EAU

MAR 13

PROJECT ID: 7200-02-71

WITH:

COUNTY: ST. CROIX

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 = 648

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

RIVER FALLS - HUDSON

RADIO ROAD INTERCHANGE: B-55-232

STH 35

ST. CROIX COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7200-02-71	WISC 2013088	1
-	-	-
-	-	-
-	-	-

STATE PROJECT NUMBER

7200-02-71

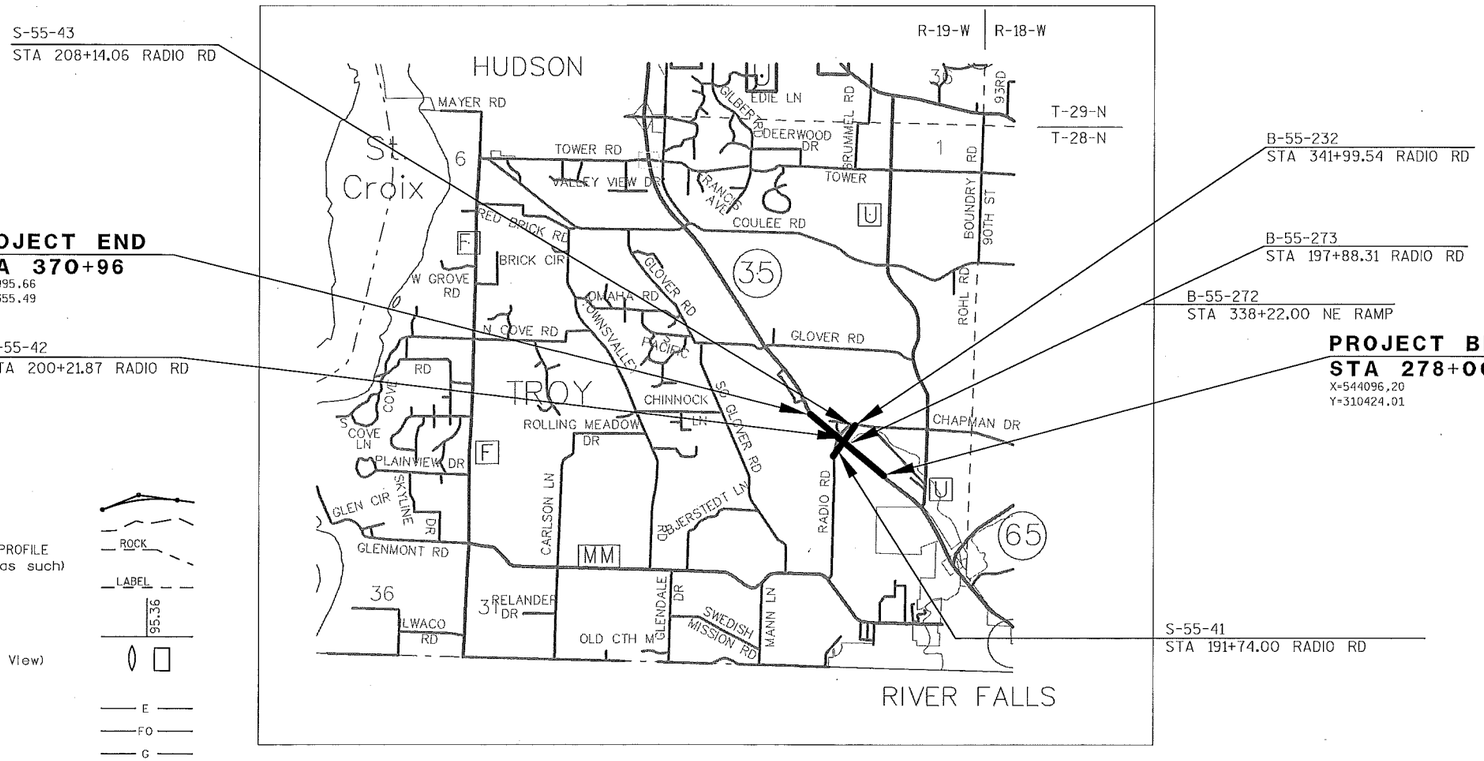


36

N

DESIGN DESIGNATION

A.A.D.T. (2013)	=	16,700
A.A.D.T. (2033)	=	33,900
D.H.V. (2033)	=	4,680
D.D.	=	60/40
T. %	=	8.0
DESIGN SPEED	=	70 MPH
ESALS	=	3,803,300 (RAMPS)



LAYOUT

SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.76 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ST. CROIX COUNTY.

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

ACCEPTED FOR
CITY OF RIVER FALLS

Reid Wronski

Digitally signed by Reid Wronski
DN: cn=Reid Wronski, o=City of River Falls, ou=Engineering and Public Works, email=rwronski@rfcity.org, c=US
Date: 2012.10.31 09:58:35 -05'00'

Oct. 31, 2012 (Date)

Dir. Public Works/City Eng. (Signature & Title of Official)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NW REGION EAU CLAIRE
Designer	BETH CUNNINGHAM P.E.
Project Manager	WENDY MAVES P.E.
Regional Examiner	DANIEL OJIBWAY
Regional Supervisor	DAVE SOLBERG P.E.
C.O. Examiner	JE

APPROVED FOR THE DEPARTMENT

DATE: 10/31/2012 (Signature)

E

LIST OF STANDARD ABBREVIATIONS

ABUT.	ABUTMENT
AGG.	AGGREGATE
AH.	AHEAD
APPROX.	APPROXIMATE
A.E.W.	APRON ENDWALL
ASPH.	ASPHALTIC
A.D.T.	AVERAGE DAILY TRAFFIC
AZ.	AZIMUTH
BK.	BACK
BEG.	BEGIN
B.M.	BENCH MARK
C/L	CENTER LINE
CONC.	CONCRETE
CONST.	CONSTRUCTION
CO.	COUNTY
C.T.H.	COUNTY TRUNK HIGHWAY
X-SEC.	CROSS SECTION
CR.	CRUSHED
CFS	CUBIC FEET/SECOND
C.Y., CU. YD.	CUBIC YARD
CULV.	CULVERT
C.P.	CULVERT PIPE
D.O.T.	DEPARTMENT OF TRANSPORTATION
D.H.V.	DESIGN HOUR VOLUME
DIA.	DIAMETER
D.	DIRECTIONAL DISTRIBUTION
DISCH. OR DIS.	DISCHARGE
EA.	EACH
ELECT.	ELECTRIC
EL. OR ELEV.	ELEVATION
EMB.	EMBANKMENT
E.B.S.	EXCAVATION BELOW SUBGRADE
EXIST.	EXISTING
FERT.	FERTILIZE
F.E.	FIELD ENTRANCE
FIN.	FINISHED
FT.	FOOT
F.L.	FLOW LINE
GA.	GAUGE
HORIZ.	HORIZONTAL
CWT.	HUNDREDWEIGHT
INL.	INLET
LT.	LEFT
L.H.F.	LEFT-HAND FORWARD
LIN.	LINEAR
LIN. FT.	LINEAR FOOT
L.S.	LUMP SUM
MAX.	MAXIMUM
MI.	MILE
MISC.	MISCELLANEOUS
N.E.	NORTH EAST
N.W.	NORTH WEST
PAV'T	PAVEMENT
P.C.	POINT OF CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
P.O.T.	POINT ON TANGENT
LB.	POUND
P.E.	PRIVATE ENTRANCE
PROJ.	PROJECT
R.	RANGE
REQ'D	REQUIRED
RT.	RIGHT
R.H.F.	RIGHT-HAND FORWARD
R/W	RIGHT OF WAY
RD.	ROAD
SHR.	SHRINKAGE
SL.	SLOPE
STD.	STANDARD
S.D.D.	STANDARD DETAIL DRAWINGS
S.T.H.	STATE TRUNK HIGHWAY
STA.	STATION
S.P.P.A.	STRUCTURAL PLATE PIPE ARCH
STRUCT.	STRUCTURE
SURF.	SURFACE
TEL.	TELEPHONE
TN.	TOWN
T.	TRUCKS (PERCENT OF)
UNCL.	UNCLASSIFIED
U.G.	UNDERGROUND
V.	VELOCITY OR DESIGN SPEED
V.C.	VERTICAL CURVE

UTILTIES

AT&T WI DESIGN ENGINEERING
AT&T WISCONSIN - COMMUNICATION LINE
304 S. DEWEY ST
EAU CLAIRE, WI 54701
(715) 839-5801

JERRY DEWOLFE
PIERCE-PEPIN ELECTRIC COOPERATIVE - ELECTRIC
W7725 US HWY 10
P.O. BOX 420
ELLSWORTH, WI 54011
(715) 273-4460

STAN HIGBY
ST. CROIX ELECTRIC COOPERATIVE - ELECTRIC
1925 RIDGEWAY ST
HAMMOND, WI 54015
(715) 796-7000

DUANE CARLSON
COMCAST - COMMUNICATION LINE
3050 ECHO LAKE AVE
MAHTOMEDI, MN 55115
(651) 493-5303

CHUCK BERANEK
RIVER FALLS MUNICIPAL UTILITY - SANITARY, WATER, ELECTRIC
125 E. ELM ST
RIVER FALLS, WI 54022
(715) 222-2356

GREG LEE
ST. CROIX VALLEY NATURAL GAS CO INC - GAS/PETROLEUM
415 S. 2ND ST
RIVER FALLS, WI 54022
(715) 425-1025

WISCONSIN DNR - LIASON

DEPARTMENT OF NATURAL RESOURCES
WEST CENTRAL REGION
1300 WEST CLAIREMONT AVE
EAU CLAIRE WI 54701
ATTN.: NICK SCHAFF
(715) 839-1609

ST. CROIX COUNTY HIGHWAY DEPARTMENT

TIM RAMBERG, HIGHWAY COMMISSIONER
ST. CROIX COUNTY HIGHWAY DEPARTMENT
920 THIRD STREET
PO BOX 108
HAMMOND WI 54015
(715) 796-2227

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE USC&GS DATUM.

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

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

IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALL DIGGERS HOTLINE PRIOR TO BEGINNING WORK OPERATIONS.

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

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SALVAGE TOPSOILED, FERTILIZED, SEEDED, AND MULCHED AS DIRECTED BY THE ENGINEER.

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

DRILLED DOWEL BARS ARE REQUIRED AT CONSTRUCTION JOINTS.

REMOVAL OF GRAVEL DRIVEWAY AND APRONS SHALL BE PAID FOR AS COMMON EXCAVATION.

THE LOCATION OF DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE BUT IS MEASURED AND PAID FOR AS COMMON (OR ROCK) EXCAVATION.

WHERE SOFT SILTS ARE ENCOUNTERED AND NOT EXCAVATED BELOW SUBGRADE, THE ROADWAY SHALL BE BUILT FROM SLOPE INTERCEPT TO SLOPE INTERCEPT IN A CONTINUOUS GRADING OPERATION. CONSTRUCTION OF THE ROAD CORE (1H:1V) FIRST WITH SLOPES CONSTRUCTED LATER WILL NOT BE ACCEPTED UNLESS OTHERWISE APPROVED BY THE ENGINEER IN THE FIELD.

ALL REINFORCED CONCRETE PIPE AND STORM SEWER PIPE SHALL HAVE THE END SECTIONS TIED TOGETHER. THE TIE SHALL CONSIST OF A MINIMUM OF 12-FEET OF PIPE PLUS AEW. THE EXACT NUMBER OF TIES ARE CONTAINED IN THE MISCELLANEOUS QUANTITIES SHEETS.

WHEN THE QUANTITY OF ITEMS OF BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF MATERIAL AS DIRECTED BY THE ENGINEER.

4-INCH HMA PAVEMENT SHALL BE CONSTRUCTED IN 2 LAYERS: 2.0-INCH (LOWER) AND 2-INCH (UPPER). 7.25-INCH HMA PAVEMENT SHALL BE CONSTRUCTED IN 3 LAYERS; 3-INCH (BOTTOM) 2.25-INCH (MIDDLE) AND 2-INCH (UPPER). 9.5-INCH HMA PAVEMENT SHALL BE CONSTRUCTED IN 4 LAYERS; 3-INCH (BOTTOM) 4.5-INCH (MIDDLE LAYERS COMBINED) AND 2-INCH (UPPER). THE SHOULDER MAY BE PLACED IN ONE 3.5-INCH LAYER.

BACKFILL FOR THE AREA BEHIND THE CURB AND GUTTER SHALL BE INCIDENTAL.

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

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

2

0 250 FEET 500 750

SCALE

N

TO RIVER FALLS

STH 35/STH 65 INTERCHANGE

STH 65

WHITETAIL BLVD

CONNECT TO EXISTING PAULSON ROAD

PAULSON RD

EXISTING PAULSON RD

STH 35 SB LANES

STH 35 NB LANES

280

290

300

310

320

324

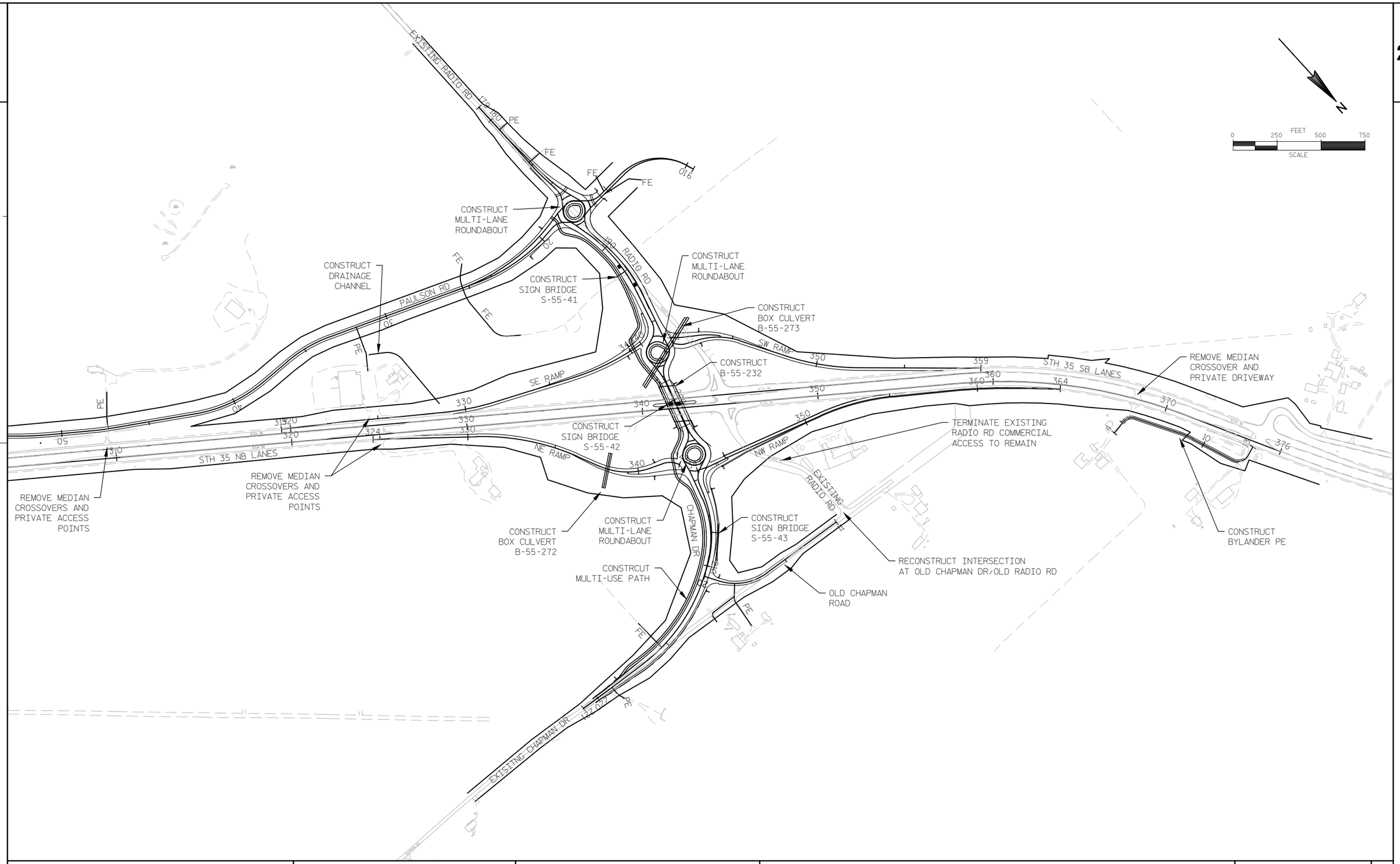
REMOVE MEDIAN CROSSOVER AND PRIVATE ACCESS DRIVEWAY

REMOVE AT-GRADE INTERSECTION, TURN LANES AND MEDIAN CROSSOVER. RESTORE GROUND TO NATURAL CONTOURS

CTH U

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PROJECT OVERVIEW	SHEET 3	E

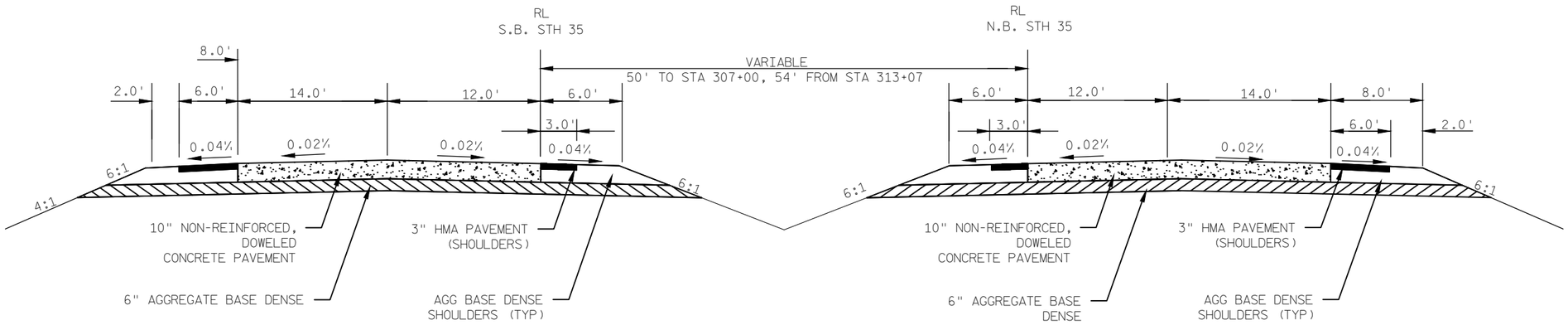
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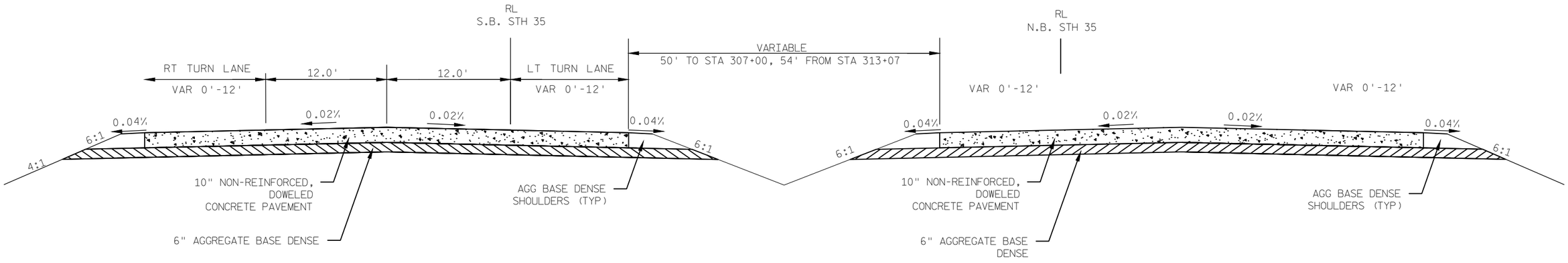
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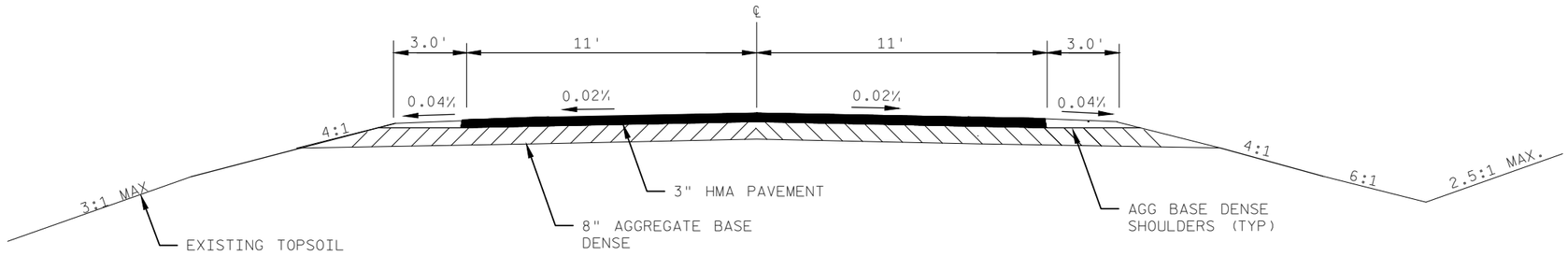
EXISTING TYPICAL SECTION
STH 35



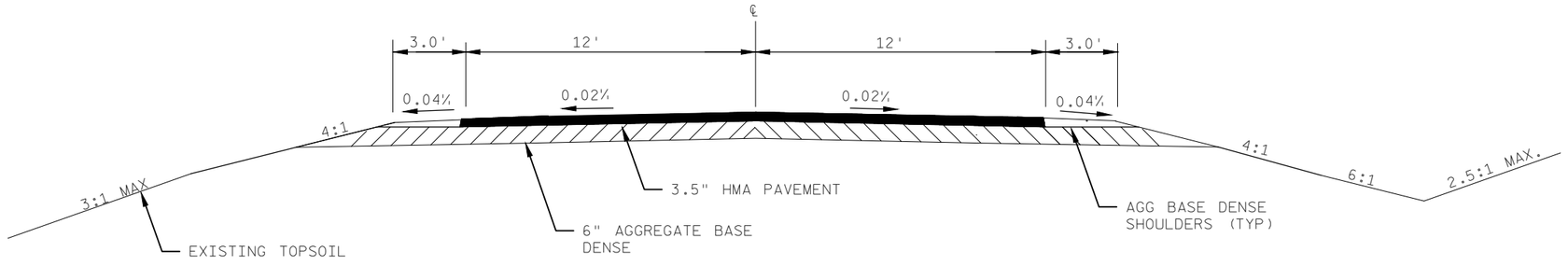
EXISTING TYPICAL SECTION
STH 35
(TURN LANES)

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TYPICAL SECTIONS: EXISTING	SHEET 5	E

2



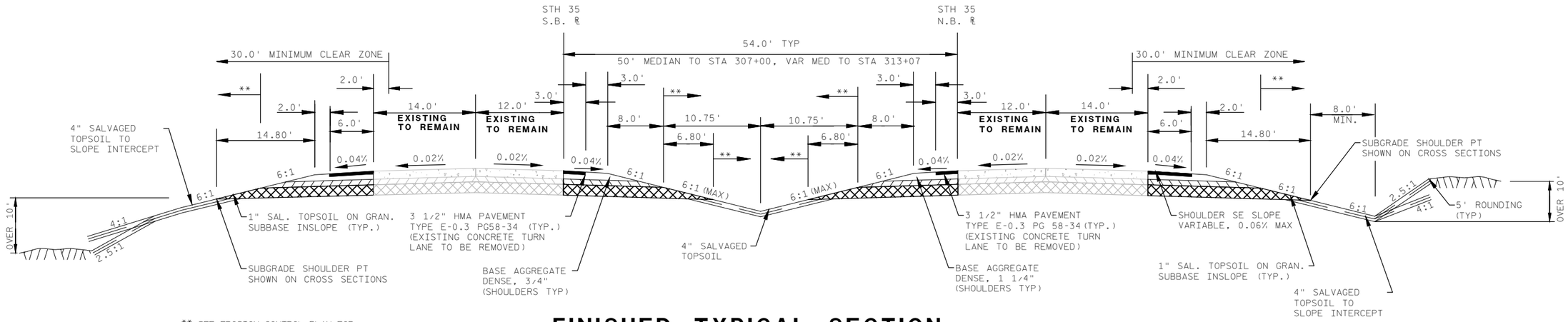
EXISTING TYPICAL SECTION
CHAPMAN DR.



EXISTING TYPICAL SECTION
RADIO RD.

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TYPICAL SECTIONS: EXISTING	SHEET	E

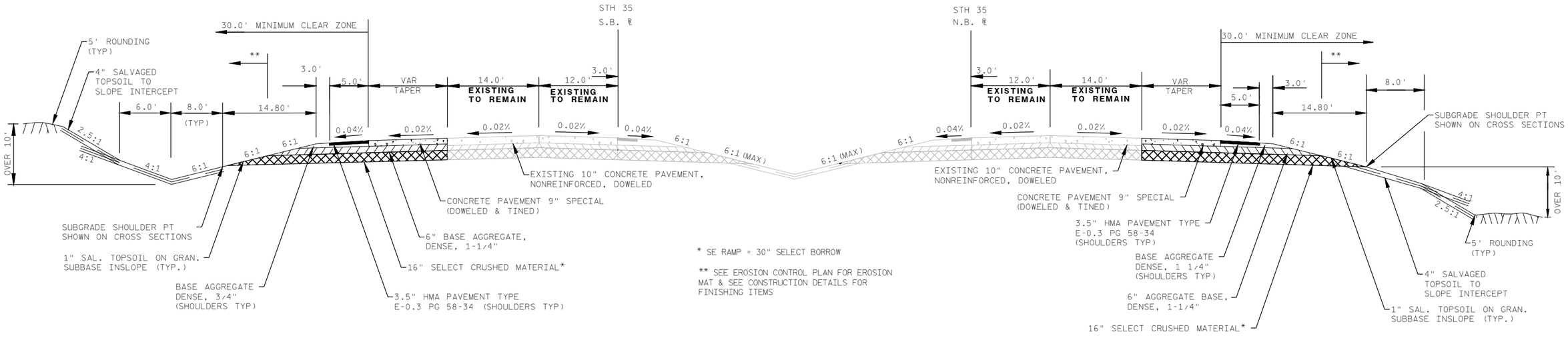
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** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FOR FINISHING ITEMS

FINISHED TYPICAL SECTION
STH 35 AT INTERSECTION/MEDIAN REMOVALS
STA 278+00-284+74
STA 306+82-310+28
STA 322+52-326+82
STA 340+21-349+75
STA 367+92-370+96

* STATIONING BASES ON STH 35 NB ALIGNMENT



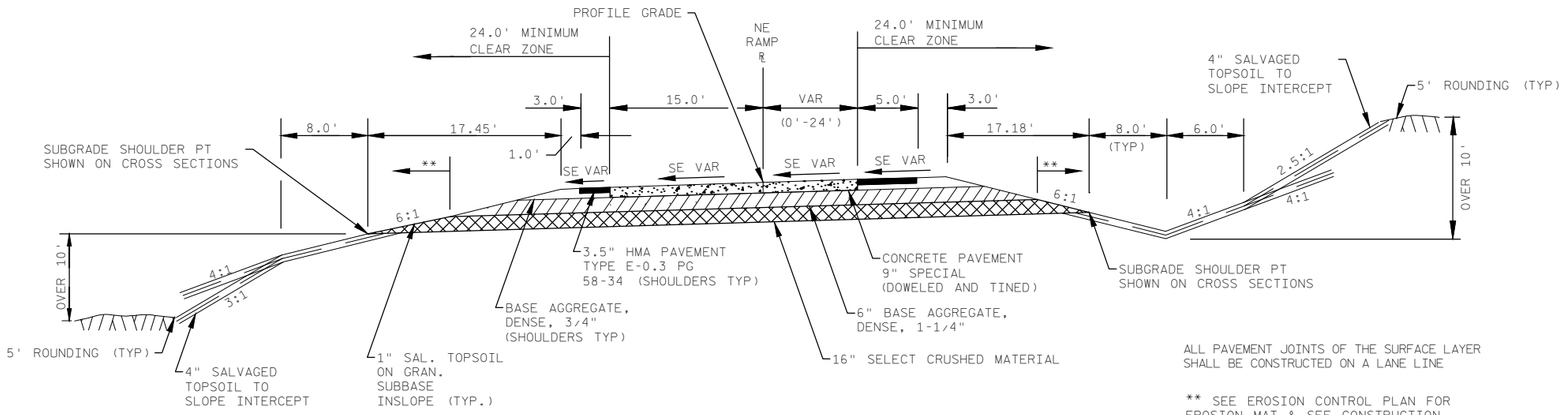
* SE RAMP = 30" SELECT BORROW

** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FOR FINISHING ITEMS

FINISHED TYPICAL SECTION
STH 35
(RAMP TAPERS)

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TYPICAL SECTIONS: STH 35	SHEET 7	E

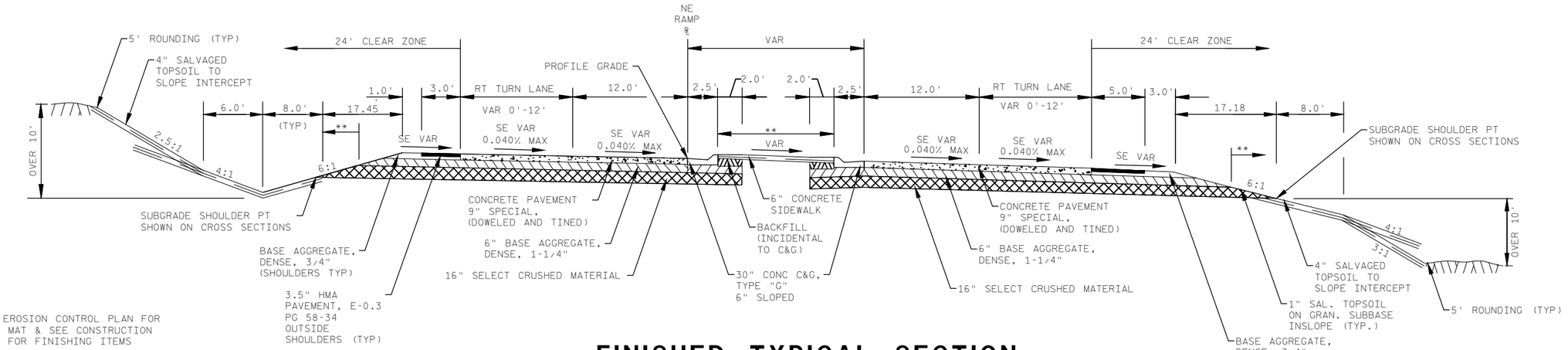
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ALL PAVEMENT JOINTS OF THE SURFACE LAYER SHALL BE CONSTRUCTED ON A LANE LINE

** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FOR FINISHING ITEMS

FINISHED TYPICAL SECTION
NE RAMP (STA 331+75-339+40)



** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FOR FINISHING ITEMS

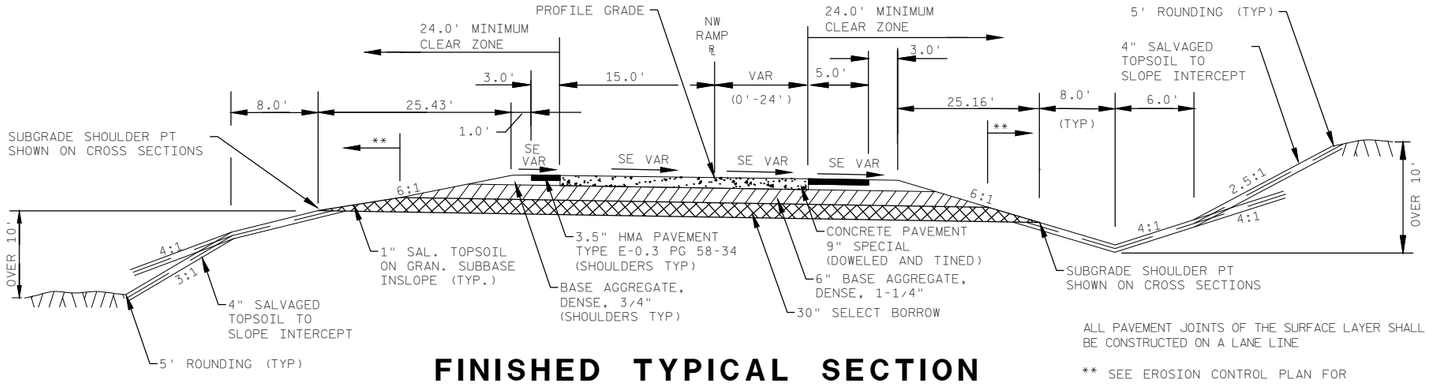
ALL PAVEMENT JOINTS OF THE SURFACE LAYER SHALL BE CONSTRUCTED ON THE THRU LANE LINE

FINISHED TYPICAL SECTION
NE RAMP (STA 339+40-341+00)
(SUPERELEVATED)

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TYPICAL SECTIONS: NW RAMP/NE RAMP	SHEET	E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\020310_TS.DWG PLOT DATE: 9/3/2008 9:36 AM PLOT BY: ANDRTISCH FRTC RYAN PLOT NAME: PLOT SCALE: 1 in=250

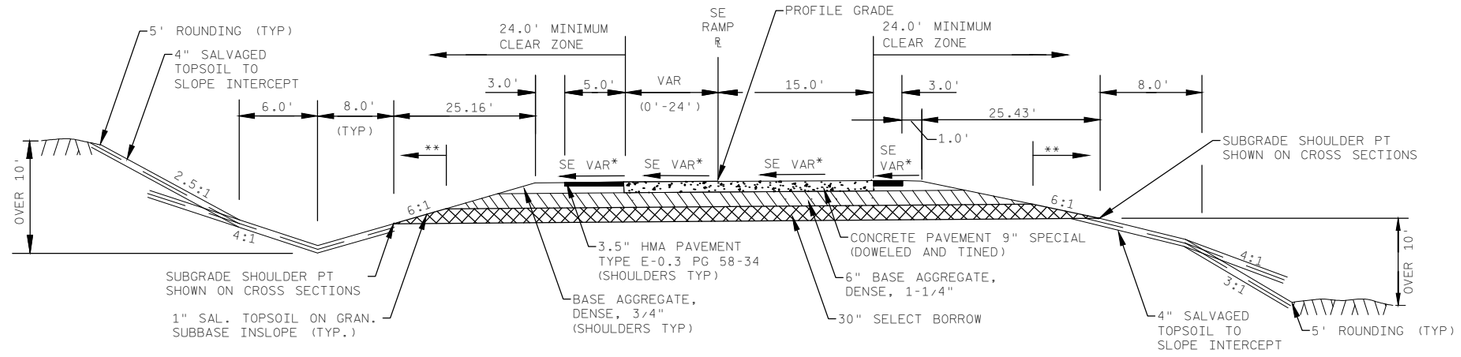
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FINISHED TYPICAL SECTION
NW RAMP (STA 345+10-353+25)

ALL PAVEMENT JOINTS OF THE SURFACE LAYER SHALL BE CONSTRUCTED ON A LANE LINE

** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FOR FINISHING ITEMS



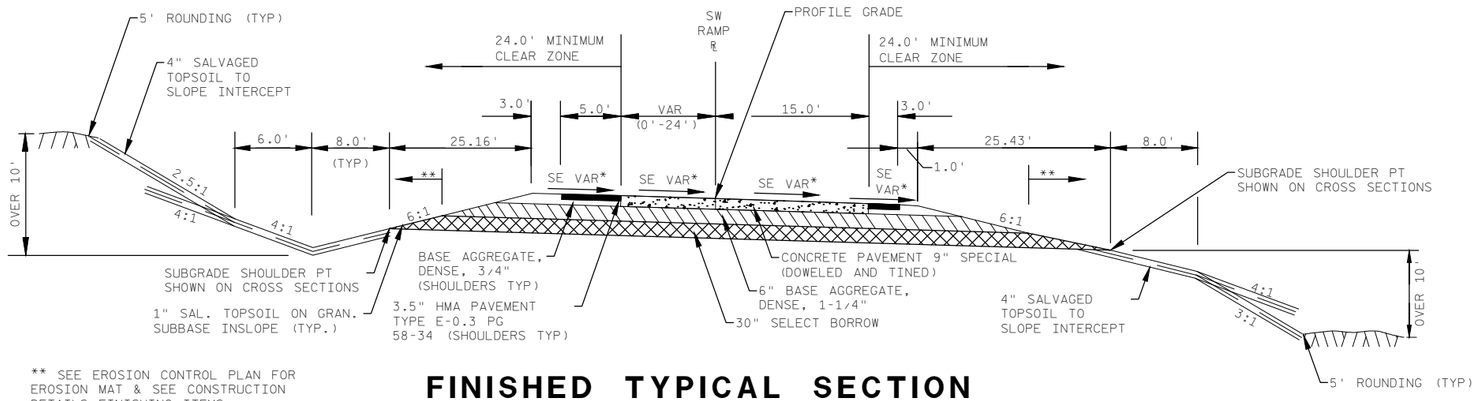
FINISHED TYPICAL SECTION
SE RAMP (STA 331+00-339+90)

** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FINISHING ITEMS

ALL PAVEMENT JOINTS OF THE SURFACE LAYER SHALL BE CONSTRUCTED ON A LANE LINE

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\020310_TS.DWG PLOT DATE: 9/3/2008 9:36 AM PLOT BY: ANDRTISCH FRTC RYAN PLOT NAME: PLOT SCALE: 1 in=250

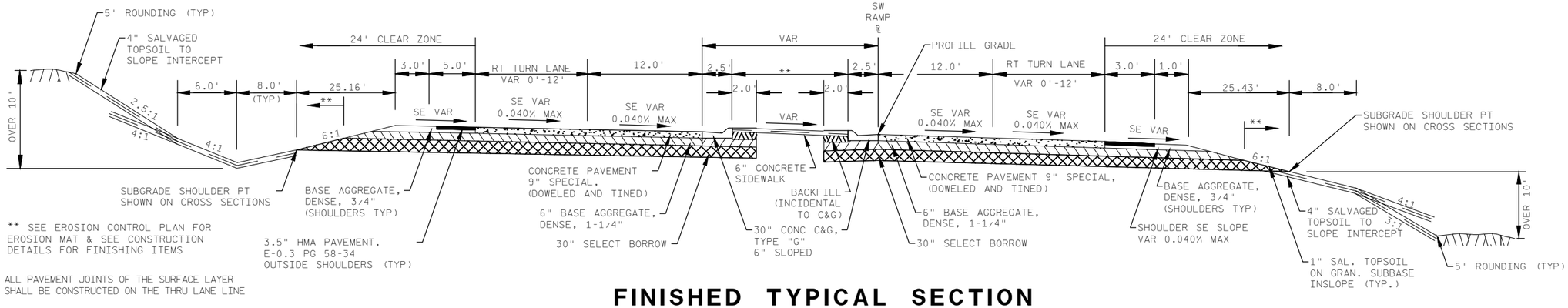
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** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FINISHING ITEMS

ALL PAVEMENT JOINTS OF THE SURFACE LAYER SHALL BE CONSTRUCTED ON A LANE LINE

FINISHED TYPICAL SECTION
SW RAMP (STA 344+30-355+30)

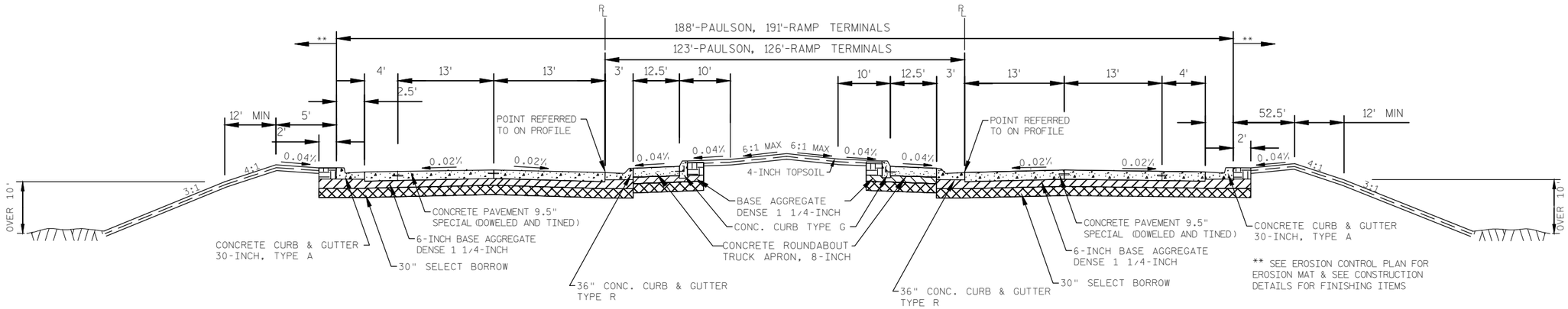


** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FOR FINISHING ITEMS

ALL PAVEMENT JOINTS OF THE SURFACE LAYER SHALL BE CONSTRUCTED ON THE THRU LANE LINE

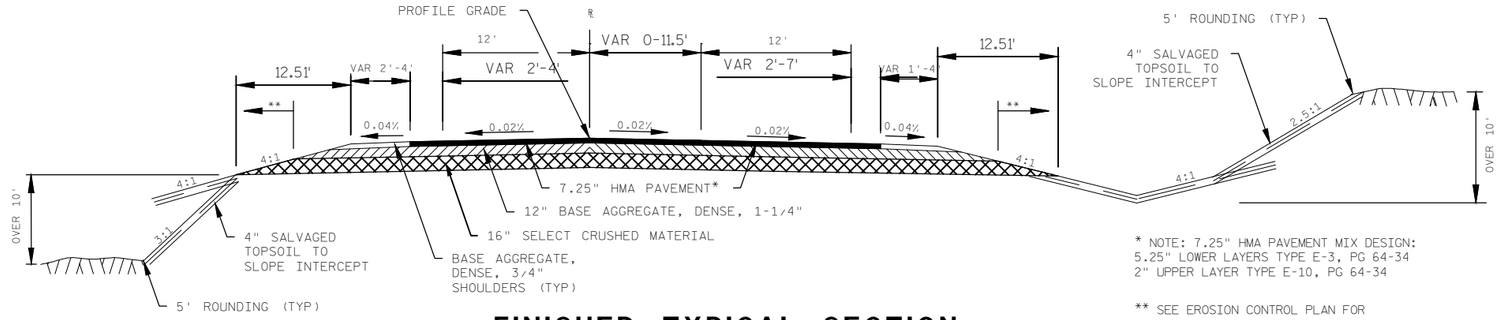
FINISHED TYPICAL SECTION
SW RAMP (STA 343+10-344+30)
(SUPERELEVATED)

2



FINISHED TYPICAL ROUNDABOUT SECTION

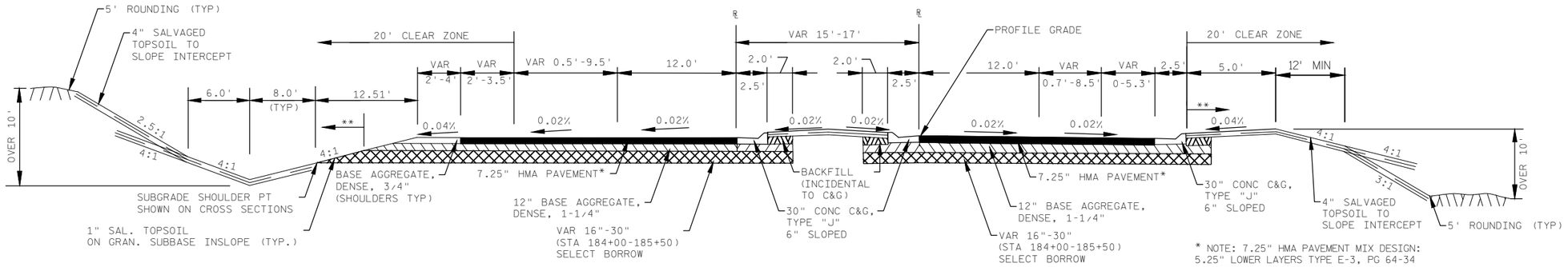
PAULSON RD/RADIO RD RAB (STA 186+06-187+97)
SOUTH TERMINAL/RADIO RD RAB (STA 195+78-197+90)
NORTH TERMINAL/RADIO RD RAB (STA 202+50-204+41)



* NOTE: 7.25" HMA PAVEMENT MIX DESIGN:
5.25" LOWER LAYERS TYPE E-3, PG 64-34
2" UPPER LAYER TYPE E-10, PG 64-34

** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FOR FINISHING ITEMS

FINISHED TYPICAL SECTION
RADIO RD (STA 180+00-183+49)



* NOTE: 7.25" HMA PAVEMENT MIX DESIGN:
5.25" LOWER LAYERS TYPE E-3, PG 64-34
2" UPPER LAYER TYPE E-10, PG 64-34

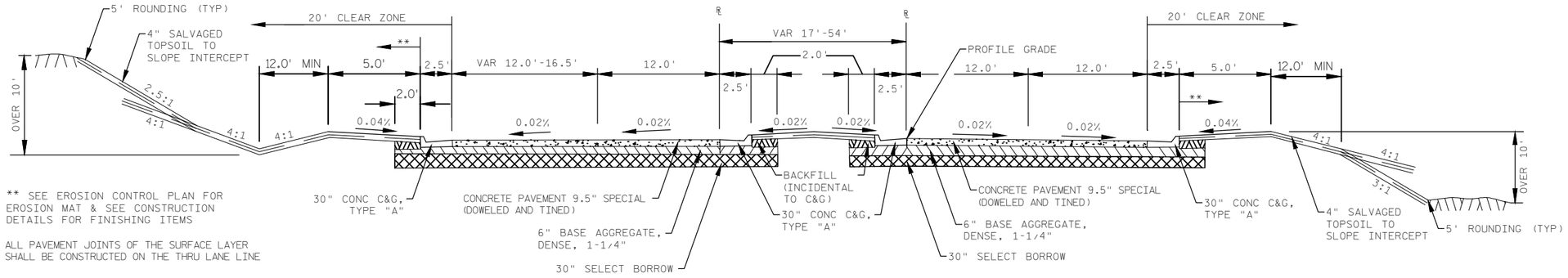
** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FOR FINISHING ITEMS

FINISHED TYPICAL SECTION
RADIO RD (STA 183+49-185+55)

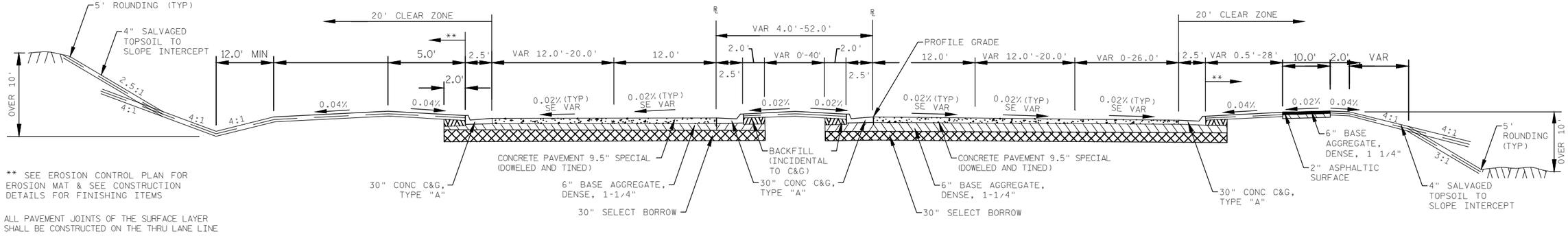
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TYPICAL SECTIONS: RADIO RD	SHEET 12	E

FILE NAME : C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\020310_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : ANDRTISCH FRTC RYAN PLOT NAME : PLOT SCALE : 1 in=250

2

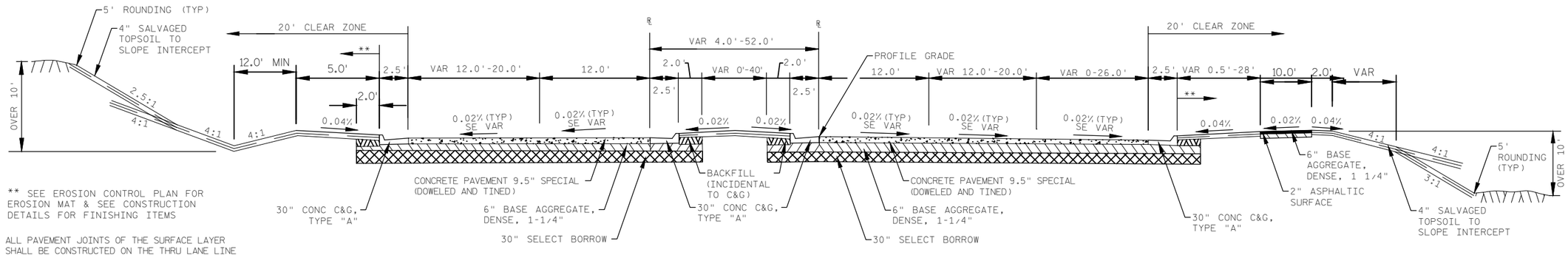


FINISHED TYPICAL SECTION
RADIO RD (STA 185+55-186+15)

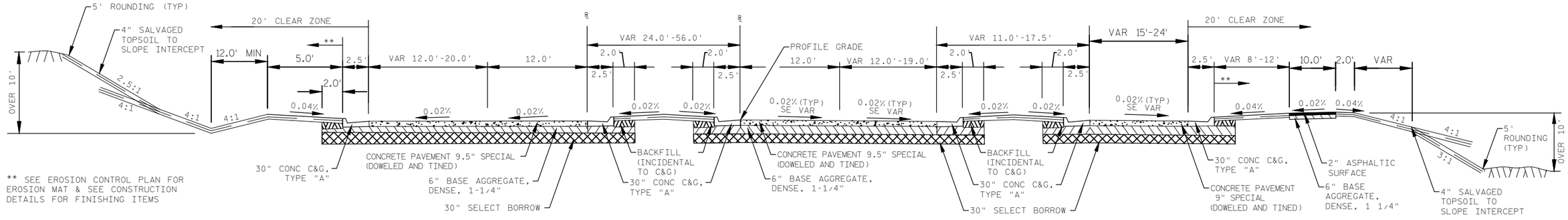


FINISHED TYPICAL SECTION
RADIO RD (STA 188+00-191+75)

2

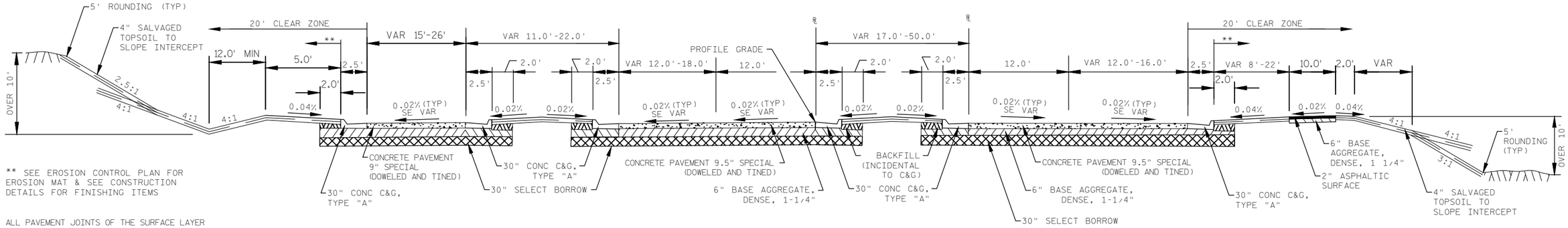


FINISHED TYPICAL SECTION
RADIO RD (STA 191+75-194+34)
RADIO RD (STA 197+87-198+50)
RADIO RD (STA 202+07-202+52)

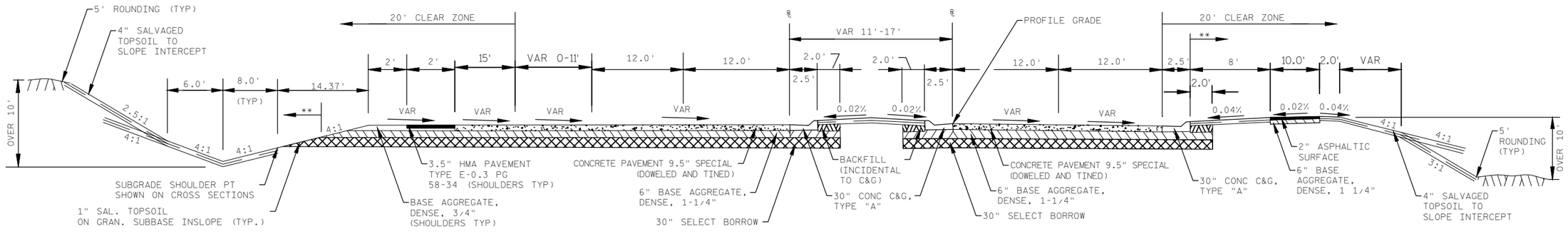


FINISHED TYPICAL SECTION
RADIO RD (STA 194+34-195+82)

2



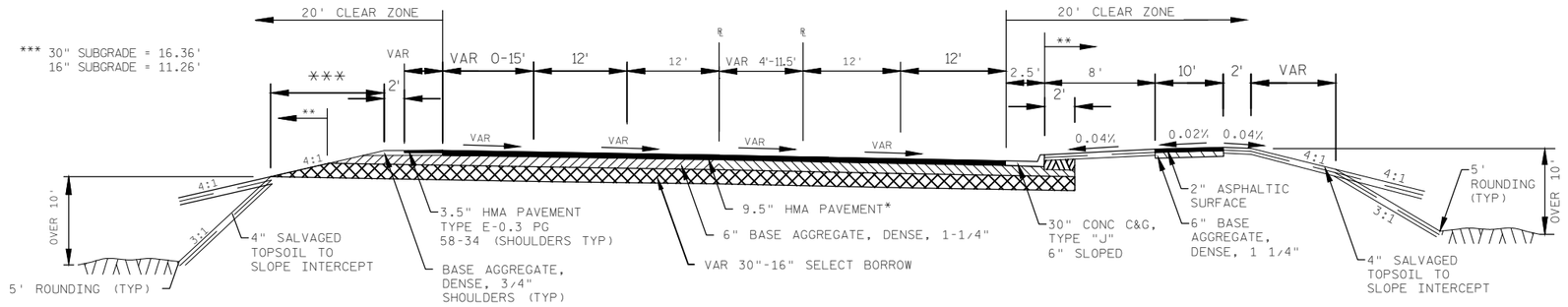
FINISHED TYPICAL SECTION
RADIO RD (STA 204+37-205+88)



FINISHED TYPICAL SECTION
RADIO RD (STA 205+88-207+12)

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TYPICAL SECTIONS: RADIO ROAD	SHEET 15	E

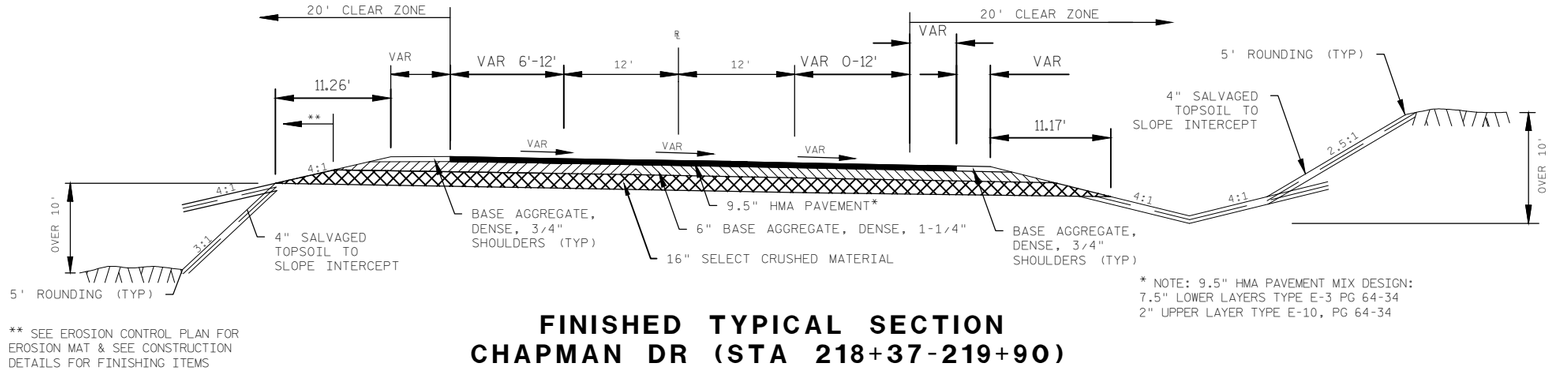
2



* NOTE: 9.5" HMA PAVEMENT MIX DESIGN:
7.5" LOWER LAYERS TYPE E-3 PG 64-34
2" UPPER LAYER TYPE E-10, PG 64-34

** SEE EROSION CONTROL PLAN FOR
EROSION MAT & SEE CONSTRUCTION
DETAILS FOR FINISHING ITEMS

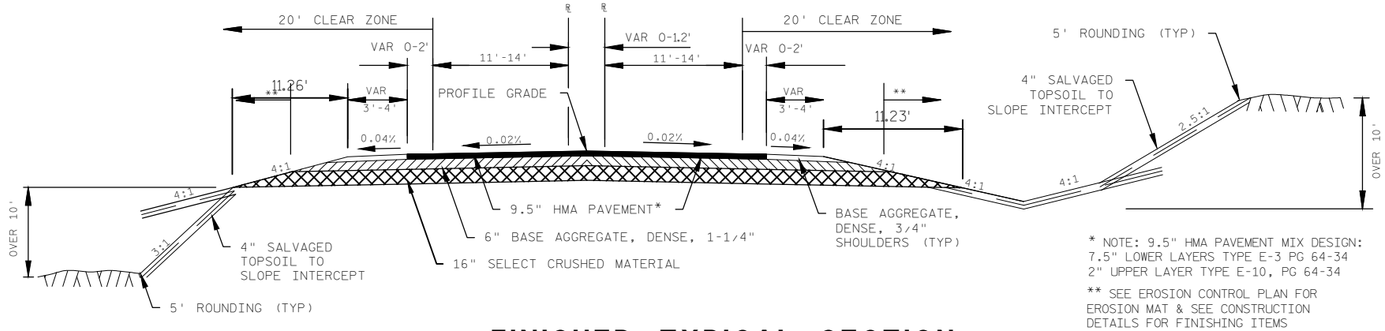
FINISHED TYPICAL SECTION
CHAPMAN DR (STA 207+12-218+37)



* NOTE: 9.5" HMA PAVEMENT MIX DESIGN:
7.5" LOWER LAYERS TYPE E-3 PG 64-34
2" UPPER LAYER TYPE E-10, PG 64-34

** SEE EROSION CONTROL PLAN FOR
EROSION MAT & SEE CONSTRUCTION
DETAILS FOR FINISHING ITEMS

FINISHED TYPICAL SECTION
CHAPMAN DR (STA 218+37-219+90)

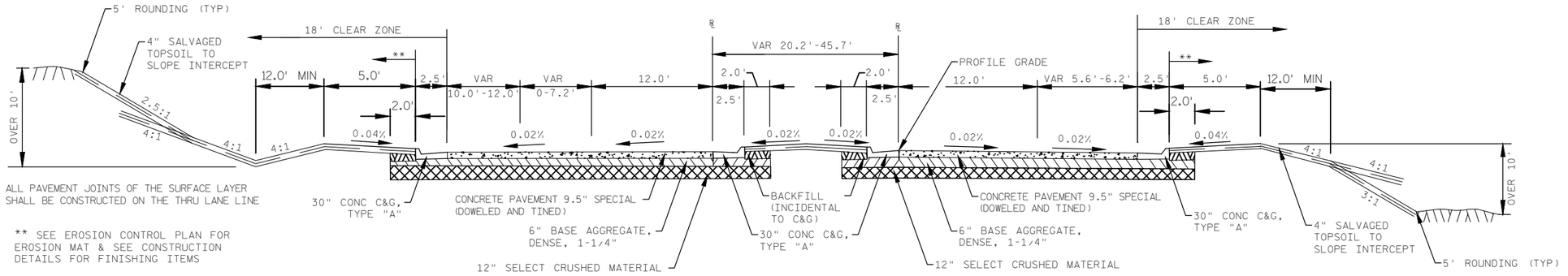


* NOTE: 9.5" HMA PAVEMENT MIX DESIGN:
7.5" LOWER LAYERS TYPE E-3 PG 64-34
2" UPPER LAYER TYPE E-10, PG 64-34

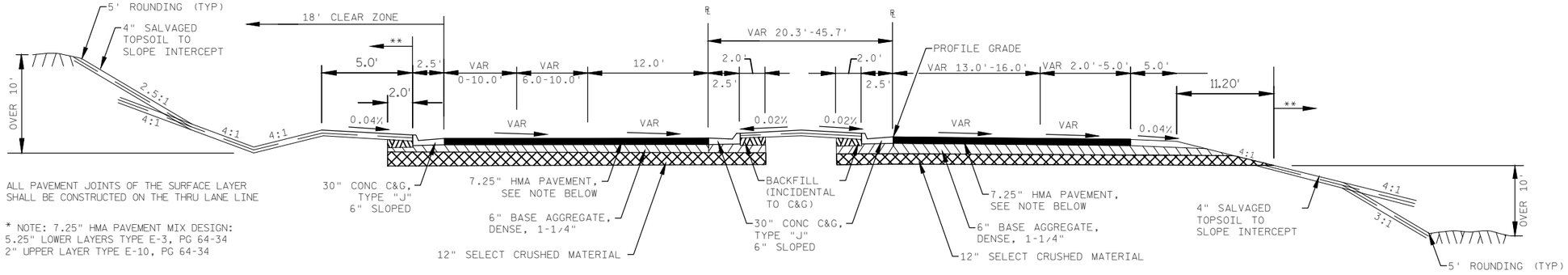
** SEE EROSION CONTROL PLAN FOR
EROSION MAT & SEE CONSTRUCTION
DETAILS FOR FINISHING ITEMS

FINISHED TYPICAL SECTION
CHAPMAN DR (STA 219+90-220+84)

2



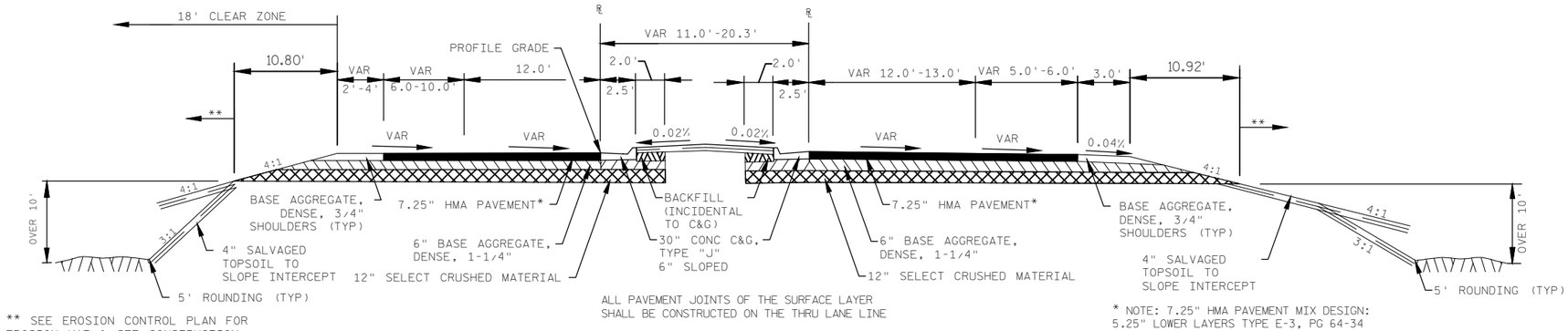
FINISHED TYPICAL SECTION
PAULSON RD (STA 18+49-19+51)



FINISHED TYPICAL SECTION
PAULSON RD (STA 19+51-21+10)

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TYPICAL SECTIONS: PAULSON RD	SHEET 17	E

2

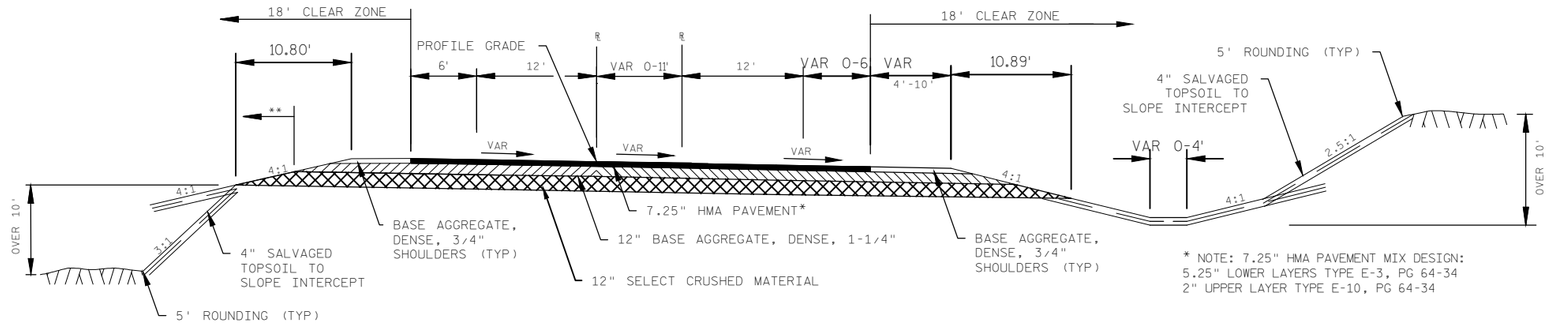


** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FOR FINISHING ITEMS

ALL PAVEMENT JOINTS OF THE SURFACE LAYER SHALL BE CONSTRUCTED ON THE THRU LANE LINE

* NOTE: 7.25" HMA PAVEMENT MIX DESIGN:
5.25" LOWER LAYERS TYPE E-3, PG 64-34
2" UPPER LAYER TYPE E-10, PG 64-34

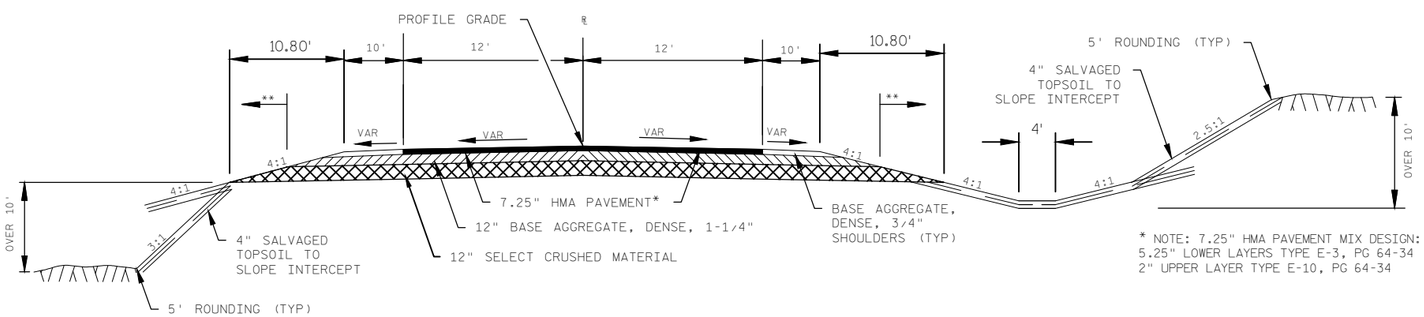
FINISHED TYPICAL SECTION
PAULSON RD (STA 21+10-23+58)



* NOTE: 7.25" HMA PAVEMENT MIX DESIGN:
5.25" LOWER LAYERS TYPE E-3, PG 64-34
2" UPPER LAYER TYPE E-10, PG 64-34

FINISHED TYPICAL SECTION
PAULSON RD (STA 23+58-25+68)

** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FOR FINISHING ITEMS

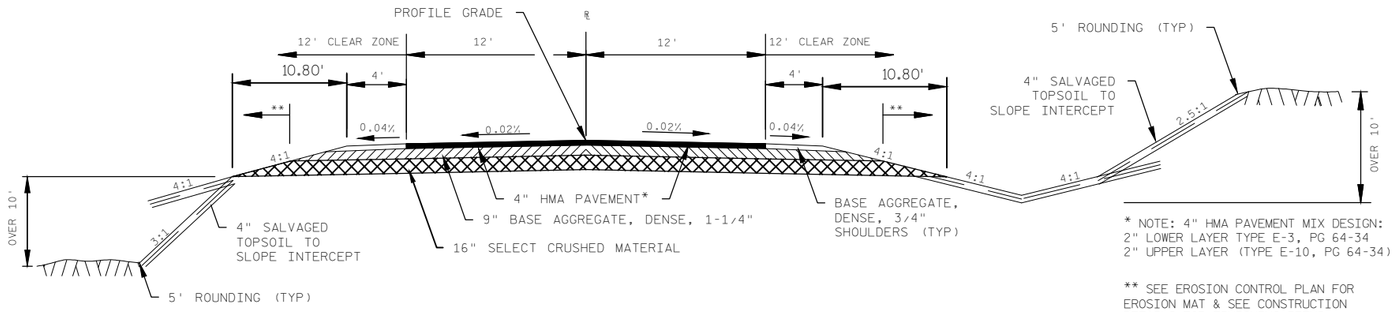


* NOTE: 7.25" HMA PAVEMENT MIX DESIGN:
5.25" LOWER LAYERS TYPE E-3, PG 64-34
2" UPPER LAYER TYPE E-10, PG 64-34

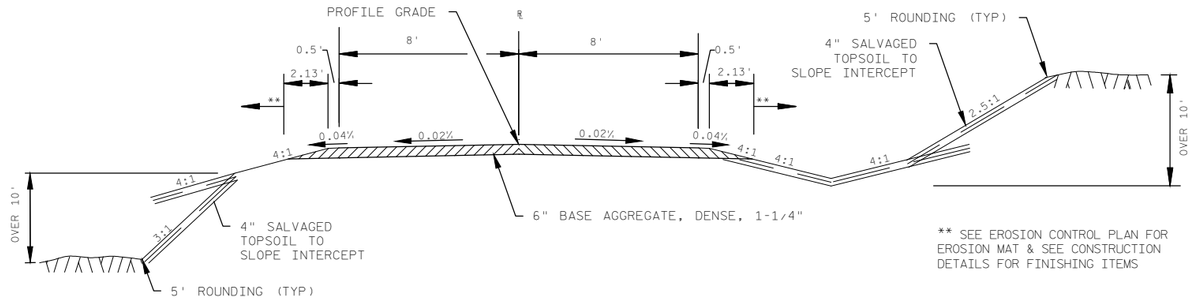
FINISHED TYPICAL SECTION
PAULSON RD (STA 25+68-56+17)

** SEE EROSION CONTROL PLAN FOR EROSION MAT & SEE CONSTRUCTION DETAILS FOR FINISHING ITEMS

2



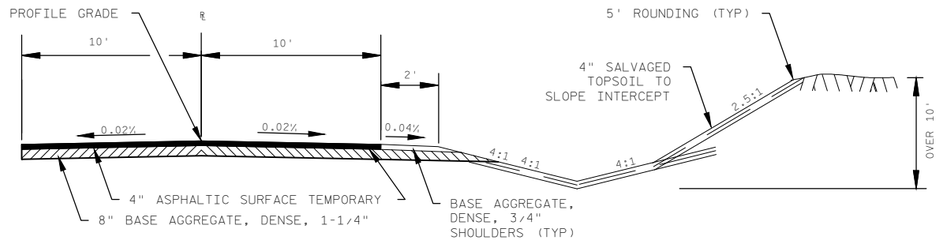
FINISHED TYPICAL SECTION
OLD CHAPMAN DR (STA 15+00-18+76)



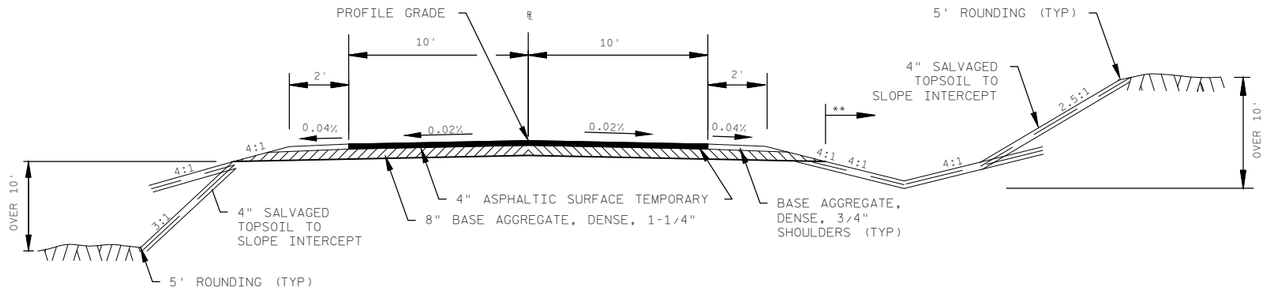
FINISHED TYPICAL SECTION
BYLANDER (STA 5+00-12+37)

FILE NAME : C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\020310_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : ANDRTISCH FRIC RYAN PLOT NAME : PLOT SCALE : 1:0=250

2



FINISHED TYPICAL SECTION
PAULSON RAB TEMP BYPASS (STA 15+00-18+76)



FINISHED TYPICAL SECTION
PAULSON RAB TEMP BYPASS (STA 15+00-18+76)

2

RADIO RD 180+00-184+00
7.25" HMA PAVEMENT TYPE E-3 & E-10
12" BASE AGGREGATE DENSE 1 1/4-INCH
16" SELECT CRUSHED MATERIAL

PAULSON RD 15+65-16+50
CONCRETE PAVEMENT 9.5-INCH SPECIAL
6" BASE AGGREGATE DENSE 1 1/4-INCH
16"-30" TRANSITION SELECT BORROW

RADIO RD 184+00-185+55
7.25"HMA PAVEMENT TYPE E-3 & E-10
12" BASE AGGREGATE DENSE 1 1/4-INCH
16"-30" TRANSITION SELECT BORROW

PAULSON RD 15+25-15+65
7.25" HMA PAVEMENT TYPE E-3 & E-10
12" BASE AGGREGATE DENSE 1 1/4-INCH
12"-16" TRANSITION SELECT BORROW

PAULSON RD 18+50-19+51
CONCRETE PAVEMENT 9.5-INCH SPECIAL
6" BASE AGGREGATE DENSE 1 1/4-INCH
30"-12" TRANSITION SELECT BORROW

RADIO RD 185+55-199+00
CONCRETE PAVEMENT 9.5-INCH SPECIAL
6" BASE AGGREGATE DENSE 1 1/4-INCH
30" SELECT BORROW

PAULSON RD 19+51-56+17
7.25" HMA PAVEMENT TYPE E-3 & E-10
12" BASE AGGREGATE DENSE 1 1/4-INCH
12" SELECT CRUSHED MATERIAL

SW RAMP 343+30-353+75
CONCRETE PAVEMENT 9.0-INCH SPECIAL
6" BASE AGGREGATE DENSE 1 1/4-INCH
30" SELECT BORROW

353+75-355+25 TRANSITION 30"-16" SELECT BORROW

SW RAMP 355+25-359+34
CONCRETE PAVEMENT 9.0-INCH SPECIAL
6" BASE AGGREGATE DENSE 1 1/4-INCH
16" SELECT CRUSHED MATERIAL

SE RAMP
CONCRETE PAVEMENT 9.0-INCH SPECIAL
6" BASE AGGREGATE DENSE 1 1/4-INCH
30" SELECT BORROW

NW RAMP 353+15-364+71
CONCRETE PAVEMENT 9.0-INCH SPECIAL
6" BASE AGGREGATE DENSE 1 1/4-INCH
16" SELECT CRUSHED MATERIAL

351+65-353+15 TRANSITION 30"-16" SELECT BORROW

NE RAMP
CONCRETE PAVEMENT 9.0-INCH SPECIAL
6" BASE AGGREGATE DENSE 1 1/4-INCH
16" SELECT CRUSHED MATERIAL

NW RAMP 345+00-351+65
CONCRETE PAVEMENT 9.0-INCH SPECIAL
6" BASE AGGREGATE DENSE 1 1/4-INCH
30" SELECT BORROW

340+50-342+00 TRANSITION 16"-30" SELECT BORROW

RADIO RD 201+00-207+34
CONCRETE PAVEMENT 9.5-INCH SPECIAL
6" BASE AGGREGATE DENSE 1 1/4-INCH
30" SELECT BORROW

CHAMPMAN DR 207+34-214+00
9.5" HMA PAVEMENT TYPE E-3 & E-10
6" BASE AGGREGATE DENSE 1 1/4-INCH
30" SELECT BORROW

OLD CHAMPMAN DR
4" HMA PAVEMENT TYPE E-3 & E-10
9" BASE AGGREGATE DENSE 1 1/4-INCH
16" SELECT CRUSHED MATERIAL

MULTI-USE PATH
2" HMA PAVEMENT TYPE E-10
6" BASE AGGREGATE DENSE 1 1/4-INCH

150' TRANSITION 16"-30" SELECT BORROW

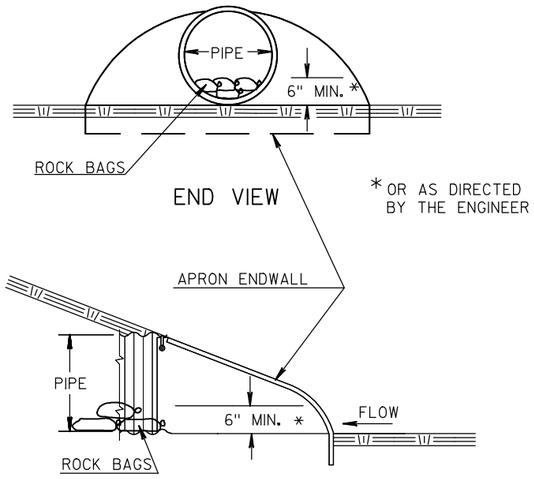
CHAMPMAN DR 214+00-215+50
9.5" HMA PAVEMENT TYPE E-3 & E-10
6" BASE AGGREGATE DENSE 1 1/4-INCH
30"-16" TRANSITION SELECT BORROW

CHAMPMAN DR 215+50-221+00
9.5" HMA PAVEMENT TYPE E-3 & E-10
6" BASE AGGREGATE DENSE 1 1/4-INCH
16" SELECT CRUSHED MATERIAL

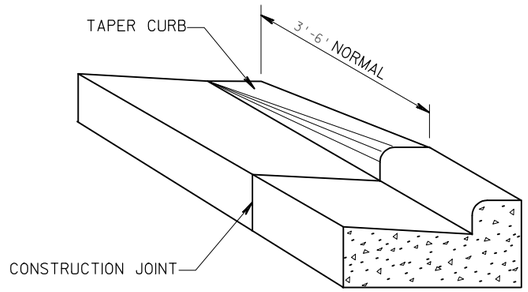
EXISTING RADIO RD
EXISTING CHAPMAN DR
STH 35 NB LANES
STH 35 SB LANES
SE RAMP
NE RAMP
NW RAMP
SW RAMP
PAULSON RD
PE
FE
N

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT OVERVIEW	SHEET	E

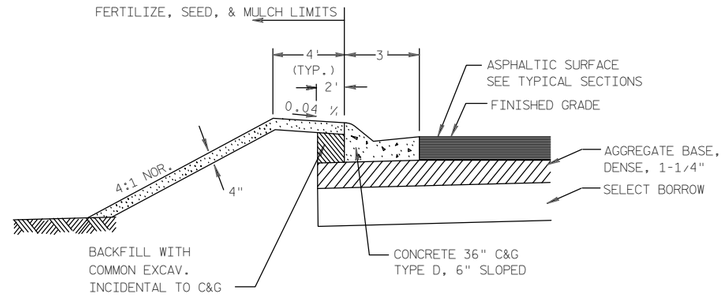
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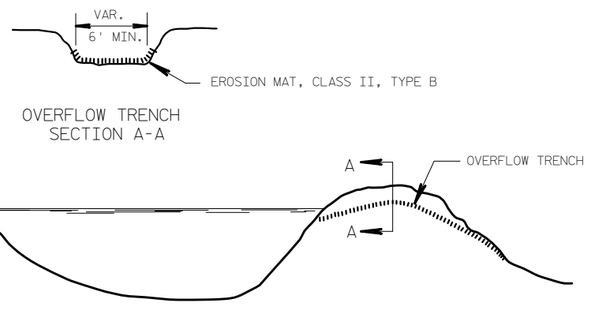
CULVERT PIPE CHECK



DETAIL OF CURB & GUTTER TERMINI



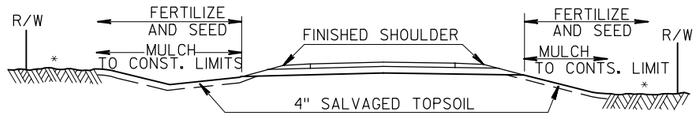
BERM DETAIL BEHIND 36" SLOPED CURB & GUTTER



NOTE: EXCAVATION AND BACKFILL FOR SEDIMENT BASIN TO BE PAID FOR UNDER "COMMON EXCAVATION" ITEM. (EXACT DIMENSIONS TO BE DETERMINED IN THE FIELD.)

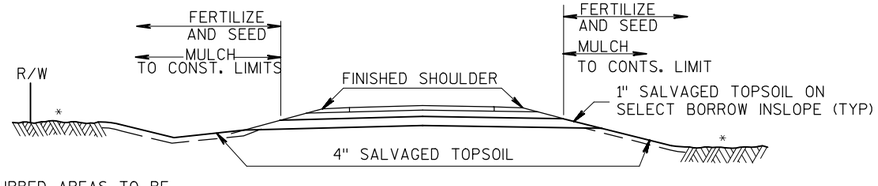
CLEANING OF SEDIMENT BASINS, WHEN DIRECTED BY THE ENGINEER, IS PAID FOR UNDER THE ITEM OF "CLEANING SEDIMENT BASINS" (C.Y.)

SEDIMENT BASIN AND OUTLET DETAIL



* DISTURBED AREAS TO BE FERTILIZED & SEEDED

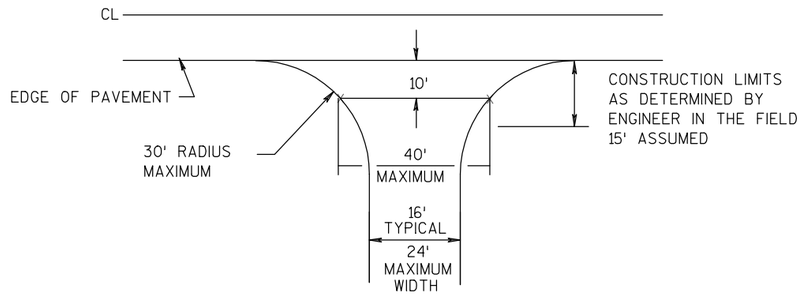
ROADWAYS WITHOUT SUBGRADE TREATMENT DETAIL FOR FINISHING ITEMS



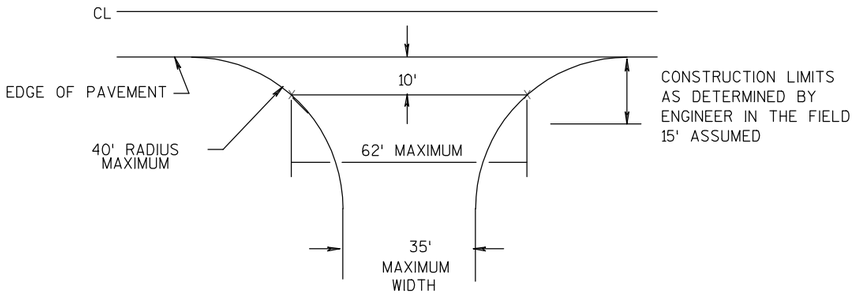
* DISTURBED AREAS TO BE FERTILIZED & SEEDED

ROADWAYS WITH SUBGRADE TREATMENT DETAIL FOR FINISHING ITEMS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CONSTRUCTION DETAILS	SHEET 22	E

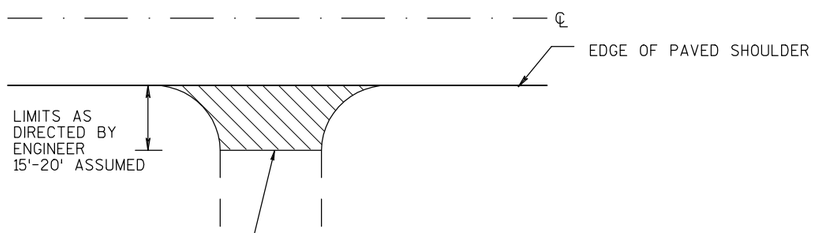


TYPICAL DRIVEWAY DETAIL
(NON-COMMERCIAL RURAL)

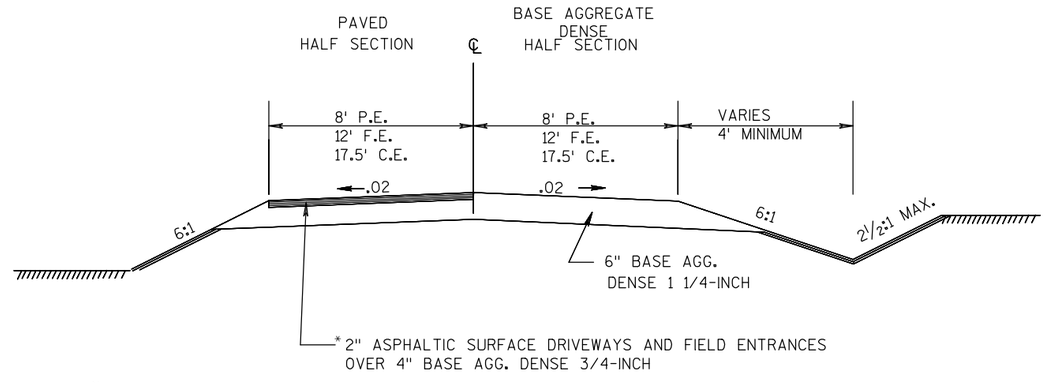


TYPICAL DRIVEWAY DETAIL
(COMMERCIAL RURAL)

RURAL DRIVEWAY DETAIL - ASPHALT



PAID UNDER ITEM - "ASPHALTIC SURFACE - DRIVEWAYS AND FIELD ENTRANCES" WHICH SHALL INCLUDE ANY REMOVAL AND SHAPING NECESSARY TO COMPLETE THIS AREA. ANY ADDITIONAL AGGREGATE SHALL BE PAID UNDER ITEM "BASE AGGREGATE DENSE, 3/4-INCH." ANY SAW CUT REQUIRED SHALL BE PAID UNDER ITEM "SAWING ASPHALT."

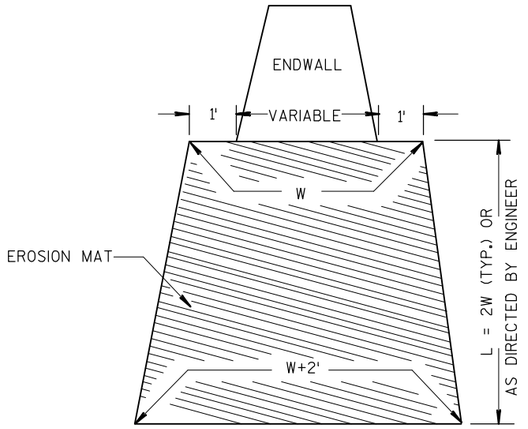


* OR MATCH EXISTING ASPHALT DEPTH

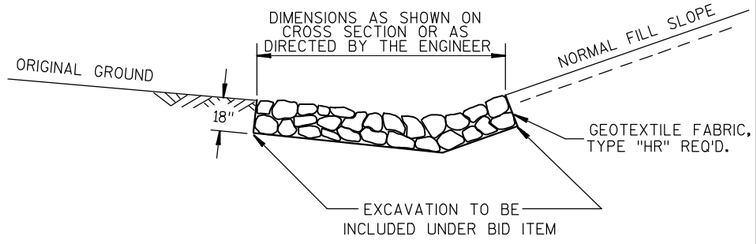
NOTE:
DRIVEWAY PROFILES NOT EXPECTED TO EXCEED 10%. PLACE LOW POINT OF DRIVEWAY PROFILE OVER DITCH FLOW LINE.

TYPICAL SECTION
FOR PRIVATE ENTRANCES

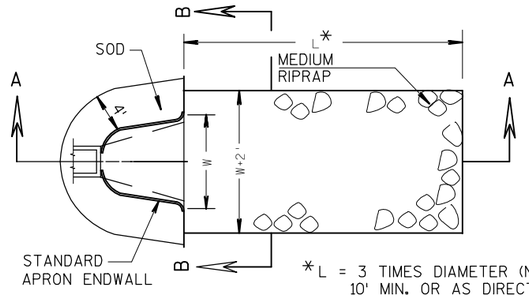
FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\021001_CD.DWG PLOT DATE: 8/19/2010 11:26 PM PLOT BY: ANDRTISCH FBTC_RYAN PLOT NAME: PLOT SCALE: 1" = 200' YREF



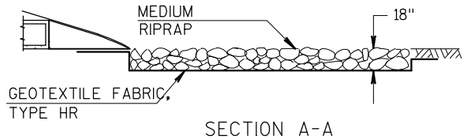
EROSION MAT TREATMENT AT CULVERTS



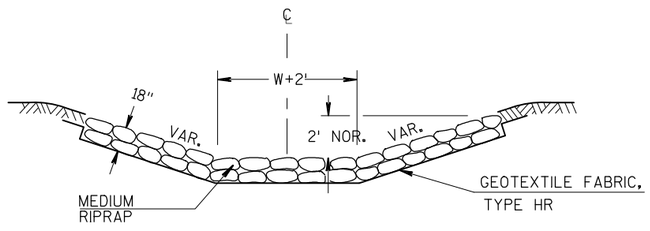
DETAIL FOR MEDIUM RIPRAP IN DITCHES



*L = 3 TIMES DIAMETER (NOR.) OR 10' MIN. OR AS DIRECTED BY THE ENGINEER

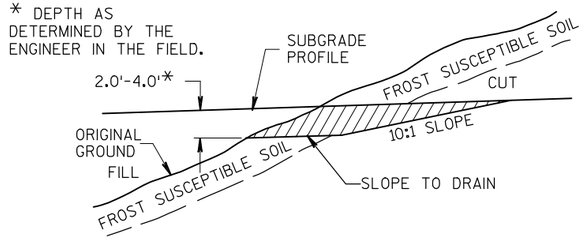


SECTION A-A



SECTION B-B

MEDIUM RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS



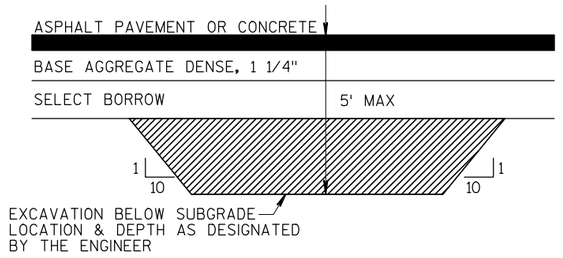
NOTE: EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

E.B.S. AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER

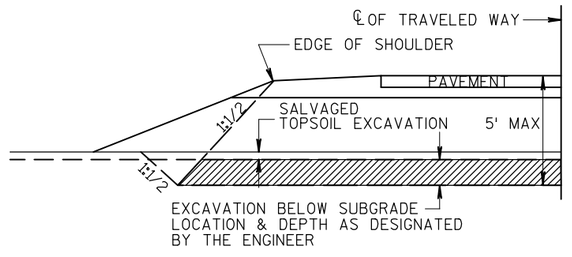
BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

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

DETAIL FOR EXCAVATION BELOW SUBGRADE AT TRANSITION AREAS



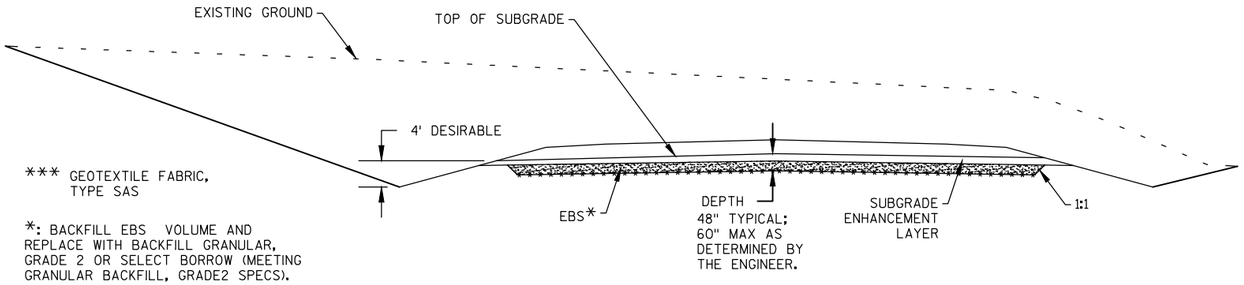
PROFILE VIEW



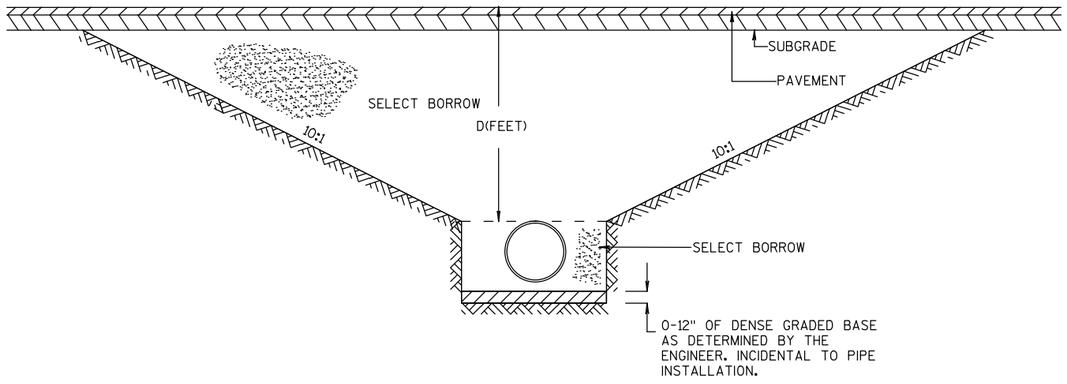
CROSS SECTION VIEW

DETAIL FOR EXCAVATION BELOW SUBGRADE

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\021001_CD.DWG PLOT DATE = 8/18/2010 11:26 PM PLOT BY = ANDRTISCH FBTC_RYAN PLOT NAME = PLOT SCALE = 1" = 200' YREF

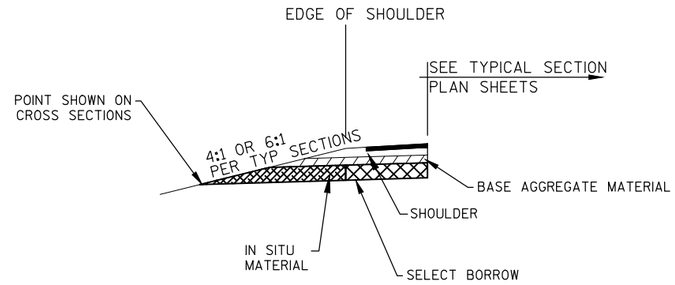


SUBGRADE EBS DETAIL



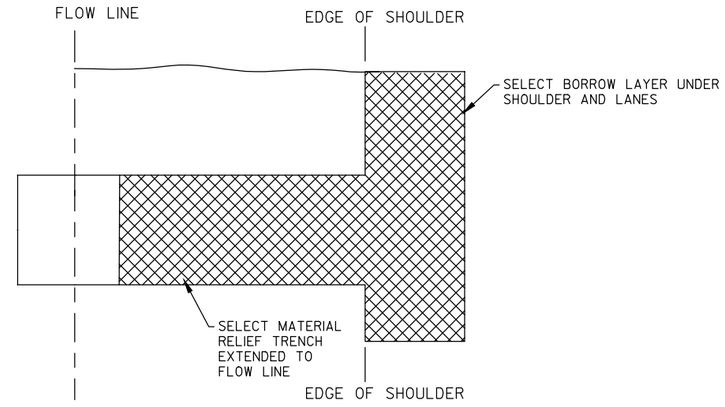
PIPE INSTALLATION CONSTRUCTION DETAIL

FOR D < 5'



*NOTE: CONSTRUCT RELIEF TRENCH EVERY 250-FT AND AT PROFILE SAG POINTS

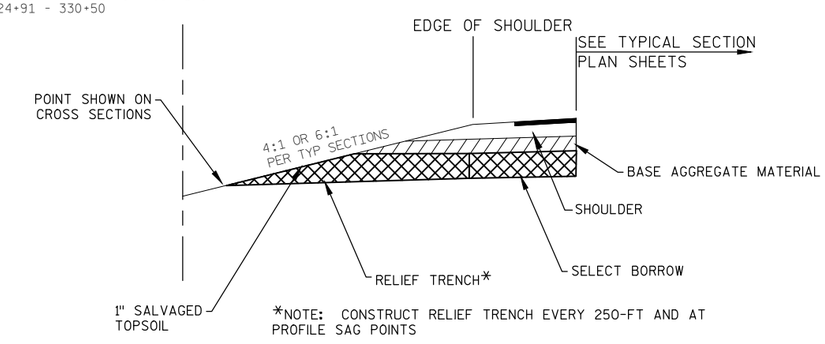
TYPICAL HALF SECTION WITH SELECT MATERIALS



NOTE: CROSS SECTIONS DO NOT DIFFERENTIATE AREAS WHERE RELIEF TRENCH REQUIRED.

LOCATIONS OF RELIEF TRENCH:
SE RAMP: 331+06 - 333+82
NW RAMP: 359+62 - 363+51 (STH 35 NB STA)
NE RAMP: 324+91 - 330+50

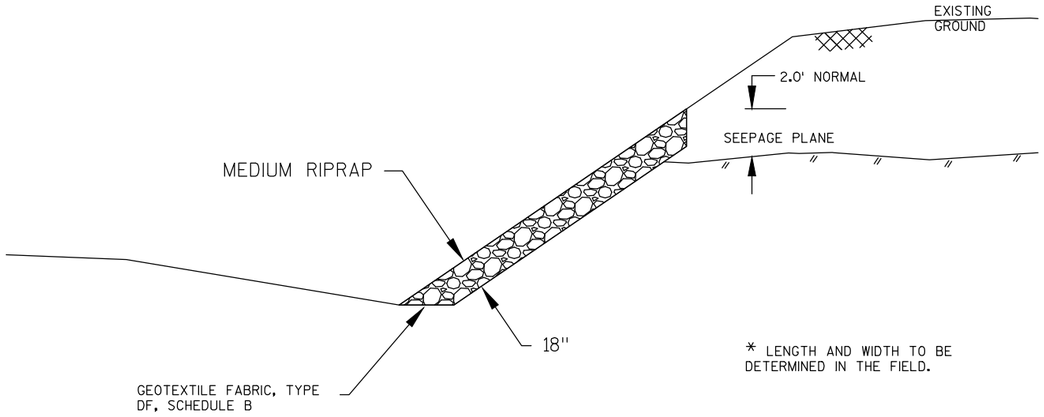
PLAN VIEW



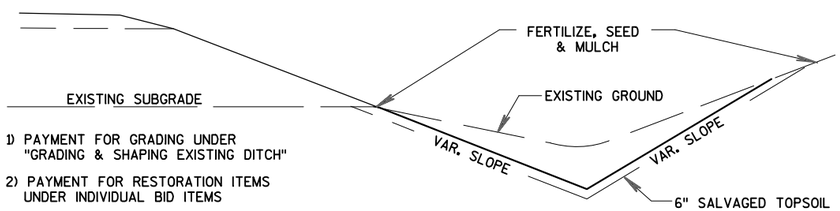
*NOTE: CONSTRUCT RELIEF TRENCH EVERY 250-FT AND AT PROFILE SAG POINTS

PROFILE VIEW

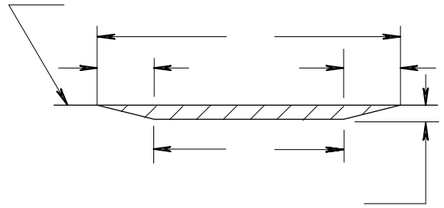
RELIEF TRENCH DETAIL



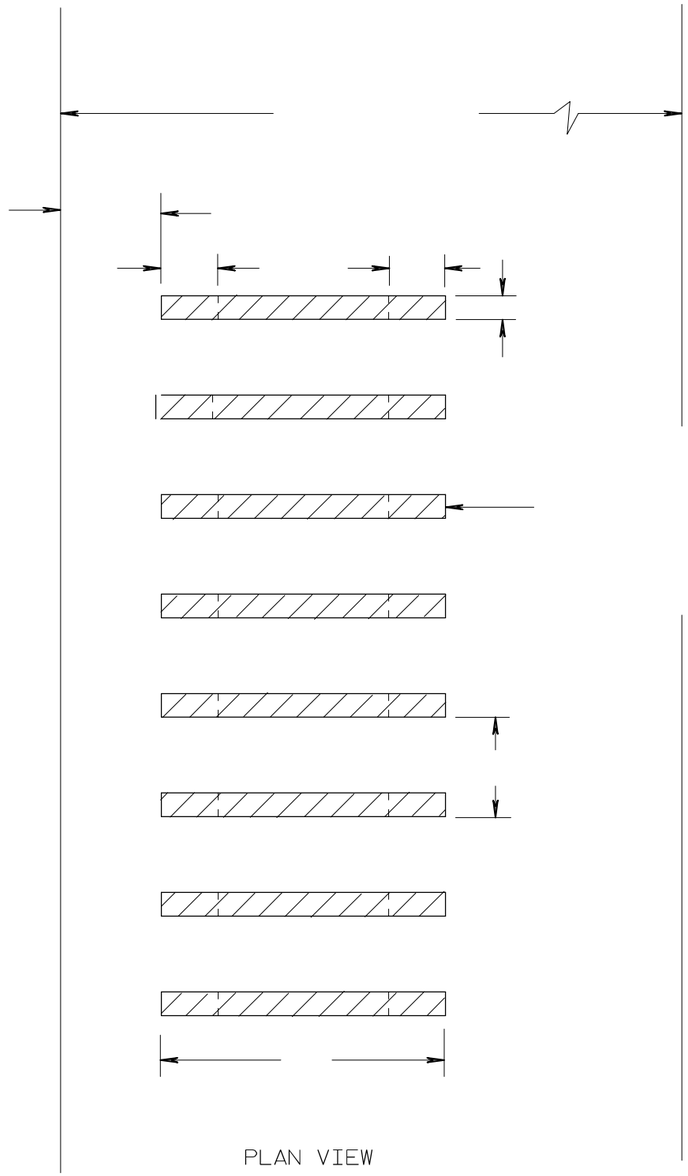
SLOPE BLANKET FOR BACKSLOPE SEEPAGE



GRADING & SHAPING EXISTING DITCH



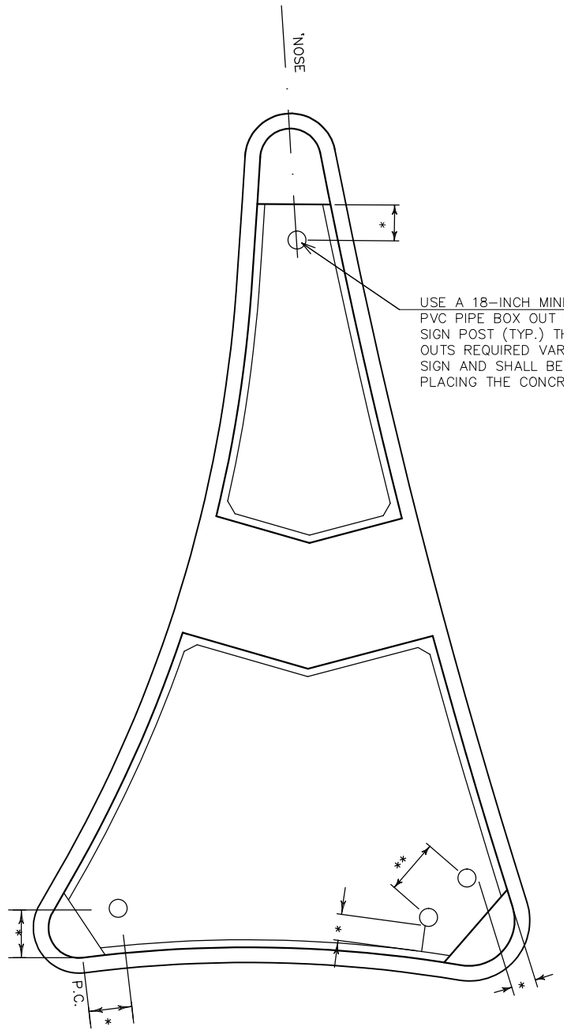
END VIEW



PLAN VIEW

ASPHALTIC SHOULDER RUMBLE STRIPS

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\021001_CD.DWG PLOT DATE = 8/19/2010 11:26 PM PLOT BY = ANDRTISCH ERTC RYAN PLOT NAME = PLOT SCALE = 1' = 200' XREF



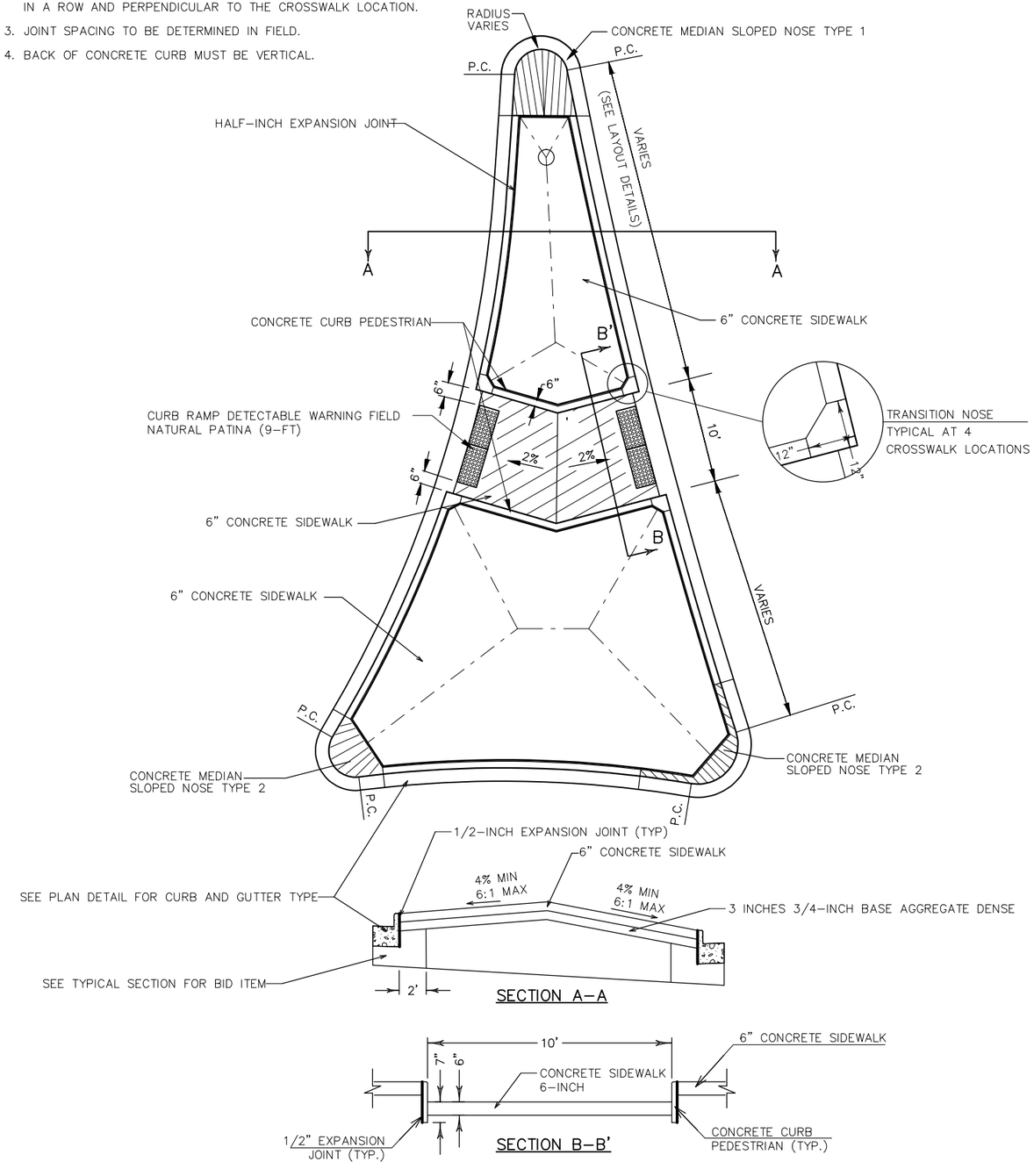
* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

**SEE SIGN DETAILS FOR POST SPACING.

ISLAND SIGN LOCATION DETAIL (TYP.)

NOTES:

1. TROWEL ISLAND NOSE TO A SMOOTH FINISH.
2. TRUNCATED DOMES IN DETECTABLE WARNING FIELD ALIGNED IN A ROW AND PERPENDICULAR TO THE CROSSWALK LOCATION.
3. JOINT SPACING TO BE DETERMINED IN FIELD.
4. BACK OF CONCRETE CURB MUST BE VERTICAL.

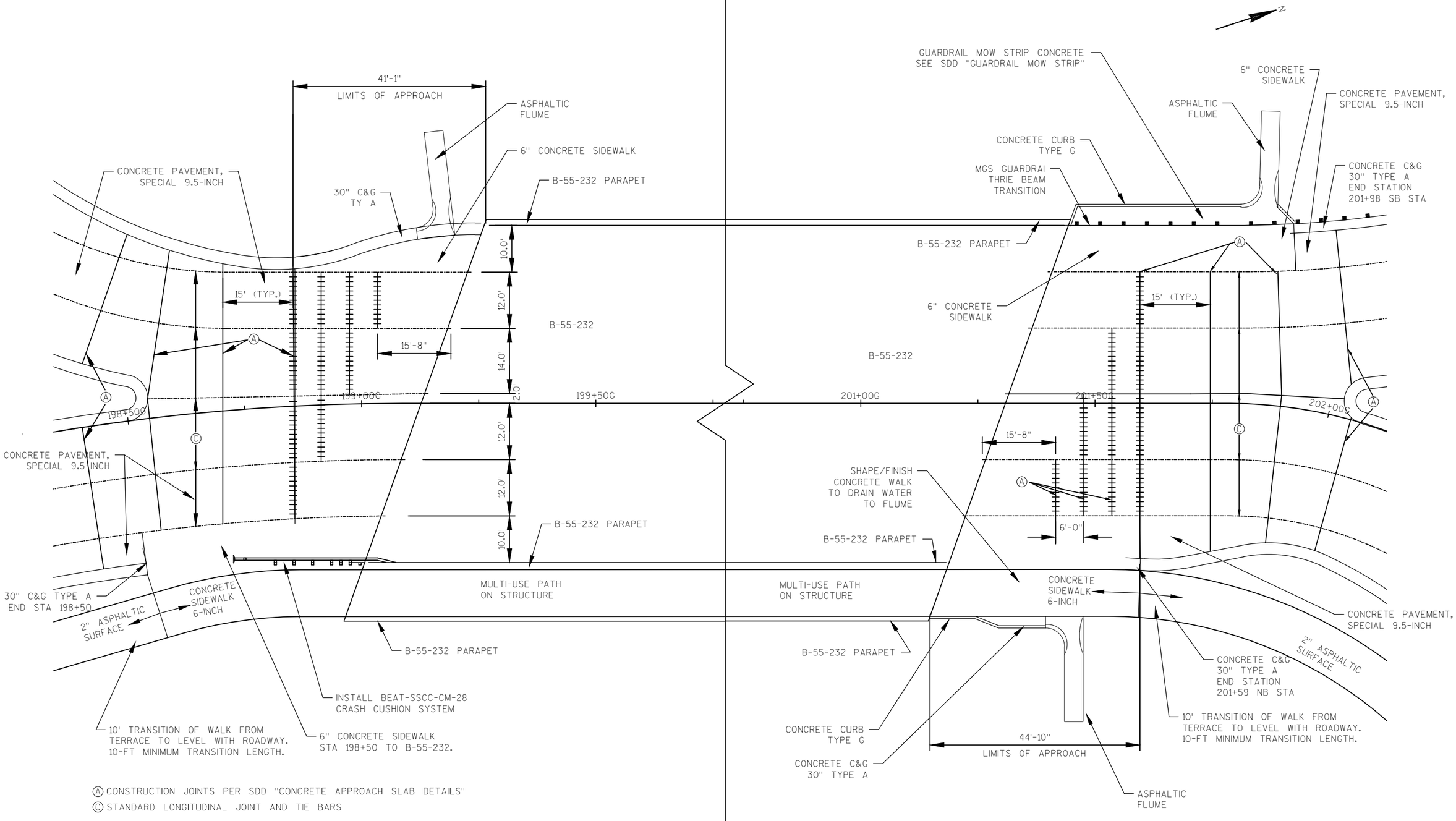


SPLITTER ISLAND DETAIL (TYP.)

