = 567+35.74 XON3
P.T. = 568+70.26 XON3

P.I. = 571+39.51 XON3
Y 321,942.52
X 519,371.65
Δ. = 10°02'10" RT.
D. = 2°02'47"
T. = 245.85'
L. = 490.45'
R. = 2800'
P.C. = 568+93.66 XON3
P.T. = 573+84.11 XON3

P.I. = 581+34.61 XON3
Y 322,934.79
X 519,449.74



P.I. = 579+36.58
Y 322736.81
X 519420.116
Δ. = 11°40'57" RT.
D. = 0°30'00"
T. = 1172.32'
L. = 2336.51'
R. = 11459.16'
P.C. = 567+64.27
P.T. = 591+00.78

P.I. = 567+02.57 H
Y 321,494.53
X 519,414.55
Δ. = 20°35'43" RT.
D. = 3°15'00"
T. = 320.31'
L. = 633.70'
R. = 1,762.95'
P.C. = 563+82.26 H
P.T. = 570+15.96 H

P.I. = 574+69.23 H
Y 322,266.75
X 519,458.63
Δ. = 1°30'00" RT.
D. = 0°30'00"
T. = 149.54'
L. = 299.06'
R. = 11,423.14'
P.C. = 573+19.69 H
P.T. = 576+18.75 H

P.I. = 579+77.99 H
Y 322,772.91
X 519,509.99

P.I. = 0+00.00 AH
Y 322,480.92
X 519,547.81

P.I. = 6+91.70 AH
Y 323,149.987
X 519,723.320
Δ. = 10°42'29" LT.
D. = 3°50'43"
T. = 139.64'
L. = 278.47'
R. = 1,490.00'
P.C. = 5+52.06 AH
P.T. = 8+30.53 AH

P.I. = 11+73.63 AH
Y 323,631.559
X 519,756.914
Δ. = 10°41'13" RT.
D. = 3°47'40"
T. = 141.23'
L. = 281.65'
R. = 1,510.00'
P.C. = 10+32.40 AH
P.T. = 13+14.05 AH

P.I. = 16+16.04 AH
Y 324,060.320
X 519,869.217
Δ. = 5°36'33" LT.
D. = 0°55'46"
T. = 301.99'
L. = 603.50'
R. = 6,164.70'
P.C. = 13+14.05 AH
P.T. = 19+17.54 AH

P.I. = 291+01.75 BP1
Y 321,500.031
X 519,096.597
Δ. = 25°21'04" RT.
D. = 57°17'45"
T. = 22.49'
L. = 44.25'
R. = 100.00'
P.C. = 290+79.26 BP1
P.T. = 291+23.50 BP1

P.I. = 292+10.44 BP1
Y 321,579.323
X 519,172.021
Δ. = 29°12'22" LT.
D. = 57°17'45"
T. = 26.05'
L. = 50.97'
R. = 100.00'
P.C. = 291+84.39 BP1
P.T. = 292+35.37 BP1

P.I. = 293+28.04 BP1
Y 321,694.341
X 519,201.471
Δ. = 5°11'45" LT.
D. = 2°48'19"
T. = 92.68'
L. = 185.22'
R. = 2,042.48'
P.C. = 292+35.37 BP1
P.T. = 294+20.59 BP1

P.I. = 299+94.36 BP1
Y 322,352.274
X 519,307.631
Δ. = 2°59'45" LT.
D. = 11°27'33"
T. = 13.07'
L. = 26.14'
R. = 500.00'
P.C. = 299+81.28 BP1
P.T. = 300+07.42 BP1

P.I. = 301+40.89 BP1
Y 322,497.969
X 519,323.382
Δ. = 1°19'13" RT.
D. = 0°29'41"
T. = 133.47'
L. = 266.93'
R. = 11,583.16'
P.C. = 300+07.42 BP1
P.T. = 302+74.35 BP1

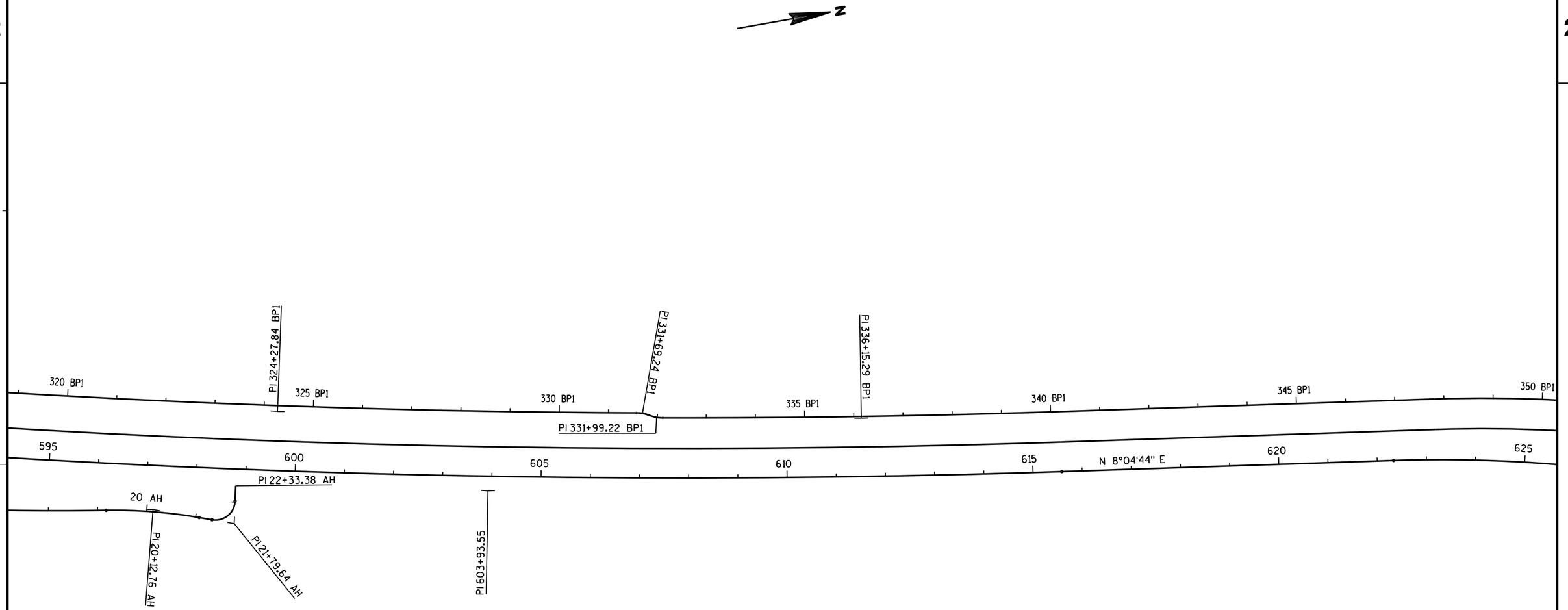
P.I. = 302+78.04 BP1
Y 322,633.958
X 519,341.262
Δ. = 2°06'50" LT.
D. = 28°38'52"
T. = 3.69'
L. = 7.38'
R. = 200.00'
P.C. = 302+74.35 BP1
P.T. = 302+81.73 BP1

P.I. = 304+56.25 BP1
Y 322,811.384
X 519,357.960
Δ. = 3°01'32" RT.
D. = 57°17'45"
T. = 2.64'
L. = 5.28'
R. = 100.00'
P.C. = 304+53.61 BP1
P.T. = 304+58.89 BP1

P.I. = 310+16.30 BP1
Y 323,365.420
X 519,439.795
Δ. = 5°30'23" RT.
D. = 0°29'40"
T. = 557.41'
L. = 1,113.96'
R. = 11,591.17'
P.C. = 304+58.89 BP1
P.T. = 315+72.85 BP1

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	ALIGNMENT LAYOUT DETAILS	SHEET	E

2



P.I. = 20+12.76 AH
Y 324,452.559
X 519,931.821
Δ. = 10°46'15" RT.
D. = 5°40'22"
T. = 95.21'
L. = 189.87'
R. = 1,010.00'
P.C. = 19+17.54 AH
P.T. = 21+07.41 AH

P.I. = 21+79.64 AH
Y 324,610.063
X 519,988.648
Δ. = 97°33'55" LT.
D. = 143°14'22"
T. = 45.66'
L. = 68.11'
R. = 40.00'
P.C. = 21+33.97 AH
P.T. = 22+02.09 AH

P.I. = 22+33.38 AH
Y 324,626.42
X 519,913.45

P.I. = 603+93.55
Y 325,129.62
X 520,012.65
Δ. = 5°49'47" LT.
D. = 0°15'00"
T. = 1,166.93'
L. = 2,331.84'
R. = 22,918.31'
P.C. = 592+26.62
P.T. = 615+58.46

P.I. = 324+27.84 BP1
Y 324,736.413
X 519,779.297
Δ. = 3°39'57" LT.
D. = 0°15'05"
T. = 729.17'
L. = 1,457.85'
R. = 22,786.30'
P.C. = 316+98.67 BP1
P.T. = 331+56.52 BP1

P.I. = 331+69.24 BP1
Y 325,466.489
X 519,911.221
Δ. = 19°15'39" RT.
D. = 76°23'40"
T. = 12.73'
L. = 25.21'
R. = 75.00'
P.C. = 331+56.52 BP1
P.T. = 331+81.73 BP1

P.I. = 331+99.22 BP1
Y 325,492.784
X 519,926.100
Δ. = 19°23'48" LT.
D. = 76°23'40"
T. = 12.82'
L. = 25.39'
R. = 75.00'
P.C. = 331+86.40 BP1
P.T. = 332+11.79 BP1

P.I. = 336+15.29 BP1
Y 325,902.639
X 519,999.157
Δ. = 2°01'41" LT.
D. = 0°15'05"
T. = 403.50'
L. = 806.91'
R. = 22,796.30'
P.C. = 332+11.79 BP1
P.T. = 340+18.70 BP1

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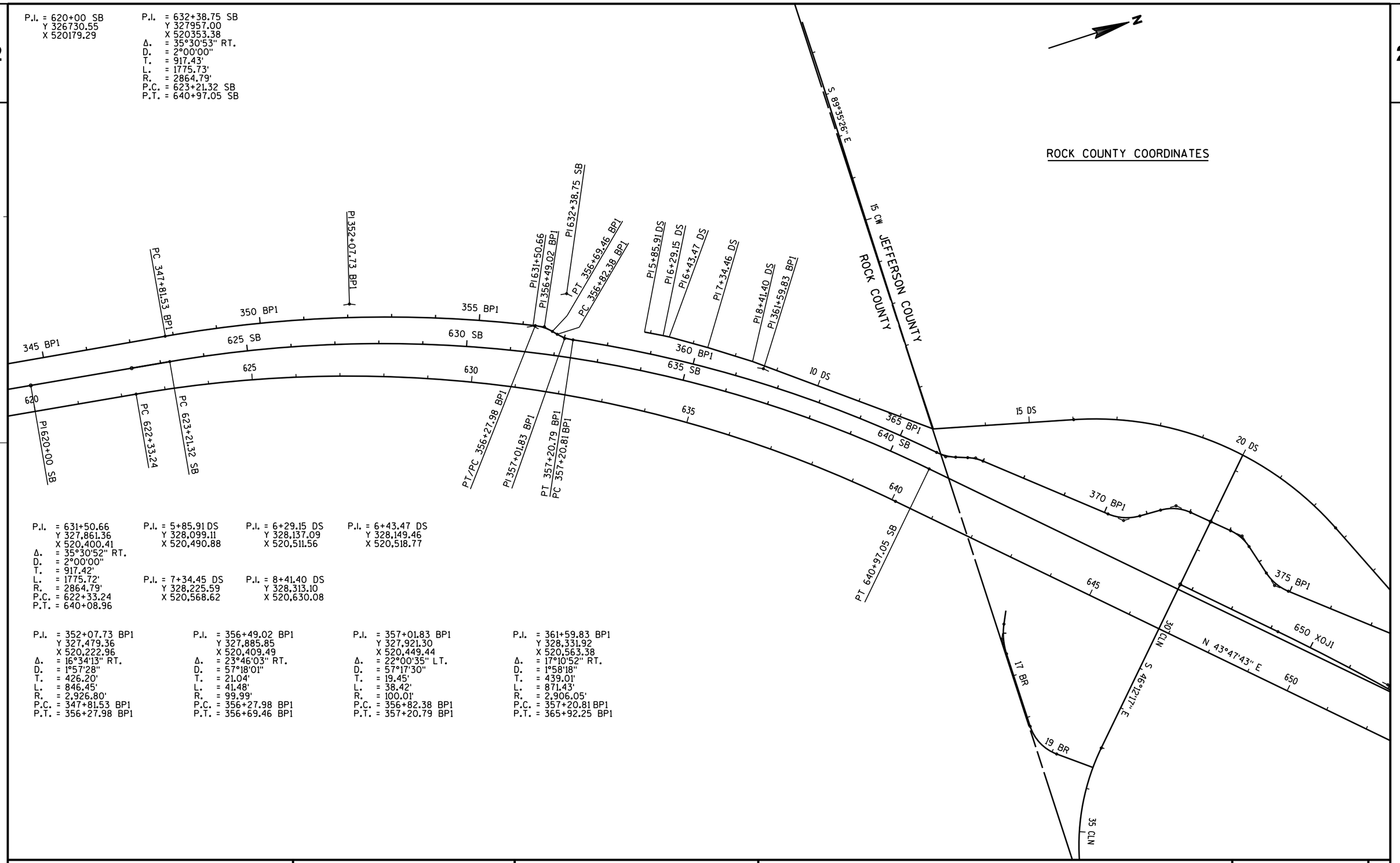
P.I. = 620+00 SB
Y 326730.55
X 520179.29

P.I. = 632+38.75 SB
Y 327957.00
X 520353.38
Δ. = 35°30'53" RT.
D. = 2°00'00"
T. = 917.43'
L. = 1775.73'
R. = 2864.79'
P.C. = 623+21.32 SB
P.T. = 640+97.05 SB



P.I. = 631+50.66
Y 327,861.36
X 520,400.41
Δ. = 35°30'52" RT.
D. = 2°00'00"
T. = 917.42'
L. = 1775.72'
R. = 2864.79'
P.C. = 622+33.24
P.T. = 640+08.96

P.I. = 5+85.91 DS
Y 328,099.11
X 520,490.88

P.I. = 6+29.15 DS
Y 328,137.09
X 520,511.56

P.I. = 6+43.47 DS
Y 328,149.46
X 520,518.77

P.I. = 7+34.45 DS
Y 328,225.59
X 520,568.62

P.I. = 8+41.40 DS
Y 328,313.10
X 520,630.08

P.I. = 352+07.73 BP1
Y 327,479.36
X 520,222.96
Δ. = 16°34'13" RT.
D. = 1°57'28"
T. = 426.20'
L. = 846.45'
R. = 2,926.80'
P.C. = 347+81.53 BP1
P.T. = 356+27.98 BP1

P.I. = 356+49.02 BP1
Y 327,885.85
X 520,409.49
Δ. = 23°46'03" RT.
D. = 57°18'01"
T. = 21.04'
L. = 41.48'
R. = 99.99'
P.C. = 356+27.98 BP1
P.T. = 356+69.46 BP1

P.I. = 357+01.83 BP1
Y 327,921.30
X 520,449.44
Δ. = 22°00'35" LT.
D. = 57°17'30"
T. = 19.45'
L. = 38.42'
R. = 100.01'
P.C. = 356+82.38 BP1
P.T. = 357+20.79 BP1

P.I. = 361+59.83 BP1
Y 328,331.92
X 520,563.38
Δ. = 17°10'52" RT.
D. = 1°58'18"
T. = 439.01'
L. = 871.43'
R. = 2,906.05'
P.C. = 357+20.81 BP1
P.T. = 365+92.25 BP1

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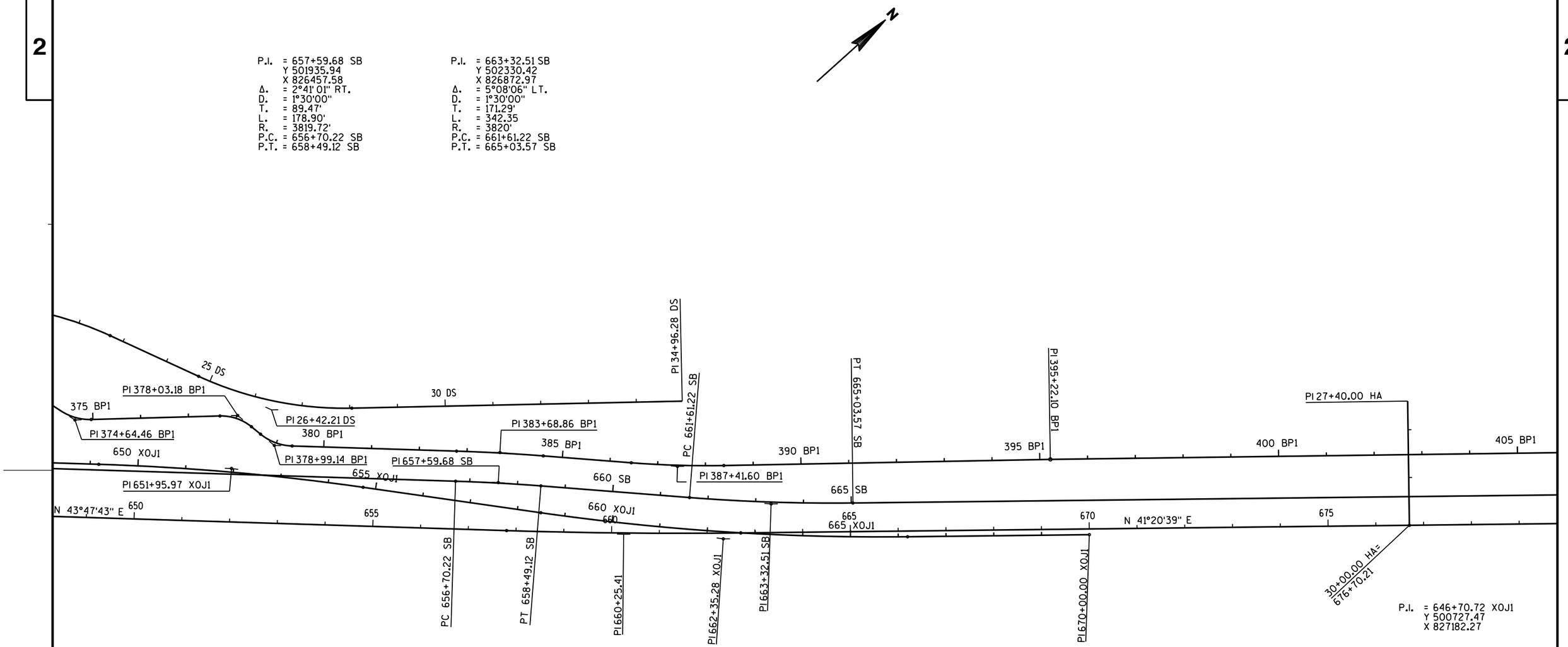
P.I. = 657+59.68 SB
Y 501935.94
X 826457.58
Δ. = 2°41' 01" RT.
D. = 1°30'00"
T. = 89.47'
L. = 178.90'
R. = 3819.72'
P.C. = 656+70.22 SB
P.T. = 658+49.12 SB

P.I. = 663+32.51 SB
Y 502330.42
X 826872.97
Δ. = 5°08'06" LT.
D. = 1°30'00"
T. = 171.29'
L. = 342.35
R. = 3820'
P.C. = 661+61.22 SB
P.T. = 665+03.57 SB



P.I. = 646+70.72 XOJ1
Y 500727.47
X 827182.27

P.I. = 651+95.97 XOJ1
Y 501540.74
X 826062.03
Δ. = 6°21'12" RT.
D. = 1°08'35"
T. = 278.17'
L. = 555.77'
R. = 5012.00'
P.C. = 649+17.80 XOJ1
P.T. = 654+73.57 XOJ1

P.I. = 660+25.41
Y 502058.54
X 826713.67
Δ. = 2°27'04" LT.
D. = 0°30'00"
T. = 245.16'
L. = 490.24'
R. = 11459.16
P.C. = 657+80.26
P.T. = 662+70.50

P.I. = 662+35.28 XOJ1
Y 502207.09
X 826860.36
Δ. = 8°48'17" LT.
D. = 1°08'35"
T. = 385.86'
L. = 770.21'
R. = 5012.00'
P.C. = 658+49.42 XOJ1
P.T. = 666+19.63 XOJ1

P.I. = 670+00.00 XOJ1
Y 502782.35
X 827366.52

P.I. = 26+42.21 DS
Y 501685.10
X 826026.95
Δ. = 25°54'52" LT.
D. = 7°50'55"
T. = 167.96'
L. = 330.17'
R. = 730.00'
P.C. = 24+74.25 DS
P.T. = 28+04.43 DS

P.I. = 374+64.46 BP1
Y 501365.13
X 825767.24
Δ. = 34°23'20" LT.
D. = 52°05'13"
T. = 34.04'
L. = 66.02'
R. = 110.00'
P.C. = 374+30.43 BP1
P.T. = 374+96.45 BP1

P.I. = 378+03.18 BP1
Y 501624.54
X 825988.21
Δ. = 40°49'23" RT.
D. = 57°17'45"
T. = 37.21'
L. = 71.25'
R. = 100.00'
P.C. = 377+65.96 BP1
P.T. = 378+37.21 BP1

P.I. = 378+99.14 BP1
Y 501639.63
X 826086.19
Δ. = 37°27'06" LT.
D. = 52°05'13"
T. = 37.29'
L. = 71.90'
R. = 110.00'
P.C. = 378+61.85 BP1
P.T. = 379+33.75 BP1

P.I. = 383+68.86 BP1
Y 501980.61
X 826413.13
Δ. = 2°41'02" RT.
D. = 1°28'32"
T. = 90.96'
L. = 181.88'
R. = 3882.86'
P.C. = 382+77.90 BP1
P.T. = 384+59.78 BP1

P.I. = 387+41.60 BP1
Y 502237.31
X 826683.44
Δ. = 5°33'26" LT.
D. = 2°51'53"
T. = 97.07'
L. = 193.99'
R. = 2000.00'
P.C. = 386+44.53 BP1
P.T. = 388+38.52 BP1

P.I. = 395+22.10 BP1
Y 502827.17
X 827194.79

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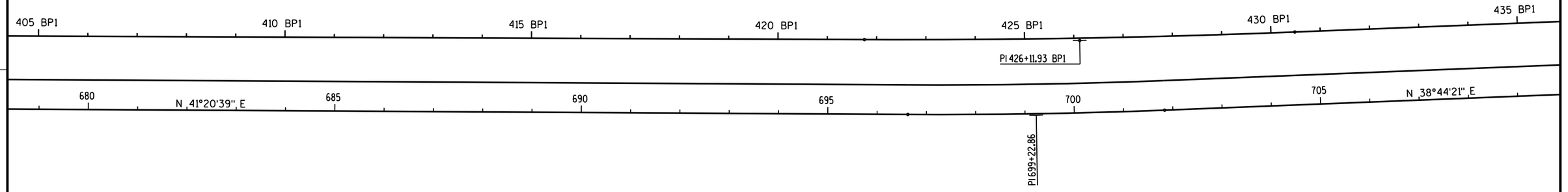

P.I. = 699+22.86
Y 504984.62
X 829288.29
Δ. = 2°36'18" LT.
D. = 0°30'00"
T. = 260.53'
L. = 520.98'
R. = 11459.16'
P.C. = 696+62.32
P.T. = 701+83.30

P.I. = 426+11.93 BP1
Y 505150.56
X 829231.68
Δ. = 2°30'05" LT.
D. = 0°17'11"
T. = 436.65'
L. = 873.16'
R. = 20000.00'
P.C. = 421+75.28 BP1
P.T. = 430+48.45 BP1

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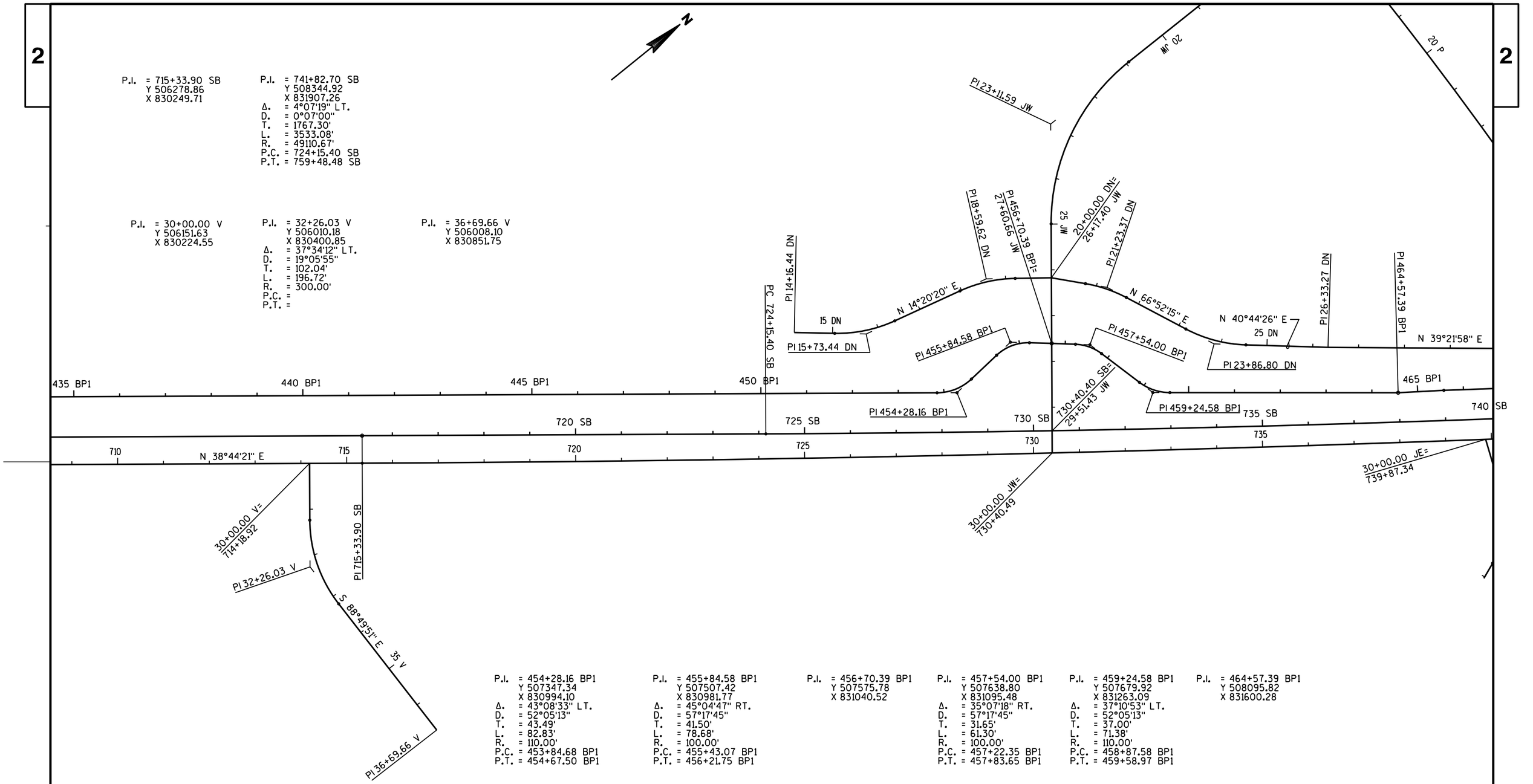

P.I. = 454+28.16 BP1
Y 507347.34
X 830994.10
Δ. = 43°08'33" LT.
D. = 52°05'13"
T. = 43.49'
L. = 82.83'
R. = 110.00'
P.C. = 453+84.68 BP1
P.T. = 454+67.50 BP1

P.I. = 455+84.58 BP1
Y 507507.42
X 830981.77
Δ. = 45°04'47" RT.
D. = 57°17'45"
T. = 41.50'
L. = 78.68'
R. = 100.00'
P.C. = 455+43.07 BP1
P.T. = 456+21.75 BP1

P.I. = 456+70.39 BP1
Y 507575.78
X 831040.52

P.I. = 457+54.00 BP1
Y 507638.80
X 831095.48
Δ. = 35°07'18" RT.
D. = 57°17'45"
T. = 31.65'
L. = 61.30'
R. = 100.00'
P.C. = 457+22.35 BP1
P.T. = 457+83.65 BP1

P.I. = 459+24.58 BP1
Y 507679.92
X 831263.09
Δ. = 37°10'53" LT.
D. = 52°05'13"
T. = 37.00'
L. = 71.38'
R. = 110.00'
P.C. = 458+87.58 BP1
P.T. = 459+58.97 BP1

P.I. = 464+57.39 BP1
Y 508095.82
X 831600.28

P.I. = 30+00 V
Y 506151.63
X 830224.55

P.I. = 14+16.44 DN
Y 507153.98
X 830668.39

P.I. = 15+73.44 DN
Y 507273.96
X 830769.65
Δ. = 25°49'17" LT.
D. = 19°05'55"
T. = 68.77'
L. = 135.20'
R. = 300.00'
P.C. = 15+04.67 DN
P.T. = 16+39.87 DN

P.I. = 18+59.62 DN
Y 507553.50
X 830841.10
Δ. = 23°45'32" RT.
D. = 19°05'55"
T. = 63.11'
L. = 124.40'
R. = 300.00'
P.C. = 17+96.52 DN
P.T. = 19+20.92 DN

P.I. = 21+23.37 DN
Y 507746.79
X 831021.52
Δ. = 18°07'54" RT.
D. = 19°05'55"
T. = 47.87'
L. = 94.94'
R. = 300.00'
P.C. = 20+75.50 DN
P.T. = 21+70.44 DN

P.I. = 23+86.80 DN
Y 507850.58
X 831264.52
Δ. = 26°07'49" LT.
D. = 19°05'55"
T. = 69.62'
L. = 136.82'
R. = 300.00'
P.C. = 23+17.18 DN
P.T. = 24+54.00 DN

P.I. = 26+33.27 DN
Y 508039.16
X 831426.95

P.I. = 36+69.66 V
Y 506008.10
X 830851.75

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N

20 P

25 P

PI 25+60.06 P

PI 39+67.76 DN

PI 9+45.34 D10

35 DN

PI 35+43.85 DN

PI 464+57.39 BP1

PI 30+30.78 DN

N 39°21'58" E

N 39°22'26" E

PI 32+40.50 DN

28+69.98 P=
470+13.08 BP1

PI 471+56.44 BP1

PI 467+56.95 BP1

PI 483+82.16 BP1

PT 759+48.48 SB

PI 491+53.05 BP1

465 BP1

470 BP1

475 BP1

480 BP1

485 BP1

490 BP1

740 SB

745 SB

750 SB

755 SB

760 SB

765 SB

740

745

750

755

760

765

30 P

30+00.00 JE=
739+87.34

PI 9+54.57 D20

PI 8+96.42 D20

PI 741+82.70 SB

PI 741+84.86

PI 743+92.15 SB=
29+41.33 P

PI 744+18.20=
29+97.78 P

PI 10+00.00 D20=
32+50.00 JE

35 JE

40 JE

41+15.61 JE=
35+82.84 P

35 P

40 P

PI 37+97.11 JE

PI 10+00.00 D11
PI 10+00.00 D12

PI 768+29.97 SB

P.I. = 741+82.70 SB
Y 508344.92
X 831907.26
Δ. = 4°07'19" LT.
D. = 0°07'00"
T. = 1767.30'
L. = 3533.08'
R. = 49110.67'
P.C. = 724+15.40 SB
P.T. = 759+48.48 SB

P.I. = 768+29.97 SB
Y 510524.79
X 833412.02

P.I. = 464+57.39 BP1
Y 508095.82
X 831600.28

P.I. = 467+56.95 BP1
Y 508336.09
X 831779.17
Δ. = 0°28'00" LT.
D. = 0°07'01"
T. = 199.70'
L. = 399.40'
R. = 49048.48'
P.C. = 465+57.25 BP1
P.T. = 469+56.65 BP1

P.I. = 471+56.44 BP1
Y 508660.59
X 832012.09

P.I. = 483+82.16 BP1
Y 509663.79
X 832716.36

P.I. = 491+53.05 BP1
Y 510297.58
X 833155.19

P.I. = 741+84.86
Y 508309.06
X 831955.41
Δ. = 4°07'19" LT.
D. = 0°04'40"
T. = 2650.95'
L. = 5299.62'
R. = 73666.00'
P.C. = 715+33.91
P.T. = 768+33.52

P.I. = 30+30.78 DN
Y 508346.48
X 831679.08

P.I. = 32+40.50 DN
Y 508508.59
X 831812.12
Δ. = 7°56'31" LT.
D. = 5°43'46"
T. = 69.42'
L. = 138.62'
R. = 1000.04'
P.C. = 31+71.08 DN
P.T. = 33+09.70 DN

P.I. = 35+43.85 DN
Y 508767.62
X 831970.43
Δ. = 30°36'25" LT.
D. = 10°00'00"
T. = 156.78'
L. = 306.07'
R. = 572.96'
P.C. = 33+87.07 DN
P.T. = 36+93.14 DN

P.I. = 39+67.76 DN
Y 509198.98
X 831976.64

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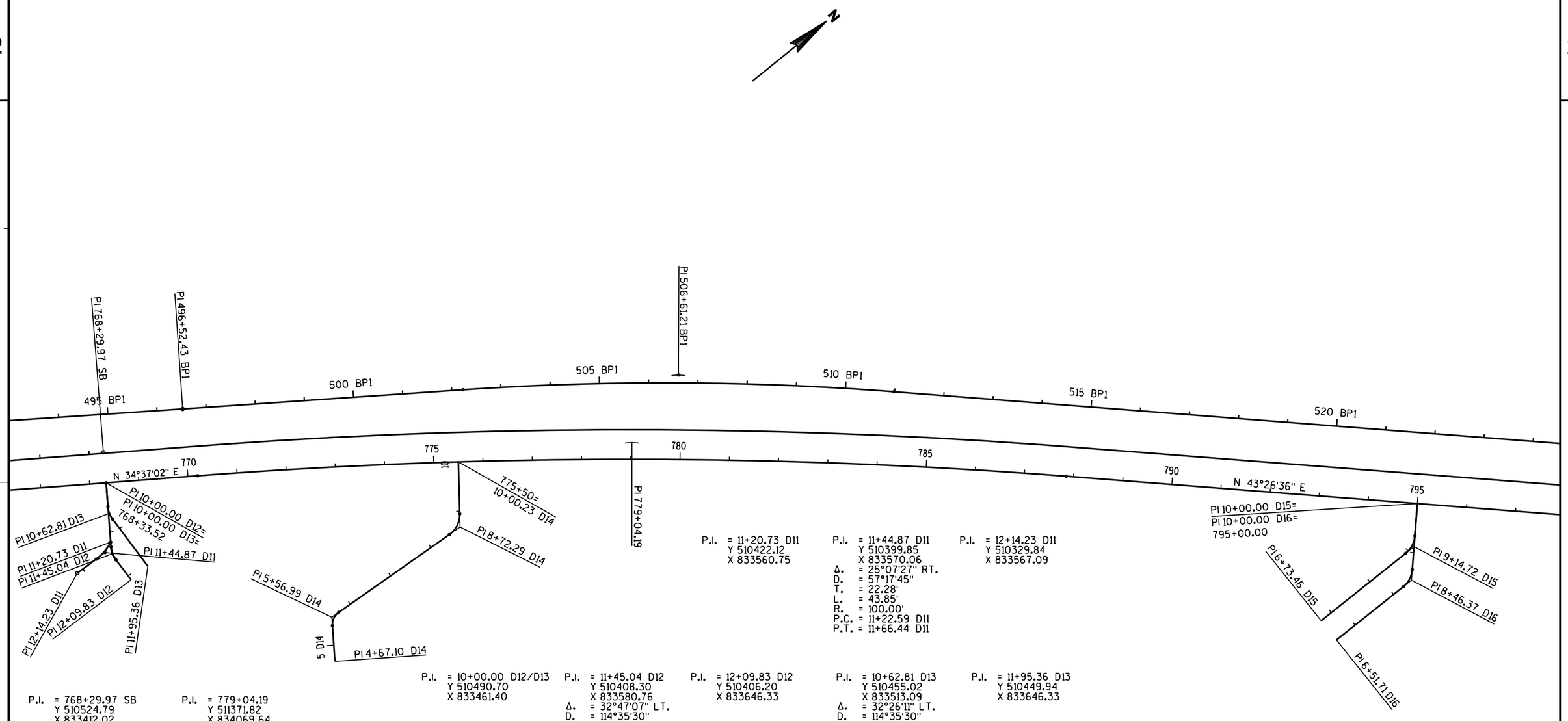

P.I. = 768+29.97 SB
Y 510524.79
X 833412.02

P.I. = 779+04.19
Y 511371.82
X 834069.64
Δ. = 8°49'34" RT.
D. = 0°30'00"
T. = 884.35'
L. = 1765.20'
R. = 11459.16'
P.C. = 770+19.84
P.T. = 787+85.04

P.I. = 11+20.73 D11
Y 510422.12
X 833560.75

P.I. = 11+44.87 D11
Y 510399.85
X 833570.06
Δ. = 25°07'27" RT.
D. = 57°17'45"
T. = 22.28'
L. = 43.85'
R. = 100.00'
P.C. = 11+22.59 D11
P.T. = 11+66.44 D11

P.I. = 12+14.23 D11
Y 510329.84
X 833567.09

P.I. = 10+00.00 D12/D13
Y 510490.70
X 833461.40

P.I. = 11+45.04 D12
Y 510408.30
X 833580.76
Δ. = 32°47'07" LT.
D. = 114°35'30"
T. = 14.71'
L. = 28.61'
R. = 50.00'
P.C. = 11+30.33 D12
P.T. = 11+58.94 D12

P.I. = 12+09.83 D12
Y 510406.20
X 833646.33

P.I. = 10+62.81 D13
Y 510455.02
X 833513.09
Δ. = 32°26'11" LT.
D. = 114°35'30"
T. = 14.54'
L. = 28.31'
R. = 50.00'
P.C. = 10+48.26 D13
P.T. = 10+76.57 D13

P.I. = 11+95.36 D13
Y 510449.94
X 833646.33

P.I. = 6+73.46 D15
Y 512231.42
X 835231.35

P.I. = 6+51.71 D16
Y 512231.06
X 835281.35

P.I. = 496+52.43 BP1
Y 510705.90
X 833442.70

P.I. = 506+61.21 BP1
Y 511531.43
X 834022.47
Δ. = 8°21'46" RT.
D. = 0°57'18"
T. = 438.66'
L. = 875.76'
R. = 6000.00'
P.C. = 502+22.55 BP1
P.T. = 510+98.31 BP1

P.I. = 4+67.10 D14
Y 510623.51
X 834035.49

P.I. = 5+56.99 D14
Y 510675.05
X 833961.84
Δ. = 58°53'58" RT.
D. = 190°59'09"
T. = 16.94'
L. = 30.84'
R. = 30.00'
P.C. = 5+40.05 D14
P.T. = 5+70.89 D14

P.I. = 8+72.29 D14
Y 510992.66
X 833983.40
Δ. = 56°23'17" LT.
D. = 114°35'30"
T. = 26.80'
L. = 49.21'
R. = 50.00'
P.C. = 8+45.49 D14
P.T. = 8+94.69 D14

P.I. = 10+00.23 D14
Y 511073.21
X 833878.41

P.I. = 9+14.72 D15
Y 512472.68
X 835233.10
Δ. = 47°00'52" LT.
D. = 114°35'30"
T. = 21.75'
L. = 41.03'
R. = 50.00'
P.C. = 8+92.97 D15
P.T. = 9+34.00 D15

P.I. = 8+46.37 D16
Y 512425.71
X 835282.76
Δ. = 47°00'52" LT.
D. = 114°35'30"
T. = 21.75'
L. = 41.03'
R. = 50.00'
P.C. = 8+24.62 D16
P.T. = 8+65.65 D16

P.I. = 10+00.00 D15/D16
Y 512532.97
X 835169.35

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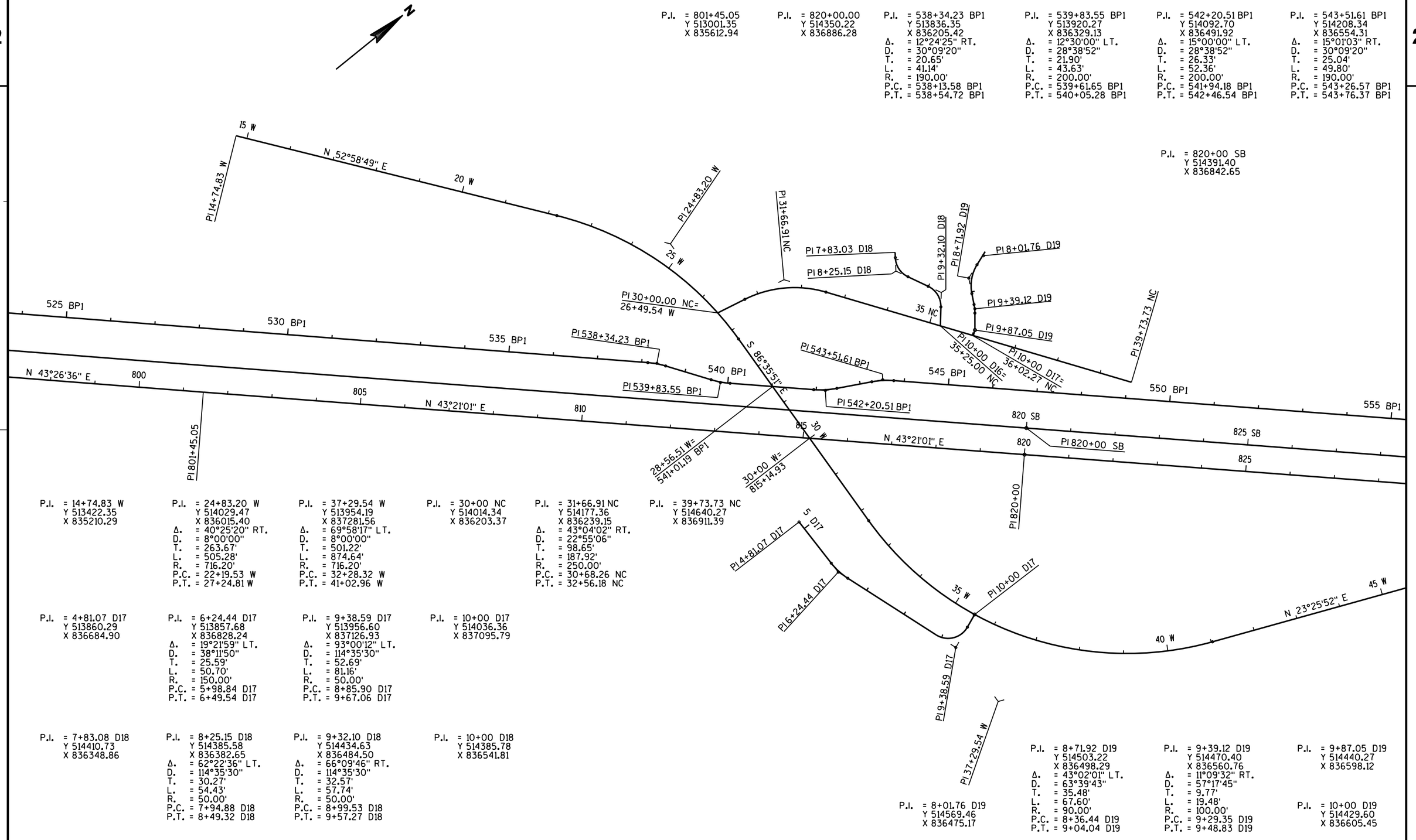

P.I. = 801+45.05
Y 513001.35
X 835612.94

P.I. = 820+00.00
Y 514350.22
X 836886.28

P.I. = 538+34.23 BP1
Y 513836.35
X 836205.42
Δ. = 12°24'25" RT.
D. = 30°09'20"
T. = 20.65'
L. = 41.14'
R. = 190.00'
P.C. = 538+13.58 BP1
P.T. = 538+54.72 BP1

P.I. = 539+83.55 BP1
Y 513920.27
X 836329.13
Δ. = 12°30'00" LT.
D. = 28°38'52"
T. = 21.90'
L. = 43.63'
R. = 200.00'
P.C. = 539+61.65 BP1
P.T. = 540+05.28 BP1

P.I. = 542+20.51 BP1
Y 514092.70
X 836491.92
Δ. = 15°00'00" LT.
D. = 28°38'52"
T. = 26.33'
L. = 52.36'
R. = 200.00'
P.C. = 541+94.18 BP1
P.T. = 542+46.54 BP1

P.I. = 543+51.61 BP1
Y 514208.34
X 836554.31
Δ. = 15°01'03" RT.
D. = 30°09'20"
T. = 25.04'
L. = 49.80'
R. = 190.00'
P.C. = 543+26.57 BP1
P.T. = 543+76.37 BP1

P.I. = 14+74.83 W
Y 513422.35
X 835210.29

P.I. = 24+83.20 W
Y 514029.47
X 836015.40
Δ. = 40°25'20" RT.
D. = 8°00'00"
T. = 263.67'
L. = 505.28'
R. = 716.20'
P.C. = 22+19.53 W
P.T. = 27+24.81 W

P.I. = 37+29.54 W
Y 513954.19
X 837281.56
Δ. = 69°58'17" LT.
D. = 8°00'00"
T. = 501.22'
L. = 874.64'
R. = 716.20'
P.C. = 32+28.32 W
P.T. = 41+02.96 W

P.I. = 30+00 NC
Y 514014.34
X 836203.37

P.I. = 31+66.91 NC
Y 514177.36
X 836239.15
Δ. = 43°04'02" RT.
D. = 22°55'06"
T. = 98.65'
L. = 187.92'
R. = 250.00'
P.C. = 30+68.26 NC
P.T. = 32+56.18 NC

P.I. = 39+73.73 NC
Y 514640.27
X 836911.39

P.I. = 4+81.07 D17
Y 513860.29
X 836684.90

P.I. = 6+24.44 D17
Y 513857.68
X 836828.24
Δ. = 19°21'59" LT.
D. = 38°11'50"
T. = 25.59'
L. = 50.70'
R. = 150.00'
P.C. = 5+98.84 D17
P.T. = 6+49.54 D17

P.I. = 9+38.59 D17
Y 513956.60
X 837126.93
Δ. = 93°00'12" LT.
D. = 114°35'30"
T. = 52.69'
L. = 81.16'
R. = 50.00'
P.C. = 8+85.90 D17
P.T. = 9+67.06 D17

P.I. = 10+00 D17
Y 514036.36
X 837095.79

P.I. = 7+83.08 D18
Y 514410.73
X 836348.86

P.I. = 8+25.15 D18
Y 514385.58
X 836382.65
Δ. = 62°22'36" LT.
D. = 114°35'30"
T. = 30.27'
L. = 54.43'
R. = 50.00'
P.C. = 7+94.88 D18
P.T. = 8+49.32 D18

P.I. = 9+32.10 D18
Y 514434.63
X 836484.50
Δ. = 66°09'46" RT.
D. = 114°35'30"
T. = 32.57'
L. = 57.74'
R. = 50.00'
P.C. = 8+99.53 D18
P.T. = 9+57.27 D18

P.I. = 10+00 D18
Y 514385.78
X 836541.81

P.I. = 8+01.76 D19
Y 514569.46
X 836475.17

P.I. = 8+71.92 D19
Y 514503.22
X 836498.29
Δ. = 43°02'01" LT.
D. = 63°39'43"
T. = 35.48'
L. = 67.60'
R. = 90.00'
P.C. = 8+36.44 D19
P.T. = 9+04.04 D19

P.I. = 9+39.12 D19
Y 514470.40
X 836560.76
Δ. = 11°09'32" RT.
D. = 57°17'45"
T. = 9.77'
L. = 19.48'
R. = 100.00'
P.C. = 9+29.35 D19
P.T. = 9+48.83 D19

P.I. = 9+87.05 D19
Y 514440.27
X 836598.12

P.I. = 10+00 D19
Y 514429.60
X 836605.45

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	ALIGNMENT LAYOUT DETAILS	SHEET	E

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P.I. = 840+18.54 XOJ3
Y 515976.11
X 838024.50

P.I. = 840+68.53 XOJ3
Y 516025.48
X 838032.37

P.I. = 841+18.49 XOJ3
Y 516075.01
X 838038.91

P.I. = 841+68.43 XOJ3
Y 516124.68
X 838044.11

P.I. = 842+18.34 XOJ3
Y 516174.44
X 838047.96

P.I. = 842+68.22 XOJ3
Y 516224.26
X 838050.47

P.I. = 843+18.07 XOJ3
Y 516274.10
X 838051.64

P.I. = 843+67.90 XOJ3
Y 516323.92
X 838051.46

P.I. = 844+17.71 XOJ3
Y 516373.70
X 838049.95

P.I. = 844+67.48 XOJ3
Y 516423.40
X 838047.09

P.I. = 845+17.23 XOJ3
Y 516472.97
X 838042.90

P.I. = 845+66.95 XOJ3
Y 516522.38
X 838037.37

P.I. = 846+16.32 XOJ3
Y 516571.28
X 838030.56

P.I. = 846+65.99 XOJ3
Y 516620.27
X 838022.40

P.I. = 847+15.63 XOJ3
Y 516669.00
X 838012.93

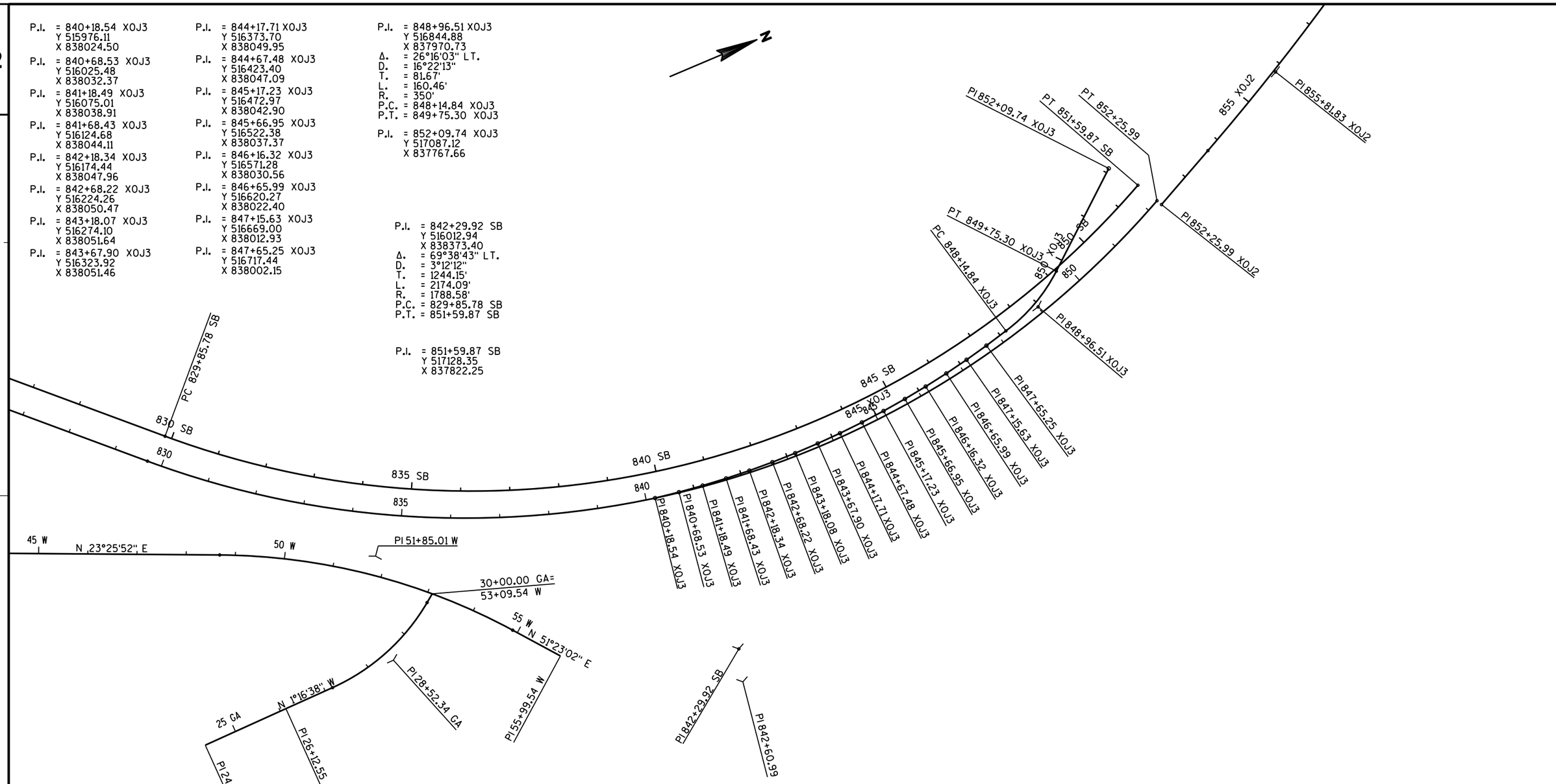
P.I. = 847+65.25 XOJ3
Y 516717.44
X 838002.15

P.I. = 848+96.51 XOJ3
Y 516844.88
X 837970.73
Δ. = 26°16'03" LT.
D. = 16°22'13"
T. = 81.67'
L. = 160.46'
R. = 350'
P.C. = 848+14.84 XOJ3
P.T. = 849+75.30 XOJ3

P.I. = 852+09.74 XOJ3
Y 517087.12
X 837767.66

P.I. = 842+29.92 SB
Y 516012.94
X 838373.40
Δ. = 69°38'43" LT.
D. = 3°12'12"
T. = 1244.15'
L. = 2174.09'
R. = 1788.58'
P.C. = 829+85.78 SB
P.T. = 851+59.87 SB

P.I. = 851+59.87 SB
Y 517128.35
X 837822.25



P.I. = 842+60.99
Y 515994.34
X 838438.35
Δ. = 69°38'44" LT.
D. = 3°05'13"
T. = 1291.05'
L. = 2256.05'
R. = 1856.00'
P.C. = 829+69.94
P.T. = 852+25.99

P.I. = 852+25.99
Y 517151.79
X 837866.42

P.I. = 51+85.01 W
Y 515406.90
X 837911.14
Δ. = 27°57'10" RT.
D. = 4°30'00"
T. = 316.90'
L. = 621.18'
R. = 1273.24'
P.C. = 48+68.11 W
P.T. = 54+89.28 W

P.I. = 55+99.54 W
Y 515673.49
X 838244.90

P.I. = 24+32.55 GA
Y 514937.93
X 838129.79

P.I. = 26+12.55 GA
Y 515117.88
X 838125.48

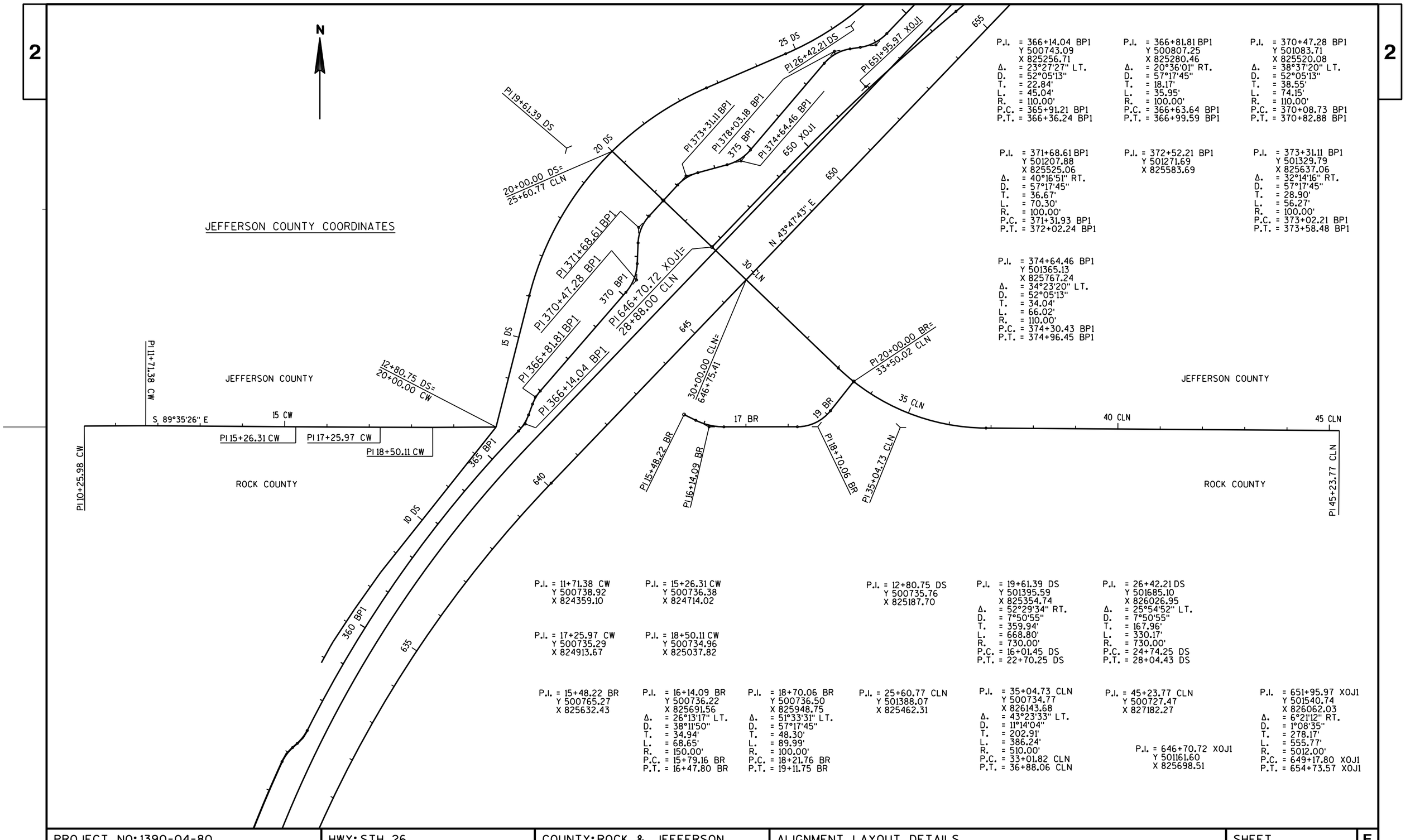
P.I. = 30+00 GA
Y 515482.97
X 838026.68

P.I. = 28+52.34 GA
Y 515357.61
X 838120.13
Δ. = 35°25'38" LT.
D. = 13°28'53"
T. = 135.75'
L. = 262.79'
R. = 425.00'
P.C. = 27+16.60 GA
P.T. = 29+79.38 GA

P.I. = 852+25.99 XOJ2
Y 517157.11
X 837877.18

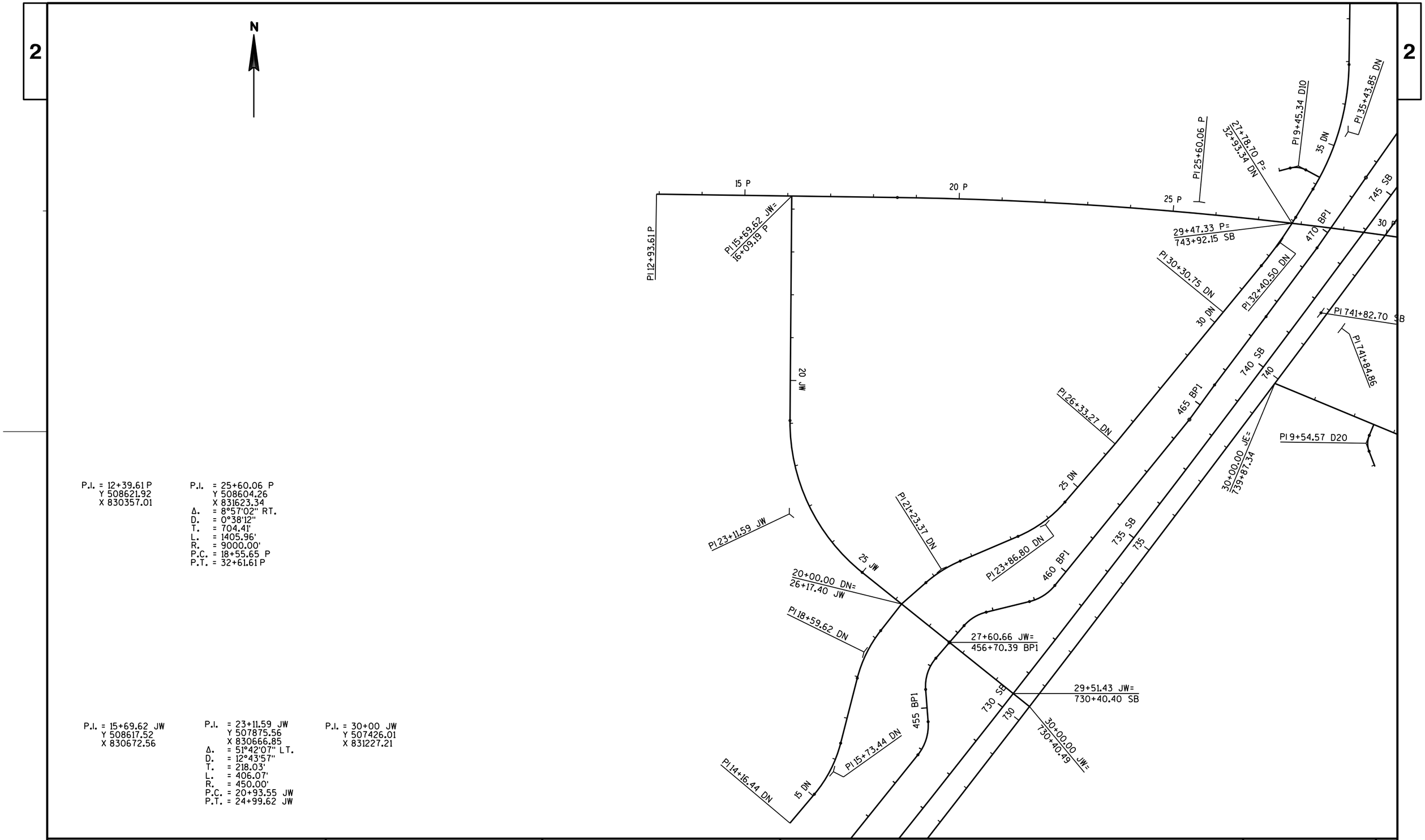
P.I. = 855+81.83 XOJ2
Y 517476.13
X 837719.54
Δ. = 4°49'11" LT.
D. = 1°08'32"
T. = 211.09'
L. = 421.94'
R. = 5016.00'
P.C. = 853+70.74 XOJ2
P.T. = 857+92.68 XOJ2

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	ALIGNMENT LAYOUT DETAILS	SHEET	E



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	ALIGNMENT LAYOUT DETAILS	SHEET	E

FILE NAME : R:\Projects\d1_13900480\027211_ad.dgn PLOT DATE : 27-NOV-2012 12:41 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000



P.I. = 12+39.61 P
Y 508621.92
X 830357.01

P.I. = 25+60.06 P
Y 508604.26
X 831623.34
Δ. = 8°57'02" RT.
D. = 0°38'12"
T. = 704.41'
L. = 1405.96'
R. = 9000.00'
P.C. = 18+55.65 P
P.T. = 32+61.61 P

P.I. = 15+69.62 JW
Y 508617.52
X 830672.56

P.I. = 23+11.59 JW
Y 507875.56
X 830666.85
Δ. = 51°42'07" LT.
D. = 12°43'57"
T. = 218.03'
L. = 406.07'
R. = 450.00'
P.C. = 20+93.55 JW
P.T. = 24+99.62 JW

P.I. = 30+00 JW
Y 507426.01
X 831227.21

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	ALIGNMENT LAYOUT DETAILS	SHEET	E

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N

480 BP1
475 BP1
750 SB
750
745 SB
745
470 BP1
465 BP1
740 SB
740
735
PI 39+67.72 DN
PI 35+43.85 DN
PI 8+98.23 D10
PI 9+45.34 D10
PI 10+00 D10=
34+18.45 DN
35 DN
PI 25+60.06 P
25 P
30 P
35 P
40 P
45 P
PI 30+30.75 DN
PI 32+40.50 DN
PI 29+47.33 P=
743+92.15 SB
PI 29+97.18 P=
744+18.20
PI 741+82.70 SB
PI 741+84.86
40 JE
41+15.61 JE=
35+82.84 P
PI 45+82.17 P
PI 41+88.69 P
30+00.00 JE=
739+87.34
PI 9+54.57 D20
PI 8+96.42 D20
35 JE
PI 37+97.11 JE

P.I. = 8+98.23 D10
Y 508675.92
X 831808.96

P.I. = 9+45.34 D10
Y 508687.86
X 831854.52
Δ. = 42°58'26" RT.
D. = 114°35'30"
T. = 19.68'
L. = 37.50'
R. = 50.00'
P.C. = 9+25.65 D10
P.T. = 9+63.15 D10

P.I. = 10+00 D10
Y 508661.06
X 831904.30

P.I. = 741+84.86
Y 508309.06
X 831955.41
Δ. = 4°07'19" LT.
D. = 0°04'40"
T. = 2650.95'
L. = 5299.62'
R. = 73666.00'
P.C. = 715+33.91
P.T. = 768+33.52

P.I. = 8+96.42 D20
Y 507986.23
X 832033.10

P.I. = 9+54.57 D20
Y 508040.56
X 832012.36
Δ. = 43°27'38" RT.
D. = 114°35'30"
T. = 19.93'
L. = 37.93'
R. = 50.00'
P.C. = 9+34.65 D20
P.T. = 9+72.57 D20

P.I. = 10+00 D20
Y 508084.29
X 832030.53

P.I. = 30+00 JE
Y 508180.21
X 831799.66

P.I. = 37+97.11 JE
Y 507874.38
X 832535.76
Δ. = 102°31'42" LT.
D. = 16°22'13"
T. = 436.31'
L. = 626.31'
R. = 350.00'
P.C. = 33+60.79 JE
P.T. = 39+87.10 JE

P.I. = 41+15.61 JE
Y 508430.57
X 832634.16

P.I. = 25+60.06 P
Y 508604.26
X 831623.34
Δ. = 8°57'02" RT.
D. = 0°38'12"
T. = 704.41'
L. = 1405.96'
R. = 9000.00'
P.C. = 18+55.65 P
P.T. = 32+61.61 P

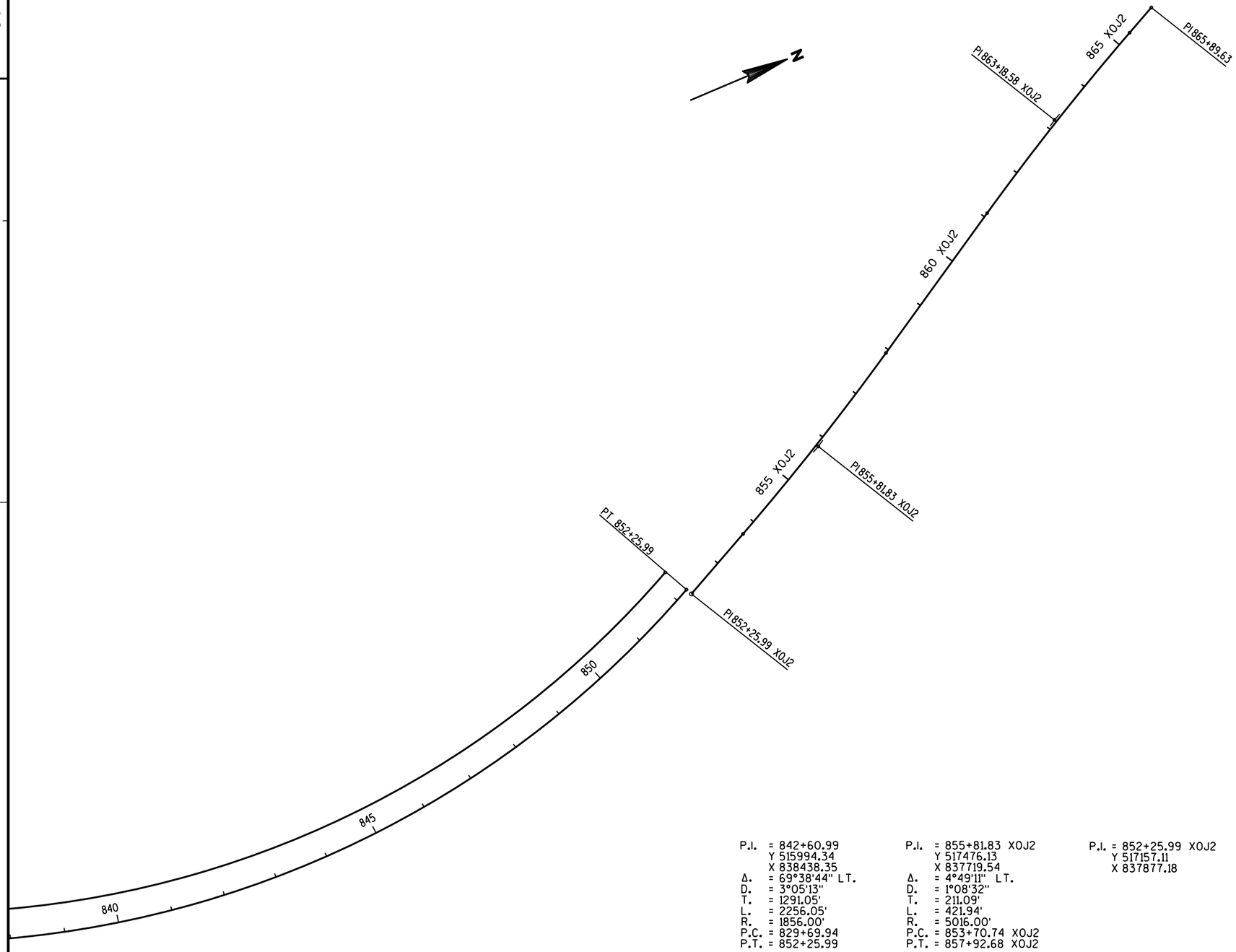
P.I. = 41+88.69 P
Y 508327.97
X 833231.27
Δ. = 33°45'58" LT.
D. = 12°03'44"
T. = 144.16'
L. = 279.93'
R. = 475.00'
P.C. = 40+44.53 P
P.T. = 43+24.46 P

P.I. = 45+82.17 P
Y 508491.53
X 833598.35

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	ALIGNMENT LAYOUT DETAILS	SHEET	E

FILE NAME : R:\Projects\d1_13900480\027213_ad.dgn PLOT DATE : 27-NOV-2012 12:41 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000 WISDOT/CADDS SHEET 42

2



P.I. = 842+60.99
Y 515994.34
X 838438.35
Δ. = 69°38'44" LT.
D. = 3°05'13"
T. = 1291.05'
L. = 2256.05'
R. = 1856.00'
P.C. = 829+69.94
P.T. = 852+25.99

P.I. = 855+81.83 XOJ2
Y 517476.13
X 837719.54
Δ. = 4°49'11" LT.
D. = 1°08'32"
T. = 211.09'
L. = 421.94'
R. = 5016.00'
P.C. = 853+70.74 XOJ2
P.T. = 857+92.68 XOJ2

P.I. = 852+25.99 XOJ2
Y 517157.11
X 837877.18

P.I. = 863+18.58 XOJ2
Y 518107.10
X 837338.69
Δ. = 4°49'12" RT.
D. = 1°08'45"
T. = 210.44'
L. = 420.62'
R. = 5000.00'
P.C. = 861+08.15 XOJ2
P.T. = 865+28.77 XOJ2

P.I. = 865+89.63
Y 518350.32
X 837218.51

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	ALIGNMENT LAYOUT DETAILS	SHEET	E

DATE 03DEC12 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1390-04-80 QUANTITY
0010	201.0105	CLEARING	STA	418.000	418.000
0020	201.0205	GRUBBING	STA	418.000	418.000
0030	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	66.000	66.000
0040	203.0200	REMOVING OLD STRUCTURE (STATION) 01. 25+27	LS	1.000	1.000
0050	203.0200	REMOVING OLD STRUCTURE (STATION) 02. 696+05	LS	1.000	1.000
0060	203.0200	REMOVING OLD STRUCTURE (STATION) 03. 789+91	LS	1.000	1.000
0070	203.0200	REMOVING OLD STRUCTURE (STATION) 04. 817+77	LS	1.000	1.000
0080	203.0200	REMOVING OLD STRUCTURE (STATION) 05. 666+05	LS	1.000	1.000
0090	204.0100	REMOVING PAVEMENT	SY	96,090.000	96,090.000
0100	204.0110	REMOVING ASPHALTIC SURFACE	SY	220.000	220.000
0110	204.0120	REMOVING ASPHALTIC SURFACE MILLING	SY	1,930.000	1,930.000
0120	204.0150	REMOVING CURB & GUTTER	LF	1,810.000	1,810.000
0130	204.0170	REMOVING FENCE	LF	4,670.000	4,670.000
0140	204.0180	REMOVING DELINEATORS AND MARKERS	EACH	280.000	280.000
0150	204.0220	REMOVING INLETS	EACH	3.000	3.000
0160	204.0235	REMOVING BUILDINGS (PARCEL) 01. SMALL METAL SHED	LS	1.000	1.000
0170	204.0235	REMOVING BUILDINGS (PARCEL) 02. BARN FOUNDATION, SILO	LS	1.000	1.000
0180	204.0235	REMOVING BUILDINGS (PARCEL) 03. SMALL SHED	LS	1.000	1.000
0190	204.0235	REMOVING BUILDINGS (PARCEL) 04. SMALL MANURE / DUMP PIT	LS	1.000	1.000
0200	204.0240	SITE CLEARANCE (PARCEL) 01. SMALL METAL SHED	LS	1.000	1.000
0210	204.0240	SITE CLEARANCE (PARCEL) 02. BARN FOUNDATION, SILO	LS	1.000	1.000
0220	204.0240	SITE CLEARANCE (PARCEL) 03. SMALL SHED	LS	1.000	1.000
0230	204.0240	SITE CLEARANCE (PARCEL) 04. SMALL MANURE / DUMP PIT	LS	1.000	1.000
0240	204.0265	ABANDONING WELLS	EACH	2.000	2.000
0250	204.9105.S	REMOVING (ITEM DESCRIPTION) 01. REMOVING CTH J EAST APPROACH SLAB	LS	1.000	1.000
0260	205.0100	EXCAVATION COMMON	CY	749,871.000	749,871.000
0270	205.0400	EXCAVATION MARSH	CY	11,188.000	11,188.000
0280	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 01.B-28-131	LS	1.000	1.000
0290	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 02. B-28-132	LS	1.000	1.000
0300	206.2000	EXCAVATION FOR STRUCTURES CULVERTS (STRUCTURE) 01. C-28-32	LS	1.000	1.000
0310	208.0100	BORROW	CY	91,674.000	91,674.000
0320	210.0100	BACKFILL STRUCTURE	CY	1,920.000	1,920.000
0330	211.0100	PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) 01. 1390-04-80	LS	1.000	1.000
0340	213.0100	FINISHING ROADWAY (PROJECT) 01. 1390-04-80	EACH	1.000	1.000
0350	214.0100	OBLITERATING OLD ROAD	STA	6.100	6.100
0360	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	13,480.000	13,480.000
0370	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	219,010.000	219,010.000
0380	305.0125	BASE AGGREGATE DENSE 1 1/4-INCH	CY	100.000	100.000
0390	311.0115	BREAKER RUN	CY	150.000	150.000

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DATE 03DEC12 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1390-04-80 QUANTITY
0400	312.0110	SELECT CRUSHED MATERIAL	TON	299,330.000	299,330.000
0410	415.0090	CONCRETE PAVEMENT 9-INCH	SY	164,960.000	164,960.000
0420	415.0410	CONCRETE PAVEMENT APPROACH SLAB	SY	260.000	260.000
0430	415.1095	CONCRETE PAVEMENT HES 9 1/2-INCH	SY	310.000	310.000
0440	415.6000.S	ROUTE AND SEAL	LF	85,670.000	85,670.000
0450	416.0160	CONCRETE DRIVEWAY 6-INCH	SY	300.000	300.000
0460	416.0610	DRILLED TIE BARS	EACH	93.000	93.000
0470	416.0620	DRILLED DOWEL BARS	EACH	196.000	196.000
0480	416.1110	CONCRETE RUMBLE STRIPS SHOULDER	LF	43,280.000	43,280.000
0490	440.4410.S	INCENTIVE IRI RIDE	DOL	37,880.000	37,880.000
0500	455.0105	ASPHALTIC MATERIAL PG58-28	TON	1,290.000	1,290.000
0510	455.0605	TACK COAT	GAL	3,130.000	3,130.000
0520	460.1100	HMA PAVEMENT TYPE E-0.3	TON	17,490.000	17,490.000
0530	460.1101	HMA PAVEMENT TYPE E-1	TON	5,420.000	5,420.000
0540	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	14,950.000	14,950.000
0550	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	480.000	480.000
0560	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	950.000	950.000
0570	465.0315	ASPHALTIC FLUMES	SY	255.000	255.000
0580	465.0400	ASPHALTIC SHOULDER RUMBLE STRIP	LF	42,190.000	42,190.000
0590	492.2010.S	SEALING CRACKS AND JOINTS WITH HOT-APPLIED SEALANT	GAL	240.000	240.000
0600	502.0100	CONCRETE MASONRY BRIDGES	CY	1,829.000	1,829.000
0610	502.3100	EXPANSION DEVICE (STRUCTURE) 01. B-28-131	LS	1.000	1.000
0620	502.3200	PROTECTIVE SURFACE TREATMENT	SY	3,270.000	3,270.000
0630	503.0172	PRESTRESSED GIRDER TYPE I 72W-INCH	LF	2,584.000	2,584.000
0640	504.0100	CONCRETE MASONRY CULVERTS	CY	92.000	92.000
0650	505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	26,950.000	26,950.000
0660	505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	LB	15,750.000	15,750.000
0670	505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	295,930.000	295,930.000
0680	506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	32.000	32.000
0690	506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH	8.000	8.000
0700	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 01. B-28-131	EACH	18.000	18.000
0710	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 02. B-28-132	EACH	12.000	12.000
0720	509.5100.S	POLYMER OVERLAY	SY	1,485.000	1,485.000
0730	513.4090	RAILING TUBULAR SCREENING (STRUCTURE) 01. B-28-131	LS	1.000	1.000
0740	513.4090	RAILING TUBULAR SCREENING (STRUCTURE) 02. B-28-132	LS	1.000	1.000
0750	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	107.000	107.000
0760	517.1050.S	ARCHITECTURAL SURFACE TREATMENT (STRUCTURE) 01. B-28-131	SF	1,670.000	1,670.000
0770	517.1050.S	ARCHITECTURAL SURFACE TREATMENT (STRUCTURE) 02. B-28-132	SF	1,135.000	1,135.000
0780	520.4015	CULVERT PIPE TEMPORARY 15-INCH	LF	732.000	732.000
0790	520.4024	CULVERT PIPE TEMPORARY 24-INCH	LF	194.000	194.000
0800	520.4030	CULVERT PIPE TEMPORARY 30-INCH	LF	11.000	11.000
0810	520.4042	CULVERT PIPE TEMPORARY 42-INCH	LF	82.000	82.000
0820	520.8000	CONCRETE COLLARS FOR PIPE	EACH	2.000	2.000
0830	521.0112	CULVERT PIPE CORRUGATED STEEL 12-INCH	LF	229.000	229.000
0840	521.0115	CULVERT PIPE CORRUGATED STEEL 15-INCH	LF	249.000	249.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1390-04-80 QUANTITY
0850	521.0118	CULVERT PIPE CORRUGATED STEEL 18-INCH	LF	928.000	928.000
0860	521.0124	CULVERT PIPE CORRUGATED STEEL 24-INCH	LF	671.000	671.000
0870	521.0130	CULVERT PIPE CORRUGATED STEEL 30-INCH	LF	336.000	336.000
0880	521.1012	APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	EACH	12.000	12.000
0890	521.1015	APRON ENDWALLS FOR CULVERT PIPE STEEL 15-INCH	EACH	13.000	13.000
0900	521.1018	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH	EACH	19.000	19.000
0910	521.1024	APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH	EACH	14.000	14.000
0920	521.1030	APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH	EACH	8.000	8.000
0930	521.1515	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 15-INCH 6 TO 1	EACH	4.000	4.000
0940	521.1518	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 6 TO 1	EACH	10.000	10.000
0950	521.1524	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1	EACH	8.000	8.000
0960	521.1530	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 30-INCH 6 TO 1	EACH	6.000	6.000
0970	521.1618	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 10 TO 1	EACH	4.000	4.000
0980	522.0115	CULVERT PIPE REINFORCED CONCRETE CLASS III 15-INCH	LF	34.000	34.000
0990	522.0118	CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	1,116.000	1,116.000
1000	522.0124	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	486.000	486.000
1010	522.0130	CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	66.000	66.000
1020	522.0136	CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	513.000	513.000
1030	522.0142	CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH	LF	622.000	622.000
1040	522.0148	CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH	LF	256.000	256.000
1050	522.0318	CULVERT PIPE REINFORCED CONCRETE CLASS IV 18-INCH	LF	166.000	166.000
1060	522.0324	CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH	LF	136.000	136.000
1070	522.0330	CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH	LF	346.000	346.000
1080	522.0512	CULVERT PIPE REINFORCED CONCRETE CLASS V 12-INCH	LF	34.000	34.000
1090	522.0518	CULVERT PIPE REINFORCED CONCRETE CLASS V 18-INCH	LF	296.000	296.000
1100	522.0524	CULVERT PIPE REINFORCED CONCRETE CLASS V 24-INCH	LF	352.000	352.000
1110	522.0530	CULVERT PIPE REINFORCED CONCRETE CLASS V 30-INCH	LF	618.000	618.000
1120	522.1012	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	EACH	2.000	2.000
1130	522.1015	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH	EACH	1.000	1.000
1140	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	16.000	16.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1390-04-80 QUANTITY
1150	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	9.000	9.000
1160	522.1030	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	EACH	6.000	6.000
1170	522.1036	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH	EACH	4.000	4.000
1180	522.1042	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH	EACH	6.000	6.000
1190	522.1048	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH	EACH	2.000	2.000
1200	523.0119	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH	LF	207.000	207.000
1210	523.0124	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24X38-INCH	LF	14.000	14.000
1220	523.0129	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH	LF	242.000	242.000
1230	523.0424	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH	LF	178.000	178.000
1240	523.0519	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH	EACH	2.000	2.000
1250	523.0524	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH	EACH	8.000	8.000
1260	523.0529	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH	EACH	1.000	1.000
1270	532.0300.S	WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH	SF	1,880.000	1,880.000
1280	550.0010	PRE-BORING UNCONSOLIDATED MATERIALS	LF	910.000	910.000
1290	550.2106	PILING CIP CONCRETE 10 3/4 X 0.365-INCH	LF	960.000	960.000
1300	550.2126	PILING CIP CONCRETE 12 3/4 X 0.375-INCH	LF	7,135.000	7,135.000
1310	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	620.000	620.000
1320	601.0551	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	LF	1,230.000	1,230.000
1330	601.0553	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	LF	2,350.000	2,350.000
1340	602.0405	CONCRETE SIDEWALK 4-INCH	SF	600.000	600.000
1350	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	100.000	100.000
1360	603.1142	CONCRETE BARRIER TYPE S42	LF	956.000	956.000
1370	603.8000	CONCRETE BARRIER TEMPORARY PRECAST DELIVERED	LF	2,500.000	2,500.000
1380	603.8125	CONCRETE BARRIER TEMPORARY PRECAST INSTALLED	LF	2,500.000	2,500.000
1390	604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	810.000	810.000
1400	606.0100	RIPRAP LIGHT	CY	767.000	767.000
1410	606.0200	RIPRAP MEDIUM	CY	20.000	20.000
1420	606.0300	RIPRAP HEAVY	CY	50.000	50.000
1430	611.0550	MANHOLE COVERS TYPE M	EACH	2.000	2.000
1440	611.0642	INLET COVERS TYPE MS	EACH	43.000	43.000
1450	611.0651	INLET COVERS TYPE S	EACH	1.000	1.000
1460	611.0654	INLET COVERS TYPE V	EACH	4.000	4.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1390-04-80 QUANTITY
1470	611.2005	MANHOLES 5-FT DIAMETER	EACH	1.000	1.000
1480	611.3220	INLETS 2X2-FT	EACH	4.000	4.000
1490	611.3225	INLETS 2X2.5-FT	EACH	1.000	1.000
1500	611.3901	INLETS MEDIAN 1 GRATE	EACH	10.000	10.000
1510	611.3902	INLETS MEDIAN 2 GRATE	EACH	13.000	13.000
1520	611.8120.S	COVER PLATES TEMPORARY	EACH	6.000	6.000
1530	611.9800.S	PIPE GRATES	EACH	15.000	15.000
1540	612.0212	PIPE UNDERDRAIN UNPERFORATED 12-INCH	LF	91.000	91.000
1550	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	720.000	720.000
1560	614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	8.000	8.000
1570	614.0220	STEEL THRIE BEAM BULLNOSE TERMINAL	EACH	2.000	2.000
1580	614.0230	STEEL THRIE BEAM	LF	125.000	125.000
1590	614.0905	CRASH CUSHIONS TEMPORARY	EACH	8.000	8.000
1600	614.2300	MGS GUARDRAIL 3	LF	675.000	675.000
1610	614.2340	MGS GUARDRAIL 3 L	LF	100.000	100.000
1620	614.2500	MGS THRIE BEAM TRANSITION	LF	355.000	355.000
1630	614.2610	MGS GUARDRAIL TERMINAL EAT	EACH	11.000	11.000
1640	614.2620	MGS GUARDRAIL TERMINAL TYPE 2	EACH	2.000	2.000
1650	616.0100	FENCE WOVEN WIRE (HEIGHT) 01. 4-FT	LF	3,110.000	3,110.000
1660	616.0206	FENCE CHAIN LINK 6-FT	LF	475.000	475.000
1670	616.0700.S	FENCE SAFETY	LF	4,750.000	4,750.000
1680	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1390-04-80	EACH	1.000	1.000
1690	619.1000	MOBILIZATION	EACH	1.000	1.000
1700	620.0100	CONCRETE CORRUGATED MEDIAN	SF	3,880.000	3,880.000
1710	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	280.000	280.000
1720	623.0200	DUST CONTROL SURFACE TREATMENT	SY	200,000.000	200,000.000
1730	624.0100	WATER	MGAL	2,420.000	2,420.000
1740	625.0500	SALVAGED TOPSOIL	SY	609,840.000	609,840.000
1750	627.0200	MULCHING	SY	414,120.000	414,120.000
1760	628.1504	SILT FENCE	LF	45,500.000	45,500.000
1770	628.1520	SILT FENCE MAINTENANCE	LF	22,750.000	22,750.000
1780	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	30.000	30.000
1790	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	15.000	15.000
1800	628.2002	EROSION MAT CLASS I TYPE A	SY	96,120.000	96,120.000
1810	628.2004	EROSION MAT CLASS I TYPE B	SY	126,800.000	126,800.000
1820	628.2023	EROSION MAT CLASS II TYPE B	SY	43,710.000	43,710.000
1830	628.6005	TURBIDITY BARRIERS	SY	400.000	400.000
1840	628.7005	INLET PROTECTION TYPE A	EACH	66.000	66.000
1850	628.7504	TEMPORARY DITCH CHECKS	LF	2,692.000	2,692.000
1860	628.7555	CULVERT PIPE CHECKS	EACH	562.000	562.000
1870	628.7560	TRACKING PADS	EACH	10.000	10.000
1880	629.0210	FERTILIZER TYPE B	CWT	486.000	486.000
1890	630.0120	SEEDING MIXTURE NO. 20	LB	20,388.000	20,388.000
1900	630.0160	SEEDING MIXTURE NO. 60	LB	541.000	541.000
1910	630.0200	SEEDING TEMPORARY	LB	10,224.000	10,224.000
1920	630.0300	SEEDING BORROW PIT	LB	1,400.000	1,400.000
1930	632.0101	TREES (SPECIES, ROOT, SIZE) 01. COMMON WITCHHAZEL, B&B, 4' HT	EACH	11.000	11.000
1940	632.0101	TREES (SPECIES, ROOT, SIZE) 02. ALLEGHENY SERVICEBERRY, B&B, 5' HT	EACH	12.000	12.000
1950	632.0101	TREES (SPECIES, ROOT, SIZE) 03. COLORADO SPRUCE, B&B, 8' HT	EACH	55.000	55.000

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1960	632.0101	TREES (SPECIES, ROOT, SIZE) 04. BLACK HILL SPRUCE, B&B, 8' HT	EACH	41.000	41.000
1970	632.0101	TREES (SPECIES, ROOT, SIZE) 05. DOUGLAS FIR, B&B, 8' HT	EACH	18.000	18.000
1980	632.0101	TREES (SPECIES, ROOT, SIZE) 06. WHITE FIR, B&B, 8' HT	EACH	37.000	37.000
1990	632.0101	TREES (SPECIES, ROOT, SIZE) 07. SUGAR MAPLE, B&B, 2 1/2-INCH CAL	EACH	6.000	6.000
2000	632.0101	TREES (SPECIES, ROOT, SIZE) 08. HONEYLOCUST, B&B, 2 1/2-INCH CAL	EACH	2.000	2.000
2010	632.0101	TREES (SPECIES, ROOT, SIZE) 09. KENTUCKY COFFEETREE, B&B, 2 1/2- INCH CAL	EACH	4.000	4.000
2020	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 01. SMOOTH SUMAC, #5 CONT., 48" HT	EACH	16.000	16.000
2030	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 02. NANNYBERRY VIBURNUM, B&B, 48" HT	EACH	11.000	11.000
2040	632.9101	LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES	EACH	20.000	20.000
2050	633.0100	DELINEATOR POSTS STEEL	EACH	206.000	206.000
2060	633.0500	DELINEATOR REFLECTORS	EACH	277.000	277.000
2070	633.1000	DELINEATOR BRACKETS	EACH	9.000	9.000
2080	633.1100	DELINEATORS TEMPORARY	EACH	240.000	240.000
2090	633.5200	MARKERS CULVERT END	EACH	132.000	132.000
2100	634.0412	POSTS WOOD 4X4-INCH X 12-FT	EACH	25.000	25.000
2110	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	9.000	9.000
2120	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	65.000	65.000
2130	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	94.000	94.000
2140	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	53.000	53.000
2150	634.0620	POSTS WOOD 4X6-INCH X 20-FT	EACH	25.000	25.000
2160	635.0200	SIGN SUPPORTS STRUCTURAL STEEL HS	LB	4,734.000	4,734.000
2170	636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	8.000	8.000
2180	636.0500	SIGN SUPPORTS STEEL REINFORCEMENT	LB	490.000	490.000
2190	637.0101	SIGNS TYPE I	SF	1,351.000	1,351.000
2200	637.0103	SIGNS TYPE III	SF	30.000	30.000
2210	637.0202	SIGNS REFLECTIVE TYPE II	SF	2,487.220	2,487.220
2220	638.2101	MOVING SIGNS TYPE I	EACH	1.000	1.000
2230	638.2102	MOVING SIGNS TYPE II	EACH	12.000	12.000
2240	638.2602	REMOVING SIGNS TYPE II	EACH	213.000	213.000
2250	638.2603	REMOVING SIGNS TYPE III	EACH	4.000	4.000
2260	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	195.000	195.000
2270	638.3100	REMOVING STRUCTURAL STEEL SIGN SUPPORTS	EACH	2.000	2.000
2280	638.4000	MOVING SMALL SIGN SUPPORTS	EACH	10.000	10.000
2290	642.5401	FIELD OFFICE TYPE D	EACH	1.000	1.000
2300	643.0100	TRAFFIC CONTROL (PROJECT) 01. 1390-04-80	EACH	1.000	1.000
2310	643.0300	TRAFFIC CONTROL DRUMS	DAY	242,480.000	242,480.000
2320	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	34,420.000	34,420.000
2330	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	530.000	530.000
2340	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	530.000	530.000
2350	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	68,576.000	68,576.000
2360	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	52,480.000	52,480.000
2370	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	1,320.000	1,320.000
2380	643.0900	TRAFFIC CONTROL SIGNS	DAY	40,428.000	40,428.000
2390	643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II	EACH	17.000	17.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1390-04-80 QUANTITY
2400	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 1390-04-80	EACH	1.000	1.000
2410	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	470.000	470.000
2420	645.0105	GEOTEXTILE FABRIC TYPE C	SY	250.000	250.000
2430	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	170.000	170.000
2440	645.0130	GEOTEXTILE FABRIC TYPE R	SY	3,180.000	3,180.000
2450	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	174,120.000	174,120.000
2460	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	9,250.000	9,250.000
2470	646.0600	REMOVING PAVEMENT MARKINGS	LF	118,050.000	118,050.000
2480	646.0841.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH	LF	1,234.000	1,234.000
2490	646.0843.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH	LF	1,560.000	1,560.000
2500	647.0256	PAVEMENT MARKING SYMBOLS EPOXY	EACH	1.000	1.000
2510	647.0456	PAVEMENT MARKING CURB EPOXY	LF	105.000	105.000
2520	647.0526	PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH	EACH	15.000	15.000
2530	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	310.000	310.000
2540	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	9.000	9.000
2550	647.0656	PAVEMENT MARKING PARKING STALL EPOXY	LF	335.000	335.000
2560	647.0746	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH	LF	140.000	140.000
2570	649.0200	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH	LF	108,540.000	108,540.000
2580	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	9,070.000	9,070.000
2590	649.0801	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH	LF	840.000	840.000
2600	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	84,950.000	84,950.000
2610	650.5000	CONSTRUCTION STAKING BASE	LF	34,260.000	34,260.000
2620	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	2,960.000	2,960.000
2630	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	102.000	102.000
2640	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 01. C-28-32	LS	1.000	1.000
2650	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 02. B-28-131	LS	1.000	1.000
2660	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 03. B-28-132	LS	1.000	1.000
2670	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 04. R-28-30	LS	1.000	1.000
2680	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	50,550.000	50,550.000
2690	650.7500	CONSTRUCTION STAKING CONCRETE BARRIER	LF	956.000	956.000
2700	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1390-04-80	LS	1.000	1.000
2710	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	82,370.000	82,370.000
2720	690.0150	SAWING ASPHALT	LF	2,590.000	2,590.000
2730	690.0250	SAWING CONCRETE	LF	320.000	320.000
2740	715.0415	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	49,460.000	49,460.000
2750	715.0502	INCENTIVE STRENGTH CONCRETE STRUCTURES	DOL	11,526.000	11,526.000
2760	SPV.0035	SPECIAL 01. CONCRETE SURFACE DRAINS SPECIAL	CY	5.000	5.000
2770	SPV.0035	SPECIAL 02. TEMPORARY STONE DITCH CHECKS	CY	100.000	100.000
2780	SPV.0045	SPECIAL 01. PORTABLE CHANGEABLE MESSAGE SIGN	DAY	352.000	352.000
2790	SPV.0060	SPECIAL 01. LANDMARK REFERENCE MONUMENTS SPECIAL	EACH	3.000	3.000

3

DATE 03DEC12 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1390-04-80 QUANTITY
2800	SPV.0060	SPECIAL 02. REINFORCED CONCRETE ENDWALLS & GRATES 18-INCH SPECIAL	EACH	16.000	16.000
2810	SPV.0060	SPECIAL 03. REINFORCED CONCRETE ENDWALLS & GRATES 29X45-INCH SPECIAL	EACH	1.000	1.000
2820	SPV.0060	SPECIAL 04. SEALING PIPES TEMPORARY	EACH	3.000	3.000
2830	SPV.0060	SPECIAL 05. SECURITY GATE CHAIN LINK (24') SPECIAL	EACH	1.000	1.000
2840	SPV.0060	SPECIAL 06. INLET DITCH CHECKS SPECIAL	EACH	6.000	6.000
2850	SPV.0060	SPECIAL 07. CULVERT DITCH CHECKS SPECIAL	EACH	3.000	3.000
2860	SPV.0060	SPECIAL 08. MANHOLE 6-FT DIAMETER SPECIAL	EACH	1.000	1.000
2870	SPV.0060	SPECIAL 09. TERMINAL HIGH-TENSION CABLE GUARD TL-3	EACH	2.000	2.000
2880	SPV.0060	SPECIAL 10. REMOVING FLEXIBLE TUBULAR MARKER & BASE	EACH	420.000	420.000
2890	SPV.0060	SPECIAL 11. TEMPORARY MEDIAN INLET TYPE 1G-MS	EACH	1.000	1.000
2900	SPV.0060	SPECIAL 12. MANHOLES 7-FT DIAMETER SPECIAL	EACH	1.000	1.000
2910	SPV.0060	SPECIAL 13. MANHOLES 8-FT DIAMETER SPECIAL	EACH	1.000	1.000
2920	SPV.0060	SPECIAL 14. REINFORCED CONCRETE ENDWALLS & GRATES 30-INCH SPECIAL	EACH	4.000	4.000
2930	SPV.0090	SPECIAL 01. HIGH-TENSION CABLE GUARD TL-3 SOCKETED	LF	4,463.000	4,463.000
2940	SPV.0090	SPECIAL 02. CONSTRUCTION STAKING HIGH-TENSION CABLE GUARD	LF	4,463.000	4,463.000
2950	SPV.0090	SPECIAL 03. SECURITY CHAIN LINK FENCE, 6-FOOT SPECIAL	LF	478.000	478.000
2960	SPV.0090	SPECIAL 04. CONCRETE CURB AND GUTTER 32-INCH SPECIAL	LF	55.000	55.000
2970	SPV.0105	SPECIAL 01. TEMPORARY STREAM DIVERSION STRUCTURE C-28-32	LS	1.000	1.000
2980	SPV.0105	SPECIAL 02. REMOVING TEMPORARY CROSSOVER, XON1 & XON2	LS	1.000	1.000
2990	SPV.0105	SPECIAL 03. REMOVING TEMPORARY CROSSOVER, XON3 & XON5	LS	1.000	1.000
3000	SPV.0105	SPECIAL 04. REMOVING TEMPORARY CROSSOVER, XOJ1	LS	1.000	1.000
3010	SPV.0105	SPECIAL 05. REMOVING TEMPORARY CROSSOVER, XOJ2	LS	1.000	1.000
3020	SPV.0105	SPECIAL 06. REMOVING TEMPORARY CROSSOVER, XOJ3	LS	1.000	1.000
3030	SPV.0105	SPECIAL 07. CONCRETE PAVEMENT JOINT LAYOUT	LS	1.000	1.000
3040	SPV.0105	SPECIAL 08. TEMPORARY MEDIAN INLET TYPE 2G-MS	LS	1.000	1.000
3050	SPV.0105	SPECIAL 09. SALVAGING TREE	LS	1.000	1.000
3060	SPV.0105	SPECIAL 10. MANHOLE 8-FT DIAMETER TEMPORARY	LS	1.000	1.000
3070	SPV.0105	SPECIAL 11. CONSTRUCTION STAKING HMA PARKING LOT	LS	1.000	1.000
3080	SPV.0180	SPECIAL 01. GEOGRID REINFORCEMENT	SY	275,450.000	275,450.000

3

Division	From/To Station	Location	205.0100 Common Excavation (1) Cut (2)	205.0100 Common Excavation (1) EBS Excavation (3)	Available Material (5)	Marsh Excavation (6) (Item #205.0500)	Reduced Marsh in Fill (8) Factor 0.60	Reduced EBS in Fill (9) Factor 0.80	Expanded Marsh Backfill (10) Factor 1.50	Unexpanded Fill	Expanded Fill (13) Factor 1.20	Mass Ordinate +/- (14)	Waste	Borrow (Item #208.0100)	Comment:
1 (STAGE 1)	576+00 - 640+00	SB STH 26 576+00 - 640+00 & NB STH 26 586+00 - 598+00	36,420	3,703	36,420	0	0	2,962	0	122,483	143,424	-107,004	0	-107,004	
	640+00 - 725+00	SB STH 26 640+00 - 658+00 & NB STH 26 655+00 - 725+00	46,578	3,240	46,578	0	0	2,592	0	87,086	101,392	-54,814	0	-54,814	
	725+00 - 822+00	NB STH 26	280,195	8,892	280,195	6,119	3,671	7,113	9,178	52,266	49,778	230,418	230,418	0	
	5+86 - 12+50 'DS'	OLD 26 'DS'	122	185	122	0	0	148	0	593	534	-413	0	-413	
	12+50 - 29+50 'DS'	OLD 26 'DS'	7,749	1,358	7,749	0	0	1,086	0	974	-135	7,885	7,885	0	
	17+75 - 19+25 'CW'	COUNTY LINE RD 'CW'	122	145	122	0	0	116	0	13	-124	246	246	0	
	25+75 - 28+50 'CLN'	COUNTY LINE RD 'CLN'	868	329	868	0	0	263	0	0	-316	1,183	1,183	0	
	30+50 - 34+50 'V'	VICKERMAN RD 'V'	517	249	517	0	0	199	0	926	872	-355	0	-355	
	30+39 - 41+00 'JE'	EAST CONNECTOR RD 'JE'	47,857	1,126	47,857	0	0	901	0	3,674	3,327	44,530	44,530	0	
	30+80 - 45+50 'P'	KOSHKONONG LAKE / POND RD 'P'	3,246	427	3,246	0	0	342	0	50,812	60,564	-57,318	0	-57,318	
	19+50 - 55+75 'W'	WHITETAIL LANE 'W'	62,097	1,688	62,097	2,644	1,586	1,351	3,965	135,713	159,331	-97,235	0	-97,235	
	30+50 - 39+50 'NC'	OLD 26 'NC'	1,314	143	1,314	0	0	114	0	40,410	48,355	-47,041	0	-47,041	
	28+00 - 29+50 'GA'	GARVERT LANE 'GA'	350	169	350	0	0	135	0	4	-158	507	507	0	
	9+00 - 9+82 'D20"	D20	450	0	450	0	0	0	0	0	0	450	450	0	
	10+90 - 12+00 'D12'	D12	509	0	509	0	0	0	0	0	0	509	509	0	
	11+25 - 11+75 'D13"	D13	174	0	174	0	0	0	0	0	0	174	174	0	
	5+00 - 9+50 'D14'	D14	7,629	0	7,629	0	0	0	0	0	0	7,629	7,629	0	
	6+75 - 9+35 'D15'	D15	1,338	0	1,338	0	0	0	0	0	0	1,338	1,338	0	
	7+25 - 9+00 'D16'	D16	844	0	844	0	0	0	0	0	0	844	844	0	
	5+00 -9+37 'D17'	D17	3	0	3	0	0	0	0	18,438	22,126	-22,123	0	-22,123	
	7+85 - 9+87 'D18'	D18	14	0	14	0	0	0	0	800	960	-946	0	-946	
	8+25 - 9+50 'D19'	D19	7	0	7	0	0	0	0	121	146	-139	0	-139	
					0		0	0	0			0	0	0	
					0		0	0	0			0	0	0	
		Division 1 Subtotal	498,403	21,654	498,403	8,762	5,257	17,323	13,143	514,311	590,076	-91,674		-91,674	
2 (STAGE 2)	576+00 - 640+00	NB STH 26 576+00 - 640+00	19,904	4,593	19,904	2,426	0	3,674	3,639	36,311	39,164	-19,260	0	0	
	640+00 - 725+00	NB STH 26 640+00 - 655+00 & SB STH 26 658+00 - 725+00	29,595	7,998	29,595	0	0	6,399	0	21,604	18,247	11,348	11,348		
	725+00 - 832+00	SB STH 26	131,584	13,714	131,584	0	0	10,971	0	15,091	4,943	126,641	126,641	0	
	0+00 - 22+00	N TRAYNOR CT 'AH'	10,679	1,228	10,679	0	0	982	0	1,078	115	10,564	10,564	0	
	30+50 - 38+50 'CLN'	COUNTY LINE RD 'CLN'	1,391	647	1,391	0	0	518	0	181	-405	1,796	1,796	0	
	15+50 - 19+70 'BR'	STAGE COACH INN RD 'BR'	386	428	386	0	0	342	0	191	-181	568	568	0	
	27+50 - 28+66 'HA'	HAMER LANE 'HA'	91	151	91	0	0	120	0	24	-115	207	207	0	
	14+40 - 26+32 'DN'	OLD 26 'DN'	2,872	824	2,872	0	0	659	0	834	209	2,663	2,663	0	
	16+00 - 29+50 'JW'	WEST CONNECTOR RD 'JW'	905	654	905	0	0	523	0	915	470	435	435	0	
	14+36 - 27+03 'P'	KOSHKONONG LAKE / POND RD 'P'	862	564	862	0	0	451	0	23,841	28,068	-27,206	0	-27,206	
	9+13 - 9+90 'D10'	'D10'	743	0	743	0	0	0	0	0	0	743	743	0	
		Division 2 Subtotal	199,013	30,801	199,013	2,426	0	24,641	3,639	100,070	90,515	108,498	108,498		
Grand Total			697,415.94	52,454.83	697,415.94	11,188.09	5,257.27	41,963.86	16,782.13	614,380.80	680,591.61	16,824.33	108,498.31	-91,673.97	
		Total Common Exc.	**749,871**		**Total Marsh Exc.**	**11,188**			**Total Borrow Exc.**	**91,674**					

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 Select Crushed Material. Specific EBS quantities (not including undistributed) shown are for 1' of select crushed material shown on typical section
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Marsh Excavation - to be backfilled with Breaker Run material
8) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 2:1 slope. Marsh in Fill Reduction factor = 0.6
9) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
10) Expanded Marsh Backfill - This is to be filled with breaker run material. Marsh Backfill Factor = 1.50. Item number 311.0110
11) Expanded EBS Backfill - This is to be filled with Select Crushed Material. EBS Backfill Factor = 1.75. Item number 208.1100
13) Expanded Fill. Factor = 1.20
Depending on selections: **Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor**
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * 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.

CLEARING AND GRUBBING

STATION		STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
STH 26 - NORTHBOUND					
578+00	-	582+00	RT	1	1
597+00	-	598+00	RT	1	1
599+00	-	602+00	RT	3	3
604+00	-	613+00	RT	1	1
620+00	-	624+00	RT	4	4
625+00	-	630+00	RT	5	5
664+00	-	667+00	RT	3	3
677+00	-	699+00	RT	22	22
700+00	-	701+00	RT	1	1
713+00	-	724+00	RT	11	11
739+00	-	769+00	RT	30	30
774+00	-	782+00	RT	8	8
794+00	-	799+00	RT	5	5
806+00	-	812+00	RT	6	6
817+00	-	819+00	RT	2	2
823+00	-	825+00	RT	2	2
STH 26 - SOUTHBOUND					
594+00	-	596+00	RT	2	2
599+00	-	604+00	RT	5	5
608+00	-	619+00	RT	11	11
620+00	-	625+00	RT	5	5
627+00	-	668+00	RT	41	41
668+00	-	708+00	LT	40	40
713+00	-	723+00	LT	10	10
733+00	-	745+00	LT	12	12
753+00	-	759+00	LT	6	6
761+00	-	763+00	LT	2	2
770+00	-	785+00	LT	15	15
789+00	-	798+00	LT	9	9
803+00	-	804+00	LT	1	1
809+00	-	813+00	LT	4	4
818+00	-	822+00	LT	4	4
OLD STH 26					
05+85	-	15+85	DS LT/RT	10	10
24+00	-	30+00	DS LT/RT	4	4
15+00	-	17+00	DN LT/RT	2	2
22+00	-	25+00	DN LT/RT	3	3
30+50	-	38+50	NC LT/RT	7	7
CULDUSAC 'BR'					
16+75	-	18+75	LT&RT	2	2
VICKERMAN ROAD 'V'					
31+00		35+00	LT&RT	4	4
KOSHKONONG ROAD/POND ROAD 'P'					
15+00	-	27+00	RT	12	12
31+00	-	41+00	RT	10	10
EAST CONNECTOR ROAD 'JE'					
25+00	-	27+00	LT&RT	2	2
WEST CONNECTOR ROAD 'JW'					
30+00	-	35+00	LT&RT	5	5
WHITETAIL LANE 'W'					
20+00	-	32+00	LT&RT	12	12
31+00	-	33+00	LT&RT	2	2
41+00	-	45+00	LT&RT	4	4
MULTI-USE PATH 'BP1'					
319+00	-	320+00	LT	1	1
324+00	-	329+00	LT&RT	5	5
333+00	-	349+00	LT&RT	6	6
355+00	-	391+81	LT&RT	37	37
349+00	-	350+00	LT	1	1
451+00	-	453+00	LT&RT	2	2
456+00	-	471+35	LT&RT	15	15
			TOTALS	**418**	**418**

REMOVING PAVEMENT

STATION		STATION	LOCATION	STAGE	204.0100 SY
EXISTING STH 26					
580+00	-	712+00	EXISTING 26	2	46,607
712+00	-	748+00	EXISTING 26	2	18,592
748+00	-	828+00	EXISTING 26	2	30,578
			TOTAL		**95,780**

REMOVING CURB AND GUTTER

STATION		STATION	LOCATION	204.0150 LF
EXISTING STH 26				
582+00	-	583+50	RT 'AH'	122
617+00	-	618+00	RT	110
642+50	-	644+00	RT & LT 'CLN'	308
676+00	-	676+50	LT 'HA'	304
711+50	-	712+00	RT 'V'	164
743+00	-	744+00	LT 'P'	324
745+00	-	746+50	RT 'P'	166
815+00	-	816+00	'W'	306
			TOTAL	**1810**

OBLITERATING OLD ROAD

STATION		STATION	SIDE	OFFSET	LOCATION	214.0100 STA
COUNTY LINE ROAD						
33+00	-	35+00	RT	150	CLN	1.6
POND ROAD						
31+20	-	36+83	LT	146'	P	4.5
					TOTAL	**6.1**

REMOVING ASPHALT SURFACE

STATION		STATION	LOCATION	204.0110 SY	204.0120 MILLING SY	REMARKS
OLD 26 'DN'						
26+32	-	35+00	DN'	-	1930	Mill 2-inches
JEFFERSON BYPASS						
CTH W	-	CTH J	STH 26 NB	220	-	SHOULDERS
			TOTAL	**220**	**1,930**	

REMOVING BUILDINGS

SITE NO.	STATION	LOCATION	204.0235 REMOVING BUILDINGS ITEM NO.	LS	204.0240 SITE CLEARANCE ITEM NO.	LS	204.0265 ABANDON WELLS EACH	REMARKS
STH 26								
1	621+50	LT	.01	1	.01	1	1	Small Metal Shed
2	687+00	RT	.02	1	.02	1	-	Barn Foundation, Silo
3	758+00	RT	.03	1	.03	1	1	Small Shed (well behind shed in thick brush)
VICKERMAN								
4	32+50	'V' RT	.04	1	.04	1	-	Small manure/dump pit
			TOTALS	**4**		**4**	**2**	

REMOVING TEMPORARY CROSSOVER

	SPV.0105.02 REMOVING TEMP CROSSOVER XON1&XON2 LS	SPV.0105.03 REMOVING TEMP CROSSOVER XON3&XON5 LS	SPV.0105.04 REMOVING TEMP CROSSOVER XOJ1 LS	SPV.0105.05 REMOVING TEMP CROSSOVER XOJ2 LS	SPV.0105.06 REMOVING TEMP CROSSOVER XOJ3 LS
TOTAL	**1**	**1**	**1**	**1**	**1**

STRUCTURE REMOVALS

INLET STATION	INLET OFFSET FT	INLET LOCATION	ITEM NUMBER	203.0200 REMOVING OLD STRUCTURE (25+27) LS	203.0200 REMOVING OLD STRUCTURE (696+05) LS	203.0200 REMOVING OLD STRUCTURE (789+91) LS	203.0200 REMOVING OLD STRUCTURE (817+77) LS	REMARKS
OLD 26 'DS'								
25+27	43.26	'DS' RT	.01	1	-	-	-	2'x3' Box Culvert
STH 26								
696+05	158.00	LT	.02	-	1	-	-	33"x33" Box Culvert
789+91	144.00	LT	.03	-	-	1		30"x42" Box Culvert
817+77	124.00	LT	.04	-	-	-	1	3'x3' Box Culvert
			TOTAL	**1**	**1**	**1**	**1**	

REMOVING FENCE

STATION		STATION	LOCATION	204.0170 REMOVING FENCE LF
STH 26				
581+70	-	585+20	WEST OF SB, IN ML MEDIAN	510
612+80	-	615+05	WEST OF SB	590
616+05	-	–	WEST OF SB	80
621+85	-	627+25	WEST OF SB	855
678+25	-	688+40	IN ML MEDIAN	1,015
769+50	-	772+00	EAST OF NB	330
776+60	-	–	IN ML MEDIAN	60
824+45	-	826+20	WEST OF SB	225
COUNTY LINE ROAD 'CLN'				
17+00	-	17+40	WB SIDE	65
VICKERMAN ROAD 'V'				
30+00	-	31+75	NB OF ML TO CL OF V	245
EAST CONNECTOR ROAD 'JE'				
33+30	-	–	RT/LT	130
36+20	-	–	RT/LT	140
OLD STH 26 'DN'				
25+90	-	36+30	NB SIDE	45
KOSHKONONG/POND ROAD 'P'				
26+75	-	27+35	WEST BRIDGE ABUTMENT	205
OLD STH 26 'NC'				
32+00		33+30	SB SIDE	175
			TOTALS	**4,670**

REMOVING SMALL PIPE CULVERTS

INLET STATION	INLET OFFSET / LOCATION FT	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.0220 REMOVING INLETS EACH	REMARKS
STH 26				
583+82	90.51 RT	1	-	
584+73	104.7 RT	1	-	18" CPCS
585+61	40.76 RT	1	-	18" CPCS
597+85	32.46 RT	1	-	18" CPCS
600+92	95.96 RT	1	-	18" CPCS
601+69	22.52 RT	1	-	18" CPCS
603+12	83.9 RT	1	-	18" CPCS
603+58	9.76 RT	1	-	18" CPCS
606+62	70.51 RT	1	-	18" CPCS
609+32	66.46 RT	1	-	18" CPCS
611+22	27.83 LT	1	-	18" CPCS
613+06.40	30.0 LT	1	-	30" CPRC
618+42	19.6 LT	1	-	18" CPCS
620+20	52.77 RT	1	-	18" CPCS
621+55	58.46 RT	1	-	18" CPCS
621+64	14.47 LT	1	-	18" CPCS
624+58	65.91 RT	1	-	18" CPCS
624+90	33.38 LT	1	-	18" CPCS
629+25	3.3 RT	1	-	18" CPCS
632+96	195.83 LT	1	-	18" CPCS
633+73	200.00 LT	1	-	30" CPRC
640+85	16.52 LT	1	-	18" CPCS
643+01	77.37 LT	1	-	18" CPCS
643+04	66.28 RT	1	-	18" CPCS
643+63	83.41 LT	1	-	18" CPCS
644+96	42.54 RT	1	-	18" CPCS
669+72	32.31 LT	1	-	18" CPCS
679+48	26.91 LT	1	-	18" CPCS
696+05	76.0 LT	1	-	30" CPRC
701+61	38.31 LT	1	-	18" CPCS
711+39.50	72.0 LT	1	-	30" CPRC
722+25	75.0 LT	1	-	42" CPRC
731+48	57.0 LT	1	-	42" CPRC
731+56	134.0 LT	1	-	24" CPCS
743+50	75.86 LT	1	-	18" CPCS
755+86	62.0 LT	1	-	30" CPRC
757+75	23.76 LT	1	-	18" CPCS
766+93	27.0 LT	1	-	18" CPCS
767+83	27.51 LT	1	-	18" CPCS
776+20	45.34 LT	1	-	18" CPCS
778+37	52.69 LT	1	-	18" CPCS
780+52	53.10 LT	1	-	18" CPCS
789+91	72.0 RT	1	-	34" x 53" CPRCHE
796+17	35.52 LT	1	-	18" CPCS
797+00	35.17 LT	1	-	18" CPCS
811+56	37.09 LT	1	-	18" CPCS
817+79	124.0 LT	1	1	42" CPRC
827+61	50.0 LT	1	1	12" CPRC
829+61	37.0 LT	-	1	-
FRONTAGE ROAD 'AH'				
19+31	LT/RT	1	-	30" CPRC
21+25	6.63 RT	1	-	12" CPCS
21+70	20.37 RT	1	-	18" CPCS
HAMMER LANE 'HA'				
28+36	33.91 LT	1	-	30" CPCS
28+77	LT/RT	1	-	24" CPRC

CONTINUED IN NEXT COLUMN

REMOVING SMALL PIPE CULVERTS

INLET STATION	INLET OFFSET / LOCATION FT	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.0220 REMOVING INLETS EACH	REMARKS
VICKERMAN ROAD 'V'				
31+39	85.59 RT	1	-	24" CPCS
34+23	UNDER ROAD	1	-	6.5" Metal
OLD STH 26 'DN'				
15+75	9.77 RT	1	-	18" CPCS
21+81	99.84 RT	1	-	24" CPCS
25+12	23.82 LT	1	-	12" CPCS
WHITETAIL LANE 'W'				
28+88	169.61 LT	1	-	24" CPCS
30+32	44.18 LT	1	-	24" CPCS
33+05	62.93 RT	1	-	18" CPCS
34+51	42.27 LT	1	-	18" CPCS
OLD STH26 'NC'				
31+75	32.83 LT	1	-	18" CPCS
34+00	64.88 LT	1	-	6.5" CPCP
35+53	UNDER ROAD	1	-	24" CPCS
GARVER LANE 'GA'				
29+69	LT/RT	1	-	30" CPRC
MULTI-USE PATH "BP1"				
541+51	41.64 LT	1	-	18" CPCS
TOTALS		**66**	**3**	

BASE AGGREGATE

STATION	-	STATION	LOCATION CODE	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	** 312.0110 SELECT CRUSHED MATERIAL TON	
STH 26							
576+00	-	605+00	NB & SB	770	16,299	17,541	
605+00	-	635+00	NB & SB	742	16,710	24,487	S.C.M includes additional material for Marsh Backfill
635+00	-	665+00	NB & SB	805	17,130	19,401	S.C.M includes additional material for Marsh Backfill
665+00	-	695+00	NB & SB	814	16,740	17,970	
695+00	-	725+00	NB & SB	814	10,782	18,390	
725+00	-	755+00	NB & SB	824	15,174	17,794	
755+00	-	785+00	NB & SB	793	16,869	17,849	
785+00	-	820+00	NB	456	9,782	20,770	S.C.M includes additional material for Marsh Backfill
826+75	-	832+75	NB SHLDR.	50	50	-	
785+00	-	831+82	SB	604	13,103	13,825	
CROSSOVERS							
598+80	-	-	AH	23	280	2,244	
618+50	-	-	DRIVEWAY	23	303	2,689	
646+80	-	-	CLN	17	352	5,346	
687+00	-	-	DRIVEWAY	9	148	2,228	
714+20	-	-	V	12	197	1,943	
721+50	-	-	V	12	361	2,422	
768+40	-	-	D11, D12, D13	9	147	2,226	
795+00	-	-	D14, D15	9	147	2,228	
FRONTAGE ROAD							
8+00	-	22+40	AH	220	2,405	2,522	
COUNTY LINE ROAD							
25+80	-	28+60	CLN	29	734	807	
30+40	-	38+50	CLN	120	1,625	1,801	
16+75	-	19+83	BR	61	999	1,062	
18+00	-	19+20	CW	26	252	266	
HAMER LANE							
27+50	-	29+05	HA	11	372	569	
VICKERMAN ROAD							
30+40	-	34+50	V	72	870	939	
OLD STH 26							
5+85	-	12+90	DS	70	1,510	1,726	
12+90	-	29+50	DS	327	3,119	3,285	
14+40	-	19+30	DN	102	921	963	
19+30	-	20+80	DN	0	668	836	
20+80	-	26+30	DN	115	1,042	1,086	
WEST CONNECTOR ROAD							
16+40	-	25+50	JW	350	1,993	2,138	
26+90	-	29+10	JW	28	551	594	
EAST CONNECTOR ROAD							
30+40	-	41+00	JE	365	2,411	2,637	
KOSHKONONG/POND ROAD							
14+30	-	26+80	P	348	2,999	3,242	
31+00	-	40+50	P	338	2,138	2,232	
WHITETAIL LANE/GARVER LANE							
19+50	-	28+00	W	309	1,976	2,048	
31+20	-	55+80	W	911	5,892	6,040	
30+20	-	38+50	NC	176	1,452	9,189	S.C.M includes additional material for Marsh Backfill
TEMPORARY CROSSOVERS/RAMPS							
652+55	-	665+19	XOJ1	172	2,416	3,609	
840+18	-	852+10	XOJ2	116	1,085	1,799	
852+26	-	865+29	XOJ3	173	1,561	2,580	
MULTI-USE PATH							
300+55	-	391+55	BP1	-	5,075	3,525	
452+23	-	473+23	BP1	-	1,155	802	
534+79	-	546+00	BP1	-	628	436	
MULTI-USE PATH PARKING LOT							
16+21	-	16+85	DS	-	319	479	
DRIVEWAYS TOTAL			PROJECT WIDE	-	1,743	2,873	
JEFFERSON BYPASS							
CTH W	-	CTH J	STH 26 NB	10	20	-	
UNDISTRIBUTED				2,245	36,497	49,887	
			TOTALS	**13,480**	**219,010**	**299,330**	

**NOTE: OTHER SELECT CRUSH QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS

CONCRETE PAVEMENT ITEMS

STATION - STATION			LOCATION CODE	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.1095 CONCRETE PAVEMENT HES 9 1/2-INCH SY	415.6000.S ROUTE AND SEAL LF	416.1110 CONCRETE RUMBLE STRIPS SHOULDER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	SPV.0105.07 CONCRETE PAVEMENT JOINT LAYOUT LS
STH 26									
576+00	-	605+00	NB & SB	18,696	-	10,445	4,980	5,800	-
605+00	-	635+00	NB & SB	18,556	-	11,005	5,450	6,000	-
635+00	-	665+00	NB & SB	21,674	-	9,100	4,570	6,000	-
665+00	-	695+00	NB & SB	19,122	-	10,365	4,950	6,000	-
695+00		725+00	NB & SB	20,064	-	9,485	5,020	6,000	-
725+00	-	755+00	NB & SB	18,962	-	10,645	4,410	6,000	-
755+00	-	785+00	NB & SB	18,243	-	11,210	5,800	6,000	-
785+00	-	815+00	NB & SB	18,239	-	11,210	5,900	6,000	-
815+00	-	820+00	NB	1,444	-	500	500	500	-
815+00	-	831+98	SB	4,905	-	1,700	1,698	1,698	-
CROSSOVERS									
598+80	-	-	AH	297	-	-	-	-	-
618+00	-	-	DRIVEWAY	363	-	-	-	-	-
647+00	-	-	CLN	467	-	-	-	61	-
687+00	-	-	DRIVEWAY	214	-	-	-	-	-
715+00	-	-	V	178	-	-	-	-	-
721+00	-	-	V	291	-	-	-	-	-
768+00	-	-	D11, D12, D13	291	-	-	-	-	-
795+00	-	-	D15, D16	291	-	-	-	-	-
SIDEROAD INTERSECTIONS									
22+03	-	022+31	AH	136	-	-	-	28	-
28+14	-	028+64	CLN	361	-	-	-	70	-
30+37	-	030+86	CLN	372	-	-	-	72	-
28+49	-	02904	HA	395	-	-	-	80	-
30+36	-	03099	V	400	-	-	-	63	-
28+65	-	02915	JW	435	-	-	-	91	-
28+65	-	02915	JE	439	-	-	-	81	-
JEFFERSON BYPASS									
CTH W	-	CTH J	STH 26 NB & SB	-	310	325	-	-	-
			TOTALS	**164.840**	**310**	**85.990**	**43.280**	**50.550**	**1**

CONCRETE PAVEMENT 9-INCH, CONCRETE PAVEMENT APPROACH SLAB, CONCRETE SURFACE DRAINS, POLYMER OVERLAY

STATION	LOCATION	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	204.9105.S REMOVING CTH J EAST APPROACH SLAB LS	SPV.0035.01 CONCRETE SURFACE DRAINS SPECIAL CY	SPV.0090.04 CONCRETE CURB & GUTTER 32-INCH SPECIAL LF	509.5100.S POLYMER OVERLAY SY	REMARKS
TOWNLINE ROAD 'TL'								
798+17.56 - 801+34.38 TL	TOWNLINE ROAD OVER STH 26	-	-	-	-	-	1485	B-53-250
POND ROAD 'P'								
26+80.49 P	POND ROAD OVER STH 26	30	61	-	-	24	-	B-28-131
31+01.74 P	POND ROAD OVER STH 26	30	59	-	3	-	-	B-28-131
WHITETAIL LANE 'W'								
27+99.82 W	WHITETAIL LANE OVER STH 26	27	69	-	2	-	-	B-28-132
31+29.86 W	WHITETAIL LANE OVER STH 26	32	69	-	-	27	-	B-28-132
CTH J 'J'								
25+51.2 J	CTH J OVER STH 26	-	-	1	-	-	-	B-28-143
	TOTALS	**120**	**260**	**1**	**5**	**55**	**1485**	

HMA PAVEMENT ITEMS

STATION - STATION	LOCATION	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0605 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1101 HMA PAVEMENT TYPE E-1 TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF	REMARKS
STH 26									
576+00 - 605+00	NB & SB	71	168	1293	-	-	-	4632	
605+00 - 635+00	NB & SB	80	188	725	-	-	-	4902	
635+00 - 665+00	NB & SB	65	153	1178	-	-	-	4513	
665+00 - 695+00	NB & SB	74	174	1341	-	-	-	5121	
695+00 - 725+00	NB & SB	70	164	1266	-	-	-	4268	
725+00 - 755+00	NB & SB	48	114	1131	-	-	-	6000	
755+00 - 785+00	NB & SB	81	191	1467	-	-	-	5112	
785+00 - 820+00	NB	47	112	862	-	-	-	3057	
785+00 - 831+98	SB	64	152	1170	-	-	-	4254	
FRONTAGE ROAD									
8+00 - 22+40	AH	33	79	608	-	-	-	-	
COUNTY LINE ROAD									
25+80 - 28+60	CLN	9	21	161	-	-	-	-	
30+40 - 38+50	CLN	22	51	395	-	-	-	-	
16+75 - 19+83	BR	17	39	304	-	-	-	-	
18+00 - 19+20	CW	4	9	70	-	-	-	-	
VICKERMAN ROAD									
30+40 - 34+50	V	9	22	171	-	-	-	-	
OLD STH 26									
5+85 - 12+90	DS	26	62	475	-	-	-	-	
12+90 - 29+50	DS	45	107	821	-	-	-	-	
14+40 - 19+30	DN	13	31	240	-	-	-	-	
19+30 - 20+80	DN	12	29	223	-	-	-	-	
20+80 - 26+30	DN	15	35	272	-	-	-	-	
HAMER LANE									
27+50 - 29+04	HA	3	7	51	-	-	-	-	
WEST CONNECTOR ROAD									
16+40 - 25+50	JW	34	63	-	625	-	-	-	
26+90 - 29+10	JW	7	12	-	119	-	-	-	
EAST CONNECTOR ROAD									
30+40 - 41+00	JE	38	70	-	696	-	-	-	
KOSHKONONG/POND ROAD									
14+30 - 26+80	P	56	103	-	1015	-	-	-	
31+00 - 40+50	P	36	67	-	662	-	-	-	
WHITETAIL LANE/ GARVER LANE									
19+50 - 28+00	W	33	61	-	601	-	-	-	
31+20 - 55+80	W	91	168	-	1662	-	-	-	
28+00 - 29+80	GA	7	17	132	-	-	-	-	
30+20 - 38+50	NC	21	50	385	-	-	-	-	
TEMPORARY CROSSOVERS									
652+55 - 665+19	XOJ1	-	-	-	-	-	519	-	
840+18 - 852+10	XOJ2	-	-	-	-	-	186	-	
852+26 - 865+29	XOJ3	-	-	-	-	-	239	-	
MULTI-USE PATH									
300+55 - 391+55	BP1	61	252	1108	-	-	-	-	
391+55 - 452+23	BP1	40	166	732	-	-	-	-	
452+23 - 473+23	BP1	14	57	252	-	-	-	-	
473+23 - 502+23	BP1	19	81	354	-	-	-	-	
534+75 - 546+00	BP1	8	31	138	-	-	-	-	
PARKING LOT	BP1	6	14	110					
JEFFERSON BYPASS									
CTH J	APPROACH SLAB	2	3	-	38	-	-	-	
CTH W - CTH J	STH 26 NB & SB	3	7	50	-	-	-	325	
DRIVEWAY TOTALS		-	-	-	-	474	-	-	
TOTALS		**1,290**	**3,130**	**17,490**	**5,420**	**480**	**950**	**42,190**	

ASPHALTIC FLUMES

STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY
STH 26		
599+10	ML/RT	8.0
618+75	ML/RT	6.7
646+20	ML/LT	13.3
647+51	ML/LT	13.3
729+90	ML/LT	10.2
730+75	ML/LT	18.2
FRONTAGE ROAD		
22+00	AH/LT	6.7
COUNTY LINE ROAD		
26+21	CLN/LT	6.7
26+39	CLN/RT	6.7
30+76	CLN/LT	12.0
30+96	CLN/RT	12.9
OLD 26 AT CLN		
5+86	DS/RT	6.2
HAMER LANE		
28+34	HA/LT	9.8
28+34	HA/RT	8.9
VICKERMAN ROAD		
31+00	V/RT	10.7
31+00	V/LT	9.3
EAST CONNECTOR ROAD		
30+90	JE/RT	8.4
31+10	JE/LT	11.6
40+30	JE/LT	7.6
WEST CONNECTOR ROAD		
16+30	JW/LT	8.4
16+50	JW/RT	8.4
26+75	JW/RT	8.0
27+00	JW/LT	6.2
OLD 26 AT JW		
19+20	DN/LT	7.6
20+60	DN/LT	7.6
POND/KOSHKONONG ROAD		
14+30	P/RT	6.2
15+00	P/LT	5.8
36+45	P/RT	7.6
TOTAL		**255.0**

CULVERT PIPES TEMPORARY

INLET STATION	-	OUTLET STATION	INLET OFFSET / LOCATION FT	FROM STRUCT.	TO STRUCT.	INLET ELEV	OUTLET OFFSET / LOCATION FT	OUTLET ELEV	SLOPE	520.4015 CULVERT PIPE TEMPORARY 15-INCH LF	520.4024 CULVERT PIPE TEMPORARY 24-INCH LF	520.4030 CULVERT PIPE TEMPORARY 30-INCH LF	520.4042 CULVERT PIPE TEMPORARY 42-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH	*** 650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
STH 26															
615+00	-	613+06.40	32.16 LT	INLET	TEMP INLET	845.10	30 LT	844.33	0.40%	-	194	-	-	-	1
731+48	-	-	33.88 LT	EXISTING PIPE CULVERT	INLET	816.47	23.88 LT	816.37	1.00%	-	-	-	10	1	1
755+86	-	-	36.40 LT	EXISTING PIPE CULVERT	MH	810.27	25.40 LT	810.24	0.27%	-	-	11	-	1	1
818+50	-	817+77	30 LT	MH	TEMP MH	808.66	30.14 LT	808.44	0.30%	-	-	-	72	-	1
TEMPORARY CROSSOVER XOJ1															
653+00	-	657+00	27.16 RT	ENDWALL	DISCH	816.4	28.72 LT	813.18	0.40%	388	-	-	-	-	1
TEMPORARY CROSSOVER XOJ2															
858+00	-	859+62.54	28.09 LT	ENDWALL	EXISTING INLET	804.0	11.56 LT	800.91††	1.90%	160	-	-	-	-	1
TEMPORARY CROSSOVER XOJ3															
848+50	-	850+25	8.41 LT	INLET	DISCH	812.1	48.57 RT	811.69	0.20%	184	-	-	-	-	1
								TOTALS		**732**	**194**	**11**	**82**	**2**	**7**

NOTES
1) STATION OFFSETS AND INVERT ELEVATIONS SHOWN ARE TO THE END OF APRON ENDWALLS.
2) GRANULAR BACKFILL IS INCIDENTAL TO THE COST OF THE PIPE.
3) PIPE LENGTH IS FROM END OF PIPE TO END OF PIPE AND DOES NOT INCLUDE LENGTH OF APRON ENDWALL.

*** OTHER CONSTRUCTION STAKING PIPE CULVERTS QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS
†† CONTRACTOR IS TO FIELD VERIFY ELEVATIONS PRIOR TO BEGINNING WORK.

CULVERT INLETS

INLET STATION	INLET OFFSET / LOCATION FT	CASTING ELEV	TOP OF STRUCT.	DEPTH FT	INVERT ELEV.	611.0550 MANHOLE COVERS TYPE M EACH	611.0642 INLET COVERS TYPE MS EACH	611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3220 INLETS 2X2-FT EACH	611.3225 INLETS 2X2.5-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	SPV.0060.06 INLET DITCH CHECKS SPECIAL EACH	SPV.0060.08 MANHOLE 6-FT DIAMETER SPECIAL EACH	SPV.0060.11 TEMPORARY MEDIAN INLET TYPE 1G-MS EACH	SPV.0060.12 MANHOLES 7-FT DIAMETER SPECIAL EACH	SPV.0060.13 MANHOLES 8-FT DIAMETER SPECIAL EACH	SPV.0105.08 TEMPORARY MEDIAN INLET TYPE 2G-MS LS	SPV.105.10 MANHOLE 8-FT DIAMETER TEMPORARY LS	REMARKS
STH 26																						
589+00	31.7 LT	854.02	854.02	2.96	851.27	-	1	-	-	-		-	1	-	1	-	-	-	-	-	-	
597+00	61.6 RT	850.84	850.84	3.51	847.58	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	
597+00	34.14 LT	851.56	851.56	5.19	846.62	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	
597+00	120.02 LT	850.52	850.52	5.01	845.76	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	
605+00	122.13 LT	848.50	848.50	2.13	846.56	-	1	-	-	-		-	1	-	-	-	-	-	-	-	-	
606+00	30 LT	848.29	848.29	3.31	845.25	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	
613+06.40	30 LT	847.62	847.62	3.79	843.83	-	-	-	-	-		-	-	-	-	-	-	-	-	1	-	TEMPORARY
615+00	111.9 LT	849.24	849.24	3.59	845.90	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	
615+00	32.16 LT	848.54	848.54	3.69	845.10	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	
627+25	41.13 LT	827.96	827.96	3.92	824.25	-	1	-	-	-		-	1	-	1	-	-	-	-	-	-	
631+00	134.28 LT	827.61	827.61	3.50	824.11	-	1	-	-	-		-	1	-	-	-	-	-	-	-	-	
633+72	58.35 LT	823.29	823.29	3.96	819.33	-	1	-	-	-		-	-	-	-	1	-	-	-	-	-	
666+09	30.11 LT	806.15	-	-	-	-	2	-	-	-		-	-	-	-	-	-	-	-	-	-	C-28-32
673+00	30 LT	808.96	808.96	3.84	805.33	-	1	-	-	-		-	1	-	1	-	-	-	-	-	-	
680+00	30 LT	816.82	816.82	2.92	814.11	-	1	-	-	-		-	1	-	1	-	-	-	-	-	-	
696+05	138.95 LT	815.46	815.46	4.60	810.86	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	
696+05	30 LT	820.27	820.27	9.74	810.53	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	
704+00	30 LT	818.23	818.23	3.06	815.17	-	1	-	-	-		-	1	-	-	-	-	-	-	-	-	
717+00	28.55 LT	817.27	817.27	3.50	813.77	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	
722+25	25.74 LT	818.51	818.51	5.04	813.47	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	
731+48 *****	23.88 LT	821.50	821.50	5.20	816.30	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	*****
743+00	23.56 LT	820.43	820.43	5.00	815.43	-	1	-	-	-		-	1	-	1	-	-	-	-	-	-	
747+00	22.52 LT	817.56	817.56	4.25	813.31	-	1	-	-	-		-	1	-	1	-	-	-	-	-	-	
755+86	25.40 LT	814.25	813.42	3.73	809.69	1	-	-	-	1		-	-	-	-	-	-	-	-	-	-	MANHOLE
789+91	30 LT	817.30	817.30	6.74	810.56	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	
789+91	127.17 LT	815.78	815.78	7.50	808.28	-	2	-	-	-		-	-	1	-	-	-	-	-	-	-	
817+77 ****	30.14 LT	816.72	815.89	8.14	807.75	1	-	-	-	-		-	-	-	-	-	-	-	-	-	1	TEMPORARY ****
818+50	30 LT	816.37	816.37	7.71	808.66	-	2	-	-	-		-	-	-	-	-	-	-	1	-	-	MANHOLE
818+50	126.52 LT	814.88	814.88	6.50	808.38	-	2	-	-	-		-	-	-	-	-	-	1	-	-	-	MANHOLE
829+61	26.81 LT	825.15	825.15	2.25	822.90	-	1	-	-	-		-	1	-	-	-	-	-	-	-	-	
POND/KOSHKONONG ROAD 'P'																						
20+00	27.91 LT	857.15	856.32	2.77	853.55	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	
30+98.92	17.0 RT	843.39	842.89	4.00	838.89	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	
31+12.06	17.0 LT	8742.79	842.79	4.00	838.79	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	
WHITETAIL LANE 'W'																						
27+78.50	19.0 RT	844.56	844.06	4.00	840.06	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	
28+16.39	17.0 LT	844.98	844.48	4.00	840.48	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	
TEMPORARY CORSSOVERS XQJ3																						
848+50	8.41 LT	814.50	814.50	2.43	812.07	-	-	-		-		-	-	-	-	-	1	-	-	-	-	
	TOTALS					2	43	1	4	1	4	1	10	13	6	1	1	1	1	1	1	

NOTES
1) CASTINGS ARE CENTERED ON STRUCTURE UNLESS OTHERWISE NOTED.
2) RIM ELEVATIONS ARE GIVEN AT THE CENTER OF THE COVER FOR MANHOLES AND FIELD INLETS UNLESS OTHERWISE NOTED. RIM ELEVATIONS FOR TYPE V COVERS IS TO FLAGLINE OF CURB.
3) INLET OFFSETS ARE TO CENTER OF INLET GRATE.
4) MANHOLE OFFSETS ARE TO CENTER OF MANHOLE COVER.
5) STRUCTURE DEPTH = CASTING ELEVATION - INVERT - CASTING HEIGHT ADJUSTMENT.
   CASTING HEIGHT = 0.333 FT FOR MANHOLE COVERS TYPE M; 0.500 FT FOR INLET COVERS TYPE S; 0 FT FOR INLET COVERS TYPE MS, 0.933 FT FOR INLET COVERS TYPE V.
   ADJUSTMENT RINGS = 0.5 FT FOR MANHOLE COVERS TYPE M AND INLET COVERS TYPE V.

**** FOR INFORMATIONAL USE ONLY. ITEM IS INCIDENTAL TO OTHER BID ITEM.
***** CONSTRUCT INLET IN TWO STAGES, SEE TEMPORARY DRAINAGE PLAN FOR MORE DETAILS.

STEEL CULVERTS & APRON ENDWALLS

INLET STATION		OUTLET STATION	INLET OFFSET / LOCATION FT	FROM STRUCT.	TO STRUCT.	INLET ELEV	OUTLET OFFSET / LOCATION FT	OUTLET ELEV	SLOPE	CLASS/ THICK. IN	521.0112 CULVERT PIPE CORRUGATED STEEL 12-INCH LF	521.0115 CULVERT PIPE CORRUGATED STEEL 15-INCH LF	521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	521.0124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	521.0130 CULVERT PIPE CORRUGATED STEEL 30-INCH LF	521.1012 APRON ENDWALLS FOR CULVERT PIPE CORRUGATED STEEL 12-INCH EACH	521.1015 APRON ENDWALLS FOR CULVERT PIPE CORRUGATED STEEL 15-INCH EACH	521.1018 APRON ENDWALLS FOR CULVERT PIPE CORRUGATED STEEL 18-INCH EACH	521.1024 APRON ENDWALLS FOR CULVERT PIPE CORRUGATED STEEL 24-INCH EACH	521.1030 APRON ENDWALLS FOR CULVERT PIPE CORRUGATED STEEL 30-INCH EACH	521.1515 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS 6 TO 1 15-INCH EACH	521.1518 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS 6 TO 1 18-INCH EACH	521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS 6 TO 1 24-INCH EACH	521.1530 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS 6 TO 1 30-INCH EACH	521.1618 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 10 TO 1 EACH	** 611.9800.S PIPE GRATES EACH	612.0212 PIPE UNDERDRAIN UNFERFORATED 12-INCH LF	* 633.5200 MARKERS CULVERT END EACH	*** 650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	REMARKS
STH 26																												
598+88.90	-	598+46.60	157 LT	ENDWALL	DISCH	847.88	157 LT	846.61	3.00%	0.064	-	38	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	DRIVEWAY CULVERT
599+00	-	–	122.82 LT	ENDWALL	DISCH	849.33	153.14 LT	848.42	3.00%	0.064	-	26	-	-	-	-	2	-	-	-	-	-	-	-	-	-	2	1	MULTI-USE PATH
602+77.51	-	603+49.50	64.78 RT	ENDWALL	DISCH	846.89	65.85 RT	846.31	0.80%	0.064	-	-	64	-	-	-	-	-	-	-	-	2	-	-	-	-	-	1	DRIVEWAY CULVERT
606+20.62	-	607+04.62	67.63 RT	ENDWALL	DISCH	844.74	72 RT	844.49	0.30%	0.064	-	-	-	70	-	-	-	-	-	-	-	-	2	-	-	-	-	1	DRIVEWAY CULVERT
608+98	-	609+67	75.66 RT	ENDWALL	DISCH	843.92	77.3 RT	843.71	0.30%	0.064	-	-	-	55	-	-	-	-	-	-	-	-	2	-	-	-	-	1	DRIVEWAY CULVERT
610+12.42	-	610+33.76	142.4 LT	ENDWALL	DISCH	849.35	143.06 LT	849.29	0.30%	0.064	-	17	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	1	DRIVEWAY CULVERT
610+34.88	-	610+11.35	111.8 LT	ENDWALL	DISCH	850.10	111.8 LT	850.04	0.30%	0.064	-	18	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	1	DRIVEWAY CULVERT
611+87.04	-	612+13.20	147.83 LT	ENDWALL	DISCH	848.80	148.55 LT	848.73	0.30%	0.064	-	-	21	-	-	-	-	2	-	-	-	-	-	-	-	-	-	1	DRIVEWAY CULVERT
615+00	-	–	145.07 LT	ENDWALL	INLET	847.82	111.9 LT	846.70	3.50%	0.064	-	31	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	1	
617+79.10	-	619+15.10	32.4 LT	ENDWALL	DISCH	846.37	27.1 LT	844.87	1.10%	0.064	-	-	120	-	-	-	-	-	-	-	-	-	-	-	2	-	-	2	1	MEDIAN CULVERT
618+28.80	-	618+56.80	113.2 LT	ENDWALL	DISCH	845.65	113.07 LT	845.33	1.16%	0.064	-	23	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	1	DRIVEWAY CULVERT
619+96.80	-	620+50.80	56.55 RT	ENDWALL	DISCH	842.80	59.86 RT	841.40	2.60%	0.064	-	-	46	-	-	-	-	-	-	-	-	2	-	-	-	-	-	1	DRIVEWAY CULVERT
621+36.70	-	621+76.80	63.21 RT	ENDWALL	DISCH	838.66	65.47 RT	837.21	3.60%	0.064	-	-	35	-	-	-	-	2	-	-	-	-	-	-	-	-	-	1	DRIVEWAY CULVERT
623+68.70	-	624+01.70	115.58 LT	ENDWALL	DISCH	839.28	116.51 LT	838.63	2.00%	0.064	-	-	25	-	-	-	-	-	-	-	-	2	-	-	-	-	-	1	DRIVEWAY CULVERT
624+21.20	-	624+92	91.47 RT	ENDWALL	DISCH	825.62	98.08 RT	822.51	4.40%	0.064	-	-	-	64	-	-	-	-	2	-	-	-	-	-	-	-	-	1	DRIVEWAY CULVERT
629+05.40	-	629+44.20	82.14 RT	ENDWALL	DISCH	818.50	80.17 RT	818.50	0.00%	0.064	-	-	-	32	-	-	-	-	2	-	-	-	-	-	-	-	-	1	DRIVEWAY CULVERT
633+40.90	-	633+23.20	234.62 LT	ENDWALL	DISCH	820.14	216.7 LT	820.02	0.48%	0.064	-	-	21	-	-	-	-	2	-	-	-	-	-	-	-	-	-	1	DRIVEWAY CULVERT
645+96.50	-	647+66.10	50 LT	ENDWALL	DISCH	818.54	50 LT	817.69	0.50%	0.064	-	-	153	-	-	-	-	-	-	-	-	-	-	-	2	-	-	2	1	MEDIAN CULVERT
687+34.80	-	686+63.80	58 RT	ENDWALL	DISCH	820.48	58 RT	820.22	0.36%	0.064	-	-	63	-	-	-	-	-	-	-	-	2	-	-	-	-	-	1	DRIVEWAY CULVERT
757+74	-	757+26	64RT	ENDWALL	DISCH	810.29	64 RT	810.07	0.46%	0.079	-	-	-	-	38	-	-	-	-	-	-	-	2	-	-	-	2	1	DRIVEWAY CULVERT
OLD STH 26 'DN'																												
15+75	-	–	25.65 LT	ENDWALL	DISCH	821.52	32.71 RT	821.29	0.39%	0.064	-	-	-	52	-	-	-	-	2	-	-	-	-	-	-	-	2	1	
16+38	-	16+05	25.92 LT	ENDWALL	DISCH	822.14	25.92 LT	821.79	1.10%	0.064	-	-	-	26	-	-	-	-	-	-	-	2	-	-	-	-	2	1	DRIVEWAY CULVERT
25+27	-	24+97	23.53 LT	ENDWALL	DISCH	822.11	23.99 LT	822.02	0.30%	0.064	-	-	25	-	-	-	-	-	-	-	-	2	-	-	-	-	2	1	DRIVEWAY CULVERT
WEST CONNECTOR ROAD 'JW'																												
19+76	-	20+24	30 LT	ENDWALL	DISCH	833.85	30 LT	833.37	1.00%	0.064	-	-	43	-	-	-	-	2	-	-	-	-	-	-	-	-	2	1	DRIVEWAY CULVERT
EAST CONNECTOR ROAD 'JE'																												
34+00	-	–	39.98 RT	ENDWALL	DISCH	813.92	58.72 LT	807.48	6.51%	0.064	-	-	94	-	-	-	-	2	-	-	-	-	-	-	-	-	2	1	
POND/KOSHKONONG ROAD 'P'																												
30+98.92			17.0 RT	INLET	DISCH	838.89	38 RT	838.05	4.00%	-						1										21		
31+12.06			17.0 LT	INLET	DISCH	838.79	43 LT	837.75	4.00%	-						1										26		
39+50	-	–	34.03 RT	ENDWALL	DISCH	809.83	35.66 LT	808.42	2.01%	0.064	-	-	65	-	-	-	-	2	-	-	-	-	-	-	-	-	2	1	
WHITETAIL LANE 'W'																												
21+05	-	21+45	31.73 LT	ENDWALL	DISCH	833.90	32.06 LT	833.43	1.20%	0.064	-	36	-	-	-	-	2	-	-	-	-	-	-	-	-	-	2	1	DRIVEWAY CULVERT
27+78.50			19.0 RT	INLET	DISCH	840.06	39 RT	839.26	4.00%	-						1										20		
28+16.39			17.0 LT	INLET	DISCH	840.48	41 LT	839.52	4.00%	-						1										24		
OLD STH26 'NC'																												
35+50	-	–	45.20 RT	ENDWALL	DISCH	808.08	53.63 LT	807.78	0.30%	0.064	-	-	-	92	-	-	-	-	2	-	-	-	-	-	-	-	-	2	1	
DRIVEWAYS 'D11, D12, D13'																												
10+58	-	–	26.0 'D12' LT	ENDWALL	DISCH	817.30	34.0 'D12' RT	816.62	1.13%	0.079	-	-	-	-	52	-	-	-	-	-	-	-	-	2	-	-	-	2	1	DRIVEWAY CULVERT
11+66	-	11+00	23.37 'D12' LT	ENDWALL	DISCH	824.58	45.0 'D12' RT	822.20	2.62%	0.064	89	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	2	1	DRIVEWAY CULVERT
DRIVEWAY 'D14'																												
9+42	-	–	32.0 'D14' RT	ENDWALL	DISCH	822.25	33.0 'D14' LT	822.01	0.37%	0.064	-	-	-	58	-	-	-	-	-	-	-	-	2	-	-	-	2	1	DRIVEWAY CULVERT
DRIVEWAYS 'D15, D16'																												
8+62	-	8+81	19.07 'D15' RT	ENDWALL	DISCH	826.51	42.39 'D15' LT	825.87	1.00%	0.064	61	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	2	1	DRIVEWAY CULVERT
9+42	-	–	33.83 'D16' RT	ENDWALL	DISCH	820.12	39.17 'D16' LT	819.33	1.08%	0.079		-	-	-	65	-	-	-	-	-	-	-	2	-	-	-	2	1	DRIVEWAY CULVERT
DRIVEWAY 'D19'																												
9+69	-	9+25	22.07 'D19' LT	ENDWALL	DISCH	810.20	23.33 'D19' RT	809.50	1.17%	0.064	-	-	-	55	-	-	-	-	2	-	-	-	-	-	-	-	2	1	DRIVEWAY CULVERT
FRONTAGE ROAD 'AH'																												
11+50	-	–	22.29 RT	ENDWALL	DISCH	852.01	34.86 LT	850.76	2.20%	0.064	-	-	52	-	-	-	-	2	-	-	-	-	-	-	-	-	2	1	
21+50	-	21+00	21.31 RT	ENDWALL	DISCH	852.22	24.07 RT	852.05	0.30%	0.064	54	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	1	DRIVEWAY CULVERT
OLD STH 26 'DS'																												
8+07.70	-	7+78.20	21.9 LT	ENDWALL	DISCH	821.31	21.87 LT	821.87	0.48%	0.064	26	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	1	DRIVEWAY CULVERT
13+50	-	–	29.41 LT	ENDWALL	DISCH	823.26	29.38 RT	822.21	1.80%	0.064	-	-	-	52	-	-	-	-	2	-	-	-	-	-	2	-	2	1	
16+68		16+34.4	29.15 RT	ENDWALL	DISCH	826.40	30.6 RT	826.05	1.00%	0.064	-	-	34	-	-	-	-	2	-	-	-	-	-	-	-	-	1	PARKING LOT CULVERT
27+00	-	–	27.04 LT	ENDWALL	DISCH	817.25	39.73 RT	815.25	3.00%	0.064	-	-	-	60	-	-	-	-	2	-	-	-	-	-	2	-	2	1	
COUNTY LINE ROAD 'CLN'																												
28+00	-	–	31.68 RT	ENDWALL	DISCH	818.94	35.82 LT	818.20	1.10%	0.064	-	-	-	-	59	-	-	-	-	2	-	-	-	-	-	2	-	2	1	
34+18.10	-	33+80.10	25.71 LT	ENDWALL	DISCH	820.58	24.83 LT	820.06	1.43%	0.064	-	-	31	-	-	-	-	2	-	-	-	-	-	-	-	-	-	1	DRIVEWAY CULVERT
35+76.90	-	35+47.10	23.95 RT	ENDWALL	DISCH	824.66	25.62 RT	824.04	2.00%	0.064	-	27	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	1	DRIVEWAY CULVERT
MULTI-USE PATH 'BP1'																												
356+00	-	–	10.49 RT	INLET	DISCH	824.11	29.08 LT	823.35	2.00%	0.064	-	-	37	-	-	-	-	1	-	-	-	-	-	-	-	-	1	1	MULTI-USE PATH
370+00	-	-	21.75 LT	ENDWALL	DISCH	820.28	13.84 RT	819.92	1.00%	0.064	-	-	-	-	27	-	-	-	-	2	-	-	-	-	-	-	2	1	MULTI-USE PATH
378+51	-	378+96	18.63 RT	ENDWALL	DISCH	815.77	26.10 LT	815.03	1.20%	0.064	-	-	-	-	52	-	-	-	-	2	-	-	-	-	-	-	2	1	MULTI-USE PATH
458+21	-	–	29 LT	ENDWALL	DISCH	819.00	23.32 RT	818.74	0.50%	0.079	-	-	-	-	43.5	-	-	-	-	2	-	-	-	-	-	-	2	1	MULTI-USE PATH
467+58	-	–	20.77 LT	ENDWALL	DISCH	822.5	17.17 RT	820.98	4.00%	0.064	-	34	-	-	-	-	2	-	-	-	-	-	-	-	-	-	2	1	MULTI-USE PATH
538+76	-	–	17.95 RT	ENDWALL	DISCH	820.34	42.75 LT	820.16	0.30%	0.064	-	-	-	54	-	-	-	-	-	-	-	-	-	-	-	-	2	1	MULTI-USE PATH
								TOTALS			229	249	928	671	336	12	13	19	14	8	4	10	8	6	4	6	91	56	49	

NOTES
1) STATION OFFSETS AND INVERT ELEVATIONS SHOWN ARE TO THE END OF APRON ENDWALLS.
2) GRANULAR BACKFILL IS INCIDENTAL TO THE COST OF THE PIPE.
3) PIPE LENGTH IS FROM END OF PIPE TO END OF PIPE AND DOES NOT INCLUDE LENGTH OF APRON ENDWALL.

* OTHER MARKERS CULVERT END QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS
** OTHER PIPE GRATES QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS
*** OTHER CONSTRUCTION STAKING PIPE CULVERTS QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS

REINFORCED CONCRETE CULVERTS & APRON ENDWALLS

INLET STATION	-	OUTLET STATION	INLET OFFSET / LOCATION FT	FROM STRUCT.	TO STRUCT.	INLET ELEV	OUTLET OFFSET / LOCATION FT	OUTLET ELEV	SLOPE	CLASS/ THICK. IN	522.0115 CULVERT PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	522.0118 18-INCH LF	522.0124 24-INCH LF	522.0130 30-INCH LF	522.0136 36-INCH LF	522.0142 42-INCH LF	522.0148 48-INCH LF	522.0318 CULVERT PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	522.0324 24-INCH LF	522.0330 30-INCH LF	522.0512 CULVERT PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	522.0518 18-INCH LF	522.0524 24-INCH LF	522.0530 30-INCH LF	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 15-INCH EACH	522.1018 18-INCH EACH	522.1024 24-INCH EACH	522.1030 30-INCH EACH	522.1036 36-INCH EACH	522.1042 42-INCH EACH	522.1048 48-INCH EACH
STH 26																																
584+00	-	584+00	83.48 RT	ENDWALL	DISCH	846.48	184.81 LT	845.14	0.50%	III	-	-	-	-	252	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-
589+00	-	–	31.7 LT	INLET	DISCH	851.27	62.36 RT	850.80	0.50%	III	-	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
597+00	-	–	61.6 RT	INLET	INLET	847.58	34.14 LT	846.65	1.00%	III	-	-	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
597+00	-	–	34.14 LT	INLET	INLET	846.62	120.02 LT	845.79	1.00%	III	-	-	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
597+00	-	–	120.02 LT	INLET	DISCH	845.76	166.14 LT	845.31	1.00%	III	-	-	40	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
615+00	-	–	111.9 LT	INLET	INLET	845.90	32.16 LT	845.13	1.00%	III	-	-	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
615+00	-	–	32.16 LT	INLET	DISCH	845.10	66.95 RT	844.12	1.00%	III	-	-	92	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
627+25	-	–	41.13 LT	INLET	DISCH	824.25	179.22 LT	822.88	1.00%	III	-	132	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
641+00	-	–	38.05 LT	ENDWALL	DISCH	819.63	60.12 RT	818.65	1.00%	III	-	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-
650+00	-	–	31.83 LT	ENDWALL	DISCH	816.50	60.58 RT	815.12	1.50%	III	-	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
656+00	-	–	30.11 LT	ENDWALL	DISCH	812.24	62.56 RT	811.32	1.00%	III	-	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
673+00	-	–	30 LT	INLET	DISCH	805.33	69.08 RT	804.84	0.50%	III	-	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-
680+00	-	–	30 LT	INLET	DISCH	814.11	62.05 RT	813.65	0.50%	III	-	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
696+05	-	–	178 LT	ENDWALL	INLET	811.50	138.95 LT	811.38	0.31%	III	-	-	-	-	32	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
696+05	-	–	138.95 LT	INLET	INLET	810.86	30 LT	810.53	0.30%	III	-	-	-	-	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
696+05	-	–	30 LT	INLET	DISCH	810.53	98.38 RT	810.18	0.27%	III	-	-	-	-	120	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
704+00	-	–	30 LT	INLET	DISCH	815.17	74 RT	814.86	0.30%	III	-	98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
711+39.50	-	–	122.53 LT	ENDWALL	DISCH	814.90	73.96 RT	813.53	0.70%	IV	-	-	-	-	-	-	-	-	-	184	-	-	-	-	-	-	-	-	-	-	-
713+00	-	–	30 LT	ENDWALL	DISCH	816.18	70.46 RT	814.18	2.00%	IV	-	-	-	-	-	-	-	88	-	-	-	-	-	-	-	-	-	-	-	-	-
717+00	-	–	28.55 LT	INLET	DISCH	813.77	68.51 RT	813.48	0.30%	III	-	-	92	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
722+25	-	–	127.06 LT	ENDWALL	INLET	813.97	25.74 LT	813.47	0.49%	III	-	-	-	-	-	94	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
722+25	-	–	25.74 LT	INLET	DISCH	813.47	75.32 RT	812.96	0.50%	III	-	-	-	-	-	94	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
731+48	-	–	130.82 LT	ENDWALL	INLET	817.00	23.88 LT	816.68	0.30%	III	-	-	-	-	-	100	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
731+48	-	–	23.88 LT	INLET	DISCH	816.30	75.96 RT	816.00	0.30%	III	-	-	-	-	-	92	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
743+00	-	–	23.56 LT	INLET	DISCH	815.43	73.32 RT	815.05	0.39%	III	-	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
747+00	-	–	22.52 LT	INLET	DISCH	813.31	74.46 RT	812.21	1.13%	III	-	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
755+59	-	755+86	25.27 LT	ENDWALL	MH	811.54	25.40 LT	810.74	3.00%	III	-	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
755+86	-	–	111.57 LT	ENDWALL	MH	809.95	25.40 LT	809.69	0.30%	IV	-	-	-	-	-	-	-	-	-	80	-	-	-	-	-	-	-	-	-	-	-
755+86	-	–	25.40 LT	MH	DISCH	809.69	63.13 RT	809.42	0.31%	IV	-	-	-	-	-	-	-	-	-	82	-	-	-	-	-	-	-	-	-	-	-
758+00	-	–	26.49 LT	ENDWALL	DISCH	811.11	58.53 RT	810.40	0.84%	V [1]	-	-	-	-	-	-	-	-	-	-	-	74	-	-	-	-	-	-	-	-	-	-
769+00	-	–	25.86 LT	ENDWALL	DISCH	818.44	58 RT	817.75	0.82%	V [1]	-	-	-	-	-	-	-	-	-	-	-	72	-	-	-	-	-	-	-	-	-	-
775+00	-	–	31.67 LT	ENDWALL	DISCH	822.71	58 RT	821.96	0.84%	V [1]	-	-	-	-	-	-	-	-	-	-	-	78	-	-	-	-	-	-	-	-	-	-
789+91	-	–	74.23 RT	ENDWALL	INLET	813.25	30 LT	812.25	1.00%	III	-	-	-	-	-	96	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
789+91	-	–	30 LT	INLET	INLET	810.56	127.17 LT	810.07	0.50%	III	-	-	-	-	-	98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
789+91	-	–	127.17 LT	INLET	DISCH	808.28	184 LT	808.00	0.49%	III	-	-	-	-	-	48	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
796+00	-	–	25.86 LT	ENDWALL	DISCH	821.60	58 RT	820.92	0.81%	V [1]	-	-	-	-	-	-	-	-	-	-	-	72	-	-	-	-	-	-	-	-	-	-
812+00	-	–	30 LT	ENDWALL	DISCH	819.99	58.92 RT	819.74	0.28%	IV	-	-	-	-	-	-	-	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-
818+50	-	–	87.52 RT	ENDWALL	MH	809.00	30 LT	808.66	0.29%	III	-	-	-	-	-	-	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
818+50	-	–	30 LT	MH	MH	808.66	126.52 LT	808.38	0.29%	III	-	-	-	-	-	-	98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
818+50	-	–	126.52 LT	MH	DISCH	808.38	182.05 LT	808.21	0.31%	III	-	-	-	-	-	-	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
829+61	-	–	26.81 LT	INLET	EXISTING PIPE	822.90	37.03 LT	822.89 [11]	0.13%	III	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VICKERMAN ROAD																																
34+00	-	–	22.97 LT	ENDWALL	DISCH	810.96	23.45 RT	810.90	0.13%	V [1]	-	-	-	-	-	-	-	-	-	-	-	34	-	-	2	-	-	-	-	-	-	-
POND/KOSHKONONG ROAD 'P'																																
20+00	-	–	27.91 LT	INLET	DISCH	853.55	43.20 RT	853.33	0.30%	III	-	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
WEST CONNECTOR ROAD																																
25+00	-	–	37.21 RT	ENDWALL	DISCH	825.00	31.04 LT	824.64	0.53%	V [1]	-	-	-	-	-	-	-	-	-	-	-	-	-	56	-	-	-	2	-	-	-	-
WHITETAIL LANE 'W'																																
26+16	-	28+25	90.75 RT	ENDWALL	DISCH	819.94	139.42 LT	813.31	2.16%	V [1]	-	-	-	-	-	-	-	-	-	-	-	-	-	296	-	-	-	2	-	-	-	-
30+05	-	32+50.50	108.12 RT	ENDWALL	DISCH	814.50	135.34 LT	810.00	1.31%	V [1]	-	-	-	-	-	-	-	-	-	-	-	-	-	332	-	-	-	-	2	-	-	-
35+00	-	–	175.88 RT	ENDWALL	DISCH	812.81	122.45 LT	811.11	0.57%	V [1]	-	-	-	-	-	-	-	-	-	-	-	-	-	286	-	-	-	-	2	-	-	-
OLD STH26 'NC'																																
33+50	-	34+00	76.94 LT	ENDWALL	DISCH	808.98	61.63 RT	808.54	0.30%	IV	-	-	-	-	-	-	-	-	136	-	-	-	-	-	-	-	-	2	-	-	-	-
FRONTAGE ROAD 'AH'																																
19+50	-	–	25.09 RT	ENDWALL	DISCH	851.28	23.08 LT	851.00	0.60%	III	-	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-
COUNTY LINE ROAD 'CLN'																																
30+77	-	–	47.03 RT	ENDWALL	DISCH	816.15	37.14 LT	815.65	0.60%	III	-	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-
HAMMER LANE 'HA'																																
28+66	-	–	41.33 LT	ENDWALL	DISCH	810.70	36.96 RT	810.38	0.40%	III	-	-	-	66	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-
MULTI-USE PATH 'BP1'																																
329+65	-	–	9.87 RT	INLET	DISCH	846.56	20.21 LT	846.33	0.80%	III	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
								TOTALS			34	1116	486	66	513	622	256	166	136	346	34	296	352	618	2	1	16	9	6	4	6	2

NOTES
1) STATION OFFSETS AND INVERT ELEVATIONS SHOWN ARE TO THE END OF APRON ENDWALLS.
2) JOINT TIES ARE REQUIRED FOR THE APRON ENDWALL AND THE LAST TWO SECTIONS OF CULVERT AND STORM SEWER PIPE INSTALLATIONS, SEE SDD. THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.
3) GRANULAR BACKFILL IS INCIDENTAL TO THE COST OF THE PIPE.
4) PIPE LENGTH IS FROM END OF PIPE TO END OF PIPE AND DOES NOT INCLUDE LENGTH OF APRON ENDWALL.

* OTHER MARKERS CULVERT END QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS
** OTHER PIPE GRATES QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS
*** OTHER CONSTRUCTION STAKING PIPE CULVERTS QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS
**** NON BID ITEM. FOR INFORMATIONAL USE ONLY.
[1] ALL CULVERT PIPES REINFORCED CONCRETE CLASS V SHALL BE BEDDED IN 1 1/4-INCH BASE AGGREGATE DENSE MATERIAL. PROVIDE ENOUGH MATERIAL ON EITHER SIDE OF CULVERT PIPE TO ACHIEVE REQ'D COMPACTION. BASE AGGREGATE DENSE MATERIAL IS INCIDENTAL TO THE COST OF THE PIPE.
[11] CONTRACTOR IS TO FIELD VERIFY ELEVATIONS PRIOR TO BEGINNING WORK.

REINFORCED CONCRETE CULVERTS & APRON ENDWALLS

INLET STATION		OUTLET STATION	INLET OFFSET / LOCATION FT	FROM STRUCT.	TO STRUCT.	INLET ELEV	OUTLET OFFSET / LOCATION FT	OUTLET ELEV	SLOPE	CLASS/ THICK. IN	SPV.0060.02 REINFORCED CONCRETE ENDWALLS & GRATES 18-INCH SPECIAL EACH	SPV.0060.04 SEALING PIPES TEMPORARY EACH	SPV.0060.07 CULVERT DITCH CHECKS SPECIAL EACH	SPV.0060.14 REINFORCED CONCRETE ENDWALLS & GRATES 30-INCH SPECIAL EACH	** 611.9800.S PIPE GRATES EACH	* 633.5200 MARKERS CULVERT END EACH	*** 650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	**** JOINT TIES REQ'D EACH	REMARKS
STH 26																			
584+00	-	584+00	83.48 RT	ENDWALL	DISCH	846.48	184.81 LT	845.14	0.50%	III	-	-	-	-	1	2	1	12	
589+00	-	–	31.7 LT	INLET	DISCH	851.27	62.36 RT	850.80	0.50%	III	-	-	-	-	-	1	1	6	
597+00	-	–	61.6 RT	INLET	INLET	847.58	34.14 LT	846.65	1.00%	III	-	-	-	-	-	-	1	-	
597+00	-	–	34.14 LT	INLET	INLET	846.62	120.02 LT	845.79	1.00%	III	-	-	-	-	-	-	-	-	
597+00	-	–	120.02 LT	INLET	DISCH	845.76	166.14 LT	845.31	1.00%	III	-	-	-	-	1	1	-	6	
615+00	-	–	111.9 LT	INLET	INLET	845.90	32.16 LT	845.13	1.00%	III	-	-	-	-	-	-	-	-	
615+00	-	–	32.16 LT	INLET	DISCH	845.10	66.95 RT	844.12	1.00%	III	-	-	-	-	-	-	1	6	
627+25	-	–	41.13 LT	INLET	DISCH	824.25	179.22 LT	822.88	1.00%	III	-	-	-	-	1	1	1	6	
641+00	-	–	38.05 LT	ENDWALL	DISCH	819.63	60.12 RT	818.65	1.00%	III	-	-	1	-	-	2	1	12	
650+00	-	–	31.83 LT	ENDWALL	DISCH	816.50	60.58 RT	815.12	1.50%	III	1	-	1	-	-	2	1	12	
656+00	-	–	30.11 LT	ENDWALL	DISCH	812.24	62.56 RT	811.32	1.00%	III	2	-	1	-	-	2	1	12	
673+00	-	–	30 LT	INLET	DISCH	805.33	69.08 RT	804.84	0.50%	III	-	-	-	-	-	1	1	6	
680+00	-	–	30 LT	INLET	DISCH	814.11	62.05 RT	813.65	0.50%	III	-	-	-	-	-	1	1	6	
696+05	-	–	178 LT	ENDWALL	INLET	811.50	138.95 LT	811.38	0.31%	III	-	-	-	-	-	1	1	6	
696+05	-	–	138.95 LT	INLET	INLET	810.86	30 LT	810.53	0.30%	III	-	-	-	-	-	-	-	-	
696+05	-	–	30 LT	INLET	DISCH	810.53	98.38 RT	810.18	0.27%	III	-	-	-	-	-	1	-	6	
704+00	-	–	30 LT	INLET	DISCH	815.17	74 RT	814.86	0.30%	III	-	-	-	-	-	1	1	6	
711+39.50	-	–	122.53 LT	ENDWALL	DISCH	814.90	73.96 RT	813.53	0.70%	IV	-	-	-	2	-	2	1	12	
713+00	-	–	30 LT	ENDWALL	DISCH	816.18	70.46 RT	814.18	2.00%	IV	2	-	-	-	-	2	1	12	
717+00	-	–	28.55 LT	INLET	DISCH	813.77	68.51 RT	813.48	0.30%	III	-	-	-	-	-	1	1	6	
722+25	-	–	127.06 LT	ENDWALL	INLET	813.97	25.74 LT	813.47	0.49%	III	-	-	-	-	-	1	1	6	
722+25	-	–	25.74 LT	INLET	DISCH	813.47	75.32 RT	812.96	0.50%	III	-	-	-	-	-	1	-	6	
731+48	-	–	130.82 LT	ENDWALL	INLET	817.00	23.88 LT	816.68	0.30%	III	-	-	-	-	-	1	1	6	
731+48	-	–	23.88 LT	INLET	DISCH	816.30	75.96 RT	816.00	0.30%	III	-	-	-	-	-	1	-	6	
743+00	-	–	23.56 LT	INLET	DISCH	815.43	73.32 RT	815.05	0.39%	III	-	1	-	-	-	1	1	6	
747+00	-	–	22.52 LT	INLET	DISCH	813.31	74.46 RT	812.21	1.13%	III	-	-	-	-	-	1	1	6	
755+59	-	755+86	25.27 LT	ENDWALL	MH	811.54	25.40 LT	810.74	3.00%	III	1	-	-	-	-	1	1	6	
755+86	-	–	111.57 LT	ENDWALL	MH	809.95	25.40 LT	809.69	0.30%	IV	-	-	-	1	-	1	1	6	
755+86	-	–	25.40 LT	MH	DISCH	809.69	63.13 RT	809.42	0.31%	IV	-	-	-	1	-	1	-	6	
758+00	-	–	26.49 LT	ENDWALL	DISCH	811.11	58.53 RT	810.40	0.84%	V [1]	2	-	-	-	-	2	1	12	
769+00	-	–	25.86 LT	ENDWALL	DISCH	818.44	58 RT	817.75	0.82%	V [1]	2	-	-	-	-	2	1	12	
775+00	-	–	31.67 LT	ENDWALL	DISCH	822.71	58 RT	821.96	0.84%	V [1]	2	1	-	-	-	2	1	12	
789+91	-	–	74.23 RT	ENDWALL	INLET	813.25	30 LT	812.25	1.00%	III	-	-	-	-	-	1	1	6	
789+91	-	–	30 LT	INLET	INLET	810.56	127.17 LT	810.07	0.50%	III	-	-	-	-	-	-	-	-	
789+91	-	–	127.17 LT	INLET	DISCH	808.28	184 LT	808.00	0.49%	III	-	-	-	-	-	1	-	6	
796+00	-	–	25.86 LT	ENDWALL	DISCH	821.60	58 RT	820.92	0.81%	V [1]	2	-	-	-	-	2	1	12	
812+00	-	–	30 LT	ENDWALL	DISCH	819.99	58.92 RT	819.74	0.28%	IV	2	-	-	-	-	2	1	12	
818+50	-	–	87.52 RT	ENDWALL	MH	809.00	30 LT	808.66	0.29%	III	-	-	-	-	-	1	1	6	
818+50	-	–	30 LT	MH	MH	808.66	126.52 LT	808.38	0.29%	III	-	-	-	-	-	-	-	-	
818+50	-	–	126.52 LT	MH	DISCH	808.38	182.05 LT	808.21	0.31%	III	-	-	-	-	-	1	-	6	
829+61	-	–	26.81 LT	INLET	EXISTING PIPE	822.90	37.03 LT	822.89 [11]	0.13%	III	-	-	-	-	-	-	1	-	
VICKERMAN ROAD																			
34+00	-	–	22.97 LT	ENDWALL	DISCH	810.96	23.45 RT	810.90	0.13%	V [1]	-	-	-	-	-	2	1	12	
POND/KOSHKONONG ROAD 'P'																			
20+00	-	–	27.91 LT	INLET	DISCH	853.55	43.20 RT	853.33	0.30%	III	-	-	-	-	-	1	1	6	
WEST CONNECTOR ROAD																			
25+00	-	–	37.21 RT	ENDWALL	DISCH	825.00	31.04 LT	824.64	0.53%	V [1]	-	-	-	-	-	2	1	12	
WHITETAIL LANE 'W'																			
26+16	-	28+25	90.75 RT	ENDWALL	DISCH	819.94	139.42 LT	813.31	2.16%	V [1]	-	-	-	-	-	2	1	12	
30+05	-	32+50.50	108.12 RT	ENDWALL	DISCH	814.50	135.34 LT	810.00	1.31%	V [1]	-	-	-	-	-	2	1	12	
35+00	-	–	175.88 RT	ENDWALL	DISCH	812.81	122.45 LT	811.11	0.57%	V [1]	-	-	-	-	-	2	1	12	
OLD STH26 'NC'																			
33+50	-	34+00	76.94 LT	ENDWALL	DISCH	808.98	61.63 RT	808.54	0.30%	IV	-	-	-	-	-	2	1	12	
FRONTAGE ROAD 'AH'																			
19+50	-	–	25.09 RT	ENDWALL	DISCH	851.28	23.08 LT	851.00	0.60%	III	-	-	-	-	-	2	1	12	
COUNTY LINE ROAD 'CLN'																			
30+77	-	–	47.03 RT	ENDWALL	DISCH	816.15	37.14 LT	815.65	0.60%	III	-	-	-	-	-	2	1	12	
HAMMER LANE 'HA'																			
28+66	-	–	41.33 LT	ENDWALL	DISCH	810.70	36.96 RT	810.38	0.40%	III	-	-	-	-	2	2	1	12	
MULTI-USE PATH 'BP1'																			
329+65	-	–	9.87 RT	INLET	DISCH	846.56	20.21 LT	846.33	0.80%	III	-	-	-	-	-	1	1	6	MULTI-USE PATH
										TOTALS	16	2	3	4	5	64	40	390	

NOTES
1) STATION OFFSETS AND INVERT ELEVATIONS SHOWN ARE TO THE END OF APRON ENDWALLS.
2) JOINT TIES ARE REQUIRED FOR THE APRON ENDWALL AND THE LAST TWO SECTIONS OF CULVERT AND STORM SEWER PIPE INSTALLATIONS, SEE SDD. THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.
3) GRANULAR BACKFILL IS INCIDENTAL TO THE COST OF THE PIPE.
4) PIPE LENGTH IS FROM END OF PIPE TO END OF PIPE AND DOES NOT INCLUDE LENGTH OF APRON ENDWALL.

* OTHER MARKERS CULVERT END QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS
** OTHER PIPE GRATES QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS
*** OTHER CONSTRUCTION STAKING PIPE CULVERTS QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS
**** NON BID ITEM. FOR INFORMATIONAL USE ONLY.
[1] ALL CULVERT PIPES REINFORCED CONCRETE CLASS V SHALL BE BEDDED IN 1 1/4-INCH BASE AGGREGATE DENSE MATERIAL. PROVIDE ENOUGH MATERIAL ON EITHER SIDE OF CULVERT PIPE TO ACHIEVE REQ'D COMPACTION. BASE AGGREGATE DENSE MATERIAL IS INCIDENTAL TO THE COST OF THE PIPE.
[11] CONTRACTOR IS TO FIELD VERIFY ELEVATIONS PRIOR TO BEGINNING WORK.

REINFORCED CONCRETE ELLIPTICAL CULVERT PIPE & APRON ENDWALLS

INLET STATION	-	OUTLET STATION	INLET OFFSET / LOCATION FT	FROM STRUCT.	TO STRUCT.	INLET ELEV	OUTLET OFFSET / LOCATION FT	OUTLET ELEV	SLOPE	CLASS/ THICK. IN	523.0119 CULVERT PIPE REINFORCED CONCRETE HORIZONAL ELLIPTICAL CLASS HE III 19x30-INCH LF	523.0124 CULVERT PIPE REINFORCED CONCRETE HORIZONAL ELLIPTICAL CLASS HE III 24x38-INCH LF	523.0129 CULVERT PIPE REINFORCED CONCRETE HORIZONAL ELLIPTICAL CLASS HE III 29x45-INCH LF	523.0424 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24x38-INCH LF	523.0519 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19x30-INCH EACH	523.0524 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH EACH	523.0529 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29x45-INCH EACH	SPV.0060.03 REINFORCED CONCRETE ENDWALLS & GRATES 29x45-INCH SPECIAL EACH	SPV.0060.04 SEALING PIPES TEMPORARY EACH	** 611.9800.S PIPE GRATES EACH	* 633.5200 MARKERS CULVERT END EACH	*** 650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	**** JOINT TIES REQ'D EACH	REMARKS
STH 26																									
606+00	-	–	154 LT	ENDWALL	INLET	845.75	30 LT	845.26	0.40%	III HE	118	-	-	-	1	-	-	-	-	1	1	1	6	
606+00	-	–	30 LT	INLET	DISCH	845.25	65 RT	844.88	0.40%	III HE	89	-	-	-	1	-	-	-	1	-	1	-	6	
633+00	-	633+72	165.33 LT	ENDWALL	MH	820.00	58.35 LT	819.36	0.50%	III HE	-	-	131	-	-	-	1	-	-	1	1	1	6	
633+72	-	–	58.35 LT	MH	DISCH	819.33	66.77 RT	818.72	0.50%	III HE	-	-	111	-	-	-	-	1	-	-	1	-	6	
677+25	-	–	165.62 LT	ENDWALL	DISCH	810.98	139.62 RT	810.80	0.70%	III HE	-	14	-	-	-	2	-	-	-	2	2	1	12	MULTI-USE PATH
OLD STH 26 'DN'																									
23+00	-	–	30.33 LT	ENDWALL	DISCH	821.00	37.23 RT	820.40	0.88%	IV HE	-	-	-	56	-	2	-	-	-	-	2	1	12	
WHITETAIL LANE 'W'																									
48+00	-	–	32.15 RT	ENDWALL	DISCH	828.00	38.85 LT	826.33	2.35%	IV HE	-	-	-	60	-	2	-	-	-	-	2	1	12	
GARVER LANE 'GA'																									
29+25	-	–	31.77 RT	ENDWALL	DISCH	833.00	41.78 LT	832.50	0.68%	IV HE	-	-	-	62	-	2	-	-	-	-	2	1	12	
									TOTALS		**207**	**14**	**242**	**178**	**2**	**8**	**1**	**1**	**1**	**4**	**12**	**6**	**72**	

NOTES
1) STATION OFFSETS AND INVERT ELEVATIONS SHOWN ARE TO THE END OF APRON ENDWALLS.
2) JOINT TIES ARE REQUIRED FOR THE APRON ENDWALL AND THE LAST TWO SECTIONS OF CULVERT AND STORM SEWER PIPE INSTALLATIONS, SEE SDD. THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.
3) GRANULAR BACKFILL IS INCIDENTAL TO THE COST OF THE PIPE.
4) PIPE LENGTH IS FROM END OF PIPE TO END OF PIPE AND DOES NOT INCLUDE LENGTH OF APRON ENDWALL.

* OTHER MARKERS CULVERT END QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS
** OTHER PIPE GRATES QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS
*** OTHER CONSTRUCTION STAKING PIPE CULVERTS QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS
**** NON BID ITEM. FOR INFORMATIONAL USE ONLY.

CONCRETE CURB AND GUTTER, CONCRETE MEDIAN SLOPED NOSE & CORRUGATED MEDIAN

STATION	-	STATION	LOCATION	INTERSECTION	601.0411 30-INCH TYPE D LF	** 601.0551 4-INCH SLOPED 36-INCH TYPE A LF	601.0553 4-INCH SLOPED 36-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB & GUTTER LF	620.0100 CONCRETE CORRUGATED MEDIAN SF	620.0300 CONCRETE MEDIAN SLOPED NOSE TYPE 1 SF	REMARKS
SHT 26											
598+34	-	599+23	NB/RT	AH	-	85	-	-	-	-	
616+00	-	618+70	NB/RT	-	-	-	270	270	-	-	
641+45	-	646+30	NB	CLN	-	-	-	-	1,940	-	
646+01	-	647+30	NB/RT	CLN	-	151	-	-	-	-	
646+21	-	647+50	SB/RT	CLN	-	151	-	-	-	-	
647+25	-	652+10	SB	CLN	-	-	-	-	1940	-	
676+15	-	677+45	SB/RT	HA	-	190	-	-	-	-	
713+43	-	714+93	NB/RT	V	-	242	-	-	-	79	
729+88	-	731+18	SB/RT	JW	-	164	-	-	-	122	
739+26	-	740+88	NB/RT	JE	-	240	-	-	-	76	
743+85	-	744+89	NB/RT	P	-	-	104	104	-	-	
812+84	-	815+68	SB/RT	W	-	-	284	284	-	-	
814+86	-	816+00	NB/RT	W	-	-	114	114	-	-	
OLD STH 26											
5+85	-	12+00	DS/RT	-	612	-	-	612	-	-	
19+19	-	20+61	DS/RT	CLN	-	-	160	160	-	-	
19+20	-	20+91	DN/LT/RT	JW	-	-	312	312	-	-	
COUNTYLINE ROAD											
36+49	-	38+00	CLN/RT	-	-	-	151	151	-	-	
37+00	-	38+00	CLN/LT	-	-	-	100	100	-	-	
KOSHKONONG/POND ROAD											
14+36	-	16+65	P/RT	JW	-	-	250	250	-	-	
15+00	-	19+50	P/LT	-	-	-	450	450	-	-	
35+08	-	36+37	P/RT	JE	-	-	151	151	-	-	
				TOTALS	**620**	**1,230**	**2,350**	**2,960**	**3,880**	**280**	

CONCRETE BARRIER TYPE S42

STATION	-	STATION	LOCATION	603.1142 CONCRETE BARRIER TYPE S42 LF	650.7500 CONSTRUCTION STAKING CONCRETE BARRIER LF	REMARKS
STH 26						
631+53	-	641+06	LT	956	956	
			TOTAL	**956**	**956**	

CONCRETE SIDEWALK & DRIVEWAY ITEMS

STATION		-		SIDE	INTERSECTION /LOCATION	416.0160 CONCRETE DRIVEWAY 6-INCH SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	REMARKS
KOSHKONONG ROAD/POND ROAD 'P'									
21+34				LT	-	27	-	-	
OLD 26 AT WHITETAIL 'NC'									
35+25				LT	D19	272	-	-	
MULTI-USE PATH									
372+35		-		-	BP1/CLN	-	100	16	
372+70		-		-	BP1/CLN	-	100	16	
402+55		-		-	BP1/HA	-	100	16	
402+85		-		-	BP1/HA	-	100	16	
456+55		-		-	BP1/JW	-	100	16	
456+85		-		-	BP1/JW	-	100	16	
					TOTALS	**300**	**600**	**100**	

DELINEATOR ITEMS

STATION	-	STATION	EACH	633.0100 DELINEATORS POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS WHITE EACH	633.1000 DELINEATOR BRACKETS EACH
STH 26						
565+00	-	595+00	STH 26	43	63	-
595+00	-	625+00	STH 26	18	21	-
625+00	-	655+00	STH 26	23	43	9
655+00	-	685+00	STH 26	20	26	-
685+00	-	715+00	STH 26	20	26	-
715+00	-	745+00	STH 26	28	40	-
745+00	-	775+00	STH 26	14	14	-
775+00	-	805+00	STH 26	16	16	-
805+00	-	835+00	STH 26	14	14	-
UNDISTRIBUTED				10	14	-
			TOTAL	**206**	**277**	**9**

BEAM GUARD

STATION	-	STATION	LOCATION	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.2300 MGS GUARDRAIL 3 LF	614.2340 MGS GUARDRAIL 3 L LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH	REMARKS
STH 26											
641+06.00	-	642+09.00	LT	-	-	12.5	-	39.4	1	-	
665+19.38	-	667+10.00	LT	-	-	37.5	100	-	1	1	Long Span is 12.5 Feet
741+01.00	-	744+29.00	LT	-	-	275	-	-	1	1	
813+91.00	-	815+85.00	LT	2	125	-	-	-	-	-	
POND ROAD											
23+42.00	-	26+95.00	LT	-	-	262.5	-	39.4	1	-	
25+66.50	-	26+69.50	RT	-	-	12.5	-	39.4	1	-	
30+91.00	-	31+94.00	RT	-	-	12.5	-	39.4	1	-	
31+12.00	-	32+15.00	LT	-	-	12.5	-	39.4	1	-	
WHITETAIL LANE											
26+83.00	-	27+86.00	RT	-	-	12.5	-	39.4	1	-	
27+21.00	-	28+24.00	LT	-	-	12.5	-	39.4	1	-	
31+03.00	-	32+06.00	RT	-	-	12.5	-	39.4	1	-	
31+41.00	-	32+44.00	LT	-	-	12.5	-	39.4	1	-	
		TOTAL		**2**	**125**	**675**	**100**	**355**	**11**	**2**	

FENCING

STATION	-	STATION	LOCATION	616.0100 FENCE WOVEN WIRE 4-FEET LF	616.0206 FENCE CHAIN LINK 6-FT LF	616.0700.S FENCE SAFETY LF	SPV.0060.05 SECURITY GATE CHAIN LINK (24') SPECIAL EACH	SPV.0090.03 SECURITY CHAIN LINK FENCE 6-FOOT SPECIAL LF	REMARKS
STH 26							-	-	
576+00	-	598+00	ML/RT	2200	-	-	-	-	
576+00	-	585+05	ML/LT	905	-	-	-	-	
622+35	-	626+90	ML/LT	-	-	-	1	478	
741+00	-	743+00	ML/RT	-	-	225	-	-	
746+48	-	754+00	ML/RT	-	-	850	-	-	
811+78	-	816+46	ML/LT	-	475	-	-	-	
							-	-	
EAST CONNECTOR ROAD							-	-	
30+45	-	40+50	JE/LT	-	-	900	-	-	
33+03	-	40+39	JE/RT	-	-	1050	-	-	
							-	-	
POND ROAD							-	-	
30+43	-	35+23	P	-	-	525	-	-	
32+02	-	33+00	P	-	-	150	-	-	
36+59	-	37+00	P	-	-	50	-	-	
		UNDISTRIBUTE	-	-	-	1000			
		PROJECT TOTALS		**3,110**	**475**	**4,750**	**1**	**478**	

TRACKING PADS

LOCATION	628.7560 TRACKING PADS EACH
BORROW PIT	2
UNDISTRIBUTED	8
TOTAL	**10**

LANDSCAPING ITEMS

STATION	-	STATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0160 SEEDING MIXTURE NO. 60 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	REMARKS
576+00	-	596+00	29,500	21,800	23	975	-	490	-	
569+00	-	625+00	44,200	32,600	40	1695	-	850	-	
625+00	-	642+00	28,800	19,200	22	930	-	465	-	
642+00	-	665+00	47,300	35,700	35	1485	-	745	-	
665+00	-	695+00	37,400	26,600	30	1280	-	640	-	
695+00	-	725+00	38,500	26,000	31	1310	-	655	-	
725+00	-	755+00	34,000	23,000	28	1190	-	595	-	
755+00	-	785+00	44,800	19,200	35	1480	-	740	-	
785+00	-	815+00	49,500	23,300	38	1605	-	805	-	
815+00	-	832+00	19,200	15,000	16	670	451	335	-	
FRONTAGE ROAD (AH)			14,300	14,300	11	435	-	220	-	
COUNTY LINE ROAD (CLN)			5,700	3,900	5	185	-	95	-	
OLD 26 SOUTH (DS)			9,700	6,300	8	325	-	165	-	
HAMER LANE (HA)			500	500	1	15	-	10	-	
VICKERMAN ROAD (V)			2,000	1,400	2	70	-	35	-	
OLD 26 NORTH (DN)			6,100	5,100	6	225	-	115	-	
WEST CONNECTOR (JW)			1,800	900	3	120	-	60	-	
EAST CONNECTOR (JE)			11,500	2,400	9	365	-	185	-	
POND ROAD (P)			21,300	10,400	17	720	-	360	-	
WHITETAIL LANE (W)			51,500	51,500	37	1580	-	790	-	
FRONTAGE ROAD (NC)			10,600	6,000	8	330	-	165	-	
UNDISTRIBUTED			101,640	69,020	81	3,398	90	1,704	1400	
Total			**609,840**	**414,120**	**486**	**20,388**	**541**	**10,224**	**1,400**	

INLET PROTECTION

STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	611.8120.S COVER PLATES TEMPORARY EACH	REMARKS
STH 26				
589+00	LT	1	-	
597+00	LT/RT	3	-	
605+00	LT	1	-	
606+00	LT	1	-	
613+06.40	LT	1	-	
615+00	LT	2	-	
627+25	LT	1	-	
631+00	LT	1	-	
633+72	LT	1	-	
666+09	LT	1	-	C-28-32
673+00	LT	1	-	
680+00	LT	1	-	
696+05	LT	2	-	
704+00	LT	1	-	
717+00	LT	1	-	
722+25	LT	1	-	
731+48	LT	1	-	
743+00	LT	1	-	
747+00	LT	1	-	
789+91	LT	2	-	
818+50	LT	2	-	
829+61	LT	1	-	
841+61	LT	1	-	
POND/KOSHKONONG ROAD 'P'				
20+00	LT	1	-	
TEMPORARY CROSSOVER XOJ2				
850+60	LT	1	-	
859+63	LT	-	1	
TEMPORARY CROSSOVER XOJ3				
845+00	LT	1	-	
848+50	LT	1	-	
UNDISTRIBUTED		33	5	UNDISTRIBUTED AMOUNT IS TOTAL AMOUNT OF INLETS NEEDED
TOTALS		**66**	**6**	

EROSION CONTROL

STATION	-	STATION	LOCATION	** 606.0100 RIPRAP LIGHT CY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2002 EROSION MAT CLASS I TYPE A SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.2023 EROSION MAT CLASS II TYPE B SY	628.6005 TURBIDITY BARRIERS SY	628.7504 TEMPORARY DITCH CHECKS LF	** 645.0130 GEOTEXTILE FABRIC TYPE R SY	SPV.0035.02 TEMPORARY STONE DITCH CHECKS CY	REMARKS
576+00	-	595+00	LT & RT	-	3,100	1,550	-	7,700	-	-	24	-	-	
595+00	-	625+00	LT & RT	-	3,700	1,850	520	11,000	-	-	128	-	-	
625+00	-	642+00	LT & RT	-	1,800	900	5,220	4,380	-	400	96	-	-	
642+00	-	665+00	LT & RT	-	1,200	600	2,690	8,890	-	-	160	-	-	
665+00	-	695+00	LT & RT	-	1,500	750	1,730	9,070	-	-	136	-	-	
695+00	-	725+00	LT & RT	152	2,700	1,350	2,390	10,140	-	-	48	575	-	
725+00	-	755+00	LT & RT	-	2,550	1,275	770	10,230	-	-	48	-	-	
755+00	-	785+00	LT & RT	-	1,200	600	14,270	11,290	-	-	392	-	-	
785+00	-	815+00	LT & RT	-	350	175	15,270	10,940	-	-	472	-	-	
815+00	-	827+60	LT & RT	-	-	-	-	4,180	-	-	104	-	-	
6+00 DS	-	34+00 DS	LT & RT	-	1,950	975	970	2,400	-	-	88	-	-	
14+00 DN	-	27+00 DN	LT & RT	-	1,150	575	-	980	-	-	-	-	-	
26+00 CLN	-	39+00 CLN	LT & RT	-	2,000	1,000	-	1,780	-	-	104	-	-	
30+00 V	-	35+00 V	LT & RT	130	750	375	-	540	-	-	-	435	-	
14+00 P	-	41+00 P	LT & RT	-	4,200	2,100	5,730	980	4,190	-	80	-	-	
16+00 JW	-	29+00 JW	LT & RT	-	1,900	950	-	890	-	-	48	-	-	
31+00 JE	-	41+00 JE	LT & RT	-	1,250	625	4,830	1,600	2,700	-	64	-	-	
20+00 W	-	54+00 W	LT & RT	-	4,400	2,200	18,640	3,650	-	-	160	-	-	
30+00 NC	-	40+00 NC	LT & RT	-	700	350	3,860	800	-	-	-	-	-	
			NE POND	-	-	-	-	-	24,390	-	-	-	-	
			NW POND	-	-	-	-	-	10,700	-	-	-	-	
			UNDISTRIBUTED	75	9,100	4,550	19,230	25,360	1,730	-	540	260	100	
			TOTAL	**357**	**45,500**	**22,750**	**96,120**	**126,800**	**43,710**	**400**	**2,692**	**1,270**	**100**	

NOTE: Quantities in the median were doubled to account for staging.
**NOTE: OTHER RIPRAP LIGHT AND GEOTEXTILE FABRIC TYPE R QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS

EROSION CONTROL AT PIPE ENDWALLS

OUTLET STATION	DIAMETER IN	645.0120 GEOTEXTILE FABRIC TYPE HR LOCATION	645.0120 GEOTEXTILE FABRIC TYPE HR SY	645.0130 ** GEOTEXTILE FABRIC TYPE R LOCATION	645.0130 ** GEOTEXTILE FABRIC TYPE R SY	606.0100 RIPRAP LIGHT LOCATION	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM LOCATION	606.0200 RIPRAP MEDIUM CY	628.7555 CULVERT PIPE CHECKS AT INLET EACH
STH 26										
584+00	36	–	-	LT	40	LT	10.1	–	-	7
589+00	18	–	-	RT	10	RT	1.9	–	-	5
597+00	24	–	-	LT	23	LT	5.3	–	-	7
598+46.60	15	–	-	LT	12	LT	2.4	–	-	5
599+00	15	–	-	LT	13	LT	2.7	–	-	5
603+49.50	18	–	-	RT	14	RT	3.0	–	-	5
606+00	19X30	–	-	RT	13	RT	2.7	–	-	7
607+04.62	24	–	-	RT	19	RT	4.4	–	-	7
609+67	24	–	-	RT	19	RT	4.4	–	-	7
610+33.76	15	–	-	LT	12	LT	2.4	–	-	5
610+11.35	15	–	-	LT	12	LT	2.4	–	-	5
612+13.20	18	–	-	LT	14	LT	3.0	–	-	5
615+00	24	–	-	RT	16	RT	3.6	–	-	7
619+15.10	18	–	-	LT	14	LT	3.0	–	-	5
618+56.80	15	–	-	LT	12	LT	2.4	–	-	5
620+50.80	18	–	-	RT	14	RT	3.0	–	-	5
621+76.80	18	–	-	RT	14	RT	3.0	–	-	5
624+01.70	18	–	-	LT	14	LT	3.0	–	-	5
624+92	24	–	-	RT	19	RT	4.4	–	-	7
627+25	18	–	-	LT	15	LT	3.1	–	-	5
629+44.20	24	–	-	RT	19	RT	4.4	–	-	7
633+72	29X45	–	-	RT	20	RT	4.7	–	-	7
633+23.20	18	–	-	LT	14	LT	3.0	–	-	5
641+00	18	–	-	RT	10	RT	1.9	–	-	5
647+66.10	18	–	-	LT	14	LT	3.0	–	-	5
650+00	18	–	-	RT	18	RT	3.7	–	-	5
656+00	18	–	-	RT	10	RT	1.9	–	-	5
666+10		——SEE C-28-32 STRUCTURE PLANS FOR BOX CULVERT RIPRAP QUANTITIES'———								
673+00	18	–		RT	14	RT	2.8	–	-	5
677+25	24X38	–	-	LT	16	LT	3.6	–	-	7
680+00	18	–	-	RT	12	RT	2.4	–	-	5
686+63.80	18	–	-	RT	14	RT	3.0	–	-	5
696+05	36	–	-	RT	26	RT	6.2	–	-	7
704+00	18	–	-	RT	11	RT	2.2	–	-	5
711+39.50	30	–	-	RT	17	RT	3.9	–	-	7
713+00	18	–	-	RT	10	RT	1.9	–	-	5
717+00	24	–	-	RT	16	RT	3.3	–	-	7
722+25	42	–	-	RT	23	RT	5.4	–	-	9
731+48	42	–	-	RT	23	RT	5.4	–	-	9
743+00	18	–	-	RT	16	RT	3.3	–	-	5
747+00	18	–	-	RT	15	RT	3.1	–	-	5
755+86	30	–	-	RT	18	RT	4.1	–	-	7
757+26	30	–	-	RT	16	RT	3.6	–	-	7
758+00	18	–	-	RT	10	RT	1.9	–	-	5
769+00	18	–	-	LT	10	LT	1.9	–	-	5
775+00	18	–	-	RT	10	RT	1.9	–	-	5
789+91	42	LT	43	-	32	-	-	LT	10.4	9
796+00	18	–	-	RT	10	RT	1.9	–	-	5
812+00	18	–	-	RT	10	RT	1.9	–	-	5
818+50	48	–	-	LT	25	LT	6.0	–	-	9
VICKERMAN ROAD 'V'										
34+00	12	–	-	RT	10	RT	1.9	–	-	5
OLD STH 26 'DN'										
15+75	24	–	-	RT	20	RT	4.5	–	-	7
16+10	24	–	-	LT	20	LT	4.5	–	-	7
23+00	24X38	–	-	RT	16	RT	3.6	–	-	7
25+12	18	–	-	LT	14	LT	3.0	–	-	5
WEST CONNECTOR ROAD 'JW'										
25+00	24	–	-	LT	20	LT	4.5	–	-	7
20+24	18	–	-	LT	14	LT	3.0	–	-	5
EAST CONNECTOR ROAD 'JE'										
34+00	18	–	-	LT	17	–	-	LT	4.6	5
POND/KOSHKONONG ROAD 'P'										
20+00	18	–	-	RT	10	RT	1.9	–	-	5
39+50	18	–	-	LT	14	LT	3.0	–	-	5

CONTINUED

EROSION CONTROL AT PIPE ENDWALLS, CONTINUED

OUTLET STATION	DIAMETER IN	645.0120 GEOTEXTILE FABRIC TYPE HR LOCATION	645.0120 GEOTEXTILE FABRIC TYPE HR SY	645.0130 ** GEOTEXTILE FABRIC TYPE R LOCATION	645.0130 ** GEOTEXTILE FABRIC TYPE R SY	606.0100 RIPRAP LIGHT LOCATION	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM LOCATION	606.0200 RIPRAP MEDIUM CY	628.7555 CULVERT PIPE CHECKS AT INLET EACH
WHITETAIL LANE 'W'										
21+45	15	–	-	LT	12	LT	2.5	–	-	5
28+25	24	–	-	LT	13	LT	2.7	–	-	7
32+50.5	30	–	-	LT	16	LT	3.6	–	-	7
35+00	30	–	-	LT	16	LT	3.6	–	-	7
48+00	24X38	–	-	LT	16	LT	3.6	–	-	7
OLD STH26 'NC'										
34+00	24	–	-	RT	13	RT	2.7	–	-	7
35+50	24	–	-	LT	20	LT	4.5	–	-	7
GARVER LANE 'GA'										
29+25	24X38	–	-	LT	24	LT	5.7	–	-	7
DRIVEWAYS 'D11, D12, D13'										
10+58	30	–	-	RT	8	RT	1.5	–	-	7
11+30	12	–	-	RT	10	RT	1.9	–	-	5
DRIVEWAY 'D14'										
9+42	24	–	-	RT	19	RT	4.4	–	-	7
DRIVEWAYS 'D15, D16'										
8+81	12	–	-	LT	10	LT	1.9	–	-	5
9+42	30	–	-	LT	25	LT	6.0	–	-	7
DRIVEWAY 'D19'										
9+25	24	–	-	RT	19	RT	4.4	–	-	7
FRONTAGE ROAD 'AH'										
11+50	18	–	-	LT	14	LT	3.0	–	-	5
19+50	18	–	-	LT	10	LT	1.9	–	-	5
21+00	12	–	-	RT	10	RT	1.9	–	-	5
OLD STH 26 'DS'										
7+78.20	12	–	-	LT	10	LT	1.9	–	-	5
13+50	24	–	-	RT	20	RT	4.5	–	-	7
16+34.4	18	–	-	RT	10	RT	1.9	–	-	5
27+00	24	–	-	RT	20	RT	4.5	–	-	7
COUNTY LINE ROAD 'CLN'										
28+00	30	–	-	LT	25	LT	6.0	–	-	7
30+77	18	–	-	LT	10	LT	1.9	–	-	5
33+80.10	18	–	-	LT	14	LT	3.0	–	-	5
35+47.10	15	–	-		12	0	2.5	–	-	5
HAMMER LANE 'HA'										
28+66	30	–	-	RT	16	RT	3.6	–	-	7
XOJ1										
657+00	15	–	-	LT	8	LT	1.5	–	-	5
XOJ2										
858+00	15	–	-	–	-	–	-	–	-	5
XOJ3										
850+25	15	–	-	RT	12	RT	2.5	–	-	-
MULTI-USE PATH (BP1)										
329+65	15	–	-	LT	12	LT	2.4	–	-	5
356+00	18	–	-	LT	0	LT	0.0	–	-	5
370+00	30	–	-	LT	25	LT	6.0	–	-	7
652+97.70	30	–	-	LT	25	LT	6.0	–	-	7
458+21	30	–	-	RT	25	RT	6.0	–	-	7
467+58	15	–	-	RT	12	RT	2.4	–	-	5
538+76	24	–	-	LT	20	LT	4.5	–	-	7
UNDISTRIBUTED		–	20	–	439	–	93	–	4	84
TOTALS			**70**		**1910**		**410**		**20**	**562**

**NOTE: OTHER GEOTEXTILE FABRIC TYPE R QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS

MOBILIZATION

LOCATION	619.1000 1390-04-80 EACH	628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
PROJECT	1	30	15
TOTAL	**1**	**30**	**15**

DUST CONTROL & WATER

LOCATION	623.0200 DUST CONTROL SURFACE TREATMENT SY	624.0100 WATER MGAL	REMARKS
COMPACTION	-	2,191	
UNDISTRIBUTED	200,000	219	
PROJECT TOTAL	**200,000**	**2,420**	

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PLANTINGS

Item Number	Symbol	Common Name	Landscaping Sheet 1.00	2.00	3.00	4.00	Totals
Large Growing Shrubs							
632.0201	SH	Smooth Sumac	0	6	0	10	16
632.0201	NV	Nannyberry Viburnum	5	0	0	6	11
Small Tree / Large Shrub							
632.0101	CW	Common Witchhazel	0	0	8	3	11
632.0101	ASB	Allegheny Serviceberry	3	0	6	3	12
Large Growing Evergreen Trees							
632.0101	CS	Colorado Spruce	12	22	10	11	55
632.0101	BHS	Black Hills Spruce	9	16	7	9	41
632.0101	CD	Douglas Fir	4	4	6	4	18
632.0101	WF	White Fir	3	3	18	13	37
Large Growing Deciduous Trees							
632.0101	SM	Sugar Maple	3	1	1	1	6
632.0101	TH	Honeylocust	0	1	0	1	2
632.0101	KC	Kentucky Coffeetree	1	1	1	1	4

STATION	-	STATION	LOCATION	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH
145+70 'BP1'	-	168+50 'BP1'	NORTH OF BOWERS LAKE ROAD	20
			TOTALS	20

TRAFFIC CONTROL

STAGE	LOCATION	* DAYS	204.0180 REMOVING DELINEATORS AND MARKERS EACH	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	614.0905 CRASH CUSHION TEMPORARY EACH	633.1100 DELINEATORS TEMPORARY EACH	643.0100 TRAFFIC CONTROL PROJECT EACH	643.0300 DRUMS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0500 FLEXIBLE TUBULAR MARKERS POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKERS BASES EACH	643.0705 WARNING LIGHTS TYPE A DAYS	643.0715 WARNING LIGHTS TYPE C DAYS	643.0800 ARROW BOARDS DAYS	643.0900 TRAFFIC CONTROL SIGNS DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	SPV.0045.01 PORTABLE CHANGEABLE MESSAGE SIGN DAYS	SPV.0060.10 REMOVING FLEXIBLE TUBULAR MARKER AND BASE EACH
STAGE 1	STH 26 MAINLINE	200	-	2,000	2,000	6	-	-	51,800	-	-	-	-	-	-	1,400	-	-	-	-
	STH 26 SOUTH CROSSOVER MAINTENANCE	180	80	-	-	-	20	-	-	-	200	200	-	-	-	-	-	-	-	150
	COUNTY LINE ROAD CLOSURE	200	-	-	-	-	-	-	-	1,600	-	-	3,200	-	-	1,800	-	-	20	-
	COUNTY LINE ROAD CONNECTION	210	-	-	-	-	-	-	-	3,150	-	-	6,300	-	-	1,260	-	-	-	-
	HAMER LANE	365	-	-	-	-	-	-	-	-	-	-	-	-	-	730	-	-	-	-
	VICKERMAN ROAD	200	-	-	-	-	-	-	-	3,000	-	-	6,000	-	-	1,200	-	-	20	-
	KOSHKONONG LAKE ROAD	365	-	-	-	-	-	-	-	-	-	-	-	-	-	730	-	-	-	-
	POND ROAD CLOSURE	200	-	-	-	-	-	-	-	1,400	-	-	2,800	-	-	800	-	-	30	-
	WHITETAIL LANE	200	-	-	-	-	-	-	-	1,400	-	-	2,800	-	-	1,800	-	-	30	-
	STH 26 NORTH CROSSOVER	30	150	-	-	-	-	-	4,500	180	-	-	360	420	120	600	-	-	20	200
STAGE 2	STH 26 MAINLINE	240	-	500	500	2	-	-	63,360	-	-	-	-	-	-	-	-	-	20	-
	STH 26 SOUTH CROSSOVER	240	-	-	-	-	60	-	25,200	2,400	70	70	4,800	16,800	480	5,040	-	-	20	-
	COUNTY LINE ROAD	240	-	-	-	-	-	-	-	1,440	-	-	2,880	-	-	1,440	-	-	-	-
	COUNTY LINE ROAD CROSSOVER	240	-	-	-	-	35	-	10,800	5,040	50	50	10,080	10,800	-	3,120	-	-	20	-
	HAMER LANE	240	-	-	-	-	-	-	-	480	-	-	960	-	-	240	-	-	-	-
	VICKERMAN ROAD	240	-	-	-	-	-	-	-	-	-	-	-	-	-	480	-	-	-	-
	KOSHKONONG LAKE ROAD	240	-	-	-	-	-	-	-	1,440	-	-	2,880	-	-	2,160	-	-	30	-
	POND ROAD	500	-	-	-	-	-	-	-	2,000	-	-	4,000	-	-	3,000	-	-	-	-
	STH 26 NORTH CROSSOVER	240	-	-	-	-	85	-	27,600	4,080	120	120	8,160	15,600	480	6,960	-	-	20	-
STAGE 3	STH 26 MAINLINE	30	-	-	-	-	-	-	18,300	720	-	-	1,440	-	-	720	-	-	20	-
CTH J	JEFFERSON BYPASS	10	-	-	-	-	-	-	-	180	-	-	360	-	-	80	2	470	20	-
STH 26	PATCHING BETWEEN CTH W - CTH J	10	-	-	-	-	-	-	600	20	-	-	40	130	20	80	-	-	10	-
	TOWNLINE ROAD BRIDGE - EPOXY OVERLAY	11	-	-	-	-	-	-	-	220	-	-	176	-	-	88	-	-	22	-
	UNDISTRIBUTED	-	50	-	-	-	40	-	40,320	5,670	90	90	11,340	8,730	220	6,700	15	-	50	70
	TOTAL		**280**	**2,500**	**2,500**	**8**	**240**	**1**	**242,480**	**34,420**	**530**	**530**	**68,576**	**52,480**	**1,320**	**40,428**	**17**	**470**	**352**	**420**

* FOR INFORMATION ONLY

TYPE II PERMANENT SIGNING

SIGN NUMBER	STATION	ROAD	LOCATION	SIGN CODE	SIZE (W x H)	SIGN MESSAGE	* 637.0202 SIGNS REFLECTIVE TYPE II SF	* 638.2102 MOVING SIGNS TYPE II EACH	# of post EACH	634.0412 POSTS WOOD 4" x 4" 12 FT EACH	634.0612 POSTS WOOD 4" x 6" 12 FT EACH	* 634.0614 POSTS WOOD 4" x 6" 14 FT EACH	634.0616 POSTS WOOD 4" x 6" 16 FT EACH	* 634.0618 POSTS WOOD 4" x 6" 18 FT EACH	634.0620 POSTS WOOD 4" x 6" 20 FT EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
1-01	569+50	STH 26	SB RAMP GORE	E5-1	72 X 60	EXIT 11	30.00	-	2	-	-	-	-	-	2	-	
1-04	563+00	STH 26	NB RAMP ENTRY	W4-1	48 X 48	THRU TRAFFIC MERGE SYMBOL	16.00	-	2	-	-	-	-	1	1	-	
1-05	0+00 'AH'	FRONTAGE AH	CUL DE SAC	W5-56A	18 X 18	END OF ROAD DIAMOND	2.25	-	1	-	1	-	-	-	-	-	
1-06	0+00 'AH'	FRONTAGE AH	CUL DE SAC	W5-56A	18 X 18	END OF ROAD DIAMOND	2.25	-	1	-	1	-	-	-	-	-	
1-07	0+00 'AH'	FRONTAGE AH	CUL DE SAC	W5-56A	18 X 18	END OF ROAD DIAMOND	2.25	-	1	-	1	-	-	-	-	-	
1-08	309+75 'BP1'	BIKE PATH	RIGHT	R1-2	18 X 15 1/2	YIELD	0.97	-	1	1	-	-	-	-	-	-	
1-09	310+25 'BP1'	BIKE PATH	LEFT	R1-2	18 X 15 1/2	YIELD	0.97	-	1	1	-	-	-	-	-	-	
1-10	585+00	STH 26	NB RIGHT	J4-1	36 x 51	REASSURANCE ASSEMBLY	12.75	-	1	-	-	-	-	1	-	-	J ASSEMBLY
				M3-1	30 X 15	NORTH	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M1-6	36 X 36	STATE ROUTE MARKER	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
1-11	585+25	STH 26	SB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING WEST
1-12	590+00	STH 26	NB MEDIAN	W6-53	144 X 48	CROSS TRAFFIC NEXT 4 MILES	48.00	-	3	-	-	-	-	1	2	-	
1-13	590+00	STH 26	NB RIGHT	W6-53	144 X 48	CROSS TRAFFIC NEXT 4 MILES	48.00	-	3	-	-	-	-	1	2	-	
1-14	15+00 'AH'	FRONTAGE AH	RIGHT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
1-15	593+00	STH 26	NB RIGHT	D1-1	102 X 21	TRAYNOR COURT WITH ARROW	14.88	-	2	-	-	-	2	-	-	-	
1-16	594+75	STH 26	NB MEDIAN	R5-1A	42 X 30	WRONG WAY	8.75	-	1	-	-	-	1	-	-	-	
2-01	598+00	STH 26	NB MEDIAN	R5-1	36 X 36	DO NOT ENTER	9.00	-	1	-	-	-	1	-	-	-	
2-02	598+50	STH 26	NB MEDIAN	R4-7	36 X 48	KEEP RIGHT	12.00	-	1	-	-	-	-	1	-	-	
2-03	323+25 'BP1'	BIKE PATH	RIGHT	R1-2	18 X 15 1/2	YIELD	0.97	-	1	1	-	-	-	-	-	-	
2-04	323+75 'BP1'	BIKE PATH	LEFT	R1-2	18 X 15 1/2	YIELD	0.97	-	1	1	-	-	-	-	-	-	
2-05	599+00	STH 26	SB LEFT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING EAST
2-06	599+50	STH 26	SB MEDIAN	R5-1A	36 X 36	DO NOT ENTER	9.00	-	1	-	-	-	1	-	-	-	
2-07	606+00	STH 26	SB MEDIAN	D1-1	102 X 21	TRAYNOR COURT WITH ARROW	14.88	-	2	-	-	-	2	-	-	-	
2-08	610+25	STH 26	SB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING WEST
2-09	22+00 'AH'	FRONTAGE AH	LEFT	W14-1	30 X 30	DEAD END	6.25	-	1	-	-	-	1	-	-	-	FACING WEST
2-10	22+10 'AH'	FRONTAGE AH	RIGHT	R6-1R	36 X 12	ONE WAY	3.00	-	1	-	-	-	-	1	-	-	
2-11	22+10 'AH'	FRONTAGE AH	RIGHT	R1-1	36 X 36	STOP	7.46	-	-	-	-	-	-	-	-	-	POSTED WITH 2-10
2-12	22+10 'AH'	FRONTAGE AH	RIGHT	R6-3A	30 X 24	DIVIDED HIGHWAY	5.00	-	-	-	-	-	-	-	-	-	POSTED WITH 2-10
2-13	22+10 'AH'	FRONTAGE AH	RIGHT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING WEST
2-14	602+00	STH 26	NB RIGHT	R2-1	48 X 60	SPEED LIMIT 65	20.00	-	2	-	-	-	-	-	2	-	
2-15	603+00	STH 26	SB MEDIAN	R5-1A	42 X 30	WRONG WAY	8.75	-	1	-	-	-	1	-	-	-	
2-16	603+10	STH 26	NB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING EAST
2-17	606+50	STH 26	NB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING EAST
2-18	609+25	STH 26	NB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING EAST
2-19	334+75 'BP1'	BIKE PATH	RIGHT	R1-2	18 X 15 1/2	YIELD	0.97	-	1	1	-	-	-	-	-	-	
2-20	335+00 'BP1'	BIKE PATH	LEFT	R1-2	18 X 15 1/2	YIELD	0.97	-	1	1	-	-	-	-	-	-	
2-21	611+50	STH 26	SB LEFT	D10-2	12 X 36	MILE MARKER 13	3.00	-	1	-	-	1	-	-	-	-	
2-22	336+50 'BP1'	BIKE PATH	RIGHT	R1-2	18 X 15 1/2	YIELD	0.97	-	1	1	-	-	-	-	-	-	
2-23	336+75 'BP1'	BIKE PATH	LEFT	R1-2	18 X 15 1/2	YIELD	0.97	-	1	1	-	-	-	-	-	-	
2-24	342+90 'BP1'	BIKE PATH	RIGHT	R1-2	18 X 15 1/2	YIELD	0.97	-	1	1	-	-	-	-	-	-	
2-25	343+20 'BP1'	BIKE PATH	LEFT	R1-2	18 X 15 1/2	YIELD	0.97	-	1	1	-	-	-	-	-	-	
2-26	611+50	STH 26	NB RIGHT	D10-2	12 x 36	MILE MARKER 13	3.00	-	1	-	-	1	-	-	-	-	
2-27	612+10	STH 26	SB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING WEST
2-28	618+70	STH 26	SB LEFT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING EAST
2-29	618+40	STH 26	NB RIGHT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING WEST
2-30	620+25	STH 26	NB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING EAST
2-31	621+50	STH 26	NB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING EAST
2-32	348+25 'BP1'	BIKE PATH	RIGHT	R1-2	18 X 15 1/2	YIELD	0.97	-	1	1	-	-	-	-	-	-	
2-33	348+60 'BP1'	BIKE PATH	LEFT	R1-2	18 X 15 1/2	YIELD	0.97	-	1	1	-	-	-	-	-	-	
2-34	623+80	STH 26	SB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING WEST
2-35	624+50	STH 26	NB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING EAST
3-03	629+25	STH 26	NB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING EAST
3-04	638+00	STH 26	NB RIGHT	D1-61	108 X 30	COUNTY LINE RD	22.50	-	2	-	-	-	1	1	-	-	
3-05	641+00	STH 26	SB LEFT	I2-2	66 X 21	ROCK CO	9.63	-	2	-	-	-	2	-	-	-	
3-06	643+50	STH 26	SB LEFT	R2-1	48 X 60	SPEED LIMIT 65	20.00	-	2	-	-	-	-	-	2	-	
3-07	645+50	STH 26	SB LEFT	J4-1	36 X 51	REASSURANCE ASSEMBLY	12.75	-	1	-	-	-	-	1	-	-	J ASSEMBLY
				M3-3	30 X 15	SOUTH	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M1-6	36 X 36	STATE ROUTE MARKER	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
3-08	650+75	STH 26	SB MEDIAN	R5-1A	42 X 30	WRONG WAY	8.75	-	1	-	-	-	1	-	-	-	
3-09	653+25	STH 26	SB MEDIAN	R3-20L	36 X 54	BEGIN LEFT TURN LANE	13.50	-	1	-	-	-	-	1	-	-	
3-10	640+10	STH 26	NB MEDIAN	R3-20L	36 X 54	BEGIN LEFT TURN LANE	13.50	-	1	-	-	-	-	1	-	-	
3-11	642+40	STH 26	NB MEDIAN	R5-1A	42 X 30	WRONG WAY	8.75	-	1	-	-	-	1	-	-	-	
3-12	642+75	STH 26	NB RIGHT	I2-2	90 X 21	JEFFERSON CO	13.13	-	2	-	-	-	2	-	-	-	
3-13	646+00	STH 26	NB MEDIAN	R5-1	36 X 36	DO NOT ENTER	9.00	-	1	-	-	-	1	-	-	-	
3-14	647+40	STH 26	SB MEDIAN	R5-1	36 X 36	DO NOT ENTER	9.00	-	1	-	-	-	1	-	-	-	
3-15	648+00	STH 26	NB RIGHT	J4-1	36 X 51	REASSURANCE ASSEMBLY	12.75	-	1	-	-	-	-	1	-	-	J ASSEMBLY
				M3-1	30 X 15	NORTH	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M1-6	36 X 36	STATE ROUTE MARKER	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
3-16	651+00	STH 26	NB RIGHT	R2-1	48 X 60	SPEED LIMIT 65	20.00	-	2	-	-	-	-	-	2	-	
3-17	655+00	STH 26	SB LEFT	D1-61	108 X 30	COUNTY LINE RD	22.50	-	2	-	-	-	1	1	-	-	
4-01	664+60	STH 26	NB RIGHT	D10-2	12 X 36	MILE MARKER 14	3.00	-	1	-	-	1	-	-	-	-	
4-02	664+60	STH 26	SB LEFT	D10-2	12 X 36	MILE MARKER 14	3.00	-	1	-	-	1	-	-	-	-	
4-03	28+80 'HA'	HAMER LN	RIGHT	R6-1R	36 X 12	ONE WAY	3.00	-	1	-	-	-	-	1	-	-	
4-04	28+80 'HA'	HAMER LN	RIGHT	R1-1	36 X 36	STOP	7.46	-	-	-	-	-	-	-	-	-	POSTED WITH 4-3
4-05	402+40 'BP1'	BIKE PATH	RIGHT	R1-1	18 X 18	STOP	1.86	-	1	1	-	-	-	-	-	-	
4-06	402+40 'BP1'	BIKE PATH	LEFT	R5-3	24 X 24	NO MOTOR VEHICLES	4.00	-	1	1	-	-	-	-	-	-	
4-07	27+50 'HA'	HAMER LN	LEFT	R1-1	30 X 30	STOP	5.18	-	1	-	-	1	-	-	-	-	
4-08	403+00 'BP1'	BIKE PATH	LEFT	R1-1	18 X 18	STOP	1.86	-	1	1	-	-	-	-	-	-	
4-09	403+00 'BP1'	BIKE PATH	RIGHT	R5-3	24 X 24	NO MOTOR VEHICLES	4.00	-	1	1	-	-	-	-	-	-	
4-10	685+00	STH 26	SB LEFT	D1-1	90 X 21	HAMER LN	13.13	-	2	-	-	-	2	-	-	-	
4-11	676+50	STH 26	SB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING WEST
4-12	28+25 'HA'	HAMER LN	RIGHT	W11-1	30 X 30	BIKE CROSSING	6.25	-	1	-	-	-	1	-	-	-	
4-13	28+75 'HA'	HAMER LN	LEFT	W11-1	30 X 30	BIKE CROSSING	6.25	-	1	-	-	-	1	-	-	-	
4-14	678+00	STH 26	SB MEDIAN	R5-1	36 X 36	DO NOT ENTER	9.00	-	1	-	-	-	1	-	-	-	
4-15	680+00	STH 26	SB MEDIAN	R5-1A	42 X 30	WRONG WAY	8.75	-	1	-	-	-	1	-	-	-	

CONTINUED ON NEXT PAGE

TYPE II PERMANENT SIGNING, CONTINUED

SIGN NUMBER	STATION	ROAD	LOCATION	SIGN CODE	SIZE (W x H)	SIGN MESSAGE	* 637.0202 SIGNS REFLECTIVE TYPE II SF	* 638.2102 MOVING SIGNS TYPE II EACH	# of post EACH	634.0412 POSTS WOOD 4" x 4" 12 FT EACH	634.0612 POSTS WOOD 4" x 6" 12 FT EACH	* 634.0614 POSTS WOOD 4" x 6" 14 FT EACH	634.0616 POSTS WOOD 4" x 6" 16 FT EACH	* 634.0618 POSTS WOOD 4" x 6" 18 FT EACH	634.0620 POSTS WOOD 4" x 6" 20 FT EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
5-01	687+00	STH 26	SB LEFT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING EAST
5-02	686+70	STH 26	NB RIGHT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING WEST
5-03	714+00	STH 26	NB MEDIAN	R6-1L	36 X 12	ONE WAY	3.00	-	1	-	-	-	1	-	-	-	
5-04	714+00	STH 26	NB MEDIAN	R1-2	36 X 31	YIELD	3.88	-	-	-	-	-	-	-	-	-	POSTED WITH 5-3
5-05	713+00	STH 26	NB MEDIAN	R5-1	36 X 36	DO NOT ENTER	9.00	-	1	-	-	-	1	-	-	-	
5-06	714+25	STH 26	SB MEDIAN	R5-1	36 X 36	DO NOT ENTER	9.00	-	1	-	-	-	1	-	-	-	FACING EAST
5-07	714+50	STH 26	NB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING EAST
5-08	705+00	STH 26	NB RIGHT	D1-1	120 X 21	VICKERMAN RD	17.50	-	2	-	-	-	2	-	-	-	
5-09	710+00	STH 26	NB MEDIAN	R5-1A	42 X 30	WRONG WAY	8.75	-	1	-	-	-	1	-	-	-	
5-10	33+00 'V'	VICKERMAN RD	LEFT	R3-53R	24 X 30	RIGHT TURN ONLY	5.00	-	1	-	-	1	-	-	-	-	
5-11	30+60 'V'	VICKERMAN RD	LEFT	R4-7	24 X 30	KEEP RIGHT	5.00	-	1	-	-	-	1	-	-	-	FACING EAST
5-12	30+40 'V'	VICKERMAN RD	LEFT	R4-7	24 X 30	KEEP RIGHT	5.00	-	1	-	-	-	1	-	-	-	FACING EAST
5-13	30+40 'V'	VICKERMAN RD	LEFT	R1-1	36 X 36	STOP	7.46	-	-	-	-	-	-	-	-	-	POSTED WITH 5-12
5-14	30+60 'V'	VICKERMAN RD	LEFT	R1-1	36 X 36	STOP	7.46	-	1	-	-	-	1	-	-	-	
5-15	36+00 'V'	VICKERMAN RD	LEFT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
5-16	30+40 'V'	VICKERMAN RD	LEFT	R6-1R	36 X 12	ONE WAY	3.00	-	-	-	-	-	-	-	-	-	POSTED WITH 5-12
5-17	30+60 'V'	VICKERMAN RD	LEFT	R6-1R	36 X 12	ONE WAY	3.00	-	-	-	-	-	-	-	-	-	POSTED WITH 5-14
6-01	717+00	STH 26	SB LEFT	D10-2	12 X 36	MILE MARKER 15	3.00	-	1	-	-	1	-	-	-	-	
6-02	717+00	STH 26	NB RIGHT	D10-2	12 X 36	MILE MARKER 15	3.00	-	1	-	-	1	-	-	-	-	
6-03	717+70	STH 26	NB MEDIAN	R5-1A	42 X 30	WRONG WAY	8.75	-	1	-	-	-	1	-	-	-	
6-04	721+60	STH 26	SB LEFT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING EAST
6-05	721+00	STH 26	NB MEDIAN	R5-1	36 X 36	DO NOT ENTER	9.00	-	1	-	-	-	1	-	-	-	
6-06	722+30	STH 26	SB MEDIAN	R5-1	36 X 36	DO NOT ENTER	9.00	-	1	-	-	-	1	-	-	-	
6-07	723+40	STH 26	SB MEDIAN	D1-1	120 X 21	VICKERMAN RD	17.50	-	2	-	-	-	2	-	-	-	
6-08	725+10	STH 26	SB MEDIAN	R5-1A	42 X 30	WRONG WAY	8.75	-	1	-	-	-	1	-	-	-	
6-09	726+00	STH 26	SB LEFT	R2-1	48 X 60	SPEED LIMIT 65	20.00	-	2	-	-	-	-	-	2	-	
6-10	729+30	STH 26	SB LEFT	J4-1	36 X 51	REASSURANCE ASSEMBLY	12.75	-	1	-	-	-	-	1	-	-	J ASSEMBLY
				M3-3	30 X 15	SOUTH	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M1-6	36 X 36	STATE ROUTE MARKER	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
6-11	721+60	STH 26	NB RIGHT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING WEST
6-12	729+00	STH 26	NB RIGHT	J23-1	24 X 57	RUSTIC ROAD ASSEMBLY	9.50	-	1	-	-	-	-	1	-	-	J ASSEMBLY
				MR4-5	24 X 12	TO	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				MR1-99	24 X 24	RUSTIC ROAD PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				MR6-1	21 X 21	ARROW PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
6-13	739+00	STH 26	SB LEFT	D1-2	120 X 36	KOSHKONONG RD & POND RD	30.00	-	2	-	-	-	-	2	-	-	
6-14	742+00	STH 26	SB LEFT	J23-1	24 X 57	RUSTIC ROAD ASSEMBLY	9.50	-	1	-	-	-	-	1	-	-	J ASSEMBLY
				MR4-5	24 X 12	TO	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				MR1-99	24 X 24	RUSTIC ROAD PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				MR6-1	21 X 21	ARROW PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
6-15	731+20	STH 26	SB MEDIAN	R5-1	36 X 36	DO NOT ENTER	9.00	-	1	-	-	-	1	-	-	-	
6-16	732+00	STH 26	NB RIGHT	D1-2	120 X 36	KOSHKONONG RD & POND RD	30.00	-	2	-	-	-	-	2	-	-	
6-17	734+50	STH 26	SB MEDIAN	R5-1A	42 X 30	WRONG WAY	8.75	-	1	-	-	-	1	-	-	-	
6-18	735+50	STH 26	NB MEDIAN	R5-1A	42 X 30	WRONG WAY	8.75	-	1	-	-	-	1	-	-	-	
6-19	739+00	STH 26	NB MEDIAN	R5-1	36 X 36	DO NOT ENTER	9.00	-	1	-	-	-	1	-	-	-	
6-20	741+00	STH 26	NB RIGHT	J4-1	36 X 51	REASSURANCE ASSEMBLY	12.75	-	1	-	-	-	-	1	-	-	J ASSEMBLY
				M3-1	30 X 15	NORTH	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M1-6	36 X 36	STATE ROUTE MARKER	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
7-01	746+00	STH 26	NB RIGHT	R2-1	48 X 60	SPEED LIMIT 65	20.00	-	2	-	-	-	-	-	2	-	
7-02	757+70	STH 26	NB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING EAST
7-03	768+30	STH 26	SB LEFT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING EAST
7-04	768+00	STH 26	NB RIGHT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING WEST
7-05	769+90	STH 26	SB LEFT	D10-2	12 X 36	MILE MARKER 16	3.00	-	1	-	-	1	-	-	-	-	
7-06	769+90	STH 26	NB RIGHT	D10-2	12 X 36	MILE MARKER 16	3.00	-	1	-	-	1	-	-	-	-	
8-01	775+50	STH 26	NB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING EAST
8-04	795+00	STH 26	SB LEFT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING EAST
8-05	794+60	STH 26	NB RIGHT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING WEST
8-06	805+00	STH 26	SB MEDIAN	W6-53	144 X 48	CROSS TRAFFIC NEXT 4 MILES	48.00	-	3	-	-	-	-	1	2	-	
8-07	805+00	STH 26	SB LEFT	W6-53	144 X 48	CROSS TRAFFIC NEXT 4 MILES	48.00	-	3	-	-	-	-	1	2	-	
9-01	819+50	STH 26	SB LEFT	R2-1	48 X 60	SPEED LIMIT 65	20.00	-	2	-	-	-	-	-	2	-	
9-02	829+50	STH 26	SB LEFT	J4-1	36 X 51	SOUTH STH 26	-	1	1	-	-	-	-	1	-	-	MOVE
9-03	809+50	STH 26	SB LEFT	D2-2	84 X 24	MILTON 8 JANESVILLE 16	-	1	2	-	-	-	1	1	-	-	MOVE
9-04	823+00	STH 26	SB LEFT	D10-2	12 X 36	MILE MARKER 17	3.00	-	1	-	-	1	-	-	-	-	
9-05	823+00	STH 26	NB RIGHT	D10-2	12 X 36	MILE MARKER 17	3.00	-	1	-	-	1	-	-	-	-	
10-01	20+00 'DS'	OLD 26 SOUTH	LEFT	W1-7	48 X 24	TWO DIRECTION LARGE ARROW	8.00	-	1	-	-	1	-	-	-	-	
10-02	26+20 'CLN'	COUNTYLINE RD	LEFT	R1-1	30 X 30	STOP	5.18	-	1	-	-	1	-	-	-	-	
10-03	27+40 'CLN'	COUNTYLINE RD	LEFT	W11-1	30 X 30	BIKE CROSSING	6.25	-	1	-	-	-	1	-	-	-	
10-04	29+50 'CLN'	COUNTYLINE RD	LEFT	R4-7	36 X 48	KEEP RIGHT	12.00	-	1	-	-	-	-	1	-	-	
10-05	30+50 'CLN'	COUNTYLINE RD	LEFT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	FACING WEST
10-06	30+60 'CLN'	COUNTYLINE RD	LEFT	R1-1	36 X 36	STOP	7.46	-	1	-	-	-	-	1	-	-	
10-07	30+60 'CLN'	COUNTYLINE RD	LEFT	R6-3	30 X 24	DIVIDED HIGHWAY	5.00	-	-	-	-	-	-	-	-	-	POSTED WITH 10-6
10-08	36+50 'CLN	COUNTYLINE RD	LEFT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
10-09	41+00 'CLN'	COUNTYLINE RD	LEFT	W1-2R	30 X 30	CURVE RIGHT	6.25	-	1	-	-	-	1	-	-	-	
10-10	27+10 'CLN'	COUNTYLINE RD	RIGHT	W11-1	30 X 30	BIKE CROSSING	6.25	-	1	-	-	-	1	-	-	-	
10-11	28+20 'CLN'	COUNTYLINE RD	RIGHT	R1-1	36 X 36	STOP	7.46	-	1	-	-	-	-	1	-	-	
10-12	28+20 'CLN'	COUNTYLINE RD	RIGHT	R6-3	30 X 24	DIVIDED HIGHWAY	5.00	-	-	-	-	-	-	-	-	-	POSTED WITH 10-11
10-13	28+40 'CLN'	COUNTYLINE RD	RIGHT	R6-2L	36 X 48	ONE WAY	12.00	-	1	-	-	-	-	1	-	-	
10-14	29+50 'CLN'	COUNTYLINE RD	RIGHT	R4-7	36 X 48	KEEP RIGHT	12.00	-	1	-	-	-	-	1	-	-	
10-15	15+75 'BR'	BAR ROAD	CUL DE SAC	W5-56A	18 X 18	END OF ROAD DIAMOND	2.25	-	1	-	1	-	-	-	-	-	
10-16	15+75 'BR'	BAR ROAD	CUL DE SAC	W5-56A	18 X 18	END OF ROAD DIAMOND	2.25	-	1	-	1	-	-	-	-	-	
10-17	15+75 'BR'	BAR ROAD	CUL DE SAC	W5-56A	18 X 18	END OF ROAD DIAMOND	2.25	-	1	-	1	-	-	-	-	-	
10-18	19+40 'BR'	BAR ROAD	LEFT	W14-1	30 X 30	DEAD END	6.25	-	1	-	-	-	1	-	-	-	
10-19	19+60 'BR'	BAR ROAD	RIGHT	R1-1	30 X 30	STOP	5.18	-	1	-	-	1	-	-	-	-	
10-20	28+20 'CLN'	COUNTYLINE RD	RIGHT	R6-1R	36 X 12	ONE WAY	3.00	-	-	-	-	-	-	-	-	-	POSTED WITH 10-11
10-21	30+60 'CLN'	COUNTYLINE RD	LEFT	R6-1R	36 X 12	ONE WAY	3.00	-	-	-	-	-	-	-	-	-	POSTED WITH 10-6

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TYPE II PERMANENT SIGNING, CONTINUED

SIGN NUMBER	STATION	ROAD	LOCATION	SIGN CODE	SIZE (W x H)	SIGN MESSAGE	* 637.0202 SIGNS REFLECTIVE TYPE II SF	* 638.2102 MOVING SIGNS TYPE II EACH	# of post EACH	634.0412 POSTS WOOD 4" x 4" 12 FT EACH	634.0612 POSTS WOOD 4" x 6" 12 FT EACH	* 634.0614 POSTS WOOD 4" x 6" 14 FT EACH	634.0616 POSTS WOOD 4" x 6" 16 FT EACH	* 634.0618 POSTS WOOD 4" x 6" 18 FT EACH	634.0620 POSTS WOOD 4" x 6" 20 FT EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
11-01	5+50 'DS	OLD 26 SOUTH	CUL DE SAC	W5-56A	18 X 18	END OF ROAD DIAMOND	2.25	-	1	-	1	-	-	-	-	-	
11-02	5+50 'DS	OLD 26 SOUTH	CUL DE SAC	W5-56A	18 X 18	END OF ROAD DIAMOND	2.25	-	1	-	1	-	-	-	-	-	
11-03	5+50 'DS	OLD 26 SOUTH	CUL DE SAC	W5-56A	18 X 18	END OF ROAD DIAMOND	2.25	-	1	-	1	-	-	-	-	-	
11-04	9+40 'DS'	OLD 26 SOUTH	RIGHT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
11-05	19+00 'CW'	COUNTYLINE RD	RIGHT	R1-1	30 X 30	STOP	5.18	-	1	-	-	1	-	-	-	-	
11-06	12+20 'DS'	OLD 26 SOUTH	RIGHT	R1-1	30 X 30	STOP	5.18	-	1	-	-	1	-	-	-	-	
11-07	13+40 'DS'	OLD 26 SOUTH	LEFT	R1-1	30 X 30	STOP	5.18	-	1	-	-	1	-	-	-	-	
11-08	18+00 'DS'	OLD 26 SOUTH	LEFT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
11-09	11+20 'DS'	OLD 26 SOUTH	LEFT	W14-1	30 X 30	DEAD END	6.25	-	1	-	-	-	1	-	-	-	
11-10	372+20 'BP1'	BIKE PATH	LEFT	R5-3	24 X 24	NO MOTOR VEHICLES	4.00	-	1	1	-	-	-	-	-	-	
11-11	372+20 'BP1'	BIKE PATH	RIGHT	R1-1	18 X 18	STOP	1.86	-	1	1	-	-	-	-	-	-	
11-12	372+80 'BP1'	BIKE PATH	LEFT	R1-1	18 X 18	STOP	1.86	-	1	1	-	-	-	-	-	-	
11-13	372+80 'BP1'	BIKE PATH	RIGHT	R5-3	24 X 24	NO MOTOR VEHICLES	4.00	-	1	1	-	-	-	-	-	-	
11-14	31+00 'DS'	OLD 26 SOUTH	LEFT	W1-2R	30 X 30	CURVE RIGHT	6.25	-	1	-	-	-	1	-	-	-	
12-01	14+00 'DN'	OLD 26 NORTH	RIGHT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
12-02	456+40 'BP1'	BIKE PATH	LEFT	R5-3	24 X 24	NO MOTOR VEHICLES	4.00	-	1	1	-	-	-	-	-	-	
12-03	456+40 'BP1'	BIKE PATH	RIGHT	R1-1	18 X 18	STOP	1.86	-	1	1	-	-	-	-	-	-	
12-04	19+40 'DN'	OLD 26 NORTH	RIGHT	R1-1	30 X 30	STOP	5.18	-	1	-	-	1	-	-	-	-	
12-05	20+50 'DN'	OLD 26 NORTH	LEFT	R1-1	30 X 30	STOP	5.18	-	1	-	-	1	-	-	-	-	
12-06	457+00 'BP1'	BIKE PATH	LEFT	R1-1	18 X 18	STOP	1.86	-	1	1	-	-	-	-	-	-	
12-07	457+00 'BP1'	BIKE PATH	RIGHT	R5-3	24 X 24	NO MOTOR VEHICLES	4.00	-	1	1	-	-	-	-	-	-	
12-08	26+70 'DN'	OLD 26 NORTH	LEFT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
12-09	15+20 'P'	POND ROAD	LEFT	W1-7	48 X 24	TWO DIRECTION LARGE ARROW	8.00	-	1	-	-	1	-	-	-	-	
12-10	16+30 'JW'	WEST JUGHANDLE	LEFT	R1-1	30 X 30	STOP	5.18	-	1	-	-	1	-	-	-	-	
12-11	18+00 'JW'	WEST JUGHANDLE	LEFT	J23-1	24 X 57	RUSTIC ROAD ASSEMBLY	9.50	-	1	-	-	-	1	-	-	-	J ASSEMBLY
				MR4-5	24 X 12	TO	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				MR1-99	24 X 24	RUSTIC ROAD PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				MR6-1	21 X 21	ARROW PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
12-12	23+50 'JW'	WEST JUGHANDLE	LEFT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
12-13	24+40 'JW'	WEST JUGHANDLE	RIGHT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
12-14	27+70 'JW'	WEST JUGHANDLE	LEFT	W11-1	30 X 30	BIKE CROSSING	6.25	-	1	-	-	-	1	-	-	-	
12-15	29+00 'JW'	WEST JUGHANDLE	MEDIAN ISLAND	R4-7	24 X 30	KEEP RIGHT	5.00	-	1	-	-	1	-	-	-	-	
12-16	730+40	STH 26	SB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING WEST
12-17	29+10 'JW'	WEST JUGHANDLE	MEDIAN ISLAND	R6-1R	36 X 12	ONE WAY	3.00	-	1	-	-	-	1	-	-	-	
12-18	29+10 'JW'	WEST JUGHANDLE	MEDIAN ISLAND	R1-1	36 X 36	STOP	7.46	-	-	-	-	-	-	-	-	-	POSTED WITH 12-17
12-19	27+40 'JW'	WEST JUGHANDLE	RIGHT	W11-1	30 X 30	BIKE CROSSING	6.25	-	1	-	-	-	1	-	-	-	
12-20	29+00 'JW'	WEST JUGHANDLE	RIGHT	R1-1	36 X 36	STOP	7.46	-	1	-	-	-	1	-	-	-	
12-21	29+00 'JW'	WEST JUGHANDLE	RIGHT	R6-1R	36 X 12	ONE WAY	3.00	-	-	-	-	-	-	-	-	-	POSTED WITH 12-20
13-1	30+60 'JE'	EAST JUGHANDLE	MEDIAN ISLAND	R4-7	24 X 30	KEEP RIGHT	5.00	-	1	-	-	1	-	-	-	-	
13-2	740+20	STH 26	NB MEDIAN	R6-2R	30 X 36	ONE WAY	7.50	-	1	-	-	-	1	-	-	-	FACING EAST
13-3	30+80 'JE'	EAST JUGHANDLE	LEFT	R1-1	36 X 36	STOP	7.46	-	1	-	-	-	1	-	-	-	
13-4	30+80 'JE'	EAST JUGHANDLE	LEFT	R6-1R	36 X 12	ONE WAY	3.00	-	-	-	-	-	-	-	-	-	POSTED WITH 13-3
13-5	36+00 'JE'	EAST JUGHANDLE	LEFT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
13-6	36+00 'JE'	EAST JUGHANDLE	RIGHT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
13-7	35+80 'P'	POND ROAD	LEFT	W1-7	48 X 24	TWO DIRECTION LARGE ARROW	8.00	-	1	-	-	1	-	-	-	-	
13-8	40+60 'JE'	EAST JUGHANDLE	RIGHT	R1-1	30 X 30	STOP	5.18	-	1	-	-	1	-	-	-	-	
13-9	38+50 'JE'	EAST JUGHANDLE	RIGHT	J23-1	24 X 57	RUSTIC ROAD ASSEMBLY	9.50	-	1	-	-	-	1	-	-	-	J ASSEMBLY
				MR4-5	24 X 12	TO	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				MR1-99	24 X 24	RUSTIC ROAD PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				MR6-1	21 X 21	ARROW PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
13-10	21+00 'W'	WHITETAIL LANE	RIGHT	R2-1	24 X 30	SPEED LIMIT 45	5.00	-	1	-	-	1	-	-	-	-	
13-11	30+40 'NC'	OLD 26 NC	LEFT	R1-1	30 X 30	STOP	5.18	-	1	-	-	1	-	-	-	-	
13-12	34+00 'NC'	OLD 26 NC	LEFT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
13-13	31+00 'NC'	OLD 26 NC	RIGHT	W14-1	30 X 30	DEAD END	6.25	-	1	-	-	-	1	-	-	-	
13-14	30+50 'JE'	EAST JUGHANDLE	LEFT	R6-1R	36 X 12	ONE WAY	3.00	-	1	-	-	-	1	-	-	-	
13-15	30+50 'JE'	EAST JUGHANDLE	LEFT	R1-1	36 X 36	STOP	7.46	-	-	-	-	-	-	-	-	-	POSTED WITH 13-14
14-1	16+60 'P'	POND ROAD	LEFT	J33-1	24 x 69	TRAILBLAZER DIRECTIONAL	11.50	-	1	-	-	-	-	1	-	-	J ASSEMBLY
				M4-5	24 X 12	TO	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M3-3	24 X 12	SOUTH	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M1-6	24 X 24	STATE ROUTE MARKER	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M6-1	21 X 21	ARROW PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
14-2	14+60 'P'	POND ROAD	RIGHT	J33-2	48 x 69	TRAILBLAZER DIRECTIONAL	23.00	-	1	-	-	-	-	-	1	-	J ASSEMBLY
				M4-5	24 X 12	TO	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M3-1	24 X 12	NORTH	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M1-6	24 X 24	STATE ROUTE MARKER	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M6-1	21 X 21	ARROW PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M4-5	24 X 12	TO	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M3-3	24 X 12	SOUTH	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M1-6	24 X 24	STATE ROUTE MARKER	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M6-1	21 X 21	ARROW PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
14-3	36+40 'P'	POND ROAD	LEFT	J33-2	48 x 69	TRAILBLAZER DIRECTIONAL	23.00	-	1	-	-	-	-	-	1	-	J ASSEMBLY
				M4-5	24 X 12	TO	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M3-1	24 X 12	NORTH	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M1-6	24 X 24	STATE ROUTE MARKER	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M6-1	21 X 21	ARROW PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M4-5	24 X 12	TO	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M3-3	24 X 12	SOUTH	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M1-6	24 X 24	STATE ROUTE MARKER	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M6-1	21 X 21	ARROW PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
14-4	38+00 'P'	POND ROAD	LEFT	J4-1	24 X 36	RUSTIC ROAD ASSEMBLY	6.00	-	1	-	-	-	1	-	-	-	J ASSEMBLY
				MR4-6	24 X 12	END	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				MR1-99	24 X 24	RUSTIC ROAD PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
14-5	50+00 'P'	POND ROAD	LEFT	W1-4L	30 X 30	ROAD CURVES AHEAD	6.25	-	1	-	-	-	1	-	-	-	
14-6	50+00 'P'	POND ROAD	LEFT	W13-1	18 X 18	ADVISORY SPEED 35	2.25	-	-	-	-	-	-	-	-	-	POSTED WITH 14-5
14-7	35+00 'P'	POND ROAD	RIGHT	J33-1	24 x 69	TRAILBLAZER DIRECTIONAL	11.50	-	1	-	-	-	-	1	-	-	J ASSEMBLY
				M4-5	24 X 12	TO	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M3-1	24 X 12	NORTH	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M1-6	24 X 24	STATE ROUTE MARKER	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				M6-1	21 X 21	ARROW PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
14-8	37+00 'P'	POND ROAD	RIGHT	J4-1	24 X 36	RUSTIC ROAD ASSEMBLY	6.00	-	1	-	-	-	1	-	-	-	J ASSEMBLY
				MR1-99	24 X 24	RUSTIC ROAD PLAQUE	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
				MR4-53	24 X 12	R 87	-	-	-	-	-	-	-	-	-	-	J ASSEMBLY
14-9	38+20 'P'	POND ROAD	RIGHT	W1-4L	30 X 30	ROAD CURVES AHEAD	6.25	-	1	-	-	-	1	-	-	-	
14-10	38+20 'P'	POND ROAD	RIGHT	W13-1	18 X 18	ADVISORY SPEED 35	2.25	-	-	-	-	-	-	-	-	-	POSTED WITH 14-9
15-1	52+00 'W'	WHITETAIL	LEFT	R2-1	24 X 30	SPEED LIMIT 45	5.00	-	1	-	-	1	-	-	-	-	
15-2	29+50 'GA'	GARVERT LANE	RIGHT	R1-1	30 X 30	STOP	5.18	-	1	-	-	1	-	-	-	-	
15-3	24+75 'GA'	GARVERT LANE	RIGHT	W3-1	36 X 36	STOP AHEAD SYMBOL	9.00	-	1	-	-	-	1	-	-	-	
16-1		PARKING LOT		R7-8A	18 X 24	HANDICAP PARKING STALL	3.00	-	1	-	-	1	-	-	-	-	
16-2		PARKING LOT		R7-8V	18 X 9	VAN ACCESSIBLE	1.13	-	-	-	-	-	-	-	-	-	POSTED WITH 16-1
16-3		PARKING LOT		R5-3	24 X 24	NO MOTOR VEHICLES	4.00	-	1	1	-	-	-	-	-	-	
			UNDISTRIBUTED				-	8	-	-	-	-	-	-	-	10	
						TOTAL	1,853.22 *	10 *	229	25	9	31 *	94	45 *	25	10	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TYPE II PERMANENT SIGNING ON FORT ATKINSON BYPASS AND JEFFERSON BYPASS HIGHWAY NUMBERING

SIGN NUMBER	STATION	ROAD	LOCATION	SIGN CODE	SIZE (W x H)	SIGN MESSAGE	* 637.0202 SIGNS REFLECTIVE TYPE II SF	* 634.0614 POSTS WOOD 4" x 6" 14 FT EACH	* 638.2602 REMOVING SIGNS TYPE II EACH	REMARKS
FC - 1	841+50	STH 26	NB BUS 26 FORT ATKINSON EXIT	E5-1A	72 X 60	EXIT 17	30.00	-	1	Mount sign on existing posts
FC - 2	860+60	STH 26	SB BUS 26 FORT ATKINSON EXIT	E5-1A	72 X 60	EXIT 17	30.00	-	1	Mount sign on existing posts
FC - 3	875+50	STH 26	NB RIGHT	D10-2	12 X 36	MILE 18	3.00	1	-	
FC - 4	875+50	STH 26	SB LEFT	D10-2	12 X 36	MILE 18	3.00	1	-	
FC - 5	928+30	STH 26	NB RIGHT	D10-2	12 X 36	MILE 19	3.00	1	-	
FC - 6	928+30	STH 26	SB LEFT	D10-2	12 X 36	MILE 19	3.00	1	-	
FC - 7	946+70	STH 26	NB STH 106 FORT ATKINSON EXIT	E5-1A	72 X 60	EXIT 19	30.00	-	1	Mount sign on existing posts
FC - 8	963+60	STH 26	SB STH 106 FORT ATKINSON EXIT	E5-1A	72 X 60	EXIT 19	30.00	-	1	Mount sign on existing posts
FC - 9	981+10	STH 26	NB RIGHT	D10-2	12 X 36	MILE 20	3.00	1	-	
FC - 10	981+10	STH 26	SB LEFT	D10-2	12 X 36	MILE 20	3.00	1	-	
FC - 11	1033+90	STH 26	NB RIGHT	D10-2	12 X 36	MILE 21	3.00	1	-	
FC - 12	1033+90	STH 26	SB LEFT	D10-2	12 X 36	MILE 21	3.00	1	-	
FC - 13	1046+40	STH 26	NB US 12 FORT ATKINSON EXIT	E5-1A	72 X 60	EXIT 21	30.00	-	1	Mount sign on existing posts
FC - 14	1068+10	STH 26	SB US 12 FORT ATKINSON EXIT	E5-1A	72 X 60	EXIT 21	30.00	-	1	Mount sign on existing posts
FC - 15	1086+70	STH 26	NB RIGHT	D10-2	12 X 36	MILE 22	3.00	1	-	
FC - 16	1086+70	STH 26	SB LEFT	D10-2	12 X 36	MILE 22	3.00	1	-	
FC - 17	1139+50	STH 26	NB RIGHT	D10-2	12 X 36	MILE 23	3.00	1	-	
FC - 18	1139+50	STH 26	SB LEFT	D10-2	12 X 36	MILE 23	3.00	1	-	
FC - 19	1151+30	STH 26	NB BUS 26 FORT ATKINSON EXIT	E5-1A	72 X 60	EXIT 23	30.00	-	1	Mount sign on existing posts
FC - 20	1175+30	STH 26	SB BUS 26 FORT ATKINSON EXIT	E5-1A	72 X 60	EXIT 23	30.00	-	1	Mount sign on existing posts
FC - 21	1192+30	STH 26	NB RIGHT	D10-2	12 X 36	MILE 24	3.00	1	-	
FC - 22	1192+30	STH 26	SB LEFT	D10-2	12 X 36	MILE 24	3.00	1	-	
FC - 23	1240+30	STH 26	NB BUS 26 JEFFERSON EXIT	E5-1A	72 X 60	EXIT 25	30.00	-	1	Mount sign on existing posts
FC - 24	1245+10	STH 26	NB RIGHT	D10-2	12 X 36	MILE 25	3.00	1	-	
FC - 25	1245+10	STH 26	SB LEFT	D10-2	12 X 36	MILE 25	3.00	1	-	
FC - 26	1262+30	STH 26	SB BUS 26 JEFFERSON EXIT	E5-1A	72 X 60	EXIT 25	30.00	-	1	Mount sign on existing posts
FC - 27	1297+90	STH 26	NB RIGHT	D10-2	12 X 36	MILE 26	3.00	1	-	
FC - 28	1297+90	STH 26	SB LEFT	D10-2	12 X 36	MILE 26	3.00	1	-	
FC - 29	1350+70	STH 26	NB RIGHT	D10-2	12 X 36	MILE 27	3.00	1	-	
FC - 30	1350+70	STH 26	SB LEFT	D10-2	12 X 36	MILE 27	3.00	1	-	
FC - 31	1355+40	STH 26	NB US 18 JEFFERSON EXIT	E5-1A	72 X 60	EXIT 27	30.00	-	1	Mount sign on existing posts
FC - 32	1374+70	STH 26	SB US 18 JEFFERSON EXIT	E5-1A	72 X 60	EXIT 27	30.00	-	1	Mount sign on existing posts
FC - 33	1403+50	STH 26	NB RIGHT	D10-2	12 X 36	MILE 28	3.00	1	-	
FC - 34	1403+50	STH 26	SB LEFT	D10-2	12 X 36	MILE 28	3.00	1	-	
FC - 35	1456+30	STH 26	NB RIGHT	D10-2	12 X 36	MILE 29	3.00	1	-	
FC - 36	1456+30	STH 26	SB LEFT	D10-2	12 X 36	MILE 29	3.00	1	-	
FC - 37	1500+50	STH 26	NB BUS 26 JEFFERSON EXIT	E5-1A	72 X 60	EXIT 30	30.00	-	1	Mount sign on existing posts
FC - 38	1509+10	STH 26	NB RIGHT	D10-2	12 X 36	MILE 30	3.00	1	-	
FC - 39	1509+10	STH 26	SB LEFT	D10-2	12 X 36	MILE 30	3.00	1	-	
FC - 40	1524+40	STH 26	SB BUS 26 JEFFERSON EXIT	E5-1A	72 X 60	EXIT 30	30.00	-	1	Mount sign on existing posts
FC - 41	1561+90	STH 26	NB RIGHT	D10-2	12 X 36	MILE 31	3.00	1	-	
FC - 42	1561+90	STH 26	SB LEFT	D10-2	12 X 36	MILE 31	3.00	1	-	
FC - 43	1614+70	STH 26	NB RIGHT	D10-2	12 X 36	MILE 32	3.00	1	-	
FC - 44	1614+70	STH 26	SB LEFT	D10-2	12 X 36	MILE 32	3.00	1	-	
FC - 45	1667+50	STH 26	NB RIGHT	D10-2	12 X 36	MILE 33	3.00	1	-	
FC - 46	1667+50	STH 26	SB LEFT	D10-2	12 X 36	MILE 33	3.00	1	-	
FC - 47	1720+30	STH 26	NB RIGHT	D10-2	12 X 36	MILE 34	3.00	1	-	
FC - 48	1720+30	STH 26	SB LEFT	D10-2	12 X 36	MILE 34	3.00	1	-	
						TOTAL	**522.00**	**34**	**14**	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE
SEE ENGINEER FOR LOCATION OF MILE SIGNS

TYPE II PERMANENT SIGNING ON MILTON BYPASS 65 MPH CONVERSION

SIGN NUMBER	STATION	ROAD	LOCATION	SIGN CODE	SIZE (W x H)	SIGN MESSAGE	* 637.0202 SIGNS REFLECTIVE TYPE II SF	* 634.0618 POSTS WOOD 4" x 6" 18 FT EACH	* 638.2102 MOVING SIGNS TYPE II EACH	* 638.2602 REMOVING SIGNS TYPE II EACH	REMARKS
MILTON - 1	275+50	STH 26	SB Median ~550' South of Townline Rd Bridge	R2-1	48 x 60	SPEED LIMIT 55 MPH	-	2	1	-	Move 55 MPH Sign from MILTON - 3
MILTON - 2	275+50	STH 26	SB Shoulder ~550' South of Townline Rd Bridge	R2-1	48 x 60	SPEED LIMIT 55 MPH	-	2	1	-	Move 55 MPH Sign from MILTON - 6
MILTON - 3	275+50	STH 26	NB Shoulder ~550' South of Townline Rd Bridge	R2-1	48 x 60	SPEED LIMIT 65 MPH	20.00	-	-	-	Mount on existing posts, Move existing sign
MILTON - 4	282+50	STH 26	SB Median ~150' North of Townline Rd Bridge	W3-5	48 x 48	REDUCE SPEED 55 MPH	16.00	2	-	-	
MILTON - 5	282+50	STH 26	SB Shoulder ~150' North of Townline Rd Bridge	W3-5	48 x 48	REDUCE SPEED 55 MPH	16.00	2	-	-	
MILTON - 6	313+00	STH 26	SB Shoulder ~4000' South of STH 59 Bridge	R2-1	48 x 60	SPEED LIMIT 65 MPH	20.00	-	-	-	Mount on existing posts, Move existing sign
MILTON - 7	390+50	STH 26	NB Shoulder ~3700' North of STH 59 Bridge	R2-1	48 x 60	SPEED LIMIT 65 MPH	20.00	-	-	1	Mount on existing posts
MILTON - 8	518+00	STH 26	NB Shoulder ~3700' South of CTH N Bridge	R2-1	48 x 60	SPEED LIMIT 65 MPH	20.00	-	-	1	Mount on existing posts
						TOTAL	**112.00** *	**8** *	**2** *	**2** *	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE
SEE ENGINEER FOR LOCATIONS
INSTALL SIGNS DURING STAGE 3

TYPE I PERMANENT SIGNING

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	SIGN MESSAGE	STRUCTURAL STEEL SIGN SUPPORT NUMBER & TYPE	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	* 637.0101 SIGNS TYPE I SF	638.2101 MOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	NOTES
1-02	575+50	SB LEFT	E1-5P	96 X 30	Exit Number Plaque	EXIT 11	-	-	-	-	20.00	-	-	POSTED WITH 1-03
1-03	575+50	SB LEFT	E4-1A	252 X 126	Exit Guide Sign	CTH N WHITEWATER (TILT RIGHT ARROW) EDGERTON	2, B	971	1.6	98	220.50	-	-	OFFSET SIGN 20.0 FT
1-17	553+00	NB RIGHT	W19-1	180 X102	Freeway Ends	FREEWAY ENDS 3/4 MILE	2,B	922	1.6	98	127.50	-	-	OFFSET SIGN 30.0 FT
3-01	628+00	SB LEFT	E1-5P	96 X 30	Exit Number Plaque	EXIT 11	-	-	-	-	20.00	-	-	POSTED WITH 3-02
3-02	628+00	SB LEFT	E1-1A	204 X 156	Advance Exit Guide Sign	CTH N WHITEWATER EDGERTON 1 MILE	2, B	987	1.6	98	221.00	-	-	OFFSET SIGN 20.1 FT
8-02	780+00	NB RIGHT	E1-5P	108 X 30	Exit Number Plaque	EXIT 17	-	-	-	-	22.50	-	-	POSTED WITH 8-03
8-03	780+00	NB RIGHT	E1-1A	252 X 138	Advance Exit Guide Sign	BUSINESS 26 FORT ATKINSON EXIT 1 MILE	2, B	966	1.6	98	-	1	2	OFFSET SIGN 27.7 FT
8-08	788+00	NB RIGHT	E3-1	192 X 84	Supplemental Guide Sign	FIRESIDE DINNER THEATER EXIT 17	2, B	888	1.6	98	112.00	-	-	OFFSET SIGN 28.5 FT
							TOTALS	**4734**	**8.0**	**490**	**743.50** *	**1**	**2**	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TYPE I PERMANENT SIGNING ON FORT ATKINSON BYPASS AND JEFFERSON BYPASS HIGHWAY NUMBERING

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	SIGN MESSAGE	* 637.0101 SIGNS TYPE I SF	NOTES
FC - 1	833+10	NB EXIT TO BUS 26	E1-5P	108 X 30	Exit Number Plaque	EXIT 17	22.50	Mount on existing type I sign
FC - 2	869+00	SB EXIT TO BUS 26	E1-5P	108 X 30	Exit Number Plaque	EXIT 17	22.50	Mount on existing type I sign
FC - 3	891+60	NB ADVANCED TO STH 106	E1-5P	108 X 30	Exit Number Plaque	EXIT 19	22.50	Mount on existing type I sign
FC - 4	914+60	SB ADVANCED TO BUS 26	E1-5P	108 X 30	Exit Number Plaque	EXIT 17	22.50	Mount on existing type I sign
FC - 5	939+10	NB EXIT TO STH 106	E1-5P	108 X 30	Exit Number Plaque	EXIT 19	22.50	Mount on existing type I sign
FC - 6	968+90	SB EXIT TO STH 106	E1-5P	108 X 30	Exit Number Plaque	EXIT 19	22.50	Mount on existing type I sign
FC - 7	987+60	NB ADVANCED TO USH 12	E1-5P	108 X 30	Exit Number Plaque	EXIT 21	22.50	Mount on existing type I sign
FC - 8	1019+60	SB ADVANCED TO STH 106	E1-5P	108 X 30	Exit Number Plaque	EXIT 19	22.50	Mount on existing type I sign
FC - 9	1038+00	NB EXIT TO USH 12	E1-5P	108 X 30	Exit Number Plaque	EXIT 21	22.50	Mount on existing type I sign
FC - 10	1072+30	SB EXIT TO USH 12	E1-5P	108 X 30	Exit Number Plaque	EXIT 21	22.50	Mount on existing type I sign
FC - 11	1112+10	SB ADVANCED TO USH 12	E1-5P	108 X 30	Exit Number Plaque	EXIT 21	22.50	Mount on existing type I sign
FC - 12	1122+30	NB ADVANCED TO BUS 26	E1-5P	108 X 30	Exit Number Plaque	EXIT 23	22.50	Mount on existing type I sign
FC - 13	1144+30	NB EXIT TO BUS 26	E1-5P	108 X 30	Exit Number Plaque	EXIT 23	22.50	Mount on existing type I sign
FC - 14	1180+30	SB EXIT TO BUS 26	E1-5P	108 X 30	Exit Number Plaque	EXIT 23	22.50	Mount on existing type I sign
FC - 15	1199+10	NB ADVANCED TO BUS 26 & STH 89	E1-5P	108 X 30	Exit Number Plaque	EXIT 25	22.50	Mount on existing type I sign
FC - 16	1217+30	SB ADVANCED TO BUS 26	E1-5P	108 X 30	Exit Number Plaque	EXIT 23	22.50	Mount on existing type I sign
FC - 17	1232+40	NB EXIT TO BUS 26 & STH 89	E1-5P	108 X 30	Exit Number Plaque	EXIT 25	22.50	Mount on existing type I sign
FC - 18	1269+80	SB EXIT TO BUS 26 & STH 89	E1-5P	108 X 30	Exit Number Plaque	EXIT 25	22.50	Mount on existing type I sign
FC - 19	1297+30	NB ADVANCED TO USH 18	E1-5P	108 X 30	Exit Number Plaque	EXIT 27	22.50	Mount on existing type I sign
FC - 20	1318+30	SB ADVANCED TO BUS 26 & STH 89	E1-5P	108 X 30	Exit Number Plaque	EXIT 25	22.50	Mount on existing type I sign
FC - 21	1350+20	NB EXIT TO USH 18	E1-5P	108 X 30	Exit Number Plaque	EXIT 27	22.50	Mount on existing type I sign
FC - 22	1384+40	SB EXIT TO USH 18	E1-5P	108 X 30	Exit Number Plaque	EXIT 27	22.50	Mount on existing type I sign
FC - 23	1429+30	SB ADVANCED TO USH 18	E1-5P	108 X 30	Exit Number Plaque	EXIT 27	22.50	Mount on existing type I sign
FC - 24	1445+20	NB ADVANCED TO BUS 26	E1-5P	108 X 30	Exit Number Plaque	EXIT 30	22.50	Mount on existing type I sign
FC - 25	1493+40	NB EXIT TO BUS 26	E1-5P	108 X 30	Exit Number Plaque	EXIT 30	22.50	Mount on existing type I sign
FC - 26	1531+10	SB EXIT TO BUS 26	E1-5P	108 X 30	Exit Number Plaque	EXIT 30	22.50	Mount on existing type I sign
FC - 27	1567+30	SB ADVANCED TO BUS 26	E1-5P	108 X 30	Exit Number Plaque	EXIT 30	22.50	Mount on existing type I sign
						TOTAL	**607.50** *	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TYPE III SIGNING

SIGN NUMBER	STAGE	SIGN CODE	MESSAGE	SIZE (W x H)	637.0103 SIGNS TYPE III SF	638.2603 REMOVING SIGNS TYPE III EACH	* 638.3000 REMOVING SMALL SIGN SUPPORTS EACH
S. XOVER 1	1	E5-1	EXIT ARROW	72 X 60	-	1	2
S. XOVER 2	1	-	CTH N EXIT ARROW	72 X 48	-	1	2
S. XOVER 3	1	-	CTH N EXIT 1/2 MILE	84 X 48	-	1	2
N. XOVER 1	2	E5-1	EXIT ARROW	72 X 60	30.00	1	2
* ADDITIONAL QUANTITIES LISTED ELSEWHERE				**TOTAL**	**30.00**	**4**	**8**

TYPE II SIGN REMOVALS

SIGN NUMBER	SIGN CODE	MESSAGE	* 638.2602 REMOVING SIGNS TYPE II EACH	* 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST	REMARKS
1R-01	J4-1	NORTH 26	1	1	-	
1R-02	W14-3	NO PASSING ZONE	1	1	-	
1R-03	W14-3	NO PASSING ZONE	1	1	-	
1R-04	W11-3	DEER CROSSING NEXT 2 MILES	1	1	-	
1R-05	W1-2R	CURVE RIGHT	1	1	-	
2R-01	D1-2	ROCK CTY LINE RD & COUNTY LINE RD	1	2	-	
2R-02	W1-2L	CURVE LEFT	1	1	-	
2R-03	I2-2	JEFFERSON COUNTY	1	2	-	
2R-04	-	BUCKLE UP	1	-	2R-03	
2R-05	-	THIS IS A DARE COUNTY	1	-	2R-03	
2R-06	I2-2	ROCK COUNTY	1	-	2R-03	
2R-07	D1-2	ROCK CTY LINE RD & COUNTY LINE RD	1	2	-	
2R-08	W14-3	NO PASSING ZONE	1	1	-	
2R-09	W5-52L	BRIDGE HASH MARKERS	1	1	-	
2R-10	W5-52L	BRIDGE HASH MARKERS	1	1	-	
2R-11	W5-52R	BRIDGE HASH MARKERS	1	1	-	
2R-12	W5-52R	BRIDGE HASH MARKERS	1	1	-	
2R-13	W14-3	NO PASSING ZONE	1	1	-	
3R-01	D1-1	HAMER LANE	1	2	-	
3R-02	R1-1	STOP	1	1	-	
3R-03	R12-1	WEIGHT LIMIT 12 TONS	1	1	-	
3R-04	D1-1	HAMER LANE	1	2	-	
3R-05	D1-1	VICKERMAN RD	1	2	-	
3R-06	J4-1	SOUTH 26	1	1	-	
3R-08	D1-1	VICKERMAN RD	1	2	-	
4R-01	W14-3	NO PASSING ZONE	1	1	-	
4R-02	M2-1	JCT RUSTIC RD ARROW	1	1	-	
4R-03	W11-3	DEER CROSSING NEXT 2 MILES	1	1	-	
4R-04	D1-1	OLD 26 RD & POND RD	1	2	-	
4R-05	D1-1	KOSHKONONG RD	1	-	4R-04	
4R-06	D1-1	INDIAN & KOSHKONONG MOUNDS	1	2	-	
4R-07	D1-1	OLD 26 RD & POND RD	1	-	4R-06	
4R-08	D1-1	KOSHKONONG RD	1	-	4R-06	
4R-09	J4-1	JCT RUSTIC RD ARROW	1	1	-	
4R-10	J4-1	NORTH 26	1	1	-	
4R-11	W14-3	NO PASSING ZONE	1	1	-	
5R-01	W14-3	NO PASSING ZONE	1	1	-	
5R-02	W14-3	NO PASSING ZONE	1	1	-	
5R-03	W14-3	NO PASSING ZONE	1	1	-	
5R-04	W14-3	NO PASSING ZONE	1	1	-	
5R-05	R5-57	NON MOTORIZED TRAFFIC PROHIBITED	1	1	-	
5R-06	W6-3	TWO WAY TRAFFIC	1	1	-	
5R-07	D2-2	MILTON 8 JANESVILLE 16	-	2	-	Move sign
5R-08	R5-1	DO NOT ENTER	1	1	-	
5R-09	R2-1	SPEED LIMIT 55	1	-	5R-08	
5R-10	R4-7	KEEP RIGHT	1	1	-	
5R-11	J4-1	SOUTH 26	-	1	-	Move sign
5R-12	D1-1	FIRESIDE DINNER THEATER	1	2	-	
5R-13	W6-1	DIVIDED HIGHWAY	1	1	-	
5R-14	R5-1A	WRONG WAY	1	1	-	
5R-15	W6-2	DIVIDED HIGHWAY	1	-	5R-14	
5R-16	W4-2R	MERGE LEFT	1	2	-	
5R-17	W4-2R	MERGE LEFT	1	2	-	
5R-18	W9-1R	RIGHT LANE ENDS	1	2	-	
5R-19	W9-1R	RIGHT LANE ENDS	1	2	-	
5R-20	W3-5	SPEED REDUCTION AHEAD 55 MPH	1	1	-	
5R-21	W3-5	SPEED REDUCTION AHEAD 55 MPH	1	1	-	
5R-22	R2-1	SPEED LIMIT 55 MPH	1	1	-	
5R-23	R2-1	SPEED LIMIT 55 MPH	1	1	-	
6R-01	W1-1L	TURN LEFT	1	1	-	
6R-02	W2-1	CROSS ROAD SYMBOL	1	1	-	
6R-03	W14-1	DEAD END	1	1	-	
6R-04	R12-53	WEIGHT LIMIT CLASS B	1	1	-	
6R-05	R1-1	STOP	1	1	-	
6R-06	R1-51	RIGHT TURN NO STOP	1	-	6R-05	
6R-07	R1-1	STOP	1	1	-	
6R-08	R1-1	STOP	1	1	-	
6R-09	W3-1	STOP AHEAD	1	1	-	
6R-10	R1-1	STOP	1	1	-	
6R-11	R1-1	STOP	1	1	-	
6R-12	R12-1	WEIGHT LIMIT 12 TONS	1	1	-	
6R-13	J3-1	BEGIN BIKE LANE ARROW	1	1	-	
6R-14	R2-1	SPEED LIMIT 45	1	1	-	
6R-15	R1-1	STOP	1	1	-	
6R-16	R12-1	WEIGHT LIMIT 12 TONS	1	1	-	
6R-17	J3-1	BEGIN BIKE LANE ARROW	1	1	-	
6R-18	W3-1	STOP AHEAD SYMBOL	1	1	-	
7R-01	W3-1	STOP AHEAD SYMBOL	1	1	-	
7R-02	R1-1	STOP	1	1	-	
7R-03	J13-1	BIKE ROUTE ARROW	1	1	-	
7R-04	J13-1	BIKE ROUTE ARROW	1	1	-	
7R-05	R5-3	NO MOTOR VEHICLES	1	1	-	
7R-06	R5-3	NO MOTOR VEHICLES	1	1	-	
7R-07	-	PET LEASH/ CLEAN UP	1	-	7R-05	
7R-08	-	PET LEASH/ CLEAN UP	1	-	7R-06	
7R-09	-	NO SNOWMOBILES	1	-	7R-05	
7R-10	-	NO SNOWMOBILES	1	-	7R-06	
7R-11	W3-1	STOP AHEAD SYMBOL	1	1	-	
7R-12	W3-1	STOP AHEAD SYMBOL	1	1	-	
7R-13	R1-1	STOP	1	1	-	

TYPE II SIGN REMOVALS, CONTINUED

SIGN NUMBER	SIGN CODE	MESSAGE	* 638.2602 REMOVING SIGNS TYPE II EACH	* 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST	REMARKS
8R-01	D1-1	INDIAN & KOSHKONONG MOUNDS	1	2	-	
8R-02	R2-1	SPEED LIMIT 35	1	1	-	
8R-03	W3-1	STOP AHEAD SYMBOL	1	1	-	
8R-04	R1-1	STOP	1	1	-	
8R-05	R1-1	STOP	1	1	-	
8R-06	J4-1	END RUSTIC ROAD	1	1	-	
8R-07	W3-1	STOP AHEAD SYMBOL	1	1	-	
8R-08	W1-4	CURVES AHEAD	1	1	-	
8R-09	R2-1	SPEED LIMIT 45	1	1	-	
8R-10	W1-4	CURVES AHEAD	1	1	-	
8R-11	J4-1	RUSTIC ROAD R87	1	-	8R-10	
8R-12	R1-1	STOP	1	1	-	
8R-13	R1-1	STOP	1	1	-	
8R-14	R1-1	STOP	1	1	-	
8R-15	R2-1	SPEED LIMIT 45	1	1	-	
8R-16	W3-1	STOP AHEAD SYMBOL	1	1	-	
8R-17	W3-1	STOP AHEAD SYMBOL	1	1	-	
8R-18	D11-1	BIKE SYMBOL	1	1	-	
8R-19	W3-1	STOP AHEAD SYMBOL	1	1	-	
8R-20	D1-1	INDIAN & KOSHKONONG MOUNDS	1	2	-	
8R-21	R1-1	STOP	1	1	-	
8R-22	W14-1	DEAD END	1	1	-	
8R-23	R12-1	WEIGHT LIMIT 12 TONS	1	1	-	
8R-24	R1-1	STOP	1	1	-	
8R-25	R1-1	STOP	1	1	-	
8R-26	W1-2R	CURVE RIGHT 25 MPH	1	1	-	
8R-27	R12-1	WEIGHT LIMIT 12 TONS	1	1	-	
9R-01	D9-6	DISABLED SYMBOL	1	1	-	
9R-02	R5-3	NO MOTOR VEHICLES	1	1	-	
9R-03	-	NO SNOWMOBILES SYMBOL	1	-	9R-02	
9R-04	R1-1	STOP	1	1	-	
9R-05	R3-17	END BIKE ROUTE	1	1	-	
9R-06	W3-1	STOP AHEAD SYMBOL	1	1	-	
9R-07	R5-3	NO MOTOR VEHICLES	1	1	-	
9R-08	-	PET LEASH/ CLEAN UP	1	-	9R-07	
9R-09	-	NO SNOWMOBILES	1	-	9R-07	
9R-10	R1-1	STOP	1	1	-	
9R-11	R5-3	NO MOTOR VEHICLES	1	1	-	
9R-12	-	NO SNOWMOBILES	1	-	9R-11	
9R-13	-	BIKE TRAIL PARKING ONLY	1	1	-	
9R-14	R5-3	NO MOTOR VEHICLES	1	1	-	
9R-15	-	PET LEASH/ CLEAN UP	1	-	9R-14	
9R-16	-	NO SNOWMOBILES	1	-	9R-14	
9R-17	W3-1	STOP AHEAD	1	1	-	
9R-18	J4-1	BIKE ROUTE ARROW	1	1	-	
9R-19	J4-1	BIKE ROUTE ARROW	1	1	-	
9R-20	-	NO SNOWMOBILES	1	1	-	
9R-21	-	PET LEASH/ CLEAN UP	1	-	9R-20	
9R-22	R5-3	NO MOTOR VEHICLES	1	-	9R-20	
9R-23	R9-14	NO HORSEBACK RIDING	1	-	9R-20	
9R-24	W3-1	STOP AHEAD	1	1	-	
9R-25	R1-1	STOP	1	1	-	
9R-26	R1-1	STOP	1	1	-	
9R-27	-	NO SNOWMOBILES	1	1	-	
10R-01	J4-1	BIKE ROUTE ARROW	1	1	-	
10R-02	R5-3	NO MOTOR VEHICLES	1	1	-	
10R-03	-	NO SNOWMOBILES	1	-	10R-02	
10R-04	R1-1	STOP	1	-	10R-02	
10R-05	W3-1	STOP AHEAD	1	1	-	
10R-06	J4-1	BIKE ROUTE ARROW	1	1	-	
10R-07	W3-1	STOP AHEAD	1	1	-	
10R-08	R1-1	STOP	1	1	-	
10R-09	-	PET LEASH/ CLEAN UP	1	-	10R-08	
10R-10	R5-3	NO MOTOR VEHICLES	1	-	10R-08	
10R-11	-	NO SNOWMOBILES	1	-	10R-08	
10R-12	W1-7	LARGE ARROW	1	1	-	
10R-13	W1-7	LARGE ARROW	1	1	-	
10R-14	W1-1L	TURN LEFT 15 MPH	1	1	-	
10R-15	W1-1R	TURN RIGHT 15 MPH	1	1	-	
S. XOVER 1	W20-1	ROAD WORK AHEAD	2	2	-	
S. XOVER 2	W20-5	LEFT LANE CLOSED 1/2 MILE	2	2	-	
S. XOVER 3	W20-5	LEFT LANE CLOSED 1500 FT	2	2	-	
S. XOVER 4	W04-2L	MERGE RIGHT	2	2	-	
S. XOVER 5	G20-2A	END ROAD WORK	1	1	-	
S. XOVER 6	W20-1	ROAD WORK AHEAD	1	1	-	
S. XOVER 7	W3-2	YIELD AHEAD W/ FLAGS	1	1	-	
S. XOVER 8	R1-2	YIELD W/ FLAGS	1	1	-	
S. XOVER 9	G20-2A	END ROAD WORK	1	1	-	
S. XOVER 10	WO6-3	TWO WAY TRAFFIC	1	1	-	
S. XOVER 11	WO6-1	DIVIDED HIGHWAY	2	2	-	
S. XOVER 12	WO13-2	EXIT 45 MPH	1	1	-	
S. XOVER 13	G20-2A	END ROAD WORK	1	1	-	
S. XOVER 14	WO1-2L	CURVE LEFT	1	1	-	
S. XOVER 15	W20-1	ROAD WORK 500 FT	1	1	-	
S. XOVER 16	W20-1	ROAD WORK 1000 FT	1	1	-	
S. XOVER 17	W20-1	ROAD WORK AHEAD	1	1	-	
		UNDISTRIBUTED	18	17		
		TOTAL	**197** *	**187** *		

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PAVEMENT MARKING

STATION - STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH (YELLOW) LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE) LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH (WHITE) LF	647.0456 PAVEMENT MARKING CURB EPOXY (YELLOW) LF	647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW) EACH	647.0746 PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE) LF	646.0841.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH LF	646.0843.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH LF	647.0656 PAVEMENT MARKING PARKING STALL 4-INCH EPOXY LF	647.0256 PAVEMENT MARKING SYMBOLS (HANDICAP) EPOXY EACH	647.0526 PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH EACH	REMARKS
STH 26														
544+00 - 565+00	NB & SB	2,600	1,450	-	-	-	-	-	55	-	-	-	-	
565+00 - 595+00	NB & SB	6,000	5,780	-	-	-	-	-	120	-	-	-	-	
595+00 - 625+00	NB & SB	5,560	7,400	1,520	-	-	-	-	120	-	-	-	-	
625+00 - 655+00	NB & SB	5,760	7,260	3,130	-	-	-	-	120	-	-	-	-	
655+00 - 685+00	NB & SB	6,000	7,400	540	-	-	-	-	120	-	-	-	-	
685+00 - 715+00	NB & SB	5,690	7,350	1,050	-	-	-	-	120	-	-	-	15	
715+00 - 745+00	NB & SB	5,780	7,230	2,030	-	-	-	-	120	-	-	-	-	
745+00 - 775+00	NB & SB	5,820	7,500	440	-	-	-	-	120	-	-	-	-	
775+00 - 805+00	NB & SB	5,840	7,500	440	-	-	-	-	120	-	-	-	-	
805+00 - 835+00	NB & SB	5,700	7,100	-	-	-	-	-	120	-	-	-	-	
835+00 - 882+00	NB & SB	2,850	1,300	100	-	-	-	-	95	200	-	-	-	
RAMPS													-	
565+00 - 575+00	'G'	520	1,050	-	-	-	-	140	-	600	-	-	-	
565+00 - 580+00	'H'	250	1,590	-	-	-	-	-	-	760	-	-	-	
													-	
SIDEROADS														
0+00 - 22+40	'AH' TRAYNOR CT	460	-	-	-	25	-	-	-	-	-	-	-	
26+00 - 40+00	'CLN' COUNTY LINE RD	2,460	-	-	-	60	-	-	-	-	-	-	-	
13+00 - 30+00	'DS' OLD 26 SOUTH	3,400	-	-	-	-	-	-	-	-	-	-	-	
27+30 - 29+00	'HA' HAMER LN	340	-	-	-	30	-	-	-	-	-	-	-	
30+00 - 35+00	'V' VICKERMAN RD	1,000	-	-	35	25	3	-	-	-	-	-	-	
14+00 - 27+00	'DN OLD 26 NORTH	2,500	-	-	-	60	-	-	-	-	-	-	-	
15+50 - 29+50	'JW' WEST JUGHANDLE	2,640	2,210	-	35	55	3	-	-	-	-	-	-	
30+00 - 41+00	'JE' EAST JUGHANDLE	2,120	1,890	-	35	55	3	-	-	-	-	-	-	
13+00 - 42+00	'P' POND RD	5,800	4,950	-	-	-	-	-	-	-	-	-	-	
19+00 - 55+50	'W' WHITETAIL RD	7,300	7,090	-	-	-	-	-	-	-	-	-	-	
													-	
MULTI-USE PATH PARKING LOT		-	-	-	-	-	-	-	-	-	335	1	-	
MILTON BYPASS														
TOWNLINE ROAD	STRUCTURE B-53-250	640	640	-	-	-	-	-	-	-	-	-	-	
JEFFERSON BYPASS														
CTH J	APPROACH SLAB	70	70	-	-	-	-	-	-	-	-	-	-	
CTH W - CTH J	STH 26 NB & SB	110	150	-	-	-	-	-	4	-	-	-	-	
	SUBTOTAL	87,210	86,910	9,250	105	310	9	140	1,234	1,560	335	1	15	
	TOTAL	**174,120**		**9,250**	**105**	**310**	**9**	**140**	**1,234**	**1,560**	**335**	**1**	**15**	

REMOVING PAVEMENT MARKING

STAGE		STATION - STATION	646.0600 LF
STAGE 2	STH 26 SOUTH CROSSOVER	547+00 - 576+00	6750
	COUNTY LINE ROAD CROSSOVER	650+00 - 666+00	800
	STH 26 NORTH CROSSOVER	840+00 - 885+00	3,000
STAGE 3	STH 26 NB MAINLINE	554+00 - 576+00	6,600
	STH 26 SB MAINLINE	557+00 - 650+00	25,600
	STH 26 NB MAINLINE	666+00 - 858+50	55,600
	UNDISTRIBUTED		19,700
		TOTAL	**118.050**

TEMPORARY PAVEMENT MARKING

STAGE	LOCATION	STATION - STATION	649.0200 REFLECTIVE PAINT 4-INCH YELLOW (LF)	649.0200 REFLECTIVE PAINT 4-INCH WHITE (LF)	649.0400 REMOVABLE TAPE 4-INCH YELLOW (LF)	649.0400 REMOVABLE TAPE 4-INCH WHITE (LF)	649.0801 REMOVABLE TAPE 8-INCH WHITE (LF)
STAGE 2	STH 26 SOUTH CROSSOVER	547+00 - 576+00	3,850	1,800	450	1,710	200
	STH 26 MAINLINE	576+00 - 650+00	14,800	7,400	-	-	-
	COUNTY LINE ROAD CROSSOVER	650+00 - 666+00	1,800	1,900	1,400	1,250	-
	STH 26 MAINLINE	666+00 - 848+00	36,400	18,200	-	-	-
	STH 26 NORTH CROSSOVER	848+00 - 885+00	2,800	1,500	400	2,160	500
	UNDISTRIBUTED		11,930	6,160	450	1,024	140
		SUBTOTAL	71,580	36,960	2,700	6,150	840
		TOTAL	**108.540**		**8.850**		**840**

**CONSTRUCTION STAKING

STATION - STATION			LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	SPV.0105.11 CONSTRUCTION STAKING HMA PARKING LOT LS	REMARKS
STH 26									
576+00	-	605+00	NB & SB	5,800	-	-	5,800	-	
605+00	-	635+00	NB & SB	6,000	-	-	6,000	-	
635+00	-	665+00	NB & SB	6,000	-	-	6,000	-	
665+00	-	695+00	NB & SB	6,000	-	-	6,000	-	
695+00	-	725+00	NB & SB	6,000	-	-	6,000	-	
725+00	-	755+00	NB & SB	6,000	-	-	6,000	-	
755+00	-	785+00	NB & SB	6,000	-	-	6,000	-	
785+00	-	815+00	NB & SB	6,000	-	-	6,000	-	
815+00	-	820+00	NB	500	-	-	500	-	
815+00	-	831+81	SB	1,681	-	-	1,681	-	
FRONTAGE ROAD						-		-	
8+00	-	22+03	AH	1,403	1,403	-	1,403	-	
22+03	-	22+31	AH	28	-	-	28	-	
COUNTY LINE ROAD									
25+80	-	28+04	CLN	224	224	-	224	-	
28+04	-	28+64	CLN	60	-	-	60	-	
29+20	-	29+80	CLN CROSS	60	-	-	60	-	
30+37	-	30+96	CLN	59	-	-	59	-	
30+96	-	38+50	CLN	754	754	-	754	-	
15+48	-	19+83	BR	435	435	-	435	-	
18+00	-	19+20	CW	120	120	-	120	-	
VICKERMAN ROAD									
30+36	-	31+02	V	66	-	-	66	-	
31+02	-	34+50	V	348	348	-	348	-	
OLD STH 26									
5+85	-	12+90	DS	705	705	-	705	-	
12+90	-	29+50	DS	1,660	1,660	-	1,660	1	
14+40	-	19+30	DN	490	490	-	490	-	
19+30	-	20+80	DN	150	150	-	150	-	
20+80	-	26+30	DN	550	550	-	550	-	
HAMER LANE									
27+50	-	28+54	HA	84	84	-	84	-	
28+54	-	29+04	HA	70	-	-	70	-	
WEST CONNECTOR ROAD									
16+38	-	25+53	JW	915	915	-	915	-	
26+87	-	28+54	JW	167	167	-	167	-	
28+54	-	29+15	JW	61	-	-	61	-	
EAST CONNECTOR ROAD									
30+36	-	31+35	JE	99	-	-	99	-	
31+35	-	41+00	JE	965	965	-	965	-	
KOSHKONONG/POND ROAD									
14+30	-	26+80	P	1,250	1,250	-	1,250	-	
31+00	-	40+50	P	950	950	-	950	-	
WHITETAIL LANE/ GARVER LANE									
19+50	-	28+00	W	850	850	-	850	-	
31+30	-	55+75	W	2,445	2,445	-	2,445	-	
28+00	-	29+80	GA	180	180	-	180	-	
30+20	-	38+50	NC	830	830	-	830	-	
MULTI-USE PATH									
300+55	-	391+55	BP1	9,100	9,100	-	9,100	-	
452+23	-	473+23	BP1	2,100	2,100	-	2,100	-	
534+75	-	546+00	BP1	1,125	1,125	-	1,125	-	
TEMPORARY CROSSOVERS									
652+55	-	666+20	XOJ1	1,365	1,365	-	1,365	-	
840+18	-	852+10	XOJ3	1,192	1,192	-	1,192	-	
850+00	-	865+29	XOJ2	1,529	1,529	-	1,529	-	
DRIVEWAYS			PROJECT WIDE	2,573	2,369	-	-	-	
			TOTALS	**84.950**	**34.260**	**1**	**82.370**	**1**	

** NOTE: OTHER CONSTRUCTION STAKING QUANTITIES LISTED ELSEWHERE IN CONJUNCTION WITH APPURTENANT ITEMS

SAWCUTS, DRILLED TIE BARS & DRILLED DOWEL BARS

STATION	-	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	REMARKS
STH 26								
576+00	-	-	NB	-	26	-	25	
576+00	-	-	SB	-	-	-	25	
711+60	-	712+90	LT	130	-	-	-	Vickerman Intersection
820+00	-	-	NB	-	-	-	25	
826+75		832+75	NB	600	-	-	-	Sawcut @ 4' shoulder width, LT.
831+98	-	-	SB	-	26	-	25	
COUNTY LINE ROAD								
18+00	-	-	CW	20	-	-	-	
38+50	-	-	CLN	20	-	-	-	
VICKERMAN ROAD								
34+50		-	V	20	-	-	-	
OLD STH 26								
29+50	-	-	DS	20	-	-	-	
14+40	-	-	DN	20	-	-	-	
26+32	-	-	DN	20	-	-	-	
30+30	-	35+20	DN	980	-	-	-	East and West side of Intersection
38+50	-	-	NC	20	-	-	-	
HAMER LANE								
27+50	-	-	HA	42	-	-	-	
KOSHKONONG/POND ROAD								
14+30	-	-	P	22	-	-	-	
40+50	-	-	P	18	-	-	-	
WHITETAIL LANE								
19+50	-	-	W	20	-	-	-	
55+75	-	-	W	-	30	-	-	
GARVERT LANE								
28+00	-	-	GA	20	-	-	-	
TEMPORARY CROSSOVERS								
665+00	-	-	LT XOJ1	4	-	-	-	Sawcut to match shoulder
840+15	-	-	LT XOJ3	4	-	-	-	Sawcut to match shoulder
848+90	-	-	RT XOJ3	4	-	-	-	Sawcut to match shoulder
849+75	-	-	LT XOJ3	4	-	-	-	Sawcut to match shoulder
850+30	-	-	RT XOJ3	4	-	-	-	Sawcut to match shoulder
850+65	-	-	LT XOJ3	8	-	-	-	Sawcut to match shoulder
851+40	-	-	RT XOJ3	96	-	-	-	Sawcut to match shoulder
852+00	-	-	RT XOJ3	5	-	-	-	Sawcut to match shoulder
852+26	-	-	LT XOJ3	3	-	-	-	Sawcut to match shoulder
857+60	-	-	RT XOJ2	3	-	-	-	Sawcut to match shoulder
860+80	-	-	LT XOJ2	4	-	-	-	Sawcut to match shoulder
865+29	-	-	RT XOJ2	4	-	-	-	Sawcut to match shoulder
MULTI-USE PATH								
300+55	-	-	BP1	10	-	-	-	
391+55	-	-	BP1	10	-	-	-	
502+22.55	-	-	BP1	10	-	-	-	
534+75	-	-	BP1	10	-	-	-	
546+00	-	-	BP1	10	-	-	-	
DRIVEWAYS			DISTRIBUTED	375	26	-	-	
JEFFERSON BYPASS								
CTH W	-	CTH J	STH 26 NB & SB	48	212	43	96	Pavement Repair
PROJECT WIDE			UNDISTRIBUTED	-	-	50	-	
			TOTALS	**2590**	**320**	**93**	**196**	

CABLE GUARD ITEMS

STATION	-	STATION	LOCATION	SPV.0060.09 TERMINAL HIGH-TENSION CABLE GUARD TL-3 EACH	SPV.0090.01 HIGH-TENSION CABLE GUARD TL-3 SOCKETED LF	SPV.0090.02 CONSTRUCTION STAKING HIGH-TENSION CABLE GUARD LF	REMARKS
STH 26							
723+23	-	767+86	SB MEDIAN	2	4,463	4,463	
			TOTAL	**2**	**4,463**	**4,463**	

GEOGRID REINFORCEMENT

STATION	-	STATION	LOCATION CODE	SPV.0180.01 GEOGRID REINFORCEMENT SY
STH 26				
576+00	-	605+00	NB & SB	30,081
605+00	-	635+00	NB & SB	30,932
635+00	-	665+00	NB & SB	16,317
665+00	-	695+00	NB & SB	30,815
695+00	-	725+00	NB & SB	31,533
725+00	-	755+00	NB & SB	30,514
755+00	-	785+00	NB & SB	30,610
785+00	-	820+00	NB	17,797
785+00	-	831+98	SB	23,790
CROSSOVERS				
59880	-	-	AH	249
61850	-	-	DRIVEWAY	299
64680	-	-	CLN	594
68700	-	-	DRIVEWAY	248
71420	-	-	V	216
72150	-	-	V	269
76840	-	-	D11, D12, D13	247
79500	-	-	D14, D15	248
SIDE ROADS			PROJECT WIDE	6,210
UNDISTRIBUTED				24,476
			TOTALS	**275,450**

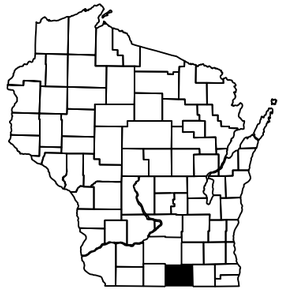
LANDMARK REFERENCE MONUMENTS & GEODETIC SURVEY MONUMENTS

LOCATION	DESCRIPTION	SPV.0060.01 LANDMARK REFERENCE MONUMENTS SPECIAL EACH	REMARKS
S QUARTER CORNER SEC 2, T4N, R13E	QUARTER CORNER	1	
NE QUARTER CORNER SEC 2, T4N, R13E	QUARTER CORNER	1	
E QUARTER CORNER SEC 25, T5N, R13E	QUARTER CORNER	1	
	TOTAL	**3**	

CRACK SEALING ON BIKE PATH

LOCATION	492.2010.S SEAL CRACKS JOINTS WITH HOT SEALANT GAL
JEFFERSON BYPASS BIKE PATH FROM USH 18 TO CTH W	200
UNDISTRIBUTED	40
TOTAL	**240**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT 1390-04-26
JANESVILLE - FORT ATKINSON ROAD
(TOWNLINE ROAD - NCL)
STH 26
ROCK COUNTY



CONVENTIONAL SIGNS AND ABBREVIATIONS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TE AND OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT (HIGHWAY, PERMANENT LIMITED OR RESTRICTED DEVELOPMENT) AREAS
TRANSMISSION STRUCTURES (LINE OPTIONAL)
BUILDING

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE - (COMMUNICATIONS, ELECTRIC)
BRIDGE

R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN
COMPENSABLE / NON-COMPENSABLE
NO ACCESS (BY PARCEL ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)
PARCEL NUMBER (102)

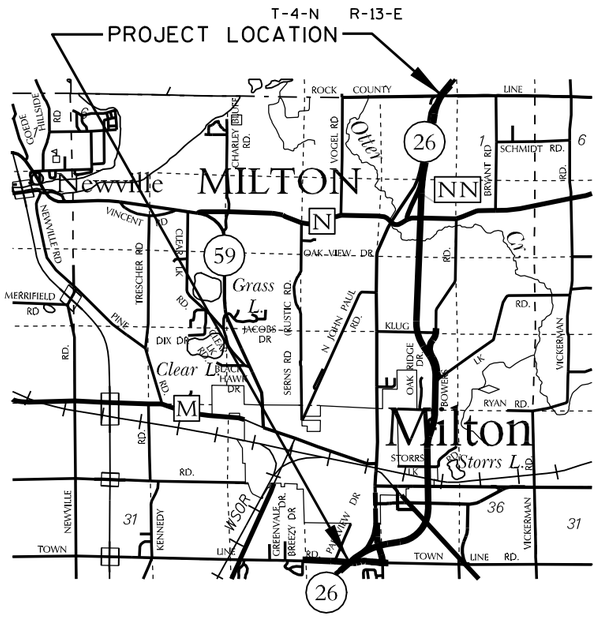
CONVENTIONAL UTILITY SYMBOLS

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

ACCESS POINT	AP
ACCESS RIGHTS	AR
ACRES	AC.
AGRICULTURAL	AG
AHEAD	AH
ALUMINUM	ALUM.
AND OTHERS	ET.AL.
BACK	BK
BLOCK	BLK
CENTERLINE	C/L
CERTIFIED SURVEY MAP	C.S.M.
CONCRETE	CONC.
CORNER	COR.
COUNTY	CO.
COUNTY TRUNK HIGHWAY	CTH
DISTANCE	DIST.
DOCUMENT NUMBER	DOC.
EASEMENT	EASE
EXISTING	EX.
GAS VALVE	G.V.
GRID NORTH	GN
HIGHWAY EASEMENT	H.E.
IDENTIFICATION	ID.
LAND CONTRACT	LC
LEFT	LT.
MONUMENT	MON.
NUMBER	NO.
OUTLOT	O.L.
PAGE	P.
PART OF	PT.
PERMANENT LIMITED EASEMENT	P.L.E.
POINT OF BEGINNING	P.O.B.
POINT OF COMPOUND CURVE	PCC
POINT OF CURVATURE	PC
POINT OF INTERSECTION	PI
POINT OF REVERSE CURVATURE	PRC
PRIVATE DRIVEWAY	P.D.
POINT ON TANGENT	POT
PROPERTY LINE	P.L.
RECORDED AS	(100')
REFERENCE LINE	R/L
REMAINING	REM.
RIGHT	RT.
RIGHT OF WAY	R/W
SECTION	SEC.
SEPTIC VENT	SEPV.
SQUARE FEET	S.F.
STATE TRUNK HIGHWAY	STH
STATION	STA.
SUBDIVISION	SUBD
TANGENT	TAN.
TELEPHONE PEDESTAL	T.P.
TEMPORARY LIMITED EASEMENT	T.L.E.
TRANSPORTATION PROJECT PLAT	TPP
UNITED STATES HIGHWAY	USH
VOLUME	V.

CURVE DATA

LONG CHORD	L.C.
LONG CHORD BEARING	L.C.B.
RADIUS	R.
DEGREE OF CURVE	D.
CENTRAL ANGLE OR DELTA	Δ.
LENGTH OF CURVE	L.
TANGENT	T.
DIRECTION AHEAD	DA.
DIRECTION BACK	DB.



N

LAYOUT SCALE

0 1 2 4

MILES

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1390-04-26.

NOTES:

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECT 1390-02-21, 1390-03-21, TO10-1 (8), & TO10-1 (20).
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 59 ESTABLISHED FROM PREVIOUS PROJECT 3143-00-21.
EXISTING HIGHWAY RIGHT-OF-WAY FOR RELOCATED STH 59 ESTABLISHED FROM PREVIOUS PROJECT 1390-04-92.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH N ESTABLISHED FROM PREVIOUS PROJECT TO10-1 (8) & S1051 (1).
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH NN ESTABLISHED FROM PREVIOUS PROJECT 428B.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH M ESTABLISHED FROM VOL. 30 OF C.S.M., P. 236-239, DOC. 1767299 AND CENTERLINE OF EXISTING PAVEMENT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECT TO10-1 (20) & 1390-02-21.
EXISTING ACCESS CONTROL ALONG RELOCATED STH 59 ESTABLISHED FROM PREVIOUS PROJECT 1390-04-92.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. THIS EASEMENT IS TO TERMINATE ON 12/31/2016 OR THE DATE THE CONSTRUCTION OF THIS PROJECT IS COMPLETED, WHICHEVER OCCURS FIRST.

A PERMANENT LIMITED EASEMENT (P.L.E.) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS TO DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (H.E.), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

ACCESS TO BE CONSTRUCTED WITHIN THE LOCATION SPECIFIED. THE LOCATION SHOWN IS THE CENTER POINT OF THE DEFINED WIDTH, AND NOT NECESSARILY THE WIDTH OF THE PHYSICAL DRIVEWAY.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, ROCK COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

TPP NUMBER 1390-04-26 - 4.01
SHEET 2 OF 2

FILE NAME : r:\Support\CADDS\Projects\d1_13900426\040400.DGN
PLOT DATE : 17-JUL-2012 09:46
PLOT BY : DOTJ3J
PLOT NAME :
PLOT SCALE : 199.999600:1.000000
WISDOT/CADDS SHEET 70

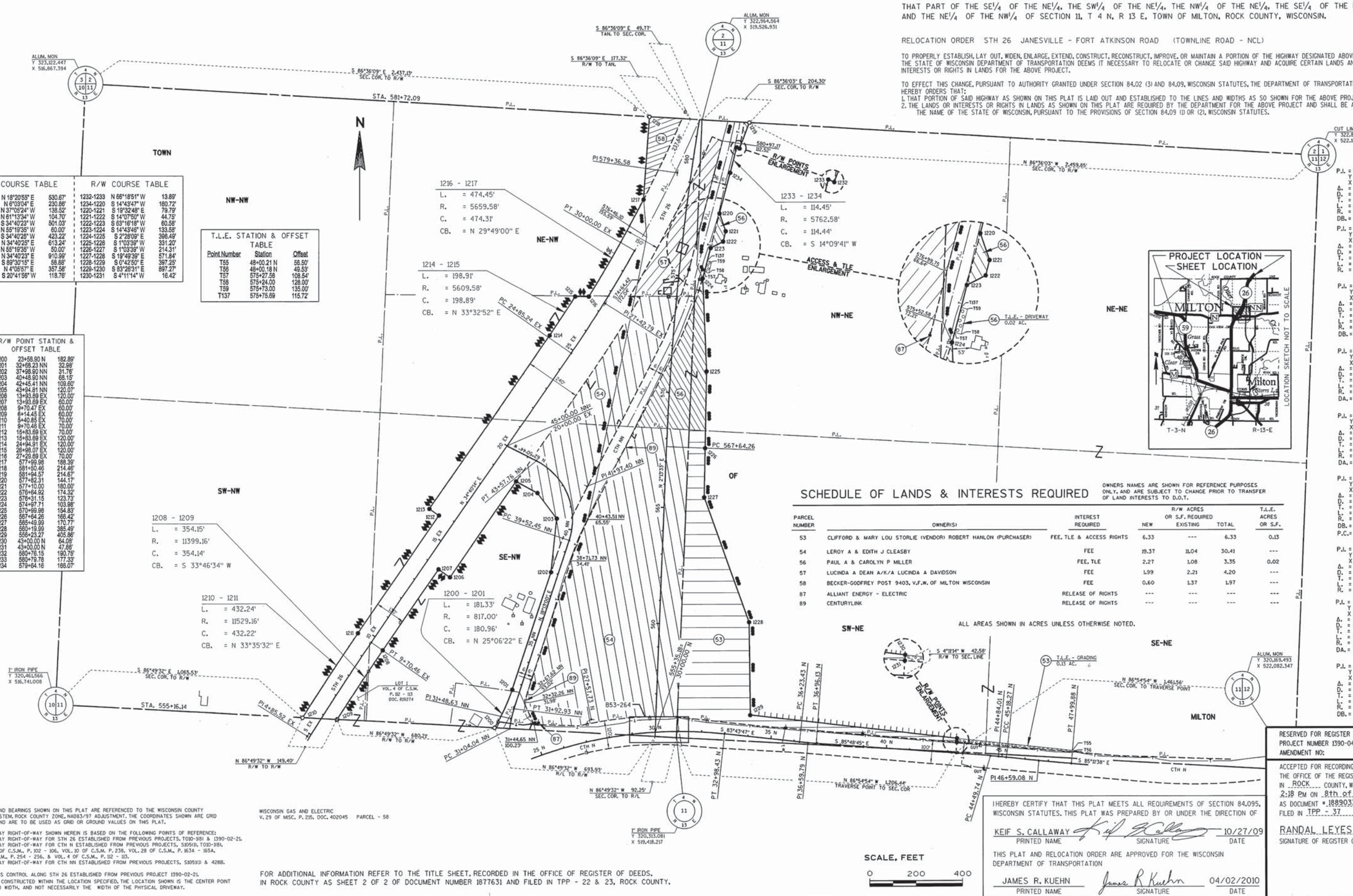
TRANSPORTATION PROJECT PLAT NO: 1390-04-26 - 4.12

THAT PART OF THE SE¼ OF THE NE¼, THE SW¼ OF THE NE¼, THE NW¼ OF THE NE¼, THE SE¼ OF THE NW¼, AND THE NE¼ OF THE NW¼ OF SECTION 11, T 4 N, R 13 E, TOWN OF MILTON, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 JANESVILLE - FORT ATKINSON ROAD (TOWNLINE ROAD - NCL)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES OR S.F.
53	CLIFFORD & MARY LOU STORLIE (VENDOR) ROBERT HANLON (PURCHASER)	FEE, TLE & ACCESS RIGHTS	6.33	---	6.33	0.13
54	LEROY A & EDITH J CLEASBY	FEE	19.37	11.04	30.41	---
56	PAUL A & CAROLYN P MILLER	FEE, TLE	2.27	1.08	3.35	0.02
57	LUCINDA A DEAN A/K/A LUCINDA A DAVIDSON	FEE	1.99	2.21	4.20	---
58	BECKER-GODFREY POST 9403, V.F.W. OF MILTON WISCONSIN	FEE	0.60	1.37	1.97	---
87	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS	---	---	---	---
89	CENTURYLINK	RELEASE OF RIGHTS	---	---	---	---

R/W COURSE TABLE			R/W COURSE TABLE		
1201-1202	N 18°20'55" E	530.67'	1232-1233	N 66°18'51" W	13.89'
1202-1203	N 6°03'04" E	230.86'	1234-1220	S 14°43'47" W	180.72'
1203-1204	N 37°05'24" W	138.52'	1220-1221	S 19°32'48" E	79.79'
1204-1205	N 61°13'34" W	104.70'	1221-1222	S 14°07'50" W	44.75'
1205-1206	S 34°40'23" W	501.03'	1222-1223	S 63°16'18" W	60.58'
1206-1207	N 55°19'35" W	60.00'	1223-1224	S 14°43'46" W	133.68'
1207-1208	S 34°40'25" W	423.22'	1224-1225	S 2°28'09" E	396.49'
1211-1212	N 34°40'25" E	613.24'	1225-1226	S 1°03'39" W	331.20'
1212-1213	N 55°19'35" W	50.00'	1226-1227	S 1°03'39" W	214.31'
1213-1214	N 34°40'23" E	910.86'	1227-1228	S 19°46'39" E	571.84'
1215-1216	S 89°30'15" E	58.88'	1228-1229	S 0°42'50" E	397.25'
1217-1218	N 4°05'57" E	357.58'	1229-1230	S 83°28'31" E	897.27'
1219-1232	S 20°41'56" W	118.76'	1230-1231	S 4°11'14" W	16.42'

T.L.E. STATION & OFFSET TABLE		
Point Number	Station	Offset
T55	48+00.21 N	56.50'
T56	48+00.18 N	49.53'
T57	575+27.58	108.54'
T58	575+24.00	128.00'
T59	575+73.00	135.00'
T137	575+75.69	115.72'

R/W POINT STATION & OFFSET TABLE		
1200	23+58.90 N	182.89'
1201	32+68.23 NN	32.98'
1202	37+98.90 NN	31.76'
1203	40+48.90 NN	68.15'
1204	42+45.41 NN	109.60'
1205	43+94.81 NN	120.07'
1206	13+93.69 EX	120.00'
1207	13+93.69 EX	60.00'
1208	9+70.47 EX	60.00'
1209	6+14.45 EX	60.00'
1210	5+60.85 EX	70.00'
1211	9+70.46 EX	70.00'
1212	15+83.69 EX	70.00'
1213	15+83.69 EX	120.00'
1214	24+94.91 EX	120.00'
1215	26+98.07 EX	120.00'
1216	27+29.69 EX	70.00'
1217	577+99.98	188.39'
1218	581+50.46	214.46'
1219	581+94.57	214.67'
1220	577+82.31	144.17'
1221	577+10.00	180.00'
1222	576+64.92	174.32'
1223	576+31.15	123.73'
1224	574+97.71	103.98'
1225	570+99.98	154.83'
1226	567+64.26	166.42'
1227	565+49.99	170.77'
1228	560+19.99	385.46'
1229	556+23.27	405.86'
1230	43+00.00 N	64.08'
1231	43+00.00 N	47.66'
1232	580+76.15	190.75'
1233	580+79.78	177.33'
1234	579+64.16	166.07'

NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, ROCK COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECTS, TOID-3181 & 1390-02-21. EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH N ESTABLISHED FROM PREVIOUS PROJECTS, S1051(1), TOID-3181, 4288, VOL. 32 OF C.S.M., P. 102 - 106, VOL. 10 OF C.S.M. P. 238, VOL. 28 OF C.S.M., P. 163A - 165A, VOL. 27 OF C.S.M., P. 254 - 256, & VOL. 4 OF C.S.M., P. 102 - 103. EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH NN ESTABLISHED FROM PREVIOUS PROJECTS, S1051(1) & 4288.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECT 1390-02-21. ACCESS TO BE CONSTRUCTED WITHIN THE LOCATION SPECIFIED, THE LOCATION SHOWN IS THE CENTER POINT OF THE DEFINED WIDTH, AND NOT NECESSARILY THE WIDTH OF THE PHYSICAL DRIVEWAY.

WISCONSIN GAS AND ELECTRIC V. 29 OF MISC. P. 215, DOC. 402045 PARCEL - 58

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1877631 AND FILED IN TPP - 22 & 23, ROCK COUNTY.

SCALE, FEET
0 200 400

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 10/27/09 DATE

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

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 04/02/2010 DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-26 - 4.12
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 2:18 PM ON 8th of April, 2010 AS DOCUMENT # 1889033 AND FILED IN TPP - 37

RANDAL LEYES
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : R:\Support\CADDS\Projects\D1_13900426\040412.DGN
APPRAISAL PLAT DATE : AUGUST 5, 2009
PLOT DATE : 12-APR-2010 10:20 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : 200.000000:1.000000

4.12

TRANSPORTATION PROJECT PLAT NO: 1390-04-26 - 4.13

THAT PART OF LOT 1 OF VOLUME 18, PAGE 31 OF CERTIFIED SURVEY MAPS, DOCUMENT NUMBER 1250231. ALSO THAT PART OF THE SW¼ OF THE SE¼, THE NW¼ OF THE SE¼, AND THE SE¼ OF THE SW¼ OF SECTION 2, TOWN OF MILTON. ALL IN T 4 N, R 13 E, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 JANESVILLE - FORT ATKINSON ROAD (TOWNLINE ROAD - NCL)

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

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

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

TOWN

WISCONSIN GAS AND ELECTRIC
V. 23 OF MISC, P. 246, DOC. 354356 PARCEL - 59

VERIZON WIRELESS PERSONAL COMMUNICATION LP
DOC. 1750377 PARCEL - 61

NE-SW

NW-SE

SE-SW

SW-SE

MILTON

OF

R/W COURSE TABLE		
1300-1301	N 4°05'57" E	163.37'
1301-1302	N 17°02'43" E	486.04'
1302-1303	N 12°41'08" E	320.77'
1303-1304	N 12°41'08" E	125.87'
1304-1305	N 12°41'08" E	370.35'
1305-1306	N 9°05'07" E	278.74'
1306-1324	N 8°10'04" E	261.31'
	(N 5°08'19" E)	(260.92')
1324-1307	S 88°06'02" E	35.69'
1307-1308	N 7°43'59" E	446.82'
1308-1309	N 24°17'05" E	225.99'
1309-1310	N 9°39'45" E	5.22'
1311-1312	S 8°13'27" W	103.92'
1312-1313	S 13°54'27" W	100.48'
	(S 13°18'28" W)	(100.50')
1313-1314	S 8°15'35" W	499.84'
1314-1315	S 2°28'51" W	100.67'
1315-1316	S 7°53'06" W	526.37'
	(S 7°14'25" W)	(526.46')
1319-1320	S 9°57'48" W	388.09'
1320-1321	S 0°00'43" W	107.34'
1321-1322	S 7°50'35" W	274.96'
1322-1323	S 20°41'56" W	35.43'

R/W POINT STATION & OFFSET TABLE		
1300	581+50.46	214.47'
1301	583+10.00	230.00'
1302	587+85.00	180.00'
1303	591+00.78	182.43'
1304	592+26.62	185.11'
1305	596+00.00	190.00'
1306	598+80.64	207.21'
1307	601+49.94	189.24'
1308	606+00.00	215.00'
1309	608+21.00	160.00'
1310	608+26.26	160.02'
1311	608+54.17	80.25'
1312	607+50.66	83.42'
1313	606+50.74	76.96'
1314	601+53.38	100.59'
1315	600+54.48	116.75'
1316	595+32.93	159.02'
1317	592+26.62	171.82'
1318	591+00.78	173.16'
1319	590+11.10	172.12'
1320	586+17.15	189.13'
1321	585+10.00	210.00'
1322	582+30.00	221.57'
1323	581+94.57	214.67'
1324	601+43.86	224.42'

T.L.E. STATION & OFFSET TABLE		
Point Number	Station	Offset
T60	584+61.90	211.78'
T61	584+41.89	346.41'
T62	586+03.12	372.78'
T63	586+32.30	193.84'
T64	597+53.67	139.65'
T65	597+54.89	154.60'
T66	601+51.56	125.25'
T67	601+50.56	101.14'
T72	603+82.38	88.36'
T73	603+83.02	93.04'
T74	605+98.94	87.37'
T75	608+00.12	111.08'
T76	608+57.75	111.45'

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, ROCK COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECTS TO10-1(8), 1390-02-21, VOL. 11 OF C.S.M., P. 118, & VOL. 18 OF C.S.M., P. 31.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECT 1390-02-21.

ACCESS TO BE CONSTRUCTED WITHIN THE LOCATION SPECIFIED, THE LOCATION SHOWN IS THE CENTER POINT OF THE DEFINED WIDTH, AND NOT NECESSARILY THE WIDTH OF THE PHYSICAL DRIVEWAY.

PROJECT LOCATION
SHEET LOCATION

LOCATION SKETCH NOT TO SCALE

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES OR S.F.
59	ROBERT C & JUDITH KING	FEE	0.20	2.88	3.08	
61	HAROLD W TRAYNOR REVOCABLE LIVING TRUST	FEE, TLE & ACCESS RIGHTS	6.45	2.18	8.63	0.61
63	ELMER J & CAROL AHRENS REVOCABLE TRUST	TLE	---	---	---	0.15
64	KYLE D. PETERSON	TLE	---	---	---	0.11
65	DANIEL M COOK	FEE, ACCESS RIGHTS	4.75	---	4.75	---
66	MERRIL W KLUG (VENDOR) JAMES R & RAYMOND M KLUG (PURCHASER)	TLE	---	---	---	0.04
87	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS	---	---	---	---
89	CENTURYLINK	RELEASE OF RIGHTS	---	---	---	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1877631 AND FILED IN TPP - 22 & 23, ROCK COUNTY.

SCALE, FEET
0 100 200

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — 10/27/09
PRINTED NAME SIGNATURE DATE

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

JAMES R. KUEHN — 03/24/10
PRINTED NAME SIGNATURE DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-26 - 4.13
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 10:36 AM ON 1st of April, 2010 AS DOCUMENT #1888571 AND FILED IN TPP - 31

RANDAL LEYES
SIGNATURE OF REGISTER OF DEEDS

4.13

PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : 12-APR-2010 10:20
PLOT DATE :
233
FILE NAME : R:\Support\CADDSYProjects\01.1390026\040413.DGN
APPRAISAL PLAT DATE : AUGUST 5, 2009

TRANSPORTATION PROJECT PLAT NO: 1390-04-26 - 4.14

THAT PART OF LOTS 1 & 2 OF VOLUME 6, PAGE 145 OF CERTIFIED SURVEY MAPS, DOCUMENT NUMBER 856845. ALSO THAT PART OF LOTS 1, 2, & OUTLOT 1 OF VOLUME 6, PAGE 144 OF CERTIFIED SURVEY MAPS, DOCUMENT NUMBER 856844. ALSO THAT PART OF THE SW¼ OF THE NE¼ OF SECTION 2, TOWN OF MILTON. ALL IN T 4 N, R 13 E, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 JANESVILLE - FORT ATKINSON ROAD (TOWNLINE ROAD - NCL)

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

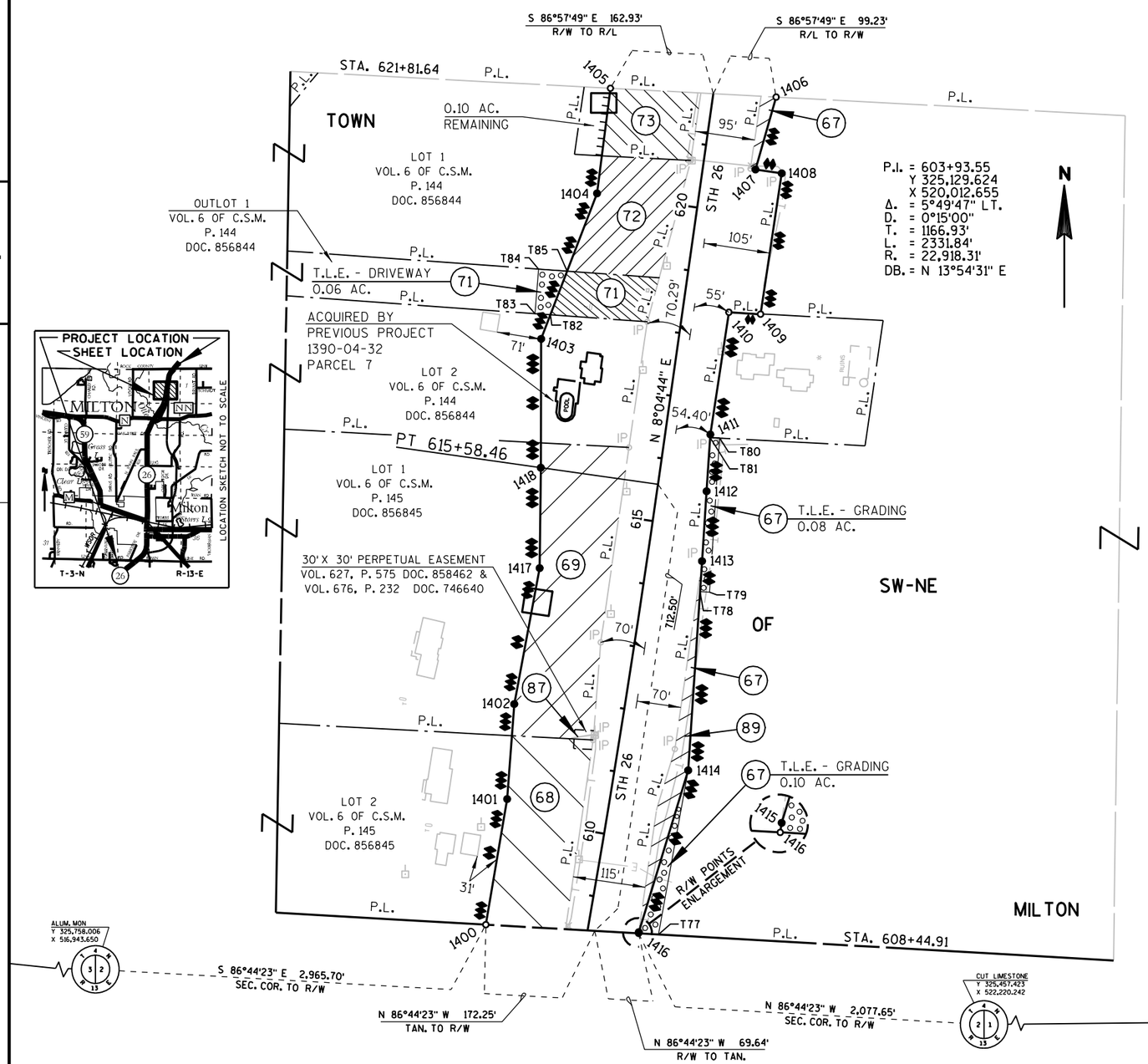
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES OR S.F.
67	MERRIL W & DOROTHY E KLUG	FEE, TLE	0.25	---	0.25	0.18
68	DAVID A KANIA	FEE	0.86	---	0.86	---
69	RICHARD M & LEOETTE I NEW	FEE	1.31	---	1.31	---
71	DWIGHT L & SUSAN A GREEN, WISDOT, RAYMOND M KLUG TRUST, & FLOYD W HUGHES JR.	FEE, TLE	0.24	---	0.24	0.06
72	DWIGHT L & SUSAN A GREEN	FEE	0.59	---	0.59	---
73	CRAIG L GREEN	FEE, ACCESS RIGHTS	0.35	---	0.35	---
87	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS	---	---	---	---
89	CENTURYTEL	RELEASE OF RIGHTS	---	---	---	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.



R/W COURSE TABLE

1400-1401	N 9°39'45" E	201.32'
1401-1402	N 4°15'26" E	150.47'
1402-1417	N 10°35'10" E	218.48'
1417-1418	N 0°40'11" E	158.63'
1418-1403	N 0°10'10" E	203.48'
1403-1404	N 20°59'11" E	246.22'
1404-1405	N 7°17'28" E	167.34'
1406-1407	S 15°56'15" W	118.91'
1407-1408	S 81°37'46" E	42.00'
1408-1409	S 8°33'39" W	225.08'
1409-1410	N 86°31'05" W	50.20'
1410-1411	S 8°36'48" W	195.29'
1411-1412	S 3°45'04" W	89.78'
1412-1413	S 3°45'04" W	110.60'
1413-1414	S 3°46'55" W	331.29'
1414-1415	S 16°58'58" W	267.40'
1415-1416	S 8°13'27" W	1.84'

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T77	608+57.75	111.45'
T78	614+00.60	90.12'
T79	614+01.83	105.10'
T80	616+44.51	86.15'
T81	616+43.19	71.20'
T82	617+99.75	205.89'
T83	617+98.05	230.41'
T84	618+68.61	234.57'
T85	618+71.73	189.40'

R/W POINT STATION & OFFSET TABLE

1400	608+26.26	160.02'
1401	610+29.00	160.00'
1402	611+80.00	173.00'
1403	617+60.00	215.00'
1404	620+00.00	160.00'
1405	621+67.32	162.30'
1406	621+90.36	98.85'
1407	620+72.58	82.59'
1408	620+72.36	124.59'
1409	618+47.29	122.70'
1410	618+43.27	72.66'
1411	616+47.99	70.84'
1412	615+58.46	77.62'
1413	614+48.59	86.23'
1414	611+20.00	115.00'
1415	608+56.00	80.20'
1416	608+54.17	80.25'
1417	614+00.00	166.00'
1418	615+58.46	187.00'

WISCONSIN ELECTRIC POWER COMPANY & MILTON TELEPHONE COMPANY
CARD 89, IMAGE 757, DOC. 945516 PARCEL - 72

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, ROCK COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECTS, 1390-02-21, VOL. 6 OF C.S.M., PAGES 144 & 145.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECT 1390-02-21.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1877631 AND FILED IN TPP - 22 & 23, ROCK COUNTY.

SCALE, FEET
0 100 200

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 10/27/09 DATE

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

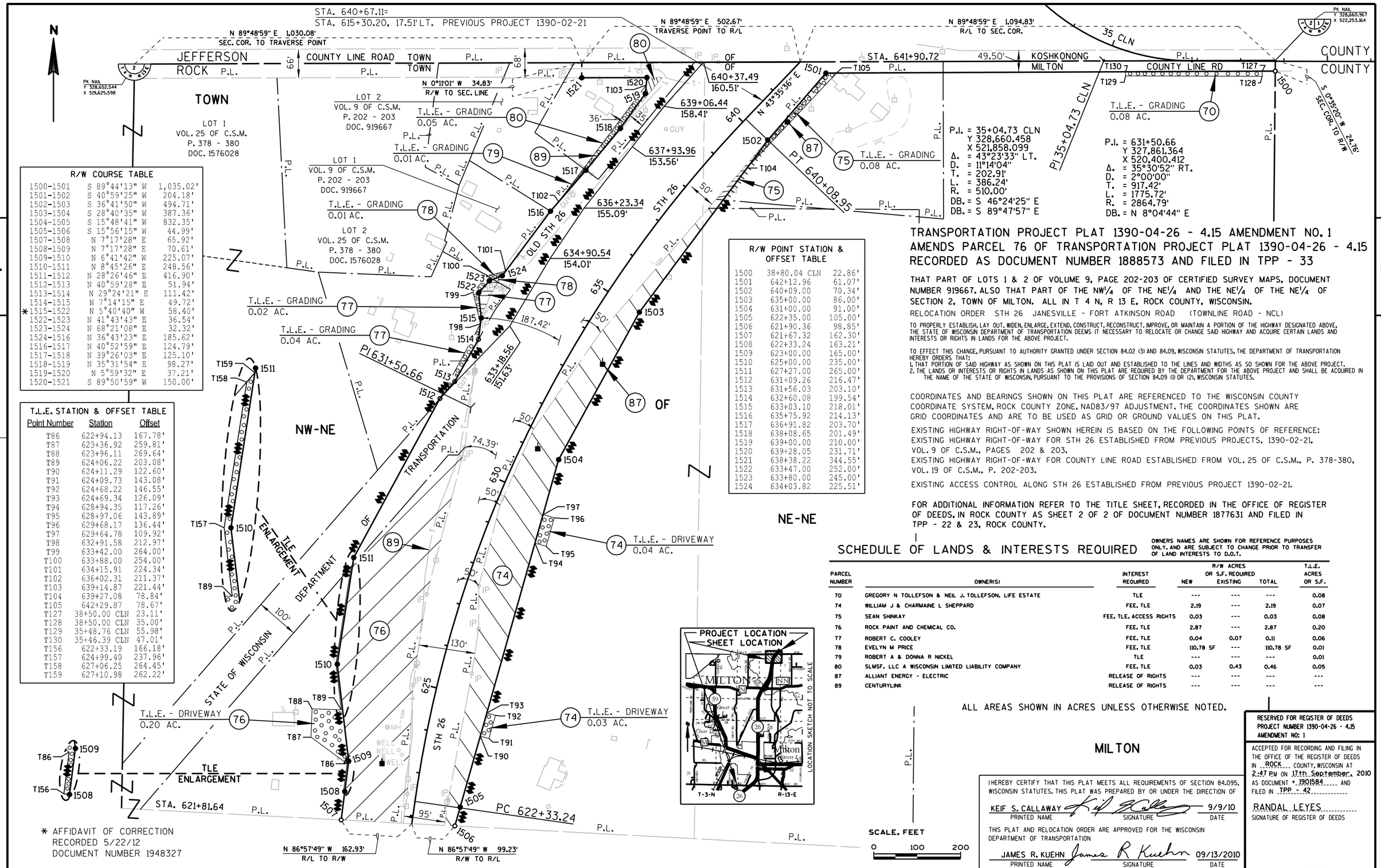
JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 03/24/10 DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-26 - 4.14
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 10:42 AM ON 1st of April, 2010 AS DOCUMENT # 1888572 AND FILED IN TPP - 32

RANDAL LEYES
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : r:\Support\CADDS\Projects\d1_13900426\040414.DGN
APPRAISAL PLAT DATE : AUGUST 5, 2009
PLOT DATE : 17-JUL-2012 09:47 PLOT BY : DOTJ3J PLOT NAME : PLOT SCALE : 200.000000:1.000000



4

4

R/W COURSE TABLE

1500-1501	S 89°44'13" W	1,035.02'
1501-1502	S 40°59'25" W	204.18'
1502-1503	S 36°41'50" W	494.71'
1503-1504	S 28°40'35" W	387.36'
1504-1505	S 15°48'41" W	832.35'
1505-1506	S 15°56'15" W	44.99'
1507-1508	N 7°17'28" E	65.92'
1508-1509	N 7°17'28" E	70.61'
1509-1510	N 6°41'42" W	225.07'
1510-1511	N 8°45'26" E	248.56'
1511-1512	N 28°26'46" E	416.90'
1512-1513	N 40°59'28" E	51.94'
1513-1514	N 29°24'21" E	111.42'
1514-1515	N 7°14'15" E	49.72'
*1515-1522	N 5°40'40" W	58.40'
1522-1523	N 41°43'43" E	36.54'
1523-1524	N 68°21'08" E	32.32'
1524-1516	N 36°43'23" E	185.62'
1516-1517	N 40°52'59" E	124.79'
1517-1518	N 39°26'03" E	125.10'
1518-1519	N 35°31'54" E	98.27'
1519-1520	N 5°59'32" E	37.21'
1520-1521	S 89°50'59" W	150.00'

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T86	622+94.13	167.78'
T87	623+36.92	259.81'
T88	623+96.11	269.64'
T89	624+06.22	203.08'
T90	624+11.29	122.60'
T91	624+09.73	143.08'
T92	624+68.22	146.55'
T93	624+69.34	126.09'
T94	628+94.35	117.26'
T95	628+97.06	143.89'
T96	629+68.17	136.44'
T97	629+64.78	109.92'
T98	632+91.58	212.97'
T99	633+42.00	264.00'
T100	633+88.00	254.00'
T101	634+15.91	224.34'
T102	636+02.31	211.37'
T103	639+14.87	221.44'
T104	639+27.08	78.84'
T105	642+29.87	78.67'
T127	38+50.00 CLN	23.11'
T128	38+50.00 CLN	35.00'
T129	35+48.76 CLN	55.98'
T130	35+46.39 CLN	47.01'
T156	622+33.19	166.18'
T157	624+99.40	237.96'
T158	627+06.25	264.45'
T159	627+10.98	262.22'

R/W POINT STATION & OFFSET TABLE

1500	38+80.04 CLN	22.86'
1501	642+12.96	61.07'
1502	640+09.00	70.34'
1503	635+00.00	86.00'
1504	631+00.00	91.00'
1505	622+35.00	105.00'
1506	621+90.36	98.85'
1507	621+67.32	162.30'
1508	622+33.24	163.21'
1509	623+00.00	165.00'
1510	625+00.00	235.00'
1511	627+27.00	265.00'
1512	631+09.26	216.47'
1513	631+56.03	203.10'
1514	632+60.08	199.54'
1515	633+03.10	218.01'
1516	635+75.92	214.13'
1517	636+91.82	203.70'
1518	638+08.65	201.49'
1519	639+00.00	210.00'
1520	639+28.05	231.71'
1521	638+38.22	344.55'
1522	633+47.00	252.00'
1523	633+80.00	245.00'
1524	634+03.82	225.51'

* AFFIDAVIT OF CORRECTION
RECORDED 5/22/12
DOCUMENT NUMBER 1948327

TRANSPORTATION PROJECT PLAT 1390-04-26 - 4.15 AMENDMENT NO. 1 AMENDS PARCEL 76 OF TRANSPORTATION PROJECT PLAT 1390-04-26 - 4.15 RECORDED AS DOCUMENT NUMBER 1888573 AND FILED IN TPP - 33

THAT PART OF LOTS 1 & 2 OF VOLUME 9, PAGE 202-203 OF CERTIFIED SURVEY MAPS, DOCUMENT NUMBER 919667. ALSO THAT PART OF THE NW¼ OF THE NE¼ AND THE NE¼ OF THE NE¼ OF SECTION 2, TOWN OF MILTON. ALL IN T 4 N, R 13 E, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 JANESVILLE - FORT ATKINSON ROAD (TOWNLINE ROAD - NCL)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, ROCK COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECTS, 1390-02-21, VOL. 9 OF C.S.M., PAGES 202 & 203.
EXISTING HIGHWAY RIGHT-OF-WAY FOR COUNTY LINE ROAD ESTABLISHED FROM VOL. 25 OF C.S.M., P. 378-380, VOL. 19 OF C.S.M., P. 202-203.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECT 1390-02-21.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1877631 AND FILED IN TPP - 22 & 23, ROCK COUNTY.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES OR S.F.
70	GREGORY N TOLLEFSON & NEIL J. TOLLEFSON, LIFE ESTATE	TLE	---	---	---	0.08
74	WILLIAM J & CHARMAINE L SHEPPARD	FEE, TLE	2.19	---	2.19	0.07
75	SEAN SHINKAY	FEE, TLE, ACCESS RIGHTS	0.03	---	0.03	0.08
76	ROCK PAINT AND CHEMICAL CO.	FEE, TLE	2.87	---	2.87	0.20
77	ROBERT C. COOLEY	FEE, TLE	0.04	0.07	0.11	0.06
78	EVELYN M PRICE	FEE, TLE	110.78 SF	---	110.78 SF	0.01
79	ROBERT A & DONNA R NICKEL	TLE	---	---	---	0.01
80	SLMSF, LLC A WISCONSIN LIMITED LIABILITY COMPANY	FEE, TLE	0.03	0.43	0.46	0.05
87	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS	---	---	---	---
89	CENTURYLINK	RELEASE OF RIGHTS	---	---	---	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

MILTON

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY (PRINTED NAME) — (SIGNATURE) — 9/9/10 (DATE)

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

JAMES R. KUEHN (PRINTED NAME) — (SIGNATURE) — 09/13/2010 (DATE)

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-26 - 4.15
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 2:47 PM ON 17th September, 2010 AS DOCUMENT # 1901584 AND FILED IN TPP - 42

RANDAL LEYES
SIGNATURE OF REGISTER OF DEEDS

DATE: JUNE 28, 2010

REVISION DATE:
DEC. 14, 2010
MAY 18, 2011

TRANSPORTATION PROJECT PLAT 1390-04-26--4.17

RELOCATION ORDER S.T.H.26. JANESVILLE - FORT ATKINSON ROAD
(TOWNLINE ROAD - NCL)

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

4

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
100	296824.738	511392.864
101	296838.297	511790.933
102	296820.364	512491.369
103	296863.663	512552.786
104	296778.846	512988.728
105	296804.838	513090.432
106	296804.931	513254.334
107	296864.150	513360.752
108	297201.107	513557.638
109	297288.147	513607.267
110	297268.726	513646.913
111	297235.714	513714.302
112	296738.546	513490.761
113	296726.696	513647.858
114	296698.590	514020.461
115	296699.032	514033.118
116	296397.299	514063.668
117	296518.360	514063.613
118	296584.289	513986.142
119	296642.784	513789.245
120	296660.881	513642.922
121	296694.776	513193.580
122	296755.003	511496.904
124	296858.873	512638.305
125	296792.562	512632.104
200	296699.032	514033.118
201	296733.135	514490.403
202	297443.810	515312.417
203	297709.896	515640.545
204	297754.282	515695.015
205	297833.439	515791.634
206	298776.436	516215.191
207	299026.944	516235.717
208	299262.236	516222.779
209	299253.838	516439.555
210	299124.494	516438.127
211	299030.227	516479.549
212	298906.078	516477.165
213	298700.532	516414.466
214	298032.365	516472.961
215	297987.035	516597.522
217	298001.781	516654.569
218	297436.482	516661.510
219	297160.237	516772.718
220	296715.146	516782.478
221	296652.109	516847.865
222	296636.709	516918.186
223	296629.722	517105.515
224	296612.644	517104.663
225	296546.720	517101.373
226	296530.432	517100.560
227	296543.174	516850.561
228	296512.839	516765.251
229	296388.472	516766.975
230	296388.472	516700.969
231	296511.924	516699.257
232	296562.528	516640.593
233	296578.725	516264.505
234	296618.603	516089.689
235	296644.102	515833.558
236	296585.107	515772.997
237	296587.825	515703.050
238	296645.201	515667.723
239	296662.598	515552.546

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
240	296632.248	515275.799
241	296599.055	515106.280
242	296505.068	514860.940
243	296505.068	514555.487
245	296130.136	514121.478
246	297724.247	515906.662
247	297934.260	516097.845
248	298103.842	516222.348
249	298133.300	516318.956
250	297946.956	516350.275
251	297861.585	516298.902
252	296941.729	515113.522
253	297058.756	515271.960
254	297440.023	516065.058
255	297536.889	516372.617
256	297504.409	516465.577
257	297269.971	516530.137
258	296823.717	516669.035
259	296709.250	516670.441
260	296658.913	516618.254
261	296723.507	515990.750
262	296763.072	515606.972
263	296764.873	515306.863
264	296772.834	515226.905
265	296789.887	515157.714
266	296922.716	515119.043
267	296704.690	514195.029
300	298001.781	516654.569
301	298078.679	516952.053
302	298087.569	517059.258
303	298246.423	517899.423
304	298298.907	517998.637
305	298442.622	518418.649
306	298470.323	518603.782
307	298598.794	518841.501
308	298863.972	519092.131
309	299152.166	519316.166
310	299161.481	519321.551
311	299150.130	519681.362
312	299077.057	519638.724
313	298965.509	519621.999
314	298768.854	519520.852
315	298305.586	519019.660
316	297973.495	518350.780
317	297874.125	517961.534
318	297736.629	517117.805
319	297628.222	516659.156
400	299161.481	519321.551
401	299467.961	519498.709
402	299916.249	519558.298
403	300279.525	519514.401
404	300366.644	519431.948
405	300708.799	519490.620
406	300790.589	519517.900
407	301063.051	519473.395
408	301754.183	519584.972
409	301740.215	519984.220
410	301592.153	519985.456
411	301151.631	520077.852
412	300857.162	520102.868
413	300711.959	520129.535
414	300351.831	520131.791
415	299934.765	520115.855

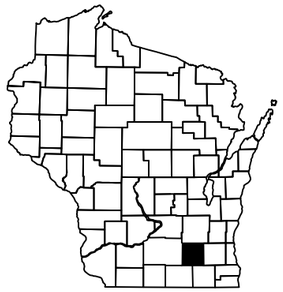
R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
416	299339.296	519791.741
417	299187.977	519927.414
418	299143.918	519878.274
419	299592.638	519387.348
420	299680.205	519397.437
421	299724.171	519446.661
422	299640.535	519521.649
423	299934.524	520093.468
424	301076.306	520084.251
425	300857.169	520133.308
500	301835.394	519549.796
501	302303.486	519549.944
502	302364.351	519580.128
503	303121.481	519568.278
504	303187.520	519568.278
505	304446.618	519610.214
506	304434.937	519946.821
507	303174.000	519966.735
508	303107.183	519989.696
509	302298.742	519952.715
510	302280.556	519953.078
511	304327.431	519609.225
512	304332.245	519948.443
513	303540.141	519602.689
514	302185.211	520076.670
515	301816.817	520081.899
600	304446.618	519610.214
601	304835.138	519613.439
602	305212.774	519723.783
603	305905.312	519926.141
604	306259.040	520029.500
605	306714.455	520023.650
606	307045.771	520019.393
607	307066.747	520547.448
608	307033.327	520546.992
609	307034.535	520514.225
610	307027.527	520514.318
611	305874.718	520529.487
612	305935.986	520358.252
613	305779.356	520306.368
614	305094.896	520079.638
615	304983.765	520042.825
616	304975.077	519960.984
617	304905.290	519940.738
618	304434.937	519946.821
700	307121.877	520126.498
701	307422.118	520150.705
702	307426.337	520037.531
703	307621.859	520094.786
704	309174.127	520089.800
705	309721.011	520073.798
706	309702.138	520558.796
707	309243.835	520616.084
708	309243.200	520709.770
709	309159.431	520709.826
710	308878.975	520573.270
711	308878.111	520596.249
712	308513.852	520569.219
713	308513.927	520567.220
714	307066.747	520547.448
715	309679.361	520088.178

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
800	309721.011	520073.798
801	310177.671	519916.141
802	310493.156	519773.849
803	312121.482	518886.800
805	311062.950	519418.717
806	311070.683	519230.396
807	311071.021	519222.164
808	311085.677	518872.183
809	312325.155	518831.352
810	312377.791	518698.243
811	312348.320	519378.238
812	312239.712	519238.548
813	312037.474	519235.712
814	311555.085	519547.766
815	311337.524	519636.850
816	311049.142	519754.934
817	311042.408	519918.906
818	311300.927	519957.586
819	311479.155	520016.048
820	311661.482	520154.400
821	311891.391	520342.521
822	312220.101	520487.653
823	312301.337	520462.276
824	312327.771	520614.888
825	312026.809	520611.398
826	312027.191	520578.417
827	311604.744	520573.519
828	311564.790	520203.859
829	311251.214	520099.904
830	311021.298	520067.235
831	310839.755	520104.801
832	310746.433	520159.619
833	310255.099	520448.232
834	309825.947	520543.319
835	309702.138	520558.796
836	311681.014	520434.945
837	311741.124	520375.490
900	312443.723	518701.105
901	312537.098	518825.403
902	312943.313	518847.027
903	315048.736	518927.598
904	315032.717	519269.136
905	314701.459	519266.191
906	313780.109	519161.354
907	312931.388	519153.809
908	312520.285	519134.631
909	312422.232	519196.966
910	312369.556	520458.678
911	312512.123	520533.802
912	312998.740	520553.930
913	312998.717	520555.768
914	312991.957	520621.707
915	312368.061	520615.354
916	312327.771	520614.888
1000	315048.736	518927.598
1001	317412.981	519018.073
1002	317688.183	519046.884
1003	317674.191	519328.793
1004	317285.081	519305.681
1005	316898.678	519368.820
1006	315445.179	519272.803
1007	315032.717	519269.136

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
1100	317688.183	519046.884
1101	318309.469	519095.915
1102	318537.523	519021.716
1103	318827.304	519032.980
1104	319275.644	519084.432
1105	319766.453	518944.389
1106	320015.015	518909.017
1107	320130.631	518802.617
1109	320006.567	518526.073
1110	319964.023	518449.355
1111	319870.524	518280.750
1112	319793.153	517883.163
1113	319975.072	518142.526
1114	320030.996	518255.555
1115	320356.618	518633.245
1116	320181.341	520731.486
1117	320247.210	519952.806
1118	320260.525	519722.651
1119	320232.921	519688.068
1120	319297.062	519434.528
1121	318997.599	519414.882
1122	318297.739	519397.687
1123	317899.595	519342.181
1124	317674.191	519328.793
1125	319641.866	519575.026
1126	320151.473	520696.043
1127	320212.433	519951.675
1200	320356.618	518633.245
1201	320520.484	518710.027
1202	321024.170	518877.079
1203	321253.744	518901.416
1204	321364.237	518817.881
1205	321414.634	518726.110
1206	321002.577	518441.075
1207	321036.711	518391.731
1208	320688.650	518150.960
1209	320394.286	517954.077
1210	320402.560	517804.902
1211	320762.594	518044.037
1212	321266.925	518392.909
1213	321295.370	518351.789
1214	322044.580	518870.043
1215	322210.343	518979.959
1216	322209.834	519038.837
1217	322621.353	519274.676
1218	322978.022	519300.238
1219	322952.450	519730.873
1220	322561.197	519602.228
1221	322486.006	519628.924
1222	322442.615	519618.000
1223	322415.367	519563.890
1224	322286.173	519529.925
1225	321890.047	519547.007
1226	321558.907	519540.875
1227	321344.629	519536.907
1228	320806.686	519730.871
1229	320409.470	519735.819
1230	320306.994	520627.215
1231	320290.618	520626.016
1232	322841.359	519688.897
1233	322846.940	519676.176
1234	322735.974	519648.177

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
1300	322978.022	519300.238
1301	323140.973	519311.916
1302	323605.663	519454.389
1303	323918.605	519524.831
1304	324041.406	519552.473
1305	324402.713	519633.802
1306	324677.957	519677.816
1307	324935.437	519750.611
1308	325378.198	519810.733
1309	325584.188	519903.675
1310	325589.337	519904.551
1311	325575.580	520146.044
1312	325472.728	520131.179
1313	325375.189	520107.027
1314	324880.538	520035.220
1315	324779.959	520030.862
1316	324258.568	519958.653
1317	323955.608	519898.945
1318	323833.132	519869.993
1319	323747.561	519848.086
1320	323365.323	519780.940
1321	323257.984	519780.918
1322	322985.595	519743.396
1323	322952.450	519730.873
1324	324936.620	519714.942
1400	325589.337	519904.551
1401	325787.805	519938.342
1402	325937.855	519949.512
1403	326514.720	519992.107
1404	326744.609	520080.290
1405	326910.597	520101.527
1406	326896.710	520363.324
1407	326782.375	520330.674
1408	326776.261	520372.228
1409	326553.689	520338.723
1410	326556.737	520288.617
1411	326363.650	520259.370
1412	326274.063	520253.496
1413	326163.703	520246.261
1414	325833.135	520224.410
1415	325577.399	520146.307
1416	325575.580	520146.044
1417	326152.621	519989.651
1418	326311.245	519991.505

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
1500	328636.210	522252.910
1501	328631.456	521217.903
1502	328477.340	521083.978
1503	328080.681	520788.348
1504	327740.832	520602.469
1505	326939.970	520375.677
1506	326896.710	520363.324
1507	326910.597	520101.527
1508	326975.984	520109.894
1509	327046.019	520118.854
1510	327269.552	520092.615
1511	327515.213	520130.458
1512	327881.781	520329.042
1513	327920.986	520363.112
1514	328018.049	520417.817
1515	328067.370	520424.080
1516	328313.462	520583.655
1517	328407.809	520665.332
1518	328504.429	520744.794
1519	328584.402	520801.905
1520	328621.405	520805.789
1521	328621.011	520655.784
1522	328125.487	520418.302
1523	328152.756	520442.622
1524	328164.678	520472.661
1600	298094.532	514018.220
1601	298063.771	514086.621
1602	297235.714	513714.302
1603	297268.726	513646.913
1604	297288.147	513607.267
1605	297455.807	513702.862
1606	297917.718	513907.779
1607	297997.349	513974.523



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT 1390-04-28
JANESVILLE - FORT ATKINSON ROAD
(SCL - S FORT INTERCHANGE)
STH 26
JEFFERSON COUNTY

CONVENTIONAL SIGNS AND ABBREVIATIONS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TE AND OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT (HIGHWAY, PERMANENT LIMITED OR RESTRICTED DEVELOPMENT) AREAS
TRANSMISSION STRUCTURES (LINE OPTIONAL)
BUILDING

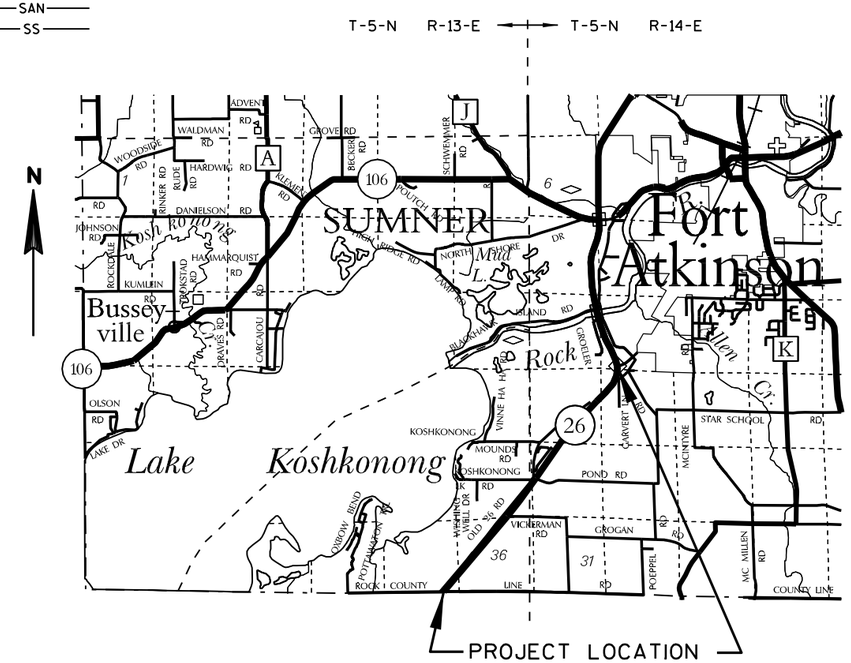
SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE - (COMMUNICATIONS, ELECTRIC)
COMPENSABLE / NON-COMPENSABLE
NO ACCESS (BY PARCEL ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)
BRIDGE
PARCEL NUMBER (102)
UTILITY PARCEL NUMBER (92)

R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN

ACCESS POINT	AP	POINT OF CURVATURE	PC
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC.	POINT OF REVERSE CURVATURE	PRC
AGRICULTURAL	AG	PRIVATE DRIVEWAY	P.D.
AHEAD	AH	POINT ON TANGENT	POT
ALUMINUM	ALUM.	PROPERTY LINE	P.L.
AND OTHERS	ET.AL.	RECORDED AS	(100')
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM.
CENTERLINE	C/L	RIGHT	RT.
CERTIFIED SURVEY MAP	C.S.M.	RIGHT OF WAY	R/W
CONCRETE	CONC.	SECTION	SEC.
CORNER	COR.	SEPTIC VENT	SEPV.
COUNTY	CO.	SQUARE FEET	S.F.
COUNTY TRUNK HIGHWAY	CTH	STATE TRUNK HIGHWAY	STH
DISTANCE	DIST.	STATION	STA.
DOCUMENT NUMBER	DOC.	SUBDIVISION	SUBD
EASEMENT	EASE	TANGENT	TAN.
EXISTING	EX.	TELEPHONE PEDESTAL	T.P.
GAS VALVE	G.V.	TEMPORARY LIMITED EASEMENT	T.L.E.
GRID NORTH	GN	TRANSPORTATION PROJECT PLAT	TPP
HIGHWAY EASEMENT	H.E.	UNITED STATES HIGHWAY	USH
IDENTIFICATION	ID.	VOLUME	V.
LAND CONTRACT	LC		
LEFT	LT.	CURVE DATA	
MONUMENT	MON.	LONG CHORD	L.C.
NUMBER	NO.	LONG CHORD BEARING	L.C.B.
OUTLOT	O.L.	RADIUS	R.
PAGE	P.	DEGREE OF CURVE	D.
PART OF	PT.	CENTRAL ANGLE OR DELTA	Δ.
PERMANENT LIMITED EASEMENT	P.L.E.	LENGTH OF CURVE	L.
POINT OF BEGINNING	P.O.B.	TANGENT	T.
POINT OF COMPOUND CURVE	PCC	DIRECTION AHEAD	DA.
		DIRECTION BACK	DB.

CONVENTIONAL UTILITY SYMBOLS

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



LAYOUT SCALE

0 1 2 4

MILES

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1390-04-28.

NOTES:

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECTS, 1393-02-21, 1390-02-21, 1391-02-21 & 428B.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS, 1393-02-21 & 1390-02-21.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

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

A PERMANENT LIMITED EASEMENT (P.L.E.) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS TO DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (H.E.), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

ACCESS TO BE CONSTRUCTED WITHIN THE LOCATION SPECIFIED, THE LOCATION SHOWN IS THE CENTER POINT OF THE DEFINED WIDTH, AND NOT NECESSARILY THE WIDTH OF THE PHYSICAL DRIVEWAY.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, JEFFERSON COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

TPP NUMBER 1390-04-28 - 4.01
SHEET 2 OF 2

FILE NAME : r:\Support\CADDS\Projects\D1_13900428\040400.DGN PLOT DATE : 17-JUL-2012 09:49 PLOT BY : DOTJ3J PLOT NAME : PLOT SCALE : 199.999600:1.000000
WISDOT/CADDS SHEET 70

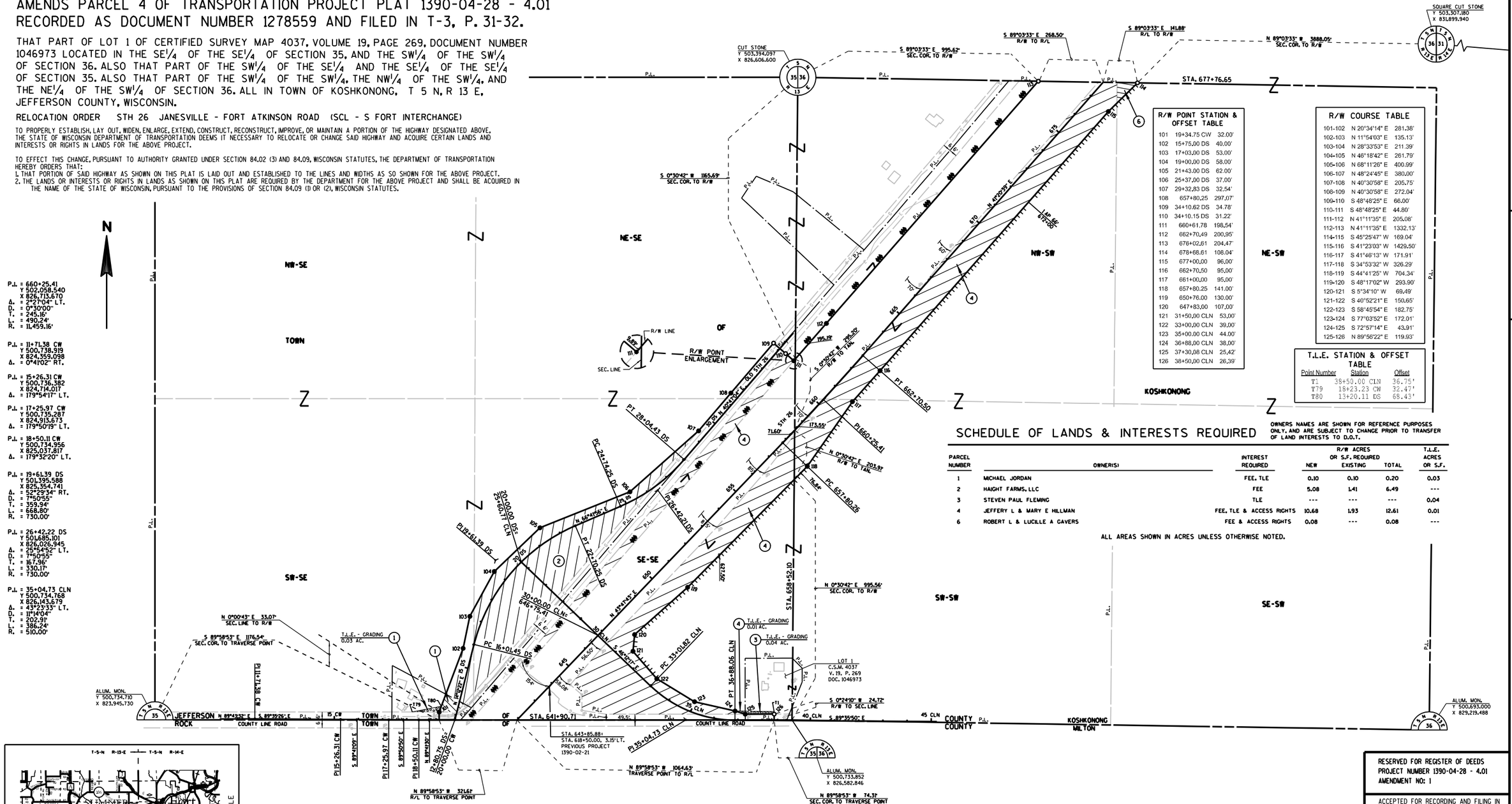
TRANSPORTATION PROJECT PLAT NO: 1390-04-28 - 4.01 AMENDMENT NO. 1
AMENDS PARCEL 4 OF TRANSPORTATION PROJECT PLAT 1390-04-28 - 4.01 RECORDED AS DOCUMENT NUMBER 1278559 AND FILED IN T-3, P. 31-32.

THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 4037, VOLUME 19, PAGE 269, DOCUMENT NUMBER 1046973 LOCATED IN THE SE¼ OF THE SE¼ OF SECTION 35, AND THE SW¼ OF THE SW¼ OF SECTION 36. ALSO THAT PART OF THE SW¼ OF THE SE¼ AND THE SE¼ OF THE SE¼ OF SECTION 35. ALSO THAT PART OF THE SW¼ OF THE SW¼, THE NW¼ OF THE SW¼, AND THE NE¼ OF THE SW¼ OF SECTION 36. ALL IN TOWN OF KOSHKONONG, T 5 N, R 13 E, JEFFERSON COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 JANESVILLE - FORT ATKINSON ROAD (SCL - S FORT INTERCHANGE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

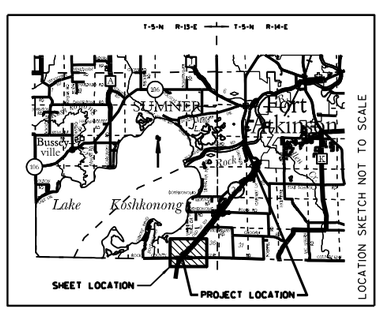


SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	R/W ACRES OR S.F. REQUIRED EXISTING	R/W ACRES OR S.F. REQUIRED TOTAL	T.L.E. ACRES OR S.F.
1	MICHAEL JORDAN	FEE, TLE	0.10	0.10	0.20	0.03
2	HAIGHT FARMS, LLC	FEE	5.08	1.41	6.49	---
3	STEVEN PAUL FLEMING	TLE	---	---	---	0.04
4	JEFFERY L & MARY E HILLMAN	FEE, TLE & ACCESS RIGHTS	10.68	1.93	12.61	0.01
6	ROBERT L & LUCILLE A GAVERS	FEE & ACCESS RIGHTS	0.08	---	0.08	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.



EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECTS, 1390-02-21, 1391-02-21 & 428B.
EXISTING HIGHWAY RIGHT-OF-WAY FOR COUNTY LINE ROAD ESTABLISHED FROM C.S.M. 4037.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECT 1390-02-21.

ACCESS TO BE CONSTRUCTED WITHIN THE LOCATION SPECIFIED. THE LOCATION SHOWN IS THE CENTER POINT OF THE DEFINED WIDTH, AND NOT NECESSARILY THE WIDTH OF THE PHYSICAL DRIVEWAY.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, JEFFERSON COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN JEFFERSON COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1278559 AND FILED IN T-3 P. 31-32, JEFFERSON COUNTY.

SCALE, FEET
0 200 400

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 03/14/11 DATE

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

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 3/15/11 DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-28 - 4.01
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN JEFFERSON COUNTY, WISCONSIN AT 9:40 AM ON March 18, 2011 AS DOCUMENT # 1292190 AND FILED IN T-3 P. 48

STACIE M. HOFFMAN
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : r:\Support\CADDS\Projects\D1_13900428\040401A1.DGN
APPRAISAL PLAT DATE : MARCH 14, 2011
PLOT DATE : 17-JUL-2012 09:49 PLOT BY : DOTJ3J PLOT NAME : PLOT SCALE : 400.000000:1.000000

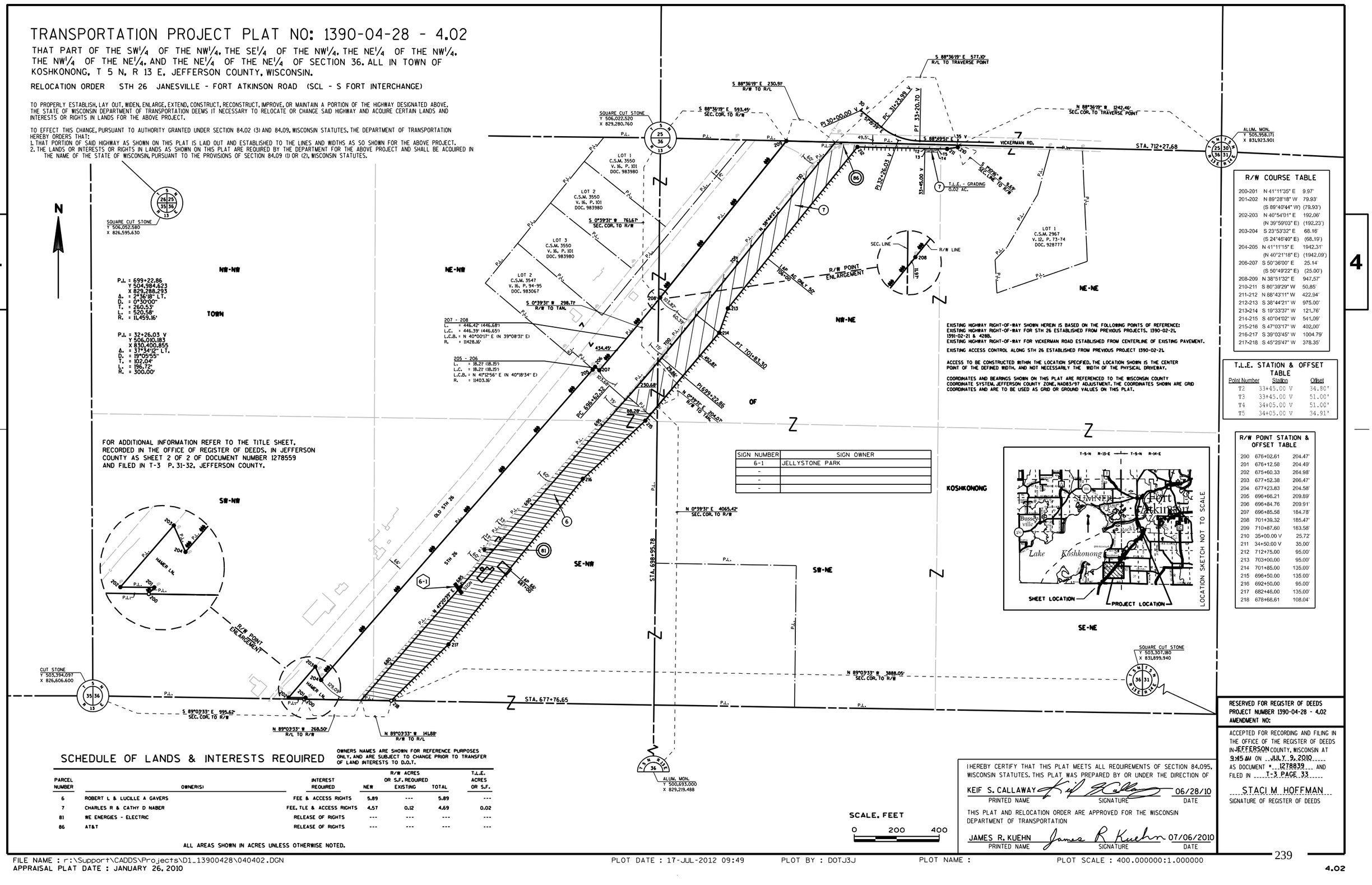
TRANSPORTATION PROJECT PLAT NO: 1390-04-28 - 4.02

THAT PART OF THE SW¼ OF THE NW¼, THE SE¼ OF THE NW¼, THE NE¼ OF THE NW¼, THE NW¼ OF THE NE¼, AND THE NE¼ OF THE NE¼ OF SECTION 36, ALL IN TOWN OF KOSHKONONG, T 5 N, R 13 E, JEFFERSON COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 JANESVILLE - FORT ATKINSON ROAD (SCL - S FORT INTERCHANGE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



SIGN NUMBER	SIGN OWNER
6-1	JELLYSTONE PARK
-	
-	
-	

KOSHKONONG

LOCATION SKETCH NOT TO SCALE

R/W COURSE TABLE

200-201	N 41°11'35" E	9.97'
201-202	N 89°28'18" W	79.93'
	(S 89°40'44" W)	(79.93')
202-203	N 40°54'01" E	192.06'
	(N 39°59'03" E)	(192.23')
203-204	S 23°53'32" E	68.16'
	(S 24°46'40" E)	(68.19')
204-205	N 41°11'15" E	1942.31'
	(N 40°21'18" E)	(1942.09')
206-207	S 50°36'00" E	25.14'
	(S 50°49'22" E)	(25.00')
208-209	N 38°51'32" E	947.57'
210-211	S 80°39'29" W	50.85'
211-212	N 88°43'11" W	422.94'
212-213	S 38°44'21" W	975.00'
213-214	S 19°33'37" W	121.76'
214-215	S 40°04'02" W	541.09'
215-216	S 47°03'17" W	402.00'
216-217	S 39°03'45" W	1004.79'
217-218	S 45°25'47" W	378.35'

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T2	33+45.00 V	34.80'
T3	33+45.00 V	51.00'
T4	34+05.00 V	51.00'
T5	34+05.00 V	34.91'

R/W POINT STATION & OFFSET TABLE

200	676+02.61	204.47'
201	676+12.58	204.49'
202	675+60.33	264.98'
203	677+52.38	266.47'
204	677+23.83	204.58'
205	696+66.21	209.89'
206	696+84.76	209.91'
207	696+85.58	184.78'
208	701+39.32	185.47'
209	710+87.60	183.58'
210	35+00.00 V	25.72'
211	34+50.00 V	35.00'
212	712+75.00	95.00'
213	703+00.00	95.00'
214	701+85.00	135.00'
215	696+50.00	135.00'
216	692+50.00	95.00'
217	682+46.00	135.00'
218	678+68.61	108.04'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES OR S.F.
6	ROBERT L & LUCILLE A GAVERS	FEE & ACCESS RIGHTS	5.89	---	5.89	---
7	CHARLES R & CATHY D NABER	FEE, TLE & ACCESS RIGHTS	4.57	0.12	4.69	0.02
81	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS	---	---	---	---
86	AT&T	RELEASE OF RIGHTS	---	---	---	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

SCALE, FEET
0 200 400

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 06/28/10 DATE

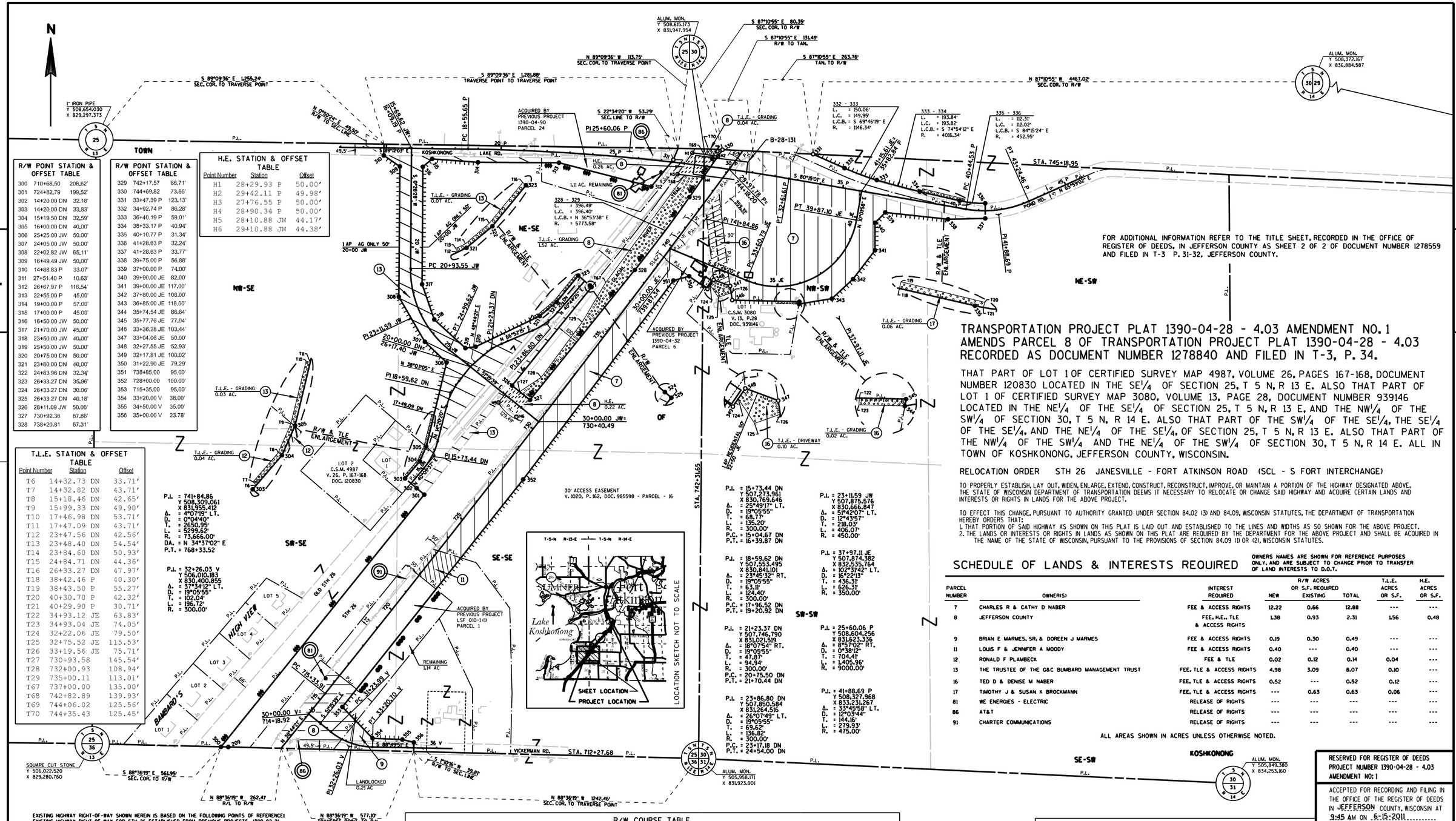
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 07/06/2010 DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-28 - 4.02
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN JEFFERSON COUNTY, WISCONSIN AT 9:45 AM ON JULY 9, 2010 AS DOCUMENT # 1278839 AND FILED IN T-3 PAGE 33

STACI M HOFFMAN
SIGNATURE OF REGISTER OF DEEDS



R/W POINT STATION & OFFSET TABLE		
300	710+68.50	208.62'
301	724+82.79	199.52'
302	14+20.00 DN	32.18'
303	14+20.00 DN	33.83'
304	15+19.50 DN	32.59'
305	16+00.00 DN	40.00'
306	25+25.00 JW	50.00'
307	24+05.00 JW	50.00'
308	22+02.82 JW	65.11'
309	16+49.49 JW	50.00'
310	14+88.83 P	33.07'
311	27+51.40 P	10.63'
312	26+67.97 P	116.54'
313	22+55.00 P	45.00'
314	19+00.00 P	57.00'
315	17+00.00 P	45.00'
316	16+50.00 JW	50.00'
317	21+70.00 JW	45.00'
318	23+50.00 JW	40.00'
319	25+50.00 JW	50.00'
320	20+75.00 DN	50.00'
321	23+80.00 DN	40.00'
322	24+83.96 DN	32.34'
323	26+33.27 DN	35.96'
324	26+33.27 DN	30.06'
325	26+33.27 DN	40.18'
326	28+11.09 JW	50.00'
327	730+92.36	87.86'
328	738+20.81	67.31'

R/W POINT STATION & OFFSET TABLE		
329	742+17.57	66.71'
330	744+69.82	73.86'
331	33+47.39 P	123.13'
332	34+92.74 P	86.28'
333	36+40.19 P	59.01'
334	38+33.17 P	40.94'
335	40+10.77 P	31.34'
336	41+28.63 P	32.24'
337	41+28.63 P	33.77'
338	39+75.00 P	56.88'
339	37+00.00 P	74.00'
340	39+90.00 JE	82.00'
341	39+00.00 JE	117.00'
342	37+80.00 JE	108.00'
343	36+85.00 JE	118.00'
344	35+74.54 JE	86.64'
345	35+77.76 JE	77.04'
346	33+36.28 JE	103.44'
347	33+04.06 JE	50.00'
348	32+27.55 JE	52.93'
349	32+17.81 JE	100.02'
350	31+22.90 JE	79.29'
351	738+85.00	95.00'
352	728+00.00	100.00'
353	715+35.00	95.00'
354	33+20.00 V	38.00'
355	34+50.00 V	35.00'
356	35+00.00 V	23.78'

H.E. STATION & OFFSET TABLE		
Point Number	Station	Offset
H1	28+29.93 P	50.00'
H2	29+42.11 P	49.98'
H3	27+76.55 P	50.00'
H4	28+90.34 P	50.00'
H5	28+10.88 JW	44.17'
H6	29+10.88 JW	44.38'

T.L.E. STATION & OFFSET TABLE		
Point Number	Station	Offset
T6	14+32.73 DN	33.71'
T7	14+32.82 DN	43.71'
T8	15+18.46 DN	42.65'
T9	15+99.33 DN	49.90'
T10	17+46.98 DN	53.71'
T11	17+47.09 DN	43.71'
T12	23+47.56 DN	42.56'
T13	23+48.40 DN	54.54'
T14	23+84.60 DN	50.93'
T15	24+84.71 DN	44.36'
T16	26+33.27 DN	47.97'
T18	38+42.46 P	40.30'
T19	38+43.50 P	55.27'
T20	40+30.70 P	42.32'
T21	40+29.90 P	30.71'
T22	34+93.12 JE	63.83'
T23	34+93.04 JE	74.05'
T24	32+22.06 JE	79.50'
T25	32+75.52 JE	115.53'
T26	33+19.56 JE	75.71'
T27	730+93.58	145.54'
T28	732+00.93	108.94'
T29	735+00.11	113.01'
T67	737+00.00	135.00'
T68	742+82.89	139.93'
T69	744+06.02	125.56'
T70	744+35.43	125.45'

P.I. = 741+84.86
Y 508,309.061
X 831,955.412
Δ. = 4°07'19" LT.
D. = 0°04'40"
T. = 2650.95'
L. = 5299.62'
R. = 73,666.00'
DA. = N 34°37'02" E
P.T. = 768+33.52

P.I. = 32+26.03 V
Y 506,010.183
X 830,400.855
Δ. = 37°34'12" LT.
D. = 19°05'55"
T. = 102.04'
L. = 196.72'
R. = 300.00'

P.I. = 15+73.44 DN
Y 507,273.961
X 830,769.646
Δ. = 25°49'17" LT.
D. = 19°05'55"
T. = 68.77'
L. = 135.20'
R. = 300.00'
P.C. = 15+04.67 DN
P.T. = 16+39.87 DN

P.I. = 18+59.62 DN
Y 507,553.495
X 830,841.101
Δ. = 23°45'32" RT.
D. = 19°05'55"
T. = 63.11'
L. = 124.40'
R. = 300.00'
P.C. = 17+96.52 DN
P.T. = 19+20.92 DN

P.I. = 21+23.37 DN
Y 507,746.790
X 831,021.519
Δ. = 18°07'54" RT.
D. = 19°05'55"
T. = 47.87'
L. = 94.94'
R. = 300.00'
P.C. = 20+75.50 DN
P.T. = 21+70.44 DN

P.I. = 23+86.80 DN
Y 507,850.584
X 831,264.516
Δ. = 26°07'49" LT.
D. = 19°05'55"
T. = 69.62'
L. = 136.82'
R. = 300.00'
P.C. = 23+17.18 DN
P.T. = 24+54.00 DN

P.I. = 23+11.59 JW
Y 507,875.676
X 830,666.847
Δ. = 51°42'07" LT.
D. = 12°43'57"
T. = 218.03'
L. = 406.07'
R. = 450.00'

P.I. = 37+97.11 JE
Y 507,874.382
X 832,535.764
Δ. = 102°31'42" LT.
D. = 16°22'13"
T. = 436.31'
L. = 626.31'
R. = 350.00'

P.I. = 25+60.06 P
Y 508,604.256
X 831,623.336
Δ. = 8°57'02" RT.
D. = 0°38'12"
T. = 704.41'
L. = 1,405.96'
R. = 9000.00'

P.I. = 41+88.69 P
Y 508,327.968
X 833,231.267
Δ. = 33°45'58" LT.
D. = 12°03'44"
T. = 144.16'
L. = 279.93'
R. = 475.00'

R/W COURSE TABLE											
300-301	N 38°51'40" E	1411.70'	311-312	S 39°20'57" W	151.83'	321-322	N 50°10'42" E	94.73'	336-337	S 0°23'44" E	66.01'	346-347	N 8°31'24" W	62.41'
301-302	N 49°50'23" W	43.19'	312-313	N 75°25'50" W	415.43'	322-323	N 39°20'56" E	149.35'	337-338	S 88°42'11" W	162.14'	347-348	N 69°38'21" W	76.56'
302-303	N 49°50'23" W	66.00'	313-314	N 89°44'07" W	353.17'	323-324	S 49°15'34" E	66.02'	338-339	N 83°48'45" W	275.53'	348-349	S 34°15'07" W	48.09'
303-304	N 40°41'44" E	97.89'	314-315	N 85°43'53" W	200.09'	324-325	S 49°15'34" E	10.13'	339-340	S 44°16'34" W	63.14'	349-350	N 55°06'58" W	97.14'
304-305	N 23°41'40" E	70.93'	315-316	S 49°46'36" W	53.42'	325-326	S 38°51'40" W	551.84'	340-341	S 0°07'03" W	119.71'	350-351	S 74°51'19" W	70.99'
305-306	N 13°32'10" E	377.05'	316-317	S 0°20'54" W	512.03'	326-327	S 51°15'39" E	100.00'	341-342	S 37°19'49" W	158.04'	351-352	S 37°04'08" W	1086.44'
306-307	N 46°24'33" W	130.21'	317-318	S 19°01'05" E	161.99'	327-328	N 38°51'40" E	727.97'	342-343	S 47°11'24" W	125.68'	352-353	S 38°28'21" W	1266.67'
307-308	N 30°04'11" W	226.61'	318-319	S 47°23'34" E	184.62'	329-330	N 34°55'35" E	252.11'	343-344	S 80°49'14" W	145.50'	353-354	S 43°57'36" E	189.79'
308-309	N 0°26'28" E	567.91'	319-320	N 82°31'04" E	45.07'	331-332	S 66°01'20" E	149.94'	344-345	N 9°48'38" E	10.38'	354-355	S 87°30'27" E	129.95'
309-310	N 55°34'47" W	85.09'	320-321	N 64°25'54" E	310.47'	334-335	S 77°09'15" E	177.86'	345-346	N 88°39'35" W	292.44'	355-356	S 76°10'45" E	51.24'

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECTS, 1390-02-21, 1391-02-21, 4288, 1010-11(8), AUX. 4.1 AND LSF 010-1(1).
EXISTING HIGHWAY RIGHT-OF-WAY FOR VICKERMAN ROAD & POND ROAD ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENT.
EXISTING HIGHWAY RIGHT-OF-WAY FOR OLD STH 26 ESTABLISHED FROM BAMBARD'S HIGH VIEW SUB-DIVISION, C.S.M. 4987.
EXISTING HIGHWAY RIGHT-OF-WAY FOR KOSHKONONG LAKE ROAD ESTABLISHED FROM C.S.M. 1778, C.S.M. 2948, C.S.M. 3145, C.S.M. 2849 & INDIAN HEIGHTS SUBDIVISION.
EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECT 1390-02-21.
ACCESS TO BE CONSTRUCTED WITHIN THE LOCATION SPECIFIED, THE LOCATION SHOWN IS THE CENTER POINT OF THE DEFINED WIDTH, AND NOT NECESSARILY THE WIDTH OF THE PHYSICAL DRIVEWAY.
COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, JEFFERSON COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

SCALE. FEET
0 200 400

TRANSPORTATION PROJECT PLAT 1390-04-28 - 4.03 AMENDMENT NO. 1 AMENDS PARCEL 8 OF TRANSPORTATION PROJECT PLAT 1390-04-28 - 4.03 RECORDED AS DOCUMENT NUMBER 1278840 AND FILED IN T-3, P. 34.

THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 4987, VOLUME 26, PAGES 167-168, DOCUMENT NUMBER 120830 LOCATED IN THE SE¼ OF SECTION 25, T 5 N, R 13 E. ALSO THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 3080, VOLUME 13, PAGE 28, DOCUMENT NUMBER 939146 LOCATED IN THE NE¼ OF THE SE¼ OF SECTION 25, T 5 N, R 13 E, AND THE NW¼ OF THE SW¼ OF SECTION 30, T 5 N, R 14 E. ALSO THAT PART OF THE SW¼ OF THE SE¼, THE SE¼ OF THE SE¼, AND THE NE¼ OF THE SE¼, OF SECTION 25, T 5 N, R 13 E. ALSO THAT PART OF THE NW¼ OF THE SW¼ AND THE NE¼ OF THE SW¼ OF SECTION 30, T 5 N, R 14 E. ALL IN TOWN OF KOSHKONONG, JEFFERSON COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 JANESVILLE - FORT ATKINSON ROAD (SCL - S FORT INTERCHANGE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	R/W ACRES OR S.F. REQUIRED EXISTING	R/W ACRES OR S.F. REQUIRED TOTAL	T.L.E. ACRES OR S.F.	H.E. ACRES OR S.F.
7	CHARLES R & CATHY D NABER	FEE & ACCESS RIGHTS	12.22	0.66	12.88	---	---
8	JEFFERSON COUNTY	FEE, H.E., TLE & ACCESS RIGHTS	1.38	0.93	2.31	1.56	0.48
9	BRIAN E MARMES, SR. & DOREEN J MARMES	FEE & ACCESS RIGHTS	0.19	0.30	0.49	---	---
11	LOUIS F & JENNIFER A MOODY	FEE & ACCESS RIGHTS	0.40	---	0.40	---	---
12	RONALD F PLAMBECK	FEE & TLE	0.02	0.12	0.14	0.04	---
13	THE TRUSTEE OF THE G&C BUMBARD MANAGEMENT TRUST	FEE, TLE & ACCESS RIGHTS	4.98	3.09	8.07	0.10	---
16	TED D & DENISE M NABER	FEE, TLE & ACCESS RIGHTS	0.52	---	0.52	0.12	---
17	TIMOTHY J & SUSAN K BROCKMANN	FEE, TLE & ACCESS RIGHTS	---	0.63	0.63	0.06	---
81	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS	---	---	---	---	---
86	AT&T	RELEASE OF RIGHTS	---	---	---	---	---
91	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS	---	---	---	---	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-28 - 4.03
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN JEFFERSON COUNTY, WISCONSIN AT 9:45 AM ON 6-15-2011 AS DOCUMENT # 1295415 AND FILED IN T-3 PAGE 57

STACI M HOFFMAN
SIGNATURE OF REGISTER OF DEEDS

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 06/9/11 DATE

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

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 6/10/11 DATE

TRANSPORTATION PROJECT PLAT NO: 1390-04-28 - 4.04 AMENDMENT NO.1
AMENDS PARCELS 17, 27 & 28 OF TRANSPORTATION PROJECT PLAT 1390-04-28 - 4.04 RECORDED AS DOCUMENT NUMBER 1278841 AND FILED IN T-3, PAGE 35.

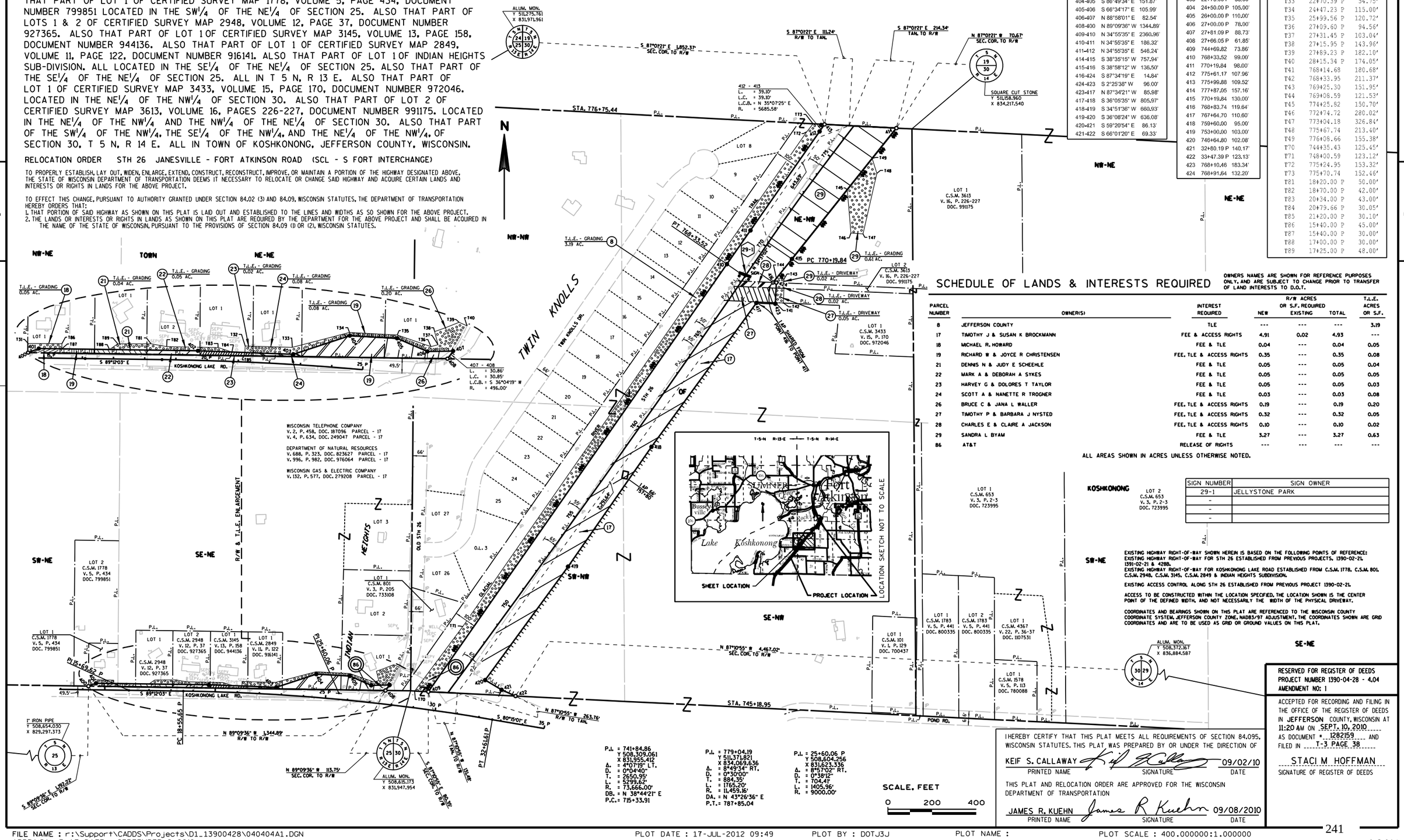
THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 1778, VOLUME 5, PAGE 434, DOCUMENT NUMBER 799851 LOCATED IN THE SW¼ OF THE NE¼ OF SECTION 25. ALSO THAT PART OF LOTS 1 & 2 OF CERTIFIED SURVEY MAP 2948, VOLUME 12, PAGE 37, DOCUMENT NUMBER 927365. ALSO THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 3145, VOLUME 13, PAGE 158, DOCUMENT NUMBER 944136. ALSO THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 2849, VOLUME 11, PAGE 122, DOCUMENT NUMBER 916141. ALSO THAT PART OF LOT 1 OF INDIAN HEIGHTS SUB-DIVISION. ALL LOCATED IN THE SE¼ OF THE NE¼ OF SECTION 25. ALSO THAT PART OF THE SE¼ OF THE NE¼ OF SECTION 25. ALL IN T 5 N, R 13 E. ALSO THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 3433, VOLUME 15, PAGE 170, DOCUMENT NUMBER 972046. LOCATED IN THE NE¼ OF THE NW¼ OF SECTION 30. ALSO THAT PART OF LOT 2 OF CERTIFIED SURVEY MAP 3613, VOLUME 16, PAGES 226-227, DOCUMENT NUMBER 991175. LOCATED IN THE NE¼ OF THE NW¼ AND THE NW¼ OF THE NE¼ OF SECTION 30. ALSO THAT PART OF THE SW¼ OF THE NW¼, THE SE¼ OF THE NW¼, AND THE NE¼ OF THE NW¼, OF SECTION 30, T 5 N, R 14 E. ALL IN TOWN OF KOSHKONONG, JEFFERSON COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 JANESVILLE - FORT ATKINSON ROAD (SCL - S FORT INTERCHANGE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN JEFFERSON COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1278559 AND FILED IN T-3 P. 31-32, JEFFERSON COUNTY.



P.I. = 741+84.86
Y 508,309.061
X 831,955.412
Δ. = 4°07'19" LT.
D. = 0°04'40"
T. = 2650.95'
L. = 5299.62'
R. = 73,666.00'
DB. = N 38°44'21" E
P.C. = 715+33.91

P.I. = 779+04.19
Y 511,371.821
X 834,069.636
Δ. = 8°49'34" RT.
D. = 0°30'00"
T. = 884.35'
L. = 1765.20'
R. = 11,459.16'
DA. = N 43°26'36" E
P.T. = 787+85.04

P.I. = 25+60.06 P
Y 508,604.256
X 831,623.336
Δ. = 8°57'02" RT.
D. = 0°38'12"
T. = 704.41'
L. = 1405.36'
R. = 9000.00'

R/W COURSE TABLE

400-401	N 69°11'50" E	36.73'
401-402	S 89°11'51" E	510.39'
402-403	S 87°55'57" E	306.07'
403-404	N 71°48'59" E	190.47'
404-405	S 86°49'34" E	151.87'
405-406	S 66°34'17" E	105.99'
406-407	N 88°58'01" E	82.54'
408-400	N 89°09'36" W	1344.89'
409-410	N 34°55'35" E	2360.96'
410-411	N 34°55'35" E	186.32'
411-412	N 34°55'35" E	546.24'
414-415	S 38°35'15" W	757.94'
415-416	S 38°58'12" W	136.50'
416-424	S 87°34'19" E	14.84'
424-423	S 2°25'38" W	96.00'
423-417	N 87°34'21" W	85.98'
417-418	S 36°05'35" W	805.97'
418-419	S 34°51'36" W	660.93'
419-420	S 36°08'24" W	636.08'
420-421	S 59°20'54" E	86.13'
421-422	S 66°01'20" E	69.33'

R/W POINT STATION & OFFSET TABLE

400	14+25.85 P	16.48'
401	14+60.00 P	30.00'
402	19+70.00 P	30.70'
403	22+75.00 P	33.00'
404	24+50.00 P	105.00'
405	26+00.00 P	110.00'
406	27+00.00 P	78.00'
407	27+81.09 P	88.73'
408	27+66.05 P	61.85'
409	744+69.82	73.86'
410	768+33.52	99.00'
411	770+19.84	98.00'
412	775+61.17	107.96'
413	775+99.88	109.52'
414	777+87.05	157.16'
415	770+19.84	130.00'
416	768+83.74	119.64'
417	767+64.70	110.60'
418	759+60.00	95.00'
419	753+00.00	103.00'
420	746+64.80	102.08'
421	32+80.19 P	140.17'
422	33+47.39 P	123.13'
423	768+10.46	183.34'
424	768+91.64	132.20'

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T31	14+25.67 P	45.64'
T32	21+20.00 P	51.00'
T33	22+70.39 P	54.75'
T34	24+47.23 P	115.00'
T35	25+99.56 P	120.72'
T36	27+09.60 P	94.56'
T37	27+31.45 P	103.04'
T38	27+15.95 P	143.96'
T39	27+69.23 P	182.10'
T40	28+15.34 P	174.05'
T41	768+14.68	180.68'
T42	768+33.95	211.37'
T43	769+25.30	151.95'
T44	769+08.59	121.53'
T45	774+25.82	150.70'
T46	772+74.72	280.02'
T47	773+04.18	326.84'
T48	775+67.74	213.40'
T49	776+08.66	155.38'
T70	744+35.43	125.45'
T71	748+00.59	123.12'
T72	775+24.95	153.32'
T73	775+70.74	152.46'
T81	18+20.00 P	50.00'
T82	18+70.00 P	42.00'
T83	20+34.00 P	43.00'
T84	20+79.66 P	30.05'
T85	21+20.00 P	30.10'
T86	15+40.00 P	45.00'
T87	15+40.00 P	30.00'
T88	17+00.00 P	30.00'
T89	17+25.00 P	48.00'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES OR S.F.
8	JEFFERSON COUNTY	TLE	---	---	---	3.19
17	TIMOTHY J & SUSAN K BROCKMANN	FEE & ACCESS RIGHTS	4.91	0.02	4.93	---
18	MICHAEL R. HOWARD	FEE & TLE	0.04	---	0.04	0.05
19	RICHARD W & JOYCE R CHRISTENSEN	FEE, TLE & ACCESS RIGHTS	0.35	---	0.35	0.08
21	DENNIS N & JUDY E SCHEEHLE	FEE & TLE	0.05	---	0.05	0.04
22	MARK A & DEBORAH A SYKES	FEE & TLE	0.05	---	0.05	0.05
23	HARVEY G & DOLORES T TAYLOR	FEE & TLE	0.05	---	0.05	0.03
24	SCOTT A & NANETTE R TROGNER	FEE & TLE	0.03	---	0.03	0.08
26	BRUCE C & JANA L WALLER	FEE, TLE & ACCESS RIGHTS	0.19	---	0.19	0.20
27	TIMOTHY P & BARBARA J NYSTED	FEE, TLE & ACCESS RIGHTS	0.32	---	0.32	0.05
28	CHARLES E & CLAIRE A JACKSON	FEE, TLE & ACCESS RIGHTS	0.10	---	0.10	0.02
29	SANDRA L BYAM	FEE & TLE	3.27	---	3.27	0.63
86	AT&T	RELEASE OF RIGHTS	---	---	---	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

SIGN NUMBER	SIGN OWNER
29-1	JELLYSTONE PARK
-	
-	
-	

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECTS, 1390-02-21 1391-02-21 & 4288. EXISTING HIGHWAY RIGHT-OF-WAY FOR KOSHKONONG LAKE ROAD ESTABLISHED FROM C.S.M. 1778, C.S.M. 801, C.S.M. 2948, C.S.M. 3145, C.S.M. 2849 & INDIAN HEIGHTS SUBDIVISION.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECT 1390-02-21.

ACCESS TO BE CONSTRUCTED WITHIN THE LOCATION SPECIFIED. THE LOCATION SHOWN IS THE CENTER POINT OF THE DEFINED WIDTH, AND NOT NECESSARILY THE WIDTH OF THE PHYSICAL DRIVEWAY.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, JEFFERSON COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — 09/02/10
PRINTED NAME — SIGNATURE — DATE

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

JAMES R. KUEHN — 09/08/2010
PRINTED NAME — SIGNATURE — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-28 - 4.04
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN JEFFERSON COUNTY, WISCONSIN AT 11:20 AM ON SEPT. 10, 2010 AS DOCUMENT # 1282159 AND FILED IN T-3 PAGE 38

STACI M HOFFMAN
SIGNATURE OF REGISTER OF DEEDS

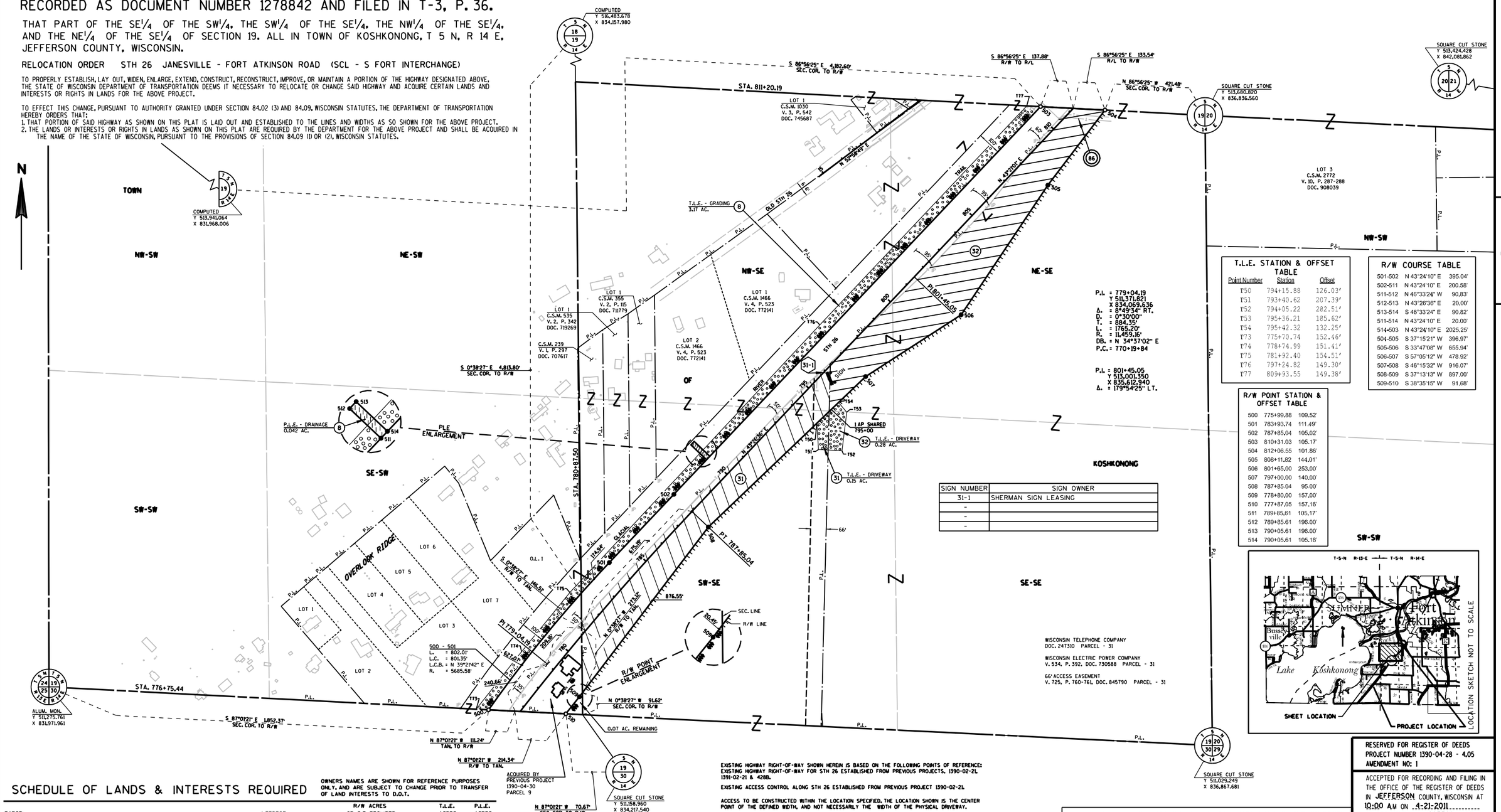
TRANSPORTATION PROJECT PLAT NO: 1390-04-28 - 4.05 AMENDMENT NO. 1 AMENDS PARCELS 8 AND 32 OF TRANSPORTATION PROJECT PLAT 1390-04-28 - 4.05 RECORDED AS DOCUMENT NUMBER 1278842 AND FILED IN T-3, P. 36.

THAT PART OF THE SE¼ OF THE SW¼, THE SW¼ OF THE SE¼, THE NW¼ OF THE SE¼, AND THE NE¼ OF THE SE¼ OF SECTION 19. ALL IN TOWN OF KOSHKONONG, T 5 N, R 14 E. JEFFERSON COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 JANESVILLE - FORT ATKINSON ROAD (SCL - S FORT INTERCHANGE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



SIGN NUMBER	SIGN OWNER
31-1	SHERMAN SIGN LEASING
-	
-	
-	

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T50	794+15.88	126.03'
T51	793+40.62	207.39'
T52	794+05.22	282.51'
T53	795+36.21	185.62'
T54	795+42.32	132.25'
T73	775+70.74	152.46'
T74	778+74.99	151.41'
T75	781+92.40	154.51'
T76	797+24.82	149.30'
T77	809+93.55	149.38'

R/W COURSE TABLE

501-502	N 43°24'10" E	395.04'
502-511	N 43°24'10" E	200.58'
511-512	N 46°33'24" W	90.83'
512-513	N 43°26'36" E	20.00'
513-514	S 46°33'24" E	90.82'
511-514	N 43°24'10" E	20.00'
514-503	N 43°24'10" E	2025.25'
504-505	S 37°15'21" W	396.97'
505-506	S 33°47'08" W	655.94'
506-507	S 57°05'12" W	478.92'
507-508	S 46°15'32" W	916.07'
508-509	S 37°13'13" W	897.00'
509-510	S 38°35'15" W	91.68'

R/W POINT STATION & OFFSET TABLE

500	775+99.88	109.52'
501	783+93.74	111.49'
502	787+85.04	105.02'
503	810+31.03	105.17'
504	812+06.55	101.86'
505	808+11.82	144.01'
506	801+65.00	253.00'
507	797+00.00	140.00'
508	787+85.04	95.00'
509	778+80.00	157.00'
510	777+87.05	157.16'
511	789+85.61	105.17'
512	789+85.61	196.00'
513	790+05.61	196.00'
514	790+05.61	105.18'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES OR S.F.	P.L.E. ACRES OR S.F.
8	JEFFERSON COUNTY	PLE & TLE	---	---	---	3.17	0.042
31	BRUCE M MARX	FEE, TLE & ACCESS RIGHTS	5.15	---	5.15	0.15	---
32	ANITA L BURNS IRREVOCABLE LIVING TRUST	FEE, TLE & ACCESS RIGHTS	6.24	---	6.24	0.28	---
86	AT&T	RELEASE OF RIGHTS	---	---	---	---	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECTS, 1390-02-21, 1391-02-21 & 4288.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECT 1390-02-21.

ACCESS TO BE CONSTRUCTED WITHIN THE LOCATION SPECIFIED, THE LOCATION SHOWN IS THE CENTER POINT OF THE DEFINED WIDTH, AND NOT NECESSARILY THE WIDTH OF THE PHYSICAL DRIVEWAY.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, JEFFERSON COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN JEFFERSON COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1278559 AND FILED IN T-3 P. 31-32, JEFFERSON COUNTY.

SCALE, FEET
0 200 400

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 04/11/11 DATE

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

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 4/18/11 DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-28 - 4.05
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN JEFFERSON COUNTY, WISCONSIN AT 10:00 AM ON 4-21-2011 AS DOCUMENT # 1293368 AND FILED IN T-3 P. 51

STACI M HOFFMAN
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : r:\Support\CADDS\Projects\D1_13900428\040405A1.DGN
APPRAISAL PLAT DATE : APRIL 11, 2011
PLOT DATE : 17-JUL-2012 09:50 PLOT BY : DOTJ3J PLOT NAME : PLOT SCALE : 400.000000:1.000000

TRANSPORTATION PROJECT PLAT NO: 1390-04-28 - 4.06 AMENDMENT NO. 1 AMENDS PARCEL 32 AND ADDS PARCEL 44 TO TRANSPORTATION PROJECT PLAT 1390-04-28 - 4.06 RECORDED AS DOCUMENT NUMBER 1278843 AND FILED IN T-3, P. 37.

THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 4309, VOLUME 21, PAGES 205-206, DOCUMENT NUMBER 1092547. ALSO THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 4220, VOLUME 21, PAGE 24, DOCUMENT NUMBER 1079481. ALSO THAT PART OF LOT 2 OF CERTIFIED SURVEY MAP 4087, VOLUME 20, PAGE 47, DOCUMENT NUMBER 1054519. ALL LOCATED IN THE S½ OF THE NE¼ OF SECTION 19. ALSO THAT PART OF LOT 2 OF EARL HAGEN SUB-DIVISION, LOCATED IN THE NW¼ OF THE NW¼ OF SECTION 20. ALSO THAT PART OF THE NE¼ OF THE SE¼ AND THE SE¼ OF THE NE¼ OF SECTION 19. ALSO THAT PART OF THE SW¼ OF THE NW¼ AND THE NW¼ OF THE NW¼ OF SECTION 20, ALL IN T 5 N, R 14 E, TOWN OF KOSHKONONG, JEFFERSON COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 JANESVILLE - FORT ATKINSON ROAD (SCL - S FORT INTERCHANGE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN JEFFERSON COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1278559 AND FILED IN T-3 P. 31-32, JEFFERSON COUNTY.

NE-NE

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECTS, 1393-02-21, 1390-02-21, 1391-02-21 & 4288.
EXISTING HIGHWAY RIGHT-OF-WAY FOR OLD STH 26 ESTABLISHED FROM C.S.M. 1030, C.S.M. 4309, C.S.M. 4220, C.S.M. 4087, C.S.M. 871, & C.S.M. 2295.
EXISTING HIGHWAY RIGHT-OF-WAY FOR GARVERT LANE ESTABLISHED FROM EARL HAGEN SUBDIVISION.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS, 1393-02-21 & 1390-02-21.

ACCESS TO BE CONSTRUCTED WITHIN THE LOCATION SPECIFIED, THE LOCATION SHOWN IS THE CENTER POINT OF THE DEFINED WIDTH, AND NOT NECESSARILY THE WIDTH OF THE PHYSICAL DRIVEWAY.

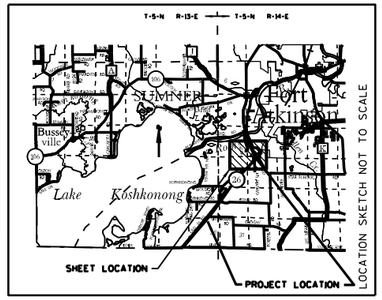
COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, JEFFERSON COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

R/W POINT STATION & OFFSET TABLE

600	810+31.03	105.17'	611	22+37.05 W	47.25'	622	829+54.56	204.89'	632	27+89.60 G	48.64'	642	41+03.04 W	119.83'
601	811+87.44	105.03'	612	23+90.00 W	93.00'	623	833+49.67	169.79'	633	25+71.52 G	38.58'	643	36+99.50 W	109.85'
602	26+00.00 W	95.00'	613	25+05.00 W	97.00'	624	833+87.53	162.40'	634	24+71.71 G	20.24'	644	36+46.80 W	114.31'
603	25+00.00 W	82.00'	614	25+65.80 W	129.05'	625	838+64.71	169.83'	635	24+71.92 G	45.76'	645	35+45.55 W	205.63'
604	22+20.00 W	50.00'	615	26+06.95 W	212.79'	626	842+48.04	204.08'	636	27+79.32 G	39.47'	646	32+70.75 W	152.47'
605	20+73.82 W	53.25'	616	815+40.50	438.59'	627	843+25.98	234.26'	637	50+84.78 W	57.30'	647	814+41.84	122.58'
606	19+95.00 W	55.00'	617	818+36.24	314.48'	628	843+16.41	344.44'	638	49+98.33 W	49.86'	648	812+66.87	95.42'
607	19+64.16 W	33.58'	618	818+42.66	296.92'	629	838+88.24	121.77'	639	48+68.16 W	44.81'	649	812+06.55	101.86'
608	19+53.00 W	32.43'	619	820+64.88	249.96'	630	837+38.44	175.12'	640	46+99.58 W	49.85'	650	32+79.47 W	179.23'
609	19+72.01 W	32.42'	620	822+95.11	204.97'	631	29+69.66 G	117.84'	641	42+69.53 W	144.84'	651	32+79.37 W	151.35'
610	21+72.14 W	32.31'	621	827+51.46	204.94'									

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T56	19+53.00 W	47.00'
T58	816+46.77	394.05'
T59	816+39.73	429.50'
T60	817+19.71	434.24'
T61	818+20.54	357.33'
T62	818+86.48	362.26'
T63	819+12.02	292.35'
T64	819+16.01	281.42'
T65	820+52.39	260.26'
T66	820+50.84	252.93'
T77	809+93.55	149.38'
T78	811+88.02	149.29'



R/W COURSE TABLE

600-601	N 43°24'10" E	156.41'
601-602	N 45°53'41" W	121.48'
602-603	S 87°50'29" W	88.53'
603-604	S 71°18'07" W	254.52'
604-605	S 51°42'26" W	146.18'
605-606	S 51°42'26" W	78.84'
606-607	S 87°46'11" W	37.55'
607-608	N 46°37'07" W	66.94'
608-609	N 53°00'46" E	19.01'
609-610	N 53°00'46" E	200.12'
610-611	N 40°25'15" E	67.69'
611-612	N 45°18'58" E	173.67'
612-613	N 69°27'45" E	130.18'
613-614	N 53°47'09" E	77.31'
614-615	N 23°39'57" E	98.00'
615-616	N 50°12'31" E	147.53'
616-617	N 66°06'57" E	320.73'
617-618	S 66°43'23" E	18.70'
618-619	N 55°16'54" E	227.12'
619-620	N 54°24'23" E	234.59'
620-621	N 43°21'18" E	456.35'
621-622	N 43°21'51" E	203.10'
622-623	N 43°20'16" E	357.97'
623-624	N 43°08'46" E	35.26'
624-625	N 22°07'10" E	433.33'
	(N 21°17'09" E)	(433.39')
625-626	N 4°09'24" E	345.79'
	(N 3°18'56" E)	(345.86')
626-627	N 21°00'15" W	75.06'

R/W COURSE TABLE

628-629	S 33°05'36" W	529.30'
629-630	S 0°55'32" E	170.29'
	(S 1°46'41" E)	(170.35')
630-631	S 11°48'22" E	123.15'
631-632	S 5°41'27" E	224.18'
	(S 6°33'44" E)	(224.18')
632-633	S 0°30'38" E	225.99'
	(S 1°20'53" E)	(226.11')
633-634	S 9°02'20" W	101.48'
634-635	S 88°48'18" W	66.00'
635-636	N 0°55'19" W	301.46'
636-637	S 89°04'31" W	142.57'
637-638	S 36°22'07" W	83.14'
638-639	S 28°39'54" W	125.37'
639-640	S 21°43'13" W	168.65'
	(S 21°43'56" W)	(168.64')
640-641	S 10°58'32" W	440.42'
641-642	S 31°58'22" W	168.36'
642-643	S 40°45'20" W	462.16'
	(S 40°45'32" W)	(462.13')
643-644	S 53°38'00" W	61.10'
644-645	S 27°37'13" W	153.68'
645-650	S 83°05'18" W	336.63'
650-651	N 0°57'29" W	27.88'
651-646	S 83°31'40" W	10.51'
646-647	N 82°36'48" W	233.27'
647-648	S 52°10'24" W	177.07'
648-649	S 37°15'21" W	60.66'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES OR S.F.	H.E. ACRES OR S.F.
8	JEFFERSON COUNTY	H.E. & TLE	---	---	---	0.18	0.43
32	ANITA L BURNS IRREVOCABLE LIVING TRUST	FEE & ACCESS RIGHTS	2.55	0.59	3.14	---	---
33	GERALD A & SANDRA S MORTIMER	FEE	0.34	---	0.34	---	---
34	JOHN S & KATHY A KUTZ	FEE	0.05	---	0.05	---	---
36	GERTRUDE RIEGER	TLE	---	---	---	0.05	---
37	BERNARD GARVERT	TLE	---	---	---	0.02	---
38	ARNOLD GARVERT	FEE & TLE	0.20	0.35	0.55	0.01	---
39	EDDIE & SHANNON KRUEGER	FEE	0.43	0.28	0.71	---	---
41	ROSS & KAREN WEBER	FEE & TLE	0.22	0.19	0.41	0.22	---
42	BRAD M KRAUS & AMY M SWART	TLE	---	---	---	0.11	---
43	PAUL O & NANCY B SWART	TLE	---	---	---	0.03	---
44	DONALD R. & VICKIE FOLTZ	FEE	0.385	---	0.385	---	---
81	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS	---	---	---	---	---
91	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS	---	---	---	---	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

SCALE, FEET
0 200 400

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-28 - 4.06
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN JEFFERSON COUNTY, WISCONSIN AT 10:00 AM ON 4-21-2011 AS DOCUMENT # 1293369 AND FILED IN T-3 P. 52

STACI M HOFFMAN
SIGNATURE OF REGISTER OF DEEDS

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 04/14/11 DATE

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

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 4/18/11 DATE

DATE: JUNE 28, 2010

REVISION DATE: APRIL 12, 2011

TRANSPORTATION PROJECT PLAT 1390-04-28--4.07

RELOCATION ORDER STH 26, JANESVILLE - FORT ATKINSON ROAD
(SCL - S FORT INTERCHANGE)

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
101	500767.399	825122.277
102	501030.835	825221.141
103	501163.062	825249.007
104	501348.723	825350.085
105	501529.551	825539.387
106	501678.528	825911.678
107	501930.755	826195.894
108	502087.174	826329.564
109	502293.982	826506.297
110	502250.513	826555.964
111	502221.007	826589.677
112	502375.332	826724.745
113	503377.751	827602.081
114	503371.013	828012.412
115	503252.386	827891.991
116	502179.841	826946.940
117	502051.625	826832.422
118	501783.994	826645.773
119	501283.267	826150.433
120	501087.693	825931.050
121	501018.530	825924.306
122	500904.612	826022.890
123	500809.846	826179.152
124	500771.341	826346.797
125	500758.468	826388.781
126	500758.595	826508.707

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
200	503377.751	827602.081
201	503385.250	827608.644
202	503385.987	827528.717
203	503531.152	827654.464
204	503468.833	827682.070
205	504930.540	828961.130
206	504944.240	828973.130
207	504928.280	828992.560
208	505270.210	829279.520
209	506008.076	829874.031
210	505978.724	830681.607
211	505970.469	830631.429
212	505979.919	830208.591
213	505219.416	829598.457
214	505104.685	829557.693
215	504690.596	829209.401
216	504416.717	828915.139
217	503636.536	828281.948
218	503371.013	828012.412

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
300	506008.843	829842.540
301	507108.091	830728.288
302	507135.945	830695.280
303	507178.512	830644.838
304	507252.729	830708.665
305	507317.681	830737.169
306	507684.254	830825.420
307	507774.032	830731.114
308	507970.139	830617.572
309	508538.035	830621.944
310	508586.136	830551.748
311	508567.635	831813.762
312	508450.229	831717.498
313	508554.732	831315.425
314	508556.364	830962.259
315	508571.257	830762.729
316	508536.758	830721.938
317	508024.741	830718.826
318	507871.594	830771.613
319	507746.610	830907.498
320	507752.479	830952.187
321	507886.473	831232.250
322	507947.137	831305.004
323	508062.628	831399.698
324	508019.542	831449.719
325	508012.934	831457.391
326	507583.229	831111.144
327	507520.651	831189.145
328	508087.501	831645.900
329	508404.522	831883.872
330	508611.222	832028.211
331	508591.790	832422.971
332	508530.855	832559.976
333	508479.009	832700.676
334	508428.528	832887.811
335	508388.984	833061.219
336	508377.774	833172.675
337	508311.767	833173.130
338	508308.097	833011.029
339	508337.795	832737.101
340	508292.591	832693.025
341	508172.882	832692.780
342	508047.212	832596.940
343	507961.806	832504.741
344	507938.595	832361.106
345	507948.825	832362.875
346	507955.665	832070.517
347	508017.382	832061.268
348	508044.020	831989.489
349	508004.272	831962.423
350	508059.829	831882.737
351	508041.283	831814.216
352	507174.402	831159.338
353	506182.720	830371.293
354	506046.106	830503.035
355	506040.455	830632.858
356	506028.213	830682.619
H1	508597.467	831896.637
H2	508583.002	832008.504
H3	508504.528	831831.738
H4	508490.691	831944.043
H5	507509.903	831052.060
H6	507447.160	831129.927

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
400	508636.554	830489.466
401	508649.597	830523.797
402	508642.449	831034.135
403	508631.407	831340.009
404	508690.845	831520.968
405	508682.437	831672.607
406	508640.295	831769.859
407	508641.783	831852.386
408	508616.840	831834.216
409	508611.222	832028.211
410	510546.946	833379.922
411	510699.707	833486.595
412	511147.559	833799.329
413	511179.542	833821.827
414	511162.631	834146.965
415	510570.181	833674.229
416	510464.059	833588.385
417	510371.162	833513.239
418	509719.890	833038.442
419	509177.559	832660.672
420	508663.871	832285.536
421	508619.963	832359.628
422	508591.790	832422.971
423	510367.520	833599.146
424	510463.431	833603.211

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
500	511179.542	833821.827
501	511799.111	834330.053
502	512086.122	834601.491
503	513717.806	836144.648
504	513703.318	836415.684
505	513387.353	836175.369
506	512842.184	835810.609
507	512581.950	835408.555
508	511948.583	834746.723
509	511234.290	834204.144
510	511162.631	834146.965
511	512231.849	834739.312
512	512294.310	834673.361
513	512308.832	834687.114
514	512246.380	834753.055

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
600	513717.806	836144.648
601	513831.441	836252.118
602	513915.990	836164.886
603	513912.655	836076.422
604	513831.060	835835.331
605	513740.473	835720.598
606	513691.618	835658.721
607	513690.157	835621.201
608	513736.137	835572.546
609	513747.575	835587.732
610	513867.977	835747.585
611	513919.506	835791.473
612	514041.631	835914.953
613	514087.299	836036.854
614	514132.976	836099.231
615	514222.737	836138.569
616	514317.155	836251.927
617	514447.014	836545.189
618	514439.624	836562.367
619	514568.979	836749.052
620	514705.520	836939.815
621	515037.336	837253.105
622	515184.987	837392.557
623	515445.347	837638.233
624	515471.072	837662.345
625	515872.511	837825.512
626	516217.391	837850.576
627	516287.468	837823.670
628	516261.091	838401.841
629	515817.649	838112.838
630	515647.378	838115.589
631	515526.835	838140.785
632	515303.763	838163.014
633	515077.785	838165.028
634	514977.565	838149.085
635	514976.188	838083.099
636	515277.609	838078.249
637	515275.308	837935.700
638	515208.365	837886.401
639	515098.357	837826.261
640	514941.681	837763.848
641	514509.321	837679.998
642	514366.505	837590.851
643	514016.415	837289.135
644	513980.187	837239.936
645	513844.022	837168.690
646	513830.203	836823.603
647	513860.193	836592.269
648	513751.600	836452.407
649	513703.318	836415.684
650	513803.514	836834.508
651	513831.387	836834.042

BM 481

BECKER-GODFREY POST 9403, V.F.W. OF MILTON WISCONSIN

LEROY A & EDITH J CLEASBY

BM 4815

EXISTING FENCE INSTALLED UNDER 1390-04-79

BEGIN FENCE STA. 576+00 LT.

END FENCE STA. 585+05 LT.

STA. 585+10 GRAVEL PE REQ'D.

STA. 585+61, RT. REMOVE SMALL PIPE CULVERT

HAROLD W TRAYNOR REVOCABLE LIVING TRUST

SLOPE INTERCEPT

BM 520

STH 26

BM 482

BM 521

EXISTING FENCE INSTALLED UNDER 1390-04-79

CLIFFORD & MARY LOU STORLIE (VENDOR) ROBERT HANLON (PURCHASER)

STA. 575+59.8, 74.6' RT.

STA. 576+90.4, 71.2' RT.

BEGIN FENCE STA. 575+00 RT.

STA. 582+52.5, 134' RT.

STA. 585+28.5, 129.2' RT.

STA. 588+35.55, 87.4' RT.

STA. 592+60.80, 84.5' RT.

SLOPE INTERCEPT

NOTE: ALL FENCING IS 3' INSIDE R/W UNLESS OTHERWISE NOTED. ALL FENCING IS 4' INSIDE THE MULTI- USE PATH UNLESS OTHERWISE NOTED.

PAUL A & CAROLYN P MILLER

ROBERT C & JUDITH KING

STA. 583+82, RT. REMOVE SMALL PIPE CULVERT

STA. 584+73, RT. REMOVE SMALL PIPE CULVERT

LEGEND

—×—×— FENCING

BEGIN PROJECT STA. 576+00

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
481	571+15 NB	RR SPIKE 4TH BEAM GUARD POST	416'LT.	843.45
4815	573+90 NB	CHIS SOR E END 72" RCCP UNDER STH 26	256'LT.	846.53
482	583+82 NB	CHIS SOR ESE END 36" RCCP UNDER STH 26	90'RT.	850.06
520	569+09 NB	CHIS SOR 3'X4'BOX CLVRT UNDER CTH NN	122'LT.	839.54
521	576+77 NB	CHIS X E END 24" CMCP UNDER CTH NN	123'RT.	856.05

VPC STA 568+15.00
VPC EL853.23

VPI STA 576+15.00
VPI EL862.28

VPT STA 584+15.00
VPT EL859.40

+1.13 %

-0.36 %

PROPOSED GROUND

EXISTING GROUND

TO BE CONSTRUCTED UNDER PROJECT 1390-04-79

580+28.64
860.10

K = 1073.16
VCL 1600.00

STA. 584+00
1 - 36" CPRC REQ'D.
1 - APRON ENDWALL, LT. & RT.

STA. 589+00
1 - 18" CPRC REQ'D.
1 - INLET, TYPE 1G -MS
1 - APRON ENDWALL, RT.

EXISTING GROUND ELEVATION	PROPOSED GROUND ELEVATION
842.10	849.67
840.35	850.80
838.99	851.93
838.39	853.06
843.53	854.16
848.66	855.17
849.18	856.08
852.42	856.90
854.81	857.62
863.99	858.25
861.37	858.79
854.16	859.24
850.59	859.59
856.73	859.85
860.52	860.02
854.28	860.09
852.89	860.07
852.82	859.96
850.91	859.75
846.32	859.45
852.46	859.09
855.05	858.73
850.96	858.37
856.90	858.01
856.04	857.65
854.53	857.29
853.99	856.93
851.45	856.57
853.54	856.21
856.87	855.85
856.00	855.49

565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MAINLINE	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050101_pp.dgn PLOT DATE : 27-NOV-2012 13:13 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000 WISDOT/CADDS SHEET 40

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
483	596+32 NB	CHIS SQR W END 30" RCCP UNDER STH 26	58'RT.	851.74
484	605+48 NB	RR SPIKE PPOL 89-07641 45-5	11' LT.	848.34
485	615+39 NB	RR SPIKE PPOL 89-07636 45-5	47' LT.	852.25
486	625+42 NB	RR SPIKE PPOL 89-07628 45-5	56'LT.	827.33

STA. 598+80, LT.
GRAVEL FE REQ'D.
1-15" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

DANIEL M COOK

STA. 610+23, LT.
GRAVEL PE REQ'D.
2-15" CPCS REQ'D.
4-APRON ENDWALLS REQ'D.

DAVID A KANIA

STA. 612+00, LT.
GRAVEL PE REQ'D.
1-18" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

STA. 611+22, LT.
REMOVE SMALL PIPE CULVERT

STA. 613+06, LT.
REMOVE SMALL PIPE CULVERT

DWIGHT L & SUSAN A GREEN, WIDOT, RAYMOND M KLUG TRUST, & FLOYD W HUGHES JR.

RICHARD M & LEOETTE I NEW

STA. 618+42, LT.
GRAVEL PE REQ'D.
1-15" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.
REMOVE SMALL PIPE CULVERT

DWIGHT L & SUSAN A GREEN

STA. 623+84, LT.
ASPHALT CE REQ'D.
1-18" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

STA. 621+64, LT.
REMOVE SMALL PIPE CULVERT

STATE OF WISCONSIN

ROCK PAINT AND CHEMICAL CO.

SECURITY CHAIN LINK FENCE, 6-FOOT SPECIAL, SEE CONSTRUCTION DETAIL

CRAIG L GREEN

STA. 596+95.4, 67.5' RT.

SLOPE INTERCEPT

320 BPI 325 BPI 330 BPI 335 BPI 340 BPI 345 BPI 350 BPI

595 600 605 610 615 620 625

BM 483 BM 484 BM 485 BM 486

STH 26

STA. 597+85, RT.
REMOVE SMALL PIPE CULVERT

STA. 600+92, RT.
REMOVE SMALL PIPE CULVERT

STA. 601+69, RT.
REMOVE SMALL PIPE CULVERT

STA. 603+58, RT.
REMOVE SMALL PIPE CULVERT

END FENCE
STA. 598+00,
73.8' RT.

STA.603+12, RT.
ASPHALT PE REQ'D.
1-18" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.
REMOVE SMALL PIPE CULVERT

ELMER J & CAROL AHRENS REVOCABLE TRUST

KYLE D. PETERSON

STA. 606+62, RT.
GRAVEL PE REQ'D.
1-24" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.
REMOVE SMALL PIPE CULVERT

MERRIL W KLUG (VENDOR)
JAMES R & RAYMOND M KLUG (PURCHASER)

SLOPE INTERCEPT

STA. 609+32, RT.
GRAVEL PE REQ'D.
1-24" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.
REMOVE SMALL PIPE CULVERT

MERRIL W & DOROTHY E KLUG

STA. 617+79.10 - 619+15.10, LT.
1-18" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

STA. 620+20, RT.
ASPHALT PE REQ'D.
1-18" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.
REMOVE SMALL PIPE CULVERT

WILLIAM J & CHARMAINE L SHEPPARD

STA. 621+55, RT.
GRAVEL FE REQ'D.
1-18" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.
REMOVE SMALL PIPE CULVERT

5 5

VCL 760.00
K = 1090.33

VPC STA 602+20.00
VPC EL852.90

606+12.66
852.19

VPI STA 606+00.00
VPI EL851.53

VPC STA 609+80.00
VPC EL852.81

VPT STA 609+80.00
VPT EL852.81

611+64.42
853.12

VPI STA 616+30.00
VPI EL855.00

VPT STA 622+80.00
VPT EL841.75

K = 547.38
VCL 1300.00

PROPOSED GROUND -0.36 %

EXISTING GROUND -2.04 %

870 860 850 840 830 820

STA. 597+00
1-24" CPRC REQ'D.
3-INLETS, TYPE 2G-MS
1-APRON ENDWALL LT.

STA. 606+00
1-19"X30" CPRCHE REQ'D.
1-INLET, TYPE 2G-MS
1-APRON ENDWALLS, LT. & RT.

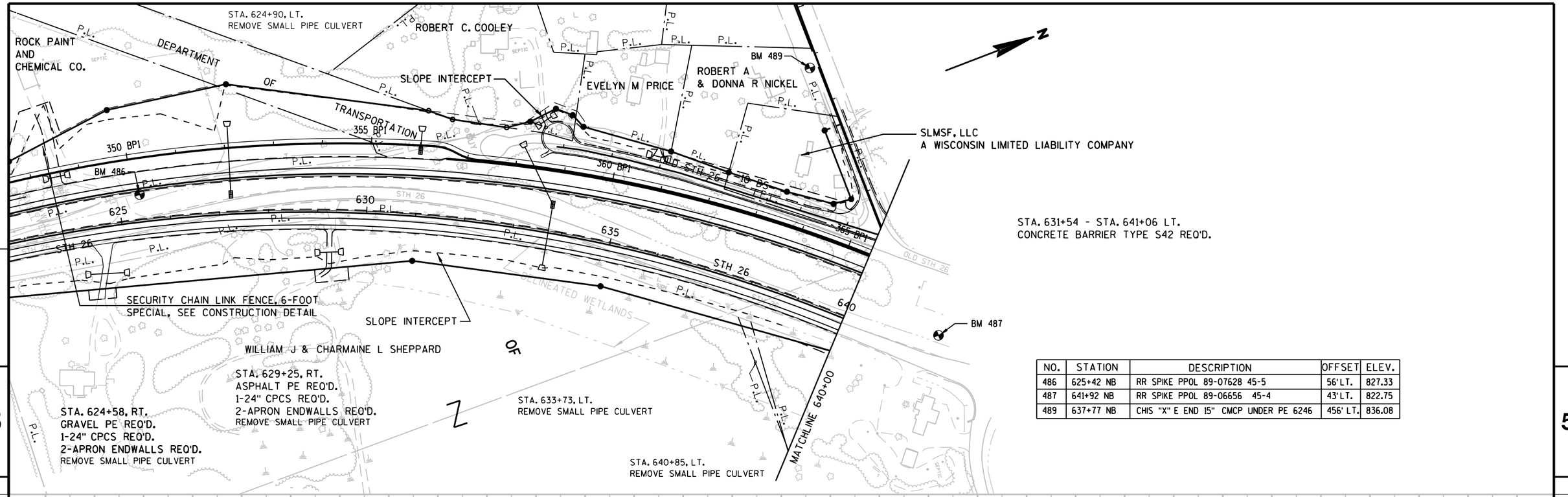
STA. 615+00
1-15" CPCS REQ'D.
1-24" CPRC REQ'D.
2-INLETS, TYPE 2G-MS
1-APRON ENDWALL, LT. & RT.

EXISTING GROUND ELEVATION — PROPOSED GROUND ELEVATION

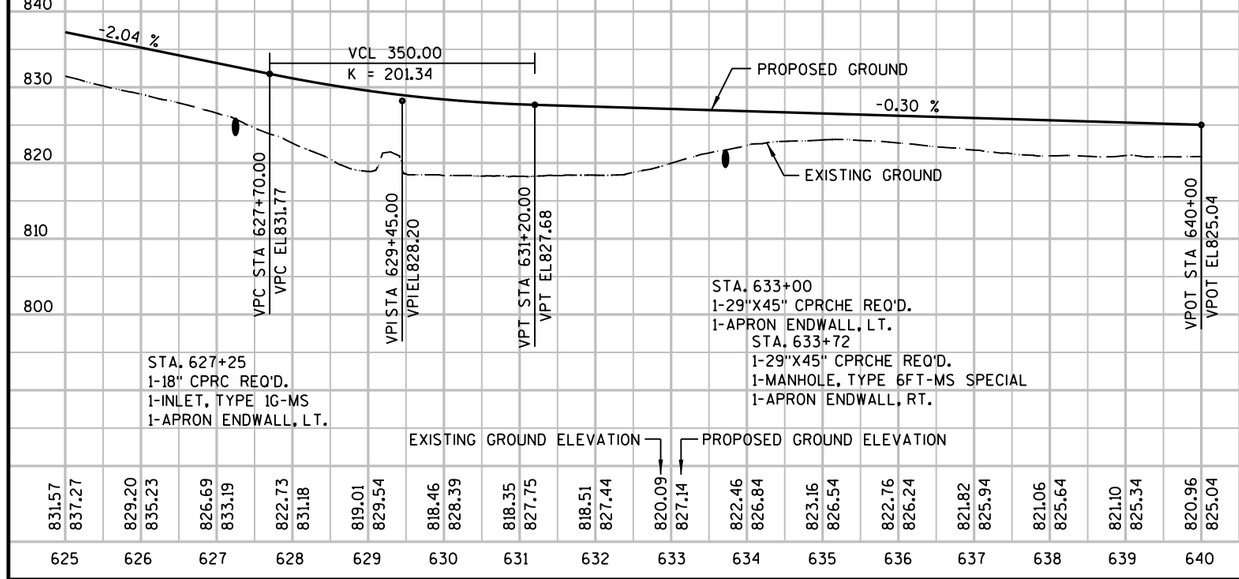
856.00	851.03	846.50	848.18	855.25	855.96	853.18	853.30	853.05	850.34	848.09	849.09	849.95	850.62	851.54	851.65	852.15	852.30	852.51	852.62	852.50	851.63	851.18	849.85	848.17	845.93	843.19	840.45	837.04	834.12	831.57
855.49	855.13	854.77	854.41	854.05	853.69	853.33	852.97	852.64	852.40	852.25	852.19	852.23	852.35	852.57	852.87	853.08	853.11	852.95	852.61	852.09	851.39	850.50	849.43	848.18	846.74	845.13	843.32	841.35	839.31	837.27
595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MAINLINE	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050102_pp.dgn PLOT DATE : 27-NOV-2012 13:13 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000
WISDOT/CADDS SHEET 40



NO.	STATION	DESCRIPTION	OFFSET	ELEV.
486	625+42 NB	RR SPIKE PPOL 89-07628 45-5	56'LT.	827.33
487	641+92 NB	RR SPIKE PPOL 89-06656 45-4	43'LT.	822.75
489	637+77 NB	CHIS "X" E END 15" CMCP UNDER PE 6246	456' LT.	836.08



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MAINLINE	SHEET	E

STA. 643+01, LT.
REMOVE SMALL PIPE CULVERT

STA. 643+63, LT.
REMOVE SMALL PIPE CULVERT

20 DS

15 DS

25 DS

30 DS

SLOPE INTERCEPT

HAIGHT FARMS, LLC

370 BPI

375 BPI

380 BPI

385 BPI

390 BPI

395 BPI

BM 490

BM 491

STA. 669+72, LT.
REMOVE SMALL PIPE CULVERT

MATCHLINE STA. 640+00

BM 487

645

650

655

660

665

670

BM 513

660 SB

665 SB

STH 26

BM 32

SLOPE INTERCEPT

DELINEATED WETLANDS

POTENTIAL PETROLEUM CONTAMINATION

JEFFERY L & MARY E HILLMAN

JEFFERY L & MARY E HILLMAN

STA. 643+04, RT.
REMOVE SMALL PIPE CULVERT

STA. 645+96.50 - 647+66.10, LT.
1-18" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

STA. 644+96, RT.
REMOVE SMALL PIPE CULVERT

STA. 665+19.38 - STA. 667+10, LT.
BEAM GUARD REQ'D.

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
487	641+92	RR SPIKE PPOL*89-06656 45-4	43'LT.	822.75
490	651+68	CHIS. SQUARE E. CONC. HEADWALL BOX CLVRT.	214'LT.	820.06
491	666+02	CHIS. X 15TH RING NW SIDE 72" RCCP	311'LT.	804.61
513	657+09	TOP OF STEEL POST W/SURVEY SIGN	119'LT.	817.06
32	661+02	DISC S. WINGWALL C-28-32-89	35'LT.	805.58

840
830
820
810
800
790

PROPOSED GROUND

-0.30 %

EXISTING GROUND

VPC STA 644+95.00
VPC EL823.51

VPI STA 649+95.00
VPI EL822.00

VPT STA 654+95.00
VPT EL817.55

K = 1699.62
VCL 1000.00

-0.89 %

VCL 1550.00
K = 786.90

666+60.98
810.28

VPC STA 659+60.00
VPC EL813.40

VPI STA 667+35.00
VPI EL806.50

STA. 641+00
1-18" CPRC REQ'D.
1-APRON ENDWALL, LT. & RT.

STA. 650+00
1-18" CPRC REQ'D.
1-APRON ENDWALL SPECIAL, LT.
1-APRON ENDWALL, RT.

STA. 656+00
1-18" CPRC REQ'D.
1-APRON ENDWALL SPECIAL, LT. & RT.

STA. 666+09.34
1-BOX CULVERT EXTENSION REQ'D.
C-28-32
2-MS GRATE REQ'D.

EXISTING GROUND ELEVATION — PROPOSED GROUND ELEVATION

640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670
820.96 / 825.01	821.32 / 824.71	821.72 / 824.40	821.79 / 824.10	821.99 / 823.80	822.05 / 823.50	822.00 / 823.16	821.33 / 822.77	821.16 / 822.32	820.28 / 821.80	819.48 / 821.23	818.30 / 820.61	816.74 / 819.92	815.76 / 819.17	815.98 / 818.37	816.91 / 817.50	817.75 / 816.61	817.88 / 815.72	817.24 / 814.83	814.25 / 813.94	811.25 / 813.06	808.69 / 812.28	807.14 / 811.63	805.52 / 811.11	803.45 / 810.71	801.57 / 810.45	799.73 / 810.31	803.40 / 810.29	804.51 / 810.40	805.93 / 810.64	807.37 / 811.01

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MAINLINE	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050104_pp.dgn
PLOT DATE : 27-NOV-2012 13:13
PLOT BY : dotj3j
PLOT NAME :
PLOT SCALE : 200.000000:1.000000
WISDOT/CADDS SHEET 40

STA. 679+48, LT.
REMOVE SMALL PIPE CULVERT

BM 493

BM 494

BM 492

SLOPE INTERCEPT

400 BP1 | 405 BP1 | 410 BP1 | 415 BP1 | 420 BP1 | 425 BP1

670 | 675 | 680 | 685 | 690 | 695 | 700

BM KOSHSAZ

SALVAGE TREE, SPECIAL

SLOPE INTERCEPT

BM 514

BM 515

REMOVE OAK TREE AND LEAVE
ON GAVERS PROPERTY

ROBERT L & LUCILLE A GAVERS

ROBERT L & LUCILLE A GAVERS

CHARLES R &
CATHY D NABER

DELINEATED WETLANDS

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
KOSHSAZ	673+18	DISC IN CONC MON "AZIMUTH KOSHKONONG..."	19'LT.	810.85
492	677+04	CHIS SQR 2ND RING W END 30" CMCP	164'LT.	813.08
493	687+44	RR SPIKE PPOL=69-25057, OLD 26	333'LT.	817.41
494	698+51	RR SPIKE PPOL=45-2495, OLD 26	364'LT.	833.49
514	686+93	RR SPIKE PPOL=89-04395 45-5, OLD 26	32'LT.	821.93
515	696+05	CHIS SQR SE END 30" RCCP UNDER STH 26	26'LT.	833.49

STA. 687+00 RT.
GRAVEL FE REQ'D.
1-18" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

VPC STA 678+35.00
VPC EL818.37

VPI STA 686+35.00
VPI EL827.00

VPT STA 694+35.00
VPT EL824.95

VPT STA 675+10.00
VPT EL814.86

PROPOSED GROUND

EXISTING GROUND

+1.08 %

-0.26 %

691+27.38
825.34

K = 1197.81
VCL 1600.00

STA. 673+00
1-18" CPRC REQ'D.
1-INLET, TYPE 1G-MS
1-APRON ENDWALL, RT.

STA. 680+00
1-18" CPRC REQ'D.
1-INLET, TYPE 1G-MS
1-APRON ENDWALL, RT.

STA. 696+05
REMOVE EXISTING BOX CULVERT
REMOVE EXISTING 30" CPRC
3-36" CPRC REQ'D.
2-INLET, TYPE 2G-MS
1-APRON ENDWALL, LT. & RT.

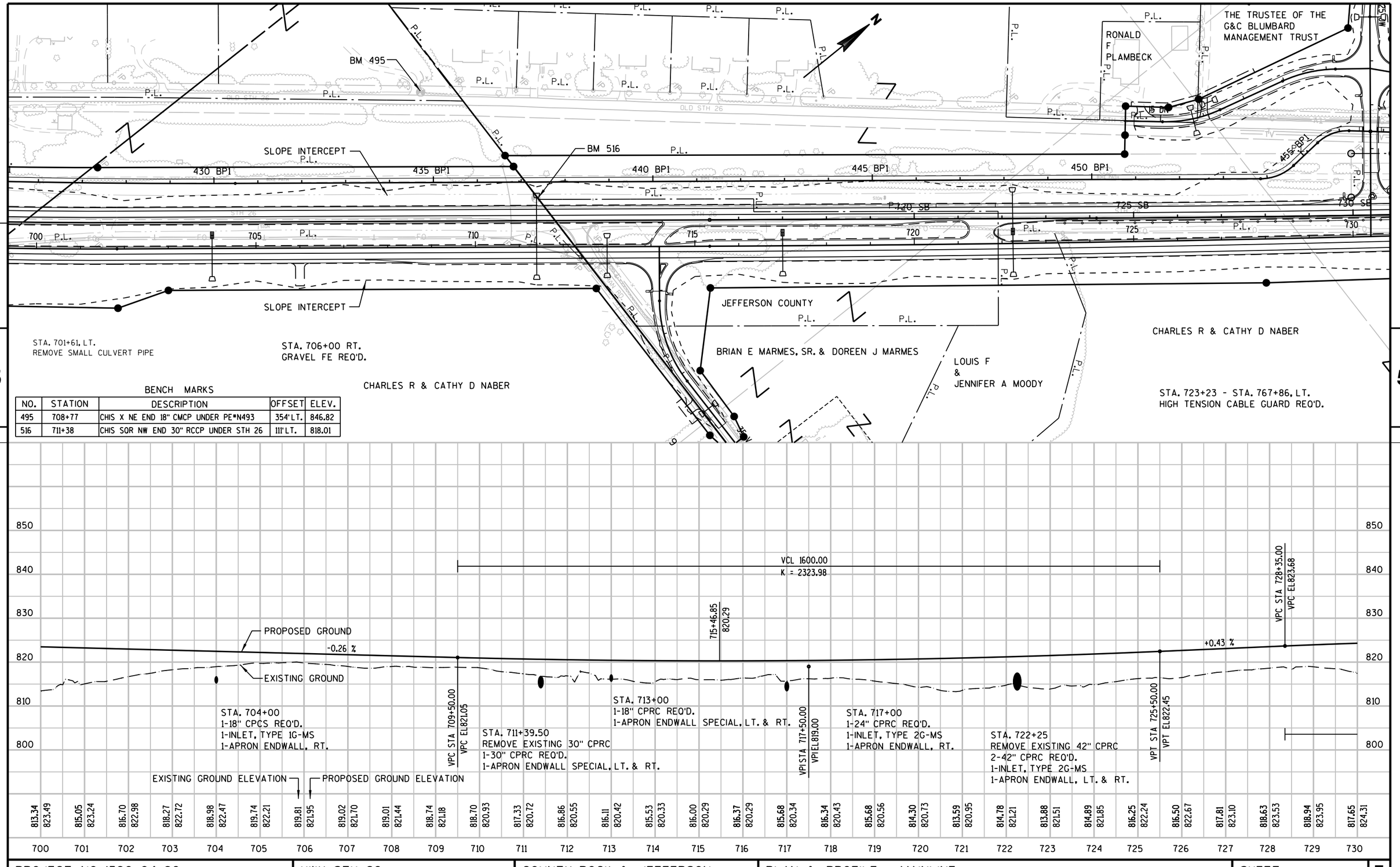
EXISTING GROUND ELEVATION	PROPOSED GROUND ELEVATION
807.37	811.01
810.70	811.51
812.64	812.13
810.24	812.88
809.53	813.75
809.17	814.75
808.85	815.83
809.29	816.91
810.35	817.99
811.03	819.05
813.63	820.04
817.90	820.93
821.19	821.75
824.10	822.48
825.11	823.13
824.94	823.70
824.09	824.18
821.75	824.58
821.82	824.89
820.13	825.12
819.15	825.27
817.42	825.34
815.72	825.32
814.50	825.22
813.28	825.03
812.09	824.78
811.24	824.52
810.94	824.26
810.78	824.01
813.04	823.75
813.34	823.49

670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MAINLINE	SHEET E

FILE NAME : R:\Projects\d1_13900480\050105_pp.dgn PLOT DATE : 27-NOV-2012 13:13 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000

WISDOT/CADDS SHEET 40



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
495	708+77	CHIS X NE END 18" CMCP UNDER PE*N493	354'LT.	846.82
516	711+38	CHIS SQR NW END 30" RCCP UNDER STH 26	111'LT.	818.01

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MAINLINE	SHEET	E

STA. 458+21 BP1
1-30" CPRC REQ'D.
1-APRON ENDWALL, LT. & RT.

STA. 467+58 BP1
1-15" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.

BM 497

BM 518

BM 498

460 BP1

465 BP1

470 BP1

475 BP1

SLOPE INTERCEPT

480 BP1

485 BP1

730 SB

735 SB

740 SB

745 SB

750 SB

755 SB

760 SB

730

735

740

745

750

755

760

INDIAN

OLD STH 26

SLOPE INTERCEPT

BM 5181

BM 501

STA. 754+00, 95' RT.

ENVIRONMENTALLY SENSITIVE AREA

DELINEATED WETLANDS

PLACE SAFETY FENCE 8' OFF SLOPE INTERCEPT

STA. 746+48, 223' RT.

STA. 743+50 LT.
REMOVE SMALL PIPE CULVERT

STA. 723+23 - STA. 767+86, LT.
HIGH TENSION CABLE GUARD REQ'D.

STA. 741+01 - STA. 744+29, LT.
BEAM GUARD REQ'D.

STA. 757+50 RT.
GRAVEL FE REQ'D.
1-30" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

STA. 757+75 LT.
REMOVE SMALL PIPE CULVERT

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
497	731+71	CHIS X SE END 18" CMCP UNDER STH 26	225'LT.	822.37
498	743+54	RR SPIKE PPOL=45-2458 KOSH. LAKE RD. INT.	231'LT.	830.70
501	755+85	CHIS SQR SE END 30" RCCP UNDER STH 26	30'LT.	813.04
518	731+57	CHIS X NW END 24" CMCP UNDER BIKE PATH	145'LT.	820.45
5181	742+52	CHIS X NE END CMCP UNDER PE=N686/N690	2.6'RT.	820.98

VPI STA 738+35.00
VPI EL 828.00

VPT STA 748+35.00
VPT EL 819.46

VPC STA 750+10.00
VPC EL 817.97

VPI STA 758+85.00
VPI EL 810.50

PROPOSED GROUND

EXISTING GROUND

-0.85 %

735+06.67
825.13

757+62.51
814.76

K = 1556.05
VCL 2000.00

VCL 1750.00
K = 881.51

STA. 731+48
REMOVE EXISTING 24" CPCS UNDER BIKE PATH
REMOVE EXISTING 42" CPRC
2-42" CPRC REQ'D.
1-INLET, TYPE 2G-MS
1-APRON ENDWALL, LT. & RT.

STA. 743+00
1-18" CPRC REQ'D.
1-INLET, TYPE 1G-MS
1-APRON ENDWALL, RT.

STA. 747+00
1-18" CPRC REQ'D.
1-INLET, TYPE 1G-MS
1-APRON ENDWALL, RT.

STA. 758+00
1-18" CPRC REQ'D.
1-APRON ENDWALL SPECIAL, LT. & RT.

STA. 755+86
REMOVE EXISTING 30" CPRC
2-30" CPRC REQ'D.
1-18" CPRC REQ'D.
1-MANHOLE, TYPE 5FT-M
1-APRON ENDWALL SPECIAL, LT. & RT.
1-APRON ENDWALL, SOUTH

EXISTING GROUND ELEVATION — PROPOSED GROUND ELEVATION

730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760
817.65 / 824.31	817.01 / 824.60	817.33 / 824.83	817.91 / 825.00	817.81 / 825.10	817.82 / 825.13	818.79 / 825.11	820.59 / 825.01	821.94 / 824.86	821.15 / 824.64	821.41 / 824.35	821.61 / 824.00	821.26 / 823.59	820.76 / 823.11	819.23 / 822.57	816.66 / 821.96	819.47 / 821.29	815.93 / 820.56	822.50 / 819.76	820.20 / 818.91	813.76 / 818.05	818.03 / 817.25	820.61 / 816.55	821.25 / 815.97	816.51 / 815.50	812.38 / 815.15	811.18 / 814.91	812.39 / 814.78	813.21 / 814.77	813.36 / 814.86	813.59 / 815.08

PROJECT NO: 1390-04-72	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MAINLINE	SHEET	E

OLD STH 26

RIPRAP

JEFFERSON COUNTY

490 BP1

495 BP1

500 BP1

505 BP1

510 BP1

515 BP1

760 SB

765 SB

760

765

770

775

780

785

790

P.L.

OF

BM 502

BM 504

STA. 723+23 - STA. 767+86, LT.
HIGH TENSION CABLE GUARD REQ'D.

STA.766+93 LT.
REMOVE SMALL PIPE CULVERT
STA.767+83 LT.
REMOVE SMALL PIPE CULVERT

TIMOTHY P & BARBARA J NYSTED

TIMOTHY J & SUSAN K BROCKMANN

CHARLES E & CLAIRE A JACKSON

STA. 768+34 RT.
ASPHALT PE REQ'D.
1-30" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

12 DI

10 DI

5 DI4

SANDRA L BYAM

STA.776+20 LT.
REMOVE SMALL PIPE CULVERT

STA. 775+50 RT.
GRAVEL PE REQ'D.
1-24" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

SLOPE INTERCEPT

SLOPE INTERCEPT

PIPE OUTLET ELEVATION NOT EQUAL TO SURROUNDING GROUND ELEVATION. CONSTRUCT 10' X 20' CATCHMENT AREA AT PIPE OUTFALL. SEE CONSTRUCTION DETAIL FOR MORE INFORMATION.

STA.778+37 LT.
REMOVE SMALL PIPE CULVERT

STA.780+52 LT.
REMOVE SMALL PIPE CULVERT

BRUCE M MARX

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
502	766+75	CHIS X SW END 18" CMCP UNDER PE*N844	28'LT.	821.06
504	789+91	CHIS SOR SE END 36" RCCP UNDER STH 26	41'LT.	813.25

5

5

840
830
820
810
800
790

EXISTING GROUND

PROPOSED GROUND

VPI STA 777+85.00
VPI EL832.00

VPC STA 769+10.00
VPC EL822.10

VPT STA 767+60.00
VPT EL820.40

+1.13 %

STA. 769+00
1-18" CPRC REQ'D.
1-APRON ENDWALL SPECIAL, LT. & RT.

STA. 775+00
1-18" CPRC REQ'D.
1-APRON ENDWALL SPECIAL, LT. & RT.

778+48.95
827.41

K = 829.77
VCL 1750.00

VPT STA 786+60.00
VPT EL823.45

-0.98 %

VPC STA 786+65.00
VPC EL823.40

STA. 789+91
REMOVE EXISTING 30" X 42" BOX CULVERT
REMOVE EXISTING 34" X 53" CPRCHE
3-42" CPRC REQ'D.
2-INLETS, TYPE 2G-MS
1-APRON ENDWALL, LT. & RT.

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

| | | |

JEFFERSON COUNTY

FENCE CHAIN LINK 6-FT.
SEE CONSTRUCTION DETAIL

SLOPE INTERCEPT

BM 506

NW POND

BM 507

NE POND

520 BP1 525 BP1 530 BP1 535 BP1 540 BP1

795 800 805 810 815 820

820 SB

BM 504

STA. 795+00 RT.
ASPHALT PE REQ'D.
1-30" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

BRUCE M MARX

BM 505

ANITA L BURNS IRREVOCABLE LIVING TRUST
ANITA L BURNS IRREVOCABLE LIVING TRUST

SLOPE INTERCEPT

STA. 796+17 LT.
REMOVE SMALL PIPE CULVERT

STA. 797+00 LT.
REMOVE SMALL PIPE CULVERT

STA. 811+56 LT.
REMOVE SMALL PIPE CULVERT

STA. 541+51, LT.
REMOVE EXISTING 18" CPCS

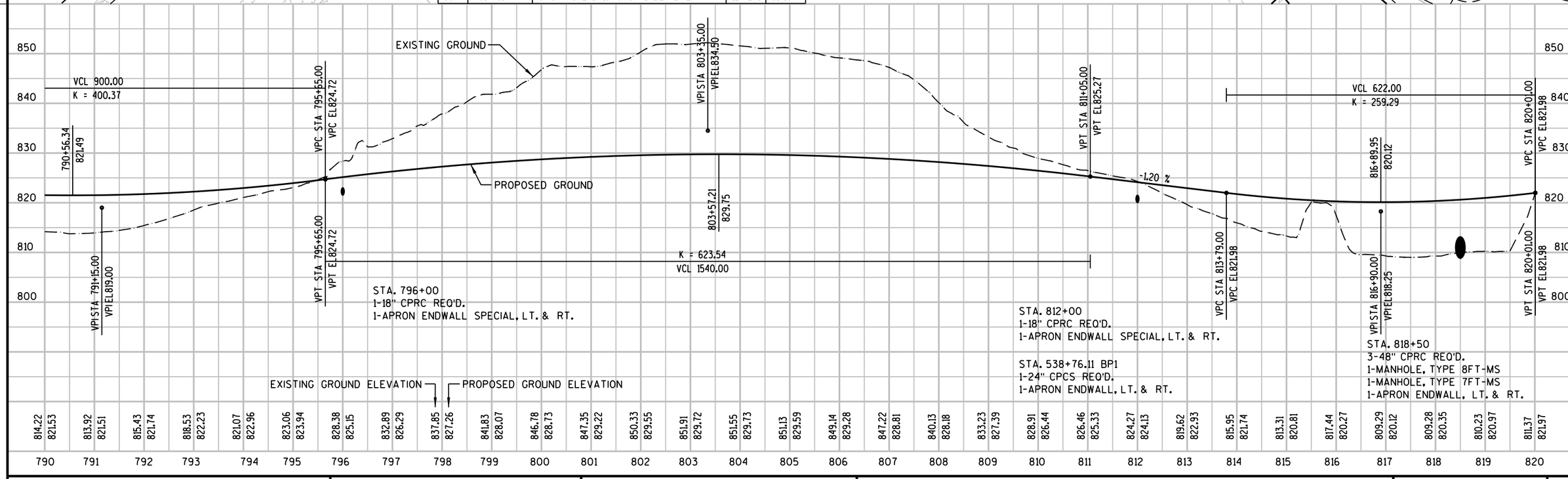
STA. 817+79
REMOVE EXISTING 42" CPRC, LT. & RT.
REMOVE EXISTING INLET, LT.
REMOVE EXISTING BOX CULVERT, LT.

END CONSTRUCTION
STA. 820+00 (NB LANES)

STA. 813+91 - STA. 815+85, LT.
BEAM GUARD REQ'D.

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
504	789+91	CHIS SQR SE END 36" RCCP UNDER STH 26	41'LT.	813.25
505	796+36	CHIS X NE END 18" CMCP UNDER PE"N998	35'LT.	825.55
506	806+15	RR SPIKE PPOL"76-9029 35-5	181'LT.	843.03
507	814+61	CHIS X S END 18" CMCP UNDER BIKE PATH	127'LT.	817.04



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MAINLINE	SHEET	E

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
5081	825+97	CHIS X NW END CMCP UNDER PE*N1175	174' LT.	827.35

PAUL O & NANCY B SWART

SLOPE INTERCEPT

BM 5081

550 BP1

555 BP1

STA. 829+61 LT.
REMOVE EXITING INLET TYPE 1G-MS
EXISTING 15" CPRC TO REMAIN
EXTEND EXISTING 15" CPRC TO NEW INLET LOCATION
1-INLET, TYPE 1G-MS REQ'D.

END CONSTRUCTION
STA. 831+81.19 SB

SAWCUT ASPHALT @ 4' SHOULDER WIDTH
STA. 826+75 - 832+75

820 SB 825 SB 830 SB 835 SB 840 SB 845

820 825 830 835 840

S.T.H. 26

STA. 827+61 LT.
REMOVE EXITING INLET TYPE 1G-MS
REMOVE EXISTING 12" CPRC

GERALD A & SANDRA S MORTIMER

SLOPE INTERCEPT

NE POND

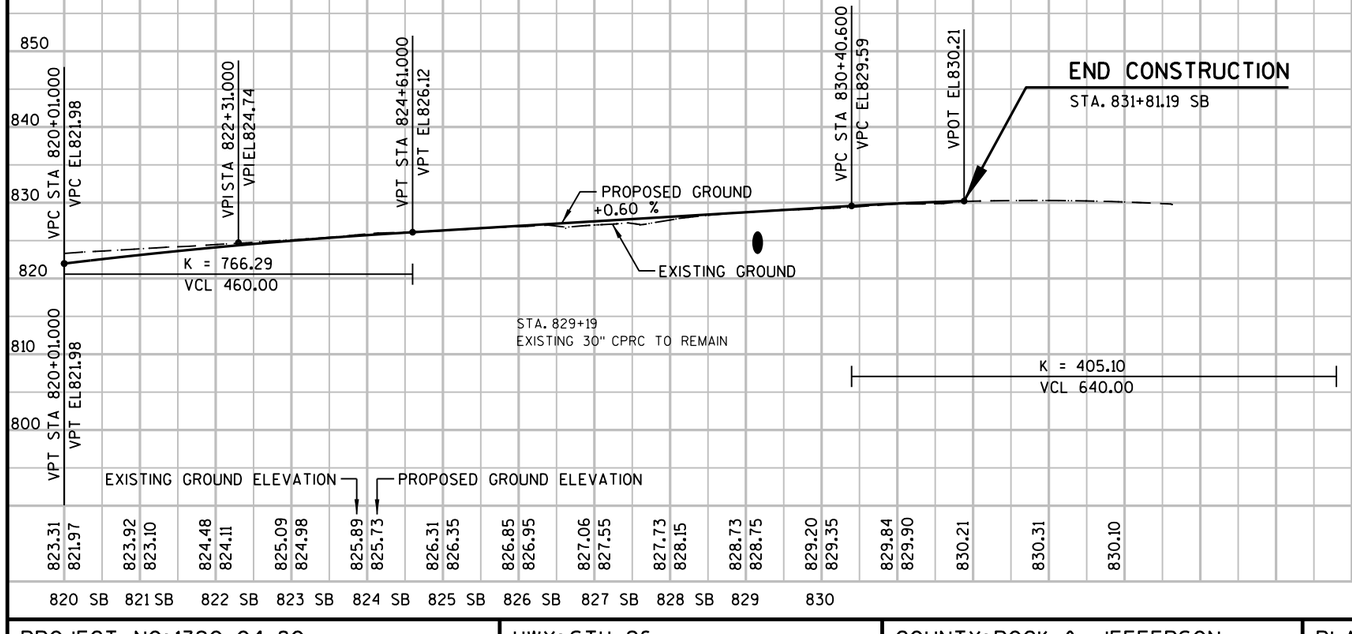
END CONSTRUCTION
STA. 820+00 (NB LANES)

JOHN S & KATHY A KUTZ

45 W 50 W 55 W 40 W

CONC

N



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MAINLINE	SHEET	E

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
486	625+42 NB	RR SPIKE PPOL 89-07628 45-5	56'LT.	827.33
487	641+92 NB	RR SPIKE PPOL 89-06656 45-4	43'LT.	822.75
489	637+77 NB	CHIS "X" E END 15" CMCP UNDER PE 6246	456' LT.	836.08

TOWN OF

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

ROCK PAINT AND CHEMICAL CO.

ROBERT C. COOLEY

EVELYN M PRICE

ROBERT A & DONNA R NICKEL

SLMSF, LLC
A WISCONSIN LIMITED LIABILITY COMPANY

WILLIAM J & CHARMAINE L SHEPPARD

DELINEATED WETLANDS

SECURITY CHAIN LINK FENCE, 6-FOOT SPECIAL, SEE CONSTRUCTION DETAIL

BM 486

BM 487

BM 489

PC 623+21.31

PI 620+00 SB

PI 626+38.74

OLD STH 26

STH 26

345 BPI 350 BPI 355 BPI 360 BPI 365 BPI

620 SB 625 SB 630 SB 635 SB 640 SB

620 625 630 635 640

VPOT STA 622+50.00 VPOT EL842.36

VPI STA 623+00.00 VPI EL841.35

VPI STA 623+50.00 VPI EL840.34

VPI STA 624+00.00 VPI EL839.35

VPI STA 624+50.00 VPI EL838.35

VPI STA 625+00.00 VPI EL837.35

VPI STA 625+50.00 VPI EL836.35

VPI STA 626+00.00 VPI EL835.35

VPI STA 626+50.00 VPI EL834.37

VPI STA 627+00.00 VPI EL833.38

VPI STA 627+50.00 VPI EL832.38

VPI STA 628+00.00 VPI EL831.39

VPI STA 628+50.00 VPI EL830.51

VPI STA 629+00.00 VPI EL829.74

VPI STA 629+50.00 VPI EL829.08

VPI STA 630+00.00 VPI EL828.55

VPI STA 630+50.00 VPI EL828.13

VPI STA 631+00.00 VPI EL827.83

VPI STA 631+50.00 VPI EL827.65

VPI STA 632+00.00 VPI EL827.50

VPI STA 632+50.00 VPI EL827.36

VPI STA 633+00.00 VPI EL827.21

VPI STA 633+50.00 VPI EL827.07

VPI STA 634+00.00 VPI EL826.92

VPI STA 634+50.00 VPI EL826.78

VPI STA 635+00.00 VPI EL826.63

VPI STA 635+50.00 VPI EL826.49

VPI STA 636+00.00 VPI EL826.34

VPI STA 636+50.00 VPI EL826.20

VPI STA 637+00.00 VPI EL826.05

VPI STA 637+50.00 VPI EL825.90

VPI STA 638+00.00 VPI EL825.76

VPI STA 638+50.00 VPI EL825.62

VPI STA 639+00.00 VPI EL825.47

VPI STA 639+50.00 VPI EL825.33

VPI STA 640+00.00 VPI EL825.18

VPI STA 640+50.00 VPI EL825.04

VPOT STA 641+00.00 VPOT EL824.89

-2.02 -2.02 -1.98 -2.00 -2.00 -2.00 -2.00 -1.97 -1.97 -2.00 -1.98 -1.97 -1.53 -1.32 -1.06 -0.84 -0.60 -0.36 -0.30 -0.28 -0.30 -0.28 -0.30 -0.28 -0.30 -0.28 -0.30 -0.28 -0.30 -0.28 -0.30 -0.28 -0.30 -0.28 -0.30 %

840 830 820

844.51 841.94 840.57 838.88 841.35 831.27 839.35 828.16 837.35 824.05 835.35 821.66 833.38 821.65 831.39 823.11 829.74 822.65 828.55 822.36 827.83 820.85 827.50 818.51 827.21 822.43 826.92 822.52 826.63 819.70 826.34 819.84 826.05 820.43 825.76 820.72 825.47 822.13 825.18 822.83 824.89 823.96

624 SB 626 SB 628 SB 630 SB 632 SB 634 SB 636 SB 638 SB 640 SB 642 SB

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - STH 26 SOUTH BOUND	SHEET	E

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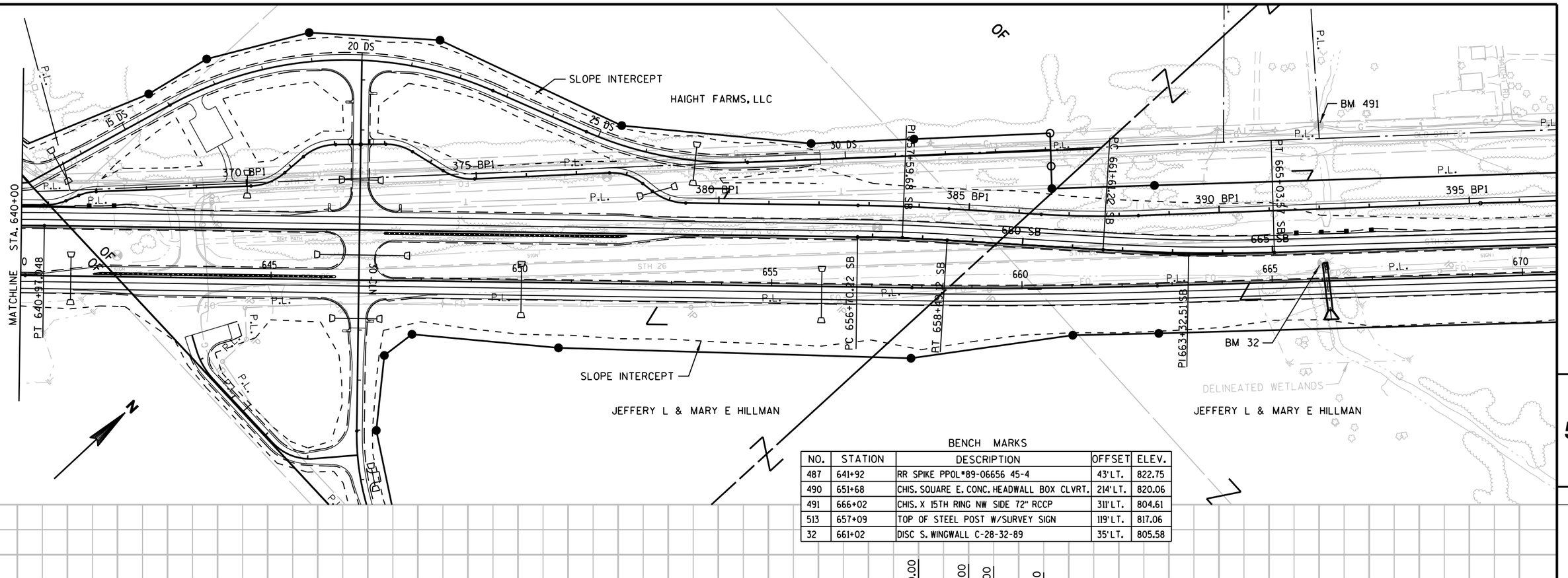
WISDOT/CADDS SHEET 40


MATCHLINE STA. 640+00
PT 640+97.048
SLOPE INTERCEPT
HAIGHT FARMS, LLC
SLOPE INTERCEPT
JEFFERY L & MARY E HILLMAN
JEFFERY L & MARY E HILLMAN
DELINEATED WETLANDS
STH 26
BM 491
BM 32
PC 656+70.42 SB
PT 658+59.68 SB
PC 661+61.22 SB
PT 665+03.54 SB
PI 663+32.51 SB
370 BPI
375 BPI
380 BPI
385 BPI
390 BPI
395 BPI
660 SB
665 SB
645
650
655
660
665
670
15 DS
20 DS
25 DS
30 DS
30 DS
N
OF
OF
P.L.
P.L.
P.L.

RONALD F PLAMBECK

THE TRUSTEE OF THE G&C BLUMBARD MANAGEMENT TRUST

SLOPE INTERCEPT

SLOPE INTERCEPT

JEFFERSON COUNTY

BRIAN E MARMES, SR. & DOREEN J MARMES

LOUIS F & JENNIFER A MOODY

CHARLES R & CATHY D NABER

DELINEATED WETLANDS

BM 498

BM 497

BM 518

BM 5181

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
497	731+71	CHIS X SE END 18" CMCP UNDER STH 26	225'LT.	822.37
498	743+54	RR SPIKE PPOL*45-2458 KOSH. LAKE RD. INT.	231'LT.	830.70
518	731+57	CHIS X NW END 24" CMCP UNDER BIKE PATH	145'LT.	820.45
5181	742+52	CHIS X NE END CMCP UNDER PE*N686/N690	2.6'RT.	820.98

VPOT STA 715+50.00 VPOT EL820.29 | VPI STA 716+00.00 VPI EL820.29 | VPI STA 716+50.00 VPI EL820.31 | VPI STA 717+00.00 VPI EL820.34 | VPI STA 717+50.00 VPI EL820.38 | VPI STA 718+00.00 VPI EL820.43 | VPI STA 718+50.00 VPI EL820.49 | VPI STA 719+00.00 VPI EL820.56 | VPI STA 719+50.00 VPI EL820.64 | VPI STA 720+00.00 VPI EL820.73 | VPI STA 720+50.00 VPI EL820.83 | VPI STA 721+00.00 VPI EL820.95 | VPI STA 721+50.00 VPI EL821.07 | VPI STA 722+00.00 VPI EL821.21 | VPI STA 722+50.00 VPI EL821.35 | VPI STA 723+00.00 VPI EL821.51 | VPI STA 723+50.00 VPI EL821.68 | VPI STA 724+00.00 VPI EL821.85 | VPI STA 724+50.00 VPI EL822.04 | VPI STA 725+00.00 VPI EL822.24 | VPI STA 725+50.00 VPI EL822.45 | VPI STA 726+00.00 VPI EL822.67 | VPI STA 726+50.00 VPI EL822.88 | VPI STA 727+00.00 VPI EL823.10 | VPI STA 727+50.00 VPI EL823.32 | VPI STA 728+00.00 VPI EL823.53 | VPI STA 728+50.00 VPI EL823.75 | VPI STA 729+00.00 VPI EL823.95 | VPI STA 729+50.00 VPI EL824.14 | VPI STA 730+00.00 VPI EL824.31 | VPI STA 730+50.00 VPI EL824.47 | VPI STA 731+00.00 VPI EL824.60 | VPI STA 731+50.00 VPI EL824.73 | VPI STA 732+00.00 VPI EL824.83 | VPI STA 732+50.00 VPI EL824.92 | VPI STA 733+00.00 VPI EL825.00 | VPI STA 733+50.00 VPI EL825.06 | VPI STA 734+00.00 VPI EL825.10 | VPI STA 734+50.00 VPI EL825.12 | VPI STA 735+00.00 VPI EL825.13 | VPI STA 735+50.00 VPI EL825.13 | VPI STA 736+00.00 VPI EL825.10 | VPI STA 736+50.00 VPI EL825.07 | VPI STA 737+00.00 VPI EL825.01 | VPI STA 737+50.00 VPI EL824.94 | VPI STA 738+00.00 VPI EL824.85 | VPI STA 738+50.00 VPI EL824.75 | VPI STA 739+00.00 VPI EL824.63 | VPI STA 739+50.00 VPI EL824.50 | VPI STA 740+00.00 VPI EL824.34 | VPI STA 740+50.00 VPI EL824.18 | VPI STA 741+00.00 VPI EL823.99 | VPI STA 741+50.00 VPI EL823.79 | VPI STA 742+00.00 VPI EL823.58 | VPI STA 742+50.00 VPI EL823.35 | VPI STA 743+00.00 VPI EL823.10 | VPI STA 743+50.00 VPI EL822.84 | VPI STA 744+00.00 VPI EL822.56 | VPI STA 744+50.00 VPI EL822.26 | VPI STA 745+00.00 VPI EL821.95

+0.00 % +0.04 % +0.06 % +0.08 % +0.10 % +0.12 % +0.14 % +0.16 % +0.18 % +0.20 % +0.24 % +0.24 % +0.28 % +0.28 % +0.32 % +0.34 % +0.34 % +0.38 % +0.40 % +0.42 % +0.42 % +0.44 % +0.44 % +0.44 % +0.42 % +0.40 % +0.38 % +0.34 % +0.32 % +0.26 % +0.26 % +0.20 % +0.18 % +0.16 % +0.12 % +0.08 % +0.04 % +0.02 % +0.00 % -0.06 % -0.06 % -0.12 % -0.14 % -0.18 % -0.20 % -0.24 % -0.26 % -0.32 % -0.32 % -0.38 % -0.40 % -0.42 % -0.46 % -0.50 % -0.52 % -0.56 % -0.60 % -0.62 %

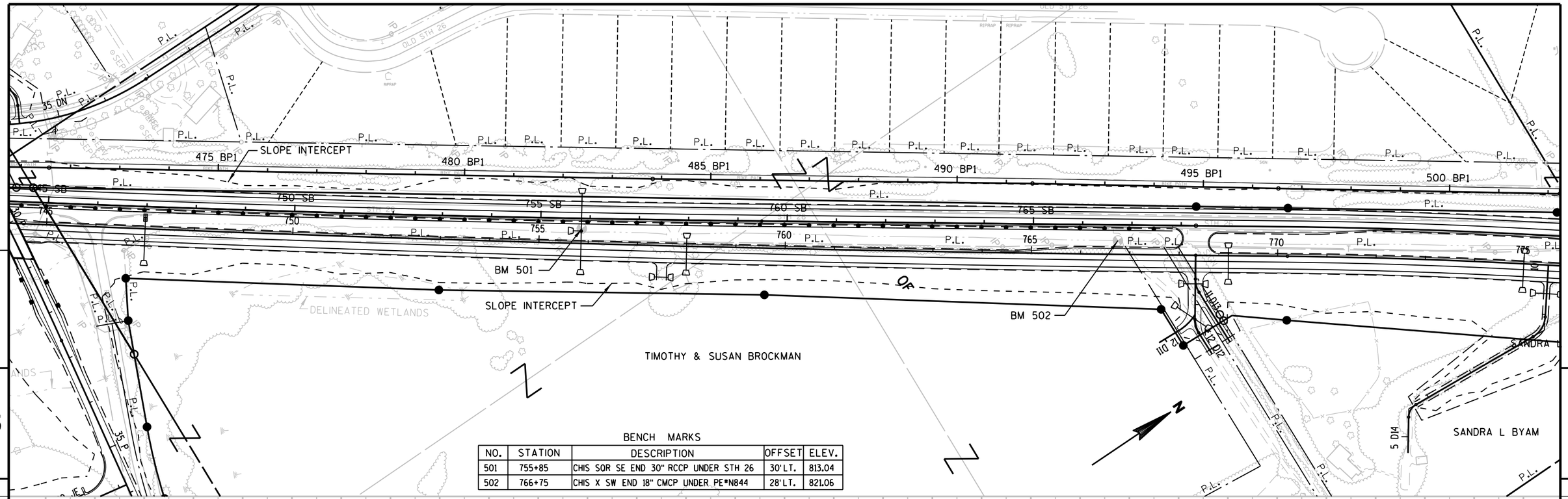
819.91 820.29 820.08 820.34 819.99 820.43 819.83 820.56 819.84 820.73 819.79 820.95 819.72 821.21 819.64 821.51 819.62 821.85 819.87 822.24 820.18 822.67 820.74 823.10 821.07 823.53 822.15 823.95 822.29 824.31 822.33 824.60 822.83 824.83 823.09 825.00 823.22 825.10 823.31 825.13 823.31 825.10 823.28 825.01 823.10 824.85 823.04 824.63 822.85 824.34 822.38 823.99 822.28 823.58 821.74 823.10 821.63 822.56 821.10 821.95

716 SB 718 SB 720 SB 722 SB 724 SB 726 SB 728 SB 730 SB 732 SB 734 SB 736 SB 738 SB 740 SB 742 SB 744 SB

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - SOUTH BOUND LANES	SHEET E

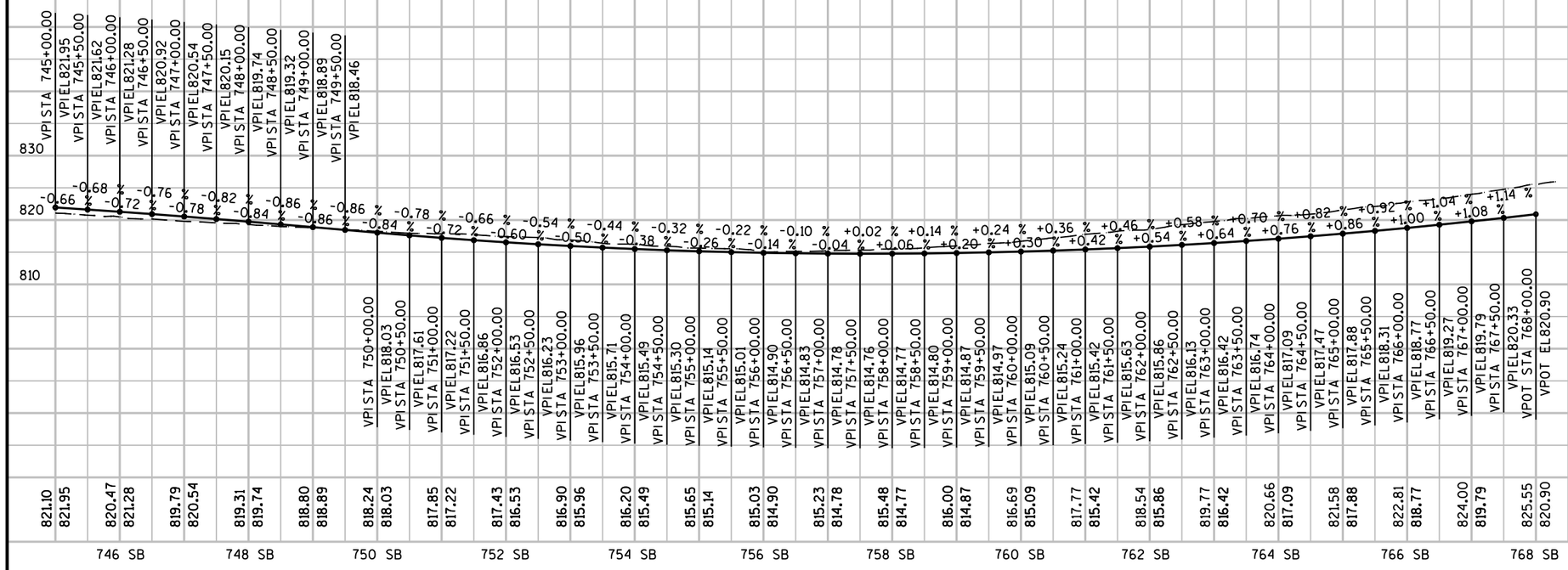
FILE NAME : R:\Projects\d1_13900480\050110C_pp.dgn PLOT DATE : 27-NOV-2012 13:13 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000

WISDOT/CADDS SHEET 40



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
501	755+85	CHIS SOR SE END 30" RCCP UNDER STH 26	30'LT.	813.04
502	766+75	CHIS X SW END 18" CMCP UNDER PE*N844	28'LT.	821.06



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - SOUTH BOUND LANES	SHEET	E

STA. 633+32, LT.
GRAVEL PE REQ'D.
1-18" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

STA. 7+93 DS, LT.
GRAVEL PE REQ'D.
1-12" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

STA. 632+96
REMOVE SMALL PIPE CULVERT

STA. 11+80 DS, LT.
ASPHALT PE REQ'D.

STA. 5+86 DS - STA . 12+00 DS RT.
CONCRETE CURB & GUTTER REQ'D.

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
487	641+92	RR SPIKE PPOL*89-06656 45-4	43'LT.	822.75
489	16+24 CW	CHIS X E END 15" CMCP UNDER PE*6246	18'RT.	836.08
490	651+68	CHIS SOR E COR CONC HEADWALL BOX CULV	214'LT.	820.06
513	657+09	TOP OF STEEL POST W/SURVEY SIGN	119'LT.	817.06

HAIGHT FARMS, LLC

HAIGHT FARMS, LLC

MICHAEL JORDAN

WILLIAM J & CHARMAINE L SHEPPARD

JEFFERY L & MARY E HILLMAN

DELINEATED WETLANDS

BM 487 BM 489 BM 490 BM 513

SLOPE INTERCEPT

SLOPE INTERCEPT

END CONSTRUCTION
STA. 29+50 DS
SAWCUT REQ'D.

STA. 13+50 DS
1-24" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.

STA. 27+00 DS
1-24" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.

EXISTING GROUND
PROPOSED GROUND

VPOT STA 5+85.91 VPOT EL822.50
VPI STA 10+00.00 VPI EL824.60
VPC STA 18+59.09 VPC EL831.47
VPI STA 21+09.09 VPI EL833.47
VPT STA 23+59.09 VPT EL828.32
VPC STA 25+43.15 VPC EL824.54
VPI STA 26+93.15 VPI EL821.45
VPT STA 28+43.15 VPT EL820.70
VPOT STA 29+50.00 VPOT EL820.17

+0.51 % +0.80 % -2.06 % -0.50 %

19+99.02 832.03

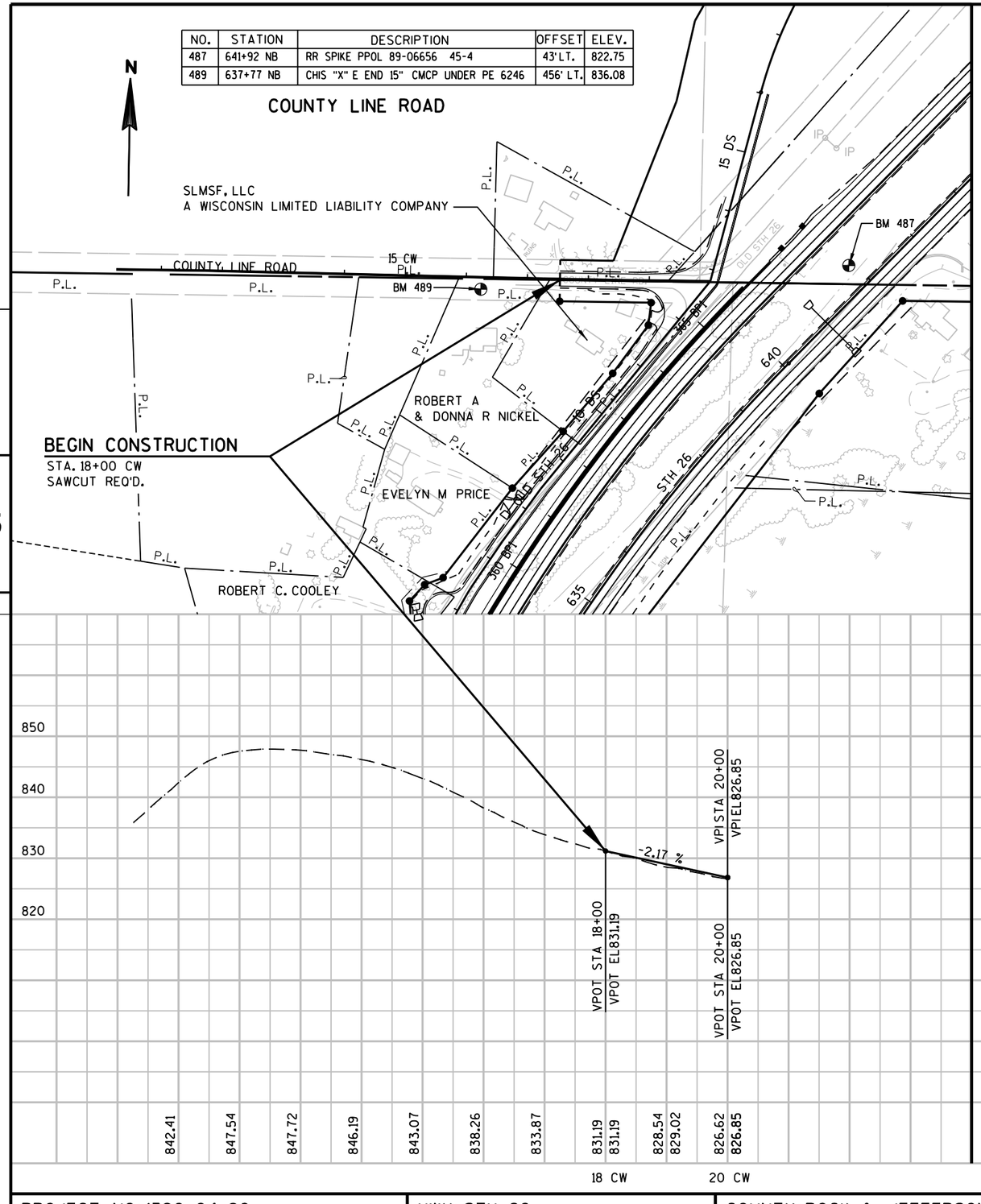
K = 174.96
VCL 500.00

VCL 300.00
K = 192.35

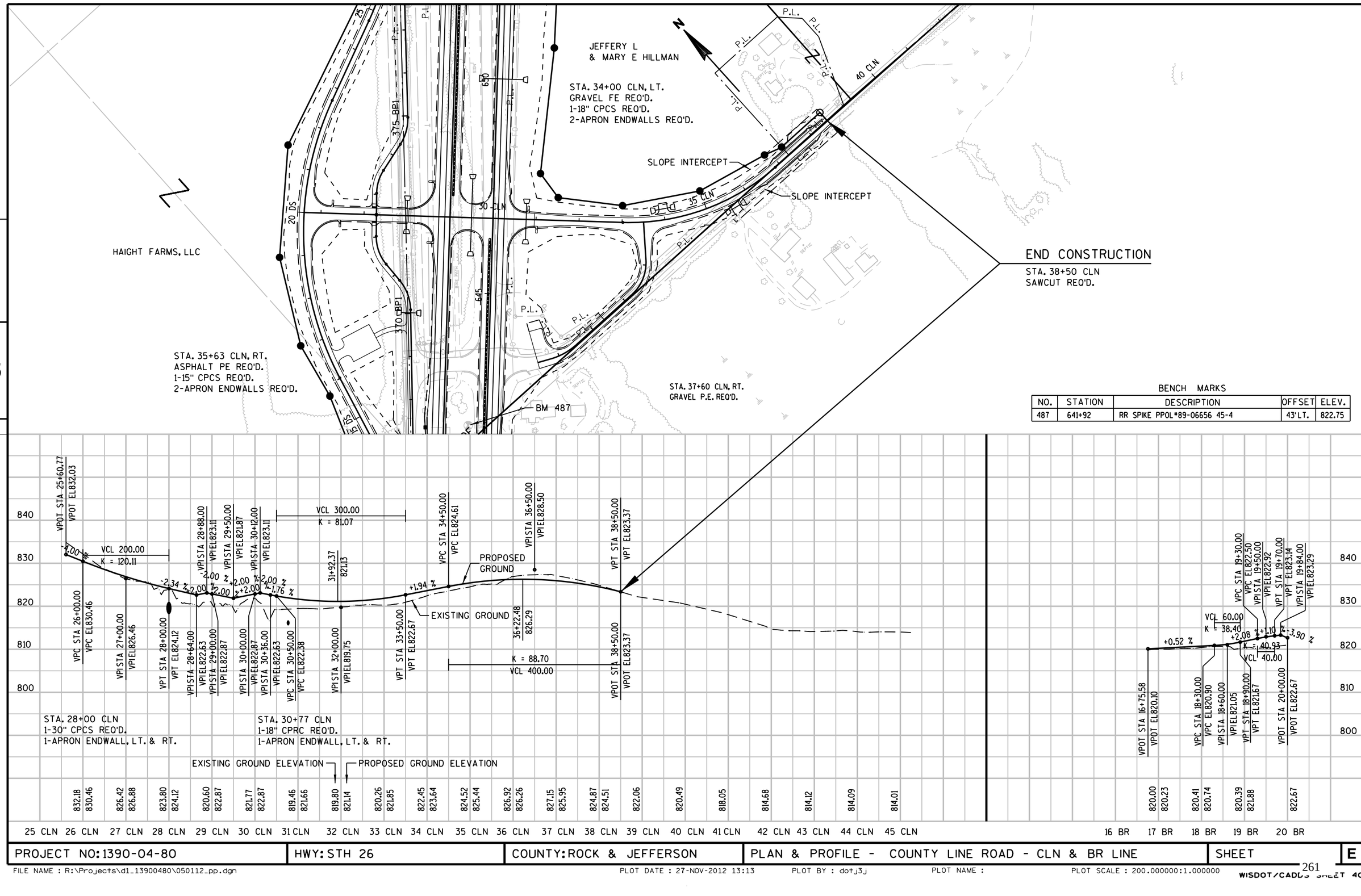
EXISTING GROUND ELEVATION — PROPOSED GROUND ELEVATION

| | | |

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
487	641+92 NB	RR SPIKE PPOL 89-06656 45-4	43'LT.	822.75
489	637+77 NB	CHIS "X" E END 15" CMCP UNDER PE 6246	456' LT.	836.08



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - COUNTY LINE RD. - CW	SHEET	E

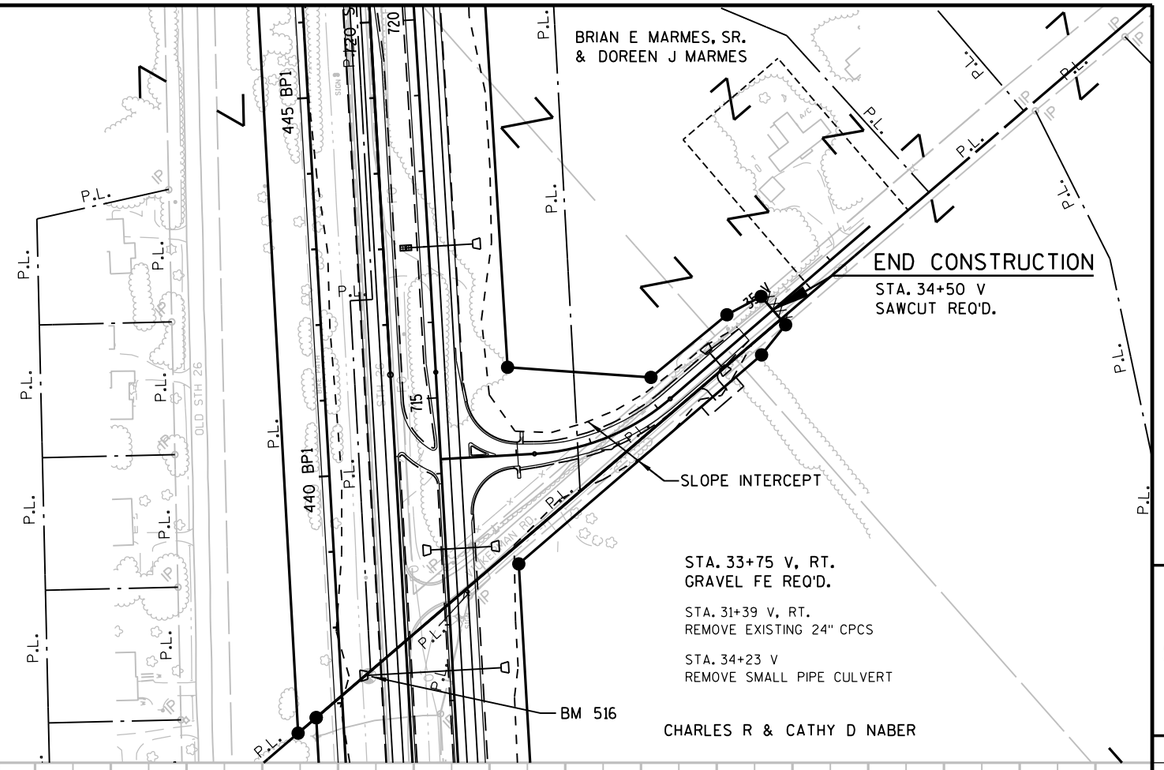


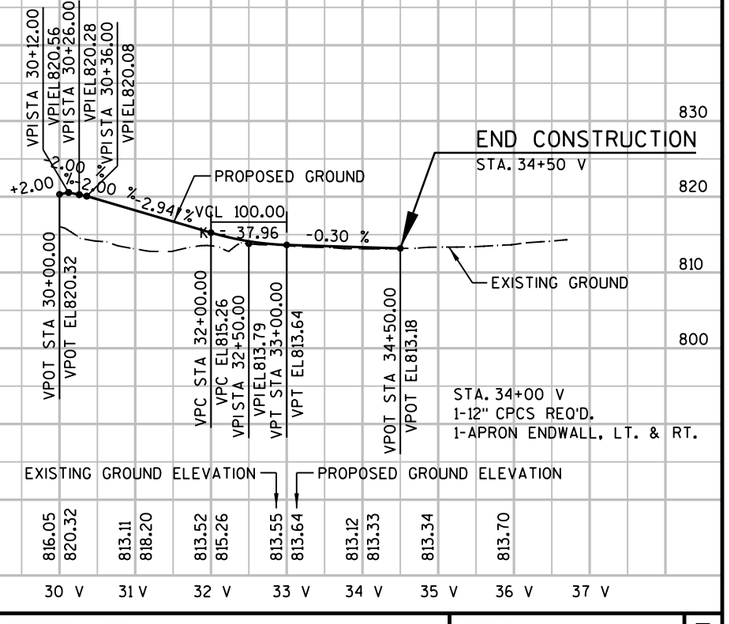
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - COUNTY LINE ROAD - CLN & BR LINE	SHEET	E

JEFFERSON COUNTY

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
516	711+38	CHIS SOR NW END 30" RCCP UNDER STH 26	111' LT.	818.01





PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - VICKERMAN ROAD - V	SHEET	E

STA. 14+59 DN, LT.
GRAVEL PE REQ'D.
EXISTING SMALL PIPE
CULVERT TO REMAIN

STA. 16+10 DN, LT.
GRAVEL FE REQ'D.
1-24" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

THE TRUSTEE OF THE G&C BLUMBARD MANAGEMENT TRUST

STA. 21+81 DN, RT.
REMOVE EXISTING 24" CPCS

STA. 25+12 DN, LT.
GRAVEL PE REQ'D.
1-18" CPCS REQ'D.
2-ENDWALLS REQ'D..
REMOVE EXISTING 12" CPCS

STA. 34+18 DN LT.
ASPHALT PE REQ'D.

RONALD F PLAMBECK

SLOPE INTERCEPT

SLOPE INTERCEPT

BM 497

BM 518

BEGIN MILL & HMA OVERLAY
STA. 26+32 DN

SAWCUT 10' LANE WIDTHS

END MILL & HMA OVERLAY
STA. 35+00 DN
SAWCUT REQ'D.

BM 498

BM 5181

HEIGHTS

INDIAN

450 BP1

455 BP1

460 BP1

465 BP1

470 BP1

475 BP1

725 SB

730 SB

735 SB

740 SB

745 SB

750 SB

725

730

735

740

745

750

5

5

END RECONSTRUCTION
STA. 26+32 DN

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
497	731+71	CHIS X SE END 18" CMCP UNDER STH 26	225' LT.	822.37
498	743+54	RR SPIKE PPOL*45-2458 KOSH. LAKE RD. INT.	231' LT.	830.70
518	731+57	CHIS X NW END 24" CMCP UNDER BIKE PATH	145' LT.	820.45
5181	742+52	CHIS X NE END CMCP UNDER PE*N686/N690	2.6' RT.	820.98

BEGIN RECONSTRUCTION
STA. 14+40 DN
SAWCUT REQ'D.

840
830
820
810

VCL 50.00
K = 39.47
+1.27 %

VPC STA 15+00.00
VPC EL824.13

VPI STA 16+00.00
VPI EL825.40

VPT STA 17+00.00
VPT EL825.70

+0.30 %

VPI STA 20+00.00
VPI EL826.85

+2.00 %

PROPOSED GROUND

-0.39 %

VCL 100.00
K = 60.48

25+23.74
824.60

+1.26 %

VPOT STA 26+33.27
VPOT EL825.50

K = 206.62
VCL 200.00

EXISTING GROUND

VPOT STA 14+16.44
VPOT EL823.50

VPC STA 14+25.00
VPC EL823.50

VPI STA 14+50.00
VPI EL823.50

VPT STA 14+75.00
VPT EL823.82

STA. 15+75 DN
REMOVE EXISTING 18" CPCS
1-24" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.

VPI STA 19+85.00
VPI EL826.55

VPI STA 20+15.00
VPI EL826.55

STA. 23+00 DN
1-24" X 38" CPRCHE REQ'D.
1-APRON ENDWALL, LT. & RT.

VPC STA 25+00.00
VPC EL824.65

VPI STA 25+50.00
VPI EL824.45

VPT STA 26+00.00
VPT EL825.08

EXISTING GROUND ELEVATION — PROPOSED GROUND ELEVATION

14 DN	15 DN	16 DN	17 DN	18 DN	19 DN	20 DN	21 DN	22 DN	23 DN	24 DN	25 DN	26 DN	27 DN
823.65	824.13	824.74	825.16	825.33	825.70	824.88	826.00	825.02	826.30	824.19	826.85	824.21	826.22	823.59	825.82	823.33	825.43	823.51	825.04	824.44	824.65	825.15	825.08

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - OLD STH 26 NORTH - DN	SHEET	E

STA. 15+20 P, LT.
ASPHALT PE REQ'D.
SAWCUT REQ'D.

STA. 17+87 P, LT.
ASPHALT PE REQ'D.
SAWCUT REQ'D.

STA. 18+10 P, LT.
ASPHALT PE REQ'D.
SAWCUT REQ'D.

STA. 21+34 P, LT.
CONCRETE PE REQ'D.
SAWCUT REQ'D.

STA. 21+60 P, LT.
ASPHALT PE REQ'D.
SAWCUT REQ'D.

STA. 18+00 P
REMOVE SMALL
PIPE CULVERT

SLOPE INTERCEPT

BM 498

BM 499

INDIAN

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
498	743+54	RR SPIKE PPOL*45-2458 INT KOSH. LAKE RD.	231'LT.	830.70
499	18+22 P	CHIS X E END 15" CMCP PE*W7378/W7382	17'LT.	855.92
5181	742+52	CHIS X NE END CMCP UNDER PE*N686/N690	2.6'RT.	820.98

ENVIRONMENTALLY
SENSITIVE AREA

PLACE SAFETY FENCE
8' OF SLOPE INTERCEPT

STA. 31+12 P - STA. 32+15 P, LT.
BEAM GUARD REQ'D.

STA. 23+42 P - STA. 26+95 P, LT.
BEAM GUARD REQ'D.

STA. 25+66.50 P - STA. 26+69.50 P, RT.
BEAM GUARD REQ'D.

SLOPE INTERCEPT

BM 5181

ENVIRONMENTALLY
SENSITIVE AREA

PLACE SAFETY FENCE
8' OFF SLOPE INTERCEPT

STA. 30+91 P - STA. 31+94 P, RT.
BEAM GUARD REQ'D.

ENVIRONMENTALLY
SENSITIVE AREA

STA. 40+00 P
GRAVEL FE REQ'D.

PLACE SAFETY FENCE
8' OFF SLOPE INTERCEPT

BEGIN CONSTRUCTION
STA. 14+36 P
SAWCUT REQ'D.

END CONSTRUCTION
STA. 40+50 P
SAWCUT REQ'D.

VPOT STA 14+00.00
VPOT EL845.72

VPISTA 15+00.00
VPIEL848.12

VPISTA 16+00.00
VPIEL851.37

VPC STA 16+25.00
VPC EL852.17

VPISTA 17+00.00
VPIEL854.59

VPT STA 17+75.00
VPT EL856.27

VPC STA 17+75.00
VPC EL856.27

VPISTA 20+75.00
VPIEL863.00

VPT STA 23+75.00
VPT EL861.12

VPC STA 24+50.00
VPC EL860.65

VPISTA 28+50.00
VPIEL858.15

VPC STA 32+50.00
VPC EL836.08

VPC STA 33+50.00
VPC EL830.56

VPISTA 36+50.00
VPIEL814.00

VPISTA 40+00.00
VPIEL813.20

VPOT STA 40+50.00
VPOT EL813.26

VPT STA 39+50.00
VPT EL813.31

+2.40 %
+3.25 %
+3.22 %
-0.63 %
-5.52 %
+0.12 %

K = 153.48
VCL 150.00

K = 209.17
VCL 600.00

K = 163.50
VCL 800.00

VCL 600.00
K = 113.42

22+44.10
861.53

PROPOSED GROUND

EXISTING GROUND

STRUCTURE B-28-131

STA. 20+00 P
1-18" CPRC REQ'D.
1-INLET, TYPE 2X2FT-S
1-APRON ENDWALL, RT.

STA. 39+50 P
1-18" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

| | | |

THE TRUSTEE OF THE G&C BLUMBARD MANAGEMENT TRUST

BM 499

STA. 20+20, LT. & RT.
GRAVEL FE REQ'D.
1-18" CPCS REQ'D. LT.
2-APRON ENDWALLS REQ'D.

SLOPE INTERCEPT

SLOPE INTERCEPT

THE TRUSTEE OF THE G&C BLUMBARD MANAGEMENT TRUST

CHARLES R & CATHY D NABER

BM 518

BM 497

JEFFERSON COUNTY

LOUIS F & JENNIFER A MOODY

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
497	731+71	CHIS X SE END 18"CMCP UNDER OLD STH 26	225'LT.	822.37
499	18+22 P	CHIS X E END 15" CMCP PE*W7378/W7382	17'LT.	855.92
518	731+57	CHIS X NW END 24" CMCP UNDER BIKE PATH	145'LT.	820.45

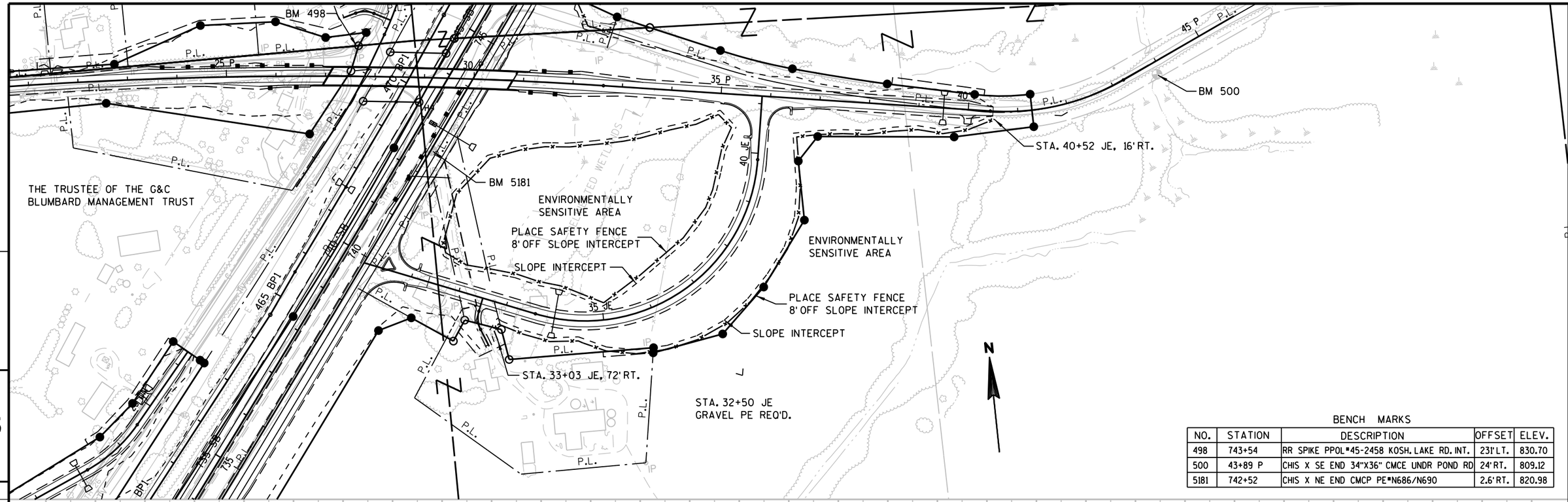
VPC/VPI STA 15+90.00
VPC/VPI EL851.50
VPI STA 17+05.00
VPI EL848.80
VPT STA 18+20.00
VPT EL843.70
-1.03 %
K = 110.22
VCL 230.00
VCL 350.00
K = 118.20
PROPOSED GROUND
-1.47 %
VCL 100.00
K = 160.41
-0.85 %
+2.09 %
-2.00 %
VPI STA 29+39.43
VPI EL824.68
VPOT STA 15+69.62
VPOT EL851.71
VPC STA 18+20.00
VPC EL843.70
VPI STA 19+95.00
VPI EL835.94
VPT STA 21+70.00
VPT EL833.36
EXISTING GROUND
STA. 25+00
1-24" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.
VPC STA 25+67.40
VPC EL827.51
VPI STA 26+17.40
VPI EL826.77
VPT STA 26+67.40
VPT EL826.35
VPOT STA 29+51.43
VPOT EL824.44
VPI STA 29+17.43
VPI EL824.22

860
850
840
830
820
810

EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION

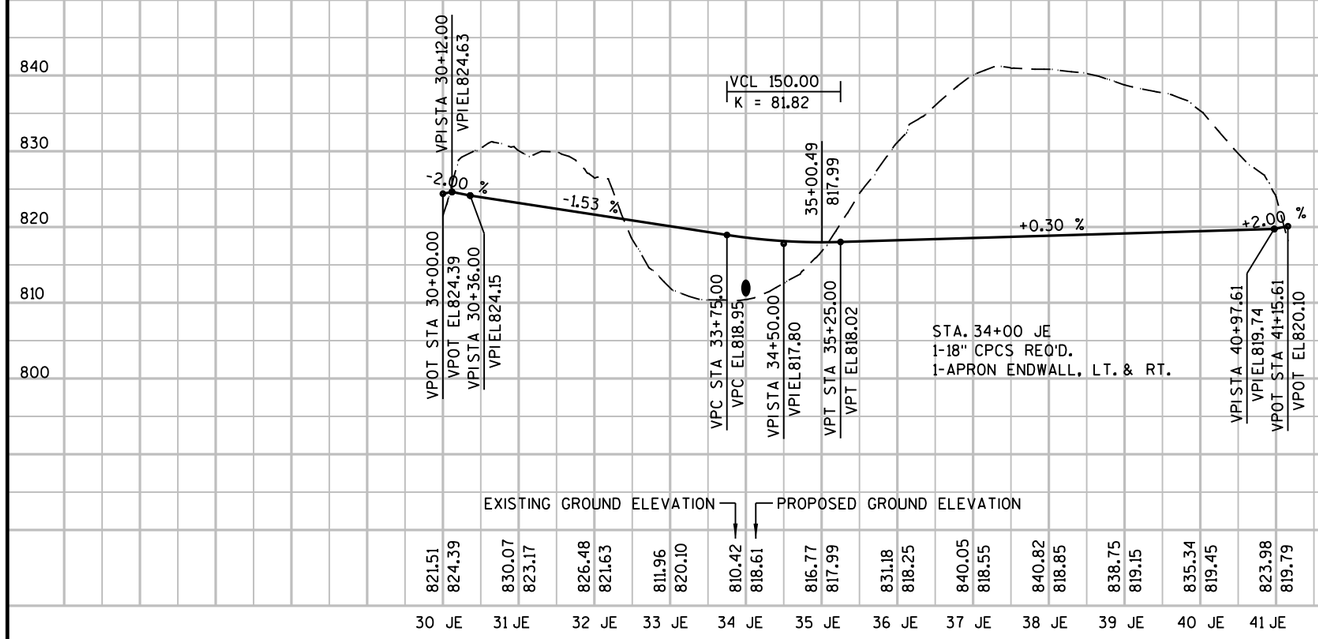
851.01	851.26	848.56	848.37	842.48	844.57	838.24	840.42	835.63	837.09	833.22	834.60	831.02	832.92	830.48	831.45	827.78	829.97	826.26	828.50	824.35	827.06	824.23	826.07	822.56	825.22	819.47	824.37		
15 JW		16 JW		17 JW		18 JW		19 JW		20 JW		21 JW		22 JW		23 JW		24 JW		25 JW		26 JW		27 JW		28 JW		29 JW		30 JW

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - JW	SHEET	E



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
498	743+54	RR SPIKE PPOL*45-2458 KOSH. LAKE RD. INT.	231' LT.	830.70
500	43+89 P	CHIS X SE END 34"X36" CMCE UNDR POND RD	24' RT.	809.12
5181	742+52	CHIS X NE END CMCP PE*N686/N690	2.6' RT.	820.98



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - JE	SHEET	E

STA. 20+22 W, LT.
GRAVEL PE REQ'D.

STA. 21+22 W, LT.
GRAVEL FE REQ'D.
1-15" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

SLOPE INTERCEPT

NW POND

NW POND

BM 507

540 BPI

JEFFERSON COUNTY

535 BPI

BM 506

BEGIN CONSTRUCTION
STA. 19+50 W
SAWCUT REQ'D.

530 BPI

ANITA L BURNS IRREVOCABLE LIVING TRUST

STA. 27+21 W - STA. 28+24 W, LT.
BEAM GUARD REQ'D.

STA. 26+83 W - STA. 27+86 W, RT.
BEAM GUARD REQ'D.

STA. 30+32 W, LT.
REMOVE EXISTING 24" CPCS

STA. 28+88 W, LT.
REMOVE EXISTING 24" CPCS

STA. 31+03 W - STA. 32+06 W, RT.
BEAM GUARD REQ'D.

STA. 33+05 W, RT.
REMOVE SMALL PIPE CULVERT

STA. 34+51 W, LT.
REMOVE SMALL PIPE CULVERT

SLOPE INTERCEPT

STA. 39+00 W, RT.
GRAVEL PE REQ'D.

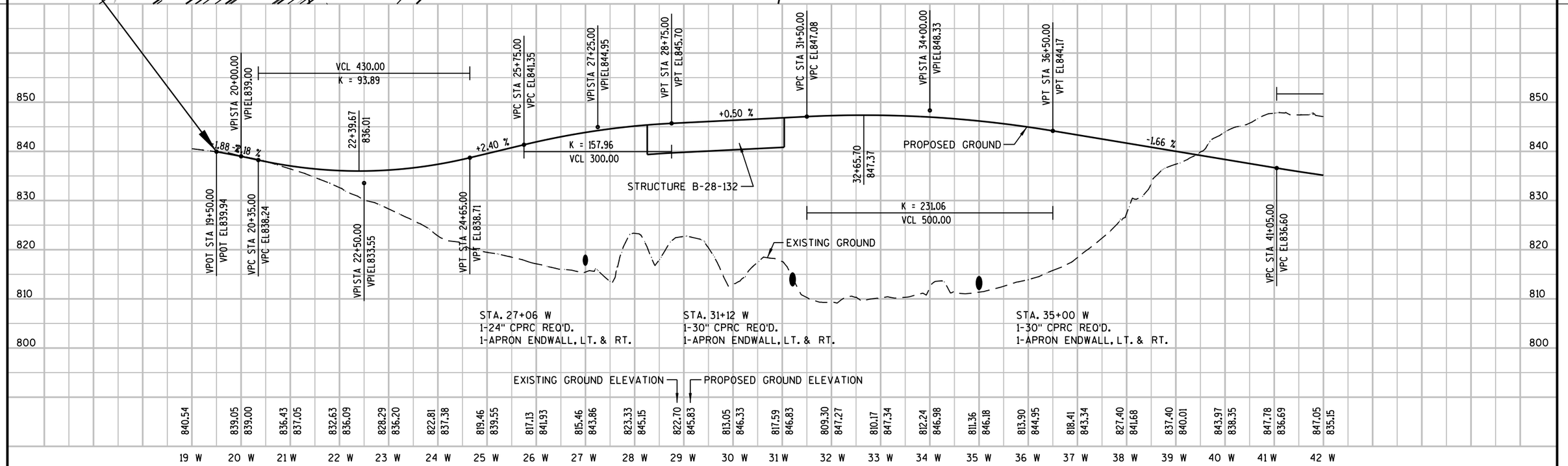
STA. 35+50 W, RT.
GRAVEL FE REQ'D.

STA. 31+41 W - STA. 32+44 W, LT.
BEAM GUARD REQ'D.

N

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
506	806+15	RR SPIKE PPOL*76-9029 35-5	182'LT.	843.03
507	814+61	CHIS X S END 18" CMCP UNDER BIKE PATH	127'LT.	817.04



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - W	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050118_pp.dgn PLOT DATE : 27-NOV-2012 13:14 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000

WISDOT/CADDS SHEET 40

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
5081	825+97	CHIS X NW END CMCP UNDER PE*N1175	174'LT.	827.35

555 BP1

BM 5081

825 SB

830 SB

835 SB

840 SB

SLOPE INTERCEPT

SLOPE INTERCEPT

JOHN S
&
KATHY A KUTZ

GERALD A & SANDRA S MORTIMER

BEGIN CONSTRUCTION
STA. 28+00 GA
SAWCUT REQ'D.

STA. 29+25 GA
1-24" X 38" CPRCHE REQ'D.
1-APRON ENDWALL, LT. & RT.

STA. 29+69 GA
REMOVE SMALL PIPE CULVERT

END CONSTRUCTION
STA. 55+75 W
SAWCUT REQ'D.

VCL 900.00
K = 346.22

PROPOSED GROUND

EXISTING GROUND

+0.94 %

VPC STA 41+05.00
VPC EL836.60

VPI STA 45+55.00
VPI EL829.12

46+80.84
831.82

VPT STA 50+05.00
VPT EL833.33

VPOT STA 55+75.00
VPOT EL838.67

STA. 48+00 W
1-24" X 38" CPRCHE REQ'D.
1-APRON ENDWALL, LT. & RT.

EXISTING GROUND ELEVATION	PROPOSED GROUND ELEVATION
843.97	838.35
847.78	836.69
847.05	835.15
844.23	833.91
841.05	832.95
837.13	832.29
831.46	831.91
829.08	831.82
827.66	832.02
827.66	832.51
829.24	833.29
831.89	834.22
832.57	835.16
835.89	836.10
837.61	837.03
838.11	837.97

40 W 41 W 42 W 43 W 44 W 45 W 46 W 47 W 48 W 49 W 50 W 51 W 52 W 53 W 54 W 55 W 56 W

850 840 830 820 810

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - W	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050119_pp.dgn PLOT DATE : 27-NOV-2012 13:14 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000

WISDOT/CADDS SHEET 40

STA. 31+75 NC, LT.
REMOVE EXISTING 18" CPCS

STA. 34+00 NC, LT.
REMOVE SMALL PIPE CULVERT

STA. 35+53
REMOVE EXISTING 24" CPCS

STA. 35+25 NC
CONCRETE PE REQ'D.

STA. 36+02 NC, LT.
GRAVEL PE REQ'D.
1-24" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
506	806+15	RR SPIKE PPOL*76-9029 35-5	182'LT.	843.03
507	814+61	CHIS X S END 18" CMCP UNDER PATH	127'LT.	817.04
5081	825+97	CHIS X NW END CMCP UNDER PE*N1175	174'LT.	827.35

JEFFERSON COUNTY

BM 506

BM 507

BM 5081

SLOPE INTERCEPT

NW POND

NE POND

535 BP1

540 BP1

550 BP1

555 BP1

820 SB

825 SB

830 SB

S.T.H. 26

END CONSTRUCTION
STA. 38+50 NC
SAWCUT REQ'D.

VPI STA 30+18.00
VPI EL843.69

VPC STA 30+60.00
VPC EL843.37

VPI STA 31+60.00
VPI EL842.60

VPT STA 32+60.00
VPT EL835.98

+4.00 %

-6.62 %

+3.07 %

PROPOSED GROUND

K = 34.19
VCL 200.00

VCL 400.00
K = 41.31

VPOT STA 30+00.00
VPOT EL842.97

37+13.32
815.03

VPC STA 34+40.00
VPC EL824.07

VPI STA 36+40.00
VPI EL810.84

VPT STA 38+40.00
VPT EL816.97

VPOT STA 38+50.00
VPOT EL817.28

EXISTING GROUND

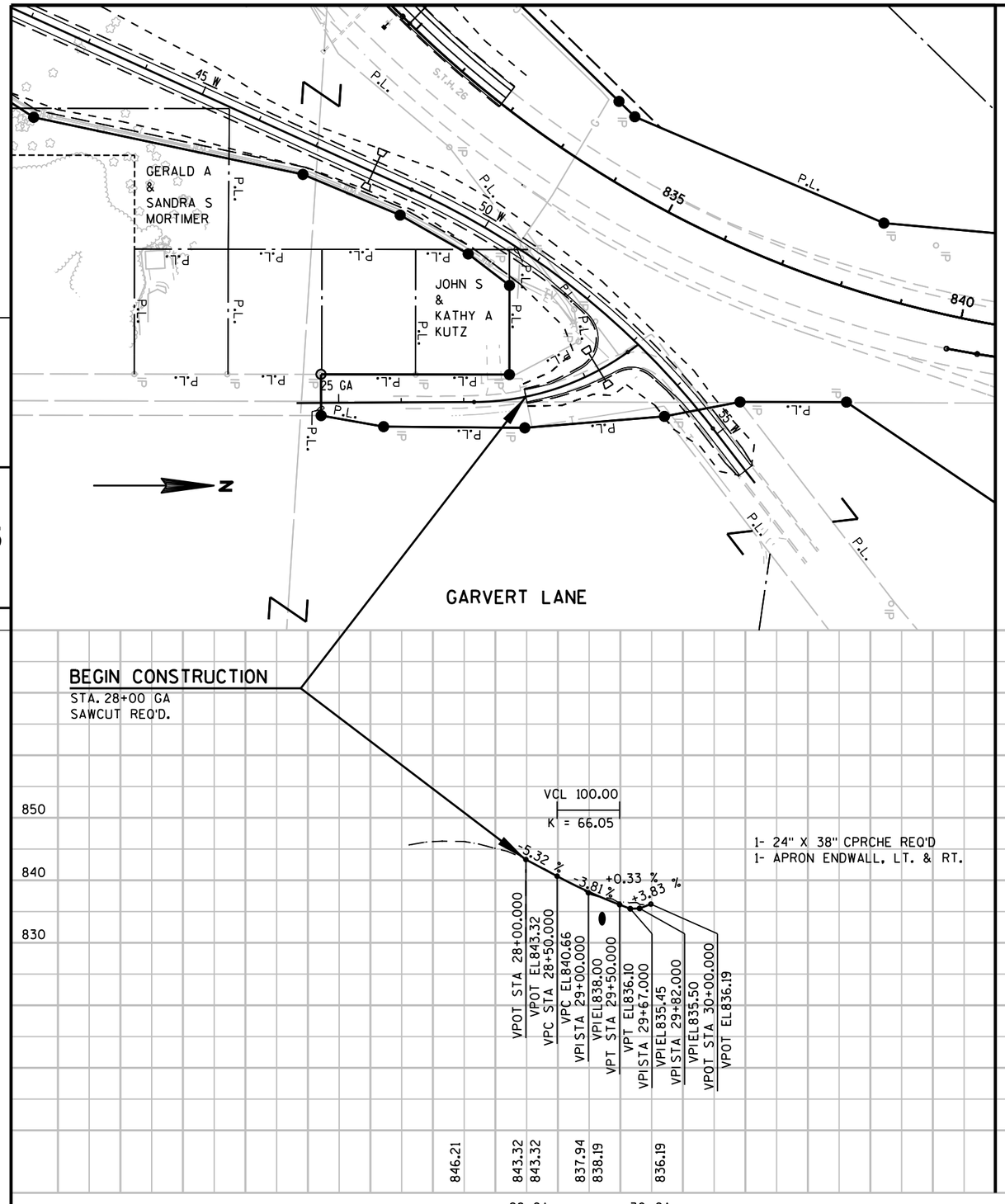
STA. 33+77 NC
1-24" CPRC REQ'D.
1-APRON ENDWALL, LT. & RT.

STA. 35+50 NC
1-24" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.

	30 NC	31 NC	32 NC	33 NC	34 NC	35 NC	36 NC	37 NC	38 NC	39 NC	40 NC
EXISTING GROUND ELEVATION	816.01	813.69	813.47	815.23	812.64	812.29	811.64	812.48	815.75		
	842.97	842.83	839.43	833.34	826.72	820.54	816.59	815.05	815.94	819.13	
PROPOSED GROUND ELEVATION											

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - NC	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050120_pp.dgn PLOT DATE : 27-NOV-2012 13:14 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000
WISDOT/CADDS SHEET 40



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - GARVERT LANE - GA	SHEET	E

HAROLD W TRAYNOR REVOCABLE LIVING TRUST

DANIEL M COOK

PAUL A & CAROLYN P MILLER

ROBERT C & JUDITH KING

ELMER J & CAROL AHRENS REVOCABLE TRUST

KYLE D. PETERSON

STH 26

SLOPE INTERCEPT

STA. 19+31 AH, RT.
REMOVE SMALL PIPE CULVERT

STA. 7+50 AH, RT.
GRAVEL P.E. REQ'D.

STA. 21+30 AH, RT.
ASPHALT PE REQ'D.
1-12" CPCS REQ'D.
2-APRON ENDWALLS REQ'D.
REMOVE SMALL PIPE CULVERT

STA. 21+70 AH, RT.
ASPHALT PE REQ'D.
REMOVE SMALL PIPE CULVERT

STA. 11+50 AH
1- 18" CPCS REQ'D.
1- APRON ENDWALL, LT. & RT.

STA. 19+50 AH
1- 18" CPRC REQ'D.
1- APRON ENDWALL, LT. & RT.

VPOT STA 0+00.00
VPOT EL859.81

VPC STA 1+25.00
VPC EL860.87

VPI STA 2+00.00
VPI EL861.50

VPT STA 2+75.00
VPT EL861.00

2+08.78
861.22

K = 99.15
VCL 150.00

+0.85 %

-0.67 %

EXISTING GROUND

PROPOSED GROUND

VPC STA 10+70.00
VPC EL855.69

VPI STA 11+20.00
VPI EL855.36

VPT STA 11+70.00
VPT EL855.55

VCL 100.00
K = 95.42

11+33.73
855.48

+0.38 %

VPC STA 14+50.00
VPC EL856.61

VPI STA 15+00.00
VPI EL856.80

VPT STA 15+50.00
VPT EL856.62

15+02.06
856.71

K = 136.96
VCL 100.00

-0.35 %

VPC STA 20+75.00
VPC EL854.79

VPI STA 21+00.00
VPI EL854.70

VPT STA 21+25.00
VPT EL854.52

K = 128.81
VCL 50.00

-0.74 %

VPOT STA 22+27.34
VPOT EL853.76

0 AH	1 AH	2 AH	3 AH	4 AH	5 AH	6 AH	7 AH	8 AH	9 AH	10 AH	11 AH	12 AH	13 AH	14 AH	15 AH	16 AH	17 AH	18 AH	19 AH	20 AH	21 AH	22 AH	23 AH
EXISTING GROUND ELEVATION	859.81	860.37	860.99	860.49	860.15	860.10	857.43	857.02	857.40	856.93	852.20	855.23	855.47	855.61	856.03	856.67	856.72	856.45	855.83	855.33	855.00	854.63	854.34
PROPOSED GROUND ELEVATION	859.81	860.65	861.22	860.83	860.16	859.50	858.83	858.16	857.49	856.82	856.16	855.54	855.66	856.04	856.42	856.71	856.45	856.10	855.75	855.40	855.05	854.68	853.96

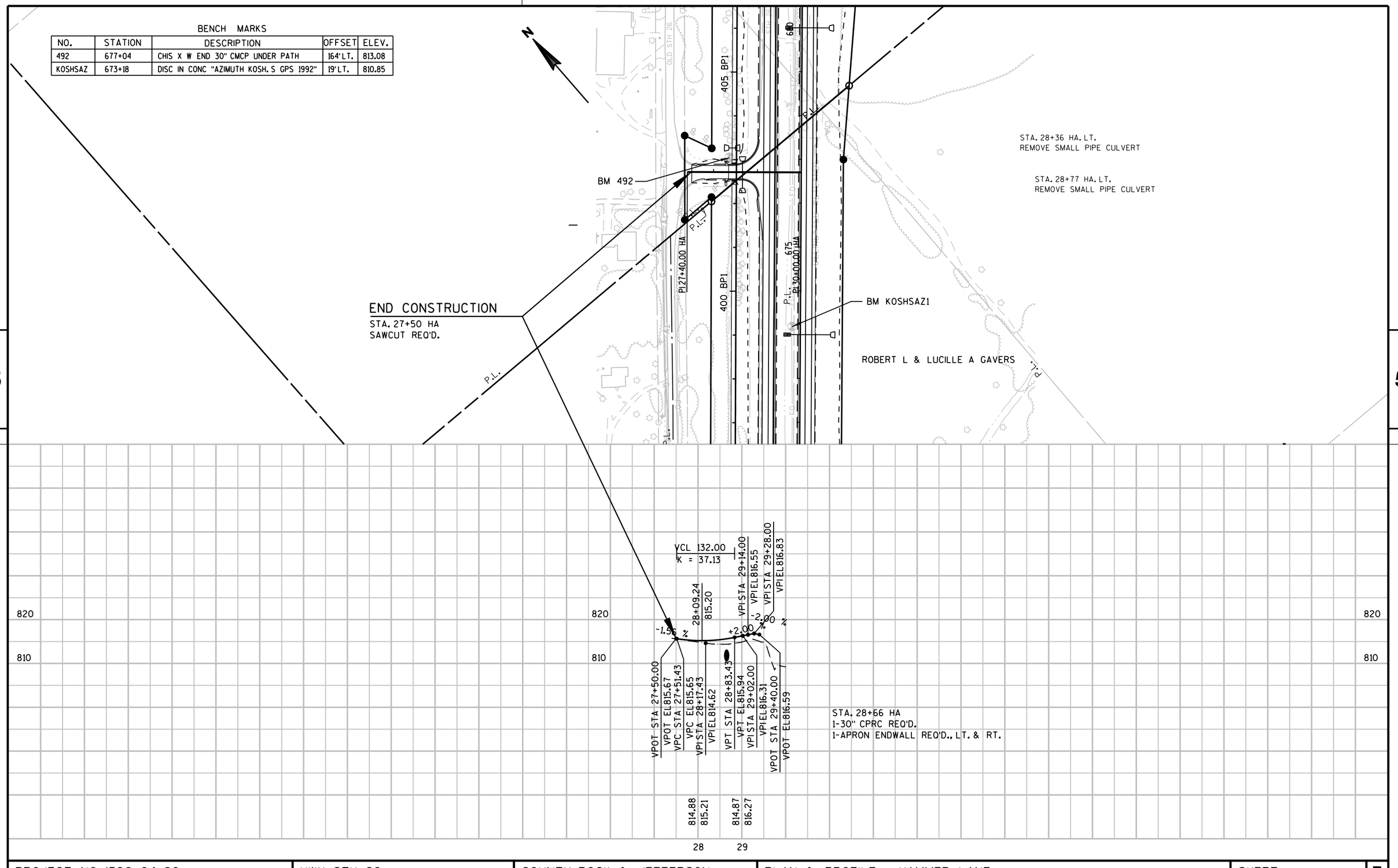
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - FRONTAGE ROAD AH	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050121_pp.dgn PLOT DATE : 27-NOV-2012 13:14 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000

WISDOT/CADDS SHEET 40

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
492	677+04	CHIS X W END 30" CMCP UNDER PATH	164'LT.	813.08
KOSHSAZ	673+18	DISC IN CONC "AZIMUTH KOSH. S GPS 1992"	19'LT.	810.85


N
OLD STH 26
405 BP1
400 BP1
675
680
P.I.
P.I.
P.I.

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
498	743+54	RR SPIKE PPOL*45-2458 KOSH. LAKE RD INT	231' LT.	830.70
5181	742+52	CHIS X NE END CMCP UNDER PE*N686/N690	2.6' RT.	820.98

BM 498

BM 5181

PLACE SAFETY FENCE
8' OFF SLOPE INTERCEPT

SLOPE INTERCEPT

ENVIRONMENTALLY SENSITIVE AREA

ENVIRONMENTALLY SENSITIVE AREA

470 BP1

475 BP1

35 DN

45 SB

30

745

140

P.L.

5

5

BEGIN CONSTRUCTION
STA. 8+96.42 D20

DRIVEWAY 20

VPI STA 9+06.00
VPI EL825.40

VPI STA 9+88.00
VPI EL820.52

VPOT STA 8+90.00
VPOT EL825.85

VPI STA 9+72.00
VPI EL820.50

VPI STA 9+82.00
VPI EL820.28

VPOT STA 10+00.00
VPOT EL820.76

-2.81 %
-7.42 %
+2.00 %

825
820

825.77
825.57

825.92
822.13

818.36
820.76

9 D20
10 D20

BEGIN CONSTRUCTION
STA. 9+13 D10

DRIVEWAY 10

VPOT STA 9+00.00
VPOT EL833.11

VPI STA 9+60.00
VPI EL828.50

VPI STA 9+75.00
VPI EL827.90

VPI STA 9+85.00
VPI EL827.95

VPOT STA 10+00.00
VPOT EL828.25

-7.68 %
-4.00 %
+2.00 %

830
825

833.11
833.11

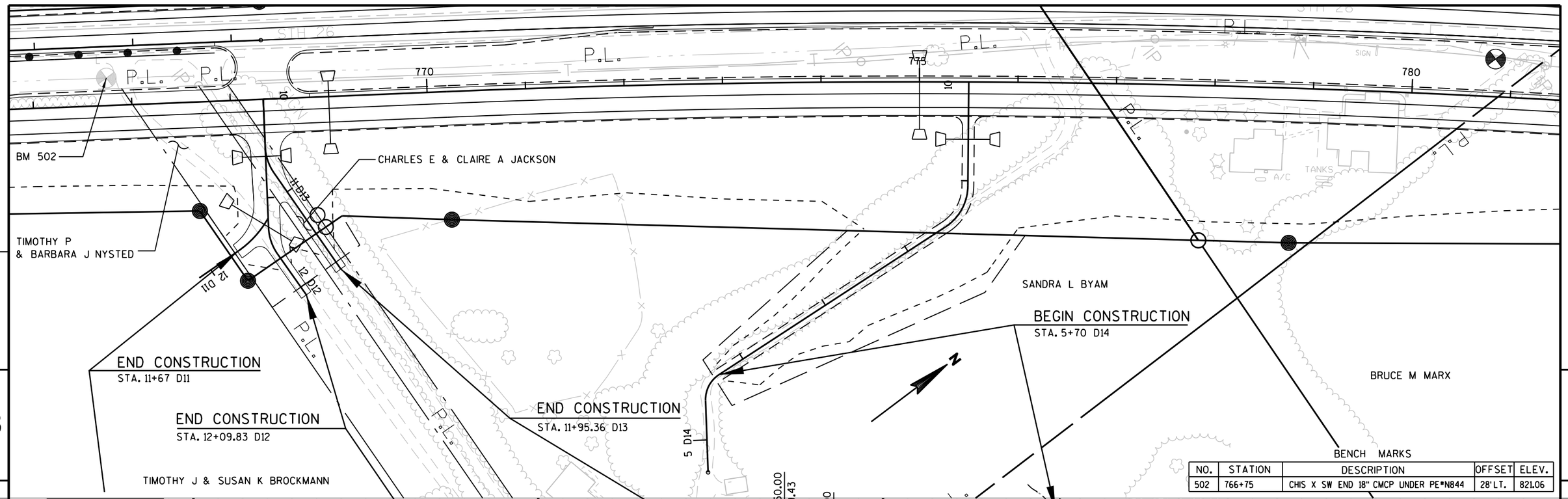
835.66
829.27

828.25
828.25

9 D10
10 D10

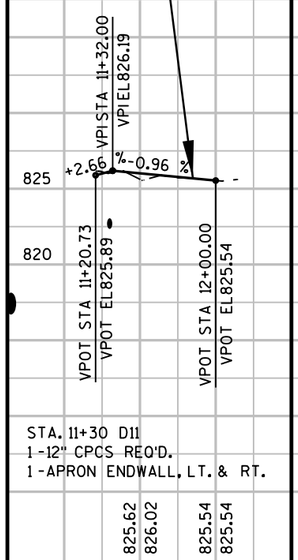
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - DRIVEWAYS 10 & 20	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050123_pp.dgn PLOT DATE : 27-NOV-2012 13:14 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000
WISDOT/CADDS SHEET 40



DRIVEWAY 11

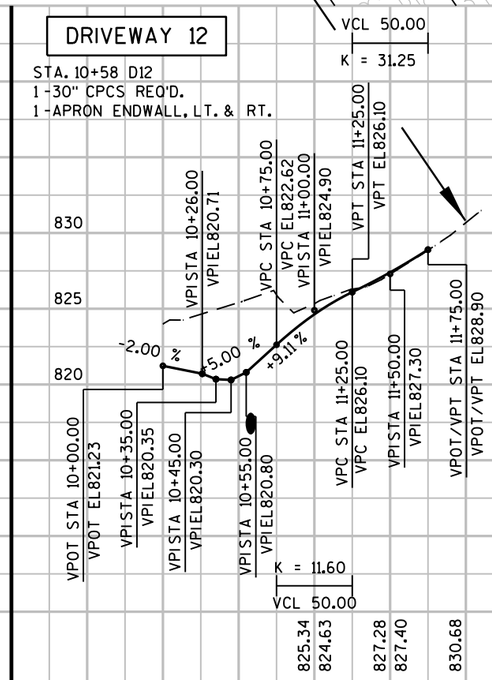
STA. 10+58 D11
1-30" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.



STA. 11+30 D11
1-12" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.

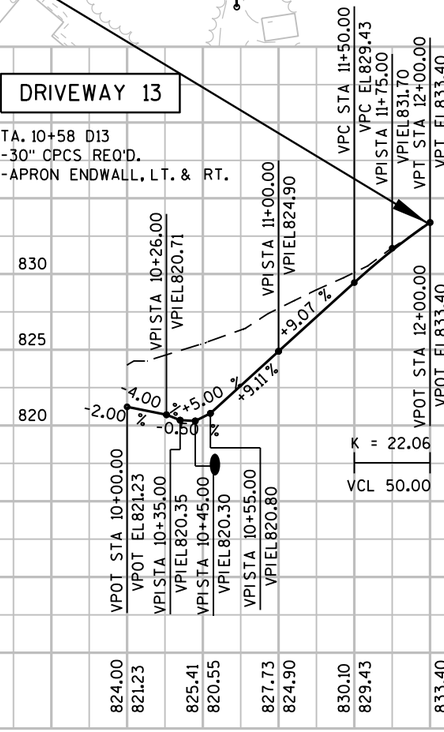
DRIVEWAY 12

STA. 10+58 D12
1-30" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.

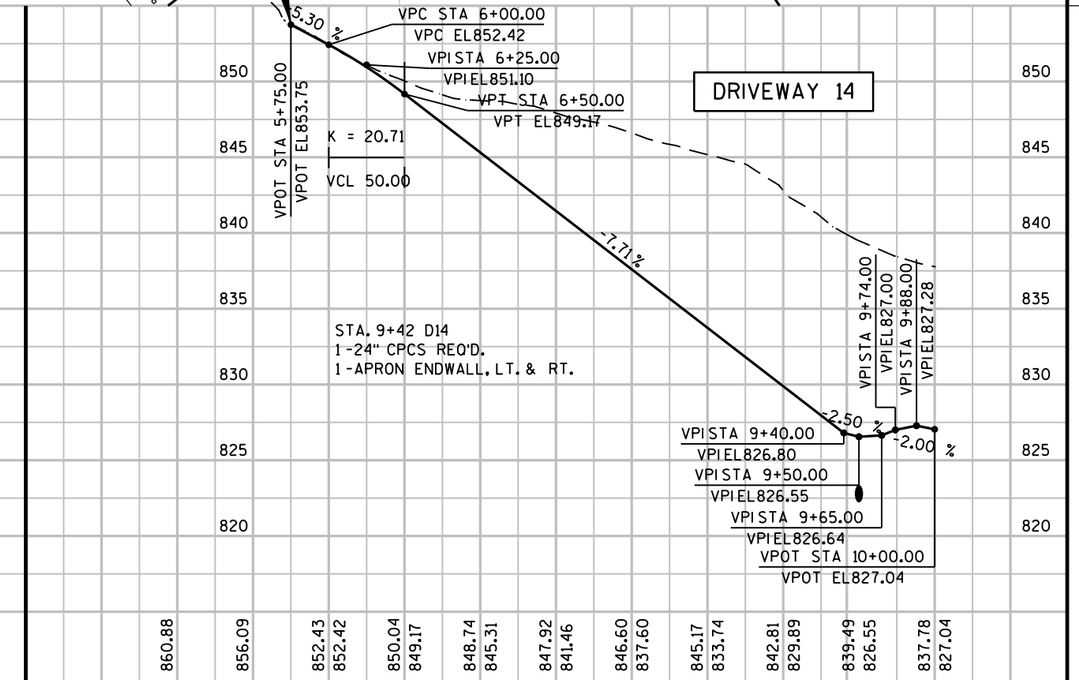


DRIVEWAY 13

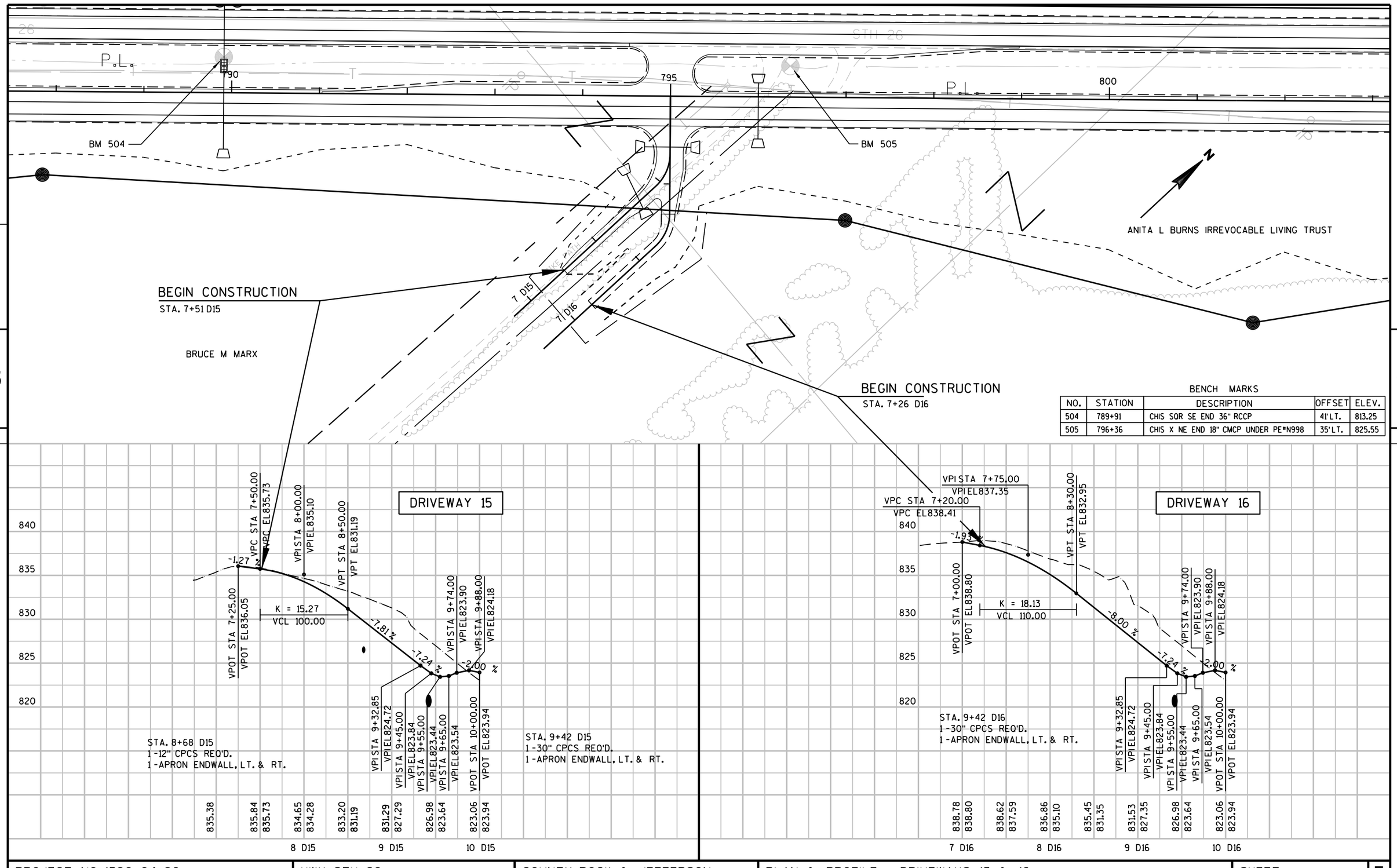
STA. 10+58 D13
1-30" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.



DRIVEWAY 14



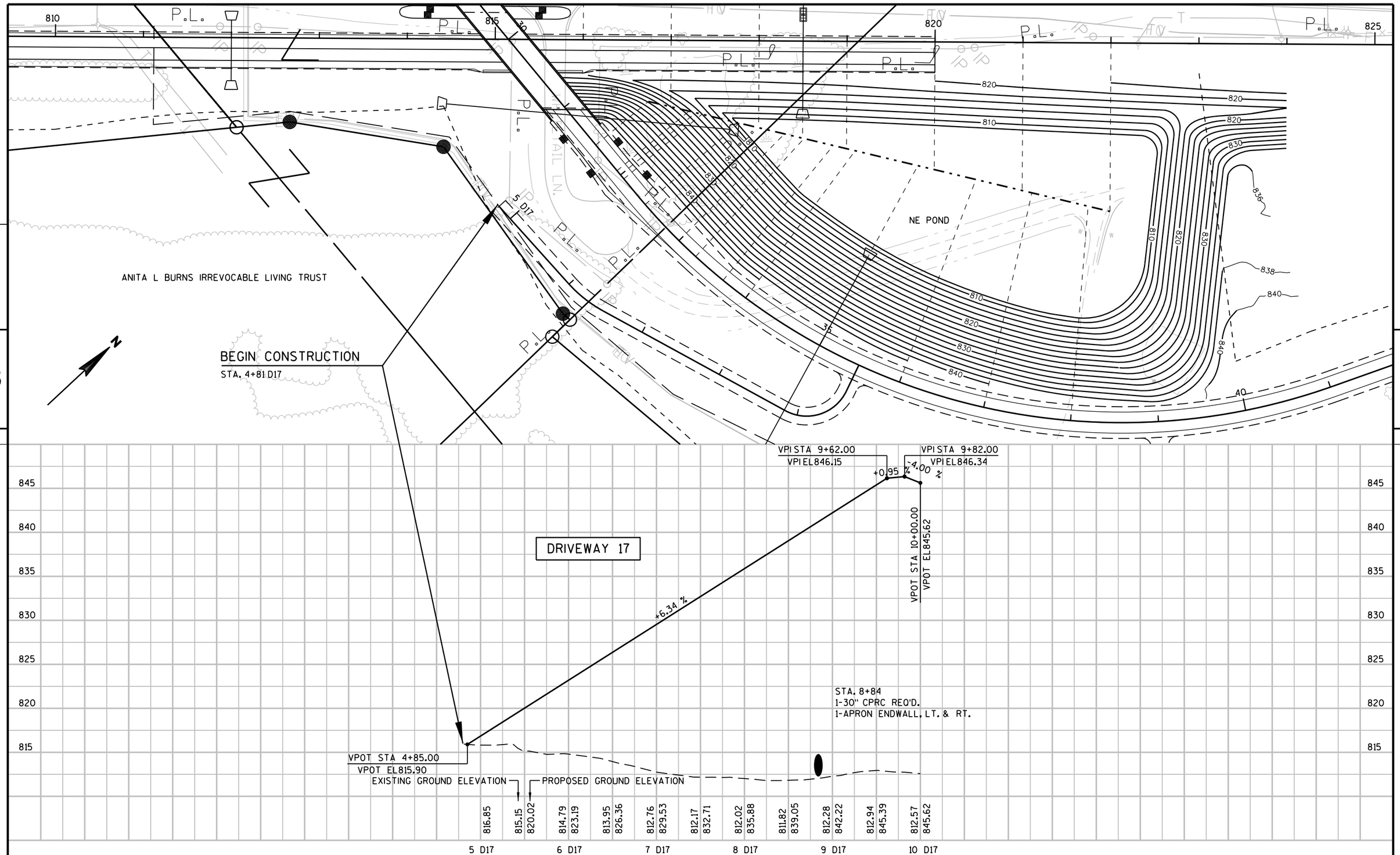
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - DRIVEWAYS 11, 12, 13 & 14	SHEET E



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
504	789+91	CHIS SOR SE END 36" RCCP	41' LT.	813.25
505	796+36	CHIS X NE END 18" CMCP UNDER PE*N998	35' LT.	825.55

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - DRIVEWAYS 15 & 16	SHEET	E



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - DRIVEWAY 17	SHEET	E

BEGIN CONSTRUCTION
STA. 7+83 D18

BEGIN CONSTRUCTION
STA. 8+16 D19

JEFFERSON COUNTY

NW POND

540 BPI

545 BPI

550 BPI

820 SB

825 SB

STH 26

5

5

DRIVEWAY 18

BEGIN CONSTRUCTION
STA. 7+83 D18

VCL 100.00
K = 17.07

+0.48 %
+6.34 %
+3.93 %
+4.00 %
+2.00 %

VPOT STA 7+83.00
VPOT EL809.25
VPC STA 7+85.05
VPC EL809.26
VPI STA 8+35.05
VPI EL809.50
VPT STA 8+85.05
VPT EL812.67
VPI STA 9+66.00
VPI EL817.80
VPI STA 9+86.00
VPI EL818.59
VPI STA 9+89.00
VPI EL818.71
VPOT STA 10+00.00
VPOT EL818.93

	EXISTING GROUND ELEVATION					PROPOSED GROUND ELEVATION	
	809.19	809.40	808.65	810.81	808.65	813.62	808.85	816.79	812.41	818.93
	8 D18				9 D18				10 D18	

DRIVEWAY 19

+3.86 %
+2.00 %

VPOT STA 8+60.00
VPOT EL811.30
VPI STA 9+90.00
VPI EL816.32
VPOT STA 10+00.00
VPOT EL816.52

STA. 9+51 D19
1-24" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.

	EXISTING GROUND ELEVATION				PROPOSED GROUND ELEVATION	
	811.36	811.07	812.84	811.18	814.78	812.57	816.52
		9 D19				10 D19	

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - DRIVEWAYS 18 & 19	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050127_pp.dgn PLOT DATE : 27-NOV-2012 13:15 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 100.000000:1.000000
WISDOT/CADDS SHEET 40

BECKER-GODFREY POST 9403, V.F.W. OF MILTON WISCONSIN

HAROLD W TRAYNOR REVOCABLE LIVING TRUST

DANIEL M COOK

SLOPE INTERCEPT

300 BP1 | 305 BP1 | 310 BP1 | 315 BP1 | 320 BP1 | 325 BP1

575 G | 575 | 575 H

STH 26

580 | 585 | 590 | 595 | 600

0 AH | 5 AH | 10 AH | 15 AH | 20 AH

SLOPE INTERCEPT

PAUL A & CAROLYN P MILLER

BEGIN CONSTRUCTION
STA. 300+55 BP1

ROBERT C & JUDITH KING

ELMER J & CAROL AHRENS REVOCABLE TRUST

5 | 5

VPC STA 302+32.00
VPC EL856.67
VPI STA 302+82.00
VPI EL857.20
VPT STA 303+32.00
VPT EL857.74

VPC STA 303+50.00
VPC EL857.98
VPI STA 304+50.00
VPI EL859.12
VPT STA 305+50.00
VPT EL858.73

VCL 100.00
K = 118.34
+1.06 %
-0.39 %

K = 130.89
VCL 200.00
304+99.59
858.83

VPC STA 329+00.00
VPC EL849.69

PROPOSED GROUND
EXISTING GROUND

TO BE CONSTRUCTED UNDER 1390-04-79

860 | 850 | 840

EXISTING GROUND ELEVATION | PROPOSED GROUND ELEVATION

300 BP1	302 BP1	304 BP1	306 BP1	308 BP1	310 BP1	312 BP1	314 BP1	316 BP1	318 BP1	320 BP1	322 BP1	324 BP1	326 BP1	328 BP1
853.16 / 854.22	850.06 / 855.27	851.85 / 856.33	850.40 / 857.41	851.87 / 858.45	849.14 / 858.83	847.64 / 858.54	848.11 / 858.16	843.28 / 857.77	843.20 / 857.39	847.39 / 857.00	847.70 / 856.62	851.79 / 856.23	854.76 / 855.85	853.47 / 855.46	851.30 / 855.08	850.36 / 854.69	852.17 / 854.31	854.06 / 853.92	855.48 / 853.54	852.93 / 853.15	845.69 / 852.77	842.38 / 852.38	847.14 / 852.00	854.38 / 851.61	853.87 / 851.23	853.42 / 850.84	855.53 / 850.46	853.98 / 850.07	852.75 / 849.69

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MULTI-USE PATH - BP1	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050128_pp.dgn | PLOT DATE : 27-NOV-2012 13:15 | PLOT BY : dotj3j | PLOT NAME : | PLOT SCALE : 200.000000:1.000000

WISDOT/CADDS SHEET 40

DANIEL M COOK

DAVID A KANIA

RICHARD M & LEOETTE I NEW

DWIGHT L & SUSAN A GREEN, WIDOT, RAYMOND M KLUG TRUST, & FLOYD W HUGHES JR.

DWIGHT L & SUSAN A GREEN

ROCK PAINT AND CHEMICAL CO.

CRAIG L GREEN

ROBERT C. COOLEY

DEPARTMENT OF TRANSPORTATION OF WISCONSIN

SLOPE INTERCEPT

330 BP1

335 BP1

340 BP1

345 BP1

350 BP1

355 BP1

605

610

615

620

625

630

STH 26

KYLE D. PETERSON

MERRIL W KLUG (VENDOR)
JAMES R & RAYMOND M KLUG (PURCHASER)

MERRIL W & DOROTHY E KLUG

WILLIAM J & CHARMAINE L SHEPPARD

DELINEATED WETLAND

5

5

VCL 200.00
K = 220.97

VPC STA 329+00.00
VPC EL849.69

329+85.10
849.52

VPI STA 330+00.00
VPI EL849.30

VPT STA 331+00.00
VPT EL849.82

+0.52 %

VPC STA 332+00.00
VPC EL850.34
VPI STA 332+50.00
VPI EL850.60
VPT STA 333+00.00
VPT EL850.84

2500.00
VCL 100.00

+0.48 %

VPC STA 336+50.00
VPC EL852.52

VPI STA 337+50.00
VPI EL853.00

VPT STA 338+50.00
VPT EL851.96

337+13.17
852.67

K = 131.61
VCL 200.00

EXISTING GROUND

PROPOSED GROUND

-1.04 %

VPC STA 346+60.00
VPC EL843.54

VPI STA 347+60.00
VPI EL842.50

VPT STA 348+60.00
VPT EL840.59

K = 228.71
VCL 200.00

-1.91 %

STA. 356+00 BP1
1-18" CPCS REQ'D.
1-INLET, TYPE 1G-MS
1-APRON ENDWALL, LT.

VCL 200.00
K = 358.97

VCL 200.00
K = 141.44

-0.50 %

+0.06 %

357+29.49
829.05

VPC STA 353+00.00
VPC EL832.16

VPI STA 354+00.00
VPI EL830.25

VPT STA 355+00.00
VPT EL829.75

VPC STA 355+50.00
VPC EL829.50

VPI STA 356+50.00
VPI EL829.00

VPT STA 357+50.00
VPT EL829.06

VPI STA 358+25.00
VPI EL829.10

STA. 329+65
1-15" CPRC REQ'D.
1-INLET, TYPE 1G-MS
1-APRON ENDWALL, LT.

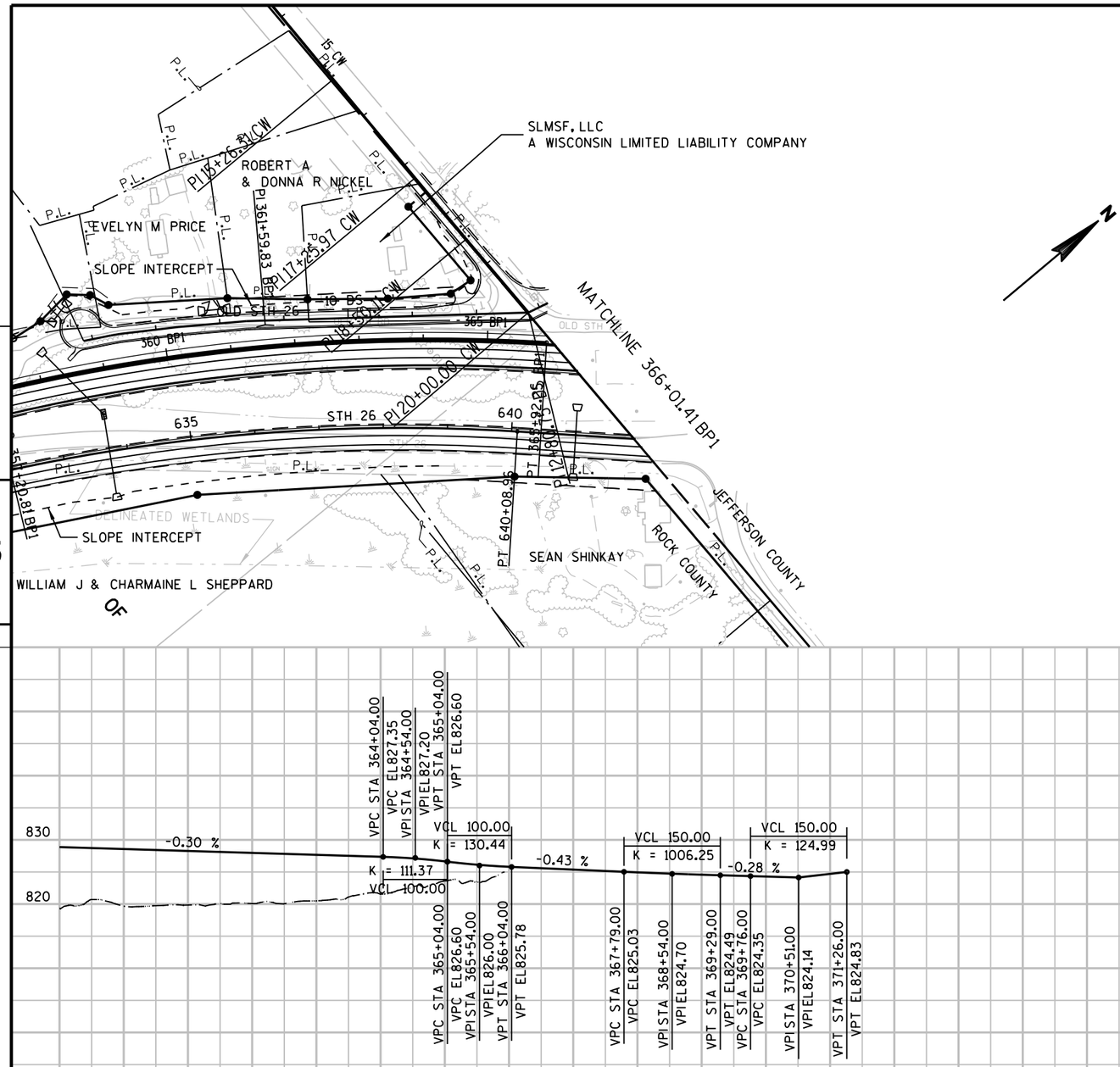
EXISTING GROUND ELEVATION — PROPOSED GROUND ELEVATION

330 BP1	332 BP1	334 BP1	336 BP1	338 BP1	340 BP1	342 BP1	344 BP1	346 BP1	348 BP1	350 BP1	352 BP1	354 BP1	356 BP1	358 BP1
852.75 / 849.69	851.27 / 849.53	851.77 / 849.82	851.11 / 850.34	852.66 / 850.84	851.43 / 851.32	850.55 / 851.80	849.72 / 852.28	849.20 / 852.67	847.94 / 852.39	848.67 / 851.44	853.18 / 850.40	855.32 / 849.36	859.22 / 848.32	853.97 / 847.28	846.93 / 846.24	842.48 / 845.20	840.65 / 844.16	840.88 / 843.09	838.61 / 841.66	830.91 / 839.82	819.39 / 837.91	813.16 / 835.99	823.03 / 834.08	834.68 / 832.16	834.53 / 830.60	822.25 / 829.75	820.67 / 829.28	823.14 / 829.06	822.78 / 829.09	819.33 / 828.87

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MULTI-USE PATH BP1	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050129_pp.dgn PLOT DATE : 27-NOV-2012 13:15 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000

WISDOT/CADDS SHEET 40



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MULTI-USE PATH BP1	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050130_pp.dgn PLOT DATE : 27-NOV-2012 13:15 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000

15 CW
TOWN
JEFFERSON COUNTY
ROCK COUNTY
OLD STH 26
STH 26
MATCHLINE 366+01.41 BP1
BM 487
BM 490
BM 491
BM 513
BM 32
20 DS
15 DS
25 DS
30 DS
SLOPE INTERCEPT
370 BP1
375 BP1
380 BP1
385 BP1
390 BP1
645
650
655
660
665
660 SB
665 SB
P.L.
OF

END RECONSTRUCTION
STA. 391+55 BP1

BEGIN HMA OVERLAY
STA. 391+55 BP1

PREPARE FOUNDATION
FOR ASPHALTIC PAVEMENT
STA. 391+55 BP1 - 452+22.5 BP1

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
487	641+92	RR SPIKE PPOL"89-06656 45-4	43'LT.	822.75
490	651+68	CHIS. SQUARE E. CONC. HEADWALL BOX CLVRT.	214'LT.	820.06
491	666+02	CHIS. X 15TH RING NW SIDE 72" RCCP	311'LT.	804.61
513	657+09	TOP OF STEEL POST W/SURVEY SIGN	119'LT.	817.06
32	661+02	DISC S. WINGWALL C-28-32-89	35'LT.	805.58

VCL 150.00
K = 124.99
-0.28 %
+0.92 %
-1.99 %
VCL 150.00
K = 95.94
-0.43 %
K = 276.85
VCL 200.00
-1.15 %
VCL 200.00
K = 267.61
-0.41 %
+0.18 %
VCL 50.00
K = 85.87

VPI STA 370+51.000 VPI EL824.14
VPT STA 371+26.000 VPT EL824.83
VPC STA 371+79.000 VPC EL825.31
VPI STA 372+54.000 VPI EL826.00
VPT STA 373+29.000 VPT EL824.50
372+26.203 825.53
K = 51.53
VCL 150.00
VPC STA 373+79.000 VPC EL823.51
VPI STA 374+54.000 VPI EL822.01
VPT STA 375+29.000 VPT EL821.69
VPC STA 377+04.000 VPC EL820.93
VPI STA 378+04.000 VPI EL820.50
VPT STA 379+04.000 VPT EL819.35
VPC STA 383+54.000 VPC EL814.15
VPI STA 384+54.000 VPI EL813.00
VPT STA 385+54.000 VPT EL812.59
VPC STA 386+75.000 VPC EL812.10
VPI STA 387+00.000 VPI EL812.00
VPT STA 387+25.000 VPT EL812.04
387+09.903 812.03
VPOT STA 391+55.000 VPOT EL812.80

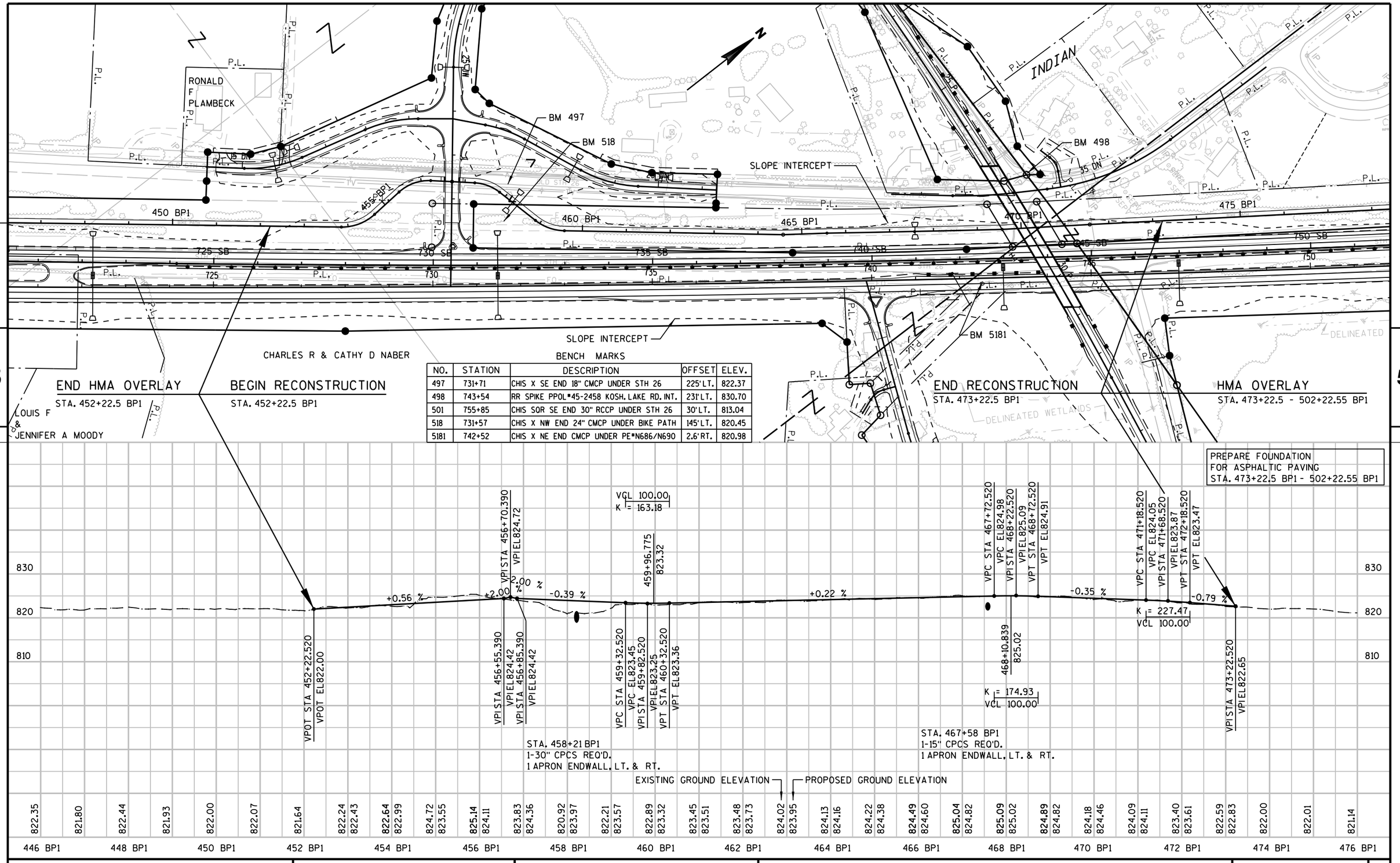
STA. 370+00 BP1
1-30" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.

STA. 378+65 BP1
1-30" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.

EXISTING GROUND
PROPOSED GROUND
EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION

830
820
810

| | | |



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - MULTI-USE PATH BP1	SHEET	E

JEFFERSON COUNTY

ANITA L BURNS IRREVOCABLE LIVING TRUST

PAUL O & NANCY B SWART

STA. 544+61
REMOVE EXISTING
BOX CULVERT

BM 506

BM 507

BM 5081

SLOPE INTERCEPT

SLOPE INTERCEPT

NW POND

NE POND

525 BP1 530 BP1 535 BP1 540 BP1 550 BP1 555 BP1

800 805 810 815 820 825

820 SB 825 SB

5 D16 P.L.

5 D17 P.L.

35 W

45 W

BEGIN RECONSTRUCTION
STA. 534+75 BP1

END RECONSTRUCTION
STA. 546+00 BP1

5

5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
506	806+15	RR SPIKE PPOL*76-9029 35-5	182'LT.	843.03
507	814+61	CHIS X S END 18" CMCP UNDER PATH	127'LT.	817.04
5081	825+97	CHIS X NW END CMCP UNDER PE*N1175	174'LT.	827.35

VPI STA 534+75.000
VPI EL 829.95

+0.12 %

+0.12 %

-1.05 %

VGL 100.00
K = 177.95

VGL 100.00
K = 101.16

PROPOSED GROUND
-0.49 %

+0.50 %

542+99.424
823.37

EXISTING GROUND

VPC STA 539+00.000
VPC EL 825.49
VPI STA 539+50.000
VPI EL 824.96
VPT STA 540+00.000
VPT EL 824.72

VPC STA 542+50.000
VPC EL 823.49
VPI STA 543+00.000
VPI EL 823.25
VPT STA 543+50.000
VPT EL 823.50

VPOT STA 546+00.000
VPOT EL 824.75

STA. 538+76.11 BP1
1-24" CPCS REQ'D.
1-APRON ENDWALL, LT. & RT.

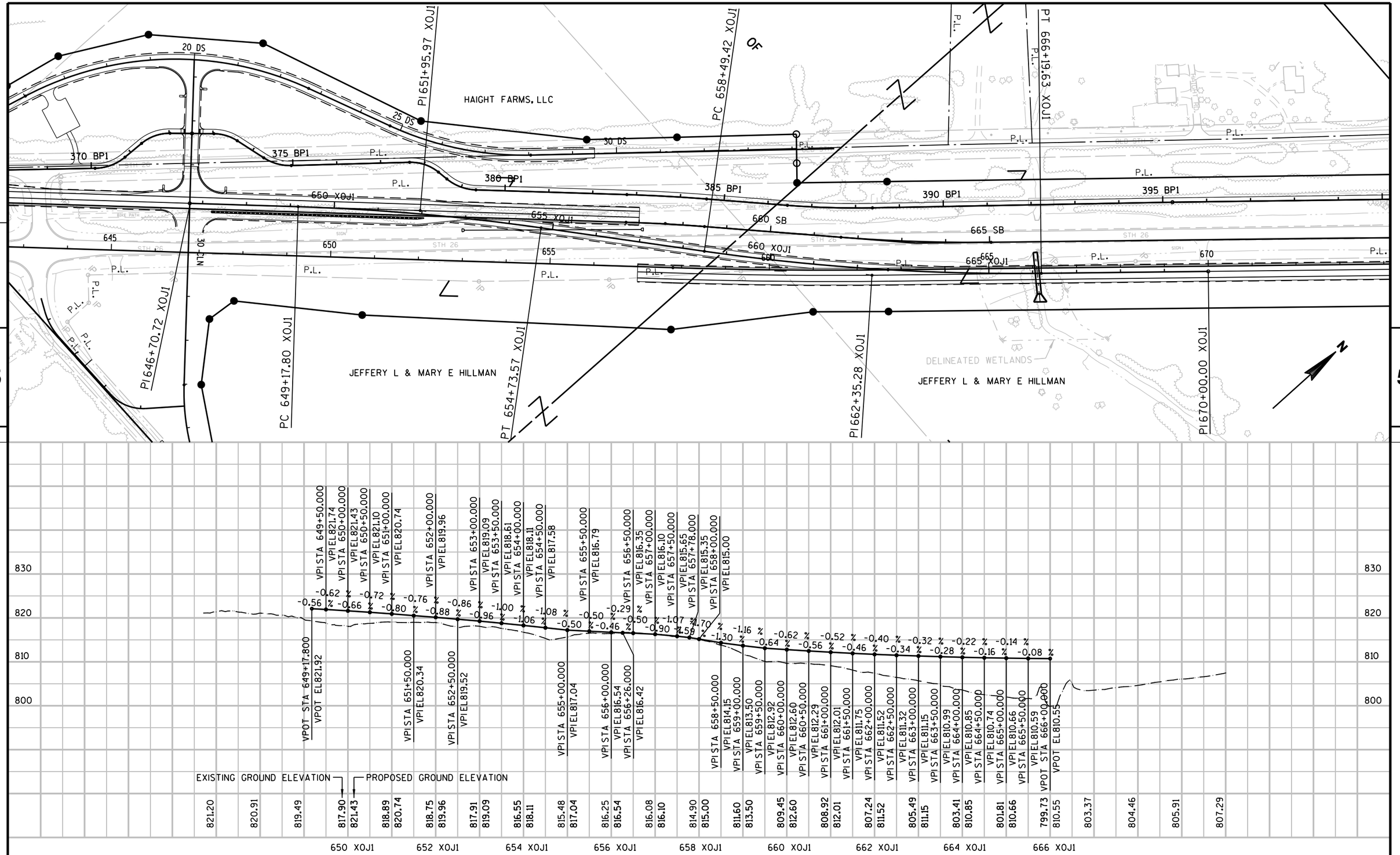
STA. 545+32 BP1
1-48" CPRC REQ'D.
1-APRON ENDWALL, LT.

830
820
810
800

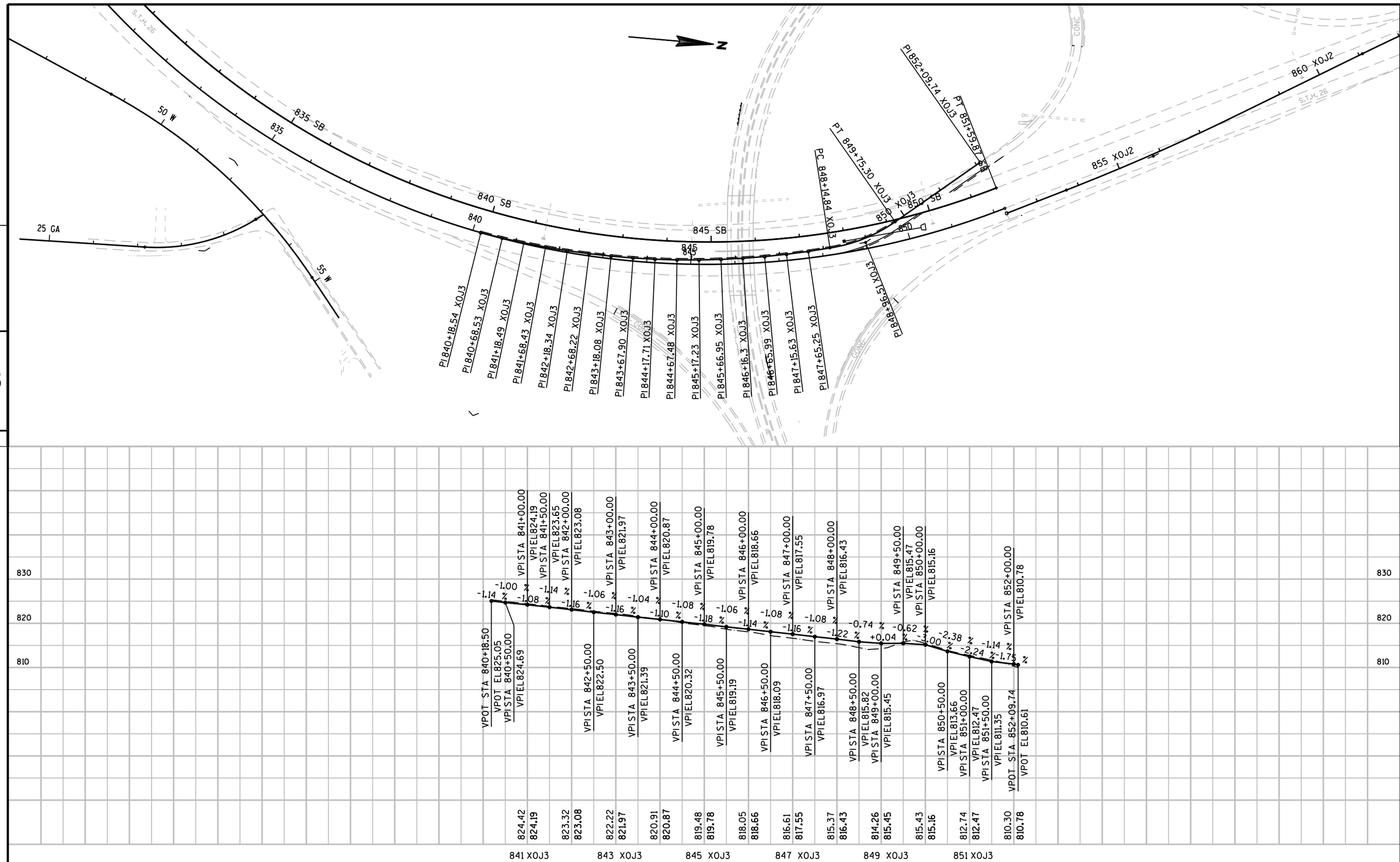
EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

| | | |

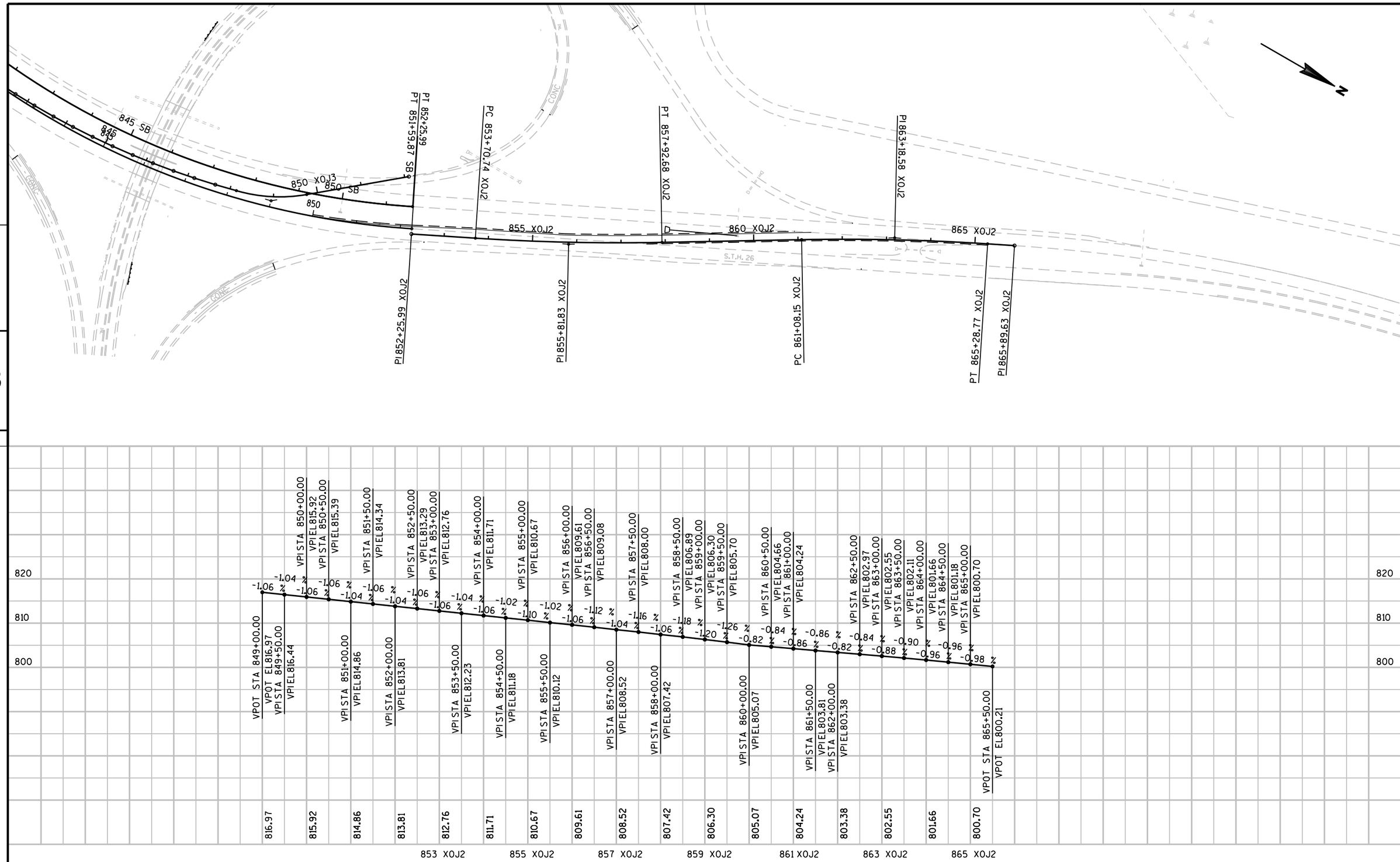


PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - XOJ1 CROSSOVER	SHEET	E



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - XOJ3 CROSSOVER	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050135_pp.dgn PLOT DATE : 27-NOV-2012 13:15 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000 WISDOT/CADDS SHEET 40



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PLAN & PROFILE - XOJ2 CROSSOVER	SHEET	E

FILE NAME : R:\Projects\d1_13900480\050136_pp.dgn PLOT DATE : 27-NOV-2012 13:15 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000

WISDOT/CADDS SHEET 40

Standard Detail Drawing List

08A05-18B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-18C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-18D	INLET COVER, TYPE BW, Z MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D03-06	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-14A	CURB RAMPS TYPES 1 AND 1-A
08D05-14B	CURB RAMPS TYPES 2 AND 3
08D05-14C	CURB RAMPS TYPE 4A
08D05-14D	CURB RAMPS TYPE 4B
08D05-14E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D16-10	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
08E11-02	TURBIDITY BARRIER
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F07-04	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
09A01-12A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-12B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
13A03-05	CONCRETE PAVEMENT SHOULDERS
13A05-04A	SHOULDER RUMBLE STRIP, MILLING
13A05-04B	SHOULDER RUMBLE STRIP, MILLING
13B02-06	CONCRETE PAVEMENT APPROACH SLAB
13C01-15	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-10A	RURAL DOWELED CONCRETE PAVEMENT
13C11-10B	RURAL DOWELED CONCRETE PAVEMENT
13C13-07	URBAN DOWELED CONCRETE PAVEMENT
13C16-01	CONCRETE JOINT DETAIL FOR TEE INTERSECTION BYPASS LANE AND RIGHT TURN LANE
13C17-01B	CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI
13C18-01A	CONCRETE PAVEMENT JOINTING
13C18-01B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-01C	CONCRETE PAVEMENT JOINT TIES
13C18-01D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
14A02-01	TREE PLANTING DETAIL
14B07-12A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-12B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-12C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-12D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B26-02A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-02B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-02C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-02D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-02E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B32-01A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-01B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-01C	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-01D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B33-01G	CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR
14B33-01H	CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR
14B42-02A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-02B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-02C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B43-02A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-02B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-02C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B44-01A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-01B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

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Standard Detail Drawing List

14B44-01C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-02A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-02B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-02C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-02D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-02E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-02F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-02G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-02H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-02I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-02J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-01A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-01B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-01C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A02-07	DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR
15A03-01	MARKER POSTS, FLEXIBLE, FOR CULVERT END
15A06-02	DELINEATOR LAYOUT
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15B03-12A	CHAIN LINK FENCE
15B03-12B	CHAIN LINK FENCE
15C02-04A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-01	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-01	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-01	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12A	PAVEMENT MARKING SYMBOLS
15C08-14A	PAVEMENT MARKING (MAINLINE)
15C08-14B	PAVEMENT MARKING (INTERSECTIONS)
15C08-14E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-14F	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C20-01	YIELD MARKING
15C26-02	END-OF-ROADWAY SIGNING
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-01D	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15C32-01A	J TURN MEDIAN PAVEMENT MARKING
15D05-02	TRAFFIC CONTROL, SINGLE LANE CROSSOVER ENTRANCE WITH BARRIER
15D07-03	TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER
15D08-03	TRAFFIC CONTROL, TEMPORARY ENTRANCE RAMP CROSSOVER
15D09-02	TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT
15D11-03	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-02	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D21-01	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-01	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-01	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-02	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

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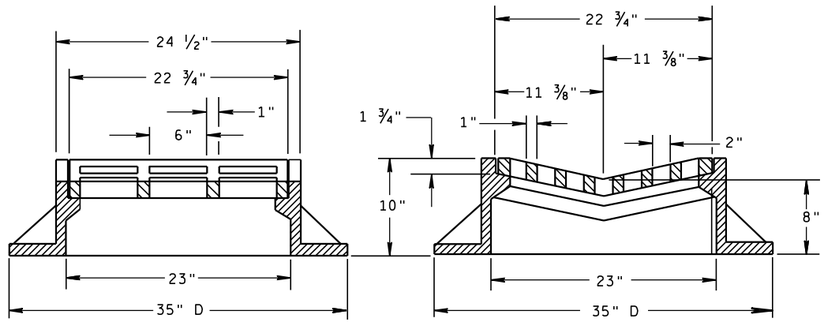
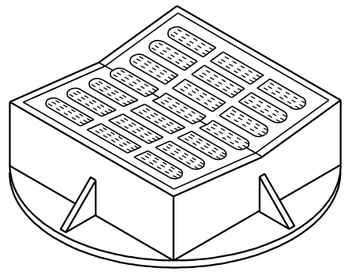
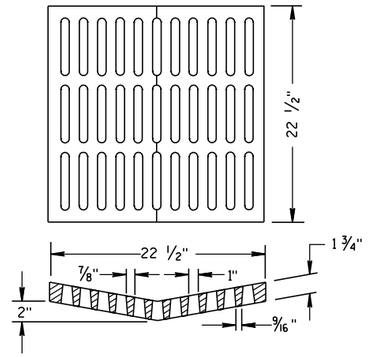




TYPE "B"

(APPROXIMATE WEIGHT 405 LBS.)

FRAME..... 294 LBS.
GRATE..... 111 LBS.

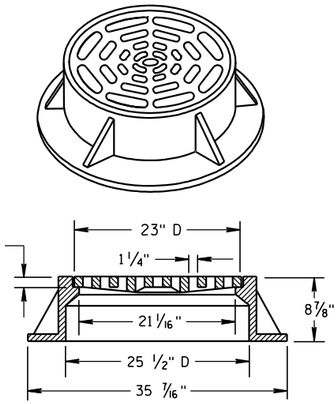


ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 134 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 259 LBS.)

FRAME..... 152 LBS.
GRATE..... 107 LBS.

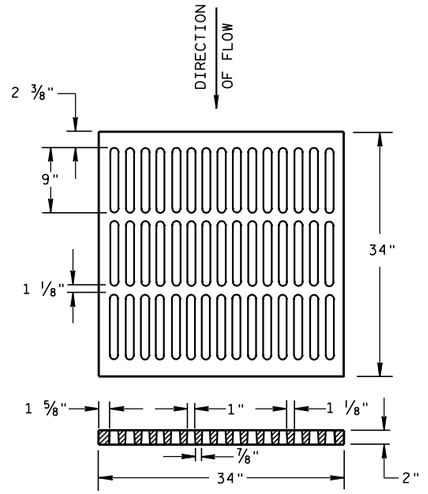
GENERAL NOTES

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

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

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

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

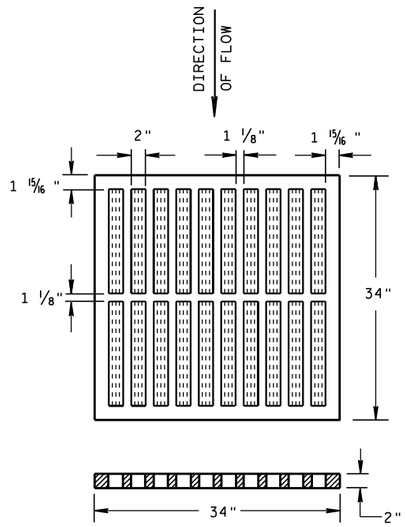


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 329 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

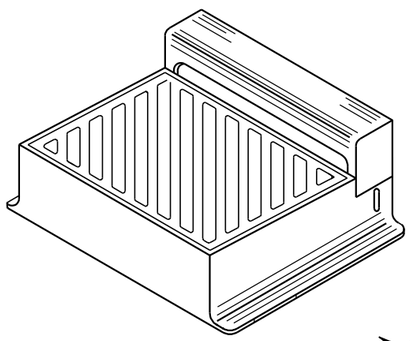


TYPE "MS"

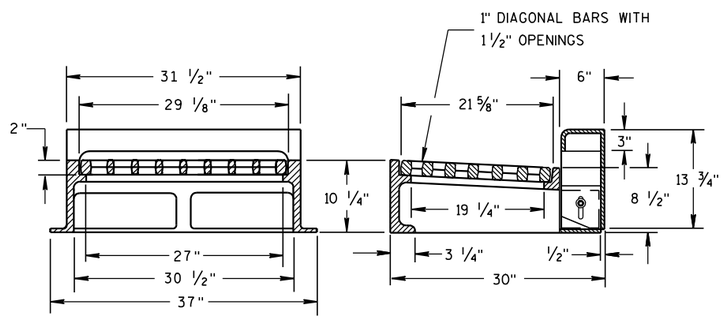
(APPROXIMATE GRATE WEIGHT 268 LBS.)

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 648 LBS.)

FRAME..... 355 LBS.
GRATE..... 156 LBS.
CURB BOX..... 137 LBS.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012 DATE

/S/ Jerry H. Zaas
ROADWAY STANDARDS ENGINEER

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FHWA

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S.D.D. 8 A 5-18b

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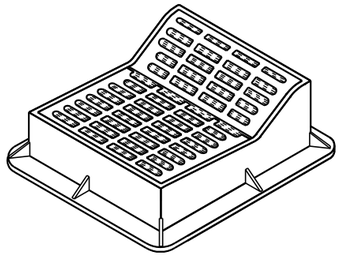
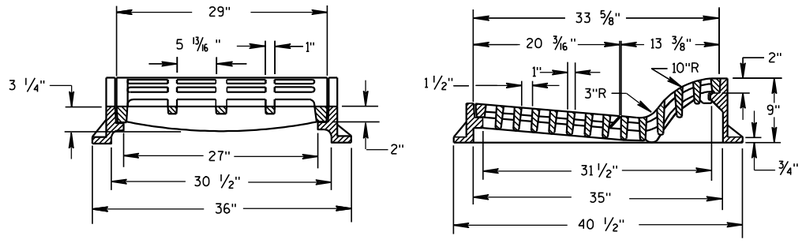
S.D.D. 8 A 5-18b



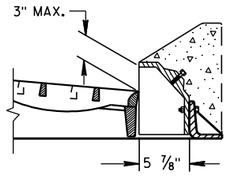


TYPE "F"

(APPROXIMATE WEIGHT 644 LBS.)

FRAME.....302 LBS.
GRATE.....160 LBS.
GRATE.....182 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

(APPROXIMATE WEIGHT CURB BOX 68 LBS.)

USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

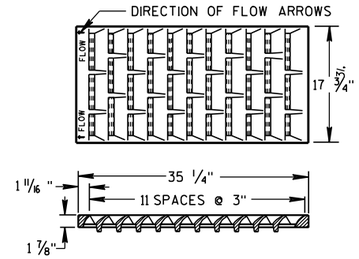
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

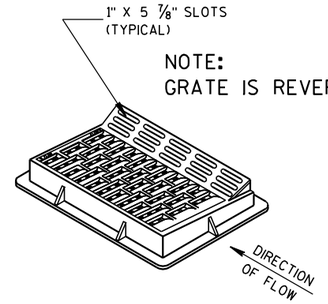
GENERAL NOTES

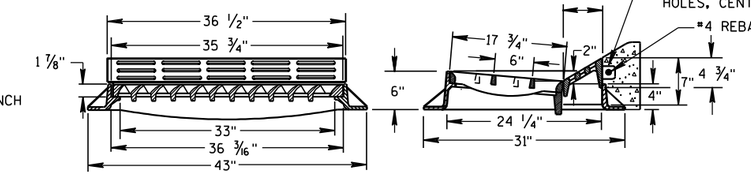
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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





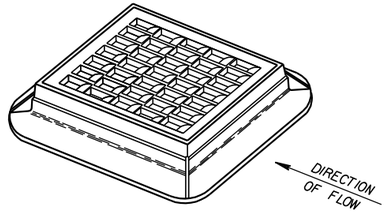


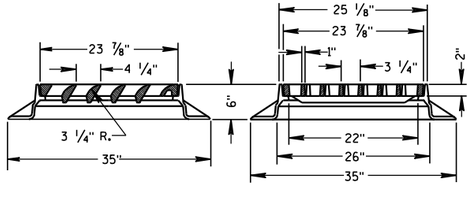
TYPE "HM"

(APPROXIMATE WEIGHT 414 LBS.)
FRAME..... 181 LBS.
GRATE..... 159 LBS.
CURB BOX..... 74 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE

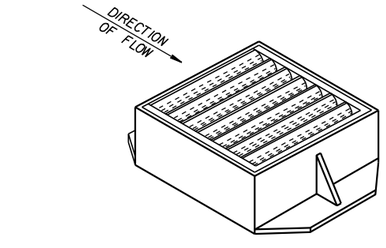


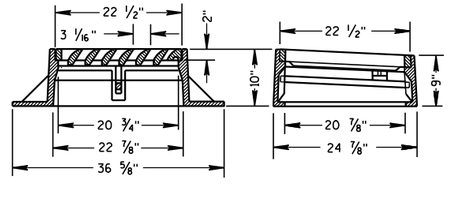


TYPE "S"

(APPROXIMATE WEIGHT 333 LBS.)

FRAME.....164 LBS.
GRATE..... 169 LBS.

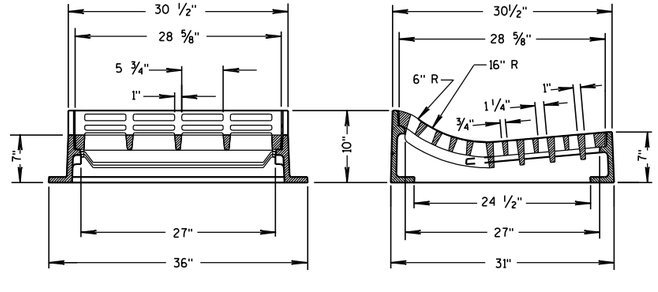




TYPE "V"

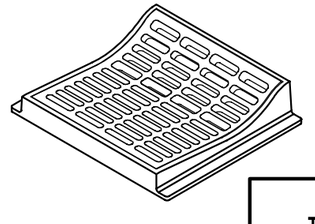
(APPROXIMATE WEIGHT 410 LBS.)

FRAME..... 269 LBS.
GRATE..... 136 LBS.
SAFETY BAR..... 5 LBS.



TYPE "T"

(APPROXIMATE WEIGHT 530 LBS.)
FRAME.....270 LBS.
GRATE.....260 LBS.
USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

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 A 5-18c

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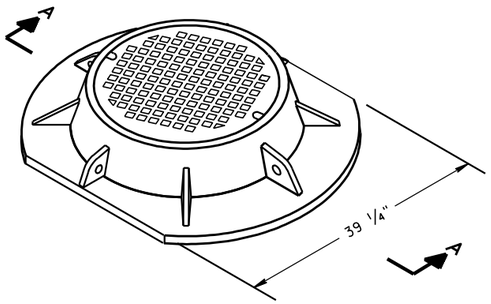
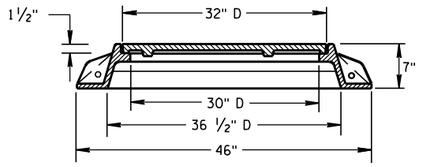
S.D.D. 8 A 5-18c



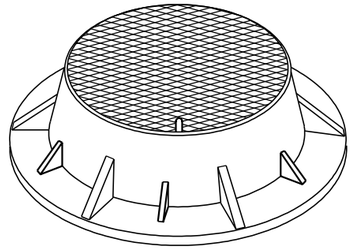


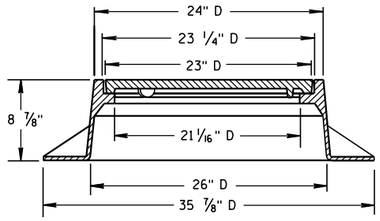
SECTION A-A

TYPE "K"

(APPROXIMATE WEIGHT 439 LBS.)

FRAME.....216 LBS.
LID.....223 LBS.

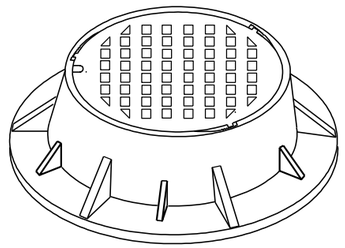


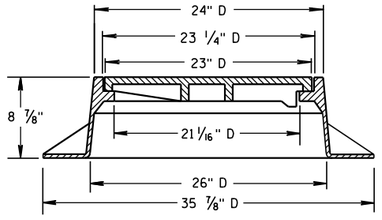


TYPE "J"

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....152 LBS.
LID.....115 LBS.





TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....158 LBS.
LID.....109 LBS.

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

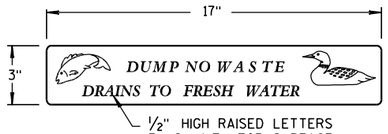
GENERAL NOTES

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

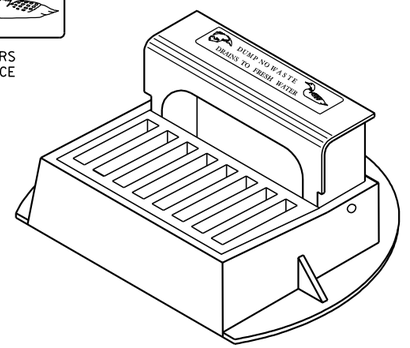
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

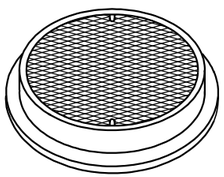
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

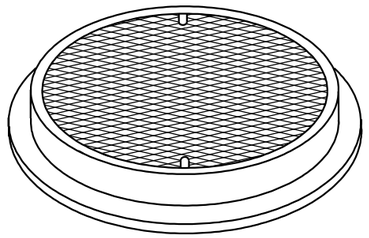
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

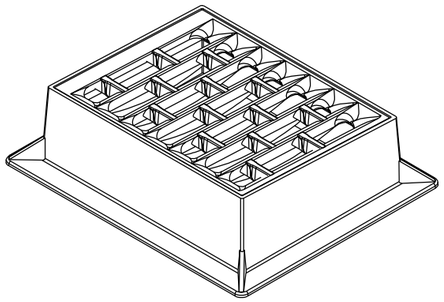


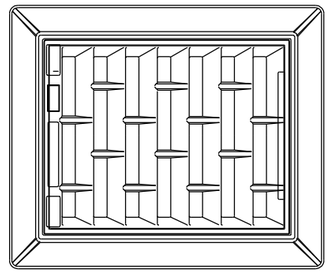
LOGO DETAIL

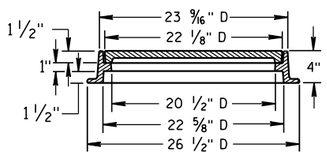








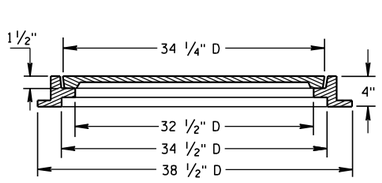




TYPE "L"

(APPROXIMATE WEIGHT 158 LBS.)

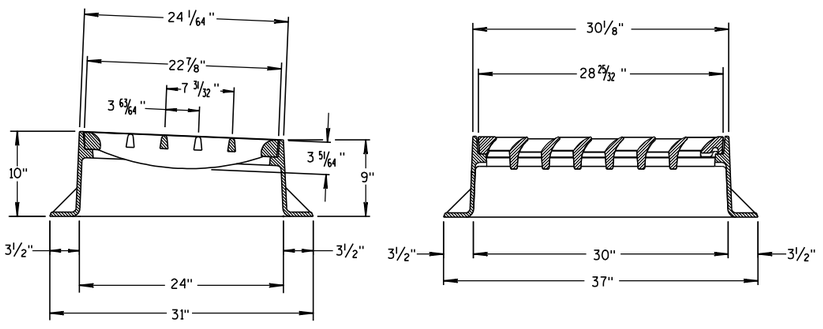
FRAME.....81 LBS.
LID.....77 LBS.



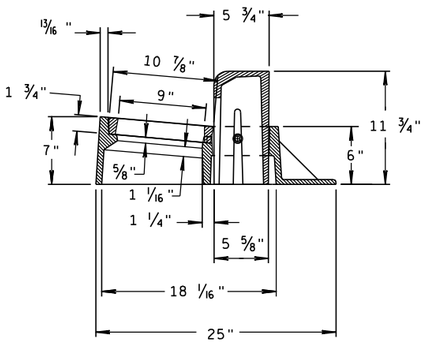
TYPE "M"

(APPROXIMATE WEIGHT 377 LBS.)

FRAME..... 125 LBS.
LID..... 252 LBS.



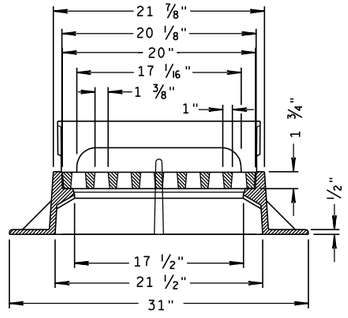
INLET COVER TYPE "BW"



INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 344 LBS.)

FRAME.....206 LBS.
GRATE..... 46 LBS.
CURB BOX..... 92 LBS.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

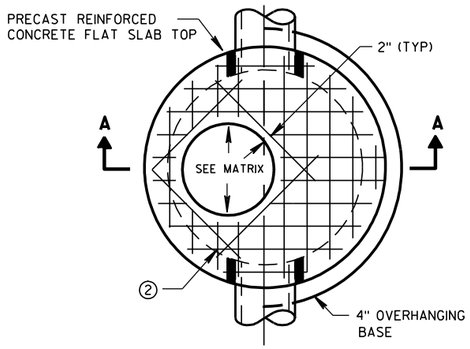
FHWA

6

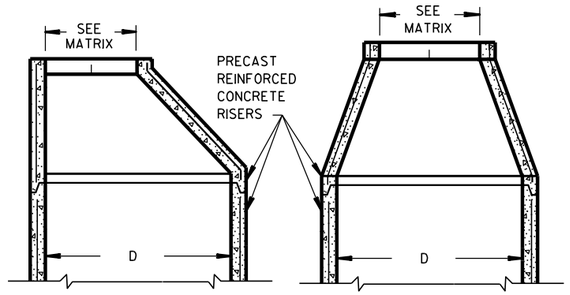
S.D.D. 8 A 5-18d

6

S.D.D. 8 A 5-18d

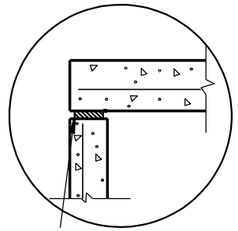


PLAN VIEW CIRCULAR OPENING

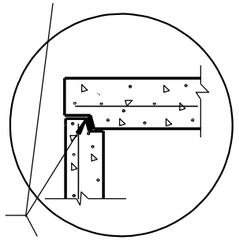


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

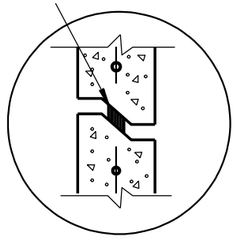


TOP WITH PLAIN END JOINT



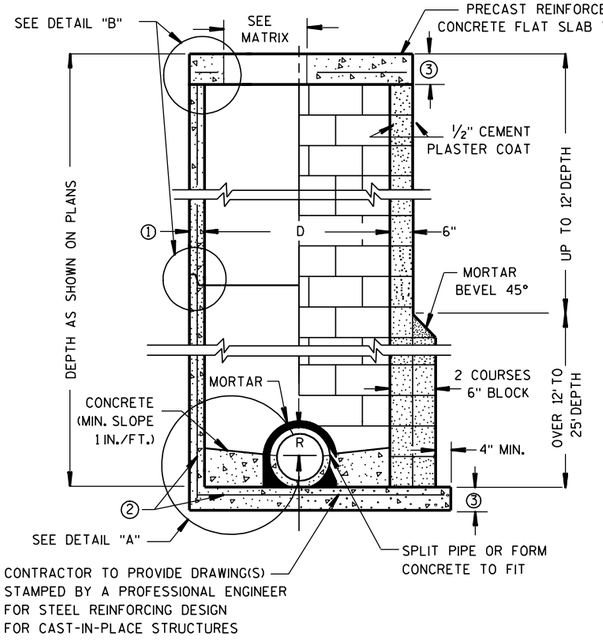
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



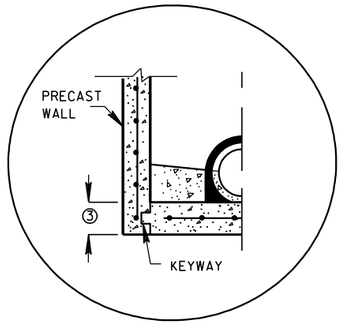
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

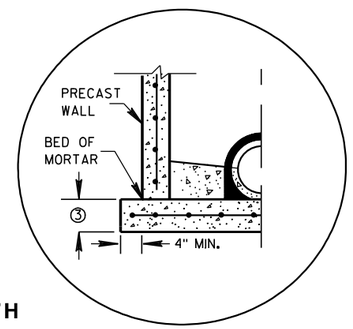


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

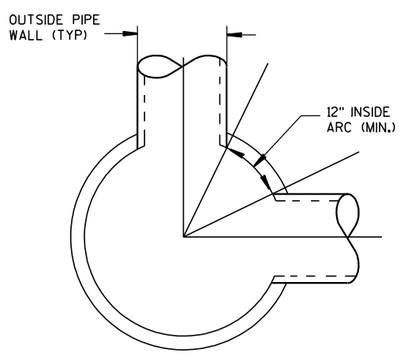


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

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 GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

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

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" 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.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE 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 "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

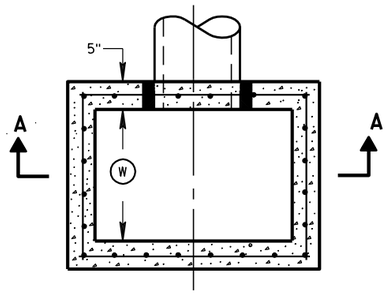
APPROVED

6/5/2012
DATE

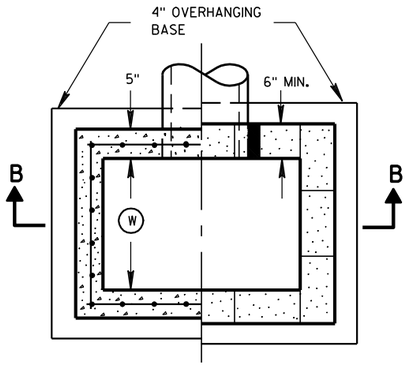
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

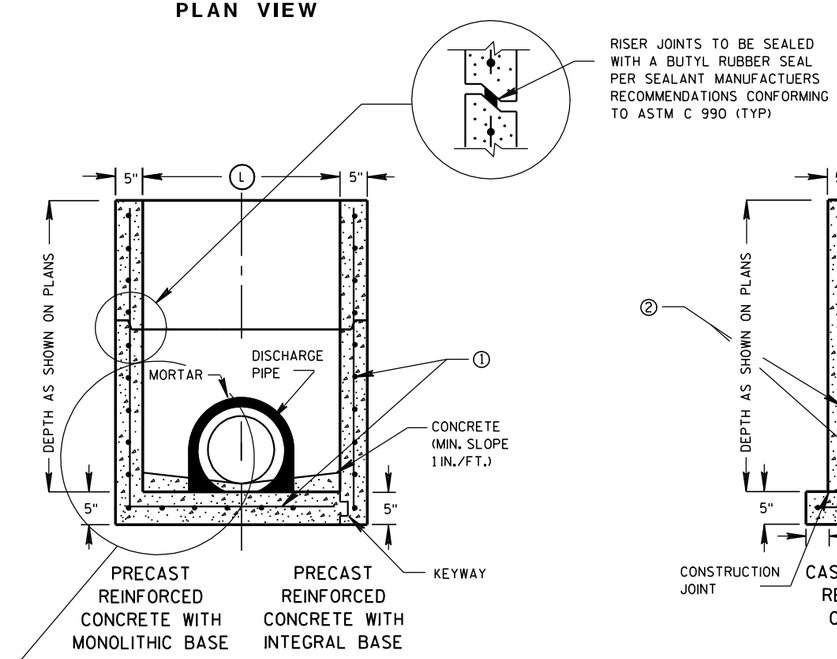
6
S.D.D. 8 B 9-1



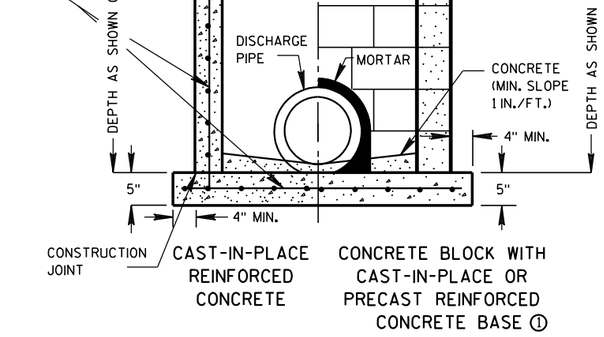
PLAN VIEW



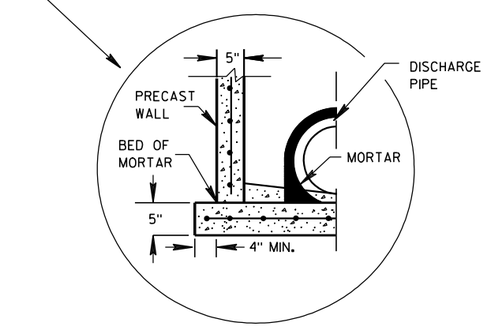
PLAN VIEW



SECTION A-A



SECTION B-B



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

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 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 GRANULAR 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 SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH 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 PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

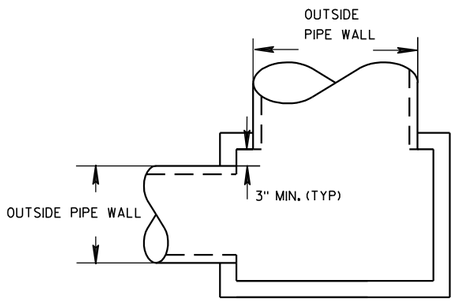
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS D 293 — ENGINEER
FHWA
IT

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S.D.D. 8 C 7-1

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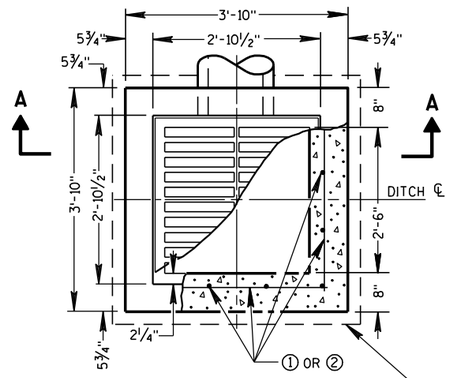
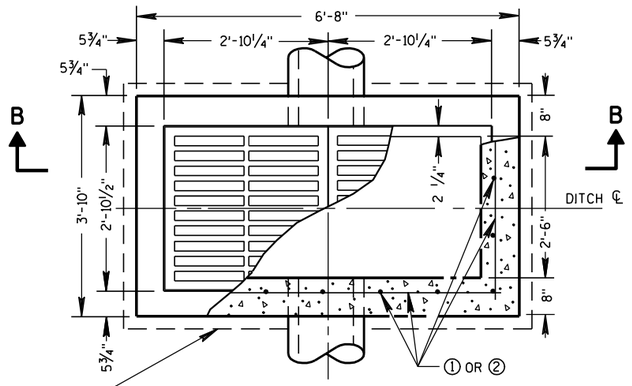
S.D.D. 8 C 7-1

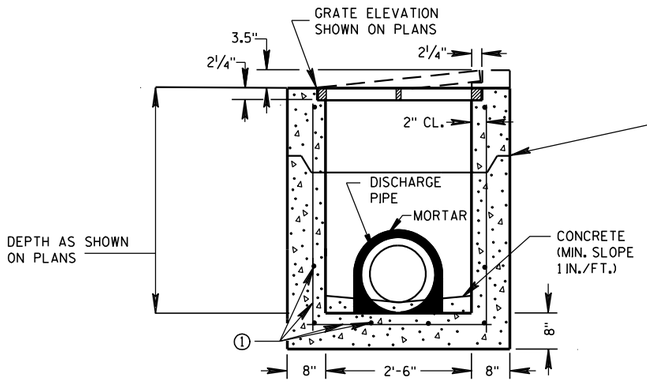


PLAN VIEW

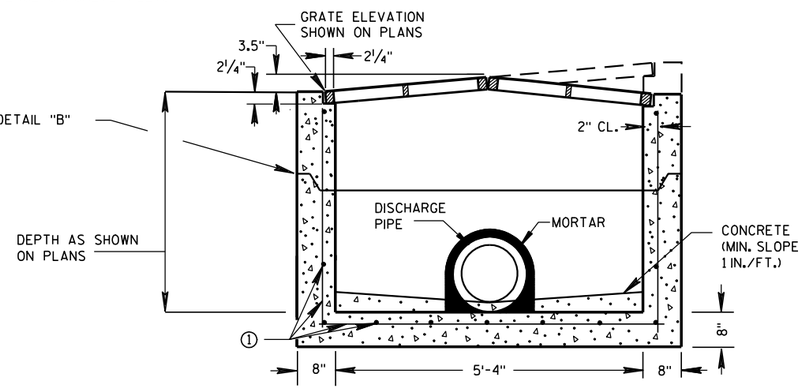


PLAN VIEW

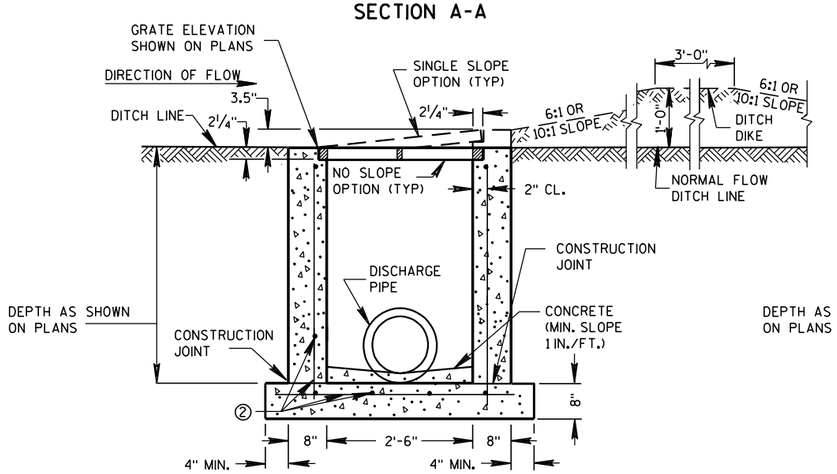
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



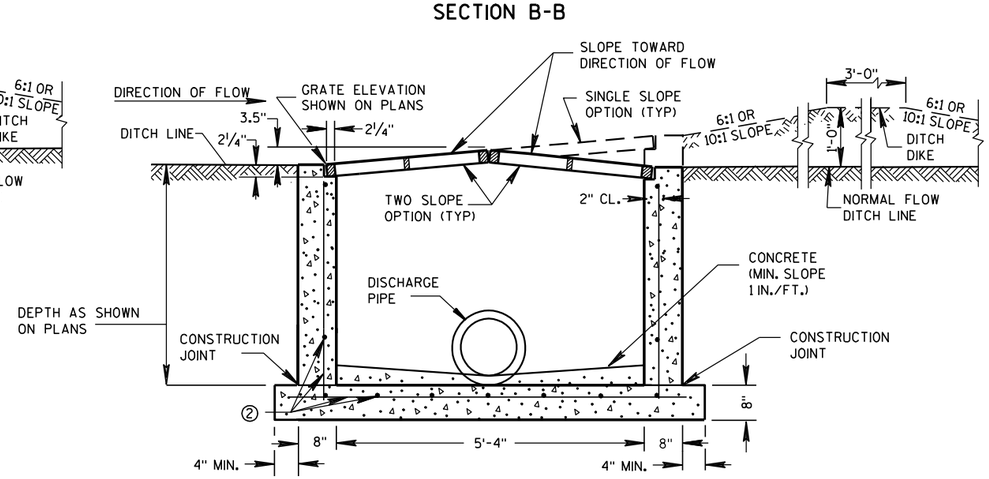
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

GENERAL NOTES

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UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

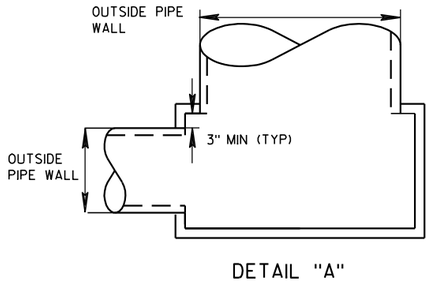
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS 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.

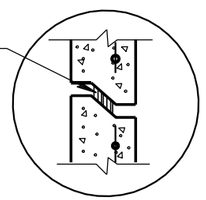
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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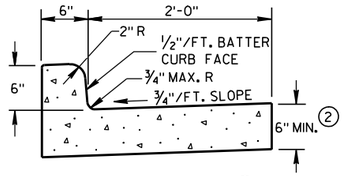
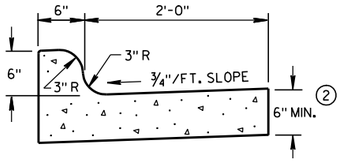
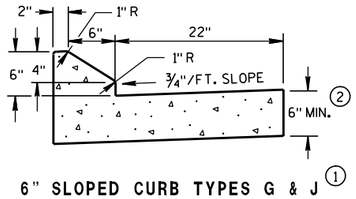
S.D.D. 8 C 8-1



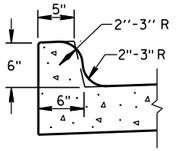
TYPES A & D (1)



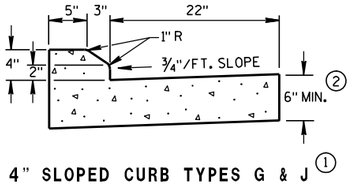
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

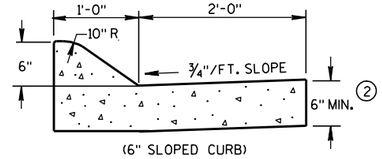


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

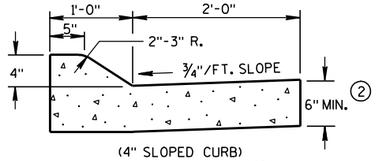


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

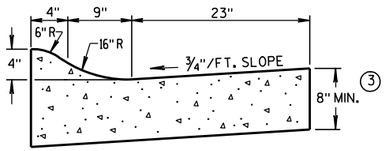


(6" SLOPED CURB)



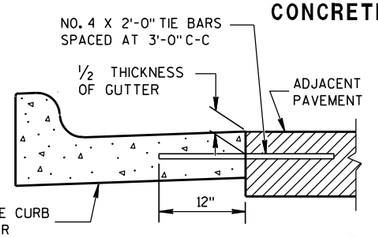
(4" SLOPED CURB)

TYPES A & D (1)

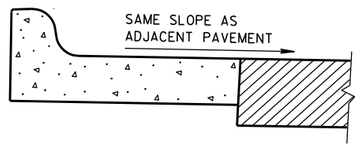


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION (1)



REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

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

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

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

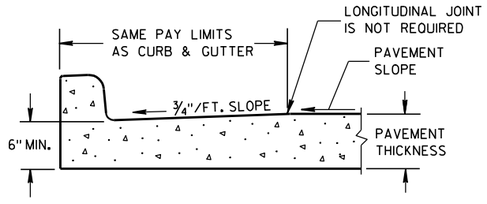
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

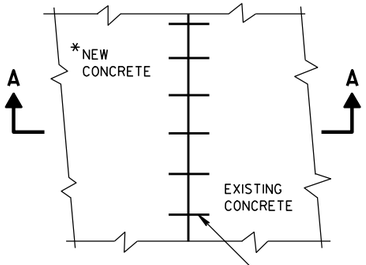
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

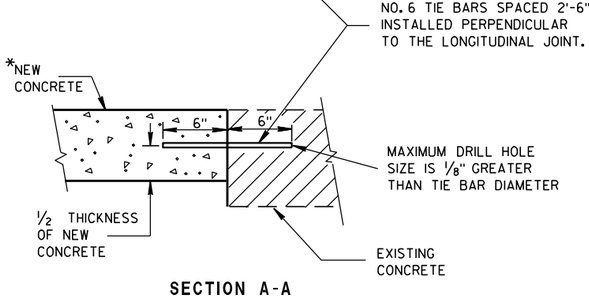


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



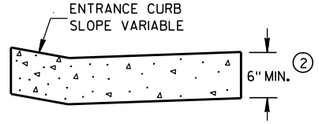
PLAN VIEW

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

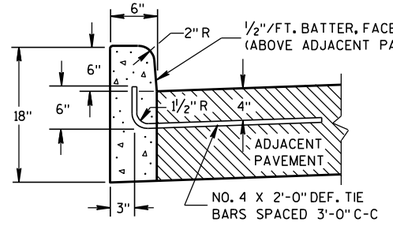


SECTION A-A

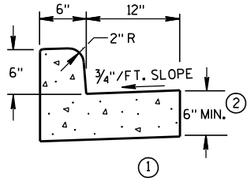
TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

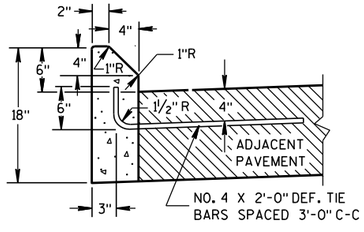


(1) TYPES A & D

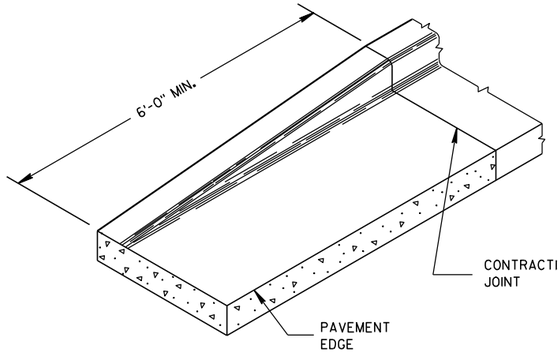


(1) TYPES A & D

CONCRETE CURB & GUTTER 18"



(1) TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
9/4/08 DATE	/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
FHWA	295 ENT

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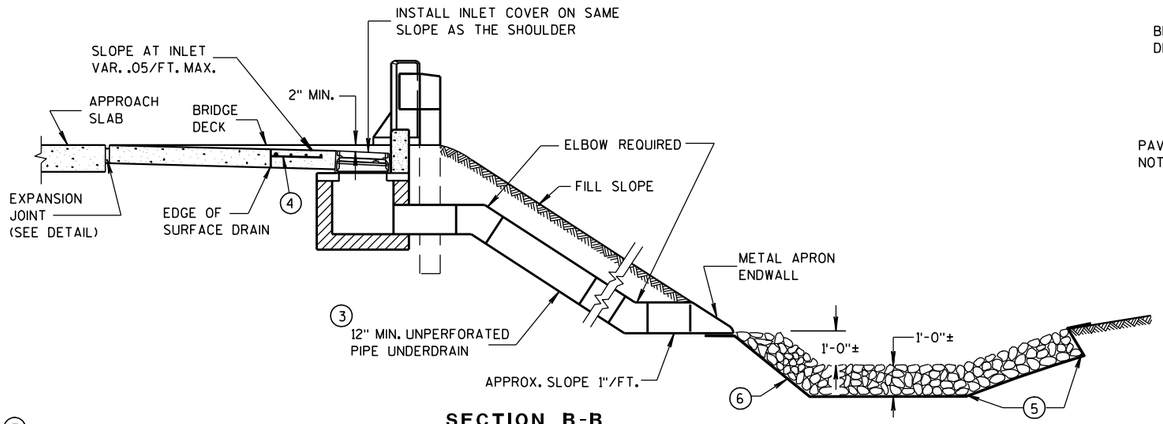
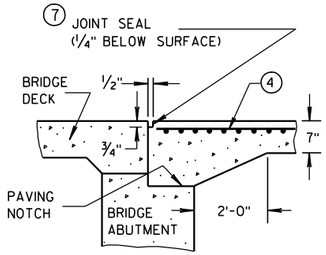
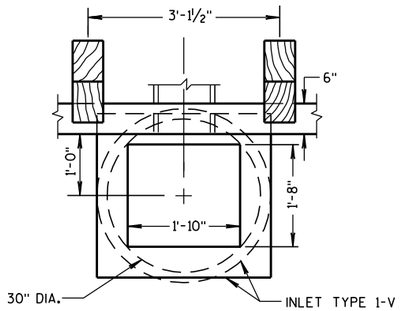


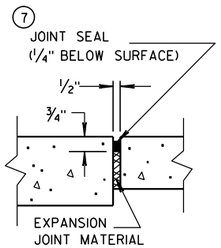
SECTION B-B



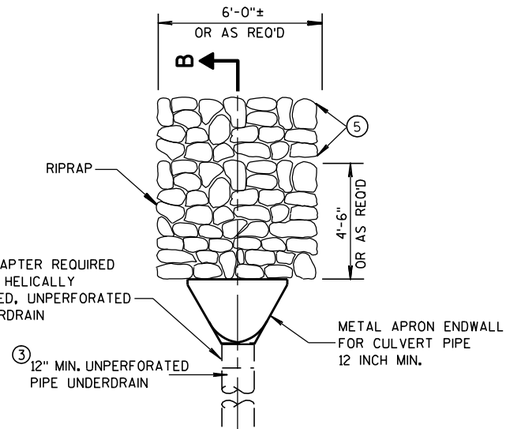
SECTION D-D

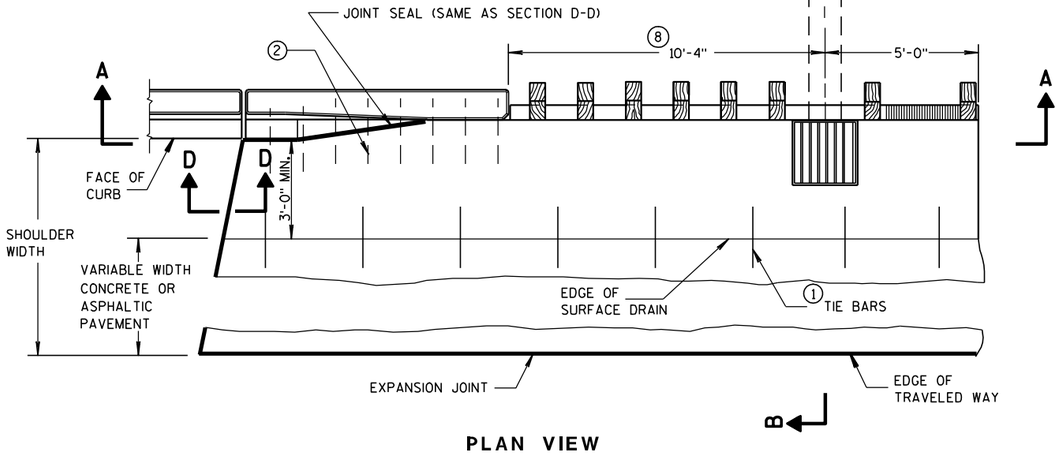


PLAN VIEW

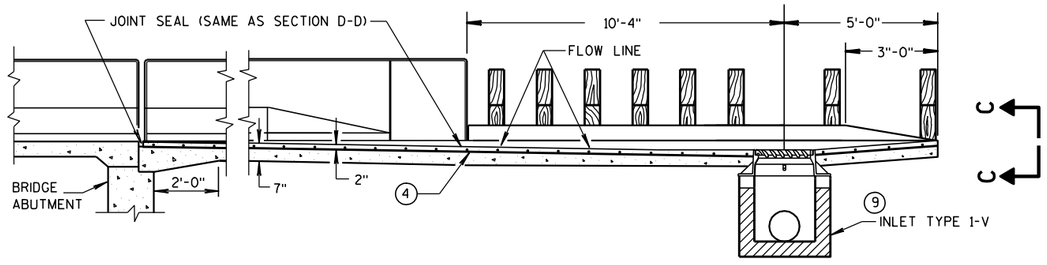


EXPANSION JOINT DETAIL

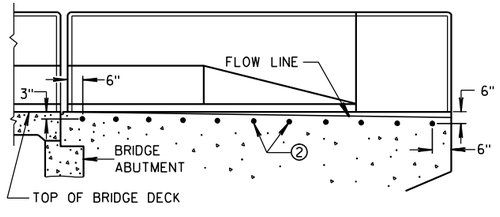




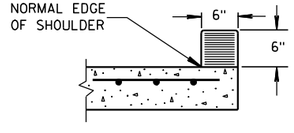
PLAN VIEW



SECTION A-A



LOCATION OF TIE BARS IN WINGWALL



SECTION C-C

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.

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

(1) NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" CENTERS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE.

(2) NO. 4 X 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) THE PIPE UNDERDRAIN MAY BE ANY ONE OF THE SIX MATERIALS LISTED IN THE STANDARD SPECIFICATIONS SECTION 612.2 EXCEPT DRAIN TILE.

(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

(5) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(6) GEOTEXTILE FABRIC, TYPE 'R"

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1 1/2".

(9) SEE CURRENT STANDARD DETAIL DRAWINGS 8A5 AND 8C1 FOR DETAILS.

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/4/08
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

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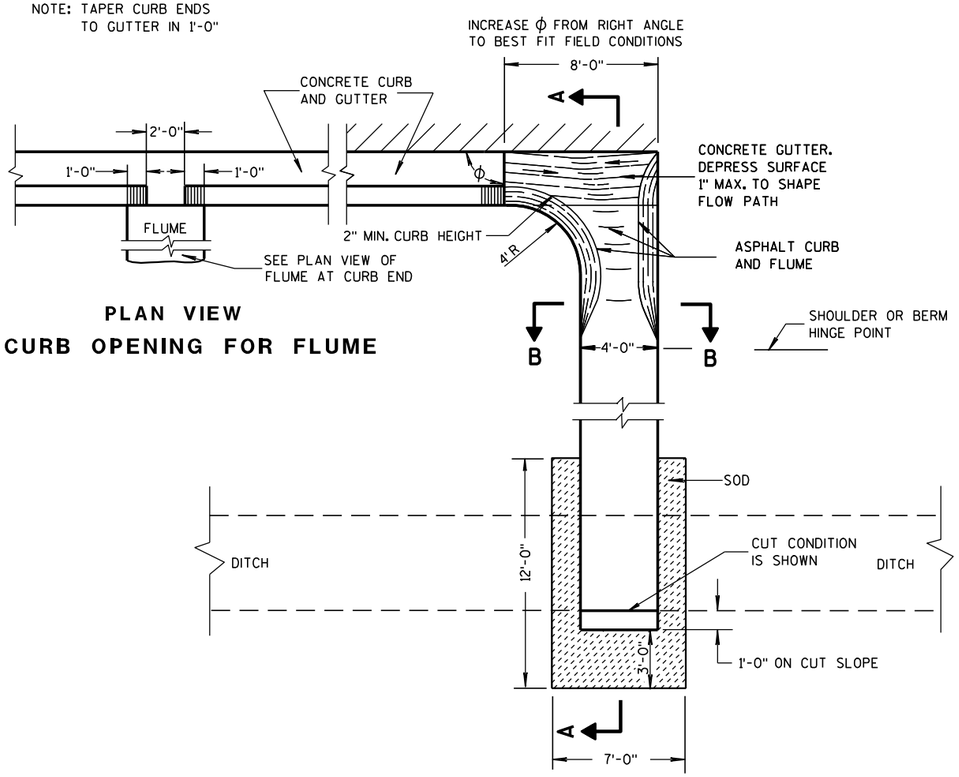
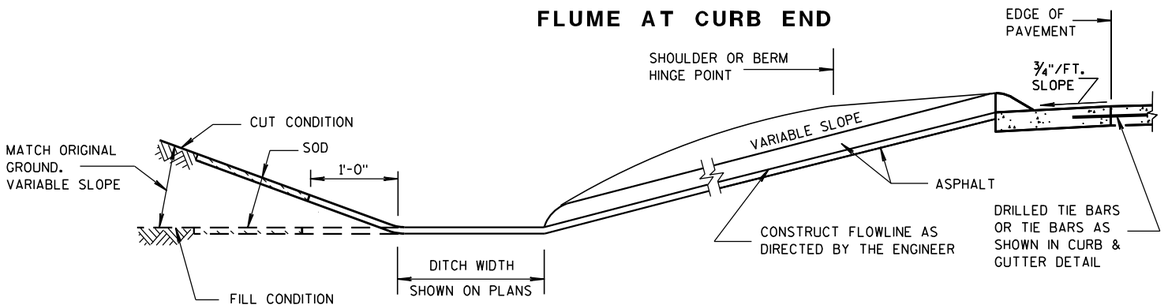
S.D.D. 8 D 3-6

ASPHALTIC FLUME

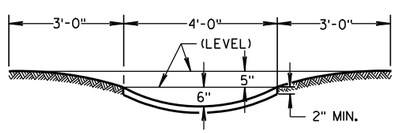


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

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.

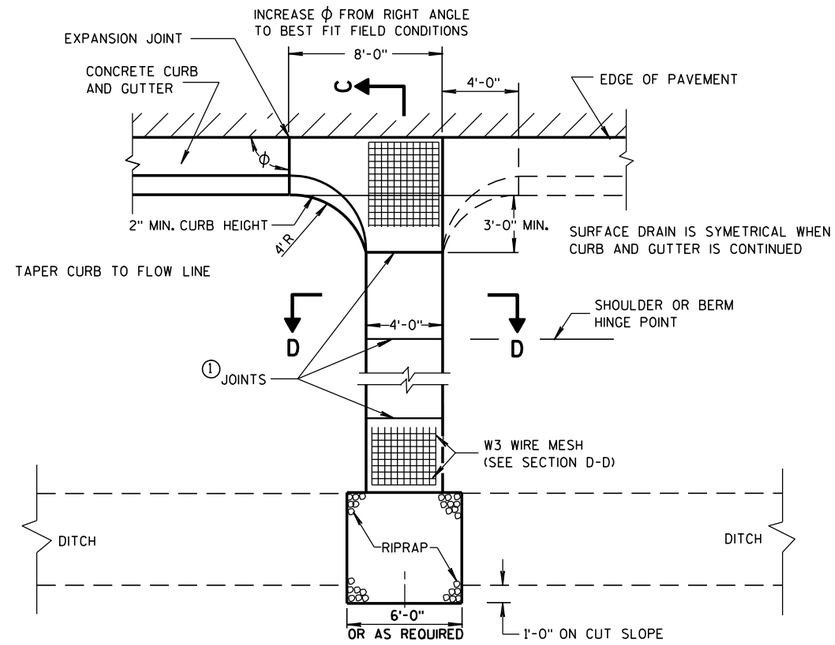
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

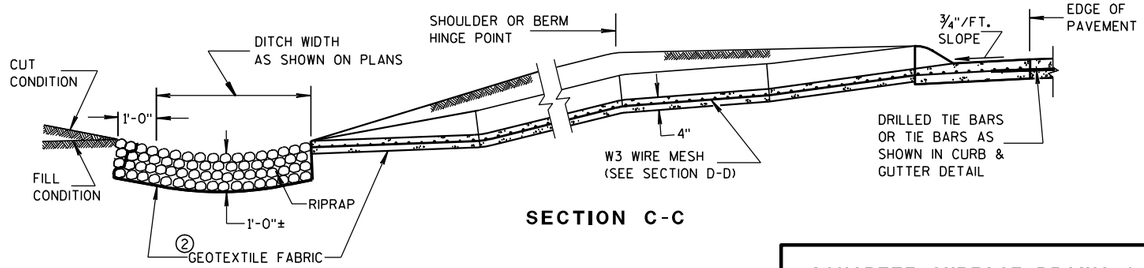
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

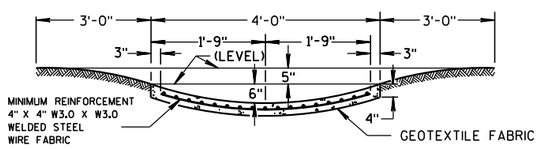
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
297
MENT
FHWA

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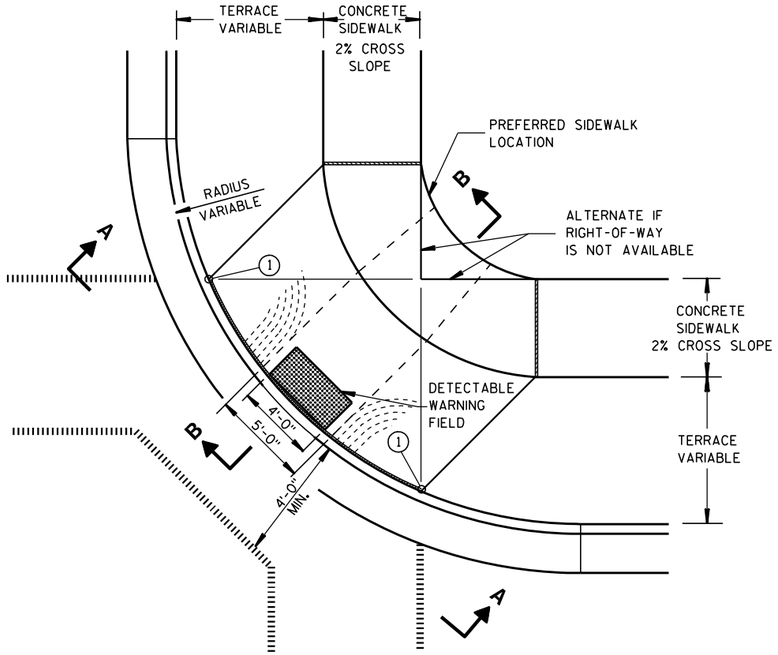
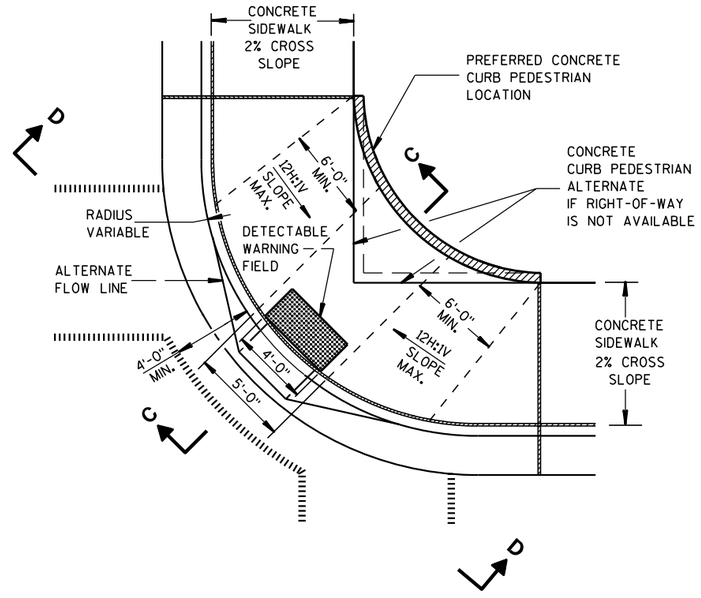
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

GENERAL NOTES

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

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

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

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

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

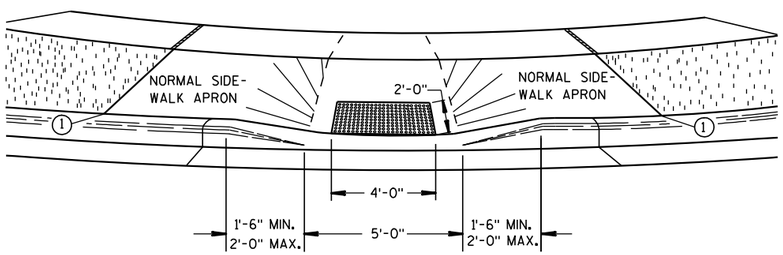
SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

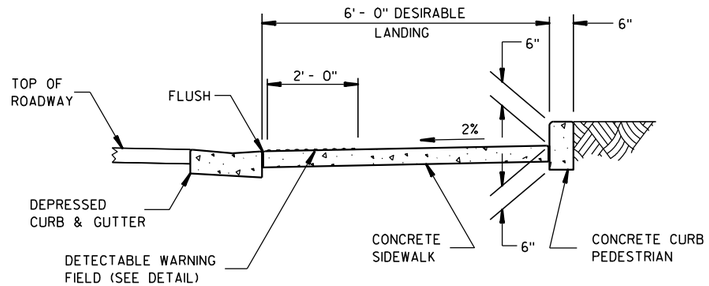
(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

LEGEND

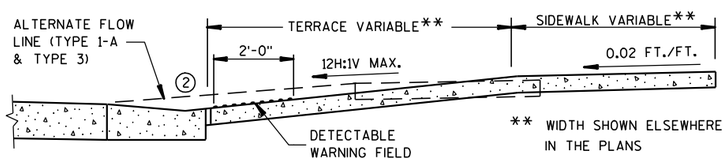
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



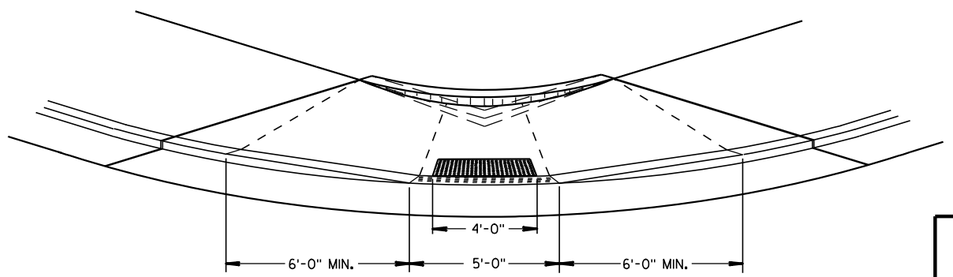
VIEW A-A



SECTION C-C



SECTION B-B



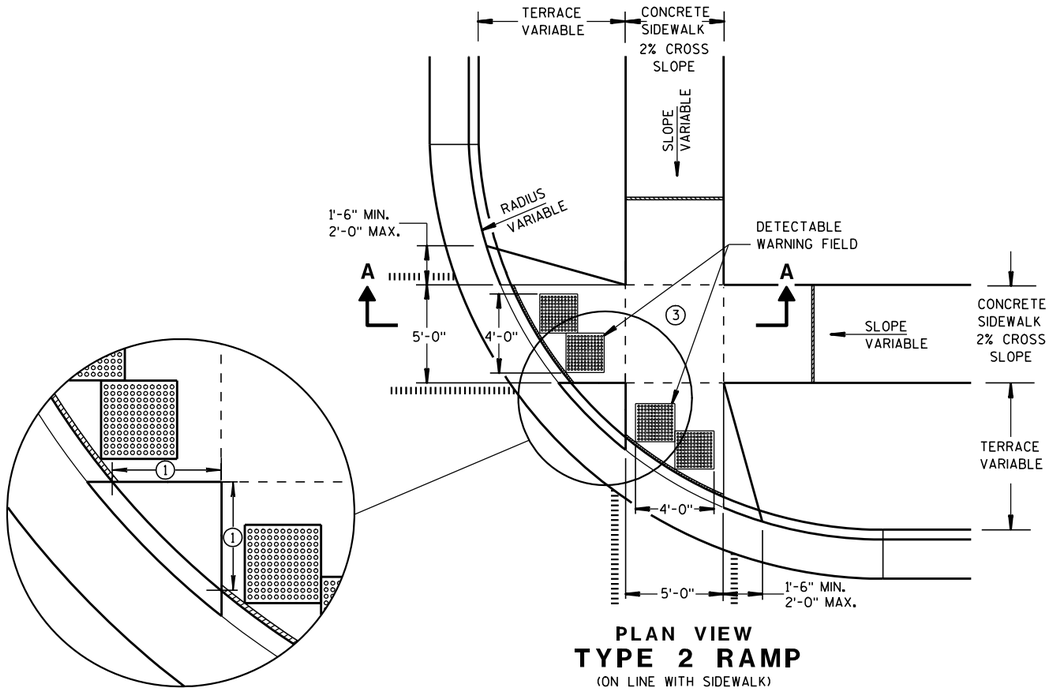
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

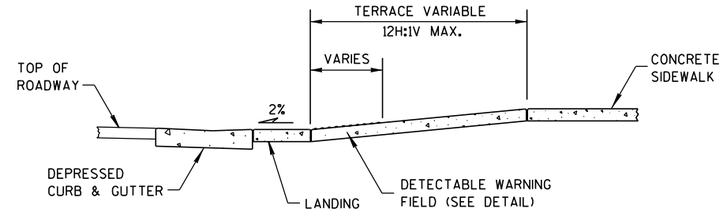
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

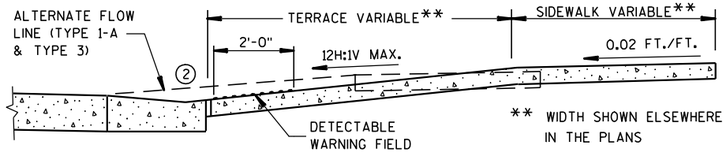
S.D.D. 8 D 5-14a



PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

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

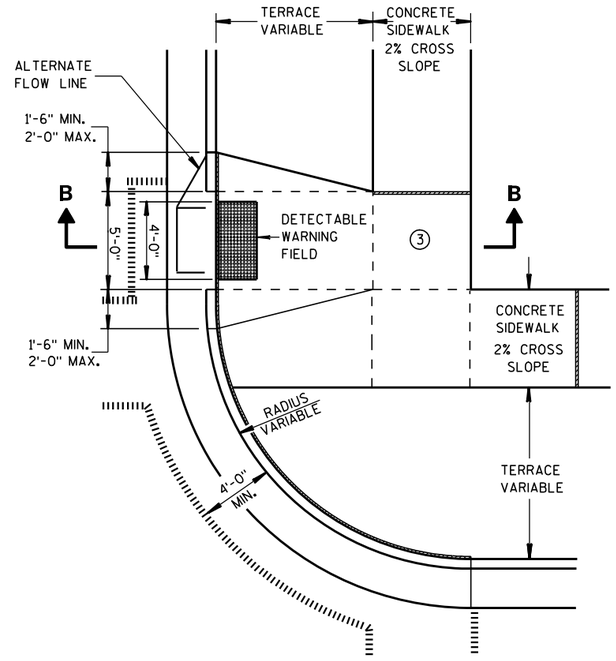
(1) WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

(3) PROVIDE LANDING AT TOP OF RAMP WITH NO MORE THAN 2% SLOPE IN ANY DIRECTION.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

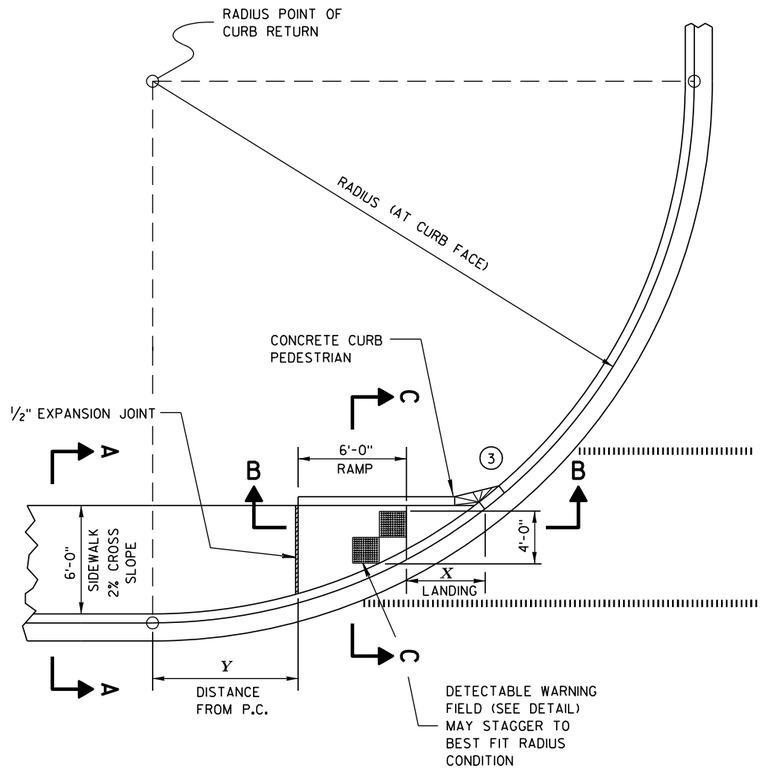


PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

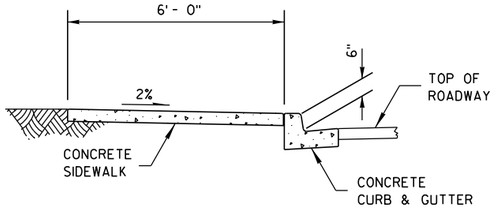
6
S.D.D. 8 D 5-14b



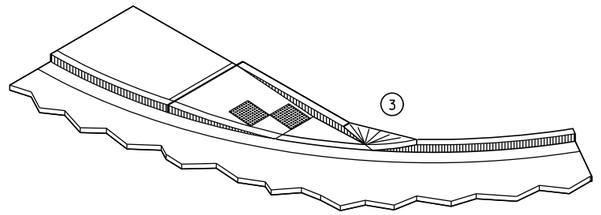
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

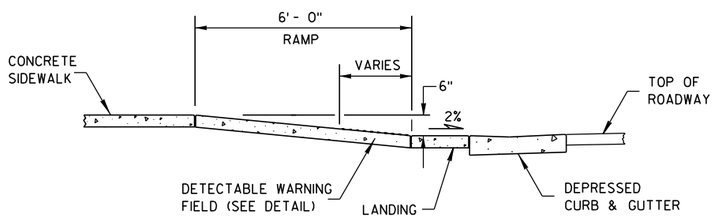
INTERMEDIATE RADII CAN BE INTERPOLATED



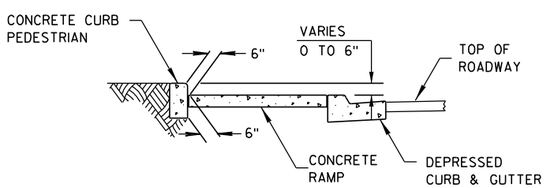
SECTION A-A



ISOMETRIC VIEW



SECTION B-B



SECTION C-C

GENERAL NOTES

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

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

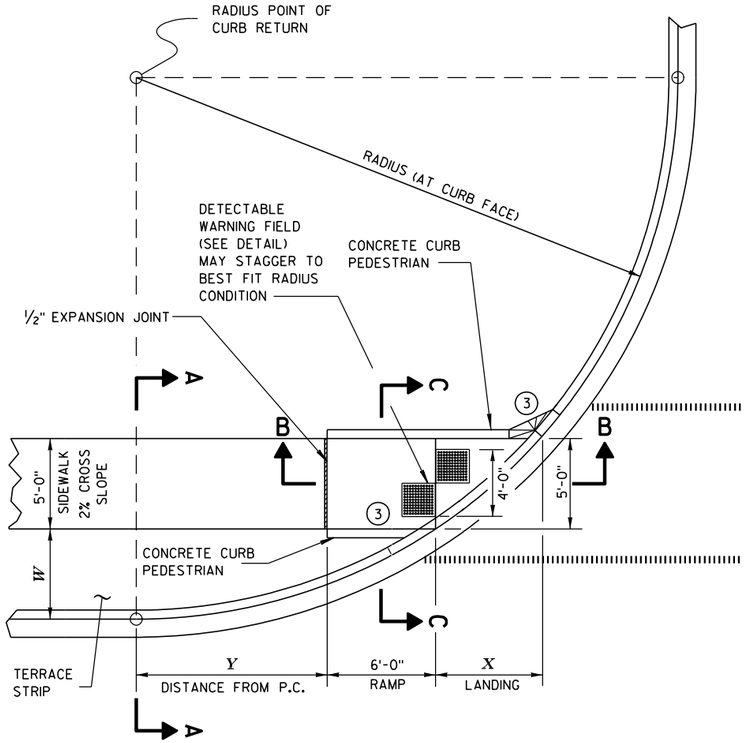
LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 8 D 5-14c



CURB RAMP TYPE 4B
PLAN VIEW

GENERAL NOTES

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

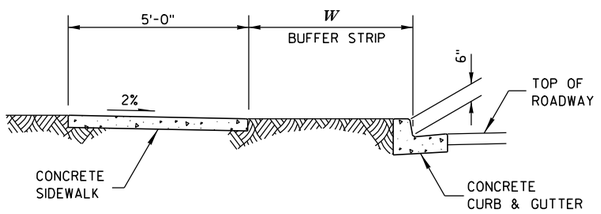
RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

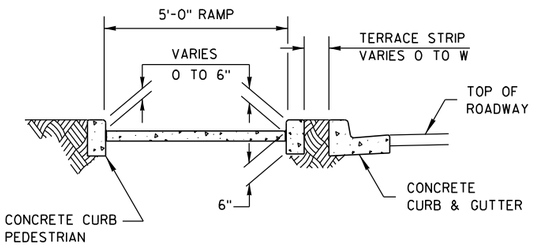
(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

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

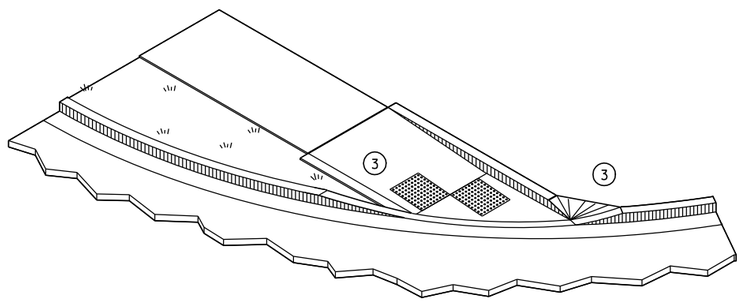
INTERMEDIATE RADII CAN BE INTERPOLATED



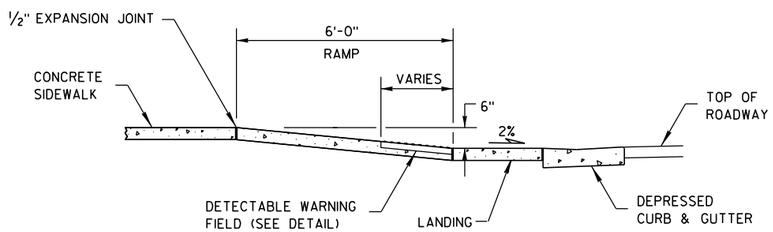
SECTION A-A



SECTION C-C



ISOMETRIC VIEW



SECTION B-B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

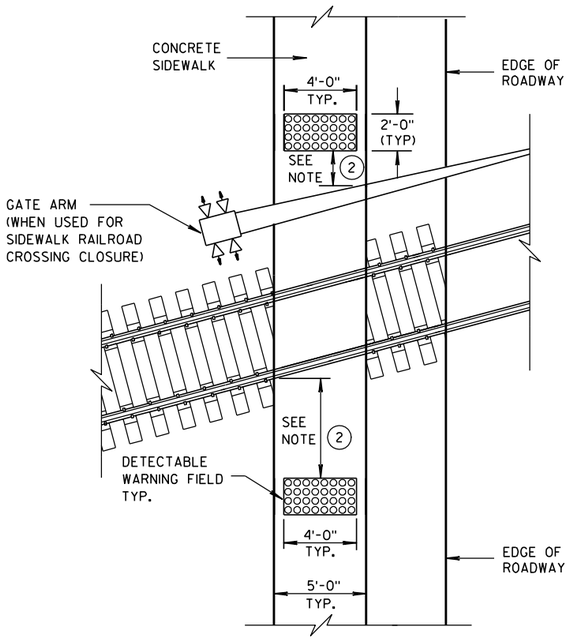
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B

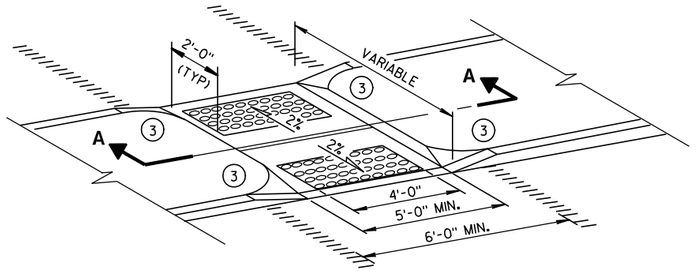
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

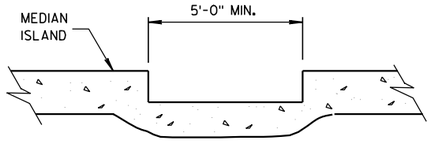
S.D.D. 8 D 5-14d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5



SECTION A-A

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

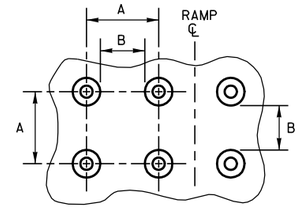
(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

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

LEGEND

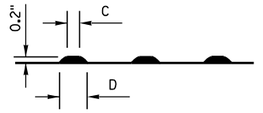
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



PLAN VIEW

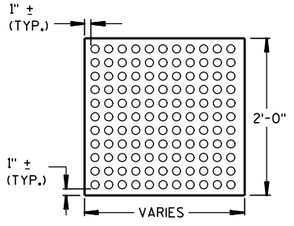
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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



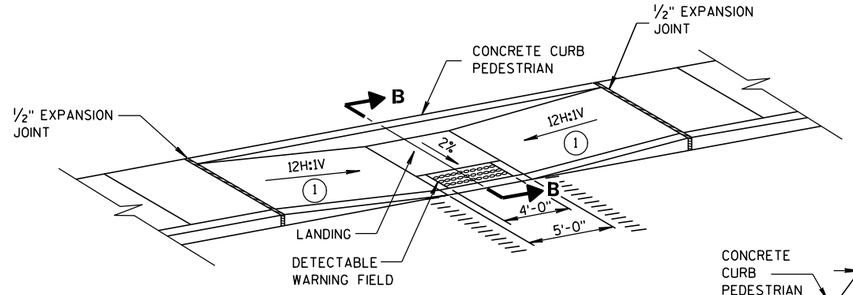
ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

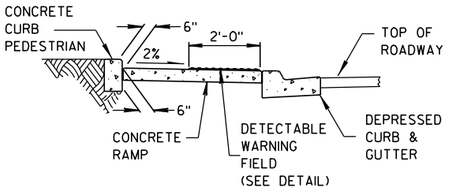


PLAN VIEW

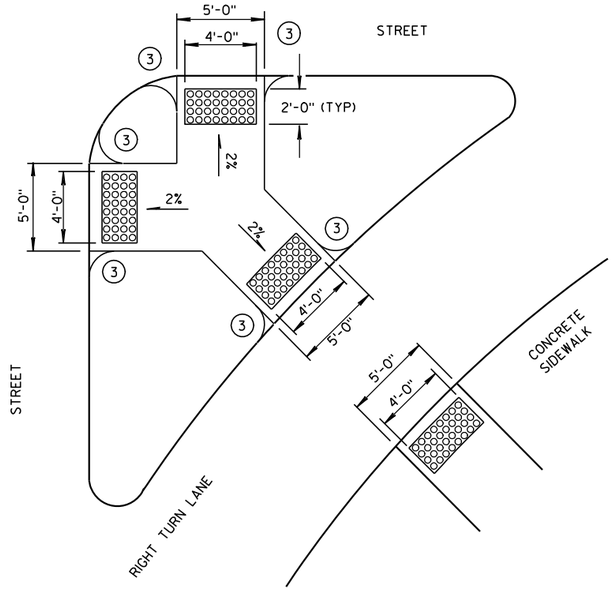
DETECTABLE WARNING FIELD (TYPICAL)



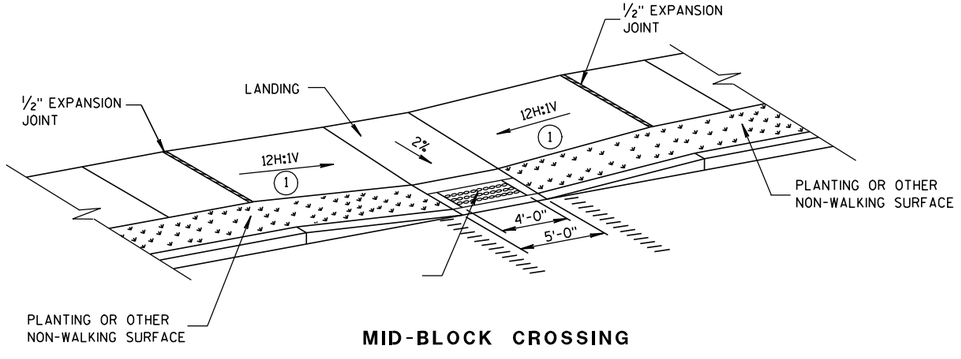
MID-BLOCK CROSSING
TYPE 7A



SECTION B-B



TYPE 6
DETECTABLE WARNING AT ISLANDS



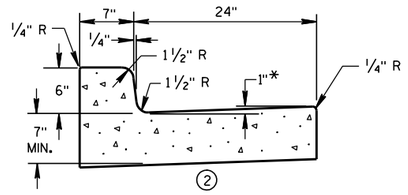
MID-BLOCK CROSSING
TYPE 7B

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

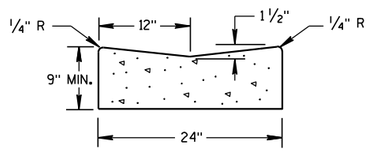
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

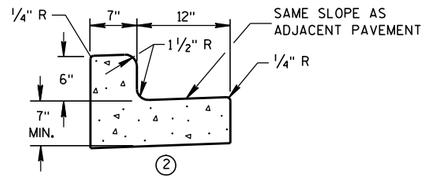
APPROVED
2-9-10 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER 302 ENT
FHWA



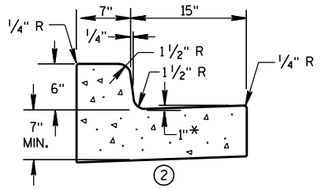
① CONCRETE CURB & GUTTER 31"



① CONCRETE GUTTER 24"

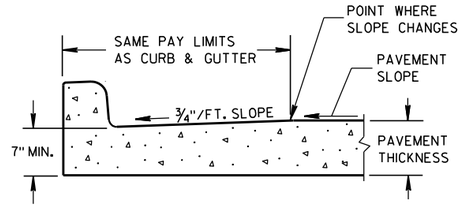


① CONCRETE CURB & GUTTER 19"



① CONCRETE CURB & GUTTER 22"

* TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER

GENERAL NOTES

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

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

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

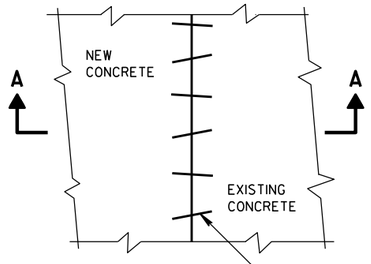
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURB.

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUIRED 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" MIMIMUM GUTTER THICKNESS IS MAINTAINED.

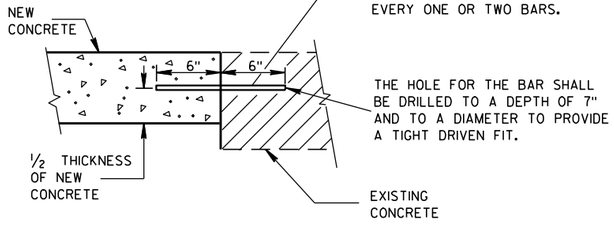
③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLAN.



PLAN VIEW

EXISTING AND NEW CONCRETE MAY BE CURB & GUTTER, SURFACE DRAIN, PAVEMENT OR OTHER CONCRETE STRUCTURE.

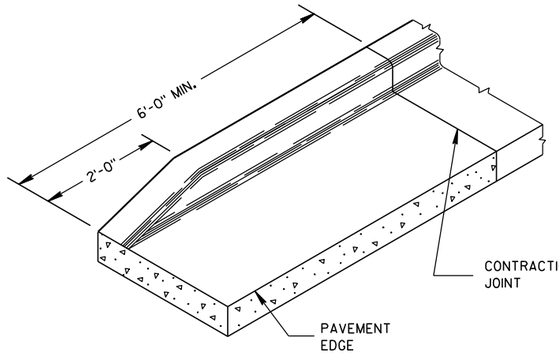
NO. 6 X 12" DEF. BARS SPACED 3'-0" C-C, INSTALLED ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING AFTER EVERY ONE OR TWO BARS.



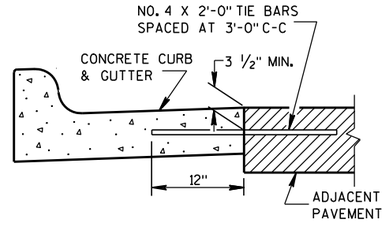
THE HOLE FOR THE BAR SHALL BE DRILLED TO A DEPTH OF 7" AND TO A DIAMETER TO PROVIDE A TIGHT DRIVEN FIT.

SECTION A-A

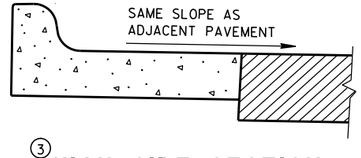
PAVEMENT TIES



END SECTION CURB & GUTTER



① TYPICAL TIE BAR LOCATION



③ HIGH SIDE SECTION

(TYPICAL FOR ALL CURB & GUTTER)

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

(For Optional Use in Milwaukee Co. Only)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/2/2010 — DATE

/S/ Jerry Zogg — ROADWAY STANDARDS ENGINEER

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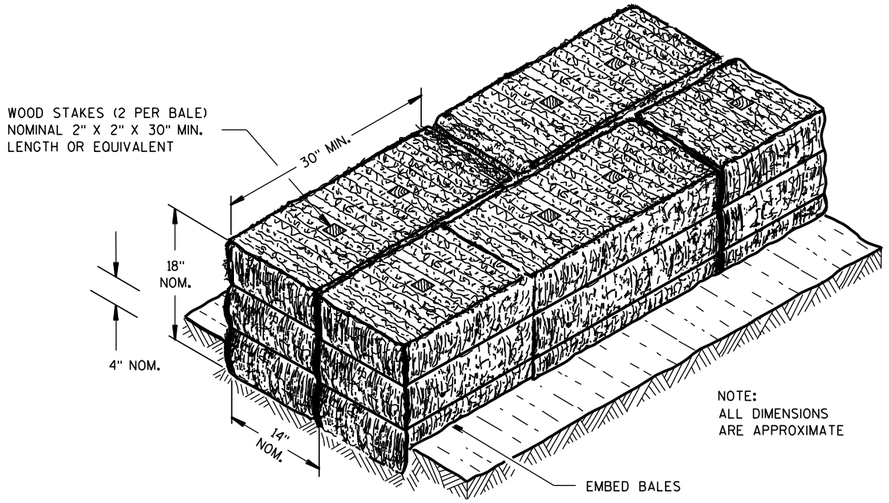
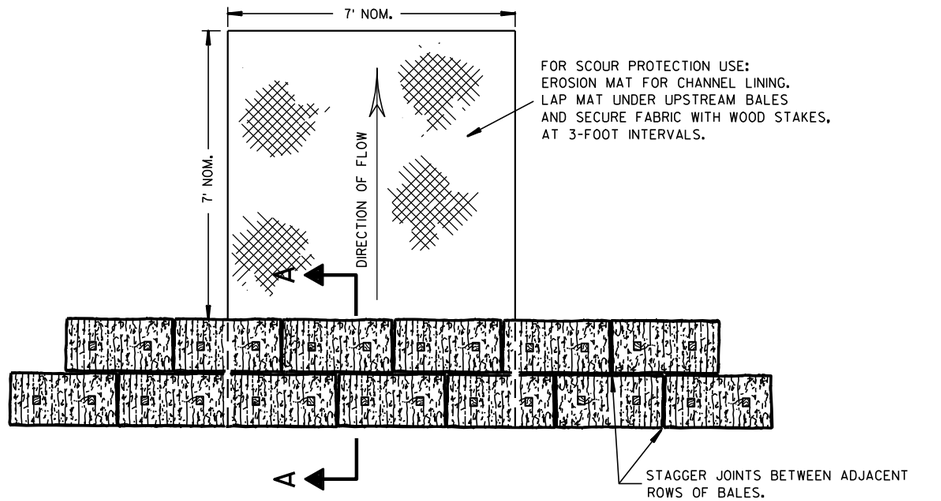
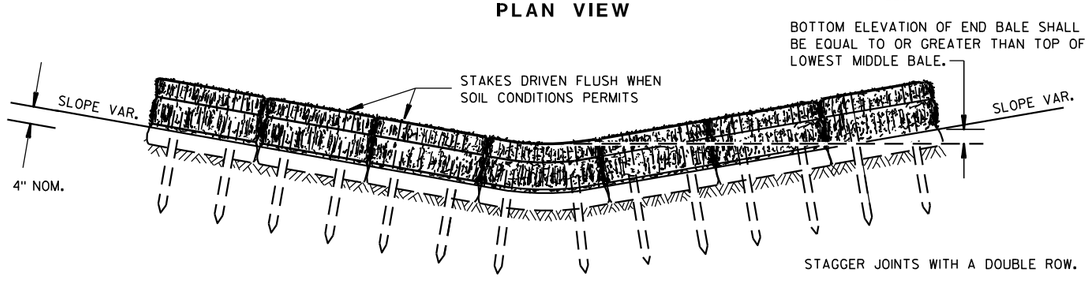


SECTION A-A



PLAN VIEW



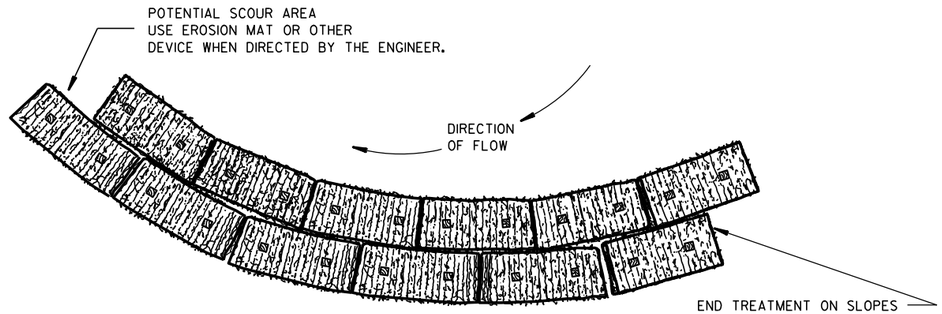
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

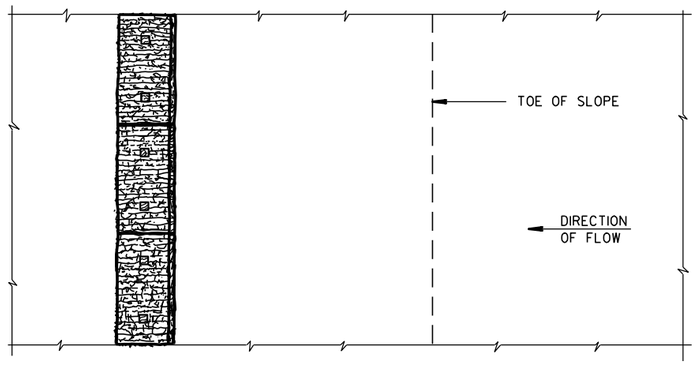
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

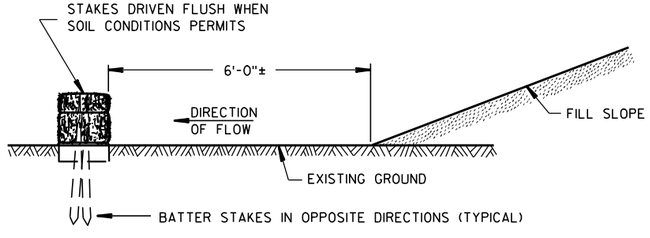


PLAN VIEW

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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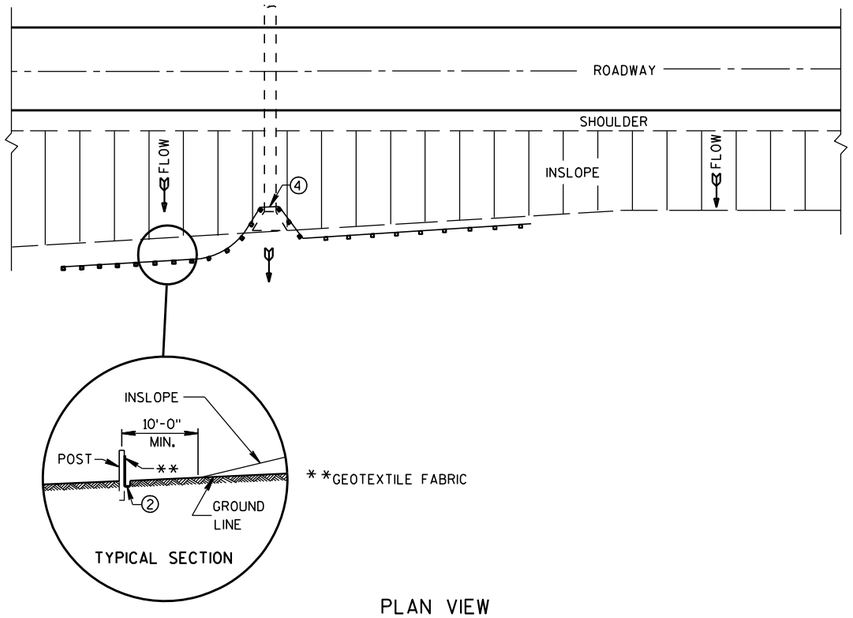
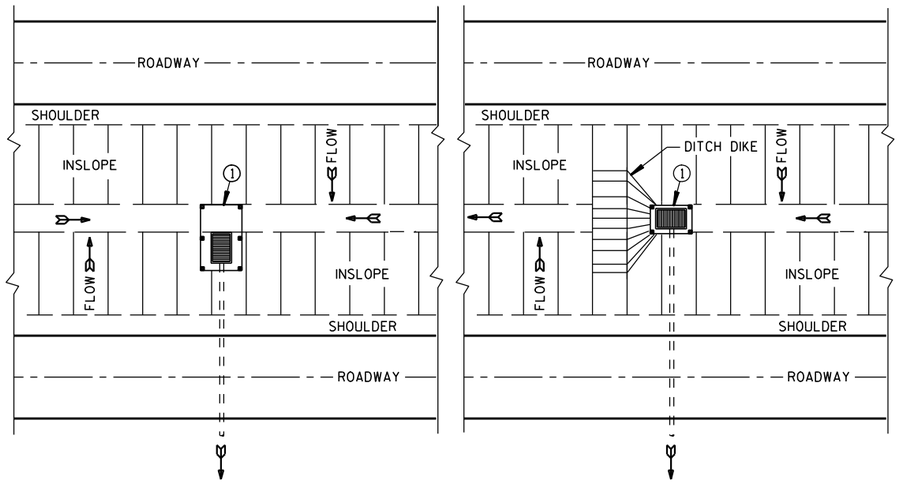


PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



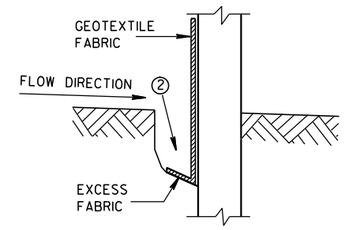
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

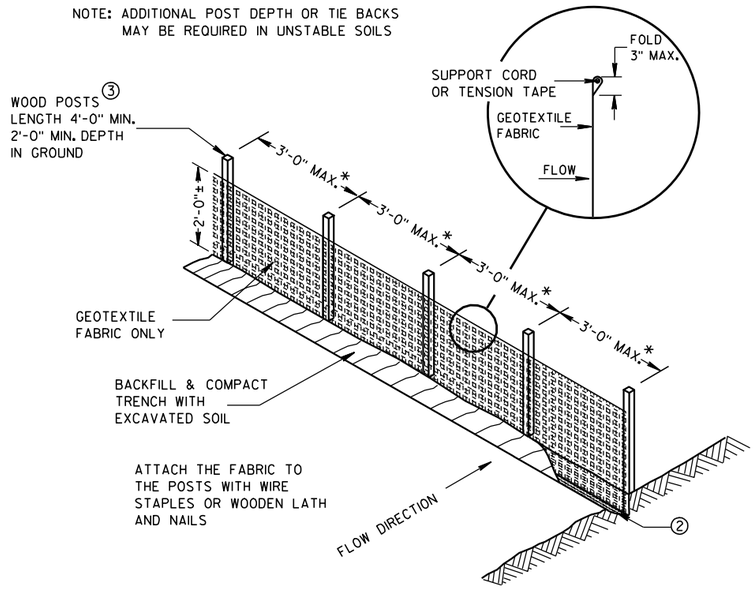
GENERAL NOTES

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

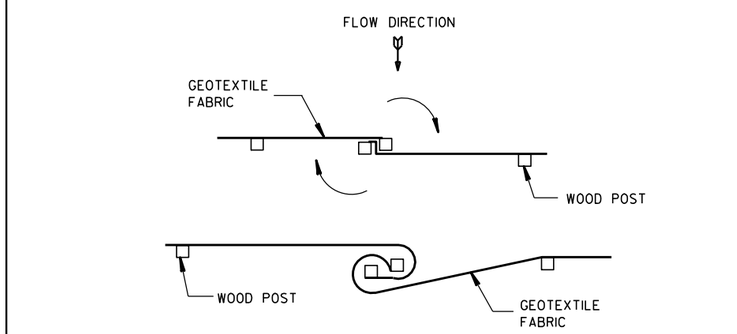
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



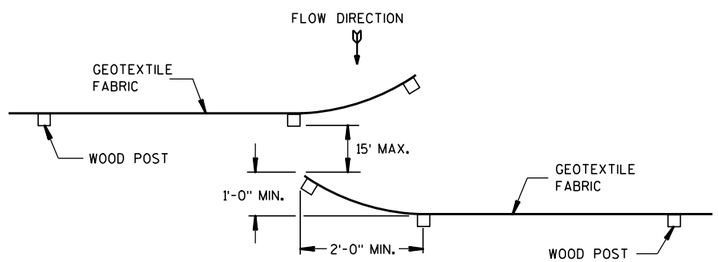
TRENCH DETAIL



SILT FENCE

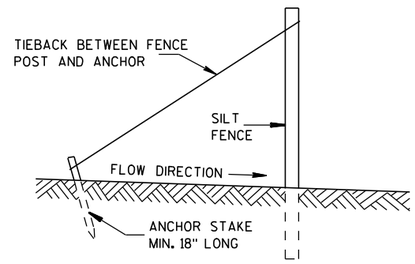


TWIST METHOD



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

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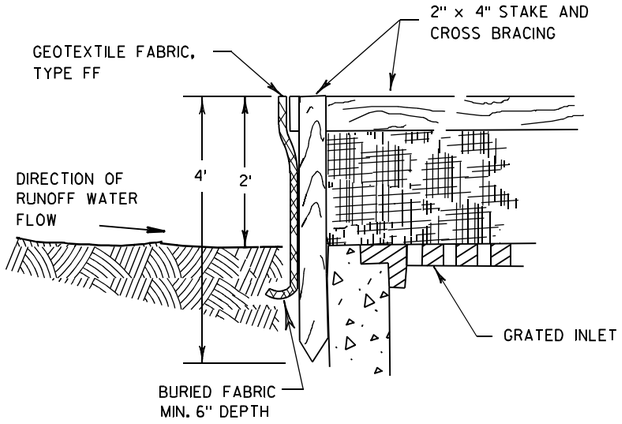
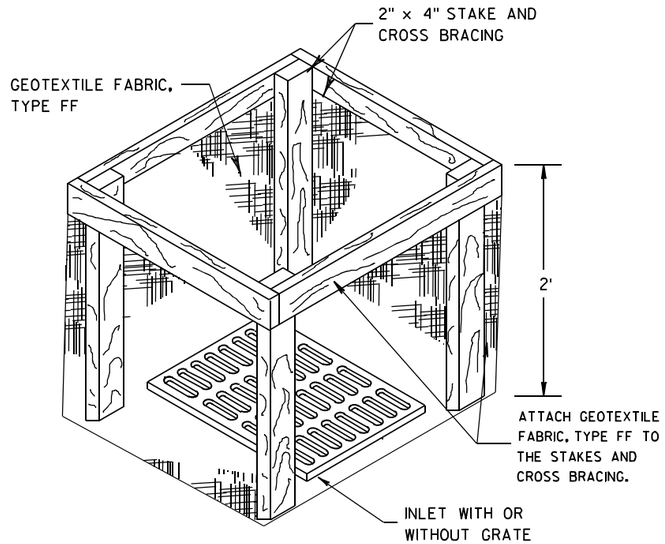
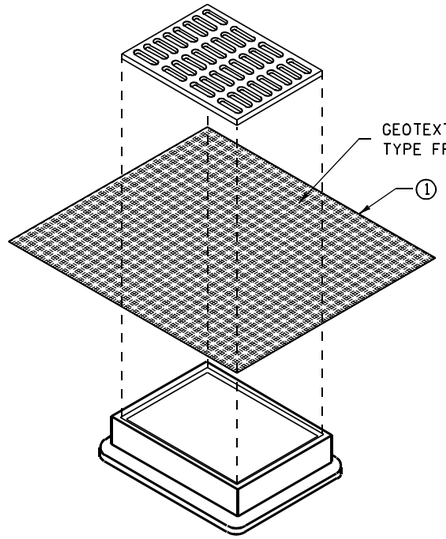


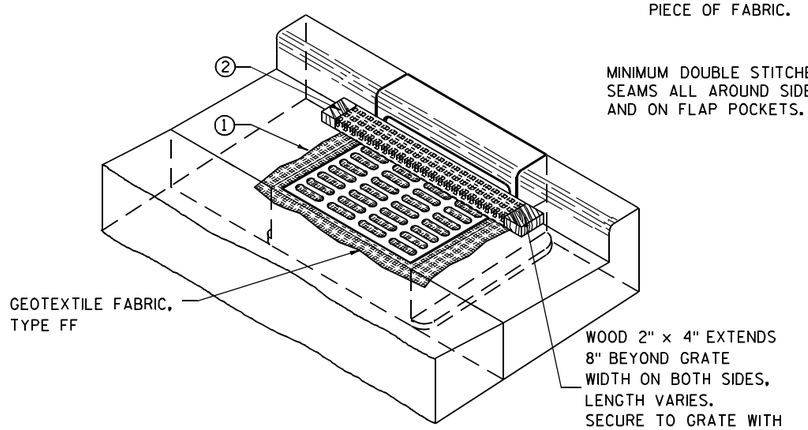


INLET PROTECTION, TYPE A

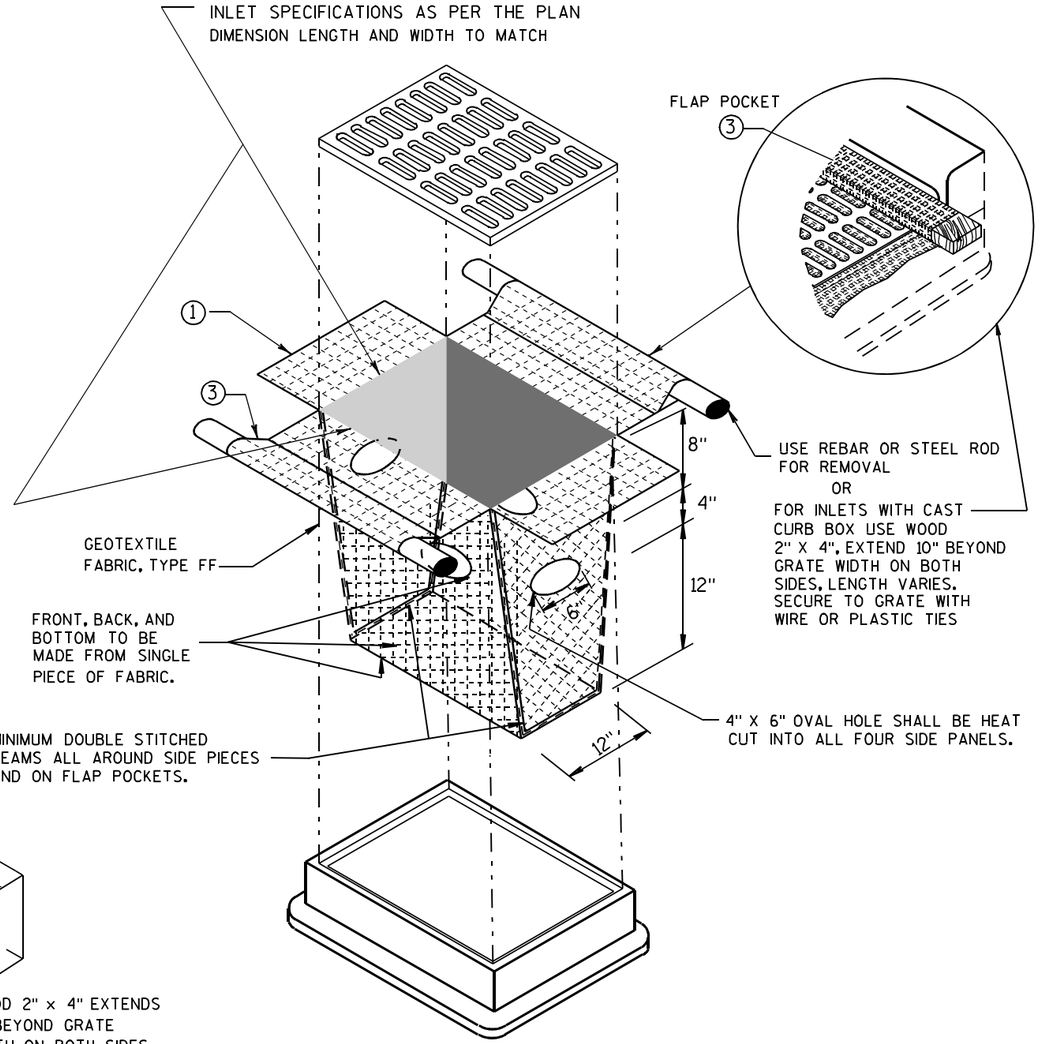


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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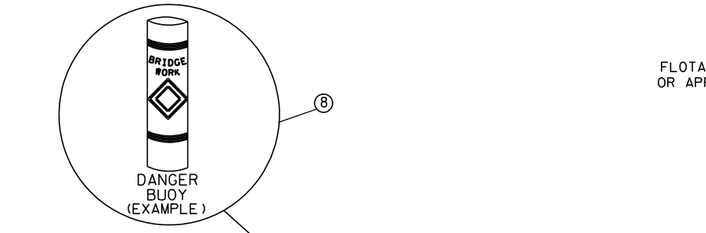
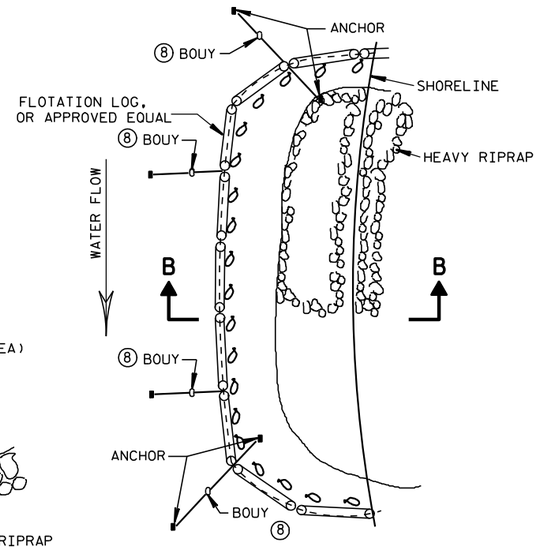
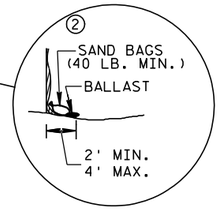
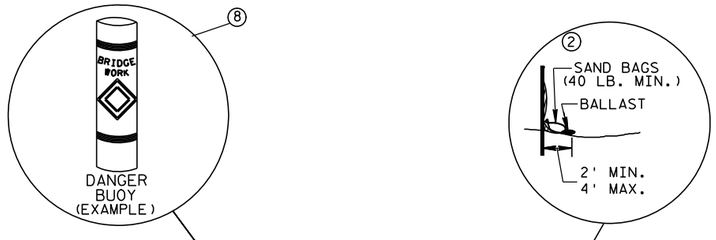


SECTION B-B

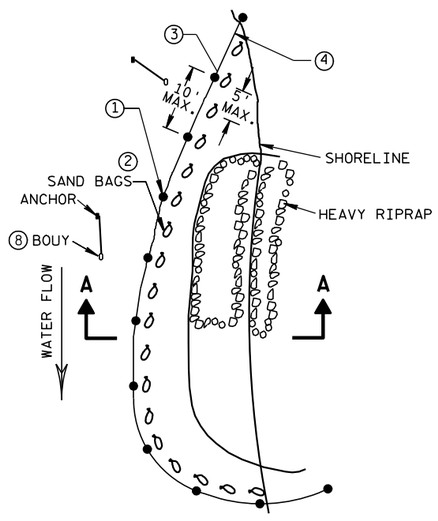




TURBIDITY BARRIER FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A-A



PLAN VIEW

TURBIDITY BARRIER STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

① DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

② SANDBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

③ WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.

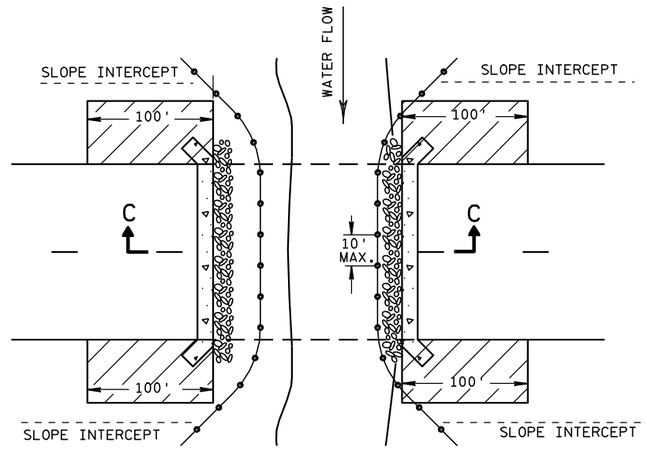
④ IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

⑤ ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MIMIMUM BARRIER HEIGHT SHALL BE 2'GREATER THAN EITHER THE 02 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WICHEVER IS GREATER.

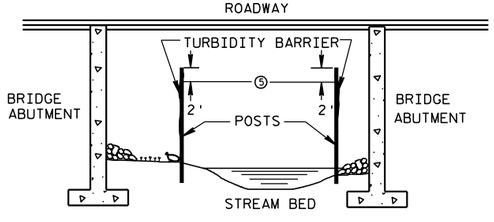
⑥ FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.

⑦ ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

⑧ USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C-C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

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 11-2

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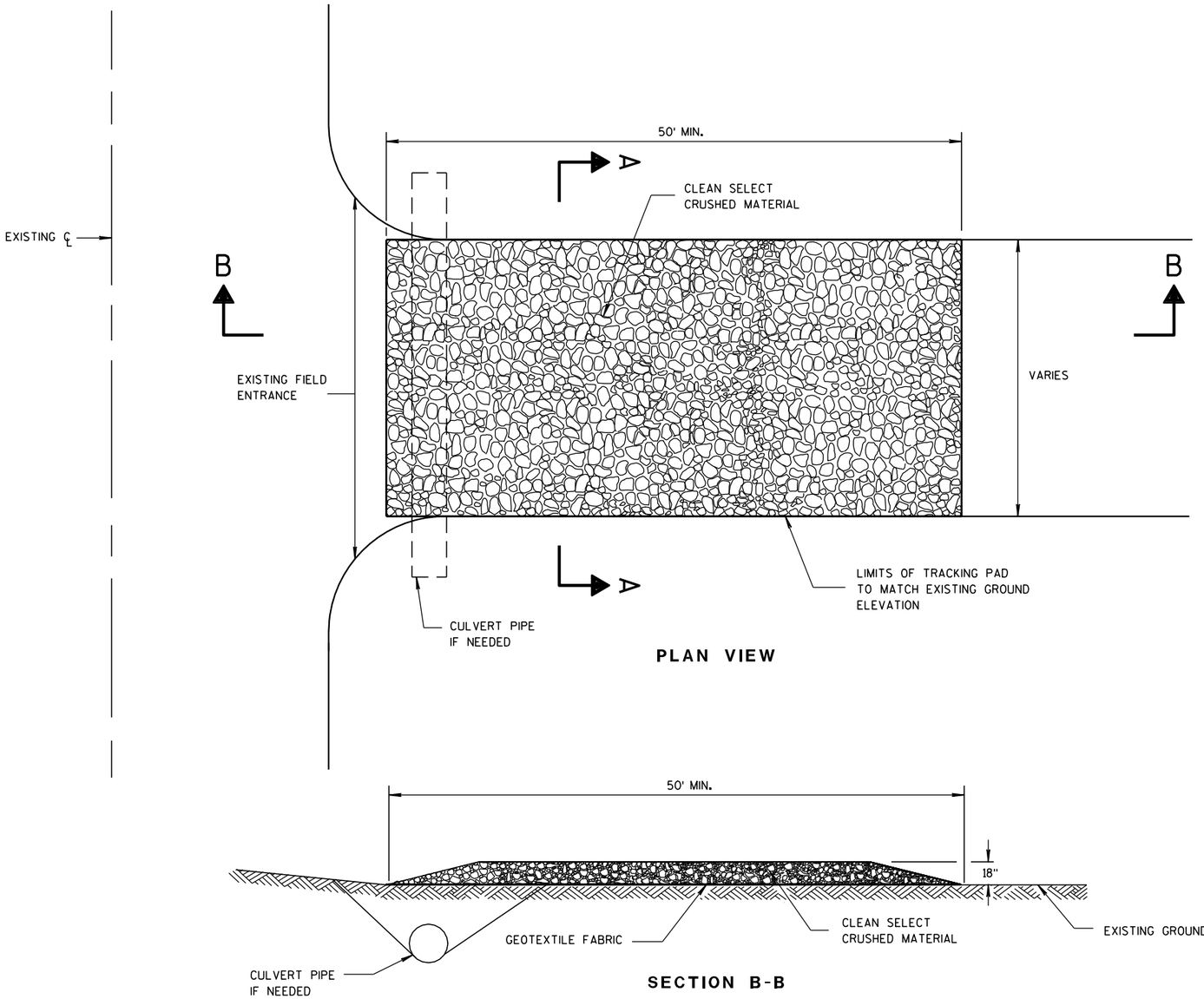
S.D.D. 8 E 11-2



PLAN VIEW

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.

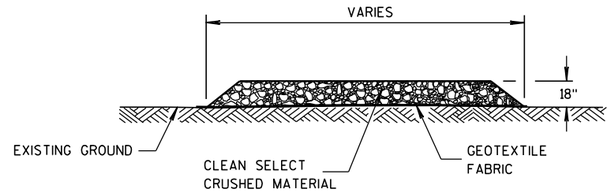
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

TRACKING PAD

TRACKING PAD	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/24/2011 DATE FHWA	/S/ Jerry H. Zoda ROADWAY STANDARDS ENGINEER

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S.D.D. 8 E 14-1

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S.D.D. 8 E 14-1

METAL APRON ENDWALLS

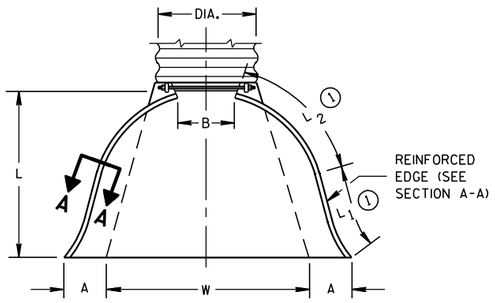
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

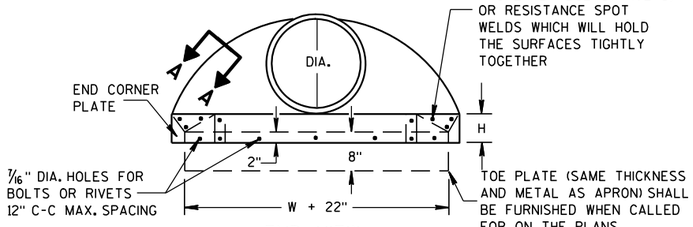
REINFORCED CONCRETE APRON ENDWALLS

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

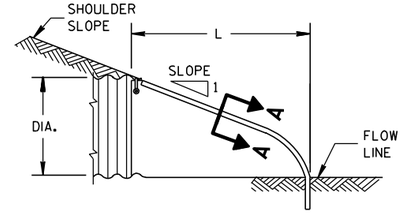
*MINIMUM
**MAXIMUM



PLAN VIEW

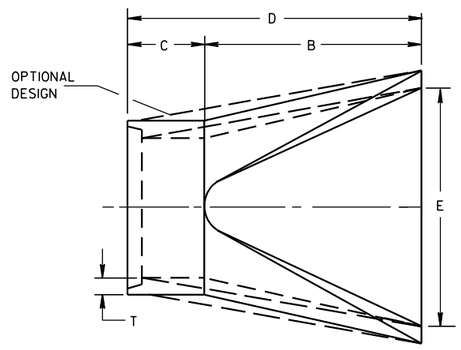


END VIEW

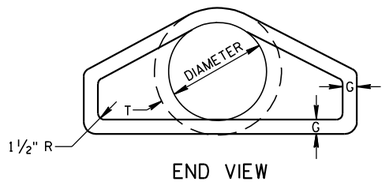


SIDE ELEVATION

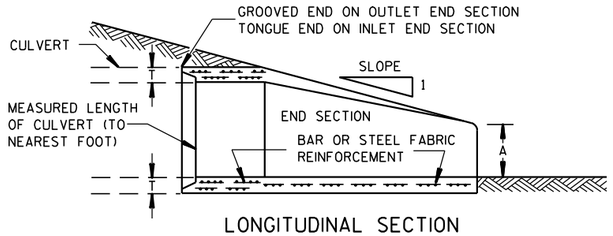
METAL ENDWALLS



PLAN

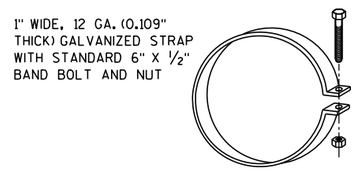


END VIEW



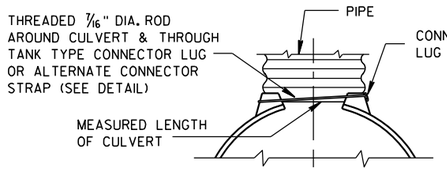
LONGITUDINAL SECTION

CONCRETE ENDWALLS

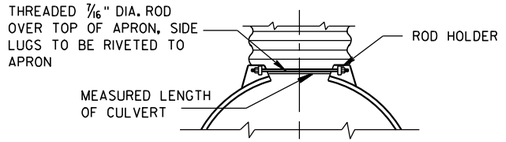


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

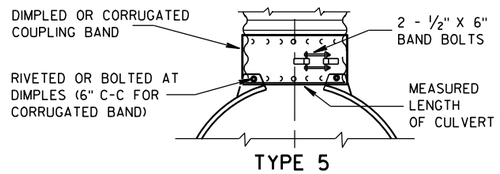


TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE

TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

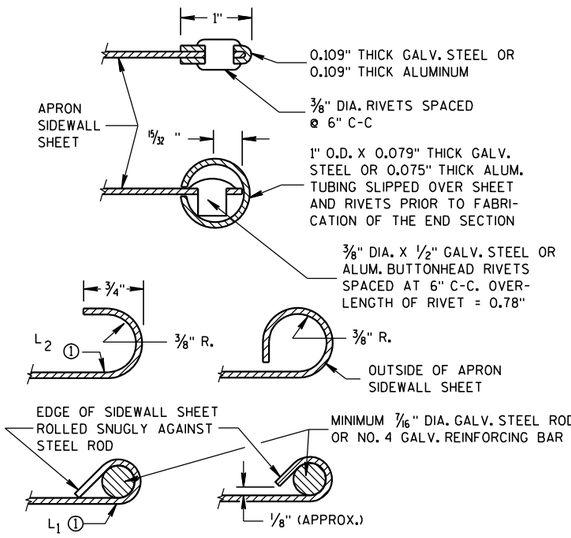
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

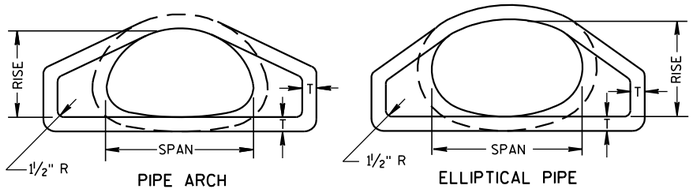
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

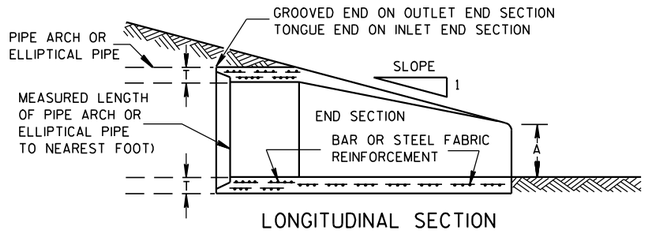
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

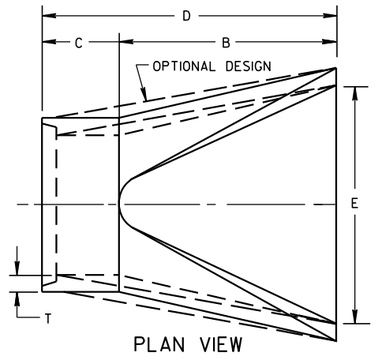
6
S.D.D. 8 F 1-11



END VIEW

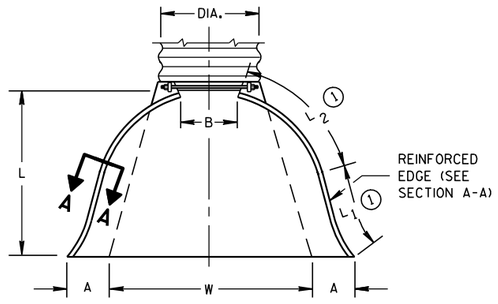


LONGITUDINAL SECTION

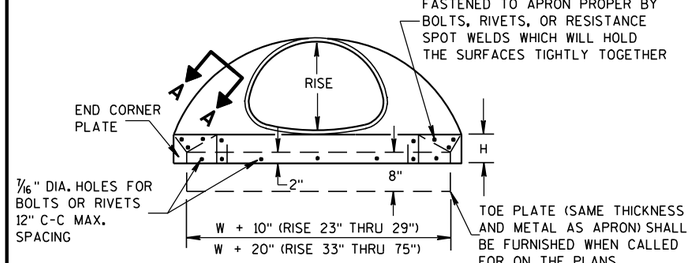


PLAN VIEW

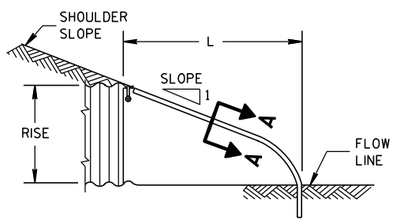
CONCRETE ENDWALLS



PLAN VIEW

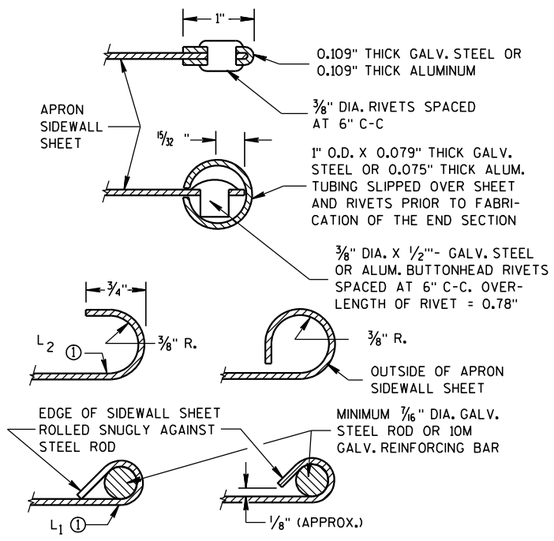


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- ⅔" X ½" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1½")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1½")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

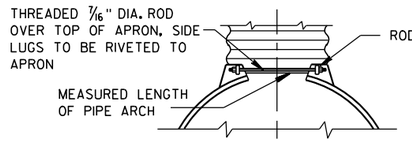
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

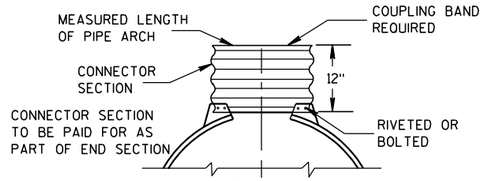
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



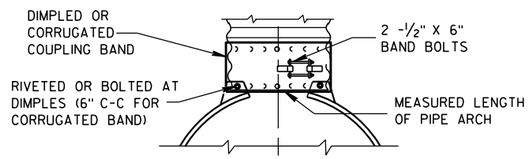
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

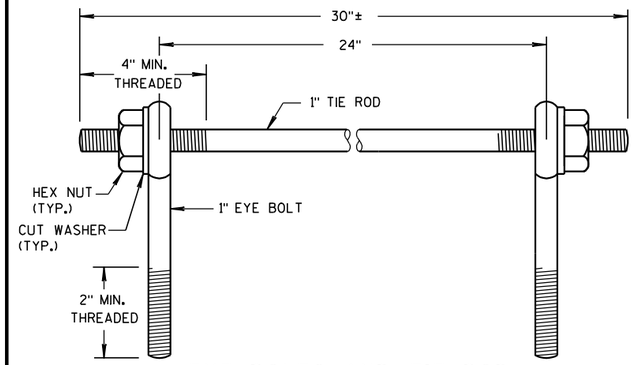
FHWA

6

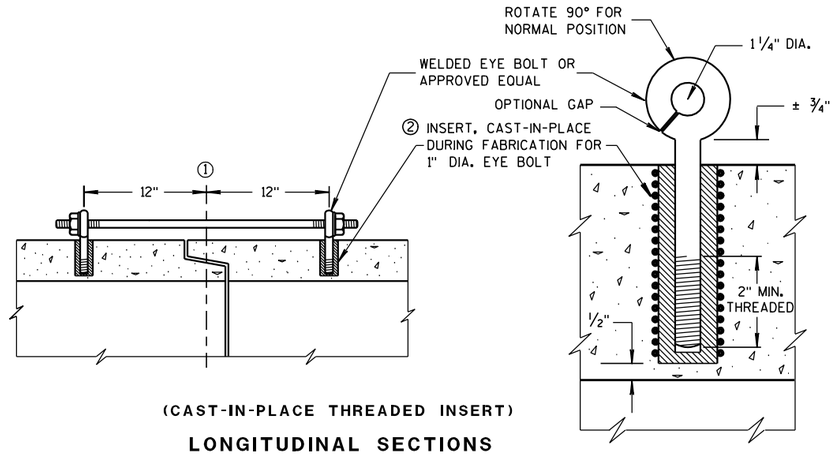
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

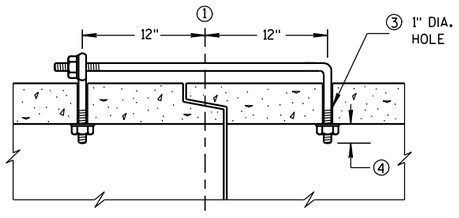
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

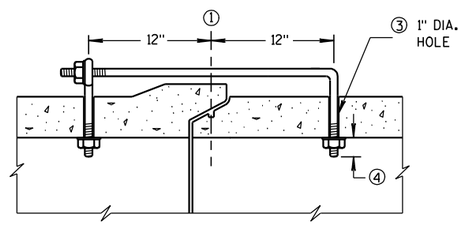
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

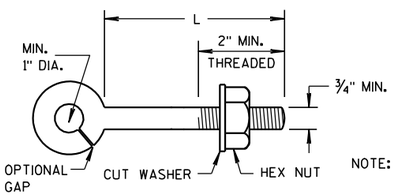


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

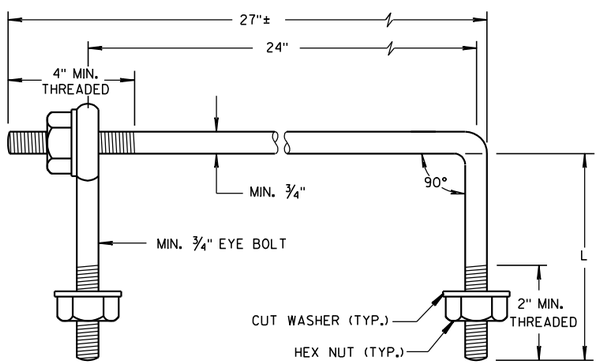
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

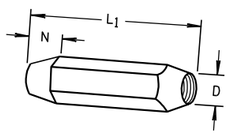
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

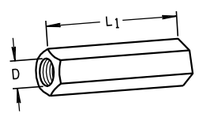
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



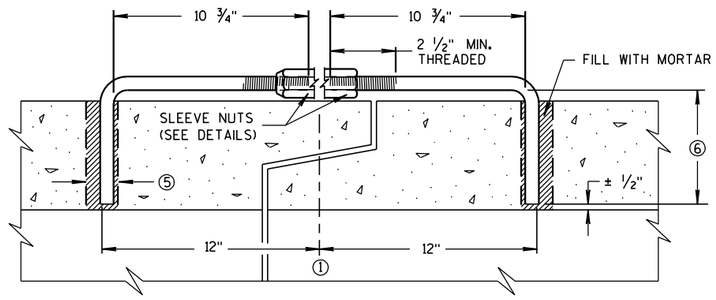
TAPERED



PLAIN

RIGHT AND LEFT THREADS

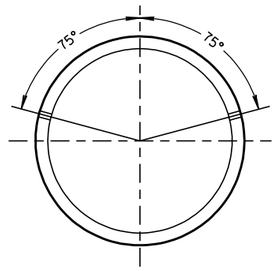
SLEEVE NUTS



LONGITUDINAL SECTION

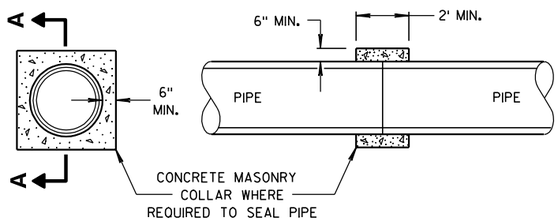
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

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6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
311
FHWA

6

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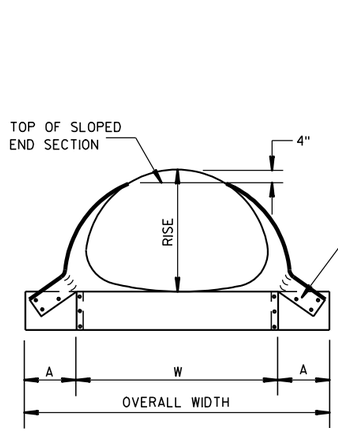
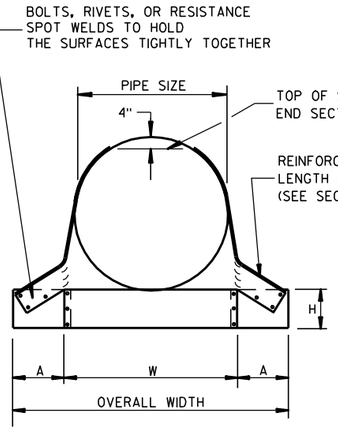
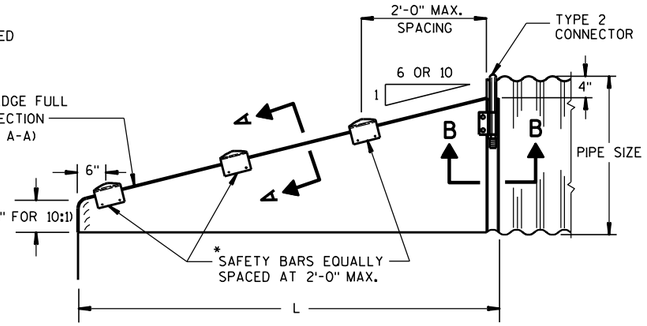


FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

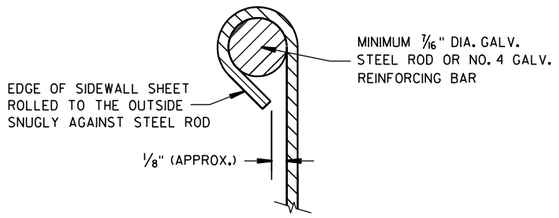
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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

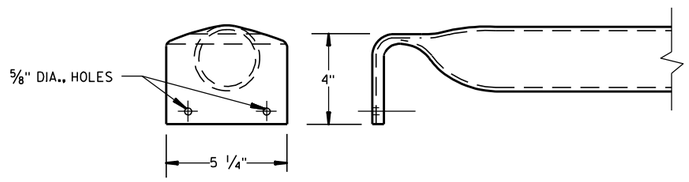
STEEL APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS

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



SECTION A-A

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

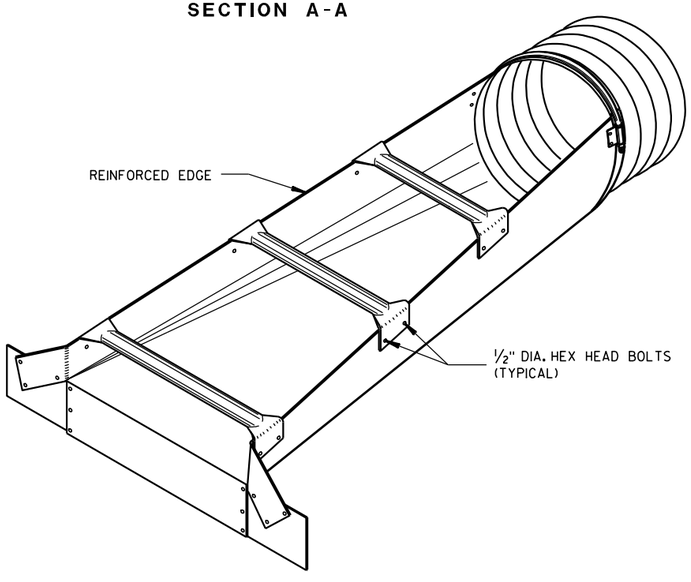


DETAIL OF SAFETY BAR

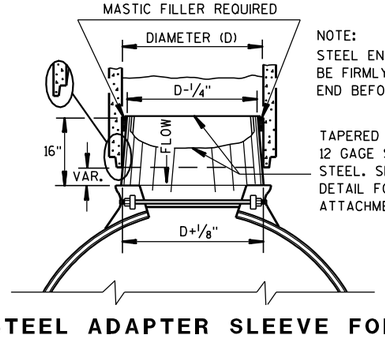
STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS

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

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



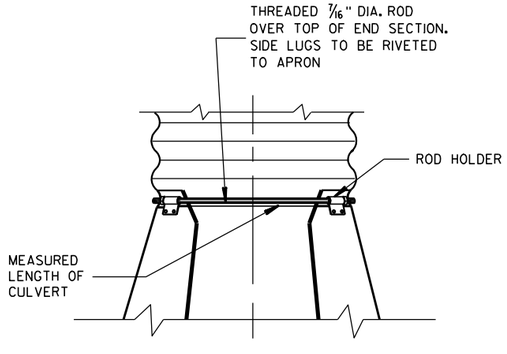
ISOMETRIC VIEW



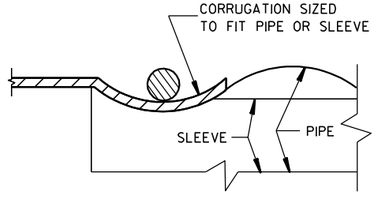
NOTE:
STEEL END SECTION SHALL BE FIRMLY WEDGED INTO PIPE END BEFORE BACKFILLING

TAPERED SLEEVE TO BE 12 GAGE SMOOTH GALVANIZED STEEL. SEE SECTION B-B DETAIL FOR END SECTION ATTACHMENT.

STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Jerry H. [illegible] — ROADWAY STANDARDS ENGINEER
FHWA

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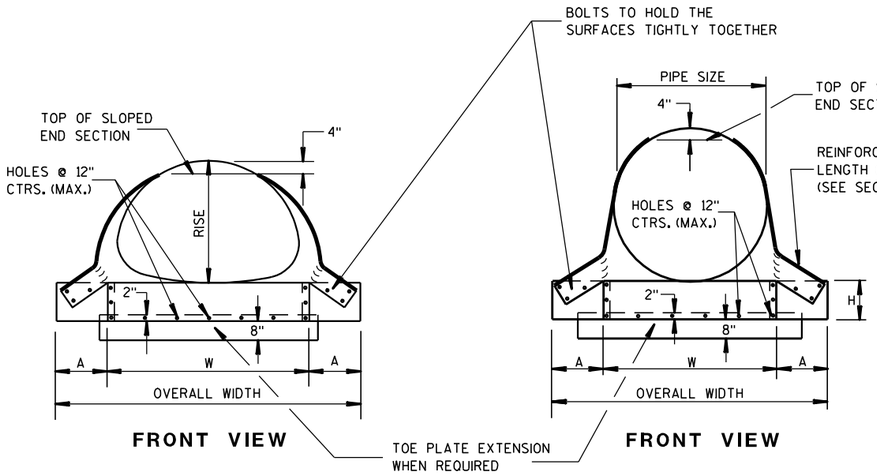
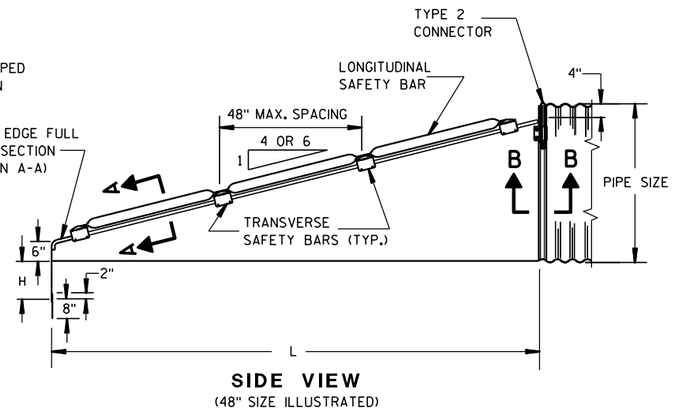


FRONT VIEW

FRONT VIEW



SIDE VIEW
(48" SIZE ILLUSTRATED)

GENERAL NOTES

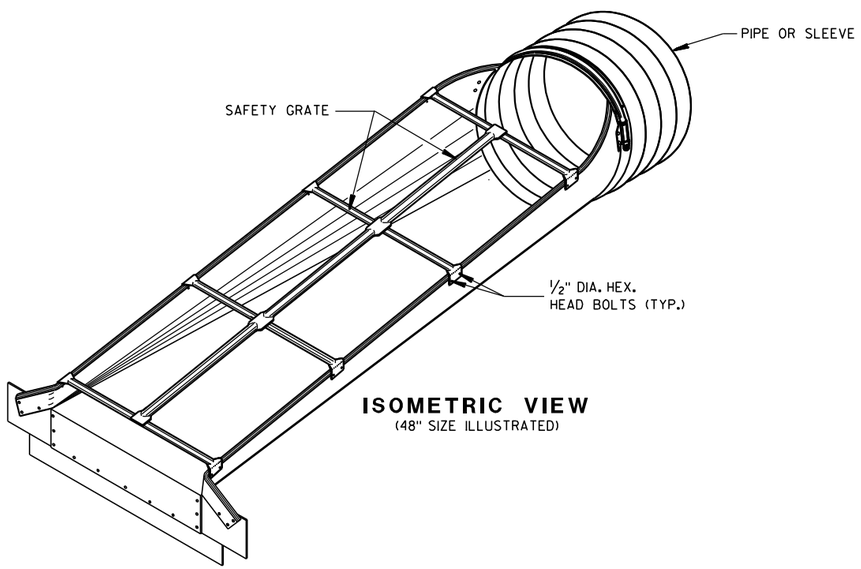
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

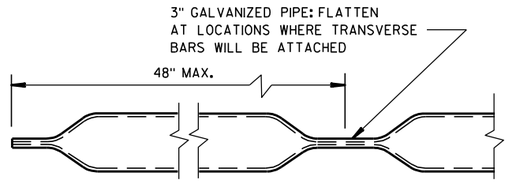
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

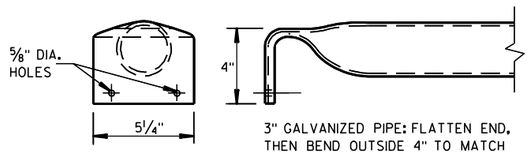
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300



ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



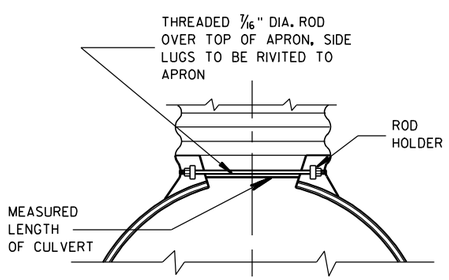
LONGITUDINAL SAFETY BAR



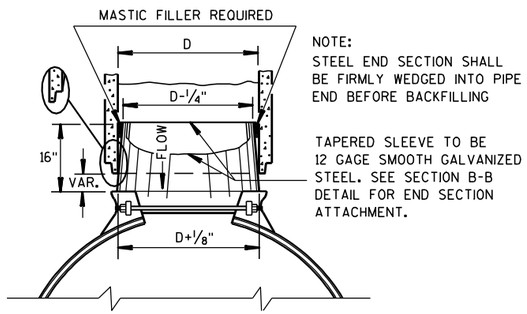
TRANSVERSE SAFETY BAR

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

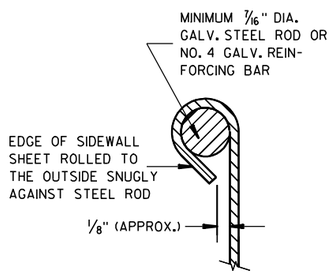
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	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



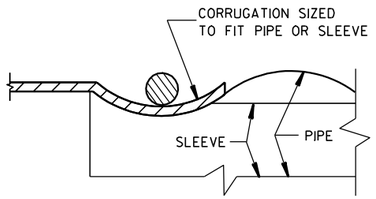
TYPE 2 CONNECTOR DETAIL



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
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313
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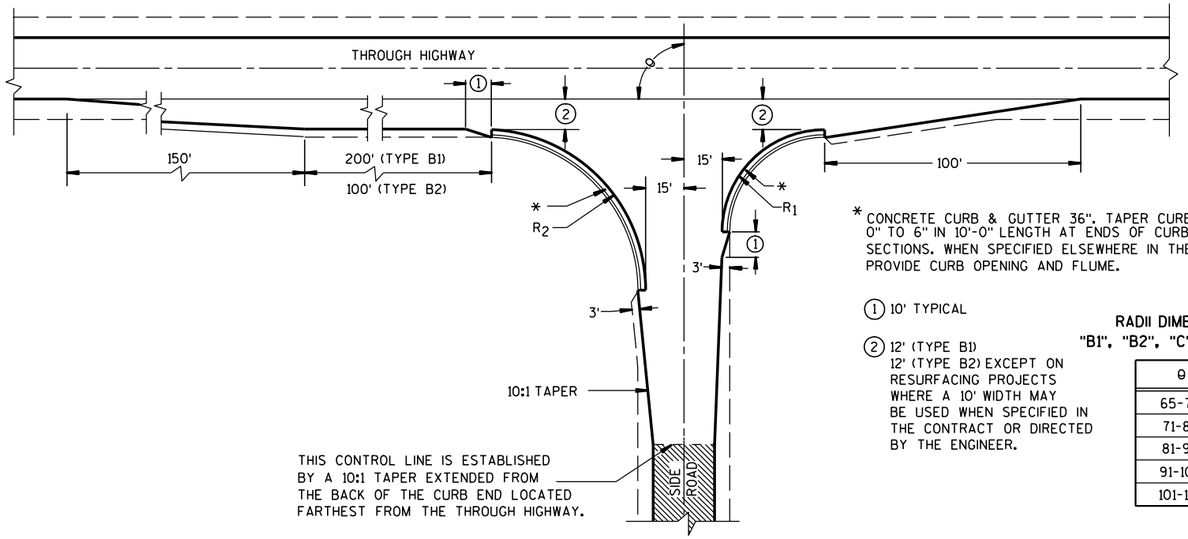
S.D.D. 8 F 8-2



TYPE "B1" AND "B2"

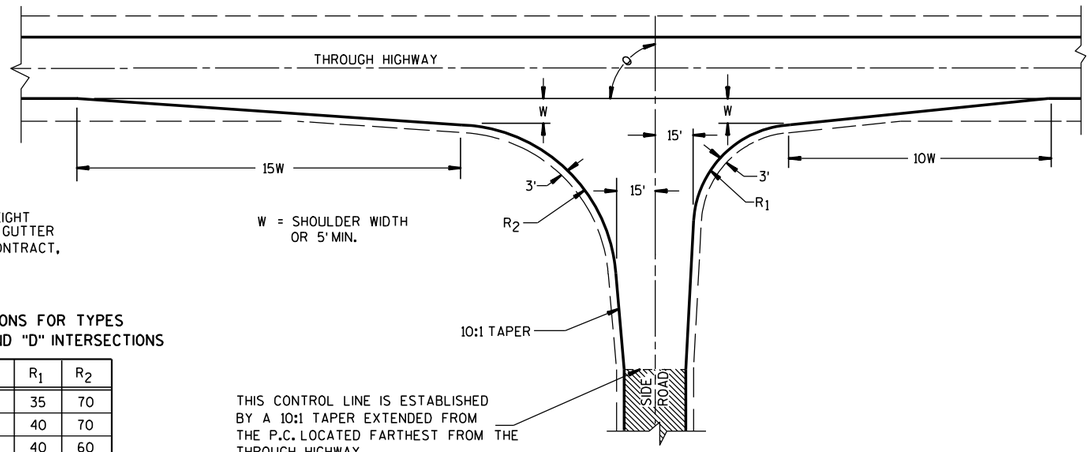
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL

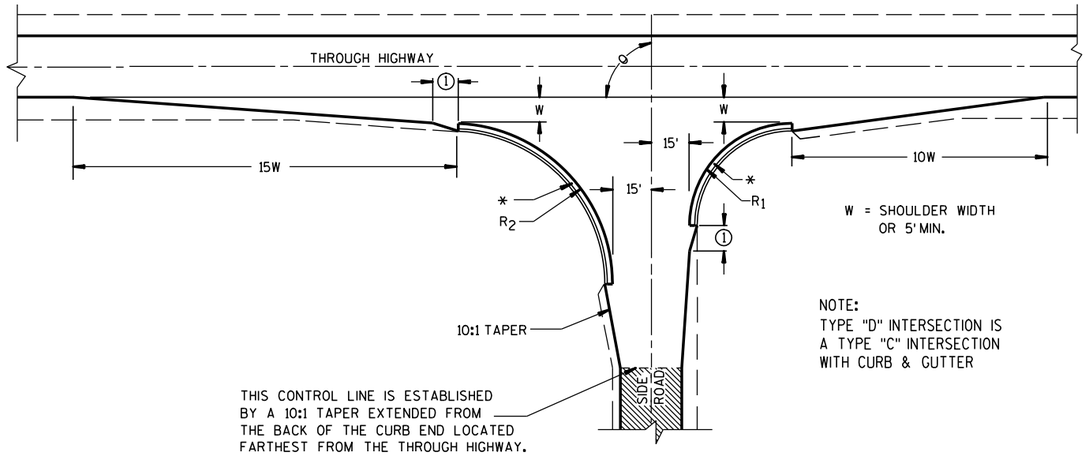
② 12' (TYPE B1)
12' (TYPE B2) EXCEPT ON RESURFACING PROJECTS WHERE A 10' WIDTH MAY BE USED WHEN SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

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



TYPE "C"



TYPE "D"

NOTE:
TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB & GUTTER

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.

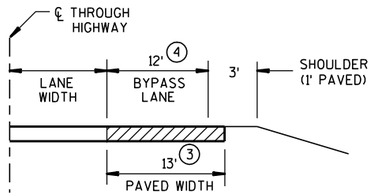
SIDE ROAD SURFACING NOTE

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.

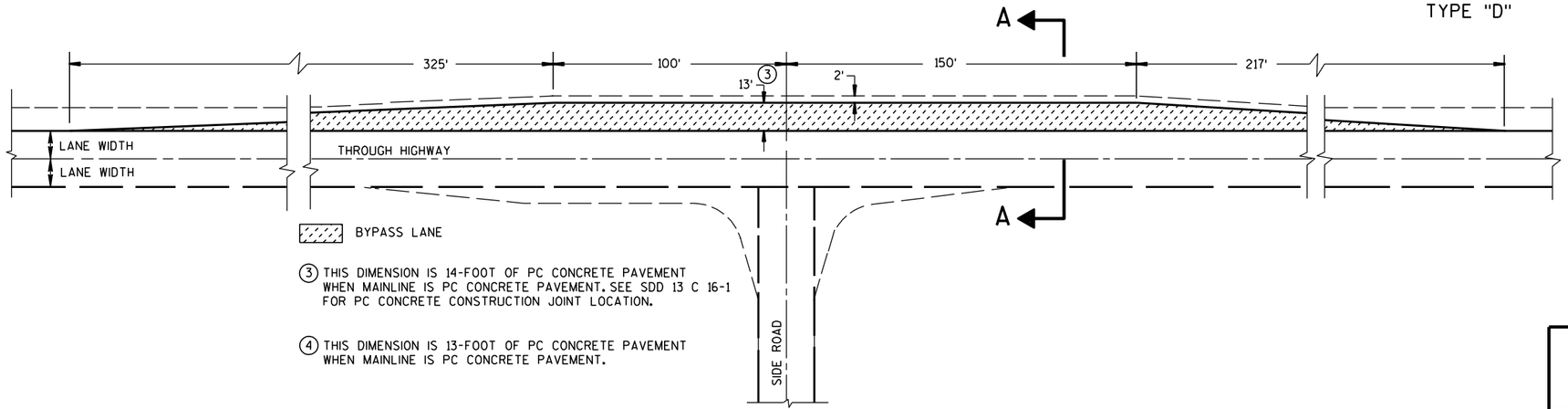
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

▨ EXISTING SURFACE



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



③ THIS DIMENSION IS 14-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT. SEE SDD 13 C 16-1 FOR PC CONCRETE CONSTRUCTION JOINT LOCATION.

④ THIS DIMENSION IS 13-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT.

TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

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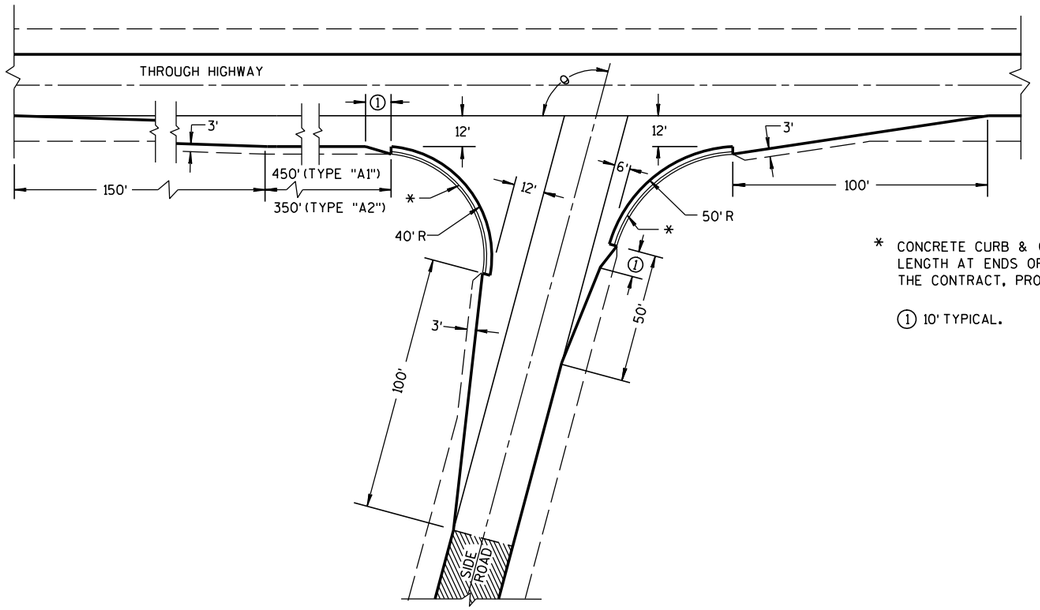
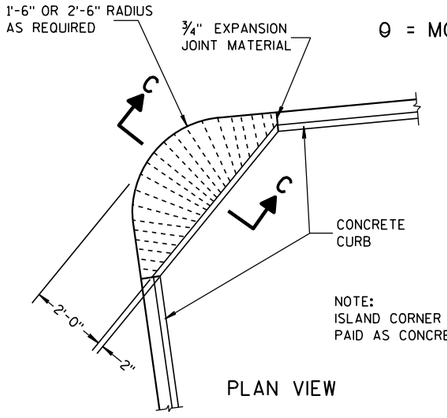
6
S.D.D. 9 A 1-12a

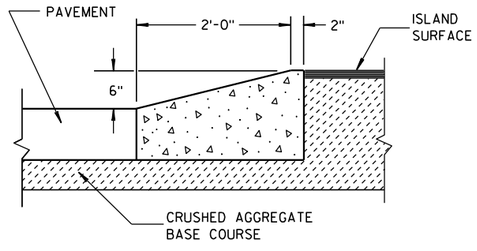


θ = MORE THAN 80°

EXISTING SURFACE



PLAN VIEW



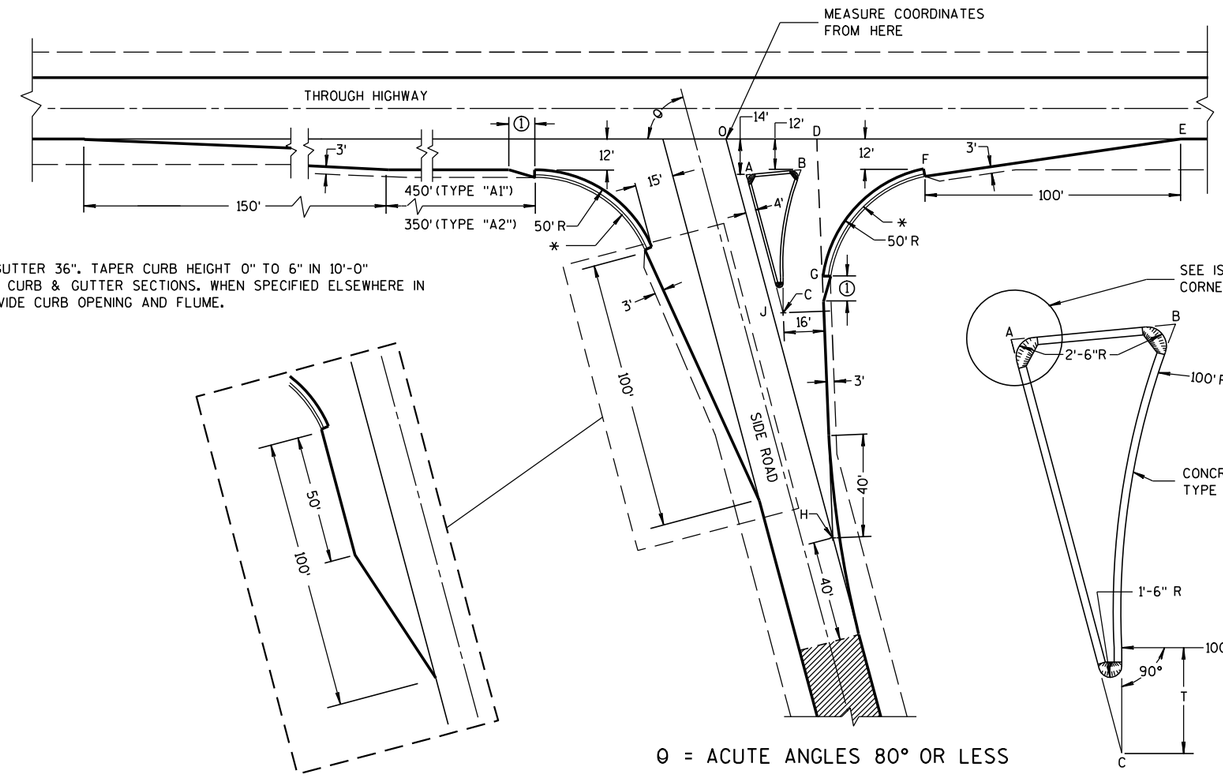
SECTION C-C

ISLAND CORNER DETAIL

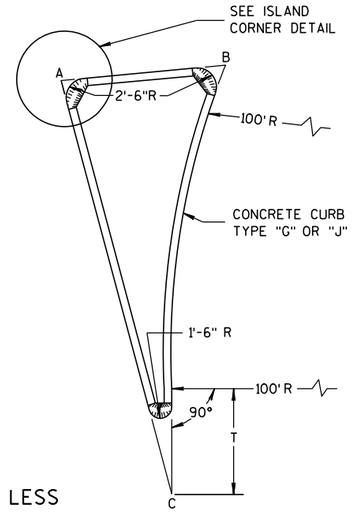
(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL.



θ = ACUTE ANGLES 80° OR LESS



SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

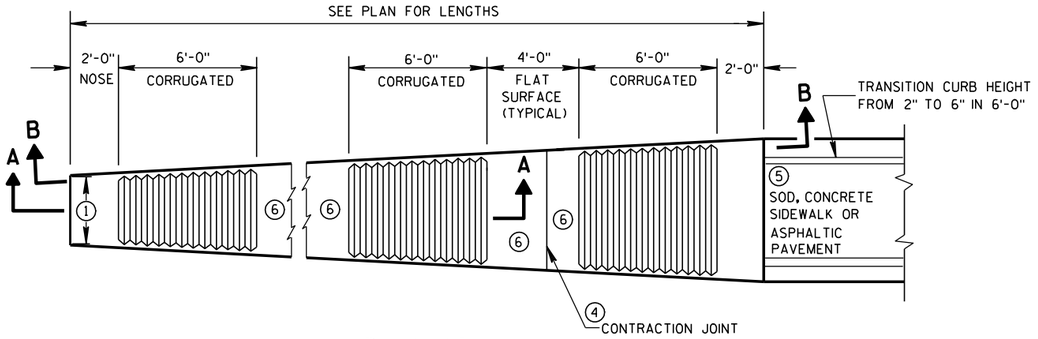
AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/17/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

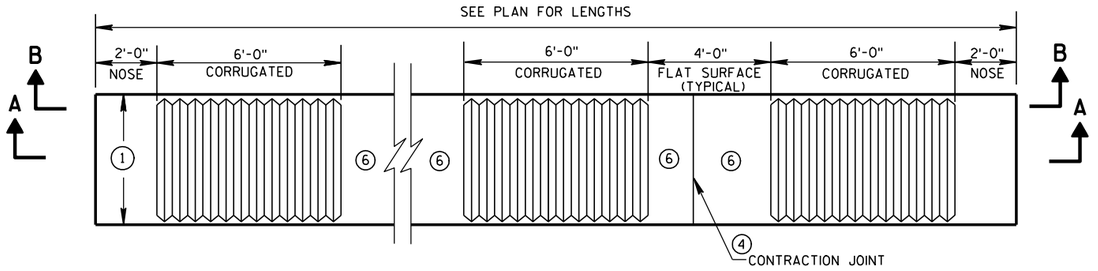
6

S.D.D. 9 A 1-12b



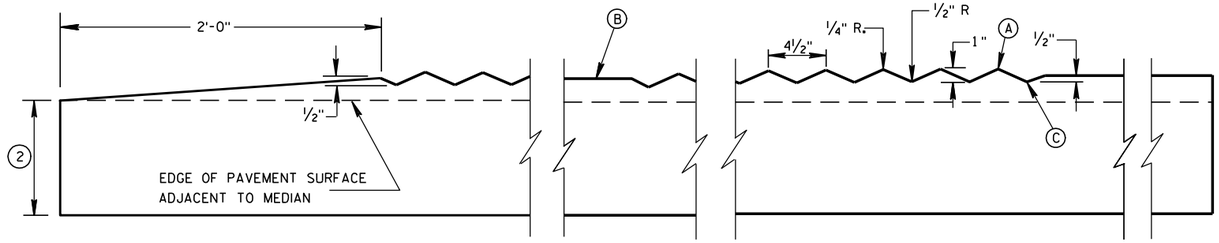
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

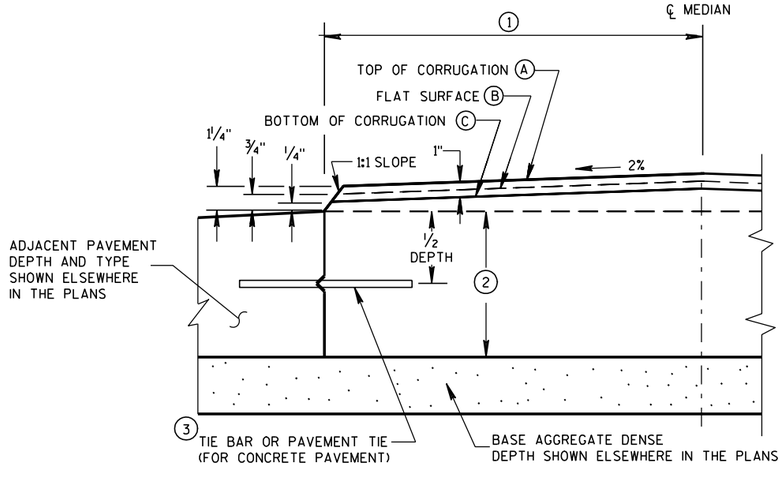
(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.
ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.
(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) 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.
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR 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.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

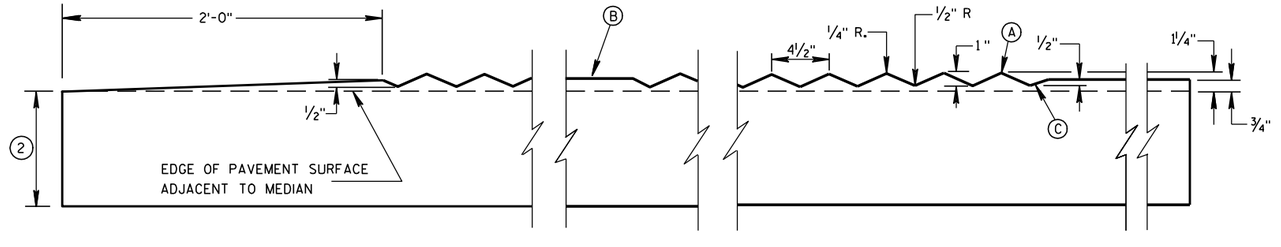
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

FHWA

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S.D.D. 11 B 1-5

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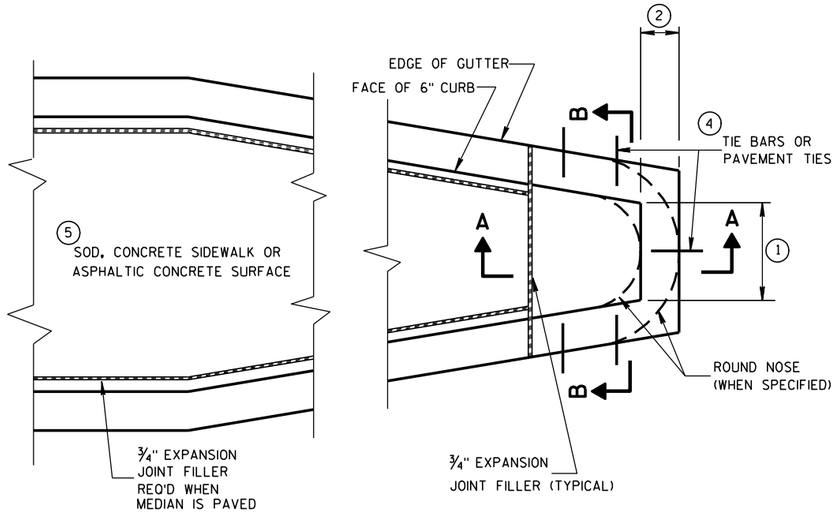
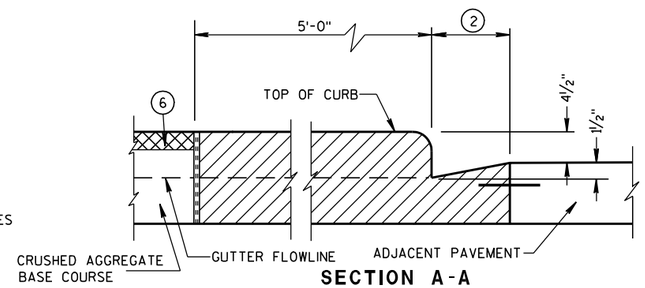
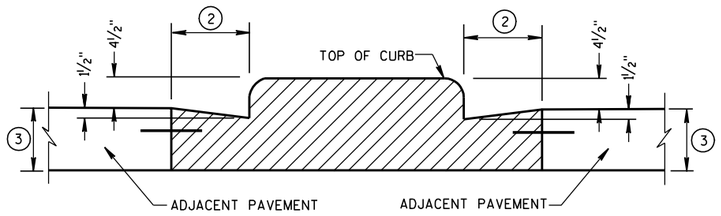
S.D.D. 11 B 1-5





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.

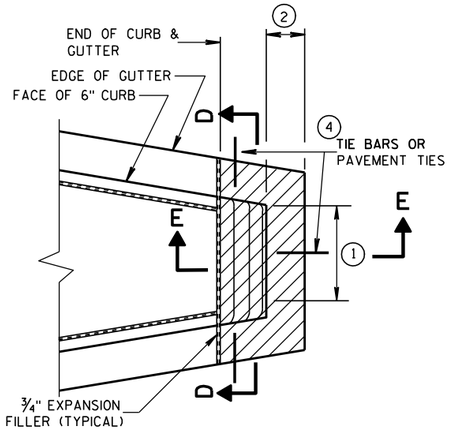
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

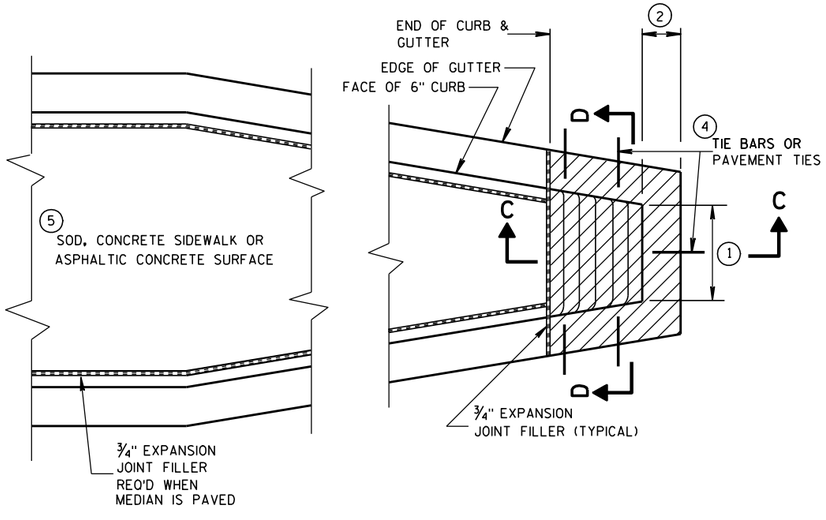
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

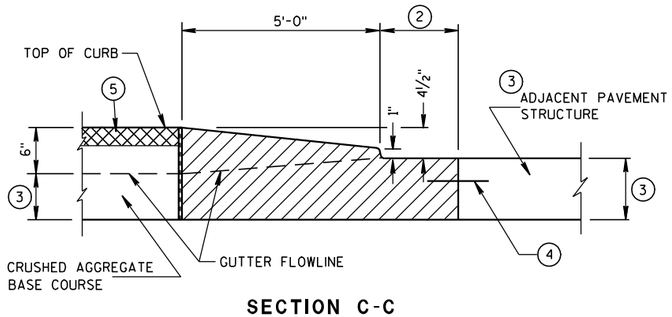
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

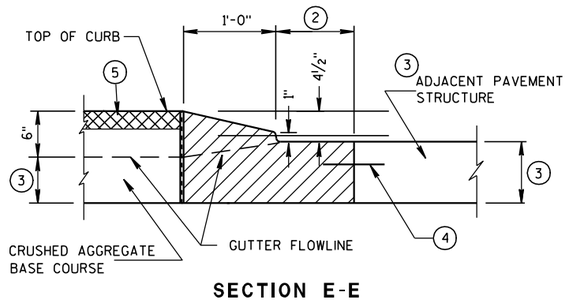




CONCRETE MEDIAN SLOPED NOSE TYPE 1

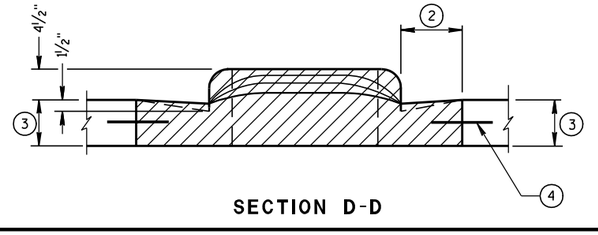


SECTION C-C



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. [illegible]
ROADWAY STANDARDS ENGINEER

317

NT

FHWA

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S.D.D. 11 B 2-2

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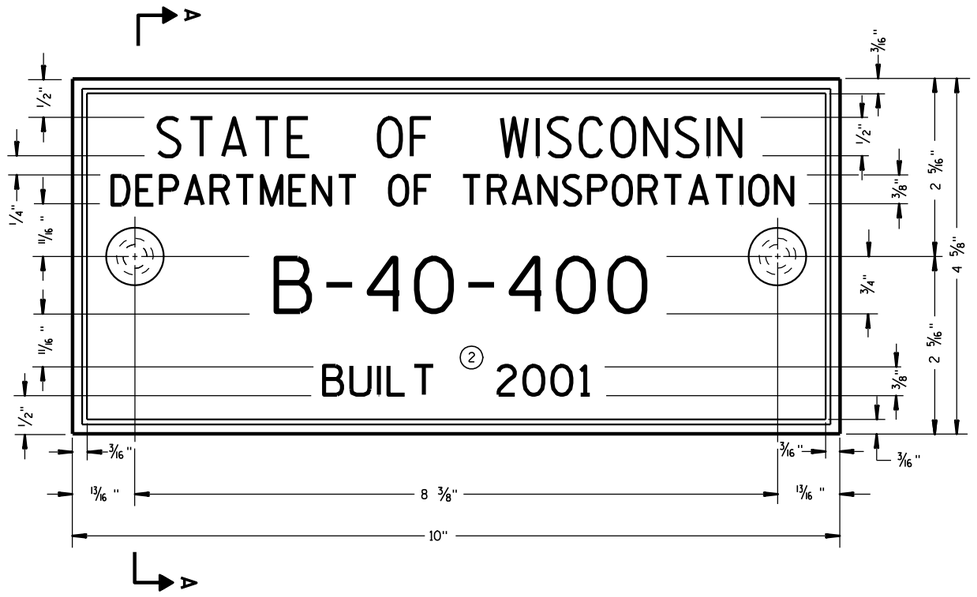
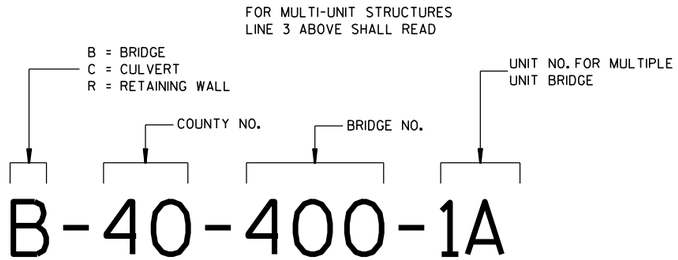
S.D.D. 11 B 2-2



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

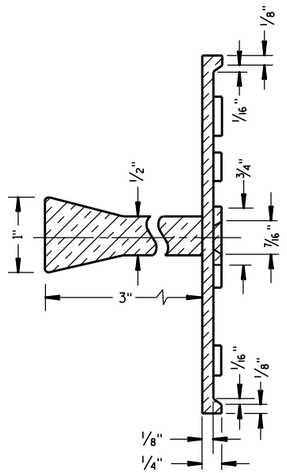
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

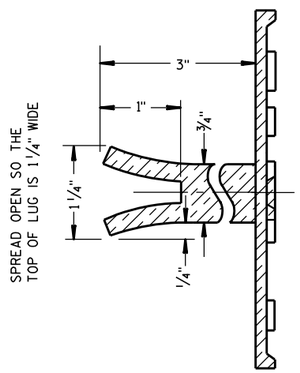
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

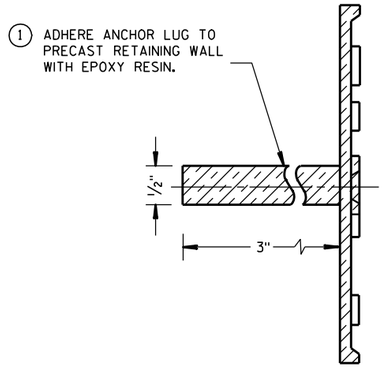
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



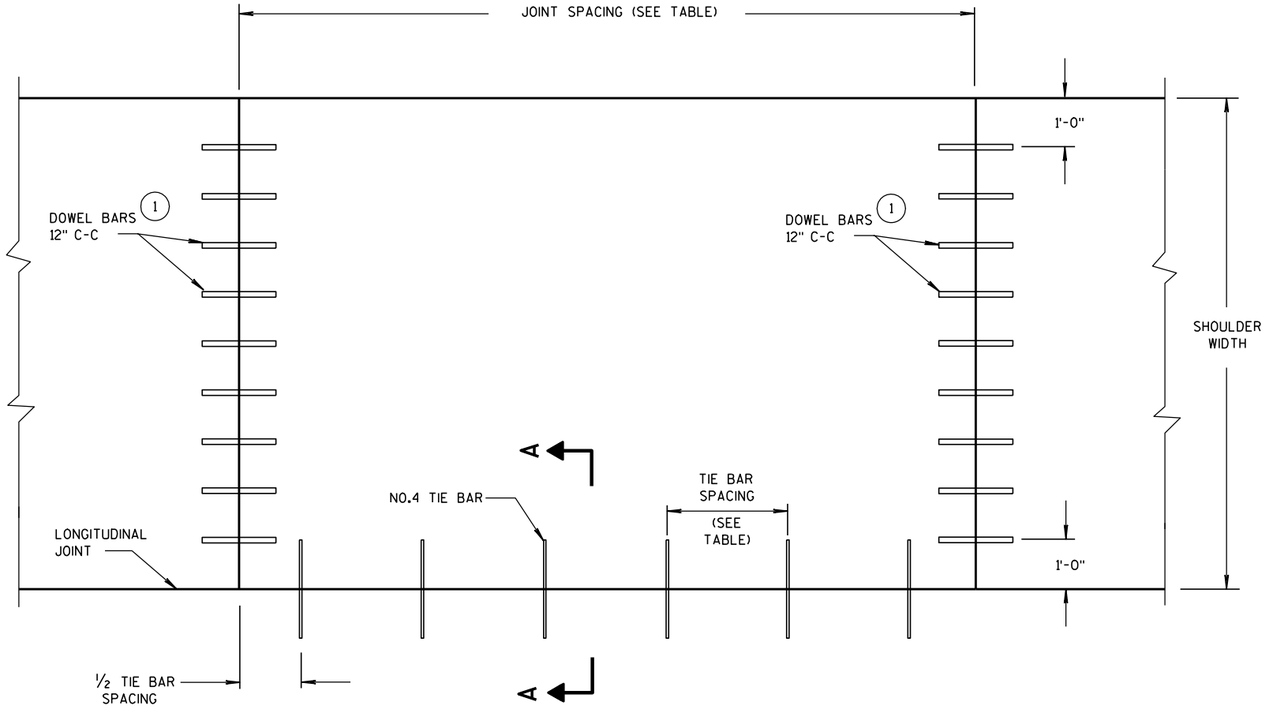
ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
3/26/10 DATE	/S/ Scot Beck CHIEF STRUCTURAL DEVELOPMENT ENGINEER
FHWA	

6

S.D.D. 12 A 3-10



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

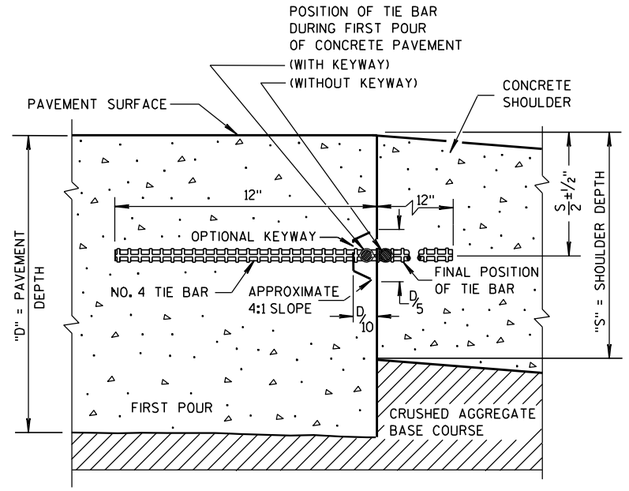
GENERAL NOTES

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.

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT

PAVEMENT TYPE OF TRAFFIC LANES	TIE BAR SPACING	SHOULDER JOINT SPACING
NON-REINFORCED	30"	MATCH JOINT SPACING OF ADJACENT TRAFFIC LANE
CONTINUOUSLY REINFORCED	30"	15' FOR 6' TO 10' WIDE SHOULDERS
CONTINUOUSLY REINFORCED	36"	12' FOR 3' WIDE SHOULDERS

(1)

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FOR THE AVERAGE THICKNESS OF THE CROSS SECTION.

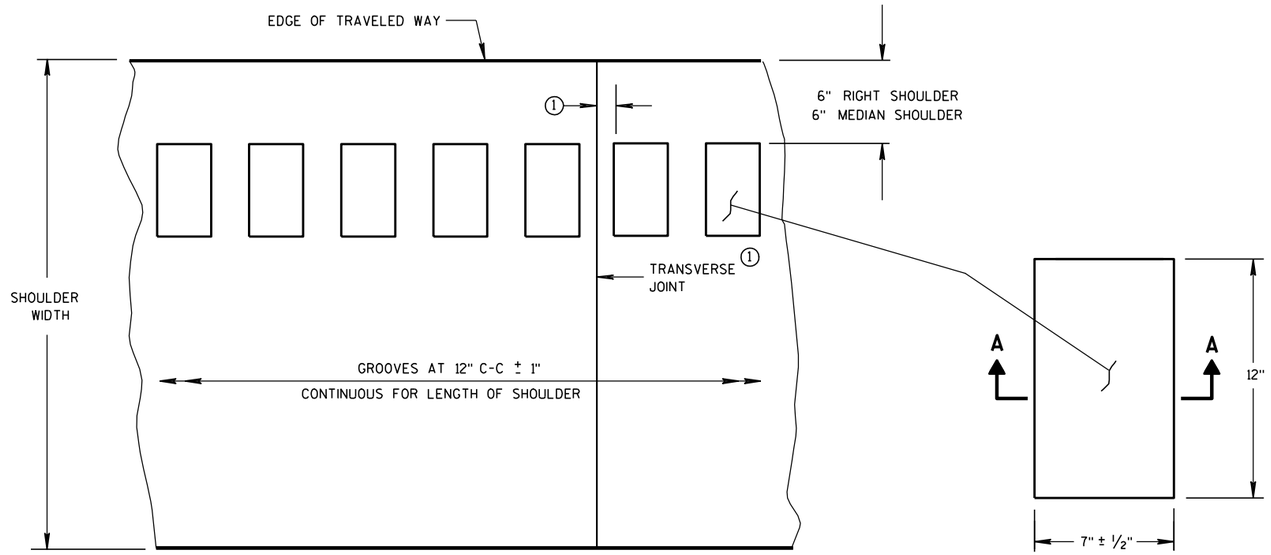
CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/15/2011 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & D — ENGINEER
FHWA

6

S.D.D. 13 A 3-5



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

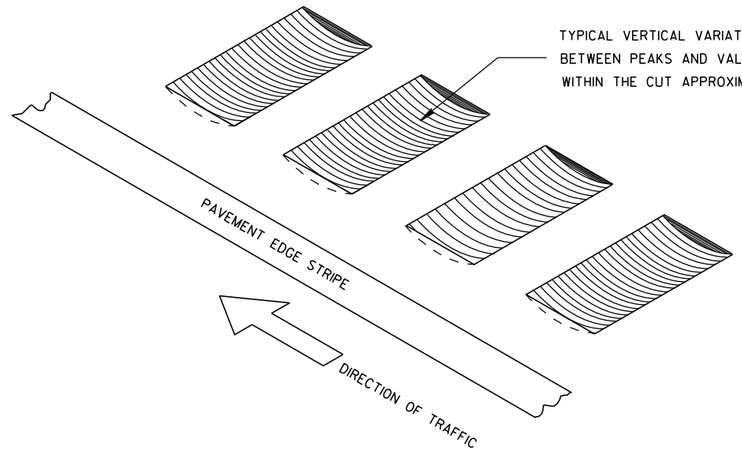
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

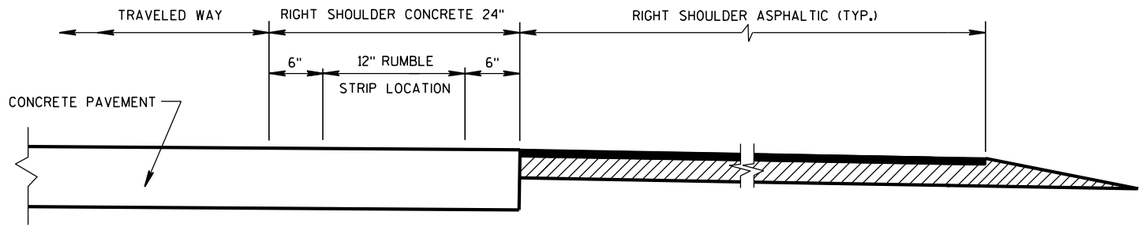
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES OR TURN LANE TAPERS. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

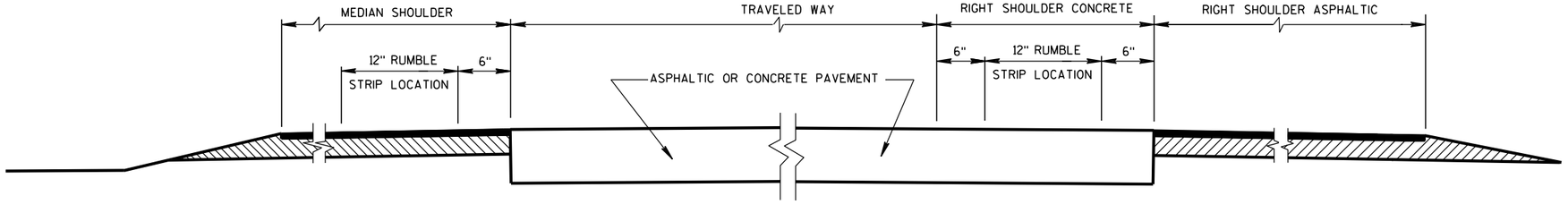
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



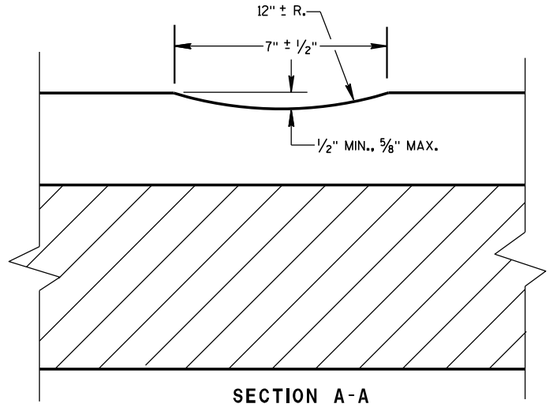
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



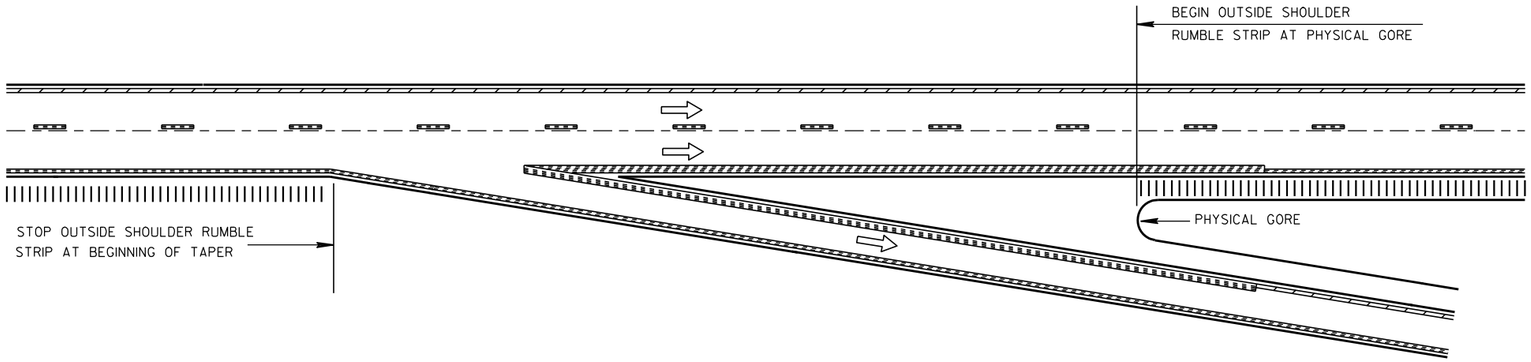
SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 A 5-4a



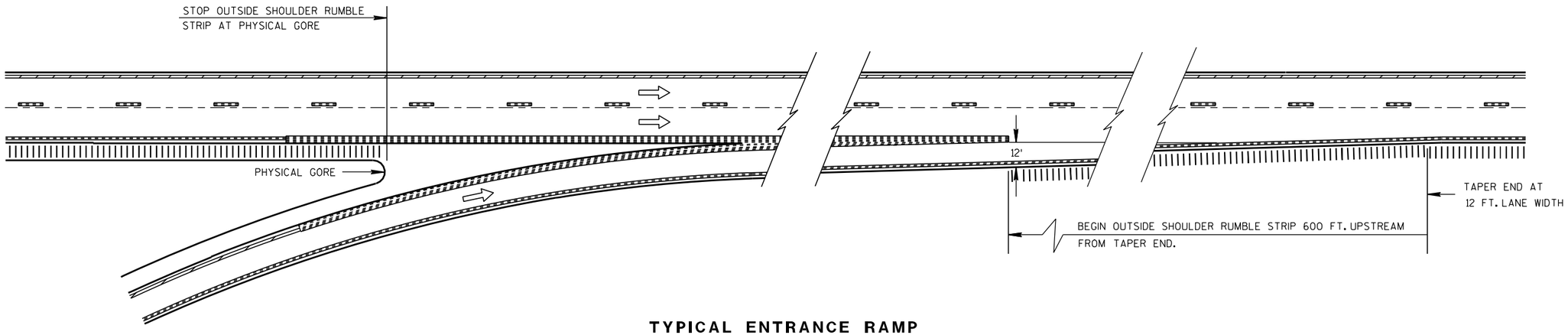
TYPICAL EXIT RAMP

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AS SHOWN.

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.



TYPICAL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
8/17/2011 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINEER
FHWA	

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S.D.D. 13 A 5-4b

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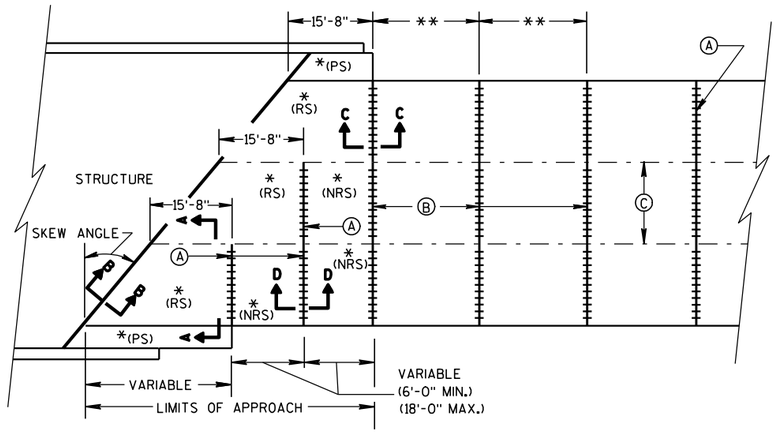
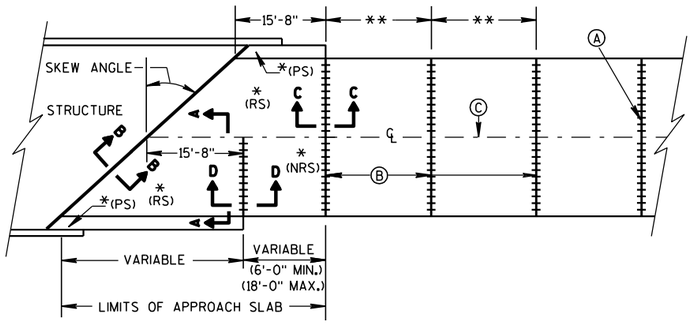
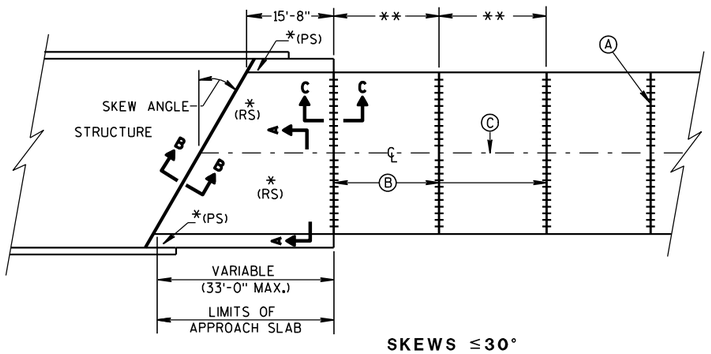
S.D.D. 13 A 5-4b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



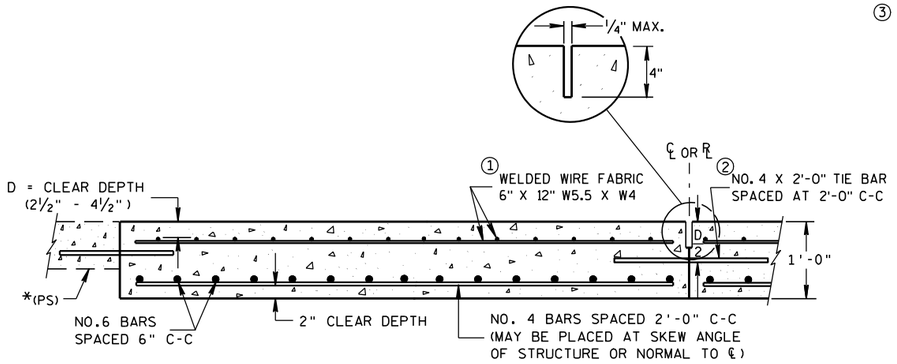
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

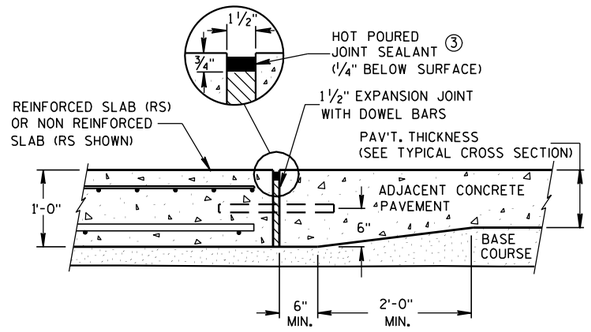
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING
(SEE SDD 13C4, SDD 13C11, & SDD 13C13)

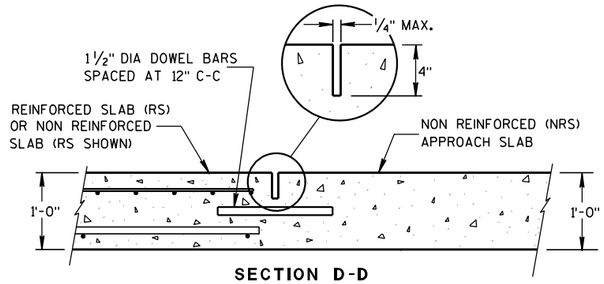
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄
(C) STANDARD LONGITUDINAL JOINT AND TIE BARS.



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

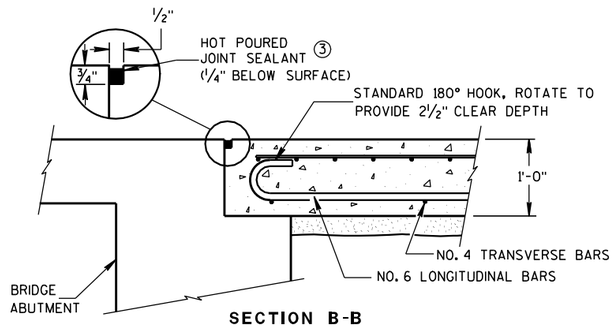
APPROACH SLABS ABUTTING AN HMA PAVEMENT OVER BASE COURSE DO NOT NEED TO BE DOWELED.

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

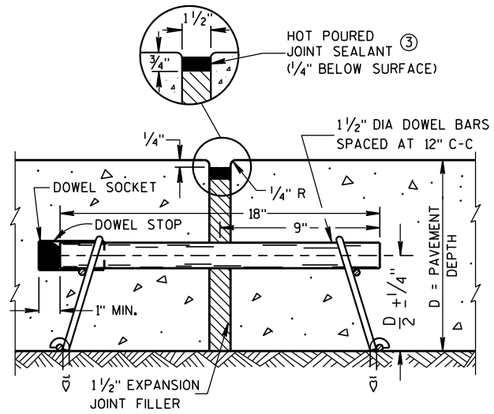
(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT

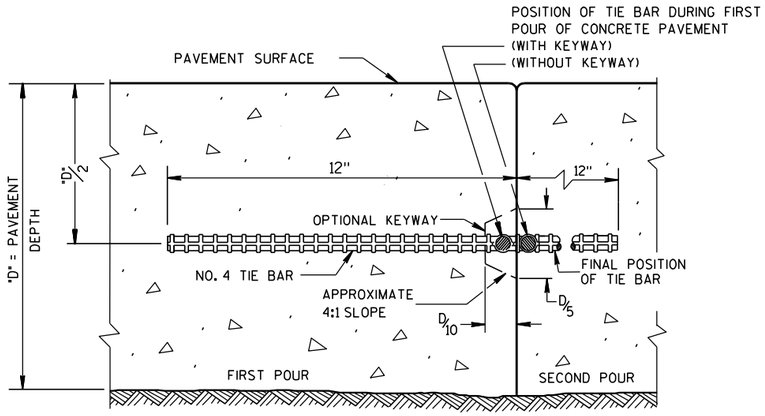


EXPANSION JOINT

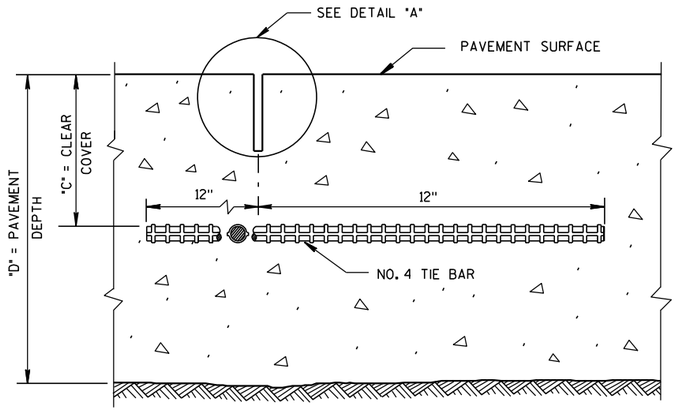
CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/11/2009 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE 322 — NEER
FHWA



CONSTRUCTION JOINT



SAWED JOINT

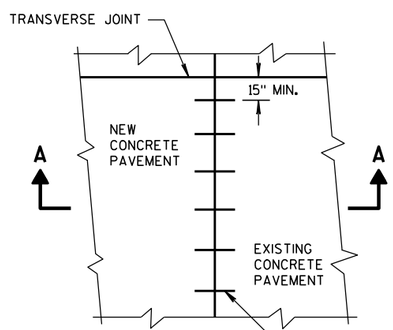
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

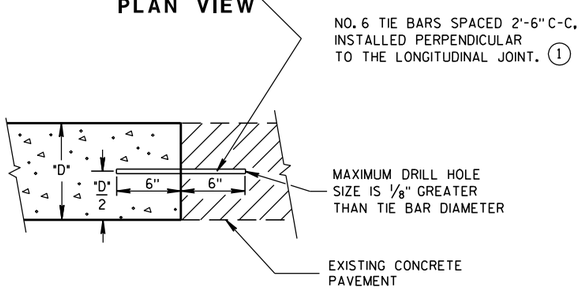
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

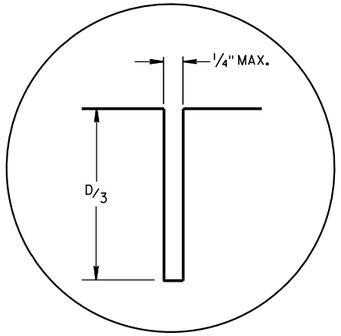
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

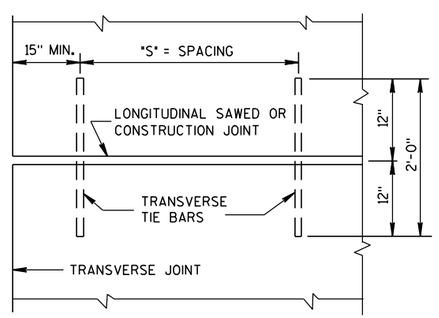


SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥ 30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10-5-2010 DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DI323 INEER

FHWA

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S.D.D. 13 C 1-15

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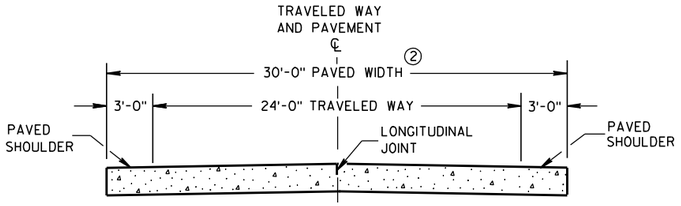
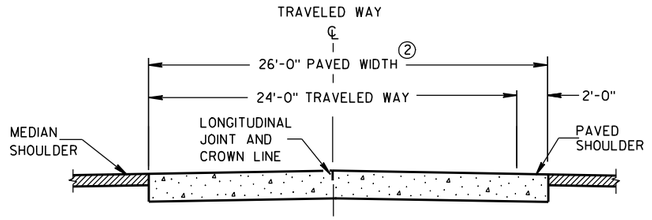
S.D.D. 13 C 1-15

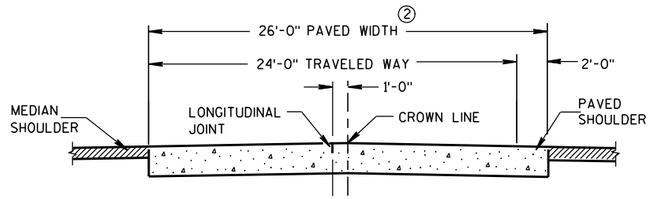


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B

①

DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, CENTER THE DOWEL ASSEMBLY ACROSS THE LANES. LOCATE THE INNER AND OUTER MOST DOWEL BARS SO THAT THE CENTER OF THE BARS ARE A MINIMUM OF 6 INCHES AND A MAXIMUM OF 12 INCHES FROM THE LONGITUDINAL JOINT AND THE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

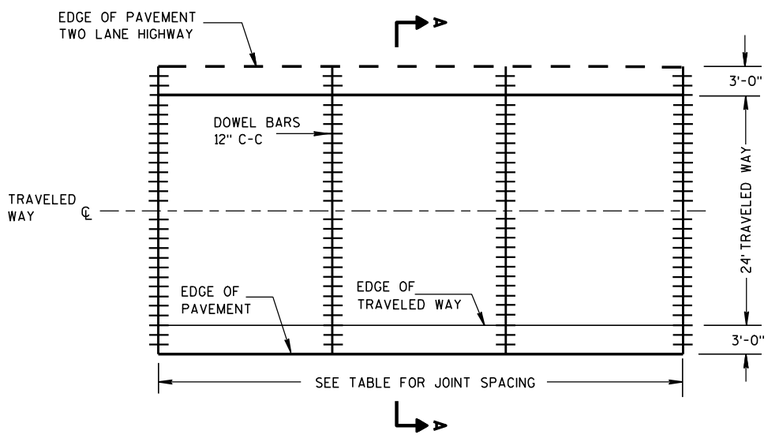
THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

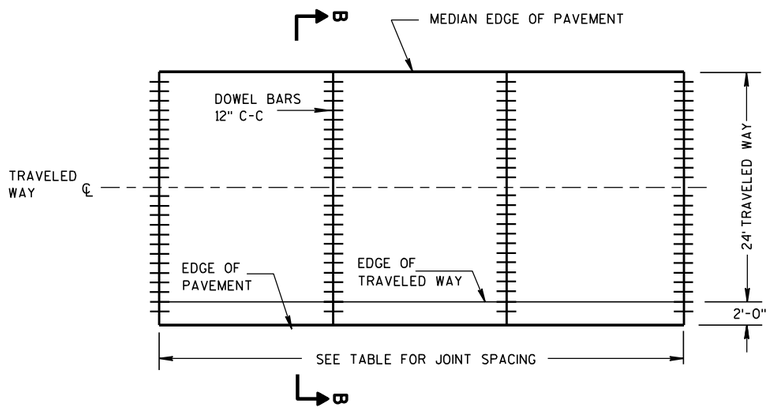
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY



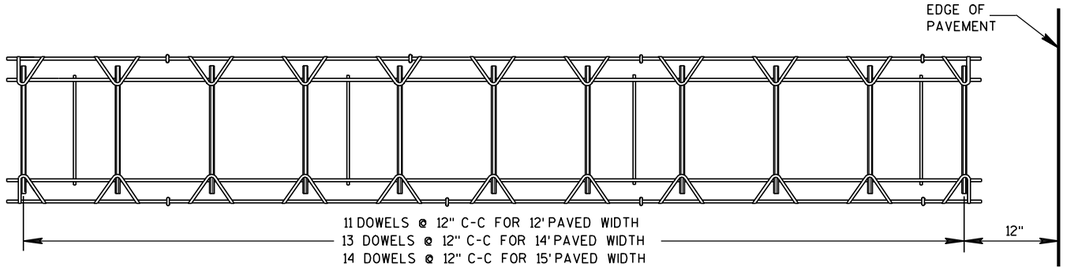
CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 11-10a



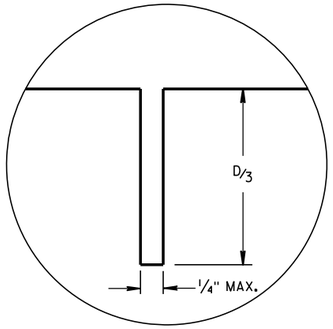
PLAN VIEW

⑤

SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① THE ENGINEER MAY APPROVE THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. THE CONTRACTOR MAY USE MECHANICAL DOWEL BAR INSERTERS INSTEAD OF DOWEL ASSEMBLIES.

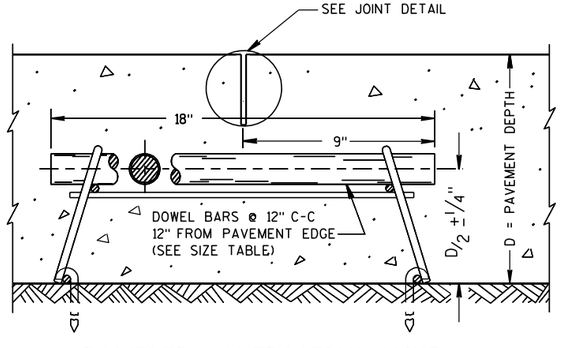
② ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

③ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

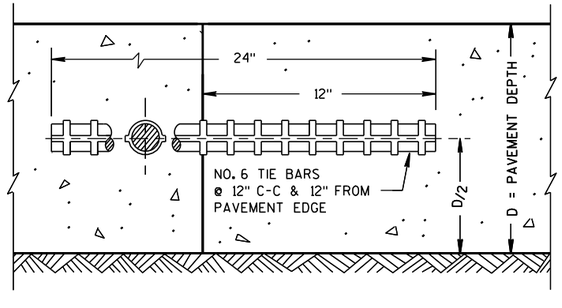
④ SPACE DOWEL BARS INSTALLED BY DRILLING 1'-3" ON CENTER. CENTER THE GROUPING OF DOWEL BARS INSIDE THE SLAB BASED ON ALL THE FOLLOWING SITUATIONS:

BETWEEN THE EDGES OF PAVEMENTS WITHOUT LONGITUDINAL JOINTS OR BETWEEN THE EDGE OF PAVEMENT AND NEAREST LONGITUDINAL JOINT OR BETWEEN TWO ADJACENT LONGITUDINAL JOINTS.

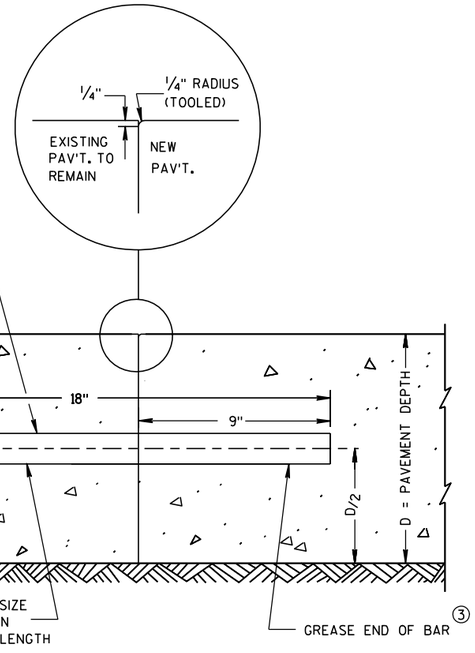
⑤ SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.



DOWELED CONTRACTION JOINT



CONSTRUCTION JOINT



TRANSVERSE CONTRACTION JOINTS ABUTTING EXISTING PAVEMENT

④ DOWEL BAR DETAIL

RIRAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/11/09 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DESIGNER
FHWA

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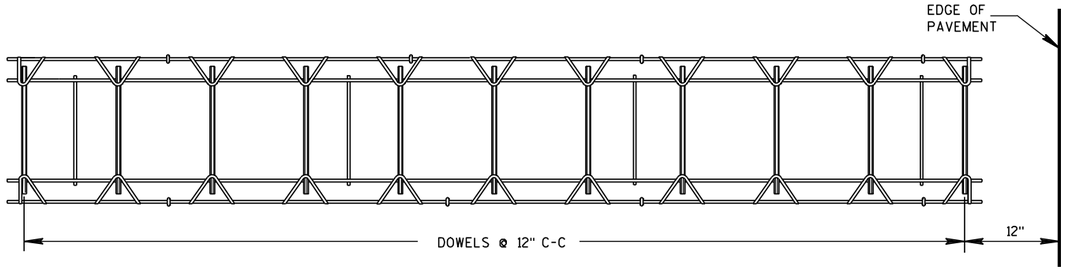
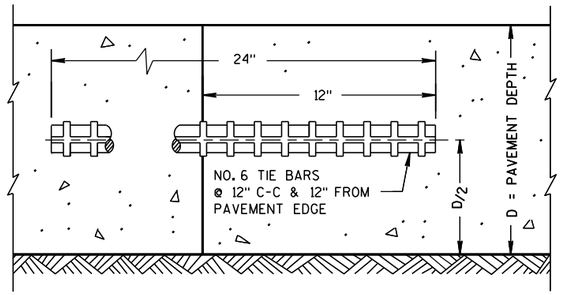
S.D.D. 13 C 11-10b



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



TRANSVERSE CONSTRUCTION JOINT

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, CENTER THE DOWEL ASSEMBLY ACROSS THE LANES. LOCATE THE INNER AND OUTER MOST DOWEL BARS SO THAT THE CENTER OF THE BARS ARE A MINIMUM OF 6 INCHES AND A MAXIMUM OF 12 INCHES FROM THE LONGITUDINAL JOINT AND THE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

① THE ENGINEER MAY APPROVE THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. THE CONTRACTOR MAY USE MECHANICAL DOWEL BAR INSERTERS INSTEAD OF DOWEL ASSEMBLIES.

② ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

③ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

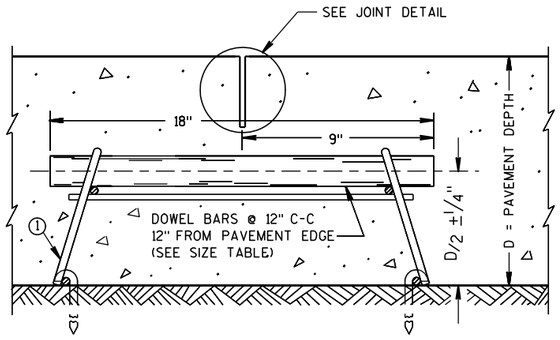
④ SPACE DOWEL BARS INSTALLED BY DRILLING 1'-3" ON CENTER. CENTER THE GROUPING OF DOWEL BARS INSIDE THE SLAB BASED ON ALL THE FOLLOWING SITUATIONS:

BETWEEN THE EDGES OF PAVEMENTS WITHOUT LONGITUDINAL JOINTS OR BETWEEN THE EDGE OF PAVEMENT AND NEAREST LONGITUDINAL JOINT OR BETWEEN TWO ADJACENT LONGITUDINAL JOINTS.

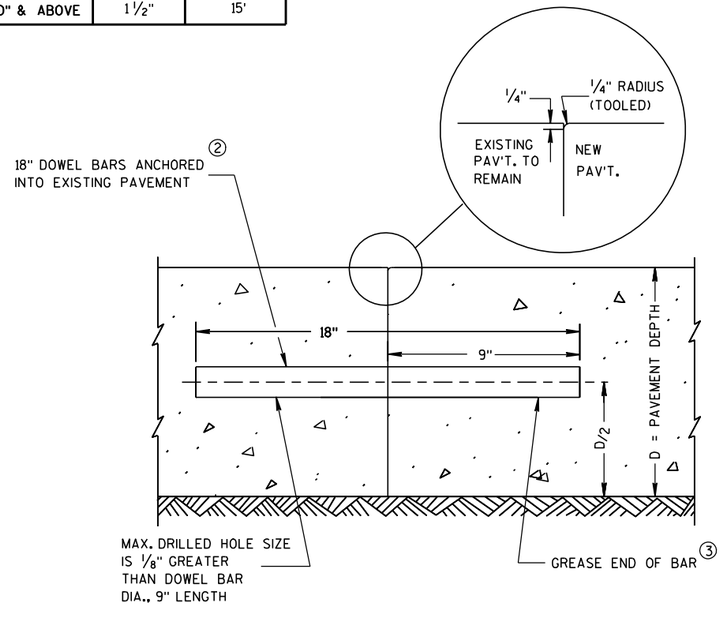
⑤ SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6",6 1/2"	NONE	12'
7",7 1/2"	1"	14'
8",8 1/2"	1 1/4"	15'
9",9 1/2"	1 1/4"	15'
10" & ABOVE	1 1/2"	15'

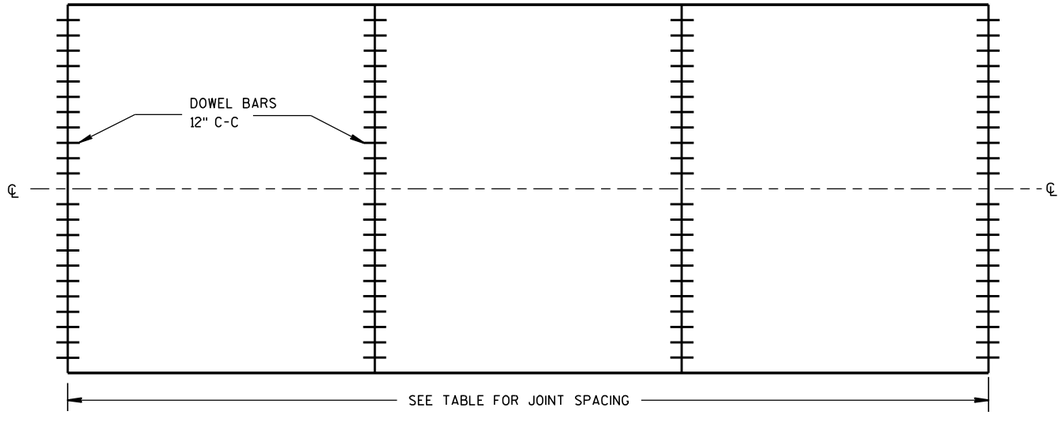


DOWELED CONTRACTION JOINT

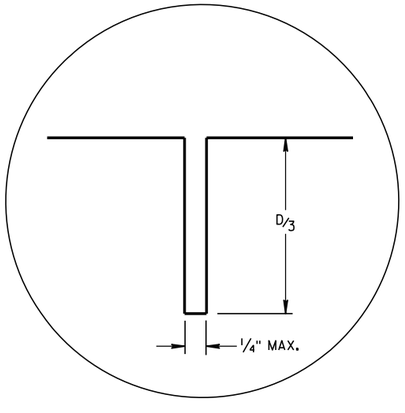


TRANSVERSE CONTRACTION JOINTS ABUTTING EXISTING PAVEMENT

④ DOWEL BAR DETAIL



CONTRACTION JOINT LOCATIONS



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/11/2009 DATE
/S/ Deb Bischoff PAVEMENT POLICY & DE
NEER
FHWA

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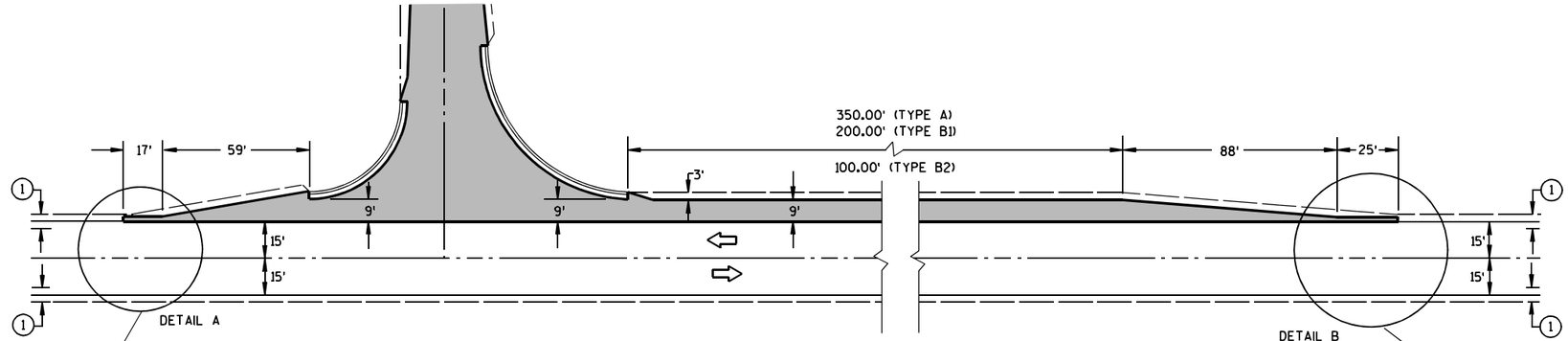
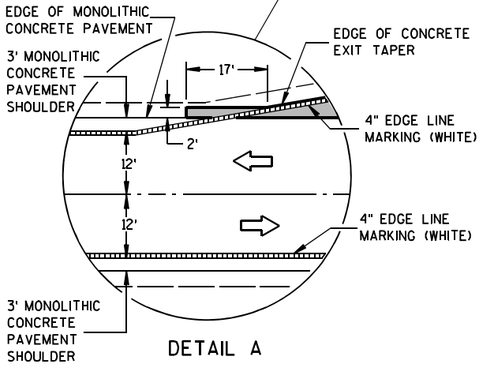
S.D.D. 13 C 13-7

6

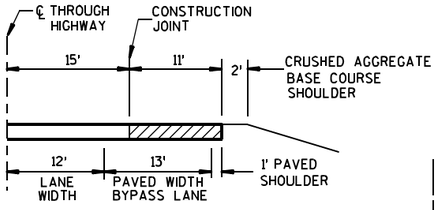
S.D.D. 13 C 13-7



RIGHT TURN LANE AND EXIT TAPER

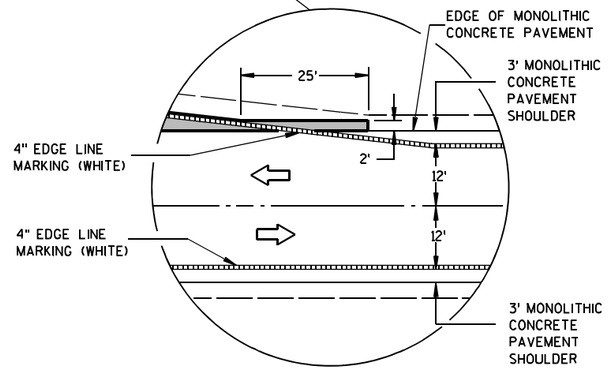


DETAIL A



SECTION A-A

(SHOWING BYPASS LANE AND SHOULDER)



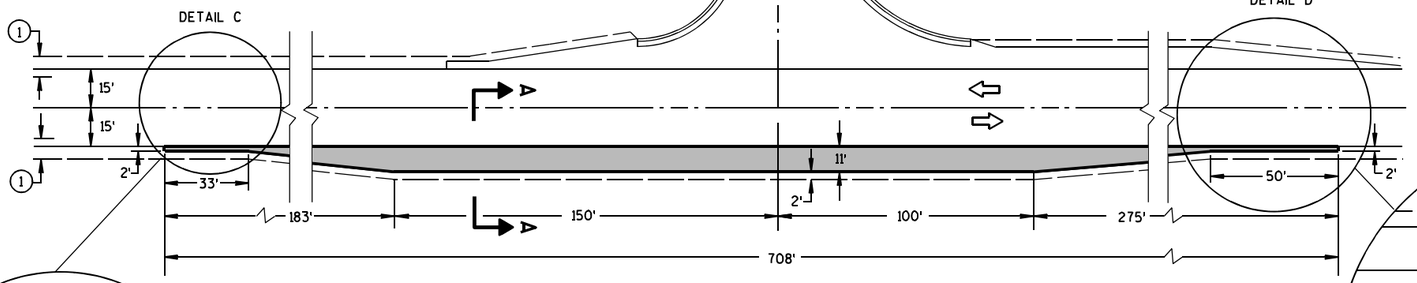
DETAIL B

GENERAL NOTES

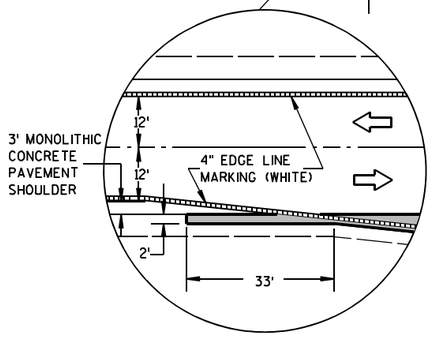
CONTINUE SAW CUT CONTRACTION JOINT ACROSS TURN LANE, EXIT TAPER AND PASSING LANE.

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

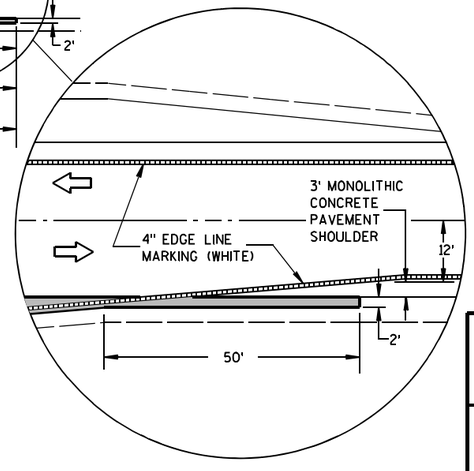
SHOULDER WIDTH TABLE (1)		
DESIGN CLASS	PAVED	TOTAL
A1	3 ft.	6 ft.
C3, L4	3 ft.	6 ft.
A2	3 ft.	10 ft.
C4, L5	3 ft.	8 ft.



TWO LANE UNDIVIDED HIGHWAY TEE INTERSECTION BYPASS LANE



DETAIL C



DETAIL D

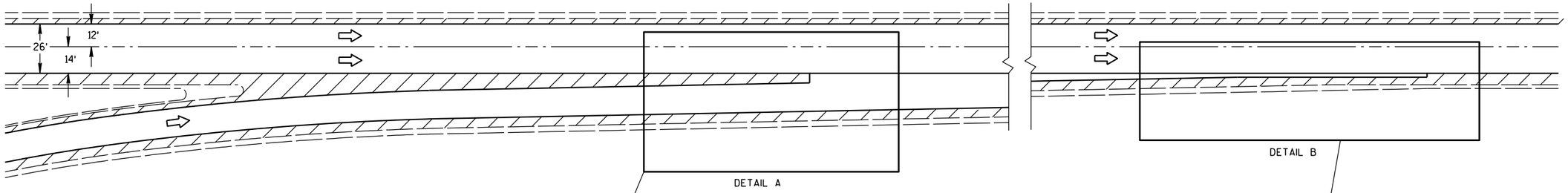
CONCRETE PAVEMENT JOINT DETAILS

CONCRETE JOINT DETAIL FOR TEE INTERSECTION BYPASS LANE AND RIGHT TURN LANE

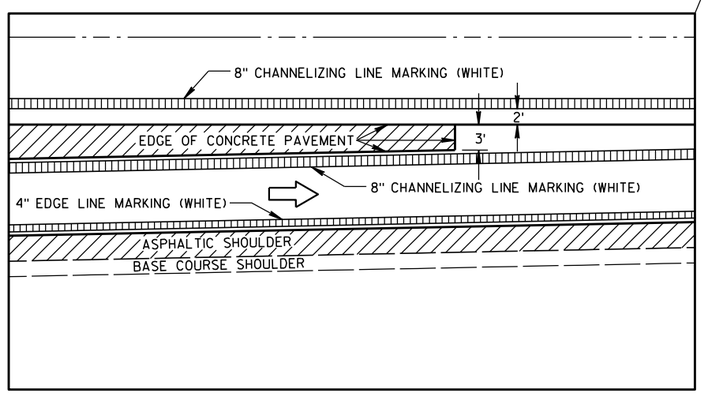
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/27/1998 DATE
/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOP 327 INEER
FHWA

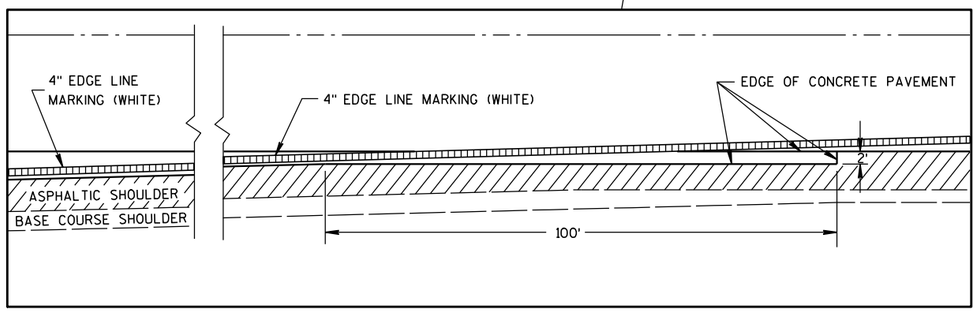
6
S.D.D. 13 C 16-1
6



ENTRANCE RAMP DETAIL



DETAIL A



DETAIL B

CONCRETE JOINT PAVING DETAILS

GENERAL NOTES

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

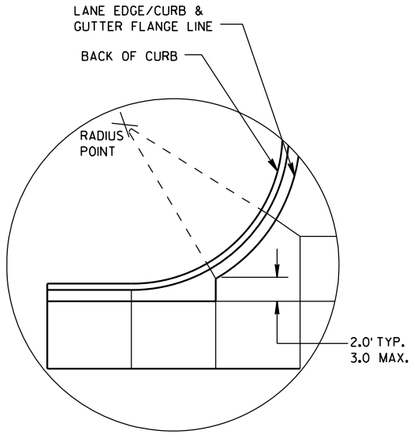
5/27/98
DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

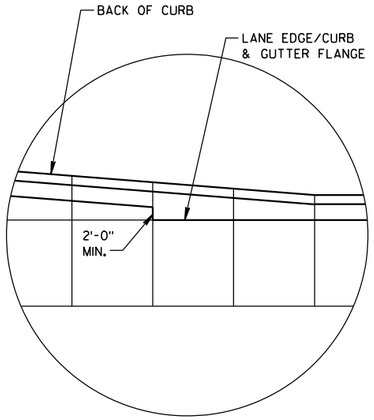
FHWA

6

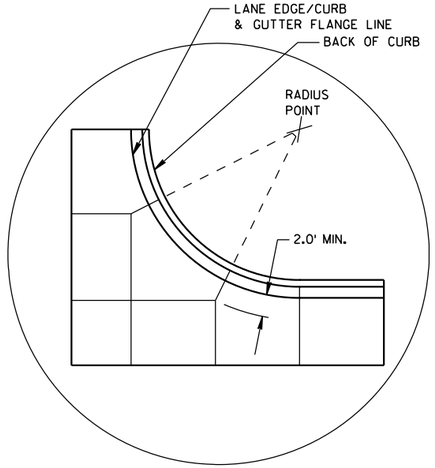
S.D.D. 13 C 17-1b



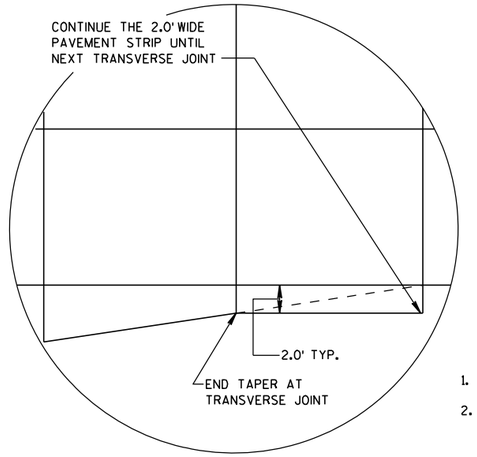
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

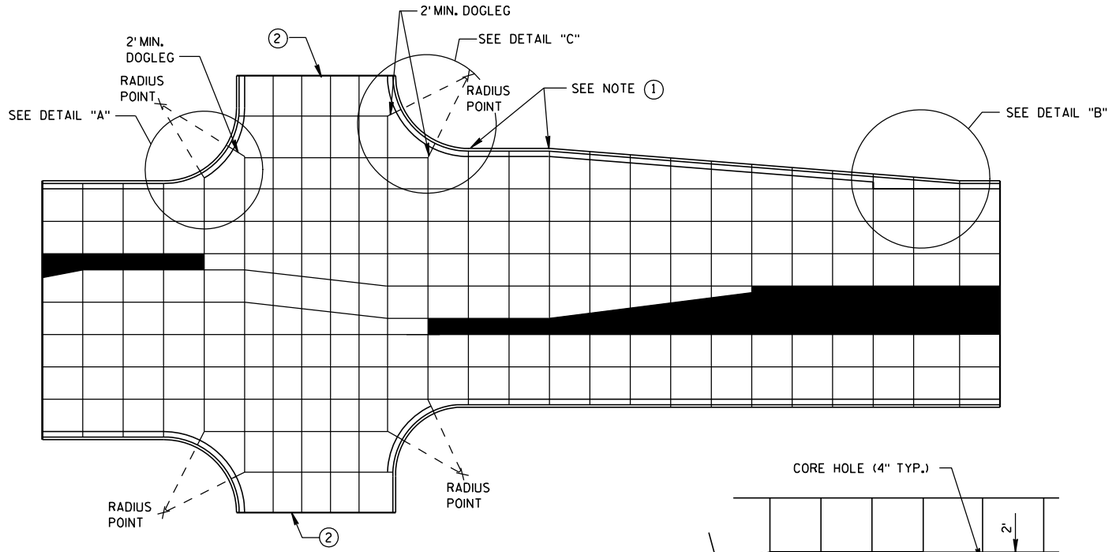
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

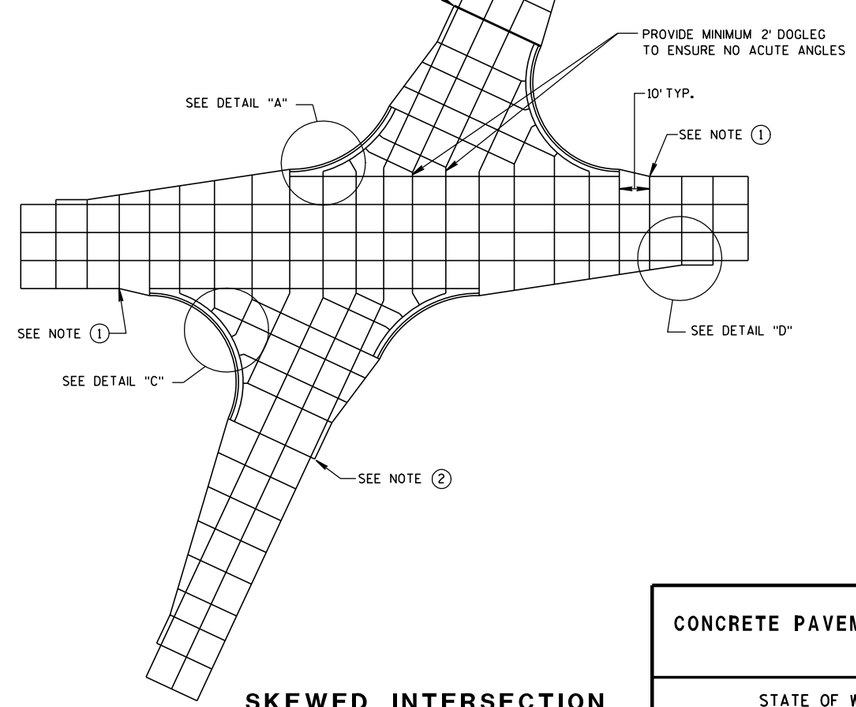
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



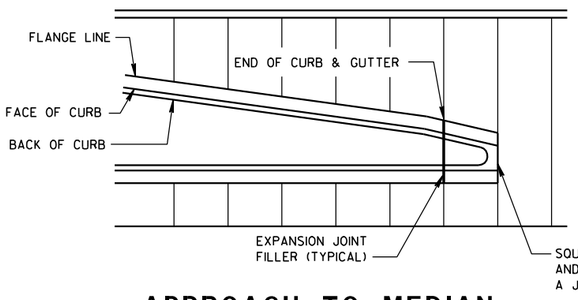
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

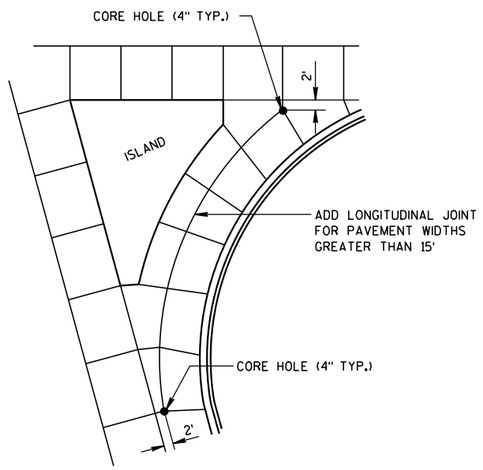
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

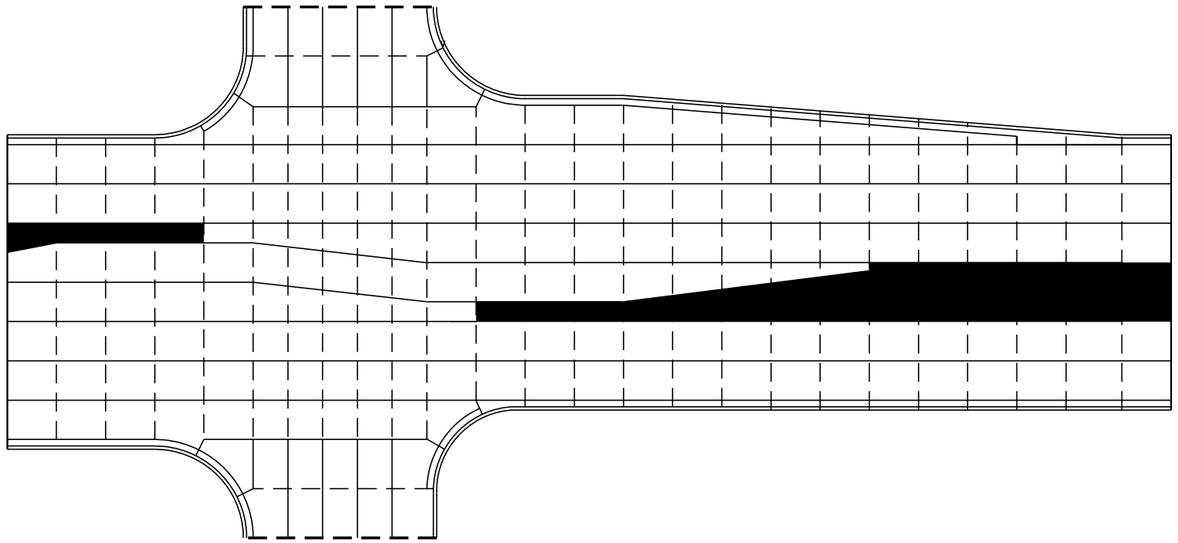
S.D.D. 13 C 18-1a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

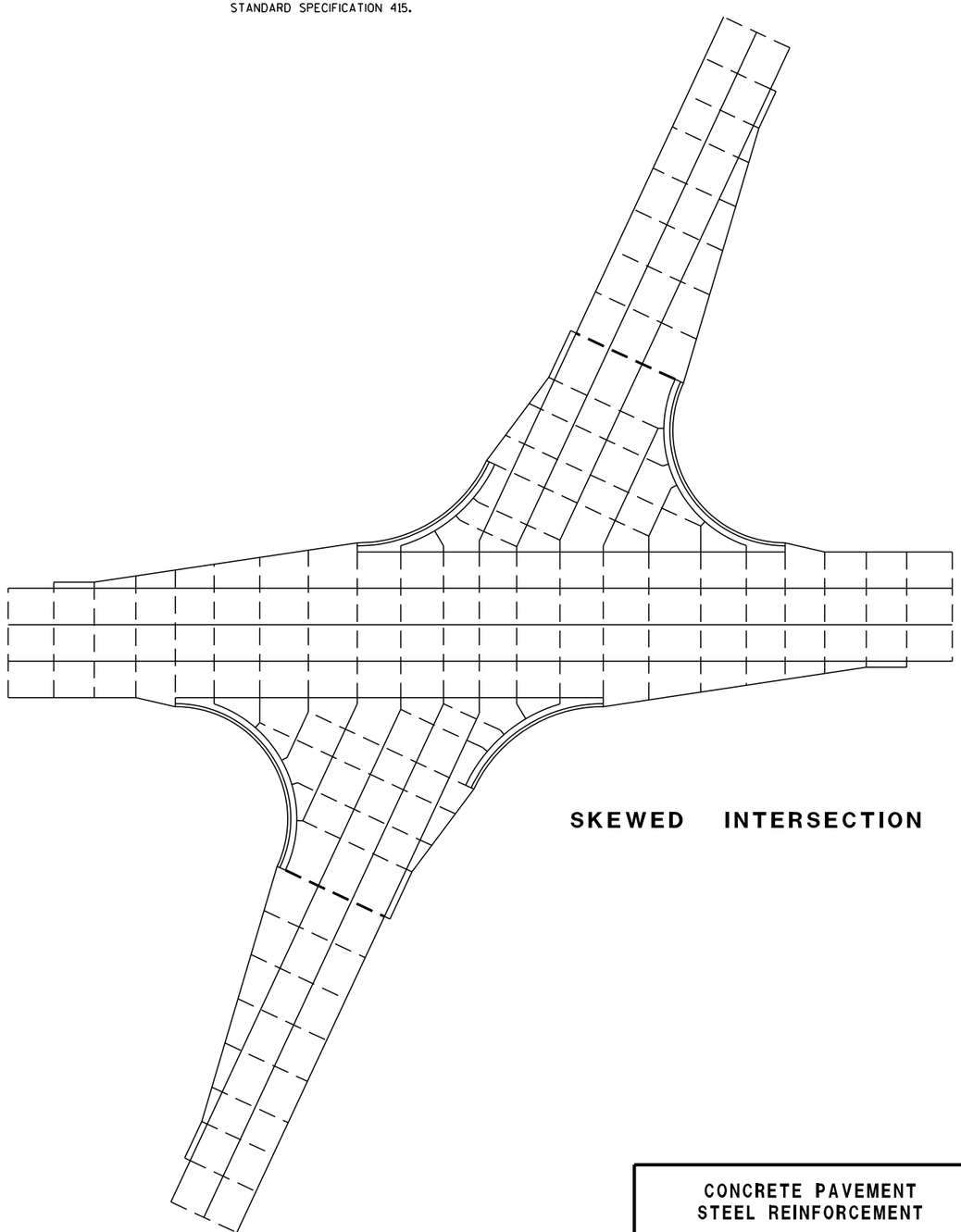
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

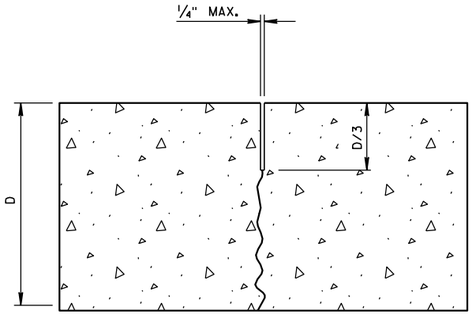
6

S.D.D. 13 C 18-1b

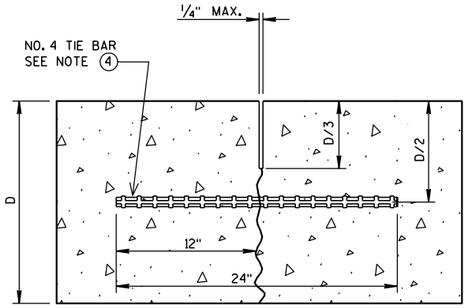
S.D.D. 13 C 18-1b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



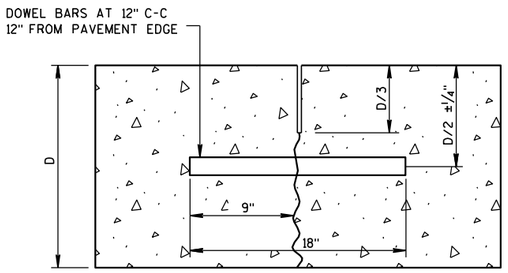
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

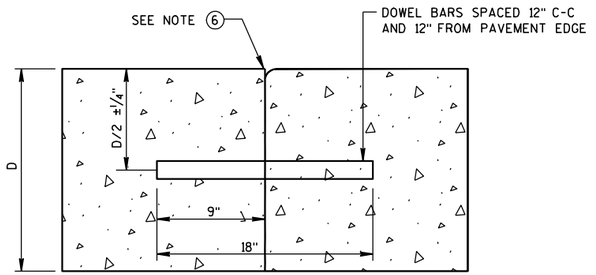
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.
4. SPACE TIE BARS AT LONGITUDINAL CONSTRUCTION OR CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C1.
5. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
6. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.



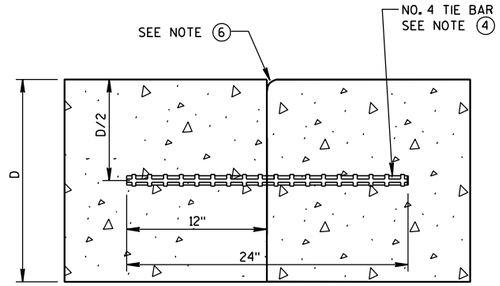
DOWELED-TRANSVERSE

CONTRACTION JOINTS

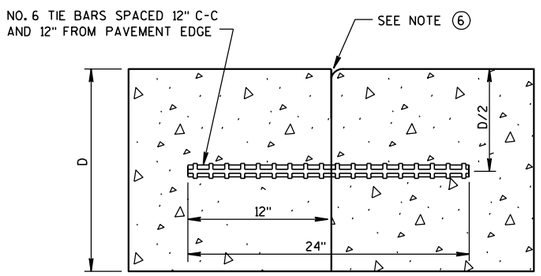
SEE NOTE (2)



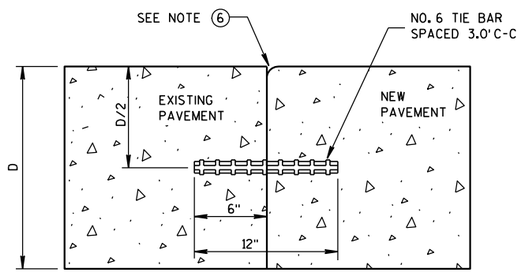
DOWELED TRANSVERSE



TIED LONGITUDINAL



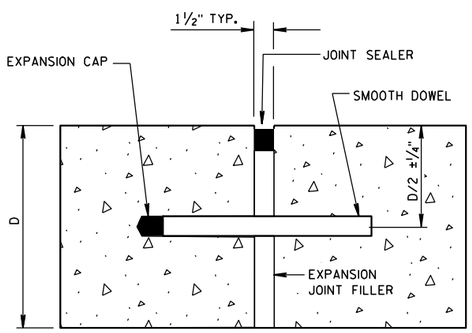
TIED TRANSVERSE
SEE NOTE (3)



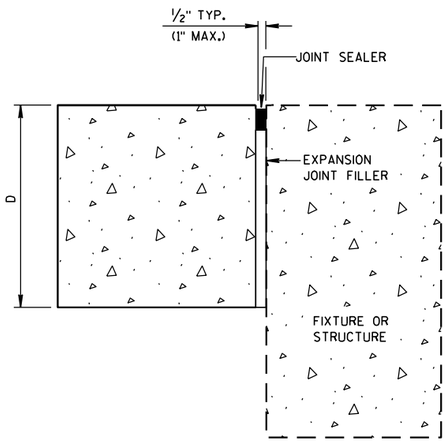
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE
SEE NOTE (1)



UNTIED-LONGITUDINAL

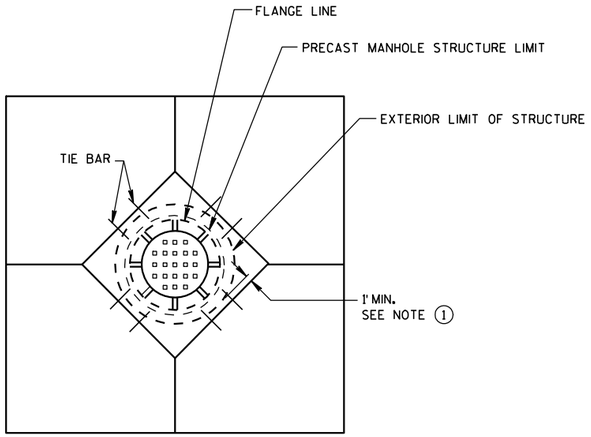
EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

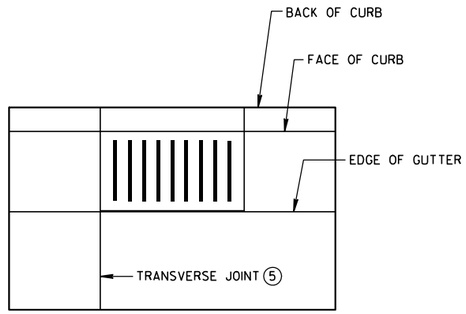
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

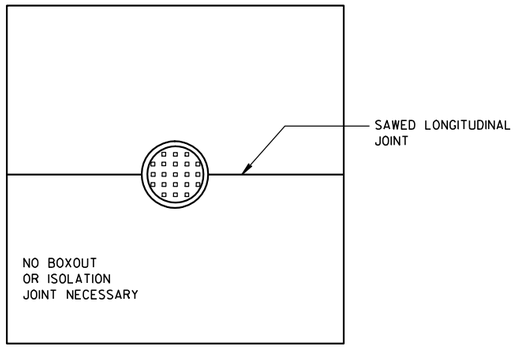
S.D.D. 13 C 18-1c



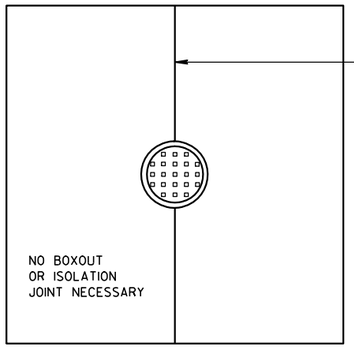
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



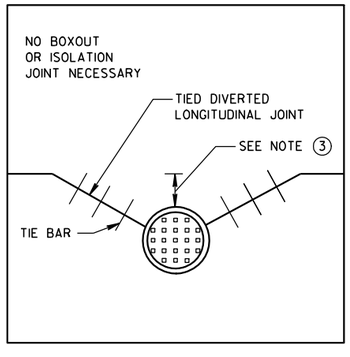
INLET WITH TRANSVERSE JOINT



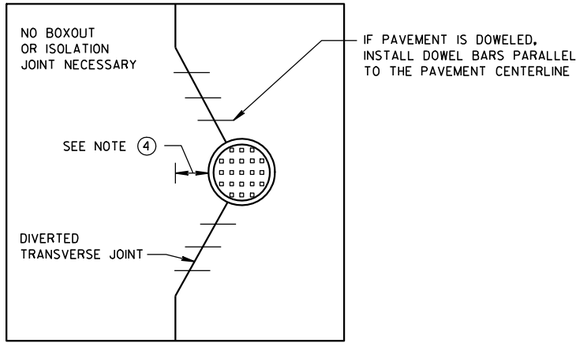
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

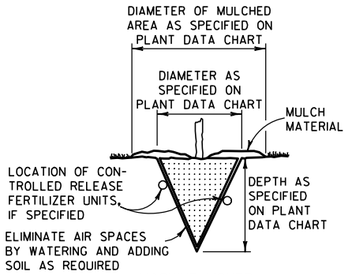
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS GREATER THAN 2 FEET, DO NOT DIVERT JOINT AND SAW LONGITUDINAL JOINT AS NORMAL. IF DISTANCE IS 2 FEET OR LESS, DIVERT LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE.
4. IF DISTANCE FROM THE EDGE OF MANHOLE TO THE NEAREST TRANSVERSE JOINT IS GREATER THAN 4 FEET, REDIRECT JOINT TO INTERSECT MANHOLE. IF DISTANCE IS 4 FEET OR LESS, PLACE REBAR REINFORCEMENT AROUND MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

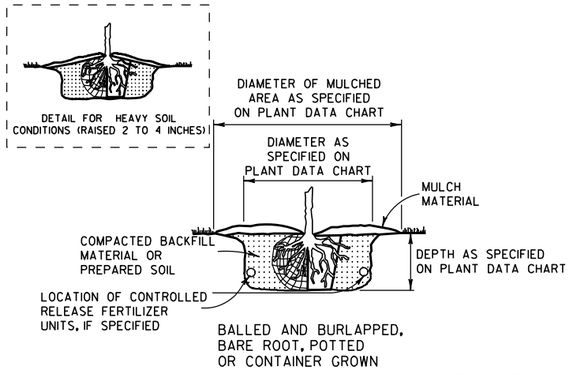
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-5-2010 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & D332 ENGINEER
FHWA

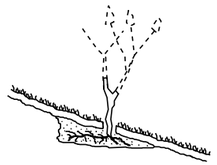
6
S.D.D. 13 C 18-1d



MACHINE MOVED

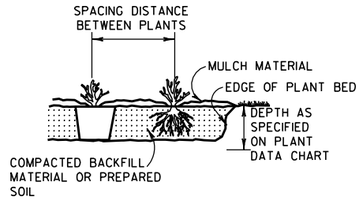


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



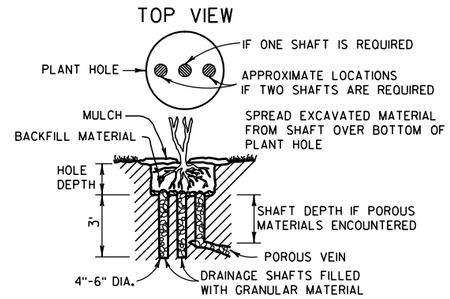
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



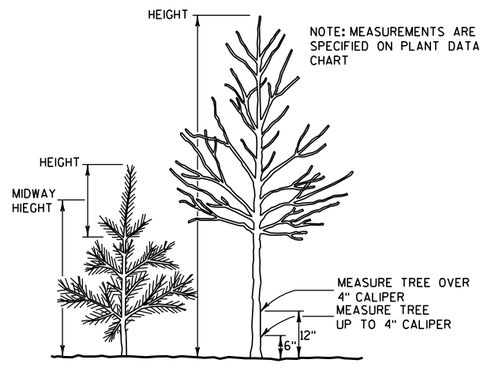
PREPARED BED (BARE ROOT AND POTTED)

PLANTING

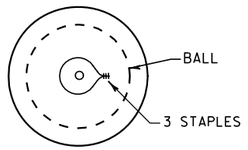


NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

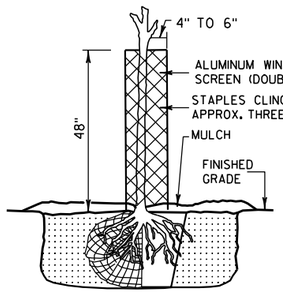
DRAINING



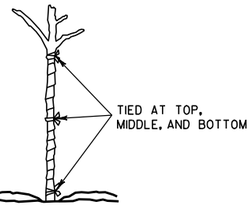
MEASURING



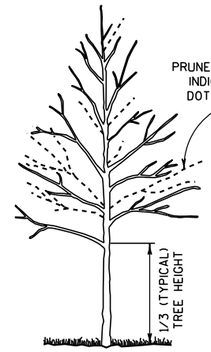
TOP VIEW



RODENT PROTECTION



WRAPPING

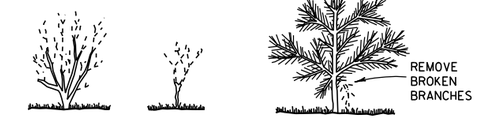


TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

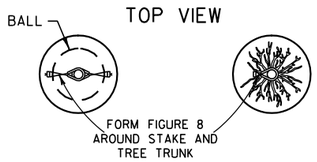


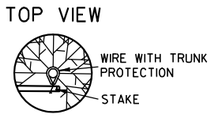
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

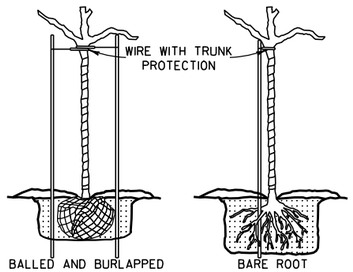
SUMAC

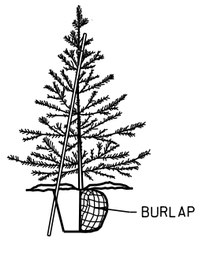
TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

PRUNING



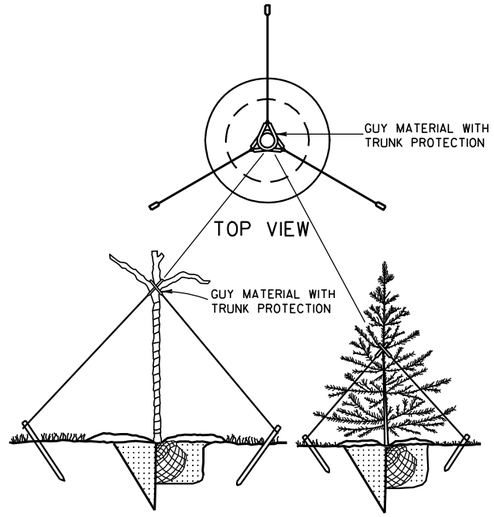






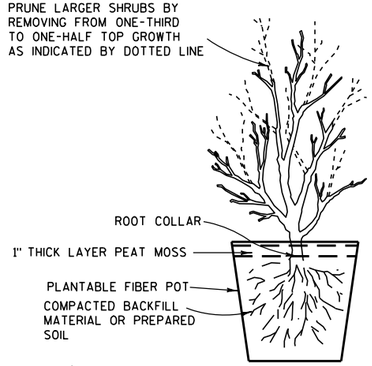
NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE



POTTING

NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

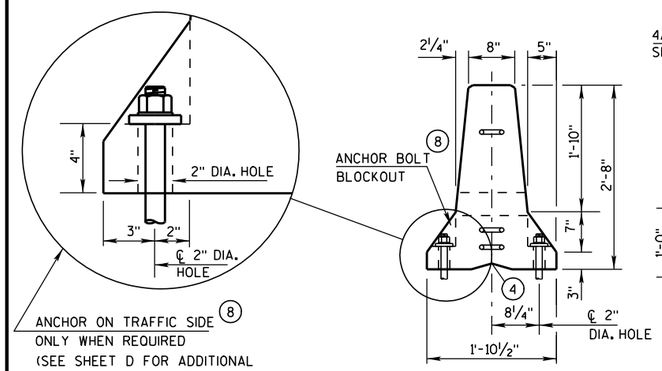
TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

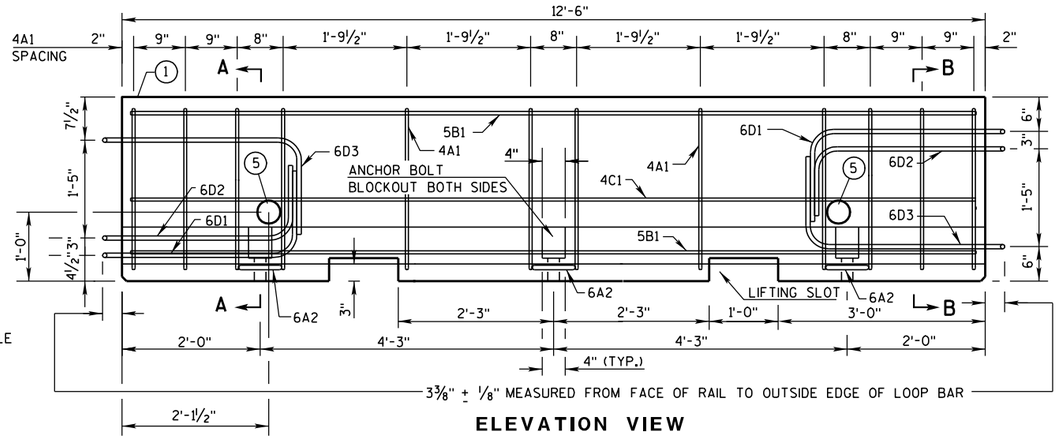
APPROVED
4/11/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

6

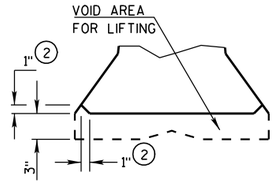
S.D.D. 14 A 2-1



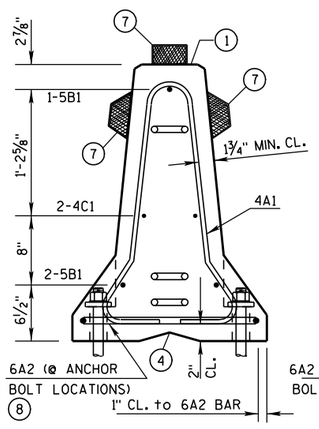
END VIEW



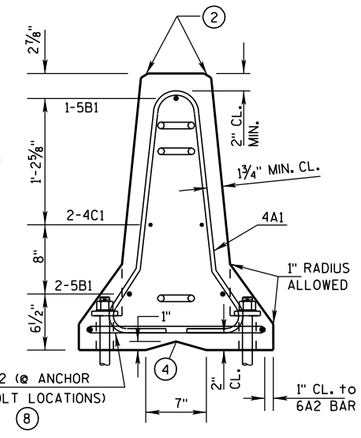
ELEVATION VIEW



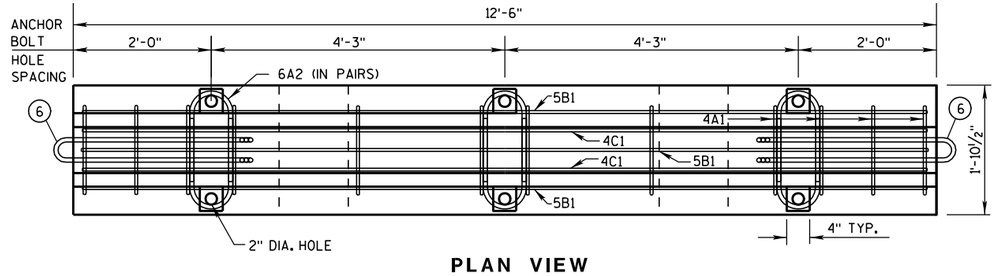
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

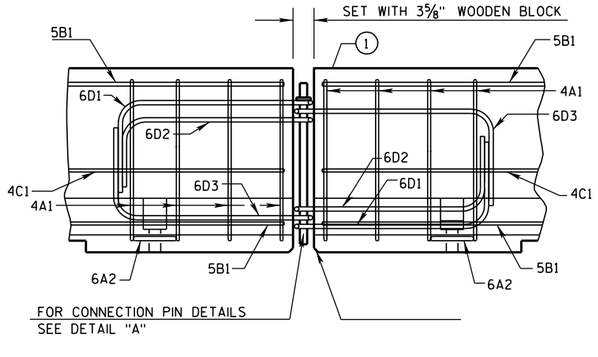


SECTION B-B
(STIRRUP PLACEMENT)

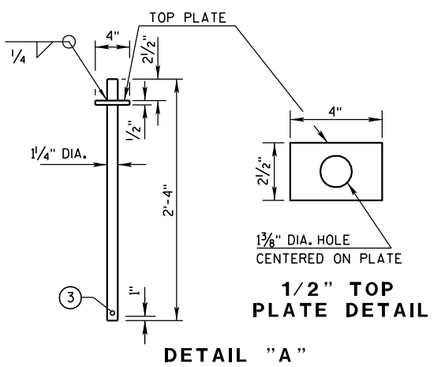


PLAN VIEW

DETAILS OF BARRIER SECTION



DETAILS OF BARRIER CONNECTION



1/2" TOP PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))

GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-12(a) THRU 14B7-12(d).

DETAILS AND REQUIREMENTS FOR THE FABRICATION AND INSTALLATION OF CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" (CBTP12.5) ARE SHOWN ON 4 SHEETS, 14B7-12(a) THRU 14B7-12(d)

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

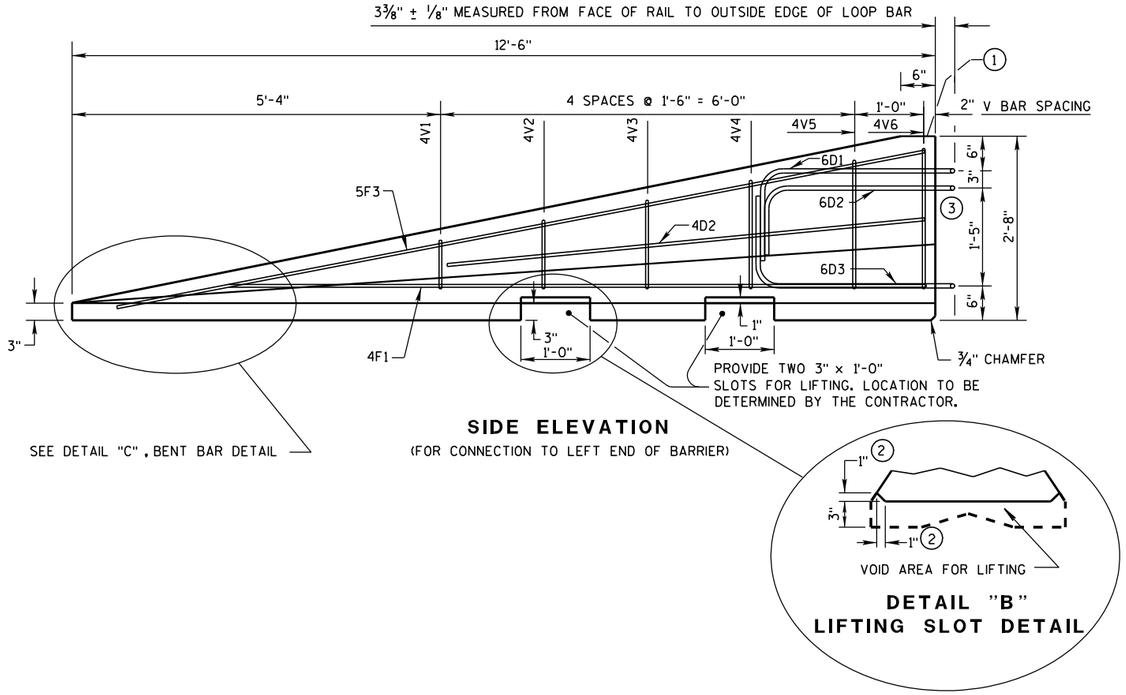
(8) SEE SHEET D FOR ANCHORING CRITERIA.

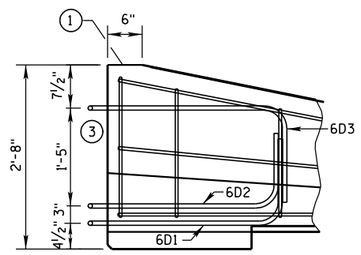
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 7-12a



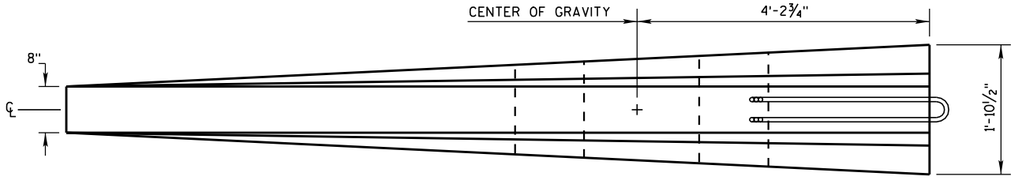


SIDE ELEVATION

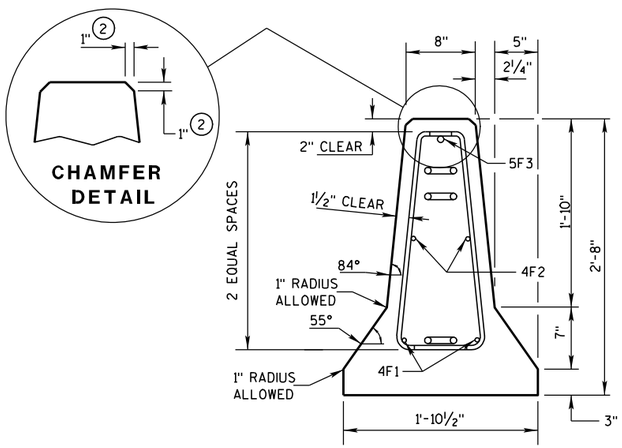
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

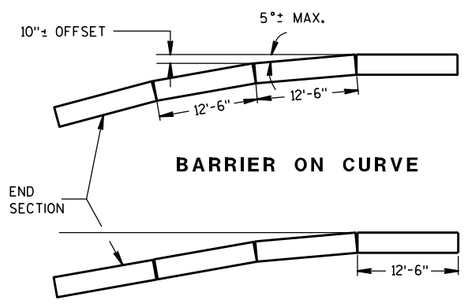
GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



PLAN VIEW





POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 7-12b

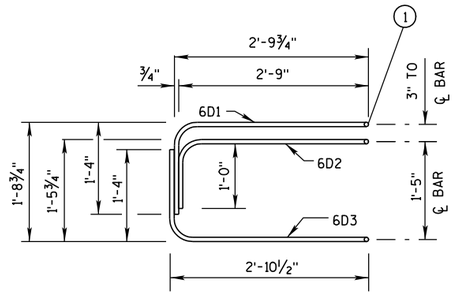
6

S.D.D. 14 B 7-12b

BARRIER TAPER SECTION BILL OF MATERIALS

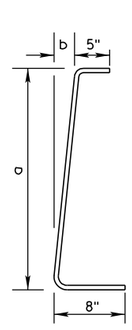
(PER 12'-6" BARRIER TAPER SECTION)

BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



DETAIL "C"
BENT BAR DETAIL

ELEVATION
LOOP BAR ASSEMBLY



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

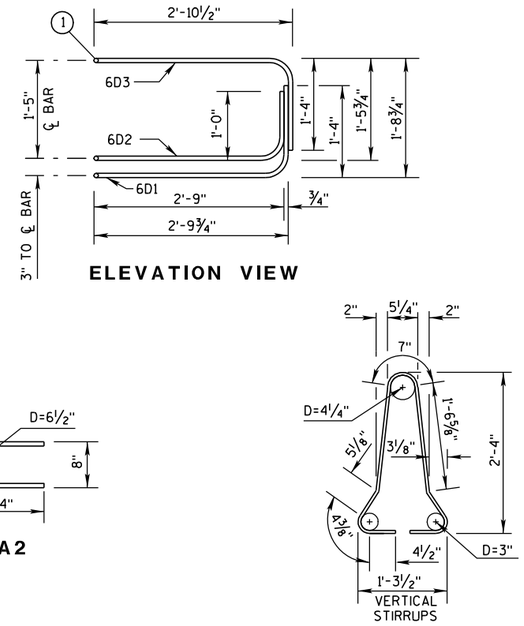
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"

PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)

6A2



ELEVATION VIEW

4A1

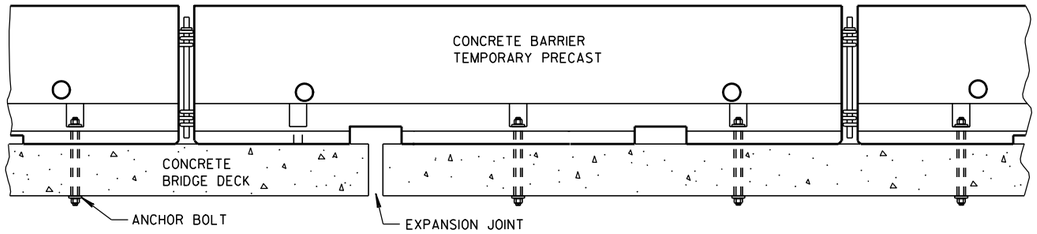
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

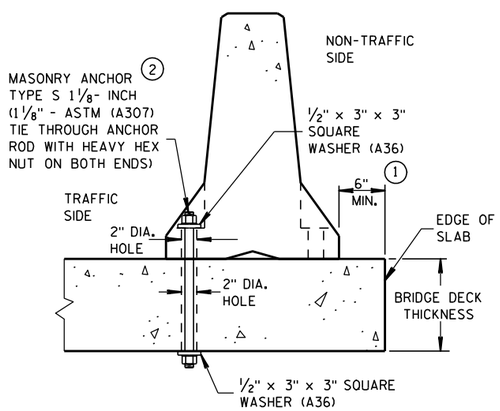
6

S.D.D. 14 B 7-12c



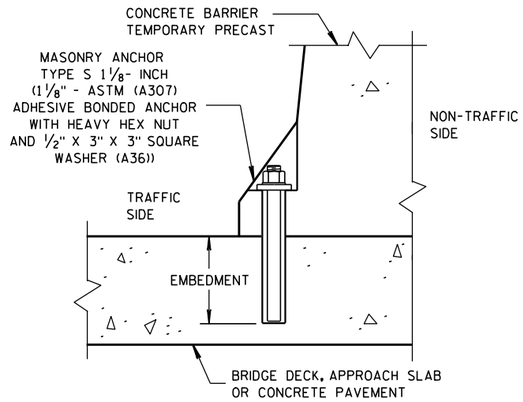
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR (2) INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

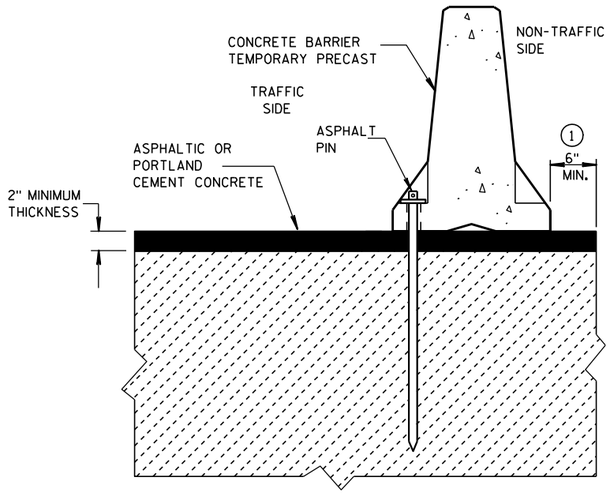
(1) CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

(2) ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

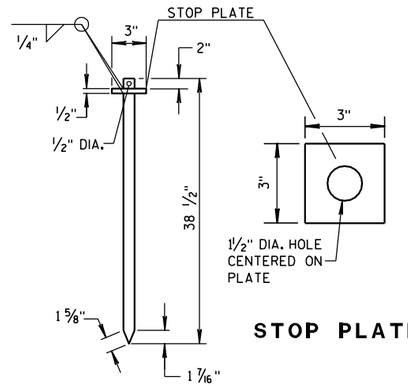
WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

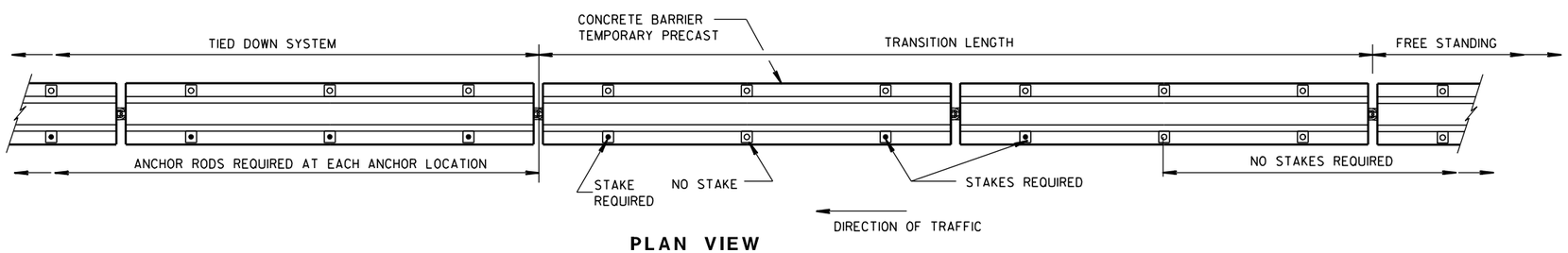
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6-3-2010
DATE

/S/ Jerry H. Zaas
ROADWAY STANDARD D 337 NT
ENGINEER

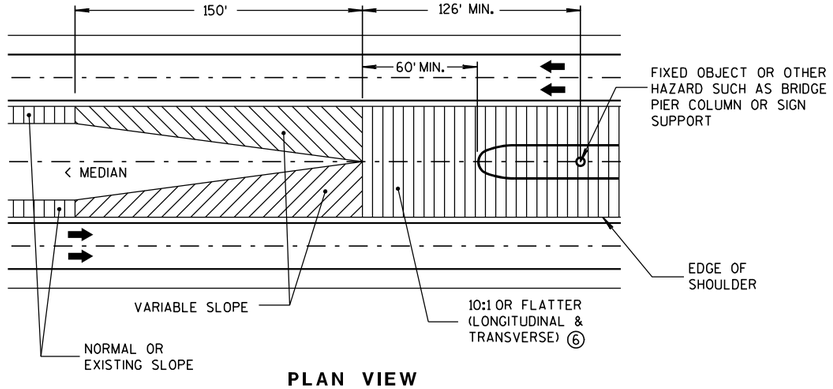
FHWA

6

S.D.D. 14 B 7-12d

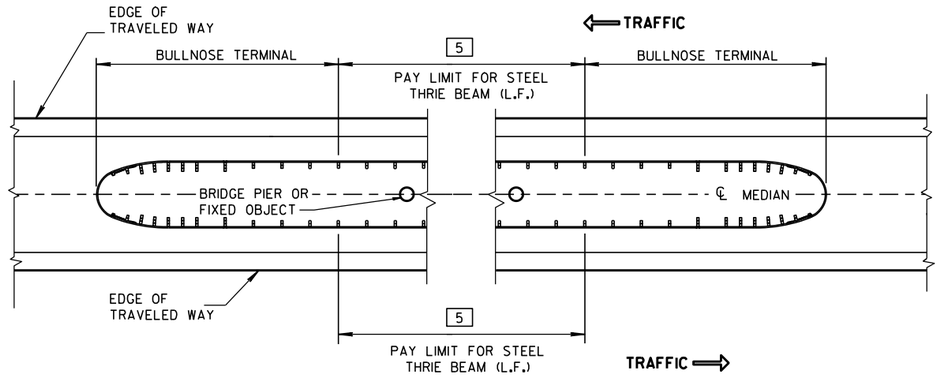
6

S.D.D. 14 B 7-12d

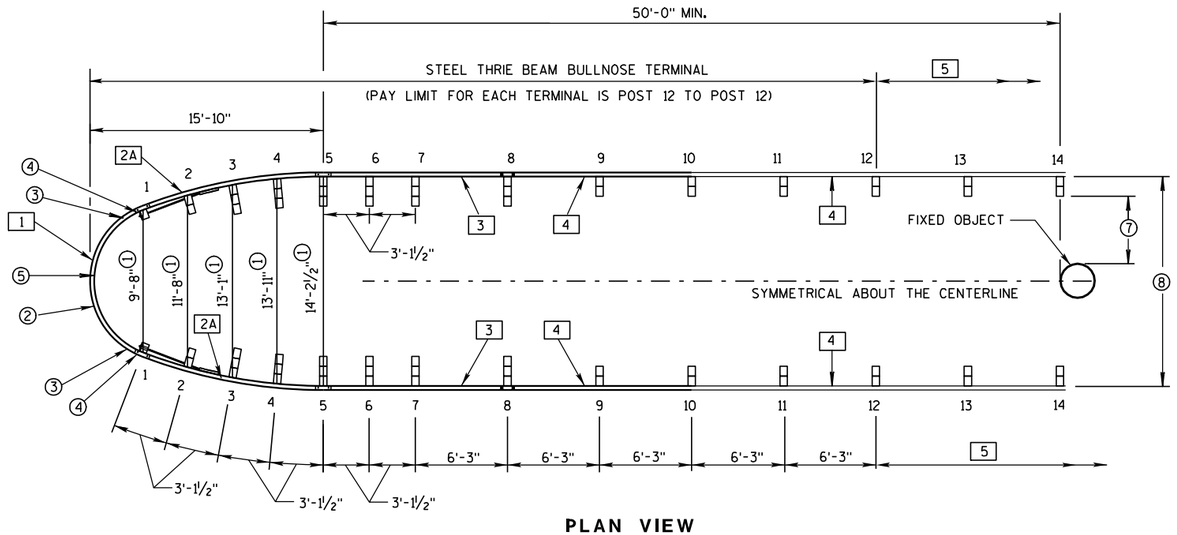


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

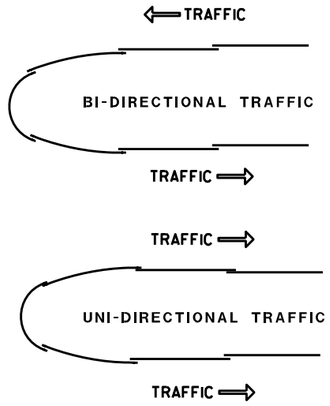


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

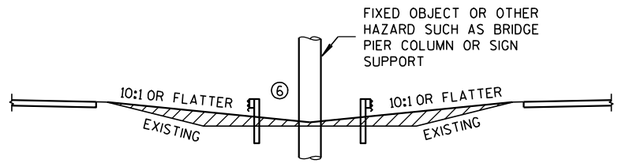
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

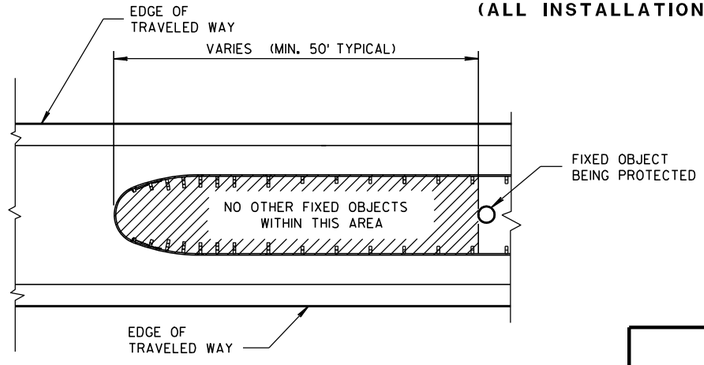
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)



HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

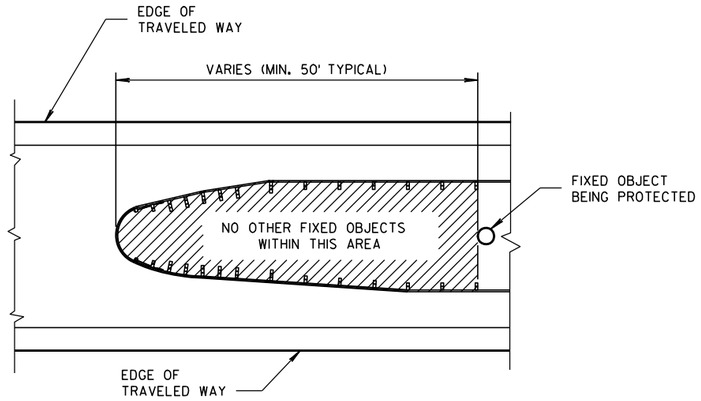
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 26-2a

6

S.D.D. 14 B 26-2a



HAZARD FREE AREA INSIDE BULLNOSE

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[2B] SLOTTED THRIE BEAM RAIL NO. 2B. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

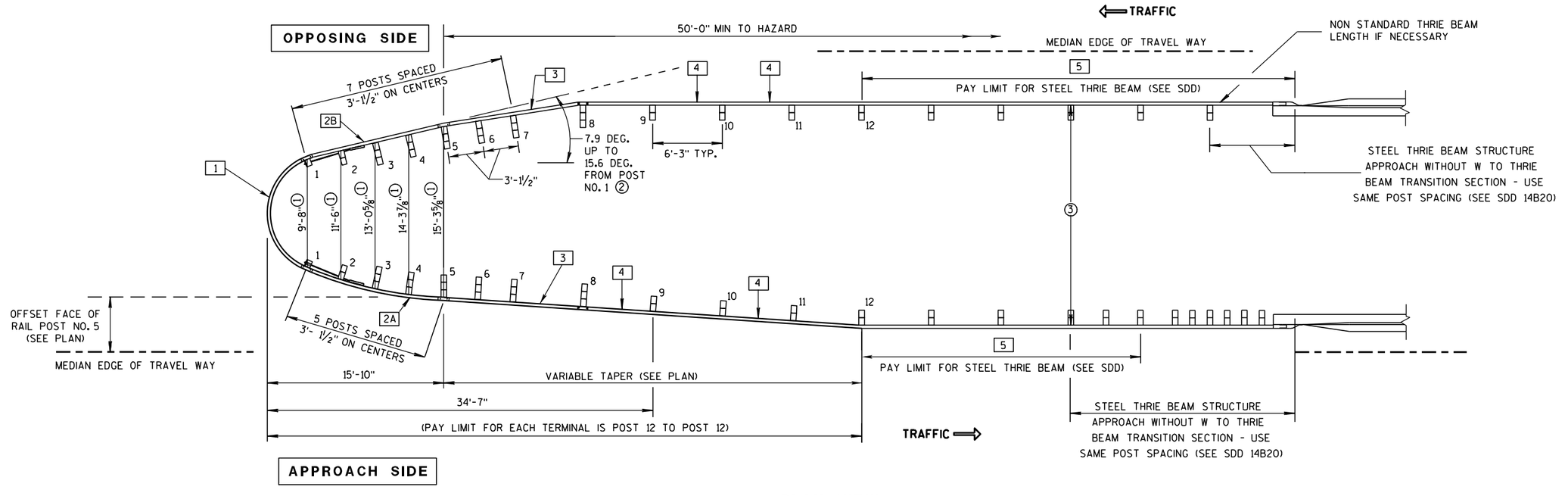
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS. (SEE PLAN)

③ FOR MEDIANS WIDER THAN 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



PLAN VIEW

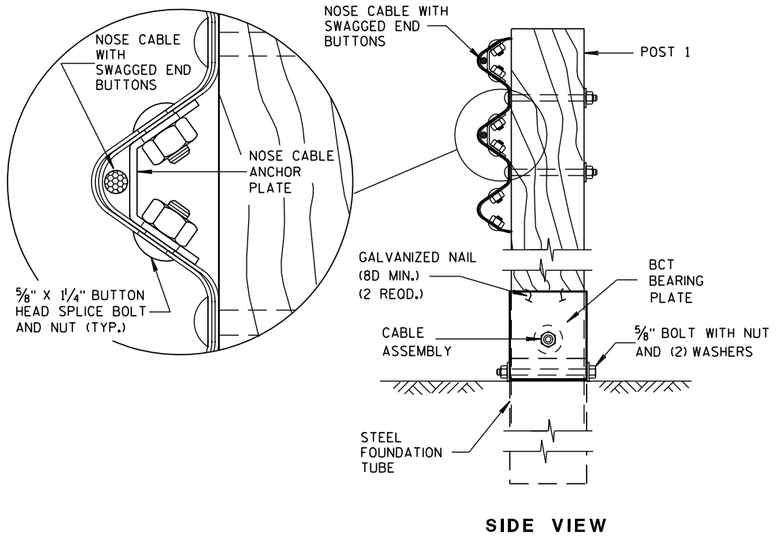
WIDENED BULLNOSE DESIGN

(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM BULLNOSE TERMINAL

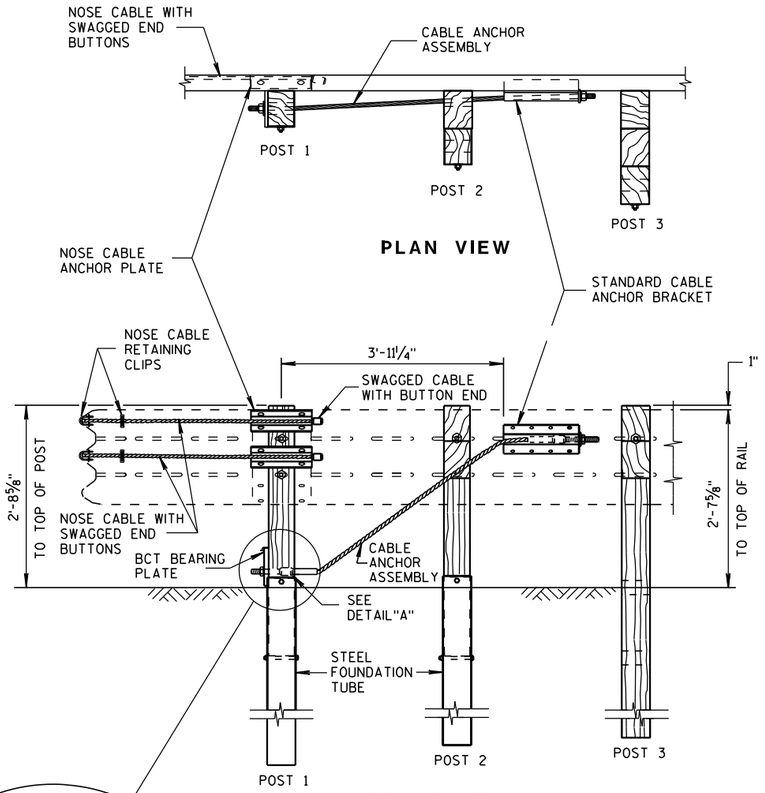
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 26-2b



SIDE VIEW

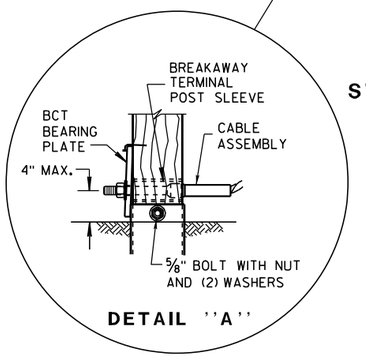
NOSE CABLE ASSEMBLY AT POST NO. 1



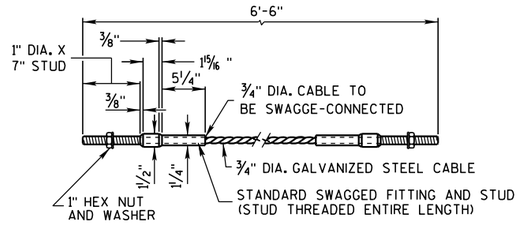
PLAN VIEW

FRONT VIEW

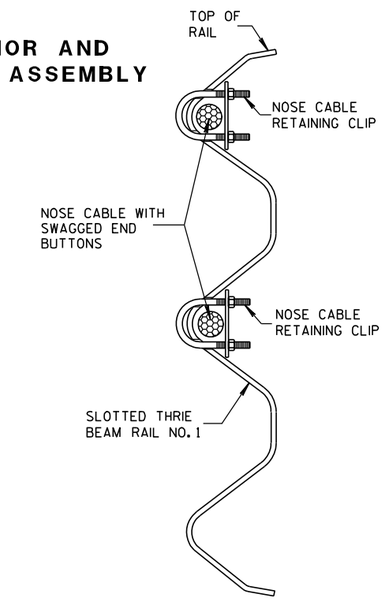
NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY



DETAIL ''A''



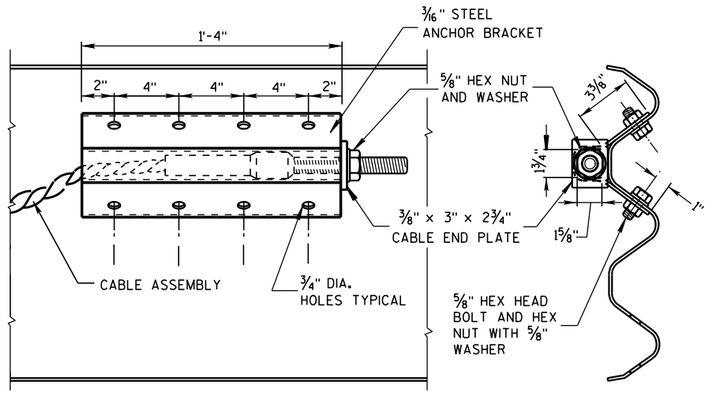
DETAILS OF CABLE ANCHOR ASSEMBLY



PLACEMENT OF NOSE CABLE RETAINING CLIP

GENERAL NOTES

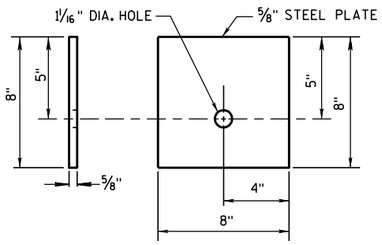
SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



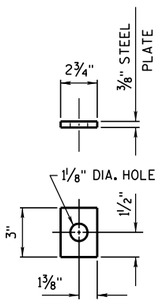
FRONT VIEW

END VIEW

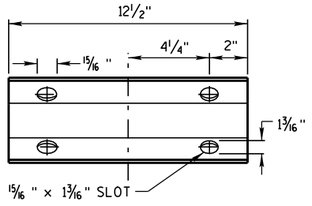
DETAILS OF CABLE ANCHOR BRACKET



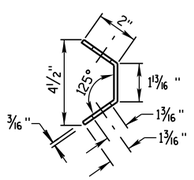
BCT BEARING PLATE



CABLE END PLATE



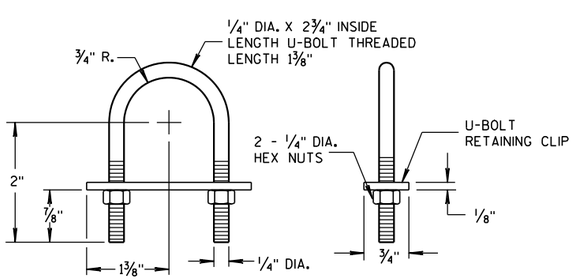
ELEVATION VIEW



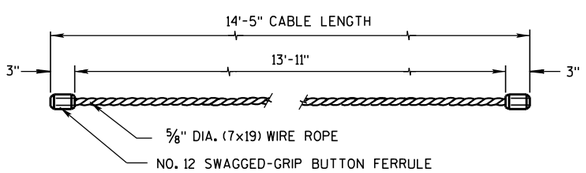
END VIEW

NOSE CABLE ANCHOR PLATE

NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)



NOSE CABLE RETAINING CLIP



NOSE CABLE WITH SWAGGED END BUTTONS

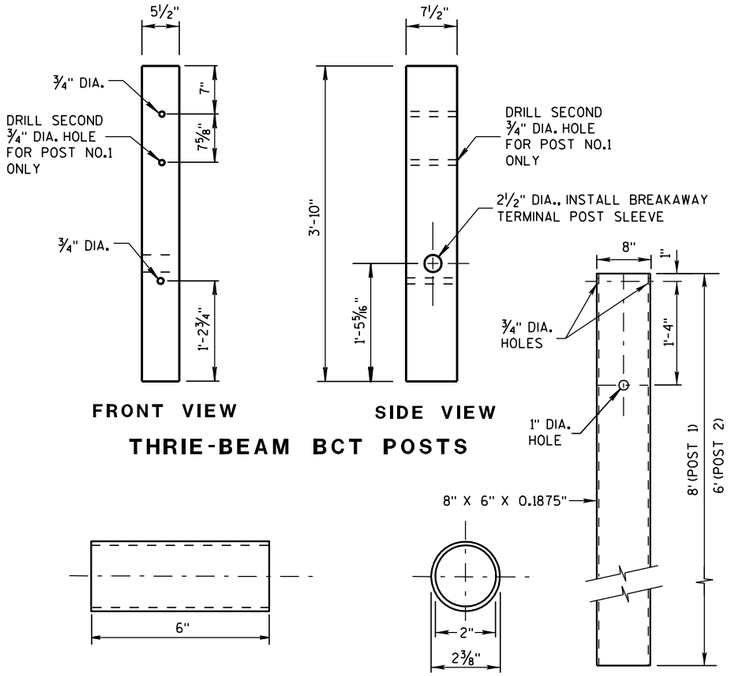
TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

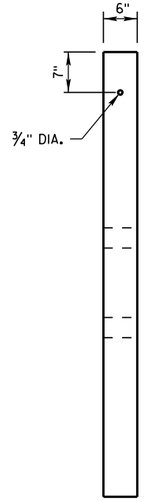
S.D.D. 14 B 26-2c

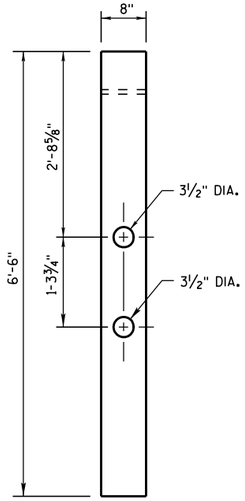


THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

STEEL FOUNDATION TUBE

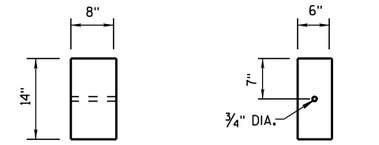




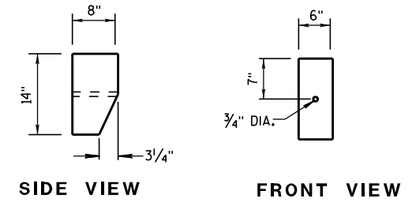
THRIE-BEAM CRT WOOD POSTS

GENERAL NOTES

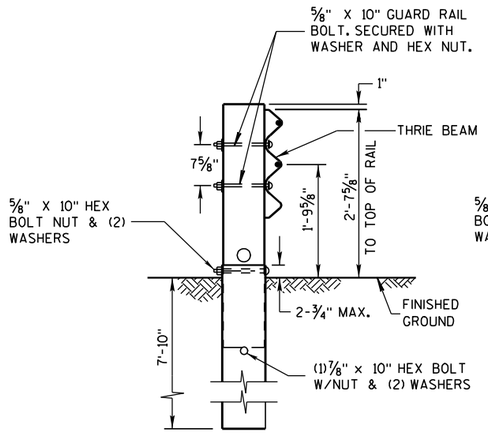
SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



STANDARD WOOD BLOCK

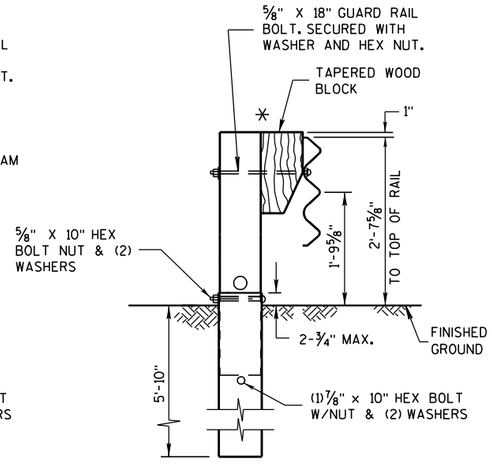


TAPERED WOOD BLOCK



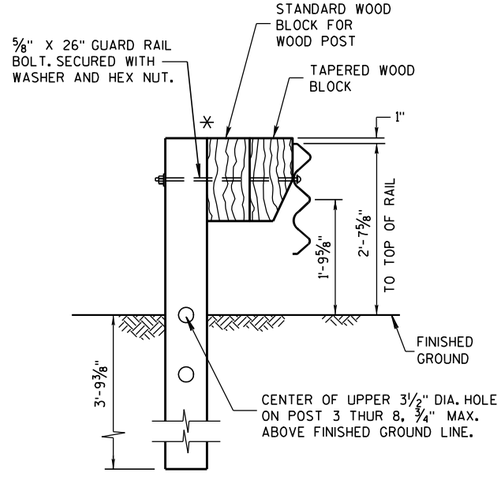
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



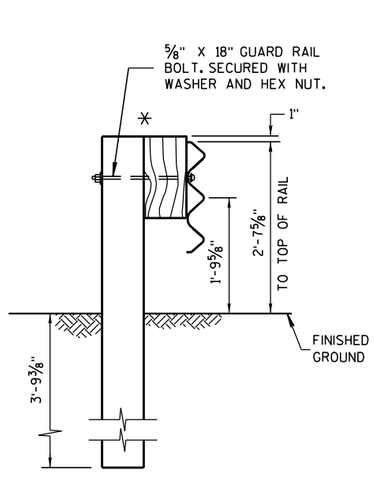
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12

(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

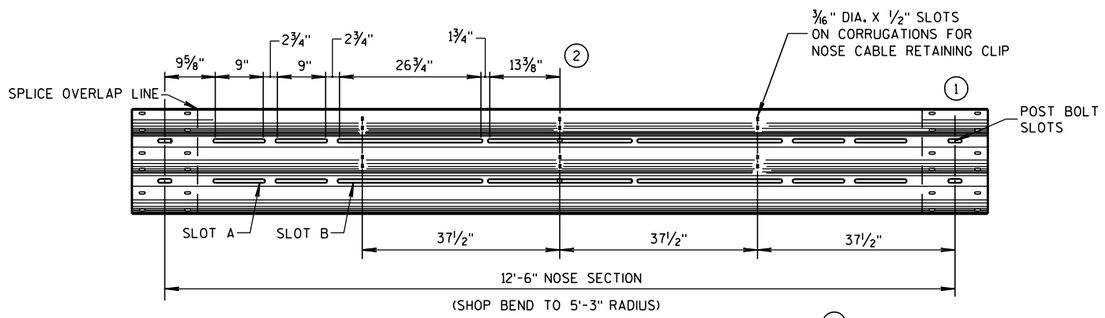
* IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

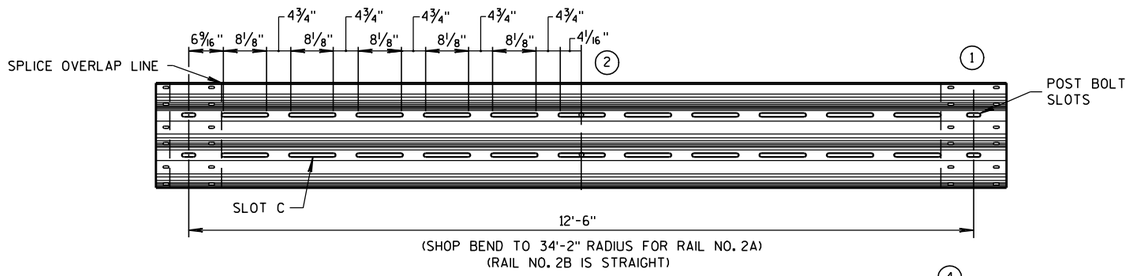
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

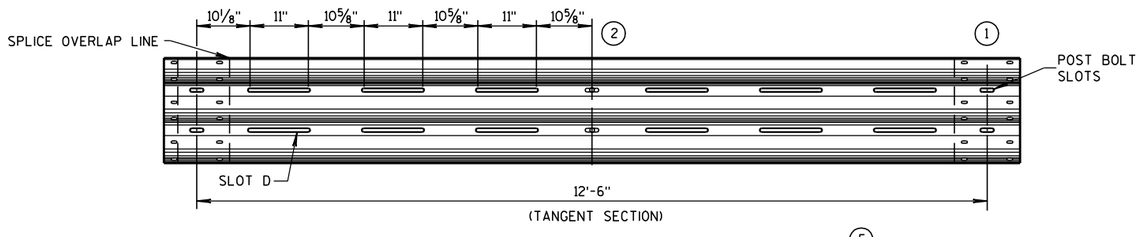
S.D.D. 14 B 26-2d



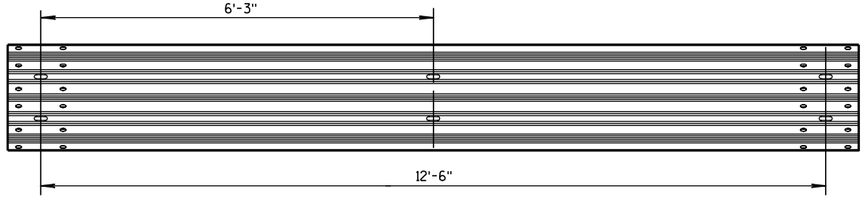
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

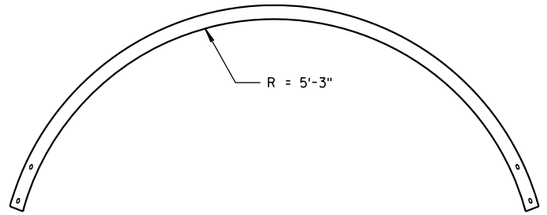
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

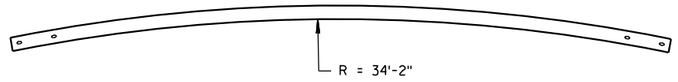
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



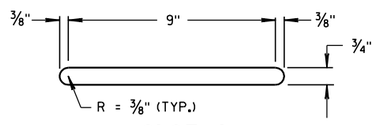
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

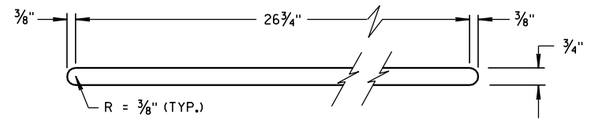


PLAN VIEW

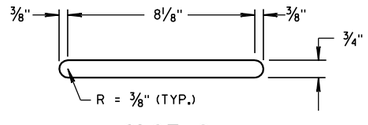
SLOTTED THRIE BEAM RAIL NO. 2A



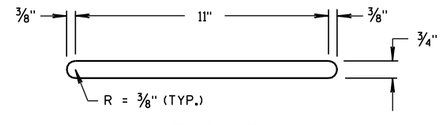
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

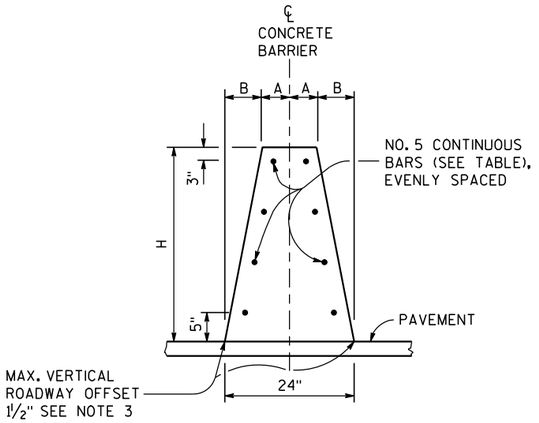
9-16-2010
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

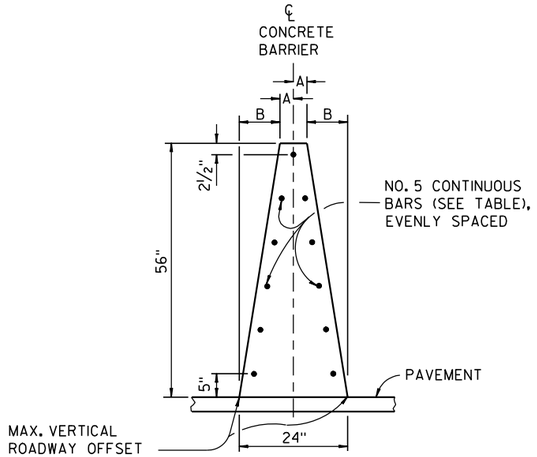
FHWA

6

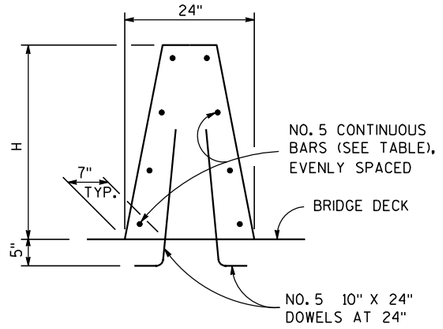
S.D.D. 14 B 26-2e



32-INCH, 36-INCH OR 42-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S32, TYPE S36, AND TYPE S42)



56-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S56)



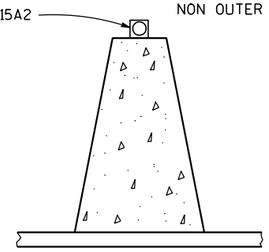
SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

NON OUTER PARAPET APPLICATION

GENERAL NOTES

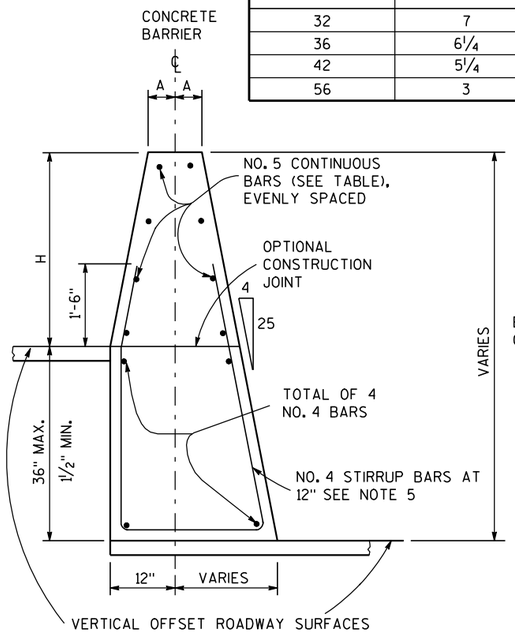
1. WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
2. EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK, PAVEMENT AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OR ½" MINIMUM.
3. WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1½", USE TYPE A
4. PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
5. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
6. FOR TYPE S32, TYPE S36, TYPE S42, AND S56 MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
7. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
8. 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
9. WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
10. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
11. 2" CLEAR COVER TYPICAL.
12. COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED
13. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 NO ADDITIONAL VERTICAL STEEL NEEDED. IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A REQUIRES VERTICAL STEEL. SEE OTHER DETAIL
14. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 DEPTH OF FOOTING 10". IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A MATCH TOTAL HEIGHT OF SINGLE SLOPE BARRIER RETAINING WALL.
15. FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. 14B33. ANCHORS INCIDENTAL TO CBSS.

SEE STANDARD DETAIL DRAWING 15A2 FOR DELINEATOR DETAILS



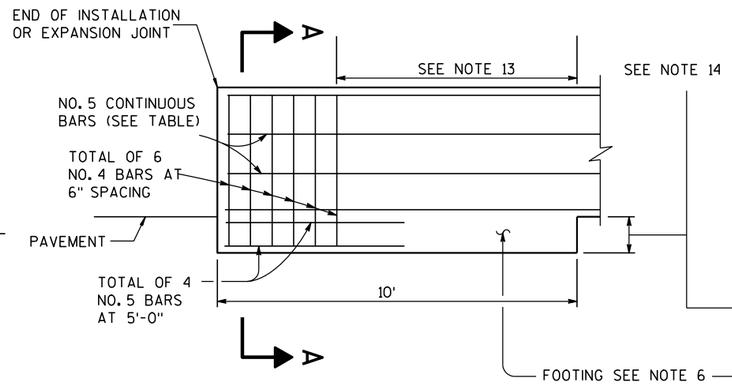
DELINEATION

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6¼	5¾	8
42	5¼	6¾	10
56	3	9	11



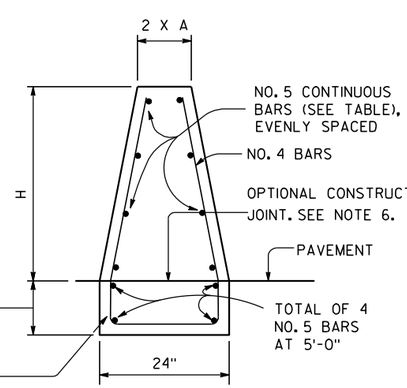
SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)

(BETWEEN ADJACENT ROADWAYS)



END ANCHOR SINGLE SLOPE CONCRETE BARRIER

AT CONSTRUCTION JOINT



SECTION A-A

DELINEATOR SPACING ON HORIZONTAL CURVES

RADIUS OF CURVE	APPROXIMATE SPACING ON CURVE
50 FEET	20 FEET
115 FEET	25 FEET
180 FEET	35 FEET
250 FEET	40 FEET
300 FEET	50 FEET
400 FEET	55 FEET
500 FEET	65 FEET
600 FEET	70 FEET
700 FEET	75 FEET
800 FEET	80 FEET
900 FEET	85 FEET
1000 FEET	90 FEET

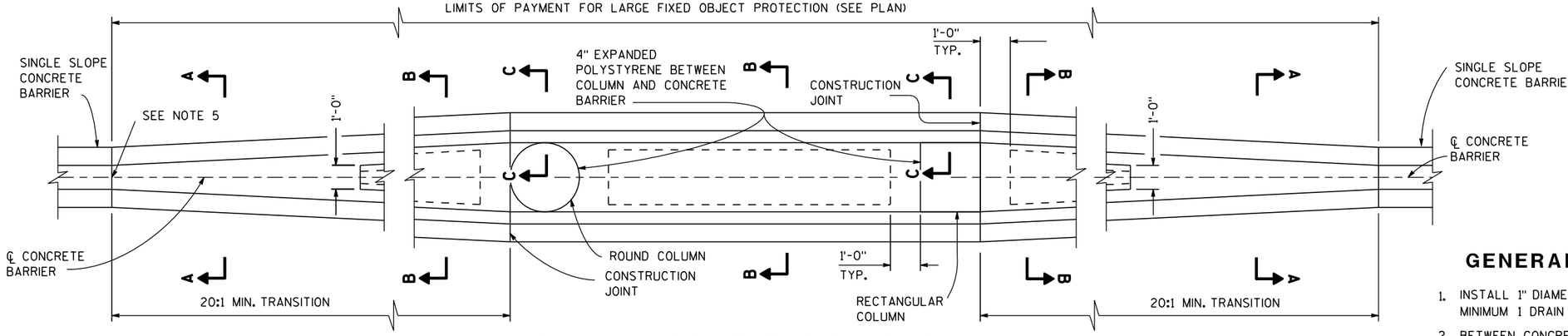
DELINEATOR SPACING ON RADIUS GREATER THAN 1000 FEET OR TANGENT SECTIONS

	LENGTH OF BARRIER	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2	

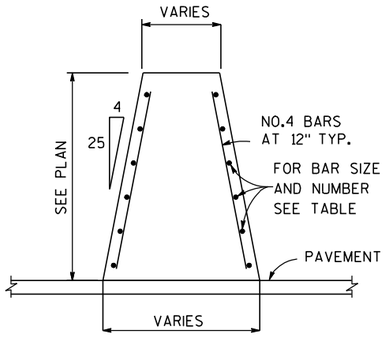
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

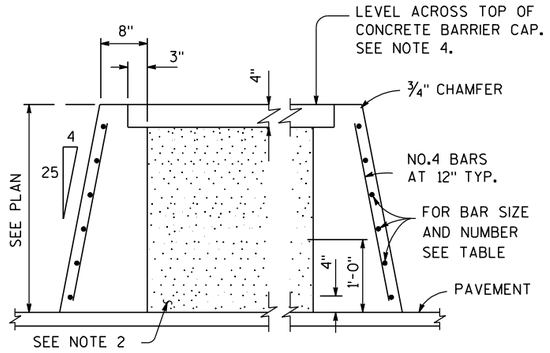
6
S.D.D. 14 B 32-1a



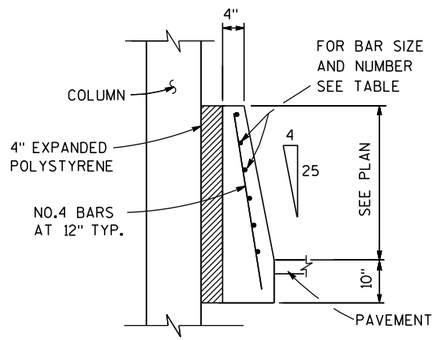
LARGE FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56



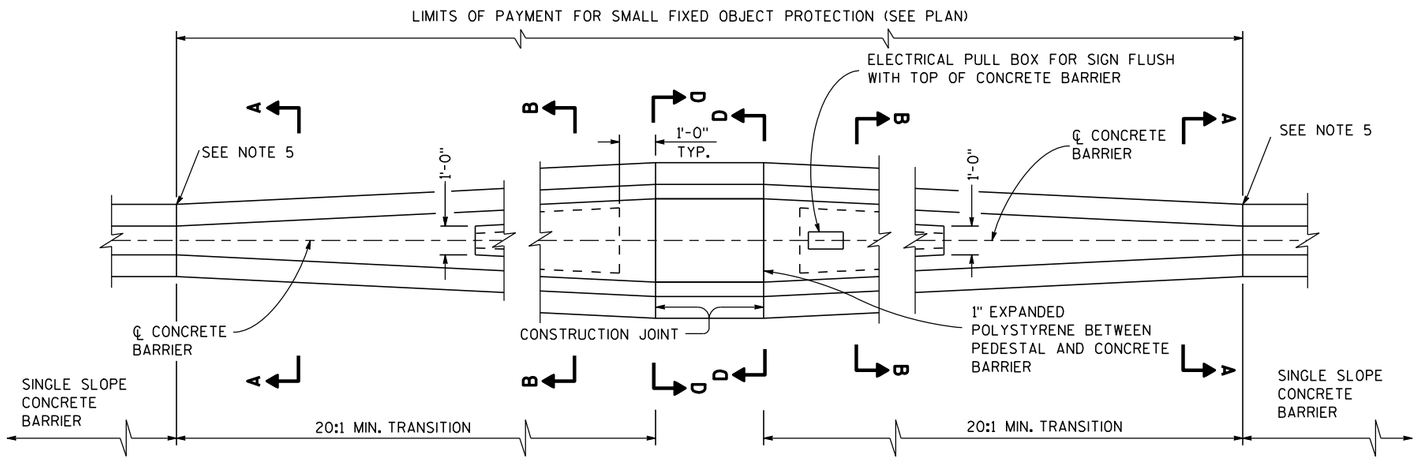
SECTION A-A



SECTION B-B



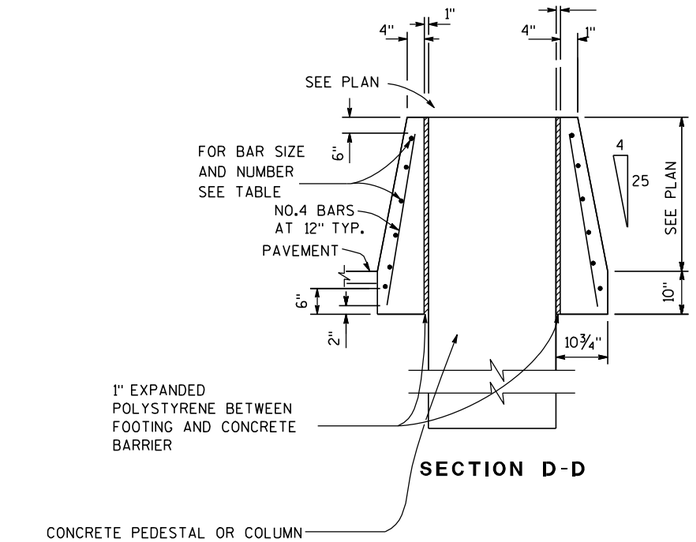
SECTION C-C



SMALL FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56

GENERAL NOTES

1. INSTALL 1" DIAMETER DRAIN PIPE EVERY 20' OF CROSS SECTION B-B. MINIMUM 1 DRAIN PER CAVITY.
2. BETWEEN CONCRETE BARRIER WALLS FILL WITH GRANULAR BACKFILL GRADE 2
3. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS.
4. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.
5. IF FIXED OBJECT PROTECTION IS INSTALLED FIRST, USE COLD JOINTS. IF CBSS PLACED FIRST, USE EXPANSION JOINT.



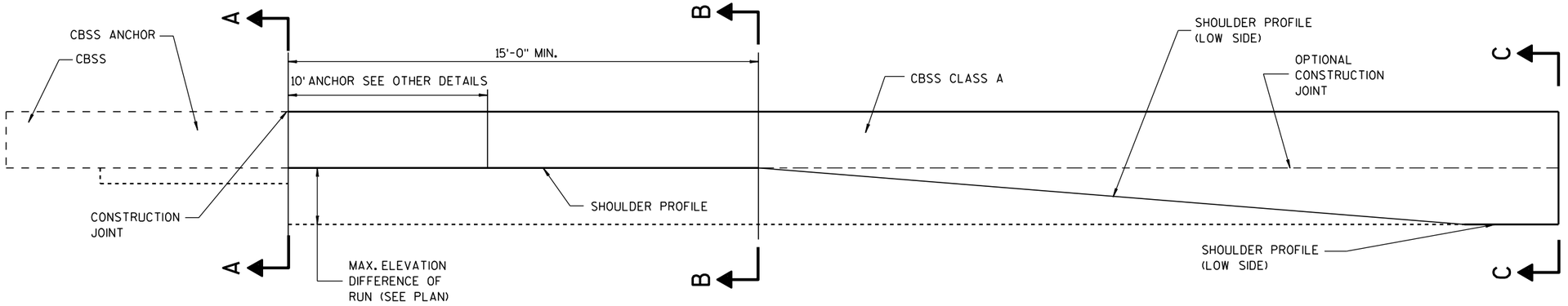
SECTION D-D

BARRIER HEIGHT H INCHES	BAR SIZE	NUMBER OF BARS EACH
32	4	6
36	4	6
42	5	6
56	5	9

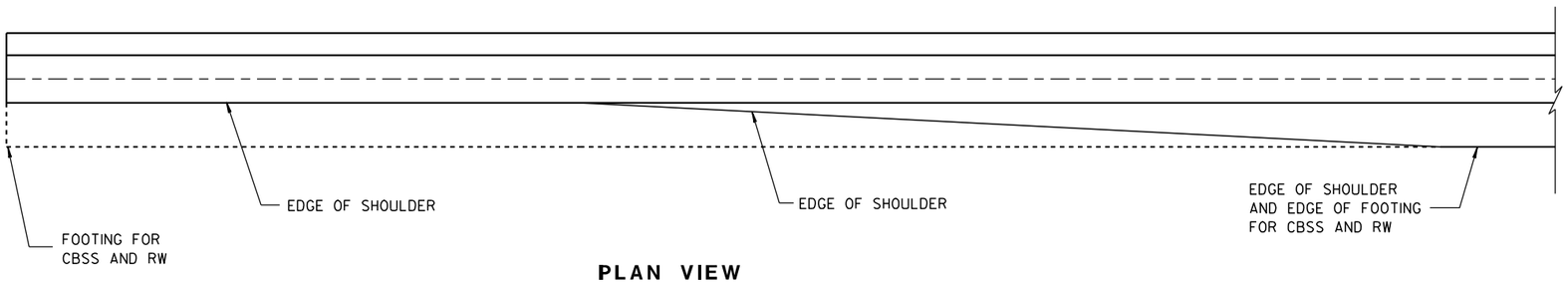
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

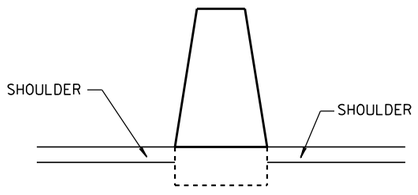
6
S.D.D. 14 B 32-1b



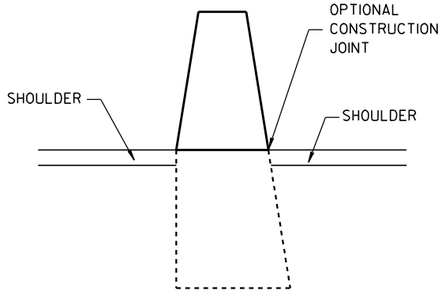
ELEVATION VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



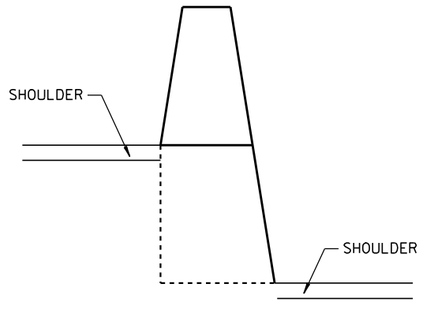
PLAN VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



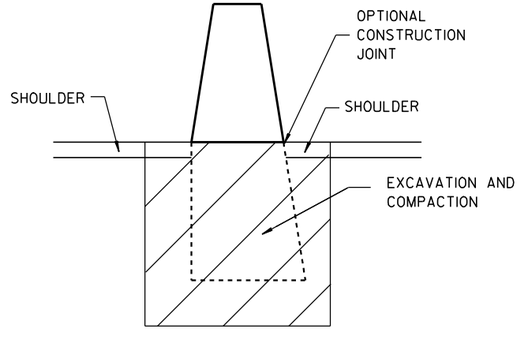
SECTION A-A



SECTION B-B



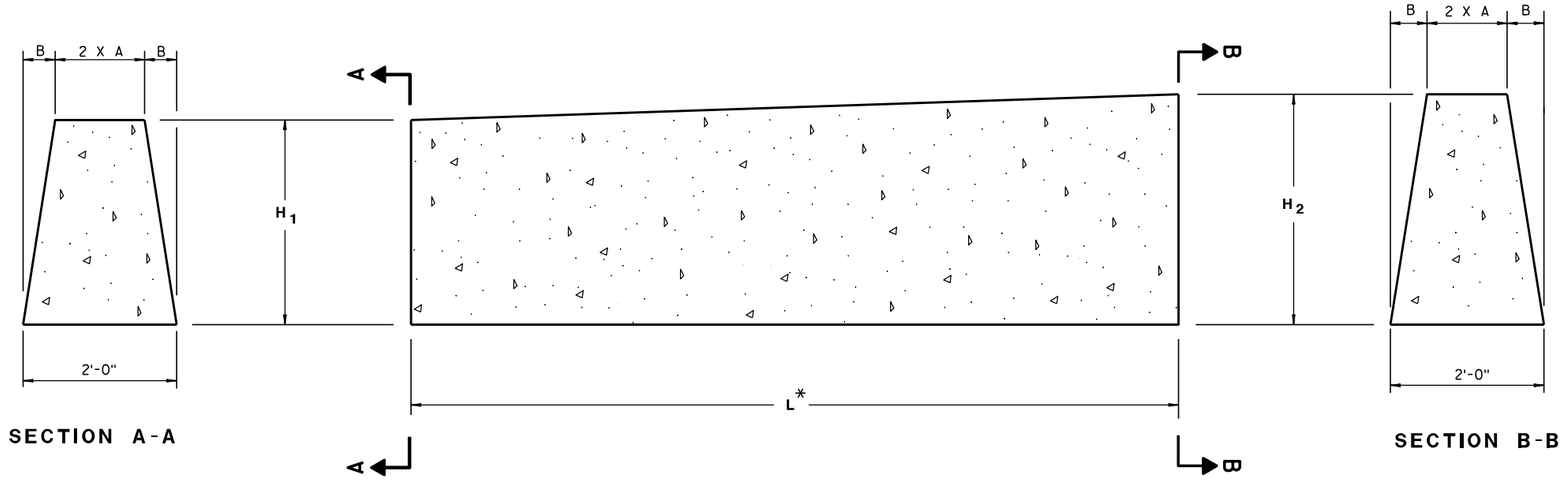
SECTION C-C



CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 32-1c



SECTION A-A

SECTION B-B

DOUBLE COLD JOINT HEIGHT TRANSITION

BARRIER DIMENSIONS

BARRIER HEIGHT INCHES	A INCHES	B INCHES
32	7	5
36	6 1/4	5 3/4
42	5 1/4	6 3/4
56	3	9

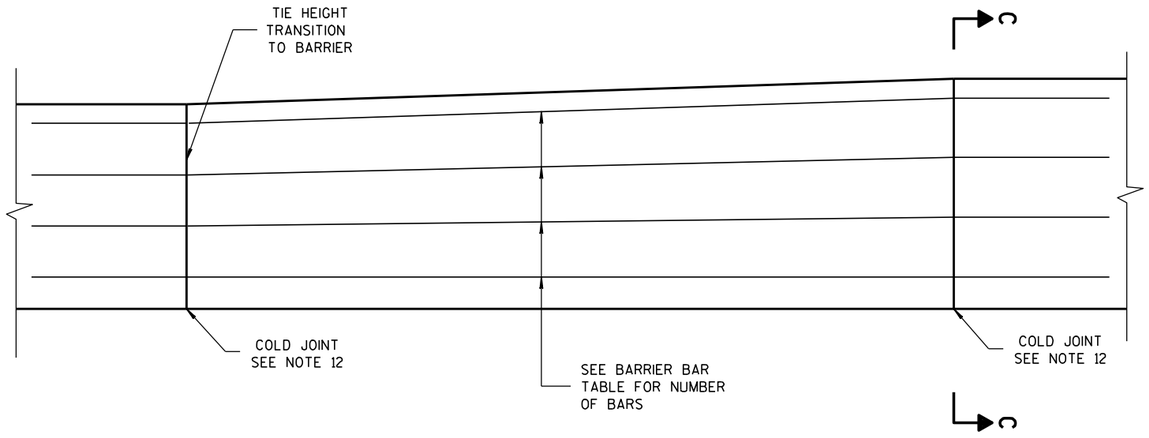
MULTIPLE HEIGHT TRANSITIONS MAY BE USED IN SEQUENCE TO GET TO APPROPRIATE HEIGHT.

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

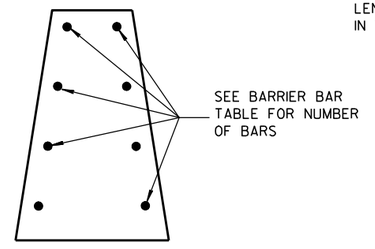
BARRIER BARS

H_1	H_2	L*	NUMBER OF NO. 5 BARS
32"	36"	10'-0"	8
36"	42"	10'-6"	10
42"	56"	24'-6"	11

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.



STEEL REINFORCEMENT DETAIL



SECTION C-C

CONCRETE BARRIER SINGLE SLOPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6-3-2010 DATE

/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINEER

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S.D.D. 14 B 32-1d

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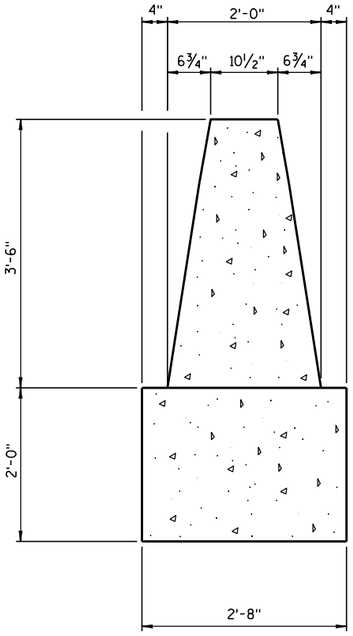
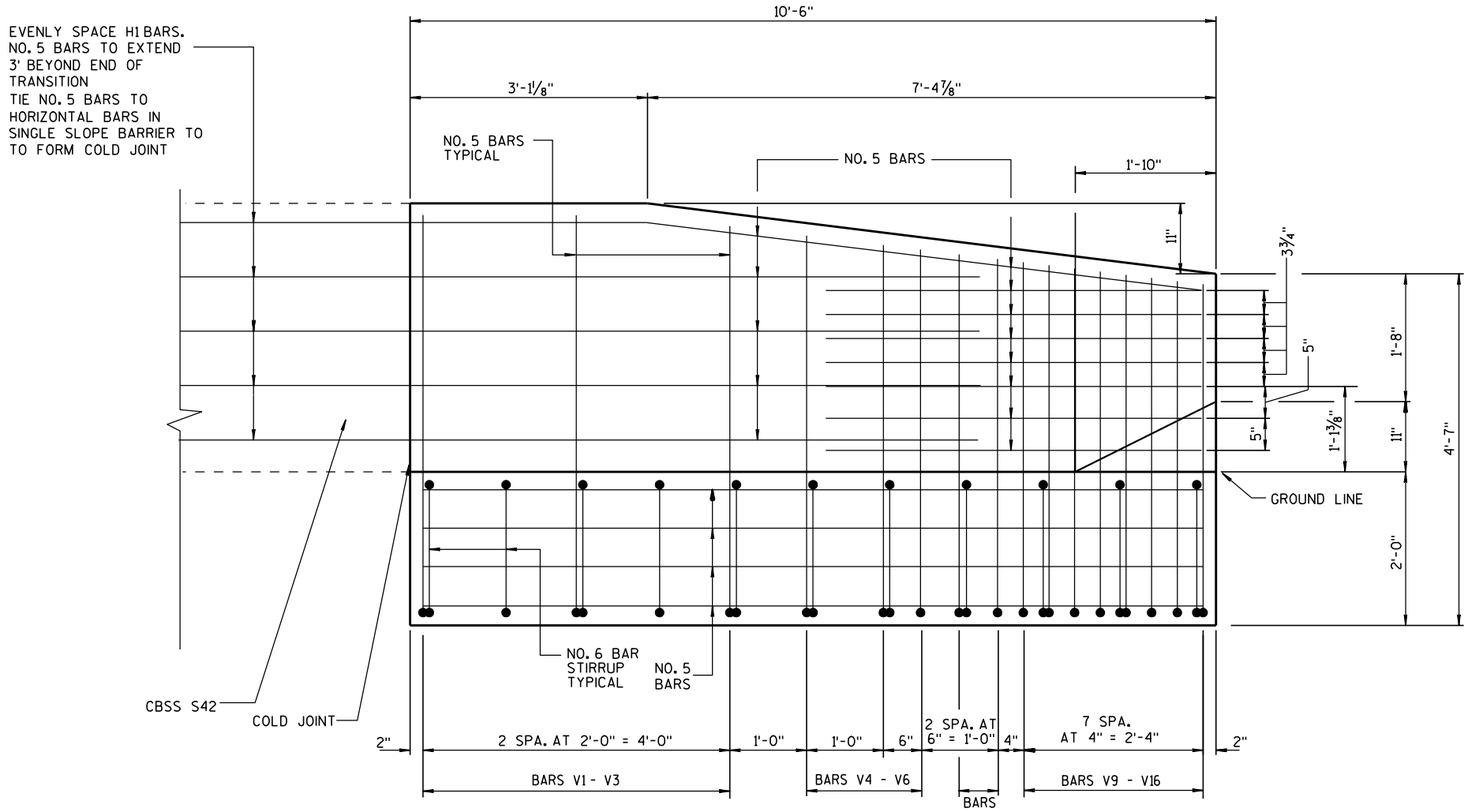
S.D.D. 14 B 32-1d

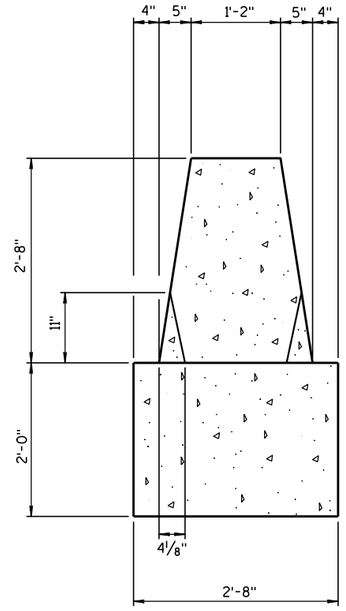


SECTION A-A

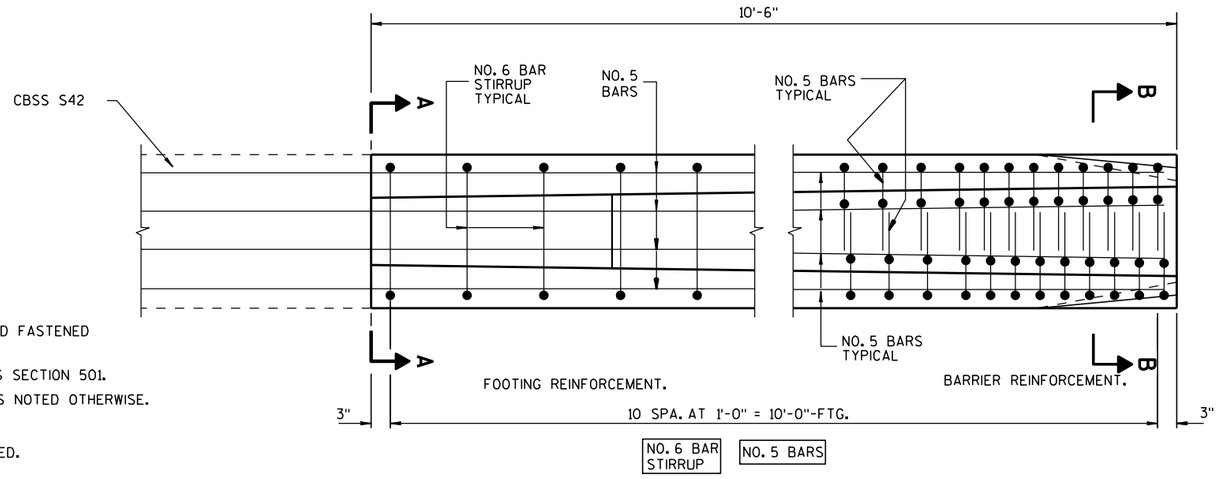


SEE SECTIONS ① THRU ⑯

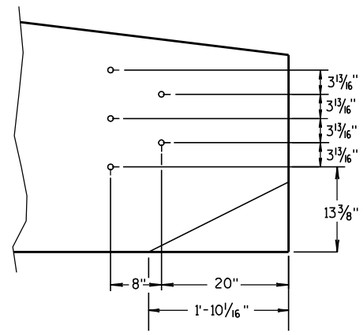
ELEVATION VIEW



SECTION B-B



PLAN VIEW



PVC PIPE LOCATIONS

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE of BARRIER.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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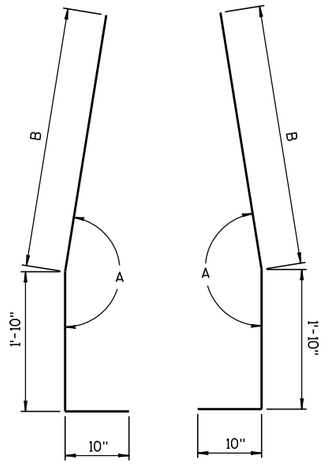
S.D.D. 14 B 33-1g

BAR CHART
SECTIONS V1 - V11

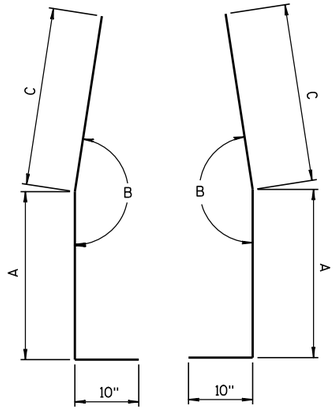
BAR	A	B
V1	170°-50'	3'-4½"
V2	171°-20'	3'-4½"
V3	171°-30'	3'-2½"
V4	171°-25'	3'-1½"
V5	171°-15'	3'-0"
V6	171°-15'	2'-11"
V7	171°-20'	2'-10½"
V8	171°-10'	2'-9½"
V9	171°-10'	2'-9"
V10	171°-05'	2'-8½"
V11	171°-10'	2'-8"



BAR BENDING DETAIL
FOR BARS V1 - V11

BAR CHART
SECTIONS V12 - V13

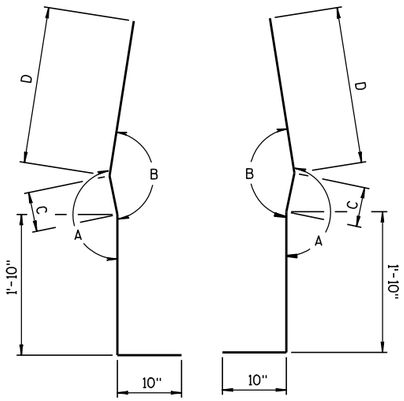
BAR	A	B	C
V12	2'-2"	171°-15'	2'-3½"
V13	2'-7"	171°-05'	1'-10"



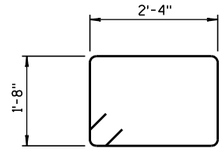
BAR BENDING DETAIL
FOR BARS V12 - V13

BAR CHART
SECTIONS V14 - V16

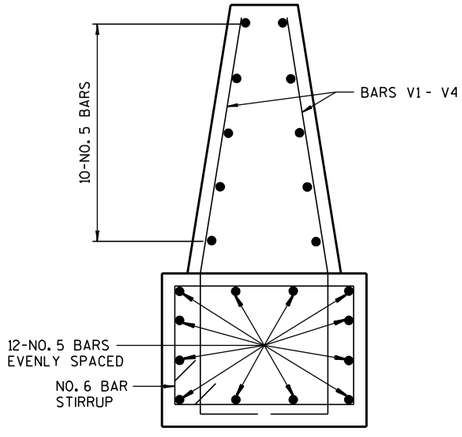
BAR	A	B	C	D
V14	168°-15'	159°-15'	6"	2'-0"
V15	169°-20'	161°-00'	8"	1'-10"
V16	168°-40'	160°-10'	10"	1'-8"



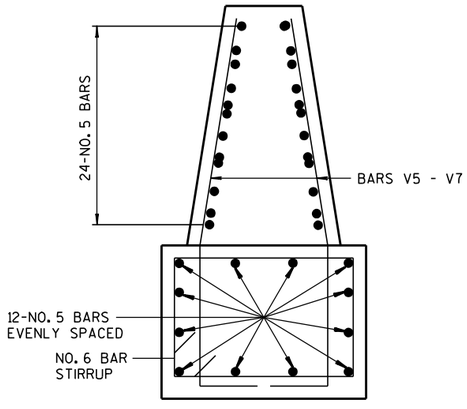
BAR BENDING DETAIL
FOR BARS V14 - V16



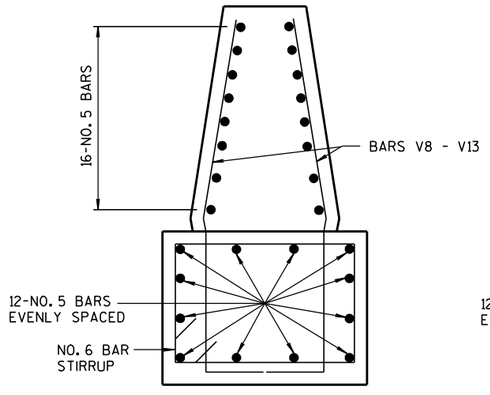
STIRRUP BAR
BENDING DETAIL



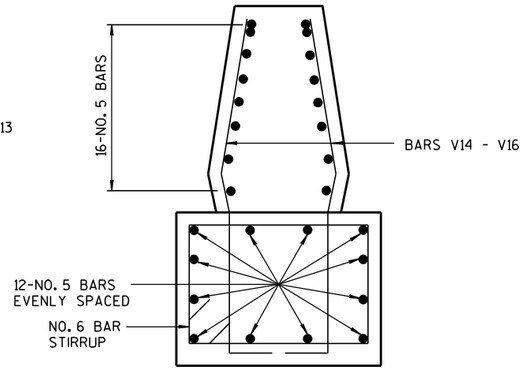
BAR DETAIL
SECTIONS V1 - V4



BAR DETAIL
SECTIONS V5 - V7



BAR DETAIL
SECTIONS V8 - V13



BAR DETAIL
SECTIONS V14 - V16

CONCRETE BARRIER
SINGLE SLOPE 42"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-3-2010 DATE
/S/ Jerry H. Z--- ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 14 B 33-1h

GENERAL NOTES

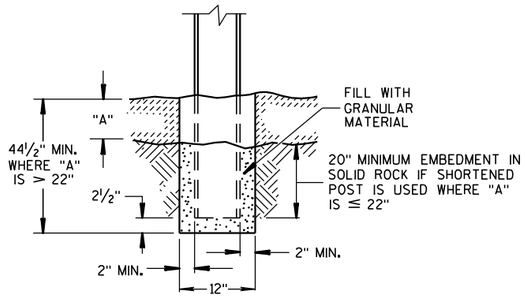
(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

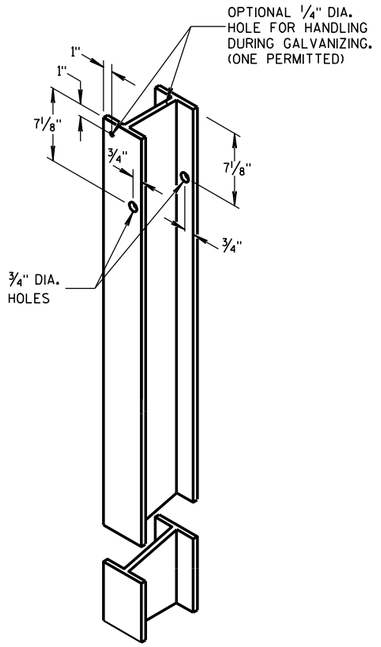
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

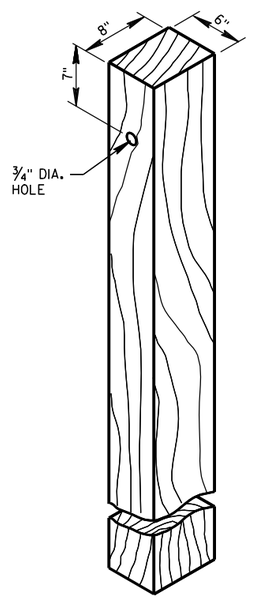
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".



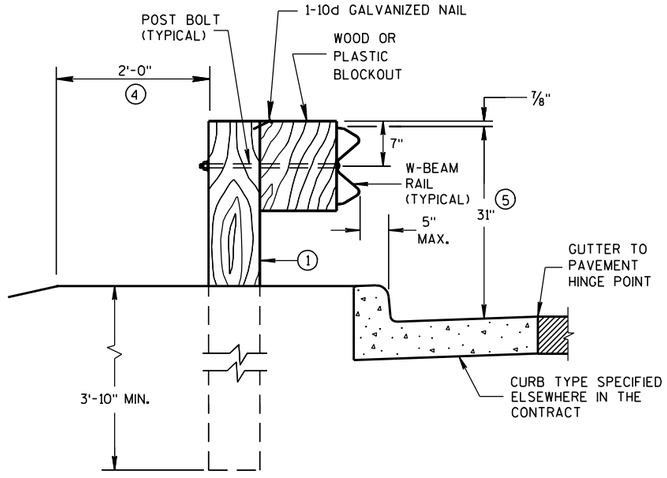
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



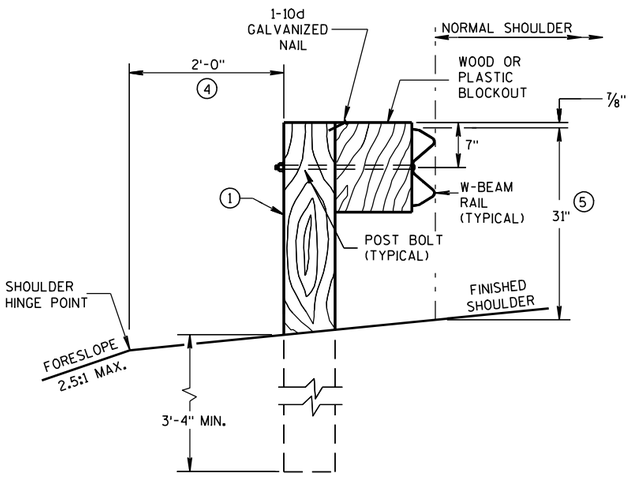
STEEL POST & HOLE PUNCHING DETAIL (w6X9) (1)



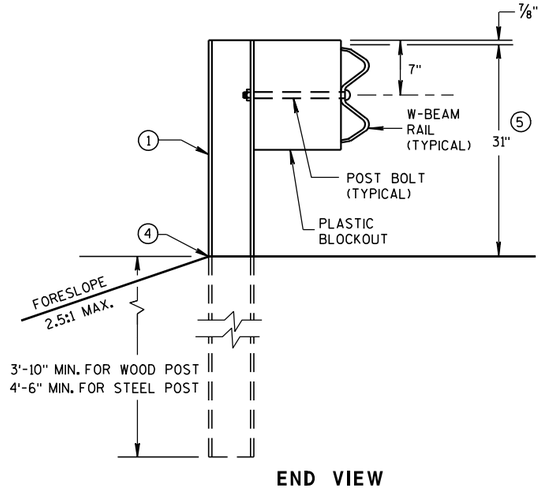
WOOD POST (6" X 8") NOMINAL (1)



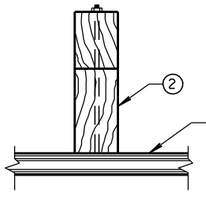
END VIEW
LOCATED ALONG A CURBED ROADWAY



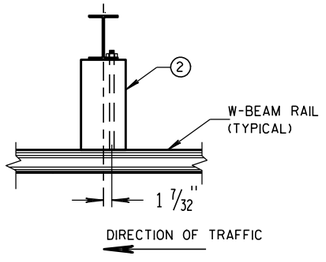
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



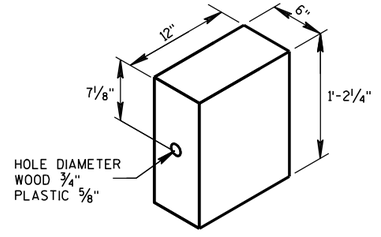
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM

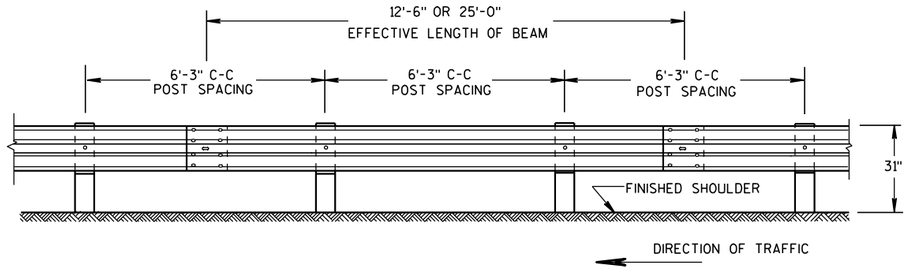


WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

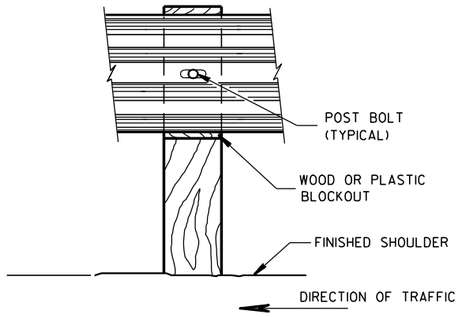
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 42-2a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



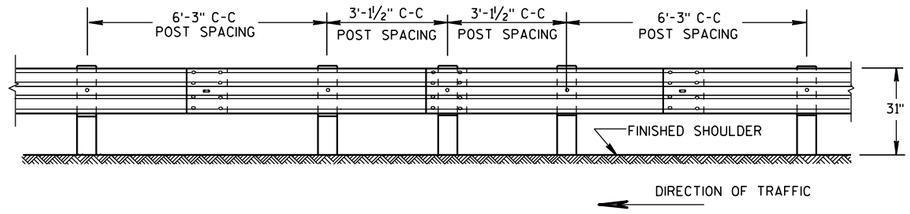
FRONT VIEW AT WOOD POST

GENERAL NOTES

1. PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.
2. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.
3. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
4. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.
5. 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

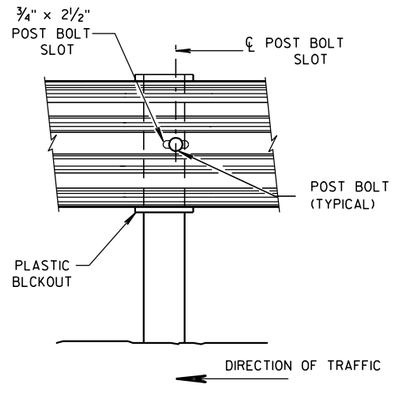
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

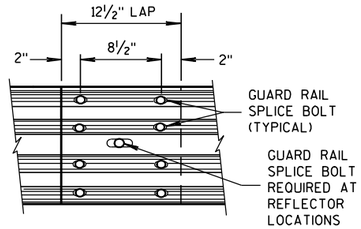


FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

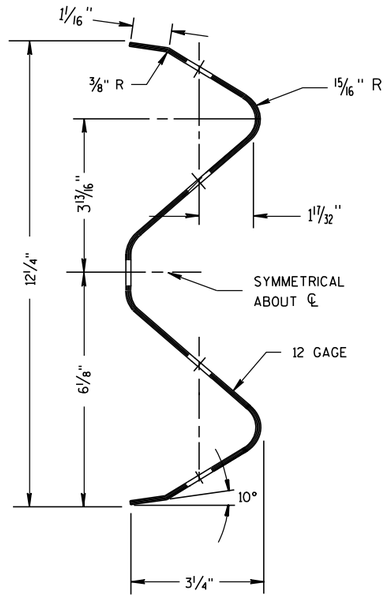


FRONT VIEW AT STEEL POST

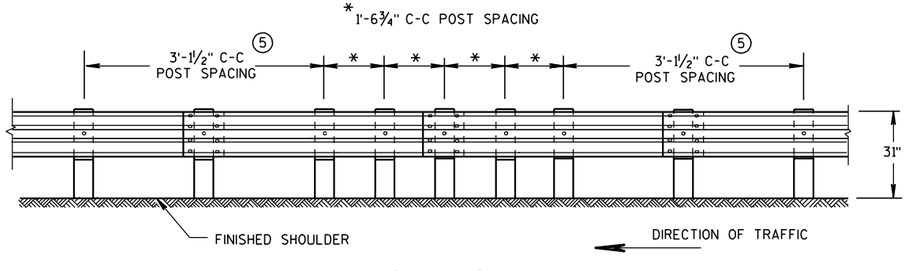


FRONT VIEW

MID-SPAN BEAM SPLICE

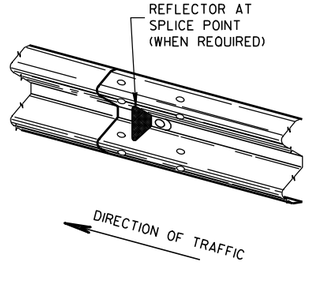


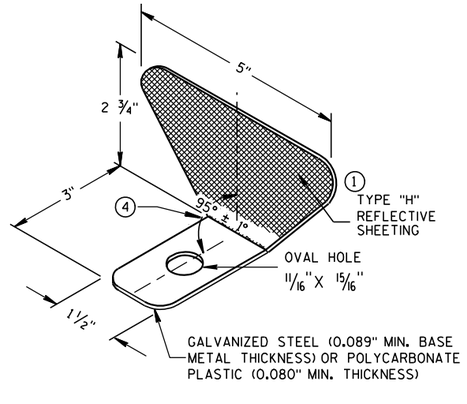
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ①

REFLECTOR SPACING ②

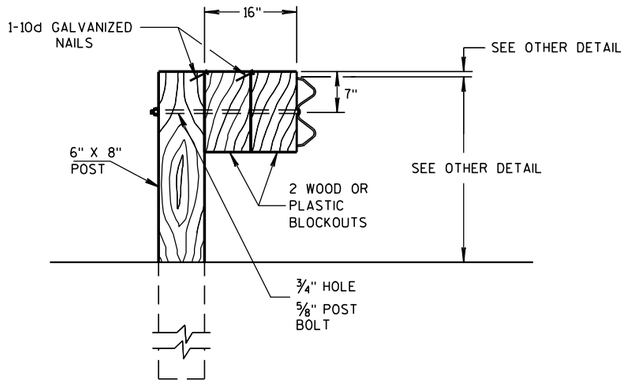
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 1 ③	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2 ④	3

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

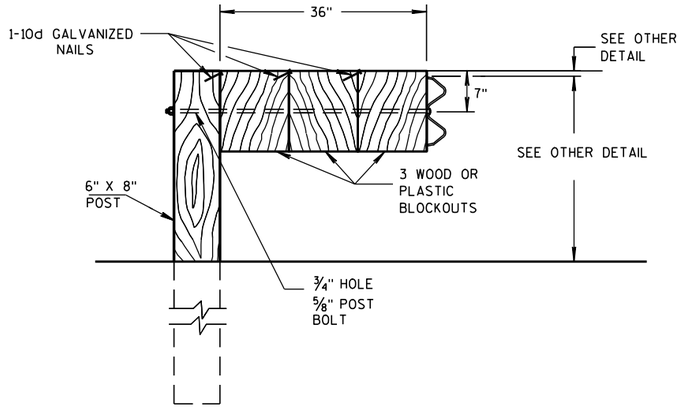
S.D.D. 14 B 42-2b

S.D.D. 14 B 42-2b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

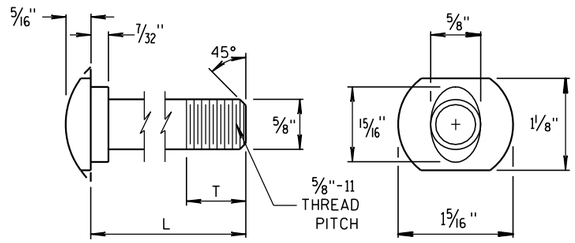


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

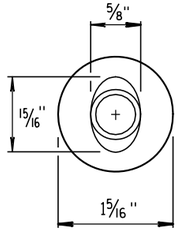
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

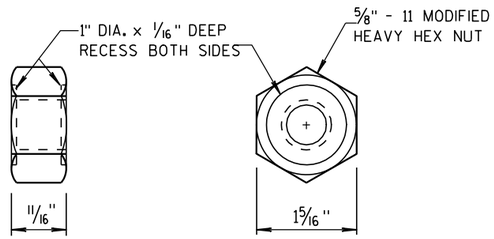


POST BOLT TABLE

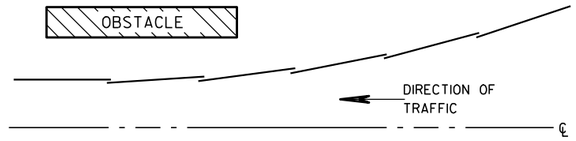
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

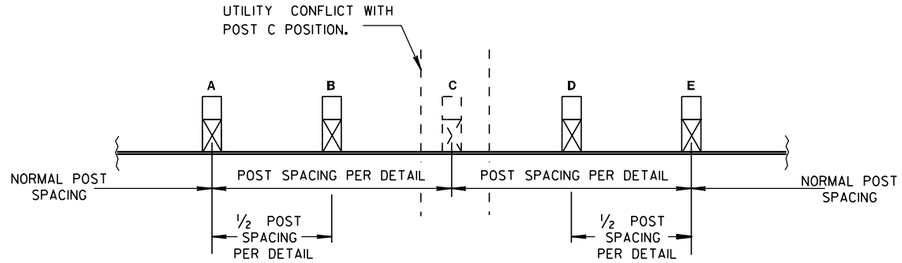


POST BOLT AND RECESS NUT

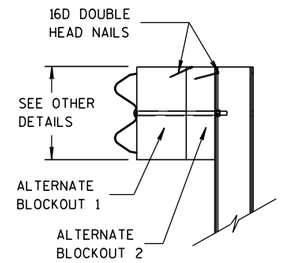


PLAN VIEW

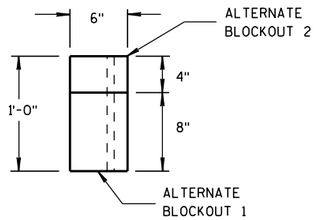
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/15/2011
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

FHWA

351

ENT

6

S.D.D. 14 B 42-2c

GENERAL NOTES

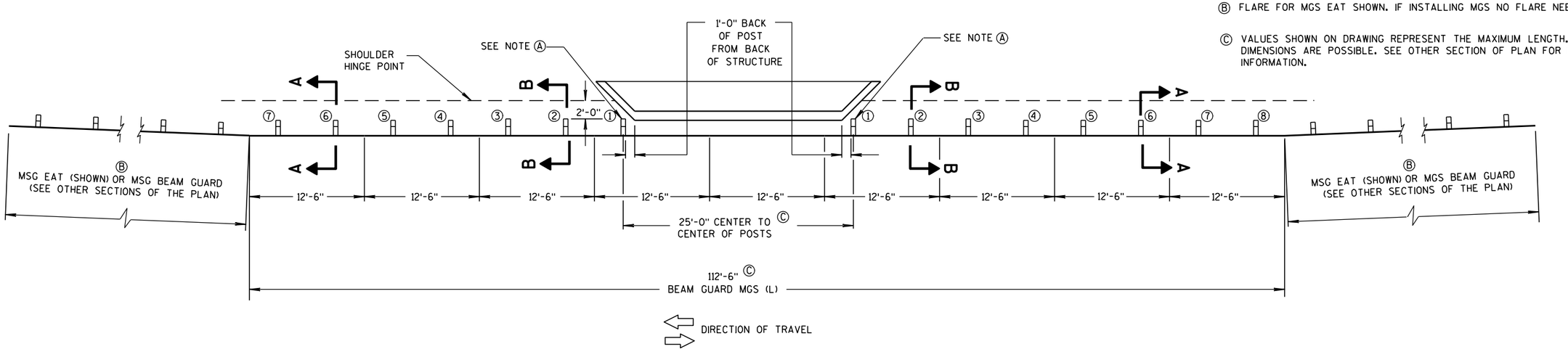
POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

SEE SDD 14 B 42 FOR MORE DETAILS.

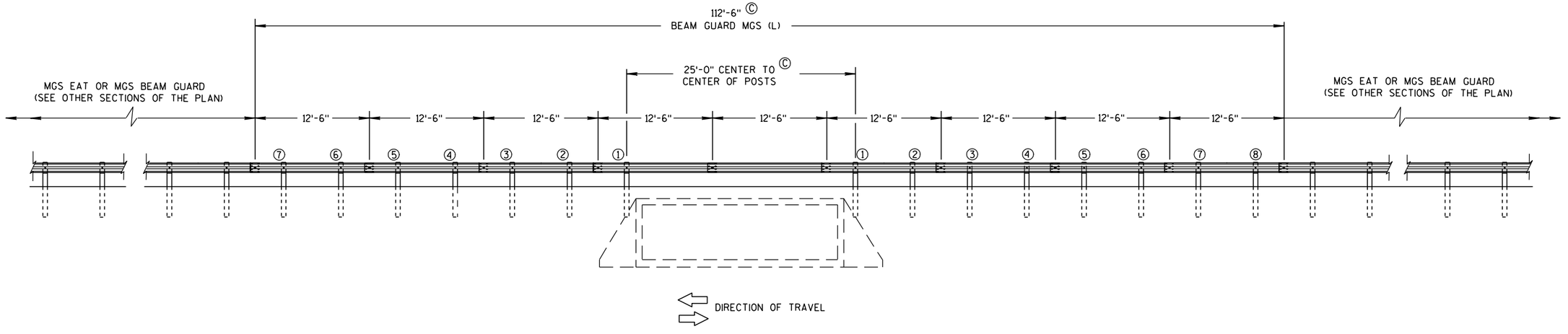
Ⓐ THE MINIMUM OFFSET FROM BACK OF POST TO BACK OF STRUCTURE IS ZERO. LARGER OFFSETS ARE ACCEPTABLE.

Ⓑ FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

Ⓒ VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	

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S.D.D. 14 B 43-2a

GENERAL NOTES

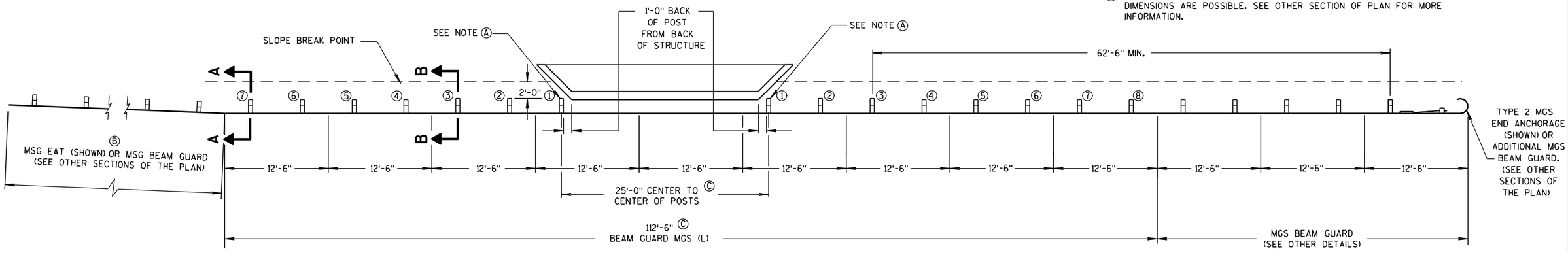
POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

SEE SDD 14 B 42 FOR MORE DETAILS.

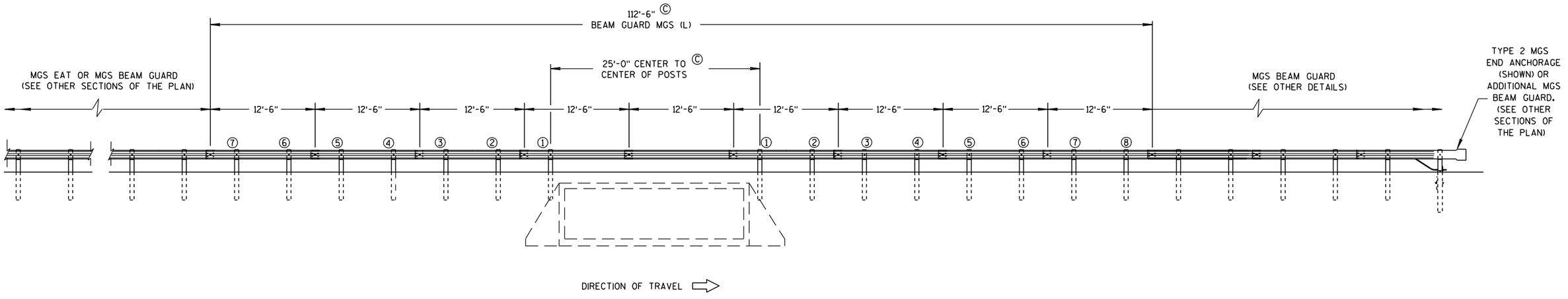
Ⓐ THE MINIMUM OFFSET FROM BACK OF POST TO BACK OF STRUCTURE IS ZERO. LARGER OFFSETS ARE ACCEPTABLE.

Ⓑ FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

Ⓒ VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



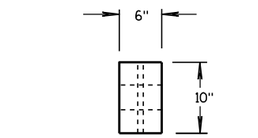
ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

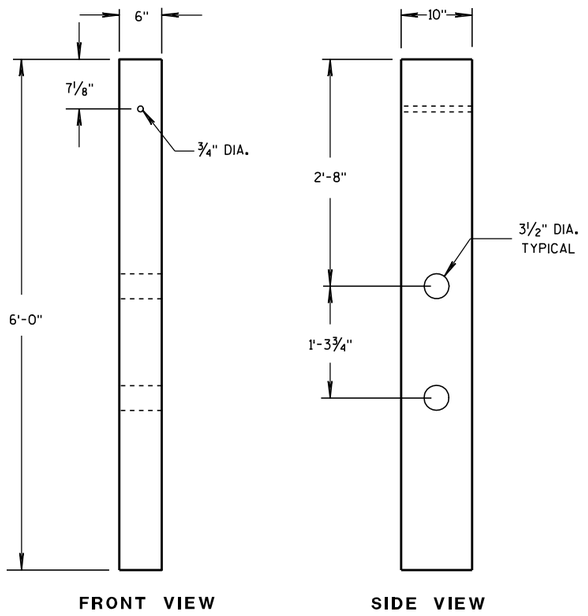
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	

6

S.D.D. 14 B 43-2b

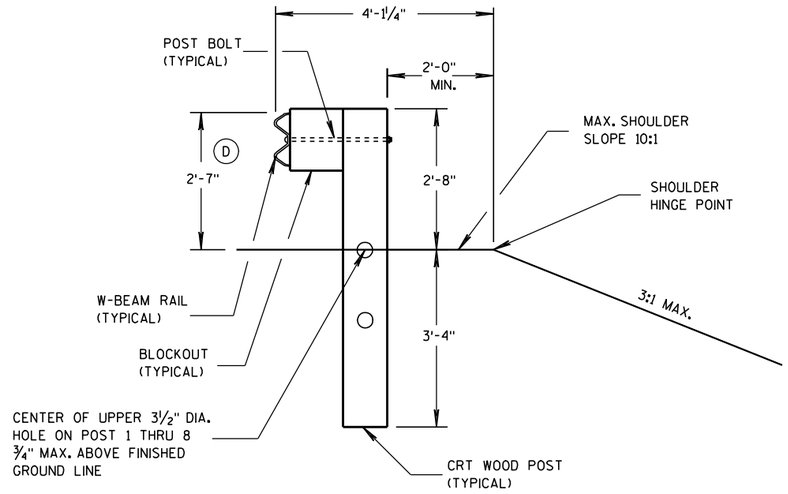


PLAN VIEW



FRONT VIEW SIDE VIEW

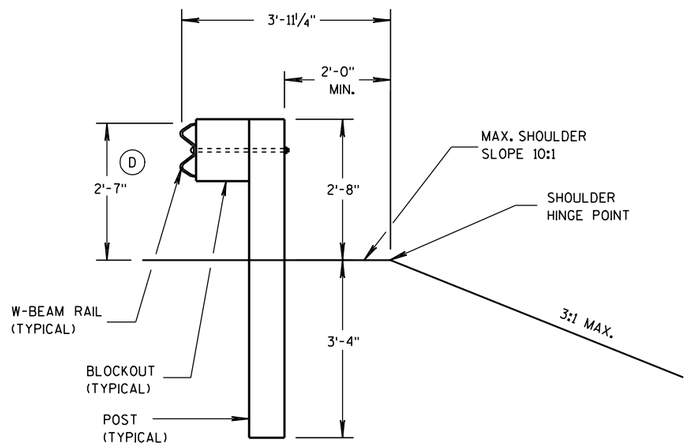
CRT WOOD POST



SECTION B-B

POSTS NO. 1-3

SEE OTHER DETAILS



SECTION A-A

POSTS NO. 4-8

SEE OTHER DETAILS

GENERAL NOTES

(D) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

354

FHWA

ENT

6

S.D.D. 14 B 43-2c

6

S.D.D. 14 B 43-2c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE EXTENDED VEHICLE RUNOUT PATH (EVRP), THE HINGE POINT LINE (HPL),AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) SHEETING IS ATTACHED TO 0.040 ALUMINUM SHEET AND ATTACHED TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER OF E.A.T.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

SEE SDD 14B42 FOR MORE INFORMATION.

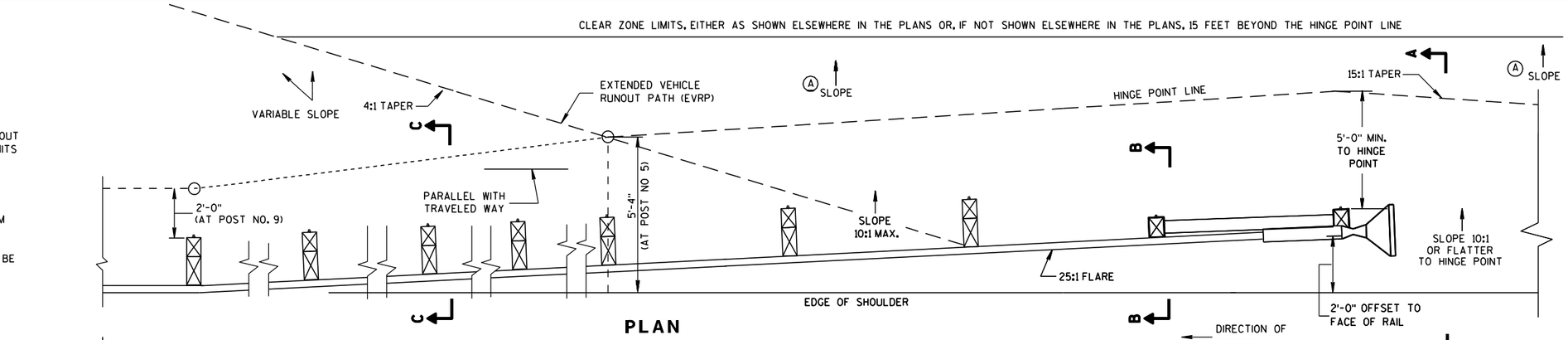
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

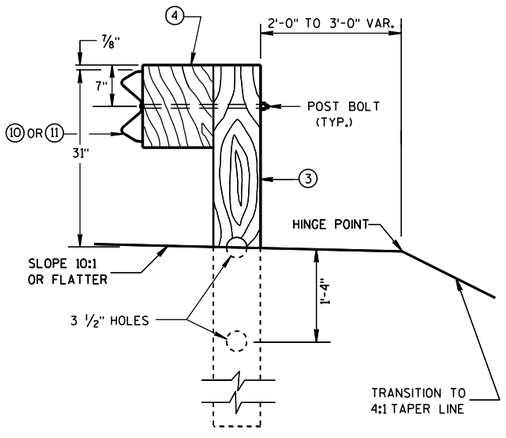
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

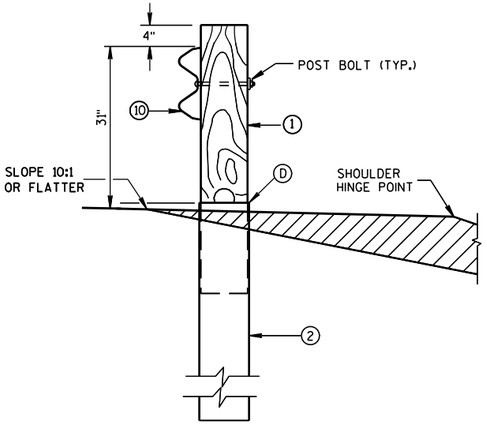
PATTERN AND COLORS ON REFLECTIVE SHEETING TYPE H ARE TO CONFORM TO OM3-L OR OM3-R OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE (± ¾")

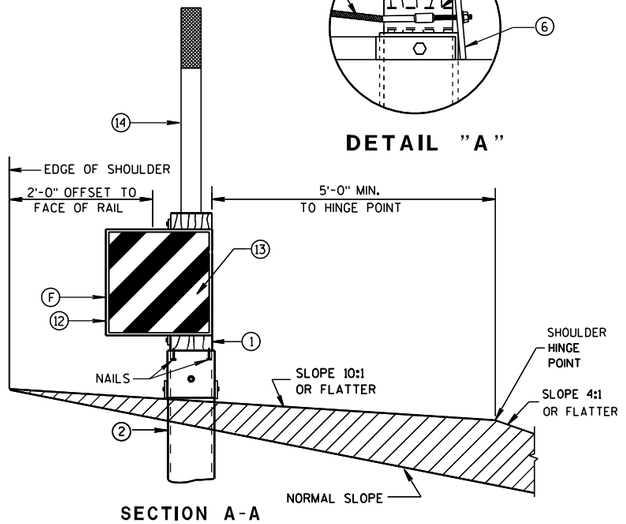




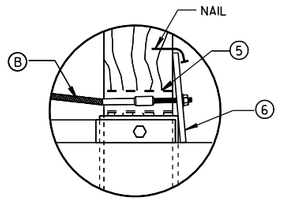
SECTION C-C
TYPICAL AT POST NOS. 3-9



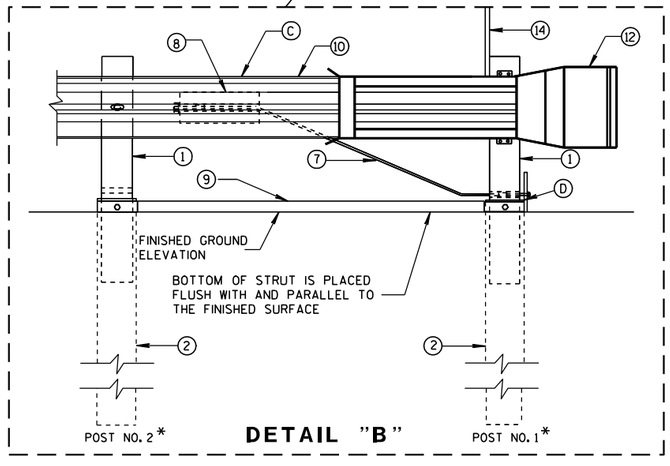
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



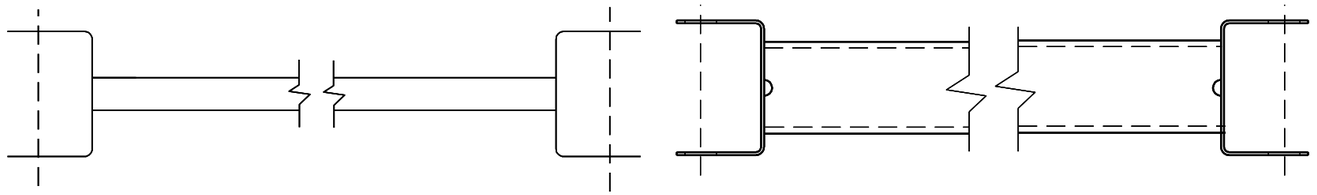
DETAIL "B"

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 44-1a

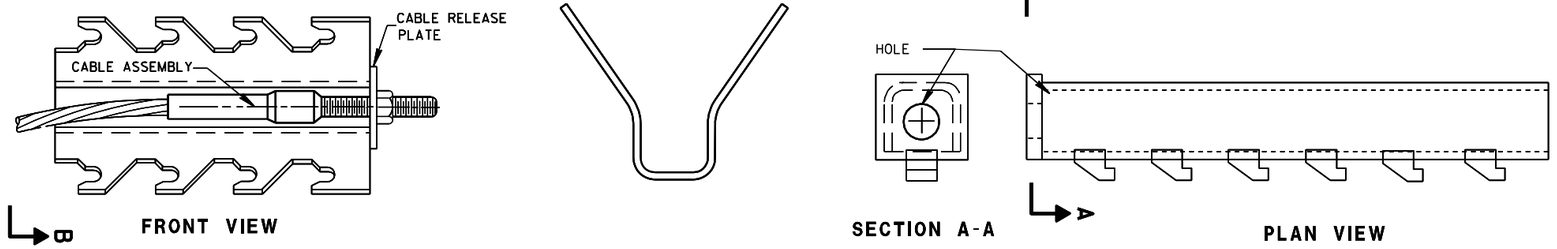
6



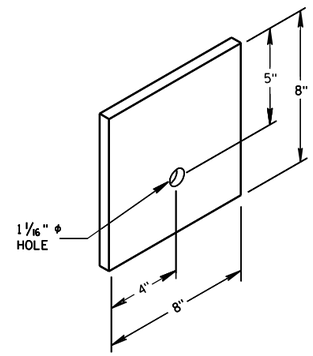
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE H (ONLY THE SHEETING IS SUPPLIED BY THE MANUFACTURER)
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)



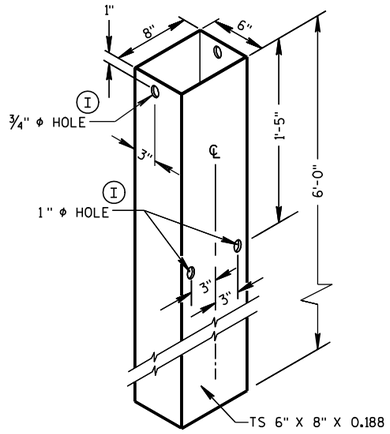
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

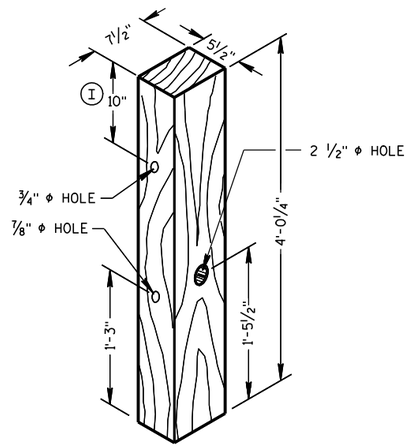
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 44-1b

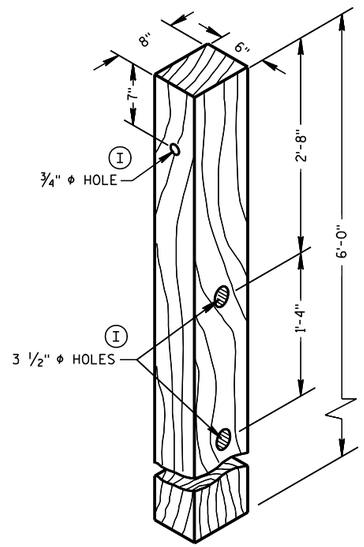


FOUNDATION TUBE (2)



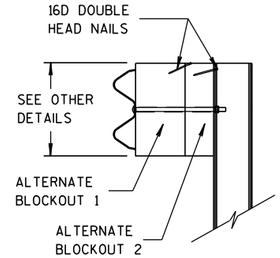
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

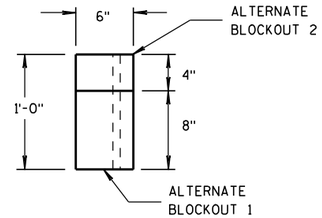


POSTS NUMBER 3-9

WOOD CRT POST (3)

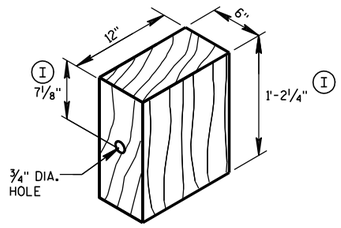


SIDE VIEW



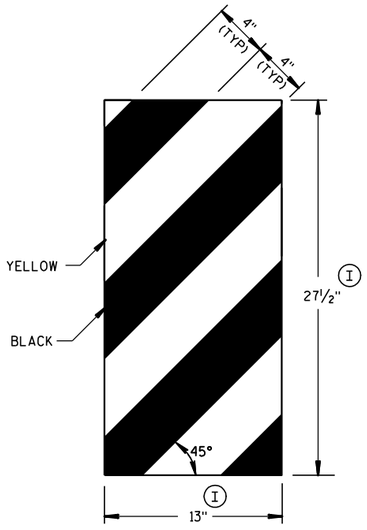
TOP VIEW

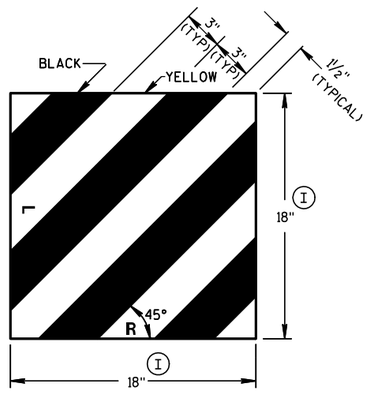
ALTERNATE WOOD BLOCKOUT DETAIL



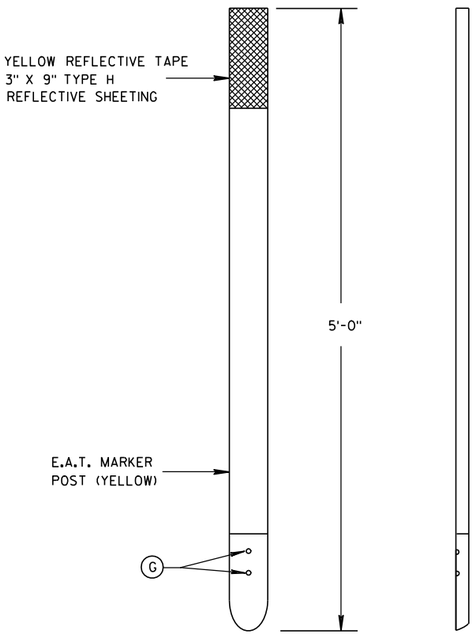
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



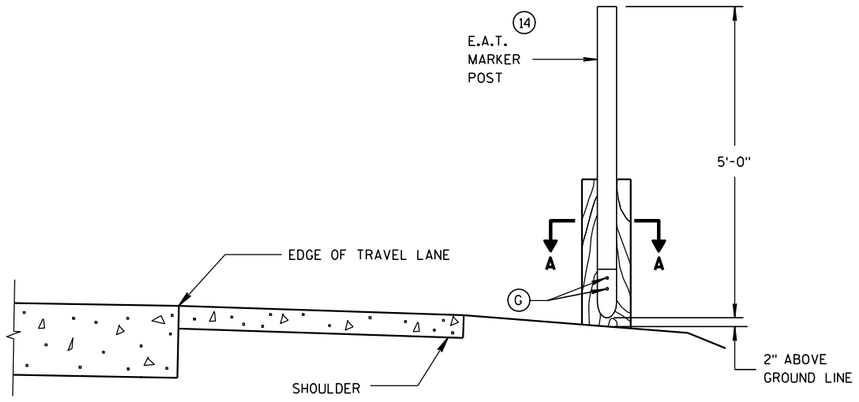


GENERIC REFLECTIVE SHEETING (13) (H)



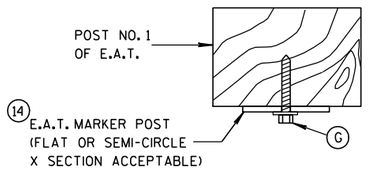
FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

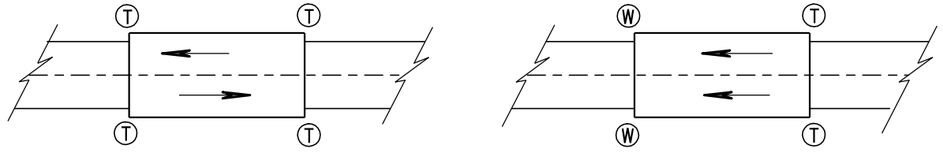
APPROVED
5/23/2011 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS 357 ENGINEER
FHWA

6

S.D.D. 14 B 44-1c

6

S.D.D. 14 B 44-1c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

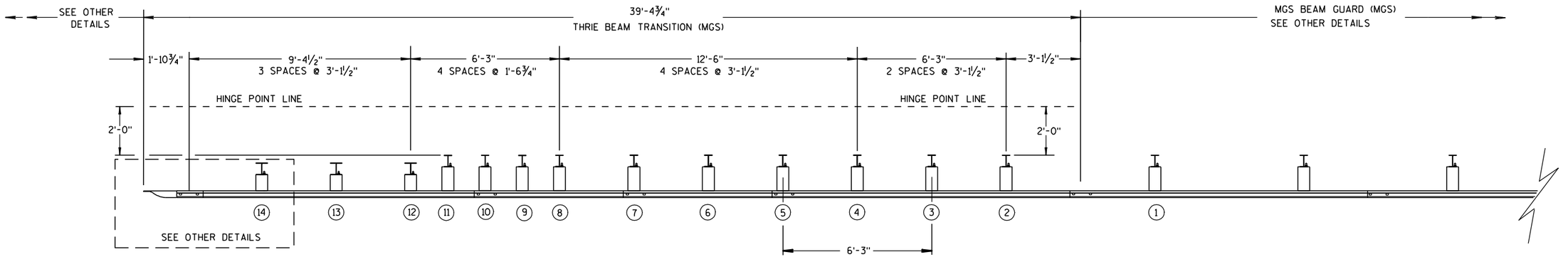
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED DURING EXCAVATION, SEE STANDARD DETAIL DRAWING 14 B 42.

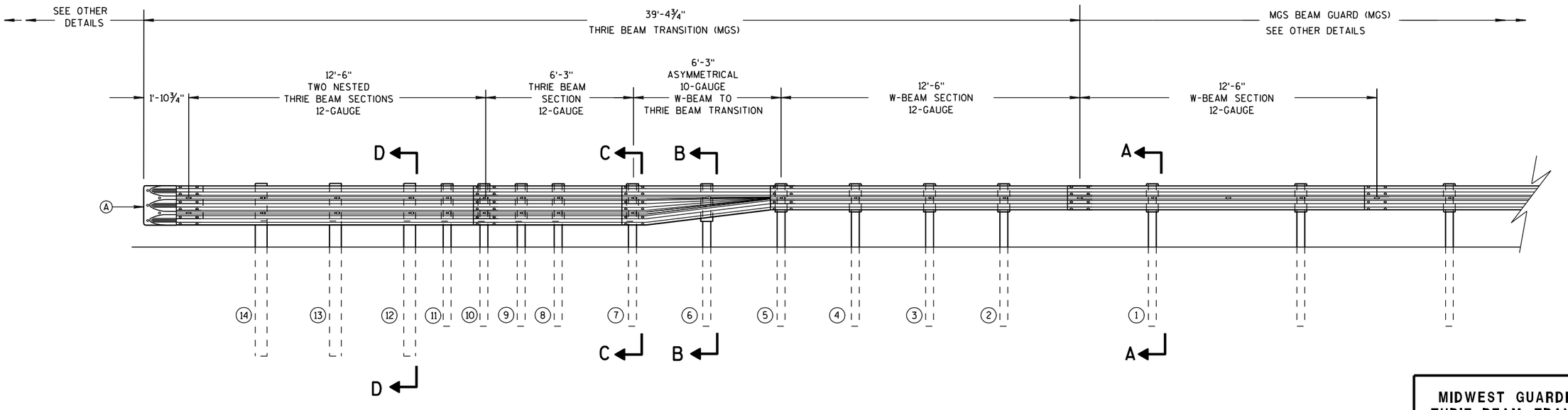
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

(A) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

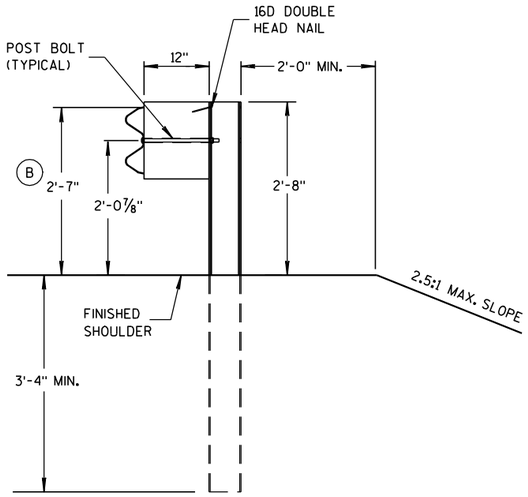
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 45-2a

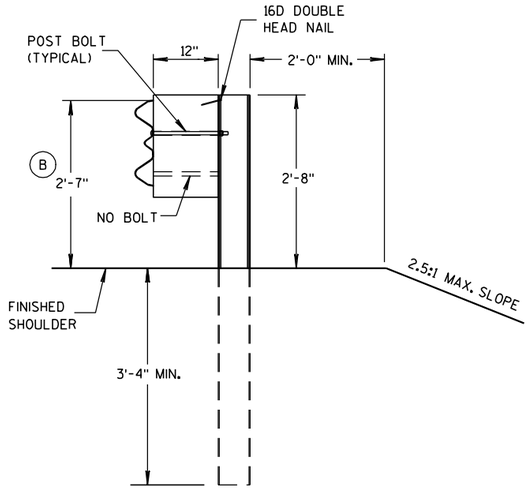
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



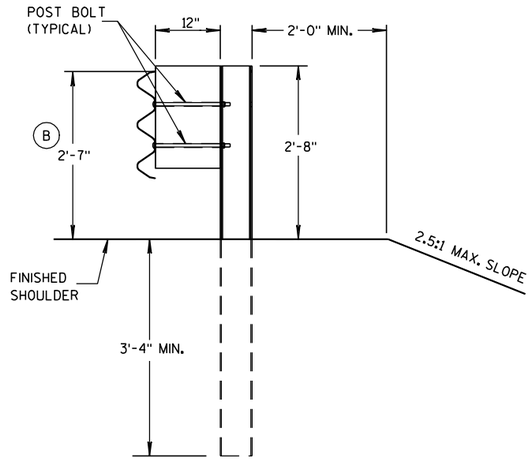
SECTION A-A

POSTS 1-5



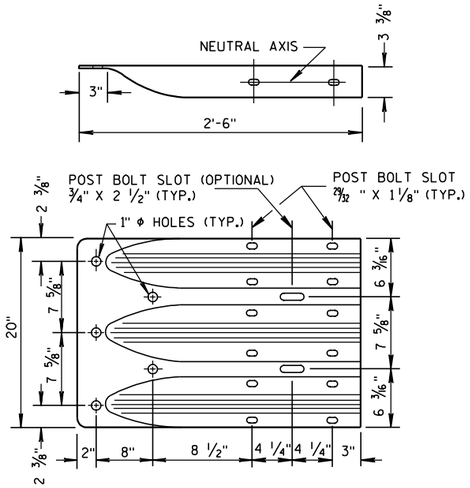
SECTION B-B

POST 6

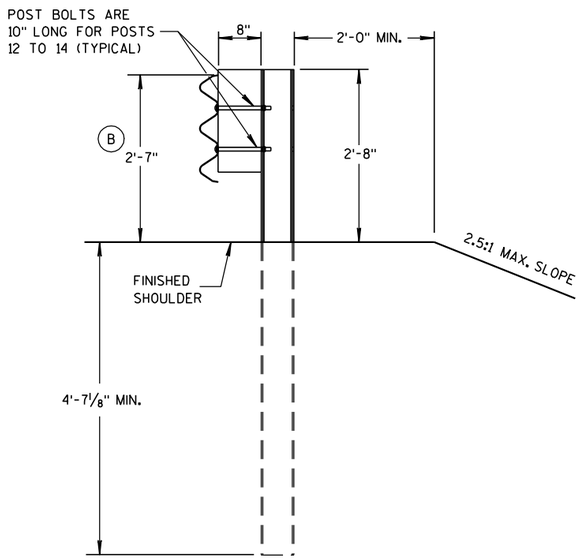


SECTION C-C

POSTS 7-11

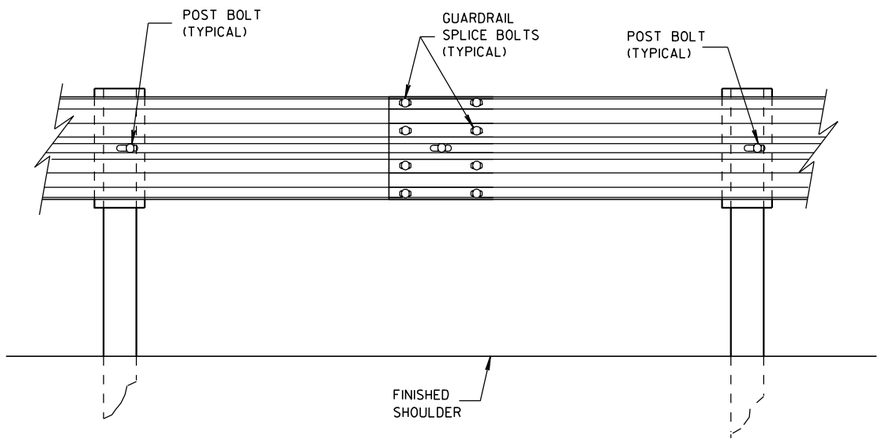


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-14



SPLICE DETAIL

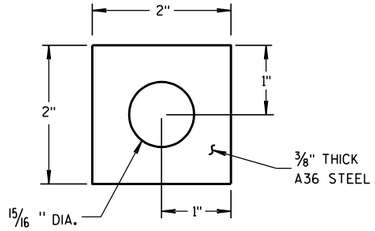
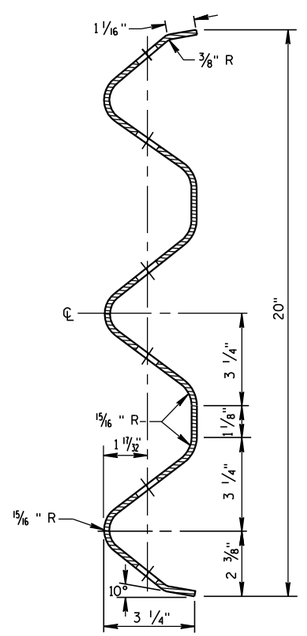


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

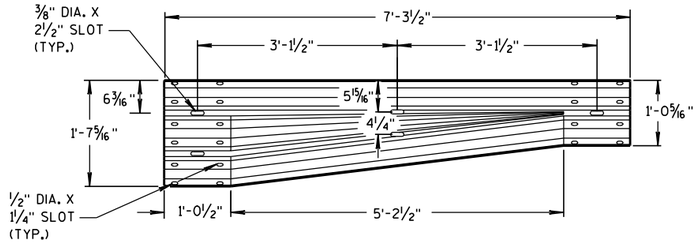
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

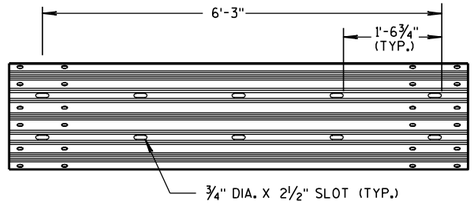
S.D.D. 14 B 45-2b

6

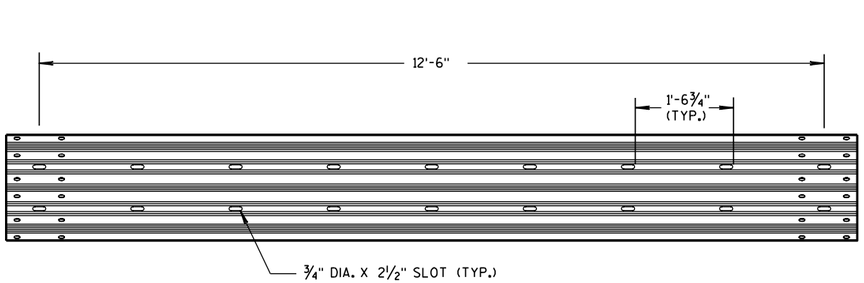
S.D.D. 14 B 45-2b



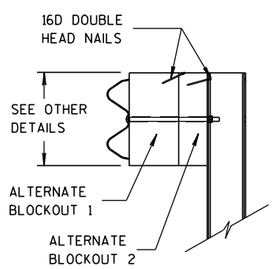
W-BEAM TO THRIE BEAM TRANSITION SECTION



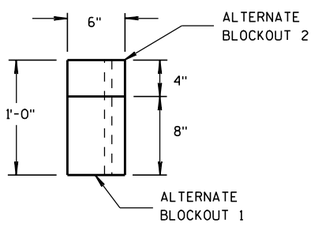
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

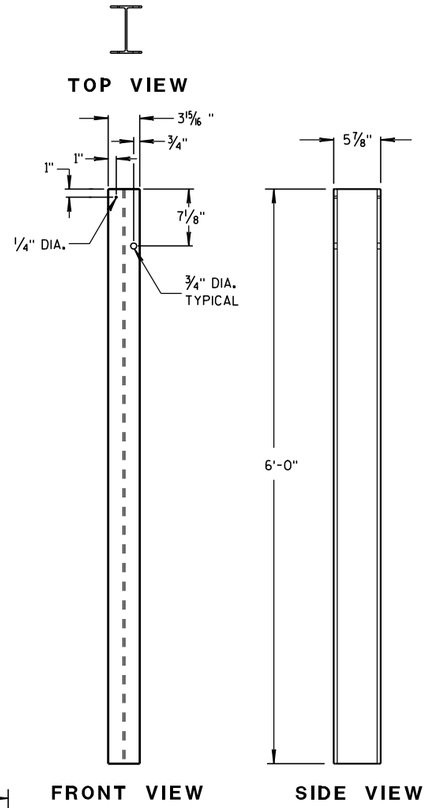


SIDE VIEW

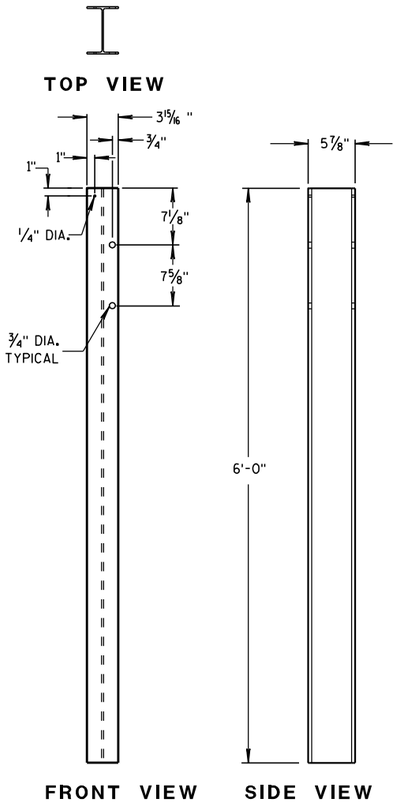


TOP VIEW

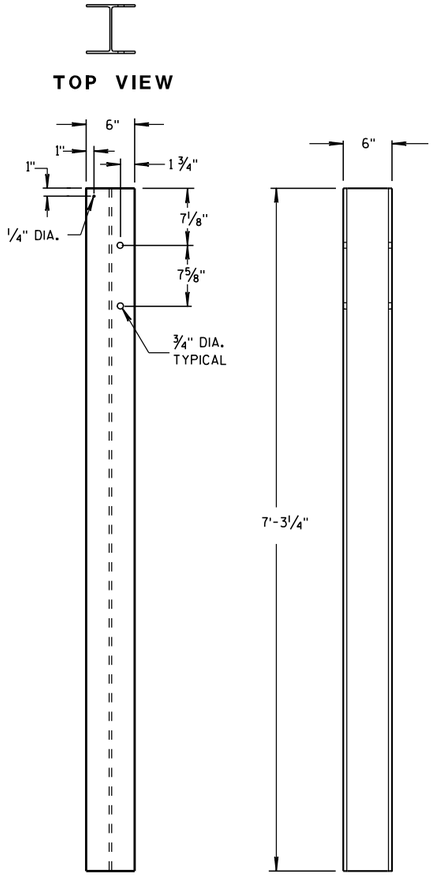
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

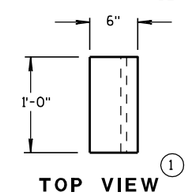


STEEL POSTS 6-11

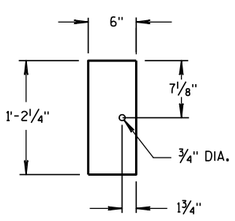


STEEL POSTS 12-14

1 WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

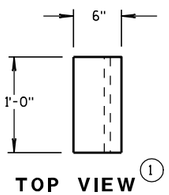


TOP VIEW (1)

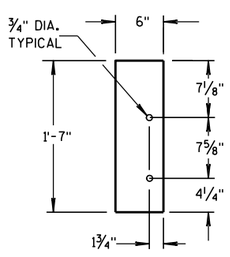


FRONT VIEW

BLOCKOUT POSTS 1-5

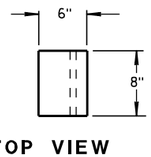


TOP VIEW (1)

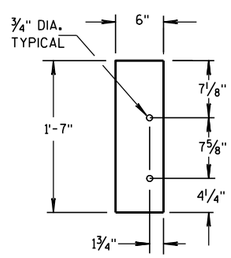


FRONT VIEW

BLOCKOUT POSTS 6-11



TOP VIEW



FRONT VIEW

BLOCKOUT POSTS 12-14

STEEL POST SIZES

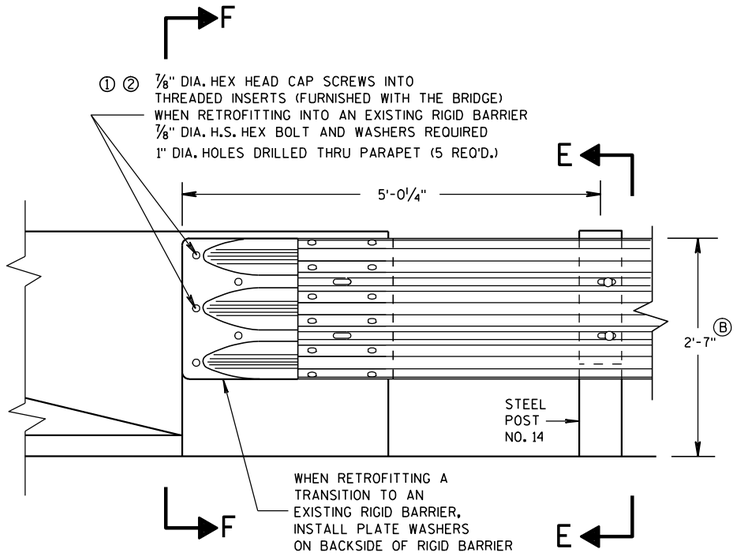
POST NUMBER	SECTION TYPE	LENGTH
1	W6x9	72"
2	W6x9	72"
3	W6x9	72"
4	W6x9	72"
5	W6x9	72"
6	W6x9	72"
7	W6x9	72"
8	W6x9	72"
9	W6x9	72"
10	W6x9	72"
11	W6x9	72"
12	W6x15	87 1/8"
13	W6x15	87 1/8"
14	W6x15	87 1/8"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

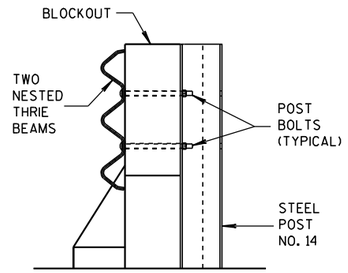
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 45-2c



FRONT VIEW



SECTION E-E

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

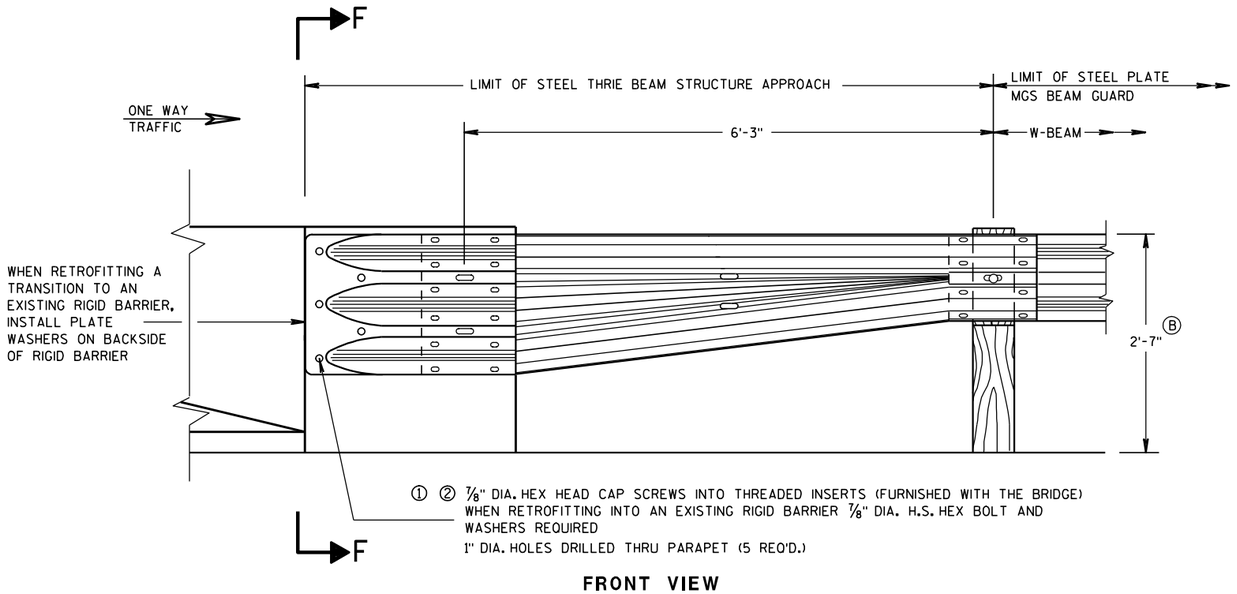
① INCLUDE THE PAYMENT FOR DRILLING BOLT HOLES THROUGH THE PARAPET, AND ALL BOLTS, NUTS AND WASHERS IN THE ITEM "STEEL THRIE BEAMSTRUCTURAL APPROACH".

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

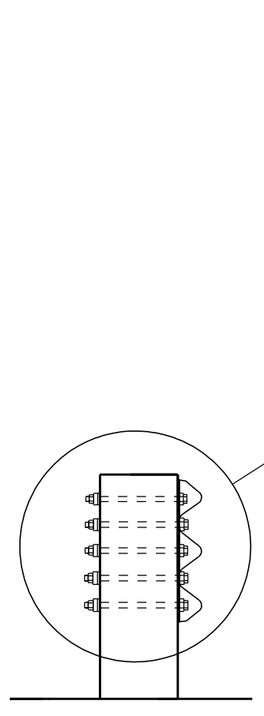
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

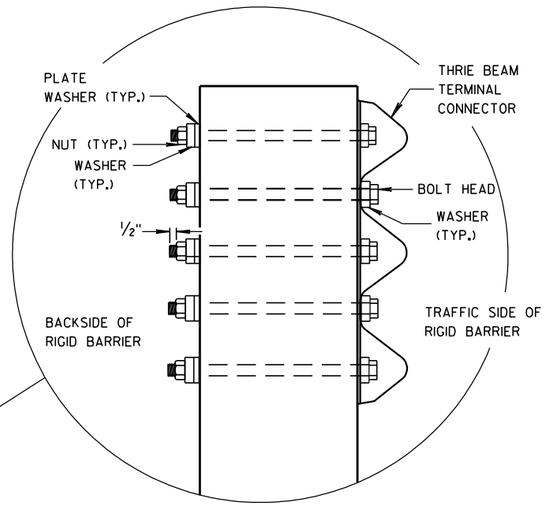
THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



FRONT VIEW



SECTION F-F



W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/8/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

GENERAL NOTES

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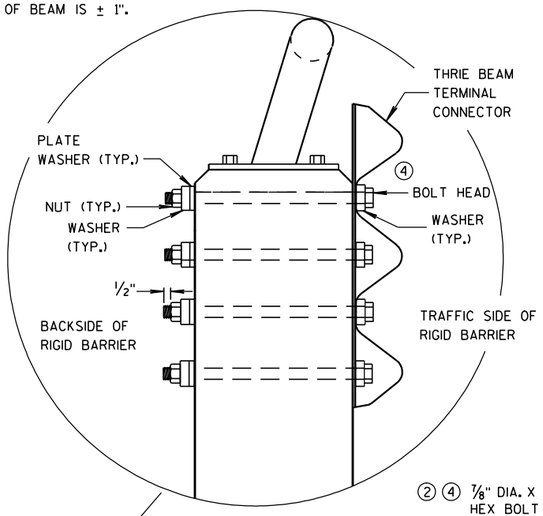
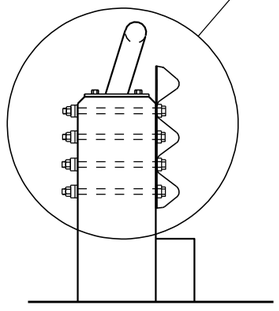
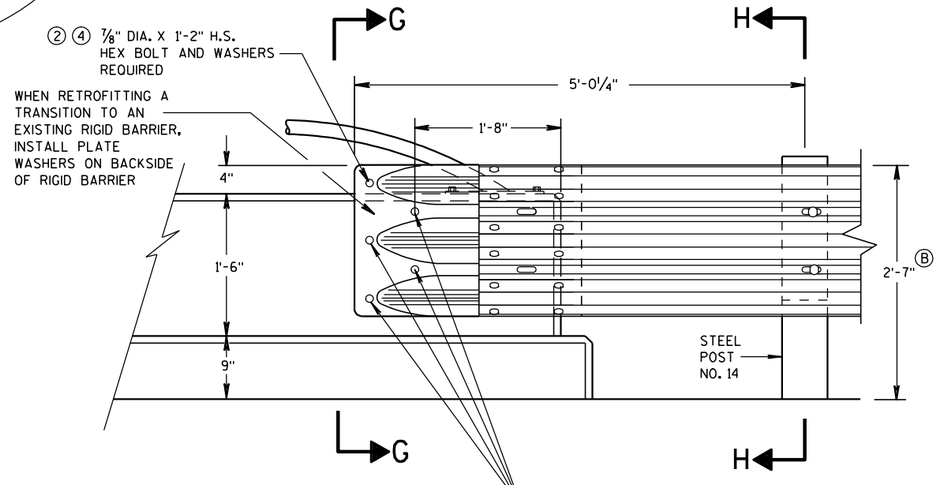
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

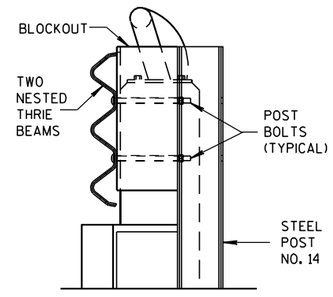




SECTION G-G

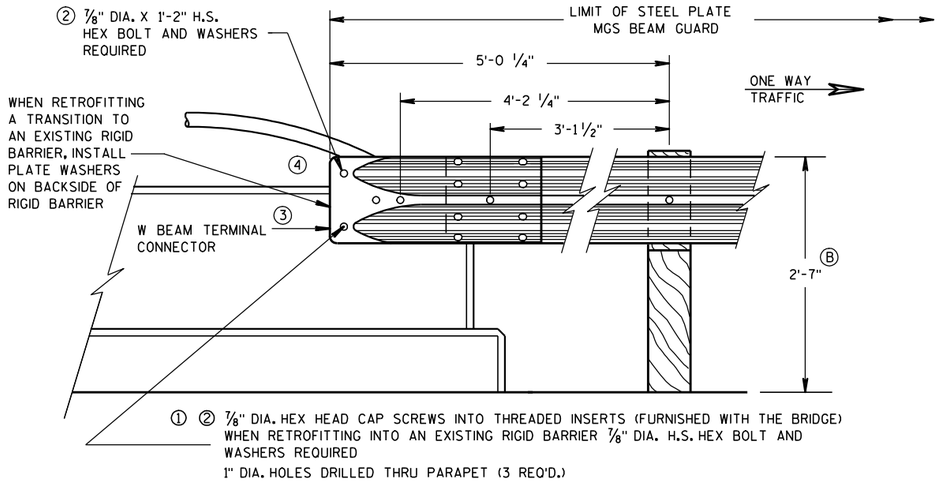


FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2-8-2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible] ENGINEER

FHWA

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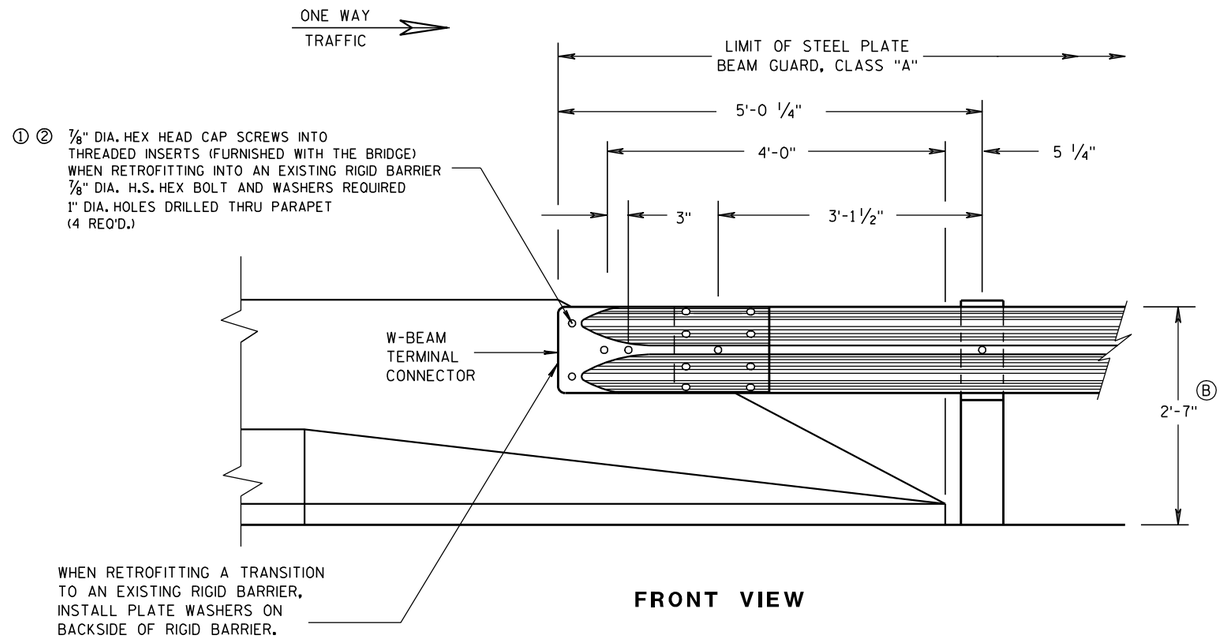
S.D.D. 14 B 45-2e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

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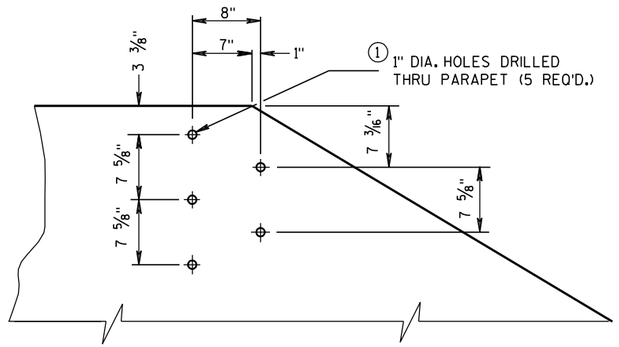
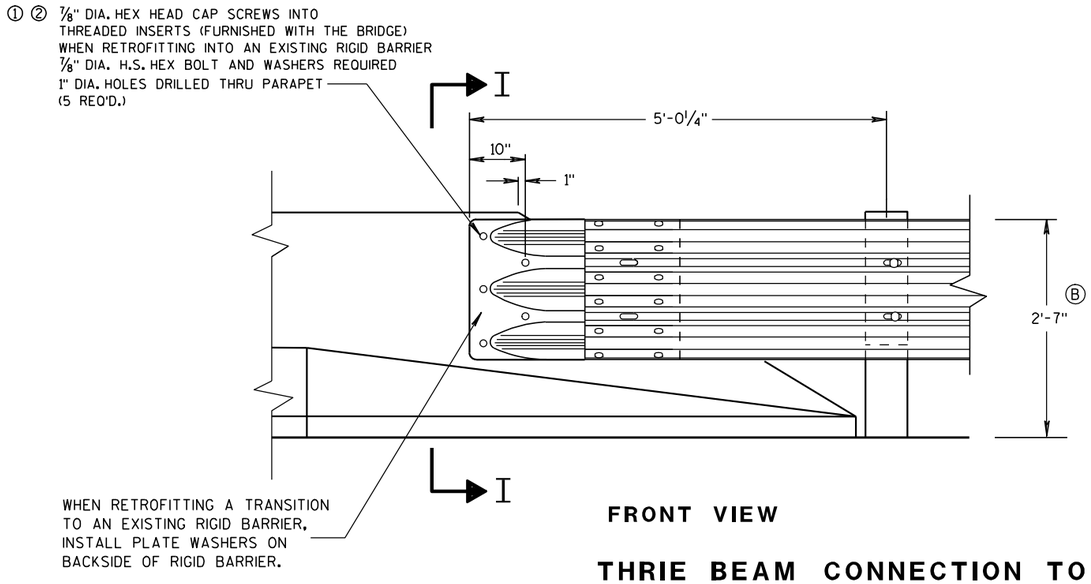
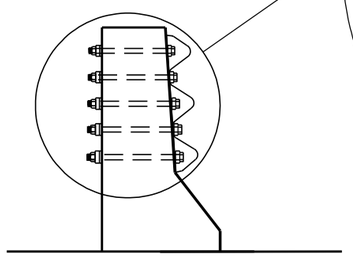
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



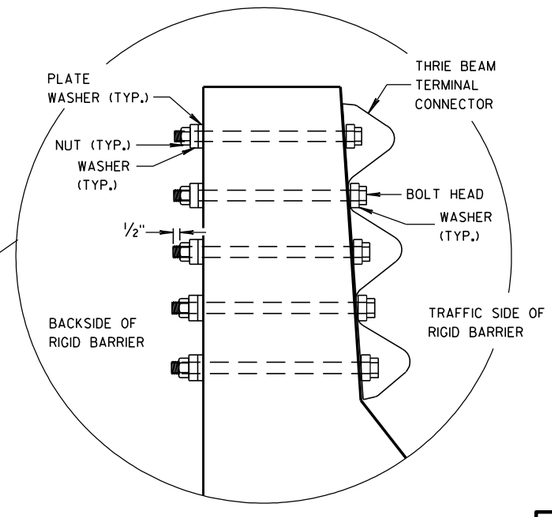
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2-8-2012 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

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S.D.D. 14 B 45-2f

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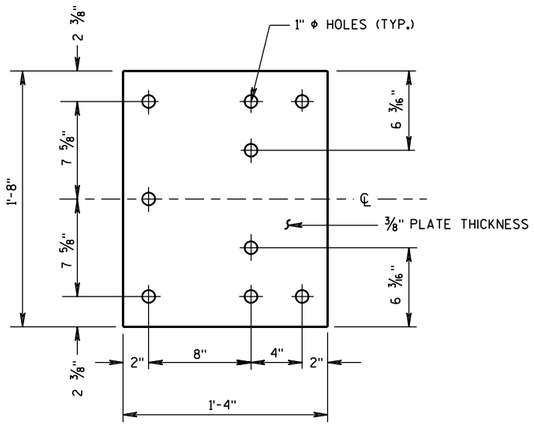
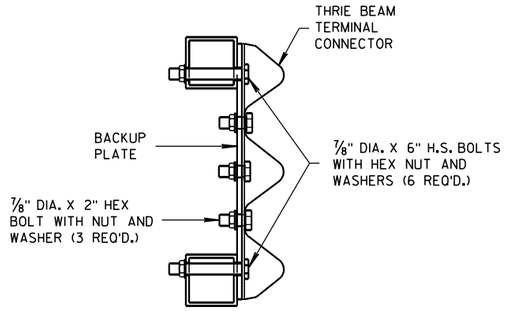
S.D.D. 14 B 45-2f



BACK-UP PLATE DETAIL

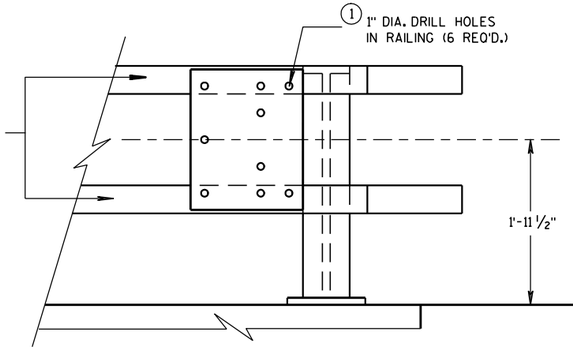


SECTION J-J

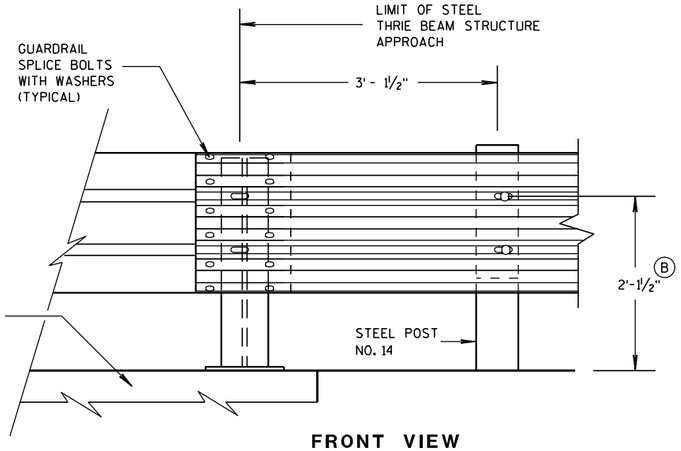
GENERAL NOTES

(1) INCLUDE THE PAYMENT FOR DRILLING HOLES IN RAILING IN THE ITEM "STEEL THRIE BEAM STRUCTURE APPROACH".

(B) TOLERANCE FOR TOP OF BEAM IS ± 1".

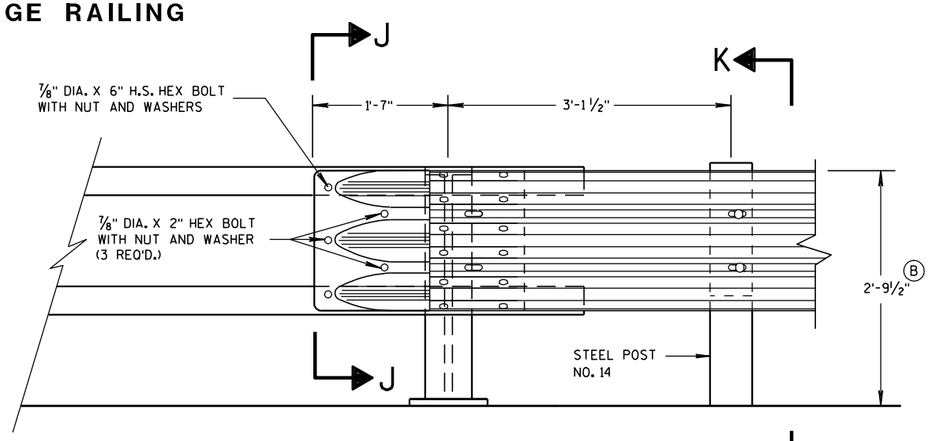


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

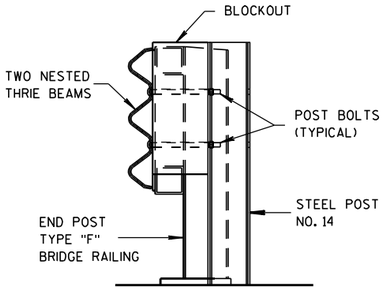


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-8-2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible] ENGINEER
FHWA

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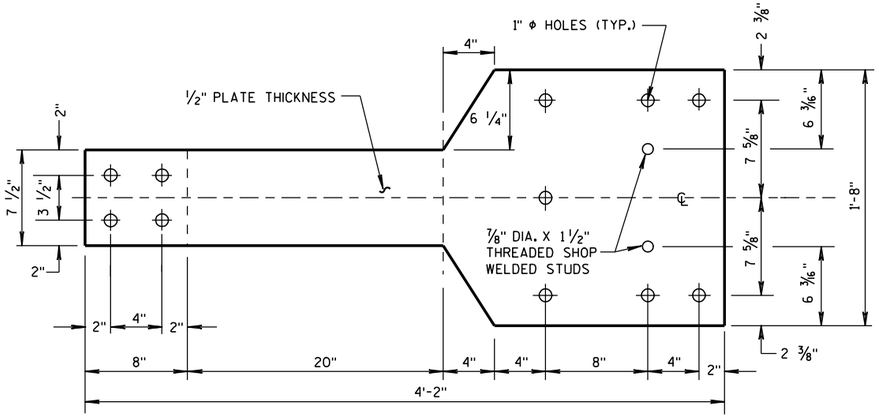
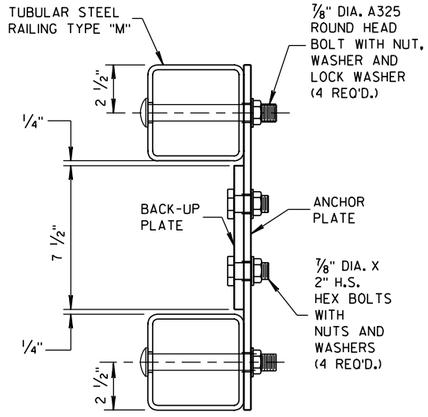
S.D.D. 14 B 45-2g

GENERAL NOTES

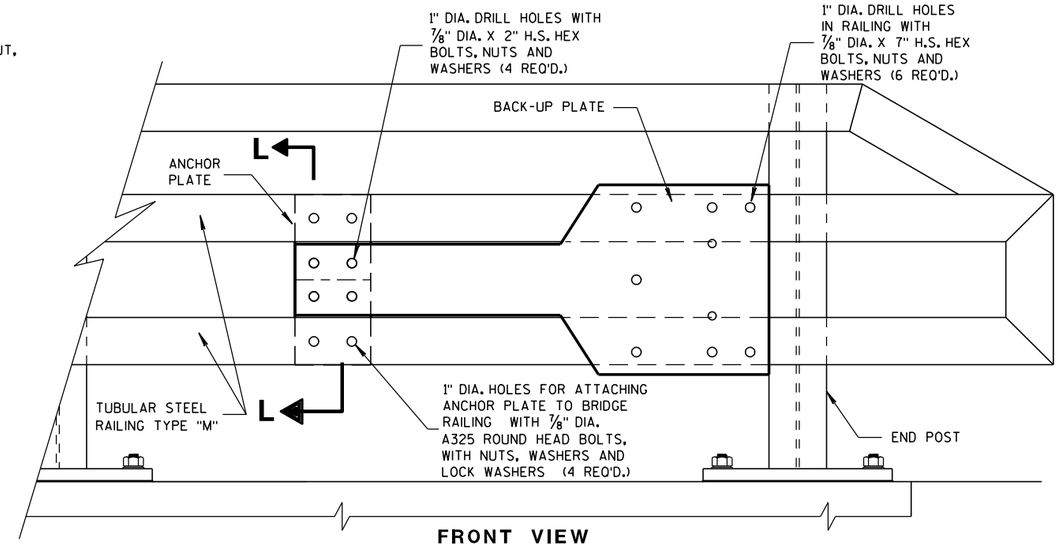
(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



FRONT VIEW

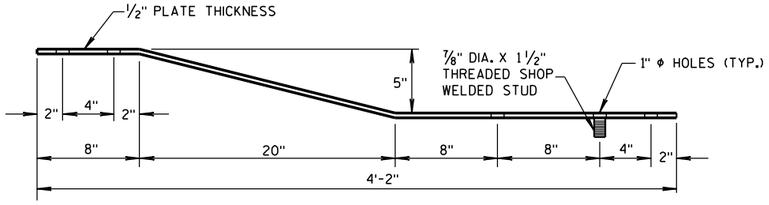


SECTION L-L



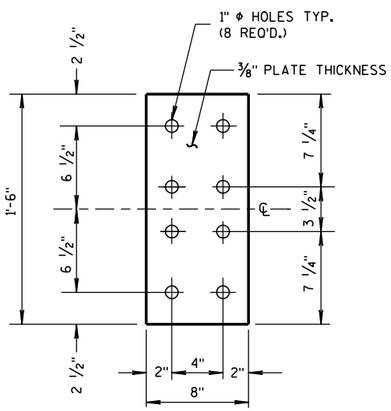
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



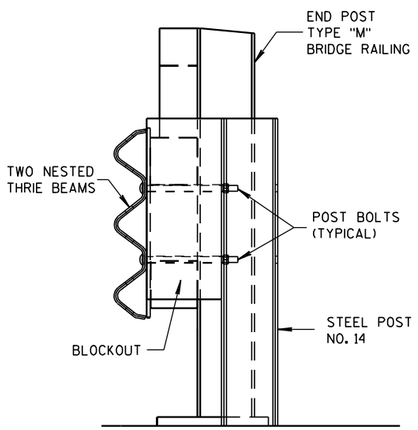
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

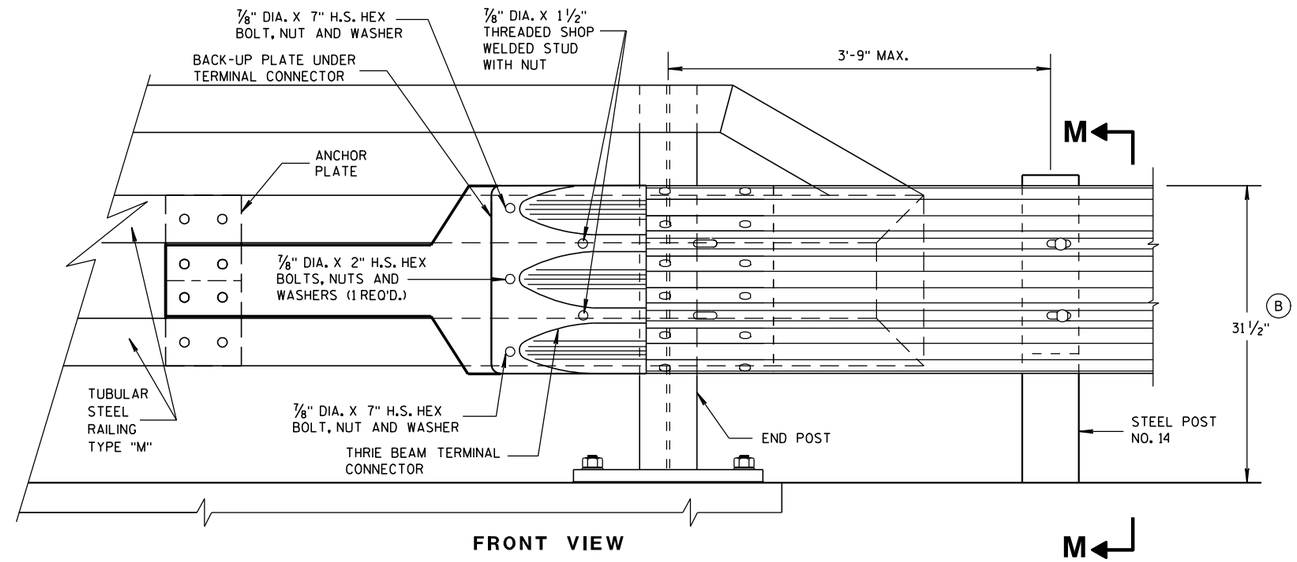


FRONT VIEW

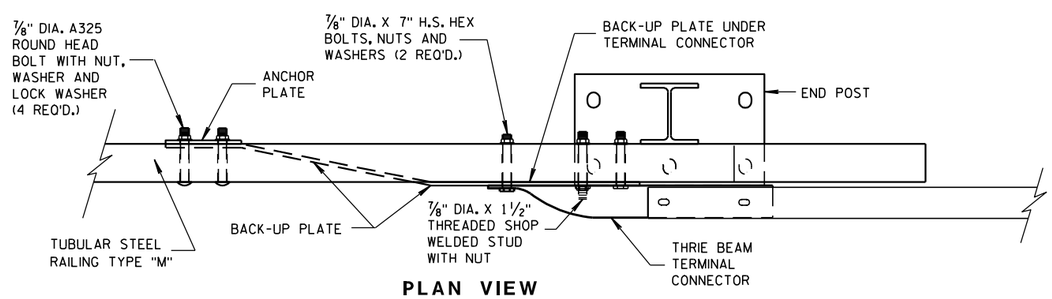
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

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S.D.D. 14 B 45-2h

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

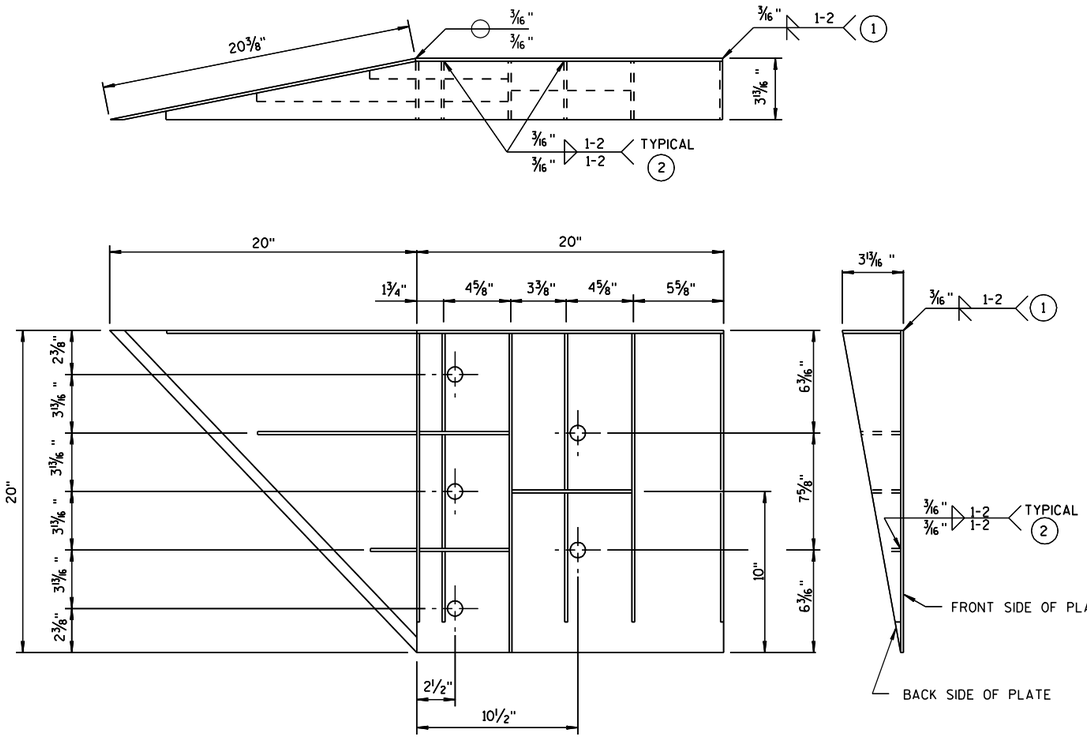
APPROVED

2-8-2012 DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

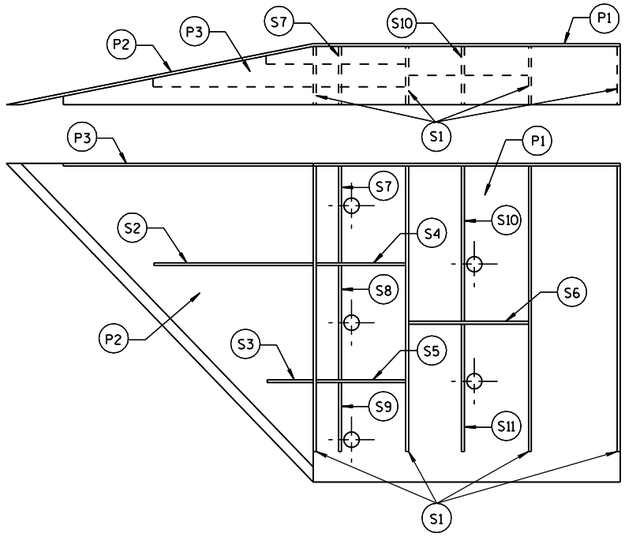
365

FHWA



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)



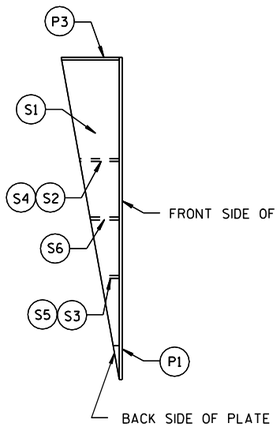


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(1) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(2) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-8-2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
366
FHWA

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S.D.D. 14 B 45-2i

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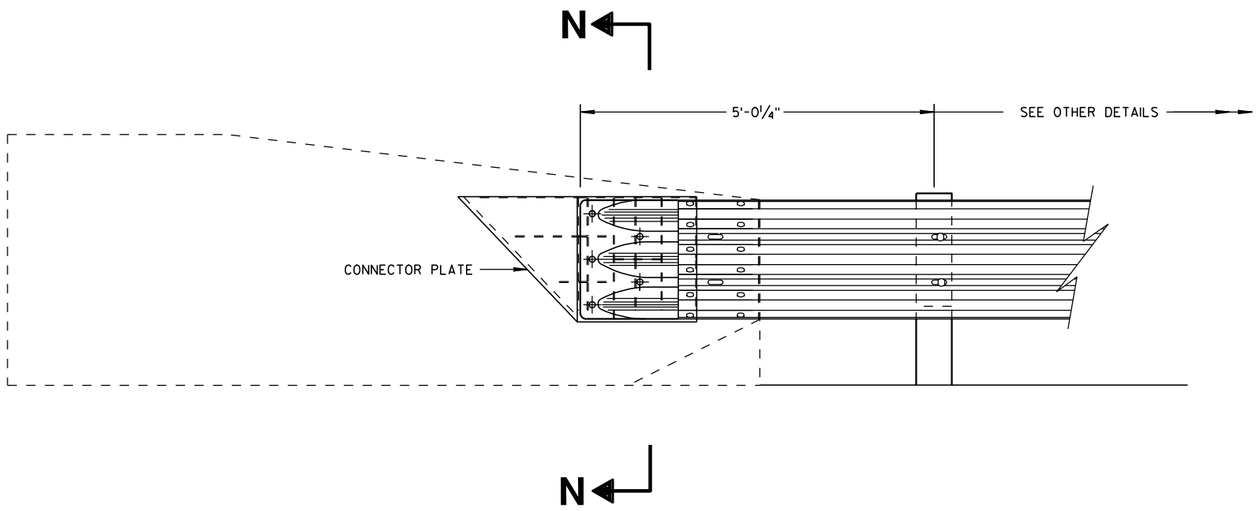
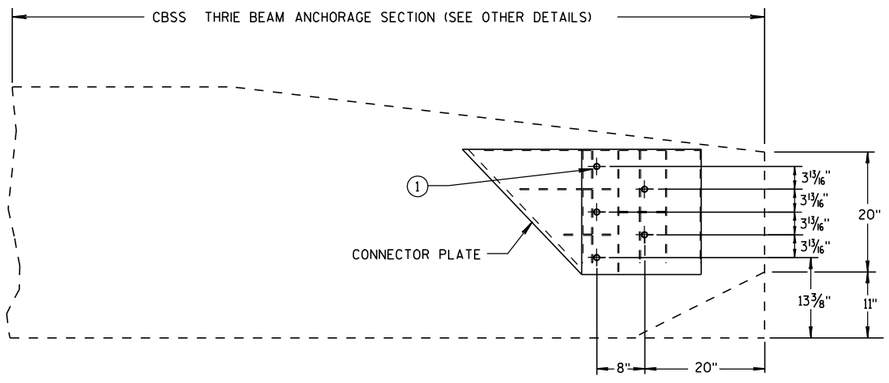
S.D.D. 14 B 45-2i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

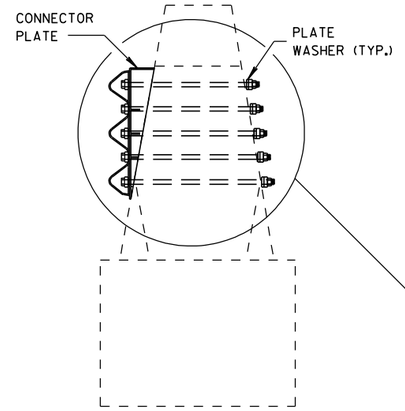


SINGLE SLOPE CONNECTION PLATE PLACEMENT

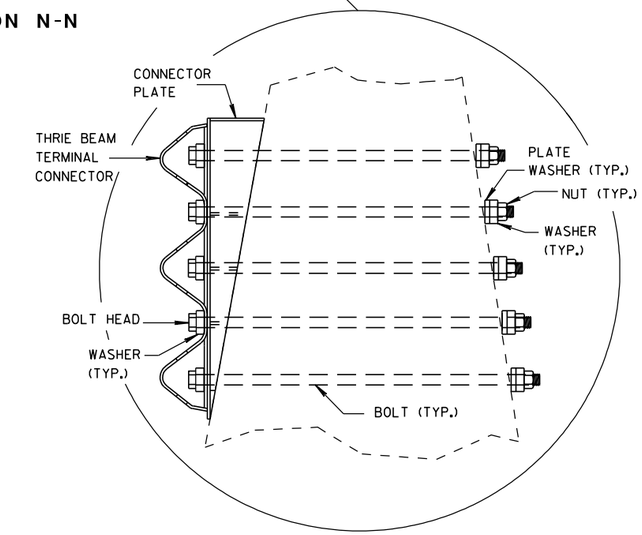
GENERAL NOTES

CONNECTION PLATE INCIDENTAL TO STEEL THRIE BEAM TRANSITION.

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2-8-2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

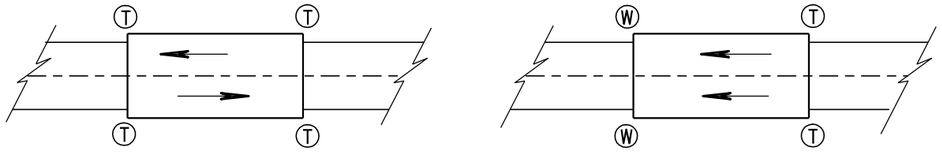
FHWA

6

S.D.D. 14 B 45-2j

6

S.D.D. 14 B 45-2j



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

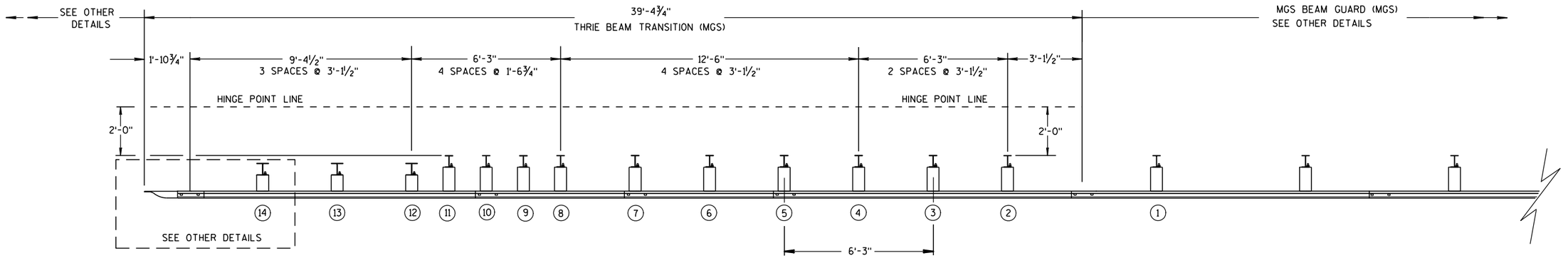
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

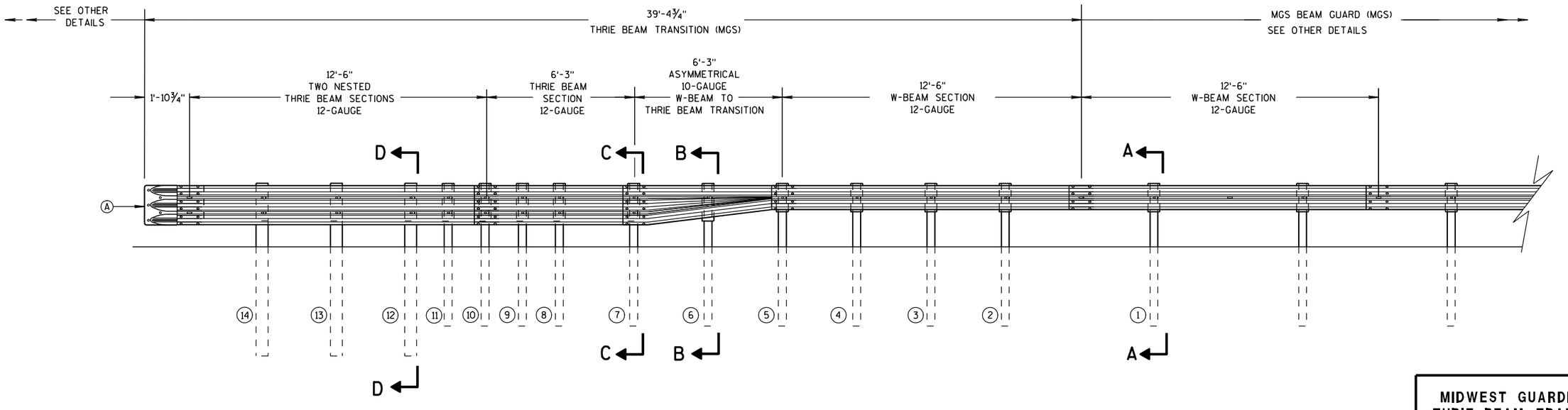
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

Ⓐ BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

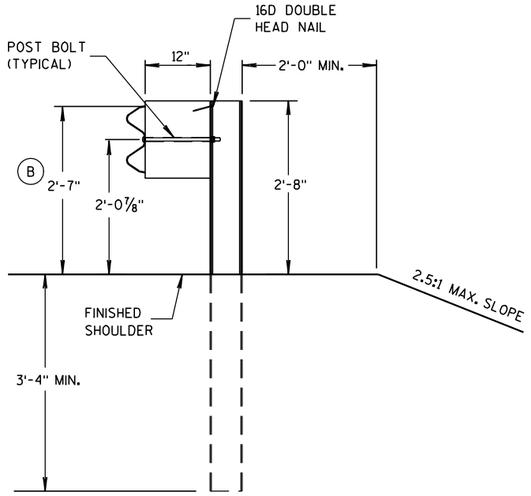
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 45-3a

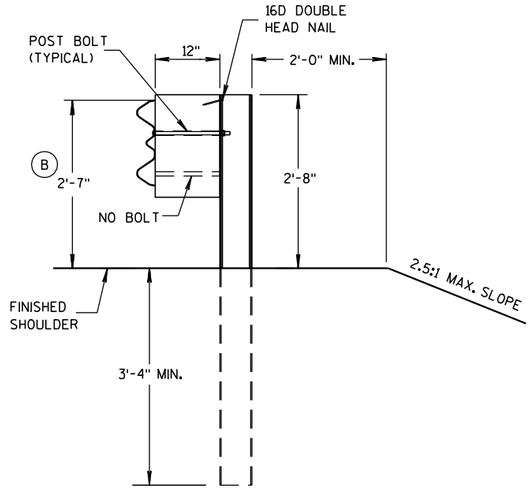
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



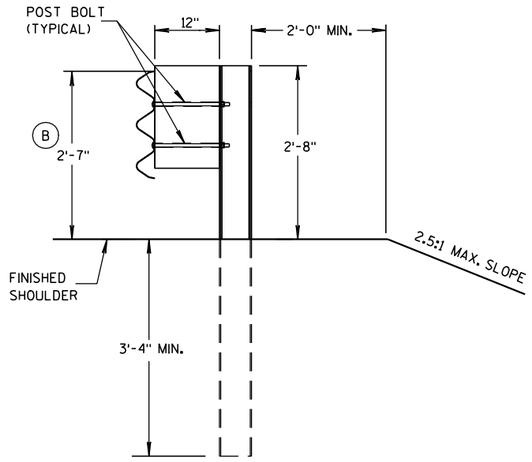
SECTION A-A

POSTS 1-5



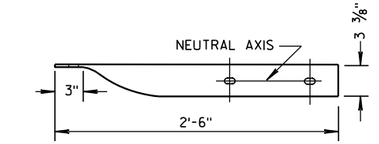
SECTION B-B

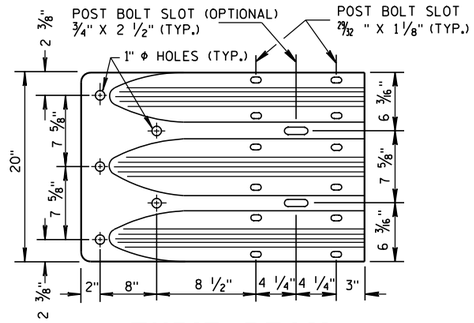
POST 6



SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR

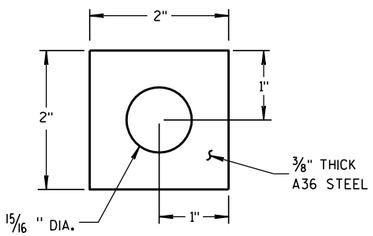
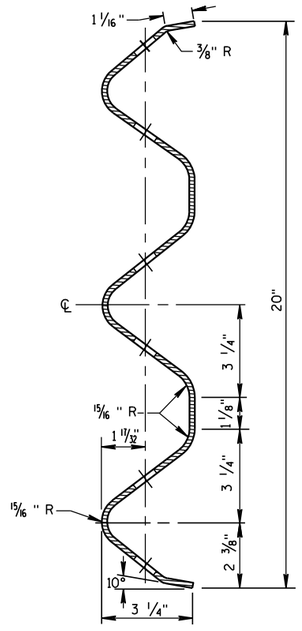
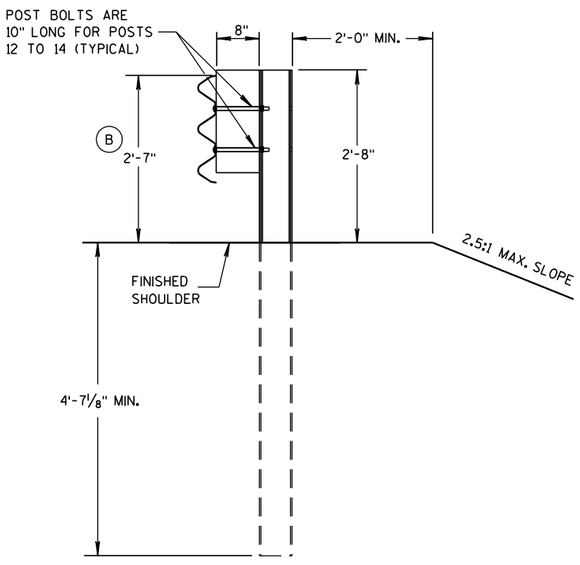


PLATE WASHER DETAIL

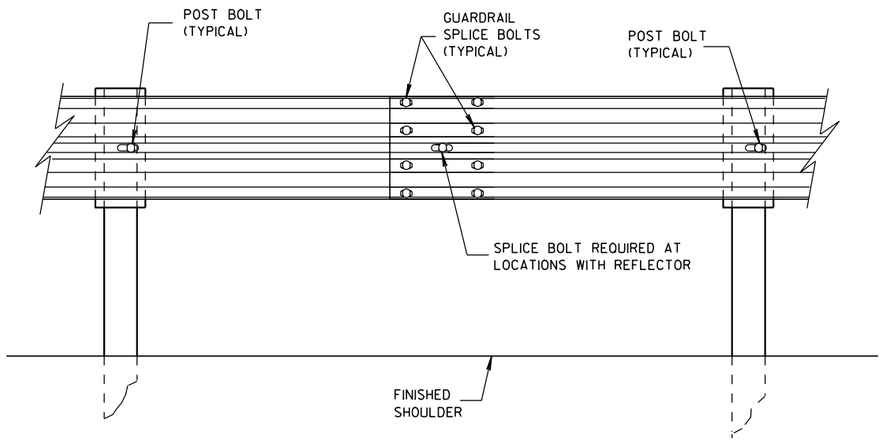


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-14



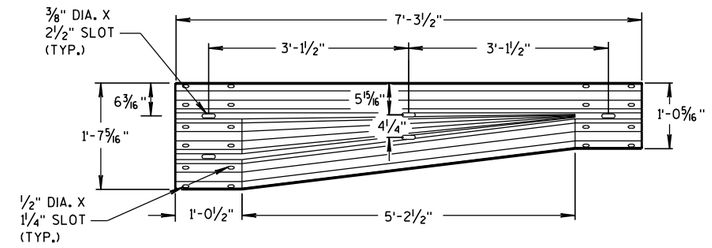
SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

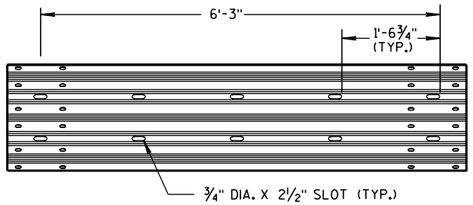
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

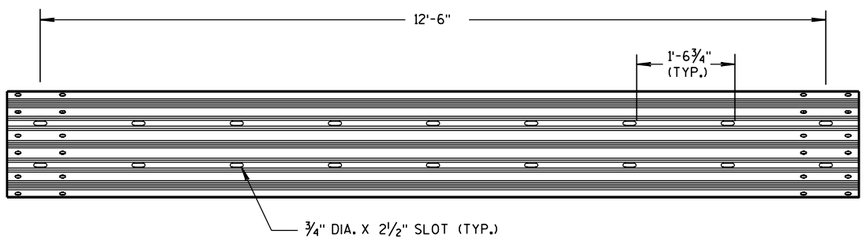
S.D.D. 14 B 45-3b



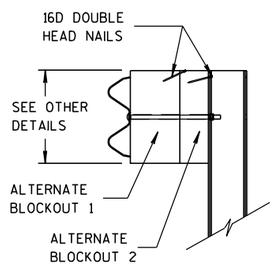
W-BEAM TO THRIE BEAM TRANSITION SECTION



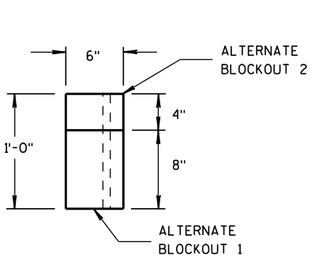
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

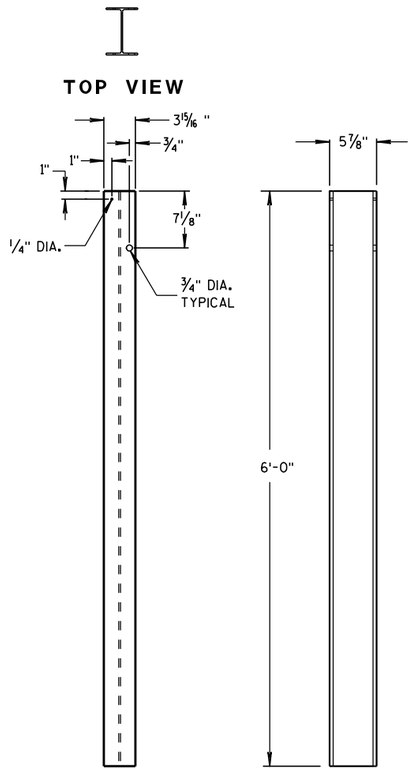


SIDE VIEW

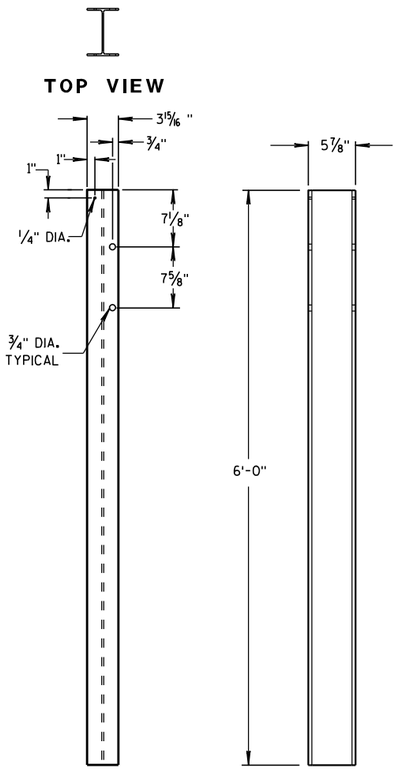


TOP VIEW

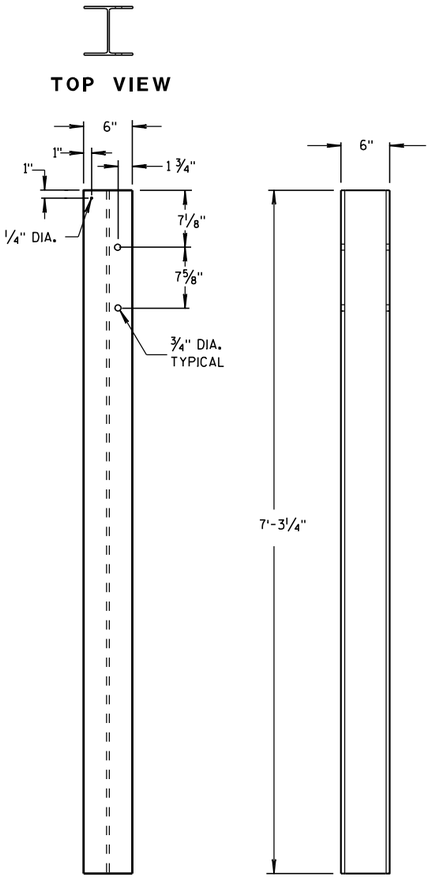
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

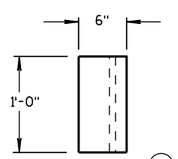


STEEL POSTS 6-11

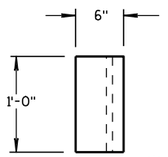


STEEL POSTS 12-14

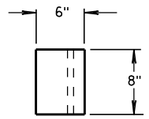
1 WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



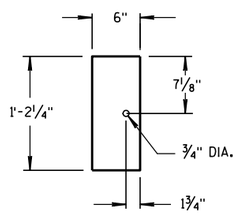
TOP VIEW (1)



TOP VIEW (1)

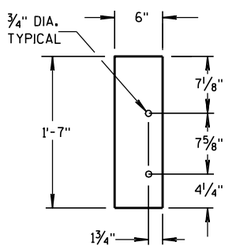


TOP VIEW



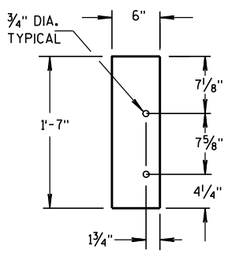
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

BLOCKOUT POSTS 12-14

STEEL POST SIZES

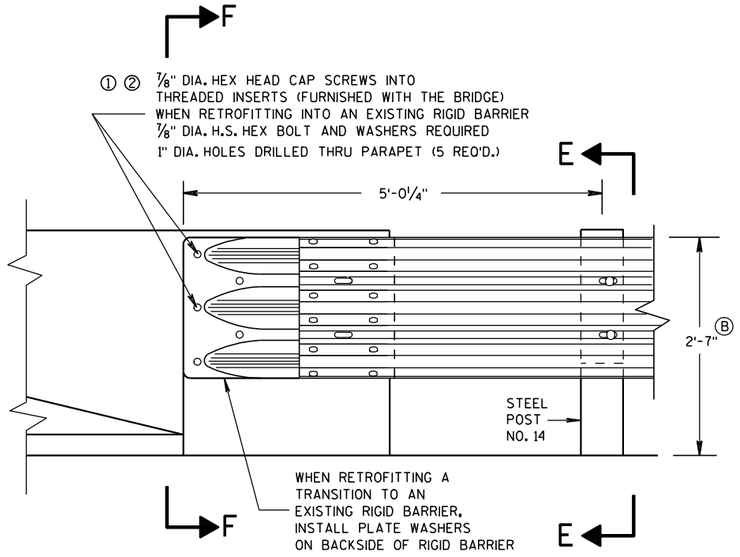
POST NUMBER	SECTION TYPE	LENGTH
1	W6x9	72"
2	W6x9	72"
3	W6x9	72"
4	W6x9	72"
5	W6x9	72"
6	W6x9	72"
7	W6x9	72"
8	W6x9	72"
9	W6x9	72"
10	W6x9	72"
11	W6x9	72"
12	W6x15	87 1/8"
13	W6x15	87 1/8"
14	W6x15	87 1/8"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

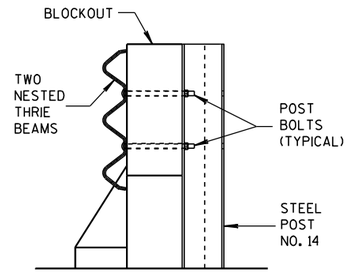
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 45-3c



FRONT VIEW



SECTION E-E

GENERAL NOTES

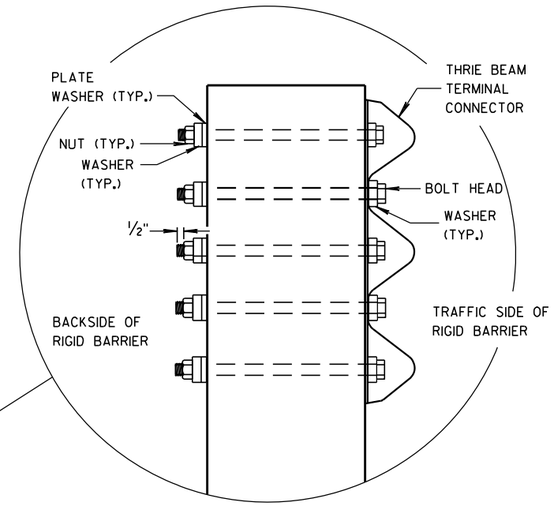
THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

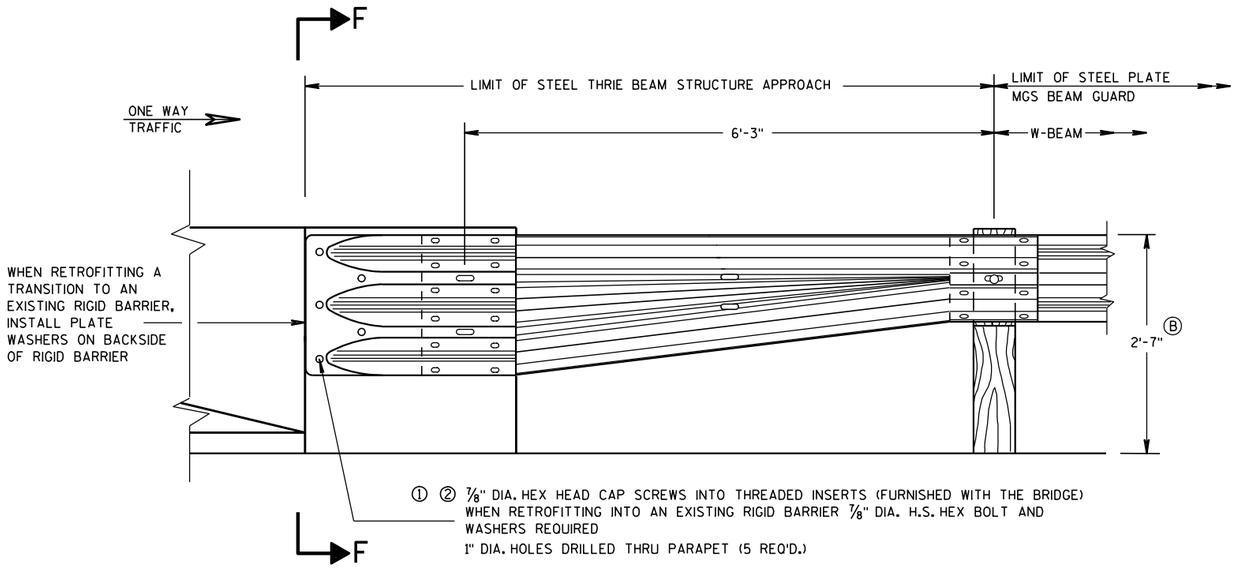
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

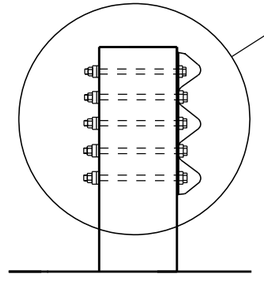
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



FRONT VIEW



SECTION F-F

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. [illegible] — ROADWAY STANDARDS ENGINEER

FHWA

6
S.D.D. 14 B 45-3d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

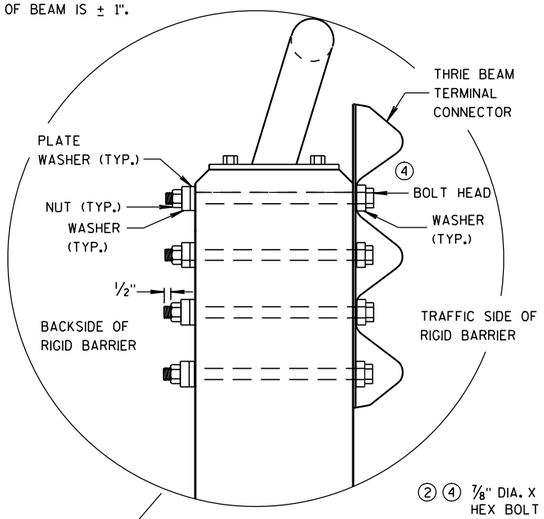
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

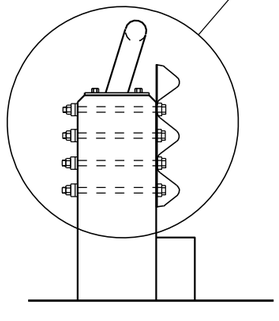
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2". BLOCK IS INCIDENTAL TO THE CONTRACT.

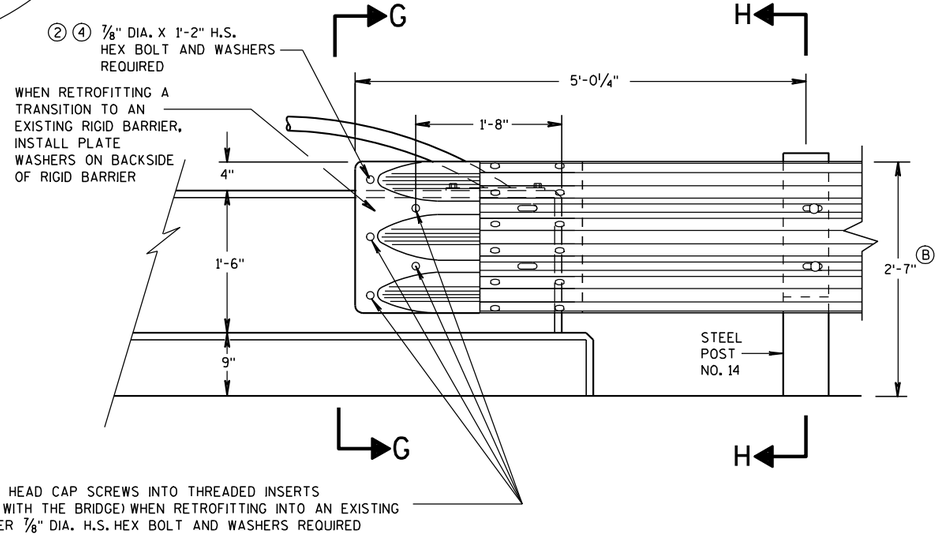
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

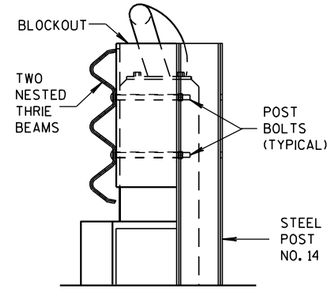




SECTION G-G

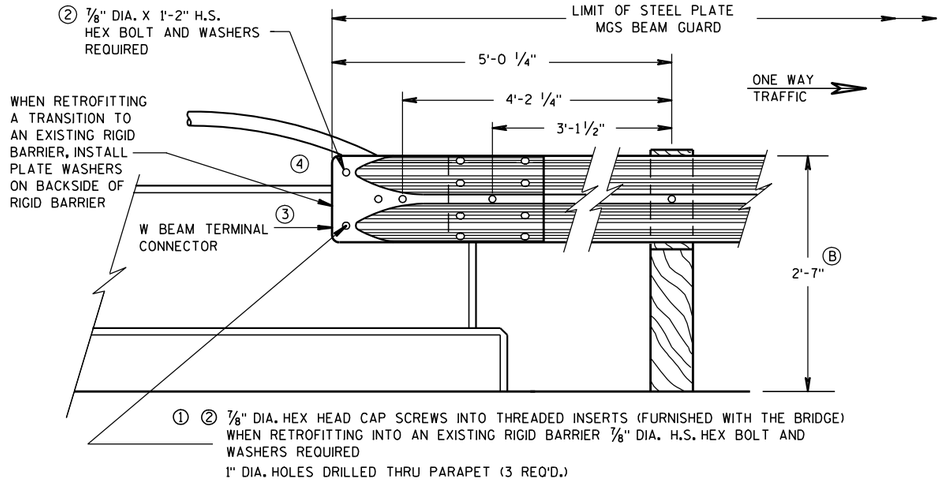


FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

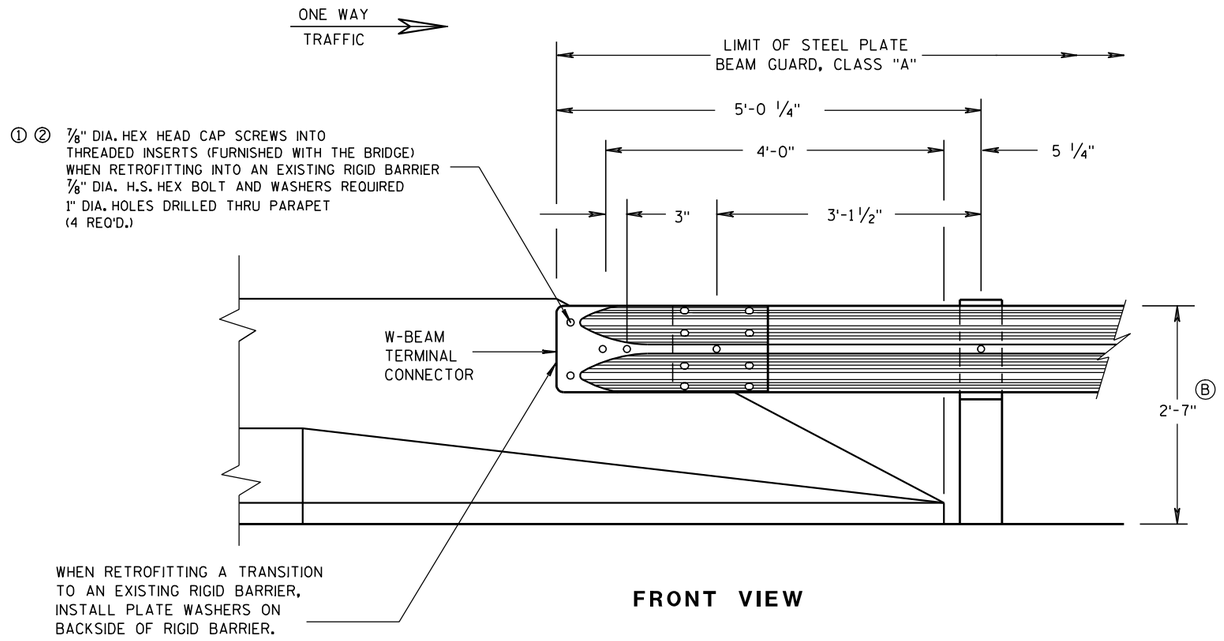
FHWA

6

S.D.D. 14 B 45-3e

6

S.D.D. 14 B 45-3e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

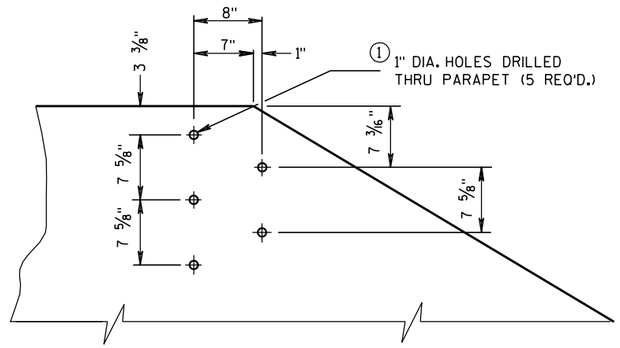
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

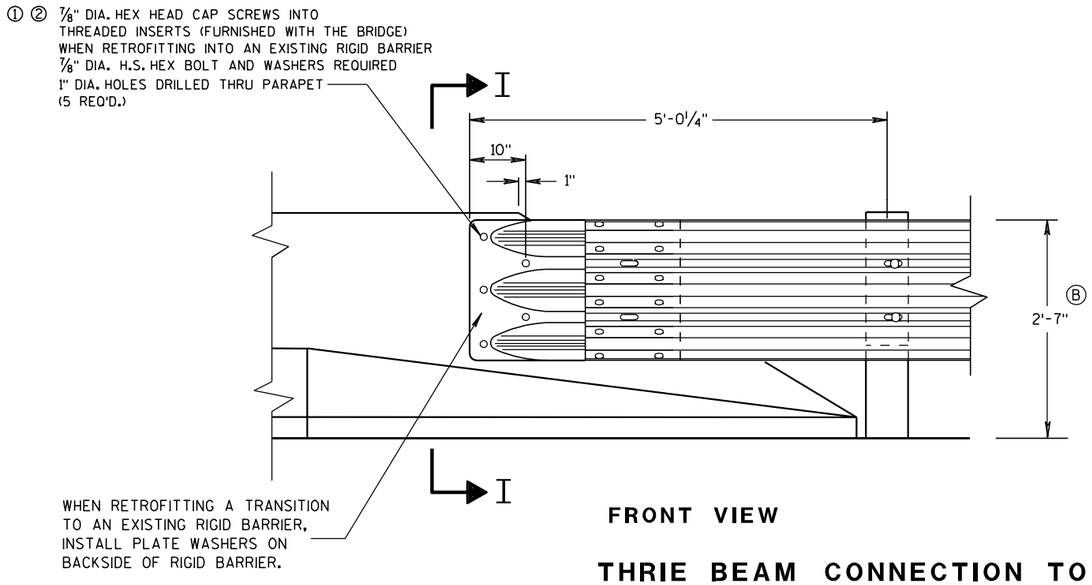
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

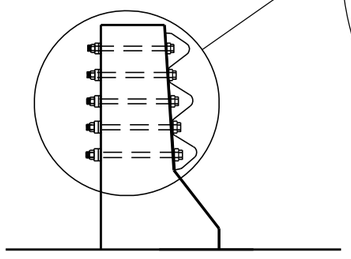
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



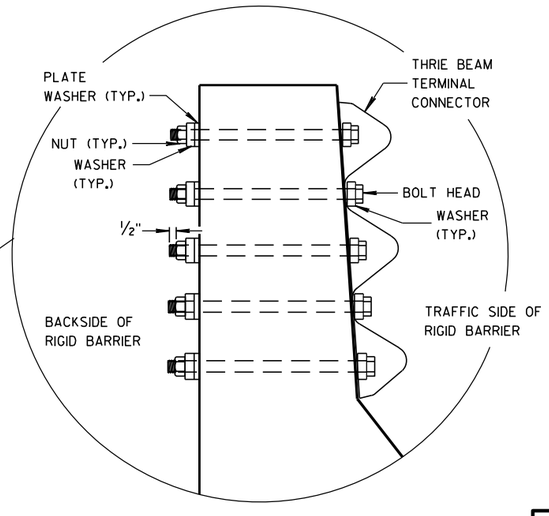
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

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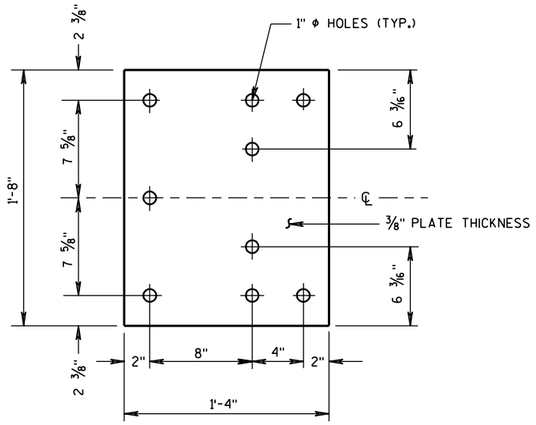
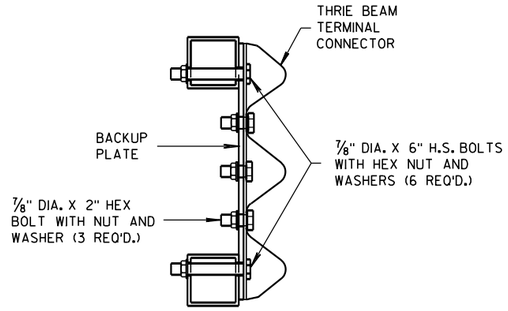


BACK-UP PLATE DETAIL

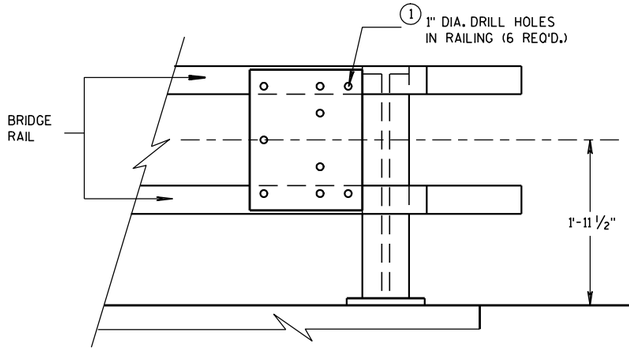


SECTION J-J

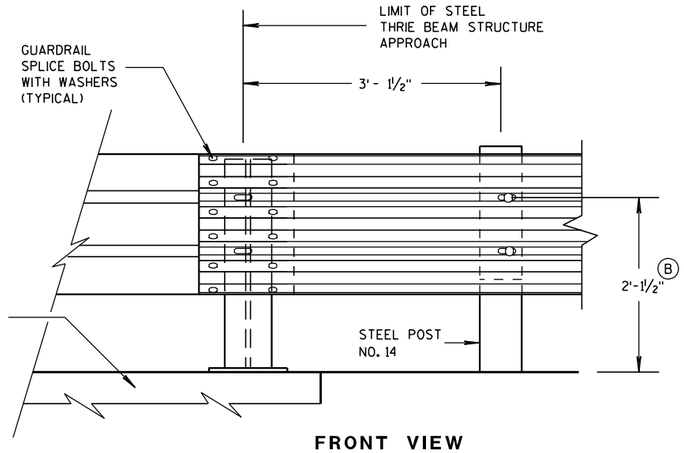
GENERAL NOTES

(1) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(B) TOLERANCE FOR TOP OF BEAM IS ± 1".

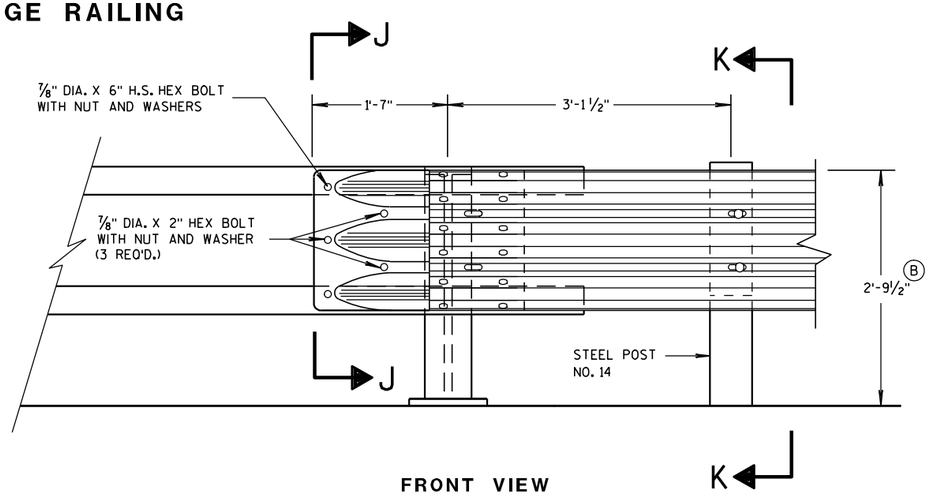


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

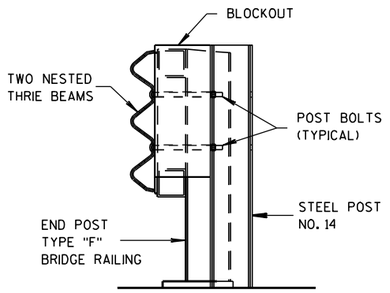


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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ENGINEER
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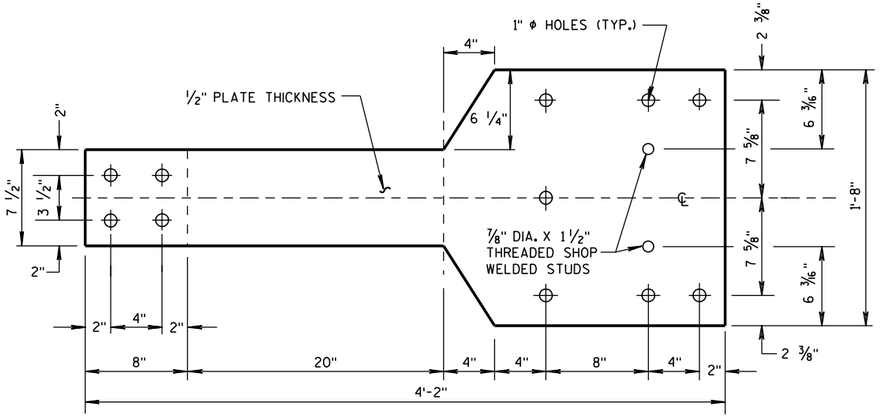
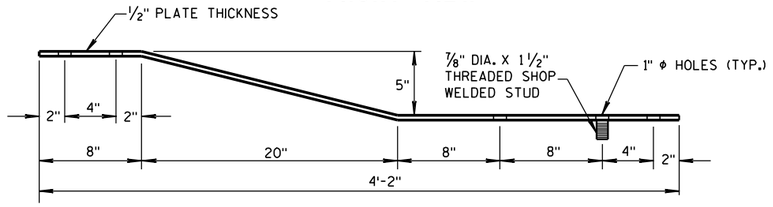
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

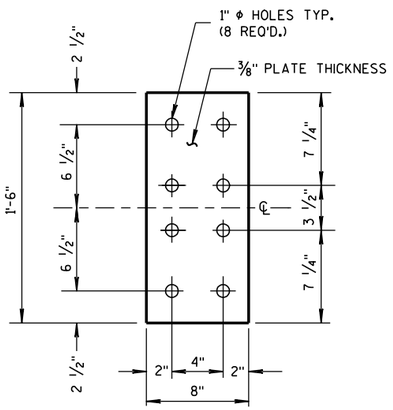


FRONT VIEW



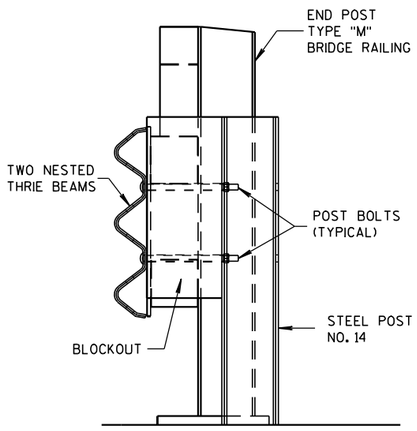
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

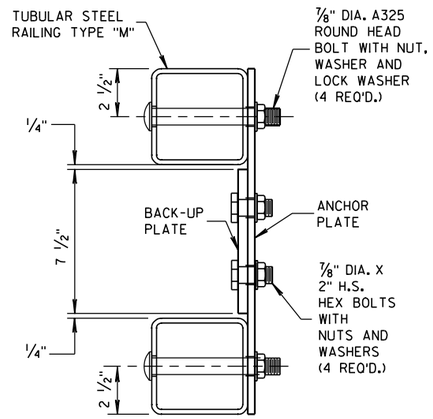


FRONT VIEW

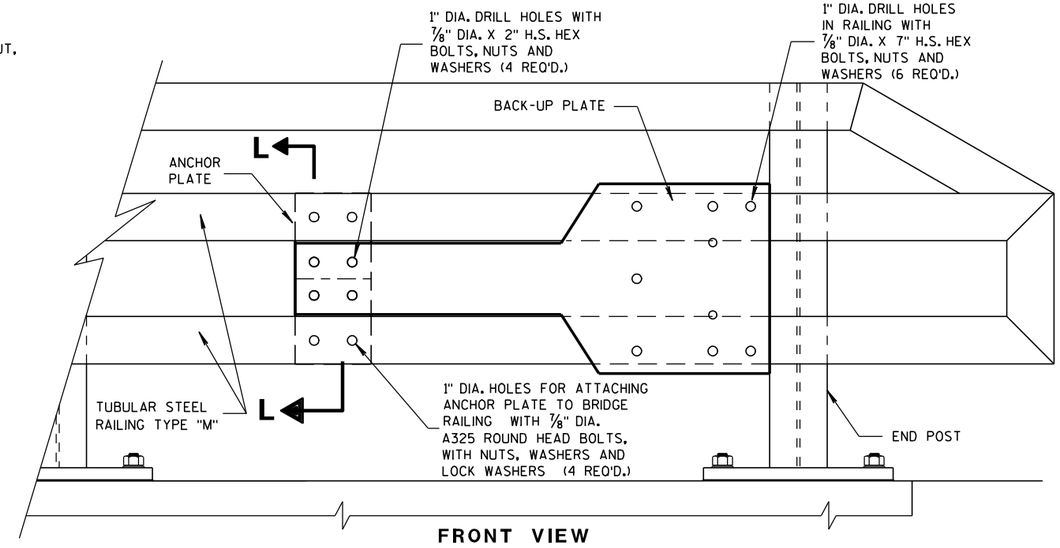
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

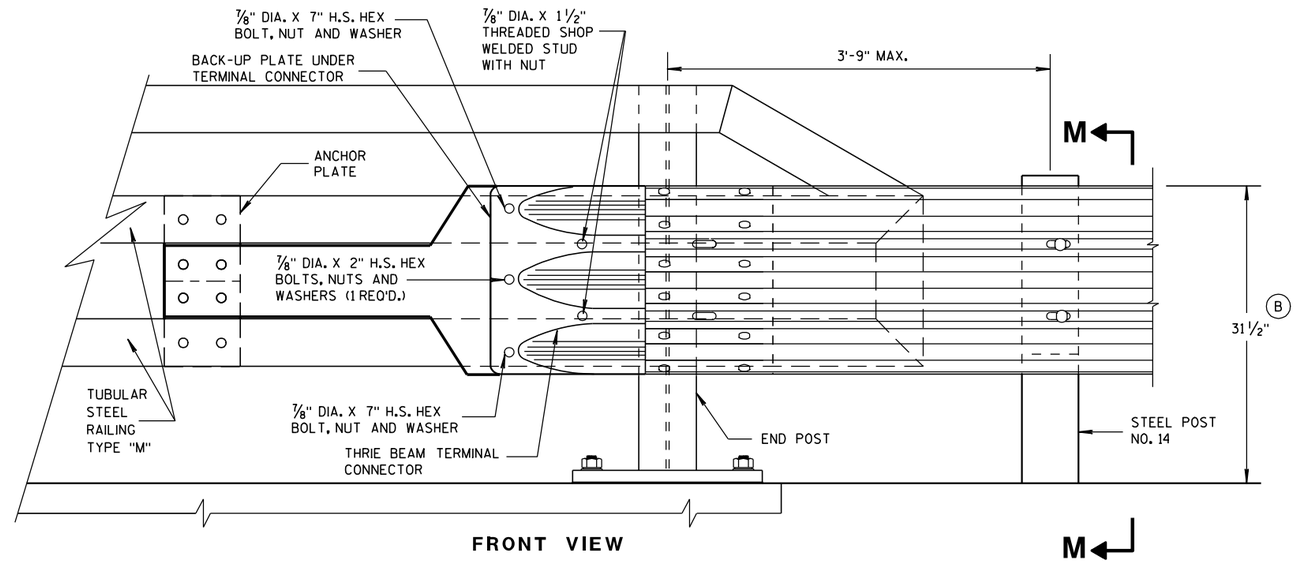


SECTION L-L

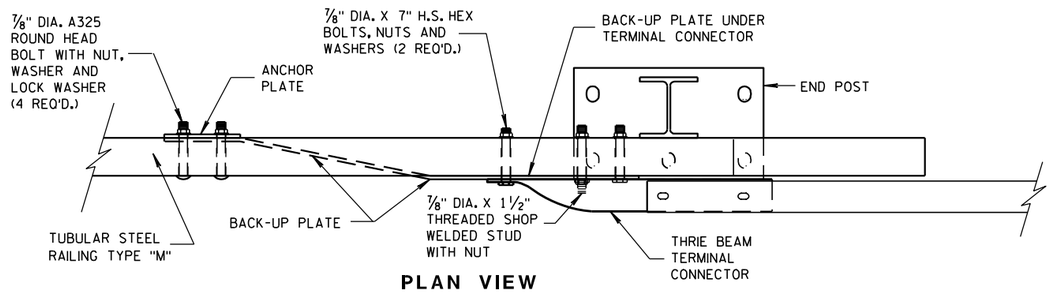


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

375

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FHWA

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

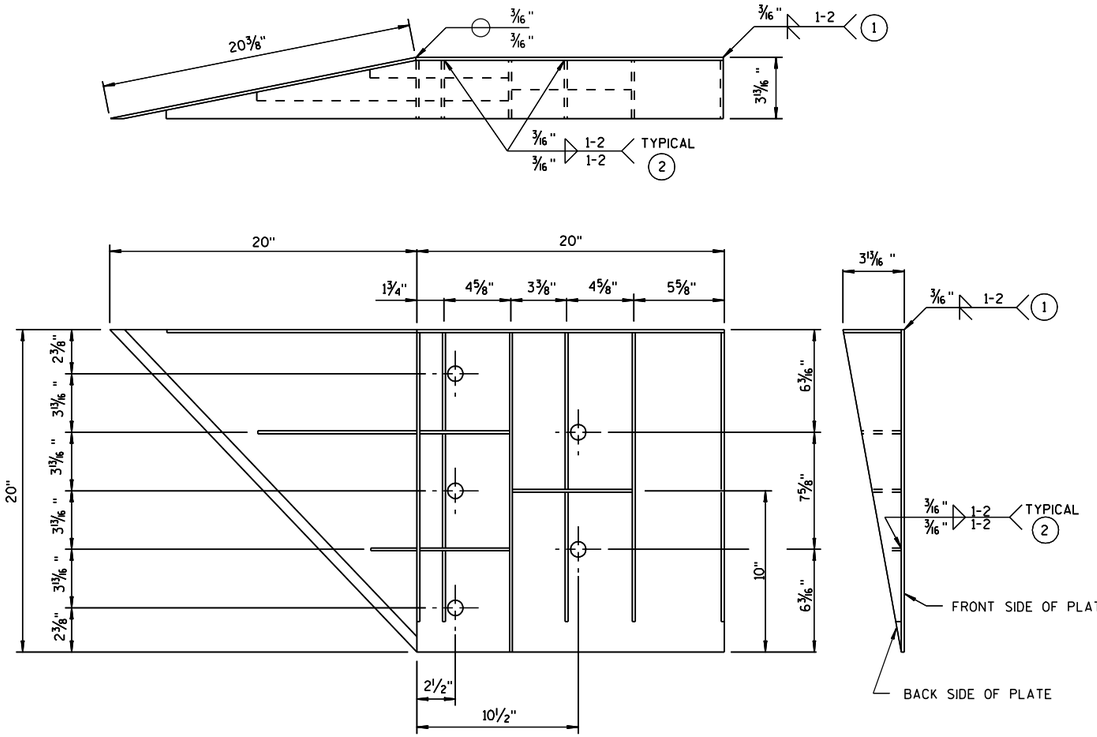
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(1) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(2) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

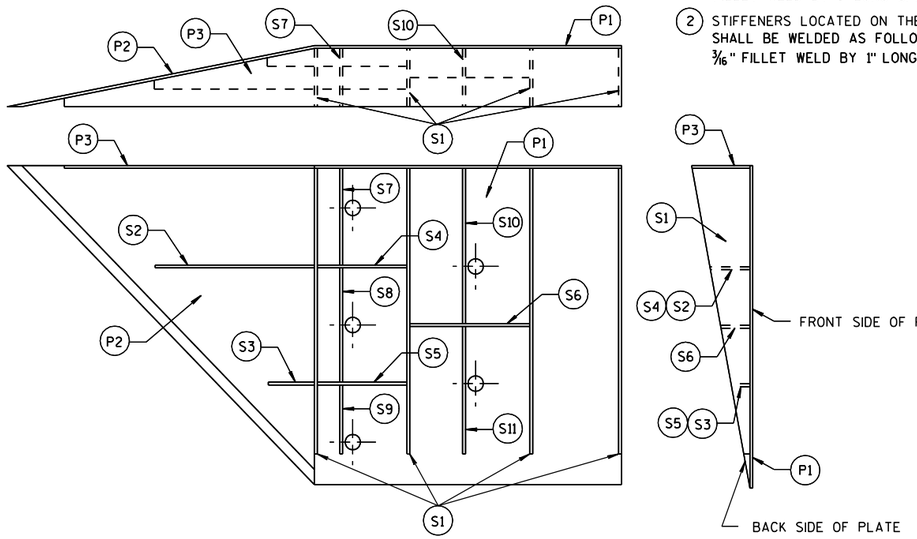


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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8/31/2012 DATE
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S.D.D. 14 B 45-3i

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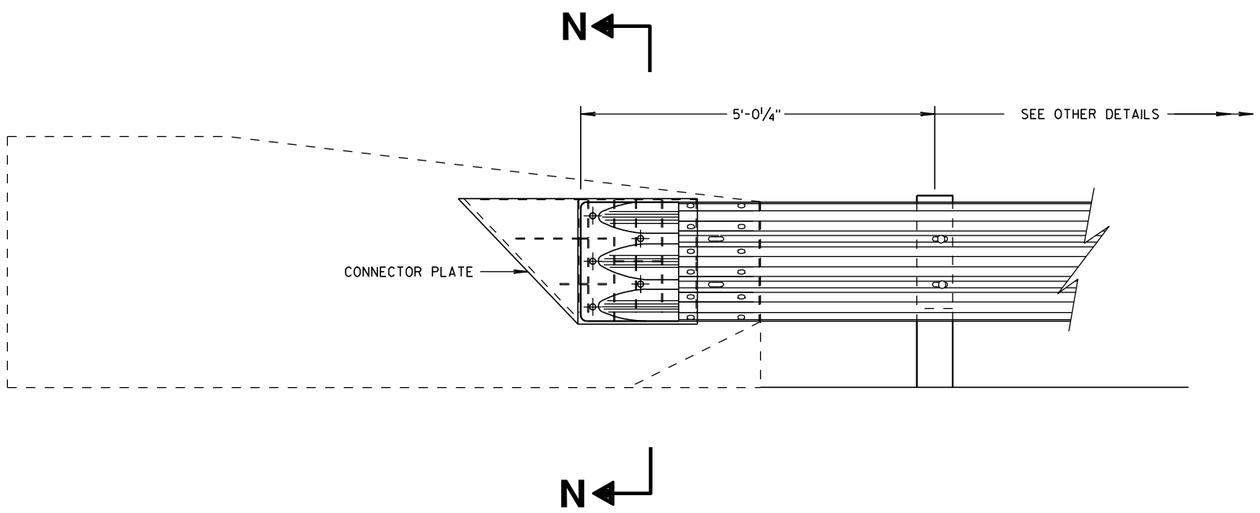
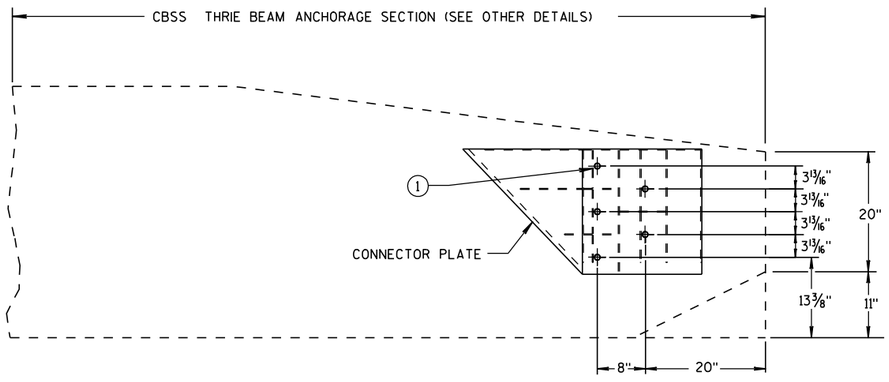
S.D.D. 14 B 45-3i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

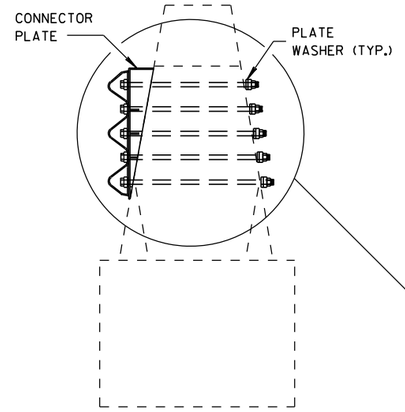


SINGLE SLOPE CONNECTION PLATE PLACEMENT

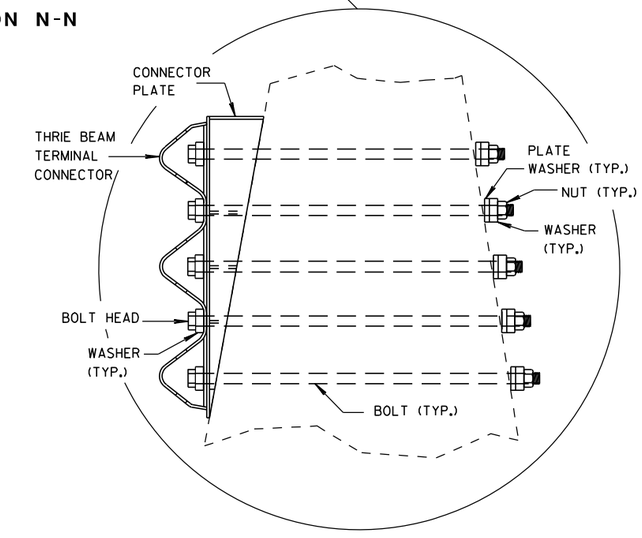
GENERAL NOTES

CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible]377
ENGINEER

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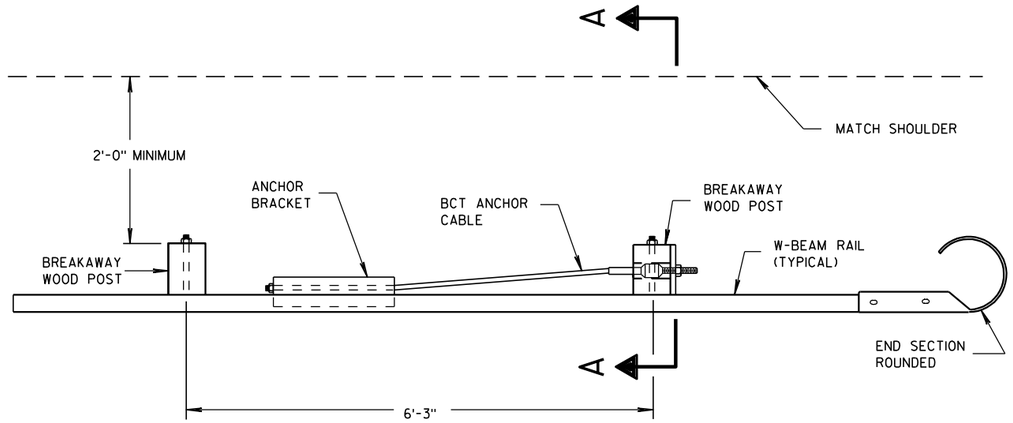
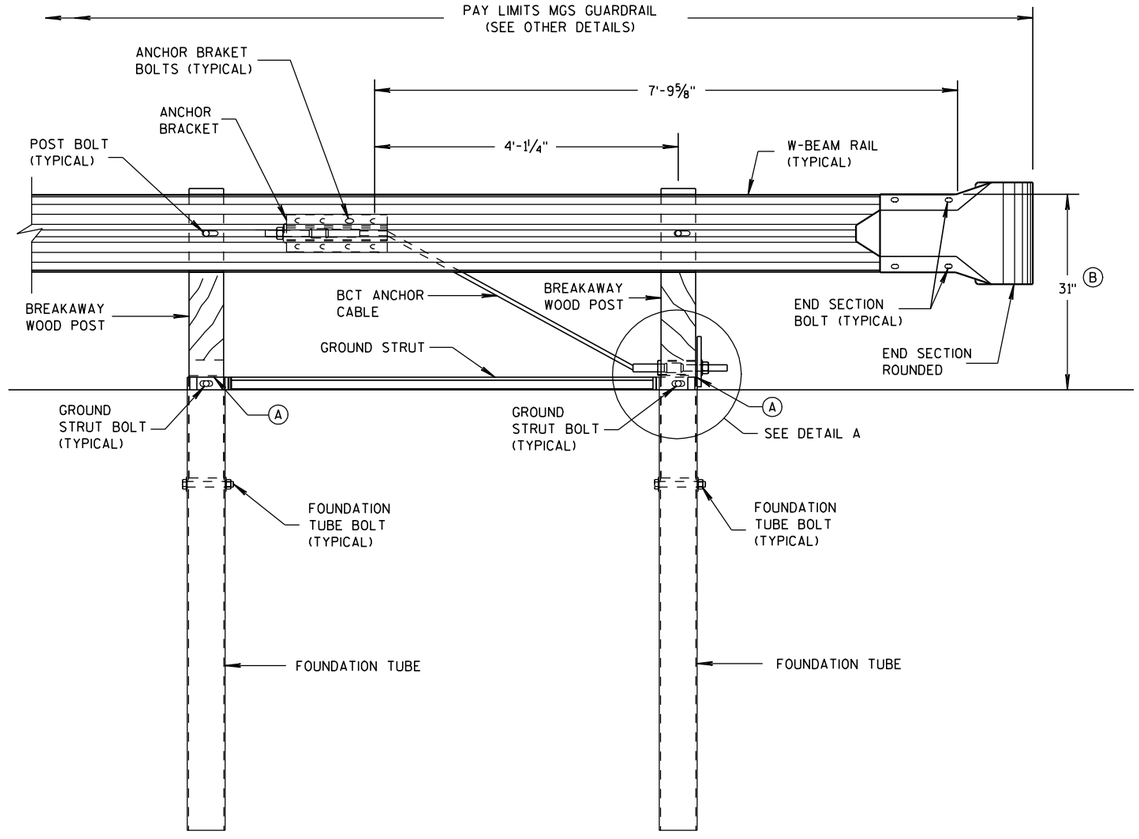
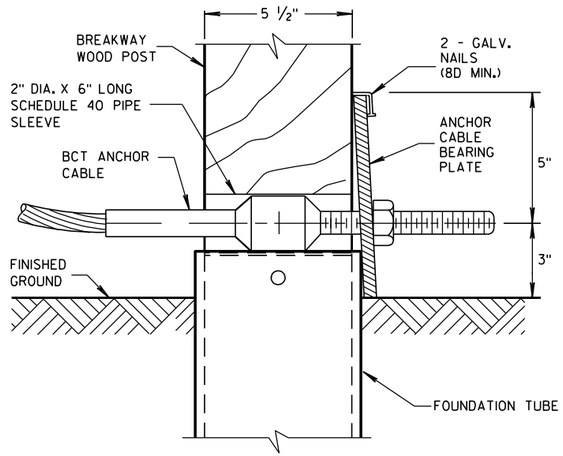


PLAN VIEW



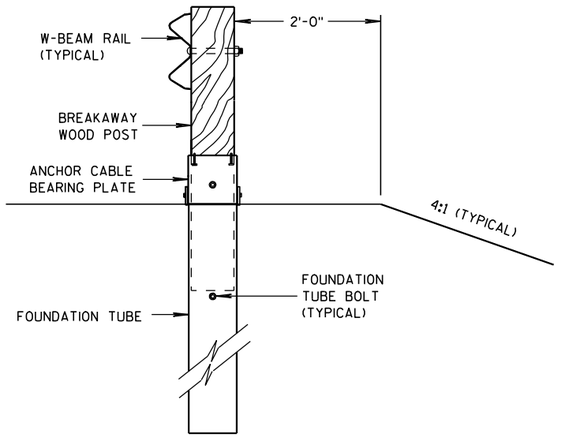
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

POST BOLTS ARE A ⅝" DIAMETER X 10" LONG GUARDRAIL BOLT. A POST BOLT REQUIRES A ⅝" DIAMETER DH MODIFIED (RECESSED) HEAVY HEX NUT AND ⅝" DIAMETER FLAT WASHER.