2

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CONSTRUCTION DETAILS: SPLITTER ISLAND DETAILS	SHEET 27	E

2



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CONSTRUCTION DETAIL: APPROACH SLAB DETAIL	SHEET	E

FILE NAME = C:\WISDOT\DESIGN3D\72000201\SHEETSPLAN021050_AS_SD.DWG PLOT DATE = 1/7/2013 6:18 PM PLOT BY = ANDRITSCH FRIC RYAN PLOT NAME =

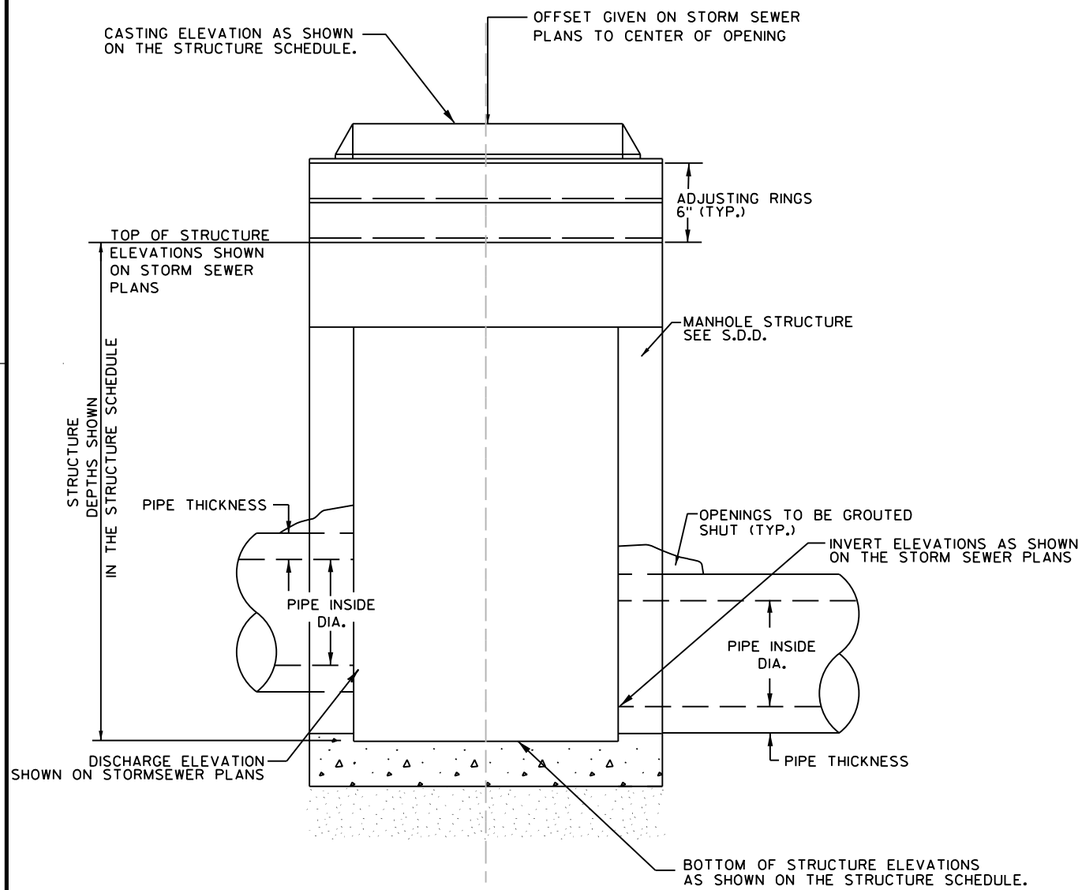
2

GENERAL NOTES:
IF STORMSEWER SHEET AND PIPE SCHEDULE OR STRUCTURE SCHEDULE CONFLICT, THE SCHEDULE RULES

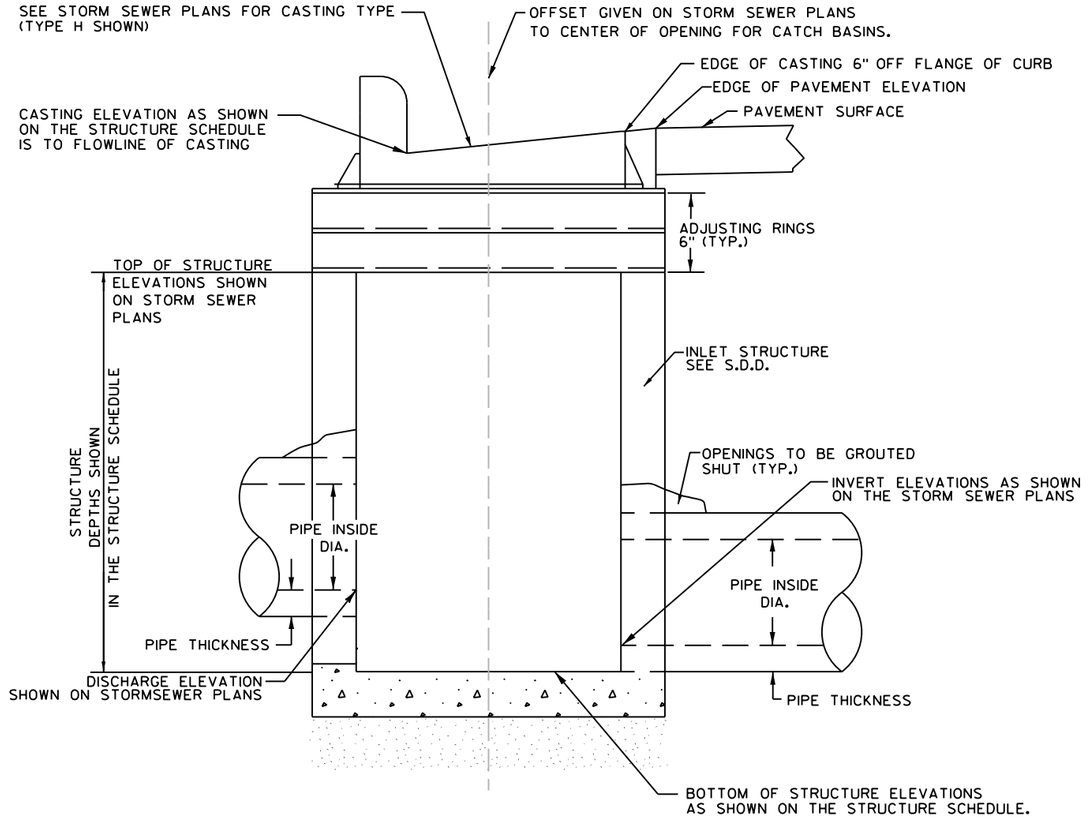
GRANULAR BACKFILL REQUIRED AROUND INLETS & MANHOLES INCIDENTAL TO CONSTRUCTION

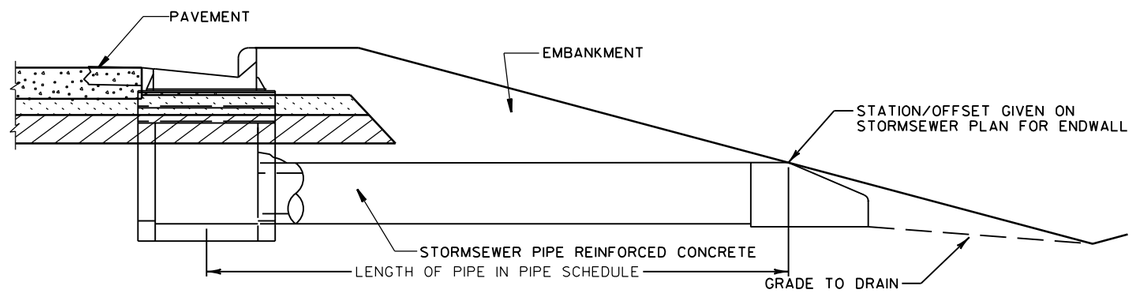
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D.

DETAIL OF MANHOLE W/CASTING



DETAIL OF INLET W/CASTING



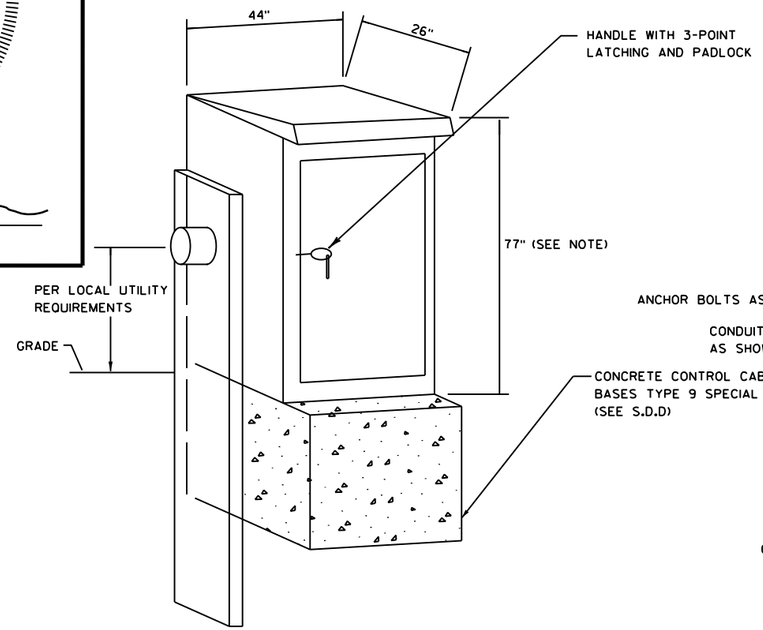


STORM SEWER OUTFALL DETAIL

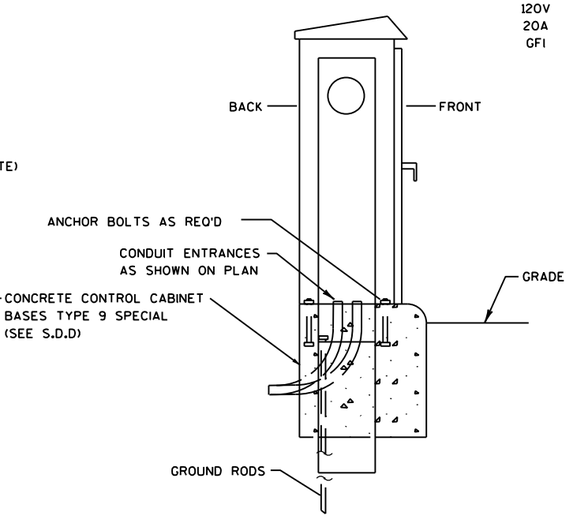
STREET LIGHTING PLANS PREPARED BY

WISCONSIN
MIKE D. SCARMON
E-37613
EVANSVILLE, WI
PROFESSIONAL ENGINEER

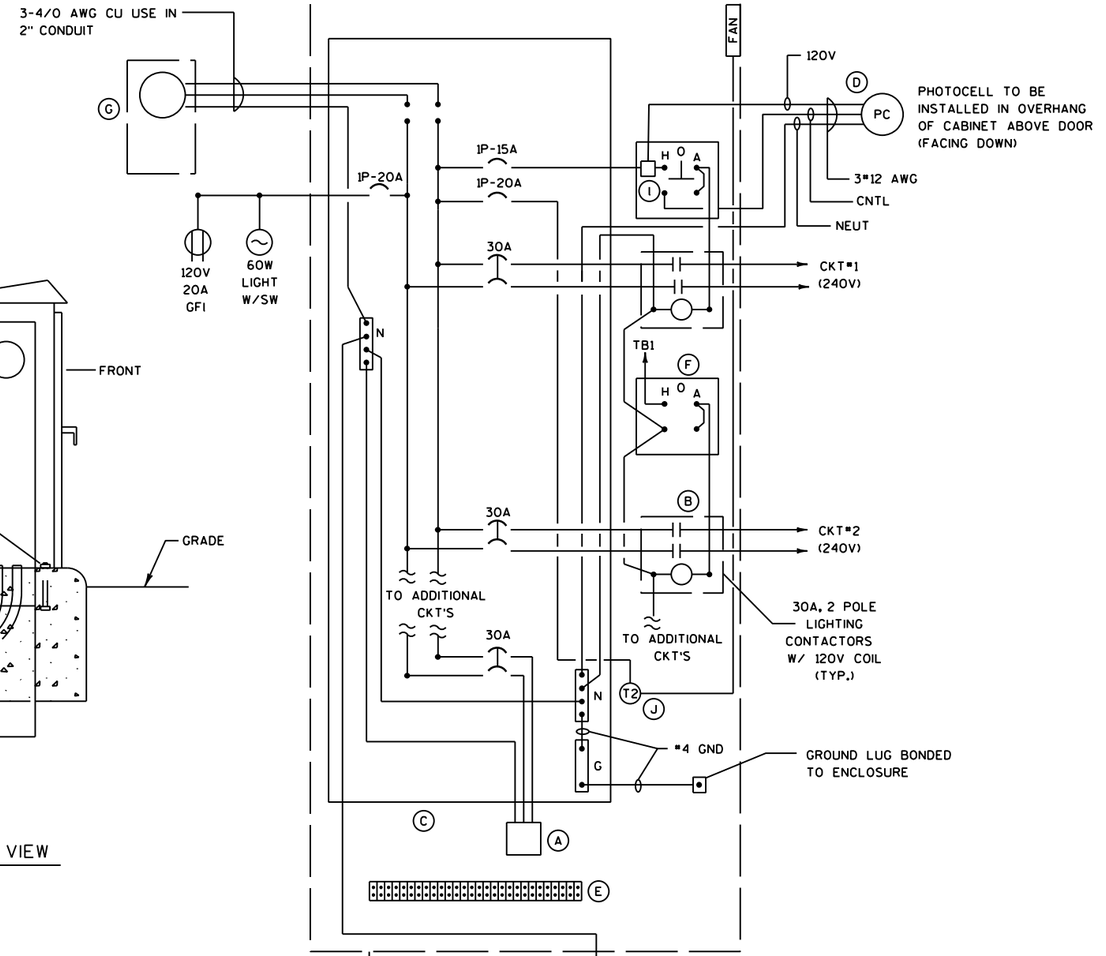
11-01-12
(DATE) (SIGNATURE)



CABINET VIEW



SIDE VIEW



CONTROL DIAGRAM

NOTES:

ALL CONTROL WIRING SHALL BE COLOR CODED #12 AWG, XLP UNLESS OTHERWISE NOTED.

ALL POWER AND CONTROL WIRING SHALL BE NEATLY ROUTED, LABELED AND SUPPORTED.

THE LIGHTING CONTROL CABINET SHALL BE COMPLETELY WIRED UP TO THE FIELD WIRING TERMINATION STRIP IN THE CONTRACTORS SHOP AND TESTED PRIOR TO THE INSTALLATION AT SITE.

A COPY OF THIS SHEET WITH AS-BUILT (RECORD) CONDITIONS SHALL BE PUT IN A PLASTIC PROTECTOR IN THE CABINET.

THE CONTRACTOR SHALL COMPLY WITH LOCAL UTILITY INSTALLATION REQUIREMENTS.

USE #10 AWG XLP CONDUCTORS FROM THE 30A CB'S TO THE FIELD WIRING TERMINATION STRIP. PROVIDE A GROUND WIRE AND NEUTRAL WIRE TO FIELD WIRING TERMINATION STRIP FROM PANELBOARD FOR EACH UNDERGROUND CABLE RUN TO LIGHTING UNITS AS REQUIRED.

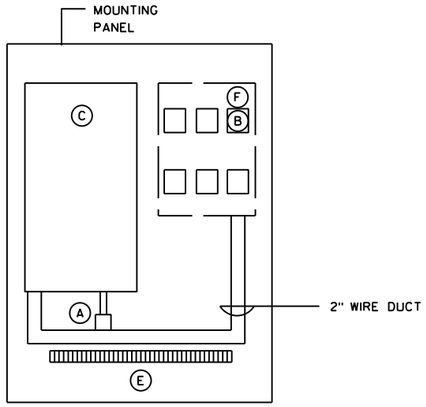
CABINET DOOR TO OPEN AWAY FROM ROADWAY.

CABINET SHALL NOT OVERLAP THE CONCRETE CONTROL BASE.

CONFIRM METER PLACEMENT WITH WISDOT AND UTILITY. PLACE METER AS REQUIRED FOR MAINTAINING BENDING RADIUS OF CONDUCTORS.

ATTACH ALL EQUIPMENT TO CABINET MOUNTING CHANNEL.

PROVIDE MINIMUM CABINET HEIGHT ALLOWABLE TO FIT NECESSARY COMPONENTS & MAINTAIN CODE CLEARANCES.



EQUIPMENT LAYOUT

CB100 - CITY OF RIVER FALLS LIGHTING CABINET

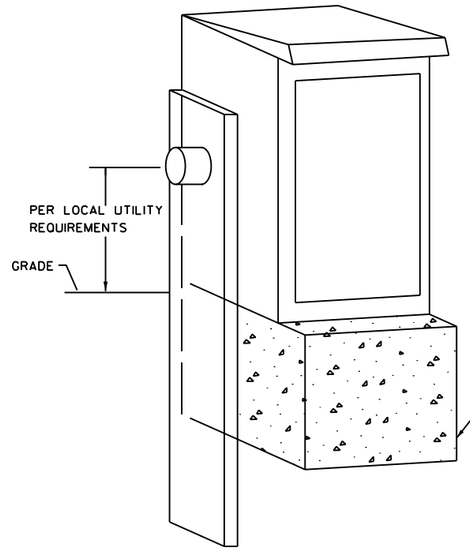
NO SCALE

EQUIPMENT

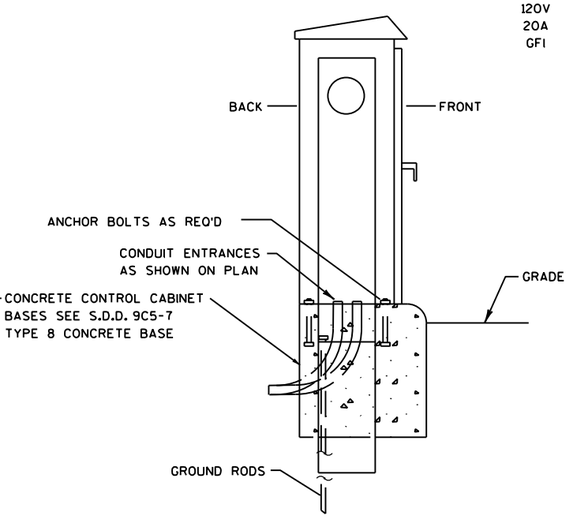
- (A) SURGE ARRESTOR
- (B) 2 POLE, 30A 600V ELECTRICALLY HELD CONTACTOR, 120V CONTROL COIL, OPEN TYPE (TYP. OF 6).
- (C) 100A MLO. 120/240V, 1PH. 3W. 24CKT., PANELBOARD WITH BOLT-ON BRANCH BREAKERS, 22000 A RMS INTERRUPTING CAPACITY.
- (D) BUTTON TYPE PHOTOCELL, 120V.
- (E) FIELD WIRING TERMINATION STRIP (MIN. 30 BLOCKS)
- (F) H-O-A SWITCH (TYP. OF 6)
- (G) 100A, 120/240V, 1 PH. 3W METER PEDESTAL
- (I) CONTROL TERMINAL BLOCK, TB1
- (J) THERMOSTAT FOR FAN CONTROL

SHEET 1 OF 6

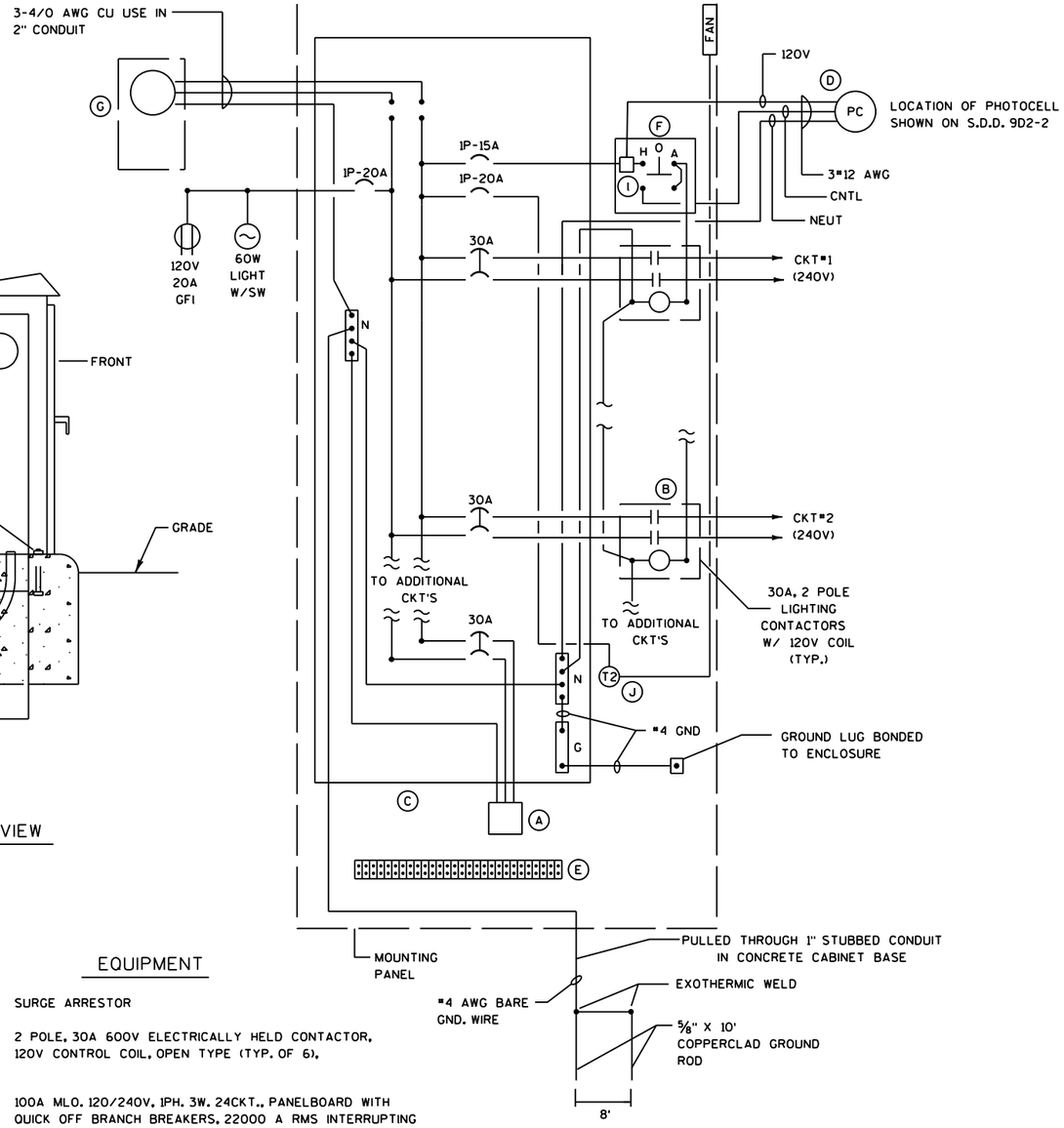
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	LIGHTING PLANS	SHEET 30	E



CABINET VIEW



SIDE VIEW



CONTROL DIAGRAM

NOTES:

ALL CONTROL WIRING SHALL BE COLOR CODED #12 AWG, XLP UNLESS OTHERWISE NOTED.

ALL POWER AND CONTROL WIRING SHALL BE NEATLY ROUTED, LABELED AND SUPPORTED.

THE LIGHTING CONTROL CABINET SHALL BE COMPLETELY WIRED UP TO THE FIELD WIRING TERMINATION STRIP IN THE CONTRACTORS SHOP AND TESTED PRIOR TO THE INSTALLATION AT SITE.

A COPY OF THIS SHEET WITH AS-BUILT (RECORD) CONDITIONS SHALL BE PUT IN A PLASTIC PROTECTOR IN THE CABINET.

THE CONTRACTOR SHALL COMPLY WITH LOCAL UTILITY INSTALLATION REQUIREMENTS.

USE #10 AWG XLP CONDUCTORS FROM THE 30A CB'S TO THE FIELD WIRING TERMINATION STRIP. PROVIDE A GROUND WIRE AND NEUTRAL WIRE TO FIELD WIRING TERMINATION STRIP FROM PANELBOARD FOR EACH UNDERGROUND CABLE RUN TO LIGHTING UNITS AS REQUIRED.

CABINET DOOR TO OPEN AWAY FROM ROADWAY.

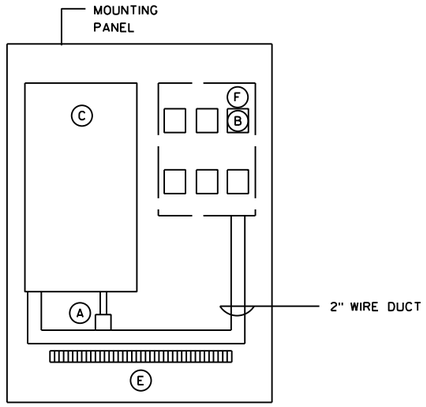
CABINET SHALL NOT OVERLAP THE CONCRETE CONTROL BASE.

CONFIRM METER PLACEMENT WITH WISDOT AND UTILITY. PLACE METER AS REQUIRED FOR MAINTAINING BENDING RADIUS OF CONDUCTORS.

ATTACH ALL EQUIPMENT TO CABINET MOUNTING CHANNEL.

PROVIDE MINIMUM CABINET HEIGHT ALLOWABLE TO FIT NECESSARY COMPONENTS & MAINTAIN CODE CLEARANCES.

SEE S.D.D. 9D2-2 USE CABINET TYPE 3866.



EQUIPMENT LAYOUT

EQUIPMENT

- (A) SURGE ARRESTOR
- (B) 2 POLE, 30A 600V ELECTRICALLY HELD CONTACTOR, 120V CONTROL COIL, OPEN TYPE (TYP. OF 6).
- (C) 100A MLO. 120/240V. 1PH. 3W. 24CKT., PANELBOARD WITH QUICK OFF BRANCH BREAKERS, 22000 A RMS INTERRUPTING CAPACITY.
- (D) BUTTON TYPE PHOTOCELL, 120V.
- (E) FIELD WIRING TERMINATION STRIP (MIN. 30 BLOCKS)
- (F) H-O-A SWITCH
- (G) 100A, 120/240V, 1 PH. 3W METER PEDESTAL
- (I) CONTROL TERMINAL BLOCK, TB1
- (J) THERMOSTAT FOR FAN CONTROL

CB200 - WISDOT LIGHTING CONTROL CABINET

NO SCALE

2

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.

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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

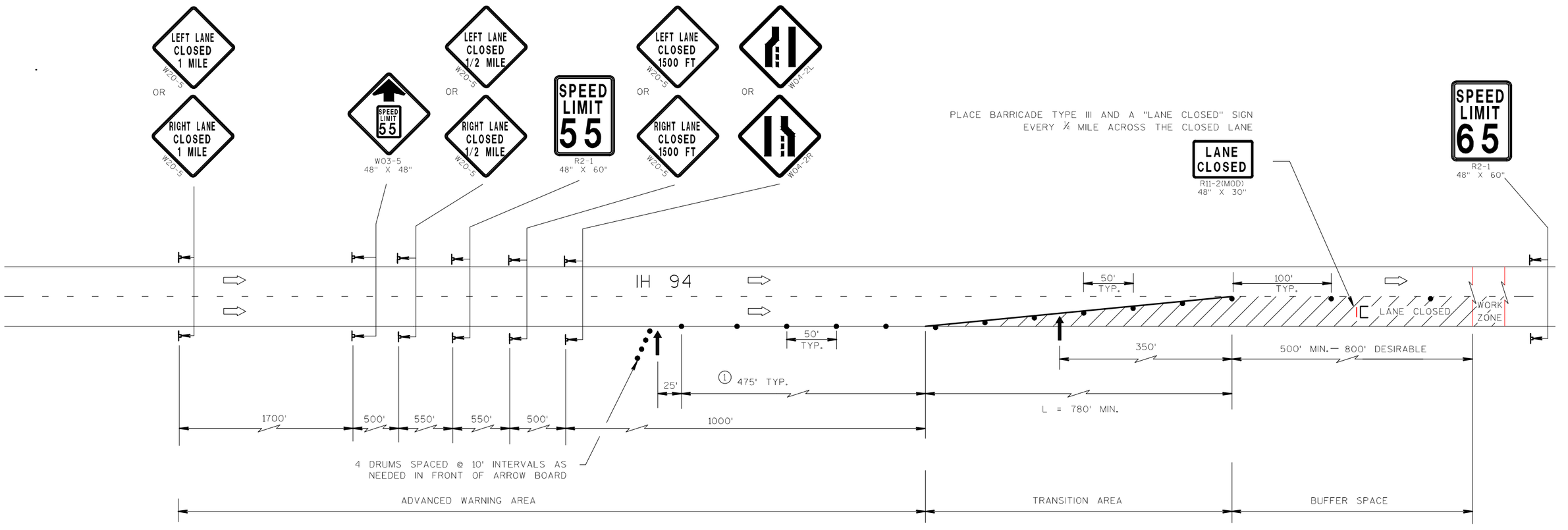
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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 ½ 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.

LEGEND

- POST(S) WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- ARROW BOARD
- BARRICADE TYPE III WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CONSTRUCTION DETAIL - TRAFFIC CONTROL LANE CLOSURE	SHEET 32	E

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.

SEE ADDITIONAL DETAILS FOR WORK ZONE TRAFFIC CONTROL REQUIREMENTS.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

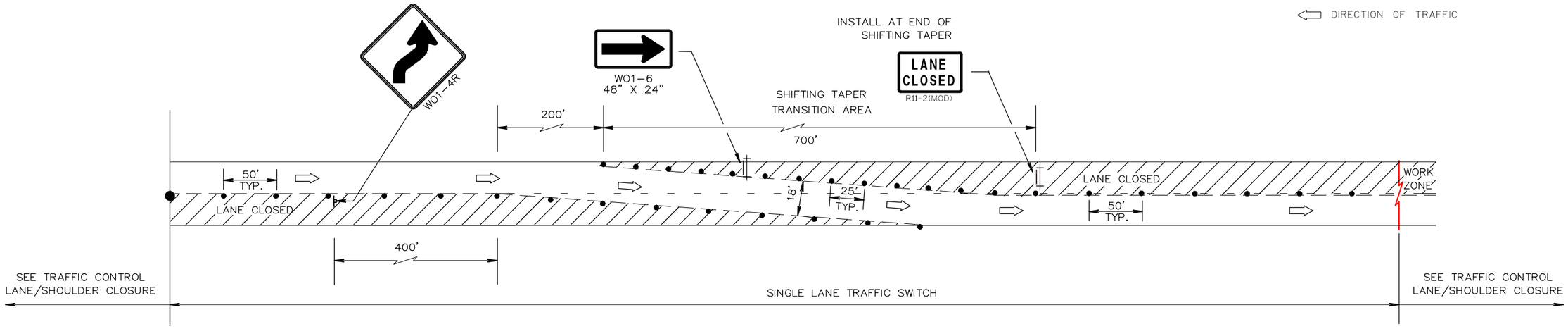
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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.

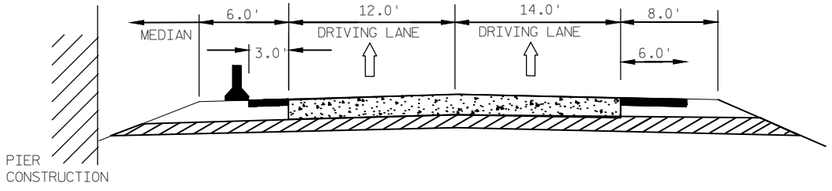
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

LEGEND

- POST(S) WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- ARROW BOARD
- BARRICADE TYPE III WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC



LANE CLOSURE TRAFFIC SWITCH



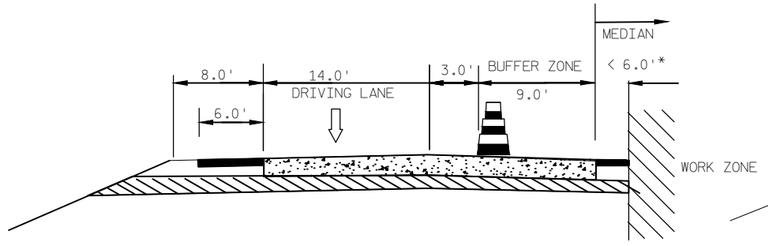
TEMPORARY CONCRETE BARRIER PLACEMENT

GENERAL NOTES

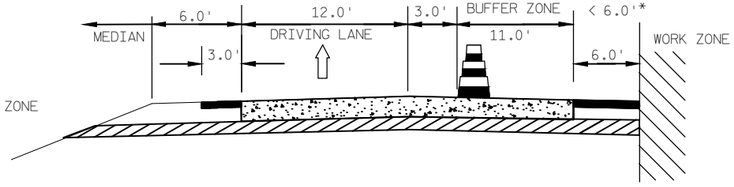
LANE CLOSURE REQUIREMENTS:

LANE CLOSURE ALLOWED ONLY WHEN WORK ZONE IS LESS THAN 6.0' HORIZONTAL AND/OR VERTICAL FROM LIVE TRAFFIC LANE

LANE CLOSURE RESTRICTIONS INCLUDE NO LANE CLOSURES DURING PEAK TRAFFIC TIMES AS INDICATED IN SPECIAL PROVISIONS.



STH 35 INSIDE LANE CLOSURES



STH 35 OUTSIDE LANE CLOSURES

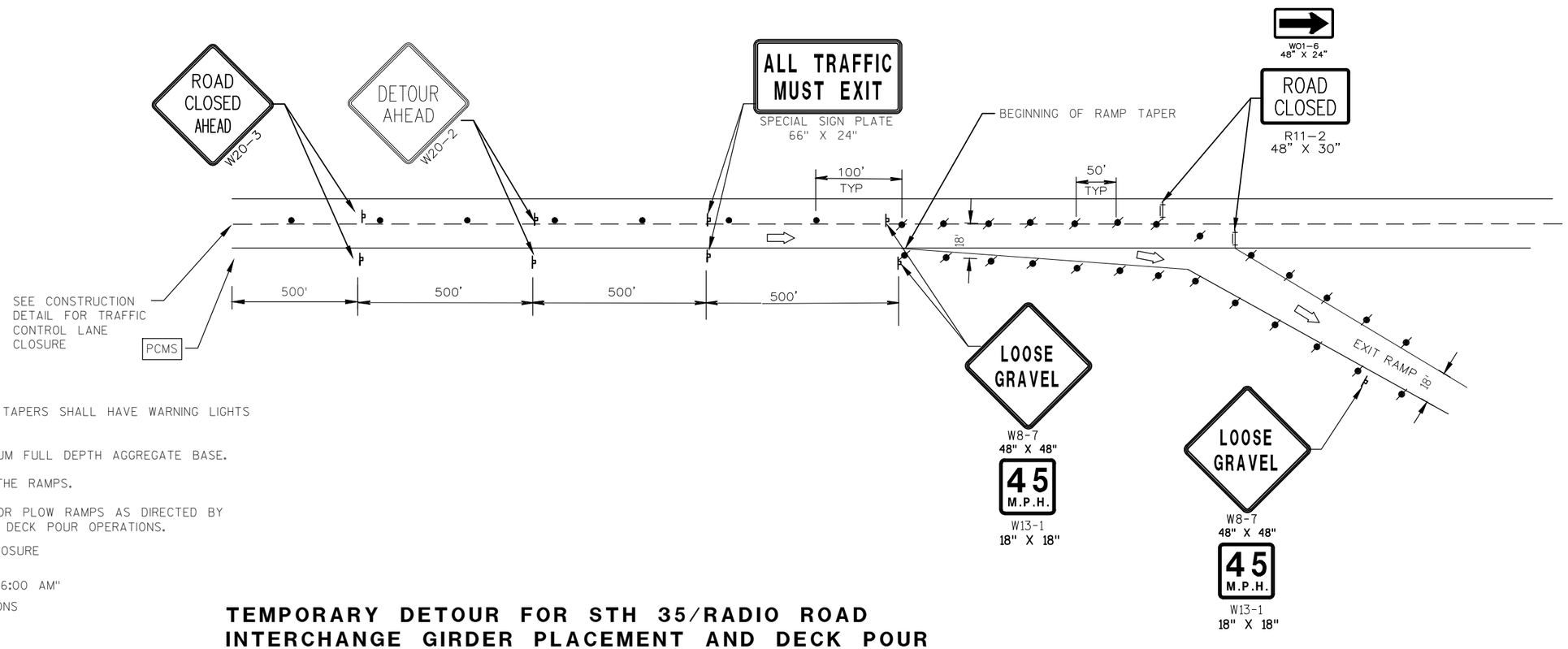
DRUM PLACEMENT
TEMPORARY LANE CLOSURE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CONSTRUCTION DETAIL - TC LANE SWITCH AND DRUM PLACEMENT	SHEET 33	E

2

LEGEND

- POST(S) WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT TYPE C
- TRAFFIC CONTROL DRUM
- BARRICADE TYPE III WITH ATTACHED SIGN
- BARRICADE TYPE III
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN



GENERAL NOTES

FOR NIGHTTIME OPERATIONS, ALL DRUMS IN TAPERS SHALL HAVE WARNING LIGHTS TYPE C (STEADY BURN).

RAMPS MUST BE CONSTRUCTED TO A MINIMUM FULL DEPTH AGGREGATE BASE.

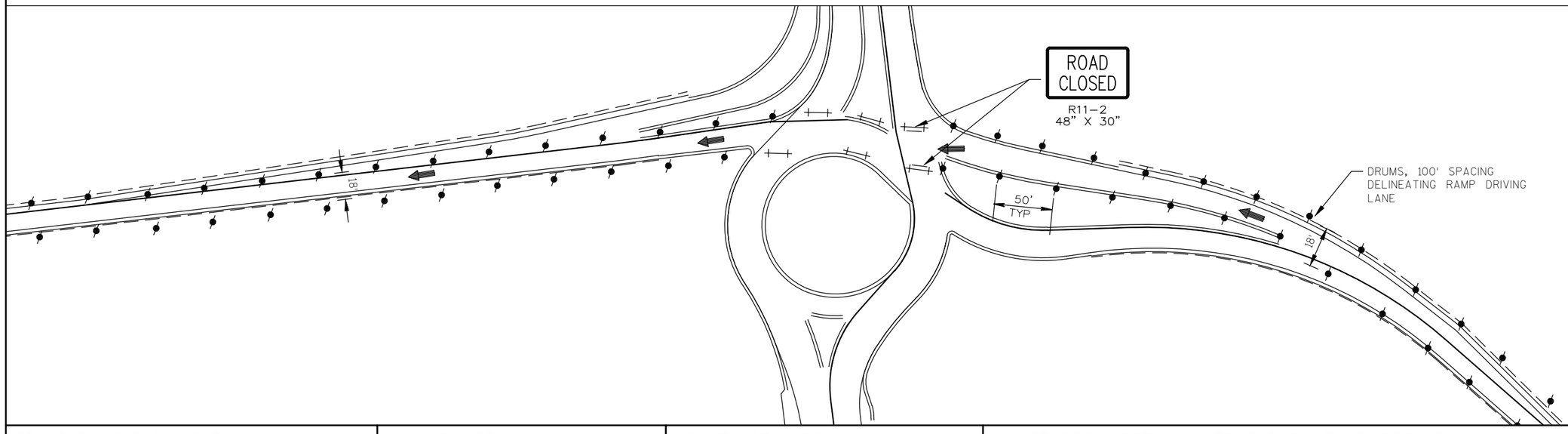
MAINTAIN A 18' WIDE DRIVING SURFACE ON THE RAMPS.

MAINTAIN, GRADE SMOOTH, CONTROL DUST, OR PLOW RAMPS AS DIRECTED BY ENGINEER IN THE FIELD DURING GIRDER AND DECK POUR OPERATIONS.

PCMS MESSAGES 1-WEEK PRIOR TO LANE CLOSURE
FRAME 1 - "NIGHTTIME ROAD WORK"
FRAME 2 - "EXPECT DELAYS 11:00 PM TO 6:00 AM"

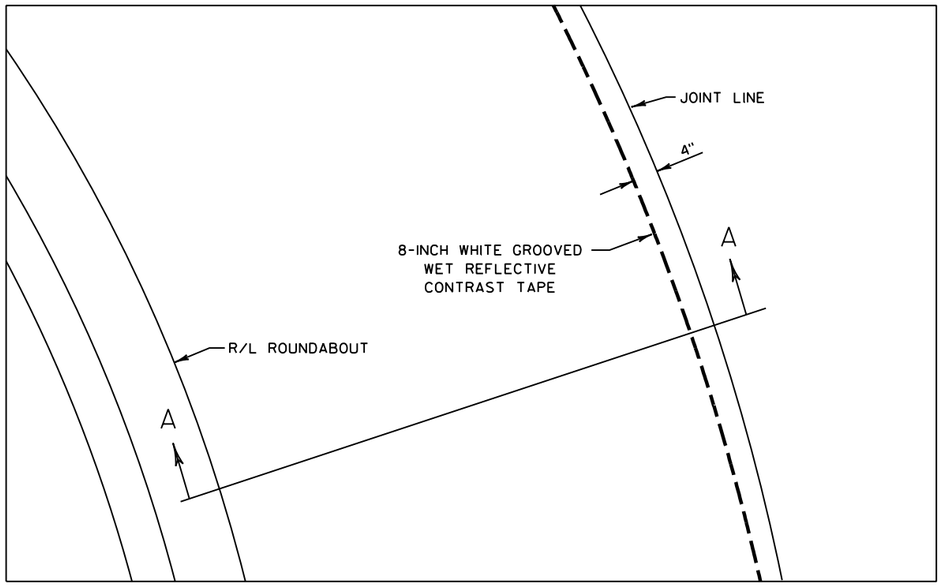
PCMS MESSAGES DURING NIGHTTIME OPERATIONS
FRAME 1 - "ROAD CLOSED AHEAD"
FRAME 2 - "FOLLOW DETOUR"

TEMPORARY DETOUR FOR STH 35/RADIO ROAD INTERCHANGE GIRDER PLACEMENT AND DECK POUR



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CONSTRUCTION DETAIL - TEMPORARY RAMP DETOUR	SHEET E

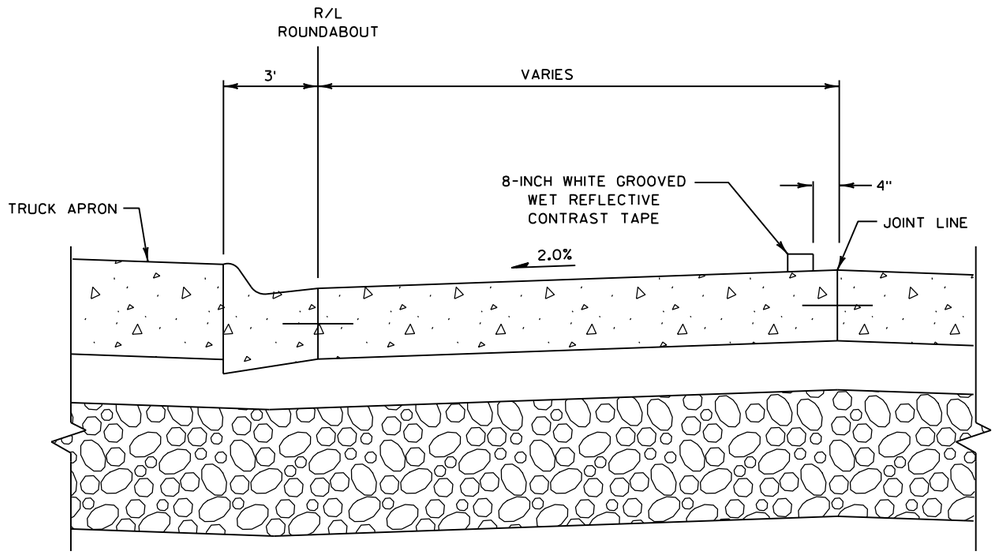
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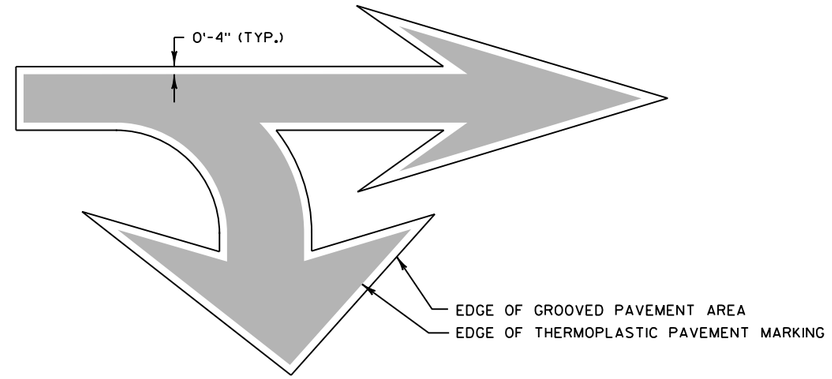
PLAN

NOTE:

ALIGNMENT PLACED ON JOINT IN SPIRAL LOCATION.
FOLLOW THIS DETAIL FOR MARKING LOCATION.



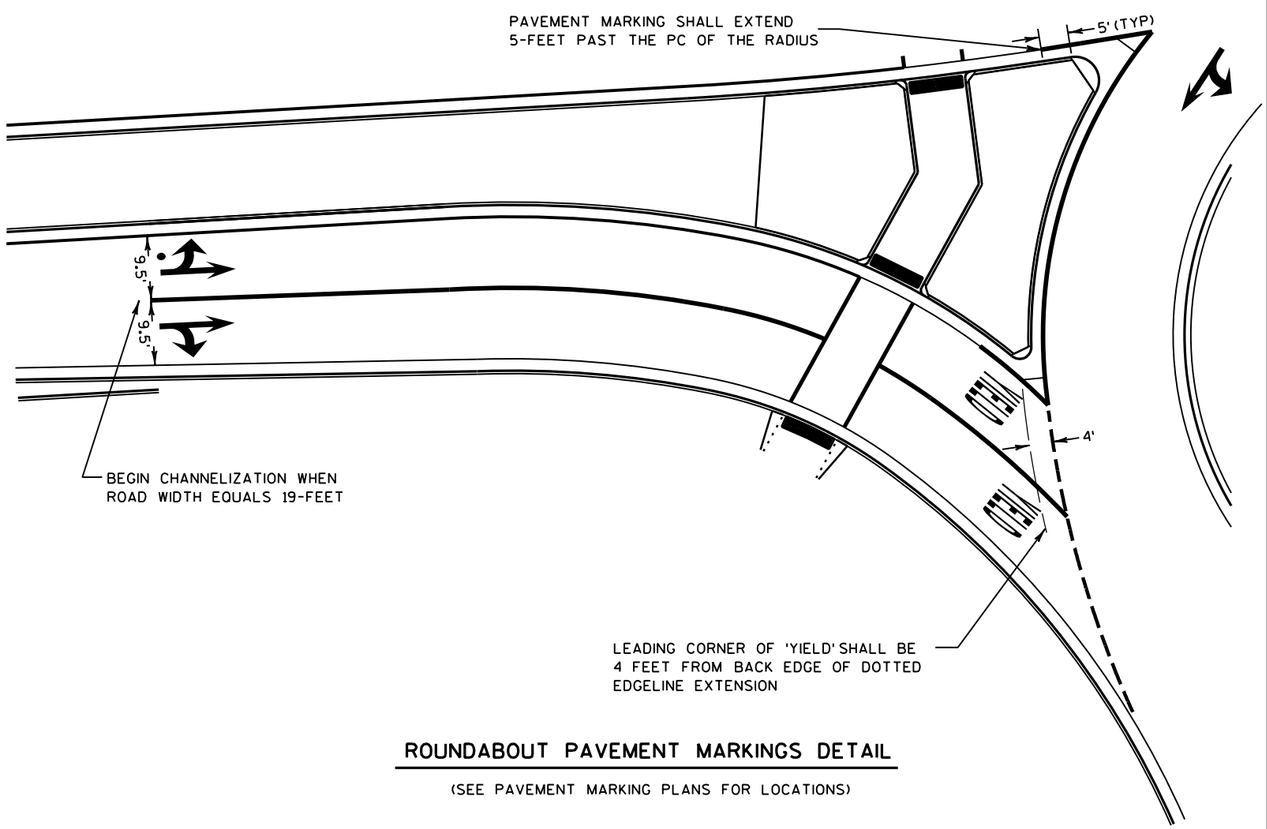
SECTION A-A



NOTE:

CONSTRUCTION DETAIL TYPICAL FOR ALL GROOVED THERMOPLASTIC PAVEMENT MARKING SYMBOLS AND WORDS. GROOVED AREA NOT TO EXCEED 4-INCHES OUTSIDE OR EDGE OF PAVEMENT MARKING.

GROOVED MARKING DETAIL

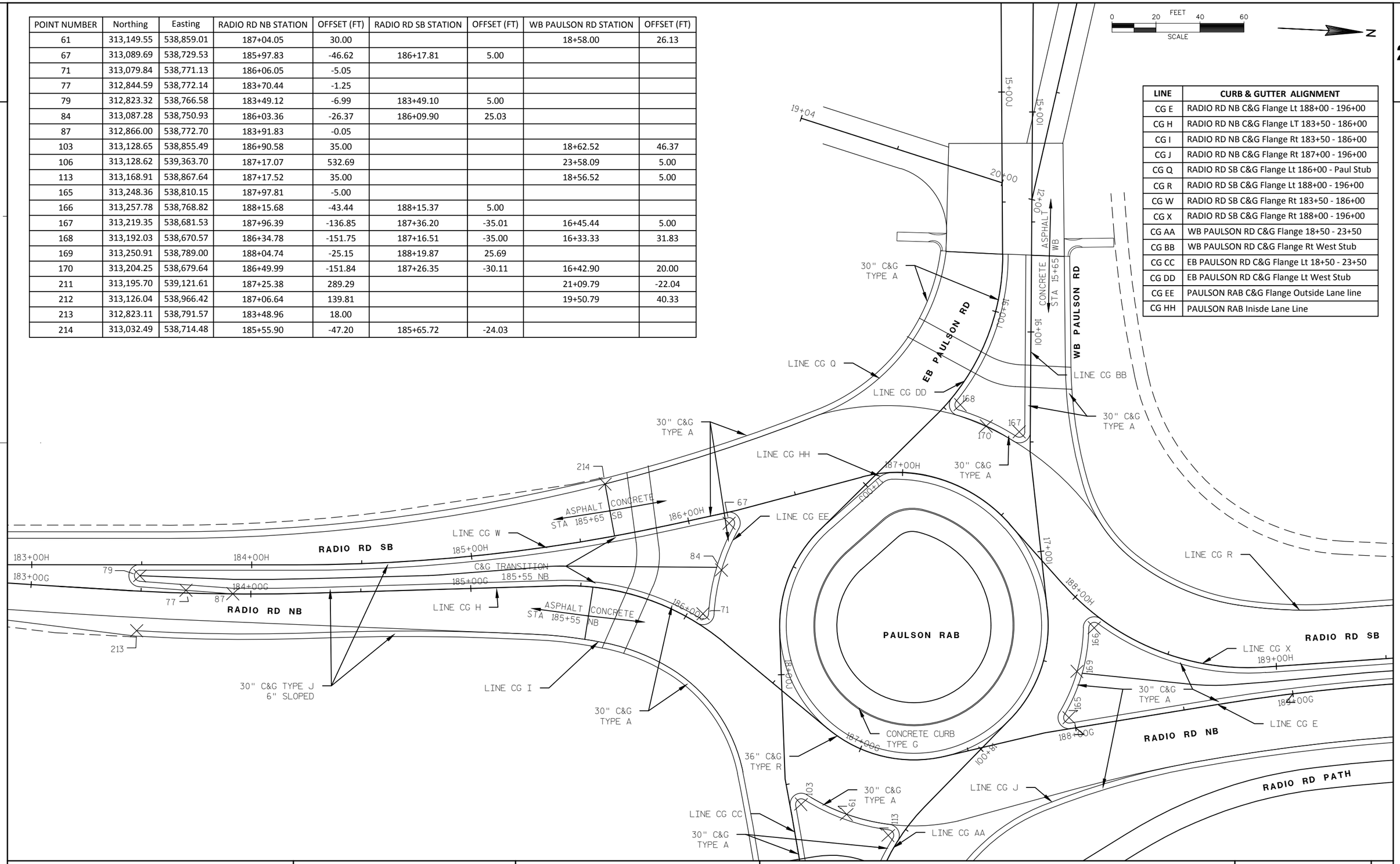


ROUNDABOUT PAVEMENT MARKINGS DETAIL

(SEE PAVEMENT MARKING PLANS FOR LOCATIONS)

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CONSTRUCTION DETAILS	SHEET 35	E

POINT NUMBER	Northing	Easting	RADIO RD NB STATION	OFFSET (FT)	RADIO RD SB STATION	OFFSET (FT)	WB PAULSON RD STATION	OFFSET (FT)
61	313,149.55	538,859.01	187+04.05	30.00			18+58.00	26.13
67	313,089.69	538,729.53	185+97.83	-46.62	186+17.81	5.00		
71	313,079.84	538,771.13	186+06.05	-5.05				
77	312,844.59	538,772.14	183+70.44	-1.25				
79	312,823.32	538,766.58	183+49.12	-6.99	183+49.10	5.00		
84	313,087.28	538,750.93	186+03.36	-26.37	186+09.90	25.03		
87	312,866.00	538,772.70	183+91.83	-0.05				
103	313,128.65	538,855.49	186+90.58	35.00			18+62.52	46.37
106	313,128.62	539,363.70	187+17.07	532.69			23+58.09	5.00
113	313,168.91	538,867.64	187+17.52	35.00			18+56.52	5.00
165	313,248.36	538,810.15	187+97.81	-5.00				
166	313,257.78	538,768.82	188+15.68	-43.44	188+15.37	5.00		
167	313,219.35	538,681.53	187+96.39	-136.85	187+36.20	-35.01	16+45.44	5.00
168	313,192.03	538,670.57	186+34.78	-151.75	187+16.51	-35.00	16+33.33	31.83
169	313,250.91	538,789.00	188+04.74	-25.15	188+19.87	25.69		
170	313,204.25	538,679.64	186+49.99	-151.84	187+26.35	-30.11	16+42.90	20.00
211	313,195.70	539,121.61	187+25.38	289.29			21+09.79	-22.04
212	313,126.04	538,966.42	187+06.64	139.81			19+50.79	40.33
213	312,823.11	538,791.57	183+48.96	18.00				
214	313,032.49	538,714.48	185+55.90	-47.20	185+65.72	-24.03		



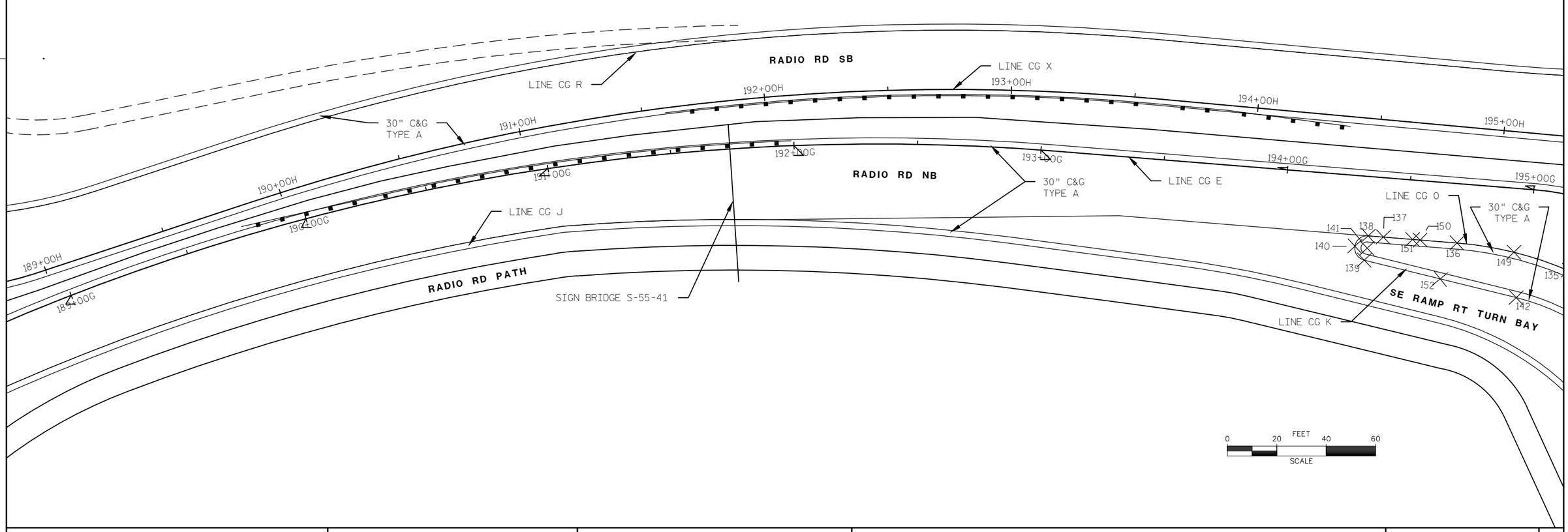
LINE	CURB & GUTTER ALIGNMENT
CG E	RADIO RD NB C&G Flange Lt 188+00 - 196+00
CG H	RADIO RD NB C&G Flange LT 183+50 - 186+00
CG I	RADIO RD NB C&G Flange Rt 183+50 - 186+00
CG J	RADIO RD NB C&G Flange Rt 187+00 - 196+00
CG Q	RADIO RD SB C&G Flange Lt 186+00 - Paul Stub
CG R	RADIO RD SB C&G Flange Lt 188+00 - 196+00
CG W	RADIO RD SB C&G Flange Rt 183+50 - 186+00
CG X	RADIO RD SB C&G Flange Rt 188+00 - 196+00
CG AA	WB PAULSON RD C&G Flange 18+50 - 23+50
CG BB	WB PAULSON RD C&G Flange Rt West Stub
CG CC	EB PAULSON RD C&G Flange Lt 18+50 - 23+50
CG DD	EB PAULSON RD C&G Flange Lt West Stub
CG EE	PAULSON RAB C&G Flange Outside Lane line
CG HH	PAULSON RAB Inisde Lane Line

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	INTERSECTION DETAILS: RADIO RD AND PAULSON RAB	SHEET	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\021101_TD.DWG PLOT DATE = 8/3/2008 8:36 AM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME = PLOT SCALE = 1 IN=40 FT

POINT NUMBER	Northing	Easting	RADIO RD NB STATION	OFFSET (FT)
135	313,945.21	538,904.40	195+23.27	29.76
136	313,903.12	538,884.47	194+70.72	24.00
137	313,874.42	538,876.22	194+40.86	24.00
138	313,868.49	538,874.52	194+34.68	24.00
139	313,864.97	538,883.85	194+33.88	33.93
140	313,862.43	538,877.56	194+29.70	28.60
141	313,867.11	538,879.32	194+34.68	29.00
142	313,922.23	538,910.89	194+96.38	44.12
149	313,924.98	538,892.72	194+94.00	25.90
150	313,888.77	538,880.35	194+55.79	24.00
151	313,885.80	538,879.49	194+52.70	24.00
152	313,893.60	538,897.37	194+65.13	39.03

LINE	CURB & GUTTER ALIGNMENT
CG E	RADIO RD NB C&G Flange Lt 188+00 - 196+00
CG J	RADIO RD NB C&G Flange Rt 187+00 - 196+00
CG K	RADIO RD NB C&G Flange Rt 194+50 - 196+00
CG O	RADIO RD NB C&G Flange Rt2 194+50 - 196+00
CG R	RADIO RD SB C&G Flange Lt 188+00 - 196+00
CG X	RADIO RD SB C&G Flange Rt 188+00 - 196+00

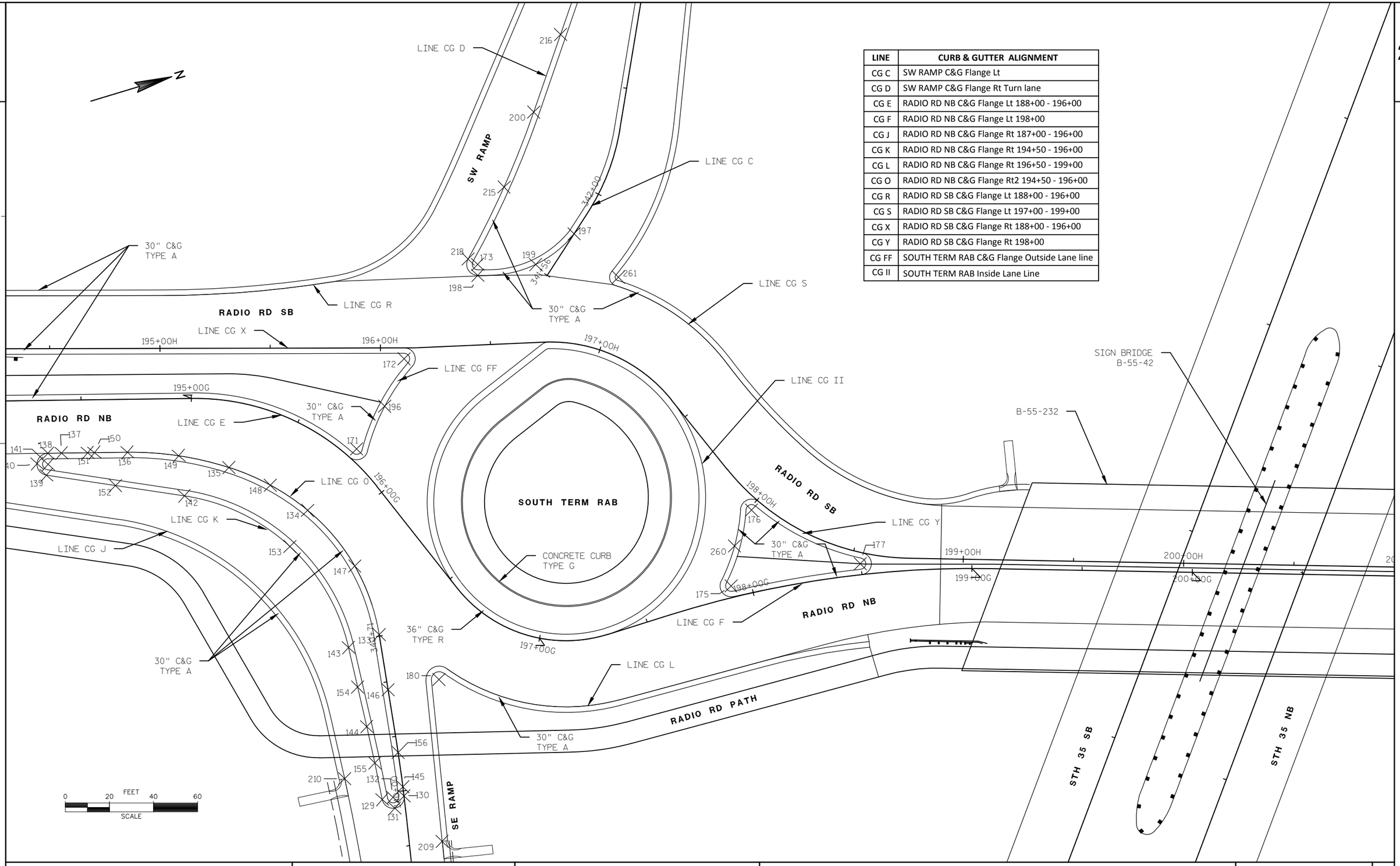


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	INTERSECTION DETAILS: RADIO RD	SHEET	E

FILE NAME = C:\WISDOT\DESIGN(3D)\72000201\SHEETSPLAN\021101_TD.DWG PLOT DATE = 9/3/2008 9:36 AM PLOT BY = ANDRTISCH FRTC RYAN PLOT NAME = PLOT SCALE = 1 IN:40 FT

2

LINE	CURB & GUTTER ALIGNMENT
CG C	SW RAMP C&G Flange Lt
CG D	SW RAMP C&G Flange Rt Turn lane
CG E	RADIO RD NB C&G Flange Lt 188+00 - 196+00
CG F	RADIO RD NB C&G Flange Lt 198+00
CG J	RADIO RD NB C&G Flange Rt 187+00 - 196+00
CG K	RADIO RD NB C&G Flange Rt 194+50 - 196+00
CG L	RADIO RD NB C&G Flange Rt 196+50 - 199+00
CG O	RADIO RD NB C&G Flange Rt2 194+50 - 196+00
CG R	RADIO RD SB C&G Flange Lt 188+00 - 196+00
CG S	RADIO RD SB C&G Flange Lt 197+00 - 199+00
CG X	RADIO RD SB C&G Flange Rt 188+00 - 196+00
CG Y	RADIO RD SB C&G Flange Rt 198+00
CG FF	SOUTH TERM RAB C&G Flange Outside Lane line
CG II	SOUTH TERM RAB Inside Lane Line

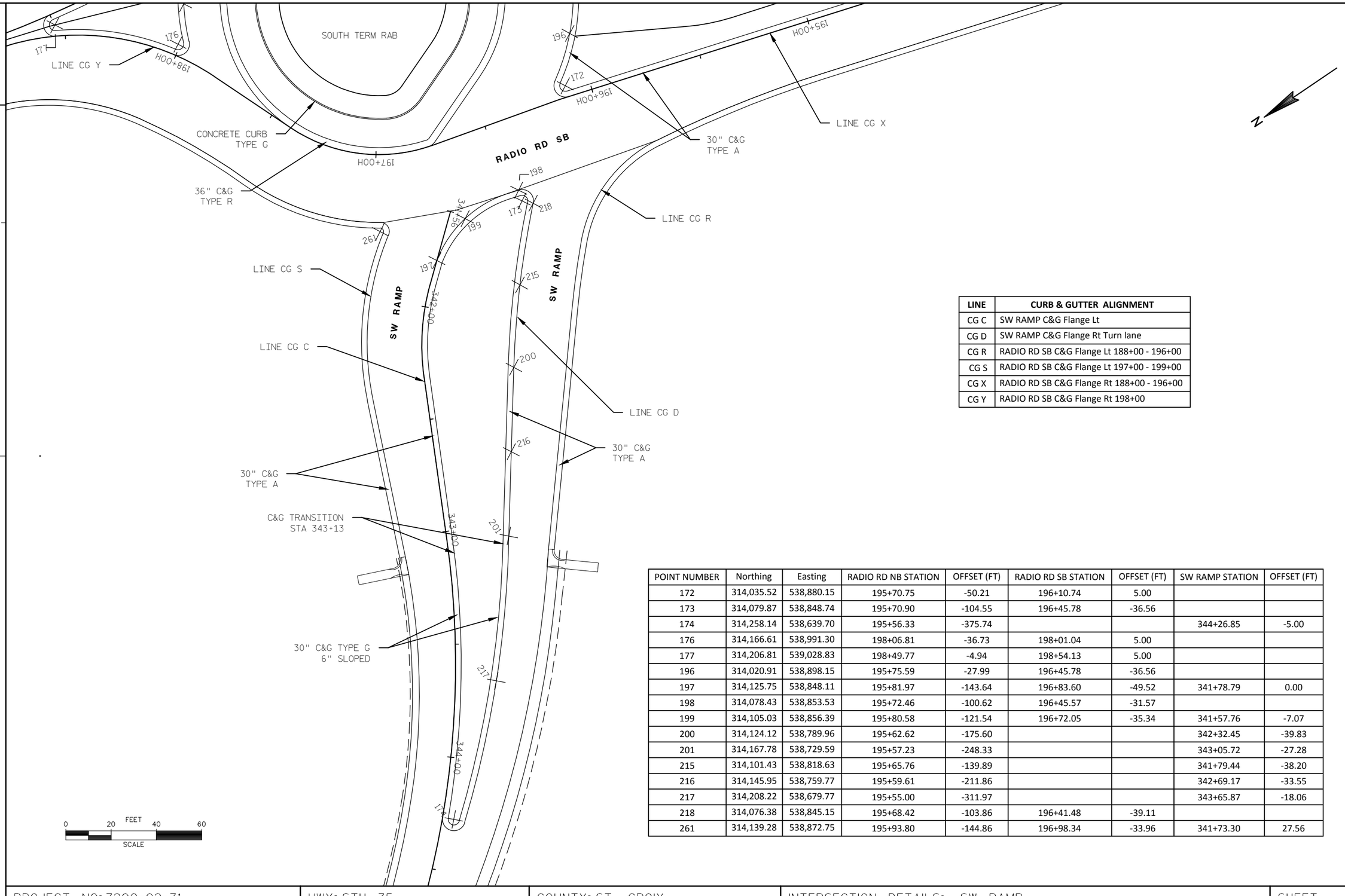


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	INTERSECTION DETAILS: RADIO RD AND SOUTH TERM RAB	SHEET	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\021101_TD.DWG PLOT DATE = 8/3/2008 8:36 AM PLOT BY = ANDRTISCH FRTC RYAN PLOT NAME = PLOT SCALE = 1.IN=40.FT

POINT NUMBER	Northing	Easting	RADIO RD NB STATION	OFFSET (FT)	RADIO RD SB STATION	OFFSET (FT)	SW RAMP STATION	OFFSET (FT)	SE RAMP STATION	OFFSET (FT)
129	313,968.37	539,068.59	196+77.20	95.60					339+97.31	-9.99
130	313,978.27	539,069.94	196+80.34	89.27					339+97.67	0.00
131	313,972.67	539,074.04	196+79.95	96.15					339+92.63	-4.86
132	313,973.34	539,069.09	196+78.69	92.25					339+97.67	-5.00
133	313,988.62	538,996.64	196+49.97	40.81						
134	313,973.82	538,933.30	195+81.03	30.54						
135	313,945.21	538,904.40	195+23.27	29.76						
136	313,903.12	538,884.47	194+70.72	24.00						
137	313,874.42	538,876.22	194+40.86	24.00						
138	313,868.49	538,874.52	194+34.68	24.00						
139	313,864.97	538,883.85	194+33.88	33.93						
140	313,862.43	538,877.56	194+29.70	28.60						
141	313,867.11	538,879.32	194+34.68	29.00						
142	313,922.23	538,910.89	194+96.38	44.12						
143	313,973.60	538,998.21	196+45.93	55.35					340+68.15	-14.68
144	313,971.17	539,034.92	196+66.35	73.20					340+31.44	-12.22
145	313,978.98	539,065.78	196+79.29	85.88					340+01.89	0.00
146	313,985.27	539,021.71	196+64.28	54.33					340+46.41	0.00
147	313,987.00	538,963.62	196+18.65	30.21						
148	313,960.89	538,917.48	195+52.05	31.03						
149	313,924.98	538,892.72	194+94.00	25.90						
150	313,888.77	538,880.35	194+55.79	24.00						
151	313,885.80	538,879.49	194+52.70	24.00						
152	313,893.60	538,897.37	194+65.13	39.03						
153	313,961.37	538,946.64	195+90.82	47.75						
154	313,972.38	539,016.57	196+58.86	63.43					340+49.80	-13.45
155	313,969.91	539,051.77	196+72.23	83.75					340+14.41	-11.18
156	313,981.44	539,050.30	196+74.88	73.78					340+17.57	0.02
171	314,003.10	538,913.01	195+78.24	-5.00						
172	314,035.52	538,880.15	195+70.75	-50.21	196+10.74	5.00				
173	314,079.87	538,848.74	195+70.90	-104.55	196+45.78	-36.56				
175	314,147.82	539,021.52	197+90.95	-5.23						
176	314,166.61	538,991.30	198+06.81	-36.73	198+01.04	5.00				
177	314,206.81	539,028.83	198+49.77	-4.94	198+54.13	5.00				
180	314,008.73	539,023.95	196+72.96	36.01					340+47.30	23.56
196	314,020.91	538,898.15	195+75.59	-27.99	196+45.78	-36.56				
197	314,125.75	538,848.11	195+81.97	-143.64	196+83.60	-49.52	341+78.79	0.00		
198	314,078.43	538,853.53	195+72.46	-100.62	196+45.57	-31.57				
199	314,105.03	538,856.39	195+80.58	-121.54	196+72.05	-35.34	341+57.76	-7.07		
200	314,124.12	538,789.96	195+62.62	-175.60			342+32.45	-39.83		
209	313,988.87	539,094.63	196+90.00	100.89					335+75.39	14.82
210	313,954.77	539,054.64	196+69.55	97.72					340+09.07	-25.71
215	314,101.43	538,818.63	195+65.76	-139.89			341+79.44	-38.20		
216	314,145.95	538,759.77	195+59.61	-211.86			342+69.17	-33.55		
218	314,076.38	538,845.15	195+68.42	-103.86	196+41.48	-39.11				
260	314,154.53	539,004.64	197+96.46	-22.49	198+04.89	22.48				
261	314,139.28	538,872.75	195+93.80	-144.86	196+98.34	-33.96	341+73.30	27.56		

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\021101_TD.DWG PLOT DATE = 9/3/2008 9:36 AM PLOT BY = ANDRITSCH ERTC RYAN PLOT NAME = PLOT SCALE = ##########

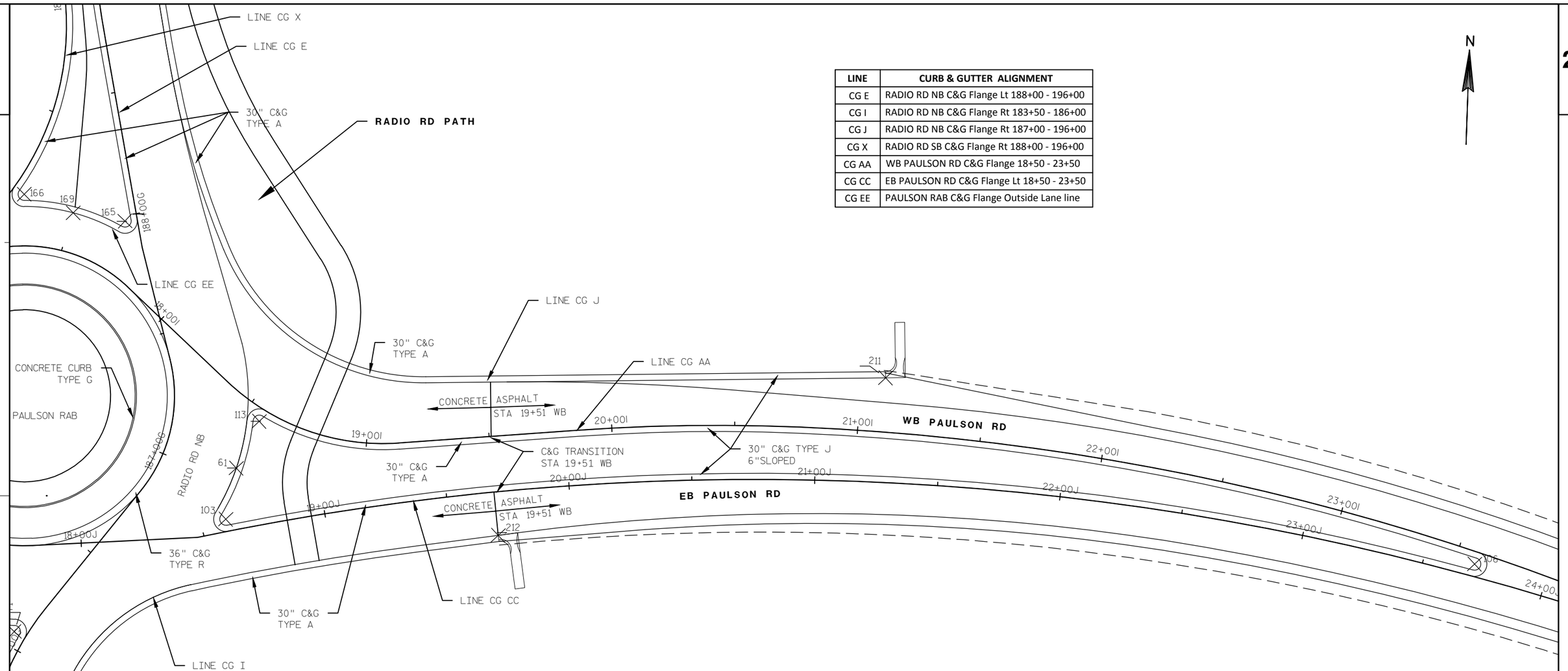


LINE	CURB & GUTTER ALIGNMENT
CG C	SW RAMP C&G Flange Lt
CG D	SW RAMP C&G Flange Rt Turn lane
CG R	RADIO RD SB C&G Flange Lt 188+00 - 196+00
CG S	RADIO RD SB C&G Flange Lt 197+00 - 199+00
CG X	RADIO RD SB C&G Flange Rt 188+00 - 196+00
CG Y	RADIO RD SB C&G Flange Rt 198+00

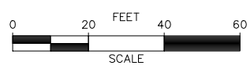
POINT NUMBER	Northing	Easting	RADIO RD NB STATION	OFFSET (FT)	RADIO RD SB STATION	OFFSET (FT)	SW RAMP STATION	OFFSET (FT)
172	314,035.52	538,880.15	195+70.75	-50.21	196+10.74	5.00		
173	314,079.87	538,848.74	195+70.90	-104.55	196+45.78	-36.56		
174	314,258.14	538,639.70	195+56.33	-375.74			344+26.85	-5.00
176	314,166.61	538,991.30	198+06.81	-36.73	198+01.04	5.00		
177	314,206.81	539,028.83	198+49.77	-4.94	198+54.13	5.00		
196	314,020.91	538,898.15	195+75.59	-27.99	196+45.78	-36.56		
197	314,125.75	538,848.11	195+81.97	-143.64	196+83.60	-49.52	341+78.79	0.00
198	314,078.43	538,853.53	195+72.46	-100.62	196+45.57	-31.57		
199	314,105.03	538,856.39	195+80.58	-121.54	196+72.05	-35.34	341+57.76	-7.07
200	314,124.12	538,789.96	195+62.62	-175.60			342+32.45	-39.83
201	314,167.78	538,729.59	195+57.23	-248.33			343+05.72	-27.28
215	314,101.43	538,818.63	195+65.76	-139.89			341+79.44	-38.20
216	314,145.95	538,759.77	195+59.61	-211.86			342+69.17	-33.55
217	314,208.22	538,679.77	195+55.00	-311.97			343+65.87	-18.06
218	314,076.38	538,845.15	195+68.42	-103.86	196+41.48	-39.11		
261	314,139.28	538,872.75	195+93.80	-144.86	196+98.34	-33.96	341+73.30	27.56

2

LINE	CURB & GUTTER ALIGNMENT
CG E	RADIO RD NB C&G Flange Lt 188+00 - 196+00
CG I	RADIO RD NB C&G Flange Rt 183+50 - 186+00
CG J	RADIO RD NB C&G Flange Rt 187+00 - 196+00
CG X	RADIO RD SB C&G Flange Rt 188+00 - 196+00
CG AA	WB PAULSON RD C&G Flange 18+50 - 23+50
CG CC	EB PAULSON RD C&G Flange Lt 18+50 - 23+50
CG EE	PAULSON RAB C&G Flange Outside Lane line



POINT NUMBER	Northing	Easting	RADIO RD NB STATION	OFFSET (FT)	RADIO RD SB STATION	OFFSET (FT)	WB PAULSON RD STATION	OFFSET (FT)
61	313,149.55	538,859.01	187+04.05	30.00			18+58.00	26.13
103	313,128.65	538,855.49	186+90.58	35.00			18+62.52	46.37
106	313,128.62	539,363.70	187+17.07	532.69			23+58.09	5.00
113	313,168.91	538,867.64	187+17.52	35.00			18+56.52	5.00
165	313,248.36	538,810.15	187+97.81	-5.00				
166	313,257.78	538,768.82	188+15.68	-43.44	188+15.37	5.00		
169	313,250.91	538,789.00	188+04.74	-25.15	188+19.87	25.69		
211	313,195.70	539,121.61	187+25.38	289.29			21+09.79	-22.04
212	313,126.04	538,966.42	187+06.64	139.81			19+50.79	40.33



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	INTERSECTION DETAILS: PAULSON RD	SHEET	E

FILE NAME = C:\WTSDOT\DESIGN\C3D\72000201\SHEETSPLAN\021101_TD.DWG PLOT DATE = 8/3/2008 8:36 AM PLOT BY = ANDRTISCH FRTC RYAN PLOT NAME = PLOT SCALE = 1.IN:40.FT

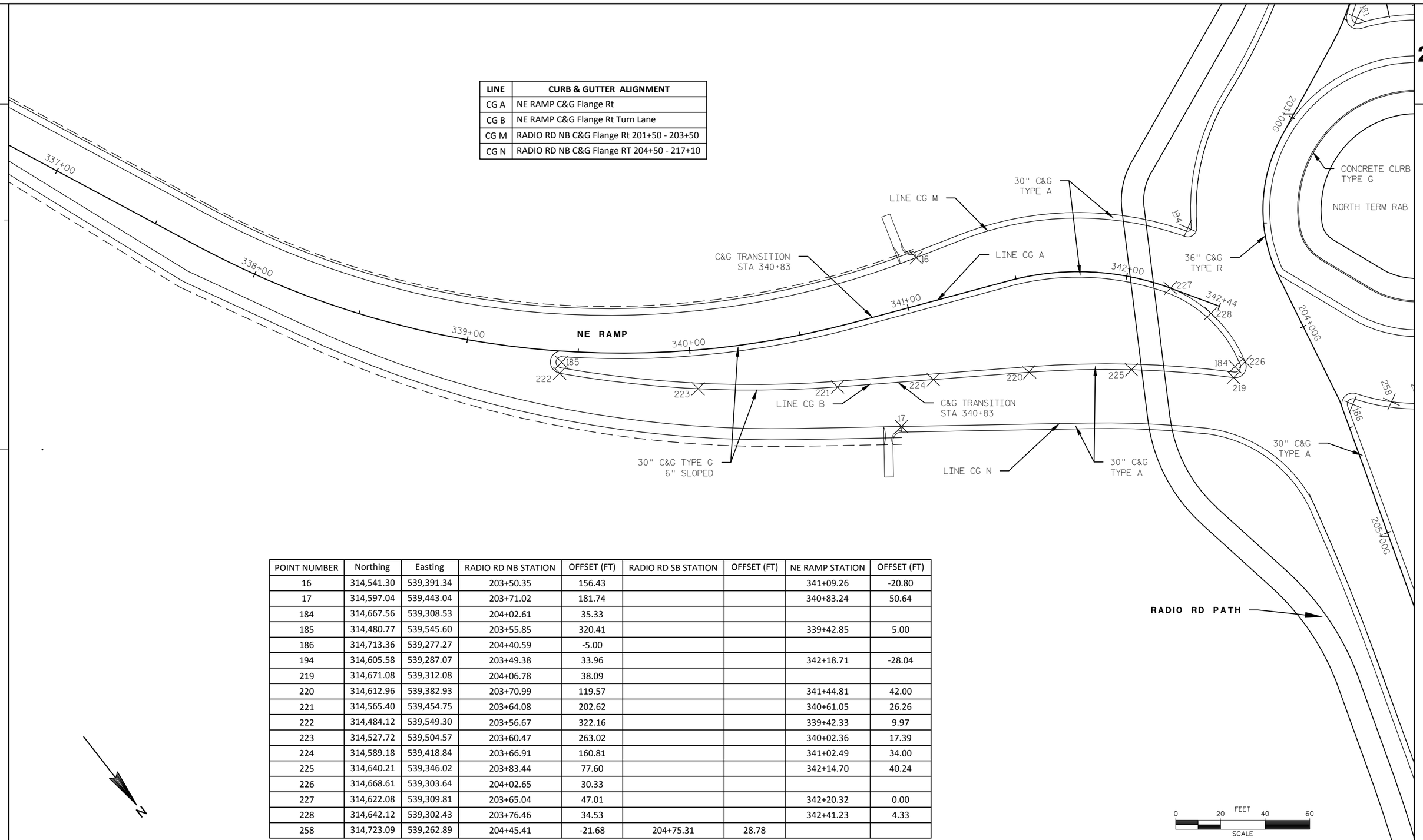
LINE	CURB & GUTTER ALIGNMENT
CG A	NE RAMP C&G Flange Rt
CG B	NE RAMP C&G Flange Rt Turn Lane
CG G	RADIO RD NB C&G Flange Lt 202+50
CG M	RADIO RD NB C&G Flange Rt 201+50 - 203+50
CG N	RADIO RD NB C&G Flange RT 204+50 - 217+10
CG P	RADIO RD SB C&G Flange 201+40 - 204+50
CG T	RADIO RD SB C&G Flange Lt 204+00 - 205+50
CG U	RADIO RD SB C&G Flange Lt 204+50 - 206+00
CG V	RADIO RD SB C&G Flange Lt2 204+00 - 205+50
CG Z	RADIO RD SB C&G Flange Rt 202+50
CG GG	NORTH TERM RAB C&G Flange Outside Lane line
CG JJ	NORTH TERM RAB Inside Lane Line
CG KK	RADIO RD NB C&G Flange LT 204+40-207+30
CG LL	RADIO RD SB C&G Flange Lt 204+40 - 207+30

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	INTERSECTION DETAILS: RADIO RD AND NORTH TERM RAB	SHEET 42	E

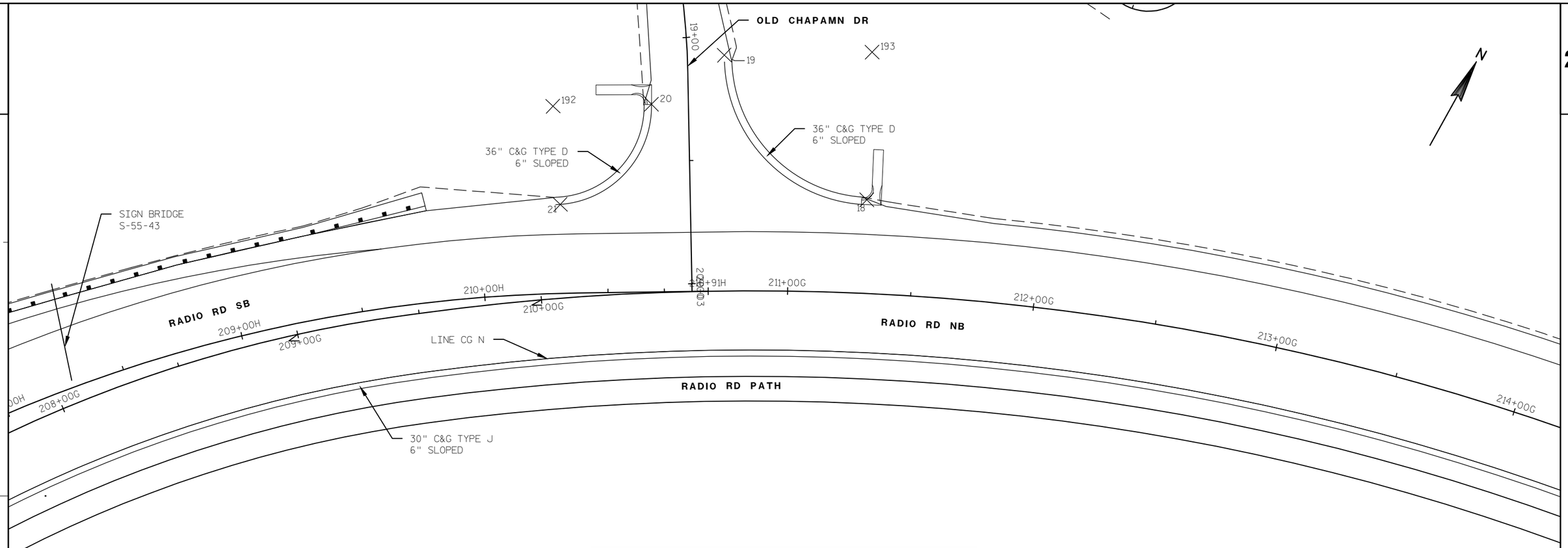
POINT NUMBER	Northing	Easting	RADIO RD NB STATION	OFFSET (FT)	RADIO RD SB STATION	OFFSET (FT)	NE RAMP STATION	OFFSET (FT)	NW RAMP STATION	OFFSET (FT)
22	314,860.69	539,259.03	205+75.13	-67.75	205+89.88	-50.38				
23	314,809.23	539,128.23	204+85.87	-176.33					344+59.08	28.47
24	314,776.65	539,083.37	204+41.04	-208.97					344+92.84	-15.52
181	314,577.84	539,169.29	202+47.53	-5.41						
182	314,592.00	539,144.52	202+37.26	-31.24	202+54.75	5.66				
183	314,548.28	539,139.26	202+07.21	-4.82	202+11.68	4.99				
184	314,667.56	539,308.53	204+02.61	35.33						
186	314,713.36	539,277.27	204+40.59	-5.00						
187	314,741.46	539,247.37	204+58.11	-42.10					343+25.74	5.23
188	314,746.76	539,155.05	203+00.81	-164.94	203+91.32	-36.00			344+15.61	-23.81
189	314,800.09	539,076.52	204+61.23	-222.70					345+06.11	4.95
190	314,866.49	539,284.11	205+88.38	-45.69	206+04.21	-29.00				
191	314,968.83	539,370.84	207+12.16	-5.00	207+32.29	5.00				
194	314,605.58	539,287.07	203+49.38	33.96			342+18.71	-28.04		
195	314,905.11	539,167.22	205+89.09	-168.79	205+98.82	-151.99			344+48.94	131.47
206	314,493.99	539,148.06	201+59.19	24.47						
207	314,512.50	539,090.49	201+59.19	-36.00	201+63.19	-31.92				
219	314,671.08	539,312.08	204+06.78	38.09						
220	314,612.96	539,382.93	203+70.99	119.57			341+44.81	42.00		
225	314,640.21	539,346.02	203+83.44	77.60			342+14.70	40.24		
226	314,668.61	539,303.64	204+02.65	30.33						
227	314,622.08	539,309.81	203+65.04	47.01			342+20.32	0.00		
228	314,642.12	539,302.43	203+76.46	34.53			342+41.23	4.33		
229	314,868.69	539,279.62	205+89.09	-50.64	206+04.67	-33.98				
230	314,827.54	539,259.43	205+43.71	-57.16	205+59.03	-38.24				
231	314,784.62	539,170.48	204+75.47	-128.55					344+11.57	16.87
232	314,804.97	539,077.59	204+66.21	-223.19					345+06.53	9.93
233	314,794.80	539,124.04	204+70.84	-175.87					344+59.00	13.43
234	314,790.71	539,222.37	204+97.26	-81.06	204+79.10	-50.00			343+68.15	40.61
235	314,848.11	539,269.53	205+66.40	-53.90	205+81.85	-36.11				
236	314,848.78	539,282.73	205+71.11	-41.54	205+87.16	-24.00				
237	314,832.85	539,276.68	205+54.08	-42.38	205+70.12	-24.00				
238	314,795.71	539,256.16	205+12.42	-50.46	205+22.49	-28.57				
239	314,771.10	539,229.68	204+80.86	-68.06	204+72.05	29.52			343+53.70	25.47
240	314,766.05	539,219.95	204+73.05	-75.77	204+56.80	-29.32			343+60.64	16.99
241	314,764.08	539,180.19	204+58.92	-112.99	204+19.12	-42.45			343+96.43	-0.07
242	314,792.26	539,085.33	204+56.50	-211.91					344+95.39	0.00
243	314,795.30	539,075.10	204+56.23	-222.58	204+72.19	5.00			345+06.06	-0.05
244	314,854.65	539,284.96	205+77.38	-41.23	205+93.44	-24.00				
245	314,813.55	539,267.74	205+32.97	-44.94	205+48.90	-25.51				
246	314,864.72	539,288.78	205+88.13	-40.69	206+04.21	-24.00				
247	314,782.22	539,244.02	204+95.85	-57.85	204+97.37	-29.61			343+44.91	41.35
248	314,762.11	539,205.12	204+64.73	-88.66	204+41.48	-31.25			343+72.72	7.52
249	314,777.66	539,134.60	204+57.79	-160.54					344+44.00	0.00
250	314,779.69	539,127.64	204+57.58	-167.78					344+51.25	-0.03
251	314,801.34	539,071.68	204+60.93	-227.69					345+11.13	4.70
252	314,871.08	539,286.10	205+93.35	-45.21	206+09.20	-28.77				
254	314,737.17	539,244.82	204+53.24	-43.21	204+68.09	7.48				
255	314,733.49	539,250.51	204+51.50	-36.66	204+70.98	13.47				
256	314,735.40	539,247.67	204+52.44	-39.95	204+69.61	10.40				
258	314,723.09	539,262.89	204+45.41	-21.68	204+75.31	28.78				

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\021101_TD.DWG PLOT DATE: 8/3/2008 8:36 AM PLOT BY: ANDRTISCH ERTC RYAN PLOT NAME: PLOT SCALE: **********

LINE	CURB & GUTTER ALIGNMENT
CG A	NE RAMP C&G Flange Rt
CG B	NE RAMP C&G Flange Rt Turn Lane
CG M	RADIO RD NB C&G Flange Rt 201+50 - 203+50
CG N	RADIO RD NB C&G Flange RT 204+50 - 217+10

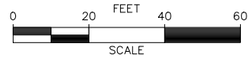


POINT NUMBER	Northing	Easting	RADIO RD NB STATION	OFFSET (FT)	RADIO RD SB STATION	OFFSET (FT)	NE RAMP STATION	OFFSET (FT)
16	314,541.30	539,391.34	203+50.35	156.43			341+09.26	-20.80
17	314,597.04	539,443.04	203+71.02	181.74			340+83.24	50.64
184	314,667.56	539,308.53	204+02.61	35.33				
185	314,480.77	539,545.60	203+55.85	320.41			339+42.85	5.00
186	314,713.36	539,277.27	204+40.59	-5.00				
194	314,605.58	539,287.07	203+49.38	33.96			342+18.71	-28.04
219	314,671.08	539,312.08	204+06.78	38.09				
220	314,612.96	539,382.93	203+70.99	119.57			341+44.81	42.00
221	314,565.40	539,454.75	203+64.08	202.62			340+61.05	26.26
222	314,484.12	539,549.30	203+56.67	322.16			339+42.33	9.97
223	314,527.72	539,504.57	203+60.47	263.02			340+02.36	17.39
224	314,589.18	539,418.84	203+66.91	160.81			341+02.49	34.00
225	314,640.21	539,346.02	203+83.44	77.60			342+14.70	40.24
226	314,668.61	539,303.64	204+02.65	30.33				
227	314,622.08	539,309.81	203+65.04	47.01			342+20.32	0.00
228	314,642.12	539,302.43	203+76.46	34.53			342+41.23	4.33
258	314,723.09	539,262.89	204+45.41	-21.68	204+75.31	28.78		



POINT NUMBER	Northing	Easting	RADIO RD NB STATION	OFFSET (FT)
18	315,272.08	539,667.65	211+30.44	-38.00
19	315,295.33	539,588.55	210+75.27	-95.75
20	315,263.54	539,572.42	210+47.64	-76.51
21	315,210.03	539,559.84	210+10.54	-38.00
192	315,243.44	539,537.84	210+10.54	-78.00
193	315,325.54	539,640.40	211+29.94	-98.00

LINE	CURB & GUTTER ALIGNMENT
CG N	RADIO RD NB C&G Flange RT 204+50 - 217+10



FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\021101_TD.DWG PLOT DATE = 8/13/2008 8:36 AM PLOT BY = ANDRTISCH ERTC RYAN PLOT NAME = PLOT SCALE = 1 IN=40 FT

2

N

RADIO RD SB

214+00G

215+00G

12+00

216+00G

RADIO RD NB

217+00G

218+00G

LANE LINE

10+92

RADIO RD PATH

205

30" C&G TYPE J
6" SLOPED

30" DRIVEWAY CURB

LINE CG N

11+00

POINT NUMBER	Northing	Easting	RADIO RD NB STATION	OFFSET (FT)
205	315,307.50	540,330.05	217+94.71	20.76

LINE	CURB & GUTTER ALIGNMENT
CG N	RADIO RD NB C&G Flange RT 204+50 - 217+10

0 20 FEET 40 60

SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	INTERSECTION DETAILS: RADIO RD	SHEET	E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\021101_ID.DWG PLOT DATE: 8/3/2008 8:36 AM PLOT BY: ANDRTISCH FRTC RYAN PLOT NAME: PLOT SCALE: 1 IN=40 FT

2

STH 35 NB

305

STH 35 SB

305

300

30" C&G TYPE J
6" SLOPED

LINE CG NN

56+89

56+00

55+00

54+00

53+00

52+00

1+00

PAULSON RD

LINE MM

30" C&G TYPE J
6" SLOPED

LINE	CURB & GUTTER ALIGNMENT
CG MM	PAULSON RD C&G Flange Rt 54+75 - 56+88
CG NN	PAULSON RD C&G Flange Lt 55+00 - 56+00

N

0 20 40 60 FEET
SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	INTERSECTION DETAILS: PAULSON ROAD	SHEET 47	E

CG A- NE RAMP C&G FLANGE RT

Curve Point Data

Description	Station	Northing	Easting
PC:	0+00.000	314477.022	539542.286
RP:		314178.313	539276.253
PT:	1+31.699	314546.994	539431.415

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	18° 51' 52.0637"	Type:	LEFT
Radius:	400.001		
Length:	131.699	Tangent:	66.451
Mid-Ord:	5.408	External:	5.482
Chord:	131.105	Course:	N 57° 44' 37.3370" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	1+31.699	314546.994	539431.415
End:	2+03.604	314574.886	539365.14

Tangent Data

Parameter	Value	Parameter	Value
Length:	71.905	Course:	N 67° 10' 33.6235" W

Curve Point Data

Description	Station	Northing	Easting
PC:	2+03.604	314574.886	539365.14
RP:		314685.9	539411.941
PCC:	2+74.418	314619.469	539311.435

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	33° 40' 38.6625"	Type:	RIGHT
Radius:	120.476		
Length:	70.814	Tangent:	36.463
Mid-Ord:	5.166	External:	5.397
Chord:	69.799	Course:	N 50° 18' 07.8625" W

Curve Point Data

Description	Station	Northing	Easting
PCC:	2+74.418	314619.469	539311.435
RP:		314652.493	539361.529
PT:	3+23.505	314666.48	539303.182

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	46° 52' 30.1003"	Type:	RIGHT
Radius:	60		
Length:	49.087	Tangent:	26.011
Mid-Ord:	4.95	External:	5.395
Chord:	47.73	Course:	N 09° 57' 26.0070" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	3+23.505	314666.48	539303.182
End:	3+25.684	314668.611	539303.639

Tangent Data

Parameter	Value	Parameter	Value
Length:	2.179	Course:	N 12° 06' 38.8332" E

CG B - NE RAMP C&G FLANGE RT TURN LANE

Curve Point Data

Description	Station	Northing	Easting
PC:	0+00.000	314484.124	539549.304
RP:		314148.536	539178.655
PT:	1+25.009	314565.397	539454.748

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	14° 19' 29.8970"	Type:	LEFT
Radius:	500		
Length:	125.009	Tangent:	62.832
Mid-Ord:	3.902	External:	3.932
Chord:	124.684	Course:	N 49° 19' 13.4619" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	1+25.009	314565.397	539454.748
End:	2+11.148	314612.962	539382.932

Tangent Data

Parameter	Value	Parameter	Value
Length:	86.139	Course:	N 56° 28' 58.4104" W

Curve Point Data

Description	Station	Northing	Easting
PC:	2+11.148	314612.962	539382.932
RP:		314988.135	539631.417
PT:	3+02.953	314671.084	539312.076

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	11° 41' 20.0075"	Type:	RIGHT
Radius:	450		
Length:	91.804	Tangent:	46.062
Mid-Ord:	2.339	External:	2.351
Chord:	91.645	Course:	N 50° 38' 17.5305" W

CG C - SW RAMP C&G FLANGE LT

Tangent Data

Description	PT Station	Northing	Easting
Start:	341+78.792	314078.427	538853.53
End:	341+83.321	314082.765	538854.834

Tangent Data

Parameter	Value	Parameter	Value
Length:	4.53	Course:	N 16° 44' 28.6540" E

Curve Point Data

Description	Station	Northing	Easting
PC:	341+83.321	314082.765	538854.834
RP:		314097.299	538806.993
PT:	342+28.334	314125.75	538848.11

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	51° 34' 50.7031"	Type:	LEFT
Radius:	50		
Length:	45.013	Tangent:	24.161
Mid-Ord:	4.98	External:	5.531
Chord:	43.508	Course:	N 08° 53' 29.8206" W

CG C-SW RAMP C&G FLANGE LT (CONT)

Tangent Data

Description	PT Station	Northing	Easting
Start:	342+28.334	314125.75	538848.11
End:	342+39.409	314134.189	538840.937

Tangent Data

Parameter	Value	Parameter	Value
Length:	11.075	Course:	N 40° 21' 48.5053" W

Curve Point Data

Description	Station	Northing	Easting
PC:	342+39.409	314134.189	538840.937
RP:		314069.512	538764.668
PT:	342+80.487	314159.264	538808.765

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	23° 32' 08.6003"	Type:	LEFT
Radius:	100		
Length:	41.078	Tangent:	20.833
Mid-Ord:	2.102	External:	2.147
Chord:	40.789	Course:	N 52° 03' 58.2892" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	342+80.487	314159.264	538808.765
End:	343+52.645	314191.083	538744.002

Tangent Data

Parameter	Value	Parameter	Value
Length:	72.158	Course:	N 63° 50' 02.5893" W

Curve Point Data

Description	Station	Northing	Easting
PC:	343+52.645	314191.083	538744.002
RP:		314550.092	538920.391
PT:	344+76.268	314261.744	538643.163

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	17° 42' 27.7699"	Type:	RIGHT
Radius:	400		
Length:	123.623	Tangent:	62.308
Mid-Ord:	4.766	External:	4.824
Chord:	123.132	Course:	N 54° 58' 48.7044" W

CG D - SW RAMP C&G FLANGE RT TURN LANE

Curve Point Data

Description	Station	Northing	Easting
PC:	0+00.000	314076.325	538845.212
RP:		313783.785	538543.847
PT:	0+73.148	314124.121	538789.961

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	09° 58' 43.6524"	Type:	LEFT
Radius:	420		
Length:	73.148	Tangent:	36.667
Mid-Ord:	1.591	External:	1.598
Chord:	73.056	Course:	N 49° 08' 17.0701" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	0+73.148	314124.121	538789.961
End:	1+47.655	314167.78	538729.586

Tangent Data

Parameter	Value	Parameter	Value
Length:	74.506	Course:	N 54° 07' 38.8962" W

Curve Point Data

Description	Station	Northing	Easting
PC:	1+47.655	314167.78	538729.586
RP:		314557.662	539004.743
PT:	2+76.071	314254.968	538635.832

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	15° 25' 06.7268"	Type:	RIGHT
Radius:	477.199		
Length:	128.416	Tangent:	64.598
Mid-Ord:	4.313	External:	4.352
Chord:	128.029	Course:	N 47° 04' 42.4283" W

CG KK - RADIO RD NB C&G FLNAGE LT 204+40-207+30

Tangent Data

Description	PT Station	Northing	Easting
Start:	204+40.593	314711.82	539282.025
End:	206+06.129	314869.298	539333.042

Tangent Data

Parameter	Value	Parameter	Value
Length:	165.536	Course:	N 17° 57' 01.6977" E

Curve Point Data

Description	Station	Northing	Easting
PC:	206+06.129	314869.298	539333.042
RP:		314699.791	539856.27
PT:	207+12.165	314966.409	539375.214

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	11° 02' 46.4525"	Type:	RIGHT
Radius:	550		
Length:	106.036	Tangent:	53.183
Mid-Ord:	2.553	External:	2.565
Chord:	105.872	Course:	N 23° 28' 24.9240" E

CG E - RADIO RD NB C&G FLANGE LT 188+00 - 196+00

Tangent Data

Description	PT Station	Northing	Easting
Start:	187+99.904	313249.41	538815.043
End:	188+67.260	313315.271	538800.93

Tangent Data

Parameter	Value	Parameter	Value
Length:	67.356	Course:	N 12° 05' 40.1103" W

Curve Point Data

Description	Station	Northing	Easting
PC:	188+67.260	313315.271	538800.93
RP:		313503.424	539678.998
PT:	193+08.008	313751.352	538815.901

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	28° 07' 16.9503"	Type:	RIGHT
Radius:	898		
Length:	440.748	Tangent:	224.907
Mid-Ord:	26.905	External:	27.736
Chord:	436.337	Course:	N 01° 57' 58.3649" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	193+08.008	313751.352	538815.901
End:	195+02.547	313938.33	538869.611

Tangent Data

Parameter	Value	Parameter	Value
Length:	194.539	Course:	N 16° 01' 36.8400" E

Curve Point Data

Description	Station	Northing	Easting
PC:	195+02.547	313938.33	538869.611
RP:		313909.341	538970.53
PT:	195+80.328	313998.839	538915.621

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	42° 26' 35.6723"	Type:	RIGHT
Radius:	105		
Length:	77.781	Tangent:	40.772
Mid-Ord:	7.12	External:	7.638
Chord:	76.015	Course:	N 37° 14' 54.6762" E

CG F - RADIO RD NB C&G FLANGE LT 198+00

Curve Point Data

Description	Station	Northing	Easting
PC:	197+61.037	314147.514	539026.514
RP:		314117.84	539505.595
PT:	198+19.900	314205.895	539033.741

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	07° 01' 34.7749"	Type:	RIGHT
Radius:	480		
Length:	58.864	Tangent:	29.469
Mid-Ord:	0.902	External:	0.904
Chord:	58.827	Course:	N 07° 03' 27.0039" E

CG G - RADIO RD NB C&G FLANGE LT 202+50

Curve Point Data

Description	Station	Northing	Easting
PC:	0+00.000	314545.466	539143.395
RP:		314486.852	539229.304
PT:	0+40.453	314573.668	539172.04

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	22° 17' 10.0975"	Type:	RIGHT
Radius:	104		
Length:	40.453	Tangent:	20.485
Mid-Ord:	1.961	External:	1.998
Chord:	40.198	Course:	N 45° 26' 52.7109" E

CG H - RADIO RD NB C&G FLANGE LT 183+50 - 186+00

Tangent Data

Description	PT Station	Northing	Easting
Start:	0+00.000	312823.186	538771.577
End:	0+42.830	312866	538772.698

Tangent Data

Parameter	Value	Parameter	Value
Length:	42.83	Course:	N 01° 29' 58.1186" E

Curve Point Data

Description	Station	Northing	Easting
PC:	0+42.830	312866	538772.698
RP:		312826.572	537773.476
PT:	0+82.605	312905.703	538770.34

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	02° 16' 44.1980"	Type:	LEFT
Radius:	1000		
Length:	39.775	Tangent:	19.89
Mid-Ord:	0.198	External:	0.198
Chord:	39.772	Course:	N 03° 23' 56.9626" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	0+82.605	312905.703	538770.34
End:	1+90.157	313012.918	538761.829

Tangent Data

Parameter	Value	Parameter	Value
Length:	107.552	Course:	N 04° 32' 19.0616" W

Curve Point Data

Description	Station	Northing	Easting
PC:	1+90.157	313012.918	538761.829
RP:		313022.097	538877.465
PT:	2+57.054	313077.454	538775.526

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	33° 02' 33.1381"	Type:	RIGHT
Radius:	116		
Length:	66.897	Tangent:	34.408
Mid-Ord:	4.789	External:	4.995
Chord:	65.974	Course:	N 11° 58' 57.5074" E

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CG I - RADIO RD NB C&G FLANGE RT 183+50 - 186+00

Tangent Data

Description	PT Station	Northing	Easting
Start:	0+00.000	312823.107	538791.574
End:	0+02.649	312825.756	538791.585

Tangent Data

Parameter	Value	Parameter	Value
Length:	2.649	Course:	N 00° 13' 31.1054" E

Curve Point Data

Description	Station	Northing	Easting
PC:	0+02.649	312825.756	538791.585
RP:		312832.342	537962.24
PT:	0+74.727	312897.766	538789.026

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	04° 58' 45.7620"	Type:	LEFT
Radius:	829.371		
Length:	72.078	Tangent:	36.062
Mid-Ord:	0.783	External:	0.784
Chord:	72.055	Course:	N 02° 02' 05.0245" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	0+74.727	312897.766	538789.026
End:	0+93.687	312916.667	538787.526

Tangent Data

Parameter	Value	Parameter	Value
Length:	18.96	Course:	N 04° 32' 19.0616" W

Curve Point Data

Description	Station	Northing	Easting
PC:	0+93.687	312916.667	538787.526
RP:		312995.794	539784.391
PT:	1+64.509	312987.406	538784.426

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	04° 03' 27.9902"	Type:	RIGHT
Radius:	1000		
Length:	70.822	Tangent:	35.426
Mid-Ord:	0.627	External:	0.627
Chord:	70.807	Course:	N 02° 30' 34.2782" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	1+64.509	312987.406	538784.426
End:	1+80.549	313003.445	538784.291

Tangent Data

Parameter	Value	Parameter	Value
Length:	16.04	Course:	N 00° 28' 50.2831" W

Curve Point Data

Description	Station	Northing	Easting
PC:	1+80.549	313003.445	538784.291
RP:		313005.139	538986.284
PCC:	2+14.096	313036.86	538786.79

CG I - RADIO RD NB C&G FLANGE RT 183+50-186+00 (CONT)

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	09° 30' 54.7229"	Type:	RIGHT
Radius:	202		
Length:	33.546	Tangent:	16.812
Mid-Ord:	0.696	External:	0.698
Chord:	33.508	Course:	N 04° 16' 37.5316" E

Curve Point Data

Description	Station	Northing	Easting
PCC:	2+14.096	313036.86	538786.79
RP:		313022.413	538877.649
PCC:	2+47.538	313068.22	538797.864

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	20° 49' 37.1529"	Type:	RIGHT
Radius:	92		
Length:	33.442	Tangent:	16.908
Mid-Ord:	1.515	External:	1.541
Chord:	33.258	Course:	N 19° 26' 53.4695" E

Curve Point Data

Description	Station	Northing	Easting
PCC:	2+47.538	313068.22	538797.864
RP:		313031.687	538859.907
PT:	3+04.487	313101.491	538842.257

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	45° 19' 08.2153"	Type:	RIGHT
Radius:	72		
Length:	56.95	Tangent:	30.059
Mid-Ord:	5.558	External:	6.023
Chord:	55.477	Course:	N 53° 09' 02.1915" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	3+04.487	313101.491	538842.257
End:	3+11.602	313103.213	538849.16

Tangent Data

Parameter	Value	Parameter	Value
Length:	7.115	Course:	N 75° 59' 20.8275" E

Curve Point Data

Description	Station	Northing	Easting
PC:	3+11.602	313103.213	538849.16
RP:		312015.678	539116.866
PT:	3+97.356	313120.504	538933.131

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	04° 23' 12.7713"	Type:	RIGHT
Radius:	1120		
Length:	85.753	Tangent:	42.898
Mid-Ord:	0.821	External:	0.821
Chord:	85.732	Course:	N 78° 21' 52.3761" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	3+97.356	313120.504	538933.131
End:	4+31.105	313126.04	538966.422

Tangent Data

Parameter	Value	Parameter	Value
Length:	33.749	Course:	N 80° 33' 28.7618" E

CG J - RADIO RD NB C&G FLANGE RT 187+00 - 196+00

Tangent Data

Description	PT Station	Northing	Easting
Start:	0+00.000	313195.703	539121.614
End:	1+87.024	313186.96	538934.794

Tangent Data

Parameter	Value	Parameter	Value
Length:	187.024	Course:	S 87° 19' 13.8920" W

Curve Point Data

Description	Station	Northing	Easting
PC:	1+87.024	313186.96	538934.794
RP:		313274.864	538930.68
PCC:	2+91.499	313238.151	538850.703

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	68° 01' 20.7051"	Type:	RIGHT
Radius:	88		
Length:	104.475	Tangent:	59.382
Mid-Ord:	15.054	External:	18.161
Chord:	98.446	Course:	N 58° 40' 06.5214" W

Curve Point Data

Description	Station	Northing	Easting
PCC:	2+91.499	313238.151	538850.703
RP:		313385.002	539170.608
PCC:	3+62.426	313305.146	538827.786

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	11° 32' 41.2986"	Type:	RIGHT
Radius:	352		
Length:	70.926	Tangent:	35.584
Mid-Ord:	1.785	External:	1.794
Chord:	70.806	Course:	N 18° 53' 05.5195" W

Curve Point Data

Description	Station	Northing	Easting
PCC:	3+62.426	313305.146	538827.786
RP:		313503.424	539678.998
PCC:	6+09.017	313549.973	538806.238

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	16° 09' 55.6974"	Type:	RIGHT
Radius:	874		
Length:	246.591	Tangent:	124.12
Mid-Ord:	8.682	External:	8.769
Chord:	245.774	Course:	N 05° 01' 47.0215" W

Curve Point Data

Description	Station	Northing	Easting
PCC:	6+09.017	313549.973	538806.238
RP:		313445.472	539673.968
PT:	7+90.093	313726.232	538846.291

CG J - RADIO RD NB C&G FLANGE RT 187+00-196+00 (CONT)

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	11° 52' 14.1788"	Type:	RIGHT
Radius:	874		
Length:	181.076	Tangent:	90.863
Mid-Ord:	4.685	External:	4.711
Chord:	180.753	Course:	N 12° 48' 08.5686" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	7+90.093	313726.232	538846.291
End:	8+57.799	313790.261	538868.3

Tangent Data

Parameter	Value	Parameter	Value
Length:	67.706	Course:	N 18° 58' 10.4350" E

Curve Point Data

Description	Station	Northing	Easting
PC:	8+57.799	313790.261	538868.3
RP:		313637.48	539312.775
PT:	9+09.581	313838.206	538887.793

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	06° 18' 45.0763"	Type:	RIGHT
Radius:	470		
Length:	51.782	Tangent:	25.917
Mid-Ord:	0.713	External:	0.714
Chord:	51.756	Course:	N 22° 07' 32.9731" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	9+09.581	313838.206	538887.793
End:	9+67.507	313890.583	538912.532

Tangent Data

Parameter	Value	Parameter	Value
Length:	57.926	Course:	N 25° 16' 55.5113" E

Curve Point Data

Description	Station	Northing	Easting
PC:	9+67.507	313890.583	538912.532
RP:		313841.042	539017.421
PT:	11+06.196	313956.789	539025.078

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	68° 30' 09.3151"	Type:	RIGHT
Radius:	116		
Length:	138.689	Tangent:	78.985
Mid-Ord:	20.117	External:	24.338
Chord:	130.575	Course:	N 59° 32' 01.2228" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	11+06.196	313956.789	539025.078
End:	11+35.825	313954.767	539054.638