FOUNDATION TUBE BOLTS ARE A ⅞" DIAMETER X 7½" LONG HEAVY HEX HEAD BOLT. A FOUNDATION TUBE BOLT REQUIRES A ⅞" DIAMETER DH HEAVY HEX NUT AND A ⅝" DIAMETER FLAT WASHER.

GROUND STRUT BOLTS ARE A ⅝" DIAMETER X 10" LONG HEAVY HEX HEAD BOLT. A GROUND STRUT BOLT REQUIRES A ⅝" DIAMETER DH HEAVY HEX NUT AND A ⅝" DIAMETER FLAT WASHER.

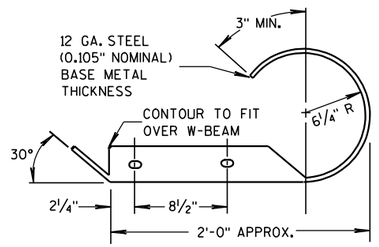
ANCHOR BRAKET BOLTS ARE A ⅝" DIAMETER X 1½" LONG HEAVY HEX HEAD BOLT. AN ANCHOR BRAKET BOLT REQUIRES A ⅝" DIAMETER DH HEAVY HEX NUT AND A FLAT WASHER.

END SECTION BOLTS ARE A ⅝" DIAMETER X 1½" HEAVY HEX HEAD BOLT. AN END SECTION BOLT REQUIRES ⅝" DIAMETER DH HEAVY HEX NUT AND A ⅝" DIAMETER FLAT WASHER.

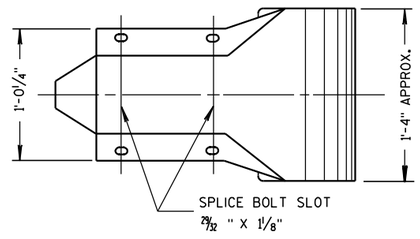
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".



PLAN VIEW



FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 47-1a

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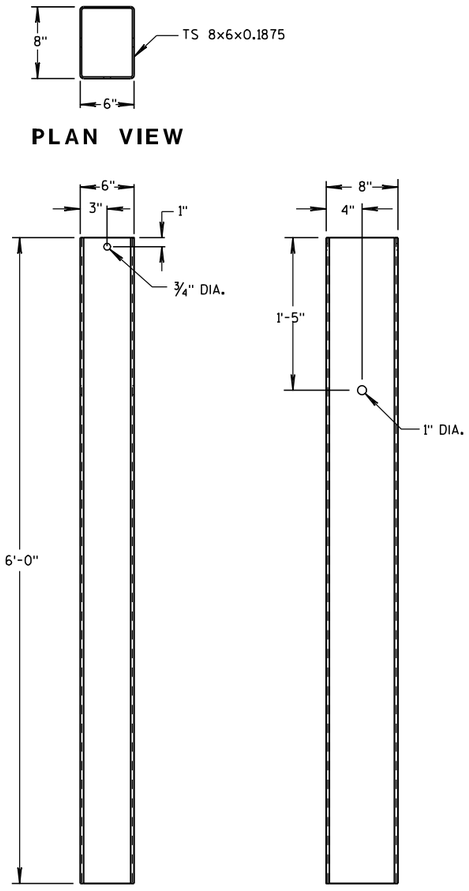
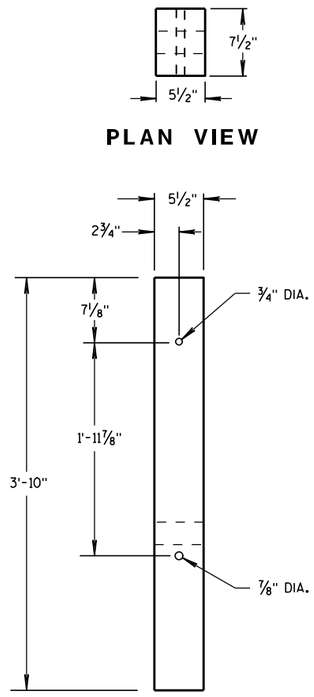
S.D.D. 14 B 47-1a

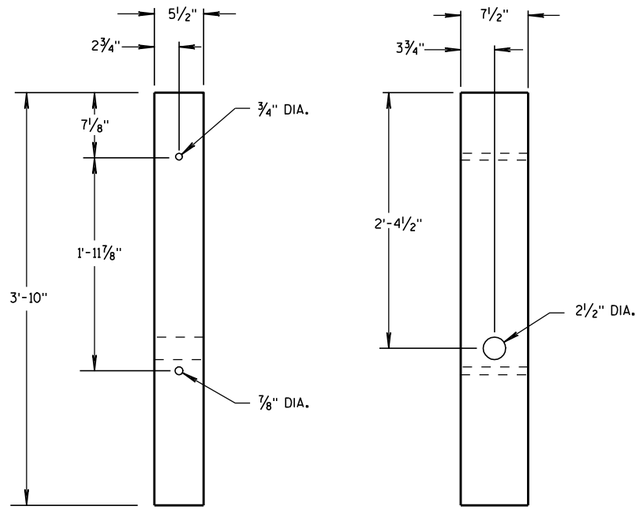


FRONT VIEW SIDE VIEW

FOUNDATION TUBE



PLAN VIEW

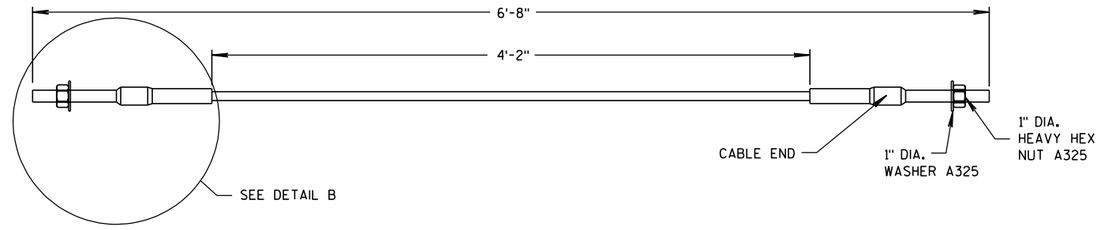


FRONT VIEW SIDE VIEW

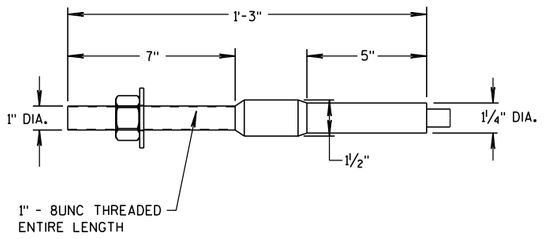
BREAKAWAY WOOD POST

GENERAL NOTES

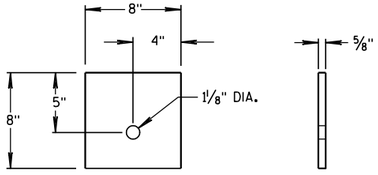
BCT ANCHOR CABLE IS A ⅜" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. THE END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. THE TREADED STUD SHOULD CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. TIGHTEN WIRE ROPE TO TAUT.



BCT ANCHOR CABLE



DETAIL B



SIDE VIEW FRONT VIEW

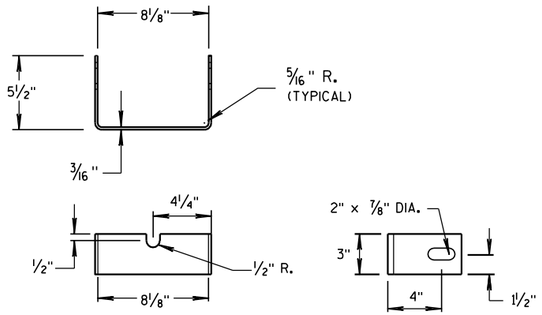
ANCHOR CABLE BEARING PLATE

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

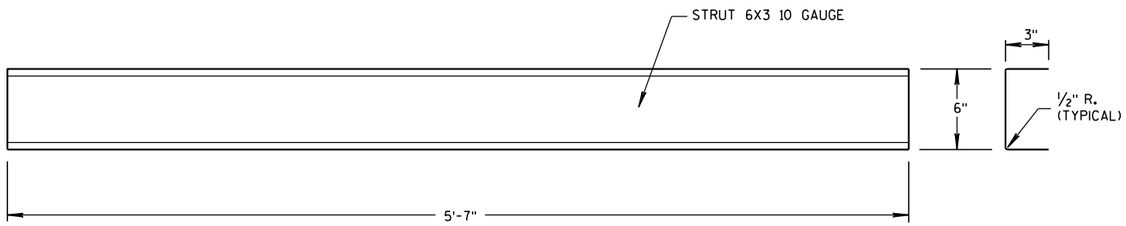
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

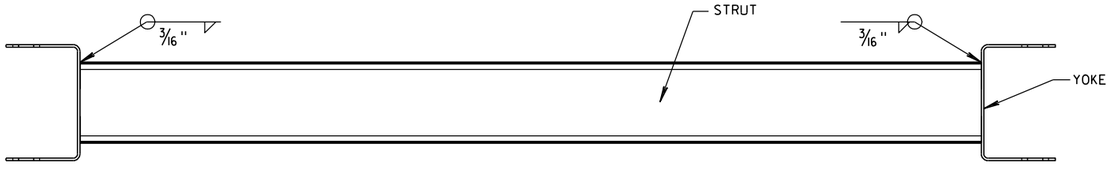
S.D.D. 14 B 47-1b



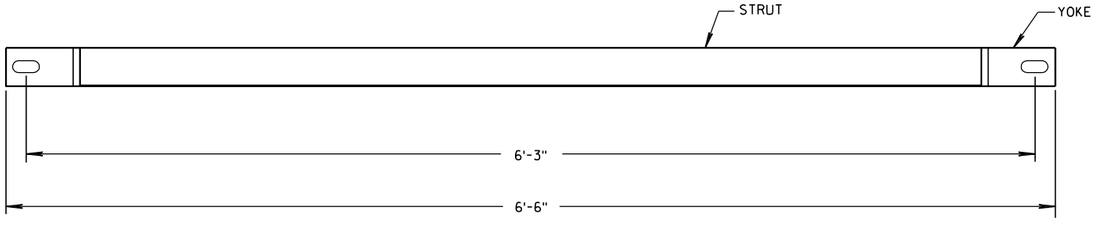
YOKE DETAIL



STRUT DETAIL

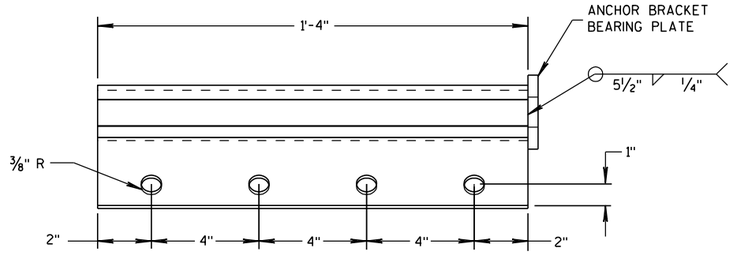


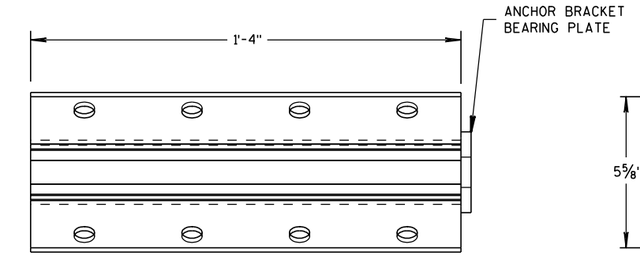
PLAN VIEW

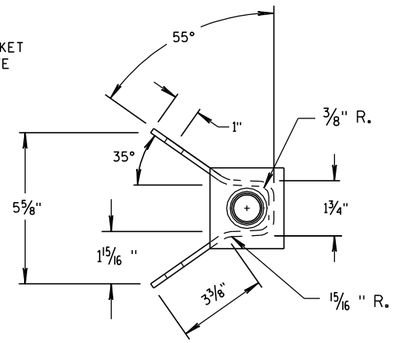


FRONT VIEW

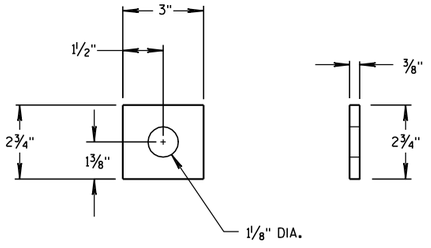
GROUND STRUT DETAIL







ANCHOR BRACKET



ANCHOR BRACKET BEARING PLATE

6

6

S.D.D. 14 B 47-1c

S.D.D. 14 B 47-1c

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

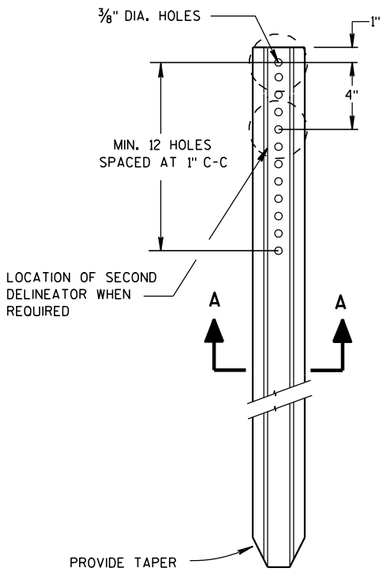
APPROVED

5/23/2011
DATE

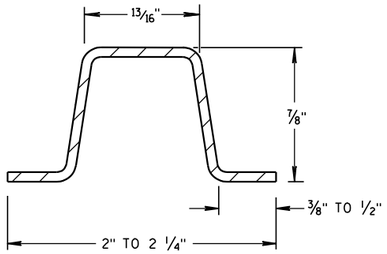
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

380

FHWA

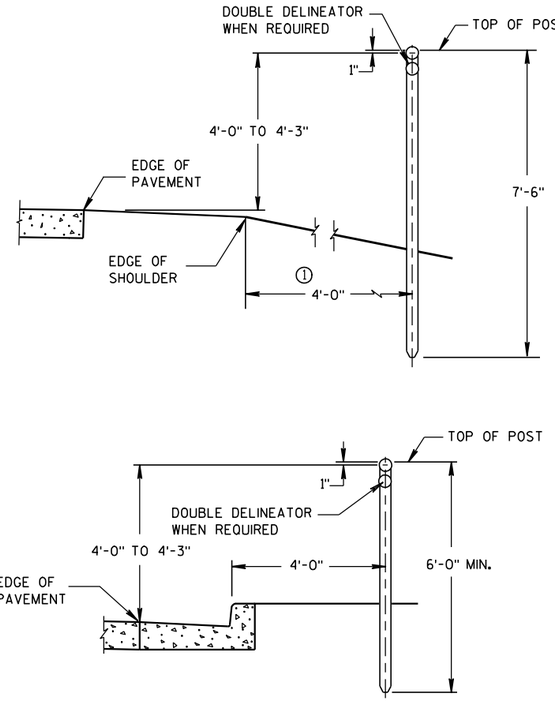


DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.

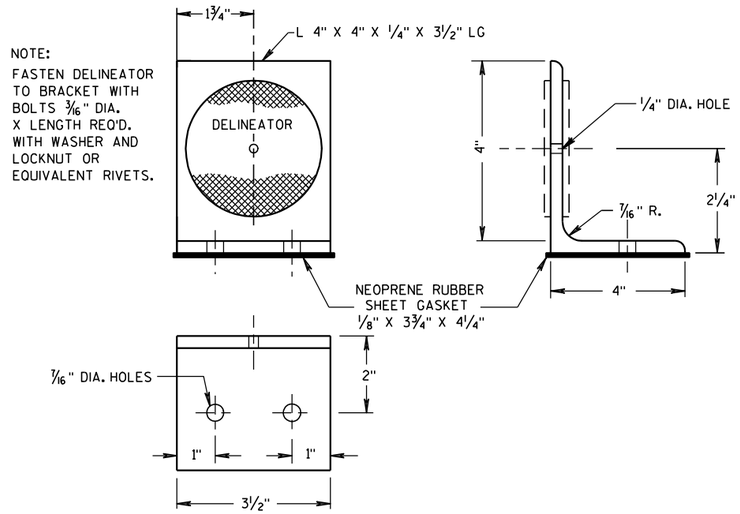


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

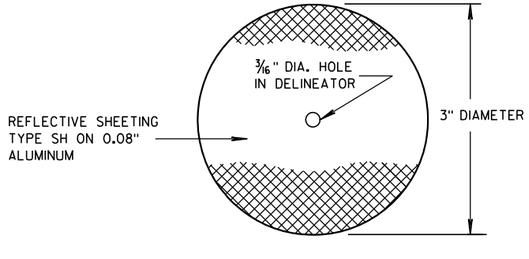
GENERAL NOTES

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

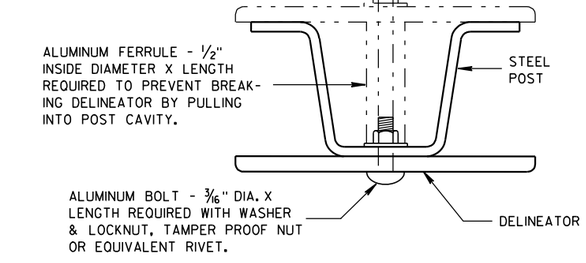
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



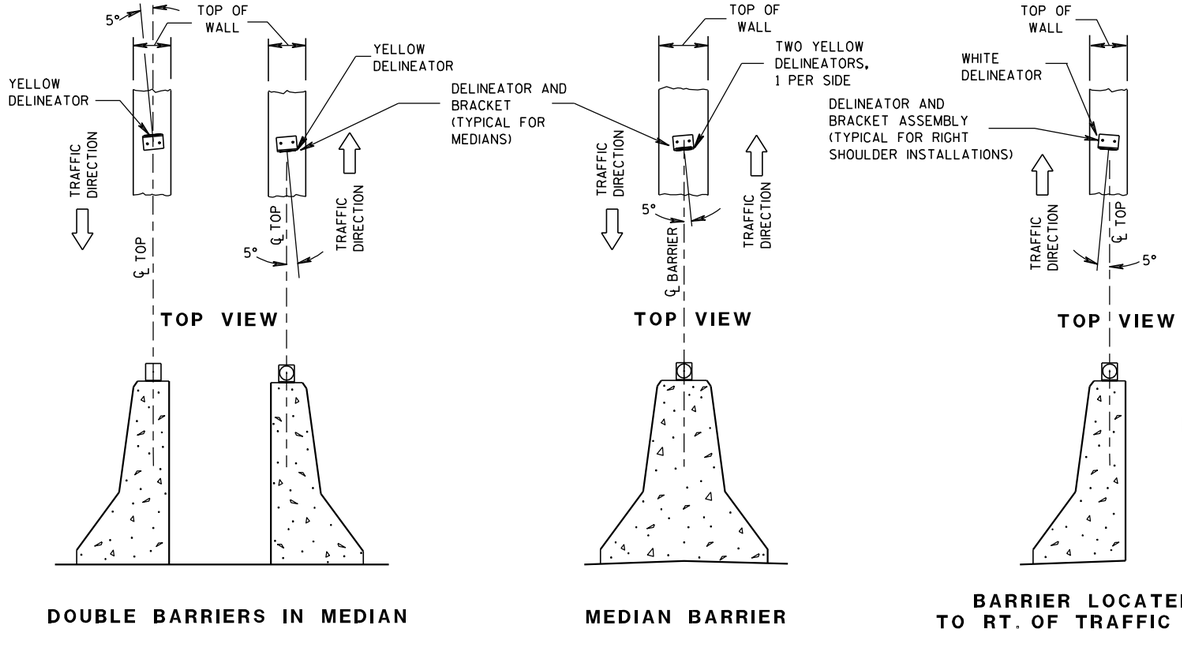
DELINEATOR BRACKET



DELINEATOR

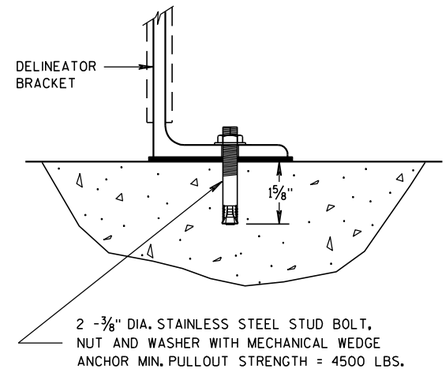


MOUNTING DETAIL FOR DELINEATOR



DOUBLE BARRIERS IN MEDIAN | MEDIAN BARRIER | BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATORS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1/25/2011 — DATE
/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 A 2-7

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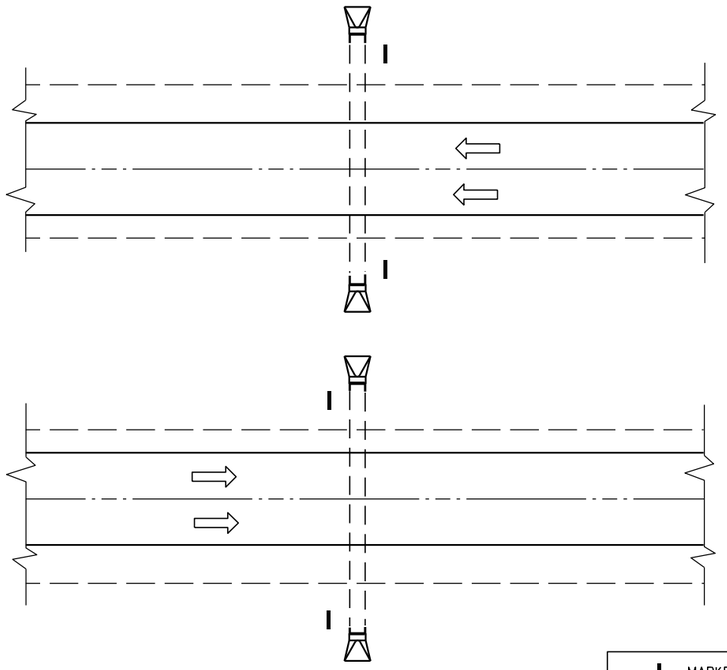
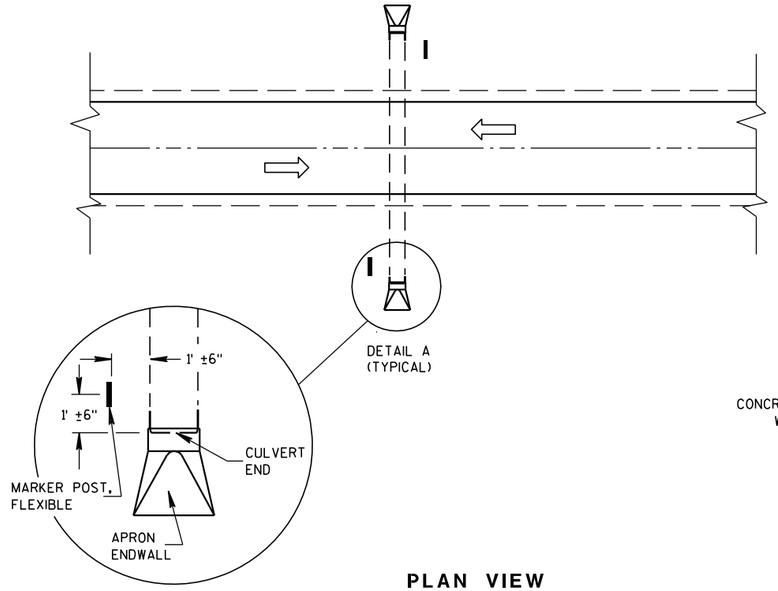
S.D.D. 15 A 2-7



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

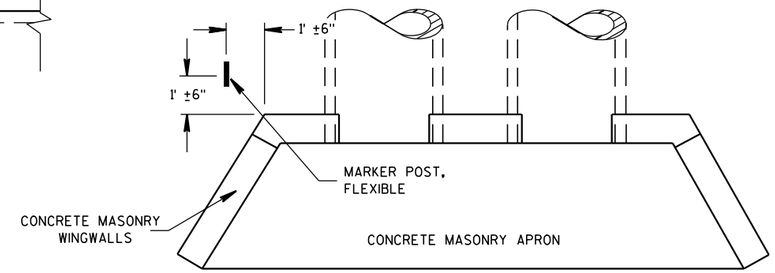
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

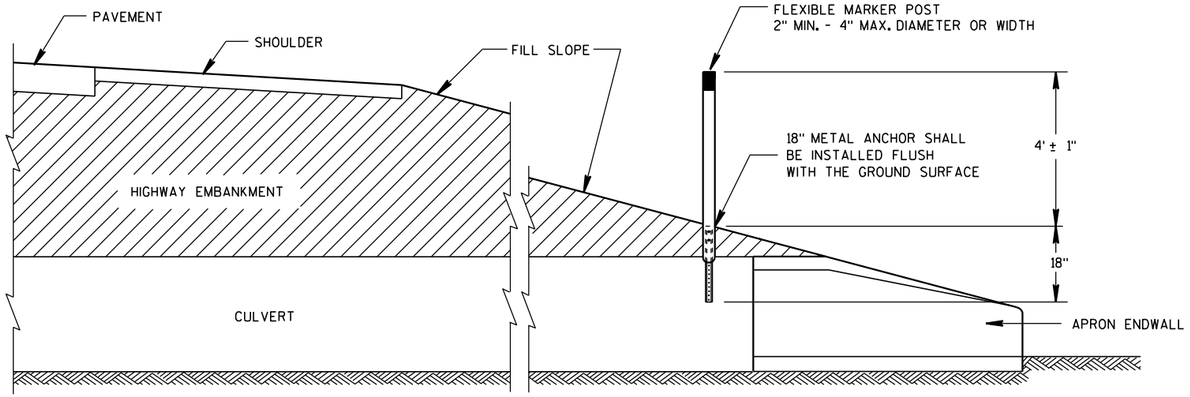
GENERAL NOTES

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

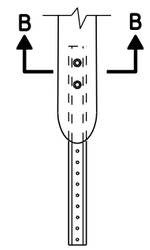
CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH



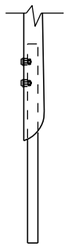
CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST LOCATION

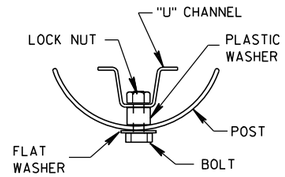


FRONT VIEW

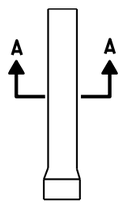


SIDE VIEW

CURVED MARKER



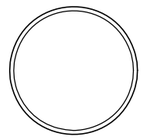
SECTION B-B



FRONT VIEW

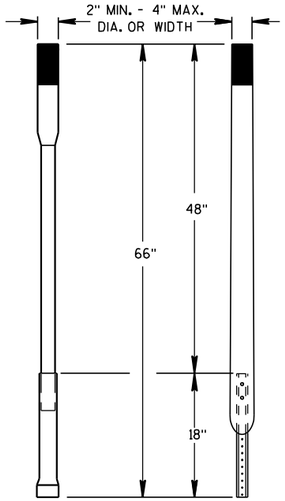
SIDE VIEW

ROUND MARKER



SECTION A-A

FLEXIBLE MARKER POST ANCHORS



ALTERNATE 1 ALTERNATE 2

FLEXIBLE MARKER POST

MARKER POST, FLEXIBLE, FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/1/98
DATE

/S/ Rory L. Rhinesmith
CHEIF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

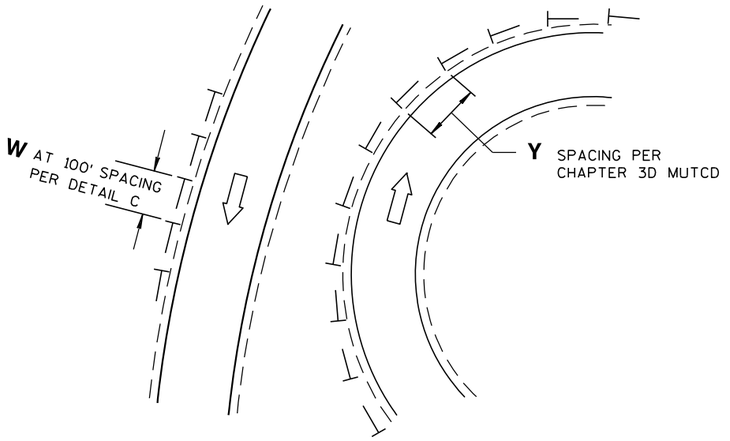
S.D.D. 15 A 3-1

6

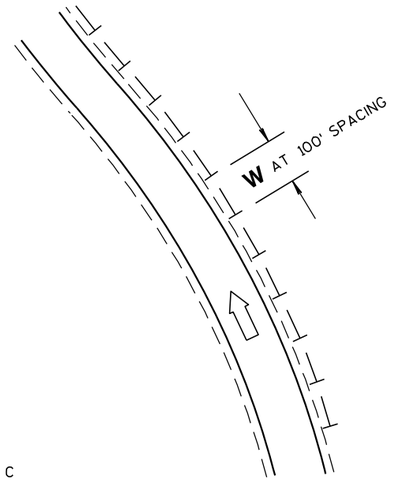
S.D.D. 15 A 3-1

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



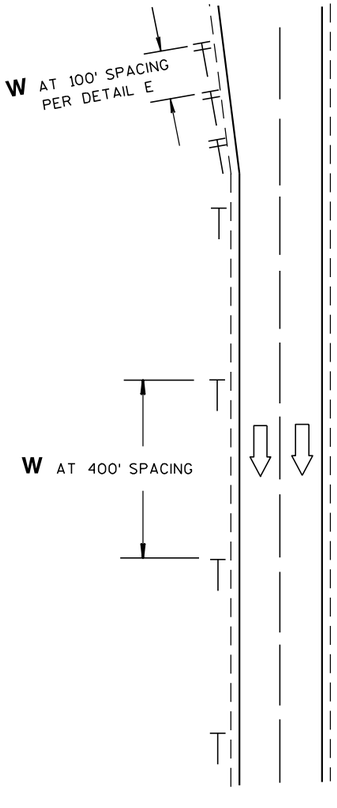
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



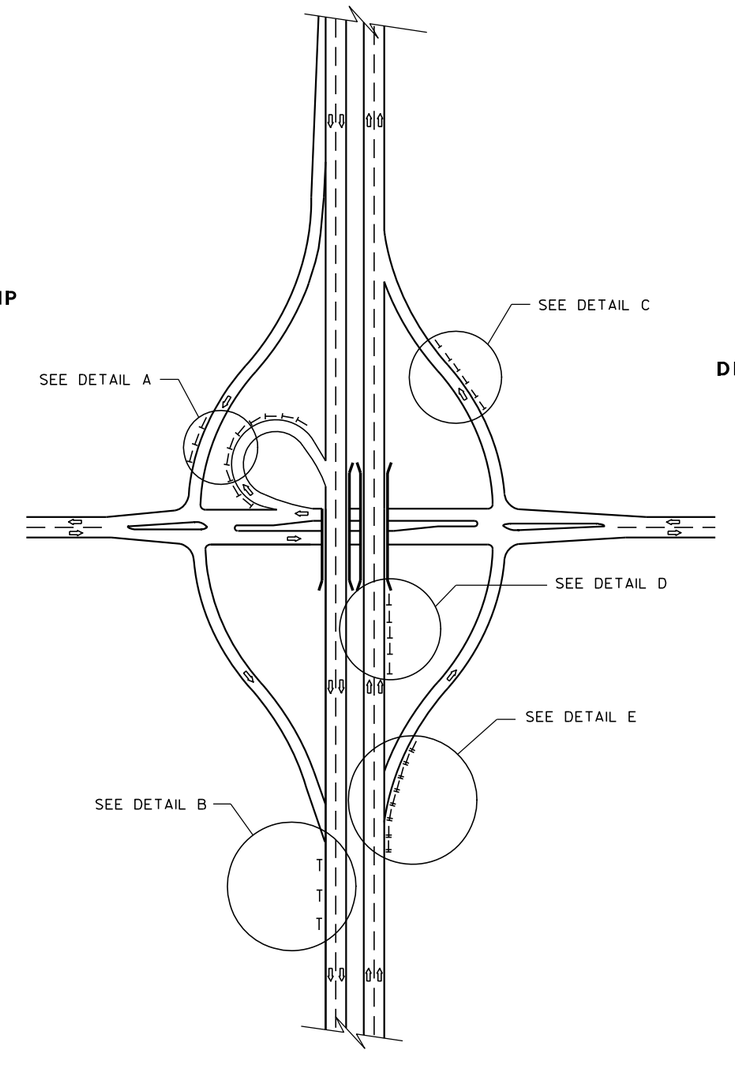
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

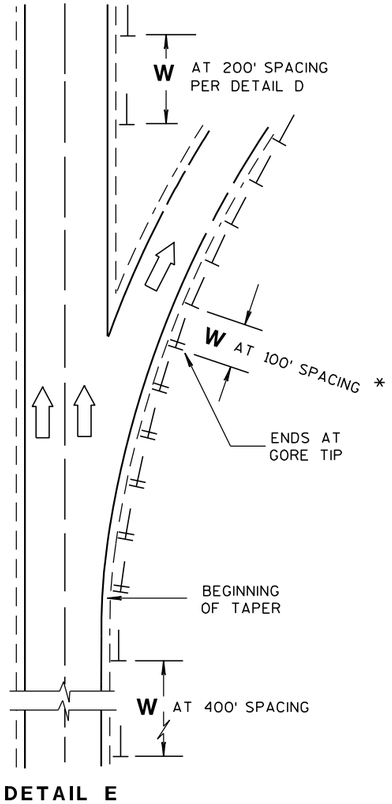
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



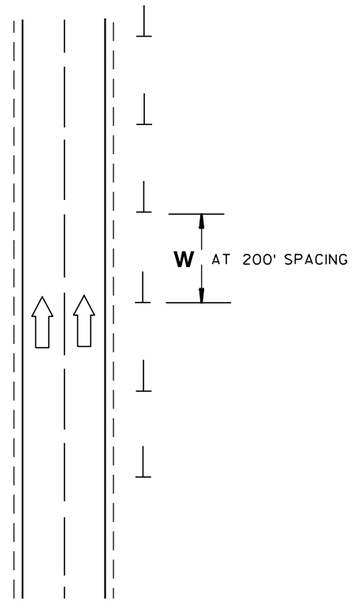
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



DETAIL E
DELINEATOR LAYOUT FOR ACCELERATION - DECELERATION LANES AND TAPERS AT RAMPS



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/5/09 DATE
/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA

6

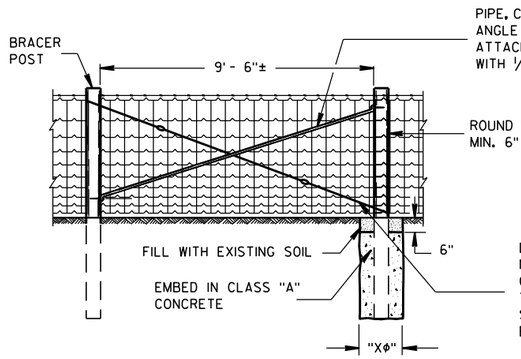
S.D.D. 15 A 6-2

6

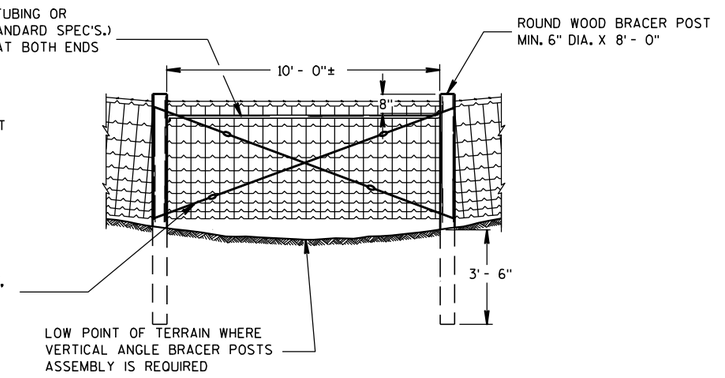
S.D.D. 15 A 6-2

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

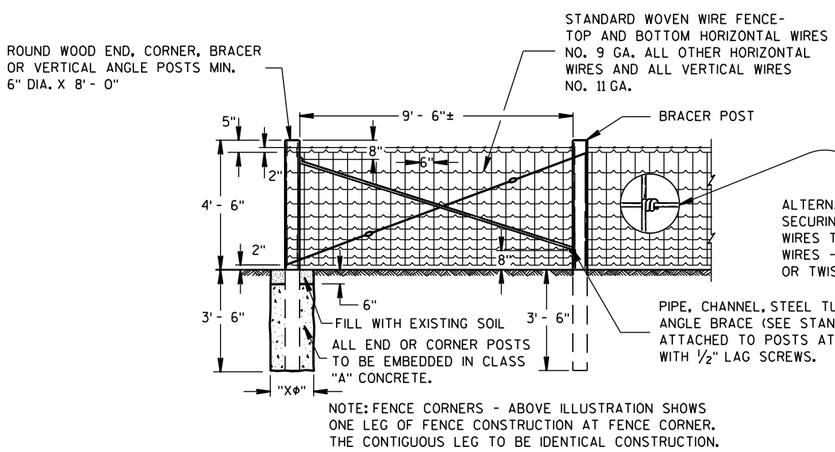
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

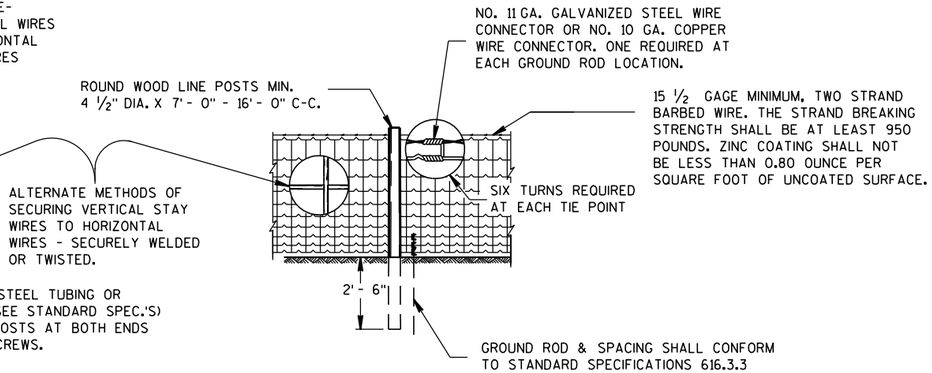
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



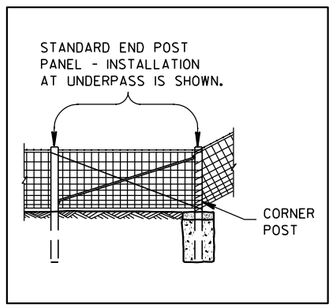
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

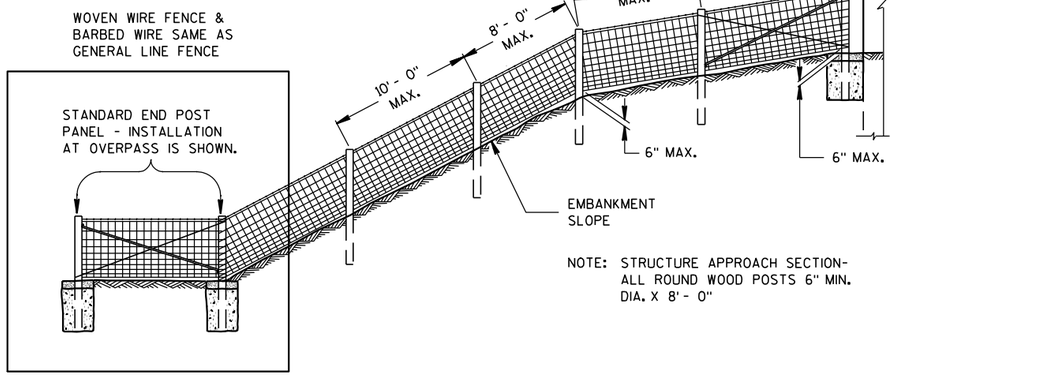


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

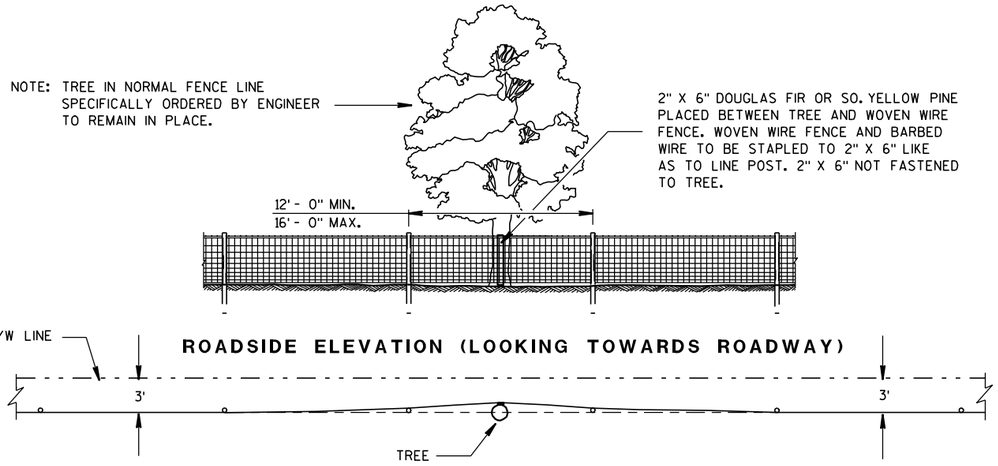
FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

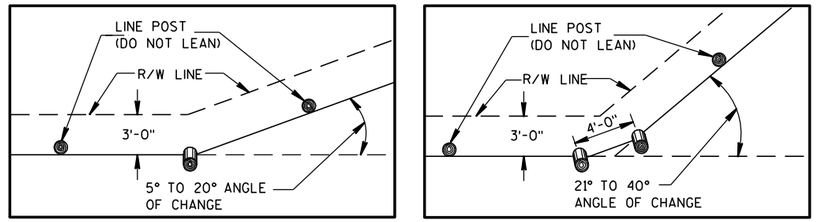
6

S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



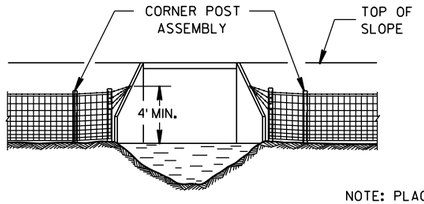
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

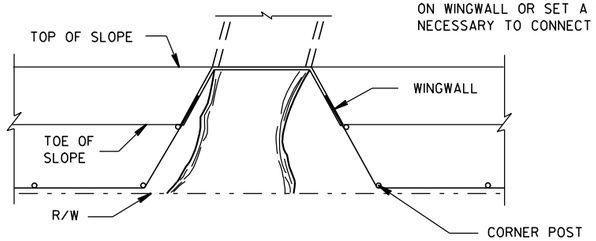
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

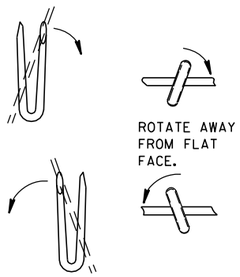
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



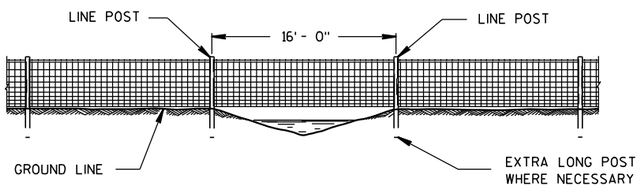
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



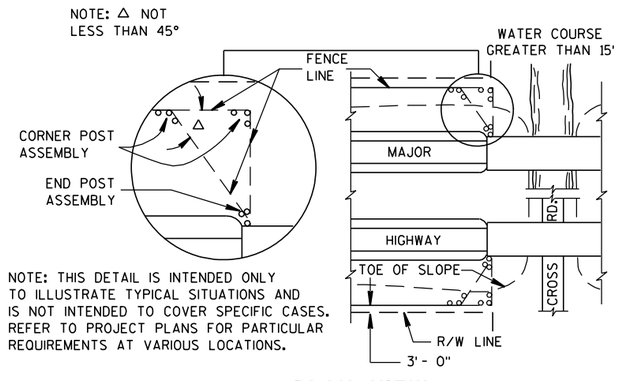
FENCE INSTALLATION TO WINGWALLS



LINE POST

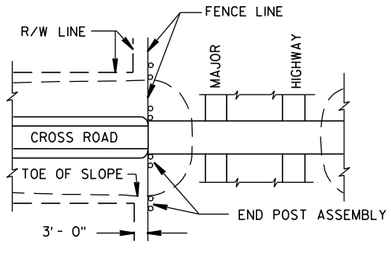


FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



PLAN VIEW

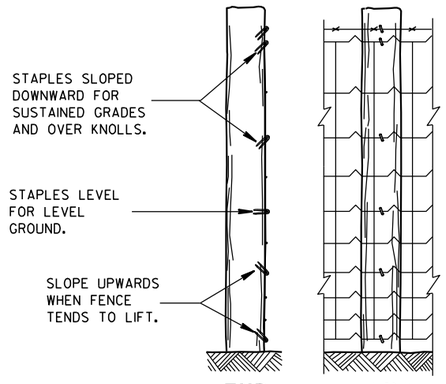
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW

MAJOR HIGHWAY UNDERPASS

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL

FENCE LOCATION AT STRUCTURES

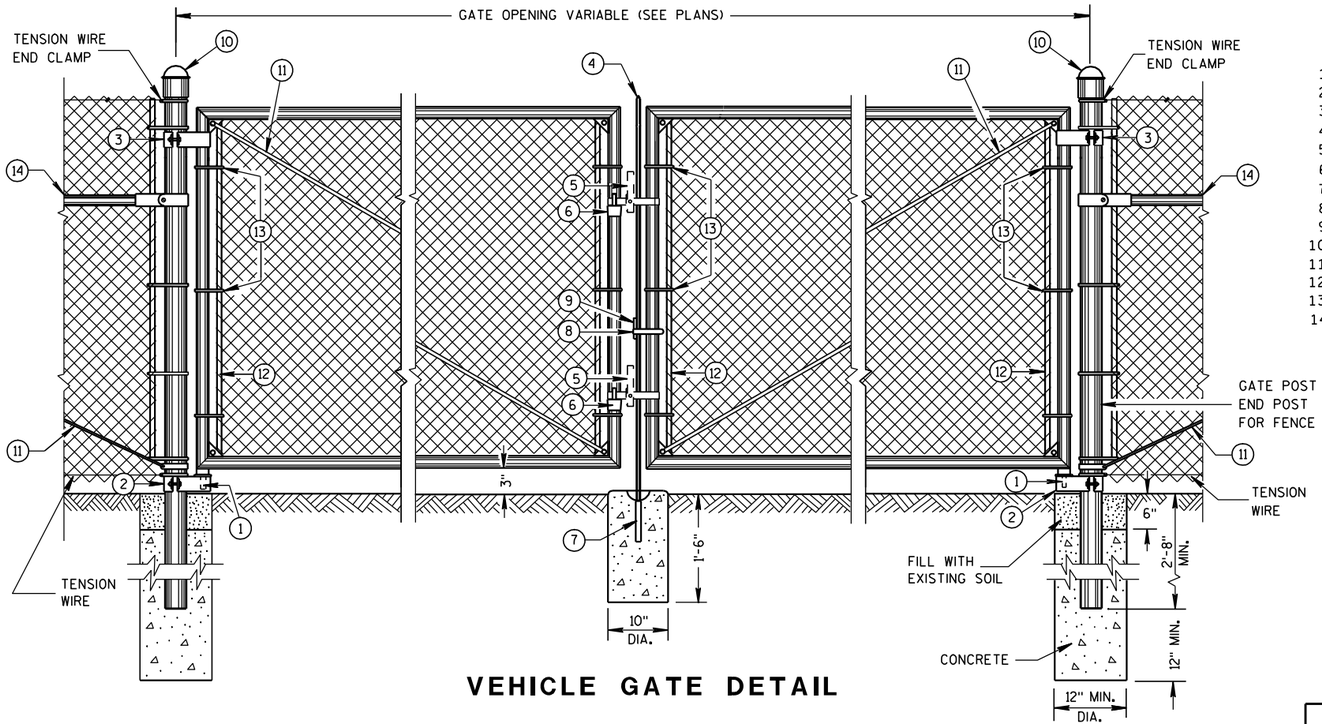
FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

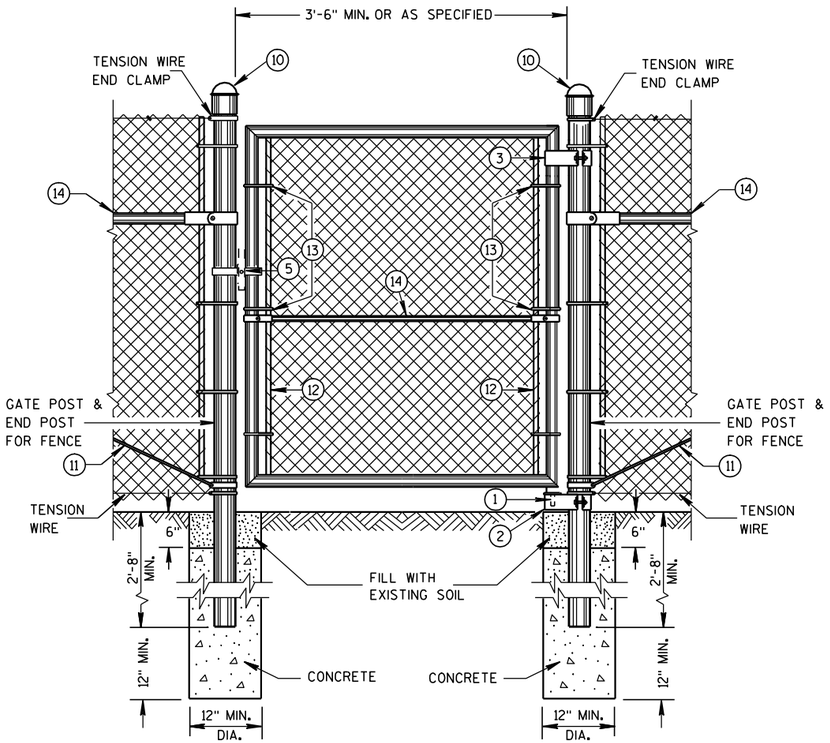
APPROVED
4/4/2008
DATE
/S/ Jerry H. Z---
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 15 B 1-8b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

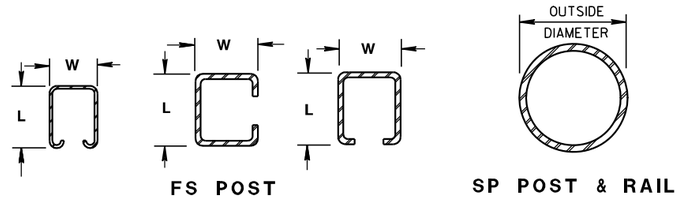
FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.



FS POST

SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR FORMED STEEL FENCE POST

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR ROUND STEEL FENCE POST

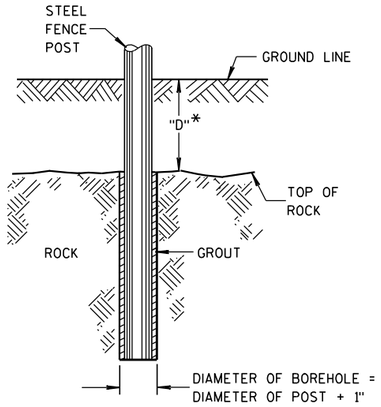
POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

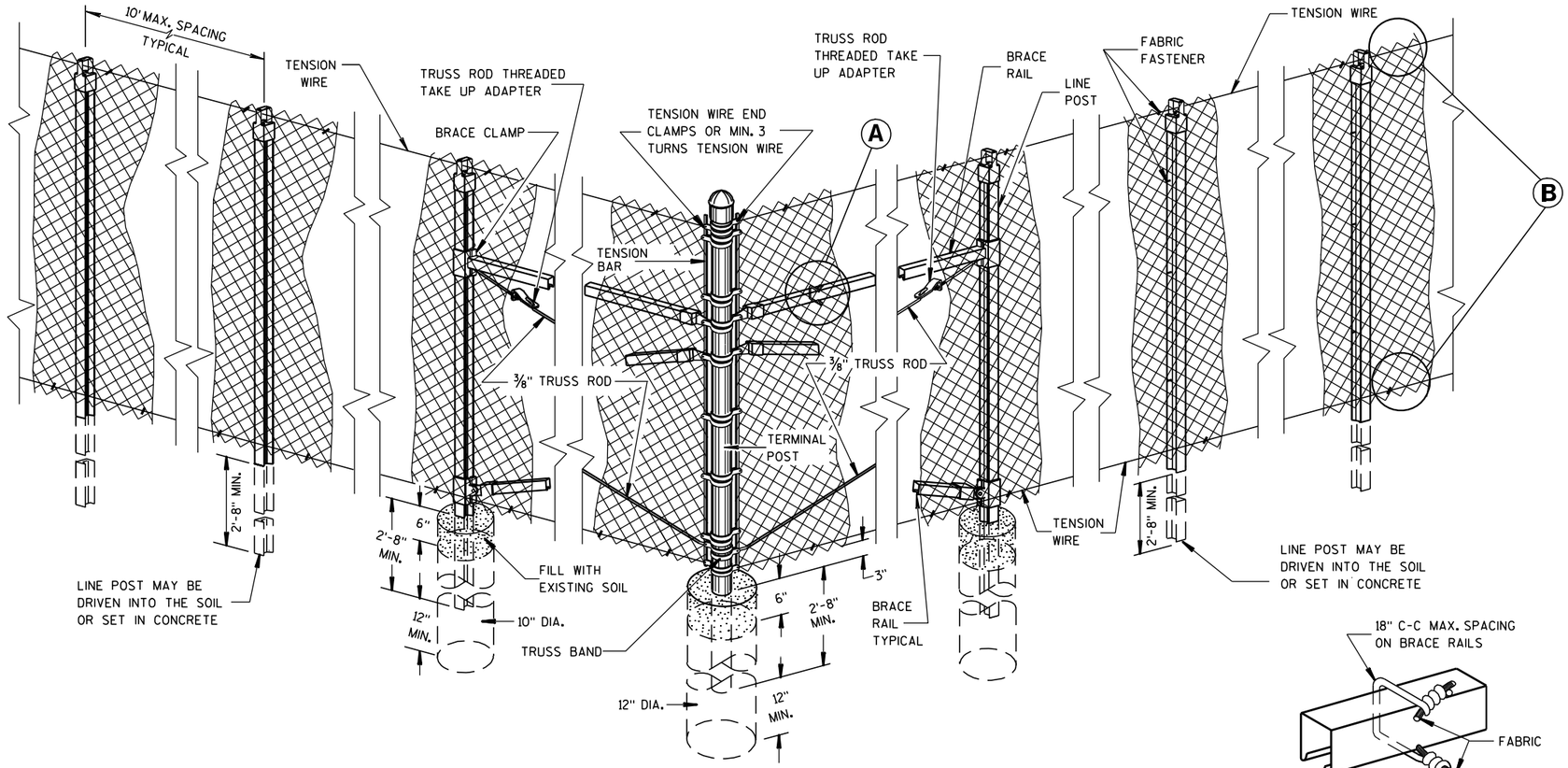
6

S.D.D. 15 B 3-12a

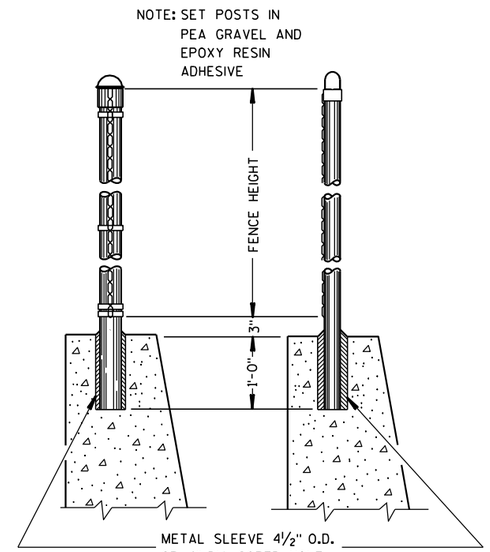


* IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST

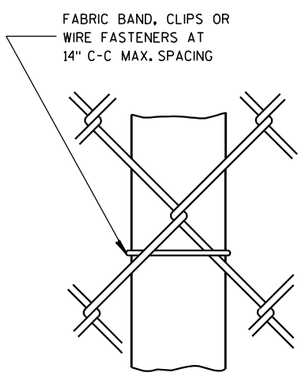


END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



END POST & CORNER POST — LINE POST

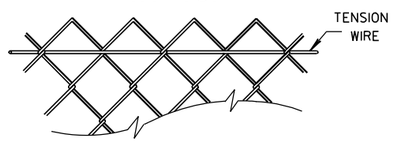
DETAILS OF FENCE ON WALL

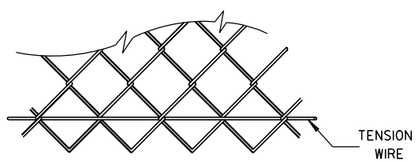


LINE POST

FABRIC FASTENER

AT TOP

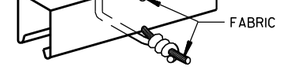




AT BOTTOM

SELVAGES

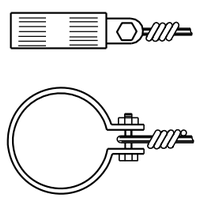
(B)



BRACE RAIL

FABRIC FASTENER

(A)



TENSION WIRE END CLAMP

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/19/2010 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
387
FHWA
ENT

6

S.D.D. 15 B 3-12b

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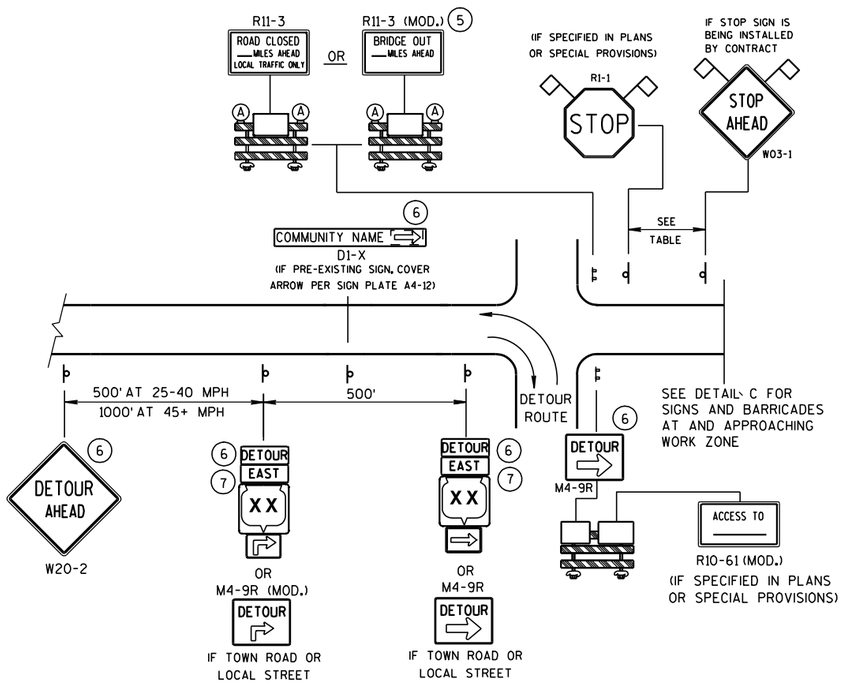
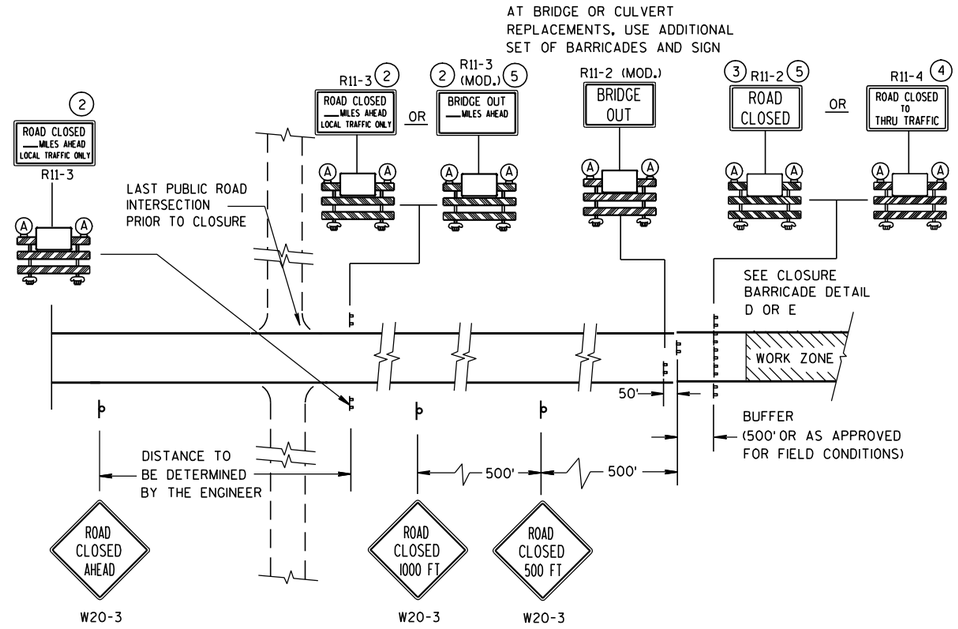
S.D.D. 15 B 3-12b



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

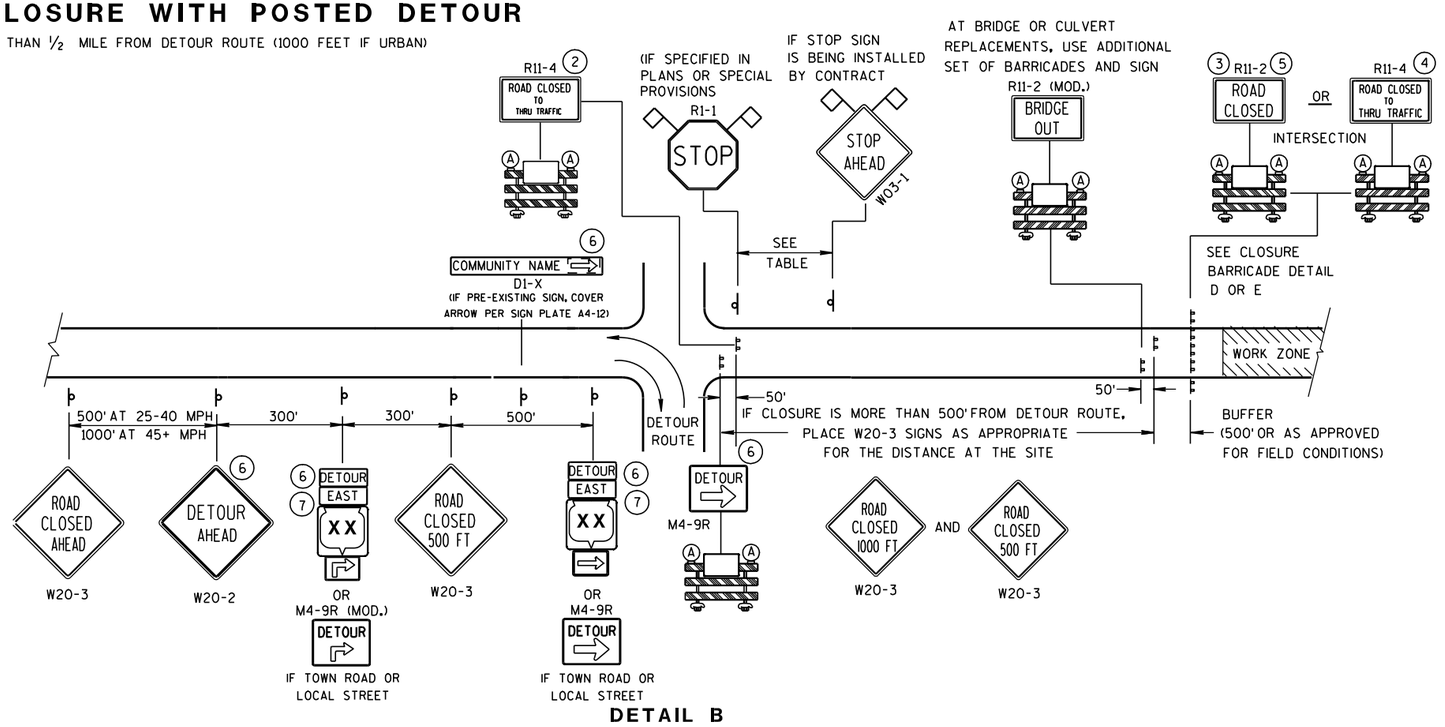


DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

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

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



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

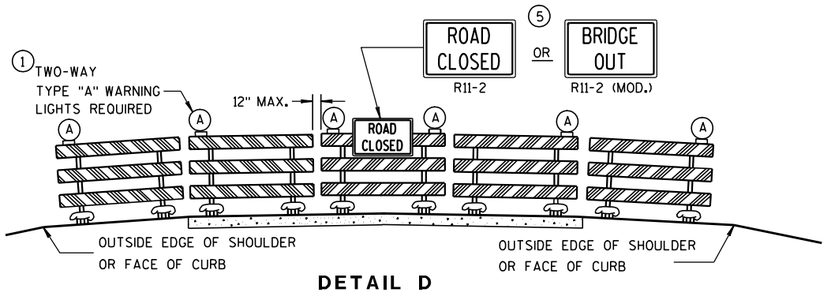
- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

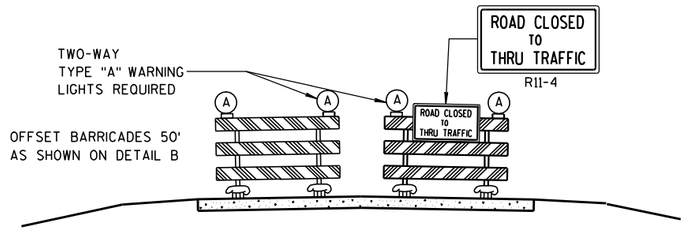
S.D.D. 15 C 2-4a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

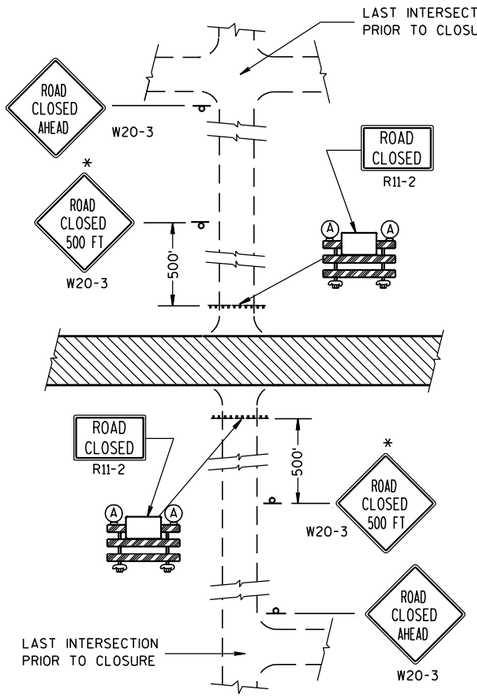
9/16/03
DATE

/S/ Thomas N. N[illegible]
CHIEF SIGNS AND MAR[illegible]INEER

FHWA

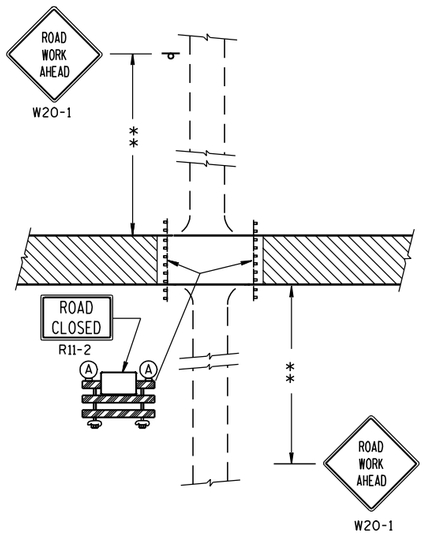
6

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



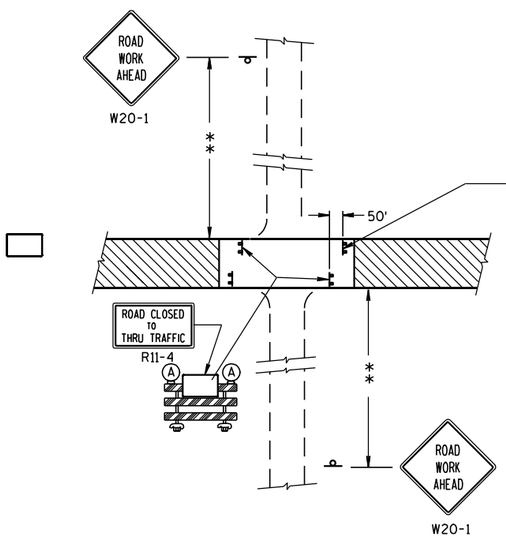
DETAIL 1

(NO ACCESS TO PROJECT)



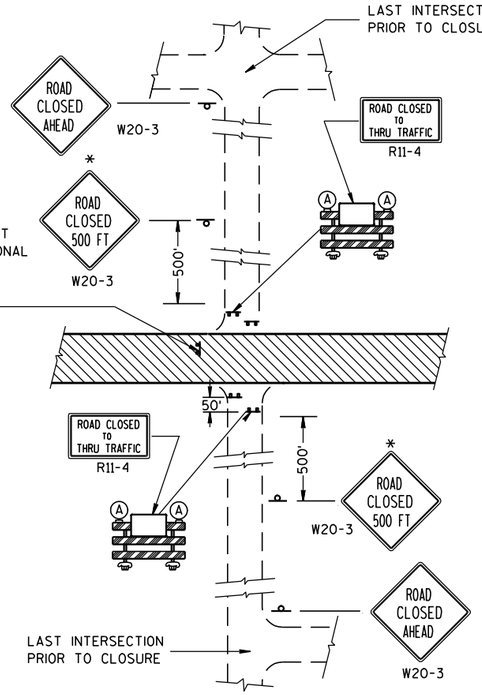
DETAIL 2

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



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

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

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-16-03
DATE

/S/ Thomas N. N[illegible]
CHIEF SIGNS AND MAR[illegible] 390 INEER

FHWA

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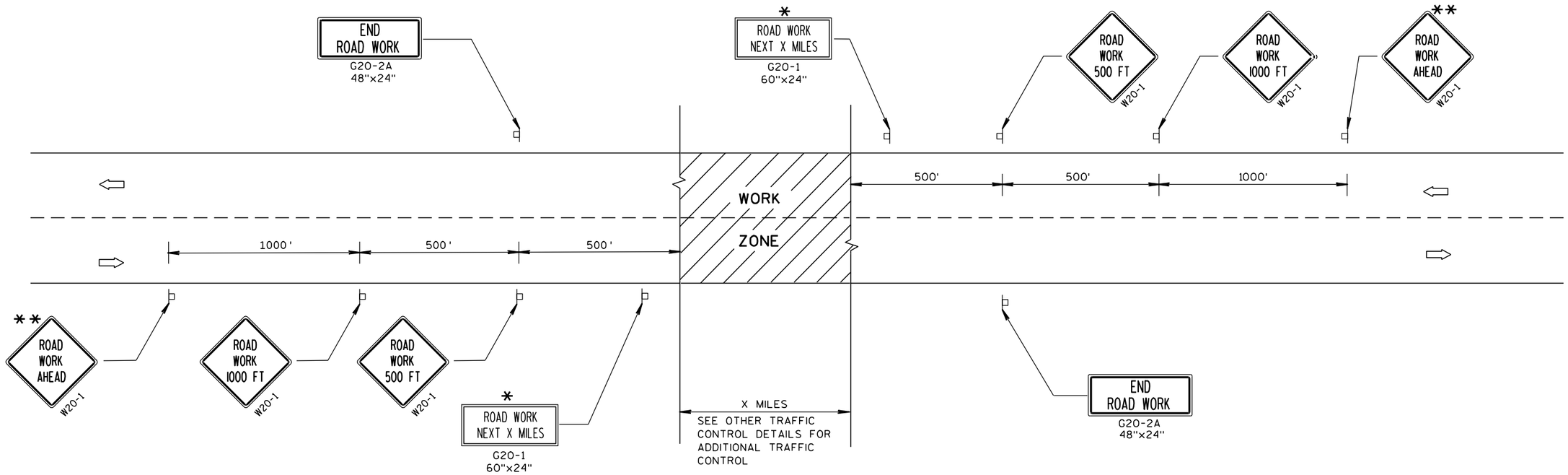
S.D.D. 15 C 3-1

6

S.D.D. 15 C 3-1



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"x48" UNLESS OTHERWISE NOTED.

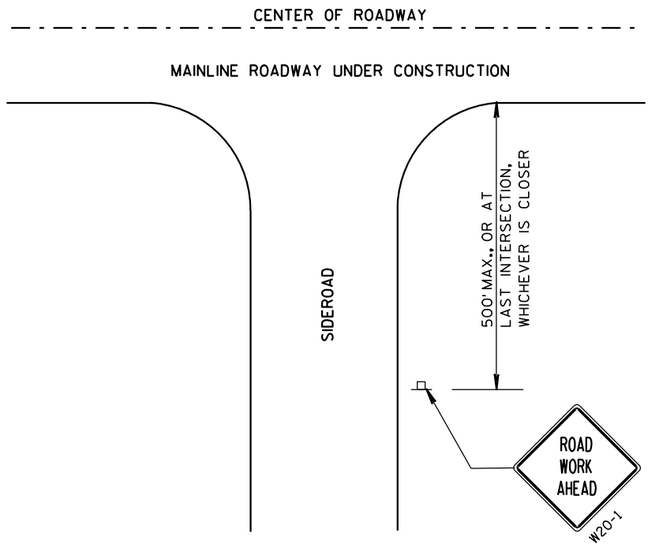
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00 DATE

/S/ Chester J. [illegible] CHIEF SIGNS AND MARKING ENGINEER

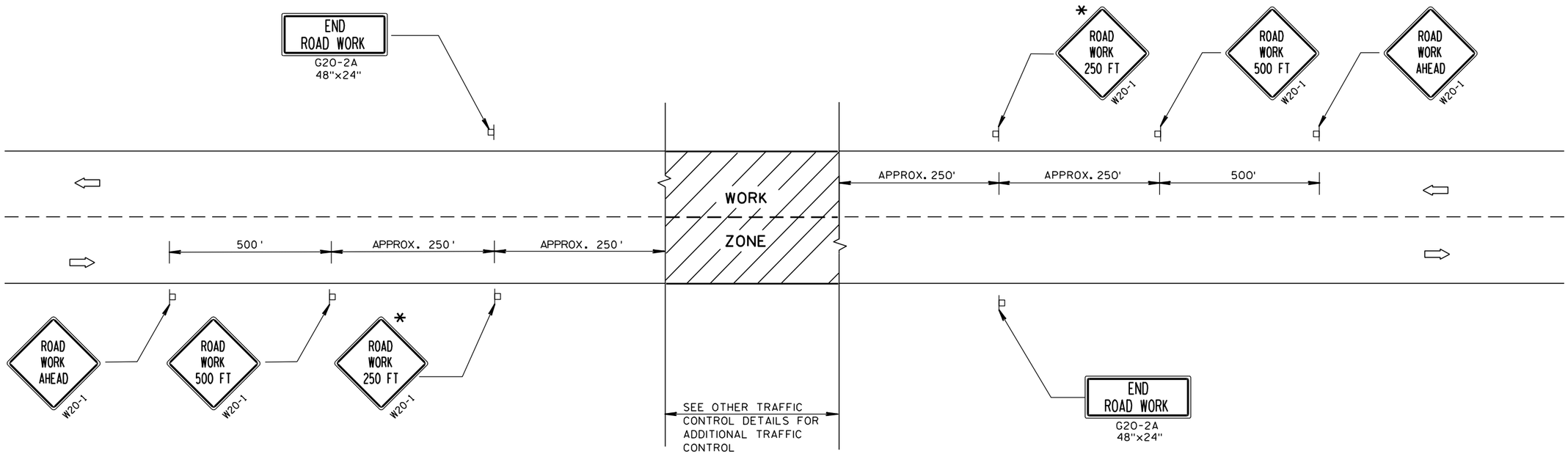
FHWA

6

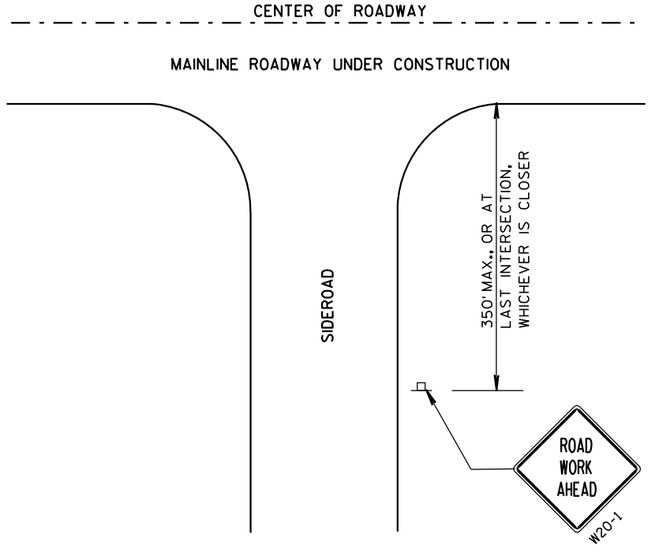
S.D.D. 15 C 4-1

6

S.D.D. 15 C 4-1



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



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 DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 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 RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00
DATE

/S/ Chester J. [illegible]
CHIEF SIGNS AND MARKING ENGINEER

FHWA

6

S.D.D. 15 C 5-1

6

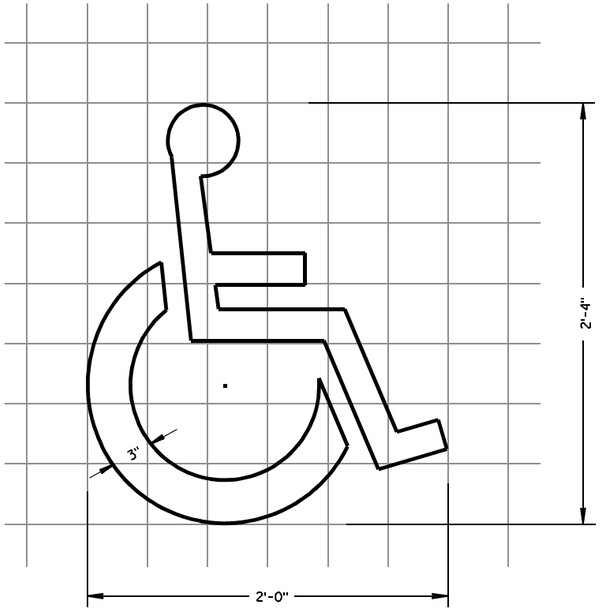
S.D.D. 15 C 5-1

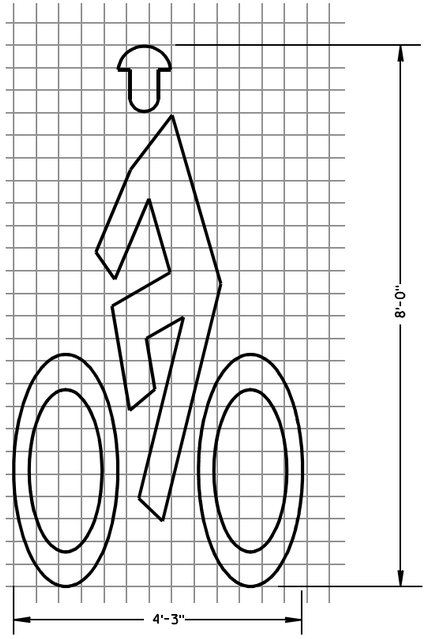
GENERAL NOTES

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

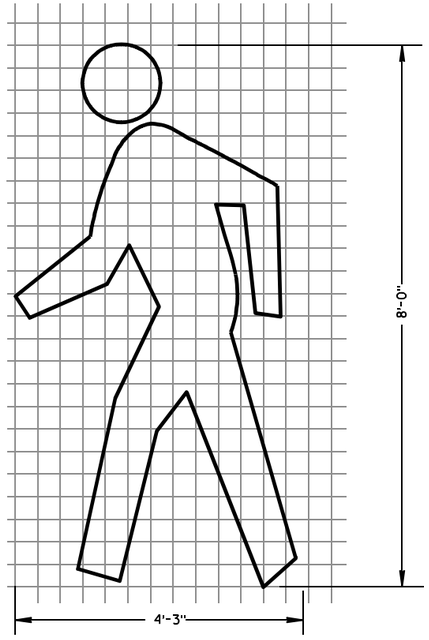
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

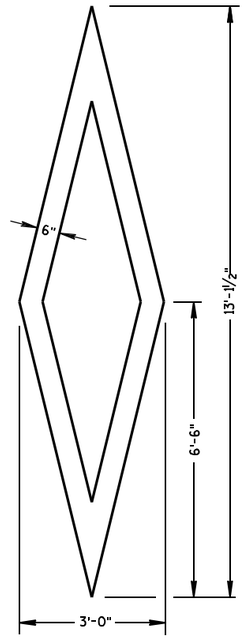




BIKE CROSSING SYMBOL



PEDESTRIAN SYMBOL



PREFERENTIAL LANE SYMBOL

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N Nathan — STATE TRAFFIC ENGINEER

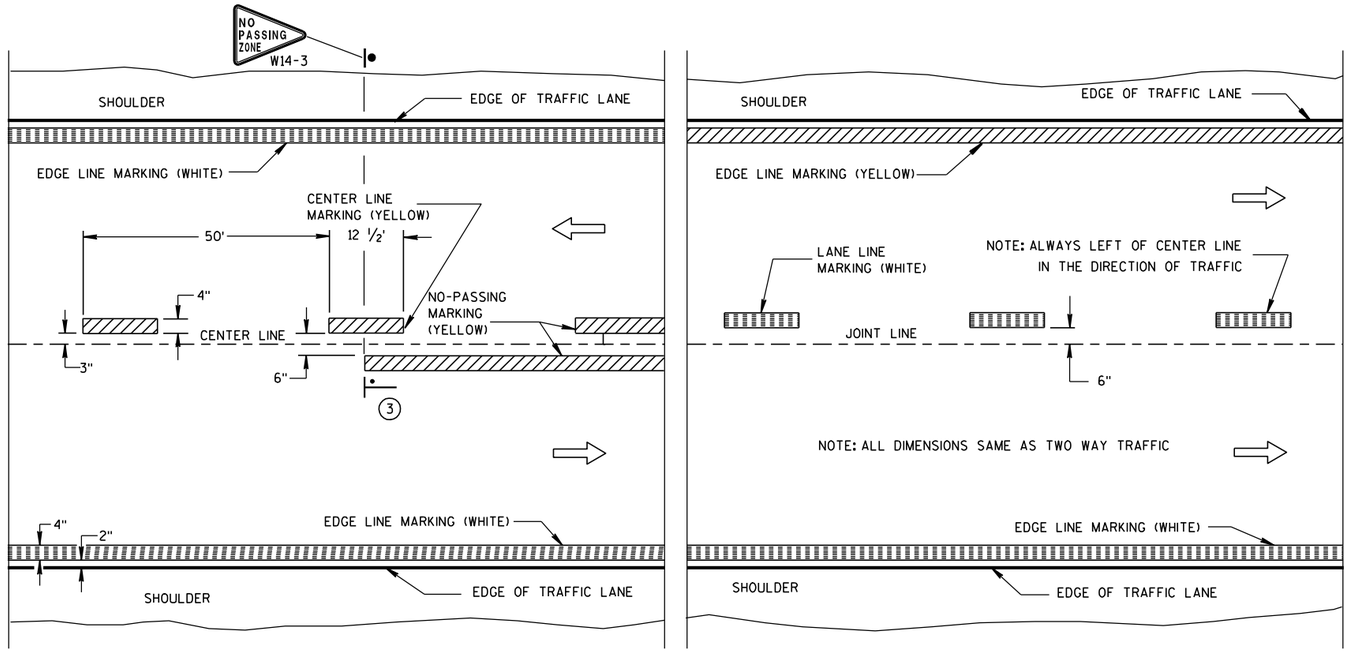
FHWA

6

S.D.D. 15 C 7-12a

6

S.D.D. 15 C 7-12a



TWO WAY TRAFFIC

ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

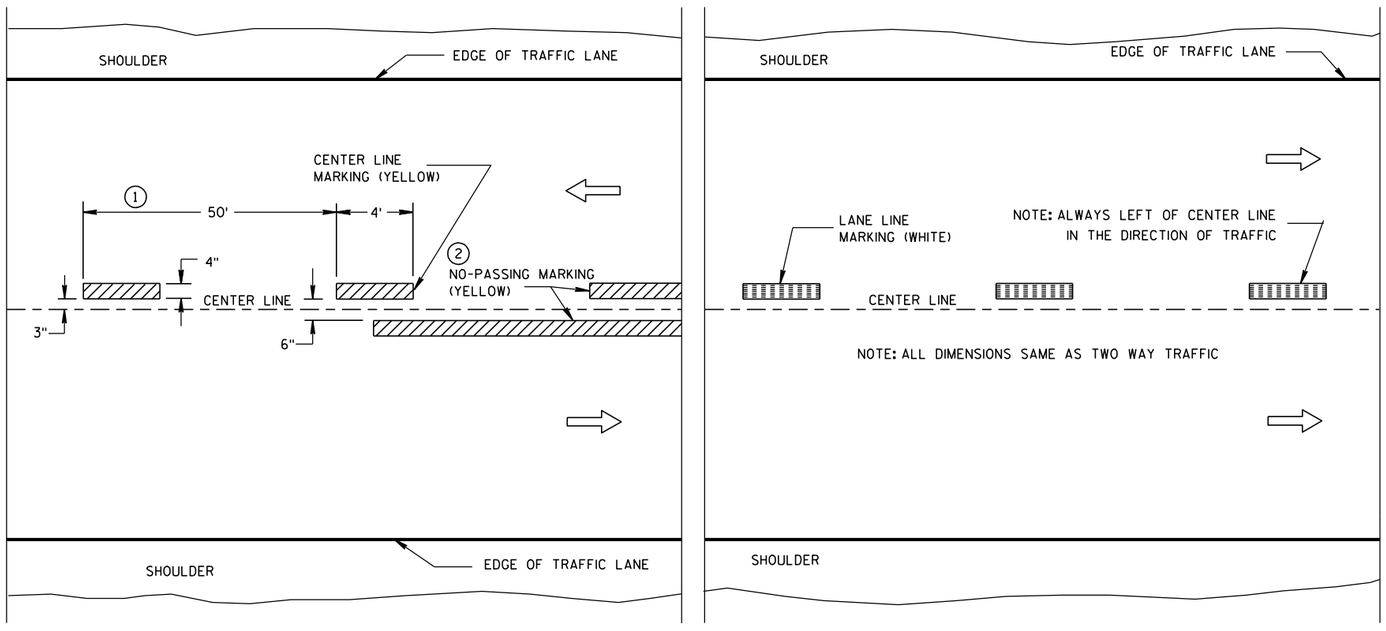
(1) HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.

(2) NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

(3) NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

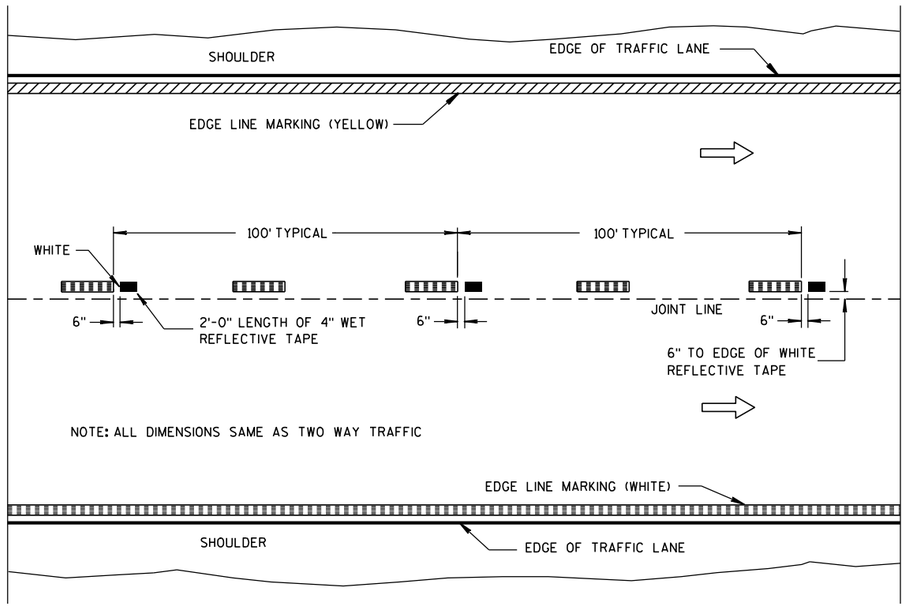


TWO WAY TRAFFIC

ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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



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

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

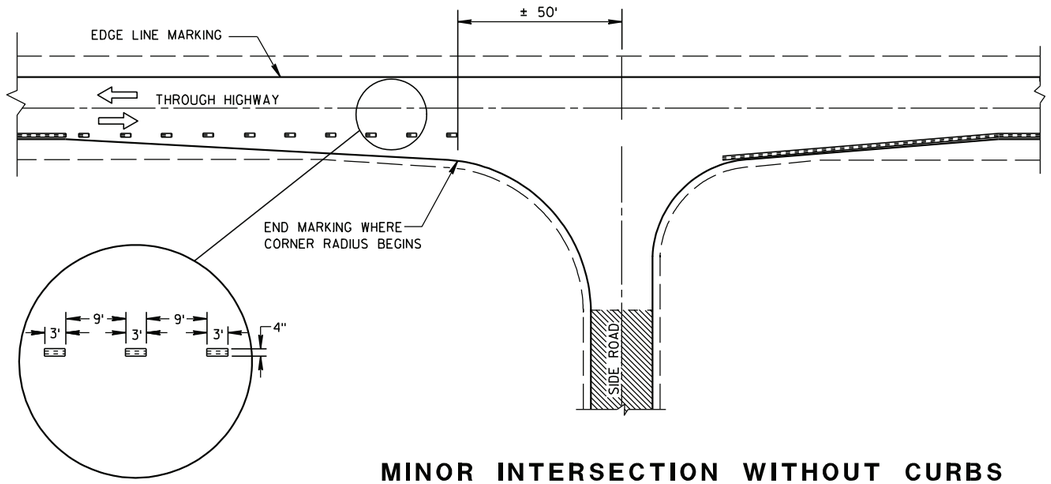
APPROVED
6-23-11 DATE
/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER
394
FHWA

6

S.D.D. 15 C 8-14a

6

S.D.D. 15 C 8-14a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

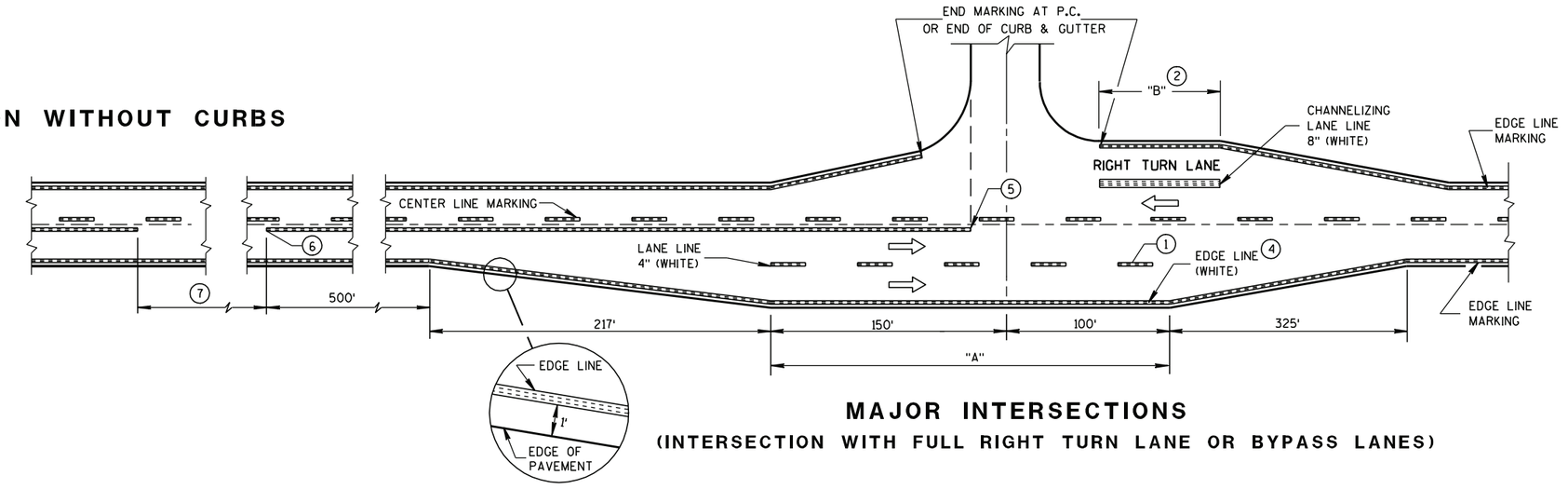
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

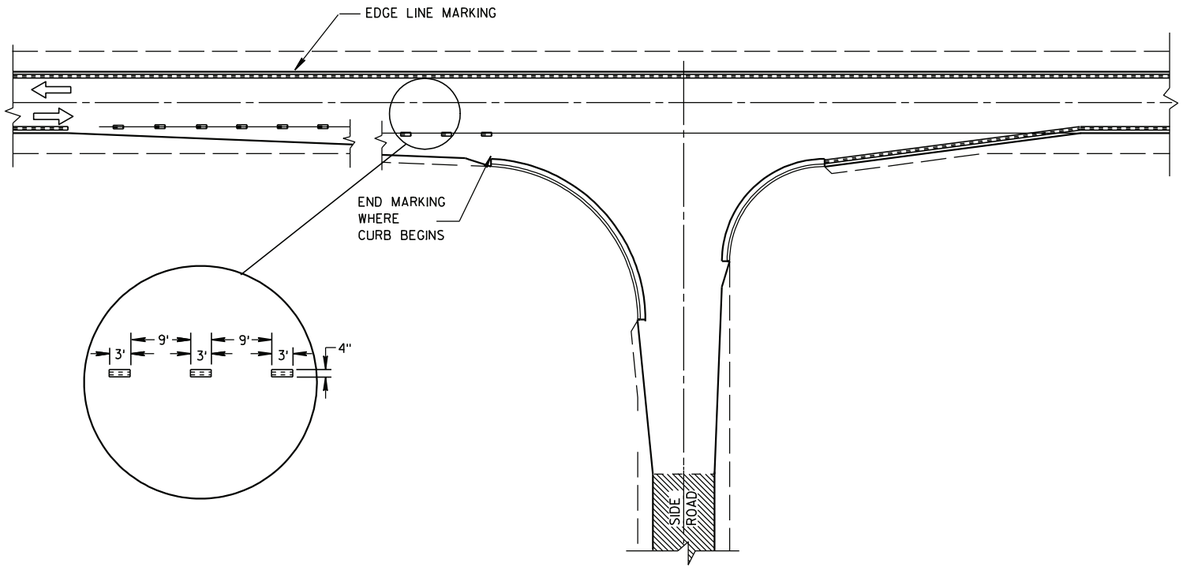
ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

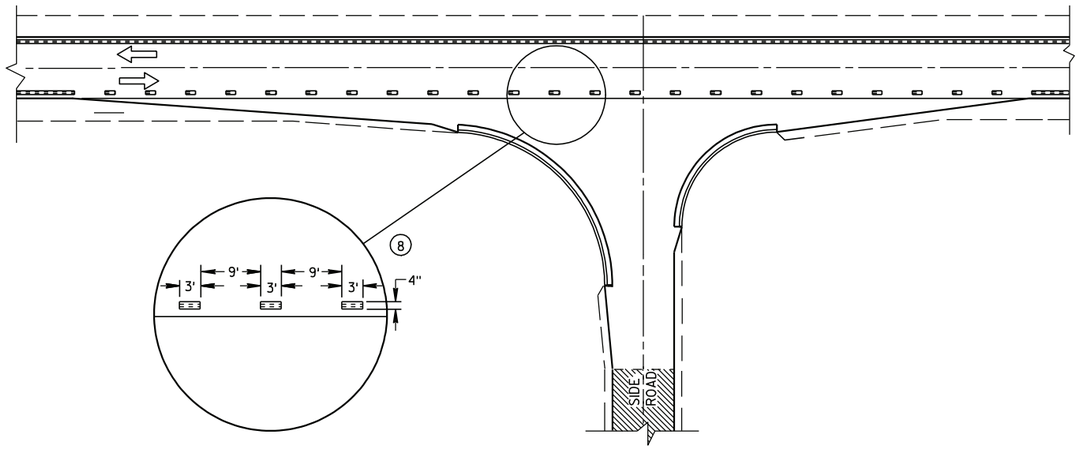
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



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



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



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

PAVEMENT MARKING (INTERSECTIONS)

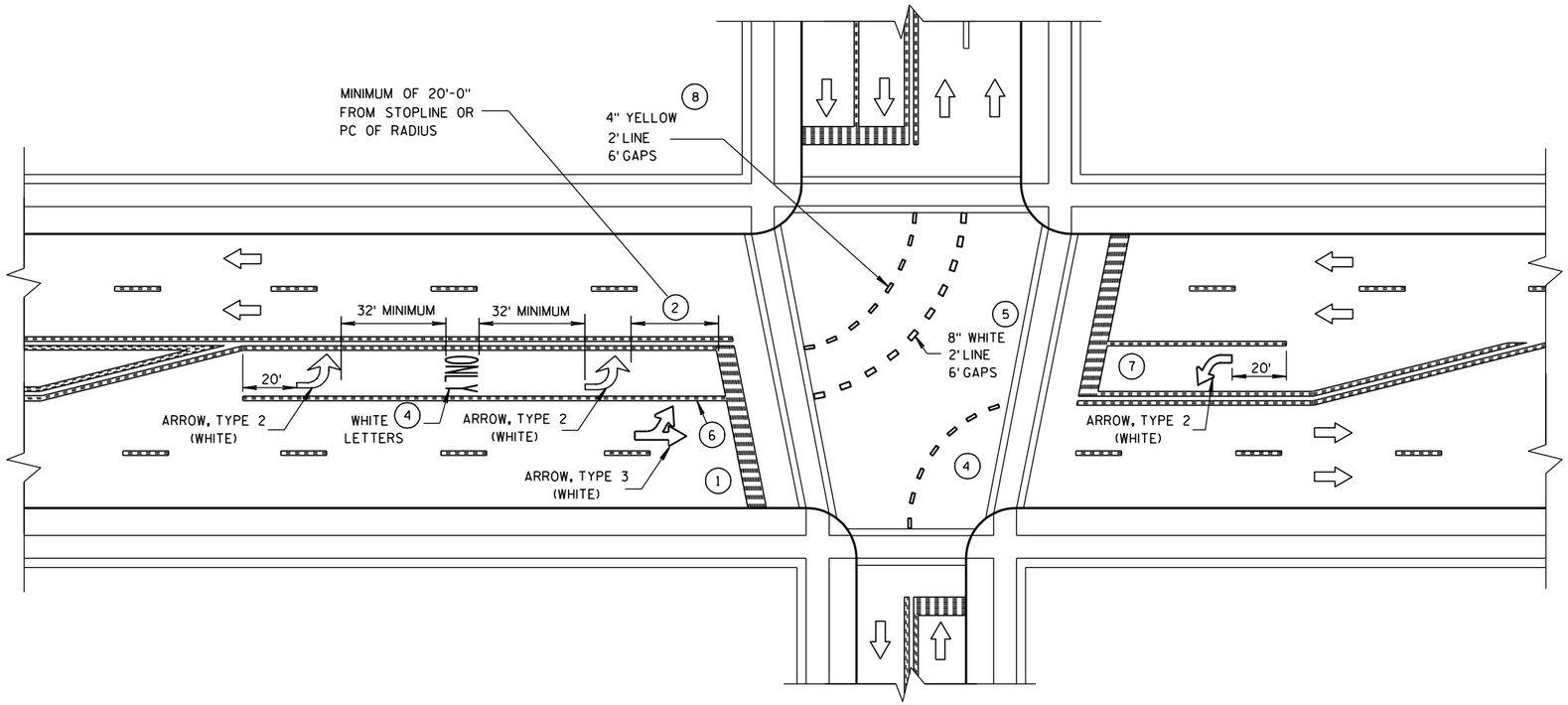
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 8-14b

6

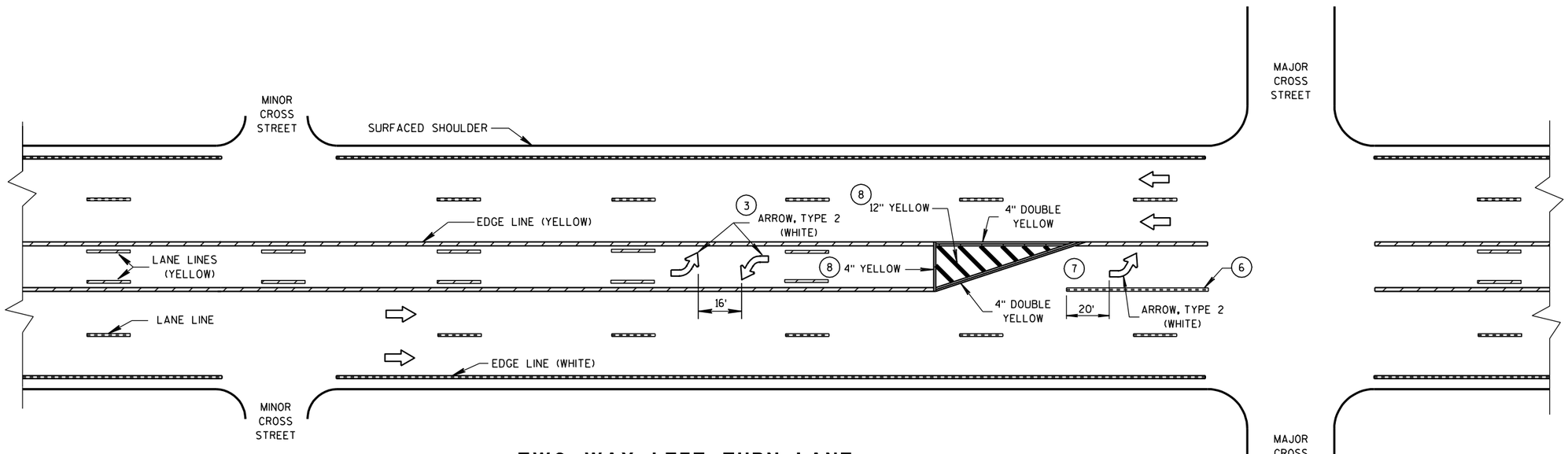
S.D.D. 15 C 8-14b



GENERAL NOTES

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

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



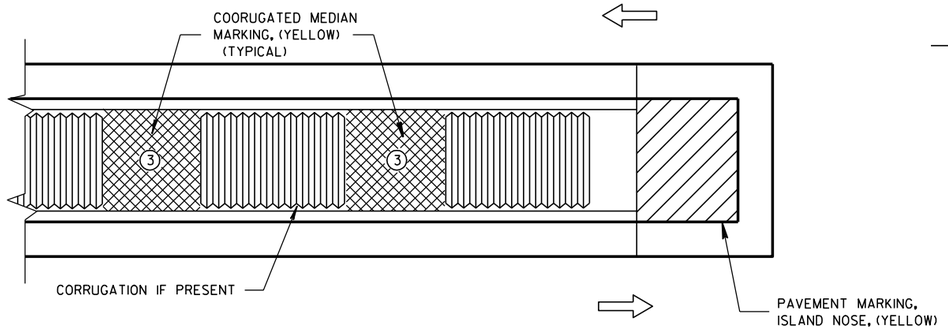
TWO WAY LEFT TURN LANE

PAVEMENT MARKING
(LEFT TURN LANE)

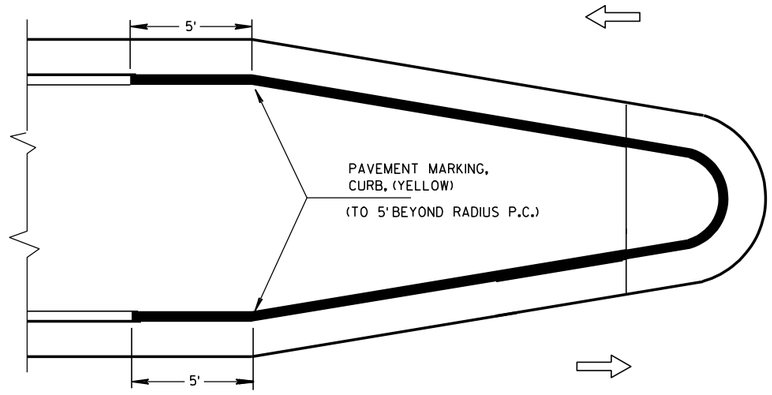
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

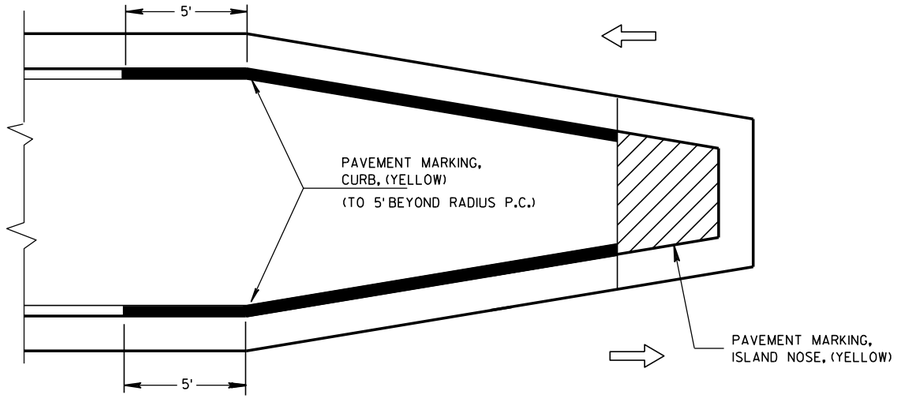
S.D.D. 15 C 8-14e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

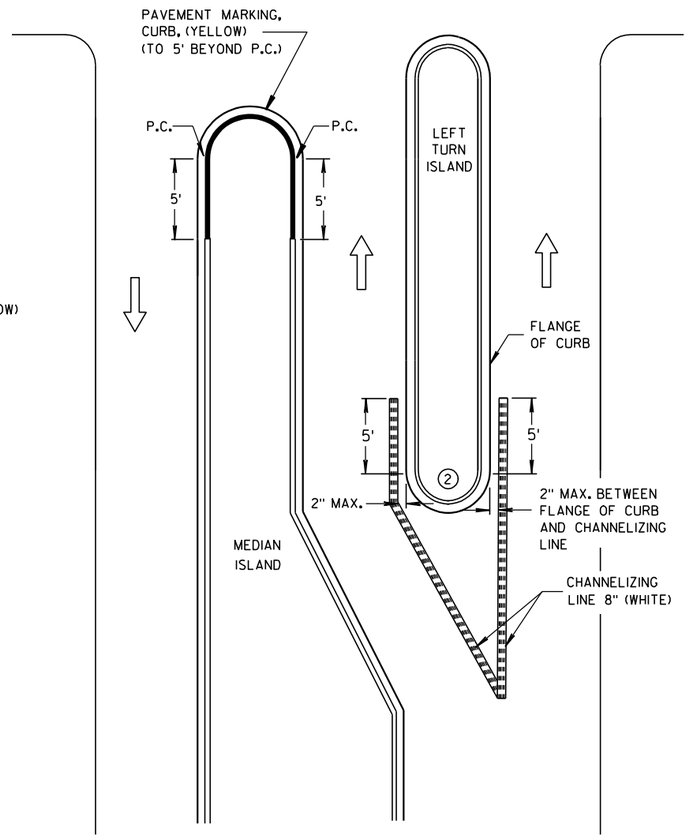


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

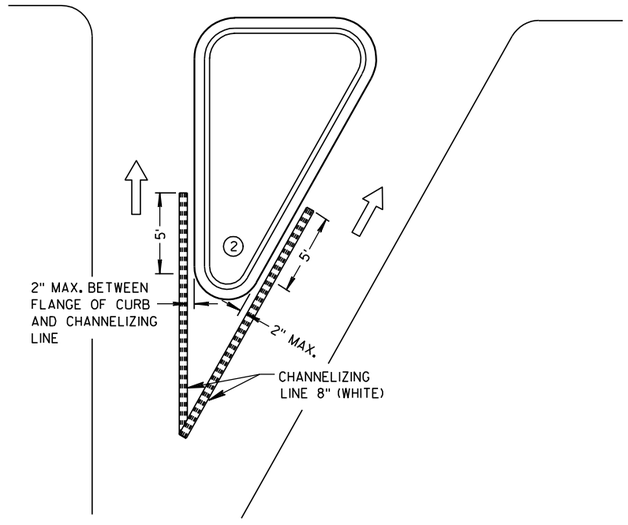
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



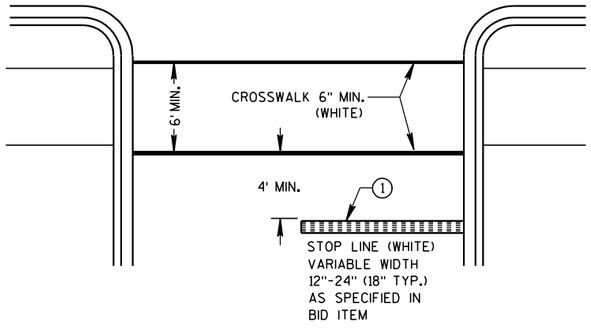
LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

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



RIGHT TURN ISLAND



STOP LINE AND CROSSWALK

LEGEND

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

PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)

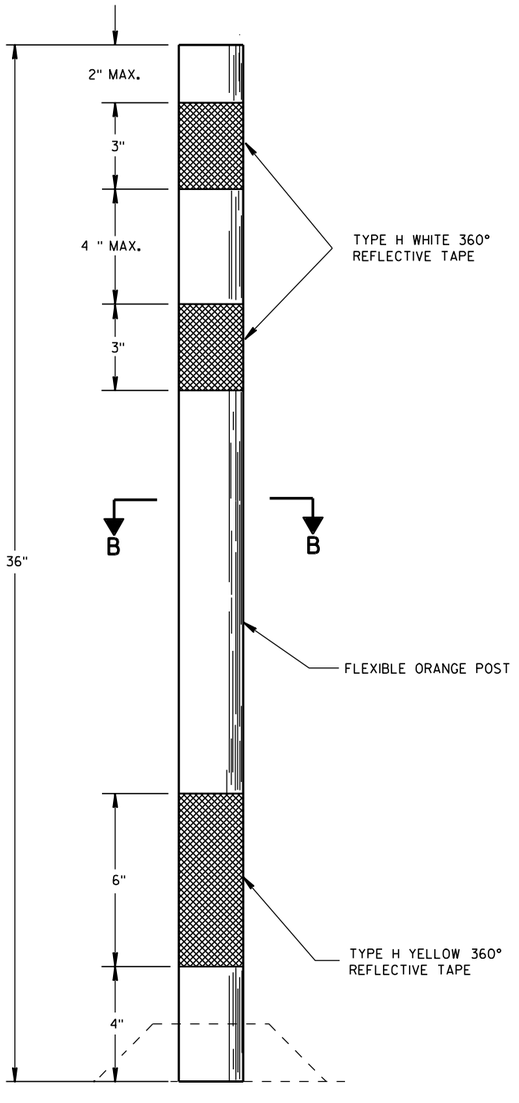
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

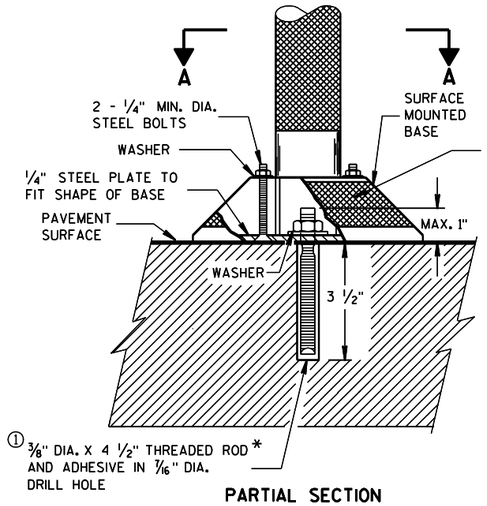
S.D.D. 15 C 8-14f

6

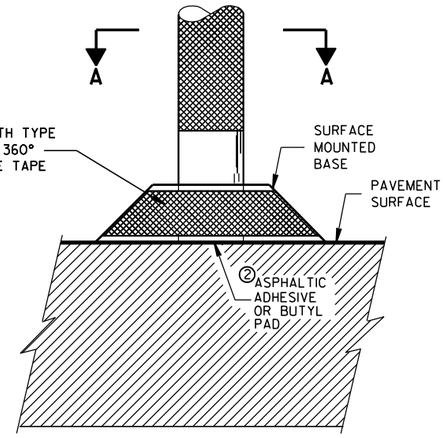
S.D.D. 15 C 8-14f



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

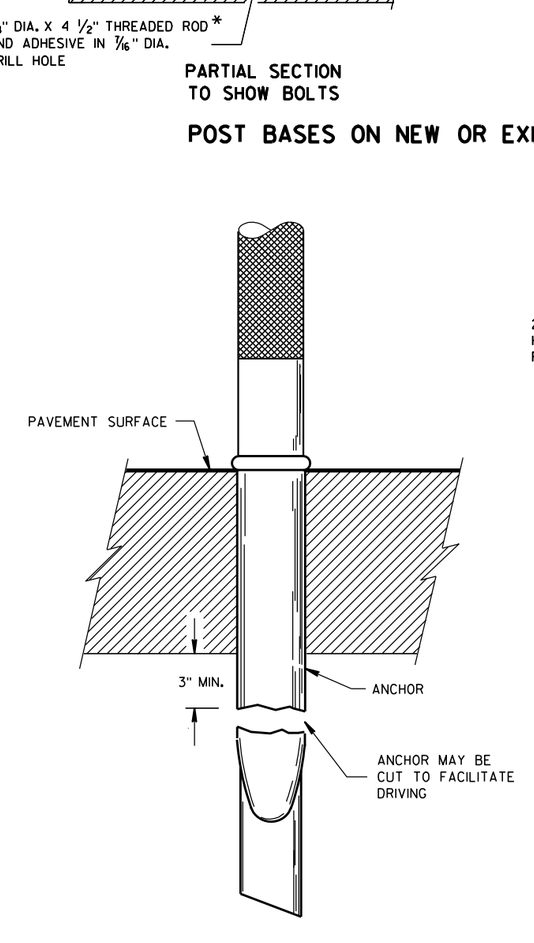
GENERAL NOTES

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

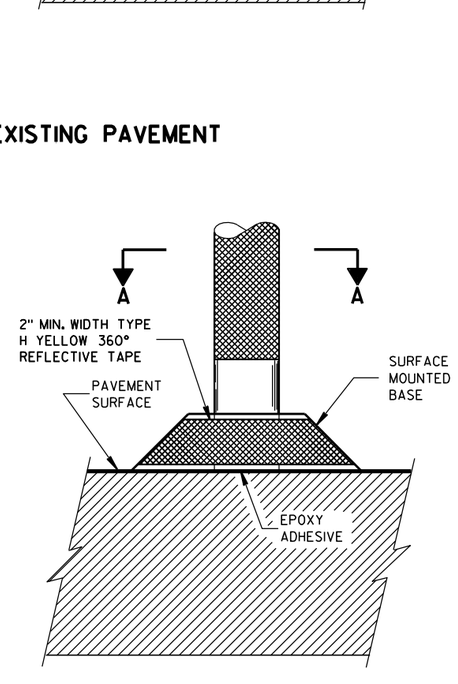
SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

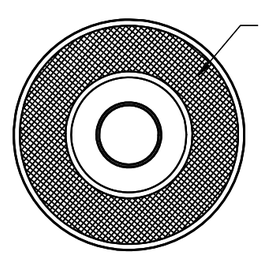
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



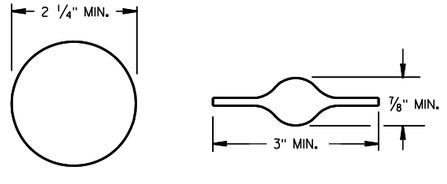
POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED





SECTION A-A

SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES

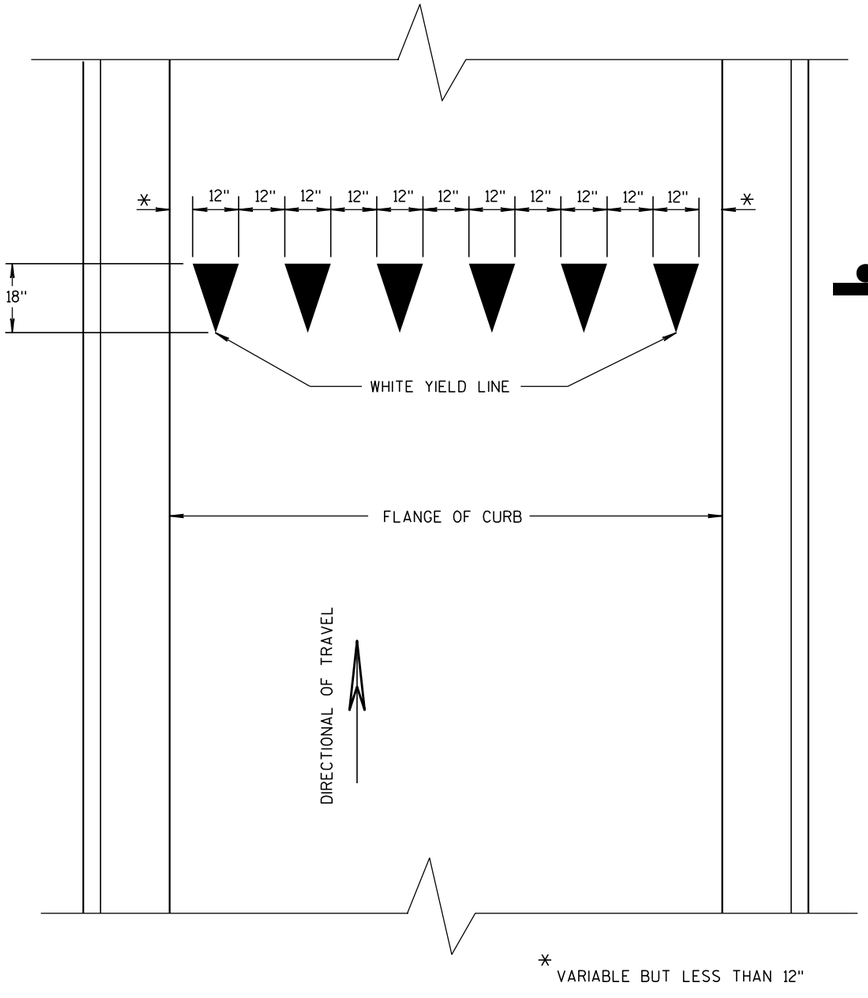
FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 2/17/94 DATE /S/ Chester J. [illegible] DIRECTOR, OFFICE O 398 FHWA

6

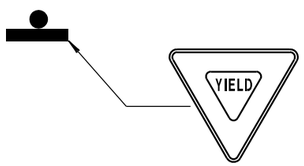
S.D.D. 15 C 11-5

6

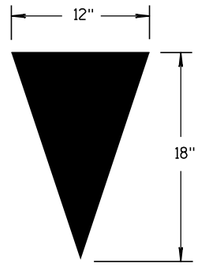
S.D.D. 15 C 11-5



YIELD LINE



R1-2
36" X 31"



YIELD TRIANGLE

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

1/28/05
DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

399

FHWA

6

S.D.D. 15 C 20-1

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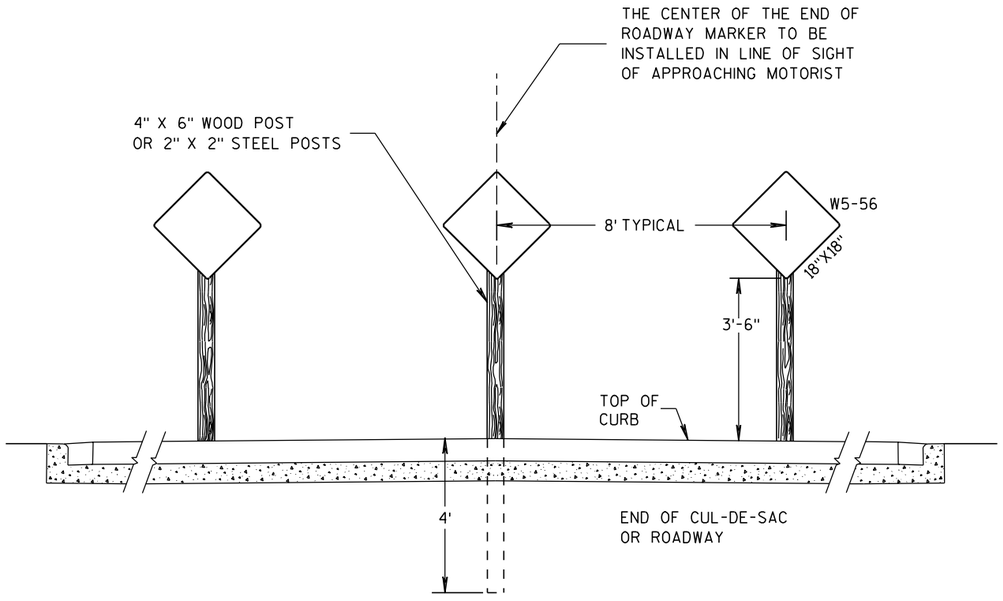
S.D.D. 15 C 20-1

GENERAL NOTES

SIGN LOCATIONS SHOWN ARE TYPICAL PLACEMENT AND MAY BE ADJUSTED BY THE ENGINEER AS FIELD CONDITIONS DICTATE.

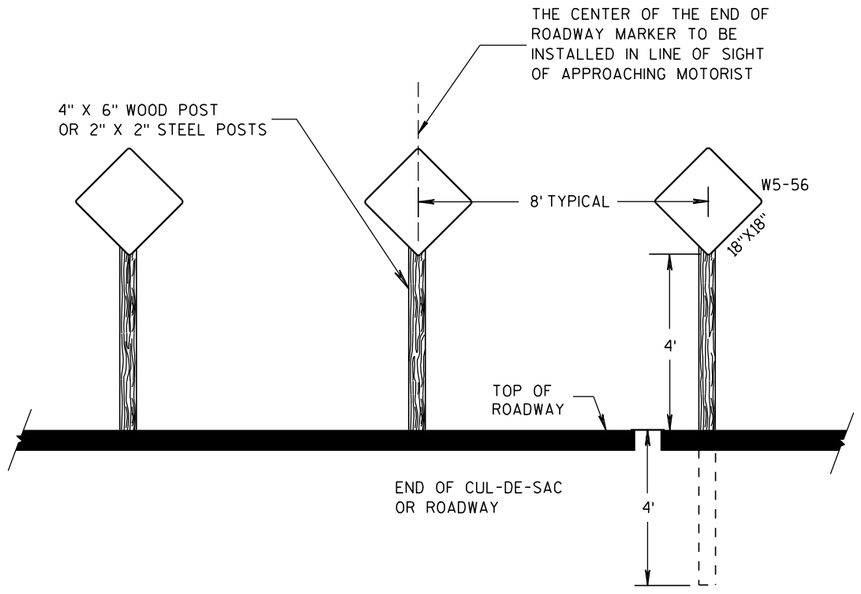
THE MINIMUM NUMBER OF END-OF-ROADWAY SIGNS ARE THREE (AS SHOWN). ADDITIONAL END-OF-ROADWAY SIGNS MAY BE INSTALLED AS FIELD CONDITIONS DICTATE. (SEE SIGNING PLAN).

WHEN BEAMGUARD IS REQUIRED, PLACE END-OF-ROADWAY SIGNING BEHIND BEAMGUARD.



TYPICAL URBAN SIGN INSTALLATION

(WITH CURB & GUTTER)



TYPICAL RURAL SIGN INSTALLATION

(WITHOUT CURB & GUTTER)

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S.D.D. 15 C 26-2

S.D.D. 15 C 26-2

END-OF-ROADWAY SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/1/2011
DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

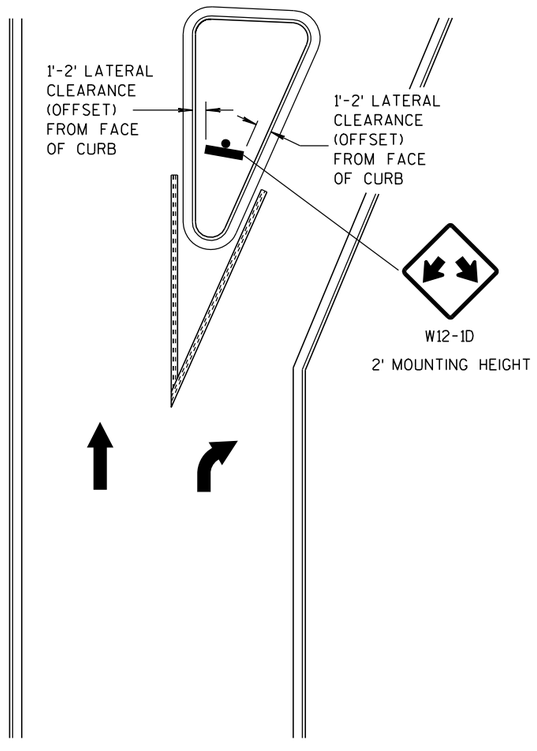
400
SIGN

FHWA

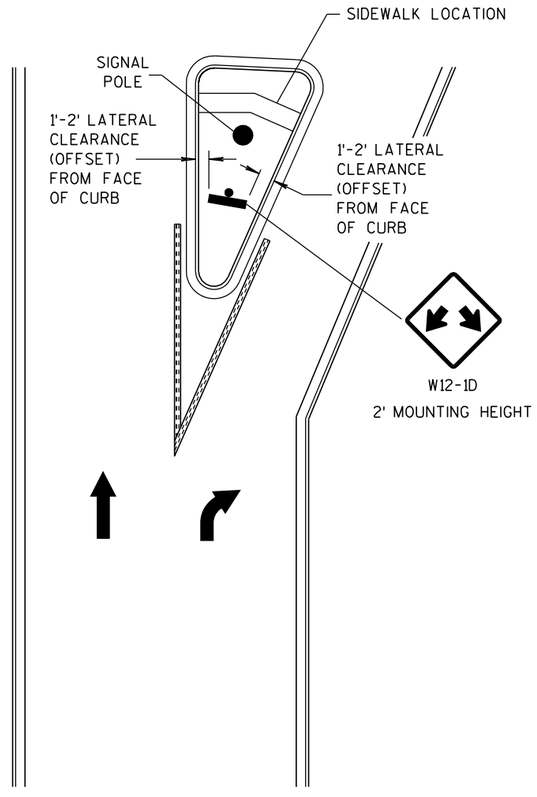
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

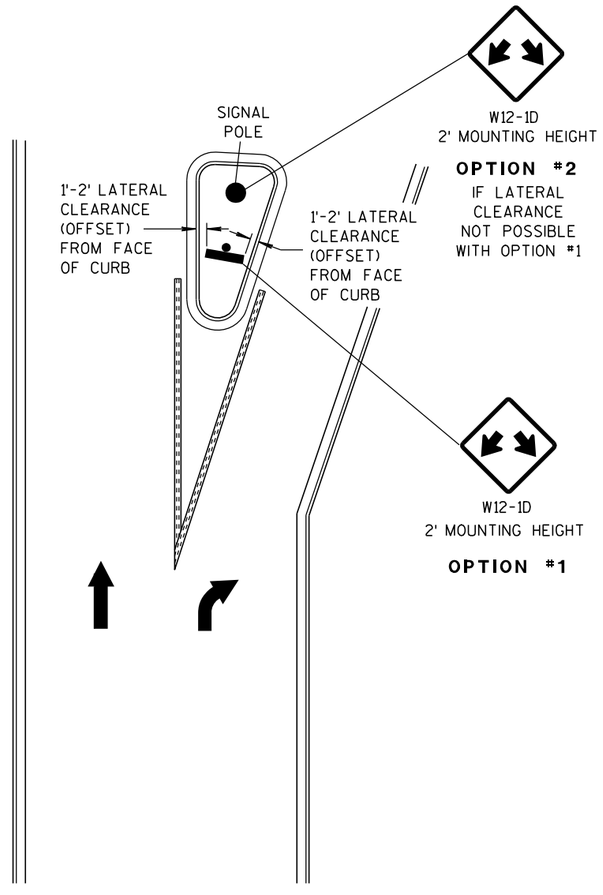
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



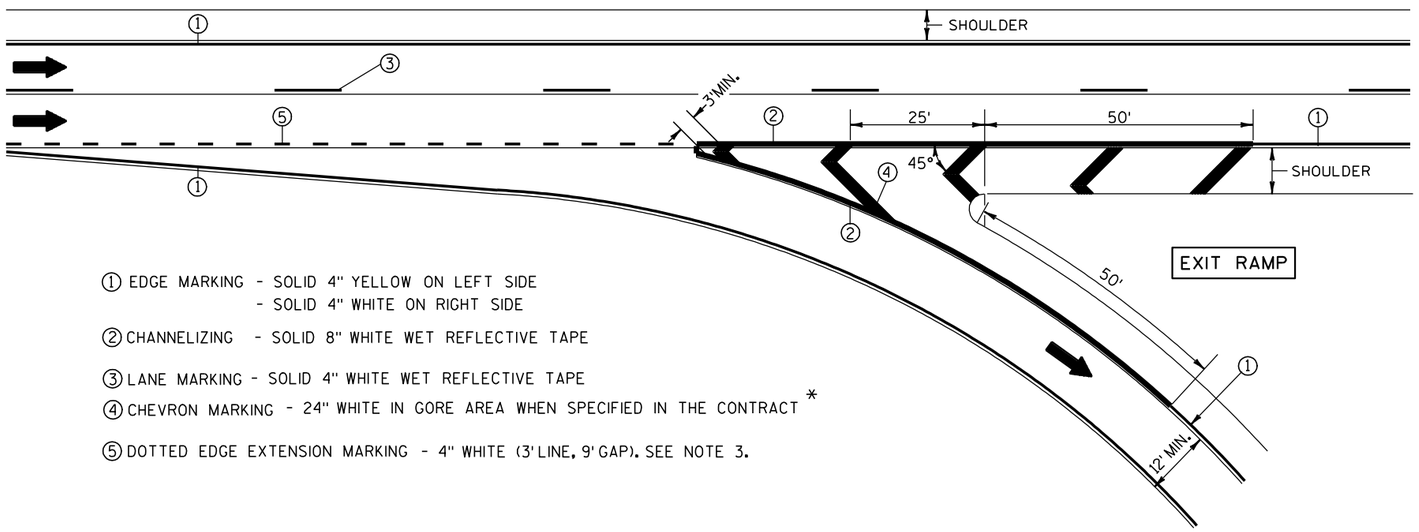
LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA	401 IGN



① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *

⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 9' GAP). SEE NOTE 3.

NOTES:

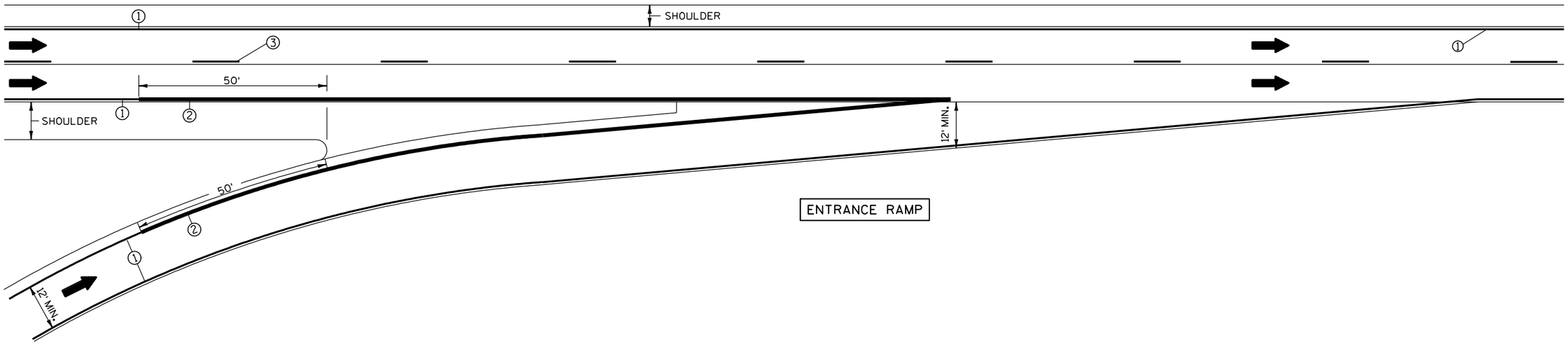
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.

3. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



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S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

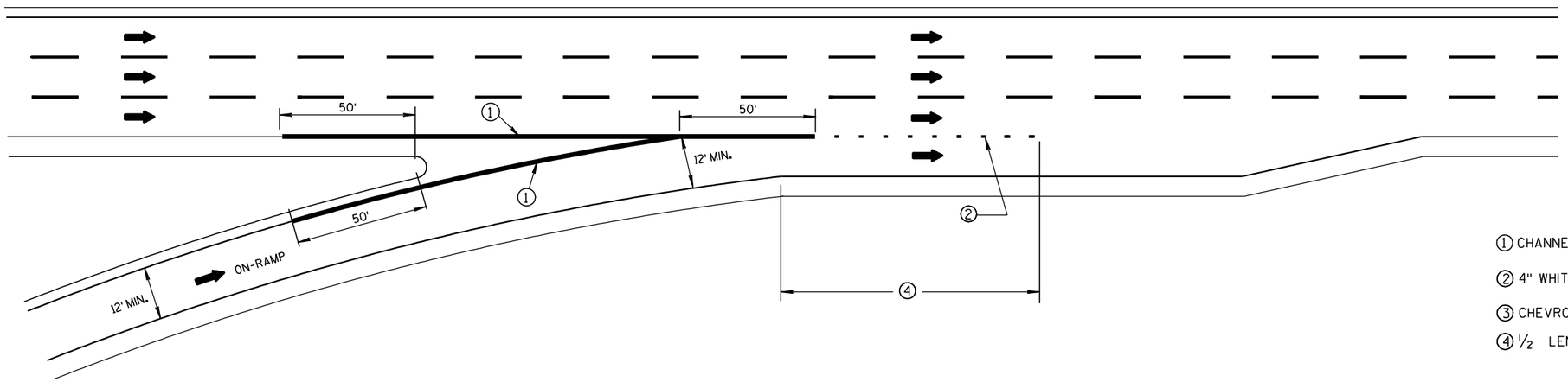
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 31-1a

NOTES:

1. AHEAD ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.
2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.
3. RETRACE EXISTING DIAGONAL MARKINGS.



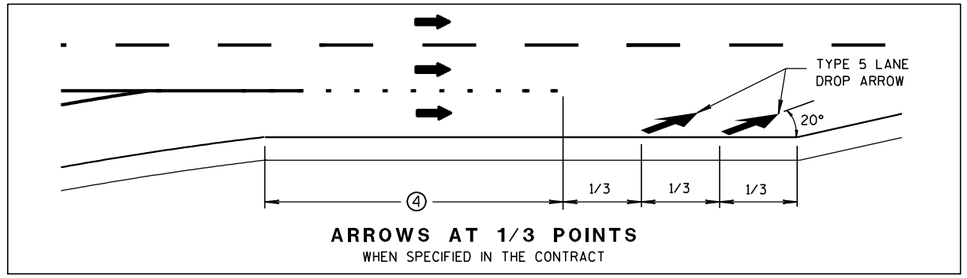
① CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN GORE AREA.

② 4" WHITE (3' LINE, 9' GAP).

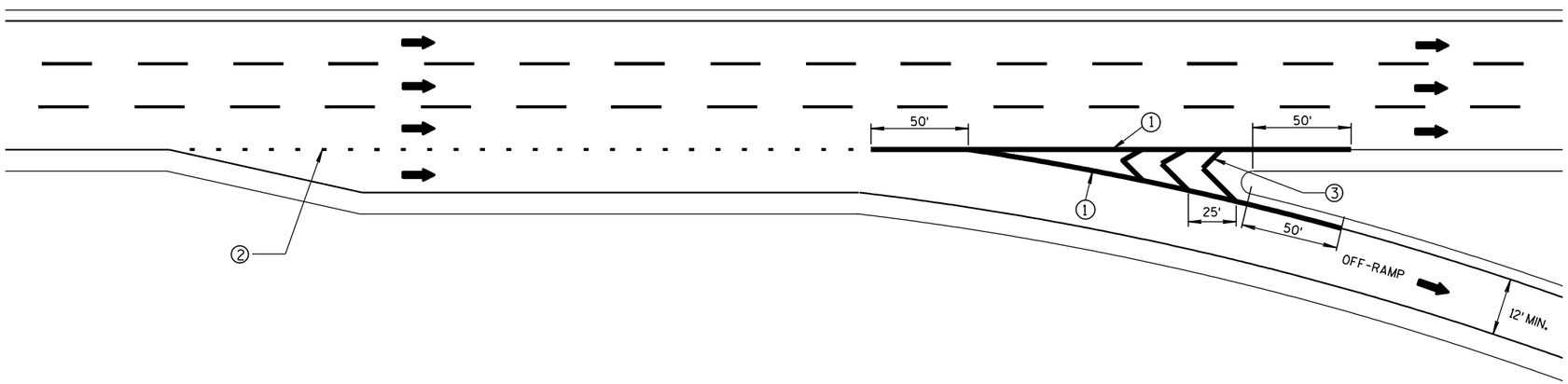
③ CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT.

④ ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP



ARROWS AT 1/3 POINTS
WHEN SPECIFIED IN THE CONTRACT



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/23/2011 DATE
/S/ Thomas N. Nothnagel STATE TRAFFIC ENGINEER 403 SIGN
FHWA

6

S.D.D. 15 C 31-1d

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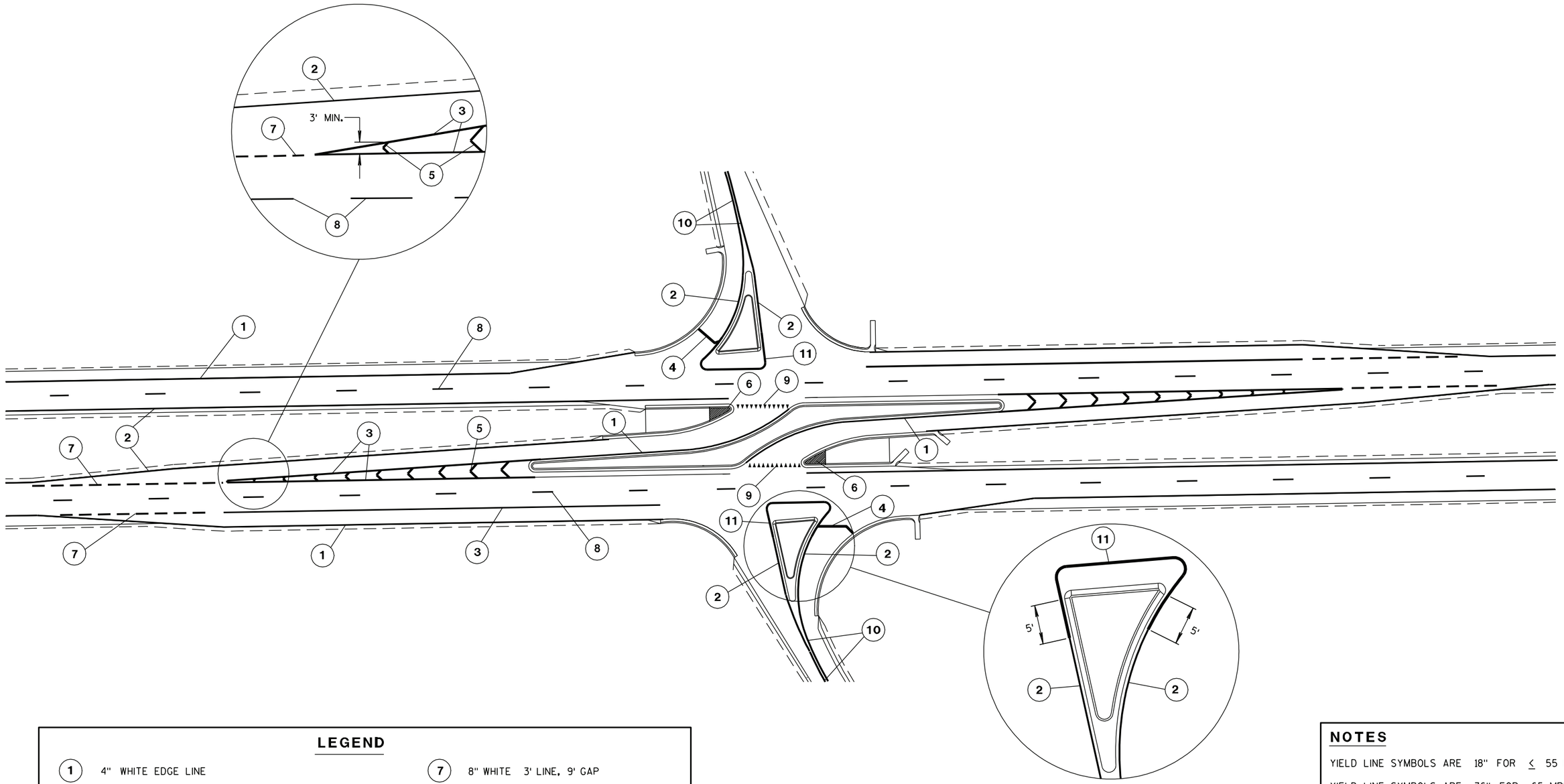
S.D.D. 15 C 31-1d



LEGEND

1. 4" WHITE EDGE LINE
2. 4" YELLOW EDGE LINE
3. 8" WHITE WET REFLECTIVE TAPE
4. 18" STOP LINE WHITE WHEN SPECIFIED IN THE CONTRACT
5. CHEVRON 24" WHITE 25' C-C
6. ISLAND NOSE EPOXY (SOLID YELLOW)
7. 8" WHITE 3' LINE, 9' GAP
8. 4" WHITE WET REFLECTIVE TAPE LANE LINE
9. YIELD LINE SYMBOLS 18" OR 36" WHITE WHEN SPECIFIED IN THE CONTRACT
10. 4" LINE YELLOW
11. 8" WHITE WHEN SPECIFIED IN THE CONTRACT

NOTES

YIELD LINE SYMBOLS ARE 18" FOR $\leq$ 55 MPH.

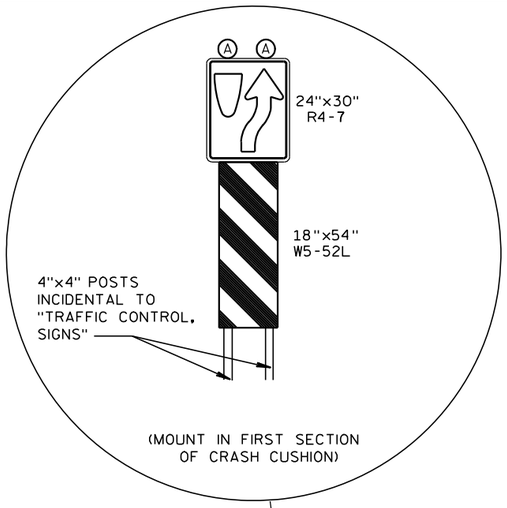
YIELD LINE SYMBOLS ARE 36" FOR 65 MPH.

J TURN MEDIAN PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

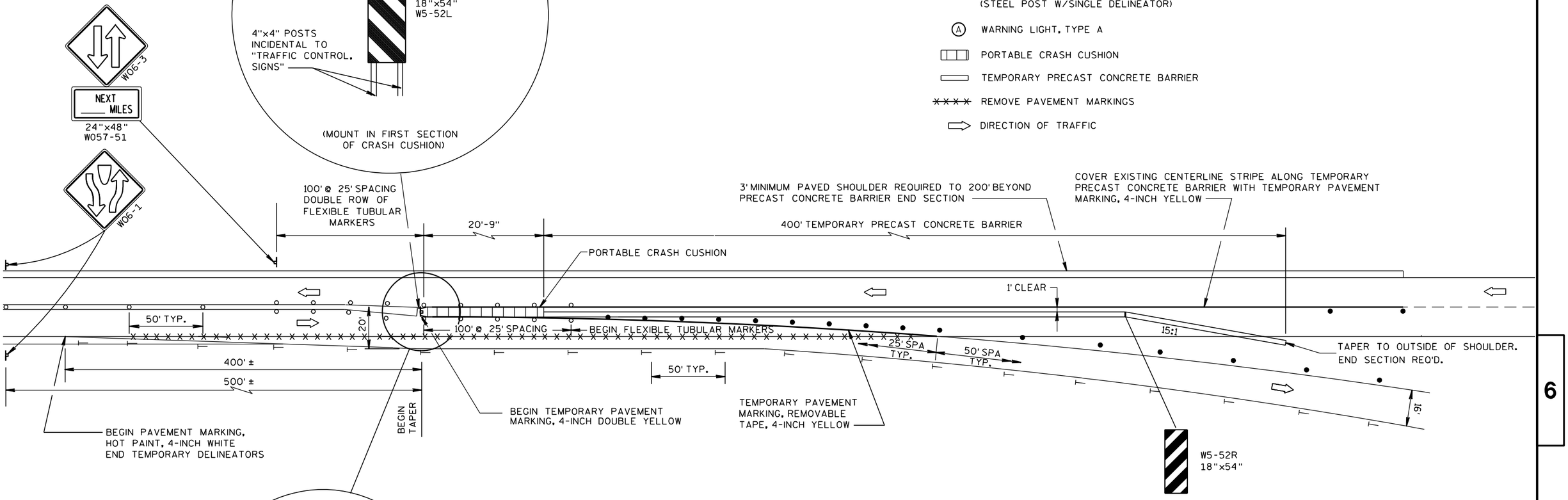
6

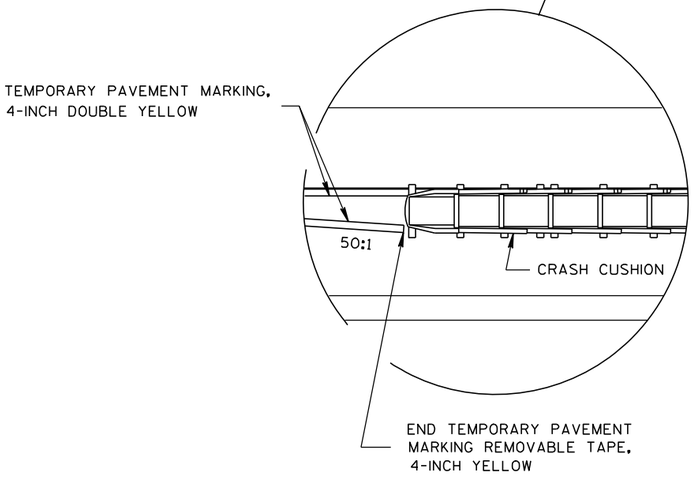
S.D.D. 15 C 32-1a



LEGEND

- POST WITH ATTACHED SIGN
- DRUM
- FLEXIBLE TUBULAR MARKER POST AND BASE
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR)
- (A) WARNING LIGHT, TYPE A
- PORTABLE CRASH CUSHION
- TEMPORARY PRECAST CONCRETE BARRIER
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC





GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

TRAFFIC CONTROL, SINGLE LANE CROSSOVER ENTRANCE WITH BARRIER

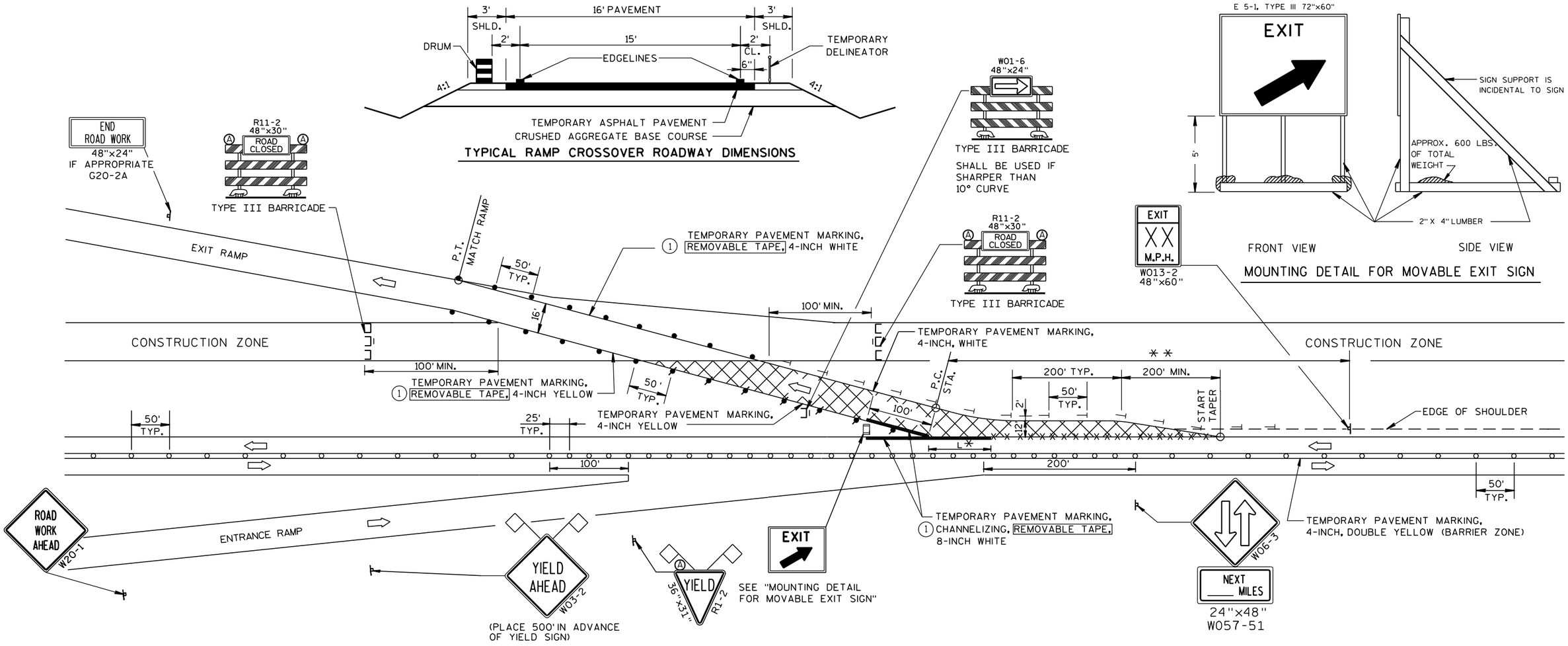
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-7-95
DATE

/S/ Chester J. [illegible]
DIRECTOR, OFFICE OF [illegible]

FHWA



LEGEND

- 8' TYPE III BARRICADE WITHOUT/WITH ATTACHED SIGN
- POST WITH ATTACHED SIGN
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- TEMPORARY DELINEATOR - WHITE (STEEL POST W/SINGLE DELINEATOR)
- (A) WARNING LIGHT, TYPE A
- TEMPORARY CROSSOVER ASPHALTIC PAVEMENT
- REMOVING PAVEMENT MARKINGS
- FLEXIBLE TUBULAR MARKER POST AND BASE
- FLAGS, 12" X 12", RED
- DIRECTION OF TRAFFIC

GENERAL NOTES :

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

(1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER. OTHERWISE TEMPORARY PAVEMENT MARKING MAY BE USED.

TRAFFIC CONTROL FOR RAMP CROSSOVERS ARE TYPICAL FOR ALL CONSTRUCTION PHASES.

* LENGTH L SHALL BE REQUIRED WHEN TANGENT LENGTH OF EXIT RAMP PARALLEL TO MAINLINE EXCEEDS 300'. LENGTH SHALL BE EQUAL TO THE EXIT RAMP TANGENT LENGTH MINUS 300' OR AS APPROVED BY THE ENGINEER AND SHALL CHANGE TO ACCOMODATE PAVING GAPS.

** ADJUST EXIT RAMP SPEED AS NEEDED IN THE FIELD. DISTANCE TO SIGN LOCATION SHALL ALSO BE PLACED ACCORDING TO TABLE.

WORK ALONG EDGES OF RAMP SHALL MAINTAIN A 10 FOOT AREA CLEAR OF PHYSICAL OBSTRUCTIONS SUCH AS DROP OFFS FROM PAVEMENT REMOVAL OR BROKEN CONCRETE CHUNKS DURING PAVEMENT REMOVAL. THESE AREAS SHALL BE LEVELED WITH TEMPORARY FILL TO PROTECT THE TRAVELING PUBLIC WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE CROSSOVER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

** TABLE FOR ADVANCE WARNING SIGN PLACEMENT DISTANCE

POSTED SPEED MPH	DESIRED SPEED AT CONDITION (MPH)				
	10	20	30	40	50
45	350	300	250		
50	425	400	325	225	
55	500	475	400	300	
60	575	550	500	400	300
65	650	625	575	500	375

TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-4-95 DATE
/S/ Chester J. [illegible]
DIRECTOR, OFFICE O 406 C
FHWA

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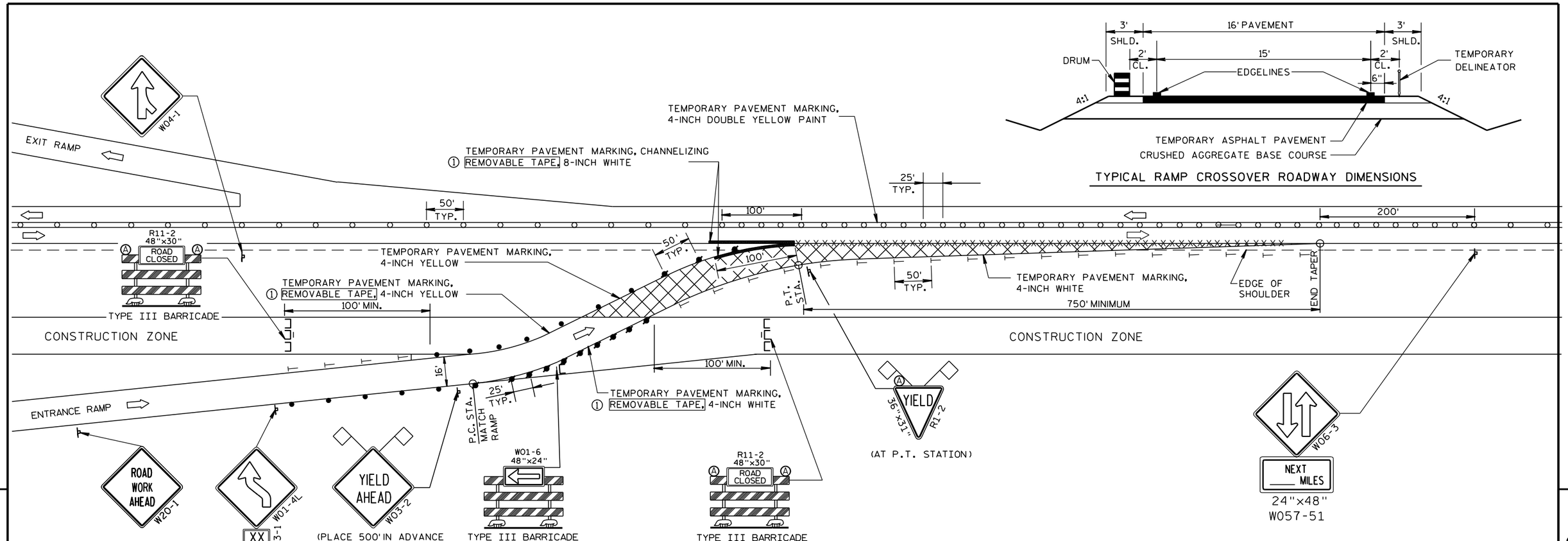
S.D.D. 15 D 7-3