Tangent Data

Parameter	Value	Parameter	Value
Length:	29.629	Course:	S 86° 05' 15.1092" E

CG K - RADIO RD NB C&G FLANGE RT 194+50 - 196+00

Tangent Data

Description	PT Station	Northing	Easting
Start:	0+00.000	313864.97	538883.845
End:	0+63.328	313922.232	538910.891

Tangent Data

Parameter	Value	Parameter	Value
Length:	63.328	Course:	N 25° 16' 55.5113" E

Curve Point Data

Description	Station	Northing	Easting
PC:	0+63.328	313922.232	538910.891
RP:		313883.795	538992.271
PT:	1+70.932	313973.599	538998.212

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	68° 30' 10.3691"	Type:	RIGHT
Radius:	90		
Length:	107.604	Tangent:	61.282
Mid-Ord:	15.608	External:	18.883
Chord:	101.309	Course:	N 59° 32' 00.6958" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	1+70.932	313973.599	538998.212
End:	2+07.724	313971.17	539034.924

Tangent Data

Parameter	Value	Parameter	Value
Length:	36.792	Course:	S 86° 12' 54.1196" E

Curve Point Data

Description	Station	Northing	Easting
PC:	2+07.724	313971.17	539034.924
RP:		312973.352	538968.908
PT:	2+41.511	313968.371	539068.592

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	01° 56' 08.9610"	Type:	RIGHT
Radius:	1000		
Length:	33.786	Tangent:	16.895
Mid-Ord:	0.143	External:	0.143
Chord:	33.785	Course:	S 85° 14' 48.9775" E

CG L - RADIO RD NB C&G FLANGE RT 196+50 - 199+00

Tangent Data

Description	PT Station	Northing	Easting
Start:	0+00.000	313988.867	539094.626
End:	0+73.173	314002.845	539022.801

Tangent Data

Parameter	Value	Parameter	Value
Length:	73.173	Course:	N 78° 59' 14.2679" W

Curve Point Data

Description	Station	Northing	Easting
PC:	0+73.173	314002.845	539022.801
RP:		314008.735	539023.947
PCC:	0+86.926	314013.485	539020.281

CG L - RADIO RD NB C&G FLANGE RT 196+50-199+00 (CONT)

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	131° 19' 48.2879"	Type:	RIGHT
Radius:	6		
Length:	13.753	Tangent:	13.267
Mid-Ord:	3.528	External:	8.561
Chord:	10.934	Course:	N 13° 19' 16.6153" W

Curve Point Data

Description	Station	Northing	Easting
PCC:	0+86.926	314013.485	539020.281
RP:		314087.112	538963.466
PT:	1+69.138	314084.362	539056.425

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	50° 38' 58.1403"	Type:	LEFT
Radius:	93		
Length:	82.212	Tangent:	44.01
Mid-Ord:	8.937	External:	9.888
Chord:	79.561	Course:	N 27° 01' 08.4586" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	1+69.138	314084.362	539056.425
End:	2+36.913	314152.108	539058.429

Tangent Data

Parameter	Value	Parameter	Value
Length:	67.775	Course:	N 01° 41' 39.3417" E

Curve Point Data

Description	Station	Northing	Easting
PC:	2+36.913	314152.108	539058.429
RP:		314143.238	539358.298
PCC:	3+17.513	314231.389	539071.541

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	15° 23' 36.8176"	Type:	RIGHT
Radius:	300		
Length:	80.6	Tangent:	40.544
Mid-Ord:	2.703	External:	2.727
Chord:	80.358	Course:	N 09° 23' 27.7505" E

Curve Point Data

Description	Station	Northing	Easting
PCC:	3+17.513	314231.389	539071.541
RP:		313819.695	540385.998
PT:	3+35.246	314248.277	539076.95

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	00° 44' 15.5110"	Type:	RIGHT
Radius:	1377.421		
Length:	17.733	Tangent:	8.867
Mid-Ord:	0.029	External:	0.029
Chord:	17.733	Course:	N 17° 45' 34.7175" E

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CG M - RADIO RD NB C&G FLANGE RT 201+50 - 203+50			
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+00.000	314493.987	539148.056
RP:		314484.139	539197.123
PCC:	0+13.292	314506.521	539152.361
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	15° 13' 03.8862"	Type:	RIGHT
Radius:	50.046		
Length:	13.292	Tangent:	6.685
Mid-Ord:	0.441	External:	0.445
Chord:	13.253	Course:	N 18° 57' 29.5437" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	0+13.292	314506.521	539152.361
RP:		314467.565	539235.706
PCC:	0+66.359	314545.671	539187.091
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	33° 02' 56.0520"	Type:	RIGHT
Radius:	92		
Length:	53.067	Tangent:	27.294
Mid-Ord:	3.8	External:	3.963
Chord:	52.334	Course:	N 41° 34' 34.5574" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	0+66.359	314545.671	539187.091
RP:		314325.075	539324.705
PCC:	1+19.877	314569.141	539235.083
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	11° 47' 36.9213"	Type:	RIGHT
Radius:	260		
Length:	53.518	Tangent:	26.854
Mid-Ord:	1.376	External:	1.383
Chord:	53.423	Course:	N 63° 56' 22.6899" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+19.877	314569.141	539235.083
RP:		314662.031	539200.973
PCC:	1+83.059	314607.77	539283.725
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	36° 34' 59.5636"	Type:	LEFT
Radius:	98.955		
Length:	63.183	Tangent:	32.71
Mid-Ord:	5	External:	5.266
Chord:	62.115	Course:	N 51° 32' 41.3820" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+83.059	314607.77	539283.725
RP:		314605.577	539287.07
PCC:	1+91.022	314607.737	539290.436

CG M - RADIO RD NB C&G FLANGE RT 201+50-203+50 (CONT)

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	114° 03' 11.9244"	Type:	RIGHT
Radius:	4		
Length:	7.962	Tangent:	6.166
Mid-Ord:	1.823	External:	3.35
Chord:	6.711	Course:	S 89° 43' 11.3263" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+91.022	314607.737	539290.436
RP:		314685.518	539411.623
PT:	2+93.301	314547.527	539370.457
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	40° 41' 44.8436"	Type:	LEFT
Radius:	144		
Length:	102.28	Tangent:	53.404
Mid-Ord:	8.986	External:	9.584
Chord:	100.143	Course:	S 53° 02' 27.7859" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	2+93.301	314547.527	539370.457
End:	3+15.097	314541.296	539391.343
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	21.796	Course:	S 73° 23' 20.2077" E

CG N -RADIO RD NB C&G FLANGE RT 204+50 - 217+10			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	203+86.899	314597.04	539443.035
End:	204+70.367	314647.045	539376.204
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	83.468	Course:	N 53° 11' 42.1335" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	204+70.367	314647.045	539376.204
RP:		314988.135	539631.417
PCC:	205+22.611	314680.828	539336.395
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	07° 01' 36.0159"	Type:	RIGHT
Radius:	426		
Length:	52.244	Tangent:	26.155
Mid-Ord:	0.801	External:	0.802
Chord:	52.211	Course:	N 49° 40' 54.1255" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	205+22.611	314680.828	539336.395
RP:		314725.553	539379.332
PCC:	205+87.480	314740.321	539319.117

CG N - RADIO RD NB C&G FLANGE RT 204+50-217+10 (CONT)

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	59° 56' 51.4707"	Type:	RIGHT
Radius:	62		
Length:	64.87	Tangent:	35.758
Mid-Ord:	8.292	External:	9.573
Chord:	61.951	Course:	N 16° 11' 40.3822" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	205+87.480	314740.321	539319.117
RP:		314502.139	540290.337
PT:	206+60.399	314810.445	539339.05
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	04° 10' 40.5661"	Type:	RIGHT
Radius:	1000		
Length:	72.919	Tangent:	36.476
Mid-Ord:	0.665	External:	0.665
Chord:	72.903	Course:	N 15° 52' 05.6362" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	206+60.399	314810.445	539339.05
End:	207+11.693	314859.228	539354.902
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	51.294	Course:	N 18° 00' 06.6113" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	207+11.693	314859.228	539354.902
RP:		314693.579	539864.663
PCC:	208+34.129	314970.357	539405.654
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	13° 05' 15.9172"	Type:	RIGHT
Radius:	536		
Length:	122.435	Tangent:	61.485
Mid-Ord:	3.492	External:	3.515
Chord:	122.169	Course:	N 24° 32' 44.5669" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	208+34.129	314970.357	539405.654
RP:		314693.579	539864.663
PT:	210+41.368	315123.008	539543.904
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	22° 09' 10.0964"	Type:	RIGHT
Radius:	536		
Length:	207.239	Tangent:	104.93
Mid-Ord:	9.985	External:	10.174
Chord:	205.95	Course:	N 42° 09' 57.5737" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	210+41.368	315123.008	539543.904
End:	210+44.896	315125.12	539546.731

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CG N - RADIO RD NB C&G FLANGE RT 204+50-217+10 (CONT)

Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	3.529	Course:	N 53° 14' 30.5479" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	210+44.896	315125.12	539546.731
RP:		314344.779	540129.609
PT:	217+60.955	315314.514	540220.667
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	42° 07' 20.3884"	Type:	RIGHT
Radius:	974.001		
Length:	716.059	Tangent:	375.077
Mid-Ord:	65.066	External:	69.724
Chord:	700.042	Course:	N 74° 18' 11.4493" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	217+60.955	315314.514	540220.667
End:	218+17.681	315309.211	540277.144
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	56.726	Course:	S 84° 38' 09.1299" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	218+17.681	315309.211	540277.144
End:	218+70.617	315307.497	540330.052
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	52.935	Course:	S 88° 08' 38.3315" E

CG O - RADIO RD NB C&G FLANGE RT2 194+50 - 196+00

Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+00.000	313868.486	538874.519
End:	0+36.034	313903.119	538884.467
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	36.034	Course:	N 16° 01' 36.7575" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+36.034	313903.119	538884.467
RP:		313863.362	539022.87
PCC:	0+82.813	313945.214	538904.395
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	18° 36' 46.0425"	Type:	RIGHT
Radius:	144		
Length:	46.779	Tangent:	23.597
Mid-Ord:	1.895	External:	1.921
Chord:	46.574	Course:	N 25° 19' 59.8640" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	0+82.813	313945.214	538904.395
RP:		313884.296	538993.291
PCC:	1+23.720	313973.817	538933.296

CG O - RADIO RD NB C&G FLANGE Rt 194+50- 196+00 (CONT)

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	21° 44' 57.3647"	Type:	RIGHT
Radius:	107.765		
Length:	40.907	Tangent:	20.703
Mid-Ord:	1.935	External:	1.971
Chord:	40.662	Course:	N 45° 17' 47.7812" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+23.720	313973.817	538933.296
RP:		313897.415	538984.547
PT:	1+90.212	313988.616	538996.645
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	41° 24' 34.6396"	Type:	RIGHT
Radius:	92		
Length:	66.492	Tangent:	34.773
Mid-Ord:	5.942	External:	6.352
Chord:	65.054	Course:	N 76° 51' 04.4826" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	1+90.212	313988.616	538996.645
End:	2+40.119	313982.002	539046.111
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	49.907	Course:	S 82° 23' 03.6119" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	2+40.119	313982.002	539046.111
End:	2+55.805	313979.679	539061.624
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	15.686	Course:	S 81° 29' 04.9739" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	2+55.805	313979.679	539061.624
RP:		312656.399	538842.223
PT:	2+64.238	313978.273	539069.94
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	00° 21' 36.7855"	Type:	RIGHT
Radius:	1341.345		
Length:	8.433	Tangent:	4.217
Mid-Ord:	0.007	External:	0.007
Chord:	8.433	Course:	S 80° 24' 20.8920" E

CG P - RADIO RD SB C&G FLANGE 201+40 - 204+50

Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+00.000	314511.113	539085.842
End:	0+31.529	314541.127	539095.495
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	31.529	Course:	N 17° 49' 40.0035" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+31.529	314541.127	539095.495
End:	0+36.726	314543.459	539100.141
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	5.198	Course:	N 63° 20' 44.8434" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+36.726	314543.459	539100.141
RP:		314605.589	538868.322
PCC:	1+36.940	314642.806	539105.419
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	23° 55' 26.8431"	Type:	LEFT
Radius:	240		
Length:	100.213	Tangent:	50.848
Mid-Ord:	5.212	External:	5.327
Chord:	99.487	Course:	N 03° 02' 28.6075" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+36.940	314642.806	539105.419
RP:		314657.227	539197.294
PCC:	2+56.510	314741.338	539157.615
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	73° 39' 54.9496"	Type:	RIGHT
Radius:	93		
Length:	119.57	Tangent:	69.656
Mid-Ord:	18.564	External:	23.193
Chord:	111.503	Course:	N 27° 54' 42.6470" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	2+56.510	314741.338	539157.615
RP:		314746.764	539155.055
PT:	2+70.809	314752.464	539156.929
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	136° 32' 32.5106"	Type:	LEFT
Radius:	6		
Length:	14.299	Tangent:	15.055
Mid-Ord:	3.779	External:	10.207
Chord:	11.147	Course:	N 03° 31' 36.1335" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	2+70.809	314752.464	539156.929
End:	3+48.246	314776.653	539083.367
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	77.438	Course:	N 71° 47' 52.3888" W

CG Q - RADIO RD SB C&G FLANGE LT 186+00 - PAULSON STUB

Tangent Data

Description	PT Station	Northing	Easting
Start:	0+00.000	313031.983	538714.637
End:	0+00.098	313032.077	538714.61

Tangent Data

Parameter	Value	Parameter	Value
Length:	0.098	Course:	N 16° 16' 43.2612" W

Curve Point Data

Description	Station	Northing	Easting
PC:	0+00.098	313032.077	538714.61
RP:		312796.805	537947.895
PCC:	1+03.124	313128.361	538678.152

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	07° 21' 36.9620"	Type:	LEFT
Radius:	802		
Length:	103.026	Tangent:	51.584
Mid-Ord:	1.654	External:	1.657
Chord:	102.955	Course:	N 20° 44' 20.9233" W

Curve Point Data

Description	Station	Northing	Easting
PCC:	1+03.124	313128.361	538678.152
RP:		313090.327	538594.382
PCC:	2+01.530	313182.069	538601.273

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	61° 17' 07.3073"	Type:	LEFT
Radius:	92		
Length:	98.406	Tangent:	54.501
Mid-Ord:	12.847	External:	14.932
Chord:	93.782	Course:	N 55° 03' 42.3108" W

CG R - RADIO RD SB C&G FLANGE LT 188+00 - 196+00

Tangent Data

Description	PT Station	Northing	Easting
Start:	0+00.000	313235.88	538600.913
End:	0+49.283	313238.805	538650.109

Tangent Data

Parameter	Value	Parameter	Value
Length:	49.283	Course:	N 86° 35' 51.9868" E

Curve Point Data

Description	Station	Northing	Easting
PC:	0+49.283	313238.805	538650.109
RP:		313440.456	538638.234
PCC:	1+04.847	313249.611	538704.434

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	15° 45' 37.0534"	Type:	LEFT
Radius:	202		
Length:	55.564	Tangent:	27.958
Mid-Ord:	1.907	External:	1.926
Chord:	55.389	Course:	N 78° 44' 58.8815" E

Curve Point Data

Description	Station	Northing	Easting
PCC:	1+04.847	313249.611	538704.434
RP:		313312.911	538682.476
PCC:	1+46.762	313274.458	538737.343

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	35° 50' 41.0590"	Type:	LEFT
Radius:	67		
Length:	41.916	Tangent:	21.669
Mid-Ord:	3.251	External:	3.417
Chord:	41.236	Course:	N 52° 56' 49.8253" E

Curve Point Data

Description	Station	Northing	Easting
PCC:	1+46.762	313274.458	538737.343
RP:		313332.999	538653.815
PCC:	1+98.629	313322.532	538755.276

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	29° 08' 04.9611"	Type:	LEFT
Radius:	102		
Length:	51.867	Tangent:	26.507
Mid-Ord:	3.279	External:	3.388
Chord:	51.31	Course:	N 20° 27' 26.8153" E

Curve Point Data

Description	Station	Northing	Easting
PCC:	1+98.629	313322.532	538755.276
RP:		313343.261	538554.343
PT:	2+43.614	313367.421	538754.892

CG R - RADIO RD SB C&G FLANGE LT 188+00 - 196+00 (CONT)

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	12° 45' 34.2713"	Type:	LEFT
Radius:	202		
Length:	44.985	Tangent:	22.586
Mid-Ord:	1.251	External:	1.259
Chord:	44.892	Course:	N 00° 29' 22.8009" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	2+43.614	313367.421	538754.892
End:	3+02.352	313425.738	538747.867

Tangent Data

Parameter	Value	Parameter	Value
Length:	58.738	Course:	N 06° 52' 09.7895" W

Curve Point Data

Description	Station	Northing	Easting
PC:	3+02.352	313425.738	538747.867
RP:		313536.495	539667.218
PT:	6+82.272	313801.629	538779.988

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	23° 30' 26.6320"	Type:	RIGHT
Radius:	925.999		
Length:	379.92	Tangent:	192.67
Mid-Ord:	19.416	External:	19.832
Chord:	377.261	Course:	N 04° 53' 03.2430" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	6+82.272	313801.629	538779.988
End:	8+25.283	313938.653	538820.935

Tangent Data

Parameter	Value	Parameter	Value
Length:	143.011	Course:	N 16° 38' 16.5361" E

Curve Point Data

Description	Station	Northing	Easting
PC:	8+25.283	313938.653	538820.935
RP:		314081.813	538341.868
PCC:	9+04.161	314015.693	538837.477

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	09° 02' 19.3020"	Type:	LEFT
Radius:	500		
Length:	78.877	Tangent:	39.521
Mid-Ord:	1.555	External:	1.559
Chord:	78.796	Course:	N 12° 07' 06.1001" E

Curve Point Data

Description	Station	Northing	Easting
PCC:	9+04.161	314015.693	538837.477
RP:		314023.892	538776.022
PCC:	9+62.119	314068.462	538819.12

FILE NAME = C:\WISDOT\DESTCN\C3D\72000201\SHEETSPLAN\021101_TD.DWG PLOT DATE = 8/3/2009 8:36 AM PLOT BY = ANDRTISCH ERTC RYAN PLOT NAME = PLOT SCALE = **********

CG R - RADIO RD SB C&G FLANGE LT 188+00 - 196+00 (CONT)

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	53° 33' 40.1203"	Type:	LEFT
Radius:	62		
Length:	57.959	Tangent:	31.292
Mid-Ord:	6.65	External:	7.449
Chord:	55.871	Course:	N 19° 10' 53.6111" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	9+62.119	314068.462	538819.12
RP:		313783.786	538543.847
PT:	9+91.824	314088.291	538797.012
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	04° 17' 52.4201"	Type:	LEFT
Radius:	396		
Length:	29.705	Tangent:	14.859
Mid-Ord:	0.278	External:	0.279
Chord:	29.698	Course:	N 48° 06' 39.8813" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	9+91.824	314088.291	538797.012
End:	10+98.462	314156.465	538715.012
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	106.638	Course:	N 50° 15' 36.0914" W

CG S - RADIO RD SB C&G FLANGE LT 197+00 - 199+00

Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+00.000	314210.683	538747.686
End:	0+70.990	314183.51	538813.269
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	70.99	Course:	S 67° 29' 38.5901" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+70.990	314183.51	538813.269
RP:		314068.954	538765.804
PCC:	1+44.935	314137.081	538869.413
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	34° 10' 01.7711"	Type:	RIGHT
Radius:	124		
Length:	73.945	Tangent:	38.108
Mid-Ord:	5.471	External:	5.724
Chord:	72.854	Course:	S 50° 24' 36.4047" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+44.935	314137.081	538869.413
RP:		314139.278	538872.755
PCC:	1+52.807	314137.046	538876.074

CG S - RADIO RD SB C&G FLANGE LT 197+00 - 199+00 (CONT)

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	112° 45' 34.9490"	Type:	LEFT
Radius:	4		
Length:	7.872	Tangent:	6.016
Mid-Ord:	1.785	External:	3.224
Chord:	6.662	Course:	S 89° 42' 22.9937" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+52.807	314137.046	538876.074
RP:		314081.073	538959.328
PCC:	2+15.840	314175.292	538924.875
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	36° 00' 00.9833"	Type:	RIGHT
Radius:	100.32		
Length:	63.033	Tangent:	32.596
Mid-Ord:	4.91	External:	5.163
Chord:	62.002	Course:	N 51° 54' 50.0235" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	2+15.840	314175.292	538924.875
RP:		314419.478	538835.583
PCC:	2+69.423	314198.731	538972.954
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	11° 48' 28.6741"	Type:	LEFT
Radius:	260		
Length:	53.583	Tangent:	26.887
Mid-Ord:	1.379	External:	1.386
Chord:	53.488	Course:	N 64° 00' 36.1781" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	2+69.423	314198.731	538972.954
RP:		314283.733	538920.278
PCC:	3+24.762	314239.102	539009.766
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	31° 42' 23.7259"	Type:	LEFT
Radius:	100		
Length:	55.338	Tangent:	28.398
Mid-Ord:	3.804	External:	3.954
Chord:	54.635	Course:	N 42° 21' 37.2257" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	3+24.762	314239.102	539009.766
RP:		314261.417	538965.022
PT:	3+36.368	314249.994	539013.7
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	13° 17' 59.4790"	Type:	LEFT
Radius:	50		
Length:	11.606	Tangent:	5.829
Mid-Ord:	0.336	External:	0.339
Chord:	11.58	Course:	N 19° 51' 25.6233" E

CG T - RADIO RD SB C&G FLANGE LT 204+00 - 205+50

Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+00.000	314804.974	539077.595
End:	0+95.094	314784.62	539170.484
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	95.094	Course:	S 77° 38' 25.4161" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+95.094	314784.62	539170.484
RP:		314862.766	539187.608
PT:	2+01.535	314827.537	539259.434
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	76° 13' 59.1501"	Type:	LEFT
Radius:	80		
Length:	106.441	Tangent:	62.765
Mid-Ord:	17.059	External:	21.683
Chord:	98.762	Course:	N 64° 14' 35.0025" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	2+01.535	314827.537	539259.434
End:	2+47.373	314868.692	539279.619
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	45.838	Course:	N 26° 07' 35.4275" E

CG U - RADIO RD SB C&G FLANGE LT 204+50 - 206+00

Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+00.000	314809.235	539128.231
End:	0+17.561	314805.476	539145.385
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	17.561	Course:	S 77° 38' 25.4161" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+17.561	314805.476	539145.385
RP:		314905.112	539167.217
PT:	1+53.820	314860.687	539259.035
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	76° 32' 24.1432"	Type:	LEFT
Radius:	102		
Length:	136.259	Tangent:	80.468
Mid-Ord:	21.92	External:	27.92
Chord:	126.351	Course:	N 64° 05' 22.5123" E

CG V - RADIO RD SB C&G FLANGE LT2 204+00 - 205+50			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+00.000	314795.297	539075.1
End:	1+09.625	314764.079	539180.187
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	109.625	Course:	S 73° 27' 16.6785" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	1+09.625	314764.079	539180.187
RP:		314821.595	539197.273
PCC:	1+60.013	314770.475	539228.687
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	48° 06' 59.5200"	Type:	LEFT
Radius:	60		
Length:	50.388	Tangent:	26.787
Mid-Ord:	5.212	External:	5.708
Chord:	48.92	Course:	N 82° 29' 13.5615" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+60.013	314770.475	539228.687
RP:		314856.859	539174.681
PCC:	1+97.527	314795.706	539256.161
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	21° 05' 53.2696"	Type:	LEFT
Radius:	101.876		
Length:	37.514	Tangent:	18.972
Mid-Ord:	1.722	External:	1.751
Chord:	37.302	Course:	N 47° 26' 16.9603" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+97.527	314795.706	539256.161
RP:		314886.089	539136.45
PT:	2+40.103	314832.847	539276.683
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	16° 15' 46.2084"	Type:	LEFT
Radius:	150		
Length:	42.576	Tangent:	21.432
Mid-Ord:	1.508	External:	1.523
Chord:	42.433	Course:	N 28° 55' 18.4756" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	2+40.103	314832.847	539276.683
End:	2+74.191	314864.716	539288.782
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	34.088	Course:	N 20° 47' 25.3714" E

CG W - RADIO RD SB C&G FLANGE RT 183+50 - 186+00			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	183+49.098	312823.07	538761.585
End:	184+20.373	312894.259	538758.096
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	71.275	Course:	N 02° 48' 19.8819" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	184+20.373	312894.259	538758.096
RP:		312855.102	537959.055
PT:	185+92.613	313064.063	538731.283
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	12° 20' 08.8418"	Type:	LEFT
Radius:	800		
Length:	172.24	Tangent:	86.454
Mid-Ord:	4.631	External:	4.658
Chord:	171.908	Course:	N 08° 58' 24.3028" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	185+92.613	313064.063	538731.283
End:	186+17.808	313088.384	538724.702
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	25.195	Course:	N 15° 08' 28.7237" W

CG Y - RADIO RD SB C&G FLANGE RT 198+00			
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	197+99.071	314170.814	538988.583
RP:		314261.43	538930.034
PT:	198+52.163	314209.232	539024.45
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	28° 11' 46.3672"	Type:	LEFT
Radius:	107.885		
Length:	53.092	Tangent:	27.095
Mid-Ord:	3.249	External:	3.35
Chord:	52.558	Course:	N 43° 02' 02.3080" E

CG Z - RADIO RD SB C&G FLANGE RT 202+50			
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+00.000	314549.295	539134.367
RP:		314601.425	538881.689
PT:	0+43.240	314592.175	539139.523
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	09° 36' 09.0295"	Type:	LEFT
Radius:	258		
Length:	43.24	Tangent:	21.671
Mid-Ord:	0.905	External:	0.909
Chord:	43.189	Course:	N 06° 51' 21.7343" E

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CG X - RADIO RD SB C&G FLANGE RT 188+00 - 196+00			
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	188+13.438	313260.563	538764.666
RP:		313322.904	538671.614
PT:	188+92.981	313336.301	538782.815
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	40° 41' 23.7779"	Type:	LEFT
Radius:	112.005		
Length:	79.543	Tangent:	41.532
Mid-Ord:	6.987	External:	7.452
Chord:	77.882	Course:	N 13° 28' 31.8697" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	188+92.981	313336.301	538782.815
End:	189+85.957	313428.608	538771.695
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	92.975	Course:	N 06° 52' 10.0193" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	189+85.957	313428.608	538771.695
RP:		313536.494	539667.22
PT:	193+56.030	313794.757	538802.983
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	23° 30' 26.5657"	Type:	RIGHT
Radius:	902		
Length:	370.074	Tangent:	187.677
Mid-Ord:	18.913	External:	19.318
Chord:	367.483	Course:	N 04° 53' 03.2636" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	193+56.030	313794.757	538802.983
End:	196+06.610	314034.847	538874.73
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	250.58	Course:	N 16° 38' 16.5464" E

CG LL - RADIO RD SB C&G FLANGE RT 204+40-207+30			
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	204+72.191	314745.765	539244.824
RP:		314836.081	539191.269
PT:	205+42.825	314798.811	539289.432
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	38° 32' 35.0375"	Type:	LEFT
Radius:	105		
Length:	70.634	Tangent:	36.712
Mid-Ord:	5.884	External:	6.233
Chord:	69.309	Course:	N 40° 03' 42.7568" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	205+42.825	314798.811	539289.432
End:	206+16.769	314867.94	539315.678
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	73.944	Course:	N 20° 47' 25.2380" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	206+16.769	314867.94	539315.678
RP:		314650.241	539889.068
PT:	207+32.290	314971.451	539366.581
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	10° 47' 30.1831"	Type:	RIGHT
Radius:	613.326		
Length:	115.521	Tangent:	57.932
Mid-Ord:	2.718	External:	2.73
Chord:	115.35	Course:	N 26° 11' 10.3296" E

CG AA - WB PAULSON RD C&G FLANGE 18+50 - 23+50			
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	18+55.308	313173.276	538870.078
RP:		313253.6	538914.935
PT:	19+12.017	313162.127	538924.768
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	35° 19' 01.0371"	Type:	LEFT
Radius:	92		
Length:	56.709	Tangent:	29.287
Mid-Ord:	4.335	External:	4.549
Chord:	55.815	Course:	S 78° 28' 36.6984" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	19+12.017	313162.127	538924.768
End:	19+84.430	313169.866	538996.767
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	72.414	Course:	N 83° 51' 52.7831" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	19+84.430	313169.866	538996.767
RP:		312372.46	539082.482
PCC:	20+75.215	313174.445	539087.387
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	06° 29' 08.8058"	Type:	RIGHT
Radius:	802		
Length:	90.785	Tangent:	45.441
Mid-Ord:	1.284	External:	1.286
Chord:	90.736	Course:	N 87° 06' 27.1860" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	20+75.215	313174.445	539087.387
RP:		312172.463	539081.259
PT:	23+56.881	313133.417	539365.113
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	16° 06' 21.7562"	Type:	RIGHT
Radius:	1002		
Length:	281.666	Tangent:	141.768
Mid-Ord:	9.881	External:	9.979
Chord:	280.739	Course:	S 81° 35' 47.5330" E

FILE NAME = C:\WISDOT\DESIGN3D\72000201\SHEETSPLAN\021101_TD.DWG PLOT DATE = 8/3/2008 8:36 AM PLOT BY = ANDRTISCH ERTC RYAN PLOT NAME = PLOT SCALE = ##########

CG BB - WB PAULSON RD C&G FLANGE RT WEST STUB			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	15+38.220	313220.939	538601.059
End:	16+18.552	313224.344	538681.319
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	80.332	Course:	N 87° 34' 14.2632" E

CG DD- EB PAULSON RD C&G FLANGE LT WEST STUB			
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	15+46.977	313207.839	538601.413
RP:		313105.99	538606.959
PT:	16+17.461	313188.009	538667.596
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	39° 35' 33.7570"	Type:	RIGHT
Radius:	102		
Length:	70.484	Tangent:	36.715
Mid-Ord:	6.028	External:	6.407
Chord:	69.09	Course:	S 73° 19' 13.7245" E

CG CC - EB PAULSON RD C&G FLANGE LT 18+50 - 23+50			
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	18+62.279	313123.785	538856.642
RP:		312053.226	539109.434
PCC:	23+38.157	313131.139	539328.76
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	24° 47' 13.5425"	Type:	RIGHT
Radius:	1099.999		
Length:	475.878	Tangent:	241.721
Mid-Ord:	25.634	External:	26.246
Chord:	472.176	Course:	N 89° 06' 27.3771" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	23+38.157	313131.139	539328.76
RP:		311955.234	539089.495
PT:	23+72.754	313123.753	539362.558
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	01° 39' 06.7964"	Type:	RIGHT
Radius:	1200		
Length:	34.597	Tangent:	17.3
Mid-Ord:	0.125	External:	0.125
Chord:	34.596	Course:	S 77° 40' 22.4534" E

CG EE - PAULSON RD RAB C&G FLANGE OUTSIDE LANE LINE			
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+00.000	313131.108	538851.139
RP:		313175.837	538771.89
PT:	0+40.187	313169.271	538862.653
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	25° 18' 10.8251"	Type:	LEFT
Radius:	91		
Length:	40.187	Tangent:	20.427
Mid-Ord:	2.209	External:	2.264
Chord:	39.862	Course:	N 16° 47' 22.2627" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+40.187	313169.271	538862.653
End:	1+32.827	313243.94	538807.821
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	92.639	Course:	N 36° 17' 27.8756" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	1+32.827	313243.94	538807.821
RP:		313175.837	538771.89
PT:	1+73.092	313252.783	538769.008
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	29° 57' 40.5412"	Type:	LEFT
Radius:	77		
Length:	40.265	Tangent:	20.604
Mid-Ord:	2.617	External:	2.709
Chord:	39.808	Course:	N 77° 09' 53.1017" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	1+73.092	313252.783	538769.008
End:	2+63.667	313216.854	538685.864
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	90.575	Course:	S 66° 37' 43.6918" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	2+63.667	313216.854	538685.864
RP:		313170.362	538764.091
PT:	2+91.811	313190.837	538675.425
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	17° 43' 13.4054"	Type:	LEFT
Radius:	91		
Length:	28.144	Tangent:	14.185
Mid-Ord:	1.086	External:	1.099
Chord:	28.032	Course:	S 21° 51' 46.8583" W

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\021101_TD.DWG PLOT DATE: 9/3/2008 9:36 AM PLOT BY: ANDRTISCH FRTC RYAN PLOT NAME: PLOT SCALE: ##########

CG EE - PAULSON RD RAB C&G FLANGE OUTSIDE LANE LINE (CONT)

Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	2+91.811	313190.837	538675.425
End:	4+03.678	313094.176	538731.734
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	111.867	Course:	S 30° 13' 22.3444" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	4+03.678	313094.176	538731.734
RP:		313175.837	538771.89
PT:	4+44.548	313084.84	538771.172
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	25° 43' 57.6742"	Type:	LEFT
Radius:	91		
Length:	40.87	Tangent:	20.786
Mid-Ord:	2.285	External:	2.344
Chord:	40.527	Course:	S 76° 40' 53.0235" E

CG FF - SOUTH TERM RAB C&G FLANGE OUTSIDE LANE LINE

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+00.000	314038.148	538884.399
RP:		314087.112	538963.466
PT:	0+44.216	314007.387	538915.581
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	27° 14' 26.3604"	Type:	LEFT
Radius:	93		
Length:	44.216	Tangent:	22.534
Mid-Ord:	2.615	External:	2.691
Chord:	43.801	Course:	S 45° 23' 22.0571" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+44.216	314007.387	538915.581
End:	2+15.165	314144.203	539018.074
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	170.949	Course:	N 36° 50' 16.8649" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	2+15.165	314144.203	539018.074
RP:		314082.403	538959.892
PT:	2+49.103	314161.977	538989.427
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	22° 54' 34.3663"	Type:	LEFT
Radius:	84.879		
Length:	33.939	Tangent:	17.199
Mid-Ord:	1.691	External:	1.725
Chord:	33.713	Course:	N 58° 10' 56.2209" W

CG GG - NORTH TERM RAB C&G FLANGE OUTSIDE LANE LINE

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+00.000	314595.888	539147.658
RP:		314662.031	539200.973
PT:	0+27.055	314582.521	539171.048
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	18° 14' 47.5414"	Type:	LEFT
Radius:	84.955		
Length:	27.055	Tangent:	13.643
Mid-Ord:	1.075	External:	1.088
Chord:	26.941	Course:	S 60° 15' 08.9320" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+27.055	314582.521	539171.048
End:	1+90.808	314710.57	539273.12
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	163.753	Course:	N 38° 33' 33.5744" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	1+90.808	314710.57	539273.12
RP:		314662.031	539200.973
PCC:	2+23.190	314733.494	539250.514
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	21° 20' 11.2129"	Type:	LEFT
Radius:	86.955		
Length:	32.381	Tangent:	16.38
Mid-Ord:	1.503	External:	1.529
Chord:	32.195	Course:	N 44° 35' 59.4574" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	2+23.190	314733.494	539250.514
RP:		314657.292	539197.334
PT:	2+30.038	314737.202	539244.759
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	04° 13' 21.1863"	Type:	LEFT
Radius:	92.924		
Length:	6.848	Tangent:	3.426
Mid-Ord:	0.063	External:	0.063
Chord:	6.847	Course:	N 57° 12' 00.5011" W

CG HH - RAB PAULSON INSIDE LANE LINE

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+00.000	313115.07	538777.171
RP:		313175.84	538771.888
PCC:	1+89.524	313236.76	538768.713
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	178° 00' 53.8903"	Type:	LEFT
Radius:	61		
Length:	189.524	Tangent:	3521.058
Mid-Ord:	59.943	External:	3460.586
Chord:	121.982	Course:	N 03° 58' 33.5804" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+89.524	313236.76	538768.713
RP:		313167.06	538772.346
PCC:	2+39.965	313216.93	538723.521
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	41° 24' 29.1465"	Type:	LEFT
Radius:	69.794		
Length:	50.441	Tangent:	26.379
Mid-Ord:	4.507	External:	4.819
Chord:	49.35	Course:	S 66° 18' 44.9011" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	2+39.965	313216.93	538723.521
RP:		313167.4	538772.012
PCC:	3+00.137	313162.41	538702.875
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	49° 44' 11.9683"	Type:	LEFT
Radius:	69.317		
Length:	60.172	Tangent:	32.129
Mid-Ord:	6.427	External:	7.084
Chord:	58.301	Course:	S 20° 44' 24.3437" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	3+00.137	313162.41	538702.875
RP:		313163.09	538712.381
PT:	3+06.831	313156.43	538705.568
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	40° 14' 44.2538"	Type:	LEFT
Radius:	9.531		
Length:	6.694	Tangent:	3.492
Mid-Ord:	0.582	External:	0.62
Chord:	6.558	Course:	S 24° 15' 03.7673" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	3+06.831	313156.43	538705.568
End:	3+37.814	313134.28	538727.235

CG HH - PAULSON RAB INSIDE LANE LINE (CONT)

Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	30.982	Course:	S 44° 22' 25.8942" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	3+37.814	313134.28	538727.235
RP:		313175.84	538771.89
PT:	3+93.153	313115.06	538777.122
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	51° 58' 40.2389"	Type:	LEFT
Radius:	61.001		
Length:	55.339	Tangent:	29.737
Mid-Ord:	6.168	External:	6.862
Chord:	53.461	Course:	S 68° 55' 51.9855" E

CG II - SOUTH TERM RAB INSIDE LANE LINE

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+00.000	314028.23	538985.865
RP:		314087.11	538963.436
PCC:	0+76.751	314087.82	539026.443
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	69° 47' 20.9405"	Type:	LEFT
Radius:	63.011		
Length:	76.751	Tangent:	43.948
Mid-Ord:	11.329	External:	13.812
Chord:	72.093	Course:	N 34° 15' 11.7644" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	0+76.751	314087.82	539026.443
RP:		314087.15	538963.502
PCC:	1+37.152	314139.08	538999.077
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	54° 58' 48.3614"	Type:	LEFT
Radius:	62.945		
Length:	60.401	Tangent:	32.753
Mid-Ord:	7.107	External:	8.012
Chord:	58.11	Course:	N 28° 05' 41.5061" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+37.152	314139.08	538999.077
RP:		314081.07	538959.328
PCC:	2+70.100	314100.57	538891.765
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	108° 19' 28.0898"	Type:	LEFT
Radius:	70.32		
Length:	132.948	Tangent:	97.366
Mid-Ord:	29.148	External:	49.784
Chord:	114.014	Course:	S 70° 15' 31.0910" W

CG II - SOUTH TERM RAB INSIDE LANE LINE (CONT)

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	2+70.100	314100.57	538891.765
RP:		314099.07	538897.057
PT:	2+73.666	314097.07	538891.934
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	37° 08' 32.3187"	Type:	LEFT
Radius:	5.5		
Length:	3.565	Tangent:	1.848
Mid-Ord:	0.286	External:	0.302
Chord:	3.503	Course:	S 02° 46' 24.8241" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	2+73.666	314097.07	538891.934
End:	3+08.978	314064.18	538904.787
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	35.312	Course:	S 21° 20' 40.9835" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	3+08.978	314064.18	538904.787
RP:		314087.11	538963.47
PT:	4+07.025	314028.1	538985.543
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	89° 09' 45.4617"	Type:	LEFT
Radius:	63.005		
Length:	98.047	Tangent:	62.091
Mid-Ord:	18.129	External:	25.454
Chord:	88.449	Course:	S 65° 55' 33.7144" E

CG JJ - NORTH TERM RAB INSIDE LANE LINE

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+00.000	314598.15	539226.936
RP:		314661.69	539201.364
PCC:	0+64.052	314644.55	539267.674
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	53° 34' 59.6973"	Type:	LEFT
Radius:	68.49		
Length:	64.052	Tangent:	34.584
Mid-Ord:	7.352	External:	8.236
Chord:	61.743	Course:	N 41° 17' 07.5376" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	0+64.052	314644.55	539267.674
RP:		314645.94	539262.354
PT:	0+67.490	314647.92	539267.484

CG JJ - NORTH TERM RAB INSIDE LANE LINE (CONT)

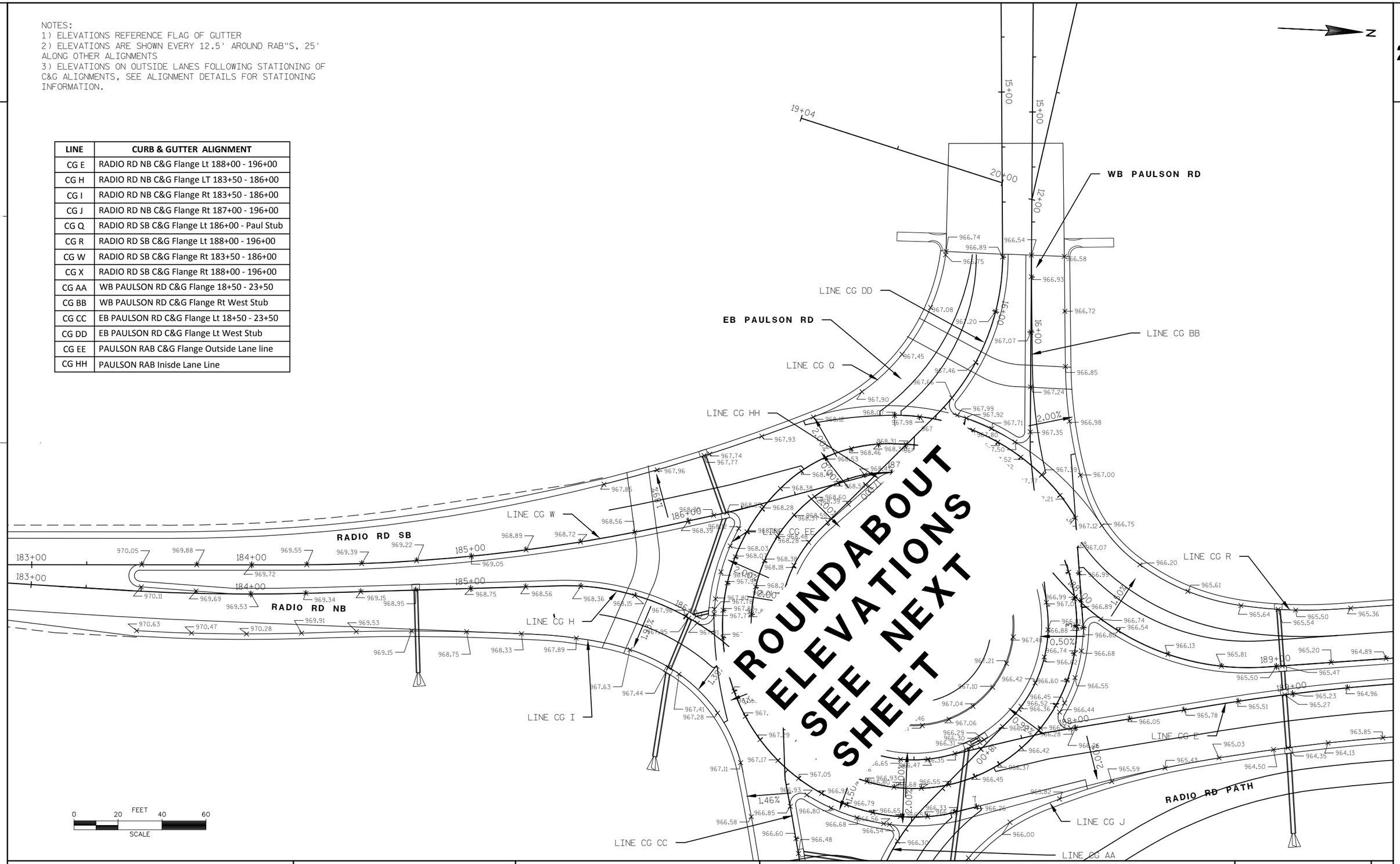
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	35° 49' 01.2105"	Type:	LEFT
Radius:	5.5		
Length:	3.438	Tangent:	1.777
Mid-Ord:	0.266	External:	0.28
Chord:	3.382	Course:	N 03° 13' 10.2005" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+67.490	314647.92	539267.484
End:	1+04.624	314682.56	539254.099
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	37.134	Course:	N 21° 07' 40.8058" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	1+04.624	314682.56	539254.099
RP:		314662.03	539200.973
PCC:	1+38.561	314708.84	539233.422
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	34° 08' 24.2590"	Type:	LEFT
Radius:	56.955		
Length:	33.937	Tangent:	17.489
Mid-Ord:	2.509	External:	2.625
Chord:	33.437	Course:	N 38° 11' 52.9353" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+38.561	314708.84	539233.422
RP:		314657.23	539197.294
PCC:	3+22.036	314615.18	539150.38
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	166° 51' 43.8335"	Type:	LEFT
Radius:	63		
Length:	183.475	Tangent:	547.093
Mid-Ord:	55.793	External:	487.709
Chord:	125.173	Course:	S 41° 33' 40.0736" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	3+22.036	314615.18	539150.38
RP:		314662.03	539200.973
PT:	4+05.438	314598.14	539226.918
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	69° 17' 59.1019"	Type:	LEFT
Radius:	68.955		
Length:	83.402	Tangent:	47.658
Mid-Ord:	12.23	External:	14.866
Chord:	78.41	Course:	S 77° 27' 08.1282" E

CG MM - PAULSON RD C&G Flange Rt 54+75 - 56+88			
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	03° 23' 05.5788"	Type:	LEFT
Radius:	1222		
Length:	72.193	Tangent:	36.107
Mid-Ord:	0.533	External:	0.533
Chord:	72.182	Course:	S 56° 36' 28.7131" E
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	78.712	Course:	S 58° 18' 01.5025" E
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	100° 18' 15.3195"	Type:	RIGHT
Radius:	50		
Length:	87.532	Tangent:	59.91
Mid-Ord:	17.962	External:	28.033
Chord:	76.775	Course:	S 08° 08' 53.8428" E
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	9.485	Course:	S 42° 00' 13.8170" W

CG NN - PAULSON RD C&G Flange Lt 55+00 - 56+00			
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	02° 11' 28.3954"	Type:	LEFT
Radius:	1178		
Length:	45.051	Tangent:	22.528
Mid-Ord:	0.215	External:	0.215
Chord:	45.049	Course:	S 57° 12' 17.3048" E
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	53.895	Course:	S 58° 18' 01.5025" E

NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
2) ELEVATIONS ARE SHOWN EVERY 12.5' AROUND RAB"S, 25' ALONG OTHER ALIGNMENTS
3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.

LINE	CURB & GUTTER ALIGNMENT
CG E	RADIO RD NB C&G Flange Lt 188+00 - 196+00
CG H	RADIO RD NB C&G Flange LT 183+50 - 186+00
CG I	RADIO RD NB C&G Flange Rt 183+50 - 186+00
CG J	RADIO RD NB C&G Flange Rt 187+00 - 196+00
CG Q	RADIO RD SB C&G Flange Lt 186+00 - Paul Stub
CG R	RADIO RD SB C&G Flange Lt 188+00 - 196+00
CG W	RADIO RD SB C&G Flange Rt 183+50 - 186+00
CG X	RADIO RD SB C&G Flange Rt 188+00 - 196+00
CG AA	WB PAULSON RD C&G Flange 18+50 - 23+50
CG BB	WB PAULSON RD C&G Flange Rt West Stub
CG CC	EB PAULSON RD C&G Flange Lt 18+50 - 23+50
CG DD	EB PAULSON RD C&G Flange Lt West Stub
CG EE	PAULSON RAB C&G Flange Outside Lane line
CG HH	PAULSON RAB Inisde Lane Line



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ELEVATION DETAILS: RADIO RD/PAULSON RD RAB	SHEET 62	E

NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
2) ELEVATIONS ARE SHOWN EVERY 12.5' AROUND RAB"S, 25' ALONG OTHER ALIGNMENTS
3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.

RADIO RD SB
RADIO RD NB
PAULSON RD RAB
WB PAULSON
EB PAULSON
RADIO RD SB
RADIO RD NB

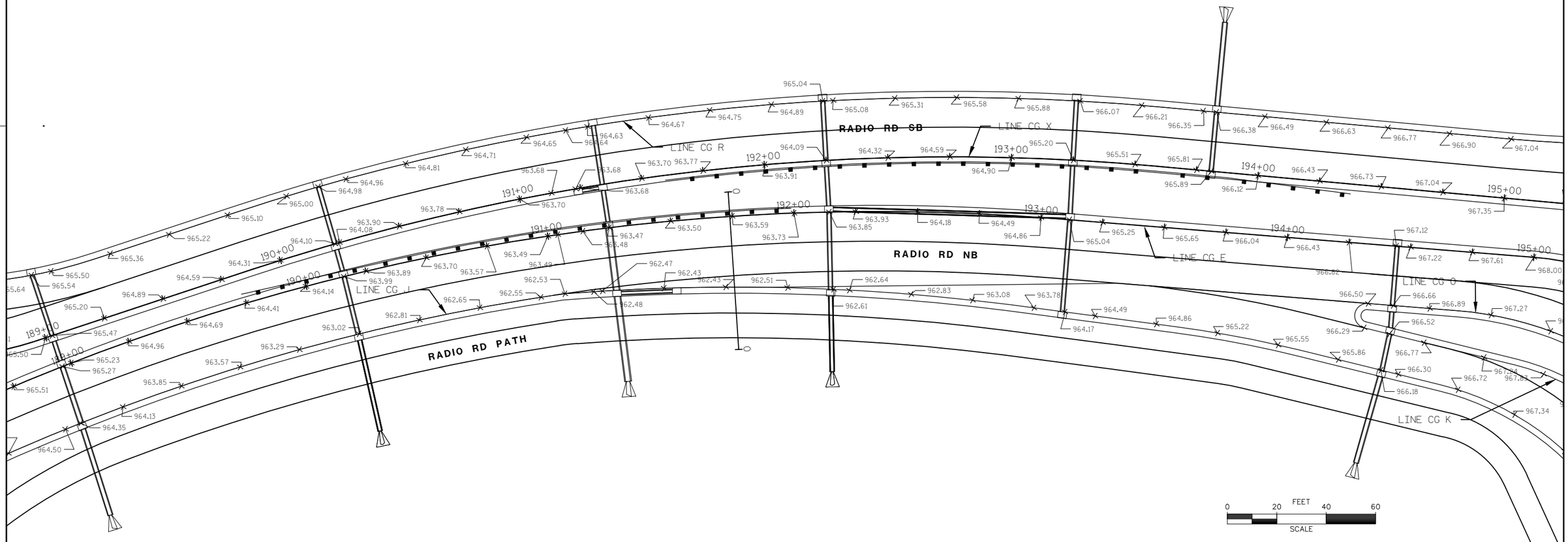
N

0 10 20 30 FEET
SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ELEVATION DETAILS: RADIO RD/PAULSON RD RAB	SHEET 63	E

NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
2) ELEVATIONS ARE SHOWN EVERY 12.5' AROUND RAB"S, 25' ALONG OTHER ALIGNMENTS
3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.

LINE	CURB & GUTTER ALIGNMENT
CG E	RADIO RD NB C&G Flange Lt 188+00 - 196+00
CG J	RADIO RD NB C&G Flange Rt 187+00 - 196+00
CG K	RADIO RD NB C&G Flange Rt 194+50 - 196+00
CG O	RADIO RD NB C&G Flange Rt2 194+50 - 196+00
CG R	RADIO RD SB C&G Flange Lt 188+00 - 196+00
CG X	RADIO RD SB C&G Flange Rt 188+00 - 196+00



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ELEVATION DETAILS: RADIO RD	SHEET 64	E

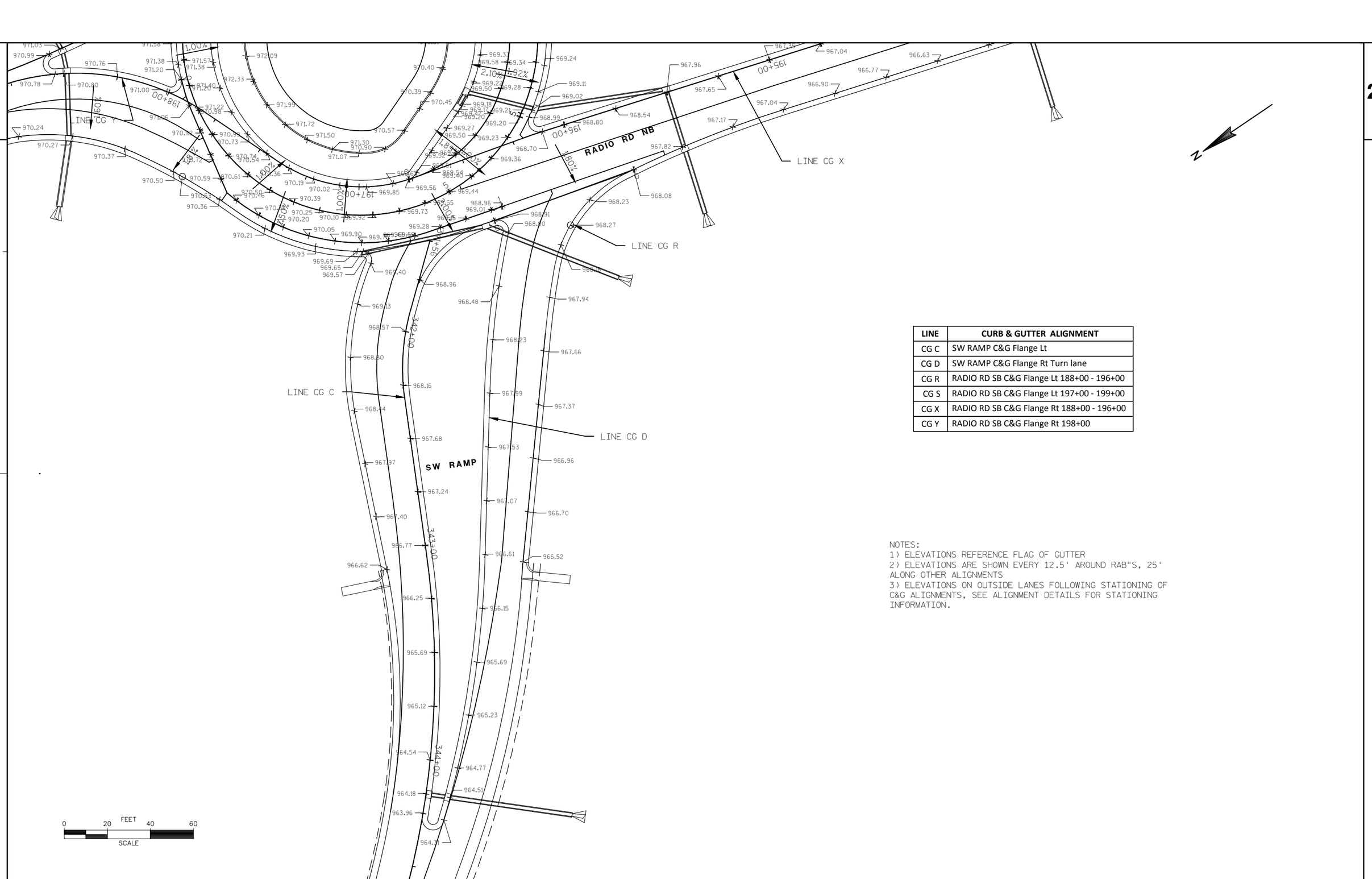
LINE	CURB & GUTTER ALIGNMENT
CG C	SW RAMP C&G Flange Lt
CG D	SW RAMP C&G Flange Rt Turn lane
CG E	RADIO RD NB C&G Flange Lt 188+00 - 196+00
CG F	RADIO RD NB C&G Flange Lt 198+00
CG J	RADIO RD NB C&G Flange Rt 187+00 - 196+00
CG K	RADIO RD NB C&G Flange Rt 194+50 - 196+00
CG L	RADIO RD NB C&G Flange Rt 196+50 - 199+00
CG O	RADIO RD NB C&G Flange Rt2 194+50 - 196+00
CG R	RADIO RD SB C&G Flange Lt 188+00 - 196+00
CG S	RADIO RD SB C&G Flange Lt 197+00 - 199+00
CG X	RADIO RD SB C&G Flange Rt 188+00 - 196+00
CG Y	RADIO RD SB C&G Flange Rt 198+00
CG FF	SOUTH TERM RAB C&G Flange Outside Lane line
CG II	SOUTH TERM RAB Inside Lane Line

NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
2) ELEVATIONS ARE SHOWN EVERY 12.5' AROUND RAB"S, 25' ALONG OTHER ALIGNMENTS
3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.

ROUNDABOUT ELEVATIONS SEE NEXT SHEET

0 20 FEET 40 60
SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ELEVATION DETAILS: RADIO RD/ SOUTH TERM RAB	SHEET 65	E



LINE	CURB & GUTTER ALIGNMENT
CG C	SW RAMP C&G Flange Lt
CG D	SW RAMP C&G Flange Rt Turn lane
CG R	RADIO RD SB C&G Flange Lt 188+00 - 196+00
CG S	RADIO RD SB C&G Flange Lt 197+00 - 199+00
CG X	RADIO RD SB C&G Flange Rt 188+00 - 196+00
CG Y	RADIO RD SB C&G Flange Rt 198+00

NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
2) ELEVATIONS ARE SHOWN EVERY 12.5' AROUND RAB"S, 25' ALONG OTHER ALIGNMENTS
3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ELEVATION DETAILS: SW RAMP	SHEET 66	E

NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
2) ELEVATIONS ARE SHOWN EVERY 12.5' AROUND RAB"S, 25' ALONG OTHER ALIGNMENTS
3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.

0 10 FEET 20 30
SCALE

N

RADIO RD SB

RADIO RD NB

SOUTH TERM RAB

SE RAMP

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ELEVATION DETAILS: RADIO RD/ SOUTH TERM RAB	SHEET	E

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LINE	CURB & GUTTER ALIGNMENT
CG E	RADIO RD NB C&G Flange Lt 188+00 - 196+00
CG I	RADIO RD NB C&G Flange Rt 183+50 - 186+00
CG J	RADIO RD NB C&G Flange Rt 187+00 - 196+00
CG X	RADIO RD SB C&G Flange Rt 188+00 - 196+00
CG AA	WB PAULSON RD C&G Flange 18+50 - 23+50
CG CC	EB PAULSON RD C&G Flange Lt 18+50 - 23+50
CG EE	PAULSON RAB C&G Flange Outside Lane line

NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
2) ELEVATIONS ARE SHOWN EVERY 12.5' AROUND RAB"S, 25' ALONG OTHER ALIGNMENTS
3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.

0 20 40 60 FEET
SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ELEVATION DETAILS: PAULSON RD	SHEET 68	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\021301_ED.DWG PLOT DATE = 8/16/2013 4:17 PM PLOT BY = ANDRTISCH ERTC RYAN PLOT NAME = PLOT SCALE = 1.TN=40.FT

LINE	CURB & GUTTER ALIGNMENT
CG A	NE RAMP C&G Flange Rt
CG B	NE RAMP C&G Flange Rt Turn Lane
CG G	RADIO RD NB C&G Flange Lt 202+50
CG M	RADIO RD NB C&G Flange Rt 201+50 - 203+50
CG N	RADIO RD NB C&G Flange RT 204+50 - 217+10
CG P	RADIO RD SB C&G Flange 201+40 - 204+50
CG T	RADIO RD SB C&G Flange Lt 204+00 - 205+50
CG U	RADIO RD SB C&G Flange Lt 204+50 - 206+00
CG V	RADIO RD SB C&G Flange Lt2 204+00 - 205+50
CG Z	RADIO RD SB C&G Flange Rt 202+50
CG GG	NORTH TERM RAB C&G Flange Outside Lane line
CG JJ	NORTH TERM RAB Inside Lane Line
CG KK	RADIO RD NB C&G Flange LT 204+40-207+30
CG LL	RADIO RD SB C&G Flange Lt 204+40 - 207+30

NW RAMP

LINE CG P

LINE CG Z

LINE CG G

LINE CG M

LINE CG N

LINE CG T

LINE CG U

LINE CG V

LINE CG GG

LINE CG KK

LINE CG LL

LINE CG B

LINE CG A

NE RAMP

RADIO RD SB

RADIO RD NB

RADIO RD PATH

ROUNDABOUT ELEVATIONS SEE NEXT SHEET

NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
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3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.

N

0 20 FEET 40 60
SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ELEVATION DETAILS: RADIO RD/ NORTH TERM RAB	SHEET 69	E

FILE NAME : C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\021201_ED.DWG PLOT DATE : 8/16/2012 4:17 PM PLOT BY : ANDRITSCH, ERIC RYAN PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

NW RAMP

RADIO RD SB

RADIO RD NB

NORTH TERM RAB

NE RAMP

RADIO RD SB

RADIO RD NB

N

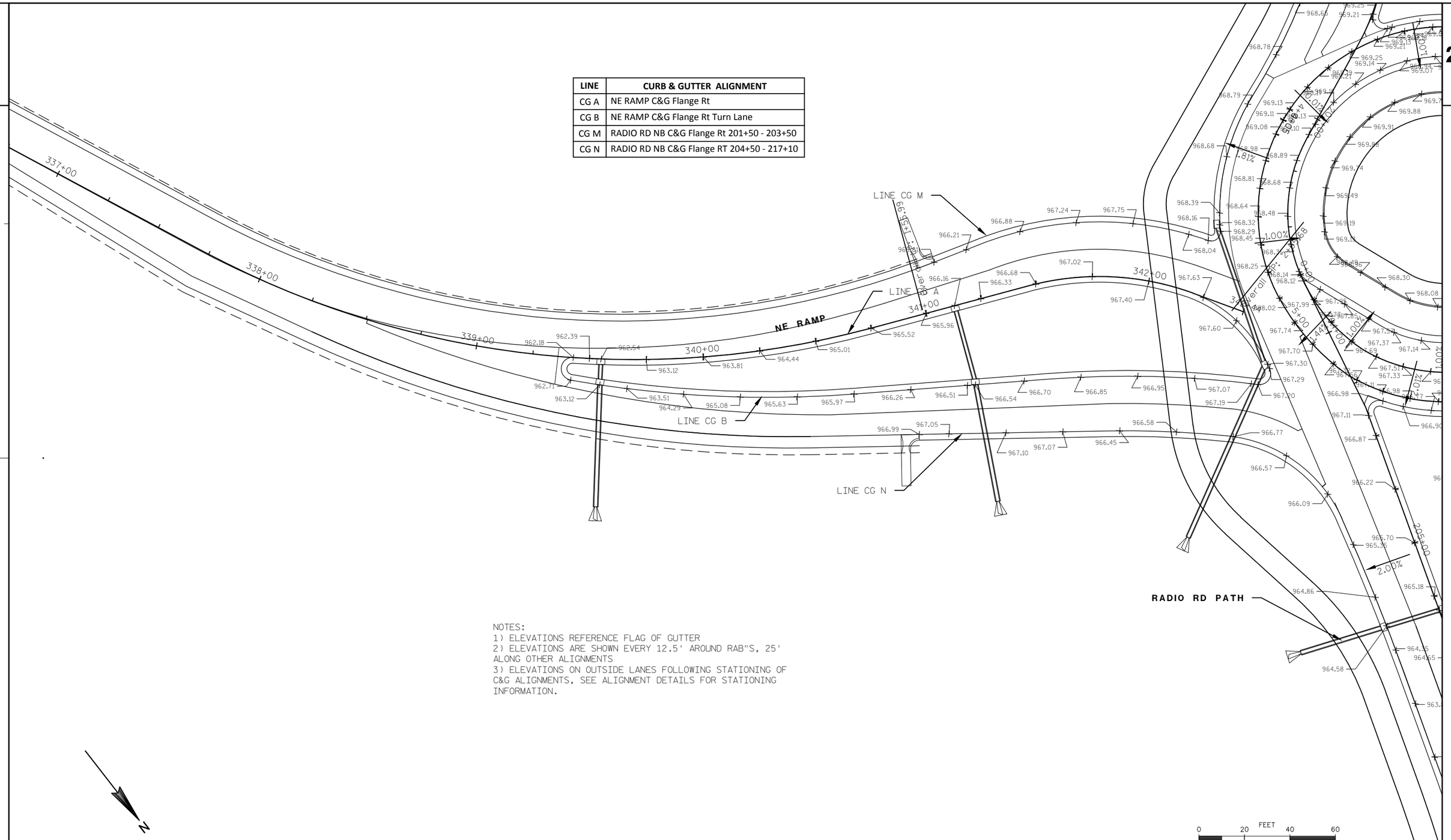
0 10 FEET 20 30
SCALE

NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
2) ELEVATIONS ARE SHOWN EVERY 12.5' AROUND RAB"S, 25' ALONG OTHER ALIGNMENTS
3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ELEVATION DETAILS: RADIO RD/ NORTH TERM RAB	SHEET	E

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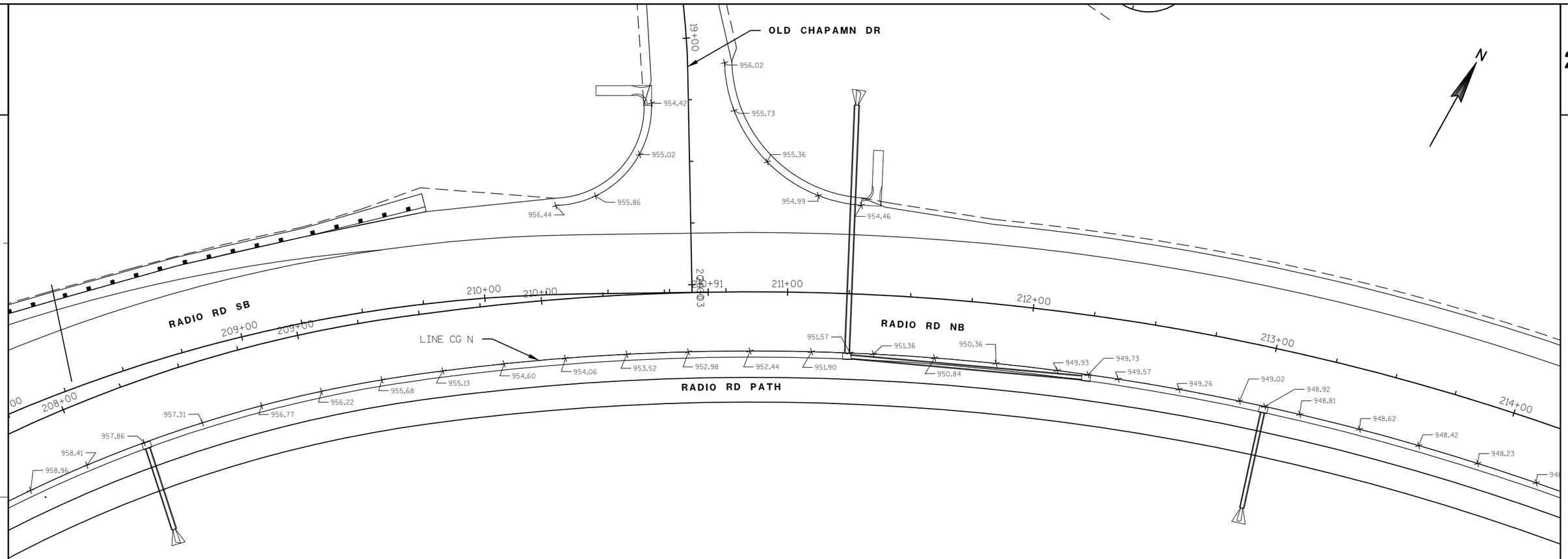
LINE	CURB & GUTTER ALIGNMENT
CG A	NE RAMP C&G Flange Rt
CG B	NE RAMP C&G Flange Rt Turn Lane
CG M	RADIO RD NB C&G Flange Rt 201+50 - 203+50
CG N	RADIO RD NB C&G Flange RT 204+50 - 217+10



NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
2) ELEVATIONS ARE SHOWN EVERY 12.5' AROUND RAB"S, 25' ALONG OTHER ALIGNMENTS
3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ELEVATION DETAILS: NE RAMP	SHEET 71	E

2

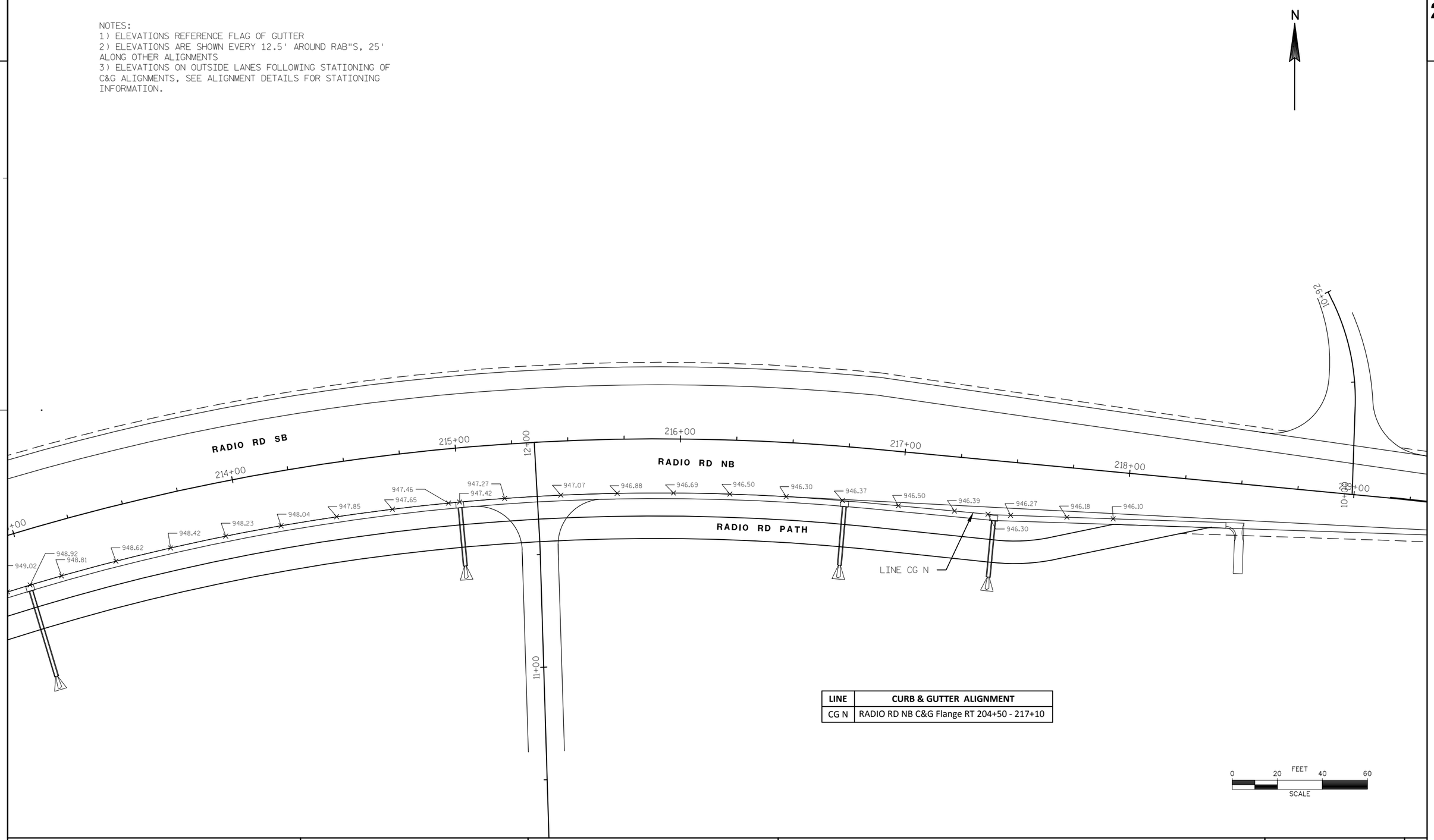


NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
2) ELEVATIONS ARE SHOWN EVERY 12.5' AROUND RAB"S, 25' ALONG OTHER ALIGNMENTS
3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.

LINE	CURB & GUTTER ALIGNMENT
CG N	RADIO RD NB C&G Flange RT 204+50 - 217+10

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NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
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3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.



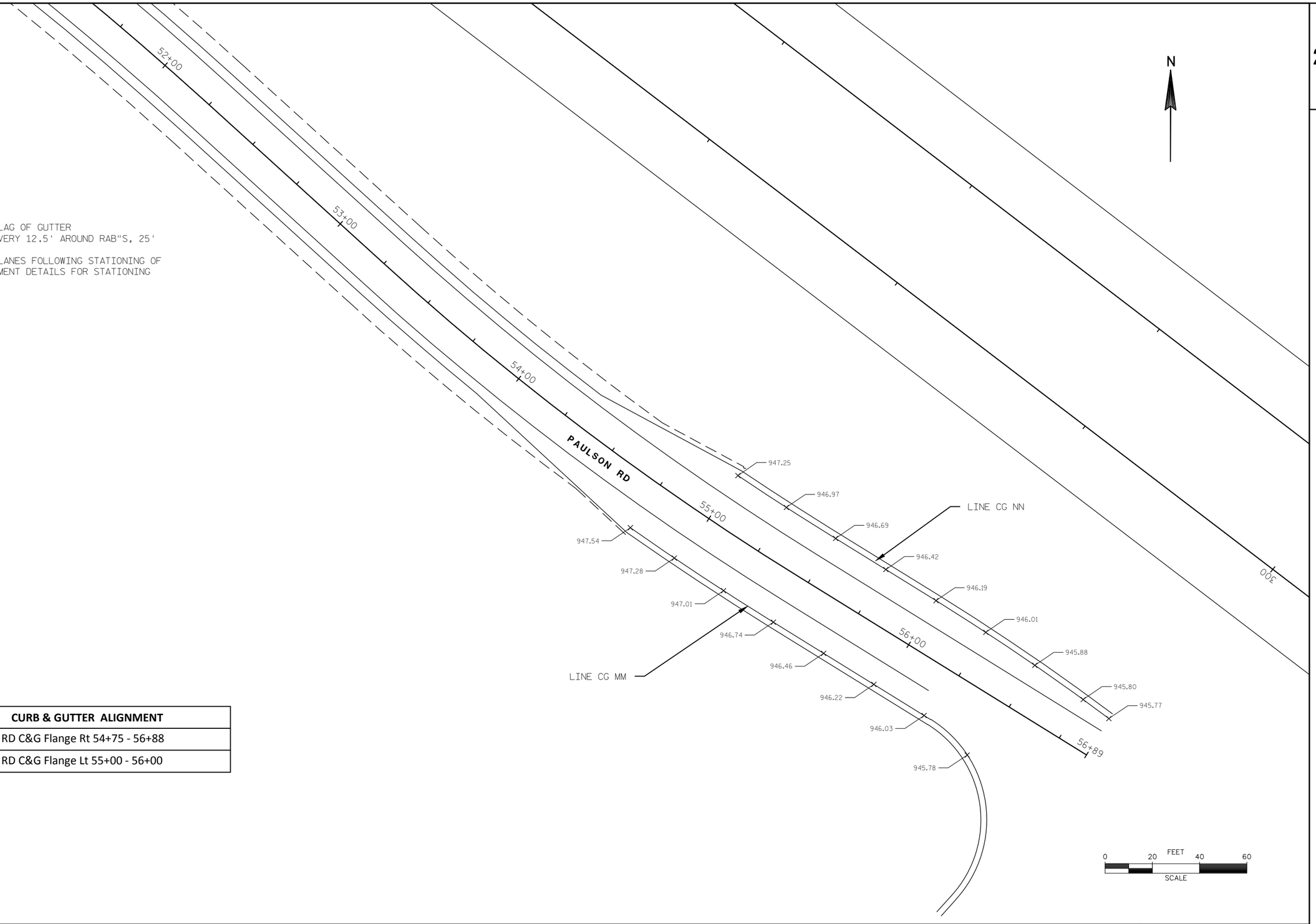
LINE	CURB & GUTTER ALIGNMENT
CG N	RADIO RD NB C&G Flange RT 204+50 - 217+10

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ELEVATION DETAILS: RADIO RD	SHEET	E

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2

NOTES:
1) ELEVATIONS REFERENCE FLAG OF GUTTER
2) ELEVATIONS ARE SHOWN EVERY 12.5' AROUND RAB"S, 25' ALONG OTHER ALIGNMENTS
3) ELEVATIONS ON OUTSIDE LANES FOLLOWING STATIONING OF C&G ALIGNMENTS, SEE ALIGNMENT DETAILS FOR STATIONING INFORMATION.



LINE	CURB & GUTTER ALIGNMENT
CG MM	PAULSON RD C&G Flange Rt 54+75 - 56+88
CG NN	PAULSON RD C&G Flange Lt 55+00 - 56+00

LINE A - STH 35 NB

No.	Station	Description	Outside Shoulder	Outside Lane	Outside Lane	Outside Shoulder
1	269+91.24'	Begin alignment	-4.00%	-2.00%	-2.00%	-4.00%
2	271+65.34'	End normal crown	-4.00%	-2.00%	-2.00%	-2.00%
3	271+65.34'	End normal shoulder	-4.00%	-2.00%	-2.00%	-4.00%
4	272+55.34'	Level crown	-4.00%	-2.00%	0.00%	0.00%
5	273+45.34'	Reverse crown	-4.00%	-2.00%	2.00%	2.00%
6	274+35.34'	Low shoulder match	-4.00%	-4.00%	4.00%	4.00%
7	274+55.25'	Begin full super	-4.10%	-4.10%	4.10%	4.10%
8	287+02.24'	End full super	-4.10%	-4.10%	4.10%	4.10%
9	287+18.69'	Low shoulder match	-4.00%	-4.00%	4.00%	4.00%
10	287+99.55'	Reverse crown	-4.00%	-2.00%	2.00%	2.00%
11	288+92.24'	Level crown	-4.00%	-2.00%	0.00%	0.00%
12	289+87.24'	Begin normal crown	-4.00%	-2.00%	-2.00%	-2.00%
13	290+80.63'	Begin normal shoulder	-4.00%	-2.00%	-2.00%	-4.00%
14	355+24.00'	End normal shoulder	-4.00%	-2.00%	-2.00%	-4.00%
15	356+04.00'	End normal crown	-2.00%	-2.00%	-2.00%	-4.00%
16	356+84.00'	Level crown	0.00%	0.00%	-2.00%	-4.00%
17	357+60.00'	Reverse crown	2.00%	2.00%	-2.00%	-4.00%
18	358+25.70'	Low shoulder match	4.00%	4.00%	-4.00%	-4.00%
19	358+74.00'	Begin full super	5.00%	5.00%	-5.00%	-5.00%
20	370+48.52'	End full super	5.00%	5.00%	-5.00%	-5.00%
21	370+96.78'	Low shoulder match	4.00%	4.00%	-4.00%	-4.00%
22	371+62.52'	Reverse crown	2.00%	2.00%	-2.00%	-4.00%
23	372+38.52'	Level crown	0.00%	0.00%	-2.00%	-4.00%
24	373+18.52'	Begin normal crown	-2.00%	-2.00%	-2.00%	-4.00%
25	373+98.52'	Begin normal shoulder	-4.00%	-2.00%	-2.00%	-4.00%
26	376+94.47'	End alignment	-4.00%	-2.00%	-2.00%	-4.00%

LINE C - NW RAMP

No.	Station	Description	Outside Shoulder	Outside Lane	Outside Lane	Outside Shoulder
1	343+24.49'	Begin alignment	2.00%	2.00%	-2.00%	-4.00%
2	344+91.70'	End RAB Grading	2.00%	2.00%	-2.00%	-4.00%
3	345+03.54'	Begin full super	3.60%	3.60%	-3.60%	-4.00%
4	345+16.84'	End full super	3.60%	3.60%	-3.60%	-4.00%
5	345+32.43'	Begin normal crown	2.00%	2.00%	-2.00%	-4.00%
6	350+50.75'	End normal crown	2.00%	2.00%	-2.00%	-4.00%
7	350+98.90'	End normal shoulder	4.00%	4.00%	0.00%	-4.00%
8	351+32.61'	Begin full super	5.40%	5.40%	0.00%	-5.40%
9	354+76.57'	End full super	5.40%	5.40%	0.00%	-5.40%
10	355+10.27'	Begin normal shoulder	0.00%	4.00%	0.00%	-4.00%
11	355+58.42'	Begin normal crown	0.00%	2.00%	0.00%	-4.00%
12	357+60.00'	End normal crown	0.00%	2.00%	0.00%	-4.00%
13	358+36.00'	End normal shoulder	0.00%	4.00%	0.00%	-4.00%
14	358+74.00'	Begin full super	0.00%	5.00%	0.00%	-5.00%
15	364+76.32'	End alignment	0.00%	5.00%	0.00%	-5.00%

LINE D - NE RAMP

No.	Station	Description	Outside Shoulder	Outside Lane	Outside Lane	Outside Shoulder
1	324+61.00'	Begin alignment	2.00%	2.00%	0.00%	-4.00%
2	330+12.15'	End normal crown	2.00%	2.00%	0.00%	-4.00%
3	330+91.23'	Begin full super	5.30%	5.30%	0.00%	-5.30%
4	335+96.15'	End full super	5.30%	5.30%	-5.30%	-5.30%
5	338+04.69'	Begin full super	-5.30%	-5.30%	5.30%	5.30%
6	340+42.85'	End full super	-5.30%	-5.30%	5.30%	5.30%
7	341+50.00'	Begin RAB Grading	1.00%	1.00%	1.00%	1.00%
8	342+43.69'	End alignment	2.00%	2.00%	-2.00%	-4.00%

LINE E - SW RAMP

No.	Station	Description	Outside Shoulder	Outside Lane	Outside Lane	Outside Shoulder
1	341+56.47'	Begin alignment	-1.75%	-1.75%	2.00%	2.00%
2	342+75.00'	End RAB Grading	-2.00%	-2.00%	2.00%	2.00%
3	343+80.45'	Begin full super	3.70%	3.70%	-3.70%	-4.00%
4	345+20.49'	End full super	3.70%	3.70%	-3.70%	-4.00%
5	345+51.27'	Begin normal crown	2.00%	2.00%	-2.00%	-4.00%
6	347+28.69'	End normal shoulder	2.00%	2.00%	-2.00%	-4.00%
7	347+56.19'	End normal crown	2.00%	2.00%	-2.00%	-2.00%
8	347+83.69'	Level crown	0.00%	0.00%	0.00%	0.00%
9	348+38.69'	Begin full super	-3.00%	-3.00%	3.00%	3.00%
10	352+22.61'	End full super	-3.00%	-3.00%	3.00%	3.00%
11	352+77.61'	Level crown	0.00%	0.00%	0.00%	0.00%
12	353+05.11'	Begin normal crown	2.00%	2.00%	-2.00%	-2.00%
13	353+32.61'	Begin normal shoulder	2.00%	2.00%	-2.00%	-4.00%
14	357+60.00'	End normal crown	2.00%	2.00%	-2.00%	-4.00%
15	358+74.00'	Begin full super	5.00%	5.00%	-5.00%	-5.00%
16	359+34.88'	End alignment	5.00%	5.00%	-5.00%	-5.00%

LINE E - SE RAMP

No.	Station	Description	Outside Shoulder	Outside Lane	Outside Lane	Outside Shoulder
1	319+48.00'	Begin alignment	2.00%	2.00%	-2.00%	-4.00%
2	327+04.06'	End normal shoulder	2.00%	2.00%	-2.00%	-4.00%
3	327+65.06'	End normal crown	2.00%	2.00%	-2.00%	-2.00%
4	328+26.06'	Level crown	0.00%	0.00%	0.00%	0.00%
5	328+87.06'	Reverse crown	-2.00%	-2.00%	2.00%	2.00%
6	329+48.06'	Begin full super	-5.10%	-5.10%	5.10%	5.10%
7	331+27.92'	End full super	-5.10%	-5.10%	5.10%	5.10%
8	331+88.92'	Reverse crown	-2.00%	-2.00%	2.00%	2.00%
9	332+49.92'	Level crown	0.00%	0.00%	0.00%	0.00%
10	333+10.92'	Begin normal crown	2.00%	2.00%	-2.00%	-2.00%
11	333+71.92'	Begin normal shoulder	2.00%	2.00%	-2.00%	-4.00%
12	334+82.80'	End normal shoulder	2.00%	2.00%	-2.00%	-4.00%
13	335+28.39'	End normal crown	2.00%	2.00%	-2.00%	2.00%
14	335+73.89'	Level crown	0.00%	0.00%	0.00%	0.00%
15	336+19.39'	Reverse crown	-2.00%	-2.00%	2.00%	2.00%
16	336+64.89'	Begin full super	-3.80%	-3.80%	3.80%	3.80%
17	339+76.14'	End full super	-3.80%	-3.80%	3.80%	3.80%
18	339+80.00'	Begin RAB Grading	-3.50%	-3.50%	3.50%	3.50%
19	340+71.10'	End alignment	-2.00%	-2.00%	2.00%	2.00%

FILE NAME: C:\WISDOT\DESIGN3D\72000201\SHEETSPLANS\021350_SE.DWG PLOT DATE: 8/3/2008 8:36 AM PLOT BY: DOTERA PLOT NAME: PLOT SCALE: 1.055765

LINE G - RADIO RD / CHAPMAN DR

				SB RADIO RD / CHAPMAN DR				NB RADIO RD / CHAPMAN DR		
No.	SB Station	NB Staion	Description	Outside Shoulder	Outside Lane	Inside Lane	Median	Inside Lane	Outside Lane	Outside Shoulder
1	179+00.00'	179+00.00'	Begin alignment	-4.00%	-2.00%				-2.00%	-4.00%
2		182+03.59'	End normal shoulder						-2.00%	-4.00%
3		182+36.09'	End normal crown						-2.00%	-2.00%
4		182+68.59'	Level crown						0.00%	0.00%
5		183+51.99	Begin full super						4.00%	C & G
6	183+95.89'		End normal crown	-4.00%	-2.00%					
7		183+98.67'	End full super					4.00%	4.00%	C & G
8	184+67.89'		Begin full super	-4.00%	-4.00%					
9		184+94.67'	Level crown					0.00%	0.00%	C & G
10		185+42.67'	Begin normal crown					-2.00%	-2.00%	C & G
11	185+45.09'		End full super	-4.00%	-4.00%					
12	185+73.00	185+73.48	Begin RAB Grading		-2.00%	-2.00%		-2.00%	-2.00%	C & G
13	188+19.42'		End normal crown	C & G	-2.00%	-2.00%				
14	188+46.87	188+23.61	End RAB Grading	C & G	-1.50%	-1.50%		-2.00%	-2.00%	C & G
15		188+48.85'	End normal crown					-2.00%	-2.00%	C & G
16	188+91.42'		Level crown	C & G	0.00%	0.00%				
17		188+96.85'	Begin full super					-4.00%	-4.00%	C & G
18	190+35.41'		Begin full super	C & G	4.00%	4.00%				
19		192+74.24'	End full super					-4.00%	-4.00%	C & G
20	193+10.45'		End full super	C & G	4.00%	4.00%				
21		193+22.24'	Begin normal crown					-2.00%	-2.00%	C & G
22	193+82.45'		Reverse crown	C & G	2.00%	2.00%				
23	194+54.45'		Level crown	C & G	0.00%	0.00%				
24	195+26.45'		Begin normal crown	C & G	-2.00%	-2.00%				
25	195+58.33	195+48.00	Begin RAB Grading	C & G	-2.00%	-2.00%		-1.50%	-1.50%	C & G
26	195+98.45'		Begin normal shoulder	C & G	-2.00%	-2.00%				
27	198+47.66	198+43.18	End RAB Grading	C & G	-1.80%	-1.80%		-2.00%	-2.00%	C & G
28	201+75.69	201+96.55	Begin RAB Grading	C & G	-2.00%	-2.00%		-2.00%	-2.00%	C & G
29	205+05.16	204+99.72	End RAB Grading	C & G	-2.00%	-2.00%		-2.00%	-2.00%	C & G
31	205+00.00'		End normal crown	C & G	-2.00%	-2.00%				
32	205+72.00'		Level crown	0.00%	0.00%	0.00%				
33		205+89.81'	End normal crown					-2.00%	-2.00%	C & G
34		206+37.81'	Begin full super					-4.00%	-4.00%	C & G
35	206+42.00'		Reverse crown	2.00%	2.00%	2.00%				
36	207+14.00'		Begin full super	4.00%	4.00%	4.00%				
37	210+90.67		End alignment	4.00%	4.00%	4.00%				
38		216+53.46'	End full super	4.00%	4.00%	4.00%		-4.00%	-4.00%	C & G
39		217+01.46'	Reverse crown	2.00%	2.00%	2.00%		-2.00%	-2.00%	-4.00%
40		217+73.46'	Level crown	0.00%	0.00%	0.00%		-2.00%	-2.00%	-4.00%
41		218+45.46'	Begin normal crown	-2.00%	-2.00%	-2.00%		-2.00%	-2.00%	-4.00%
42		219+17.46'	Begin normal shoulder	-4.00%	-2.00%	-2.00%		-2.00%	-2.00%	-4.00%
43		221+00.78'	End alignment	-4.00%	-2.00%	-2.00%		-2.00%	-2.00%	-4.00%

LINE I - WB PAULSON RD

No.	Station	Description	Outside Shoulder	Outside Lane	Outside Lane	Outside Shoulder
1	15+14.20'	Begin alignment	-4.00%	-2.00%	-2.00%	-4.00%
2	15+65.10'	Begin RAB Grading	-4.00%	-2.00%	-2.00%	-4.00%
3	19+58.80'	End RAB Grading	-4.00%	-2.00%	-2.00%	-4.00%
4	20+00.42'	Level crown	0.00%	0.00%	-2.00%	-4.00%
5	20+42.04'	Reverse crown	2.00%	2.00%	-2.00%	-4.00%
6	20+73.25'	Begin full super	3.50%	3.50%	-3.50%	-4.00%
7	24+34.67'	End full super	3.50%	3.50%	-3.50%	-4.00%
8	24+65.53'	Reverse crown	2.00%	2.00%	-2.00%	-4.00%
9	25+06.67'	Level crown	0.00%	0.00%	-2.00%	-4.00%
10	25+47.81'	Begin normal crown	-2.00%	-2.00%	-2.00%	-4.00%
11	25+88.95'	Begin normal shoulder	-4.00%	-2.00%	-2.00%	-4.00%
12	32+07.48'	End normal shoulder	-4.00%	-2.00%	-2.00%	-4.00%
13	32+48.62'	End normal crown	-4.00%	-2.00%	-2.00%	-2.00%
14	32+90.24'	Level crown	-4.00%	-2.00%	0.00%	0.00%
15	33+31.86'	Reverse crown	-4.00%	-2.00%	2.00%	2.00%
16	33+67.24'	Begin full super	-4.00%	-3.70%	3.70%	3.70%
17	35+95.90'	End full super	-4.00%	-3.70%	3.70%	3.70%
18	38+30.77'	Begin full super	3.70%	3.70%	-3.70%	-4.00%
19	42+06.25'	End full super	3.70%	3.70%	-3.70%	-4.00%
20	42+41.62'	Reverse crown	2.00%	2.00%	-2.00%	-4.00%
21	42+83.25'	Level crown	0.00%	0.00%	-2.00%	-4.00%
22	43+24.87'	Begin normal crown	-2.00%	-2.00%	-2.00%	-4.00%
23	43+66.01'	Begin normal shoulder	-4.00%	-2.00%	-2.00%	-4.00%
24	46+03.03'	End normal shoulder	-4.00%	-2.00%	-2.00%	-4.00%
25	46+44.17'	End normal crown	-2.00%	-2.00%	-2.00%	-4.00%
26	46+85.32'	Level crown	0.00%	0.00%	-2.00%	-4.00%
27	47+26.46'	Reverse crown	2.00%	2.00%	-2.00%	-4.00%
28	47+57.32'	Begin full super	3.50%	3.50%	-3.50%	-4.00%
29	47+87.45'	End full super	3.50%	3.50%	-3.50%	-4.00%
30	48+18.30'	Reverse crown	2.00%	2.00%	-2.00%	-4.00%
31	48+59.45'	Level crown	0.00%	0.00%	-2.00%	-4.00%
32	49+00.59'	Begin normal crown	-2.00%	-2.00%	-2.00%	-4.00%
33	49+41.73'	Begin normal shoulder	-4.00%	-2.00%	-2.00%	-4.00%
34	56+99.63'	End alignment	-4.00%	-2.00%	-2.00%	-4.00%

LINE O - OLD CHAPMAN DR

No.	Station	Description	Outside Shoulder	Outside Lane	Outside Lane	Outside Shoulder
1	11+38.90'	Begin alignment	-4.00%	-2.00%	-2.00%	-4.00%
2	15+20.96'	End normal shoulder	-4.00%	-2.00%	-2.00%	-4.00%
3	15+55.25'	End normal crown	-2.00%	-2.00%	-2.00%	-4.00%
4	15+89.54'	Level crown	0.00%	0.00%	-2.00%	-4.00%
5	16+23.82'	Reverse crown	2.00%	2.00%	-2.00%	-4.00%
6	16+49.54'	Begin full super	3.50%	3.50%	-3.50%	-4.00%
7	18+94.39'	End full super	3.50%	3.50%	-3.50%	-4.00%
8	19+65.00'	Reverse crown	-2.10%	-2.10%	2.10%	2.10%
9	19+99.20'	End alignment	-2.10%	-2.10%	2.10%	2.10%

FILE NAME: C:\WISDOT\DESIGN3D\72000201\SHEETSPLAN\021350_SE.DWG PLOT DATE: 8/3/2008 8:36 AM PLOT BY: DOTERA PLOT NAME: PLOT SCALE: 1.065765

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- EROSION MAT CLASS III, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

N

PAULSON RD

RADIO RD

RW

SLOPE INTERCEPT

AE 1.1
AE 1.2
AE 2.1
AE 2.2
AE 7.1
AE 14.1
AE 15.1
AE 14.2
AE 15.2
AE 101.0
AE 102.0
AE 103.0
AE 105.0
AE 107.0
AE 191.0
AE 10.1

179+00
180+00
181+00
182+00
183+00
184+00
185+00
186+00
187+00
189+00
190+00
191+00
192+00
193+00
194+00

190.0
192.0
193.0
194.0

NOTE: SEE STORMSEWER PLAN SHEETS FOR STORMSEWER & CULVERT PIPE INFORMATION

0 50 100 150 FEET
SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EROSION CONTROL	SHEET 77	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\022001_EC.DWG PLOT DATE = 8/3/2008 8:36 AM PLOT BY = DOTERA PLOT NAME = PLOT SCALE = 1.IN:100.FT

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- EROSION MAT CLASS III, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

NOTE: SEE STORMSEWER PLAN SHEETS FOR STORMSEWER & CULVERT PIPE INFORMATION

AE 112.0
RW
SW RAMP
SLOPE INTERCEPT
OBLITERATE OLD ROAD CORE
AE 111.6
AE 111.0
AE 109.0
AE 196.0
AE 195.0
AE 5.1
NW RAMP
AE 200.3
AE 22.1
AE 24.1
AE 25.1
AE 3.1
AE 110.0
AE 114.0
SE RAMP
AE 10.1
AE 10.2
AE 200.0
NE RAMP
AE 3.2
AE 23.1
AE 21.1
RW
RADIO RD
STH 35 NB LANES
STH 35 SB LANES
193+00
194+00
195+00
196+00
197+00
198+00
199+00
200+00
201+00
202+00
203+00
204+00
205+00
206+00
207+00
208+00
209+00
345
343
342
340

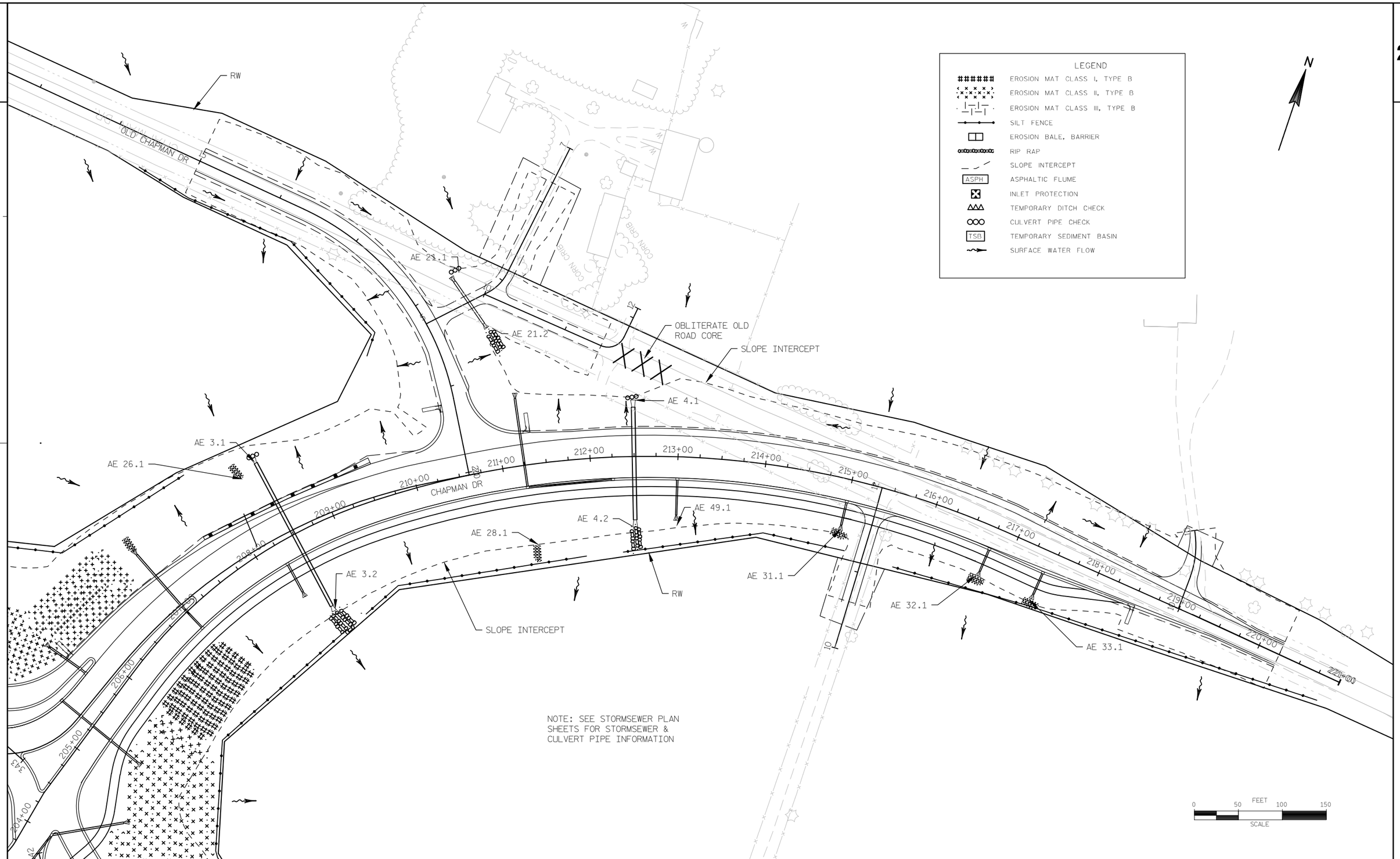
0 50 100 150 FEET
SCALE

N

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EROSION CONTROL	SHEET	E

FILE NAME = C:\WISDOT\DESIGN_3D\72000201\SHEETSPLAN\022001_EC.DWG PLOT DATE = 8/3/2008 8:36 AM PLOT BY = POTERA PLOT NAME = PLOT SCALE = 1.TN:100.FT

2



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EROSION CONTROL	SHEET 79	E

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- EROSION MAT CLASS III, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

SLOPE INTERCEPT

RW

SEPTIC

A/C

T

W

W

INL

A/C

SEPTIC

SIGN

SE RAMP

319

320

320

320

320

324

325

325

325

325

330

330

330

330

S.T.H. 35

STH 35 SB LANES

S.T.H. 35

STH 35 NB LANES

INL

REMOVE EXISTING INTERSECTION
GRADE DITCH TO DRAIN
(INCIDENTAL TO COMMON EX.)

SIGN

NE RAMP

SLOPE INTERCEPT

OBLITERATE OLD
ROAD CORE

NOTE: SEE STORMSEWER PLAN
SHEETS FOR STORMSEWER &
CULVERT PIPE INFORMATION

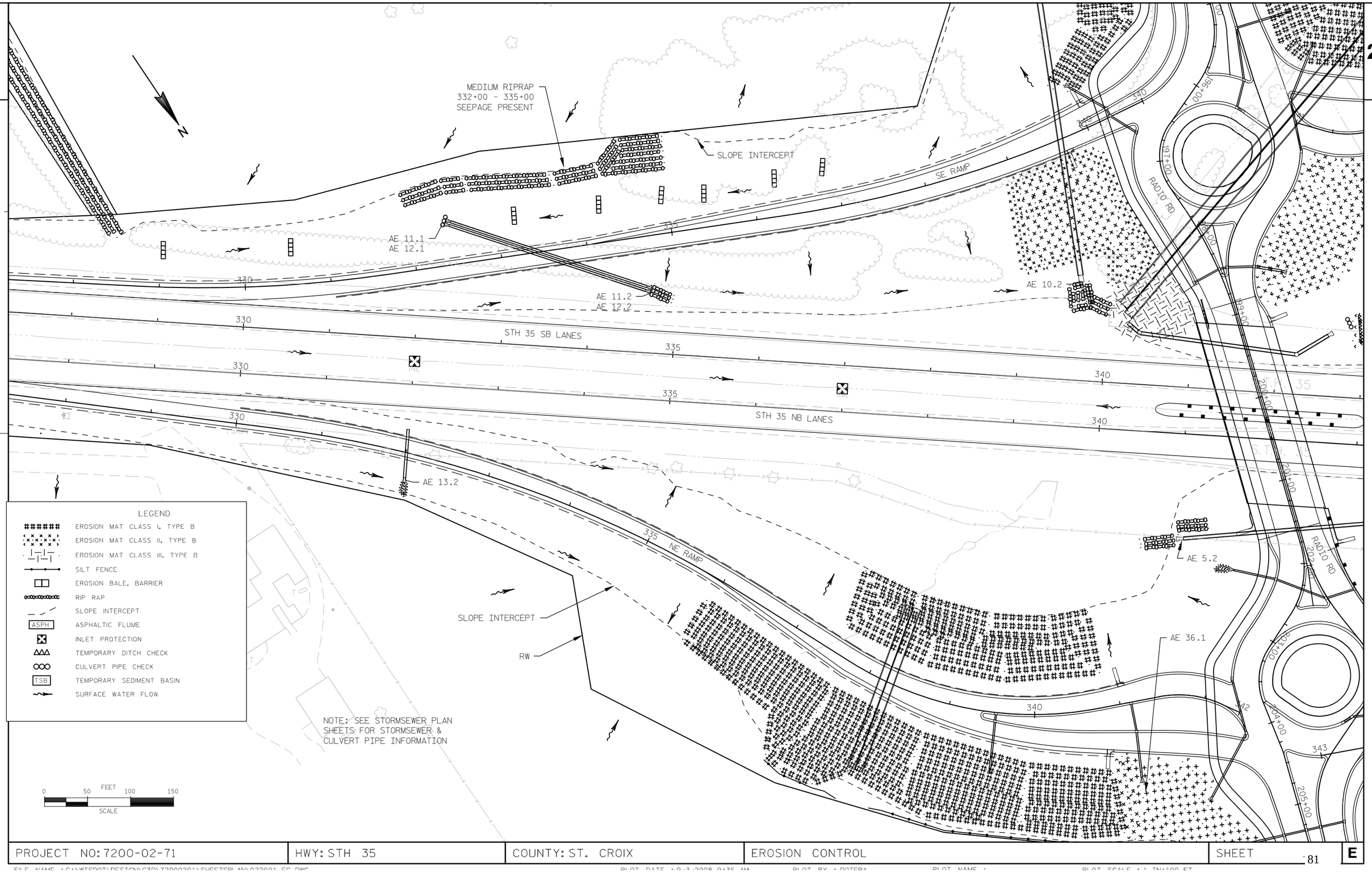
0 50 FEET 100 150

SCALE

N

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EROSION CONTROL	SHEET 80	E

2



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EROSION CONTROL	SHEET 81	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\022001_EC.DWG PLOT DATE = 8/3/2008 8:36 AM PLOT BY = POTERA PLOT NAME = PLOT SCALE = 1.IN:100.FT

2

NOTE: SEE STORMSEWER PLAN SHEETS FOR STORMSEWER & CULVERT PIPE INFORMATION

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- EROSION MAT CLASS III, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

RW
AE 38.1
345
SW RAMP
OBLITERATE OLD ROAD CORE
SLOPE INTERCEPT
AE 9.2
AE 9.1
AE 8.2
S.T.H. 35
STH 35 SB LANES
STH 35 NB LANES
AE 5.1
AE 6.2
AE 6.1
NW RAMP
OBLITERATE OLD ROAD CORE
SLOPE INTERCEPT
RW
I SIGN
INL
MH
T
W
N
0 50 100 150 FEET
SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EROSION CONTROL	SHEET	E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\022001_EC.DWG PLOT DATE: 9/3/2008 8:36 AM PLOT BY: DOTEBA PLOT NAME: PLOT SCALE: 1 IN:100 FT

2

2

NOTE: SEE STORMSEWER PLAN
SHEETS FOR STORMSEWER &
CULVERT PIPE INFORMATION

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- EROSION MAT CLASS III, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

RW
SLOPE INTERCEPT
AE 8.2
355
SW RAMP
359
SIGN
355
STH 35 SB LANES
360
INL
355
STH 35 NB LANES
360
364
365
NW RAMP
355
SIGN
SLOPE INTERCEPT
RW
W
0 50 FEET 100 150
SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EROSION CONTROL	SHEET	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN022001_EC.DWG PLOT DATE = 9/3/2008 9:36 AM PLOT BY = DOTEBA PLOT NAME = PLOT SCALE = 1.IN:100.FT

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- EROSION MAT CLASS III, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

AE 18.2
AE 18.1
RW
SLOPE INTERCEPT
AE 44.1
AE 16.2
AE 25.2
AE 25.1
PAULSON RD
PAULSON RD
17.2
17.1
AE 16.1
SLOPE INTERCEPT
RW
SEPTIC
SIGN
A/C
A/C
INL
NOTE: SEE STORMSEWER PLAN SHEETS FOR STORMSEWER & CULVERT PIPE INFORMATION

0 50 FEET 100 150
SCALE

N

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EROSION CONTROL	SHEET	E

FILE NAME = C:\WTSDOT\DESIGN\C3D\72000201\SHEETSPLAN\022001_EC.DWG PLOT DATE = 9/3/2008 9:36 AM PLOT BY = DOTEBA PLOT NAME = PLOT SCALE = 1 IN:100 FT

2

S.T.H. 35 STH 35 NB LANES

S.T.H. 35 STH 35 SB LANES

RW

SLOPE INTERCEPT

PAULSON RD

AE 19.2

AE 19.1

SEPTIC

SIGN

RW

SLOPE INTERCEPT

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- EROSION MAT CLASS III, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

0 50 100 150 FEET

SCALE

N

NOTE: SEE STORMSEWER PLAN SHEETS FOR STORMSEWER & CULVERT PIPE INFORMATION

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EROSION CONTROL	SHEET 85	E

2

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- EROSION MAT CLASS III, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

SIGN

SIGN

STH 35 NB LANES

305

300

INL

295

305

300

295

STH 35 SB LANES

SLOPE INTERCEPT

AE 21.2
AE 23.2

SIGN

50

PAULSON RD

55

56

EXISTING PAULSON RD

AE 23.1
AE 21.1

RW

SLOPE INTERCEPT

SIGN

SIGN

N

NOTE: SEE STORMSEWER PLAN SHEETS FOR STORMSEWER & CULVERT PIPE INFORMATION

0 50 100 150 FEET
SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EROSION CONTROL	SHEET	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\022001_EC.DWG PLOT DATE = 9/3/2008 9:36 AM PLOT BY = DOTEBA PLOT NAME = PLOT SCALE = 1 IN=100 FT

2

NOTE: SEE STORMSEWER PLAN
SHEETS FOR STORMSEWER &
CULVERT PIPE INFORMATION

S.T.H. 35

STH 35 SB LANES

S.T.H. 35

STH 35 NB LANES

370

375

376

365

364

SLOPE INTERCEPT

AE 22.2
AE 24.2

BYLANDER PE

10

AE 22.1
AE 24.1

SLOPE INTERCEPT

RW

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- EROSION MAT CLASS III, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

0 50 FEET 100 150
SCALE

N

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EROSION CONTROL	SHEET 87	E

2

2

LEGEND

SEED MIX 40

SEED MIX 70

EXISTING RADIO RD

PAULSON ROAD

USE SEED MIX 40
FROM BACK OF CURB DOWN
FIRST 20' OF SLOPE

USE SEED MIX 40
FROM PATH DOWN
FIRST 20' OF SLOPE

STH 35 SB LANES

STH 35 NB LANES

NE RAMP

NW RAMP

BYLANDER PE

EXISTING RADIO RD

USE SEED MIX 40
FROM PATH DOWN
FIRST 20' OF SLOPE

OLD CHAPMAN ROAD

EXISTING CHAPMAN RD

NOTE:
ALL DISTURBED AREAS NOT DESIGNATED SEED MIX 40 OR 70 SHALL BE SEEDED WITH SEED MIX 20.

N

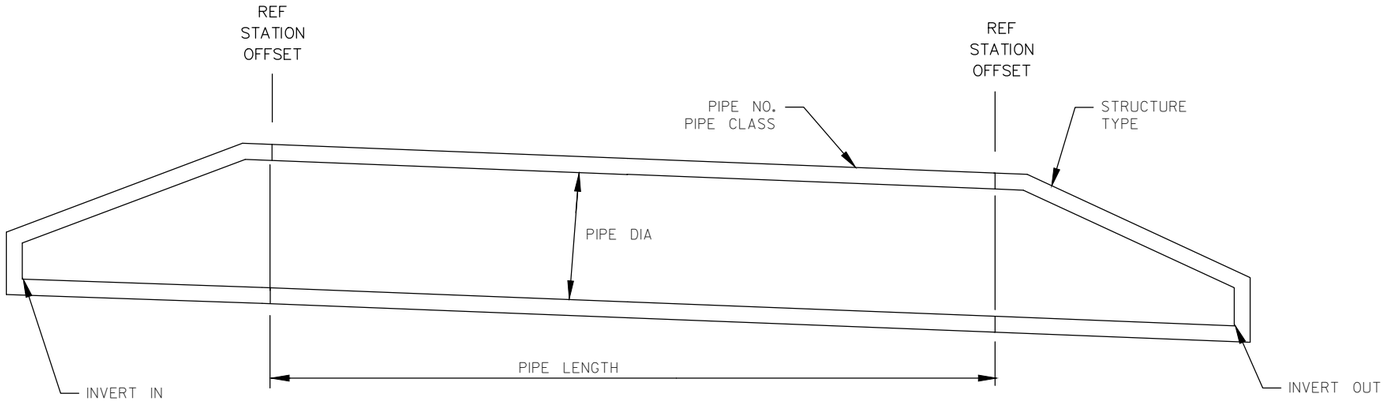
SCALE, FEET 0 250 500

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EROSION CONTROL: SEED MIX LOCATIONS	SHEET 88	E

STR NO	ROAD NAME	REF LINE	REF STATION	OFFSET	COORD POINT NO	INVERT IN	PIPE NO	PIPE DIA (IN)	PIPE TYPE, CLASS OR THICKNESS	PIPE LENGTH (FT)	SLOPE (%)	DRAINS TO	INVERT OUT	APRON ENDWALL (EA)	REQUIRED NUMBER OF JOINT TIES (1)
1.1	RADIO RD NB	LINE G	180+50	38.5 LT	STRM1.1	967.15	P-1	30	CPCS, 0.079"	45	0.80	1.2		30" STEEL AE	
1.2	RADIO RD NB	LINE G	180+95	38.5 LT	STRM1.2								966.72	30" STEEL AE	
2.1	RADIO RD NB	LINE G	182+95	47.3 LT	STRM2.1	965.10	P-2	30	CPCS, 0.079"	57	1.98	2.2		30" STEEL AE	
2.2	RADIO RD NB	LINE G	183+53	50.8 LT	STRM2.2								963.80	30" STEEL AE	
3.1	RADIO RD NB	LINE G	208+50	92.0 LT	STRM3.1	943.72	P-3	24	CPRC III	184	1.96	3.2		24" RC AE	6
3.2	RADIO RD NB	LINE G	208+50	92.0 RT	STRM3.2								939.87	24" RC AE	6
4.1	RADIO RD NB	LINE G	212+50	56.0 LT	STRM4.1	943.50	P-4	42	CPRC III	128	2.53	4.2		42" RC AE	8
4.2	RADIO RD NB	LINE G	212+50	72.0 RT	STRM4.2								939.85	42" RC AE	8
5.1	RADIO RD NB	LINE G	201+81	130.0 LT	STRM5.1	939.00	P-5	36	CPRC IV	264	0.71	5.2		36" RC AE	8
5.2	RADIO RD NB	LINE G	201+33	129.0 RT	STRM5.2								937.00	36" RC AE	8
6.1	NW RAMP	LINE C	350+97	34.5 RT	STRM6.1	942.76	P-6	30	CPRC III	136	0.56	6.2		30" RC AE	6
6.2	NW RAMP	LINE C	350+02	63.0 LT	STRM6.2								941.93	30" RC AE	6
7.1	NE RAMP	LINE D	331+96	26.7 LT	STRM7.1	940.80	P-7	19X30	CPRCHE III	56	1.45	7.2		CONNECT TO EXIST	6
7.2	NE RAMP	LINE D	332+05	28.5 RT	STRM7.2								939.90	19"X30" RCHE AE	6
8.1	SW RAMP	LINE E	353+97	18.3 RT	STRM8.1	946.80	P-8	19X30	CPRCHE IV	56	0.48	8.2		CONNECT TO EXIST	6
8.2	SW RAMP	LINE E	353+93	37.6 LT	STRM8.2								946.50	19"X30" RCHE AE	6
9.1	SW RAMP	LINE E	350+73	41.0 LT	STRM9.1	943.30	P-9	24	CPRC III	208	0.59	9.2		24" RC AE	6
9.2	SW RAMP	LINE E	349+01	73.8 RT	STRM9.2								942.00	24" RC AE	6
10.1	SE RAMP	LINE F	340+17	170.3 LT	STRM10.1	940.00	P-10	60	CPRC V	336	2.27	10.2		60" RC AE	8
10.2	SE RAMP	LINE F	339+31	155.3 RT	STRM10.2								932.00	60" RC AE	8
11.1	SE RAMP	LINE F	332+45	45.8 LT	STRM11.1	937.88	P-11	24	CPRC III	240	0.49	11.2		24" RC AE	6
11.2	SE RAMP	LINE F	334+60	62.3 RT	STRM11.2								936.65	24" RC AE	6
12.1	SE RAMP	LINE F	332+47	49.8 LT	STRM12.1	937.88	P-12	24	CPRC III	240	0.49	12.2		24" RC AE	6
12.2	SE RAMP	LINE F	334+62	58.1 RT	STRM12.2								936.65	24" RC AE	6
13.1	SE RAMP	LINE F	322+06	23.0 LT	STRM13.1							EXIST INL	946.41	CONNECT TO EXIST	
13.2	SE RAMP	LINE F	322+07	30.8 LT	STRM13.2	946.64	P-13	30	CPRC III	8	1.64	13.1		30" RC AE	6
14.1	WB PAULSON RD	LINE I	16+18	109.8 RT	STRM14.1	962.75	P-14	24	CPRC III	216	4.27	14.2		24" RC AE	6
14.2	WB PAULSON RD	LINE I	16+29	105.9 LT	STRM14.2								953.00	24" RC AE	6
15.1	WB PAULSON RD	LINE I	16+13	116.0 RT	STRM15.1	962.75	P-15	24	CPRC III	216	4.27	15.2		24" RC AE	6
15.2	WB PAULSON RD	LINE I	16+24	105.6 LT	STRM15.2								953.00	24" RC AE	6
16.1	WB PAULSON RD	LINE I	21+80	59.2 RT	STRM16.1	950.50	P-16	54	CPRC III	112	1.29	16.2		54" RC AE	8
16.2	WB PAULSON RD	LINE I	21+67	52.3 LT	STRM16.2								948.85	54" RC AE	8
17.1	WB PAULSON RD	LINE I	25+61	43.7 RT	STRM17.1	951.70	P-17	57x38	PACS, 0.105"	60	0.45	17.2		57X38" AE SLOPED 4:1	
17.2	WB PAULSON RD	LINE I	25+01	48.3 RT	STRM17.2								951.35	57X38" AE SLOPED 4:1	
18.1	WB PAULSON RD	LINE I	25+60	41.9 LT	STRM18.1	952.50	P-18	15	CPCS, 0.064"	38	0.60	18.2		15" STEEL AE	
18.2	WB PAULSON RD	LINE I	25+12	41.7 LT	STRM18.2								952.25	15" STEEL AE	
25.1	WB PAULSON RD	LINE I	31+18	45.8 LT	STRM25.1	955.90	P-25	15	CPCS, 0.064"	44	1.87	25.2		15" STEEL AE	
25.2	WB PAULSON RD	LINE I	30+74	42.8 LT	STRM25.2								955.00	15" STEEL AE	

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLANS\023100_CULV.DWG PLOT DATE = 1/7/2013 6:59 PM PLOT BY = DOTEBA PLOT NAME = PLOT SCALE = 1.000538

STR NO	ROAD NAME	REF LINE	REF STATION	OFFSET	COORD POINT NO	INVERT IN	PIPE NO	PIPE DIA (IN)	PIPE TYPE, CLASS OR THICKNESS	PIPE LENGTH (FT)	SLOPE (%)	DRAINS TO	INVERT OUT	APRON ENDWALL (EA)	REQUIRED NUMBER OF JOINT TIES (1)
26.1	WB PAULSON RD	LINE I	31+40	184.4 RT	STRM26.1	955.20	P-26	12	CPCS, 0.064"	50	5.93	26.2		12" STEEL AE	
26.2	WB PAULSON RD	LINE I	30+90	189.6 LT	STRM26.2								952.00	12" STEEL AE	
19.1	WB PAULSON RD	LINE I	46+82	34.1 RT	STRM19.1	951.70	P-19	24	CPCS, 0.064"	90	4.48	19.2		24" AE SLOPED 6:1	
19.2	WB PAULSON RD	LINE I	46+90	55.7 LT	STRM19.2								947.17	24" AE SLOPED 6:1	
20.1	WB PAULSON RD	LINE I	53+27	36.2 RT	STRM20.1	941.43	P-20	28x20	PACS, 0.064"	84	0.35	20.2		28x20" AE SLOPED 6:1	
20.2	WB PAULSON RD	LINE I	53+64	39.0 LT	STRM20.2								941.10	28x20" AE SLOPED 6:1	
23.1	WB PAULSON RD	LINE I	53+33	36.3 RT	STRM23.1	941.43	P-20	28x20	PACS, 0.064"	84	0.35	23.2		28x20" AE SLOPED 6:1	
23.2	WB PAULSON RD	LINE I	53+71	38.6 LT	STRM23.2								941.10	28x20" AE SLOPED 6:1	
21.1	OLD CHAPMAN DR	LINE P	18+00	59.5 LT	STRM21.1	948.50	P-21	30	CPCS, 0.079"	58	2.16	21.2		30" STEEL AE	
21.2	OLD CHAPMAN DR	LINE P	18+50	58.7 LT	STRM21.2								947.14	30" STEEL AE	
22.1	BYLANDER PE	LINE T	9+25	14.4 RT	STRM22.1	948.90	P-22	42x29	PACS, 0.105"	35	2.09	22.2		42X29" AE	
22.2	BYLANDER PE	LINE T	9+38	17.9 LT	STRM22.2								948.00	42X29" AE	
24.1	BYLANDER PE	LINE T	9+31	16.8 RT	STRM24.1	948.90	P-24	42x29	PACS, 0.105"	35	2.09	24.2		42X29" AE	
24.2	BYLANDER PE	LINE T	9+45	15.4 LT	STRM24.2								948.00	42X29" AE	
27.1	PAULSON TEMP BYPASS	LINE HH	5+50	23.0 LT	STRM27.1	957.00	P-27	18	CP TEMP	46	1.30	27.2			
27.2	PAULSON TEMP BYPASS	LINE HH	5+50	23.0 RT	STRM27.2								956.30		



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CULVERT CHART	SHEET 90	E

STRUCTURE SCHEDULE

STRUCT NO.	STATION	OFFSET TO CENTER OF STRUCT.	NORTHING	EASTING	CASTING ELEV	TOP OF STRUCT. ELEV	BOTTOM OF STRUCT. ELEV	DEPTH (FT)	611.3230 INLETS, 2X3 FT EACH	611.3004 INLETS, 4FT DIA EACH	611.2005 MANHOLE, 5 FT DIA EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0652 INLET COVERS TYPE T EACH	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	522.1036 36-INCH EACH	650.4000 CONSTRUCTIION STAKING STORMSEWER EACH
101.0	G184+75.00	39.0' RT	312952.04	538805.78	964.98	964.98	964.98	--	--	--	--	--	--	--	--	--	1	--	--	--	1
101.1	G184+75.00	1.5' LT	312948.84	538765.41	968.75	967.92	964.94	2.98	1	--	--	--	--	1	--	--	--	--	--	--	1
102.0	G186+30.00	62.0' RT	313059.92	538838.68	961.00	961.00	961.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
102.1	G186+06.15	25.5' RT	313065.35	538797.97	967.25	966.42	961.40	5.02	--	1	--	--	1	--	--	--	--	--	--	--	1
102.2	G186+02.06	1.5' LT	313074.58	538772.34	967.75	966.92	961.69	5.23	--	1	--	--	1	--	--	--	--	--	--	--	1
102.3	G186+08.40	7.66' LT	313083.29	538770.01	967.58	966.75	962.30	4.45	1	--	--	--	1	--	--	--	--	--	--	--	1
102.4	H0+17.00	1.5' RT	313082.97	538727.72	968.05	967.22	962.40	4.82	1	--	--	--	1	--	--	--	--	--	--	--	1
102.5	H186+13.10	28.76' LT	313076.32	538698.17	967.57	966.74	962.96	3.78	1	--	--	--	1	--	--	--	--	--	--	--	1
103.0	I19+15.00	72.0' LT	313233.89	538918.66	960.00	960.00	960.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
103.1	I18+67.40	31.8' LT	313197.90	538891.92	965.56	964.73	960.20	4.53	--	--	1	--	1	--	--	--	--	--	--	--	1
103.2	G187+50.35	2.59' LT	313202.91	538824.88	966.31	964.98	960.88	4.10	--	1	--	--	--	--	1	--	--	--	--	--	1
103.3	G187+58.06	4.64' LT	313209.76	538820.78	966.30	964.97	961.58	3.39	1	--	--	--	--	--	1	--	--	--	--	--	1
103.4	I18+69.50	1.5' RT	313166.36	538881.12	965.93	965.10	961.04	4.06	1	--	--	--	1	--	--	--	--	--	--	--	1
103.5	J18+81.80	1.5' LT	313130.03	538877.50	966.28	965.45	961.92	3.53	1	--	--	--	1	--	--	--	--	--	--	--	1
105.0	I21+30.87	39.0' LT	313211.39	539143.95	957.00	957.00	957.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
105.1	I21+32.27	1.5' RT	313170.88	539142.94	961.49	960.66	957.14	3.52	1	--	--	--	--	1	--	--	--	--	--	--	1
105.2	J21+48.00	1.5' LT	313154.24	539142.31	964.21	963.38	957.42	5.96	1	--	--	--	--	1	--	--	--	--	--	--	1
106.0	I23+35.43	41.36' LT	313179.58	539353.96	953.00	953.00	953.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
106.1	I23+38.15	1.5' RT	313137.48	539345.42	957.82	956.99	953.04	3.95	1	--	--	--	--	1	--	--	--	--	--	--	1
106.2	J23+50.70	1.5' LT	313129.57	539343.49	957.42	956.59	953.12	3.47	1	--	--	--	--	1	--	--	--	--	--	--	1
107.0	G188+91.87	64.0' RT	313353.03	538858.65	958.00	958.00	958.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
107.1	G188+94.71	25.5' RT	313348.80	538820.29	964.15	963.32	959.79	3.53	1	--	--	--	1	--	--	--	--	--	--	--	1
107.2	G188+96.20	1.5' LT	313345.48	538793.46	965.07	964.24	960.31	3.93	1	--	--	--	1	--	--	--	--	--	--	--	1
107.3	H189+02.80	1.5' RT	313344.30	538783.36	965.28	964.45	960.44	4.01	1	--	--	--	1	--	--	--	--	--	--	--	1
107.4	H189+02.80	27.2' LT	313340.87	538754.87	965.34	964.51	960.73	3.78	1	--	--	--	1	--	--	--	--	--	--	--	1
109.0	H193+81.00	52.0' LT	313831.71	538759.75	960.00	960.00	960.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
109.1	H193+81.00	25.28' LT	313824.06	538785.36	966.17	965.34	960.59	4.75	1	--	--	--	1	--	--	--	--	--	--	--	1
109.2	H193+81.00	1.5' RT	313816.39	538811.01	965.69	964.86	961.15	3.71	1	--	--	--	1	--	--	--	--	--	--	--	1
110.0	G194+34.89	88.6' RT	313850.88	538936.67	960.00	960.00	960.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
110.1	G194+42.16	52.0' RT	313867.97	538903.50	965.98	965.15	960.21	4.94	1	--	--	--	1	--	--	--	--	--	--	--	1
110.2	G194+44.50	34.2' RT	313875.13	538887.04	966.32	965.49	960.66	4.83	1	--	--	--	1	--	--	--	--	--	--	--	1
110.3	G194+44.50	25.5' RT	313877.53	538878.68	966.46	965.63	960.75	4.88	1	--	--	--	1	--	--	--	--	--	--	--	1
110.4	G194+44.50	1.5' LT	313884.99	538852.73	966.92	966.09	961.27	4.82	1	--	--	--	1	--	--	--	--	--	--	--	1
111.0	H195+50.00	62.0' LT	313996.50	538798.56	959.00	959.00	959.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
111.1	H195+50.00	27.7' LT	313986.68	538831.42	967.62	966.79	959.51	7.28	--	1	--	--	1	--	--	--	--	--	--	--	1
111.2	H195+50.00	1.5' RT	313978.32	538859.40	967.76	966.93	960.13	6.80	--	1	--	--	1	--	--	--	--	--	--	--	1
111.3	H196+10.50	10.9' RT	314033.59	538885.73	968.80	967.97	961.37	6.60	--	1	--	--	1	--	--	--	--	--	--	--	1
111.4	H196+38.56	30.1' RT	314056.44	538911.57	969.18	967.85	962.32	5.53	1	--	--	--	--	--	1	--	--	--	--	--	1
111.5	H196+44.70	24.4' RT	314063.79	538907.55	969.20	967.87	962.77	5.10	1	--	--	--	--	--	1	--	--	--	--	--	1
111.6	H195+94.00	78.0' LT	314043.24	538795.83	960.00	960.00	960.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
111.7	H196+50.00	32.86' LT	314083.04	538853.37	968.72	967.89	961.09	6.80	--	1	--	--	1	--	--	--	--	--	--	--	1
111.8	H197+00.00	31.5' LT	314139.89	538876.21	969.48	968.65	962.42	6.23	--	1	--	--	1	--	--	--	--	--	--	--	1
112.0	E344+16.00	68.5' LT	314203.58	538605.07	958.00	958.00	958.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
112.1	E344+16.00	10.0' LT	314246.85	538644.45	964.33	963.50	958.37	5.13	1	--	--	--	--	1	--	--	--	--	--	--	1
112.2	E344+16.00	1.5' LT	314253.14	538650.17	963.98	963.15	958.48	4.67	1	--	--	--	--	1	--	--	--	--	--	--	1
113.0	H198+61.00	58.0' LT	314240.15	538975.15	964.00	963.00	963.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
113.1	H198+48.67	30.39' LT	314220.58	538995.87	970.07	969.24	963.49	5.75	1	--	--	--	1	--	--	--	--	--	--	--	1
							SHEET TOTAL		26	8	1	--	24	7	4	--	1	11	--	--	47

STRUCTURE SCHEDULE CONTINUED

STRUCT NO.	STATION	OFFSET TO CENTER OF STRUCT.	NORTHING	EASTING	CASTING ELEVATI	TOP OF STRUCT. ELEV	BOTTOM OF STRUCT. ELEV	DEPTH (FT)	611.3230 INLETS, 2X3 FT EACH	611.3004 INLETS, 4FT DIA EACH	611.2005 MANHOLE, 5 FT DIA EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0652 INLET COVERS TYPE T EACH	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	522.1036 36-INCH EACH	650.4000 CONSTRUCTIION STAKING STORMSEWER EACH
113.2	H198+48.50	1.5' RT	314203.61	539022.88	970.45	969.62	964.15	5.47	--	1	--	--	1	--	--	--	--	--	--	--	1
113.3	G198+43.90	1.5' LT	314200.28	539031.21	970.82	969.99	964.24	5.75	1	--	--	--	1	--	--	--	--	--	--	--	1
113.4	G198+47.50	32.0' RT	314192.65	539063.99	970.25	969.42	964.67	4.75	1	--	--	--	1	--	--	--	--	--	--	--	1
114.0	G196+58.00	124.0' RT	313916.27	539039.51	963.00	963.00	963.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
114.1	F340+29.60	10.79' LT	313972.33	539037.02	969.09	968.26	963.45	4.81	1	--	--	--	1	--	--	--	--	--	--	--	1
114.2	F340+29.60	1.5' LT	313981.54	539038.25	969.24	968.41	963.62	4.79	--	1	--	--	1	--	--	--	--	--	--	--	1
114.3	F340+48.90	29.75' RT	314015.07	539023.26	970.27	969.44	964.18	5.26	1	--	--	--	1	--	--	--	--	--	--	--	1
190.0	G190+15.84	62.0' RT	313467.26	538843.77	963.02	956.50	956.50	--	--	--	--	--	--	--	--	--	--	--	1	--	1
190.1	G190+15.84	25.5' RT	313465.68	538807.30	962.82	961.99	956.62	5.37	1	--	--	--	1	--	--	--	--	--	--	--	1
190.2	G190+15.84	1.5' LT	313464.51	538780.33	963.79	962.96	956.95	6.01	1	--	--	--	1	--	--	--	--	--	--	--	1
190.3	H190+23.00	1.5' RT	313463.65	538769.67	963.90	963.07	957.06	6.01	1	--	--	--	1	--	--	--	--	--	--	--	1
190.4	H190+23.00	25.5' LT	313461.47	538742.76	964.80	963.97	957.33	6.64	1	--	--	--	1	--	--	--	--	--	--	--	1
191.0	G191+25.00	62.0' RT	313568.80	538845.55	956.50	956.50	956.50	--	--	--	--	--	--	--	--	--	--	--	1	--	1
191.1	G191+25.00	26.98' RT	313571.54	538810.64	962.27	961.44	956.65	4.79	1	--	--	--	1	--	--	--	--	--	--	--	1
191.2	G191+50.00	28.58' RT	313595.52	538814.46	964.24	963.41	957.96	5.45	1	--	--	--	1	--	--	--	--	--	--	--	1
191.3	G191+25.00	1.5' LT	313573.77	538782.25	963.28	962.45	957.11	5.34	1	--	--	--	1	--	--	--	--	--	--	--	1
191.4	H191+34.00	1.5' RT	313574.38	538767.52	963.48	962.65	958.28	4.37	1	--	--	--	1	--	--	--	--	--	--	--	1
191.5	H191+34.00	25.5' LT	313575.51	538740.54	964.44	963.61	958.57	5.04	1	--	--	--	1	--	--	--	--	--	--	--	1
191.6	H191+24.00	1.5' RT	313564.40	538767.15	963.48	962.65	958.41	4.24	1	--	--	--	1	--	--	--	--	--	--	--	1
193.0	G192+14.10	69.0' RT	313649.80	538863.02	0.00	0.00	0.00	--	--	--	--	--	--	--	--	--	--	--	1	--	1
193.1	G192+14.10	32.81' RT	313656.20	538827.40	962.41	961.58	956.62	4.96	--	1	--	--	1	--	--	--	--	--	--	--	1
193.2	G192+14.10	1.5' LT	313662.25	538793.63	963.65	962.82	956.92	5.90	--	1	--	--	1	--	--	--	--	--	--	--	1
193.3	H192+25.00	1.5' RT	313664.80	538775.91	963.89	963.06	957.08	5.98	1	--	--	--	1	--	--	--	--	--	--	--	1
193.4	H192+25.00	25.5' LT	313668.65	538749.18	964.84	964.01	957.28	6.73	1	--	--	--	1	--	--	--	--	--	--	--	1
194.1	G193+11.66	38.63' RT	313746.23	538854.62	963.97	963.14	958.33	4.81	1	--	--	--	1	--	--	--	--	--	--	--	1
194.2	G193+11.66	1.5' LT	313757.31	538816.05	964.84	964.01	957.90	6.11	--	1	--	--	1	--	--	--	--	--	--	--	1
194.3	H193+25.00	1.5' RT	313762.62	538795.57	965.00	964.17	958.14	6.03	1	--	--	--	1	--	--	--	--	--	--	--	1
194.4	H193+25.00	25.5' LT	313769.40	538769.44	965.86	965.03	958.29	6.74	1	--	--	--	1	--	--	--	--	--	--	--	1
195.0	G198+63.79	120.69' RT	314193.97	539154.44	933.30	933.30	933.30	--	--	--	--	--	--	--	--	--	--	--	--	--	1
196.0	G198+83.59	112.3' RT	314210.50	539149.76	940.85	939.60	933.32	6.28	--	--	1	1	--	--	--	--	--	--	--	--	1
197.0	G199+63.89	55.61' LT	314332.50	539012.00	945.00	943.75	936.69	7.06	--	--	1	1	--	--	--	--	--	--	--	--	1
198.0	G199+53.58	97.17' LT	314335.40	538969.28	937.02	938.75	938.75	--	--	--	--	--	--	--	--	--	--	--	--	1	1
200.0	G202+13.10	77.0' RT	314503.29	539207.89	962.00	962.00	962.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
200.1	G202+23.50	31.92' RT	314536.24	539176.80	968.43	967.60	962.35	5.25	--	1	--	--	1	--	--	--	--	--	--	--	1
200.2	H202+50.00	1.5' RT	314587.19	539140.79	968.68	967.85	963.60	4.25	--	1	--	--	1	--	--	--	--	--	--	--	1
200.3	H202+62.61	32.81' LT	314596.86	539106.63	968.00	967.17	963.92	3.25	1	--	--	--	1	--	--	--	--	--	--	--	1
201.0	C344+90.00	61.0' RT	314849.21	539107.83	957.00	957.00	957.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
201.1	C344+90.00	9.9' RT	314800.22	539093.31	964.23	963.40	957.85	5.55	--	1	--	--	1	--	--	--	--	--	--	--	1
201.2	C344+90.00	1.5' RT	314792.17	539090.92	964.57	963.74	958.05	5.69	--	1	--	--	1	--	--	--	--	--	--	--	1
201.3	H203+87.60	31.4' LT	314740.03	539151.96	966.45	965.62	959.89	5.73	--	1	--	--	1	--	--	--	--	--	--	--	1
201.4	H204+12.80	4.56' RT	314718.12	539191.93	966.57	965.24	960.80	4.44	--	1	--	--	--	--	1	--	--	--	--	--	1
201.5	H204+23.90	9.2' RT	314717.99	539203.96	966.55	965.22	961.31	3.91	1	--	--	--	--	--	1	--	--	--	--	--	1
202.0	H205+88.00	77.0' LT	314868.06	539233.36	958.00	958.00	958.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
202.2	H205+91.00	33.8' LT	314855.53	539274.81	964.10	963.27	958.21	5.06	1	--	--	--	1	--	--	--	--	--	--	--	1
202.3	H205+91.00	25.5' LT	314852.58	539282.57	964.00	963.17	958.32	4.85	1	--	--	--	1	--	--	--	--	--	--	--	1
203.0	D341+09.00	97.0' RT	314649.77	539437.27	959.00	959.00	959.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
							SHEET TOTAL		23	11	2	2	32	--	2	--	--	5	3	1	46

STRUCTURE SCHEDULE CONTINUED

STRUCT NO.	STATION	OFFSET TO CENTER OF STRUCT.	NORTHING	EASTING	CASTING ELEVATI	TOP OF STRUCT. ELEV	BOTTOM OF STRUCT. ELEV	DEPTH (FT)	611.3230 INLETS, 2X3 FT EACH	611.3004 INLETS, 4FT DIA EACH	611.2005 MANHOLE, 5 FT DIA EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0652 INLET COVERS TYPE T EACH	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	522.1036 36-INCH EACH	650.4000 CONSTRUCTIION STAKING STORMSEWER EACH
203.1	D341+13.00	35.5' RT	314594.64	539409.73	966.34	965.51	959.97	5.54	1	--	--	--	1	--	--	--	--	--	--	--	1
203.2	D341+13.00	1.5' RT	314563.30	539396.54	965.96	965.13	960.67	4.46	1	--	--	--	1	--	--	--	--	--	--	--	1
203.3	G204+63.94	92.8' RT	314705.32	539377.47	960.00	960.00	960.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
203.4	G204+00.53	31.82' RT	314666.12	539304.64	967.10	966.27	960.81	5.46	--	1	--	--	1	--	--	--	--	--	--	--	1
203.5	G203+47.32	31.5' RT	314604.25	539283.15	968.07	967.24	962.64	4.60	--	1	--	--	1	--	--	--	--	--	--	--	1
204.0	D339+55.00	70.0' RT	314538.64	539578.02	956.00	956.00	956.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
204.1	D339+55.00	9.8' RT	314492.49	539539.37	962.92	962.09	957.01	5.08	1	--	--	--	--	1	--	--	--	--	--	--	1
204.2	D339+55.00	1.5' RT	314486.12	539534.04	962.34	961.51	957.21	4.30	1	--	--	--	--	1	--	--	--	--	--	--	1
205.0	G205+28.49	67.0' RT	314774.68	539372.82	958.00	958.00	958.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
205.1	G205+30.35	25.5' RT	314789.24	539333.91	964.38	963.55	958.45	5.10	1	--	--	--	1	--	--	--	--	--	--	--	1
205.2	G205+31.67	1.5' LT	314798.82	539308.63	964.84	964.01	958.81	5.20	1	--	--	--	1	--	--	--	--	--	--	--	1
205.3	H205+50.00	1.5' RT	314804.67	539293.26	964.73	963.90	958.97	4.93	1	--	--	--	1	--	--	--	--	--	--	--	1
205.4	H205+50.00	27.16' LT	314814.84	539266.47	963.98	963.15	959.26	3.89	1	--	--	--	1	--	--	--	--	--	--	--	1
206.0	G208+26.94	62.0' RT	315019.46	539488.14	952.00	952.00	952.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
206.1	G208+26.94	25.5' RT	315043.34	539460.53	957.66	956.83	952.79	4.04	1	--	--	--	--	1	--	--	--	--	--	--	1
207.0	H207+20.00	78.0' LT	315000.11	539292.35	954.00	954.00	954.00	--	--	--	--	--	--	--	--	--	--	1	--	--	1
207.1	H207+20.00	1.5' RT	314960.03	539361.02	961.51	960.68	954.54	6.14	1	--	--	--	1	--	--	--	--	--	--	--	1
207.2	G207+00.00	1.5' LT	314956.16	539368.43	961.30	960.47	954.63	5.84	1	--	--	--	1	--	--	--	--	--	--	--	1
207.3	G207+00.00	25.5' RT	314943.53	539392.29	960.33	959.50	954.91	4.59	1	--	--	--	1	--	--	--	--	--	--	--	1
211.0	G211+25.00	66.0' LT	315294.59	539650.06	944.50	944.50	944.50	--	--	--	--	--	--	--	--	--	--	1	--	--	1
211.1	G211+25.00	25.5' RT	315212.91	539691.30	951.39	950.56	945.01	5.55	--	1	--	--	--	1	--	--	--	--	--	--	1
211.2	G212+25.00	25.5' RT	315252.40	539780.34	949.54	948.71	946.00	2.71	1	--	--	--	--	1	--	--	--	--	--	--	1
212.0	G213+00.00	66.0' RT	315237.27	539861.14	943.00	943.00	943.00	--	--	--	--	--	--	--	--	--	1	--	--	--	1
212.1	G213+00.00	25.5' RT	315276.06	539849.47	948.72	947.89	943.26	4.63	1	--	--	--	--	1	--	--	--	--	--	--	1
215.0	G215+00.00	55.75' RT	315283.06	540043.23	945.00	943.00	943.00	--	--	--	--	--	--	--	--	1	--	--	--	--	1
215.1	G215+00.00	25.5' RT	315313.19	540040.46	947.22	946.39	942.97	3.42	1	--	--	--	--	1	--	--	--	--	--	--	1
217.0	G216+75.00	55.8' RT	315283.69	540208.24	944.00	943.60	943.60	--	--	--	--	--	--	--	--	1	--	--	--	--	1
217.1	G216+75.00	25.5' RT	315313.89	540210.77	946.18	945.35	943.57	1.78	1	--	--	--	--	1	--	--	--	--	--	--	1
218.0	G217+41.78	58.0' RT	315275.36	540273.96	942.92	942.92	942.92	--	--	--	--	--	--	--	--	1	--	--	--	--	1
218.1	G217+41.78	25.5' RT	315307.72	540277.00	946.09	945.26	942.92	2.34	1	--	--	--	--	1	--	--	--	--	--	--	1
							SHEET TOTAL		17	3	--	--	11	9	--	3	1	6	--	--	30
							PROJECT TOTAL		66	22	3	2	67	16	6	3	2	22	3	1	123

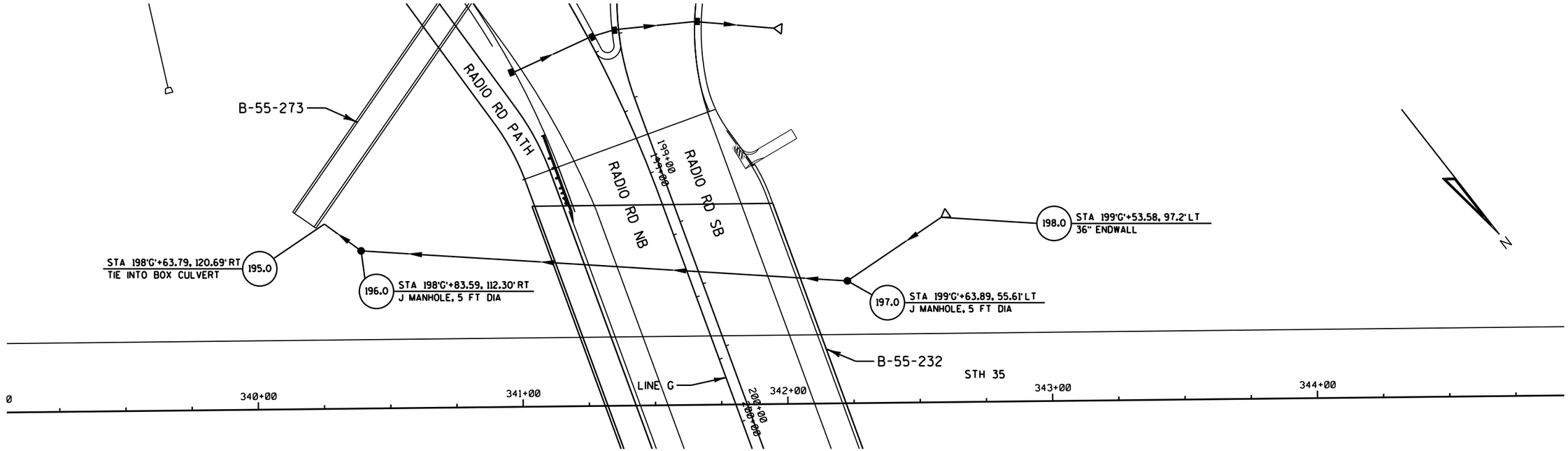
STORM SEWER PIPE SCHEDULE

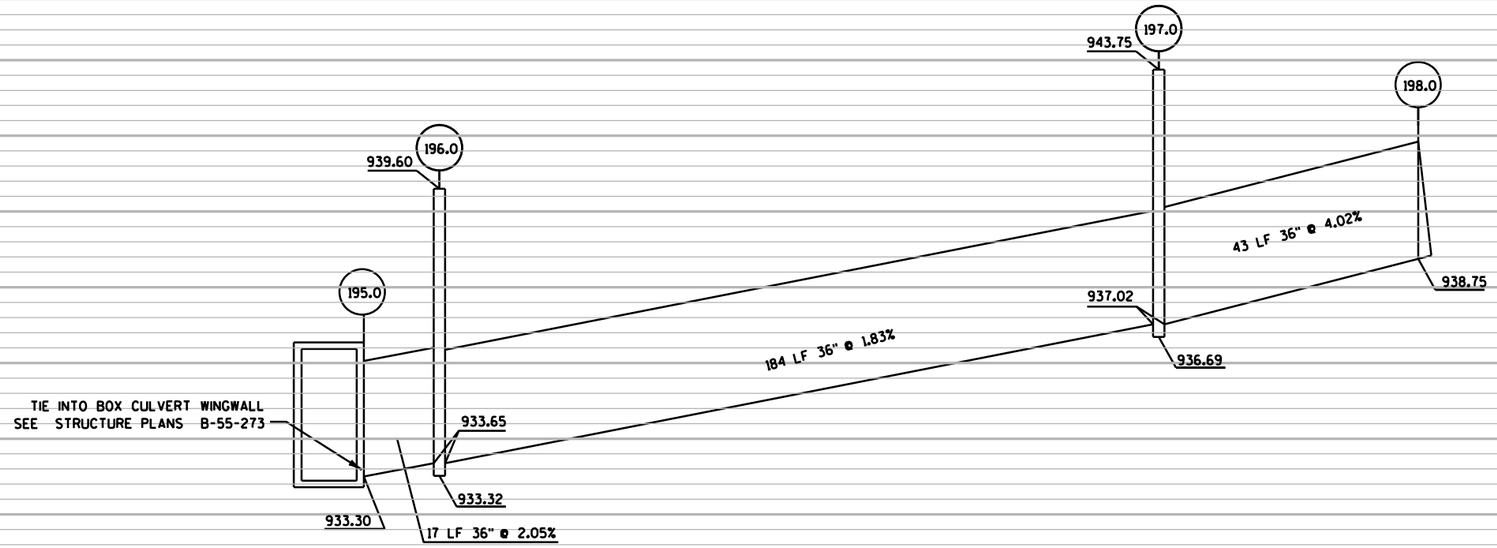
FROM STRUCT	TO STRUCT	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 608.0312 12" SSPRC (LF)	608.0315 15" SSPRC (LF)	608.0318 18" SSPRC (LF)	608.0324 24" SSPRC (LF)	608.0336 36" SSPRC (LF)	CLASS IV 608.0415 15" RCPSS (LF)	608.0418 18" RCPSS (LF)
101.1	101.0	965.12	964.98	0.004	--	--	--	--	--	41	--
102.1	102.0	961.61	961.00	0.015	--	--	41	--	--	--	--
102.2	102.1	961.88	961.61	0.010	--	27	--	--	--	--	--
102.3	102.2	962.47	962.38	0.010	9	--	--	--	--	--	--
102.4	102.2	962.59	962.13	0.010	--	45	--	--	--	--	--
102.5	102.4	963.15	962.84	0.010	--	--	--	--	--	30	--
103.1	103.0	960.41	960.00	0.009	--	--	45	--	--	--	--
103.2	103.1	961.09	960.41	0.010	--	--	68	--	--	--	--
103.3	103.2	961.75	961.59	0.020	8	--	--	--	--	--	--
103.4	103.1	961.23	960.41	0.024	--	34	--	--	--	--	--
103.5	103.4	962.11	961.23	0.024	--	36	--	--	--	--	--
105.1	105.0	957.35	957.00	0.009	--	--	--	--	--	--	41
105.2	105.1	957.61	957.35	0.015	--	17	--	--	--	--	--
106.1	106.0	953.25	953.00	0.006	--	--	43	--	--	--	--
106.2	106.1	953.29	953.25	0.005	8	--	--	--	--	--	--
107.1	107.0	960.00	958.00	0.020	--	--	--	--	--	--	39
107.2	107.1	960.52	960.25	0.010	--	--	--	--	--	--	28
107.3	107.2	960.63	960.52	0.012	--	10	--	--	--	--	--
107.4	107.3	960.92	960.63	0.010	--	--	--	--	--	29	--
109.1	109.0	960.80	960.00	0.030	--	--	27	--	--	--	--
109.2	109.1	961.34	960.80	0.020	--	--	--	--	--	27	--
110.1	110.0	960.42	960.00	0.011	--	--	38	--	--	--	--
110.2	110.1	960.85	960.67	0.010	--	18	--	--	--	--	--
110.3	110.2	960.94	960.85	0.010	--	9	--	--	--	--	--
110.4	110.3	961.46	961.19	0.010	--	27	--	--	--	--	--
111.1	111.0	959.72	959.00	0.021	--	--	35	--	--	--	--
111.2	111.1	960.32	959.72	0.020	--	30	--	--	--	--	--
111.3	111.2	961.56	960.32	0.020	--	62	--	--	--	--	--
111.4	111.3	962.51	961.81	0.020	--	35	--	--	--	--	--
111.5	111.4	962.94	962.76	0.020	9	--	--	--	--	--	--
111.7	111.6	961.30	960.00	0.019	--	--	70	--	--	--	--
111.8	111.7	962.61	961.30	0.021	--	61	--	--	--	--	--
112.1	112.0	958.58	958.00	0.010	--	--	59	--	--	--	--
112.2	112.1	958.67	958.58	0.010	--	9	--	--	--	--	--
113.1	113.0	963.70	963.00	0.025	--	--	28	--	--	--	--
113.2	113.1	964.34	963.70	0.020	--	32	--	--	--	--	--
113.3	113.2	964.43	964.34	0.010	--	9	--	--	--	--	--
113.4	113.3	964.86	964.43	0.013	--	34	--	--	--	--	--
114.1	114.0	963.66	963.00	0.012	--	--	56	--	--	--	--
114.2	114.1	963.81	963.66	0.015	--	10	--	--	--	--	--
114.3	114.2	964.37	963.81	0.015	--	37	--	--	--	--	--
190.1	190.0	956.87	956.50	0.010	--	--	--	37	--	--	--
190.2	190.1	957.14	956.87	0.010	--	27	--	--	--	--	--
190.3	190.2	957.25	957.14	0.010	--	11	--	--	--	--	--
190.4	190.3	957.52	957.25	0.010	--	27	--	--	--	--	--
191.1	191.0	956.90	956.50	0.011	--	--	--	36	--	--	--
				SHEET TOTAL	34	607	510	73	0	127	108

PIPE SCHEDULE CONTINUED (2/2)

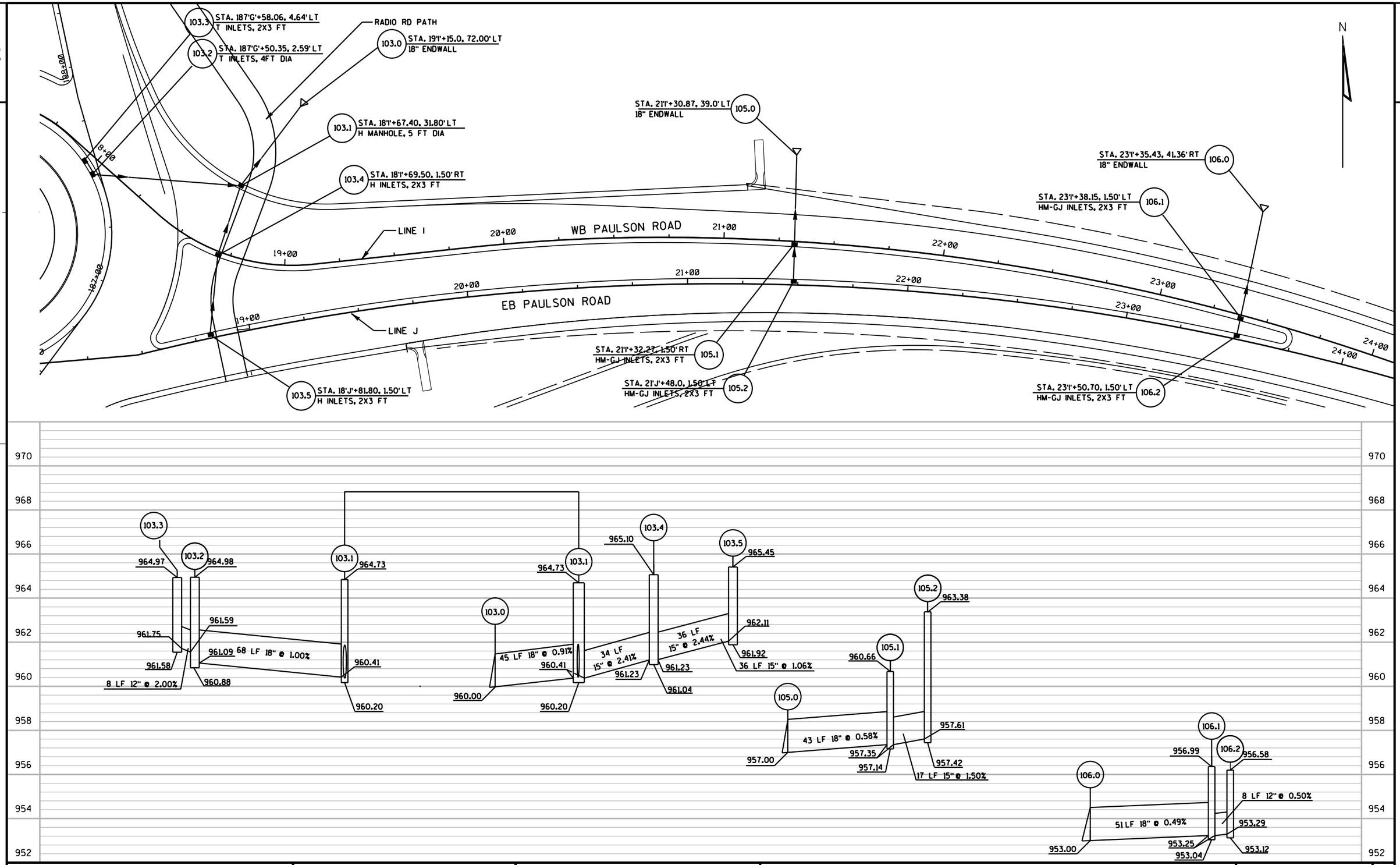
STORM SEWER PIPE REINFORCED CONCRETE

FROM STRUCT	TO STRUCT	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	CLASS III 608.0312 12" SSPRC (LF)	608.0315 15" SSPRC (LF)	608.0318 18" SSPRC (LF)	608.0324 24" SSPRC (LF)	608.0336 36" SSPRC (LF)	CLASS IV 608.0415 15" RCPSS (LF)	608.0418 18" RCPSS (LF)
191.2	191.1	958.13	956.90	0.051	24	--	--	--	--	--	--
191.3	191.1	957.32	956.90	0.014	--	--	29	--	--	--	--
191.4	191.3	958.47	957.32	0.077	--	15	--	--	--	--	--
191.5	191.4	958.74	958.47	0.010	27	--	--	--	--	--	--
191.6	191.4	958.58	958.47	0.011	10	--	--	--	--	--	--
193.1	193.0	956.87	956.50	0.010	--	--	--	37	--	--	--
193.2	193.1	957.13	956.87	0.008	--	--	35	--	--	--	--
193.3	193.2	957.27	957.13	0.007	--	18	--	--	--	--	--
193.4	193.3	957.47	957.27	0.007	--	27	--	--	--	--	--
194.1	194.2	958.51	958.11	0.010	--	40	--	--	--	--	--
194.2	193.2	958.11	957.13	0.010	--	--	98	--	--	--	--
194.3	194.2	958.32	958.11	0.010	--	21	--	--	--	--	--
194.4	194.3	958.47	958.32	0.006	--	27	--	--	--	--	--
196.0	195.0	933.65	933.30	0.020	--	--	--	--	17	--	--
197.0	196.0	937.02	933.65	0.018	--	--	--	--	184	--	--
198.0	197.0	938.75	937.02	0.040	--	--	--	--	43	--	--
200.1	200.0	962.56	962.00	0.012	--	--	45	--	--	--	--
200.2	200.1	963.79	962.56	0.019	--	63	--	--	--	--	--
200.3	200.2	964.11	963.79	0.009	--	--	--	--	--	37	--
201.1	201.0	958.06	957.00	0.020	--	--	52	--	--	--	--
201.2	201.1	958.24	958.06	0.022	--	8	--	--	--	--	--
201.3	201.2	960.08	958.24	0.023	--	80	--	--	--	--	--
201.4	201.3	960.99	960.08	0.020	--	46	--	--	--	--	--
201.5	201.4	961.50	961.24	0.020	--	13	--	--	--	--	--
202.2	202.0	958.42	958.00	0.010	--	--	44	--	--	--	--
202.3	202.2	958.51	958.42	0.010	--	9	--	--	--	--	--
203.1	203.0	960.18	959.00	0.019	--	--	62	--	--	--	--
203.2	203.1	960.86	960.18	0.020	--	34	--	--	--	--	--
203.4	203.3	961.02	960.00	0.012	--	--	83	--	--	--	--
203.5	203.4	962.82	961.52	0.020	--	65	--	--	--	--	--
204.1	204.0	957.22	956.00	0.020	--	--	61	--	--	--	--
204.2	204.1	957.40	957.22	0.020	--	9	--	--	--	--	--
205.1	205.0	958.66	958.00	0.016	--	--	42	--	--	--	--
205.2	205.1	959.00	958.66	0.012	--	28	--	--	--	--	--
205.3	205.2	959.16	959.00	0.010	--	16	--	--	--	--	--
205.4	205.3	959.45	959.16	0.010	--	29	--	--	--	--	--
206.1	206.0	953.00	952.00	0.027	--	--	37	--	--	--	--
207.1	207.0	954.75	954.00	0.009	--	--	80	--	--	--	--
207.2	207.1	954.82	954.75	0.010	--	7	--	--	--	--	--
207.3	207.2	955.10	954.82	0.010	--	27	--	--	--	--	--
211.1	211.0	945.22	944.50	0.008	--	--	92	--	--	--	--
211.2	211.1	946.19	945.22	0.010	--	97	--	--	--	--	--
212.1	212.0	943.45	943.00	0.011	--	41	--	--	--	--	--
215.1	215.0	943.14	943.00	0.004	31	--	--	--	--	--	--
217.1	217.0	943.74	943.60	0.004	31	--	--	--	--	--	--
218.1	218.0	943.09	942.92	0.005	33	--	--	--	--	--	--
			SHEET TOTAL		156	720	760	37	244	37	--
			PROJECT TOTAL		190	1,327	1,270	110	244	164	108



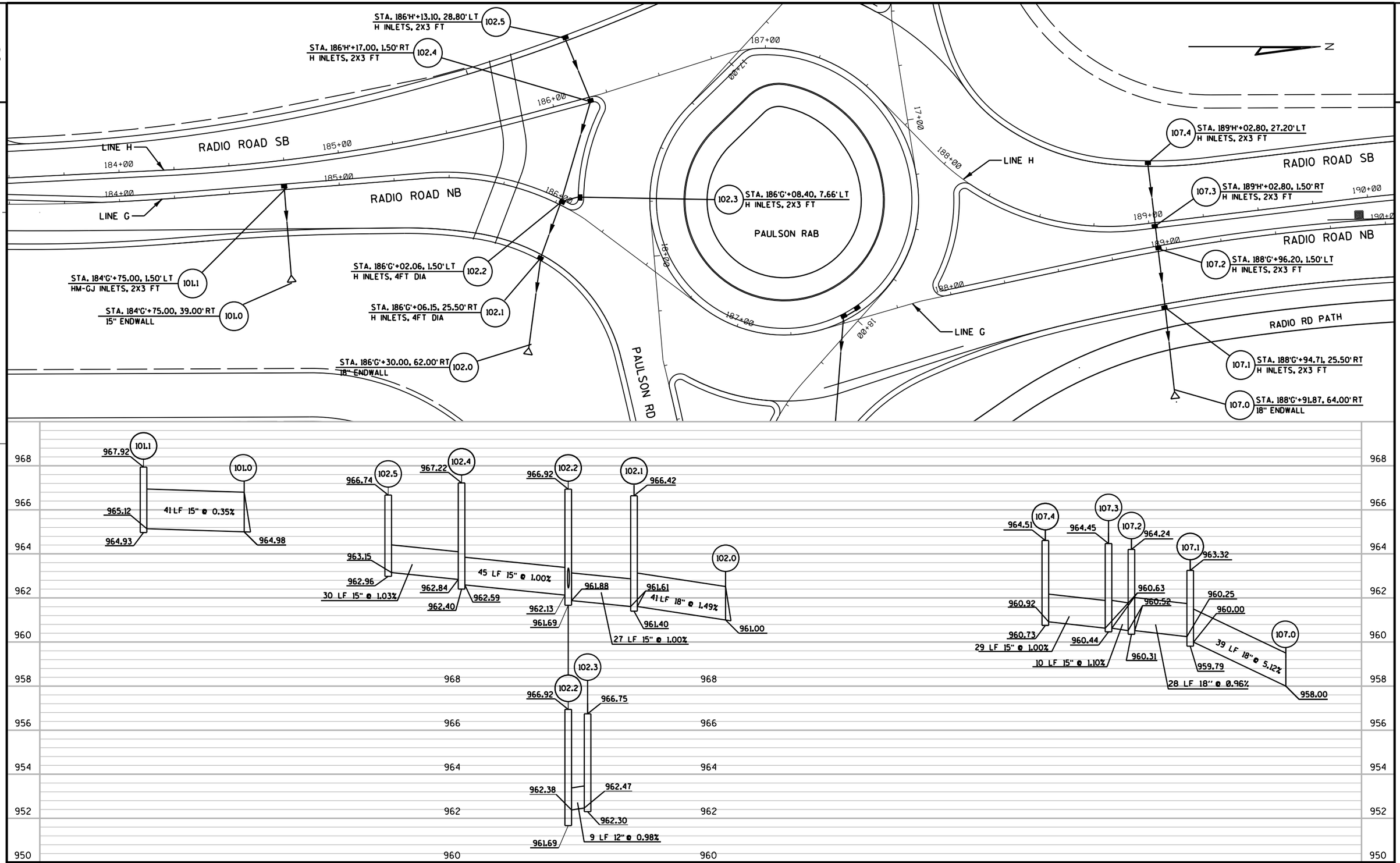


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	STORM SEWER	SHEET 96	E

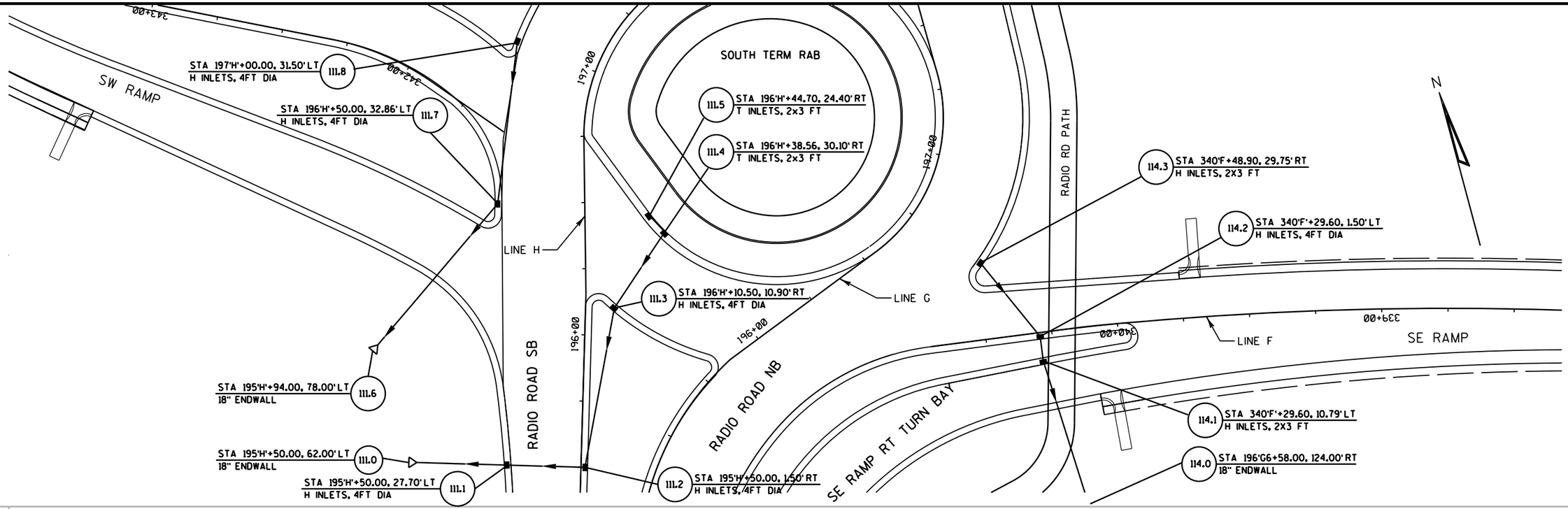


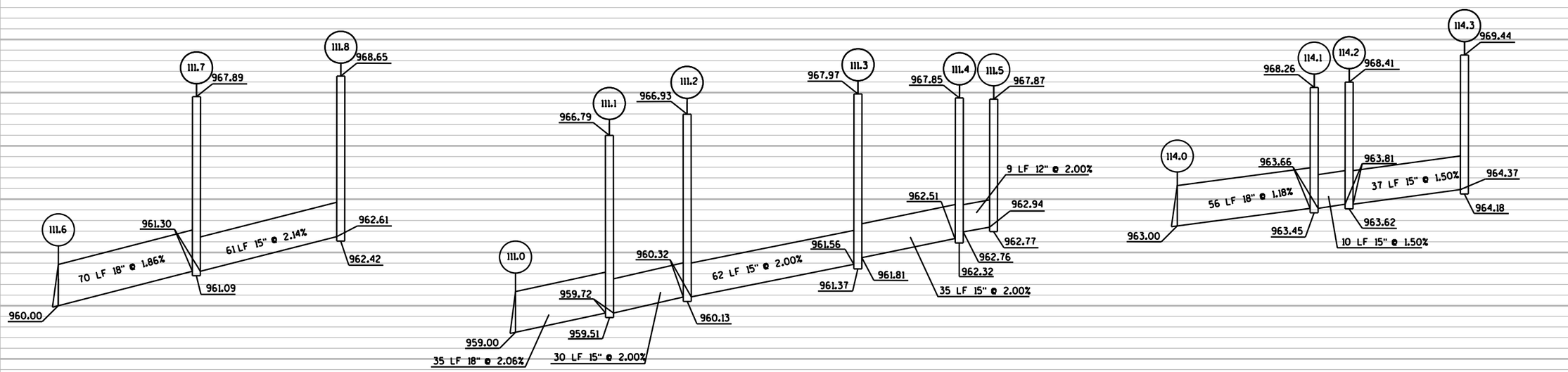
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	STROM SEWER	SHEET 97	E

2



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	STORM SEWER	SHEET 98	E



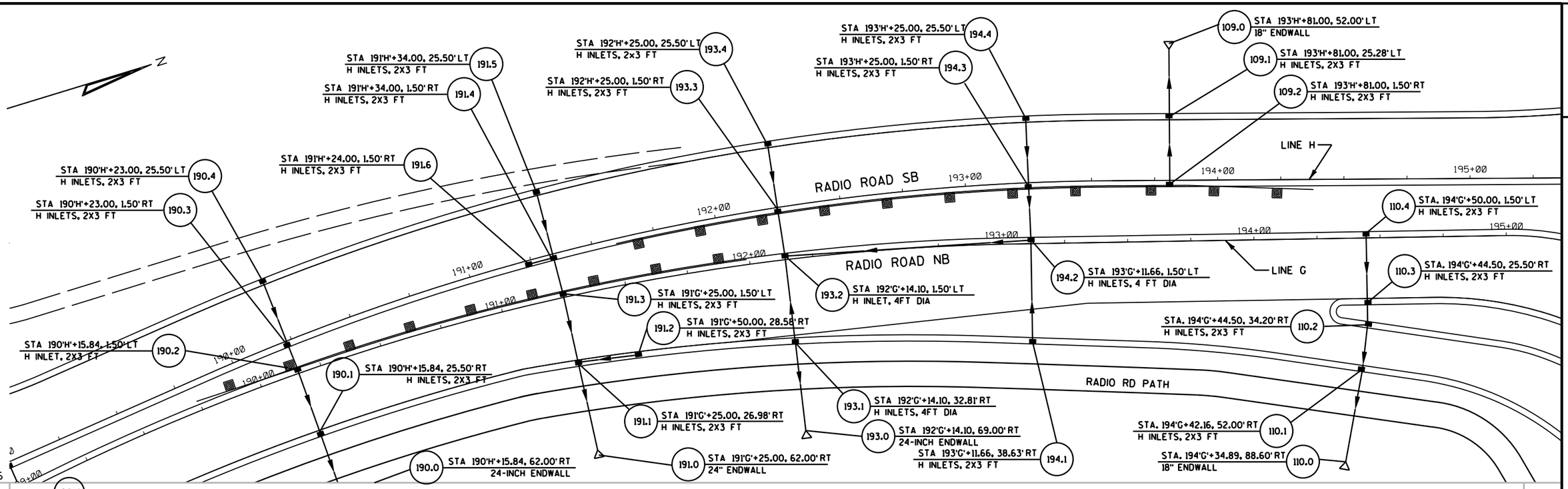


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	STORM SEWER	SHEET	E

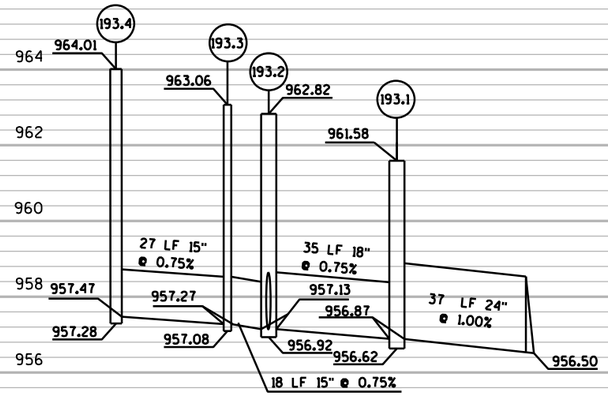
FILE NAME : 022505_ss.dgn PLOT DATE : 10/30/2012 PLOT BY : PLOT NAME : PLOT SCALE :

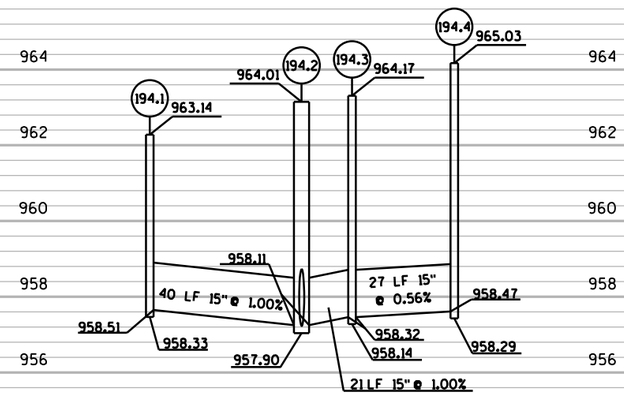
WISDOT/CADDS SHEET 41

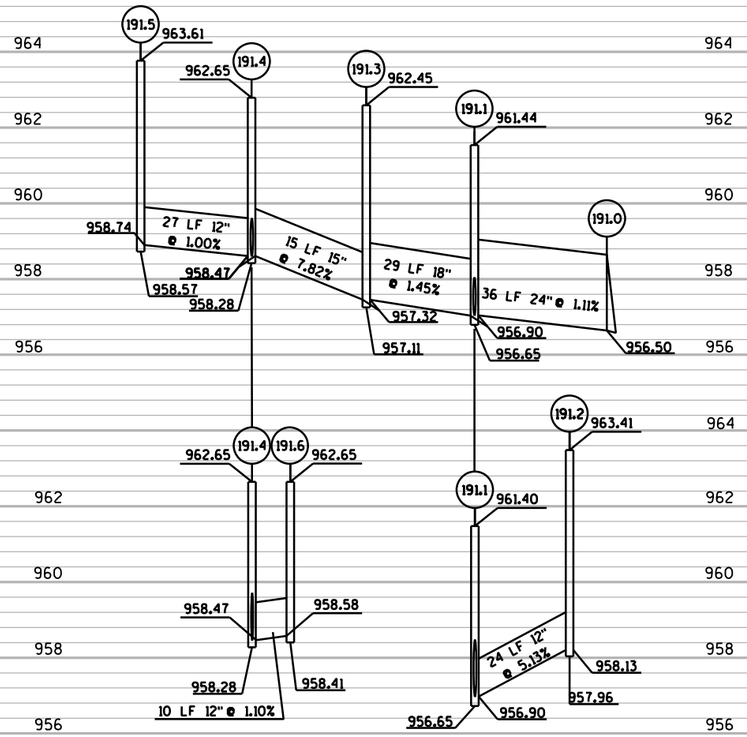
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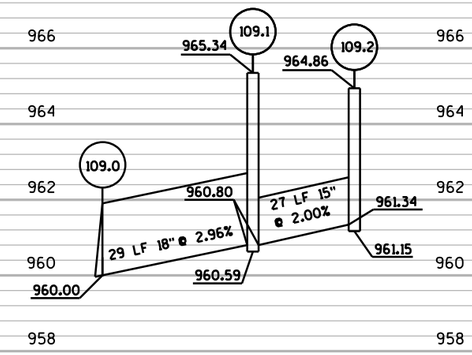


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CRIOX	STORM SEWER	SHEET 100	E





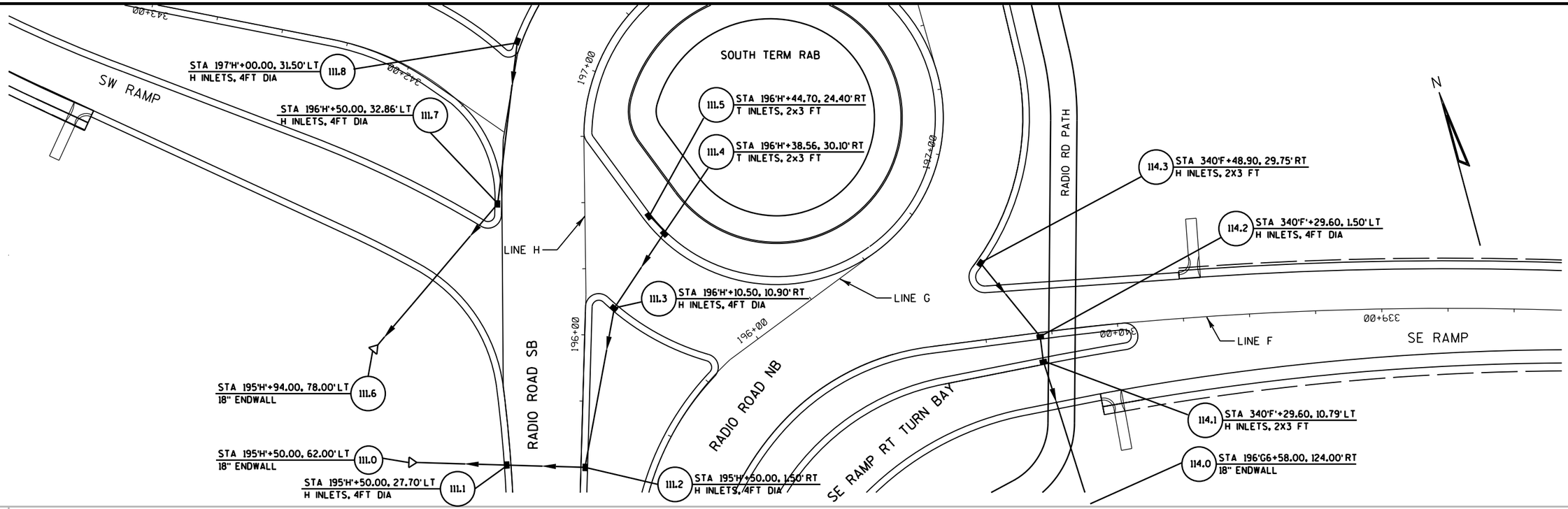


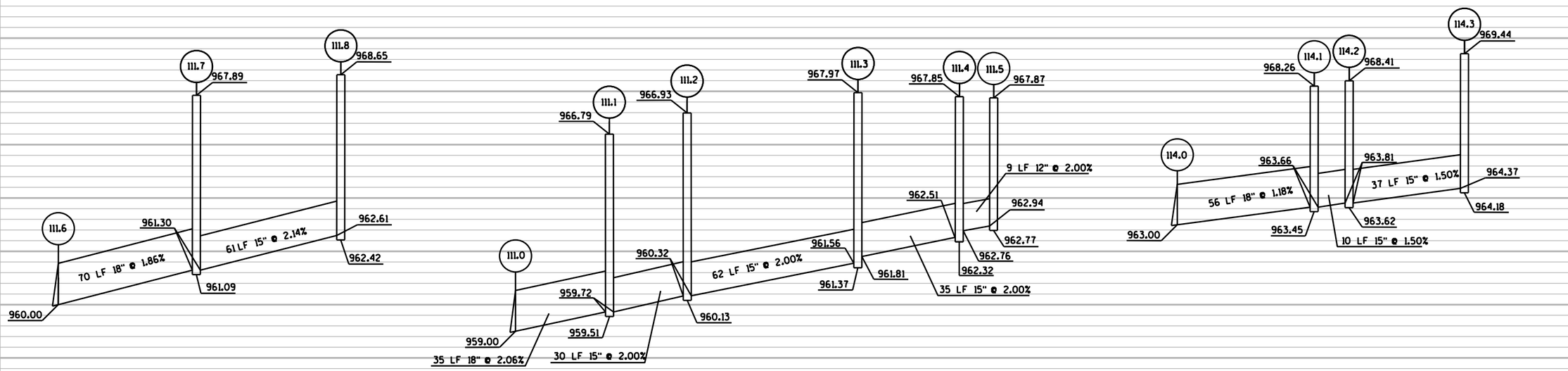


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CRIOX	STORM SEWER	SHEET 101	E

FILE NAME : G:\WDOTNW\10033-003\DGN\STORMSEWER\022504_ss.dgn PLOT DATE : 1/4/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 41

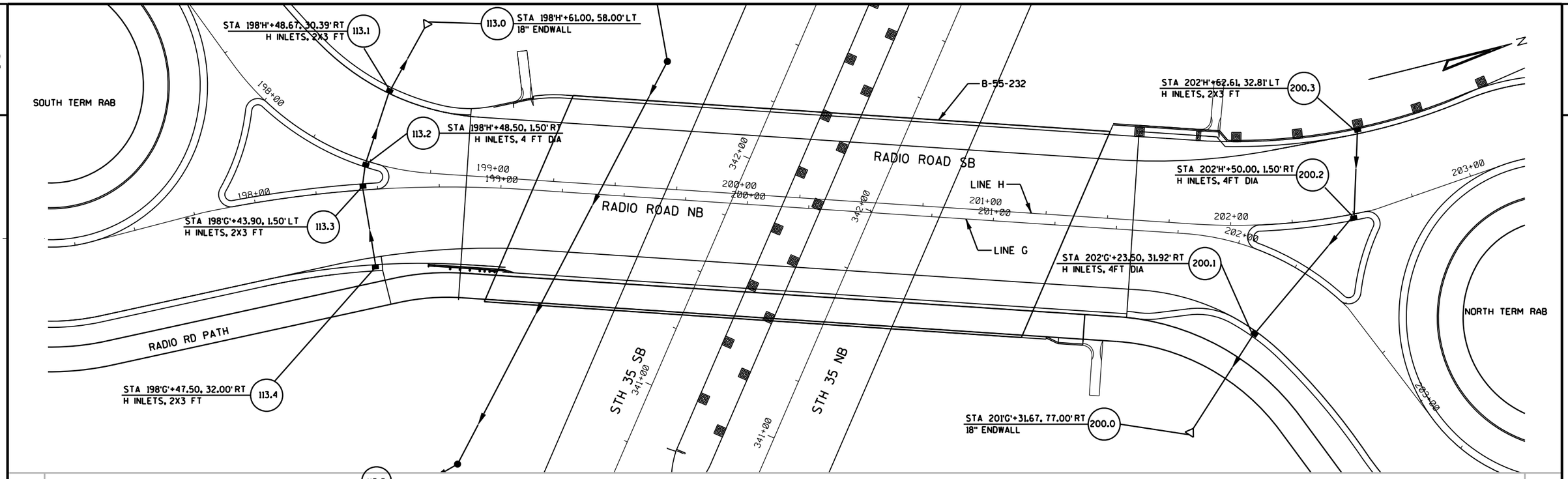


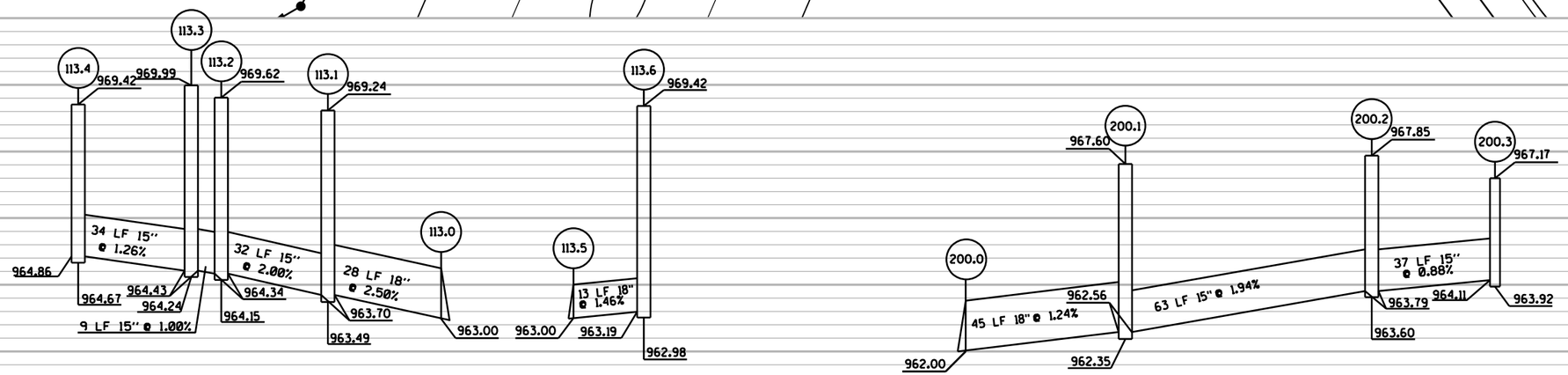


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	STORM SEWER	SHEET	E

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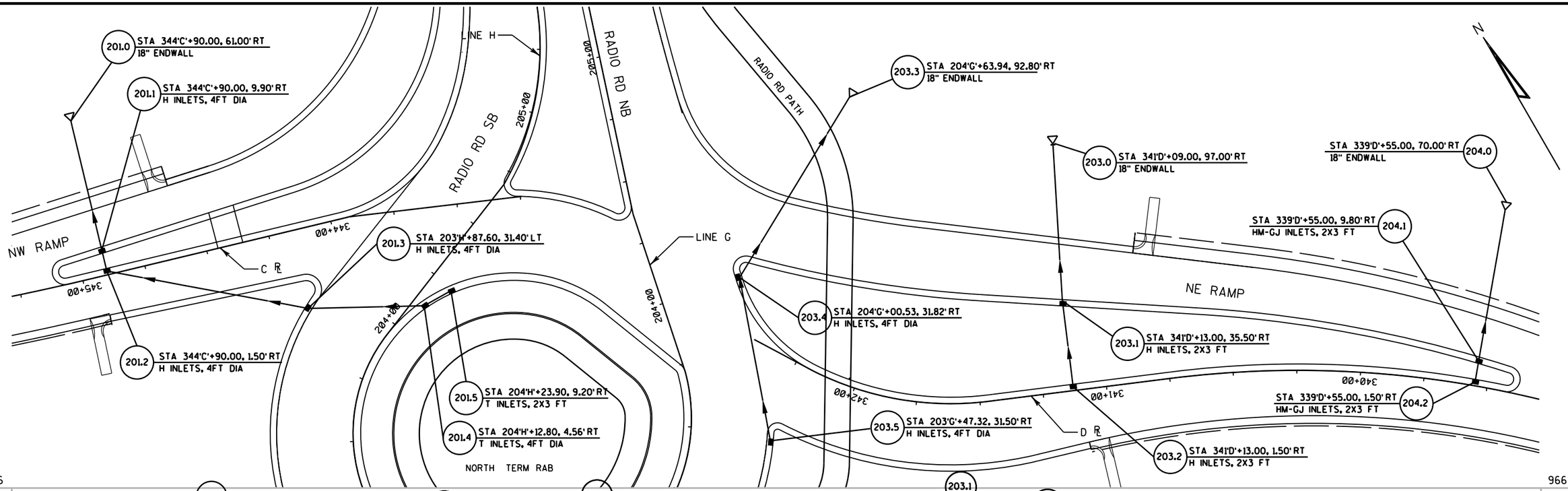
2





PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	STORM SEWER	SHEET 103	E

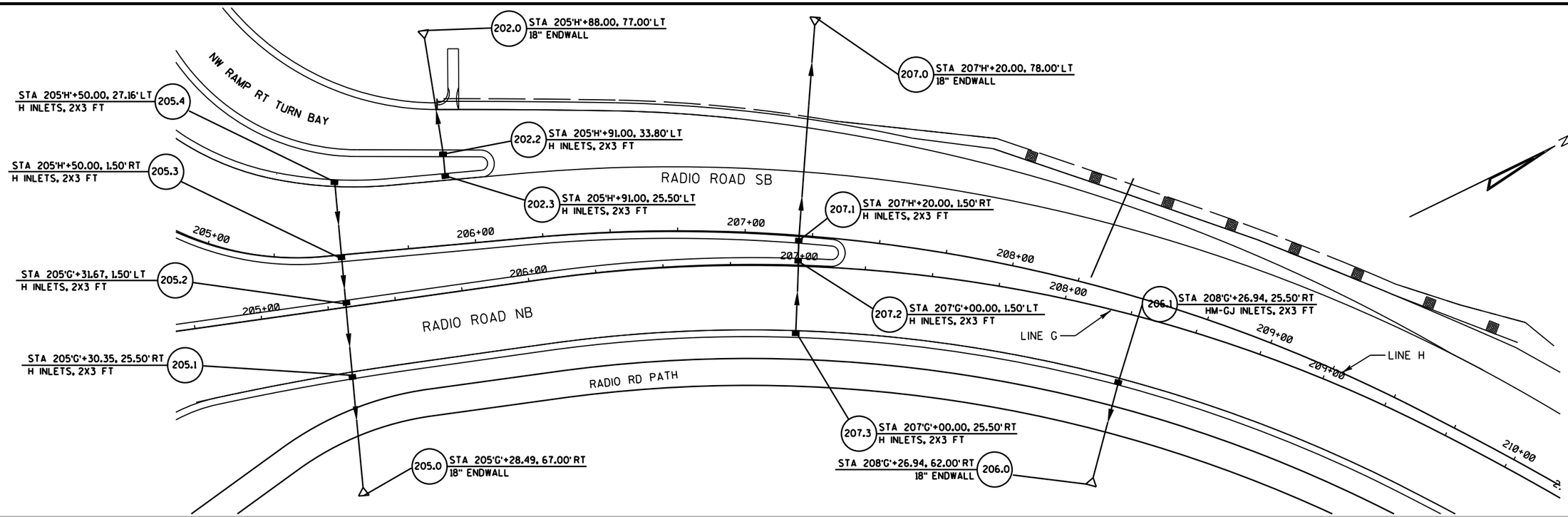
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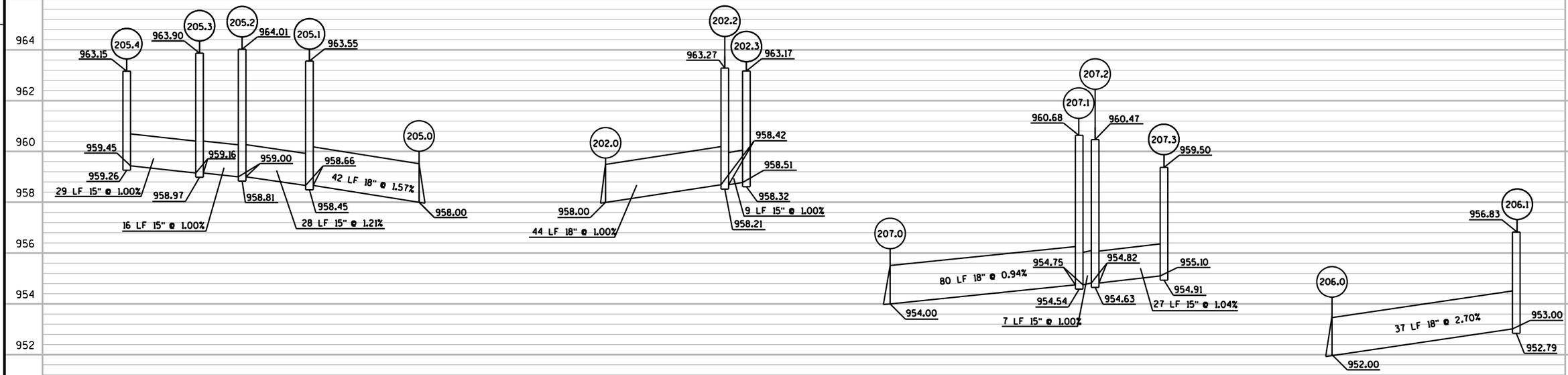


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	STORM SEWER	SHEET	E

FILE NAME : 022507_ss.dgn PLOT DATE : 10/30/2012 PLOT BY : PLOT NAME : PLOT SCALE :

2

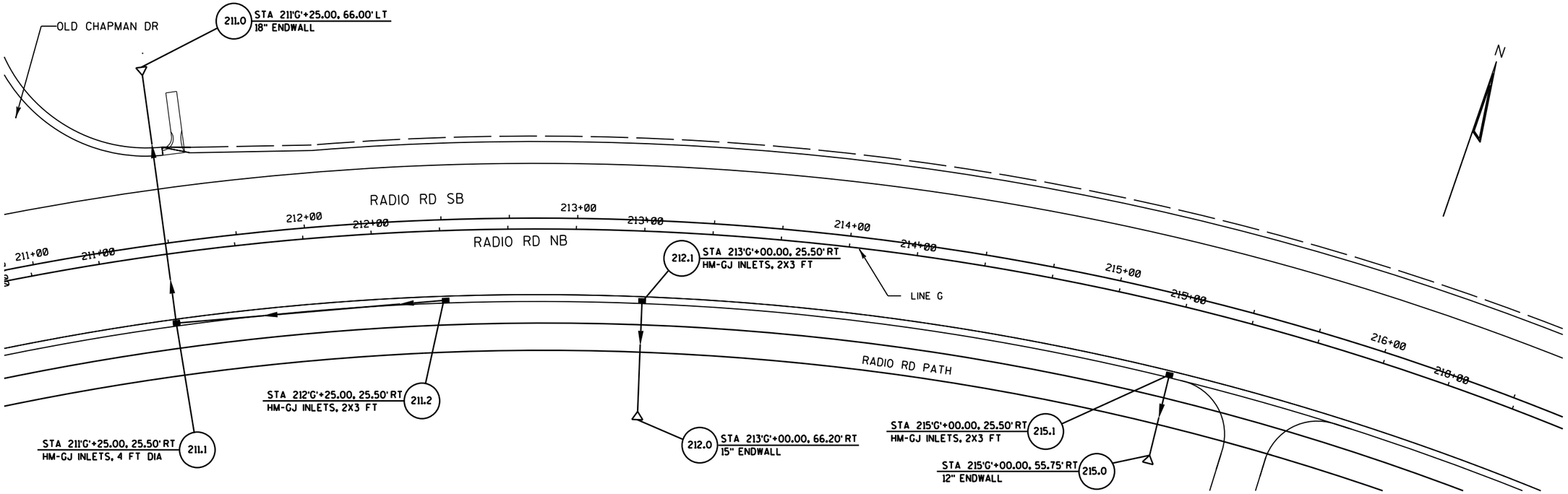


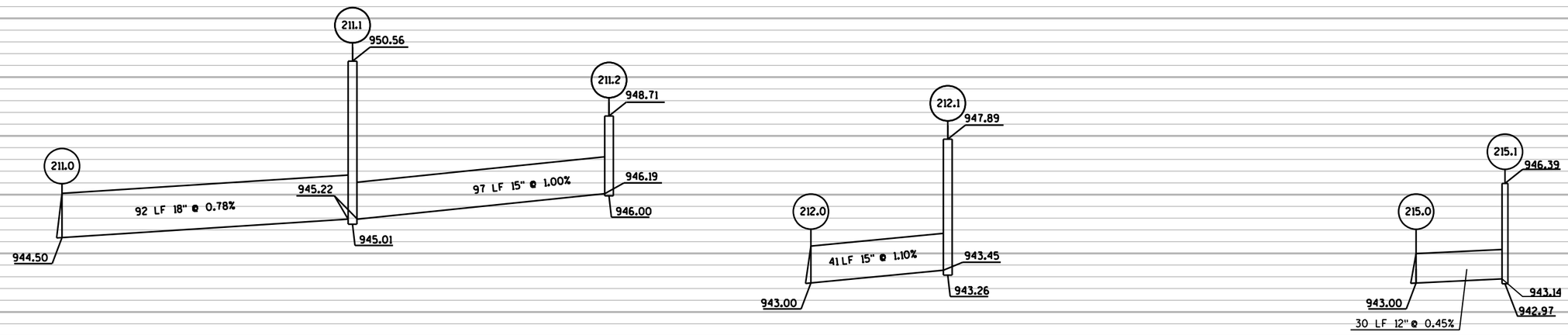


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	STORM SEWER	SHEET	E

FILE NAME : 022508_ss.dgn PLOT DATE : 10/30/2012 PLOT BY : PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 41

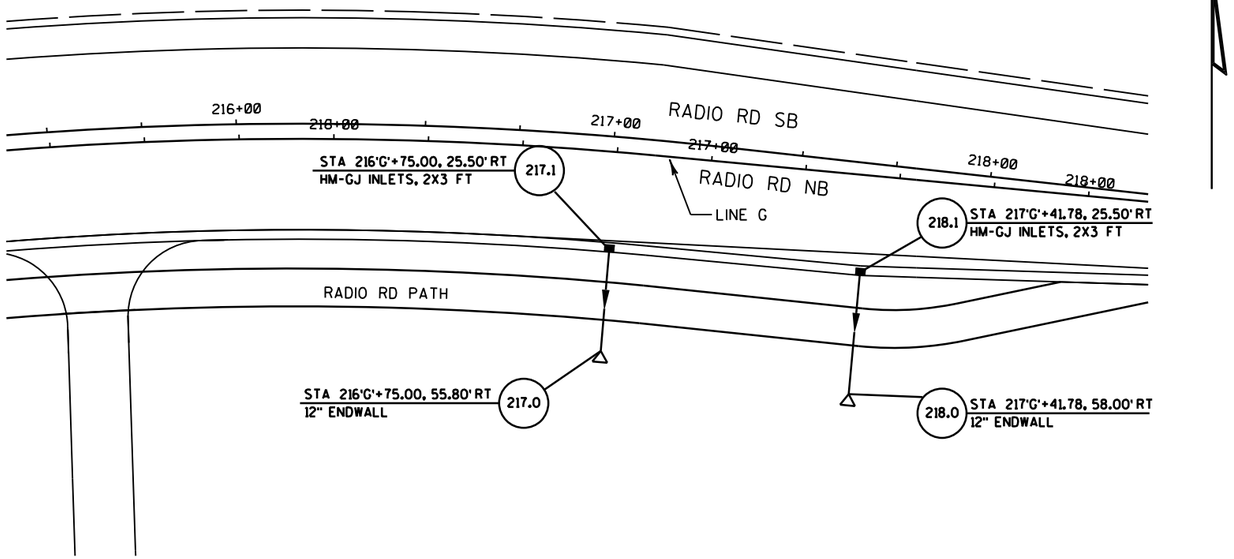


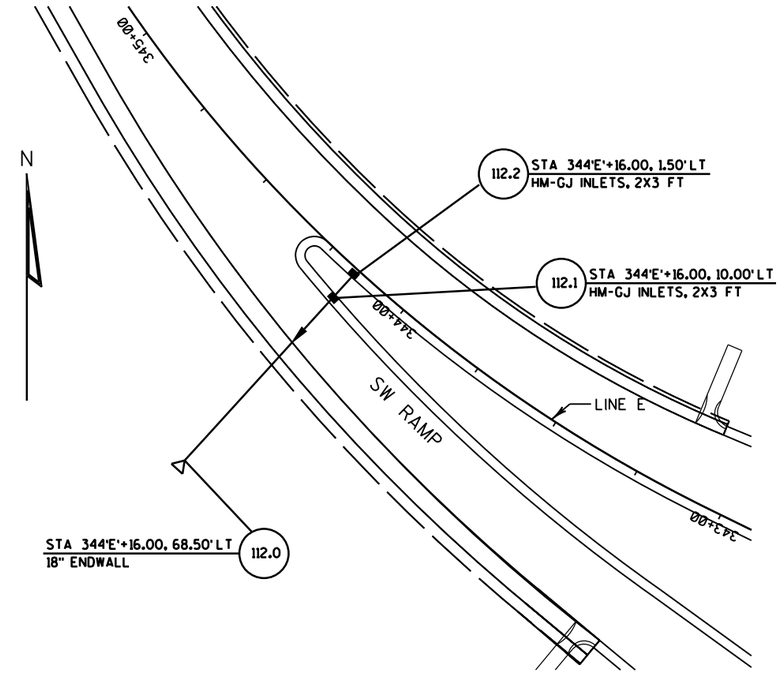


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	STORM SEWER	SHEET	E

FILE NAME : 022509_ss.dgn PLOT DATE : 10/30/2012 PLOT BY : PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 41





954 970 970

954 970 970

952 968 968

950 966 966

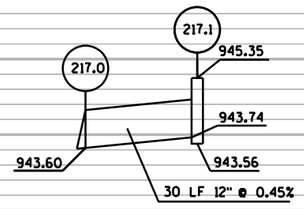
948 964 964

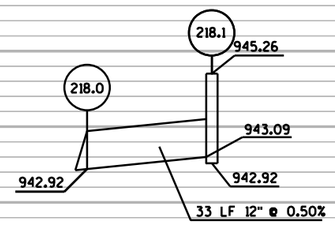
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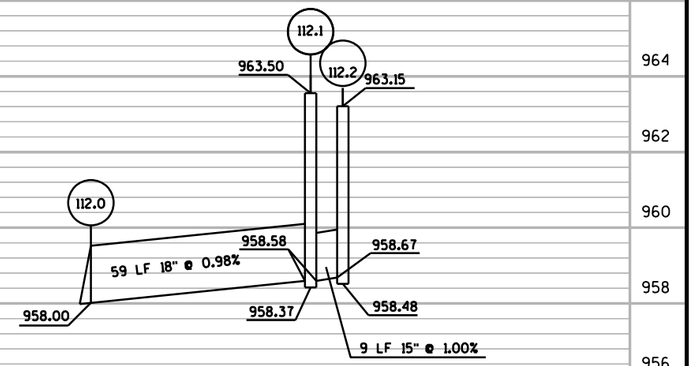
944 960 960

942 958 958

940 956 956







PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	STORM SEWER	SHEET	E

DATA PROVIDED BY WISCONSIN DEPARTMENT OF TRANSPORTATION - OCT 2012

STH 35

CHAPMAN DRIVE

NW RAMP

NE RAMP

SW RAMP

SE RAMP

RADIO RD.

RADIO ROAD

PAULSON ROAD

PROPOSED DRAINAGE STRUCTURE (TYP)

PROPOSED RIGHT OF WAY (TYP)

PROPOSED SLOPE INTERCEPT (TYP)

PROPOSED 24" DIA CASING FOR SAN AND WATER

EX CASING APPROX LOCATION

PROPOSED 24" DIA CASING FOR SAN AND WATER

PROPOSED 24" DIA CASING FOR SAN AND WATER

WISCONSIN
GREGORY R. ADAMS
E-35114
WOODVILLE
WI
PROFESSIONAL ENGINEER
11/1/12

WISCONSIN
JANA N. NYHAGEN
E-39065
NEW RICHMOND
WI
PROFESSIONAL ENGINEER
11/1/12

N

SCALE, FEET 0 100 200

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	WATER & SAN SEWER CASING LOCATIONS	SHEET	E

FILE NAME : J:\ENGIN\RiverFal\2012\2012\radio road dot plans\23075211_radio_s01.dgn PLOT DATE : 10/25/2012 PLOT BY : arnesonm PLOT NAME : PLOT SCALE : 1:200

WISDOT/CADDS SHEET 42

2

189+42.9, 100.71' LT
END OF NEW 24" STEEL CASING

189+32.8, 102.45' LT
END OF NEW 24" STEEL CASING

RADIO ROAD

10'

10'

24" DIA STEEL CASING

189+42.9, 99.15' RT
END OF NEW 24" STEEL CASING

189+32.8, 97.98' RT
END OF NEW 24" STEEL CASING

24" DIA STEEL CASING

PROPOSED
SLOPE
INTERCEPT
(TYP)

PROPOSED R/W (TYP)

N

WISCONSIN
GREGORY R. ADAMS
E-35114
WOODVILLE
WI
PROFESSIONAL ENGINEER
11/1/12

WISCONSIN
JANA N. NYHAGEN
E-39065
NEW RICHMOND
WI
PROFESSIONAL ENGINEER
11/1/12

970
960
950
940
930

PROPOSED GRADE

EX GRADE

END OF NEW 24" STEEL CASING
TOP OF CASING EL 944.00

200' - 24" DIA STEEL CASING @ 1.54% SL (WTR)

END OF NEW 24" STEEL CASING
TOP OF CASING EL 940.92

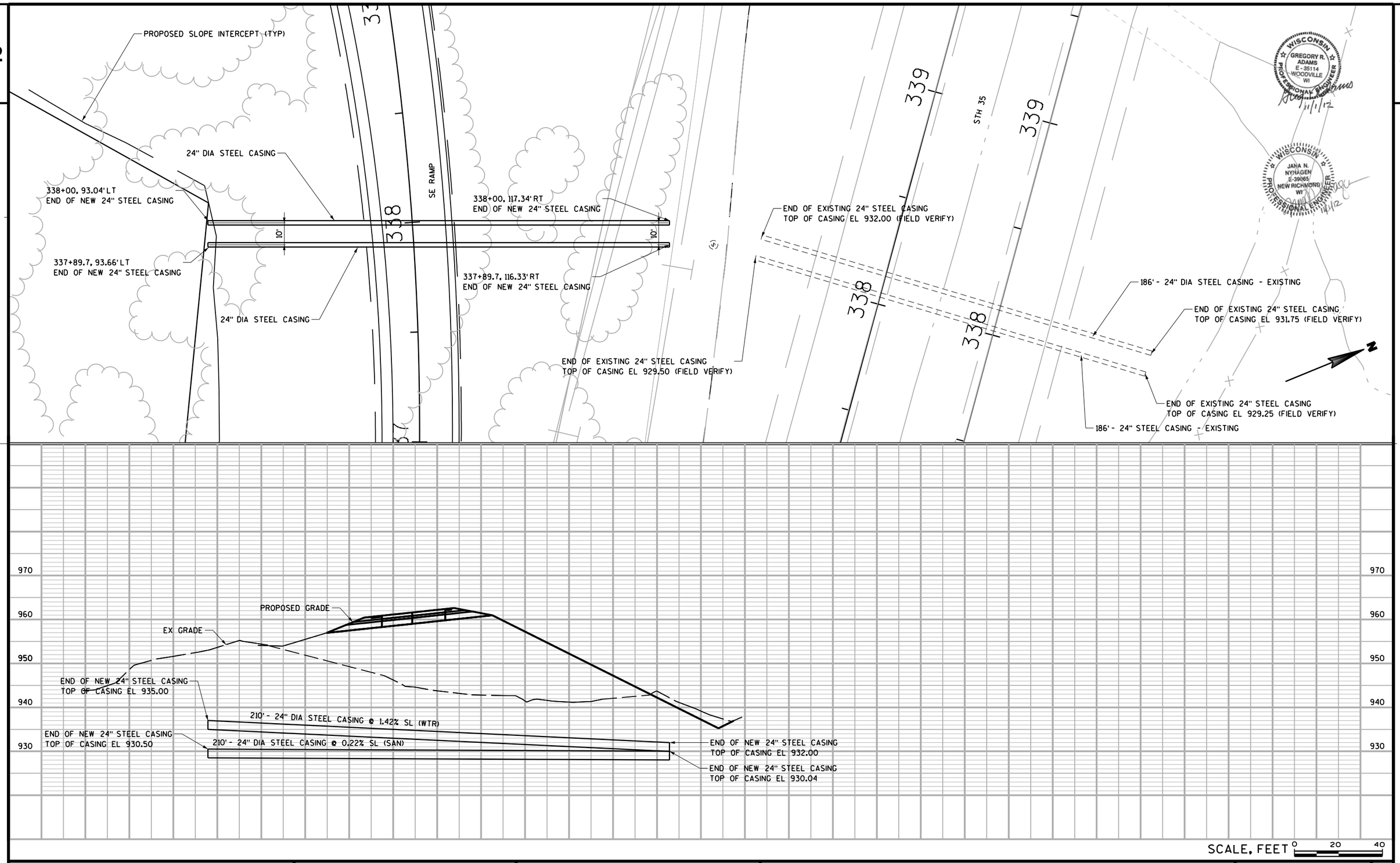
END OF NEW 24" STEEL CASING
TOP OF CASING EL 933.24

200' - 24" DIA STEEL CASING @ 0.40% SL (SAN)

END OF NEW 24" STEEL CASING
TOP OF CASING EL 932.44

SCALE, FEET 0 20 40

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	WATER & SAN SEWER CASING LOCATIONS	SHEET 109	E



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	WATER & SAN SEWER CASING LOCATIONS	SHEET 110	E

2

339

STH 35

NE RAMP

338

337

END OF EXISTING 24" STEEL CASING
TOP OF CASING EL 931.75 (FIELD VERIFY)

186' - 24" DIA STEEL CASING - EXISTING

186' - 24" DIA STEEL CASING - EXISTING

END OF EXISTING 24" STEEL CASING
TOP OF CASING EL 929.25 (FIELD VERIFY)

337+98.0, 108.64' LT
END OF NEW 24" DIA STEEL CASING

337+89.9, 108.27' LT
END OF NEW 24" DIA STEEL CASING

10'

10'

24" DIA STEEL CASING

24" DIA STEEL CASING

337+98.0, 123.38' RT
END OF NEW 24" DIA
STEEL CASING

337+87.9, 124.14' RT
END OF NEW 24" DIA STEEL CASING

PROPOSED SLOPE
INTERCEPT (TYP)

PROPOSED R/W (TYP)

N

WISCONSIN
GREGORY R. ADAMS
E-35114
WOODVILLE
WI
PROFESSIONAL ENGINEER
11/1/12

WISCONSIN
JANA N. NYHAGEN
E-39065
NEW RICHMOND
WI
PROFESSIONAL ENGINEER
11/1/12

970
960
950
940
930
920

PROPOSED GRADE

EX GRADE

END OF NEW 24" DIA STEEL CASING
TOP OF CASING EL 925.26

END OF NEW 24" DIA STEEL CASING
TOP OF CASING EL 924.50

230' - 24" DIA STEEL CASING @ 0.22% SL (WTR)

230' - 24" DIA STEEL CASING @ 0.22% SL (SAN)

END OF NEW 24" DIA STEEL CASING
TOP OF CASING EL 924.75

END OF NEW 24" DIA STEEL CASING
TOP OF CASING EL 924.00

SCALE, FEET 0 20 40

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	WATER & SAN SEWER CASING LOCATIONS	SHEET 111	E

2

SIGNING REMOVAL AND PERMANENT SIGNING PLANS PREPARED BY

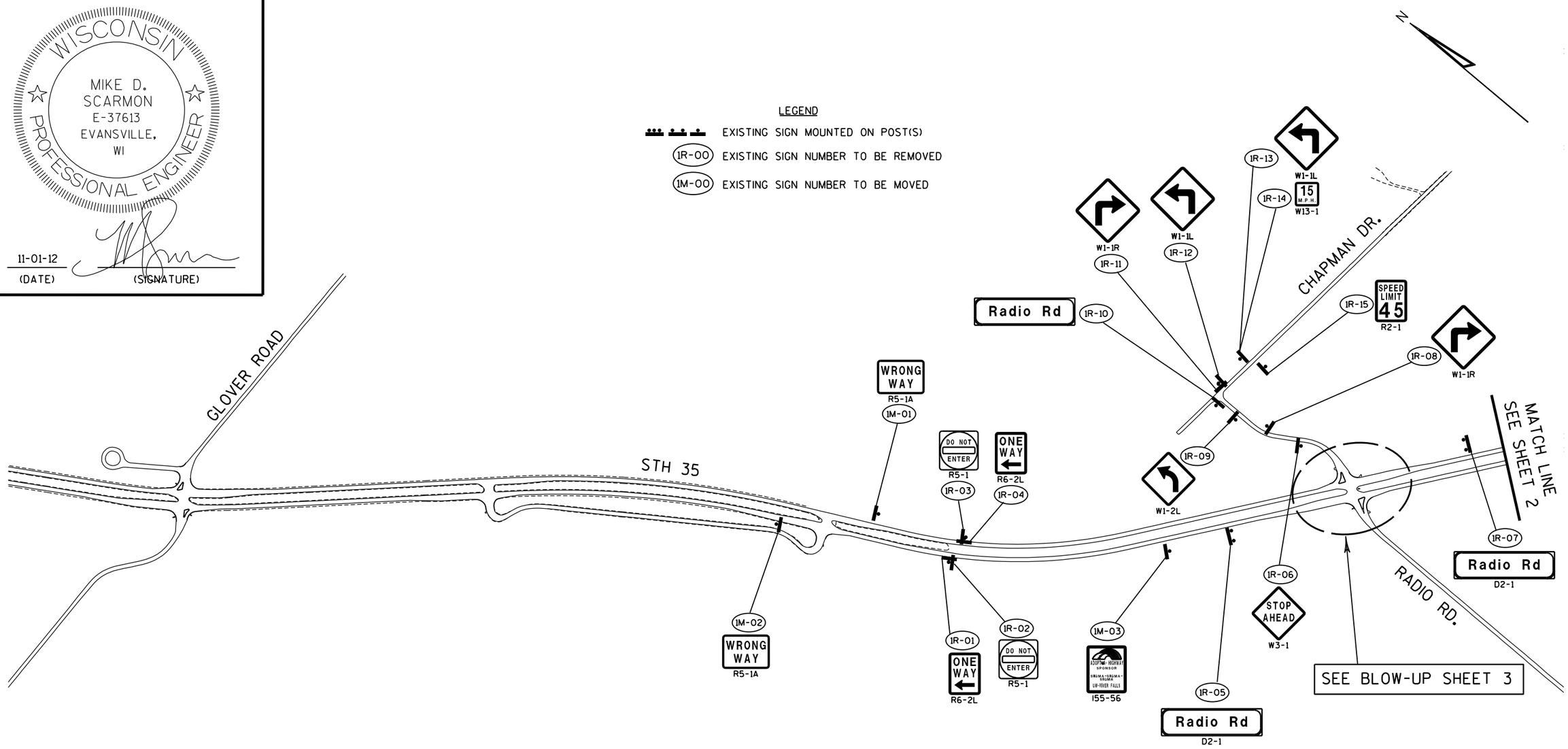
WISCONSIN
MIKE D. SCARMON
E-37613
EVANSVILLE, WI
PROFESSIONAL ENGINEER

11-01-12
(DATE) (SIGNATURE)

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)
1R-00 EXISTING SIGN NUMBER TO BE REMOVED
1M-00 EXISTING SIGN NUMBER TO BE MOVED



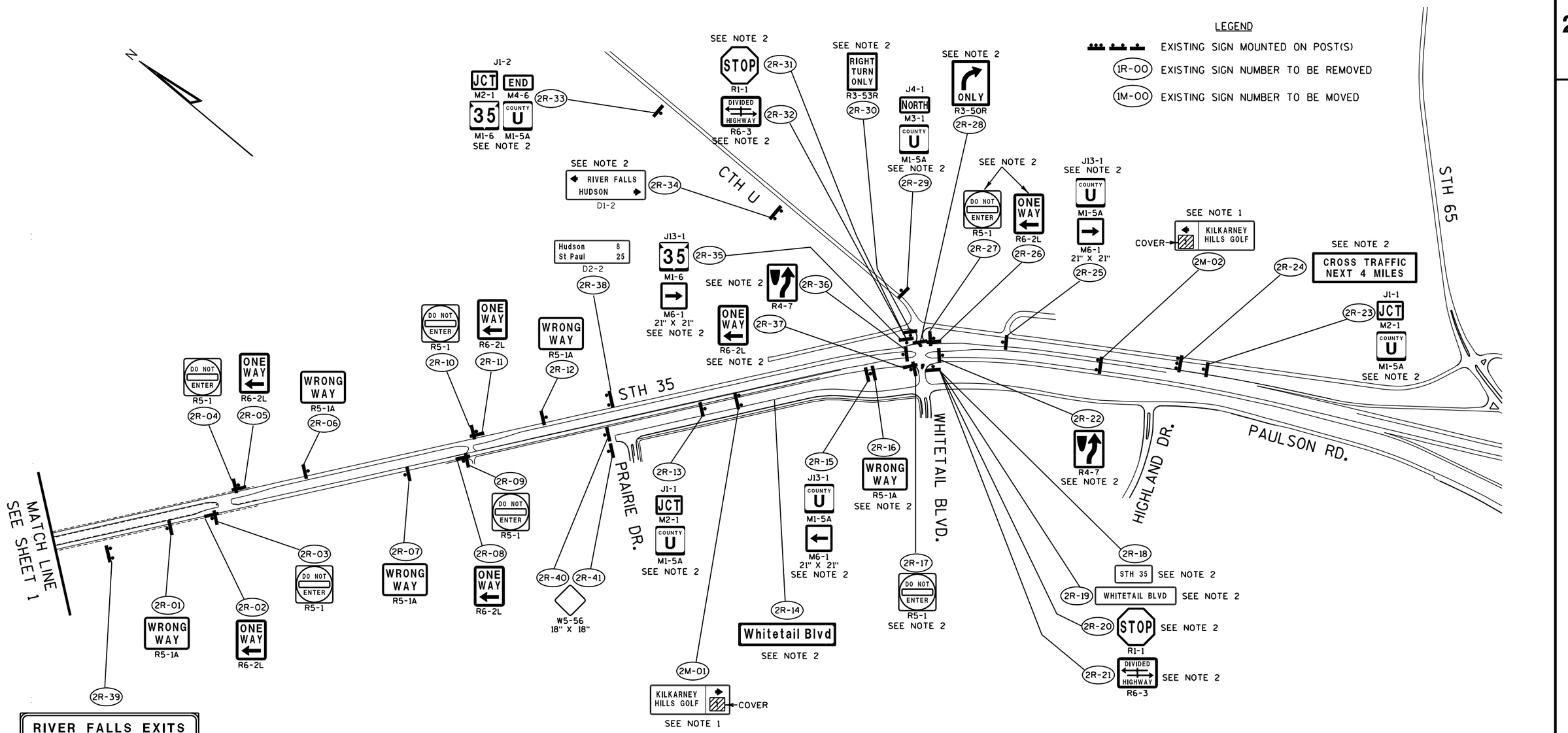
NOTE:

KEEP ALL SIGNS IN PLACE UNTIL CONSTRUCTION ACTIVITIES REQUIRES REMOVAL.

SHEET 1 OF 3

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EXISTING SIGN REMOVAL PLANS	SHEET 112	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023201_ps_rem.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :



NOTES:

1) KILKARNEY HILLS GOLF SIGNS TO MOVE TO THIS LOCATION FOR STAGES 1 AND 2. SEE PERMANENT SIGNING PLAN FOR FINAL LOCATION (TO BE MOVED AT THE BEGINNING OF STAGE 3).

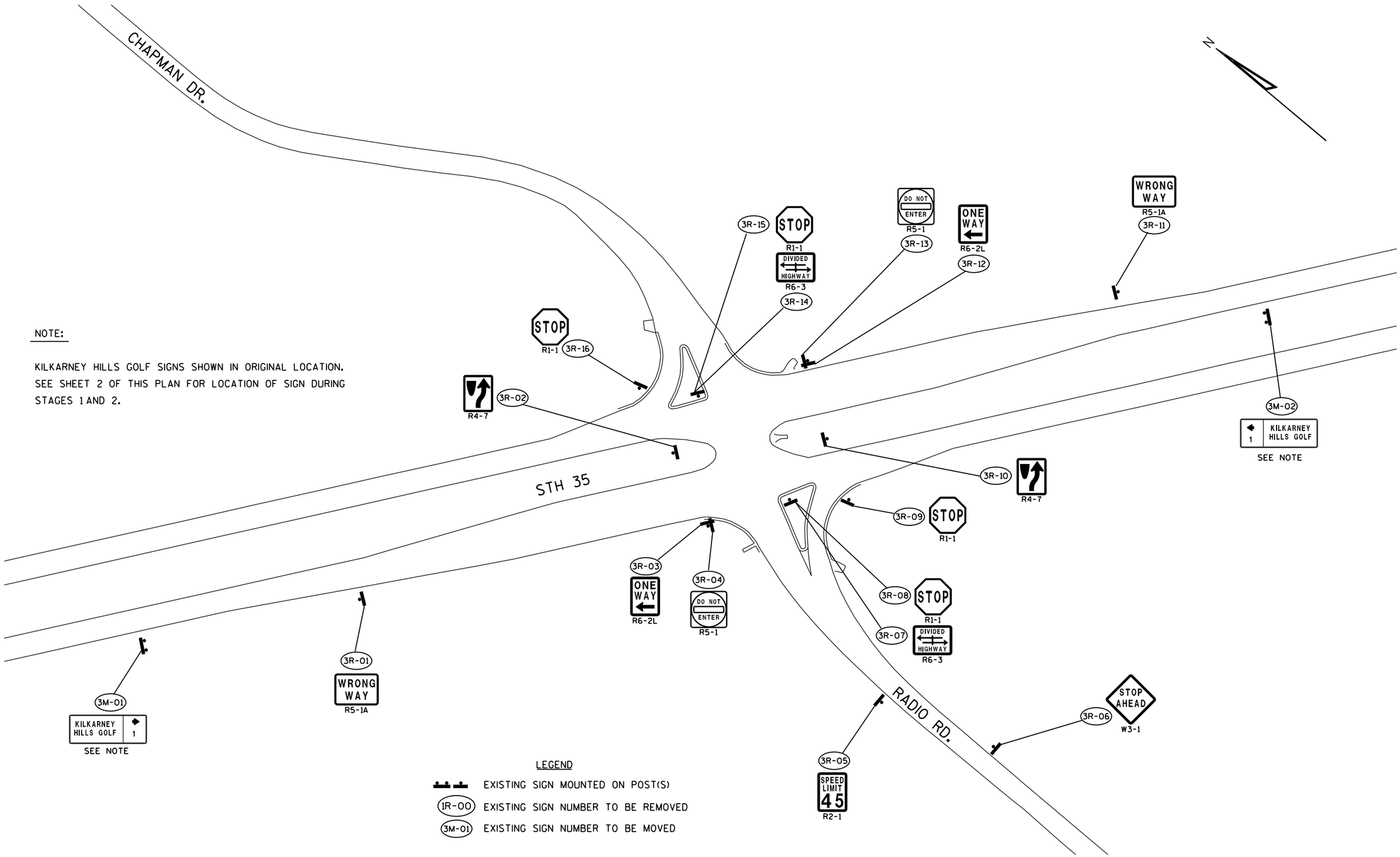
2) SIGNS TO REMAIN IN PLACE UNTIL THE BEGINNING OF STAGE 3.

SHEET 2 OF 3

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EXISTING SIGN REMOVAL PLANS	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023202_ps_rem.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2



NOTE:

KILKARNEY HILLS GOLF SIGNS SHOWN IN ORIGINAL LOCATION. SEE SHEET 2 OF THIS PLAN FOR LOCATION OF SIGN DURING STAGES 1 AND 2.