TYPICAL RAMP CROSSOVER ROADWAY DIMENSIONS

LEGEND

- ⊏/I⊏ 8' TYPE III BARRICADE WITHOUT/WITH ATTACHED SIGN
- POST WITH ATTACHED SIGN
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- Ⓐ WARNING LIGHT, TYPE A (SAME COLOR AS SIGN IT SUPPLEMENTS)
- TEMPORARY CROSSOVER ASPHALTIC PAVEMENT
- ~~~~ REMOVING PAVEMENT MARKINGS
- FLEXIBLE TUBULAR MARKER POST AND BASE
- FLAGS, 12" X 12", RED
- DIRECTION OF TRAFFIC

GENERAL NOTES :

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

① TEMPORARY PAVEMENT MARKING REMOVABLE, TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

TRAFFIC CONTROL FOR RAMP CROSSOVERS ARE TYPICAL FOR ALL CONSTRUCTION PHASES.

WORK ALONG EDGES OF RAMP SHALL MAINTAIN A 10 FOOT AREA CLEAR OF PHYSICAL OBSTRUCTIONS SUCH AS DROP OFFS FROM PAVEMENT REMOVAL OR BROKEN CONCRETE CHUNKS DURING PAVEMENT REMOVAL. THESE AREAS SHALL BE LEVELED WITH TEMPORARY FILL TO PROTECT THE TRAVELING PUBLIC WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE CROSSOVER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

TRAFFIC CONTROL, TEMPORARY ENTRANCE RAMP CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12-4-95 DATE

/S/ Chester J. [illegible] DIRECTOR, OFFICE OF [illegible]

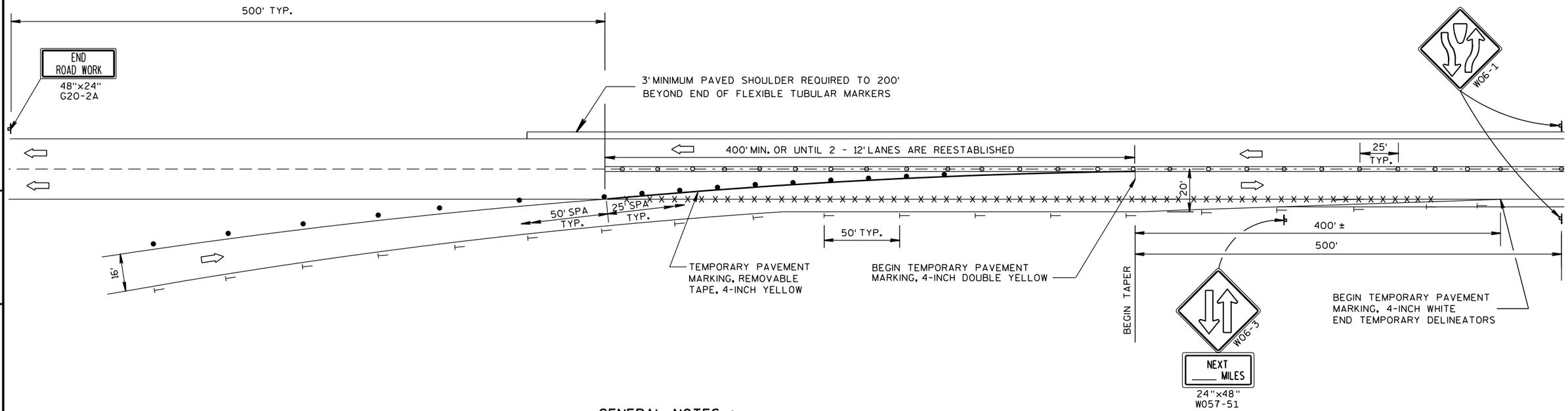
FHWA

6

S.D.D. 15 D 8-3

LEGEND

- POST WITH ATTACHED SIGN
- DRUM
- FLEXIBLE TUBULAR MARKER POST AND BASE
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC



GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

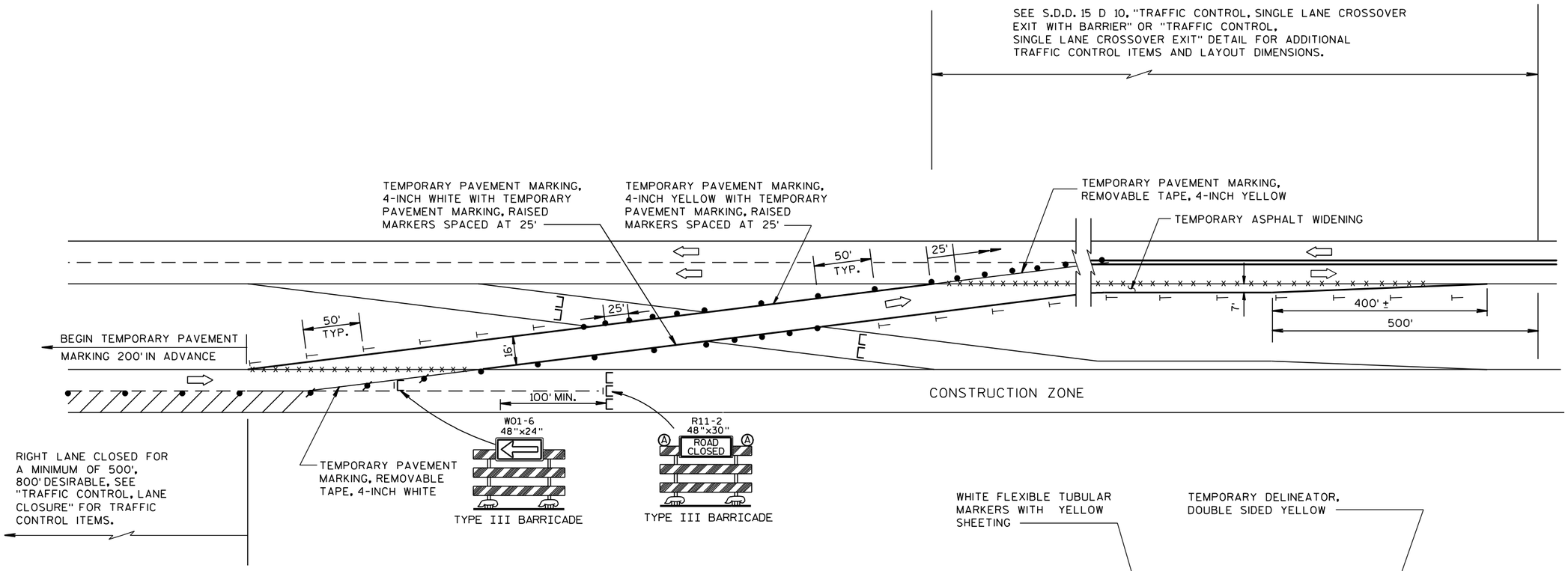
TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT

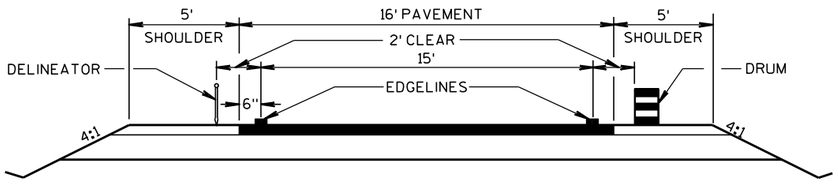
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-7-95 DATE
/S/ Chester J. [illegible]
DIRECTOR, OFFICE C[illegible]IC
FHWA

6

S.D.D. 15 D 9-2





TYPICAL CROSSOVER ROADWAY DIMENSIONS

LEGEND

- ⊏/⊏ 8' TYPE III BARRICADE WITHOUT/WITH ATTACHED SIGN
- DRUM WITH WARNING LIGHTS, TYPE C
- DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE PAINT
- Ⓐ WARNING LIGHT, TYPE A
- REMOVING PAVEMENT MARKINGS
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- FLEXIBLE TUBULAR MARKER AND BASE
- DIRECTION OF TRAFFIC

GENERAL NOTES :

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

THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

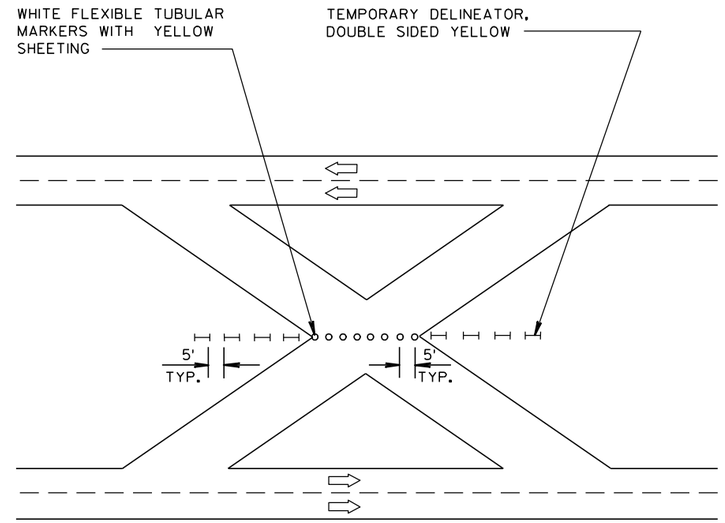
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.



PROTECTION OF CROSSOVER NOT IN USE WHEN CONSTRUCTION IS NOT TAKING PLACE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-22-96 DATE
/S/ Chester J. [illegible]
STATE TRAFFIC E

FHWA

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S.D.D. 15 D 11-3

LEGEND

- POST WITH ATTACHED SIGN
- POST WITH ATTACHED SIGN IN DRUM
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- ARROW BOARD
- 8' TYPE III BARRICADE
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC

GENERAL NOTES :

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

(1) CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

GENERAL NOTES CONTINUED:

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 7 CONTINUOUS DAYS AND NIGHTS.

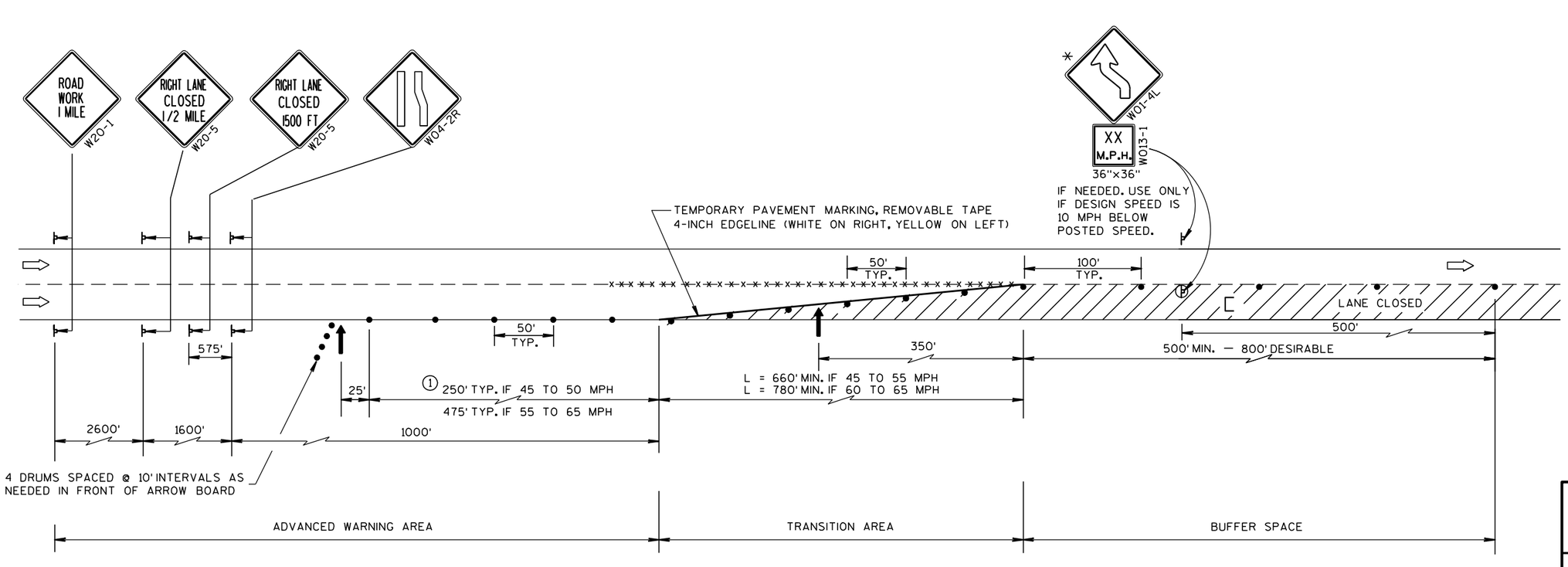
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

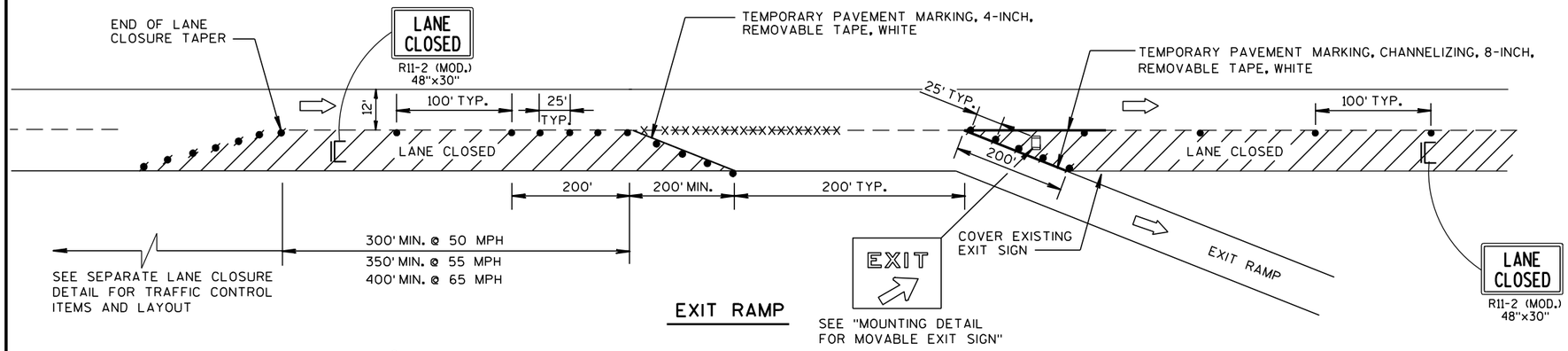
APPROVED
8-7-95 DATE
/S/ Chester J. [illegible]
DIRECTOR, OFFICE O 410 C
FHWA

6

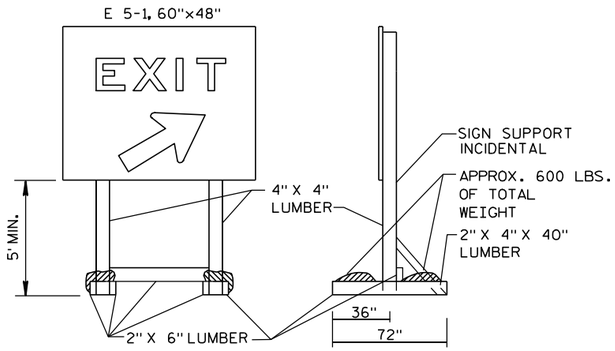
S.D.D. 15 D 12-2

6

S.D.D. 15 D 12-2

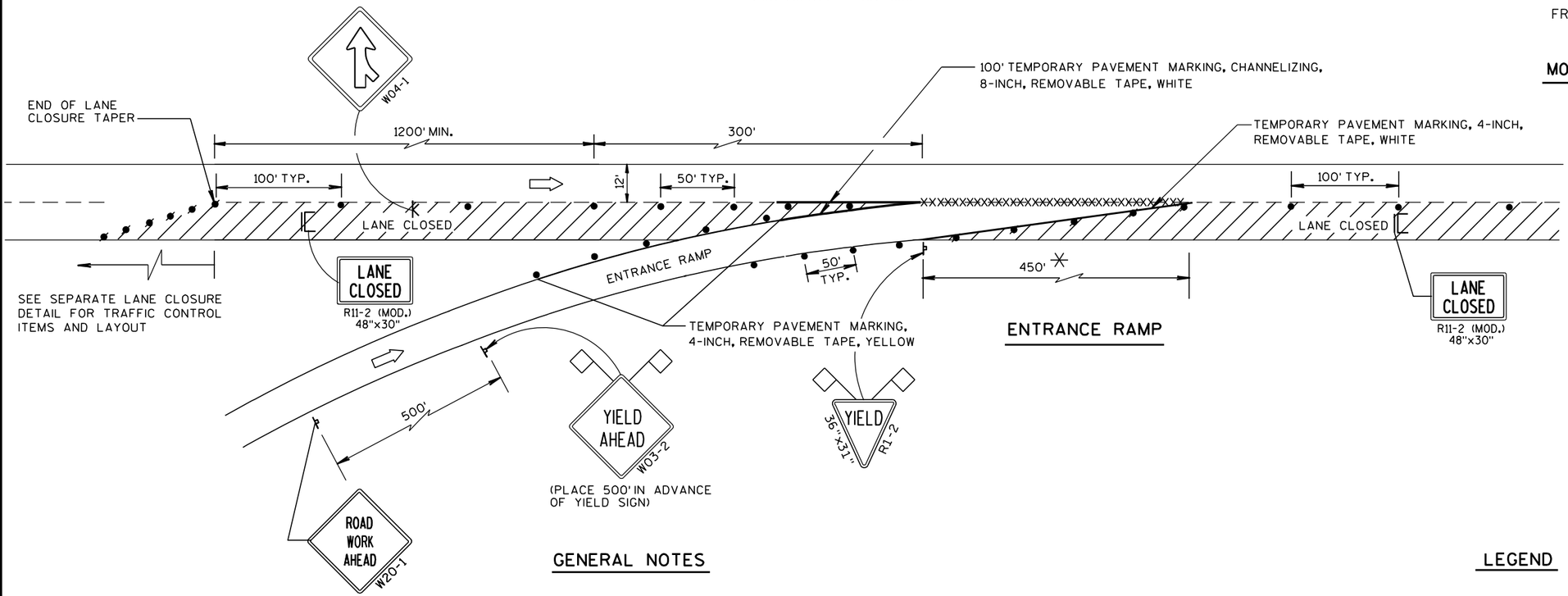


EXIT RAMP



NOTE: ALL LUMBER DIMENSIONS ARE NOMINAL

MOUNTING DETAIL FOR MOVABLE EXIT SIGN



ENTRANCE RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2 (MOD.) "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

✳ LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

LEGEND

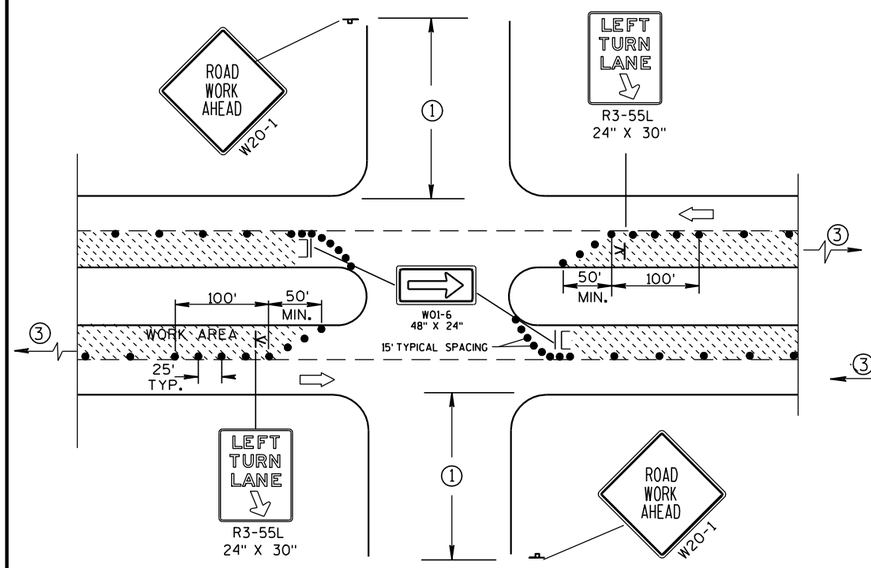
- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT
- TRAFFIC CONTROL, DRUM
- TRAFFIC CONTROL, DRUM WITH WARNING LIGHT, TYPE C (STEADY-BURN)
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE (8' EQUIVALENT) WITH SIGN
- FLAGS, 16"x16" MIN., ORANGE
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/24/2000 DATE
/S/ Chester J. [illegible] CHIEF SIGNS AND MARKING ENGINEER
FHWA

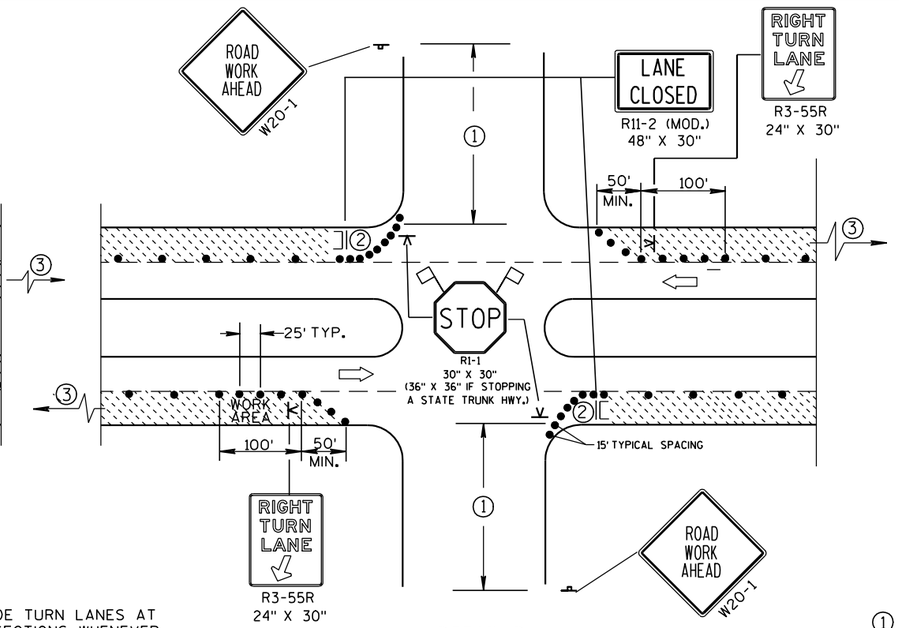
6
S.D.D. 15 D 15-1



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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 DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

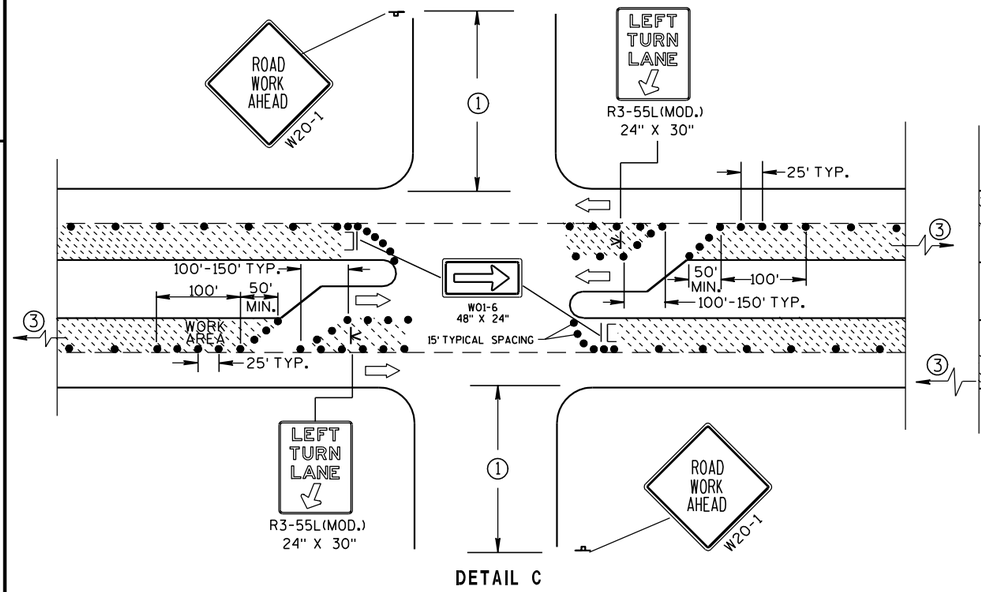
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

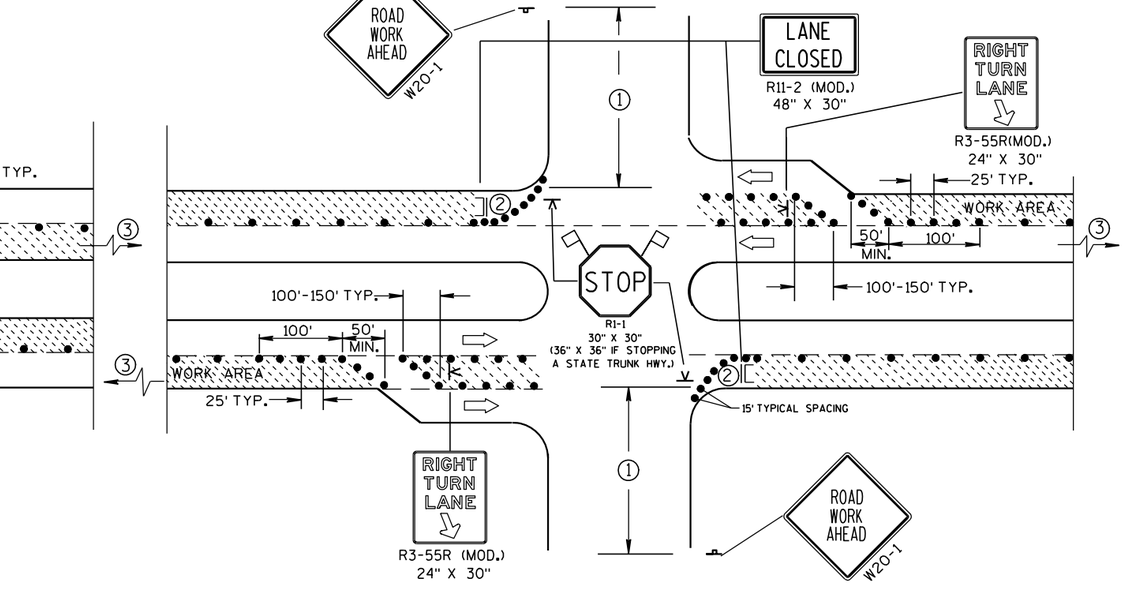
② ALSO USE BARRICADE AND 15' TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- DRUM
- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHT, TYPE A (FLASHING) WITH SIGN
- DIRECTION OF TRAFFIC FLOW
- FLAGS, 16" X 16" MIN., ORANGE

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 — DATE
/S/ Chester J. Spang — CHIEF SIGNS AND MARKING ENGINEER
FHWA

6

S.D.D. 15 D 21-1

6

S.D.D. 15 D 21-1

SYMBOLS

- TRAFFIC CONTROL DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW
- ARROW BOARD IN CAUTION MODE

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

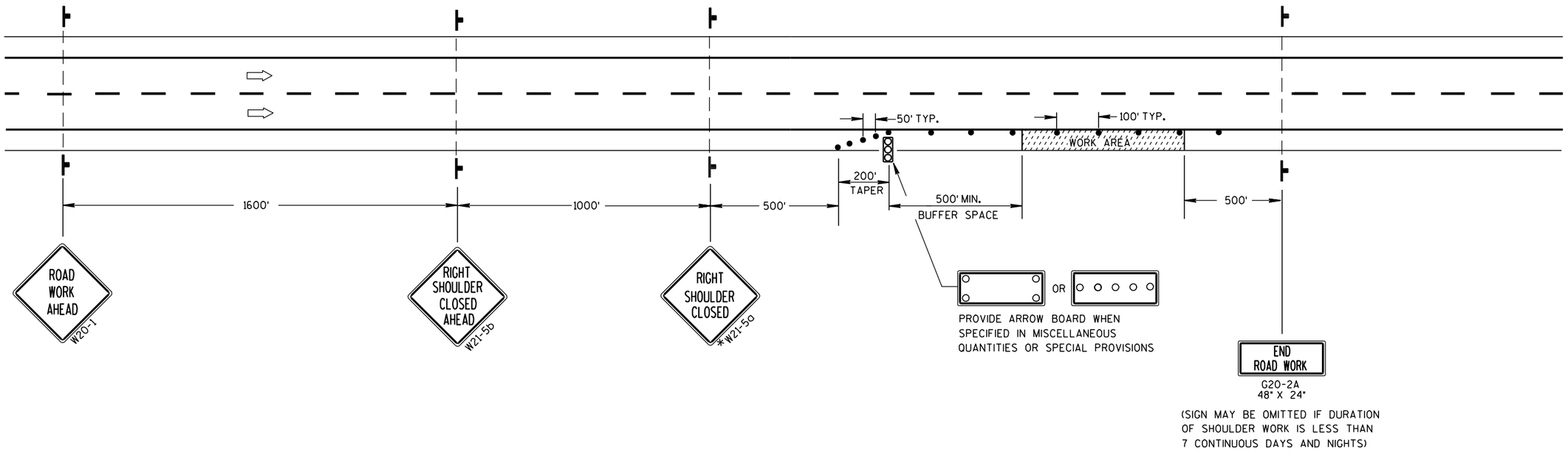
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE
/S/ Chester J Spagg
CHIEF SIGNS AND MARKING ENGINEER
FHWA

6

S.D.D. 15 D 27-1

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

W20-1 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.

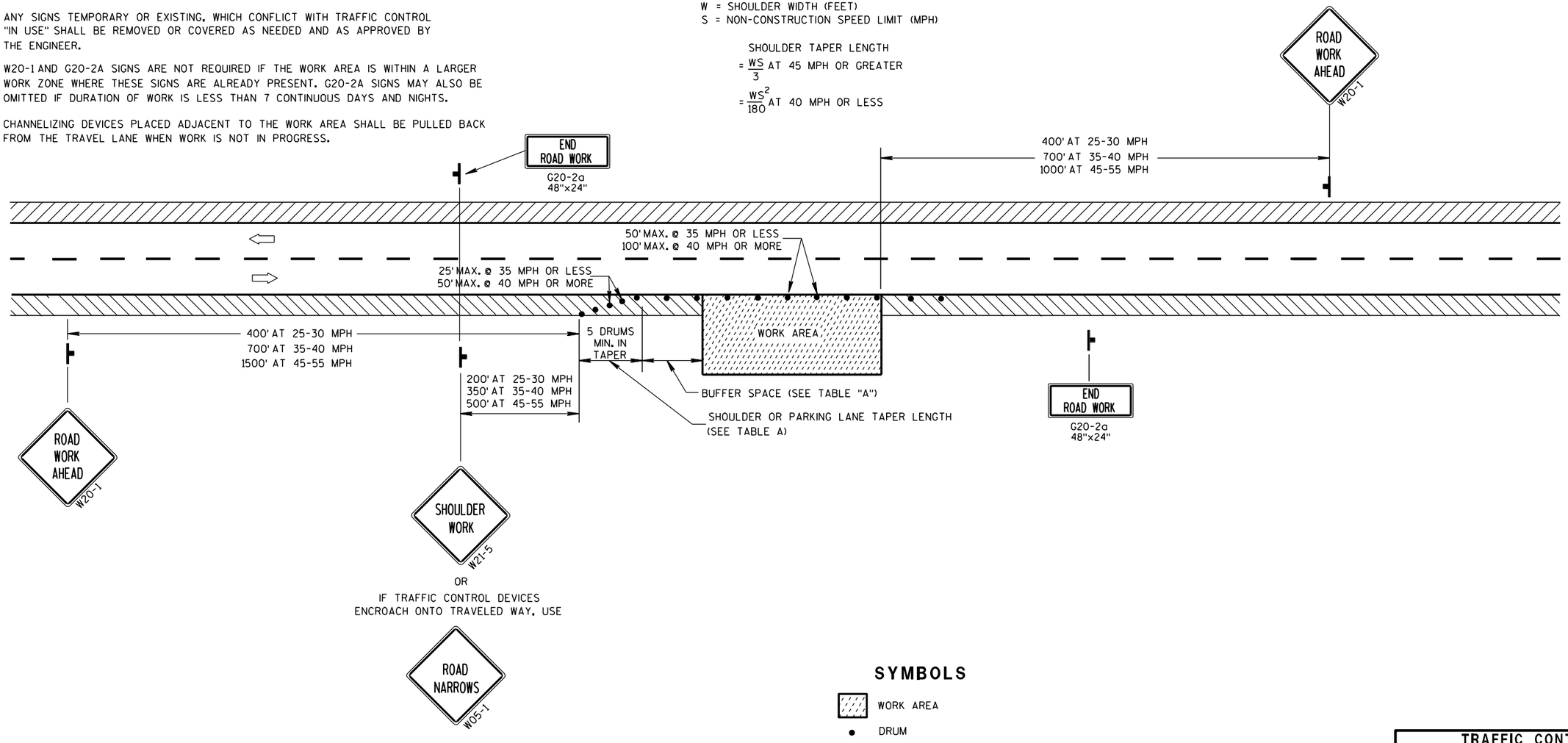
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
$= \frac{WS}{3}$ AT 45 MPH OR GREATER
$= \frac{WS^2}{180}$ AT 40 MPH OR LESS



SYMBOLS

- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

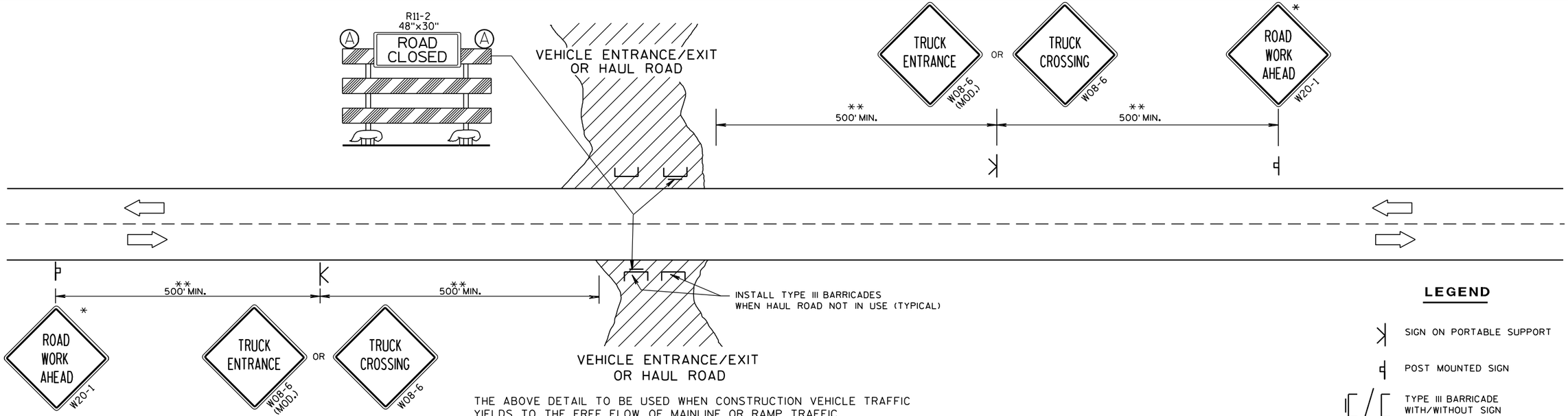
TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible] ENGINEER
FHWA

6

S.D.D. 15 D 28-1



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE **ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES** FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500' SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350'. FOR 25-30 MPH, USE 200'. USE 1000'/1500' FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

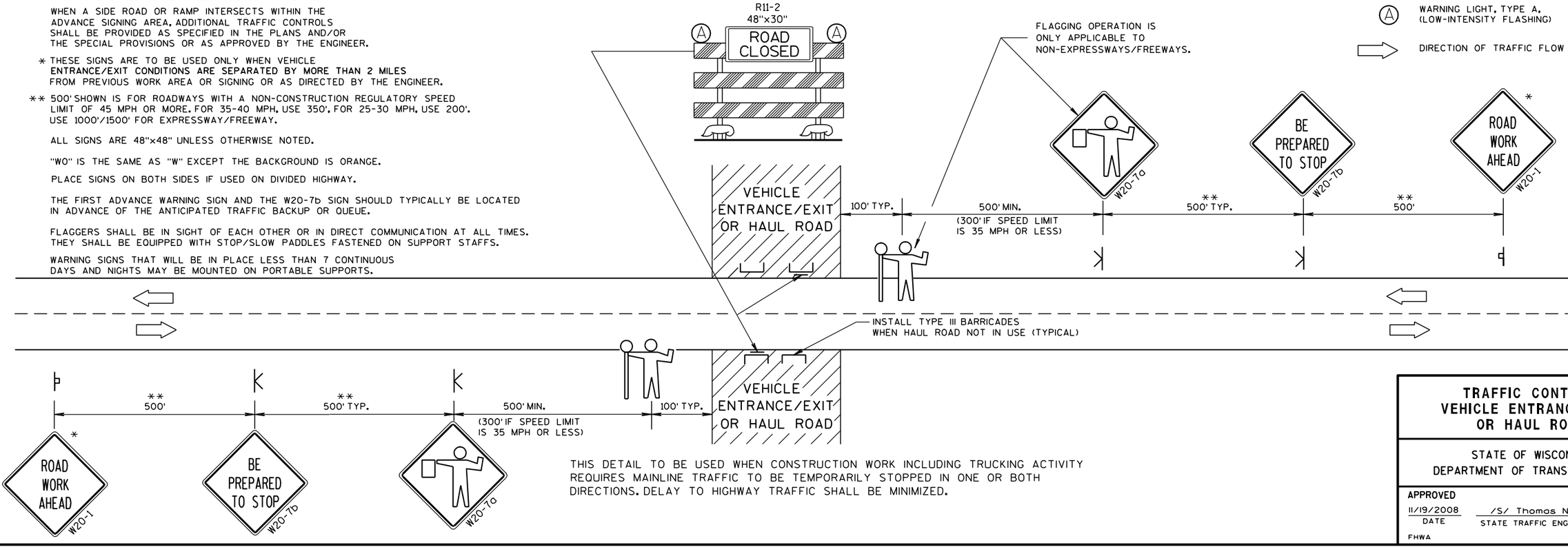
THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

LEGEND

- SIGN ON PORTABLE SUPPORT
- POST MOUNTED SIGN
- TYPE III BARRICADE WITH/WITHOUT SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) WARNING LIGHT, TYPE A, (LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC FLOW



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

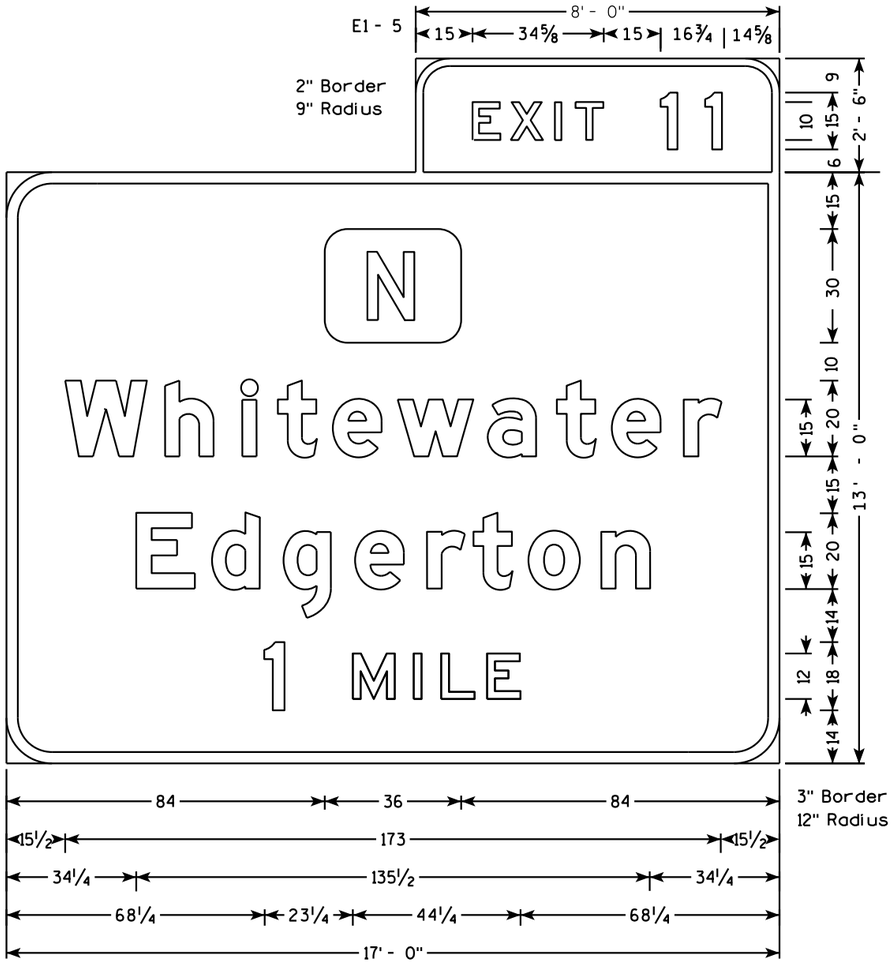
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/19/2008
DATE

/S/ Thomas N. N[illegible]
STATE TRAFFIC ENGINE[illegible]

FHWA



NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
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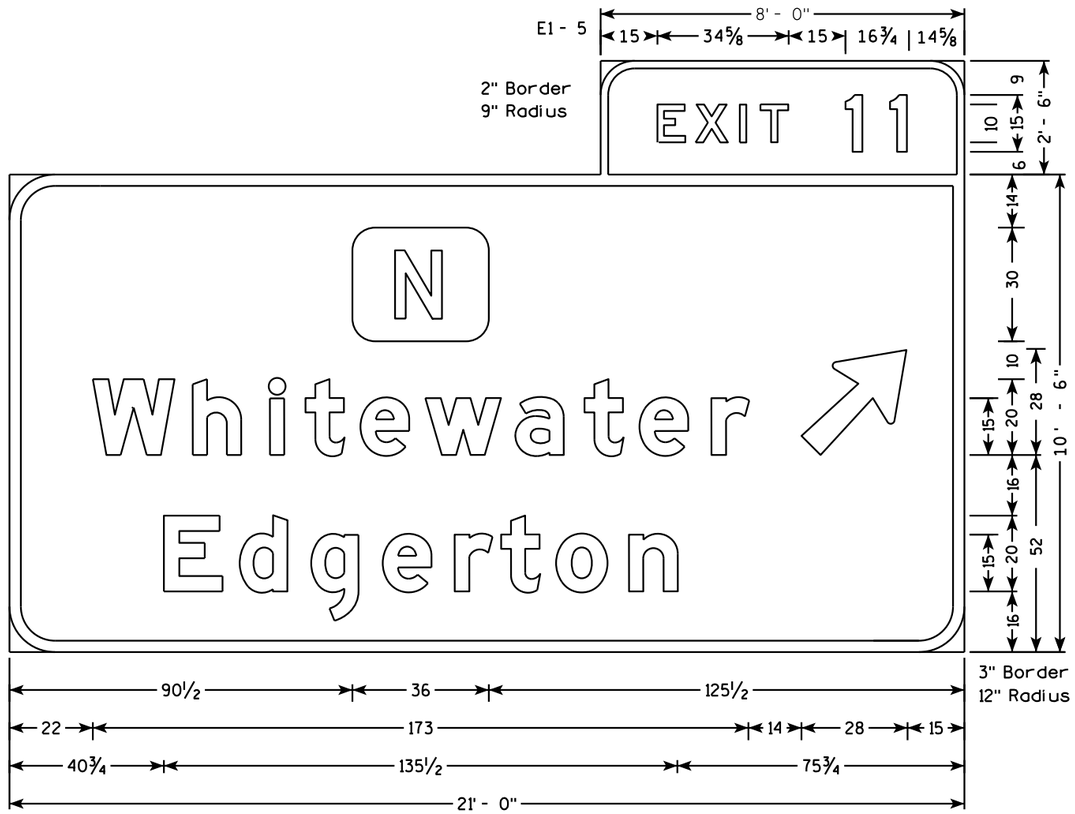
   Message - White
3. Message Series - E Modified except all cap WORDS are Series E



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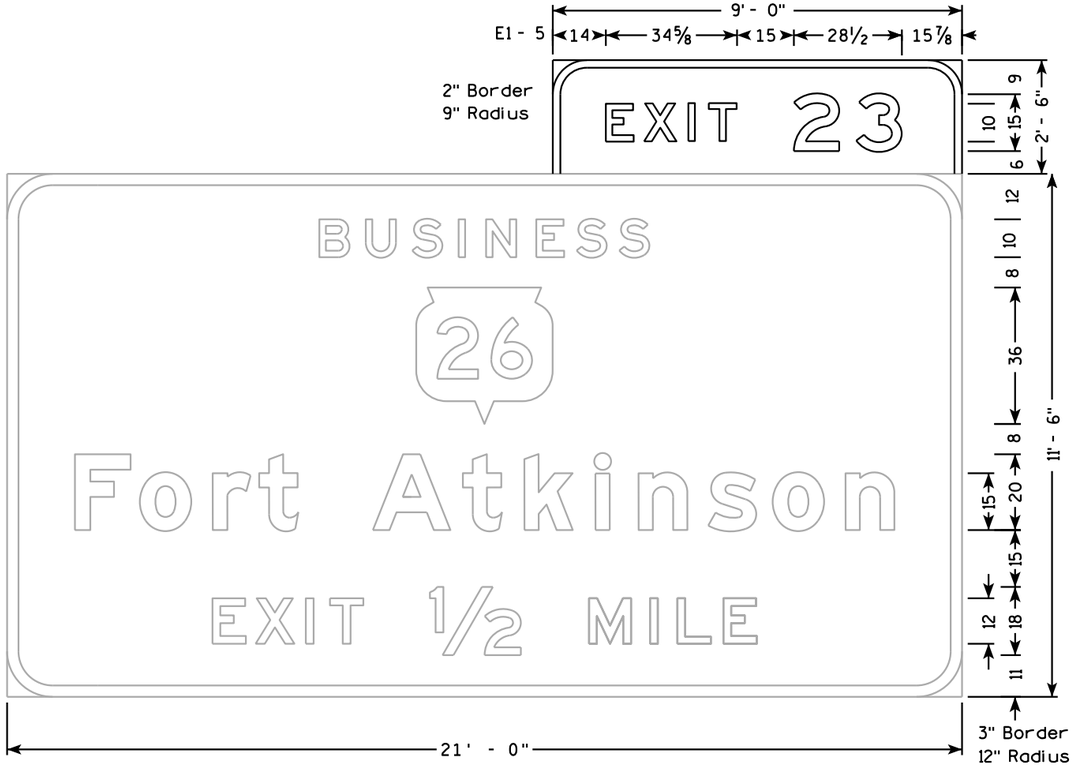
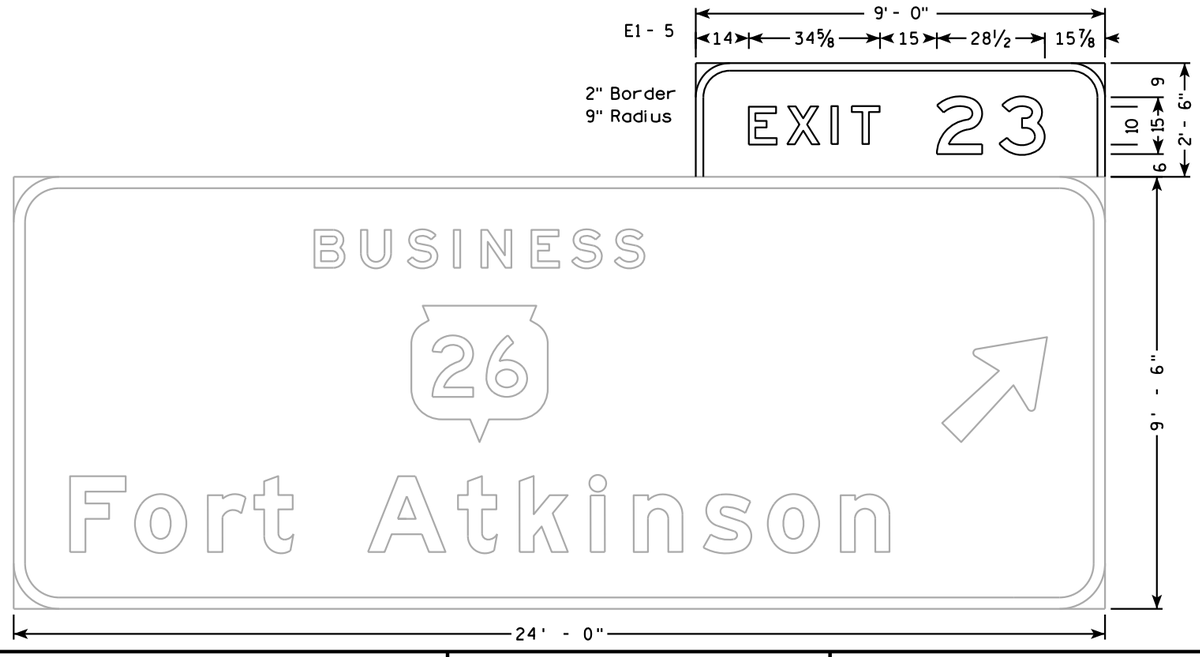
7

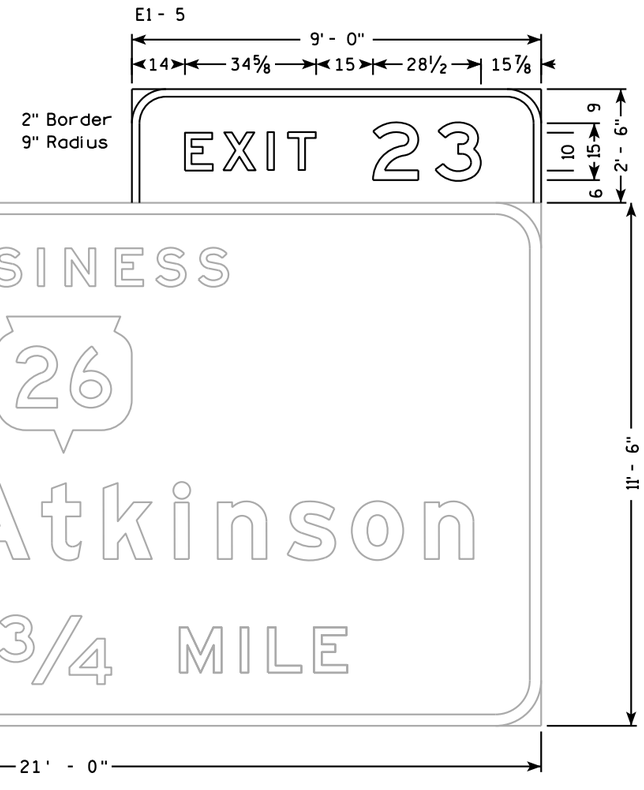
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: E



NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E





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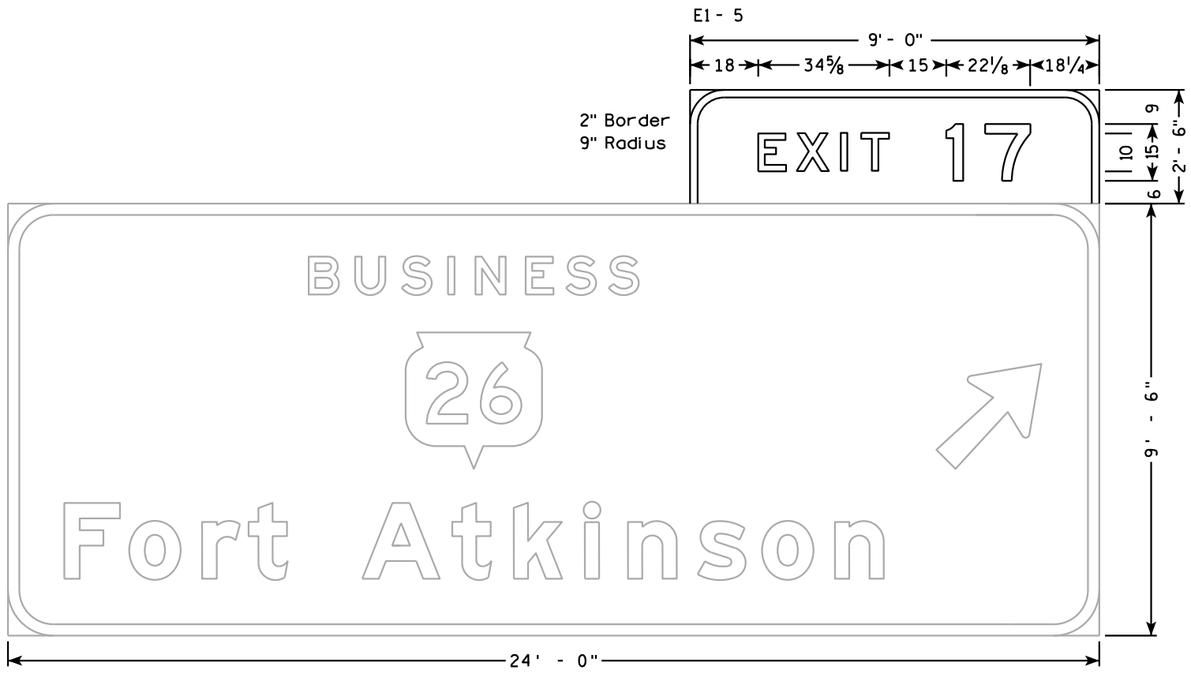
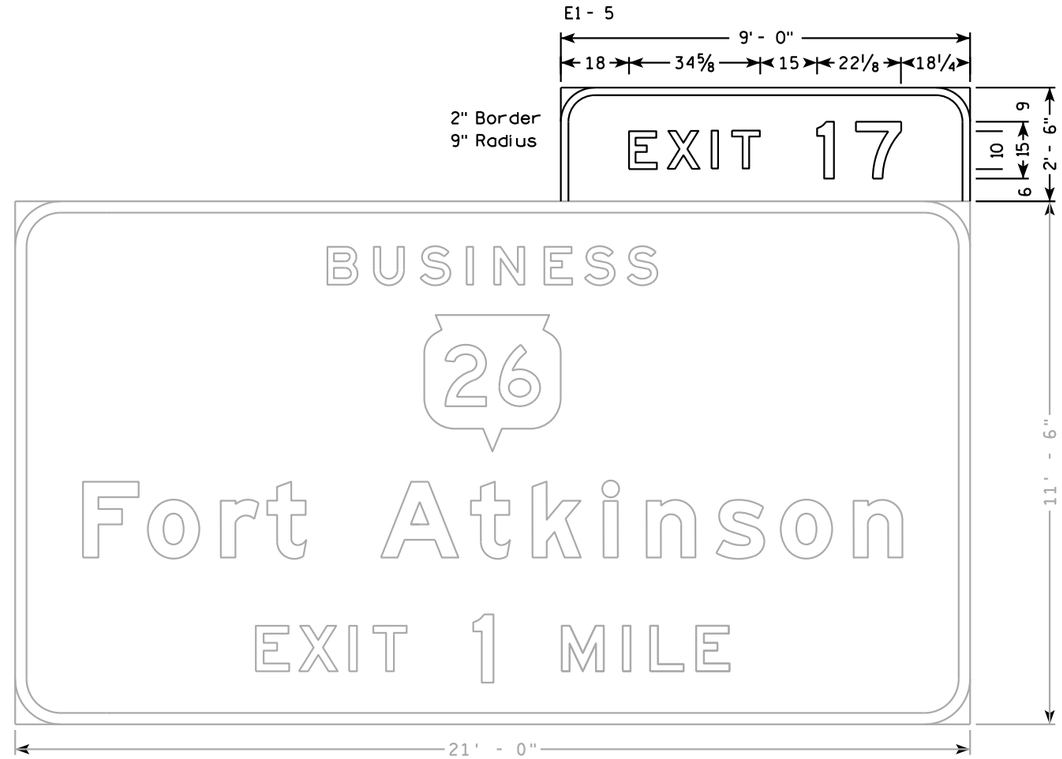
7

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: E



NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E



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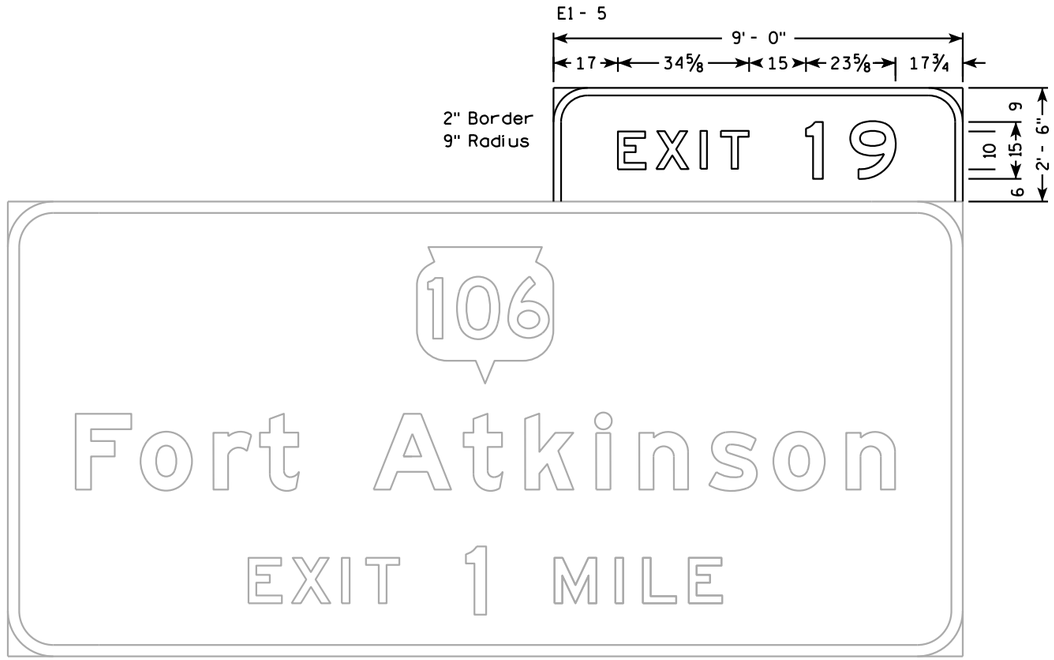
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: E



NOTES

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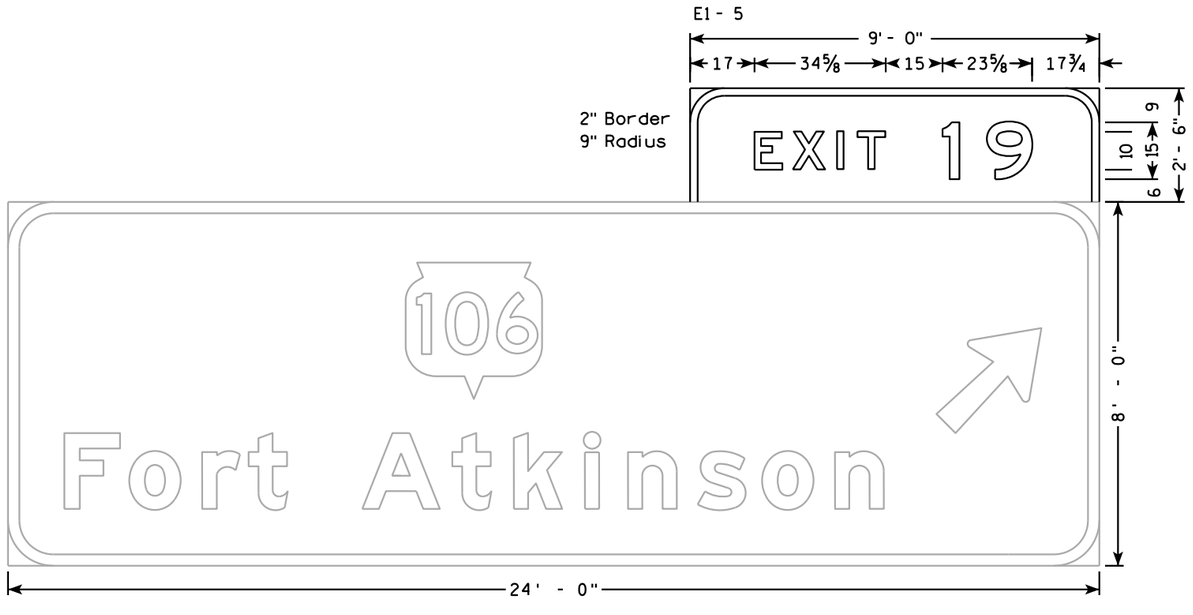
2. Color:
   Background - Green
   Message - White
3. Message Series - E



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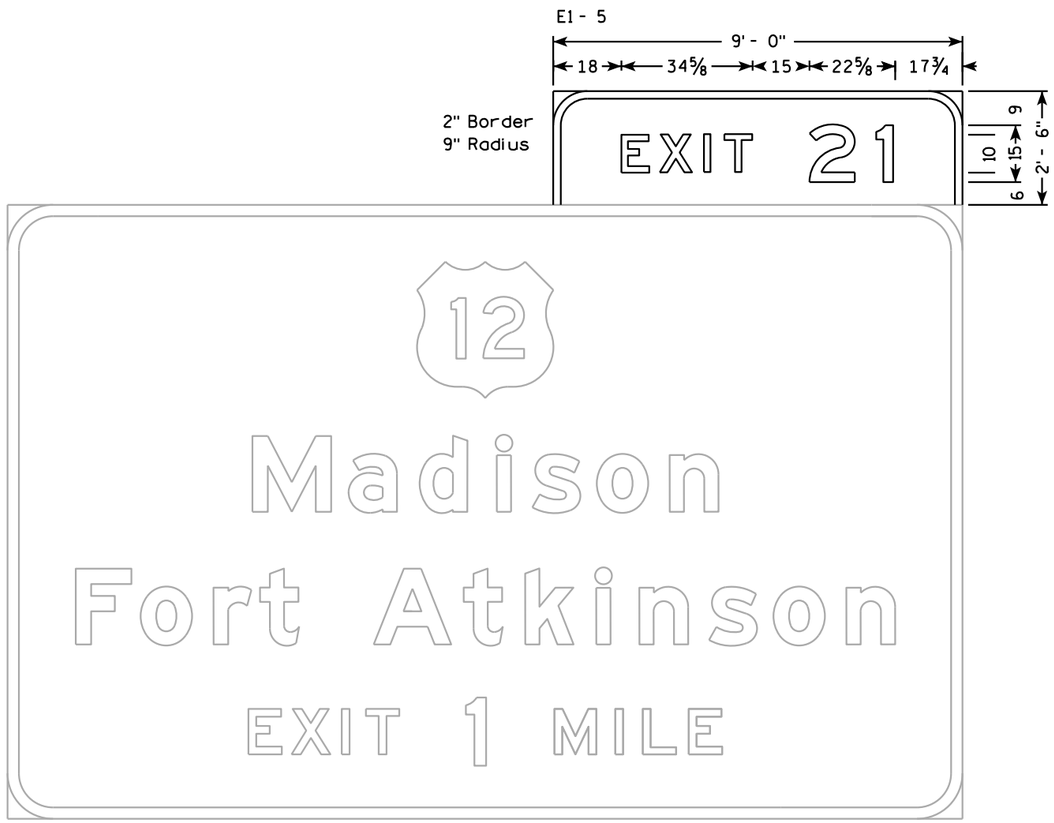
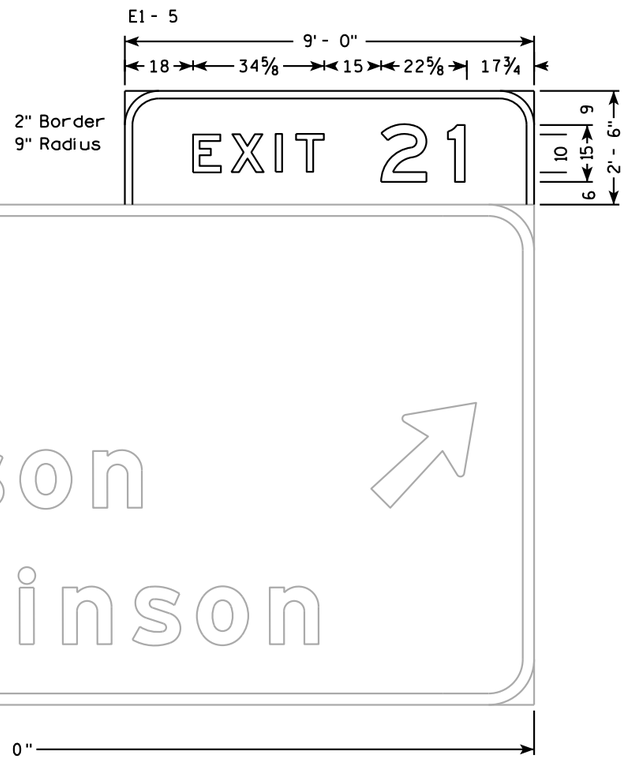
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: E

NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E

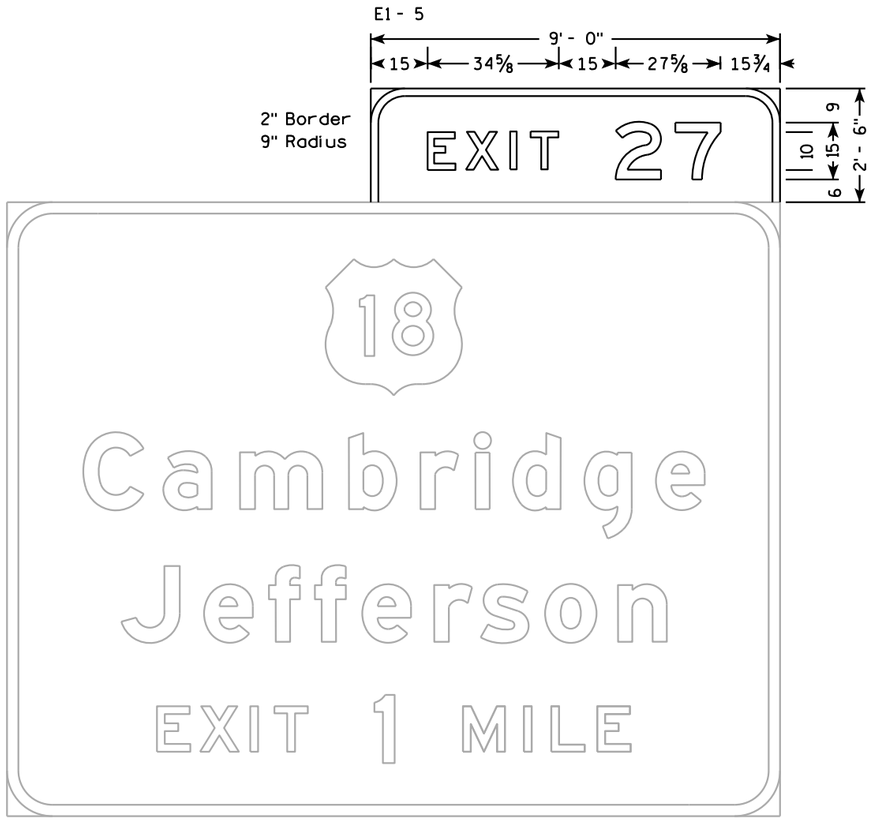




7

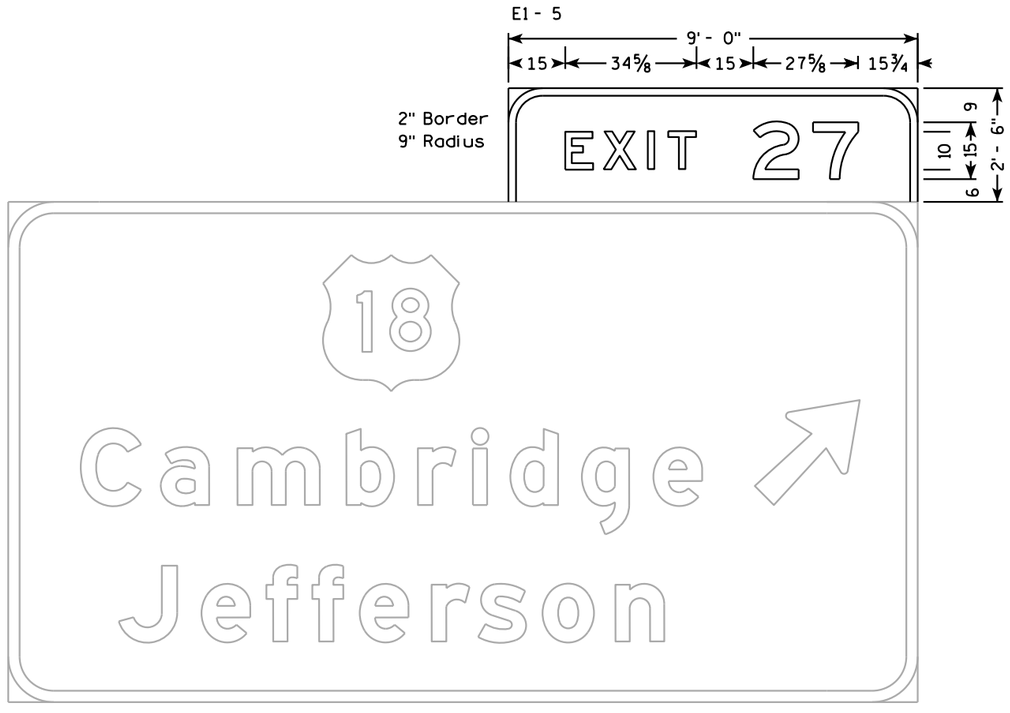
7

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: E



NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E



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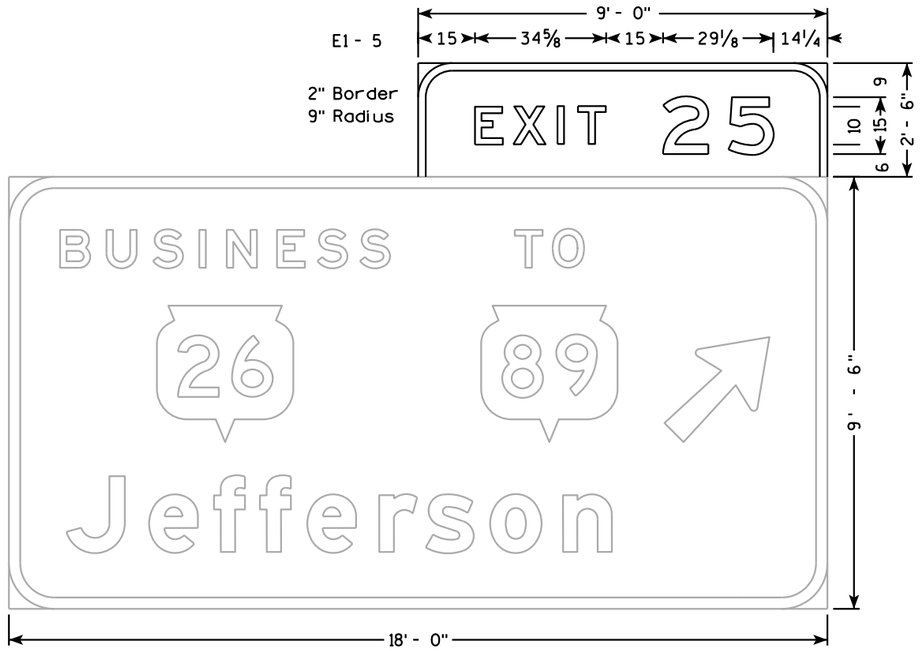
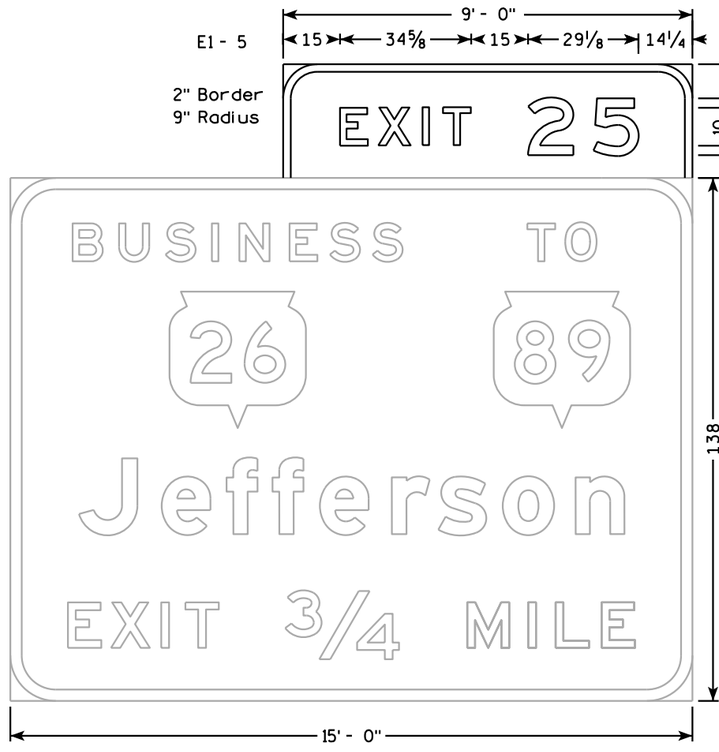
7

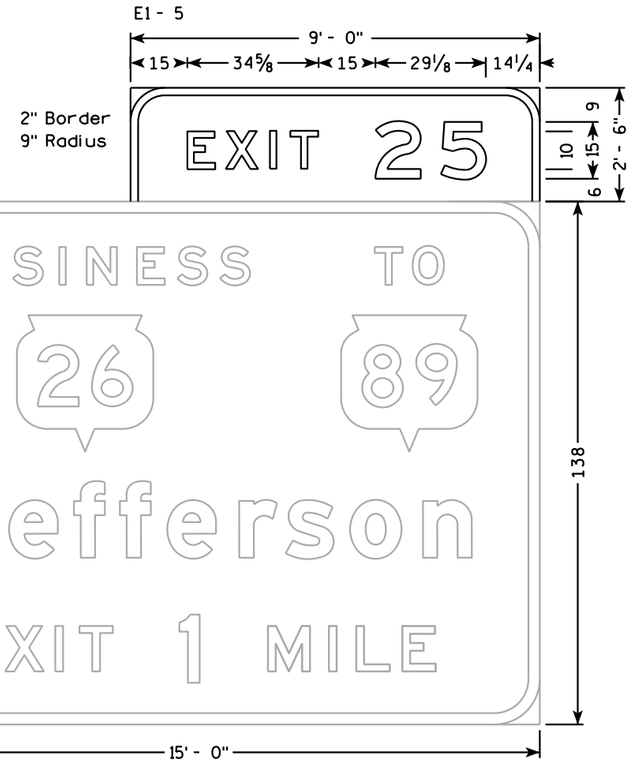
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: E



NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E





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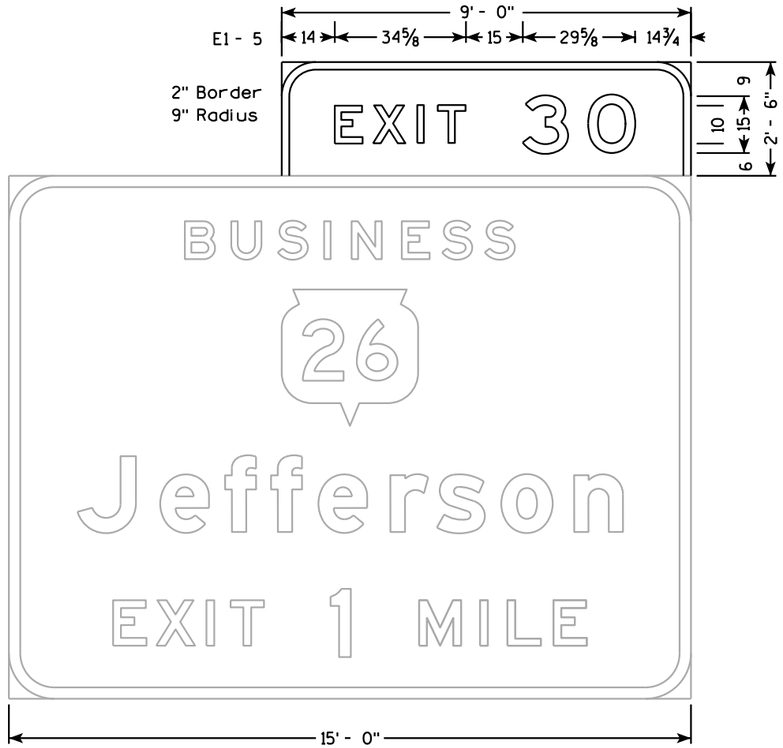
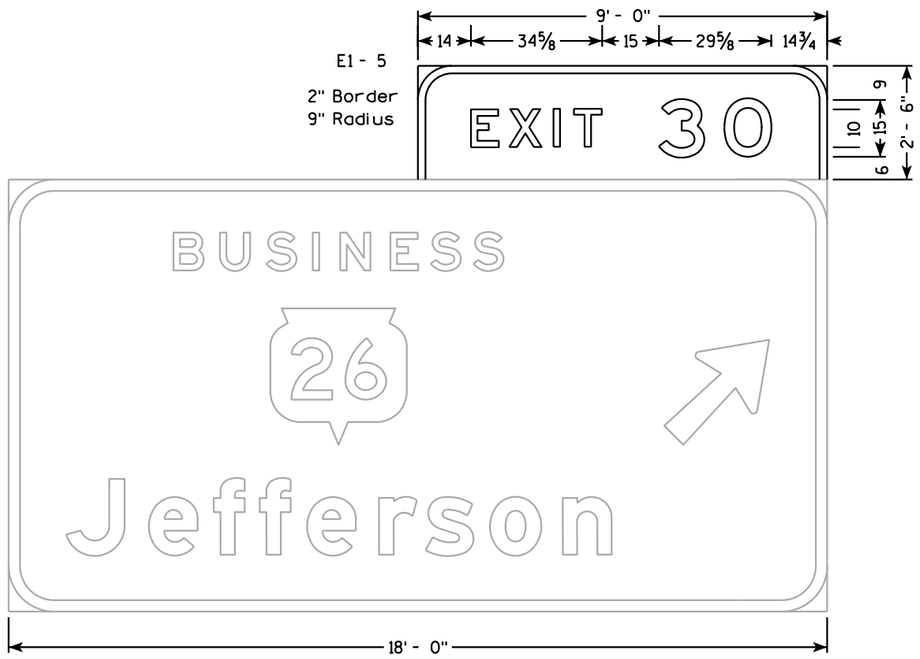
7

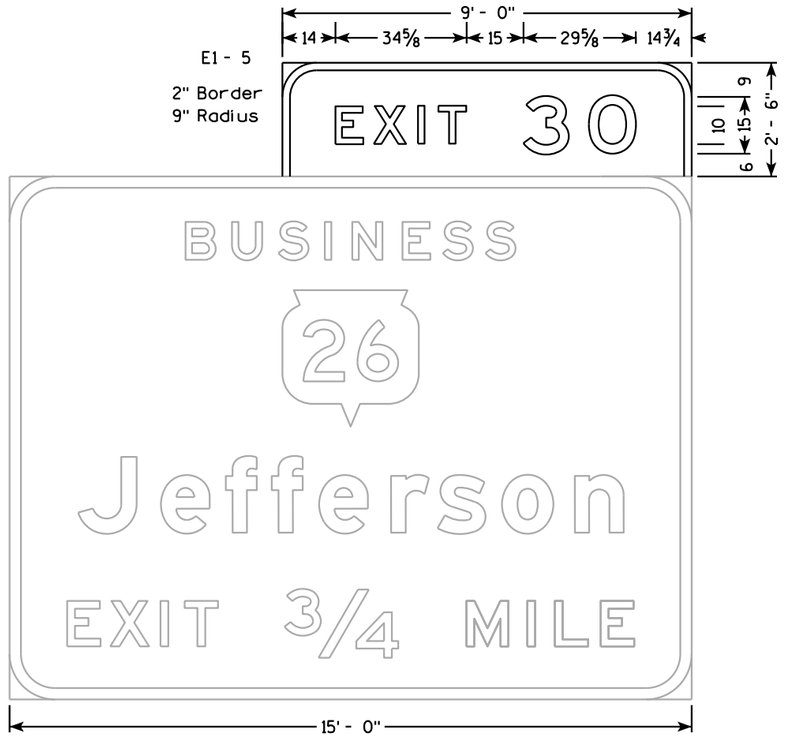
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: E





NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E



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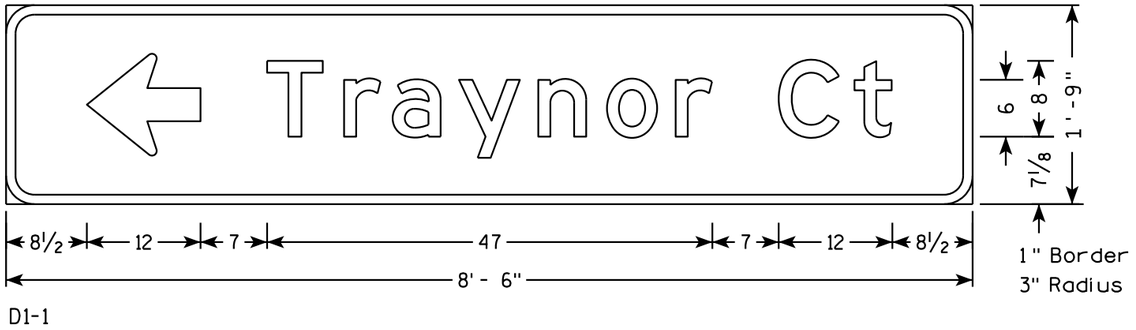
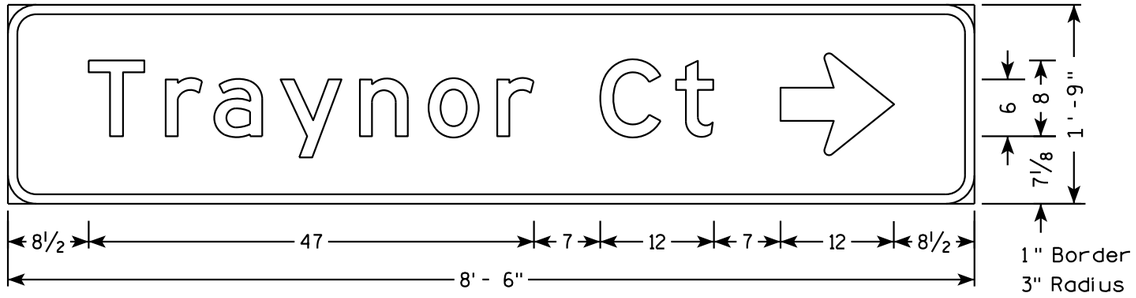
7

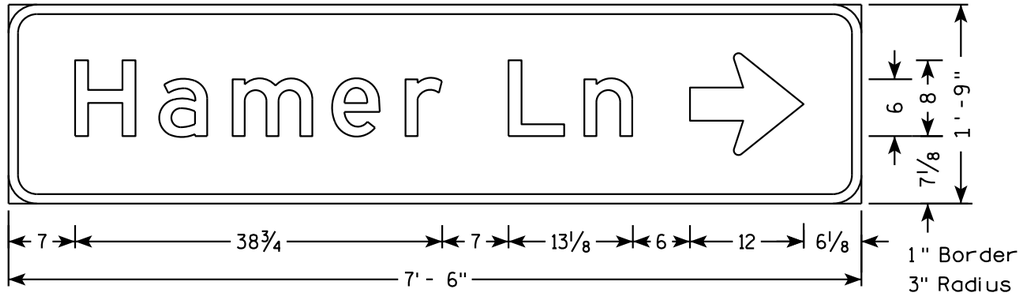
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: E



D1-1

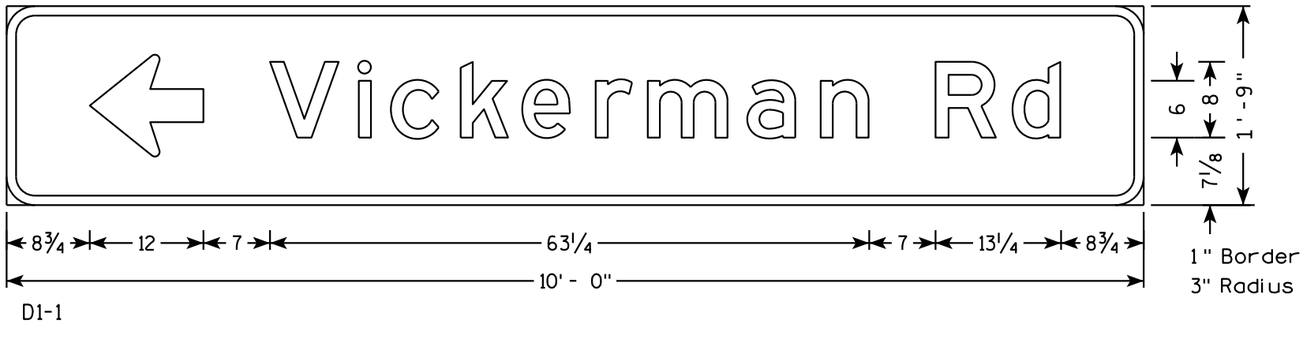


D1-1



D1-1

D1-1



D1-1

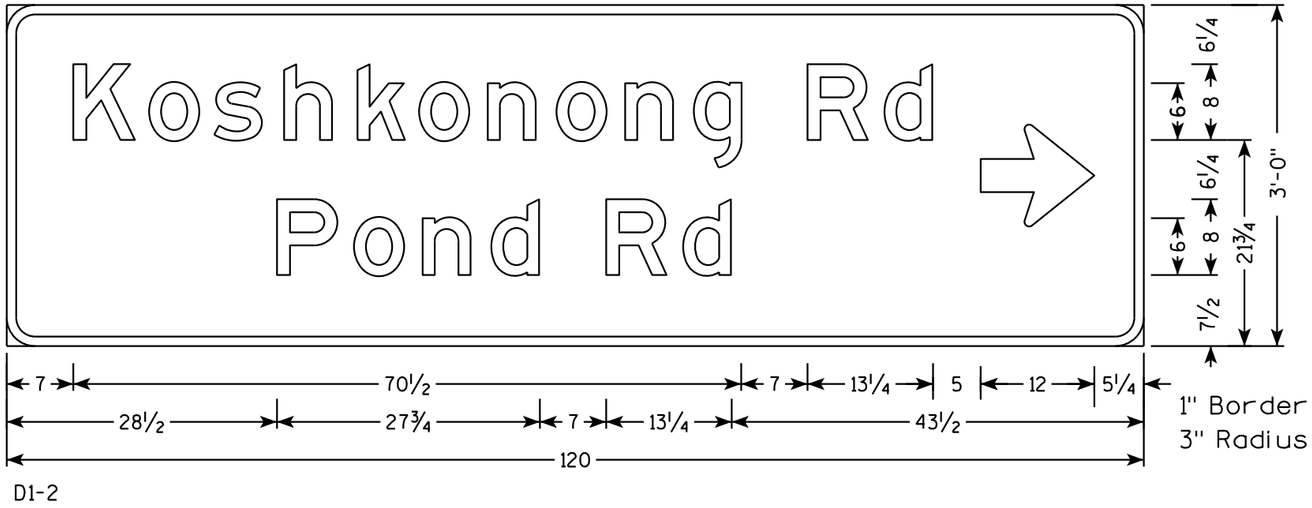
NOTES

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

7

7

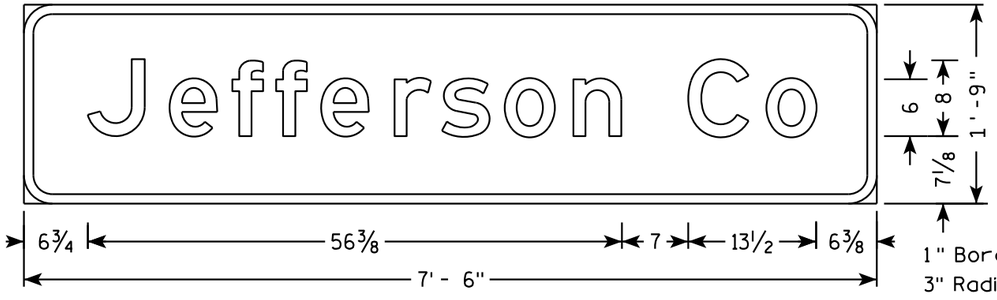
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING	SHEET NO: E



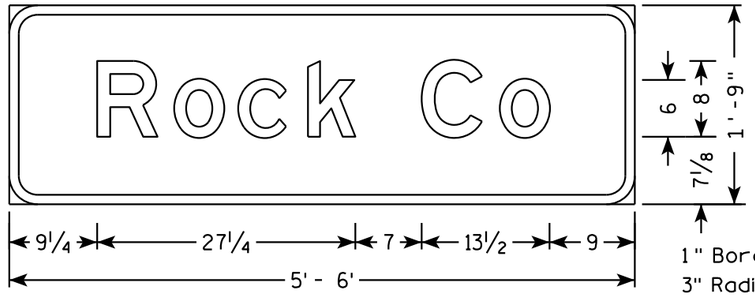
D1-2

NOTES

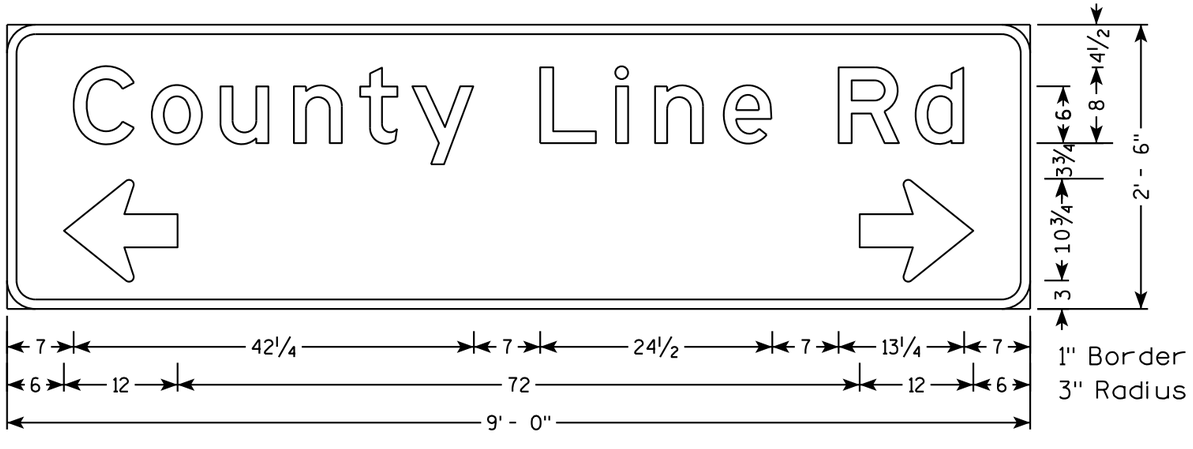
1. All Sign Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E



I2-2



I2-2

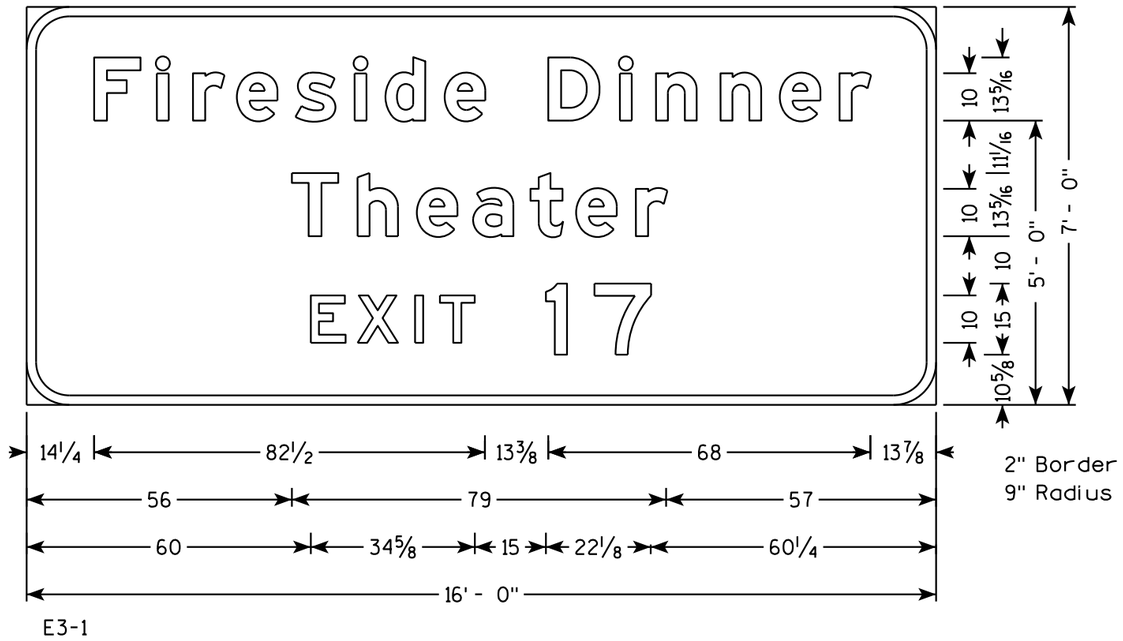


D1-61

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	PERMANENT SIGNING	SHEET NO: E

NOTES

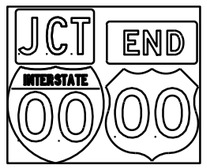
1. Sign is Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap WORDS are Series E



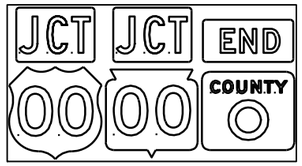
E3-1

TYPICAL ASSEMBLIES

J1-1

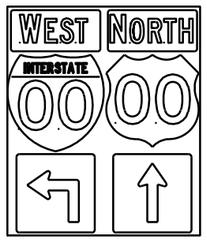


J1-2

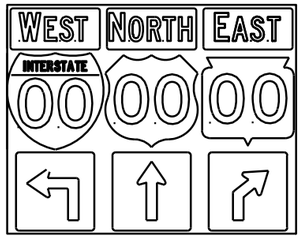


J1-3

J2-1

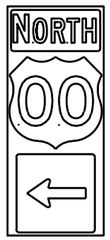


J2-2

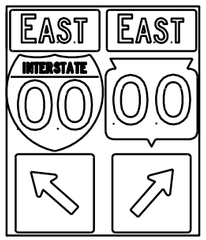


J2-3

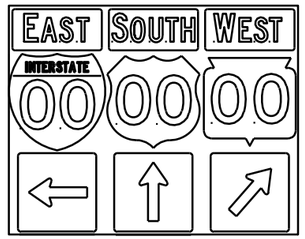
JV



J3-1

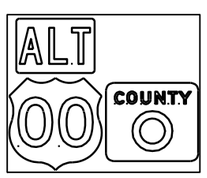


J3-2

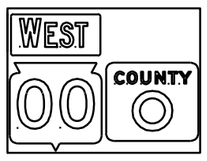


J3-3

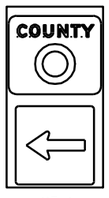
J4-1



J4-2



J4-2



J13-1

J12-1

J32-1

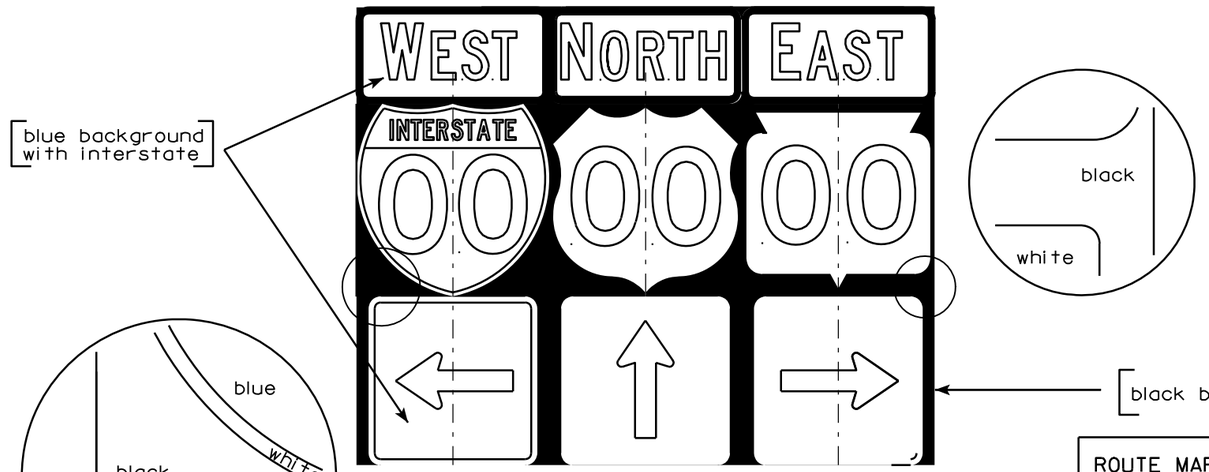
J33-1

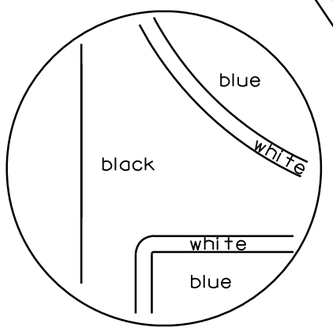
J23-1

J22-1

NOTES

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





ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

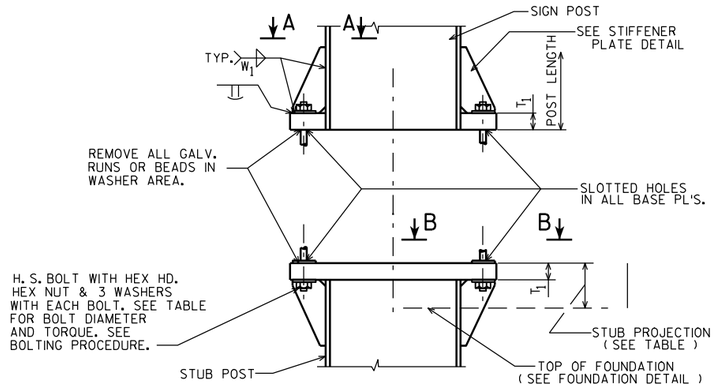
DATE 10/21/09 PLATE NO. A2-1S.6

7

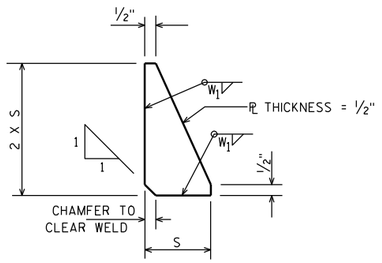
7

PROJECT NO:

SHEET NO: 427 E

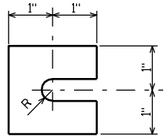


SIGN POST AND STUB POST ELEVATION



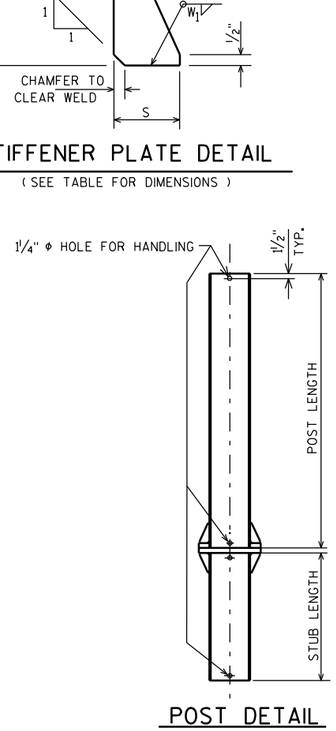
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)



FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

SHIM DETAIL



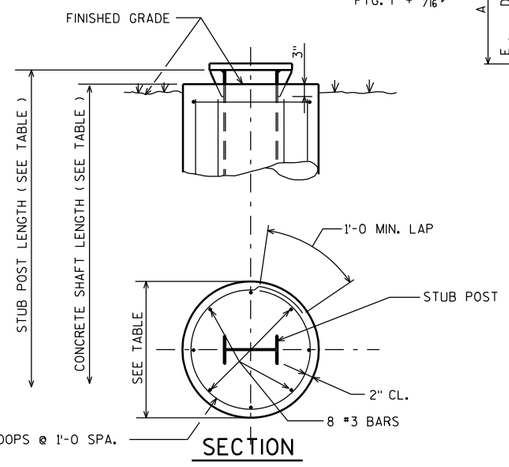
POST DETAIL

	QUANTITIES FOR 1 FOOTING	
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
E	1.0	62

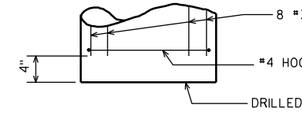
⑦

REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3

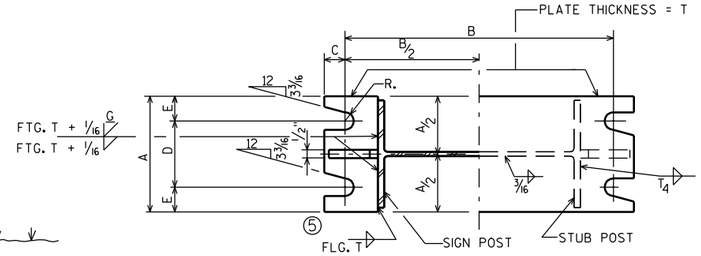
⑦



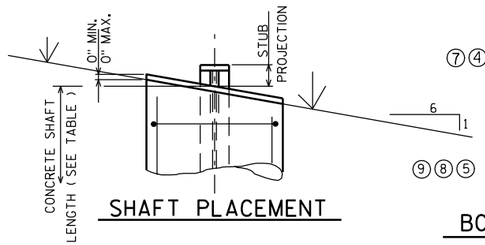
SECTION



FOUNDATION DETAIL



SECTION A-A SECTION B-B



SHAFT PLACEMENT

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & 1/2 WIND△	140 △25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

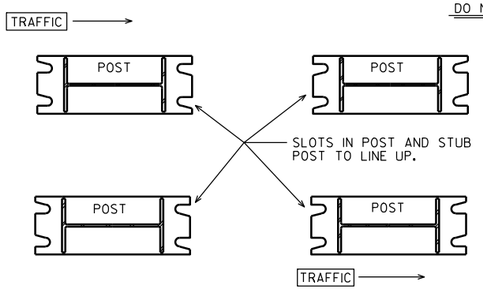
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50.
⑨ THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
H.S. BOLTS, WASHERS & NUTS SHALL BE A325 GALVANIZED WHEN POSTS, POST STUBS AND ATTACHMENTS ARE A709 GRADE 50 AND GALVANIZED.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
4. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.



POST SLOT ORIENTATION ⑦

		BASE CONNECTION DATA TABLE											FOUNDATION DATA				②
	TYPE	DIMENSION / POST SIZE	BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	K
④	A	W10"X12.0 #/FT.	3/4" Φ @ 75#-FT.	5 1/4"	1'-0 3/8	7/8"	3 1/2"	7/8"	1"	3/16"	5/16"	13/32 "	2 1/8"	3'-6	3"	2'-0 Φ	5'-0	76.0# ④
④	B	W12"X16.0 #/FT.	7/8" Φ @ 85#-FT.	5 1/2"	1'-4 1/4	1"	3 1/2"	1"	1 1/4"	1/4"	5/16"	15/32 "	3"	5'-6	3"	2'-0 Φ	7'-0	146.5# ④
	C	W12"X19.0 #/FT.	7/8" Φ @ 85#-FT.	5 1/2"	1'-4 1/4	1"	3 1/2"	1"	1 1/2"	5/16"	5/16"	15/32 "	3"	6'-0	3"	2'-0 Φ	7'-6	182.1#
	D	W12"X22.0 #/FT.	7/8" Φ @ 85#-FT.	5 1/2"	1'-4 1/4	1"	3 1/2"	1"	1 1/2"	3/8"	5/16"	15/32 "	3"	6'-6	3"	2'-0 Φ	8'-0	210.5#
③	E	W12"X26.0 #/FT.	1" Φ @ 90#-FT.	7"	1'-4 1/4	1 1/4"	4"	1 1/2"	1 1/2"	3/8"	5/16"	17/32 "	3"	7'-0	3"	2'-0 Φ	8'-6	293.0# ③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer
DATE 4/26/11 PLATE NO. A3-1.13

NO.	DATE	REVISION
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

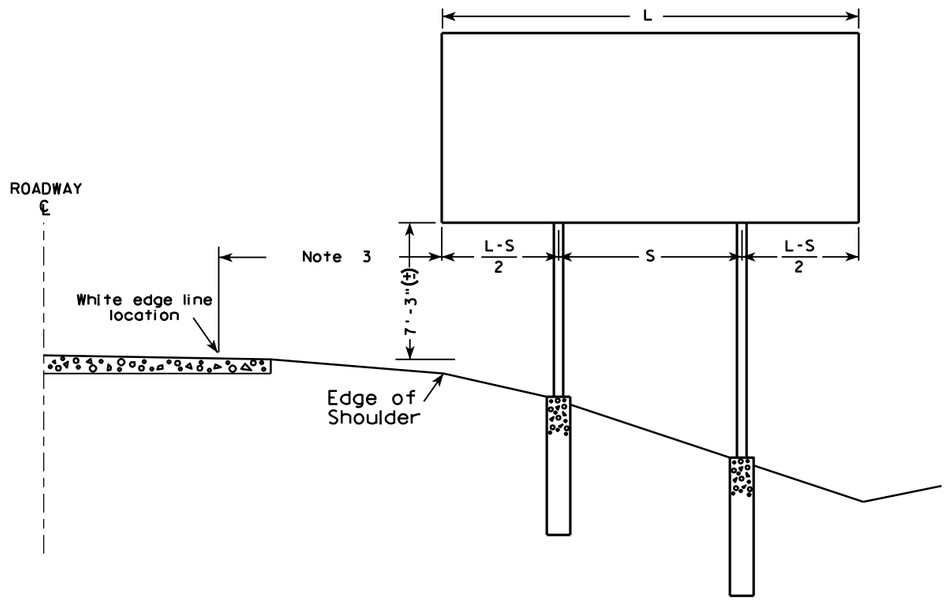
TYPE A, B, C, D, & E

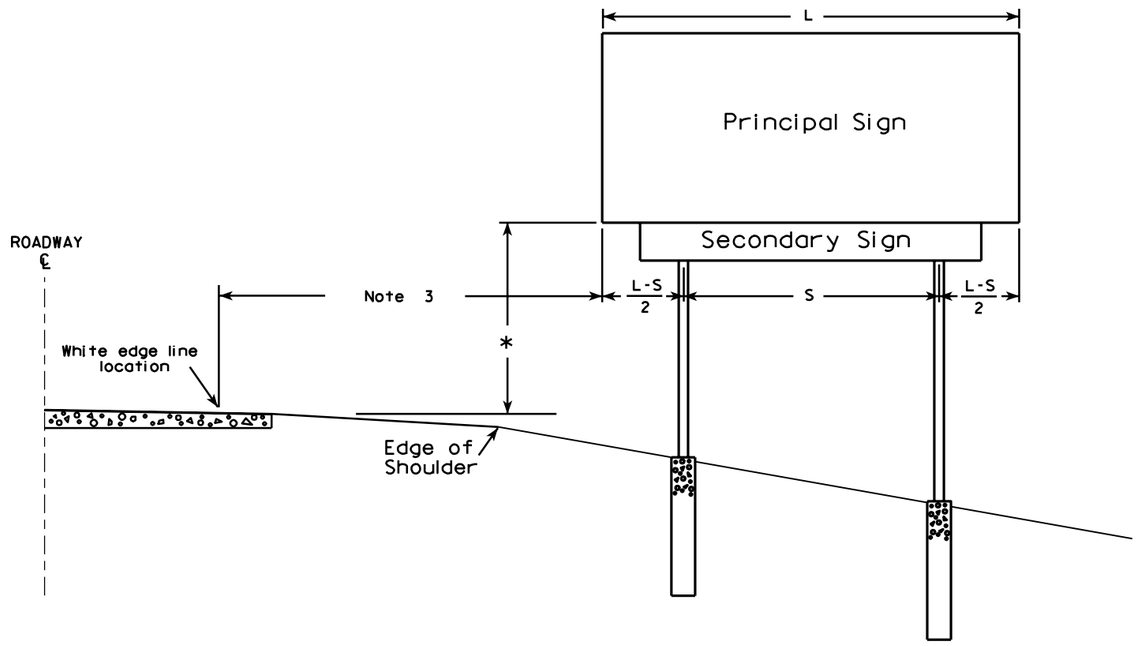
CONST. SPEC. 2011 | DRAWN BY JPH | PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

SHEET

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 428 | E





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

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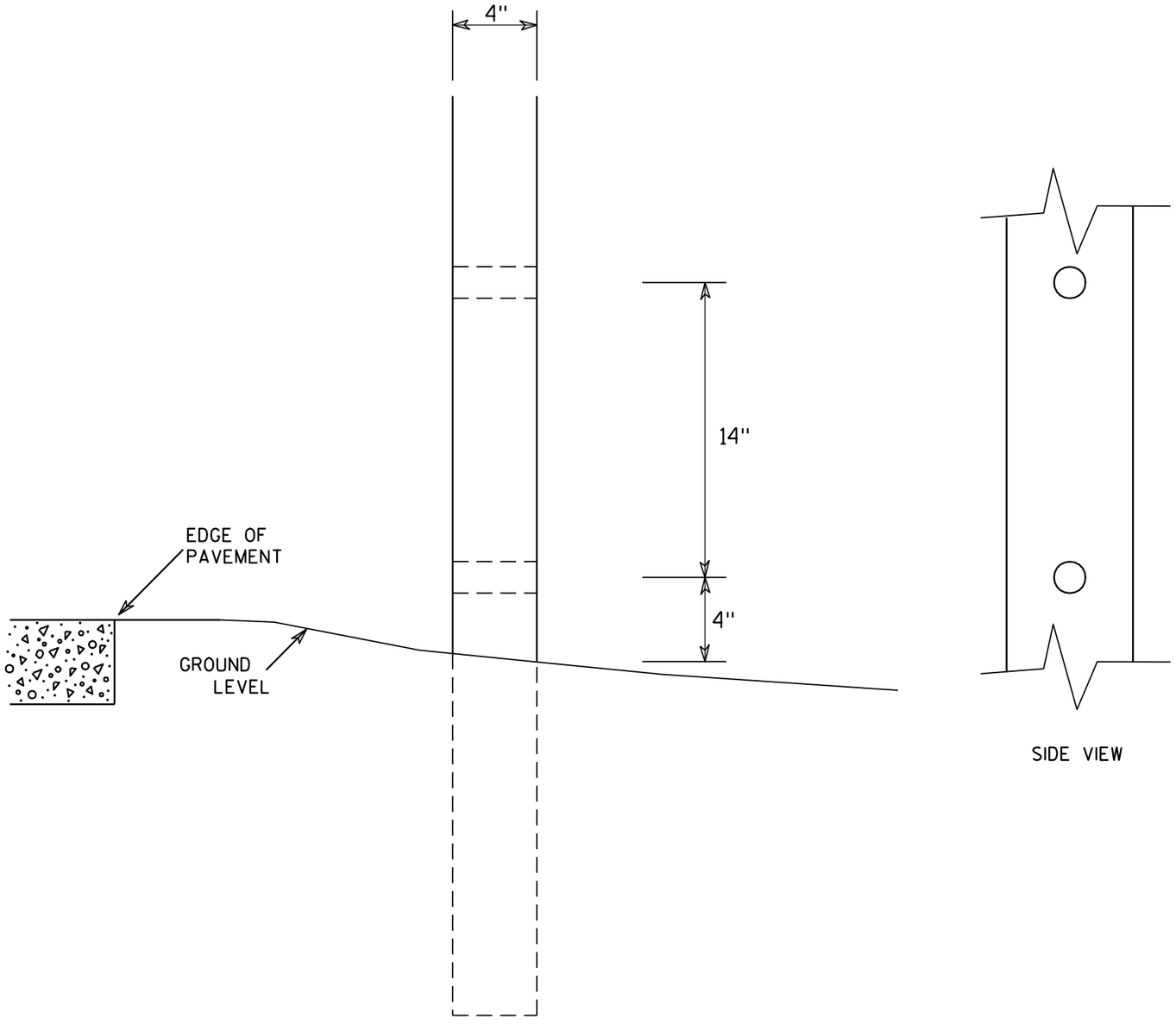
TYPICAL INSTALLATION
OF TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 429	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

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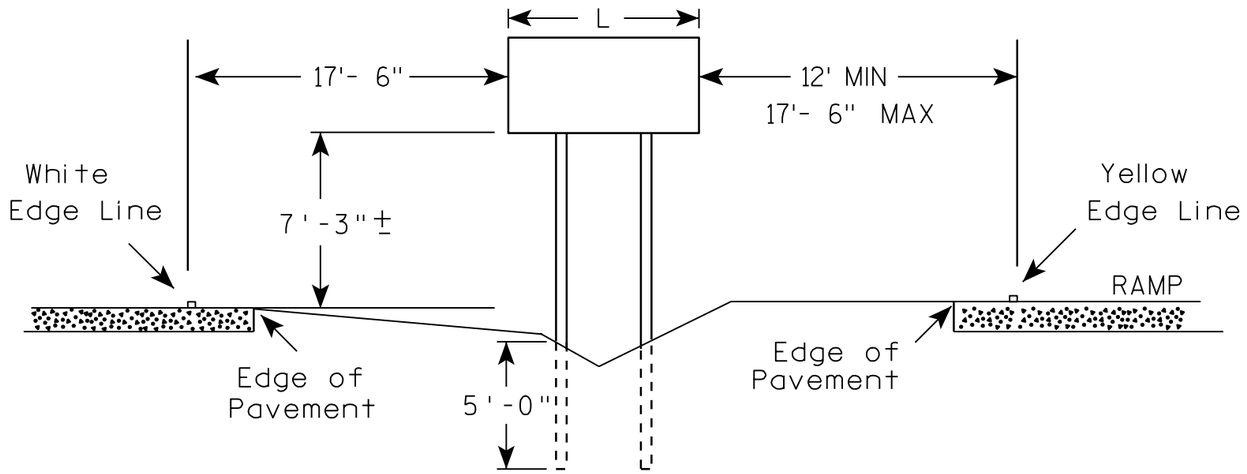
4 X 6 WOOD POST MODIFICATIONS

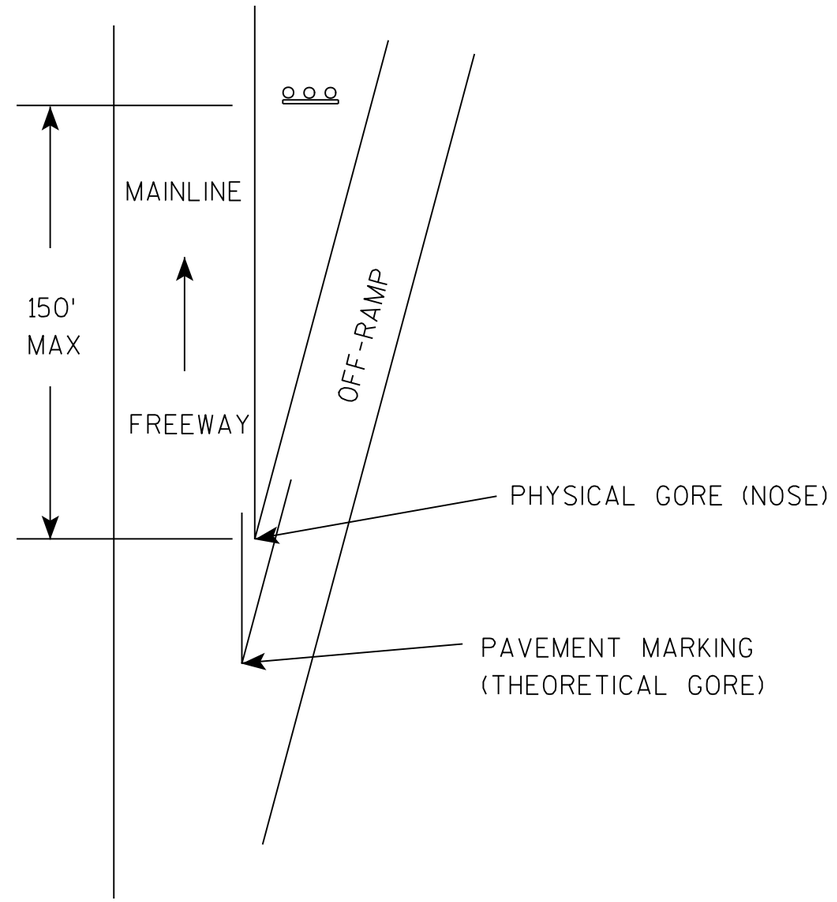
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 430	E





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 9 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

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TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

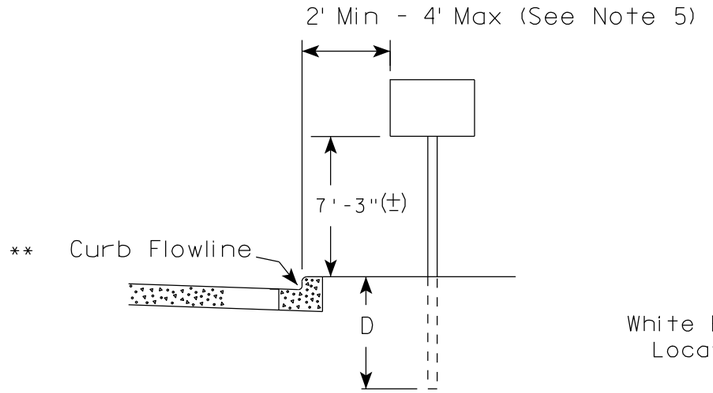
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

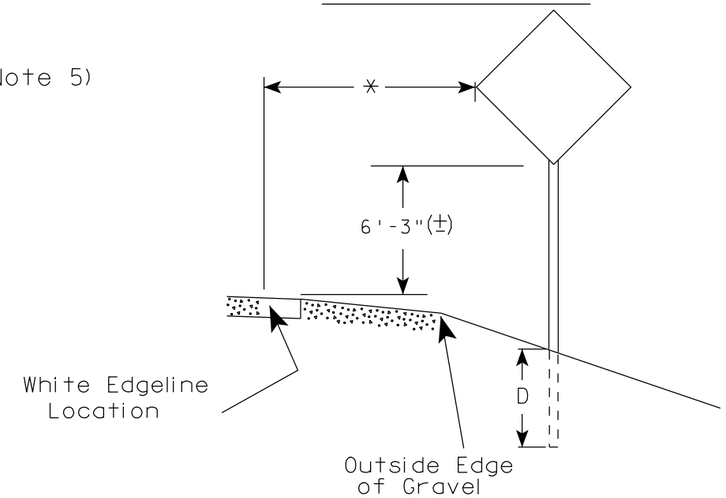
DATE 4/4/00 PLATE NO. A4-2.2

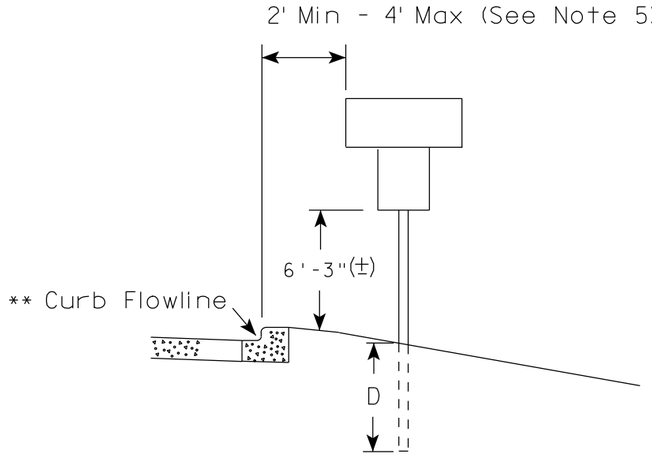
PROJECT NO:				SHEET NO: 431	E

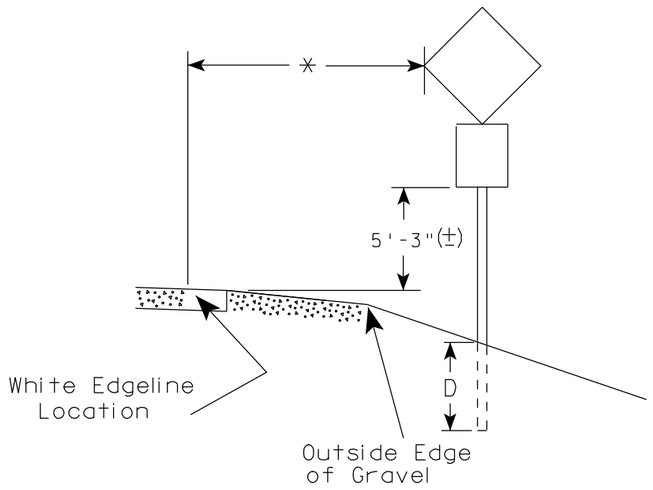
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

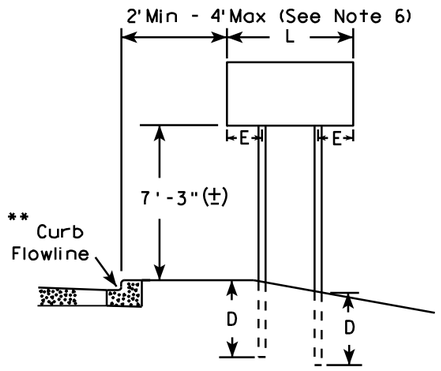
DATE 9/21/2011 PLATE NO. A4-3.16

7

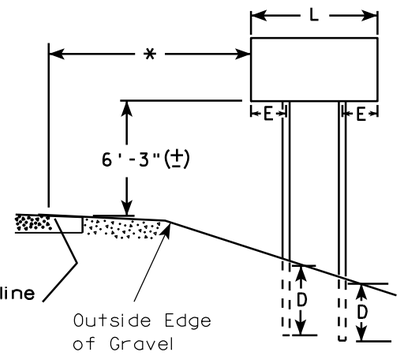
7

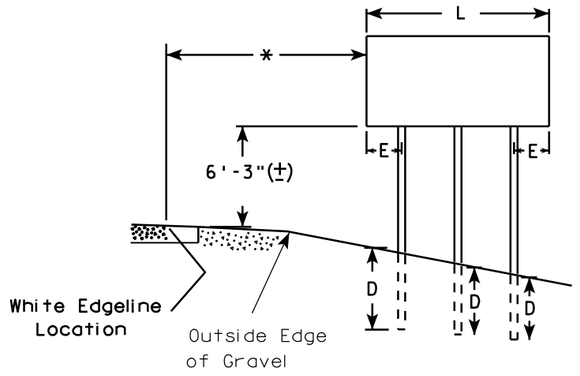
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 432 | E

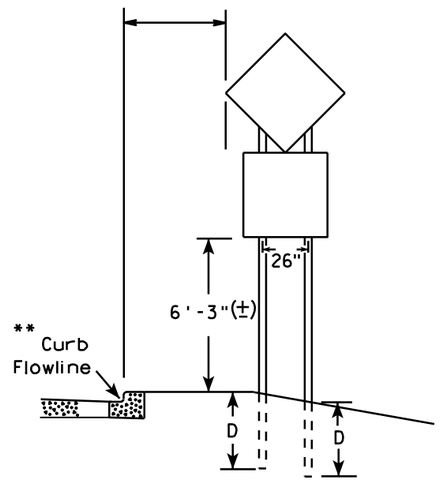
URBAN AREA



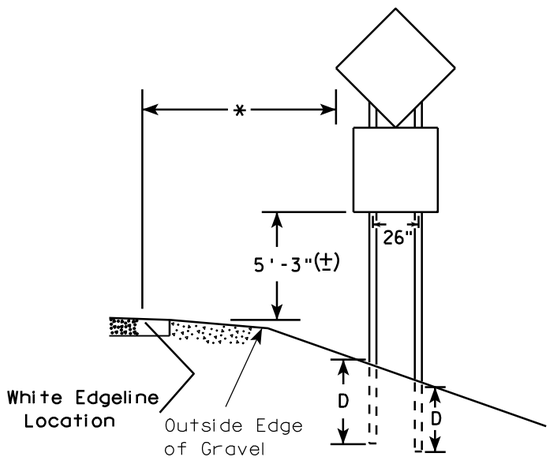
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

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

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

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

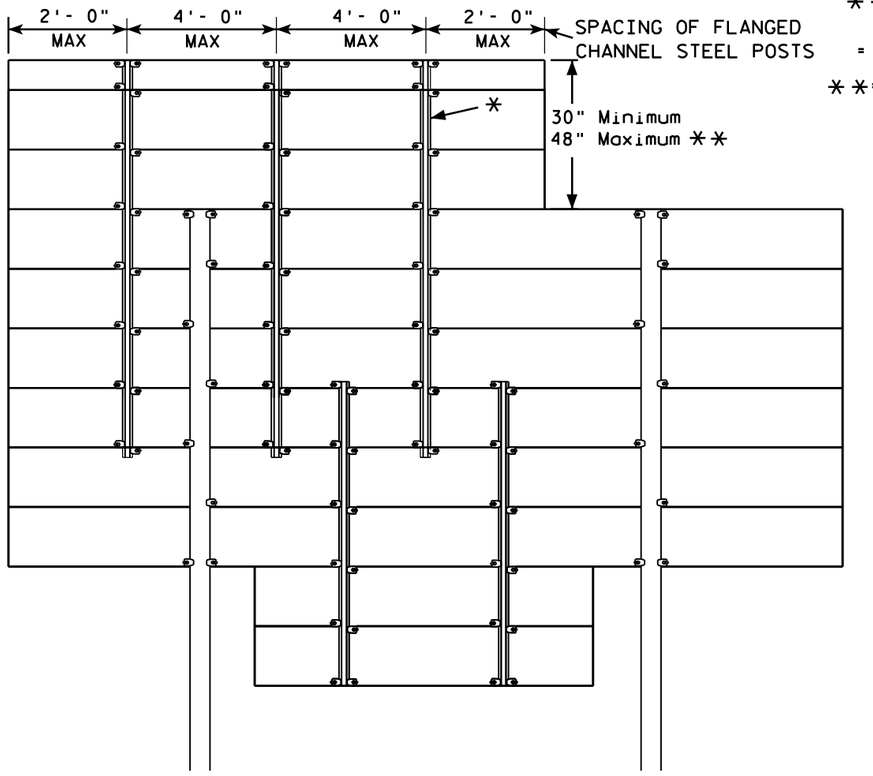
DATE 9/21/2011 PLATE NO. A4-4.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 433	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\A44.DGN PLOT DATE : 21-SEP-2011 13:36 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 109.249131:1.000000

WISDOT/CADDS SHEET 42

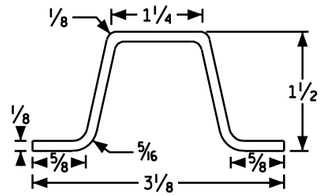
GROUND MOUNTED SIGN



*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

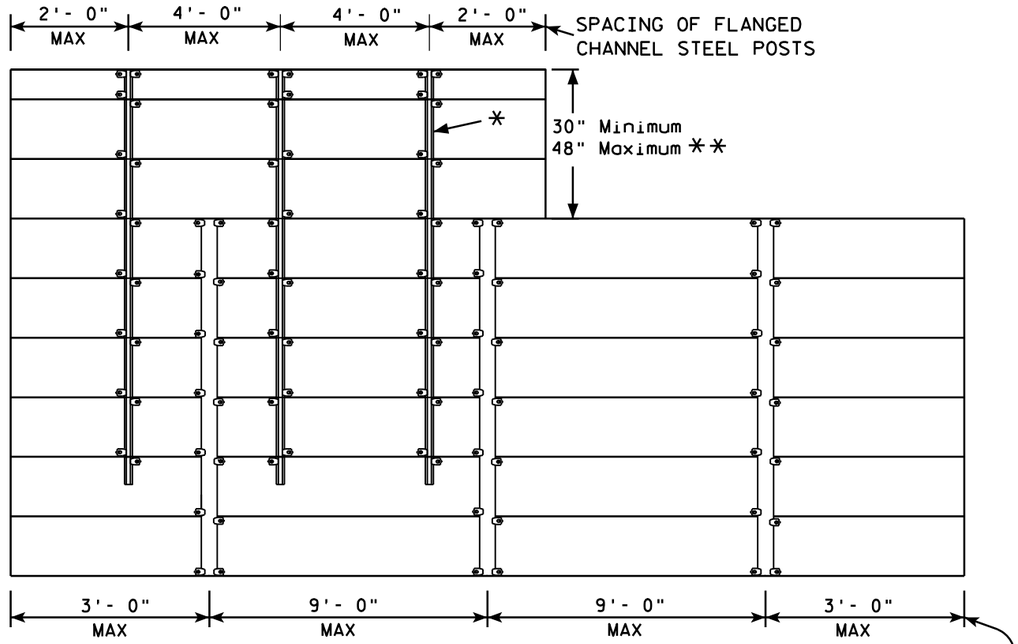
**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)

7

7

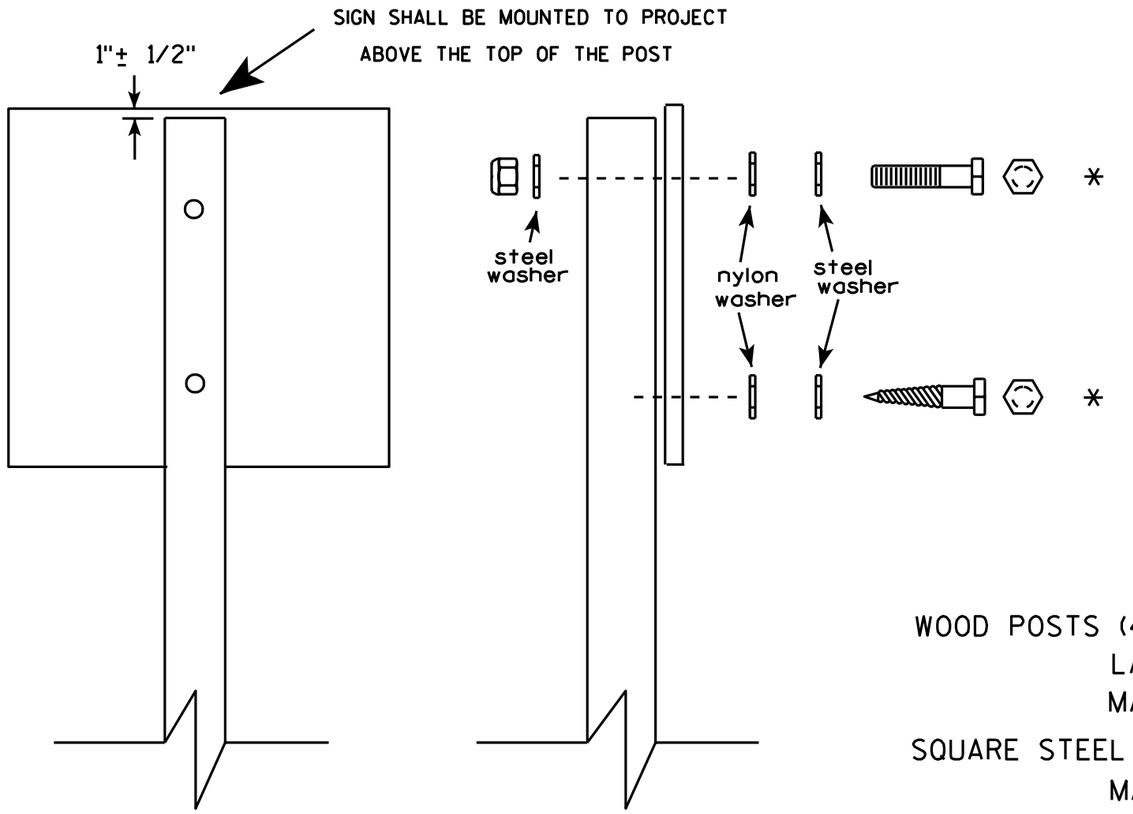
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/7/10 PLATE NO. A4-6.11

PROJECT NO:				SHEET NO: 434	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

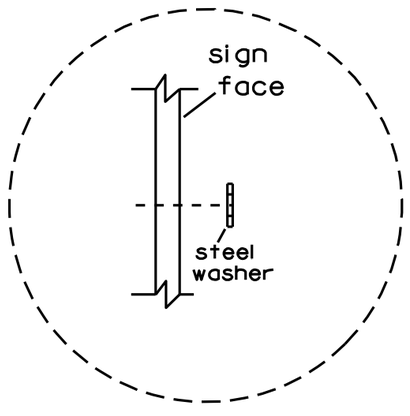
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



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

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/10 PLATE NO. A4-8.7

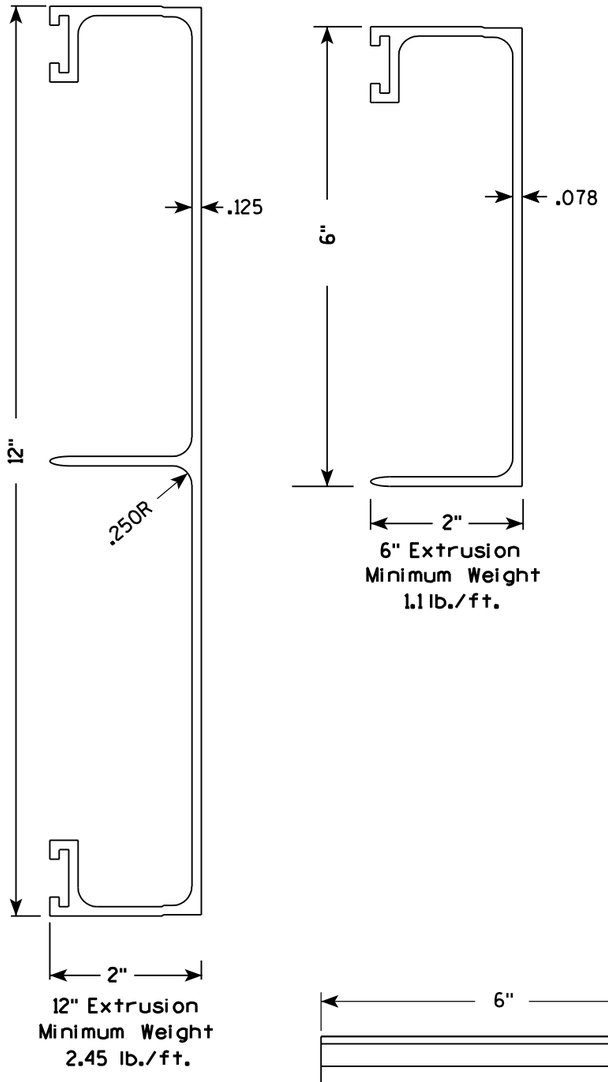
7

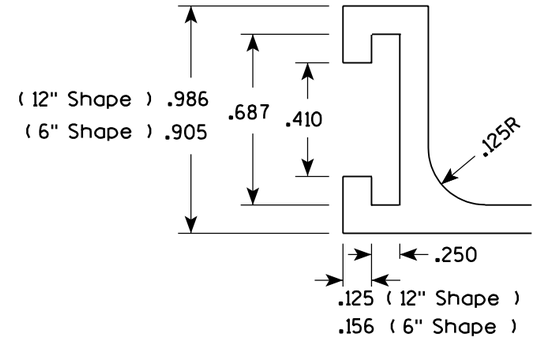
7

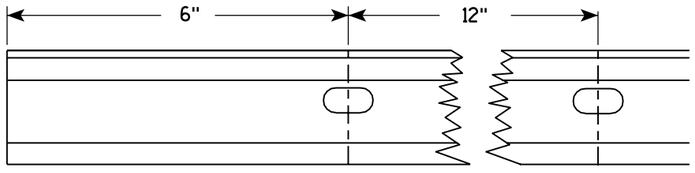
PROJECT NO:

SHEET NO: 435 E

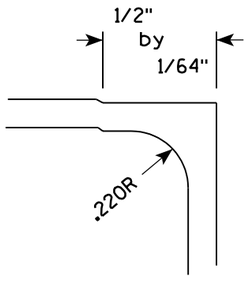
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

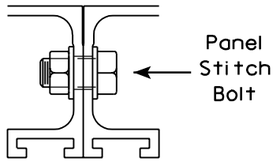


Hardware

STITCH BOLT, WASHER & NUT

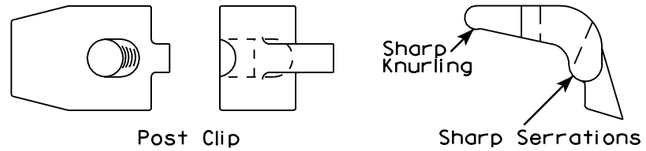
The hardware includes:

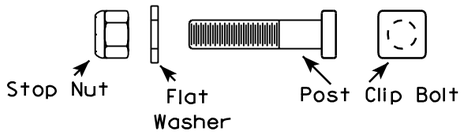
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

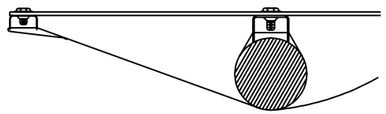
APPROVED Chester J Spang
for State Traffic Engineer

DATE 11/18/99 PLATE NO. A5-2.9

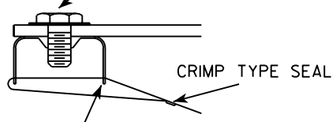
PROJECT NO:

SHEET NO: 436 E

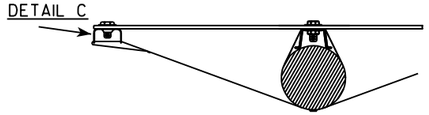
BRACE BANDING

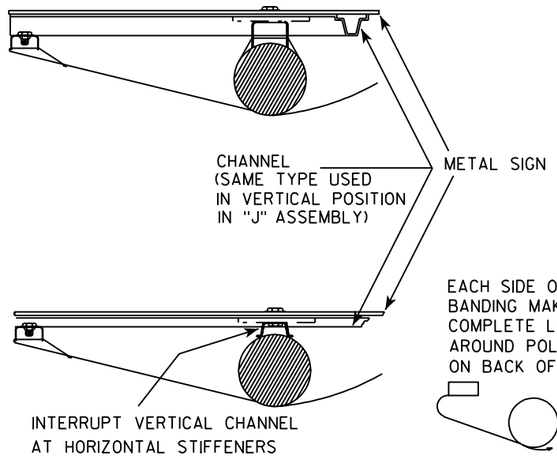


DETAIL C
CADMIUM PLATED STEEL BOLT
THROUGH BLACK BORDER



DETAIL C

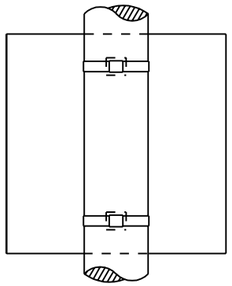


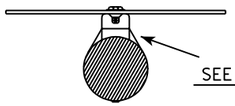


EACH SIDE OF BRACE
BANDING MAKES ONE
COMPLETE LOOP
AROUND POLE-SEAL
ON BACK OF POLE

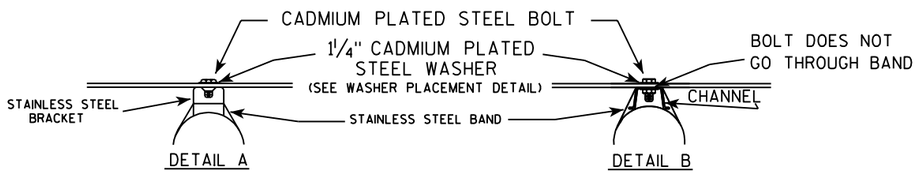
BRACKET BANDING

SINGLE SIGN





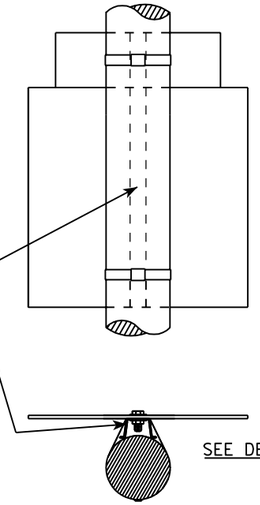
SEE DETAIL A



DETAIL A

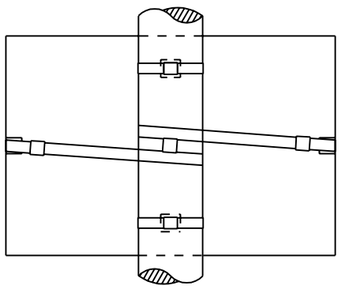
DETAIL B

"J" ASSEMBLY



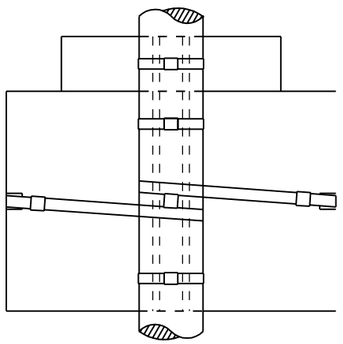
GENERAL NOTES

1. Signs 4' or greater in width shall have one brace band installed at the center of the sign.
2. Signs 3' or greater in height shall have three bracket bands installed. Signs less than 3' in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

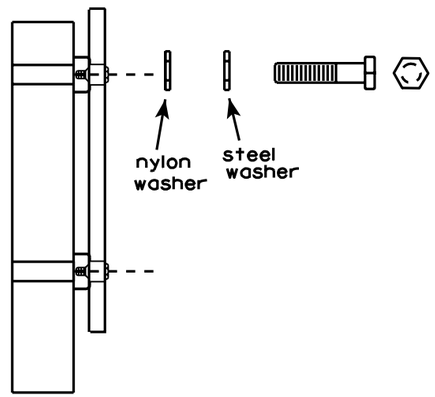


BRACE BANDING

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

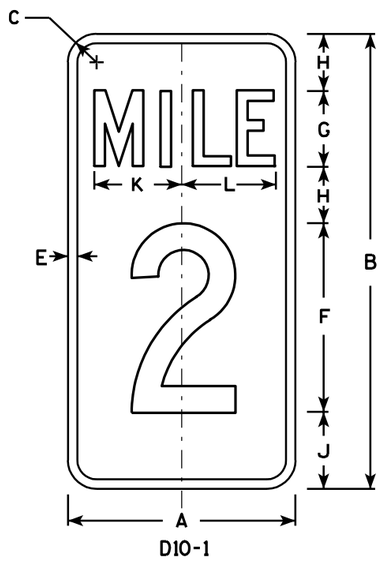
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

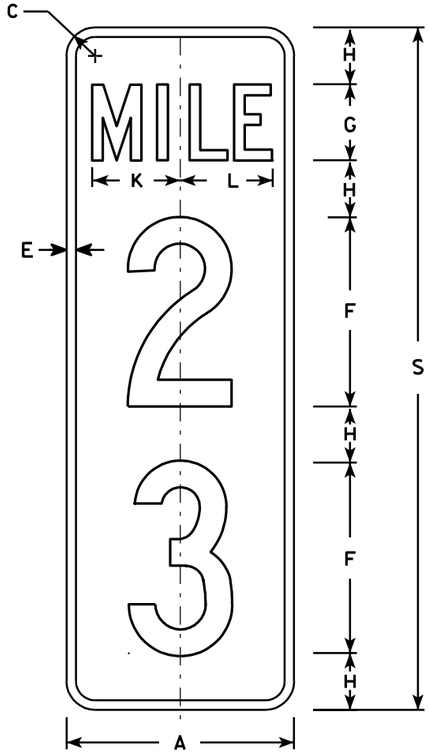
APPROVED Matthew R Rauch
for State Traffic Engineer

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

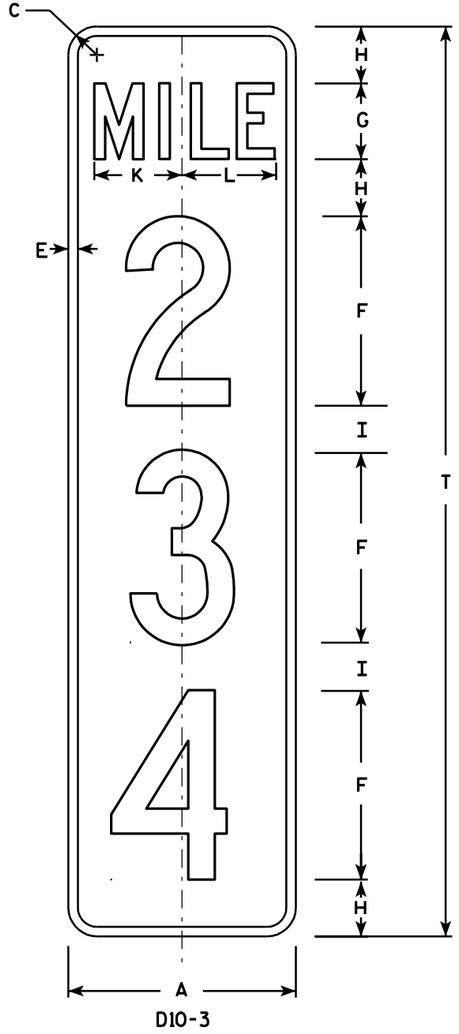
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 437	E



D10-1



D10-2



D10-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
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. Optically adjust numerals about the centerline of the sign to achieve proper balance.

Metric equivalent for this sign is:

PHY. SIZE	
12 X 24	300 mm X 600 mm
12 X 36	300 mm X 900 mm
12 X 48	300 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1																										
2																										
3																										
4	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						
5	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						

D10-1	D10-2	D10-3
Area sq. ft.	Area sq. ft.	Area sq. ft.
2.0	3.0	4.0
Area m2	Area m2	Area m2
.19	.28	.38

STANDARD SIGN
D10-1 , D10-2 & D10-3

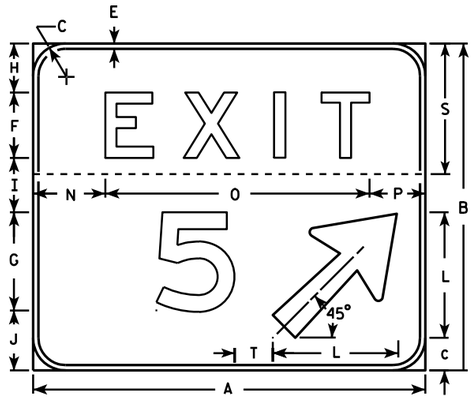
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for Director, Office of Traffic

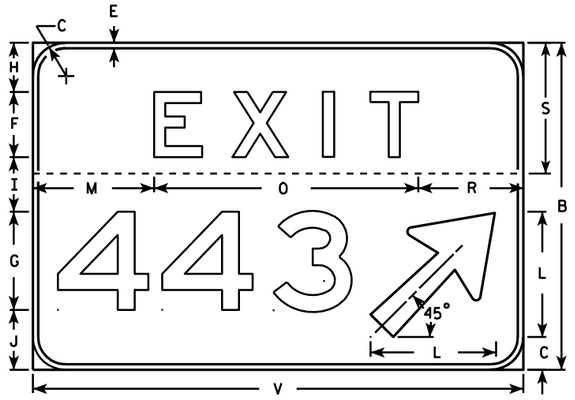
DATE 1/16/02 PLATE NO. D10-3.2

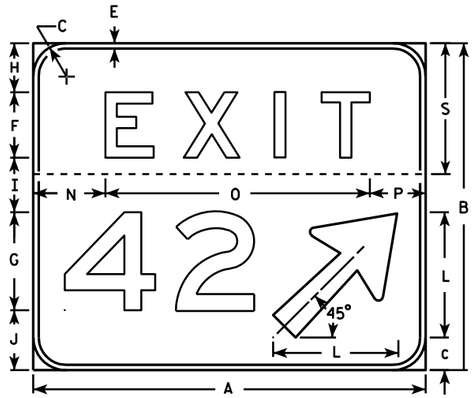
PROJECT NO:

SHEET NO: 438 E



NOTE: T diminision shall be measured from the back of the number to the front of the arrow





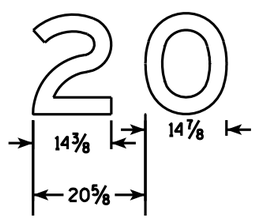
NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

EXAMPLE FOR USING SPACING CHART



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
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

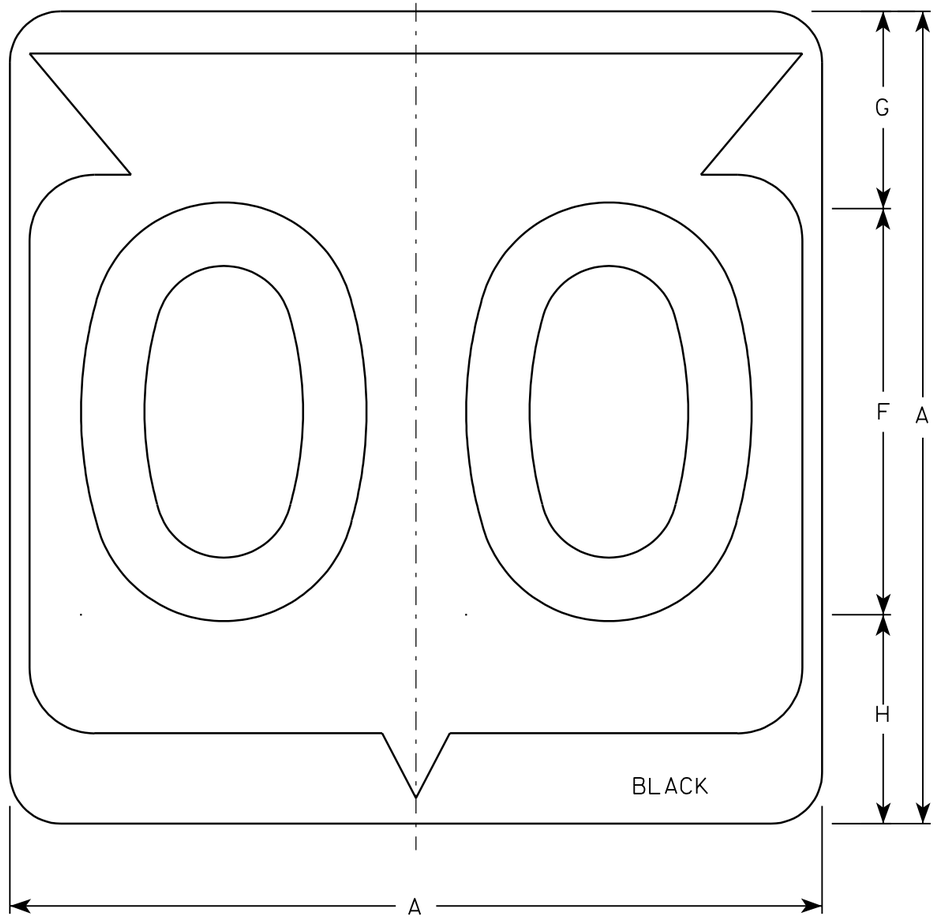
STANDARD SIGN E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/11/10 PLATE NO. E5-1A.12

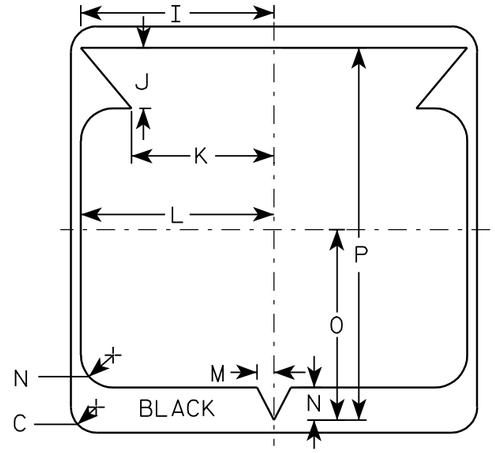
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 439 | E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

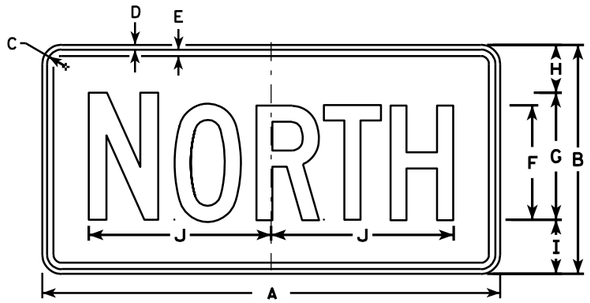
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

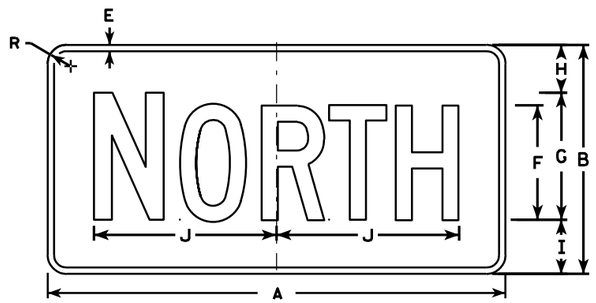
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 440	E

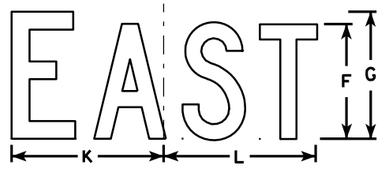


M3-1
MK3-1
MO3-1



MB3-1
MG3-1
MM3-1
MN3-1

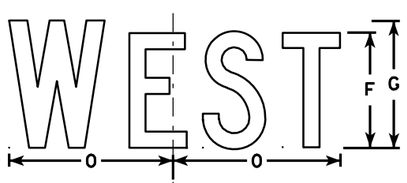
M3-2
MK3-2
MO3-2



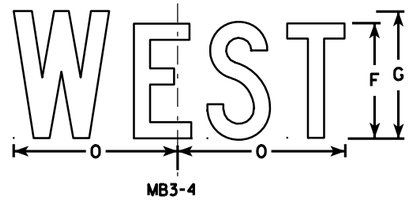
MB3-2
MG3-2
MM3-2
MN3-2

M3-3
MK3-3
MO3-3

MB3-3
MG3-3
MM3-3
MN3-3



M3-4
MK3-4
MO3-4



MB3-4
MG3-4
MM3-4
MN3-4

NOTES

1. All Signs Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White - Type H Reflective (Detour or temporary signs - Reflective) Message - Black
   MB3-1 thru MB3-4 Background - Blue Message - White - Type H Reflective (Detour or temporary signs - Reflective)
   MG3-1 thru MG3-4 Background - Green Message - White - Type H Reflective
   MK3-1 thru MK3-4 Background - Green Message - White - Type H Reflective
   MM3-1 thru MM3-4 Background - White - Type H Reflective Message - Green
   MN3-1 thru MN3-4 Background - Brown Message - White - Type H Reflective
   M03-1 thru M03-4 Background - Orange - Reflective Message - Black
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																											
2	24	12	1 1/8	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			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

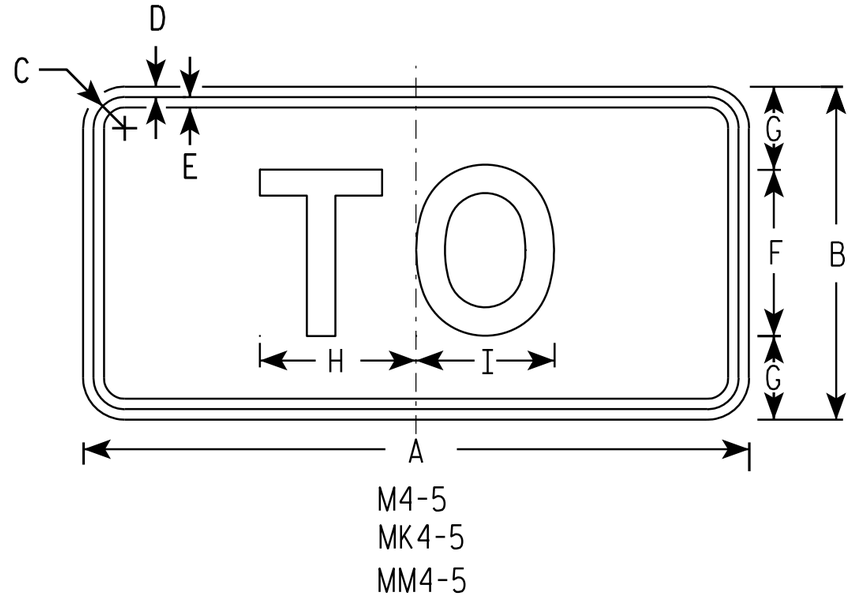
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

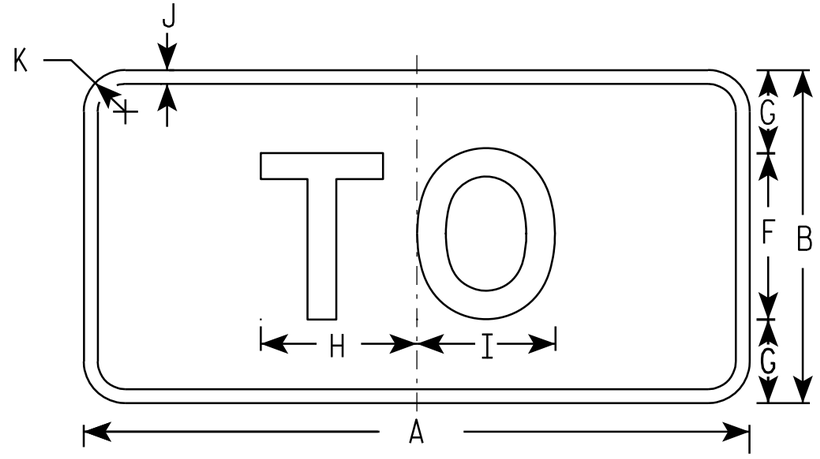
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/10 PLATE NO. M3-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 441	E



M4-5
MK4-5
MM4-5



MB4-5
MG4-5
MN4-5

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black
   MB4-5 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG4-5 Background - Green
   Message - White - Type H Reflective
   MK4-5 Background - Green
   Message - White - Type H Reflective
   MM4-5 Background - White - Type H Reflective
   Message - Green
   MN4-5 Background - Brown
   Message - White - Type H Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

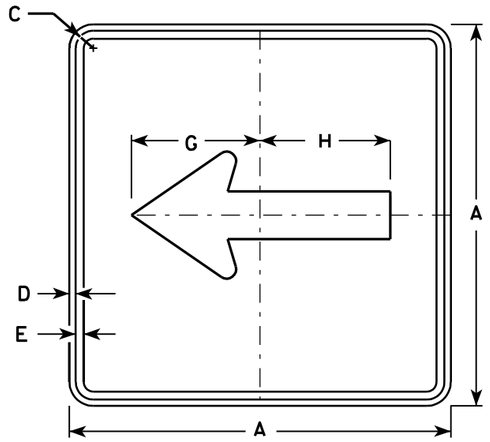
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

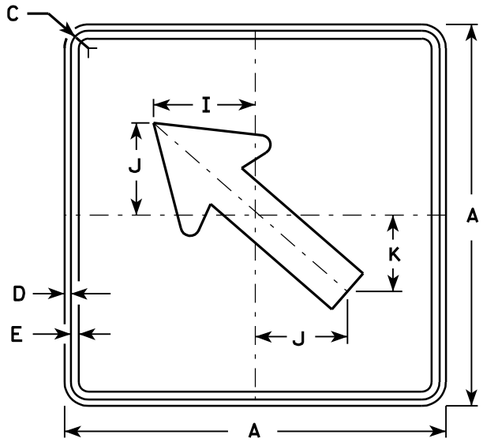
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-5.6

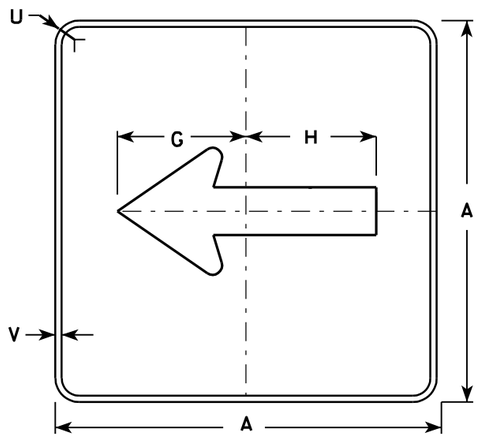
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 442 | E



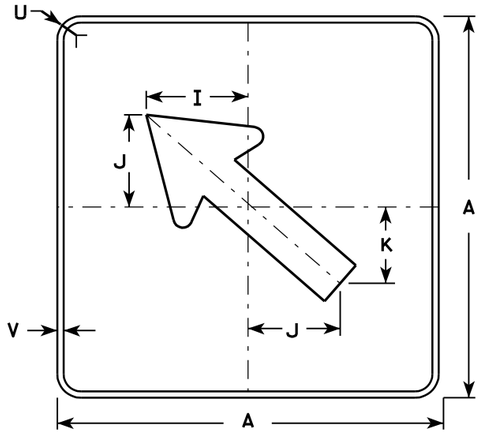
M6-1
MK6-1
MM6-1
MO6-1
MR6-1



M6-2
MK6-2
MM6-2
MO6-2
MR6-2



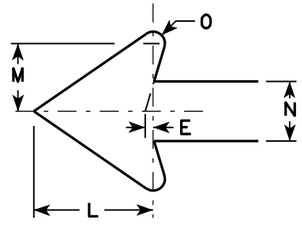
MB6-1
MG6-1
MN6-1



MB6-2
MG6-2
MN6-2

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB6-1 and MB6-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG6-1 and MG6-2 Background - Green Message - White - Type H Reflective
   MK6-1 and MK6-2 Background - Green Message - White - Type H Reflective
   MM6-1 and MM6-2 Background - White - Type H Reflective Message - Green
   MN6-1 and MN6-2 Background - Brown Message - White - Type H Reflective
   MO6-1 and MO6-2 Background - Orange - Reflective Message - Black
   MR6-1 and MR6-2 Background - Brown Message - Yellow - Type H Reflective



Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56

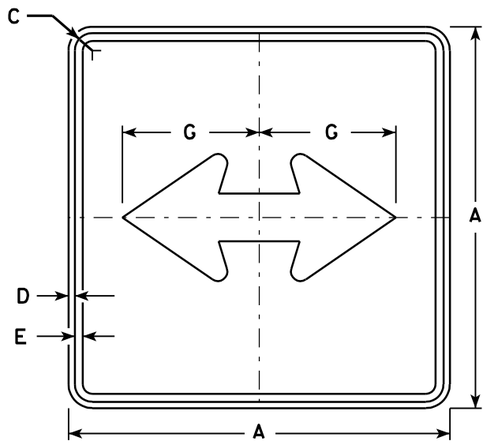
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

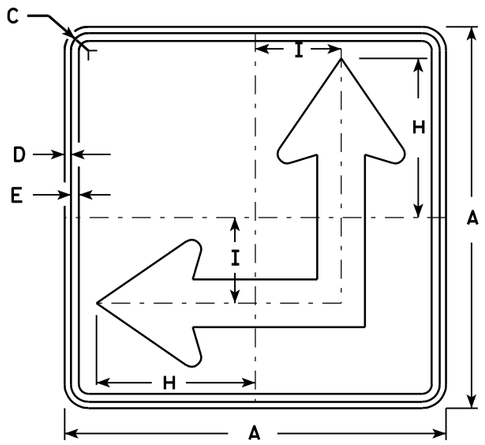
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M6-1.12

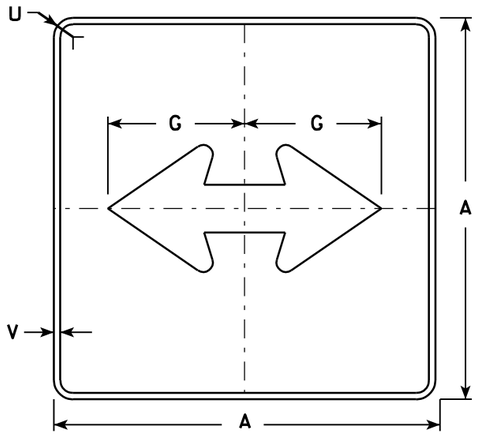
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 443	E



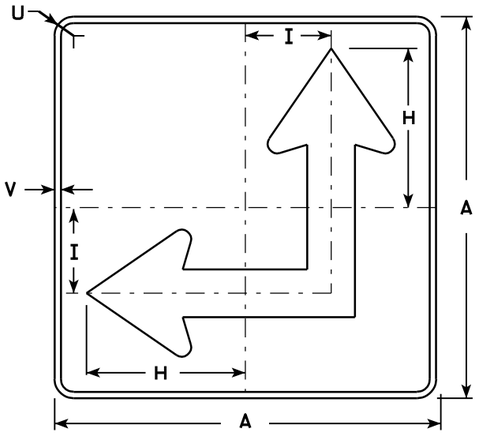
M6-4
MK6-4
MM6-4
MO6-4
MR6-4



M6-6
MK6-6
MM6-6
MO6-6
MR6-6



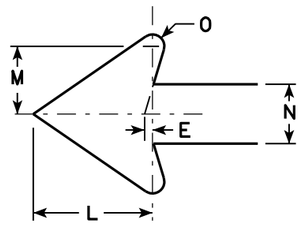
MB6-4
MG6-4
MN6-4



MB6-6
MG6-6
MN6-6

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG6-4 and MG6-6 Background - Green
   Message - White - Type H Reflective
   MK6-4 and MK6-6 Background - Green
   Message - White - Type H Reflective
   MM6-4 and MM6-6 Background - White - Type H Reflective
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White - Type H Reflective
   MO6-4 and MO6-6 Background - Orange - Reflective
   Message - Black
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow - Type H Reflective
5. M6-6R same as M6-6L except arrow points ahead and right.



Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56

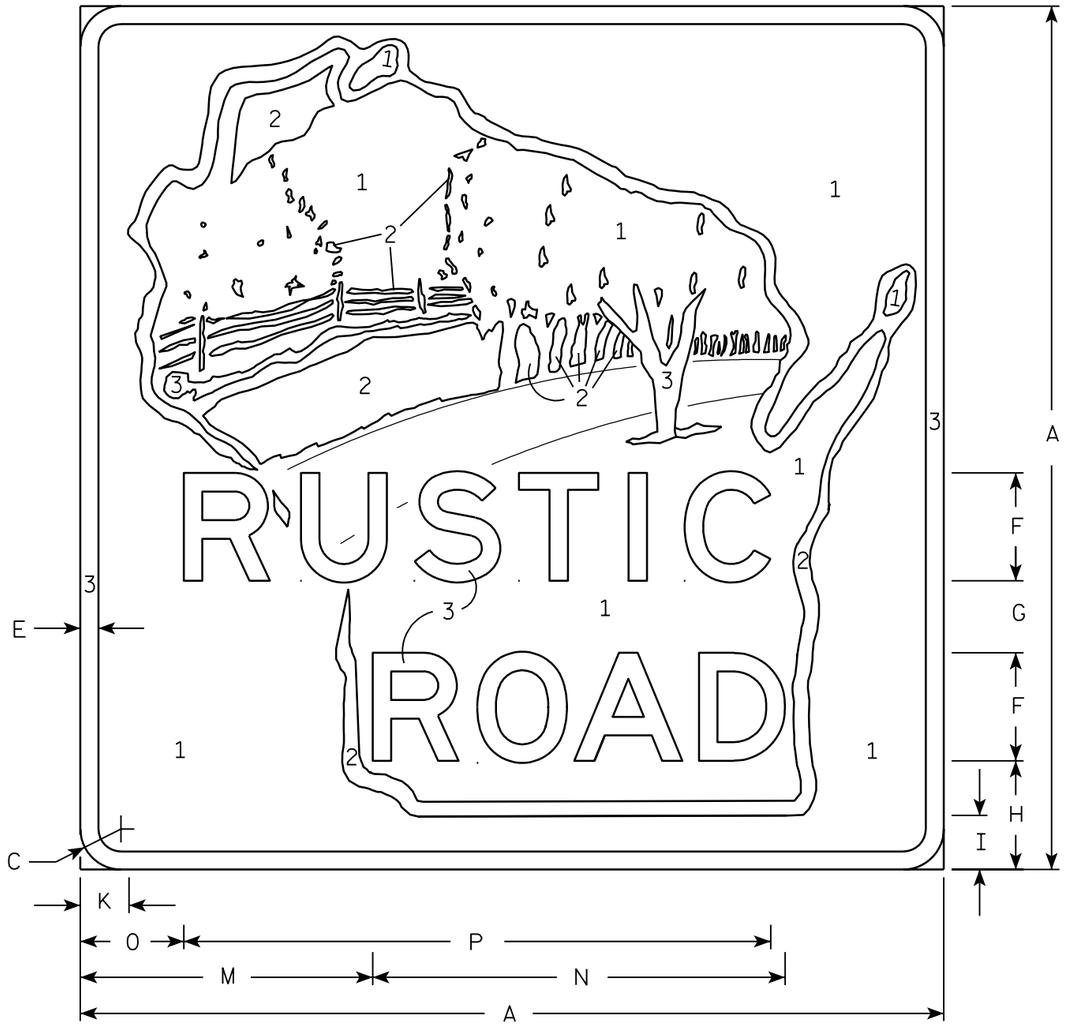
STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/10 PLATE NO. M6-4.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 444	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5.
3. Message Series - Modified E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The sign will be color coded by numerical designation Numeral *1 Brown
   2 Type H Reflective White
   3 Reflective Yellow

   Exact color descriptions will be furnished upon request.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/8		1/2	3	2	3	1 1/2		1 3/8		8 1/8	11 1/4	2 7/8	16 1/4											4.0	0.36
3																												
4																												
5																												

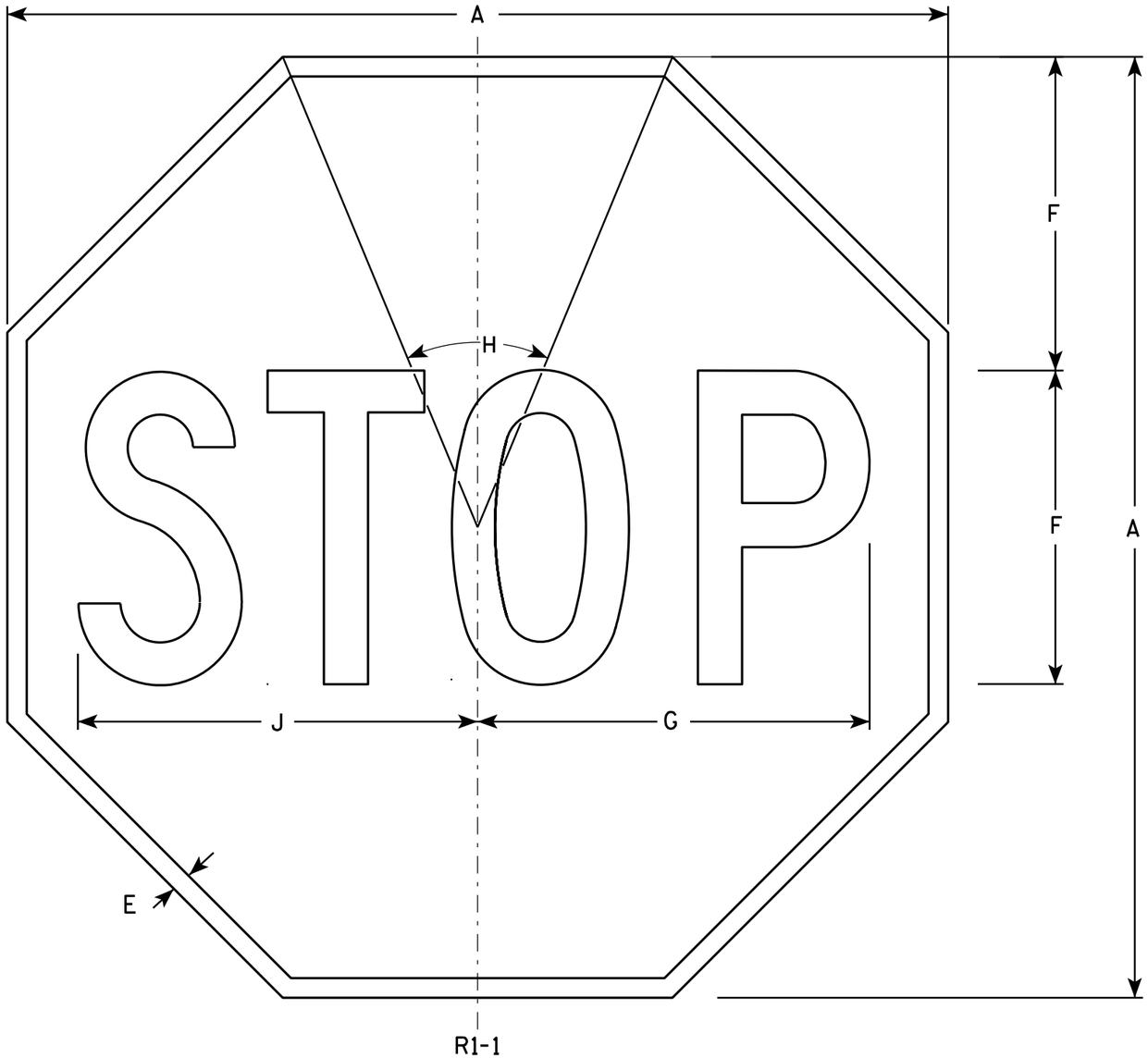
STANDARD SIGN
MR1-99

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/05 PLATE NO. MR1-99.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 445	E



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

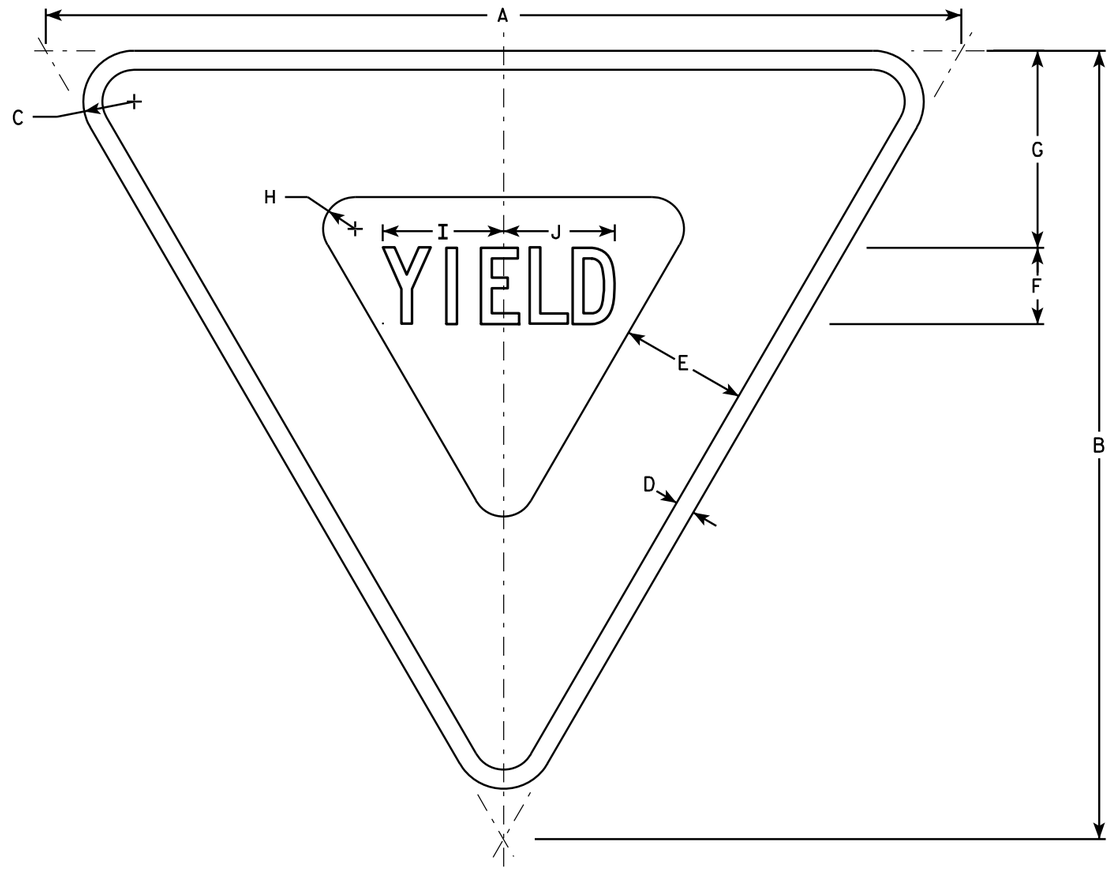
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 446	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. 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	1 1/2	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	24	21	1 1/2	3/8	3	2	4 3/4	7/8	3 1/4	3																	1.75
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

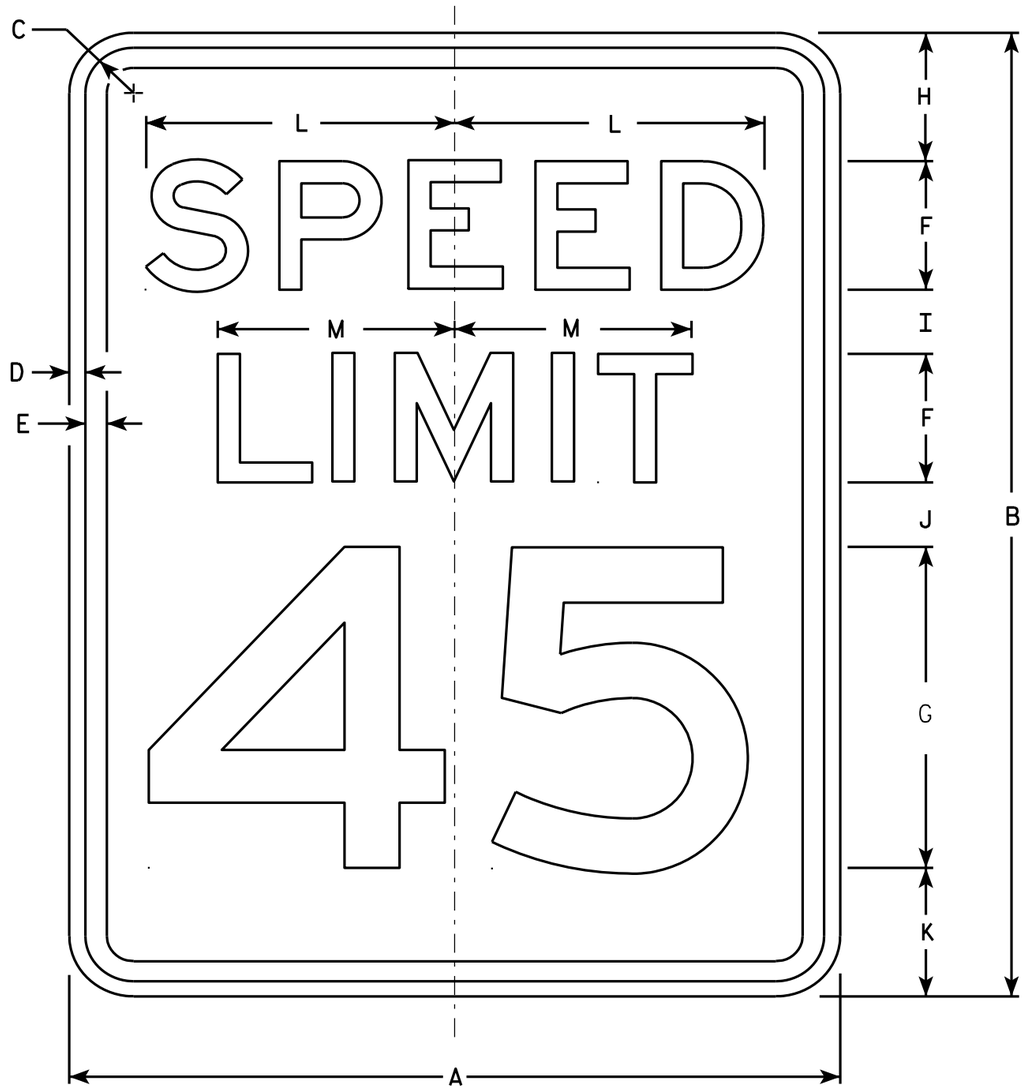
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. R1-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 447 | E



R2-1

NOTES

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

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

STANDARD SIGN
R2-1

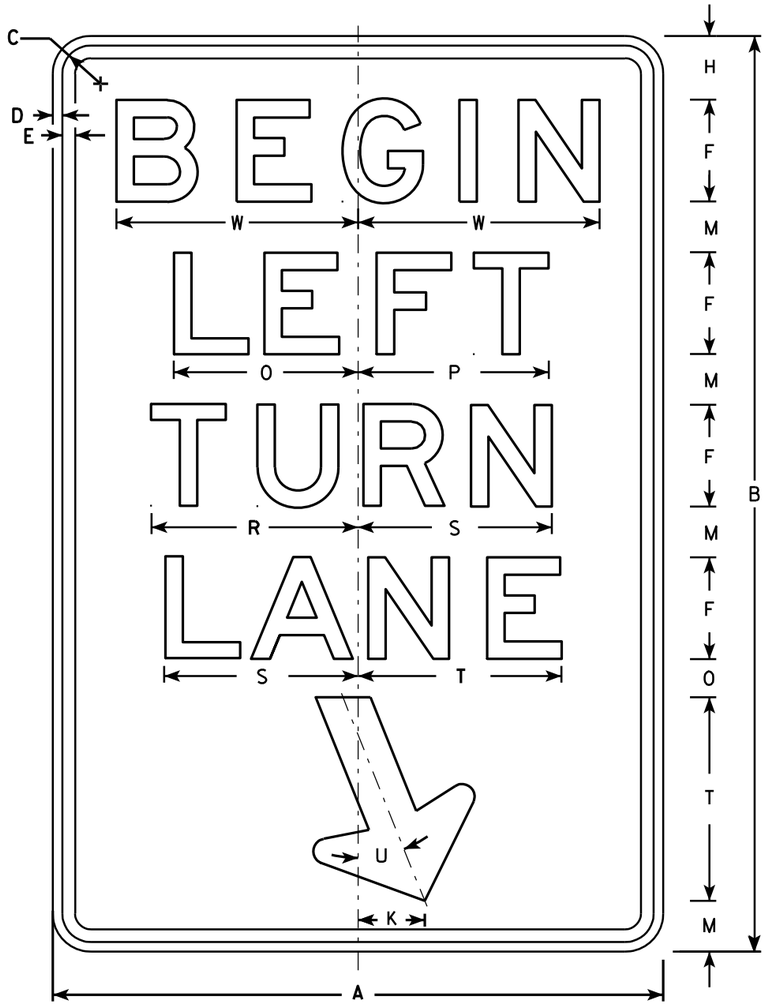
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 448 | E

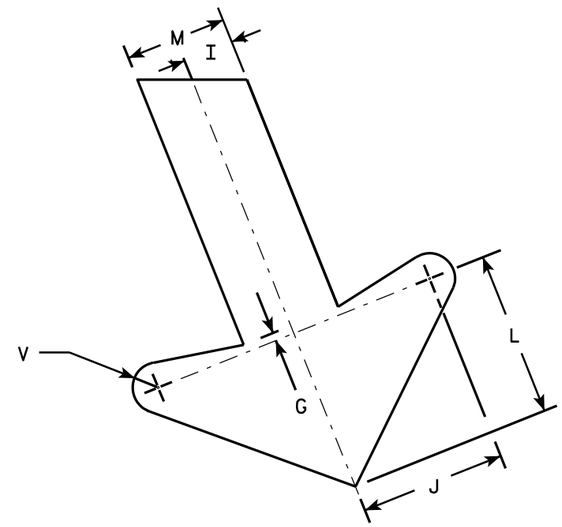
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42



R3-20L

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

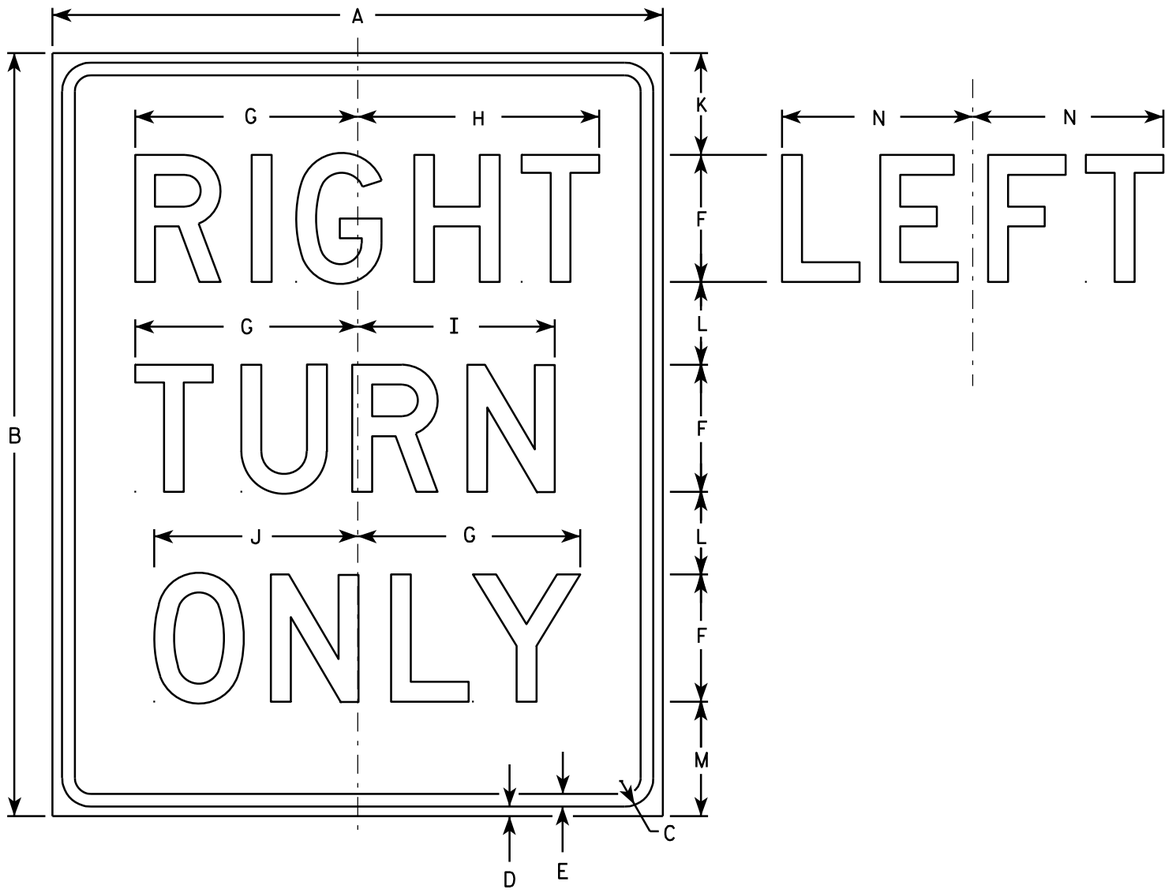
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 449 | E



R3-53R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-53L same as R3-53R except LEFT is substituted for RIGHT.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
2M	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
3	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
4																											
5																											

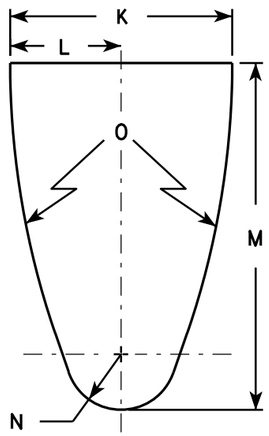
STANDARD SIGN
R3-53

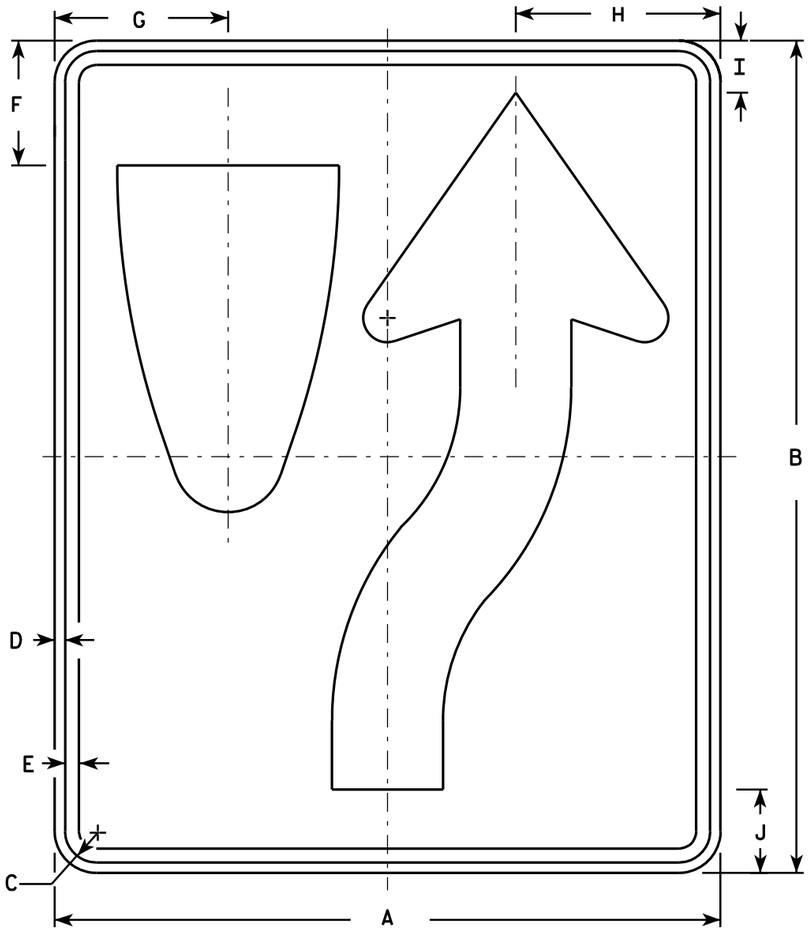
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-53.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 450	E

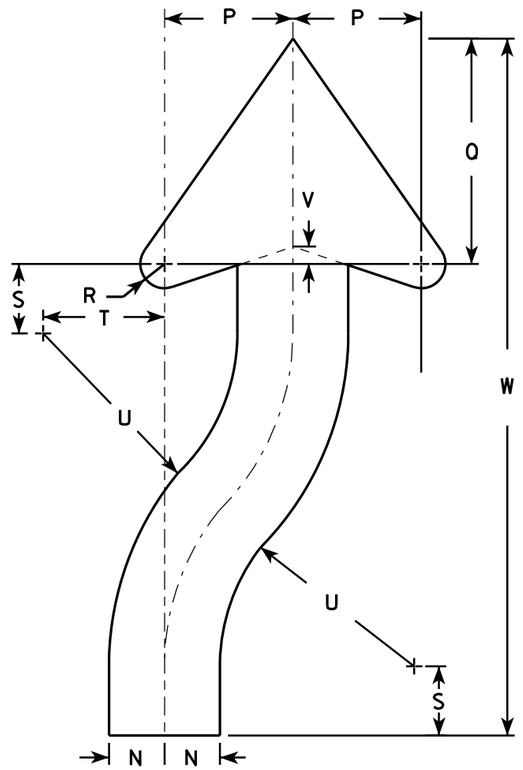




R4-7

NOTES

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



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 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

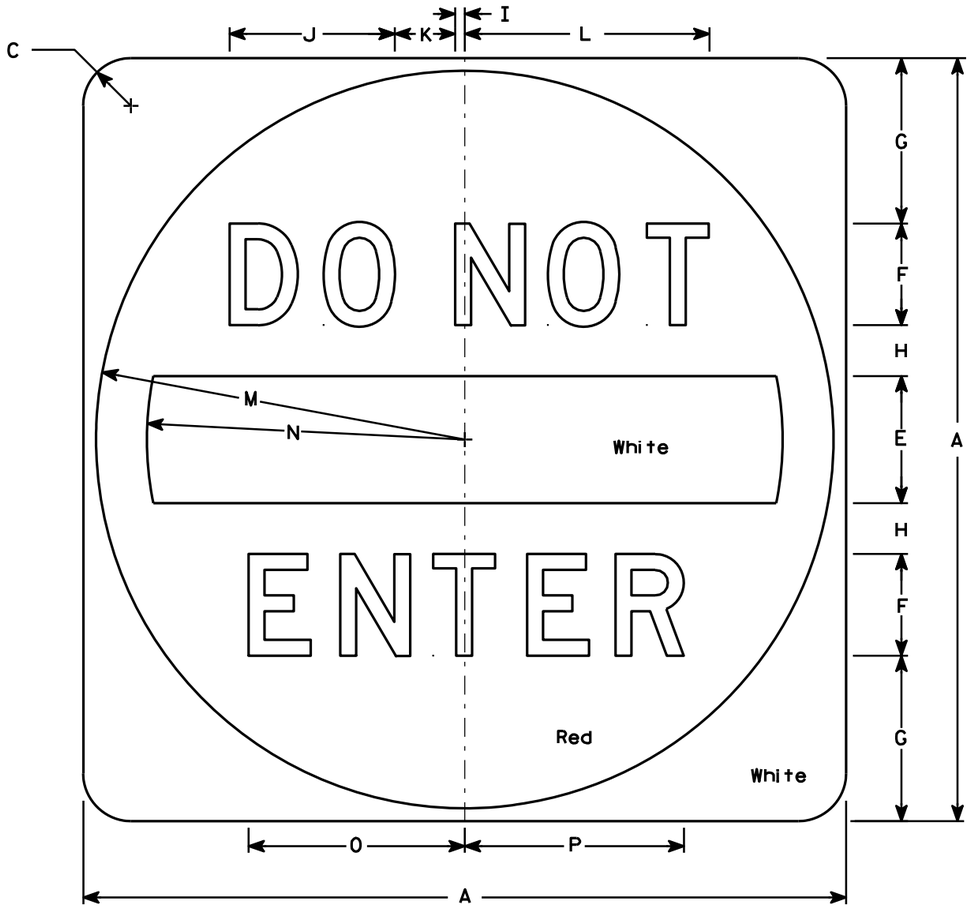
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 451	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors 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	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											6.26
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

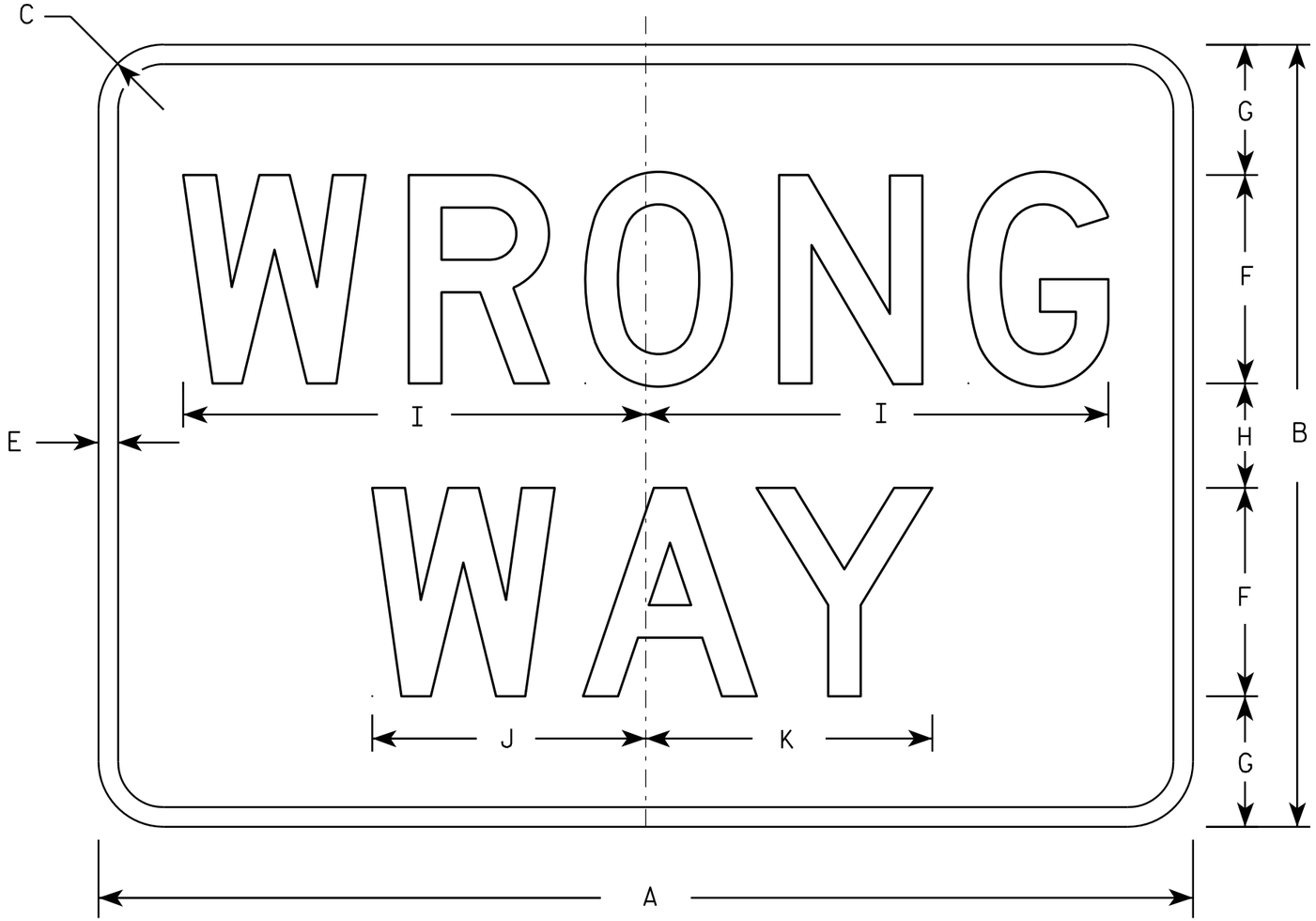
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 452 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - 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	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

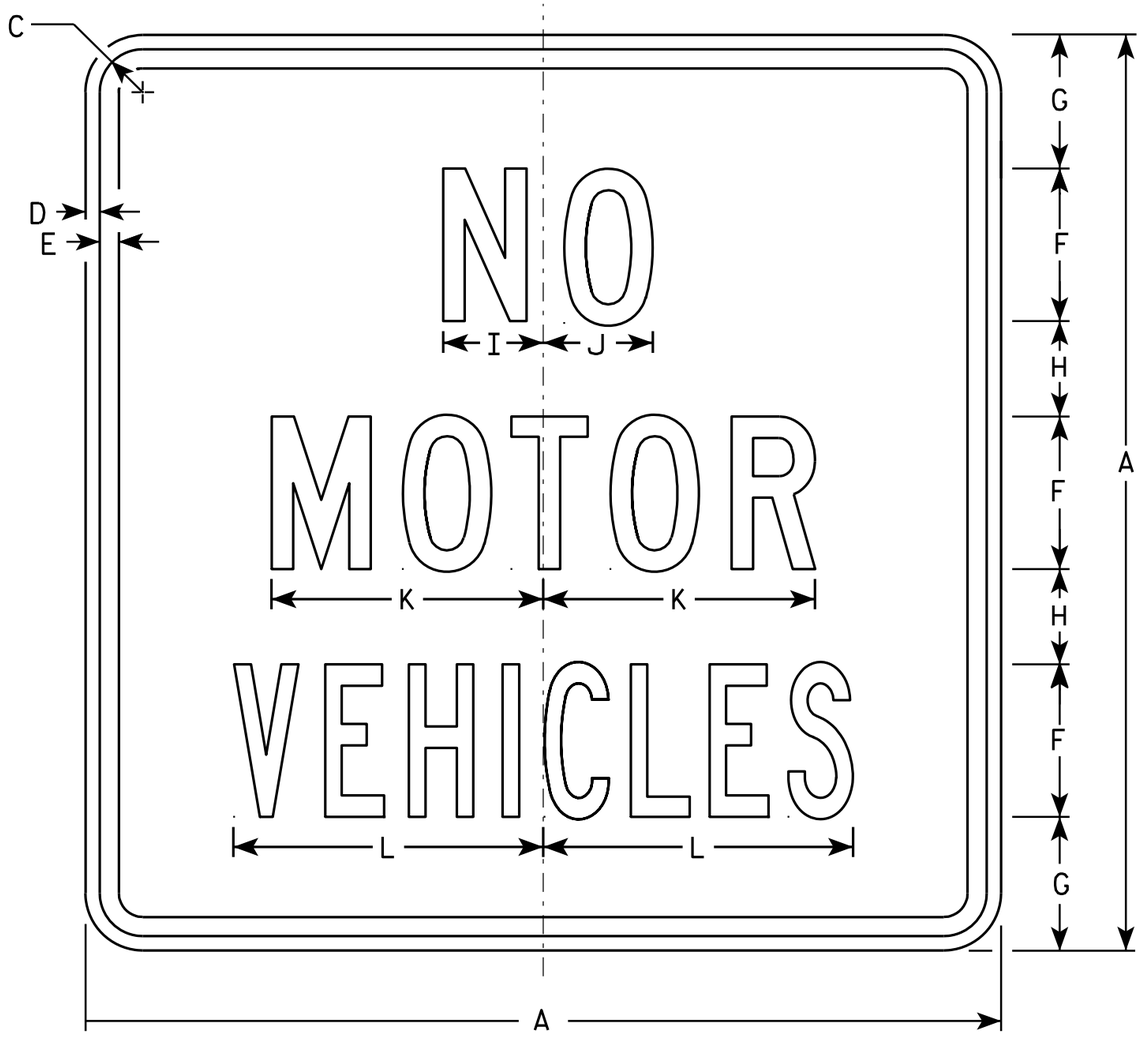
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 453	E



R5-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 & 2 are Series C.
   Line 3 is Series B.

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 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
2M	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
3																											
4																											
5																											

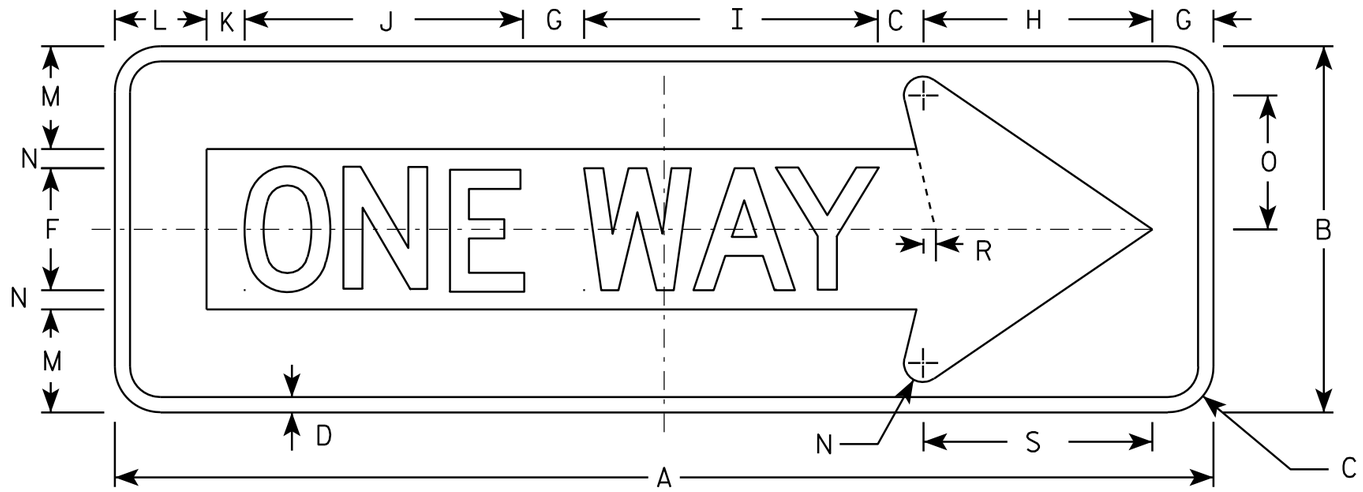
STANDARD SIGN
R5-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-3.2

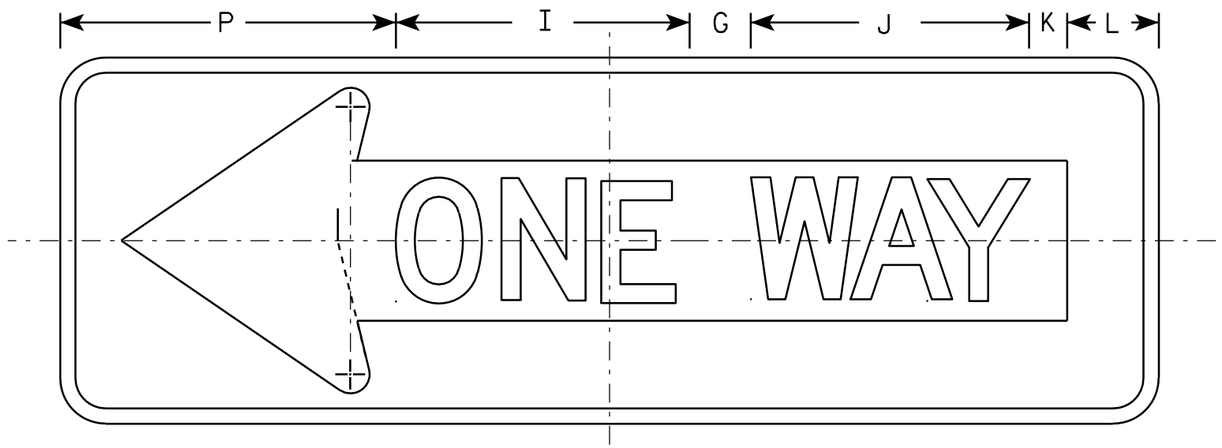
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 454 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
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.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

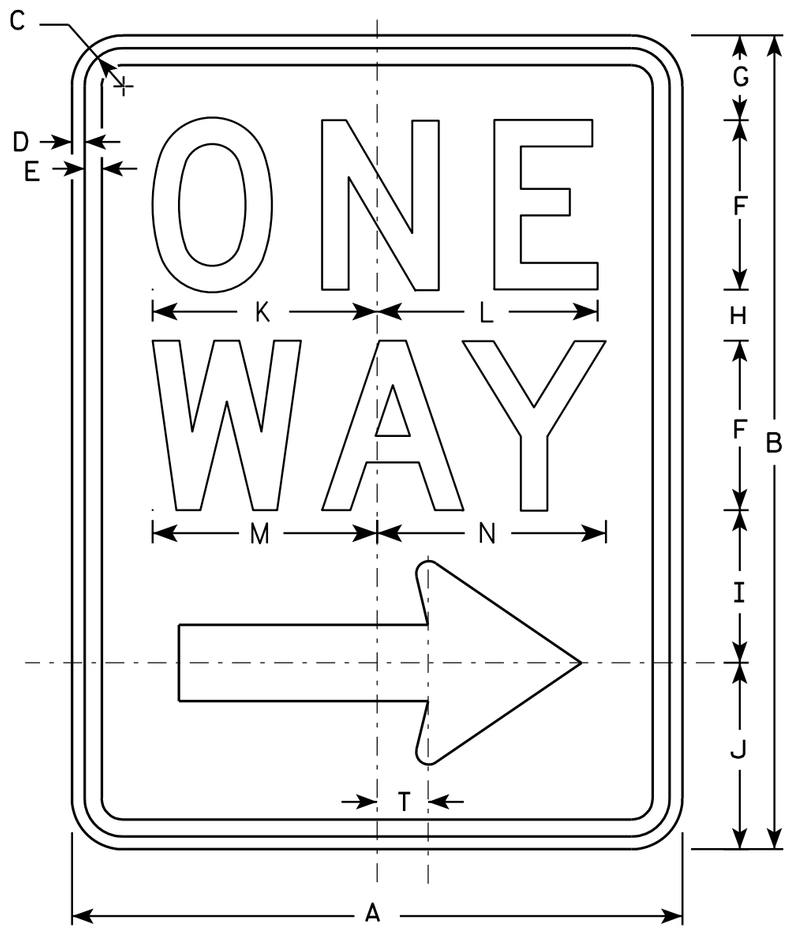
SHEET NO: 455 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R61.DGN PLOT DATE : 17-DEC-2010 14:11 PLOT BY : dotsja

WISDOT/CADDS SHEET 42

7

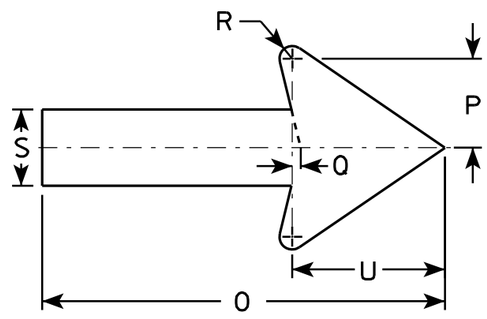
7



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

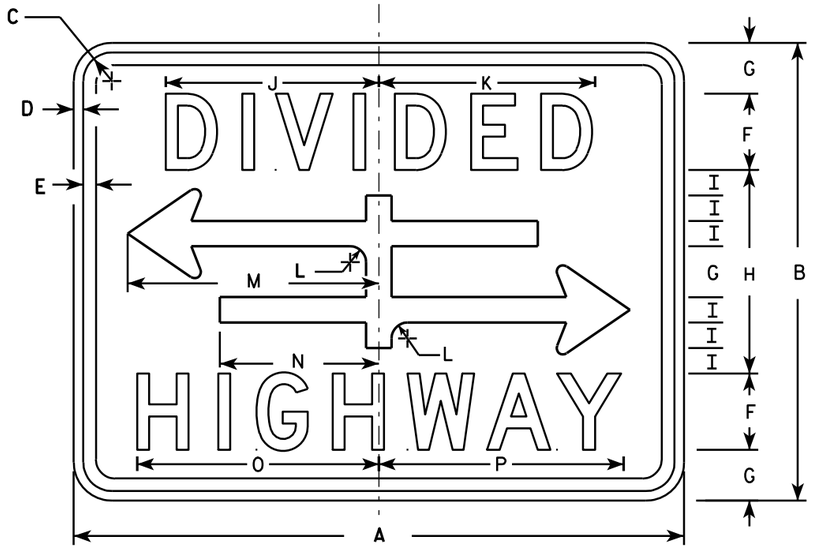
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

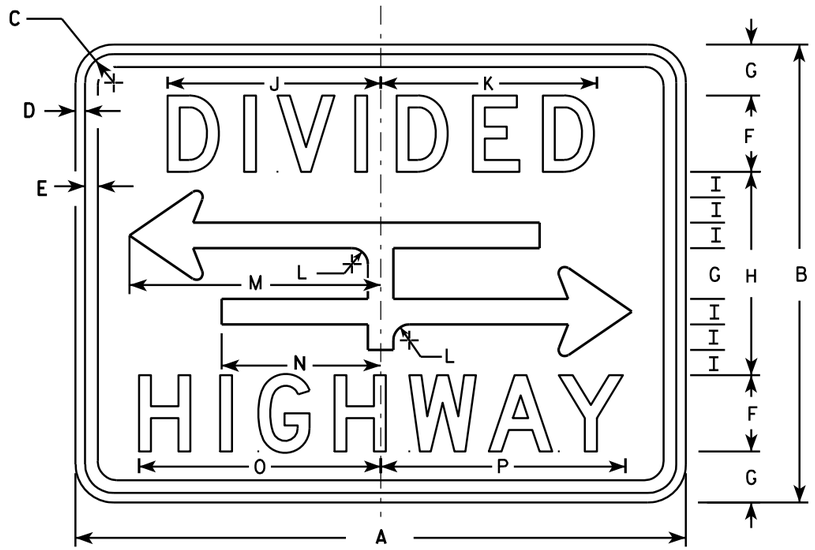
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 456	E



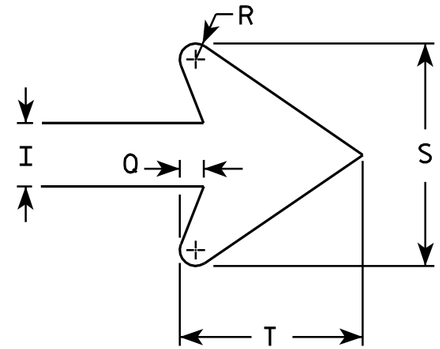
R6-3

NOTES

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



R6-3A



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	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

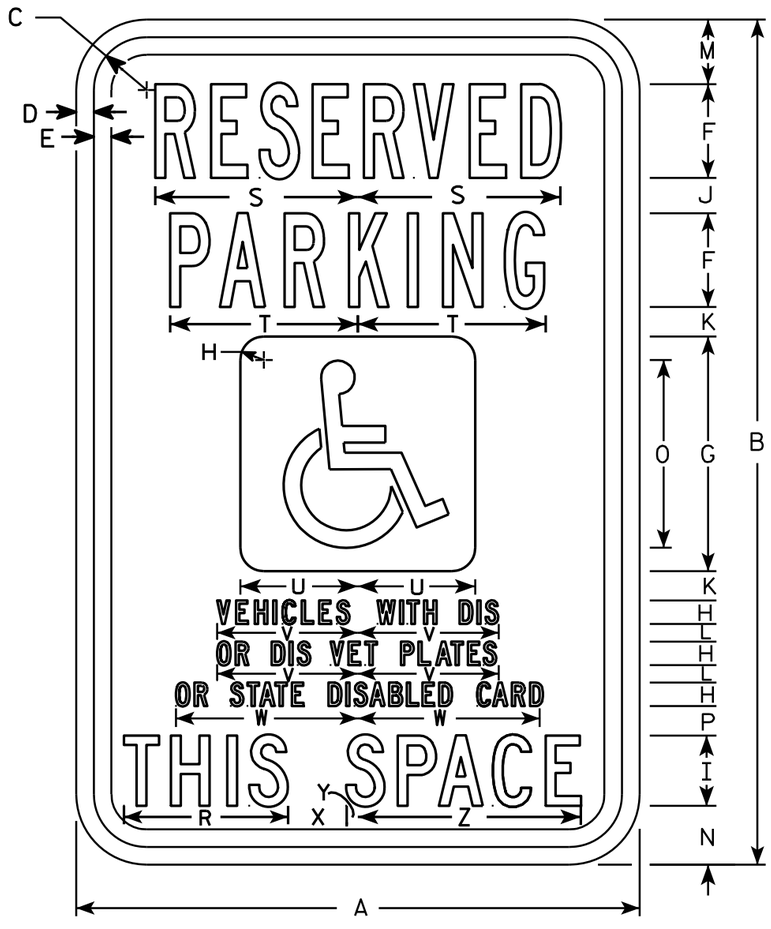
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 457 E



R7-8A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Sign is white Type H Reflective; paraplegic background is blue.
   Message - Legend and border are green; paraplegic symbol is white
3. Message Series - Lines 1 & 2 are Series B
   Lines 3, 4, 5 & 6 are Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	18	1 1/8	3/8	3/8	2	5	1/2	1 1/2	3/4	5/8	3/8	1 3/8	1 1/4	4	5/8		3 1/2	4 3/8	4	2 1/2	3	3 7/8	1 1/4	1/4	4 3/4	1.5
2M	18	24	1 1/8	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0
3	18	24	1 1/8	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0
4																											
5																											

STANDARD SIGN
R7-8A

WISCONSIN DEPT OF TRANSPORTATION

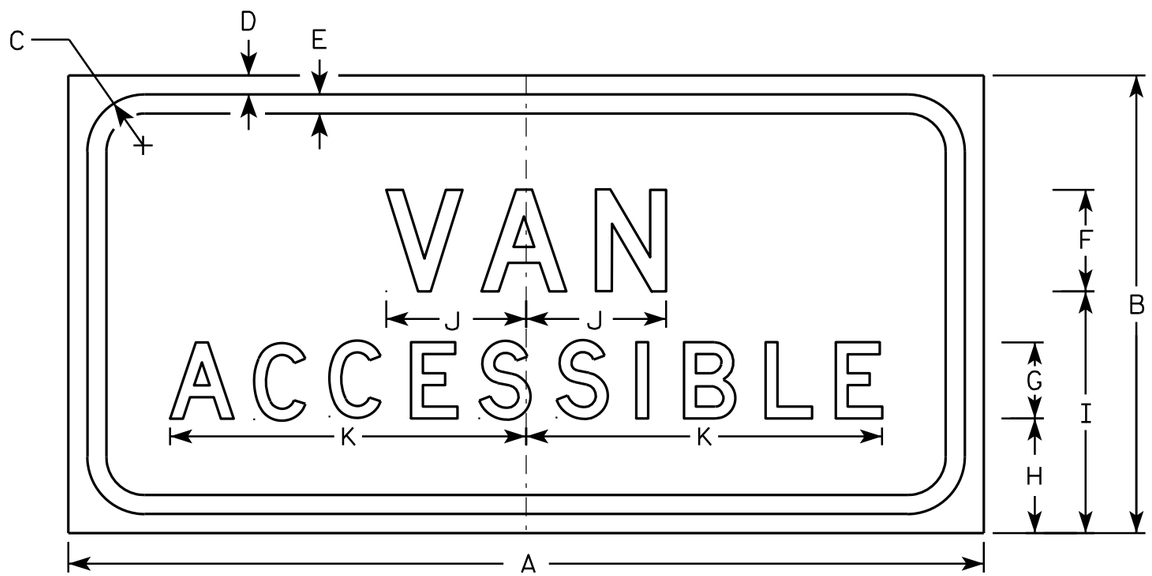
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/25/2011 PLATE NO. R7-8A.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 458 | E

NOTES

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



R7-8V

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	6	1 1/8	3/8	3/8	1 1/2	1	1 5/8	3 1/2	2	4 1/4																0.50
2M	18	9	1 1/8	3/8	3/8	2	1 1/2	2 1/4	4 3/4	2 3/4	7																0.75
3	18	9	1 1/8	3/8	3/8	2	1 1/2	2 1/4	4 3/4	2 3/4	7																0.75
4																											
5																											

STANDARD SIGN
R7-8V

WISCONSIN DEPT OF TRANSPORTATION

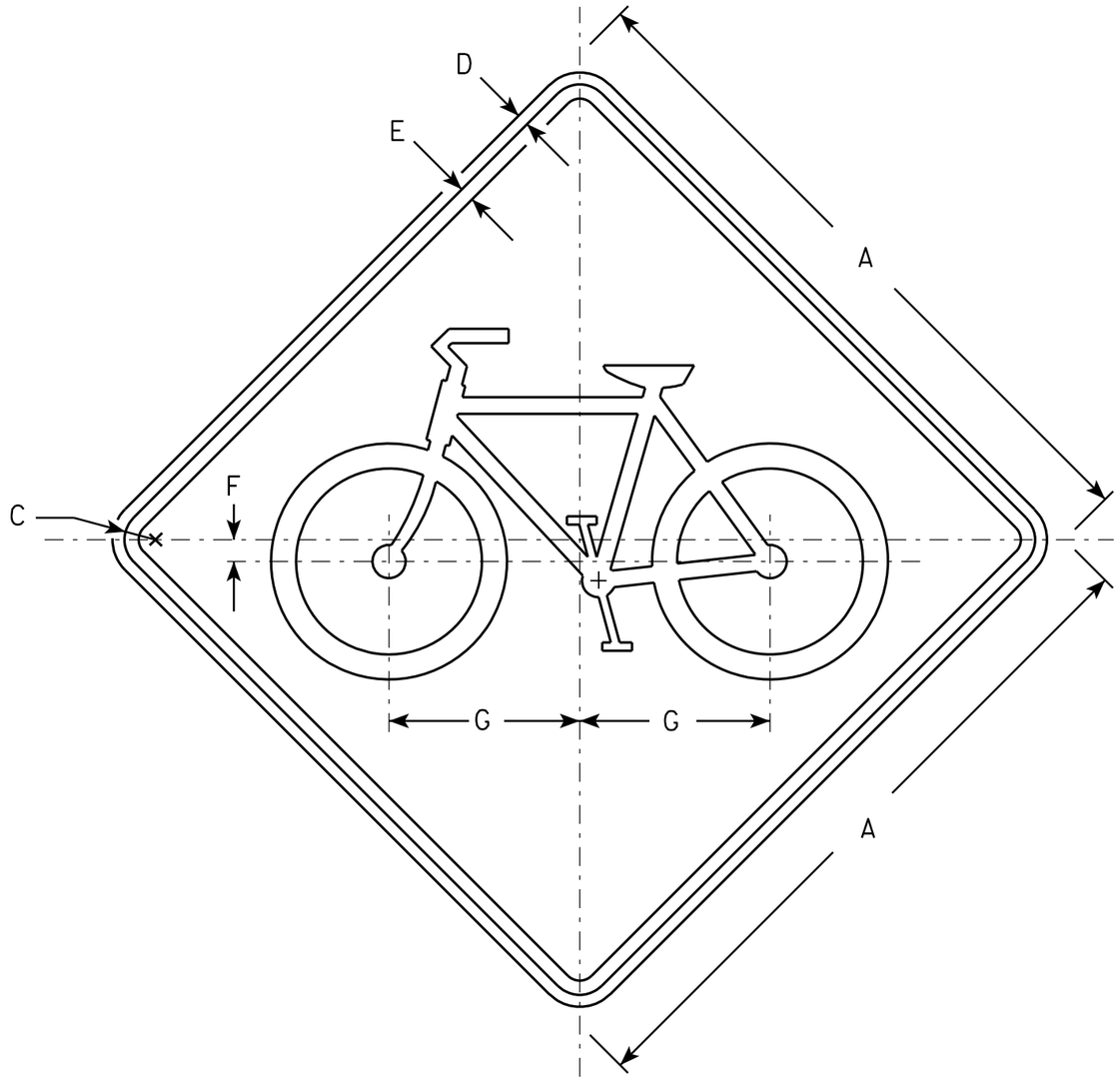
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-8V.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 459 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R78V.DGN PLOT DATE : 31-MAR-2011 11:13 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 2.979520:1.000000

WISDOT/CADDS SHEET 42



W11-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/4	1/2	3/4	6 5/8																				4.0
2S	30		1 3/8	1/2	5/8	1	8 1/2																				6.25
2M	36		1 5/8	5/8	3/4	1 1/4	10																				9.0
3	36		1 5/8	5/8	3/4	1 1/4	10																				9.0
4	48		2 1/4	3/4	1	1 5/8	13 3/8																				16.0
5																											16.0

STANDARD SIGN
W11-1

WISCONSIN DEPT OF TRANSPORTATION

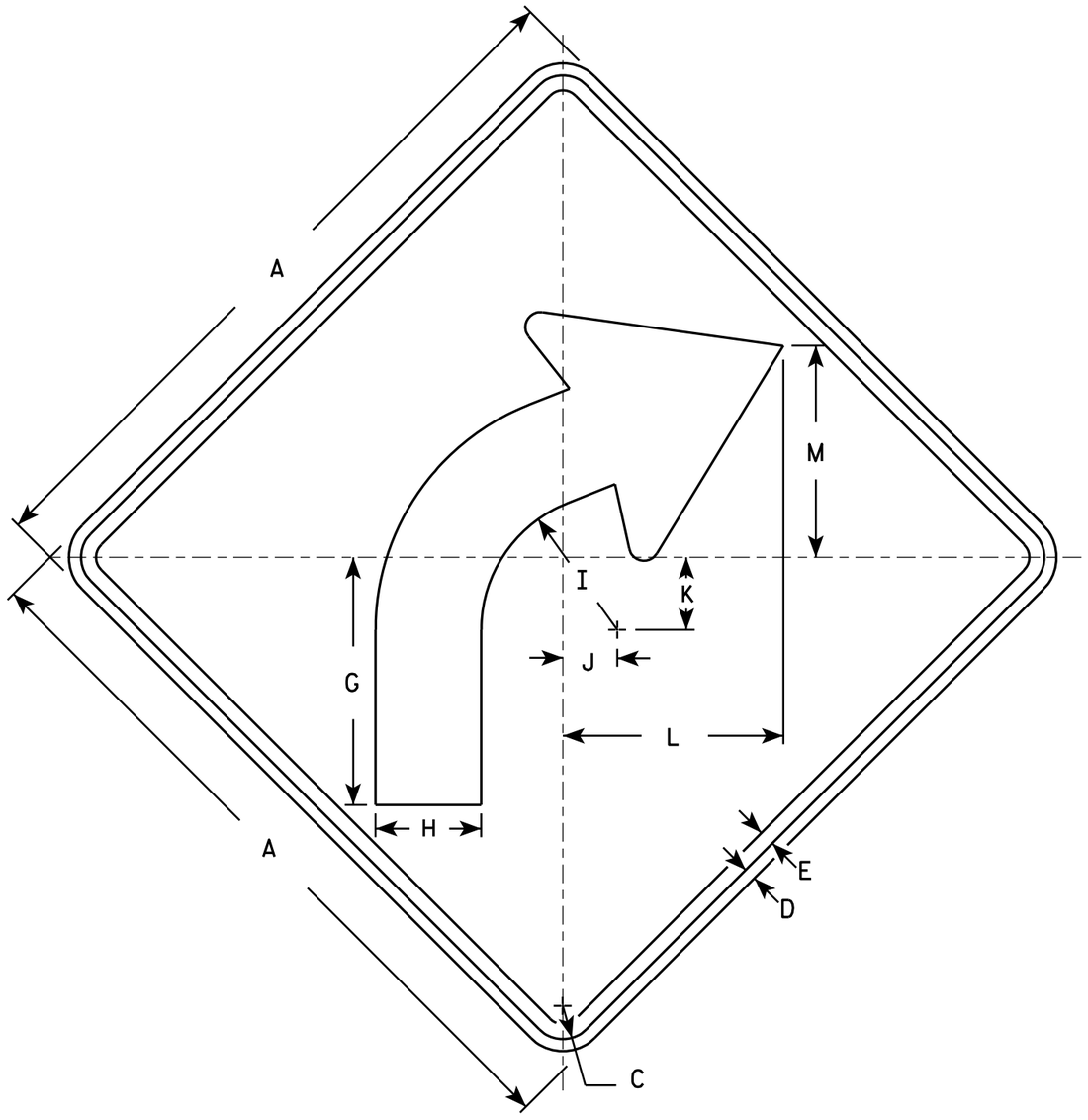
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/21/10 PLATE NO. W11-1.9

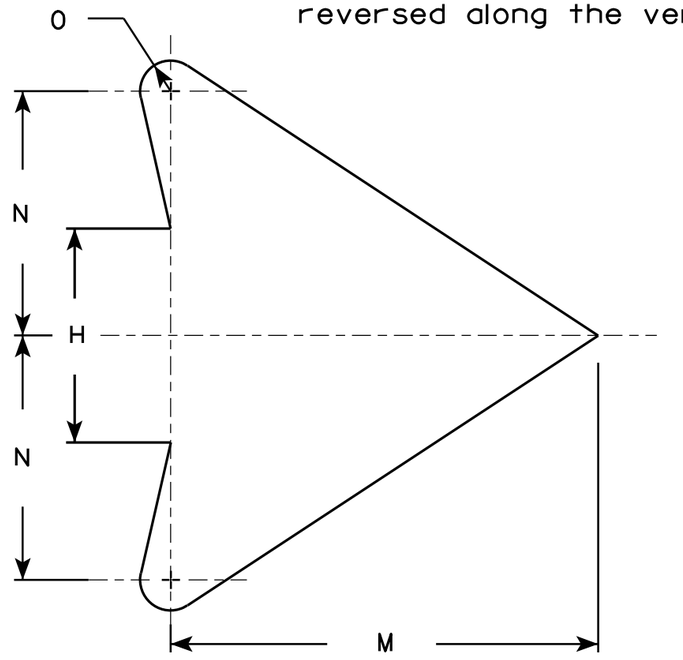
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 460 | E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	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												9.0
3	36		1 5/8	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												9.0
4	36		1 5/8	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												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

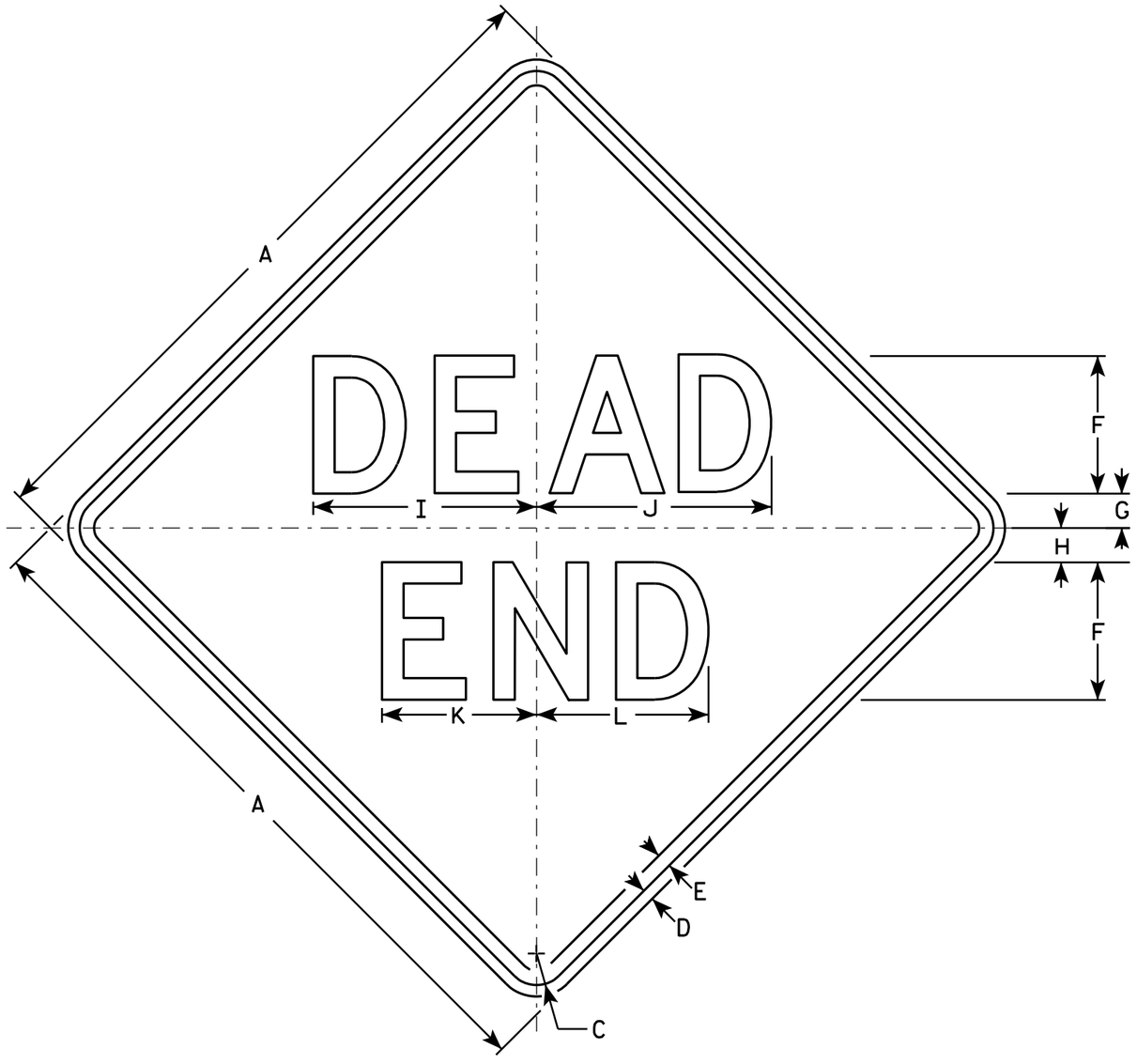
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 461	E



W14-1

NOTES

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

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

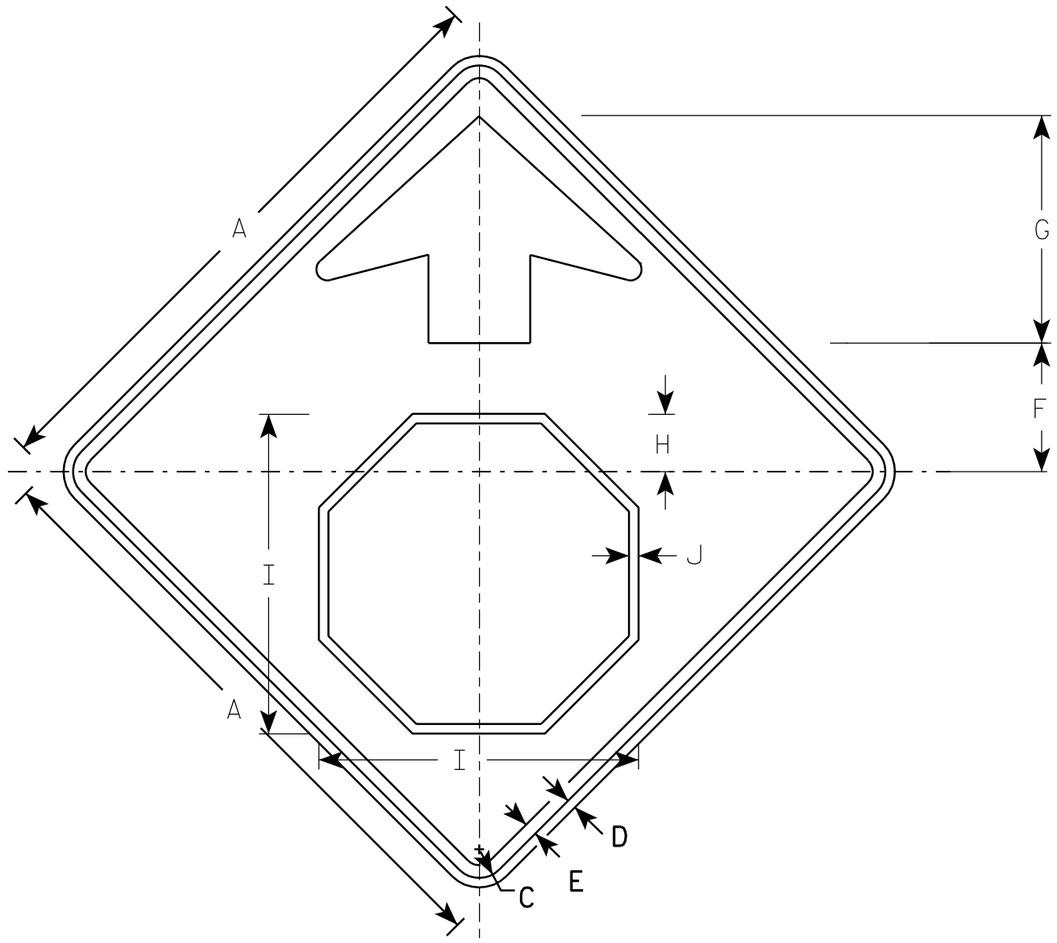
STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

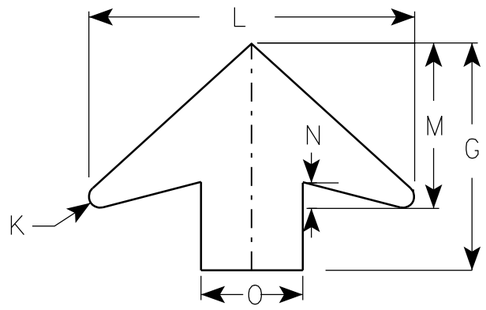
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 462	E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

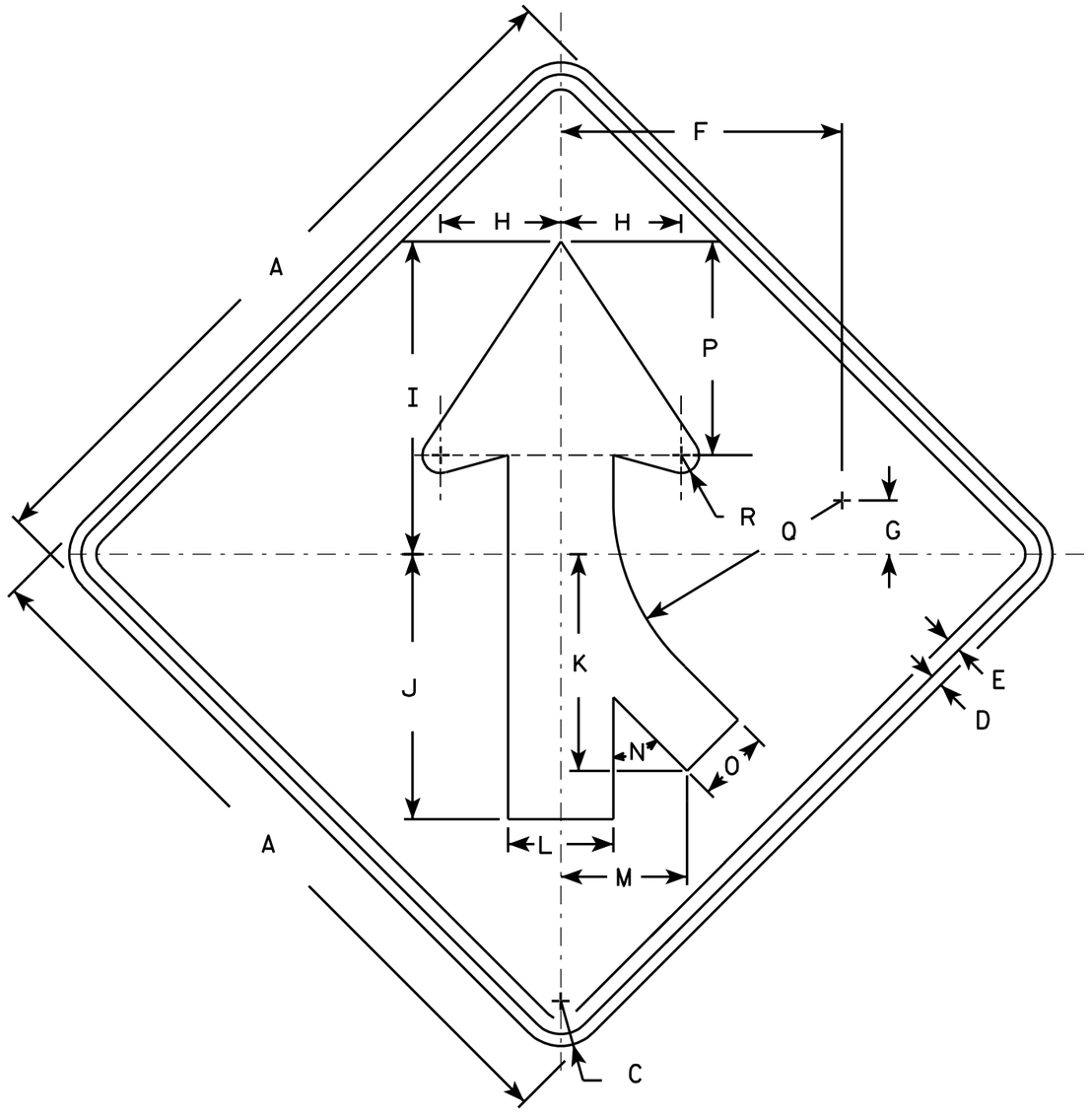
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 463 E



W4-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25
2S	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2M	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
3	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

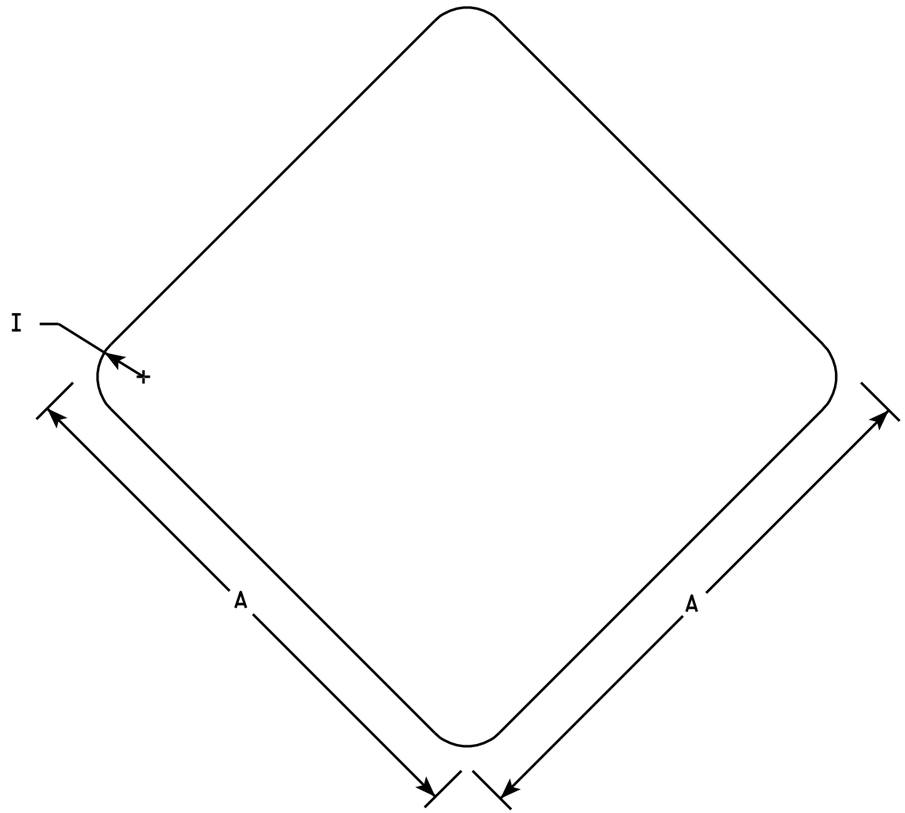
STANDARD SIGN
W4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/21/11 PLATE NO. W4-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 464	E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners 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	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

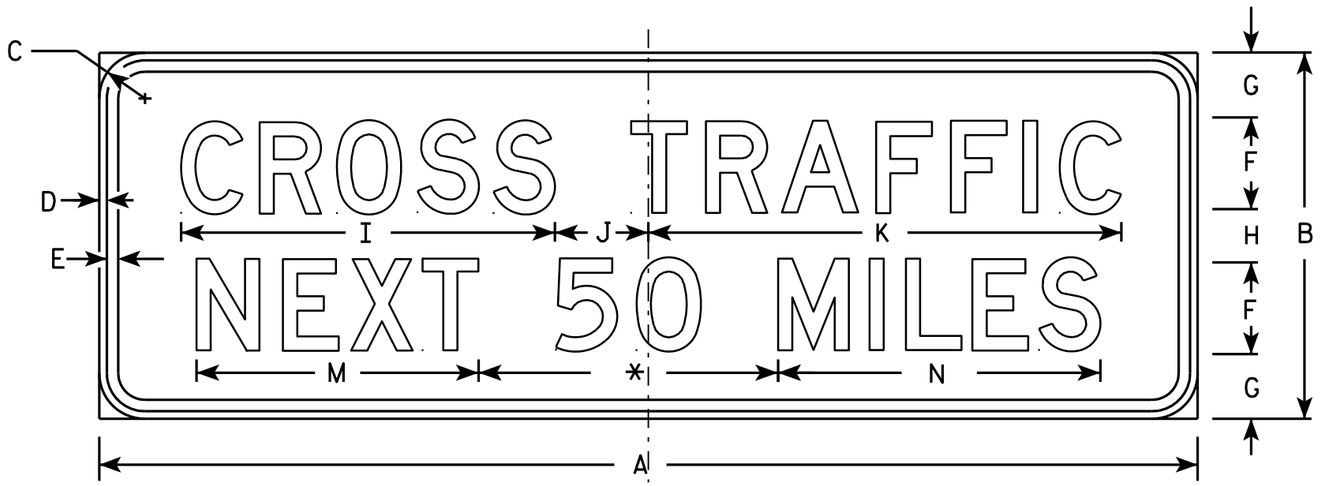
STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 465	E



W6-53

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black Non - reflective
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. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

* Varies (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																											
2S																											
2M																											
3																											
4	144	48	6	1	1 1/2	12	9	6	49	12 1/4	62		37	42 1/4													48.0
5																											

STANDARD SIGN
W6-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

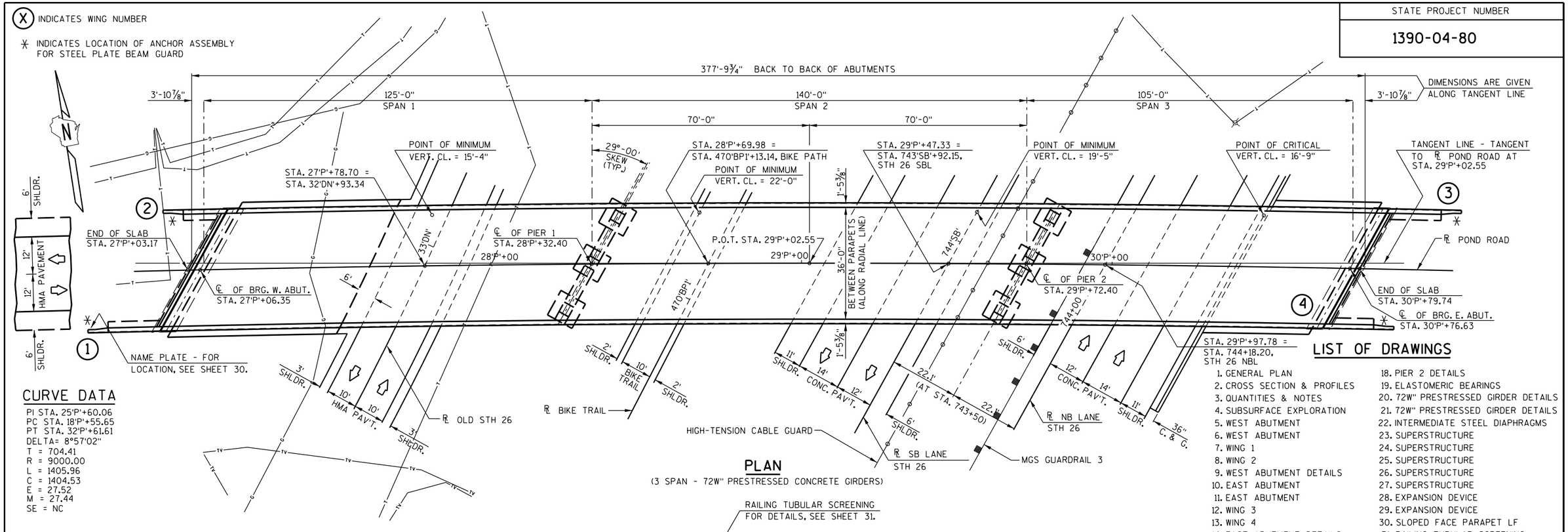
DATE 3/22/11 PLATE NO. W6-53.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 466	E

STATE PROJECT NUMBER
1390-04-80

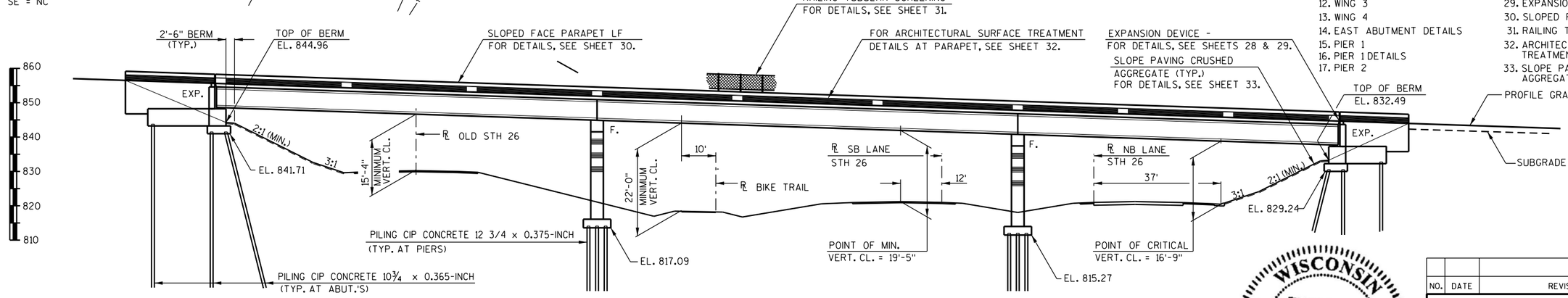
X INDICATES WING NUMBER

✳ INDICATES LOCATION OF ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD



PLAN

(3 SPAN - 72W" PRESTRESSED CONCRETE GIRDERS)



ELEVATION

(NORMAL TO STH 26)

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & PROFILES
3. QUANTITIES & NOTES
4. SUBSURFACE EXPLORATION
5. WEST ABUTMENT
6. WEST ABUTMENT
7. WING 1
8. WING 2
9. WEST ABUTMENT DETAILS
10. EAST ABUTMENT
11. EAST ABUTMENT
12. WING 3
13. WING 4
14. EAST ABUTMENT DETAILS
15. PIER 1
16. PIER 1 DETAILS
17. PIER 2
18. PIER 2 DETAILS
19. ELASTOMERIC BEARINGS
20. 72W" PRESTRESSED GIRDER DETAILS
21. 72W" PRESTRESSED GIRDER DETAILS
22. INTERMEDIATE STEEL DIAPHRAGMS
23. SUPERSTRUCTURE
24. SUPERSTRUCTURE
25. SUPERSTRUCTURE
26. SUPERSTRUCTURE
27. SUPERSTRUCTURE
28. EXPANSION DEVICE
29. EXPANSION DEVICE
30. SLOPED FACE PARAPET LF
31. RAILING TUBULAR SCREENING
32. ARCHITECTURAL SURFACE TREATMENT DETAILS
33. SLOPE PAVING CRUSHED AGGREGATE DETAILS

CURVE DATA

PI STA. 25'P'+60.06
PC STA. 18'P'+55.65
PT STA. 32'P'+61.61
DELTA= 8°57'02"
T = 704.41
R = 9000.00
L = 1405.96
C = 1404.53
E = 27.52
M = 27.44
SE = NC

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR (RF): 1.05
OPERATIONAL RATING FACTOR (RF): 1.72
WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV): 250 KIPS
STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY - SLAB — f'_c = 4,000 P.S.I.
- ALL OTHER — f'_c = 3,500 P.S.I.
HIGH-STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 — f_y = 60,000 P.S.I.
72W" PRESTRESSED GIRDERS - CONCRETE MASONRY — f'_c = 8,000 P.S.I.
STRANDS - 0.6" DIA. WITH AN ULTIMATE TENSILE STRENGTH OF — 270,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON PILING CIP CONCRETE 10¾ x 0.365-INCH WITH A REQUIRED DRIVING RESISTANCE OF 150 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 70' LONG AT EACH ABUTMENT. PILES AT ABUTMENTS SHALL BE PRE-BORED. PRE-BORING DEPTH IS ESTIMATED TO BE 20' AT EACH PILE.

TRAFFIC DATA:

STH 26
A.D.T. (2014) =
A.D.T. (2034) = 16,700
DESIGN SPEED = 70 M.P.H.

POND ROAD
A.D.T. (2014) =
A.D.T. (2034) = 950
DESIGN SPEED = 50 M.P.H.

FOUNDATION DATA:

PIERS TO BE SUPPORTED ON PILING CIP CONCRETE 12¾ x 0.375-INCH WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 35' LONG AT PIER 1 AND 90' LONG AT PIER 2.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

BENCH MARK TABLE

NO.	STATION	OFFSET	DESCRIPTION	ELEVATION
5181	742+52.1	2.6' RT.	"X" CMP END UNDER GRAVEL P.E.	820.98
498	23'OLD'+04.8	34.1' LT.	RR SPK IN PP=45-2458 AT KOSHKONONG LAKE RD. & OLD 26	830.70

WISCONSIN
THOMAS J. ROMENESKO
E-26318
MADISON
WI
PROFESSIONAL ENGINEER
11/26/12

ROMENESKO ENGINEERING, INC.
CONTACT: TOM ROMENESKO, P.E.
7325 CEDAR CREST DRIVE
SAUK CITY, WI 53583
(608) 644-1502

BRIDGE OFFICE CONTACT:
WILLIAM DREHER, P.E.
(608) 266-8489

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
ROMENESKO ENGINEERING, INC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher KAR 11/28/12
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-28-131

POND ROAD OVER STH 26

COUNTY	TOWN/~~CITY/VILLAGE~~
JEFFERSON	KOSHKONONG

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	TR	DESIGN CK'D.	VR	DRAWN BY	TAW	PLANS CK'D.	TR

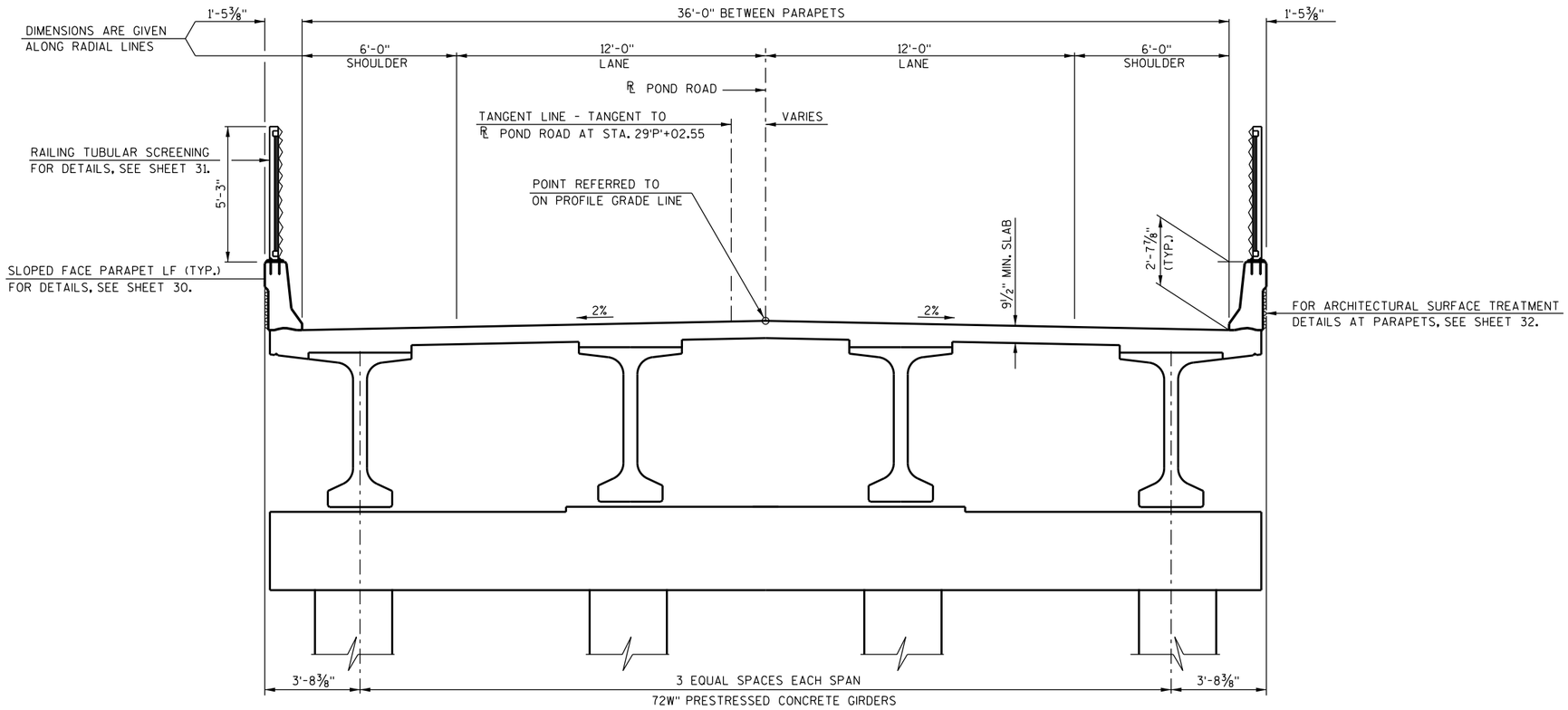
GENERAL PLAN

SHEET 1 OF 33
467

FILE NAME : P:\132 STH 26 BRIDGES\STRUCTURES\B-28-131\01.GENPLAN.B-28-131.DGN
PLOT DATE : 11/27/2012

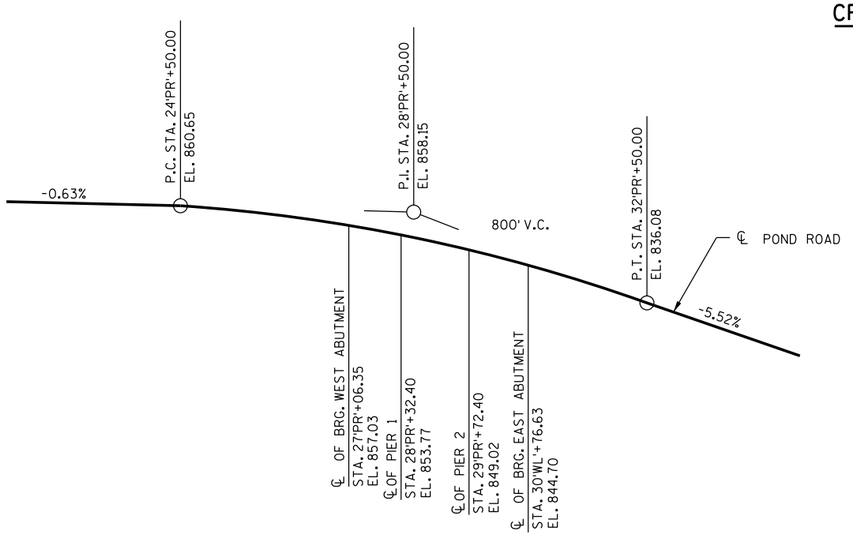
STATE PROJECT NUMBER

1390-04-80

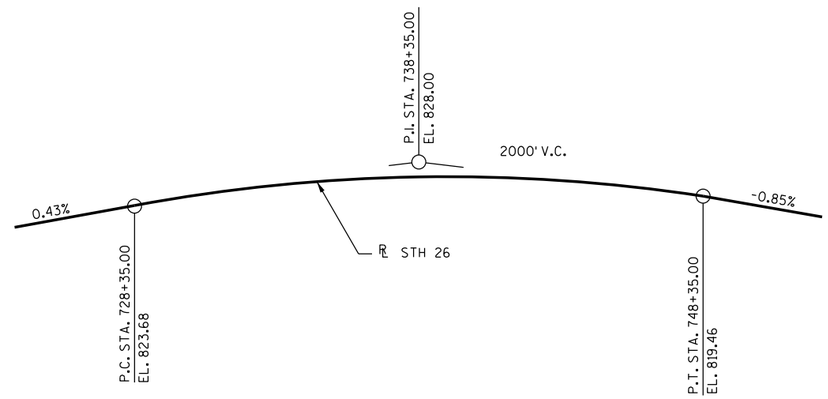


CROSS SECTION THRU ROADWAY

(LOOKING EAST)



PROFILE GRADE LINE, POND ROAD



PROFILE GRADE LINE, STH 26 NBL & SBL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

CROSS SECTION & PROFILES

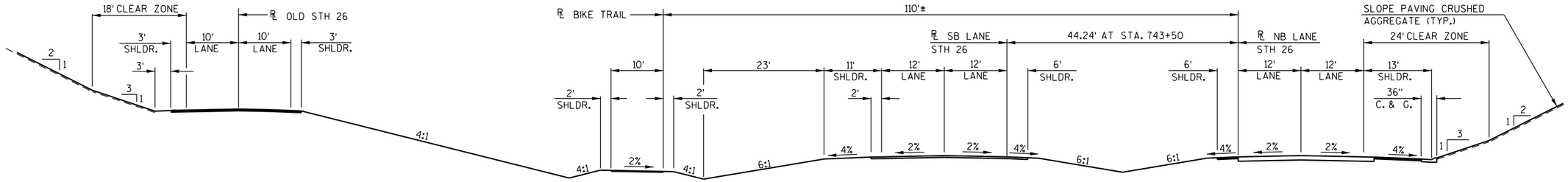
SHEET 2 OF 33
468

8

8

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\02.section.profiles.b-28-131.dgn
PLOT DATE : 10/12/2012

STATE PROJECT NUMBER
1390-04-80



TYPICAL SECTION THRU STH 26 (AT STRUCTURE)

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	WEST ABUTMENT	PIER 1	PIER 2	EAST ABUTMENT	SUPER.	TOTAL
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-28-131	LS	———	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	600	———	———	580	———	1,180
502.0100	CONCRETE MASONRY BRIDGES	CY	126	109	104	122	604	1,065
502.3100	EXPANSION DEVICE STRUCTURE B-28-131	LS	———	———	———	———	———	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	———	———	———	———	1,842	1,842
503.0172	PRESTRESSED GIRDER TYPE I 72W-INCH	LF	———	———	———	———	1,485	1,485
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	4,990	2,430	3,350	4,900	———	15,670
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	5,840	22,780	21,080	7,430	117,270	174,400
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	8	8	———	———	16
506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH	4	———	———	4	———	8
506.4000	STEEL DIAPHRAGMS B-28-131	EACH	———	———	———	———	18	18
513.4090	RAILING TUBULAR SCREENING B-28-131	LS	———	———	———	———	———	1
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	12	———	———	12	———	24
517.1050.S	ARCHITECTURAL SURFACE TREATMENT	SF	75	230	230	75	1,060	1,670
550.0010	PRE-BORING UNCONSOLIDATED MATERIALS	LF	320	———	———	320	———	640
550.2106	PILING CIP CONCRETE 10¾ x 0.365-INCH	LF	480	———	———	480	———	960
550.2126	PILING CIP CONCRETE 12¾ x 0.375-INCH	LF	———	1,260	3,240	———	———	4,500
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	220	———	———	170	———	390
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	100	———	———	100		200
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2	———	———	2	———	4
	NON - BID ITEMS							
	FILLER	SIZE	———	———	———	———	———	½" & ¾"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M153, TYPES I, II OR III OR M213.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING CRUSHED AGGREGATE, TO THE LIMITS SHOWN ON SHEET 1, ON THE ABUTMENT SHEETS OR AS DIRECTED BY THE ENGINEER.

THE FIRST DIGIT OF A THREE DIGIT AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

FILL/EXCAVATE TO BOTTOM OF ABUTMENT/PIER ELEVATION BEFORE DRIVING PILING.

AT THE BACKFACE OF ABUTMENTS, ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE, SHALL BE BACKFILLED WITH BACKFILL STRUCTURE.

THE FINISHED GRADED SECTION SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

THE ELASTOMERIC BEARING PADS NON-LAMINATED NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE HAUNCH CONCRETE QUANTITY IS BASED ON AN AVERAGE HAUNCH SHOWN ON THE SUPERSTRUCTURE SHEET.

ALL STATIONS AND ALL ELEVATIONS ARE IN FEET.

PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO THE TOP OF THE DECK, INSIDE FACE OF PARAPETS AND THE TOP OF THE PARAPETS, INCLUDING WING PARAPETS.

THE COLOR OF THE FINISH VINYL TOP COAT FOR THE FENCING AND RAILINGS SHALL BE BLACK, (FEDERAL STANDARD COLOR NO. 27038) OR A SIMILAR COLOR APPROVED BY THE ENGINEER MAY BE USED. WORK SHALL BE PAID FOR UNDER THE BID ITEM "RAILING TUBULAR SCREENING B-28-131".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

QUANTITIES & NOTES

SHEET 3 OF 33

469

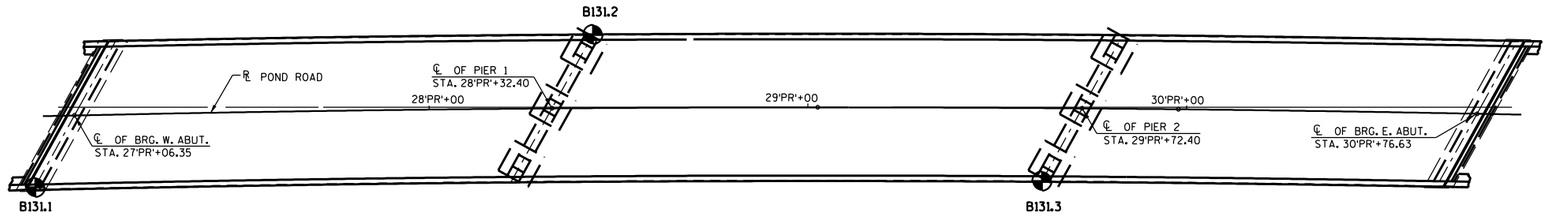
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\03_quants_notes_b-28-131.dgn
PLOT DATE : 11/27/2012

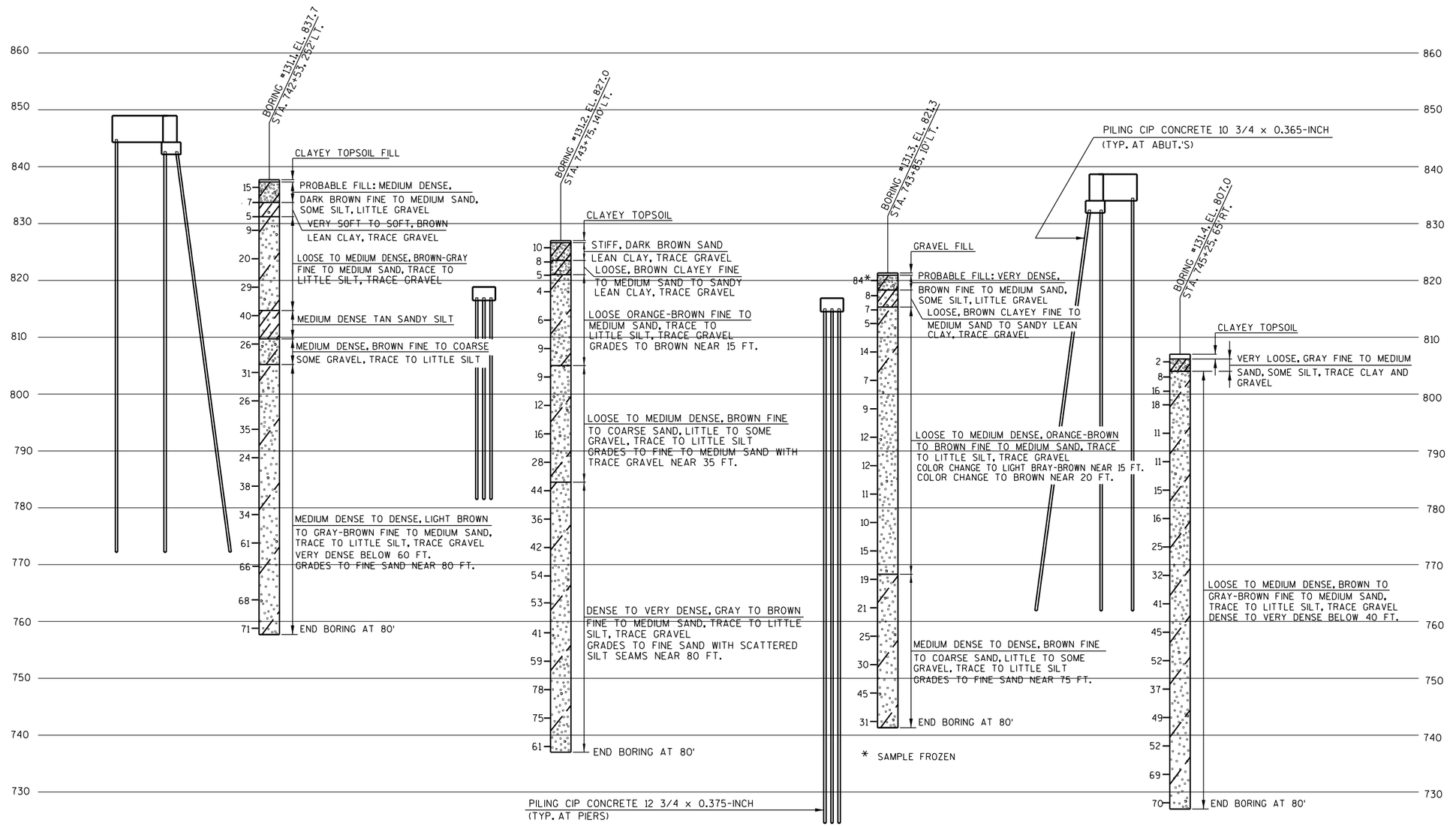
8

8

BORINGS PERFORMED BY:
CGC, INC.
2921 PERRY STREET
MADISON, WI 53713
BORINGS B131-1 & B131-4 PERFORMED ON JANUARY 6, 2009
BORING B131-2 PERFORMED ON JANUARY 7, 2009
BORING B131-3 PERFORMED ON JANUARY 8, 2009

STATE PROJECT NUMBER	SHEET NO.
1390-04-80	





ABBREVIATIONS

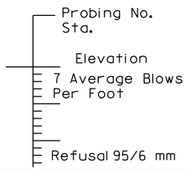
F ____ FINE M ____ MEDIUM C ____ COARSE
WS ____ WEATHERED SO ____ SOUND

TOPSOIL/ RDWY SECTION · SILT · SANDSTONE
SAND · PEAT · LIMESTONE
GRAVEL · CLAY · IGNEOUS ROCK

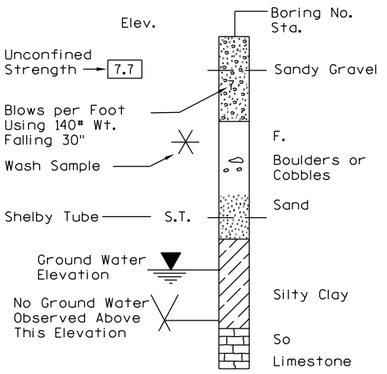
LEGEND OF PROBING

95/6 = 95 blows for 6" Penetration

Probing taken with a 350# wt. Falling on a 2" O.D. Point



LEGEND OF BORING



Unless otherwise specified, the blows per foot at the locations indicated are based on driving a 2" O.D. X 1.4" I.D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION

DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the subsurface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, Romenesko Engineering does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW PLANS CK'D. TR

SUBSURFACE EXPLORATION

SHEET 4 OF 33
470

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\04_soils_b-28-131.dgn
PLOT DATE : 1/27/2012

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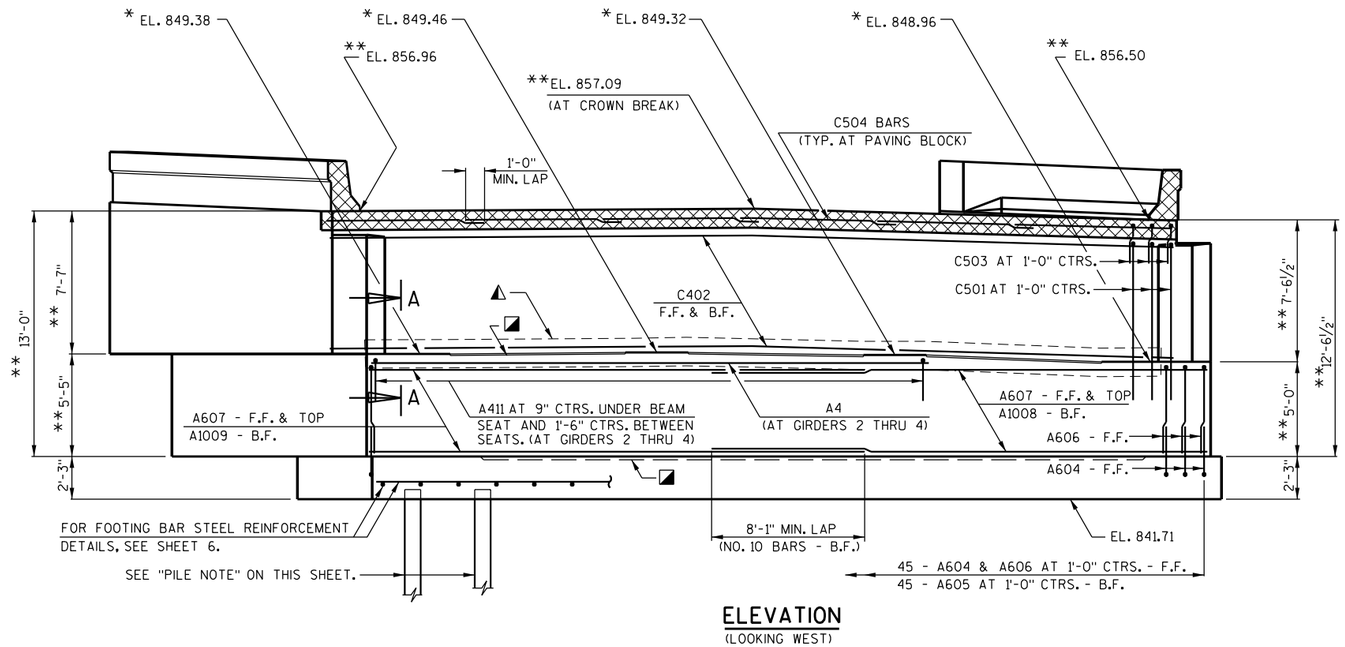
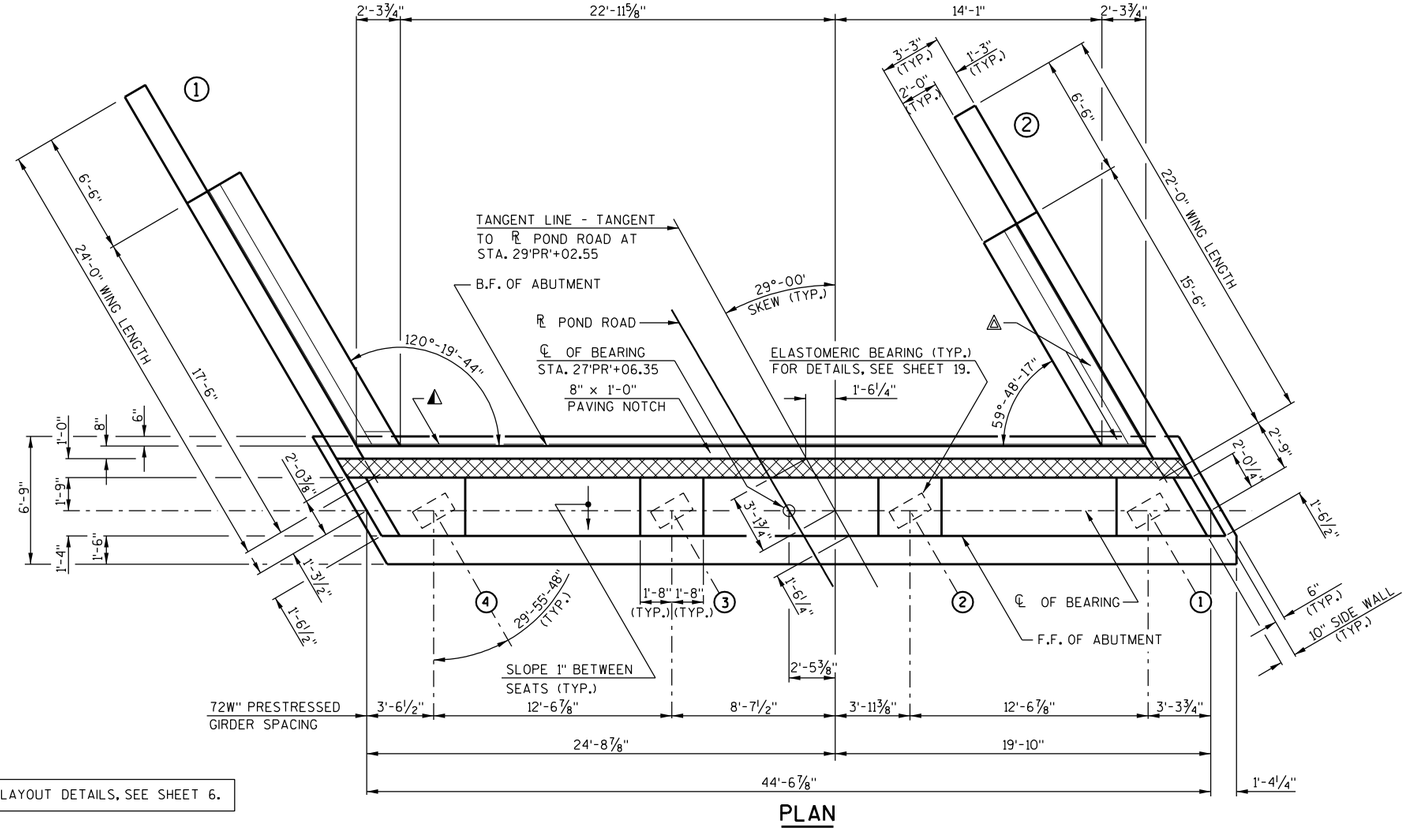
8

STATE PROJECT NUMBER

1390-04-80



ELEVATION
(LOOKING WEST)



PLAN

NOTE: FOR FOOTING & PILE LAYOUT DETAILS, SEE SHEET 6.

LEGEND

* ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF BEARING.

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL. FOR WING DETAILS AND ELEVATIONS, SEE SHEETS 7 & 8.

△ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE ABOVE FOOTING.

▲ PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON THIS SHEET.

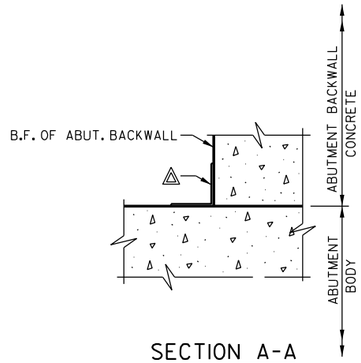
(X) INDICATES WING NUMBER

INDICATES CONCRETE AREA TO BE POURED AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE.

NOTE: FOR "TYPICAL SECTION THRU BODY", SEE SHEET 6.

PILE NOTE

WEST ABUTMENT TO BE SUPPORTED ON PILING CIP CONCRETE 10¾" x 0.365-INCH WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 70' LONG. PILES AT WEST ABUTMENT SHALL BE PRE-BORED. PRE-BORING DEPTH IS ESTIMATED TO BE 20' AT EACH PILE. FOR PILE LAYOUT DETAILS, SEE SHEET 6. FOR PILE SPLICE DETAILS, SEE SHEET 9.



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

WEST ABUTMENT

SHEET 5 OF 33
471

8

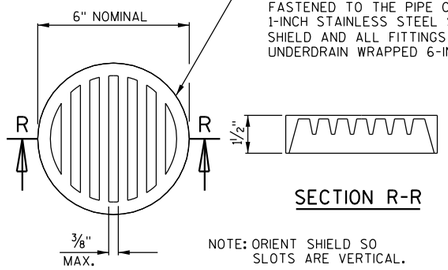
8

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\05.wabut1.b-28-131.dgn
PLOT DATE : 5/18/2012

STATE PROJECT NUMBER

1390-04-80

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS. COST OF RODENT SHIELD AND ALL FITTINGS TO BE INCLUDED IN BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".



SECTION R-R

NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.

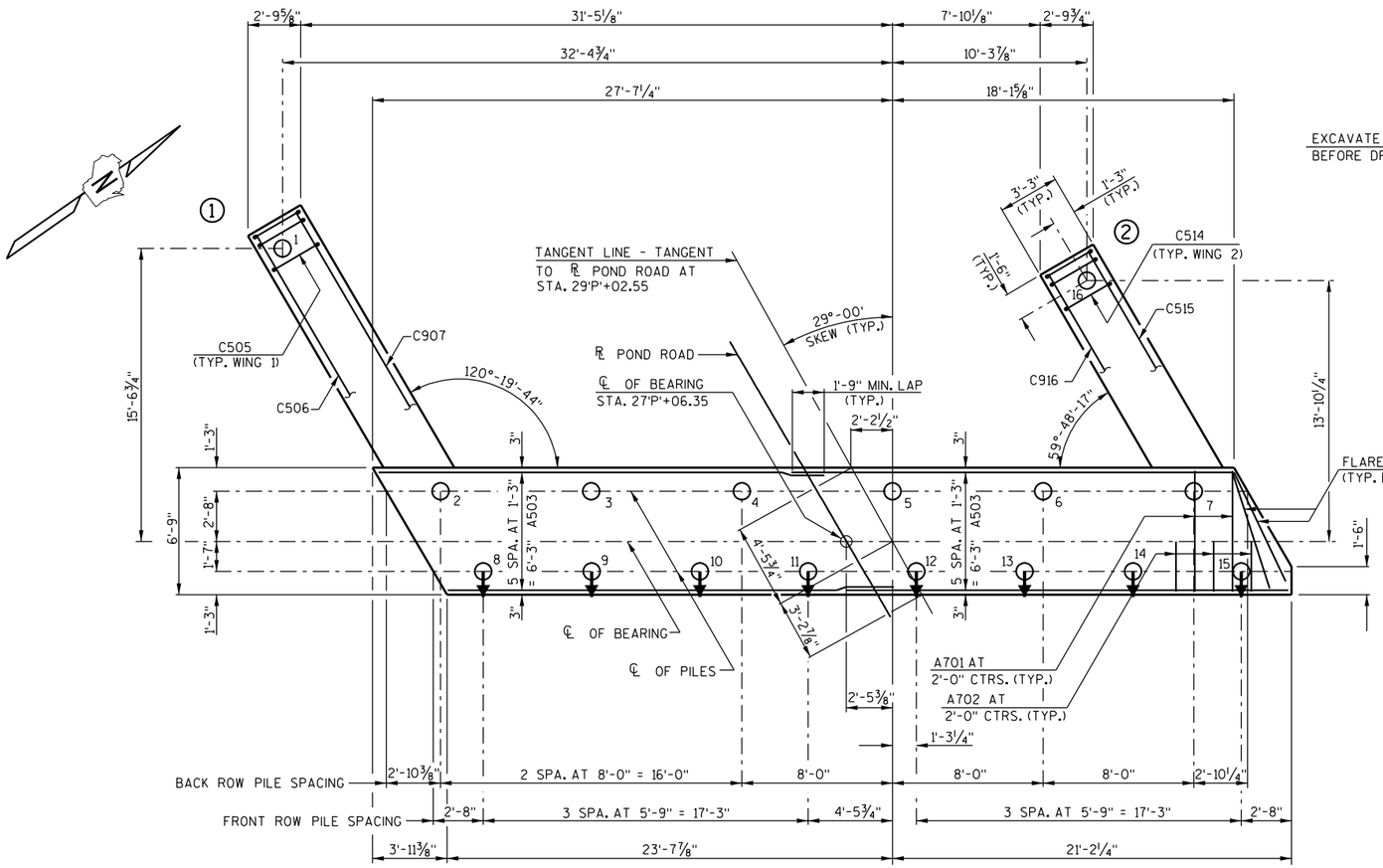
RODENT SHIELD

LEGEND

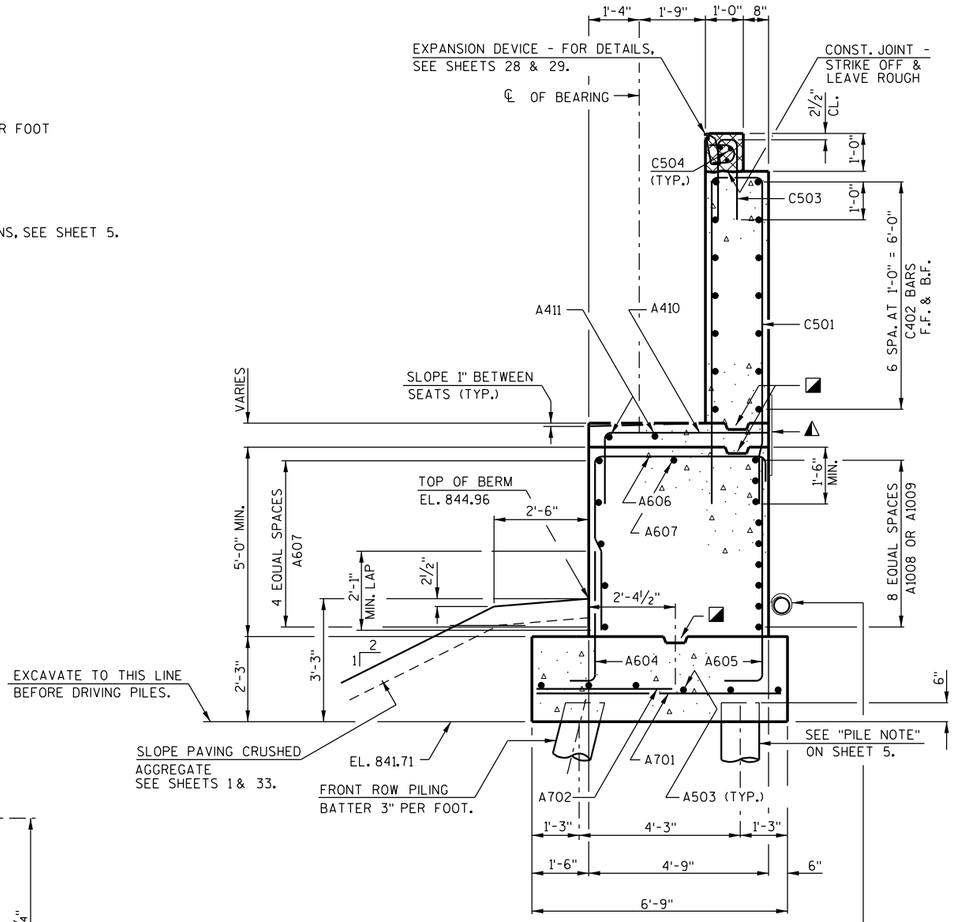
INDICATES PILES BATTERED 3" PER FOOT IN DIRECTION OF ARROW.

(X) INDICATES WING NUMBER

FOR SYMBOL DESCRIPTIONS, SEE SHEET 5.



PILE PLAN



TYPICAL SECTION THRU BODY

(LOOKING SOUTH)

PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD TO END OF PIPE. SEE RODENT SHIELD DETAIL ON THIS SHEET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

WEST ABUTMENT

SHEET 6 OF 33
472

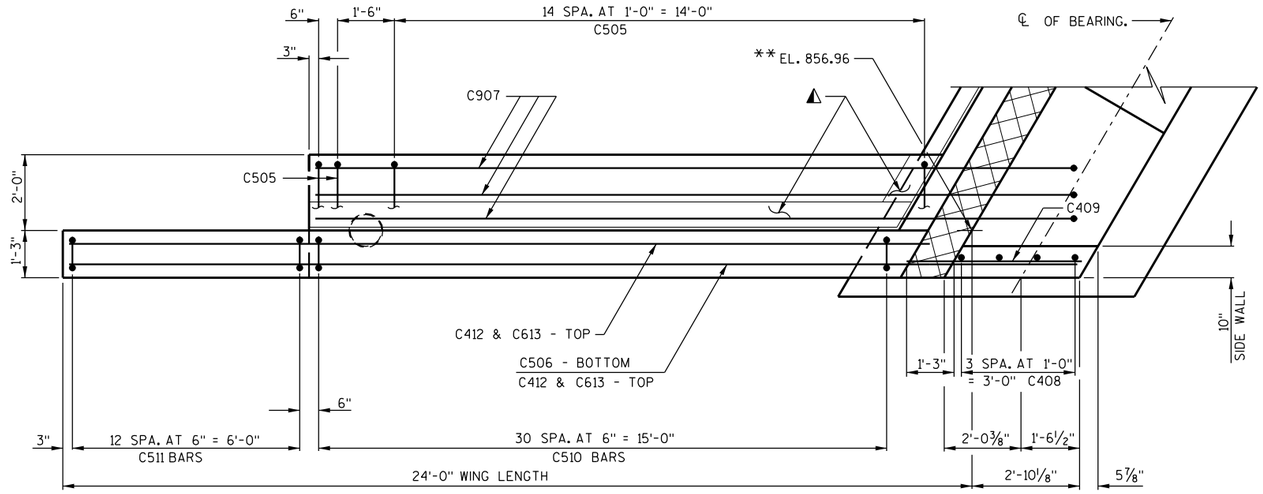
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\V06.wabut2.b-28-131.dgn
PLOT DATE : 9/25/2012

8

8

STATE PROJECT NUMBER

1390-04-80



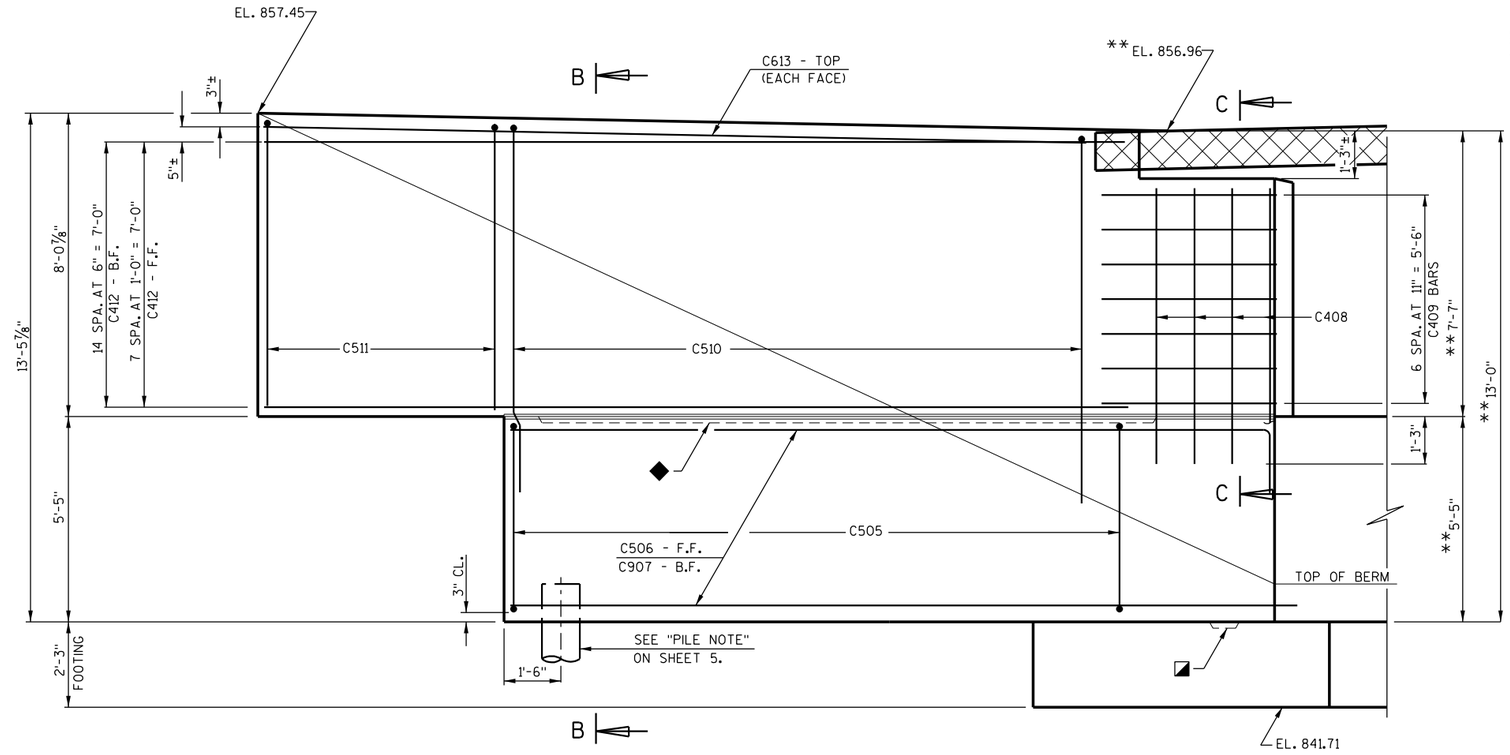
PLAN - WING 1

LEGEND

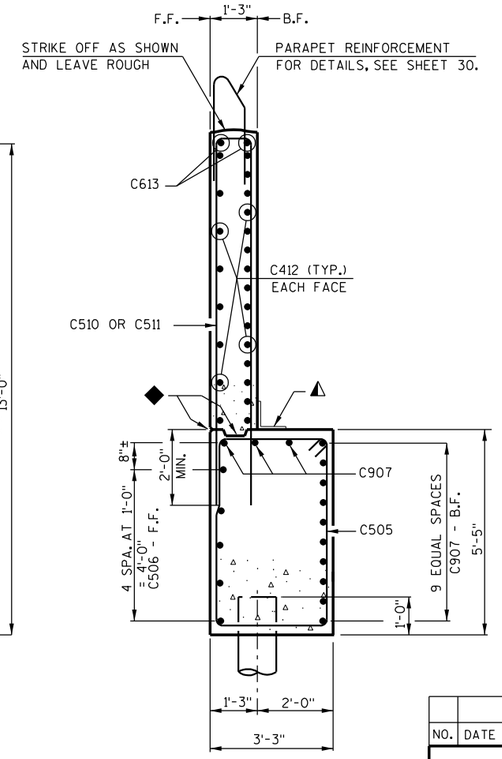
** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL.

◆ OPTIONAL CONSTRUCTION JOINT FORMED BY A BEVELED 2" x 6" KEYWAY AND ¾" V-GROOVE ON FRONT FACE OF WINGWALL. OMIT V-GROOVE IF CONSTRUCTION JOINT IS NOT USED.

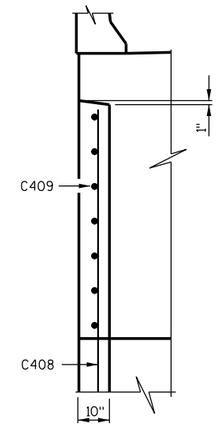
◭ ◪ FOR SYMBOL DESCRIPTIONS, SEE SHEET 5.



ELEVATION - WING 1



SECTION B-B



SECTION C-C

NOTE: FOR FOOTING LAYOUT DETAILS, SEE SHEET 6.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

WING 1

SHEET 7 OF 33
473

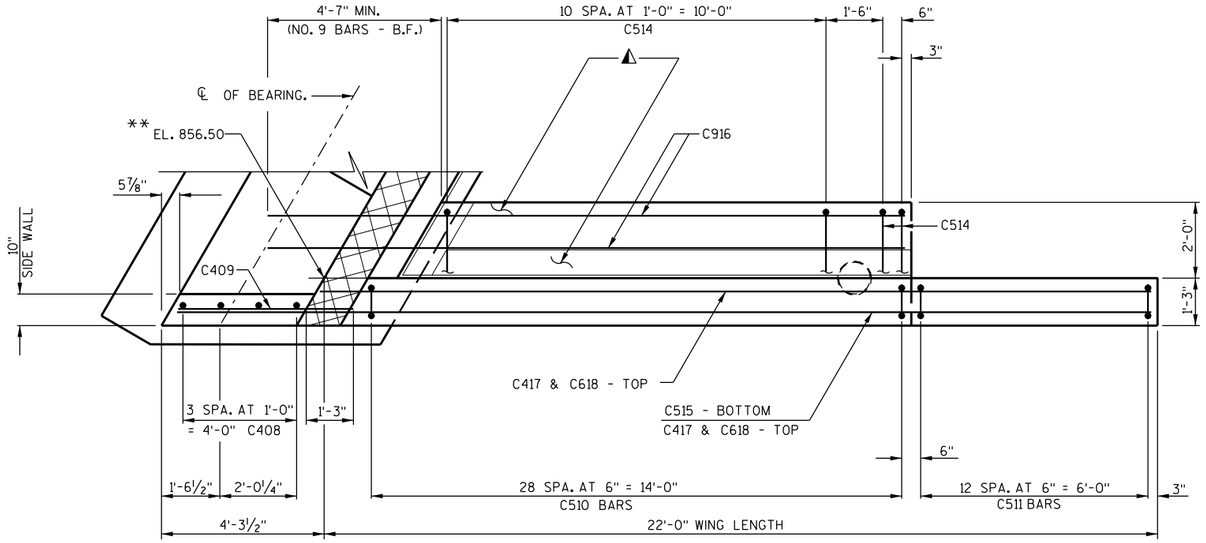
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\DT\wing1_b-28-131.dgn
PLOT DATE : 9/25/2012

8

8

STATE PROJECT NUMBER

1390-04-80



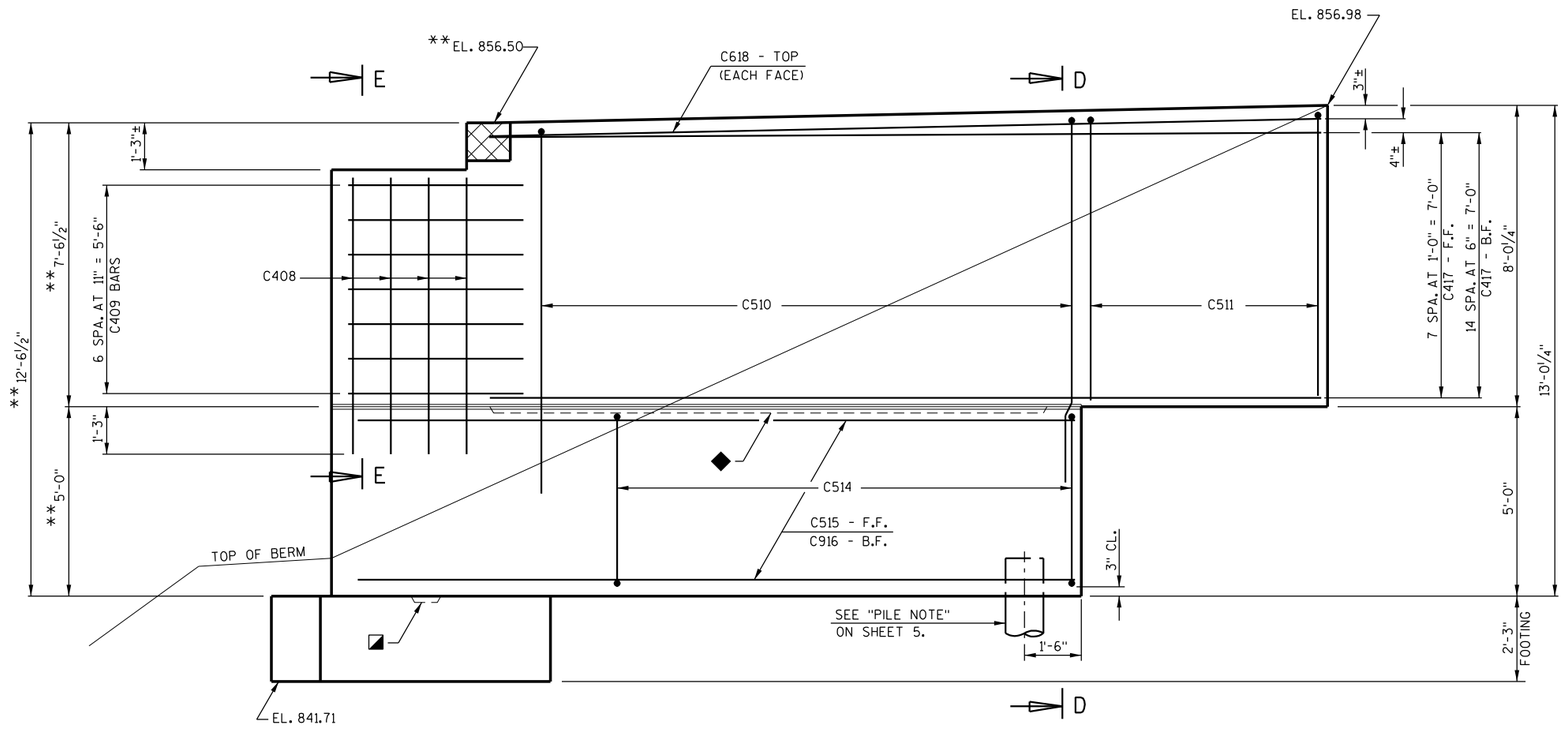
PLAN - WING 2

LEGEND

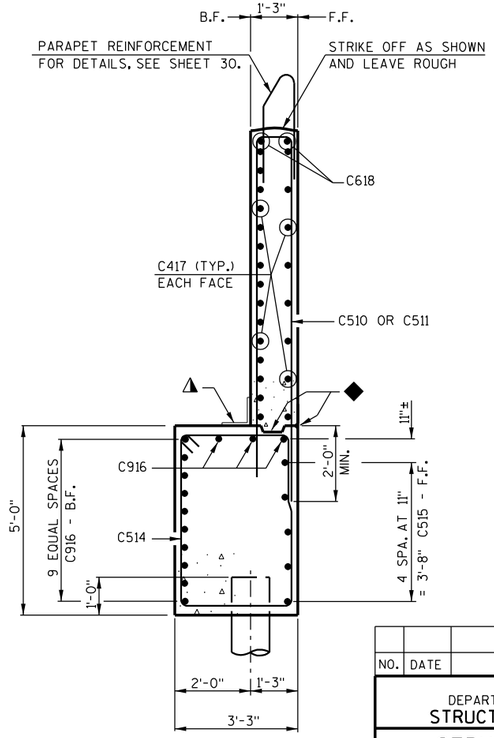
** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL.

◆ OPTIONAL CONSTRUCTION JOINT FORMED BY A BEVELED 2" x 6" KEYWAY AND 3/4" V-GROOVE ON FRONT FACE OF WINGWALL. OMIT V-GROOVE IF CONSTRUCTION JOINT IS NOT USED.

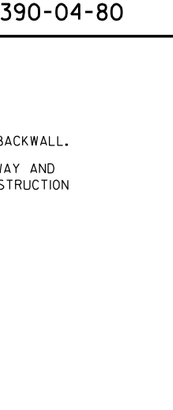
◭ ◪ FOR SYMBOL DESCRIPTIONS, SEE SHEET 5.



ELEVATION - WING 2



SECTION D-D



SECTION E-E

NOTE: FOR FOOTING LAYOUT DETAILS, SEE SHEET 6.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

WING 2

SHEET 8 OF 33
474

8

8

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\08.wing2.b-28-131.dgn
PLOT DATE : 9/25/2012

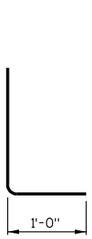
STATE PROJECT NUMBER

1390-04-80

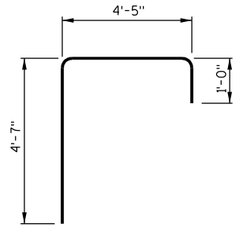
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 4,990 LBS.	
A701	26	6-5			FOOTING - AT ABUTMENT BODY	HORIZ.
A702	22	3-8			FOOTING - AT ABUTMENT BODY	HORIZ.
A503	12	23-7			FOOTING - AT ABUTMENT BODY	HORIZ.
A604	45	4-8	X		ABUTMENT - FOOTING & BODY - F.F.	VERT.
A605	45	7-5	X		ABUTMENT - FOOTING & BODY - B.F.	VERT.
A606	45	9-8	X		ABUTMENT BODY - F.F. & TOP	VERT.
A607	6	44-2			ABUTMENT BODY - F.F.	HORIZ.
A1008	9	27-7	X		ABUTMENT BODY - B.F.	HORIZ.
A1009	9	27-7	X		ABUTMENT BODY - B.F.	HORIZ.
A410	33	6-2	X		ABUTMENT BODY - UNDER GIRDERS 2 THRU 4	VERT.
A411	2	32-0			ABUTMENT BODY - UNDER GIRDERS 2 THRU 4	HORIZ.
EPOXY COATED BARS					TOTAL WEIGHT = 4,780 LBS.	
C501	45	18-1	X		ABUTMENT BACKWALL	VERT.
C402	14	44-2			ABUTMENT BACKWALL	HORIZ.
C503	45	4-5	X		ABUTMENT BACKWALL & PAVING BLOCK	VERT.
C504	18	8-2			PAVING BLOCK	HORIZ.
C505	17	16-5	X		WING 1 - STIRRUPS	VERT.
C506	5	20-1			WING 1 - F.F.	HORIZ.
C907	13	21-5	X		WING 1 - B.F.	HORIZ.
C408	8	7-4			SIDEWALL - WINGS 1 & 2	VERT.
C409	14	4-8			SIDEWALL - WINGS 1 & 2	HORIZ.
C510	60	20-2	X		WINGS 1 & 2 - F.F. & B.F.	VERT.
C511	26	15-8	X		WINGS 1 & 2 - F.F. & B.F.	VERT.
C412	23	23-0			WING 1 - F.F. & B.F.	HORIZ.
C613	2	23-0			WING 1 - TOP - F.F. & B.F.	HORIZ.
C514	13	15-7	X		WING 2 - STIRRUPS	VERT.
C515	5	19-2			WING 2 - F.F.	HORIZ.
C916	13	16-10			WING 2 - B.F.	HORIZ.
C417	23	21-9			WING 2 - F.F. & B.F.	HORIZ.
C618	2	21-9			WING 2 - TOP - F.F. & B.F.	HORIZ.



A604 & A605



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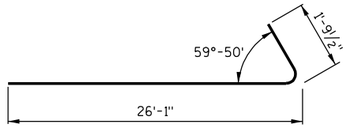

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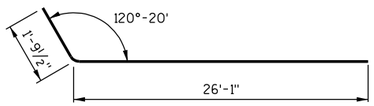

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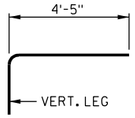

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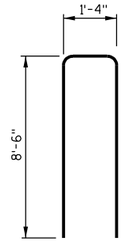
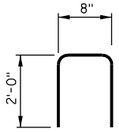


C501



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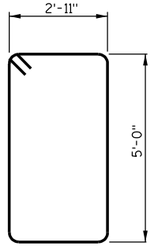

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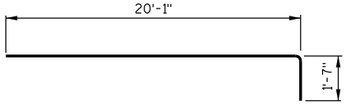

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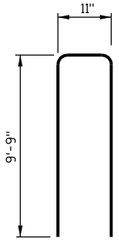

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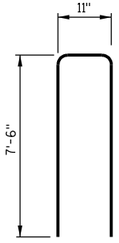

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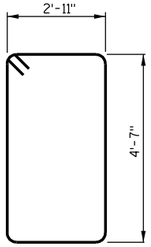

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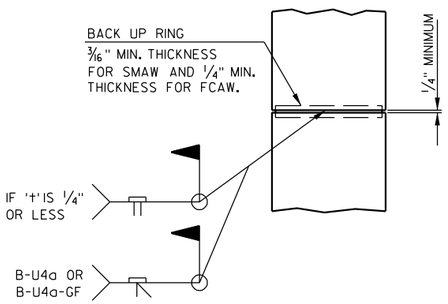
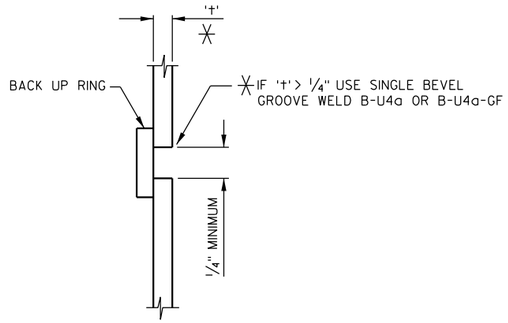


PILE SPLICE DETAIL



C.I.P. PILE WELD DETAIL

NOTE: CAST-IN-PLACE PILE SHELL MATERIAL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

WEST ABUTMENT DETAILS

SHEET 9 OF 33

475

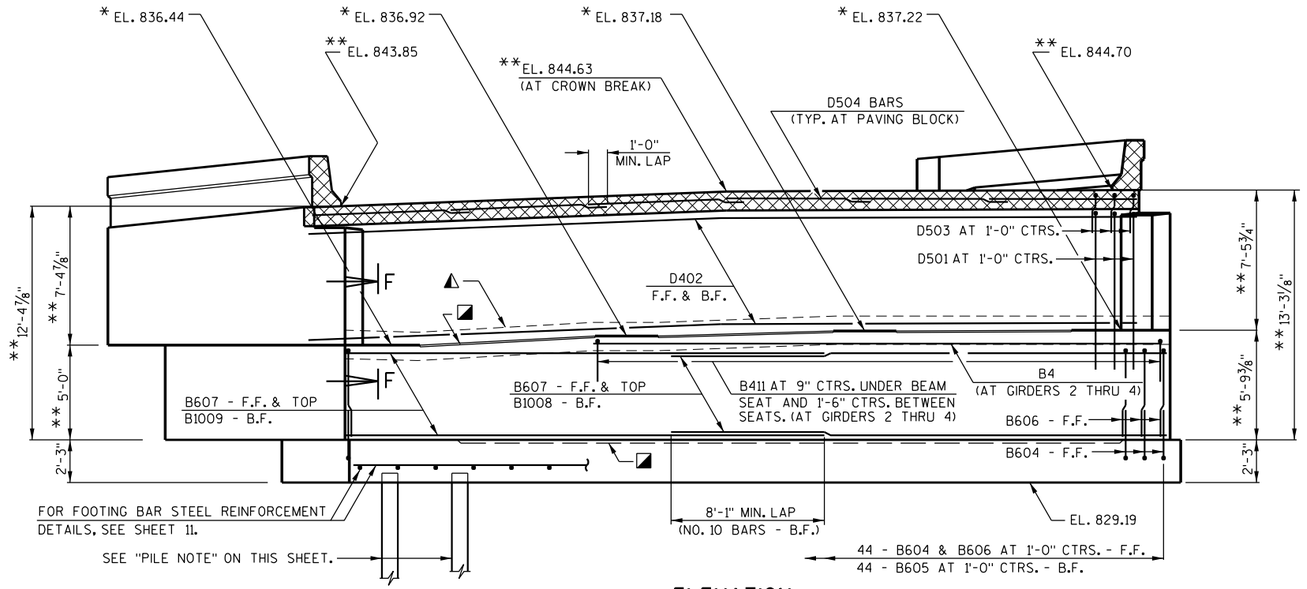
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\09_wbutdet_b-28-131.dgn
PLOT DATE : 5/18/2012

8

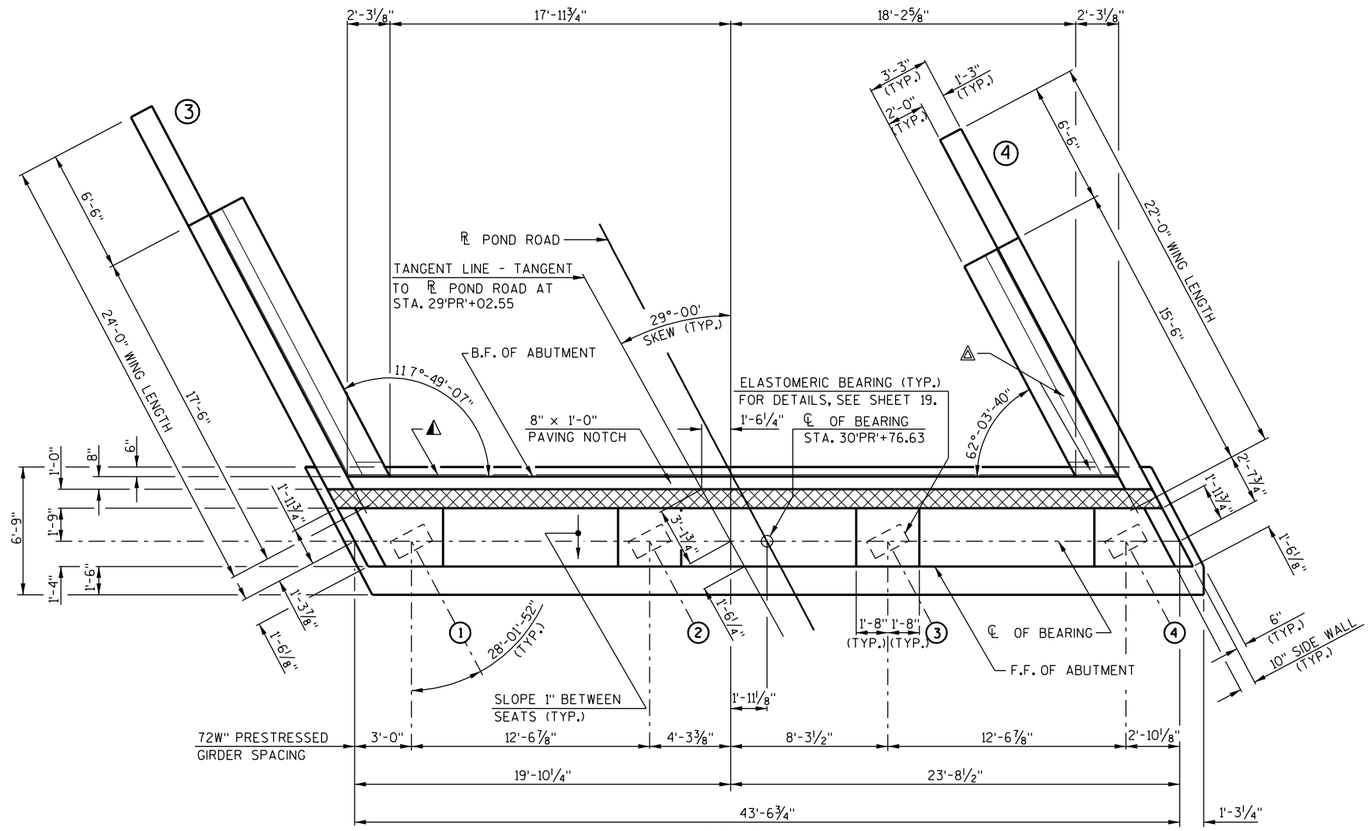
8

STATE PROJECT NUMBER

1390-04-80



ELEVATION
(LOOKING EAST)



PLAN

NOTE: FOR FOOTING & PILE LAYOUT DETAILS, SEE SHEET 11.

LEGEND

* ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF BEARING.

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL. FOR WING DETAILS AND ELEVATIONS, SEE SHEETS 12 & 13.

△ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE ABOVE FOOTING.

△ PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION F-F ON THIS SHEET.

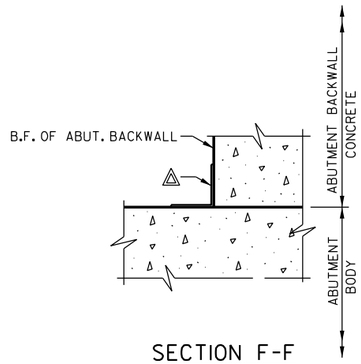
(X) INDICATES WING NUMBER

INDICATES CONCRETE AREA TO BE POURED AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE.

NOTE: FOR "TYPICAL SECTION THRU BODY", SEE SHEET 11.

PILE NOTE

EAST ABUTMENT TO BE SUPPORTED ON PILING CIP CONCRETE 10 3/4" x 0.365-INCH WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 70' LONG. PILES AT EAST ABUTMENT SHALL BE PRE-BORED. PRE-BORING DEPTH IS ESTIMATED TO BE 20' AT EACH PILE. FOR PILE LAYOUT DETAILS, SEE SHEET 11. FOR PILE SPLICE DETAILS, SEE SHEET 9.



SECTION F-F

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

EAST ABUTMENT

SHEET 10 OF 33
476

8

8

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\10_eabut1.b-28-131.dgn
PLOT DATE : 5/18/2012

STATE PROJECT NUMBER

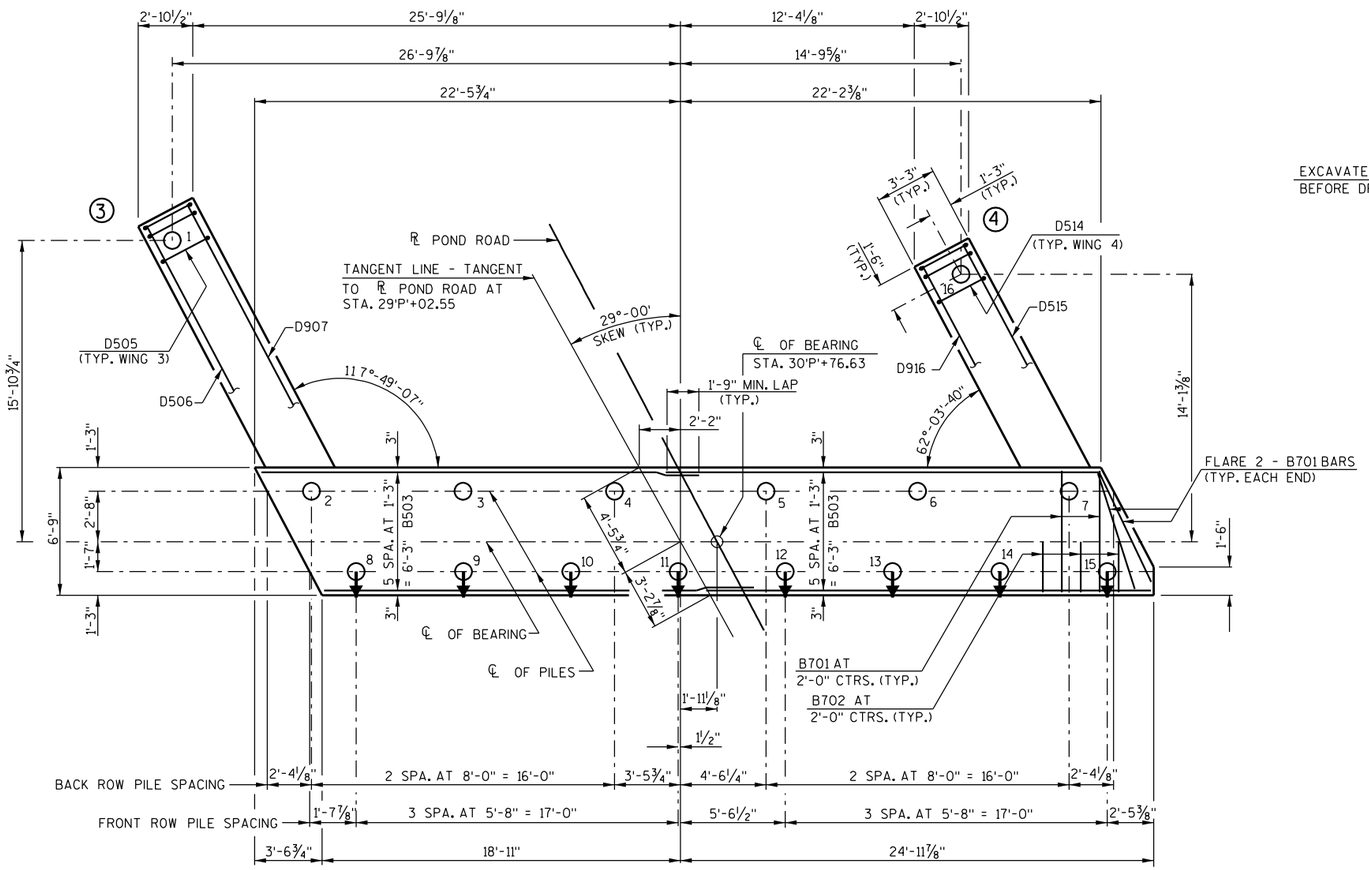
1390-04-80

LEGEND

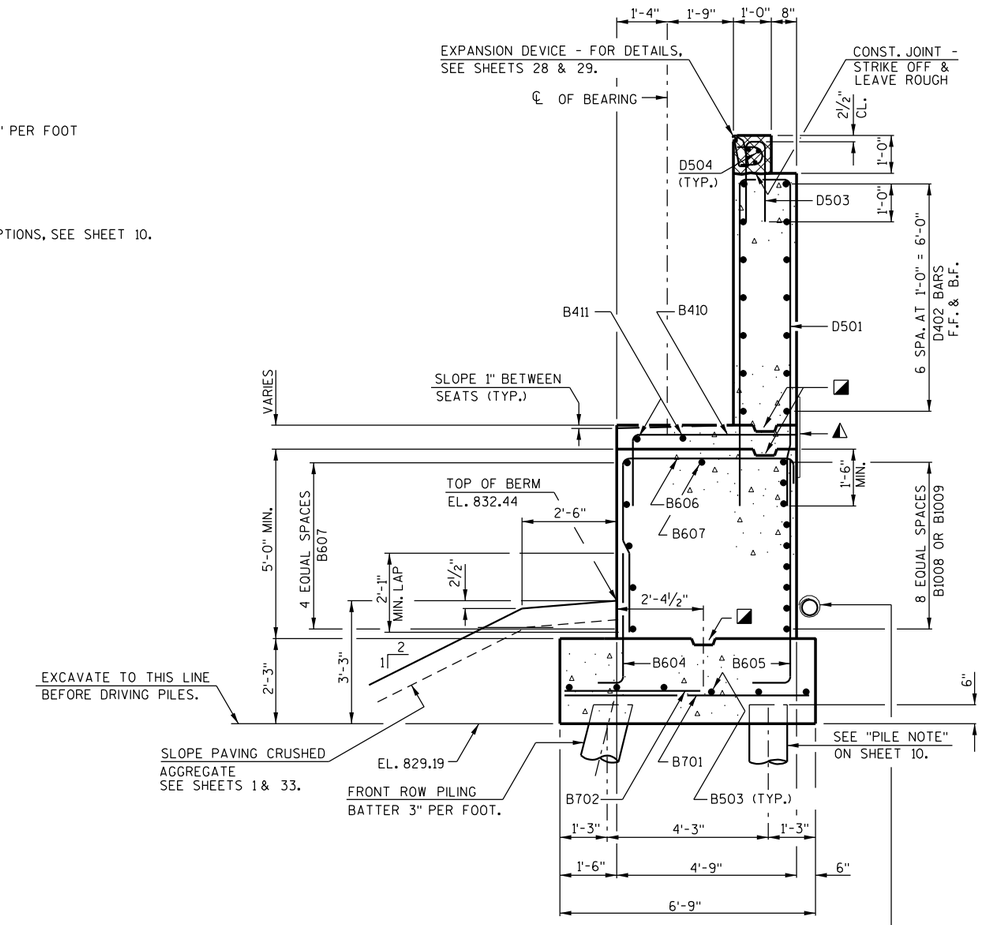
INDICATES PILES BATTERED 3" PER FOOT IN DIRECTION OF ARROW.

(X) INDICATES WING NUMBER

FOR SYMBOL DESCRIPTIONS, SEE SHEET 10.



PILE PLAN



TYPICAL SECTION THRU BODY

(LOOKING NORTH)

PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD TO END OF PIPE. SEE RODENT SHIELD DETAIL ON SHEET 6.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

EAST ABUTMENT

SHEET 11 OF 33
477

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\11.eabut2.b-28-131.dgn
PLOT DATE : 9/25/2012

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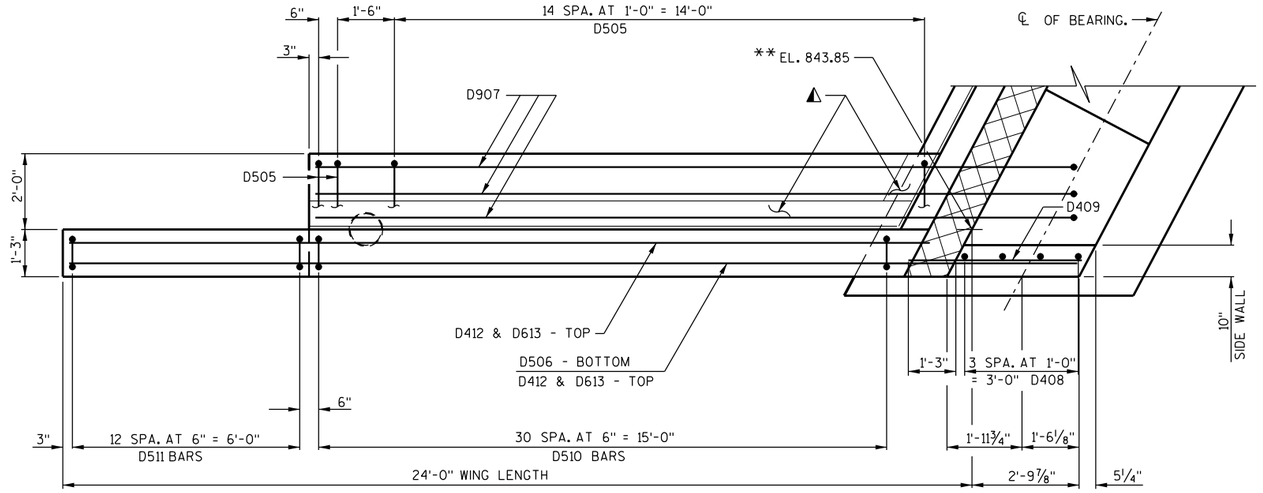
8

STATE PROJECT NUMBER
1390-04-80



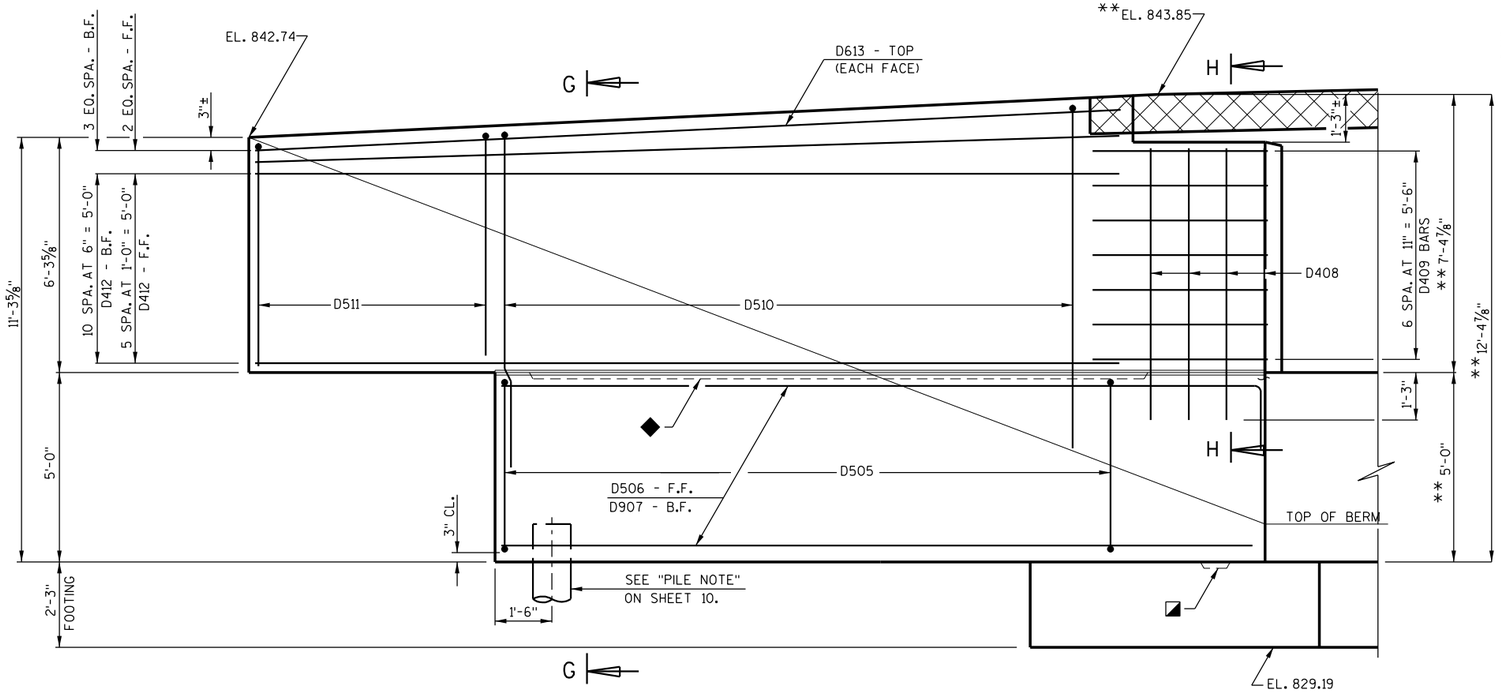
PLAN - WING 3

LEGEND

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL.

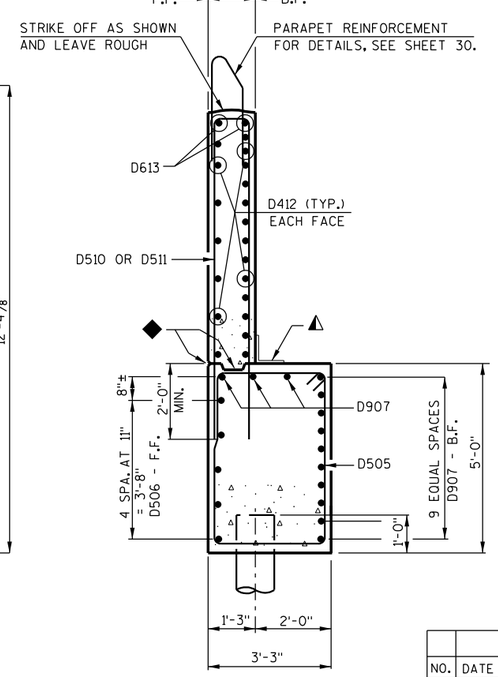
◆ OPTIONAL CONSTRUCTION JOINT FORMED BY A BEVELED 2" x 6" KEYWAY AND ¾" V-GROOVE ON FRONT FACE OF WINGWALL. OMIT V-GROOVE IF CONSTRUCTION JOINT IS NOT USED.

FOR SYMBOL DESCRIPTIONS, SEE SHEET 10.

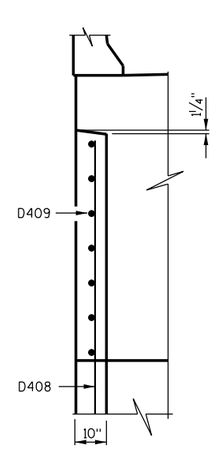


ELEVATION - WING 3

NOTE: FOR FOOTING LAYOUT DETAILS, SEE SHEET 11.



SECTION G-G



SECTION H-H

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

WING 3

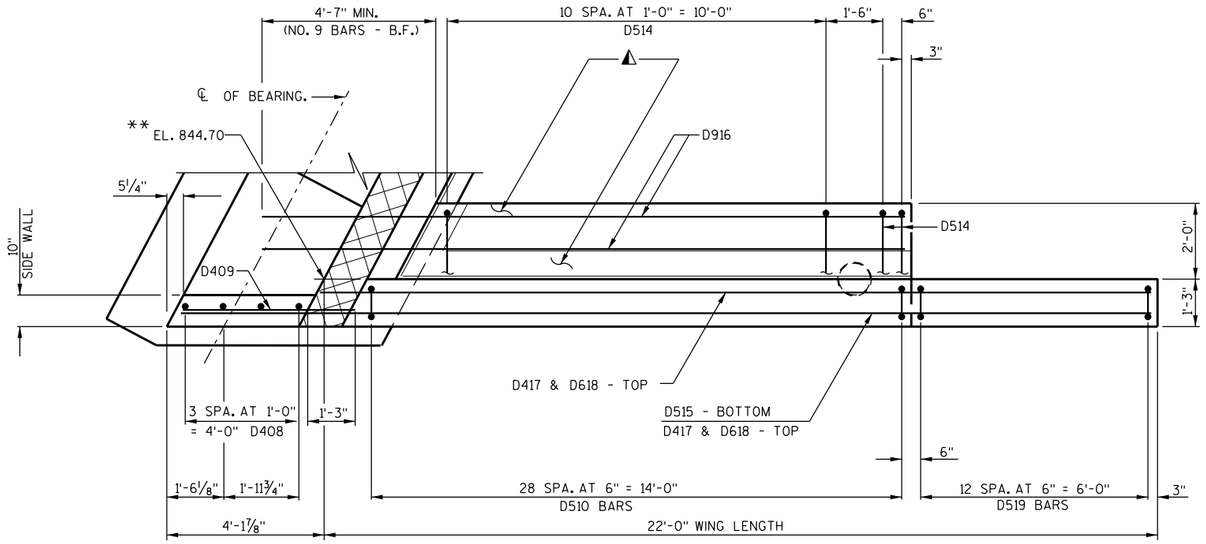
SHEET 12 OF 33
478

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\12_wing3_b-28-131.dgn
PLOT DATE : 9/25/2012

8

8

STATE PROJECT NUMBER
1390-04-80



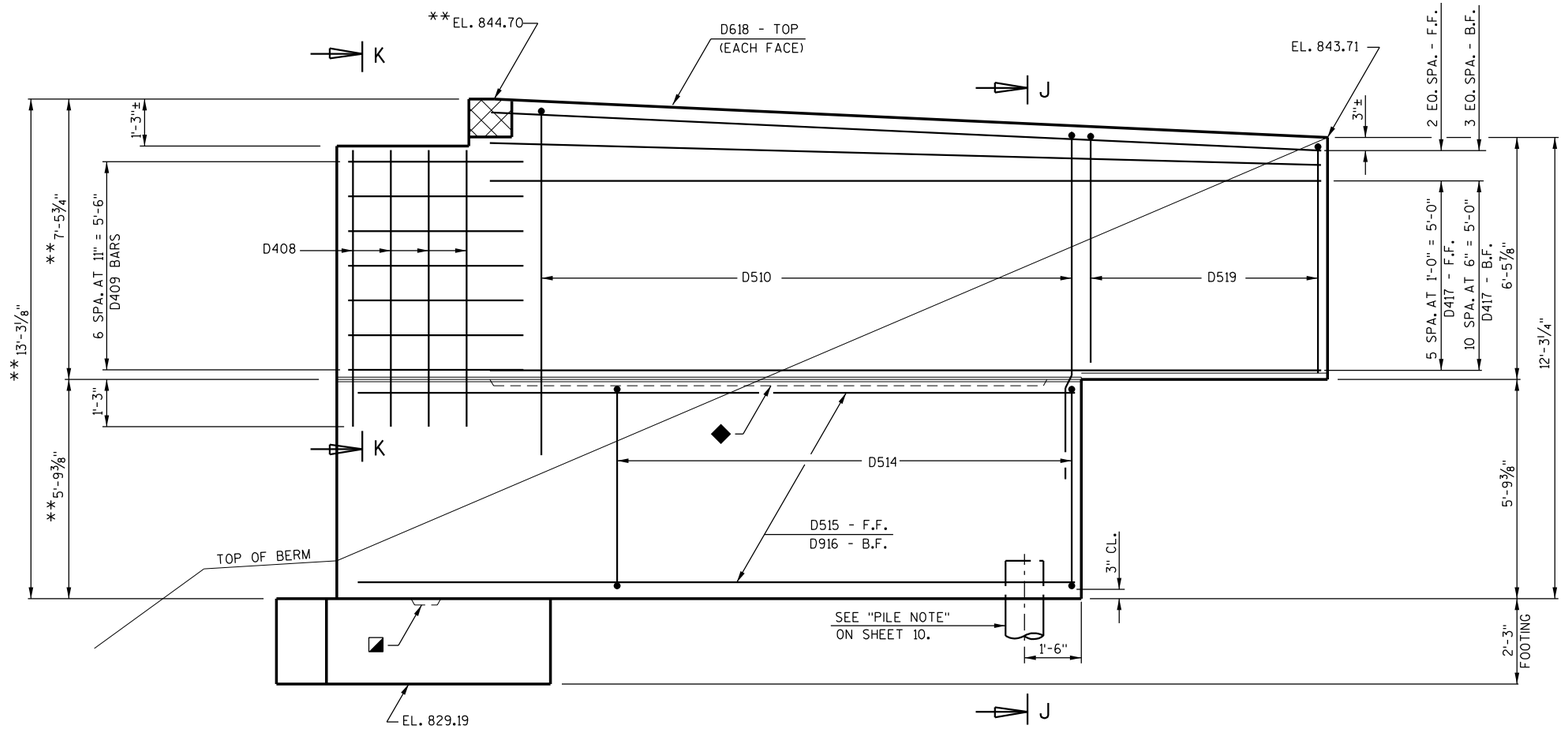
PLAN - WING 4

LEGEND

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL.

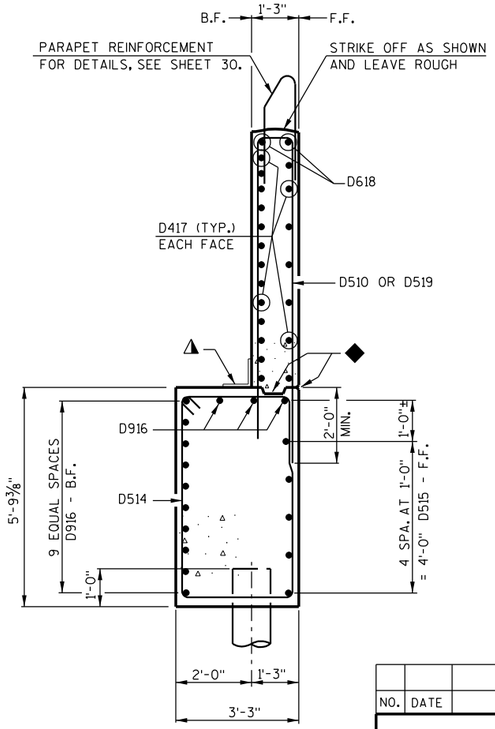
◆ OPTIONAL CONSTRUCTION JOINT FORMED BY A BEVELED 2" x 6" KEYWAY AND ¾" V-GROOVE ON FRONT FACE OF WINGWALL. OMIT V-GROOVE IF CONSTRUCTION JOINT IS NOT USED.

FOR SYMBOL DESCRIPTIONS, SEE SHEET 10.

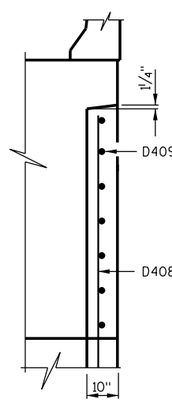


ELEVATION - WING 4

NOTE: FOR FOOTING LAYOUT DETAILS, SEE SHEET 11.



SECTION J-J



SECTION K-K

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

WING 4

SHEET 13 OF 33
479

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\13_wing4_b-28-131.dgn
PLOT DATE : 9/25/2012

8

8

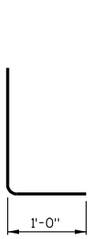
STATE PROJECT NUMBER

1390-04-80

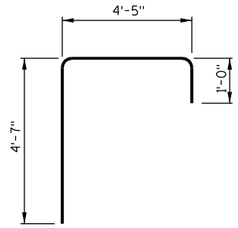
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

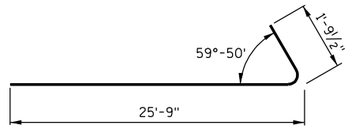
MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 4,900 LBS.	
B701	25	6-5			FOOTING - AT ABUTMENT BODY	HORIZ.
B702	21	3-8			FOOTING - AT ABUTMENT BODY	HORIZ.
B503	12	23-0			FOOTING - AT ABUTMENT BODY	HORIZ.
B604	44	4-8	X		ABUTMENT - FOOTING & BODY - F.F.	VERT.
B605	44	7-5	X		ABUTMENT - FOOTING & BODY - B.F.	VERT.
B606	44	9-8	X		ABUTMENT BODY - F.F. & TOP	VERT.
B607	6	43-3			ABUTMENT BODY - F.F.	HORIZ.
B1008	9	27-3	X		ABUTMENT BODY - B.F.	HORIZ.
B1009	9	27-3	X		ABUTMENT BODY - B.F.	HORIZ.
B410	33	6-7	X		ABUTMENT BODY - UNDER GIRDERS 2 THRU 4	VERT.
B411	2	31-0			ABUTMENT BODY - UNDER GIRDERS 2 THRU 4	HORIZ.
EPOXY COATED BARS					TOTAL WEIGHT = 6,370 LBS.	
D501	44	18-3	X		ABUTMENT BACKWALL	VERT.
D402	14	43-3			ABUTMENT BACKWALL	HORIZ.
D503	44	4-5	X		ABUTMENT BACKWALL & PAVING BLOCK	VERT.
D504	18	8-1			PAVING BLOCK	HORIZ.
D505	17	15-7	X		WING 3 - STIRRUPS	VERT.
D506	5	20-1			WING 3 - F.F.	HORIZ.
D907	13	21-5	X		WING 3 - B.F.	HORIZ.
D408	8	7-2			SIDEWALL - WINGS 3 & 4	VERT.
D409	14	4-7			SIDEWALL - WINGS 3 & 4	HORIZ.
D510	60	19-2	X		WINGS 3 & 4 - F.F. & B.F.	VERT.
D511	13	12-6	X		WING 3 - F.F. & B.F.	VERT.
D412	20	23-0			WING 3 - F.F. & B.F.	HORIZ.
D613	2	23-0			WING 3 - TOP - F.F. & B.F.	HORIZ.
D514	13	17-1	X		WING 4 - STIRRUPS	VERT.
D515	5	19-1			WING 4 - F.F.	HORIZ.
D916	13	17-0			WING 4 - B.F.	HORIZ.
D417	20	21-9			WING 4 - F.F. & B.F.	HORIZ.
D618	2	21-9			WING 4 - TOP - F.F. & B.F.	HORIZ.
D519	13	12-10	X		WING 4 - F.F. & B.F.	VERT.



B604 & B605



B606



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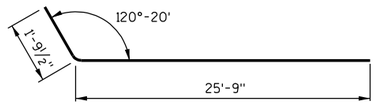

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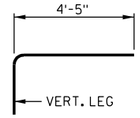

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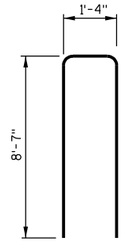

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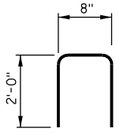

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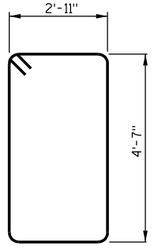

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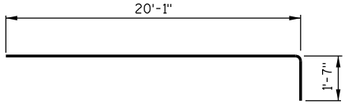

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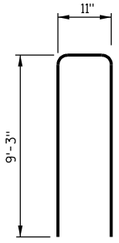

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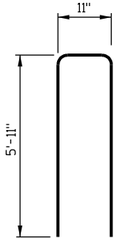

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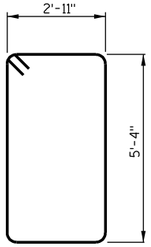

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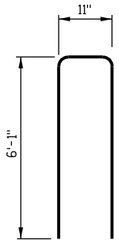

D519

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\14_edourdet_b-28-131.dgn
PLOT DATE : 5/18/2012

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

EAST ABUTMENT DETAILS

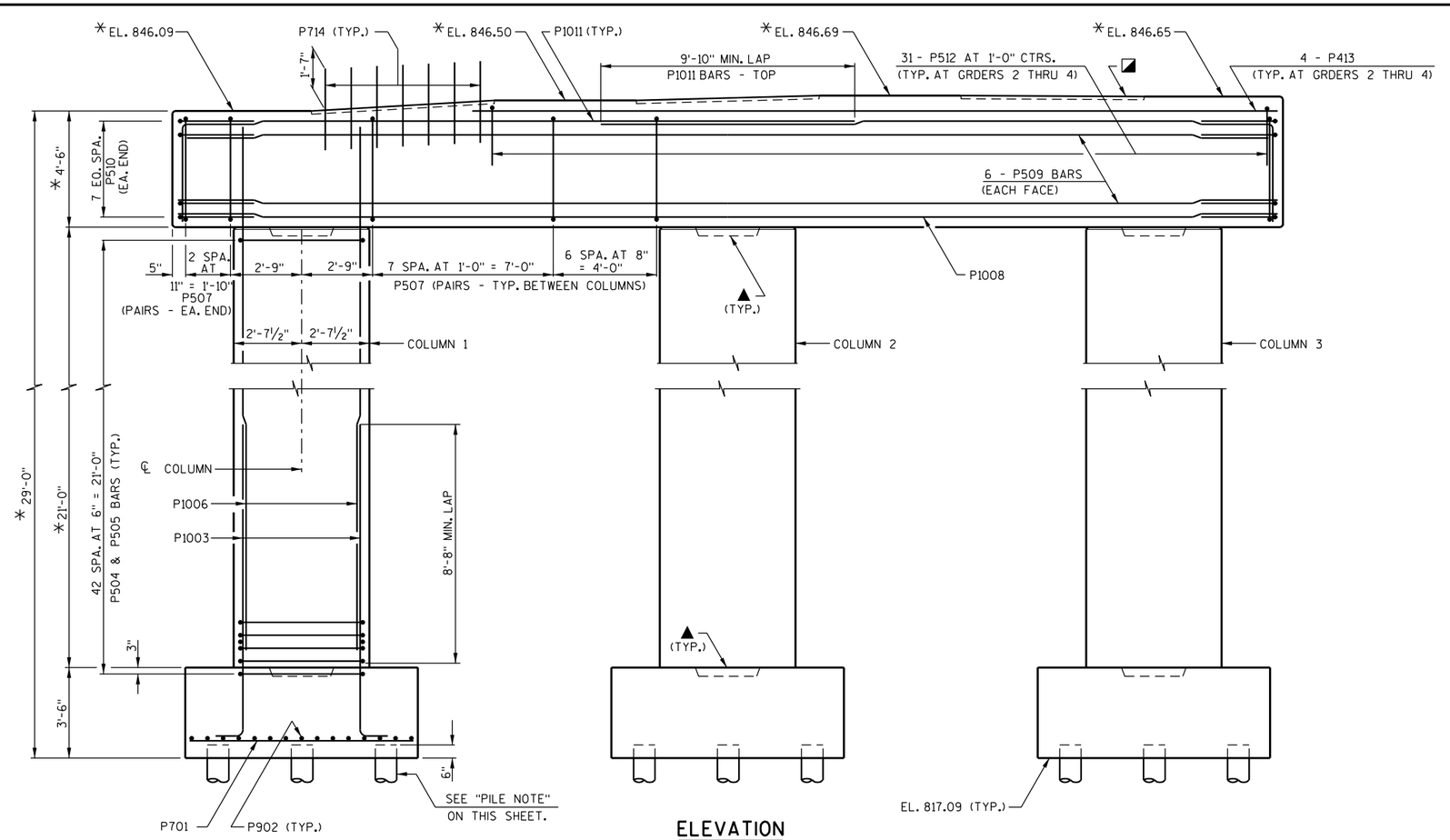
SHEET 14 OF 33

480

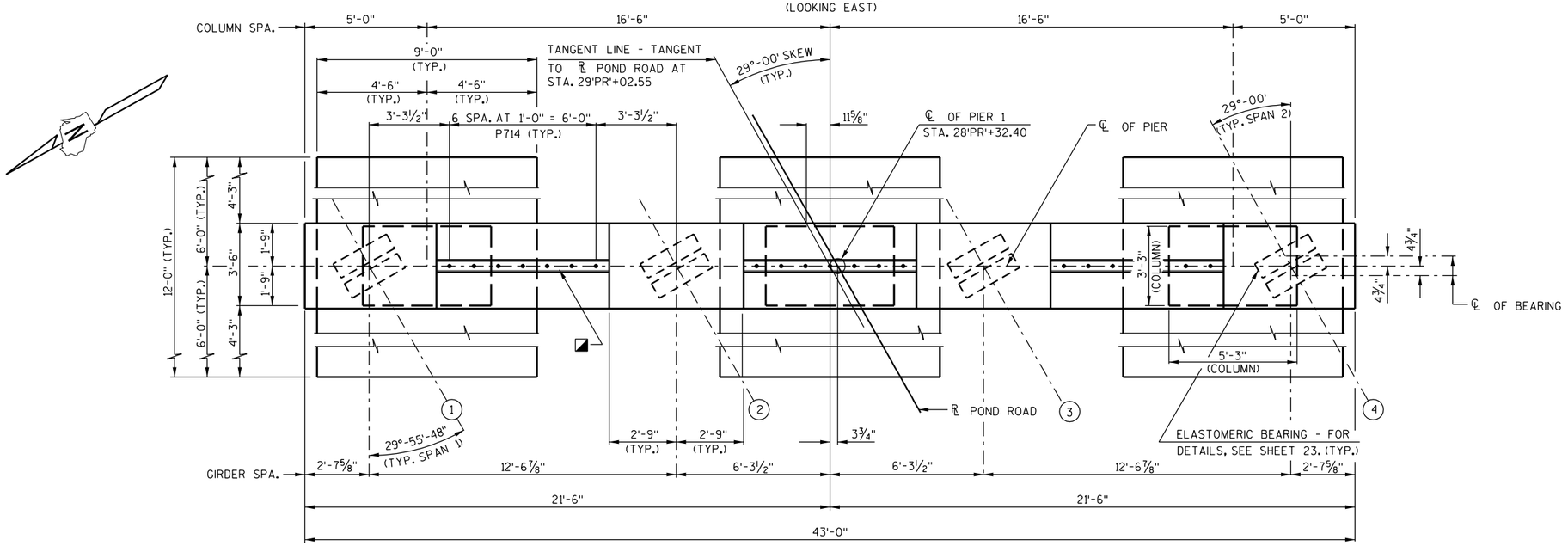
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\15_pier1a_b-28-131.dgn
PLOT DATE : 5/18/2012

STATE PROJECT NUMBER

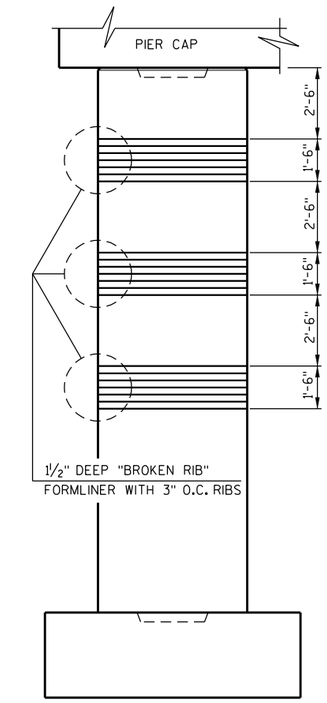
1390-04-80



ELEVATION
(LOOKING EAST)



PLAN



ARCHITECTURAL SURFACE TREATMENT DETAILS

NOTE: FORMLINER IS ON ALL FOUR SIDES OF EACH COLUMN.

LEGEND

- ✳ ELEVATIONS & DIMENSIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF PIER.
- ▲ CONSTRUCTION JOINT FORMED BY BEVELED 4" × 2'-6" × 1'-3" KEYWAY.
- ◪ KEYED. CONST. JOINT FORMED BY BEVELED 2" × 6".

PILE NOTE

PIER 1 TO BE SUPPORTED ON PILING CIP CONCRETE 12¾" × 0.375-INCH WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 35' LONG. FOR PILE SPLICE DETAILS, SEE SHEET 6.

NOTES: P714 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE INTIAL SET HAS TAKEN PLACE.

SEE SHEET 16 FOR CAP AND FOOTING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

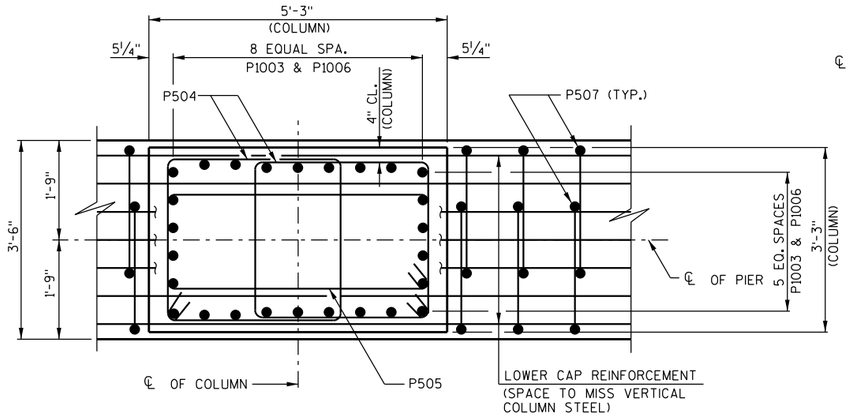
PIER 1

SHEET 15 OF 33
481

8

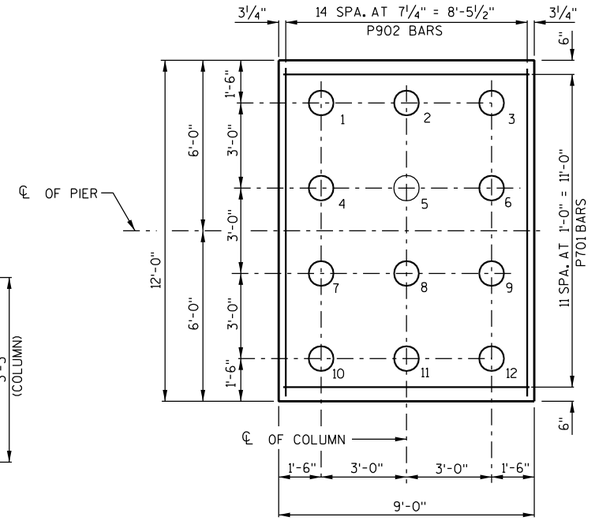
STATE PROJECT NUMBER

1390-04-80



SECTION THRU COLUMN

(SECTION TAKEN AT BOTTOM OF PIER CAP, LOOKING UP)

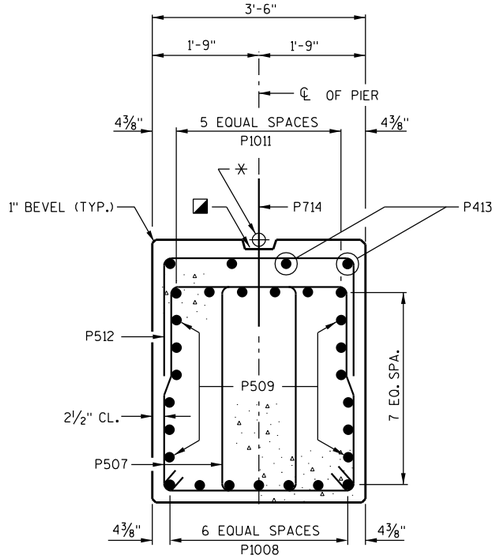


FOOTING PLAN

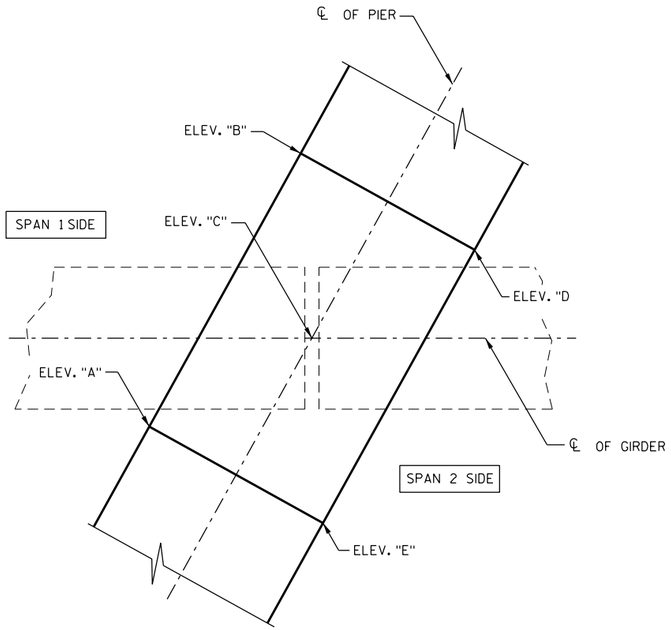
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS						TOTAL WEIGHT = 2,430 LBS.
P701	36	8-8			FOOTINGS	HORIZ.
P902	45	11-8			FOOTINGS	HORIZ.
EPOXY COATED BARS						TOTAL WEIGHT = 22,780 LBS.
P1003	78	13-3	X		PIER COLUMNS & FOOTINGS	VERT.
P504	258	12-1	X		PIER COLUMNS - STIRRUPS	HORIZ.
P505	129	13-5	X		PIER COLUMNS - STIRRUPS	HORIZ.
P1006	78	25-1			PIER COLUMNS	VERT.
P507	68	13-1	X		PIER CAP - STIRRUPS	VERT.
P1008	7	42-7			PIER CAP - BOTTOM	HORIZ.
P509	12	42-7			PIER CAP - SIDES	HORIZ.
P510	16	8-9	X		PIER CAP - ENDS	HORIZ.
P1011	12	30-0	X		PIER CAP - TOP	HORIZ.
P512	31	6-0	X		PIER CAP - TOP - AT GIRDERS 2 THRU 4	VERT.
P413	4	31-2			PIER CAP - TOP - AT GIRDERS 2 THRU 4	HORIZ.
P714	21	3-2			PIER CAP - DOWELS	VERT.



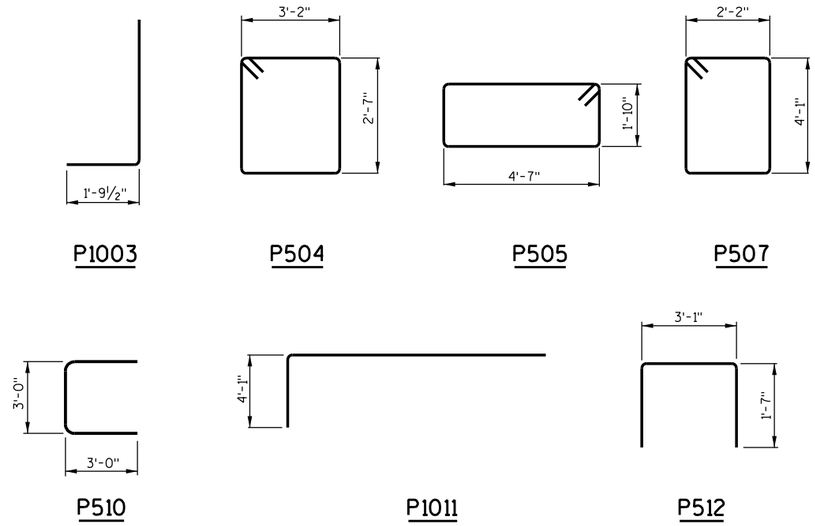
SECTION THRU PIER CAP



SLOPING BEAM SEAT DETAIL

BEAM SEAT ELEVATION TABLE

	ELEV. "A"	ELEV. "B"	ELEV. "C"	ELEV. "D"	ELEV. "E"
GIRDER 1	846.18	846.10	846.09	846.01	846.09
GIRDER 2	846.58	846.50	846.50	846.41	846.49
GIRDER 3	846.78	846.70	846.69	846.61	846.69
GIRDER 4	846.74	846.66	846.65	846.57	846.65



LEGEND

* ◪ FOR SYMBOL DESCRIPTIONS, SEE SHEET 15.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

PIER 1 DETAILS

SHEET 16 OF 33
482

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\16_pier1b_b-28-131.dgn
PLOT DATE : 5/18/2012

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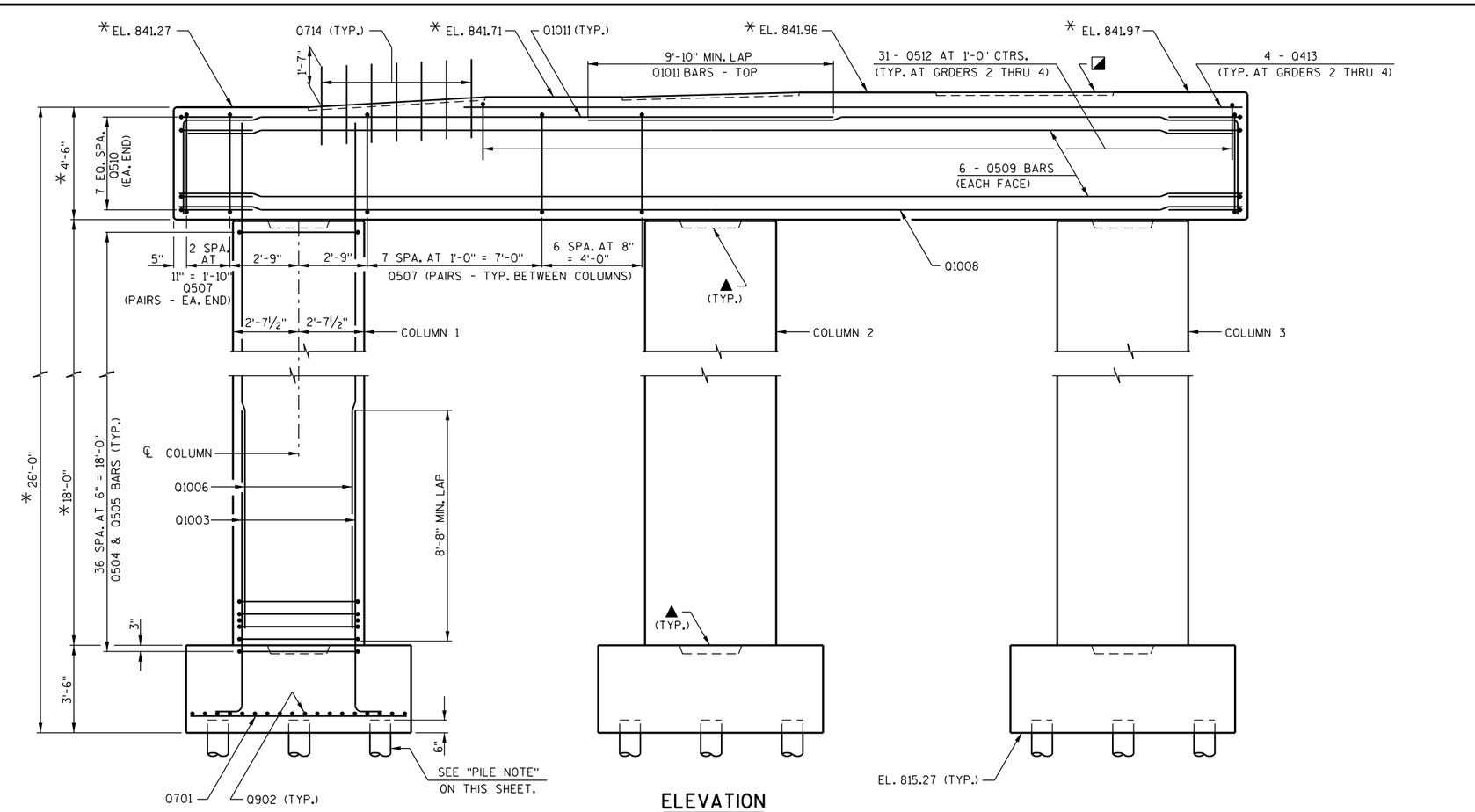
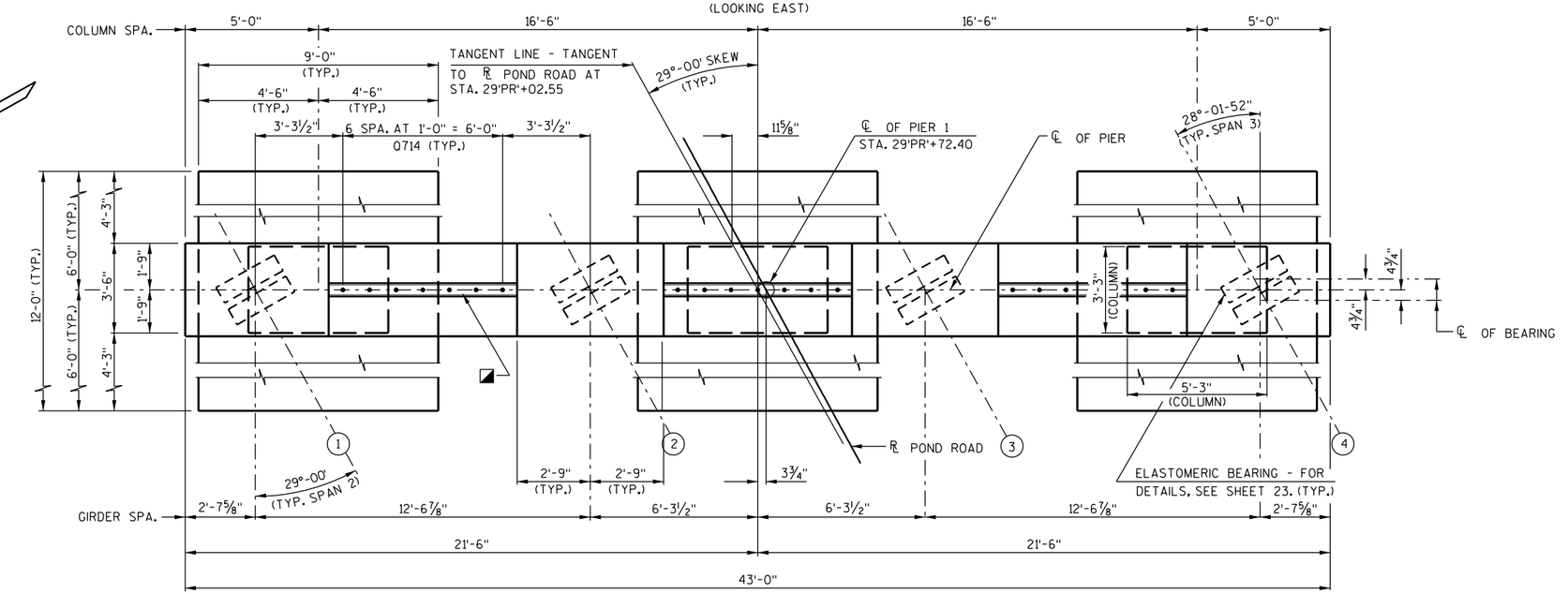
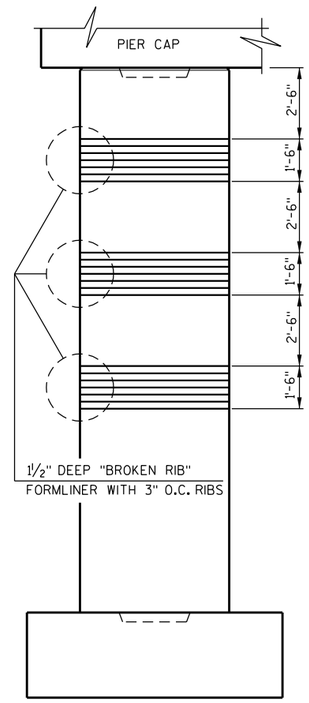


ELEVATION
(LOOKING EAST)



PLAN



ARCHITECTURAL SURFACE TREATMENT DETAILS

NOTE: FORMLINER IS ON ALL FOUR SIDES OF EACH COLUMN.

LEGEND

- ✳ ELEVATIONS & DIMENSIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF PIER.
- ▲ CONSTRUCTION JOINT FORMED BY BEVELED 4" × 2'-6" × 1'-3" KEYWAY.
- ◪ KEYED. CONST. JOINT FORMED BY BEVELED 2" × 6".

PILE NOTE

PIER 2 TO BE SUPPORTED ON PILING CIP CONCRETE 12¾" × 0.375-INCH WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 90' LONG. FOR PILE SPLICE DETAILS, SEE SHEET 6.

NOTES: Q714 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE INTIAL SET HAS TAKEN PLACE.

SEE SHEET 18 FOR CAP AND FOOTING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

PIER 2

SHEET 17 OF 33
483

STATE PROJECT NUMBER
1390-04-80

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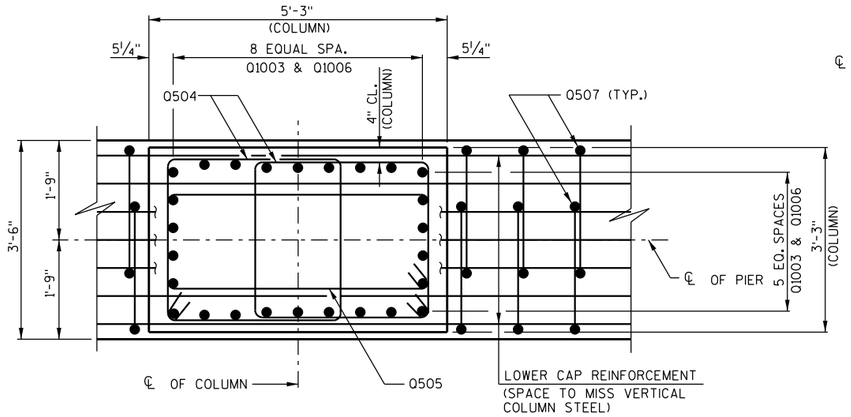
FILE NAME : P:\132 STH 26 Br\Dgn\structures\B-28-131\LT_pier2a,b-28-131.dgn
PLOT DATE : 5/18/2012

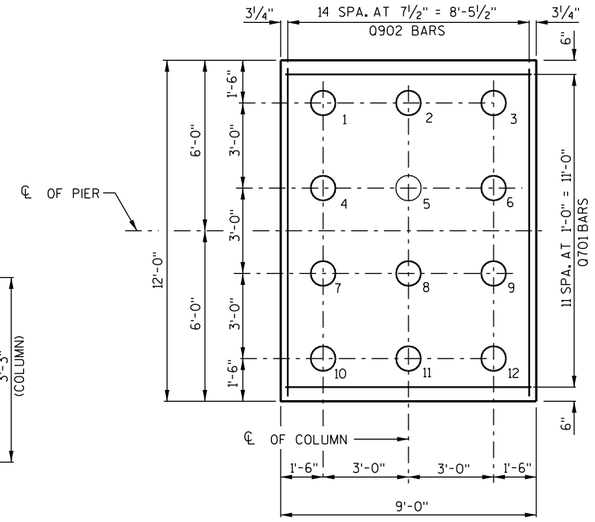
STATE PROJECT NUMBER

1390-04-80



SECTION THRU COLUMN

(SECTION TAKEN AT BOTTOM OF PIER CAP, LOOKING UP)

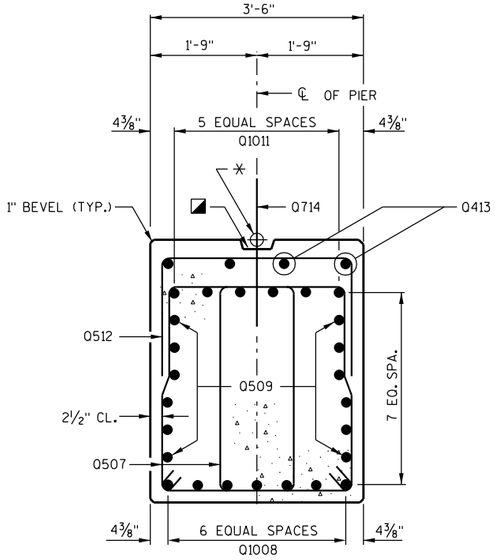


FOOTING PLAN

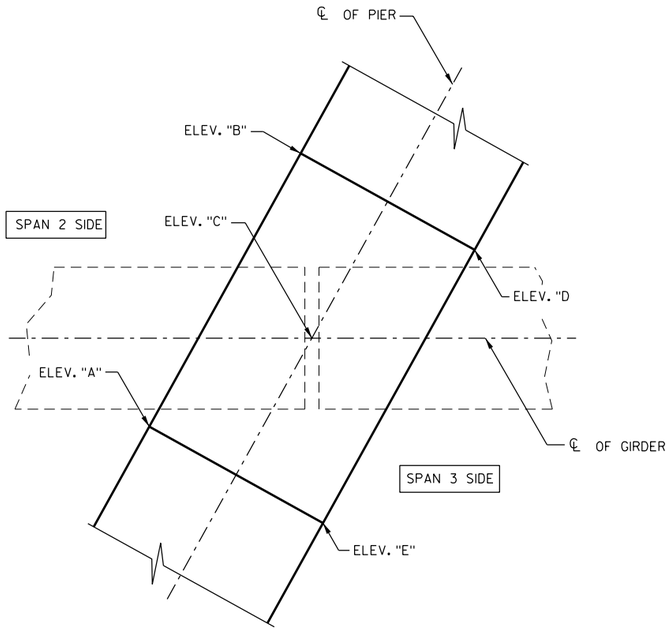
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS						TOTAL WEIGHT = 3,350 LBS.
0701	36	8-8			FOOTINGS	HORIZ.
0902	45	11-8			FOOTINGS	HORIZ.
EPOXY COATED BARS						TOTAL WEIGHT = 21,080 LBS.
01003	78	13-3	X		PIER COLUMNS & FOOTINGS	VERT.
0504	222	12-1	X		PIER COLUMNS - STIRRUPS	HORIZ.
0505	111	13-5	X		PIER COLUMNS - STIRRUPS	HORIZ.
01006	78	22-1			PIER COLUMNS	VERT.
0507	68	13-1	X		PIER CAP - STIRRUPS	VERT.
01008	7	42-7			PIER CAP - BOTTOM	HORIZ.
0509	12	42-7			PIER CAP - SIDES	HORIZ.
0510	16	8-9	X		PIER CAP - ENDS	HORIZ.
01011	12	30-0	X		PIER CAP - TOP	HORIZ.
0512	31	6-0	X		PIER CAP - TOP - AT GIRDERS 2 THRU 4	VERT.
0413	4	31-2			PIER CAP - TOP - AT GIRDERS 2 THRU 4	HORIZ.
0714	21	3-2			PIER CAP - DOWELS	VERT.



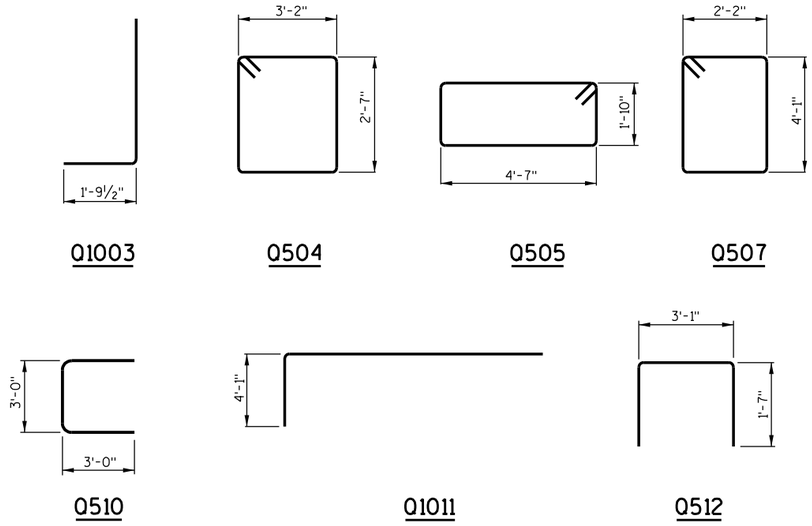
SECTION THRU PIER CAP



SLOPING BEAM SEAT DETAIL

BEAM SEAT ELEVATION TABLE

	ELEV. "A"	ELEV. "B"	ELEV. "C"	ELEV. "D"	ELEV. "E"
GIRDER 1	841.37	841.27	841.27	841.16	841.26
GIRDER 2	841.82	841.72	841.71	841.61	841.71
GIRDER 3	842.06	841.97	841.96	841.85	841.95
GIRDER 4	842.07	841.97	841.97	841.86	841.96



LEGEND

* ◪ FOR SYMBOL DESCRIPTIONS, SEE SHEET 17.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

PIER 2 DETAILS

SHEET 18 OF 33
484

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\18.pier2b.b-28-131.dgn
PLOT DATE : 5/18/2012

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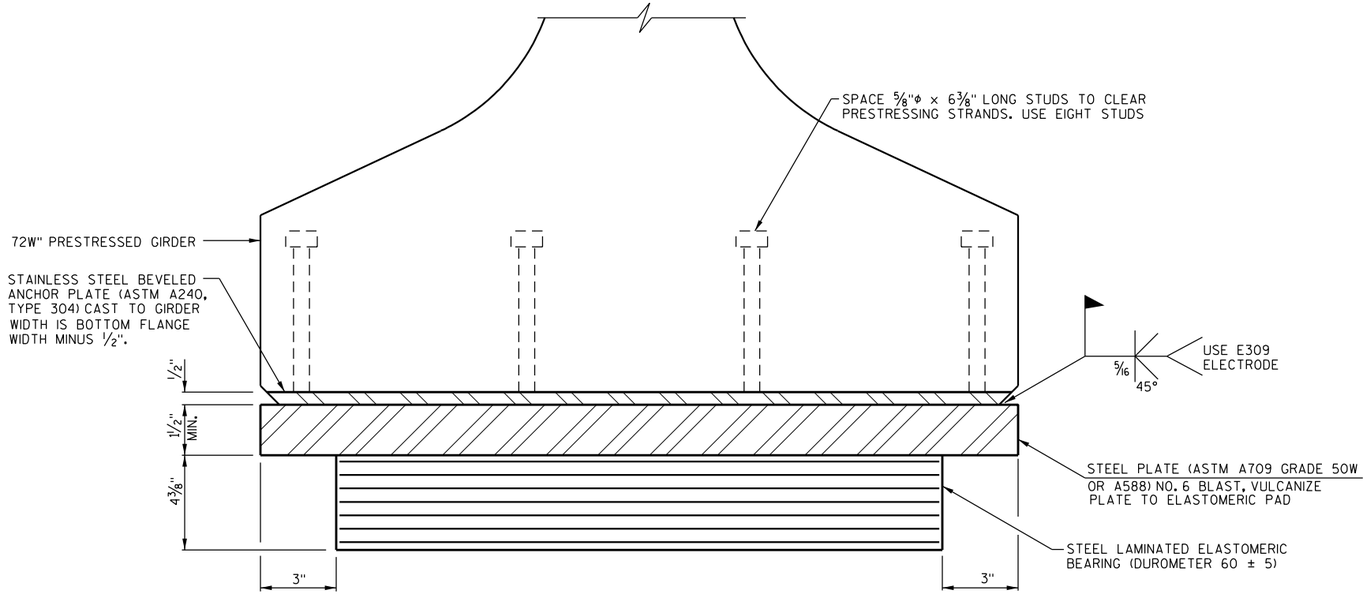
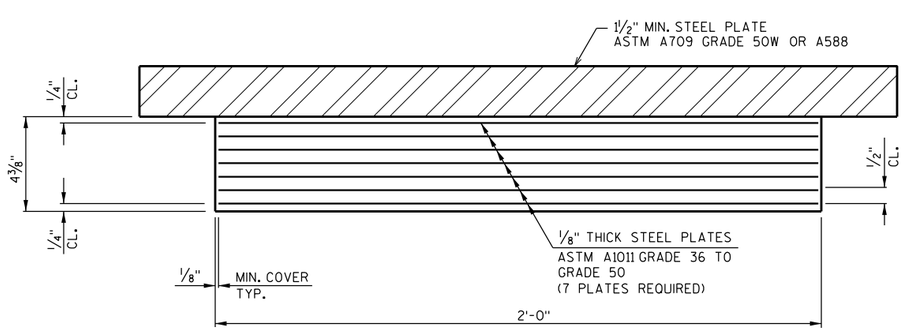
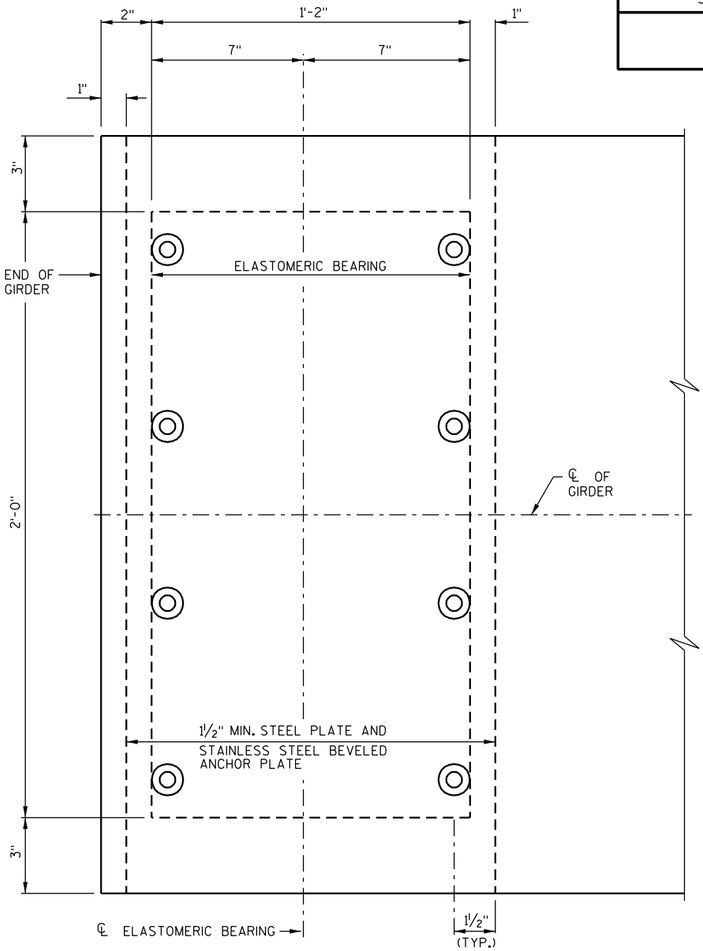
STATE PROJECT NUMBER
1390-04-80



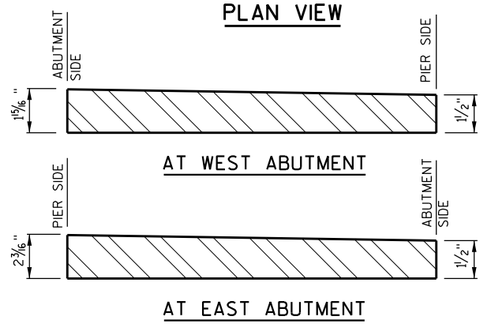
END VIEW



SECTION THRU ELASTOMERIC BEARING



PLAN VIEW



PART ELEVATION VIEW

(SHOWING TAPER ON STEEL PLATE)

NOTES

ALL MATERIAL USED FOR BEARINGS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING PADS ELASTOMERIC LAMINATED".

ALL STRUCTURAL STEEL PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT, AND VERTICAL.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

BEARINGS SHALL NOT BE PLACED AT TEMPERATURES ABOVE 85°.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

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ELASTOMERIC BEARINGS

SHEET 19 OF 33
485

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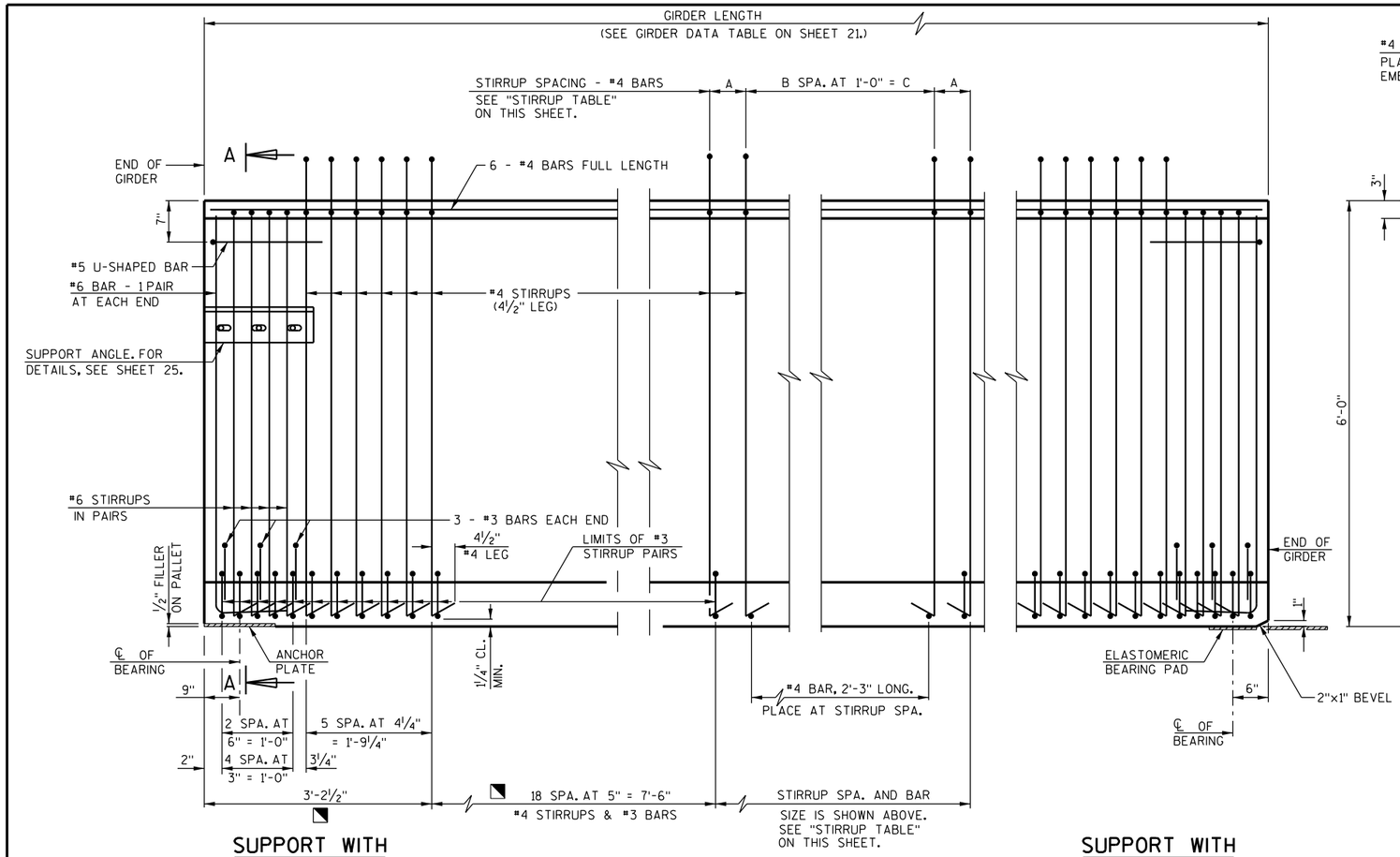
FILE NAME : P:\132 STH 26 Br.Ldgs\structures\B-28-131\19_elastobrgs_b-28-131.dgn
PLOT DATE : 5/18/2012

STATE PROJECT NUMBER

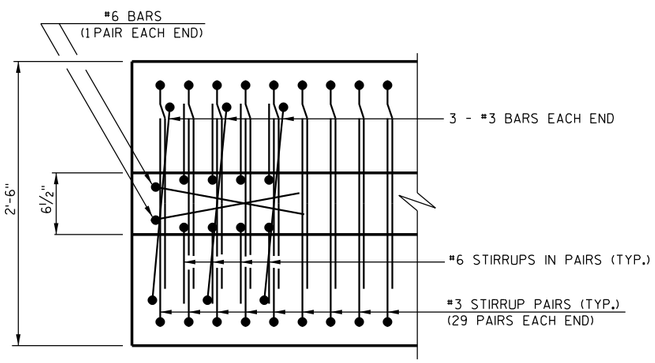
1390-04-80



SUPPORT WITH ELASTOMERIC BRGS.
(END AT ABUTMENTS)

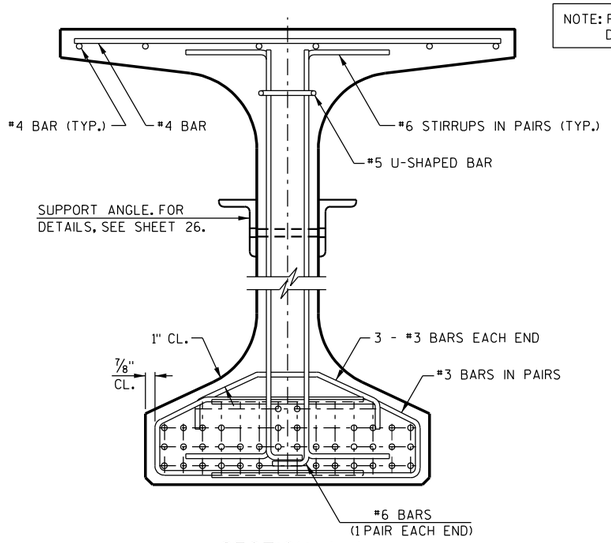
STIRRUP TABLE

DIST.	SPAN 1	SPAN 2	SPAN 3
A	8⅛"	8"	7½"
B	104	117	82
C	104'-0"	117'-0"	82'-0"



BOTTOM FLANGE
(TYP. EACH END)

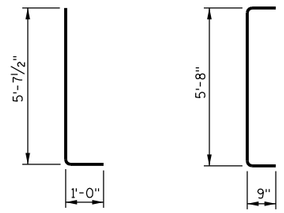
SIDE VIEW OF GIRDER
DETAIL TYPICAL EACH END

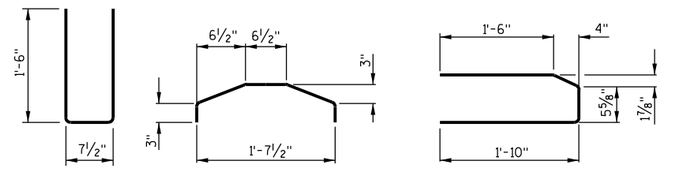


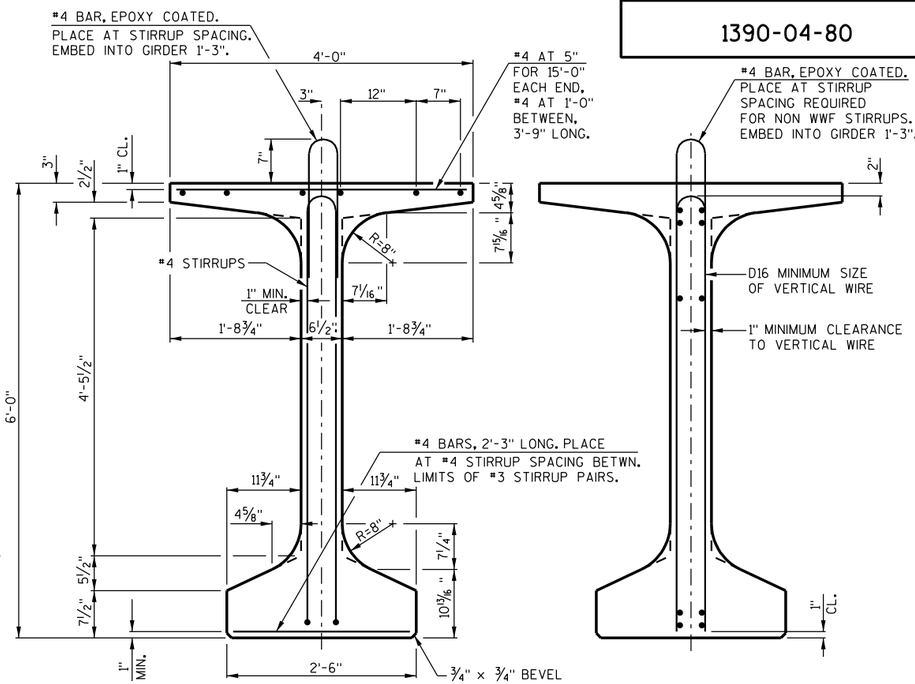
SECTION A-A

SUPPORT WITH ½" ELASTOMERIC BEARING PAD
(END AT PIERS)

NOTE: FOR GIRDER DATA AND STRAND PATTERN DETAILS, SEE SHEET 21.







SECTION THRU GIRDER
(STRANDS NOT SHOWN)

SECTION THRU GIRDER
(SHOWING WELDED WIRE FABRIC (WWF) STIRRUPS)

GENERAL NOTES

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE SLAB, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, TWO OPTIONS ARE AVAILABLE:

USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT CHIEF, (608) 266-5161.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

72W" PRESTRESSED GIRDER DETAILS

SHEET 20 OF 33
486

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\20.72Wgdr1.b-28-131.dgn
PLOT DATE : 5/18/2012

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STATE PROJECT NUMBER

1390-04-80

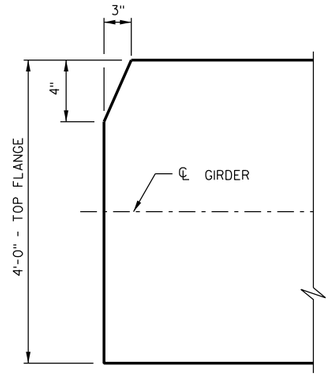
GIRDER DATA		SPAN 1	SPAN 2	SPAN 3
GIRDER LENGTH "L" REQUIRED		126'-9 3/8"	139'-9"	104'-8"
f'ci *		6800 psi	6800 psi	6800 psi
LOCATION OF STRANDS	DIMENSION "A"	67"	67"	50"
	DIMENSION "B" (MIN.)	20 1/2"	20 1/2"	15 1/2"
	DIMENSION "B" (MAX.)	23 1/2"	23 1/2"	18 1/2"
	DIMENSION "C"	5"	5"	4"
DEFLECTION DATA **	DIMENSION "D"	5/8"	7/8"	1/4"
	DIMENSION "E"	1 1/4"	1 3/4"	1/2"
	DIMENSION "F"	1 5/8"	2 1/4"	3/4"
	DIMENSION "G"	2"	2 7/8"	7/8"
	DIMENSION "H"	2"	3"	1"
CAMBER DATA	*** PRESTRESSED CAMBER "I"	2 7/8"	4 1/4"	1 1/2"
	RESIDUAL CAMBER "J"	7/8"	1 1/4"	1/2"

* MINIMUM CYLINDER STRENGTH OF CONCRETE AT THE TIME OF TRANSFER OF PRESTRESS FORCE.

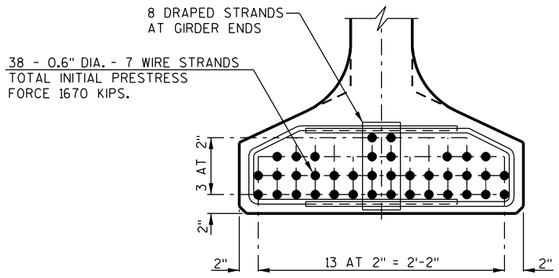
** DATA SHOWN IS THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESS CONDITIONS AND PRESTRESS LOSSES.

*** THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MID-SPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

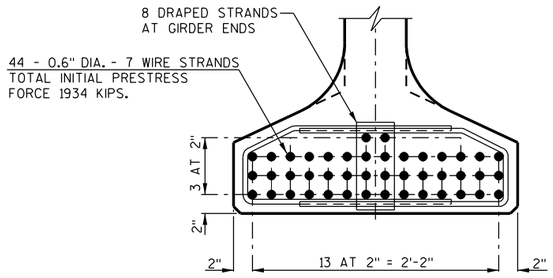
NOTE: FOR ADDITIONAL PRESTRESSED GIRDER DETAILS, SEE SHEET 20.



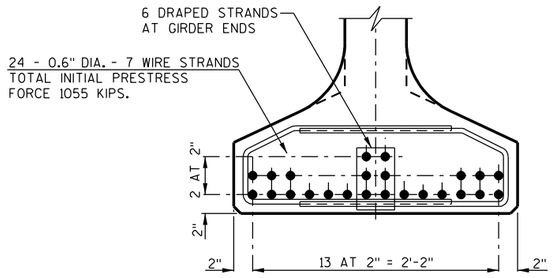
TOP FLANGE CLIP DETAIL



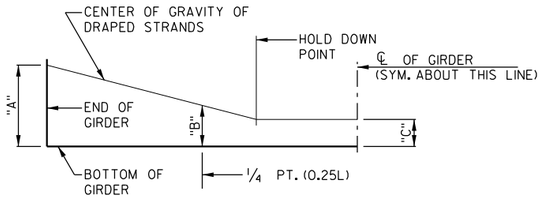
DRAPED STRAND PATTERN - SPAN 1



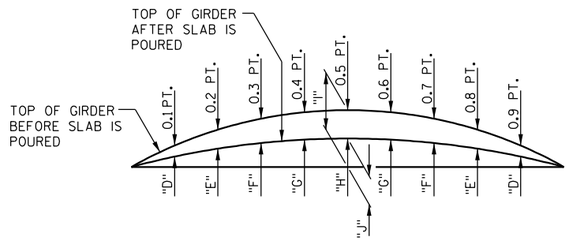
DRAPED STRAND PATTERN - SPAN 2



DRAPED STRAND PATTERN - SPAN 3



LOCATION OF DRAPED STRANDS



DEAD LOAD DEFLECTION DIAGRAM

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\21.72W.dgn
PLOT DATE : 5/16/2012

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

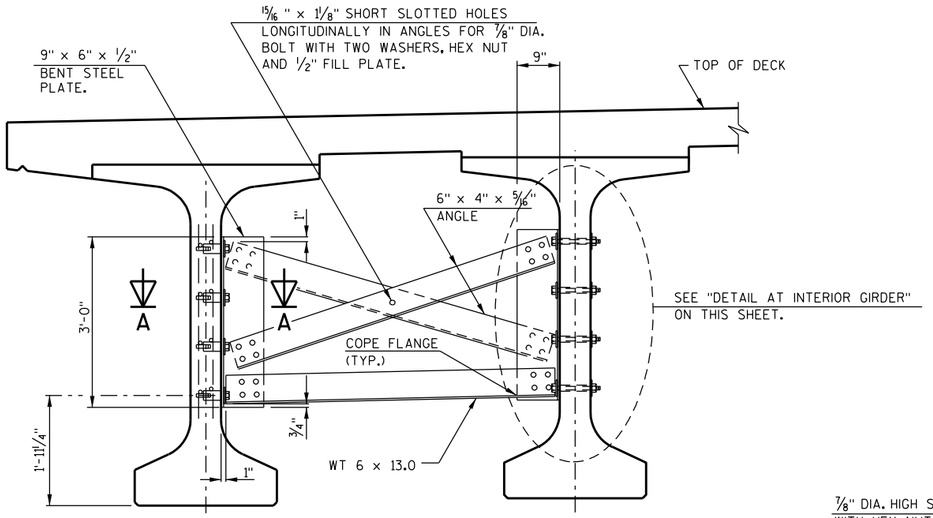
STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

72W" PRESTRESSED GIRDER DETAILS

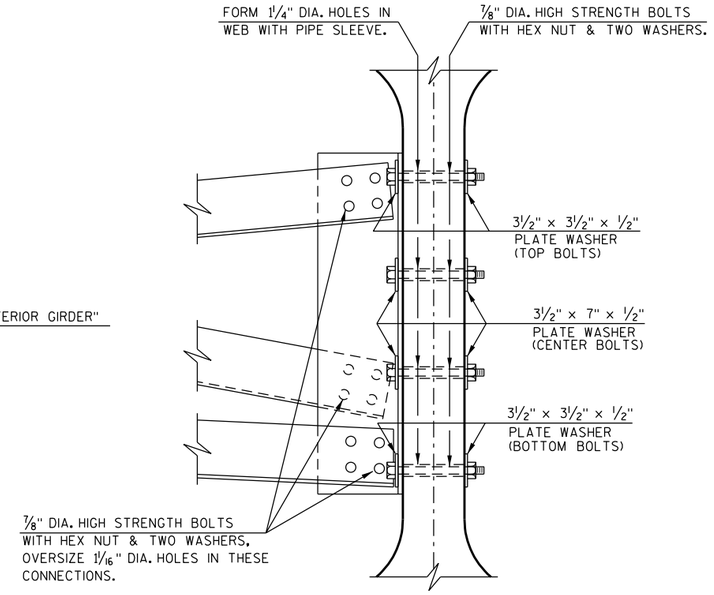
STATE PROJECT NUMBER

1390-04-80



EXTERIOR GIRDER INTERIOR GIRDER

PART TRANSVERSE SECTION AT DIAPHRAGM



DETAIL AT INTERIOR GIRDER

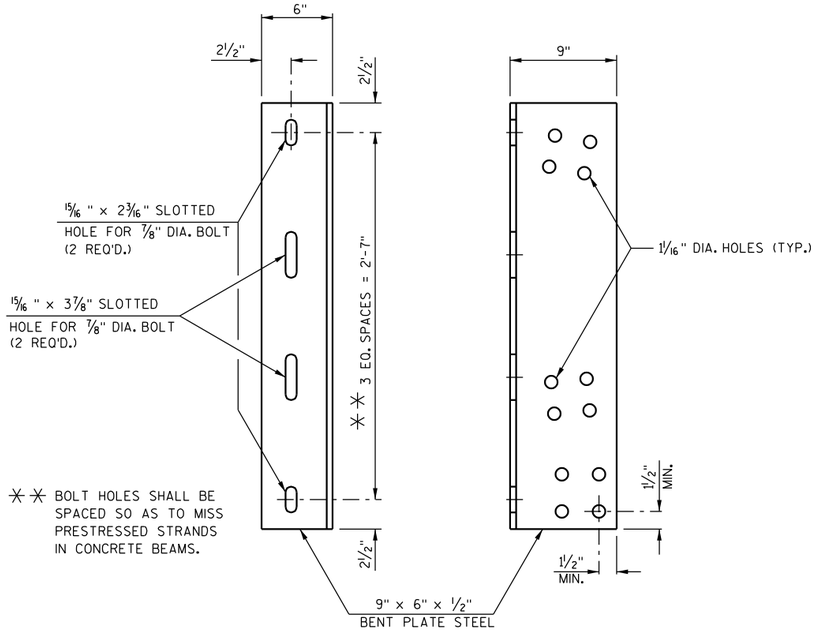
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-31-131", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

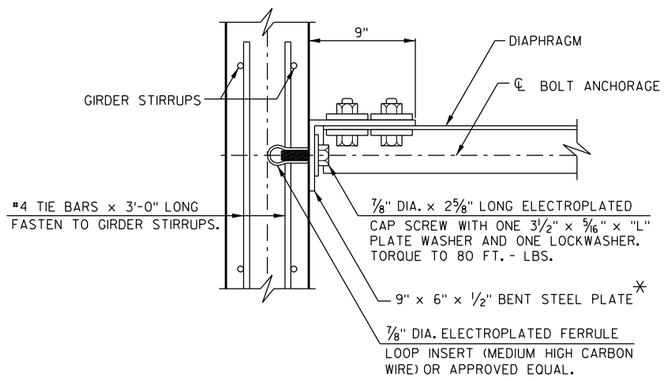
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.



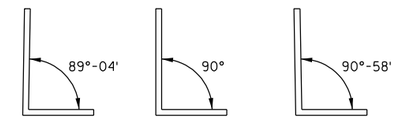
BEAM FACE DIAPHRAGM FACE

DIAPHRAGM SUPPORT



"L" = 3 1/2" FOR TOP AND BOTTOM BOLTS
"L" = 7" FOR CENTER BOLTS

SECTION A-A
(FOR EXTERIOR ATTACHMENT)



SPAN 1 SPAN 2 SPAN 3

* BENT STEEL PLATE DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

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INTERMEDIATE STEEL DIAPHRAGMS

SHEET 22 OF 33
488

8

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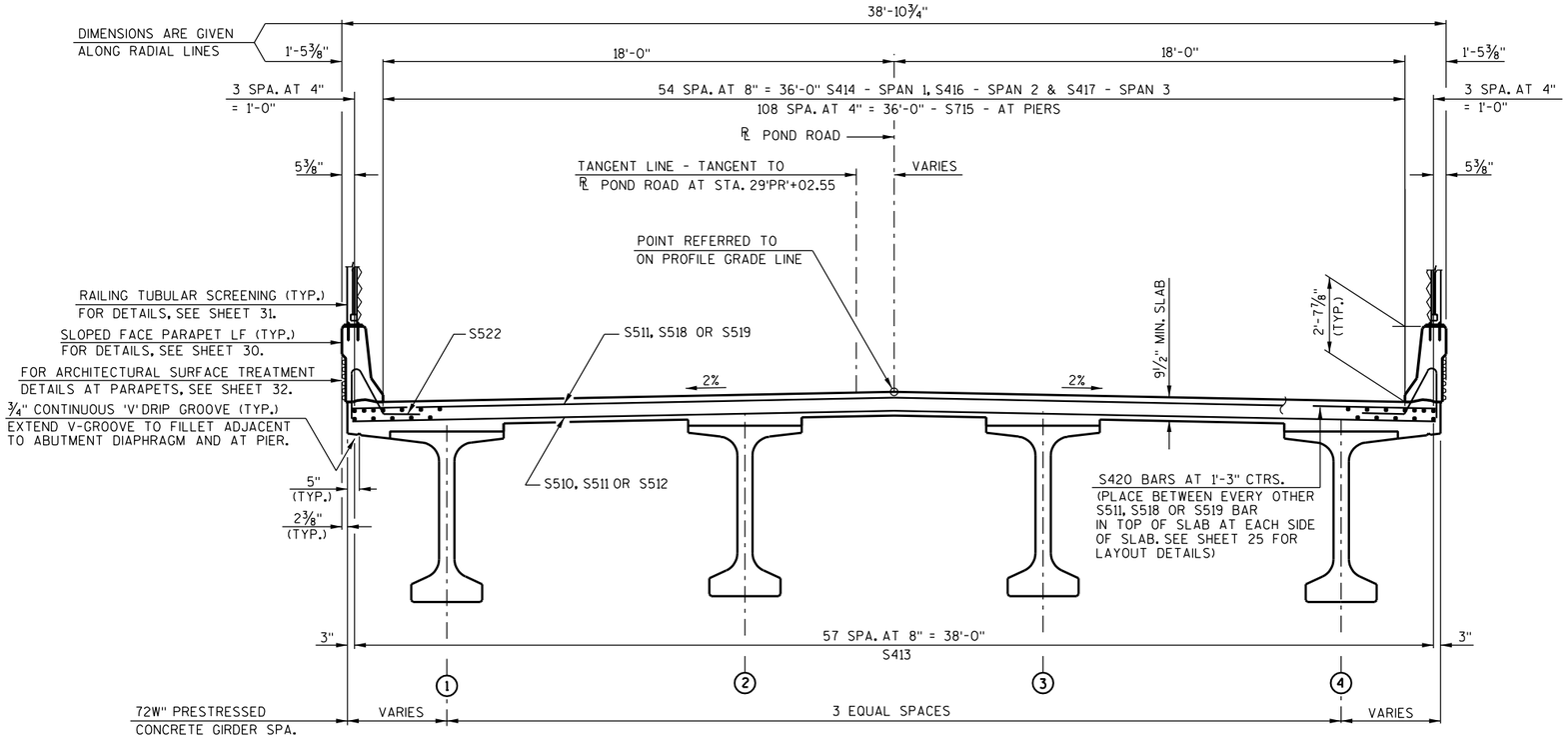
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\22_steeldiaph_b-28-131.dgn
PLOT DATE : 1/27/2012

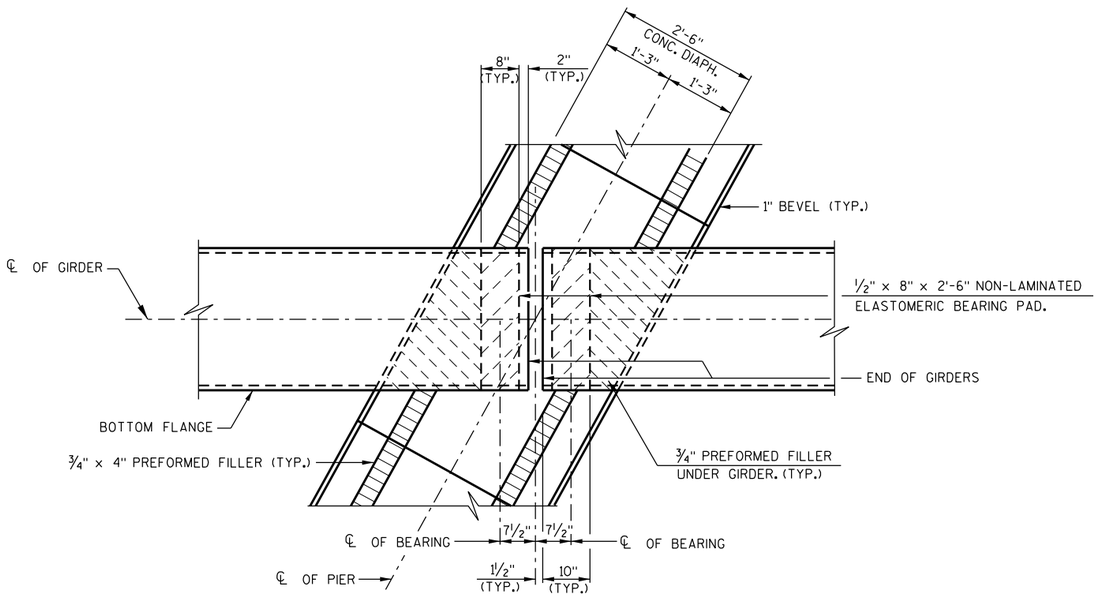
STATE PROJECT NUMBER

1390-04-80



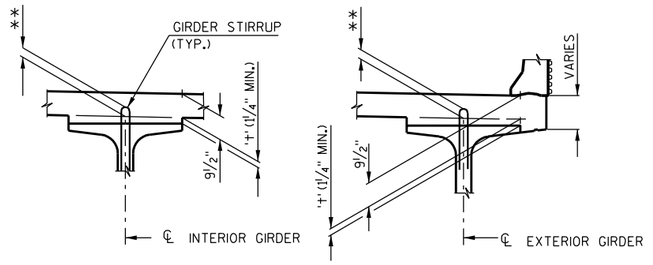
CROSS SECTION THRU ROADWAY

(LOOKING EAST)



AT PIERS

BEARING PAD LAYOUT



SLAB HAUNCH DETAIL

IF THE 1¼" MINIMUM HAUNCH HEIGHT '+' CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR, ** IF THE 3" MINIMUM DECK EMBEDMENT OF THE GIRDER STIRRUP TIE BAR CANNOT BE OBTAINED.

TO DETERMINE '+'; ELEV. OF TOP OF GIRDERS AT ℄ OF SUBSTRUCTURE UNITS AND AT 0.1 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
\- TOP OF GIRDER ELEVATION
\+ DEADLOAD DEFLECTION
\- SLAB THICKNESS (9½")
= HAUNCH HEIGHT '+'

NOTES: SEE SHEET 21 FOR DEADLOAD DEFLECTIONS.
AN AVERAGE HAUNCH ('+') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

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SUPERSTRUCTURE

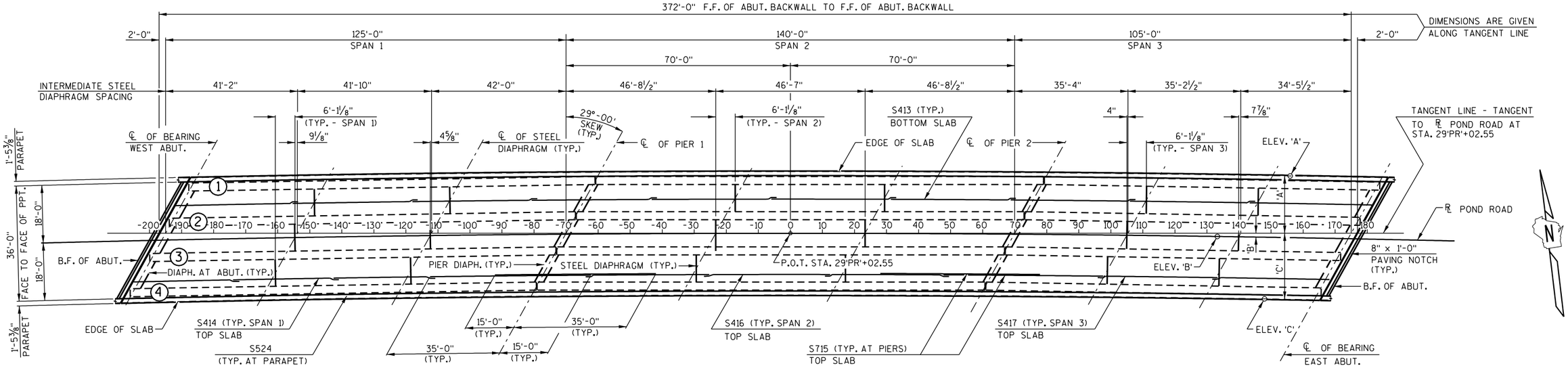
SHEET 23 OF 33
489

8

8

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\23_super1_b-28-131.dgn
PLOT DATE : 5/18/2012

STATE PROJECT NUMBER
1390-04-80



PLAN

TOP OF DECK ELEVATIONS

	℄ OF BRG. W. ABUT.	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	℄ OF PIER 1	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	℄ OF PIER 2	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	℄ OF BRG. E. ABUT.
N. EOD	856.41	856.12	855.82	855.51	855.20	854.87	854.53	854.18	853.82	853.46	853.08	852.65	852.21	851.76	851.29	850.81	850.33	849.82	849.31	848.79	848.25	847.84	847.43	847.01	846.58	846.15	845.71	845.26	844.81	844.35	843.88
GIRDER 1	856.51	856.22	855.92	855.61	855.29	854.97	854.63	854.28	853.92	853.55	853.18	852.75	852.31	851.86	851.39	850.92	850.43	849.93	849.41	848.89	848.35	847.94	847.53	847.11	846.69	846.26	845.82	845.37	844.92	844.46	844.00
GIRDER 2	856.86	856.58	856.29	855.98	855.67	855.35	855.01	854.67	854.32	853.95	853.58	853.16	852.72	852.28	851.82	851.35	850.86	850.37	849.86	849.34	848.80	848.40	847.99	847.58	847.16	846.73	846.29	845.85	845.40	844.94	844.48
GIRDER 3	857.01	856.73	856.44	856.14	855.83	855.51	855.18	854.84	854.50	854.14	853.77	853.35	852.92	852.48	852.02	851.55	851.07	850.58	850.08	849.57	849.04	848.64	848.23	847.82	847.40	846.97	846.54	846.10	845.65	845.20	844.74
GIRDER 4	856.93	856.65	856.37	856.07	855.76	855.45	855.13	854.79	854.45	854.10	853.74	853.32	852.89	852.45	852.00	851.54	851.06	850.58	850.08	849.57	849.05	848.65	848.25	847.84	847.42	846.99	846.56	846.13	845.69	845.24	844.78
S. EOD	856.90	856.63	856.35	856.05	855.75	855.44	855.12	854.78	854.44	854.09	853.73	853.31	852.89	852.45	852.00	851.54	851.07	850.58	850.08	849.57	849.05	848.66	848.25	847.84	847.43	847.00	846.57	846.14	845.69	845.25	844.79

OFFSET & ELEVATION TABLE

DISTANCE	-200	-190	-180	-170	-160	-150	-140	-130	-120	-110	-100	-90	-80	-70	-60	-50	-40	-30	-20	-10	0	10	20	30	40	50	60	70	80	90
OFFSET 'A'	-----	-----	17'-5½"	17'-7¾"	17'-10"	18'-0"	18'-2"	18'-3¾"	18'-5⅜"	18'-7"	18'-8⅜"	18'-9⅝"	18'-10¾"	18'-11¾"	19'-0⅝"	19'-1⅜"	19'-1⅞"	19'-2⅜"	19'-2¾"	19'-2⅞"	19'-3"	19'-2⅞"	19'-2¾"	19'-2⅜"	19'-1⅞"	19'-1⅜"	19'-0⅝"	18'-11¾"	18'-10¾"	18'-9⅝"
✳ ELEV. 'A'	-----	-----	856.17	855.94	855.70	855.45	855.20	854.95	854.68	854.41	854.14	853.86	853.57	853.28	852.98	852.67	852.36	852.04	851.72	851.39	851.05	850.71	850.36	850.01	849.65	849.28	848.91	848.53	848.15	847.75
OFFSET 'B'	-----	2'-0⅛"	1'-9⅝"	1'-7¼"	1'-5⅛"	1'-3"	1'-1⅛"	11¼"	9⅝"	8"	6⅝"	5⅜"	4¼"	3¼"	2⅜"	1⅝"	1⅛"	⅝"	¼"	⅛"	0"	⅛"	¼"	⅝"	1⅛"	1⅝"	2⅜"	3¼"	4¼"	5⅜"
ELEV. 'B'	-----	856.79	856.56	856.33	856.09	855.85	855.60	855.34	855.08	854.81	854.53	854.25	853.96	853.67	853.37	853.06	852.75	852.43	852.11	851.78	851.44	851.10	850.75	850.39	850.03	849.67	849.29	848.91	848.53	848.14
OFFSET 'C'	21'-5¾"	21'-3⅛"	21'-0⅝"	20'-10¼"	20'-8"	20'-6"	20'-4⅛"	20'-2¼"	20'-0⅝"	19'-11⅛"	19'-9⅝"	19'-8⅜"	19'-7¼"	19'-6¼"	19'-5½"	19'-4⅝"	19'-4⅛"	19'-3⅝"	19'-3¼"	19'-3⅛"	19'-3"	19'-3⅛"	19'-3¼"	19'-3⅝"	19'-4⅛"	19'-4⅝"	19'-5½"	19'-6¼"	19'-7¼"	19'-8⅜"
✳ ELEV. 'C'	856.63	856.41	856.19	855.95	855.71	855.47	855.22	854.96	854.70	854.43	854.15	853.87	853.58	853.29	852.99	852.68	852.37	852.05	851.72	851.39	851.05	850.71	850.36	850.01	849.64	849.28	848.90	848.52	848.14	847.74

OFFSET & ELEVATION TABLE CONT.

DISTANCE	100	110	120	130	140	150	160	170	180
OFFSET 'A'	18'-8⅜"	18'-7"	18'-5⅜"	18'-3¾"	18'-2"	18'-0"	17'-10"	17'-7¾"	17'-5½"
✳ ELEV. 'A'	847.36	846.96	846.55	846.13	845.71	845.29	844.85	844.41	843.97
OFFSET 'B'	6⅝"	8"	9⅝"	11¼"	1'-1⅛"	1'-3"	1'-5⅛"	1'-7¼"	-----
ELEV. 'B'	847.74	847.33	846.92	846.51	846.09	845.66	845.22	844.78	-----
OFFSET 'C'	19'-9⅝"	19'-11⅛"	20'-0⅝"	20'-2¼"	20'-4⅛"	20'-6"	20'-8"	-----	-----
✳ ELEV. 'C'	847.34	846.94	846.53	846.11	845.69	845.26	844.82	-----	-----

✳ ELEVATION GIVEN AT EDGE OF DECK

NOTES

1. ALL TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE PLACED PERPENDICULAR TO THE ℄ OF POND ROAD. SEE SHEET 25 FOR DETAILS.
2. THE TOP LONGITUDINAL BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS IN TRANSVERSE DIRECTION ON 4'-0" CENTERS.
3. LAP ALL NO. 4 BARS IN SLAB 1'-8" MIN.
4. THE BOTTOM TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS WITH A CENTER TO CENTER SPACING NOT TO EXCEED 4'-0". ONE LINE OF CONTINUOUS BAR CHAIRS SHALL BE PLACED NEAR EACH EDGE OF SLAB TO SUPPORT THE ENDS OF THE BOTTOM TRANSVERSE BAR STEEL.
5. LAP LONGITUDINAL S524 BARS IN PARAPET 1'-9" MIN.
6. EDGE OF DECK (EOD) ELEVATIONS ARE CALCULATED ASSUMING CROSS SLOPE CONTINUES TO EDGE.
7. PLACE LONGITUDINAL BAR STEEL REINFORCEMENT CONCENTRIC TO ℄ OF POND ROAD.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

SUPERSTRUCTURE

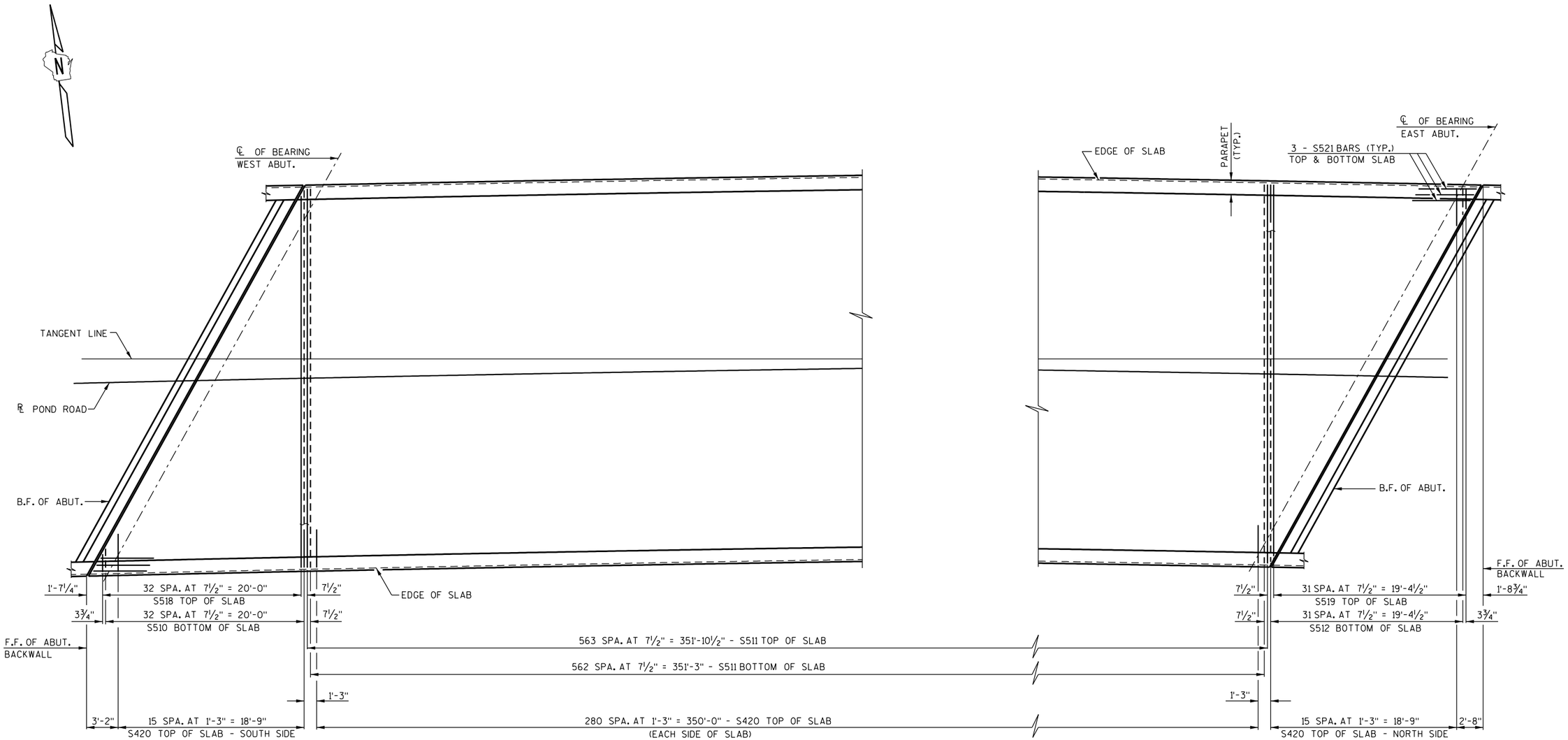
SHEET 24 OF 33
490

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\24_super2_b-28-131.dgn
PLOT DATE : 5/18/2012

8

8

STATE PROJECT NUMBER
1390-04-80



NOTE: PLACE ALL TRANSVERSE BAR STEEL REINFORCEMENT PERPENDICULAR TO THE TANGENT LINE.

PART PLAN - SUPERSTRUCTURE

(SHOWING TRANSVERSE BAR STEEL REINFORCEMENT)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

SUPERSTRUCTURE

SHEET 25 OF 33
491

8

8

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\25_super3_b-28-131.dgn
PLOT DATE : 1/27/2012

STATE PROJECT NUMBER
1390-04-80

LEGEND

✳ DIMENSIONS ARE GIVEN NORMAL TO ℄ OF SUBSTRUCTURE UNITS.

✳✳ DIMENSIONS ARE GIVEN PARALLEL TO THE GIRDER ℄.

(CJ) OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME DIAPHRAGM POUR.

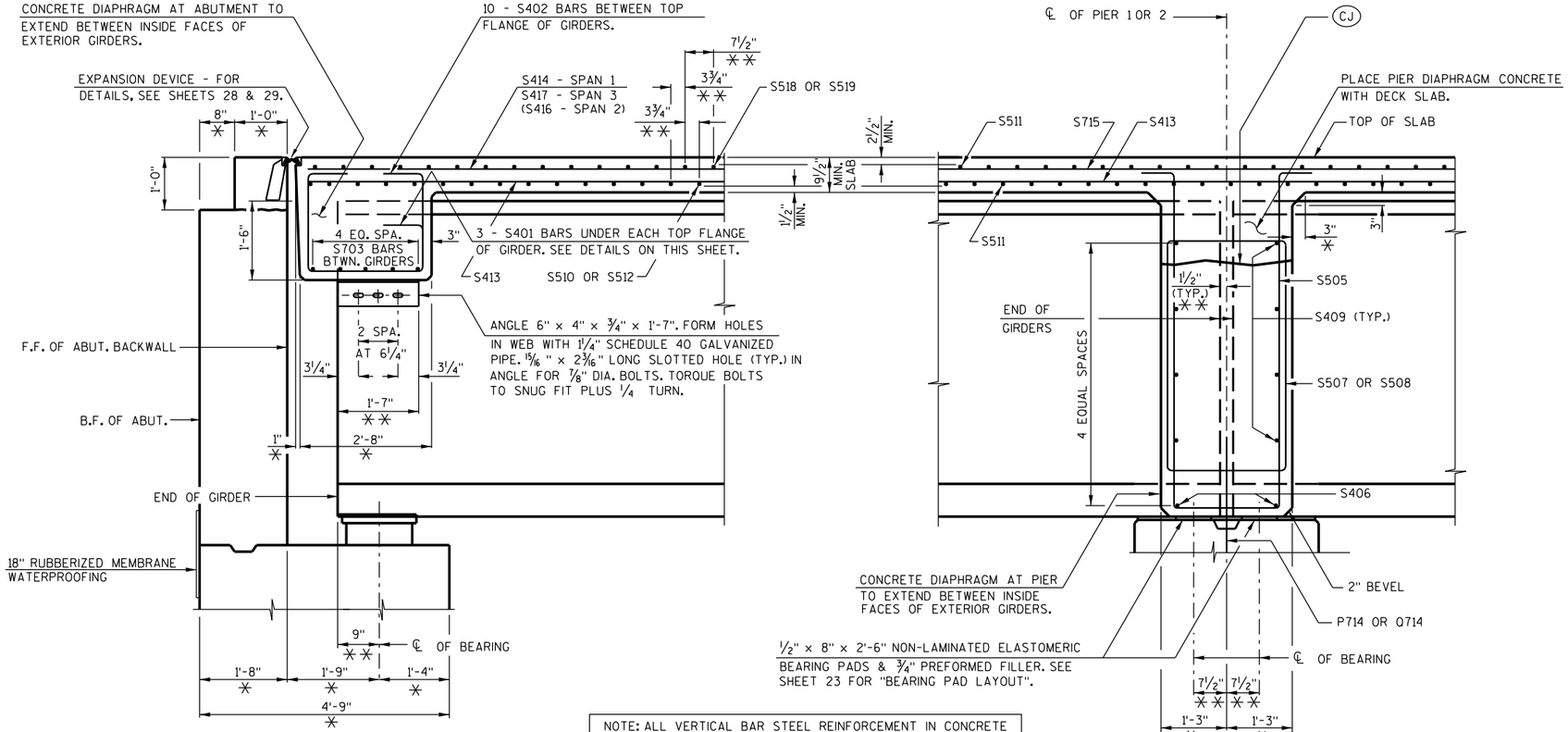
NOTES

DIAPHRAGM SUPPORT ANGLES SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL SUPPORT ANGLES SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563. LUBRICANT AND TEST FOR COATED NUTS.

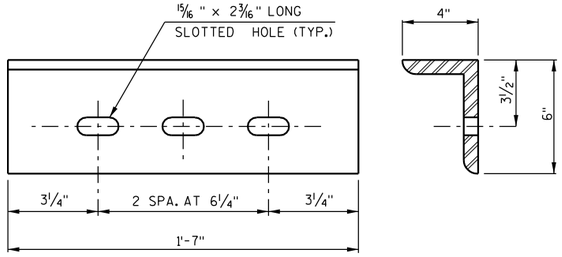
LAP LENGTHS FOR DIAPHRAGM REINFORCEMENT SHALL BE BASED ON A CLASS "C" TENSION LAP SPLICE, UNLESS OTHERWISE NOTED.

ALL DIAPHRAGM SUPPORT HARDWARE SHALL BE INCLUDED IN THE BID ITEM "CONCRETE MASONRY BRIDGES".



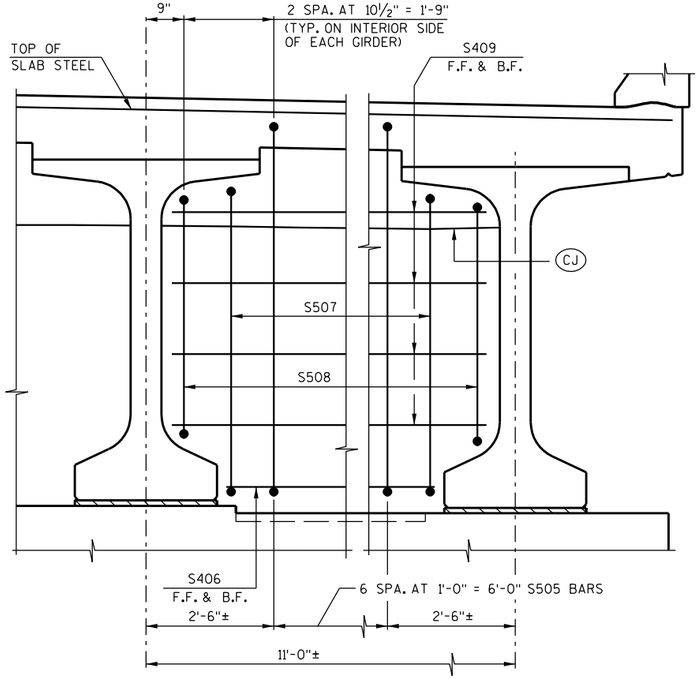
NOTE: ALL VERTICAL BAR STEEL REINFORCEMENT IN CONCRETE DIAPHRAGMS SHALL BE PLACED PARALLEL TO GIRDERS.

PART LONGITUDINAL SECTION

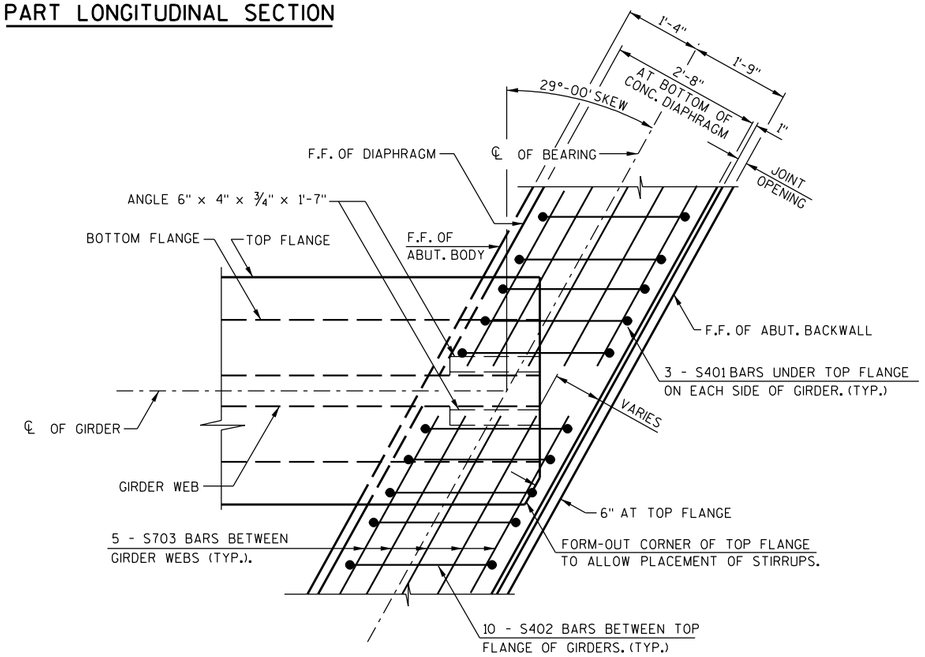


ANGLE DETAIL

(ANGLE 6" x 4" x ¾" x 1'-7")

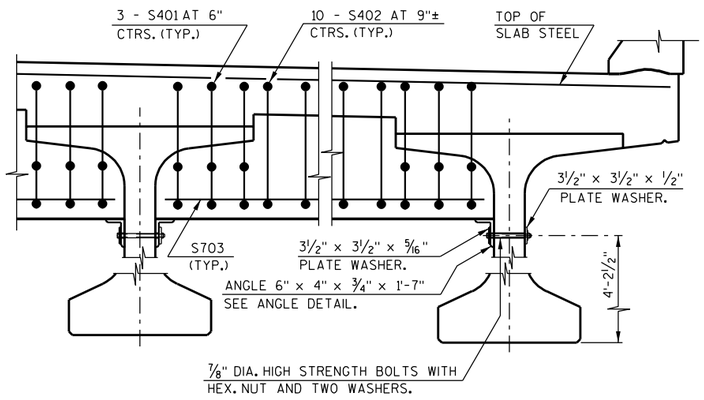


PIER DIAPHRAGM DETAILS



PART PLAN OF ABUTMENT DIAPHRAGM

(SHOWN AT EAST ABUTMENT, WEST ABUTMENT SIMILAR)



ABUTMENT DIAPHRAGM DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

SUPERSTRUCTURE

SHEET 26 OF 33
492

8

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\26_super4_b-28-131.dgn
PLOT DATE : 5/18/2012

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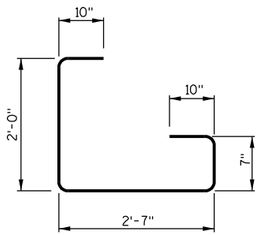
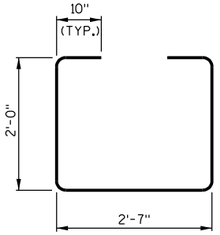
STATE PROJECT NUMBER

1390-04-80



S401



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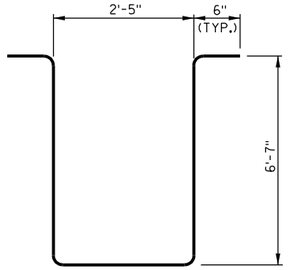
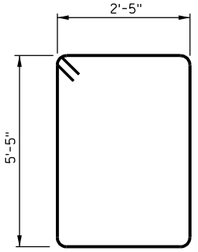
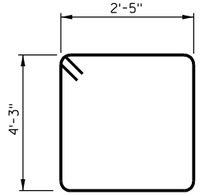


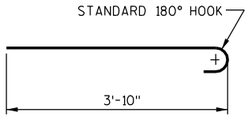
S505



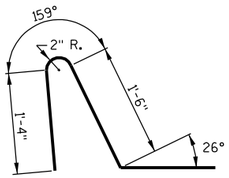
S507



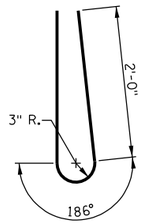
S508



S420



S522



S523

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL BAR STEEL REINFORCEMENT IN THIS BILL SHALL BE EPOXY COATED.

MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	TOTAL WEIGHT = 117,270 LBS.
S401	36	6-7	X		ABUTMENT DIAPHRAGM - STIRRUPS	VERT.
S402	60	8-2	X		ABUTMENT DIAPHRAGM - STIRRUPS	VERT.
S703	30	11-6			ABUTMENT DIAPHRAGM - BOTTOM	HORIZ.
S404	12	7-8			SLAB - TOP - AT EXPANSION JOINT HARDWARE	HORIZ.
S505	42	16-4	X		PIERS 1 & 2 DIAPHRAGM	VERT.
S406	12	9-4			PIERS 1 & 2 DIAPHRAGM - EACH FACE	HORIZ.
S507	12	16-4	X		PIERS 1 & 2 DIAPHRAGM	VERT.
S508	12	14-0	X		PIERS 1 & 2 DIAPHRAGM	VERT.
S409	48	11-6			PIERS 1 & 2 DIAPHRAGM - EACH FACE	HORIZ.
S510	33	20-2		✳	SLAB - BOTTOM	TRANS.
S511	1,127	38-2			SLAB - BOTTOM & TOP	TRANS.
S512	32	20-4		✳	SLAB - BOTTOM	TRANS.
S413	580	38-11			SLAB - BOTTOM	LONGIT.
S414	183	32-8			SLAB - TOP - SPAN 1	LONGIT.
S715	230	50-0			SLAB - TOP - AT PIERS	LONGIT.
S416	183	39-0			SLAB - TOP - SPAN 2	LONGIT.
S417	122	38-6			SLAB - TOP - SPAN 3	LONGIT.
S518	33	19-7		✳	SLAB - TOP	TRANS.
S519	32	19-9		✳	SLAB - TOP	TRANS.
S420	594	4-4			SLAB - TOP - EACH SIDE	TRANS.
S521	12	7-0			SLAB - BOTTOM & TOP - WINGS 1 & 3 CORNERS	LONGIT.
S522	1,124	4-2	X		PARAPET	VERT.
S523	1,124	4-10	X		PARAPET	VERT.
S524	100	39-0			PARAPET	LONGIT.

✳ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATION. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQ'D.	LENGTH
S510	1 SERIES OF 33	2'-4" TO 38'-0"
S512	1 SERIES OF 32	2'-8" TO 38'-0"
S518	1 SERIES OF 33	1'-9" TO 37'-5"
S519	1 SERIES OF 32	2'-1" TO 37'-5"

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\27_super5_b-28-131.dgn
PLOT DATE : 5/18/2012

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

SUPERSTRUCTURE

SHEET 27 OF 33
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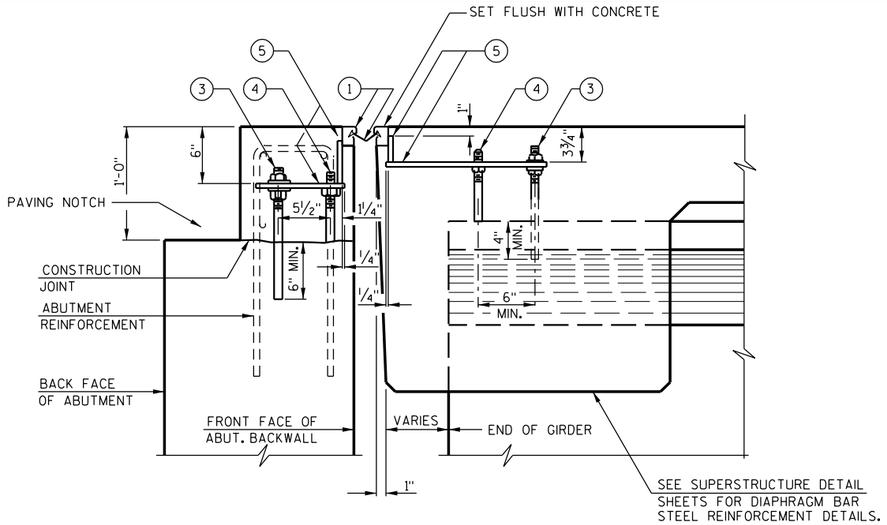
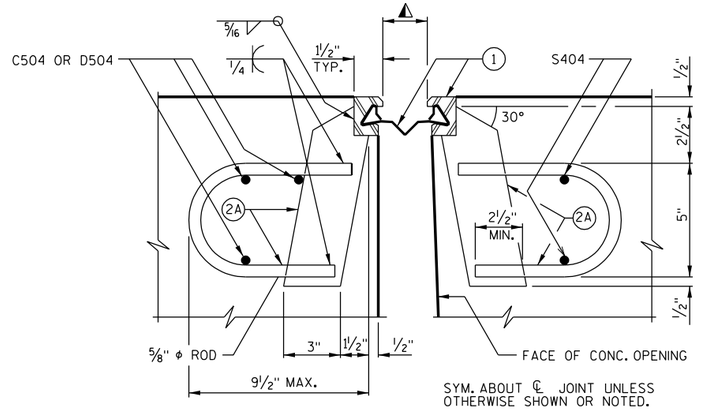


AT ABUTMENT AT SLAB

TYPICAL SECTION THRU JOINT AT PRESTRESSED GIRDERS

NORMAL TO ℄ SUBSTRUCTURE



SYM. ABOUT ℄ JOINT UNLESS OTHERWISE SHOWN OR NOTED.

AT PAVING BLOCK AT SLAB

SECTION THRU JOINT

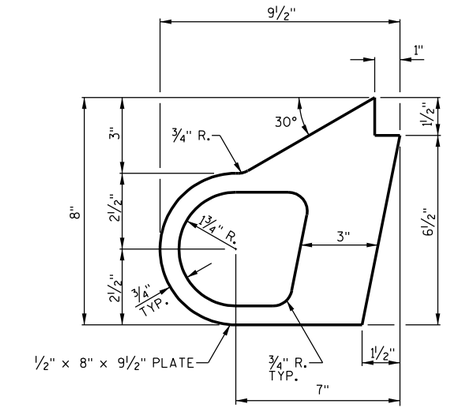
ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS.

LEGEND

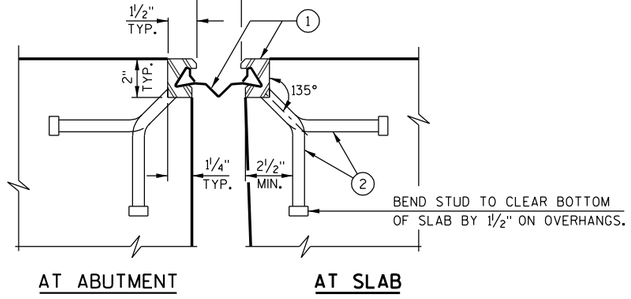
1. NEOPRENE STRIP SEAL (4-INCH) & STEEL EXTRUSIONS.
2. STUDS 5/8" ϕ × 6 3/8" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS & BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH 5/8" ϕ ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PL. TO NO. 1 AT 1'-6" CTRS. BETWEEN GIRDERS.
3. ¾" ϕ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. FOR PRESTRESSED GIRDERS, GROUT THREADED ROD INTO FIELD DRILLED HOLES ON ℄ OF GIRDER. ON ABUTMENT SIDE, GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾" ϕ THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" × ½" BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1 ½" ϕ HOLE FOR NO. 3 & 1" ϕ HOLE FOR NO. 4.

TEMPERATURE TABLE

TEMP.	JT. OPENING
85° F.	1½"
45° F.	2"
-5° F.	2½"



ALTERNATE STRIP SEAL ANCHOR



AT ABUTMENT AT SLAB

SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF SLAB & AT PARAPETS.

NOTES

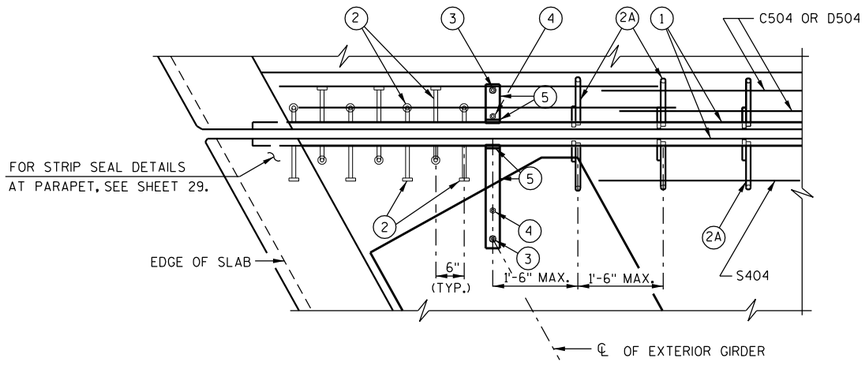
ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST & SWEEP.

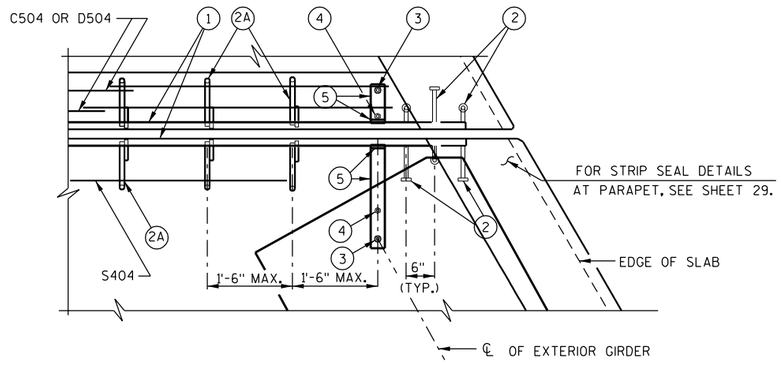
FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN & SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. *6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES & EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS & HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-28-131".



PART PLAN - WINGS 1& 3



PART PLAN - WINGS 2 & 4

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

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EXPANSION DEVICE

SHEET 28 OF 33
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FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\28.exp\f1.b-28-131.dgn
PLOT DATE : 5/18/2012

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STATE PROJECT NUMBER

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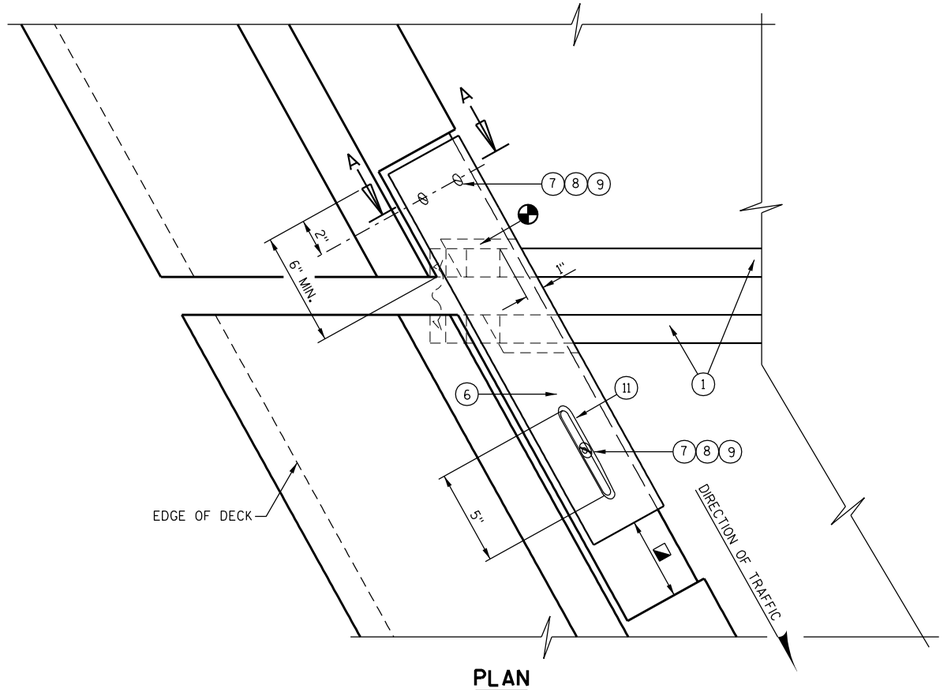
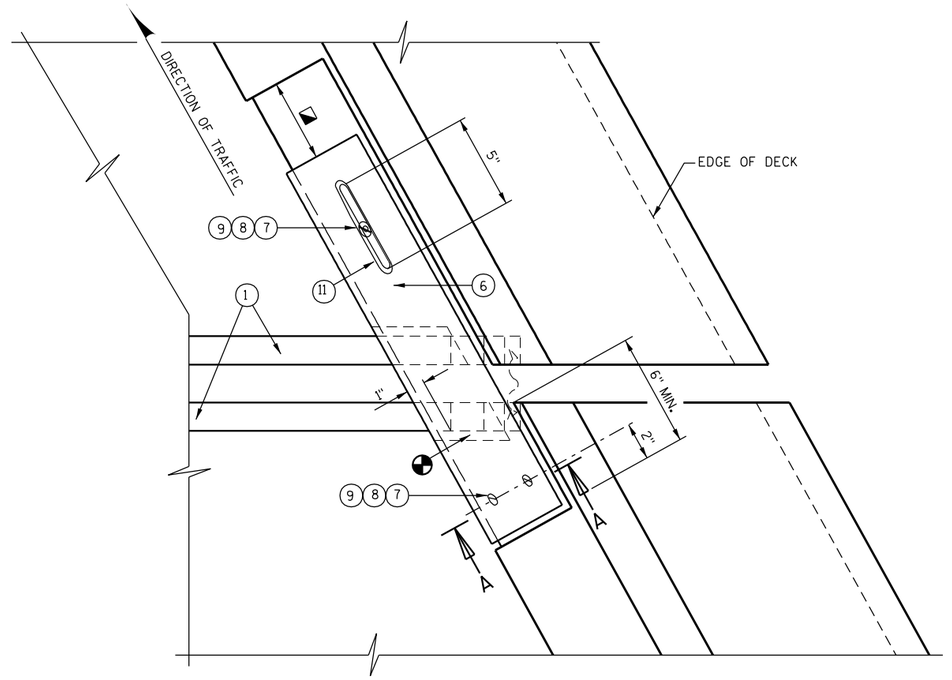


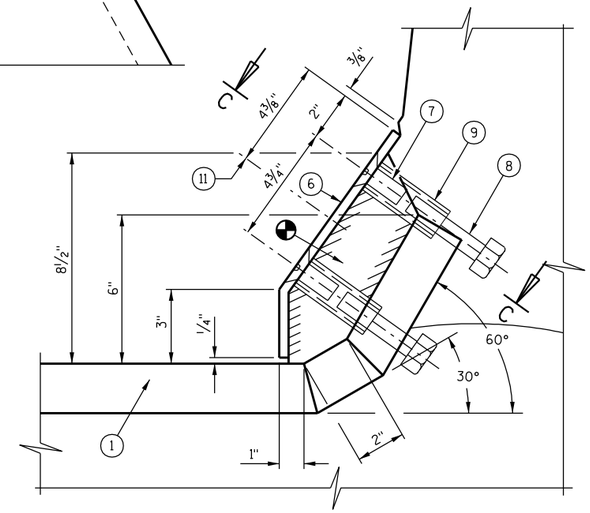
PLAN

(PART PLAN SHOWN AT WING 1, WING 3 SIMILAR)



PLAN

(PART PLAN SHOWN AT WING 2, WING 4 SIMILAR)

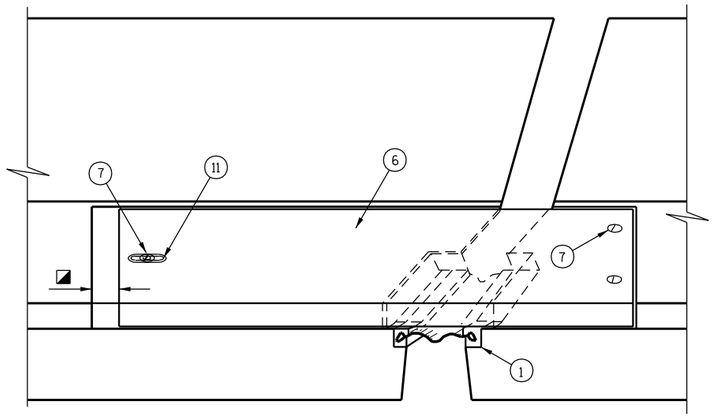


SECTION A-A

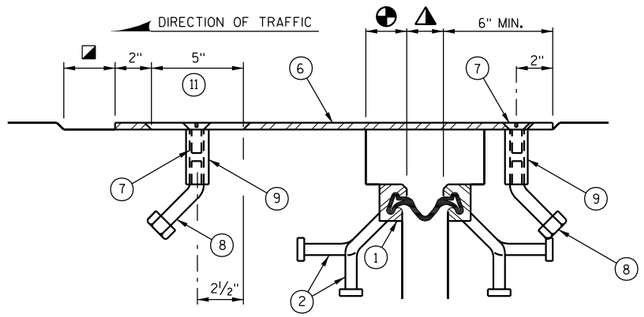
GENERAL NOTES

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS & HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-28-131".

ANCHOR SYSTEM NO. 8 & NO. 9 SHALL CONFORM TO ASTM A307 & SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C & D.



VIEW OF PARAPET PLATES FROM ROADWAY



SECTION C-C

LEGEND

(1) NEOPRENE STRIP SEAL (4-INCH) & STEEL EXTRUSIONS.

▲ SEE TEMPERATURE TABLE ON SHEET 27.

◓ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

◪ JOINT OPENING DIM. ALONG SKEW PLUS 1/2"

(6) GALVANIZED PLATE 3/8" x 10 1/2" x 2'-0" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.

(7) 3/4" x 1 1/2" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

(8) 3/4" DIA. x 4" GALV. HEX HEAD BOLT. BEND 45°.

(9) 3/4" DIA. x 2 1/4" GALV. THREADED COUPLING.

(11) 1" x 5" SLOTTED CSK. HOLE FOR NO. 7. SLOT PARALLEL TO DIRECTION OF MOVEMENT.

NO.	DATE	REVISION	BY

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STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

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EXPANSION DEVICE

SHEET 29 OF 33

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FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\29.dwg|12.b-28-131.dgn
PLOT DATE : 5/22/2012

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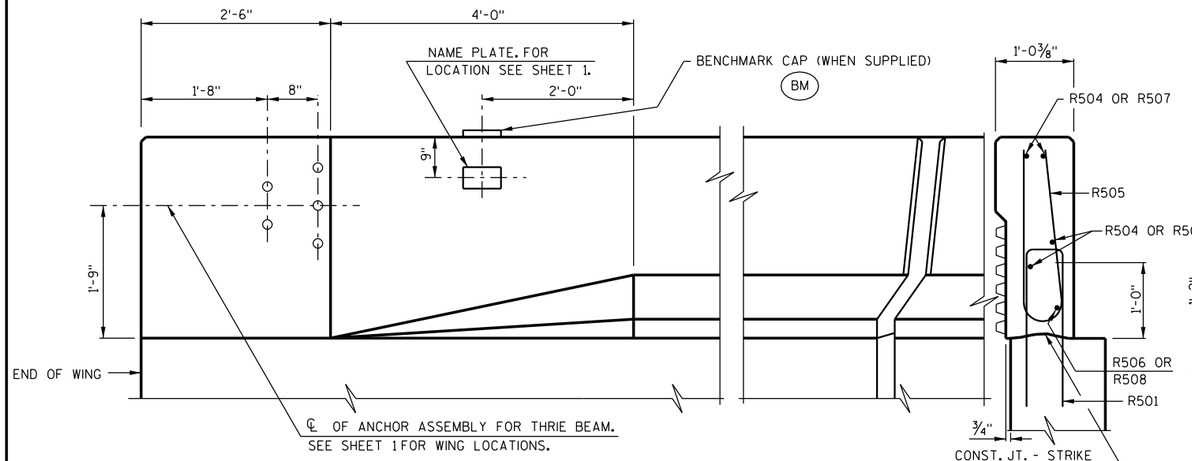
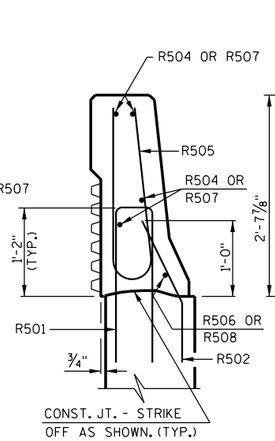
1390-04-80



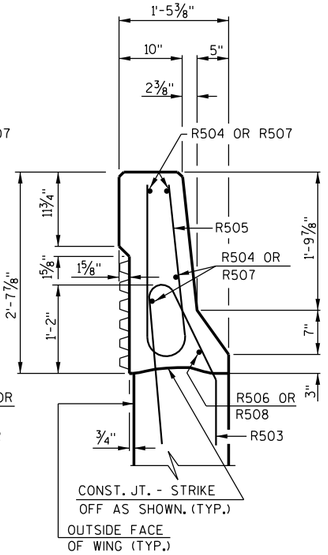
INSIDE ELEVATION - WINGS

(WING 2 SHOWN, WINGS 1, 3 & 4 SIMILAR.)

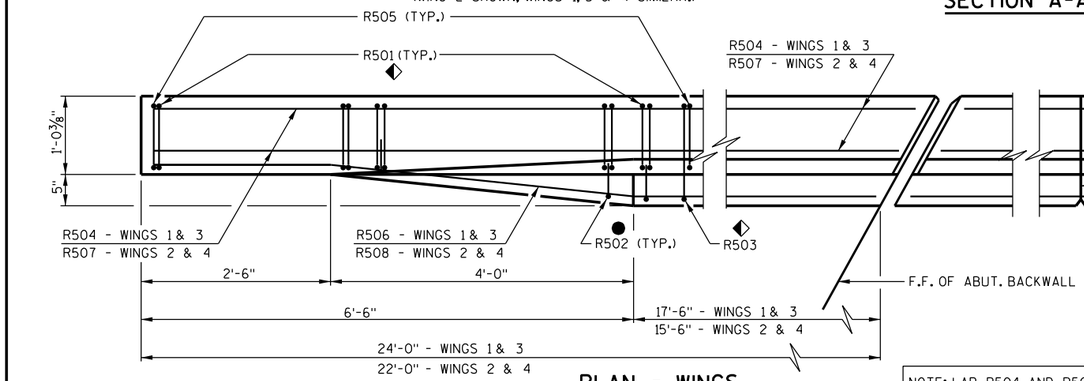
SECTION A-A



SECTION B-B



SECTION C-C



PLAN - WINGS

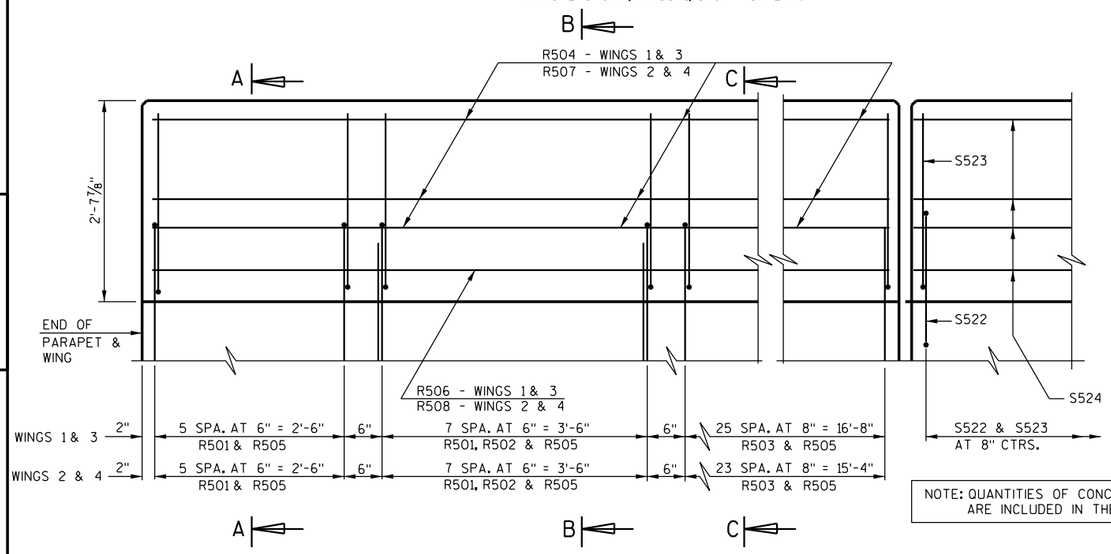
(WING 2 SHOWN, WINGS 1, 3 & 4 SIMILAR.)

LEGEND

- ● R502 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE INTIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R502 BARS CORRECTLY ALONG TANSITION OF PARAPET.
- ◆ R501 AND R503 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.
- (BM) AVOID PLACING BENCHMARK CAP BELOW "RAILING TUBULAR SCREENING".

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0" DEFINE CONST. JOINT WITH A ¾" 'V' GROOVE.

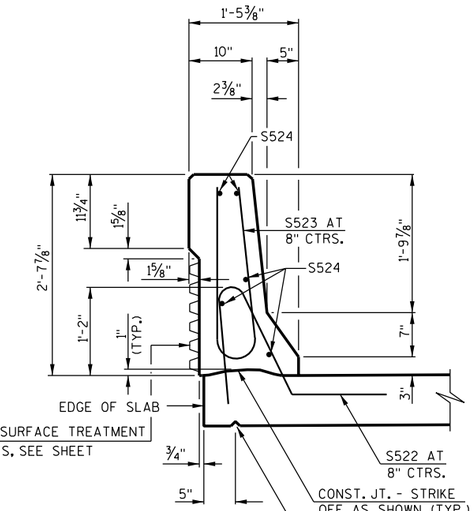
NOTE: LAP R504 AND R507 BARS 1'-9" MIN.



OUTSIDE ELEVATION - WINGS

(ARCHITECTURAL SURFACE TREATMENT NOT SHOWN FOR CLARITY)

NOTE: QUANTITIES OF CONCRETE MASONRY AND BAR STEEL REINFORCEMENT ARE INCLUDED IN THE ABUTMENT QUANTITIES ON SHEET 3.



FOR ARCHITECTURAL SURFACE TREATMENT DETAILS AT PARAPETS, SEE SHEET

SECTION THRU PARAPET ON BRIDGE

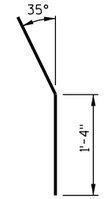
NOTE: SEE SHEET 27 FOR BAR STEEL REINFORCEMENT DETAILS AND BILL OF BARS FOR PARAPET ON BRIDGE.

BILL OF BARS

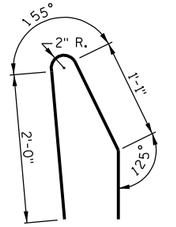
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL REINFORCEMENT BARS IN THIS BILL SHALL BE EPOXY COATED.

MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	TOTAL WEIGHT = 2,120 LBS.
R501	56	4-7	X		PARAPET - WINGS	VERT.
R502	32	2-4	X		PARAPET - WINGS	VERT.
R503	100	4-7	X		PARAPET - WINGS	VERT.
R504	16	12-6			PARAPET - WINGS 1& 3	HORIZ.
R505	156	4-10	X		PARAPET - WINGS	VERT.
R506	2	23-7	X		PARAPET - WINGS 1& 3	HORIZ.
R507	16	12-1			PARAPET - WINGS 2 & 4	HORIZ.
R508	2	21-8	X		PARAPET - WINGS 2 & 4	HORIZ.

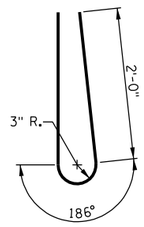
R501



R502

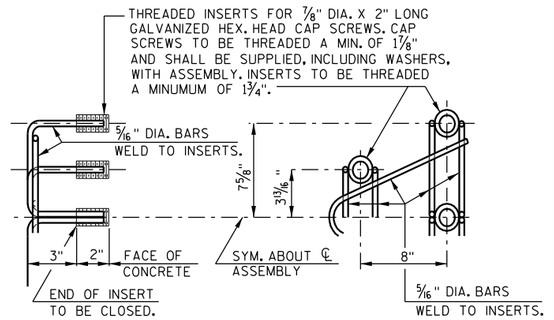


R503



R505

R506 & R508



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

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STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

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SLOPED FACE PARAPET LF

SHEET 30 OF 33
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FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\30_parapet_b-28-131.dgn
PLOT DATE : 5/18/2012

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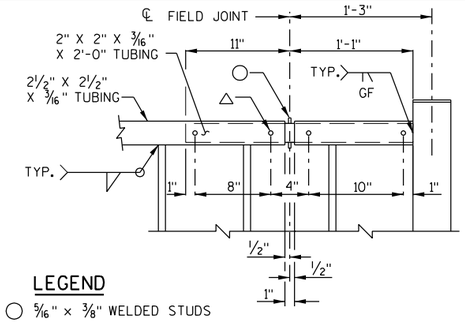
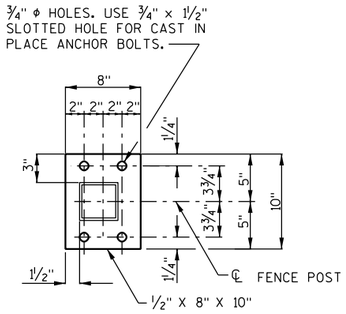


LEGEND

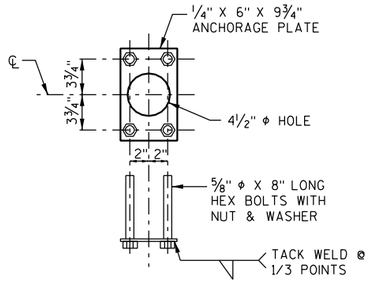
○ 5/16" × 3/8" WELDED STUDS