LEGEND

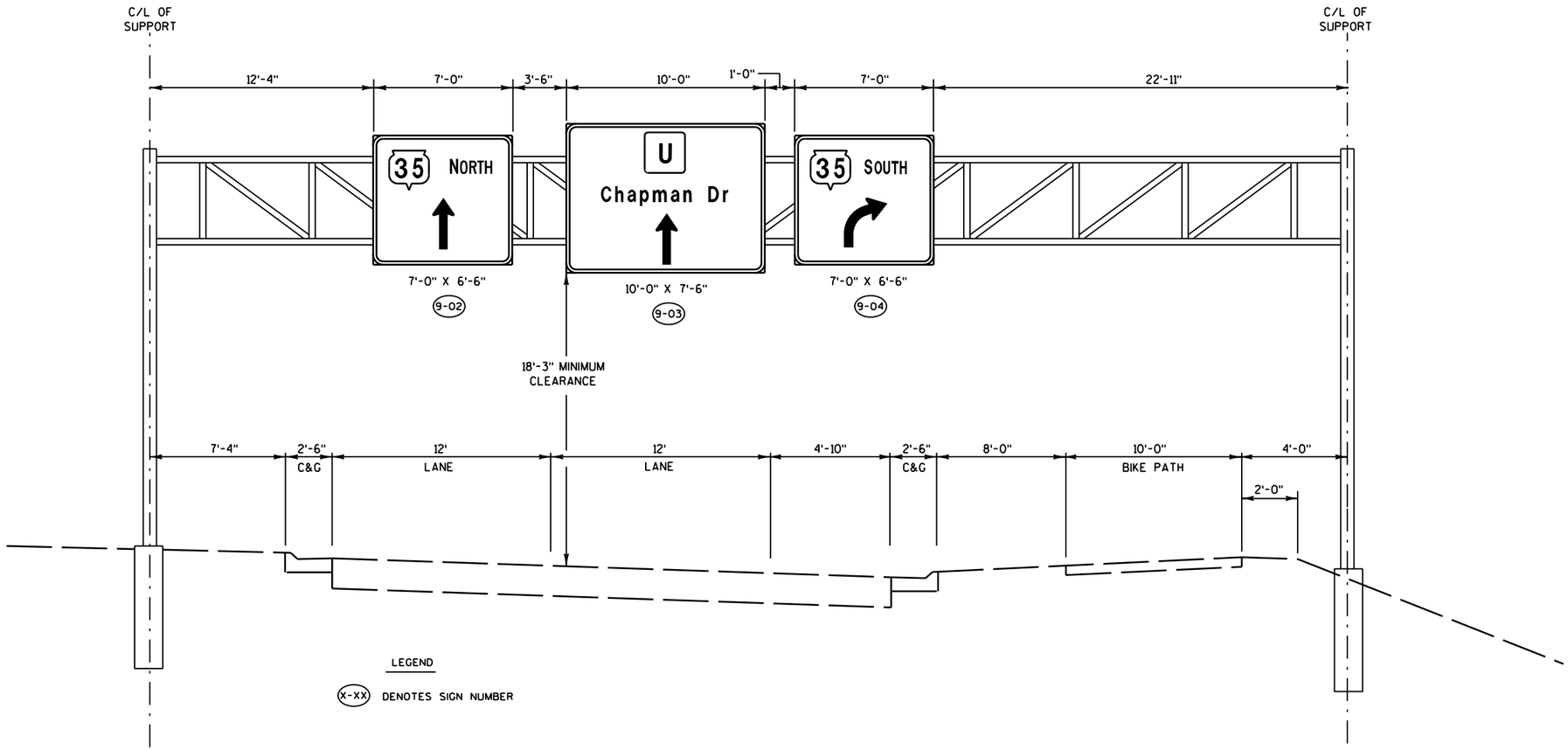
- EXISTING SIGN MOUNTED ON POST(S)
- (1R-00) EXISTING SIGN NUMBER TO BE REMOVED
- (3M-01) EXISTING SIGN NUMBER TO BE MOVED

SHEET 3 OF 3

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EXISTING SIGN REMOVAL PLANS	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023203_ps_rem.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2



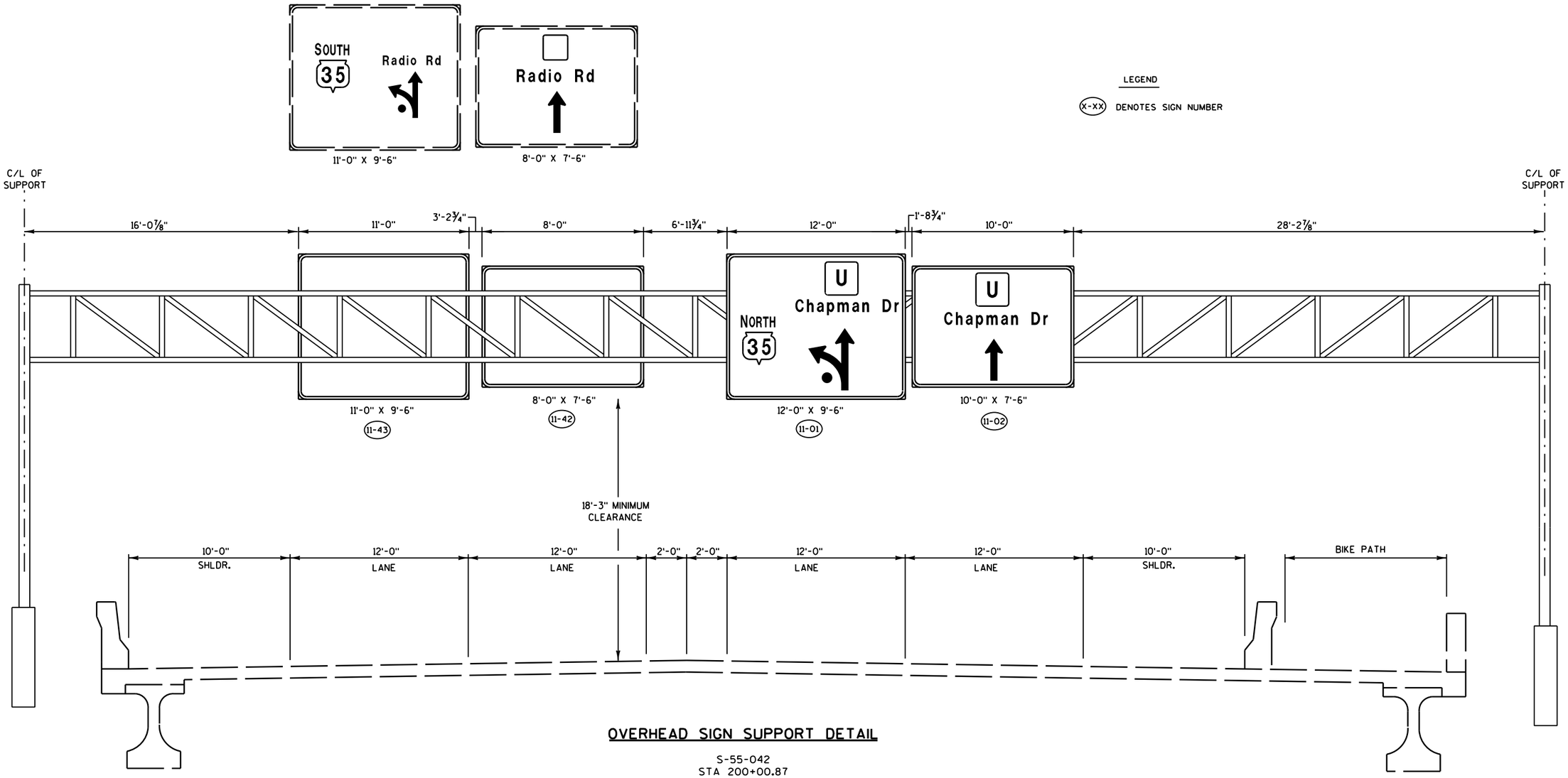
OVERHEAD SIGN SUPPORT DETAIL

S-55-041
STA 191+74
RADIO ROAD N.B.
(FACING NORTH)

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

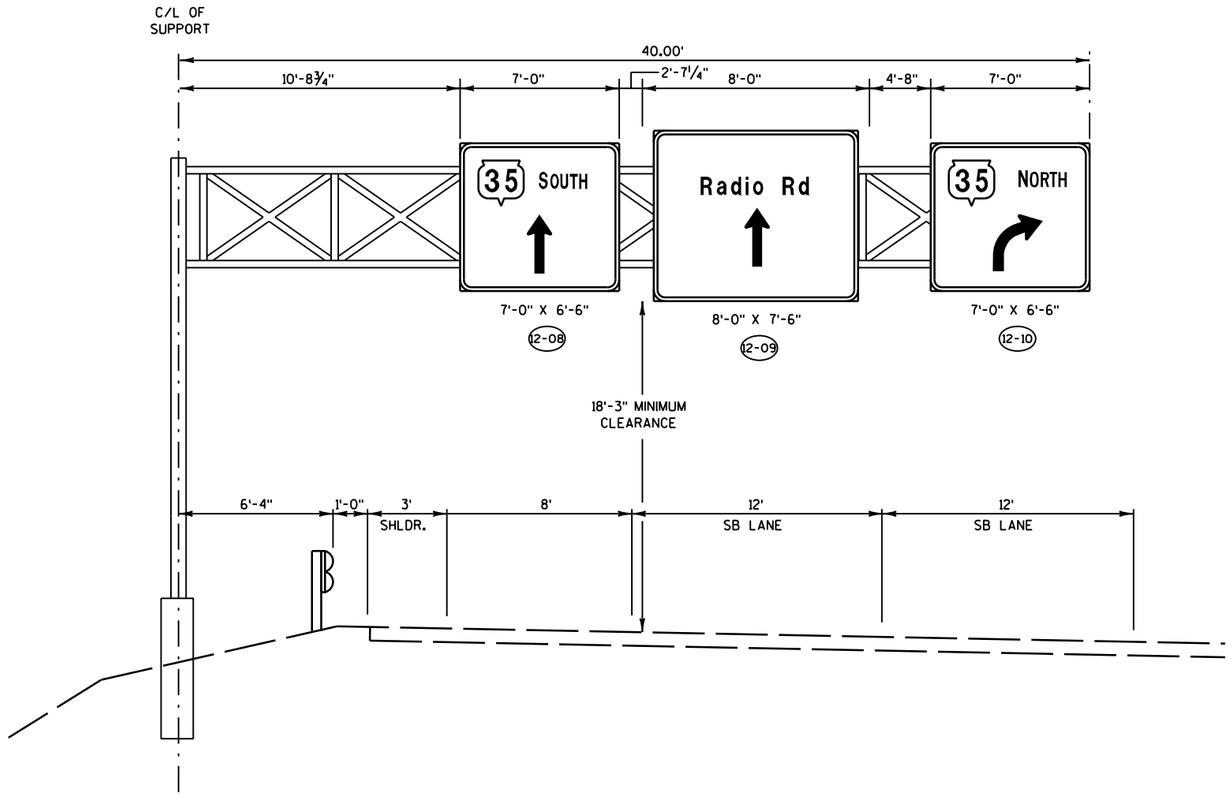
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WISDOT/CADDS SHEET 42

2



OVERHEAD SIGN SUPPORT DETAIL

S-55-042
STA 200+00.87
RADIO ROAD N.B.
(FACING NORTH)



LEGEND

(X-XX) DENOTES SIGN NUMBER

OVERHEAD SIGN SUPPORT DETAIL

S-55-043
STA 208+14.06
RADIO ROAD N.B.
(FACING SOUTH)

N

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

(4-08) DENOTES SIGN NUMBER

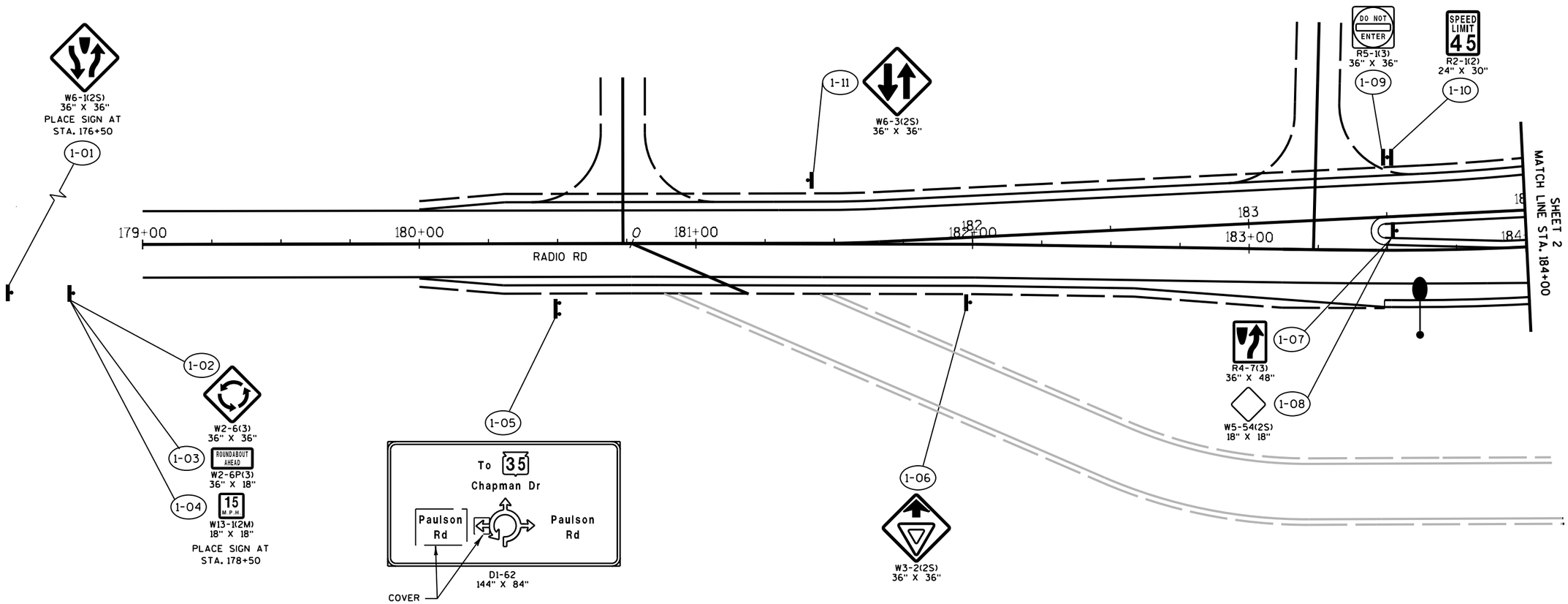
(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

NOTE:

MOUNT YIELD SIGNS AT A HEIGHT OF 7-FEET. PLACE SIGNS NEAR THE ENDS OF THE MARKED YIELD LINE.



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023201_ps.dgn PLOT DATE : 1/15/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

(4-08) DENOTES SIGN NUMBER

(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

N

SHEET 2 MATCH LINE STA. 184+00

RADIO RD

PAULSON RD

MATCH LINE STA. 19+50 SHEET 4

SHEET 9 MATCH LINE STA. 189+50

2-01 R3-8CC(2M) 36" X 30"

2-02

2-03 R1-2(2S) 36" X 31"

2-04 R6-2R(2S) 24" X 30" ONE WAY

2-05 R1-2(2S) 36" X 31"

2-06 R1-54(2S) 24" X 15" TO TRAFFIC FROM LEFT

2-07 W11-2(2S) 30" X 30"

2-08 W16-7L(2S) 24" X 12"

2-09 Paulson Rd D1-1 78" X 15"

2-10 R1-2(2S) 36" X 31"

2-11 R6-2R(2S) 24" X 30" ONE WAY

2-12 W11-2(2S) 30" X 30"

2-13 W16-7L(2S) 24" X 12"

2-14 R1-2(2S) 36" X 31"

2-15 R1-54(2S) 24" X 15" TO TRAFFIC FROM LEFT

2-16 J4-1(2) TO M4-5 24" X 12" 35 M1-6 24" X 24"

2-17 Radio Rd D1-1 66" X 15"

2-18 R1-2(2S) 36" X 31"

2-19 R6-2R(2S) 24" X 30" ONE WAY

2-20 R1-2(2S) 36" X 31"

2-21 R1-54(2S) 24" X 15" TO TRAFFIC FROM LEFT

2-22 R1-2(2S) 36" X 31"

2-23 R6-2R(2S) 24" X 30" ONE WAY

2-24 R1-2(2S) 36" X 31"

2-25 R1-54(2S) 24" X 15" TO TRAFFIC FROM LEFT

2-26 Radio Rd D1-1 66" X 15"

2-27 W6-2(2S) 36" X 36"

2-28 WRONG WAY R5-1A(2M) 36" X 24"

2-29 R6-1R(2M) 54" X 18" ONE WAY

2-30 R6-4B(2M) 60" X 24" 4' MOUNTING HEIGHT

2-31 R6-1R(2M) 54" X 18" ONE WAY

2-32 R6-4B(2M) 60" X 24" 4' MOUNTING HEIGHT

2-33 R6-1R(2M) 54" X 18" ONE WAY

2-34 R6-4B(2M) 60" X 24" 4' MOUNTING HEIGHT

2-35 R6-1R(2M) 54" X 18" ONE WAY

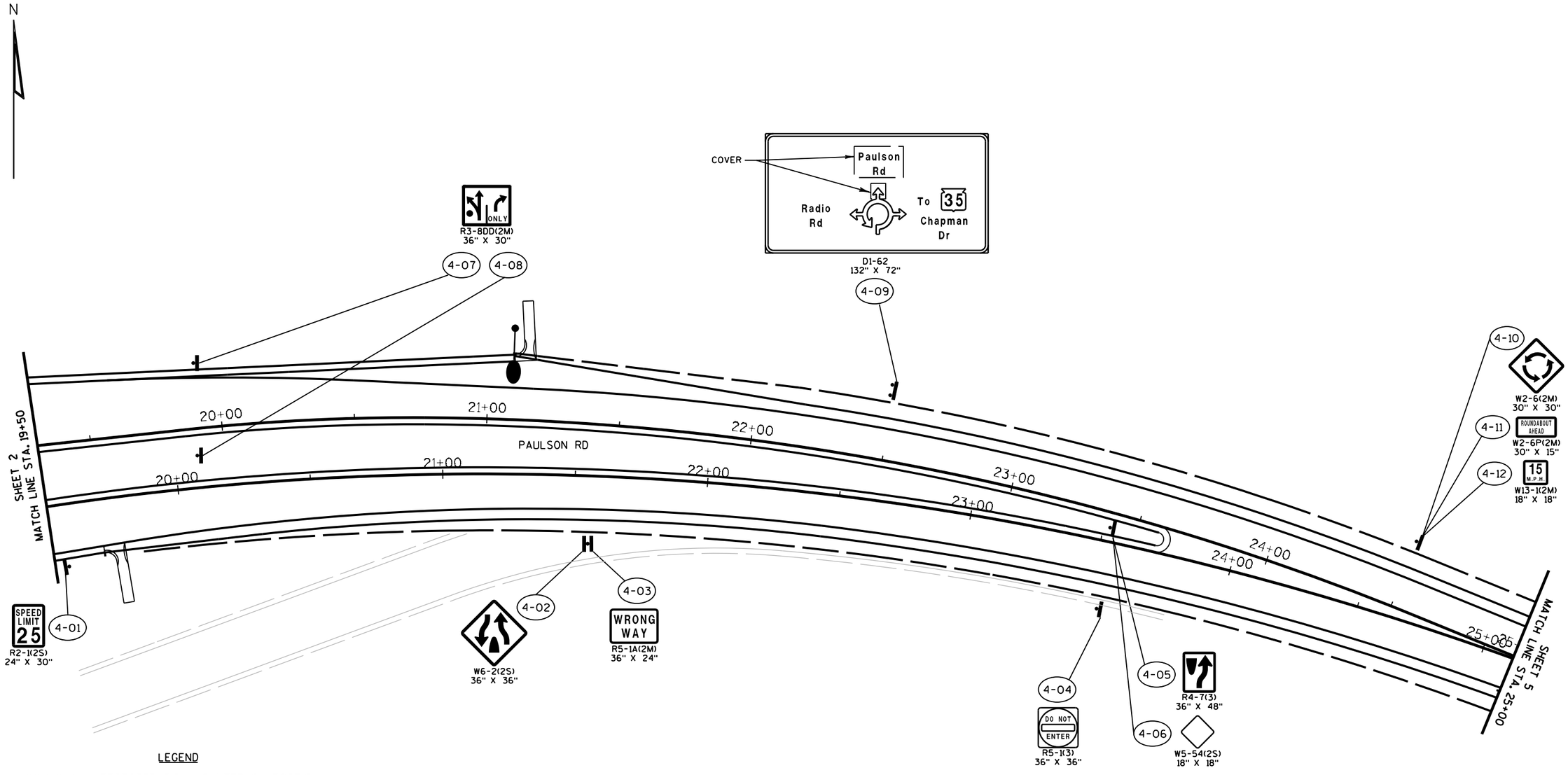
2-36 R6-4B(2M) 60" X 24" 4' MOUNTING HEIGHT

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023202_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

N



LEGEND

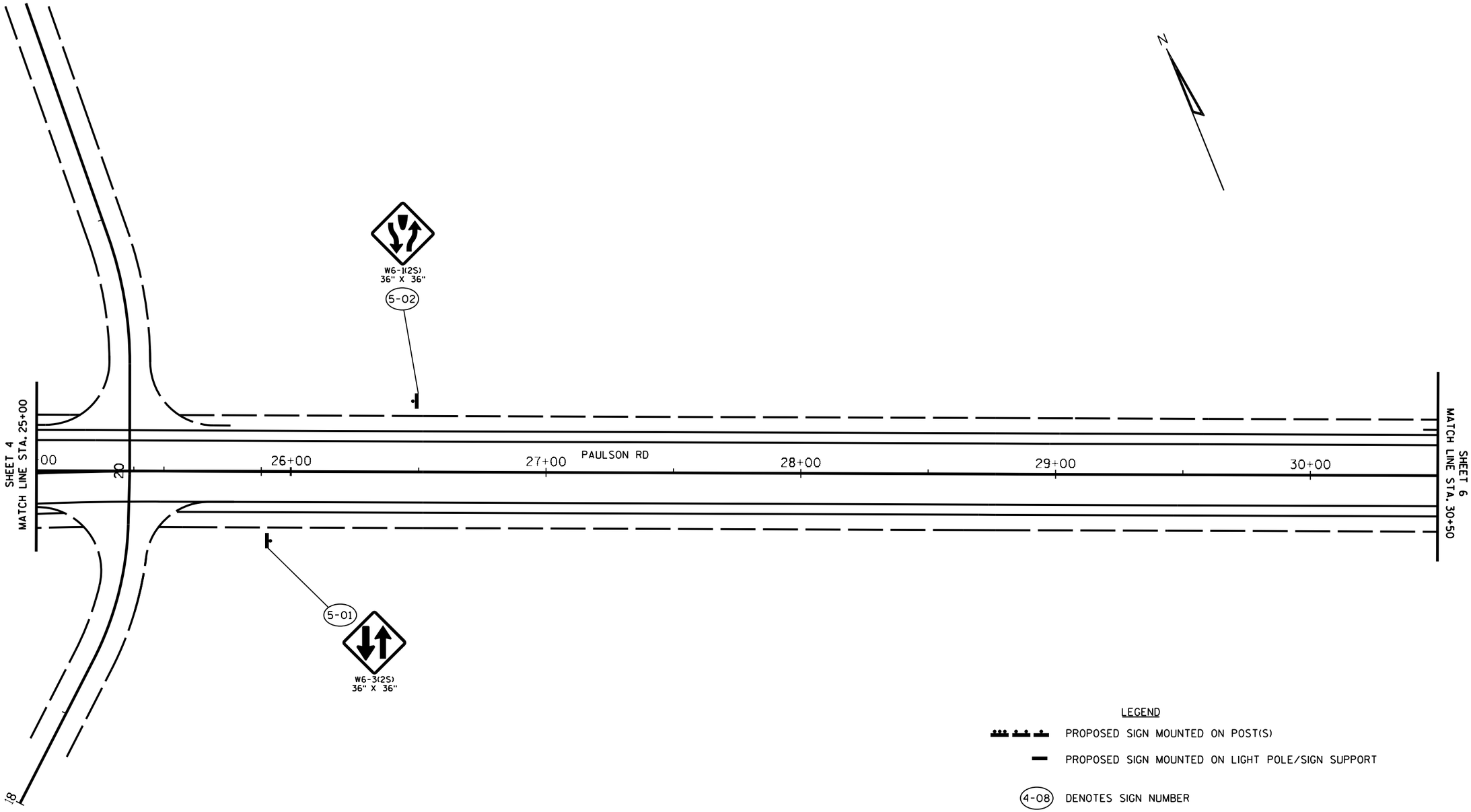
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT
- (4-08) DENOTES SIGN NUMBER
- (2M-06) MOVE EXISTING SIGN NUMBER
- (X) INDICATES SIGN SIZE
- 18" X 18" ORANGE FLAGS

NOTE:
NO SHEET 3.

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023204_ps.dgn PLOT DATE : 1/15/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2



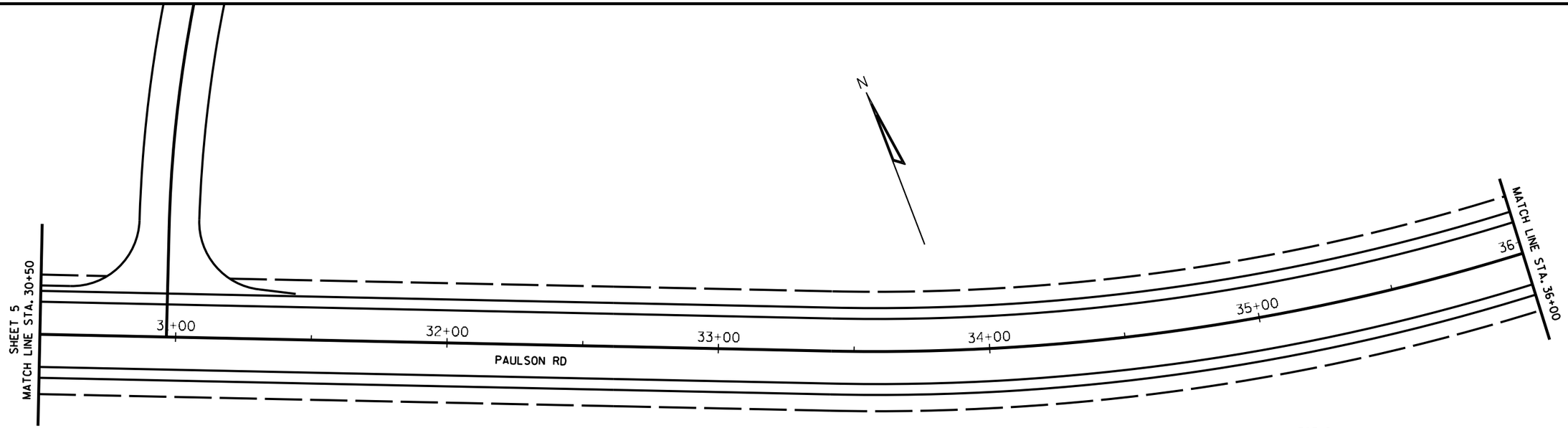
LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT
- (4-08) DENOTES SIGN NUMBER
- (2M-06) MOVE EXISTING SIGN NUMBER
- (X) INDICATES SIGN SIZE
- 18" X 18" ORANGE FLAGS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023205_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

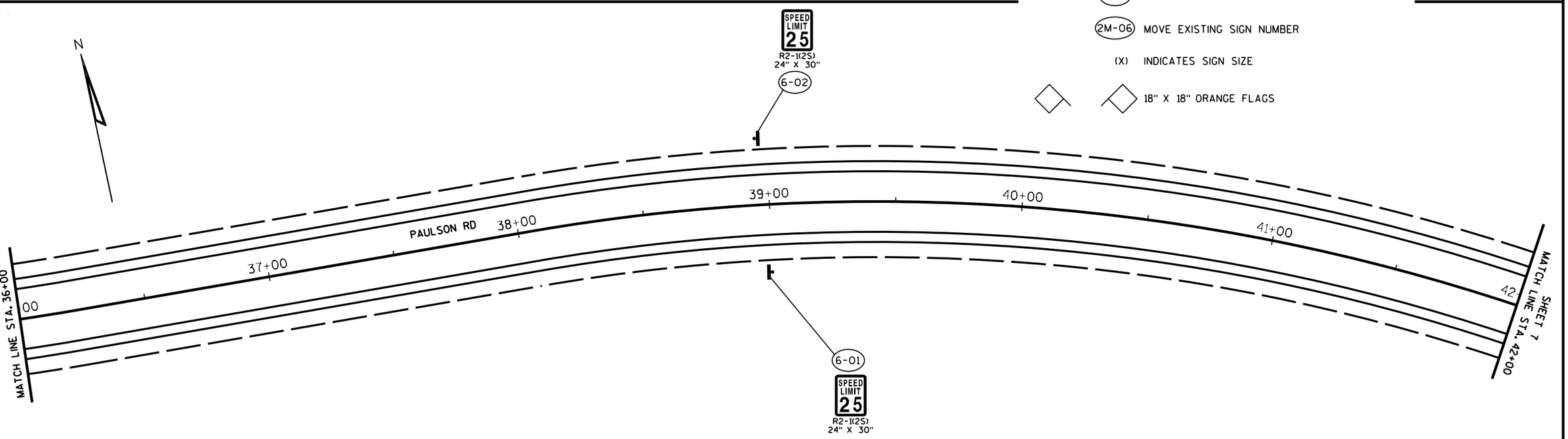
2



2

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT
- (4-08) DENOTES SIGN NUMBER
- (2M-06) MOVE EXISTING SIGN NUMBER
- (X) INDICATES SIGN SIZE
- 18" X 18" ORANGE FLAGS

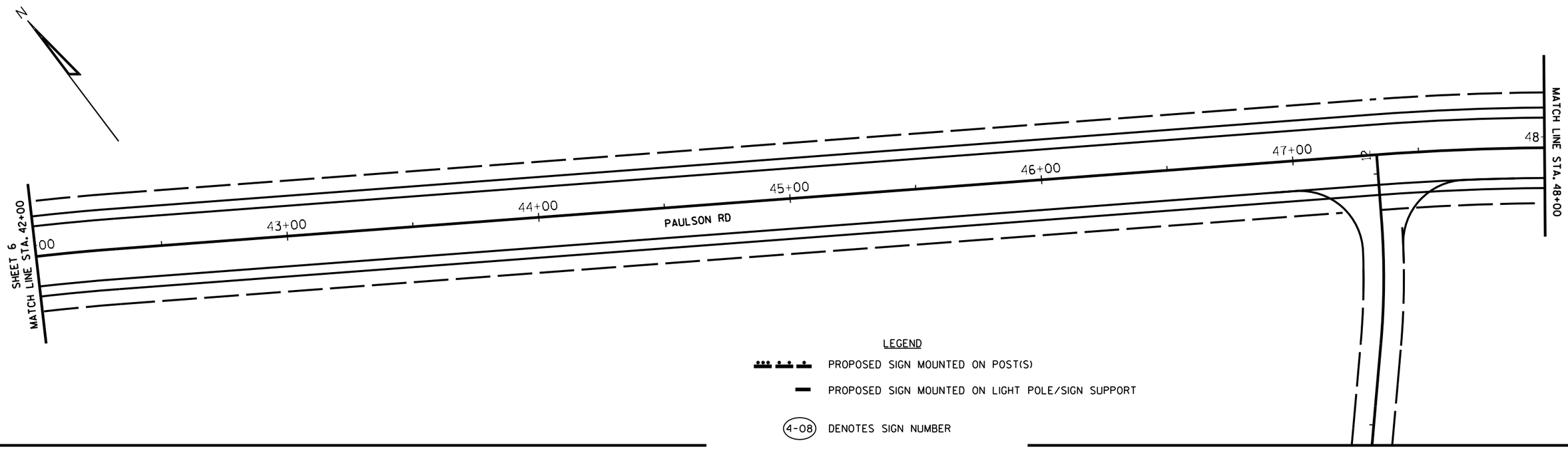


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023206_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2



LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

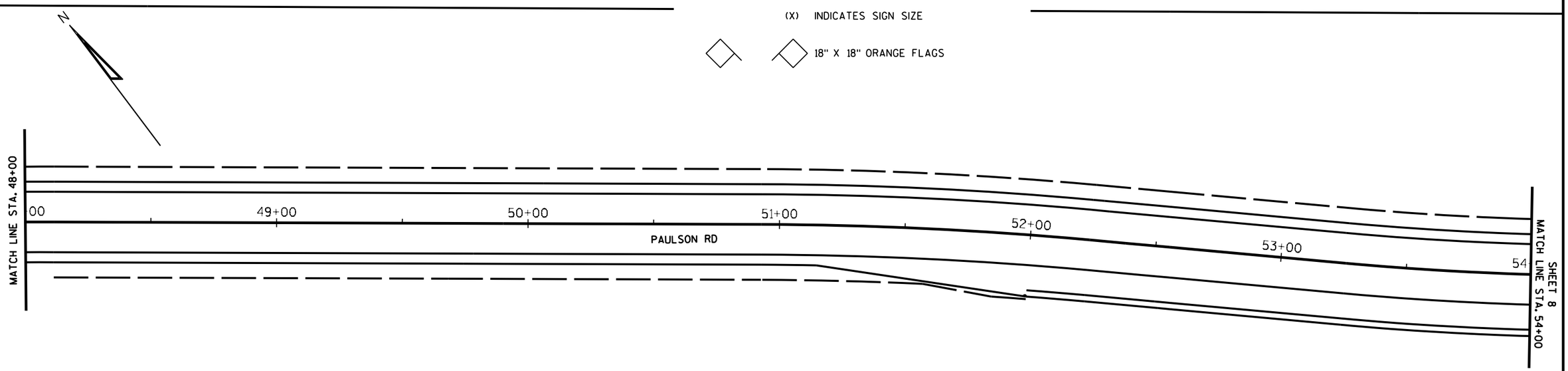
PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

(4-08) DENOTES SIGN NUMBER

(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS



NO PERMANENT SIGNING ON THIS SHEET

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 123	E

2

N

300+00

STH 35

300

SHEET 7
MATCH LINE STA. 54+00

00

55+00

56+00

56+89

PAULSON RD

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

(4-08) DENOTES SIGN NUMBER

(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

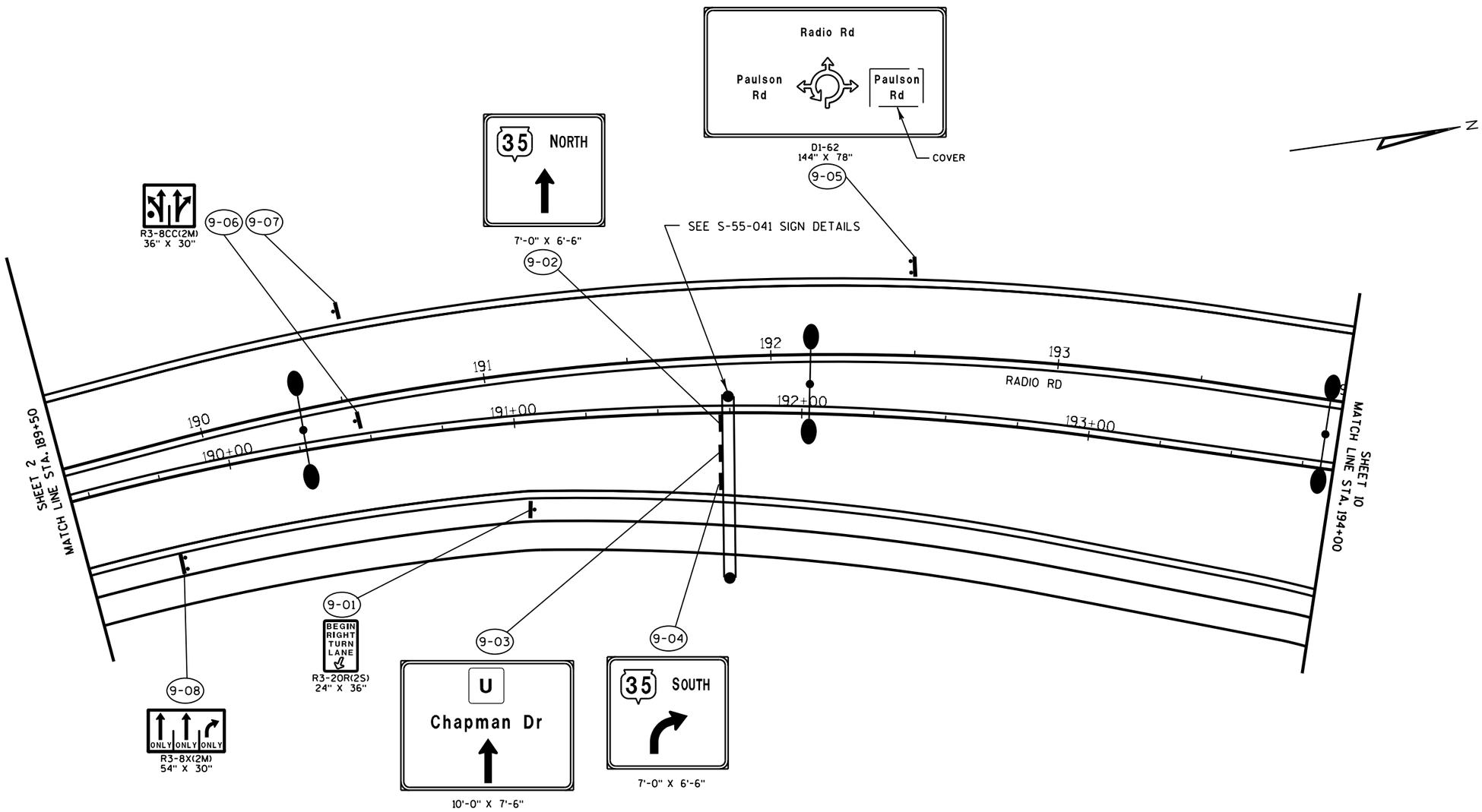
18" X 18" ORANGE FLAGS

NO PERMANENT SIGNING ON THIS SHEET

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023208_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023209_ps.dgn PLOT DATE : 1/15/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

4-08 DENOTES SIGN NUMBER

2M-06 MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

SHEET 16
MATCH LINE STA. 342+50

SB STH 35
OFF-RAMP

342+00

34+35

10-01 W12-1D(2S) 24" X 24" 2' MOUNTING HEIGHT

10-02 R5-57(5) 36" X 36" PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED

10-03 R1-2(2S) 36" X 31" YIELD

10-04 R6-2R(2S) 24" X 30" ONE WAY

10-05 R1-2(2S) 36" X 31" YIELD

10-06 R1-54(2S) 24" X 15" TO TRAFFIC FROM LEFT

10-07 W11-2(2S) 30" X 30"

10-08 W16-7L(2S) 24" X 12"

10-09

10-10

10-11 D1-1 42" X 30" SOUTH 35

10-12 R6-1R(2M) 54" X 18" ONE WAY

10-13 R6-4B(2M) 60" X 24" 4' MOUNTING HEIGHT

10-14 R6-1R(2M) 54" X 18" ONE WAY

10-15 R6-4B(2M) 60" X 24" 4' MOUNTING HEIGHT

10-16 R5-1(2S) 30" X 30" DO NOT ENTER

10-17 D1-1 66" X 30" NORTH 35 U

10-18 R5-1A(2M) 36" X 24" WRONG WAY

10-19 R4-7(3) 36" X 48"

10-20 R1-2(2S) 36" X 31" YIELD

10-21 R6-2R(2S) 24" X 30" ONE WAY

10-22 R1-2(2S) 36" X 31" YIELD

10-23 R1-54(2S) 24" X 15" TO TRAFFIC FROM LEFT

10-24 R6-1R(2M) 54" X 18" ONE WAY

10-25 R6-4B(2M) 60" X 24" 4' MOUNTING HEIGHT

10-26 R3-1(2M) 24" X 24"

10-27 R1-2(2S) 36" X 31" YIELD

10-28 R6-2R(2S) 24" X 30" ONE WAY

10-29 R1-2(2S) 36" X 31" YIELD

10-30 R1-54(2S) 24" X 15" TO TRAFFIC FROM LEFT

10-31 R5-1(2M) 30" X 30" DO NOT ENTER

10-32 R5-1(2S) 30" X 30" DO NOT ENTER

10-33 R1-2(2S) 36" X 31" YIELD

10-34 R6-2R(2S) 24" X 30" ONE WAY

10-35 R1-2(2S) 36" X 31" YIELD

10-36 R1-54(2S) 24" X 15" TO TRAFFIC FROM LEFT

10-37 D1-1 66" X 30" Radio Rd

SHEET 9
MATCH LINE STA. 194+00

SHEET 11
MATCH LINE STA. 200+00

MATCH LINE STA. 340+00
SHEET 17

SB STH 35 ON-RAMP

RADIO RD

194+00 195 195+00 196 196+00 197 197+00 198 198+00 199 199+00

N

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 126 E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023210_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

Radio Rd
SOUTH 35
11' X 9'6"
11-43
SEE S-55-042 SIGN DETAILS

Radio Rd
8' X 7'6"
11-42

11-39
R1-2(2S) 36" X 31"
11-40
ONE WAY
R6-2R(2S) 24" X 30"
11-41
WRONG WAY
R5-1A(2M) 36" X 24"

35 SOUTH Radio Rd
D1-1 66" X 30"
11-38

11-35
ONE WAY
R6-1R(2M) 54" X 18"
11-36
R6-4B(2M) 60" X 24" 4' MOUNTING HEIGHT

11-37
DO NOT ENTER
R5-1(3) 36" X 36"

SHEET 20
MATCH LINE STA. 345+00

NORTH 35
D1-1 42" X 30"
11-34

NB STH 35 ON-RAMP

11-32
R1-2(2S) 36" X 31"
11-33
TO TRAFFIC FROM LEFT
R1-54(2S) 24" X 15"
11-31
PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED
R5-57(5) 36" X 36"

11-29
R1-2(2S) 36" X 31"
11-30
ONE WAY
R6-2R(2S) 24" X 30"
W12-1D(2S) 24" X 24" 2' MOUNTING HEIGHT
11-28

SHEET 10
MATCH LINE STA. 200+00

200+00
201
201+00
RADIO RD
202
202+00
203
203+00
204
204+00
205
205+00
344+00
343+24

11-03
R4-7(3) 36" X 48"

11-06
ONE WAY
R6-1R(2M) 54" X 18"
11-07
R6-4B(2M) 60" X 24" 4' MOUNTING HEIGHT

CTH U (CHAPMAN DR.)

SHEET 12
MATCH LINE STA. 206+00

11-02
U
Chapman Dr
10' X 7'6"

11-01
U
Chapman Dr
NORTH 35
12' X 9'6"

11-04
R1-2(2S) 36" X 31"
11-05
TO TRAFFIC FROM LEFT
R1-54(2S) 24" X 15"

11-08
ONE WAY
R6-1R(2M) 54" X 18"
11-09
R6-4B(2M) 60" X 24" 4' MOUNTING HEIGHT

11-10
R3-1(2S) 24" X 24"
11-13
11-14
DO NOT ENTER
R5-1(2S) 30" X 30"

342+44
342+00

11-25
U
Chapman Dr
D1-1 84" X 30"

11-26
W6-2(2S) 36" X 36"
11-27
WRONG WAY
R5-1A(2M) 36" X 24"

11-11
R1-2(2S) 36" X 31"
11-12
ONE WAY
R6-2R(2S) 24" X 30"

11-15
R1-2(2S) 36" X 31"
11-16
TO TRAFFIC FROM LEFT
R1-54(2S) 24" X 15"

11-17
W11-2(2S) 30" X 30"
11-18
W16-7L(2S) 24" X 12"

MATCH LINE STA. 341+56
SHEET 18

NB STH 35 OFF-RAMP

11-21
W11-2(2S) 30" X 30"
11-22
W16-7L(2S) 24" X 12"

11-19
R1-2(2S) 36" X 31"
11-20
ONE WAY
R6-2R(2S) 24" X 30"

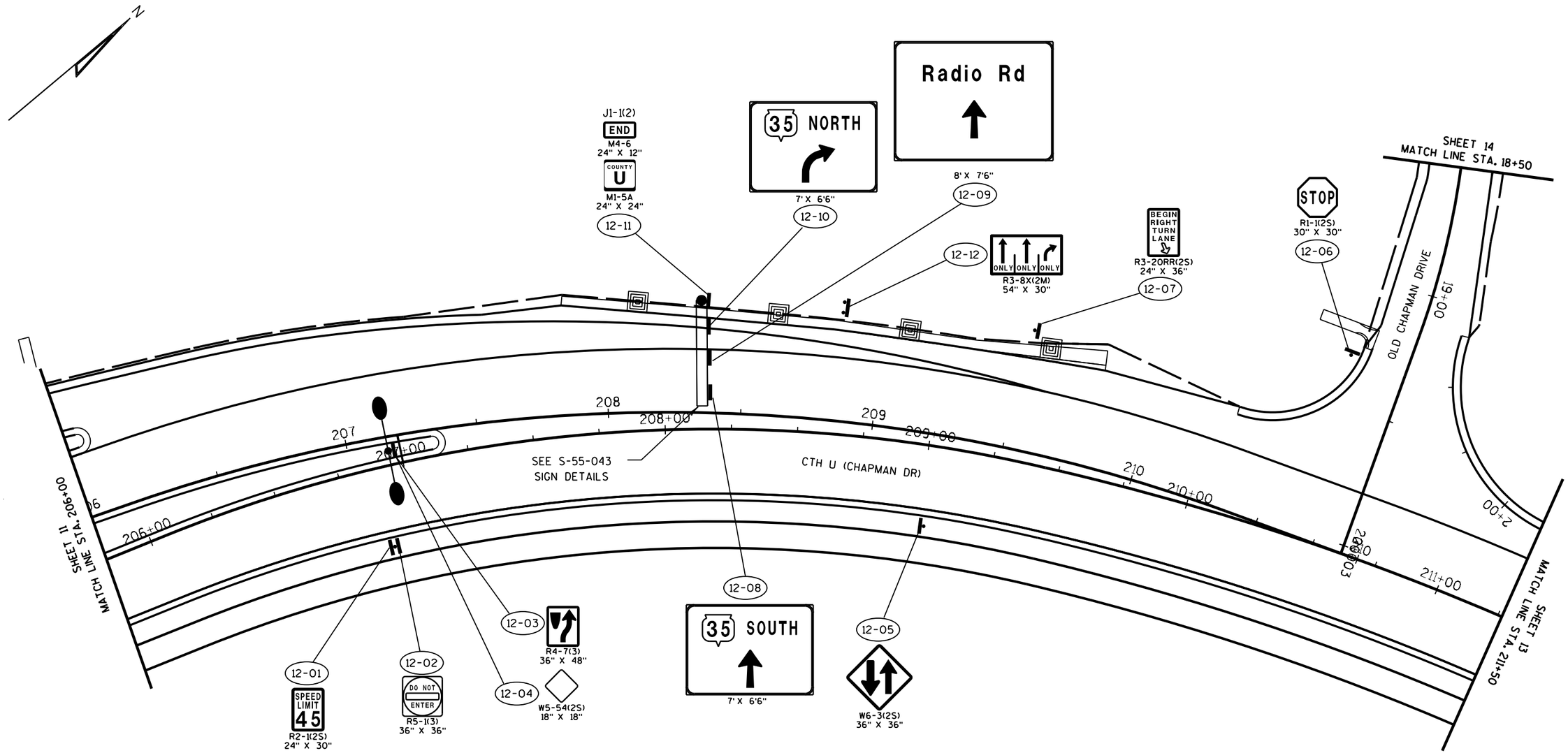
11-23
R1-2(2S) 36" X 31"
11-24
TO TRAFFIC FROM LEFT
R1-54(2S) 24" X 15"

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT
- (4-08) DENOTES SIGN NUMBER
- (2M-06) MOVE EXISTING SIGN NUMBER
- (X) INDICATES SIGN SIZE
- 18" X 18" ORANGE FLAGS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 127	E

2



LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

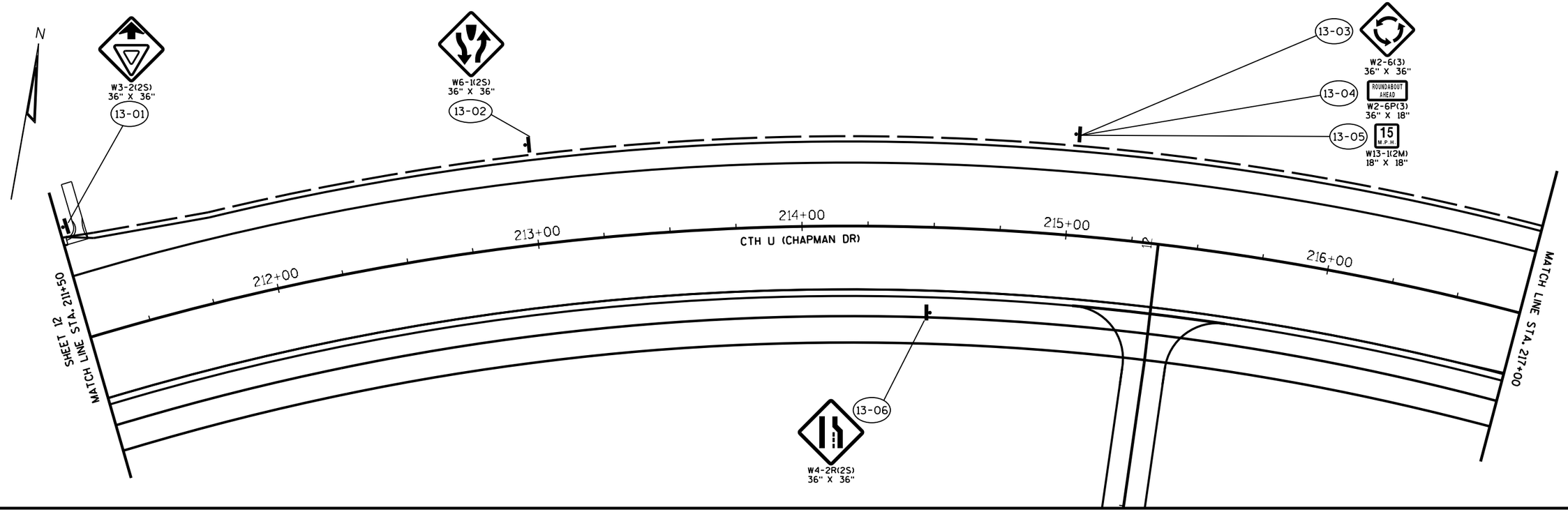
(4-08) DENOTES SIGN NUMBER

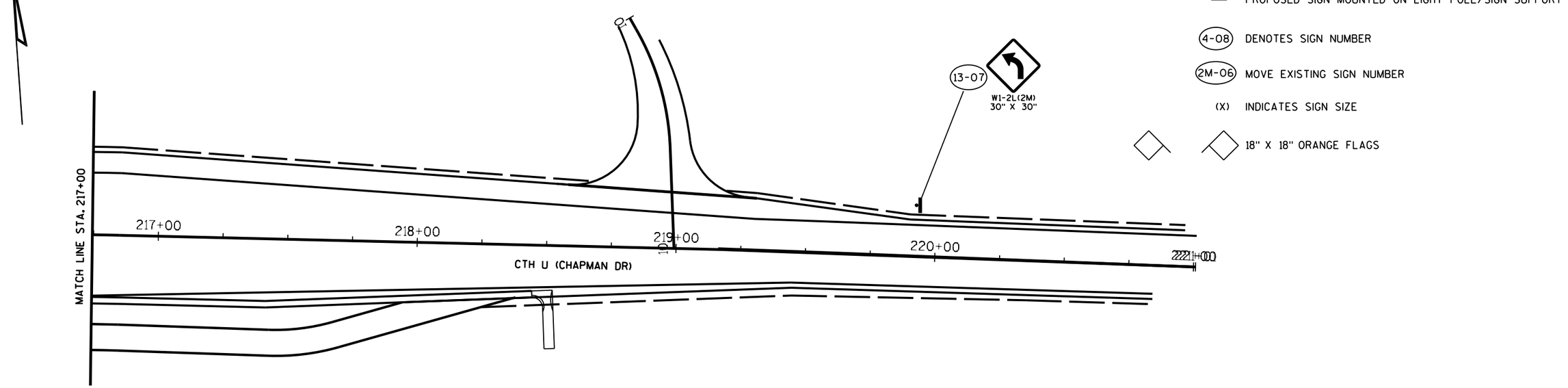
(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 128	E





LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT
- (4-08) DENOTES SIGN NUMBER
- (2M-06) MOVE EXISTING SIGN NUMBER
- (X) INDICATES SIGN SIZE
- 18" X 18" ORANGE FLAGS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023213_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

N

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

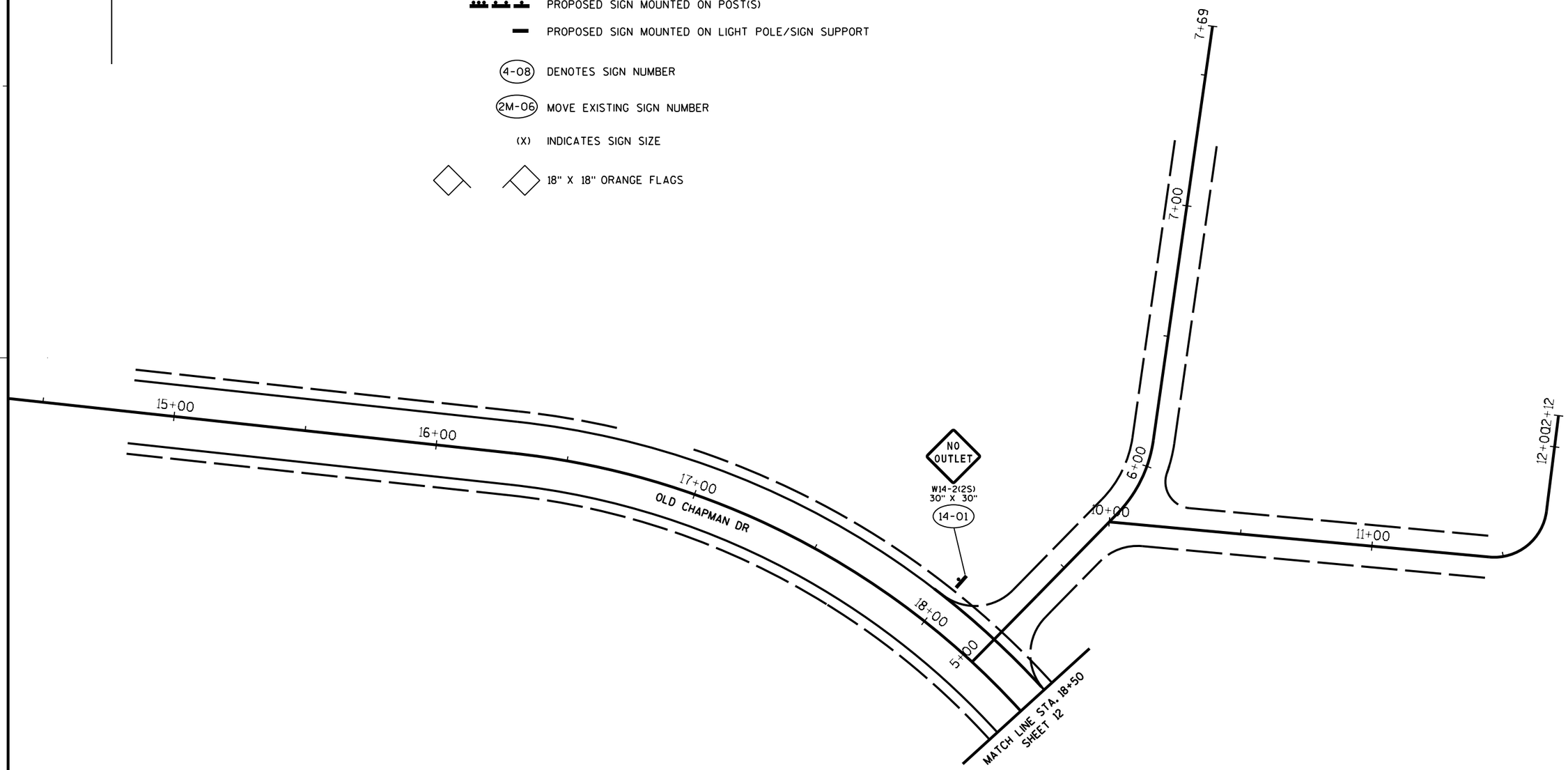
PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

(4-08) DENOTES SIGN NUMBER

(2M-06) MOVE EXISTING SIGN NUMBER

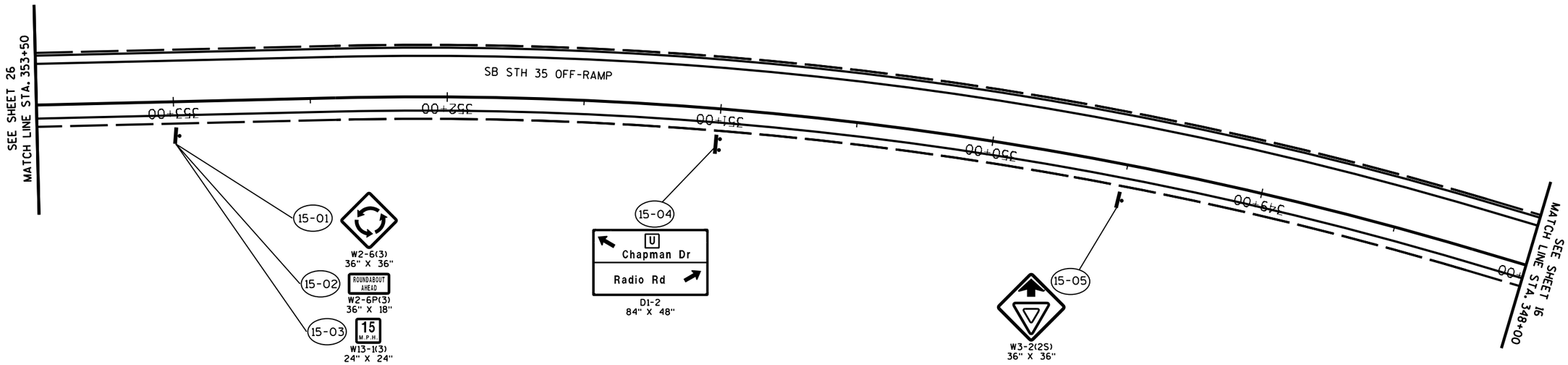
(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 130	E

2



LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

(4-08) DENOTES SIGN NUMBER

(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023215_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

2

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

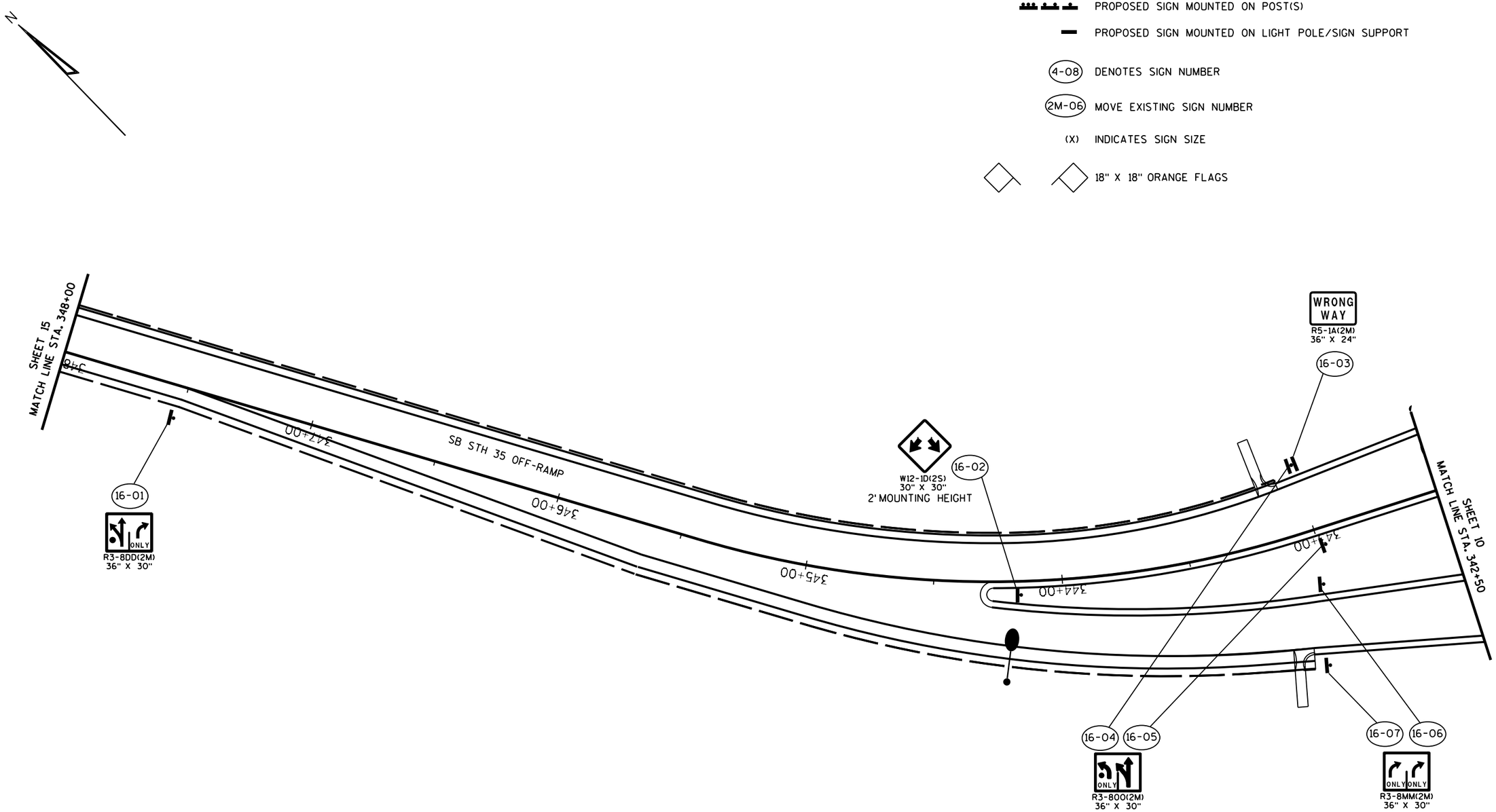
PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

(4-08) DENOTES SIGN NUMBER

(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

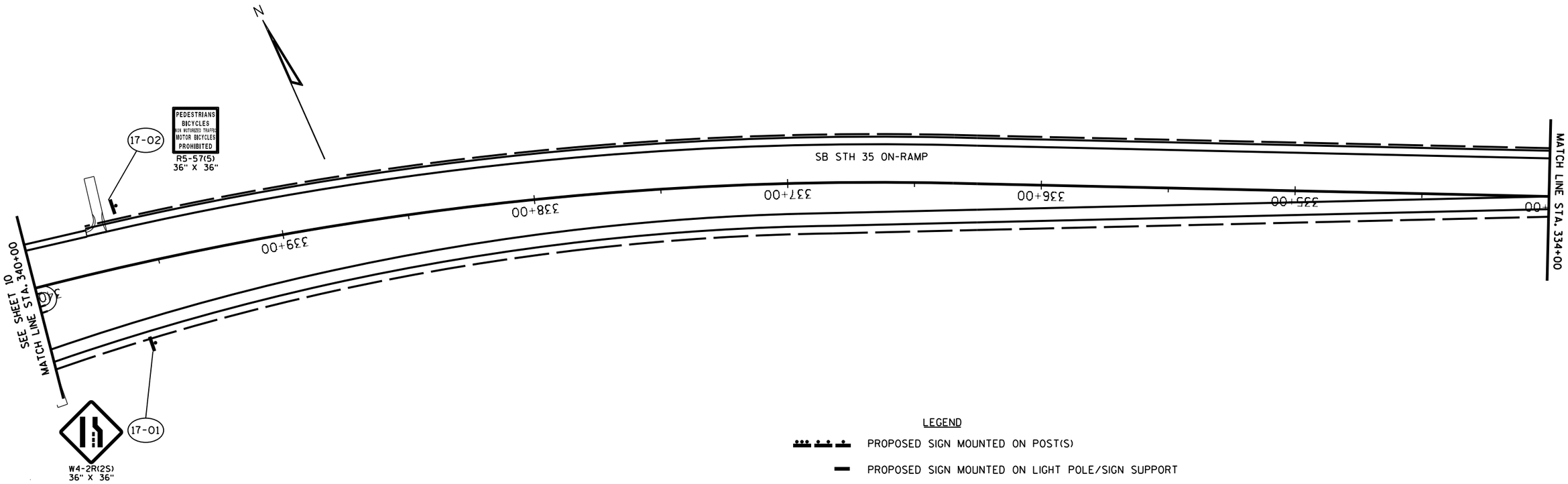
18" X 18" ORANGE FLAGS



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023216_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2



LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

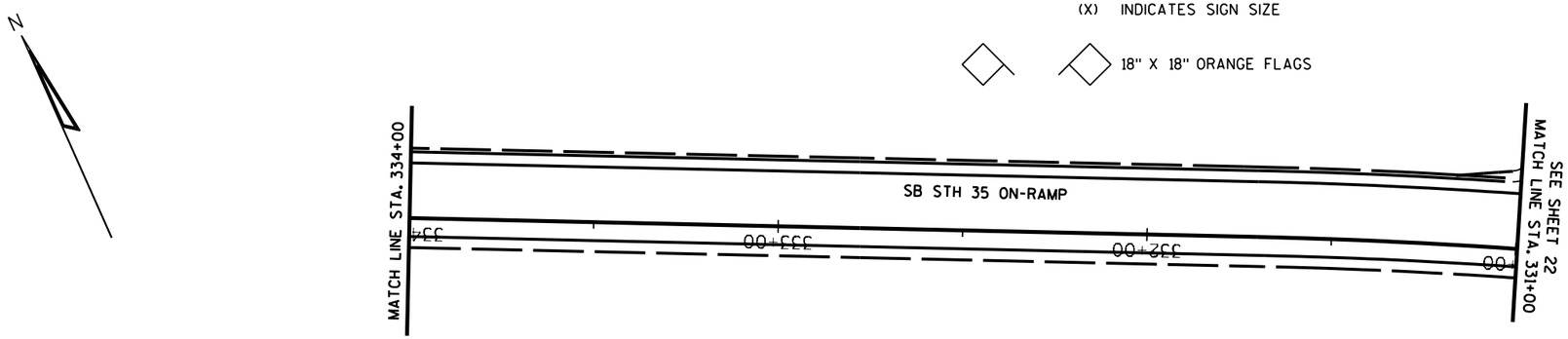
PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

(4-08) DENOTES SIGN NUMBER

(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 133	E

2

N

R3-8MM(2M)
36" X 30"
18-04
18-05

18-06
W12-1D(2S)
30" X 30"
2' MOUNTING HEIGHT

R3-8DD(2M)
36" X 30"
18-07

NB STH 35 OFF-RAMP

339+00
340+00
341+00
338+00
337+00

SEE SHEET 11
MATCH LINE STA. 341+56

18-03
18-01
R3-800(2M)
36" X 30"

18-02
WRONG WAY
R5-1A(2M)
36" X 24"

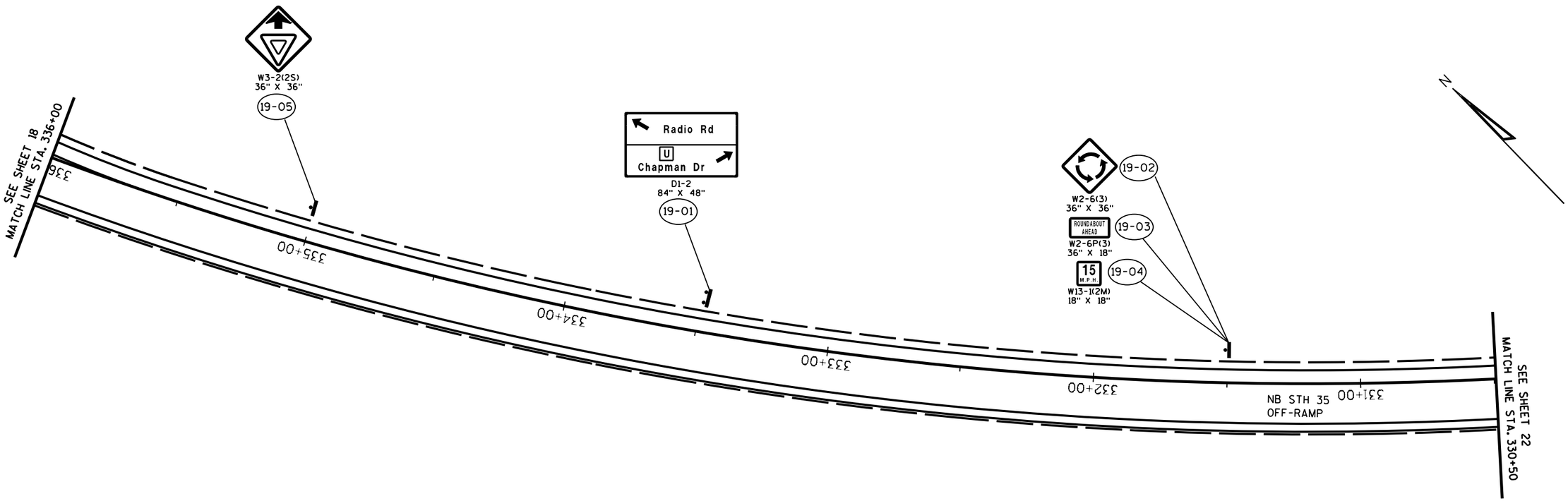
00+
SEE SHEET 19
MATCH LINE STA. 336+00

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT
- (4-08) DENOTES SIGN NUMBER
- (2M-06) MOVE EXISTING SIGN NUMBER
- (X) INDICATES SIGN SIZE
- 18" X 18" ORANGE FLAGS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 134	E

2



LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

(4-08) DENOTES SIGN NUMBER

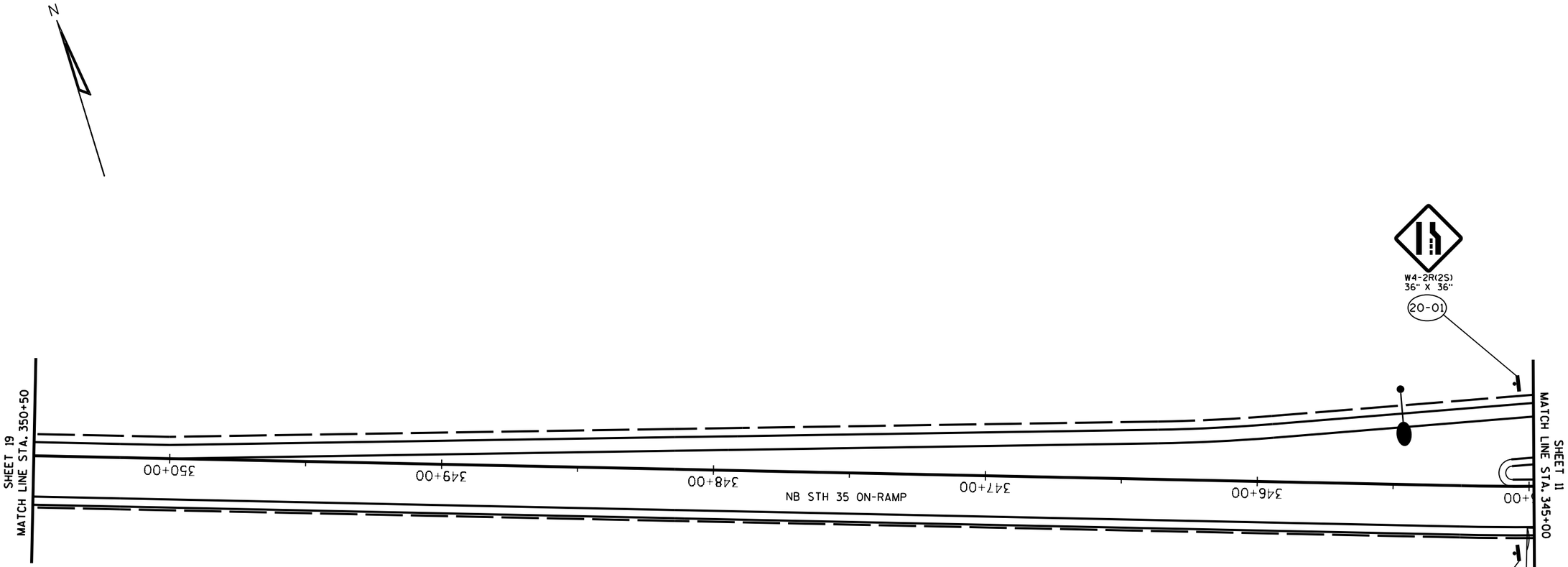
(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 135	E

2



LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

(4-08) DENOTES SIGN NUMBER

(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 136	E

2

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

(4-08) DENOTES SIGN NUMBER

(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

N

SPEED LIMIT 65
R2-1(5)
48" X 60"
PLACE SIGN AT
STA. 310+00

21-01

21-02

J4-1(5)
SOUTH
M3-3
36" X 18"

35
M1-6
36" X 36"
PLACE SIGN AT
STA. 318+00

319+48
320+00
321+00
322+00
323+00
324+00
325+00

SB STH 35

320
325

SEE SHEET 22
MATCH LINE STA. 325+50

320+00
325+00

NB STH 35

324+61
325+00

21-03

U
Radio Rd
Chapman Dr
EXIT 1 MILE

E1-1A
19' X 13'
PLACE 1 MILE FROM RAMP

2M-01

KILKARNEY HILLS GOLF | 1

PLACE SIGN AT STA. 316+50

NOTE:

VERIFY PLACEMENT OF NEW SIGNS ON STH 35 AGAINST EXISTING SIGNING TO THE SOUTH (TOWARDS RIVER FALLS).

21-04

U
Radio Rd
Chapman Dr

E4-1A
22' X 10'6"

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023221_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

2

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

4-08 DENOTES SIGN NUMBER

2M-06 MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

N

SEE SHEET 17
MATCH LINE STA. 331+00

SB STH 35 ON-RAMP

326+00 327+00 328+00 329+00 330+00 331

SB STH 35

330

SEE SHEET 21
MATCH LINE STA. 325+50

SEE SHEET 23
MATCH LINE STA. 331+50

330+00

NB STH 35

326+00 327+00 328+00 329+00 330+00

NB STH 35 OFF-RAMP

SEE SHEET 19
MATCH LINE STA. 330+50

22-01

EXIT

E5-1(5)
72" X 60"

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023222_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

(4-08) DENOTES SIGN NUMBER

(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS



SB STH 35

335

335+00

NB STH 35

SEE SHEET 22
MATCH LINE STA. 331+50

SEE SHEET 24
MATCH LINE STA. 337+50

N

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023223_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

4-08 DENOTES SIGN NUMBER

2M-06 MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

SB STH 35

340

340+00

NB STH 35

SEE SHEET 23
MATCH LINE STA. 337+50

SEE SHEET 25
MATCH LINE STA. 343+50

199
199+00

200
200+00

201
201+00

202
202+00

RADIO ROAD

NO PERMANENT SIGNING ON THIS SHEET

N

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 140	E

2

2

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

4-08 DENOTES SIGN NUMBER

2M-06 MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

N

SB STH 35

345

SEE SHEET 24
MATCH LINE STA. 343+50

SEE SHEET 26
MATCH LINE STA. 349+50

345+00

NB STH 35

25-01

W4-1(5)
48" X 48"

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023225_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

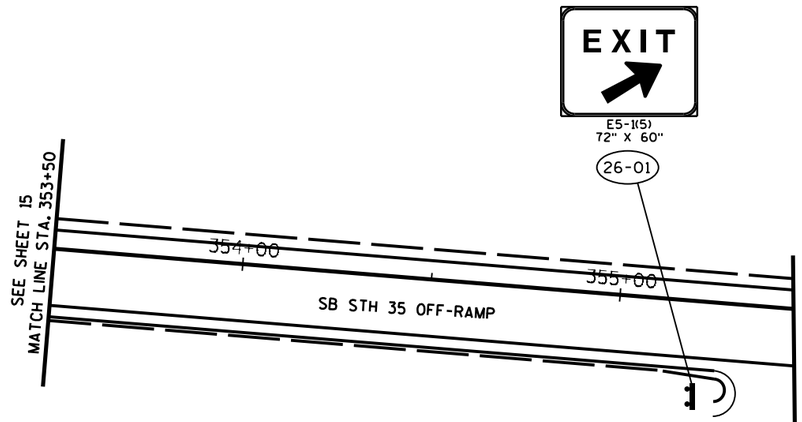
PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

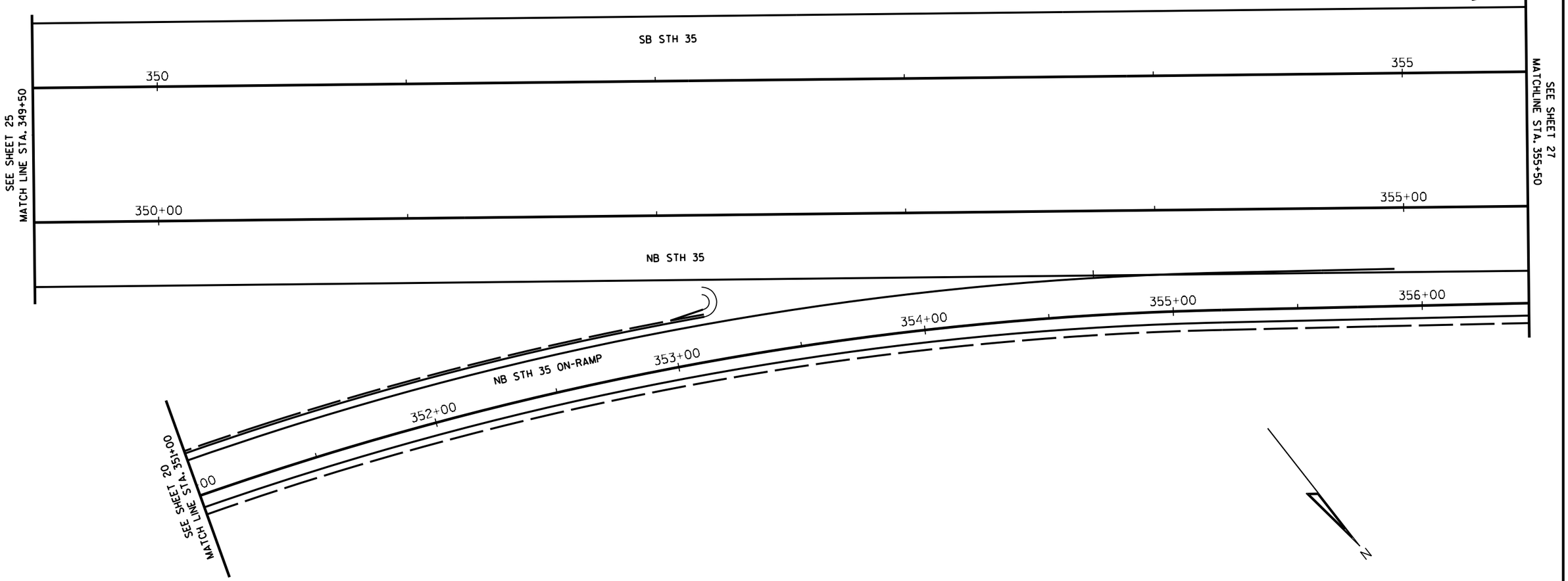
(4-08) DENOTES SIGN NUMBER

(2M-06) MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

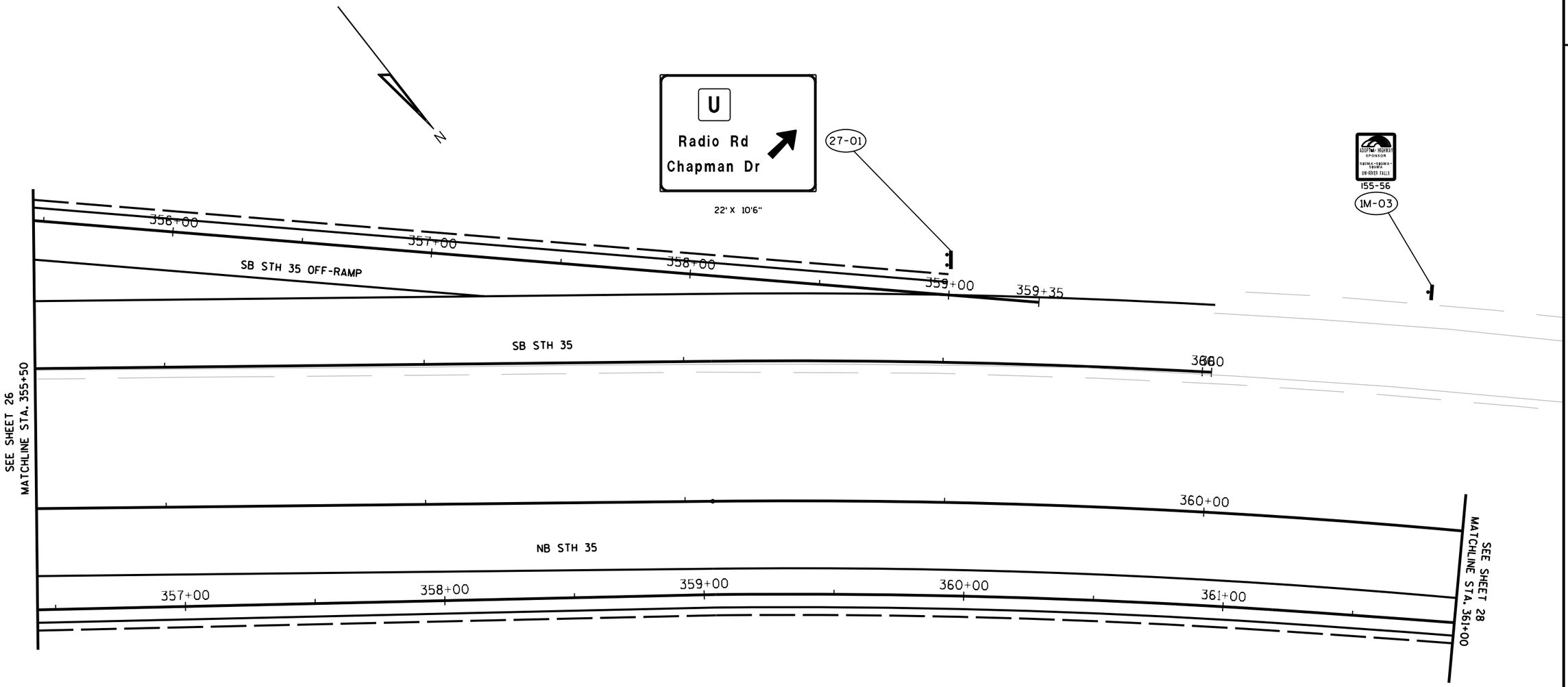




PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023226_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2



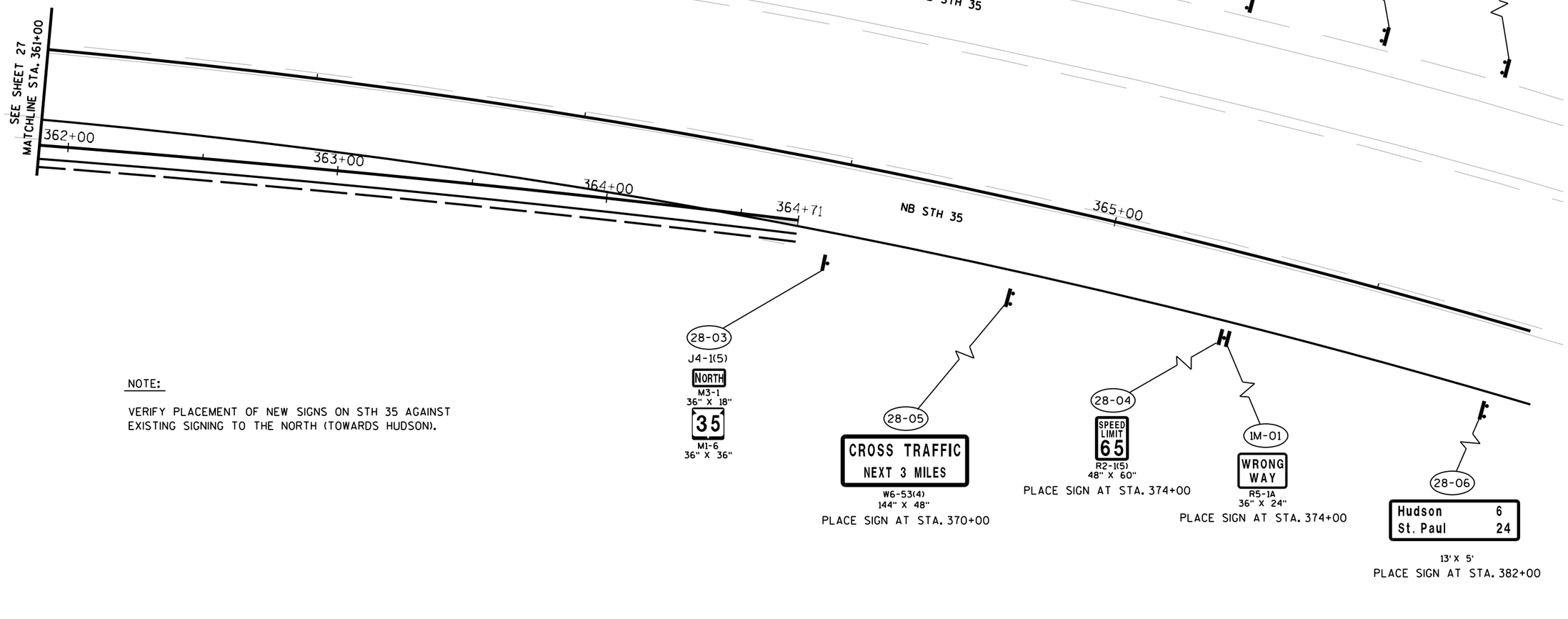
LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT
- (4-08) DENOTES SIGN NUMBER
- (2M-06) MOVE EXISTING SIGN NUMBER
- (X) INDICATES SIGN SIZE
- 18" X 18" ORANGE FLAGS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET 143	E

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT
- (4-08) DENOTES SIGN NUMBER
- (2M-06) MOVE EXISTING SIGN NUMBER
- (X) INDICATES SIGN SIZE
- 18" X 18" ORANGE FLAGS



NOTE:

VERIFY PLACEMENT OF NEW SIGNS ON STH 35 AGAINST EXISTING SIGNING TO THE NORTH (TOWARDS HUDSON).

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT

4-08 DENOTES SIGN NUMBER

2M-06 MOVE EXISTING SIGN NUMBER

(X) INDICATES SIGN SIZE

18" X 18" ORANGE FLAGS

PAULSON RD

WHITETAIL BLVD

29-01

W1-7(2M)
48" X 24"

INL

280 SB STH 35

280+00

NB STH 35

INL

CTH U

29-02

W1-7(2M)
48" X 24"

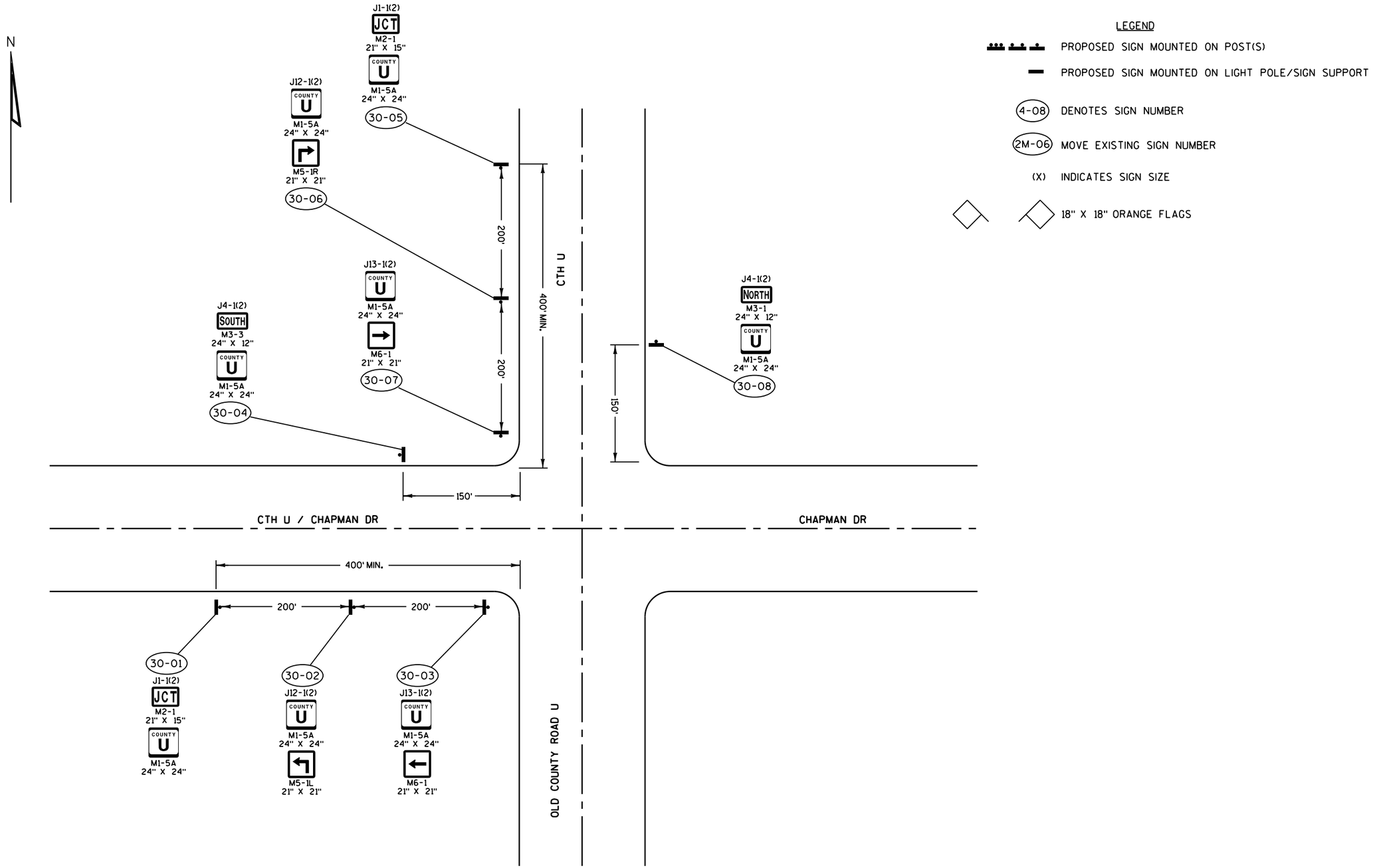
N

2

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023229_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2



LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE/SIGN SUPPORT
- (4-08) DENOTES SIGN NUMBER
- (2M-06) MOVE EXISTING SIGN NUMBER
- (X) INDICATES SIGN SIZE
- 18" X 18" ORANGE FLAGS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PERMANENT SIGNING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\Signing\Sheets\023230_ps.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

CONDUCTOR COLOR LEGEND

A/C - BLACK
B/D - RED
240V PHASE TO PHASE

N

15+89 - 40.2'RT - SL103
6 - 6 - 15 - 250 - B

15+97 - 37.8'LT - PB105

188+32 - 118.0'LT - SL104
6 - 6 - 15 - 250 - C

188+74 - 53.3'LT - PB106

188+88 - 52.3'LT - SL105
6 - 6 - 15 - 250 - D

16+02 - 36.0'RT - PB104

185+79 - 92.8'LT - SL102
6 - 6 - 15 - 250 - A

185+59 - 55.4'LT - PB103

185+41 - 32.1'RT - SL101
6 - 6 - 15 - 250 - B

185+57 - 29.6'RT - PB102

183+61 - 29.5'RT - SL100
6 - 6 - 15 - 150 - A

18+46 - 29.2'RT - SL110
6 - 6 - 15 - 250 - A

19+15 - 25.3'RT - PB101

192+02 - 11.2'LT - SL107
6 - 6 - 15(2) - 150(2) - D/C

193+81 - 12.9'LT - SL201
6 - 6 - 15(2) - 150(2) - A/B

CB 200
SERVICE

CB 100
SERVICE

190+25 - 8.2'LT - SL106
6 - 6 - 15(2) - 150(2) - C/D

188+67 - 9.4'LT - PB107

188+59 - 29.4'RT - PB108

188+02 - 48.8'RT - SL108
6 - 6 - 15 - 250 - C

19+03 - 79.9'LT - CB100

19+04 - 57.7'LT - PB100

19+45 - 56.8'LT - SL109
6 - 6 - 15 - 250 - B

21+09 - 54.4'LT - SL111
6 - 6 - 15 - 150 - A

RADIO ROAD

PAULSON ROAD

344+22 - 40.2'LT - SL204
6 - 6 - 15 - 250 - B

342+25 - 75.7'LT - SL203
6 - 6 - 15 - 250 - A

341+94 - 71.6'LT - PB203

195+29 - 18.6'LT - SL202
6 - 6 - 15(2) - 150(2) - B/A

195+52 - 62.3'LT - PB202

195+37 - 14.3'LT - PB201

342+50 - 32.0'RT - SL205
6 - 6 - 15 - 250 - B

342+28 - 29.5'RT - PB204

198+13 - 120.7'LT - SL206
6 - 6 - 15 - 250 - A

198+69 - 43.8'LT - SL207
6 - 6 - 15 - 250 - B

196+20 - 80.1'RT - SL208
6 - 6 - 15 - 250 - B

340+59 - 66.0'LT - CB200

340+65 - 44.3'LT - PB200

340+29 - 23.1'RT - PB207

339+14 - 33.8'LT - SL209
6 - 6 - 15 - 150 - A

198+77 - 48.1'RT - PB206

198+83 - 42.0'LT - PB205

197+73 - 52.1'RT - SL211
6 - 6 - 15 - 250 - D

340+36 - 30.2'RT - SL210
6 - 6 - 15 - 250 - C

SB OFF-RAMP

SB ON-RAMP

MATCH LINE STA. 199+25

LIGHTING PLAN LEGEND

STATION — OFFSET — LIGHT UNIT NUMBER

180+25 - 33'LT - SL6
6 - 6 - 15 - 250 - B

BASE TYPE
POLE TYPE
LAMP WATTAGE (IES TYPE III)
MAST ARM LENGTH
CIRCUIT LETTER (LEFT/RIGHT)

LIGHTING UNIT
LIGHTING CONTROL CABINET
PULL BOX (24" X 42" STEEL)
CONDUIT RIGID NONMETALLIC

NOTES:

1) WISCONSIN DOT NORTHWEST REGION ELECTRICAL UNIT SHALL APPROVE THE FINAL LOCATION FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

2) PITCH ALL CONDUITS TOWARD PULLBOXES. INSTALL A 2" DRAIN DUCT TO DITCH OR STORM SEWER AS REQUIRED FOR DRAINAGE. THIS 2" DRAIN DUCT IS INCIDENTAL TO THE PULL BOX BID ITEM. DRAIN DUCT IS NOT SHOWN. DO NOT SPLICE IN PULLBOXES.

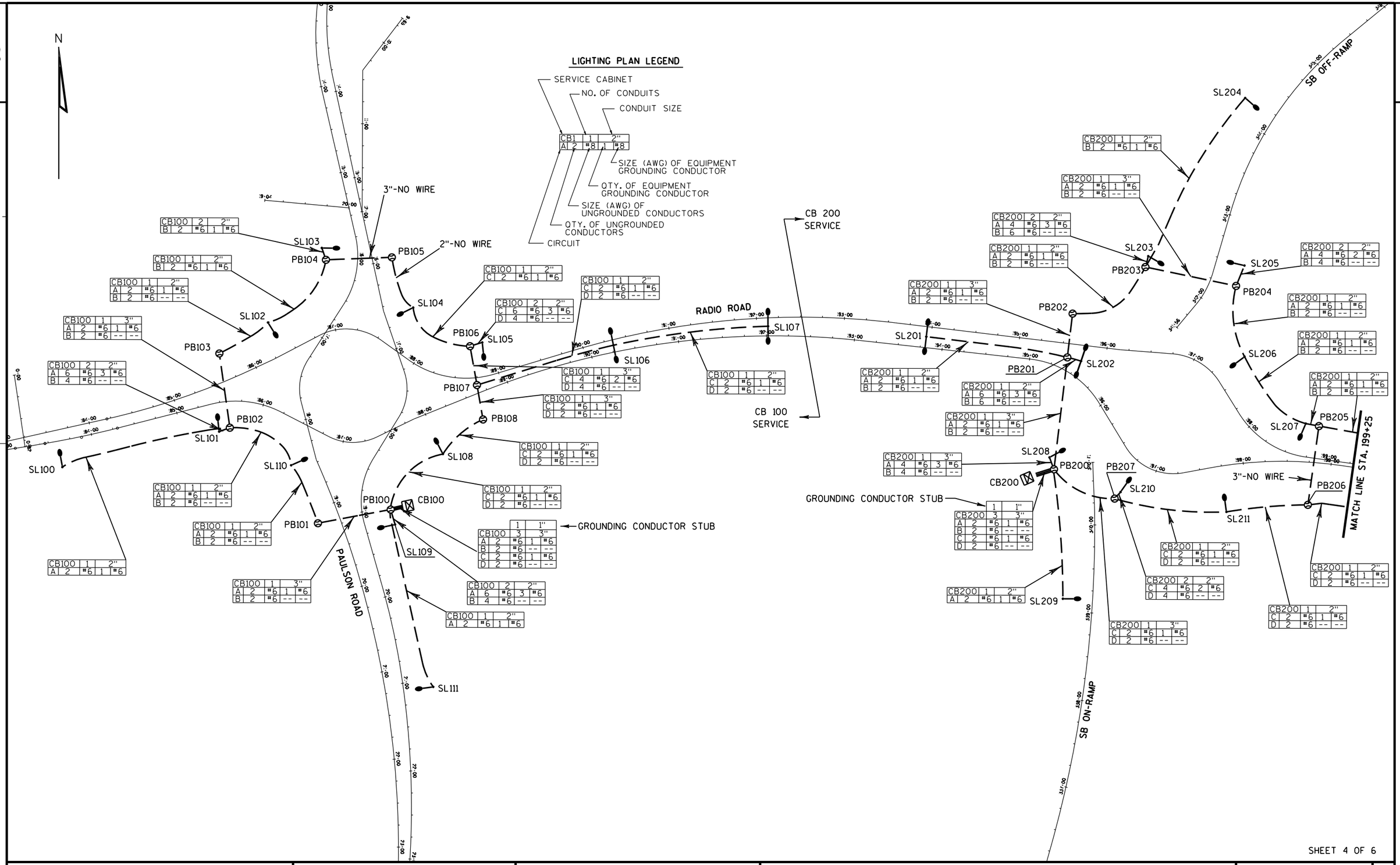
3) THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

4) LIGHT BASES SHALL BE A MINIMUM OF 4-FEET FROM THE BACK OF CURB, 4-FEET FROM THE FACE OF GUARDRAIL, 6-FEET FROM EDGE OF SHOULDER OR 10-FEET FROM THE EDGE OF LANE.

5) STATIONING REFERS TO NB PAULSON RD. AND EB RADIO RD. ALIGNMENTS.

SHEET 3 OF 6

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	LIGHTING PLANS	SHEET 147	E



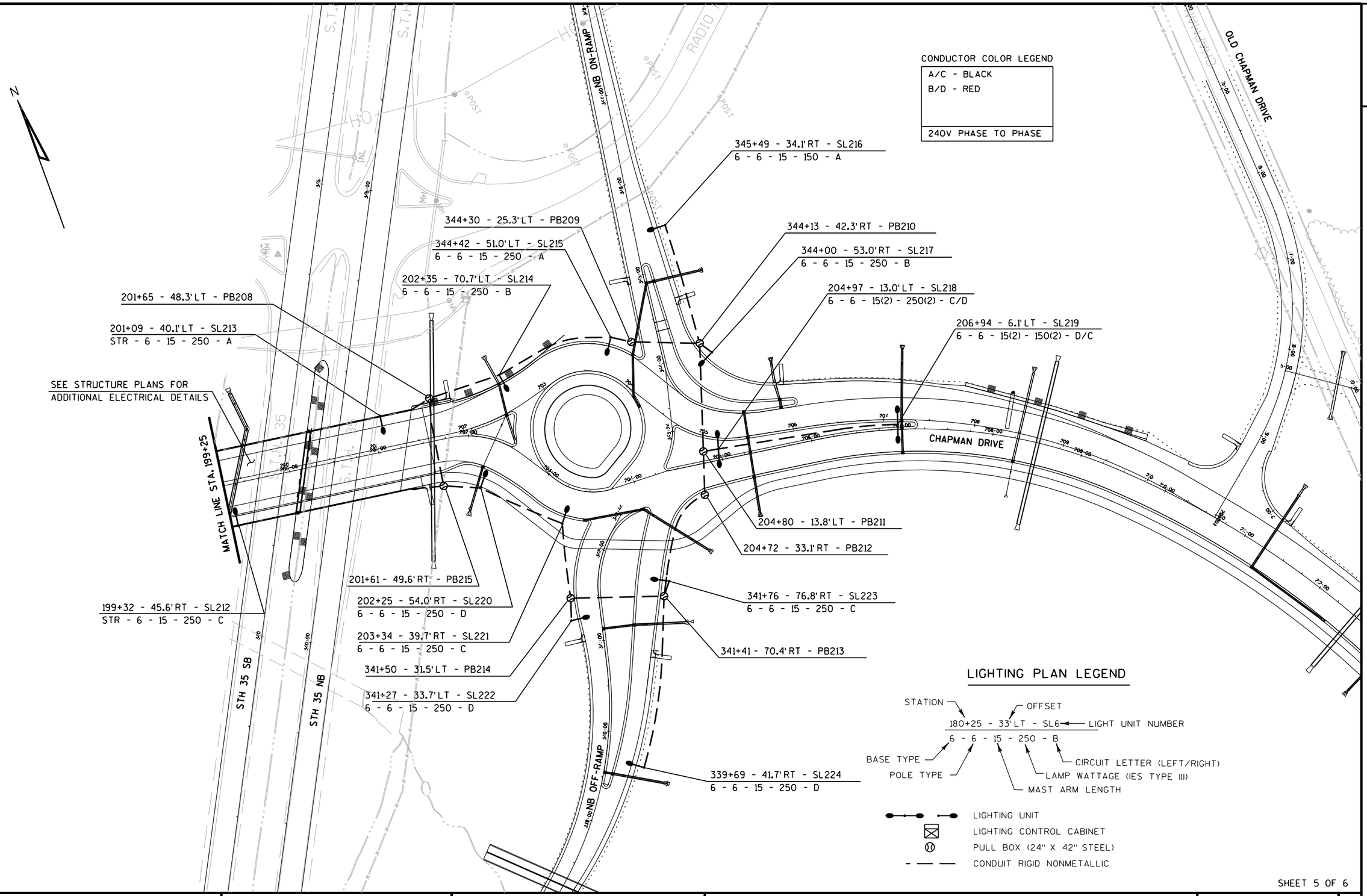
SHEET 4 OF 6

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	LIGHTING PLANS	SHEET 148 E

FILE NAME : G:\WDOTNW\10033-003\STREET LIGHTING\DGN\SHEETS\023502_lp.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2



SHEET 5 OF 6

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	LIGHTING PLANS	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\STREET LIGHTING\DGN\SHEETS\023503_lp.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

LIGHTING PLAN LEGEND

SERVICE CABINET
NO. OF CONDUITS
CONDUIT SIZE
SIZE (AWG) OF EQUIPMENT GROUNDING CONDUCTOR
QTY. OF EQUIPMENT GROUNDING CONDUCTOR
SIZE (AWG) OF UNGROUNDED CONDUCTORS
QTY. OF UNGROUNDED CONDUCTORS
CIRCUIT

CB1	1	2"
A	2	#8 / 1 / #8

N

MATCH LINE STA. 199+25

NB ON-RAMP

CHAPMAN DRIVE

3"-NO WIRE

3"-NO WIRE

STH 35 SB

STH 35 NB

NB OFF-RAMP

CB100	1	2"
A	2	#6 / 1 / #6
B	2	#6 / -- / --

CB100	1	3"
A	2	#6 / 1 / #6
B	2	#6 / -- / --

CB100	2	2"
A	4	#6 / 2 / #6
B	2	#6 / -- / --

CB100	1	2"
C	2	#6 / 1 / #6
D	2	#6 / -- / --

CB100	2	2"
C	4	#6 / 2 / #6
D	4	#6 / -- / --

CB100	1	3"
C	2	#6 / 1 / #6
D	2	#6 / -- / --

CB100	2	2"
C	4	#6 / 3 / #6
D	6	#6 / -- / --

SL212 SL213 SL214 SL215 SL216 SL217 SL218 SL219 SL220 SL221 SL222 SL223 SL224

PB208 PB209 PB210 PB211 PB212 PB213 PB214 PB215

SHEET 6 OF 6

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	LIGHTING PLANS	SHEET E

FILE NAME : G:\WDOTNW\10033-003\STREET LIGHTING\DGN\SHEETS\023504_lp.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

PAVEMENT MARKING
PLANS DESIGNED BY

WISCONSIN
MIKE D.
SCARMON
E-37613
EVANSVILLE,
WI
PROFESSIONAL ENGINEER

11-01-12
(DATE)

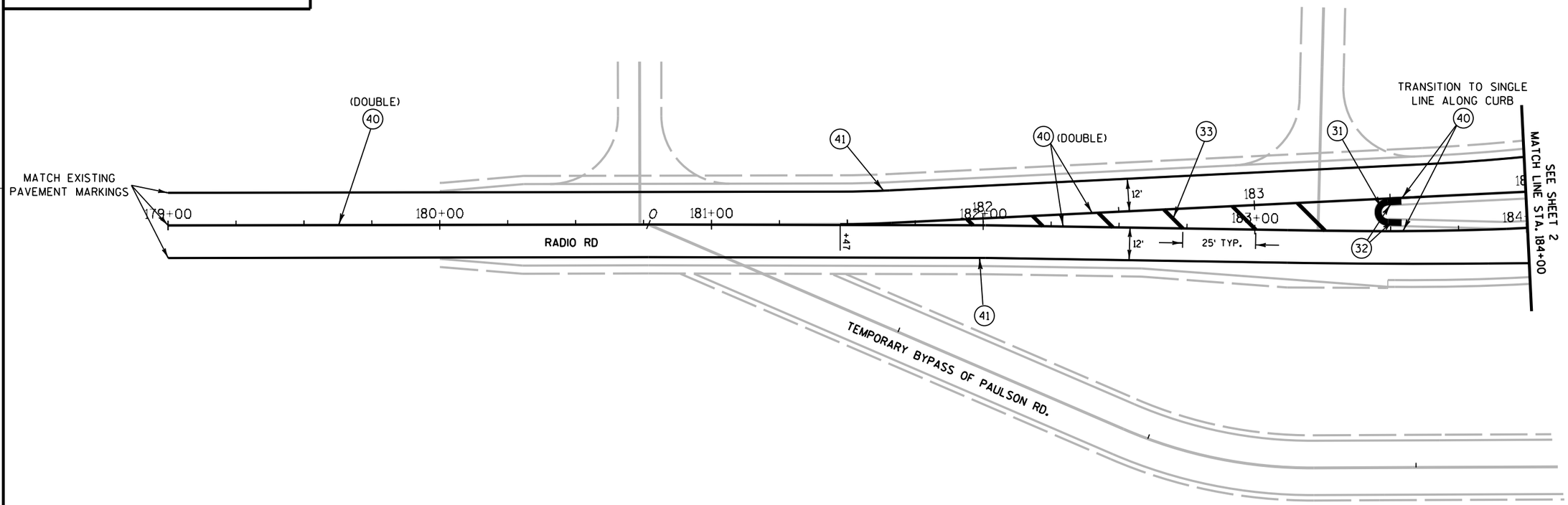
(SIGNATURE)

2

N

PAVEMENT MARKING LEGEND

(31) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
(32) PAVEMENT MARKING CURB EPOXY (YELLOW)
(33) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

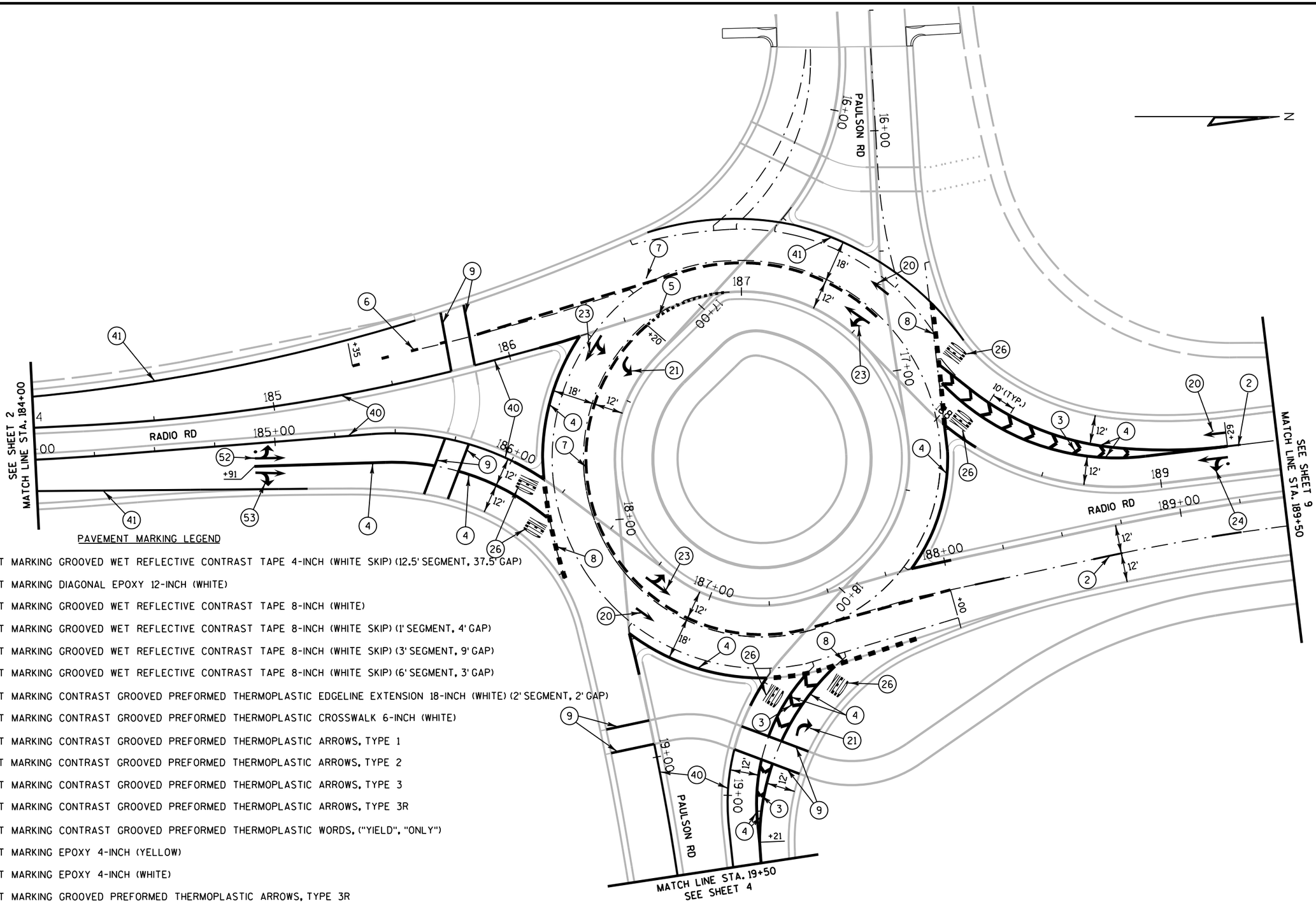


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 151	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024501_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

(2) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE SKIP) (12.5' SEGMENT, 37.5' GAP)

(3) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE SKIP) (1' SEGMENT, 4' GAP)

(6) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

(7) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE SKIP) (6' SEGMENT, 3' GAP)

(8) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC EDGELINE EXTENSION 18-INCH (WHITE) (2' SEGMENT, 2' GAP)

(9) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (WHITE)

(20) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 1

(21) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2

(23) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3

(24) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3R

(26) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC WORDS, ("YIELD", "ONLY")

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

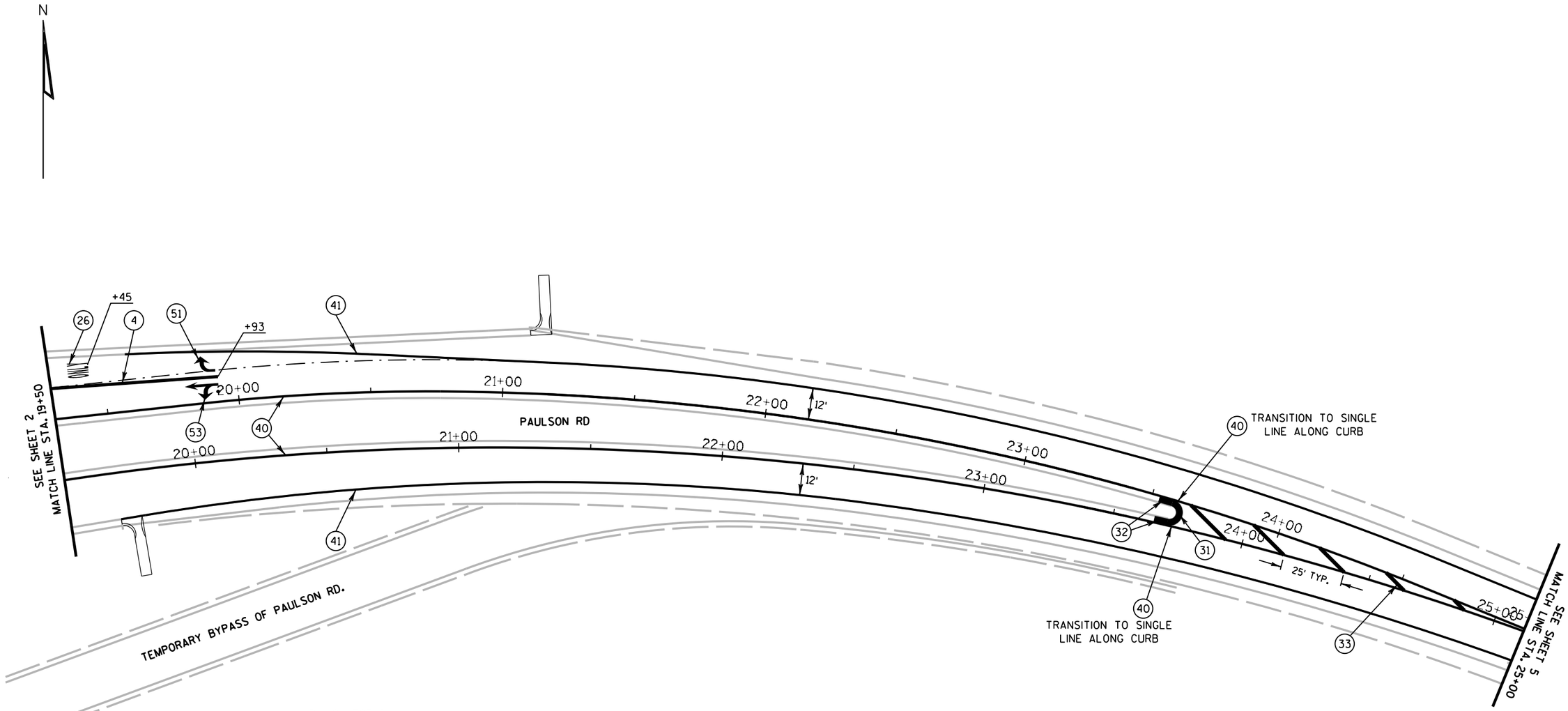
(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(52) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3R

(53) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 152	E

2



PAVEMENT MARKING LEGEND

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(26) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC WORDS, ("YIELD", "ONLY")

(31) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)

(32) PAVEMENT MARKING CURB EPOXY (YELLOW)

(33) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

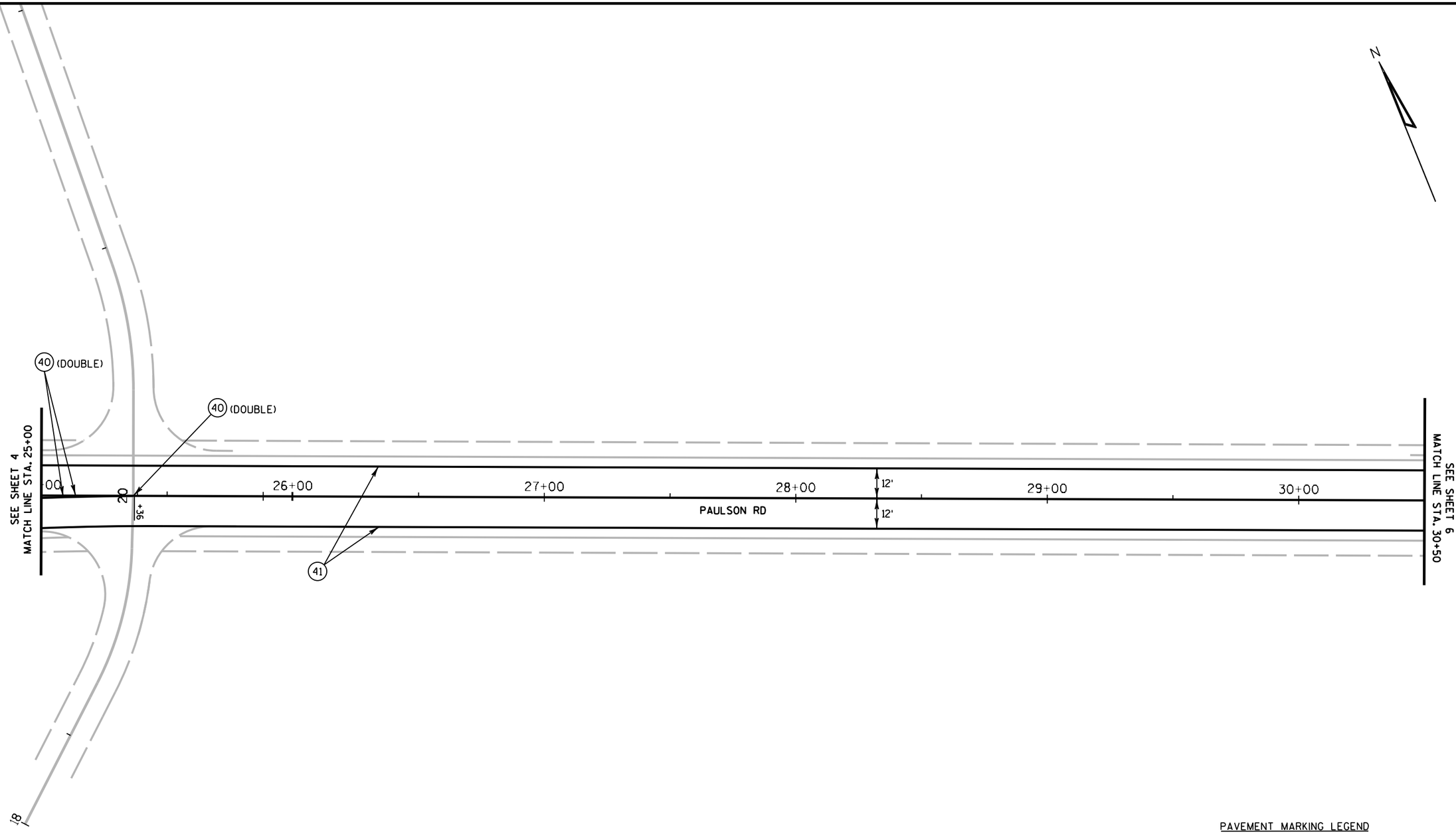
(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(51) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2