△ WELD BEAD ON EACH SIDE OF TUBE. GRIND BEADS SO THAT SLEEVE FITS FREELY INSIDE THE 2½" × 2½" TUBE.

RAILING EXPANSION JOINT DETAIL

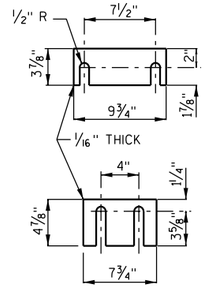


BASE PLATE



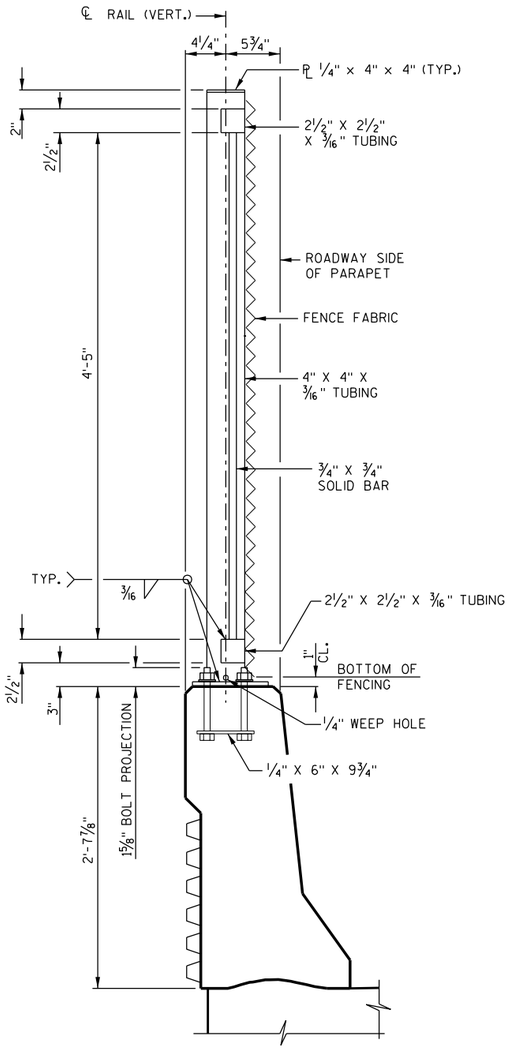
ANCHORAGE DETAIL

⅝" ϕ CONCRETE MASONRY ANCHOR, TYPE S EPOXY, 7" MINIMUM EMBEDMENT WITH A MINIMUM PULLOUT OF 20 KIPS MAY BE SUBSTITUTED FOR ⅝" CAST IN PLACE ANCHOR BOLTS. ANCHORAGE PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.

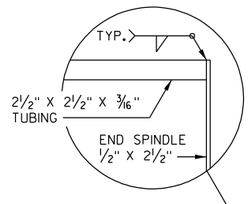


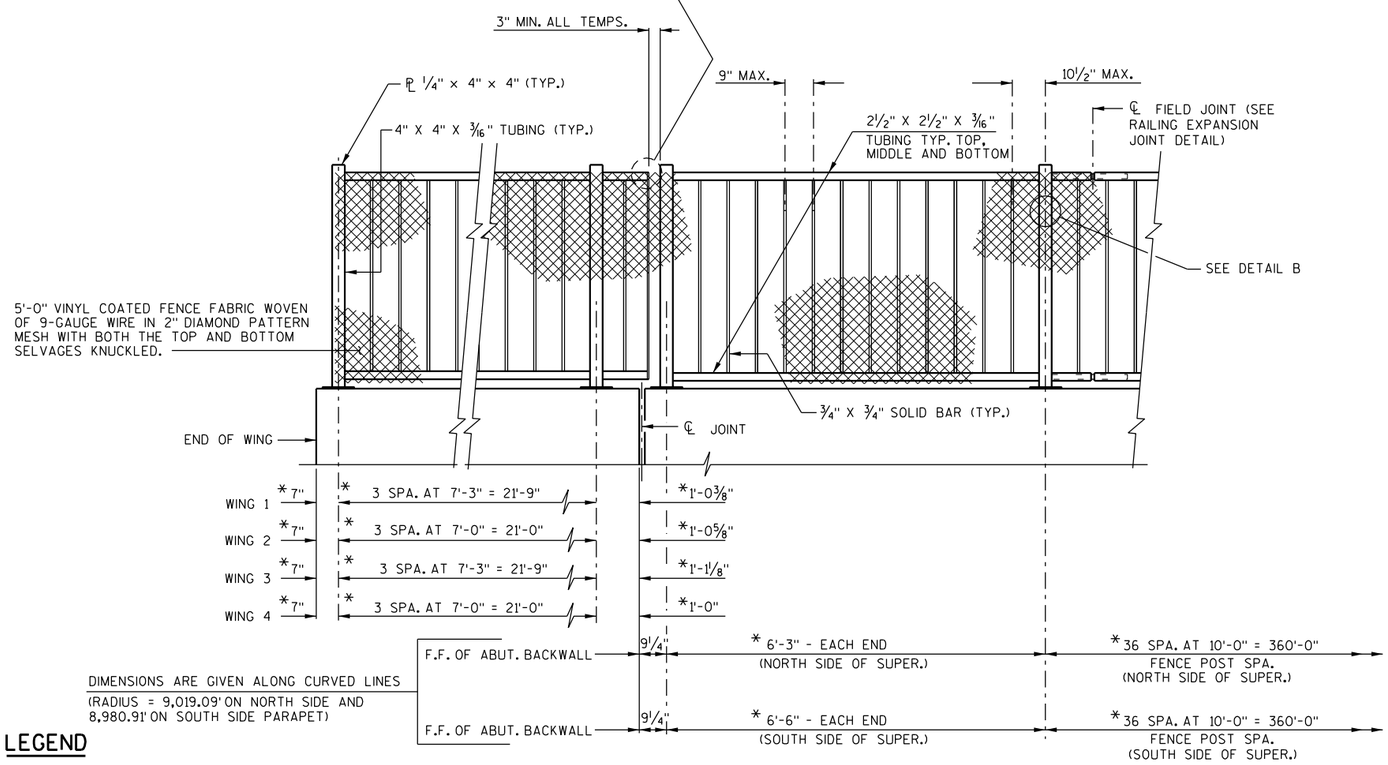
SHIM PLATE DETAILS

TWO SHIMS OF EACH SIZE REQUIRED PER POST



SECTION THRU RAILING



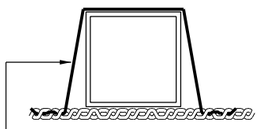


DIMENSIONS ARE GIVEN ALONG CURVED LINES (RADIUS = 9,019.09' ON NORTH SIDE AND 8,980.91' ON SOUTH SIDE PARAPET)

LEGEND

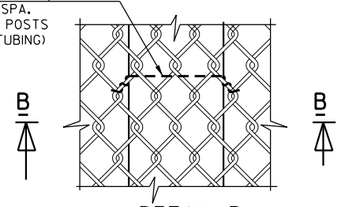
*POST SPACING IS GIVEN ALONG ℄ OF RAIL.

INSIDE ELEVATION OF RAILING



SECTION B-B

FABRIC TIE @ 1'-0" MAX. SPA. (TYP. RAIL POSTS & HORIZ. TUBING)



DETAIL B

STATE PROJECT NUMBER

1390-04-80

NOTES

BID ITEM SHALL BE "RAILING TUBULAR SCREENING B-28-131" WHICH SHALL INCLUDE ALL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

RAILS AND POSTS TO BE A.S.T.M. A500, GRADE B. BASE PLATES AND SHIMS TO BE A.S.T.M. A709, GRADE 36. ALL GALVANIZED AFTER FABRICATION.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPA. ARE TAKEN HORIZ. ALONG CENTER LINE OF RAILING AT BASE OF POST.

SHIMS SHALL BE USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE DIRECTION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR A.S.T.M. 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE NOT MORE THAN 3 POSTS.

VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING.

ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING ALL STEEL RAILING POSTS AND STEEL TUBING SHALL BE GIVEN A #6 BLAST CLEANING BY SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH APPROVED TIE COAT AND TOPCOAT.

RAILING TO BE PAINTED AND FENCE FABRIC AND TIES TO BE VINYL COATED. FEDERAL COLOR NO. 27083.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

RAILING TUBULAR SCREENING

SHEET 31 OF 33
497

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\31_railing_b-28-131.dgn
PLOT DATE : 1/27/2012

1 2 3 7 8 9 10 11 12 13

8

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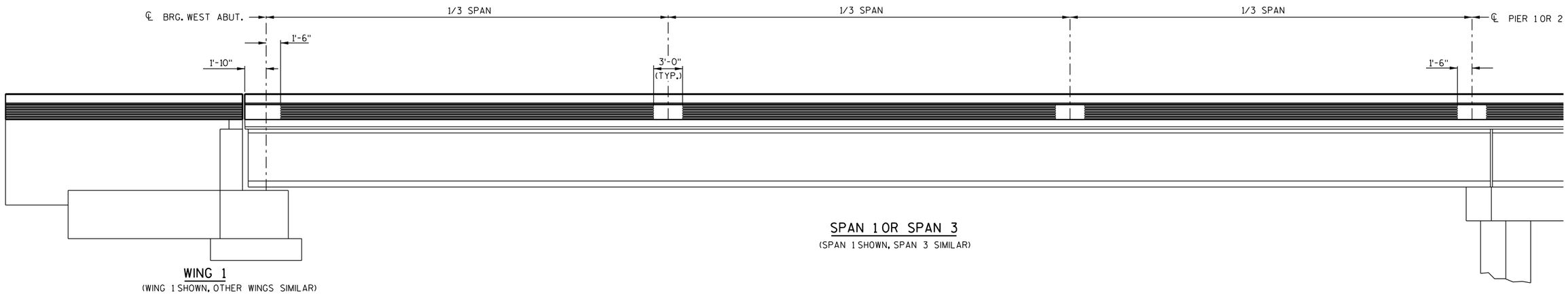
STATE PROJECT NUMBER
1390-04-80



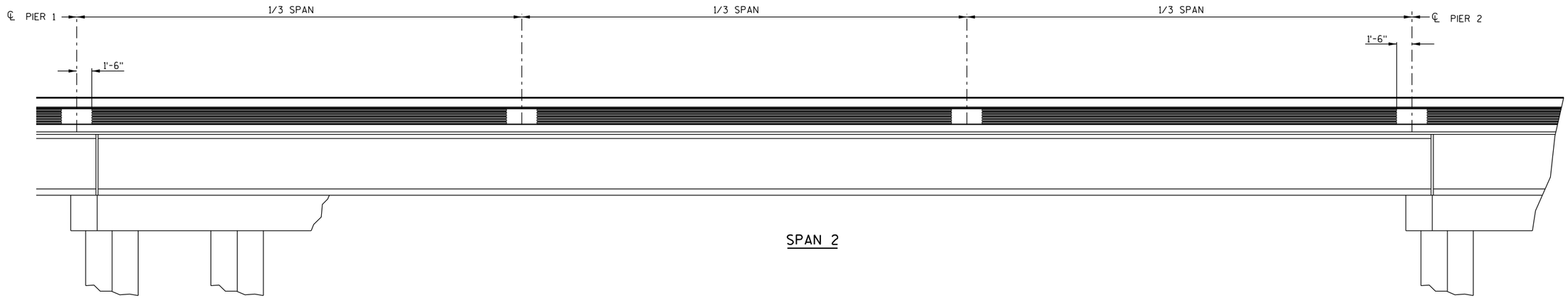
WING 1

(WING 1 SHOWN, OTHER WINGS SIMILAR)

SPAN 1 OR SPAN 3

(SPAN 1 SHOWN, SPAN 3 SIMILAR)

PIER 1 OR 2



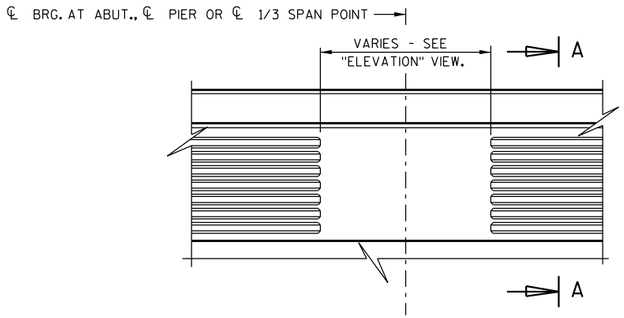
PIER 1

SPAN 2

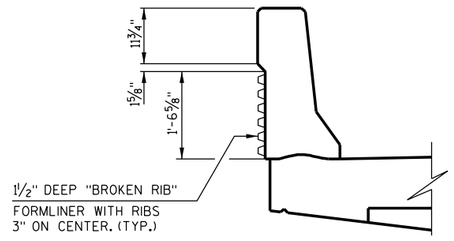
PIER 2

ELEVATION VIEW

(NORMAL TO STRUCTURE - LOOKING NORTH - NTS)



DETAIL OF REVEAL



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

ARCHITECTURAL SURFACE TREATMENT DETAILS

SHEET 32 OF 33

498

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\32_surfacetreat_b-28-131.dgn
PLOT DATE : 1/27/2012

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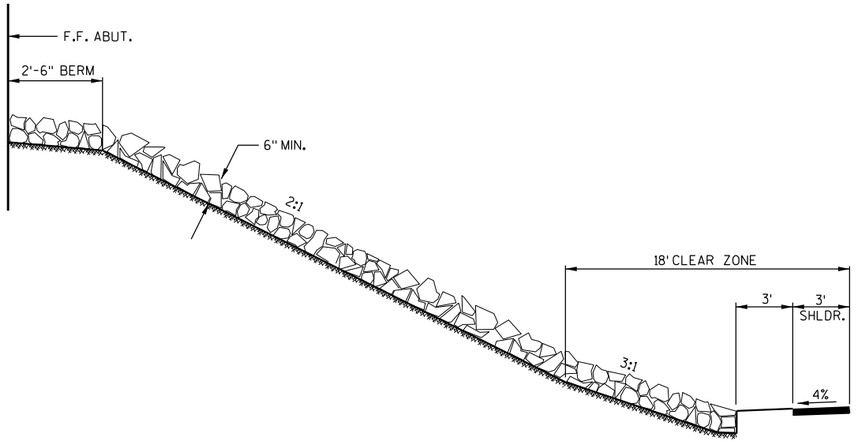
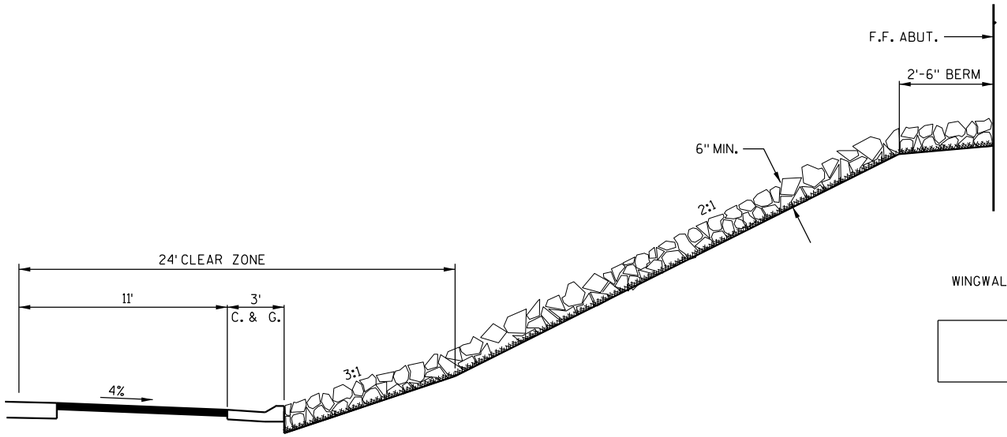
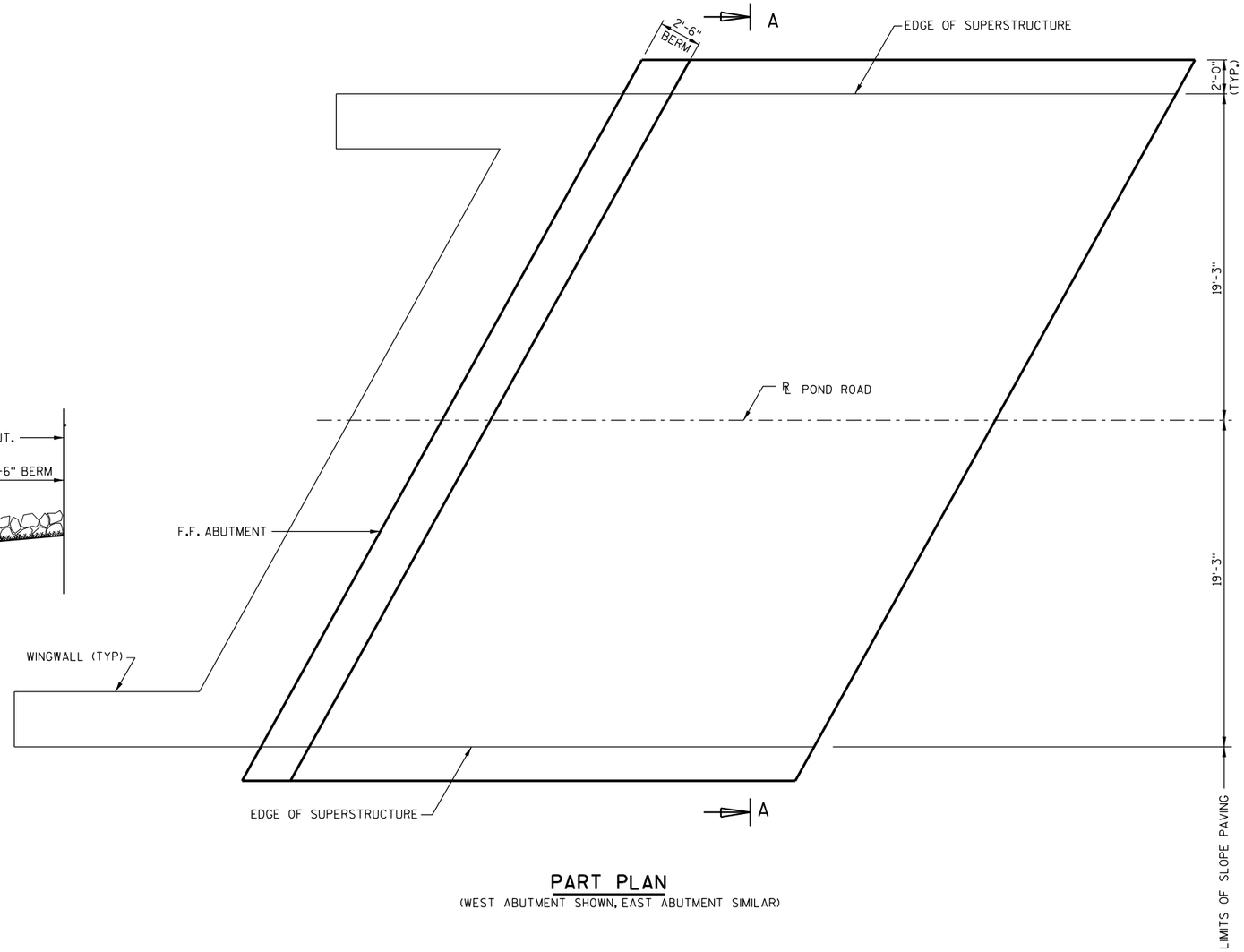
STATE PROJECT NUMBER
1390-04-80



TYPICAL SECTION
(AT WEST ABUTMENT)



TYPICAL SECTION
(AT EAST ABUTMENT)

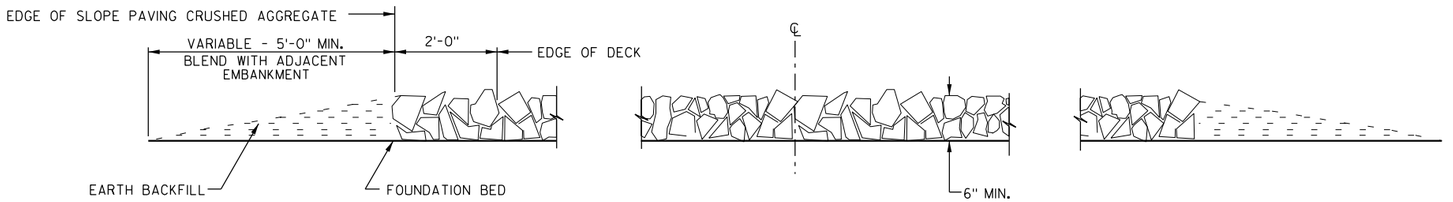


PART PLAN
(WEST ABUTMENT SHOWN, EAST ABUTMENT SIMILAR)

GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-131

DRAWN BY TAW | PLANS CK'D. TR

SLOPE PAVING CRUSHED AGGREGATE DETAILS

SHEET 33 OF 33
499

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-131\33.slopepave.b-28-131.dgn
PLOT DATE : 9/25/2012

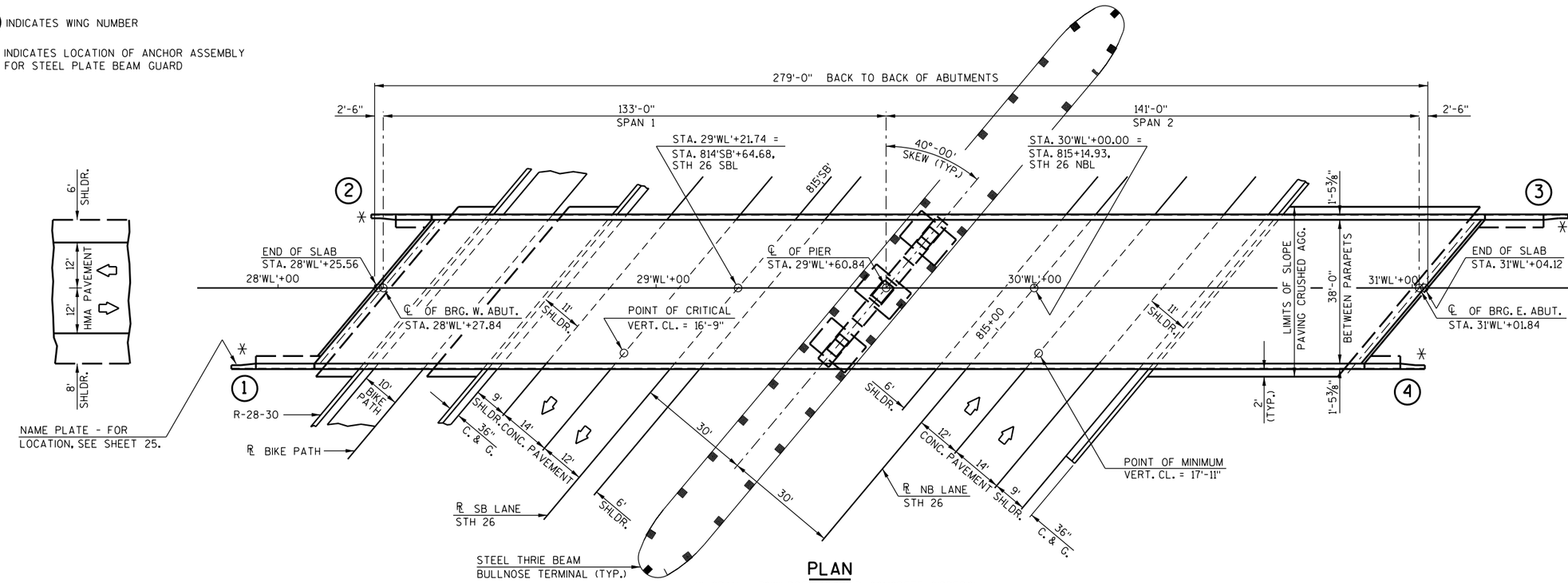
8

8

STATE PROJECT NUMBER
1390-04-80

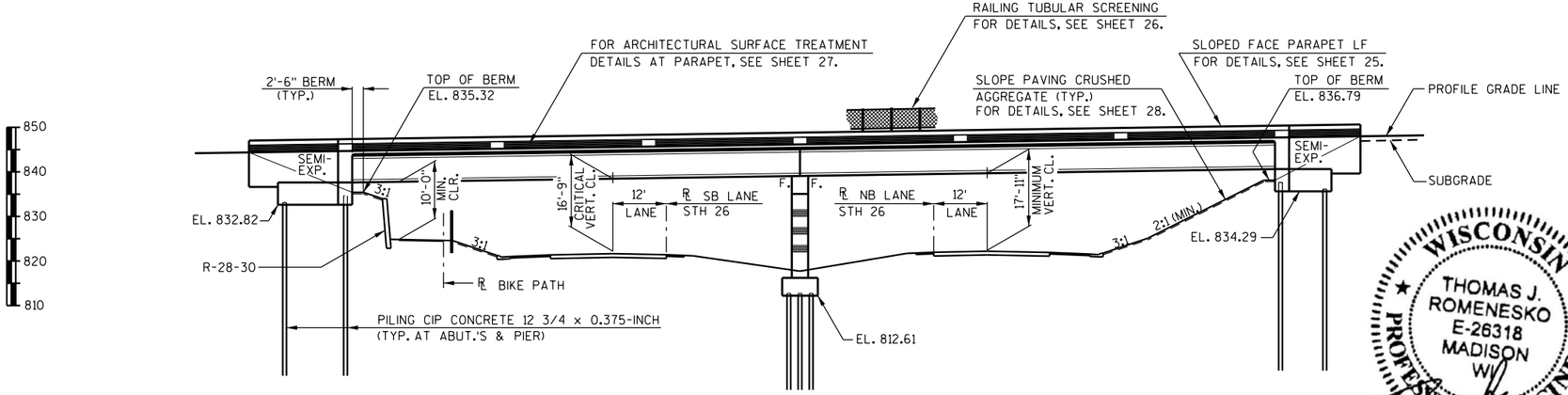
(X) INDICATES WING NUMBER

⚹ INDICATES LOCATION OF ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD



PLAN

(2 SPAN - 72W" PRESTRESSED CONCRETE GIRDERS)



ELEVATION

(NORMAL TO STH 26)

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & PROFILES
3. QUANTITIES & NOTES
4. SUBSURFACE EXPLORATION
5. WEST ABUTMENT
6. WEST ABUTMENT
7. WING 1
8. WING 2
9. WEST ABUTMENT DETAILS
10. EAST ABUTMENT
11. EAST ABUTMENT
12. WING 3
13. WING 4
14. EAST ABUTMENT DETAILS
15. PIER
16. PIER DETAILS
17. 72W" PRESTRESSED GIRDER DETAILS
18. 72W" PRESTRESSED GIRDER DETAILS
19. INTERMEDIATE STEEL DIAPHRAGMS
20. SUPERSTRUCTURE
21. SUPERSTRUCTURE
22. SUPERSTRUCTURE
23. SUPERSTRUCTURE
24. SUPERSTRUCTURE
25. SLOPED FACE PARAPET LF
26. RAILING TUBULAR SCREENING
27. ARCHITECTURAL SURFACE TREATMENT DETAILS
28. SLOPE PAVING CRUSHED AGGREGATE DETAILS

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR (RF): 1.03
OPERATIONAL RATING FACTOR (RF): 1.63
WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV): 250 KIPS
STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY - SLAB ——— f'_c = 4,000 P.S.I.
- ALL OTHER ——— f'_c = 3,500 P.S.I.
HIGH-STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ——— f_y = 60,000 P.S.I.
72W" PRESTRESSED GIRDERS - CONCRETE MASONRY ——— f'_c = 8,000 P.S.I.
STRANDS - 0.6" DIA. WITH AN ULTIMATE TENSILE STRENGTH OF ——— 270,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS AND PIER TO BE SUPPORTED ON PILING CIP CONCRETE 12¾ x 0.375-INCH WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 55'LONG AT WEST ABUT., 35'AT PIER AND 70'AT EAST ABUT. PILES AT ABUTMENTS SHALL BE PRE-BORED. PRE-BORING DEPTH IS ESTIMATED TO BE 20'AT EACH PILE.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC DATA:

STH 26
A.D.T. (2014) =
A.D.T. (2034) = 16,700
DESIGN SPEED = 70 M.P.H.

WHITETAIL LANE
A.D.T. (2014) =
A.D.T. (2034) = 425
DESIGN SPEED = 50 M.P.H.

BENCH MARK TABLE

NO.	STATION	OFFSET	DESCRIPTION	ELEVATION
507	814+40.9	126.6'LT.	CHISELED "X" ON SOUTH END 18" CMP UNDER BIKE PATH	817.04
5081	825+96.6	174.6'LT.	X" NW END CMP UNDER P.E.	827.35

ROMENESKO ENGINEERING, INC.
CONTACT: TOM ROMENESKO, P.E.
7325 CEDAR CREST DRIVE
SAUK CITY, WI 53583
(608) 644-1502

BRIDGE OFFICE CONTACT:
WILLIAM DREHER, P.E.
(608) 266-8489

THOMAS J. ROMENESKO E-26318 MADISON WI PROFESSIONAL ENGINEER WISCONSIN
11/26/12

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
ROMENESKO ENGINEERING, INC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher KAR 11/28/12
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-28-132

WHITETAIL LANE OVER STH 26

COUNTY	TOWN/~~CITY/VILLAGE~~
JEFFERSON	KOSHKONONG

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	TR	DESIGN CK'D.	VR	DRAWN BY	TAW	PLANS CK'D.	TR

GENERAL PLAN

SHEET 1 OF 28
500

FILE NAME : P:\132 STH 26 BRIDGES\STRUCTURES\B-28-132\01.GENPLAN.B-28-132.DGN
PLOT DATE : 11/27/2012

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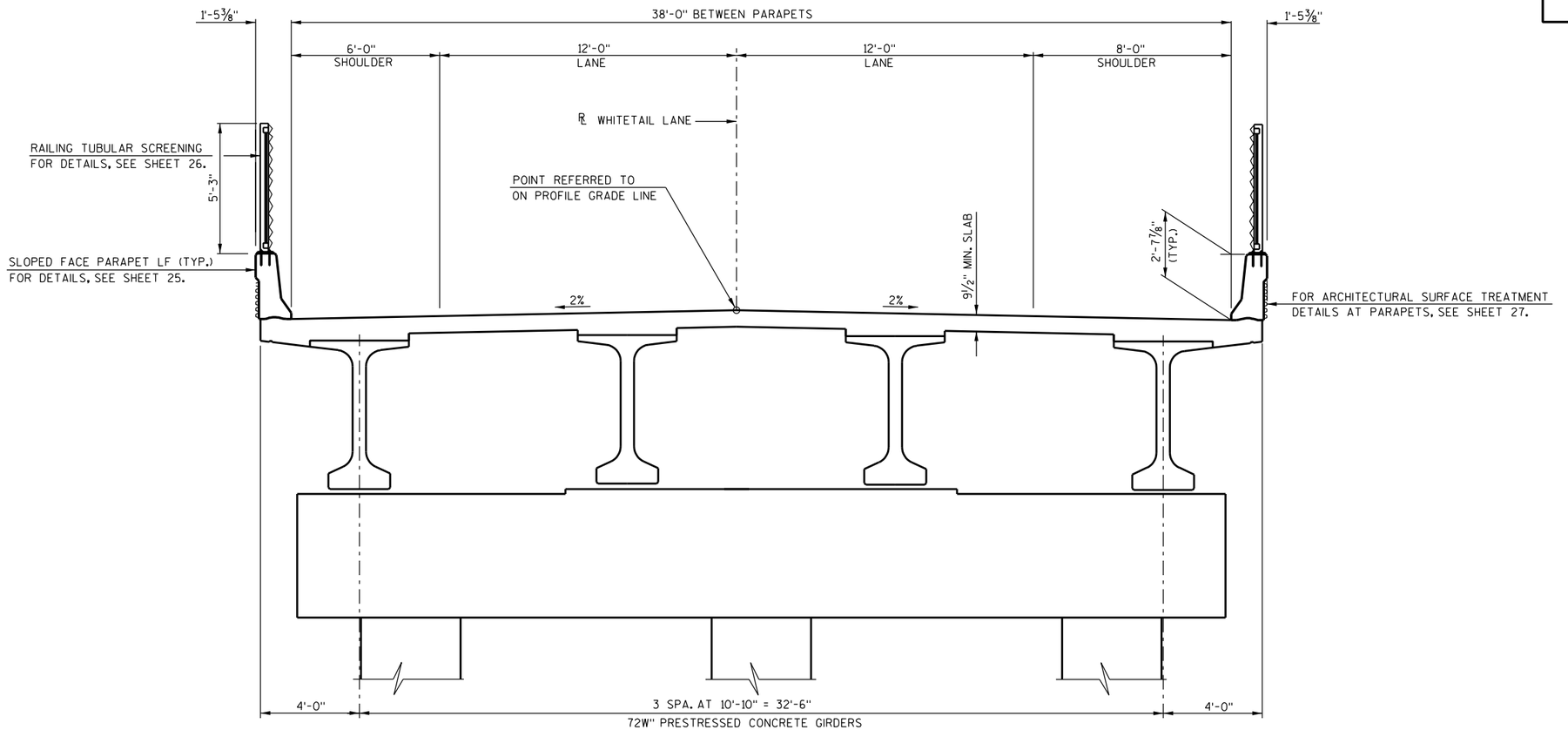
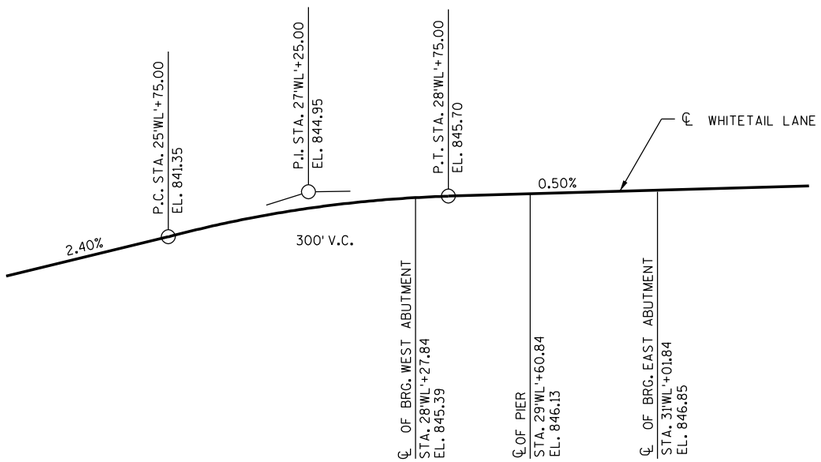
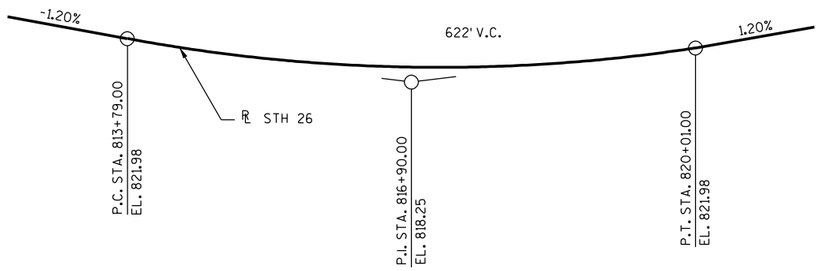
STATE PROJECT NUMBER
1390-04-80



CROSS SECTION THRU ROADWAY
(LOOKING EAST)



PROFILE GRADE LINE, WHITETAIL LANE



PROFILE GRADE LINE, STH 26 NBL & SBL

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\02_section_profiles_b-28-132.dgn
PLOT DATE : 2/1/2012

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

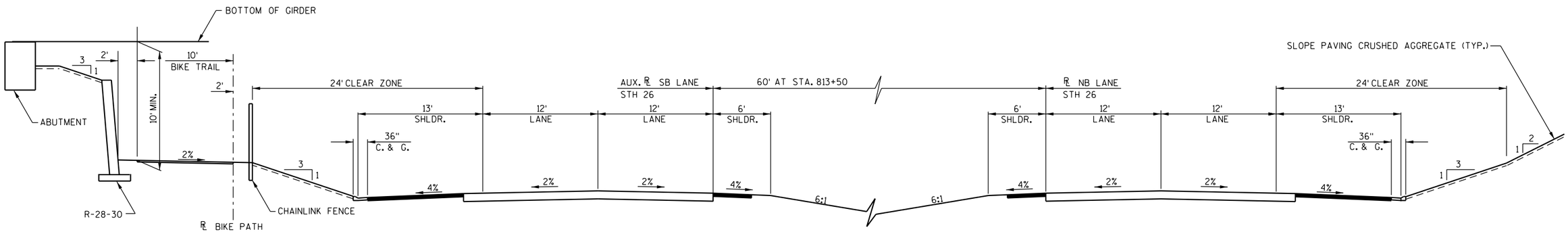
STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

CROSS SECTION & PROFILES

SHEET 2 OF 28
501

STATE PROJECT NUMBER
1390-04-80



TYPICAL SECTION THRU STH 26 (AT STRUCTURE)

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	WEST ABUTMENT	PIER	EAST ABUTMENT	SUPER.	TOTAL
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-28-132	LS	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	340	———	340	———	680
502.0100	CONCRETE MASONRY BRIDGES	CY	65	115	66	518	764
502.3200	PROTECTIVE SURFACE TREATMENT	SY	———	———	———	1,428	1,428
503.0172	PRESTRESSED GIRDER TYPE I 72W-INCH	LF	———	———	———	1,099	1,099
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	4,480	2,320	4,480	———	11,280
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	4,630	22,600	4,640	89,660	121,530
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	4	8	4	———	16
506.4000	STEEL DIAPHRAGMS B-28-132	EACH	———	———	———	12	12
513.4090	RAILING TUBULAR SCREENING B-28-132	LS	———	———	———	———	1
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	15	———	15	———	30
517.1050.S	ARCHITECTURAL SURFACE TREATMENT	SF	59	230	59	787	1,135
550.0010	PRE-BORING UNCONSOLIDATED MATERIALS	LF	135	———	135	———	270
550.2126	PILING CIP CONCRETE 12¾ x 0.375-INCH	LF	605	1,260	770	———	2,635
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	130	———	290	———	420
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	110	———	110	———	220
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2	———	2	———	4
	NON - BID ITEMS						
	FILLER	SIZE	———	———	———	———	½" & ¾"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M153, TYPES I , II OR III OR M213.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING CRUSHED AGGREGATE, TO THE LIMITS SHOWN ON SHEET 1, ON THE ABUTMENT SHEETS OR AS DIRECTED BY THE ENGINEER.

THE FIRST DIGIT OF A THREE DIGIT AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

FILL/EXCAVATE TO BOTTOM OF ABUTMENT/PIER ELEVATION BEFORE DRIVING PILING.

AT THE BACKFACE OF ABUTMENTS, ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE, SHALL BE BACKFILLED WITH BACKFILL STRUCTURE.

THE FINISHED GRADED SECTION SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

THE ELASTOMERIC BEARING PADS NON-LAMINATED NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE HAUNCH CONCRETE QUANTITY IS BASED ON AN AVERAGE HAUNCH SHOWN ON THE SUPERSTRUCTURE SHEET.

ALL STATIONS AND ALL ELEVATIONS ARE IN FEET.

PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO THE TOP OF THE DECK, INSIDE FACE OF PARAPETS AND THE TOP OF THE PARAPETS, INCLUDING WING PARAPETS.

THE COLOR OF THE FINISH VINYL TOP COAT FOR THE FENCING AND RAILINGS SHALL BE BLACK, (FEDERAL STANDARD COLOR NO. 27038) OR A SIMILAR COLOR APPROVED BY THE ENGINEER MAY BE USED. WORK SHALL BE PAID FOR UNDER THE BID ITEM "RAILING TUBULAR SCREENING B-28-132".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

QUANTITIES & NOTES

SHEET 3 OF 28
502

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\03_quants_notes_b-28-132.dgn
PLOT DATE : 11/27/2012

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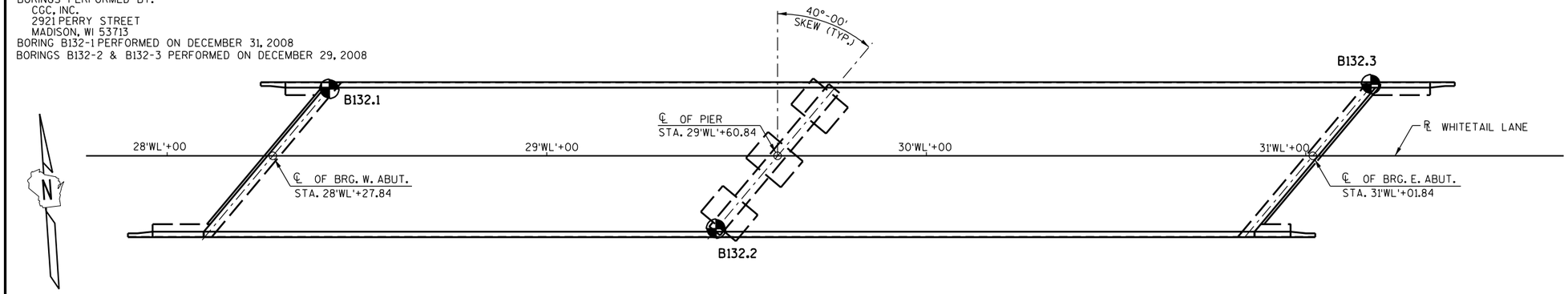
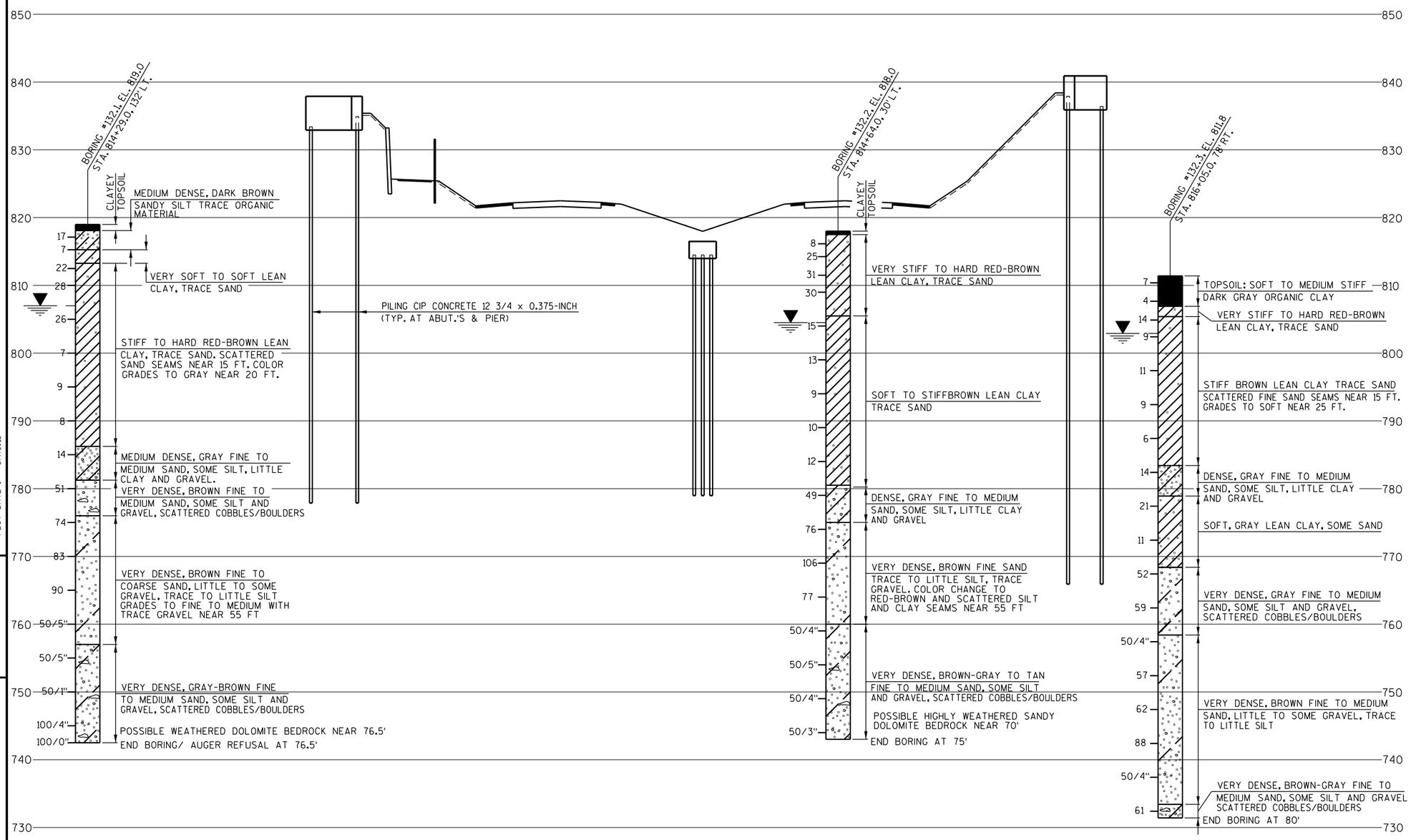
BORINGS PERFORMED BY:
CGC, INC.
2921 PERRY STREET
MADISON, WI 53713
BORING B132-1 PERFORMED ON DECEMBER 31, 2008
BORINGS B132-2 & B132-3 PERFORMED ON DECEMBER 29, 2008

STATE PROJECT NUMBER	SHEET NO.
1390-04-80	





ABBREVIATIONS

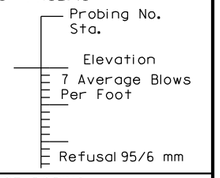
F ___ FINE M ___ MEDIUM C ___ COARSE
WS ___ WEATHERED SO ___ SOUND

TOPSOIL/ RDWY SECTION · SILT · SANDSTONE
SAND · PEAT · LIMESTONE
GRAVEL · CLAY · IGNEOUS ROCK

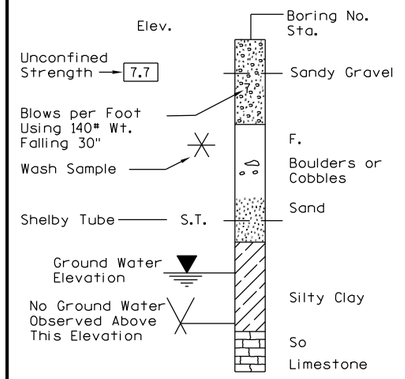
LEGEND OF PROBING

95/6 = 95 blows for 6" Penetration

Probing taken with a 350# wt. Falling on a 2" O.D. Point



LEGEND OF BORING



Unless otherwise specified, the blows per foot at the locations indicated are based on driving a 2" O.D. X 1.4" I.D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION

DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the subsurface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, Romenesko Engineering does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW PLANS CK'D. TR

SUBSURFACE EXPLORATION

SHEET 4 OF 28
503

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\04.soils.b-28-132.dgn
PLOT DATE : 2/7/2012

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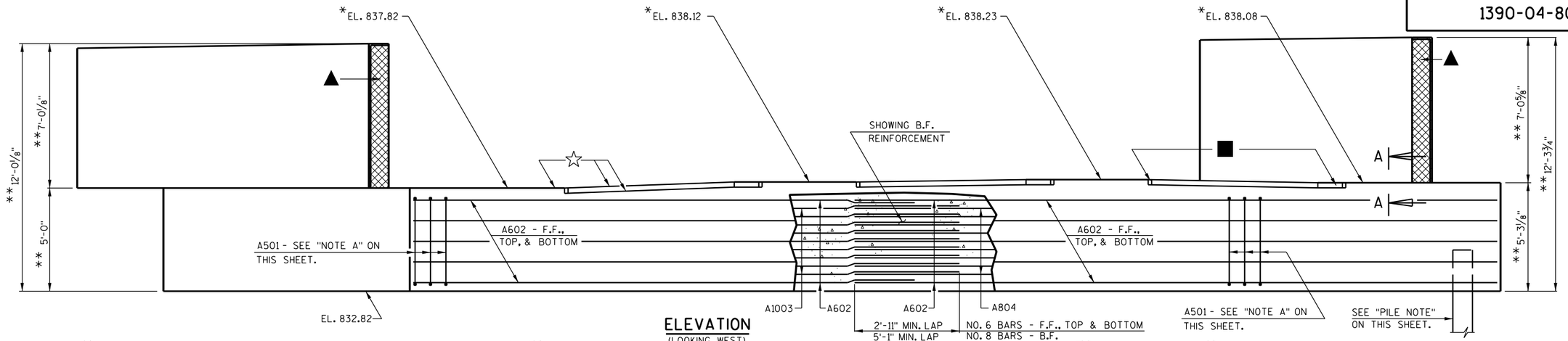
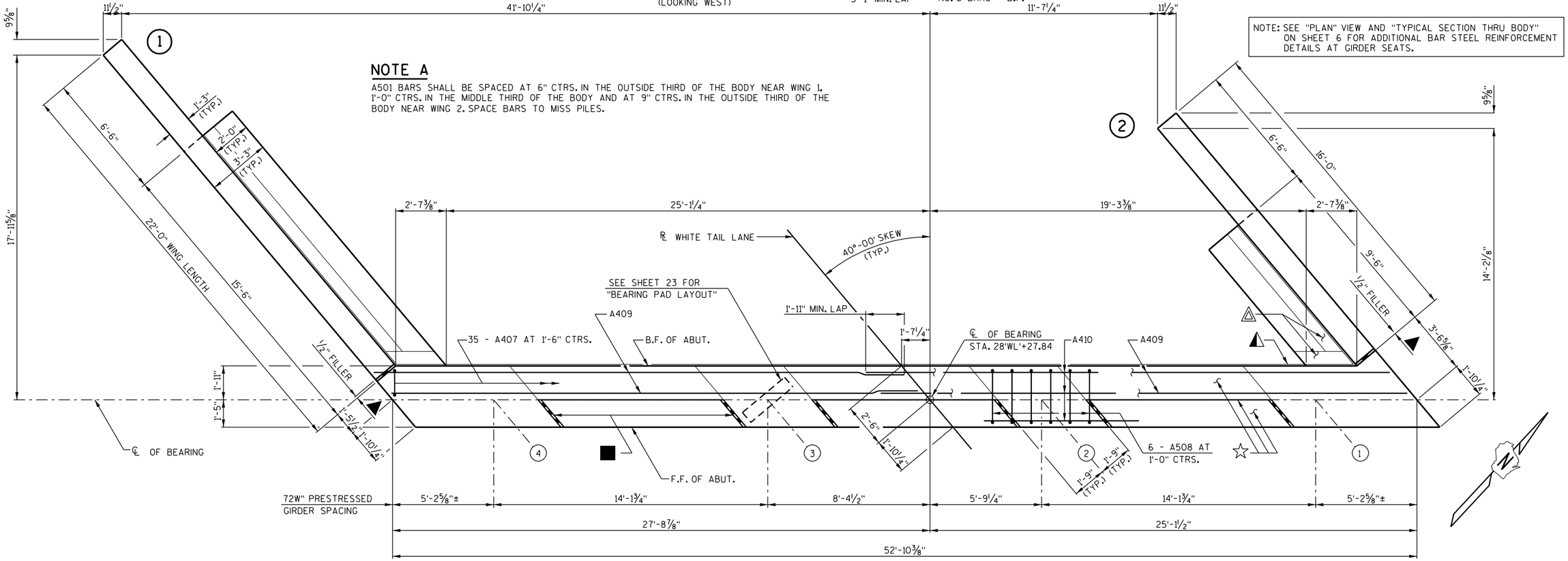
STATE PROJECT NUMBER
1390-04-80



ELEVATION
(LOOKING WEST)



NOTE A

A501 BARS SHALL BE SPACED AT 6" CTRS. IN THE OUTSIDE THIRD OF THE BODY NEAR WING 1, 1'-0" CTRS. IN THE MIDDLE THIRD OF THE BODY AND AT 9" CTRS. IN THE OUTSIDE THIRD OF THE BODY NEAR WING 2. SPACE BARS TO MISS PILES.

NOTE: SEE "PLAN" VIEW AND "TYPICAL SECTION THRU BODY" ON SHEET 6 FOR ADDITIONAL BAR STEEL REINFORCEMENT DETAILS AT GIRDER SEATS.

LEGEND

* ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF BEARING.

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT. FOR WING DETAILS AND ELEVATIONS, SEE SHEETS 7 & 8.

◭ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

△ PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON THIS SHEET.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

■ ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

☆ STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

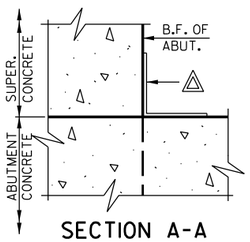
(X) INDICATES WING NUMBER

PLAN

NOTE: FOR "TYPICAL SECTION THRU BODY", SEE SHEET 6.

PILE NOTE

WEST ABUTMENT TO BE SUPPORTED ON PILING CIP CONCRETE 12¾ × 0.375-INCH WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 55'LONG. FOR PILE LAYOUT DETAILS, SEE SHEET 6. FOR SPLICE DETAILS, SEE SHEET 9.



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

WEST ABUTMENT

SHEET 5 OF 28
504

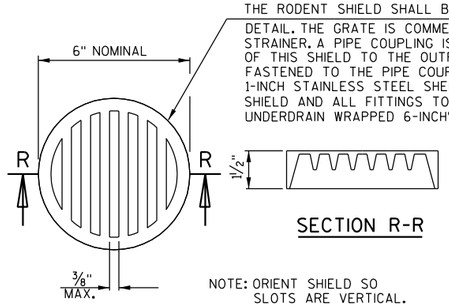
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\05_wabut1_b-28-132.dgn
PLOT DATE : 5/22/2012

8

8

STATE PROJECT NUMBER

1390-04-80



THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS. COST OF RODENT SHIELD AND ALL FITTINGS TO BE INCLUDED IN BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

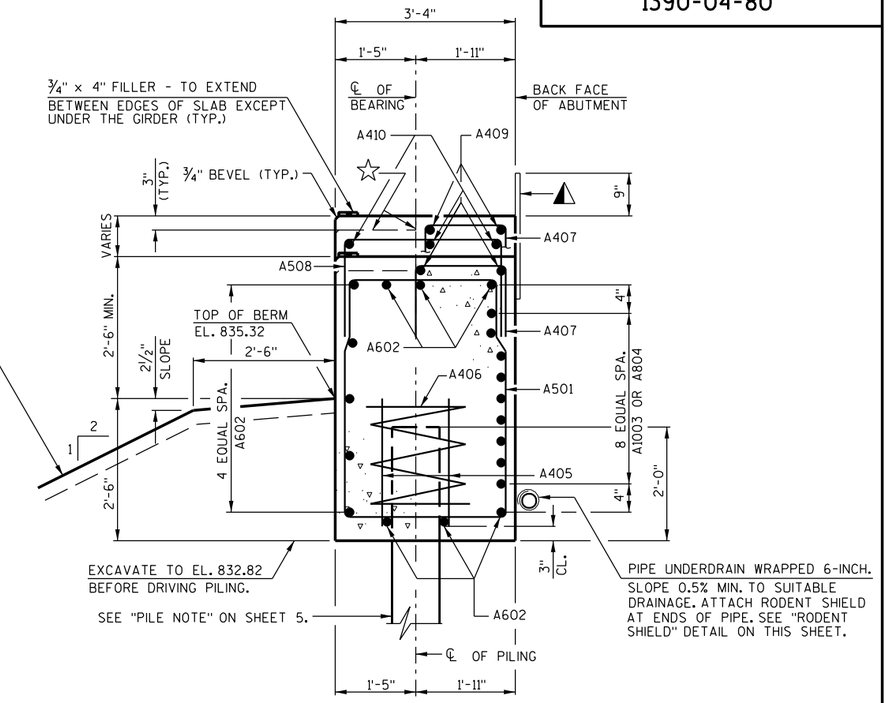
SECTION R-R

NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.

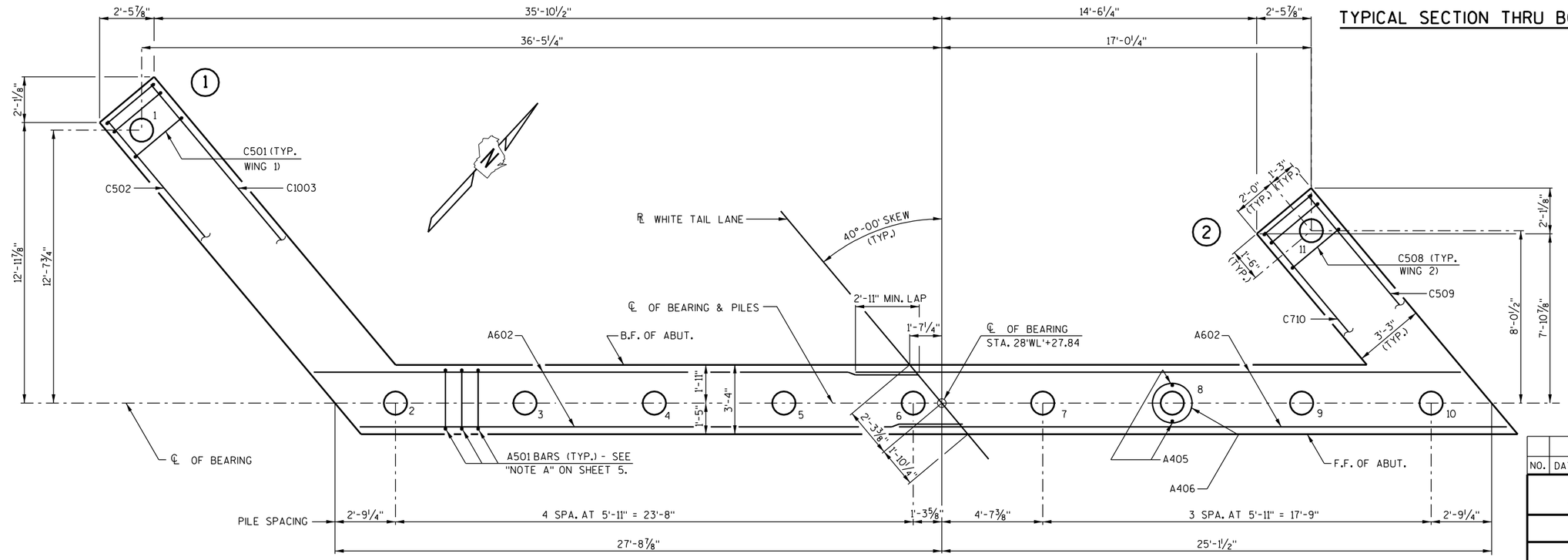
RODENT SHIELD

LEGEND

(X) ☆ ◭ FOR SYMBOL DESCRIPTIONS, SEE SHEET 5.



TYPICAL SECTION THRU BODY



PILE PLAN

FILE NAME : P:\132 STH 26 Br.Ldgs\structures\B-28-132\06_wsbud2.b-28-132.dgn
PLOT DATE : 9/25/2012

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

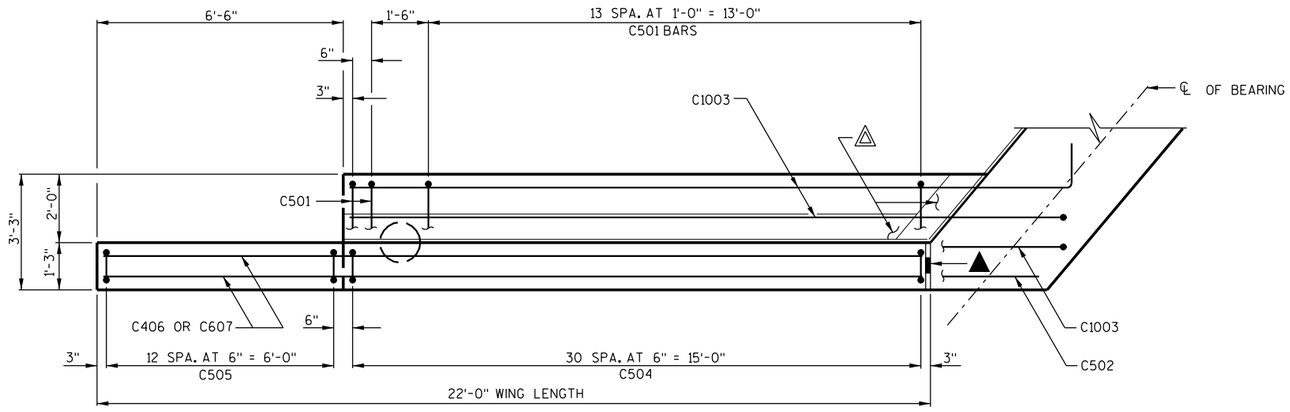
DRAWN BY TAW | PLANS CK'D. TR

WEST ABUTMENT

SHEET 6 OF 28
505

STATE PROJECT NUMBER

1390-04-80



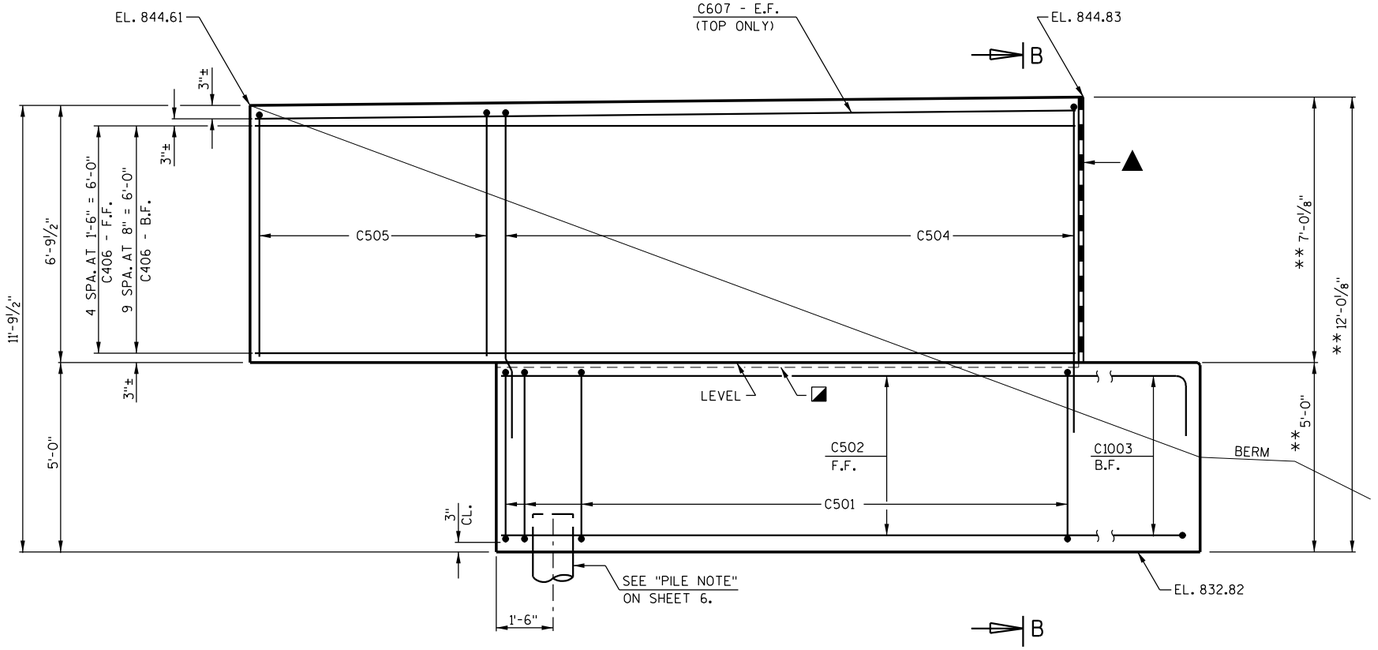
PLAN - WING 1

LEGEND

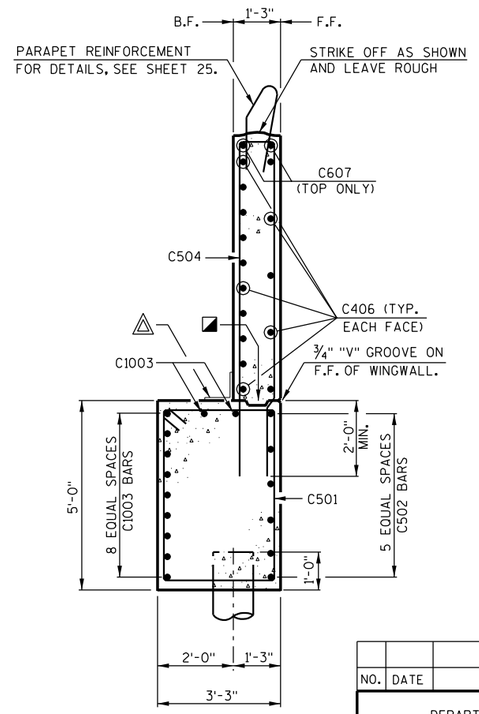
** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

◪ OPTIONAL CONST. JOINT FORMED BY BEVELED 2" x 6" KEYWAY WITH MEMBRANE ON BACKFACE.

▲ △ FOR SYMBOL DESCRIPTIONS, SEE SHEET 5.



ELEVATION - WING 1



SECTION B-B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

WING 1

SHEET 7 OF 28
506

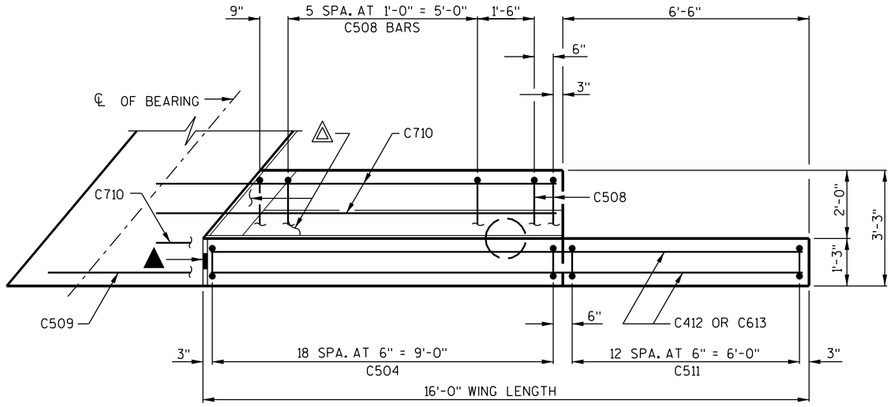
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\07_wngt_b-28-132.dgn
PLOT DATE : 5/22/2012

8

8

STATE PROJECT NUMBER

1390-04-80



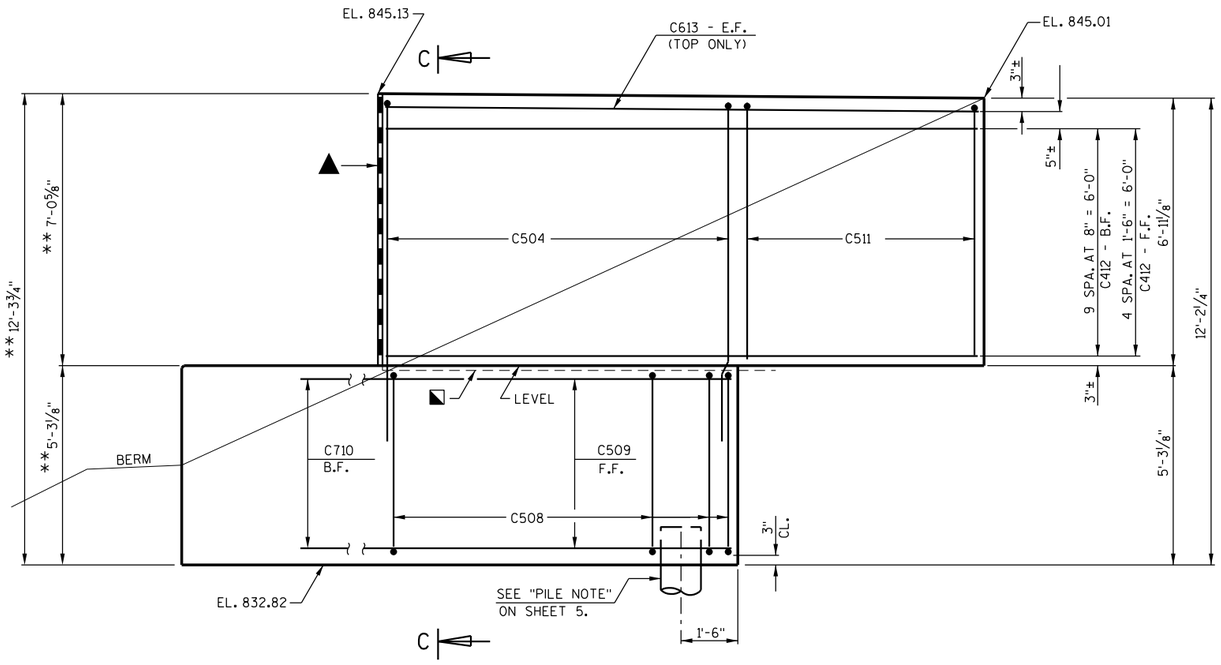
PLAN - WING 2

LEGEND

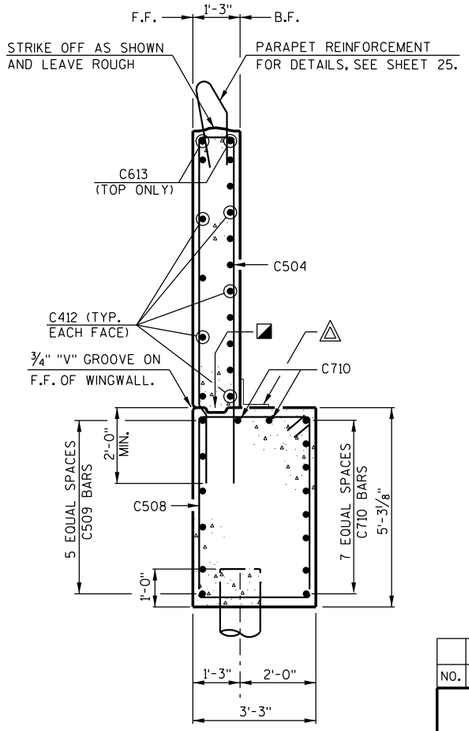
** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

◪ OPTIONAL CONST. JOINT FORMED BY BEVELED 2" x 6" KEYWAY WITH MEMBRANE ON BACKFACE.

▲ △ FOR SYMBOL DESCRIPTIONS, SEE SHEET 5.



ELEVATION - WING 2



SECTION C-C

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

WING 2

SHEET 8 OF 28
507

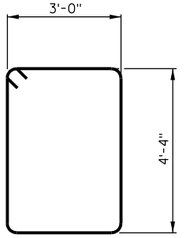
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\08.wing2.b-28-132.dgn
PLOT DATE : 2/7/2012

8

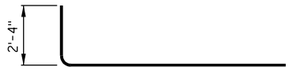
8

STATE PROJECT NUMBER

1390-04-80



A501



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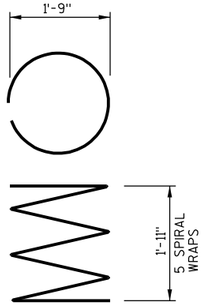

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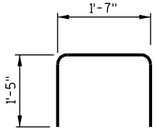

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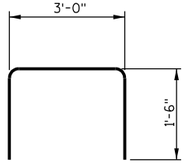

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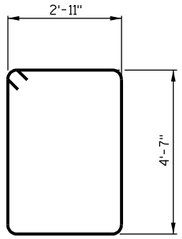

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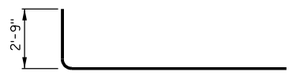

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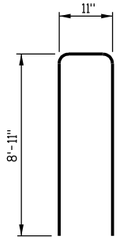

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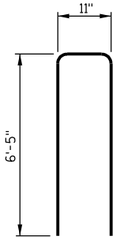

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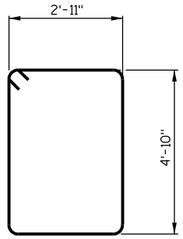

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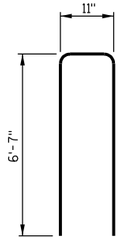
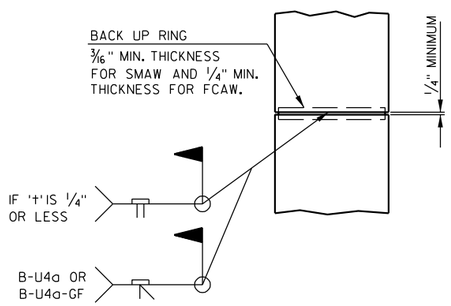


C511

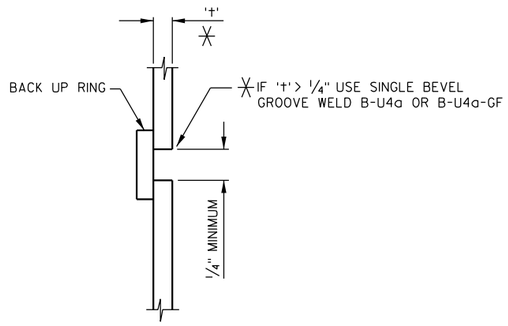
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS						TOTAL WEIGHT = 4,480 LBS.
A501	79	15-3	X		BODY - STIRRUPS	VERT.
A602	22	27-9			BODY - BOTTOM, F.F. & TOP	HORIZ.
A1003	9	30-9	X		BODY - B.F.	HORIZ.
A804	9	28-8			BODY - B.F.	HORIZ.
A405	18	2-3			BODY - AT PILES - 2 PER PILE	VERT.
A406	9	28-0	X		BODY - AT PILES - 1 PER PILE - SPIRAL WRAP	VERT.
A407	35	4-3	X		BODY - TOP - B.F.	VERT.
A508	6	5-9	X		BODY - TOP - GIRDER 2	VERT.
A409	4	27-3			BODY - TOP	HORIZ.
A410	3	8-0			BODY - TOP - GIRDER 2	HORIZ.
EPOXY COATED BARS						TOTAL WEIGHT = 3,740 LBS.
C501	16	15-7	X		WING 1 - STIRRUPS	VERT.
C502	6	18-3			WING 1 - F.F.	HORIZ.
C1003	11	22-5	X		WING 1 - B.F.	HORIZ.
C504	50	18-6	X		WINGS 1 & 2 - F.F. & B.F.	VERT.
C505	13	13-6	X		WING 1 - F.F. & B.F.	VERT.
C406	15	21-8			WING 1 - F.F. & B.F.	HORIZ.
C607	2	21-8			WING 1 - F.F. & B.F. - TOP	HORIZ.
C508	9	16-1	X		WING 2 - STIRRUPS	VERT.
C509	6	13-8			WING 2 - F.F.	HORIZ.
C710	10	11-7			WING 2 - B.F.	HORIZ.
C511	13	13-10	X		WING 2 - F.F. & B.F.	VERT.
C412	15	15-8			WING 2 - F.F. & B.F.	HORIZ.
C613	2	15-8			WING 2 - F.F. & B.F. - TOP	HORIZ.



PILE SPLICE DETAIL



C.I.P. PILE WELD DETAIL

NOTE: CAST-IN-PLACE PILE SHELL MATERIAL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\09.wdot\det.b-28-132.dgn
PLOT DATE : 5/22/2012

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

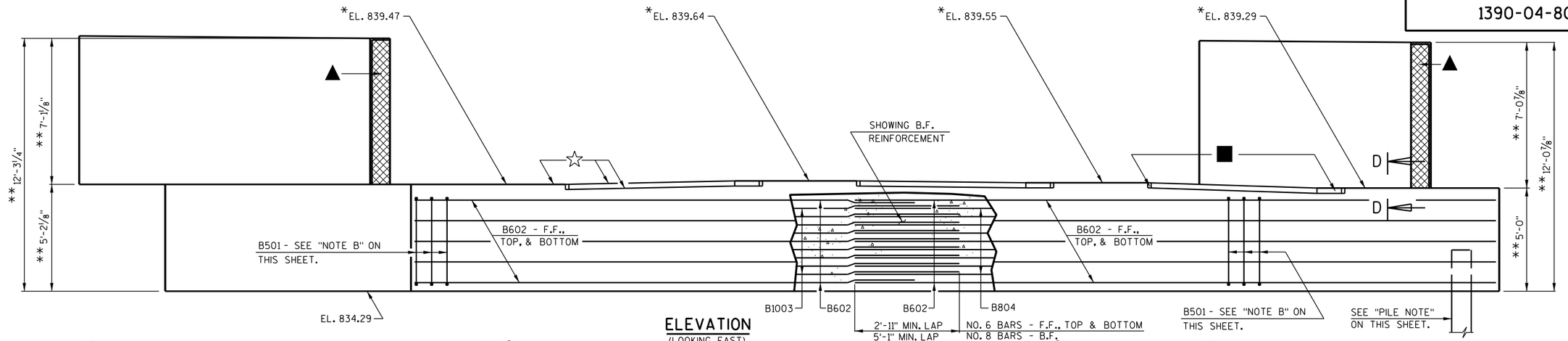
STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

WEST ABUTMENT DETAILS

SHEET 9 OF 28
508

STATE PROJECT NUMBER
1390-04-80

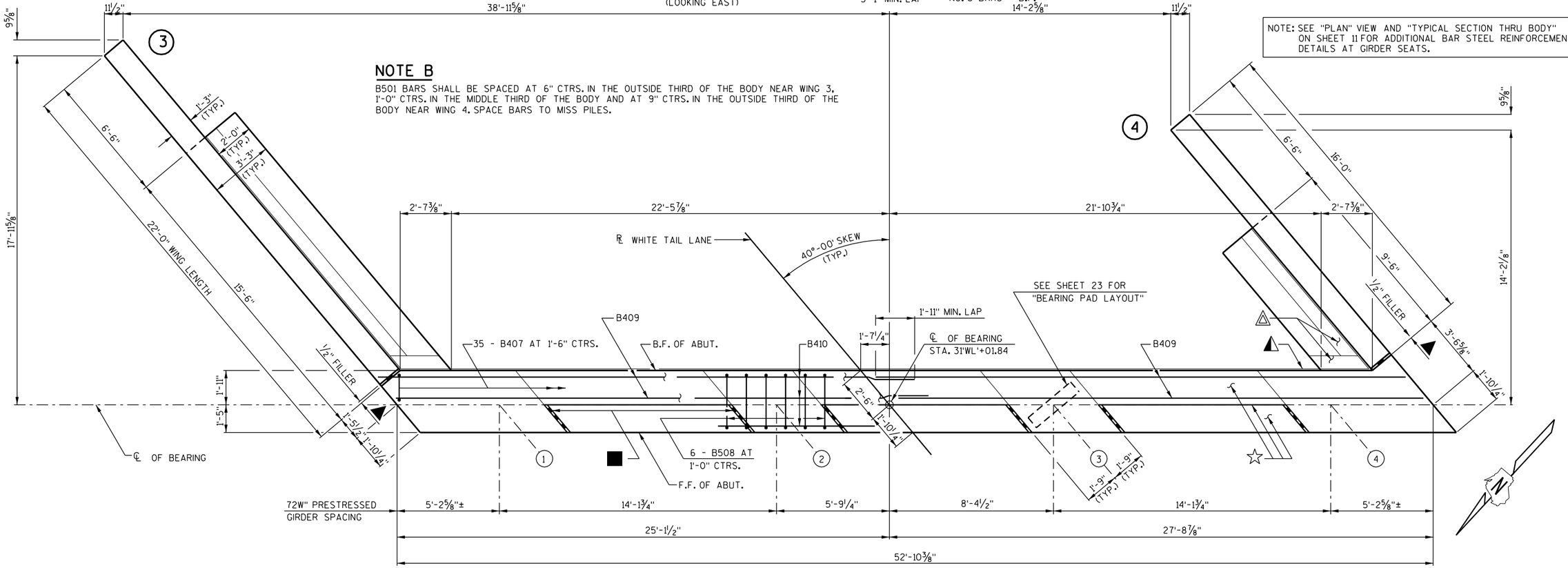


ELEVATION
(LOOKING EAST)

NOTE: SEE "PLAN" VIEW AND "TYPICAL SECTION THRU BODY" ON SHEET 11 FOR ADDITIONAL BAR STEEL REINFORCEMENT DETAILS AT GIRDER SEATS.

NOTE B

B501 BARS SHALL BE SPACED AT 6" CTRS. IN THE OUTSIDE THIRD OF THE BODY NEAR WING 3, 1'-0" CTRS. IN THE MIDDLE THIRD OF THE BODY AND AT 9" CTRS. IN THE OUTSIDE THIRD OF THE BODY NEAR WING 4. SPACE BARS TO MISS PILES.



PLAN

NOTE: FOR "TYPICAL SECTION THRU BODY", SEE SHEET 11.

PILE NOTE

WEST ABUTMENT TO BE SUPPORTED ON PILING CIP CONCRETE 12¾ × 0.375-INCH WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 70'LONG. FOR PILE LAYOUT DETAILS, SEE SHEET 11. FOR SPLICE DETAILS, SEE SHEET 9.

LEGEND

* ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF BEARING.

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT. FOR WING DETAILS AND ELEVATIONS, SEE SHEETS 12 & 13.

18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

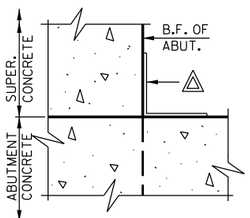
PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION D-D ON THIS SHEET.

½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

(X) INDICATES WING NUMBER



SECTION D-D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

EAST ABUTMENT

SHEET 10 OF 28
509

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\10.edout1.b-28-132.dgn
PLOT DATE : 5/22/2012

8

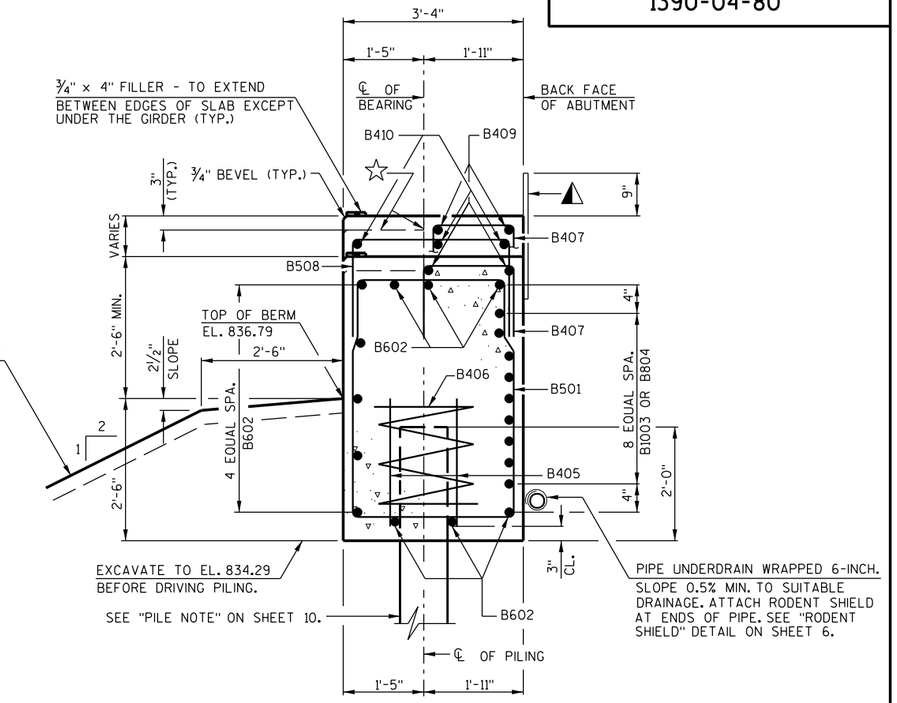
8

STATE PROJECT NUMBER

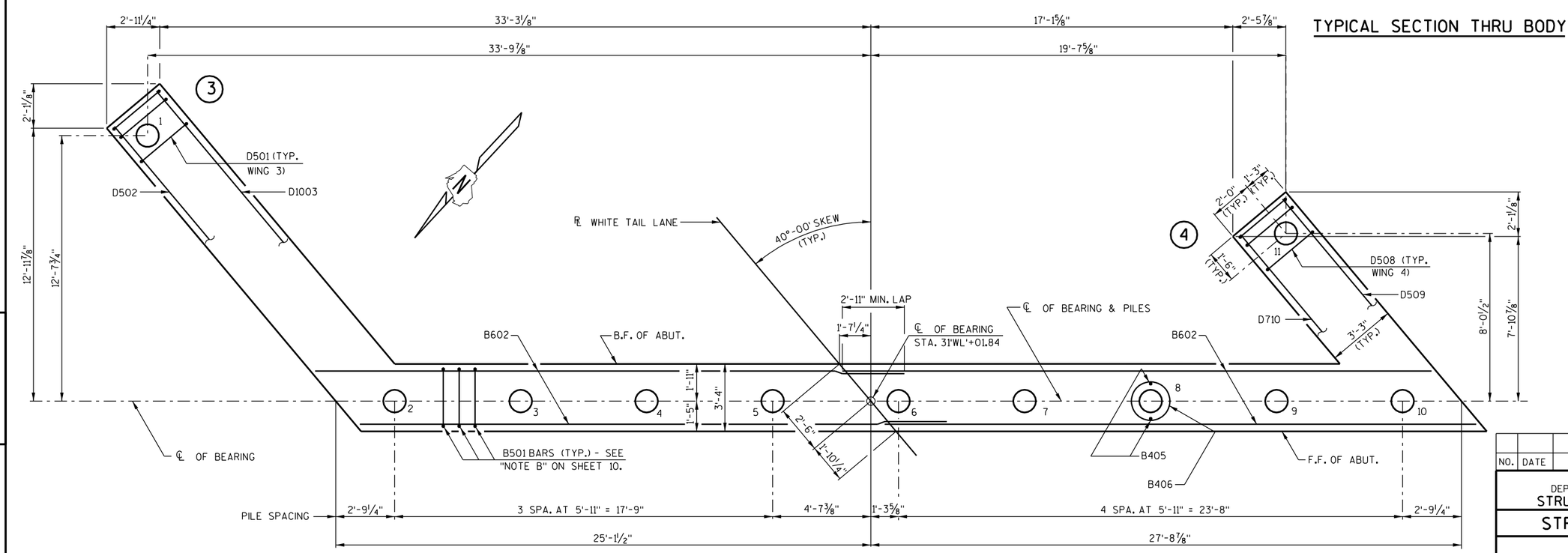
1390-04-80

LEGEND

(X) ☆ ◭ FOR SYMBOL DESCRIPTIONS, SEE SHEET 10.



TYPICAL SECTION THRU BODY



PILE PLAN

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\11.eabut2.b-28-132.dgn
PLOT DATE : 9/25/2012

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

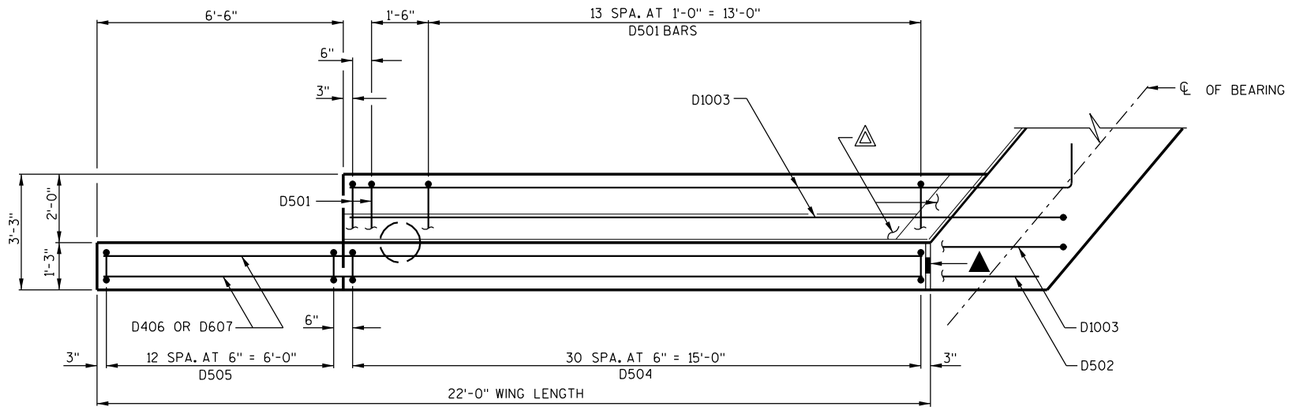
STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

EAST ABUTMENT

SHEET 11 OF 28
510

STATE PROJECT NUMBER
1390-04-80



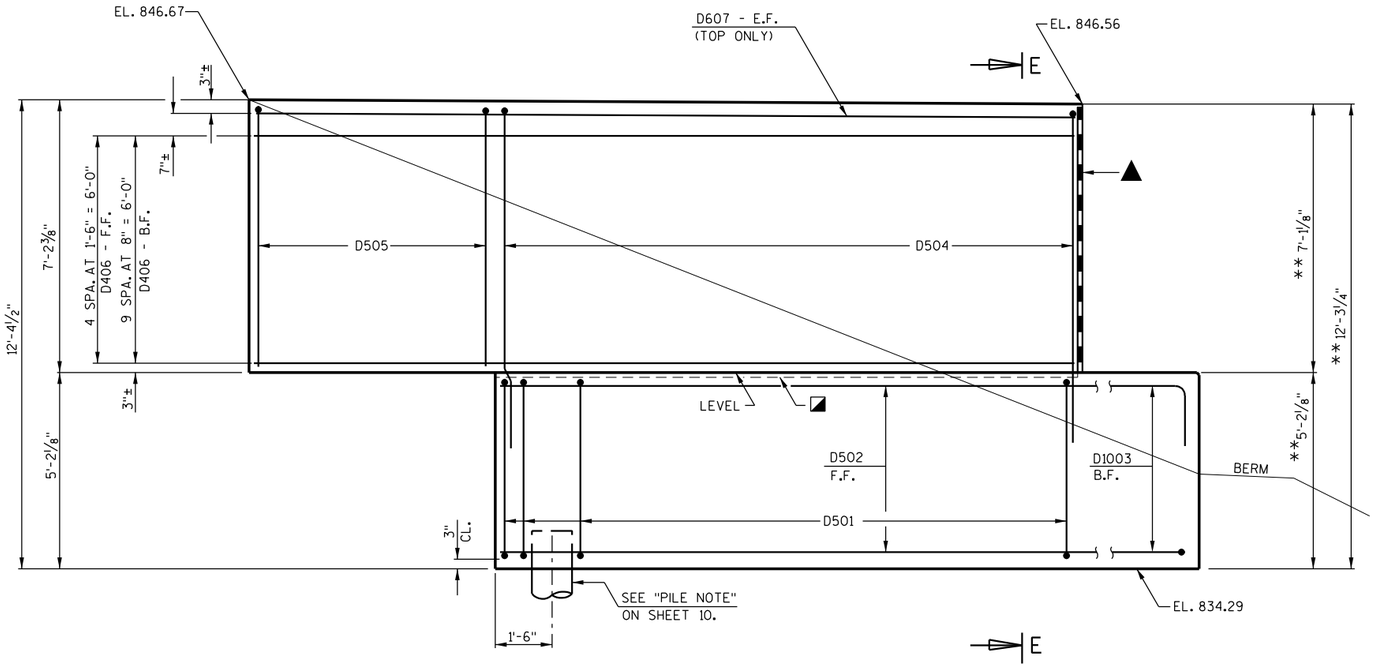
PLAN - WING 3

LEGEND

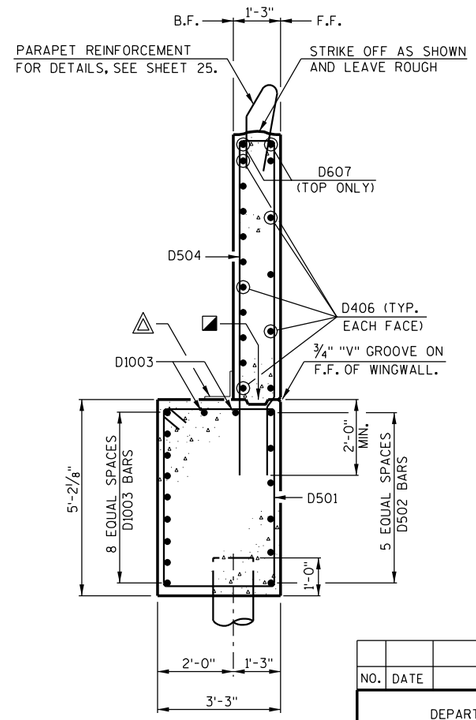
** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

OPTIONAL CONST. JOINT FORMED BY BEVELED 2" x 6" KEYWAY WITH MEMBRANE ON BACKFACE.

FOR SYMBOL DESCRIPTIONS, SEE SHEET 10.



ELEVATION - WING 3



SECTION E-E

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

WING 3

SHEET 12 OF 28
511

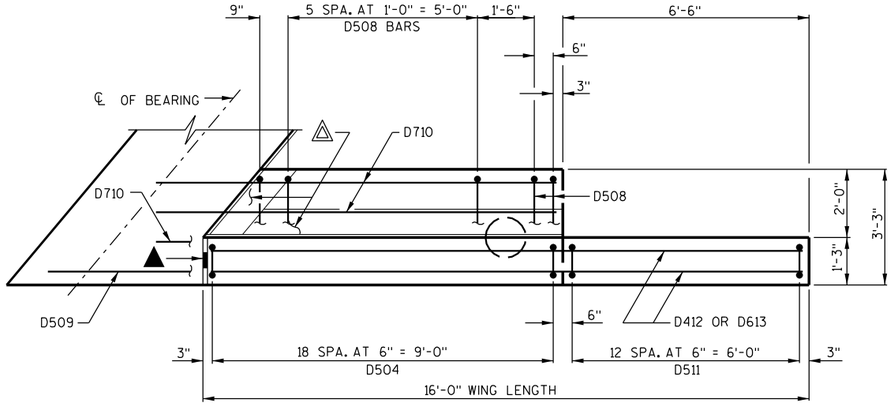
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\12.wing3_b-28-132.dgn
PLOT DATE : 5/22/2012

8

8

STATE PROJECT NUMBER

1390-04-80



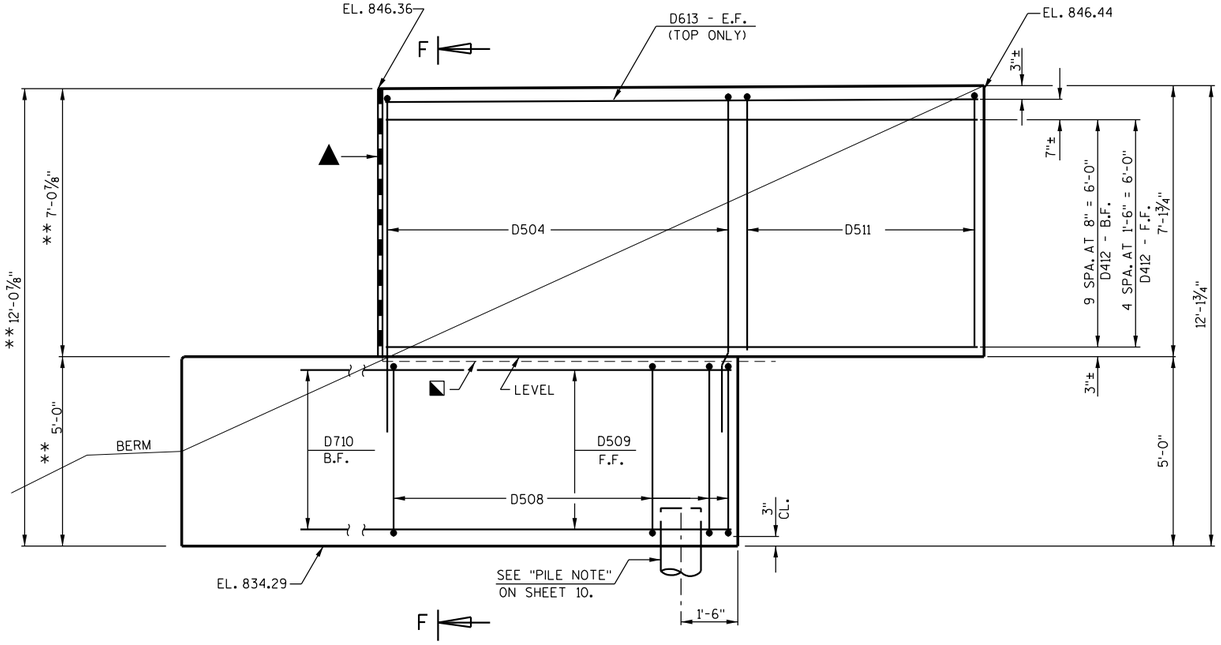
PLAN - WING 4

LEGEND

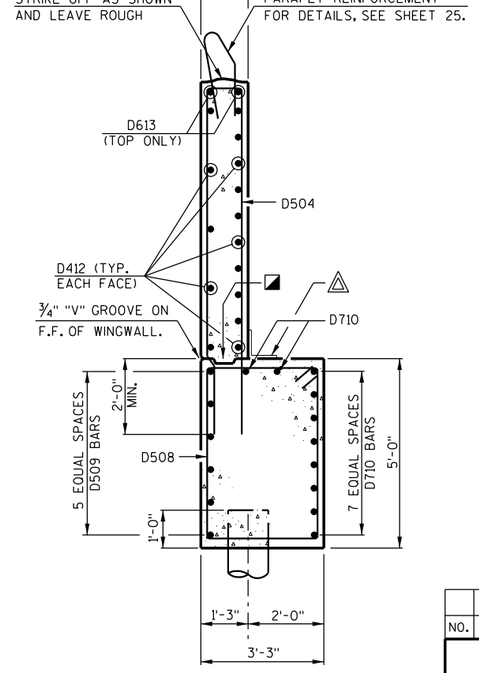
** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

◪ OPTIONAL CONST. JOINT FORMED BY BEVELED 2" x 6" KEYWAY WITH MEMBRANE ON BACKFACE.

▲ △ FOR SYMBOL DESCRIPTIONS, SEE SHEET 10.



ELEVATION - WING 4



SECTION F-F

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

WING 4

SHEET 13 OF 28
512

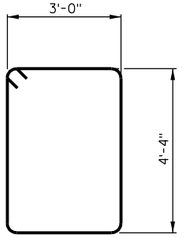
8

8

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\13_wing4_b-28-132.dgn
PLOT DATE : 5/22/2012

STATE PROJECT NUMBER

1390-04-80



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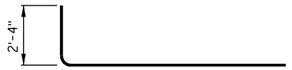

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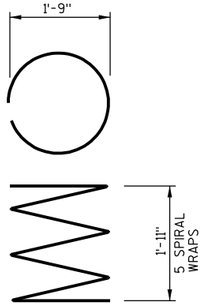

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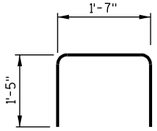

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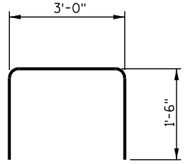

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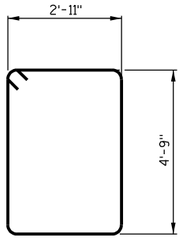

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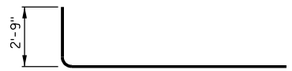

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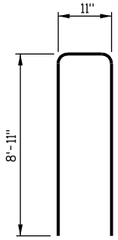

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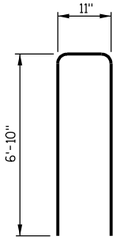

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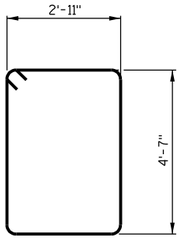

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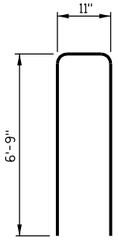

D511

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS						TOTAL WEIGHT = 4,480 LBS.
B501	79	15-3	X		BODY - STIRRUPS	VERT.
B602	22	27-9			BODY - BOTTOM, F.F. & TOP	HORIZ.
B1003	9	30-9	X		BODY - B.F.	HORIZ.
B804	9	28-8			BODY - B.F.	HORIZ.
B405	18	2-3			BODY - AT PILES - 2 PER PILE	VERT.
B406	9	28-0	X		BODY - AT PILES - 1 PER PILE - SPIRAL WRAP	VERT.
B407	35	4-3	X		BODY - TOP - B.F.	VERT.
B508	6	5-9	X		BODY - TOP - GIRDER 2	VERT.
B409	4	27-3			BODY - TOP	HORIZ.
B410	3	8-0			BODY - TOP - GIRDER 2	HORIZ.
EPOXY COATED BARS						TOTAL WEIGHT = 3,750 LBS.
D501	16	15-11	X		WING 3 - STIRRUPS	VERT.
D502	6	18-3			WING 3 - F.F.	HORIZ.
D1003	11	22-5	X		WING 3 - B.F.	HORIZ.
D504	50	18-6	X		WINGS 3 & 4 - F.F. & B.F.	VERT.
D505	13	14-4	X		WING 3 - F.F. & B.F.	VERT.
D406	15	21-8			WING 3 - F.F. & B.F.	HORIZ.
D607	2	21-8			WING 3 - F.F. & B.F. - TOP	HORIZ.
D508	9	15-7	X		WING 4 - STIRRUPS	VERT.
D509	6	13-8			WING 4 - F.F.	HORIZ.
D710	10	11-7			WING 4 - B.F.	HORIZ.
D511	13	14-2	X		WING 4 - F.F. & B.F.	VERT.
D412	15	15-8			WING 4 - F.F. & B.F.	HORIZ.
D613	2	15-8			WING 4 - F.F. & B.F. - TOP	HORIZ.

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\14_eabutdet_b-28-132.dgn
PLOT DATE : 5/22/2012

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

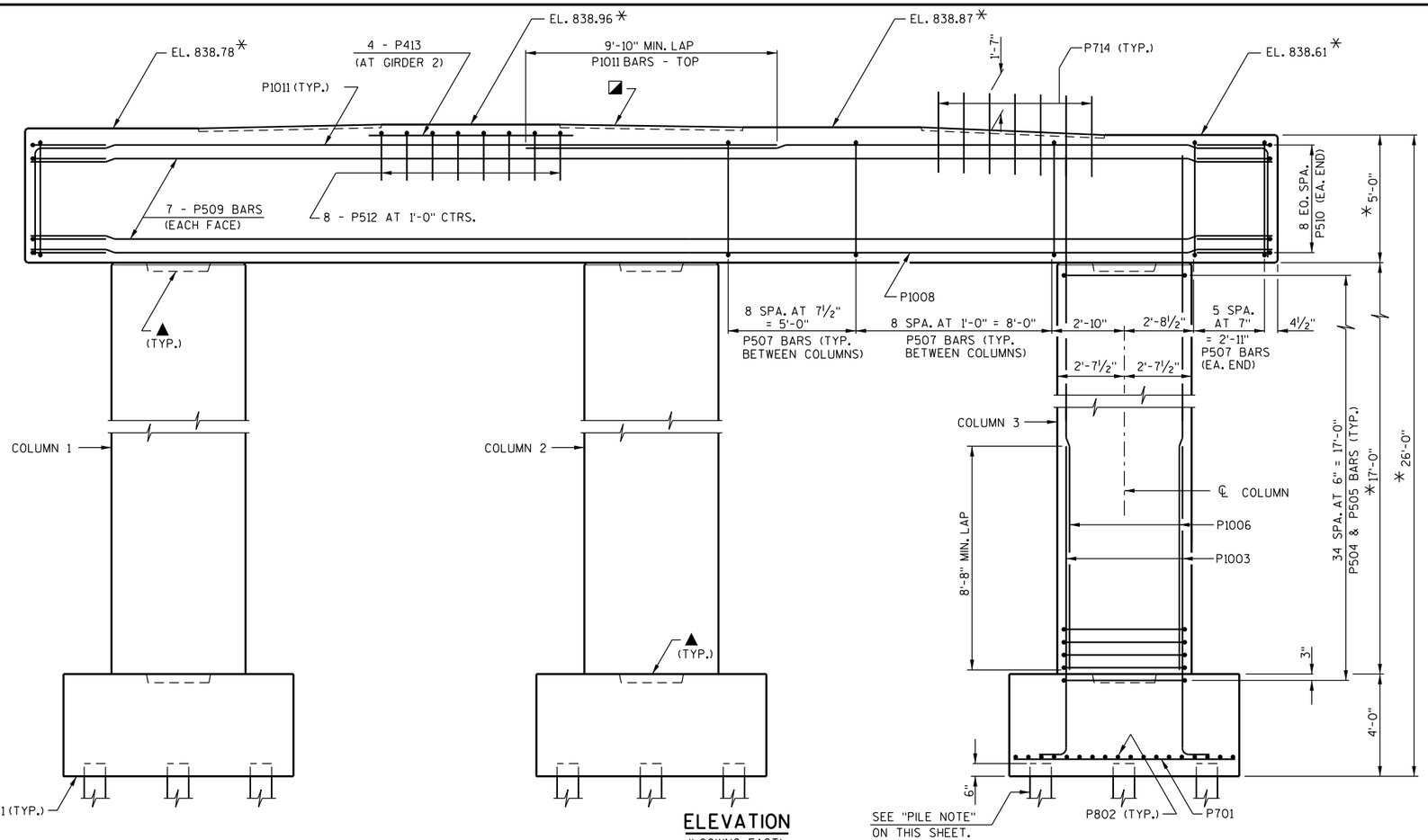
EAST ABUTMENT DETAILS

SHEET 14 OF 28

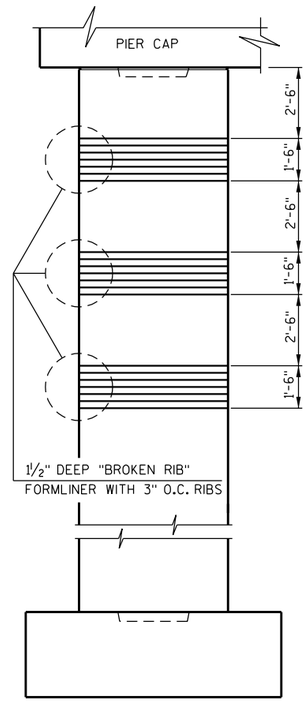
513

STATE PROJECT NUMBER

1390-04-80

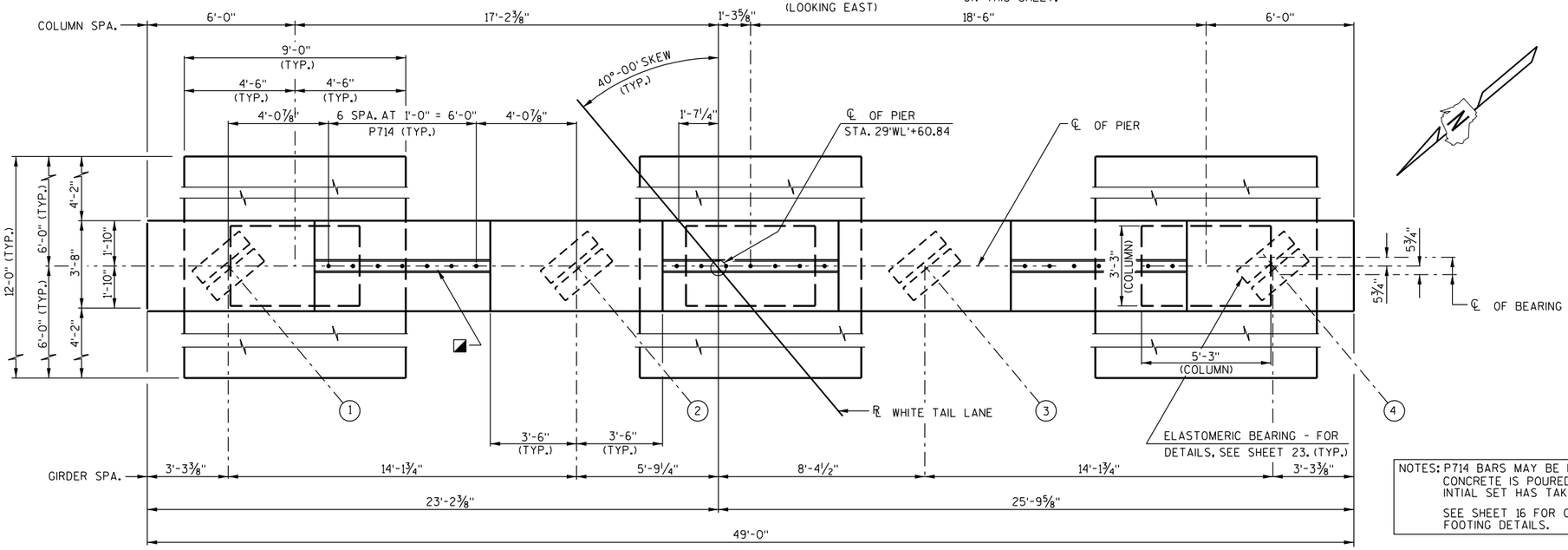


ELEVATION
(LOOKING EAST)



ARCHITECTURAL SURFACE
TREATMENT DETAILS

NOTE: FORMLINER IS ON ALL FOUR SIDES OF EACH COLUMN.



PLAN

LEGEND

* ELEVATIONS & DIMENSIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF PIER.

▲ CONSTRUCTION JOINT FORMED BY BEVELED 4" × 2'-6" × 1'-3" KEYWAY.

◪ KEYED. CONST. JOINT FORMED BY BEVELED 2" × 6".

PILE NOTE

PIER TO BE SUPPORTED ON PILING CIP CONCRETE 12¾" × 0.375-INCH WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 35'LONG. FOR PILE SPLICE DETAILS, SEE SHEET 9.

NOTES: P714 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE INTIAL SET HAS TAKEN PLACE.

SEE SHEET 16 FOR CAP AND FOOTING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

PIER

SHEET 15 OF 28
514

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\15_piera.b-28-132.dgn
PLOT DATE : 5/22/2012

8

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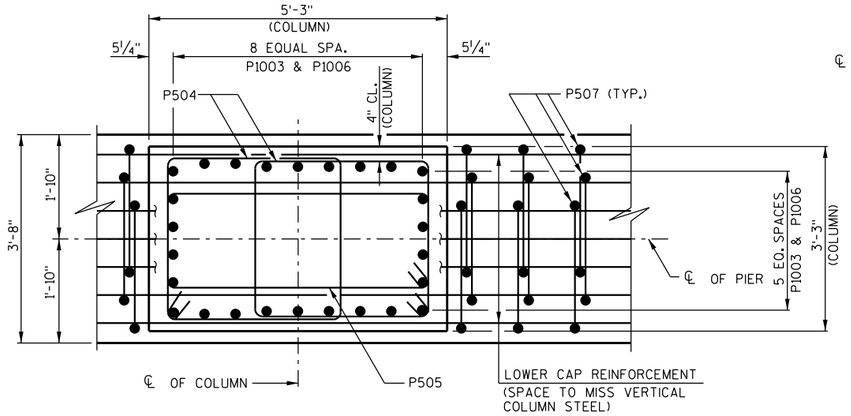
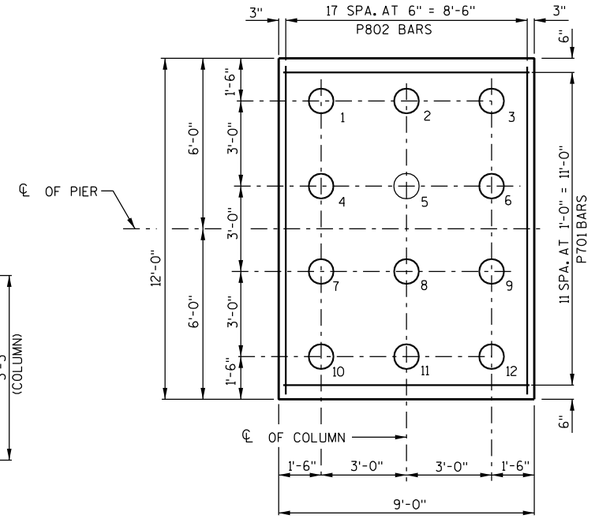
STATE PROJECT NUMBER

1390-04-80



SECTION THRU COLUMN

(SECTION TAKEN AT BOTTOM OF PIER CAP, LOOKING UP)

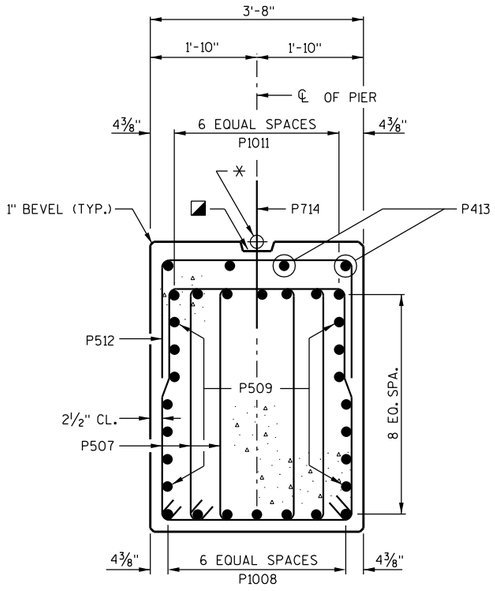


FOOTING PLAN

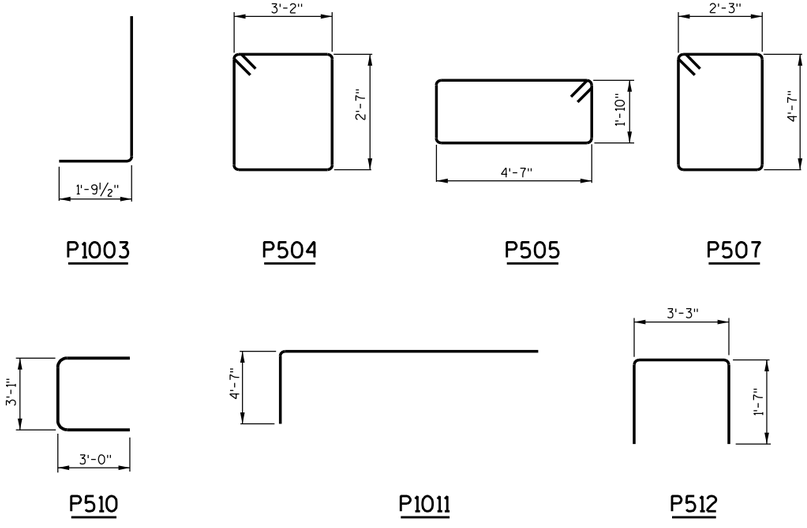
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS						TOTAL WEIGHT = 2,320 LBS.
P701	36	8-8			FOOTINGS	HORIZ.
P802	54	11-8			FOOTINGS	HORIZ.
EPOXY COATED BARS						TOTAL WEIGHT = 22,600 LBS.
P1003	78	13-9	X		PIER COLUMNS & FOOTINGS	VERT.
P504	210	12-1	X		PIER COLUMNS - STIRRUPS	HORIZ.
P505	105	13-5	X		PIER COLUMNS - STIRRUPS	HORIZ.
P1006	78	21-7			PIER COLUMNS	VERT.
P507	138	14-3	X		PIER CAP - STIRRUPS	VERT.
P1008	7	48-7			PIER CAP - BOTTOM	HORIZ.
P509	14	48-7			PIER CAP - SIDES	HORIZ.
P510	18	9-0	X		PIER CAP - ENDS	HORIZ.
P1011	14	33-6	X		PIER CAP - TOP	HORIZ.
P512	8	6-2	X		PIER CAP - TOP - AT GIRDER 2	VERT.
P413	4	8-0			PIER CAP - TOP - AT GIRDER 2	HORIZ.
P714	21	3-2			PIER CAP - DOWELS	VERT.



SECTION THRU PIER CAP



LEGEND

* ◪ FOR SYMBOL DESCRIPTIONS, SEE SHEET 15.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

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PIER DETAILS

SHEET 16 OF 28

515

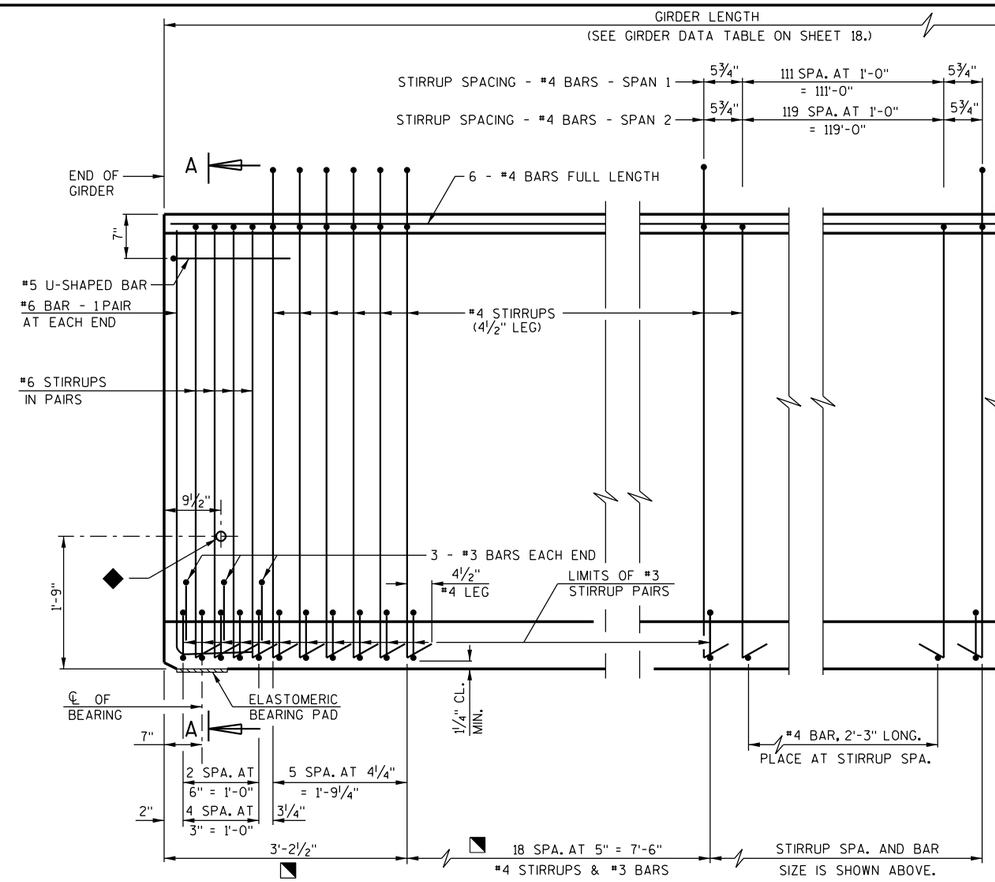
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\16.puerto.b-28-132.dgn
PLOT DATE : 5/22/2012

8

8

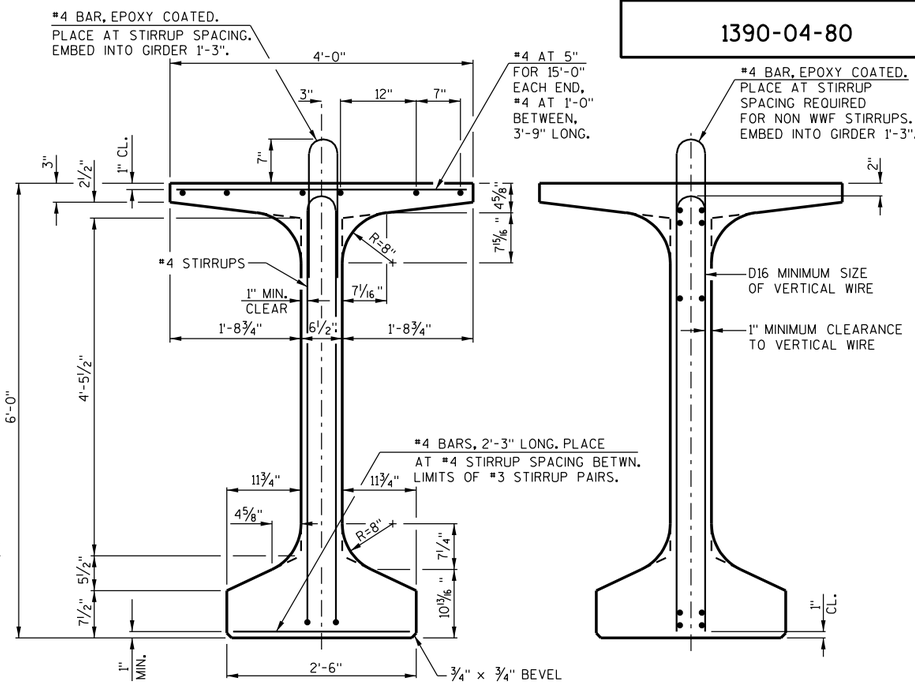
STATE PROJECT NUMBER

1390-04-80



SUPPORT WITH ELASTOMERIC BRGS.

(END AT ABUTMENT)



SECTION THRU GIRDER

(STRANDS NOT SHOWN)

SECTION THRU GIRDER

(SHOWING WELDED WIRE FABRIC (WWF) STIRRUPS)

SIDE VIEW OF GIRDER

◥ DETAIL TYPICAL EACH END

◆ 1½" DIA. HOLE IN WEB FOR 2 - S512 BARS.

SUPPORT WITH ½" ELASTOMERIC BEARING PAD

(END AT PIER)

GENERAL NOTES

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

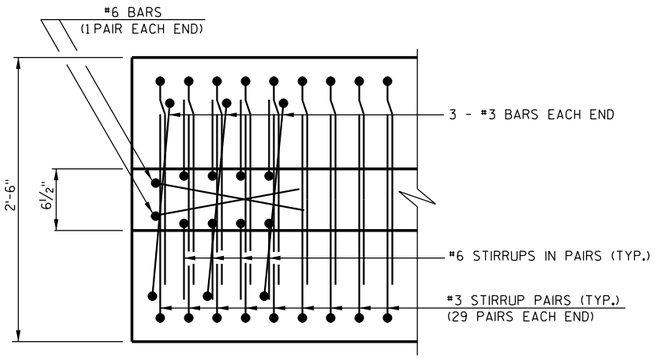
TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE SLAB, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, TWO OPTIONS ARE AVAILABLE:

USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

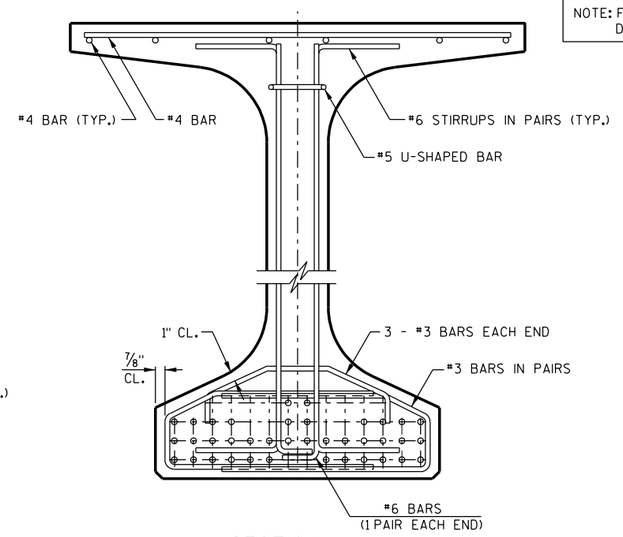
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT CHIEF, (608) 266-5161.

NOTE: FOR GIRDER DATA AND STRAND PATTERN DETAILS, SEE SHEET 18.

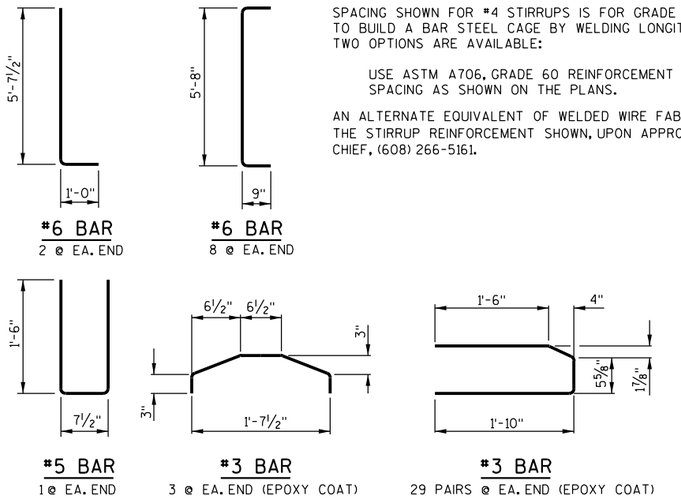


BOTTOM FLANGE

(TYP. EACH END)



SECTION A-A



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

72W" PRESTRESSED GIRDER DETAILS

SHEET 17 OF 28
516

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\17.72Wpr1.b-28-132.dgn
PLOT DATE : 2/7/2012

8

8

STATE PROJECT NUMBER

1390-04-80

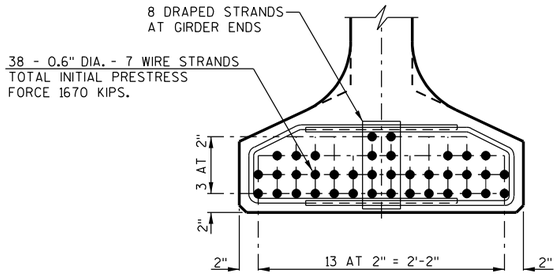
GIRDER DATA		SPAN 1	SPAN 2
GIRDER LENGTH "L" REQUIRED		133'-4½"	141'-4½"
f'ci *		6800 psi	6800 psi
LOCATION OF STRANDS	DIMENSION "A"	67"	67"
	DIMENSION "B" (MIN.)	20½"	20½"
	DIMENSION "B" (MAX.)	23½"	23½"
	DIMENSION "C"	5"	5"
DEFLECTION DATA **	DIMENSION "D"	¾"	⅞"
	DIMENSION "E"	1½"	1¾"
	DIMENSION "F"	2"	2½"
	DIMENSION "G"	2⅜"	2⅞"
	DIMENSION "H"	2⅜"	3⅛"
CAMBER DATA	*** PRESTRESSED CAMBER "I"	2⅞"	3⅜"
	RESIDUAL CAMBER "J"	½"	¾"

* MINIMUM CYLINDER STRENGTH OF CONCRETE AT THE TIME OF TRANSFER OF PRESTRESS FORCE.

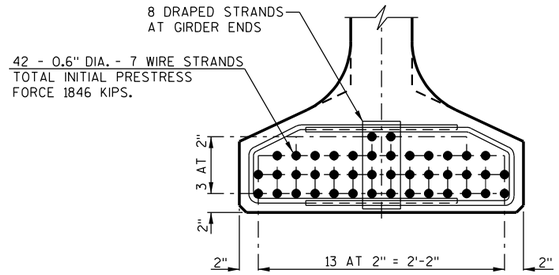
** DATA SHOWN IS THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESS CONDITIONS AND PRESTRESS LOSSES.

*** THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MID-SPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

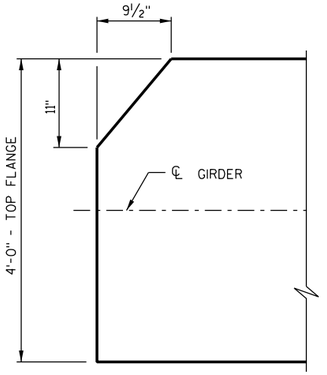
NOTE: FOR ADDITIONAL PRESTRESSED GIRDER DETAILS, SEE SHEET 17.



DRAPED STRAND PATTERN - SPAN 1

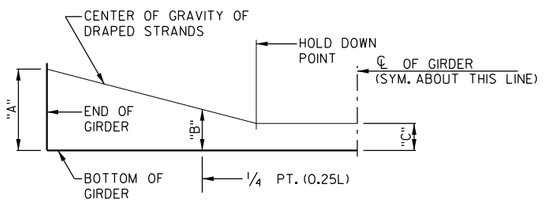


DRAPED STRAND PATTERN - SPAN 2

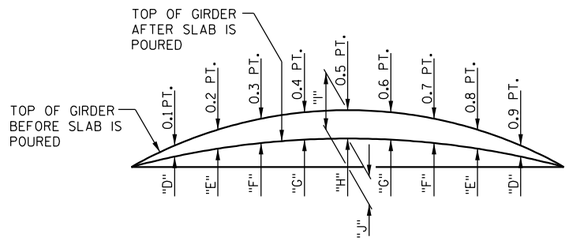


TOP FLANGE CLIP DETAIL

(AT ABUTMENTS)



LOCATION OF DRAPED STRANDS



DEAD LOAD DEFLECTION DIAGRAM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

72W" PRESTRESSED GIRDER DETAILS

SHEET 18 OF 28
517

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\18.72Mod*2.b-28-132.dgn
PLOT DATE : 5/22/2012

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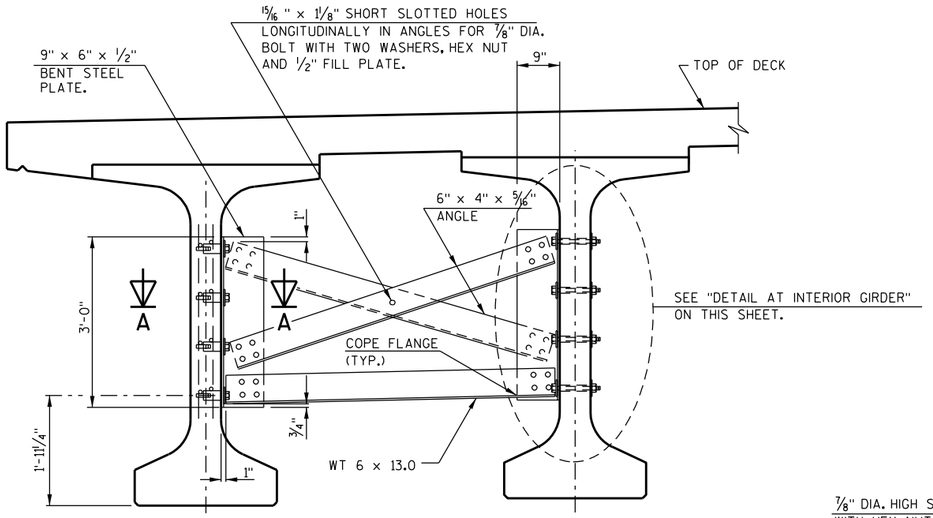
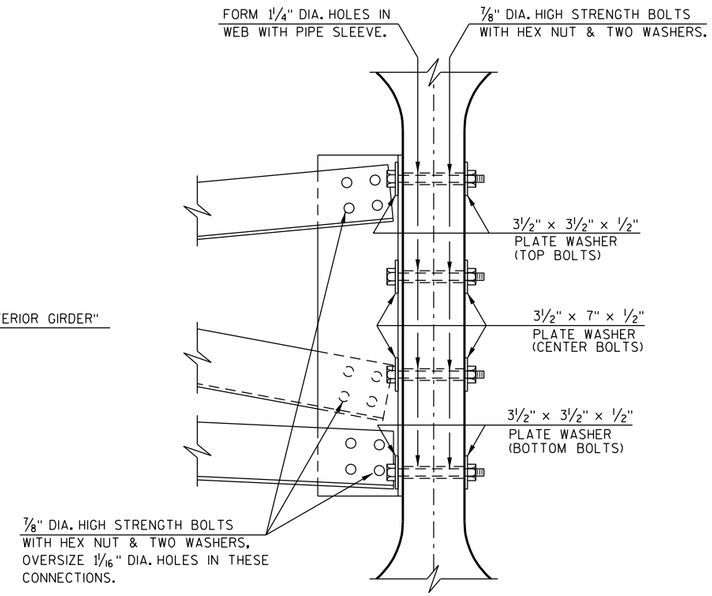
STATE PROJECT NUMBER

1390-04-80



EXTERIOR GIRDER INTERIOR GIRDER

PART TRANSVERSE SECTION AT DIAPHRAGM



DETAIL AT INTERIOR GIRDER

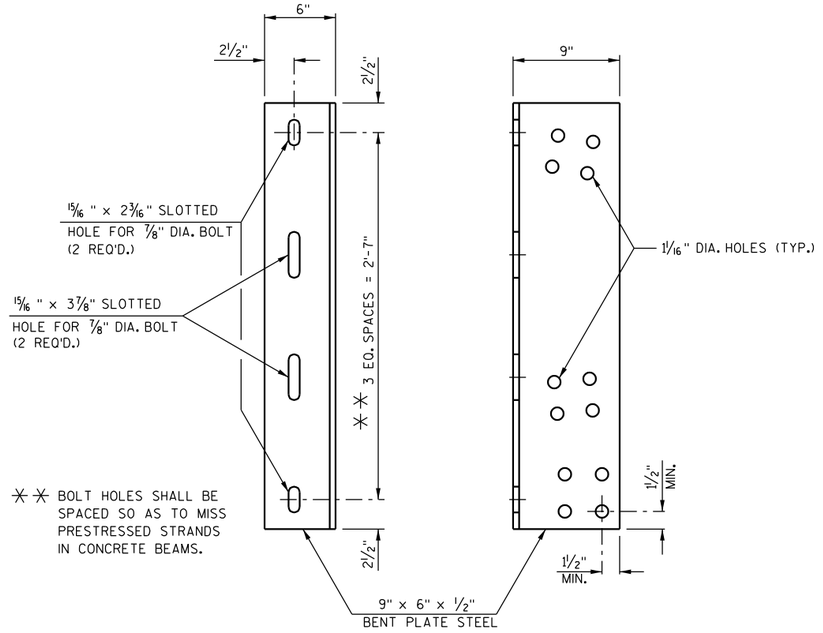
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-28-132", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

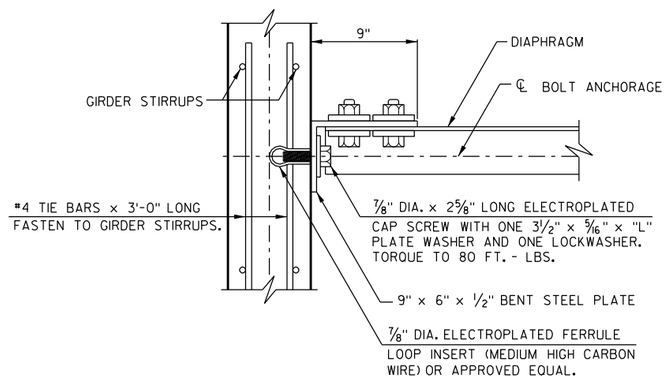
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.



BEAM FACE DIAPHRAGM FACE

DIAPHRAGM SUPPORT



"L" = 3 1/2" FOR TOP AND BOTTOM BOLTS
"L" = 7" FOR CENTER BOLTS

SECTION A-A
(FOR EXTERIOR ATTACHMENT)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

INTERMEDIATE STEEL DIAPHRAGMS

SHEET 19 OF 28
518

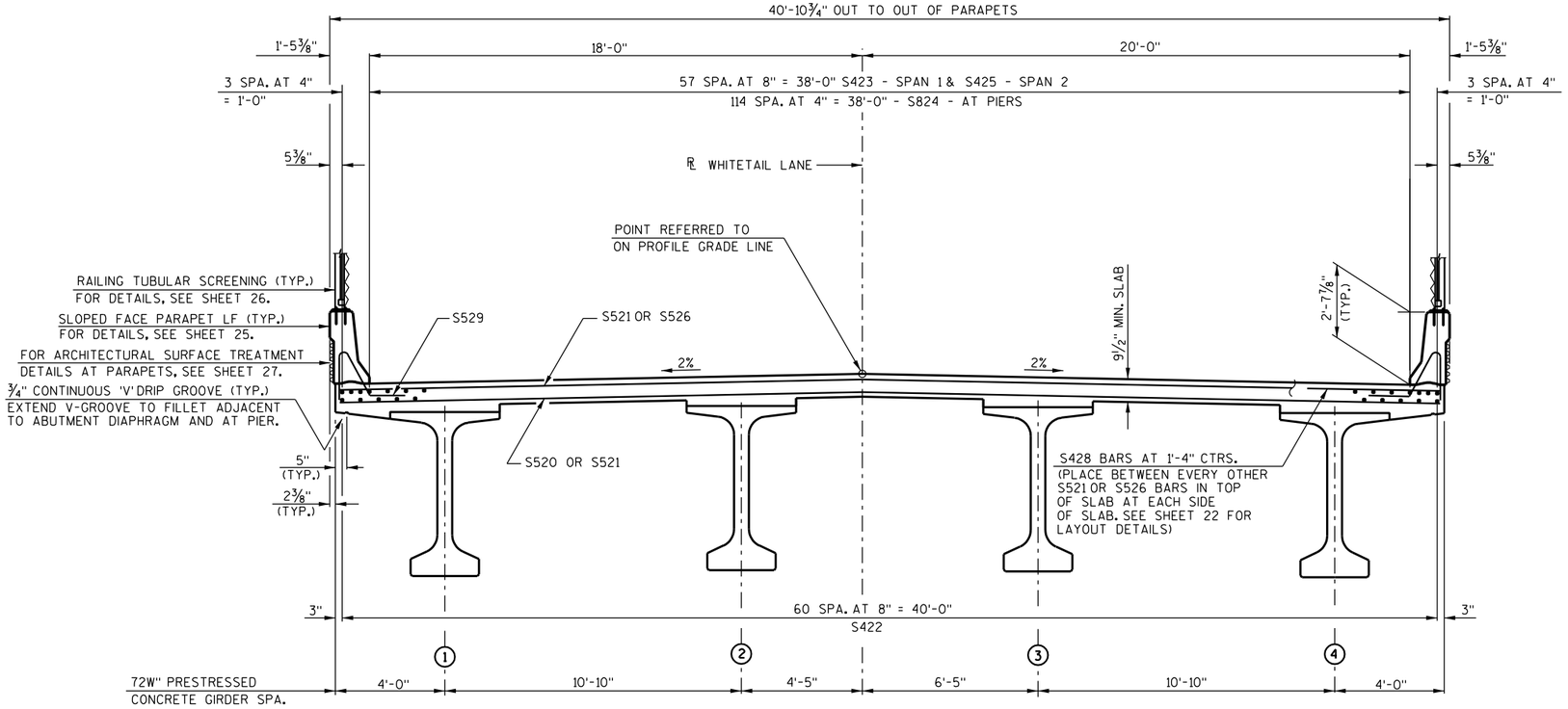
8

8

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\19_steeldiaph-28-132.dgn
PLOT DATE : 2/7/2012

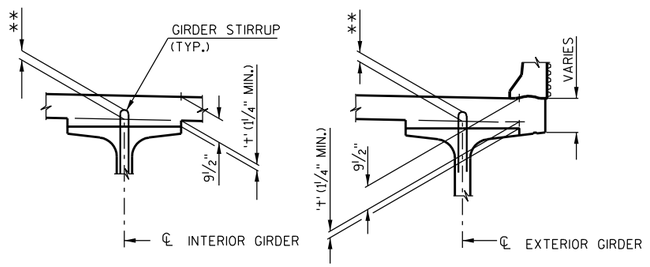
STATE PROJECT NUMBER

1390-04-80



CROSS SECTION THRU ROADWAY

(LOOKING EAST)



SLAB HAUNCH DETAIL

IF THE 1¼" MINIMUM HAUNCH HEIGHT '+' CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR, ** IF THE 3" MINIMUM DECK EMBEDMENT OF THE GIRDER STIRRUP TIE BAR CANNOT BE OBTAINED.

TO DETERMINE '+'; ELEV. OF TOP OF GIRDERS AT ℄ OF SUBSTRUCTURE UNITS AND AT 0.1 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
\- TOP OF GIRDER ELEVATION
\+ DEADLOAD DEFLECTION
\- SLAB THICKNESS (9½")
= HAUNCH HEIGHT '+'

NOTES: SEE SHEET 18 FOR DEADLOAD DEFLECTIONS.
AN AVERAGE HAUNCH ('+') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\20.superl.b-28-132.dgn
PLOT DATE : 5/22/2012

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

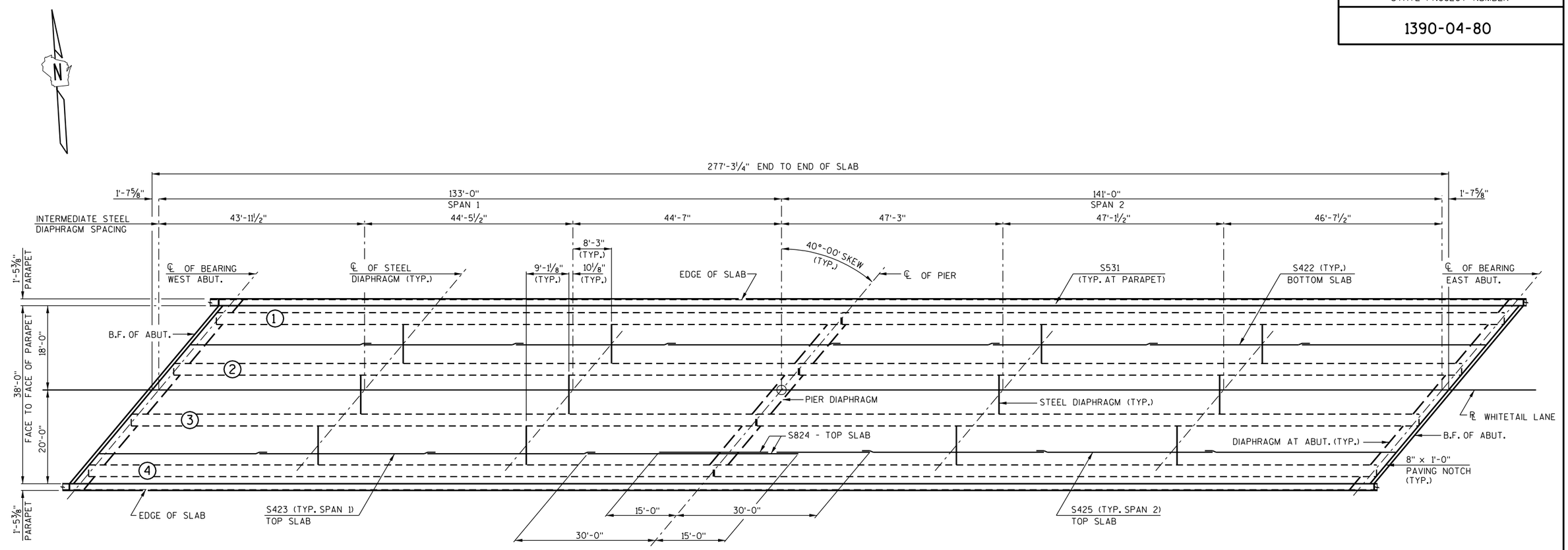
DRAWN BY TAW | PLANS CK'D. TR

SUPERSTRUCTURE

SHEET 20 OF 28
519

STATE PROJECT NUMBER

1390-04-80



PLAN

TOP OF DECK ELEVATIONS

	℄ OF BRG. W. ABUT.	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	℄ OF PIER	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	℄ OF BRG. E. ABUT.
N. EOD	845.13	845.22	845.29	845.36	845.43	845.49	845.56	845.63	845.69	845.76	845.82	845.90	845.97	846.04	846.11	846.18	846.25	846.32	846.39	846.46	846.53
GIRDER 1	845.19	845.28	845.35	845.42	845.49	845.56	845.62	845.69	845.76	845.82	845.89	845.96	846.03	846.10	846.17	846.24	846.31	846.38	846.45	846.52	846.59
GIRDER 2	845.33	845.43	845.52	845.59	845.66	845.73	845.79	845.86	845.93	845.99	846.06	846.13	846.20	846.27	846.34	846.41	846.48	846.55	846.62	846.69	846.76
GIRDER 3	845.22	845.33	845.42	845.50	845.57	845.64	845.71	845.77	845.84	845.91	845.97	846.04	846.11	846.19	846.26	846.33	846.40	846.47	846.54	846.61	846.68
GIRDER 4	844.93	845.04	845.14	845.23	845.31	845.38	845.45	845.51	845.58	845.65	845.71	845.78	845.85	845.92	845.99	846.06	846.13	846.21	846.28	846.35	846.42
S. EOD	844.82	844.93	845.04	845.13	845.21	845.28	845.35	845.42	845.48	845.55	845.62	845.69	845.76	845.83	845.90	845.97	846.04	846.11	846.18	846.25	846.32

NOTES

1. ALL TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE PLACED PERPENDICULAR TO THE ℄ OF WHITETAIL LANE. SEE SHEET 22 FOR DETAILS.
2. THE TOP LONGITUDINAL BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS IN TRANSVERSE DIRECTION ON 4'-0" CENTERS.
3. LAP ALL NO. 4 BARS IN SLAB 1'-8" MIN.
4. THE BOTTOM TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS WITH A CENTER TO CENTER SPACING NOT TO EXCEED 4'-0". ONE LINE OF CONTINUOUS BAR CHAIRS SHALL BE PLACED NEAR EACH EDGE OF SLAB TO SUPPORT THE ENDS OF THE BOTTOM TRANSVERSE BAR STEEL.
5. LAP LONGITUDINAL S531 BARS IN PARAPET 1'-9" MIN.
6. EDGE OF DECK (EOD) ELEVATIONS ARE CALCULATED ASSUMING CROSS SLOPE CONTINUES TO EDGE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

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SUPERSTRUCTURE

SHEET 21 OF 28
520

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\21.super2.b-28-132.dgn
PLOT DATE : 5/22/2012

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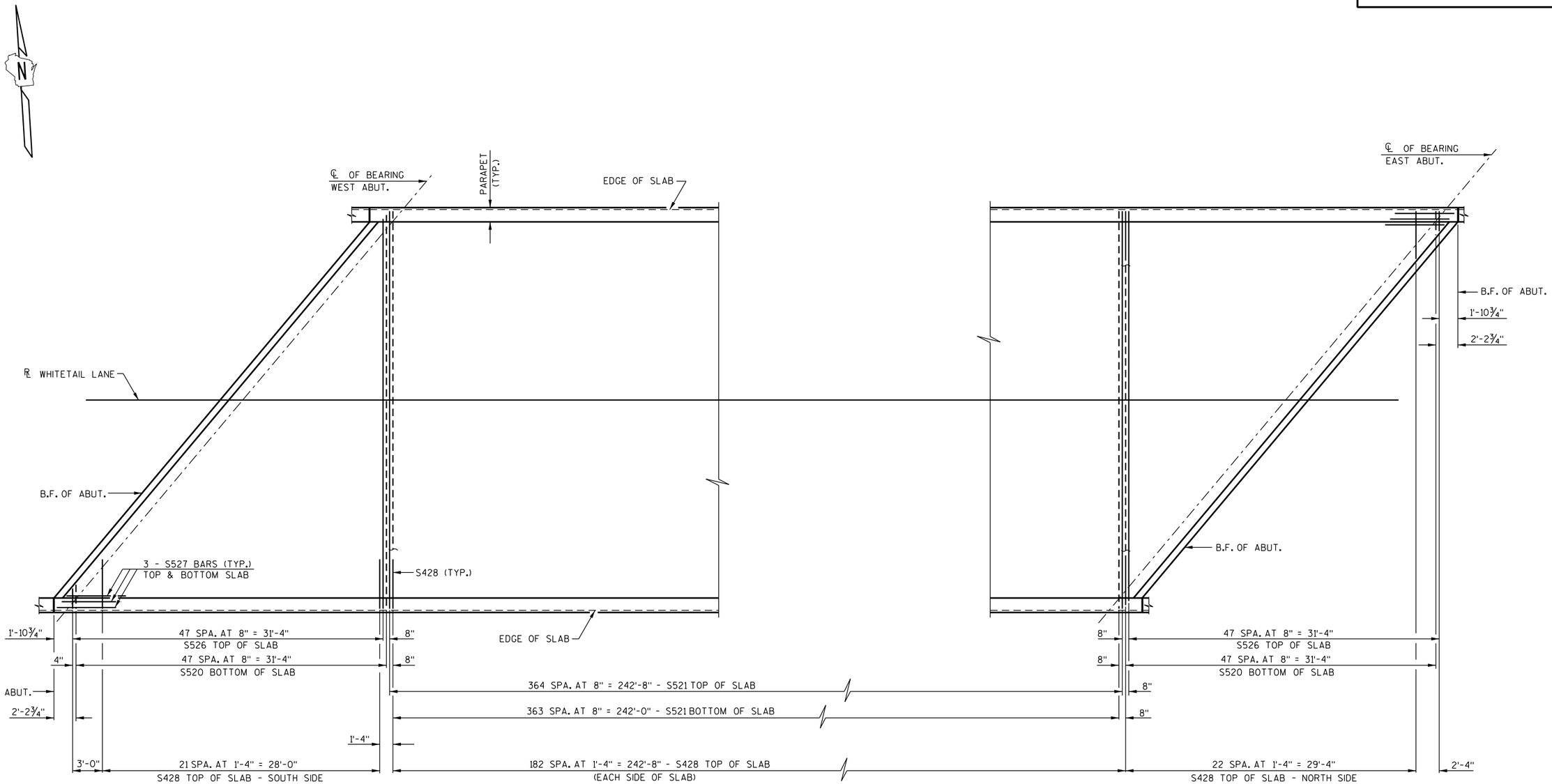
STATE PROJECT NUMBER
1390-04-80



PART PLAN - SUPERSTRUCTURE

(SHOWING TRANSVERSE BAR STEEL REINFORCEMENT)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

SUPERSTRUCTURE

SHEET 22 OF 28

521

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\22_super3_b-28-132.dgn
PLOT DATE : 2/7/2012

8

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STATE PROJECT NUMBER
1390-04-80

NOTE: FOR TRANSVERSE BAR STEEL REINFORCEMENT DETAILS, SEE SHEET 22.

PAVING NOTCH — 8" — CJ — S526 — 8" (4" 4") — S423 - SPAN 1 / S425 - SPAN 2 — 2½" MIN. — 9½" MIN. SLAB — 1½" MIN. — 1'-0" — 3" — S514 — 3" — S422 — S520

CONC. DIAPH. AT ABUT. TO EXTEND AS SHOWN ON SHEET 24.

S503 THRU S505 — S608, S609 OR S611

S506 OR S507

S613 — S512 ✳✳✳

S606, S607 OR S610

S401

S402

18" RUBBERIZED MEMBRANE WATERPROOFING

1½" CL. — 3" — ¾" BEVEL (TYP.)

¾" FILLER UNDER GIRDER FLANGE IN FRONT OF BEARING PAD.

½" × 8" × 2'-10" NON-LAMINATED ELASTOMERIC BEARING PAD. SEE "BEARING PAD LAYOUT" BELOW.

B.F. OF ABUT. — END OF GIRDER — 6" ✳✳ — ℄ OF BEARING & ℄ OF PILES — 1'-11" ✳ — 1'-5" ✳ — 3'-2" ✳

AT ABUTMENTS

℄ OF PIER — CJ — PLACE PIER DIAPHRAGM CONCRETE WITH DECK SLAB. — TOP OF SLAB

S8 — S424 — S521 — S521

3" — 3" — 3" ✳

1½" (TYP.) ✳✳ — S515

END OF GIRDERS — 4 EQUAL SPACES — S419 (TYP.) — S516 OR S517 — S418

CONCRETE DIAPHRAGM AT PIER TO EXTEND BETWEEN INSIDE FACES OF EXTERIOR GIRDERS.

½" × 8" × 2'-6" NON-LAMINATED ELASTOMERIC BEARING PAD & ¾" PREFORMED FILLER. SEE "BEARING PAD LAYOUT" BELOW.

2" BEVEL — P714 — ℄ OF BEARING — 7½" ✳✳ — 7½" ✳✳ — 1'-6" ✳ — 1'-6" ✳

AT PIER

PART LONGITUDINAL SECTION

LEGEND

✳ DIMENSIONS ARE GIVEN NORMAL TO ℄ OF SUBSTRUCTURE UNITS.

✳✳ DIMENSIONS ARE GIVEN PARALLEL TO THE GIRDER ℄.

✳✳✳ 1½" DIA. HOLE IN WEB FOR S512 BARS. PLACE TWO S512 BARS SYMMETRICAL ABOUT THE ℄ OF EACH GIRDER. SEE "SIDE VIEW" ON SHEET 17 FOR DETAILS.

(CJ) OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME DIAPHRAGM POUR.

NOTE: ALL VERTICAL BAR STEEL REINFORCEMENT IN CONCRETE DIAPHRAGMS SHALL BE SPACED AND PLACED PARALLEL TO GIRDERS.

LAP S613 BARS IN ABUTMENT DIAPHRAGM 3'-6" MIN.

3'-4" — 1'-11" — 1'-5" — 4" (TYP.)

¾" BEVEL (TYP.)

¾" × 4" PREFORMED FILLER (TYP.)

½" × 8" × 2'-10" NON-LAMINATED ELASTOMERIC BEARING PAD.

END OF GIRDER — B.F. OF ABUTMENT — ℄ OF GIRDER — F.F. OF ABUTMENT — ¾" PREFORMED FILLER UNDER GIRDER. — BOTTOM FLANGE — ¾" CORK FILLER ON VERTICAL FACES ONLY. (TYP.) — ℄ OF BEARING — 2" — 6"

AT ABUTMENTS

BEARING PAD LAYOUT

3'-0" — 1'-6" — CONCRETE DIAPHRAGM — 1'-6"

8" (TYP.) — 2" (TYP.)

½" × 8" × 2'-6" NON-LAMINATED ELASTOMERIC BEARING PAD. (TYP.)

END OF GIRDERS

¾" PREFORMED FILLER UNDER GIRDER. (TYP.)

℄ OF BEARING — 7½" — 7½" — ℄ OF BEARING — ℄ OF PIER — 1½" (TYP.) — 10" (TYP.)

AT PIER

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

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SUPERSTRUCTURE

SHEET 23 OF 28
522

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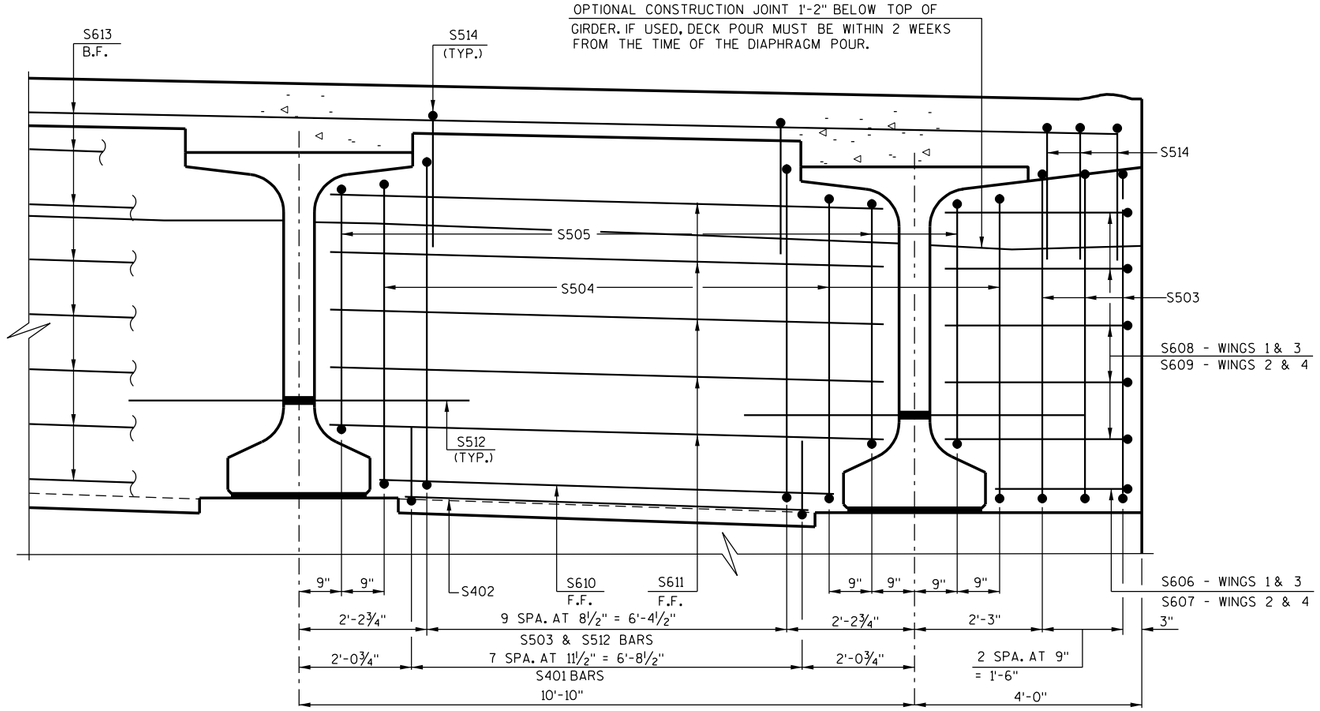
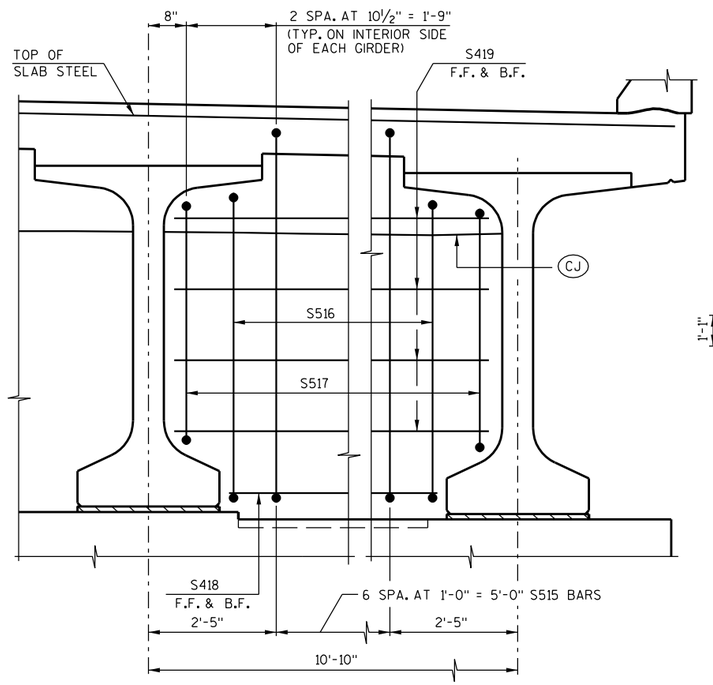
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\23_super4_B-28-132.dgn
PLOT DATE : 5/22/2012

STATE PROJECT NUMBER

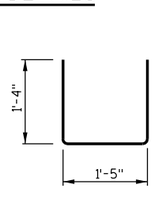
1390-04-80



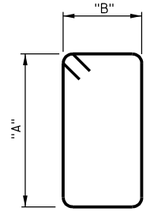
ABUTMENT DIAPHRAGM DETAILS



PIER DIAPHRAGM DETAILS

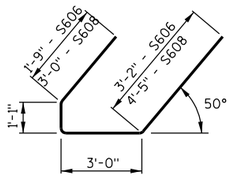


S401

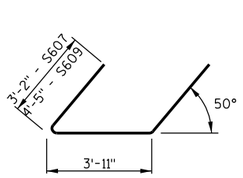


S503 THRU S505, S520

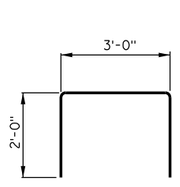
MARK	DIM. "A"	DIM. "B"
S503	5'-8"	3'-11"
S504	5'-5"	3'-11"
S505	4'-4"	3'-11"
S516	5'-5"	3'-5"
S517	4'-4"	3'-5"



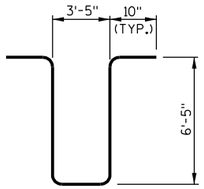
S606 & S608



S607 & S609



S514



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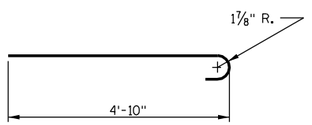

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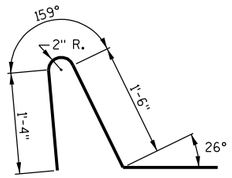
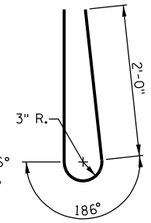


S529



S530

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL BAR STEEL REINFORCEMENT IN THIS BILL SHALL BE EPOXY COATED.

MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION (TOTAL WEIGHT = 89,660 LBS.)
S401	48	3-11	X		ABUTMENT DIAPHRAGM - BOTTOM VERT.
S402	12	9-1			ABUTMENT DIAPHRAGM - BOTTOM HORIZ.
S503	72	19-9	X		ABUTMENT DIAPHRAGM - STIRRUPS VERT.
S504	16	19-3	X		ABUTMENT DIAPHRAGM - STIRRUPS VERT.
S505	16	17-1	X		ABUTMENT DIAPHRAGM - STIRRUPS VERT.
S606	2	5-8	X		ABUTMENT DIAPHRAGM - END - WINGS 1 & 3 HORIZ.
S607	2	9-11	X		ABUTMENT DIAPHRAGM - END - WINGS 2 & 4 HORIZ.
S608	10	11-3	X		ABUTMENT DIAPHRAGM - END - WINGS 1 & 3 HORIZ.
S609	10	12-6	X		ABUTMENT DIAPHRAGM - END - WINGS 2 & 4 HORIZ.
S610	6	10-5			ABUTMENT DIAPHRAGM - BETWEEN GIRDERS HORIZ.
S611	30	13-0			ABUTMENT DIAPHRAGM - BETWEEN GIRDERS HORIZ.
S512	16	6-0			ABUTMENT DIAPHRAGM - SYMM. ABOUT ℄ OF GIRDER HORIZ.
S613	36	28-0			ABUTMENT DIAPHRAGM - B.F. HORIZ.
S514	72	6-9	X		ABUTMENT DIAPHRAGM - TOP VERT.
S515	21	17-5	X		PIER DIAPHRAGM VERT.
S516	6	18-3	X		PIER DIAPHRAGM VERT.
S517	6	16-1	X		PIER DIAPHRAGM VERT.
S418	6	10-5			PIER DIAPHRAGM HORIZ.
S419	24	13-0			PIER DIAPHRAGM HORIZ.
S520	96	21-3		✳	SLAB - BOTTOM TRANS.
S521	729	40-2			SLAB - BOTTOM TRANS.
S422	488	36-1			SLAB - BOTTOM LONGIT.
S423	192	36-6			SLAB - TOP - SPAN 1 LONGIT.
S824	121	45-0			SLAB - TOP - AT PIER LONGIT.
S425	192	39-2			SLAB - TOP - SPAN 2 LONGIT.
S526	96	20-10		✳	SLAB - TOP TRANS.
S527	12	6-0			SLAB - TOP & BOTTOM - WING CORNERS 1 & 3 LONGIT.
S428	410	5-4	X		SLAB - TOP - AT EDGE OF SLAB TRANS.
S529	838	4-2	X		PARAPET VERT.
S530	838	4-10	X		PARAPET VERT.
S531	90	33-7			PARAPET HORIZ.

✳ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATION. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQ'D.	LENGTH
S520	2 SERIES OF 48	2'-7" TO 39'-11"
S526	2 SERIES OF 48	2'-2" TO 39'-6"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

SUPERSTRUCTURE

SHEET 24 OF 28
523

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\24.super5.b-28-132.dgn
PLOT DATE : 5/22/2012

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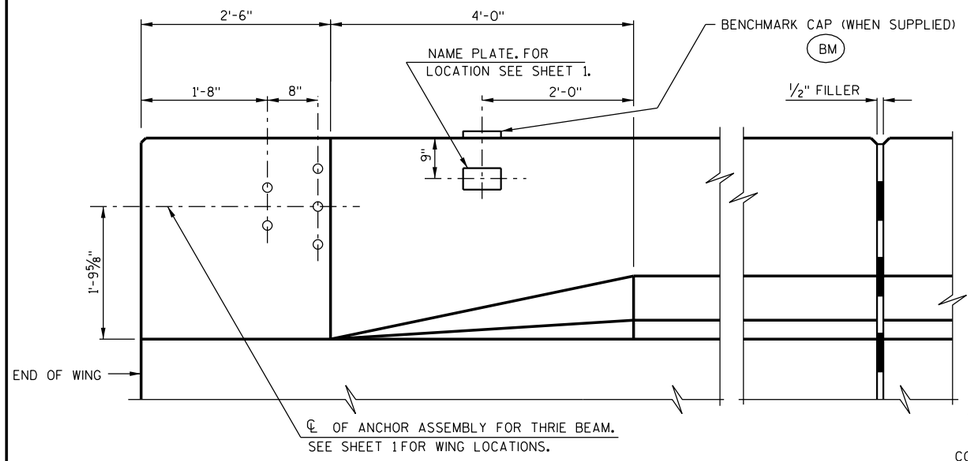
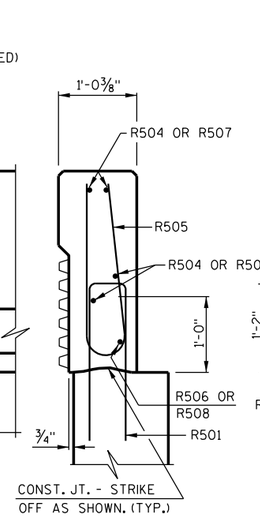
STATE PROJECT NUMBER

1390-04-80

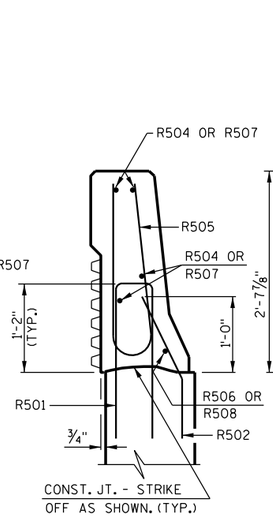


INSIDE ELEVATION - WINGS

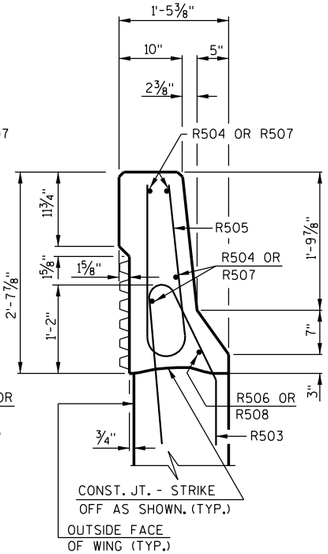
(WING 2 SHOWN, WINGS 1, 3 & 4 SIMILAR.)



SECTION A-A



SECTION B-B

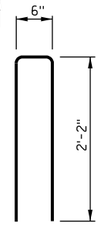


SECTION C-C

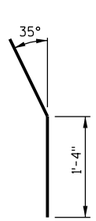
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL REINFORCEMENT BARS IN THIS BILL SHALL BE EPOXY COATED.

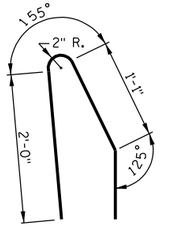
MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	TOTAL WEIGHT = 1,770 LBS.
R501	56	4-7	X		PARAPET - WINGS	VERT.
R502	32	2-4	X		PARAPET - WINGS	VERT.
R503	76	4-7	X		PARAPET - WINGS	VERT.
R504	8	21-8			PARAPET - WINGS 1& 3	HORIZ.
R505	132	4-10	X		PARAPET - WINGS	VERT.
R506	2	21-8	X		PARAPET - WINGS 1& 3	HORIZ.
R507	8	15-8			PARAPET - WINGS 2 & 4	HORIZ.
R508	2	15-8	X		PARAPET - WINGS 2 & 4	HORIZ.



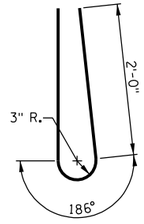
R501



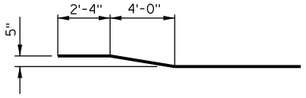
R502



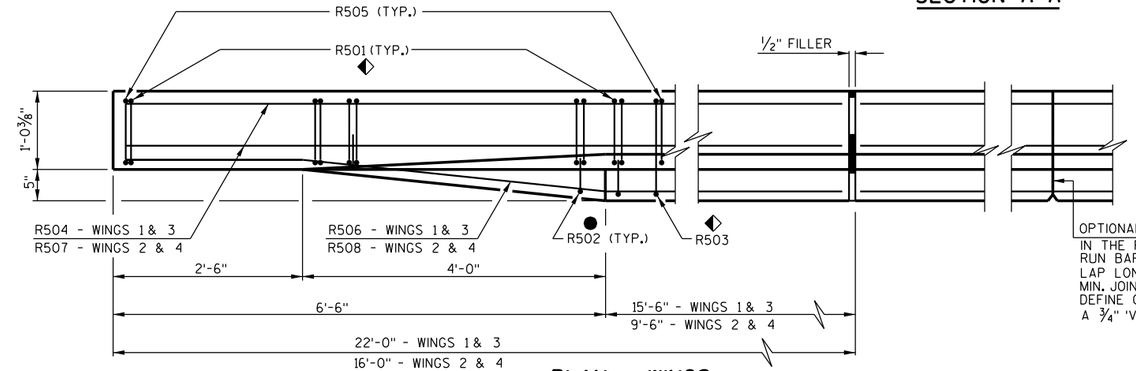
R503



R505



R506 & R508



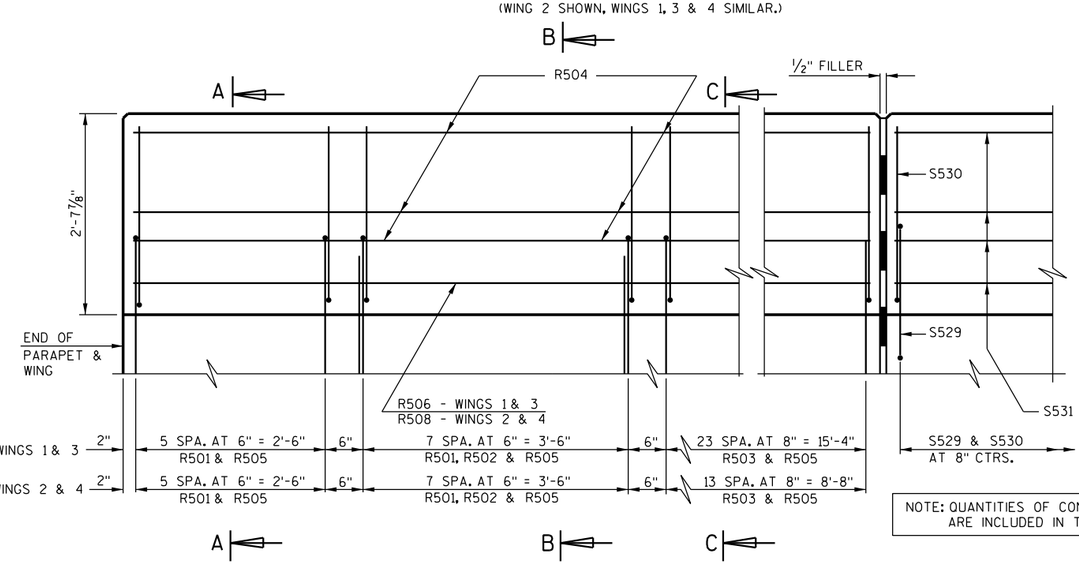
PLAN - WINGS

(WING 2 SHOWN, WINGS 1, 3 & 4 SIMILAR.)

LEGEND

- ● R502 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE INTIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R502 BARS CORRECTLY ALONG TANSITION OF PARAPET.
- ◆ R501 AND R503 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.
- (BM) AVOID PLACING BENCHMARK CAP BELOW "RAILING TUBULAR SCREENING".

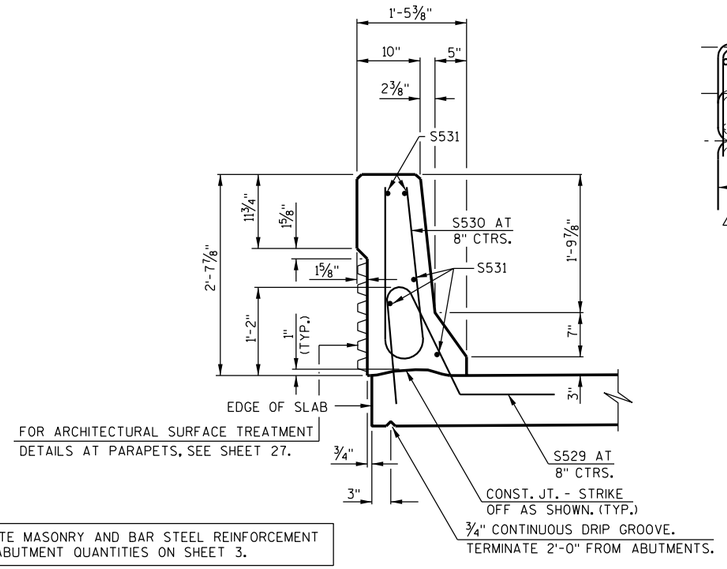
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 2'-11". MIN. JOINT SPACING OF 80'-0" DEFINE CONST. JOINT WITH A ¾" 'V' GROOVE.



OUTSIDE ELEVATION - WINGS

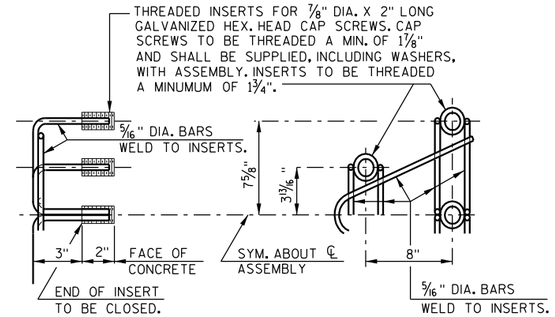
(ARCHITECTURAL SURFACE TREATMENT NOT SHOWN FOR CLARITY)

NOTE: QUANTITIES OF CONCRETE MASONRY AND BAR STEEL REINFORCEMENT ARE INCLUDED IN THE ABUTMENT QUANTITIES ON SHEET 3.



SECTION THRU PARAPET ON BRIDGE

NOTE: SEE SHEET 24 FOR BAR STEEL REINFORCEMENT DETAILS AND BILL OF BARS FOR PARAPET ON BRIDGE.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE PAID FOR BY BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

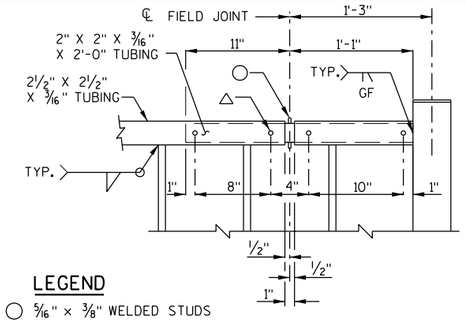
SLOPED FACE PARAPET LF

SHEET 25 OF 28
524

8

8

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\25_parapet_lf_b-28-132.dgn
PLOT DATE : 5/22/2012

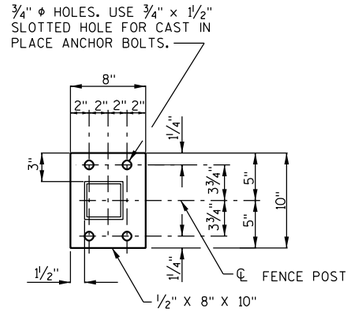


LEGEND

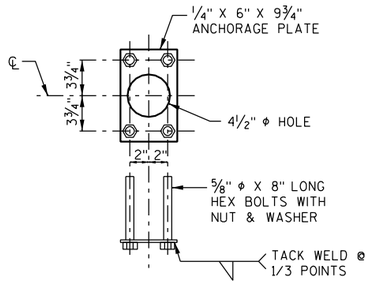
○ 5/16" × 3/8" WELDED STUDS

△ WELD BEAD ON EACH SIDE OF TUBE. GRIND BEADS SO THAT SLEEVE FITS FREELY INSIDE THE 2½" × 2½" TUBE.

RAILING EXPANSION JOINT DETAIL

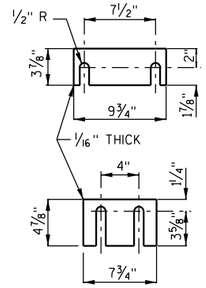


BASE PLATE



ANCHORAGE DETAIL

⅝" ϕ CONCRETE MASONRY ANCHOR, TYPE S EPOXY, 7" MINIMUM EMBEDMENT WITH A MINIMUM PULLOUT OF 20 KIPS MAY BE SUBSTITUTED FOR ⅝" CAST IN PLACE ANCHOR BOLTS. ANCHORAGE PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.



SHIM PLATE DETAILS

TWO SHIMS OF EACH SIZE REQUIRED PER POST

NOTES

BID ITEM SHALL BE "RAILING TUBULAR SCREENING B-28-132" WHICH SHALL INCLUDE ALL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

RAILS AND POSTS TO BE A.S.T.M. A500, GRADE B. BASE PLATES AND SHIMS TO BE A.S.T.M. A709, GRADE 36. ALL GALVANIZED AFTER FABRICATION.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPA. ARE TAKEN HORIZ. ALONG CENTER LINE OF RAILING AT BASE OF POST.

SHIMS SHALL BE USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE DIRECTION.

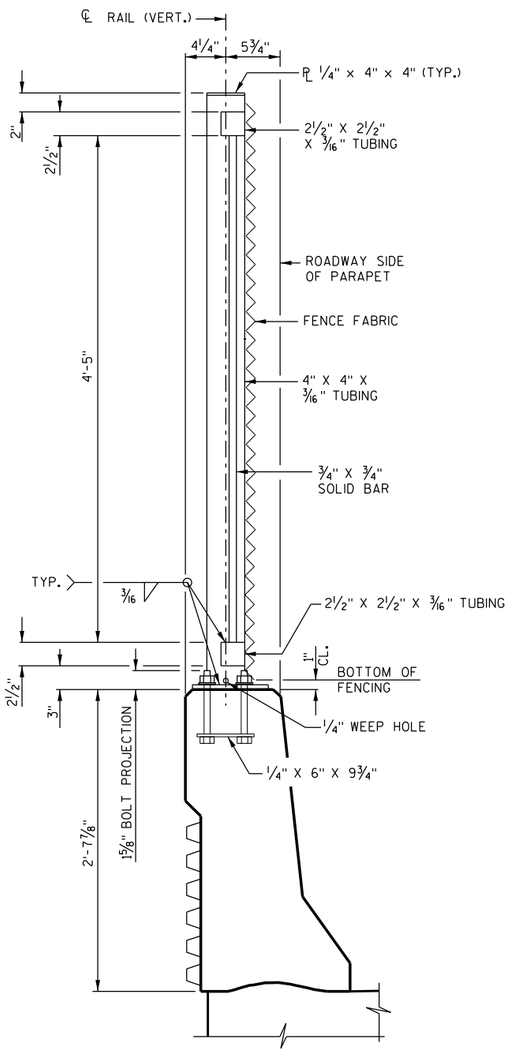
ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR A.S.T.M. 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE NOT MORE THAN 3 POSTS.

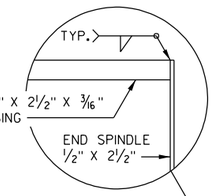
VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING.

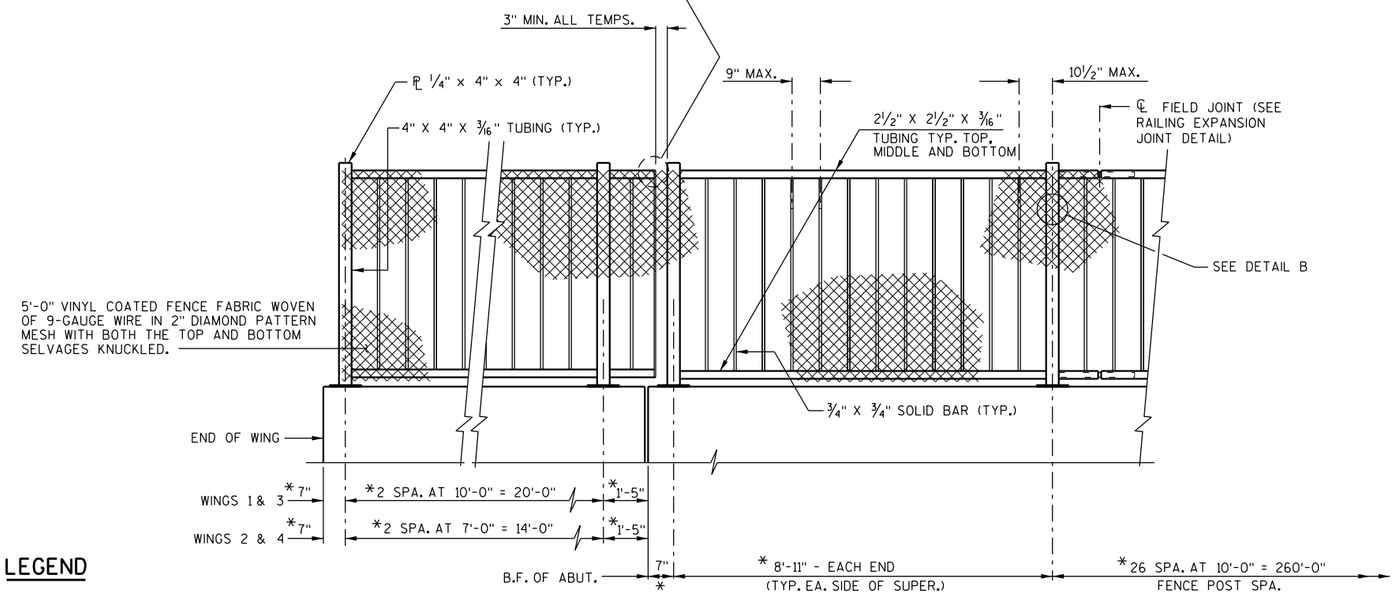
ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING ALL STEEL RAILING POSTS AND STEEL TUBING SHALL BE GIVEN A #6 BLAST CLEANING BY SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH APPROVED TIE COAT AND TOPCOAT.

RAILING TO BE PAINTED AND FENCE FABRIC AND TIES TO BE VINYL COATED. FEDERAL COLOR NO. 27083.



SECTION THRU RAILING

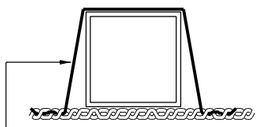




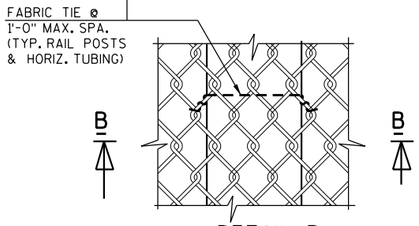
LEGEND

*POST SPACING IS GIVEN ALONG ℄ OF RAIL.

INSIDE ELEVATION OF RAILING



SECTION B-B



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

RAILING TUBULAR SCREENING

SHEET 26 OF 28

525

STATE PROJECT NUMBER

1390-04-80

8

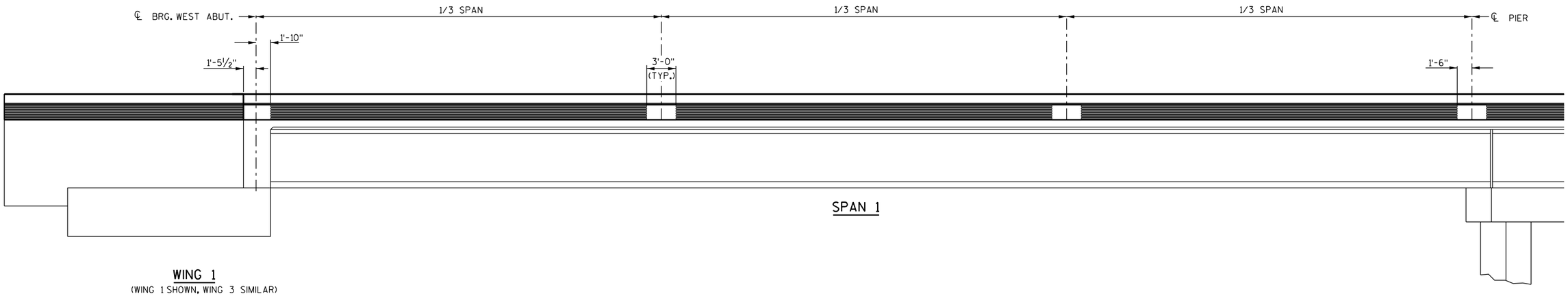
8

FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\26_railing_b-28-132.dgn
PLOT DATE : 5/22/2012

1 2 3 7 8 9 10 11 12 13

STATE PROJECT NUMBER

1390-04-80

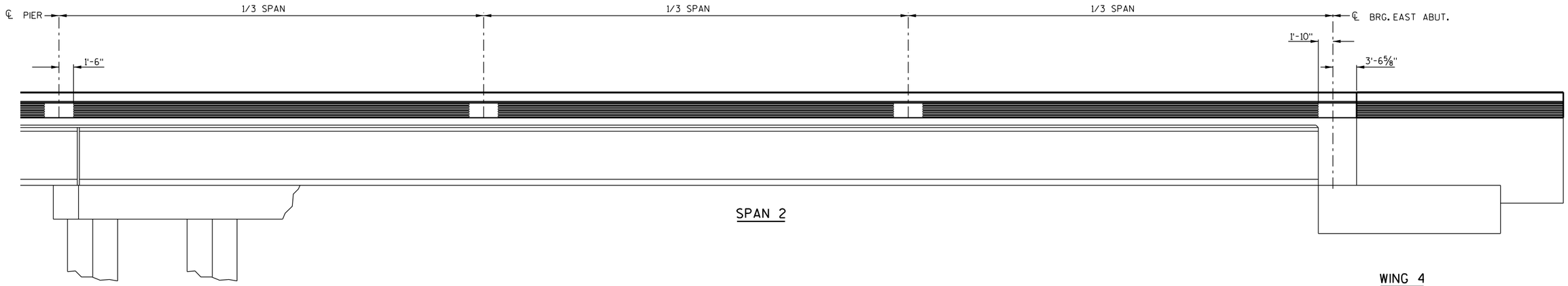


SPAN 1

WING 1

(WING 1 SHOWN, WING 3 SIMILAR)

PIER



SPAN 2

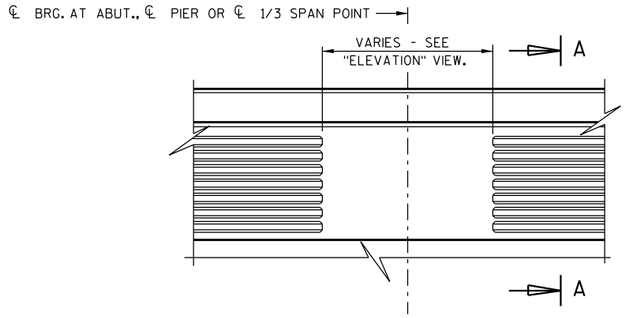
PIER

WING 4

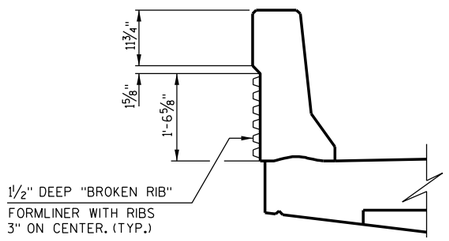
(WING 4 SHOWN, WING 2 SIMILAR)

ELEVATION VIEW

(NORMAL TO STRUCTURE - LOOKING NORTH)



DETAIL OF REVEAL



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

ARCHITECTURAL SURFACE TREAT-MENT DETAILS

SHEET 27 OF 28

526

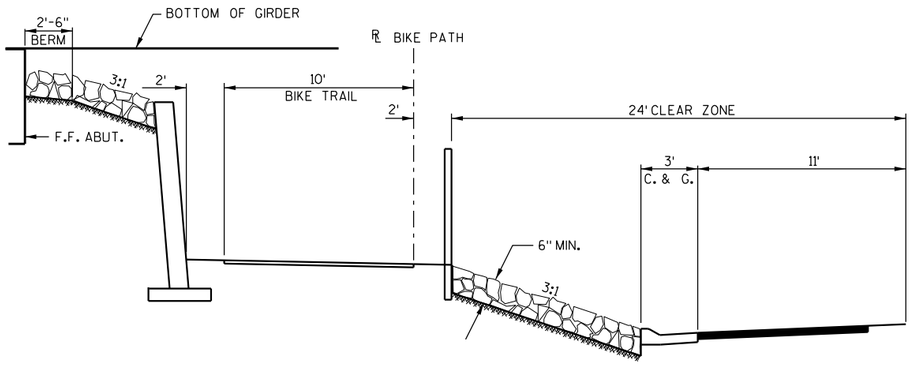
8

8

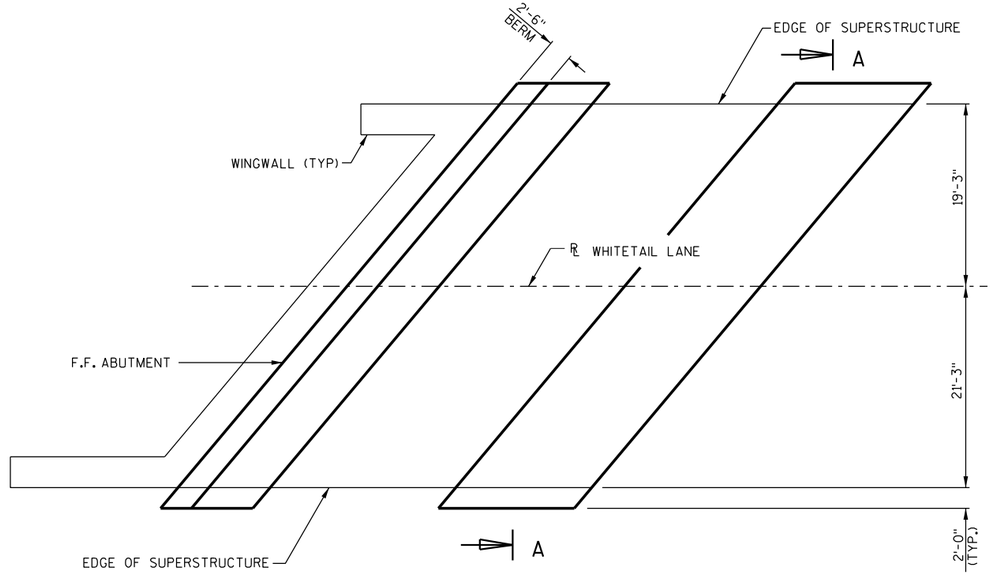
FILE NAME : P:\132 STH 26 Bridges\structures\B-28-132\27_surfacetreat_b-28-132.dgn
PLOT DATE : 5/22/2012

STATE PROJECT NUMBER

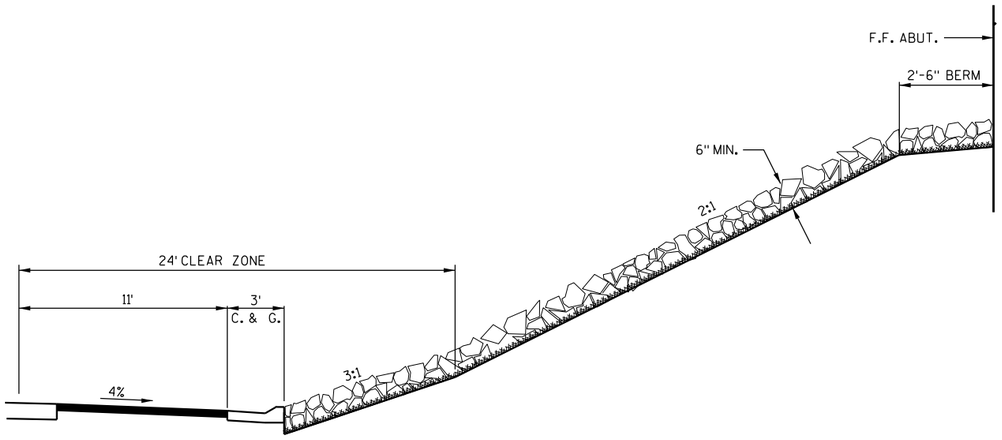
1390-04-80



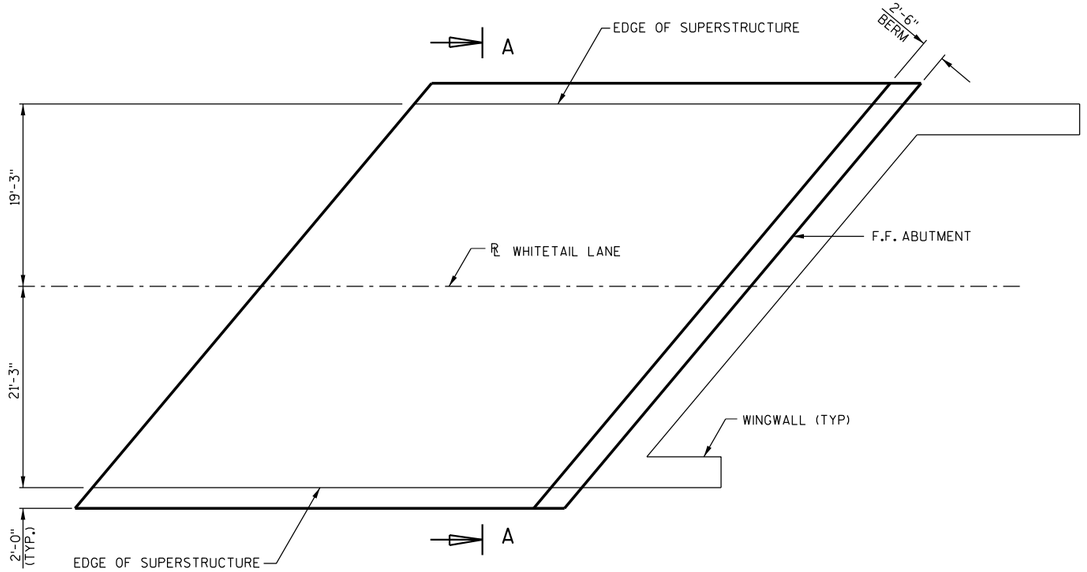
TYPICAL SECTION
(AT WEST ABUTMENT)



PART PLAN
(WEST ABUTMENT)



TYPICAL SECTION
(AT EAST ABUTMENT)

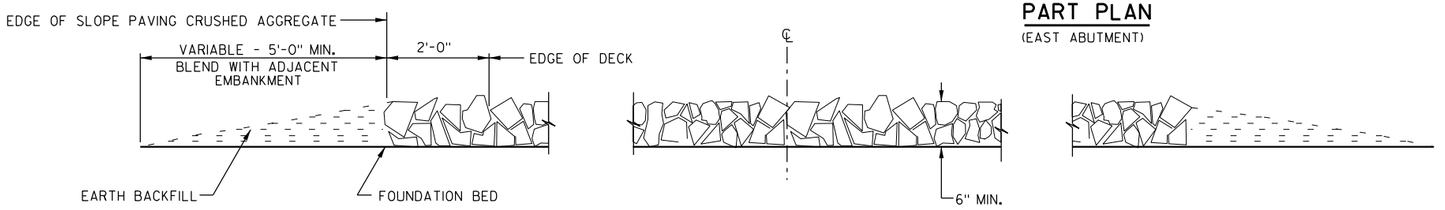


PART PLAN
(EAST ABUTMENT)

GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-28-132

DRAWN BY TAW | PLANS CK'D. TR

SLOPE PAVING CRUSHED AGGREGATE DETAILS

SHEET 28 OF 28

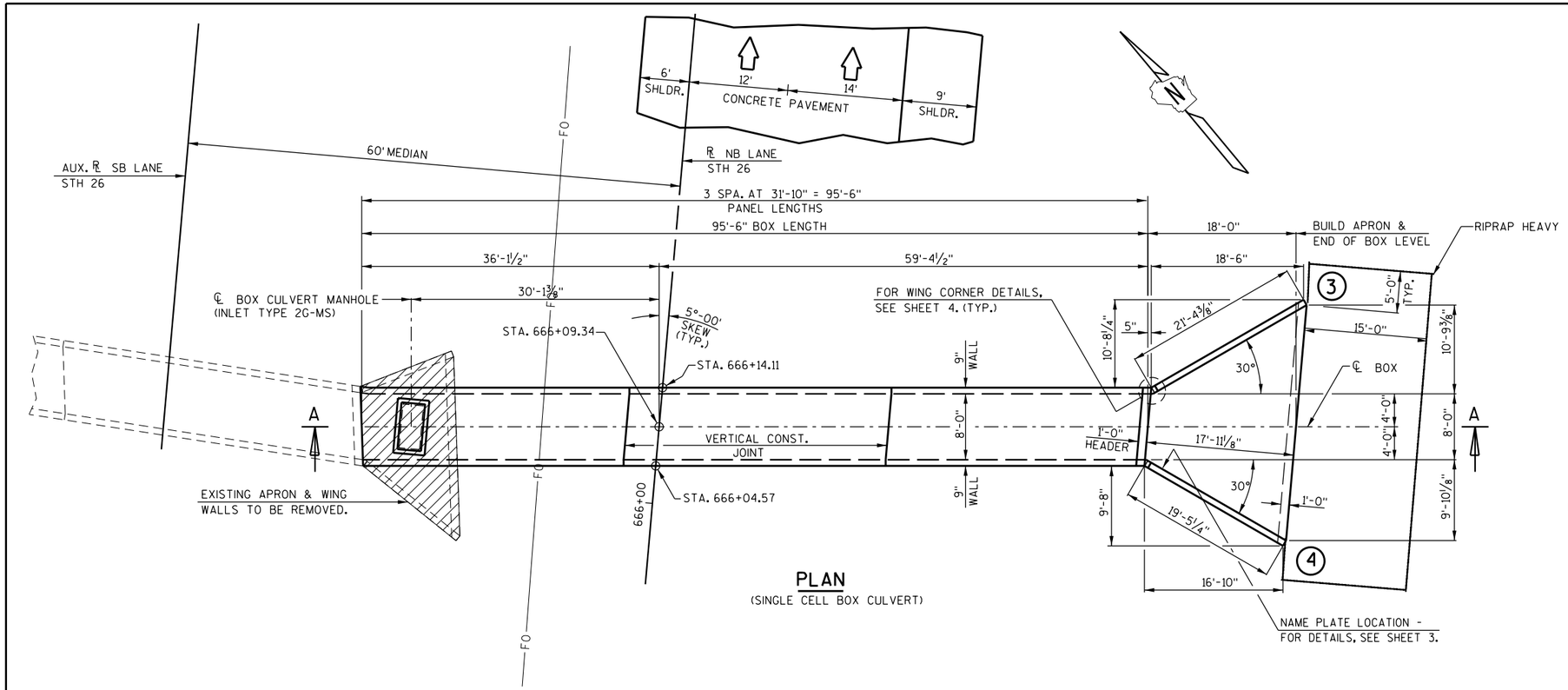
527

8

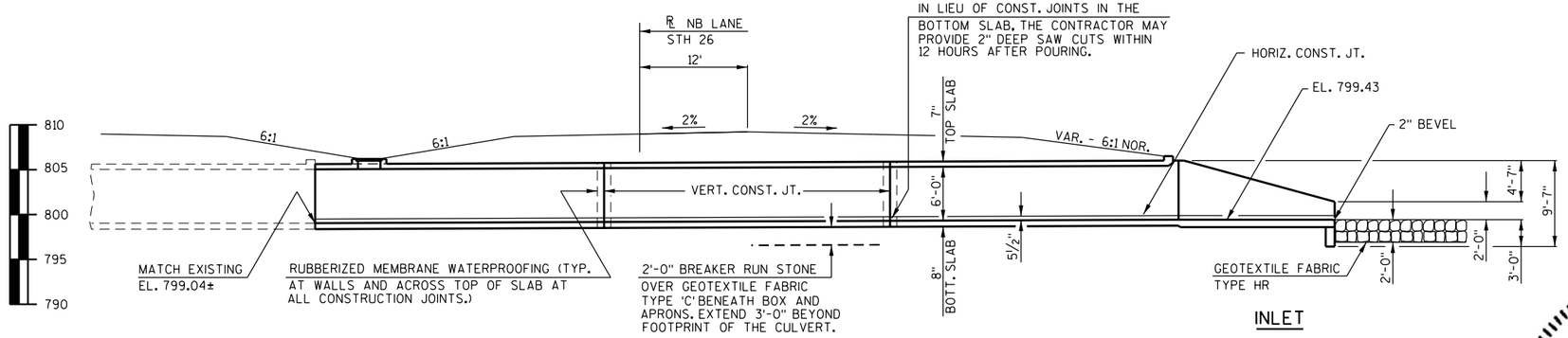
8

FILE NAME : P:\132 STH 28 Bridges\structures\B-28-132\28_slopepave_b-28-132.dgn
PLOT DATE : 9/25/2012

STATE PROJECT NUMBER
1390-04-80



PLAN
(SINGLE CELL BOX CULVERT)



INLET

SECTION A-A

BENCH MARK TABLE

NO.	STATION	OFFSET	DESCRIPTION	ELEVATION
491	666+01.8	311.2' LT.	CHIS. "X" NW END 72" CMP UNDER OLD 26	804.61

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS:	
203.0200	REMOVING OLD STRUCTURE STA. 666+06	1 LS
206.2000	EXCAVATION FOR STRUCTURES CULVERTS C-28-32	1 LS
210.0100	BACKFILL STRUCTURE	60 CY
311.0115	BREAKER RUN	150 CY
504.0100	CONCRETE MASONRY CULVERTS	92 CY
505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	15,750 LB
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	53 SY
606.0300	RIPRAP HEAVY	50 CY
645.0105	GEOTEXTILE FABRIC TYPE C	250 SY
645.0120	GEOTEXTILE FABRIC TYPE HR	100 SY
SPV.0105.01	TEMPORARY STREAM DIVERSION STRUCTURE C-28-32	1 LS

NON-BID ITEMS:

FILLER — ½" & ¾"

LIST OF DRAWINGS

1. GENERAL PLAN
2. SUBSURFACE EXPLORATION
3. BOX DETAILS
4. APRON DETAILS
5. WINGS 3 & 4
6. BILL OF BARS

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS20
EARTHLOAD: DESIGNED FOR 4.5 FEET OF FILL.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY — f'_c = 3,500 P.S.I.
HIGH-STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 — f_y = 60,000 P.S.I.

TRAFFIC DATA:

STH 26
A.D.T. (2014) =
A.D.T. (2034) = 18,400
DESIGN SPEED = 70 M.P.H.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M153, TYPES I, II OR III OR M213.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-28-32" SHALL BE THE EXISTING GROUND LINE.

WITHIN THE LENGTH OF THE BOX ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW BOX SHALL BE BACKFILLED WITH BACKFILL STRUCTURE TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION WITHIN THE LENGTH OF THE CULVERT.

SEE ROADWAY PLANS FOR EXISTING & PROPOSED UTILITY LOCATIONS.

THE CONCRETE CUT OFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE ALTERNATE CUT OFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT OFF WALL. PAYMENT SHALL BE BASED ON CONCRETE CUT OFF WALLS.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ¾" FILLER WITH NON-STAINING GRAY NON-ASPHALTIC JOINT SEALER.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

THE EXISTING STRUCTURE IS A SINGLE-CELL 8' x 6' CONCRETE BOX CULVERT WITH AN OVERALL LENGTH OF 73'± AND IS TO BE PARTIALLY REMOVED AND EXTENDED APPROX. 95.5'± TO THE EAST.

WISCONSIN
THOMAS J. ROMENESKO
E-26318
MADISON
WI
PROFESSIONAL ENGINEER
10/10/12

ROMENESKO ENGINEERING, INC.
CONTACT: TOM ROMENESKO, P.E.
7325 CEDAR CREST DRIVE
SAUK CITY, WI 53583
(608) 644-1502

BRIDGE OFFICE CONTACT:
WILLIAM DREHER, P.E.
(608) 266-8489

NO.	DATE	REVISION	BY

Original Plans Prepared By
ROMENESKO ENGINEERING, INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher KAR 11/07/12
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-28-32

STH 26 OVER DRAINAGE WAY - STA. 666+09.3

COUNTY	TOWN/~~CITY/VILLAGE~~
JEFFERSON	KOSHKONONG

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	TR	DESIGN CK'D.	VR	DRAWN BY	TAW	PLANS CK'D.	TR

GENERAL PLAN

SHEET 1 OF 6
528

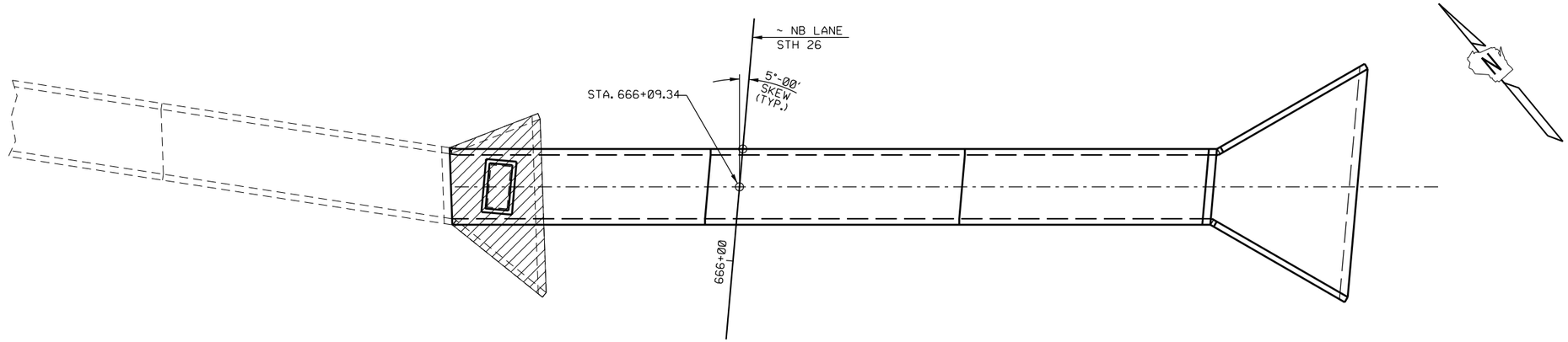
FILE NAME : P:\32 STH 26 Bridges\structures\C-28-32\01.genplan.c-28-32.dgn
PLOT DATE : 10/12/2012

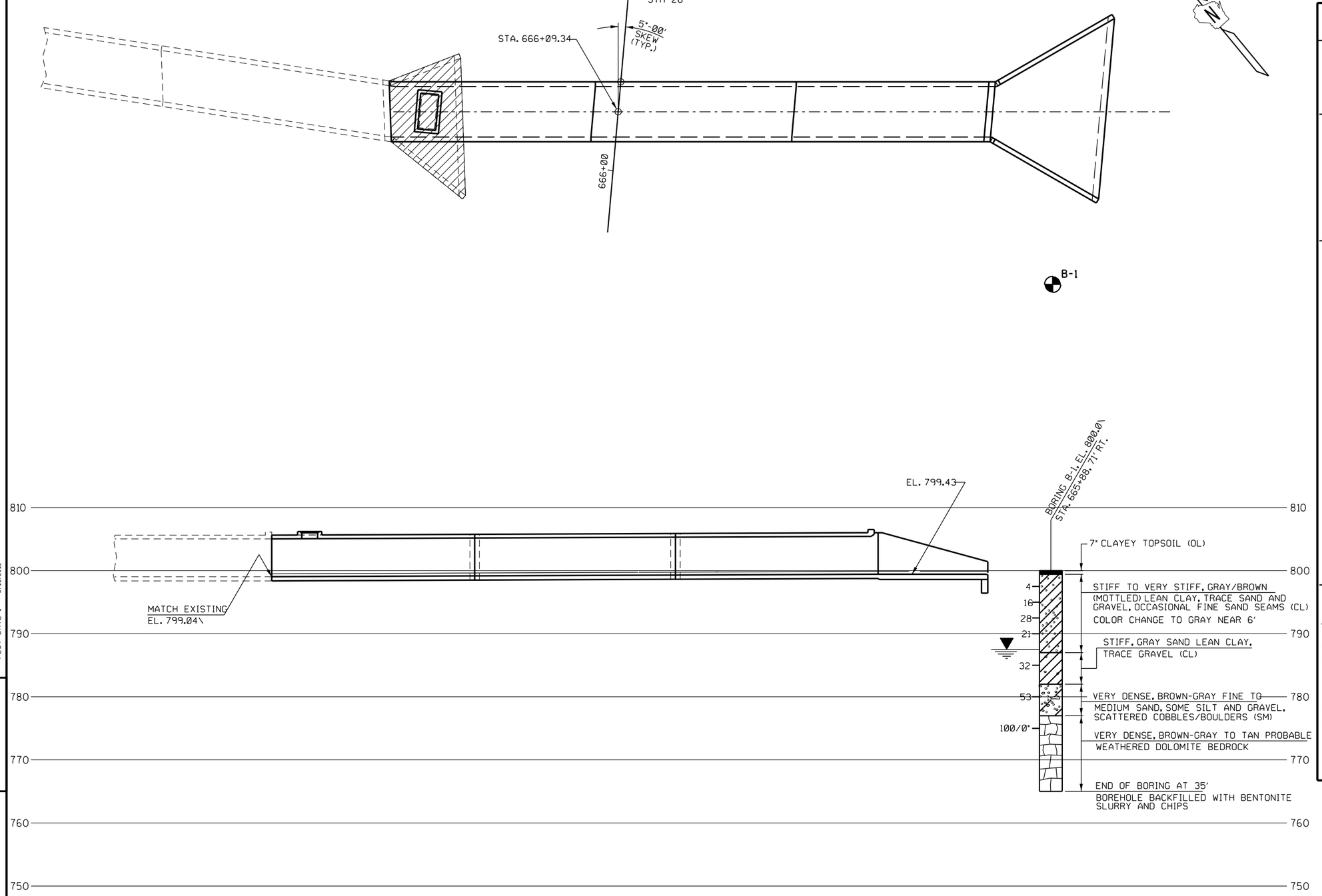
8

8

STATE PROJECT NUMBER	SHEET NO.
1390-04-80	

BORINGS PERFORMED BY:
CGC, INC.
2921 PERRY STREET
MADISON, WI 53713
BORING B-1 PERFORMED ON JANUARY 8, 2009





ABBREVIATIONS

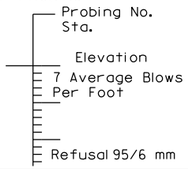
F ___ FINE M ___ MEDIUM C ___ COARSE
WS ___ WEATHERED SO ___ SOUND

TOPSOIL/ RDWY SECTION | SILT | SANDSTONE
SAND | PEAT | LIMESTONE
GRAVEL | CLAY | IGNEOUS ROCK

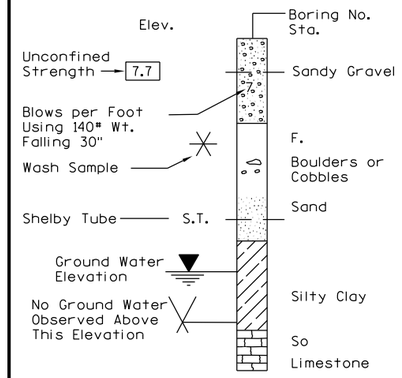
LEGEND OF PROBING

95/6 = 95 blows for 6" Penetration

Probing taken with a 350# wt. Falling on a 2" O.D. Point



LEGEND OF BORING



Unless otherwise specified, the blows per foot at the locations indicated are based on driving a 2" O.D. X 1.4" I.D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION

DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the subsurface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, Romenesko Engineering does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-28-32

DRAWN BY TAW | PLANS CK'D. TR

SUBSURFACE EXPLORATION

SHEET 2 OF 6
529

FILE NAME : P:\132 STH 26 Bridges\structures\C-28-32\02.soils.c-28-32.dgn
PLOT DATE : 5/18/2012

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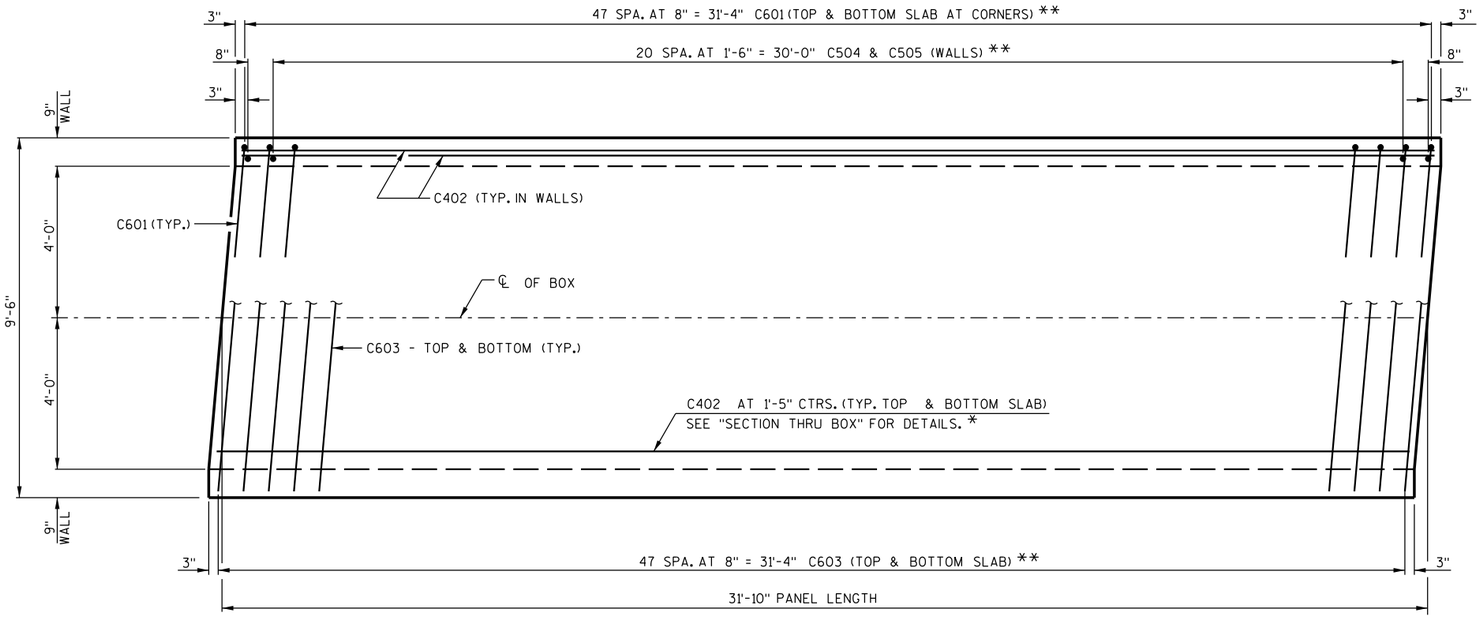
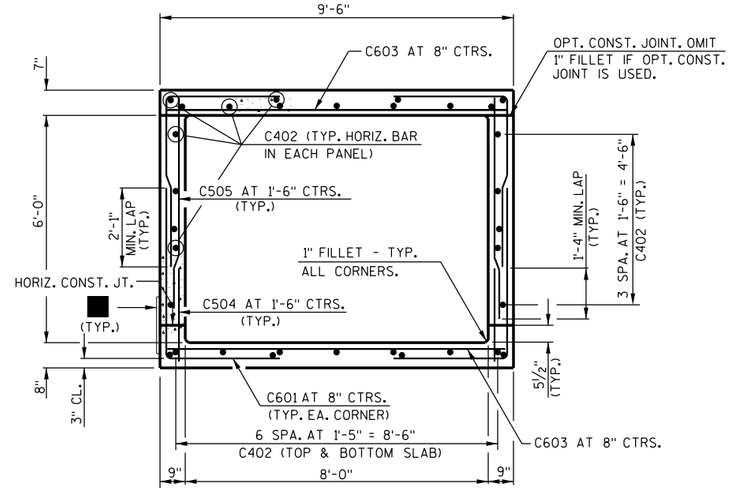
STATE PROJECT NUMBER

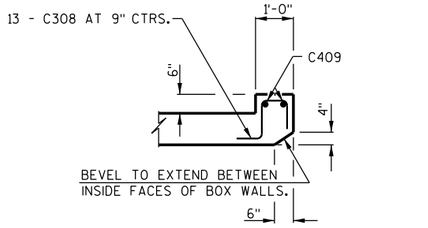
1390-04-80



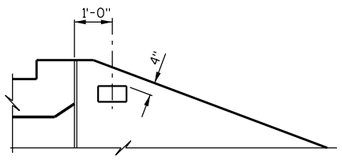
PLAN VIEW - PANELS



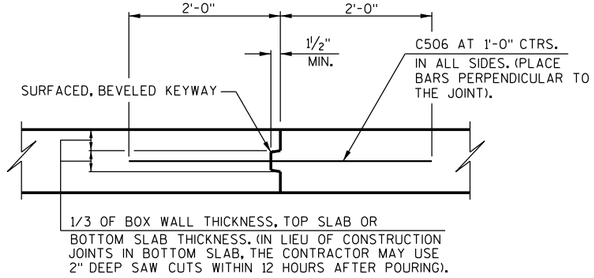
SECTION THRU BOX



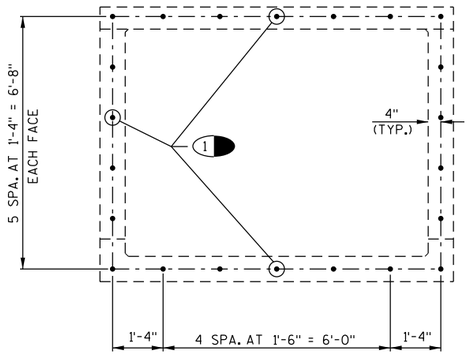
SECTION THRU INLET HEADER



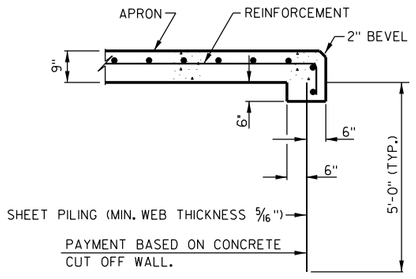
NAME PLATE LOCATION
(AT WING 4 - INSIDE FACE)



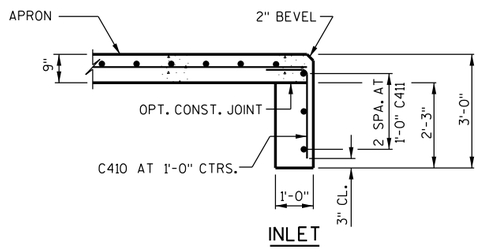
VERTICAL CONSTRUCTION JOINT



SECTION AT EXIST. BOX CULVERT



ALTERNATE CUT OFF WALL



INLET

SECTION THRU CUT OFF WALL

LEGEND

- ■ 18" RUBBERIZED MEMBRANE WATERPROOFING - EXTEND HORIZONTALLY ALONG HORIZONTAL CONSTRUCTION JOINT AND VERTICALLY FROM HORIZONTAL CONSTRUCTION JOINT TO TOP OF WALL.
- (1) CONCRETE MASONRY ANCHORS TYPE L NO. 4 BARS, EMBED 1'-0" WITH C407 BARS. TOTAL NO. REQUIRED = 22. MINIMUM PULLOUT CAPACITY OF 12 KIPS.
- * FIELD CUT C402 BARS IN FIRST PANEL AS NECESSARY TO PROVIDE CLEARANCE.
- ** ADJUST SPACING OF VERTICAL AND TRANSVERS STEEL IN FIRST PANEL TO ACCOUNT FOR OPPOSITE SKEWS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-28-32

DRAWN BY TAW | PLANS CK'D. TR

BOX DETAILS

SHEET 3 OF 6

530

FILE NAME : P:\132 STH 26 Bridges\structures\C-28-32\03_details01.c-28-32.dgn
PLOT DATE : 5/16/2012

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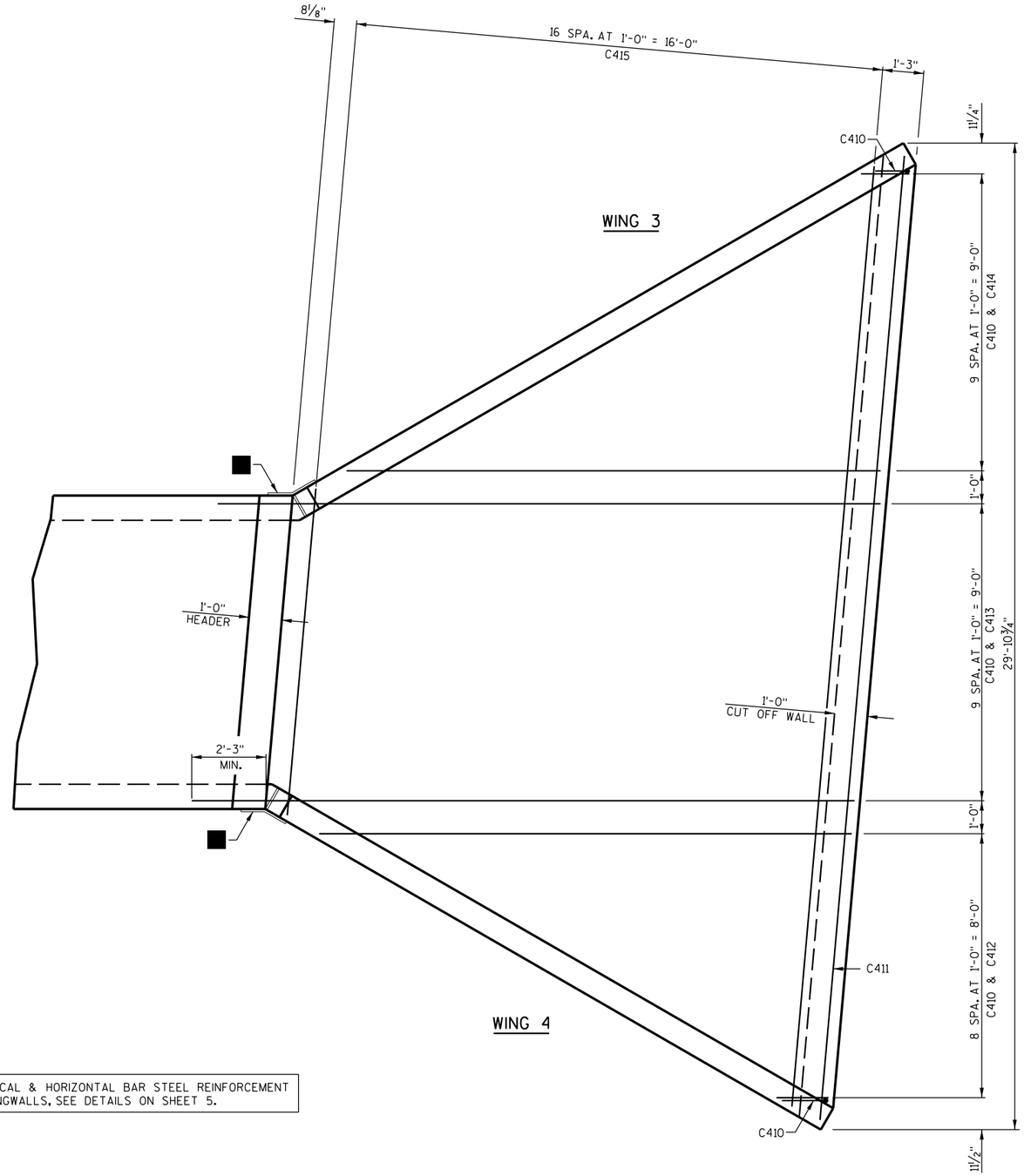
STATE PROJECT NUMBER

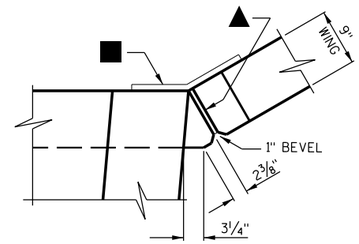
1390-04-80



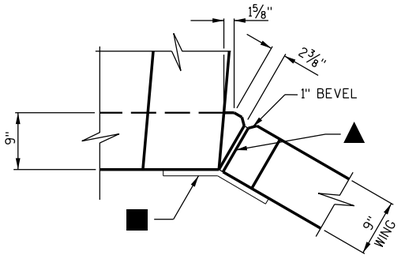
WING 4

NOTE: FOR VERTICAL & HORIZONTAL BAR STEEL REINFORCEMENT IN THE WINGWALLS, SEE DETAILS ON SHEET 5.

INLET APRON - WINGS 3 & 4



WING CORNER 3



WING CORNER 4

CORNER DETAILS

LEGEND

▲ ¾" FILLER - EXTEND FILLER FROM HORIZONTAL CONSTRUCTION JOINT TO TOP OF WING.

■ FOR SYMBOL DESCRIPTION, SEE SHEET 3.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-28-32

DRAWN BY TAW | PLANS CK'D. TR

APRON DETAILS

SHEET 4 OF 6
531

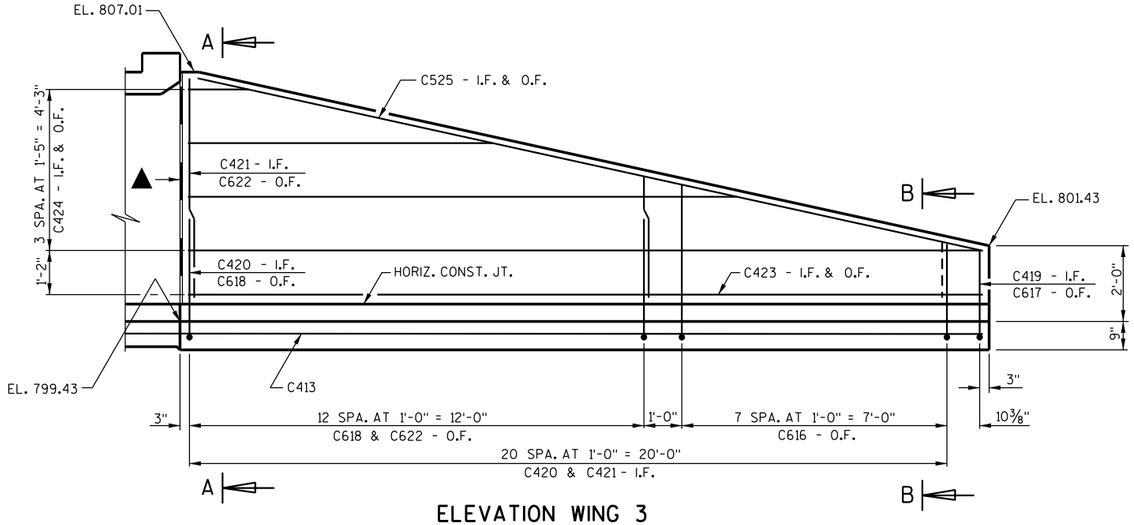
FILE NAME : P:\132 STH 26 Bridges\structures\C-28-32\04_details02.c-28-32.dgn
PLOT DATE : 5/18/2012

8

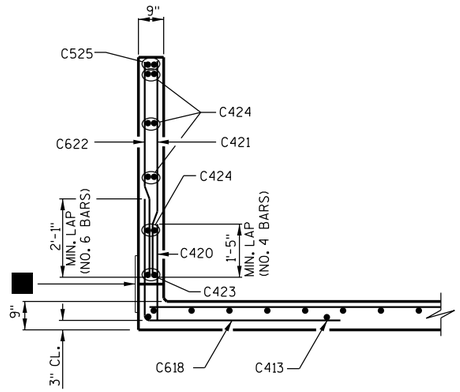
8

STATE PROJECT NUMBER

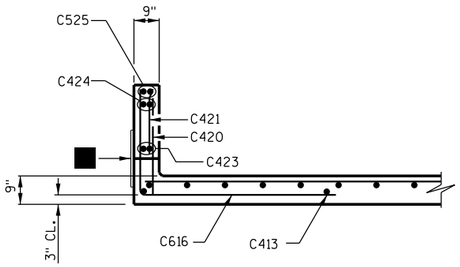
1390-04-80



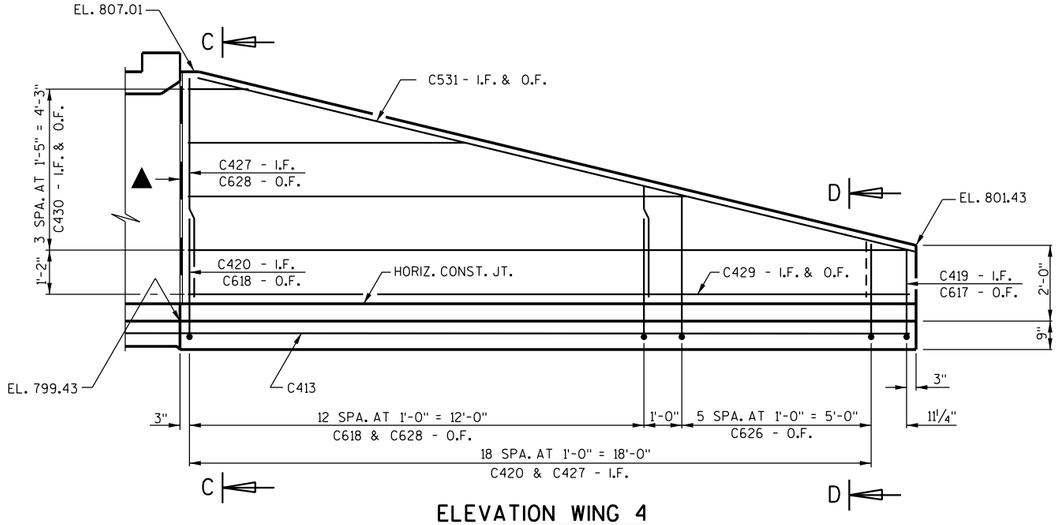
ELEVATION WING 3



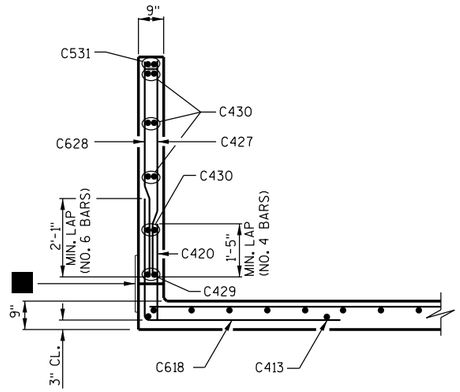
SECTION A-A



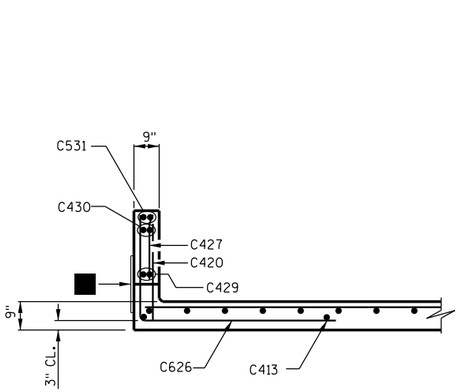
SECTION B-B



ELEVATION WING 4



SECTION C-C



SECTION D-D

LEGEND

I.F. = INSIDE FACE OF WING

O.F. = OUTSIDE FACE OF WING

▲ ■ FOR SYMBOL DESCRIPTIONS, SEE SHEET 4.

NOTE: CUT OFF WALL NOT SHOWN FOR CLARITY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-28-32

DRAWN BY TAW | PLANS CK'D. TR

WINGS 3 & 4

SHEET 5 OF 6

532

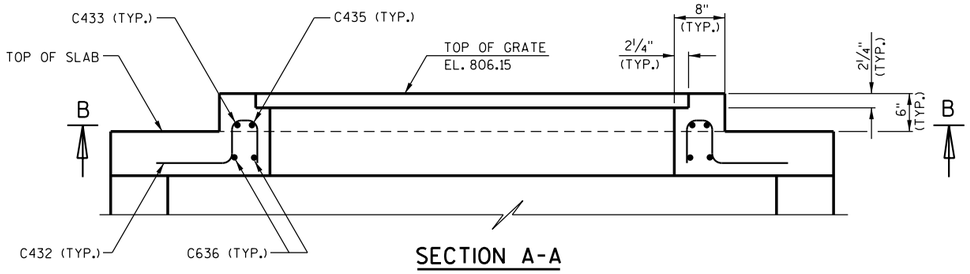
8

8

FILE NAME : P:\132 STH 26 Bridges\structures\C-28-32\05.details03.c-28-32.dgn
PLOT DATE : 5/18/2012

STATE PROJECT NUMBER

1390-04-80



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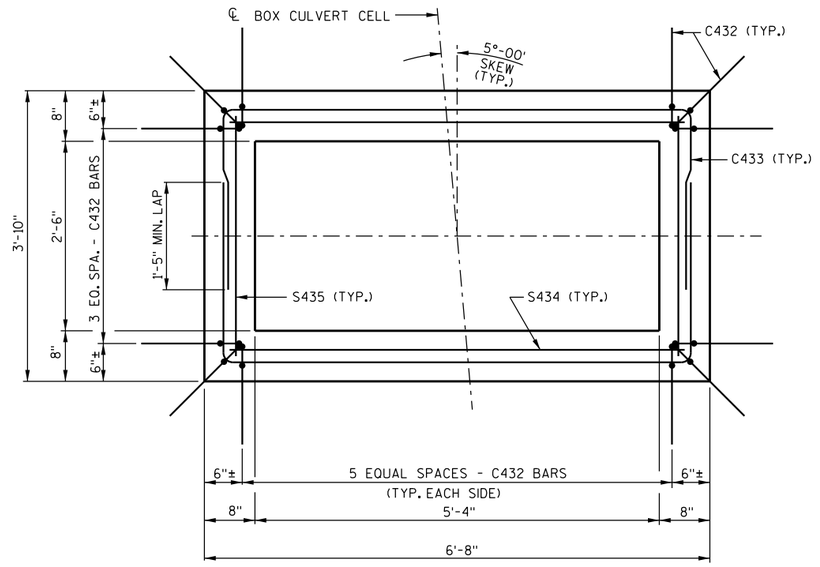
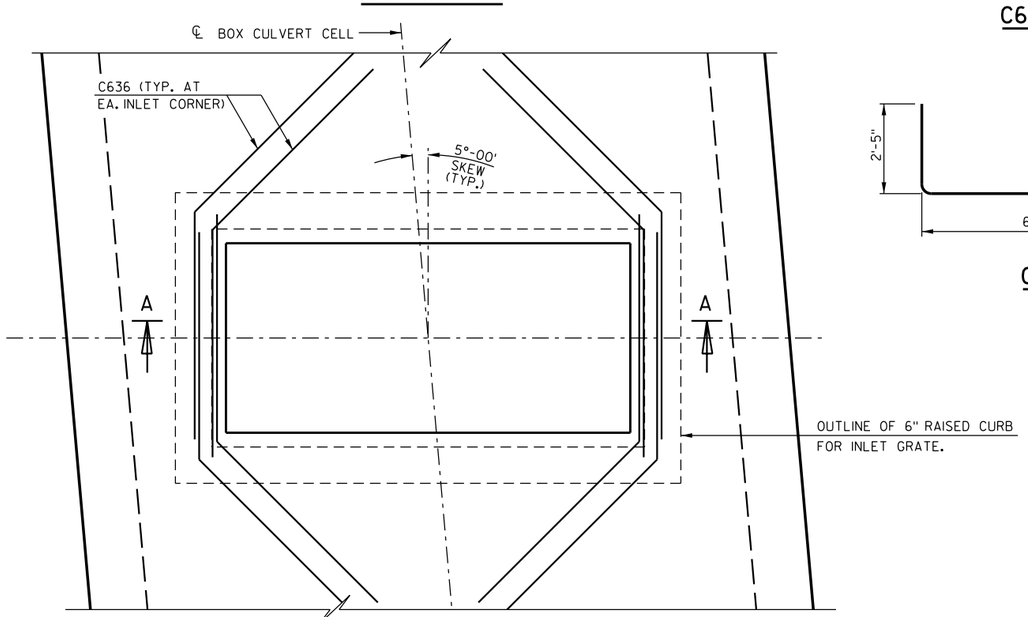
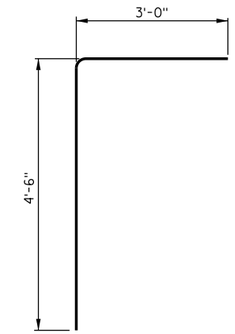


SECTION B-B



PLAN - INLET TYPE 2G-MS

NOTE: CUT TOP SLAB BAR STEEL REINFORCEMENT AS NECESSARY TO CLEAR INLET BOX OUT BY 2" MIN.



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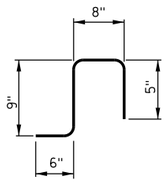

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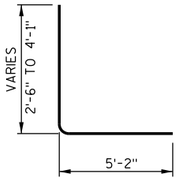
C410



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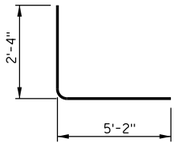

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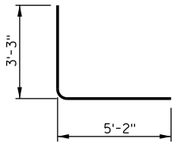

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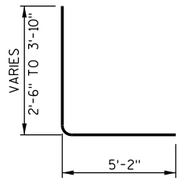

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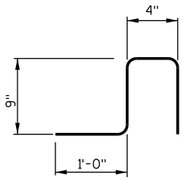

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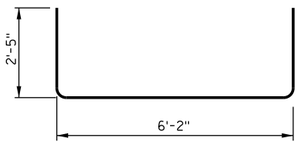

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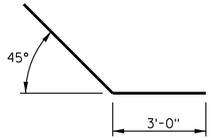

C636

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	TOTAL WEIGHT = LBS.
C601	576	7-4	X		BOX - CORNERS - TOP & BOTTOM	VERT.
C402	96	31-6			BOX - TOP, BOTTOM & SIDES	LONGIT.
C603	288	9-2			BOX - TOP & BOTTOM SLAB	TRANS.
C504	138	2-5			BOX - INSIDE CORNERS - BOTTOM	VERT.
C505	138	5-9			BOX - INSIDE FACE	VERT.
C506	72	4-0			BOX - CONSRTUCTION JOINTS	HORIZ.
C407	22	3-6			BOX - AT CONCRETE MASONRY ANCHORS	HORIZ.
C308	13	2-2	X		BOX - HEADER	VERT.
C409	2	9-2			BOX - HEADER	HORIZ.
C410	29	3-2	X		APRON - INLET CUT OFF WALL	VERT.
C411	3	29-4			APRON - INLET CUT OFF WALL	TRANS.
C412	9	8-10		✳	APRON - INLET	LONGIT.
C413	12	20-1			APRON - INLET	LONGIT.
C414	10	8-10		✳	APRON - INLET	LONGIT.
C415	17	19-3		✳	APRON - INLET	TRANS.
C616	8	8-4	X	✳	WING 3 - OUTSIDE FACE	VERT.
C617	2	7-4	X		WINGS 3 & 4 - OUTSIDE FACE	VERT.
C618	26	8-3	X		WINGS 3 & 4 - OUTSIDE FACE	VERT.
C419	2	2-4			WINGS 3 & 4 - INSIDE FACE	VERT.
C420	40	2-6			WINGS 3 & 4 - INSIDE FACE	VERT.
C421	21	3-7		✳	WING 3 - INSIDE FACE	VERT.
C622	13	4-6		✳	WING 3 - OUTSIDE FACE	VERT.
C423	2	21-0			WING 3 - INSIDE & OUTSIDE FACE	HORIZ.
C424	8	11-3		✳	WING 3 - INSIDE & OUTSIDE FACE	HORIZ.
C525	2	21-2			WING 3 - INSIDE & OUTSIDE FACE	HORIZ.
C626	6	8-2	X	✳	WING 4 - OUTSIDE FACE	VERT.
C427	19	3-8		✳	WING 4 - INSIDE FACE	VERT.
C628	13	4-4		✳	WING 4 - OUTSIDE FACE	VERT.
C429	2	19-1			WING 4 - INSIDE & OUTSIDE FACE	HORIZ.
C430	8	10-4		✳	WING 4 - INSIDE & OUTSIDE FACE	HORIZ.
C531	2	19-5			WING 4 - INSIDE & OUTSIDE FACE	HORIZ.
C432	24	2-7	X		TOP SLAB - INLET OPENING	VERT.
C433	2	10-10	X		TOP SLAB - INLET OPENING	HORIZ.
C434	2	6-2			TOP SLAB - INLET OPENING	HORIZ.
C435	2	3-4			TOP SLAB - INLET OPENING	HORIZ.
C636	8	6-0	X		TOP SLAB - INLET OPENING	HORIZ.

✳ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATION. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQ'D.	LENGTH
C412	1 SERIES OF 9	1'-7" TO 16'-1'
C414	1 SERIES OF 10	1'-5" TO 16'-2"
C415	1 SERIES OF 17	9'-11" TO 28'-7"
C616	1 SERIES OF 8	7'-6" TO 9'-1"
C421	1 SERIES OF 21	1'-5" TO 5'-9"
C622	1 SERIES OF 13	3'-2" TO 5'-9"
C424	2 SERIES OF 4	1'-7" TO 20'-11"
C626	1 SERIES OF 6	7'-6" TO 8'-10"
C427	1 SERIES OF 19	1'-6" TO 5'-9"
C628	1 SERIES OF 13	2'-11" TO 5'-9"
C430	2 SERIES OF 4	1'-7" TO 19'-0"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-28-32

DRAWN BY TAW | PLANS CK'D. TR

BILL OF BARS

SHEET 6 OF 6
533

FILE NAME : P:\132 STH 26 Bridges\structures\C-28-32\06_details04_c-28-32.dgn
PLOT DATE : 7/3/2012

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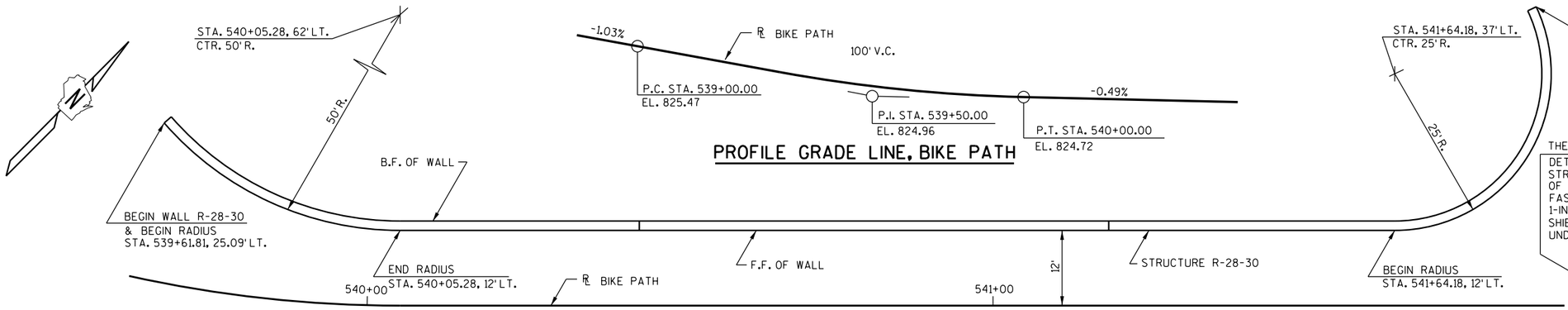
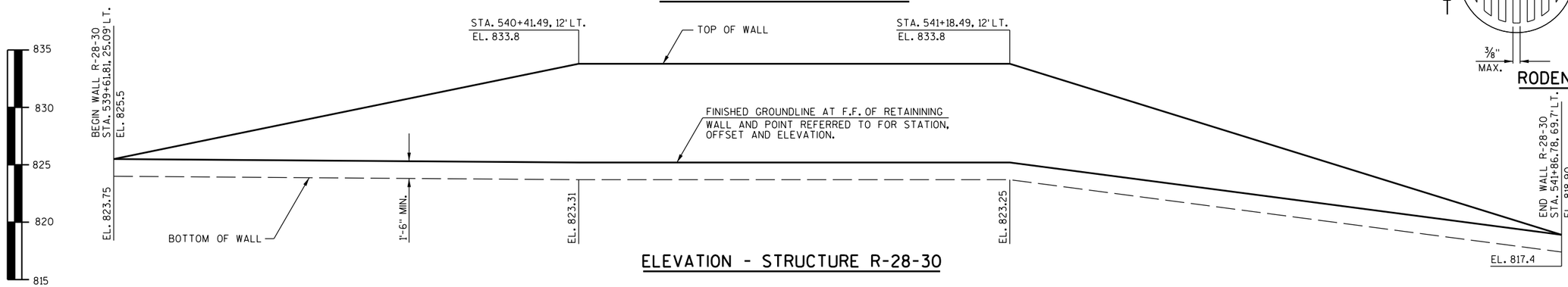
STATE PROJECT NUMBER
1390-04-80

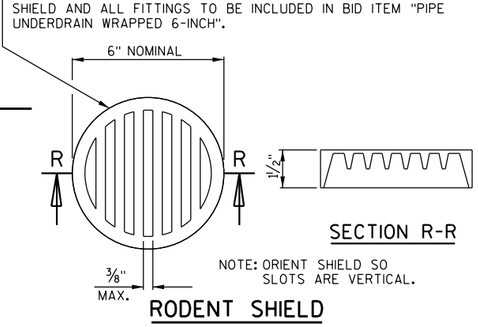


PROFILE GRADE LINE, BIKE PATH

PLAN - STRUCTURE R-28-30



ELEVATION - STRUCTURE R-28-30



SECTION R-R

NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.

RODENT SHIELD

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS. COST OF RODENT SHIELD AND ALL FITTINGS TO BE INCLUDED IN BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

LIST OF DRAWINGS

1. GENERAL PLAN

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	DESCRIPTION	
305.0125	BASE AGGREGATE DENSE 1 1/4-INCH	100 CY
532.0300.S	WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH	1,880 SF
612.0406	PIPE UNDERDRAIN 6-INCH WRAPPED	300 LF

SAFETY FACTORS

MINIMUM DOT STANDARD	WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH
SLIDING (FS>1.5)	1.6
OVERTURNING (FS>2.0)	4.4
GLOBAL STABILITY (FS>1.3)	1.4
ULTIMATE BEARING CAPACITY (FS>2) BASED ON WALL WIDTHS & EMBEDMENT DEPTHS SHOWN.	1.70 KSF

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	UNIT WEIGHT (pcf)	FRICTION ANGLE (DEGREES)	COHESION (psf)
INFILL SOIL	120	30	0
RETAINED SOIL ✳✳	125	30	0

✳✳ DESIGN WALL FOR THESE VALUES.

GENERAL NOTES AND DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH".

A MINIMUM 12" THICK LAYER OF COMPACTED "BASE AGGREGATE DENSE 1 1/4-INCH" SHALL BE PLACED UNDER THE LEVELING PAD AND REINFORCED ZONE. REMOVAL OF MATERIAL IS INCLUDED IN BASE AGGREGATE DENSE.

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE CROSS SECTIONS.

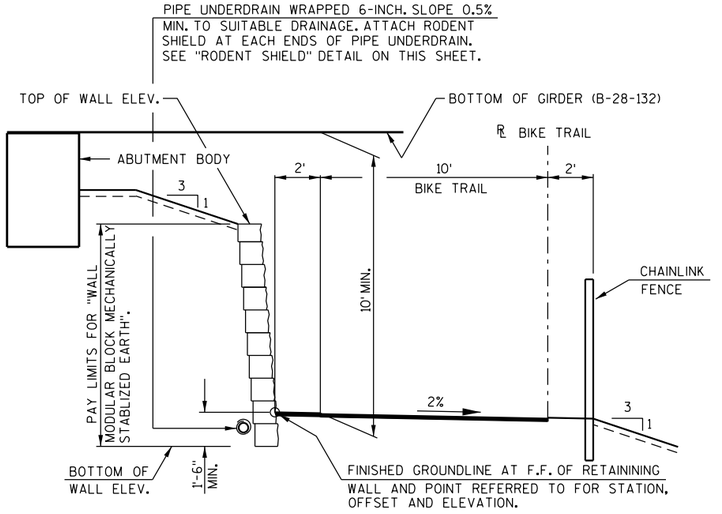
COLOR OF BLOCK TO BE SELECTED BY THE ENGINEER.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 120 P.S.F.

DRAWINGS SHALL NOT BE SCALED.

B.F. = BACK FACE
F.F. = FRONT FACE

FOR SUBSURFACE EXPLORATION DETAILS, SEE SHEET 4 OF STRUCTURE B-28-132 PLANS.



SECTION THRU RETAINING WALL

BENCH MARK TABLE

NO.	STATION	OFFSET	DESCRIPTION	ELEVATION
507	814+40.9	126.6' LT.	CHISELED "X" ON SOUTH END 18" CMP UNDER BIKE PATH	817.04
5081	825+96.6	174.6' LT.	X" NW END CMP UNDER P.E.	827.35

ROMENESKO ENGINEERING, INC.
CONTACT: TOM ROMENESKO, P.E.
7325 CEDAR CREST DRIVE
SAUK CITY, WI 53583
(608) 644-1502

BRIDGE OFFICE CONTACT:
WILLIAM DREHER, P.E.
(608) 266-8489

WISCONSIN
THOMAS J. ROMENESKO
E-26318
MADISON
WI
PROFESSIONAL ENGINEER
10/12/12

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
ROMENESKO ENGINEERING, INC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher KAR 11/07/12
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-28-30

WALL UNDER WHITETAIL LANE BRIDGE

COUNTY	TOWN/~~CITY/VILLAGE~~
JEFFERSON	KOSHKONONG

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
TR	VR	TAW	TR

GENERAL PLAN

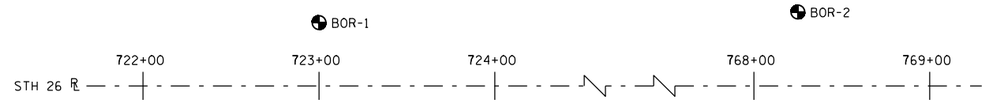
SHEET 1 OF 1
534

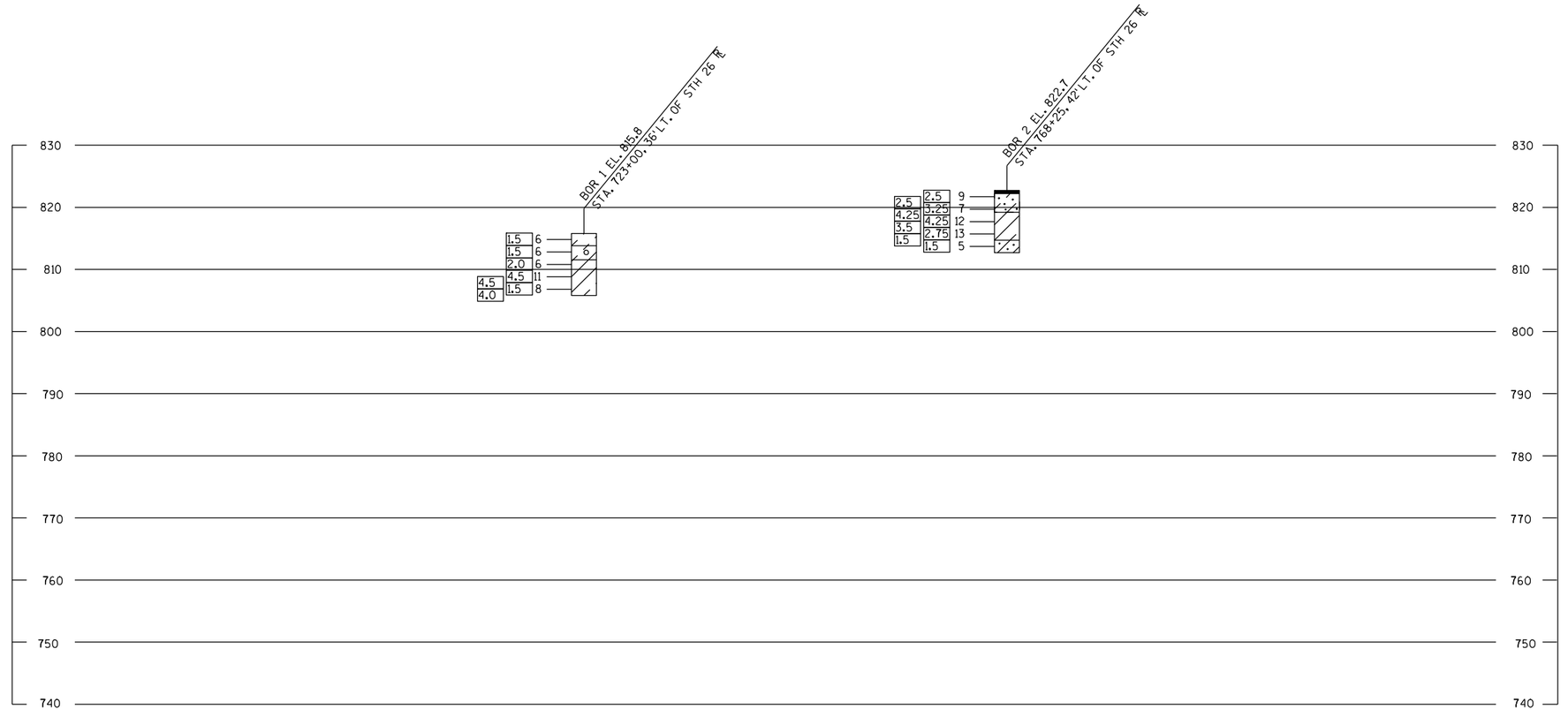
FILE NAME : P:\32 STH 26 BRIDGES\STRUCTURES\R-28-30\01.MSGEGENPLAN.R-28-30.V8.DGN
PLOT DATE : 10/12/2012

8

8

JANESVILLE - FORT ATKINSON ROAD
(TOWNLINE RD - S FORT INTERCHANGE)





STATE PROJECT NUMBER

1390-04-03

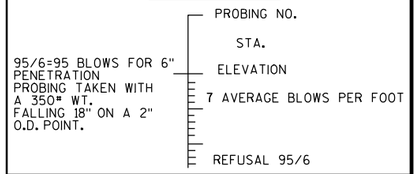
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

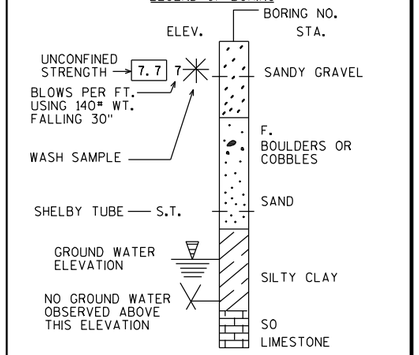
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE CABLE GUARD

DRAWN BY PR | PLANS CK'D.

SUBSURFACE EXPLORATION

SHEET

8

8

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	SOIL BORINGS	SHEET 535	E

FILE NAME : R:\Support\CADDS\Projects\d1_13900480\Cable_Guard_STH26.dgn PLOT DATE : 17-JUL-2012 13:20 PLOT BY : DOTJ3J PLOT NAME : PLOT SCALE : 21.532226:1.000000

STH 26 STAGE 1 (576+00 - 639+00)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) Marsh Exc	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.20	Cumulative Vol (CY) Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY) Expanded Rock 1.10	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 5	Cumulative Vol (CY) Reduced Marsh In Fill 0.60 Note 6	Cumulative Vol (CY) Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
576+00.00	57,600		3	0	347	0	0	0														
577+00.00	57,700	100	0	0	970	0	0	0	6	0	2,439	0	0	0	6	2,927	0	0	0	0.00	0.00	-2,921.78
578+00.00	57,800	100	5	0	640	0	0	0	8	0	2,983	0	0	0	14	6,507	0	0	0	0.00	0.00	-6,492.60
579+00.00	57,900	100	39	0	809	0	0	0	81	0	2,684	0	0	0	95	9,727	0	0	0	0.00	0.00	-9,632.32
580+00.00	58,000	100	0	0	1,104	0	0	0	72	0	3,542	0	0	0	167	13,977	0	0	0	0.00	0.00	-13,809.90
581+00.00	58,100	100	0	0	1,300	0	0	0	0	0	4,451	0	0	0	167	19,318	0	0	0	0.00	0.00	-19,150.66
582+00.00	58,200	100	0	0	1,083	0	0	0	0	0	4,412	0	0	0	168	24,612	0	0	0	0.00	0.00	-24,444.91
583+00.00	58,300	100	0	0	1,627	0	0	0	0	0	5,018	0	0	0	168	30,634	0	0	0	0.00	0.00	-30,466.16
583+50.00	58,350	50	0	0	2,265	0	0	0	0	0	3,604	0	0	0	168	34,958	0	0	0	0.00	0.00	-34,790.68
584+00.00	58,400	50	0	0	2,461	0	0	0	0	0	4,376	0	0	0	168	40,210	0	0	0	0.00	0.00	-40,042.19
585+00.00	58,500	100	0	0	1,195	0	0	0	0	0	6,771	0	0	0	168	48,335	0	0	0	0.00	0.00	-48,167.33
585+10.00	58,510	10	12	0	1,998	0	0	0	2	0	591	0	0	0	170	49,045	0	0	0	0.00	0.00	-48,874.76
586+00.00	58,600	90	0	0	1,114	0	0	0	19	0	5,186	0	0	0	189	55,268	0	0	0	0.00	0.00	-55,078.87
587+00.00	58,700	100	18	0	1,403	0	0	0	33	0	4,661	0	0	0	222	60,861	0	0	0	0.00	0.00	-60,639.00
588+00.00	58,800	100	104	0	124	0	0	52	226	0	2,828	0	0	96	448	64,163	0	0	125	0.00	76.64	-63,714.67
589+00.00	58,900	100	89	0	151	0	0	51	359	0	509	0	0	191	807	64,591	0	0	372	0.00	229.11	-63,784.09
590+00.00	59,000	100	16	0	365	0	0	0	195	0	955	0	0	95	1,002	65,646	0	0	496	0.00	305.24	-64,643.55
591+00.00	59,100	100	0	0	626	0	0	0	30	0	1,835	0	0	0	1,033	67,848	0	0	497	0.00	305.54	-66,815.19
592+00.00	59,200	100	2	0	622	0	0	0	4	0	2,311	0	0	0	1,037	70,622	0	0	497	0.00	305.54	-69,584.43
593+00.00	59,300	100	35	0	122	0	0	1	68	0	1,378	0	0	3	1,105	72,272	0	0	500	0.00	307.69	-71,167.20
594+00.00	59,400	100	602	0	0	0	0	89	1,178	0	226	0	0	168	2,283	72,382	0	0	718	0.00	442.00	-70,098.95
595+00.00	59,500	100	460	0	0	0	0	96	1,967	0	0	0	0	342	4,250	72,054	0	0	1,163	0.00	715.66	-67,804.05
596+00.00	59,600	100	1	0	795	0	0	0	855	0	1,473	0	0	177	5,104	73,652	0	0	1,393	0.00	857.16	-68,547.36
597+00.00	59,700	100	7	0	1,702	0	0	0	16	0	4,625	0	0	0	5,120	79,202	0	0	1,393	0.00	857.16	-74,082.05
598+00.00	59,800	100	24	0	1,176	0	0	0	58	0	5,329	0	0	0	5,178	85,597	0	0	1,393	0.00	857.16	-80,419.57
598+80.00	59,880	80	120	0	35	0	0	60	213	0	1,793	0	0	90	5,390	87,664	0	0	1,509	0.00	928.79	-82,273.15
599+00.00	59,900	20	177	0	0	0	0	217	110	0	13	0	0	103	5,500	87,580	0	0	1,643	0.00	1,010.99	-82,080.00
600+00.00	60,000	100	506	0	0	0	0	54	1,266	0	0	0	0	502	6,766	87,099	0	0	2,295	0.00	1,412.46	-80,332.09
601+00.00	60,100	100	265	0	0	0	0	54	1,428	0	0	0	0	200	8,195	86,907	0	0	2,555	0.00	1,572.44	-78,711.85
602+00.00	60,200	100	432	0	0	0	0	54	1,290	0	0	0	0	200	9,485	86,715	0	0	2,815	0.00	1,732.41	-77,229.42
603+00.00	60,300	100	550	0	0	0	0	51	1,818	0	0	0	0	194	11,303	86,528	0	0	3,067	0.00	1,887.64	-75,224.91
603+12.00	60,312	12	543	0	0	0	0	50	243	0	0	0	0	22	11,546	86,507	0	0	3,096	0.00	1,905.49	-74,960.62
604+00.00	60,400	88	567	0	0	0	0	45	1,809	0	0	0	0	153	13,355	86,360	0	0	3,296	0.00	2,028.27	-73,004.67
605+00.00	60,500	100	383	0	115	0	0	0	1,758	0	213	0	0	83	15,113	86,536	0	0	3,404	0.00	2,094.58	-71,422.66
606+00.00	60,600	100	444	0	97	0	0	1	1,531	0	392	0	0	2	16,644	87,004	0	0	3,407	0.00	2,096.36	-70,360.62
606+62.00	60,662	62	353	0	33	0	0	18	915	0	149	0	0	21	17,559	87,162	0	0	3,434	0.00	2,113.52	-69,603.65
607+00.00	60,700	38	273	0	9	0	0	36	440	0	30	0	0	38	17,999	87,162	0	0	3,484	0.00	2,143.86	-69,162.48
608+00.00	60,800	100	58	0	28	0	0	20	613	0	69	0	0	104	18,612	87,145	0	0	3,619	0.00	2,227.12	-68,532.86
609+00.00	60,900	100	44	0	23	0	0	25	189	0	95	0	0	82	18,801	87,180	0	0	3,726	0.00	2,293.09	-68,378.63
609+32.00	60,932	32	32	0	33	0	0	0	45	0	33	0	0	15	18,846	87,205	0	0	3,745	0.00	2,304.74	-68,359.06
610+00.00	61,000	68	26	0	67	0	0	1	74	0	125	0	0	1	18,920	87,354	0	0	3,747	0.00	2,305.58	-68,434.49
610+23.00	61,023	23	25	0	74	0	0	0	22	0	60	0	0	0	18,942	87,426	0	0	3,747	0.00	2,305.86	-68,484.28
611+00.00	61,100	77	5	0	184	0	0	0	44	0	368	0	0	0	18,985	87,867	0	0	3,747	0.00	2,305.86	-68,881.97
612+00.00	61,200	100	8	0	342	0	0	0	24	0	973	0	0	0	19,010	89,035	0	0	3,747	0.00	2,305.86	-70,025.44
613+00.00	61,300	100	4	0	484	0	0	0	22	0	1,530	0	0	0	19,031	90,871	0	0	3,747	0.00	2,305.86	-71,840.06
614+00.00	61,400	100	1	0	405	0	0	0	9	0	1,647	0	0	0	19,041	92,848	0	0	3,747	0.00	2,305.86	-73,807.57
615+00.00	61,500	100	67	0	62	0	0	7	126	0	865	0	0	13	19,167	93,874	0	0	3,764	0.00	2,316.11	-74,707.45
616+00.00	61,600	100	379	0	0	0	0	45	825	0	115	0	0	95	19,992	93,920	0	0	3,888	0.00	2,392.44	-73,928.47
617+00.00	61,700	100	1,086	0	0	0	0	45	2,712	0	0	0	0	165	22,704	93,761	0	0	4,102	0.00	2,524.57	-71,057.85
618+00.00	61,800	100	1,154	0	0	0	0	54	4,148	0	0	0	0	183	26,852	93,586	0	0	4,340	0.00	2,671.06	-66,734.03
618+42.00	61,842	42	875	0	0	0	0	65	1,578	0	0	0	0	92	28,430	93,497	0	0	4,461	0.00	2,744.99	-65,067.21
619+00.00	61,900	58	437	0	0	0	0	63	1,409	0	0	0	0	137	29,839	93,365	0	0	4,639	0.00	2,854.82	-63,526.22
620+00.00	62,000	100	17	0	79	0	0	6	841	0	147	0	0	128	30,680	93,418	0	0	4,806	0.00	2,957.54	-62,738.69
620+20.00	62,020	20	9	0	146	0	0	0	9	0	83	0	0	2	30,689	93,516	0	0	4,809	0.00	2,959.33	-62,827.24
621+00.00	62,100	80	0	0	203	0	0	0	13	0	517	0	0	0	30,702	94,136	0	0	4,809	0.00	2,959.33	-63,434.50
621+55.00	62,155	55	0	0	228	0	0	2	0	0	439	0	0	2	30,702	94,660	0	0	4,812	0.00	2,961.00	-63,958.80
622+00.00	62,200	45	0	0	188	0	0	0	0	0	347	0	0	2	30,702	95,075	0	0	4,814	0.00	2,962.36	-64,373.00
623+00.00	62,300	100	0	0	134	0	0	0	0	0	597	0	0	0	30,702	95,791	0	0	4,814	0.00	2,962.36	-65,089.43
623+84.00	62,384	84	12	0	1,232	0	0	0	19	0	2,125	0	0	0	30,721	98,341	0	0	4,814	0.00	2,962.36	-67,620.70
624+00.00	62,400	16	0	0	940	0	0	0	4	0	643	0	0	0	30,724	99,113	0	0	4,814	0.00	2,962.36	-68,389.20
624+58.00	62,458	58	0	0	1,657	0	0	0	0	0	2,789	0	0	0	30,724	102,460	0	0	4,814	0.00	2,962.36	-71,735.88
625+00.00	62,500	42	0	0	2,035	0	0	0	0	0	2,872	0	0	0	30,724	105,906	0	0	4,814	0.00	2,962.36	-75,181.99
626+00.00	62,600	100	0	0	2,399	0	0	0	0	0	8,211	0	0	0	30,724	115,759	0	0	4,814	0.00	2,962.36	-85,035.12
627+00.00	62,700	100	0	0	1,030	0	0	0	0	0	6,349	0	0	0	30,724	123,378	0	0	4,814	0.00	2,962.36	-92,653.55
627+25.00	62,725	25	397	0	1,117	0	0	0	184	0	994	0	0	0	30,908	124,570	0	0	4,814	0.00	2,962.36	-93,662.45
628+00.00	62,800	75	742	0	454	0	0	0	1,581	0	2,182	0	0	0	32,489	127,189	0	0	4,814	0.00	2,962.36	-94,700.16
629+00.00	62,900	100	359	0	372	0	0	0	2,038	0	1,531	0	0	0	34,527	129,026	0	0	4,814	0.00	2,962.36	-94,499.16
629+25.00	62,925	25	211	0	392	0	0	0	264	0	354	0	0	0	34,790	129,450	0	0	4,814	0.00	2,962.36	-94,660.23
630+00.00	63,000	75	149	0	698	0	0	0	500	0	1,515	0	0	0	35,290	131,268	0	0	4,814	0.00	2,962.36	-95,978.13
631+00.00	63,100	100	47	0	644	0	0	0	363	0	2,485	0	0	0	35,653	134,250	0	0	4,814	0.00	2,962.36	-98,596.93
632+00.00	63,200	100	66	0	465	0	0	0	210	0	2,053	0	0	0	35,864	136,714	0	0	4,814	0.00	2,962.36	-100,849.80
633+00.00	63,300	100	136	0	515	0	0	0	374	0	1,815	0	0	0	36,238	138,891	0	0	4,814	0.00	2,962.36	-102,653.00
633+72.00	63,372	72	0	0	577	0	0	0	181	0	1,457	0	0	0	36,419	140,639	0	0	4,814	0.00	2,962.36	-104,219.98
634+00.00	63,400	28	0	0	554	0	0	0	0	0	587	0	0	0	36,419	141,343	0	0	4,814	0.00	2,962.36	-104,924.27
635+00.00	63,500	100	0	0	519	0	0	0	0	0	1,988	0	0	0	36,419	143,729	0	0	4,814	0.00	2,962.36	-107,310.25
636+00.00	63,600	100	0	0	493	0	0	0	0	0	1,875	0	0	0	36,419	145,979	0	0	4,814	0.00	2,962.36	-109,560.36
637+00.00	63,700	100	0	0	425	0	0	0	0	0	1,701	0	0	0	36,419	148,021	0	0	4,814	0.00	2,962.36	-111,602.09
638+00.00	63,800	100	0	0	385	0	0	0	0	0	1,501	0	0	0	36,419	149,823	0	0	4,814	0.00	2,962.36	-113,403.51
639+00.00	63,900	100	0	0	250	0	0	0	0	0	1,176	0	0	0	36,419	151,234	0	0	4,814	0.00	2,962.36	-114,814.56
640+00.00	64,000	100	1	0	108	0	0	0	1		663	0	0	0	36,420	152,029	0	0	4,814	0.00	2,962.36	-115,609.12

STATION 576+00 - 587+00	**SELECT CRUSHED NEGATED IN FILL SECTIONS = (1100*44*1)/27**	-1,793
STATION 590+00 - 593+00	**SELECT CRUSHED NEGATED IN FILL SECTIONS = (300*44*1)/27**	-489
STATION 596+00 - 598+00	**SELECT CRUSHED NEGATED IN FILL SECTIONS = (300*44*1)/27**	-489
STATION 607+00 - 615+00	**SELECT CRUSHED NEGATED IN FILL SECTIONS = (800*44*1)/27**	-1,304
STATION 620+00 - 639+00	**SELECT CRUSHED NEGATED IN FILL SECTIONS = (1900*44*1)/27**	-3,096

36,420	0	122,483	0	0	3,703	

STH 26 STAGE 1 (640+00 - 725+00)

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
640+00.00	64,000		1	0	108	0	0	0														
641+00.00	64,100	100	105	0	1	0	0	46	195	0	203	0	0	85	195	162	0	0	110	0.00	67.75	33.11
641+59.00	64,159	59	157	0	0	0	0	49	286	0	1	0	0	104	481	64	0	0	245	0.00	150.61	417.23
642+00.00	64,200	41	184	0	0	0	0	52	259	0	0	0	0	77	740	-10	0	0	344	0.00	211.89	749.86
642+09.00	64,209	9	197	0	0	0	0	53	64	0	0	0	0	17	804	-26	0	0	367	0.00	225.83	830.15
643+00.00	64,300	91	113	0	117	0	0	5	523	0	198	0	0	97	1,327	118	0	0	493	0.00	303.36	1,208.83
643+59.00	64,359	59	118	0	105	0	0	0	252	0	243	0	0	5	1,579	404	0	0	500	0.00	307.56	1,174.36
644+00.00	64,400	41	140	0	11	0	0	36	196	0	88	0	0	27	1,775	484	0	0	535	0.00	329.37	1,290.85
644+50.00	64,450	50	137	0	54	0	0	8	257	0	60	0	0	41	2,031	517	0	0	588	0.00	361.81	1,513.99
645+00.00	64,500	50	149	0	79	0	0	1	265	0	124	0	0	8	2,296	659	0	0	598	0.00	368.16	1,637.62
646+00.00	64,600	100	469	0	82	0	0	0	1,145	0	299	0	0	1	3,441	1,016	0	0	600	0.00	369.16	2,424.43
647+00.00	64,700	100	40	0	69	0	0	23	943	0	279	0	0	43	4,384	1,311	0	0	655	0.00	403.25	3,072.89
648+00.00	64,800	100	362	0	72	0	0	9	745	0	260	0	0	60	5,128	1,565	0	0	733	0.00	451.15	3,562.75
649+00.00	64,900	100	110	0	108	0	0	2	874	0	332	0	0	20	6,003	1,945	0	0	759	0.00	467.18	4,057.32
650+00.00	65,000	100	121	0	125	0	0	4	427	0	432	0	0	10	6,430	2,454	0	0	772	0.00	474.84	3,975.32
651+00.00	65,100	100	72	0	110	0	0	3	357	0	437	0	0	12	6,787	2,967	0	0	788	0.00	484.66	3,820.21
652+00.00	65,200	100	64	0	59	0	0	8	252	0	314	0	0	19	7,039	3,326	0	0	813	0.00	500.18	3,713.57
653+00.00	65,300	100	154	0	18	0	0	44	404	0	143	0	0	95	7,443	3,406	0	0	936	0.00	576.05	4,037.24
654+00.00	65,400	100	205	0	4	0	0	44	665	0	40	0	0	162	8,108	3,298	0	0	1,147	0.00	705.77	4,810.66
655+00.00	65,500	100	1,265	0	19	0	0	85	2,722	0	42	0	0	238	10,831	3,119	0	0	1,457	0.00	896.48	7,711.19
656+00.00	65,600	100	1,301	0	15	0	0	42	4,752	0	64	0	0	234	15,582	2,971	0	0	1,761	0.00	1,083.93	12,611.72
657+00.00	65,700	100	1,043	0	11	0	0	38	4,341	0	48	0	0	147	19,924	2,888	0	0	1,952	0.00	1,201.30	17,035.63
658+00.00	65,800	100	863	0	10	0	0	34	3,531	0	39	0	0	132	23,455	2,808	0	0	2,124	0.00	1,307.01	20,646.14
659+00.00	65,900	100	326	0	0	0	0	44	2,203	0	19	0	0	144	25,658	2,693	0	0	2,311	0.00	1,422.32	22,964.56
660+00.00	66,000	100	118	0	36	0	0	15	822	0	67	0	0	109	26,480	2,668	0	0	2,453	0.00	1,509.80	23,811.34
661+00.00	66,100	100	86	0	182	0	0	0	376	0	403	0	0	28	26,856	3,126	0	0	2,490	0.00	1,532.07	23,730.42
662+00.00	66,200	100	49	0	297	0	0	0	250	0	886	0	0	0	27,106	4,189	0	0	2,490	0.00	1,532.07	22,916.90
663+00.00	66,300	100	35	0	364	0	0	0	156	0	1,225	0	0	0	27,261	5,658	0	0	2,490	0.00	1,532.07	21,603.01
664+00.00	66,400	100	10	0	519	0	0	0	82	0	1,636	0	0	0	27,343	7,622	0	0	2,490	0.00	1,532.07	19,721.20
664+77.50	66,478	78	0	0	623	0	0	0	14	0	1,640	0	0	0	27,357	9,590	0	0	2,490	0.00	1,532.07	17,767.14
665+00.00	66,500	23	0	0	646	0	0	0	0	0	529	0	0	0	27,357	10,224	0	0	2,490	0.00	1,532.07	17,132.43
665+22.50	66,523	23	0	0	672	0	0	0	0	0	549	0	0	0	27,357	10,884	0	0	2,490	0.00	1,532.07	16,473.28
665+91.25	66,591	69	0	0	750	0	0	0	0	0	1,811	0	0	0	27,357	13,056	0	0	2,490	0.00	1,532.07	14,300.66
666+00.00	66,600	9	0	0	827	0	0	0	0	0	255	0	0	0	27,357	13,363	0	0	2,490	0.00	1,532.07	13,994.13
666+28.75	66,629	29	0	0	554	0	0	0	0	0	735	0	0	0	27,357	14,245	0	0	2,490	0.00	1,532.07	13,112.22
666+60.00	66,660	31	18	0	468	0	0	0	11	0	591	0	0	0	27,367	14,954	0	0	2,490	0.00	1,532.07	12,413.29
666+85.00	66,685	25	21	0	498	0	0	0	18	0	447	0	0	0	27,386	15,491	0	0	2,490	0.00	1,532.07	11,895.19
667+00.00	66,700	15	20	0	489	0	0	0	12	0	274	0	0	0	27,397	15,820	0	0	2,490	0.00	1,532.07	11,577.84
667+10.00	66,710	10	20	0	480	0	0	0	7	0	179	0	0	0	27,405	16,035	0	0	2,490	0.00	1,532.07	11,369.92
668+00.00	66,800	90	23	0	396	0	0	0	71	0	1,459	0	0	0	27,475	17,786	0	0	2,490	0.00	1,532.07	9,689.28
668+15.00	66,815	15	26	0	377	0	0	0	13	0	214	0	0	0	27,489	18,043	0	0	2,490	0.00	1,532.07	9,445.31
669+00.00	66,900	85	51	0	295	0	0	0	121	0	1,057	0	0	0	27,610	19,312	0	0	2,490	0.00	1,532.07	8,298.42
670+00.00	67,000	100	76	0	166	0	0	0	236	0	854	0	0	0	27,846	20,336	0	0	2,490	0.00	1,532.07	7,509.13
671+00.00	67,100	100	105	0	9	0	0	39	336	0	325	0	0	72	28,181	20,657	0	0	2,583	0.00	1,589.64	7,524.57
672+00.00	67,200	100	247	0	0	0	0	44	652	0	16	0	0	153	28,833	20,529	0	0	2,783	0.00	1,712.42	8,303.82
673+00.00	67,300	100	68	0	104	0	0	0	582	0	193	0	0	82	29,415	20,683	0	0	2,889	0.00	1,777.65	8,732.05
674+00.00	67,400	100	57	0	220	0	0	0	231	0	600	0	0	0	29,646	21,403	0	0	2,889	0.00	1,777.67	8,242.78
675+00.00	67,500	100	46	0	343	0	0	0	190	0	1,043	0	0	0	29,836	22,655	0	0	2,889	0.00	1,777.67	7,181.50
676+00.00	67,600	100	39	0	456	0	0	0	156	0	1,481	0	0	0	29,992	24,432	0	0	2,889	0.00	1,777.67	5,560.57
677+00.00	67,700	100	11	0	578	0	0	0	91	0	1,915	0	0	0	30,084	26,730	0	0	2,889	0.00	1,777.67	3,354.10
678+00.00	67,800	100	18	0	554	0	0	0	53	0	2,097	0	0	0	30,137	29,246	0	0	2,889	0.00	1,777.67	891.29
679+00.00	67,900	100	26	0	530	0	0	0	81	0	2,008	0	0	0	30,218	31,656	0	0	2,889	0.00	1,777.67	-1,437.17
680+00.00	68,000	100	83	0	331	0	0	0	201	0	1,595	0	0	0	30,420	33,569	0	0	2,889	0.00	1,777.67	-3,149.31
681+00.00	68,100	100	287	0	79	0	0	21	684	0	760	0	0	40	31,104	34,443	0	0	2,940	0.00	1,809.38	-3,338.97
682+00.00	68,200	100	519	0	1	0	0	44	1,492	0	148	0	0	121	32,595	34,504	0	0	3,098	0.00	1,906.32	-1,908.88
683+00.00	68,300	100	826	0	0	0	0	44	2,490	0	1	0	0	163	35,085	34,349	0	0	3,310	0.00	2,036.75	736.18
684+00.00	68,400	100	721	0	0	0	0	44	2,865	0	0	0	0	163	37,950	34,193	0	0	3,522	0.00	2,167.18	3,757.92
685+00.00	68,500	100	539	0	0	0	0	44	2,333	0	0	0	0	163	40,284	34,036	0	0	3,734	0.00	2,297.61	6,247.56
686+00.00	68,600	100	298	0	13	0	0	44	1,550	0	23	0	0	163	41,833	33,908	0	0	3,946	0.00	2,428.04	7,925.53
687+00.00	68,700	100	40	0	106	0	0	12	627	0	219	0	0	105	42,460	34,071	0	0	4,081	0.00	2,511.65	8,389.33
688+00.00	68,800	100	168	0	91	0	0	15	386	0	365	0	0	50	42,846	34,460	0	0	4,147	0.00	2,552.04	8,385.57
689+00.00	68,900	100	80	0	208	0	0	1	459	0	553	0	0	28	43,305	35,097	0	0	4,184	0.00	2,574.82	8,208.20
690+00.00	69,000	100	0	0	316	0	0	0	148	0	970	0	0	1	43,453	36,259	0	0	4,185	0.00	2,575.62	7,193.70
691+00.00	69,100	100	0	0	462	0	0	0	0	0	1,440	0	0	0	43,453	37,987	0	0	4,185	0.00	2,575.62	5,465.57
692+00.00	69,200	100	0	0	631	0	0	0	0	0	2,023	0	0	0	43,453	40,414	0	0	4,185	0.00	2,575.62	3,038.46
693+00.00	69,300	100	0	0	778	0	0	0	0	0	2,608	0	0	0	43,453	43,543	0	0	4,185	0.00	2,575.62	-90.65
694+00.00	69,400	100	0	0	920	0	0	0	0	0	3,144	0	0	0	43,453	47,316	0	0	4,185	0.00	2,575.62	-3,863.03
695+00.00	69,500	100	0	0	999	0	0	0	0	0	3,554	0	0	0	43,453	51,581	0	0	4,185	0.00	2,575.62	-8,127.85
696+00.00	69,600	100	0	0	1,068	0	0	0	0	0	3,828	0	0	0	43,453	56,174	0	0	4,185	0.00	2,575.62	-12,720.96
696+05.00	69,605	5	122	0	1,076	0	0	0	11	0	198	0	0	0	43,464	56,412	0	0	4,185	0.00	2,575.62	-12,947.78
697+00.00	69,700	95	89	0	1,223	0	0	0	373	0	4,045	0	0	0	43,837	61,265	0	0	4,185	0.00	2,575.62	-17,428.49
698+00.00	69,800	100	87	0	1,195	0	0	0	327	0	4,478	0	0	0	44,164	66,639	0	0	4,185	0.00	2,575.62	-22,474.80
699+00.00	69,900	100	90	0	1,062	0	0	0	329	0	4,179	0	0	0	44,493	71,654	0	0	4,185	0.00	2,575.62	-27,160.80
700+00.00	70,000	100	69	0	974	0	0	0	294	0	3,771	0	0	0	44,787	76,178	0	0	4,185	0.00	2,575.62	-31,391.34
701+00.00	70,100	100	91	0	740	0	0	0	296	0	3,175	0	0	0	45,083	79,988	0	0	4,185	0.00	2,575.62	-34,905.10
702+00.00	70,200	100	63	0	500	0	0	0	284	0	2,296	0	0	0	45,367	82,743	0	0	4,185	0.00	2,575.62	-37,375.40
703+00.00	70,300	100	46	0	298	0	0	0	201	0	1,478	0	0	0	45,568	84,516	0	0	4,185	0.00	2,575.62	-38,947.53
704+00.00	70,400	100	23	0	217	0	0	0	129	0	954	0	0	0	45,697	85,660	0	0	4,185	0.00	2,575.62	-39,963.38
705+00.00	70,500	100	8	0	141	0	0	0	59	0	663	0	0	1	45,756	86,455	0	0	4,186	0.00	2,576.26	-40,698.90
706+00.00	70,600	100	14	0	144	0	0	3	41	0	529	0	0	6	45,798	87,085	0	0	4,194	0.00	2,580.75	-41,287.03
707+00.00	70,700	100	10	0	145	0	0	0	44	0	535	0	0	5	45,842	87,722	0	0	4,200	0.00	2,584.60	-41,880.65
708+00.00	70,800	100	10	0	126	0	0	0	36	0	501	0	0	1	45,877	88,323	0	0	4,201	0.00	2,585.19	-42,445.16
709+00.00	70,900	100	11	0	132	0	0	1	38	0	478	0	0	2	45,916	88,894	0	0	4,204	0.00	2,586.88	-42,978.25
710+00.00	71,000	100	20	0	107	0	0	1	57	0	442	0	0	4	45,973	89,421	0	0	4,209	0.00	2,590.07	-43,447.87
711+00.00	71,100	100	16	0	177	0	0	0	66	0	527	0	0	3	46,039	90,050	0	0	4,212	0.00	2,592.16	-44,010.83
711+39.50	71,140	40	23	0	217	0	0	0	28	0	289	0	0	0	46,068	90,397	0	0	4,212	0.00	2,592.16	-44,328.88
712+00.00	71,200	61	18	0	257	0	0	0	46	0	532	0	0	0	46,114	91,034	0	0	4,212	0.00	2,592.16	-44,920.79
713+00.00	71,300	100	43	0	258	0	0	0	113	0	954	0	0	0	46,227	92,179	0	0	4,212	0.00	2,592.16	-45,952.36
714+00.00	71,400	100	0	0	235	0	0	0	79	0	913	0	0	0	46,306	93,275	0	0	4,212	0.00	2,592.16	-46,968.70
715+00.00	71,500	100	0	0	266	0	0	0	0	0	929	0	0	0	46,306	94,389	0	0	4,212	0.00	2,592.16	-48,083.35
716+00.00	71,600	100	0	0	251	0	0	0	0	0	958	0	0	0	46,306	95,539	0	0	4,212	0.00	2,592.16	-49,233.21
717+00.00	71,700	100	14	0	290	0	0	0	27	0	1,003	0	0	0	46,333	96,742	0	0	4,212	0.00	2,592.16	-50,409.74
718+00.00	71,800	100	34	0	239	0	0	0	90	0	981	0	0	0	46,422	97,919	0	0	4,212	0.00	2,592.16	-51,496.84
719+00.00	71,900	100	22	0	312	0	0	0	104	0	1,020	0	0	0	46,527	99,144	0	0	4,212	0.00	2,592.16	-52,617.04
720+00.00	72,000	100	0	0	480	0	0	0	41	0	1,467	0	0	0	46,568	100,904	0	0	4,212	0.00	2,592.16	-54,335.98
721+00.00	72,100	100	0	0	589	0	0	0	0	0	1,980	0	0	0	46,568	103,279	0	0	4,212	0.00	2,592.16	-56,711.60
722+00.00	72,200	100	1	0	525	0	0	0	2	0	2,063	0	0	0	46,570	105,755	0	0	4,212	0.00	2,592.16	-59,184.71
722+25.00	72,225	25	4	0	521	0	0	0	3	0	484	0	0	0	46,573	106,336	0	0	4,212	0.00	2,592.16	-59,763.52
723+00.00	72,300	75	0	0	506	0	0	0	6	0	1,426	0	0	0	46,578	108,047	0	0	4,212	0.00	2,592.16	-61,468.90
724+00.00	72,400	100	0	0	466	0	0	0	0	0	1,799	0	0	0	46,578	110,206	0	0	4,212	0.00	2,592.16	-63,627.73
725+00.00	72,500	100	0	0	408	0	0	0	0		1,619	0	0	0	46,578	112,149	0	0	4,212	0.00	2,592.16	-65,570.53
									46,578	0	87,086	0	0	3,240								

STATION 661+00 - 670+00 **SELECT CRUSHED NEGATED IN FILL SECTIONS = (900*44*1)/27** -1,467
STATION 673+00 - 681+00 **SELECT CRUSHED NEGATED IN FILL SECTIONS = (800*44*1)/27** -1,304
STATION 687+00 - 725+00 **SELECT CRUSHED NEGATED IN FILL SECTIONS = (3800*44*1)/27** -6,193

9 9

PROJECT NO:1390-04-80 | HWY: STH 26 | COUNTY: ROCK & JEFFERSON | EARTHWORK | SHEET E

FILE NAME : R:\Projects\d1_13900480\090101_ew.dgn PLOT DATE : 27-NOV-2012 13:15 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000 WISDOT/CADDS SHEET 49

STH 26 STAGE 1 (725+00 - 823+00)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) Marsh Exc	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.20	Cumulative Vol (CY) Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY) Expanded Rock 1.10	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 5	Cumulative Vol (CY) Reduced Marsh In Fill 0.60 Note 6	Cumulative Vol (CY) Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
725+00.00	72,500		0	0	408	0	0	0														
726+00.00	72,600	100	0	0	405	0	0	0	0	0	1,506	0	0	0	0	1,807	0	0	0	0.00	0.00	-1,807.11
727+00.00	72,700	100	0	0	333	0	0	0	0	0	1,366	0	0	0	0	3,446	0	0	0	0.00	0.00	-3,445.96
728+00.00	72,800	100	0	0	286	0	0	0	0	0	1,146	0	0	0	0	4,822	0	0	0	0.00	0.00	-4,821.67
729+00.00	72,900	100	0	0	306	0	0	0	0	0	1,097	0	0	0	0	6,138	0	0	0	0.00	0.00	-6,137.80
730+00.00	73,000	100	0	0	461	0	0	0	0	0	1,420	0	0	0	0	7,841	0	0	0	0.00	0.00	-7,841.40
731+00.00	73,100	100	0	0	543	0	0	0	0	0	1,859	0	0	0	0	10,072	0	0	0	0.00	0.00	-10,072.29
731+50.00	73,150	50	0	0	530	0	0	0	0	0	993	0	0	0	0	11,264	0	0	0	0.00	0.00	-11,264.36
732+00.00	73,200	50	2	0	511	0	0	0	2	0	964	0	0	0	2	12,421	0	0	0	0.00	0.00	-12,419.21
733+00.00	73,300	100	4	0	481	0	0	0	11	0	1,837	0	0	0	12	14,625	0	0	0	0.00	0.00	-14,613.05
734+00.00	73,400	100	4	0	485	0	0	0	14	0	1,789	0	0	0	26	16,773	0	0	0	0.00	0.00	-16,746.29
735+00.00	73,500	100	4	0	490	0	0	0	13	0	1,806	0	0	0	40	18,940	0	0	0	0.00	0.00	-18,899.93
736+00.00	73,600	100	8	0	375	0	0	0	21	0	1,602	0	0	0	61	20,862	0	0	0	0.00	0.00	-20,800.71
737+00.00	73,700	100	20	0	245	0	0	0	51	0	1,148	0	0	0	113	22,239	0	0	0	0.00	0.00	-22,126.43
738+00.00	73,800	100	52	0	143	0	0	0	133	0	717	0	0	0	246	23,100	0	0	0	0.00	0.00	-22,854.02
739+00.00	73,900	100	135	0	94	0	0	0	354	0	439	0	0	0	600	23,626	0	0	0	0.00	0.06	-23,026.25
739+82.00	73,982	82	146	0	13	0	0	34	434	0	163	0	0	51	1,034	23,773	0	0	67	0.00	41.00	-22,738.86
740+00.00	74,000	18	174	0	12	0	0	34	107	0	8	0	0	23	1,141	23,761	0	0	96	0.00	59.17	-22,620.21
741+00.00	74,100	100	855	0	13	0	0	34	1,905	0	45	0	0	128	3,046	23,693	0	0	262	0.00	161.30	-20,646.95
741+01.00	74,101	1	887	0	13	0	0	34	32	0	0	0	0	1	3,078	23,692	0	0	264	0.00	162.32	-20,614.03
741+51.00	74,151	50	661	0	12	0	0	35	1,434	0	23	0	0	65	4,512	23,657	0	0	348	0.00	214.06	-19,145.36
742+00.00	74,200	49	239	0	14	0	0	28	817	0	23	0	0	57	5,329	23,630	0	0	422	0.00	259.73	-18,301.22
743+00.00	74,300	100	2	0	624	0	0	1	446	0	1,181	0	0	53	5,775	24,997	0	0	491	0.00	302.14	-19,221.77
744+00.00	74,400	100	2	0	677	0	0	0	6	0	2,409	0	0	2	5,781	27,885	0	0	494	0.00	303.77	-22,103.81
745+00.00	74,500	100	0	0	997	0	0	0	3	0	3,100	0	0	0	5,784	31,605	0	0	494	0.00	303.79	-25,820.50
746+00.00	74,600	100	3	0	86	0	0	4	5	0	2,007	0	0	7	5,789	34,006	0	0	503	0.00	309.29	-28,217.19
747+00.00	74,700	100	6	0	617	0	0	0	16	0	1,303	0	0	7	5,805	35,563	0	0	512	0.00	314.80	-29,758.80
748+00.00	74,800	100	580	0	6	0	0	44	1,085	0	1,155	0	0	82	6,890	36,872	0	0	618	0.00	380.04	-29,981.80
749+00.00	74,900	100	82	0	3	0	0	44	1,225	0	18	0	0	163	8,115	36,737	0	0	830	0.00	510.49	-28,621.48
750+00.00	75,000	100	6	0	207	0	0	0	162	0	390	0	0	82	8,277	37,127	0	0	936	0.00	575.72	-28,849.40
751+00.00	75,100	100	83	0	56	0	0	43	165	0	488	0	0	80	8,442	37,635	0	0	1,040	0.00	639.70	-29,193.07
752+00.00	75,200	100	164	0	53	0	0	42	458	0	202	0	0	158	8,900	37,726	0	0	1,244	0.00	765.73	-28,825.71
753+00.00	75,300	100	543	0	0	0	0	44	1,309	0	98	0	0	159	10,209	37,691	0	0	1,451	0.00	893.00	-27,481.61
754+00.00	75,400	100	232	0	0	0	0	44	1,434	0	0	0	0	163	11,643	37,534	0	0	1,663	0.00	1,023.43	-25,891.30
755+00.00	75,500	100	54	0	104	0	0	0	529	0	193	0	0	82	12,172	37,688	0	0	1,769	0.00	1,088.66	-25,516.03