(53) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3R

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 153	E

2

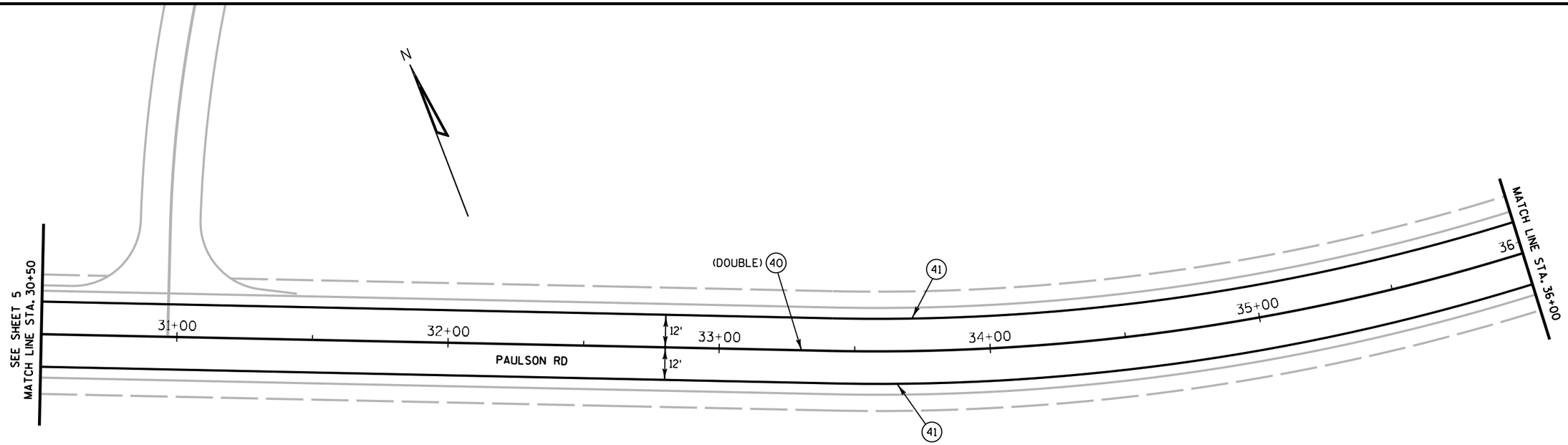


PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

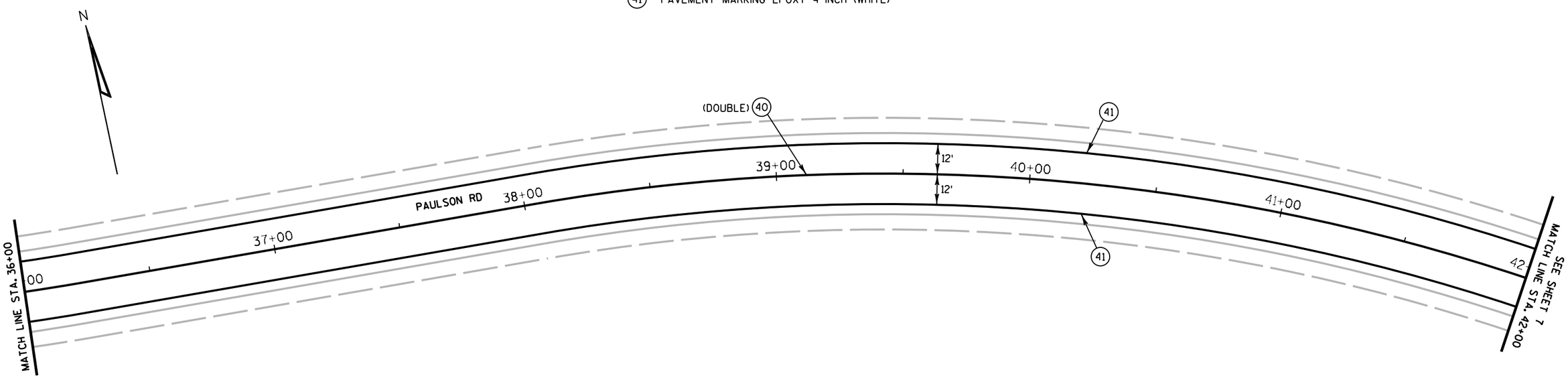
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 154	E



PAVEMENT MARKING LEGEND

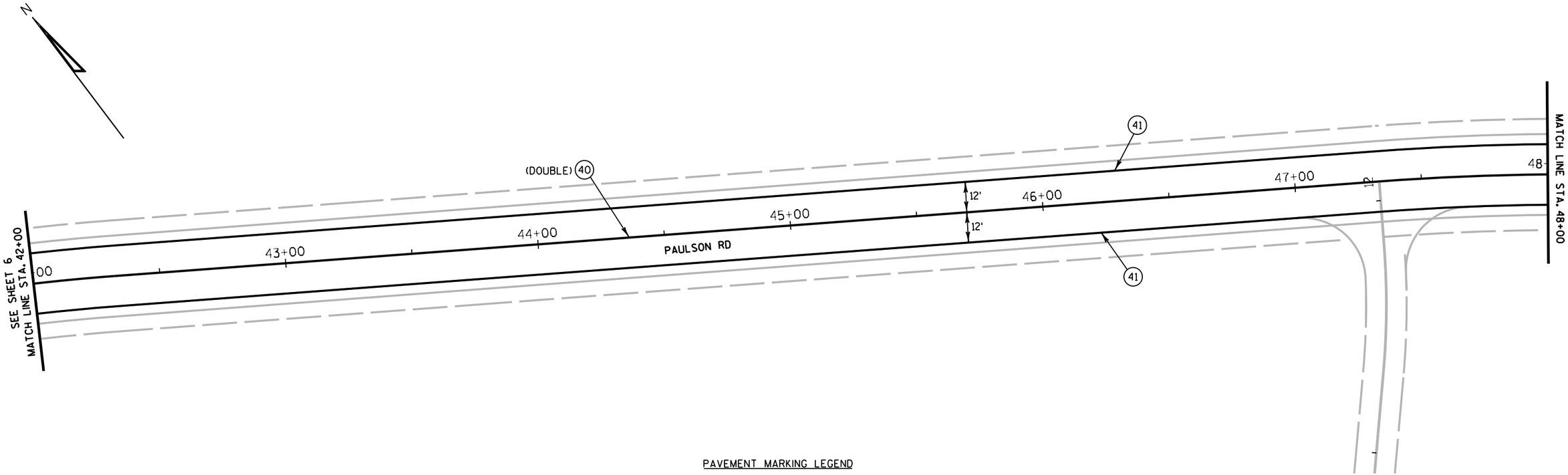
(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 155	E

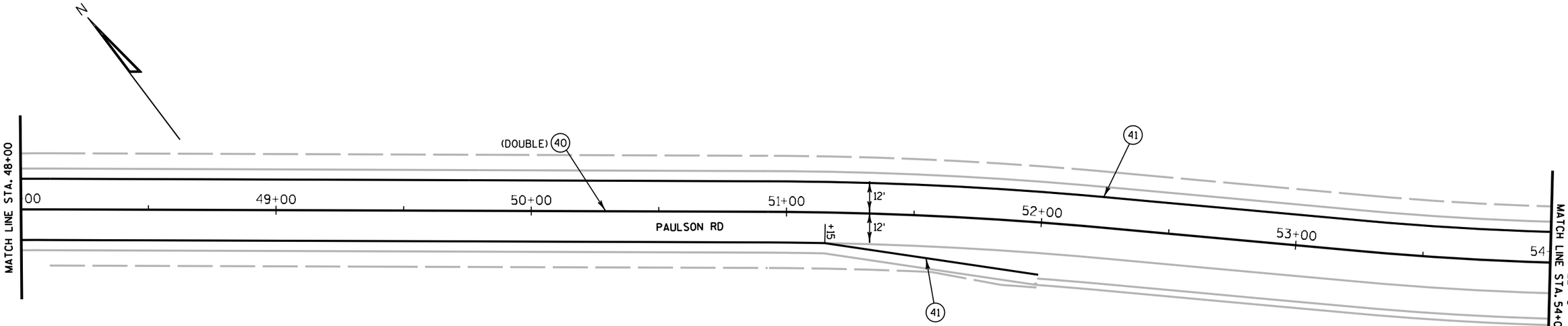
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PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

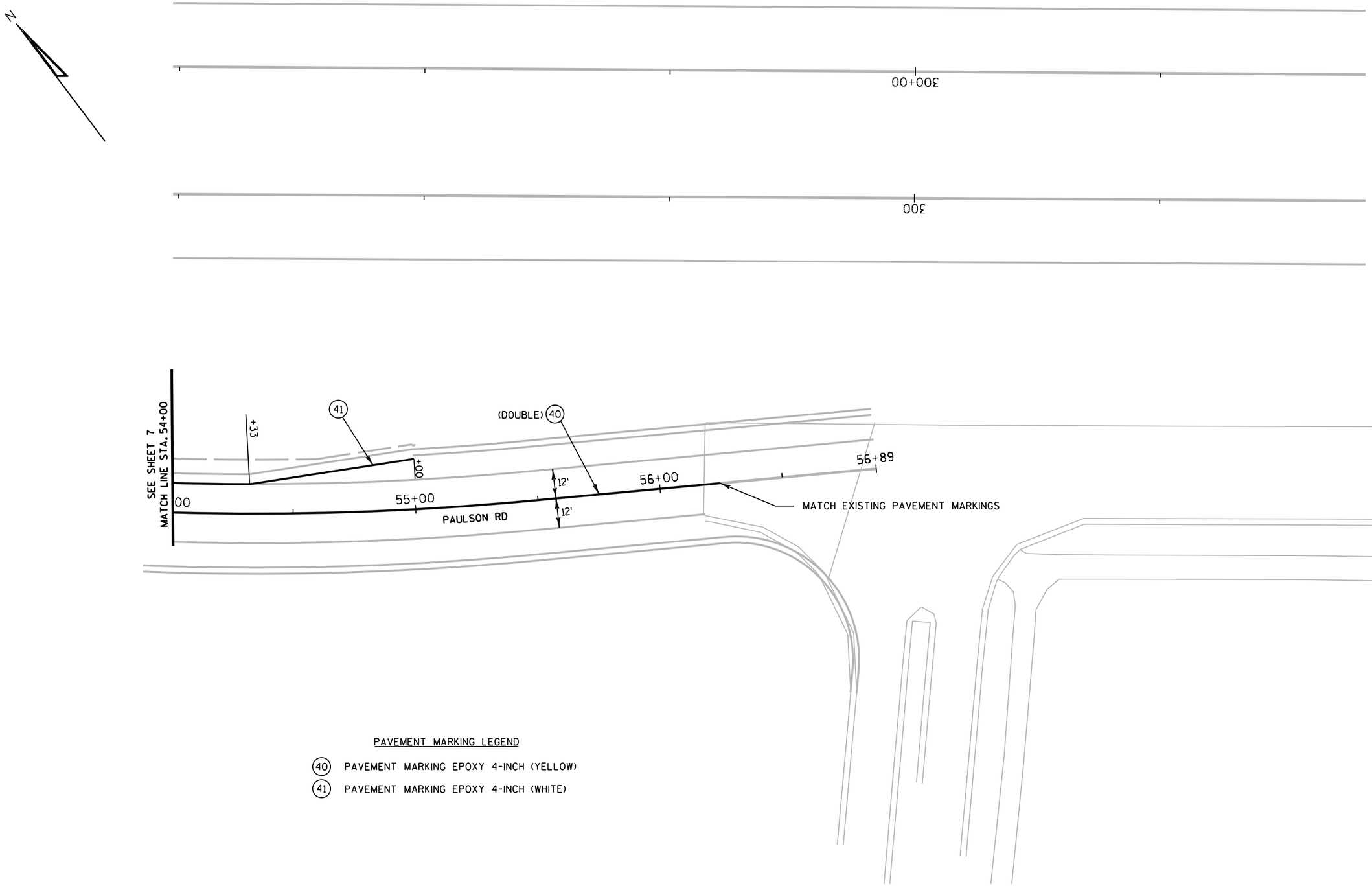


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024507_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2



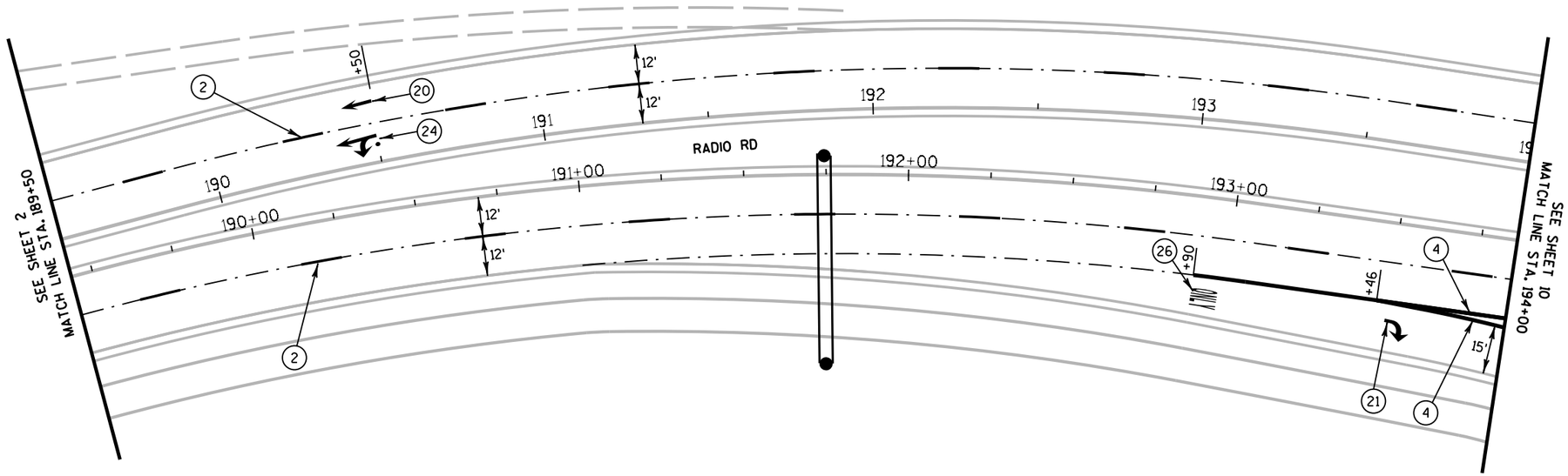
PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 157	E

2



PAVEMENT MARKING LEGEND

(2) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE SKIP) (12.5' SEGMENT, 37.5' GAP)

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(20) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3

(21) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2

(24) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3R

(26) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC WORDS, ("YIELD", "ONLY")

2

PAVEMENT MARKING LEGEND

(31) PAVEMENT MARKING ISLAND NOSE EPOXY
(32) PAVEMENT MARKING CURB EPOXY
(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

PAVEMENT MARKING LEGEND

(2) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE SKIP) (12.5' SEGMENT, 37.5' GAP)
(3) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE SKIP) (1' SEGMENT, 4' GAP)
(7) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE SKIP) (6' SEGMENT, 3' GAP)
(8) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC EDGELINE EXTENSION 18-INCH (WHITE) (2' SEGMENT, 2' GAP)
(9) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (WHITE)
(20) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 1
(21) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2
(23) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3
(24) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3R
(26) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC WORDS, ("YIELD", "ONLY")

SEE SHEET 16
MATCH LINE STA. 342+50

SB STH 35 OFF-RAMP

RADIO RD

CHAPMAN DR

SEE SHEET 9
MATCH LINE STA. 194+00

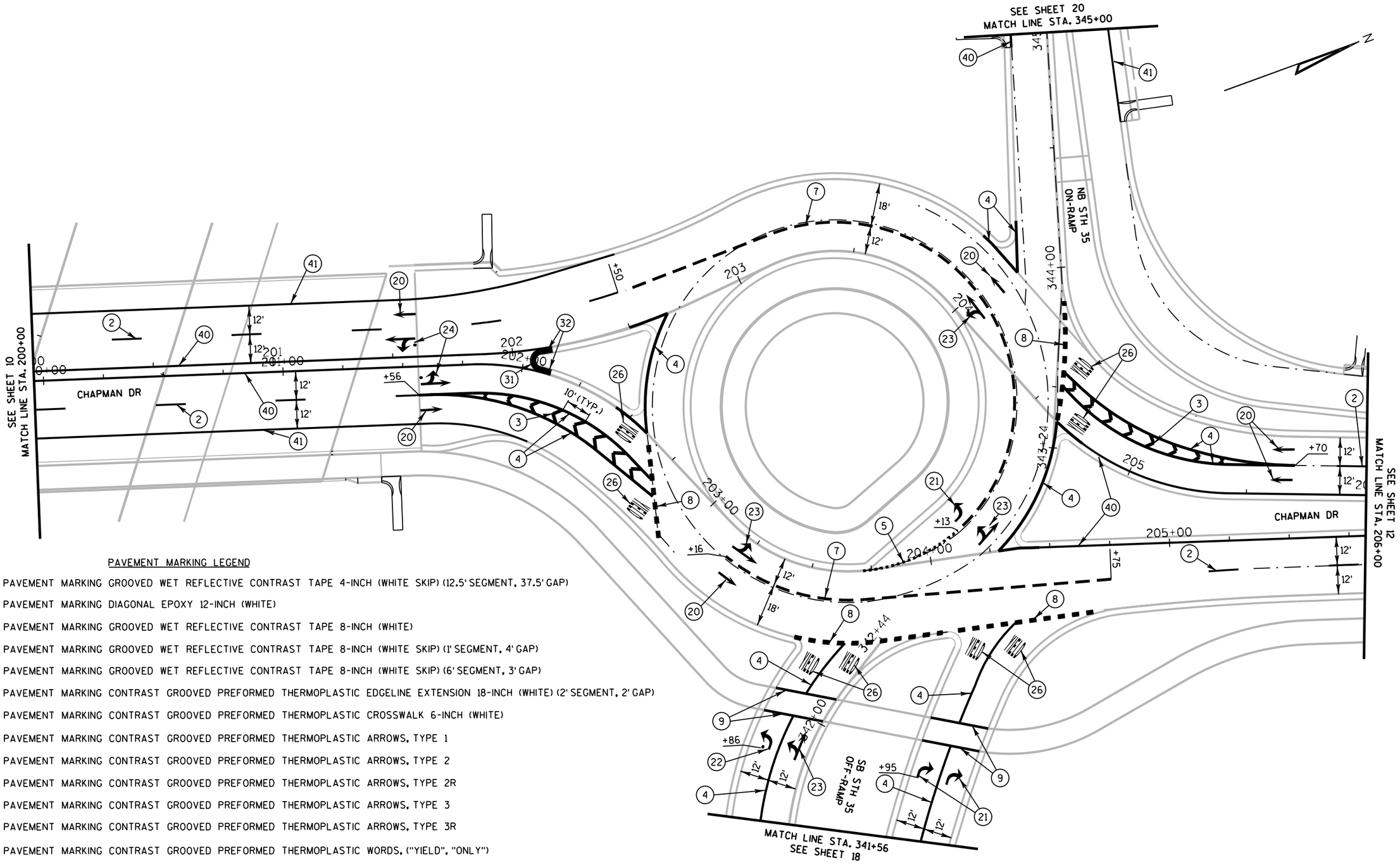
SEE SHEET 11
MATCH LINE STA. 200+00

MATCH LINE STA. 340+00
SEE SHEET 17

SB STH 35 ON-RAMP

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024510_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42



PAVEMENT MARKING LEGEND

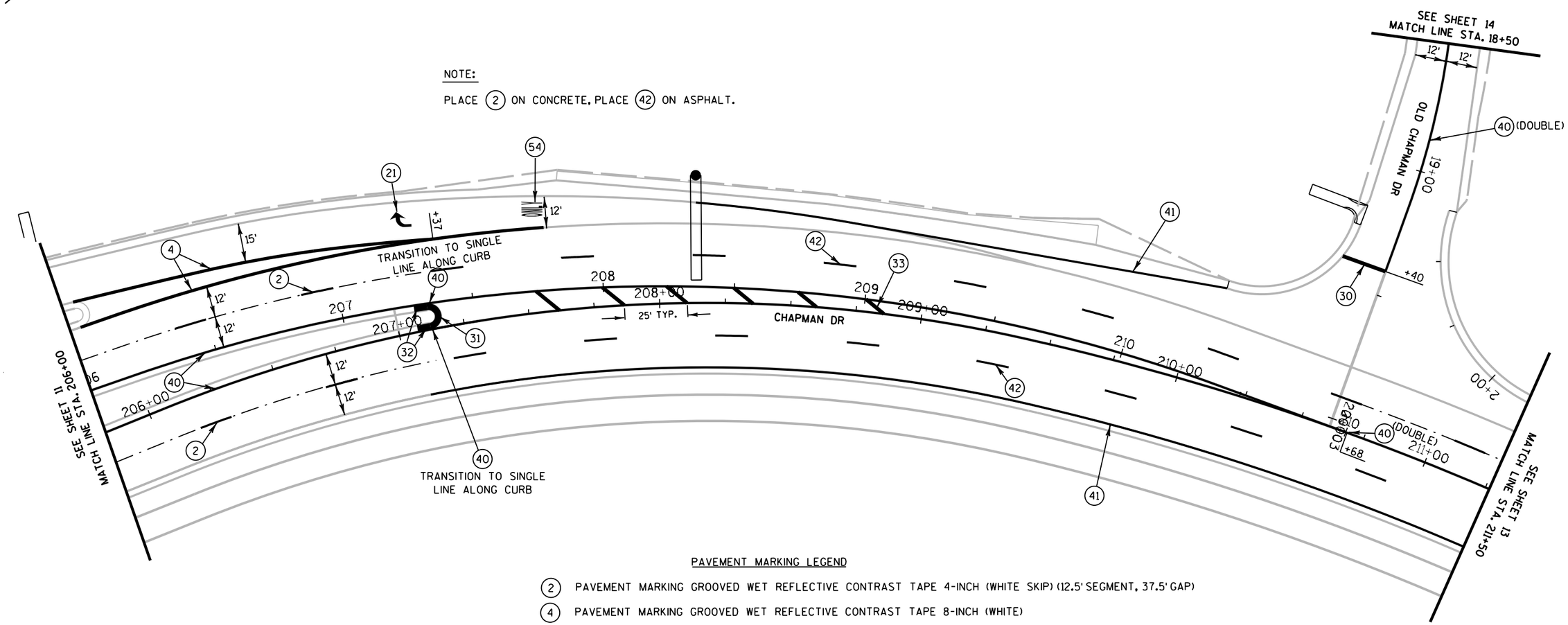
(2) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE SKIP) (12.5' SEGMENT, 37.5' GAP)
(3) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE SKIP) (1' SEGMENT, 4' GAP)
(7) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE SKIP) (6' SEGMENT, 3' GAP)
(8) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC EDGELINE EXTENSION 18-INCH (WHITE) (2' SEGMENT, 2' GAP)
(9) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (WHITE)
(20) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 1
(21) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2
(22) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2R
(23) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3
(24) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3R
(26) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC WORDS, ("YIELD", "ONLY")
(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 160	E

2

NOTE:

PLACE (2) ON CONCRETE, PLACE (42) ON ASPHALT.



PAVEMENT MARKING LEGEND

(2) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE SKIP) (12.5' SEGMENT, 37.5' GAP)

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(21) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2

(30) PAVEMENT MARKING STOP LINE EPOXY 18-INCH

(31) PAVEMENT MARKING ISLAND NOSE EPOXY

(32) PAVEMENT MARKING CURB EPOXY

(33) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

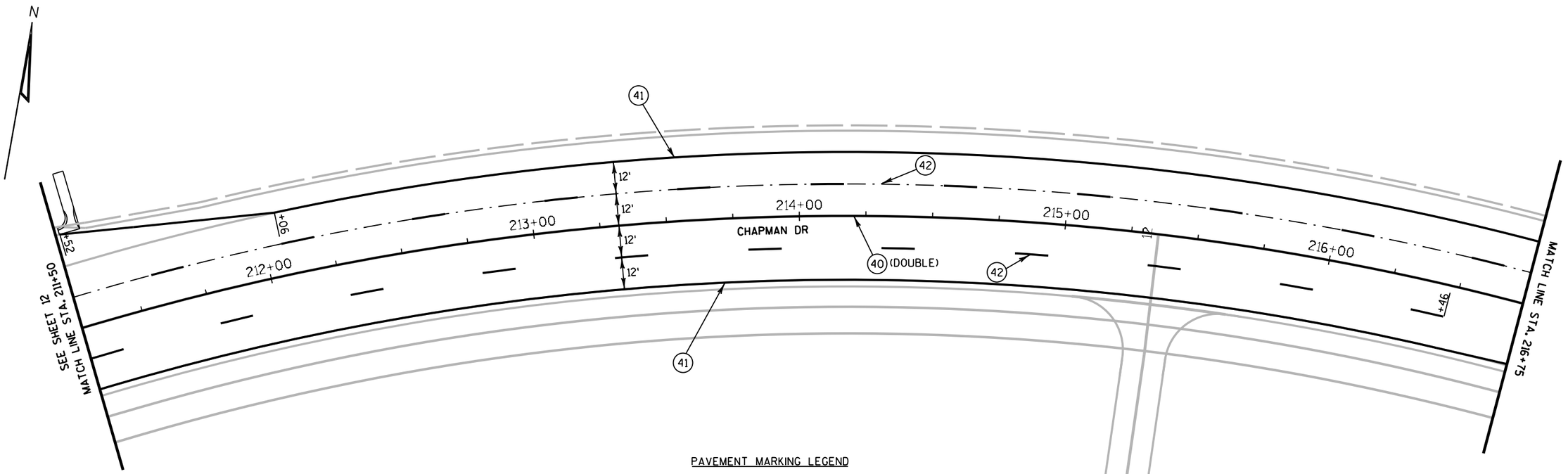
(42) PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP) (12.5' SEGMENT, 37.5' GAP)

(54) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC WORDS, ("YIELD", "ONLY")

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024512_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

2

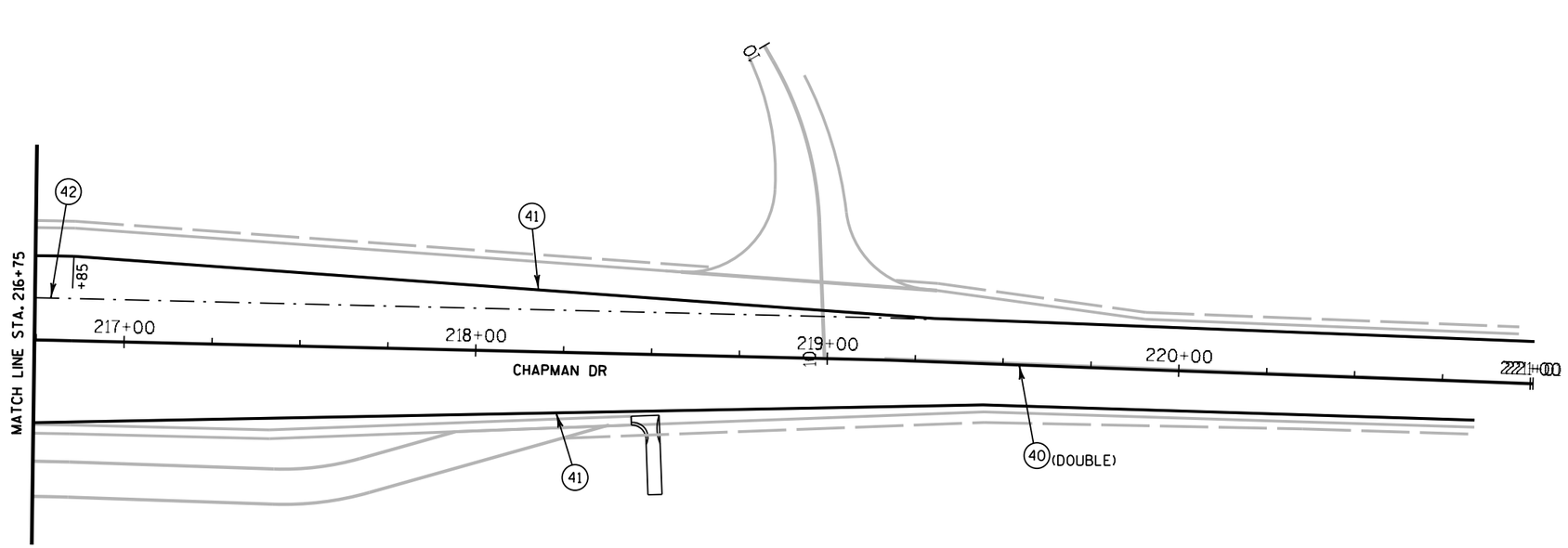


PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(42) PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP) (12.5' SEGMENT, 37.5' GAP)



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 162	E

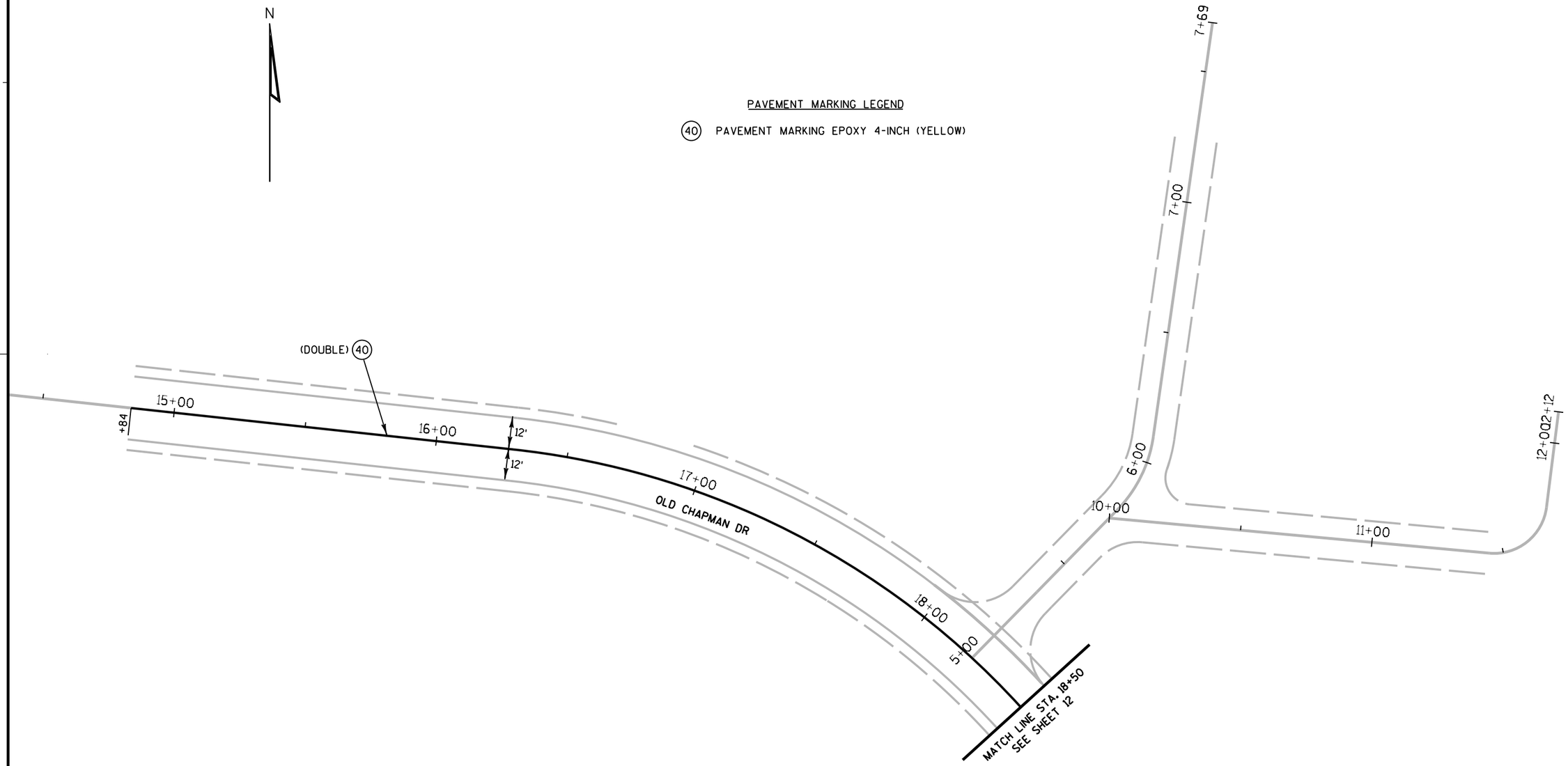
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2

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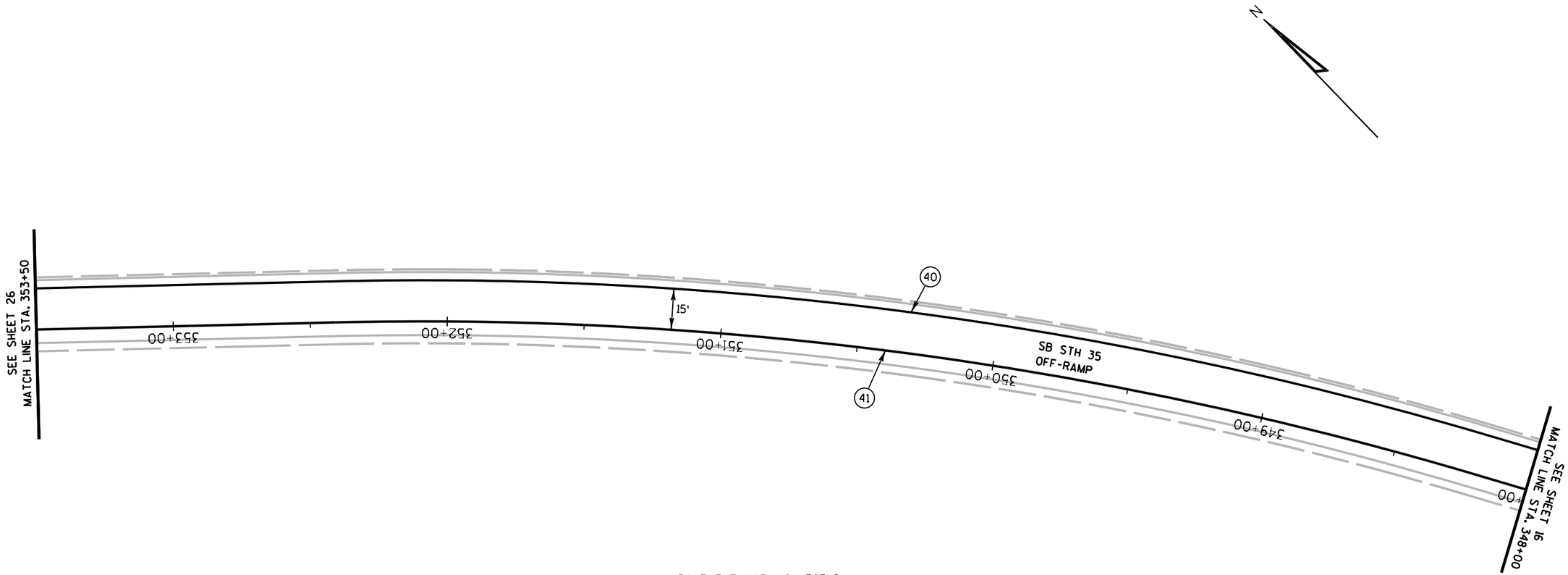
PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 163	E

2

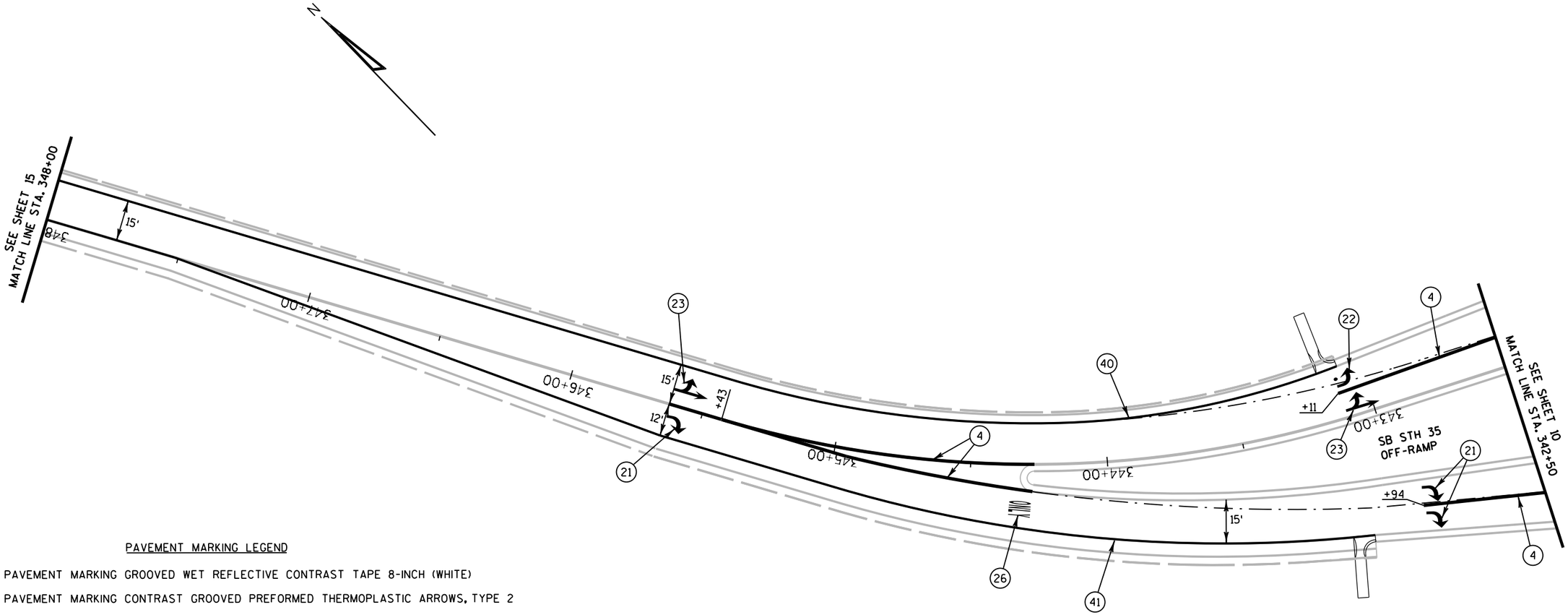


PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

2



PAVEMENT MARKING LEGEND

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(21) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2

(22) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2R

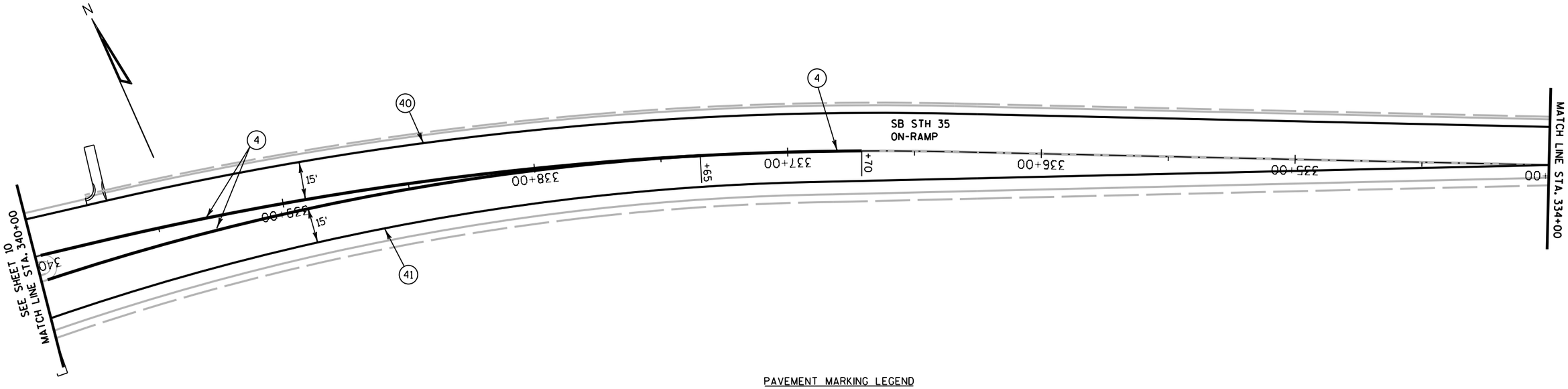
(23) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3

(26) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC WORDS, ("YIELD", "ONLY")

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

2

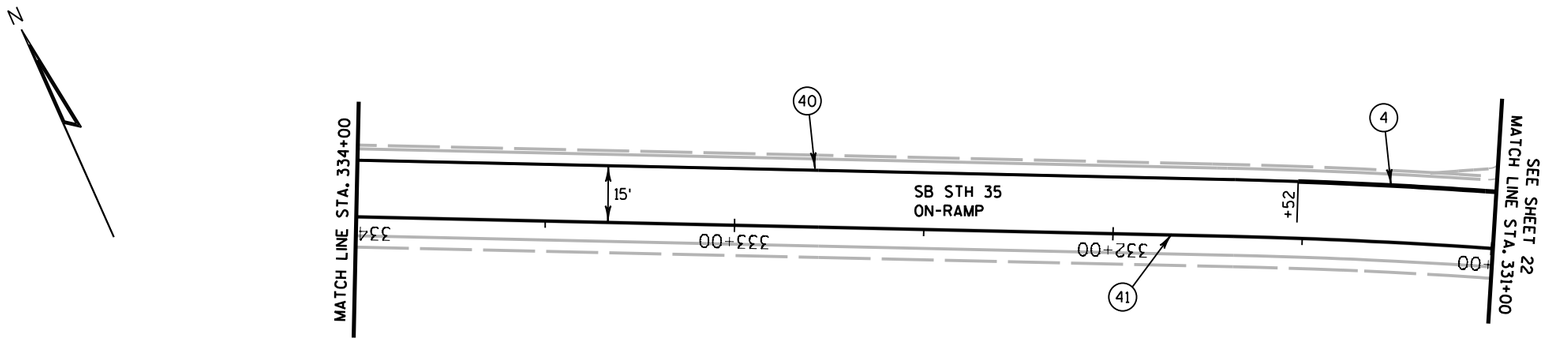


PAVEMENT MARKING LEGEND

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

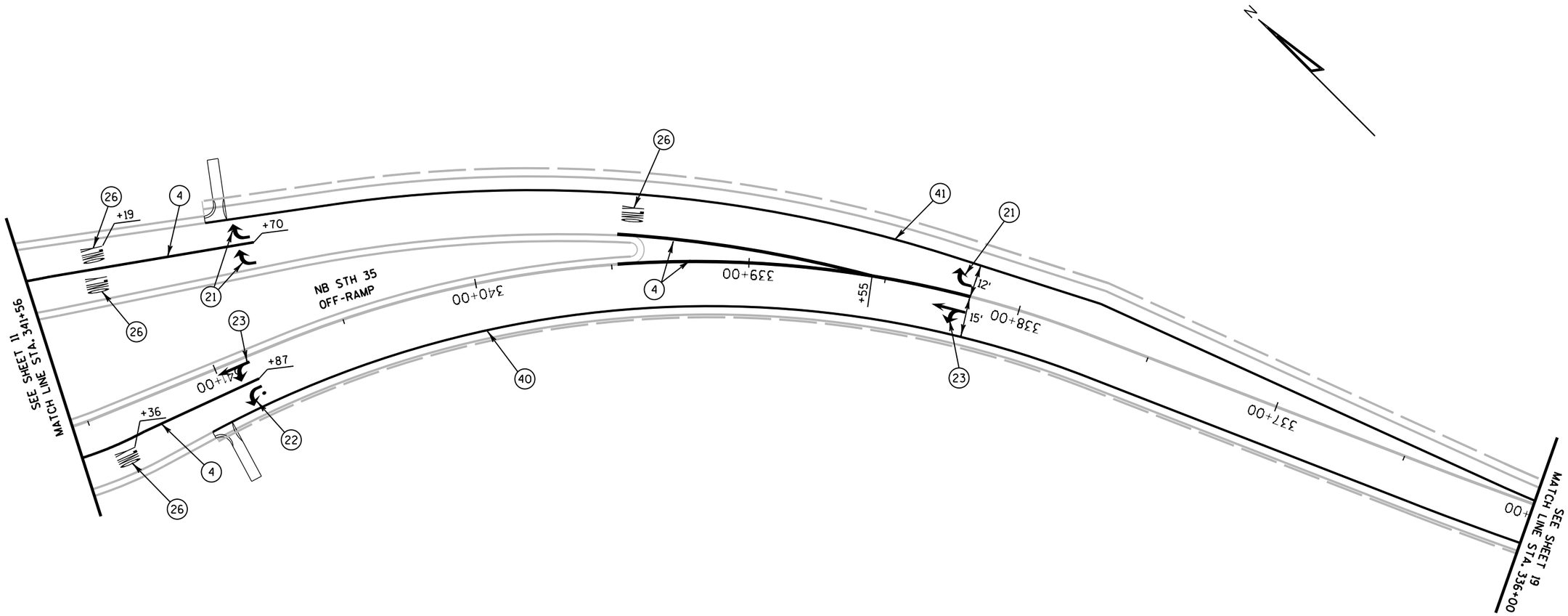
(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024517_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2



PAVEMENT MARKING LEGEND

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(21) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2

(22) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2R

(23) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3

(26) PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC WORDS, ("YIELD", "ONLY")

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024518_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

2

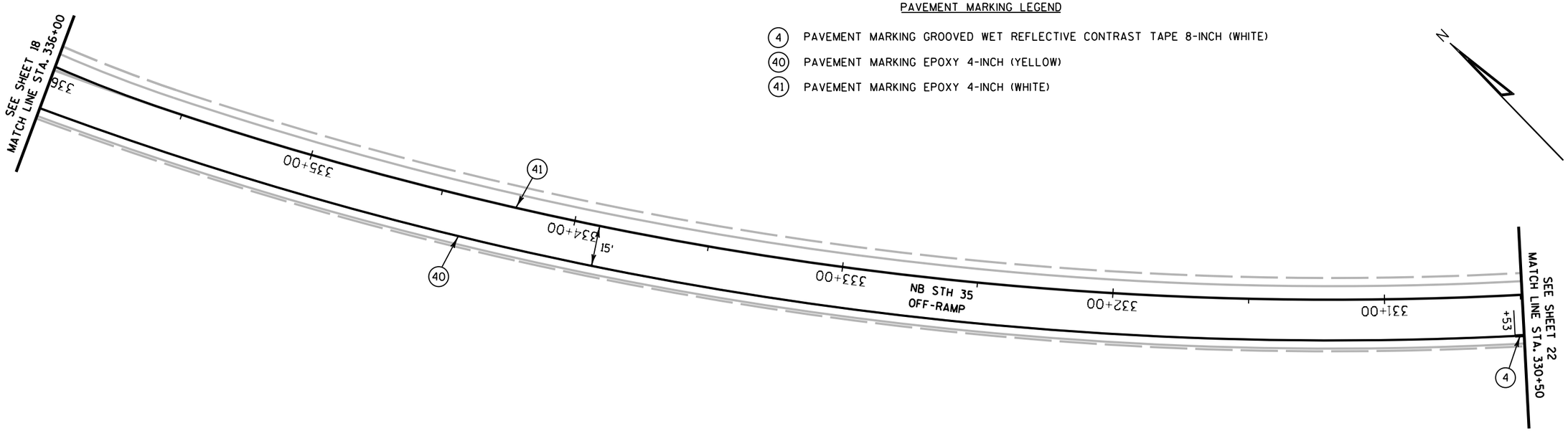
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PAVEMENT MARKING LEGEND

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

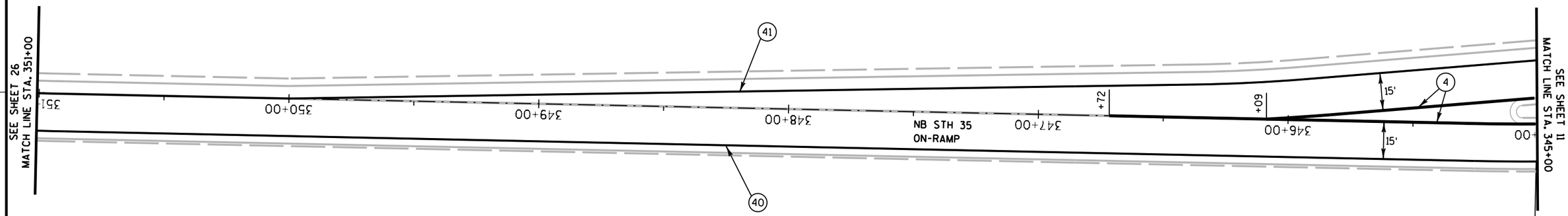


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 168	E

2

2

N



PAVEMENT MARKING LEGEND

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024520_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

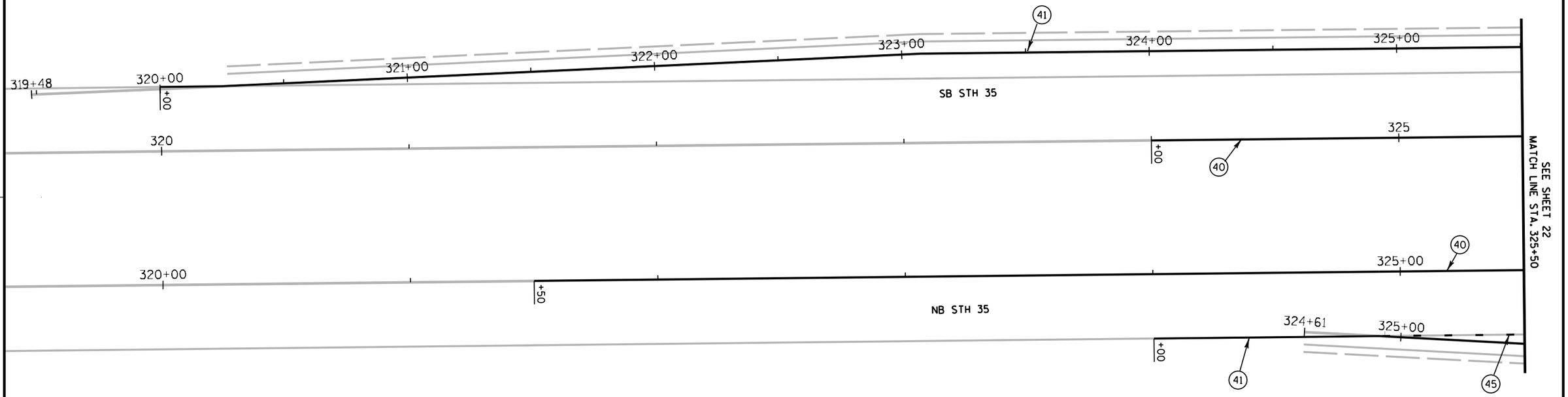
PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(45) PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

N



NO PAVEMENT MARKING BETWEEN STA 310+50 & STA 320+00

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 170	E

2

2

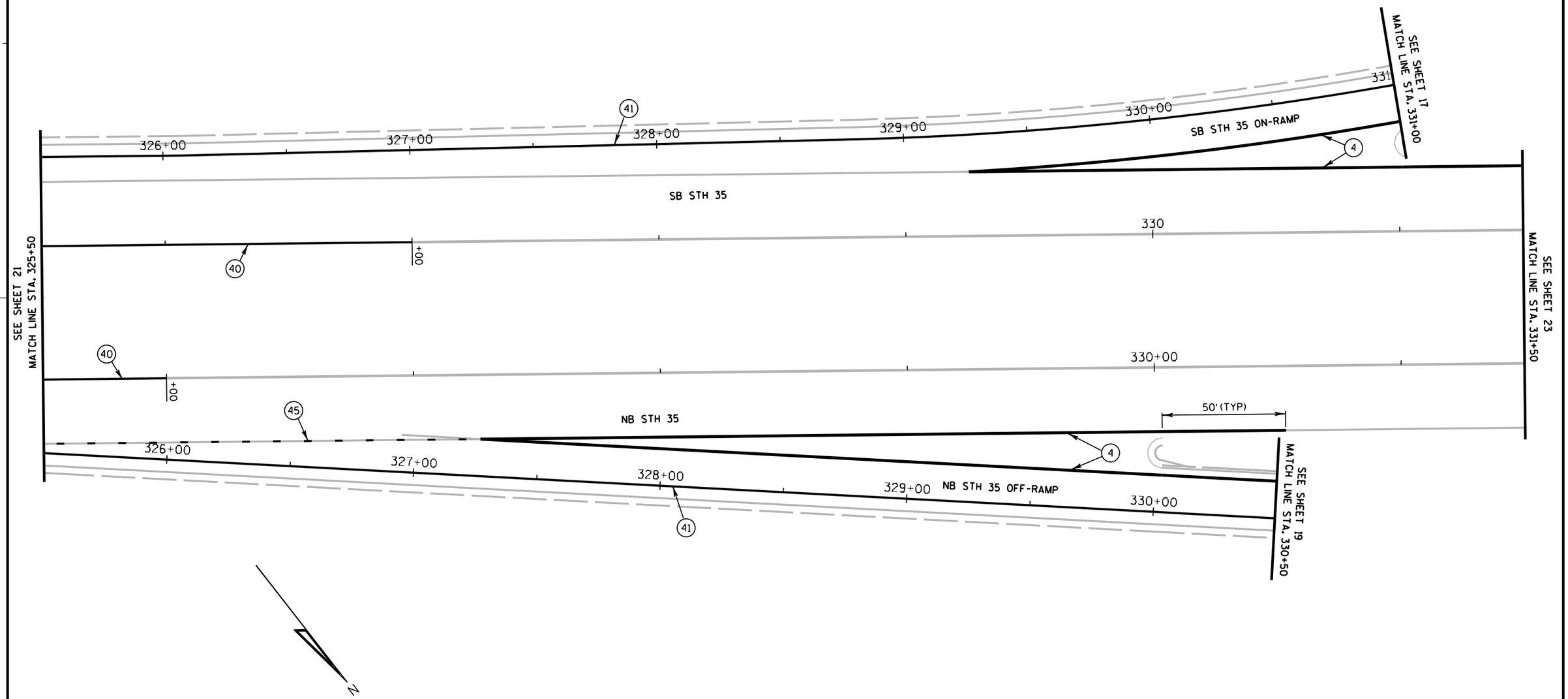
PAVEMENT MARKING LEGEND

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(45) PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024522_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

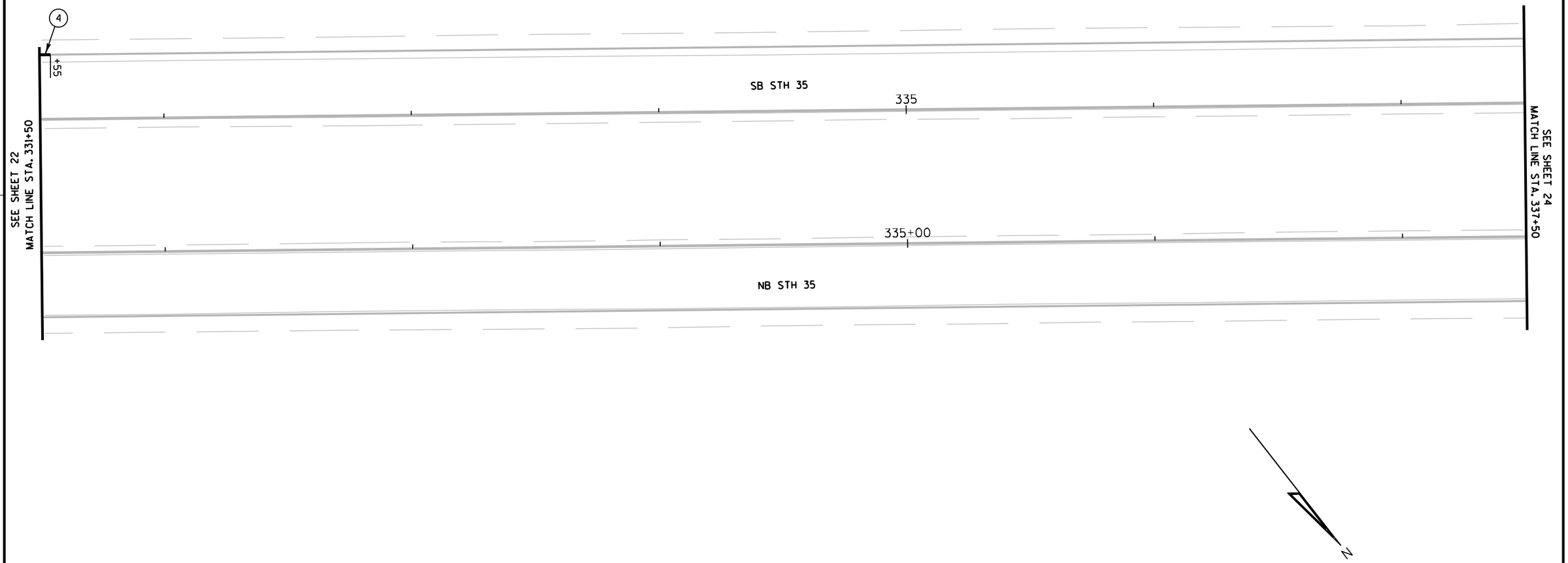
WISDOT/CADDS SHEET 42

2

2

PAVEMENT MARKING LEGEND

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024523_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

SB STH 35

NB STH 35

RADIO ROAD

340

340+00

199
199+00

200
200+00

201
201+00

202
202+00

+25

+50

+50

(40)

(41)

(41)

SEE SHEET 23
MATCH LINE STA. 337+50

SEE SHEET 25
MATCH LINE STA. 343+50

N

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024524_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

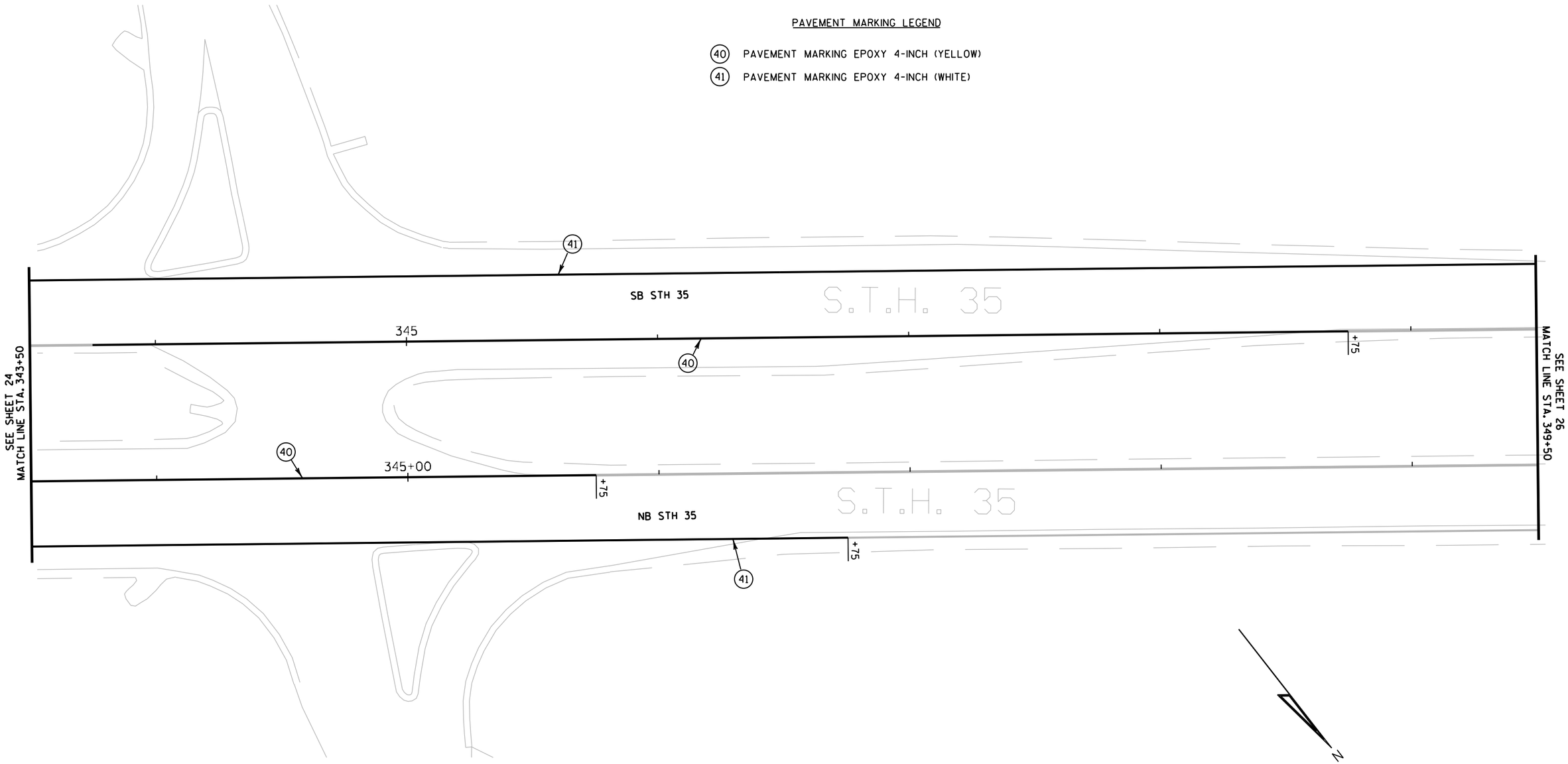
2

2

PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 174	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024525_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

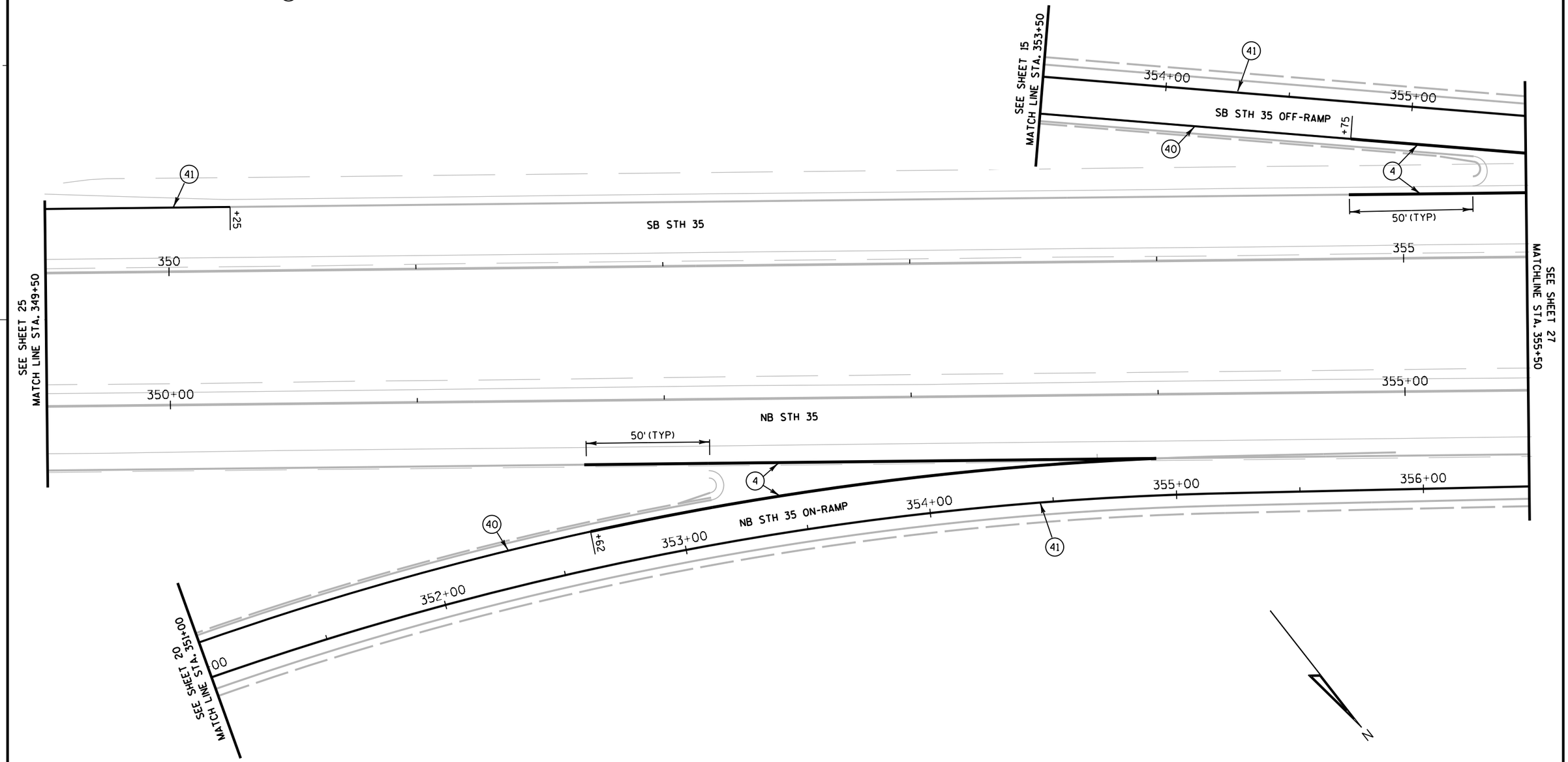
2

PAVEMENT MARKING LEGEND

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024526_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

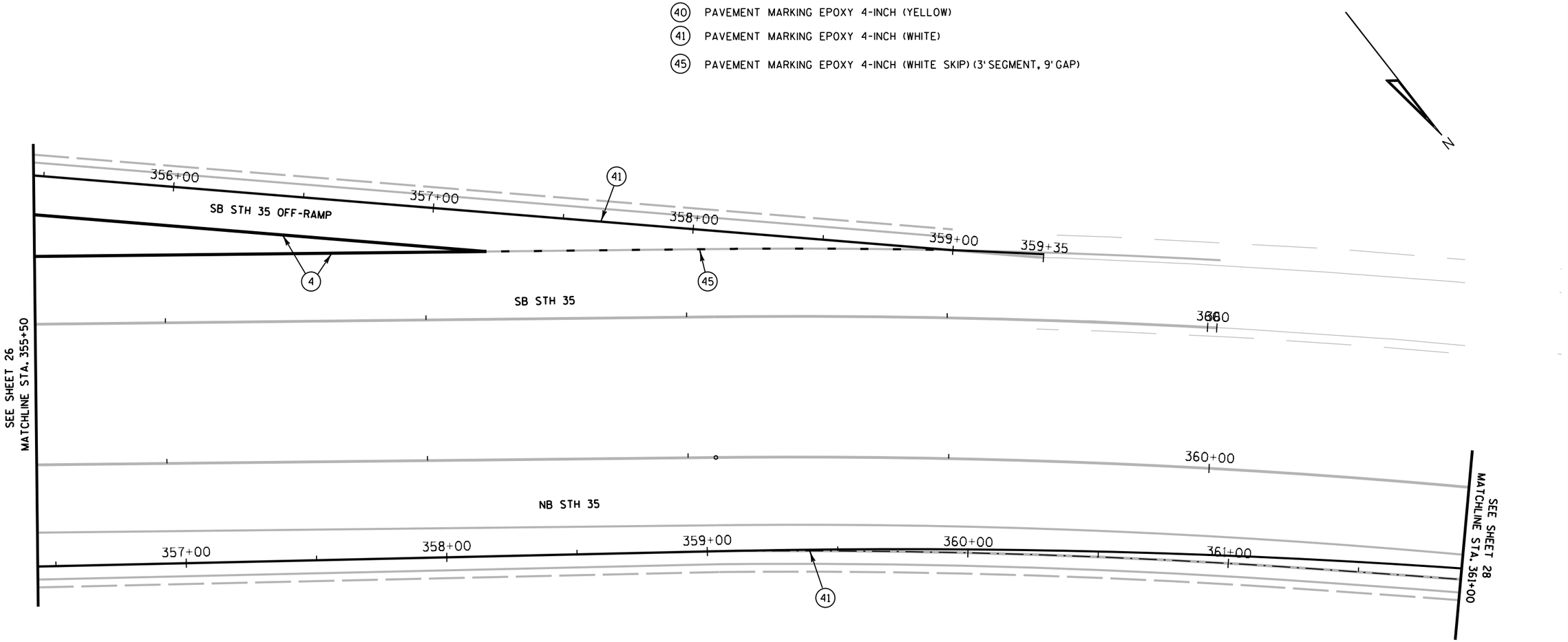
PAVEMENT MARKING LEGEND

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(45) PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024527_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

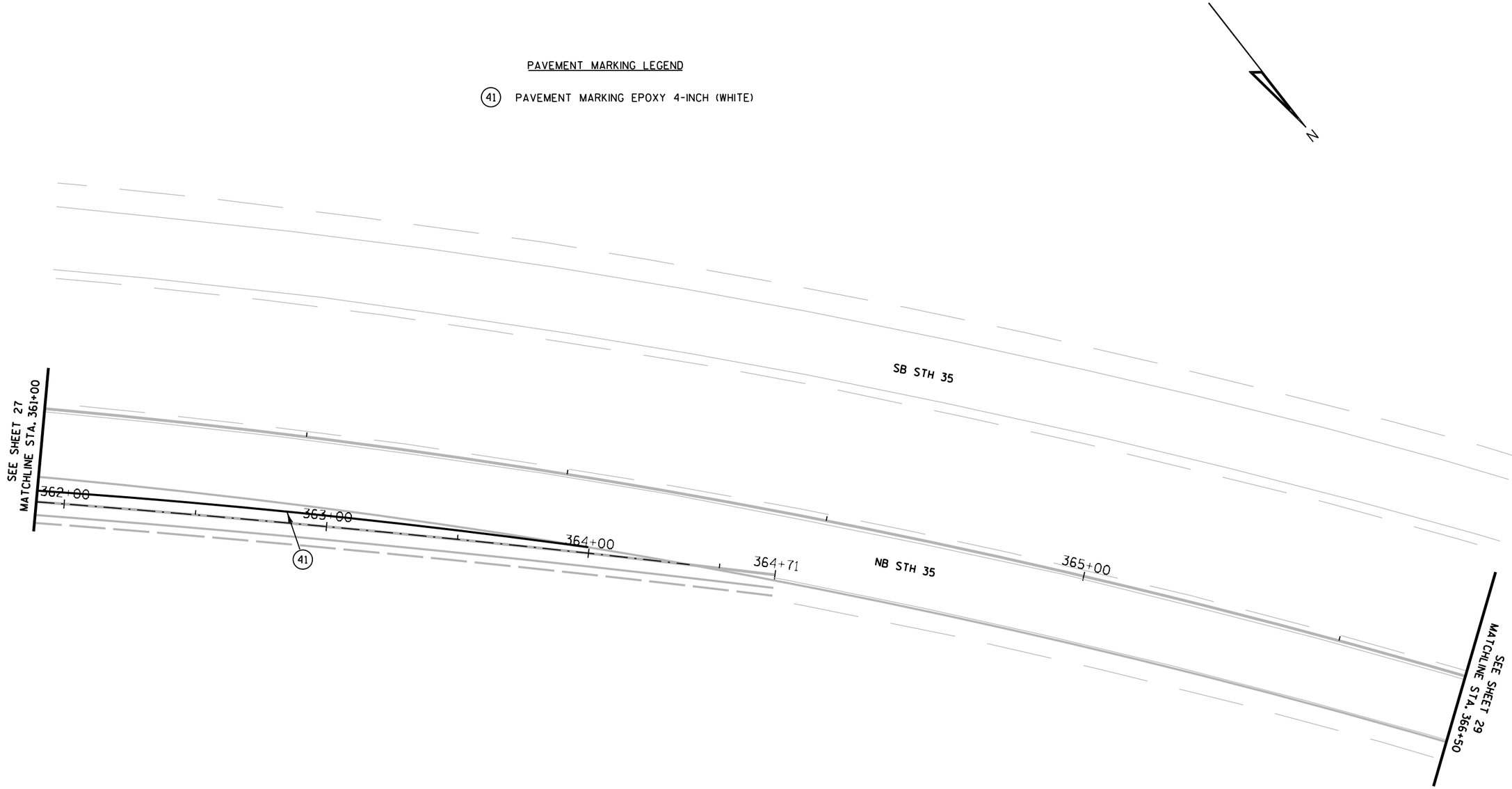
WISDOT/CADDS SHEET 42

2

2

PAVEMENT MARKING LEGEND

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 177	E

2

2

PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

N

SB STH 35

NB STH 35

(40)

(41)

+75

+00

370+00

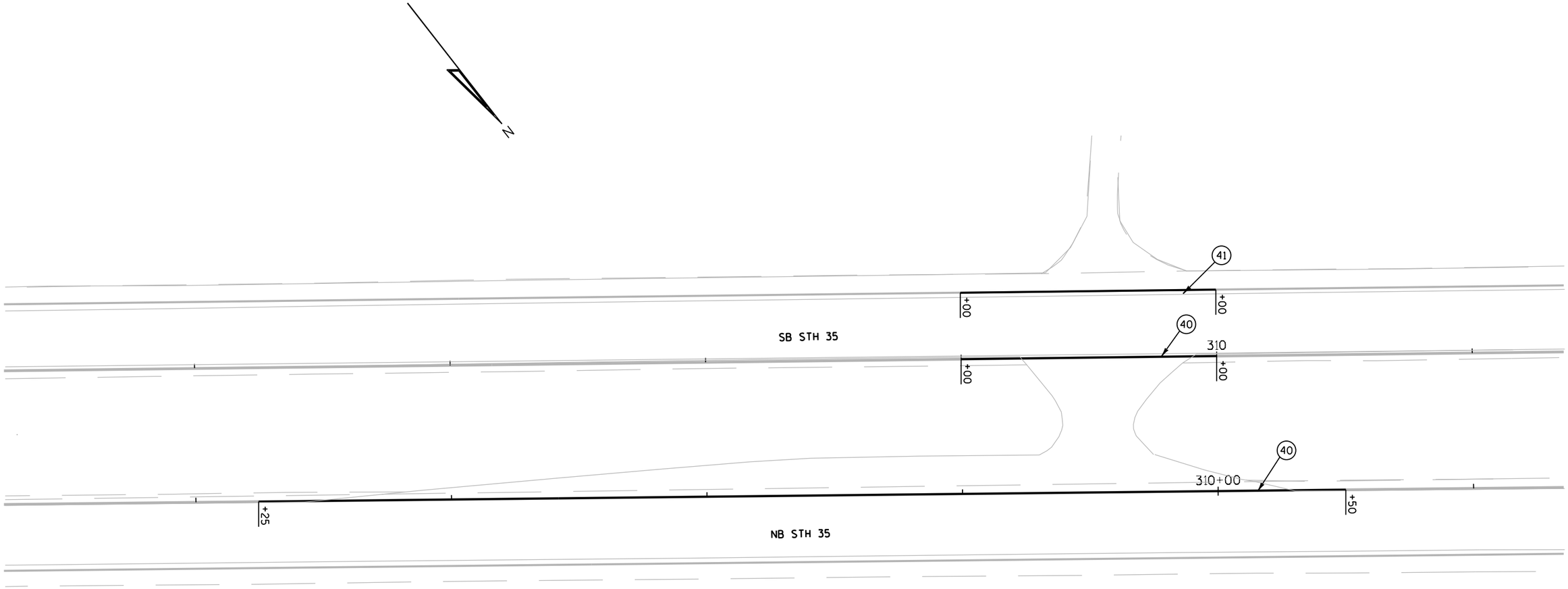
SEE SHEET 28
MATCHLINE STA. 366+50

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024529_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2



NO PAVEMENT MARKING BETWEEN STA 310+50 - STA 320+00

PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 179	E

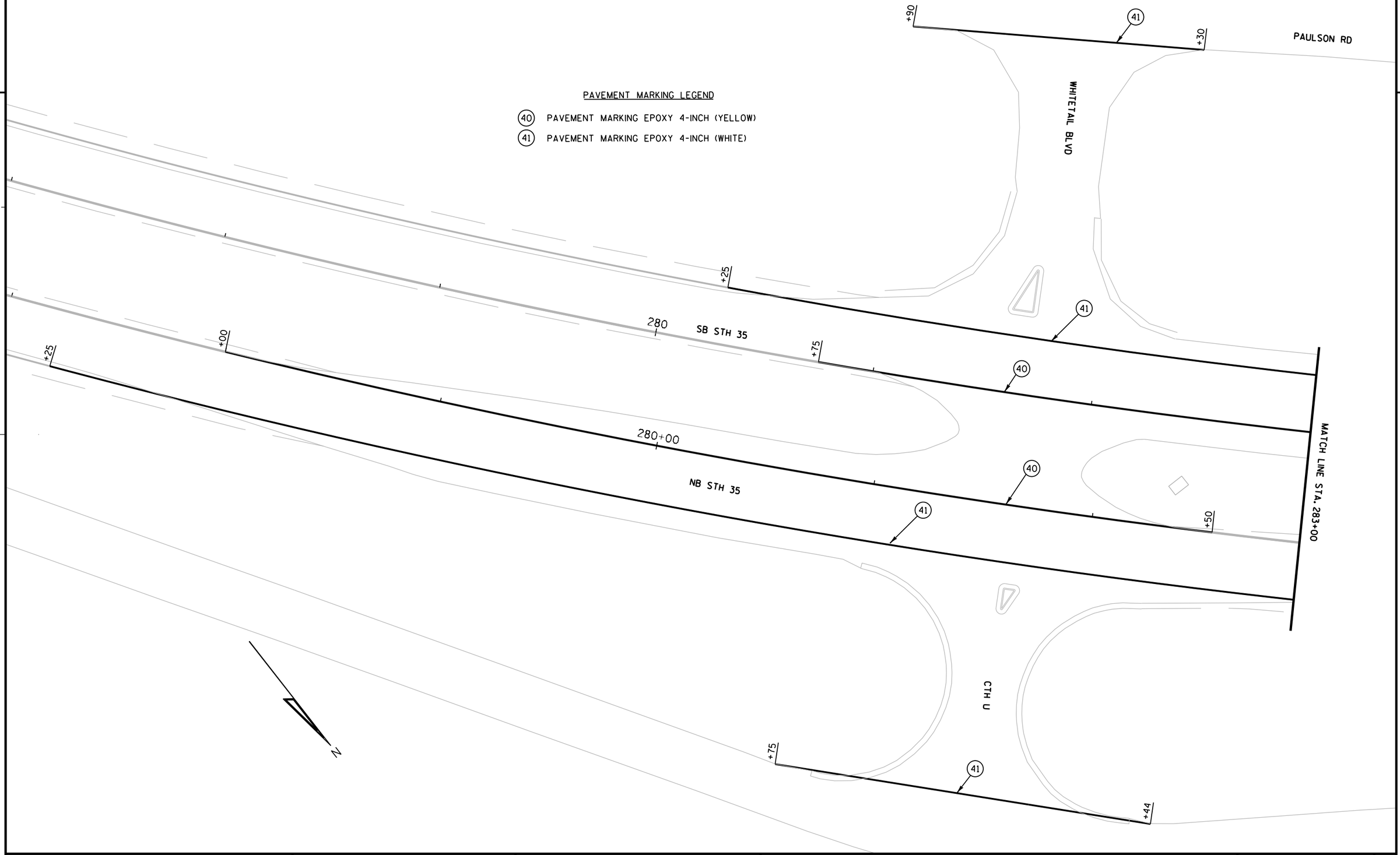
2

2

PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET 180	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024531_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

PAULSON RD

PAVEMENT MARKING LEGEND

(40) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(41) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

N

+75

(40)

285

+75

SB STH 35

INL

MATCH LINE STA. 283+00

285+00

(41)

+50

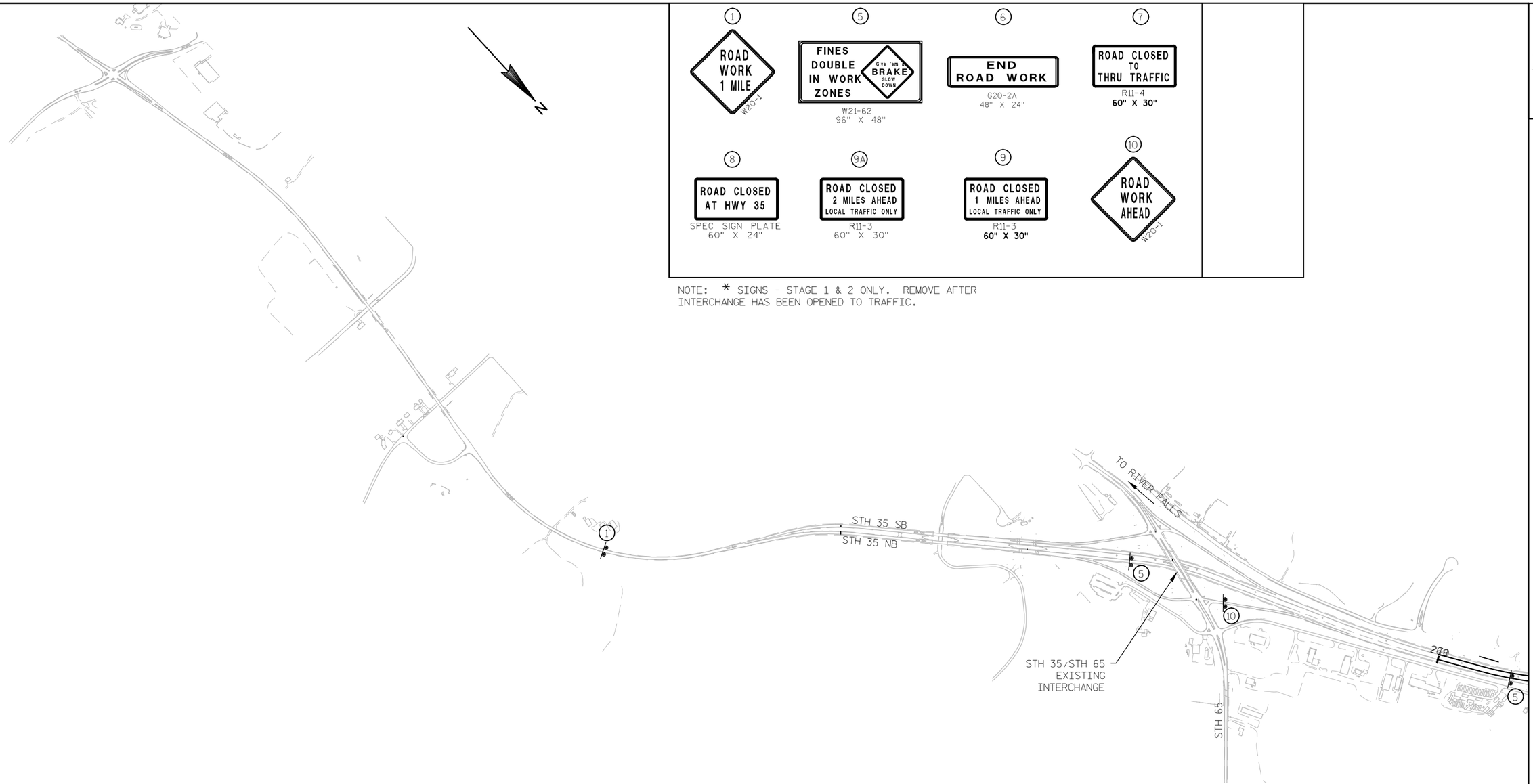
NB STH 35

NO PAVEMENT MARKING BETWEEN STA 285+75 - STA 306+250

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PAVEMENT MARKING	SHEET	E

FILE NAME : G:\WDOTNW\10033-003\SIGNING & MARKING\PAV'T Marking\Sheets\024532_pm.dgn PLOT DATE : 1/8/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42



1
ROAD WORK 1 MILE
W20-1

5
FINES DOUBLE IN WORK ZONES
Give 'em a BRAKE SLOW DOWN
W21-62
96" X 48"

6
END ROAD WORK
G20-2A
48" X 24"

7
ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

8
ROAD CLOSED AT HWY 35
SPEC SIGN PLATE
60" X 24"

9A
ROAD CLOSED 2 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"

9
ROAD CLOSED 1 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"

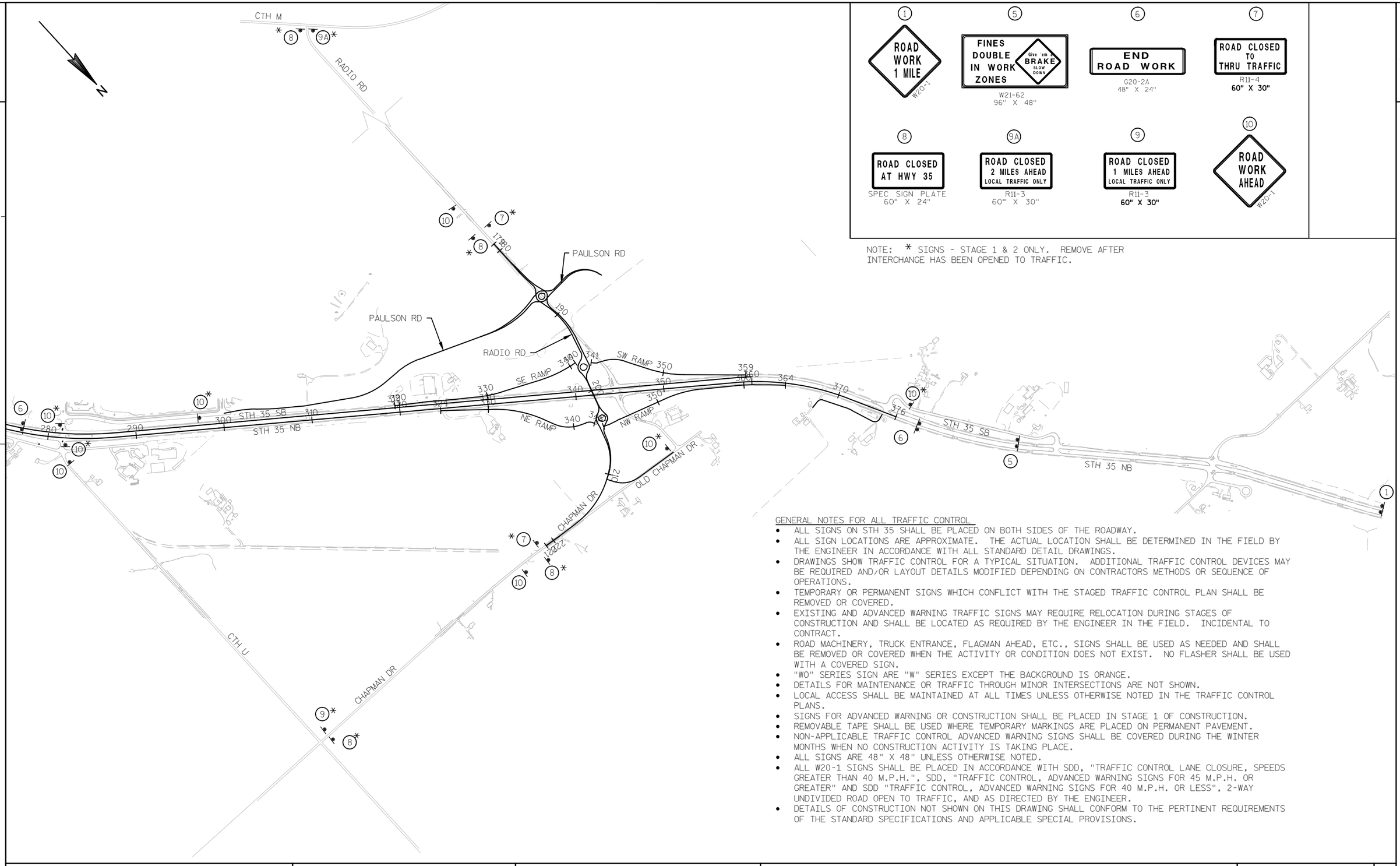
10
ROAD WORK AHEAD
W20-1

NOTE: * SIGNS - STAGE 1 & 2 ONLY. REMOVE AFTER INTERCHANGE HAS BEEN OPENED TO TRAFFIC.

GENERAL NOTES FOR ALL TRAFFIC CONTROL

- ALL SIGNS ON STH 35 SHALL BE PLACED ON BOTH SIDES OF THE ROADWAY.
- ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER IN ACCORDANCE WITH ALL STANDARD DETAIL DRAWINGS.
- DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCE OF OPERATIONS.
- TEMPORARY OR PERMANENT SIGNS WHICH CONFLICT WITH THE STAGED TRAFFIC CONTROL PLAN SHALL BE REMOVED OR COVERED.
- EXISTING AND ADVANCED WARNING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQUIRED BY THE ENGINEER IN THE FIELD. INCIDENTAL TO CONTRACT.
- ROAD MACHINERY, TRUCK ENTRANCE, FLAGMAN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO FLASHER SHALL BE USED WITH A COVERED SIGN.
- "WO" SERIES SIGN ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.
- DETAILS FOR MAINTENANCE OR TRAFFIC THROUGH MINOR INTERSECTIONS ARE NOT SHOWN.
- LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE NOTED IN THE TRAFFIC CONTROL PLANS.
- SIGNS FOR ADVANCED WARNING OR CONSTRUCTION SHALL BE PLACED IN STAGE 1 OF CONSTRUCTION.
- REMOVABLE TAPE SHALL BE USED WHERE TEMPORARY MARKINGS ARE PLACED ON PERMANENT PAVEMENT.
- NON-APPLICABLE TRAFFIC CONTROL ADVANCED WARNING SIGNS SHALL BE COVERED DURING THE WINTER MONTHS WHEN NO CONSTRUCTION ACTIVITY IS TAKING PLACE.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- ALL W20-1 SIGNS SHALL BE PLACED IN ACCORDANCE WITH SDD, "TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.", SDD, "TRAFFIC CONTROL, ADVANCED WARNING SIGNS FOR 45 M.P.H. OR GREATER" AND SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS FOR 40 M.P.H. OR LESS", 2-WAY UNDIVIDED ROAD OPEN TO TRAFFIC, AND AS DIRECTED BY THE ENGINEER.
- DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL: ADVANCE WARNING	SHEET 182	E



1 — ROAD WORK 1 MILE (W20-1)

5 — FINES DOUBLE IN WORK ZONES (Give 'em BRAKE SLOW DOWN) — W21-62, 96" X 48"

6 — END ROAD WORK — G20-2A, 48" X 24"

7 — ROAD CLOSED TO THRU TRAFFIC — R11-4, 60" X 30"

8 — ROAD CLOSED AT HWY 35 — SPEC SIGN PLATE, 60" X 24"

9A — ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60" X 30"

9 — ROAD CLOSED 1 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3, 60" X 30"

10 — ROAD WORK AHEAD (W20-1)

NOTE: * SIGNS - STAGE 1 & 2 ONLY. REMOVE AFTER INTERCHANGE HAS BEEN OPENED TO TRAFFIC.

GENERAL NOTES FOR ALL TRAFFIC CONTROL

- ALL SIGNS ON STH 35 SHALL BE PLACED ON BOTH SIDES OF THE ROADWAY.
- ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER IN ACCORDANCE WITH ALL STANDARD DETAIL DRAWINGS.
- DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCE OF OPERATIONS.
- TEMPORARY OR PERMANENT SIGNS WHICH CONFLICT WITH THE STAGED TRAFFIC CONTROL PLAN SHALL BE REMOVED OR COVERED.
- EXISTING AND ADVANCED WARNING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQUIRED BY THE ENGINEER IN THE FIELD. INCIDENTAL TO CONTRACT.
- ROAD MACHINERY, TRUCK ENTRANCE, FLAGMAN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO FLASHER SHALL BE USED WITH A COVERED SIGN.
- "WO" SERIES SIGN ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.
- DETAILS FOR MAINTENANCE OR TRAFFIC THROUGH MINOR INTERSECTIONS ARE NOT SHOWN.
- LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE NOTED IN THE TRAFFIC CONTROL PLANS.
- SIGNS FOR ADVANCED WARNING OR CONSTRUCTION SHALL BE PLACED IN STAGE 1 OF CONSTRUCTION.
- REMOVABLE TAPE SHALL BE USED WHERE TEMPORARY MARKINGS ARE PLACED ON PERMANENT PAVEMENT.
- NON-APPLICABLE TRAFFIC CONTROL ADVANCED WARNING SIGNS SHALL BE COVERED DURING THE WINTER MONTHS WHEN NO CONSTRUCTION ACTIVITY IS TAKING PLACE.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- ALL W20-1 SIGNS SHALL BE PLACED IN ACCORDANCE WITH SDD, "TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.", SDD, "TRAFFIC CONTROL, ADVANCED WARNING SIGNS FOR 45 M.P.H. OR GREATER" AND SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS FOR 40 M.P.H. OR LESS", 2-WAY UNDIVIDED ROAD OPEN TO TRAFFIC, AND AS DIRECTED BY THE ENGINEER.
- DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL: ADVANCE WARNING	SHEET	E

FILE NAME = C:\WISDOT\DESIGN\3D\7200201\SHEETSPLAN\023301_AW.DWG PLOT DATE = 8/3/2008 8:36 AM PLOT BY = DOTERA PLOT NAME = PLOT SCALE = 1.TN:1000.FT

STAGE 1 TRAFFIC

- CLOSE RADIO ROAD INTERSECTION TO LOCAL TRAFFIC AT STH 35 AFTER OPENING PAULSON ROAD TO TRAFFIC. INTERSECTION MAY REMAIN OPEN FOR CONSTRUCTION SITE INGRESS AND EGRESS ONLY.
- LANE CLOSURES ALLOWED ON STH 35 ONLY WHEN CONTRACTOR IS WORKING WITHIN 6-FT OF EDGE LINE. LANE MUST BE REOPENED WHEN NO WORKERS ARE PRESENT.
- OBSERVE LANE CLOSURE RESTRICTION ON STH 35 NB AND STH 35 SB.
- REDUCE SPEED ON STH 35 TO 55 MPH ONLY DURING TIMES OF LANE CLOSURES.
- DURING SINGLE LANE CLOSURES, A MINIMUM OF 700' IS REQUIRED TO SHIFT 1-LANE TRAFFIC TO ADJACENT LANE.
- UTILIZE CONSTRUCTED RAMPS FOR TRAFFIC DURING B-55-232 BEAM SETTING OPERATIONS BETWEEN DESIGNATED HOURS. AT A MINIMUM, RAMPS MUST HAVE FULL DEPTH AGGREGATE BASE.
- TRAFFIC MUST BE REDUCED TO A SINGLE LANE DURING DECK FORMING, POURING, AND STRIPPING OPERATIONS WHEN CONSTRUCTION OPERATIONS ARE WITHIN 6-FT HORIZONTAL OF LIVE TRAFFIC.

STAGE 1 CONSTRUCTION OVERVIEW

- CONSTRUCT PAULSON ROAD EXTENSION AND PAULSON RAB TEMPORARY BYPASS. OPEN TO LOCAL TRAFFIC.
- GRADE ROUNDABOUTS TO FINAL CONTOURS
- GRADE AND PLACE AGGREGATE BASE ON INTERCHANGE RAMPS
- GRADE RADIO RD/CHAPMAN DR TO FINAL CONTOURS, STA 180+00 - 213+00.
- GRADE RADIUS WIDENING AT EXISTING RADIO RD/CHAPMAN DR INTERSECTION.
- GRADE BYLANDER PE
- REMOVE EXISTING RADIO ROAD/STH 35 INTERSECTION.
- CONSTRUCT B-55-232 ABUTMENTS.
- SET BEAMS AND FORM DECK, B-55-232.

GENERAL NOTE

- LOADED SCRAPERS AND OTHER OFF-ROAD VEHICLES WILL NOT BE ALLOWED TO CROSS STH 35 TRAFFIC. CROSSING MOVEMENT OF UNLOADED CONSTRUCTION EQUIPMENT MAY BE PERMITTED ON A LIMITED BASIS WITH THE PRIOR APPROVAL OF THE CONSTRUCTION ENGINEER.

LEGEND

WORK AREA

DIRECTION OF TRAFFIC

CLOSE RADIO RD STA 180+00-213+00

RADIO RD

PAULSON RAB TEMPORARY ROAD

PAULSON RD

CLOSE EXISTING RADIO RD INTERSECTION AND TURN LANE TO LOCAL TRAFFIC UPON OPENING PAULSON RD

B-55-232 SET BEAMS AND FORM DECK

SE RAMP

NE RAMP

STH 35 SB LANES

STH 35 NB LANES

EXISTING DRIVEWAY AND MEDIAN CROSSOVER TO REMAIN OPEN

EXISTING DRIVEWAY AND MEDIAN CROSSOVER TO REMAIN OPEN

EXISTING DRIVEWAY CLOSED

B-55-232 CONSTRUCT PIER, AND ABUTMENTS

WHITETAIL BLVD INTERSECTION TO REMAIN OPEN

CHAPMAN DR

CHAPMAN DR OPEN TO LOCAL TRAFFIC ONLY

0 250 500 750 FEET

SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL OVERVIEW - STAGE 1	SHEET E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\034100_TC_OV1.DWG PLOT DATE = 8/3/2009 8:36 AM PLOT BY = DOTEBA PLOT NAME = PLOT SCALE = 1.IN=500.FT

2

LEGEND

WORK AREA

DIRECTION OF TRAFFIC

N

RADIO RD

PAULSON RD

SE RAMP

SW RAMP

NW RAMP

NE RAMP

B-55-232

GRADE AND PLACE AGGREGATE BASE ON INTERCHANGE RAMPS

CLOSE MEDIAN CROSSOVER UPON COMPLETION OF BYLANDER PE

STH 35 NB LANES

STH 35 SB LANES

CONSTRUCT BYLANDER PE.

OLD CHAPMAN DR

GRADE AND PAVE LARGER INTERSECTION RADIUS

CONSTRUCT OLD CHAPMAN DR STA 18+00-20+00

CHAPMAN DR

0 250 500 750 FEET

SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL OVERVIEW - STAGE 1	SHEET	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\034100_TC_OV1.DWG PLOT DATE = 8/3/2009 9:36 AM PLOT BY = DOTERA PLOT NAME = PLOT SCALE = 1 IN=500 FT

2

STAGE 2 TRAFFIC

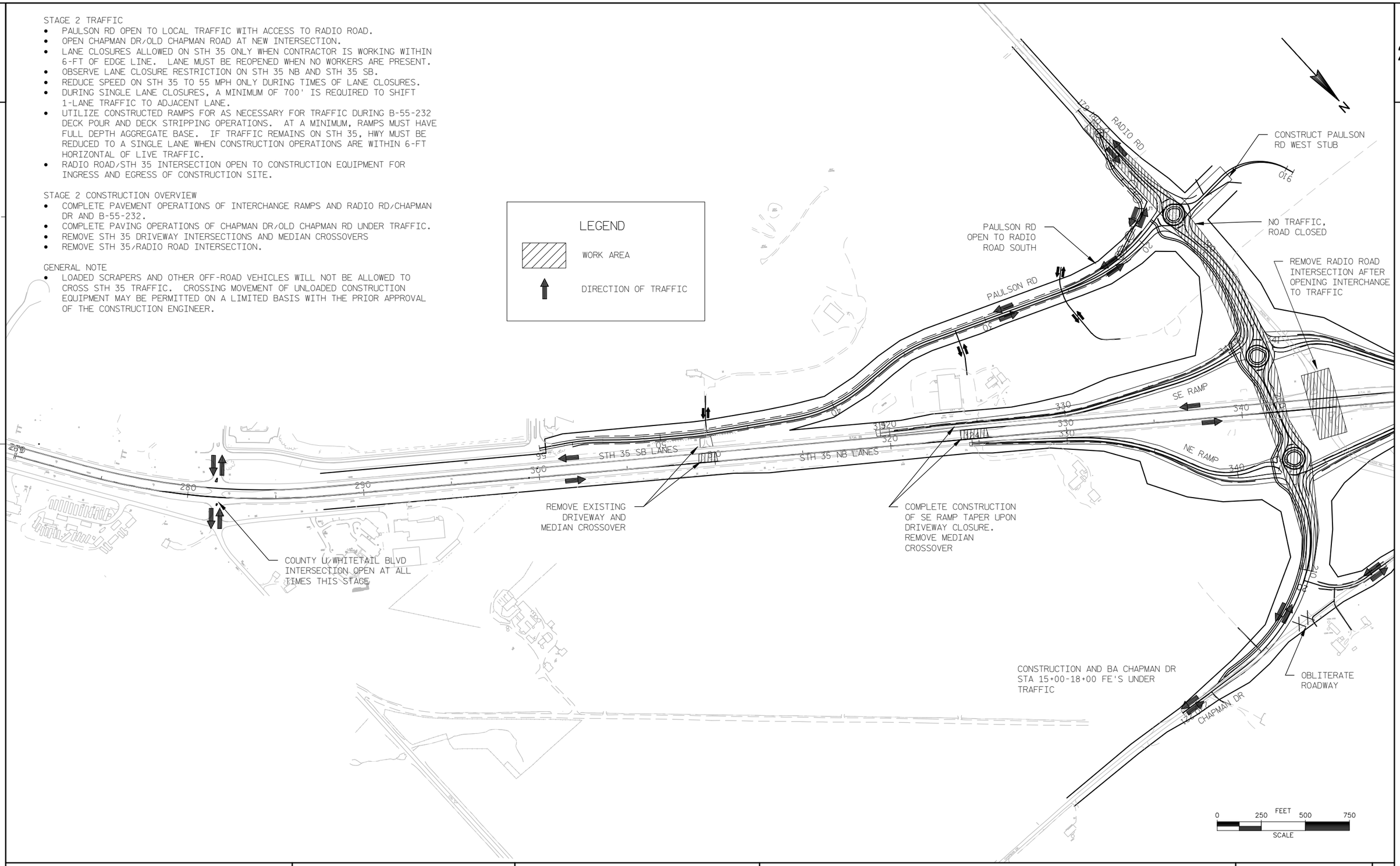
- PAULSON RD OPEN TO LOCAL TRAFFIC WITH ACCESS TO RADIO ROAD.
- OPEN CHAPMAN DR/OLD CHAPMAN ROAD AT NEW INTERSECTION.
- LANE CLOSURES ALLOWED ON STH 35 ONLY WHEN CONTRACTOR IS WORKING WITHIN 6-FT OF EDGE LINE. LANE MUST BE REOPENED WHEN NO WORKERS ARE PRESENT.
- OBSERVE LANE CLOSURE RESTRICTION ON STH 35 NB AND STH 35 SB.
- REDUCE SPEED ON STH 35 TO 55 MPH ONLY DURING TIMES OF LANE CLOSURES.
- DURING SINGLE LANE CLOSURES, A MINIMUM OF 700' IS REQUIRED TO SHIFT 1-LANE TRAFFIC TO ADJACENT LANE.
- UTILIZE CONSTRUCTED RAMPS FOR AS NECESSARY FOR TRAFFIC DURING B-55-232 DECK POUR AND DECK STRIPPING OPERATIONS. AT A MINIMUM, RAMPS MUST HAVE FULL DEPTH AGGREGATE BASE. IF TRAFFIC REMAINS ON STH 35, HWY MUST BE REDUCED TO A SINGLE LANE WHEN CONSTRUCTION OPERATIONS ARE WITHIN 6-FT HORIZONTAL OF LIVE TRAFFIC.
- RADIO ROAD/STH 35 INTERSECTION OPEN TO CONSTRUCTION EQUIPMENT FOR INGRESS AND EGRESS OF CONSTRUCTION SITE.

STAGE 2 CONSTRUCTION OVERVIEW

- COMPLETE PAVEMENT OPERATIONS OF INTERCHANGE RAMPS AND RADIO RD/CHAPMAN DR AND B-55-232.
- COMPLETE PAVING OPERATIONS OF CHAPMAN DR/OLD CHAPMAN RD UNDER TRAFFIC.
- REMOVE STH 35 DRIVEWAY INTERSECTIONS AND MEDIAN CROSSOVERS
- REMOVE STH 35/RADIO ROAD INTERSECTION.

GENERAL NOTE

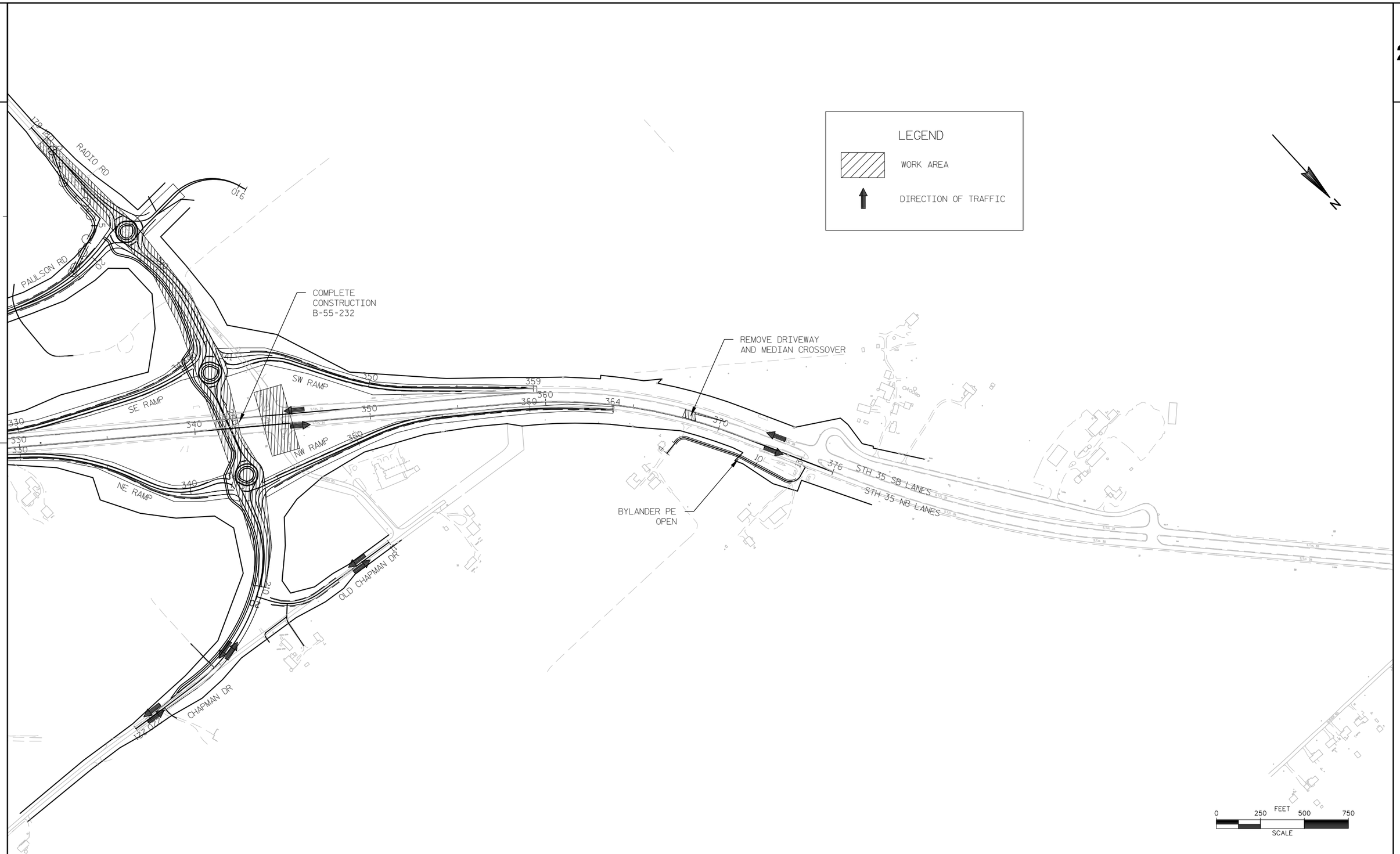
- LOADED SCRAPERS AND OTHER OFF-ROAD VEHICLES WILL NOT BE ALLOWED TO CROSS STH 35 TRAFFIC. CROSSING MOVEMENT OF UNLOADED CONSTRUCTION EQUIPMENT MAY BE PERMITTED ON A LIMITED BASIS WITH THE PRIOR APPROVAL OF THE CONSTRUCTION ENGINEER.



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL OVERVIEW - STAGE 2	SHEET E

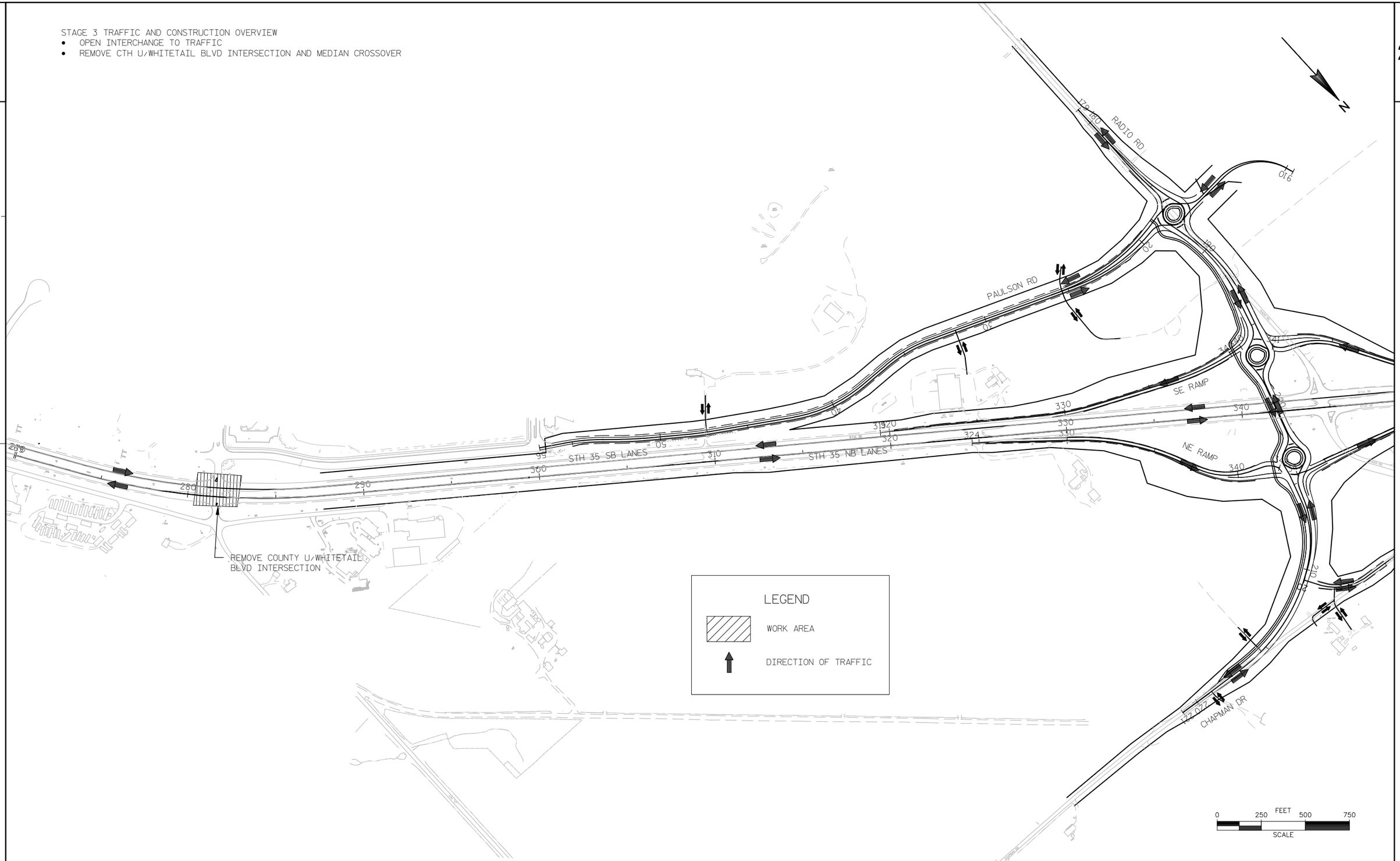
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2



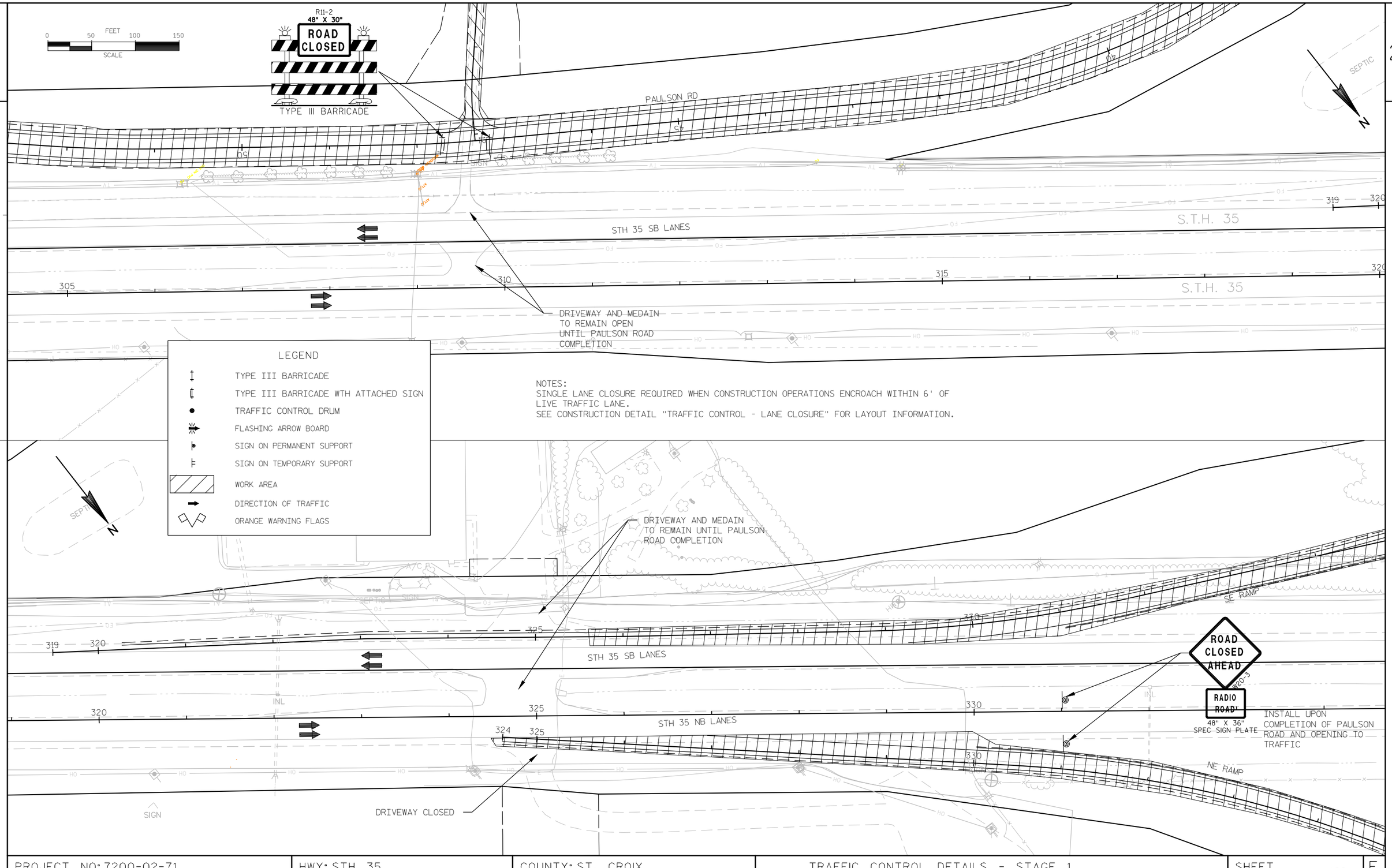
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL OVERVIEW - STAGE 2	SHEET 187	E

STAGE 3 TRAFFIC AND CONSTRUCTION OVERVIEW
- OPEN INTERCHANGE TO TRAFFIC
- REMOVE CTH U/WHITETAIL BLVD INTERSECTION AND MEDIAN CROSSOVER



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL OVERVIEW - STAGE 3	SHEET E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\024100_TC_OV3.DWG PLOT DATE: 8/3/2008 8:36 AM PLOT BY: DOTERA PLOT NAME: PLOT SCALE: 1.IN=500.FT



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 1	SHEET E

FILE NAME: C:\WISDOT\DESIGN3D\7200201\SHEETSPLAN\026100_TC_S1-R.DWG PLOT DATE: 8/3/2008 9:36 AM PLOT BY: DOTERA PLOT NAME: PLOT SCALE: 1 IN=100 FT

CONCRETE BARRIER FOR CENTER PIER CONSTRUCTION 337+47-346+34.5 8:1 FLARE TAPER

CONCRETE BARRIER FOR ABUTMENT CONSTRUCTION 340+00-343+12.5

PAVEMENT MARKING, 4" PAINT, YELLOW, ALONG STH 35 INSIDE LANE LINE AT RADIO ROAD INTERSECTION

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

CLOSE RADIO ROAD AND INSTALL BARRICADES AND SIGNS AFTER COMPLETING PAULSON ROAD CONSTRUCTION AND OPENING TO TRAFFIC. RADIO ROAD OPEN TO ROAD-LEGAL CONSTRUCTION VEHICLES FOR INGRESS AND EGRESS TO CONSTRUCITON SITE.