755+59.00	75,559	59	34	0	161	0	0	0	96	0	290	0	0	0	12,268	38,035	0	0	1,769	0.00	1,088.67	-25,767.50
756+06.00	75,586	27	33	0	168	0	0	0	34	0	164	0	0	0	12,301	38,232	0	0	1,769	0.00	1,088.67	-25,930.85
756+00.00	75,600	14	45	0	170	0	0	0	20	0	87	0	0	0	12,322	38,337	0	0	1,769	0.00	1,088.67	-26,015.30
757+00.00	75,700	100	57	0	61	0	0	2	190	0	427	0	0	3	12,511	38,846	0	0	1,773	0.00	1,091.10	-26,335.01
757+50.00	75,750	50	88	0	22	0	0	24	134	0	77	0	0	24	12,645	38,916	0	0	1,804	0.00	1,110.30	-26,270.53
758+00.00	75,800	50	82	0	20	0	0	14	157	0	39	0	0	36	12,802	38,929	0	0	1,851	0.00	1,138.92	-26,126.49
759+00.00	75,900	100	41	0	17	0	0	29	226	0	68	0	0	81	13,029	38,933	0	0	1,956	0.00	1,203.52	-25,904.33
760+00.00	76,000	100	39	0	25	0	0	22	147	0	77	0	0	96	13,175	38,934	0	0	2,080	0.00	1,280.00	-25,758.22
761+00.00	76,100	100	86	0	9	0	0	35	230	0	62	0	0	107	13,406	38,905	0	0	2,219	0.00	1,365.57	-25,499.81
762+00.00	76,200	100	148	0	0	0	0	44	433	0	16	0	0	147	13,839	38,784	0	0	2,410	0.00	1,483.23	-24,944.74
763+00.00	76,300	100	373	0	0	0	0	44	966	0	0	0	0	163	14,805	38,627	0	0	2,622	0.00	1,613.66	-23,822.17
764+00.00	76,400	100	422	0	0	0	0	44	1,472	0	0	0	0	163	16,277	38,471	0	0	2,834	0.00	1,744.09	-22,193.45
765+00.00	76,500	100	386	0	0	0	0	44	1,496	0	0	0	0	163	17,773	38,314	0	0	3,046	0.00	1,874.52	-20,540.93
766+00.00	76,600	100	325	0	0	0	0	44	1,318	0	0	0	0	163	19,091	38,157	0	0	3,258	0.00	2,004.95	-19,066.51
767+00.00	76,700	100	482	0	0	0	0	44	1,494	0	0	0	0	163	20,585	38,001	0	0	3,470	0.00	2,135.38	-17,415.70
768+00.00	76,800	100	537	0	0	0	0	44	1,886	0	0	0	0	163	22,471	37,844	0	0	3,682	0.00	2,265.81	-15,373.14
769+00.00	76,900	100	474	0	0	0	0	44	1,873	0	0	0	0	163	24,344	37,688	0	0	3,894	0.00	2,396.24	-13,343.81
770+00.00	77,000	100	622	0	0	0	0	44	2,030	0	0	0	0	163	26,374	37,531	0	0	4,106	0.00	2,526.66	-11,157.06
771+00.00	77,100	100	956	0	0	0	0	44	2,921	0	0	0	0	163	29,296	37,375	0	0	4,318	0.00	2,657.09	-8,079.28
772+00.00	77,200	100	1,262	0	0	0	0	44	4,106	0	0	0	0	163	33,402	37,218	0	0	4,530	0.00	2,787.52	-3,816.47
773+00.00	77,300	100	1,541	0	0	0	0	44	5,190	0	0	0	0	163	38,592	37,062	0	0	4,742	0.00	2,917.95	1,529.81
774+00.00	77,400	100	1,746	0	0	0	0	44	6,086	0	0	0	0	163	44,678	36,905	0	0	4,954	0.00	3,048.38	7,772.27
775+00.00	77,500	100	1,751	0	0	0	0	44	6,476	0	0	0	0	163	51,154	36,749	0	0	5,166	0.00	3,178.81	14,405.04
776+00.00	77,600	100	1,950	0	0	0	0	44	6,854	0	0	0	0	163	58,008	36,592	0	0	5,378	0.00	3,309.24	21,415.48
777+00.00	77,700	100	2,213	0	0	0	0	44	7,708	0	0	0	0	163	65,716	36,436	0	0	5,589	0.00	3,439.67	29,280.03
778+00.00	77,800	100	2,502	0	0	0	0	44	8,731	0	0	0	0	163	74,447	36,279	0	0	5,801	0.00	3,570.10	38,167.40
779+00.00	77,900	100	2,524	0	0	0	0	44	9,307	0	0	0	0	163	83,753	36,123	0	0	6,013	0.00	3,700.53	47,630.60
780+00.00	78,000	100	2,252	0	0	0	0	44	8,845	0	0	0	0	163	92,598	35,966	0	0	6,225	0.00	3,830.96	56,613.69
781+00.00	78,100	100	1,906	0	0	0	0	44	7,700	0	0	0	0	163	100,298	35,810	0	0	6,437	0.00	3,961.39	64,488.43
782+00.00	78,200	100	1,513	0	0	0	0	44	6,331	0	0	0	0	163	106,629	35,653	0	0	6,649	0.00	4,091.82	70,975.93
783+00.00	78,300	100	1,219	0	0	0	0	44	5,060	0	0	0	0	163	111,689	35,497	0	0	6,861	0.00	4,222.25	76,192.53
784+00.00	78,400	100	725	0	0	0	0	44	3,600	0	0	0	0	163	115,289	35,340	0	0	7,073	0.00	4,352.68	79,949.18
785+00.00	78,500	100	288	0	0	0	0	44	1,875	0	0	0	0	163	117,165	35,184	0	0	7,285	0.00	4,483.11	81,981.18
786+00.00	78,600	100	86	0	43	0	0	20	693	0	80	0	0	119	117,858	35,165	0	0	7,440	0.00	4,578.38	82,692.83
787+00.00	78,700	100	40	0	168	0	0	0	233	0	391	0	0	38	118,091	35,598	0	0	7,489	0.00	4,608.44	82,492.71
788+00.00	78,800	100	4	0	328	0	0	0	80	0	919	0	0	0	118,171	36,701	0	0	7,489	0.00	4,608.44	81,470.37
789+00.00	78,900	100	1	0	471	0	0	0	8	0	1,481	0	0	0	118,179	38,477	0	0	7,489	0.00	4,608.44	79,701.97
789+91.00	78,991	91	14	0	509	0	0	0	25	0	1,652	0	0	0	118,204	40,459	0	0	7,489	0.00	4,608.44	77,744.82
790+00.00	79,000	9	0	0	524	0	0	0	2	0	172	0	0	0	118,206	40,666	0	0	7,489	0.00	4,608.44	77,540.63
791+00.00	79,100	100	0	0	516	0	0	0	0	0	1,926	0	0	0	118,206	42,977	0	0	7,489	0.00	4,608.44	75,229.20
792+00.00	79,200	100	0	0	391	0	0	0	0	0	1,681	0	0	0	118,206	44,994	0	0	7,489	0.00	4,608.44	73,212.16
793+00.00	79,300	100	104	0	170	0	0	7	192	0	1,039	0	0	13	118,398	46,229	0	0	7,505	0.00	4,618.62	72,169.51
794+00.00	79,400	100	247	0	58	0	0	34	648	0	421	0	0	75	119,046	46,661	0	0	7,603	0.00	4,678.52	72,384.99
795+00.00	79,500	100	59	0	38	0	0	53	565	0	177	0	0	161	119,611	46,719	0	0	7,811	0.00	4,806.99	72,891.89
796+00.00	79,600	100	855	0	0	0	0	44	1,691	0	70	0	0	180	121,302	46,631	0	0	8,045	0.00	4,950.96	74,671.44
797+00.00	79,700	100	1,303	0	0	0	0	44	3,996	0	0	0	0	163	125,298	46,475	0	0	8,257	0.00	5,081.39	78,823.77
798+00.00	79,800	100	2,032	0	0	0	0	44	6,176	0	0	0	0	163	131,475	46,318	0	0	8,469	0.00	5,211.82	85,156.71
799+00.00	79,900	100	2,532	0	0	0	0	44	8,452	0	0	0	0	163	139,926	46,161	0	0	8,681	0.00	5,342.25	93,764.97
800+00.00	80,000	100	3,253	0	0	0	0	44	10,713	0	0	0	0	163	150,639	46,005	0	0	8,893	0.00	5,472.68	104,634.17
801+00.00	80,100	100	3,970	0	0	0	0	44	13,376	0	0	0	0	163	164,015	45,848	0	0	9,105	0.00	5,603.11	118,166.54
802+00.00	80,200	100	3,730	0	0	0	0	44	14,259	0	0	0	0	163	178,274	45,692	0	0	9,317	0.00	5,733.54	132,581.83
803+00.00	80,300	100	4,872	0	0	0	0	44	15,929	0	0	0	0	163	194,203	45,535	0	0	9,529	0.00	5,863.97	148,667.24
804+00.00	80,400	100	4,313	0	0	0	0	44	17,009	0	0	0	0	163	211,212	45,379	0	0	9,741	0.00	5,994.40	165,833.12
805+00.00	80,500	100	3,749	0	0	0	0	44	14,930	0	0	0	0	163	226,142	45,222	0	0	9,953	0.00	6,124.83	180,919.80
806+00.00	80,600	100	3,171	0	0	0	0	44	12,815	0	0	0	0	163	238,957	45,066	0	0	10,165	0.00	6,255.26	193,891.12
807+00.00	80,700	100	2,515	0	0	0	0	44	10,529	0	0	0	0	163	249,486	44,909	0	0	10,377	0.00	6,385.69	204,576.39
808+00.00	80,800	100	1,671	0	0	0	0	44	7,751	0	0	0	0	163	257,236	44,753	0	0	10,589	0.00	6,516.12	212,483.59
809+00.00	80,900	100	1,078	0	0	0	0	44	5,090	0	0	0	0	163	262,326	44,596	0	0	10,801	0.00	6,646.55	217,729.96
810+00.00	81,000	100	722	0	0	0	0	44	3,332	0	0	0	0	163	265,658	44,440	0	0	11,013	0.00	6,776.98	221,218.64
811+00.00	81,100	100	445	0	0	0	0	44	2,161	0	0	0	0	163	267,820	44,283	0	0	11,225	0.00	6,907.41	223,536.64
811+50.00	81,150	50	384	0	0	0	0	44	768	0	0	0	0	82	268,588	44,205	0	0	11,331	0.00	6,972.63	224,383.18
812+00.00	81,200	50	277	0	0	0	0	44	612	0	0	0	0	82	269,201	44,127	0	0	11,437	0.00	7,037.86	225,073.86
813+00.00	81,300	100	91	0	125	0	0	2	681	0	232	0	0	86	269,882	44,323	0	0	11,548	0.00	7,106.36	225,559.36
814+00.00	81,400	100	22	0	324	0	0	0	209	0	832	0	0	4	270,091	45,317	0	0	11,553	0.00	7,109.64	224,773.91
815+00.00	81,500	100	5	0	468	0	0	0	50	0	1,468	0	0	0	270,141	47,078	0	0	11,553	0.00	7,109.64	223,063.11
816+00.00	81,600	100	51	0	676	586	0	1	103	0	2,119	1,085	0	2	270,245	48,838	1,627	0	11,556	650.78	7,111.50	221,406.86
817+00.00	81,700	100	33	0	904	540	0	0	156	0	2,925	2,084	0	2	270,400	50,845	4,753	0	11,559	1,901.33	7,113.37	219,555.42
818+00.00	81,800	100	49	0	800	371	0	0	153	0	3,154	1,686	0	0	270,553	53,416	7,283	0	11,559	2,913.11	7,113.37	217,137.04
818+50.00	81,850	50	80	0	757	371	0	0	119	0	1,442	687	0	0	270,672	54,651	8,313	0	11,559	3,325.22	7,113.37	216,020.90
819+00.00	81,900	50	72	0	698	252	0	0	140	0	1,348	576	0	0	270,812	55,853	9,178	0	11,559	3,671.11	7,113.37	214,959.02
820+00.00	82,000	100	337	0	0	0	0	0	756	0	1,293	0	0	0	271,568	57,405	0	0	11,559	0.00	7,113.37	214,163.77
821+00.00	82,100	100	658	0	0	0	0	0	1,842	0	0	0	0	0	273,411	57,405	0	0	11,559	0.00	7,113.37	216,006.22
822+00.00	82,200	100	1,503	0	0	0	0	0	4,002	0	0	0	0	0	277,413	57,405	0	0	11,559	0.00	7,113.37	220,007.85
823+00.00	82,300	100	0	0	0	0	0	0	2,783	0	0	0	0	0	280,195	57,405	0	0	11,559	0.00	7,113.37	222,790.55

STATION 725+00 - 739+00	**SELECT CRUSHED NEGATED IN FILL SECTIONS = (1,400*44*1)/27**	-2,281
STATION 743+00 - 747+00	**SELECT CRUSHED NEGATED IN FILL SECTIONS = (400*44*1)/27**	-652
STATION 755+00 - 758+00	**SELECT CRUSHED NEGATED IN FILL SECTIONS = (300*44*1)/27**	-489
STATION 786+00 - 794+00	**SELECT CRUSHED NEGATED IN FILL SECTIONS = (800*44*1)/27**	-1,304
STATION 813+00 - 823+00	**SELECT CRUSHED NEGATED IN FILL SECTIONS = (1,000*44*1)/27**	-1,630

280,195	0	52,266	6,119	0	8,892	

9

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PROJECT NO: 1390-04-80 | HWY: STH 26 | COUNTY: ROCK & JEFFERSON | EARTHWORK | SHEET E

OLD 26 'DS'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
5+86.00	586		20	0	36	0	0	0														
6+00.00	600	14	14	0	57	0	0	27	9	0	24	0	0	7	9	29	0	0	9	0.00	5.67	-20.06
6+50.00	650	50	10	0	16	0	0	13	23	0	68	0	0	37	32	110	0	0	58	0.00	35.52	-78.31
7+00.00	700	50	6	0	26	0	0	8	15	0	39	0	0	19	47	156	0	0	83	0.00	51.08	-109.62
7+50.00	750	50	3	0	21	0	0	9	8	0	43	0	0	16	55	208	0	0	104	0.00	63.89	-152.80
7+93.00	793	43	4	0	3	0	0	9	6	0	19	0	0	15	61	231	0	0	123	0.00	75.80	-170.03
8+00.00	800	7	3	0	21	0	0	9	1	0	3	0	0	2	62	235	0	0	126	0.00	77.74	-172.91
8+50.00	850	50	1	0	27	0	0	6	4	0	44	0	0	14	65	288	0	0	144	0.00	88.75	-222.58
9+00.00	900	50	1	0	33	0	0	1	2	0	55	0	0	6	67	354	0	0	152	0.00	93.45	-287.07
9+50.00	950	50	3	0	34	0	0	0	4	0	62	0	0	1	71	429	0	0	153	0.00	94.15	-357.35
10+00.00	1,000	50	5	0	30	0	0	3	7	0	59	0	0	3	78	500	0	0	157	0.00	96.60	-421.29
10+50.00	1,050	50	4	0	28	0	0	3	8	0	54	0	0	5	86	564	0	0	164	0.00	100.89	-478.54
11+00.00	1,100	50	5	0	26	0	0	5	7	0	50	0	0	7	93	625	0	0	173	0.00	106.62	-531.64
11+50.00	1,150	50	8	0	18	0	0	10	12	0	41	0	0	14	105	675	0	0	191	0.00	117.51	-569.49
12+00.00	1,200	50	0	0	8	0	0	8	7	0	24	0	0	16	112	703	0	0	212	0.00	130.63	-590.77
12+50.00	1,250	50	10	0	0	0	0	15	9		7	0	0	21	122	712	0	0	240	0.00	147.64	-590.02
									122	0	593	0	0	185								

OLD 26 'DS'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
12+50.00	1,250	50	10	0	0	0	0	15	9	0	0	0	0	14	9	-13	0	0	18	0.00	11.05	22.40
13+00.00	1,300	50	31	0	6	0	0	24	38	0	5	0	0	36	47	-42	0	0	65	0.00	39.96	88.66
13+50.00	1,350	50	218	0	0	0	0	33	231	0	5	0	0	53	278	-87	0	0	134	0.00	82.61	364.42
14+00.00	1,400	50	277	0	0	0	0	30	459	0	0	0	0	59	736	-143	0	0	211	0.00	129.80	879.59
14+50.00	1,450	50	228	0	0	0	0	30	468	0	0	0	0	55	1,204	-197	0	0	283	0.00	174.14	1,400.34
15+00.00	1,500	50	157	0	0	0	0	30	356	0	0	0	0	55	1,560	-249	0	0	354	0.00	218.04	1,809.46
15+50.00	1,550	50	33	0	6	0	0	26	176	0	6	0	0	51	1,736	-292	0	0	421	0.00	259.15	2,027.95
16+00.00	1,600	50	41	0	2	0	0	29	68	0	7	0	0	51	1,804	-332	0	0	487	0.00	299.82	2,136.13
16+50.00	1,650	50	87	0	0	0	0	30	118	0	2	0	0	54	1,922	-382	0	0	558	0.00	343.28	2,304.01
17+00.00	1,700	50	114	0	0	0	0	30	186	0	0	0	0	55	2,108	-435	0	0	629	0.00	387.18	2,542.61
17+50.00	1,750	50	180	0	0	0	0	30	272	0	0	0	0	55	2,380	-487	0	0	700	0.00	431.07	2,867.69
18+00.00	1,800	50	262	0	0	0	0	30	409	0	0	0	0	55	2,790	-540	0	0	772	0.00	474.97	3,329.86
18+50.00	1,850	50	323	0	0	0	0	30	542	0	0	0	0	55	3,332	-593	0	0	843	0.00	518.90	3,924.73
19+00.00	1,900	50	329	0	0	0	0	33	604	0	0	0	0	58	3,936	-649	0	0	919	0.00	565.43	4,584.86
19+50.00	1,950	50	242	0	0	0	0	15	529	0	0	0	0	44	4,465	-691	0	0	976	0.00	600.91	5,156.72
20+00.00	2,000	50	206	0	0	0	0	15	415	0	0	0	0	27	4,880	-718	0	0	1,012	0.00	622.79	5,597.79
20+50.00	2,050	50	185	0	0	0	0	15	362	0	0	0	0	27	5,242	-744	0	0	1,048	0.00	644.67	5,985.99
21+00.00	2,100	50	286	0	0	0	0	30	436	0	0	0	0	41	5,678	-783	0	0	1,101	0.00	677.56	6,461.63
21+50.00	2,150	50	275	0	0	0	0	30	519	0	0	0	0	55	6,198	-836	0	0	1,172	0.00	721.44	7,033.53
22+00.00	2,200	50	161	0	0	0	0	30	403	0	0	0	0	55	6,601	-889	0	0	1,244	0.00	765.34	7,489.48
22+50.00	2,250	50	36	0	5	0	0	28	182	0	5	0	0	53	6,783	-934	0	0	1,313	0.00	807.78	7,717.29
23+00.00	2,300	50	16	0	40	0	0	6	49	0	42	0	0	32	6,832	-914	0	0	1,354	0.00	833.01	7,746.34
23+50.00	2,350	50	13	0	60	0	0	2	27	0	93	0	0	8	6,859	-811	0	0	1,364	0.00	839.21	7,669.84
24+00.00	2,400	50	9	0	71	0	0	1	20	0	122	0	0	3	6,879	-667	0	0	1,367	0.00	841.27	7,546.14
24+50.00	2,450	50	4	0	76	0	0	0	12	0	137	0	0	1	6,891	-504	0	0	1,368	0.00	841.87	7,394.64
25+00.00	2,500	50	7	0	61	0	0	1	10	0	127	0	0	1	6,901	-353	0	0	1,369	0.00	842.73	7,253.60
25+50.00	2,550	50	14	0	71	0	0	10	19	0	122	0	0	11	6,921	-216	0	0	1,383	0.00	851.24	7,136.34
26+00.00	2,600	50	54	0	57	0	0	8	64	0	119	0	0	17	6,984	-89	0	0	1,406	0.00	865.04	7,073.34
26+50.00	2,650	50	95	0	39	0	0	4	138	0	89	0	0	11	7,122	7	0	0	1,421	0.00	874.19	7,115.56
27+00.00	2,700	50	122	0	22	0	0	18	200	0	56	0	0	20	7,323	54	0	0	1,447	0.00	890.29	7,268.08
27+50.00	2,750	50	43	0	26	0	0	26	152	0	44	0	0	40	7,475	69	0	0	1,499	0.00	922.42	7,406.29
28+00.00	2,800	50	38	0	19	0	0	27	75	0	41	0	0	49	7,549	71	0	0	1,562	0.00	961.36	7,478.21
28+50.00	2,850	50	46	0	8	0	0	29	78	0	24	0	0	52	7,627	51	0	0	1,629	0.00	1,002.58	7,576.05
29+00.00	2,900	50	30	0	2	0	0	30	70	0	9	0	0	54	7,697	10	0	0	1,700	0.00	1,045.86	7,687.85
29+50.00	2,950	50	26	0	0	0	0	25	52	0	2	0	0	51	7,749	-37	0	0	1,765	0.00	1,086.38	7,786.29
STATION 25+50 - 26+00			**SELECT CRUSHED NEGATED IN FILL SECTIONS = (150*14.8*1)/27**								-82											
									7,749	0	974	0	0	1,358								

COUNTY LINE ROAD 'CW'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
17+75.00	1,775		0	0	0	0	0	0														
18+00.00	1,800	25	24	0	0	0	0	22	11	0	0	0	0	10	11	-10	0	0	14	0.00	8.31	20.89
18+25.00	1,825	25	20	0	4	0	0	29	20	0	2	0	0	24	31	-31	0	0	45	0.00	27.55	61.93
18+50.00	1,850	25	19	0	4	0	0	29	18	0	4	0	0	27	49	-52	0	0	80	0.00	49.30	101.24
18+75.00	1,875	25	22	0	5	0	0	30	19	0	4	0	0	28	67	-74	0	0	116	0.00	71.31	141.03
19+00.00	1,900	25	29	0	0	0	0	30	24	0	2	0	0	28	91	-97	0	0	152	0.00	93.51	188.36
19+25.00	1,925	25	37	0	1	0	0	32	31		0	0	0	28	122	-124	0	0	189	0.00	116.24	245.80
									122	0	13	0	0	145								

COUNTY LINE ROAD 'CLN' STAGE 1

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
25+75.00	2,575		0	0	0	0	0	0														
26+00.00	2,600	25	101	0	0	0	0	42	47	0	0	0	0	20	47	-19	0	0	26	0.00	15.72	65.83
26+50.00	2,650	50	104	0	0	0	0	36	190	0	0	0	0	73	237	-89	0	0	120	0.00	73.83	325.62
27+00.00	2,700	50	64	0	0	0	0	36	155	0	0	0	0	67	392	-153	0	0	207	0.00	127.14	544.83
27+50.00	2,750	50	77	0	0	0	0	36	131	0	0	0	0	67	523	-217	0	0	293	0.00	180.46	739.50
28+00.00	2,800	50	147	0	0	0	0	38	208	0	0	0	0	68	731	-282	0	0	382	0.00	235.06	1,013.14
28+25.00	2,825	25	147	0	0	0	0	38	137	0	0	0	0	35	868	-316	0	0	427	0.00	262.99	1,183.17
28+25.01	2,825	0	0	0	0	0	0	0	0	0	0	0	0	0	868	-316	0	0	427	0.00	262.99	1,183.20
28+50.00	2,850	25	0	0	0	0	0	0	0		0	0	0	0	868	-316	0	0	427	0.00	262.99	1,183.20
									868	0	0	0	0	329								

VICKERMAN ROAD 'V'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
30+50.00	3,050		0	0	256	0	0	0														
31+00.00	3,100	50	81	0	236	0	0	0	75	0	456	0	0	0	75	547	0	0	0	0.00	0.00	-471.85
31+50.00	3,150	50	59	0	141	0	0	0	130	0	350	0	0	0	205	967	0	0	0	0.00	0.00	-761.61
32+00.00	3,200	50	32	0	35	0	0	8	85	0	164	0	0	7	290	1,157	0	0	9	0.00	5.64	-866.61
32+50.00	3,250	50	20	0	6	0	0	29	48	0	38	0	0	34	338	1,170	0	0	53	0.00	32.50	-831.69
33+00.00	3,300	50	30	0	8	0	0	29	46	0	13	0	0	53	384	1,135	0	0	122	0.00	74.99	-750.42
33+50.00	3,350	50	17	0	9	0	0	29	43	0	16	0	0	53	427	1,102	0	0	191	0.00	117.69	-674.57
33+75.00	3,375	25	26	0	20	0	0	29	20	0	13	0	0	27	447	1,092	0	0	226	0.00	139.23	-644.70
34+00.00	3,400	25	25	0	8	0	0	29	24	0	13	0	0	27	471	1,081	0	0	262	0.00	160.93	-610.24
34+50.00	3,450	50	24	0	0	0	0	22	46		7	0	0	48	517	1,044	0	0	324	0.00	199.16	-527.00
STATION 30+50 - 32+00		**SELECT CRUSHED NEGATED IN FILL SECTIONS = (150*(36.5+14.8)/2*1)/27**									-143											
									517	0	926	0	0	249								

EAST CONNECTOR ROAD 'JE'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
30+00.00	3,000		0	0	0	0	0	0														
30+39.00	3,039	39	231	0	0	0	0	39	167	0	0	0	0	28	167	-27	0	0	37	0.00	22.80	194.44
31+00.00	3,100	61	796	0	0	0	0	36	1,161	0	0	0	0	85	1,328	-109	0	0	148	0.00	90.98	1,437.28
31+50.00	3,150	50	892	0	0	0	0	36	1,563	0	0	0	0	67	2,891	-173	0	0	234	0.00	144.30	3,064.47
32+00.00	3,200	50	580	0	0	0	0	36	1,362	0	0	0	0	67	4,254	-237	0	0	321	0.00	197.62	4,490.89
32+50.00	3,250	50	56	0	196	0	0	15	589	0	181	0	0	47	4,842	-65	0	0	383	0.00	235.58	4,907.90
32+90.00	3,290	40	0	0	443	0	0	0	42	0	473	0	0	11	4,884	491	0	0	397	0.00	244.61	4,392.96
33+00.00	3,300	10	0	0	501	0	0	0	0	0	175	0	0	0	4,884	701	0	0	397	0.00	244.61	4,183.22
33+50.00	3,350	50	0	0	559	0	0	0	0	0	981	0	0	0	4,884	1,879	0	0	397	0.00	244.61	3,005.45
34+00.00	3,400	50	0	0	510	0	0	0	0	0	989	0	0	0	4,884	3,066	0	0	397	0.00	244.61	1,818.18
34+50.00	3,450	50	0	0	283	0	0	0	0	0	734	0	0	0	4,884	3,947	0	0	397	0.00	244.61	937.49
35+00.00	3,500	50	117	0	15	0	0	27	109	0	276	0	0	25	4,993	4,254	0	0	430	0.00	264.32	738.23
35+50.00	3,550	50	783	0	0	0	0	36	834	0	14	0	0	58	5,826	4,216	0	0	505	0.00	310.69	1,610.36
36+00.00	3,600	50	1,590	0	0	0	0	36	2,197	0	0	0	0	67	8,023	4,152	0	0	592	0.00	364.01	3,871.43
36+50.00	3,650	50	2,296	0	0	0	0	36	3,598	0	0	0	0	67	11,621	4,088	0	0	678	0.00	417.33	7,533.42
37+00.00	3,700	50	2,744	0	0	0	0	36	4,666	0	0	0	0	67	16,287	4,024	0	0	765	0.00	470.65	12,263.62
37+50.00	3,750	50	2,827	0	0	0	0	36	5,158	0	0	0	0	67	21,445	3,960	0	0	851	0.00	523.97	17,485.27
38+00.00	3,800	50	2,767	0	0	0	0	36	5,179	0	0	0	0	67	26,624	3,896	0	0	938	0.00	577.29	22,728.36
38+50.00	3,850	50	2,708	0	0	0	0	36	5,069	0	0	0	0	67	31,693	3,832	0	0	1,025	0.00	630.61	27,861.41
39+00.00	3,900	50	2,465	0	0	0	0	36	4,790	0	0	0	0	67	36,483	3,768	0	0	1,111	0.00	683.92	32,715.11
39+50.00	3,950	50	2,173	0	0	0	0	36	4,294	0	0	0	0	67	40,777	3,704	0	0	1,198	0.00	737.24	37,073.21
40+00.00	4,000	50	1,740	0	0	0	0	36	3,623	0	0	0	0	67	44,400	3,640	0	0	1,285	0.00	790.56	40,759.91
40+50.00	4,050	50	877	0	0	0	0	38	2,423	0	0	0	0	69	46,823	3,574	0	0	1,374	0.00	845.38	43,249.18
40+75.00	4,075	25	678	0	0	0	0	56	720	0	0	0	0	44	47,543	3,532	0	0	1,430	0.00	880.20	44,011.05
41+00.00	4,100	25	0	0	0	0	0	0	314		0	0	0	26	47,857	3,507	0	0	1,464	0.00	900.95	44,349.82
STATION 32+75 - 35+00		**SELECT CRUSHED NEGATED IN FILL SECTIONS = (225*17.98*1)/27**									-150											
									47,857	0	3,674	0	0	1,126								

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EARTHWORK	SHEET	E

POND ROAD 'P' STAGE 1

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
30+79.99	3,080		0	0	0	0	0	0														
30+80.00	3,080	0	0	0	3,479	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0.00	0.00	-0.77
31+00.00	3,100	20	0	0	3,479	0	0	0	0	0	2,577	0	0	0	0	3,093	0	0	0	0.00	0.00	-3,093.08
31+44.00	3,144	44	207	0	5,320	0	0	0	168	0	7,170	0	0	0	168	11,697	0	0	0	0.00	0.00	-11,528.25
31+50.00	3,150	6	172	0	5,225	0	0	0	42	0	1,172	0	0	0	211	13,103	0	0	0	0.00	0.00	-12,892.15
31+65.00	3,165	15	126	0	5,001	0	0	0	83	0	2,840	0	0	0	293	16,511	0	0	0	0.00	0.00	-16,217.73
31+94.00	3,194	29	71	0	4,695	0	0	0	106	0	5,207	0	0	0	399	22,760	0	0	0	0.00	0.00	-22,360.54
32+00.00	3,200	6	50	0	4,618	0	0	0	13	0	1,035	0	0	0	412	24,001	0	0	0	0.00	0.00	-23,588.85
32+15.00	3,215	15	0	0	4,484	0	0	0	14	0	2,528	0	0	0	426	27,035	0	0	0	0.00	0.00	-26,608.84
32+50.00	3,250	35	0	0	4,059	0	0	0	0	0	5,537	0	0	0	426	33,680	0	0	0	0.00	0.00	-33,253.20
33+00.00	3,300	50	0	0	3,402	0	0	0	0	0	6,908	0	0	0	426	41,970	0	0	0	0.00	0.00	-41,543.31
33+07.00	3,307	7	0	0	3,303	0	0	0	0	0	869	0	0	0	426	43,013	0	0	0	0.00	0.00	-42,586.45
33+41.00	3,341	34	0	0	2,797	0	0	0	0	0	3,841	0	0	0	426	47,622	0	0	0	0.00	0.00	-47,195.79
33+50.00	3,350	9	0	0	2,659	0	0	0	0	0	909	0	0	0	426	48,714	0	0	0	0.00	0.00	-48,287.05
34+00.00	3,400	50	0	0	1,914	0	0	0	0	0	4,234	0	0	0	426	53,795	0	0	0	0.00	0.00	-53,368.29
34+50.00	3,450	50	0	0	1,173	0	0	0	0	0	2,858	0	0	0	426	57,224	0	0	0	0.00	0.00	-56,797.80
35+00.00	3,500	50	0	0	581	0	0	0	0	0	1,624	0	0	0	426	59,173	0	0	0	0.00	0.00	-58,746.11
35+50.00	3,550	50	37	0	210	0	0	16	35	0	732	0	0	15	461	60,037	0	0	19	0.00	11.93	-59,575.38
36+00.00	3,600	50	39	0	168	0	0	14	71	0	349	0	0	28	532	60,429	0	0	56	0.00	34.51	-59,896.67
36+50.00	3,650	50	379	0	140	0	0	11	387	0	285	0	0	24	919	60,748	0	0	87	0.00	53.48	-59,829.40
37+00.00	3,700	50	346	0	73	0	0	14	671	0	198	0	0	23	1,590	60,963	0	0	117	0.00	72.02	-59,373.69
37+50.00	3,750	50	279	0	27	0	0	18	578	0	93	0	0	29	2,168	61,047	0	0	155	0.00	95.44	-58,879.10
38+00.00	3,800	50	182	0	8	0	0	28	426	0	33	0	0	43	2,594	61,045	0	0	211	0.00	129.55	-58,451.15
38+50.00	3,850	50	101	0	6	0	0	35	262	0	13	0	0	58	2,857	61,005	0	0	286	0.00	176.19	-58,148.22
39+00.00	3,900	50	61	0	34	0	0	32	150	0	36	0	0	62	3,007	60,989	0	0	367	0.00	225.82	-57,982.22
39+50.00	3,950	50	61	0	41	0	0	30	113	0	70	0	0	58	3,119	61,017	0	0	442	0.00	272.15	-57,897.51
40+00.00	4,000	50	21	0	27	0	0	32	75	0	64	0	0	58	3,195	61,038	0	0	517	0.00	318.28	-57,843.16
40+50.00	4,050	50	17	0	0	0	0	0	35	0	25	0	0	30	3,230	61,040	0	0	556	0.00	341.99	-57,810.05
41+00.00	4,100	50	0	0	0	0	0	0	16	0	0	0	0	0	3,246	61,040	0	0	556	0.00	341.99	-57,794.07
41+50.00	4,150	50	0	0	0	0	0	0	0	0	0	0	0	0	3,246	61,040	0	0	556	0.00	341.99	-57,794.07
42+00.00	4,200	50	0	0	0	0	0	0	0	0	0	0	0	0	3,246	61,040	0	0	556	0.00	341.99	-57,794.07
42+50.00	4,250	50	0	0	0	0	0	0	0	0	0	0	0	0	3,246	61,040	0	0	556	0.00	341.99	-57,794.07
43+00.00	4,300	50	0	0	0	0	0	0	0	0	0	0	0	0	3,246	61,040	0	0	556	0.00	341.99	-57,794.07
43+50.00	4,350	50	0	0	0	0	0	0	0	0	0	0	0	0	3,246	61,040	0	0	556	0.00	341.99	-57,794.07
44+00.00	4,400	50	0	0	0	0	0	0	0	0	0	0	0	0	3,246	61,040	0	0	556	0.00	341.99	-57,794.07
44+50.00	4,450	50	0	0	0	0	0	0	0	0	0	0	0	0	3,246	61,040	0	0	556	0.00	341.99	-57,794.07
45+00.00	4,500	50	0	0	0	0	0	0	0	0	0	0	0	0	3,246	61,040	0	0	556	0.00	341.99	-57,794.07
45+50.00	4,550	50	0	0	0	0	0	0	0		0	0	0	0	3,246	61,040	0	0	556	0.00	341.99	-57,794.07
STATION 30+80 - 35+00		**SELECT CRUSHED NEGATED IN FILL SECTIONS = (420*17.98*1)/27**									-280											
STATION 35+00 - 38+50		**SELECT CRUSHED NEGATED IN FILL SECTIONS = (350*9*1)/27**									-117											
									3,246	0	50,812	0	0	427								

WHITETAIL LANE 'W'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
19+50.00	1,950		20	0	0	0	0	0														
20+00.00	2,000	50	132	0	0	0	0	30	140	0	0	0	0	28	140	-27	0	0	36	0.00	22.20	166.69
20+22.00	2,022	22	139	0	0	0	0	30	110	0	0	0	0	24	251	-50	0	0	68	0.00	41.74	300.61
21+00.00	2,100	78	119	0	0	0	0	36	373	0	0	0	0	95	623	-142	0	0	192	0.00	118.00	764.75
21+22.00	2,122	22	72	0	0	0	0	30	78	0	0	0	0	27	701	-167	0	0	227	0.00	139.51	868.34
22+00.00	2,200	78	4	0	116	0	0	0	110	0	167	0	0	43	811	-8	0	0	283	0.00	174.15	818.90
23+00.00	2,300	100	3	0	483	0	0	0	12	0	1,109	0	0	0	822	1,323	0	0	283	0.00	174.15	-500.29
24+00.00	2,400	100	3	0	1,251	0	0	0	10	0	3,212	0	0	0	832	5,177	0	0	283	0.00	174.15	-4,344.45
25+00.00	2,500	100	1	0	1,848	0	0	0	7	0	5,739	0	0	0	840	12,063	0	0	283	0.00	174.15	-11,223.41
25+33.00	2,533	33	2	0	2,167	0	0	0	2	0	2,453	0	0	0	842	15,007	0	0	283	0.00	174.15	-14,164.93
26+00.00	2,600	67	3	0	2,842	0	0	0	7	0	6,215	0	0	0	849	22,465	0	0	283	0.00	174.15	-21,615.64
26+16.00	2,616	16	0	0	2,808	0	0	0	1	0	1,674	0	0	0	850	24,474	0	0	283	0.00	174.15	-23,623.83
26+83.00	2,683	67	0	0	2,295	0	0	0	0	0	6,332	0	0	0	850	32,072	0	0	283	0.00	174.15	-31,222.18
27+00.00	2,700	17	0	0	4,059	0	0	0	0	0	2,000	0	0	0	850	34,473	0	0	283	0.00	174.15	-33,622.73
27+21.00	2,721	21	0	0	3,709	0	0	0	0	0	3,021	0	0	0	850	38,098	0	0	283	0.00	174.15	-37,248.20
27+33.00	2,733	12	0	0	2,514	0	0	0	0	0	1,383	0	0	0	850	39,758	0	0	283	0.00	174.15	-38,907.72
27+48.00	2,748	15	0	0	2,759	0	0	0	0	0	1,465	0	0	0	850	41,515	0	0	283	0.00	174.15	-40,665.38
27+71.00	2,771	23	0	0	3,249	0	0	0	0	0	2,559	0	0	0	850	44,586	0	0	283	0.00	174.15	-43,736.17
28+00.00	2,800	29	0	0	3,042	0	0	0	0	0	3,379	0	0	0	850	48,641	0	0	283	0.00	174.15	-47,790.64
28+25.00	2,825	25	0	0	6,205	0	0	0	0	0	4,281	0	0	0	850	53,778	0	0	283	0.00	174.15	-52,927.95
28+25.01	2,825	0	0	0	0	0	0	0	0	0	1	0	0	0	850	53,779	0	0	283	0.00	174.15	-52,929.33
29+00.00	2,900	75	0	0	0	0	0	0	0	0	0	0	0	0	850	53,779	0	0	283	0.00	174.15	-52,929.33
31+03.99	3,104	204	0	0	0	0	0	0	0	0	0	0	0	0	850	53,779	0	0	283	0.00	174.15	-52,929.33
31+04.00	3,104	0	0	0	4,822	0	0	0	0	0	1	0	0	0	850	53,780	0	0	283	0.00	174.15	-52,930.40
31+56.00	3,156	52	0	0	4,822	448	0	0	0	0	9,287	432	0	0	850	64,614	647	0	283	258.96	174.15	-63,764.03
31+94.00	3,194	38	0	0	5,377	426	0	0	0	0	7,177	615	0	0	850	72,783	1,570	0	283	628.07	174.15	-71,933.47
32+00.00	3,200	6	0	0	5,371	426	0	0	0	0	1,194	95	0	0	850	74,148	1,712	0	283	684.87	174.15	-73,298.41
32+06.00	3,206	6	0	0	5,499	426	0	0	0	0	1,208	95	0	0	850	75,530	1,854	0	283	741.67	174.15	-74,679.68
32+44.00	3,244	38	2	0	5,498	362	0	0	1	0	7,739	555	0	0	851	84,417	2,686	0	283	1,074.38	174.15	-83,565.57
33+00.00	3,300	56	36	0	5,549	210	0	0	39	0	11,456	593	0	0	890	97,736	3,576	0	283	1,430.29	174.15	-96,845.97
33+26.00	3,326	26	69	0	5,281	126	0	0	51	0	5,215	162	0	0	941	103,877	3,818	0	283	1,527.35	174.15	-102,936.33
33+68.00	3,368	42	96	0	4,882	0	0	0	129	0	7,905	98	0	0	1,070	113,293	3,965	0	283	1,586.16	174.15	-112,222.93
34+00.00	3,400	32	149	0	4,616	0	0	0	145	0	5,628	0	0	0	1,215	120,046	3,965	0	283	1,586.16	174.15	-118,831.51
35+00.00	3,500	100	403	0	3,955	0	0	0	1,022	0	15,871	0	0	0	2,237	139,091	3,965	0	283	1,586.16	174.15	-136,854.01
36+00.00	3,600	100	777	0	1,391	0	0	0	2,186	0	9,898	0	0	0	4,423	150,969	3,965	0	283	1,586.16	174.15	-146,545.89
37+00.00	3,700	100	1,361	0	349	0	0	0	3,959	0	3,221	0	0	0	8,382	154,834	3,965	0	283	1,586.16	174.15	-146,451.93
38+00.00	3,800	100	2,817	0	902	0	0	0	7,735	0	2,315	0	0	0	16,117	157,612	3,965	0	283	1,586.16	174.15	-141,494.87
39+00.00	3,900	100	2,568	0	39	0	0	15	9,972	0	1,742	0	0	27	26,089	159,676	3,965	0	318	1,586.16	195.88	-133,587.25
40+00.00	4,000	100	812	0	0	0	0	36	6,259	0	72	0	0	94	32,348	159,673	3,965	0	440	1,586.16	270.99	-127,324.98
41+00.00	4,100	100	1,561	0	0	0	0	36	4,394	0	0	0	0	133	36,742	159,545	3,965	0	614	1,586.16	377.73	-122,803.15
42+00.00	4,200	100	1,901	0	0	0	0	36	6,410	0	0	0	0	133	43,152	159,417	3,965	0	787	1,586.16	484.46	-116,264.64
43+00.00	4,300	100	1,701	0	0	0	0	36	6,669	0	0	0	0	133	49,821	159,289	3,965	0	961	1,586.16	591.18	-109,467.77
44+00.00	4,400	100	1,182	0	0	0	0	36	5,339	0	0	0	0	133	55,160	159,161	3,965	0	1,134	1,586.16	697.91	-104,000.72
45+00.00	4,500	100	739	0	0	0	0	36	3,559	0	0	0	0	133	58,719	159,033	3,965	0	1,308	1,586.16	804.63	-100,313.57
46+00.00	4,600	100	180	0	0	0	0	36	1,703	0	0	0	0	133	60,422	158,905	3,965	0	1,481	1,586.16	911.36	-98,482.78
47+00.00	4,700	100	7	0	77	0	0	0	346	0	142	0	0	67	60,768	159,011	3,965	0	1,568	1,586.16	964.74	-98,243.25
48+00.00	4,800	100	0	0	177	0	0	0	12	0	470	0	0	0	60,780	159,575	3,965	0	1,568	1,586.16	964.75	-98,795.36
49+00.00	4,900	100	0	0	239	0	0	0	0	0	771	0	0	0	60,780	160,501	3,965	0	1,568	1,586.16	964.75	-99,721.12
50+00.00	5,000	100	9	0	182	0	0	0	16	0	780	0	0	0	60,796	161,437	3,965	0	1,568	1,586.16	964.75	-100,641.30
51+00.00	5,100	100	48	0	115	0	0	10	104	0	551	0	0	19	60,900	162,080	3,965	0	1,593	1,586.16	980.06	-101,179.80
52+00.00	5,200	100	87	0	55	0	0	7	250	0	315	0	0	32	61,149	162,426	3,965	0	1,635	1,586.16	1,005.85	-101,277.03
53+00.00	5,300	100	33	0	1	0	0	36	222	0	102	0	0	79	61,371	162,474	3,965	0	1,737	1,586.16	1,068.98	-101,102.45
54+00.00	5,400	100	79	0	0	0	0	37	207	0	1	0	0	134	61,578	162,346	3,965	0	1,912	1,586.16	1,176.46	-100,767.81
54+50.00	5,450	50	84	0	0	0	0	36	151	0	0	0	0	68	61,730	162,281	3,965	0	2,000	1,586.16	1,230.57	-100,551.41
55+00.00	5,500	50	76	0	0	0	0	36	148	0	0	0	0	67	61,878	162,217	3,965	0	2,086	1,586.16	1,283.95	-100,339.30
55+25.00	5,525	25	91	0	0	0	0	36	77	0	0	0	0	33	61,955	162,185	3,965	0	2,130	1,586.16	1,310.63	-100,230.18
55+50.00	5,550	25	95	0	0	0	0	36	86	0	0	0	0	33	62,041	162,153	3,965	0	2,173	1,586.16	1,337.31	-100,111.95
55+75.00	5,575	25	25	0	0	0	0	0	56		0	0	0	17	62,097	162,137	3,965	0	2,195	1,586.16	1,350.65	-100,040.24
STATION 22+00 - 28+25		**SELECT CRUSHED NEGATED IN FILL SECTIONS = (625*31.25*1)/27**									-723											
STATION 31+04 - 39+00		**SELECT CRUSHED NEGATED IN FILL SECTIONS = (796*31.25*1)/27**									-921											
STATION 47+00 - 53+00		**SELECT CRUSHED NEGATED IN FILL SECTIONS = (600*31.25*1)/27**									-694											
									62,097	0	135,713	2,644	0	1,688								

OLD 26 'NC'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
30+50.00	3,050		0	0	2,338	0	0	0														
31+00.00	3,100	50	7	0	4,075	0	0	0	6	0	5,938	0	0	0	6	7,126	0	0	0	0.00	0.00	-7,119.06
31+50.00	3,150	50	7	0	3,826	0	0	0	13	0	7,317	0	0	0	20	15,905	0	0	0	0.00	0.00	-15,885.52
32+00.00	3,200	50	5	0	3,405	0	0	0	12	0	6,696	0	0	0	32	23,940	0	0	0	0.00	0.00	-23,908.66
32+50.00	3,250	50	0	0	2,781	0	0	0	5	0	5,728	0	0	0	37	30,814	0	0	0	0.00	0.00	-30,777.67
33+00.00	3,300	50	276	0	1,790	0	0	0	256	0	4,233	0	0	0	292	35,893	0	0	0	0.00	0.00	-35,601.15
33+50.00	3,350	50	127	0	1,606	0	0	0	373	0	3,144	0	0	0	665	39,666	0	0	0	0.00	0.00	-39,000.74
34+00.00	3,400	50	82	0	1,144	0	0	0	193	0	2,546	0	0	0	858	42,721	0	0	0	0.00	0.00	-41,862.18
34+50.00	3,450	50	60	0	936	0	0	0	131	0	1,926	0	0	0	990	45,032	0	0	0	0.00	0.00	-44,041.84
35+00.00	3,500	50	46	0	543	0	0	0	98	0	1,370	0	0	0	1,088	46,676	0	0	0	0.00	0.00	-45,587.43
35+50.00	3,550	50	35	0	429	0	0	0	75	0	900	0	0	0	1,163	47,755	0	0	0	0.00	0.00	-46,592.11
36+00.00	3,600	50	24	0	279	0	0	0	54	0	655	0	0	0	1,217	48,541	0	0	0	0.00	0.00	-47,324.09
36+50.00	3,650	50	0	0	142	0	0	0	22	0	390	0	0	0	1,239	49,009	0	0	0	0.00	0.00	-47,770.33
37+00.00	3,700	50	0	0	77	0	0	1	0	0	203	0	0	1	1,239	49,252	0	0	1	0.00	0.69	-48,012.90
37+50.00	3,750	50	1	0	18	0	0	25	1	0	88	0	0	24	1,240	49,335	0	0	32	0.00	19.53	-48,095.01
38+00.00	3,800	50	14	0	4	0	0	26	13	0	21	0	0	47	1,253	49,315	0	0	92	0.00	56.79	-48,061.89
38+50.00	3,850	50	26	0	0	0	0	26	37	0	4	0	0	48	1,290	49,274	0	0	154	0.00	95.04	-47,984.14
39+00.00	3,900	50	0	0	0	0	0	0	24	0	0	0	0	24	1,314	49,251	0	0	186	0.00	114.16	-47,937.27
39+50.00	3,950	50	0	0	0	0	0	0	0		0	0	0	0	1,314	49,251	0	0	186	0.00	114.16	-47,937.27
STATION 30+50 - 37+50		SELECT CRUSHED NEGATED IN FILL SECTIONS = (700*28.8*1)/27									-747											
									1,314	0	40,410	0	0	143								

GARVERT LANE 'GA'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
28+00.00	2,800		27	0	0	0	0	27														
28+50.00	2,850	50	43	0	0	0	0	27	65	0	0	0	0	50	65	-48	0	0	64	0.00	39.62	112.47
29+00.00	2,900	50	52	0	1	0	0	34	88	0	1	0	0	56	153	-100	0	0	138	0.00	84.70	253.79
29+25.00	2,925	25	159	0	3	0	0	42	98	0	2	0	0	35	251	-132	0	0	183	0.00	112.92	383.43
29+50.00	2,950	25	53	0	0	0	0	18	98		1	0	0	28	350	-158	0	0	220	0.00	135.27	507.17
									350	0	4	0	0	169								

D20'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
9+00.00	900		34	0	0	0	0	0														
9+25.00	925	25	94	0	0	0	0	0	59	0	0	0	0	0	59	0	0	0	0	0.00	0.00	59.40
9+50.00	950	25	195	0	0	0	0	0	134	0	0	0	0	0	193	0	0	0	0	0.00	0.00	193.19
9+82	982	32	239	0	0	0	0	0	257	0	0	0	0	0	450	0	0	0	0	0.00	0.00	450.42
10+00.00	1,000	18	0	0	0	0	0	0			0	0	0	0	450	0	0	0	0	0.00	0.00	530.06
									450	0	0	0	0	0								

D12'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
10+25.00	1,025		0	0	0	0	0	0														
10+50.00	1,050	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
10+90	1,090	40	286	0	0	0	0	0	212	0	0	0	0	0	212	0	0	0	0	0.00	0.00	211.66
11+00.00	1,100	10	196	0	0	0	0	0	89	0	0	0	0	0	301	0	0	0	0	0.00	0.00	300.95
11+25.00	1,125	25	68	0	0	0	0	0	122	0	0	0	0	0	423	0	0	0	0	0.00	0.00	423.38
11+50.00	1,150	25	46	0	0	0	0	0	53	0	0	0	0	0	476	0	0	0	0	0.00	0.00	475.94
11+75.00	1,175	25	13	0	0	0	0	0	27	0	0	0	0	0	503	0	0	0	0	0.00	0.00	502.87
12+00.00	1,200	25	0	0	0	0	0	0	6		0	0	0	0	509	0	0	0	0	0.00	0.00	508.73
									509	0	0	0	0	0								

'D13'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
10+25.00	1,025		0	0	0	0	0	0														
10+50.00	1,050	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
10+75.00	1,075	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
11+00.00	1,100	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
11+25.00	1,125	25	100	0	0	0	0	0	46	0	0	0	0	0	46	0	0	0	0	0.00	0.00	46.13
11+50.00	1,150	25	82	0	0	0	0	0	84	0	0	0	0	0	130	0	0	0	0	0.00	0.00	130.25
11+75.00	1,175	25	13	0	0	0	0	0	44		0	0	0	0	174	0	0	0	0	0.00	0.00	174.02
									174	0	0	0	0	0								

'D14'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
5+00.00	500		0	0	0	0	0	0														
5+25.00	525	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
5+50.00	550	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
5+75.00	575	25	16	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0.00	0.00	7.47
6+00.00	600	25	64	0	0	0	0	0	37	0	0	0	0	0	44	0	0	0	0	0.00	0.00	44.38
6+25.00	625	25	55	0	0	0	0	0	55	0	0	0	0	0	99	0	0	0	0	0.00	0.00	99.19
6+50.00	650	25	73	0	0	0	0	0	59	0	0	0	0	0	158	0	0	0	0	0.00	0.00	158.16
6+75.00	675	25	133	0	0	0	0	0	95	0	0	0	0	0	253	0	0	0	0	0.00	0.00	253.20
7+00.00	700	25	251	0	0	0	0	0	178	0	0	0	0	0	431	0	0	0	0	0.00	0.00	430.97
7+25.00	725	25	356	0	0	0	0	0	281	0	0	0	0	0	712	0	0	0	0	0.00	0.00	712.25
7+50.00	750	25	479	0	0	0	0	0	387	0	0	0	0	0	1,099	0	0	0	0	0.00	0.00	1,099.03
7+75.00	775	25	610	0	0	0	0	0	504	0	0	0	0	0	1,603	0	0	0	0	0.00	0.00	1,603.16
8+00.00	800	25	748	0	0	0	0	0	629	0	0	0	0	0	2,232	0	0	0	0	0.00	0.00	2,231.93
8+25.00	825	25	839	0	0	0	0	0	735	0	0	0	0	0	2,967	0	0	0	0	0.00	0.00	2,966.76
8+50.00	850	25	951	0	0	0	0	0	829	0	0	0	0	0	3,795	0	0	0	0	0.00	0.00	3,795.39
8+75.00	875	25	1,020	0	0	0	0	0	912	0	0	0	0	0	4,708	0	0	0	0	0.00	0.00	4,707.83
9+00.00	900	25	1,054	0	0	0	0	0	960	0	0	0	0	0	5,668	0	0	0	0	0.00	0.00	5,667.95
9+25.00	925	25	1,060	0	0	0	0	0	979	0	0	0	0	0	6,646	0	0	0	0	0.00	0.00	6,646.50
9+50.00	950	25	1,062	0	0	0	0	0	982		0	0	0	0	7,629	0	0	0	0	0.00	0.00	7,628.75
									7,629	0	0	0	0	0								

'D15'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
6+75.00	675		0	0	0	0	0	0														
7+00.00	700	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
7+25.00	725	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
7+50.00	750	25	10	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0.00	0.00	4.77
7+75.00	775	25	64	0	0	0	0	0	34	0	0	0	0	0	39	0	0	0	0	0.00	0.00	39.16
8+00.00	800	25	81	0	0	0	0	0	67	0	0	0	0	0	107	0	0	0	0	0.00	0.00	106.50
8+25.00	825	25	117	0	0	0	0	0	92	0	0	0	0	0	199	0	0	0	0	0.00	0.00	198.50
8+50.00	850	25	170	0	0	0	0	0	133	0	0	0	0	0	332	0	0	0	0	0.00	0.00	331.71
8+75.00	875	25	151	0	0	0	0	0	149	0	0	0	0	0	481	0	0	0	0	0.00	0.00	480.75
9+00.00	900	25	456	0	0	0	0	0	281	0	0	0	0	0	762	0	0	0	0	0.00	0.00	761.86
9+25.00	925	25	438	0	0	0	0	0	414	0	0	0	0	0	1,176	0	0	0	0	0.00	0.00	1,175.83
9+35.00	935	10	438	0	0	0	0	0	162		0	0	0	0	1,338	0	0	0	0	0.00	0.00	1,338.13
									1,338	0	0	0	0	0								

'D16'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
7+25.00	725		54	0	0	0	0	0														
7+50.00	750	25	68	0	0	0	0	0	56	0	0	0	0	0	56	0	0	0	0	0.00	0.00	56.44
7+75.00	775	25	79	0	0	0	0	0	68	0	0	0	0	0	124	0	0	0	0	0.00	0.00	124.38
8+00.00	800	25	102	0	0	0	0	0	84	0	0	0	0	0	208	0	0	0	0	0.00	0.00	208.41
8+25.00	825	25	163	0	0	0	0	0	123	0	0	0	0	0	331	0	0	0	0	0.00	0.00	331.15
8+50.00	850	25	216	0	0	0	0	0	175	0	0	0	0	0	507	0	0	0	0	0.00	0.00	506.59
8+75.00	875	25	256	0	0	0	0	0	219	0	0	0	0	0	725	0	0	0	0	0.00	0.00	725.28
9+00.00	900	25	0	0	0	0	0	0	119		0	0	0	0	844	0	0	0	0	0.00	0.00	843.91
									844	0	0	0	0	0								

'D17'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
5+00.00	500		3	0	2	0	0	0														
5+50.00	550	50	0	0	137	0	0	0	3	0	129	0	0	0	3	155	0	0	0	0.00	0.00	-151.51
6+00.00	600	50	0	0	356	0	0	0	0	0	457	0	0	0	3	703	0	0	0	0.00	0.00	-699.42
6+50.00	650	50	0	0	592	0	0	0	0	0	878	0	0	0	3	1,756	0	0	0	0.00	0.00	-1,752.92
7+00.00	700	50	0	0	840	0	0	0	0	0	1,326	0	0	0	3	3,347	0	0	0	0.00	0.00	-3,344.06
7+50.00	750	50	0	0	1,153	0	0	0	0	0	1,845	0	0	0	3	5,561	0	0	0	0.00	0.00	-5,558.26
8+00.00	800	50	0	0	1,549	0	0	0	0	0	2,502	0	0	0	3	8,564	0	0	0	0.00	0.00	-8,561.23
8+50.00	850	50	0	0	2,056	0	0	0	0	0	3,338	0	0	0	3	12,570	0	0	0	0.00	0.00	-12,567.04
8+85.00	885	35	0	0	2,340	0	0	0	0	0	2,849	0	0	0	3	15,989	0	0	0	0.00	0.00	-15,986.16
9+00.00	900	15	0	0	2,438	0	0	0	0	0	1,327	0	0	0	3	17,582	0	0	0	0.00	0.00	-17,578.88
9+37.00	937	37	0	0	3,088	0	0	0	0		3,786	0	0	0	3	22,126	0	0	0	0.00	0.00	-22,122.67
									3	0	18,438	0	0	0								

'D18'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
7+85.00	785		14	0	0	0	0	0														
8+00.00	800	15	12	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0.00	0.00	7.23
8+25.00	825	25	2	0	21	0	0	0	6	0	10	0	0	0	14	12	0	0	0	0.00	0.00	1.85
8+50.00	850	25	0	0	36	0	0	0	1	0	27	0	0	0	14	44	0	0	0	0.00	0.00	-29.22
8+75.00	875	25	0	0	65	0	0	0	0	0	47	0	0	0	14	100	0	0	0	0.00	0.00	-85.37
9+00.00	900	25	0	0	142	0	0	0	0	0	96	0	0	0	14	215	0	0	0	0.00	0.00	-200.56
9+25.00	925	25	0	0	234	0	0	0	0	0	174	0	0	0	14	424	0	0	0	0.00	0.00	-409.71
9+50.00	950	25	0	0	295	0	0	0	0	0	245	0	0	0	14	718	0	0	0	0.00	0.00	-703.43
9+87	987	37	0	0	0	0	0	0	0		202	0	0	0	14	960	0	0	0	0.00	0.00	-945.70
									14	0	800	0	0	0								

'D19'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
8+25.00	825		0	0	0	0	0	0														
8+50.00	850	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
8+75.00	875	25	7	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0.00	0.00	3.26
9+00.00	900	25	0	0	22	0	0	0	3	0	10	0	0	0	7	13	0	0	0	0.00	0.00	-5.93
9+25.00	925	25	0	0	60	0	0	0	0	0	38	0	0	0	7	59	0	0	0	0.00	0.00	-51.84
9+50.00	950	25	0	0	97	0	0	0	0		73	0	0	0	7	146	0	0	0	0.00	0.00	-138.92
									7	0	121	0	0	0								

STH 26 FULL SECTION

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
576+00.00	57,600		99	0	532	0	0	0														
577+00.00	57,700	100	0	0	1,517	0	0	0	183	0	3,794	0	0	0	183	4,553	0	0	0	0.00	0.00	-4,370.19
578+00.00	57,800	100	13	0	786	0	0	1	23	0	4,265	0	0	1	206	9,669	0	0	2	0.00	0.98	-9,463.62
579+00.00	57,900	100	298	0	919	0	0	0	575	0	3,159	0	0	1	780	13,458	0	0	3	0.00	1.96	-12,678.11
580+00.00	58,000	100	367	0	1,340	0	0	29	1,231	0	4,184	0	0	54	2,011	18,428	0	0	73	0.00	44.93	-16,416.44
581+00.00	58,100	100	229	0	1,670	0	0	3	1,104	0	5,574	0	0	59	3,115	25,060	0	0	150	0.00	92.34	-21,944.32
582+00.00	58,200	100	171	0	1,527	0	0	0	742	0	5,921	0	0	6	3,857	32,160	0	0	157	0.00	96.79	-28,302.22
583+00.00	58,300	100	90	0	2,133	0	0	0	484	0	6,779	0	0	0	4,341	40,294	0	0	157	0.00	96.80	-35,952.62
583+50.00	58,350	50	23	0	2,833	0	0	0	105	0	4,598	0	0	0	4,446	45,811	0	0	157	0.00	96.80	-41,365.03
584+00.00	58,400	50	102	0	3,069	0	0	0	116	0	5,465	0	0	0	4,562	52,369	0	0	157	0.00	96.80	-47,807.03
585+00.00	58,500	100	122	0	1,635	0	0	0	414	0	8,711	0	0	0	4,976	62,823	0	0	157	0.00	96.80	-57,846.34
585+10.00	58,510	10	131	0	2,393	0	0	0	47	0	746	0	0	0	5,023	63,718	0	0	157	0.00	96.80	-58,694.54
586+00.00	58,600	90	76	0	1,124	0	0	0	344	0	5,861	0	0	0	5,368	70,751	0	0	157	0.00	96.80	-65,383.11
587+00.00	58,700	100	49	0	1,413	0	0	0	232	0	4,697	0	0	0	5,599	76,387	0	0	157	0.00	96.80	-70,788.24
588+00.00	58,800	100	117	0	124	0	0	52	307	0	2,846	0	0	96	5,906	79,711	0	0	282	0.00	173.44	-73,805.29
589+00.00	58,900	100	115	0	151	0	0	51	429	0	509	0	0	191	6,335	80,140	0	0	530	0.00	325.91	-73,804.42
590+00.00	59,000	100	49	0	365	0	0	0	304	0	955	0	0	95	6,639	81,195	0	0	653	0.00	402.04	-74,555.12
591+00.00	59,100	100	23	0	627	0	0	0	133	0	1,836	0	0	0	6,773	83,398	0	0	654	0.00	402.34	-76,625.36
592+00.00	59,200	100	20	0	639	0	0	0	79	0	2,343	0	0	0	6,851	86,210	0	0	654	0.00	402.34	-79,358.31
593+00.00	59,300	100	64	0	144	0	0	1	155	0	1,449	0	0	3	7,007	87,946	0	0	657	0.00	404.49	-80,939.94
594+00.00	59,400	100	615	0	0	0	0	89	1,257	0	267	0	0	168	8,263	88,106	0	0	876	0.00	538.80	-79,842.30
595+00.00	59,500	100	479	0	0	0	0	96	2,024	0	0	0	0	342	10,288	87,777	0	0	1,320	0.00	812.46	-77,489.52
596+00.00	59,600	100	1	0	795	0	0	0	888	0	1,473	0	0	177	11,176	89,375	0	0	1,550	0.00	953.96	-78,199.12
597+00.00	59,700	100	7	0	1,702	0	0	0	16	0	4,625	0	0	0	11,192	94,925	0	0	1,550	0.00	953.96	-83,733.80
598+00.00	59,800	100	24	0	1,176	0	0	0	58	0	5,329	0	0	0	11,249	101,321	0	0	1,550	0.00	953.96	-90,071.33
598+80.00	59,880	80	157	0	35	0	0	60	268	0	1,793	0	0	90	11,518	103,387	0	0	1,667	0.00	1,025.59	-91,869.30
599+00.00	59,900	20	177	0	0	0	0	217	124	0	13	0	0	103	11,641	103,304	0	0	1,800	0.00	1,107.79	-91,662.26
600+00.00	60,000	100	812	0	1	0	0	98	1,832	0	2	0	0	583	13,473	102,746	0	0	2,558	0.00	1,574.15	-89,272.86
601+00.00	60,100	100	501	0	4	0	0	95	2,431	0	8	0	0	357	15,904	102,413	0	0	3,022	0.00	1,859.70	-86,508.93
602+00.00	60,200	100	666	0	0	0	0	99	2,161	0	7	0	0	358	18,065	102,077	0	0	3,488	0.00	2,146.46	-84,012.11
603+00.00	60,300	100	783	0	5	0	0	91	2,683	0	9	0	0	350	20,748	101,752	0	0	3,943	0.00	2,426.66	-81,003.96
603+12.00	60,312	12	764	0	5	0	0	89	344	0	2	0	0	40	21,092	101,716	0	0	3,995	0.00	2,458.57	-80,624.48
604+00.00	60,400	88	745	0	25	0	0	70	2,459	0	50	0	0	260	23,551	101,527	0	0	4,333	0.00	2,666.37	-77,975.93
605+00.00	60,500	100	544	0	206	0	0	26	2,386	0	429	0	0	179	25,937	101,871	0	0	4,565	0.00	2,809.20	-75,934.23
606+00.00	60,600	100	602	0	151	0	0	32	2,122	0	662	0	0	107	28,059	102,563	0	0	4,704	0.00	2,894.56	-74,504.12
606+62.00	60,662	62	558	0	63	0	0	51	1,332	0	246	0	0	94	29,391	102,767	0	0	4,826	0.00	2,970.07	-73,376.03
607+00.00	60,700	38	475	0	34	0	0	70	727	0	68	0	0	85	30,118	102,767	0	0	4,937	0.00	3,038.21	-72,648.76
608+00.00	60,800	100	252	0	57	0	0	57	1,347	0	168	0	0	236	31,465	102,742	0	0	5,244	0.00	3,226.82	-71,276.77
609+00.00	60,900	100	185	0	57	0	0	64	810	0	211	0	0	225	32,275	102,780	0	0	5,535	0.00	3,406.44	-70,504.56
609+32.00	60,932	32	144	0	68	0	0	0	195	0	74	0	0	38	32,470	102,832	0	0	5,585	0.00	3,436.97	-70,361.25
610+00.00	61,000	68	137	0	115	0	0	42	355	0	229	0	0	53	32,825	103,056	0	0	5,654	0.00	3,479.59	-70,220.64
610+23.00	61,023	23	165	0	128	0	0	42	129	0	103	0	0	36	32,954	103,145	0	0	5,701	0.00	3,508.21	-70,191.37
611+00.00	61,100	77	208	0	246	0	0	44	532	0	534	0	0	122	33,486	103,668	0	0	5,860	0.00	3,606.03	-70,182.54
612+00.00	61,200	100	100	0	424	0	0	44	571	0	1,242	0	0	164	34,056	105,001	0	0	6,073	0.00	3,737.14	-70,944.34
613+00.00	61,300	100	87	0	558	0	0	45	348	0	1,818	0	0	165	34,404	107,024	0	0	6,287	0.00	3,869.07	-72,620.14
614+00.00	61,400	100	111	0	436	0	0	45	368	0	1,840	0	0	165	34,772	109,074	0	0	6,502	0.00	4,001.28	-74,301.36
615+00.00	61,500	100	226	0	76	0	0	56	624	0	947	0	0	187	35,396	110,031	0	0	6,745	0.00	4,150.99	-74,635.06
616+00.00	61,600	100	510	0	12	0	0	98	1,362	0	163	0	0	287	36,757	109,952	0	0	7,118	0.00	4,380.51	-73,194.25
617+00.00	61,700	100	1,202	0	1	0	0	90	3,171	0	24	0	0	349	39,928	109,646	0	0	7,572	0.00	4,659.75	-69,717.50
618+00.00	61,800	100	1,239	0	0	0	0	112	4,520	0	2	0	0	373	44,449	109,290	0	0	8,057	0.00	4,958.34	-64,841.69
618+42.00	61,842	42	946	0	0	0	0	698	1,699	0	0	0	0	630	46,148	108,686	0	0	8,876	0.00	5,462.25	-62,538.36
619+00.00	61,900	58	573	0	1	0	0	115	1,631	0	1	0	0	874	47,779	107,848	0	0	10,012	0.00	6,161.39	-60,068.78
620+00.00	62,000	100	70	0	88	0	0	51	1,191	0	164	0	0	307	48,970	107,749	0	0	10,412	0.00	6,407.28	-58,778.64
620+20.00	62,020	20	69	0	155	0	0	45	52	0	90	0	0	35	49,022	107,823	0	0	10,458	0.00	6,435.49	-58,800.67
621+00.00	62,100	80	4	0	250	0	0	33	109	0	599	0	0	115	49,131	108,431	0	0	10,607	0.00	6,527.15	-59,300.04
621+55.00	62,155	55	42	0	306	0	0	15	47	0	566	0	0	48	49,179	109,064	0	0	10,670	0.00	6,565.85	-59,885.53
622+00.00	62,200	45	21	0	313	0	0	6	53	0	516	0	0	17	49,231	109,667	0	0	10,692	0.00	6,579.74	-60,435.76
623+00.00	62,300	100	28	0	340	0	0	3	91	0	1,211	0	0	17	49,323	111,104	0	0	10,714	0.00	6,593.41	-61,780.96
623+84.00	62,384	84	42	0	1,563	0	0	0	109	0	2,961	0	0	5	49,431	114,652	0	0	10,721	0.00	6,597.28	-65,220.69
624+00.00	62,400	16	26	0	1,287	0	0	0	20	0	845	0	0	0	49,452	115,666	0	0	10,721	0.00	6,597.28	-66,213.96
624+58.00	62,458	58	193	0	1,986	0	0	0	236	0	3,516	0	0	0	49,687	119,885	0	0	10,721	0.00	6,597.28	-70,197.62
625+00.00	62,500	42	36	0	2,514	0	0	0	178	0	3,500	0	0	0	49,865	124,085	0	0	10,721	0.00	6,597.28	-74,219.90
626+00.00	62,600	100	0	0	3,215	0	0	0	67	0	10,609	0	0	0	49,932	136,816	0	0	10,721	0.00	6,597.28	-86,884.31
627+00.00	62,700	100	0	0	1,848	0	0	0	0	0	9,375	0	0	0	49,932	148,067	0	0	10,721	0.00	6,597.28	-98,134.69
627+25.00	62,725	25	397	0	1,857	0	0	0	184	0	1,715	0	0	0	50,116	150,125	0	0	10,721	0.00	6,597.28	-100,008.95
628+00.00	62,800	75	752	0	1,150	0	0	0	1,596	0	4,176	0	0	0	51,712	155,136	0	0	10,721	0.00	6,597.28	-103,424.76
629+00.00	62,900	100	383	0	1,008	0	0	0	2,103	0	3,998	0	0	0	53,814	159,933	0	0	10,721	0.00	6,597.28	-106,119.14
629+25.00	62,925	25	224	0	945	0	0	0	281	0	905	0	0	0	54,095	161,019	0	0	10,721	0.00	6,597.28	-106,923.32
630+00.00	63,000	75	194	0	1,197	0	0	0	580	0	2,975	0	0	0	54,676	164,589	0	0	10,721	0.00	6,597.28	-109,913.34
631+00.00	63,100	100	66	0	1,200	0	0	0	480	0	4,439	0	0	0	55,156	169,917	0	0	10,721	0.00	6,597.28	-114,760.20
632+00.00	63,200	100	81	0	977	0	0	0	272	0	4,032	0	0	0	55,428	174,755	0	0	10,721	0.00	6,597.28	-119,327.05
633+00.00	63,300	100	164	0	953	0	0	0	454	0	3,573	0	0	0	55,882	179,043	0	0	10,721	0.00	6,597.28	-123,160.83
633+72.00	63,372	72	1	0	971	0	0	0	221	0	2,564	0	0	0	56,103	182,120	0	0	10,721	0.00	6,597.28	-126,017.44
634+00.00	63,400	28	11	0	900	0	0	0	6	0	970	0	0	0	56,109	183,284	0	0	10,721	0.00	6,597.28	-127,175.46
635+00.00	63,500	100	0	0	821	0	0	0	20	0	3,188	0	0	0	56,128	187,110	0	0	10,721	0.00	6,597.28	-130,981.19
636+00.00	63,600	100	0	0	745	0	0	0	0	0	2,900	0	0	0	56,128	190,590	0	0	10,721	0.00	6,597.28	-134,461.61
637+00.00	63,700	100	1	0	633	0	0	3	2	0	2,553	0	0	6	56,130	193,648	0	0	10,728	0.00	6,601.73	-137,517.94
638+00.00	63,800	100	25	0	560	0	0	6	47	0	2,210	0	0	17	56,178	196,284	0	0	10,750	0.00	6,615.33	-140,106.65
639+00.00	63,900	100	54	0	410	0	0	8	145		1,796	0	0	27	56,323	198,414	0	0	10,785	0.00	6,636.63	-142,091.37
									56,323	0	171,982	0	0	8,296								

STH 26 STAGE 2 = "26_FULLSECTION_576-639" SUBTRACT "26_STAGE1_576-639"

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
576+00.00	57,600		96	0	185	0	0	0														
577+00.00	57,700	100	0	0	546	0	0	0	177	0	1,354	0	0	0	177	1,625	0	0	0	0.00	0.00	-1,448.41
578+00.00	57,800	100	8	0	146	0	0	1	15	0	1,282	0	0	1	192	3,163	0	0	2	0.00	0.98	-2,971.01
579+00.00	57,900	100	259	0	111	0	0	0	494	0	475	0	0	1	685	3,731	0	0	3	0.00	1.96	-3,045.79
580+00.00	58,000	100	367	0	236	0	0	29	1,158	0	642	0	0	54	1,844	4,450	0	0	73	44.93	-2,606.54	
581+00.00	58,100	100	229	0	370	0	0	3	1,104	0	1,123	0	0	59	2,948	5,742	0	0	150	0.00	92.34	-2,793.66
582+00.00	58,200	100	171	0	445	0	0	0	742	0	1,509	0	0	6	3,690	7,547	0	0	157	0.00	96.79	-3,857.31
583+00.00	58,300	100	90	0	506	0	0	0	484	0	1,761	0	0	0	4,174	9,660	0	0	157	0.00	96.80	-5,486.46
583+50.00	58,350	50	23	0	567	0	0	0	105	0	994	0	0	0	4,279	10,853	0	0	157	0.00	96.80	-6,574.34
584+00.00	58,400	50	102	0	608	0	0	0	116	0	1,088	0	0	0	4,394	12,159	0	0	157	0.00	96.80	-7,764.84
585+00.00	58,500	100	122	0	440	0	0	0	414	0	1,940	0	0	0	4,809	14,488	0	0	157	0.00	96.80	-9,679.02
585+10.00	58,510	10	119	0	395	0	0	0	45	0	155	0	0	0	4,853	14,673	0	0	157	0.00	96.80	-9,819.79
586+00.00	58,600	90	76	0	10	0	0	0	325	0	675	0	0	0	5,178	15,483	0	0	157	0.00	96.80	-10,304.24
587+00.00	58,700	100	31	0	10	0	0	0	199	0	36	0	0	0	5,377	15,526	0	0	157	0.00	96.80	-10,149.24
588+00.00	58,800	100	12	0	0	0	0	0	81	0	18	0	0	0	5,458	15,548	0	0	157	0.00	96.80	-10,090.62
589+00.00	58,900	100	26	0	0	0	0	0	70	0	0	0	0	0	5,528	15,548	0	0	157	0.00	96.80	-10,020.33
590+00.00	59,000	100	33	0	0	0	0	0	109	0	0	0	0	0	5,637	15,549	0	0	157	0.00	96.80	-9,911.57
591+00.00	59,100	100	22	0	1	0	0	0	103	0	1	0	0	0	5,740	15,550	0	0	157	0.00	96.80	-9,810.17
592+00.00	59,200	100	18	0	17	0	0	0	74	0	32	0	0	0	5,814	15,588	0	0	157	0.00	96.80	-9,773.88
593+00.00	59,300	100	29	0	22	0	0	0	87	0	72	0	0	0	5,901	15,674	0	0	157	0.00	96.80	-9,772.74
594+00.00	59,400	100	13	0	0	0	0	0	79	0	41	0	0	0	5,980	15,723	0	0	157	0.00	96.80	-9,743.35
595+00.00	59,500	100	18	0	0	0	0	0	58	0	0	0	0	0	6,038	15,723	0	0	157	0.00	96.80	-9,685.48
596+00.00	59,600	100	0	0	0	0	0	0	34	0	0	0	0	0	6,072	15,723	0	0	157	0.00	96.80	-9,651.76
597+00.00	59,700	100	0	0	0	0	0	0	0	0	0	0	0	0	6,072	15,723	0	0	157	0.00	96.80	-9,651.76
598+00.00	59,800	100	0	0	0	0	0	0	0	0	0	0	0	0	6,072	15,723	0	0	157	0.00	96.80	-9,651.76
598+80.00	59,880	80	38	0	0	0	0	0	56	0	0	0	0	0	6,127	15,723	0	0	157	0.00	96.80	-9,596.16
599+00.00	59,900	20	0	0	0	0	0	0	14	0	0	0	0	0	6,141	15,723	0	0	157	0.00	96.80	-9,582.26
600+00.00	60,000	100	305	0	1	0	0	44	565	0	2	0	0	81	6,707	15,647	0	0	263	0.00	161.69	-8,940.77
601+00.00	60,100	100	236	0	4	0	0	41	1,003	0	8	0	0	157	7,710	15,507	0	0	467	0.00	287.26	-7,797.08
602+00.00	60,200	100	234	0	0	0	0	45	870	0	7	0	0	158	8,580	15,363	0	0	673	0.00	414.04	-6,782.69
603+00.00	60,300	100	233	0	5	0	0	40	865	0	9	0	0	156	9,445	15,224	0	0	876	0.00	539.02	-5,779.05
603+12.00	60,312	12	221	0	5	0	0	39	101	0	2	0	0	18	9,546	15,209	0	0	899	0.00	553.08	-5,663.86
604+00.00	60,400	88	178	0	25	0	0	26	651	0	50	0	0	106	10,196	15,168	0	0	1,037	0.00	638.10	-4,971.26
605+00.00	60,500	100	161	0	91	0	0	26	628	0	216	0	0	96	10,824	15,335	0	0	1,161	0.00	714.62	-4,511.57
606+00.00	60,600	100	158	0	54	0	0	31	592	0	270	0	0	104	11,415	15,559	0	0	1,297	0.00	798.20	-4,143.51
606+62.00	60,662	62	205	0	30	0	0	33	417	0	97	0	0	73	11,832	15,605	0	0	1,392	0.00	856.56	-3,772.39
607+00.00	60,700	38	202	0	24	0	0	34	286	0	38	0	0	47	12,119	15,605	0	0	1,453	0.00	894.35	-3,486.28
608+00.00	60,800	100	194	0	29	0	0	37	734	0	99	0	0	132	12,853	15,597	0	0	1,625	0.00	999.70	-2,743.91
609+00.00	60,900	100	141	0	34	0	0	40	621	0	116	0	0	142	13,474	15,600	0	0	1,809	0.00	1,113.35	-2,125.93
609+32.00	60,932	32	112	0	35	0	0	0	150	0	41	0	0	24	13,624	15,626	0	0	1,840	0.00	1,132.23	-2,002.19
610+00.00	61,000	68	111	0	48	0	0	41	281	0	104	0	0	52	13,905	15,701	0	0	1,908	0.00	1,174.02	-1,796.15
610+23.00	61,023	23	140	0	54	0	0	42	107	0	43	0	0	35	14,012	15,719	0	0	1,954	0.00	1,202.35	-1,707.09
611+00.00	61,100	77	203	0	63	0	0	44	488	0	166	0	0	122	14,500	15,801	0	0	2,113	0.00	1,300.17	-1,300.57
612+00.00	61,200	100	92	0	82	0	0	44	547	0	269	0	0	164	15,047	15,966	0	0	2,326	0.00	1,431.28	-918.91
613+00.00	61,300	100	84	0	73	0	0	45	326	0	288	0	0	165	15,373	16,153	0	0	2,540	0.00	1,563.21	-780.08
614+00.00	61,400	100	110	0	30	0	0	45	358	0	192	0	0	165	15,731	16,225	0	0	2,755	0.00	1,695.41	-493.79
615+00.00	61,500	100	159	0	14	0	0	50	498	0	82	0	0	174	16,229	16,157	0	0	2,982	0.00	1,834.88	72.39
616+00.00	61,600	100	131	0	12	0	0	54	537	0	49	0	0	191	16,766	16,032	0	0	3,231	0.00	1,988.07	734.22
617+00.00	61,700	100	117	0	1	0	0	45	459	0	24	0	0	184	17,225	15,884	0	0	3,470	0.00	2,135.18	1,340.35
618+00.00	61,800	100	84	0	0	0	0	57	372	0	2	0	0	190	17,597	15,705	0	0	3,717	0.00	2,287.28	1,892.34
618+42.00	61,842	42	71	0	0	0	0	634	121	0	0	0	0	537	17,718	15,189	0	0	4,416	0.00	2,717.26	2,528.85
619+00.00	61,900	58	135	0	1	0	0	52	222	0	1	0	0	737	17,940	14,483	0	0	5,373	0.00	3,306.56	3,457.44
620+00.00	62,000	100	54	0	8	0	0	45	351	0	16	0	0	179	18,291	14,331	0	0	5,606	0.00	3,449.75	3,960.05
620+20.00	62,020	20	61	0	9	0	0	45	42	0	6	0	0	33	18,333	14,307	0	0	5,649	0.00	3,476.16	4,026.57
621+00.00	62,100	80	4	0	47	0	0	33	97	0	82	0	0	115	18,430	14,295	0	0	5,798	0.00	3,567.82	4,134.47
621+55.00	62,155	55	42	0	79	0	0	13	47	0	128	0	0	46	18,477	14,404	0	0	5,858	0.00	3,604.86	4,073.28
622+00.00	62,200	45	21	0	125	0	0	6	53	0	170	0	0	16	18,530	14,592	0	0	5,878	0.00	3,617.38	3,937.24
623+00.00	62,300	100	28	0	206	0	0	3	91	0	614	0	0	17	18,621	15,312	0	0	5,900	0.00	3,631.05	3,308.47
623+84.00	62,384	84	30	0	331	0	0	0	90	0	836	0	0	5	18,711	16,311	0	0	5,907	0.00	3,634.92	2,400.01
624+00.00	62,400	16	26	0	348	0	0	0	17	0	201	0	0	0	18,727	16,552	0	0	5,907	0.00	3,634.92	2,175.25
624+58.00	62,458	58	193	0	329	0	0	0	236	0	727	0	0	0	18,963	17,425	0	0	5,907	0.00	3,634.92	1,538.26
625+00.00	62,500	42	36	0	479	0	0	0	178	0	629	0	0	0	19,141	18,179	0	0	5,907	0.00	3,634.92	962.09
626+00.00	62,600	100	0	0	816	0	0	0	67	0	2,398	0	0	0	19,208	21,057	0	0	5,907	0.00	3,634.92	-1,849.19
627+00.00	62,700	100	0	0	818	0	0	0	0	0	3,027	0	0	0	19,208	24,689	0	0	5,907	0.00	3,634.92	-5,481.15
627+25.00	62,725	25	0	0	740	0	0	0	0	0	721	0	0	0	19,208	25,554	0	0	5,907	0.00	3,634.92	-6,346.50
628+00.00	62,800	75	11	0	696	0	0	0	15	0	1,994	0	0	0	19,223	27,947	0	0	5,907	0.00	3,634.92	-8,724.60
629+00.00	62,900	100	24	0	636	0	0	0	65	0	2,467	0	0	0	19,288	30,908	0	0	5,907	0.00	3,634.92	-11,619.99
629+25.00	62,925	25	13	0	553	0	0	0	17	0	551	0	0	0	19,305	31,568	0	0	5,907	0.00	3,634.92	-12,263.10
630+00.00	63,000	75	45	0	499	125	0	0	81	0	1,461	174	0	0	19,386	33,196	261	0	5,907	104.33	3,634.92	-13,810.01
631+00.00	63,100	100	19	0	557	113	0	0	117	0	1,954	440	0	0	19,503	35,224	921	0	5,907	368.44	3,634.92	-15,721.14
632+00.00	63,200	100	15	0	512	103	0	0	61	0	1,979	400	0	0	19,564	37,312	1,521	0	5,907	608.22	3,634.92	-17,747.39
633+00.00	63,300	100	29	0	438	94	0	0	80	0	1,759	366	0	0	19,644	39,159	2,069	0	5,907	827.67	3,634.92	-19,514.63
633+72.00	63,372	72	1	0	393	94	0	0	40	0	1,108	251	0	0	19,684	40,307	2,446	0	5,907	978.39	3,634.92	-20,623.40
634+00.00	63,400	28	11	0	346	89	0	0	6	0	383	95	0	0	19,690	40,698	2,589	0	5,907	1,035.48	3,634.92	-21,008.62
635+00.00	63,500	100	0	0	302	72	0	0	20	0	1,200	299	0	0	19,709	41,922	3,038	0	5,907	1,215.14	3,634.92	-22,212.77
636+00.00	63,600	100	0	0	252	54	0	0	0	0	1,025	233	0	0	19,709	42,985	3,388	0	5,907	1,355.03	3,634.92	-23,275.22
637+00.00	63,700	100	1	0	208	19	0	3	2	0	851	133	0	6	19,711	43,905	3,588	0	5,914	1,435.03	3,639.37	-24,193.82
638+00.00	63,800	100	25	0	175	0	0	6	47	0	709	34	0	17	19,759	44,715	3,639	0	5,936	1,455.59	3,652.97	-24,956.44
639+00.00	63,900	100	54	0	160	0	0	8	145		621	0	0	27	19,904	45,434	3,639	0	5,971	1,455.59	3,674.27	-25,530.11
STATION 576+00 - 599+00			**SELECT CRUSHED NEGATED IN FILL SECTIONS = (2,300*44*1)/27**								-3,748											
STATION 621+00 - 639+00			**SELECT CRUSHED NEGATED IN FILL SECTIONS = (1,800*44*1)/27**								-2,933											
									19,904	0	36,311	2,426	0	4,593								

STH 26 FULL SECTION

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
640+00.00	64,000		51	0	283	0	0	1														
641+00.00	64,100	100	188	0	236	0	0	46	442	0	961	0	0	86	442	1,070	0	0	112	0.00	69.08	-627.93
641+59.00	64,159	59	240	0	198	0	0	49	468	0	474	0	0	104	910	1,540	0	0	247	0.00	151.94	-629.69
642+00.00	64,200	41	245	0	197	0	0	52	369	0	300	0	0	77	1,279	1,826	0	0	346	0.00	213.23	-547.38
642+09.00	64,209	9	254	0	196	0	0	53	83	0	65	0	0	17	1,362	1,888	0	0	369	0.00	227.16	-525.96
643+00.00	64,300	91	117	0	239	0	0	6	626	0	733	0	0	98	1,988	2,673	0	0	497	0.00	305.86	-684.94
643+59.00	64,359	59	170	0	186	0	0	0	314	0	464	0	0	6	2,301	3,223	0	0	505	0.00	310.82	-922.01
644+00.00	64,400	41	196	0	157	0	0	37	278	0	260	0	0	28	2,579	3,509	0	0	541	0.00	333.01	-929.44
644+50.00	64,450	50	219	0	195	0	0	8	384	0	326	0	0	41	2,963	3,860	0	0	595	0.00	365.90	-896.51
645+00.00	64,500	50	235	0	191	0	0	1	420	0	357	0	0	8	3,384	4,281	0	0	605	0.00	372.25	-897.42
646+00.00	64,600	100	563	0	218	0	0	0	1,477	0	758	0	0	1	4,861	5,189	0	0	607	0.00	373.26	-328.30
647+00.00	64,700	100	46	0	134	0	0	67	1,126	0	653	0	0	124	5,987	5,854	0	0	768	0.00	472.37	133.28
648+00.00	64,800	100	476	0	223	0	0	21	966	0	662	0	0	163	6,953	6,491	0	0	980	0.00	603.01	461.43
649+00.00	64,900	100	370	0	210	0	0	12	1,568	0	803	0	0	61	8,520	7,396	0	0	1,059	0.00	651.57	1,124.25
650+00.00	65,000	100	528	0	219	0	0	13	1,664	0	795	0	0	45	10,184	8,307	0	0	1,118	0.00	687.75	1,877.43
651+00.00	65,100	100	529	0	178	0	0	18	1,957	0	736	0	0	56	12,141	9,136	0	0	1,191	0.00	732.92	3,005.59
652+00.00	65,200	100	664	0	114	0	0	25	2,208	0	542	0	0	80	14,349	9,709	0	0	1,295	0.00	796.67	4,640.27
653+00.00	65,300	100	983	0	51	0	0	70	3,050	0	306	0	0	176	17,399	9,907	0	0	1,524	0.00	937.72	7,491.79
654+00.00	65,400	100	1,232	0	23	0	0	78	4,102	0	138	0	0	273	21,501	9,811	0	0	1,879	0.00	1,156.24	11,690.27
655+00.00	65,500	100	1,500	0	20	0	0	85	5,060	0	81	0	0	301	26,561	9,619	0	0	2,270	0.00	1,397.14	16,942.25
656+00.00	65,600	100	1,523	0	16	0	0	86	5,599	0	68	0	0	316	32,159	9,397	0	0	2,681	0.00	1,649.81	22,762.93
657+00.00	65,700	100	1,262	0	12	0	0	82	5,157	0	53	0	0	310	37,316	9,162	0	0	3,084	0.00	1,897.60	28,153.98
658+00.00	65,800	100	1,064	0	10	0	0	78	4,308	0	42	0	0	295	41,624	8,929	0	0	3,467	0.00	2,133.75	32,695.11
659+00.00	65,900	100	715	0	12	0	0	77	3,294	0	41	0	0	286	44,918	8,703	0	0	3,839	0.00	2,362.68	36,215.08
660+00.00	66,000	100	495	0	59	0	0	46	2,241	0	131	0	0	228	47,159	8,643	0	0	4,135	0.00	2,544.70	38,516.47
661+00.00	66,100	100	305	0	202	0	0	31	1,481	0	483	0	0	144	48,640	9,084	0	0	4,322	0.00	2,659.66	39,556.12
662+00.00	66,200	100	217	0	301	0	0	41	965	0	930	0	0	135	49,606	10,071	0	0	4,497	0.00	2,767.35	39,534.89
663+00.00	66,300	100	127	0	391	0	0	44	636	0	1,281	0	0	158	50,242	11,456	0	0	4,702	0.00	2,893.69	38,785.80
664+00.00	66,400	100	79	0	622	0	0	44	381	0	1,876	0	0	162	50,622	13,551	0	0	4,913	0.00	3,023.38	37,071.38
664+77.50	66,478	78	86	0	791	0	0	44	237	0	2,029	0	0	126	50,859	15,865	0	0	5,076	0.00	3,123.86	34,994.17
665+00.00	66,500	23	77	0	758	0	0	44	68	0	646	0	0	37	50,927	16,604	0	0	5,124	0.00	3,153.10	34,322.47
665+22.50	66,523	23	67	0	751	0	0	44	60	0	628	0	0	36	50,987	17,324	0	0	5,171	0.00	3,182.21	33,663.19
665+91.25	66,591	69	38	0	104	0	0	44	133	0	1,088	0	0	111	51,120	18,523	0	0	5,315	0.00	3,270.99	32,596.59
666+00.00	66,600	9	35	0	928	0	0	44	12	0	167	0	0	14	51,131	18,710	0	0	5,334	0.00	3,282.30	32,421.27
666+28.75	66,629	29	19	0	654	0	0	43	29	0	842	0	0	46	51,160	19,676	0	0	5,394	0.00	3,319.39	31,484.05
666+60.00	66,660	31	92	0	530	0	0	44	64	0	685	0	0	50	51,224	20,450	0	0	5,460	0.00	3,359.72	30,774.60
666+85.00	66,685	25	40	0	575	0	0	44	61	0	511	0	0	41	51,285	21,024	0	0	5,512	0.00	3,392.20	30,261.23
667+00.00	66,700	15	38	0	567	0	0	44	22	0	317	0	0	24	51,307	21,381	0	0	5,544	0.00	3,411.72	29,926.04
667+10.00	66,710	10	38	0	559	0	0	44	14	0	208	0	0	16	51,321	21,616	0	0	5,565	0.00	3,424.72	29,705.59
667+90.00	66,800	90	35	0	431	0	0	44	121	0	1,649	0	0	146	51,442	23,454	0	0	5,755	0.00	3,541.84	27,987.87
668+15.00	66,815	15	36	0	408	0	0	44	20	0	233	0	0	24	51,462	23,710	0	0	5,787	0.00	3,561.36	27,751.55
669+00.00	66,900	85	48	0	328	0	0	43	132	0	1,157	0	0	136	51,594	24,968	0	0	5,964	0.00	3,670.28	26,625.75
670+00.00	67,000	100	78	0	198	0	0	38	233	0	974	0	0	150	51,827	25,993	0	0	6,159	0.00	3,790.17	25,833.98
671+00.00	67,100	100	118	0	65	0	0	76	363	0	488	0	0	211	52,191	26,377	0	0	6,433	0.00	3,958.91	25,813.82
672+00.00	67,200	100	220	0	58	0	0	81	626	0	228	0	0	291	52,816	26,371	0	0	6,811	0.00	4,191.34	26,445.13
673+00.00	67,300	100	72	0	162	0	0	41	540	0	407	0	0	226	53,356	26,643	0	0	7,104	0.00	4,371.95	26,713.65
674+00.00	67,400	100	58	0	285	0	0	38	241	0	828	0	0	145	53,597	27,496	0	0	7,293	0.00	4,488.10	26,101.04
675+00.00	67,500	100	48	0	405	0	0	39	196	0	1,278	0	0	143	53,793	28,893	0	0	7,479	0.00	4,602.22	24,900.74
676+00.00	67,600	100	39	0	532	0	0	41	160	0	1,735	0	0	149	53,954	30,831	0	0	7,673	0.00	4,721.60	23,122.98
677+00.00	67,700	100	11	0	612	0	0	33	92	0	2,118	0	0	138	54,046	33,239	0	0	7,852	0.00	4,832.09	20,806.56
678+00.00	67,800	100	18	0	667	0	0	29	53	0	2,368	0	0	115	54,099	35,970	0	0	8,002	0.00	4,924.13	18,128.80
679+00.00	67,900	100	26	0	689	0	0	20	81	0	2,510	0	0	91	54,181	38,896	0	0	8,120	0.00	4,996.69	15,284.86
680+00.00	68,000	100	83	0	503	0	0	12	201	0	2,208	0	0	59	54,382	41,489	0	0	8,196	0.00	5,043.70	12,893.26
681+00.00	68,100	100	296	0	264	0	0	27	702	0	1,420	0	0	71	55,084	43,124	0	0	8,289	0.00	5,100.77	11,959.42
682+00.00	68,200	100	531	0	172	0	0	47	1,532	0	806	0	0	136	56,616	43,961	0	0	8,466	0.00	5,209.74	12,654.20
683+00.00	68,300	100	866	0	151	0	0	45	2,587	0	598	0	0	170	59,202	44,516	0	0	8,687	0.00	5,345.71	14,686.27
684+00.00	68,400	100	749	0	153	0	0	44	2,991	0	564	0	0	165	62,194	45,034	0	0	8,901	0.00	5,477.70	17,159.13
685+00.00	68,500	100	571	0	155	0	0	44	2,445	0	571	0	0	163	64,639	45,563	0	0	9,113	0.00	5,608.13	19,075.60
686+00.00	68,600	100	321	0	151	0	0	44	1,652	0	566	0	0	163	66,290	46,086	0	0	9,325	0.00	5,738.56	20,204.41
687+00.00	68,700	100	125	0	120	0	0	12	826	0	502	0	0	105	67,116	46,587	0	0	9,461	0.00	5,822.17	20,529.00
688+00.00	68,800	100	168	0	319	0	0	15	543	0	814	0	0	50	67,660	47,515	0	0	9,527	0.00	5,862.56	20,144.45
689+00.00	68,900	100	80	0	490	0	0	1	459	0	1,499	0	0	28	68,119	49,286	0	0	9,564	0.00	5,885.34	18,832.77
690+00.00	69,000	100	0	0	617	0	0	0	148	0	2,051	0	0	1	68,267	51,746	0	0	9,565	0.00	5,886.14	16,520.92
691+00.00	69,100	100	0	0	754	0	0	0	0	0	2,540	0	0	0	68,267	54,794	0	0	9,565	0.00	5,886.14	13,473.46
692+00.00	69,200	100	0	0	934	0	0	0	0	0	3,126	0	0	0	68,267	58,545	0	0	9,565	0.00	5,886.14	9,722.74
693+00.00	69,300	100	0	0	1,040	0	0	0	0	0	3,655	0	0	0	68,267	62,930	0	0	9,565	0.00	5,886.14	5,337.26
694+00.00	69,400	100	0	0	1,182	0	0	0	0	0	4,114	0	0	0	68,267	67,866	0	0	9,566	0.00	5,886.50	401.08
695+00.00	69,500	100	0	0	1,256	0	0	1	0	0	4,514	0	0	3	68,267	73,281	0	0	9,569	0.00	5,888.54	-5,013.31
696+00.00	69,600	100	0	0	1,309	0	0	5	0	0	4,749	0	0	12	68,267	78,968	0	0	9,584	0.00	5,897.79	-10,701.08
696+05.00	69,605	5	122	0	1,315	0	0	5	11	0	243	0	0	1	68,279	79,259	0	0	9,585	0.00	5,898.57	-10,980.36
697+00.00	69,700	95	90	0	1,421	0	0	21	373	0	4,814	0	0	46	68,652	84,992	0	0	9,645	0.00	5,935.29	-16,340.01
698+00.00	69,800	100	87	0	1,382	0	0	20	328	0	5,191	0	0	76	68,979	91,148	0	0	9,744	0.00	5,996.04	-22,169.12
699+00.00	69,900	100	92	0	1,209	0	0	25	331	0	4,799	0	0	83	69,311	96,827	0	0	9,852	0.00	6,062.74	-27,516.07
700+00.00	70,000	100	72	0	1,093	0	0	27	304	0	4,264	0	0	96	69,615	101,851	0	0	9,977	0.00	6,139.41	-32,236.47
701+00.00	70,100	100	109	0	835	0	0	33	336	0	3,571	0	0	111	69,951	106,030	0	0	10,121	0.00	6,228.06	-36,079.11
702+00.00	70,200	100	75	0	578	0	0	35	342	0	2,618	0	0	126	70,293	109,051	0	0	10,284	0.00	6,328.55	-38,758.52
703+00.00	70,300	100	63	0	362	0	0	36	256	0	1,741	0	0	132	70,549	111,014	0	0	10,456	0.00	6,434.23	-40,465.40
704+00.00	70,400	100	52	0	270	0	0	38	212	0	1,169	0	0	137	70,761	112,285	0	0	10,634	0.00	6,544.19	-41,524.56
705+00.00	70,500	100	45	0	185	0	0	40	179	0	842	0	0	145	70,940	113,157	0	0	10,822	0.00	6,659.88	-42,217.42
706+00.00	70,600	100	65	0	182	0	0	44	204	0	680	0	0	155	71,144	113,823	0	0	11,024	0.00	6,784.19	-42,679.73
707+00.00	70,700	100	65	0	185	0	0	41	241	0	679	0	0	157	71,385	114,488	0	0	11,229	0.00	6,910.15	-43,102.72
708+00.00	70,800	100	63	0	163	0	0	43	236	0	645	0	0	156	71,621	115,111	0	0	11,432	0.00	7,035.26	-43,489.93
709+00.00	70,900	100	82	0	164	0	0	45	269	0	607	0	0	163	71,890	115,683	0	0	11,644	0.00	7,165.29	-43,793.47
710+00.00	71,000	100	111	0	137	0	0	45	358	0	558	0	0	167	72,248	116,192	0	0	11,860	0.00	7,298.56	-43,944.74
711+00.00	71,100	100	134	0	204	0	0	44	453	0	631	0	0	166	72,701	116,791	0	0	12,075	0.00	7,430.99	-44,089.52
711+39.50	71,140	40	112	0	255	0	0	44	180	0	336	0	0	64	72,881	117,132	0	0	12,159	0.00	7,482.52	-44,250.70
712+00.00	71,200	61	151	0	260	0	0	44	295	0	577	0	0	99	73,176	117,729	0	0	12,287	0.00	7,561.44	-44,553.52
713+00.00	71,300	100	137	0	263	0	0	44	532	0	967	0	0	163	73,708	118,734	0	0	12,499	0.00	7,691.89	-45,025.81
714+00.00	71,400	100	84	0	235	0	0	44	408	0	922	0	0	163	74,116	119,684	0	0	12,711	0.00	7,822.32	-45,568.01
715+00.00	71,500	100	60	0	298	0	0	44	266	0	988	0	0	163	74,382	120,713	0	0	12,923	0.00	7,952.75	-46,331.40
716+00.00	71,600	100	62	0	275	0	0	45	226	0	1,062	0	0	164	74,608	121,830	0	0	13,136	0.00	8,083.99	-47,221.80
717+00.00	71,700	100	90	0	289	0	0	45	281	0	1,045	0	0	165	74,889	122,925	0	0	13,351	0.00	8,216.04	-48,036.01
718+00.00	71,800	100	120	0	252	0	0	45	388	0	1,003	0	0	165	75,277	123,970	0	0	13,566	0.00	8,348.08	-48,693.47
719+00.00	71,900	100	102	0	337	0	0	45	410	0	1,091	0	0	165	75,687	125,121	0	0	13,780	0.00	8,480.14	-49,433.82
720+00.00	72,000	100	51	0	518	0	0	45	284	0	1,582	0	0	165	75,971	126,861	0	0	13,995	0.00	8,612.13	-50,889.84
721+00.00	72,100	100	15	0	638	0	0	44	122	0	2,140	0	0	165	76,093	129,271	0	0	14,209	0.00	8,743.89	-53,177.52
722+00.00	72,200	100	14	0	606	0	0	34	52	0	2,304	0	0	144	76,145	131,897	0	0	14,396	0.00	8,859.37	-55,751.93
722+25.00	72,225	25	12	0	608	0	0	33	12	0	562	0	0	31	76,157	132,542	0	0	14,436	0.00	8,883.86	-56,385.30
723+00.00	72,300	75	0	0	593	0	0	22	16	0	1,668	0	0	75	76,173	134,472	0	0	14,534	0.00	8,943.96	-58,298.58
724+00.00	72,400	100	0	0	569	0	0	5	0	0	2,151	0	0	49	76,173	137,006	0	0	14,598	0.00	8,983.17	-60,833.13
725+00.00	72,500	100	0	0	509	0	0	0	0		1,995	0	0	9	76,173	139,391	0	0	14,610	0.00	8,990.76	-63,218.05
									76,173	0	125,150	0	0	11,238								

STH 26 STAGE 2 = "26_FULLSECTION_640-725" SUBTRACT "26_STAGE1_640-425"

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
640+00.00	64,000		50	0	174	0	0	1														
641+00.00	64,100	100	84	0	235	0	0	0	247	0	758	0	0	2	247	908	0	0	2	0.00	1.33	-661.04
641+59.00	64,159	59	83	0	198	0	0	0	182	0	473	0	0	0	429	1,476	0	0	2	0.00	1.33	-1,046.93
642+00.00	64,200	41	61	0	197	0	0	0	109	0	300	0	0	0	538	1,836	0	0	2	0.00	1.33	-1,297.24
642+09.00	64,209	9	57	0	196	0	0	0	20	0	65	0	0	0	558	1,914	0	0	2	0.00	1.33	-1,356.11
643+00.00	64,300	91	4	0	122	0	0	1	103	0	535	0	0	1	661	2,555	0	0	4	0.00	2.49	-1,893.77
643+59.00	64,359	59	52	0	81	0	0	0	62	0	221	0	0	1	723	2,819	0	0	5	0.00	3.26	-2,096.37
644+00.00	64,400	41	56	0	146	0	0	1	82	0	172	0	0	0	805	3,025	0	0	6	0.00	3.64	-2,220.29
644+50.00	64,450	50	82	0	140	0	0	0	128	0	265	0	0	1	932	3,343	0	0	7	0.00	4.10	-2,410.50
645+00.00	64,500	50	86	0	111	0	0	0	155	0	233	0	0	0	1,087	3,622	0	0	7	0.00	4.10	-2,535.04
646+00.00	64,600	100	94	0	136	0	0	0	332	0	458	0	0	0	1,420	4,173	0	0	7	0.00	4.10	-2,752.73
647+00.00	64,700	100	6	0	66	0	0	44	183	0	374	0	0	81	1,603	4,543	0	0	112	0.00	69.12	-2,939.61
648+00.00	64,800	100	114	0	151	0	0	12	221	0	402	0	0	103	1,825	4,926	0	0	247	0.00	151.86	-3,101.31
649+00.00	64,900	100	261	0	103	0	0	10	693	0	470	0	0	41	2,518	5,451	0	0	300	0.00	184.39	-2,933.07
650+00.00	65,000	100	407	0	94	0	0	9	1,237	0	363	0	0	36	3,755	5,852	0	0	346	0.00	212.91	-2,097.90
651+00.00	65,100	100	456	0	68	0	0	15	1,600	0	299	0	0	44	5,354	6,169	0	0	403	0.00	248.26	-814.62
652+00.00	65,200	100	600	0	55	0	0	18	1,956	0	227	0	0	60	7,310	6,384	0	0	482	0.00	296.48	926.71
653+00.00	65,300	100	829	0	33	0	0	26	2,646	0	164	0	0	81	9,956	6,502	0	0	588	0.00	361.67	3,454.55
654+00.00	65,400	100	1,027	0	20	0	0	34	3,437	0	98	0	0	111	13,393	6,513	0	0	732	0.00	450.47	6,879.61
655+00.00	65,500	100	235	0	1	0	0	0	2,338	0	39	0	0	63	15,730	6,499	0	0	814	0.00	500.66	9,231.07
656+00.00	65,600	100	222	0	1	0	0	44	847	0	4	0	0	82	16,577	6,426	0	0	920	0.00	565.87	10,151.21
657+00.00	65,700	100	219	0	1	0	0	44	816	0	4	0	0	163	17,393	6,274	0	0	1,131	0.00	696.30	11,118.35
658+00.00	65,800	100	201	0	0	0	0	44	777	0	2	0	0	163	18,169	6,120	0	0	1,343	0.00	826.73	12,048.98
659+00.00	65,900	100	388	0	12	0	0	33	1,091	0	22	0	0	142	19,261	6,010	0	0	1,528	0.00	940.36	13,250.52
660+00.00	66,000	100	378	0	23	0	0	31	1,419	0	65	0	0	118	20,679	5,974	0	0	1,682	0.00	1,034.90	14,705.12
661+00.00	66,100	100	219	0	20	0	0	31	1,105	0	80	0	0	116	21,784	5,959	0	0	1,832	0.00	1,127.59	15,825.70
662+00.00	66,200	100	168	0	4	0	0	41	716	0	44	0	0	135	22,500	5,882	0	0	2,007	0.00	1,235.28	16,617.99
663+00.00	66,300	100	92	0	26	0	0	44	480	0	56	0	0	158	22,980	5,797	0	0	2,213	0.00	1,361.62	17,182.79
664+00.00	66,400	100	70	0	103	0	0	44	299	0	239	0	0	162	23,279	5,929	0	0	2,423	0.00	1,491.31	17,350.19
664+77.50	66,478	78	86	0	168	0	0	44	223	0	389	0	0	126	23,502	6,275	0	0	2,587	0.00	1,591.80	17,227.03
665+00.00	66,500	23	77	0	112	0	0	44	68	0	117	0	0	37	23,570	6,380	0	0	2,634	0.00	1,621.04	17,190.04
665+22.50	66,523	23	67	0	78	0	0	44	60	0	79	0	0	36	23,630	6,440	0	0	2,681	0.00	1,650.15	17,189.91
665+91.25	66,591	69	38	0	-646	0	0	44	133	0	-722	0	0	111	23,763	5,467	0	0	2,826	0.00	1,738.92	18,295.93
666+00.00	66,600	9	35	0	101	0	0	44	12	0	-88	0	0	14	23,775	5,347	0	0	2,844	0.00	1,750.24	18,427.15
666+28.75	66,629	29	19	0	100	0	0	43	29	0	107	0	0	46	23,803	5,432	0	0	2,904	0.00	1,787.32	18,371.84
666+60.00	66,660	31	73	0	62	0	0	44	53	0	93	0	0	50	23,857	5,495	0	0	2,970	0.00	1,827.65	18,361.31
666+85.00	66,685	25	19	0	77	0	0	44	43	0	64	0	0	41	23,899	5,533	0	0	3,023	0.00	1,860.14	18,366.04
667+00.00	66,700	15	18	0	78	0	0	44	10	0	43	0	0	24	23,910	5,562	0	0	3,054	0.00	1,879.65	18,348.21
667+10.00	66,710	10	18	0	79	0	0	44	7	0	29	0	0	16	23,916	5,581	0	0	3,076	0.00	1,892.65	18,335.68
668+00.00	66,800	90	12	0	35	0	0	44	50	0	190	0	0	146	23,967	5,668	0	0	3,266	0.00	2,009.77	18,298.59
668+15.00	66,815	15	10	0	31	0	0	44	6	0	18	0	0	24	23,973	5,667	0	0	3,298	0.00	2,029.30	18,306.24
669+00.00	66,900	85	-3	0	33	0	0	43	11	0	101	0	0	136	23,984	5,657	0	0	3,475	0.00	2,138.21	18,327.33
670+00.00	67,000	100	2	0	32	0	0	38	-2	0	120	0	0	150	23,982	5,657	0	0	3,669	0.00	2,258.11	18,324.85
671+00.00	67,100	100	13	0	56	0	0	37	28	0	164	0	0	139	24,009	5,720	0	0	3,850	0.00	2,369.28	18,289.55
672+00.00	67,200	100	-27	0	58	0	0	37	-26	0	211	0	0	137	23,983	5,842	0	0	4,028	0.00	2,478.92	18,141.30
673+00.00	67,300	100	4	0	58	0	0	41	-42	0	214	0	0	144	23,942	5,960	0	0	4,216	0.00	2,594.30	17,981.60
674+00.00	67,400	100	1	0	65	0	0	38	10	0	227	0	0	145	23,951	6,093	0	0	4,404	0.00	2,710.43	17,858.26
675+00.00	67,500	100	2	0	62	0	0	39	6	0	235	0	0	143	23,957	6,238	0	0	4,590	0.00	2,824.55	17,719.23
676+00.00	67,600	100	0	0	75	0	0	41	4	0	254	0	0	149	23,961	6,399	0	0	4,784	0.00	2,943.93	17,562.40
677+00.00	67,700	100	0	0	34	0	0	33	1	0	203	0	0	138	23,962	6,510	0	0	4,963	0.00	3,054.42	17,452.46
678+00.00	67,800	100	0	0	112	0	0	29	0	0	271	0	0	115	23,962	6,725	0	0	5,113	0.00	3,146.46	17,237.51
679+00.00	67,900	100	0	0	159	0	0	20	0	0	502	0	0	91	23,962	7,240	0	0	5,231	0.00	3,219.03	16,722.03
680+00.00	68,000	100	0	0	172	0	0	12	0	0	613	0	0	59	23,962	7,920	0	0	5,307	0.00	3,266.03	16,042.57
681+00.00	68,100	100	10	0	184	0	0	5	18	0	661	0	0	32	23,980	8,682	0	0	5,348	0.00	3,291.38	15,298.39
682+00.00	68,200	100	12	0	171	0	0	3	40	0	658	0	0	15	24,020	9,457	0	0	5,368	0.00	3,303.43	14,563.08
683+00.00	68,300	100	40	0	151	0	0	1	96	0	597	0	0	7	24,117	10,167	0	0	5,377	0.00	3,308.97	13,950.09
684+00.00	68,400	100	28	0	153	0	0	0	126	0	564	0	0	2	24,243	10,842	0	0	5,380	0.00	3,310.52	13,401.22
685+00.00	68,500	100	33	0	155	0	0	0	112	0	571	0	0	0	24,355	11,527	0	0	5,380	0.00	3,310.52	12,828.04
686+00.00	68,600	100	22	0	138	0	0	0	102	0	543	0	0	0	24,457	12,178	0	0	5,380	0.00	3,310.52	12,278.88
687+00.00	68,700	100	85	0	14	0	0	0	199	0	282	0	0	0	24,657	12,517	0	0	5,380	0.00	3,310.52	12,139.68
688+00.00	68,800	100	0	0	228	0	0	0	158	0	449	0	0	0	24,814	13,055	0	0	5,380	0.00	3,310.52	11,758.88
689+00.00	68,900	100	0	0	282	0	0	0	0	0	945	0	0	0	24,814	14,190	0	0	5,380	0.00	3,310.52	10,624.57
690+00.00	69,000	100	0	0	301	0	0	0	0	0	1,081	0	0	0	24,814	15,487	0	0	5,380	0.00	3,310.52	9,327.22
691+00.00	69,100	100	0	0	292	0	0	0	0	0	1,099	0	0	0	24,814	16,807	0	0	5,380	0.00	3,310.52	8,007.89
692+00.00	69,200	100	0	0	303	0	0	0	0	0	1,103	0	0	0	24,814	18,130	0	0	5,380	0.00	3,310.52	6,684.29
693+00.00	69,300	100	0	0	262	0	0	0	0	0	1,047	0	0	0	24,814	19,387	0	0	5,380	0.00	3,310.52	5,427.91
694+00.00	69,400	100	0	0	262	0	0	0	0	0	970	0	0	0	24,814	20,550	0	0	5,380	0.00	3,310.88	4,264.11
695+00.00	69,500	100	0	0	257	0	0	1	0	0	960	0	0	3	24,814	21,700	0	0	5,383	0.00	3,312.92	3,114.54
696+00.00	69,600	100	0	0	241	0	0	5	0	0	921	0	0	12	24,814	22,795	0	0	5,399	0.00	3,322.17	2,019.88
696+05.00	69,605	5	0	0	240	0	0	5	0	0	44	0	0	1	24,814	22,847	0	0	5,400	0.00	3,322.95	1,967.42
697+00.00	69,700	95	0	0	198	0	0	21	0	0	769	0	0	46	24,815	23,726	0	0	5,459	0.00	3,359.66	1,088.48
698+00.00	69,800	100	0	0	187	0	0	20	1	0	714	0	0	76	24,815	24,510	0	0	5,558	0.00	3,420.42	305.69
699+00.00	69,900	100	1	0	147	0	0	25	3	0	620	0	0	83	24,818	25,173	0	0	5,667	0.00	3,487.12	-355.27
700+00.00	70,000	100	4	0	119	0	0	27	10	0	493	0	0	96	24,828	25,673	0	0	5,791	0.00	3,563.78	-845.13
701+00.00	70,100	100	18	0	95	0	0	33	41	0	397	0	0	111	24,868	26,042	0	0	5,935	0.00	3,652.44	-1,174.01
702+00.00	70,200	100	13	0	79	0	0	35	57	0	322	0	0	126	24,926	26,309	0	0	6,099	0.00	3,752.92	-1,383.11
703+00.00	70,300	100	17	0	63	0	0	36	55	0	264	0	0	132	24,980	26,498	0	0	6,270	0.00	3,858.61	-1,517.87
704+00.00	70,400	100	28	0	53	0	0	38	83	0	215	0	0	137	25,064	26,625	0	0	6,449	0.00	3,968.57	-1,561.18
705+00.00	70,500	100	37	0	44	0	0	40	120	0	179	0	0	144	25,183	26,702	0	0	6,636	0.00	4,083.62	-1,518.52
706+00.00	70,600	100	44	0	51	0	0	41	163	0	151	0	0	150	25,346	26,739	0	0	6,831	0.00	4,203.44	-1,392.70
707+00.00	70,700	100	55	0	40	0	0	41	197	0	144	0	0	153	25,543	26,765	0	0	7,029	0.00	4,325.55	-1,222.07
708+00.00	70,800	100	53	0	37	0	0	43	200	0	144	0	0	156	25,744	26,789	0	0	7,231	0.00	4,450.06	-1,044.77
709+00.00	70,900	100	71	0	32	0	0	44	230	0	129	0	0	160	25,974	26,789	0	0	7,440	0.00	4,578.41	-815.22
710+00.00	71,000	100	91	0	30	0	0	44	300	0	115	0	0	163	26,275	26,771	0	0	7,651	0.00	4,708.49	-496.86
711+00.00	71,100	100	118	0	27	0	0	44	387	0	104	0	0	163	26,662	26,740	0	0	7,863	0.00	4,838.84	-78.69
711+39.50	71,140	40	89	0	38	0	0	44	152	0	47	0	0	64	26,814	26,735	0	0	7,947	0.00	4,890.36	78.19
712+00.00	71,200	61	132	0	2	0	0	44	249	0	45	0	0	99	27,062	26,695	0	0	8,075	0.00	4,969.29	367.27
713+00.00	71,300	100	94	0	5	0	0	44	419	0	13	0	0	163	27,481	26,554	0	0	8,287	0.00	5,099.73	926.55
714+00.00	71,400	100	84	0	0	0	0	44	329	0	9	0	0	163	27,810	26,409	0	0	8,499	0.00	5,230.16	1,400.69
715+00.00	71,500	100	60	0	32	0	0	44	266	0	60	0	0	163	28,076	26,324	0	0	8,711	0.00	5,360.59	1,751.95
716+00.00	71,600	100	62	0	24	0	0	45	226	0	104	0	0	164	28,302	26,291	0	0	8,924	0.00	5,491.84	2,011.41
717+00.00	71,700	100	75	0	-1	0	0	45	255	0	42	0	0	165	28,557	26,183	0	0	9,139	0.00	5,623.88	2,373.73
718+00.00	71,800	100	85	0	13	0	0	45	298	0	22	0	0	165	28,855	26,051	0	0	9,353	0.00	5,755.93	2,803.37
719+00.00	71,900	100	80	0	25	0	0	45	306	0	71	0	0	165	29,161	25,978	0	0	9,568	0.00	5,887.98	3,183.22
720+00.00	72,000	100	51	0	37	0	0	45	243	0	115	0	0	165	29,404	25,957	0	0	9,782	0.00	6,019.97	3,446.14
721+00.00	72,100	100	15	0	49	0	0	44	122	0	160	0	0	165	29,526	25,992	0	0	9,997	0.00	6,151.73	3,534.09
722+00.00	72,200	100	12	0	81	0	0	34	50	0	241	0	0	144	29,575	26,142	0	0	10,184	0.00	6,267.21	3,432.78
722+25.00	72,225	25	8	0	87	0	0	33	9	0	78	0	0	31	29,584	26,206	0	0	10,224	0.00	6,291.70	3,378.22
723+00.00	72,300	75	0	0	88	0	0	22	10	0	242	0	0	75	29,595	26,424	0	0	10,322	0.00	6,351.80	3,170.32
724+00.00	72,400	100	0	0	103	0	0	5	0	0	352	0	0	49	29,595	26,800	0	0	10,385	0.00	6,391.02	2,794.60
725+00.00	72,500	100	0	0	100	0	0	0	0		376	0	0	9	29,595	27,242	0	0	10,398	0.00	6,398.60	2,352.48
STATION 640+00 - 666+00			**SELECT CRUSHED NEGATED IN FILL SECTIONS = (2,600*44*1)/27**								-4,237											
STATION 679+00 - 697+00			**SELECT CRUSHED NEGATED IN FILL SECTIONS = (1,800*44*1)/27**								-2,933											
STATION 723+00 - 725+00			**SELECT CRUSHED NEGATED IN FILL SECTIONS = (200*44*1)/27**								-326											
									29,595	0	21,604	0	0	7,998								

STH 26 FULL SECTION

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
725+00.00	72,500		0	0	509	0	0	0														
726+00.00	72,600	100	0	0	509	0	0	2	0	0	1,885	0	0	4	0	2,258	0	0	5	0.00	3.17	-2,258.46
727+00.00	72,700	100	47	0	434	0	0	0	88	0	1,747	0	0	4	88	4,351	0	0	11	0.00	6.76	-4,262.96
728+00.00	72,800	100	41	0	386	0	0	3	164	0	1,519	0	0	6	251	6,168	0	0	18	0.00	11.21	-5,916.97
729+00.00	72,900	100	55	0	370	0	0	18	177	0	1,400	0	0	37	429	7,813	0	0	67	0.00	41.02	-7,384.18
730+00.00	73,000	100	25	0	574	0	0	6	147	0	1,749	0	0	43	576	9,870	0	0	122	0.00	75.24	-9,293.93
731+00.00	73,100	100	248	0	709	0	0	1	504	0	2,376	0	0	12	1,081	12,710	0	0	138	0.00	84.64	-11,629.00
731+50.00	73,150	50	400	0	716	0	0	0	599	0	1,319	0	0	1	1,680	14,292	0	0	138	0.00	85.21	-12,611.80
732+00.00	73,200	50	302	0	714	0	0	4	650	0	1,324	0	0	3	2,330	15,877	0	0	143	0.00	87.95	-13,547.34
733+00.00	73,300	100	67	0	611	0	0	5	683	0	2,454	0	0	16	3,013	18,806	0	0	164	0.00	101.03	-15,793.75
734+00.00	73,400	100	7	0	621	0	0	6	136	0	2,283	0	0	20	3,149	21,526	0	0	191	0.00	117.41	-18,377.25
735+00.00	73,500	100	8	0	625	0	0	7	28	0	2,308	0	0	24	3,176	24,273	0	0	222	0.00	136.50	-21,096.44
736+00.00	73,600	100	12	0	478	0	0	8	38	0	2,042	0	0	27	3,214	26,697	0	0	257	0.00	158.27	-23,483.05
737+00.00	73,700	100	34	0	340	0	0	9	86	0	1,514	0	0	30	3,300	28,485	0	0	296	0.00	182.42	-25,184.59
738+00.00	73,800	100	69	0	239	0	0	7	191	0	1,072	0	0	30	3,491	29,743	0	0	335	0.00	206.20	-26,251.58
739+00.00	73,900	100	167	0	171	0	0	9	437	0	760	0	0	30	3,928	30,625	0	0	374	0.00	230.35	-26,697.08
739+82.00	73,982	82	179	0	90	0	0	43	525	0	395	0	0	79	4,453	31,024	0	0	477	0.00	293.76	-26,570.38
740+00.00	74,000	18	211	0	87	0	0	44	130	0	59	0	0	29	4,583	31,066	0	0	515	0.00	317.05	-26,482.94
741+00.00	74,100	100	913	0	68	0	0	48	2,082	0	286	0	0	171	6,665	31,246	0	0	737	0.00	453.78	-24,580.74
741+01.00	74,101	1	924	0	68	0	0	48	34	0	3	0	0	2	6,699	31,247	0	0	740	0.00	455.21	-24,548.01
741+51.00	74,151	50	717	0	64	0	0	48	1,520	0	122	0	0	90	8,219	31,307	0	0	856	0.00	526.86	-23,088.87
742+00.00	74,200	49	298	0	73	0	0	45	921	0	124	0	0	85	9,139	31,376	0	0	966	0.00	594.54	-22,236.15
743+00.00	74,300	100	36	0	613	0	0	35	618	0	1,271	0	0	148	9,757	32,758	0	0	1,159	0.00	713.21	-23,000.42
744+00.00	74,400	100	44	0	659	0	0	45	148	0	2,355	0	0	148	9,906	35,442	0	0	1,352	0.00	831.70	-25,535.90
745+00.00	74,500	100	57	0	967	0	0	29	188	0	3,011	0	0	136	10,094	38,924	0	0	1,528	0.00	940.40	-28,830.61
746+00.00	74,600	100	49	0	104	0	0	37	196	0	1,983	0	0	122	10,290	41,187	0	0	1,687	0.00	1,037.85	-30,897.04
747+00.00	74,700	100	35	0	665	0	0	30	155	0	1,423	0	0	125	10,444	42,774	0	0	1,849	0.00	1,137.73	-32,329.44
748+00.00	74,800	100	617	0	34	0	0	81	1,208	0	1,294	0	0	206	11,652	44,129	0	0	2,116	0.00	1,302.37	-32,476.97
749+00.00	74,900	100	121	0	24	0	0	84	1,367	0	108	0	0	305	13,019	43,967	0	0	2,513	0.00	1,546.20	-30,947.31
750+00.00	75,000	100	63	0	224	0	0	43	341	0	461	0	0	235	13,360	44,294	0	0	2,818	0.00	1,734.11	-30,933.42
751+00.00	75,100	100	161	0	63	0	0	87	416	0	532	0	0	241	13,776	44,701	0	0	3,132	0.00	1,927.09	-30,924.57
752+00.00	75,200	100	268	0	55	0	0	86	780	0	219	0	0	321	14,556	44,656	0	0	3,548	0.00	2,183.54	-30,099.82
753+00.00	75,300	100	683	0	0	0	0	88	1,746	0	103	0	0	322	16,302	44,470	0	0	3,967	0.00	2,441.24	-28,168.07
754+00.00	75,400	100	366	0	2	0	0	88	1,941	0	4	0	0	326	18,244	44,161	0	0	4,391	0.00	2,702.10	-25,917.96
755+00.00	75,500	100	156	0	106	0	0	44	965	0	201	0	0	245	19,209	44,167	0	0	4,709	0.00	2,897.74	-24,958.64
755+59.00	75,559	59	144	0	162	0	0	44	327	0	293	0	0	96	19,536	44,427	0	0	4,834	0.00	2,974.71	-24,890.84
755+86.00	75,586	27	121	0	193	0	0	44	133	0	177	0	0	44	19,669	44,597	0	0	4,891	0.00	3,009.93	-24,928.67
756+00.00	75,600	14	124	0	173	0	0	44	63	0	95	0	0	23	19,732	44,689	0	0	4,921	0.00	3,028.19	-24,957.00
757+00.00	75,700	100	154	0	61	0	0	46	514	0	433	0	0	166	20,246	45,050	0	0	5,137	0.00	3,161.05	-24,803.68
757+50.00	75,750	50	216	0	22	0	0	69	343	0	77	0	0	106	20,589	45,040	0	0	5,275	0.00	3,246.22	-24,451.24
758+00.00	75,800	50	229	0	20	0	0	68	412	0	39	0	0	128	21,001	44,965	0	0	5,441	0.00	3,348.26	-23,964.12
759+00.00	75,900	100	181	0	17	0	0	73	758	0	68	0	0	262	21,759	44,795	0	0	5,782	0.00	3,558.20	-23,035.59
760+00.00	76,000	100	221	0	25	0	0	66	744	0	77	0	0	259	22,504	44,639	0	0	6,118	0.00	3,765.08	-22,135.19
761+00.00	76,100	100	284	0	9	0	0	79	934	0	62	0	0	270	23,438	44,454	0	0	6,469	0.00	3,981.06	-21,016.45
762+00.00	76,200	100	436	0	0	0	0	88	1,332	0	16	0	0	310	24,770	44,176	0	0	6,872	0.00	4,229.15	-19,405.88
763+00.00	76,300	100	773	0	0	0	0	88	2,239	0	0	0	0	326	27,009	43,863	0	0	7,296	0.00	4,490.01	-16,853.89
764+00.00	76,400	100	837	0	0	0	0	88	2,983	0	0	0	0	326	29,991	43,550	0	0	7,720	0.00	4,750.87	-13,558.34
765+00.00	76,500	100	795	0	0	0	0	88	3,024	0	0	0	0	326	33,015	43,237	0	0	8,144	0.00	5,011.73	-10,221.67
766+00.00	76,600	100	767	0	0	0	0	88	2,893	0	0	0	0	326	35,908	42,924	0	0	8,568	0.00	5,272.59	-7,015.63
767+00.00	76,700	100	912	0	0	0	0	88	3,109	0	0	0	0	326	39,016	42,611	0	0	8,992	0.00	5,533.25	-3,594.31
768+00.00	76,800	100	1,007	0	0	0	0	86	3,553	0	0	0	0	322	42,570	42,302	0	0	9,410	0.00	5,790.94	267.99
769+00.00	76,900	100	971	0	0	0	0	88	3,662	0	0	0	0	322	46,232	41,992	0	0	9,829	0.00	6,048.82	4,239.77
770+00.00	77,000	100	1,194	0	0	0	0	88	4,008	0	0	0	0	326	50,240	41,679	0	0	10,253	0.00	6,309.68	8,560.74
771+00.00	77,100	100	1,644	0	0	0	0	88	5,254	0	0	0	0	326	55,494	41,366	0	0	10,677	0.00	6,570.54	14,127.90
772+00.00	77,200	100	2,054	0	0	0	0	88	6,848	0	0	0	0	326	62,342	41,053	0	0	11,101	0.00	6,831.40	21,289.34
773+00.00	77,300	100	2,508	0	0	0	0	88	8,449	0	0	0	0	326	70,791	40,740	0	0	11,525	0.00	7,092.26	30,050.97
774+00.00	77,400	100	2,825	0	0	0	0	88	9,876	0	0	0	0	326	80,667	40,427	0	0	11,949	0.00	7,353.12	40,240.26
775+00.00	77,500	100	3,000	0	0	0	0	88	10,788	0	0	0	0	326	91,455	40,114	0	0	12,373	0.00	7,613.98	51,341.56
776+00.00	77,600	100	3,290	0	0	0	0	88	11,650	0	0	0	0	326	103,105	39,801	0	0	12,797	0.00	7,874.84	63,304.15
777+00.00	77,700	100	3,629	0	0	0	0	88	12,815	0	0	0	0	326	115,920	39,488	0	0	13,221	0.00	8,135.70	76,431.76
778+00.00	77,800	100	3,847	0	0	0	0	88	13,846	0	0	0	0	326	129,765	39,175	0	0	13,644	0.00	8,396.56	90,590.44
779+00.00	77,900	100	3,745	0	0	0	0	88	14,059	0	0	0	0	326	143,825	38,862	0	0	14,068	0.00	8,657.42	104,962.91
780+00.00	78,000	100	3,391	0	0	0	0	88	13,214	0	0	0	0	326	157,039	38,549	0	0	14,492	0.00	8,918.28	118,490.16
781+00.00	78,100	100	2,969	0	0	0	0	88	11,777	0	0	0	0	326	168,816	38,236	0	0	14,916	0.00	9,179.14	130,580.14
782+00.00	78,200	100	2,456	0	0	0	0	88	10,046	0	0	0	0	326	178,862	37,923	0	0	15,340	0.00	9,439.99	140,939.36
783+00.00	78,300	100	1,871	0	0	0	0	88	8,014	0	0	0	0	326	186,876	37,610	0	0	15,764	0.00	9,700.85	149,266.44
784+00.00	78,400	100	1,202	0	0	0	0	88	5,692	0	0	0	0	326	192,568	37,297	0	0	16,188	0.00	9,961.71	155,271.83
785+00.00	78,500	100	552	0	0	0	0	88	3,249	0	0	0	0	326	195,818	36,984	0	0	16,612	0.00	10,222.57	158,834.34
786+00.00	78,600	100	149	0	56	0	0	64	1,298	0	103	0	0	282	197,116	36,836	0	0	16,978	0.00	10,448.28	160,279.28
787+00.00	78,700	100	40	0	307	0	0	4	348	0	672	0	0	127	197,464	37,520	0	0	17,144	0.00	10,550.05	159,943.59
788+00.00	78,800	100	4	0	620	0	0	0	80	0	1,717	0	0	8	197,544	39,573	0	0	17,154	0.00	10,556.57	157,970.98
789+00.00	78,900	100	1	0	880	0	0	0	8	0	2,779	0	0	0	197,553	42,908	0	0	17,154	0.00	10,556.59	154,644.77
789+91.00	78,991	91	14	0	998	0	0	0	25	0	3,165	0	0	0	197,577	46,706	0	0	17,154	0.00	10,556.59	150,871.59
790+00.00	79,000	9	0	0	1,035	0	0	0	2	0	339	0	0	0	197,580	47,112	0	0	17,154	0.00	10,556.59	150,467.42
791+00.00	79,100	100	0	0	1,034	0	0	0	0	0	3,832	0	0	0	197,580	51,710	0	0	17,154	0.00	10,556.59	145,869.24
792+00.00	79,200	100	0	0	835	0	0	0	0	0	3,461	0	0	0	197,580	55,864	0	0	17,154	0.00	10,556.59	141,715.84
793+00.00	79,300	100	104	0	509	0	0	7	192	0	2,488	0	0	13	197,771	58,837	0	0	17,171	0.00	10,566.76	138,933.99
794+00.00	79,400	100	247	0	285	0	0	34	648	0	1,470	0	0	75	198,420	60,529	0	0	17,268	0.00	10,626.66	137,890.42
795+00.00	79,500	100	65	0	93	0	0	98	577	0	700	0	0	244	198,997	61,135	0	0	17,585	0.00	10,821.71	137,861.91
796+00.00	79,600	100	1,023	0	0	0	0	88	2,015	0	172	0	0	345	201,011	61,011	0	0	18,033	0.00	11,097.48	140,000.72
797+00.00	79,700	100	1,702	0	0	0	0	88	5,046	0	0	0	0	326	206,058	60,698	0	0	18,457	0.00	11,358.34	145,359.92
798+00.00	79,800	100	2,538	0	0	0	0	88	7,852	0	0	0	0	326	213,909	60,385	0	0	18,881	0.00	11,619.19	153,524.45
799+00.00	79,900	100	3,147	0	0	0	0	88	10,527	0	0	0	0	326	224,436	60,072	0	0	19,305	0.00	11,880.05	164,364.23
800+00.00	80,000	100	3,975	0	0	0	0	88	13,188	0	0	0	0	326	237,623	59,758	0	0	19,729	0.00	12,140.91	177,864.94
801+00.00	80,100	100	4,806	0	0	0	0	88	16,261	0	0	0	0	326	253,884	59,445	0	0	20,153	0.00	12,401.77	194,438.86
802+00.00	80,200	100	4,649	0	0	0	0	88	17,510	0	0	0	0	326	271,394	59,132	0	0	20,577	0.00	12,662.63	212,261.67
803+00.00	80,300	100	5,833	0	0	0	0	88	19,411	0	0	0	0	326	290,805	58,819	0	0	21,001	0.00	12,923.49	231,985.61
804+00.00	80,400	100	5,242	0	0	0	0	88	20,509	0	0	0	0	326	311,314	58,506	0	0	21,425	0.00	13,184.35	252,808.01
805+00.00	80,500	100	4,646	0	0	0	0	88	18,311	0	0	0	0	326	329,625	58,193	0	0	21,848	0.00	13,445.21	271,432.15
806+00.00	80,600	100	4,011	0	0	0	0	88	16,030	0	0	0	0	326	345,656	57,880	0	0	22,272	0.00	13,706.07	287,775.20
807+00.00	80,700	100	3,299	0	0	0	0	88	13,536	0	0	0	0	326	359,192	57,567	0	0	22,696	0.00	13,966.93	301,624.27
808+00.00	80,800	100	2,358	0	0	0	0	88	10,476	0	0	0	0	326	369,668	57,254	0	0	23,120	0.00	14,227.79	312,413.28
809+00.00	80,900	100	1,635	0	0	0	0	88	7,395	0	0	0	0	326	377,062	56,941	0	0	23,544	0.00	14,488.65	320,121.09
810+00.00	81,000	100	1,122	0	0	0	0	88	5,106	0	0	0	0	326	382,169	56,628	0	0	23,968	0.00	14,749.51	325,540.57
811+00.00	81,100	100	719	0	0	0	0	88	3,409	0	0	0	0	326	385,578	56,315	0	0	24,392	0.00	15,010.36	329,262.82
811+50.00	81,150	50	637	0	0	0	0	88	1,255	0	0	0	0	163	386,833	56,159	0	0	24,604	0.00	15,140.79	330,674.30
812+00.00	81,200	50	525	0	42	0	0	88	1,076	0	39	0	0	163	387,909	56,049	0	0	24,816	0.00	15,271.22	331,859.92
813+00.00	81,300	100	210	0	130	0	0	46	1,361	0	317	0	0	249	389,270	56,191	0	0	25,139	0.00	15,470.13	333,079.11
814+00.00	81,400	100	153	0	327	0	0	44	672	0	845	0	0	167	389,942	57,044	0	0	25,356	0.00	15,603.82	332,898.23
815+00.00	81,500	100	174	0	468	0	0	44	606	0	1,472	0	0	163	390,548	58,654	0	0	25,568	0.00	15,734.25	331,894.00
816+00.00	81,600	100	528	0	789	0	0	45	1,301	0	2,328	0	0	165	391,849	61,288	0	0	25,783	0.00	15,866.54	330,560.41
817+00.00	81,700	100	260	0	904	0	0	44	1,459	0	3,134	0	0	165	393,308	64,890	0	0	25,998	0.00	15,998.84	328,418.03
818+00.00	81,800	100	261	0	800	0	0	44	965	0	3,154	0	0	163	394,273	68,519	0	0	26,210	0.00	16,129.27	325,754.18
818+50.00	81,850	50	254	0	757	0	0	44	477	0	1,442	0	0	82	394,750	70,170	0	0	26,316	0.00	16,194.49	324,579.46
819+00.00	81,900	50	337	0	698	0	0	44	548	0	1,348	0	0	82	395,297	71,709	0	0	26,422	0.00	16,259.71	323,588.01
820+00.00	82,000	100	546	0	0	0	0	88	1,635	0	1,293	0	0	245	396,933	73,026	0	0	26,740	0.00	16,455.36	323,906.53
821+00.00	82,100	100	868	0	10	0	0	44	2,618	0	19	0	0	245	399,551	72,814	0	0	27,058	0.00	16,651.00	326,736.41
822+00.00	82,200	100	1,703	0	0	0	0	44	4,761	0	19	0	0	163	404,311	72,681	0	0	27,270	0.00	16,781.43	331,630.90
823+00.00	82,300	100	130	0	0	0	0	44	3,394	0	0	0	0	163	407,705	72,524	0	0	27,482	0.00	16,911.86	335,181.29
824+00.00	82,400	100	135	0	0	0	0	44	489	0	0	0	0	163	408,194	72,368	0	0	27,694	0.00	17,042.29	335,826.93
825+00.00	82,500	100	143	0	0	0	0	44	515	0	0	0	0	163	408,709	72,211	0	0	27,906	0.00	17,172.72	336,497.98
826+00.00	82,600	100	163	0	0	0	0	44	568	0	0	0	0	163	409,277	72,055	0	0	28,118	0.00	17,303.15	337,222.15
827+00.00	82,700	100	137	0	0	0	0	44	556	0	0	0	0	163	409,832	71,898	0	0	28,330	0.00	17,433.58	337,934.28
828+00.00	82,800	100	113	0	6	0	0	44	463	0	11	0	0	162	410,296	71,755	0	0	28,541	0.00	17,563.52	338,540.71
829+00.00	82,900	100	97	0	6	0	0	44	390	0	23	0	0	162	410,686	71,626	0	0	28,752	0.00	17,693.46	339,059.95
830+00.00	83,000	100	117	0	14	0	0	44	397	0	37	0	0	163	411,083	71,514	0	0	28,964	0.00	17,823.89	339,568.25
831+00.00	83,100	100	90	0	4	0	0	44	383	0	33	0	0	163	411,465	71,397	0	0	29,176	0.00	17,954.32	340,068.28
832+00.00	83,200	100	80	0	1	0	0	44	314	0	9	0	0	163	411,780	71,251	0	0	29,388	0.00	18,084.75	340,528.89
									411,780	0	77,460	0	0	22,606								

STH 26 STAGE 2 = "26_FULLSECTION_725-832" SUBTRACT "26_STAGE1_725-832"

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
725+00.00	72,500		0	0	100	0	0	0														
726+00.00	72,600	100	0	0	104	0	0	2	0	0	379	0	0	4	0	451	0	0	5	0.00	3.17	-451.35
727+00.00	72,700	100	47	0	102	0	0	0	88	0	381	0	0	4	88	905	0	0	11	0.00	6.76	-817.00
728+00.00	72,800	100	41	0	100	0	0	3	164	0	373	0	0	6	251	1,347	0	0	18	0.00	11.21	-1,095.30
729+00.00	72,900	100	55	0	64	0	0	18	177	0	303	0	0	37	429	1,675	0	0	67	0.00	41.02	-1,246.38
730+00.00	73,000	100	25	0	113	0	0	6	147	0	329	0	0	43	576	2,029	0	0	122	0.00	75.24	-1,452.53
731+00.00	73,100	100	248	0	166	0	0	1	504	0	517	0	0	12	1,081	2,637	0	0	138	0.00	84.64	-1,556.71
731+50.00	73,150	50	400	0	186	0	0	0	599	0	326	0	0	1	1,680	3,028	0	0	138	0.00	85.21	-1,347.45
732+00.00	73,200	50	300	0	203	0	0	4	648	0	360	0	0	3	2,328	3,457	0	0	143	0.00	87.95	-1,128.13
733+00.00	73,300	100	63	0	130	0	0	5	672	0	617	0	0	16	3,000	4,181	0	0	164	0.00	101.03	-1,180.70
734+00.00	73,400	100	3	0	136	0	0	6	122	0	493	0	0	20	3,122	4,753	0	0	191	0.00	117.41	-1,630.96
735+00.00	73,500	100	4	0	135	0	0	7	14	0	502	0	0	24	3,136	5,333	0	0	222	0.00	136.50	-2,196.51
736+00.00	73,600	100	5	0	103	0	0	8	17	0	440	0	0	27	3,153	5,835	0	0	257	0.00	158.27	-2,682.33
737+00.00	73,700	100	14	0	95	0	0	9	34	0	366	0	0	30	3,187	6,245	0	0	296	0.00	182.42	-3,058.16
738+00.00	73,800	100	17	0	97	0	0	7	58	0	355	0	0	30	3,245	6,643	0	0	335	0.00	206.20	-3,397.56
739+00.00	73,900	100	27	0	77	0	0	9	83	0	321	0	0	30	3,328	6,999	0	0	374	0.00	230.29	-3,670.83
739+82.00	73,982	82	33	0	76	0	0	10	91	0	232	0	0	28	3,419	7,251	0	0	411	0.00	252.76	-3,831.53
740+00.00	74,000	18	37	0	75	0	0	9	23	0	51	0	0	6	3,443	7,305	0	0	419	0.00	257.88	-3,862.73
741+00.00	74,100	100	58	0	55	0	0	14	177	0	241	0	0	43	3,619	7,553	0	0	475	0.00	292.48	-3,933.79
741+01.00	74,101	1	37	0	55	0	0	14	2	0	2	0	0	1	3,621	7,555	0	0	476	0.00	292.89	-3,933.97
741+51.00	74,151	50	56	0	52	0	0	13	86	0	99	0	0	25	3,707	7,650	0	0	508	0.00	312.80	-3,943.51
742+00.00	74,200	49	59	0	59	0	0	17	104	0	101	0	0	28	3,811	7,745	0	0	544	0.00	334.81	-3,934.93
743+00.00	74,300	100	34	0	-11	0	0	34	172	0	89	0	0	95	3,983	7,761	0	0	668	0.00	411.07	-3,778.65
744+00.00	74,400	100	43	0	-18	0	0	45	142	0	-54	0	0	146	4,124	7,557	0	0	858	0.00	527.93	-3,432.09
745+00.00	74,500	100	57	0	-30	0	0	29	185	0	-89	0	0	136	4,309	7,319	0	0	1,034	0.00	636.61	-3,010.11
746+00.00	74,600	100	46	0	17	0	0	33	192	0	-24	0	0	115	4,501	7,181	0	0	1,184	0.00	728.56	-2,679.85
747+00.00	74,700	100	29	0	47	0	0	30	139	0	119	0	0	118	4,640	7,211	0	0	1,337	0.00	822.93	-2,570.65
748+00.00	74,800	100	37	0	28	0	0	37	122	0	138	0	0	124	4,762	7,257	0	0	1,499	0.00	922.33	-2,495.17
749+00.00	74,900	100	39	0	21	0	0	40	142	0	90	0	0	142	4,904	7,230	0	0	1,683	0.00	1,035.72	-2,325.83
750+00.00	75,000	100	57	0	17	0	0	43	179	0	70	0	0	153	5,083	7,167	0	0	1,882	0.00	1,158.40	-2,084.02
751+00.00	75,100	100	78	0	7	0	0	44	251	0	44	0	0	161	5,334	7,065	0	0	2,092	0.00	1,287.39	-1,731.51
752+00.00	75,200	100	96	0	3	0	0	44	322	0	18	0	0	163	5,656	6,930	0	0	2,304	0.00	1,417.81	-1,274.11
753+00.00	75,300	100	140	0	0	0	0	44	437	0	5	0	0	163	6,093	6,780	0	0	2,516	0.00	1,548.24	-686.46
754+00.00	75,400	100	134	0	2	0	0	44	508	0	4	0	0	163	6,601	6,627	0	0	2,728	0.00	1,678.67	-26.66
755+00.00	75,500	100	102	0	2	0	0	44	436	0	7	0	0	163	7,037	6,480	0	0	2,940	0.00	1,809.08	557.39
755+59.00	75,559	59	110	0	1	0	0	44	231	0	4	0	0	96	7,268	6,392	0	0	3,065	0.00	1,886.03	876.66
755+86.00	75,586	27	88	0	25	0	0	44	99	0	13	0	0	44	7,367	6,365	0	0	3,122	0.00	1,921.25	1,002.17
756+00.00	75,600	14	78	0	3	0	0	44	43	0	7	0	0	23	7,410	6,352	0	0	3,152	0.00	1,939.51	1,058.31
757+00.00	75,700	100	97	0	0	0	0	44	324	0	6	0	0	163	7,735	6,203	0	0	3,364	0.00	2,069.94	1,531.33
757+50.00	75,750	50	129	0	0	0	0	45	209	0	0	0	0	82	7,943	6,124	0	0	3,471	0.00	2,135.91	1,819.29
758+00.00	75,800	50	147	0	0	0	0	54	255	0	0	0	0	92	8,198	6,036	0	0	3,590	0.00	2,209.34	2,162.37
759+00.00	75,900	100	141	0	0	0	0	44	532	0	0	0	0	182	8,730	5,862	0	0	3,826	0.00	2,354.68	2,868.73
760+00.00	76,000	100	182	0	0	0	0	44	598	0	0	0	0	163	9,328	5,705	0	0	4,038	0.00	2,485.08	3,623.03
761+00.00	76,100	100	198	0	0	0	0	44	704	0	0	0	0	163	10,032	5,549	0	0	4,250	0.00	2,615.49	4,483.36
762+00.00	76,200	100	288	0	0	0	0	44	899	0	0	0	0	163	10,931	5,392	0	0	4,462	0.00	2,745.92	5,538.86
763+00.00	76,300	100	400	0	0	0	0	44	1,273	0	0	0	0	163	12,204	5,236	0	0	4,674	0.00	2,876.35	6,968.28
764+00.00	76,400	100	416	0	0	0	0	44	1,510	0	0	0	0	163	13,714	5,079	0	0	4,886	0.00	3,006.78	8,635.11
765+00.00	76,500	100	409	0	0	0	0	44	1,528	0	0	0	0	163	15,242	4,923	0	0	5,098	0.00	3,137.21	10,319.26
765+00.00	76,600	100	441	0	0	0	0	44	1,575	0	0	0	0	163	16,817	4,766	0	0	5,310	0.00	3,267.64	12,050.88
767+00.00	76,700	100	430	0	0	0	0	44	1,614	0	0	0	0	163	18,431	4,610	0	0	5,522	0.00	3,397.88	13,821.39
768+00.00	76,800	100	470	0	0	0	0	42	1,667	0	0	0	0	159	20,098	4,457	0	0	5,728	0.00	3,525.14	15,641.14
769+00.00	76,900	100	496	0	0	0	0	44	1,790	0	0	0	0	159	21,888	4,304	0	0	5,935	0.00	3,652.59	17,583.58
770+00.00	77,000	100	572	0	0	0	0	44	1,978	0	0	0	0	163	23,865	4,148	0	0	6,147	0.00	3,783.02	19,717.80
771+00.00	77,100	100	688	0	0	0	0	44	2,333	0	0	0	0	163	26,198	3,991	0	0	6,359	0.00	3,913.45	22,207.18
772+00.00	77,200	100	793	0	0	0	0	44	2,742	0	0	0	0	163	28,940	3,835	0	0	6,571	0.00	4,043.88	25,105.81
773+00.00	77,300	100	967	0	0	0	0	44	3,259	0	0	0	0	163	32,199	3,678	0	0	6,783	0.00	4,174.31	28,521.16
774+00.00	77,400	100	1,080	0	0	0	0	44	3,790	0	0	0	0	163	35,990	3,522	0	0	6,995	0.00	4,304.74	32,467.99
775+00.00	77,500	100	1,249	0	0	0	0	44	4,312	0	0	0	0	163	40,302	3,365	0	0	7,207	0.00	4,435.17	36,936.52
776+00.00	77,600	100	1,341	0	0	0	0	44	4,796	0	0	0	0	163	45,097	3,209	0	0	7,419	0.00	4,565.60	41,888.67
777+00.00	77,700	100	1,417	0	0	0	0	44	5,107	0	0	0	0	163	50,204	3,052	0	0	7,631	0.00	4,696.03	47,151.72
778+00.00	77,800	100	1,345	0	0	0	0	44	5,115	0	0	0	0	163	55,319	2,896	0	0	7,843	0.00	4,826.46	52,423.03
779+00.00	77,900	100	1,221	0	0	0	0	44	4,753	0	0	0	0	163	60,071	2,739	0	0	8,055	0.00	4,956.89	57,332.31
780+00.00	78,000	100	1,138	0	0	0	0	44	4,370	0	0	0	0	163	64,441	2,582	0	0	8,267	0.00	5,087.31	61,858.47
781+00.00	78,100	100	1,063	0	0	0	0	44	4,077	0	0	0	0	163	68,518	2,426	0	0	8,479	0.00	5,217.74	66,091.71
782+00.00	78,200	100	943	0	0	0	0	44	3,715	0	0	0	0	163	72,233	2,269	0	0	8,691	0.00	5,348.17	69,963.43
783+00.00	78,300	100	652	0	0	0	0	44	2,954	0	0	0	0	163	75,187	2,113	0	0	8,903	0.00	5,478.60	73,072.91
784+00.00	78,400	100	478	0	0	0	0	44	2,092	0	0	0	0	163	77,279	1,956	0	0	9,115	0.00	5,609.03	75,322.65
785+00.00	78,500	100	264	0	0	0	0	44	1,374	0	0	0	0	163	78,653	1,800	0	0	9,327	0.00	5,739.46	76,853.16
786+00.00	78,600	100	62	0	13	0	0	44	605	0	23	0	0	163	79,258	1,671	0	0	9,539	0.00	5,869.89	77,586.45
787+00.00	78,700	100	0	0	139	0	0	4	116	0	281	0	0	90	79,373	1,922	0	0	9,655	0.00	5,941.61	77,450.87
788+00.00	78,800	100	0	0	292	0	0	0	0	0	798	0	0	8	79,373	2,873	0	0	9,666	0.00	5,948.13	76,500.61
789+00.00	78,900	100	0	0	409	0	0	0	0	0	1,298	0	0	0	79,373	4,430	0	0	9,666	0.00	5,948.14	74,942.80
789+91.00	78,991	91	0	0	489	0	0	0	0	0	1,513	0	0	0	79,373	6,247	0	0	9,666	0.00	5,948.14	73,126.76
790+00.00	79,000	9	0	0	511	0	0	0	0	0	167	0	0	0	79,373	6,447	0	0	9,666	0.00	5,948.14	72,926.79
791+00.00	79,100	100	0	0	518	0	0	0	0	0	1,906	0	0	0	79,373	8,733	0	0	9,666	0.00	5,948.14	70,640.04
792+00.00	79,200	100	0	0	443	0	0	0	0	0	1,780	0	0	0	79,373	10,870	0	0	9,666	0.00	5,948.14	68,503.68
793+00.00	79,300	100	0	0	339	0	0	0	0	0	1,449	0	0	0	79,373	12,609	0	0	9,666	0.00	5,948.14	66,764.48
794+00.00	79,400	100	0	0	227	0	0	0	0	0	1,049	0	0	0	79,373	13,868	0	0	9,666	0.00	5,948.14	65,505.44
795+00.00	79,500	100	6	0	55	0	0	45	12	0	523	0	0	83	79,385	14,415	0	0	9,774	0.00	6,014.72	64,970.02
796+00.00	79,600	100	168	0	0	0	0	44	324	0	102	0	0	165	79,709	14,380	0	0	9,988	0.00	6,146.51	65,329.28
797+00.00	79,700	100	399	0	0	0	0	44	1,050	0	0	0	0	163	80,759	14,223	0	0	10,200	0.00	6,276.94	66,536.15
798+00.00	79,800	100	506	0	0	0	0	44	1,675	0	0	0	0	163	82,434	14,067	0	0	10,412	0.00	6,407.37	68,367.74
799+00.00	79,900	100	615	0	0	0	0	44	2,075	0	0	0	0	163	84,509	13,910	0	0	10,624	0.00	6,537.80	70,599.26
800+00.00	80,000	100	722	0	0	0	0	44	2,475	0	0	0	0	163	86,984	13,754	0	0	10,836	0.00	6,668.23	73,230.77
801+00.00	80,100	100	836	0	0	0	0	44	2,885	0	0	0	0	163	89,869	13,597	0	0	11,048	0.00	6,798.66	76,272.32
802+00.00	80,200	100	919	0	0	0	0	44	3,251	0	0	0	0	163	93,120	13,440	0	0	11,260	0.00	6,929.09	79,679.84
803+00.00	80,300	100	961	0	0	0	0	44	3,482	0	0	0	0	163	96,602	13,284	0	0	11,472	0.00	7,059.52	83,318.37
804+00.00	80,400	100	929	0	0	0	0	44	3,500	0	0	0	0	163	100,102	13,127	0	0	11,684	0.00	7,189.95	86,974.89
805+00.00	80,500	100	897	0	0	0	0	44	3,381	0	0	0	0	163	103,483	12,971	0	0	11,896	0.00	7,320.38	90,512.35
806+00.00	80,600	100	840	0	0	0	0	44	3,215	0	0	0	0	163	106,699	12,814	0	0	12,108	0.00	7,450.81	93,884.09
807+00.00	80,700	100	784	0	0	0	0	44	3,007	0	0	0	0	163	109,706	12,658	0	0	12,320	0.00	7,581.24	97,047.88
808+00.00	80,800	100	687	0	0	0	0	44	2,725	0	0	0	0	163	112,431	12,501	0	0	12,531	0.00	7,711.67	99,929.69
809+00.00	80,900	100	557	0	0	0	0	44	2,305	0	0	0	0	163	114,736	12,345	0	0	12,743	0.00	7,842.10	102,391.13
810+00.00	81,000	100	401	0	0	0	0	44	1,774	0	0	0	0	163	116,510	12,188	0	0	12,955	0.00	7,972.53	104,321.93
811+00.00	81,100	100	273	0	0	0	0	44	1,248	0	0	0	0	163	117,758	12,032	0	0	13,167	0.00	8,102.96	105,726.18
811+50.00	81,150	50	253	0	0	0	0	44	487	0	0	0	0	82	118,245	11,954	0	0	13,273	0.00	8,168.17	106,291.12
812+00.00	81,200	50	248	0	42	0	0	44	463	0	39	0	0	82	118,708	11,922	0	0	13,379	0.00	8,233.37	106,786.05
813+00.00	81,300	100	120	0	4	0	0	44	680	0	86	0	0	163	119,388	11,868	0	0	13,591	0.00	8,363.77	107,519.75
814+00.00	81,400	100	131	0	2	0	0	44	463	0	13	0	0	163	119,851	11,727	0	0	13,803	0.00	8,494.18	108,124.32
815+00.00	81,500	100	169	0	0	0	0	44	555	0	4	0	0	163	120,407	11,576	0	0	14,015	0.00	8,624.61	108,830.89
816+00.00	81,600	100	477	0	113	0	0	44	1,198	0	209	0	0	163	121,604	11,670	0	0	14,227	0.00	8,755.04	109,934.48
817+00.00	81,700	100	227	0	0	0	0	44	1,304	0	209	0	0	163	122,908	11,764	0	0	14,439	0.00	8,885.47	111,144.22
818+00.00	81,800	100	212	0	0	0	0	44	812	0	0	0	0	163	123,720	11,607	0	0	14,651	0.00	9,015.90	112,112.86
818+50.00	81,850	50	175	0	0	0	0	44	358	0	0	0	0	82	124,078	11,529	0	0	14,757	0.00	9,081.12	112,548.82
819+00.00	81,900	50	265	0	0	0	0	44	407	0	0	0	0	82	124,485	11,451	0	0	14,863	0.00	9,146.34	113,034.32
820+00.00	82,000	100	209	0	0	0	0	88	879	0	0	0	0	245	125,364	11,216	0	0	15,181	0.00	9,341.99	114,148.09
821+00.00	82,100	100	210	0	10	0	0	44	775	0	19	0	0	245	126,140	11,004	0	0	15,499	0.00	9,537.63	115,135.53
822+00.00	82,200	100	200	0	0	0	0	44	759	0	19	0	0	163	126,899	10,871	0	0	15,711	0.00	9,668.06	116,028.39
823+00.00	82,300	100	130	0	0	0	0	44	611	0	0	0	0	163	127,510	10,714	0	0	15,923	0.00	9,798.49	116,796.07
824+00.00	82,400	100	135	0	0	0	0	44	489	0	0	0	0	163	127,999	10,557	0	0	16,134	0.00	9,928.92	117,441.71
825+00.00	82,500	100	143	0	0	0	0	44	515	0	0	0	0	163	128,514	10,401	0	0	16,346	0.00	10,059.35	118,112.77
826+00.00	82,600	100	163	0	0	0	0	44	568	0	0	0	0	163	129,081	10,244	0	0	16,558	0.00	10,189.78	118,836.93
827+00.00	82,700	100	137	0	0	0	0	44	556	0	0	0	0	163	129,637	10,088	0	0	16,770	0.00	10,320.21	119,549.06
828+00.00	82,800	100	113	0	6	0	0	44	463	0	11	0	0	162	130,100	9,945	0	0	16,981	0.00	10,450.15	120,155.49
829+00.00	82,900	100	97	0	6	0	0	44	390	0	23	0	0	162	130,491	9,816	0	0	17,193	0.00	10,580.09	120,674.73
830+00.00	83,000	100	117	0	14	0	0	44	397	0	37	0	0	163	130,887	9,704	0	0	17,405	0.00	10,710.52	121,183.03
831+00.00	83,100	100	90	0	4	0	0	44	383	0	33	0	0	163	131,270	9,587	0	0	17,617	0.00	10,840.95	121,683.06
832+00.00	83,200	100	80	0	1	0	0	44	314	0	9	0	0	163	131,584	9,441	0	0	17,828	0.00	10,971.38	122,143.68
STATION 725+00 - 741+00			SELECT CRUSHED NEGATED IN FILL SECTIONS = (1,600*44*1)/27								-2,607											
STATION 787+00 - 794+00			SELECT CRUSHED NEGATED IN FILL SECTIONS = (700*44*1)/27								-1,141											
									131,584	0	15,091	0	0	13,714								

TRAYNOR CT 'AH'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
0+00.00	0		26	0	119	0	0	0														
0+50.00	50	50	28	0	48	0	0	0	50	0	155	0	0	0	50	186	0	0	0	0.00	0.00	-135.43
1+00.00	100	50	39	0	2	0	0	0	62	0	46	0	0	0	112	241	0	0	0	0.00	0.00	-128.49
1+50.00	150	50	110	0	0	0	0	0	138	0	2	0	0	0	250	243	0	0	0	0.00	0.00	7.03
2+00.00	200	50	194	0	0	0	0	0	281	0	0	0	0	0	531	243	0	0	0	0.00	0.00	287.95
2+50.00	250	50	273	0	0	0	0	0	432	0	0	0	0	0	963	243	0	0	0	0.00	0.00	720.15
3+00.00	300	50	316	0	0	0	0	0	545	0	0	0	0	0	1,508	243	0	0	0	0.00	0.00	1,265.18
3+50.00	350	50	312	0	0	0	0	0	582	0	0	0	0	0	2,090	243	0	0	0	0.00	0.00	1,846.78
4+00.00	400	50	298	0	0	0	0	0	566	0	0	0	0	0	2,655	243	0	0	0	0.00	0.00	2,412.31
4+50.00	450	50	302	0	0	0	0	0	556	0	0	0	0	0	3,211	243	0	0	0	0.00	0.00	2,967.99
5+00.00	500	50	260	0	0	0	0	0	520	0	0	0	0	0	3,731	243	0	0	0	0.00	0.00	3,487.81
5+50.00	550	50	249	0	0	0	0	0	471	0	0	0	0	0	4,202	243	0	0	0	0.00	0.00	3,958.23
6+00.00	600	50	62	0	25	0	0	0	287	0	24	0	0	0	4,489	272	0	0	0	0.00	0.00	4,217.13
6+50.00	650	50	17	0	88	0	0	0	73	0	105	0	0	0	4,562	398	0	0	0	0.00	0.00	4,163.49
7+00.00	700	50	15	0	66	0	0	0	30	0	143	0	0	0	4,592	570	0	0	0	0.00	0.00	4,021.82
7+50.00	750	50	210	0	0	0	0	0	208	0	61	0	0	0	4,800	643	0	0	0	0.00	0.00	4,156.67
8+00.00	800	50	161	0	0	0	0	0	343	0	0	0	0	0	5,143	643	0	0	0	0.00	0.00	4,499.33
8+50.00	850	50	148	0	24	0	0	26	286	0	22	0	0	24	5,428	647	0	0	31	0.00	19.26	4,781.16
9+00.00	900	50	139	0	57	0	0	26	266	0	75	0	0	48	5,694	691	0	0	94	0.00	57.78	5,003.10
9+50.00	950	50	147	0	73	0	0	13	265	0	120	0	0	36	5,960	801	0	0	141	0.00	86.67	5,158.54
10+00.00	1,000	50	133	0	65	0	0	0	259	0	128	0	0	12	6,219	943	0	0	156	0.00	96.30	5,275.91
10+50.00	1,050	50	116	0	38	0	0	0	230	0	96	0	0	0	6,449	1,057	0	0	156	0.00	96.30	5,391.42
11+00.00	1,100	50	156	0	17	0	0	26	206	0	51	0	0	24	6,655	1,095	0	0	188	0.00	115.56	5,559.48
11+50.00	1,150	50	78	0	3	0	0	26	171	0	18	0	0	48	6,826	1,071	0	0	250	0.00	154.07	5,754.55
12+00.00	1,200	50	66	0	0	0	0	26	133	0	3	0	0	48	6,959	1,028	0	0	313	0.00	192.59	5,930.30
12+50.00	1,250	50	68	0	0	0	0	26	124	0	0	0	0	48	7,083	982	0	0	376	0.00	231.11	6,100.61
13+00.00	1,300	50	71	0	1	0	0	26	130	0	1	0	0	48	7,212	937	0	0	438	0.00	269.63	6,275.66
13+50.00	1,350	50	76	0	0	0	0	26	137	0	1	0	0	48	7,349	891	0	0	501	0.00	308.15	6,458.04
14+00.00	1,400	50	87	0	0	0	0	26	151	0	0	0	0	48	7,501	845	0	0	563	0.00	346.67	6,655.74
14+50.00	1,450	50	99	0	0	0	0	26	173	0	0	0	0	48	7,673	799	0	0	626	0.00	385.19	6,874.64
15+00.00	1,500	50	96	0	0	0	0	26	181	0	0	0	0	48	7,854	753	0	0	689	0.00	423.70	7,101.96
15+50.00	1,550	50	107	0	0	0	0	26	188	0	0	0	0	48	8,043	706	0	0	751	0.00	462.22	7,336.53
16+00.00	1,600	50	119	0	0	0	0	26	210	0	0	0	0	48	8,252	660	0	0	814	0.00	500.74	7,592.28
16+50.00	1,650	50	125	0	0	0	0	26	226	0	0	0	0	48	8,478	614	0	0	876	0.00	539.26	7,864.64
17+00.00	1,700	50	125	0	0	0	0	26	231	0	0	0	0	48	8,710	568	0	0	939	0.00	577.78	8,142.34
17+50.00	1,750	50	121	0	0	0	0	26	227	0	0	0	0	48	8,937	521	0	0	1,001	0.00	616.30	8,415.99
18+00.00	1,800	50	110	0	0	0	0	26	213	0	0	0	0	48	9,151	475	0	0	1,064	0.00	654.81	8,675.61
18+50.00	1,850	50	108	0	0	0	0	26	202	0	0	0	0	48	9,353	429	0	0	1,127	0.00	693.33	8,923.59
19+00.00	1,900	50	113	0	0	0	0	26	204	0	0	0	0	48	9,557	383	0	0	1,189	0.00	731.85	9,174.17
19+50.00	1,950	50	115	0	0	0	0	26	211	0	0	0	0	48	9,768	337	0	0	1,252	0.00	770.37	9,431.31
20+00.00	2,000	50	103	0	0	0	0	26	202	0	0	0	0	48	9,970	290	0	0	1,314	0.00	808.89	9,679.59
20+50.00	2,050	50	80	0	0	0	0	26	169	0	0	0	0	48	10,139	245	0	0	1,377	0.00	847.41	9,894.59
21+00.00	2,100	50	90	0	11	0	0	26	157	0	10	0	0	48	10,297	211	0	0	1,440	0.00	885.93	10,085.82
21+25.00	2,125	25	127	0	0	0	0	26	101	0	5	0	0	24	10,397	194	0	0	1,471	0.00	905.19	10,203.49
21+50.00	2,150	25	95	0	6	0	0	29	103	0	3	0	0	25	10,500	172	0	0	1,504	0.00	925.56	10,327.47
21+72.00	2,172	22	98	0	7	0	0	41	79	0	5	0	0	28	10,578	151	0	0	1,541	0.00	948.27	10,427.17
22+00.00	2,200	28	96	0	0	0	0	41	101		4	0	0	42	10,679	115	0	0	1,596	0.00	982.16	10,564.18
									10,679	0	1,078	0	0	1,228								

COUNTY LINE ROAD 'CLN' STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
30+50.00	3,050		0	0	0	0	0	0														
30+77.00	3,077	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
30+79.99	3,080	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
30+80.00	3,080	0	79	0	48	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
31+00.00	3,100	20	79	0	48	0	0	1	58	0	36	0	0	1	58	42	0	0	1	0.00	0.58	16.44
31+50.00	3,150	50	47	0	27	0	0	8	117	0	69	0	0	8	175	117	0	0	12	0.00	7.14	57.84
32+00.00	3,200	50	33	0	7	0	0	23	75	0	31	0	0	29	250	127	0	0	49	0.00	30.04	122.61
32+50.00	3,250	50	24	0	2	0	0	30	53	0	8	0	0	49	303	90	0	0	113	0.00	69.40	213.43
33+00.00	3,300	50	9	0	23	0	0	11	31	0	23	0	0	38	334	81	0	0	162	0.00	99.85	253.29
33+50.00	3,350	50	9	0	47	0	0	9	17	0	65	0	0	18	351	141	0	0	186	0.00	114.39	209.87
34+00.00	3,400	50	27	0	22	0	0	21	33	0	63	0	0	28	383	190	0	0	222	0.00	136.40	193.06
34+50.00	3,450	50	37	0	7	0	0	25	59	0	27	0	0	43	442	181	0	0	277	0.00	170.51	260.73
35+00.00	3,500	50	47	0	2	0	0	29	78	0	8	0	0	50	520	143	0	0	342	0.00	210.76	377.02
35+63.00	3,563	63	64	0	0	0	0	30	130	0	2	0	0	69	650	79	0	0	432	0.00	265.82	570.79
36+00.00	3,600	37	79	0	0	0	0	30	98	0	0	0	0	41	748	40	0	0	485	0.00	298.29	707.79
36+50.00	3,650	50	89	0	1	0	0	30	155	0	1	0	0	55	903	-11	0	0	556	0.00	342.18	914.33
37+00.00	3,700	50	74	0	5	0	0	30	151	0	6	0	0	55	1,054	-57	0	0	627	0.00	386.08	1,111.22
37+50.00	3,750	50	63	0	1	0	0	30	127	0	6	0	0	55	1,182	-103	0	0	699	0.00	429.98	1,284.63
37+59.00	3,759	9	72	0	0	0	0	30	23	0	0	0	0	10	1,204	-112	0	0	712	0.00	437.88	1,316.40
38+00.00	3,800	41	65	0	1	0	0	30	104	0	1	0	0	45	1,308	-155	0	0	770	0.00	473.87	1,462.53
38+50.00	3,850	50	25	0	0	0	0	30	83	0	1	0	0	55	1,391	-207	0	0	841	0.00	517.75	1,597.65
STATION 30+50 - 32+00		SELECT CRUSHED NEGATED IN FILL SECTIONS = (150*29.6*1)/27									-165											
									1,391	0	181	0	0	647								

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9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK & JEFFERSON	EARTHWORK	SHEET	E

FILE NAME : R:\Projects\d1_13900480\090101_ew.dgn PLOT DATE : 27-NOV-2012 13:16 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000

BAR ROAD 'BR'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
15+50.00	1,550		123	0	13	0	0	99														
16+00.00	1,600	50	27	0	10	0	0	35	139	0	22	0	0	124	139	-93	0	0	161	0.00	99.23	232.00
16+50.00	1,650	50	26	0	1	0	0	28	49	0	11	0	0	58	188	-136	0	0	237	0.00	145.92	324.24
17+00.00	1,700	50	22	0	5	0	0	26	45	0	6	0	0	49	233	-177	0	0	301	0.00	185.30	409.08
17+50.00	1,750	50	17	0	5	0	0	26	36	0	10	0	0	47	268	-210	0	0	363	0.00	223.10	478.60
18+00.00	1,800	50	19	0	5	0	0	26	33	0	9	0	0	47	301	-245	0	0	424	0.00	260.96	545.68
18+50.00	1,850	50	32	0	2	0	0	25	47	0	7	0	0	47	348	-282	0	0	485	0.00	298.27	629.58
19+00.00	1,900	50	3	0	17	0	0	14	33	0	18	0	0	36	381	-295	0	0	532	0.00	327.19	675.57
19+70.00	1,970	70	1	0	67	0	0	0	6		109	0	0	19	386	-181	0	0	556	0.00	342.06	567.96
									386	0	191	0	0	428								

HAMER LANE 'HA'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
27+50.00	2,750		40	0	0	0	0	43														
28+00.00	2,800	50	27	0	5	0	0	34	62	0	4	0	0	71	62	-63	0	0	92	0.00	56.81	124.89
28+50.00	2,850	50	3	0	0	0	0	32	28	0	5	0	0	61	90	-116	0	0	171	0.00	105.49	205.49
28+66.00	2,866	16	3	0	51	0	0	31	2	0	15	0	0	19	91	-115	0	0	196	0.00	120.41	206.88
									91	0	24	0	0	151								

WEST CONNECTOR 'JW'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
16+00.00	1,600		85	0	2	0	0	74														
16+50.00	1,650	50	125	0	0	0	0	36	195	0	2	0	0	102	195	-95	0	0	132	0.00	81.48	289.93
17+00.00	1,700	50	127	0	0	0	0	36	234	0	0	0	0	67	428	-159	0	0	219	0.00	134.79	587.59
17+50.00	1,750	50	37	0	0	0	0	36	152	0	0	0	0	67	580	-223	0	0	306	0.00	188.11	803.66
18+00.00	1,800	50	0	0	40	0	0	4	35	0	37	0	0	37	615	-214	0	0	354	0.00	217.86	829.13
18+50.00	1,850	50	0	0	54	0	0	1	0	0	87	0	0	5	615	-114	0	0	360	0.00	221.81	729.26
19+00.00	1,900	50	5	0	46	0	0	3	5	0	92	0	0	4	620	-7	0	0	366	0.00	225.15	627.21
19+50.00	1,950	50	25	0	27	0	0	14	28	0	67	0	0	16	648	58	0	0	387	0.00	238.04	589.61
20+00.00	2,000	50	24	0	10	0	0	26	45	0	34	0	0	37	693	63	0	0	435	0.00	267.69	629.37
20+50.00	2,050	50	19	0	11	0	0	28	40	0	19	0	0	50	733	38	0	0	500	0.00	307.88	694.71
21+00.00	2,100	50	14	0	20	0	0	22	31	0	29	0	0	46	764	28	0	0	561	0.00	345.06	735.97
21+50.00	2,150	50	18	0	32	0	0	19	30	0	48	0	0	38	794	50	0	0	610	0.00	375.10	743.65
22+00.00	2,200	50	9	0	47	0	0	9	25	0	73	0	0	25	819	113	0	0	642	0.00	395.36	705.56
22+50.00	2,250	50	12	0	29	0	0	16	20	0	71	0	0	23	839	177	0	0	672	0.00	413.39	662.32
23+00.00	2,300	50	1	0	24	0	0	23	12	0	50	0	0	35	851	203	0	0	718	0.00	441.64	648.78
23+50.00	2,350	50	0	0	74	0	0	0	1	0	91	0	0	21	852	292	0	0	745	0.00	458.31	560.56
24+00.00	2,400	50	0	0	55	0	0	0	0	0	120	0	0	0	852	435	0	0	745	0.00	458.50	417.28
24+50.00	2,450	50	0	0	50	0	0	2	0	0	98	0	0	3	852	550	0	0	748	0.00	460.53	302.59
25+00.00	2,500	50	21	0	65	0	0	1	20	0	106	0	0	3	872	675	0	0	752	0.00	462.96	197.31
25+50.00	2,550	50	7	0	94	0	0	0	26	0	147	0	0	1	898	850	0	0	753	0.00	463.57	47.84
26+00.00	2,600	50	0	0	54	0	0	0	7	0	137	0	0	0	905	1,014	0	0	753	0.00	463.57	-109.44
26+50.00	2,650	50	0	0	69	0	0	1	0	0	114	0	0	1	905	1,150	0	0	754	0.00	464.21	-245.10
27+00.00	2,700	50	0	0	34	0	0	15	0	0	95	0	0	14	905	1,251	0	0	773	0.00	475.73	-345.66
27+50.00	2,750	50	0	0	21	0	0	17	0	0	50	0	0	30	905	1,283	0	0	812	0.00	499.51	-377.59
28+00.00	2,800	50	0	0	67	0	0	0	0	0	81	0	0	16	905	1,365	0	0	833	0.00	512.57	-459.69
28+50.00	2,850	50	0	0	37	0	0	7	0	0	97	0	0	7	905	1,474	0	0	842	0.00	518.05	-569.29
29+00.00	2,900	50	0	0	0	0	0	0	0	0	35	0	0	7	905	1,509	0	0	850	0.00	523.37	-604.35
29+50.00	2,950	50	0	0	0	0	0	0	0		0	0	0	0	905	1,509	0	0	850	0.00	523.38	-604.34
STATION 17+50 - 19+50			**SELECT CRUSHED NEGATED IN FILL SECTIONS = (200*35.97*1)/27**								-266											
STATION 21+50 - 26+00			**SELECT CRUSHED NEGATED IN FILL SECTIONS = (450*35.97*1)/27**								-600											
									905	0	915	0	0	654								

OLD 26 'DN'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
14+40.00	1,440	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
14+50.00	1,450	10	36	0	5	0	0	26	10	0	1	0	0	5	10	-4	0	0	6	0.00	3.87	13.98
15+00.00	1,500	50	41	0	8	0	0	30	71	0	12	0	0	52	82	-38	0	0	73	0.00	45.09	120.39
15+50.00	1,550	50	51	0	7	0	0	30	85	0	14	0	0	55	167	-75	0	0	144	0.00	88.87	241.50
15+75.00	1,575	25	78	0	4	0	0	28	60	0	5	0	0	27	226	-95	0	0	179	0.00	110.34	321.10
16+00.00	1,600	25	91	0	1	0	0	30	78	0	2	0	0	27	304	-118	0	0	215	0.00	132.03	422.32
16+22.00	1,622	22	97	0	4	0	0	29	76	0	2	0	0	24	381	-138	0	0	246	0.00	151.17	519.11
16+50.00	1,650	28	94	0	6	0	0	30	99	0	5	0	0	30	480	-161	0	0	285	0.00	175.33	640.73
17+00.00	1,700	50	104	0	0	0	0	30	183	0	6	0	0	56	662	-207	0	0	357	0.00	219.79	869.97
17+50.00	1,750	50	77	0	0	0	0	30	167	0	0	0	0	56	830	-261	0	0	430	0.00	264.76	1,090.98
18+00.00	1,800	50	40	0	0	0	0	30	108	0	0	0	0	56	938	-315	0	0	503	0.00	309.53	1,252.55
18+50.00	1,850	50	30	0	0	0	0	30	65	0	1	0	0	56	1,002	-368	0	0	575	0.00	354.04	1,369.94
19+00.00	1,900	50	13	0	6	0	0	26	40	0	5	0	0	52	1,042	-411	0	0	643	0.00	395.65	1,453.07
19+50.00	1,950	50	0	0	51	0	0	11	12	0	52	0	0	35	1,054	-382	0	0	688	0.00	423.27	1,435.54
19+60.00	1,960	10	0	0	51	0	0	11	0	0	19	0	0	4	1,054	-363	0	0	693	0.00	426.56	1,416.88
19+60.01	1,960	0	0	0	0	0	0	0	0	0	0	0	0	0	1,054	-363	0	0	693	0.00	426.56	1,416.87
20+00.00	2,000	40	0	0	0	0	0	0	0	0	0	0	0	0	1,054	-363	0	0	693	0.00	426.56	1,416.87
20+49.99	2,050	50	0	0	0	0	0	0	0	0	0	0	0	0	1,054	-363	0	0	693	0.00	426.56	1,416.87
20+50.00	2,050	0	9	0	102	0	0	13	0	0	0	0	0	0	1,054	-363	0	0	693	0.00	426.56	1,416.85
21+00.00	2,100	50	9	0	41	0	0	3	17	0	133	0	0	15	1,071	-218	0	0	713	0.00	438.89	1,288.86
21+50.00	2,150	50	175	0	37	0	0	3	170	0	72	0	0	6	1,241	-138	0	0	721	0.00	443.83	1,378.84
22+00.00	2,200	50	195	0	43	0	0	0	342	0	74	0	0	3	1,583	-53	0	0	726	0.00	446.54	1,636.00
22+50.00	2,250	50	177	0	56	0	0	0	344	0	92	0	0	0	1,928	58	0	0	726	0.00	446.83	1,870.06
23+00.00	2,300	50	158	0	51	0	0	5	310	0	100	0	0	5	2,238	173	0	0	732	0.00	450.72	2,064.69
23+50.00	2,350	50	27	0	39	0	0	6	171	0	84	0	0	10	2,409	264	0	0	746	0.00	458.96	2,144.77
24+00.00	2,400	50	33	0	36	0	0	15	56	0	70	0	0	20	2,464	329	0	0	771	0.00	474.64	2,135.05
24+50.00	2,450	50	26	0	25	0	0	24	54	0	56	0	0	36	2,519	362	0	0	819	0.00	503.83	2,156.69
25+00.00	2,500	50	53	0	3	0	0	30	73	0	26	0	0	50	2,592	344	0	0	884	0.00	544.18	2,247.69
25+50.00	2,550	50	59	0	0	0	0	30	104	0	3	0	0	56	2,696	293	0	0	957	0.00	589.12	2,402.51
26+00.00	2,600	50	69	0	0	0	0	30	119	0	0	0	0	56	2,815	240	0	0	1,030	0.00	634.09	2,575.61
26+32.00	2,632	32	27	0	0	0	0	23	57	0	0	0	0	32	2,872	209	0	0	1,071	0.00	659.34	2,663.12
									2,872	0	834	0	0	824								

KOSHKONONG LAKE / POND ROAD 'P' STAGE 2

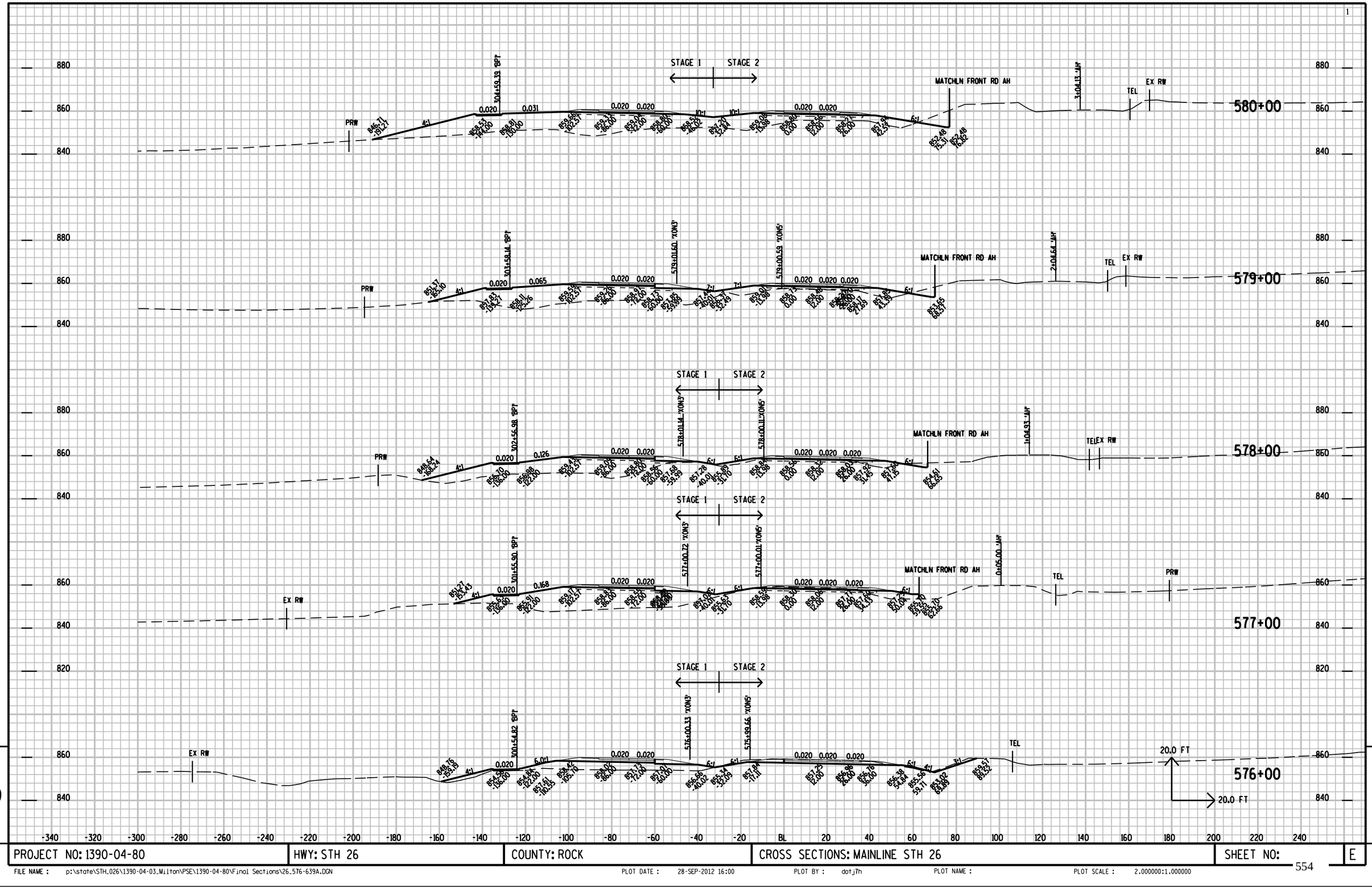
STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
14+36.00	1,436	0	29	0	1	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
14+50.00	1,450	14	33	0	1	0	0	28	16	0	0	0	0	15	16	-14	0	0	19	0.00	11.70	29.74
15+00.00	1,500	50	40	0	1	0	0	31	68	0	2	0	0	55	84	-65	0	0	91	0.00	55.73	148.46
15+20.00	1,520	20	50	0	0	0	0	31	33	0	0	0	0	23	117	-86	0	0	121	0.00	74.25	203.83
15+50.00	1,550	30	44	0	1	0	0	47	52	0	0	0	0	44	170	-128	0	0	178	0.00	109.23	297.66
16+00.00	1,600	50	38	0	0	0	0	35	76	0	1	0	0	76	246	-200	0	0	277	0.00	170.23	445.90
16+50.00	1,650	50	98	0	0	0	0	0	125	0	0	0	0	32	371	-231	0	0	319	0.00	196.07	602.37
17+00.00	1,700	50	70	0	0	0	0	39	155	0	0	0	0	36	526	-266	0	0	366	0.00	224.94	791.89
17+50.00	1,750	50	37	0	0	0	0	39	99	0	0	0	0	72	625	-335	0	0	459	0.00	282.70	959.83
17+80.00	1,780	30	30	0	2	0	0	39	37	0	1	0	0	43	662	-375	0	0	516	0.00	317.35	1,036.81
18+00.00	1,800	20	28	0	5	0	0	39	22	0	3	0	0	29	683	-399	0	0	553	0.00	340.45	1,082.87
18+50.00	1,850	50	0	0	50	0	0	15	27	0	51	0	0	50	710	-387	0	0	619	0.00	380.73	1,096.44
19+00.00	1,900	50	0	0	126	0	0	1	0	0	163	0	0	15	710	-206	0	0	639	0.00	393.04	915.78
19+50.00	1,950	50	0	0	150	0	0	0	0	0	256	0	0	1	710	100	0	0	640	0.00	394.00	610.16
20+00.00	2,000	50	7	0	130	0	0	0	7	0	260	0	0	0	717	412	0	0	640	0.00	394.05	304.81
20+50.00	2,050	50	0	0	196	0	0	0	7	0	302	0	0	0	723	775	0	0	640	0.00	394.05	-51.34
21+00.00	2,100	50	0	0	101	0	0	0	0	0	275	0	0	0	723	1,105	0	0	640	0.00	394.05	-381.88
21+34.00	2,134	34	16	0	22	0	0	20	10	0	77	0	0	13	733	1,186	0	0	657	0.00	404.22	-452.64
21+50.00	2,150	16	23	0	0	0	0	36	11	0	6	0	0	17	745	1,178	0	0	678	0.00	417.48	-433.10
21+60.00	2,160	10	26	0	0	0	0	0	9	0	0	0	0	7	754	1,172	0	0	687	0.00	422.77	-417.83
22+00.00	2,200	40	7	0	9	0	0	27	24	0	7	0	0	20	778	1,160	0	0	713	0.00	438.96	-382.39
22+09.00	2,209	9	5	0	30	0	0	12	2	0	7	0	0	6	780	1,162	0	0	722	0.00	444.14	-381.99
22+50.00	2,250	41	3	0	192	0	0	0	6	0	169	0	0	9	786	1,356	0	0	733	0.00	451.17	-569.95
23+00.00	2,300	50	4	0	505	0	0	0	6	0	645	0	0	0	793	2,131	0	0	733	0.00	451.18	-1,338.03
23+42.00	2,342	42	4	0	799	0	0	0	6	0	1,014	0	0	0	798	3,347	0	0	733	0.00	451.18	-2,548.66
23+50.00	2,350	8	3	0	849	0	0	0	1	0	244	0	0	0	799	3,640	0	0	733	0.00	451.18	-2,840.58
23+92.00	2,392	42	2	0	1,045	0	0	0	4	0	1,473	0	0	0	803	5,407	0	0	733	0.00	451.18	-4,603.72
24+00.00	2,400	8	2	0	1,109	0	0	0	1	0	319	0	0	0	804	5,790	0	0	733	0.00	451.18	-4,985.91
24+50.00	2,450	50	0	0	1,481	0	0	0	2	0	2,397	0	0	0	806	8,667	0	0	733	0.00	451.18	-7,860.90
24+55.50	2,456	6	0	0	1,518	0	0	0	0	0	305	0	0	0	806	9,033	0	0	733	0.00	451.18	-8,227.39
25+00.00	2,500	45	4	0	1,780	0	0	0	3	0	2,718	0	0	0	809	12,295	0	0	733	0.00	451.18	-11,486.18
25+50.00	2,550	50	4	0	1,849	0	0	0	7	0	3,360	0	0	0	816	16,327	0	0	733	0.00	451.18	-15,511.51
25+66.50	2,567	17	4	0	2,004	0	0	0	2	0	1,177	0	0	0	818	17,740	0	0	733	0.00	451.18	-16,921.88
26+00.00	2,600	34	3	0	2,251	0	0	0	4	0	2,640	0	0	0	822	20,908	0	0	733	0.00	451.18	-20,085.69
26+16.50	2,617	17	5	0	2,184	0	0	0	3	0	1,355	0	0	0	825	22,534	0	0	733	0.00	451.18	-21,709.44
26+50.00	2,650	34	0	0	2,199	0	0	0	3	0	2,719	0	0	0	828	25,797	0	0	733	0.00	451.18	-24,968.73
27+00.00	2,700	50	33	0	861	0	0	0	30	0	2,833	0	0	0	858	29,196	0	0	733	0.00	451.18	-28,338.18
27+03.00	2,703	3	33	0	861	0	0	0	4	0	96	0	0	0	862	29,311	0	0	733	0.00	451.18	-28,449.37
27+03.01	2,703	0	0	0	0	0	0	0	0	0	0	0	0	0	862	29,311	0	0	733	0.00	451.18	-28,449.56

STATION 18+50 - 21+34 **SELECT CRUSHED NEGATED IN FILL SECTIONS = (284*35.97*1)/27** -378
STATION 22+09 - 27+03 **SELECT CRUSHED NEGATED IN FILL SECTIONS = (494*35.97*1)/27** -658

									862	0	23,841	0	0	564								

D10'

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh In Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
9+13.00	913		81	0	0	0	0	0														
9+25.00	925	12	212	0	0	0	0	0	65	0	0	0	0	0	65	0	0	0	0	0.00	0.00	65.24
9+50.00	950	25	425	0	0	0	0	0	295	0	0	0	0	0	360	0	0	0	0	0.00	0.00	360.35
9+90	990	40	91	0	0	0	0	0	382	0	0	0	0	0	743	0	0	0	0	0.00	0.00	742.66
									743	0	0	0	0	0								



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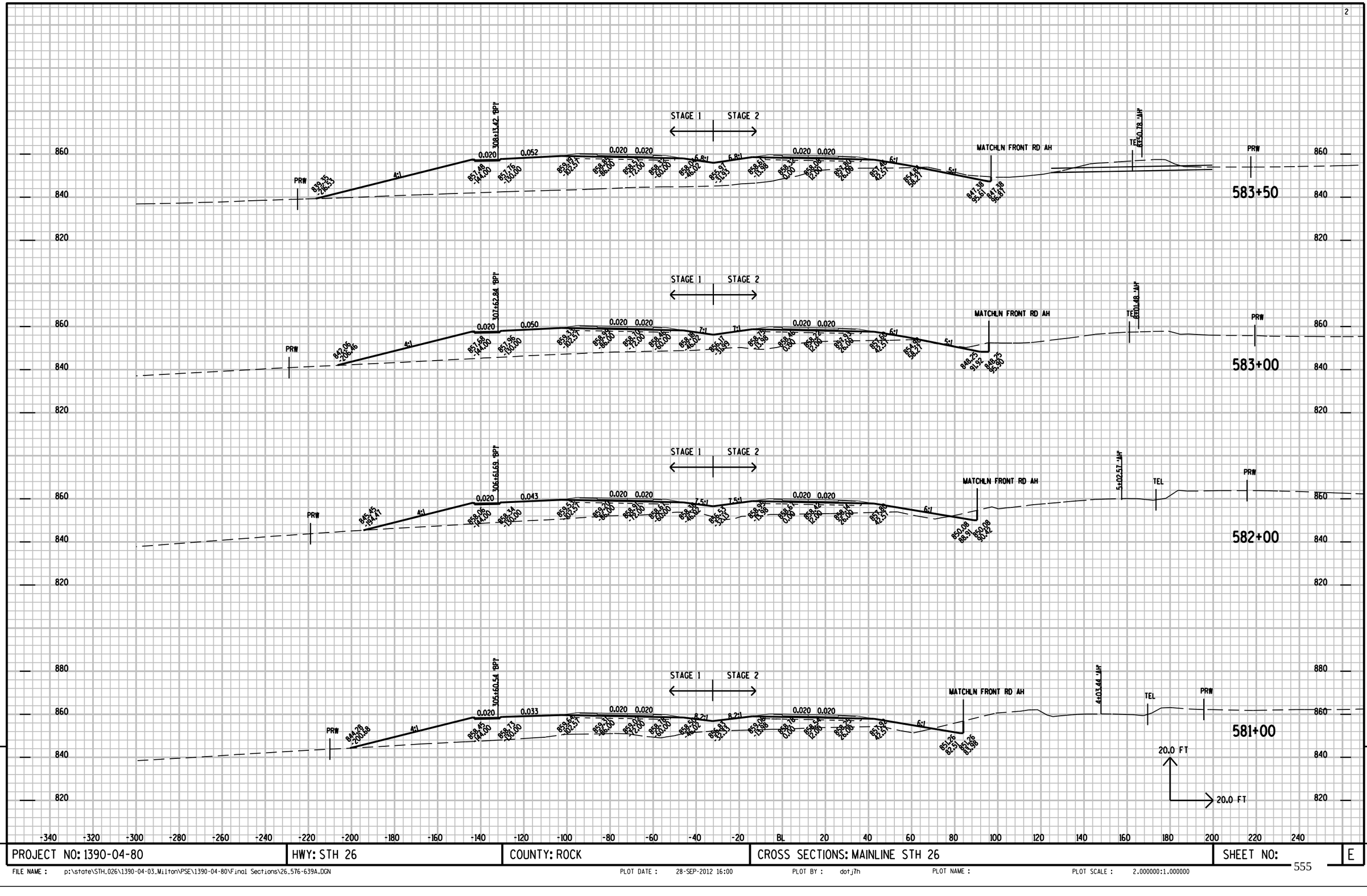
-340 -320 -300 -280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160 180 200 220 240

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\26_576-639A.DGN PLOT DATE : 28-SEP-2012 16:00 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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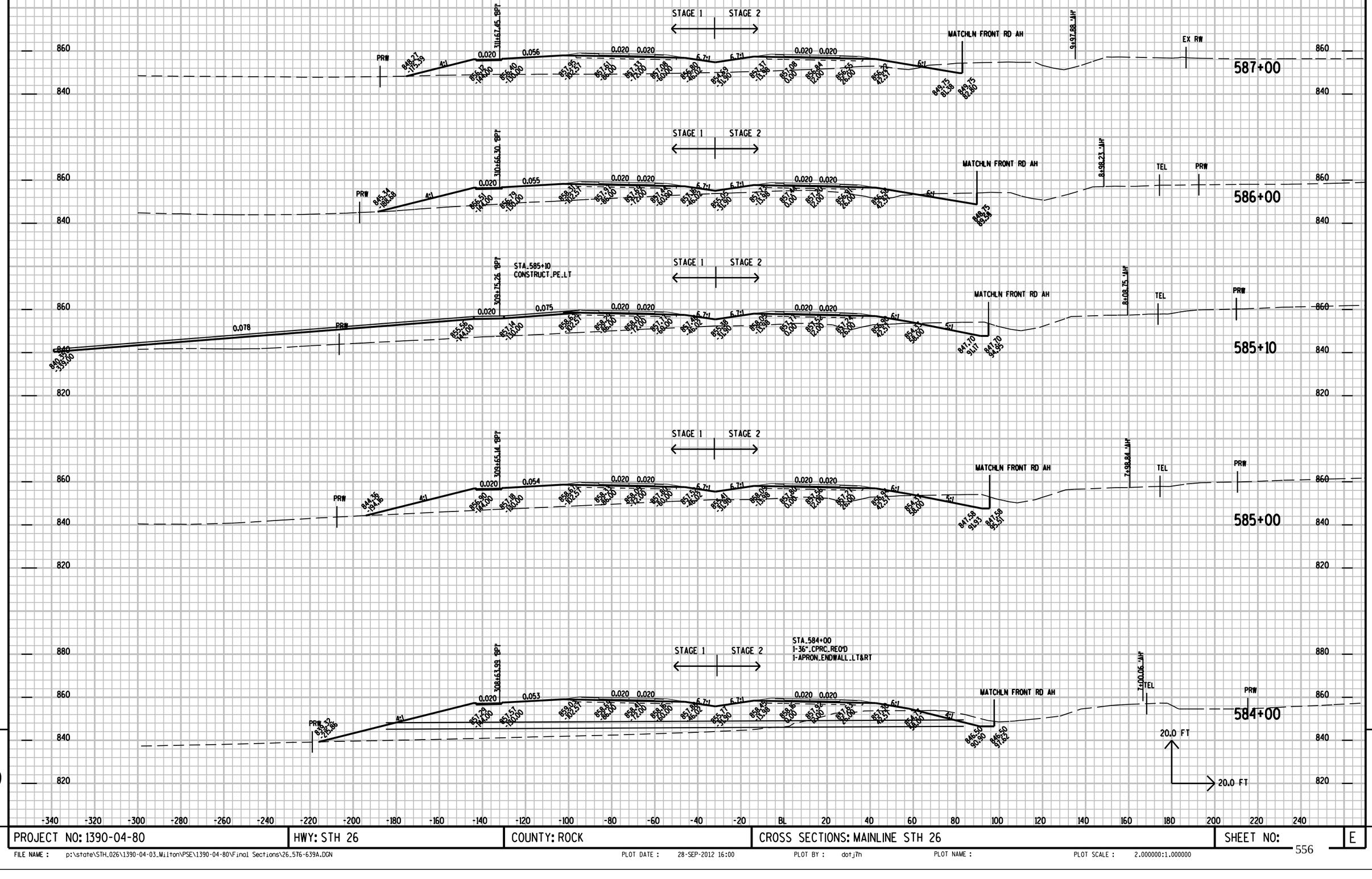
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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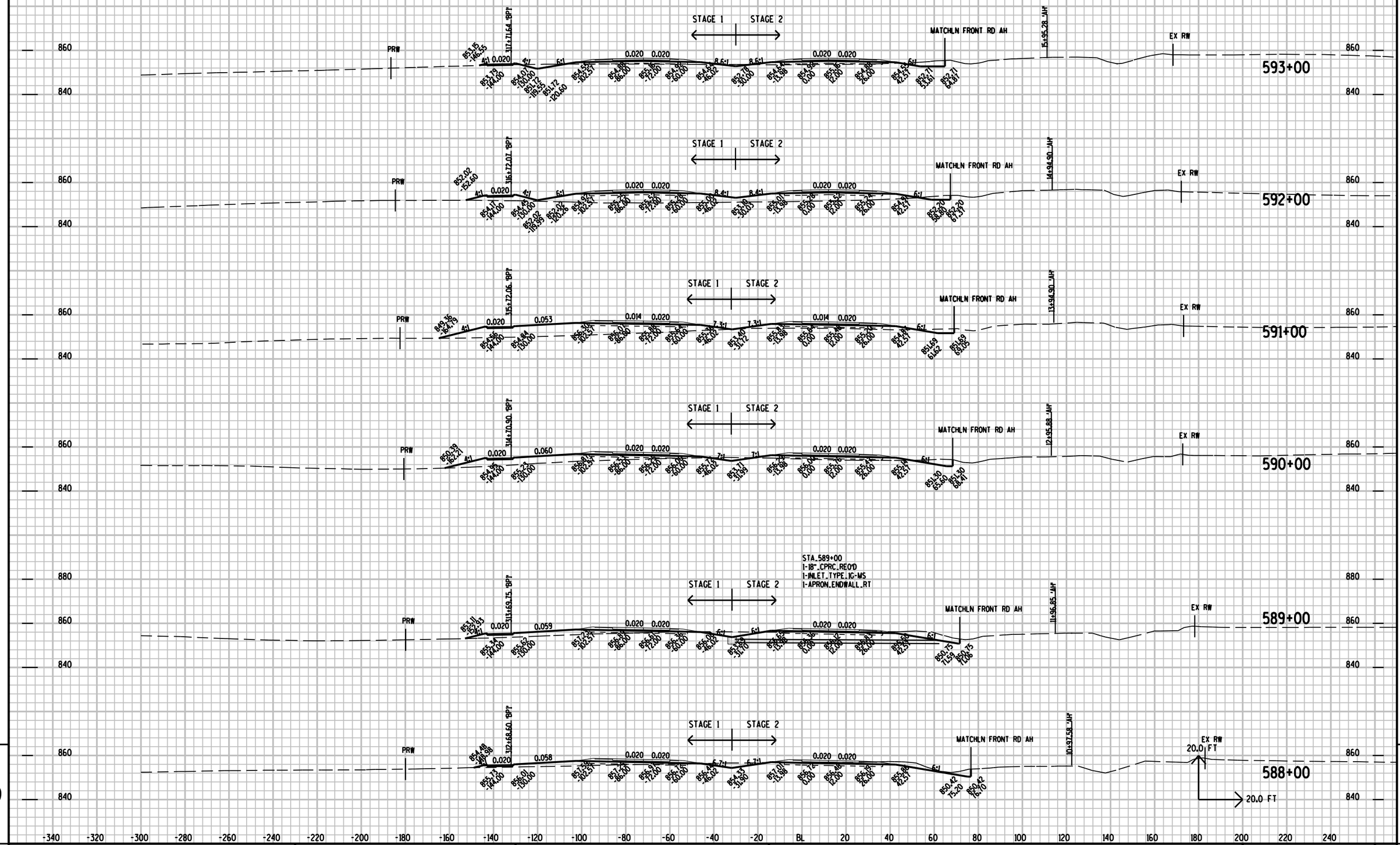

-340 -320 -300 -280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160 180 200 220 240

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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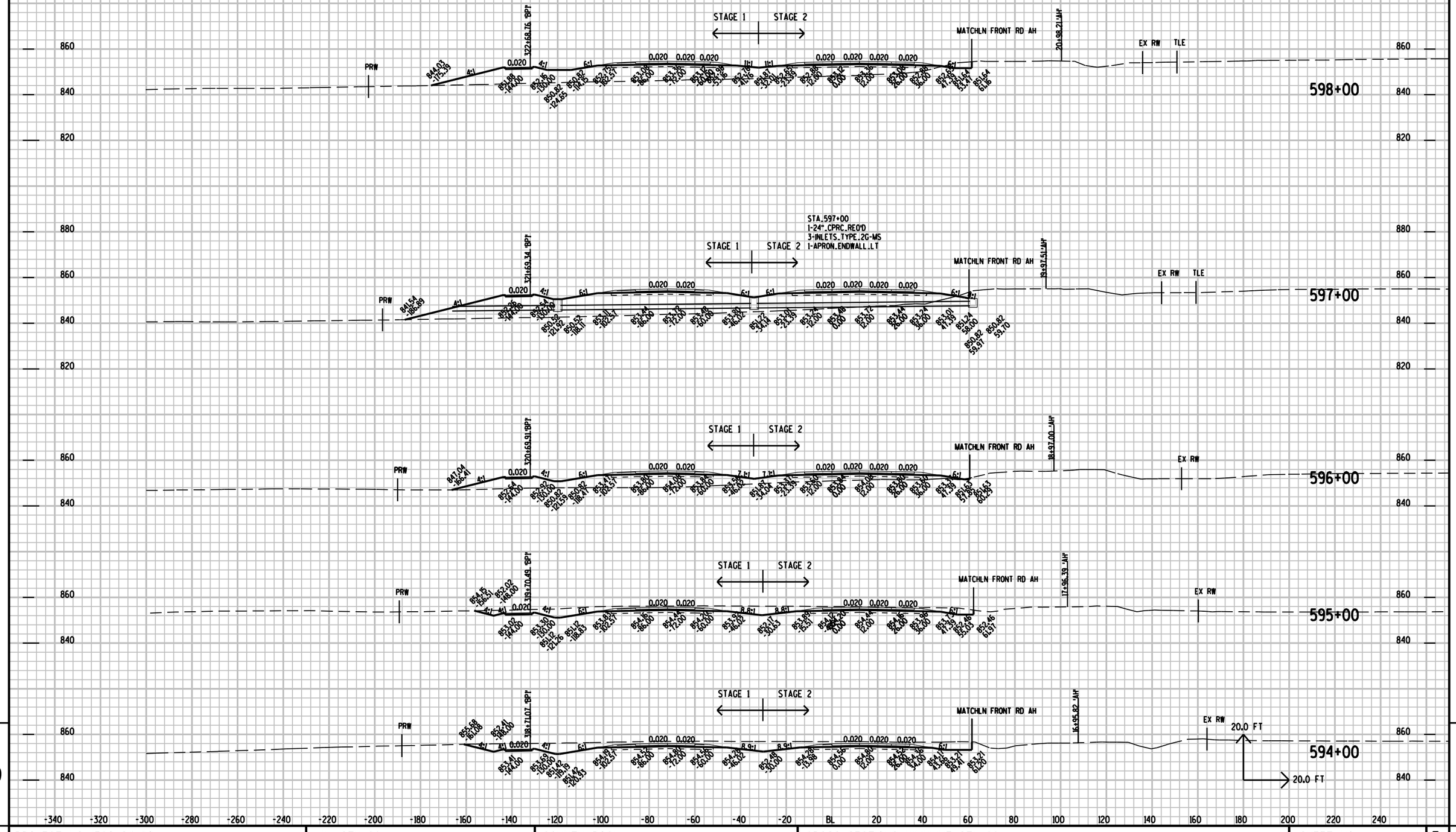

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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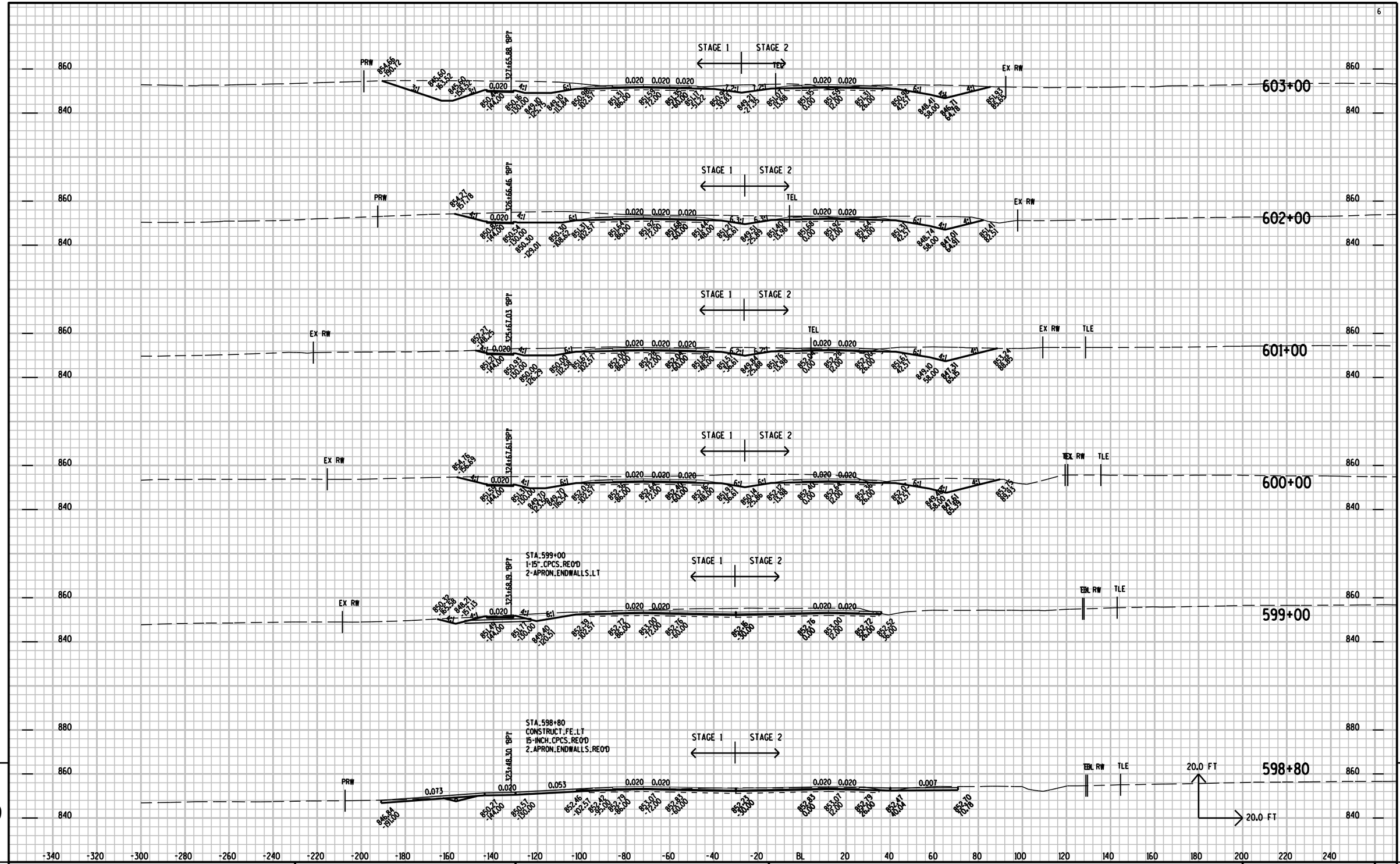

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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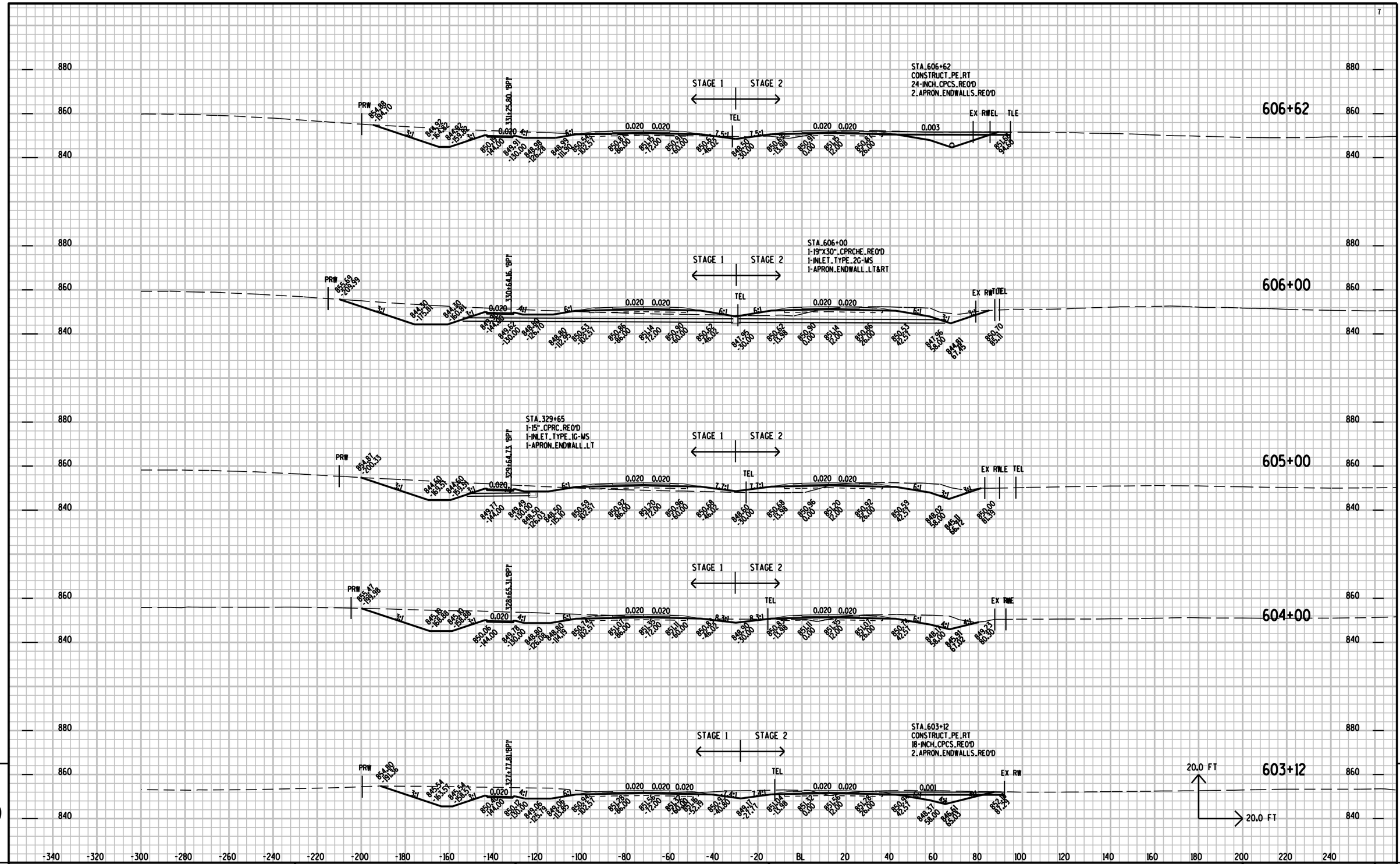

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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STA 610+23
CONSTRUCT PE LT
2-15-INCH CPCS REQ'D
4 APRON ENDWALLS REQ'D

STA 609+32
CONSTRUCT PE RT
24-INCH CPCS REQ'D
2 APRON ENDWALLS REQ'D

610+23

610+00

609+32

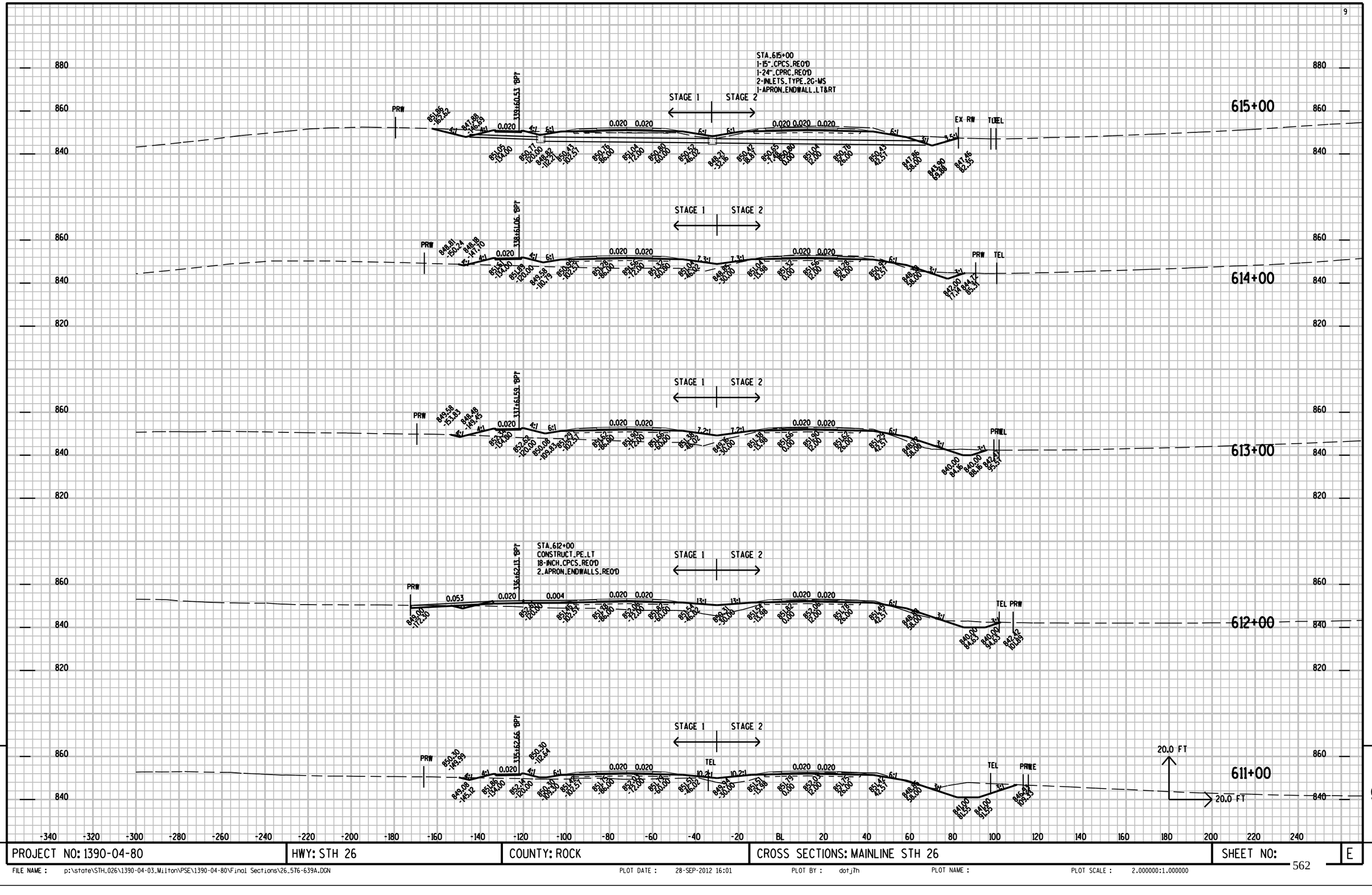
609+00

608+00

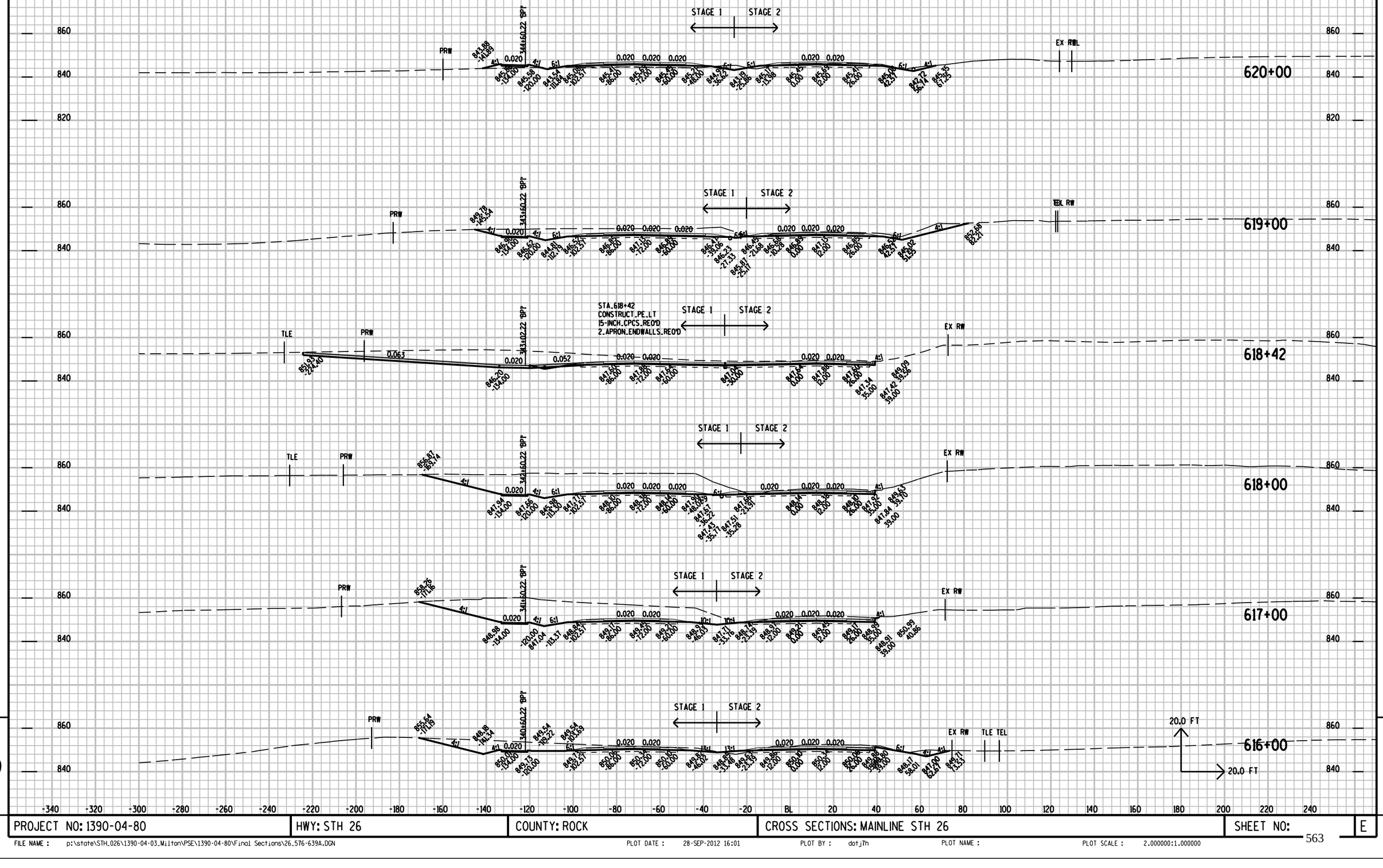
607+00

PROJECT NO: 1390-04-80 | HWY: STH 26 | COUNTY: ROCK | CROSS SECTIONS: MAINLINE STH 26 | SHEET NO: E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\26_576-639A.DGN PLOT DATE : 28-SEP-2012 16:00 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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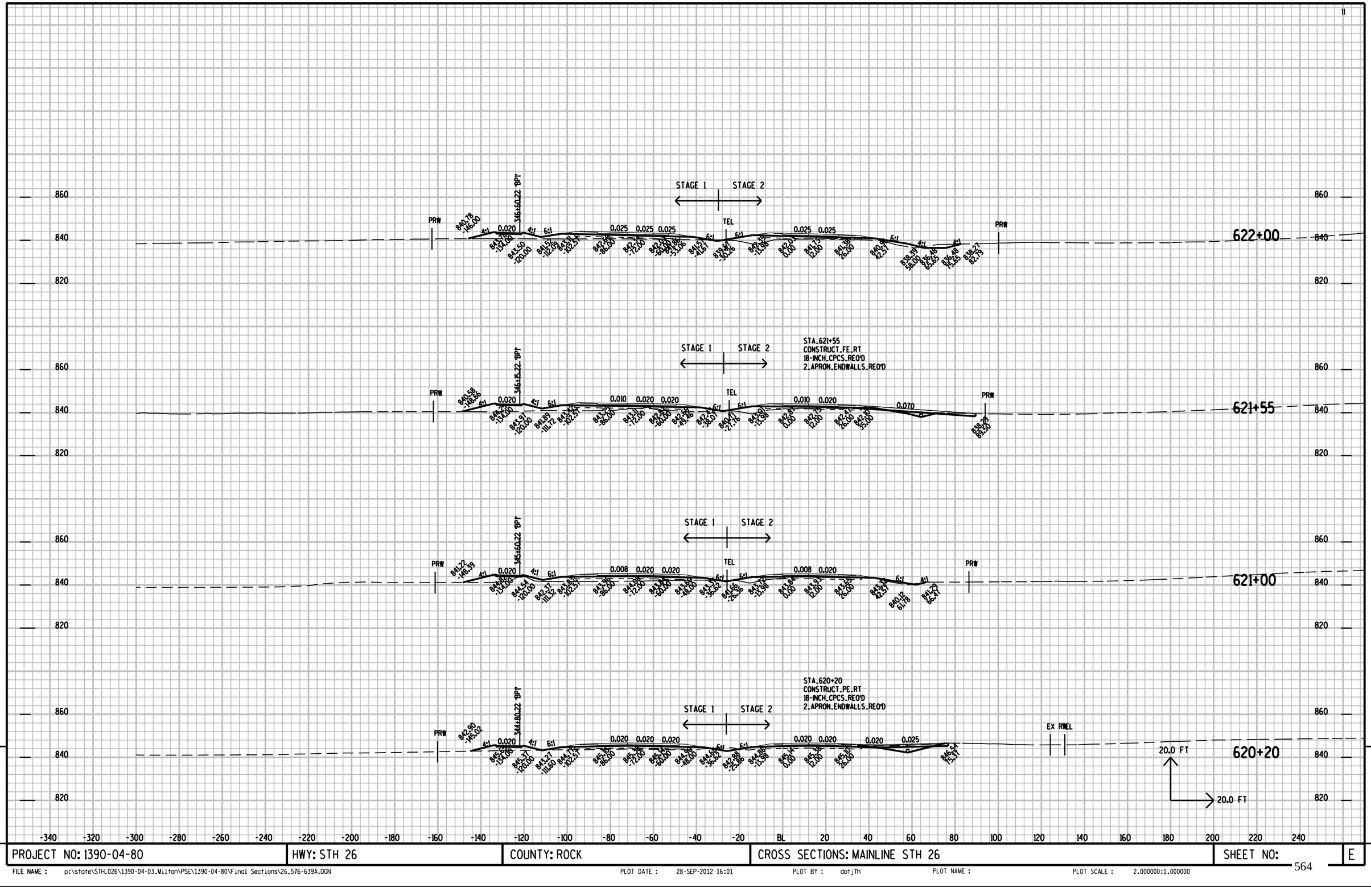

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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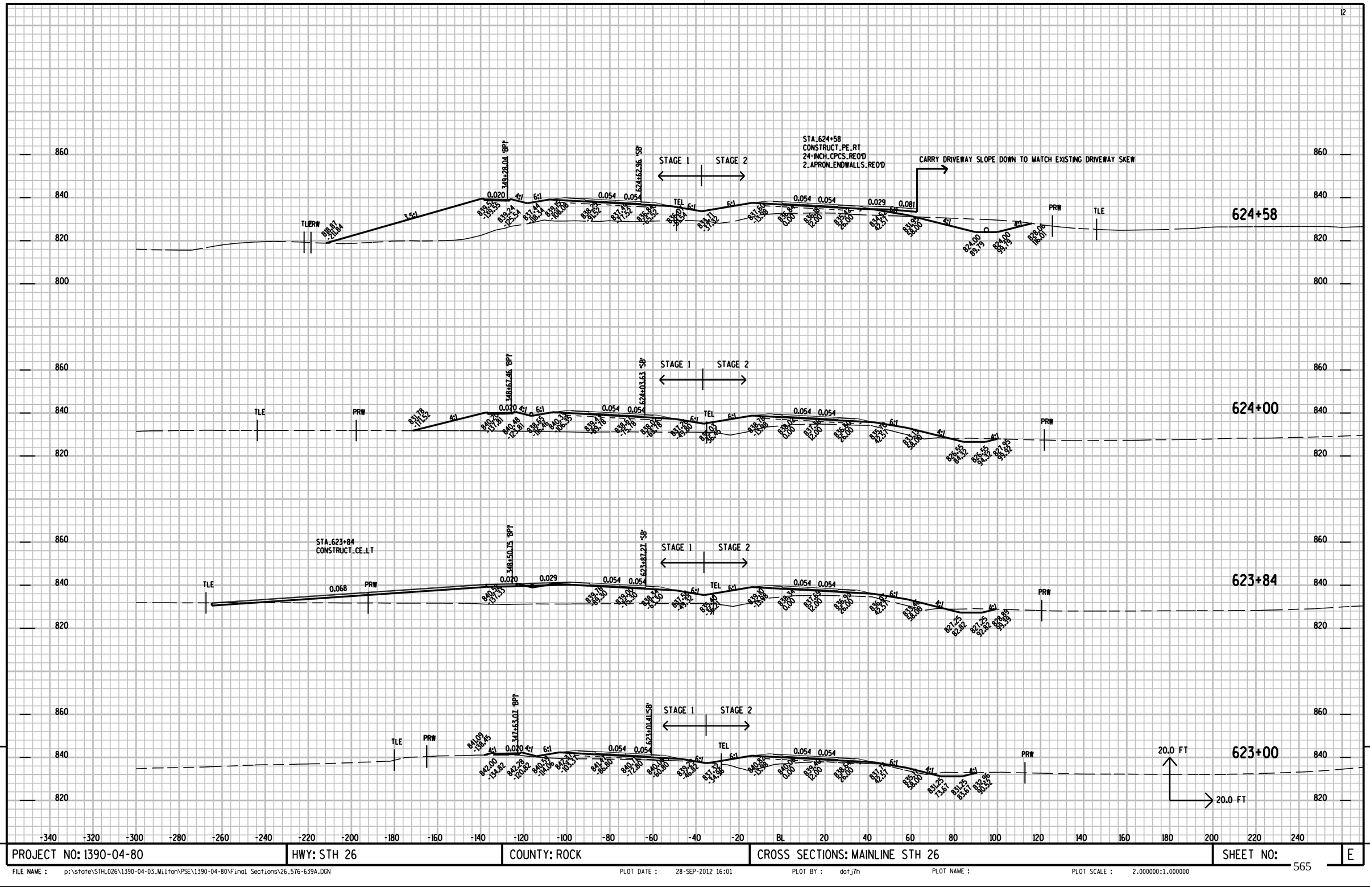
624+58
STA 624+58
CONSTRUCT PE RT
24-INCH CPCS REQ'D
2 APRON ENDWALLS REQ'D
CARRY DRIVEWAY SLOPE DOWN TO MATCH EXISTING DRIVEWAY SKEW
STAGE 1
STAGE 2
TLE
PRW
TEL
624+00
623+84
STA 623+84
CONSTRUCT CE LT
623+00
20.0 FT
20.0 FT
PROJECT NO: 1390-04-80
HWY: STH 26
COUNTY: ROCK
CROSS SECTIONS: MAINLINE STH 26
SHEET NO:
E
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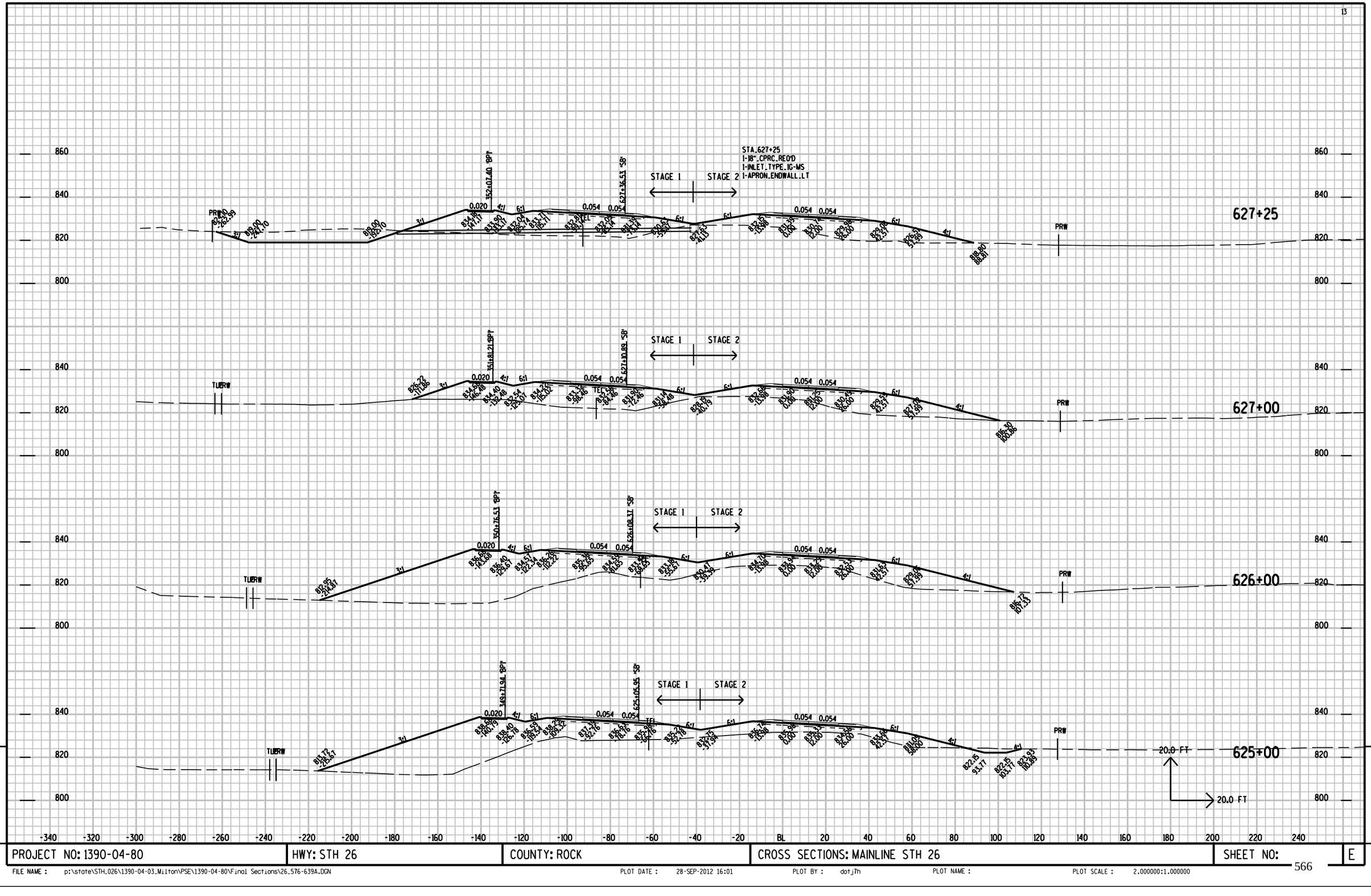

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO: E

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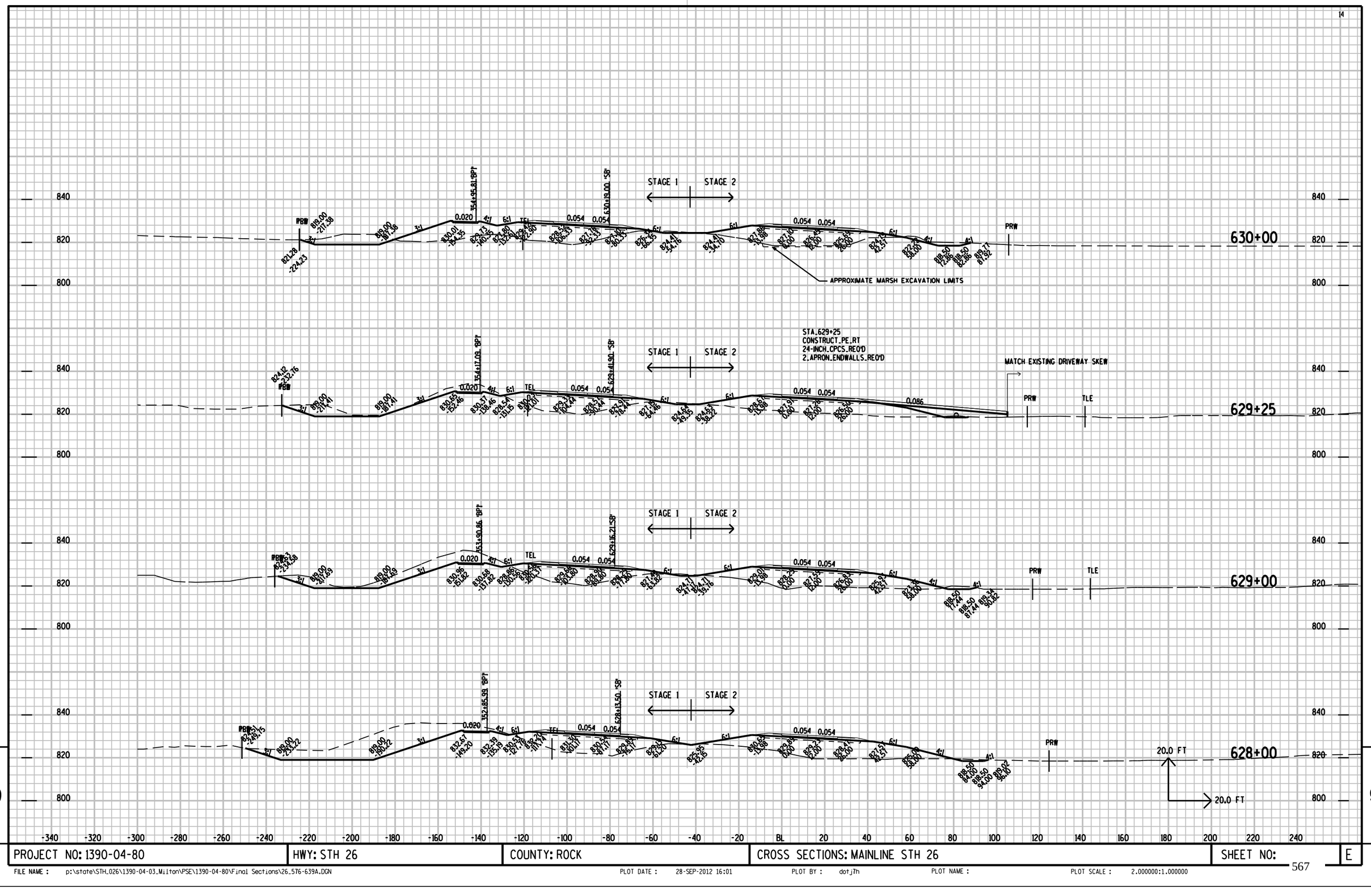

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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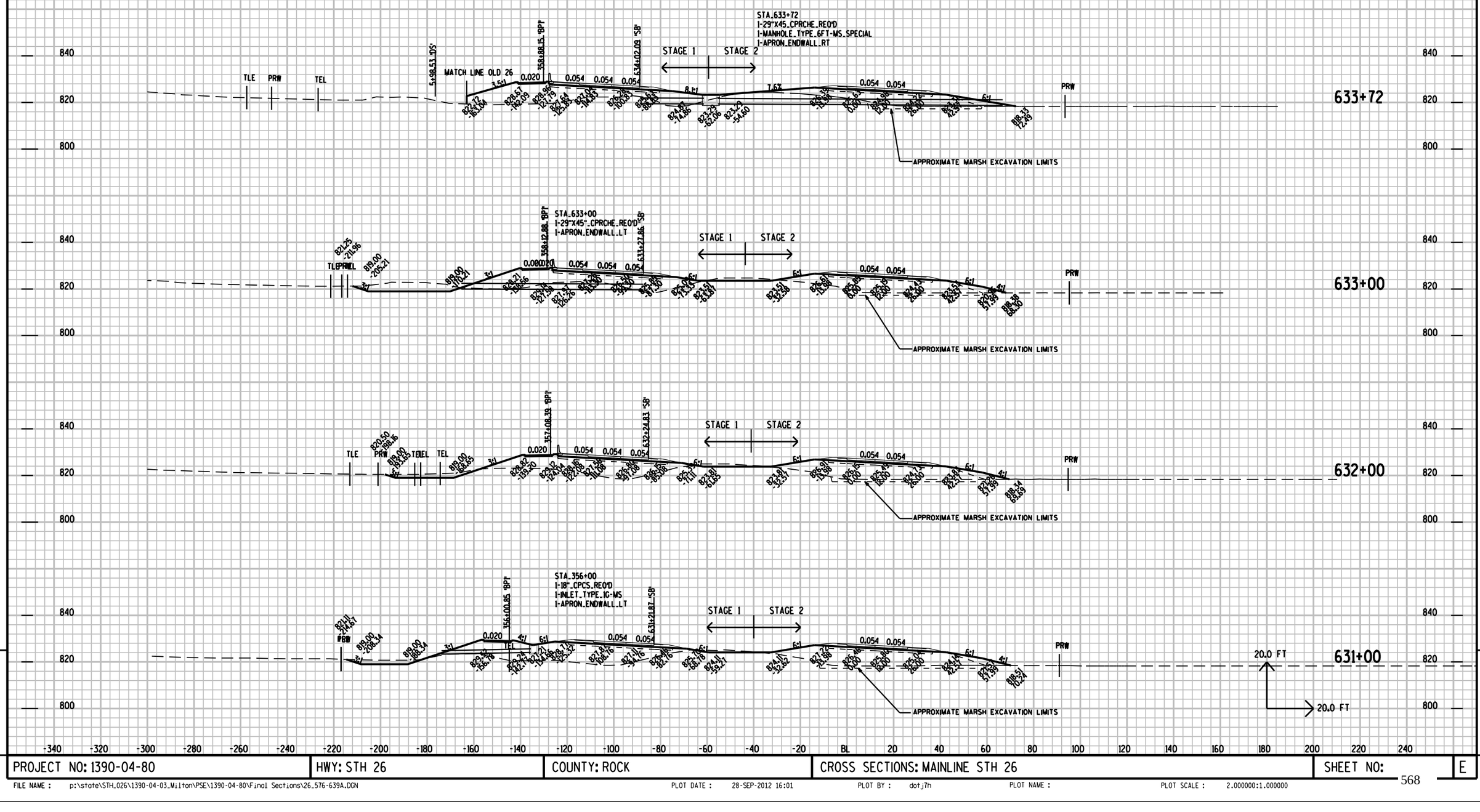

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-340 -320 -300 -280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160 180 200 220 240

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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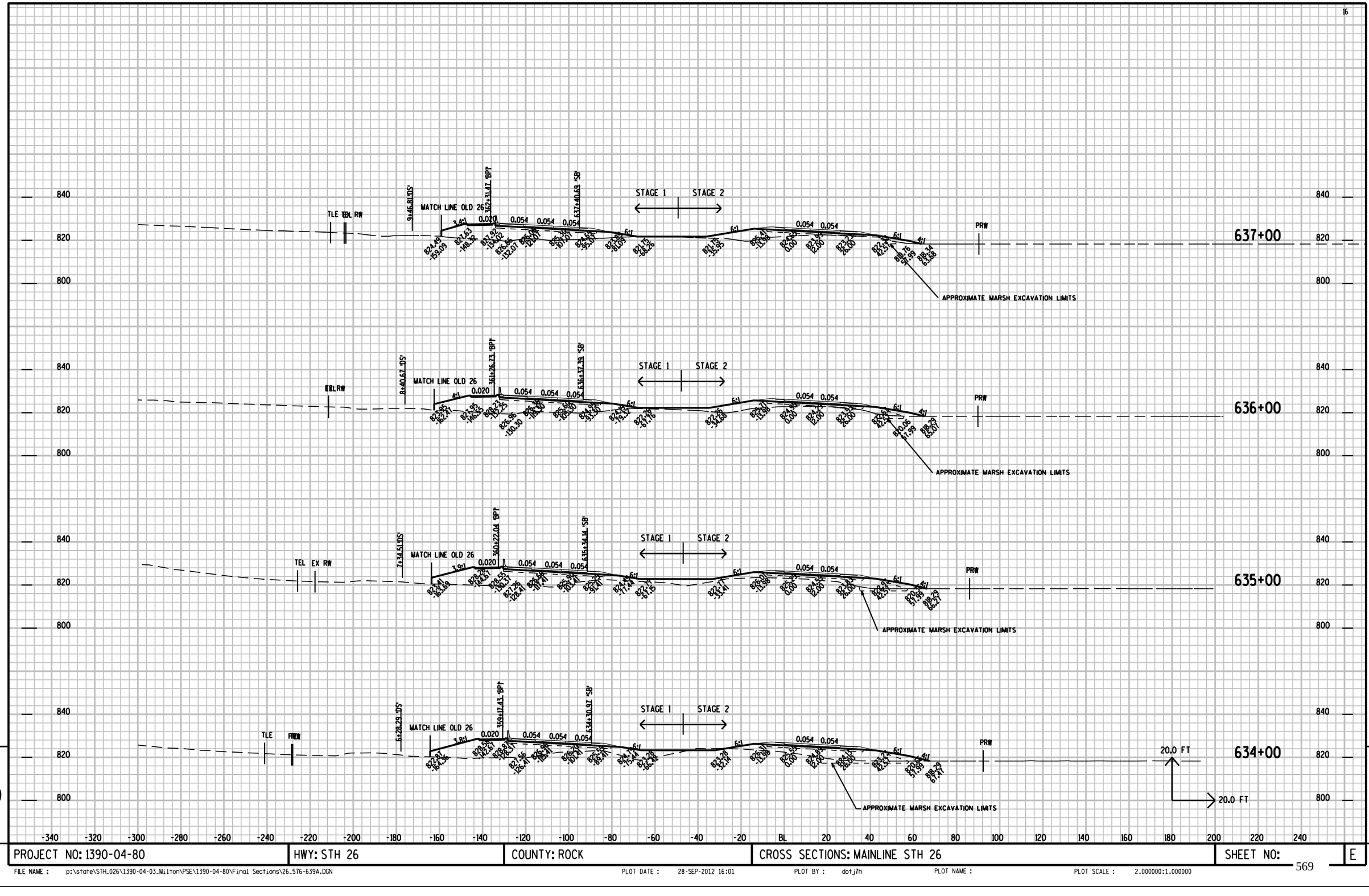

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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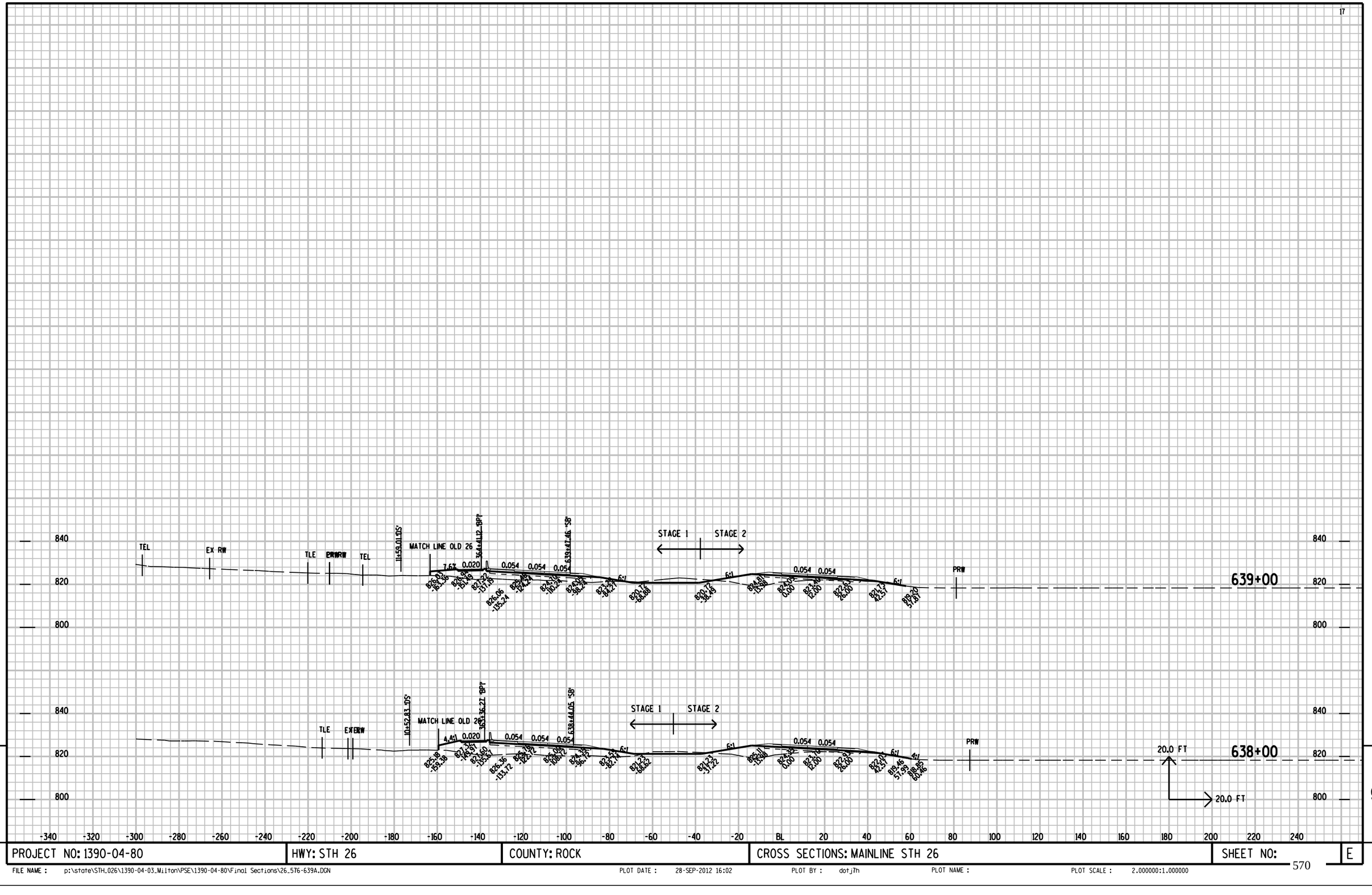

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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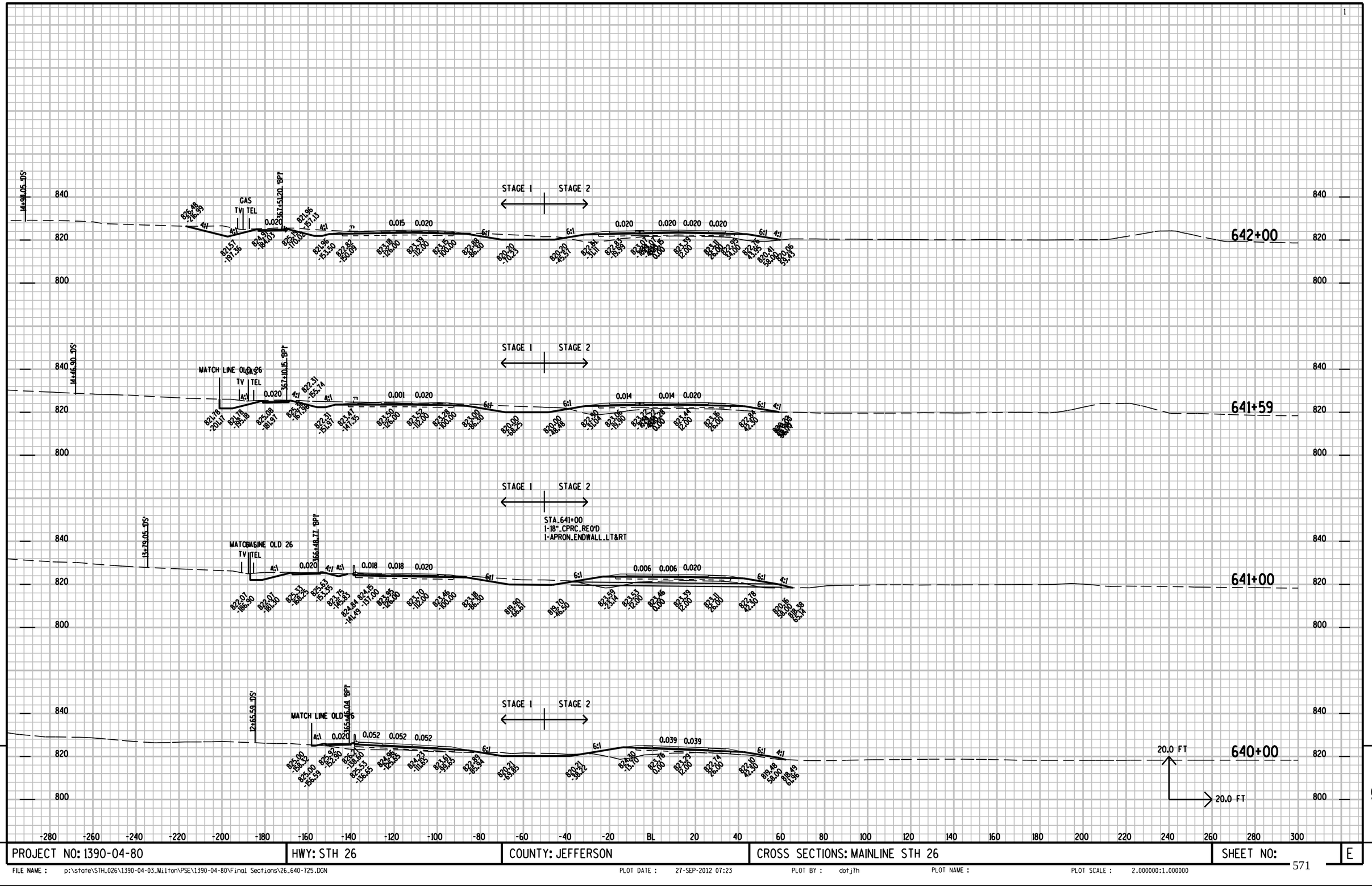

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\26_640-725.DGN PLOT DATE : 27-SEP-2012 07:23 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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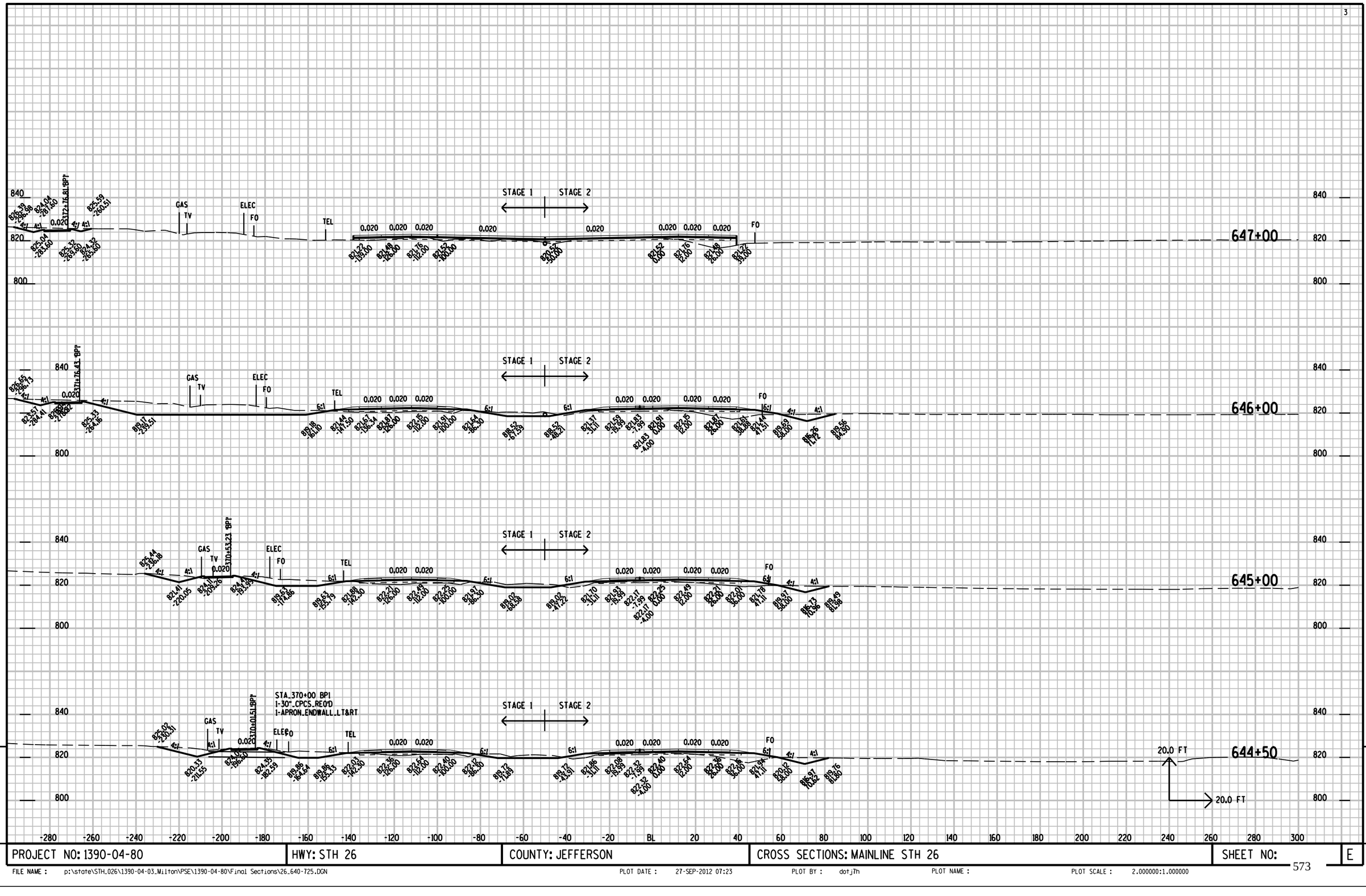

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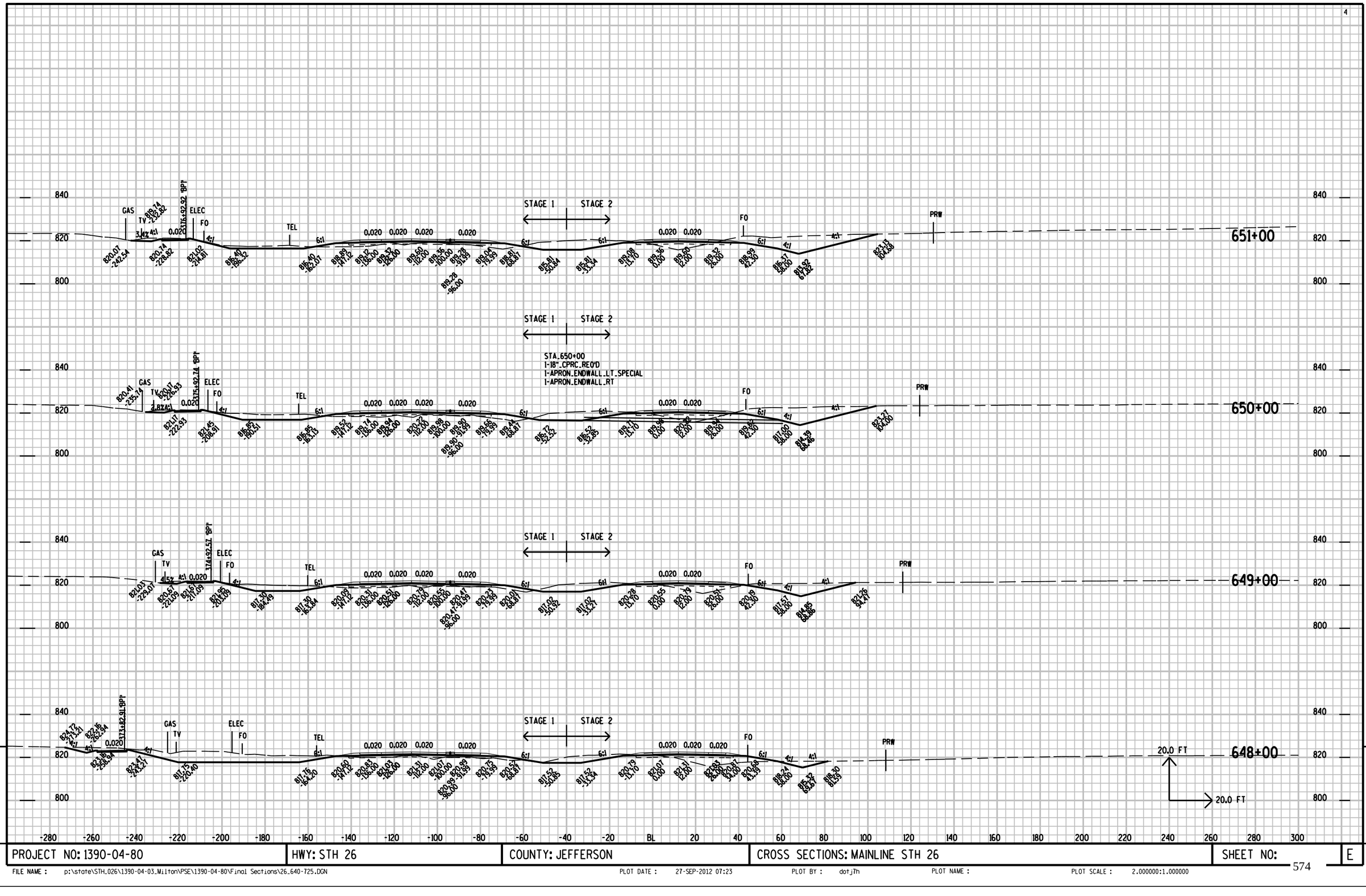

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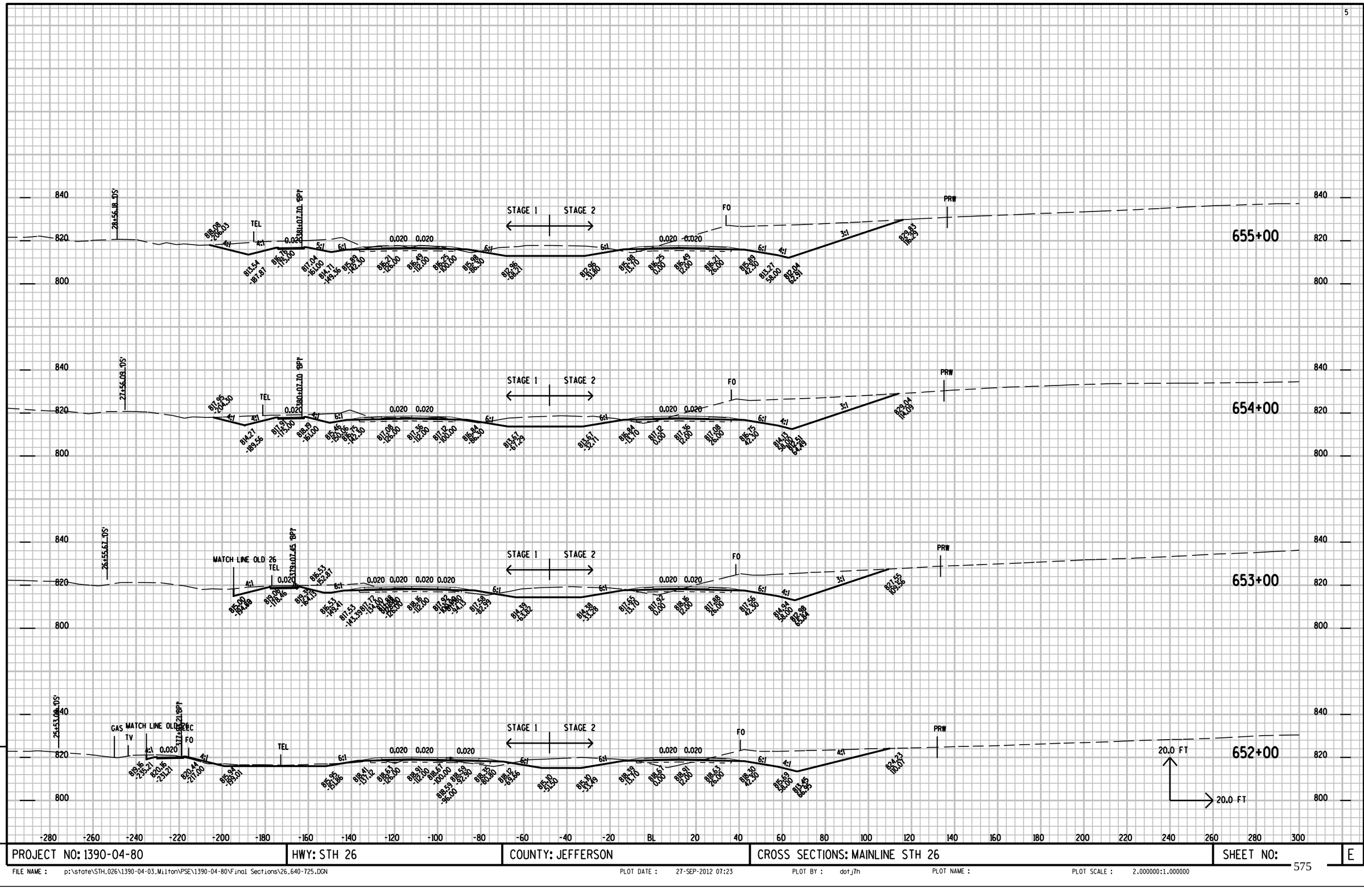

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-280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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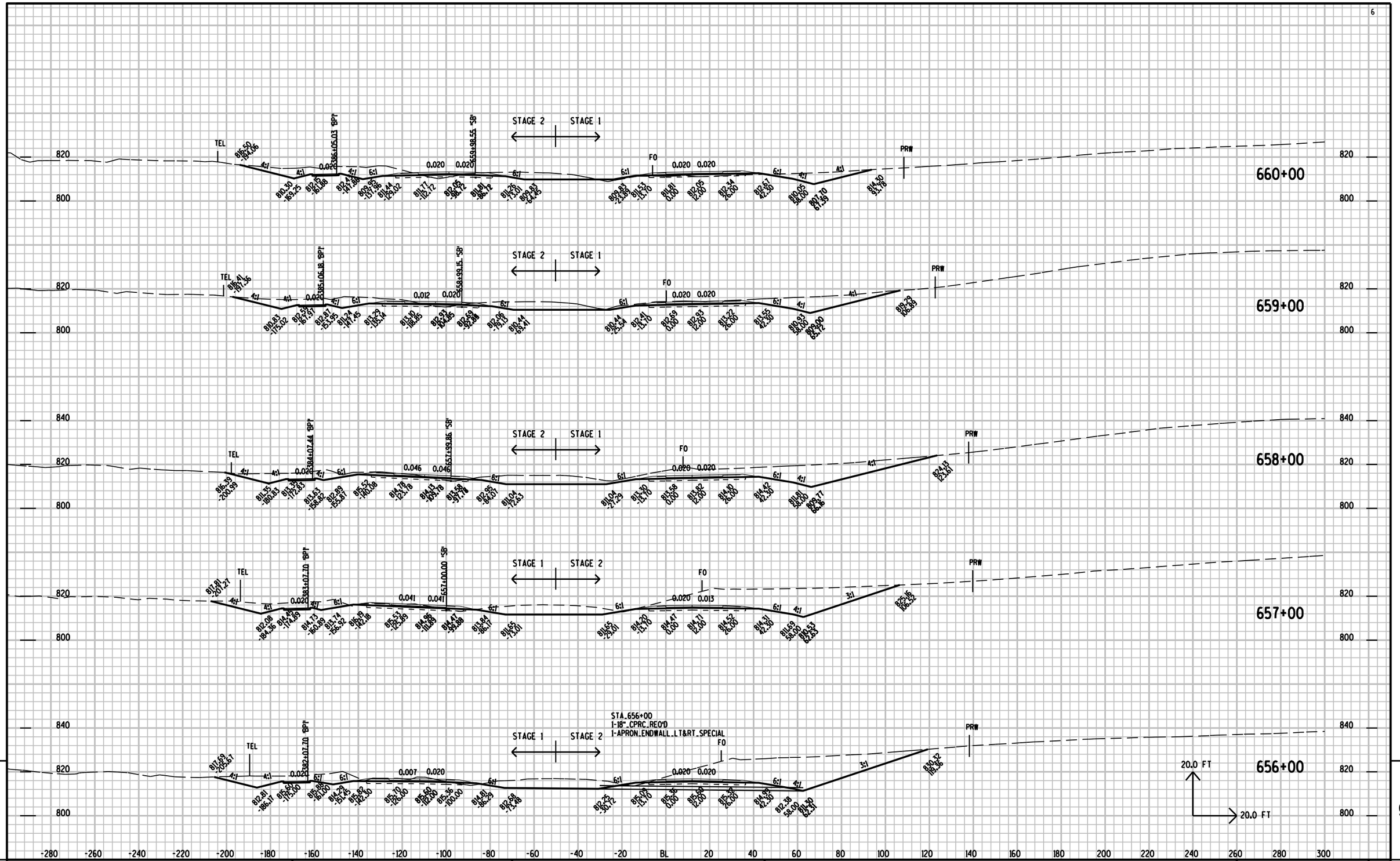

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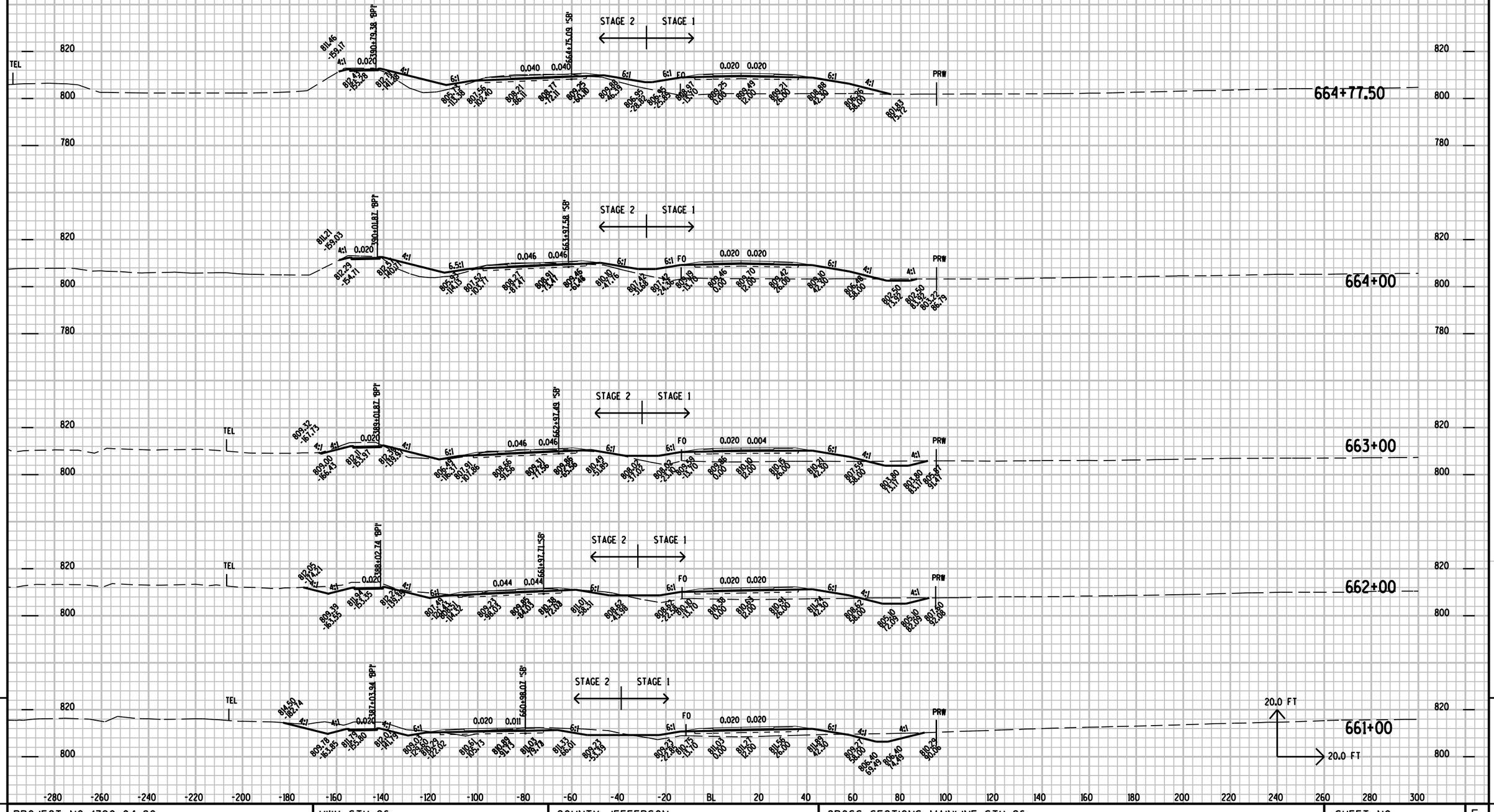

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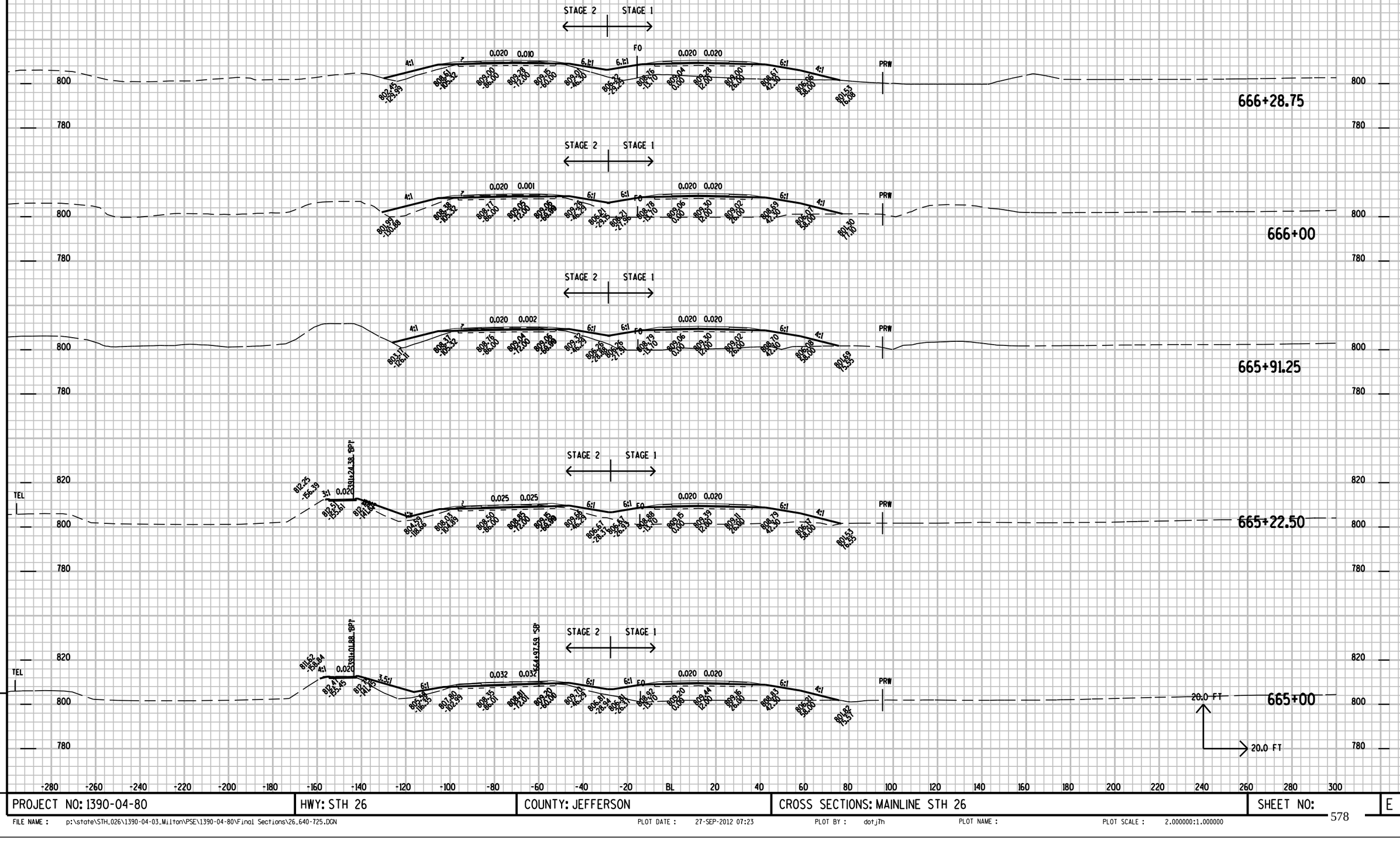

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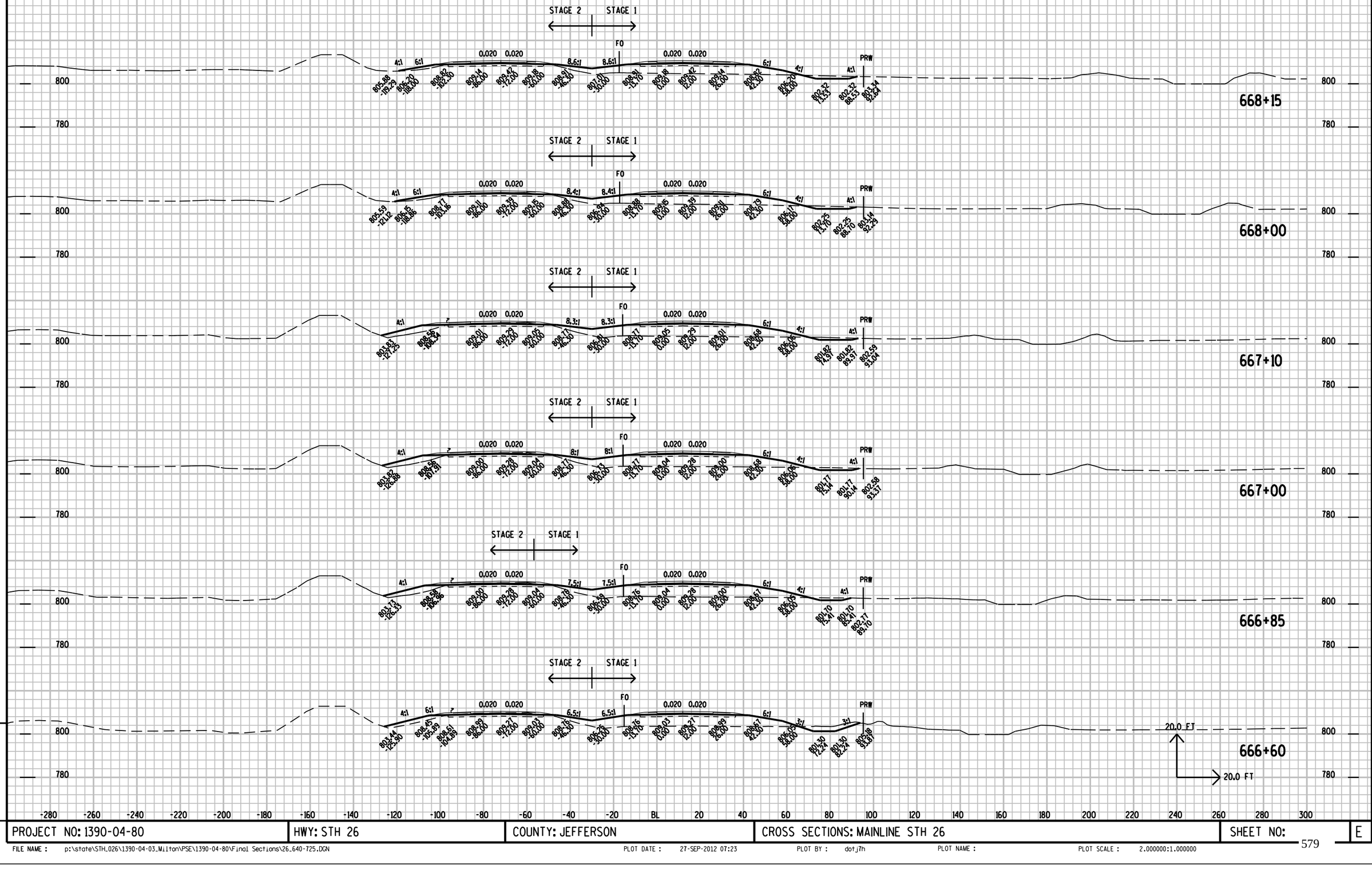

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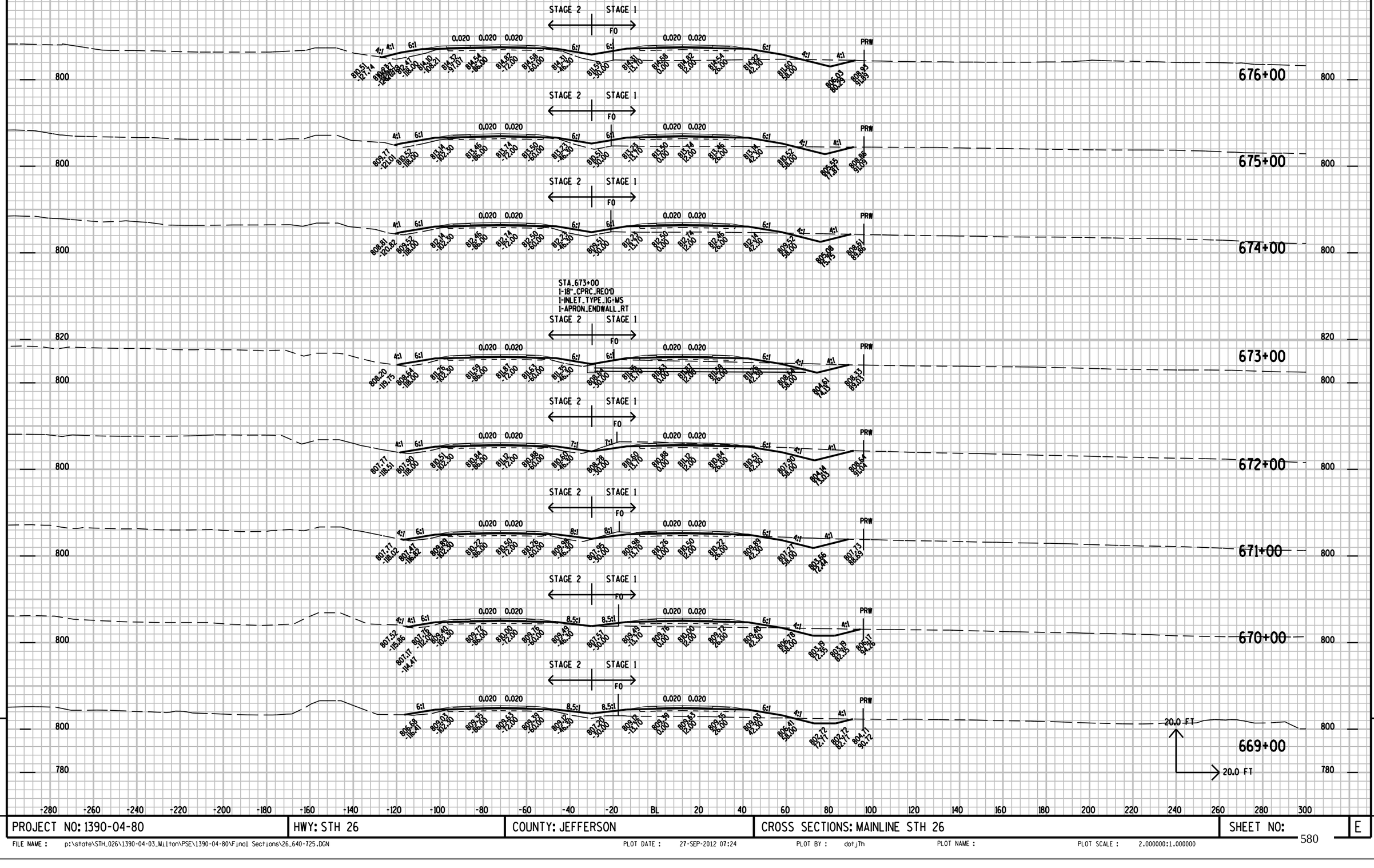

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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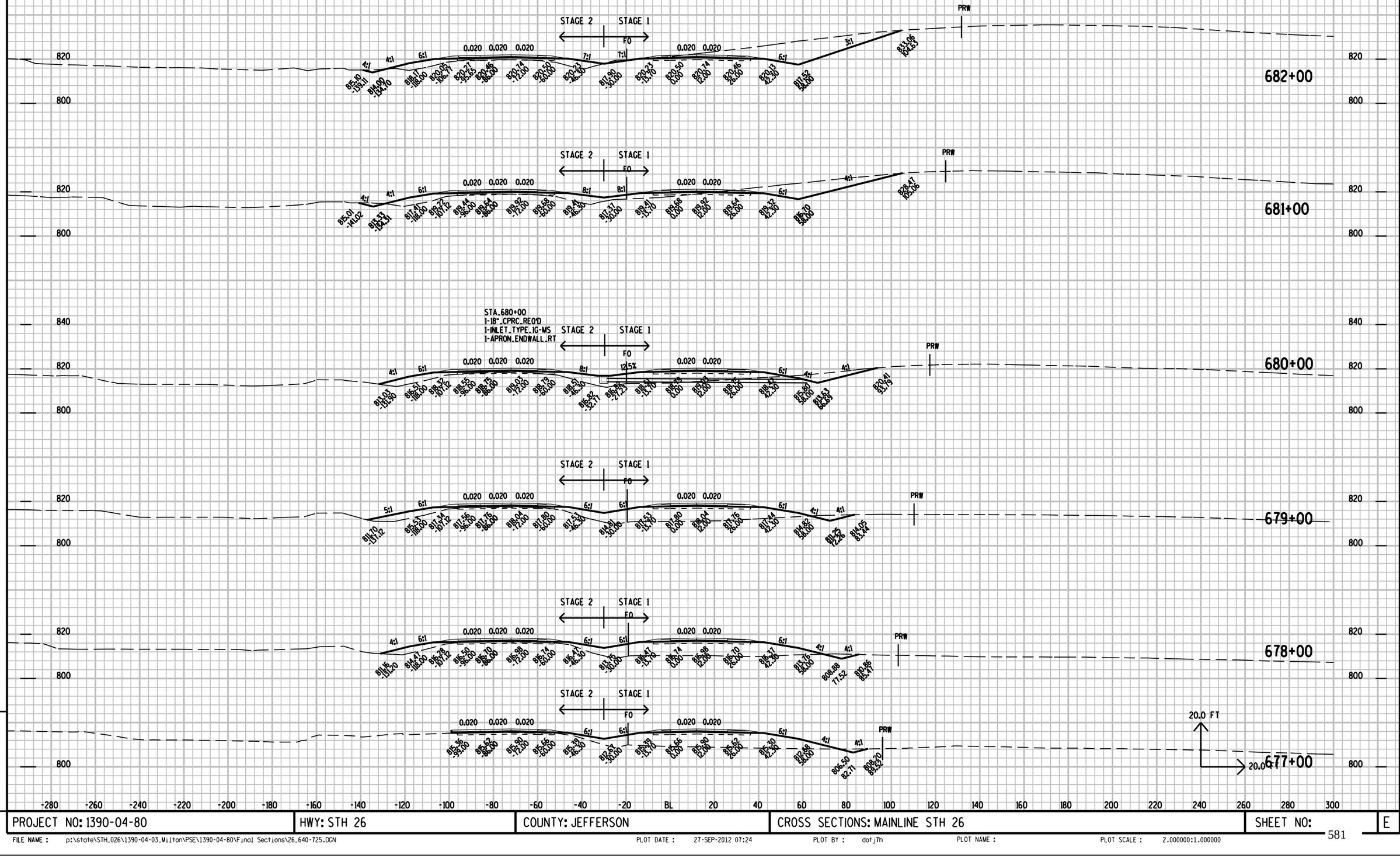

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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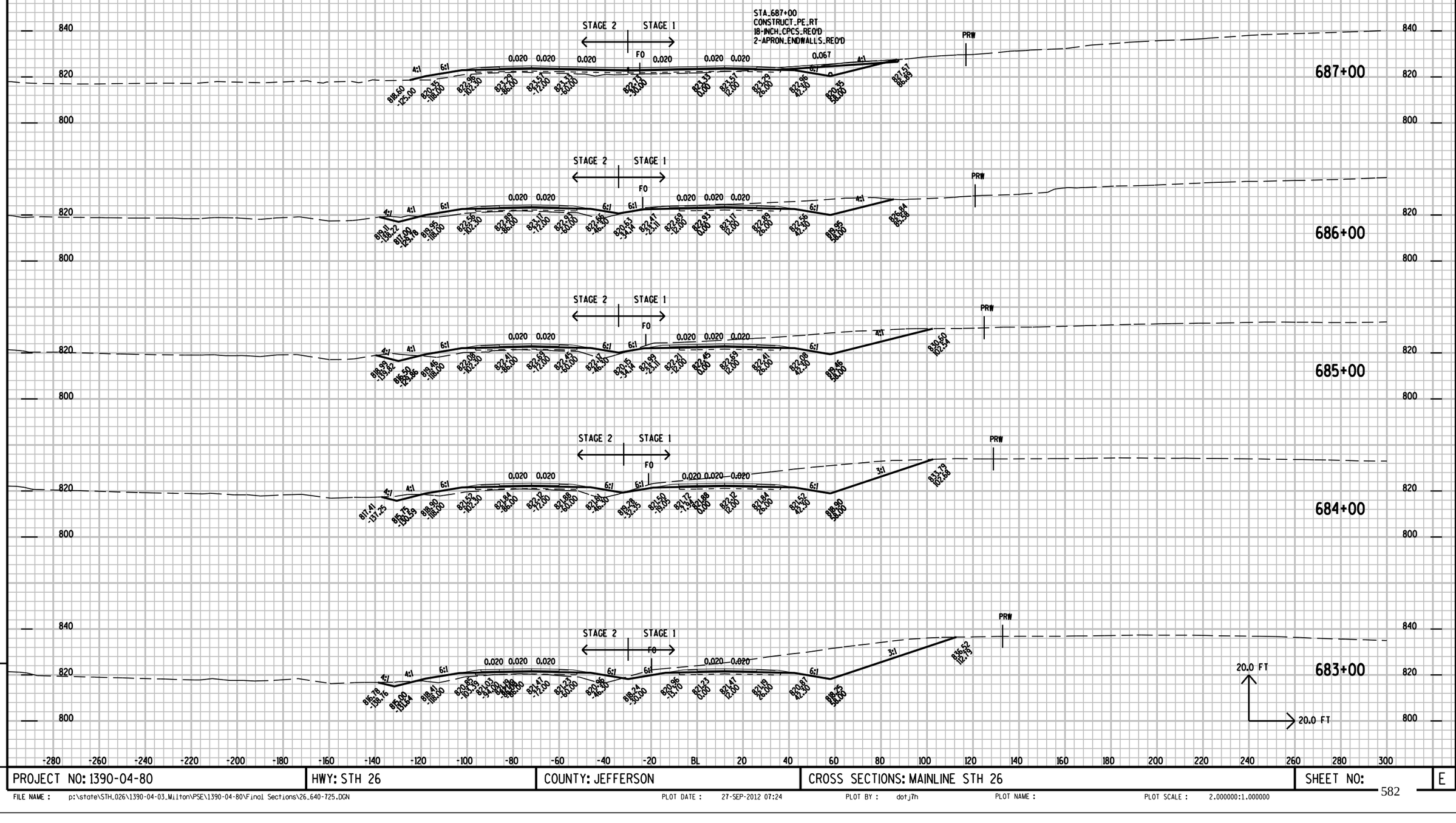

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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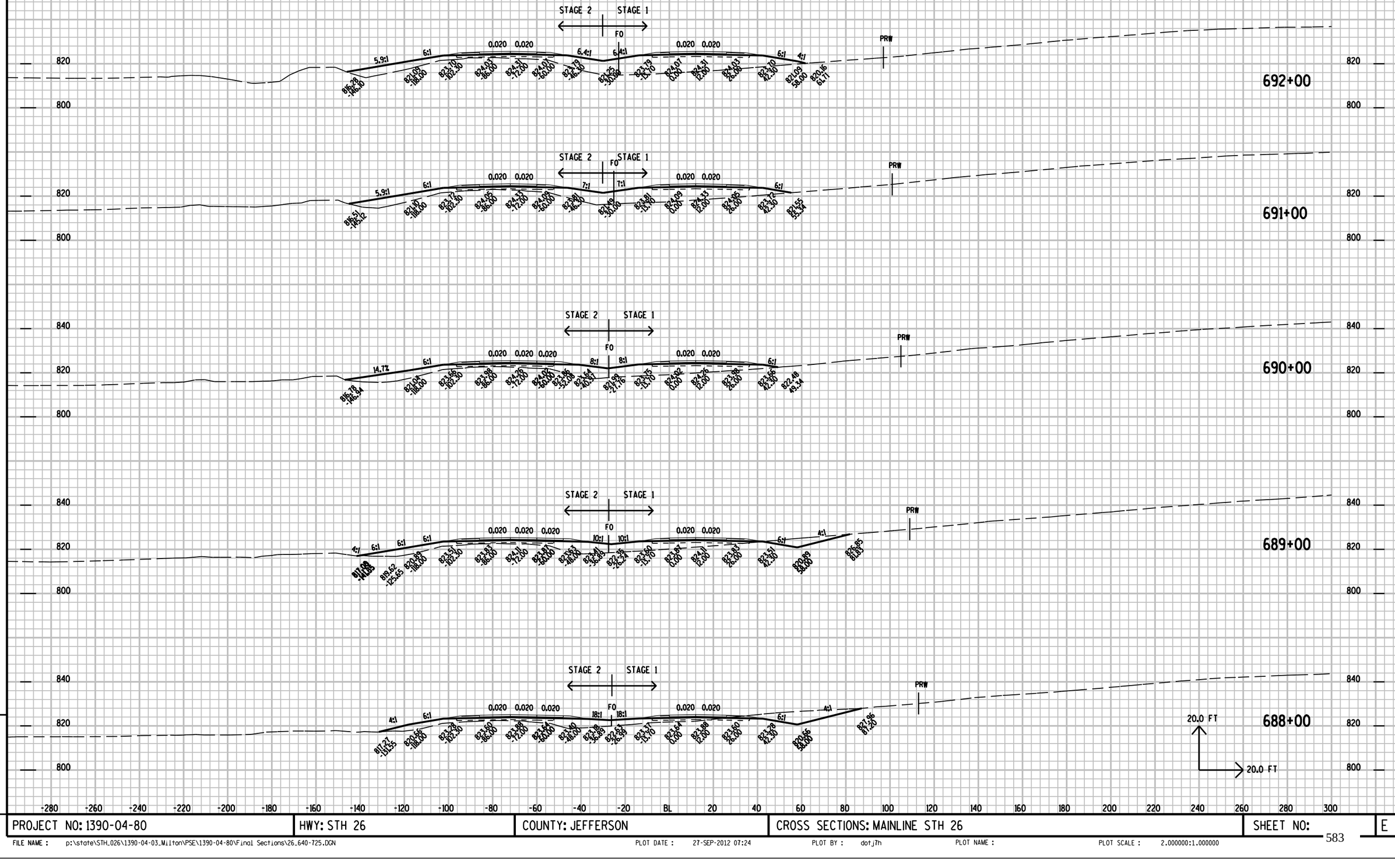

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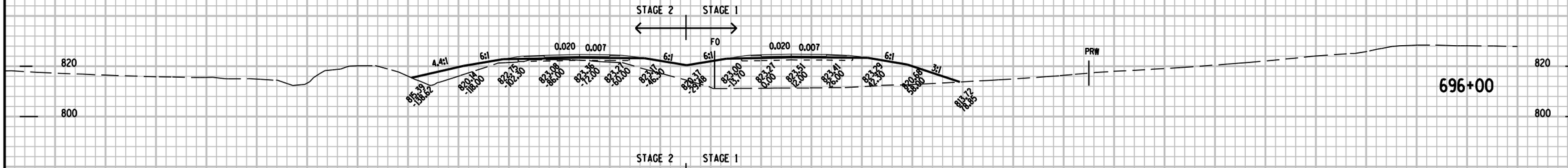
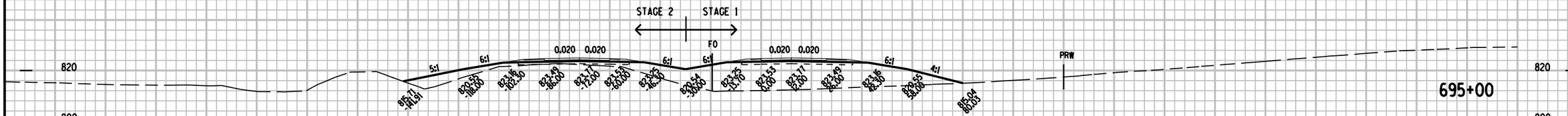
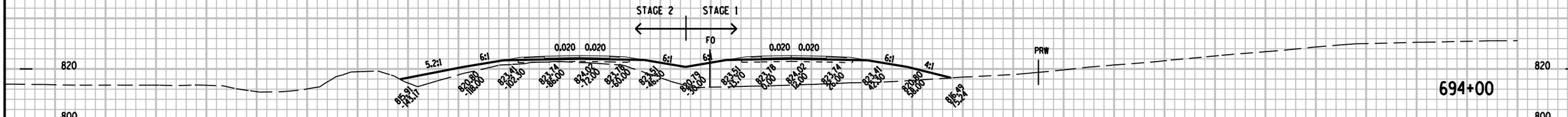
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\26_640-725.DGN PLOT DATE : 27-SEP-2012 07:24 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000

STA..696+05
3-36"..CPRC..REO'D
2-INLET..TYPE..2G-MS
2-APRON..ENDWALLS..REOD







-280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

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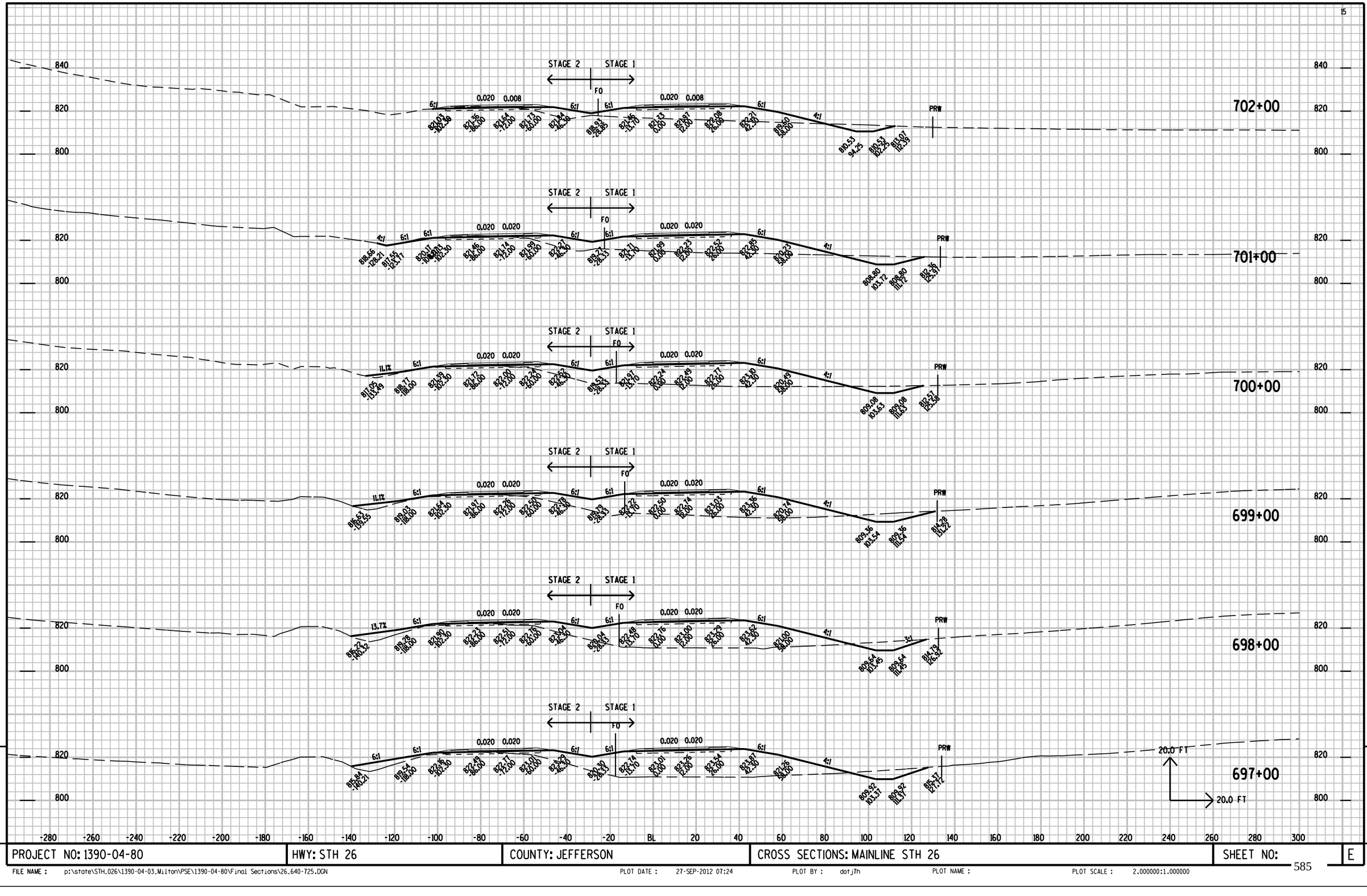
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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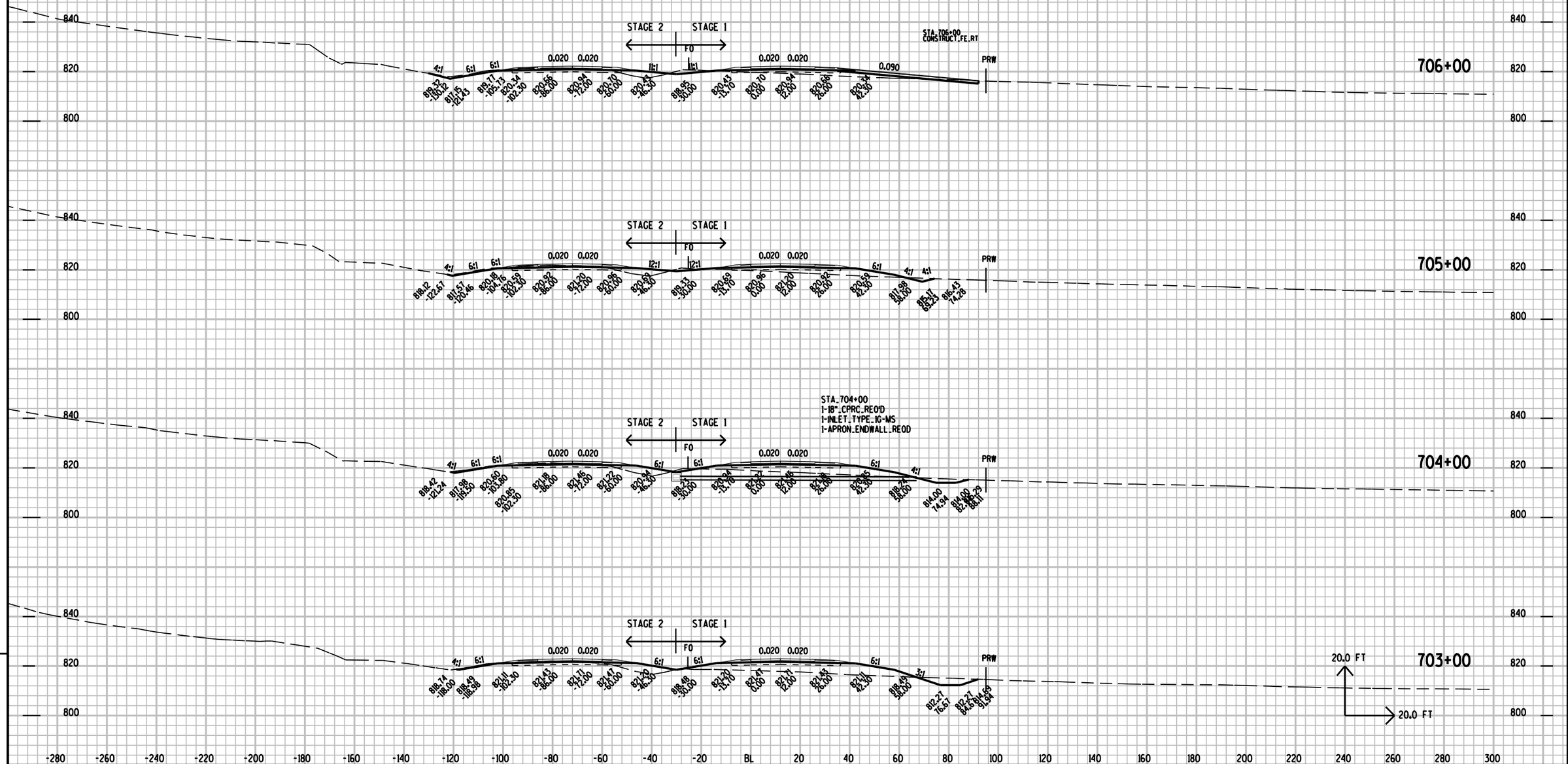

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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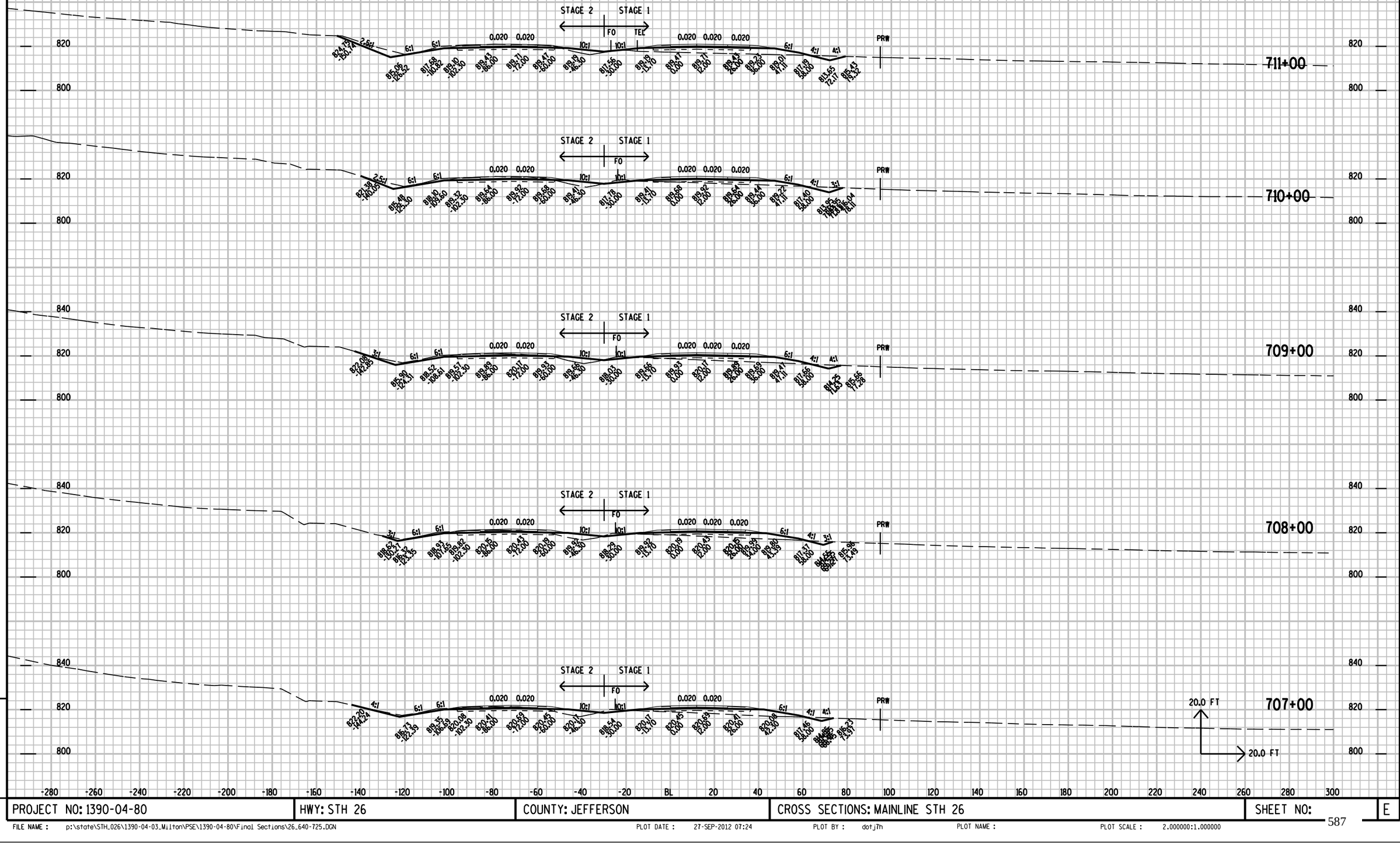
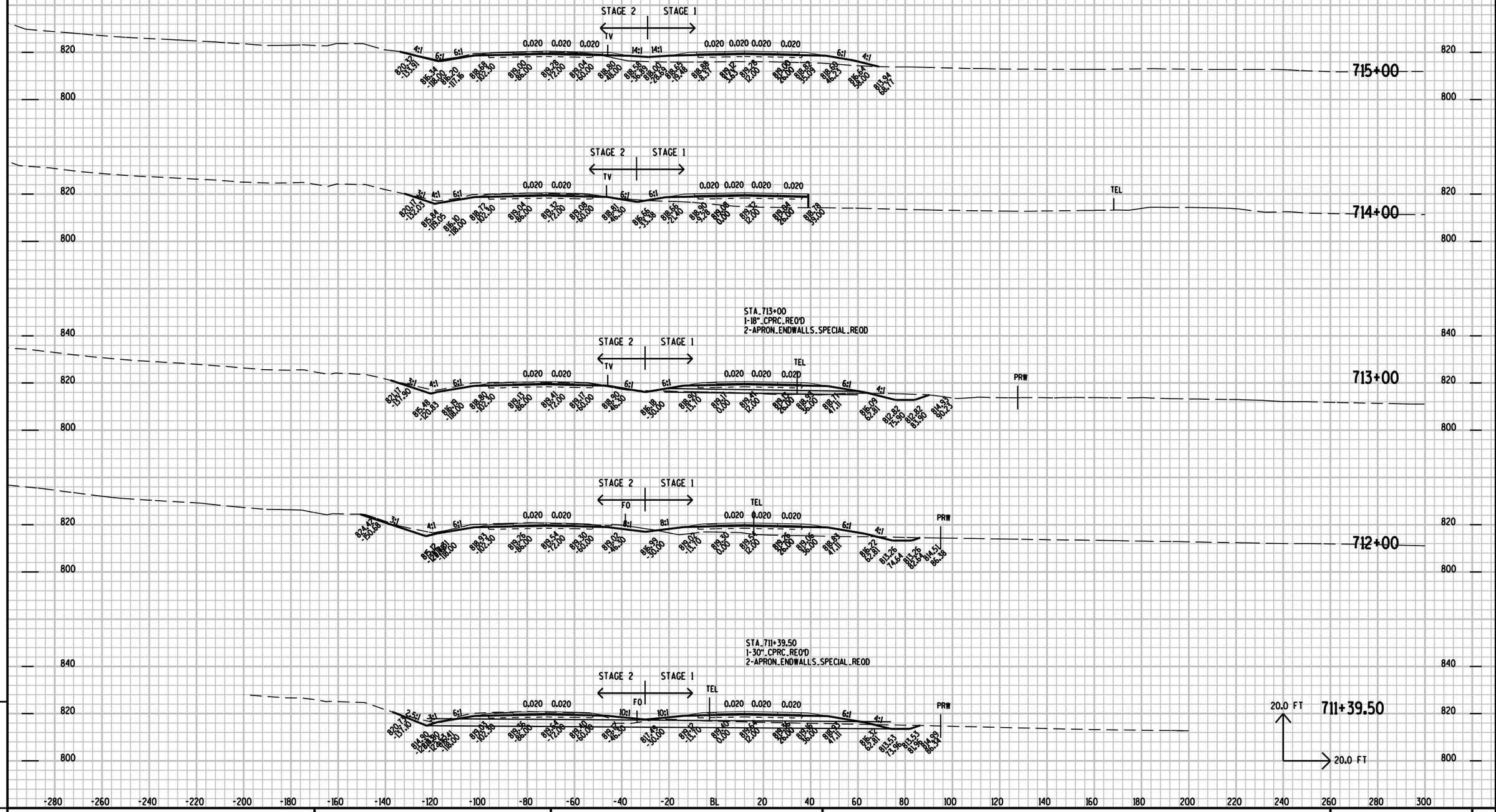


PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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719+00

718+00

717+00

716+00

STAGE 2 STAGE 1

TV

PRW

STA. 717+00
1-24" CPRC REQ'D
1-INLET TYPE 16-MS
1-APRON ENDWALL REQD

20.0 FT

20.0 FT

-280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO: E

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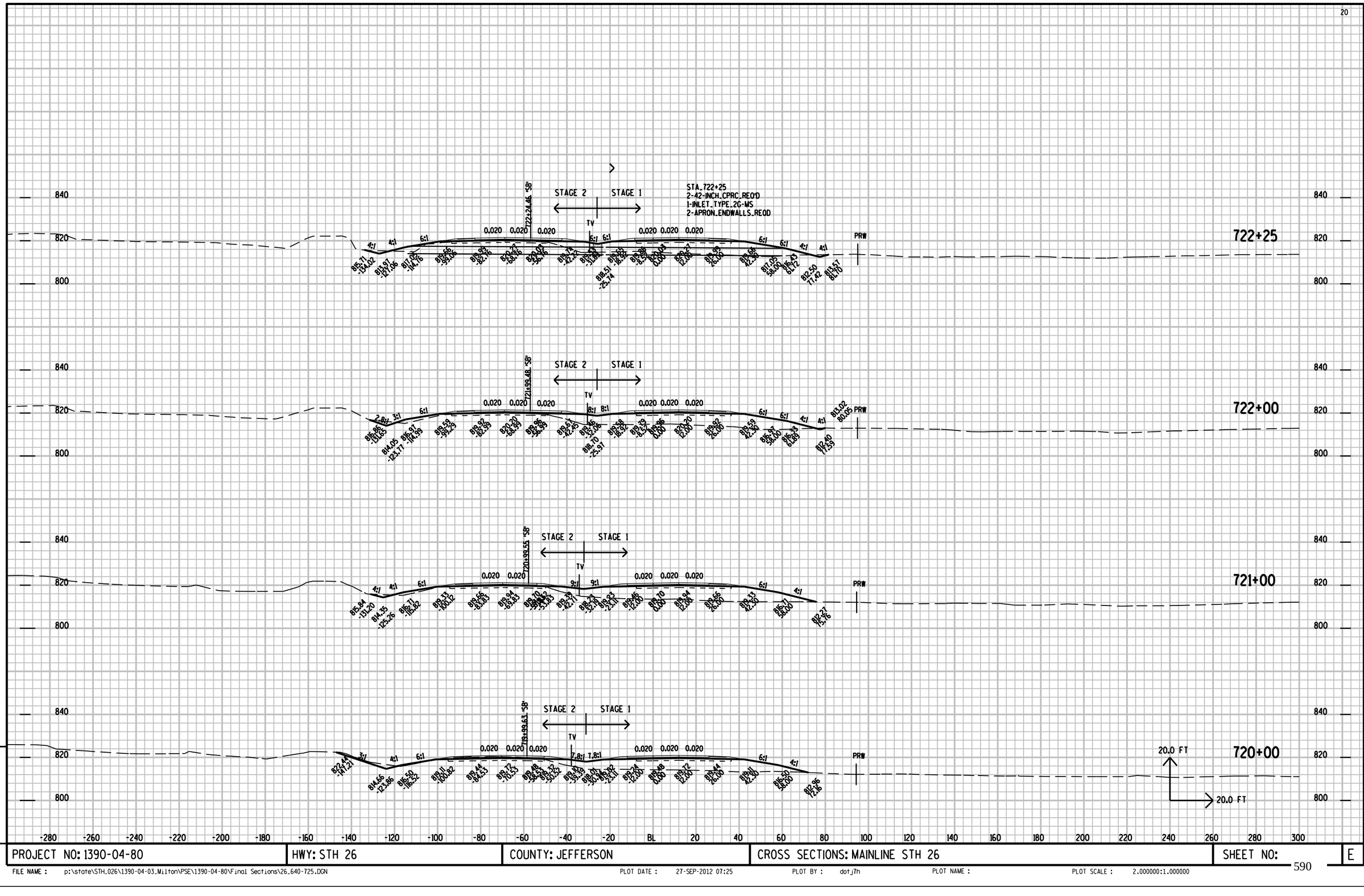

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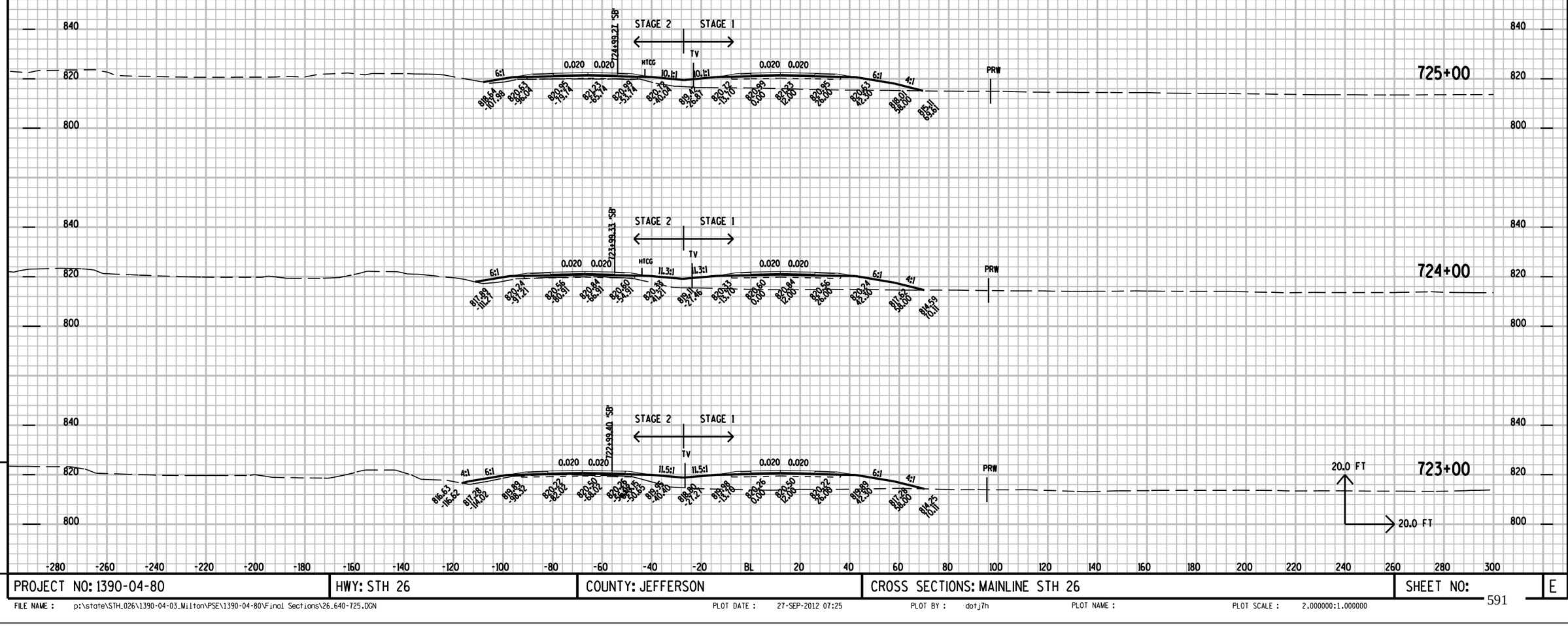

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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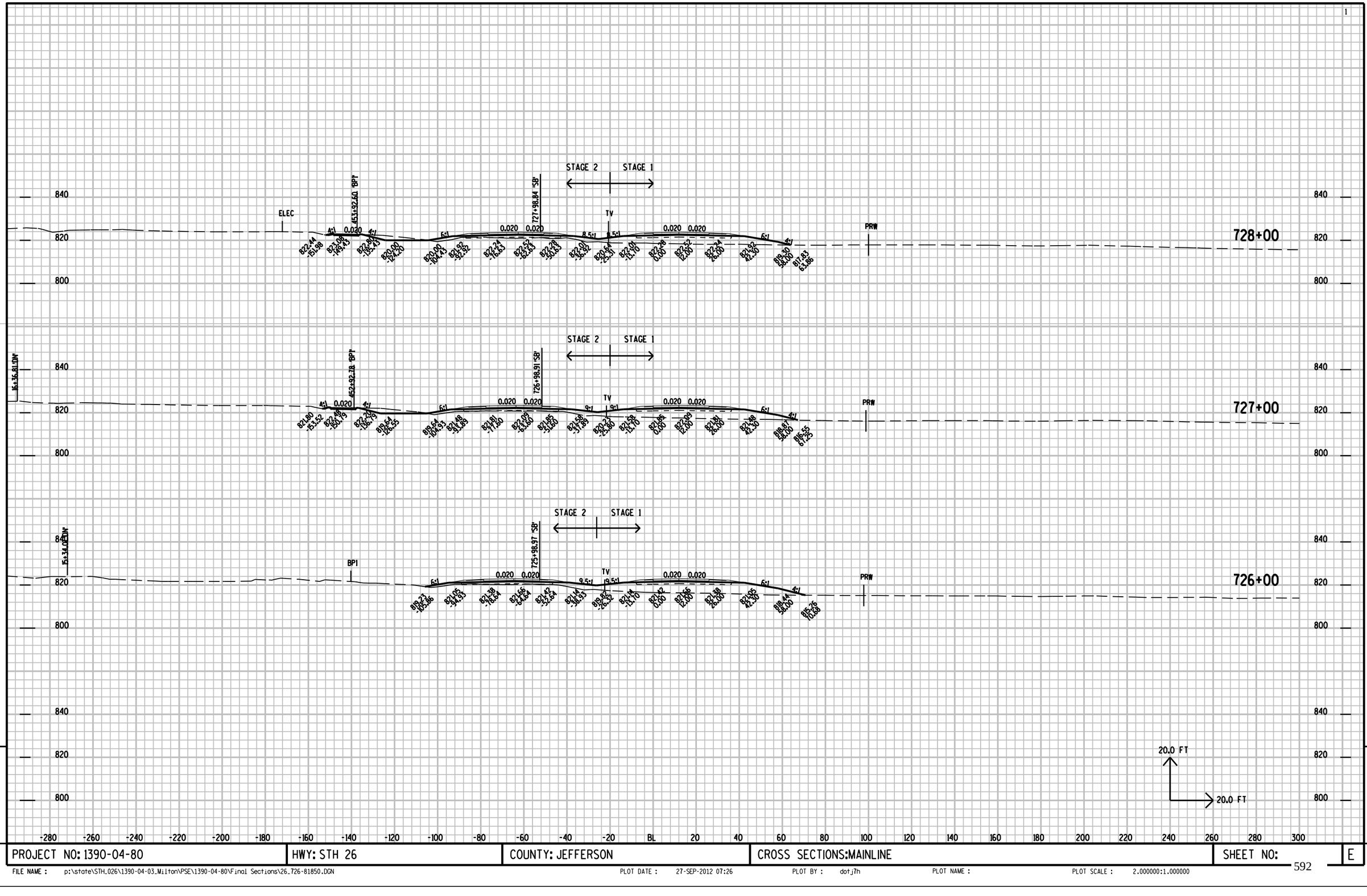

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS:MAINLINE	SHEET NO:	E

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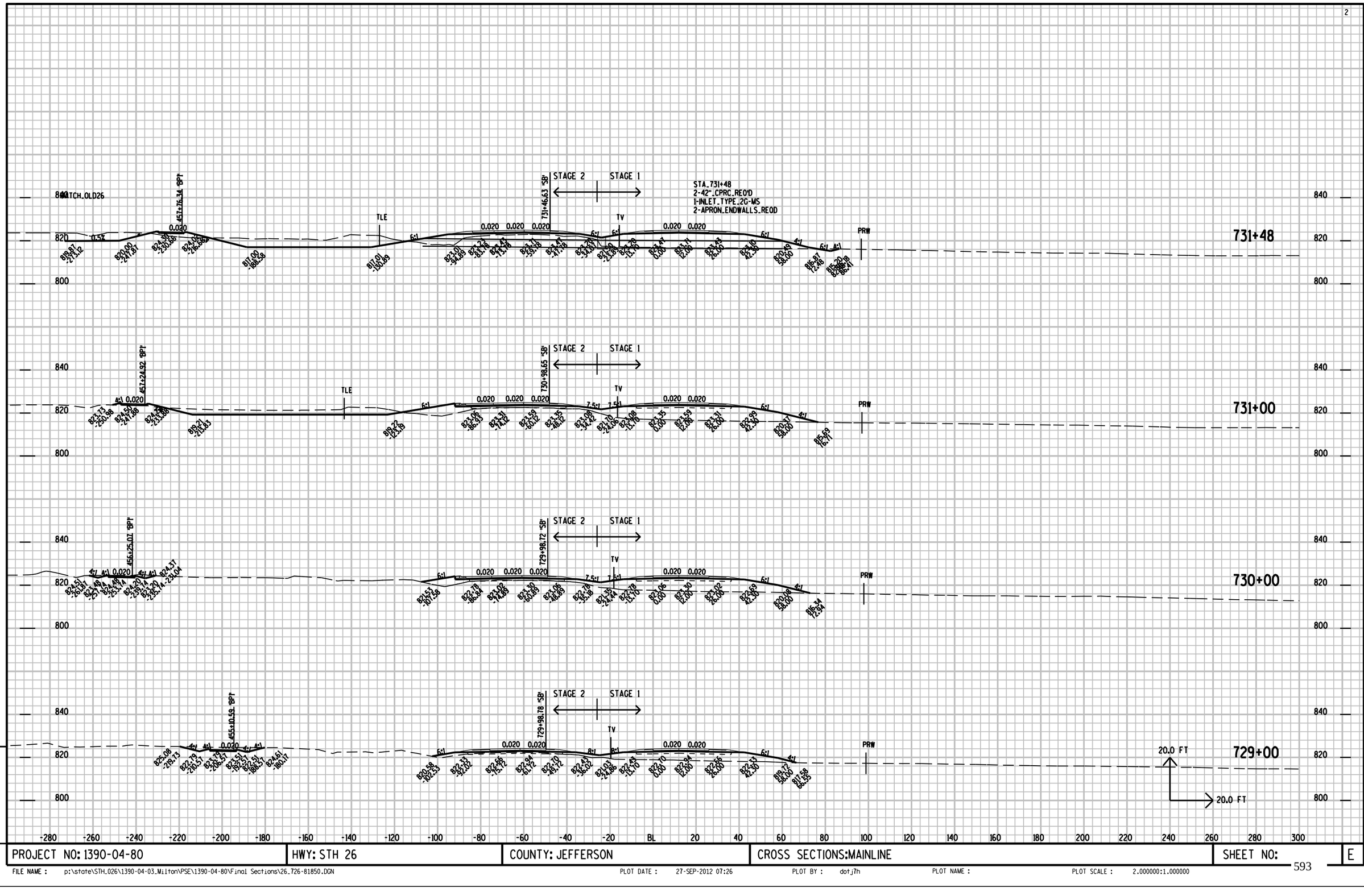

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-280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS:MAINLINE	SHEET NO:	E

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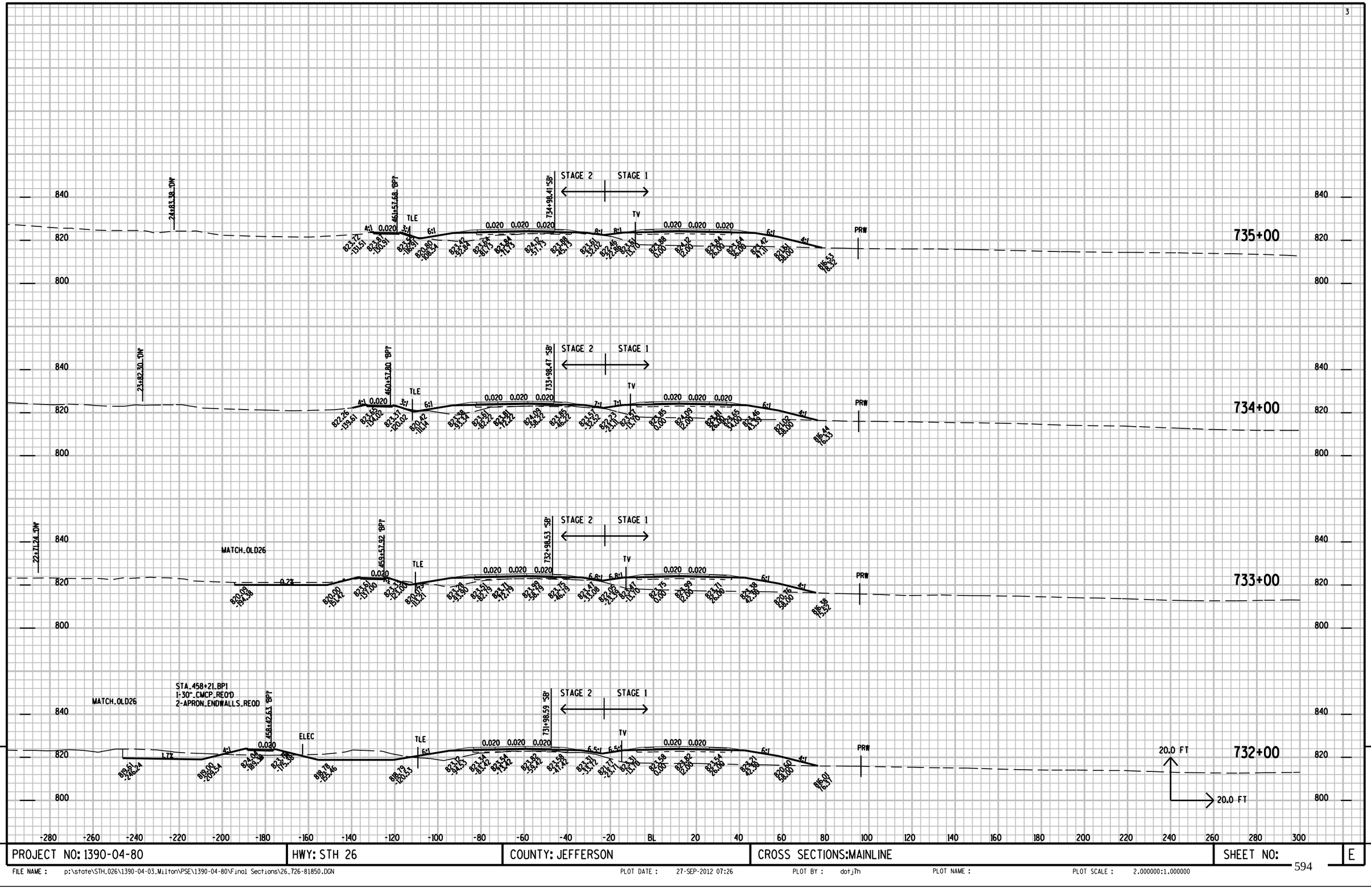

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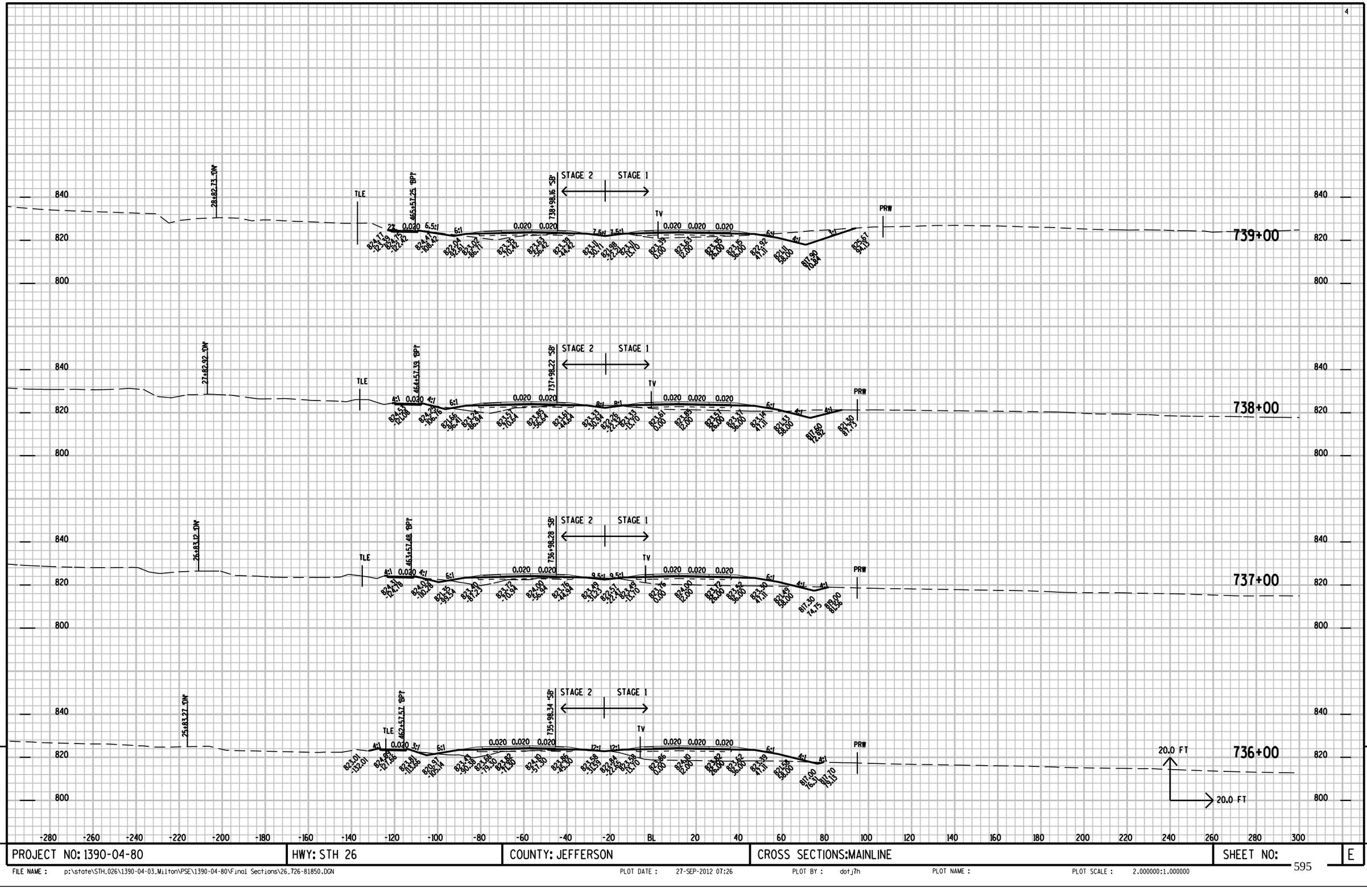

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS:MAINLINE	SHEET NO:	E

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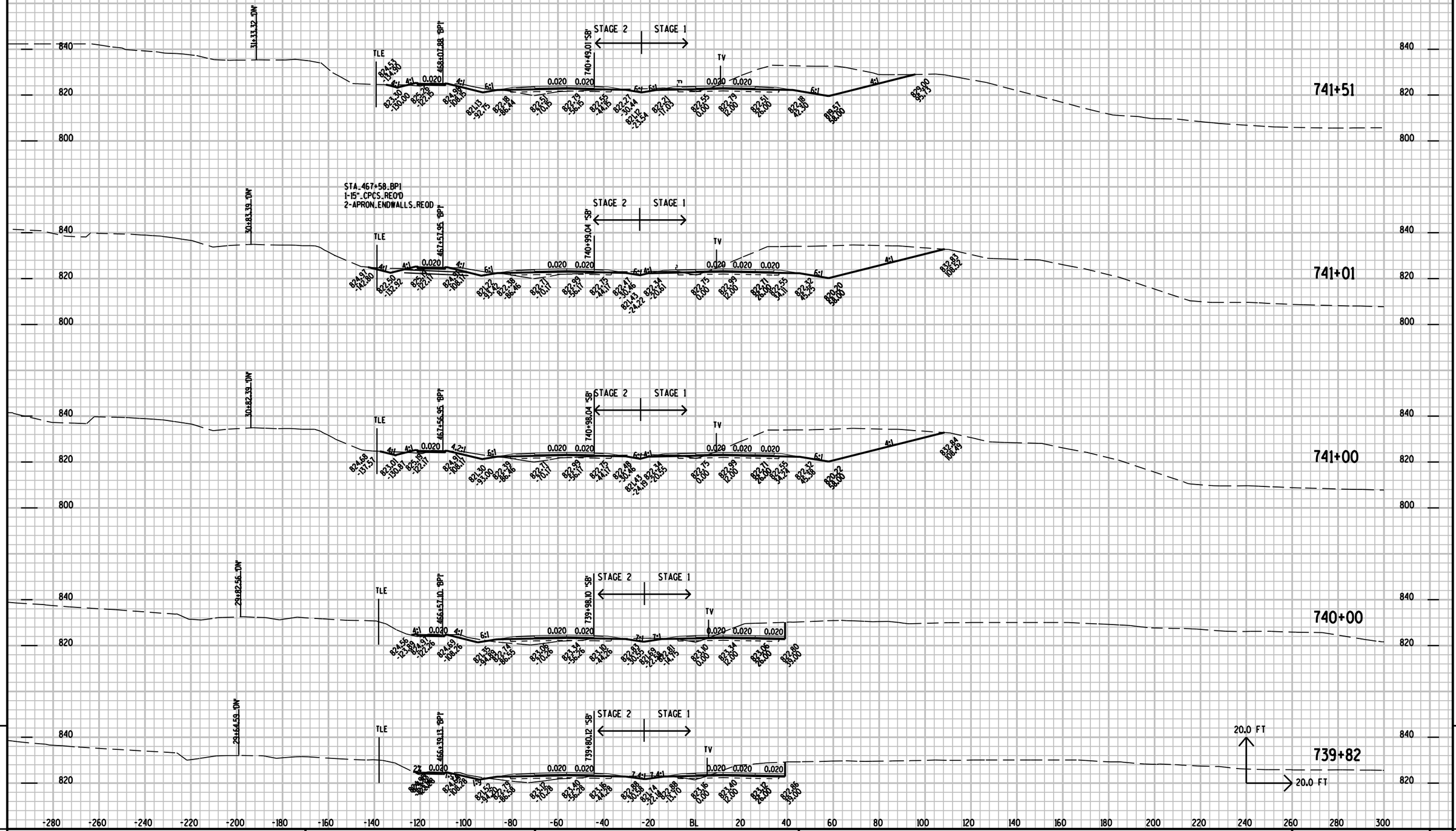

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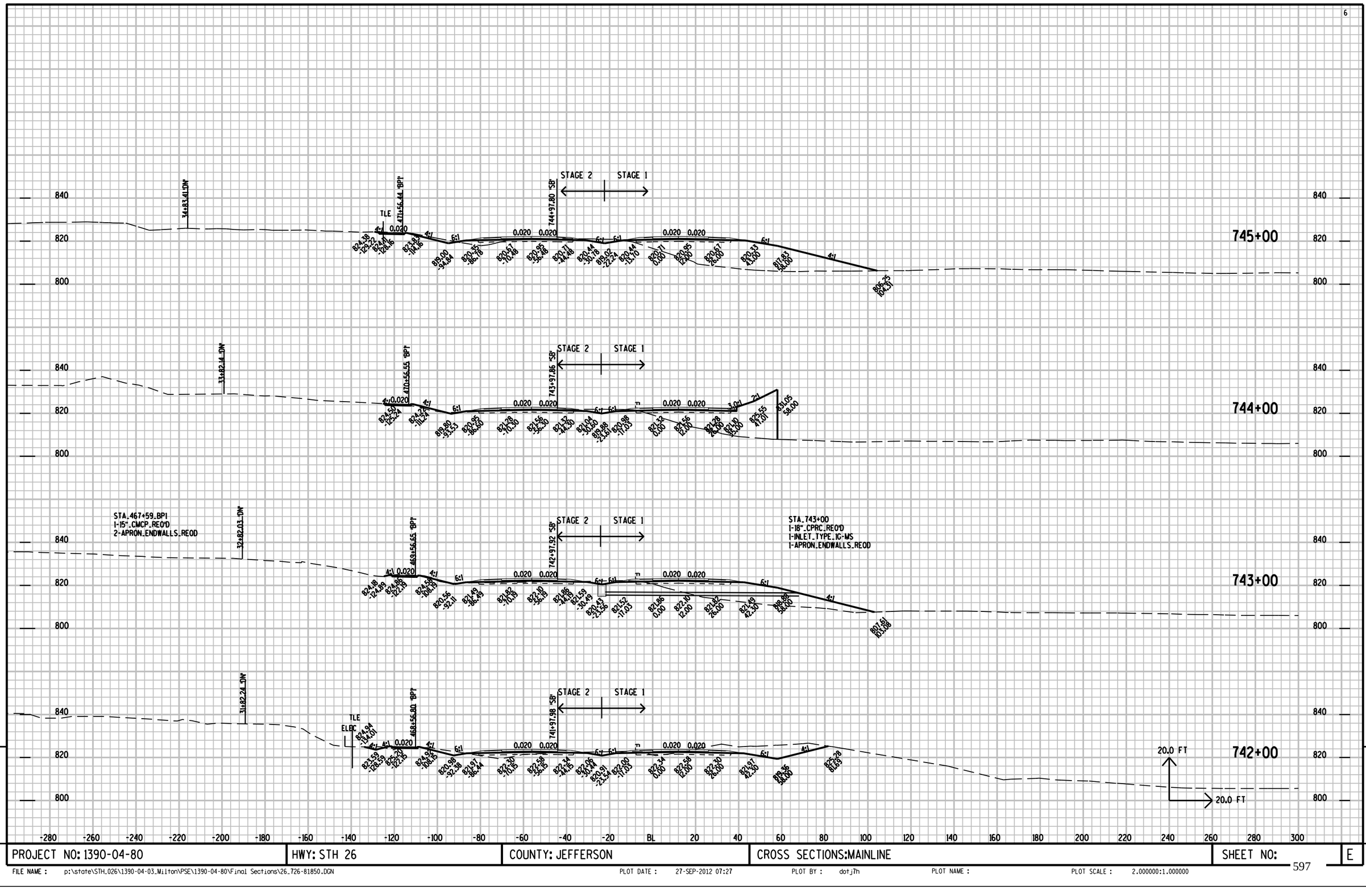

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS:MAINLINE	SHEET NO:	E

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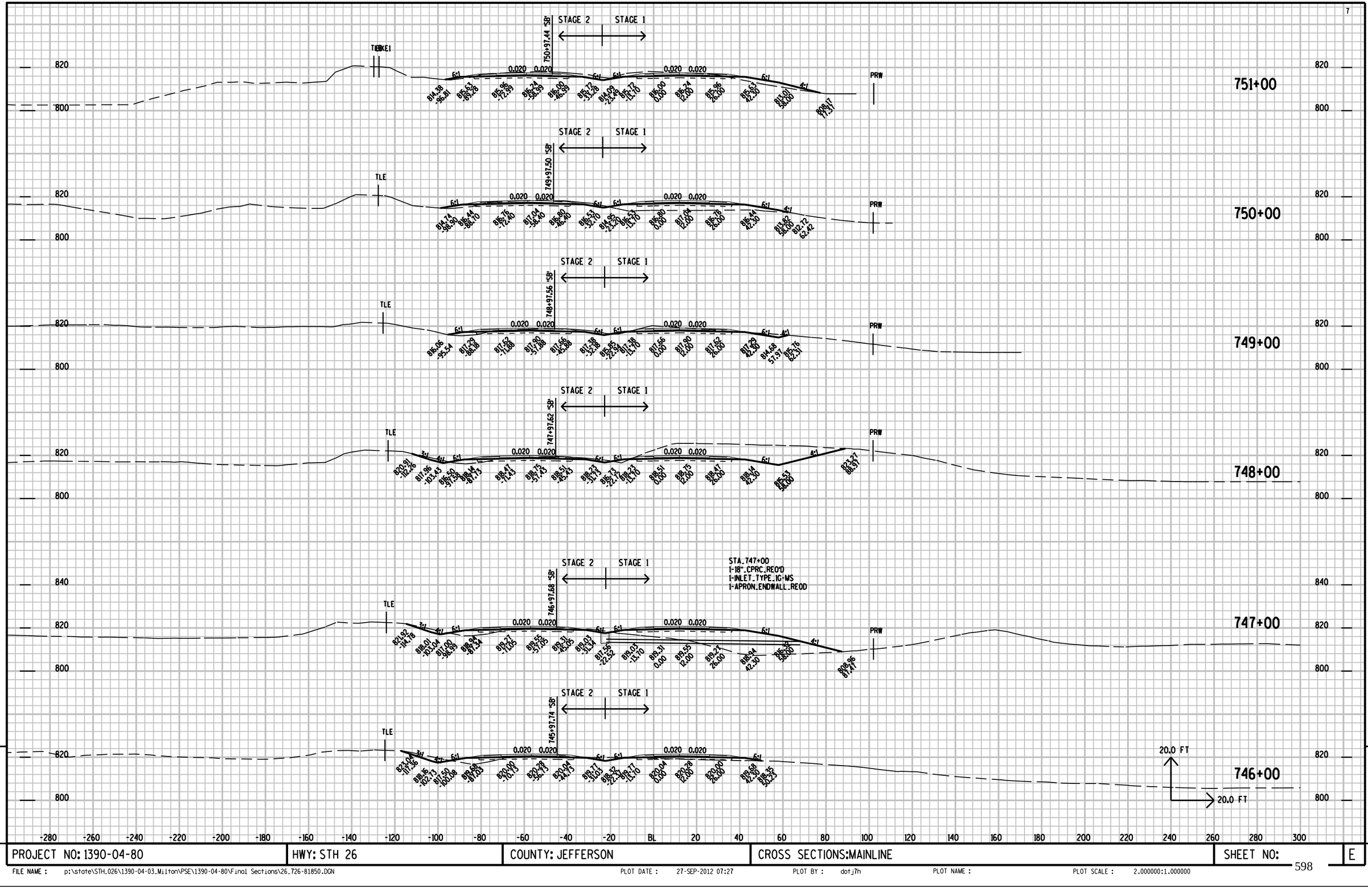

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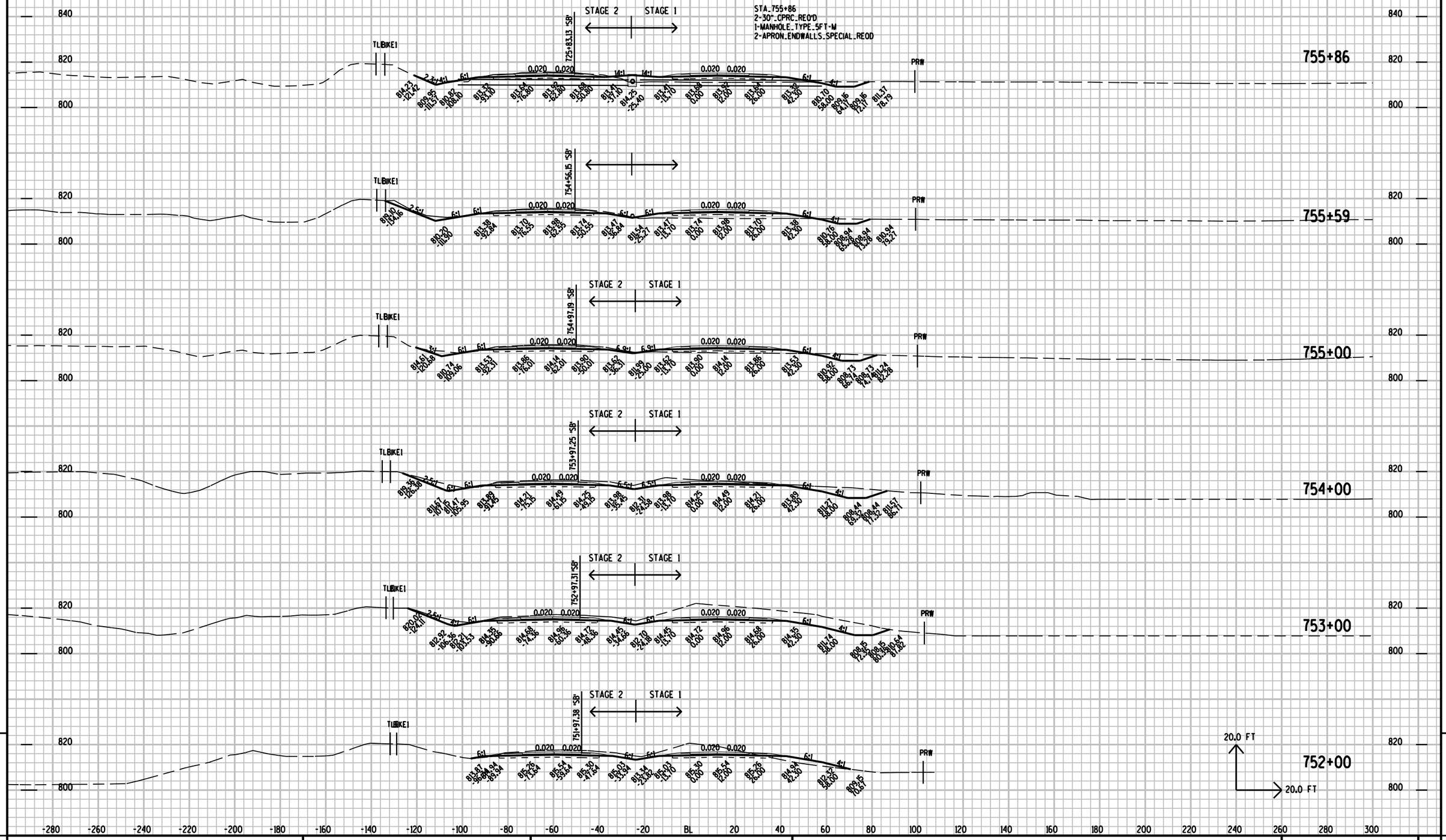

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS:MAINLINE	SHEET NO:	E

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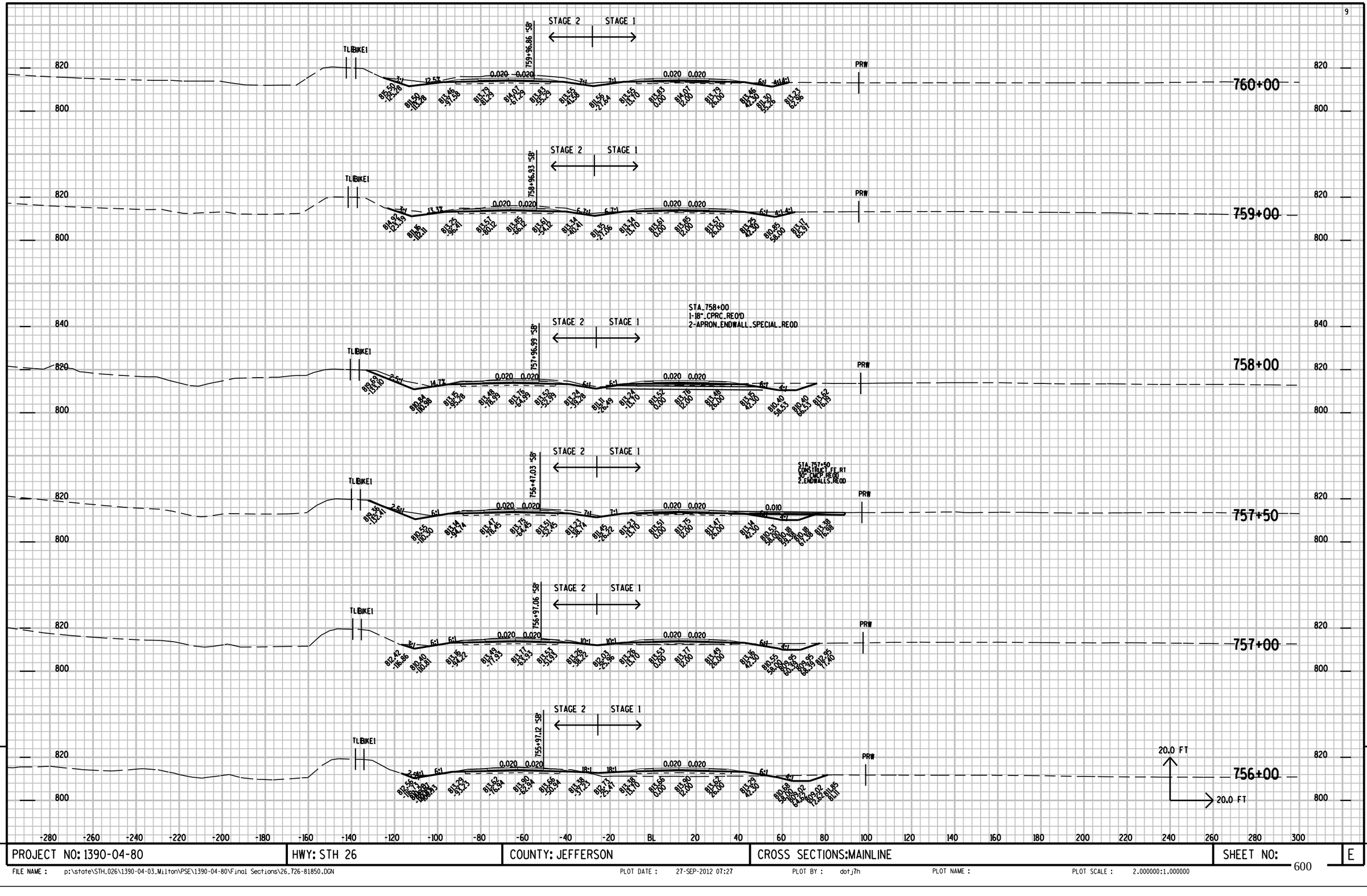

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS:MAINLINE	SHEET NO:	E

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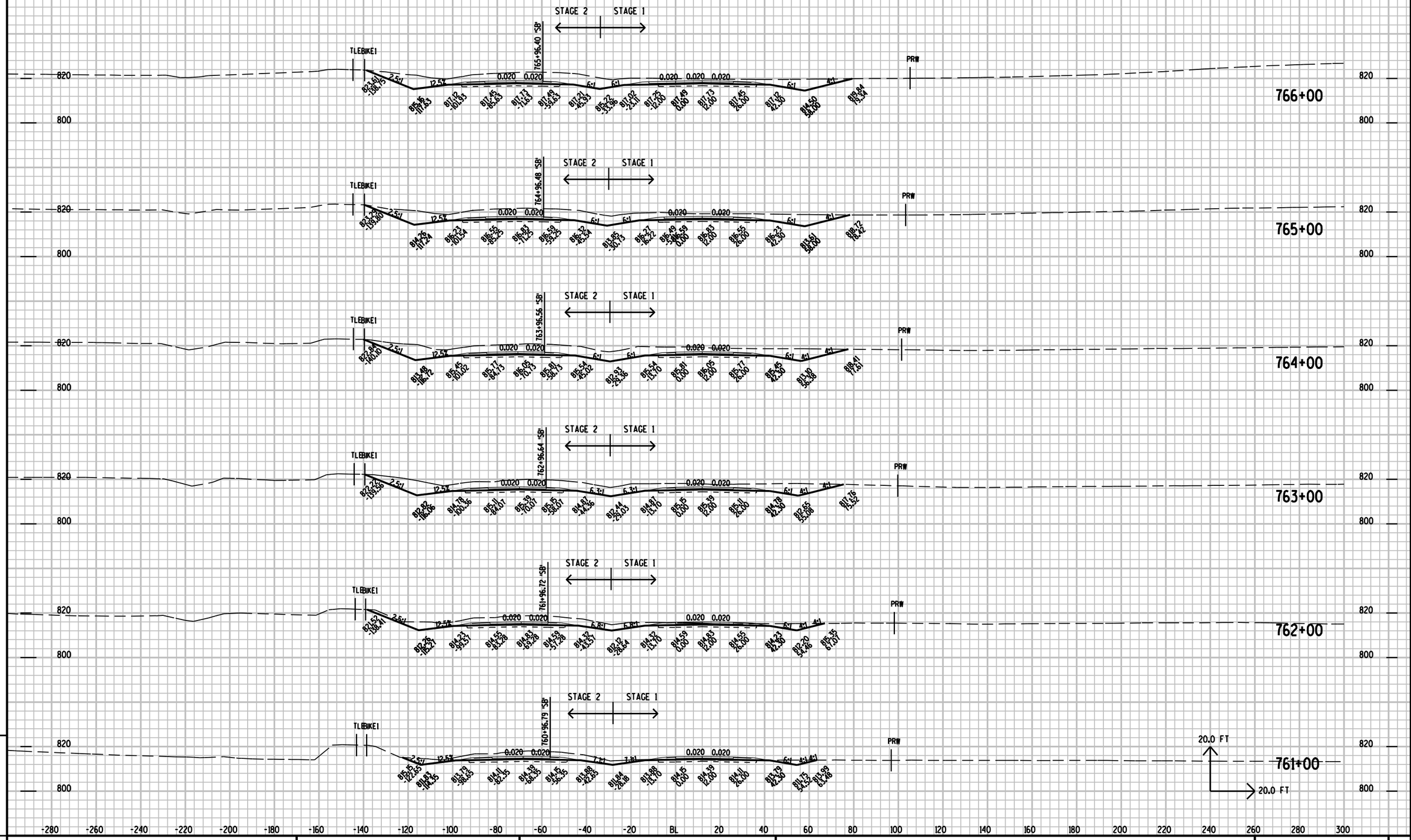

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS:MAINLINE	SHEET NO:	E

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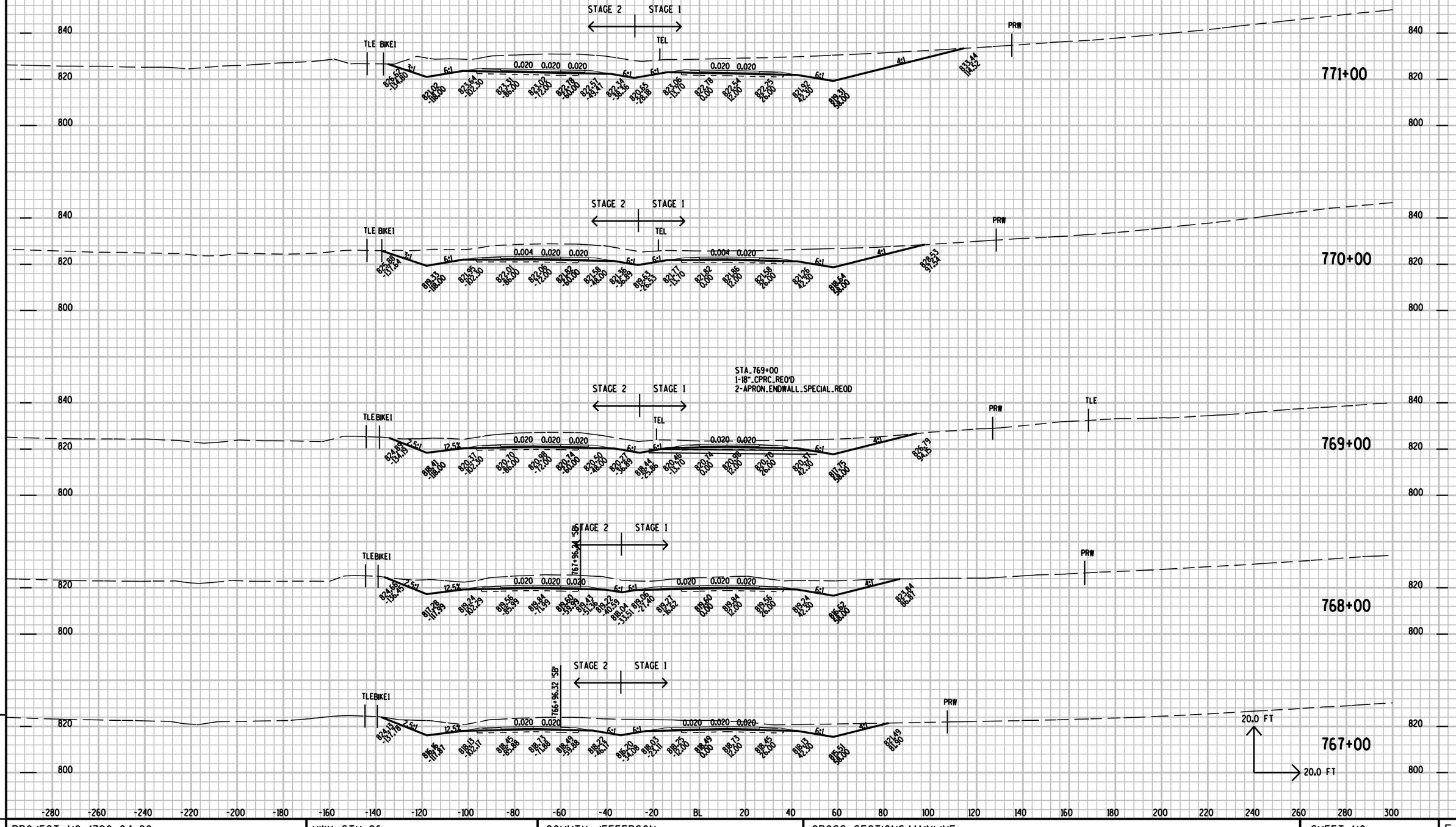

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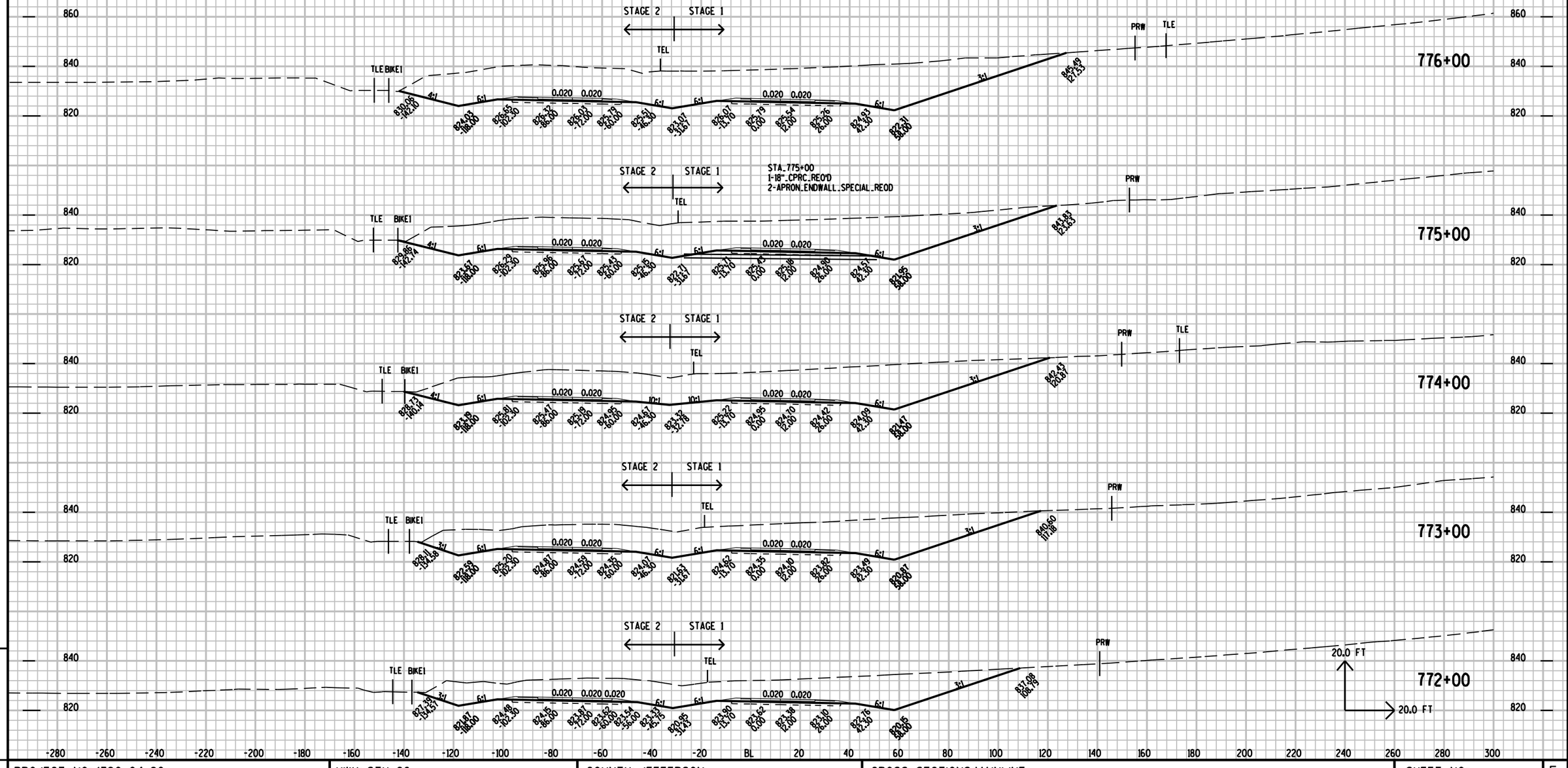

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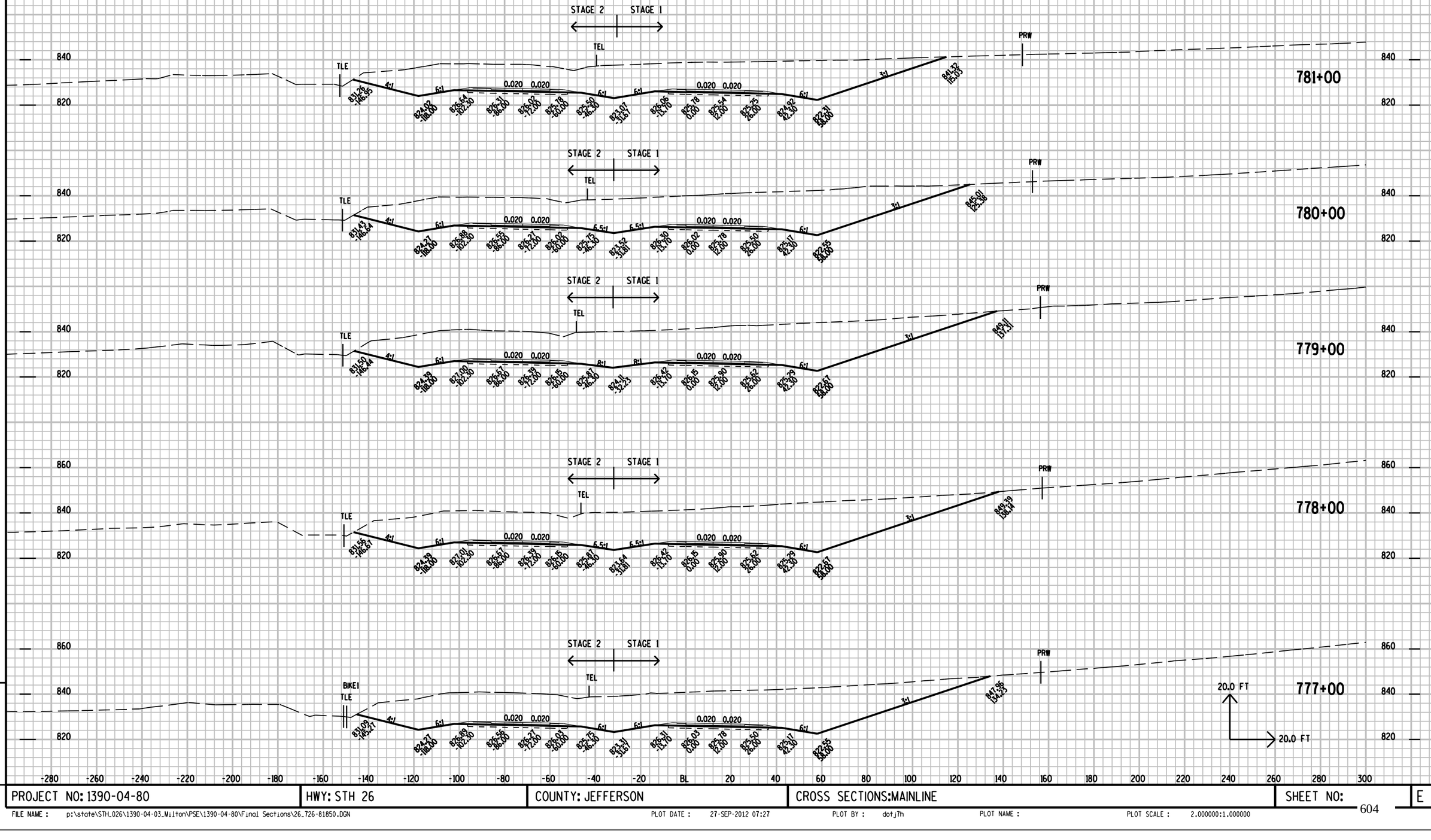

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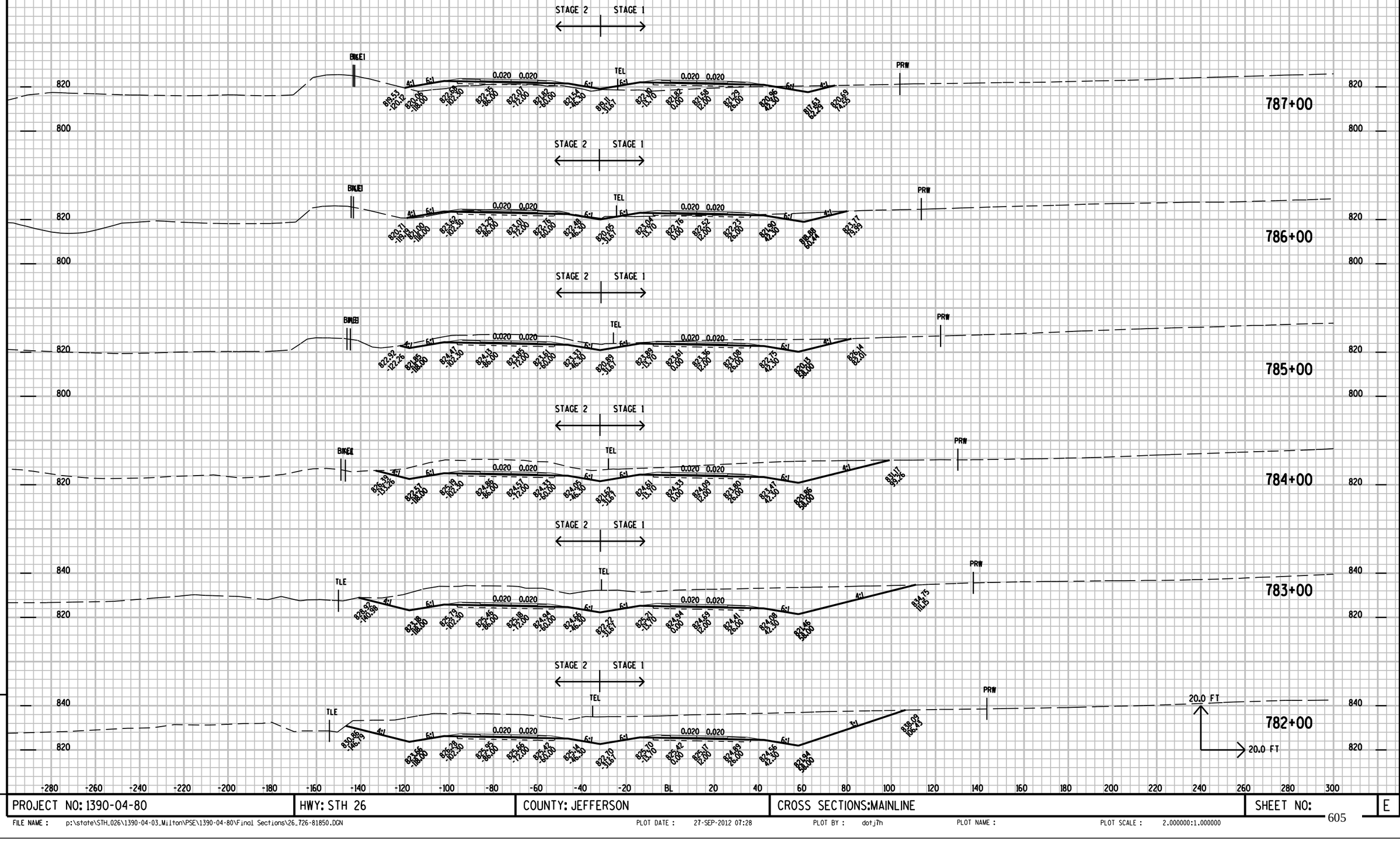

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-280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS:MAINLINE	SHEET NO:	E

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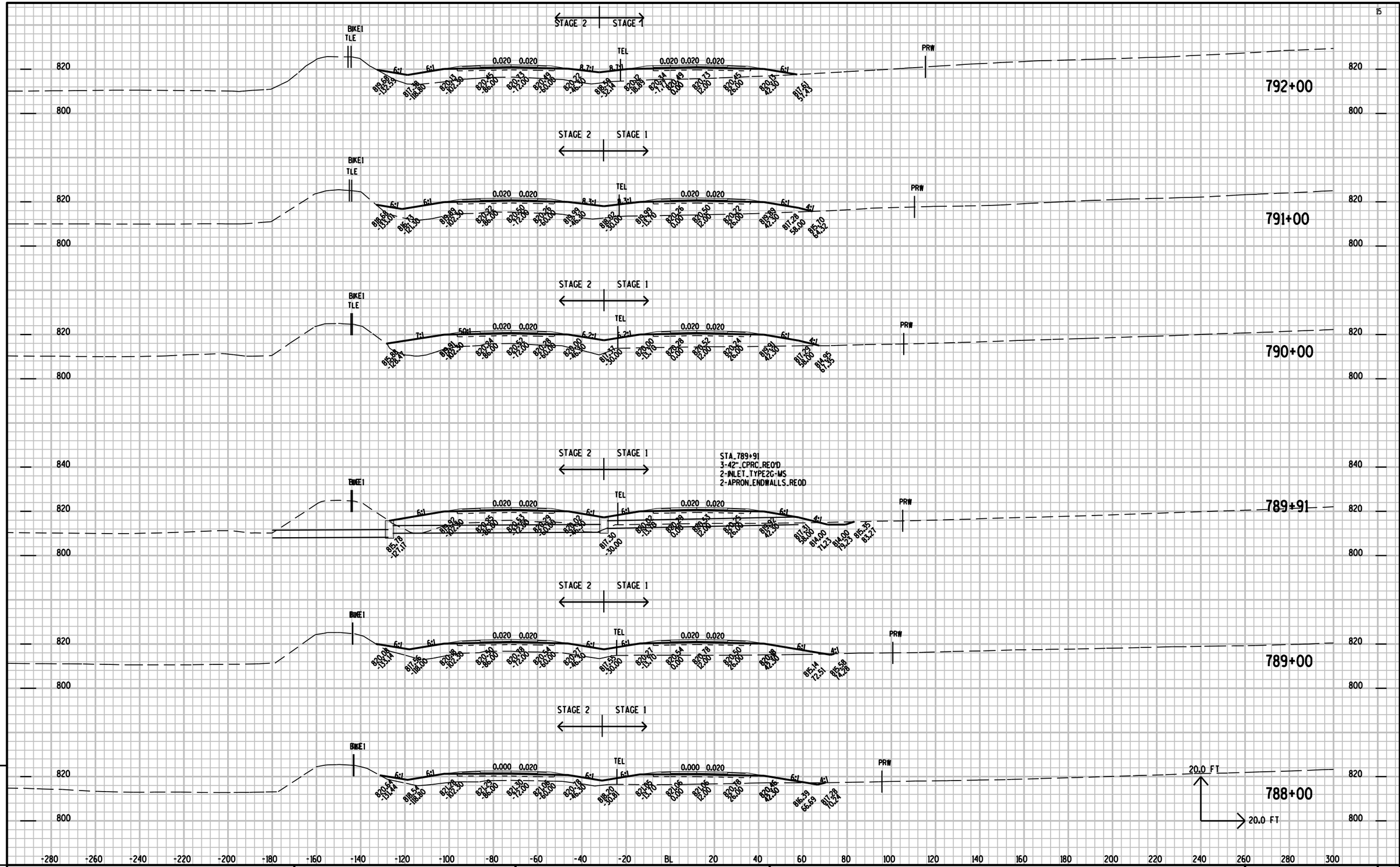

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS:MAINLINE	SHEET NO:	E

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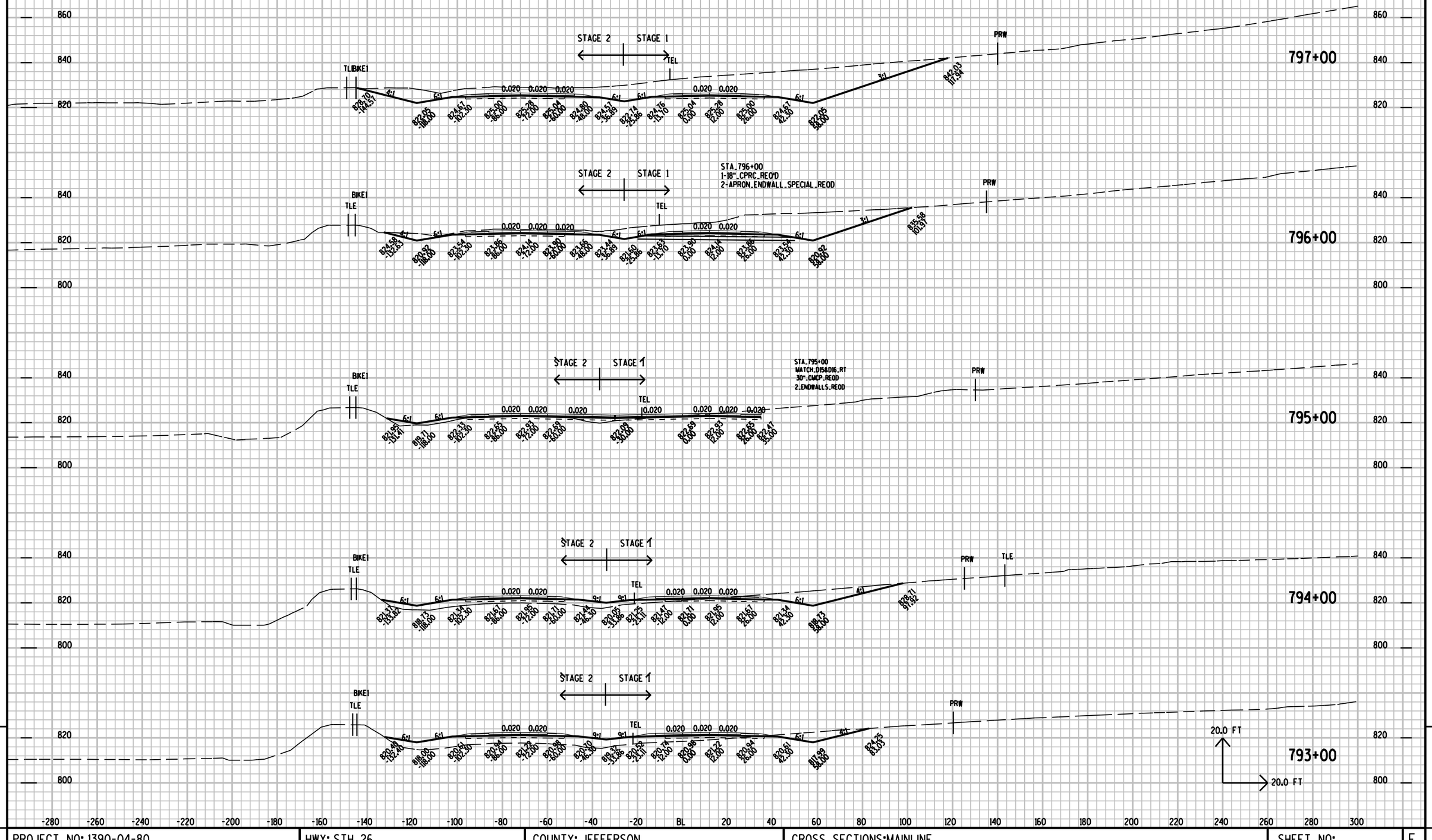

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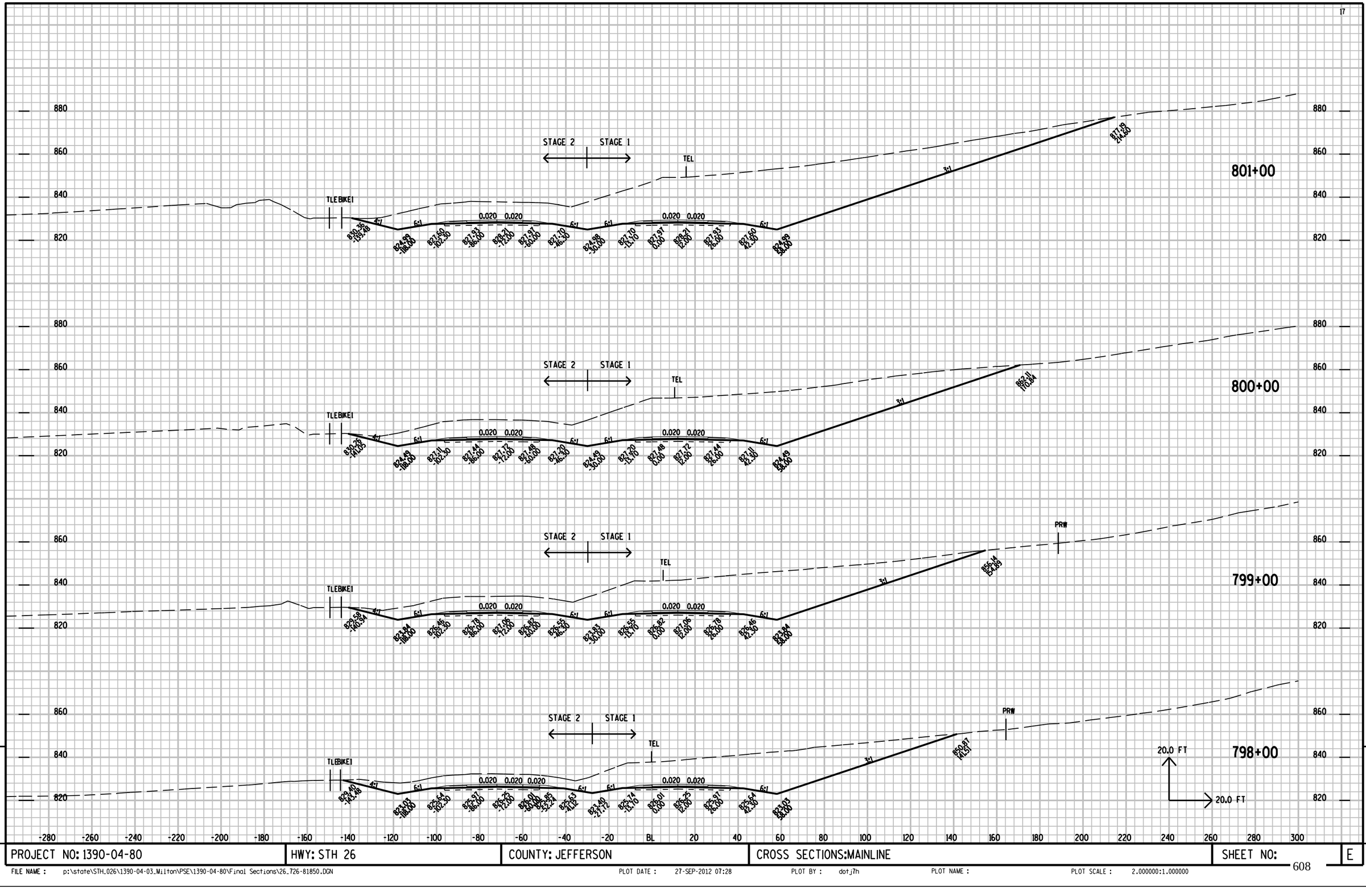

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS:MAINLINE	SHEET NO:	E

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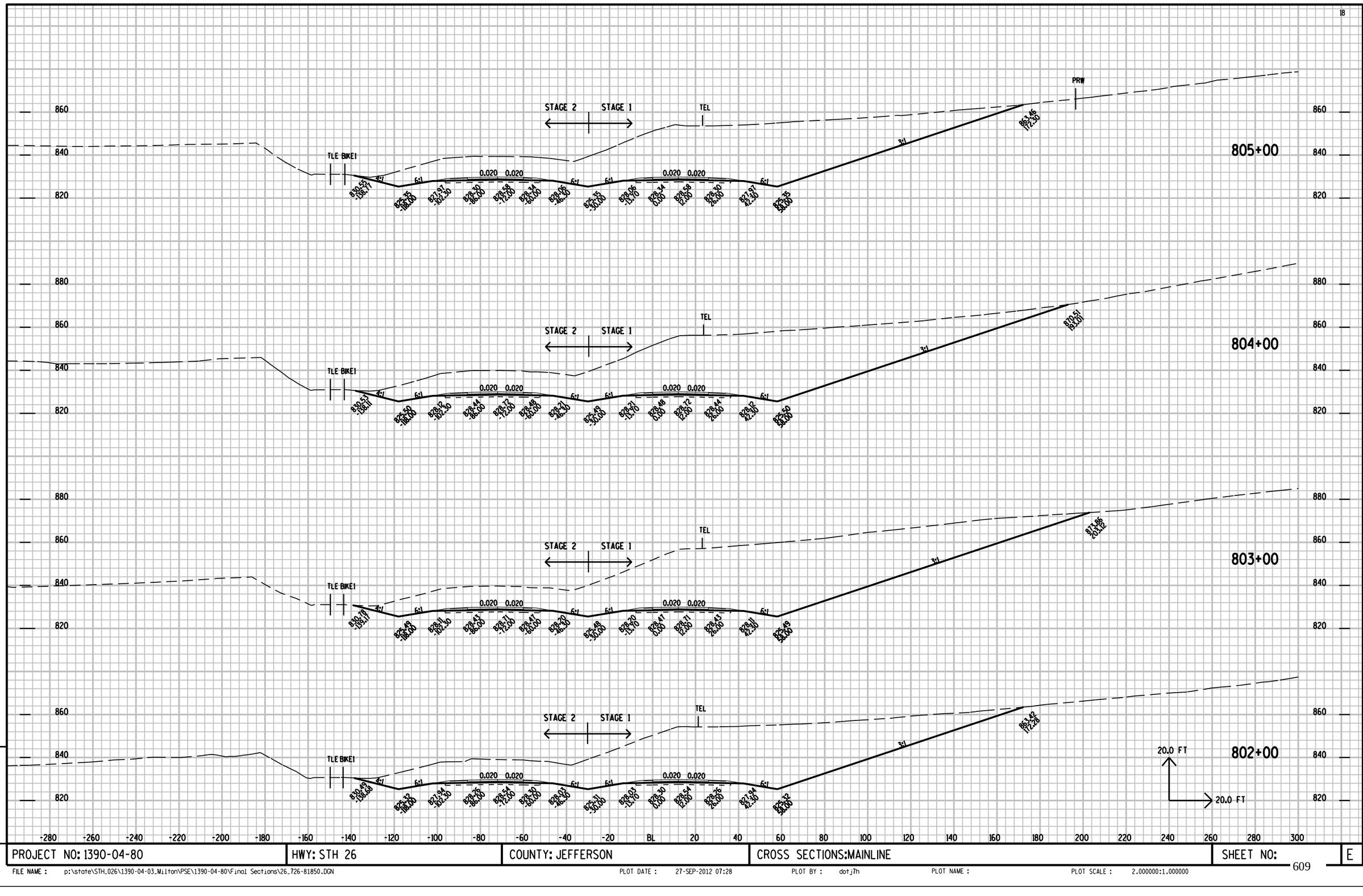

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS:MAINLINE	SHEET NO:	E

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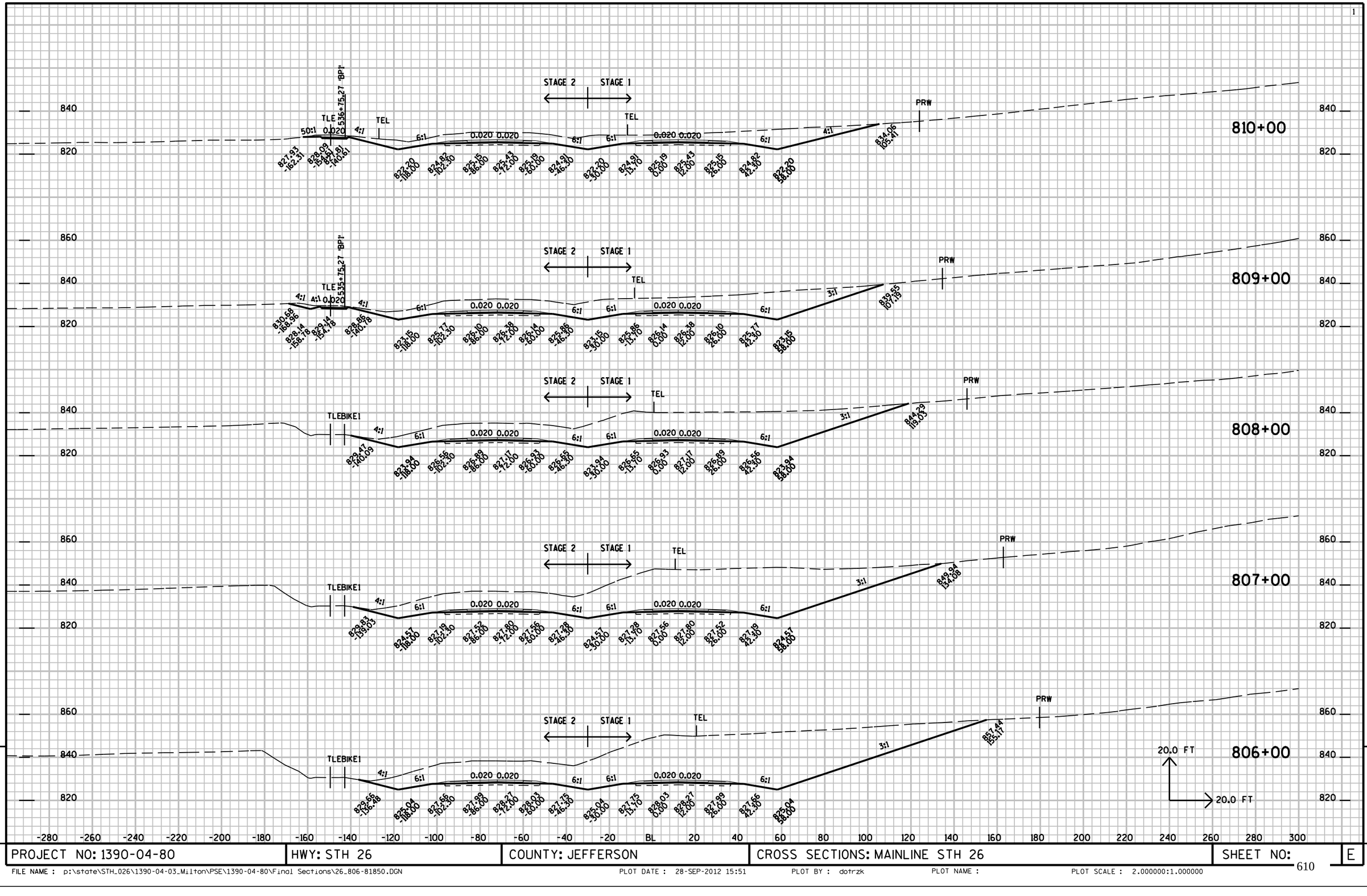

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

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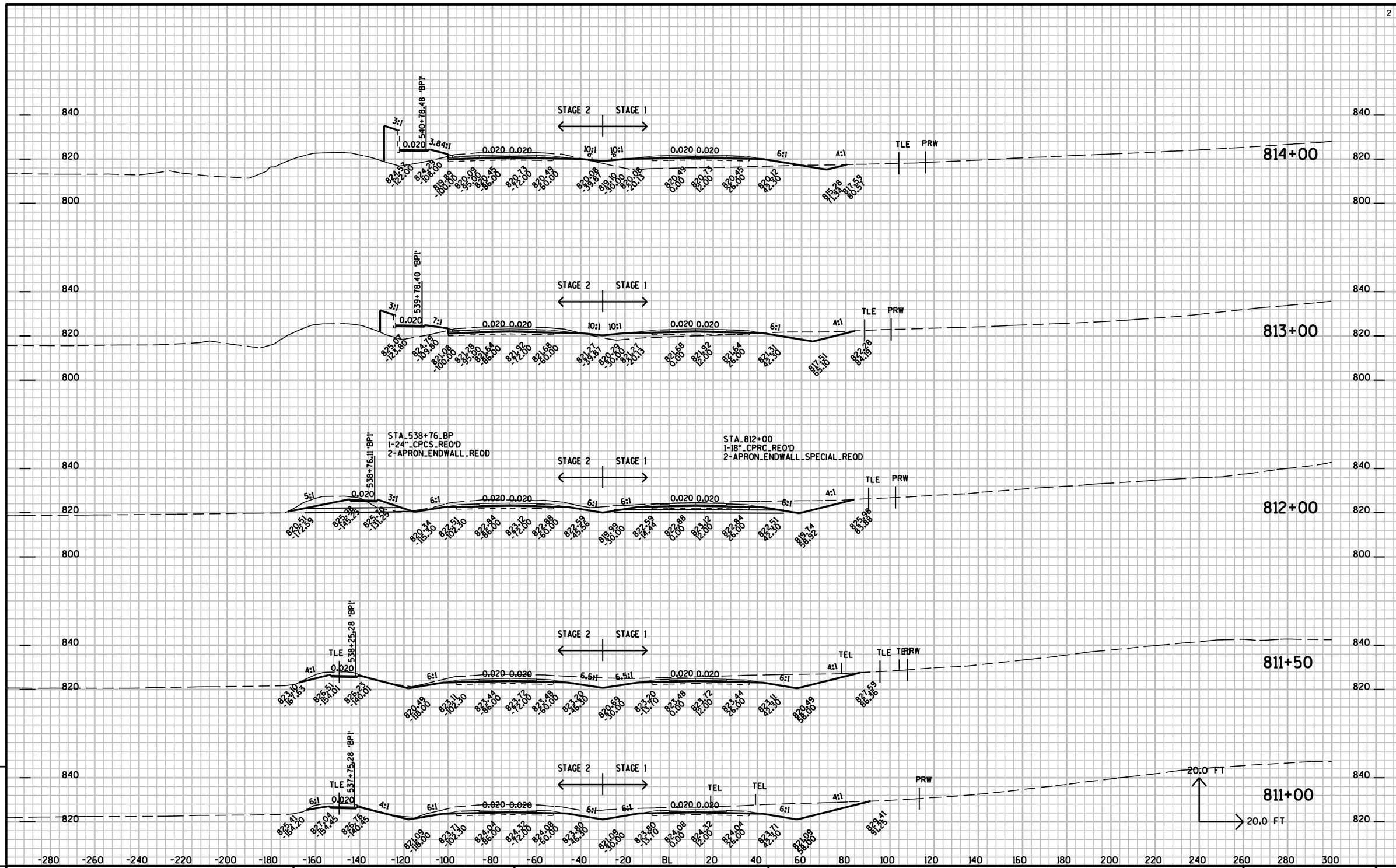

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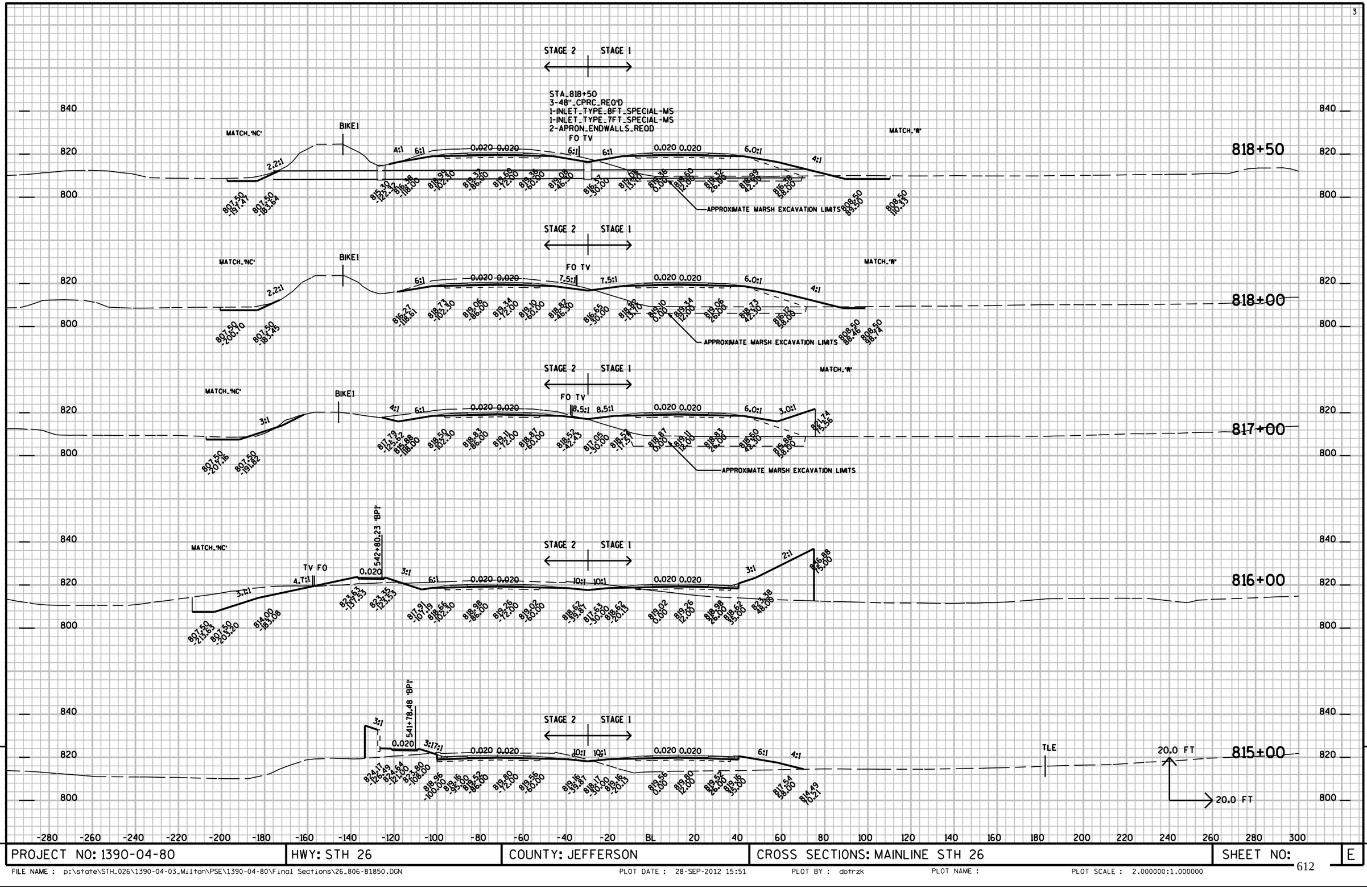
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO: E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\26_806-81850.DGN PLOT DATE : 28-SEP-2012 15:51 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



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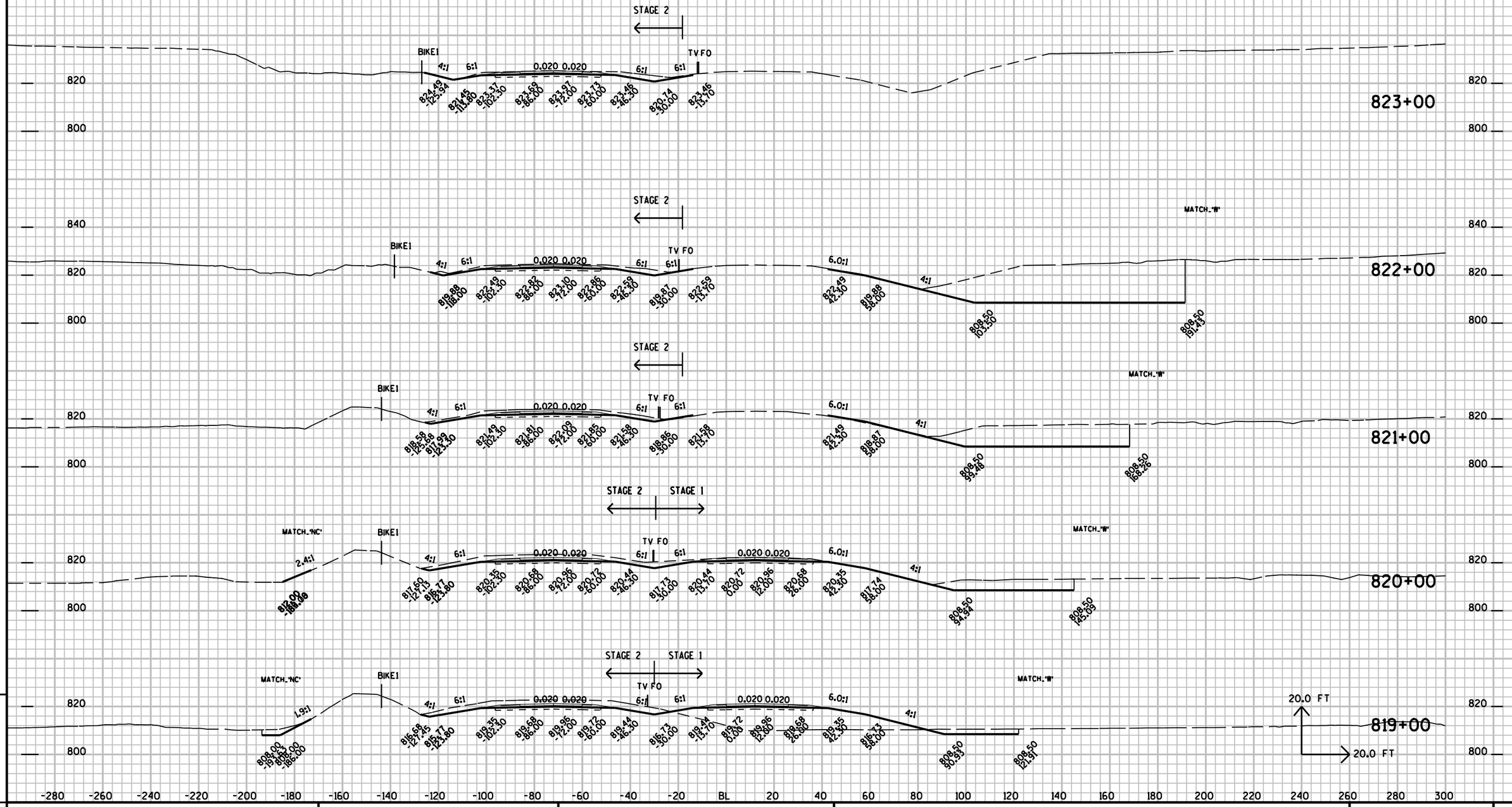
9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\26_806-81850.DGN PLOT DATE : 28-SEP-2012 15:51 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



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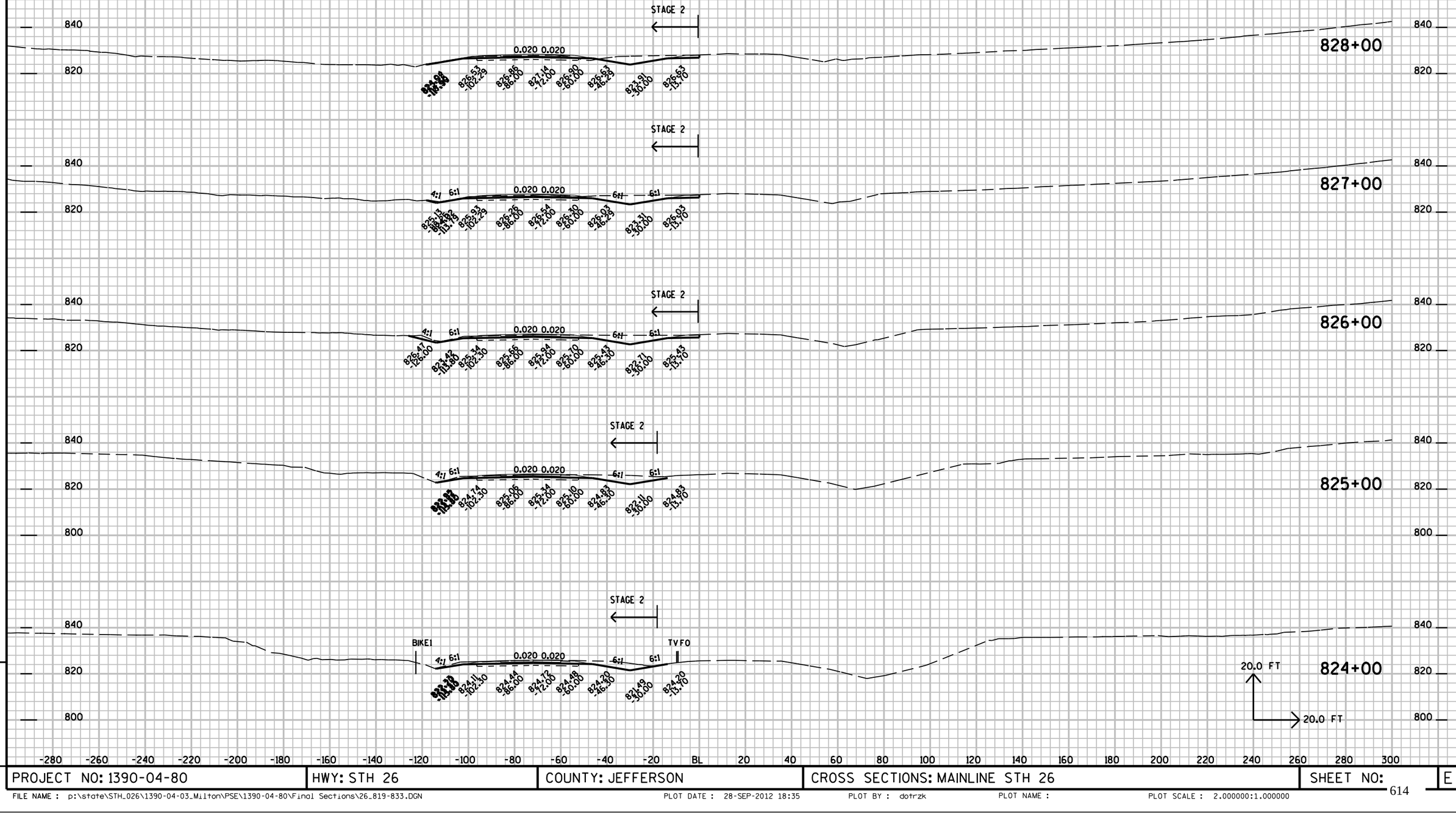
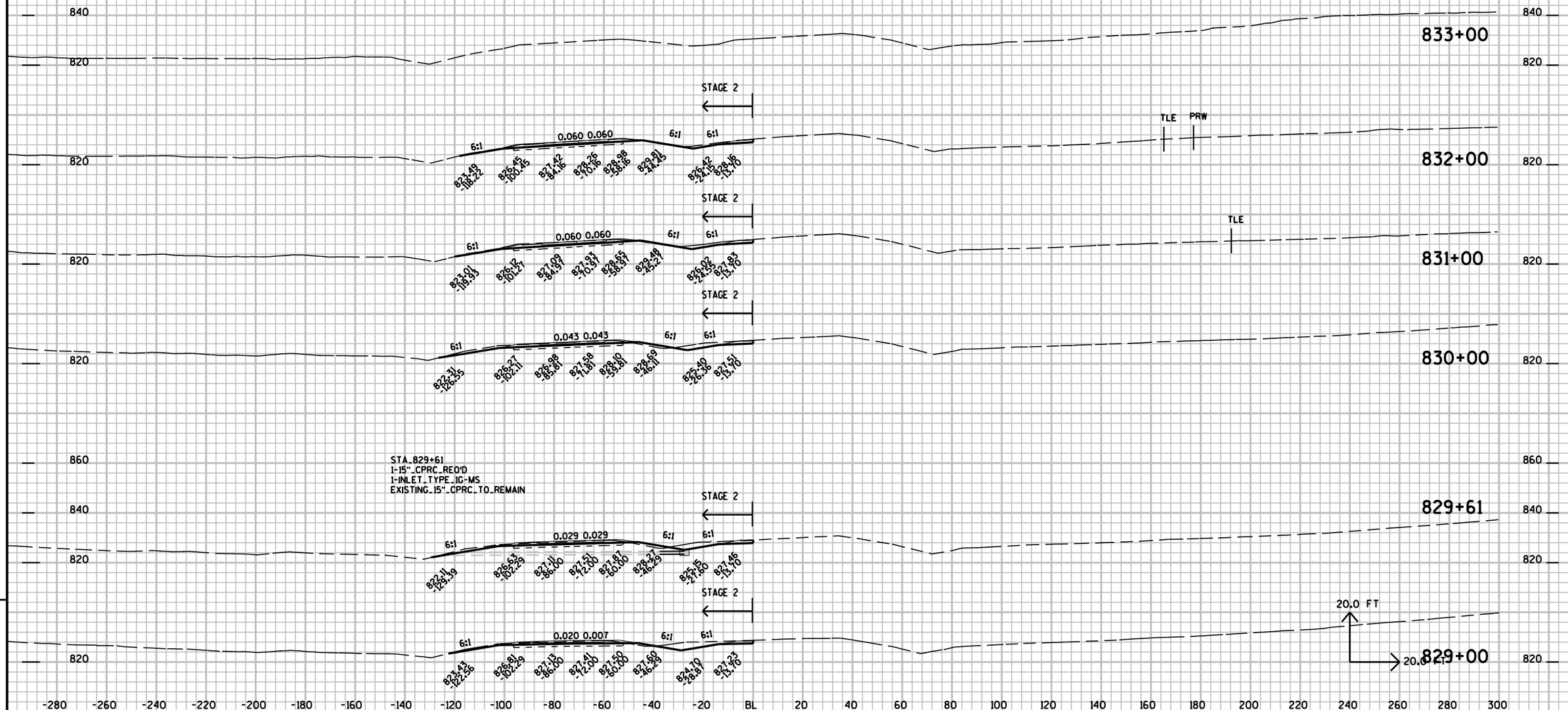
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO: E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\26_819-833.DGN PLOT DATE : 28-SEP-2012 18:35 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO: E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\26_819-833.DGN PLOT DATE : 28-SEP-2012 18:35 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



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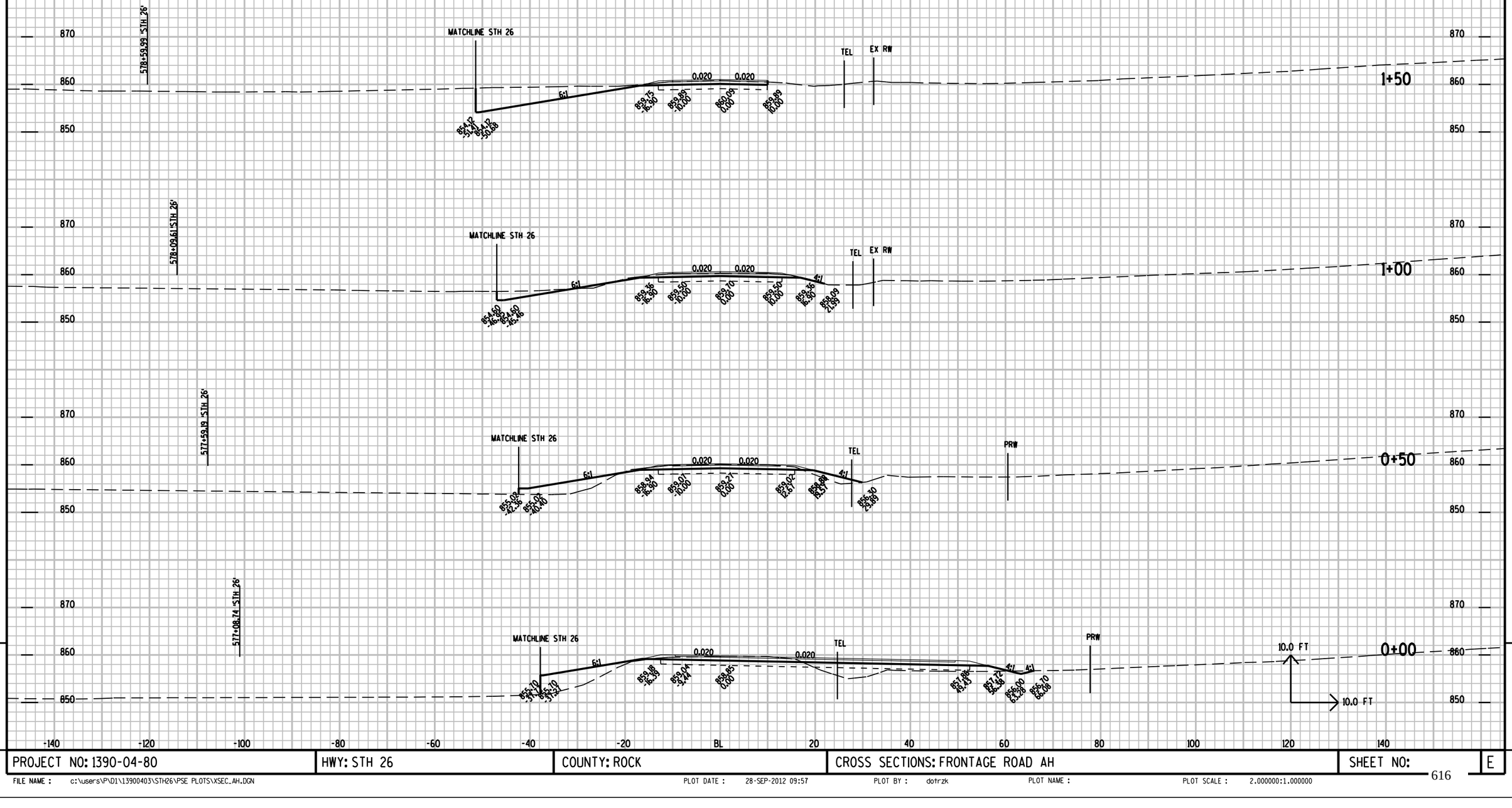
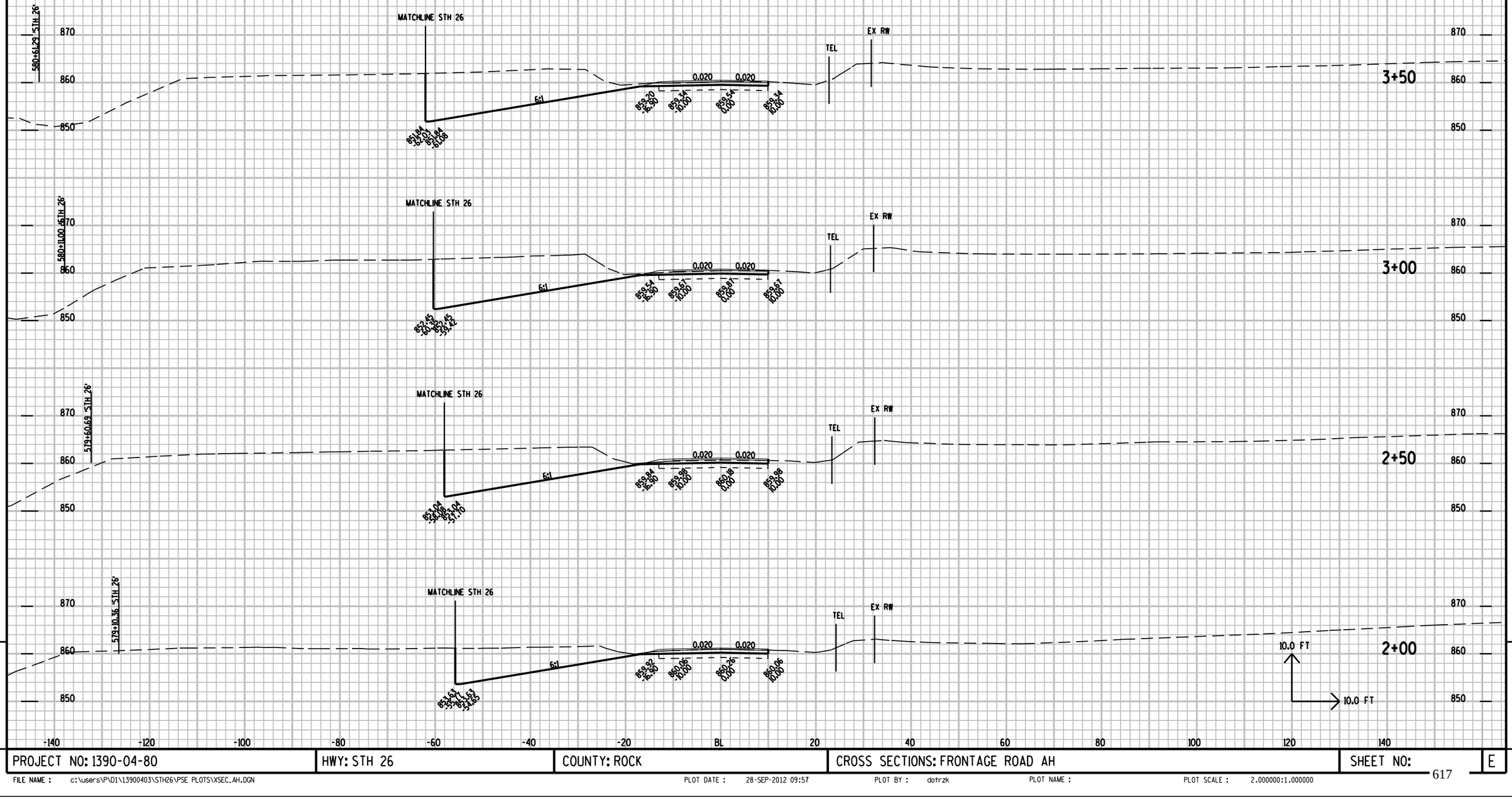
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: MAINLINE STH 26	SHEET NO: E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\26_819-833.DGN PLOT DATE : 28-SEP-2012 18:35 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: FRONTAGE ROAD AH	SHEET NO:	E

FILE NAME : c:\users\P\D1\13900403\STH26\PSE PLOTS\XSEC_AH.DGN PLOT DATE : 28-SEP-2012 09:57 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



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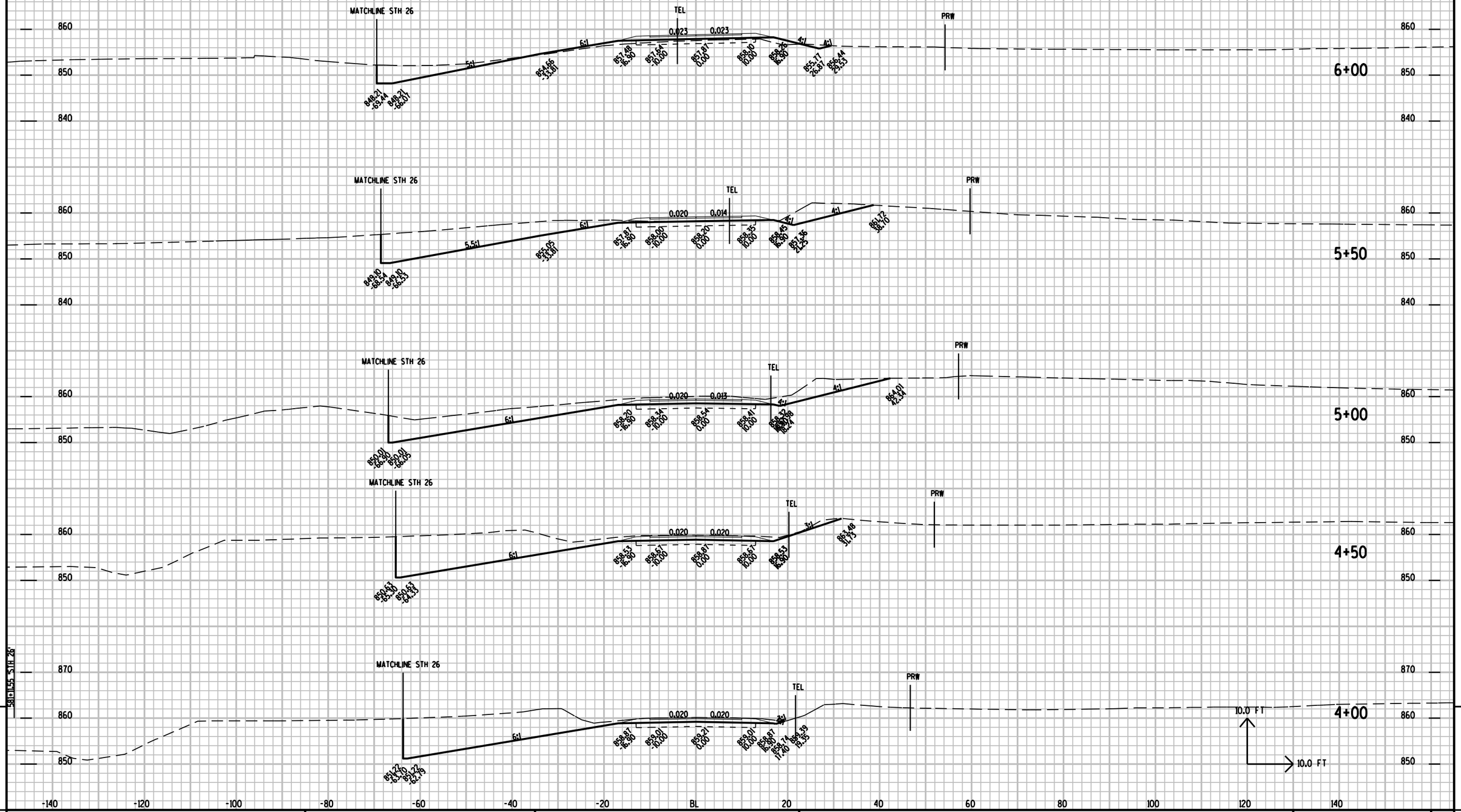
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: FRONTAGE ROAD AH	SHEET NO:	E

FILE NAME : c:\users\P\D1\13900403\STH26\PSE PLOTS\XSEC_AH.DGN PLOT DATE : 28-SEP-2012 09:57 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



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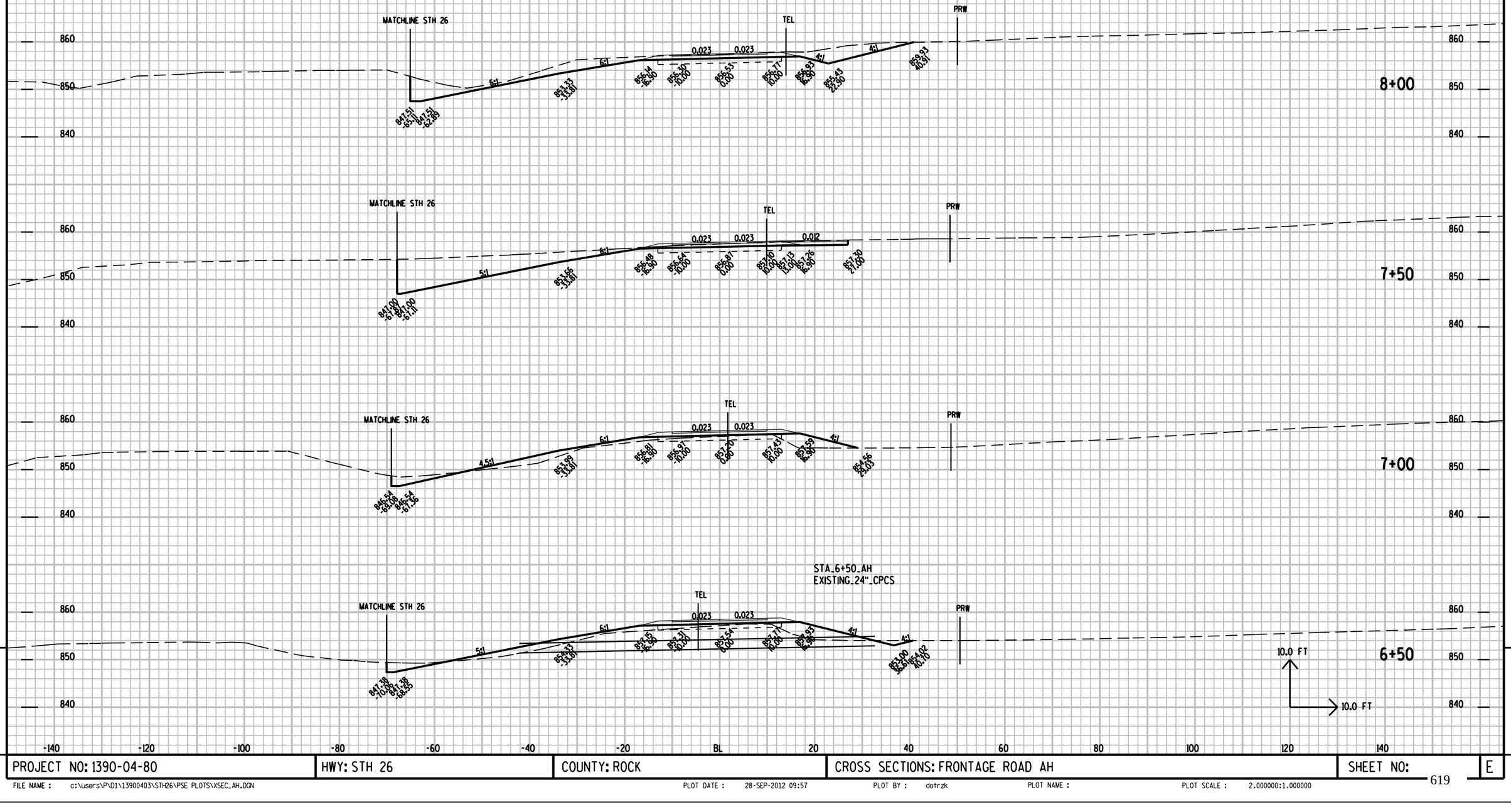
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

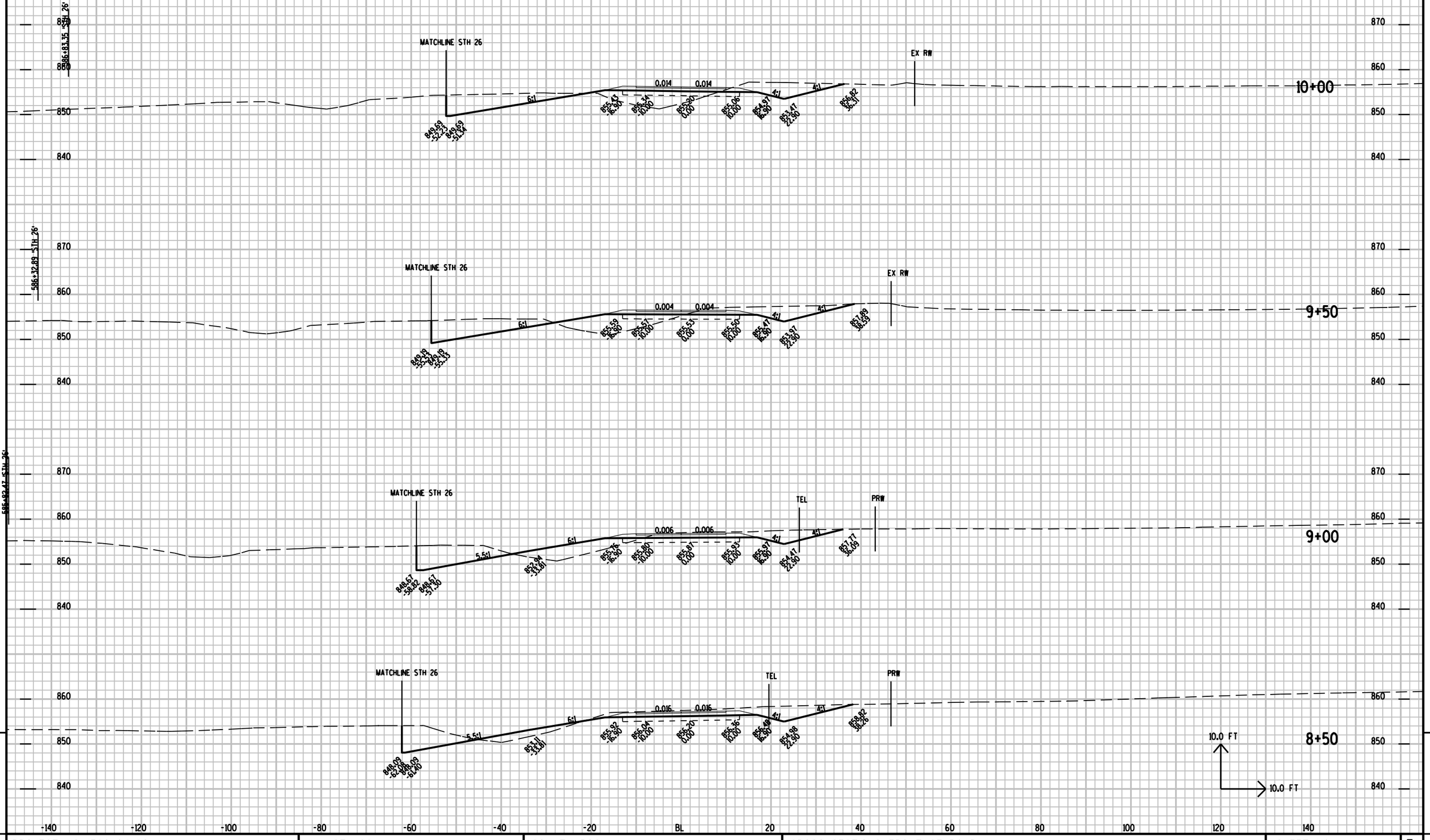
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: FRONTAGE ROAD AH	SHEET NO:	E

FILE NAME : c:\users\P\D1\13900403\STH26\PSE PLOTS\XSEC_AH.DGN PLOT DATE : 28-SEP-2012 09:57 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



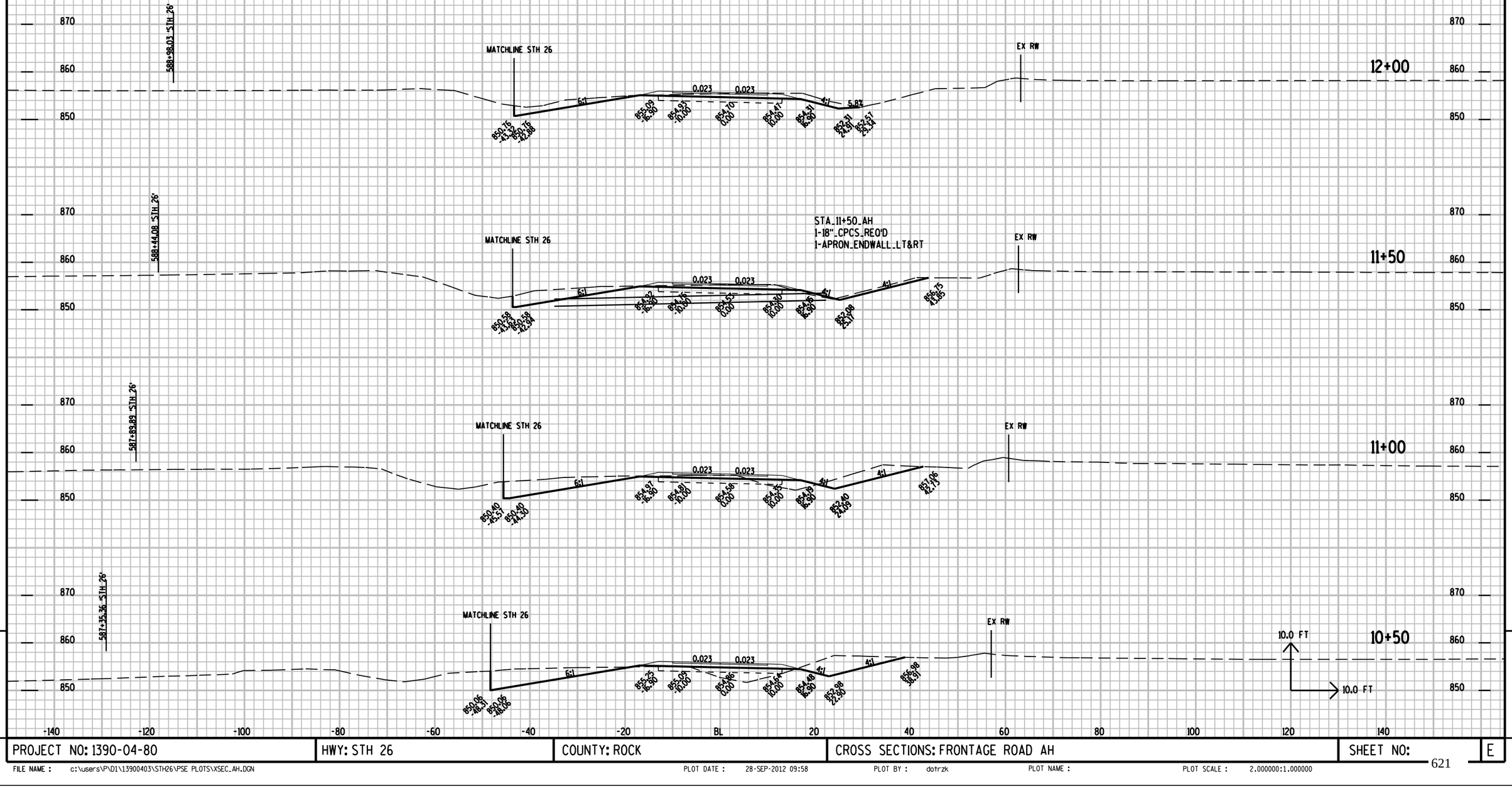
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: FRONTAGE ROAD AH	SHEET NO: E

FILE NAME : c:\users\P\D1\13900403\STH26\PSE PLOTS\XSEC_AH.DGN PLOT DATE : 28-SEP-2012 09:57 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: FRONTAGE ROAD AH	SHEET NO:	E

FILE NAME : c:\users\P\D1\13900403\STH26\PSE PLOTS\XSEC_AH.DGN PLOT DATE : 28-SEP-2012 09:57 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: FRONTAGE ROAD AH	SHEET NO:	E

FILE NAME : c:\users\P\D1\13900403\STH26\PSE PLOTS\XSEC_AH.DGN PLOT DATE : 28-SEP-2012 09:58 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000

591+05.05 'STH 26'

MATCHLINE STH 26

EX RW

14+00

870 860 850 840

851.72 -45.33 | 851.73 -31.33 | 855.12 -16.90 | 855.26 -10.00 | 855.46 0.00 | 855.26 10.00 | 855.12 16.90 | 853.25 24.46 | 853.40 33.16

0.020 0.020 6:1 4:1 4%

590+55.97 'STH 26'

MATCHLINE STH 26

EX RW

13+50

870 860 850

851.51 -45.16 | 851.51 -31.06 | 855.20 -16.90 | 855.23 -10.00 | 855.27 0.00 | 855.01 10.00 | 854.93 16.90 | 853.02 24.56 | 853.16 33.36

0.004 0.020 6:1 4:1 1.6%

590+05.58 'STH 26'

MATCHLINE STH 26

EX RW

13+00

870 860 850

851.32 -44.76 | 851.32 -31.80 | 855.47 -16.90 | 855.31 -10.00 | 855.06 0.00 | 854.85 10.00 | 854.69 16.90 | 852.78 24.56 | 853.18 34.62

0.023 0.023 6:1 4:1 4%

589+51.83 'STH 26'

MATCHLINE STH 26

EX RW

10.0 FT

10.0 FT

12+50

870 860 850

851.16 -43.36 | 851.16 -31.63 | 855.28 -16.90 | 855.12 -10.00 | 854.89 0.00 | 854.66 10.00 | 854.50 16.90 | 852.55 24.73 | 852.85 32.83

0.023 0.023 6:1 4:1 3.7%

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: FRONTAGE ROAD AH	SHEET NO:	E

FILE NAME : c:\users\P\D1\13900403\STH26\PSE PLOTS\XSEC_AH.DGN PLOT DATE : 28-SEP-2012 09:58 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000

593+01.41 "STH 26"

870
860
850

MATCHLINE STH 26

EX RW

16+00

0.020 0.020 6:1 4:1 4%

852.13 -44.36
852.13 -31.45
855.15 -16.30
855.29 -10.00
855.49 0.00
855.29 10.00
855.15 16.30
853.65 22.30
853.94 31.60

592+52.30 "STH 26"

MATCHLINE STH 26

EX RW

15+50

0.020 0.020 6:1 4:1 4%

852.48 -46.43
852.48 -34.00
855.33 -16.30
855.47 -10.00
855.67 0.00
855.47 10.00
855.33 16.30
853.95 22.62
853.95 31.96

592+03.20 "STH 26"

MATCHLINE STH 26

EX RW

15+00

0.020 0.020 6:1 4:1 4%

852.22 -46.19
852.22 -36.06
855.41 -16.30
855.55 -10.00
855.75 0.00
855.55 10.00
855.41 16.30
853.72 23.63
853.91 32.17

591+54.12 "STH 26"

MATCHLINE STH 26

EX RW

10.0 FT

14+50

10.0 FT

0.020 0.020 6:1 4:1 4%

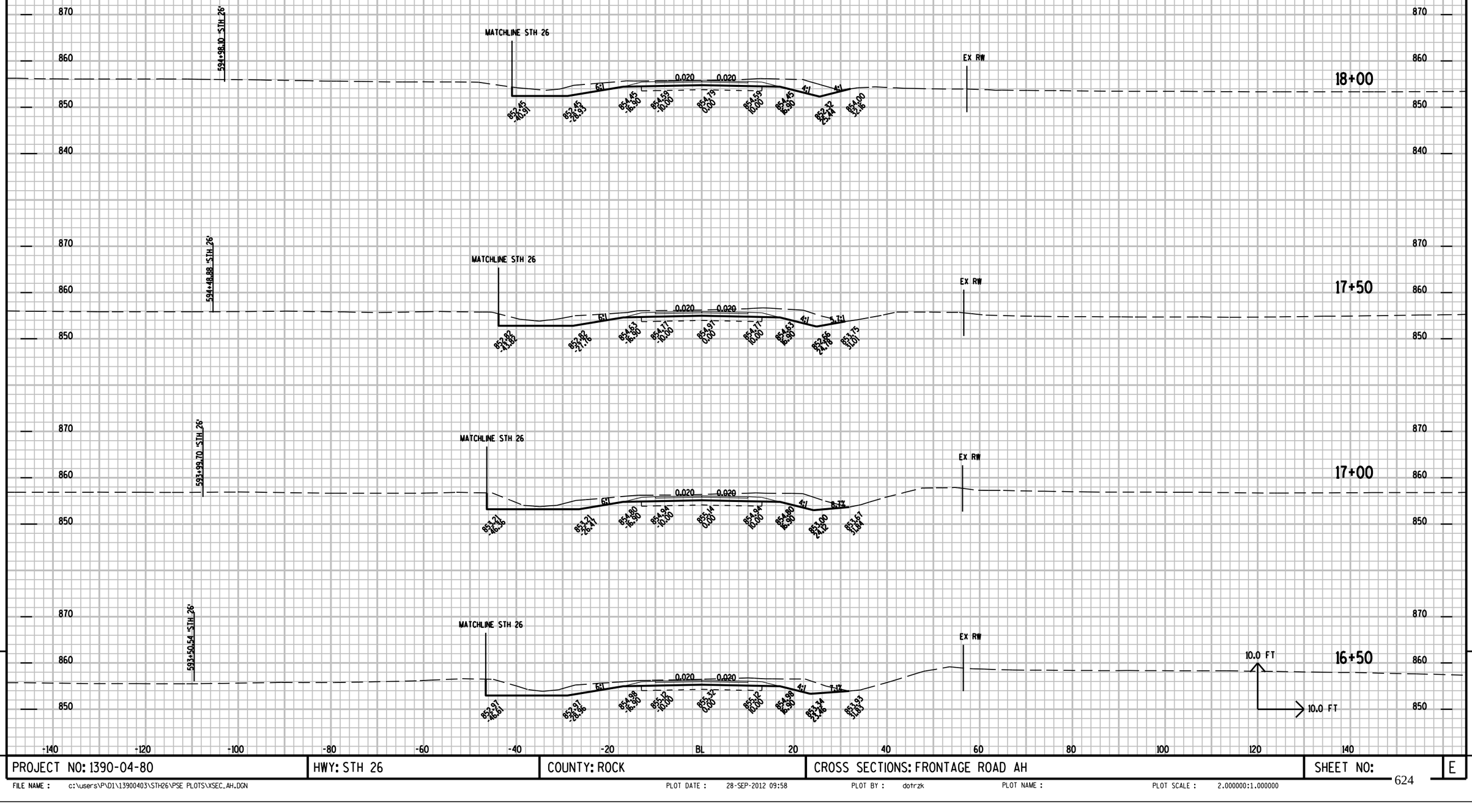
851.97 -46.34
851.97 -36.37
855.31 -16.30
855.45 -10.00
855.65 0.00
855.45 10.00
855.31 16.30
853.48 24.35
853.51 32.51

9

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: FRONTAGE ROAD AH	SHEET NO:	E

FILE NAME : c:\users\P\D1\13900403\STH26\PSE PLOTS\XSEC_AH.DGN PLOT DATE : 28-SEP-2012 09:58 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: FRONTAGE ROAD AH	SHEET NO:	E

FILE NAME : c:\users\P\D1\13900403\STH26\PSE PLOTS\XSEC_AH.DGN PLOT DATE : 28-SEP-2012 09:58 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000

597+04.16 'STH 26'

MATCHLINE STH 26

EX RW

TLE

20+00

596+49.51 'STH 26'

STA_19+50_AH
1-18"_CPRC_REO'D
1-APRON_ENDWALL_LT&RT

MATCHLINE STH 26

EX RW

TLE

19+50

595+96.65 'STH 26'

MATCHLINE STH 26

EX RW

19+00

595+47.35 'STH 26'

MATCHLINE STH 26

EX RW

18+50

10.0 FT

10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: FRONTAGE ROAD AH	SHEET NO:	E

FILE NAME : c:\users\P\D1\13900403\STH26\PSE PLOTS\XSEC_AH.DGN PLOT DATE : 28-SEP-2012 09:58 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000

598+22.39 'STH 26'

MATCHLINE STH 26

TEL

EX RW

TLE

6:1 0.020 0.020 4:1 4:1

851.98 -40.30 | 851.98 -34.79 | 853.00 -16.67 | 853.14 -11.12 | 853.37 0.00 | 853.15 10.91 | 853.01 16.42 | 853.22 21.51 | 854.59 30.80

21+50

598+40.00 'STH 26'

STA. 21+25 AH
CONSTRUCT PE RT
1-12" CPCS REQ'D
2 APRON ENDWALLS REQ'D

MATCHLINE STH 26

EX RW

TLE

6:1 0.020 0.020 0.014 4:1

851.84 -40.12 | 851.84 -25.21 | 853.22 -16.50 | 853.36 -10.00 | 853.56 0.00 | 853.36 10.00 | 853.20 15.00 | 853.22 16.50 | 852.83 21.26 | 854.51 31.04 | 853.85 41.20

21+25

598+14.04 'STH 26'

MATCHLINE STH 26

EX RW

TLE

6:1 0.020 0.020 4:1 4:1

851.69 -35.17 | 851.69 -21.04 | 853.38 -16.50 | 853.52 -10.00 | 853.72 0.00 | 853.52 10.00 | 853.34 16.50 | 852.95 21.07 | 854.01 31.92

21+00

597+58.90 'STH 26'

MATCHLINE STH 26

EX RW

TLE

6:1 0.020 0.020 4:1 4:1

851.27 -35.39 | 851.27 -30.16 | 853.58 -16.50 | 853.72 -10.00 | 853.92 0.00 | 853.72 10.00 | 853.58 16.50 | 851.90 21.83 | 852.19 24.77

20+50

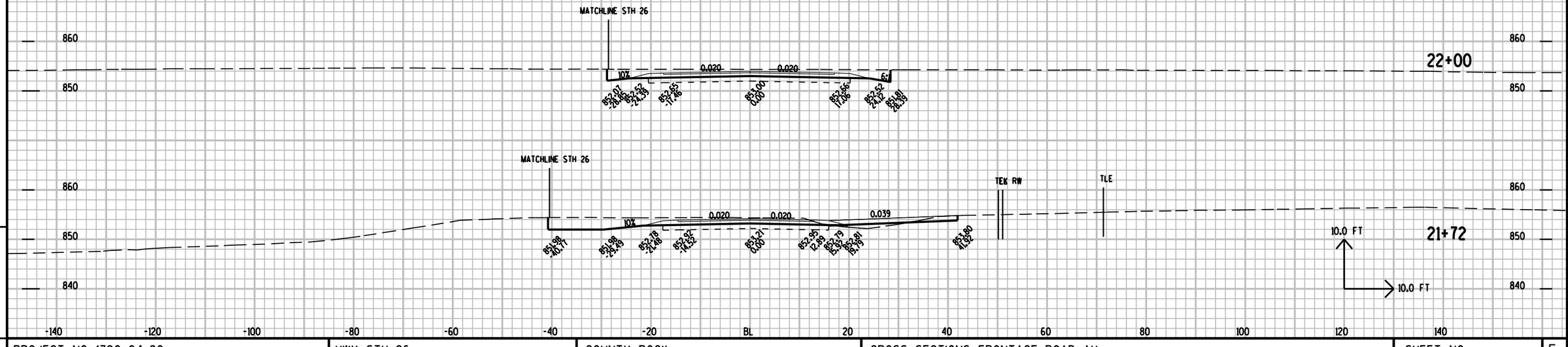
10.0 FT

10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: FRONTAGE ROAD AH	SHEET NO:	E

FILE NAME : c:\users\P\D1\13900403\STH26\PSE PLOTS\XSEC_AH.DGN PLOT DATE : 28-SEP-2012 09:58 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



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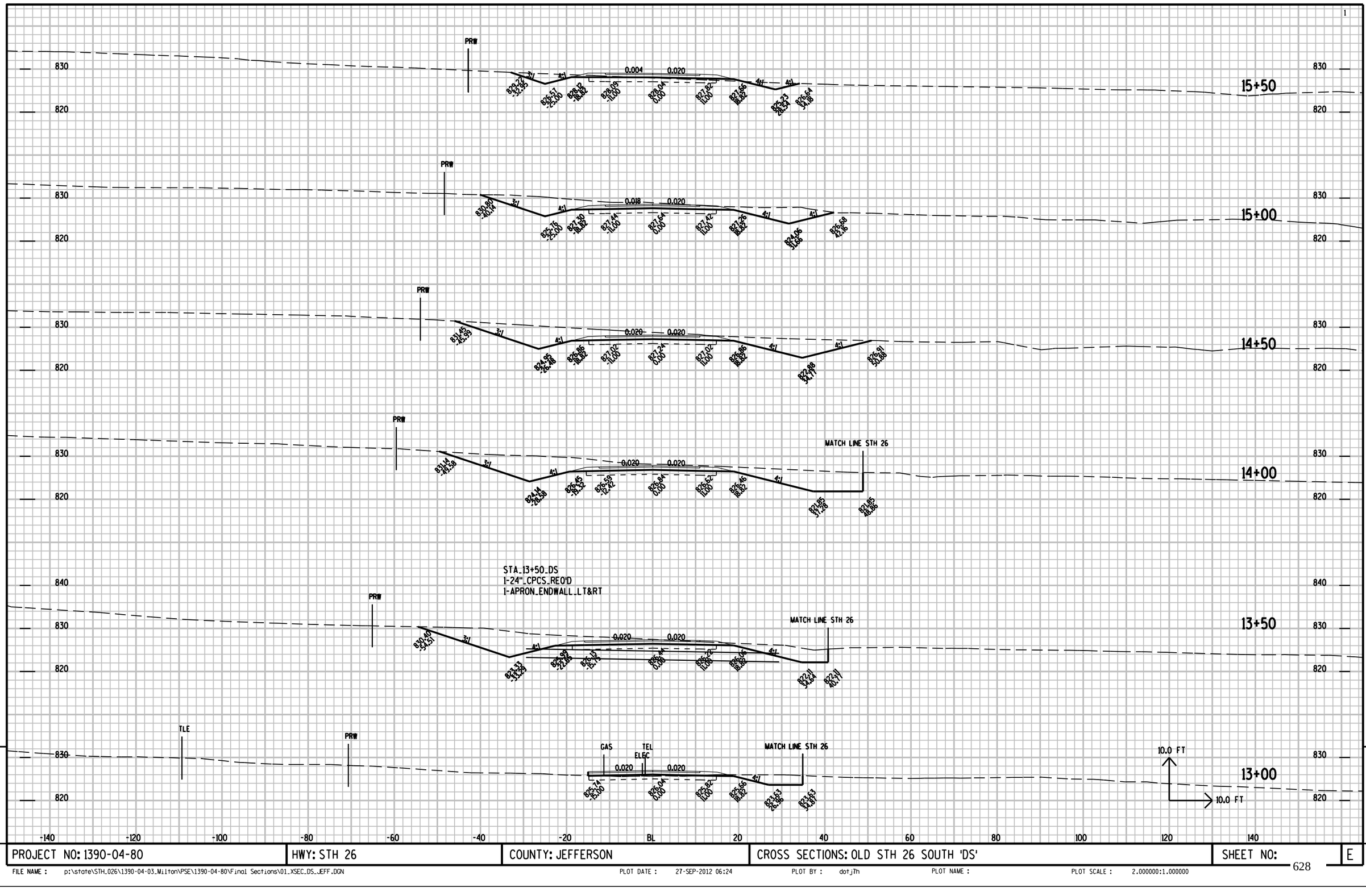
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: FRONTAGE ROAD AH	SHEET NO:	E

FILE NAME : c:\users\P\D1\13900403\STH26\PSE PLOTS\XSEC_AH.DGN PLOT DATE : 28-SEP-2012 09:58 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



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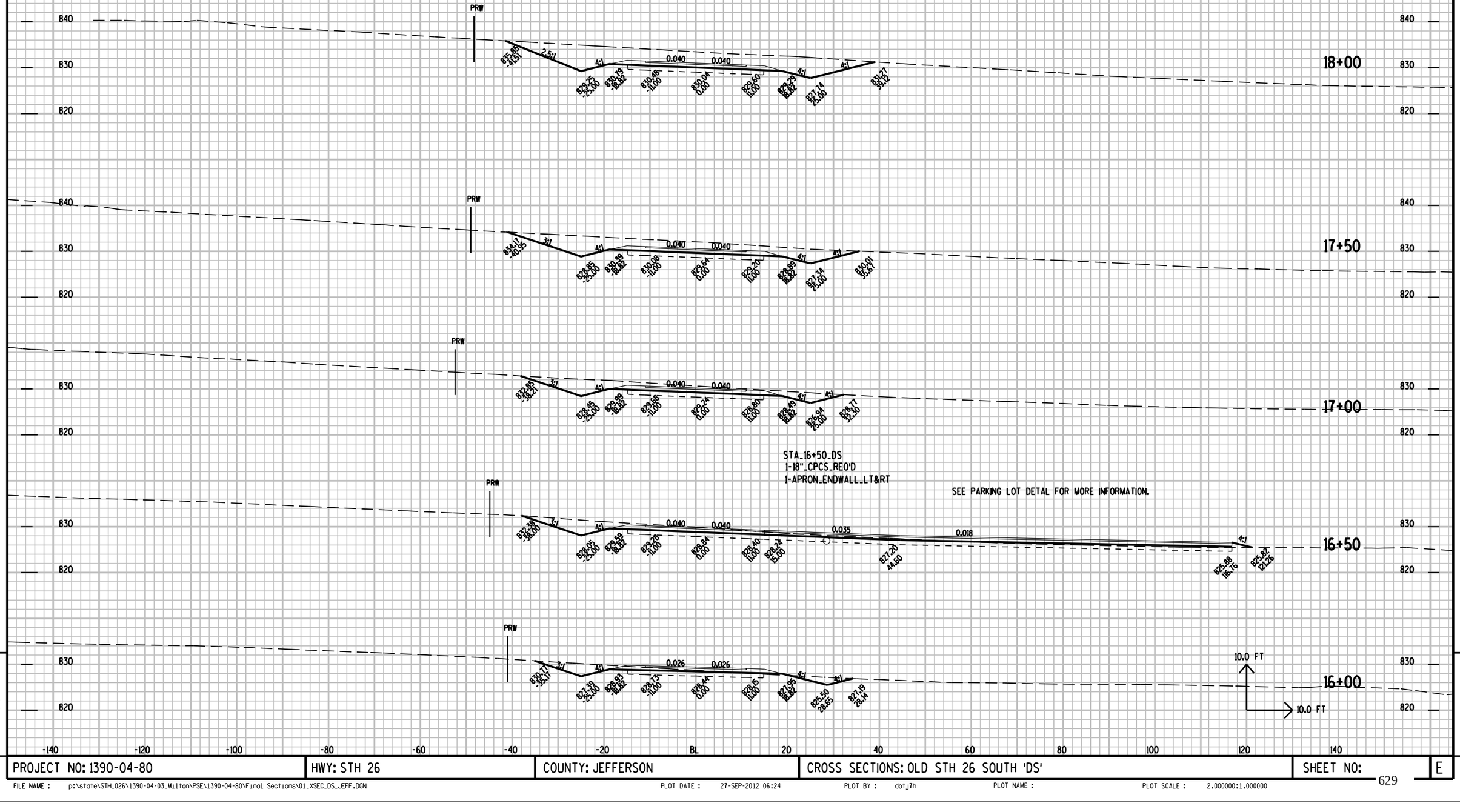
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD STH 26 SOUTH 'DS'	SHEET NO:	E

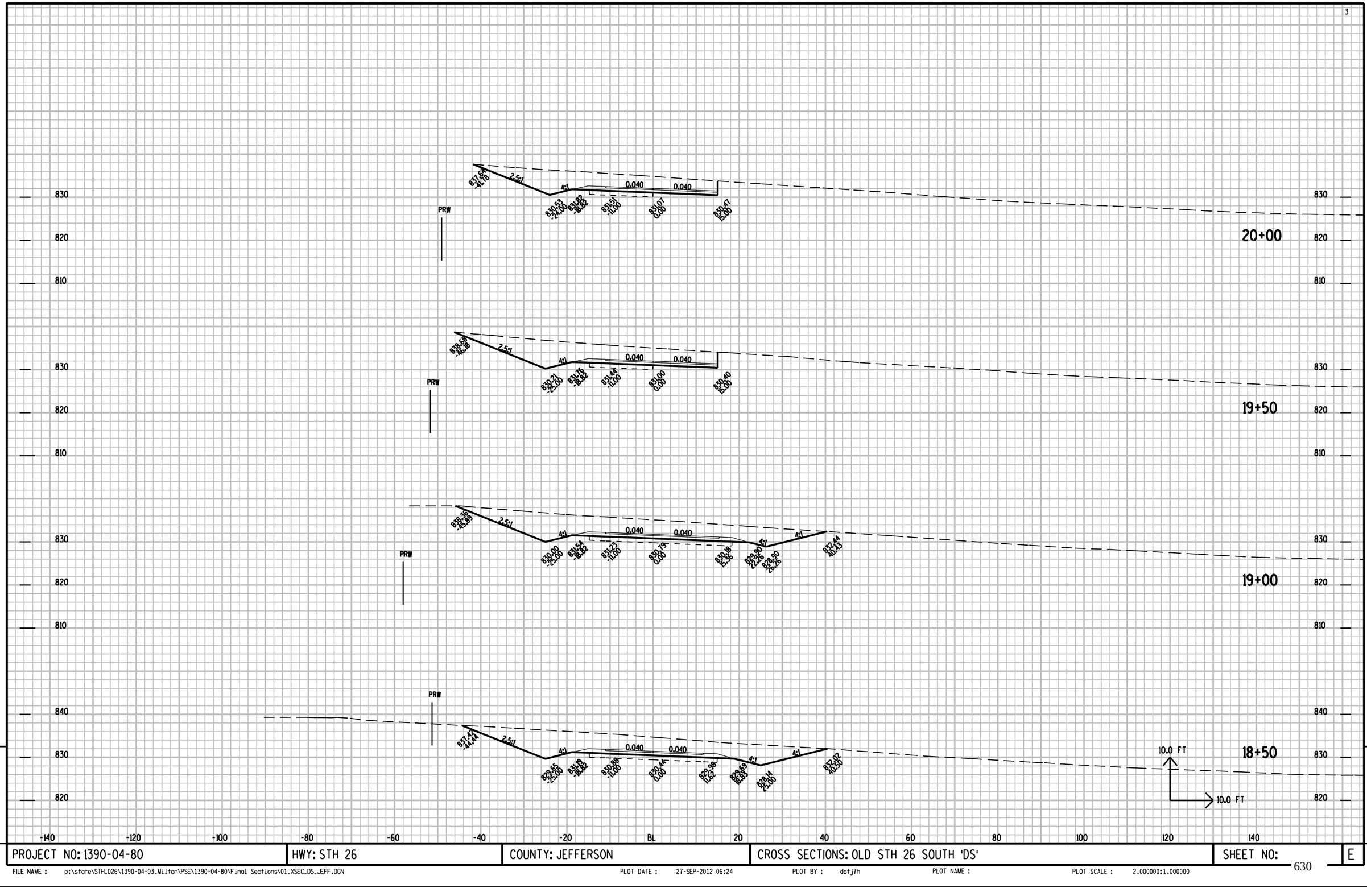
9

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\01_XSEC_DS_JEFF.DGN PLOT DATE : 27-SEP-2012 06:24 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD STH 26 SOUTH 'DS'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\01_XSEC_DS_JEFF.DGN PLOT DATE : 27-SEP-2012 06:24 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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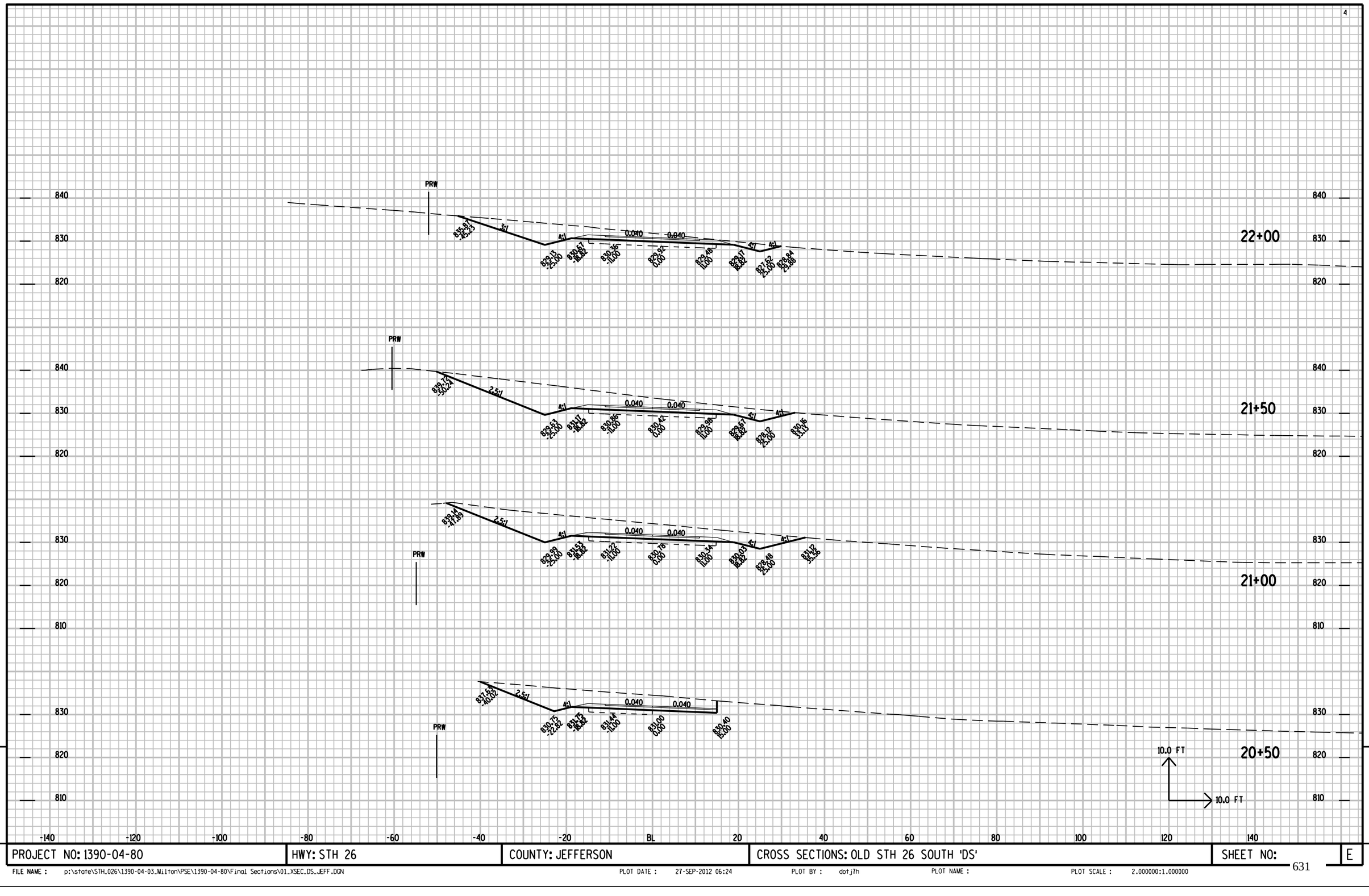
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD STH 26 SOUTH 'DS'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\01_XSEC_DS_JEFF.DGN PLOT DATE : 27-SEP-2012 06:24 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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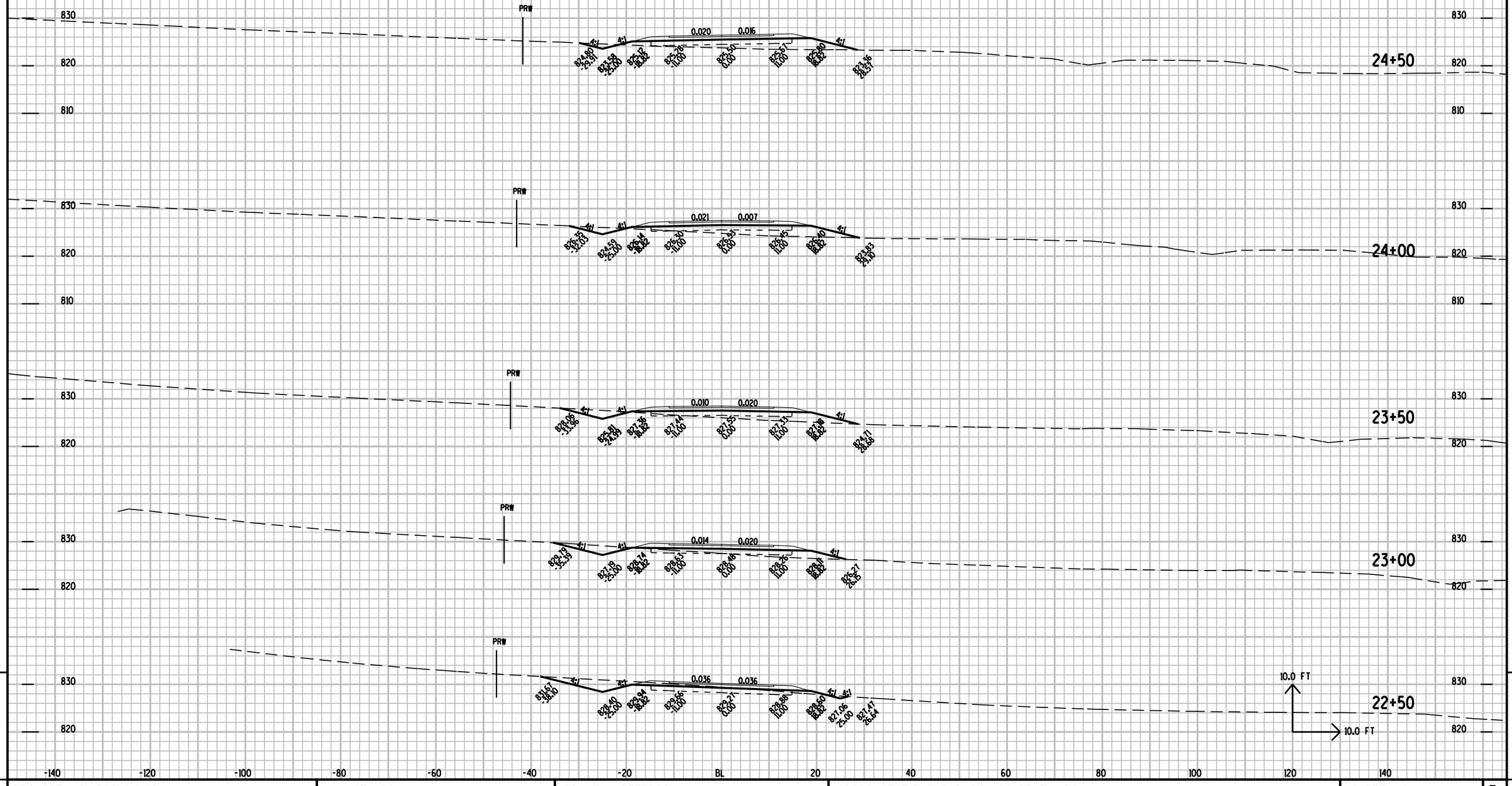
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD STH 26 SOUTH 'DS'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\01_XSEC_DS_JEFF.DGN PLOT DATE : 27-SEP-2012 06:24 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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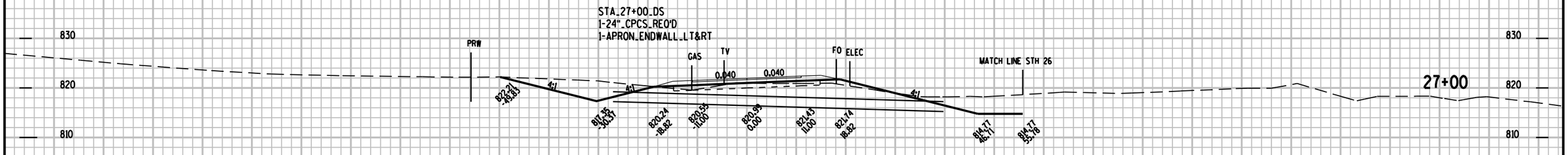
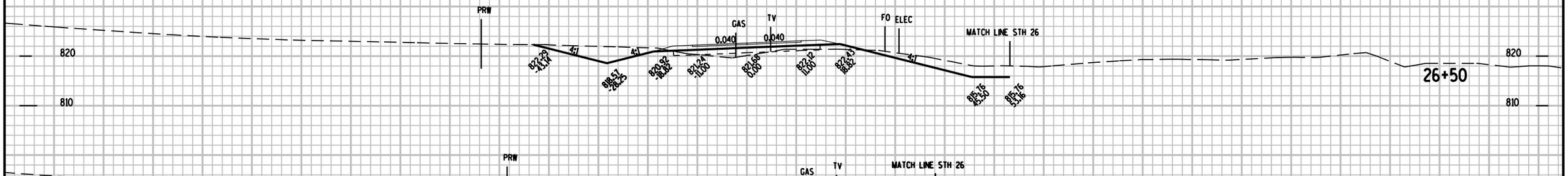
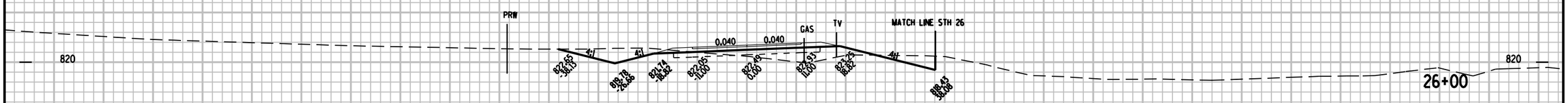
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD STH 26 SOUTH 'DS'	SHEET NO:	E

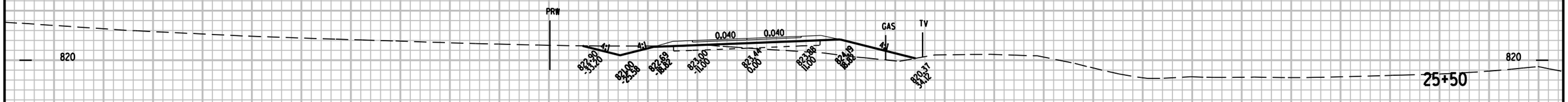
FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\01_XSEC_DS_JEFF.DGN PLOT DATE : 27-SEP-2012 06:24 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000

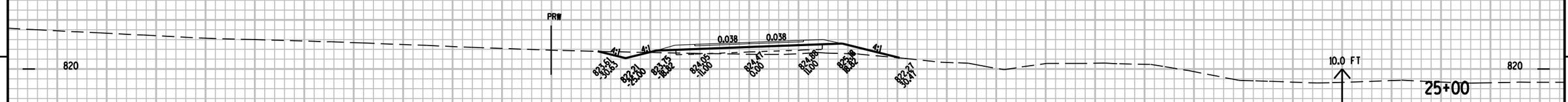
STA_27+00_DS
1-24"_CPCS_REQ'D
1-APRON_ENDWALL_LT&RT











-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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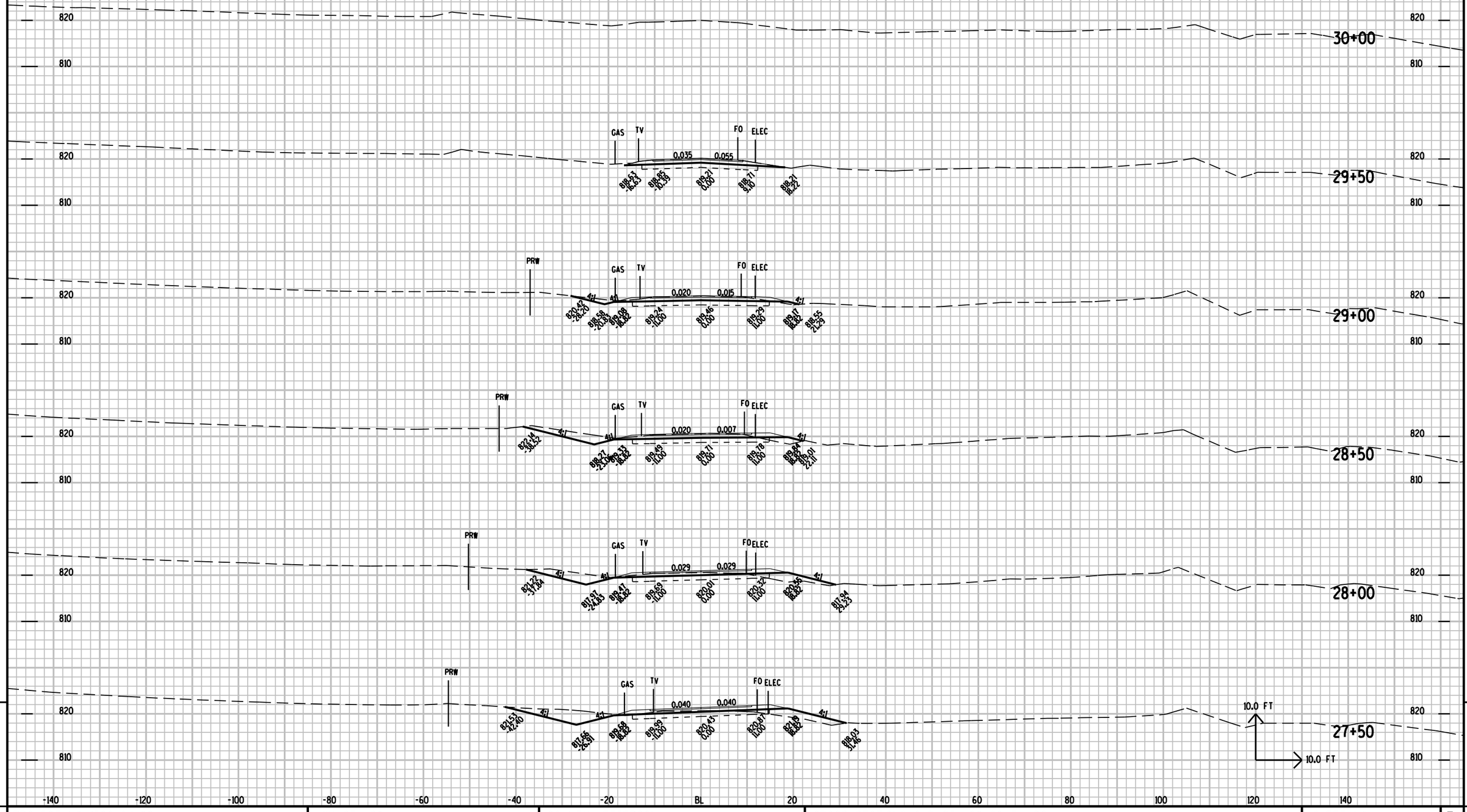
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD STH 26 SOUTH 'DS'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\01_XSEC_DS_JEFF.DGN PLOT DATE : 27-SEP-2012 06:24 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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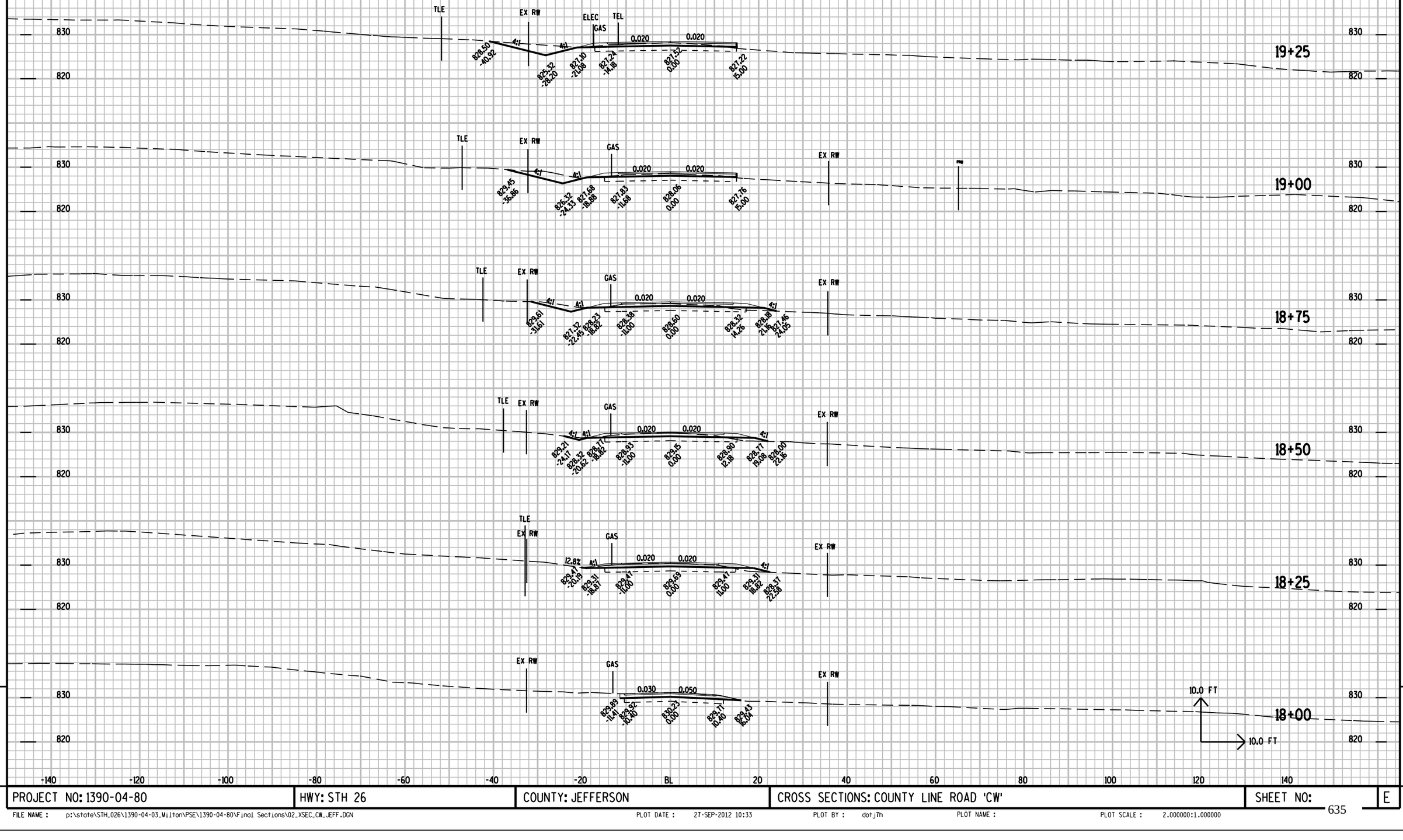
9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD STH 26 SOUTH 'DS'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\01_XSEC_DS_JEFF.DGN PLOT DATE : 27-SEP-2012 06:24 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: COUNTY LINE ROAD 'CW'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\02_XSEC_CW_JEFF.DGN PLOT DATE : 27-SEP-2012 10:33 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000

29+50

MATCH 26 MATCH 26 TEL

0.020 0.020

821.64 -16.00 | 822.00 0.00 | 821.64 16.00

28+50

STA_28+00_CLN
1-30"_CPCS_RE0'D
1-APRON_ENDWALL_LT&RT

MATCH 26 MATCH 26

0.020 0.020

823.67 -41.95 | 822.08 -24.70 | 822.85 -16.80 | 822.17 0.00 | 822.85 15.80 | 822.73 21.60 | 821.97 36.62 | 818.13 -41.95 | 818.00 36.62

28+00

MATCH 26 MATCH 26

27+50

0.020 0.020

825.48 -26.08 | 822.96 -26.08 | 824.00 -21.80 | 824.14 -15.00 | 824.44 0.00 | 824.14 15.00 | 824.00 21.80 | 825.57 26.08 | 822.96 26.08

27+00

0.020 0.020

826.46 -34.78 | 824.44 -26.08 | 825.48 -21.80 | 825.62 -15.00 | 825.92 0.00 | 825.62 15.00 | 825.48 21.80 | 824.44 26.08 | 826.61 34.78

26+50

0.020 0.020

828.34 -34.94 | 825.12 -26.08 | 827.17 -21.80 | 827.31 -15.00 | 827.61 0.00 | 827.31 15.00 | 827.17 21.80 | 825.12 26.08 | 828.94 37.17

26+00

0.020 0.020

829.14 -16.00 | 823.56 0.00 | 823.14 16.00

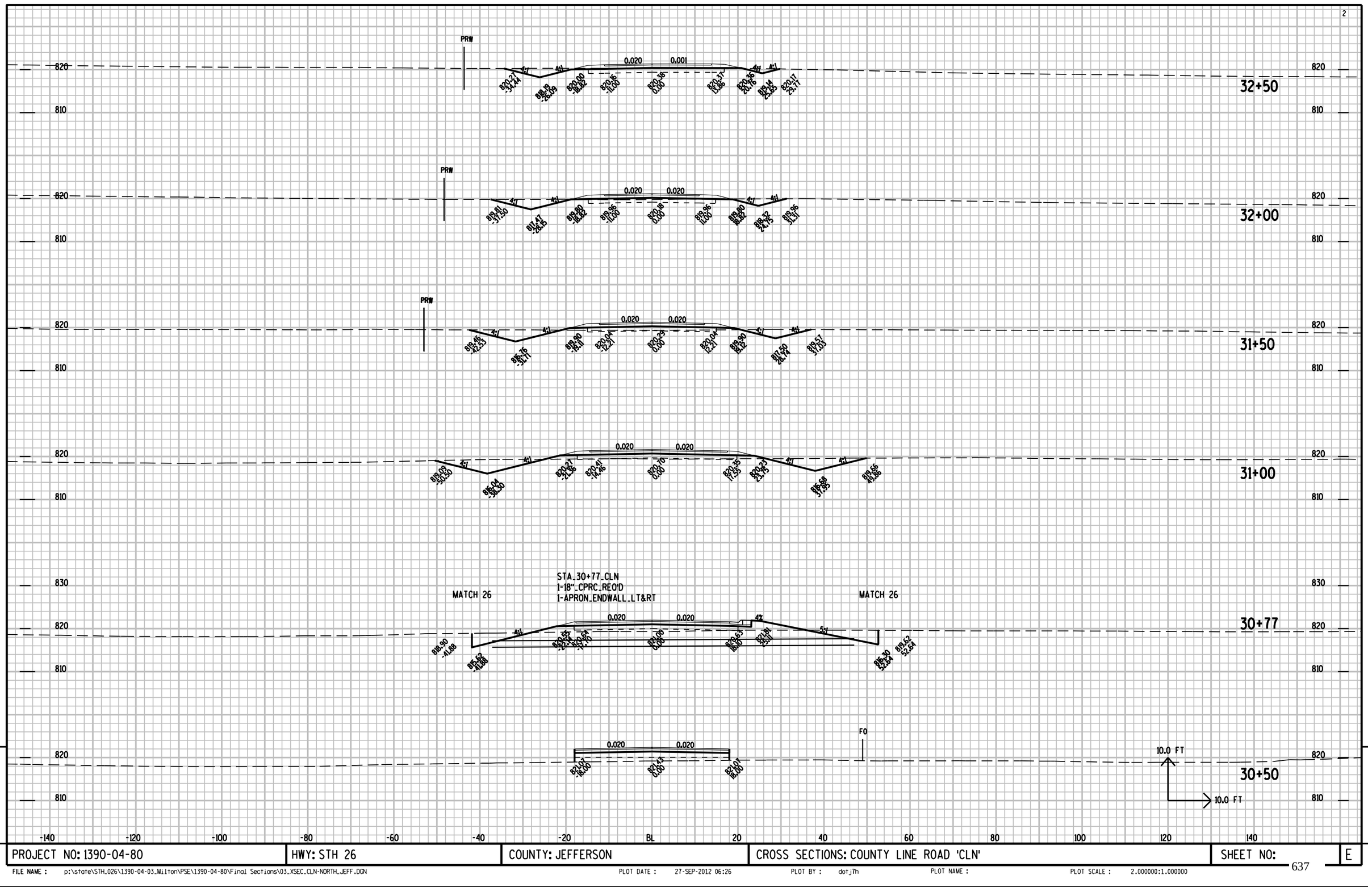
10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: COUNTY LINE ROAD 'CLN'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\03_XSEC_CLN-NORTH_JEFF.DGN PLOT DATE : 27-SEP-2012 06:26 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: COUNTY LINE ROAD 'CLN'	SHEET NO:	E

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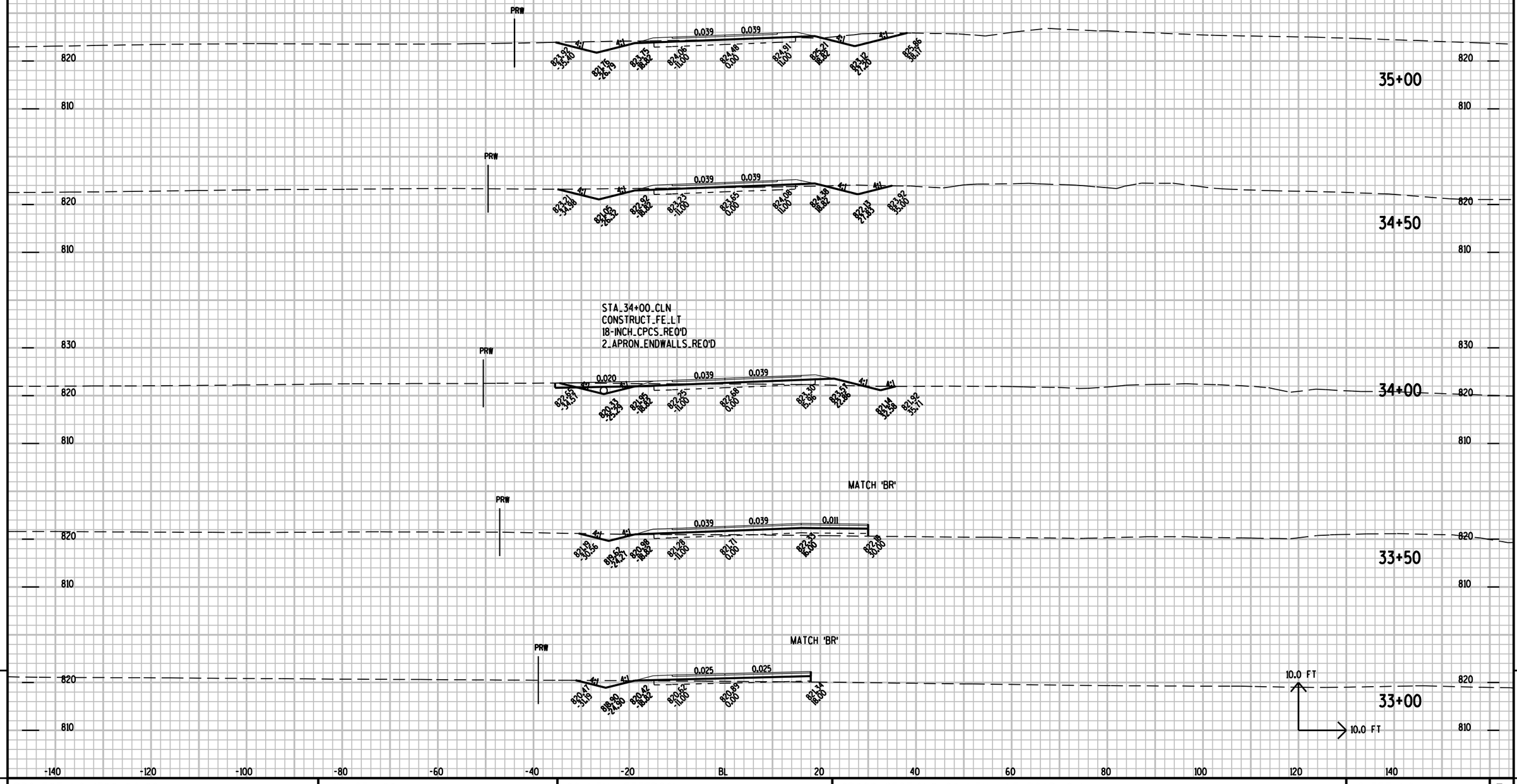

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: COUNTY LINE ROAD 'CLN'	SHEET NO:	E

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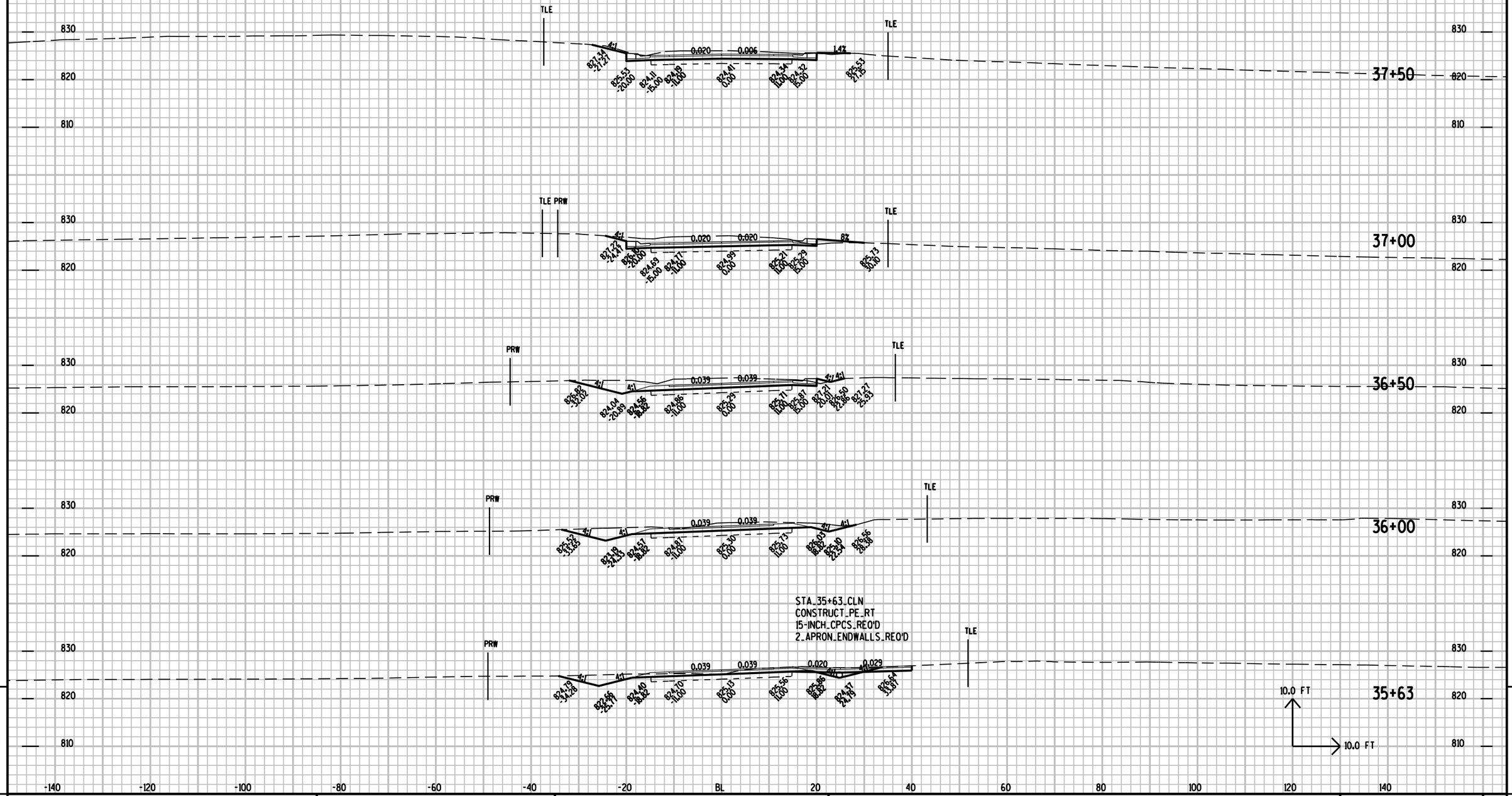

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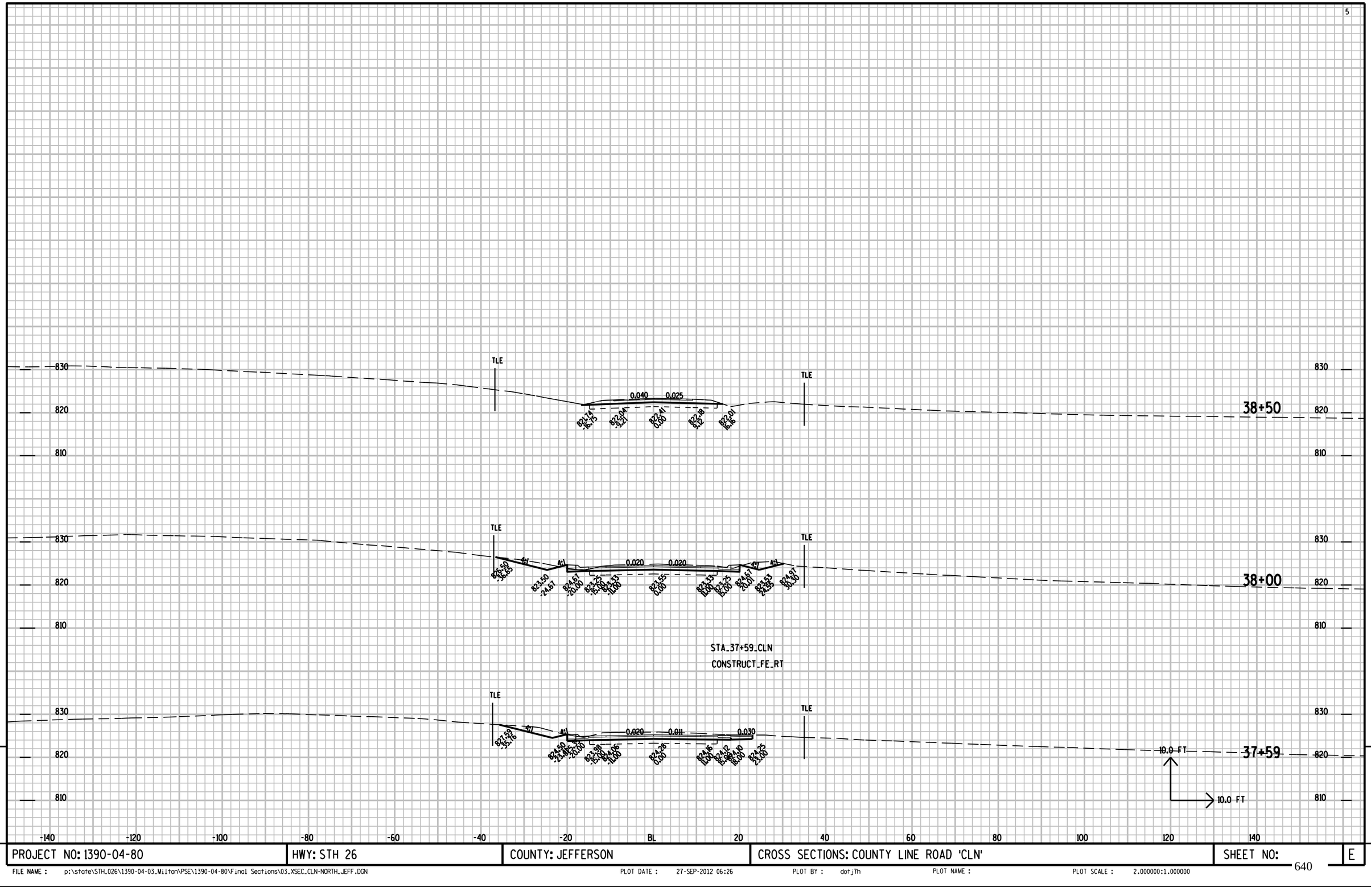
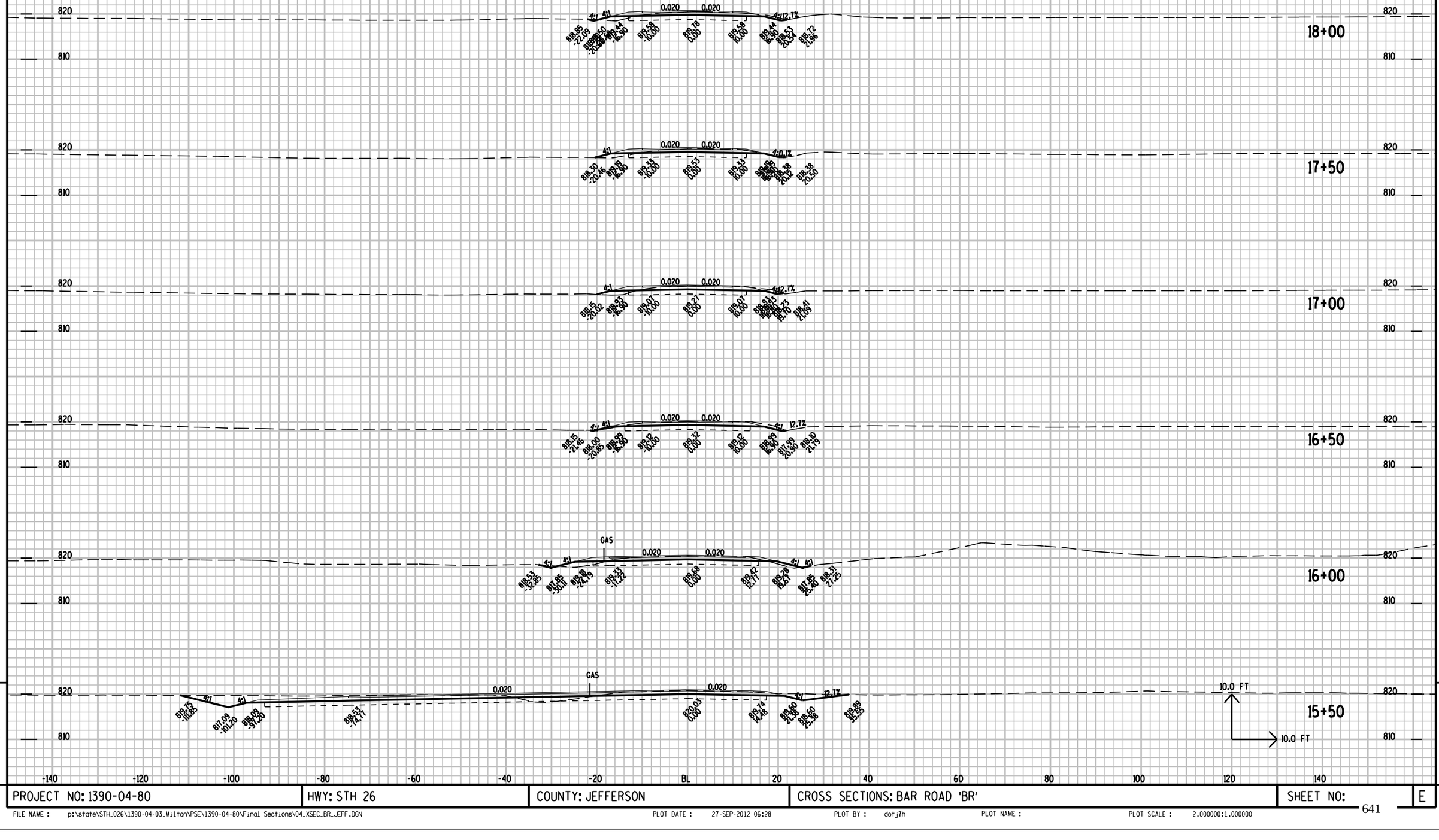
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: COUNTY LINE ROAD 'CLN'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\03_XSEC_CLN-NORTH_JEFF.DGN PLOT DATE : 27-SEP-2012 06:26 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: COUNTY LINE ROAD 'CLN'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\03_XSEC_CLN-NORTH_JEFF.DGN PLOT DATE : 27-SEP-2012 06:26 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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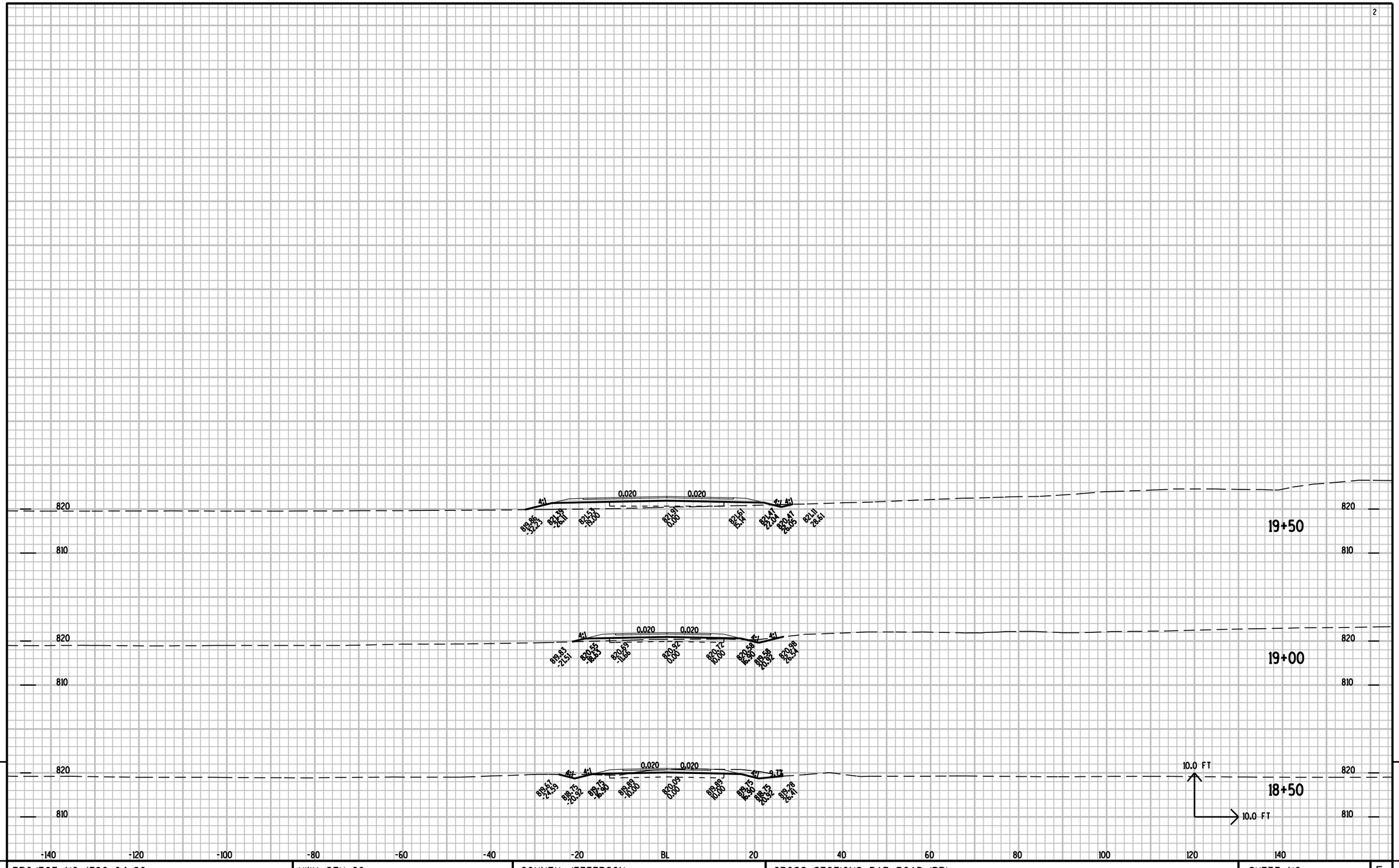
9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: BAR ROAD 'BR'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\04_XSEC_BR_JEFF.DGN PLOT DATE : 27-SEP-2012 06:28 PLOT BY : dotjfh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: BAR ROAD 'BR'	SHEET NO:	E

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STA_28+66_HA
1-30"_CPRC_REQ'D
1-APRON_ENDWALL_LT&RT

30+00
29+50
29+00
28+66
28+50
28+00
27+50

0.020 0.020 6:1 5:1
0.020 0.020
0.020 0.020 4:1 6:1
0.001 0.004

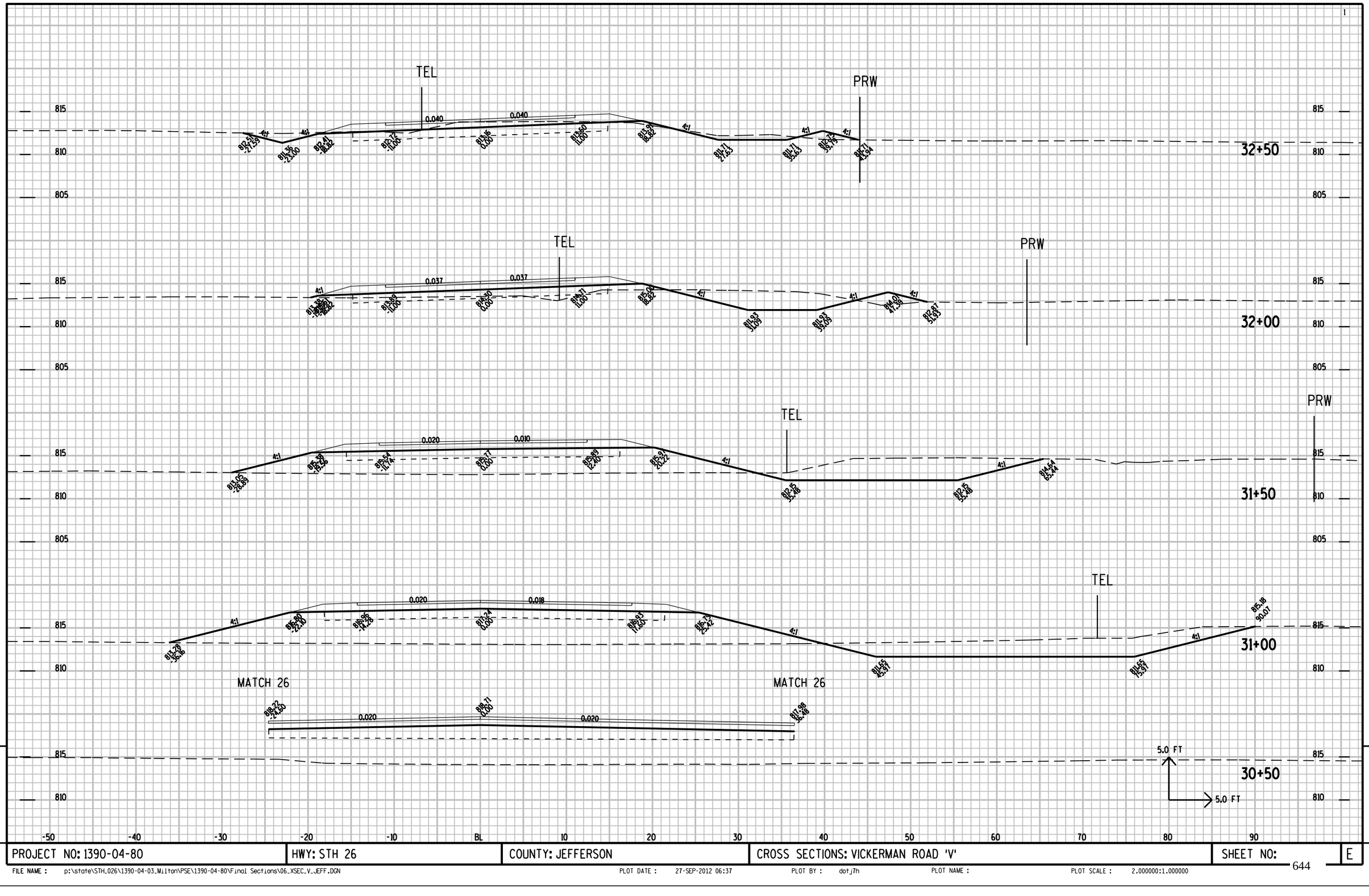
10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: HAMMER LANE 'HA'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\05_XSEC_HA_JEFF.DGN PLOT DATE : 27-SEP-2012 06:35 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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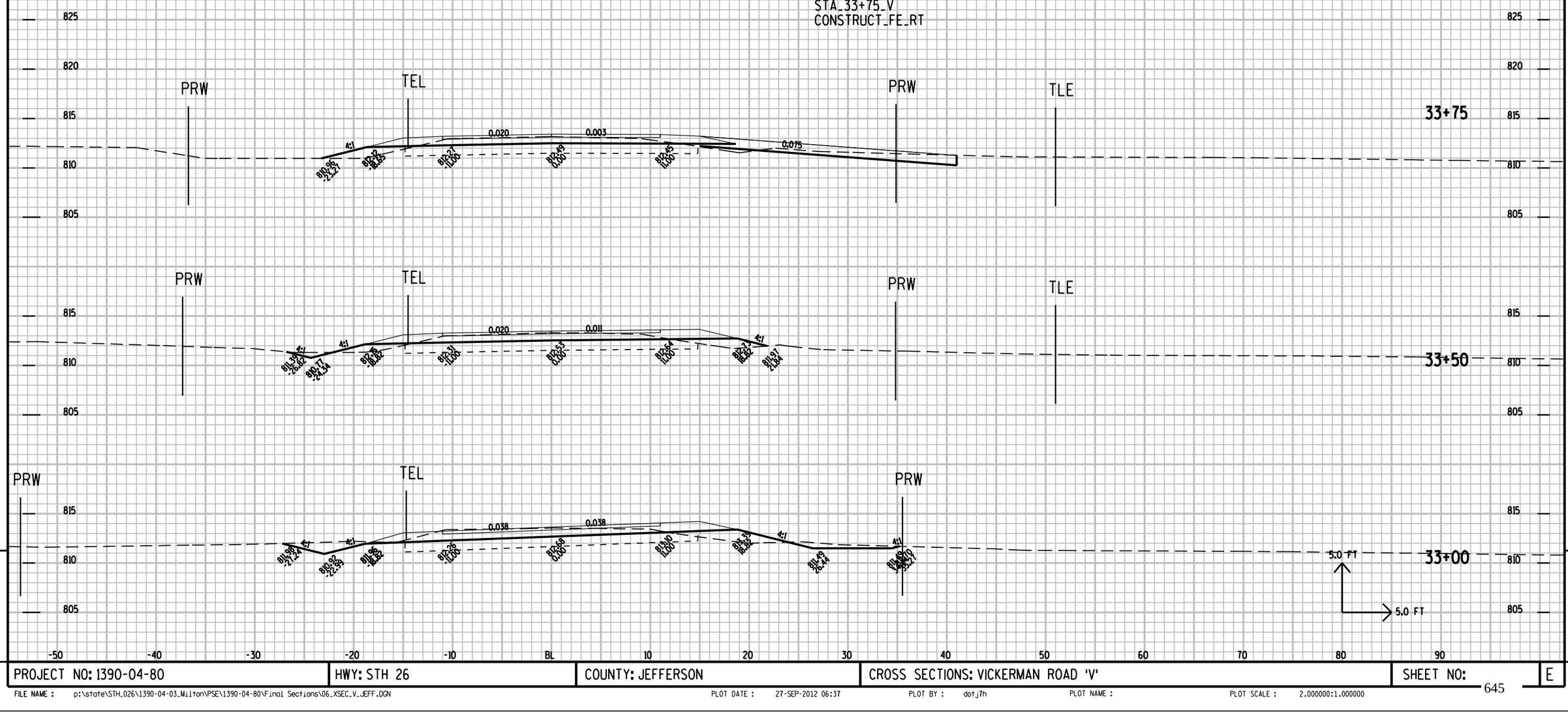
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: VICKERMAN ROAD 'V'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\06_XSEC_V_JEFF.DGN PLOT DATE : 27-SEP-2012 06:37 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000

STA_33+75_V
CONSTRUCT_FE_RT



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: VICKERMAN ROAD 'V'	SHEET NO:	E

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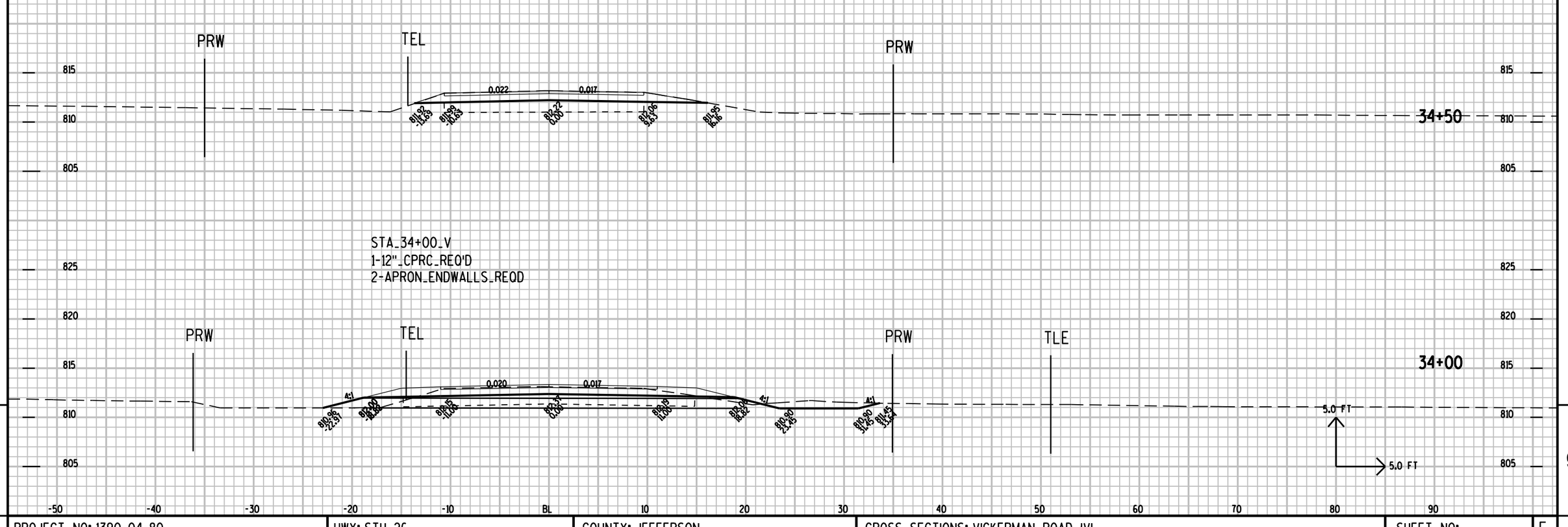

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: VICKERMAN ROAD 'V'	SHEET NO:	E

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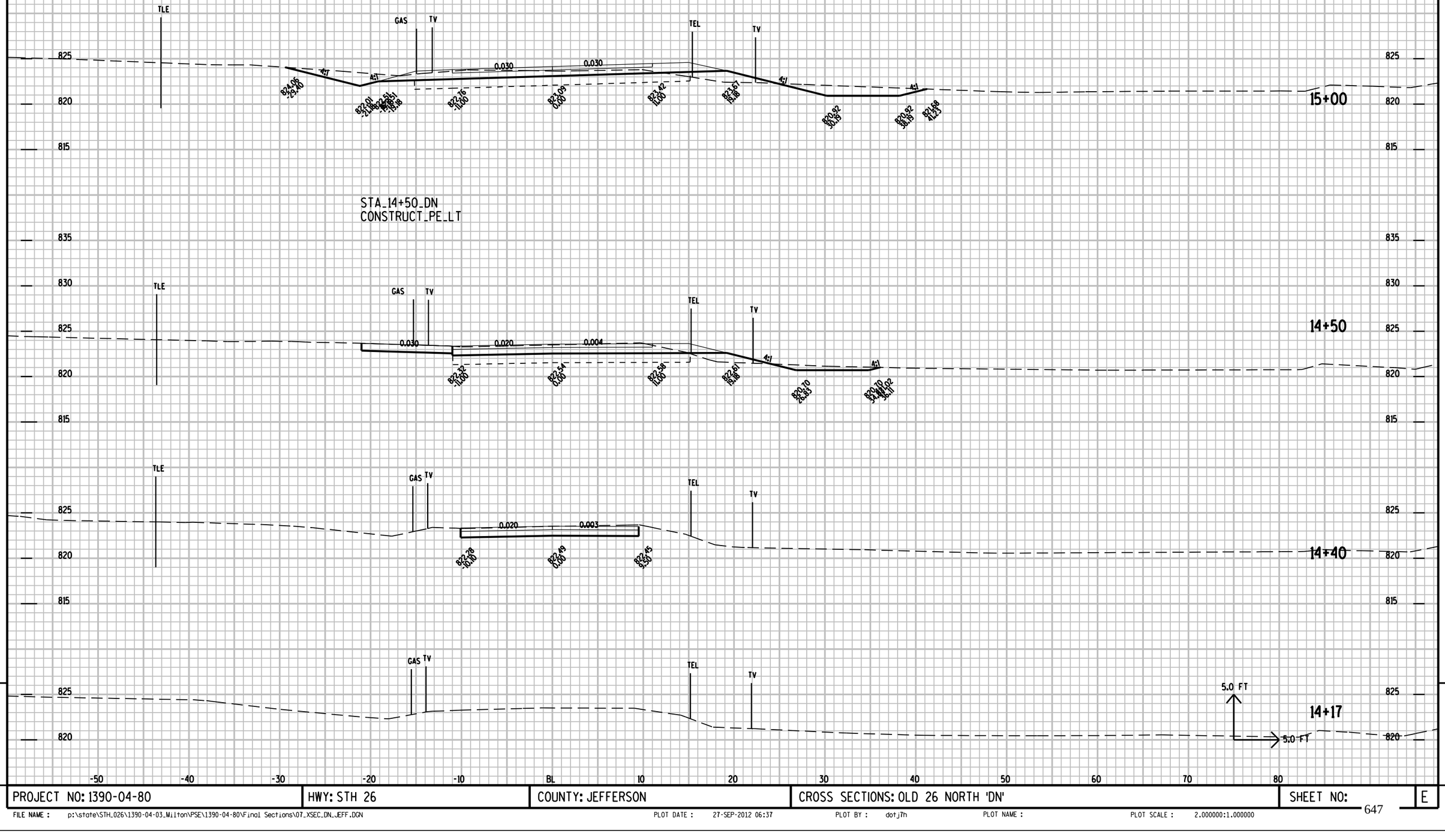

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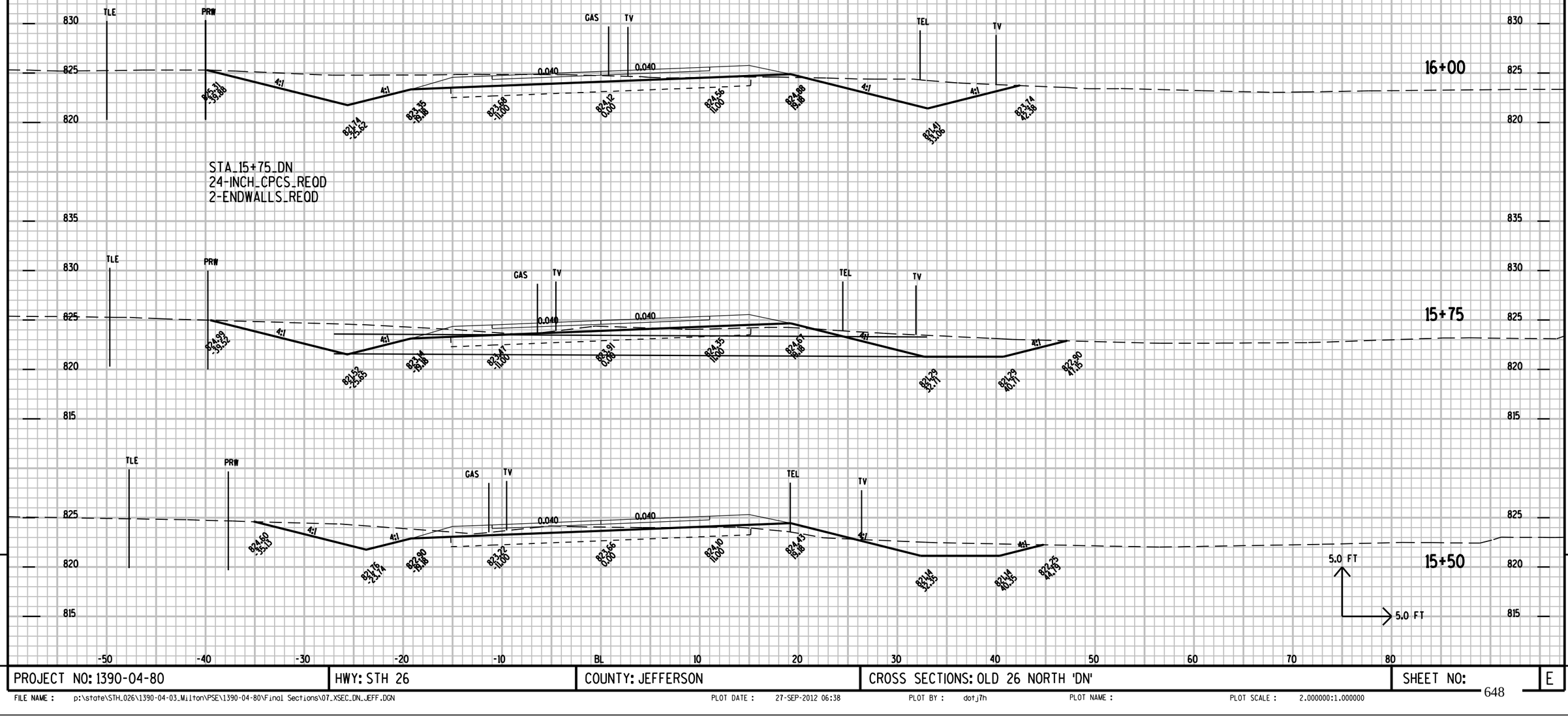
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 NORTH 'DN'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\07_XSEC_DN_JEFF.DGN PLOT DATE : 27-SEP-2012 06:37 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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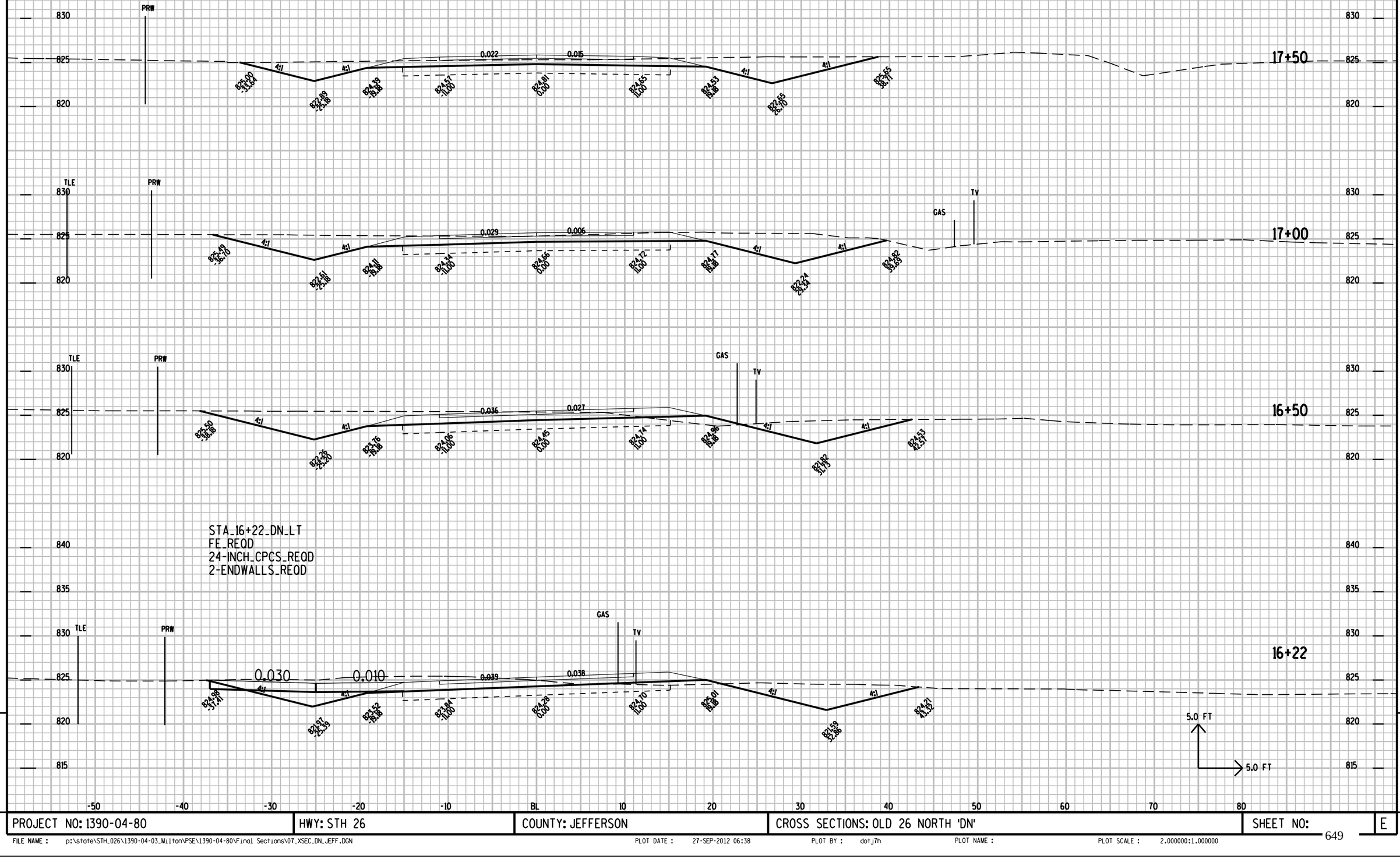
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 NORTH 'DN'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\07_XSEC_DN_JEFF.DGN PLOT DATE : 27-SEP-2012 06:38 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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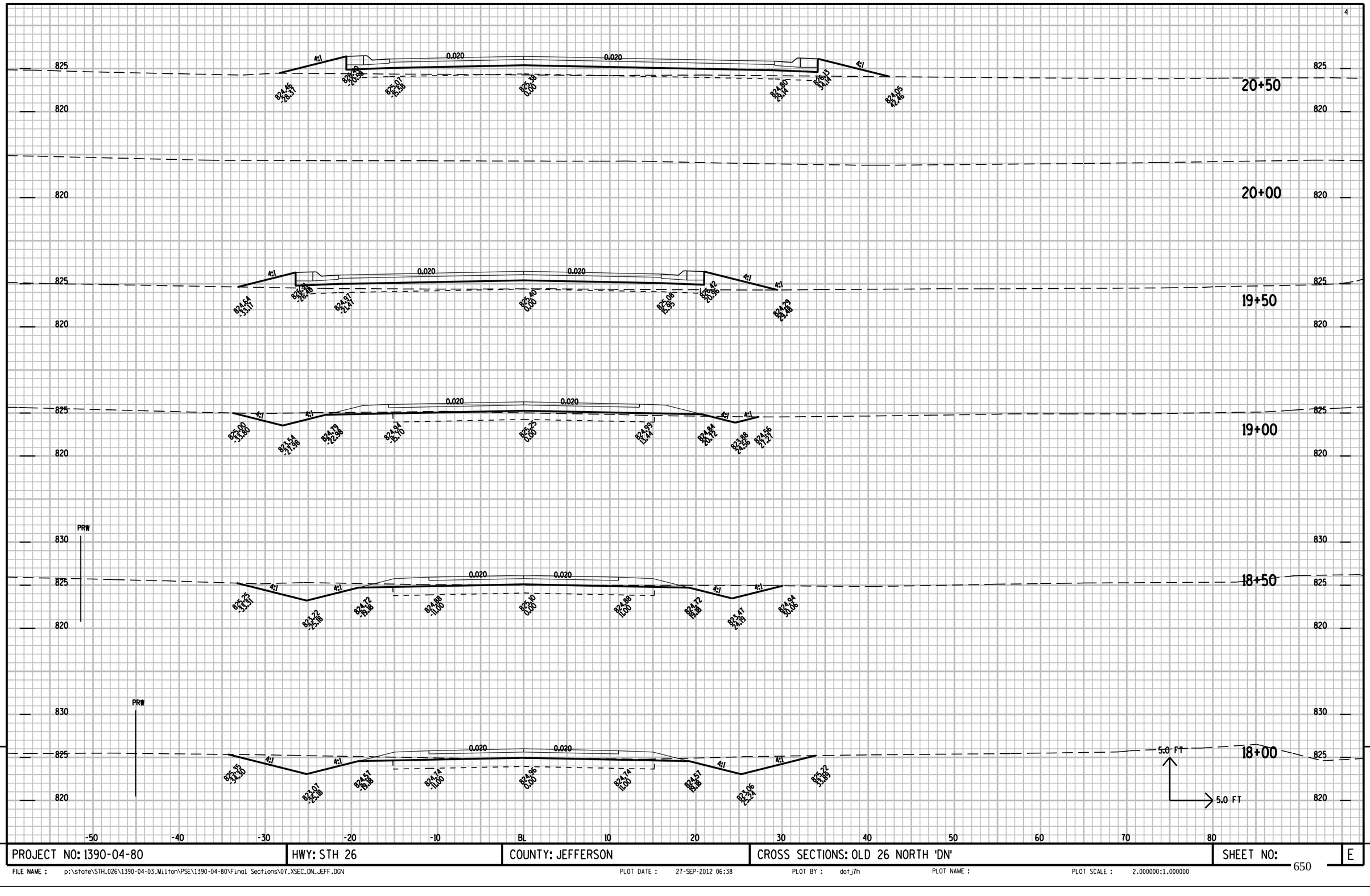
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 NORTH 'DN'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\07_XSEC_DN_JEFF.DGN PLOT DATE : 27-SEP-2012 06:38 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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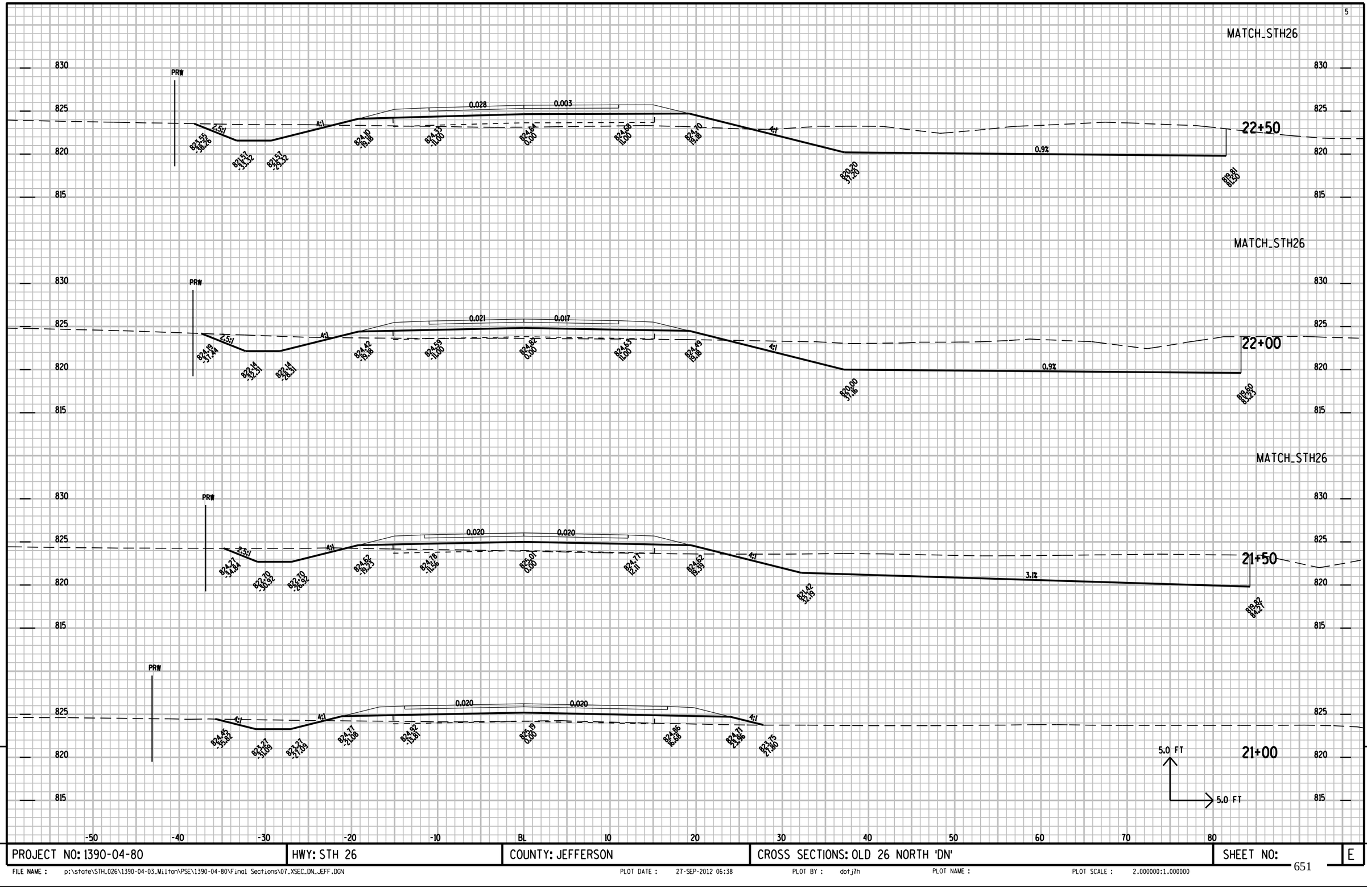
9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 NORTH 'DN'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\07_XSEC_DN_JEFF.DGN PLOT DATE : 27-SEP-2012 06:38 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 NORTH 'DN'	SHEET NO:	E

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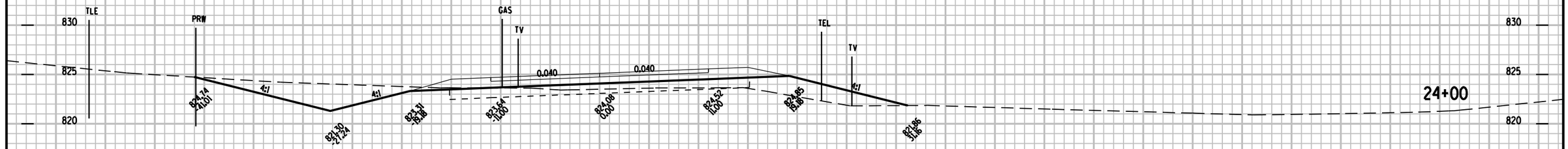
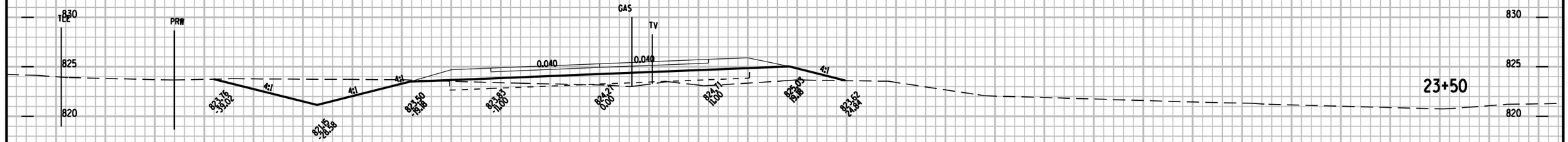
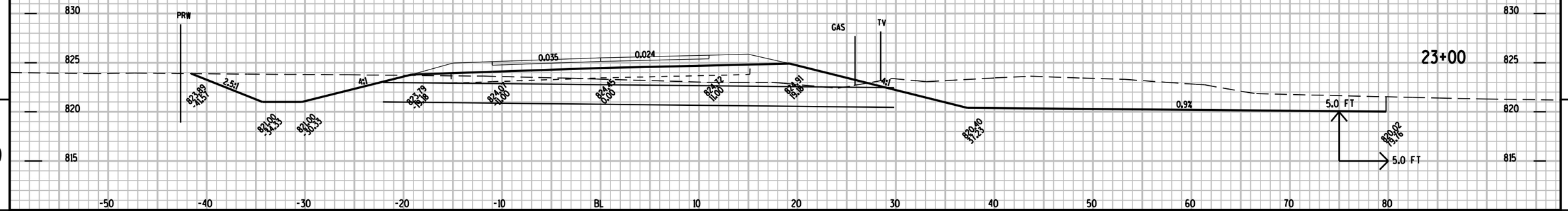




STA_23+00_DN
24X30-INCH_CPRC HE_REOD
2-ENDWALLS_REOD

MATCH_STH26



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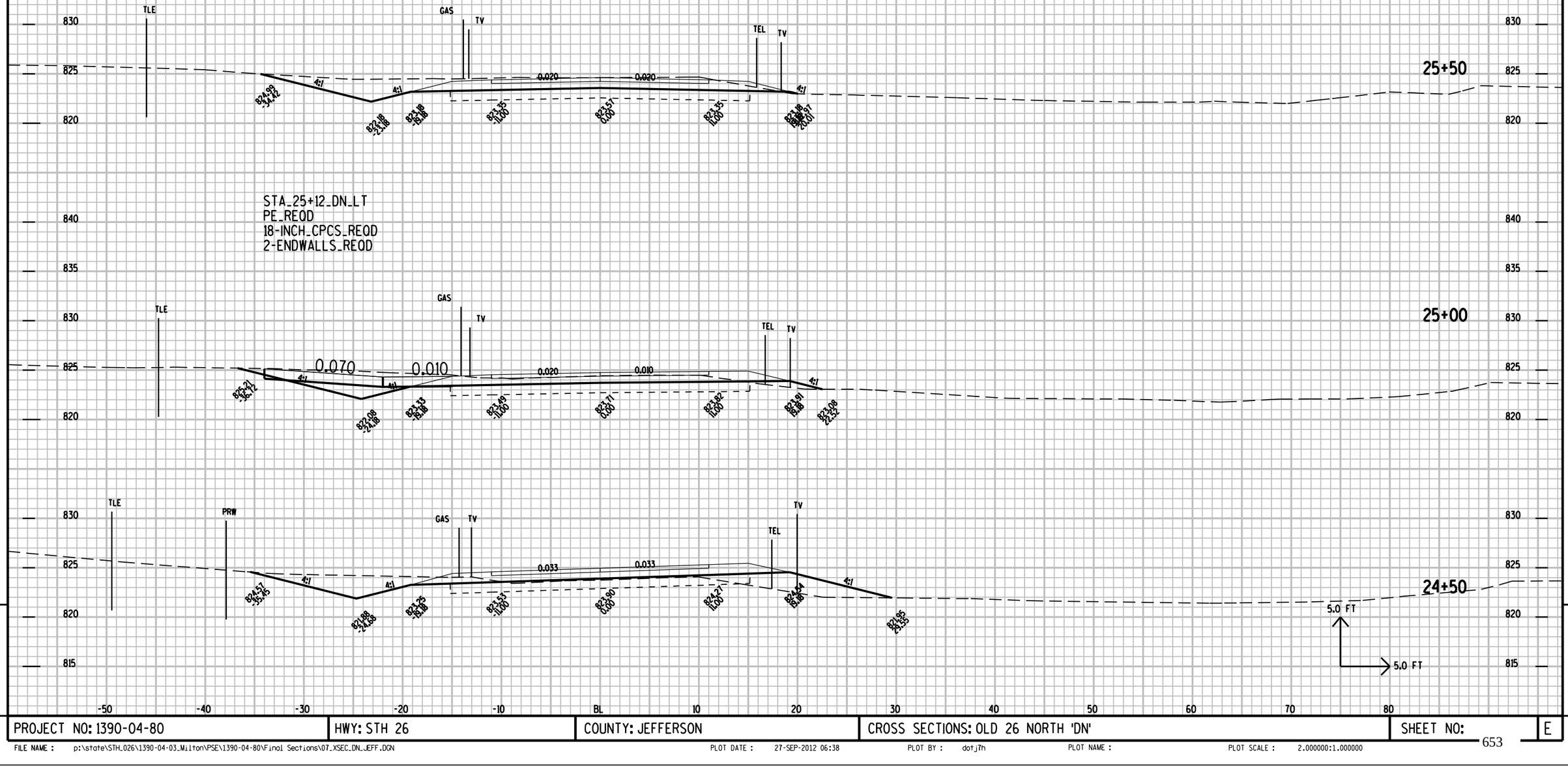
-50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80

9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 NORTH 'DN'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\07_XSEC_DN_JEFF.DGN PLOT DATE : 27-SEP-2012 06:38 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 NORTH 'DN'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\07_XSEC_DN_JEFF.DGN PLOT DATE : 27-SEP-2012 06:38 PLOT BY : dotjfh PLOT NAME : PLOT SCALE : 2.000000:1.000000

STA_25+12_DN_LT
PE_REOD
18-INCH_CPCS_REOD
2-ENDWALLS_REOD

27+50

27+00

26+50

26+32

26+00

TLE GAS TV TEL TV

825 820 825 820 825 820 825 820

0.020 0.020

824.18 -15.01 824.24 -10.00 824.44 0.00 824.24 10.00 824.15 15.41

TLE GAS TV TEL TV

830 825 820 815 830 825 820 815

4:1 4:1 4:1 4:1

0.020 0.020

825.50 -33.18 823.17 -19.88 823.53 -16.42 823.69 -10.54 823.90 0.00 823.69 10.48 823.55 17.41 823.05 23.44 823.41 27.67

TLE TLE

830 825 820 815 830 825 820 815

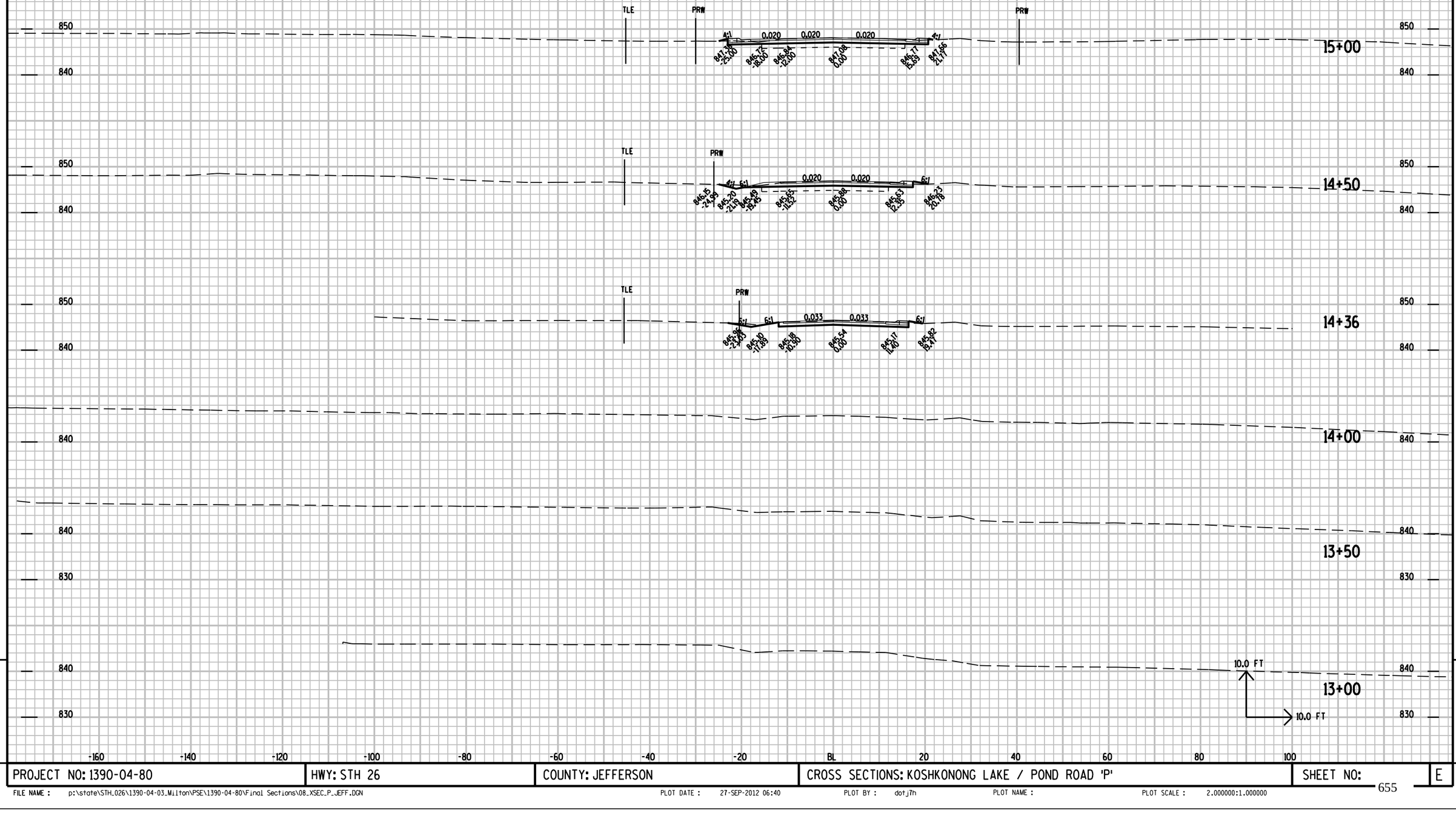
5.0 FT 5.0 FT

-50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80

9 9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 NORTH 'DN'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\07_XSEC_DN_JEFF.DGN PLOT DATE : 27-SEP-2012 06:38 PLOT BY : dotj7h PLOT NAME : PLOT SCALE : 2.000000:1.000000



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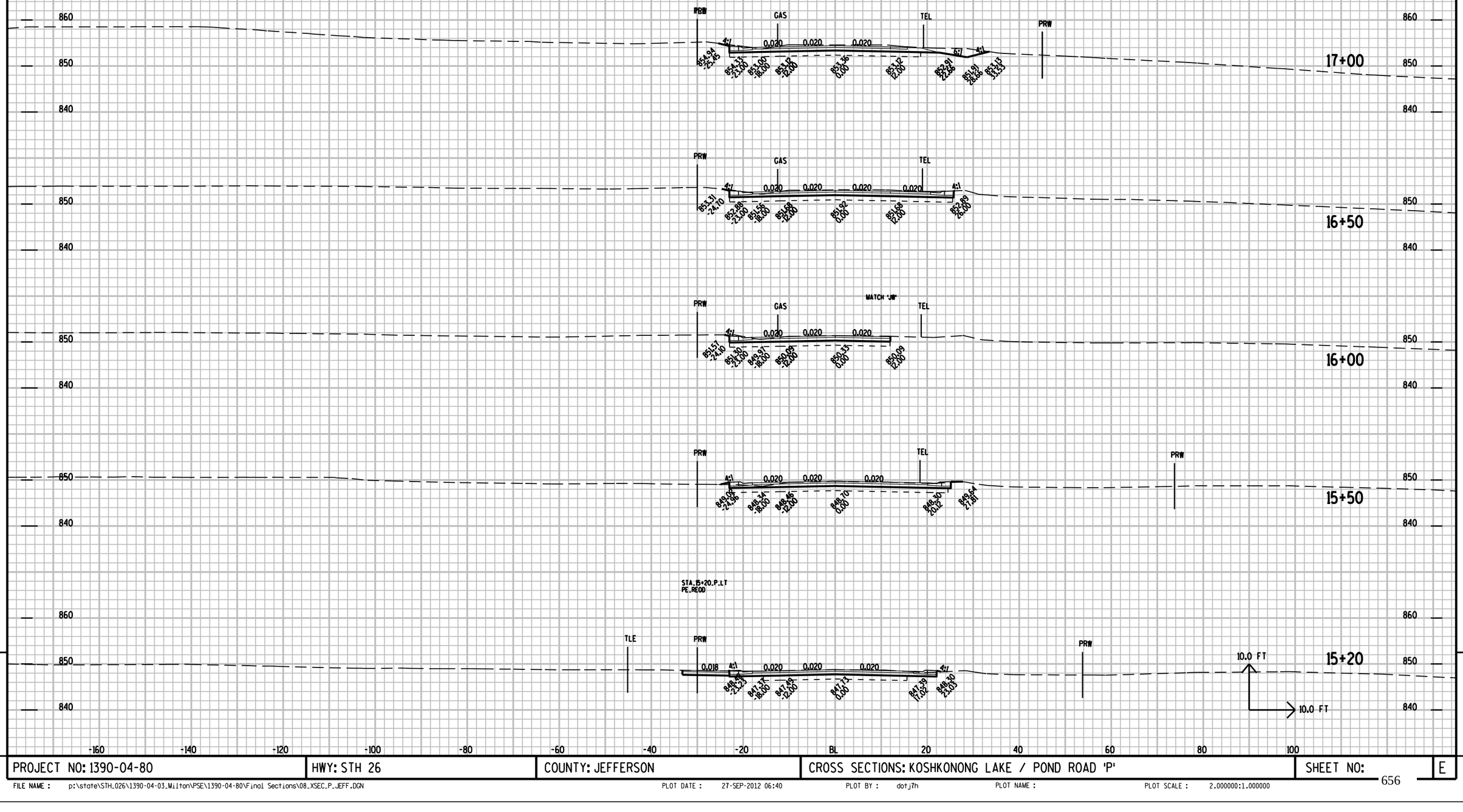
9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\08_XSEC_P_JEFF.DGN PLOT DATE : 27-SEP-2012 06:40 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

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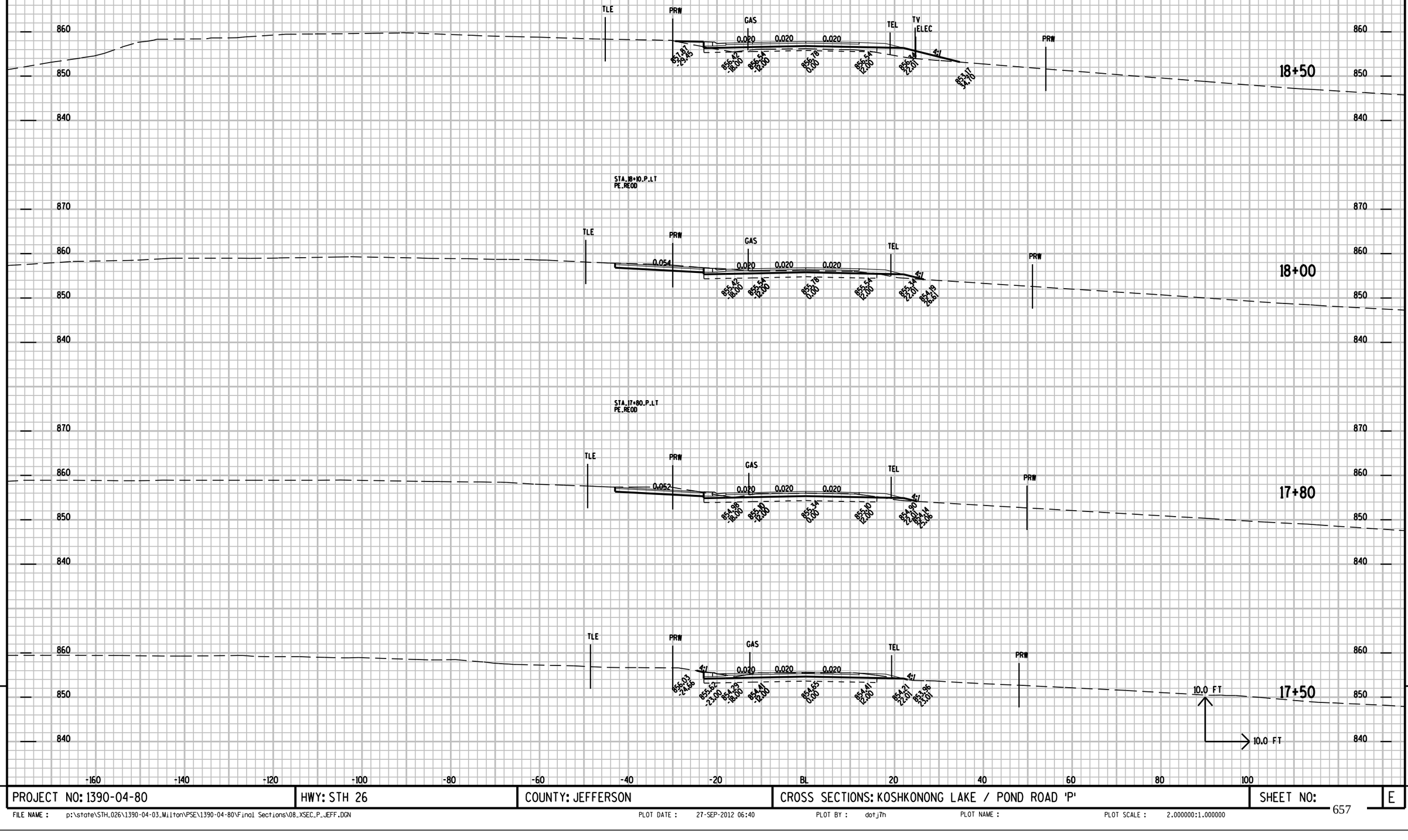

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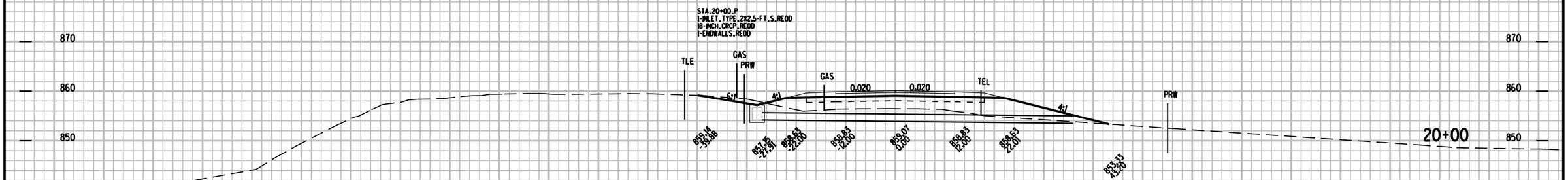
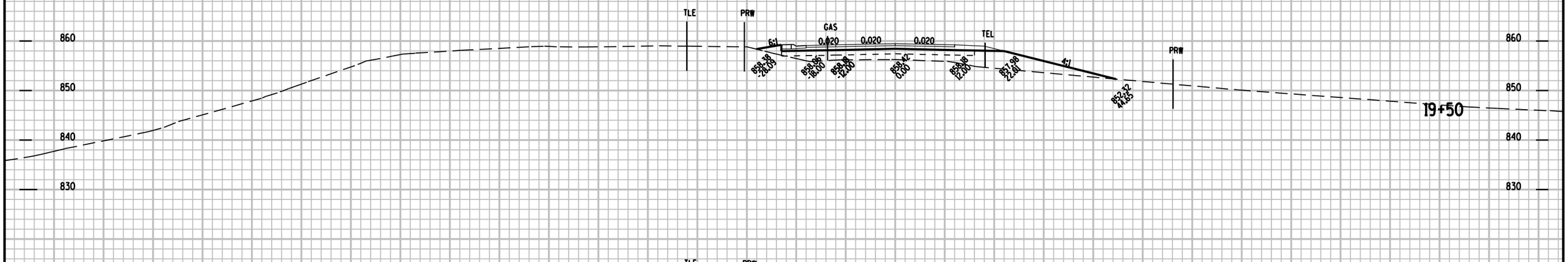
9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\08_XSEC_P_JEFF.DGN PLOT DATE : 27-SEP-2012 06:40 PLOT BY : dotjfh PLOT NAME : PLOT SCALE : 2.000000:1.000000

STA.20+00_P
1-INLET_TYPE_2X2.5-FT_S.REOD
18-INCH_CRCP.REOD
1-ENDWALLS.REOD





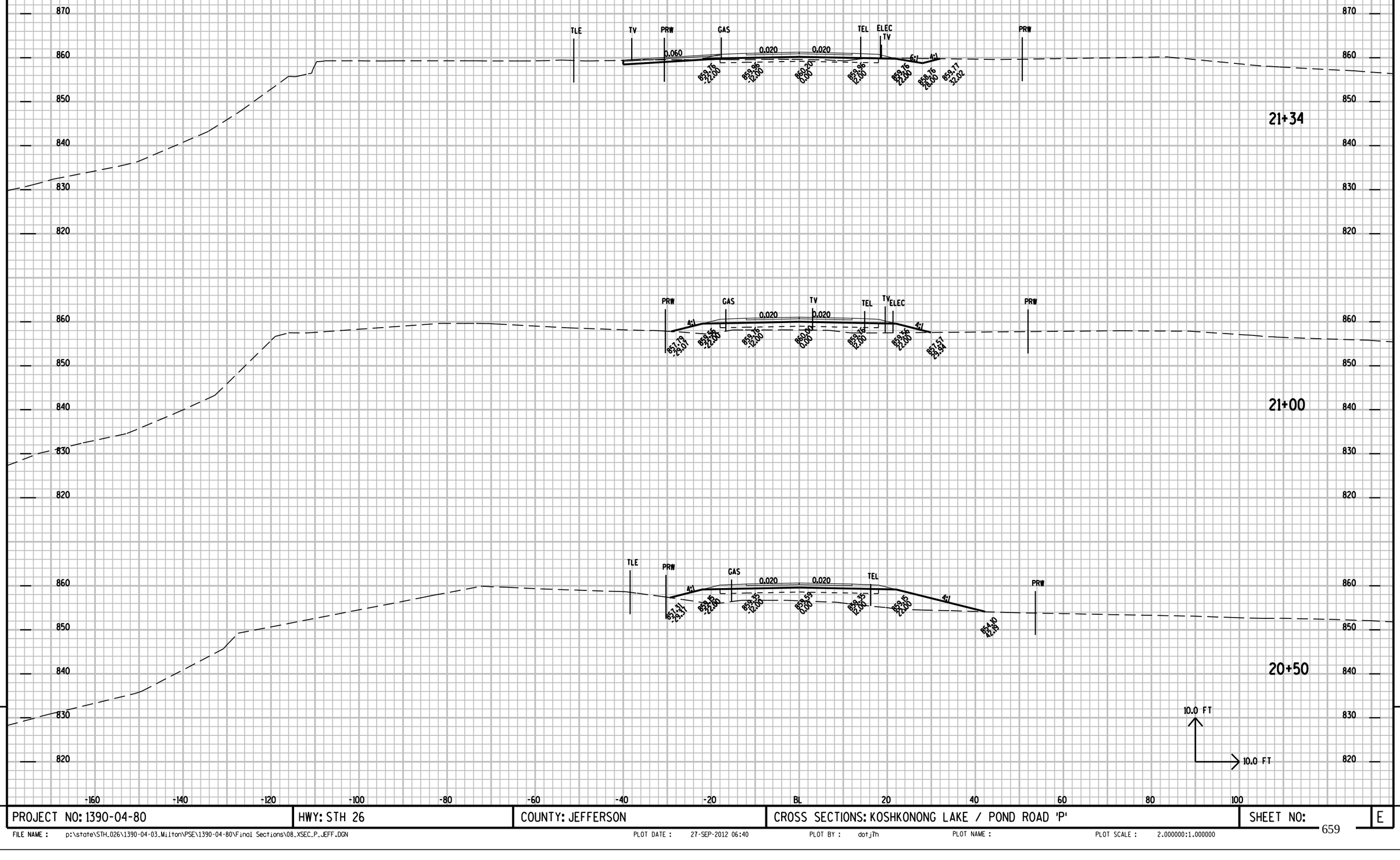
-160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100

9 9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\08_XSEC_P_JEFF.DGN PLOT DATE : 27-SEP-2012 06:40 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000

STA_21+34_P_LT
PE.REOD



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

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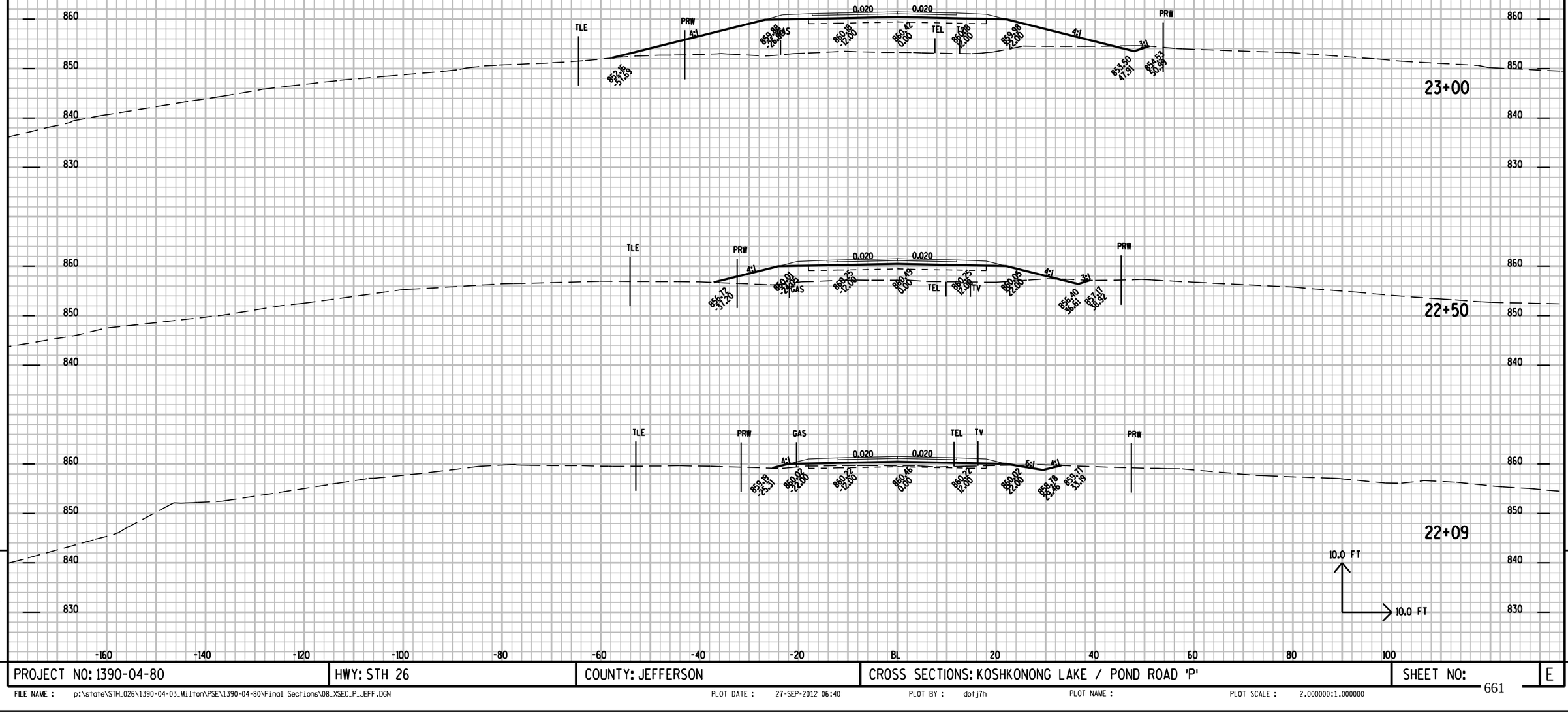

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

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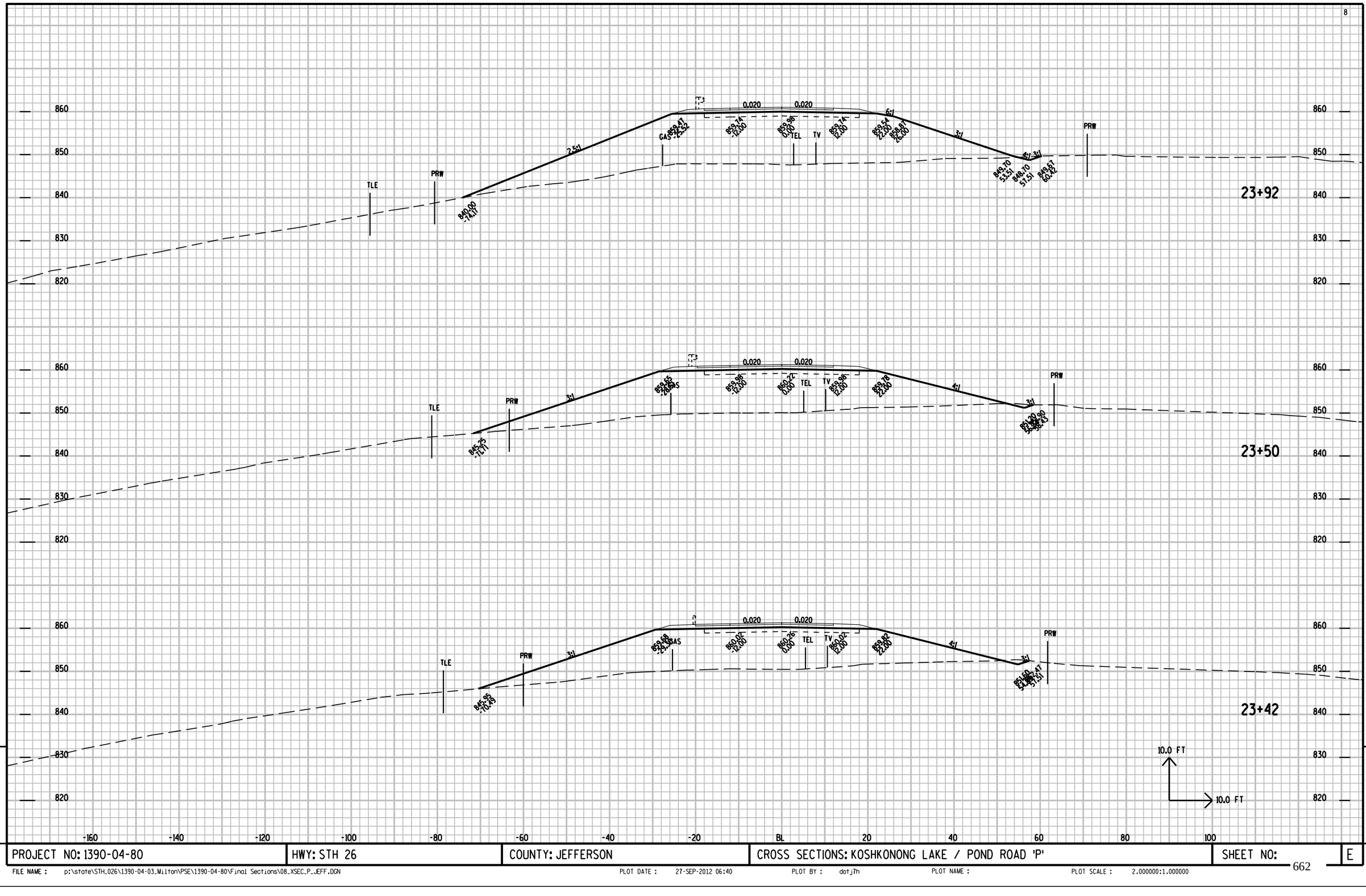

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

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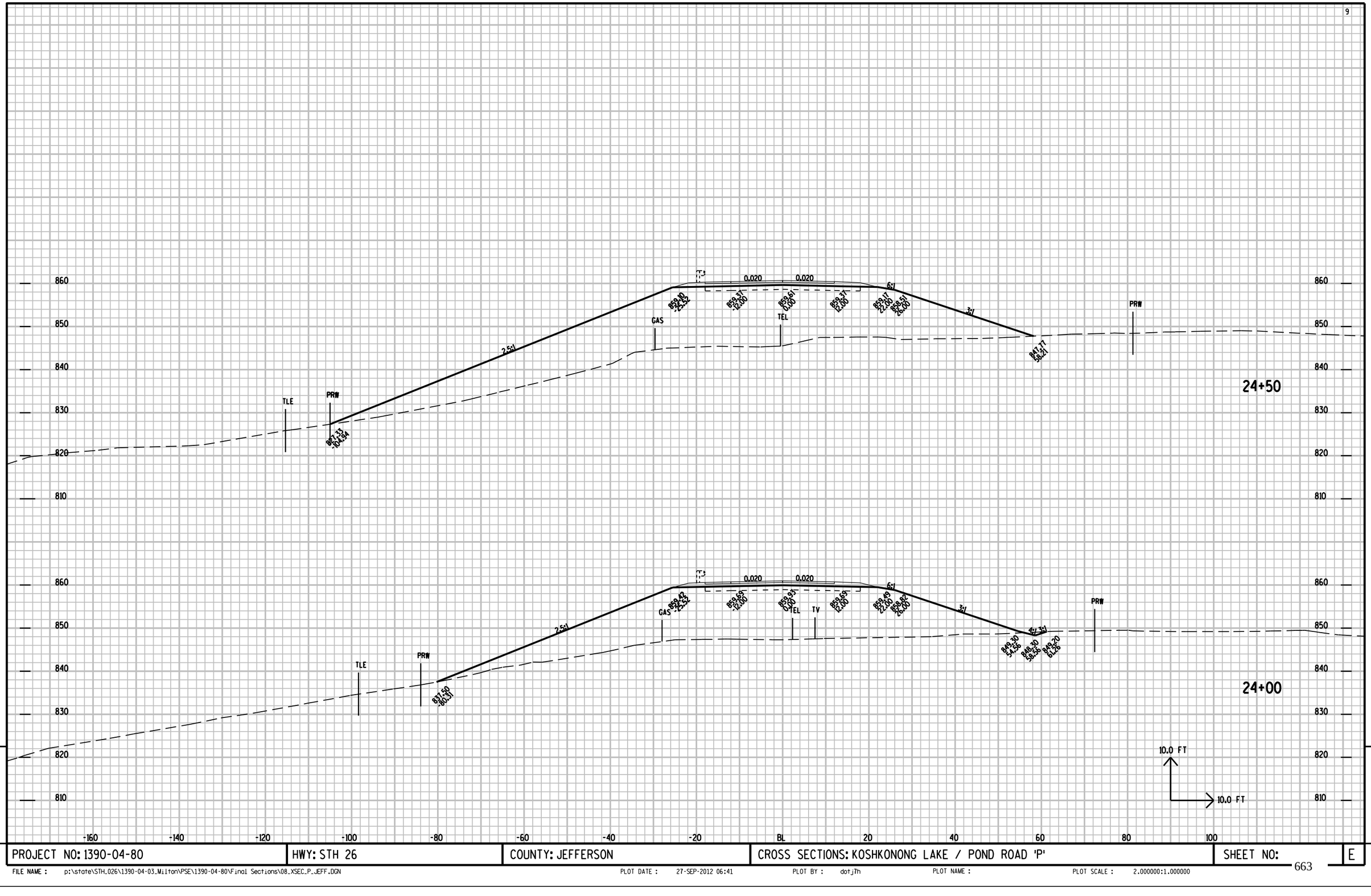

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

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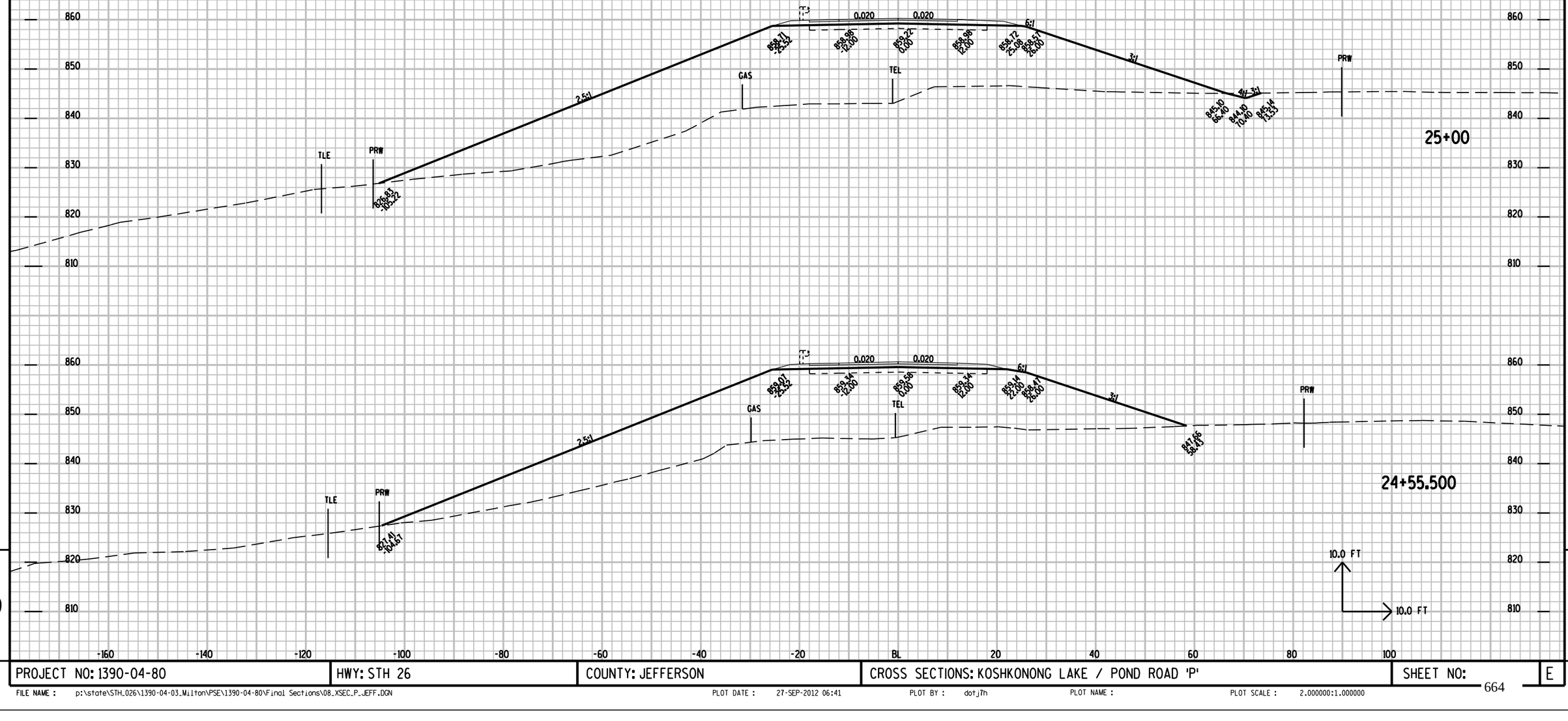

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

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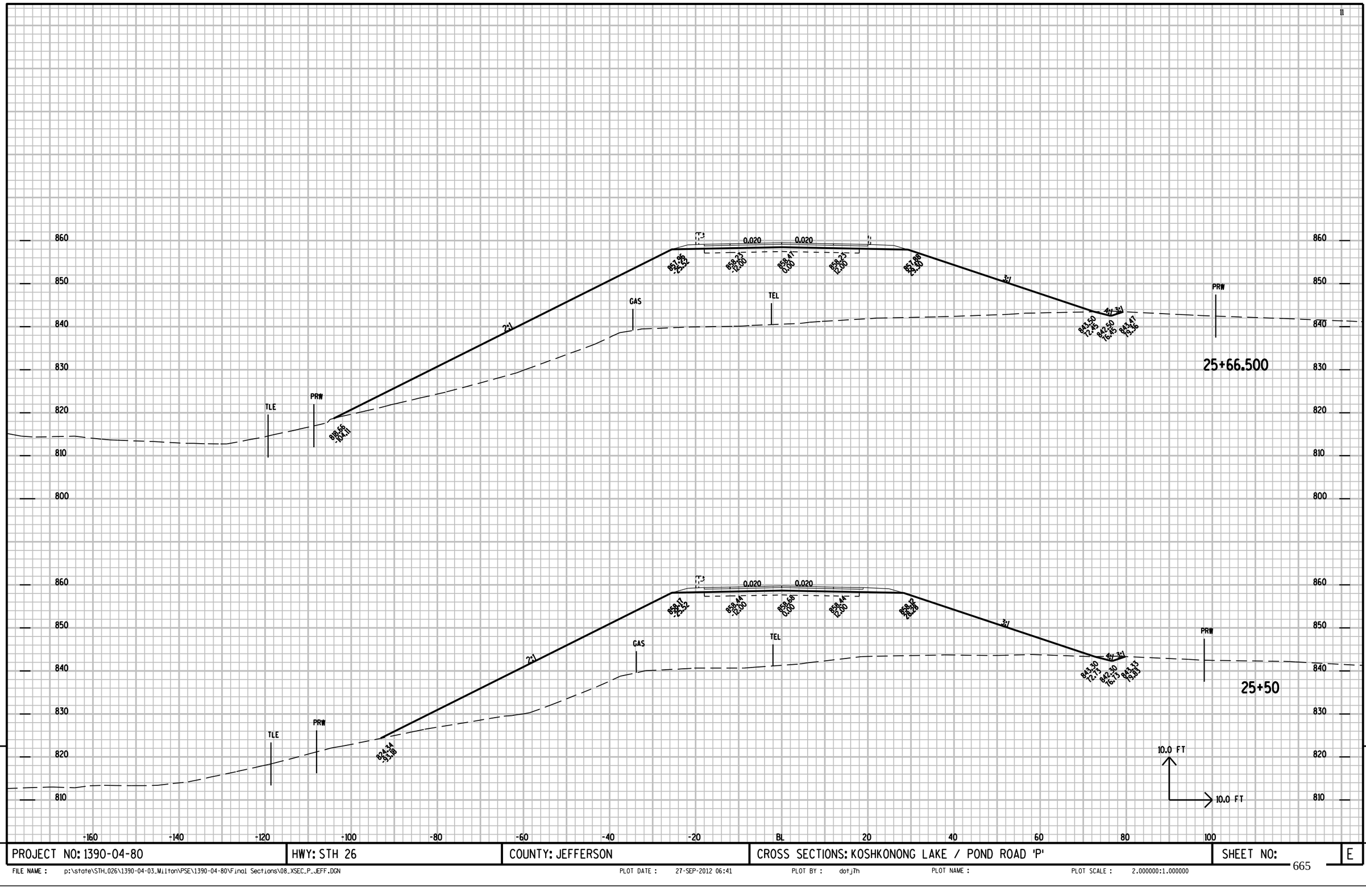

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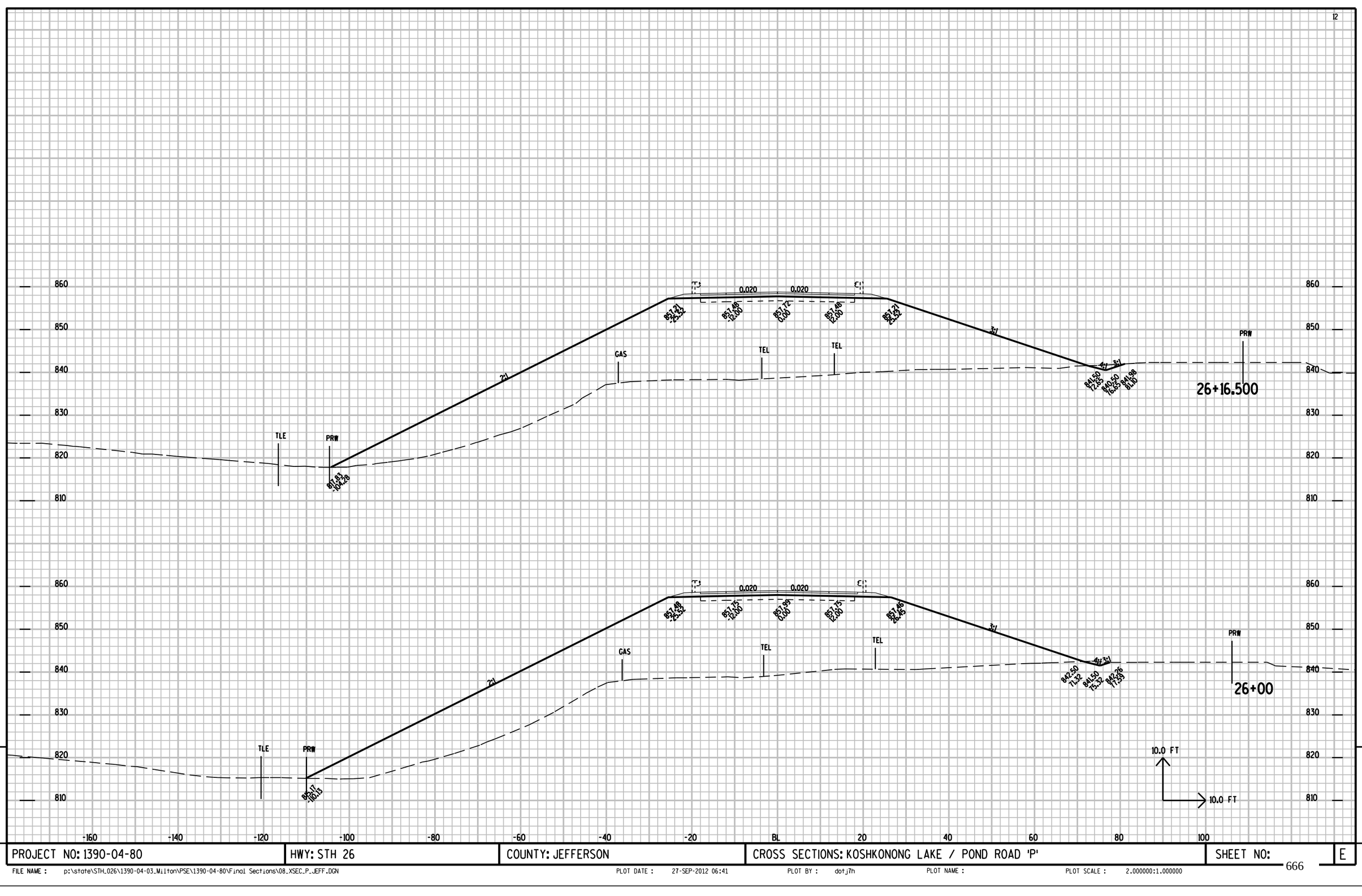

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

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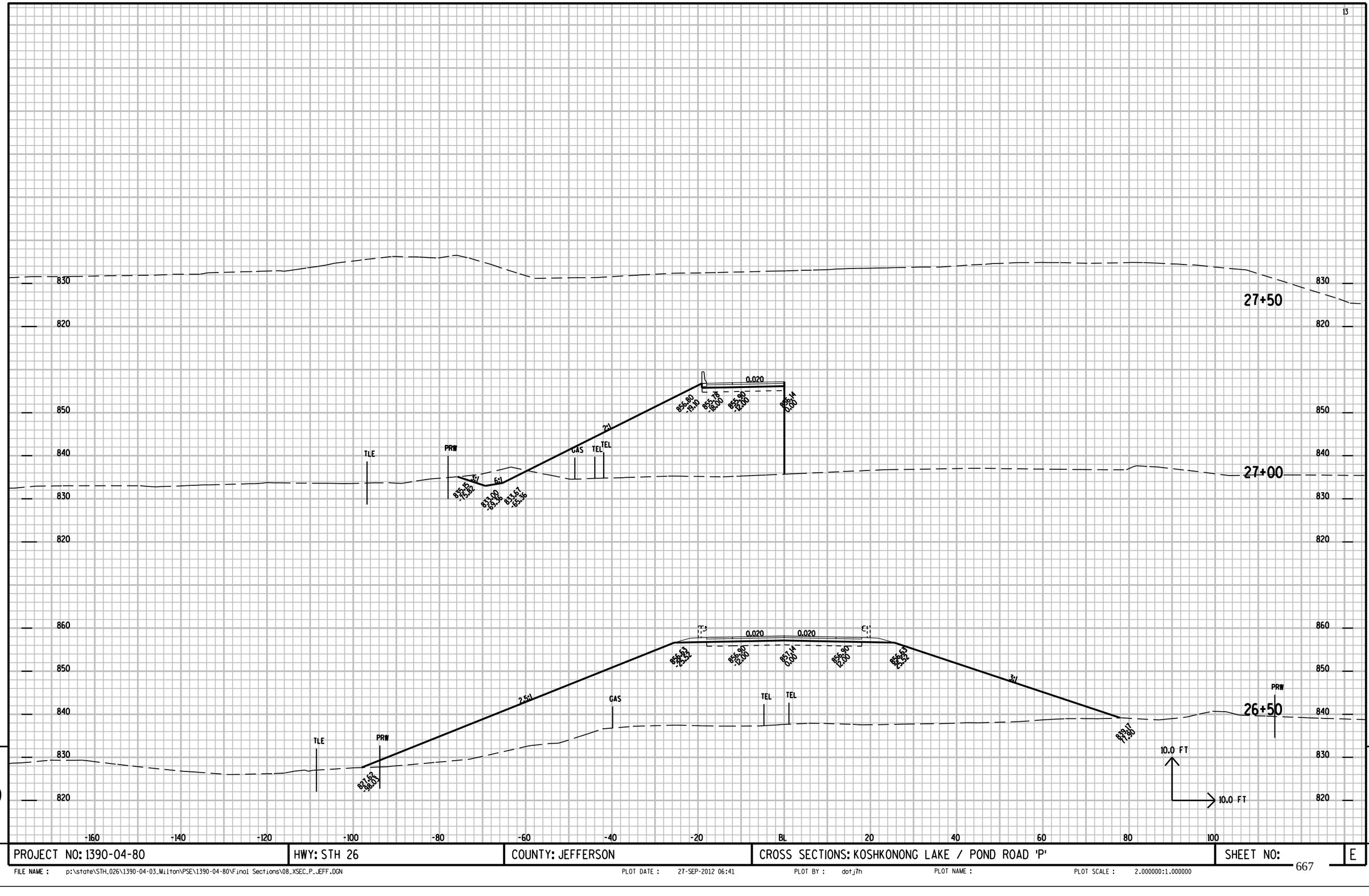

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

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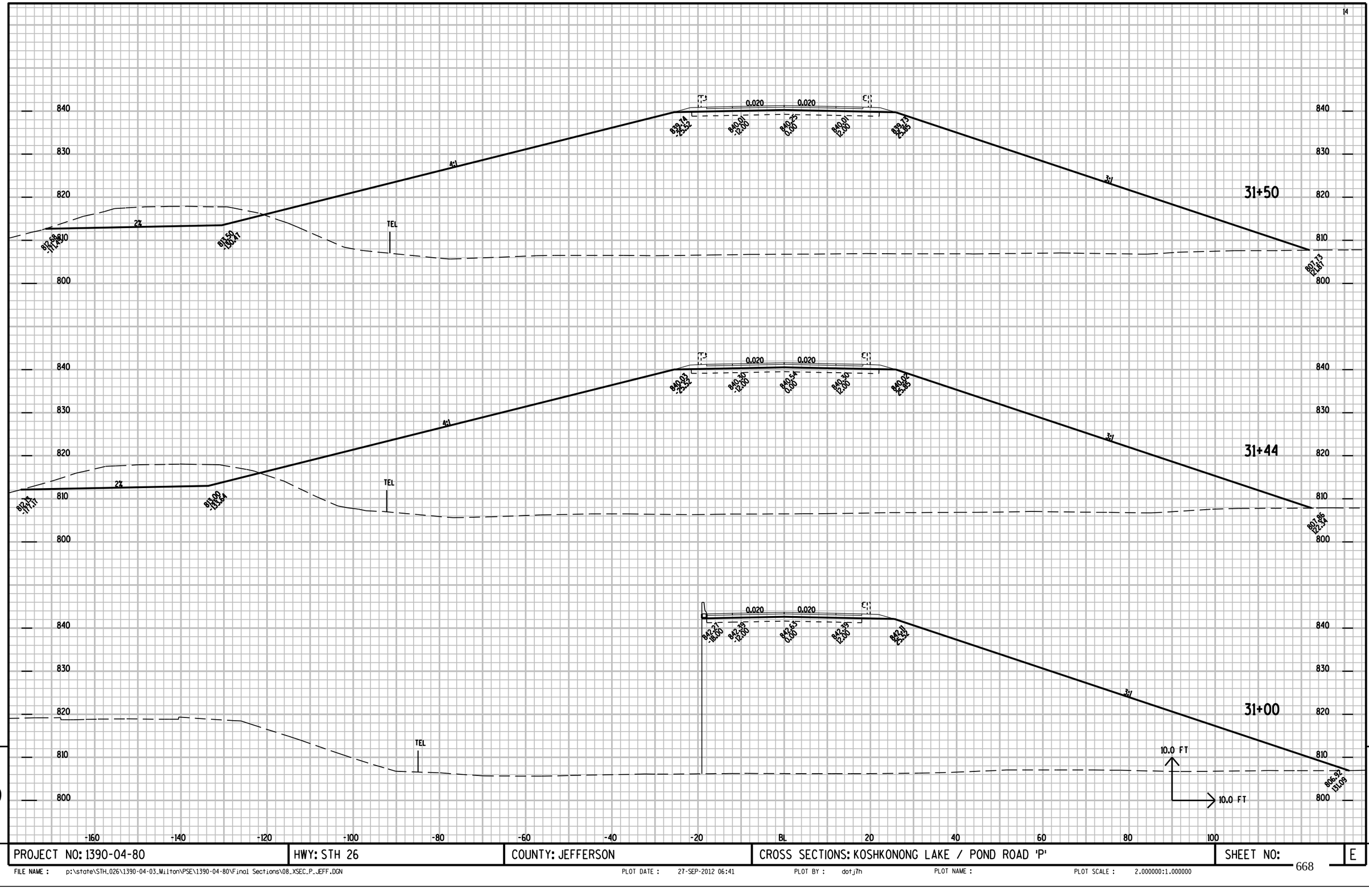

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

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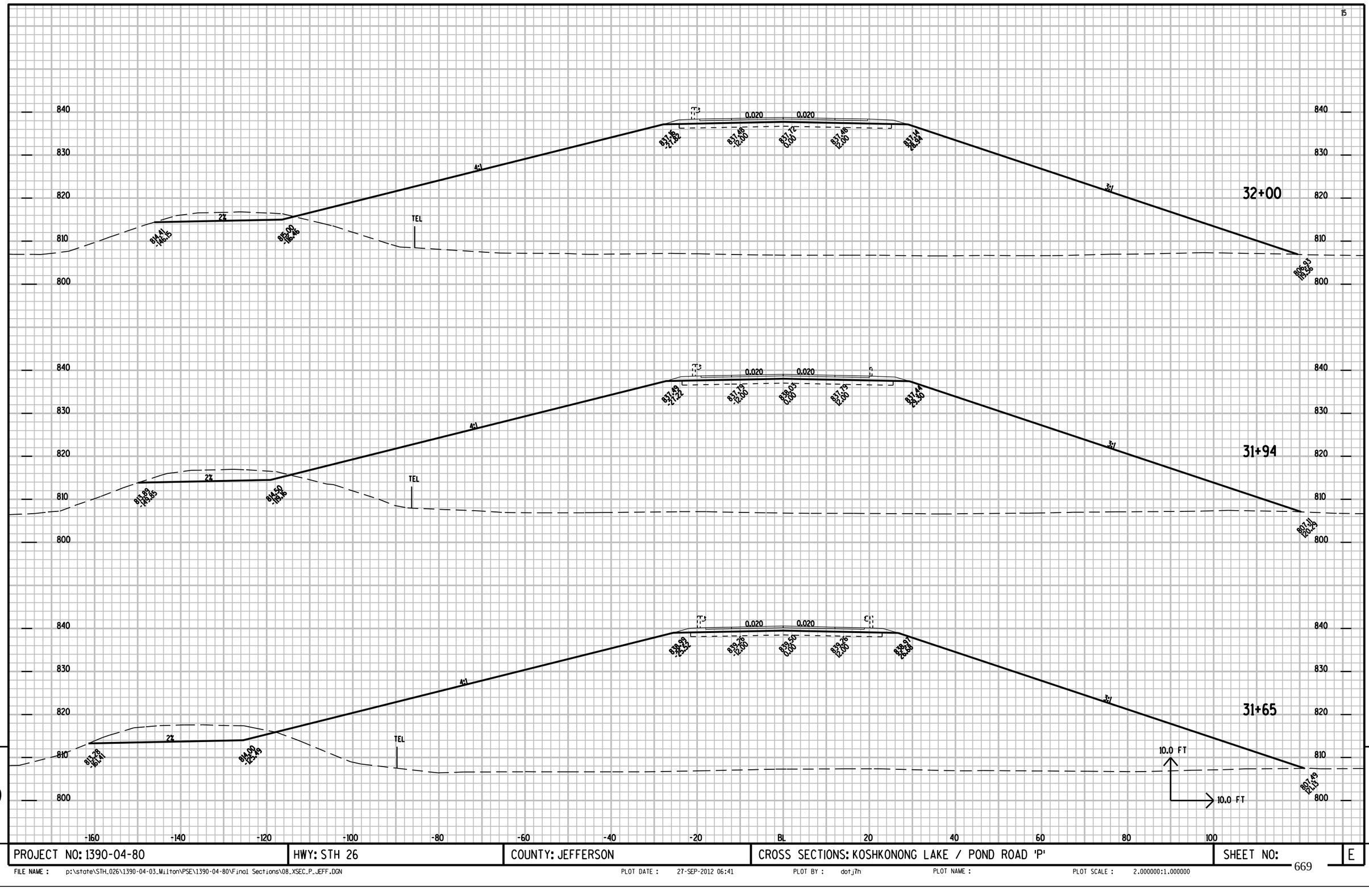

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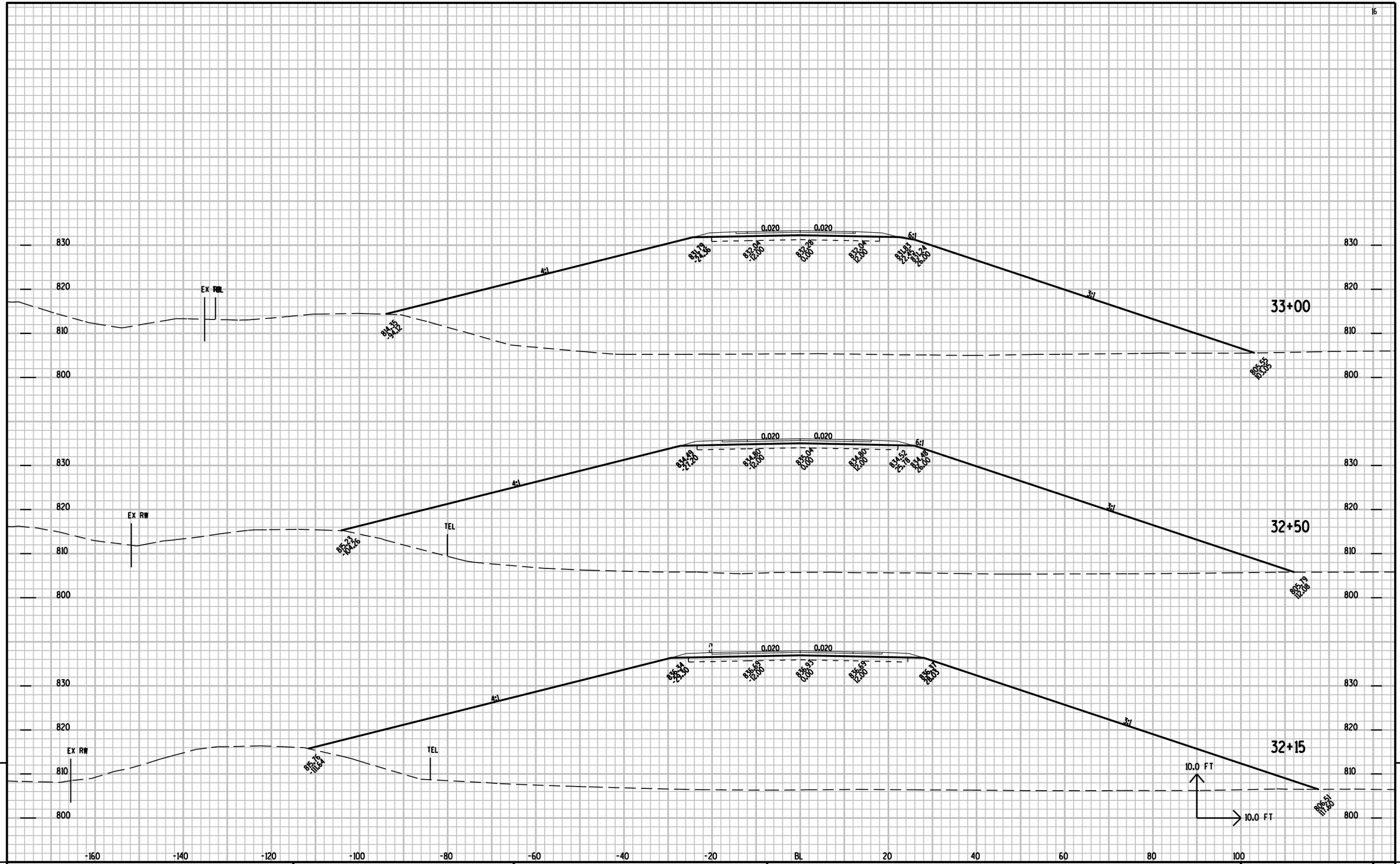

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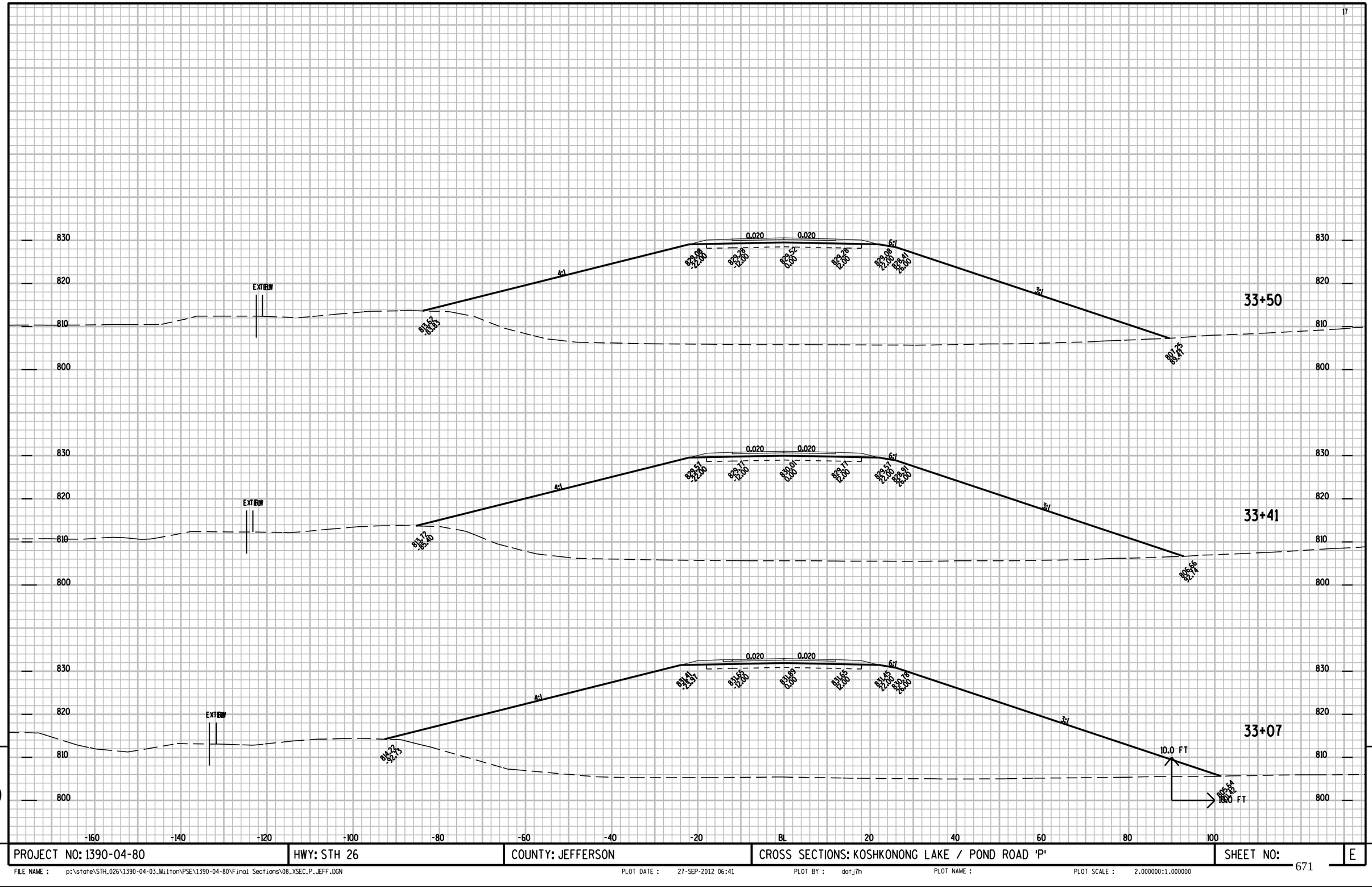

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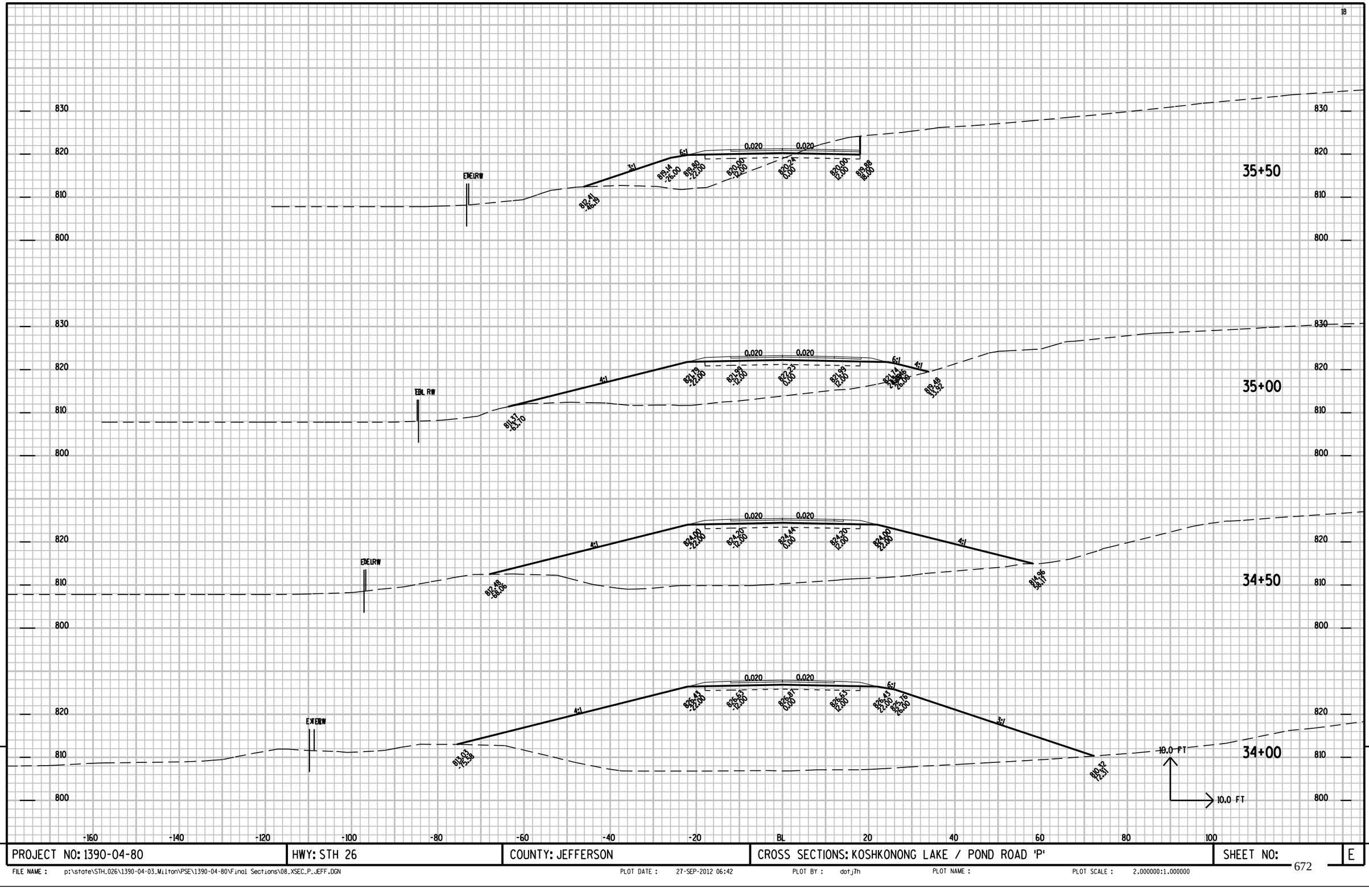

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

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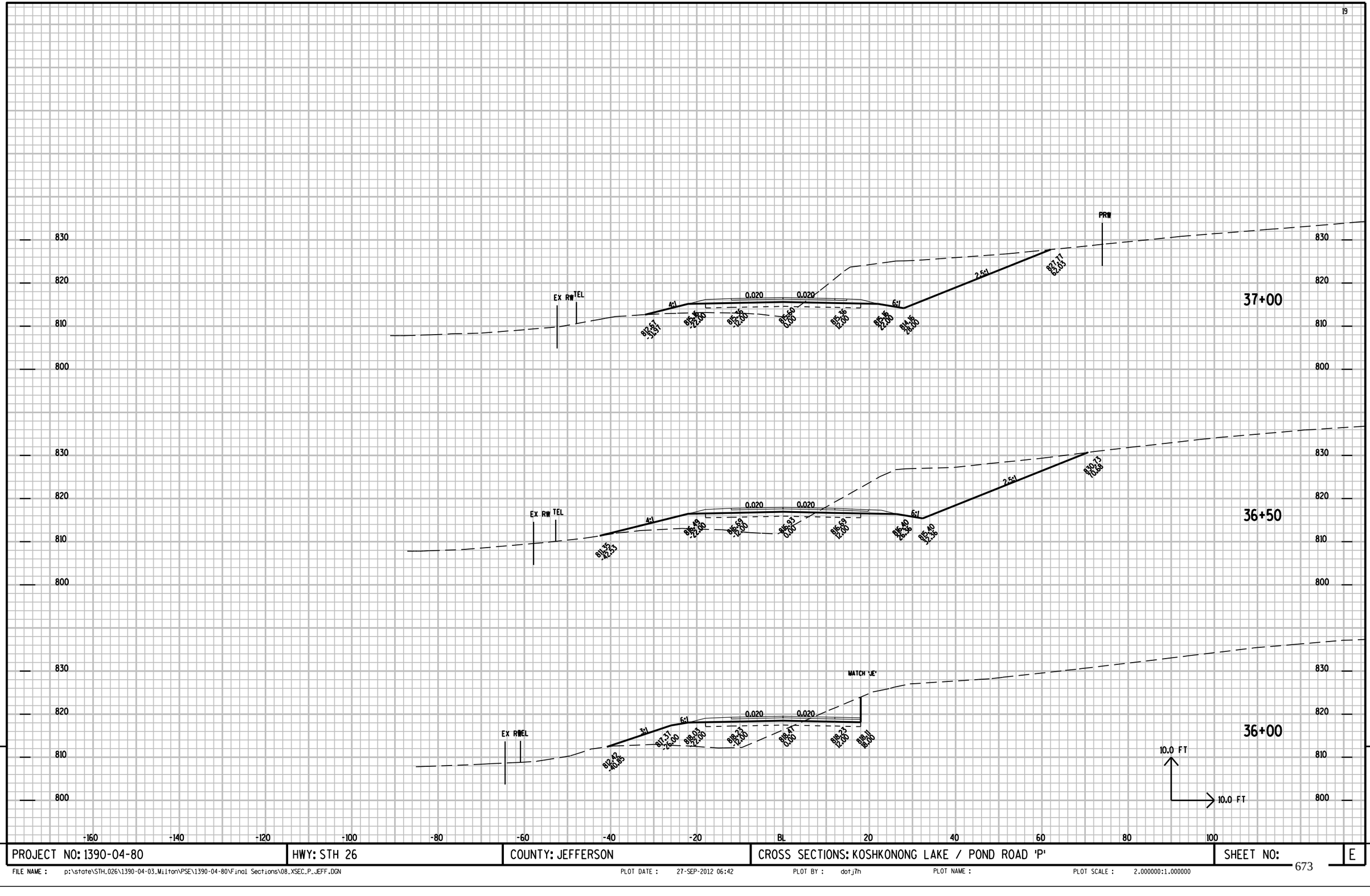

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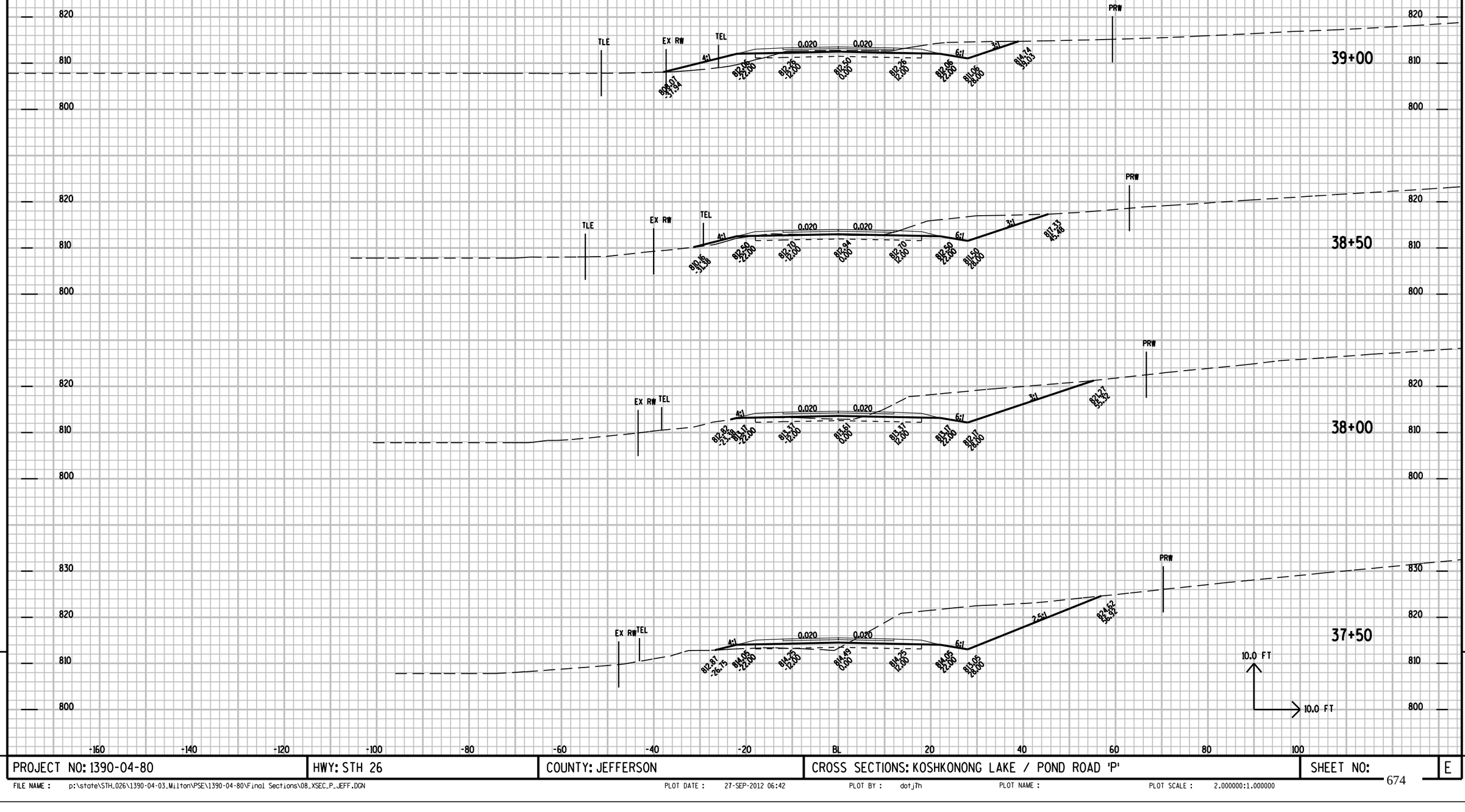

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E

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41+00

40+50

STA.40+00_P RT
FE RT

40+00

STA.39+50_P
18-INCH.CPCS.REOD
2-ENDWALLS.REOD

39+50

EX RW
TEL
TLE
PRW
0.045
0.038
0.020
0.030
4:1
6:1
10.0 FT

810
800
820

-160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100

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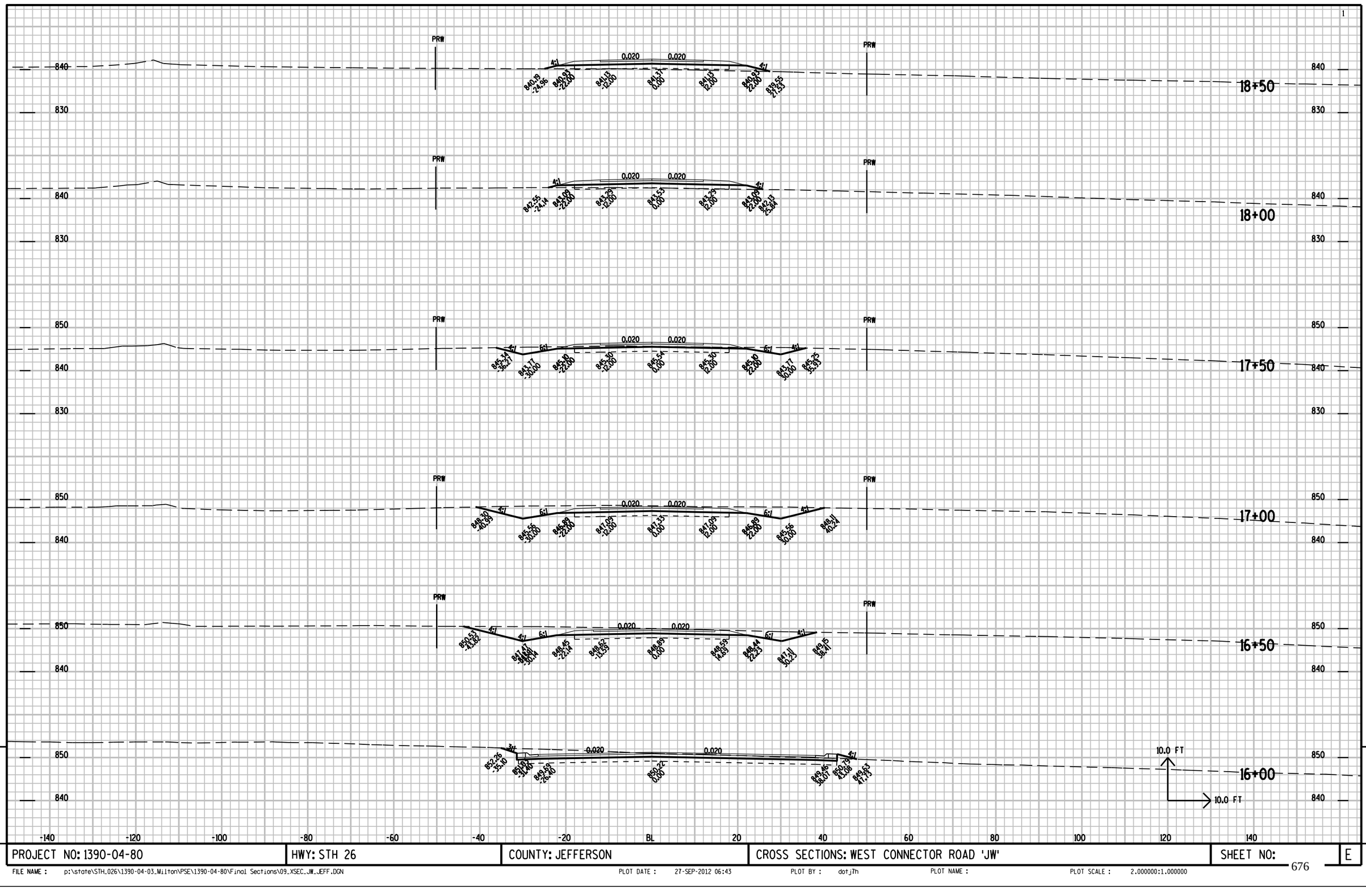
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: KOSHKONONG LAKE / POND ROAD 'P'	SHEET NO:	E



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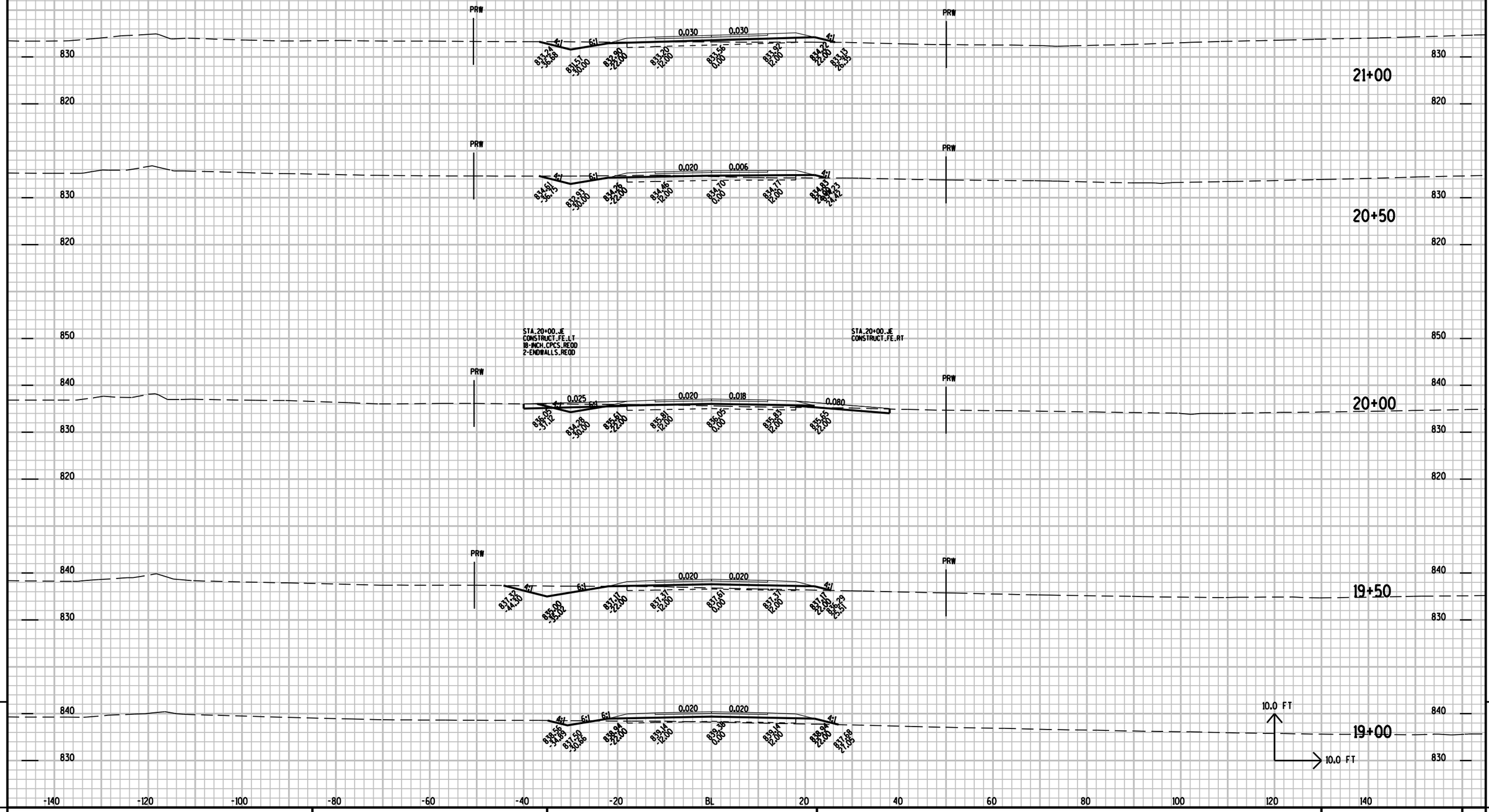

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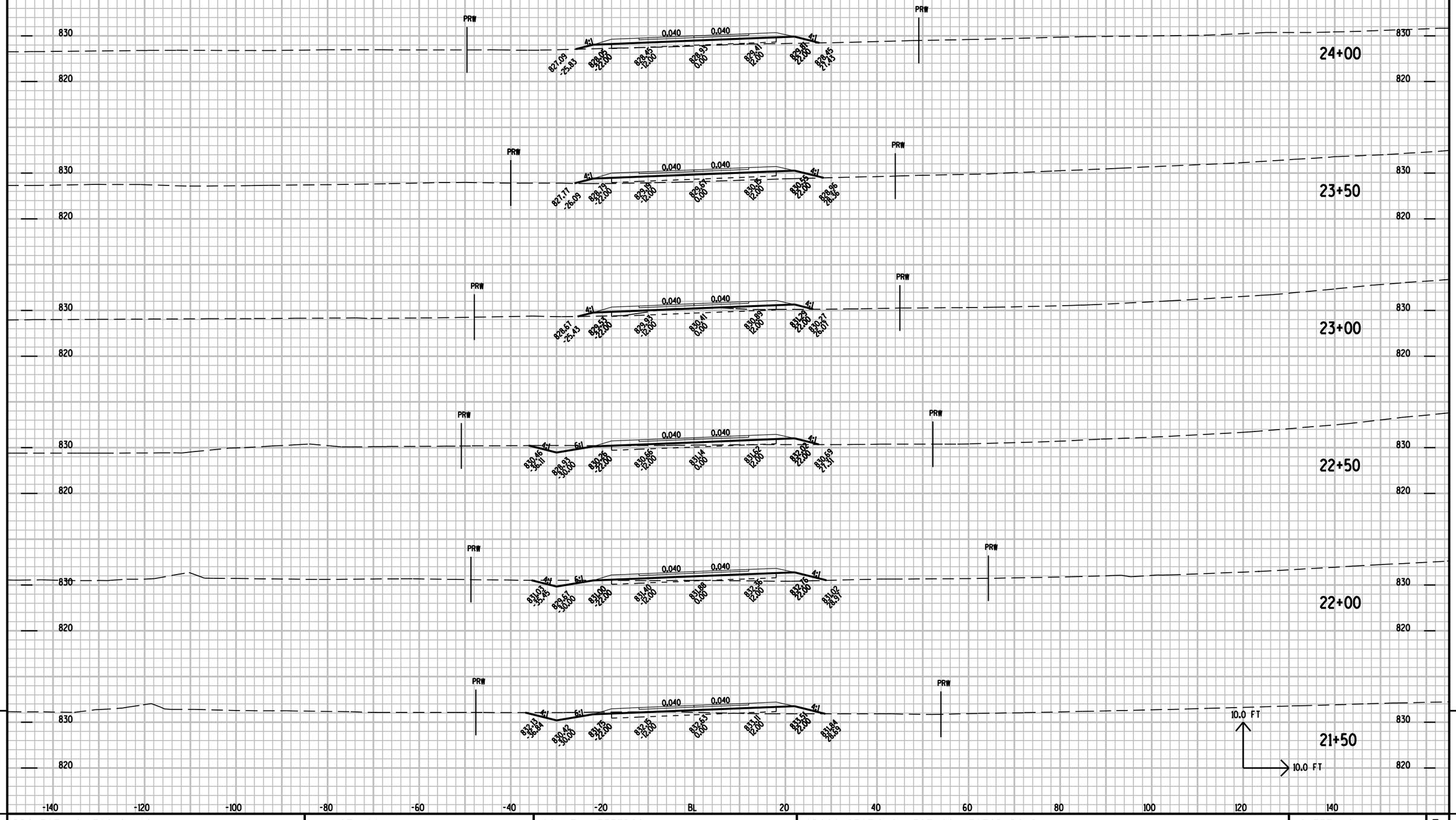

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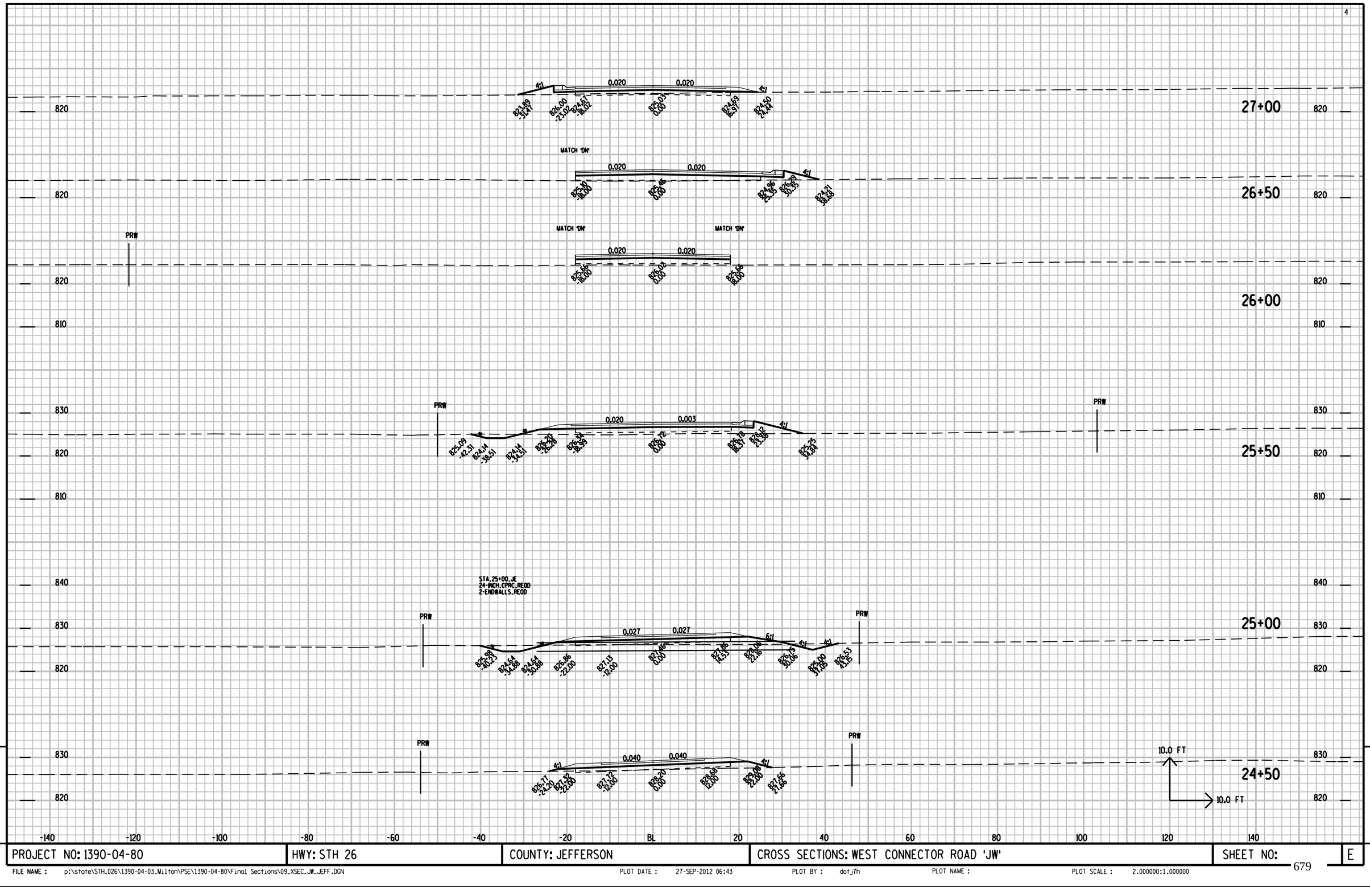

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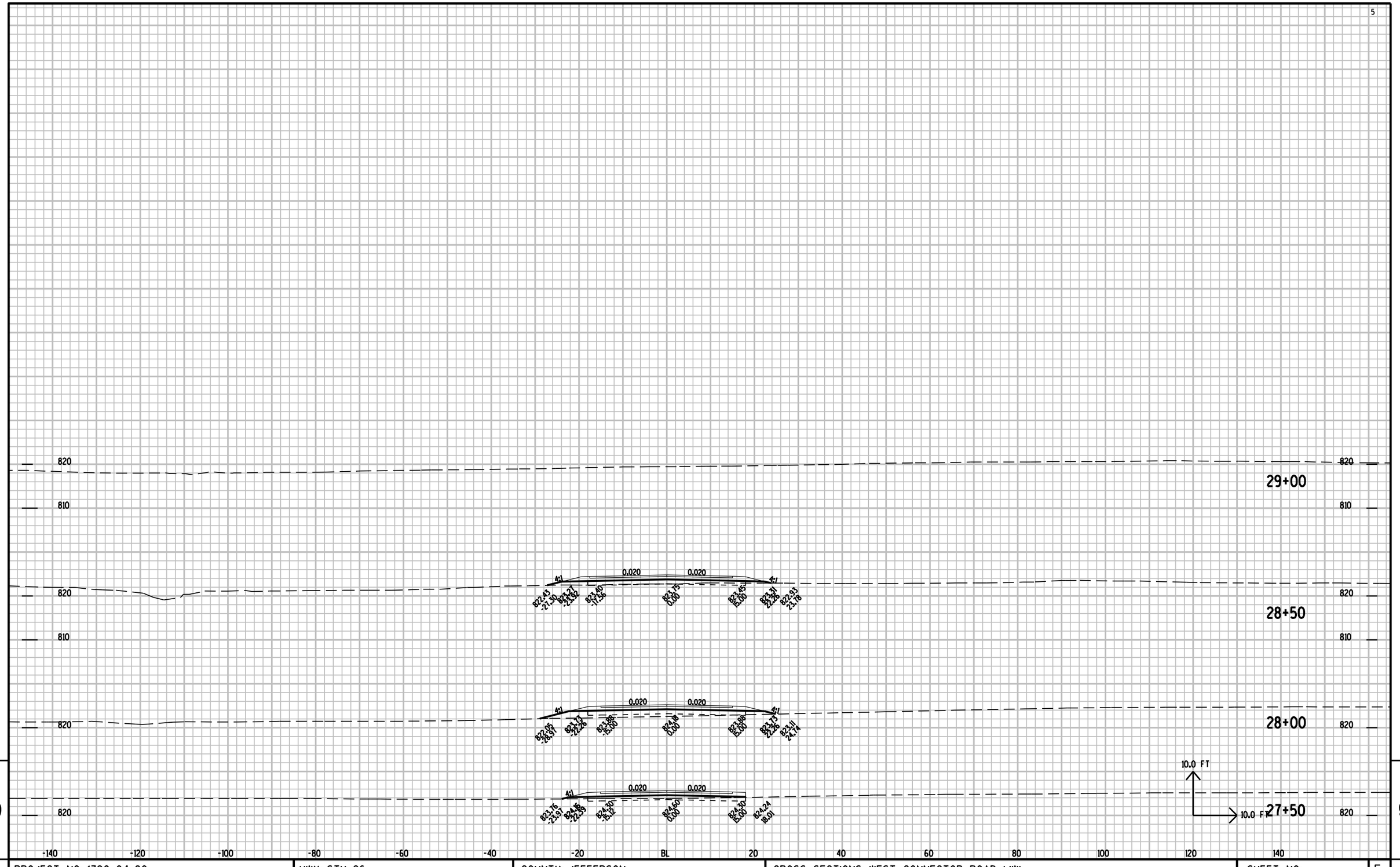

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: WEST CONNECTOR ROAD 'JW'	SHEET NO:	E

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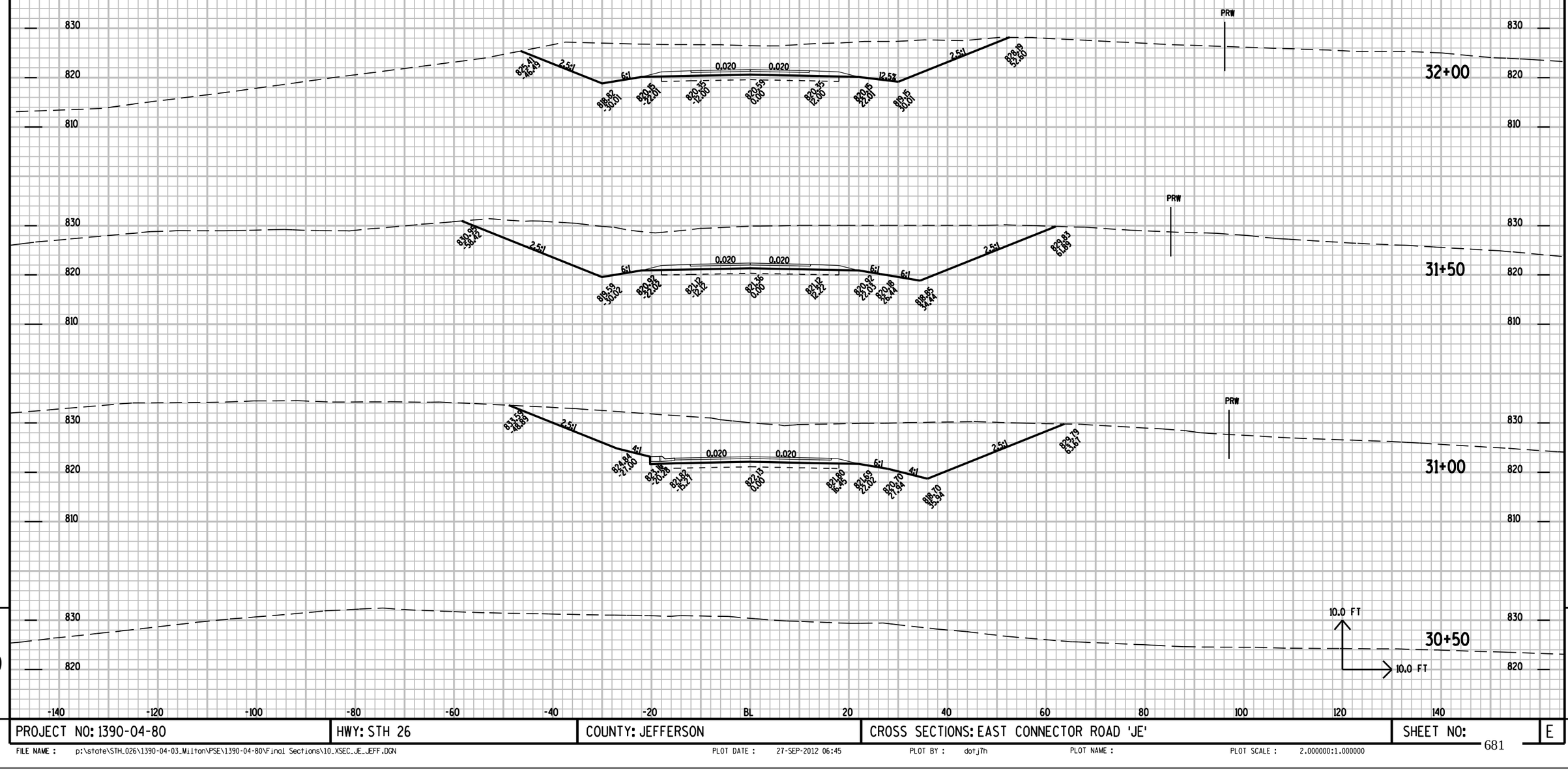

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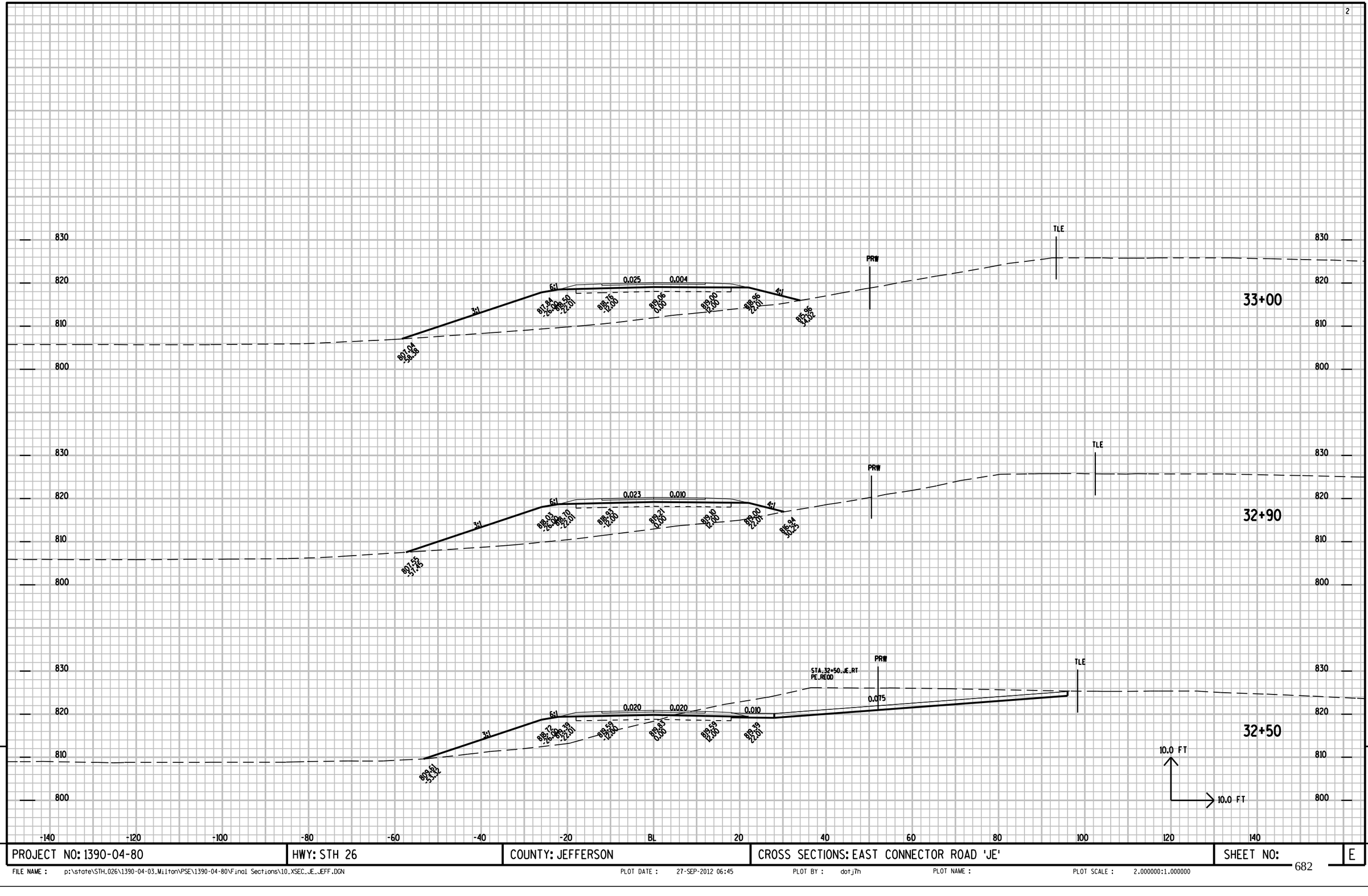

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: EAST CONNECTOR ROAD 'JE'	SHEET NO:	E

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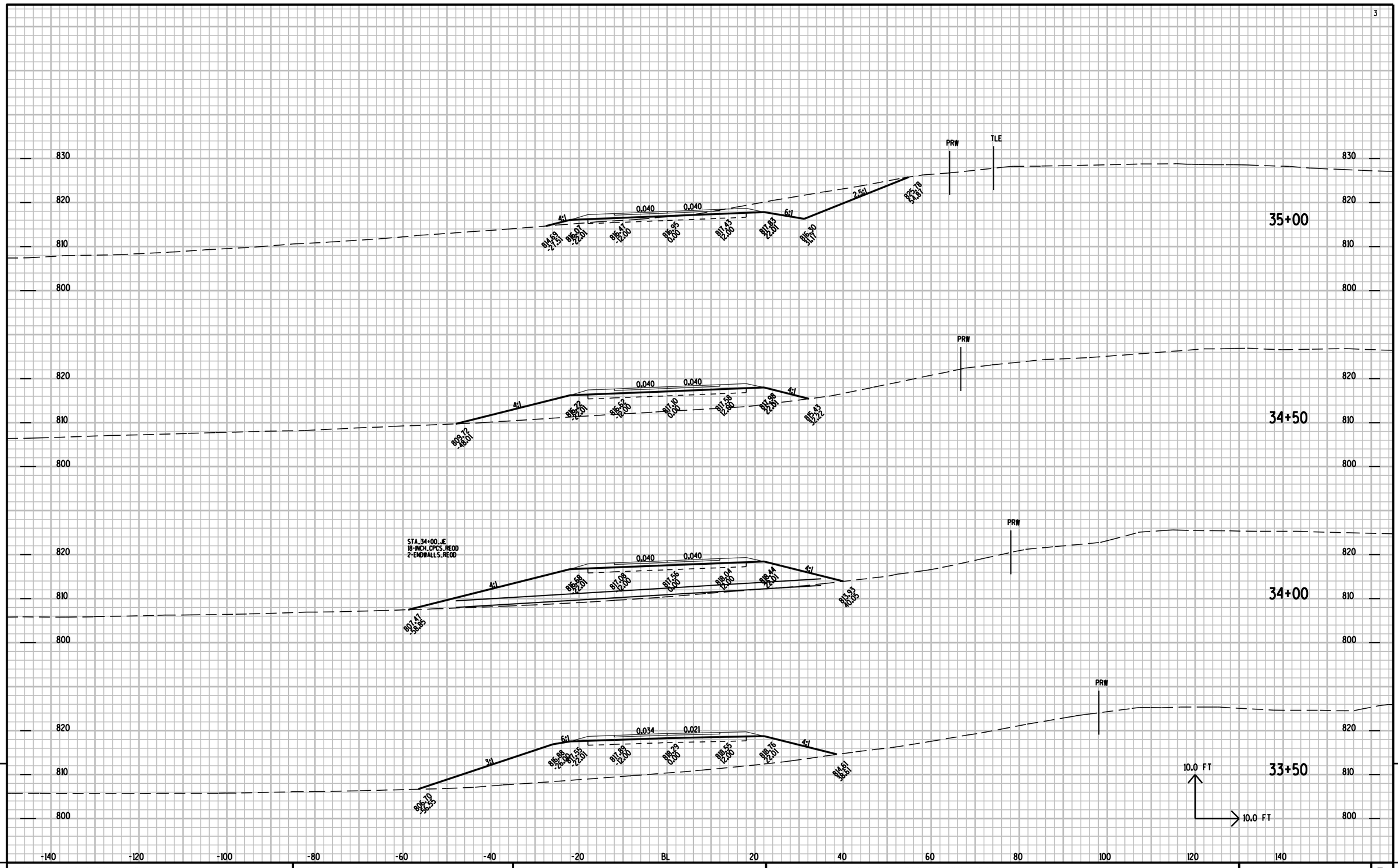

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: EAST CONNECTOR ROAD 'JE'	SHEET NO:	E

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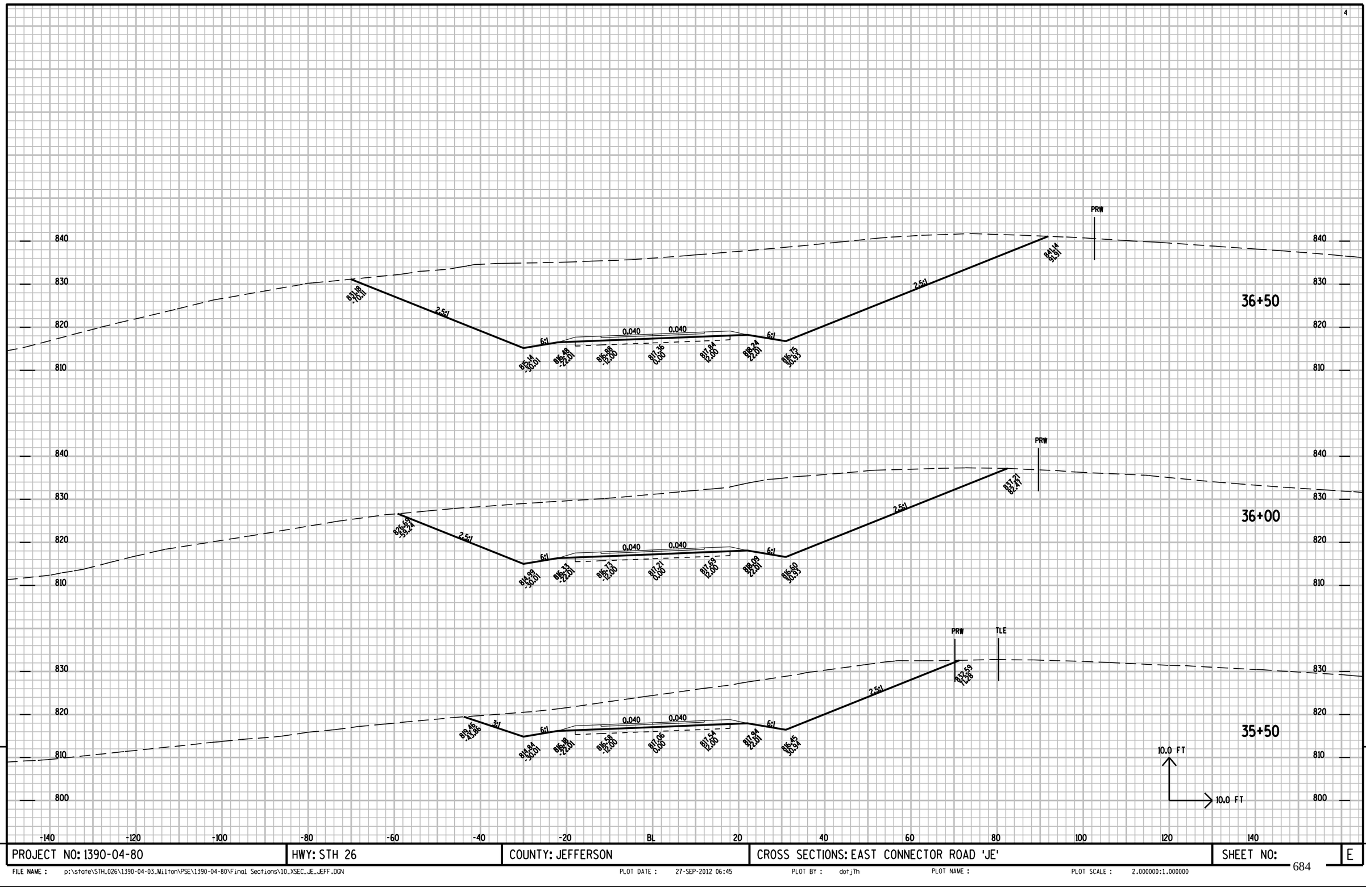

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: EAST CONNECTOR ROAD 'JE'	SHEET NO:	E

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: EAST CONNECTOR ROAD 'JE'	SHEET NO:	E

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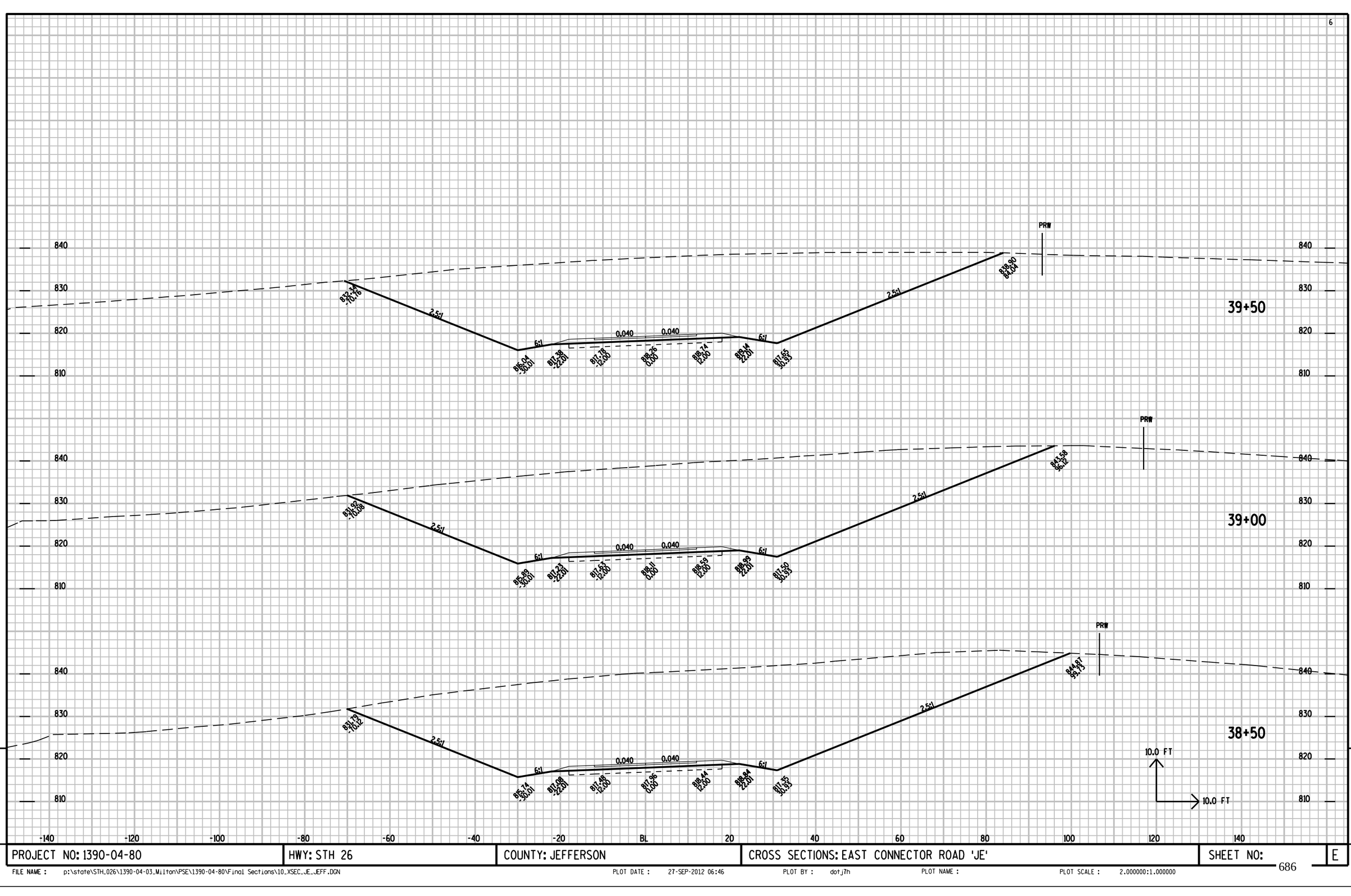

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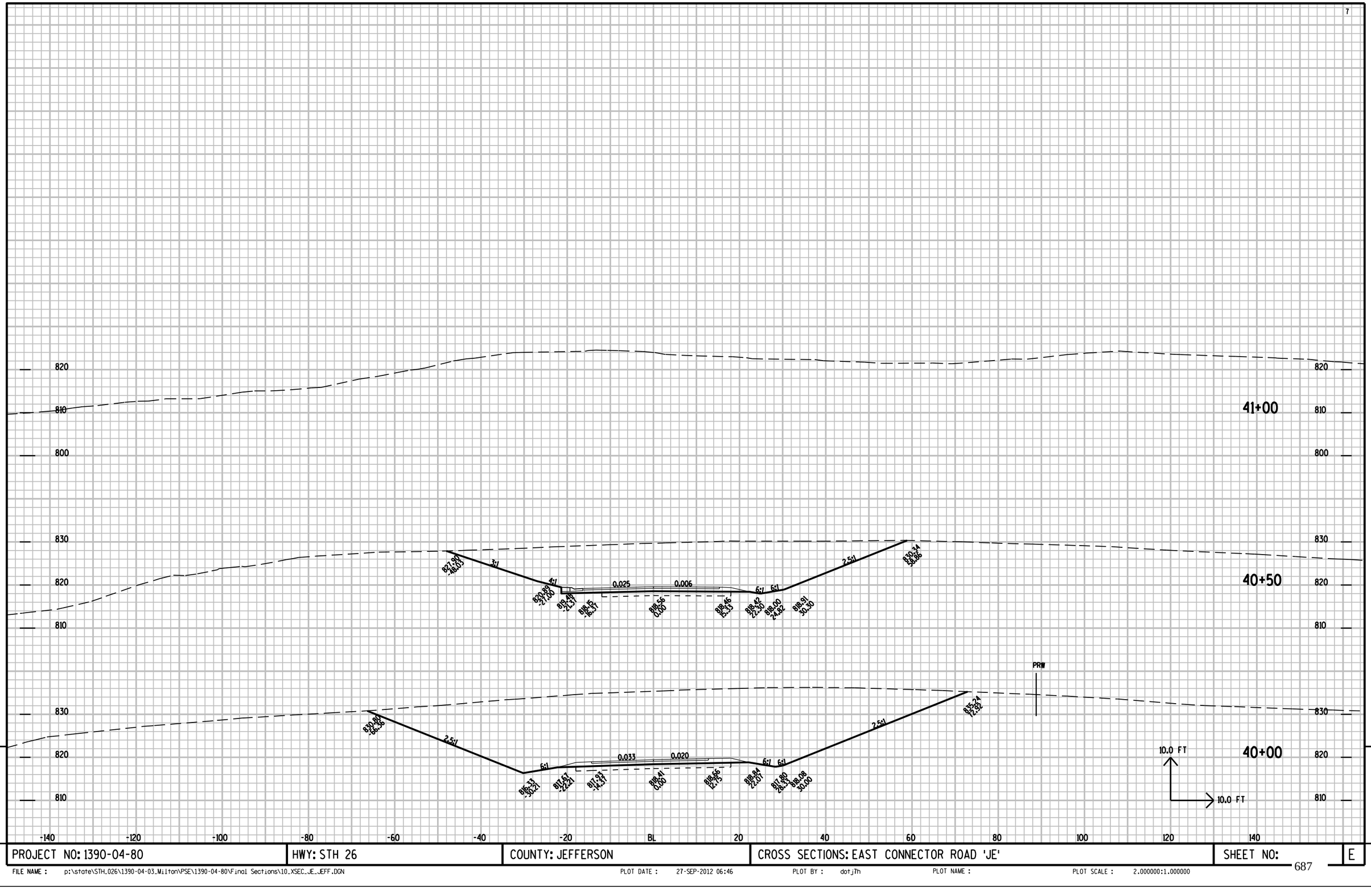

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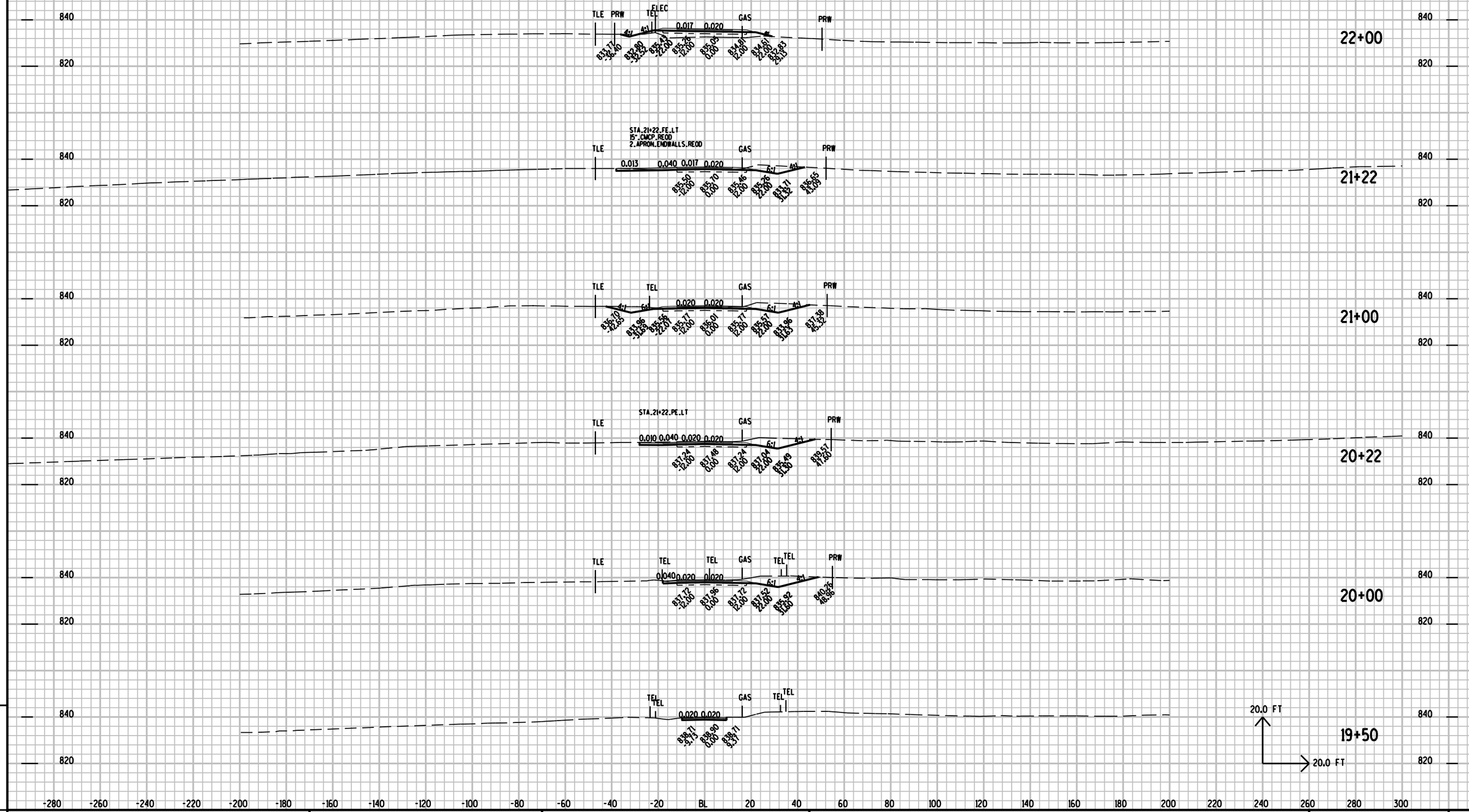

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'W'	SHEET NO:	E

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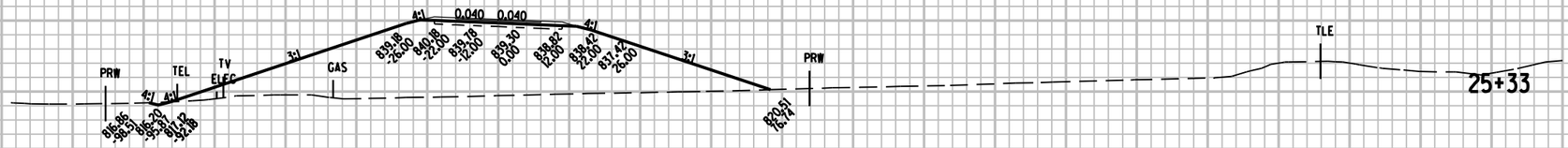
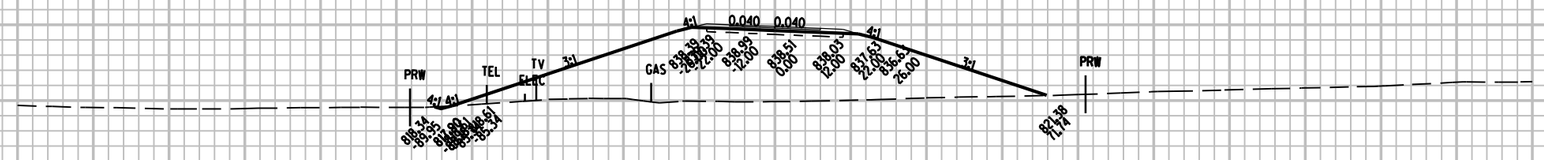
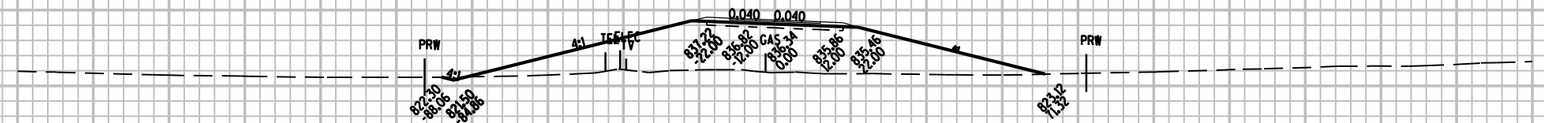


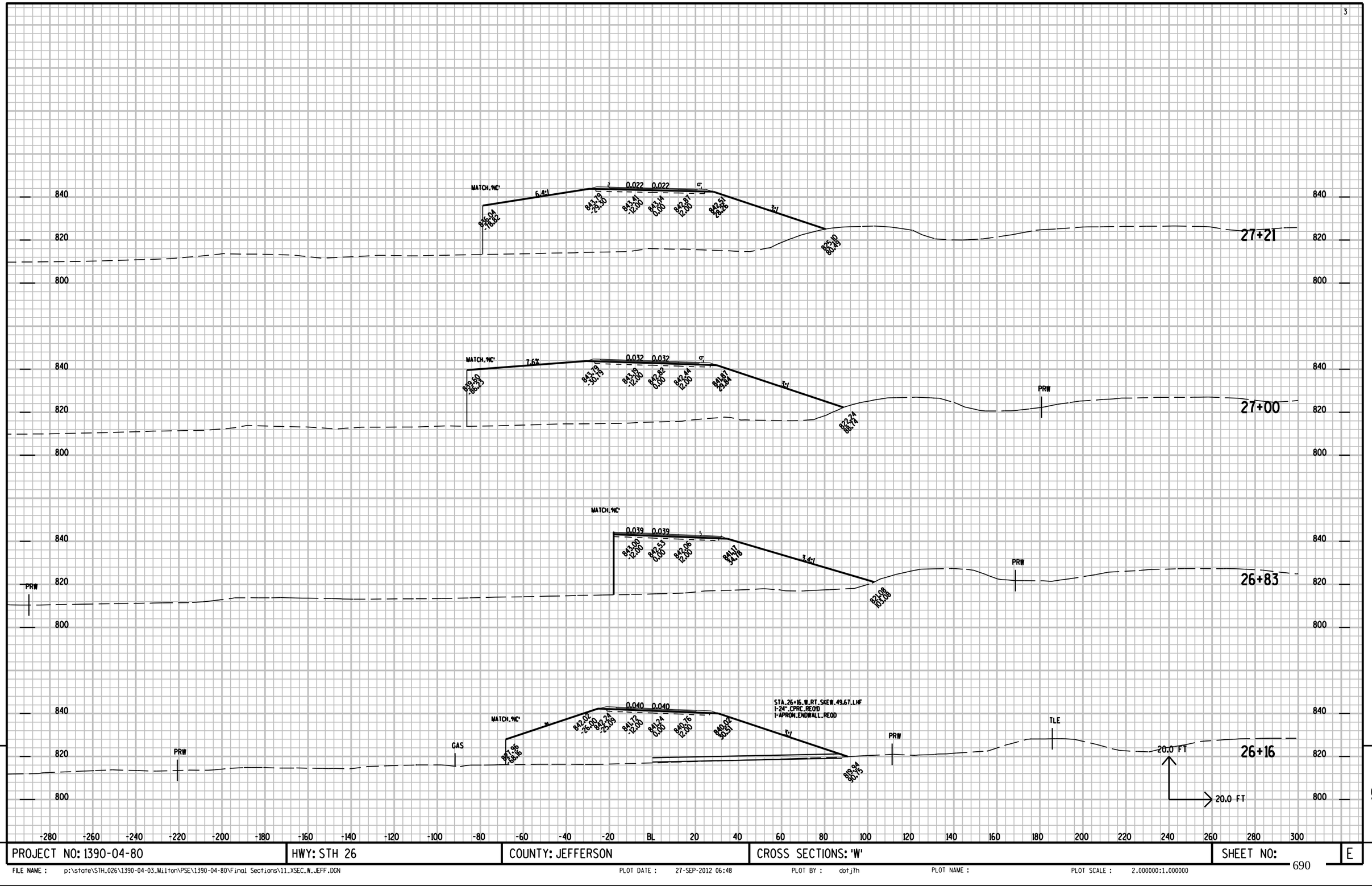




-280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'W'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\11_XSEC_W_JEFF.DGN PLOT DATE : 27-SEP-2012 06:48 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'W'	SHEET NO:	E

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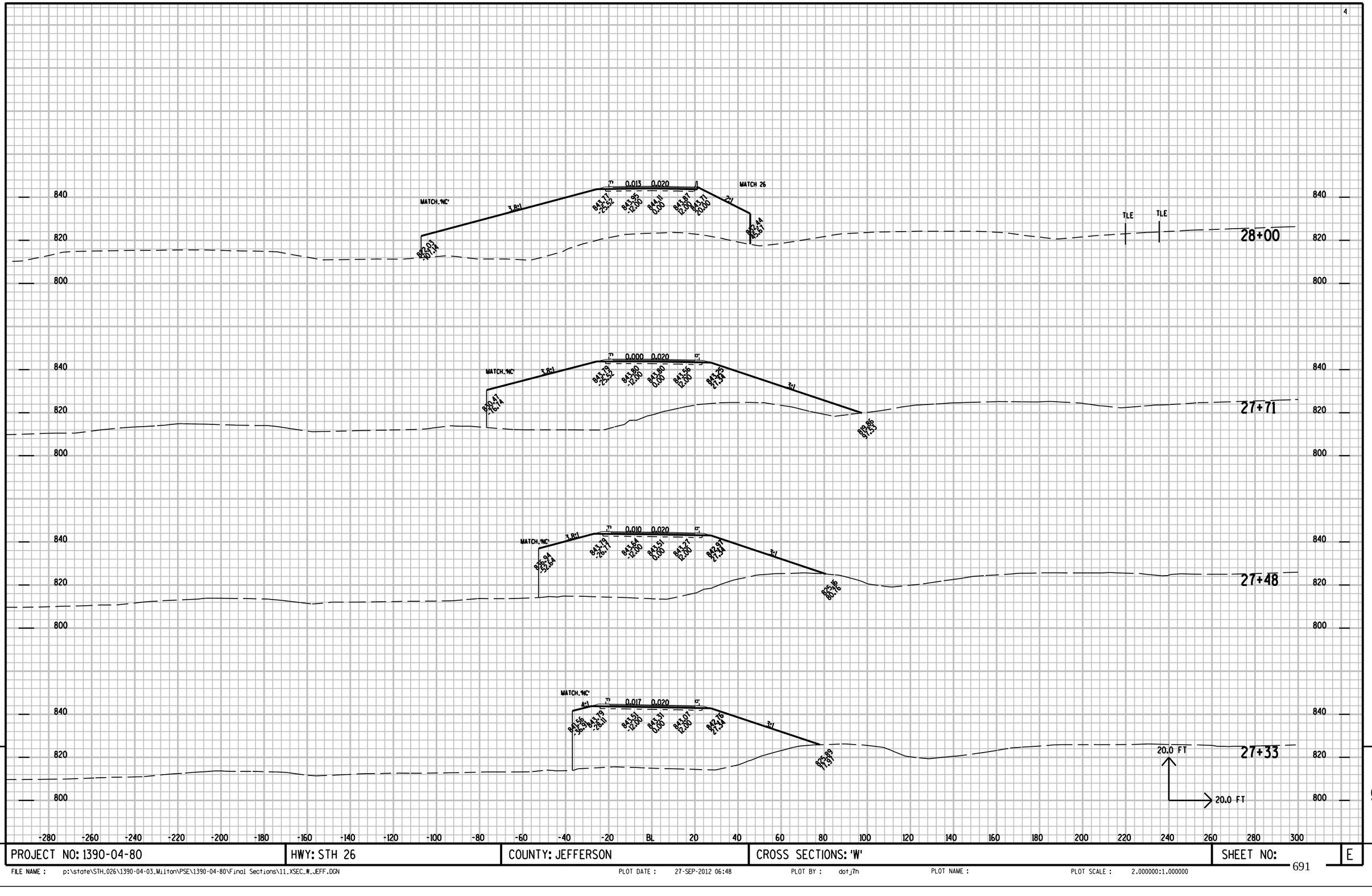

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'W'	SHEET NO:	E

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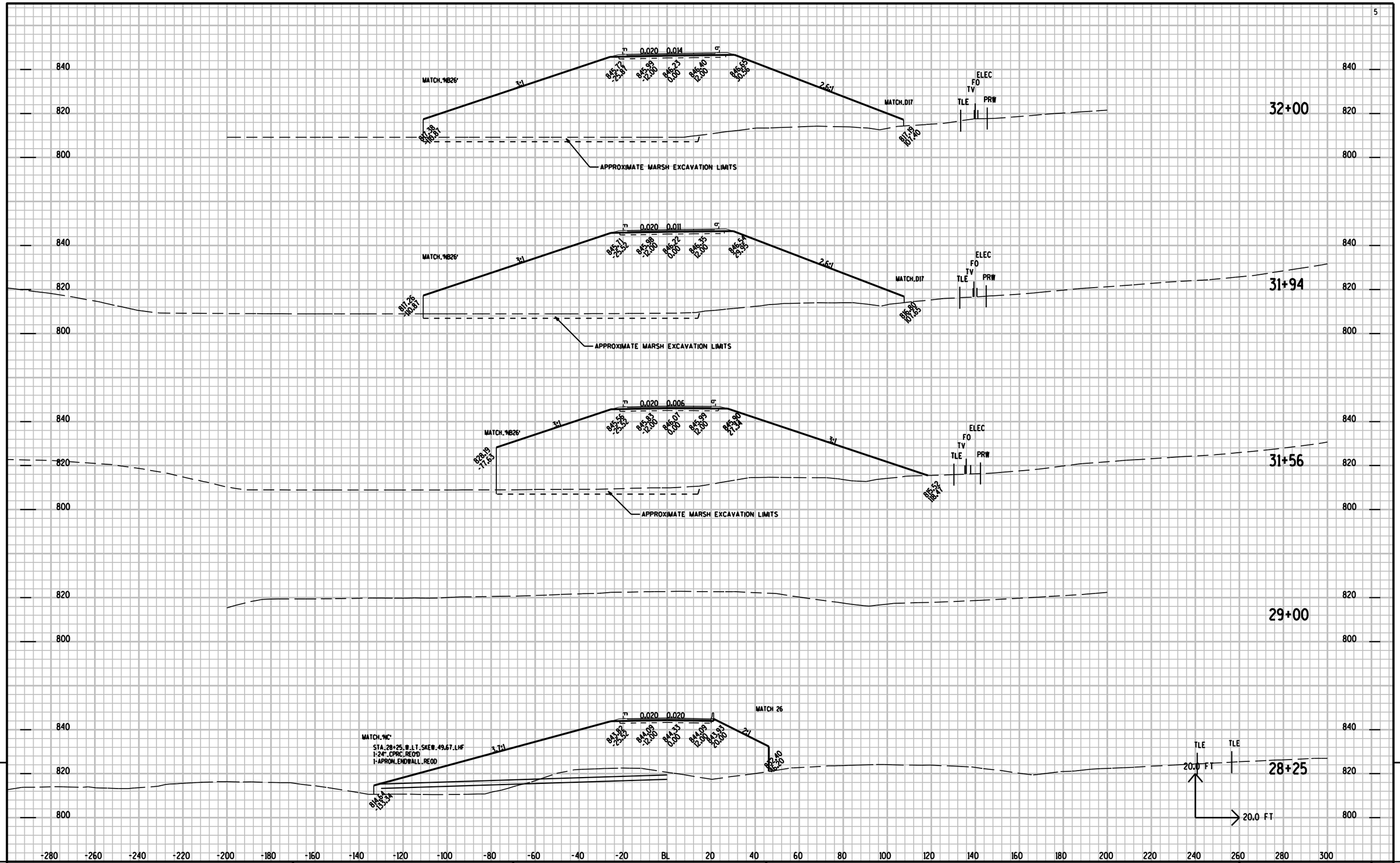

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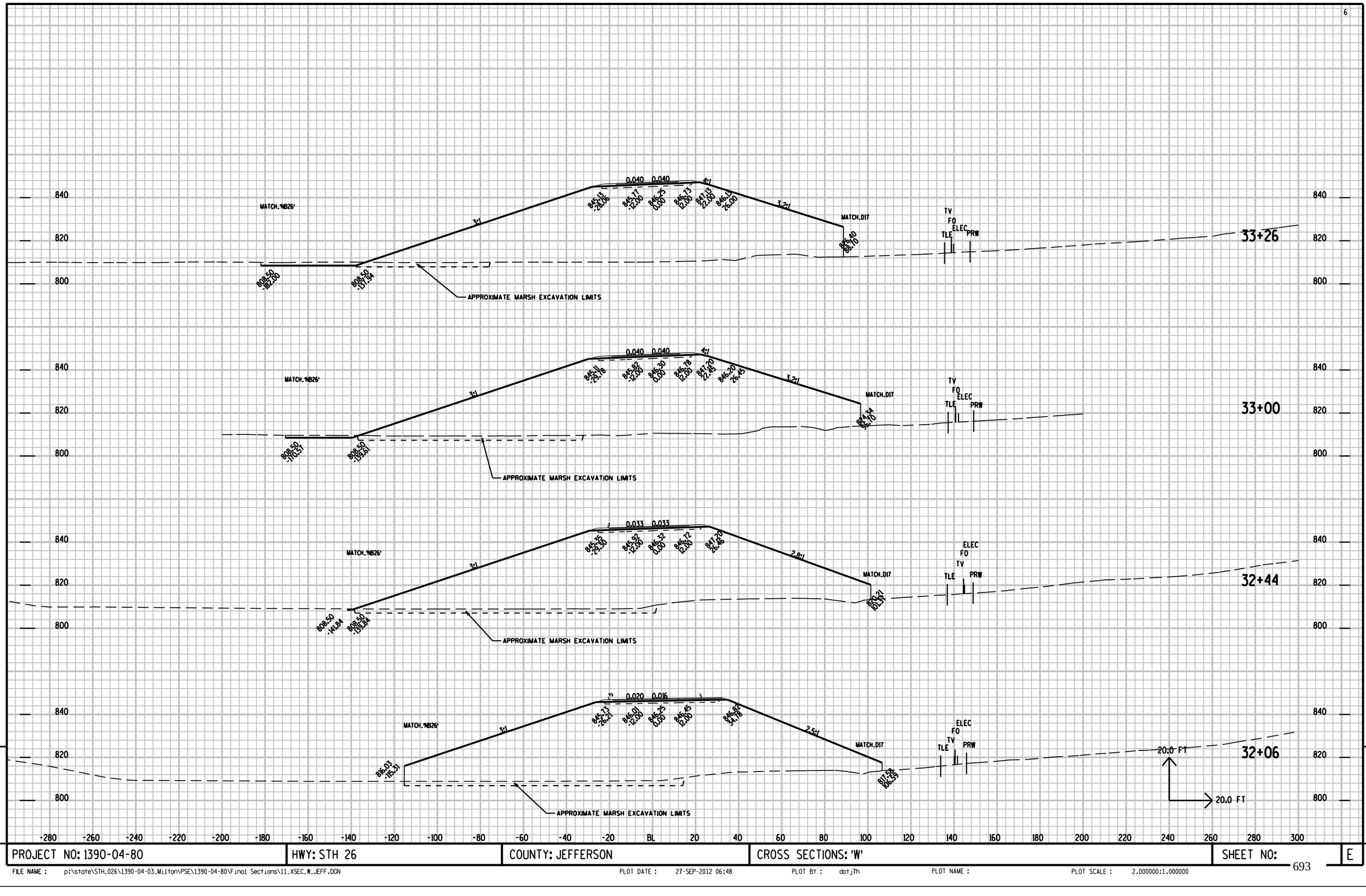
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'W'	SHEET NO:	E



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'W'	SHEET NO:	E

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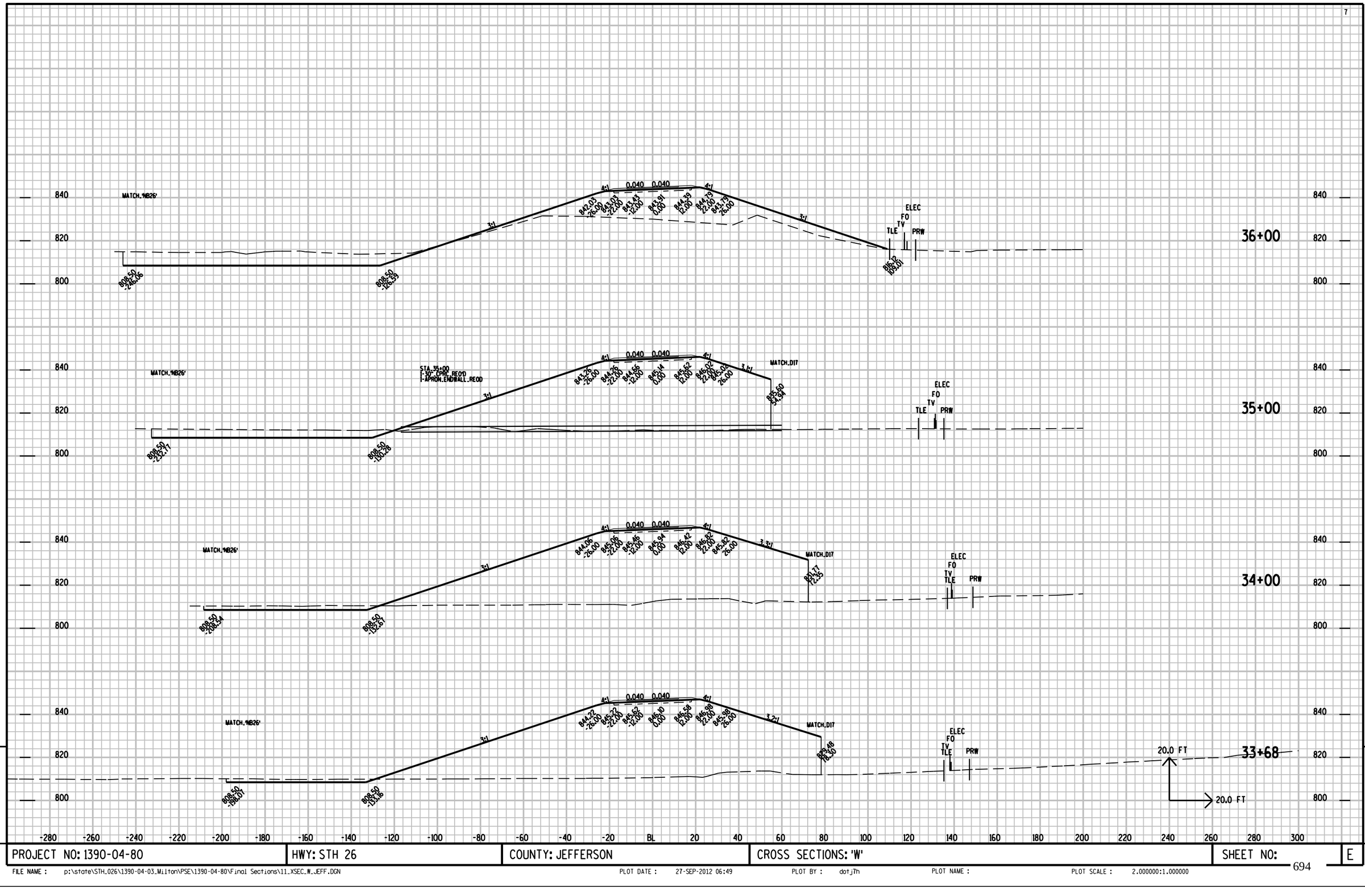

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'W'	SHEET NO:	E

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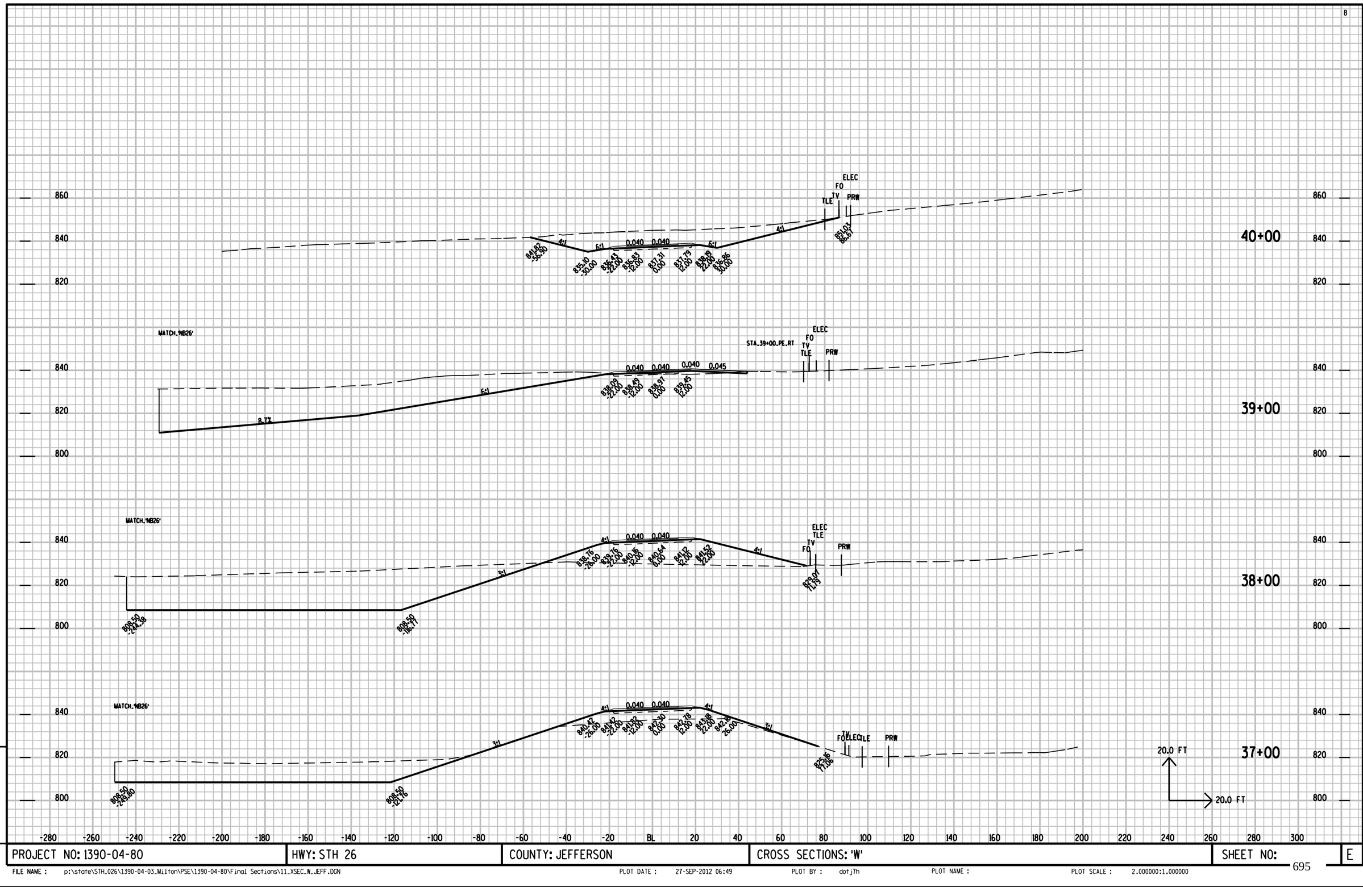

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'W'	SHEET NO:	E

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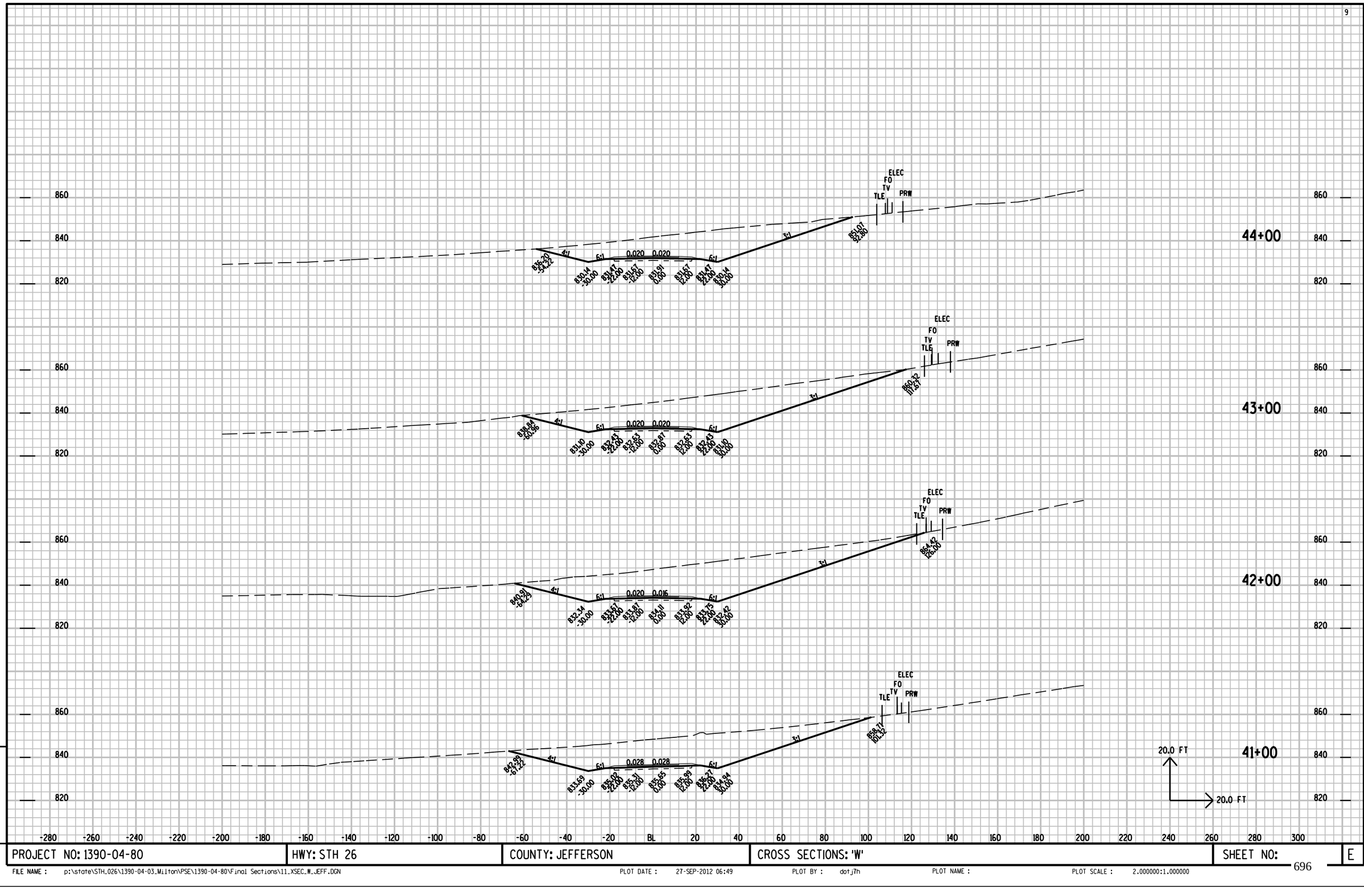

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'W'	SHEET NO:	E

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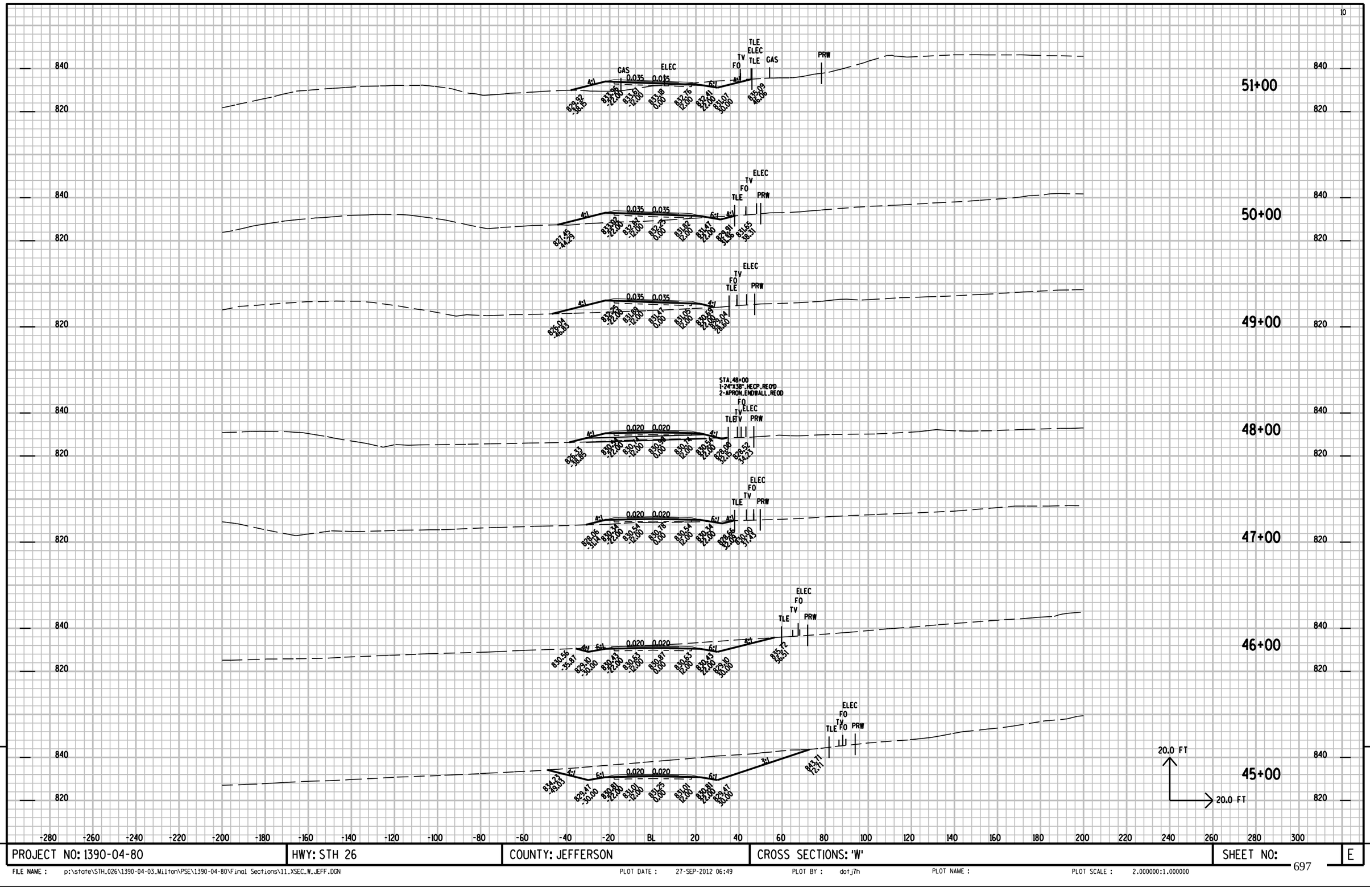

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-280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'W'	SHEET NO:	E

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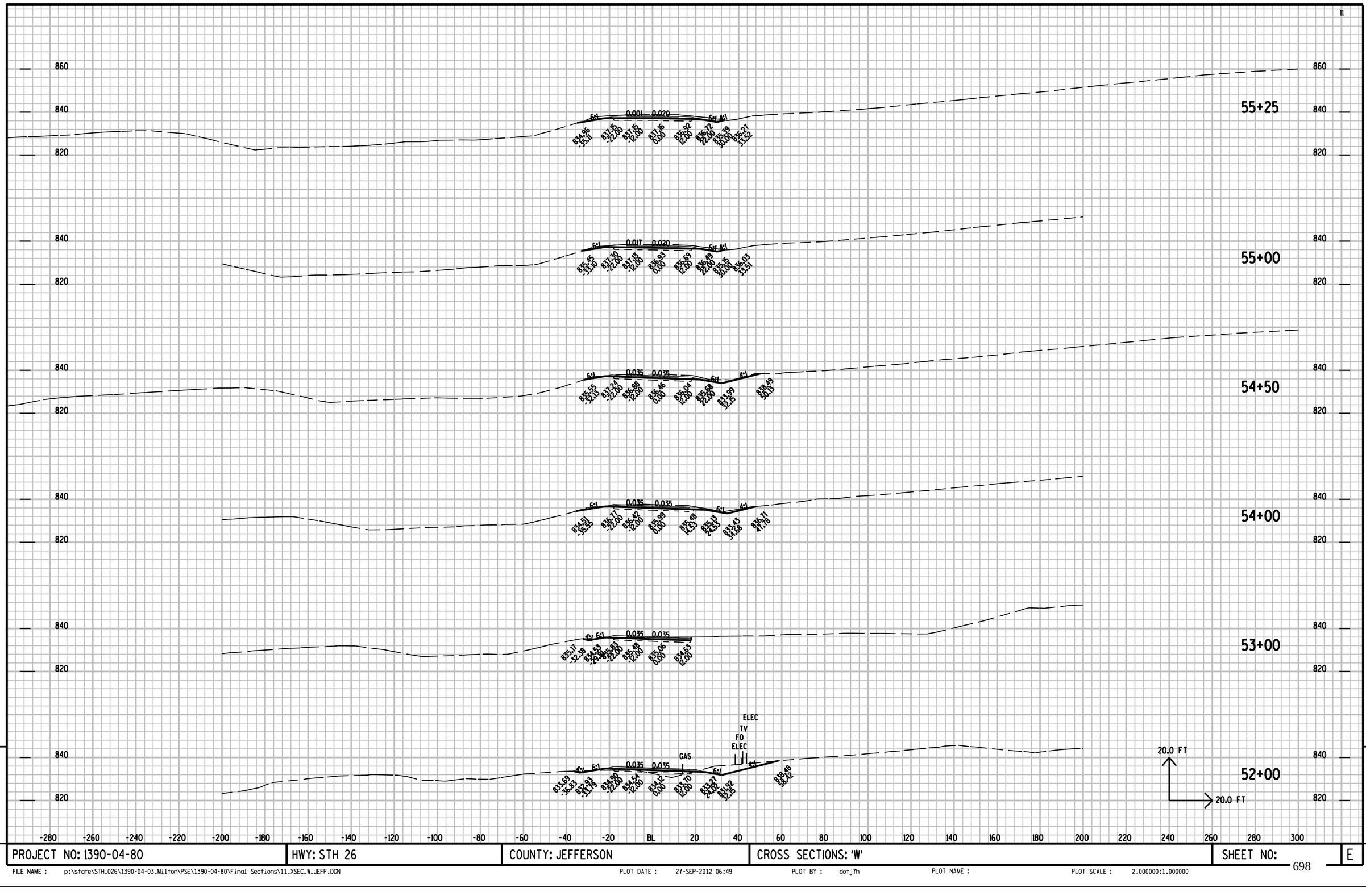

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'W'	SHEET NO:	E

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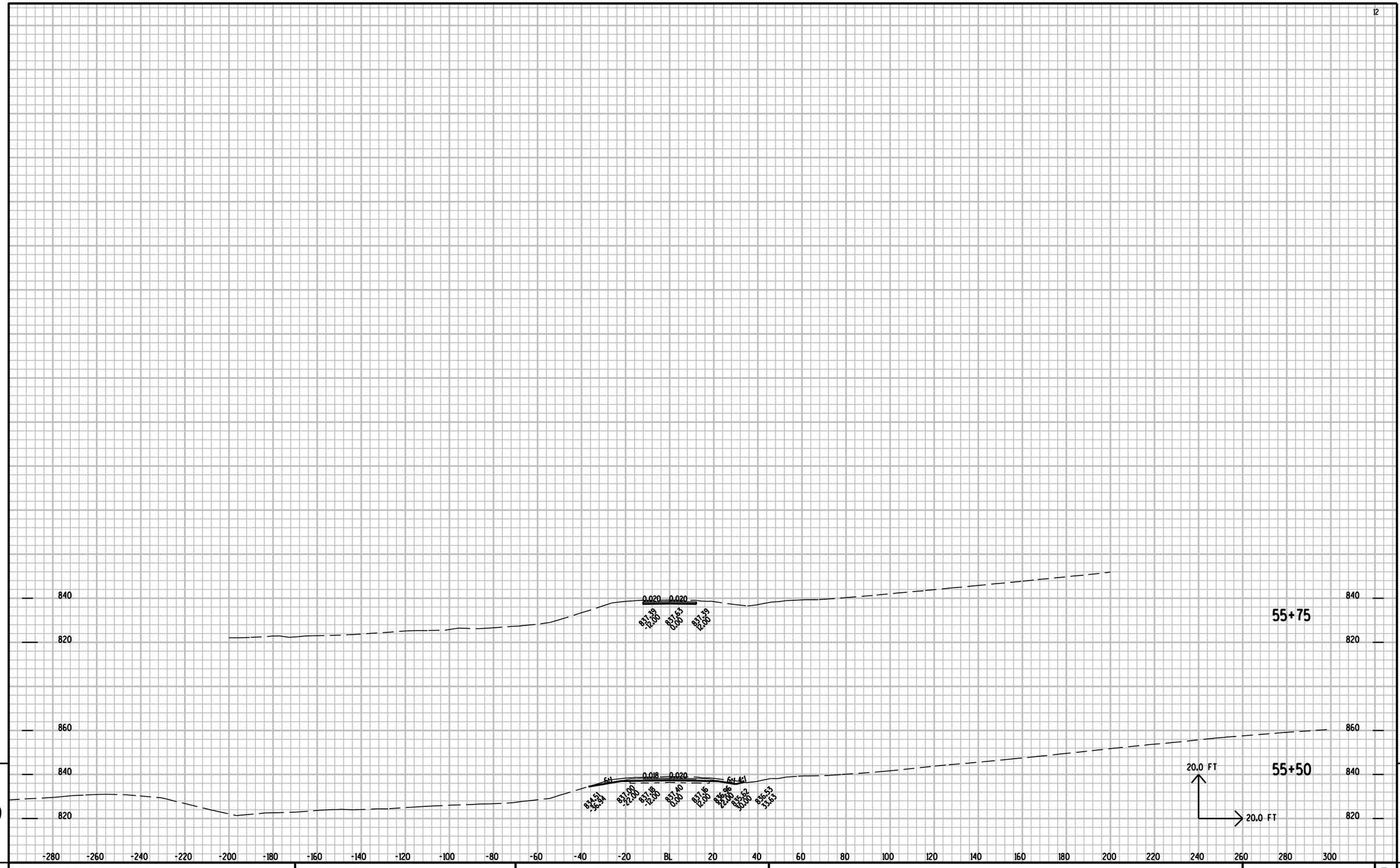

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'W'	SHEET NO:	E

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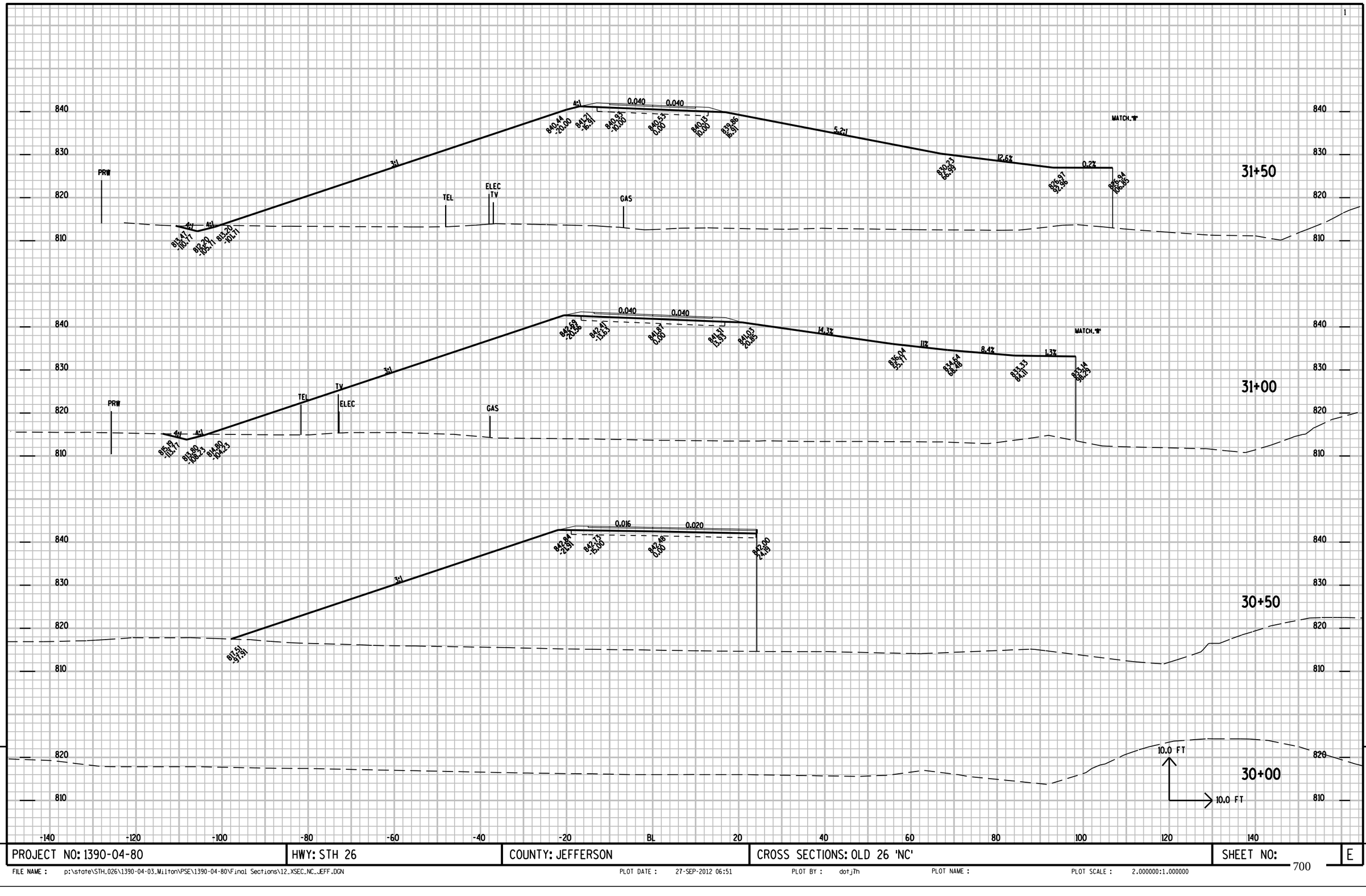

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 'NC'	SHEET NO:	E

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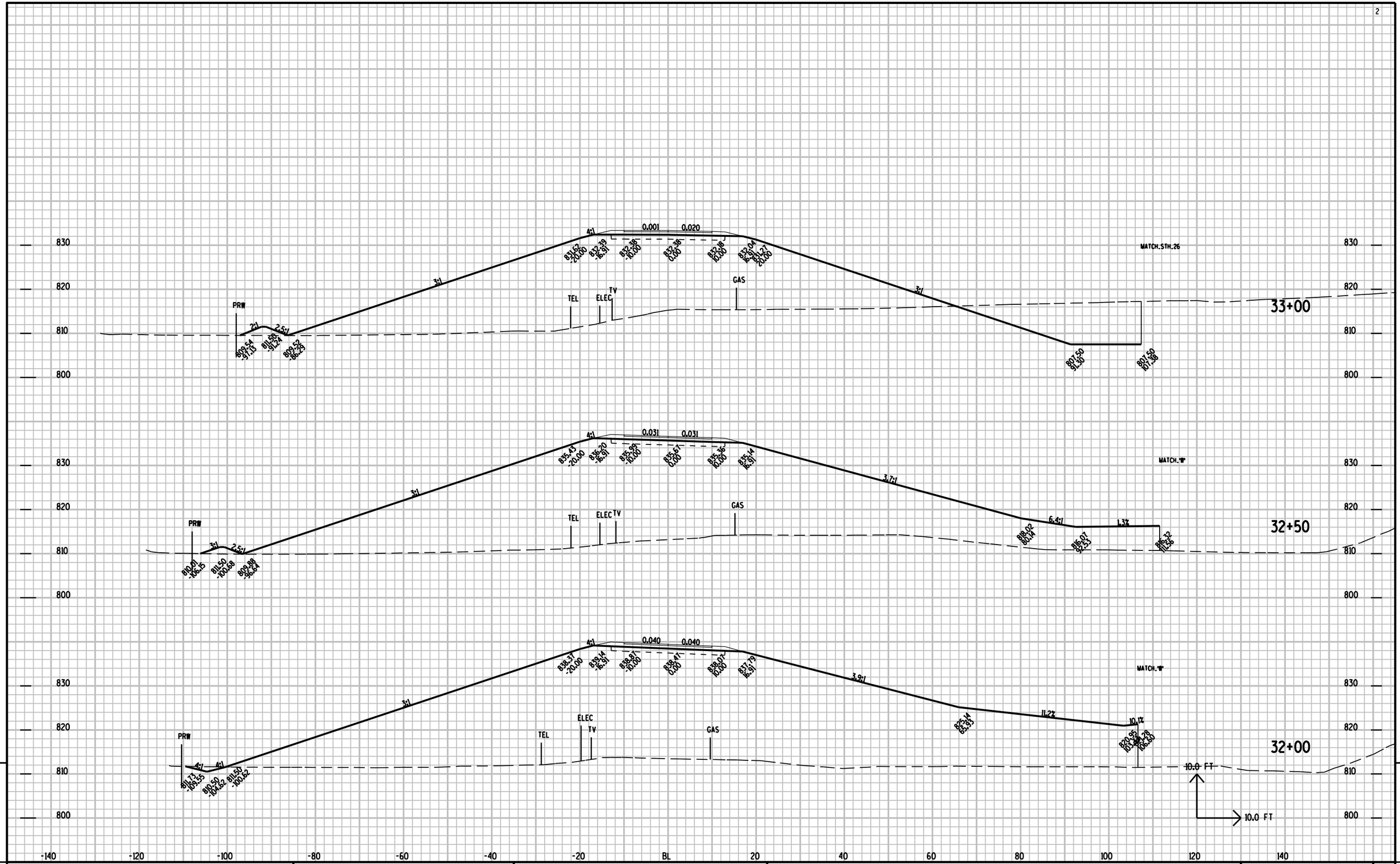

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 'NC'	SHEET NO:	E

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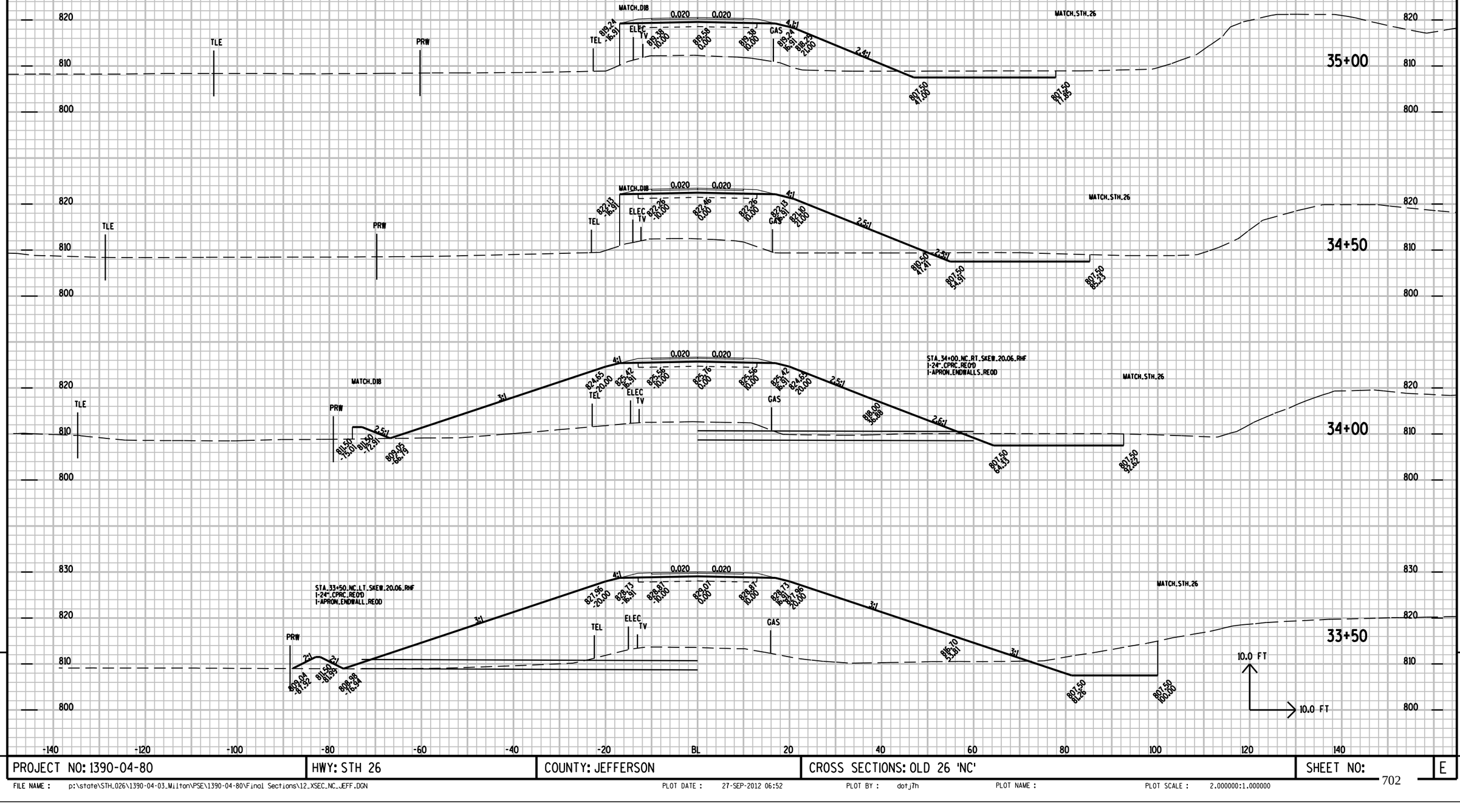

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 'NC'	SHEET NO:	E

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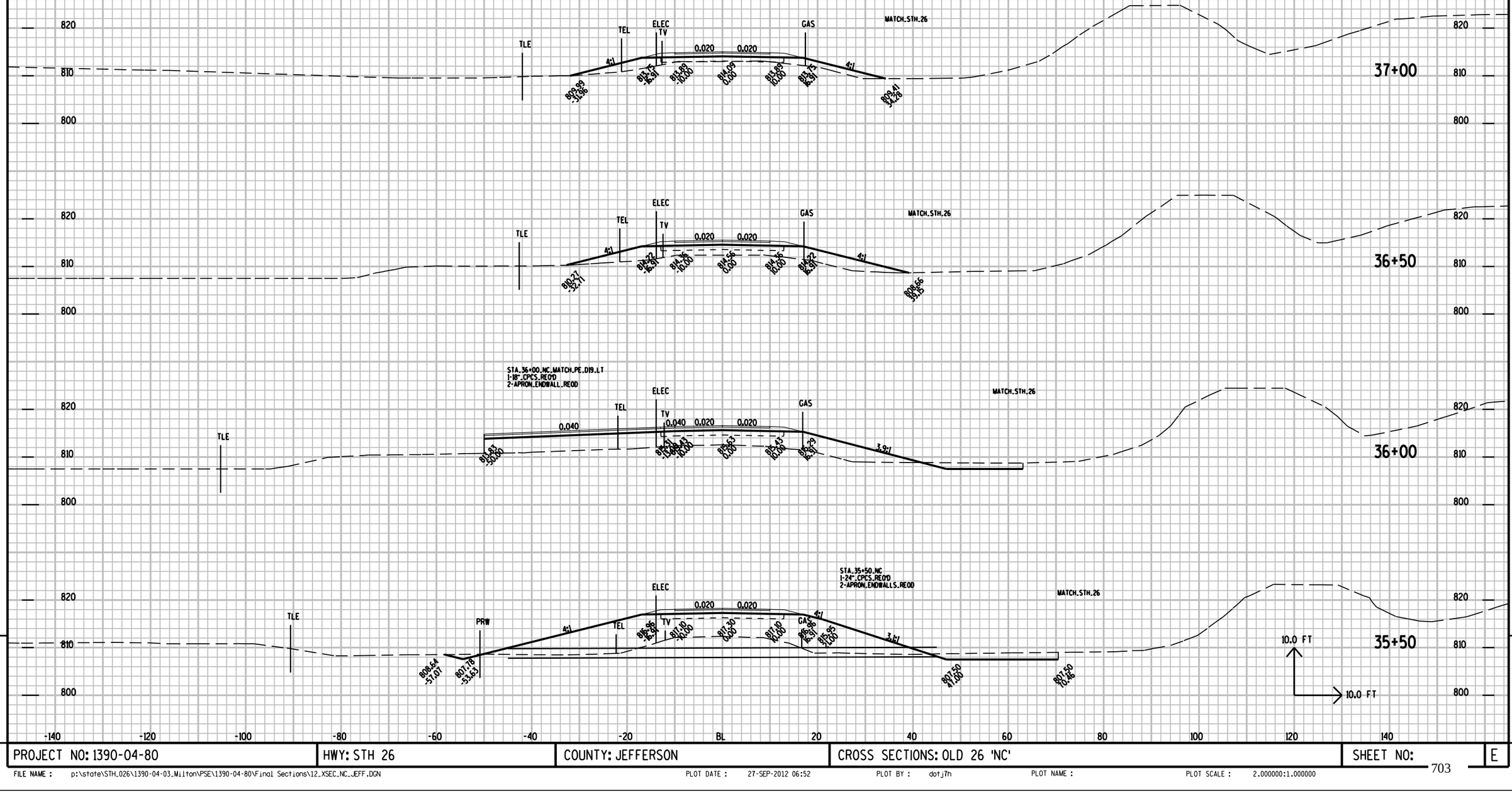

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 'NC'	SHEET NO:	E

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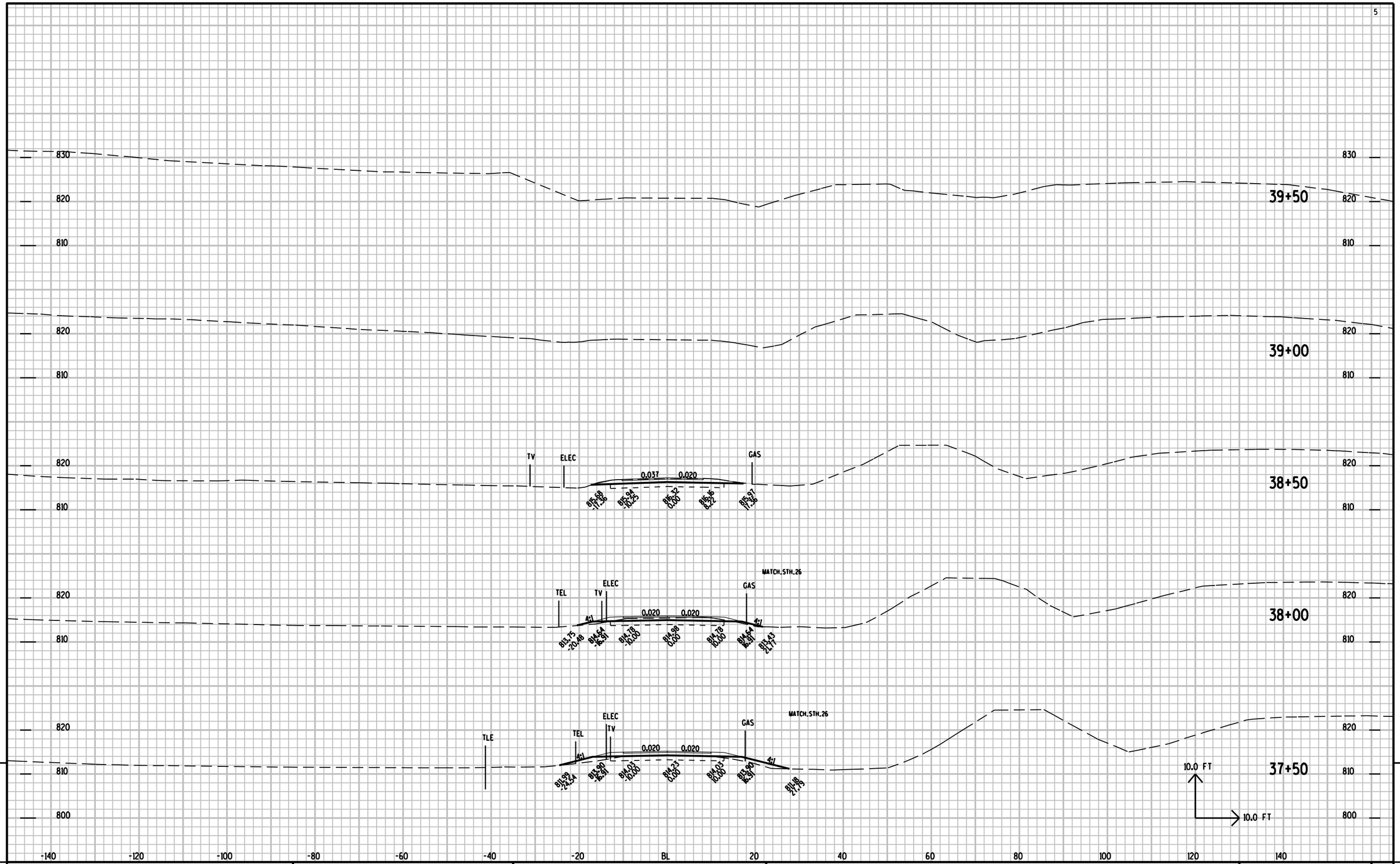

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: OLD 26 'NC'	SHEET NO:	E

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STA_29+25
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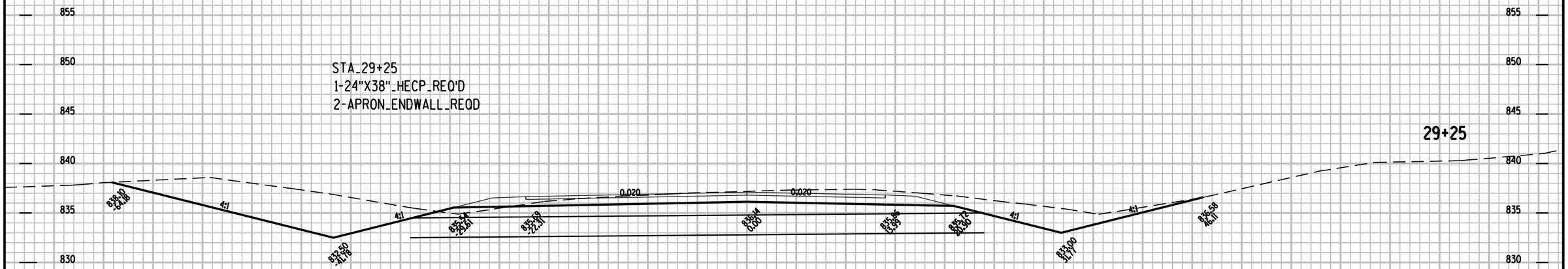
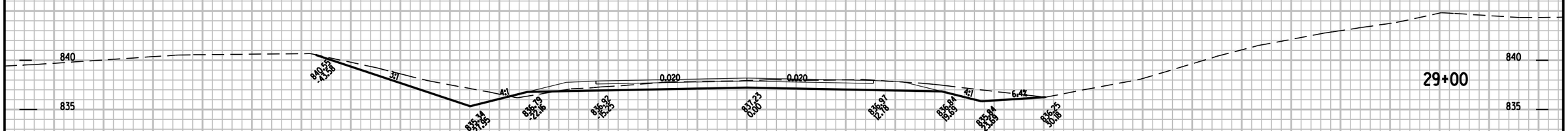
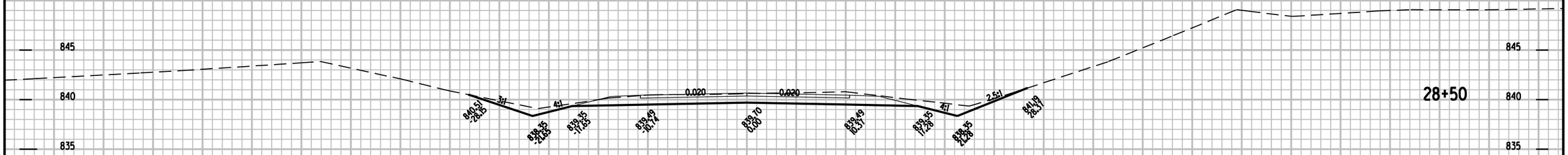
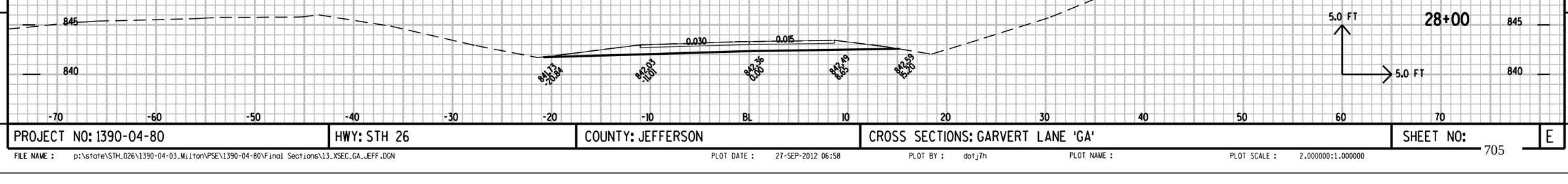
2-APRON_ENDWALL_REQD









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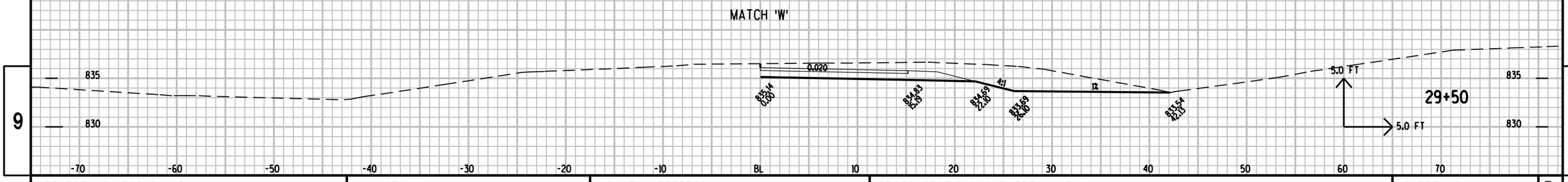
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: GARVERT LANE 'GA'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\13_XSEC_GA_JEFF.DGN PLOT DATE : 27-SEP-2012 06:58 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000

MATCH 'W'



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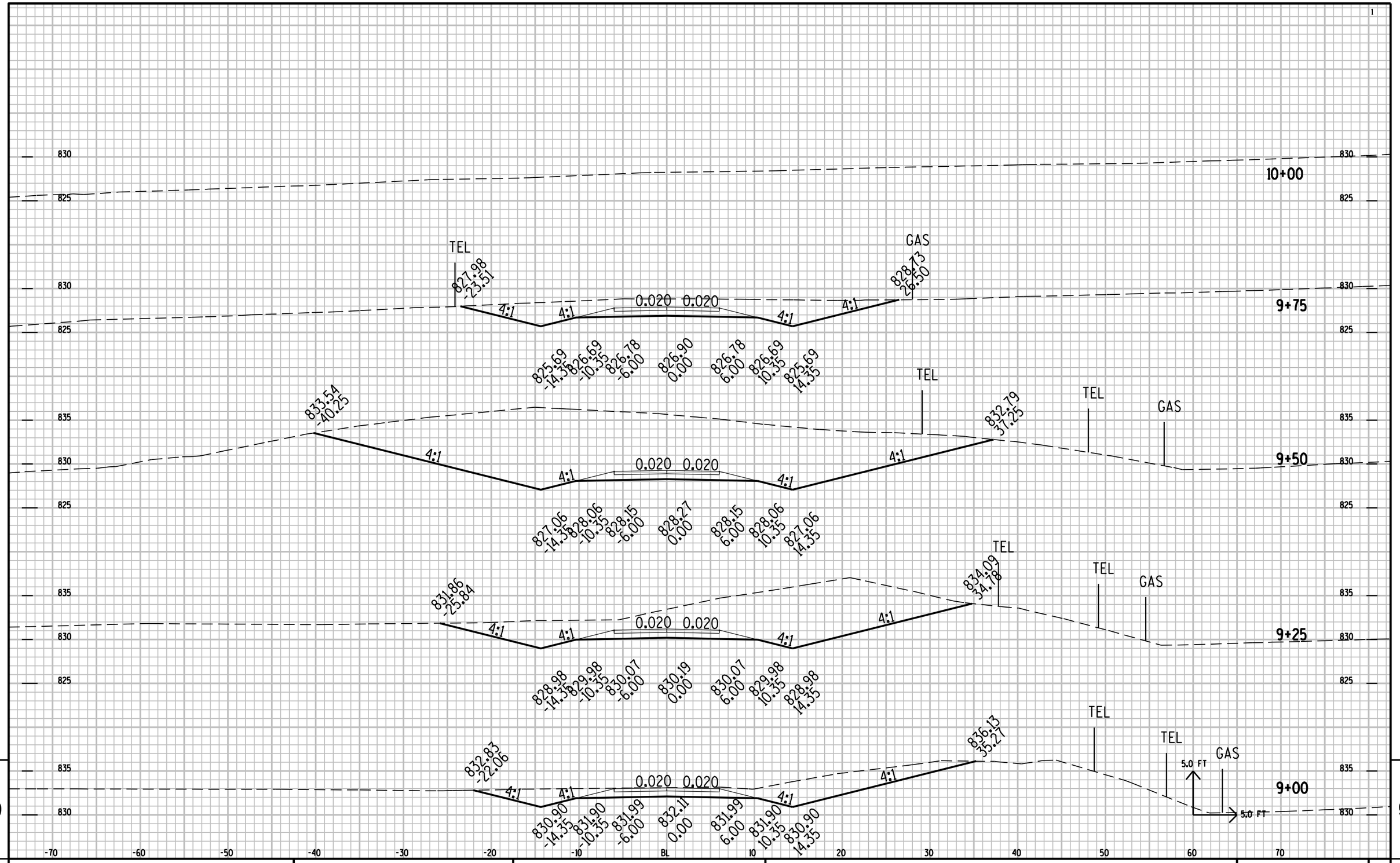
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: GARVERT LANE 'GA'	SHEET NO:	E



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: DRIVEWAY 'D10'	SHEET NO:	E

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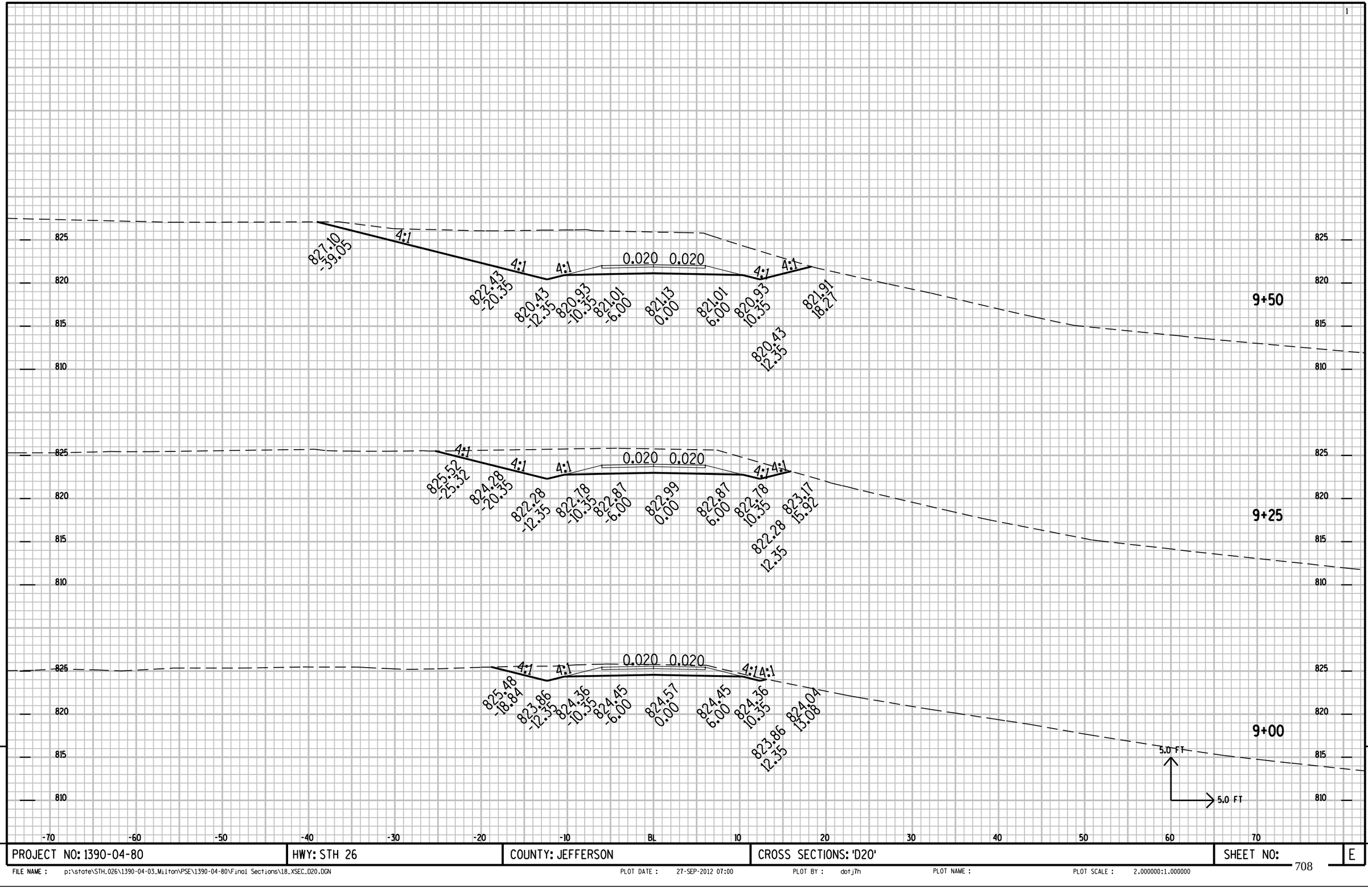

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'D20'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\18_XSEC_D20.DGN PLOT DATE : 27-SEP-2012 07:00 PLOT BY : dotj7h PLOT NAME : PLOT SCALE : 2.000000:1.000000

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'D20'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\18_XSEC_D20.DGN PLOT DATE : 27-SEP-2012 07:00 PLOT BY : dotj7h PLOT NAME : PLOT SCALE : 2.000000:1.000000

MATCH_D13

11+25

824.08 -20.53 | 824.73 -16.63 | 824.82 -12.10 | 825.06 0.00 | 824.68 18.80 | 824.59 23.33 | 823.59 27.38 | 824.44 30.74

11+06.09 'D13'

11+00

827.53 -54.87 | 825.15 -45.33 | 823.65 -39.33 | 824.65 -35.33 | 824.51 -30.80 | 823.59 0.00 | 823.31 14.00 | 823.22 18.53 | 822.22 22.53 | 823.72 28.53 | 824.15 30.26

10+76.47 'D13'

10+75

825.56 -47.03 | 821.86 -32.23 | 820.36 -26.23 | 821.36 -22.23 | 821.40 -17.70 | 821.58 0.00 | 821.28 15.00 | 821.19 19.53 | 820.19 23.53 | 821.69 29.53 | 823.57 37.04

10+50

824.37 -48.16 | 819.61 -29.73 | 818.11 -23.73 | 819.11 -19.13 | 819.20 -15.20 | 819.51 0.00 | 819.20 15.20 | 819.11 19.73 | 818.11 23.73 | 819.61 29.73 | 822.75 42.28

10+25

5.0 FT

5.0 FT

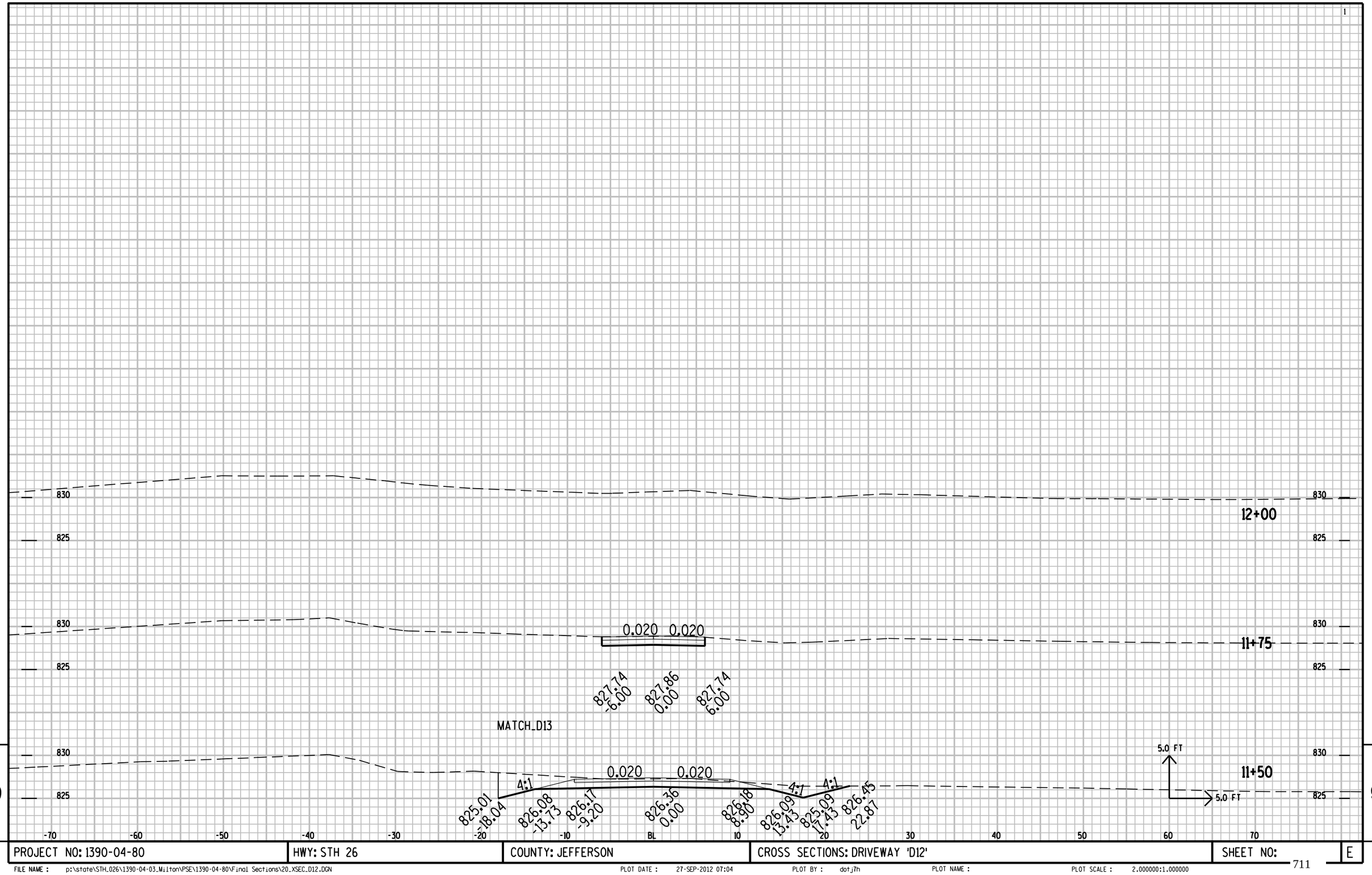
-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

9

9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: DRIVEWAY 'D12' & 'D13'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\19_XSEC_D12-13.DGN PLOT DATE : 27-SEP-2012 07:03 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: DRIVEWAY 'D12'	SHEET NO:	E

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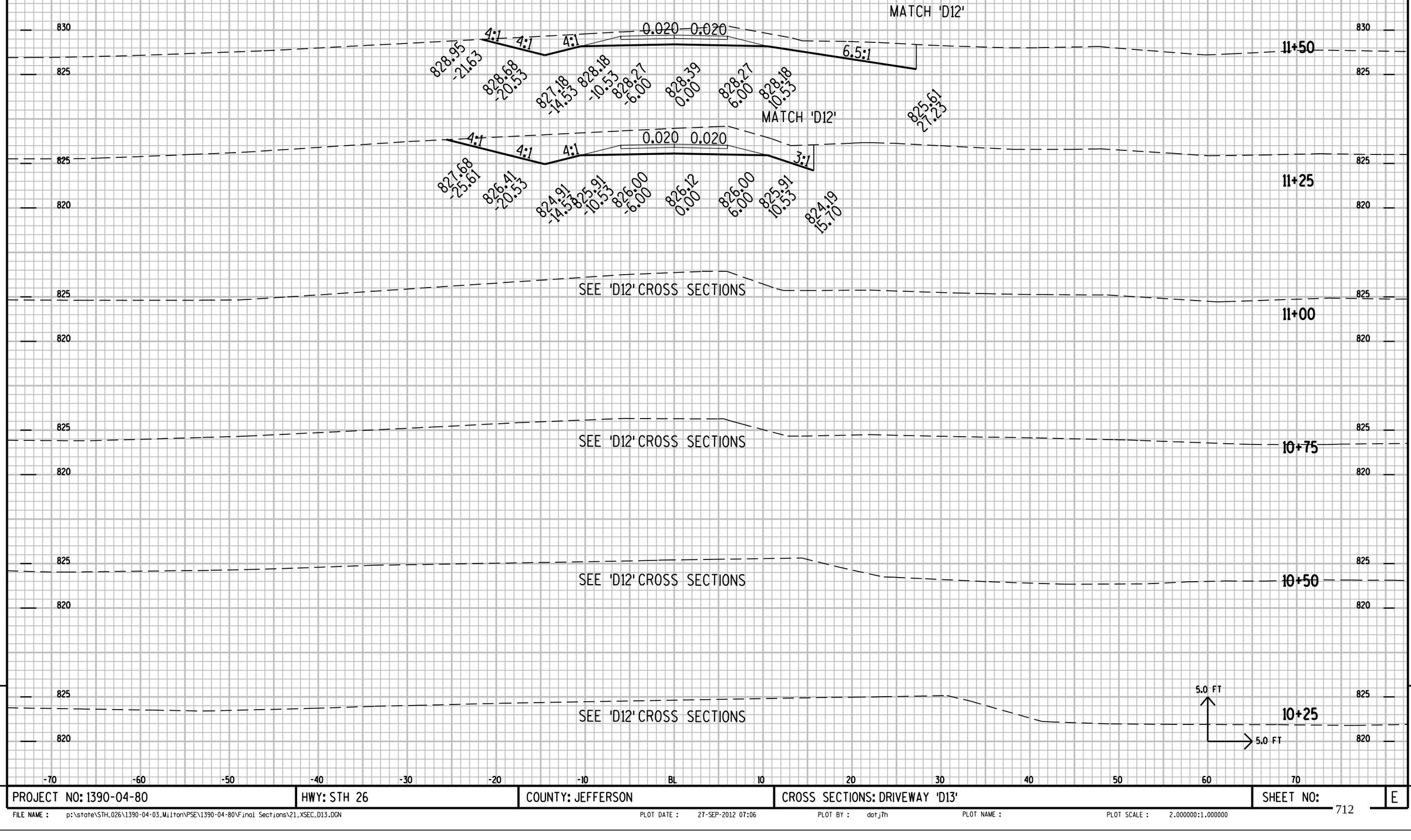

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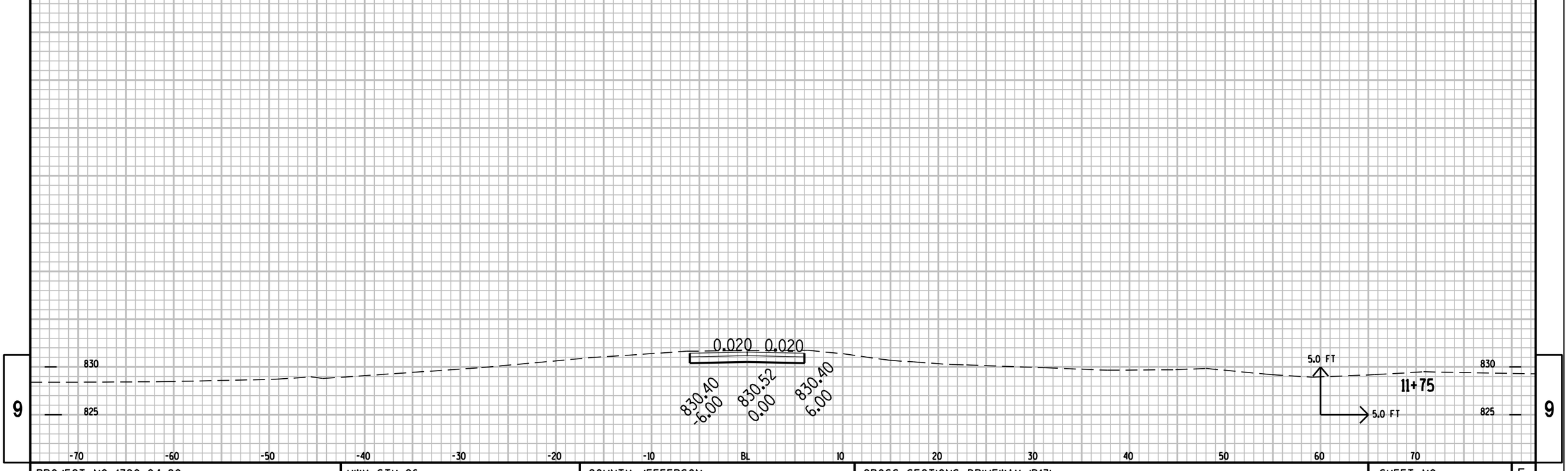
9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: DRIVEWAY 'D13'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\21_XSEC_D13.DGN PLOT DATE : 27-SEP-2012 07:06 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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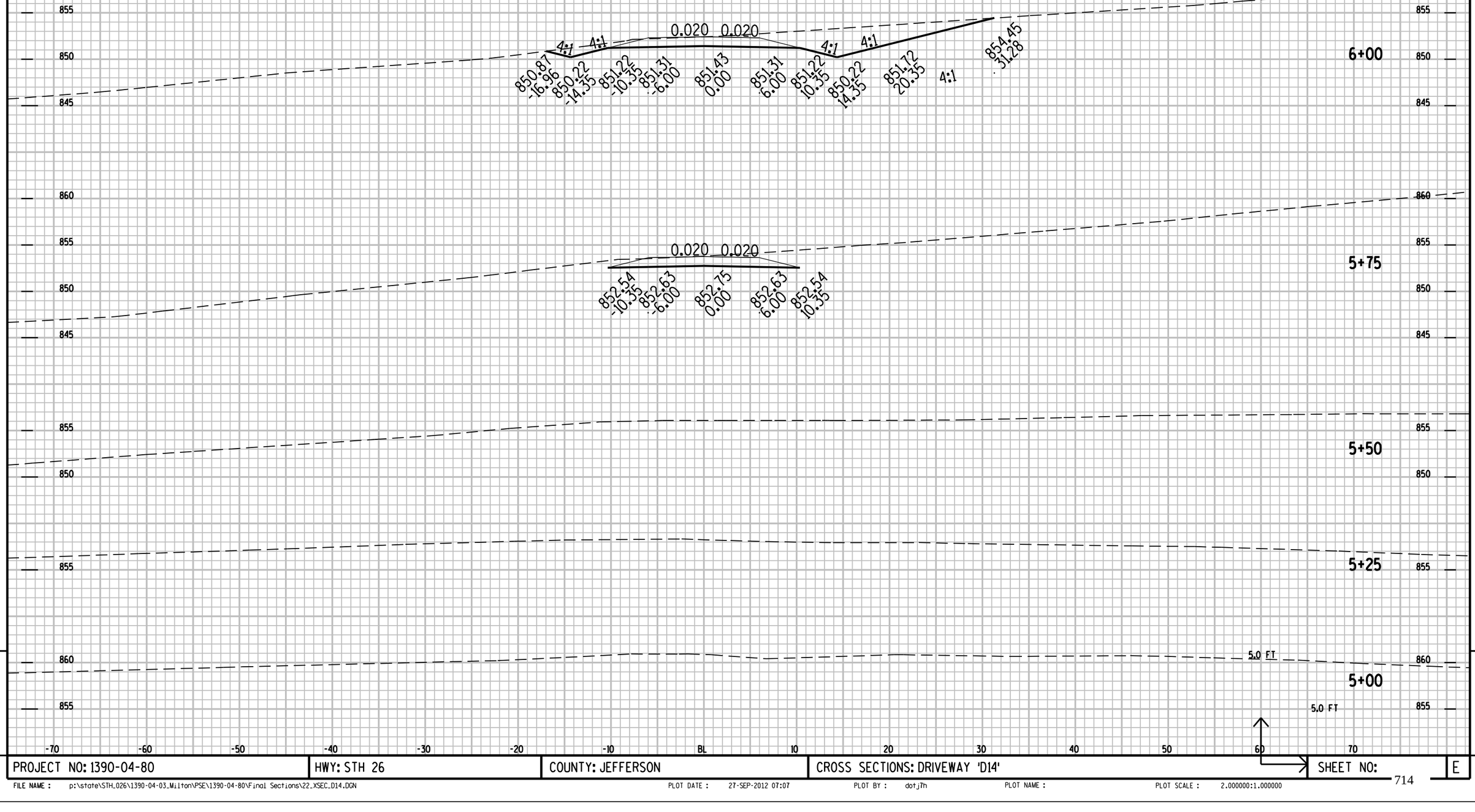
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: DRIVEWAY 'D13'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\21_XSEC_D13.DGN PLOT DATE : 27-SEP-2012 07:06 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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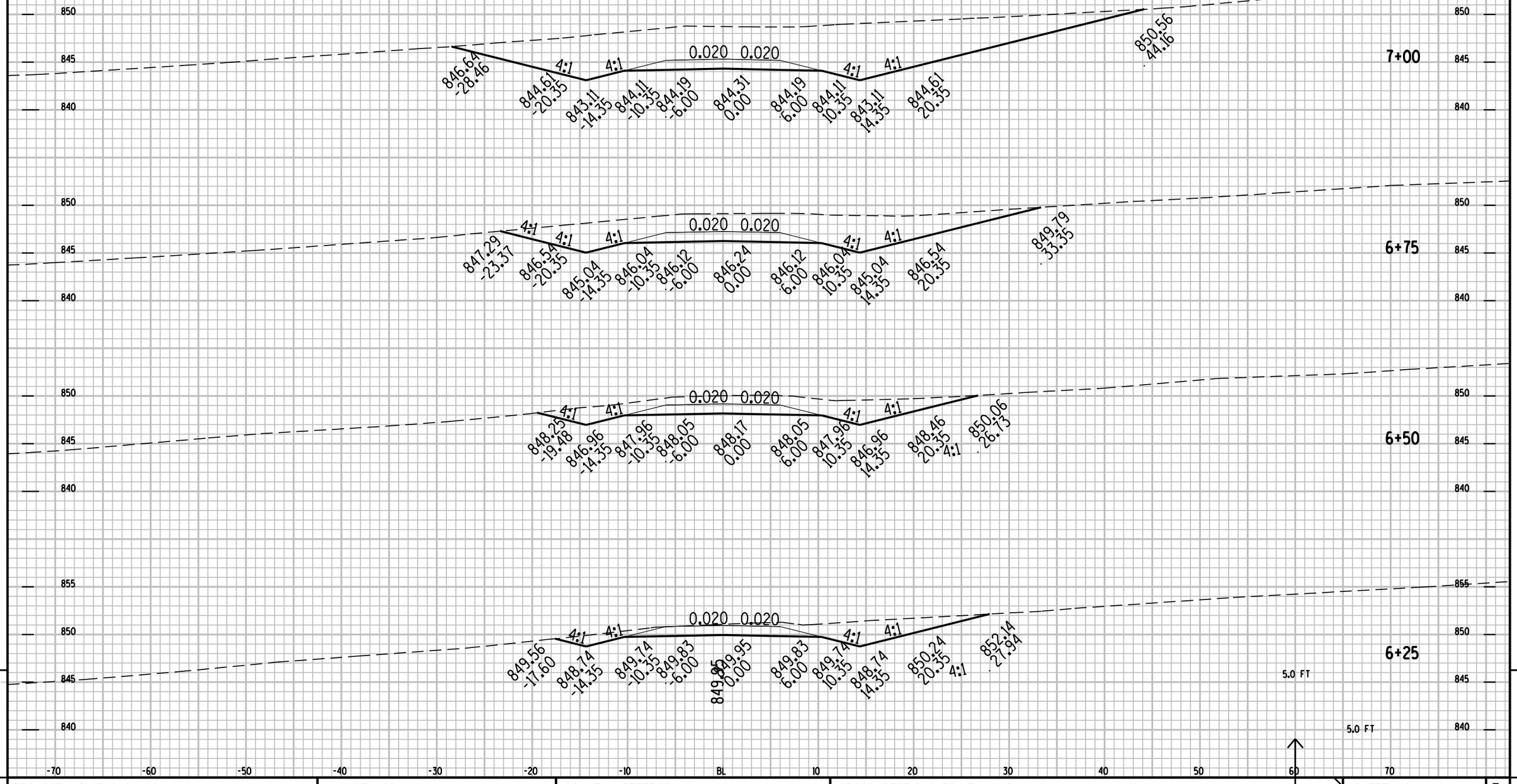
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: DRIVEWAY 'D14'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\22_XSEC_D14.DGN PLOT DATE : 27-SEP-2012 07:07 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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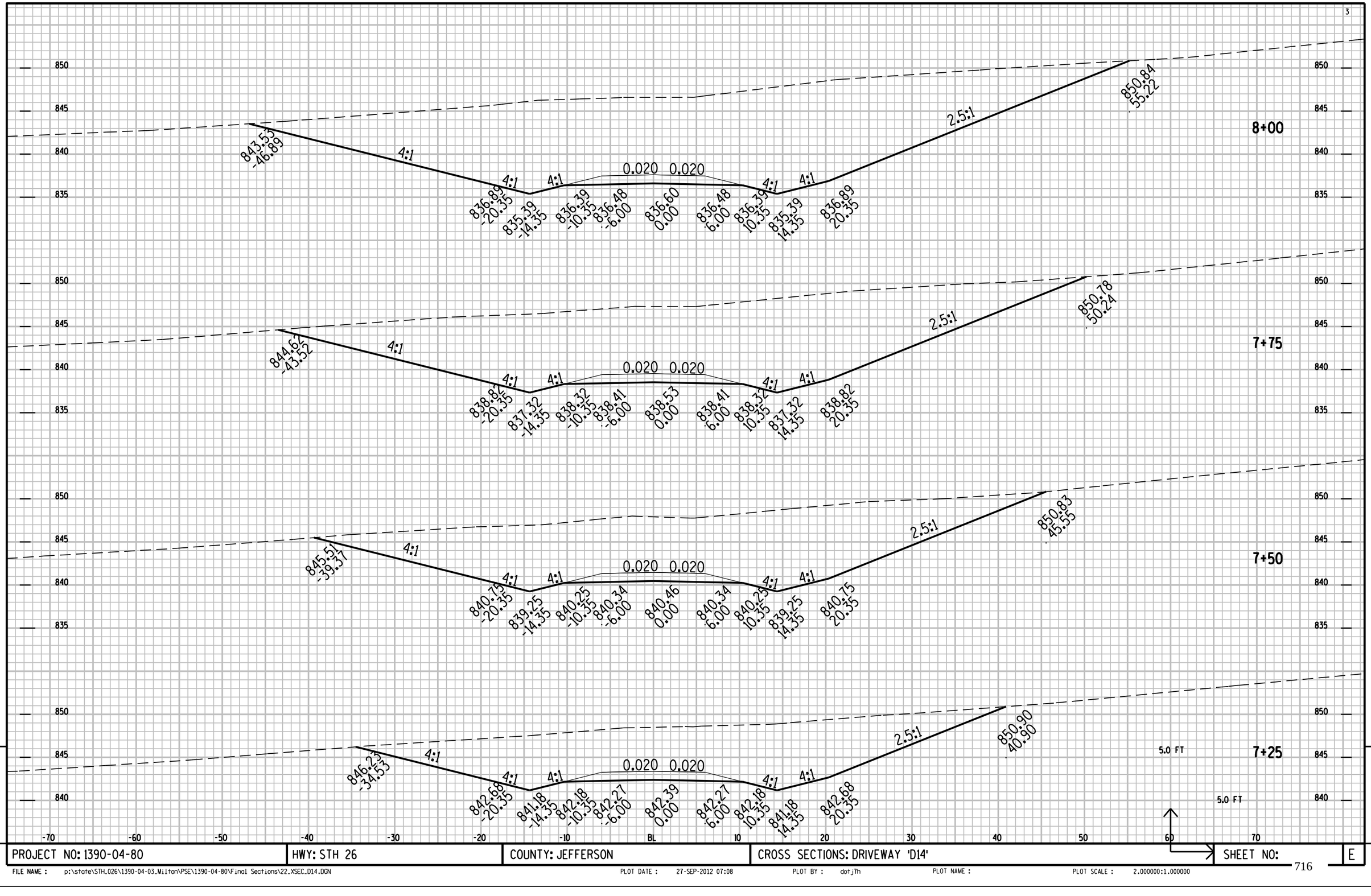
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: DRIVEWAY 'D14'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\22_XSEC_D14.DGN PLOT DATE : 27-SEP-2012 07:07 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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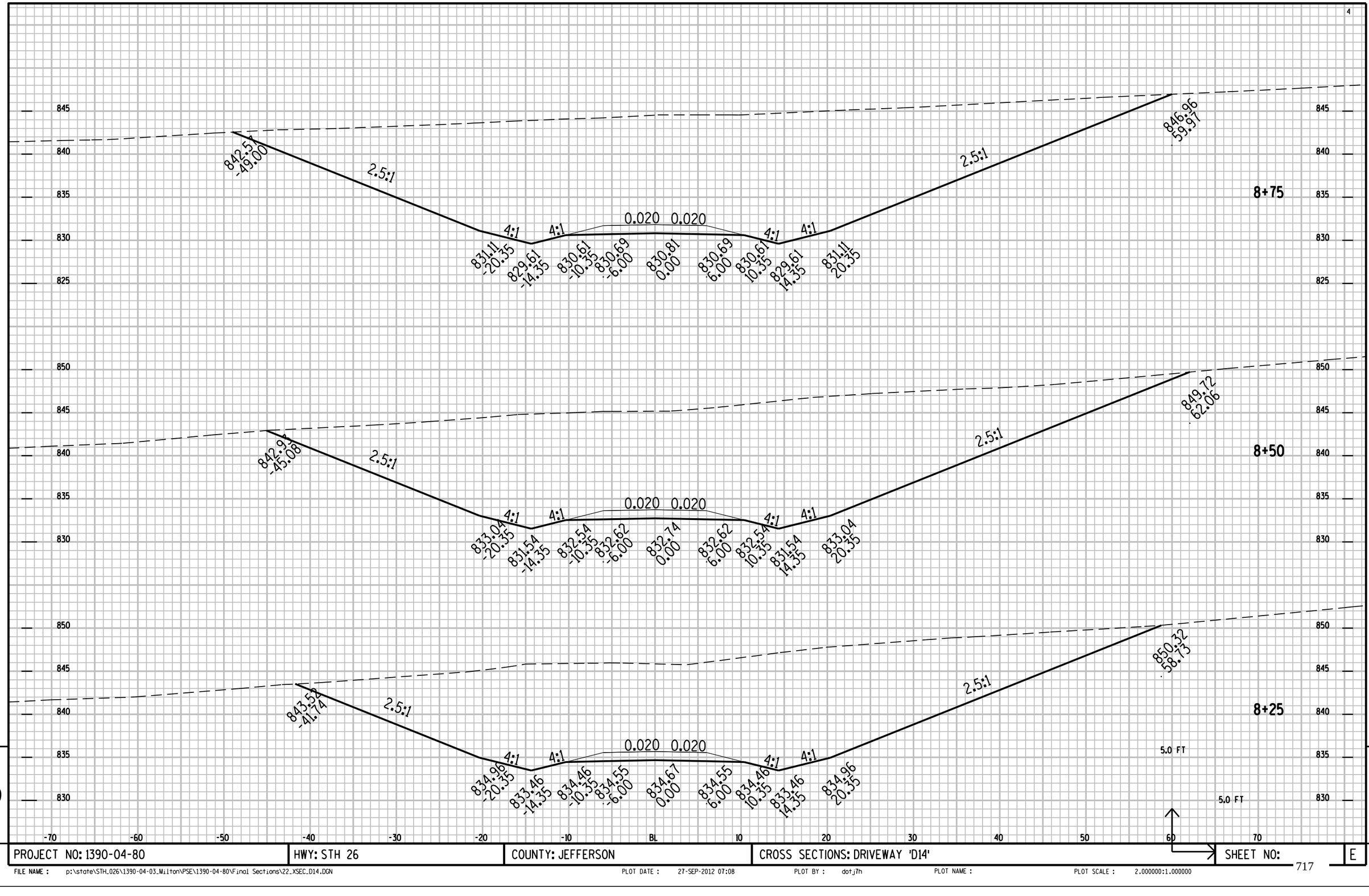
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: DRIVEWAY 'D14'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\22_XSEC_D14.DGN PLOT DATE : 27-SEP-2012 07:08 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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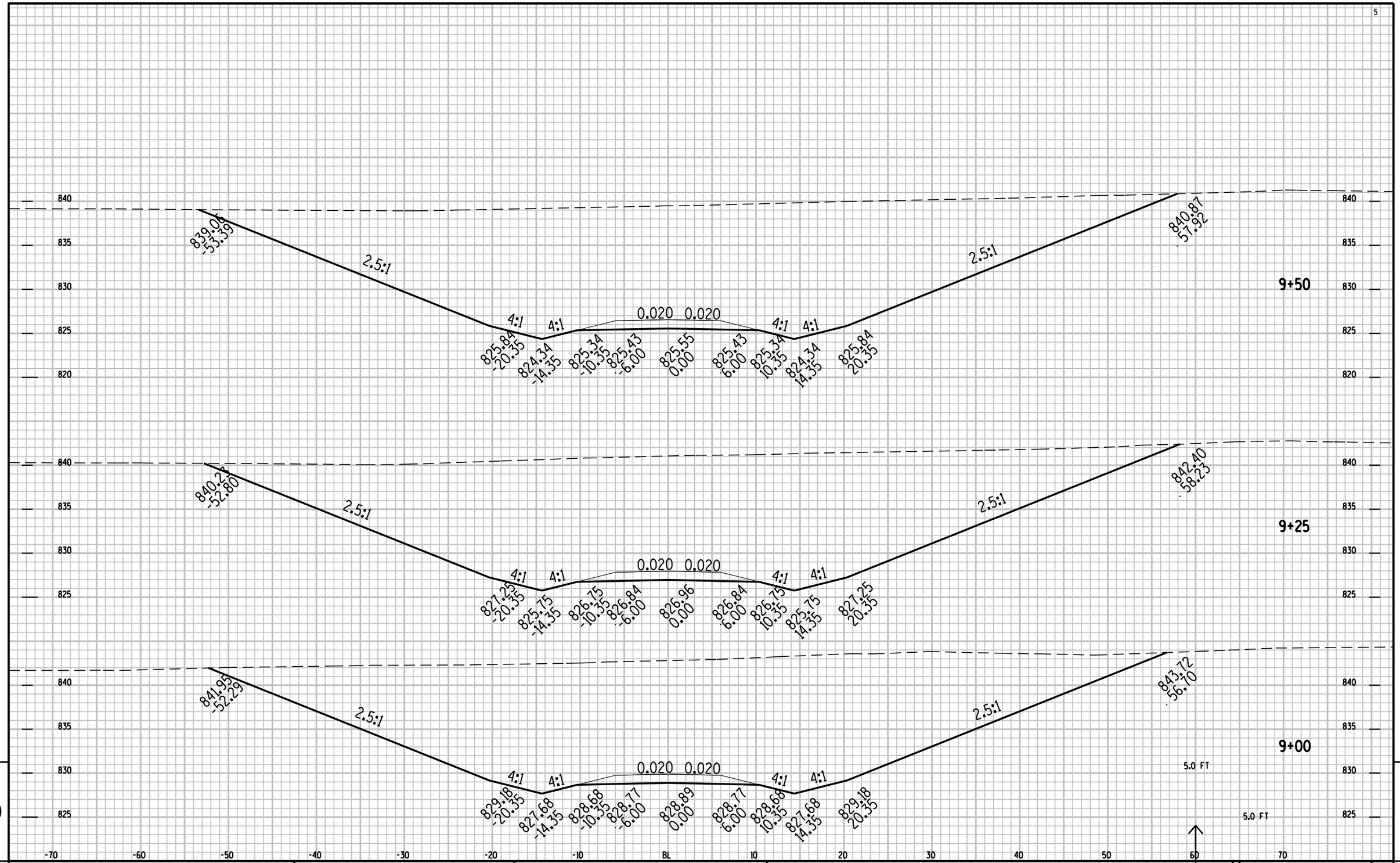
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: DRIVEWAY 'D14'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\22_XSEC_D14.DGN PLOT DATE : 27-SEP-2012 07:08 PLOT BY : dotjth PLOT NAME : PLOT SCALE : 2.000000:1.000000



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: DRIVEWAY 'D14'	SHEET NO:	E

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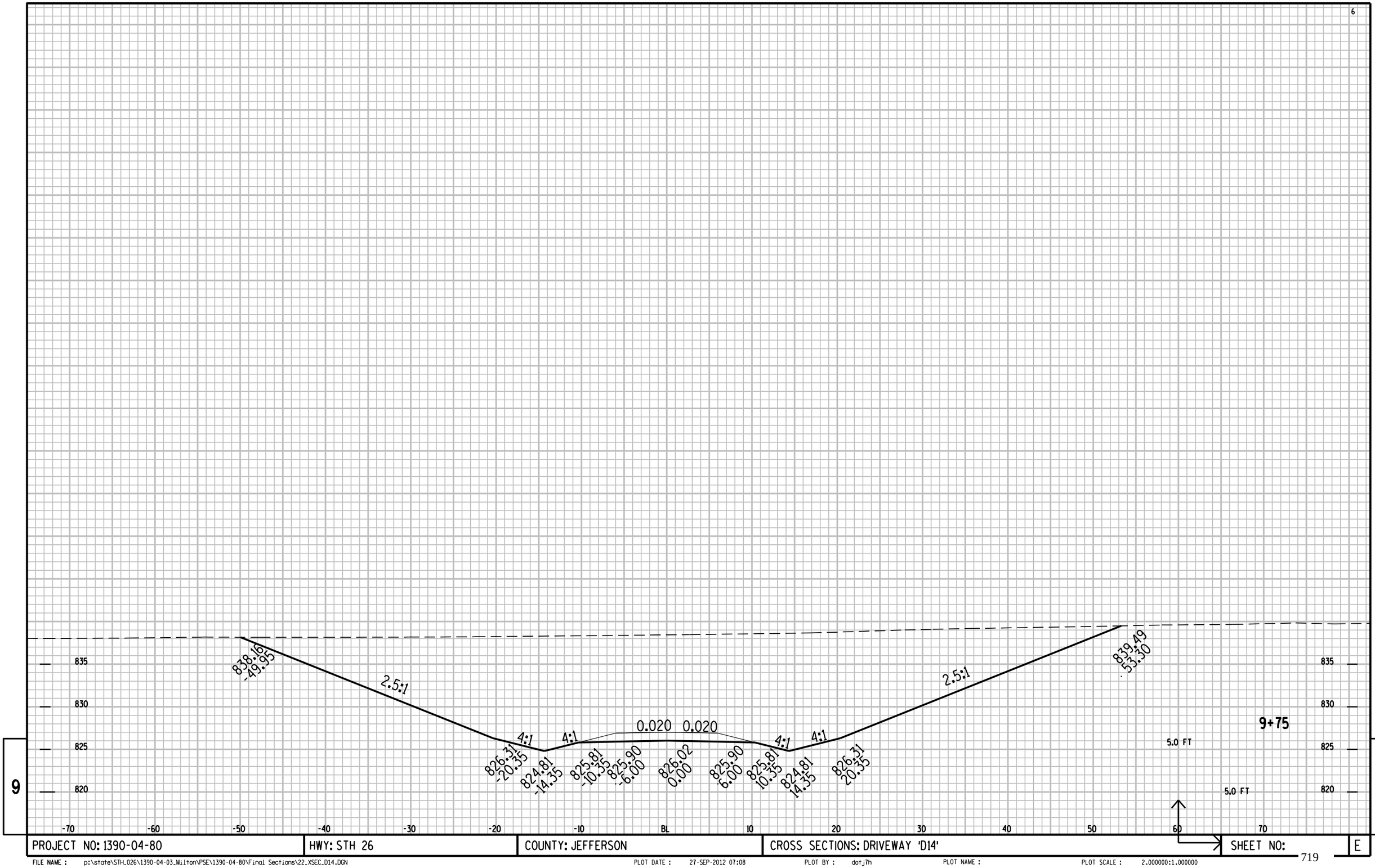

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: DRIVEWAY 'D14'	SHEET NO:	E

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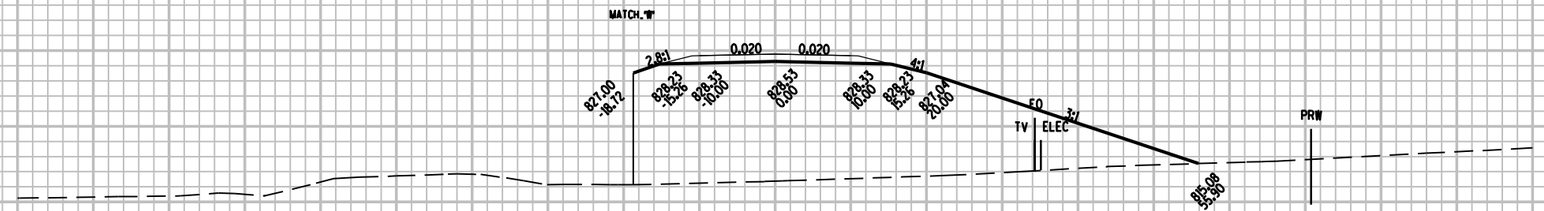
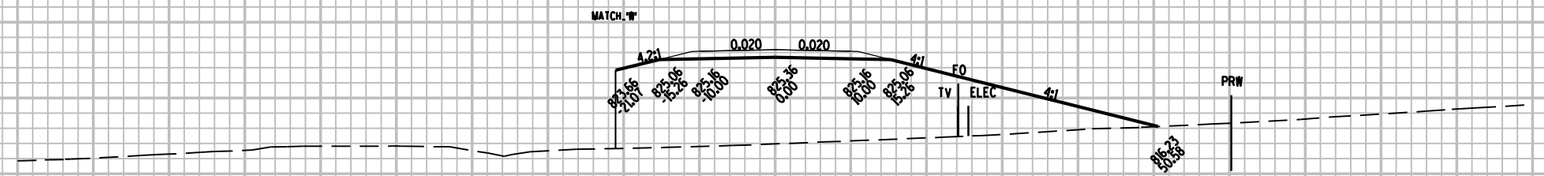
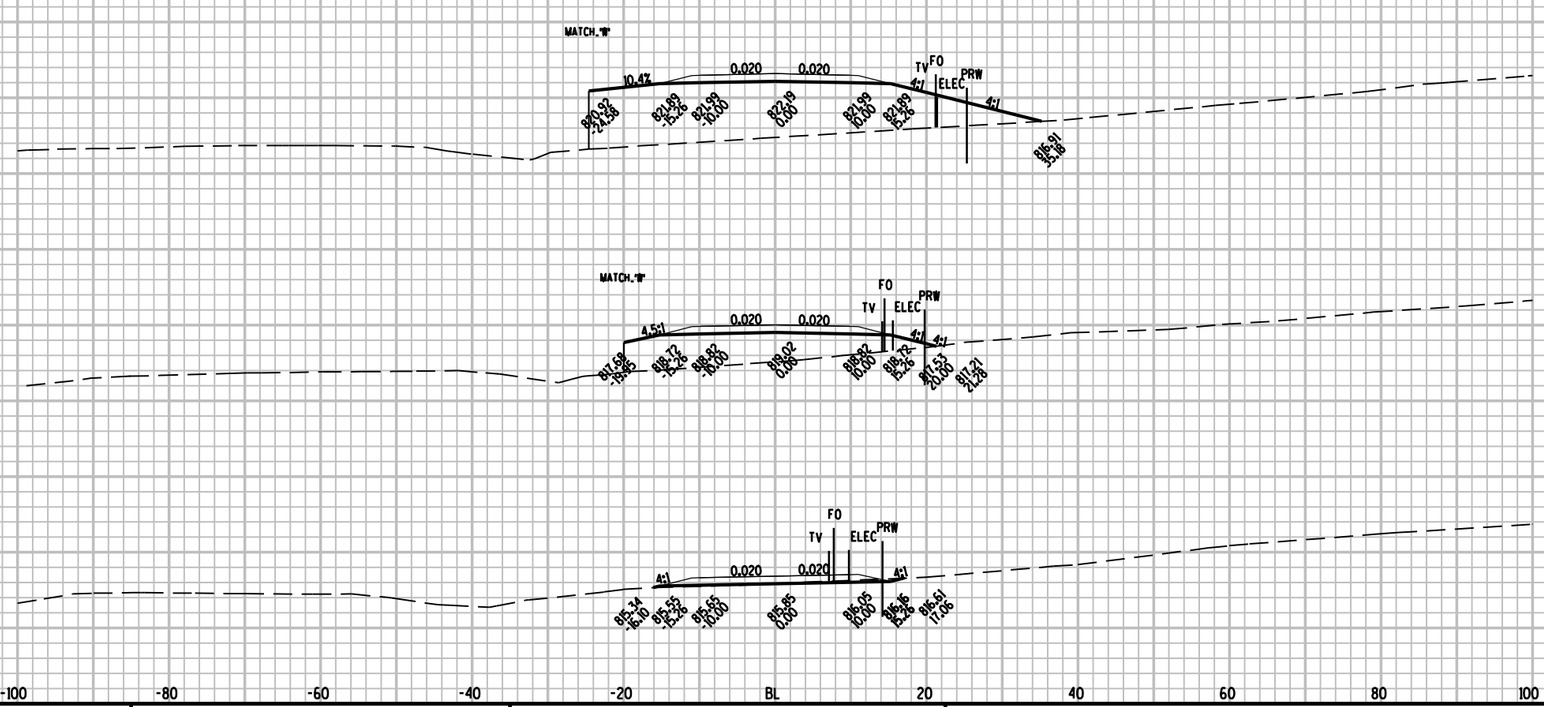


7+00



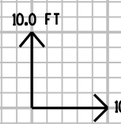
6+50



6+00

5+50

5+00



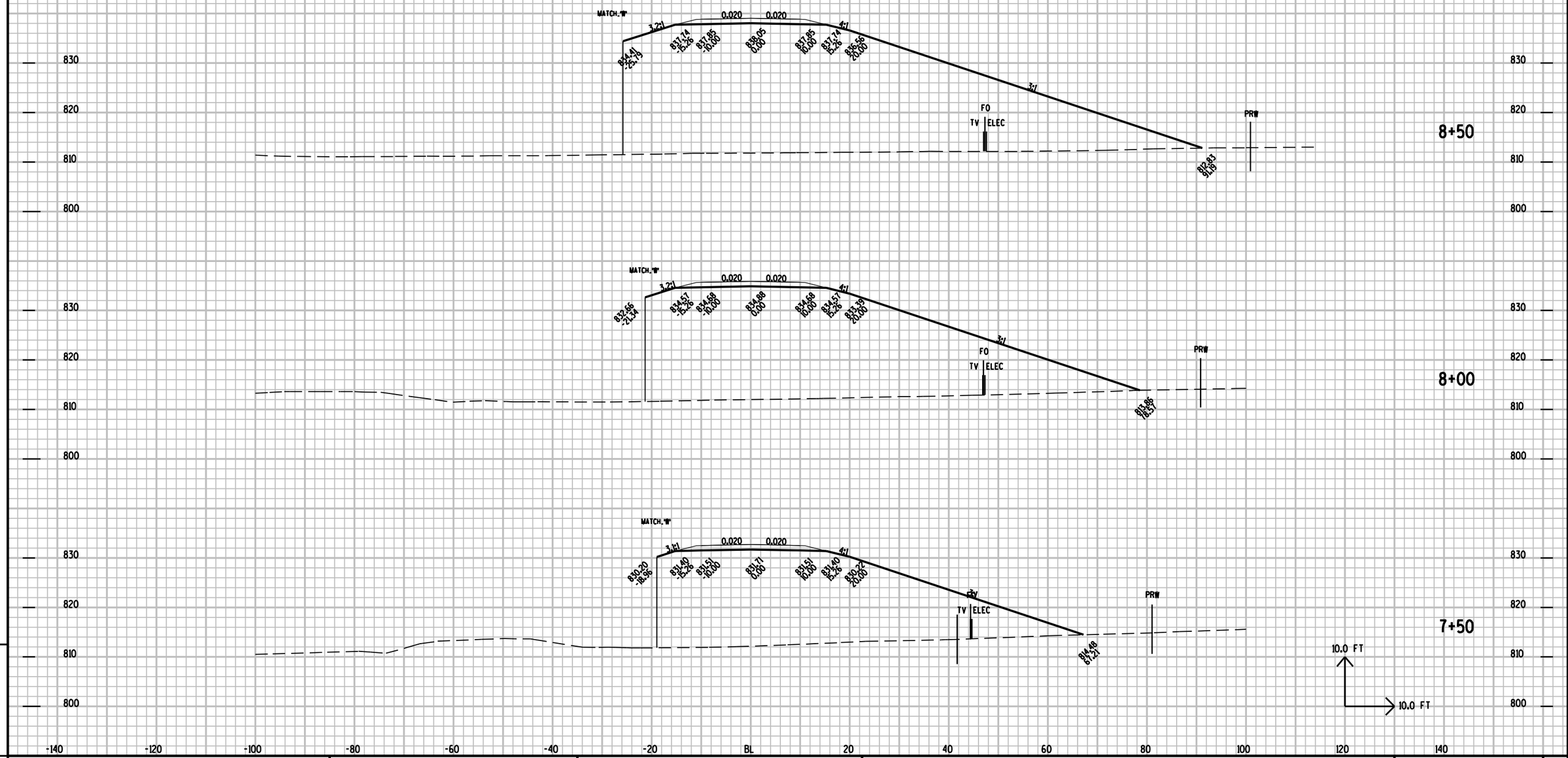
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'D17'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\23_XSEC_D17.DGN PLOT DATE : 27-SEP-2012 07:10 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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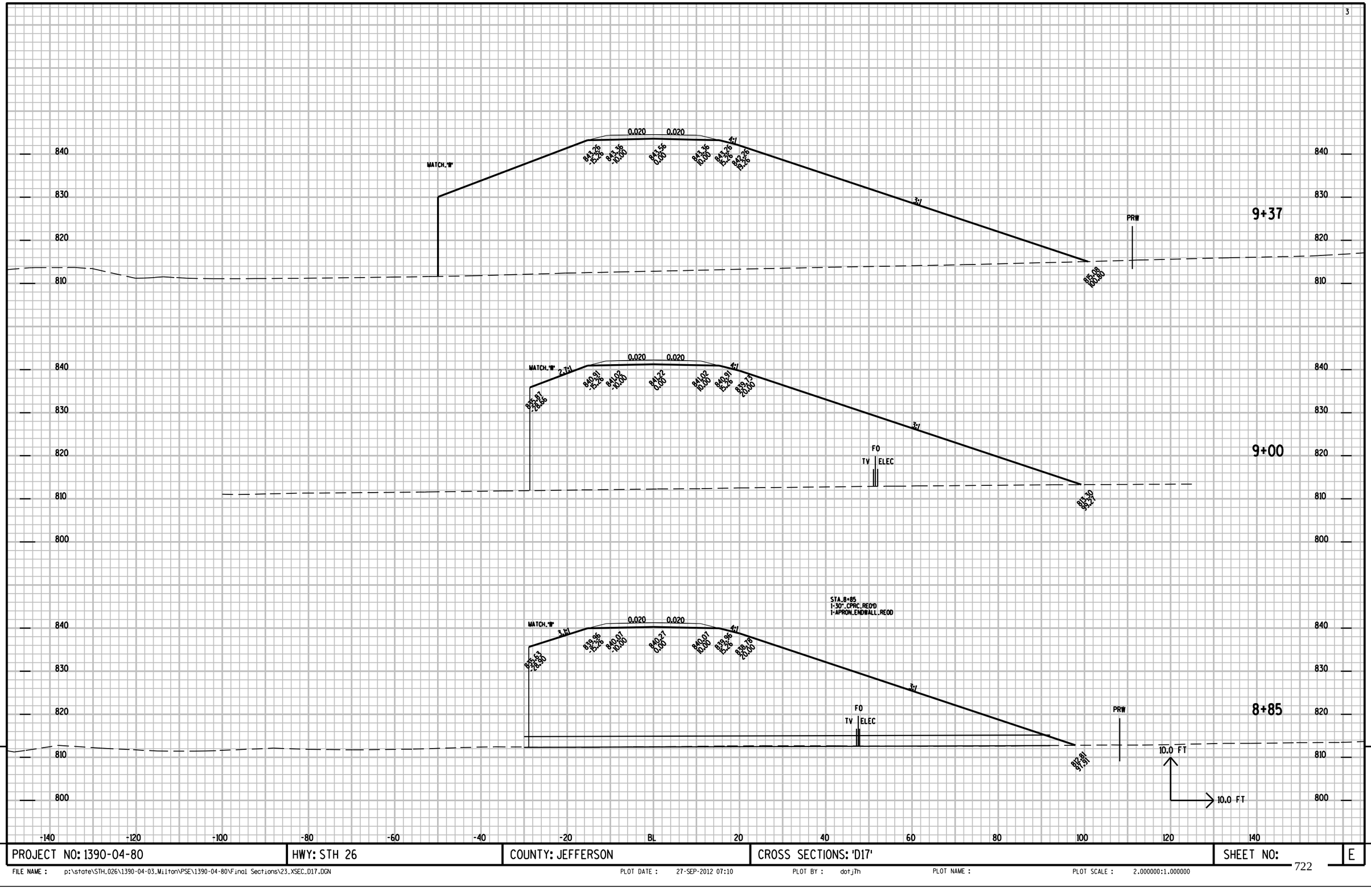
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'D17'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\23_XSEC_D17.DGN PLOT DATE : 27-SEP-2012 07:10 PLOT BY : dotj7h PLOT NAME : PLOT SCALE : 2.000000:1.000000



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'D17'	SHEET NO:	E

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MATCH_NC

820 815 810 805

4:1 0.020 0.020 10.4%

808.61 -15.24 | 809.58 -11.35 | 809.67 -7.00 | 809.81 0.00 | 809.67 7.00 | 809.52 18.00

8+50

MATCH_NC

820 815 810 805

808.69 -11.35 | 808.78 -7.00 | 808.92 0.00 | 808.78 7.00 | 811.50 20.00

0.020 0.020 13.2%

8+25

810 805

808.26 -7.00 | 808.40 0.00 | 808.26 7.00

0.020 0.020

8+00

810 805

808.12 -7.00 | 808.26 0.00 | 808.12 7.00

0.020 0.020

5.0 FT 5.0 FT

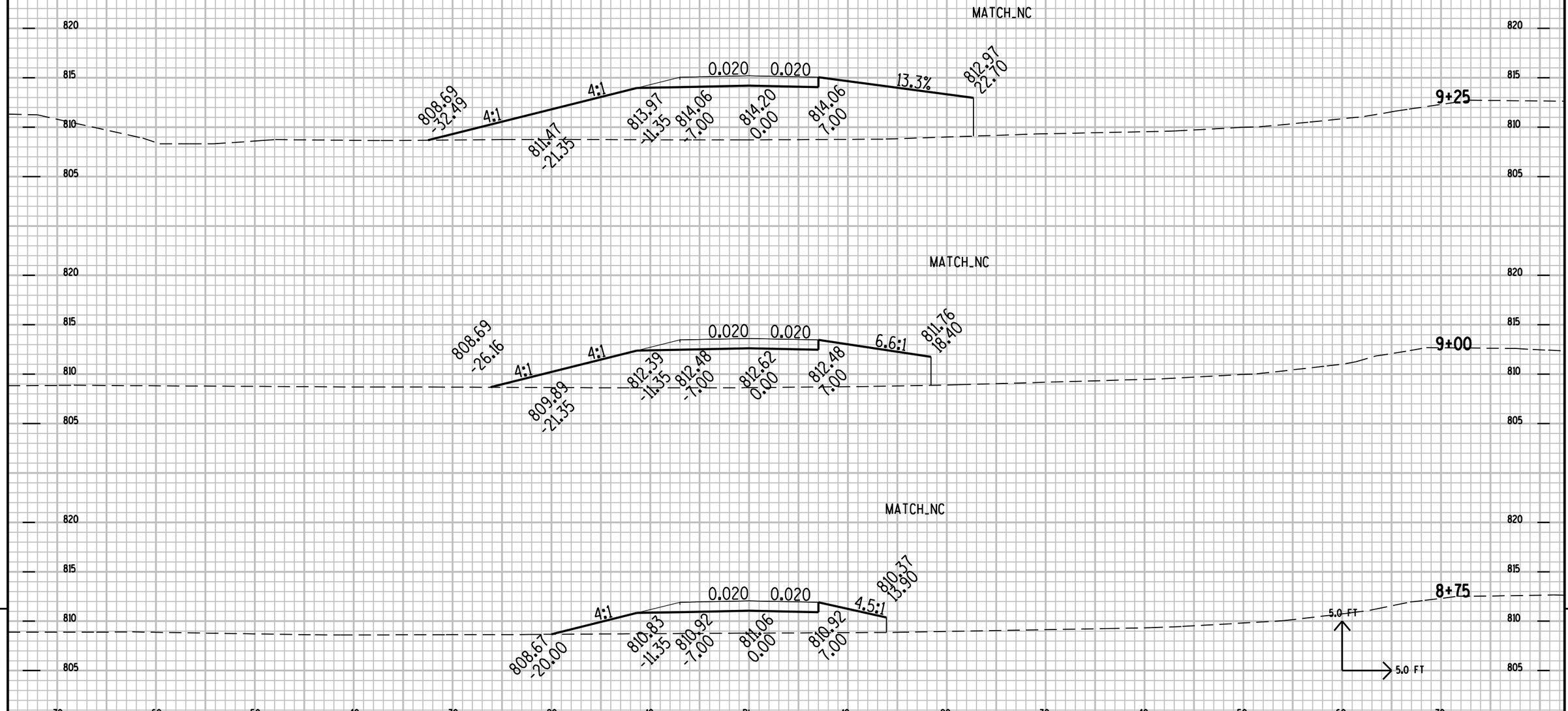
7+85

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

9 9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'D18'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\24_XSEC_D18.DGN PLOT DATE : 27-SEP-2012 07:11 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'D18'	SHEET NO: E

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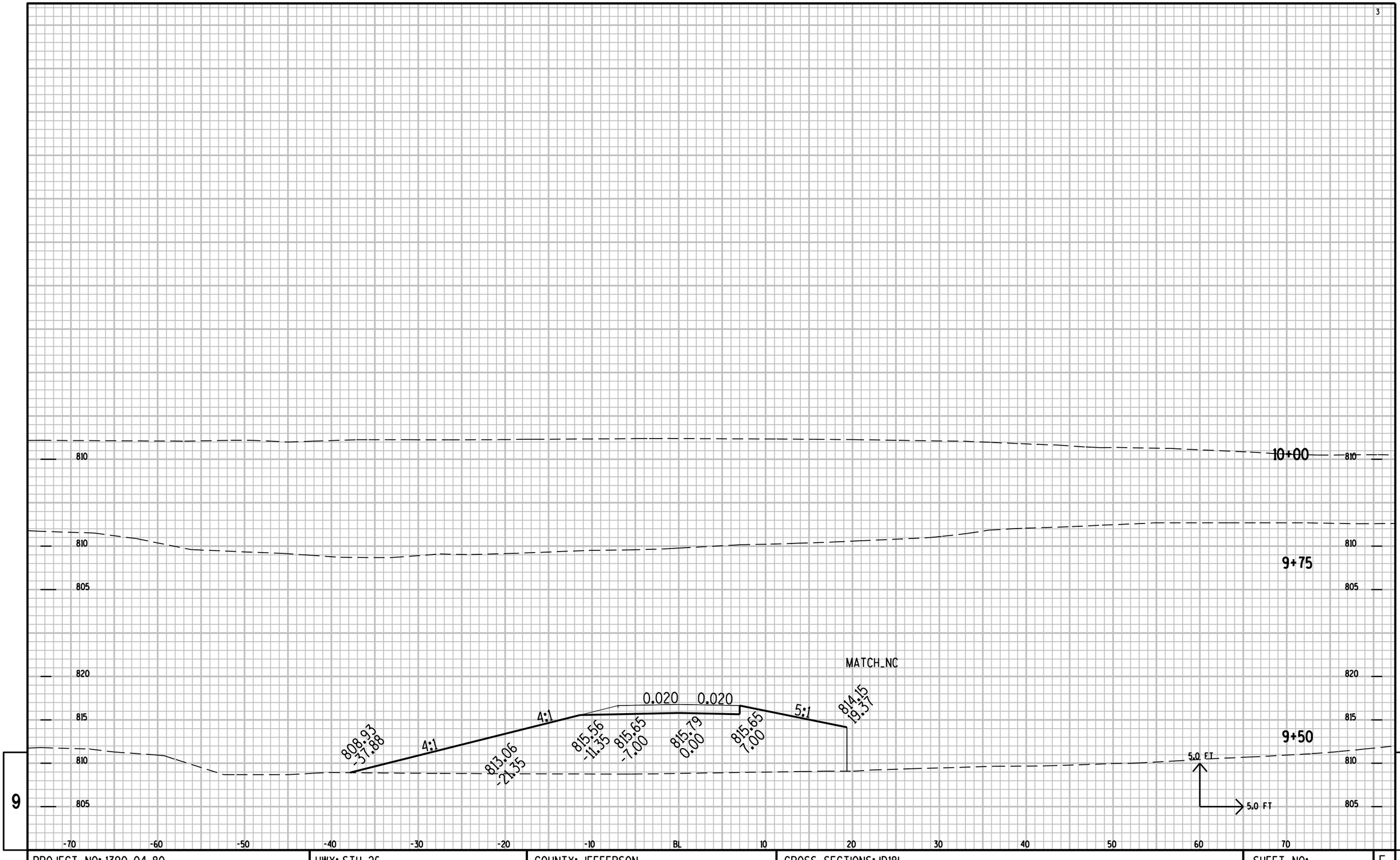

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'D18'	SHEET NO:	E

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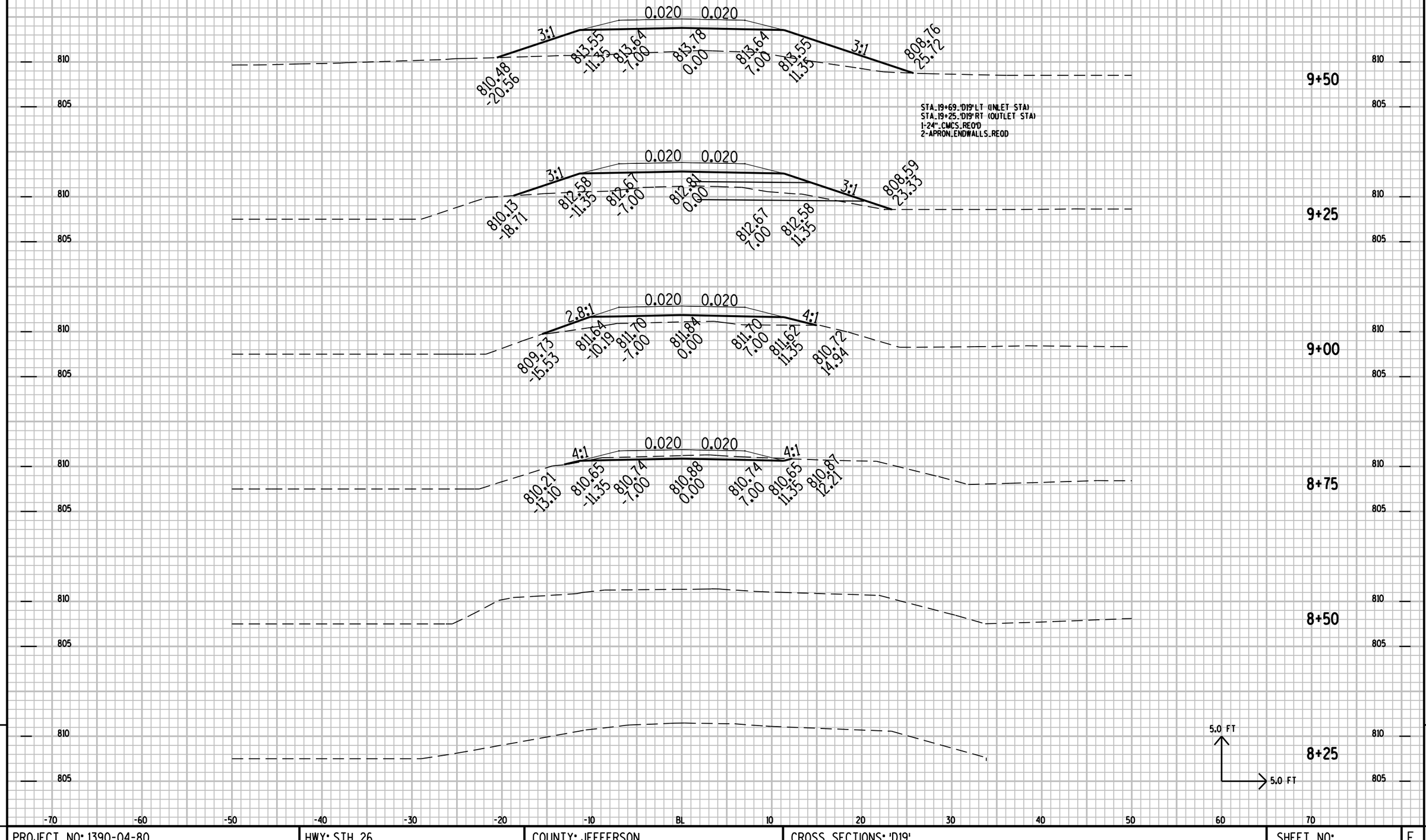

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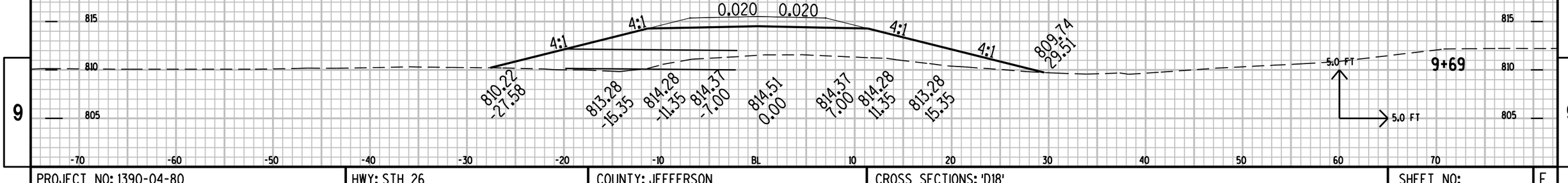
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'D19'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\25_XSEC_D19.DGN PLOT DATE : 27-SEP-2012 07:13 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000

STA. 19+69. 'D19' LT (INLET STA)
STA. 19+25. 'D19' RT (OUTLET STA)
1-24" CMCS. REQ'D
2-APRON ENDWALLS. REQD



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: 'D18'	SHEET NO:	E

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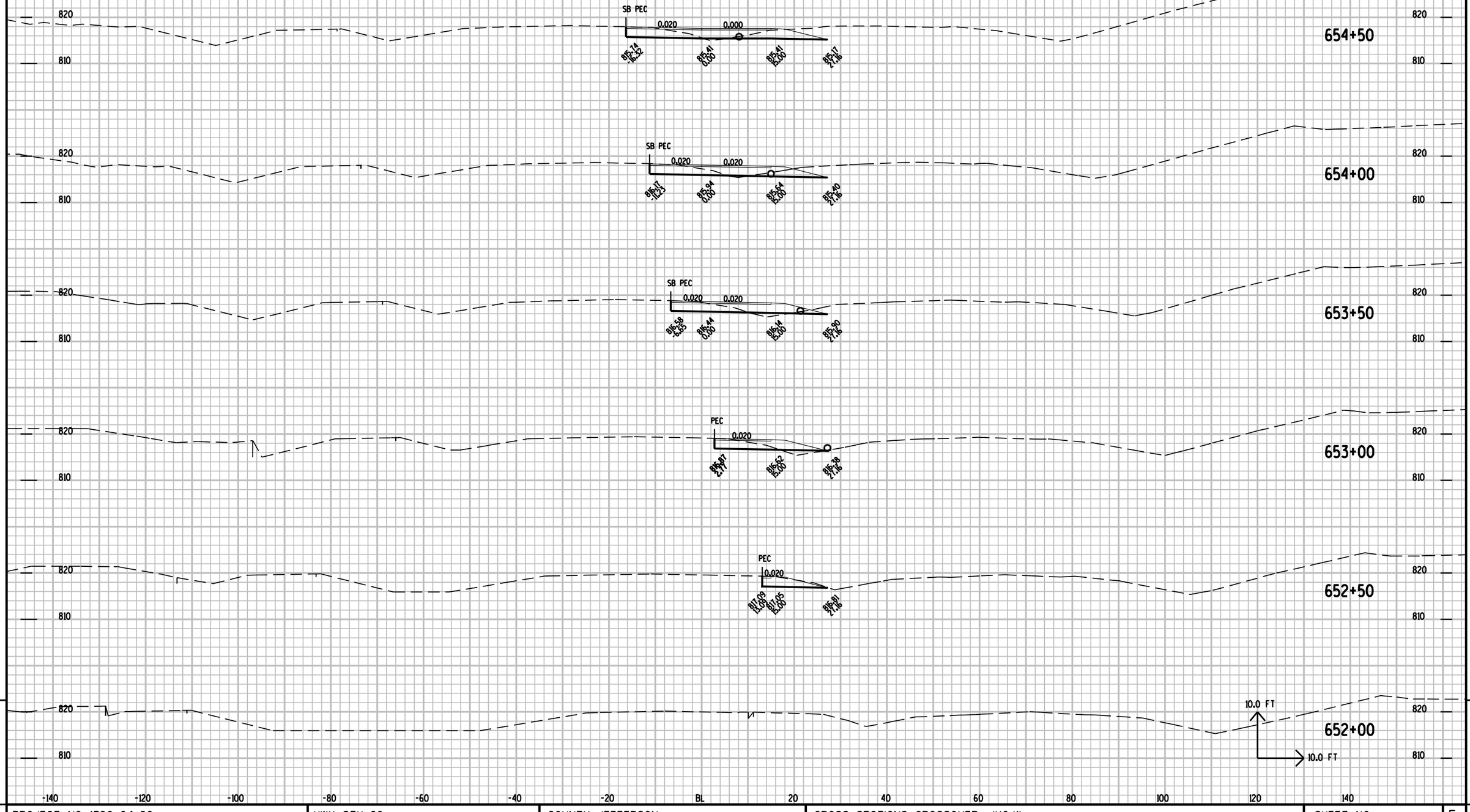

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ1'	SHEET NO:	E

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657+00

820
810
PEC
-4%
-5%
815.49
-17.91
813.18
-28.72
815.33
-17.95

656+50

820
810
0.020
813.64
-21.16
813.88
-15.00
814.04
-7.08

656+26

820
810
0.020
813.71
-21.16
813.95
-15.00
814.19
-3.26

656+00

820
810
0.020
0.020
813.83
-21.16
814.07
-15.00
814.17
0.00
814.59
8.64

655+50

820
810
SB PEC
0.000
0.020
814.38
-21.16
814.62
-15.00
814.82
0.00
814.80
8.71

655+00

820
810
SB PEC
0.020
0.020
0.020
0.020
815.31
-21.84
815.17
-15.00
814.87
0.00
815.17
15.00
815.20
16.40

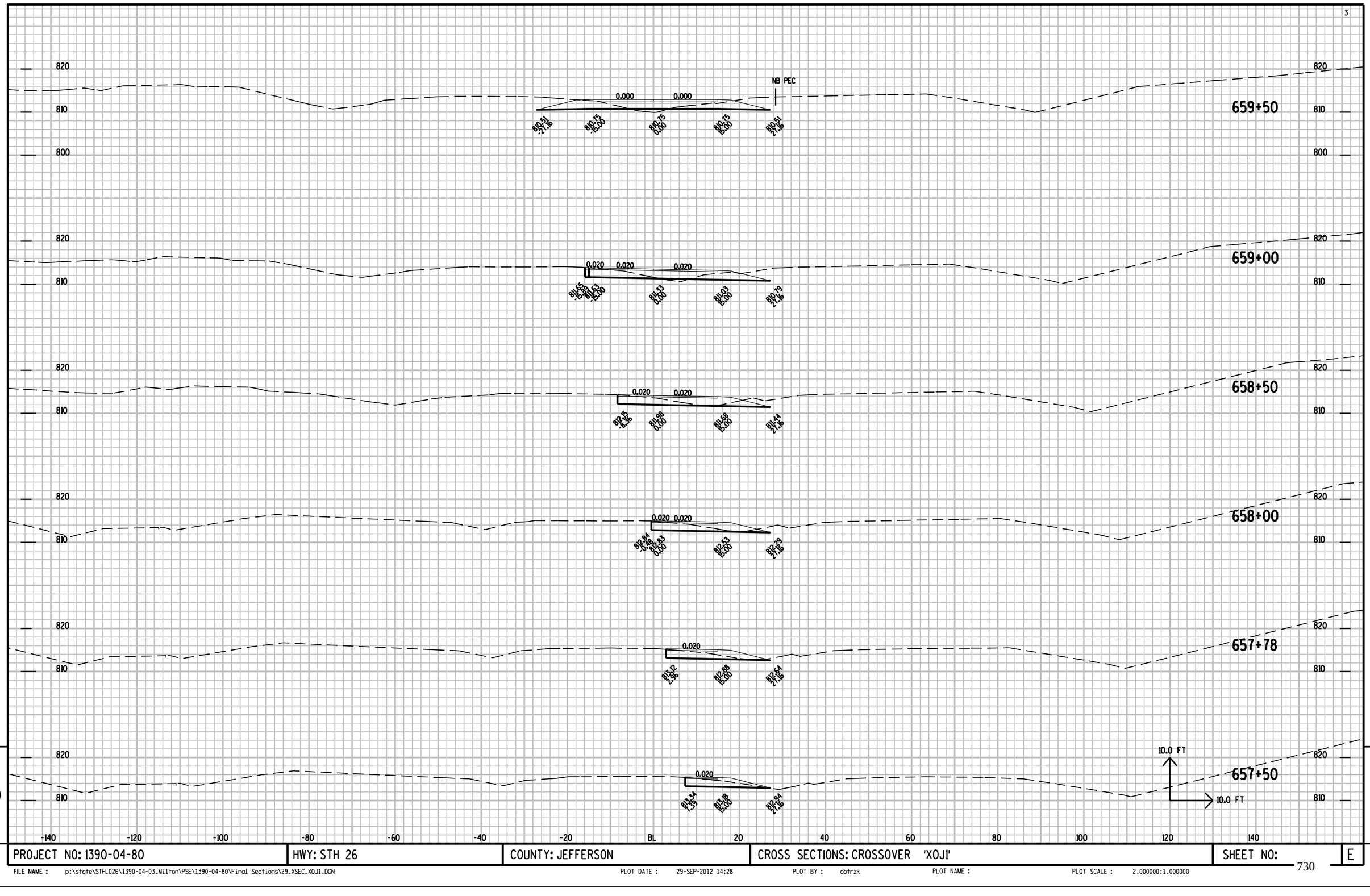
10.0 FT
10.0

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ1'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\29_XSEC_XOJ1.DGN PLOT DATE : 29-SEP-2012 14:28 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ1'	SHEET NO:	E

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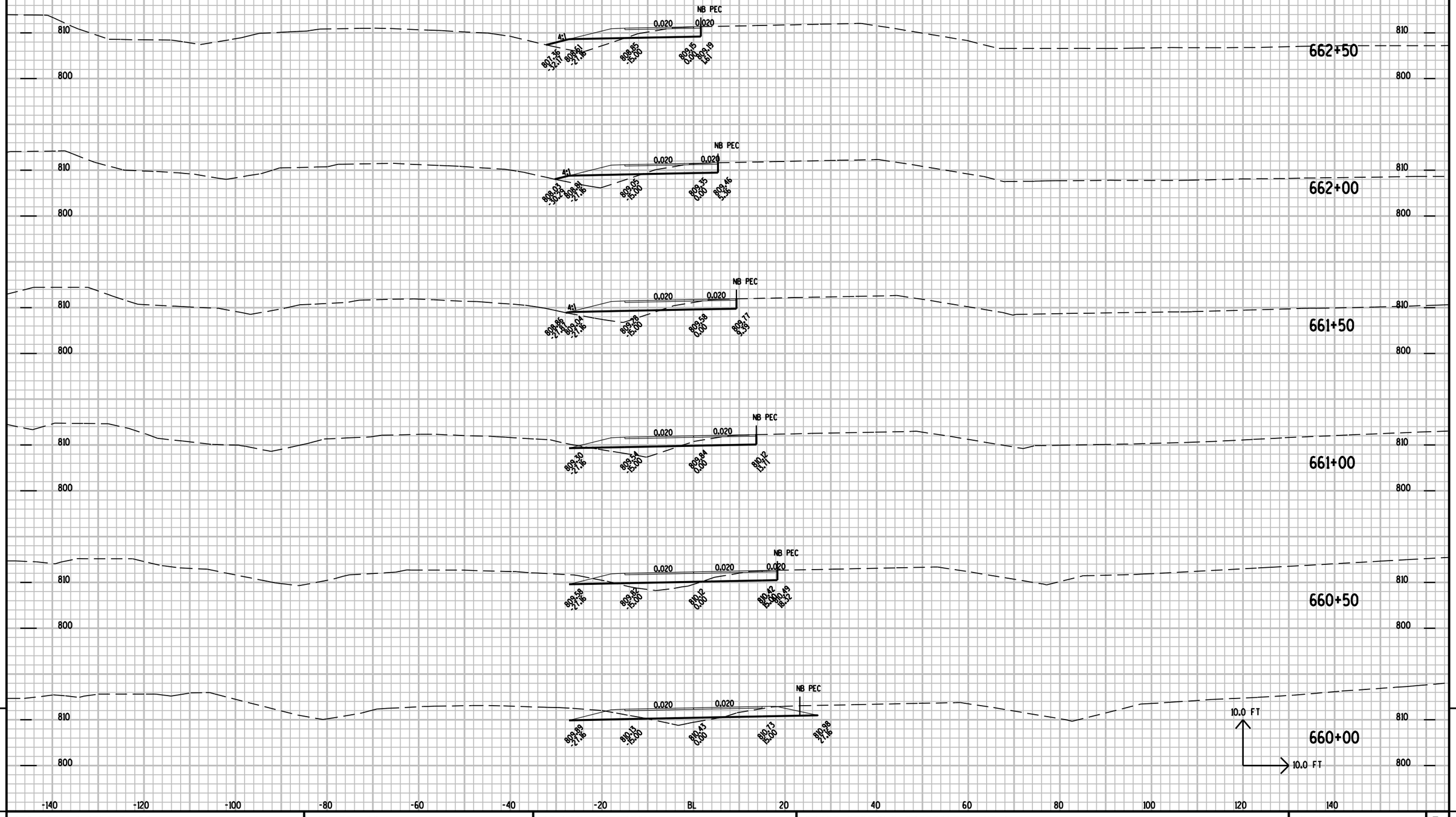

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ1'	SHEET NO:	E

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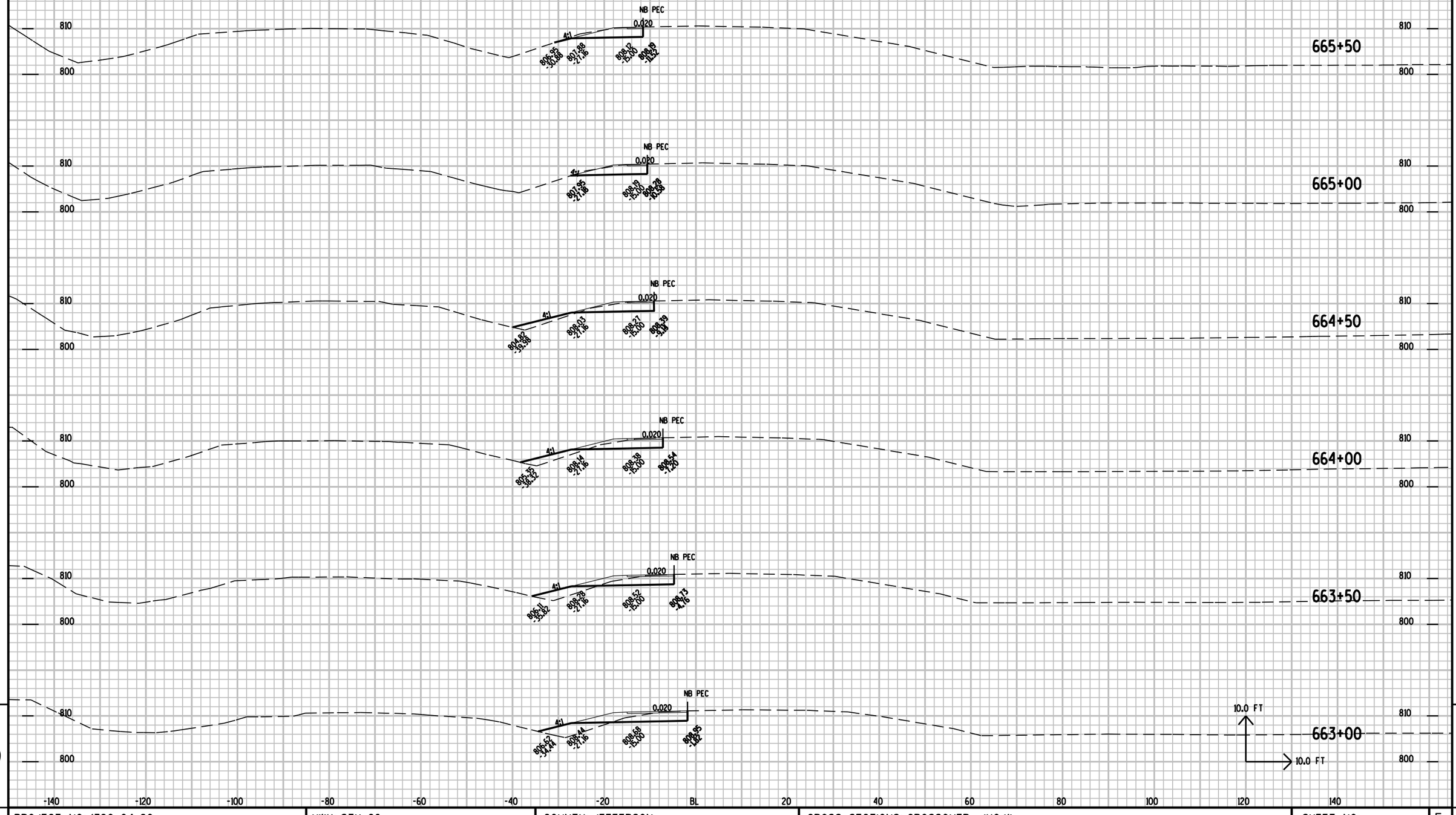

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ1'	SHEET NO:	E

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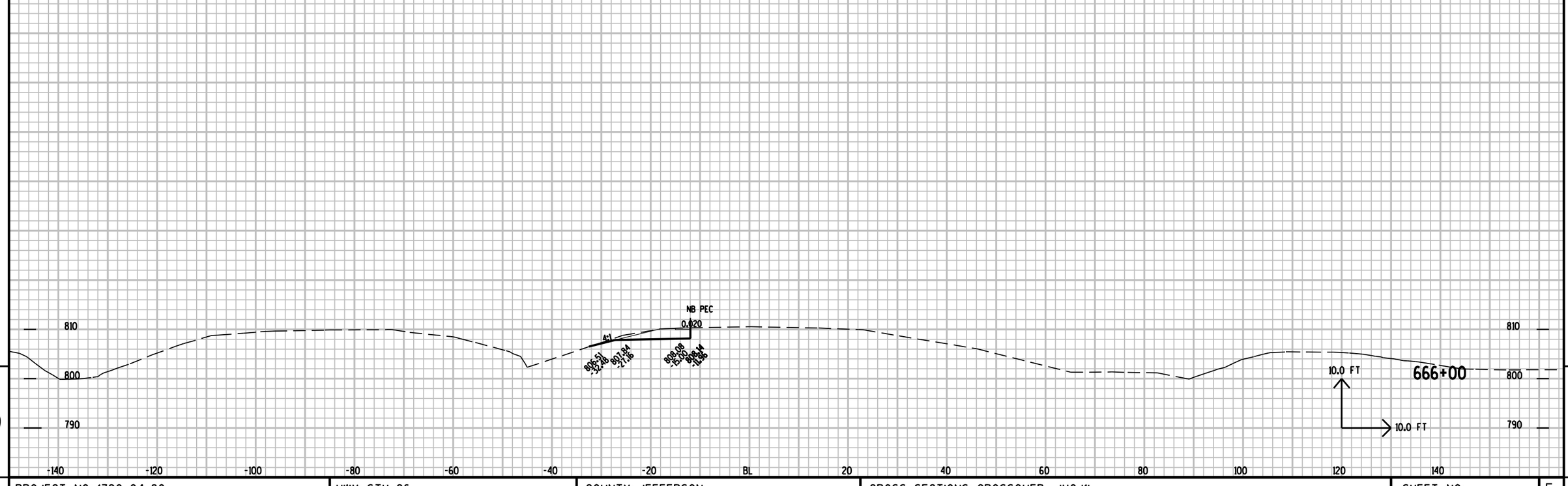

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ1'	SHEET NO:	E

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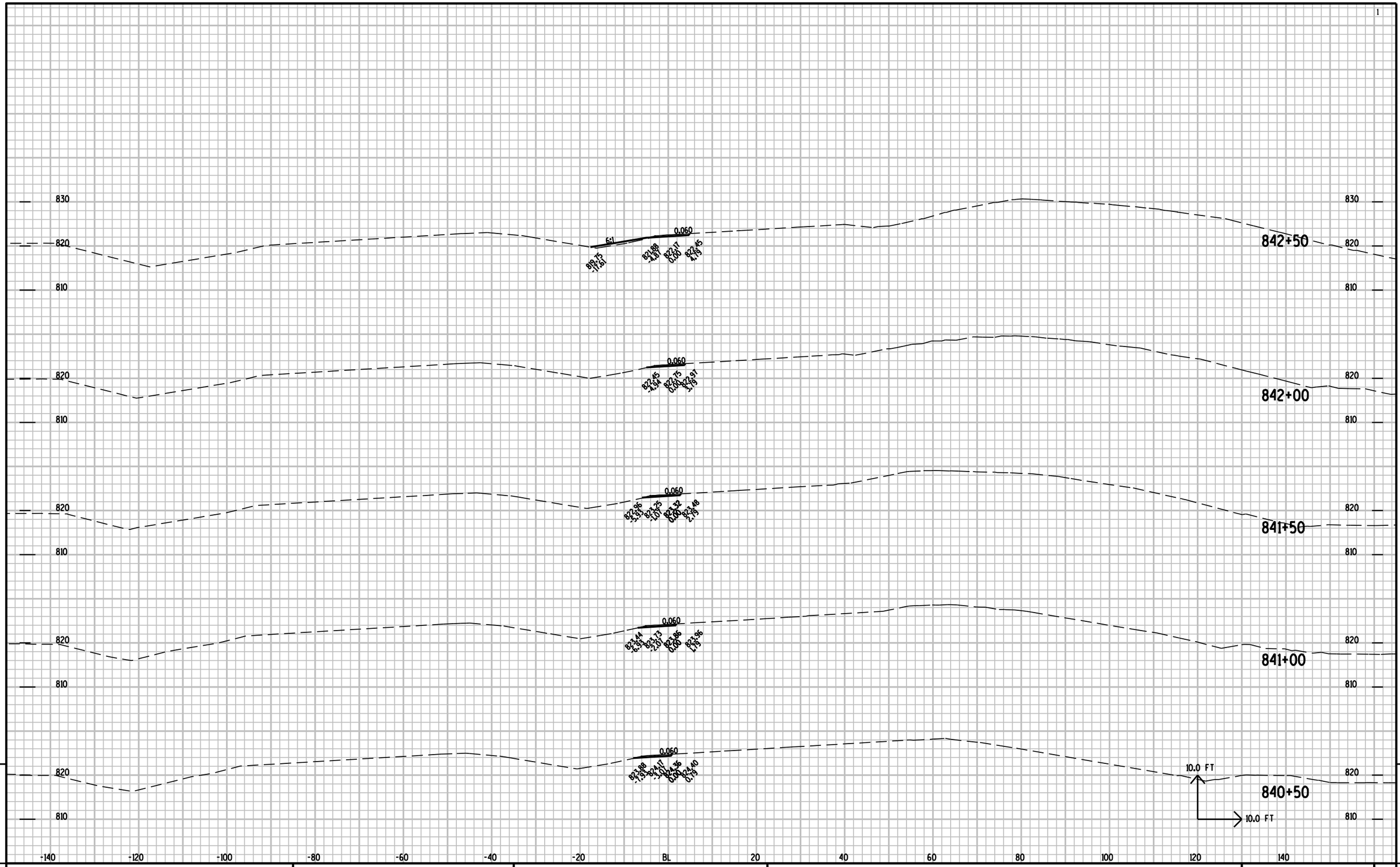

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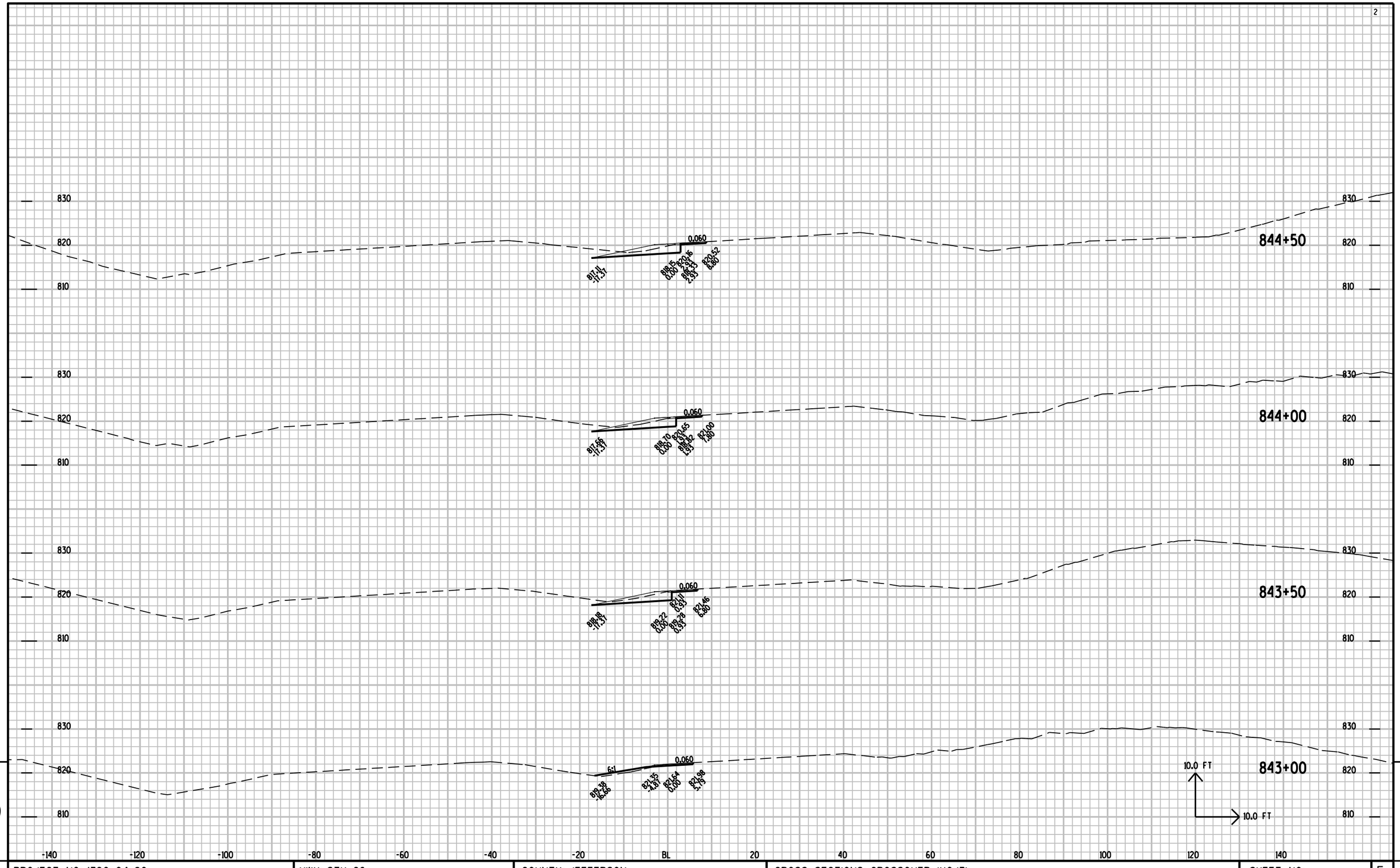
9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ3'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\31_XSEC_XOJ3.DGN PLOT DATE : 29-SEP-2012 14:28 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



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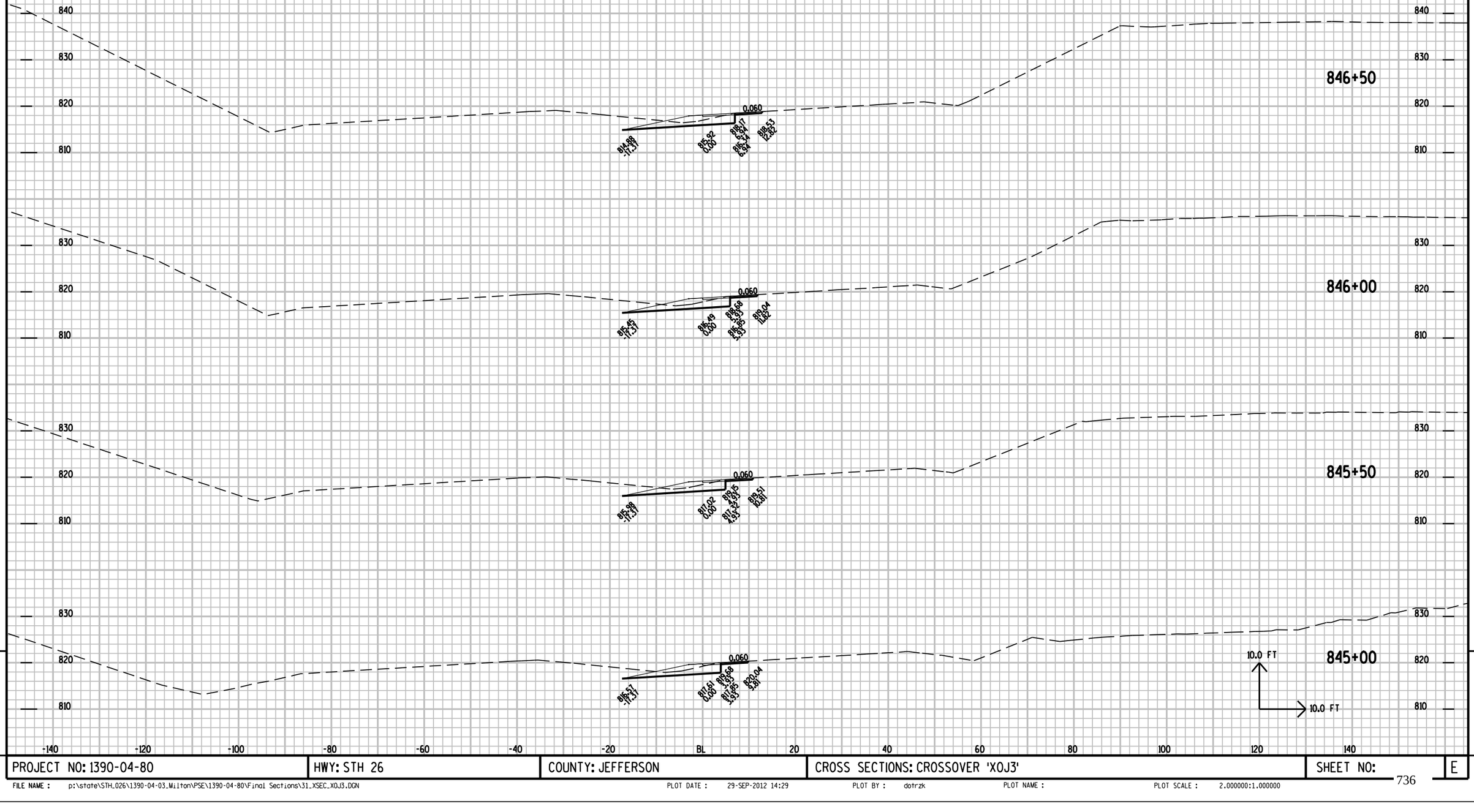
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ3'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\31_XSEC_XOJ3.DGN PLOT DATE : 29-SEP-2012 14:29 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ3'	SHEET NO:	E

9

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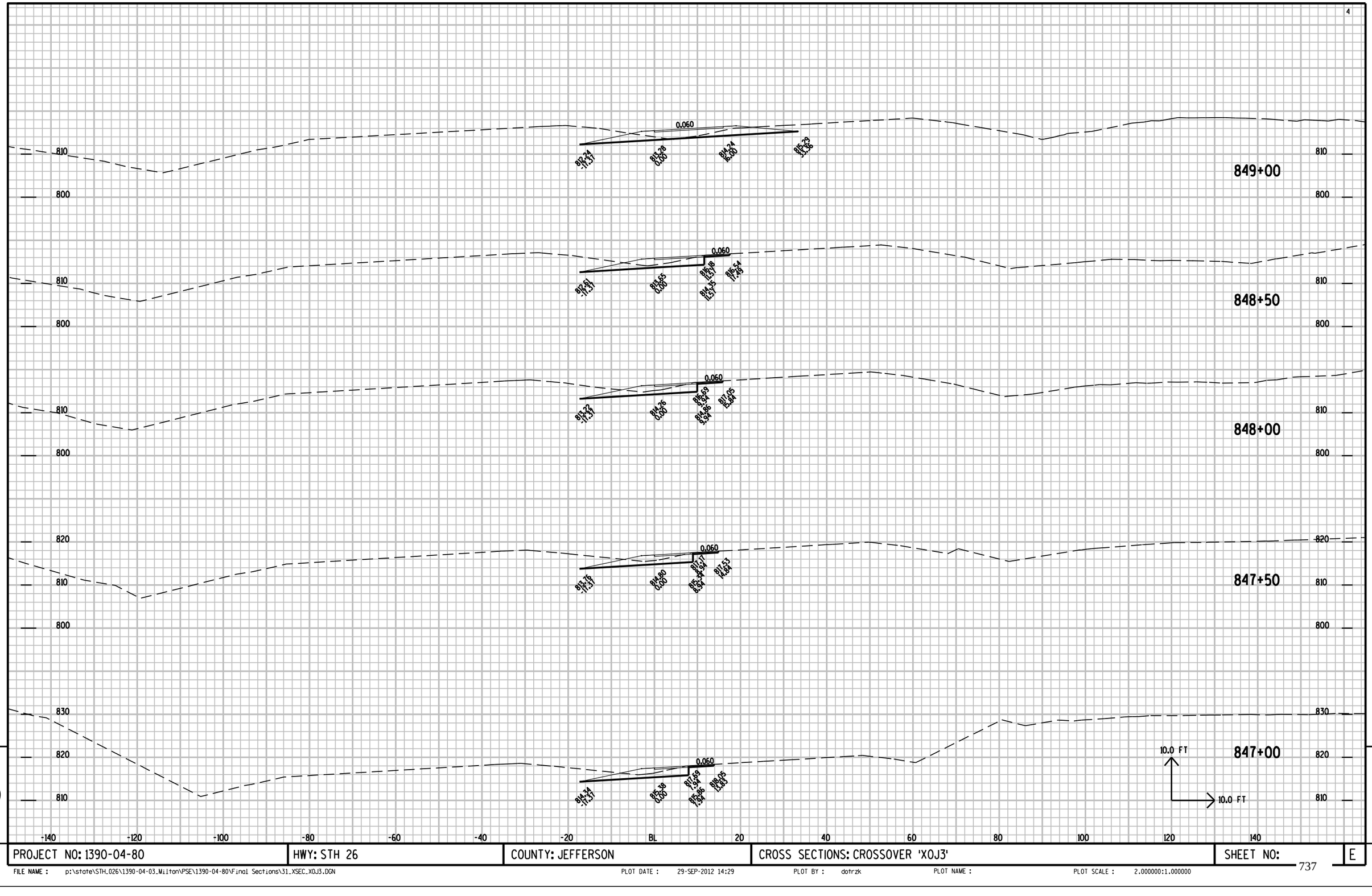

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ3'	SHEET NO:	E

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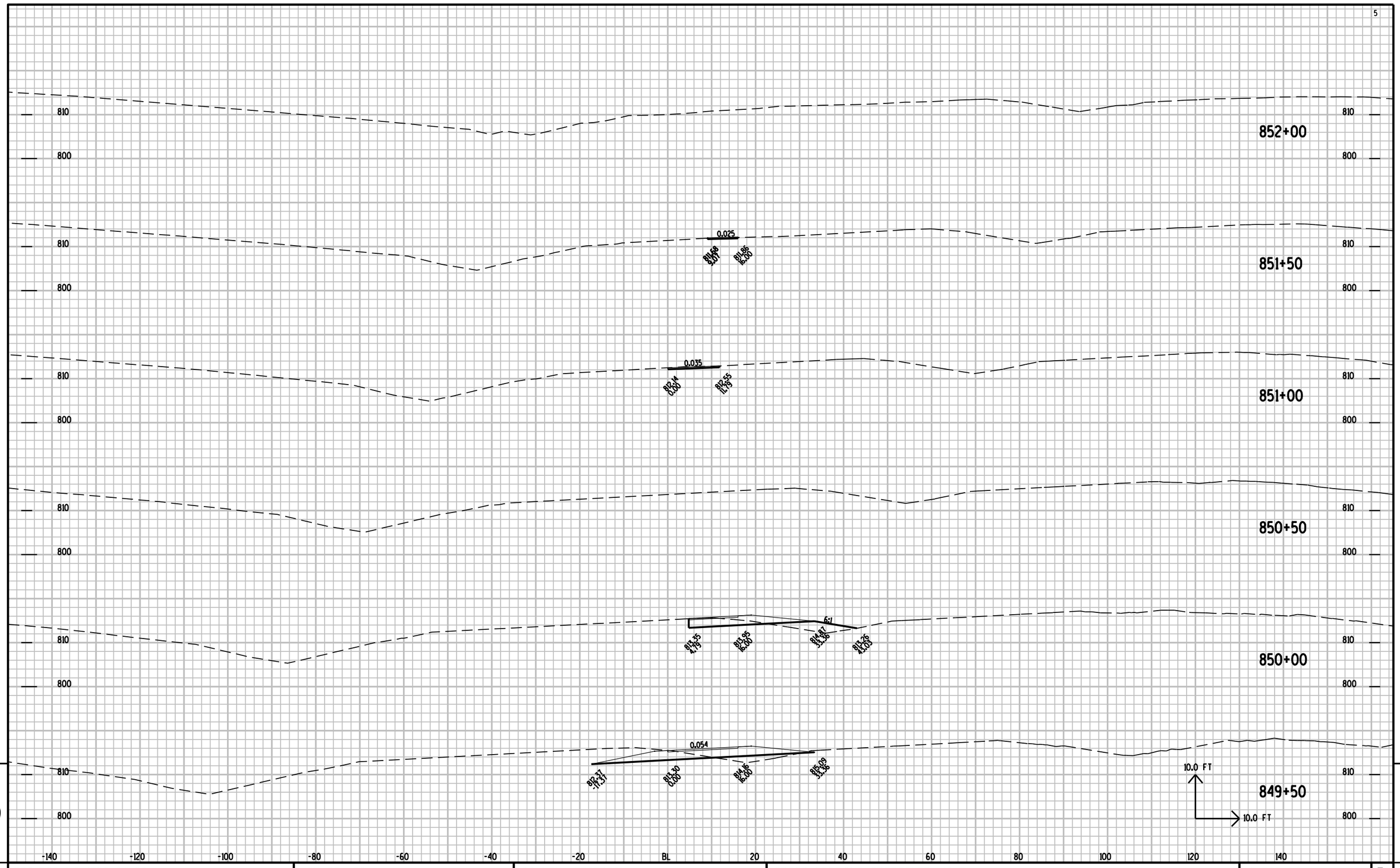

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ3'	SHEET NO:	E

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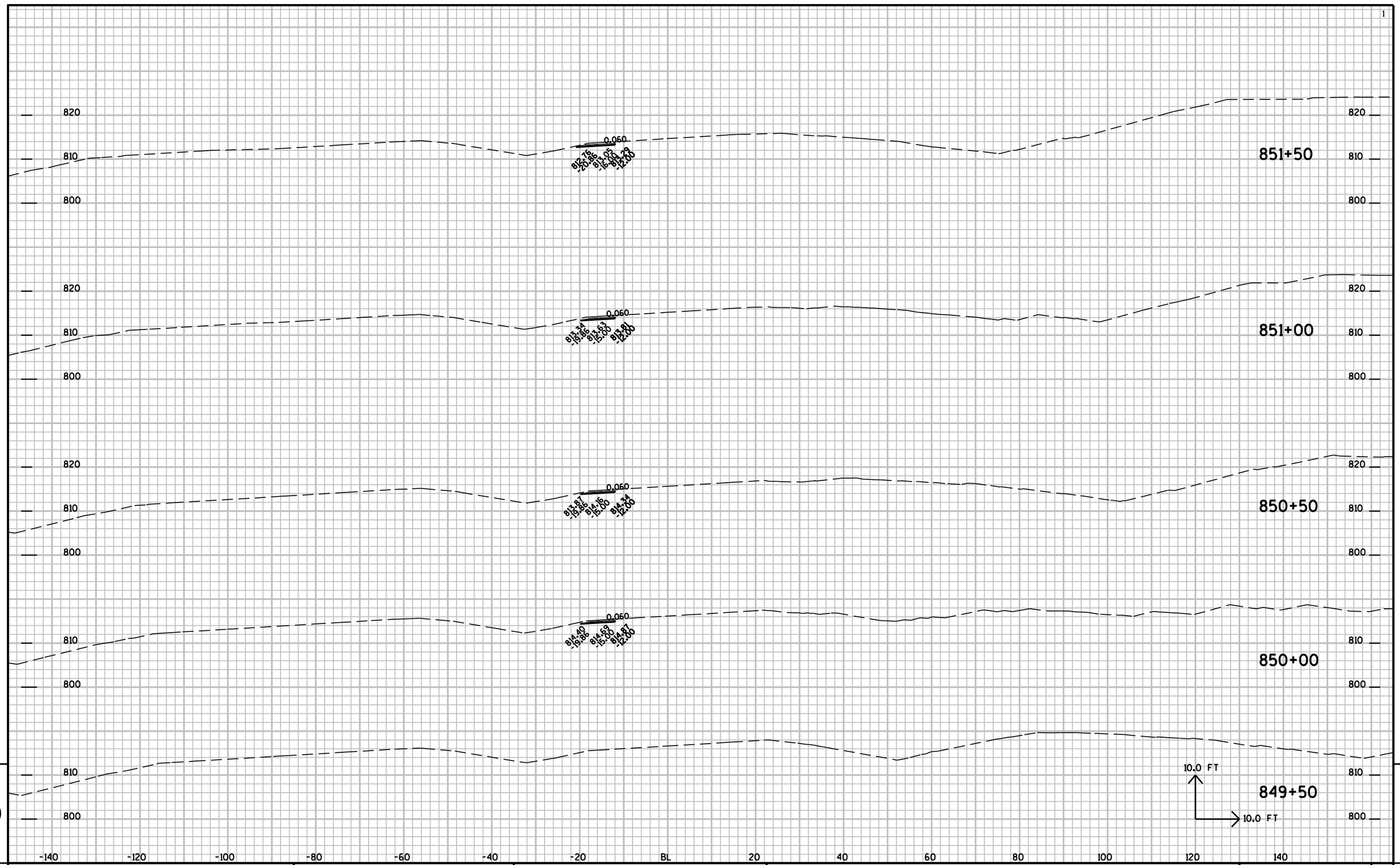

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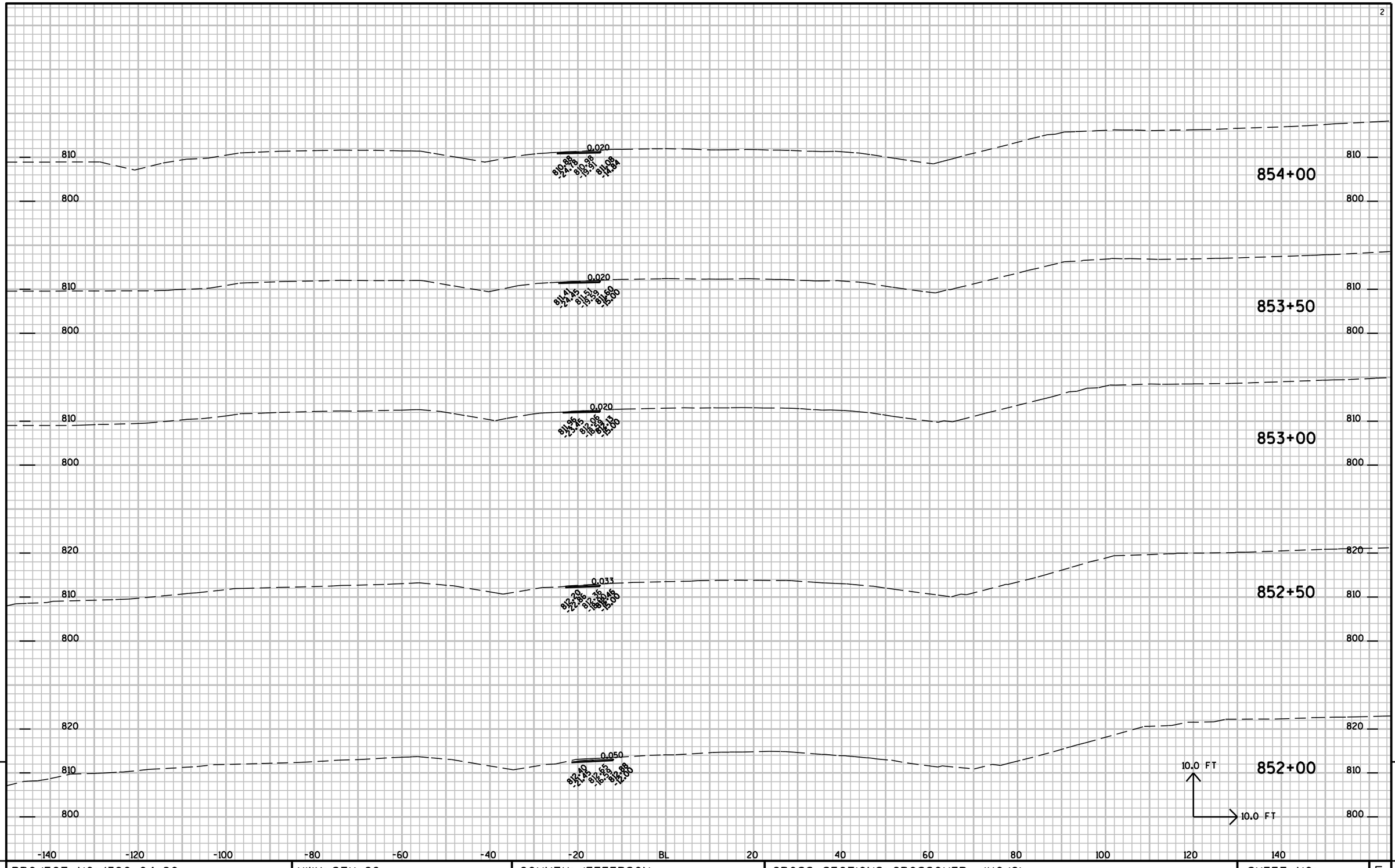
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ2'	SHEET NO:	E

9

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\x-sec_XOJ2.dgn PLOT DATE : 28-SEP-2012 15:03 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



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9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ2'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\x-sec_XOJ2.dgn PLOT DATE : 28-SEP-2012 15:03 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000

857+00

856+50

856+00

855+50

855+00

854+50

10.0 FT

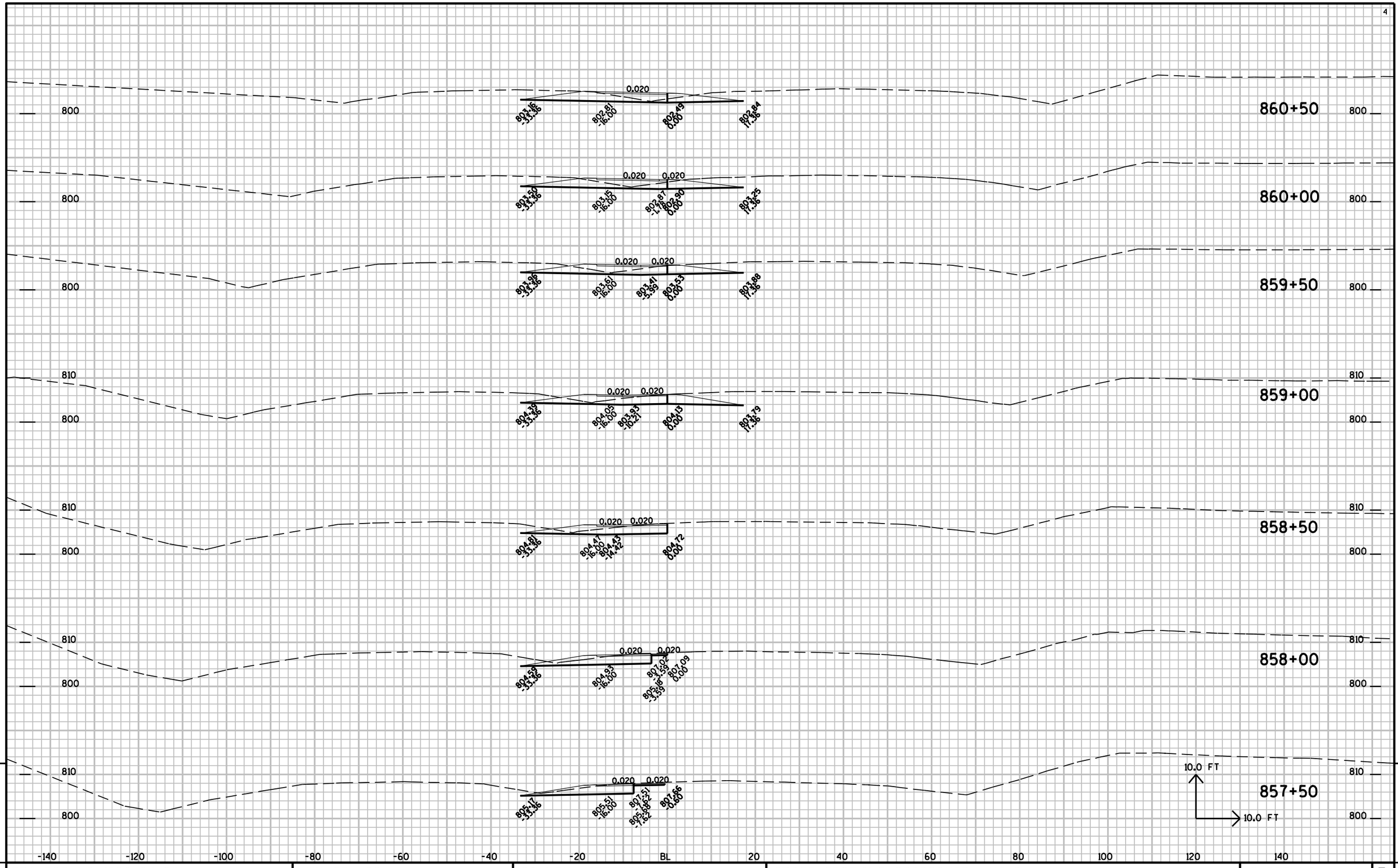
10.0 FT

9

9

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ2'	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\x-sec_XOJ2.dgn PLOT DATE : 28-SEP-2012 15:03 PLOT BY : dotrzk PLOT NAME : PLOT SCALE : 2.000000:1.000000



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ2'	SHEET NO:	E

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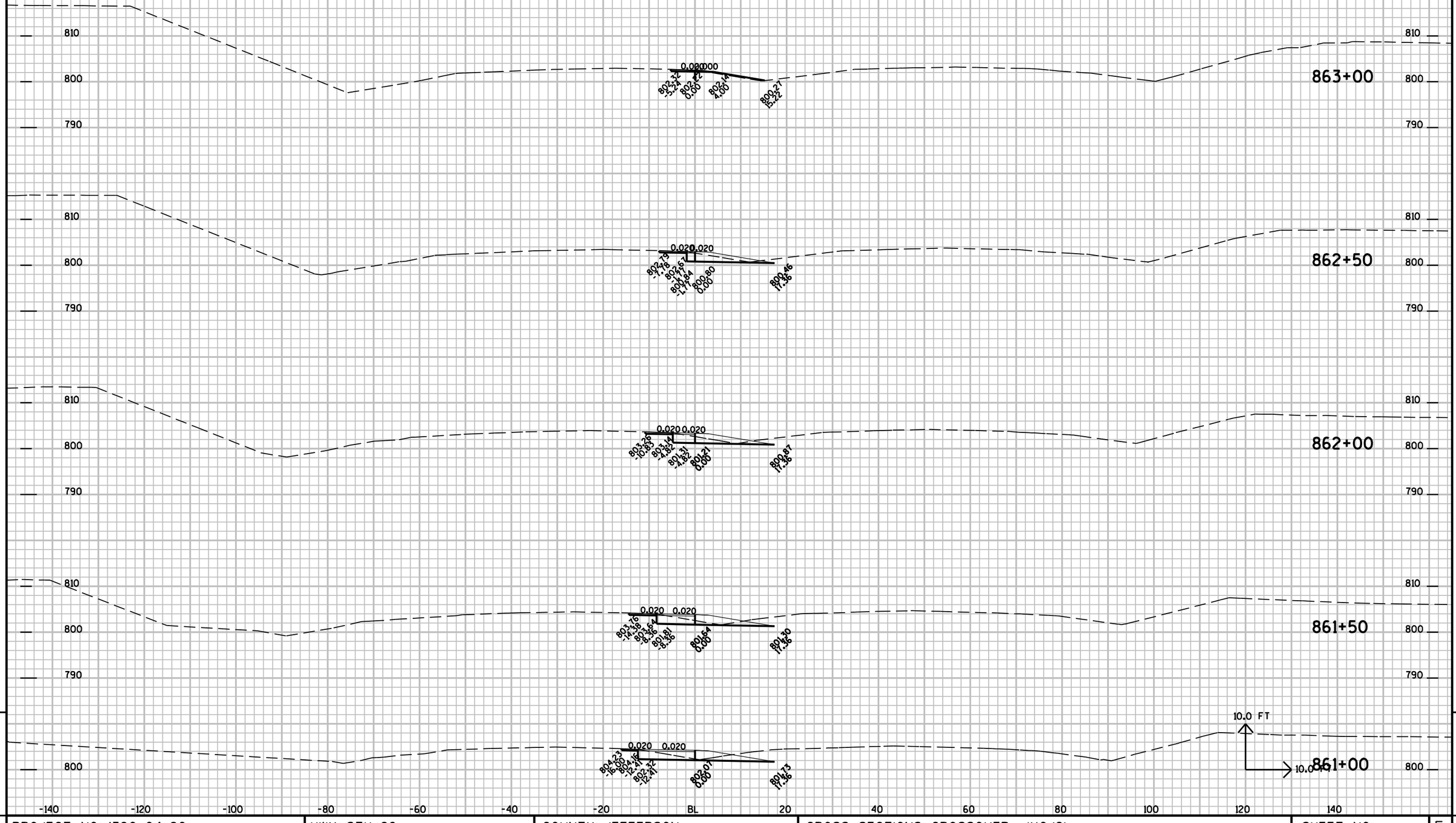

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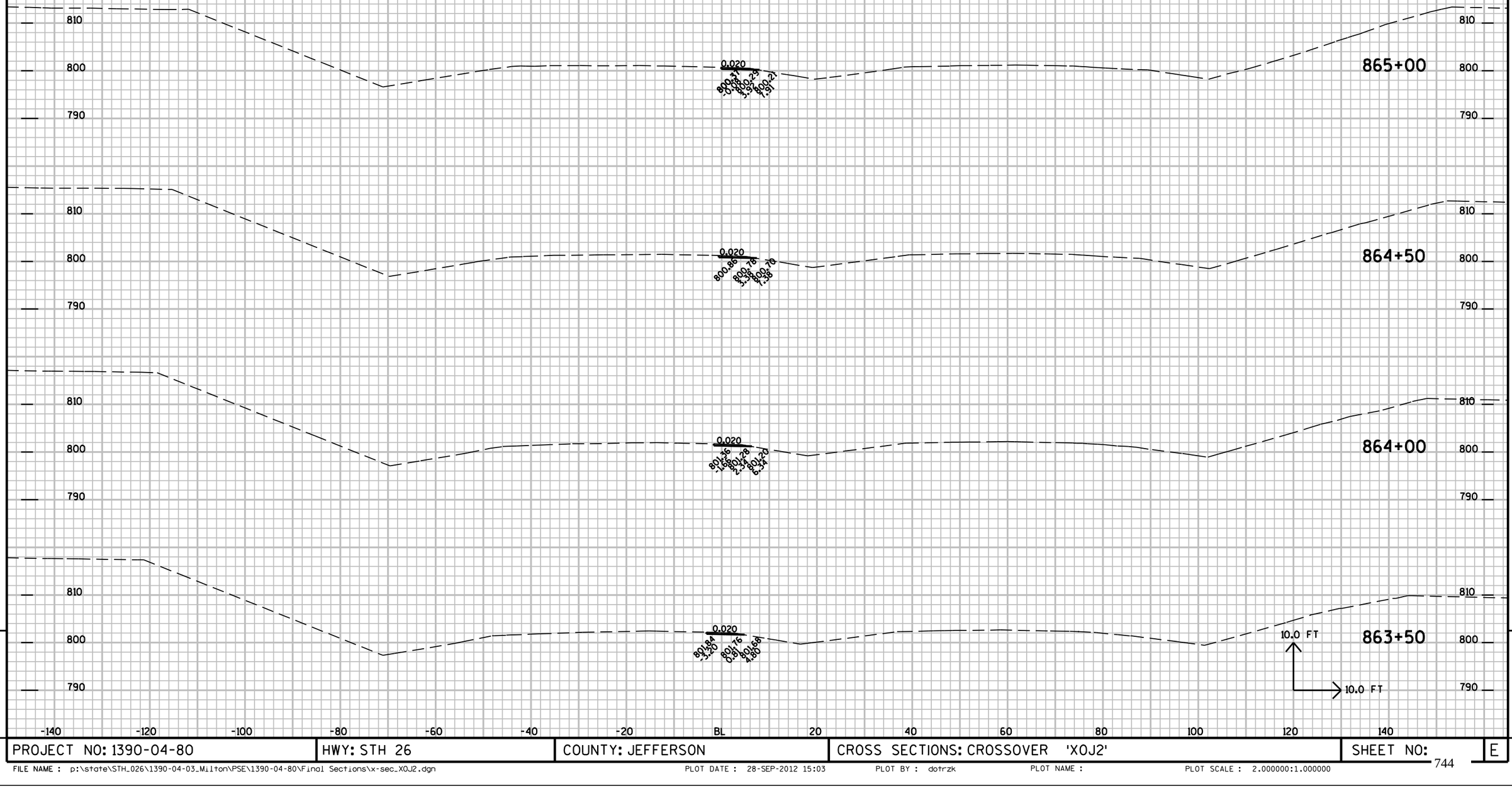
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ2'	SHEET NO:	E



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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: JEFFERSON	CROSS SECTIONS: CROSSOVER 'XOJ2'	SHEET NO:	E

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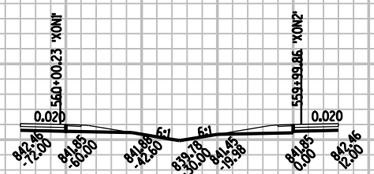

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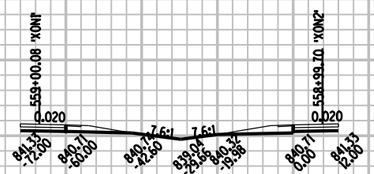

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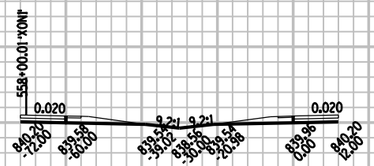

558+00

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20.0 FT

20.0 FT

860 840 820

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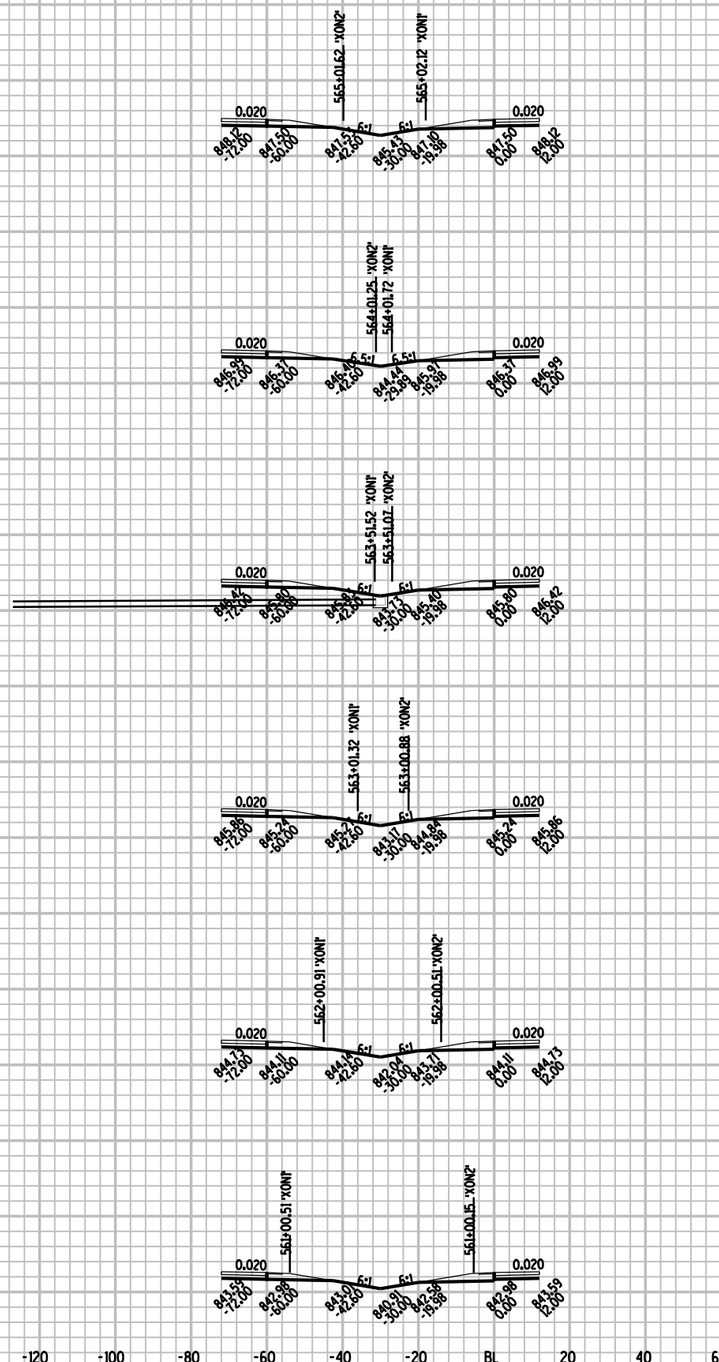
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: X-OVER REMOVAL XON1, XON2, XON3, XON5	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\REMOVE_XON1235.DGN PLOT DATE : 01-OCT-2012 06:55 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



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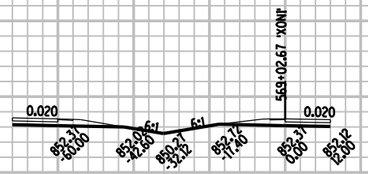
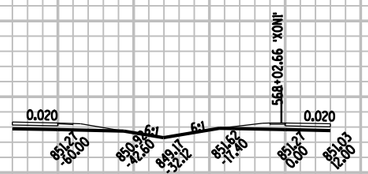
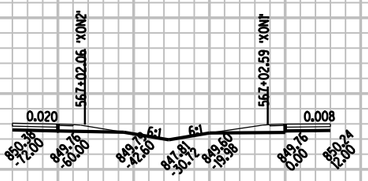
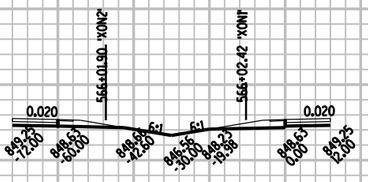
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: X-OVER REMOVAL XON1, XON2, XON3, XON5	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\REMOVE_XON1235.DGN PLOT DATE : 01-OCT-2012 06:55 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000









TEL

PRW

569+00

568+00

567+00

566+00

20.0 FT

20.0 FT

860
840
820

-280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

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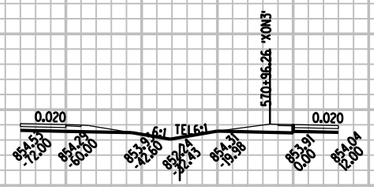
PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: X-OVER REMOVAL XON1, XON2, XON3, XON5	SHEET NO:	E

FILE NAME : p:\state\STH_026\1390-04-03_Milton\PSE\1390-04-80\Final Sections\REMOVE_XON1235.DGN PLOT DATE : 01-OCT-2012 06:55 PLOT BY : dotjTh PLOT NAME : PLOT SCALE : 2.000000:1.000000



PRW

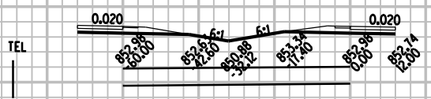
571+00

PRW

570+10

PRW

570+00



PRW

569+60

20.0 FT
20.0 FT

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-280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: X-OVER REMOVAL XON1, XON2, XON3, XON5	SHEET NO:	E

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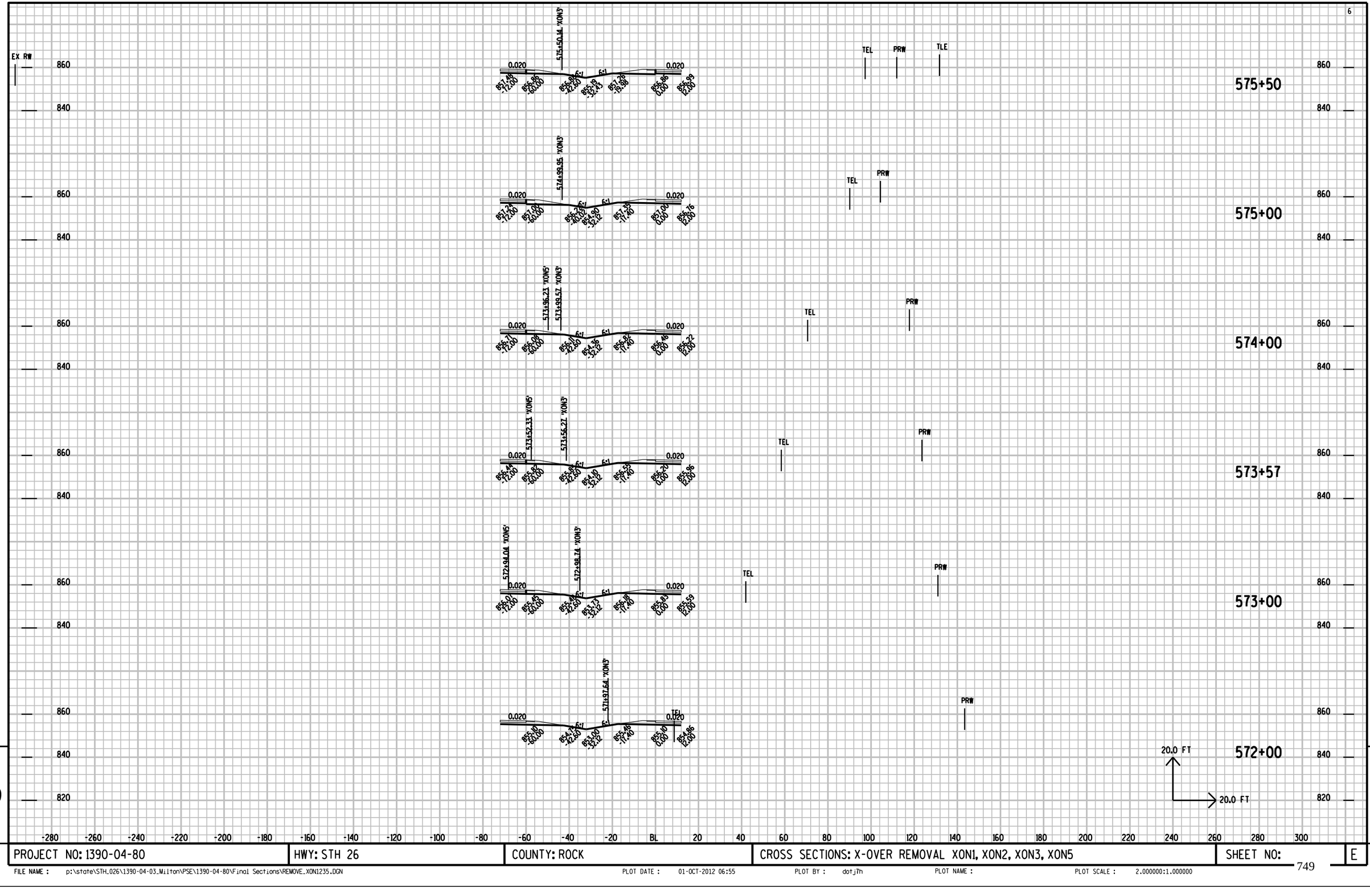

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PROJECT NO: 1390-04-80	HWY: STH 26	COUNTY: ROCK	CROSS SECTIONS: X-OVER REMOVAL XON1, XON2, XON3, XON5	SHEET NO:	E

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Wisconsin Department of Transportation

Dedicated people creating transportation solutions
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