STH 35 SB LANES

PAVEMENT MARKING, 4" PAINT, WHITE, ALONG STH 35 OUTSIDE LANE LINE AT RADIO ROAD INTERSECTION

335 340 345

STH 35 NB LANES

CLOSE RADIO ROAD AND INSTALL BARRICADES AND SIGNS AFTER COMPLETING PAULSON ROAD CONSTRUCTION AND OPENING TO TRAFFIC

REMOVE OR COVER GREEN TYPE II SIGN, "RADIO RD"

KILKARNEY HILLS ← GOLF COURSE

MOVE TO STATION 277+00 IN CONJUNCTION WITH CLOSING RADIO RD INTERSECTION

CONCRETE BARRIER FOR ABUTMENT CONSTRUCTION 338+48-343+85.5 8:1 FLARE TAPER

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

TYPE III BARRICADE

NO TURNS

R3-3

42"X24"

INSTALL UPON COMPLETION OF PAULSON ROAD AND OPENING TO TRAFFIC

EXCEPT CONSTRUCTION VEHICLES

SPECIAL SIGN PLATE

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

NOTES:
SINGLE LANE CLOSURE REQUIRED WHEN CONSTRUCTION OPERATIONS ENCROACH WITHIN 6' OF LIVE TRAFFIC LANE.
SEE CONSTRUCTION DETAIL "TRAFFIC CONTROL - LANE CLOSURE" FOR LAYOUT INFORMATION.

INSTALL UPON COMPLETION OF PAULSON ROAD AND OPENING TO TRAFFIC

NO TURNS

R3-3

42"X24"

EXCEPT CONSTRUCTION VEHICLES

SPECIAL SIGN PLATE

ROAD CLOSED AHEAD W20-3

RADIO ROAD

48" X 36" SPEC SIGN PLATE

MOVE TO STATION 290+00 IN CONJUNCTION WITH CLOSING RADIO RD INTERSECTION

REMOVE OR COVER GREEN TYPE II SIGN, "RADIO RD"

KILKARNEY HILLS GOLF COURSE

STH 35 SB LANES

STH 35 NB LANES

SW RAMP

NW RAMP

350 355 359 360 364

FEET 0 50 100 150

SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 1	SHEET E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETS\PLAN\036100_TC_S1-R.DWG PLOT DATE: 9/3/2008 9:36 AM PLOT BY: DOTERA PLOT NAME: PLOT SCALE: 1 IN:100 FT

NOTES:
SINGLE LANE CLOSURE REQUIRED WHEN CONSTRUCTION OPERATIONS ENCROACH WITHIN 6' OF LIVE TRAFFIC LANE.
SEE CONSTRUCTION DETAIL "TRAFFIC CONTROL - LANE CLOSURE" FOR LAYOUT INFORMATION.

DRIVEWAY AND MEDIAN TO REMAIN OPEN THIS STAGE

STH 35 SB LANES

STH 35 NB LANES

S.T.H. 35

365

364

370

375

376

CONSTRUCT BYLANDER PE

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

INSTALL UPON COMPLETION OF PAULSON ROAD AND OPENING TO TRAFFIC

RADIO ROAD CLOSED 1 MILE AHEAD

SPECIAL SIGN PLATE 90" X 48"

GLOVER RD

MH

SIGN

0 50 FEET 100 150

SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 1	SHEET	E

FILE NAME = C:\WISDOT\DESIGN3D\72000201\SHEETSPLAN\026100_TC_S1_R.DWG PLOT DATE = 8/3/2008 9:36 AM PLOT BY = DOTEBA PLOT NAME = PLOT SCALE = 1.IN=100.FT

0 50 FEET 100 150
SCALE

ACCESS TO DRIVEWAYS
OPEN AT ALL TIMES

PAULSON ROAD RAB

N

179 RADIO RD 180

185 185

190 190

RADIO RD

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

PAULSON RAB
TEMPORARY BYPASS

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

PAULSON RD

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

RADIO RD.

SOUTH TERMINAL RAB

NW RAMP

NORTH TERMINAL RAB

195 195

190 190

RADIO RD

RADIO RD

345

343 205

205

342

340

STH 35 SB LANES

STH 35 NB LANES

SE RAMP

NE RAMP

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 1	SHEET	E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\036100_TC_S1-R.DWG PLOT DATE: 8/3/2008 8:36 AM PLOT BY: POTERA PLOT NAME: PLOT SCALE: 1.IN:100.FT

OLD CHAPMAN DR

CONSTRUCT INTERSECTION WIDENING PRIOR TO CLOSING RADIO RD

DRIVEWAY ACCESS TO REMAIN OPEN AT ALL TIMES

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

INSTALL UPON COMPLETION OF PAULSON ROAD AND OPENING TO TRAFFIC

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

CHAPMAN DR

0 50 100 150 FEET
SCALE

N

DRIVEWAY ACCESS TO REMAIN OPEN AT ALL TIMES

CHAPMAN DR

R11-3
60"X30"
ROAD CLOSED
1/2 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE

INSTALL UPON COMPLETION OF PAULSON ROAD AND OPENING TO TRAFFIC

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

N

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 1	SHEET 193	E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\026100_TC_S1-B.DWG PLOT DATE: 8/3/2009 8:36 AM PLOT BY: POTERA PLOT NAME: PLOT SCALE: 1 IN:100 FT

0 50 FEET 100 150
SCALE

PAULSON RD

WHITETAIL BLVD

STH 35 SB LANES

STH 35 NB LANES

CTH U

275 280 285

SIGN TO REMAIN
UNTIL INTERCHANGE IS
OPEN TO TRAFFIC

**RADIO ROAD
CLOSED
1 MILE AHEAD**

SPECIAL SIGN PLATE
90" X 48"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

PAULSON RD

STH 35 SB LANES

STH 35 NB LANES

290 295 300 305

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 2	SHEET E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\026200_TC_S2.DWG PLOT DATE = 8/3/2009 9:36 AM PLOT BY = DOTERA PLOT NAME = PLOT SCALE = 1 IN=100 FT

SCALE 0 50 100 150 FEET

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

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

PAULSON RD

SEPTIC

SIGN

REMOVE DRIVEWAY AND MEDAIN THIS STAGE

NO TURNS
R3-3
42"X24"

STH 35 SB LANES

S.T.H. 35

305 310 315 319 320

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

NOTES:
SINGLE LANE CLOSURE REQUIRED WHEN CONSTRUCTION OPERATIONS ENCROACH WITHIN 6' OF LIVE TRAFFIC LANE.
SEE CONSTRUCTION DETAIL "TRAFFIC CONTROL - LANE CLOSURE" FOR LAYOUT INFORMATION.

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

REMOVE DRIVEWAY AND MEDAIN THIS STAGE

NO TURNS
R3-3
42"X24"

SE RAMP

SIGN TO REMAIN UNTIL INTERCHANGE IS OPEN TO TRAFFIC

ROAD CLOSED AHEAD
W20-3
RADIO ROAD
SPEC SIGN PLATE
48"X36"

STH 35 SB LANES

STH 35 NB LANES

NE RAMP

319 320 325 330

NO TURNS
R3-3
42"X24"

SIGN

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

DRIVEWAY CLOSED

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 2	SHEET E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLANS\026300_TC_S2.DWG PLOT DATE = 8/3/2008 9:36 AM PLOT BY = DOTERA PLOT NAME = PLOT SCALE = 1.IN=100.FT

2

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

RADIO ROAD INTERSECTION OPEN TO CONSTRUCTION VEHICLES FOR SITE INGRESS AND EGRESS ONLY. REMOVE INTERSECTION UPON COMPLETION OF INTERCHANGE.

N

STH 35 SB LANES

335 340 345

STH 35 NB LANES

NO TURNS
R3-3
42"X24"
EXCEPT CONSTRUCTION VEHICLES
SPECIAL SIGN PLATE

SIGN TO REMAIN UNTIL INTERCHANGE IS OPEN TO TRAFFIC

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

TYPE III BARRICADE

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

SW RAMP

350 355 359

SIGN TO REMAIN UNTIL INTERCHANGE IS OPEN TO TRAFFIC

NO TURNS
R3-3
42"X24"
EXCEPT CONSTRUCTION VEHICLES
SPECIAL SIGN PLATE

NOTES:
SINGLE LANE CLOSURE REQUIRED WHEN CONSTRUCTION OPERATIONS ENCROACH WITHIN 6' OF LIVE TRAFFIC LANE.
SEE CONSTRUCTION DETAIL "TRAFFIC CONTROL - LANE CLOSURE" FOR LAYOUT INFORMATION.

ROAD CLOSED AHEAD
W20-3
RADIO ROAD
SPEC SIGN PLATE
48"X36"

SIGN TO REMAIN UNTIL INTERCHANGE IS OPEN TO TRAFFIC

N

STH 35 SB LANES

350 355 360

STH 35 NB LANES

355 360 364

NW RAMP

350

0 50 FEET 100 150
SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 2	SHEET E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLANS\026200_TC_S2.DWG PLOT DATE: 8/3/2009 9:36 AM PLOT BY: DOTERA PLOT NAME: PLOT SCALE: 1 IN:100 FT

NOTES:
SINGLE LANE CLOSURE REQUIRED WHEN CONSTRUCTION OPERATIONS ENCROACH WITHIN 6' OF LIVE TRAFFIC LANE.
SEE CONSTRUCTION DETAIL "TRAFFIC CONTROL - LANE CLOSURE" FOR LAYOUT INFORMATION.

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

DRIVEWAY AND MEDIAN TO BE REMOVED THIS STAGE

NO TURNS
R3-3
42"X24"

STH 35 SB LANES
S.T.H. 35
STH 35 NB LANES
S.T.H. 35

NO TURNS
R3-3
42"X24"

CONSTRUCT BYLANDER PE

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

SIGN TO REMAIN UNTIL INTERCHANGE OPEN TO TRAFFIC

RADIO ROAD CLOSED 1 MILE AHEAD

SPECIAL SIGN PLATE
90" X 48"

GLOVER RD
GLOVER RD
S.T.H. 35
STH 35 SB LANES
S.T.H. 35
STH 35 NB LANES

0 50 FEET 100 150
SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 2	SHEET E

FILE NAME: C:\WISDOT\DESIGN3D\72000201\SHEETPLAN\036200_TC_S2.DWG PLOT DATE: 8/3/2008 9:36 AM PLOT BY: DOTEBA PLOT NAME: PLOT SCALE: 1.IN=100.FT

2

0 50 FEET 100 150
SCALE

N

ACCESS TO DRIVEWAYS TO
REMAIN OPEN AT ALL TIMES

PAULSON RD RAB

RADIO RD

PAULSON RAB TEMPORARY BYPASS

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

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

PAULSON RD

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

NORTH TERMINAL RAB

SOUTH TERMINAL RAB

STH 35 SB LANES

STH 35 NB LANES

SE RAMP

NE RAMP

N

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 2	SHEET	E

FILE NAME: C:\WISDOT\DESIGN\C3D\7200201\SHEETSPLAN\026200_TC_S2.DWG PLOT DATE: 8/3/2008 8:36 AM PLOT BY: DOTERA PLOT NAME: PLOT SCALE: 1 IN:100 FT

OLD CHAPMAN DR

CHAPMAN DR

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

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

R11-4
60"X30"
ROAD CLOSED
1/2 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE

0 50 FEET 100 150
SCALE

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 2	SHEET 199	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\026200_TC_S2.DWG PLOT DATE = 8/3/2009 8:36 AM PLOT BY = POTERA PLOT NAME = PLOT SCALE = 1 IN:100 FT

2

0 50 FEET 100 150
SCALE

N

STH 65 INTERCHANGE ON RAMP
STH 35 SB LANES
STH 35 NB LANES
STH 65 INTERCHANGE OFF RAMP
I SIGN
INL
SIGN

WHITETAIL BLVD
CTH U CLOSED
1 MILE AHEAD

SPECIAL SIGN PLATE
96" X 48"

STH 65
STH 35 NB LANES
STH 35 SB LANES
STH 65 INTERCHANGE ON RAMP
MH

HWY 35 CTH U
INTERSECTION
CLOSED

SPECIAL SIGN PLATE
78" X 36"

OR

FRONTAGE RD

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

NOTES:
REMOVE OR COVER ALL TYPE II SIGNS REFERENCING "WHITETAIL BLVD" OR "CTH U" PRIOR TO CLOSING THE INTERSECTION TO TRAFFIC.
SINGLE LANE CLOSURE REQUIRED WHEN CONSTRUCTION OPERATIONS ENCROACH WITHIN 4' OF EDGE LINE.
SB TRAFFIC LANE CLOSURE:

- SEE CONSTRUCTION DETAIL "TRAFFIC CONTROL - LANE CLOSURE" FOR LAYOUT INFORMATION.
- ADDITIONAL W20-5 " LEFT/RIGHT LANE CLOSED AHEAD" AND W3-5 "SPEED LIMIT 55 AHEAD" REQUIRED ON RADIO ROAD INTERCHANGE SE RAMP
- SB LANE CLOSURE NOT ALLOWED BETWEEN 3:00 PM AND 7:00 PM

NB TRAFFIC LANE CLOSURE:

- CLOSE STH 35 NB LANE PRIOR TO STH 65 INTERCHANGE ON-RAMP GORE. SEE SDD "EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE" FOR DETAILED SIGN LAYOUT.
- NB LANE CLOSURE NOT ALLOWED BETWEEN 7:00 AM AND 9:00 AM

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 3	SHEET	E

FILE NAME: C:\WISDOT\DESIGN\C3D\7200201\SHEETS\PLAN\026300_TC_S3.DWG PLOT DATE: 8/3/2009 8:36 AM PLOT BY: DOTERA PLOT NAME: PLOT SCALE: 1 IN:100 FT

NOTES:
REMOVE OR COVER ALL TYPE II SIGNS REFERENCING "WHITETAIL BLVD" OR "CTH U" PRIOR TO CLOSING THE INTERSECTION TO TRAFFIC.
SINGLE LANE CLOSURE REQUIRED WHEN CONSTRUCTION OPERATIONS ENCROACH WITHIN 4' OF EDGE LINE.
SB TRAFFIC LANE CLOSURE:

- SEE CONSTRUCTION DETAIL "TRAFFIC CONTROL - LANE CLOSURE" FOR LAYOUT INFORMATION.
- ADDITIONAL W20-5 " LEFT/RIGHT LANE CLOSED AHEAD" AND W3-5 "SPEED LIMIT 55 AHEAD" REQUIRED ON RADIO ROAD INTERCHANGE SE RAMP
- SB LANE CLOSURE NOT ALLOWED BETWEEN 3:00 PM AND 7:00 PM

NB TRAFFIC LANE CLOSURE:

- CLOSE STH 35 NB LANE PRIOR TO STH 65 INTERCHANGE ON-RAMP GORE. SEE SDD "EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE" FOR DETAILED SIGN LAYOUT.
- NB LANE CLOSURE NOT ALLOWED BETWEEN 7:00 AM AND 9:00 AM

ROAD CLOSED AHEAD
W20-3
WHITETAIL BLVD
SPECIAL SIGN PLATE 54"X36"

NO TURNS
R3-3
48"X48"

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

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

STH 35 SB LANES
STH 35 NB LANES
INL
SIGN

ROAD CLOSED AHEAD
W20-3
COUNTY U
MS-IA
36"X36"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

REMOVE TYPE II SIGN "WHITETAIL BLVD"

N

FEET
0 50 100 150
SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 3	SHEET E

FILE NAME: C:\WISDOT\DESIGN\C3D\7200201\SHEETSPLAN\026300_TC_S3.DWG PLOT DATE: 9/3/2008 9:36 AM PLOT BY: DOTERA PLOT NAME: PLOT SCALE: 1 IN:100 FT

2

2

N

0 50 FEET 100 150

SCALE

WHITETAIL BLVD
HWY U CLOSED
1 MILE AHEAD

SPECIAL SIGN PLATE
96" X 48"

SW RAMP

STH 35 SB LANES

STH 35 NB LANES

355 NW RAMP

353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368

INL

OH

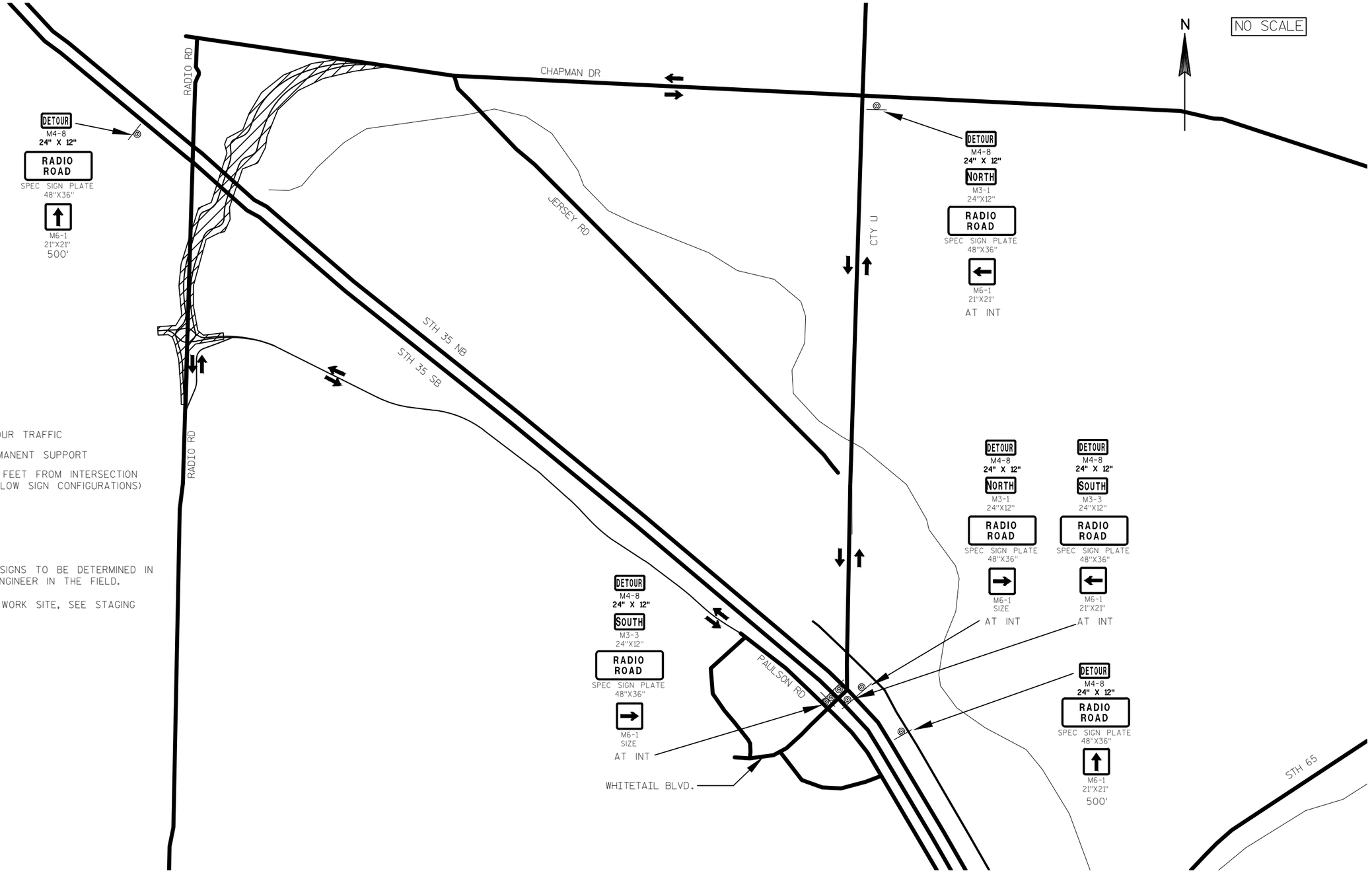
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- ORANGE WARNING FLAGS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	TRAFFIC CONTROL DETAILS - STAGE 3	SHEET	E

FILE NAME = C:\WISDOT\DESIGN\C3D\7200201\SHEETSPLAN\026300_TC_S3.DWG PLOT DATE = 9/3/2008 9:36 AM PLOT BY = POTERA PLOT NAME = PLOT SCALE = 1.1N:100.FT

2



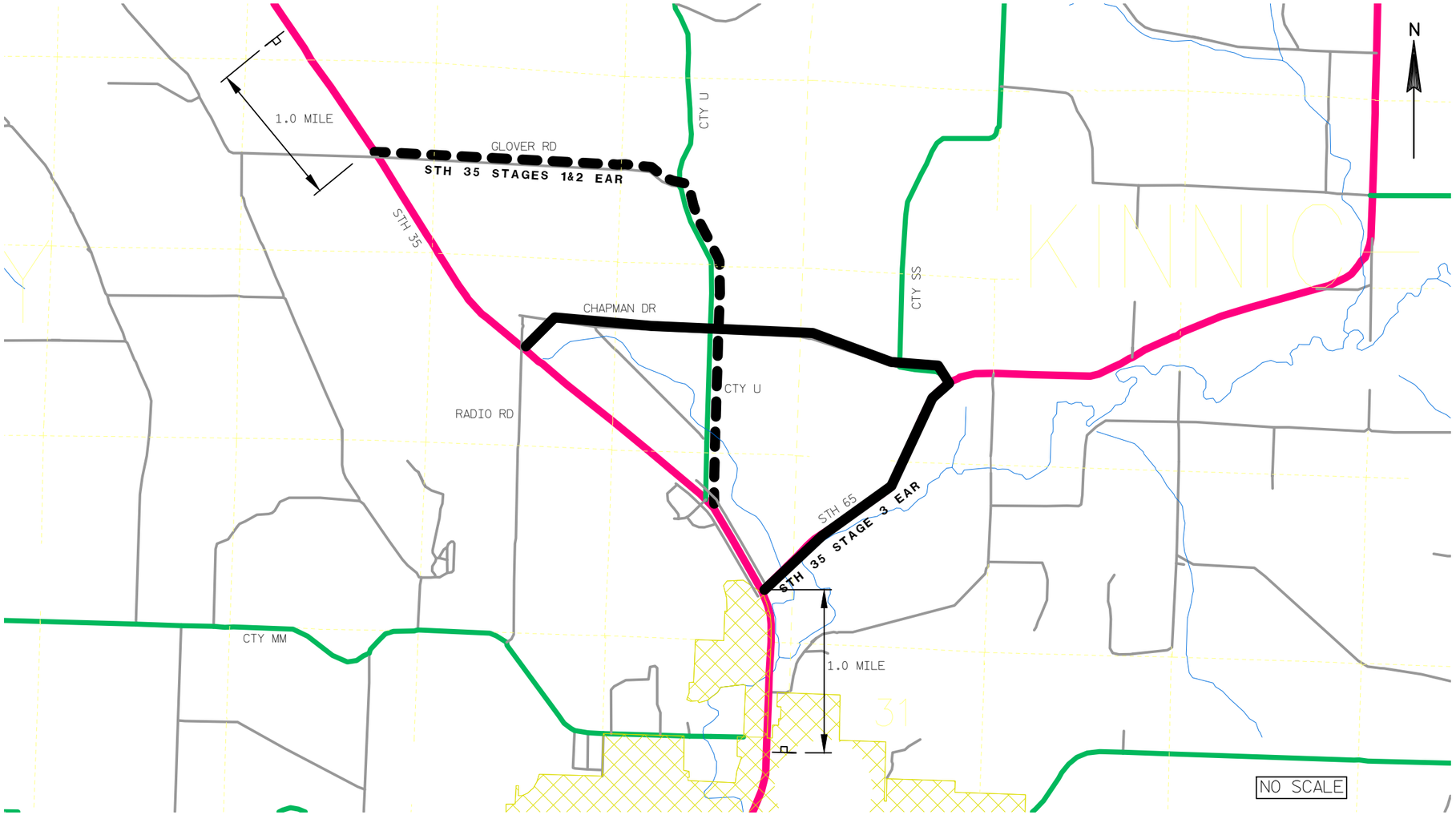
LEGEND:

- WORK AREA
- DIRECTION OF DETOUR TRAFFIC
- DETOUR SIGN, PERMANENT SUPPORT
- 1000' SIGN LOCATION, IN FEET FROM INTERSECTION (TEXT LOCATED BELOW SIGN CONFIGURATIONS)

NOTES:

1. EXACT LOCATION OF SIGNS TO BE DETERMINED IN THE FIELD BY THE ENGINEER IN THE FIELD.
2. FOR SIGNING AT THE WORK SITE, SEE STAGING PLAN SHEETS

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	DETOUR PLAN: RADIO ROAD	SHEET _____	E



PORTABLE CHANGEABLE MESSAGE SIGN

MESSAGE (EMERGENCY ONLY)
FRAME 1 - "ROAD CLOSED AHEAD"
FRAME 2 - "BE PREPARED TO STOP"

GENERAL NOTES:

THE EMERGENCY ALTERNATE ROUTE (EAR) IS AN UN-SIGNED ROUTE THAT WILL BE USED FOR TRAFFIC MANAGEMENT IN THE EVENT OF A MAJOR INCIDENT ON STH 35 DURING CONSTRUCTION. THE EAR WILL ONLY BE USED IF TRAFFIC CANNOT TRAVEL ON STH 35

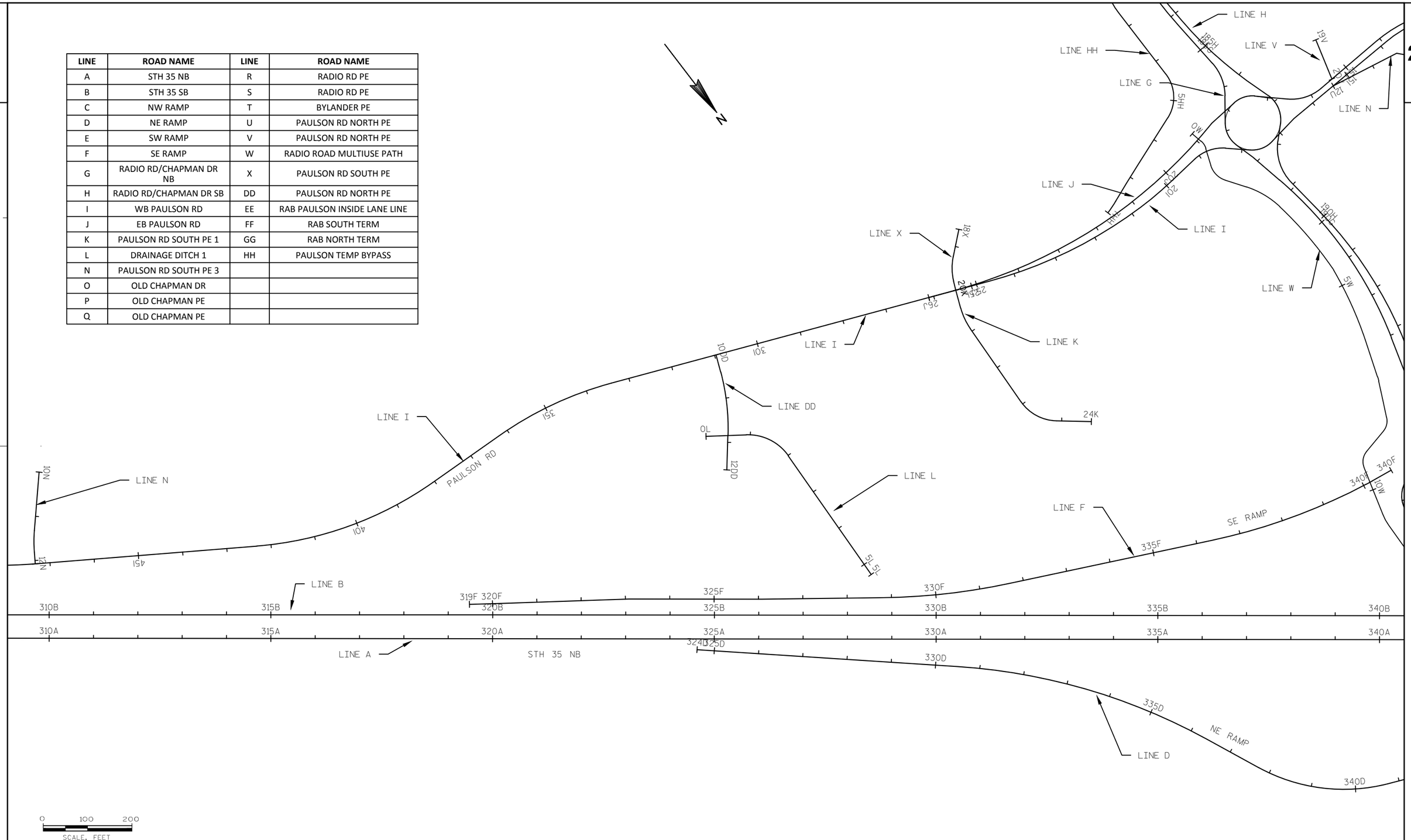
STAGE 1 & STAGE 2 ROUTE WILL UTILIZE EXISTING CTH U AND GLOVER ROAD.

STAGE 3 ROUTE WILL UTILIZE STH 65, CTH SS, AND CHAPMAN DR AND RADIO ROAD INTERCHANGE.

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EMERGENCY ALTERNATE ROUTE (EAR)	SHEET	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\027001_ALT.DWG PLOT DATE = 8/3/2008 8:36 AM PLOT BY = DOTERA PLOT NAME = PLOT SCALE = 0.000394

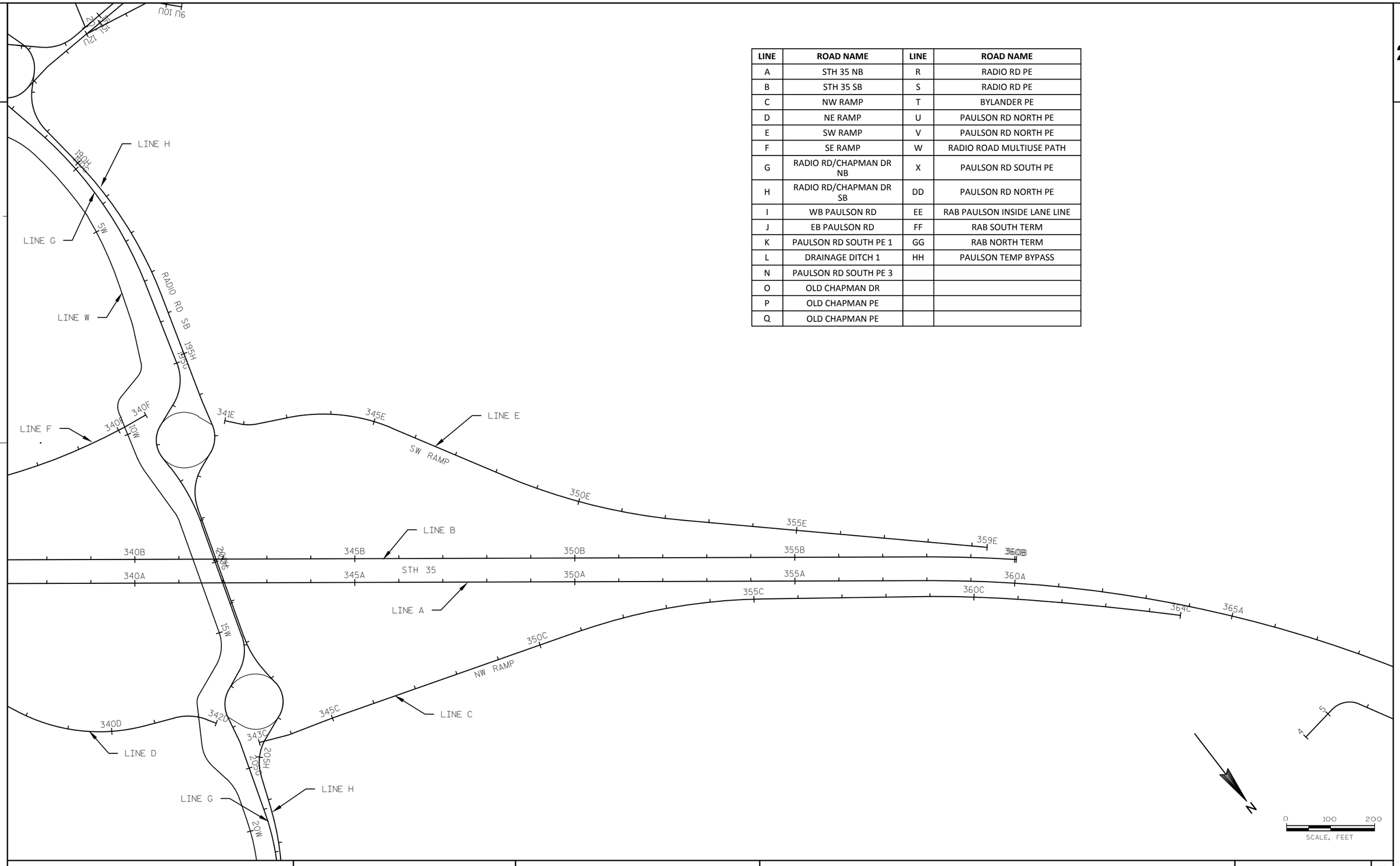
LINE	ROAD NAME	LINE	ROAD NAME
A	STH 35 NB	R	RADIO RD PE
B	STH 35 SB	S	RADIO RD PE
C	NW RAMP	T	BYLANDER PE
D	NE RAMP	U	PAULSON RD NORTH PE
E	SW RAMP	V	PAULSON RD NORTH PE
F	SE RAMP	W	RADIO ROAD MULTIUSE PATH
G	RADIO RD/CHAPMAN DR NB	X	PAULSON RD SOUTH PE
H	RADIO RD/CHAPMAN DR SB	DD	PAULSON RD NORTH PE
I	WB PAULSON RD	EE	RAB PAULSON INSIDE LANE LINE
J	EB PAULSON RD	FF	RAB SOUTH TERM
K	PAULSON RD SOUTH PE 1	GG	RAB NORTH TERM
L	DRAINAGE DITCH 1	HH	PAULSON TEMP BYPASS
N	PAULSON RD SOUTH PE 3		
O	OLD CHAPMAN DR		
P	OLD CHAPMAN PE		
Q	OLD CHAPMAN PE		



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ALIGNMENT DETAILS	SHEET 205	E

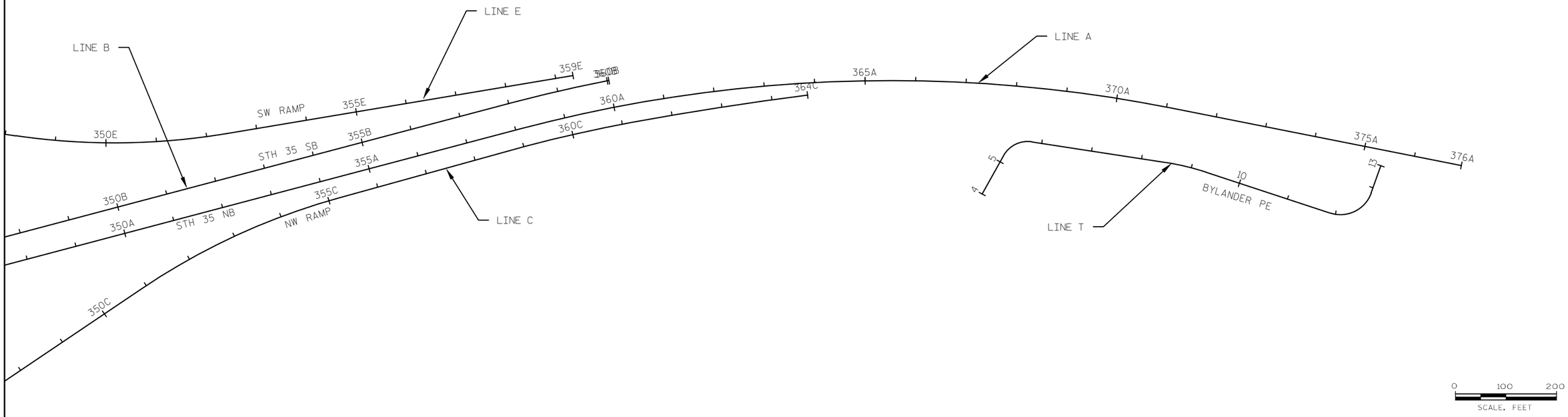
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LINE	ROAD NAME	LINE	ROAD NAME
A	STH 35 NB	R	RADIO RD PE
B	STH 35 SB	S	RADIO RD PE
C	NW RAMP	T	BYLANDER PE
D	NE RAMP	U	PAULSON RD NORTH PE
E	SW RAMP	V	PAULSON RD NORTH PE
F	SE RAMP	W	RADIO ROAD MULTIUSE PATH
G	RADIO RD/CHAPMAN DR NB	X	PAULSON RD SOUTH PE
H	RADIO RD/CHAPMAN DR SB	DD	PAULSON RD NORTH PE
I	WB PAULSON RD	EE	RAB PAULSON INSIDE LANE LINE
J	EB PAULSON RD	FF	RAB SOUTH TERM
K	PAULSON RD SOUTH PE 1	GG	RAB NORTH TERM
L	DRAINAGE DITCH 1	HH	PAULSON TEMP BYPASS
N	PAULSON RD SOUTH PE 3		
O	OLD CHAPMAN DR		
P	OLD CHAPMAN PE		
Q	OLD CHAPMAN PE		



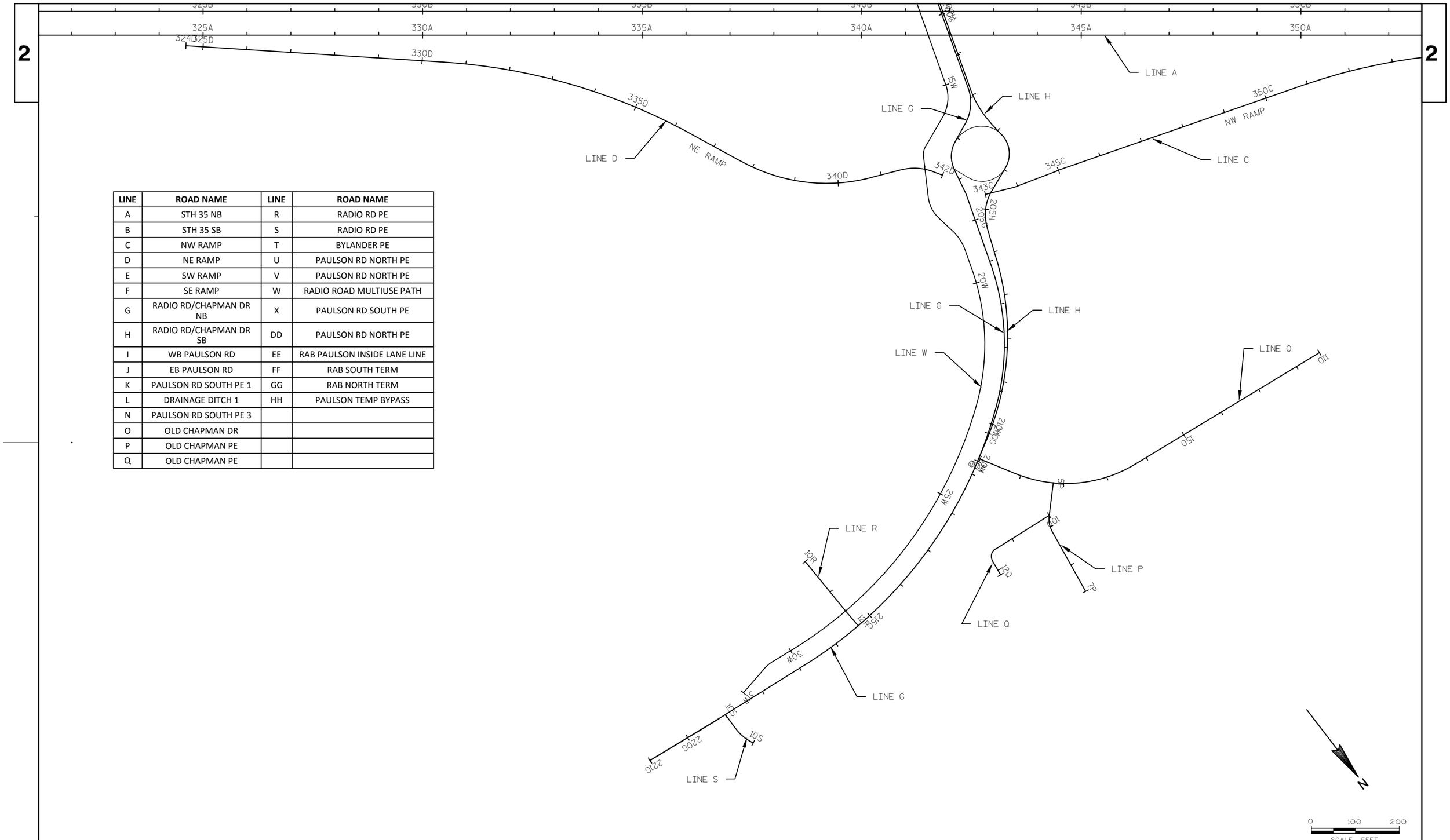
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ALIGNMENT DETAILS	SHEET 206	E

LINE	ROAD NAME	LINE	ROAD NAME
A	STH 35 NB	R	RADIO RD PE
B	STH 35 SB	S	RADIO RD PE
C	NW RAMP	T	BYLANDER PE
D	NE RAMP	U	PAULSON RD NORTH PE
E	SW RAMP	V	PAULSON RD NORTH PE
F	SE RAMP	W	RADIO ROAD MULTIUSE PATH
G	RADIO RD/CHAPMAN DR NB	X	PAULSON RD SOUTH PE
H	RADIO RD/CHAPMAN DR SB	DD	PAULSON RD NORTH PE
I	WB PAULSON RD	EE	RAB PAULSON INSIDE LANE LINE
J	EB PAULSON RD	FF	RAB SOUTH TERM
K	PAULSON RD SOUTH PE 1	GG	RAB NORTH TERM
L	DRAINAGE DITCH 1	HH	PAULSON TEMP BYPASS
N	PAULSON RD SOUTH PE 3		
O	OLD CHAPMAN DR		
P	OLD CHAPMAN PE		
Q	OLD CHAPMAN PE		



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ALIGNMENT DETAILS	SHEET - 207	E

LINE	ROAD NAME	LINE	ROAD NAME
A	STH 35 NB	R	RADIO RD PE
B	STH 35 SB	S	RADIO RD PE
C	NW RAMP	T	BYLANDER PE
D	NE RAMP	U	PAULSON RD NORTH PE
E	SW RAMP	V	PAULSON RD NORTH PE
F	SE RAMP	W	RADIO ROAD MULTIUSE PATH
G	RADIO RD/CHAPMAN DR NB	X	PAULSON RD SOUTH PE
H	RADIO RD/CHAPMAN DR SB	DD	PAULSON RD NORTH PE
I	WB PAULSON RD	EE	RAB PAULSON INSIDE LANE LINE
J	EB PAULSON RD	FF	RAB SOUTH TERM
K	PAULSON RD SOUTH PE 1	GG	RAB NORTH TERM
L	DRAINAGE DITCH 1	HH	PAULSON TEMP BYPASS
N	PAULSON RD SOUTH PE 3		
O	OLD CHAPMAN DR		
P	OLD CHAPMAN PE		
Q	OLD CHAPMAN PE		



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	ALIGNMENT DETAILS	SHEET 208	E

LINE A - STH 35 NB			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	269+91.240	309751.18	544544.094
End:	273+93.338	310091.74	544330.315
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	402.098	Course:	N 32° 07' 03.1511" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	273+93.338	310091.74	544330.315
RP:		308060.81	541094.931
PT:	287+60.691	311096.54	543413.712
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	20° 30' 31.5877"	Type:	LEFT
Radius:	3820		
Length:	1367.352	Tangent:	691.071
Mid-Ord:	61.017	External:	62.007
Chord:	1360.064	Course:	N 42° 22' 18.9450" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	287+60.691	311096.54	543413.712
End:	317+99.999	312941.43	540998.394
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	3039.308	Course:	N 52° 37' 34.7388" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	317+99.999	312941.43	540998.394
End:	358+10.669	315375.88	537811.09
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	4010.671	Course:	N 52° 37' 38.9963" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	358+10.669	315375.88	537811.09
RP:		317652.55	539550
PT:	371+11.813	316369.61	536988.541
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	26° 01' 22.4076"	Type:	RIGHT
Radius:	2864.788		
Length:	1301.144	Tangent:	661.991
Mid-Ord:	73.553	External:	75.491
Chord:	1289.989	Course:	N 39° 36' 57.7926" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	371+11.813	316369.61	536988.541
End:	376+94.466	316890.57	536727.611
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	582.653	Course:	N 26° 36' 16.5888" W

LINE B - STH 35 SB			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	270+09.300	309724.32	544501.214
End:	274+12.934	310066.17	544286.602
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	403.634	Course:	N 32° 07' 13.3706" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	274+12.934	310066.17	544286.602
RP:		308061.93	541094.083
PT:	287+66.543	311060.27	543378.623
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	20° 34' 28.5812"	Type:	LEFT
Radius:	3769.506		
Length:	1353.609	Tangent:	684.172
Mid-Ord:	60.596	External:	61.586
Chord:	1346.348	Course:	N 42° 24' 27.6612" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	287+66.543	311060.27	543378.623
End:	320+00.002	313019.93	540806.663
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	3233.459	Course:	N 52° 41' 41.9518" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	320+00.002	313019.93	540806.663
End:	329+99.982	313626.91	540011.969
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	999.98	Course:	N 52° 37' 40.3844" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	329+99.982	313626.91	540011.969
End:	358+10.652	315332.97	537778.313
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	2810.67	Course:	N 52° 37' 39.0000" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	358+10.652	315332.97	537778.313
RP:		317652.56	539550.007
PT:	360+03.551	315455.04	537628.994
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	03° 47' 11.7116"	Type:	RIGHT
Radius:	2918.799		
Length:	192.899	Tangent:	96.485
Mid-Ord:	1.593	External:	1.594
Chord:	192.864	Course:	N 50° 44' 03.1442" W

LINE C - NW RAMP			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	343+24.490	314736.17	539246.461
End:	343+92.618	314763.06	539183.866
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	68.128	Course:	N 66° 45' 01.2734" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	343+92.618	314763.06	539183.866
End:	344+95.391	314792.26	539085.328
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	102.773	Course:	N 73° 29' 38.5078" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	344+95.391	314792.26	539085.328
RP:		315751.05	539369.443
PT:	345+24.994	314801.09	539057.074
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	01° 41' 46.1018"	Type:	RIGHT
Radius:	1000		
Length:	29.603	Tangent:	14.803
Mid-Ord:	0.11	External:	0.11
Chord:	29.602	Course:	N 72° 38' 45.4569" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	345+24.994	314801.09	539057.074
End:	350+89.703	314977.49	538520.622
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	564.709	Course:	N 71° 47' 52.4060" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	350+89.703	314977.49	538520.622
RP:		316240.94	538936.074
PT:	355+19.472	315174.8	538140.928
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	18° 30' 51.3799"	Type:	RIGHT
Radius:	1330		
Length:	429.77	Tangent:	216.774
Mid-Ord:	17.321	External:	17.55
Chord:	427.902	Course:	N 62° 32' 26.7160" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	355+19.472	315174.8	538140.928
End:	359+04.393	315404.93	537832.374
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	384.921	Course:	N 53° 17' 01.0261" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	359+04.393	315404.93	537832.374
RP:		317652.55	539550.001
d	361+18.990	315541.57	537666.969
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	04° 20' 47.5833"	Type:	RIGHT
Radius:	2828.789		
Length:	214.597	Tangent:	107.35

FILE NAME: C:\WISDOT\DESIGN\3D\72000201\SHEETSPLAN\027201_AD.DWG PLOT DATE: 8/3/2008 8:36 AM PLOT BY: POTERA PLOT NAME: PLOT SCALE: 1 IN:100 FT

LINE C - NW RAMP CONT.

Mid-Ord:	2.035	External:	2.036
Chord:	214.545	Course:	N 50° 26' 23.0694" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	361+18.990	315541.57	537666.969
RP:		320281.62	541895.184
PT:	364+71.300	315783.26	537410.695
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	03° 10' 40.6542"	Type:	RIGHT
Radius:	6351.845		
Length:	352.311	Tangent:	176.2
Mid-Ord:	2.442	External:	2.443
Chord:	352.265	Course:	N 46° 40' 38.9506" W

LINE D - NE RAMP

Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	324+61.000	313361.8	540487.659
End:	330+49.310	313747.97	540043.836
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	588.31	Course:	N 48° 58' 23.7000" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	330+49.310	313747.97	540043.836
RP:		314766.41	540929.991
PT:	336+38.070	314217.63	539696.566
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	24° 59' 15.8044"	Type:	RIGHT
Radius:	1350		
Length:	588.759	Tangent:	299.136
Mid-Ord:	31.969	External:	32.745
Chord:	584.105	Course:	N 36° 28' 45.7978" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	336+38.070	314217.63	539696.566
End:	337+73.008	314340.92	539641.713
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	134.938	Course:	N 23° 59' 07.8956" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	337+73.008	314340.92	539641.713
RP:		314178.31	539276.254
PT:	340+74.534	314546.99	539431.414
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	43° 11' 25.7753"	Type:	LEFT
Radius:	400		
Length:	301.527	Tangent:	158.333
Mid-Ord:	28.077	External:	30.197
Chord:	294.438	Course:	N 45° 34' 50.7833" W

LINE D - NE RAMP CONT.

Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	340+74.534	314546.99	539431.414
End:	341+46.439	314574.89	539365.14
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	71.905	Course:	N 67° 10' 33.6709" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	341+46.439	314574.89	539365.14
RP:		314685.49	539411.688
PT:	342+20.321	314622.08	539309.811
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	35° 16' 33.9255"	Type:	RIGHT
Radius:	120		
Length:	73.882	Tangent:	38.154
Mid-Ord:	5.641	External:	5.92
Chord:	72.721	Course:	N 49° 32' 16.7082" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	342+20.321	314622.08	539309.811
End:	342+43.693	314641.92	539297.461
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	23.372	Course:	N 31° 53' 59.7454" W

LINE E - SW RAMP

Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	341+56.470	314108.62	538862.62
End:	341+89.994	314134.19	538840.938
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	33.524	Course:	N 40° 17' 51.0014" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	341+89.994	314134.19	538840.938
RP:		314069.51	538764.668
PT:	342+31.073	314159.26	538808.765
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	23° 32' 11.5879"	Type:	LEFT
Radius:	100		
Length:	41.079	Tangent:	20.833
Mid-Ord:	2.102	External:	2.147
Chord:	40.791	Course:	N 52° 03' 56.7954" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	342+31.073	314159.26	538808.765
End:	343+03.231	314191.08	538744.002
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	72.158	Course:	N 63° 50' 02.5893" W

LINE E - SW RAMP CONT.

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	343+03.231	314191.08	538744.002
RP:		314550.09	538920.391
PT:	345+42.825	314353.03	538572.3
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	34° 19' 09.4381"	Type:	RIGHT
Radius:	400		
Length:	239.594	Tangent:	123.512
Mid-Ord:	17.805	External:	18.635
Chord:	236.028	Course:	N 46° 40' 27.8703" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	345+42.825	314353.03	538572.3
End:	348+20.538	314594.71	538435.485
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	277.714	Course:	N 29° 30' 53.1512" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	348+20.538	314594.71	538435.485
RP:		313929.63	537260.676
PT:	352+40.761	314922.56	538175.333
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	17° 50' 05.2631"	Type:	LEFT
Radius:	1350		
Length:	420.222	Tangent:	211.824
Mid-Ord:	16.318	External:	16.517
Chord:	418.528	Course:	N 38° 25' 55.7828" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	352+40.761	314922.56	538175.333
End:	359+34.875	315392.84	537664.811
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	694.114	Course:	N 47° 20' 58.4143" W

LINE F - SE RAMP			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	319+48.000	312969.54	540833.976
End:	320+27.407	313015.7	540769.368
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	79.407	Course:	N 54° 27' 10.3049" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	320+27.407	313015.7	540769.368
End:	323+07.742	313177.81	540540.655
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	280.335	Course:	N 54° 40' 19.7362" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	323+07.742	313177.81	540540.655
End:	326+07.742	313359.9	540302.242
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	300	Course:	N 52° 37' 40.3844" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	326+07.742	313359.9	540302.242
End:	328+75.994	313519.93	540086.95
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	268.252	Course:	N 53° 22' 35.7764" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	328+75.994	313519.93	540086.95
RP:		312328.11	539201.069
PT:	331+70.135	313670.95	539835.099
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	11° 20' 55.8810"	Type:	LEFT
Radius:	1485		
Length:	294.141	Tangent:	147.553
Mid-Ord:	7.277	External:	7.313
Chord:	293.661	Course:	N 59° 03' 03.7169" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	331+70.135	313670.95	539835.099
End:	336+34.797	313869.34	539414.918
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	464.662	Course:	N 64° 43' 31.6574" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	336+34.797	313869.34	539414.918
RP:		312656.4	538842.223
PCC:	340+06.104	313979.68	539061.624

LINE F - SE RAMP CONT.

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	15° 51' 37.6274"	Type:	LEFT
Radius:	1341.345		
Length:	371.307	Tangent:	186.848
Mid-Ord:	12.828	External:	12.951
Chord:	370.123	Course:	N 72° 39' 20.4711" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	340+06.104	313979.68	539061.624
RP:		313486.41	538979.84
PT:	340+21.791	313982	539046.111
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	01° 47' 51.3782"	Type:	LEFT
Radius:	500		
Length:	15.687	Tangent:	7.844
Mid-Ord:	0.062	External:	0.062
Chord:	15.686	Course:	N 81° 29' 04.9739" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	340+21.791	313982	539046.111
End:	340+71.035	313988.53	538997.302
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	49.244	Course:	N 82° 23' 00.6630" W

LINE G - RADIO ROAD / CHAPMAN DR NB			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	179+00.000	312374.2	538771.479
End:	180+76.801	312551	538771.145
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	176.801	Course:	N 00° 06' 29.8930" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	180+76.801	312551	538771.145
End:	182+00.877	312675.08	538771.402
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	124.076	Course:	N 00° 07' 06.1025" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	182+00.877	312675.08	538771.402
End:	183+12.140	312786.32	538773.205
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	111.263	Course:	N 00° 55' 42.8266" E

LINE G - RADIO RD / CHAPMANE DR NB CONT.

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	183+12.140	312786.32	538773.205
RP:		312834.94	535773.553
PCC:	183+46.308	312820.49	538773.564
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	00° 39' 09.1837"	Type:	LEFT
Radius:	3000.046		
Length:	34.168	Tangent:	17.084
Mid-Ord:	0.049	External:	0.049
Chord:	34.168	Course:	N 00° 36' 08.2347" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	183+46.308	312820.49	538773.564
RP:		312825.31	537773.475
PT:	184+30.347	312904.45	538770.439
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	04° 48' 52.5572"	Type:	LEFT
Radius:	1000.1		
Length:	84.039	Tangent:	42.044
Mid-Ord:	0.883	External:	0.883
Chord:	84.014	Course:	N 02° 07' 52.6357" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	184+30.347	312904.45	538770.439
End:	185+40.260	313014.02	538761.742
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	109.914	Course:	N 04° 32' 18.9143" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	185+40.260	313014.02	538761.742
RP:		313022.88	538873.391
PT:	186+21.247	313090.11	538783.816
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	41° 25' 48.0138"	Type:	RIGHT
Radius:	112		
Length:	80.986	Tangent:	42.355
Mid-Ord:	7.241	External:	7.741
Chord:	79.233	Course:	N 16° 10' 35.0926" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	186+21.247	313090.11	538783.816
End:	186+82.646	313139.22	538820.674
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	61.4	Course:	N 36° 53' 29.0995" E

LINE G - RADIO RD/CHAPMAN DR NB CONT.

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	186+82.646	313139.22	538820.674
RP:		313175.84	538771.888
PT:	187+39.011	313192.7	538830.51
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	52° 56' 30.0297"	Type:	LEFT
Radius:	61		
Length:	56.364	Tangent:	30.375
Mid-Ord:	6.395	External:	7.144
Chord:	54.381	Course:	N 10° 25' 14.0847" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	187+39.011	313192.7	538830.51
End:	187+86.004	313237.86	538817.517
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	46.994	Course:	N 16° 03' 00.9302" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	187+86.004	313237.86	538817.517
End:	188+65.170	313315.27	538800.93
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	79.166	Course:	N 12° 05' 40.1103" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	188+65.170	313315.27	538800.93
RP:		313503.42	539678.998
PT:	193+05.918	313751.35	538815.901
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	28° 07' 16.9503"	Type:	RIGHT
Radius:	898		
Length:	440.748	Tangent:	224.907
Mid-Ord:	26.905	External:	27.736
Chord:	436.337	Course:	N 01° 57' 58.3649" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	193+05.918	313751.35	538815.901
End:	195+00.457	313938.33	538869.611
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	194.539	Course:	N 16° 01' 36.8400" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	195+00.457	313938.33	538869.611
RP:		313909.34	538970.53
PT:	195+96.628	314007.04	538932.056

LINE G - RADIO RD/CHAPMAN DR NB CONT.

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	52° 28' 40.5409"	Type:	RIGHT
Radius:	105		
Length:	96.171	Tangent:	51.755
Mid-Ord:	10.819	External:	12.062
Chord:	92.844	Course:	N 42° 15' 57.1105" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	195+96.628	314007.04	538932.056
End:	196+55.177	314028.49	538986.532
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	58.549	Course:	N 68° 30' 17.3809" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	196+55.177	314028.49	538986.532
RP:		314087.11	538963.447
PT:	197+31.210	314087.82	539026.443
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	69° 08' 57.5313"	Type:	LEFT
Radius:	63		
Length:	76.034	Tangent:	43.42
Mid-Ord:	11.127	External:	13.513
Chord:	71.502	Course:	N 33° 55' 48.6153" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	197+31.210	314087.82	539026.443
End:	197+61.037	314117.64	539026.108
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	29.826	Course:	N 00° 38' 40.1503" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	197+61.037	314117.64	539026.108
RP:		314122.79	539484.079
PT:	199+08.697	314263.01	539048.072
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	18° 28' 20.1161"	Type:	RIGHT
Radius:	458		
Length:	147.66	Tangent:	74.476
Mid-Ord:	5.938	External:	6.016
Chord:	147.021	Course:	N 08° 35' 29.9077" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	199+08.697	314263.01	539048.072
End:	201+78.773	314520.12	539130.757
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	270.076	Course:	N 17° 49' 39.9657" E

LINE G - RADIO RD/CHAPMAN DR NB CONT.

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	201+78.773	314520.12	539130.757
RP:		314490.12	539224.051
PT:	202+62.190	314580.06	539185.127
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	48° 46' 11.6832"	Type:	RIGHT
Radius:	98		
Length:	83.417	Tangent:	44.424
Mid-Ord:	8.742	External:	9.599
Chord:	80.922	Course:	N 42° 12' 45.8073" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	202+62.190	314580.06	539185.127
End:	203+09.686	314598.92	539228.716
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	47.495	Course:	N 66° 35' 51.6489" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	203+09.686	314598.92	539228.716
RP:		314661.33	539201.707
PT:	203+74.828	314647.53	539268.292
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	54° 53' 16.0227"	Type:	LEFT
Radius:	68		
Length:	65.142	Tangent:	35.314
Mid-Ord:	7.653	External:	8.623
Chord:	62.68	Course:	N 39° 09' 13.6376" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	203+74.828	314647.53	539268.292
End:	204+36.928	314708.33	539280.896
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	62.1	Course:	N 11° 42' 35.6262" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	204+36.928	314708.33	539280.896
End:	206+06.129	314869.3	539333.042
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	169.201	Course:	N 17° 57' 01.6977" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	206+06.129	314869.3	539333.042
RP:		314699.79	539856.27
PT:	209+44.903	315140.44	539527.13

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLANS\027201_AD.DWG PLOT DATE = 8/3/2008 9:36 AM PLOT BY = DOTERA PLOT NAME = PLOT SCALE = 1.IN:100.FT

LINE G - RADIO RD/CHAPMAN DR NB CONT.

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	35° 17' 29.5380"	Type:	RIGHT
Radius:	550		
Length:	338.774	Tangent:	174.954
Mid-Ord:	25.878	External:	27.156
Chord:	333.444	Course:	N 35° 35' 46.4667" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	209+44.903	315140.44	539527.13
End:	209+51.442	315144.35	539532.369
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	6.539	Course:	N 53° 14' 31.2357" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	209+51.442	315144.35	539532.369
RP:		314344.78	540129.608
PT:	216+85.141	315338.41	540222.906
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	42° 07' 19.5232"	Type:	RIGHT
Radius:	998		
Length:	733.699	Tangent:	384.317
Mid-Ord:	66.668	External:	71.441
Chord:	717.287	Course:	N 74° 18' 10.9973" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	216+85.141	315338.41	540222.906
End:	219+17.726	315316.67	540454.472
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	232.585	Course:	S 84° 38' 09.2410" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	219+17.726	315316.67	540454.472
End:	221+00.781	315297.23	540636.493
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	183.056	Course:	S 83° 54' 17.9319" E

LINE H - RADIO RD / CHAPMAN DR SB

Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	179+00.000	312374.2	538771.479
End:	181+47.363	312621.56	538771.016
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	247.363	Course:	N 00° 06' 26.7129" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	181+47.363	312621.56	538771.016
RP:		312620.81	538371.016
PT:	181+66.199	312640.39	538770.537

LINE H - RADIO RD/CHAPMAN DR SB CONT.

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	02° 41' 53.1690"	Type:	LEFT
Radius:	400		
Length:	18.836	Tangent:	9.42
Mid-Ord:	0.111	External:	0.111
Chord:	18.835	Course:	N 01° 27' 23.2974" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	181+66.199	312640.39	538770.537
End:	184+20.373	312894.26	538758.096
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	254.173	Course:	N 02° 48' 19.8819" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	184+20.373	312894.26	538758.096
RP:		312855.1	537959.055
PT:	185+92.613	313064.06	538731.283
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	12° 20' 08.8418"	Type:	LEFT
Radius:	800		
Length:	172.24	Tangent:	86.454
Mid-Ord:	4.631	External:	4.658
Chord:	171.908	Course:	N 08° 58' 24.3028" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	185+92.613	313064.06	538731.283
End:	186+22.375	313092.79	538723.509
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	29.762	Course:	N 15° 08' 28.7237" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	186+22.375	313092.79	538723.509
End:	186+81.262	313148.89	538705.604
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	58.887	Course:	N 17° 42' 03.1344" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	186+81.262	313148.89	538705.604
RP:		313168.05	538765.622
PCC:	187+10.601	313177.88	538703.394
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	26° 40' 58.5919"	Type:	RIGHT
Radius:	63		
Length:	29.34	Tangent:	14.941
Mid-Ord:	1.7	External:	1.747
Chord:	29.075	Course:	N 04° 21' 33.8385" W

LINE H - RADIO RD/CHAPMAN DR SB CONT.

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	187+10.601	313177.88	538703.394
RP:		313166.95	538772.536
PT:	187+55.284	313216.93	538723.521
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	36° 34' 24.3429"	Type:	RIGHT
Radius:	70		
Length:	44.683	Tangent:	23.132
Mid-Ord:	3.535	External:	3.723
Chord:	43.928	Course:	N 27° 16' 07.6289" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	187+55.284	313216.93	538723.521
End:	187+92.433	313242.94	538750.042
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	37.149	Course:	N 45° 33' 19.8004" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	187+92.433	313242.94	538750.042
RP:		313322.9	538671.614
PT:	188+94.916	313336.3	538782.815
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	52° 25' 29.8196"	Type:	LEFT
Radius:	112.005		
Length:	102.483	Tangent:	55.144
Mid-Ord:	11.518	External:	12.839
Chord:	98.945	Course:	N 19° 20' 34.8905" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	188+94.916	313336.3	538782.815
End:	189+87.891	313428.61	538771.695
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	92.975	Course:	N 06° 52' 10.0193" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	189+87.891	313428.61	538771.695
RP:		313536.49	539667.22
PT:	193+57.965	313794.76	538802.983
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	23° 30' 26.5657"	Type:	RIGHT
Radius:	902		
Length:	370.074	Tangent:	187.677
Mid-Ord:	18.913	External:	19.318
Chord:	367.483	Course:	N 04° 53' 03.2636" E

LINE H - RADIO RD/CHAPMAN DR SB CONT.

Tangent Data

Description	PT Station	Northing	Easting
Start:	193+57.965	313794.76	538802.983
End:	196+15.331	314041.35	538876.673

Tangent Data

Parameter	Value	Parameter	Value
Length:	257.365	Course:	N 16° 38' 16.5464" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	196+15.331	314041.35	538876.673
End:	196+74.360	314098.56	538891.216

Tangent Data

Parameter	Value	Parameter	Value
Length:	59.029	Course:	N 14° 15' 45.5424" E

Curve Point Data

Description	Station	Northing	Easting
PC:	196+74.360	314098.56	538891.216
RP:		314081.31	538959.053
PT:	197+40.021	314146.22	538932.845

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	53° 44' 54.7813"	Type:	RIGHT
Radius:	69.995		
Length:	65.662	Tangent:	35.471
Mid-Ord:	7.559	External:	8.475
Chord:	63.28	Course:	N 41° 08' 12.9330" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	197+40.021	314146.22	538932.845
End:	197+80.553	314161.39	538970.428

Tangent Data

Parameter	Value	Parameter	Value
Length:	40.531	Course:	N 68° 00' 40.3237" E

Curve Point Data

Description	Station	Northing	Easting
PC:	197+80.553	314161.39	538970.428
RP:		314261.43	538930.034
PT:	198+75.075	314228.43	539032.747

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	50° 11' 56.6388"	Type:	LEFT
Radius:	107.885		
Length:	94.522	Tangent:	50.536
Mid-Ord:	10.187	External:	11.25
Chord:	91.528	Course:	N 42° 54' 42.0043" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	198+75.075	314228.43	539032.747
End:	201+86.590	314525.01	539128.039

Tangent Data

Parameter	Value	Parameter	Value
Length:	311.515	Course:	N 17° 48' 43.6849" E

LINE H - RADIO RD/CHAPMAN DR SB CONT.

Curve Point Data

Description	Station	Northing	Easting
PC:	201+86.590	314525.01	539128.039
RP:		314594.17	538912.8
PT:	202+77.618	314614.88	539137.924

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	23° 04' 11.0015"	Type:	LEFT
Radius:	226.075		
Length:	91.028	Tangent:	46.139
Mid-Ord:	4.566	External:	4.66
Chord:	90.414	Course:	N 06° 16' 38.1841" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	202+77.618	314614.88	539137.924
End:	203+14.344	314651.45	539134.559

Tangent Data

Parameter	Value	Parameter	Value
Length:	36.727	Course:	N 05° 15' 27.3167" W

Curve Point Data

Description	Station	Northing	Easting
PC:	203+14.344	314651.45	539134.559
RP:		314657.23	539197.294
PT:	203+94.806	314715.61	539173.611

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	73° 10' 35.1712"	Type:	RIGHT
Radius:	63		
Length:	80.462	Tangent:	46.768
Mid-Ord:	12.415	External:	15.462
Chord:	75.104	Course:	N 31° 19' 50.2689" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	203+94.806	314715.61	539173.611
End:	204+56.458	314738.78	539230.741

Tangent Data

Parameter	Value	Parameter	Value
Length:	61.652	Course:	N 67° 55' 07.8545" E

Curve Point Data

Description	Station	Northing	Easting
PC:	204+56.458	314738.78	539230.741
RP:		314836.08	539191.269
PT:	205+42.825	314798.81	539289.432

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	47° 07' 42.6165"	Type:	LEFT
Radius:	105		
Length:	86.367	Tangent:	45.795
Mid-Ord:	8.756	External:	9.552
Chord:	83.953	Course:	N 44° 21' 16.5463" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	205+42.825	314798.81	539289.432
End:	206+16.769	314867.94	539315.679

LINE H - RADIO RD/CHAPMAN DR SB CONT.

Tangent Data

Parameter	Value	Parameter	Value
Length:	73.944	Course:	N 20° 47' 25.2380" E

Curve Point Data

Description	Station	Northing	Easting
PC:	206+16.769	314867.94	539315.679
RP:		314650.24	539889.068
PT:	210+37.720	315182.01	539583.47

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	39° 19' 27.8368"	Type:	RIGHT
Radius:	613.326		
Length:	420.951	Tangent:	219.146
Mid-Ord:	35.761	External:	37.976
Chord:	412.737	Course:	N 40° 27' 09.1564" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	210+37.720	315182.01	539583.47
End:	210+90.666	315208.39	539629.375

Tangent Data

Parameter	Value	Parameter	Value
Length:	52.946	Course:	N 60° 06' 53.0748" E

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FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\027301_AD.DWG PLOT DATE: 8/3/2008 8:36 AM PLOT BY: DOTERA PLOT NAME: PLOT SCALE: 1 IN=100 FT

LINE I - WB PAULSON RD

Tangent Data

Description	PT Station	Northing	Easting
Start:	9+56.230	313455.1	538108.673
End:	10+00.006	313413.8	538123.147

Tangent Data

Parameter	Value	Parameter	Value
Length:	43.776	Course:	S 19° 18' 25.6290" E

Curve Point Data

Description	Station	Northing	Easting
PC:	10+00.006	313413.8	538123.147
RP:		313512.9	538406.275
PT:	13+82.873	313213.2	538418.991

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	73° 07' 20.1079"	Type:	LEFT
Radius:	300		
Length:	382.867	Tangent:	222.484
Mid-Ord:	59.033	External:	73.496
Chord:	357.408	Course:	S 55° 52' 05.6829" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	13+82.873	313213.2	538418.991
End:	16+55.047	313224.8	538690.92

Tangent Data

Parameter	Value	Parameter	Value
Length:	272.174	Course:	N 87° 34' 14.2632" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	16+55.047	313224.8	538690.92
End:	17+26.377	313236	538761.362

Tangent Data

Parameter	Value	Parameter	Value
Length:	71.33	Course:	N 80° 56' 37.5003" E

Curve Point Data

Description	Station	Northing	Easting
PC:	17+26.377	313236	538761.362
RP:		313167	538772.348
PCC:	17+33.681	313236.8	538768.621

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	05° 59' 43.7142"	Type:	RIGHT
Radius:	69.8		
Length:	7.304	Tangent:	3.655
Mid-Ord:	0.096	External:	0.096
Chord:	7.301	Course:	N 83° 56' 29.3574" E

Curve Point Data

Description	Station	Northing	Easting
PCC:	17+33.681	313236.8	538768.621
RP:		313175.8	538771.878
PT:	17+81.086	313221.5	538812.271

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	44° 31' 36.0215"	Type:	RIGHT
Radius:	61		
Length:	47.405	Tangent:	24.972
Mid-Ord:	4.547	External:	4.914
Chord:	46.221	Course:	S 70° 47' 50.7747" E

LINE I - WB PAULSON RD CONT

Tangent Data

Description	PT Station	Northing	Easting
Start:	17+81.086	313221.5	538812.271
End:	18+36.793	313184.7	538854.015

Tangent Data

Parameter	Value	Parameter	Value
Length:	55.707	Course:	S 48° 32' 02.7640" E

Curve Point Data

Description	Station	Northing	Easting
PC:	18+36.793	313184.7	538854.015
RP:		313253.6	538914.935
PT:	19+13.227	313162.1	538924.768

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	47° 36' 04.4529"	Type:	LEFT
Radius:	92		
Length:	76.433	Tangent:	40.578
Mid-Ord:	7.824	External:	8.551
Chord:	74.254	Course:	S 72° 20' 04.9905" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	19+13.227	313162.1	538924.768
End:	19+85.640	313169.9	538996.767

Tangent Data

Parameter	Value	Parameter	Value
Length:	72.414	Course:	N 83° 51' 52.7831" E

Curve Point Data

Description	Station	Northing	Easting
PC:	19+85.640	313169.9	538996.767
RP:		312372.5	539082.482
PCC:	20+76.425	313174.4	539087.387

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	06° 29' 08.8058"	Type:	RIGHT
Radius:	802		
Length:	90.785	Tangent:	45.441
Mid-Ord:	1.284	External:	1.286
Chord:	90.736	Course:	N 87° 06' 27.1860" E

Curve Point Data

Description	Station	Northing	Easting
PCC:	20+76.425	313174.4	539087.387
RP:		312172.5	539081.259
PT:	24+58.670	313100.1	539459.98

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	21° 51' 26.2121"	Type:	RIGHT
Radius:	1002		
Length:	382.244	Tangent:	193.474
Mid-Ord:	18.172	External:	18.508
Chord:	379.931	Course:	S 78° 43' 15.3051" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	24+58.670	313100.1	539459.98
End:	33+41.575	312766.4	540277.391

Tangent Data

Parameter	Value	Parameter	Value
Length:	882.905	Course:	S 67° 47' 32.1991" E

LINE I - WB PAULSON RD CONT

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	33+41.575	312766.4	540277.391
RP:		313507.1	540579.764
PT:	36+21.563	312707.6	540549.681
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	20° 03' 09.6524"	Type:	LEFT
Radius:	800		
Length:	279.988	Tangent:	141.441
Mid-Ord:	12.218	External:	12.407
Chord:	278.561	Course:	S 77° 49' 07.0253" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	36+21.563	312707.6	540549.681
End:	38+05.102	312700.7	540733.09
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	183.539	Course:	S 87° 50' 41.8515" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	38+05.102	312700.7	540733.09
RP:		311901.3	540703.007
PT:	42+31.913	312574.3	541135.471
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	30° 34' 04.9231"	Type:	RIGHT
Radius:	800		
Length:	426.81	Tangent:	218.615
Mid-Ord:	28.295	External:	29.333
Chord:	421.766	Course:	S 72° 33' 39.3899" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	42+31.913	312574.3	541135.471
End:	47+33.317	312303.3	541557.298
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	501.404	Course:	S 57° 16' 36.9284" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	47+33.317	312303.3	541557.298
RP:		311462	541016.719
PT:	48+11.446	312258.5	541621.313
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	04° 28' 35.4259"	Type:	RIGHT
Radius:	1000		
Length:	78.13	Tangent:	39.085
Mid-Ord:	0.763	External:	0.764
Chord:	78.11	Course:	S 55° 02' 19.2155" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	48+11.446	312258.5	541621.313
End:	50+92.721	312088.5	541845.357
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	281.274	Course:	S 52° 48' 01.5025" E

LINE I - WB PAULSON RD CONT

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	50+92.721	312088.5	541845.357
RP:		310893.7	540938.467
PT:	52+23.599	312004.9	541946.024
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	04° 59' 57.0518"	Type:	RIGHT
Radius:	1500		
Length:	130.878	Tangent:	65.481
Mid-Ord:	1.427	External:	1.429
Chord:	130.837	Course:	S 50° 18' 02.9766" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	52+23.599	312004.9	541946.024
End:	53+25.998	311936.1	542021.884
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	102.4	Course:	S 47° 48' 04.4507" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	53+25.998	311936.1	542021.884
RP:		312825.1	542827.929
PT:	55+45.893	311804.1	542197.371
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	10° 29' 57.0518"	Type:	LEFT
Radius:	1200		
Length:	219.894	Tangent:	110.256
Mid-Ord:	5.033	External:	5.055
Chord:	219.587	Course:	S 53° 03' 02.9766" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	55+45.893	311804.1	542197.371
End:	56+88.514	311729.2	542318.715
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	142.621	Course:	S 58° 18' 01.5025" E

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FILE NAME = C:\WISDOT\DESTCNV\C3D\72000201\SHEETSPLAN\027201_AD.DWG PLOT DATE = 9/3/2008 9:36 AM PLOT BY = DOTEBA PLOT NAME = PLOT SCALE = 1.TN:100.FT

LINE J - EB PAULSON RD			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	9+70.880	313441.4	538114.147
End:	9+99.996	313413.8	538123.147
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	29.116	Course:	S 18° 00' 21.3575" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	9+99.996	313413.8	538123.147
RP:		313510.2	538419.866
PT:	14+09.413	313198.7	538437.236
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	75° 11' 08.1055"	Type:	LEFT
Radius:	312		
Length:	409.418	Tangent:	240.21
Mid-Ord:	64.782	External:	81.757
Chord:	380.668	Course:	S 55° 35' 55.4103" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	14+09.413	313198.7	538437.236
End:	15+73.712	313207.8	538601.28
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	164.299	Course:	N 86° 48' 30.5369" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	15+73.712	313207.8	538601.28
RP:		313106	538606.959
PT:	16+55.159	313181.1	538675.947
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	45° 45' 03.0972"	Type:	RIGHT
Radius:	102		
Length:	81.447	Tangent:	43.035
Mid-Ord:	8.022	External:	8.707
Chord:	79.301	Course:	S 70° 18' 57.9145" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	16+55.159	313181.1	538675.947
End:	17+29.402	313130.9	538730.633
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	74.243	Course:	S 47° 26' 26.3659" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	17+29.402	313130.9	538730.633
RP:		313175.8	538771.89
PT:	17+79.916	313115.1	538777.087

LINE J - EB PAULSON RD

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	47° 26' 47.3851"	Type:	LEFT
Radius:	61		
Length:	50.514	Tangent:	26.807
Mid-Ord:	5.155	External:	5.63
Chord:	49.083	Course:	S 71° 09' 50.0584" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	17+79.916	313115.1	538777.087
End:	18+47.444	313120.8	538844.369
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	67.528	Course:	N 85° 06' 46.2490" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	18+47.444	313120.8	538844.369
RP:		312053.2	539109.434
PCC:	23+35.949	313131.1	539328.76
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	25° 26' 41.3853"	Type:	RIGHT
Radius:	1099.999		
Length:	488.505	Tangent:	248.348
Mid-Ord:	27.007	External:	27.686
Chord:	484.501	Course:	N 88° 46' 43.4557" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	23+35.949	313131.1	539328.76
RP:		311955.2	539089.495
PT:	25+60.128	313066.2	539542.999
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	10° 42' 13.4690"	Type:	RIGHT
Radius:	1200		
Length:	224.179	Tangent:	112.416
Mid-Ord:	5.231	External:	5.254
Chord:	223.853	Course:	S 73° 08' 49.1172" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	25+60.128	313066.2	539542.999
End:	26+11.426	313046.9	539590.493
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	51.299	Course:	S 67° 47' 42.3827" E

LINE K - PAULSON SOUTH PE			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	20+00.000	313070.69	539532.114
End:	20+42.007	313109.61	539547.904
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	42.007	Course:	N 22° 04' 44.1982" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	20+42.007	313109.61	539547.904
RP:		313166	539408.904
PT:	20+93.064	313159.25	539558.752
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	19° 30' 08.1539"	Type:	LEFT
Radius:	150		
Length:	51.057	Tangent:	25.778
Mid-Ord:	2.167	External:	2.199
Chord:	50.811	Course:	N 12° 19' 40.1212" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	20+93.064	313159.25	539558.752
End:	22+93.906	313359.89	539567.782
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	200.841	Course:	N 02° 34' 36.0443" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	22+93.906	313359.89	539567.782
RP:		313364.39	539467.883
PT:	23+88.060	313442.51	539530.312
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	53° 56' 47.9052"	Type:	LEFT
Radius:	100		
Length:	94.155	Tangent:	50.894
Mid-Ord:	10.878	External:	12.206
Chord:	90.715	Course:	N 24° 23' 47.9083" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	23+88.103	313442.53	539530.278
End:	24+66.929	313491.72	539468.679
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	78.826	Course:	N 51° 23' 39.4559" W

LINE L - DRAINAGE DITCH			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+00.000	312991.52	540179.933
End:	0+90.593	313043.78	540105.932
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	90.593	Course:	N 54° 46' 17.5800" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+90.593	313043.78	540105.932
RP:		313134.52	540170.011
PT:	2+01.390	313139.13	540059.02
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	57° 08' 46.7158"	Type:	RIGHT
Radius:	111.087		
Length:	110.797	Tangent:	60.499
Mid-Ord:	13.53	External:	15.406
Chord:	106.261	Course:	N 26° 11' 54.2221" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	2+01.390	313139.13	540059.02
End:	5+27.764	313465.22	540072.543
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	326.374	Course:	N 02° 22' 29.1358" E

LINE O - OLD CHAPMAN DR			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	11+38.900	315484.34	538861.1
End:	16+29.538	315431.43	539348.878
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	490.638	Course:	S 83° 48' 33.1680" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	16+29.538	315431.43	539348.878
RP:		315128.93	539316.064
PT:	19+14.395	315281.85	539579.123
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	53° 38' 17.9662"	Type:	RIGHT
Radius:	304.28		
Length:	284.856	Tangent:	153.831
Mid-Ord:	32.73	External:	36.675
Chord:	274.568	Course:	S 56° 59' 24.1849" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	19+14.395	315281.85	539579.123
End:	20+03.196	315205.08	539623.753
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	88.801	Course:	S 30° 10' 15.2018" E

LINE N - PAULSON SOUTH PE			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	10+00.000	312143.93	541424.892
End:	11+32.355	312242.3	541513.448
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	132.355	Course:	N 41° 59' 47.5828" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	11+32.355	312242.3	541513.448
RP:		312443.02	541290.493
PT:	11+80.912	312280.85	541542.882
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	09° 16' 25.6663"	Type:	LEFT
Radius:	300		
Length:	48.557	Tangent:	24.332
Mid-Ord:	0.982	External:	0.985
Chord:	48.504	Course:	N 37° 21' 34.7496" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	11+80.912	312280.85	541542.882
End:	12+07.591	312303.3	541557.304
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	26.679	Course:	N 32° 43' 21.9164" E

LINE P - OLD CHAPMAN PE			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	5+00.000	315352.33	539522.652
End:	5+78.500	315408.37	539577.615
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	78.5	Course:	N 44° 26' 24.8914" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	5+78.500	315408.37	539577.615
RP:		315443.38	539541.916
PT:	6+10.170	315436.29	539591.411
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	36° 17' 28.3407"	Type:	LEFT
Radius:	50		
Length:	31.67	Tangent:	16.387
Mid-Ord:	2.487	External:	2.617
Chord:	31.143	Course:	N 26° 17' 40.7210" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	6+10.170	315436.29	539591.411
End:	7+68.769	315593.29	539613.892
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	158.598	Course:	N 08° 08' 56.5507" E

LINE Q - OLD CHAPMAN PE			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	10+00.000	315405.41	539574.709
End:	11+44.740	315392.12	539718.838
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	144.74	Course:	S 84° 43' 48.9597" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	11+44.740	315392.12	539718.838
RP:		315412.03	539720.675
PT:	11+75.490	315409.53	539740.518
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	88° 05' 26.6725"	Type:	LEFT
Radius:	20		
Length:	30.749	Tangent:	19.344
Mid-Ord:	5.624	External:	7.825
Chord:	27.809	Course:	N 51° 13' 27.7041" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	11+75.490	315409.53	539740.518
End:	12+11.947	315445.7	539745.074
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	36.457	Course:	N 07° 10' 44.3678" E

LINE R - RADIO ROAD PE			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	10+10.160	315151.56	540080.22
End:	11+54.518	315295.84	540075.62
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	144.358	Course:	N 01° 49' 33.3486" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	11+54.518	315295.84	540075.62
End:	11+99.925	315341.18	540073.046
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	45.407	Course:	N 03° 15' 00.0803" W

LINE S - RADIO ROAD PE			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	10+00.000	315318.4	540436.027
End:	10+38.699	315357.08	540437.294
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	38.699	Course:	N 01° 52' 33.0869" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	10+38.699	315357.08	540437.294
RP:		315360.35	540337.348
PT:	10+87.123	315403.98	540427.327
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	27° 44' 40.9240"	Type:	LEFT
Radius:	100		
Length:	48.424	Tangent:	24.696
Mid-Ord:	2.917	External:	3.004
Chord:	47.952	Course:	N 11° 59' 47.3752" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	10+87.123	315403.98	540427.327
End:	10+91.961	315408.34	540425.216
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	4.838	Course:	N 25° 52' 07.8372" W

LINE T - BYLANDER PE			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	4+27.260	316176.18	537353.42
End:	5+13.792	316163.1	537267.882
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	86.532	Course:	S 81° 18' 19.2238" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	5+13.792	316163.1	537267.882
RP:		316217.19	537259.61
PT:	5+80.300	316190.61	537211.777
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	69° 38' 17.0872"	Type:	RIGHT
Radius:	54.72		
Length:	66.507	Tangent:	38.058
Mid-Ord:	9.797	External:	11.934
Chord:	62.489	Course:	N 63° 52' 32.2326" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	5+80.300	316190.61	537211.777
End:	8+47.866	316424.5	537081.827
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	267.567	Course:	N 29° 03' 23.6890" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	8+47.866	316424.5	537081.827
RP:		316667.34	537518.897
PT:	9+30.739	316499.94	537047.752
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	09° 29' 47.3564"	Type:	RIGHT
Radius:	500		
Length:	82.872	Tangent:	41.531
Mid-Ord:	1.716	External:	1.722
Chord:	82.778	Course:	N 24° 18' 30.0107" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	9+30.739	316499.94	537047.752
End:	11+88.525	316742.85	536961.446
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	257.786	Course:	N 19° 33' 36.3325" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	11+88.525	316742.85	536961.446
RP:		316721.09	536900.197
PT:	12+88.967	316782.87	536880.007

LINE T - BYLANER PE CONT

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	88° 32' 11.0456"	Type:	LEFT
Radius:	65		
Length:	100.441	Tangent:	63.36
Mid-Ord:	18.455	External:	25.772
Chord:	90.742	Course:	N 63° 49' 41.8554" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	12+88.967	316782.87	536880.007
End:	13+46.397	316765.04	536825.418
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	57.43	Course:	S 71° 54' 12.6218" W

LINE U - PAULSON RD PE			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	9+65.090	313302.41	538367.084
End:	10+39.249	313248.04	538417.514
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	74.159	Course:	S 42° 50' 42.2936" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	10+39.249	313248.04	538417.514
End:	11+99.996	313219.87	538575.774
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	160.747	Course:	S 79° 54' 24.7853" E

LINE V - PAULSON ROAD PE			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	19+04.050	313113.34	538544.071
End:	19+99.995	313206.02	538568.862
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	95.945	Course:	N 14° 58' 27.3263" E

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LINE W - RADIO ROAD MULTIUSE PATH

Tangent Data

Description	PT Station	Northing	Easting
Start:	0+00.000	313113.2	538894.085
End:	0+25.983	313138.6	538888.669

Tangent Data

Parameter	Value	Parameter	Value
Length:	25.983	Course:	N 12° 01' 55.3537" W

Curve Point Data

Description	Station	Northing	Easting
PC:	0+25.983	313138.6	538888.669
RP:		313145.9	538922.9
PT:	0+45.908	313158.2	538890.134

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	32° 37' 02.5427"	Type:	RIGHT
Radius:	35		
Length:	19.925	Tangent:	10.24
Mid-Ord:	1.408	External:	1.467
Chord:	19.657	Course:	N 04° 16' 35.9176" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	0+45.908	313158.2	538890.134
End:	0+85.689	313195.4	538904.122

Tangent Data

Parameter	Value	Parameter	Value
Length:	39.781	Course:	N 20° 35' 07.1890" E

Curve Point Data

Description	Station	Northing	Easting
PC:	0+85.689	313195.4	538904.122
RP:		313213	538857.314
PT:	1+33.941	313241.5	538898.418

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	55° 17' 31.8406"	Type:	LEFT
Radius:	50		
Length:	48.252	Tangent:	26.191
Mid-Ord:	5.708	External:	6.444
Chord:	46.401	Course:	N 07° 03' 38.7313" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	1+33.941	313241.5	538898.418
End:	1+84.058	313282.7	538869.882

Tangent Data

Parameter	Value	Parameter	Value
Length:	50.117	Course:	N 34° 42' 24.6516" W

Curve Point Data

Description	Station	Northing	Easting
PC:	1+84.058	313282.7	538869.882
RP:		313396.5	539034.297
PCC:	2+72.350	313363.8	538836.99

LINE W - RADIO ROAD MULTIUSE PATH CONT

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	25° 17' 37.1904"	Type:	RIGHT
Radius:	200		
Length:	88.292	Tangent:	44.877
Mid-Ord:	4.852	External:	4.973
Chord:	87.576	Course:	N 22° 03' 36.0564" W

Curve Point Data

Description	Station	Northing	Easting
PCC:	2+72.350	313363.8	538836.99
RP:		313503.4	539678.998
PCC:	4+53.916	313544.8	538826.499

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	12° 11' 19.0784"	Type:	RIGHT
Radius:	853.5		
Length:	181.567	Tangent:	91.127
Mid-Ord:	4.824	External:	4.851
Chord:	181.224	Course:	N 03° 19' 07.9220" W

Curve Point Data

Description	Station	Northing	Easting
PCC:	4+53.916	313544.8	538826.499
RP:		313540.4	538916.893
PCC:	4+60.817	313551.6	538827.095

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	04° 22' 09.0719"	Type:	RIGHT
Radius:	90.5		
Length:	6.901	Tangent:	3.452
Mid-Ord:	0.066	External:	0.066
Chord:	6.9	Course:	N 04° 57' 36.1532" E

Curve Point Data

Description	Station	Northing	Easting
PCC:	4+60.817	313551.6	538827.095
RP:		313445.5	539673.968
PCC:	6+33.512	313719.6	538865.704

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	11° 35' 34.9689"	Type:	RIGHT
Radius:	853.5		
Length:	172.694	Tangent:	86.643
Mid-Ord:	4.364	External:	4.387
Chord:	172.4	Course:	N 12° 56' 28.1735" E

Curve Point Data

Description	Station	Northing	Easting
PCC:	6+33.512	313719.6	538865.704
RP:		310251.9	549088.724
PCC:	7+20.932	313802.3	538894.122

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	00° 27' 50.3463"	Type:	RIGHT
Radius:	10795.172		
Length:	87.42	Tangent:	43.71
Mid-Ord:	0.088	External:	0.088
Chord:	87.42	Course:	N 18° 58' 10.8311" E

LINE W - RADIO ROAD MULTIUSE PATH CONT

Curve Point Data

Description	Station	Northing	Easting
PCC:	7+20.932	313802.3	538894.122
RP:		313770.2	538986.353
PT:	7+30.901	313811.6	538897.875

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	05° 50' 54.3693"	Type:	RIGHT
Radius:	97.665		
Length:	9.969	Tangent:	4.989
Mid-Ord:	0.127	External:	0.127
Chord:	9.965	Course:	N 22° 07' 33.1889" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	7+30.901	313811.6	538897.875
End:	7+72.633	313849.4	538915.545

Tangent Data

Parameter	Value	Parameter	Value
Length:	41.733	Course:	N 25° 03' 00.3736" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	7+72.633	313849.4	538915.545
End:	8+14.366	313887.2	538933.215

Tangent Data

Parameter	Value	Parameter	Value
Length:	41.733	Course:	N 25° 03' 00.3736" E

Curve Point Data

Description	Station	Northing	Easting
PC:	8+14.366	313887.2	538933.215
RP:		313873.8	538965.755
PT:	8+47.733	313908	538957.669

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	54° 19' 06.5973"	Type:	RIGHT
Radius:	35.196		
Length:	33.367	Tangent:	18.057
Mid-Ord:	3.881	External:	4.362
Chord:	32.131	Course:	N 49° 33' 29.8999" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	8+47.733	313908	538957.669
End:	9+08.248	313921.8	539016.581

Tangent Data

Parameter	Value	Parameter	Value
Length:	60.515	Course:	N 76° 46' 49.4450" E

Curve Point Data

Description	Station	Northing	Easting
PC:	9+08.248	313921.8	539016.581
RP:		313955.9	539008.577
PT:	9+45.691	313946.6	539042.306

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LINE W - RADIO RD MULTIUSE PATH CONT.

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	61° 17' 44.6095"	Type:	LEFT
Radius:	35		
Length:	37.443	Tangent:	20.738
Mid-Ord:	4.889	External:	5.683
Chord:	35.683	Course:	N 46° 07' 57.1402" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	9+45.691	313946.6	539042.306
End:	10+59.942	314056.7	539072.809
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	114.251	Course:	N 15° 29' 05.5098" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	10+59.942	314056.7	539072.809
RP:		314087.3	538962.339
PT:	10+87.533	314083.9	539076.92
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	13° 47' 26.1681"	Type:	LEFT
Radius:	114.631		
Length:	27.591	Tangent:	13.862
Mid-Ord:	0.829	External:	0.835
Chord:	27.524	Course:	N 08° 35' 22.4258" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	10+87.533	314083.9	539076.92
End:	12+07.160	314203.5	539080.457
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	119.627	Course:	N 01° 41' 39.3417" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	12+07.160	314203.5	539080.457
RP:		314200.8	539170.123
PT:	12+32.393	314228.3	539084.717
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	16° 07' 00.3416"	Type:	RIGHT
Radius:	89.706		
Length:	25.233	Tangent:	12.701
Mid-Ord:	0.886	External:	0.895
Chord:	25.15	Course:	N 09° 45' 09.5125" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	12+32.393	314228.3	539084.717
End:	14+98.540	314481.6	539166.126
Tangent Data			

LINE W - RADIO RD MULTIUSE PATH CONT.

Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	18+24.699	314714.1	539363.688
End:	18+67.083	314755.9	539356.367
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	42.385	Course:	N 09° 56' 49.4381" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	18+67.083	314755.9	539356.367
RP:		314774.9	539464.713
PT:	19+20.962	314809.1	539360.166
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	28° 03' 49.9216"	Type:	RIGHT
Radius:	110		
Length:	53.879	Tangent:	27.491
Mid-Ord:	3.282	External:	3.383
Chord:	53.342	Course:	N 04° 05' 05.5227" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	19+20.962	314809.1	539360.166
End:	19+68.212	314854	539374.859
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	47.25	Course:	N 18° 07' 00.4835" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	19+68.212	314854	539374.859
RP:		314693.7	539864.804
PCC:	22+84.243	315106.7	539556.312
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	35° 07' 31.8815"	Type:	RIGHT
Radius:	515.501		
Length:	316.031	Tangent:	163.158
Mid-Ord:	24.029	External:	25.204
Chord:	311.105	Course:	N 35° 40' 46.4906" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	22+84.243	315106.7	539556.312
RP:		314322.5	540142.02
PCC:	25+41.715	315232	539780.371
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	15° 04' 21.1080"	Type:	RIGHT
Radius:	978.739		
Length:	257.472	Tangent:	129.484
Mid-Ord:	8.454	External:	8.528
Chord:	256.731	Course:	N 60° 46' 43.1792" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	25+41.715	315232	539780.371
RP:		314358.7	540127.633
PT:	29+88.670	315294.1	540218.751

LINE W - RADIO RD MULTIUSE PATH CONT.

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	27° 14' 55.8917"	Type:	RIGHT
Radius:	939.806		
Length:	446.955	Tangent:	227.787
Mid-Ord:	26.446	External:	27.211
Chord:	442.755	Course:	N 81° 56' 21.6790" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	29+88.670	315294.1	540218.751
End:	30+46.903	315288.1	540276.669
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	58.233	Course:	S 84° 02' 19.6455" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	30+46.903	315288.1	540276.669
RP:		315377.4	540285.998
PT:	30+74.637	315289.4	540304.258
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	17° 41' 26.3470"	Type:	LEFT
Radius:	89.823		
Length:	27.734	Tangent:	13.978
Mid-Ord:	1.068	External:	1.081
Chord:	27.624	Course:	N 87° 06' 57.1810" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	30+74.637	315289.4	540304.258
End:	31+45.471	315303.8	540373.612
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	70.833	Course:	N 78° 16' 14.0075" E

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LINE X - PAULSON RD PE

Tangent Data

Description	PT Station	Northing	Easting
Start:	18+60.390	312965.83	539443.317
End:	19+23.464	313007.11	539491.009

Tangent Data

Parameter	Value	Parameter	Value
Length:	63.074	Course:	N 49° 07' 30.7767" E

Curve Point Data

Description	Station	Northing	Easting
PC:	19+23.464	313007.11	539491.009
RP:		313101.63	539409.208
PT:	19+79.073	313051.51	539523.723

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	25° 29' 23.0275"	Type:	LEFT
Radius:	125		
Length:	55.61	Tangent:	28.273
Mid-Ord:	3.08	External:	3.158
Chord:	55.153	Course:	N 36° 22' 49.2629" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	19+79.073	313051.51	539523.723
End:	20+00.005	313070.69	539532.114

Tangent Data

Parameter	Value	Parameter	Value
Length:	20.931	Course:	N 23° 38' 07.7492" E

LINE DD - PAULSON RD PE

Tangent Data

Description	PT Station	Northing	Easting
Start:	10+00.000	312859.03	540050.571
End:	10+39.759	312895.76	540065.774

Tangent Data

Parameter	Value	Parameter	Value
Length:	39.759	Course:	N 22° 28' 48.5707" E

Curve Point Data

Description	Station	Northing	Easting
PC:	10+39.759	312895.76	540065.774
RP:		312704.58	540527.78
PT:	11+83.770	313019.13	540139.111

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	16° 30' 08.6989"	Type:	RIGHT
Radius:	500		
Length:	144.011	Tangent:	72.507
Mid-Ord:	5.176	External:	5.23
Chord:	143.513	Course:	N 30° 43' 52.9201" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	11+83.770	313019.13	540139.111
End:	12+62.166	313080.07	540188.429

Tangent Data

Parameter	Value	Parameter	Value
Length:	78.396	Course:	N 38° 58' 57.2696" E

LINE EE - RAB PAULSON INSIDE LANE LINE

Curve Point Data

Description	Station	Northing	Easting
PC:	0+00.000	313115.07	538777.171
RP:		313175.84	538771.888
PCC:	1+89.524	313236.76	538768.713

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	178° 00' 53.8903"	Type:	LEFT
Radius:	61		
Length:	189.524	Tangent:	3521.058
Mid-Ord:	59.943	External:	3460.586
Chord:	121.982	Course:	N 03° 58' 33.5804" W

Curve Point Data

Description	Station	Northing	Easting
PCC:	1+89.524	313236.76	538768.713
RP:		313167.06	538772.346
PCC:	2+39.965	313216.93	538723.521

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	41° 24' 29.1465"	Type:	LEFT
Radius:	69.794		
Length:	50.441	Tangent:	26.379
Mid-Ord:	4.507	External:	4.819
Chord:	49.35	Course:	S 66° 18' 44.9011" W

Curve Point Data

Description	Station	Northing	Easting
PCC:	2+39.965	313216.93	538723.521
RP:		313167.4	538772.012
PCC:	3+00.137	313162.41	538702.875

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	49° 44' 11.9683"	Type:	LEFT
Radius:	69.317		
Length:	60.172	Tangent:	32.129
Mid-Ord:	6.427	External:	7.084
Chord:	58.301	Course:	S 20° 44' 24.3437" W

Curve Point Data

Description	Station	Northing	Easting
PCC:	3+00.137	313162.41	538702.875
RP:		313163.09	538712.381
PT:	3+06.831	313156.43	538705.568

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	40° 14' 44.2538"	Type:	LEFT
Radius:	9.531		
Length:	6.694	Tangent:	3.492
Mid-Ord:	0.582	External:	0.62
Chord:	6.558	Course:	S 24° 15' 03.7673" E

LINE EE- RAB PAULSON INSIDE LANE LINE CONT

Tangent Data

Description	PT Station	Northing	Easting
Start:	3+06.831	313156.43	538705.568
End:	3+37.814	313134.28	538727.235

Tangent Data

Parameter	Value	Parameter	Value
Length:	30.982	Course:	S 44° 22' 25.8942" E

Curve Point Data

Description	Station	Northing	Easting
PC:	3+37.814	313134.28	538727.235
RP:		313175.84	538771.89
PT:	3+93.153	313115.06	538777.122

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	51° 58' 40.2389"	Type:	LEFT
Radius:	61.001		
Length:	55.339	Tangent:	29.737
Mid-Ord:	6.168	External:	6.862
Chord:	53.461	Course:	S 68° 55' 51.9855" E

LINE FF - RAB SOUTH TERMINAL

Curve Point Data

Description	Station	Northing	Easting
PC:	0+00.000	314028.23	538985.865
RP:		314087.11	538963.436
PCC:	0+76.751	314087.82	539026.443

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	69° 47' 20.9405"	Type:	LEFT
Radius:	63.011		
Length:	76.751	Tangent:	43.948
Mid-Ord:	11.329	External:	13.812
Chord:	72.093	Course:	N 34° 15' 11.7644" E

Curve Point Data

Description	Station	Northing	Easting
PCC:	0+76.751	314087.82	539026.443
RP:		314087.15	538963.502
PCC:	1+37.152	314139.08	538999.077

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	54° 58' 48.3614"	Type:	LEFT
Radius:	62.945		
Length:	60.401	Tangent:	32.753
Mid-Ord:	7.107	External:	8.012
Chord:	58.11	Course:	N 28° 05' 41.5061" W

Curve Point Data

Description	Station	Northing	Easting
PCC:	1+37.152	314139.08	538999.077
RP:		314081.07	538959.328
PCC:	2+70.100	314100.57	538891.765

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\027201_AD.DWG PLOT DATE: 9/3/2008 9:36 AM PLOT BY: DOTERA PLOT NAME: PLOT SCALE: 1 IN:100 FT

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LINE FF - RAB SOUTH TERMINAL CONT

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	108° 19' 28.0898"	Type:	LEFT
Radius:	70.32		
Length:	132.948	Tangent:	97.366
Mid-Ord:	29.148	External:	49.784
Chord:	114.014	Course:	S 70° 15' 31.0910" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	2+70.100	314100.57	538891.765
RP:		314099.07	538897.057
PT:	2+73.666	314097.07	538891.934
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	37° 08' 32.3187"	Type:	LEFT
Radius:	5.5		
Length:	3.565	Tangent:	1.848
Mid-Ord:	0.286	External:	0.302
Chord:	3.503	Course:	S 02° 46' 24.8241" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	2+73.666	314097.07	538891.934
End:	3+08.978	314064.18	538904.787
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	35.312	Course:	S 21° 20' 40.9835" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	3+08.978	314064.18	538904.787
RP:		314087.11	538963.47
PT:	4+07.025	314028.1	538985.543
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	89° 09' 45.4617"	Type:	LEFT
Radius:	63.005		
Length:	98.047	Tangent:	62.091
Mid-Ord:	18.129	External:	25.454
Chord:	88.449	Course:	S 65° 55' 33.7144" E

LINE GG - RAB NORTH TERMINAL

Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	0+00.000	314598.15	539226.936
RP:		314661.69	539201.364
PCC:	0+64.052	314644.55	539267.674
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	53° 34' 59.6973"	Type:	LEFT
Radius:	68.49		
Length:	64.052	Tangent:	34.584
Mid-Ord:	7.352	External:	8.236
Chord:	61.743	Course:	N 41° 17' 07.5376" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	0+64.052	314644.55	539267.674
RP:		314645.94	539262.354
PT:	0+67.490	314647.92	539267.484
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	35° 49' 01.2105"	Type:	LEFT
Radius:	5.5		
Length:	3.438	Tangent:	1.777
Mid-Ord:	0.266	External:	0.28
Chord:	3.382	Course:	N 03° 13' 10.2005" W
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+67.490	314647.92	539267.484
End:	1+04.624	314682.56	539254.099
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	37.134	Course:	N 21° 07' 40.8058" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	1+04.624	314682.56	539254.099
RP:		314662.03	539200.973
PCC:	1+38.561	314708.84	539233.422

LINE GG - RAB NORTH TERMINAL CONT

Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	34° 08' 24.2590"	Type:	LEFT
Radius:	56.955		
Length:	33.937	Tangent:	17.489
Mid-Ord:	2.509	External:	2.625
Chord:	33.437	Course:	N 38° 11' 52.9353" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	1+38.561	314708.84	539233.422
RP:		314657.23	539197.294
PCC:	3+22.036	314615.18	539150.38
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	166° 51' 43.8335"	Type:	LEFT
Radius:	63		
Length:	183.475	Tangent:	547.093
Mid-Ord:	55.793	External:	487.709
Chord:	125.173	Course:	S 41° 33' 40.0736" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	3+22.036	314615.18	539150.38
RP:		314662.03	539200.973
PT:	4+05.438	314598.14	539226.918
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	69° 17' 59.1019"	Type:	LEFT
Radius:	68.955		
Length:	83.402	Tangent:	47.658
Mid-Ord:	12.23	External:	14.866
Chord:	78.41	Course:	S 77° 27' 08.1282" E

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LINE HH - PAULSON RAB TEMP BYPASS			
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	0+00.000	312551.00	538771.15
End:	1+90.426	312725.89	538846.48
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	190.426	Course:	N 23° 18' 11.3416" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	1+90.426	312725.89	538846.48
RP:		312795.12	538685.75
PT:	2+62.374	312795.89	538860.75
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	23° 33' 21.8605"	Type:	LEFT
Radius:	175		
Length:	71.948	Tangent:	36.49
Mid-Ord:	3.685	External:	3.76
Chord:	71.442	Course:	N 11° 31' 30.4113" E
Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	2+62.374	312795.89	538860.75
End:	4+26.765	312960.28	538860.03
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	164.391	Course:	N 00° 15' 10.5189" W
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	4+26.765	312960.28	538860.03
RP:		312960.72	538960.02
PT:	5+48.906	313054.53	538925.38
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	69° 58' 54.5531"	Type:	RIGHT
Radius:	100		
Length:	122.141	Tangent:	70.00
Mid-Ord:	18.076	External:	22.06
Chord:	114.689	Course:	N 34° 44' 16.7576" E

LINE HH - PAULSON ROUNDABOUT TEMPORARY BYPASS

Tangent Data			
Description	**PT Station**	**Northing**	**Easting**
Start:	5+48.906	313054.53	538925.38
End:	7+28.345	313116.70	539093.70
Tangent Data			
Parameter	**Value**	**Parameter**	**Value**
Length:	179.439	Course:	N 69° 43' 44.0342" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PC:	7+28.345	313116.70	539093.70
RP:		312835.28	539197.64
PCC:	8+60.182	313134.18	539223.31
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	25° 10' 45.0257"	Type:	RIGHT
Radius:	300		
Length:	131.838	Tangent:	67.00
Mid-Ord:	7.213	External:	7.39
Chord:	130.78	Course:	N 82° 19' 06.5470" E
Curve Point Data			
Description	**Station**	**Northing**	**Easting**
PCC:	8+60.182	313134.18	539223.31
RP:		312218.88	539144.71
PT:	10+07.916	313109.79	539368.85
Circular Curve Data			
Parameter	**Value**	**Parameter**	**Value**
Delta:	09° 12' 49.8842"	Type:	RIGHT
Radius:	918.669		
Length:	147.733	Tangent:	74.03
Mid-Ord:	2.968	External:	2.98
Chord:	147.574	Course:	S 80° 29' 05.9980" E

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DATE 18JAN13 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	7200-02-71 QUANTITY
0010	201.0105	CLEARING	STA	109.000	109.000
0020	201.0205	GRUBBING	STA	109.000	109.000
0030	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	9.000	9.000
0040	203.0200	REMOVING OLD STRUCTURE (STATION) 01.STA. 197+88.31	LS	1.000	1.000
0050	203.0200	REMOVING OLD STRUCTURE (STATION) 02. STA 195+97	LS	1.000	1.000
0060	204.0100	REMOVING PAVEMENT	SY	2,271.000	2,271.000
0070	204.0110	REMOVING ASPHALTIC SURFACE	SY	2,300.000	2,300.000
0080	204.0150	REMOVING CURB & GUTTER	LF	1,363.000	1,363.000
0090	204.0170	REMOVING FENCE	LF	6,162.000	6,162.000
0100	205.0100	EXCAVATION COMMON	CY	112,687.000	112,687.000
0110	205.0200	EXCAVATION ROCK	CY	198.000	198.000
0120	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 02.B-55-0232	LS	1.000	1.000
0130	206.2000	EXCAVATION FOR STRUCTURES CULVERTS (STRUCTURE) 01. B-55-0272	LS	1.000	1.000
0140	206.2000	EXCAVATION FOR STRUCTURES CULVERTS (STRUCTURE) 02. B-55-0273	LS	1.000	1.000
0150	208.0100	BORROW	CY	644,625.000	644,625.000
0160	208.1100	SELECT BORROW	CY	56,438.000	56,438.000
0170	210.0100	BACKFILL STRUCTURE	CY	8,545.000	8,545.000
0180	213.0100	FINISHING ROADWAY (PROJECT) 01. 7200-02-71	EACH	1.000	1.000
0190	214.0100	OBLITERATING OLD ROAD	STA	2.000	2.000
0200	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	8,736.000	8,736.000
0210	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	41,945.000	41,945.000
0220	311.0115	BREAKER RUN	CY	825.000	825.000
0230	312.0110	SELECT CRUSHED MATERIAL	TON	26,886.000	26,886.000
0240	405.0100	COLORING CONCRETE RED	CY	316.000	316.000
0250	416.0508	CONCRETE ROUNDABOUT TRUCK APRON 8-INCH	SY	1,426.300	1,426.300
0260	416.0620	DRILLED DOWEL BARS	EACH	1,167.000	1,167.000
0270	440.4410.S	INCENTIVE IRI RIDE	DOL	1,200.000	1,200.000
0280	455.0135	ASPHALTIC MATERIAL PG58-34P	TON	57.000	57.000
0290	455.0145	ASPHALTIC MATERIAL PG64-34P	TON	769.000	769.000
0300	455.0605	TACK COAT	GAL	2,427.000	2,427.000
0310	460.1100	HMA PAVEMENT TYPE E-0.3	TON	1,040.000	1,040.000
0320	460.1103	HMA PAVEMENT TYPE E-3	TON	11,073.000	11,073.000
0330	460.1110	HMA PAVEMENT TYPE E-10	TON	2,913.000	2,913.000
0340	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	10,610.000	10,610.000
0350	465.0105	ASPHALTIC SURFACE	TON	333.000	333.000
0360	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	241.000	241.000
0370	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	493.000	493.000
0380	465.0315	ASPHALTIC FLUMES	SY	209.000	209.000
0390	465.0400	ASPHALTIC SHOULDER RUMBLE STRIP	LF	7,542.000	7,542.000
0400	502.0100	CONCRETE MASONRY BRIDGES	CY	1,100.000	1,100.000
0410	502.3200	PROTECTIVE SURFACE TREATMENT	SY	2,320.000	2,320.000
0420	503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	2,148.000	2,148.000
0430	504.0100	CONCRETE MASONRY CULVERTS	CY	2,894.000	2,894.000
0440	505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	19,350.000	19,350.000
0450	505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	LB	224,670.000	224,670.000
0460	505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	200,800.000	200,800.000

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DATE 18JAN13 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	7200-02-71 QUANTITY
0470	505.0610	BAR STEEL REINFORCEMENT HS COATED CULVERTS	LB	3,950.000	3,950.000
0480	506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	40.000	40.000
0490	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 02. B-55-0232	EACH	36.000	36.000
0500	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	203.000	203.000
0510	520.4018	CULVERT PIPE TEMPORARY 18-INCH	LF	52.000	52.000
0520	520.8000	CONCRETE COLLARS FOR PIPE	EACH	3.000	3.000
0530	521.0112	CULVERT PIPE CORRUGATED STEEL 12-INCH	LF	50.000	50.000
0540	521.0115	CULVERT PIPE CORRUGATED STEEL 15-INCH	LF	92.000	92.000
0550	521.0124	CULVERT PIPE CORRUGATED STEEL 24-INCH	LF	90.000	90.000
0560	521.0130	CULVERT PIPE CORRUGATED STEEL 30-INCH	LF	142.000	142.000
0570	521.0557	APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS STEEL 57X38-INCH 4 TO 1	EACH	2.000	2.000
0580	521.0728	PIPE ARCH CORRUGATED STEEL 28X20-INCH	LF	200.000	200.000
0590	521.0742	PIPE ARCH CORRUGATED STEEL 42X29-INCH	LF	70.000	70.000
0600	521.0757	PIPE ARCH CORRUGATED STEEL 57X38-INCH	LF	60.000	60.000
0610	521.1012	APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	EACH	2.000	2.000
0620	521.1015	APRON ENDWALLS FOR CULVERT PIPE STEEL 15-INCH	EACH	4.000	4.000
0630	521.1030	APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH	EACH	6.000	6.000
0640	521.1242	APRON ENDWALLS FOR PIPE ARCH STEEL 42X29-INCH	EACH	4.000	4.000
0650	521.1524	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1	EACH	2.000	2.000
0660	521.1728	APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS STEEL 28X20-INCH 6 TO 1	EACH	4.000	4.000
0670	522.0124	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	1,316.000	1,316.000
0680	522.0130	CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	144.000	144.000
0690	522.0142	CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH	LF	128.000	128.000
0700	522.0154	CULVERT PIPE REINFORCED CONCRETE CLASS III 54-INCH	LF	112.000	112.000
0710	522.0336	CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH	LF	264.000	264.000
0720	522.0560	CULVERT PIPE REINFORCED CONCRETE CLASS V 60-INCH	LF	336.000	336.000
0730	522.1012	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	EACH	3.000	3.000
0740	522.1015	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH	EACH	2.000	2.000
0750	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	22.000	22.000
0760	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	15.000	15.000
0770	522.1030	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	EACH	3.000	3.000
0780	522.1036	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH	EACH	3.000	3.000
0790	522.1042	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH	EACH	2.000	2.000
0800	522.1054	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH	EACH	2.000	2.000

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DATE 18JAN13 — 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	7200-02-71 QUANTITY
0810	522.1060	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 60-INCH	EACH	2.000	2.000
0820	523.0119	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH	LF	56.000	56.000
0830	523.0419	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH	LF	56.000	56.000
0840	523.0519	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH	EACH	2.000	2.000
0850	550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	5,160.000	5,160.000
0860	601.0115	CONCRETE CURB TYPE G	LF	973.270	973.270
0870	601.0409	CONCRETE CURB & GUTTER 30-INCH TYPE A	LF	8,784.000	8,784.000
0880	601.0413	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G	LF	554.000	554.000
0890	601.0415	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J	LF	3,395.000	3,395.000
0900	601.0557	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D	LF	155.080	155.080
0910	601.0580	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R	LF	1,206.000	1,206.000
0920	601.0600	CONCRETE CURB PEDESTRIAN	LF	267.000	267.000
0930	602.0415	CONCRETE SIDEWALK 6-INCH	SF	41,164.000	41,164.000
0940	602.0515	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	SF	216.000	216.000
0950	603.8000	CONCRETE BARRIER TEMPORARY PRECAST DELIVERED	LF	1,775.000	1,775.000
0960	603.8125	CONCRETE BARRIER TEMPORARY PRECAST INSTALLED	LF	2,538.000	2,538.000
0970	604.0400	SLOPE PAVING CONCRETE	SY	900.000	900.000
0980	606.0200	RIPRAP MEDIUM	CY	1,681.000	1,681.000
0990	606.0300	RIPRAP HEAVY	CY	178.000	178.000
1000	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	190.000	190.000
1010	608.0315	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH	LF	1,327.000	1,327.000
1020	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	1,270.000	1,270.000
1030	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	110.000	110.000
1040	608.0336	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	244.000	244.000
1050	608.0415	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH	LF	164.000	164.000
1060	608.0418	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH	LF	108.000	108.000
1070	611.0530	MANHOLE COVERS TYPE J	EACH	2.000	2.000
1080	611.0624	INLET COVERS TYPE H	EACH	67.000	67.000
1090	611.0630	INLET COVERS TYPE HM-GJ	EACH	16.000	16.000
1100	611.0652	INLET COVERS TYPE T	EACH	6.000	6.000
1110	611.2005	MANHOLES 5-FT DIAMETER	EACH	3.000	3.000
1120	611.3004	INLETS 4-FT DIAMETER	EACH	22.000	22.000
1130	611.3230	INLETS 2X3-FT	EACH	66.000	66.000
1140	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	326.000	326.000
1150	614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	3.000	3.000

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DATE 18JAN13 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	7200-02-71 QUANTITY
1160	614.0220	STEEL THRIE BEAM BULLNOSE TERMINAL	EACH	2.000	2.000
1170	614.0230	STEEL THRIE BEAM	LF	300.000	300.000
1180	614.0395	GUARDRAIL MOW STRIP CONCRETE	SY	20.000	20.000
1190	614.0396	GUARDRAIL MOW STRIP ASPHALT	SY	382.000	382.000
1200	614.2300	MGS GUARDRAIL 3	LF	675.000	675.000
1210	614.2500	MGS THRIE BEAM TRANSITION	LF	39.000	39.000
1220	614.2610	MGS GUARDRAIL TERMINAL EAT	EACH	4.000	4.000
1230	614.2620	MGS GUARDRAIL TERMINAL TYPE 2	EACH	3.000	3.000
1240	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 7200-02-71	EACH	1.000	1.000
1250	619.1000	MOBILIZATION	EACH	1.000	1.000
1260	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	831.000	831.000
1270	624.0100	WATER	MGAL	1,000.000	1,000.000
1280	625.0500	SALVAGED TOPSOIL	SY	269,284.000	269,284.000
1290	627.0200	MULCHING	SY	243,468.000	243,468.000
1300	628.1104	EROSION BALES	EACH	363.000	363.000
1310	628.1504	SILT FENCE	LF	9,069.000	9,069.000
1320	628.1520	SILT FENCE MAINTENANCE	LF	9,069.000	9,069.000
1330	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	5.000	5.000
1340	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	5.000	5.000
1350	628.1920	CLEANING SEDIMENT BASINS	CY	20.000	20.000
1360	628.2004	EROSION MAT CLASS I TYPE B	SY	27,450.000	27,450.000
1370	628.2023	EROSION MAT CLASS II TYPE B	SY	15,646.000	15,646.000
1380	628.2033	EROSION MAT CLASS III TYPE B	SY	1,158.000	1,158.000
1390	628.6510	SOIL STABILIZER TYPE B	ACRE	5.000	5.000
1400	628.7005	INLET PROTECTION TYPE A	EACH	97.000	97.000
1410	628.7015	INLET PROTECTION TYPE C	EACH	105.000	105.000
1420	628.7504	TEMPORARY DITCH CHECKS	LF	495.000	495.000
1430	628.7555	CULVERT PIPE CHECKS	EACH	41.000	41.000
1440	628.7570	ROCK BAGS	EACH	20.000	20.000
1450	629.0210	FERTILIZER TYPE B	CWT	454.000	454.000
1460	630.0120	SEEDING MIXTURE NO. 20	LB	3,508.000	3,508.000
1470	630.0140	SEEDING MIXTURE NO. 40	LB	1,225.000	1,225.000
1480	630.0170	SEEDING MIXTURE NO. 70	LB	108.000	108.000
1490	630.0300	SEEDING BORROW PIT	LB	871.000	871.000
1500	633.0100	DELINEATOR POSTS STEEL	EACH	94.000	94.000
1510	633.0500	DELINEATOR REFLECTORS	EACH	127.000	127.000
1520	633.5200	MARKERS CULVERT END	EACH	28.000	28.000
1530	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	17.000	17.000
1540	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	45.000	45.000
1550	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	68.000	68.000
1560	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	20.000	20.000
1570	634.0620	POSTS WOOD 4X6-INCH X 20-FT	EACH	8.000	8.000
1580	634.0622	POSTS WOOD 4X6-INCH X 22-FT	EACH	3.000	3.000
1590	635.0200	SIGN SUPPORTS STRUCTURAL STEEL HS	LB	6,150.000	6,150.000
1600	636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	18.000	18.000
1610	636.0500	SIGN SUPPORTS STEEL REINFORCEMENT	LB	580.000	580.000
1620	636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	980.000	980.000
1630	637.0101	SIGNS TYPE I	SF	2,039.500	2,039.500
1640	637.0202	SIGNS REFLECTIVE TYPE II	SF	1,856.340	1,856.340
1650	637.0620	SIGN FLAGS PERMANENT TYPE II	EACH	46.000	46.000
1660	638.2102	MOVING SIGNS TYPE II	EACH	7.000	7.000
1670	638.2601	REMOVING SIGNS TYPE I	EACH	2.000	2.000
1680	638.2602	REMOVING SIGNS TYPE II	EACH	70.000	70.000

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DATE 18JAN13 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	7200-02-71 QUANTITY
1690	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	64.000	64.000
1700	638.3100	REMOVING STRUCTURAL STEEL SIGN SUPPORTS	EACH	4.000	4.000
1710	638.4000	MOVING SMALL SIGN SUPPORTS	EACH	11.000	11.000
1720	641.1200	SIGN BRIDGE CANTILEVERED (STRUCTURE) 01. S-55-0043	LS	1.000	1.000
1730	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 01. S-55-0041	LS	1.000	1.000
1740	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 02. S-55-0042	LS	1.000	1.000
1750	642.5201	FIELD OFFICE TYPE C	EACH	1.000	1.000
1760	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01.7200-02-71	DAY	496.000	496.000
1770	643.0300	TRAFFIC CONTROL DRUMS	DAY	12,392.000	12,392.000
1780	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	7,930.000	7,930.000
1790	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	15,516.000	15,516.000
1800	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	900.000	900.000
1810	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	344.000	344.000
1820	643.0900	TRAFFIC CONTROL SIGNS	DAY	26,822.000	26,822.000
1830	643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II	EACH	8.000	8.000
1840	643.1000	TRAFFIC CONTROL SIGNS FIXED MESSAGE	SF	364.500	364.500
1850	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	30.000	30.000
1860	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 7200-02-71	EACH	1.000	1.000
1870	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	8,690.000	8,690.000
1880	645.0105	GEOTEXTILE FABRIC TYPE C	SY	2,620.000	2,620.000
1890	645.0112	GEOTEXTILE FABRIC TYPE DF SCHEDULE B	SY	1,750.000	1,750.000
1900	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	2,906.000	2,906.000
1910	645.0140	GEOTEXTILE FABRIC TYPE SAS	SY	5,153.000	5,153.000
1920	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	48,100.000	48,100.000
1930	646.0600	REMOVING PAVEMENT MARKINGS	LF	3,200.000	3,200.000
1940	646.0841.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH	LF	650.000	650.000
1950	646.0843.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH	LF	8,120.000	8,120.000
1960	647.0456	PAVEMENT MARKING CURB EPOXY	LF	50.000	50.000
1970	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	20.000	20.000
1980	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	5.000	5.000
1990	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	600.000	600.000
2000	648.0100	LOCATING NO-PASSING ZONES	MI	1.000	1.000
2010	650.4000	CONSTRUCTION STAKING STORM SEWER	EACH	123.000	123.000
2020	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	21,652.000	21,652.000
2030	650.5000	CONSTRUCTION STAKING BASE	LF	10,026.000	10,026.000
2040	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	3,561.000	3,561.000
2050	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	26.000	26.000
2060	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 01. B-55-0232	LS	1.000	1.000
2070	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 02. B-55-272	LS	1.000	1.000
2080	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 03. B-55-0273	LS	1.000	1.000
2090	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 04. S-55-0041	LS	1.000	1.000
2100	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 05. S-55-0042	LS	1.000	1.000

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DATE 18JAN13 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	7200-02-71 QUANTITY
2110	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 06. S-55-0043	LS	1.000	1.000
2120	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	11,705.000	11,705.000
2130	650.8500	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 01. 7200-02-71	LS	1.000	1.000
2140	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01.7200-02-71	LS	1.000	1.000
2150	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	18,965.000	18,965.000
2160	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	4,534.000	4,534.000
2170	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	1,353.000	1,353.000
2180	653.0140	PULL BOXES STEEL 24X42-INCH	EACH	25.000	25.000
2190	653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	2.000	2.000
2200	654.0106	CONCRETE BASES TYPE 6	EACH	34.000	34.000
2210	654.0210	CONCRETE CONTROL CABINET BASES TYPE 8	EACH	1.000	1.000
2220	654.0217	CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL	EACH	1.000	1.000
2230	655.0610	ELECTRICAL WIRE LIGHTING 12 AWG	LF	7,056.000	7,056.000
2240	655.0625	ELECTRICAL WIRE LIGHTING 6 AWG	LF	29,341.000	29,341.000
2250	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 01.CB 100	LS	1.000	1.000
2260	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 02. CB 200	LS	1.000	1.000
2270	657.0255	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	EACH	34.000	34.000
2280	657.0327	POLES TYPE 6-ALUMINUM	EACH	36.000	36.000
2290	657.0715	LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 15-FT	EACH	42.000	42.000
2300	657.6005.S	ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES	EACH	2.000	2.000
2310	659.0115	LUMINAIRES UTILITY HPS 150 WATTS	EACH	8.000	8.000
2320	659.0125	LUMINAIRES UTILITY HPS 250 WATTS	EACH	34.000	34.000
2330	690.0150	SAWING ASPHALT	LF	4,408.000	4,408.000
2340	690.0250	SAWING CONCRETE	LF	2,449.000	2,449.000
2350	715.0415	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	15,780.000	15,780.000
2360	715.0502	INCENTIVE STRENGTH CONCRETE STRUCTURES	DOL	39,940.000	39,940.000
2370	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5. 00/HR	HRS	2,400.000	2,400.000
2380	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	1,900.000	1,900.000
2390	SPV.0060	SPECIAL 03. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2	EACH	15.000	15.000
2400	SPV.0060	SPECIAL 05.PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3	EACH	17.000	17.000
2410	SPV.0060	SPECIAL 06.PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3R	EACH	8.000	8.000
2420	SPV.0060	SPECIAL 07. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC WORDS	EACH	34.000	34.000
2430	SPV.0060	SPECIAL 08.PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 1	EACH	16.000	16.000
2440	SPV.0060	SPECIAL 09.PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2	EACH	14.000	14.000
2450	SPV.0060	SPECIAL 10.PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2R	EACH	3.000	3.000

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DATE 18JAN13 E S T I M A T E O F Q U A N T I T I E S

LINE 7200-02-71

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
2460	SPV.0060	SPECIAL 11.PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3	EACH	14.000	14.000
2470	SPV.0060	SPECIAL 12. PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3R	EACH	6.000	6.000
2480	SPV.0060	SPECIAL 13. PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC WORDS	EACH	32.000	32.000
2490	SPV.0060	SPECIAL 20. LIGHTING CONTROL CABINET	EACH	1.000	1.000
2500	SPV.0060	SPECIAL 21. WISDOT LIGHTING CONTROL CABINET TYPE 3866	EACH	1.000	1.000
2510	SPV.0060	SPECIAL 30. BEAT-SSCC-CM-28 CRASH CUSHION SYSTEM	EACH	1.000	1.000
2520	SPV.0090	SPECIAL 10. CONCRETE CURB AND GUTTER CURE AND SEAL TREATMENT	LF	15,272.000	15,272.000
2530	SPV.0090	SPECIAL 20. FENCE CHAIN LINK POLYMER COATED 6-FT	LF	28.000	28.000
2540	SPV.0090	SPECIAL 30.FENCE CHAIN LINK POLYMER COATED 8-FT	LF	217.000	217.000
2550	SPV.0090	SPECIAL 42.PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6"	LF	360.000	360.000
2560	SPV.0090	SPECIAL 44.PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC EDGELINE EXT 18"	LF	320.000	320.000
2570	SPV.0090	SPECIAL 50.CASTING PIPE OPEN CUT 24-INCH	LF	1,280.000	1,280.000
2580	SPV.0105	SPECIAL 10.CONCRETE CRACK MITIGATION AND REPAIR SPECIAL	LS	1.000	1.000
2590	SPV.0105	SPECIAL 20. CONSTRUCTION STAKING CONCRETE PAVEMENT JOINT LAYOUT	LS	1.000	1.000
2600	SPV.0105	SPECIAL 30.CONSTRUCTION STAKING CONCRETE ROUNDABOUT RADIO ROAD	LS	1.000	1.000
2610	SPV.0105	SPECIAL 40.CONSTRUCTION STAKING CONCRETE ROUNDABOUT NORTH RAMP TERMINAL	LS	1.000	1.000
2620	SPV.0105	SPECIAL 50.CONSTRUCTION STAKING CONCRETE ROUNDABOUT SOUTH RAMP TERMINAL	LS	1.000	1.000
2630	SPV.0105	SPECIAL 60.CONSTRUCTION STAKING PROJECT LAYOUT	LS	1.000	1.000
2640	SPV.0165	SPECIAL 20. CONCRETE SIDEWALK CURE AND SEAL TREATMENT	SF	41,164.000	41,164.000
2650	SPV.0180	SPECIAL 10.CONCRETE PAVEMENT 9.0-INCH SPECIAL	SY	15,852.000	15,852.000
2660	SPV.0180	SPECIAL 20.CONCRETE PAVEMENT 9.5-INCH SPECIAL	SY	16,590.000	16,590.000
2670	SPV.0180	SPECIAL 30.CONCRETE PAVEMENT APPROACH SLAB SPECIAL	SY	410.000	410.000
2680	SPV.0180	SPECIAL 40.CLEANING, GRADING AND SHAPING EXISTING DITCH	SY	400.000	400.000

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CLEARING AND GRUBBING

CAT	STATION TO STATION	LOCATION	CLEARING 201.0105 STA	GRUBBING 201.0205 STA	REMARKS
0010	182+00 - 189+00	RADIO RD NB	2	2	RT
0010	182+00 - 189+00	RADIO RD NB	7	7	LT
0010	190+00 - 199+00	RADIO RD NB	6	6	RT
0010	190+00 - 199+00	RADIO RD NB	8	8	LT
0010	214+00 - 220+00	RADIO RD NB	2	2	RT
0010	214+00 - 220+00	RADIO RD NB	5	5	LT
0010	13+00 - 17+00	PAULSON RD WB	4	4	RT
0010	13+00 - 17+00	PAULSON RD WB	2	2	LT
0010	21+00 - 22+00	PAULSON RD WB	1	1	RT
0010	30+00 - 32+00	PAULSON RD WB	1	1	RT
0010	30+00 - 32+00	PAULSON RD WB	2	2	LT
0010	37+00 - 39+00	PAULSON RD WB	2	2	RT
0010	45+00 - 51+00	PAULSON RD WB	6	6	LT
0010	55+00 - 57+00	PAULSON RD WB	2	2	LT
0010	328+00 - 340+00	SE RAMP	8	8	RT
0010	328+00 - 340+00	SE RAMP	12	12	LT
0010	348+00 - 349+00	NW RAMP	1	1	RT
0010	348+00 - 349+00	NW RAMP	1	1	LT
0010	350+00 - 351+00	NW RAMP	1	1	LT
0010	330+00 - 333+00	NE RAMP	2	2	RT
0010	330+00 - 333+00	NE RAMP	1	1	LT
0010	334+00 - 337+00	NE RAMP	3	3	LT
0010	5+00 - 6+00	BYLANDER PE	1	1	LT
0010	12+00 - 13+00	BYLANDER PE	1	1	RT
0010	12+00 - 13+00	BYLANDER PE	1	1	LT
0010	16+00 - 19+00	OLD CHAPMAN DR	1	1	RT
0010	16+00 - 19+00	OLD CHAPMAN DR	3	3	LT
0010	6+00 - 7+00	OLD CHAPMAN DR PE - LINE P	1	1	RT
0010	6+00 - 7+00	OLD CHAPMAN DR PE - LINE P	1	1	LT
0010	10+00 - 11+00	RADIO RD PE 2 - LINE S	1	1	
0010	10+00 - 13+00	PAULSON RD PE N LARSON - LINE DD	3	3	LT
0010	3+00 - 5+00	DRAINAGE DITCH - LINE L	2	2	RT
0010	10+00 - 12+00	OLD CHAPMAN PE 2 - LINE Q	2	2	LT
0010	323+00 - 328+00	STH 35 NB	5	5	LT
0010	359+00 - 364+00	STH 35 NB	5	5	RT
0010	365+00 - 368+00	STH 35 NB	2	2	RT
0010	365+00 - 368+00	STH 35 NB	1	1	LT
		TOTAL 0010	109	109	

REMOVING SMALL PIPE CULVERTS

CAT	STATION TO STATION	LOCATION	203.0100 EACH	REMARKS
0010	183+13 - 183+37	Radio Rd NB	1	LT - 24' - 24" CMP
0010	184+19	Radio Rd NB	1	40' - 24" CMP
0010	191+72 - 191+98	Radio Rd NB	1	RT - 25' - 24" CMP
0010	192+11 - 192+33	Radio Rd NB	1	LT - 25' - 24" CMP
0010	219+02 - 219+28	Chapman Dr	1	LT - 27' - 24" CMP
0010	344+14 - 345+66	STH 35 NB	1	RT - 90' - 24" RCP
0010	360+71	STH 35 NB	1	RT - 88' - 24" RCP
0010	309+20 - 309+88	STH 35 NB	1	LT - 68' - 18" CMP
0010	343+39 - 343+74	SW Ramp	1	RT - 60' - 24" CMP
		TOTAL 0010	9	

REMOVING OLD STRUCTURE (STRUCTURE) 02, STA. 195+97

CAT	STATION	LOCATION	203.0200.02 LS	REMARKS
0010	195+97	RADIO ROAD SB	1	EXISTING 60" TRIPLE PIPE
		TOTAL 0010	1	

REMOVING PAVEMENT

CAT	STATION TO STATION	LOCATION	204.0100 SY	REMARKS
0010	340+20 - 346+49	STH 35 NB RT	710	AT RADIO RD REMOVAL
0010	MEDIAN	STH 35 NB/SB	845	AT RADIO RD REMOVAL
0010	342+63 - 349+21	STH 35 SB LT	716	AT RADIO RD REMOVAL
		TOTAL 0010	2271	

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REMOVING ASPHALTIC SURFACE

CAT	STATION TO	STATION	LOCATION	204.0110 SY	REMARKS
0010	0+00	- 10+07	PAULSON RAB TEMP BYPASS	2300	PLACE MILLINGS PER CONSTRUCTION PERMIT AGREEMENT
			TOTAL 0010	2300	

REMOVING CURB & GUTTER

CAT	STATION TO	STATION	LOCATION	204.0150 LF	REMARKS
0010	345+22	- 345+80	STH 35 NB	108	RADIO RD NE QUAD
0010			STH 35 NB	176	RADIO RD ISLAND
0010	344+00	- 344+56	STH 35 NB	78	RADIO RD NW QUAD
0010	344+66	- 345+14	STH 35 SB	72	RADIO RD SE QUAD
0010			STH 35 SB	181	RADIO RD ISLAND
0010	343+50	- 343+99	STH 35 SB	98	RADIO RD NE QUAD
0010	281+40		STH 35 NB	165	CTH U NE QUAD
0010	281+60		STH 35 NB	39	CTH U ISLAND
0010	281+80		STH 35 NB	165	CTH U NW QUAD
0010	281+40		STH 35 SB	74	WHITETAIL NE QUA
0010	281+60		STH 35 SB	64	CTH U ISLAND
0010	282+00		STH 35 SB	89	WHITETAIL NW QUA
0010	56+17	- 56+62	PAULSON RD	54	INTERSECTION RAD
			TOTAL 0010	1363	

REMOVING FENCE

CAT	STATION TO	STATION	LOCATION	204.0170 LF
0010	345+16	- 346+65	NW RAMP	345
0010	359+90	- 361+50	NW RAMP	168
0010	330+00	- 344+00	STH 35 NB	1437
0010	8+75	- 12+50	BYLANDER PE	468
0010	14+00	- 19+20	OLD CHAPMAN DR	602
0010	181+80	- 195+80	RADIO RD NB	1456
0010	187+65	- 193+20	RADIO RD NB	565
0010	214+05	- 215+55	CHAPMAN DR	177
0010	212+25	- 215+53	CHAPMAN DR	352
0010	212+20	- 215+25	CHAPMAN DR	326
0010	11+65	- 10+39	RADIO RD PE 1	125
0010	10+37	- 11+78	RADIO RD PE 1	141
			TOTAL 0010	6162

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FILE NAME : 030170_mq PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

EARTHWORK SUMMARY

Division	From / To Station	Location	BID ITEM 205.0100 Common Excavation (1)		Salvaged / Unusable Pavement Material (4)	Available Material (5)	Rock Excavation (6)	Reduced EBS in Fill (7)	Expanded EBS Backfill (8)	Expanded Rock (9)	Unexpanded Fill	Expanded Fill (10)	Mass Ordinate + / - (11)	Waste	Borrow	Comment:
			Cut (2)	EBS Excavation (3)			(item #205.0200)	Factor 0.75	Factor 1.30	Factor 1.00		Factor 1.25				
DIVISION 1 - STAGE 1																
PAULSON ROAD	19+50 - 56+50	LINE J	24,159	0	0	24,159	198	0	0	198	19,688	24,363	-204	0	-204	USE WASTE FROM DIVISION 1 AREAS FOR FILL
PAULSON RAB TEMP BYPASS	0+00 - 10+07	LINE HH	301	0	0	301	0	0	0	0	1,747	2,184	-1,883	0	-1,883	
PAULSON PE	20+00 - 24+63	LINE K	303	0	0	303	0	0	0	0	15	19	284	284	0	
PAULSON PE	10+00 - 12+07	LINE N	433	0	0	433	0	0	0	0	1	1	432	432	0	EXCESS WASTE TO BE USED
PAULSON PE	10+00 - 12+63	LINE DD	908	0	0	908	0	0	0	0	0	0	908	908	0	ON EARTHWORK DIVISION 2 AREAS
PAULSON DRAINAGE DITCH	0+00 - 5+00	LINE L	593	0	0	593	0	0	0	0	0	0	593	593	0	
PAULSON PE	18+60 - 20+00	LINE X	326	0	0	326	0	0	0	0	7	8	317	317	0	
DIVISON 1 SUBTOTAL			27,023	0	0	27,023	198	0	0	198	21,458	26,575	448	2,535	-2,087	
DIVISION 2 - SOUTH OF STH 35																
PAULSON RD RAB	185+50 - 189+25	LINE EE	486	0	0	486	0	0	0	0	24,627	30,783	-30,298	0	-30,298	
RADIO RD	180+00 - 194+30	LINE G	7,891	0	0	7,891	0	0	0	0	61,643	77,054	-69,162	0	-69,162	
SOUTHERN TERM RAB	194+30 - 199+20	LINE FF	1,418	0	0	1,418	0	0	0	0	162,067	202,584	-201,166	0	-201,166	
SW RAMP	342+80 - 359+00	LINE E	9,262	701	0	9,262	0	0	0	0	44,927	56,158	-46,896	0	-46,896	
SE RAMP	320+25 - 338+80	LINE F	43,773	118	0	43,773	0	89	154	0	9,412	11,764	32,162	32,162	0	
PAULSON RD	14+90 - 15+65	LINE J	15	0	0	15	0	0	0	0	907	1,134	-1,119	0	-1,119	
PAULSON PE	10+40 - 11+50	LINE U	76	0	0	76	0	0	0	0	350	438	-362	0	-362	
PAULSON PE	19+25 - 19+70	LINE V	85	0	0	85	0	0	0	0	0	0	85	85	0	
PAULSON RAB BYPASS REMOVAL	0+00 - 10+07	LINE HH	1,750	0	0	1,750	0	0	0	0	0	0	1,750			
DIVISION 2 SUBTOTAL			64,757	819	0	64,757	0	89	154	0	303,933	379,916	-315,005	32,247	-349,002	
DIVISION 3 - NORTH OF STH 35																
BYLANDER PE	5+00 - 13+50	LINE T	427	0	0	427	0	0	0	0	1,331	1,664	-1,237	0	-1,237	
NW RAMP	345+25 - 364+00	LINE C	12,850	369	0	12,850	0	277	480	0	17,114	21,392	-8,063	0	-8,063	
NE RAMP	324+60 - 342+40	LINE D	1,435	913	0	1,435	0	685	1,187	0	93,303	116,629	-114,007	0	-114,007	
NORTHERN TERM RAB	201+00 - 206+25	LINE GG	167	0	0	167	0	0	0	0	117,026	146,283	-146,116	0	-146,116	
RADIO RD/CHAPMAN DR	206+25 - 220+25	LINE G	3,688	495	0	3,688	0	371	644	0	46,712	58,390	-54,058	0	-54,058	
OLD CHAPMAN DRIVE	15+00 - 19+70	LINE I	1,004	0	0	1,004	0	0	0	0	4,097	5,122	-4,118	0	-4,118	
OLD CHAPMAN PE	5+00 - 7+70	LINE P	135	0	0	135	0	0	0	0	680	850	-715	0	-715	
OLD CHAPMAN PE	10+00 - 12+12	LINE Q	99	0	0	99	0	0	0	0	66	82	17	17	0	
RADIO RD PE	10+65 - 11+70	LINE R	49	0	0	49	0	0	0	0	214	267	-218	0	-218	
RADIO RD PE	10+20 - 10+92	LINE S	206	0	0	206	0	0	0	0	8	10	196	196	0	
DIVISION 3 SUBTOTAL			20,060	1,777	0	20,060	0	1,333	2,310	0	280,550	350,688	-328,318	214	-328,531	
GRAND TOTAL			110,090	2,597	0	110,090	198	1,422	2,464	198	605,941	757,179	-644,625	34,996	-679,620	
TOTAL COMMON EXCAVATION, 205.0100			**112,687**									**TOTAL BORROW, 208.0100**		**644,625**		

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Borrow material.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Rock Excavation item number 205.0200
7) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.75
8) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1.3. Item number 208.1100
9) Expanded Rock - Factor = 1.0
10) Expanded Fill. Factor = 1.25 Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
11) 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.

SELECT BORROW

CAT	STATION	TO	STATION	LOCATION	208.1100 CY	REMARKS
0010	184+00	-	186+06	RADIO RD NB	638	
0010	184+00	-	186+18	RADIO RD SB	534	
		-				
0010		-		PAULSON RD RAB	3816	
		-				
0010	187+98	-	195+76	RADIO RD NB	3630	
0010	194+34	-	196+77	RADIO RD NB RT TURN LN	818	
0010	188+15	-	196+11	RADIO RD SB	3339	
		-				
0010		-		SOUTH TERMINAL RAB	3688	
		-				
0010	197+91	-	199+15	RADIO RD NB	583	
0010	198+01	-	199+33	RADIO RD SB	580	
		-				
0010	201+17	-	202+48	RADIO RD NB	470	
0010	201+34	-	202+54	RADIO RD SB	544	
		-				
0010		-		NORTH TERMINAL RAB	3609	
		-				
0010	204+41	-	207+12	RADIO RD NB	1123	
0010	204+72	-	207+33	RADIO RD SB	1370	
0010	203+76	-	206+09	RADIO RD SB RT TURN LN	889	
		-				
0010	207+12	-	215+50	RADIO RD	7198	
		-				
0010	344+15	-	353+15	NW RAMP	4623	
		-				
0010	340+50	-	342+19	NE RAMP	595	LEFT
0010	340+50	-	342+34	NE RAMP	541	RIGHT
		-				
0010	341+43	-	344+27	SW RAMP	1155	RIGHT
0010	341+74	-	344+27	SW RAMP	1094	LEFT
0010	344+27	-	353+25	SW RAMP	6000	
		-				
0010	320+27	-	340+48	SE RAMP	7826	
		-				
0010	18+50	-	19+67	OLD CHAPMAN DR	392	
0010	15+25	-	16+45	PAULSON RD WEST STUB	838	
0010	18+50	-	19+51	PAULSON RD	545	
				TOTAL 0010	56438	

NOTE:

1.) SELECT BORROW SHALL MEET GRANULAR BACKFILL, GRADE 2 REQUIREMENTS

2.) FILL FACTOR - 1.25 APPLIED

FINISHING ROADWAY (7200-02-71)

CAT	STATION	TO	STATION	LOCATION	213.0100 EACH
0010	270+00	-	376+00	STH 35	1
				TOTAL 0010	1

OBLITERATING OLD ROAD

CAT	STATION	TO	STATION	LOCATION	214.0100 STA	REMARKS
0010	212+00	-	213+00	CHAPMAN DR	1	LT
0010	347+00	-	348+00	NW RAMP	1	RT
				TOTAL 0010	2	

BASE AGGREGATE ITEMS

CAT	STATION TO	STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON	BASE AGGREGATE DENSE 1 1/4-INCH 305.0120 TON	REMARKS
0010	180+00	- 183+49	RADIO RD	132	1144	
0010	183+49	- 186+06	RADIO RD NB		678	
0010			PAULSON RD RAB		1221	
0010	187+98	- 195+76	RADIO RD NB		1281	
0010			SOUTH TERM. RAB		1180	
0010	194+34	- 196+77	NB RIGHT TURN LANE	3	296	
0010	197+91	- 199+15	RADIO RD NB		40	
0010	201+17	- 202+48	RADIO RD NB		185	
0010			NORTH TERM. RAB		1155	
0010	204+41	- 207+12	RADIO RD NB		401	
0010	207+12	- 219+90	RADIO RD	325	3279	
0010	183+49	- 186+18	RADIO RD SB	52	609	
0010	188+15	- 196+11	RADIO RD SB		1185	
0010	198+01	- 199+33	RADIO RD SB		205	
0010	201+34	- 207+33	RADIO RD SB	20	663	
0010	203+76	- 206+09	SB RIGHT TURN LANE	3	305	
0010	320+27	- 340+48	SE RAMP	1557	2417	
0010	324+94	- 339+43	NE RAMP	792	2028	
0010	339+43	- 342+19	NE RAMP LEFT	49	370	
0010	339+43	- 342+34	NE RAMP RIGHT	68	430	
0010	341+43	- 344+27	SW RAMP RIGHT	55	365	
0010	341+74	- 344+27	SW RAMP LEFT	92	337	
0010	344+27	- 358+99	SW RAMP	1039	1965	

BASE AGGREGATE ITEMS

CAT	STATION TO	STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON	BASE AGGREGATE DENSE 1 1/4-INCH 305.0120 TON	REMARKS
0010	344+15	- 364+40	NW RAMP	1181	2257	
0010	15+14	- 16+45	WB PAULSON RD	8	175	
0010	18+57	- 23+58	WB PAULSON RD	51	1088	
0010	23+58	- 56+17	PAULSON RD	3125	8372	
0010	15+23	- 16+44	EB PAULSON RD	8	223	
0010	18+60	- 23+71	EB PAULSON RD	73	1007	
0010	14+84	- 19+17	OLD CHAPMAN DR	103	788	
0010			OLD CHAPMN DR INTERSECTION		197	
0010	0+85	- 31+50	PATH		1722	
0010	0+85	- 31+50	PATH SHOULDERS		163	
0010	0+00	- 10+07	PAULSON RAB TEMP BYPASS	87	1575	
DRIVEWAYS						
0010	180+75		RADIO RD NB		35	LT
0010	183+25		RADIO RD NB		41	LT
0010	215+30		RADIO RD NB - LINE R		105	RT
0010	218+98		RADIO RD NB - LINE S		84	LT
0010	18+25		OLD CHAPMAN DR - LINE P		342	LT
0010	15+15		PAULSON RD WB - LINE U		180	LT
0010	15+25		PAULSON RD WB - LINE V		73	RT
0010	25+40		PAULSON RD WB - LINE X		98	RT
0010	25+40		PAULSON RD WB - LINE K		383	LT
0010	30+95		PAULSON RD WB - LINE DD		374	LT
0010	47+34		PAULSON RD WB - LINE N		155	RT
0010			BYLANDER - LINE T		769	
			TOTAL 0010	8736	41945	

SELECT CRUSHED MATERIAL

CATEGORY	STATION TO	STATION	LOCATION	312.0110 TON	REMARKS
0010	180+00 -	184+00	RADIO RD NB	1850	
0010	215+50 -	219+90	RADIO RD NB	2470	
0010	14+84 -	18+50	OLD CHAPMAN DR	1275	
0010			OLD CHAPMAN DR	48	RADIUS AT EXISTING RADIO RD
0010	19+51 -	56+17	PAULSON RD	10475	
0010	353+15 -	364+40	NW RAMP	3063	
0010	324+94 -	340+50	NE RAMP	6547	
0010	355+25 -	358+99	SW RAMP	1158	
			TOTAL 0010	26886	

CONCRETE ROUNDABOUT TRUCK APRON 8-INCH

COLORING CONCRETE RED

CAT	STATION TO	STATION	LOCATION	405.0100 CY	416.0508 SY	REMARKS
0010	0+00 -	3+93	EE LINE, 3' LT.	103	465	PALLSON RAB
0010	0+00 -	4+07	FF LINE, 3' LT.	106	480	SOUTH TERM RAB
0010	0+00 -	4+06	GG LINE, 3' LT.	107	482	NORTH TERM RAB
			TOTAL 0010	316	1426	

DRILLED DOWEL BARS

CAT	LOCATION	416.0620 EACH	REMARKS
0010	SOUTH EAST RAMP	360	900' @ 30" SPACING
0010	SOUTH WEST RAMP	150	375' @ 30" SPACING
0010	NORTH EAST RAMP	205	512' @ 30" SPACING
0010	NORTH WEST RAMP	452	1130' @ 30" SPACING
	TOTAL 0010	1167	

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ASPHALTIC PAVEMENT ITEMS

CAT	STATION TO STATION	LOCATION	ASPHALTIC MATERIAL PG58-34P 455.0135 TON	ASPHALTIC MATERIAL PG64-34P 455.0145 TON	TACK COAT 455.0605 GAL	HMA PAVEMENT TYPE E-0.3 460.1100 TON	HMA PAVEMENT TYPE E-3 460.1103 TON	HMA PAVEMENT TYPE E-10 460.1110 TON	ASPHALTIC SURFACE 465.0105 TON	TEMPARARY ASPHALTIC SURFACE 465.0125 TON
0010	180+00 - 183+49	RADIO RD		29	100		391	149		
0010	183+49 - 185+55	RADIO RD NB		11	34		134	51		
0010	183+49 - 185+65	RADIO RD SB		11	37		147	56		
0010	205+93 - 207+12	RADIO RD NB		9	24		134	36		
0010	206+09 - 207+33	RADIO RD SB		19	48		273	73		
0010	207+12 - 219+90	RADIO RD		419	1034		6378	1234		
0010	330+26 - 331+02	SE RAMP GORE		1	6		22			
0010	320+27 - 340+09	SE RAMP SHOULDERS	15		35	273				
0010	328+52 - 330+03	NE RAMP GORE		2	11		42			
0010	324+61 - 341+09	NE RAMP SHOULDERS	14		32	249				
0010	355+26 - 356+35	SW RAMP GORE		2	8		31			
0010	343+13 - 358+99	SW RAMP SHOULDERS	13		32	253				
0010	353+14 - 353+84	NW RAMP GORE		1	5		20			
0010	344+59 - 364+00	NW RAMP SHOULDERS	15		34	265				
0010	15+14 - 15+65	WB PAULSON RD		2	6		24	9		
0010	19+51 - 23+58	WB PAULSON RD		19	62		271	71		
0010	23+58 - 56+17	PAULSON RD		206	689		2758	985		
0010	15+23 - 15+74	EB PAULSON RD		3	11		41	16		
0010	19+69 - 23+71	EB PAULSON RD		17	57		244	70		
0010	14+84 - 19+17	OLD CHAPMAN DR		14	60		134	134		
0010	-	OLD CHAPMAN DR INTRSCTN		4	12		29	29		
0010	0+85 - 31+50	PATH							333	
0010		DRIVEWAYS			90					
0010	0+00 - 10+07	PAULSON RAB TEMP BYPASS								493
		TOTAL 0010	57	769	2427	1040	11073	2913	333	493

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ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CAT	STATION	LOCATION	465.0120 TON	REMARKS
0010	180+75	RADIO RD NB	7	LT
0010	215+30	RADIO RD NB	15	RT - LINE R
0010	218+98	RADIO RD NB	18	LT - LINE S
0010	18+25	OLD CHAPMAN DR	61	LT - LINE P
0010	25+40	PAULSON RD WB	12	LT - LINE X
0010	25+40	PAULSON RD WB	16	RT - LINE R
0010	30+95	PAULSON RD WB	97	LT - LINE DD
0010	47+34	PAULSON RD WB	15	RT - LINE N
		TOTAL 0010	241	

ASPHALTIC FLUMES

CAT	STATION	LOCATION	465.0315 SY	REMARKS
0010	15+72	EB PAULSON RD	11	RT
0010	19+69	EB PAULSON RD	11	RT
0010	15+66	WB PAULSON RD	11	LT
0010	21+10	WB PAULSON RD	11	LT
0010	340+09	SE RAMP	11	LT
0010	339+75	SE RAMP	11	RT
0010	343+13	SW RAMP	11	LT
0010	343+09	SW RAMP	11	RT
0010	199+00	RADIO RD SB	11	LT
0010	201+47	RADIO RD NB	11	RT
0010	201+90	RADIO RD SB	11	LT
0010	205+90	RADIO RD SB	11	LT
0010	341+09	NE RAMP	11	LT
0010	340+83	NE RAMP	11	RT
0010	344+93	NW RAMP	11	LT
0010	344+59	NW RMAP	11	RT
0010	218+46	CHAPMAN DR	11	RT
0010	19+69	OLD CHAPMAN DR	11	LT
0010	19+26	OLD CHAPMAN DR	11	RT
		TOTAL 0010	209	

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ASPHALTIC SHOULDER RUMBLE STRIP

CAT	STATION TO STATION	LOCATION	465.0400 LF	REMARKS
0010	278+54 - 283+08	STH 35 NB RT	460	AT CTH U
0010	278+51 - 283+08	STH 35 NB LT	457	AT CTH U
0010	306+81 - 310+28	STH 35 NB LT	347	DRIVEWAY REMOVAL
0010	324+29 - 325+38	STH 35 NB RT	109	DRIVEWAY REMOVAL
0010	322+52 - 325+86	STH 35 NB LT	334	DRIVEWAY REMOVAL
0010	340+20 - 346+49	STH 35 NB RT	628	AT OLD RADIO RD
0010	340+53 - 345+80	STH 35 NB LT	527	AT OLD RADIO RD
0010	367+92 - 368+49	STH 35 NB RT	56	DRIVEWAY REMOVAL
0010	368+02 - 368+56	STH 35 NB LT	53	DRIVEWAY REMOVAL
0010	280+97 - 285+00	STH 35 NB LT	404	AT WHITETAIL BLVD
0010	281+19 - 284+78	STH 35 NB RT	360	AT WHITETAIL BLVD
0010	309+33 - 309+87	STH 35 NB LT	54	DRIVEWAY REMOVAL
0010	309+26 - 309+87	STH 35 NB RT	61	DRIVEWAY REMOVAL
0010	324+28 - 325+89	STH 35 NB LT	161	DRIVEWAY REMOVAL
0010	324+07 - 326+82	STH 35 NB RT	274	DRIVEWAY REMOVAL
0010	342+63 - 349+21	STH 35 NB LT	660	AT RADIO RD
0010	343+93 - 348+73	STH 35 NB RT	480	AT RADIO RD
0010	367+93 - 370+96	STH 35 NB RT	309	DRIVEWAY REMOVAL
0010	355+89 - 364+71	NW RAMP RT	882	
0010	320+00 - 329+26	SE RAMP LT	926	
		TOTAL 0010	7542	

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CULVERT PIPE TEMPORARY 18-INCH

CATEGORY	LOCATION	520.4018 LF	REMARKS
0010	PAULSON TEMP BYPASS	52	SEE CULVERT CHART
	TOTAL 0010	52	

CULVERT PIPE CORRUGATED STEEL 15-INCH

CAT	LOCATION	521.0115 LF	REMARKS
0010		92	SEE CULVERT CHART
	TOTAL 0010	92	

APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS STEEL 57X38-INCH

CAT	LOCATION	521.0557 EACH	REMARKS
0010		2	SEE CULVERT CHART
	TOTAL 0010	2	

3

CONCRETE COLLARS FOR PIPES

CAT	STATION	LOCATION	520.8000 EACH	REMARKS
0010	322+00	STH35	1	30 INCH
0010	332+00	STH35	1	24 INCH
0010	354+00	STH35	1	24 INCH
		TOTAL 0010	3	

CULVERT PIPE CORRUGATED STEEL 24-INCH

CAT	LOCATION	521.0124 LF	REMARKS
0010	RADIO ROAD OVERPASS	90	SEE CULVERT CHART
	TOTAL 0010	90	

PIPE ARCH CORRUGATED STEEL 28X20-INCH

CAT	LOCATION	521.0728 LF	REMARKS
0010		200	SEE CULVERT CHART
	TOTAL 0010	200	

CULVERT PIPE CORRUGATED STEEL 12-INCH

CATEGORY	LOCATION	521.0112 LF	REMARKS
0010	PAULSON RD	50	SEE CULVERT CHART
	TOTAL 0010	50	

CULVERT PIPE CORRUGATED STEEL 30-INCH

CAT	LOCATION	521.0130 LF	REMARKS
0010	RADIO ROAD OVERPASS	142	SEE CULVERT CHART
	TOTAL 0010	142	

PIPE ARCH CORRUGATED STEEL 42X29-INCH

CAT	LOCATION	521.0742 LF	REMARKS
0010	RADIO ROAD OVERPASS	70	SEE CULVERT CHART
	TOTAL 0010	70	

3

PIPE ARCH CORRUGATED STEEL 57X38-INCH

CAT	LOCATION	521.0757 LF	REMARKS
0010	RADIO ROAD OVERPASS	60	SEE CULVERT CHART
	TOTAL 0010	60	

APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH

CAT	LOCATION	521.1030 EACH	REMARKS
0010	RADIO ROAD OVERPASS	6	SEE CULVERT CHART
	TOTAL 0010	6	

↓ ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAIN STEEL 28X20-INCH 6

CAT	LOCATION	521.1728 EACH	REMARKS
0010	RADIO ROAD OVERPASS	4	SEE CULVERT CHART
	TOTAL 0010	4	

3

APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH

CATEGORY	LOCATION	521.1012 EACH	REMARKS
0010	PAULSON RD	2	SEE CULVERT CHART
	TOTAL 0010	2	

APRON ENDWALLS FOR PIPE ARCH STEEL 42X29-INCH

CAT	LOCATION	521.1242 EACH	REMARKS
0010	RADIO ROAD OVERPASS	4	SEE CULVERT CHART
	TOTAL 0010	4	

CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH

CAT	LOCATION	522.0124 LF	REMARKS
0010	RADIO ROAD OVERPASS	1316	SEE CULVERT CHART
	TOTAL 0010	1316	

APRON ENDWALLS FOR CULVERT PIPE STEEL 15-INCH

CAT	LOCATION	521.1015 EACH	REMARKS
0010		4	SEE CULVERT CHART
	TOTAL 0010	4	

↓ ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAIN STEEL 24-INCH 6

CAT	LOCATION	521.1524 EACH	REMARKS
0010	RADIO ROAD OVERPASS	2	SEE CULVERT CHART
	TOTAL 0010	2	

CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH

CAT	LOCATION	522.0130 LF	REMARKS
0010	RADIO ROAD OVERPASS	144	SEE CULVERT CHART
	TOTAL 0010	144	

3

CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH

CAT	LOCATION	522.0142 LF	REMARKS
0010	RADIO ROAD OVERPASS	128	SEE CULVERT CHART
	TOTAL 0010	128	

CULVERT PIPE REINFORCED CONCRETE CLASS V 60-INCH

CAT	LOCATION	522.0560 LF	REMARKS
0010		336	SEE CULVERT CHART
	TOTAL 0010	336	

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH

CAT	LOCATION	522.1018 EACH	REMARKS
0010	RADIO ROAD OVERPASS	22	SEE STORMSEWER CHART
	TOTAL 0010	22	

3

CULVERT PIPE REINFORCED CONCRETE CLASS III 54-INCH

CAT	LOCATION	522.0154 LF	REMARKS
0010	RADIO ROAD OVERPASS	112	SEE CULVERT CHART
	TOTAL 0010	112	

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH

CATEGORY	LOCATION	522.1012 EACH	REMARKS
0010	RADIO RD OVERPASS	3	
	TOTAL 0010	3	

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH

CAT	LOCATION	522.1024 EACH	REMARKS
0010	RADIO ROAD OVERPASS	3	SEE STORMSEWER CHART
0010	RADIO ROAD OVERPASS	12	SEE CULVERT CHART
	TOTAL 0010	15	

CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH

CAT	LOCATION	522.0336 LF	REMARKS
0010	RADIO ROAD OVERPASS	264	SEE CULVERT CHART
	TOTAL 0010	264	

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH

CAT	LOCATION	522.1015 EACH	REMARKS
0010	RADIO ROAD OVERPASS	2	SEE STORMSEWER CHART
	TOTAL 0010	2	

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH

CAT	LOCATION	522.1030 EACH	REMARKS
0010	RADIO ROAD OVERPASS	3	SEE CULVERT CHART
	TOTAL 0010	3	

3

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH

CAT	LOCATION	522.1036 EACH	REMARKS
0010	RADIO ROAD OVERPASS	1	SEE STORMSEWER CHART
0010	RADIO ROAD OVERPASS	2	SEE CULVERT CHART
	TOTAL 0010	3	

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 60-INCH

CAT	LOCATION	522.1060 EACH	REMARKS
0010	RADIO ROAD OVERPASS	2	SEE CULVERT CHART
	TOTAL 0010	2	

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH

CAT	LOCATION	523.0519 EACH	REMARKS
0010	RADIO ROAD OVERPASS	2	SEE CULVERT PIPES
	TOTAL 0010	2	

3

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH

CAT	LOCATION	522.1042 EACH	REMARKS
0010	RADIO ROAD OVERPASS	2	SEE CULVERT CHART
	TOTAL 0010	2	

CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH

CAT	LOCATION	523.0119 LF	REMARKS
0010	RADIO ROAD OVERPASS	56	SEE CULVERT CHART
	TOTAL 0010	56	

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH

CAT	LOCATION	522.1054 EACH	REMARKS
0010	RADIO ROAD OVERPASS	2	SEE CULVERT CHART
	TOTAL 0010	2	

CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH

CAT	LOCATION	523.0419 LF	REMARKS
0010	RADIO ROAD OVERPASS	56	SEE CULVERT CHART
	TOTAL 0010	56	

CURB AND GUTTER

CAT	STATION	TO	STATION	LOCATION	CONCRETE CURB TYPE G 601.0115 LF	CONCRETE CURB & GUTTER 30-INCH TYPE A 601.0409 LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 30 INCH TYPE G 601.0413 LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 30 INCH TYPE J 601.0415 LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D 601.0557 LF	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R 601.0580 LF	CONCRETE CURB PEDESTRIAN 601.0600 LF	SPECIAL (10. CONCRETE CURB AND GUTTER CURE AND SEAL TREATMENT) SPV.0090.10 LF	REMARKS
0010	183+49	-	185+56	RADIO RD NB LT				207				207	
0010	185+56	-	186+06	RADIO RD NB LT		51						51	
0010	183+49	-	185+56	RADIO RD NB RT				205				205	
0010	185+56	-	187+07	RADIO RD NB RT		192						192	EB PAULSON RD RT
0010				PAULSON RD RAB	295	236				393		924	
0010	187+98	-	195+78	RADIO RD NB LT		780						780	
0010	187+26	-	196+70	RADIO RD NB RT		974						974	SE RAMP LT/PAULSON RD WB LT
0010	194+35	-	196+80	RADIO RD NB RT		264						264	
0010	194+30	-	196+80	RADIO RD NB RT		271						271	TURN LANE LT
0010				SOUTH TERM RAB	309	122				407		838	
0010	196+90	-	198+84	RADIO RD NB RT		317						317	
0010	197+91	-	198+50	RADIO RD NB LT		59						59	
0010	202+07	-	202+48	RADIO RD NB LT		40						40	
0010	201+14	-	201+24	RADIO RD NB RT	10								
0010	201+24	-	201+47	RADIO RD NB RT		23						23	
0010	201+59	-	203+50	RADIO RD NB RT		315						315	NE RAMP LT
0010				NORTH TERM RAB	307	110				405		822	
0010	203+74	-	207+12	RADIO RD NB RT		431						431	NE RAMP RT
0010	204+41	-	207+12	RADIO RD NB LT		272						272	
0010	207+12	-	217+95	RADIO RD NB RT				1053				1053	
0010	183+49	-	185+65	RADIO RD SB RT				231				231	
0010	185+65	-	186+18	RADIO RD SB RT		53						53	
0010	185+65	-	187+06	RADIO RD SB LT		202						202	EB PAULSON RD RT
0010	187+26	-	196+78	RADIO RD SB LT		1098						1098	WB PAULSON LT/SW RAMP RT
0010	188+15	-	196+11	RADIO RD SB RT		793						793	
0010	196+95	-	199+30	RADIO RD SB LT		376						376	SW RAMP RT
0010	198+01	-	198+54	RADIO RD SB RT		67						67	
0010	201+48	-	201+98	RADIO RD SB LT	53								
0010	201+98	-	203+71	RADIO RD SB LT		344						344	NW RAMP LT
0010	202+12	-	202+55	RADIO RD SB RT		57						57	
0010	204+72	-	207+32	RADIO RD SB RT		276						276	
0010	203+73	-	206+04	RADIO RD SB LT		274						274	SW RAMP RT
0010	203+74	-	206+09	RADIO RD SB LT		278						278	TURN LANE RT/ SW RAMP RT
0010	203+92	-	205+90	RADIO RD SB LT		154						154	TURN LANE LT/SW RAMP RT
				PAGE TOTAL	973	8430		1696		1206		12242	

CURB AND GUTTER - CONTUIED

CAT	STATION	TO	STATION	LOCATION	CONCRETE CURB TYPE G 601.0115 LF	CONCRETE CURB & GUTTER 30-INCH TYPE A 601.0409 LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 30 INCH TYPE G 601.0413 LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 30 INCH TYPE J 601.0415 LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D 601.0557 LF	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R 601.0580 LF	CONCRETE CURB PEDESTRIAN 601.0600 LF	SPECIAL (10. CONCRETE CURB AND GUTTER CURE AND SEAL TREATMENT) SPV.0090.10 LF	REMARKS
0010	19+27	-	19+67	OLD CHAPMAN DR RT					67			67	
0010	19+10	-	19+69	OLD CHAPMAN DR LT					88			88	
0010	339+42	-	340+83	NE RAMP RT			156					156	INCULDING RADIUS
0010	339+42	-	340+83	NE RAMP RT			148					148	
0010	343+13	-	344+27	SW RAMP LT			129					129	INCULDING RADIUS
0010	343+13	-	344+27	SW RAMP LT			121					121	
0010	15+74	-	16+44	EB PAULSON RD LT		70						70	
0010	15+65	-	16+45	WB PAULSON RD RT		80						80	
0010	18+57	-	19+51	WB PAULSON RD RT		94						94	
0010	18+60	-	19+70	EB PAULSON RD LT		110						110	
0010	19+51	-	21+10	WB PAULSON RD LT				162				162	
0010	19+51	-	23+58	WB PAULSON RD RT				407				407	
0010	19+70	-	23+71	EB PAULSON RD LT				416				416	INCULDING RADIUS
0010	52+00	-	56+89	PAULSON RD RT				525				525	
0010	55+00	-	56+89	PAUSLON RD LT				189				189	
0010	0+18	-	0+50	MULTIUSE PATH							72	72	
0010	9+70	-	9+80	MULTIUSE PATH							25	25	
0010	17+10	-	17+50	MULTIUSE PATH							72	72	
0010			185+75	RADIO RD NB							54	54	
0010			16+25	WB PAULSON RD							44	44	
				TOTAL 0010	973	8784	554	3395	155	1206	267	15272	

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CONCRETE SIDEWALK 6-INCH

CAT	STATION TO	STATION	LOCATION	602.0415 SF	SPECIAL (20. CONCRETE SIDEWALK CURE AND SEAL TREATMENT) SPV.0165.20 SF	REMARKS
0010	183+40 -	186+10	RADIO RD NB	3580	3580	
0010	188+00 -	191+00	RADIO RD NB	3800	3800	
0010	195+00 -	196+00	RADIO RD NB	2540	2540	
0010	198+00 -	198+75	RADIO RD NB	1165	1165	
0010	198+50 -	199+00	RADIO RD NB	976	976	APPROACH SLAB SHOULDER
0010	198+89 -	199+30	RADIO RD SB	190	190	APPROACH SLAB SHOULDER
0010	201+48 -	201+98	RADIO RD SB	493	493	APPROACH SLAB SHOULDER
0010	201+22 -	201+50	RADIO RD NB	875	875	APPROACH SLAB SHOULDER
0010	202+00 -	202+50	RADIO RD NB	782	782	
0010	204+50 -	207+20	RADIO RD NB	3923	3923	
0010	194+30 -	196+80	RADIO RD NB	2580	2580	RT TURN BAY ISLAND
0010	204+60 -	205+90	RADIO RD NB	2759	2759	RT TURN BAY ISLAND
0010	15+65 -	16+50	WB PAULSON RD	1333	1333	
0010	18+50 -	19+50	WB PAULSON RD	2602	2602	
0010	22+50 -	23+60	WB PAULSON RD	851	851	
0010	339+40 -	340+00	NE RAMP	500	500	
0010	341+00 -	342+50	NE RAMP	4718	4718	
0010	341+50 -	343+20	SW RAMP	4850	4850	
0010	343+20 -	344+30	SW RAMP	1334	1334	
0010	1+00		MULTI USE PATH	215	215	CURB RAMPS
0010	9+25		MULTI USE PATH	222	222	CURB RAMPS
0010	10+00		MULTI USE PATH	150	150	CURB RAMPS
0010	16+55		MULTI USE PATH	250	250	CURB RAMPS
0010	18+00		MULTI USE PATH	214	214	CURB RAMPS
0010	31+50		MULTI USE PATH	262	262	CURB RAMPS
			TOTAL 0010	41164	41164	

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

CATEGORY	STATION	LOCATION	602.0515 SF
0010	0+20	MULTI USE PATH	18
0010	0+50	MULTI USE PATH	18
0010	0+85	MULTI USE PATH	18
0010	9+53	MULTI USE PATH	18
0010	9+74	MULTI USE PATH	18
0010	9+80	MULTI USE PATH	18
0010	10+01	MULTI USE PATH	18
0010	16+80	MULTI USE PATH	18
0010	17+11	MULTI USE PATH	18
0010	17+47	MULTI USE PATH	18
0010	17+77	MULTI USE PATH	18
0010	31+15	MULTI USE PATH	18
		TOTAL 0010	216

CONCRETE BARRIER

CAT	STATION TO	STATION	LOCATION	CONCRETE BARRIER TEMPORARY PRECAST DELIVERED 603.8000 LF	CONCRETE BARRIER TEMPORARY PRECAST INSTALLED 603.8125 LF	REMARKS
0010	337+47 -	346+34.5	STH 35 NB	888	888	NB MEDIAN SIDE - PIER CONSTRUCTION
0010	337+47 -	346+34.5	STH 35 NB	888	888	SB MEDIAN SIDE - PIER CONSTRUCTION
0010	338+48 -	343+85.5	STH 35 NB		538	NB OUTSIDE SHOULDER - ABUTMENT CONSTRUCTION
0010	337+75 -	340+00	STH 35 SB		225	SB OUTSIDE SHOULDER - ABUTMENT CONSTRUCTION
			TOTAL 0010	1775	2538	

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RIPRAP ITEMS

CAT	STATION	LOCATION	RIPRAP MEDIUM 606.0200 CY	RIPRAP HEAVY 606.0300 CY	GEOTEXTILE FABRIC TYPE DF SCHEDULE B 645.0122 SY	GEOTEXTILE FABRIC TYPE HR 645.0120 SY	REMARKS
0010	191+11	RADIO RD NB RT	6			18	
0010	201+25	RADIO RD NB RT	4			14	
0010	208+67	RADIO RD NB RT	7			22	
0010	211+97	RADIO RD NB RT		10		22	
0010	189+00	RADIO RD SB LT	7			22	
0010	205+90	RADIO RD SB LT	24			74	AT ASPHALTIC FLUME
0010	21+65	PAULSON RD WB LT		13		27	
0010	46+74	PAULSON RD WB RT	4			14	
0010	19+69	PAULSON RD WB RT	13			43	AT ASPHALTIC FLUME
0010	15+66	PAULSON RD WB LT	3			14	AT ASPHALTIC FLUME
0010	21+10	PAULSON RD WB LT	12			40	AT ASPHALTIC FLUME
0010	332+00	SE RAMP LT	670		1750		SEEPAGE PLANE 332+00-335+00
0010	339+36	SE RAMP RT		16		32	
0010	340+09	SE RAMP LT	71			211	AT ASPHALTIC FLUME
0010	339+75	SE RAMP RT	50			150	AT ASPHALTIC FLUME
0010	349+24	SW RAMP RT	6			18	
0010	353+90	SW RAMP LT	6			18	
0010	343+13	SW RAMP LT	36			110	AT ASPHALTIC FLUME
0010	343+09	SW RAMP RT	32			98	AT ASPHALTIC FLUME
0010	350+84	NW RAMP LT	4			14	
0010	344+93	NW RAMP LT	3			14	AT ASPHALTIC FLUME
0010	344+59	NW RAMP RT	21			66	AT ASPHALTIC FLUME
0010	341+09	NE RAMP LT	35			107	AT ASPHALTIC FLUME
0010	340+83	NE RAMP RT	41			123	AT ASPHALTIC FLUME
0010	18+51	OLD CHAPMAN DR LT	3			10	
0010	19+69	OLD CHAPMAN DR LT	15			49	AT ASPHALTIC FLUME
0010	19+26	OLD CHAPMAN DR RT	14			45	AT ASPHALTIC FLUME
0010	11+44	BYLANDER PE LT	8			22	
0010	340+80	STH 35 NB LT		9		20	
0010	341+25	STH 35 NB RT		12		24	
0010		DRAINAGE DITCH	435			1030	
		UNDISTRIBUTED	150	6		247	
		TOTAL	1681	122 *	1750	2716 *	

* ADDITIONAL QUANTITIES SHOWN ON STRUCTURES PLAN

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STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH

CAT	LOCATION	608.0312 LF	REMARKS
0010	RADIO ROAD OVERPASS	190	SEE STROMSEWER CHART
	TOTAL 0010	190	

STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH

CAT	LOCATION	608.0324 LF	REMARKS
0010	RADIO ROAD OVERPASS	110	SEE STORMSEWER CHART
	TOTAL 0010	110	

STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH

CAT	LOCATION	608.0418 LF	REMARKS
0010	RADIO ROAD OVERPASS	108	SEE STORMSEWER CHART
	TOTAL 0010	108	

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STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH

CAT	LOCATION	608.0315 LF	REMARKS
0010	RADIO ROAD OVERPASS	1327	SEE STORMSEWER CHART
	TOTAL 0010	1327	

STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH

CATEGORY	LOCATION	608.0336 LF	REMARKS
0010	RADIO RD OVERPASS	244	
	TOTAL 0010	244	

MANHOLE COVERS TYPE J

CAT	LOCATION	611.0530 EACH	REMARKS
0010	RADIO ROAD	2	SEE STORMSEWER CHART
	TOTAL 0010	2	

STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH

CAT	LOCATION	608.0318 LF	REMARKS
0010	RADIO ROAD OVERPASS	1270	SEE STORMSEWER CHART
	TOTAL 0010	1270	

STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH

CAT	LOCATION	608.0415 LF	REMARKS
0010	RADIO ROAD OVERPASS	164	SEE STORMSEWER CHART
	TOTAL 0010	164	

INLET COVERS TYPE H

CAT	LOCATION	611.0624 EACH	REMARKS
0010		67	SEE STORMSEWER CHART
	TOTAL 0010	67	

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INLET COVERS TYPE HM-GJ

CATEGORY	LOCATION	611.0630 EACH	REMARKS
0010		16	SEE STORMSEWER CHART
	TOTAL 0010	16	

INLET COVERS TYPE T

CAT	LOCATION	611.0652 EACH	REMARKS
0010		6	SEE STORMSEWER CHART
	TOTAL 0010	6	

MANHOLES 5-FT DIAMETER

CAT	LOCATION	611.2005 EACH	REMARKS
0010		3	SEE STORMSEWER CHART
	TOTAL 0010	3	

INLETS 4-FT DIAMETER

CAT	LOCATION	611.3004 EACH	REMARKS
0010		21	SEE STORMSEWER CHART
	TOTAL 0010	21	

INLETS TYPE 2X3-FT

CAT	LOCATION	611.3230 EACH	REMARKS
0010	RADIO RD	67	SEE STORMSEWER CHART
	TOTAL 0010	67	

GUARDRAIL

CAT	STATION TO	STATION	LOCATION	STEEL THRIE BEAM BULLNOSE TERMINAL 614.0220 EACH	STEEL THRIE BEAM 614.0230 LF	GUARDRAIL MOW STRIP ASPHALT 614.0396 SY	MGS GUARDRAIL 3 614.2300 LF	MGS THRIE BEAM TRANSITION 614.2500 LF	MGS GUARDRAIL TERMINAL EAT 614.2610 EACH	MGS GUARDRAIL TERMINAL TYPE 2 614.2620 EACH	REMARKS
0010	189+74 -	191+99	RADIO RD NB			94	175		1	1	
0010	191+59 -	194+38	RADIO RD SB			113	225		1	1	
0010	201+46 -	203+38	RADIO RD SB			85	113	39	1		
0010	207+85 -	209+80	RADIO RD SB			89	163		1	1	
0010	340+64 -	343+09	STH 35 NB	2	300						PIER PROTECTION
			TOTAL 0010	2	300	382	675	39	4	3	

GUARDRAIL MOW STRIP CONCRETE

CATEGORY	STATION TO	STATION	LOCATION	614.0395 SY
0010	201+48 -	201+98		20
			TOTAL 0010	20

MAINTENANCE AND REPAIR OF HAUL ROADS (7200-02-71)

CAT	LOCATION	618.0100 EACH
0010	RADIO ROAD	1
	TOTAL 0010	1

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CONCRETE MEDIAN SLOPED NOSE

CAT	STATION TO	STATION	LOCATION	620.0300 SF
0010	183+50		RADIO ROAD	23
0010	186+00		RADIO ROAD	58
0010	188+00		RADIO ROAD	56
0010	194+50		RADIO ROAD	23
0010	196+00		RADIO ROAD	56
0010	198+00		RADIO ROAD	55
0010	198+50		RADIO ROAD	24
0010	202+00	- 202+50	RADIO ROAD	80
0010	204+04		RADIO ROAD	23
0010	204+50		RADIO ROAD	57
0010	206+00		RADIO ROAD	23
0010	207+00		RADIO ROAD	23
0010	345+10		NORTH WEST RAMP	23
0010	339+42		NORTH EAST RAMP	51
0010	344+25		SOUTH WEST RAMP	52
0010	340+00		SOUTH EAST RAMP	23
0010	15+75		PAULSON ROAD	41
0010	16+50		PAULSON ROAD	60
0010	18+50		PAULSON ROAD	57
0010	23+50		PAULSON ROAD	23
			TOTAL 0010	831

WATER

CAT	LOCATION	624.0100 MGAL
0010	STH 35/RADIO RD	1000
	TOTAL 0010	1000

FINISHING BID ITEMS

CAT	STATION TO	STATION	LOCATION	SALVAGED TOPSOIL 625.0500 SY	MULCHING 627.0200 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO. 20 630.0120 LB	SEEDING MIXTURE NO. 40 630.0140 LB	SEEDING MIXTURE NO. 70 630.0170 LB	SEEDING BORROW PIT 630.0300 LB
0010	180+00	- 220+50	RADIO RD NB	55506	50811	39	179	69.5		
0010	180+00	- 210+50	RADIO RD SB	56719	47457	40	268	73		
0010	180+75		RADIO RD NB LT					7		
0010	183+25		RADIO RD NB LT					8		
0010	215+30		RADIO RD NB - LINE R					14		
0010	218+98		RADIO RD NB - LINE S					12		
0010	207+00	- 220+25	CHAPMAN DR NB				33	69		
0010	207+00	- 220+25	CHAPMAN DR SB				232	14		
0010			PAULSON RAB					12		
0010			SOUTH RAB					14		
0010			NORTH RAB					14		
0010	320+25	- 340+71	SE RAMP	17186	18905	12	317		27	
0010	341+56	- 359+06	SW RAMP	13132	14445	9	218		21	
0010	330+00	- 342+44	NE RAMP	21866	13857	15	493		22	
0010	344+00	- 364+15	NW RAMP	12142	12735	9	232		18	
0010	14+50	- 19+50	OLD CHAPMAN DR	2825	3107	2	86			
0010	10+21	- 11+36	OLD CHAPMAN DR PE P/Q	386	424	0	12			
0010	DWY P							14		
0010	DWY Q							18		
0010	10+50	- 12+62	LARSON PE	1238	761	1	38			
0010	18+25	- 56+20	WB PAULSON RD	31496	29089	22		637		
0010	15+25		PAULSON RD WB - LINE V					15		
0010	15+15		PAULSON RD WB - LINE U					11		
0010	25+40		PAULSON RD WB - LINE K					28		
0010	25+40		PAULSON RD WB - LINE X					23		
0010	30+95		PAULSON RD WB - LINE DD					44		
0010	47+34		PAULSON RD WB - LINE N					24		
0010	5+00	- 12+37	BYLANDER - LINE T	2888	3177	205		54		
0010			UNDISTRIBUTED	53900	48700	100	1400	50	20	
0100			BORROW PIT		871200	6098				871
			TOTAL 0010	269284	243468	454	3508	1225	108	871

EROSION BALES

CAT	STATION	LOCATION	628.1104 EACH
0010	27+52	WB PAULSON RD RT	10
0010	29+45	WB PAULSON RD RT	10
0010	31+00	WB PAULSON RD RT	10
0010	32+12	WB PAULSON RD RT	10
0010	33+12	WB PAULSON RD RT	10
0010	34+19	WB PAULSON RD RT	10
0010	35+34	WB PAULSON RD RT	10
0010	39+23	WB PAULSON RD RT	10
0010	40+17	WB PAULSON RD RT	10
0010	41+12	WB PAULSON RD RT	10
0010	42+24	WB PAULSON RD RT	10
0010	43+89	WB PAULSON RD RT	10
0010	45+53	WB PAULSON RD RT	10
0010	48+60	WB PAULSON RD RT	10
0010	49+53	WB PAULSON RD RT	10
0010	50+55	WB PAULSON RD RT	10
0010	52+28	WB PAULSON RD RT	10
0010	53+95	WB PAULSON RD RT	10
0010	325+05	SE RAMP LT	10
0010	327+03	SE RAMP LT	10
0010	329+01	SE RAMP LT	10
0010	330+53	SE RAMP LT	10
0010	333+18	SE RAMP LT	10
0010	334+17	SE RAMP LT	10
0010	334+90	SE RAMP LT	10
0010	335+39	SE RAMP LT	10
0010	336+23	SE RAMP LT	10
0010	336+81	SE RAMP LT	10
0010	280+41	STH 35 NB LT	10
0010	308+14	STH 35 NB LT	10
0010	310+70	STH 35 NB LT	10
0010	323+69	STH 35 NB LT	10
0010	325+80	STH 35 NB LT	10
	UNDISTRIBUTED		33
		TOTAL 0010	363

SILT FENCE

CAT	STATION TO	STATION	LOCATION	SILT FENCE 628.1504 LF	SILT FENCE MAINTENANCE 628.1520 LF	REMARKS
0010	180+00 -	186+85	RADIO RD NB/PAULSON RD	699	699	RADIO RD NB RT
0010	187+60 -	193+60	RADIO RD NB/SE RAMP	605	605	RADIO RD NB RT
0010	203+65 -	208+50	RADIO RD NB/NE RAMP	662	662	RADIO RD NB RT
0010	208+90 -	211+90	RADIO RD NB	279	279	RADIO RD NB RT
0010	212+35 -	215+10	RADIO RD NB	268	268	RADIO RD NB RT
0010	215+75 -	220+85	RADIO RD NB	531	531	RADIO RD NB RT
0010	187+80 -	195+17	RADIO RD SB	709	709	RADIO RD SB LT
0010	203+75 -	208+04	RADIO RD SB	440	440	RADIO RD SB LT
0010	14+45 -	18+25	OLD CHAPMAN DR RT	380	380	OLD CHAPMAN DR RT
0010	343+41 -	349+95	SW RAMP	764	764	SW RAMP LT
0010	337+50 -	338+25	NE RAM RT	101	101	NE RAMP RT
0010	19+25 -	21+85	PAULSON RD WB	256	256	PAULSON RD WB RT
0010	22+00 -	22+75	PAULSON RD WB	77	77	PAULSON RD WB RT
0010	19+75 -	21+55	PAULSON RD WB	206	206	PAULSON RD WB LT
0010	21+75 -	25+01	PAULSON RD WB	375	375	PAULSON RD WB LT
0010	25+75 -	30+63	PAULSON RD WB	562	562	PAULSON RD WB LT
0010	31+45 -	34+83	PAULSON RD WB	401	401	PAULSON RD WB LT
0010	34+83 -	42+75	PAULSON RD WB	854	854	PAULSON RD WB LT
	UNDISTRIBUTED			900	900	
			TOTAL 0010	9069	9069	

MOBILIZATIONS EROSION CONTROL

CAT	LOCATION	MOBILIZATIONS EROSION CONTROL 628.1905 EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL 628.1910 EACH	REMARKS
0010	RADIO RD INTERCHANGE	5		ONE PER STAGE/1 START YEAR 2
0010	RADIO RD INTERCHANGE		5	
	TOTAL 0010	5	5	

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EROSION CONTROL ITEMS

CAT	STATION TO STATION	LOCATION	CLEANING SEDIMENT BASINS 628.1920 CY	EROSION MAT CLASS I TYPE B 628.2004 SY	EROSION MAT CLASS II TYPE B 628.2023 SY	EROSION MAT CLASS III TYPE B 628.2033 SY	REMARKS
0010	184+78	RADIO RD NB			7		RT
0010	186+03	RADIO RD NB			7		RT
0010	187+25 - 188+50	RADIO RD NB/PAULSON RD		980			RT
0010	188+95	RADIO RD NB			7		RT
0010	194+00 - 196+50	RADIO RD NB/SE RAMP		1251			RT
0010	196+75 - 198+00	RADIO RD NB/SE RAMP			2593		RT
0010	198+00 - 199+00	RADIO RD NB/SE RAMP				959	RT
0010	203+80 - 206+00	RADIO RD NB/NE RAMP			2760		RT
0010	206+00 - 207+00	RADIO RD NB		892			RT
0010	211+28	RADIO RD NB			7		LT
0010	215+00	RADIO RD NB			7		RT
0010	216+75	RADIO RD NB			7		RT
0010	217+40	RADIO RD NB			7		RT
0010	181+10	RADIO RD SB			7		LT
0010	183+68	RADIO RD SB			7		LT
0010	191+00 - 196+25	RADIO RD SB/SW RAMP		6993			LT
0010	197+00 - 199+20	RADIO RD SB/SW RAMP			3265		LT
0010	202+60	RADIO RD SB			7		LT
0010	203+70 - 207+00	RADIO RD SB/NW RAMP			3374		LT
0010	207+20	RADIO RD SB			7		LT
0010	208+50	RADIO RD SB			7		LT
0010	26+25 - 47+00	WB PAULSON RD		3969			RT
0010	50+50 - 56+25	WB PAULSON RD		1076			RT
0010	46+75 - 47+25	WB PAULSON RD				87	LT
0010	16+00	WB PAULSON RD			7		RT
0010	21+30	WB PAULSON RD			7		LT
0010	23+40	WB PAULSON RD			7		LT
0010	55+95	WB PAULSON RD				12	LT
0010	280+65 - 283+25	STH 35 SB			503		LT
0010	280+25 - 283+00	STH 35 NB			506		RT
0010	343+00 - 345+50	STH 35 SB			505		LT
0010	343+25 - 346+25	STH 35 NB			521		RT
0010	337+50 - 341+00	NE RAMP		2993			LT
0010	336+00 - 340+75	NE RAMP		6222			RT
0010	332+00	NE RAMP			7		
0010	359+45 - 360+56	NW RAMP		574			RT
0010	344+15	SW RAMP			7		LT
	UNDISTRIBUTED		20	2500	1500	100	
	TOTAL 0010		20	27450	15646	1158	

SOIL STABILIZER TYPE B

CAT	LOCATION	628.6510 ACRE	REMARKS
0010	NE RAMP	2	BOX CULVERT
0010	SOUTH RAB STRUCTURE	3	BOX CULVERT
	TOTAL 0010	5	

INLET PROTECTION TYPE A

CAT	LOCATION	628.7005 EACH	REMARKS
0010	RADIO RD	88	SEE STORM SEWER SHEETS
	TOTAL 0010	88	

TEMPORARY DITCH CHECKS

CATEGORY	STATION	LOCATION	628.7504 LF
0010	191+00	RADIO RD NB RT	15
0010	191+93	RADIO RD NB RT	15
0010	192+91	RADIO RD NB RT	15
0010	193+69	RADIO RD NB RT	15
0010	351+91	SW RAMP LT	15
0010	352+97	SW RAMP LT	15
0010	354+03	SW RAMP LT	15
0010	355+15	SW RAMP LT	15
0010	356+65	SW RAMP LT	15
0010	352+29	NW RAMP RT	15
0010	353+64	NW RAMP RT	15
0010	354+49	NW RAMP RT	15
0010	280+58	STH 35 NB LT	15
0010	281+20	STH 35 NB LT	15
0010	281+68	STH 35 NB LT	15
0010	282+44	STH 35 NB LT	15
0010	283+17	STH 35 NB LT	15
0010	280+34	STH 35 NB RT	15
0010	280+94	STH 35 NB RT	15
0010	281+39	STH 35 NB RT	15
0010	282+11	STH 35 NB RT	15
0010	282+82	STH 35 NB RT	15
0010	342+98	STH 35 NB LT	15
0010	343+59	STH 35 NB LT	15
0010	344+05	STH 35 NB LT	15
0010	344+78	STH 35 NB LT	15
0010	345+50	STH 35 NB LT	15
0010	366+89	STH 35 NB LT	15
0010	343+56	STH 35 NB RT	15
0010	344+28	STH 35 NB RT	15
0010	345+02	STH 35 NB RT	15
0010	345+59	STH 35 NB RT	15
0010	346+01	STH 35 NB RT	15
0010			
0010		UNDISTRIBUTED	
		TOTAL 0010	495

INLET PROTECTION TYPE C

CAT	STATION	LOCATION	628.7015 EACH	REMARKS
0010		RADIO RD	88	SEE STORM SEWER SHEETS
0010	278+00	STH 35 NB	1	
0010	282+36	STH 35 NB	1	
0010	302+01	STH 35 NB	1	
0010	322+05	STH 35 NB	1	
0010	332+01	STH 35 NB	1	
0010	336+99	STH 35 NB	1	
0010	345+34	STH 35 NB	1	
0010	360+99	STH 35 NB	1	
		TOTAL 0010	96	

CULVERT PIPE CHECKS

CAT	STATION	LOCATION	628.7555 EACH
0010	208+49	RADIO RD NB LT	3
0010	211+94	RADIO RD NB LT	3
0010	186+29	RADIO RD SB LT	3
0010	21+78	WB PAULSON RD RT	3
0010	46+80	WB PAULSON RD RT	3
0010	55+25	WB PAULSON RD RT	3
0010	351+00	NW RAMP RT	3
0010	350+77	SW RAMP LT	3
0010	332+35	SE RAMP LT	3
0010	340+20	SE RAMP LT	5
0010	18+09	OLD CHAPMAN DR LT	3
0010	343+39	STH 35 NB RT	3
0010	342+89	STH 35 NB LT	3
		TOTAL 0010	41

ROCK BAGS

CAT	STATION	LOCATION	628.7570 EACH
0010	UNDISTRIBUTED		20
		TOTAL 0010	20

DELINEATOR POSTS STEEL

CAT	STATION TO	STATION	LOCATION	633.0100 EACH
0010	324+75 -	341+00	NE RAMP	17
0010	345+00 -	364+50	NW RAMP	20
0010	343+00 -	359+00	SW RAMP	16
0010	320+25 -	340+00	SE RAMP	20
0010	331+00 -	351+00	NB STH 35	10
0010	332+00 -	354+00	SB STH 35	11
		TOTAL 0010		94

DELINEATORS REFLECTORS

CAT	STATION TO	STATION	LOCATION	633.0500 EACH
0010	324+75 -	341+00	NE RAMP	23
0010	345+00 -	364+50	NW RAMP	32
0010	343+00 -	359+00	SW RAMP	20
0010	320+25 -	340+00	SE RAMP	31
0010	331+00 -	351+00	NB STH 35	10
0010	332+00 -	354+00	SB STH 35	11
		TOTAL 0010		127

MARKERS CULVERT END

CAT	STATION	LOCATION	633.5200 EACH
0010	332+05	NE RAMP	1
0010	339+50	NE RAMP	1
0010	341+15	NE RAMP	1
0010	342+10	NE RAMP	1
0010	345+00	NW RAMP	1
0010	349+98	NW RAMP	1
0010	351+02	NW RAMP	1
0010	340+90	SW RAMP	1
0010	344+15	SW RAMP	1
0010	349+00	SW RAMP	1
0010	350+75	SW RAMP	1
0010	353+93	SW RAMP	1
0010	322+08	SE RAMP	1
0010	332+41	SE RAMP	1
0010	332+48	SE RAMP	1
0010	334+65	SE RAMP	1
0010	334+67	SE RAMP	1
0010	339+29	SE RAMP	1
0010	339+90	SE RAMP	1
0010	340+21	SE RAMP	1
0010	198+70	RADIO RD	1
0010	198+83	RADIO RD	1
0010	201+32	RADIO RD	1
0010	201+75	RADIO RD	1
0010	201+82	RADIO RD	1
0010	202+00	RADIO RD	1
0010	205+25	RADIO RD	1
0010	205+75	RADIO RD	1
		TOTAL 0010	28

3

SIGN REMOVALS

SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
1M-01	R5-1A	1	--	--	--	--	1	--	WRONG WAY
1M-02	R5-1A	1	--	--	--	--	1	--	WRONG WAY
1M-03	I55-56	1	--	--	--	--	1	--	ADOPT A HIGHWAY SPONSOR
1R-01	R6-2L	--	--	1	1	--	--	--	ONE WAY LEFT ARROW
1R-02	R5-1	--	--	1	--	--	--	1R-01	DO NOT ENTER
1R-03	R5-1	--	--	1	1	--	--	--	DO NOT ENTER
1R-04	R6-2L	--	--	1	--	--	--	1R-04	ONE WAY LEFT ARROW
1R-05	D2-1	--	--	1	2	--	--	--	DESTINATION/DISTANCE (ONE DESTINATION)
1R-06	W3-1	--	--	1	1	--	--	--	STOP AHEAD
1R-07	D2-1	--	--	1	2	--	--	--	DESTINATION/DISTANCE (ONE DESTINATION)
1R-08	W1-1R	--	--	1	1	--	--	--	RIGHT TURN
1R-09	W1-2L	--	--	1	1	--	--	--	LEFT CURVE
1R-10	D2-1	--	--	1	1	--	--	--	DESTINATION/DISTANCE (ONE DESTINATION)
1R-11	W1-1R	--	--	1	1	--	--	--	RIGHT TURN
1R-12	W1-1L	--	--	1	--	--	--	1R-11	LEFT TURN
1R-13	W1-1L	--	--	1	1	--	--	--	LEFT TURN
1R-14	W13-1	--	--	1	--	--	--	1R-13	ADVISORY SPEED (YELLOW BACK)
1R-15	R2-1	--	--	1	1	--	--	--	SPEED LIMIT 45 MPH
1R-16	W6-53	--	--	1	3	--	--	--	CROSS TRAFFIC NEXT 4 MILES
2M-01	--	1	--	--	--	--	2	--	KILKARNEY HILLS GOLF
2M-02	--	1	--	--	--	--	2	--	KILKARNEY HILLS GOLF
2R-01	R5-1A	--	--	1	1	--	--	--	WRONG WAY
2R-02	R6-2L	--	--	1	1	--	--	--	ONE WAY LEFT ARROW
2R-03	R5-1	--	--	1	--	--	--	2R-02	DO NOT ENTER
2R-04	R5-1	--	--	1	1	--	--	--	DO NOT ENTER
2R-05	R6-2L	--	--	1	1	--	--	--	ONE WAY LEFT ARROW
2R-06	R5-1A	--	--	1	1	--	--	--	WRONG WAY
2R-07	R5-1A	--	--	1	1	--	--	--	WRONG WAY
2R-08	R6-2L	--	--	1	1	--	--	--	ONE WAY LEFT ARROW
2R-09	R5-1	--	--	1	--	--	--	2R-08	DO NOT ENTER
2R-10	R5-1	--	--	1	1	--	--	--	DO NOT ENTER
2R-11	R6-2L	--	--	1	--	--	--	2R-10	ONE WAY LEFT ARROW
2R-12	R5-1A	--	--	1	1	--	--	--	WRONG WAY
2R-13	J1-1	--	--	1	1	--	--	--	JUNCTION OR END ASSEMBLY
2R-14	--	--	--	1	1	--	--	--	WHITETAIL BLVD
2R-15	J13-1	--	--	1	1	--	--	--	DIRECTIONAL WITHOUT CARDINAL
2R-16	R5-1A	--	--	1	1	--	--	--	WRONG WAY
2R-17	R5-1	--	--	1	1	--	--	--	DO NOT ENTER
2R-18	--	--	--	1	1	--	--	--	STH 35
2R-19	--	--	--	1	--	--	--	2R-18	WHITETAIL BLVD
2R-20	R1-1	--	--	1	--	--	--	2R-18	STOP SIGN
2R-21	R6-3	--	--	1	--	--	--	2R-18	DIVIDED HIGHWAY SIGN CROSSROAD
2R-22	R4-7	--	--	1	1	--	--	--	KEEP RIGHT
2R-23	--	--	--	1	1	--	--	--	JCT U
2R-24	W6-53	--	--	1	3	--	--	--	CROSS TRAFFIC NEXT 4 MILES
SUBTOTALS		**5**	**--**	**40**	**36**	**--**	**7**		

ALL ITEMS ON THIS SHEET ARE IN CATEGORY 0010

SIGN REMOVALS (CONT)

SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
SUBTOTALS		5	--	40	36	--	7		
2R-25	J13-1	--	--	1	1	--	--	--	DIRECTIONAL WITHOUT CARDINAL
2R-26	R6-2L	--	--	1	1	--	--	--	ONE WAY LEFT ARROW
2R-27	R5-1	--	--	1	--	--	--	2R-26	DO NOT ENTER
2R-28	R3-50R	--	--	1	1	--	--	--	LANE CONTROL SYMBOL (NO BORDER) - RIGHT ARROW
2R-29	J4-1	--	--	1	1	--	--	--	REASSURANCE ASSEMBLY
2R-30	R3-53R	--	--	1	1	--	--	--	RIGHT TURN ONLY
2R-31	R1-1	--	--	1	1	--	--	--	STOP SIGN
2R-32	R6-3	--	--	1	1	--	--	--	DIVIDED HIGHWAY SIGN CROSSROAD
2R-33	J1-2	--	--	1	1	--	--	--	JUNCTION OR END ASSEMBLY
2R-34	D1-2	--	1	--	--	2	--	--	TWO DESTINATION (ARROWS)
2R-35	J13-1	--	--	1	1	--	--	--	DIRECTIONAL WITHOUT CARDINAL
2R-36	R4-7	--	--	1	1	--	--	--	KEEP RIGHT
2R-37	R6-2L	--	--	1	1	--	--	--	ONE WAY LEFT ARROW
2R-38	D2-2	--	--	1	2	--	--	--	DESTINATION/DISTANCE (TWO DESTINATION)
2R-39	--	--	1	--	--	2	--	--	RIVER FALLS EXITS TYPE 1 SIGN
2R-40	W5-56	--	--	1	1	--	--	--	END OF ROAD MARKER W/ RED DELINEATOR
2R-41	W5-56	--	--	1	1	--	--	--	END OF ROAD MARKER W/ RED DELINEATOR
3M-01	--	1	--	--	--	--	2	--	KILKARNEY HILLS GOLF
3M-02	--	1	--	--	--	--	2	--	KILKARNEY HILLS GOLF
3R-01	R5-1A	--	--	1	1	--	--	--	WRONG WAY
3R-02	R4-7	--	--	1	1	--	--	--	KEEP RIGHT
3R-03	R6-2L	--	--	1	1	--	--	--	ONE WAY LEFT ARROW
3R-04	R5-1	--	--	1	1	--	--	--	DO NOT ENTER
3R-05	R2-1	--	--	1	1	--	--	--	SPEED LIMIT 45 MPH
3R-06	W3-1	--	--	1	1	--	--	--	STOP AHEAD
3R-07	R6-3	--	--	1	1	--	--	--	DIVIDED HIGHWAY SIGN CROSSROAD
3R-08	R1-1	--	--	1	--	--	--	3R-07	STOP SIGN
3R-09	R5-1	--	--	1	1	--	--	--	DO NOT ENTER
3R-10	R4-7	--	--	1	1	--	--	--	KEEP RIGHT
3R-11	R5-1A	--	--	1	1	--	--	--	WRONG WAY
3R-12	R6-2L	--	--	1	1	--	--	--	ONE WAY LEFT ARROW
3R-13	R5-1	--	--	1	--	--	--	3R-12	DO NOT ENTER
3R-14	R6-3	--	--	1	1	--	--	--	DIVIDED HIGHWAY SIGN CROSSROAD
3R-15	R1-1	--	--	1	--	--	--	3R-14	STOP SIGN
3R-16	R1-1	--	--	1	1	--	--	--	STOP SIGN
PROJECT TOTALS		**7**	**2**	**70**	**64**	**4**	**11**		

ALL ITEMS ON THIS SHEET ARE IN CATEGORY 0010, UNLESS NOTED OTHERWISE

SIGNS TYPE I

ROADWAY	SIGN #	SIGN SIZE FT X FT	637.0101 SIGNS TYPE I SF	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS (LB)	636.0100 * SIGN SUPPORTS CONCRETE MASONRY (CY)	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT (LB)	SIGN MOUNTED ON:
RADIO RD NB	9-02	7X6.5	45.50	--	--	--	S-55-041
RADIO RD NB	9-03	10X7.5	75.00	--	--	--	S-55-041
RADIO RD NB	9-04	7X6.5	45.50	--	--	--	S-55-041
CHAPMAN DR SB	11-01	12X9.5	114.00	--	--	--	S-55-042
CHAPMAN DR SB	11-02	10X7.5	75.00	--	--	--	S-55-042
CHAPMAN DR NB	11-42	8X7.5	60.00	--	--	--	S-55-042
CHAPMAN DR NB	11-43	11X9.5	104.50	--	--	--	S-55-042
CHAPMAN DR SB	12-08	7X6.5	45.50	--	--	--	S-55-043
CHAPMAN DR SB	12-09	8X7.5	60.00	--	--	--	S-55-043
CHAPMAN DR SB	12-10	7X6.5	45.50	--		--	S-55-043
STH 35 NB	21-03	19'X13'	247.00	1059	1.6	98	
STH 35 NB	21-04	22'X10.5'	231.00	987	1.6	98	
STH 35 SB	27-01	22'X10.5'	231.00	987	1.6	98	
STH 35 SB	28-01	19'X13'	247.00	1059	1.6	98	
STH 35 SB	28-02	29'X12'	348.00	1477	1.8	112	
STH 35 NB	28-06	13'X5'	65.00	540	1.2	68	
UNDISTRIBUTED				41	0.6	8	
PROJECT TOTALS			**2039.5**	6150	10 *	580	

* ADDITIONAL QUANTITIES SHOWN ON STRUCTURE PLANS

CONSTRUCTION STAKING STRUCTURE LAYOUT

CATEGORY	STRUCTURE NO.	650.6500.01 CONSTRUCTION STAKING STRUCTURE LAYOUT LS	650.6500.02 CONSTRUCTION STAKING STRUCTURE LAYOUT LS	650.6500.03 CONSTRUCTION STAKING STRUCTURE LAYOUT LS
0050	S-55-041	1	--	--
0060	S-55-042	--	1	--
0070	S-55-043	--	--	1

PERMANENT SIGNING

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	637.0202 SIGNS REFLECTIVE TYPE II SF	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	634.0612 POSTS WOOD 4X6-IN 12 FT EACH	634.0614 POSTS WOOD 4X6-IN 14 FT EACH	634.0616 POSTS WOOD 4X6-IN 16 FT EACH	634.0618 POSTS WOOD 4X6-IN 18 FT EACH	634.0620 POSTS WOOD 4X6-IN 20 FT EACH	634.0622 POSTS WOOD 4X6-IN 22 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
1-01	W6-1	(2)	36X36	9	--	--	--	1	--	--	--	--	DIVIDED HIGHWAY AHEAD SYMBOL
1-02	W2-6	(3)	36X36	9	--	--	--	--	1	--	--	--	CIRCULAR INTERSECTION SIGN
1-03	W2-6P	(3)	36X18	4.5	--	--	--	--	--	--	--	1-02	ROUNDABOUT AHEAD PLAQUE
1-04	W13-1	(2)	18X18	2.25	--	--	--	--	--	--	--	1-02	ADVISORY SPEED (YELLOW BACK)
1-05	D1-62	CUSTOM	144X84	84	--	--	--	--	--	3	--	--	ROUNDABOUT MAP SIGN
1-06	W3-2	(2)	36X36	9	--	--	--	1	--	--	--	--	YIELD AHEAD
1-07	R4-7	(2)	24X30	5	--	--	1	--	--	--	--	--	KEEP RIGHT
1-08	W5-54	(2S)	18x18	2.25	--	--	--	--	--	--	--	1-07	CLEARANCE MARKER
1-09	R5-1	(3)	36X36	9	--	--	--	1	--	--	--	--	DO NOT ENTER
1-10	R2-1	(2)	24X30	5	--	--	--	--	--	--	--	1-09	SPEED LIMIT 45 MPH
1-11	W6-3	(2)	36X36	9	--	--	--	1	--	--	--	--	TWO WAY TRAFFIC
2-01	R3-8CC	(2)	36X30	7.5	--	--	1	--	--	--	--	--	LEFT, AHEAD / AHEAD, RIGHT
2-02	R3-8CC	(2)	36X30	7.5	--	--	1	--	--	--	--	--	LEFT, AHEAD / AHEAD, RIGHT
2-03	R1-2	(2)	36X31	3.88	2	--	--	1	--	--	--	--	YIELD
2-04	R6-2R	(2)	24X30	5	--	--	--	--	--	--	--	2-03	ONE WAY RIGHT ARROW
2-05	R1-2	(2)	36X31	3.88	2	--	1	--	--	--	--	--	YIELD
2-06	R1-54	(2)	24X15	2.5	--	--	--	--	--	--	--	2-05	TO TRAFFIC FROM LEFT
2-07	W11-2	(2)	30X30	6.25	--	--	--	1	--	--	--	--	PEDESTRIAN CROSSING SYMBOL
2-08	W16-7L	(2)	24X12	2	--	--	--	--	--	--	--	2-07	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)
2-09	D1-1	CUSTOM	78X15	8.125	--	--	2	--	--	--	--	--	ONE DESTINATION (ARROW)
2-10	R1-2	(2)	36X31	3.88	2	--	--	1	--	--	--	--	YIELD
2-11	R6-2R	(2)	24X30	5	--	--	--	--	--	--	--	2-10	ONE WAY RIGHT ARROW
2-12	W11-2	(2)	30X30	6.25	--	--	--	1	--	--	--	--	PEDESTRIAN CROSSING SYMBOL
2-13	W16-7L	(2)	24X12	2	--	--	--	--	--	--	--	2-12	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)
2-14	R1-2	(2)	36X31	3.88	--	--	1	--	--	--	--	--	YIELD
2-15	R1-54	(2)	24X15	2.5	--	--	--	--	--	--	--	2-14	TO TRAFFIC FROM LEFT
2-16	J4-1	(2)	24X36	6	--	--	1	--	1	--	--	2-17	REASSURANCE ASSEMBLY
	M4-5	(2)	24X12	--	--	--	--	--	--	--	--	2-17	TO
	M1-6	(2)	24X24	--	--	--	--	--	--	--	--	2-17	STATE ROUTE MARKER (2-3 DIGITS)
2-17	D1-1	CUSTOM	66X15	6.875	--	--	--	--	--	--	--	2-16	ONE DESTINATION (ARROW)
2-18	R1-2	(2)	36X31	3.88	2	--	--	1	--	--	--	--	YIELD
2-19	R6-2R	(2)	24X30	5	--	--	--	--	--	--	--	2-18	ONE WAY RIGHT ARROW
2-20	R1-2	(2)	36X31	3.88	2	--	1	--	--	--	--	--	YIELD
2-21	R1-54	(2)	24X15	2.5	--	--	--	--	--	--	--	2-20	TO TRAFFIC FROM LEFT
2-22	R1-2	(2)	36X31	3.88	2	--	--	1	--	--	--	--	YIELD
2-23	R6-2R	(2)	24X30	5	--	--	--	--	--	--	--	2-22	ONE WAY RIGHT ARROW
2-24	R1-2	(2)	36X31	3.88	2	--	1	--	--	--	--	--	YIELD
2-25	R1-54	(2)	24X15	2.5	--	--	--	--	--	--	--	2-24	TO TRAFFIC FROM LEFT
2-26	D1-1	CUSTOM	66X15	6.875	--	--	2	--	--	--	--	--	ONE DESTINATION (ARROW)
2-27	W6-2	(2)	36X36	9	--	--	--	--	--	--	--	--	DIVIDED HIGHWAY ENDS SYMBOL
2-28	R5-1A	(2)	36X24	6	--	--	--	1	--	--	--	2-27	WRONG WAY
2-29	R6-1R	(2M)	54X18	6.75	--	1	--	--	--	--	--	--	ONE WAY RIGHT ARROW
2-30	R6-4B	(2M)	60X24	10	--	--	--	--	--	--	--	2-29	ROUNDABOUT CHEVRON
2-31	R6-1R	(2M)	54X18	6.75	--	1	--	--	--	--	--	--	ONE WAY RIGHT ARROW
2-32	R6-4B	(2M)	60X24	10	--	--	--	--	--	--	--	2-31	ROUNDABOUT CHEVRON
2-33	R6-1R	(2M)	54X18	6.75	--	1	--	--	--	--	--	--	ONE WAY RIGHT ARROW
2-34	R6-4B	(2M)	60X24	10	--	--	--	--	--	--	--	2-33	ROUNDABOUT CHEVRON
2-35	R6-1R	(2M)	54X18	6.75	--	1	--	--	--	--	--	--	ONE WAY RIGHT ARROW
2-36	R6-4B	(2M)	60X24	10	--	--	--	--	--	--	--	2-35	ROUNDABOUT CHEVRON
4-01	R2-1	(2)	24X30	5	--	--	1	--	--	--	--	--	SPEED LIMIT 25 MPH
4-02	W6-2	(2)	36X36	9	--	--	--	1	--	--	--	--	DIVIDED HIGHWAY ENDS SYMBOL
4-03	R5-1A	(2M)	36X24	6	--	--	--	--	--	--	--	4-02	WRONG WAY
4-04	R5-1	(3)	36X36	9	--	--	--	1	--	--	--	--	DO NOT ENTER
4-05	R4-7	(3)	36X48	98	--	--	--	1	--	--	--	--	KEEP RIGHT
4-06	W5-54	(2S)	18x18	2.25	--	--	--	--	--	--	--	4-05	CLEARANCE MARKER
4-07	R3-8DD	(2)	36X30	7.5	--	--	1	--	--	--	--	--	LEFT, AHEAD / RIGHT ONLY
SUBTOTALS				**487.17**	**14**	**4**	**14**	**14**	**2**	**3**	**--**		

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	637.0202 SIGNS REFLECTIVE TYPE II SF	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	634.0612 POSTS WOOD 4X6-IN 12 FT EACH	634.0614 POSTS WOOD 4X6-IN 14 FT EACH	634.0616 POSTS WOOD 4X6-IN 16 FT EACH	634.0618 POSTS WOOD 4X6-IN 18 FT EACH	634.0620 POSTS WOOD 4X6-IN 20 FT EACH	634.0622 POSTS WOOD 4X6-IN 22 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT SUBTOTALS				487.17	14	4	14	14	2	3	--		
4-08	R3-8DD	(2)	36X30	7.5	--	--	1	--	--	--	--	--	LEFT, AHEAD / RIGHT ONLY
4-09	D1-62	CUSTOM	132X72	78	--	--	--	--	--	3	--	--	ROUNDABOUT MAP SIGN
4-10	W2-6	(3)	36X36	9	--	--	--	--	1	--	--	--	CIRCULAR INTERSECTION SIGN
4-11	W2-6P	(3)	36X18	4.5	--	--	--	--	--	--	--	4-10	ROUNDABOUT AHEAD PLAQUE
4-12	W13-1	(2M)	18X18	2.25	--	--	--	--	--	--	--	4-10	ADVISORY SPEED (YELLOW BACK)
5-01	W6-3	(2)	36X36	9	--	--	--	1	--	--	--	--	TWO WAY TRAFFIC
5-02	W6-1	(2)	36X36	9	--	--	--	1	--	--	--	--	DIVIDED HIGHWAY AHEAD SYMBOL
6-01	R2-1	(2)	24X30	5	--	--	1	--	--	--	--	--	SPEED LIMIT 25 MPH
6-02	R2-1	(2)	24X30	5	--	--	1	--	--	--	--	--	SPEED LIMIT 25 MPH
9-01	R3-20RR	(2)	24X36	6	--	--	--	1	--	--	-	--	BEGIN RIGHT TURN LANE (DOWN ARROW)
9-05	D1-62	CUSTOM	144X78	66	--	--	--	--	--	--	3	--	ROUNDABOUT MAP SIGN
9-06	R3-8CC	(2)	36X30	7.5	--	--	1	--	--	--	--	--	LEFT, AHEAD / AHEAD, RIGHT
9-07	R3-8CC	(2)	36X30	7.5	--	--	1	--	--	--	--	--	LEFT, AHEAD / AHEAD, RIGHT
9-08	R3-8X	(2)	54X30	11.25	--	--	--	2	--	--	--	--	LEFT, AHEAD / AHEAD, RIGHT
10-01	W12-1D	(2)	24X24	4	--	1	--	--	--	--	--	--	DOUBLE DOWN ARROW
10-02	R5-57	(5)	36X36	9	--	--	--	1	--	--	--	--	PEDESTRIANS, ETC., PROHIBITED
10-03	R1-2	(2)	36X31	3.88	2	--	--	1	--	--	--	--	YIELD
10-04	R6-2R	(2)	24X30	5	--	--	--	--	--	--	--	10-03	ONE WAY RIGHT ARROW
10-05	R1-2	(2)	36X31	3.88	2	--	1	--	--	--	--	--	YIELD
10-06	R1-54	(2)	24X15	2.5	--	--	--	--	--	--	--	10-05	TO TRAFFIC FROM LEFT
10-07	W11-2	(2)	30X30	6.25	--	--	--	1	--	--	--	--	PEDESTRIAN CROSSING SYMBOL
10-08	W16-7L	(2)	24X12	2	--	--	--	--	--	--	--	10-09	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)
10-09	W11-2	(2)	30X30	6.25	--	--	--	1	--	--	--	--	PEDESTRIAN CROSSING SYMBOL
10-10	W16-7L	(2)	24X12	2	--	--	--	--	--	--	--	10-07	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)
10-11	D1-1	CUSTOM	42X30	8.75	--	--	--	1	--	--	--	--	ONE DESTINATION (ARROW)
10-12	R6-1R	(2M)	54X18	6.75	--	1	--	--	--	--	--	--	ONE WAY RIGHT ARROW
10-13	R6-4B	(2M)	60X24	10	--	--	--	--	--	--	--	10-12	ROUNDABOUT CHEVRON
10-14	R6-1R	(2M)	54X18	6.75	--	1	--	--	--	--	--	--	ONE WAY RIGHT ARROW
10-15	R6-4B	(2M)	60X24	10	--	--	--	--	--	--	--	10-14	ROUNDABOUT CHEVRON
10-16	R5-1	(2)	30X30	6.26	--	--	--	--	--	--	--	SIGN MOUNTED ON LP	DO NOT ENTER
10-17	D1-1	CUSTOM	66X30	13.75	--	--	--	--	2	--	--	--	ONE DESTINATION (ARROW)
10-18	R5-1A	(2)	36X24	6	--	--	1	--	--	--	--	--	WRONG WAY
10-19	R4-7	(2)	24X30	5	--	--	--	1	--	--	--	--	KEEP RIGHT
10-20	R1-2	(2)	36X31	3.88	2	--	--	1	--	--	--	--	YIELD
10-21	R6-2R	(2)	24X30	5	--	--	--	--	--	--	--	10-20	ONE WAY RIGHT ARROW
10-22	R1-2	(2)	36X31	3.88	2	--	1	--	--	--	--	--	YIELD
10-23	R1-54	(2)	24X15	2.5	--	--	--	--	--	--	--	10-22	TO TRAFFIC FROM LEFT
10-24	R6-1R	(2M)	54X18	6.75	--	1	--	--	--	--	--	--	ONE WAY RIGHT ARROW
10-25	R6-4B	(2M)	60X24	10	--	--	--	--	--	--	--	10-24	ROUNDABOUT CHEVRON
10-26	R3-1	(2)	24X24	4	--	--	1	--	--	--	--	--	NO RIGHT TURN SYMBOL
10-27	R1-2	(2)	36X31	3.88	2	--	--	1	--	--	--	--	YIELD
10-28	R6-2R	(2)	24X30	5	--	--	--	--	--	--	--	10-27	ONE WAY RIGHT ARROW
10-29	R1-2	(2)	36X31	3.88	2	--	1	--	--	--	--	--	YIELD
10-30	R1-54	(2)	24X15	2.5	--	--	--	--	--	--	--	10-29	TO TRAFFIC FROM LEFT
10-31	R5-1	(2)	30X30	6.26	--	--	--	--	--	--	--	10-27	DO NOT ENTER
10-32	R5-1	(2)	30X30	6.26	--	--	--	--	--	--	--	10-29	DO NOT ENTER
10-33	R1-2	(2)	36X31	3.88	2	--	--	1	--	--	--	--	YIELD
10-34	R6-2R	(2)	24X30	5	--	--	--	--	--	--	--	10-33	ONE WAY RIGHT ARROW
10-35	R1-2	(2)	36X31	3.88	2	--	1	--	--	--	--	--	YIELD
10-36	R1-54	(2)	24X15	2.5	--	--	--	--	--	--	--	10-35	TO TRAFFIC FROM LEFT
10-37	D1-1	CUSTOM	66X15	6.875	--	--	2	--	--	--	--	--	ONE DESTINATION (ARROW)
11-03	R4-7	(2)	24X30	5	--	--	--	1	--	--	--	--	KEEP RIGHT
11-04	R1-2	(2)	36X31	3.88	2	--	1	--	--	--	--	--	YIELD
11-05	R1-54	(2)	24X15	2.5	--	--	--	--	--	--	--	11-04	TO TRAFFIC FROM LEFT
11-06	R6-1R	Custom	54X18	6.75	--	2	--	--	--	--	--	--	ONE WAY RIGHT ARROW
SUBTOTALS				**936.74**	**32**	**10**	**28**	**29**	**5**	**6**	**3**		

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	637.0202 SIGNS REFLECTIVE TYPE II SF	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	634.0612 4X6-IN 12 FT EACH	634.0614 4X6-IN 14 FT EACH	634.0616 4X6-IN 16 FT EACH	634.0618 4X6-IN 18 FT EACH	634.0620 4X6-IN 20 FT EACH	634.0622 4X6-IN 22 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
						POSTS WOOD							
PROJECT SUBTOTALS				936.74	32	10	28	29	5	6	3		
11-07	R6-4B	(2M)	60X24	10	--	--	--	--	--	--	--	11-06	ROUNDABOUT CHEVRON
11-08	R6-1R	Custom	54X18	6.75	--	2	--	--	--	--	--	--	ONE WAY RIGHT ARROW
11-09	R6-4B	(2M)	60X24	10	--	--	--	--	--	--	--	11-08	ROUNDABOUT CHEVRON
11-10	R3-1	(2)	24X24	4	--	--	--	--	--	--	--	SIGN MOUNTED ON LP	NO RIGHT TURN SYMBOL
11-11	R1-2	(2)	36X31	3.88	2	--	--	1	--	--	--	--	YIELD
11-12	R6-2R	(2)	24X30	5	--	--	--	--	--	--	--	11-11	ONE WAY RIGHT ARROW
11-13	R5-1	(2)	30X30	6.26	--	--	--	--	--	--	--	11-11	DO NOT ENTER
11-14	R5-1	(2)	30X30	6.26	--	--	--	1	--	--	--	--	DO NOT ENTER
11-15	R1-2	(2)	36X31	3.88	2	--	--	--	--	--	--	11-14	YIELD
11-16	R1-54	(2)	24X15	2.5	--	--	--	--	--	--	--	11-14	TO TRAFFIC FROM LEFT
11-17	W11-2	(2)	30X30	6.25	--	--	--	1	--	--	--	--	PEDESTRIAN CROSSING SYMBOL
11-18	W16-7L	(2)	24X12	2	--	--	--	--	--	--	--	11-17	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)
11-19	R1-2	(2)	36X31	3.88	2	--	--	1	--	--	--	--	YIELD
11-20	R6-2R	(2)	24X30	5	--	--	--	--	--	--	--	11-19	ONE WAY RIGHT ARROW
11-21	W11-2	(2)	30X30	6.25	--	--	--	1	--	--	--	--	PEDESTRIAN CROSSING SYMBOL
11-22	WF16-7L	(2)	24X12	2	--	--	--	--	--	--	--	11-21	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT YELLOW GREEN)
11-23	R1-2	(2)	36X31	3.88	2	--	1	--	--	--	--	--	YIELD
11-24	R1-54	(2)	24X15	2.5	--	--	--	--	--	--	--	11-23	TO TRAFFIC FROM LEFT
11-25	D1-1	Custom	84X30	17.5	--	--	--	2	--	--	--	--	ONE DESTINATION (ARROW)
11-26	W6-2	(2)	36X36	9	--	--	--	--	--	--	--	--	DIVIDED HIGHWAY ENDS SYMBOL
11-27	R5-1A	(2)	36X24	6	--	--	--	1	--	--	--	11-26	WRONG WAY
11-28	W12-1D	(2)	24X24	4	--	1	--	--	--	--	--	--	DOUBLE DOWN ARROW
11-29	R1-2	(2)	36X31	3.88	2	--	--	1	--	--	--	--	YIELD
11-30	R6-2R	(2)	24X30	5	--	--	--	--	--	--	--	11-29	ONE WAY RIGHT ARROW
11-31	R5-57	(5)	36X36	9	--	--	--	--	--	--	--	SIGN MOUNTED ON LP	PEDESTRIANS, ETC., PROHIBITED
11-32	R1-2	(2)	36X31	3.88	2	--	1	--	--	--	--	--	YIELD
11-33	R1-54	(2)	24X15	2.5	--	--	--	--	--	--	--	11-32	TO TRAFFIC FROM LEFT
11-34	D1-1	Custom	42X30	8.75						--	--	--	ONE DESTINATION (ARROW)
11-35	R6-1R	(2M)	54X18	6.75	--	2	--	--	--	--	--	--	ONE WAY RIGHT ARROW
11-36	R6-4B	(2M)	60X24	10	--	--	--	--	--	--	--	11-35	ROUNDABOUT CHEVRON
11-37	R5-1	(3)	36X36	9	--	--	1	--	--	--	--	--	DO NOT ENTER
11-38	D1-1	Custom	66X30	13.75	--	--	--	--	--	--	--	--	ONE DESTINATION (ARROW)
11-39	R1-2	(2)	36X31	3.88	2	--	--	1	--	--	--	--	YIELD
11-40	R6-2R	(2)	24X30	5	--	--	--	--	--	--	--	11-39	ONE WAY RIGHT ARROW
11-41	R5-1A	(2)	36X24	6	--	--	1	--	--	--	--	--	WRONG WAY
12-01	R2-1	(2)	24X30	5	--	--	--	--	--	--	--	--	SPEED LIMTI 55 MPH
12-02	R5-1	(2)	30X30	6.26	--	--	--	1	--	--	--	12-01	DO NOT ENTER
12-03	R4-7	(2)	24X30	5	--	--	--	--	--	--	--	SIGN MOUNTED ON LP	KEEP RIGHT
12-04	W5-54	(2S)	18x18	2.25	--	--	--	--	--	--	--	SIGN MOUNTED ON LP	CLEARANCE MARKER
12-05	W6-3	(2)	36X36	9	--	--	--	1	--	--	--	--	TWO WAY TRAFFIC
12-06	R1-1	(2)	30X30	5.18	--	--	1	--	--	--	--	--	STOP SIGN
12-07	R3-20RR	(2)	24X36	6	--	--	--	1	--	--	--	--	BEGIN RIGHT TURN LANE (DOWN ARROW)
12-11	J1-1	(2)	24X39	6.5	--	--	--	--	--	--	--	SIGN MOUNTED ON S-55-043	JUNCTION OR END ASSEMBLY
	M4-6	(2)	24X12	--	--	--	--	--	--	--	--	12-11	END
	M1-5A	(2)	24X24	--	--	--	--	--	--	--	--	12-11	COUNTY MARKER (2-3 DIGITS)
12-12	R3-8X	(2)	54X30	11.25	--	--	--	2	--	--	--	--	RAMP CLOSED USE ALT ROUTE
13-01	W3-2	(2S)	36X36	9	--	--	--	1	--	--	--	--	YIELD AHEAD
13-02	W6-1	(2)	36X36	9	--	--	--	1	--	--	--	--	DIVIDED HIGHWAY AHEAD SYMBOL
13-03	W2-6	(3)	36X36	9	--	--	--	--	1	--	--	--	CIRCULAR INTERSECTION SIGN
13-04	W2-6P	(3)	36X18	4.5	--	--	--	--	--	--	--	13-03	ROUNDABOUT AHEAD PLAQUE
13-05	W13-1	(2M)	18X18	2.25	--	--	--	--	--	--	--	13-03	ADVISORY SPEED (YELLOW BACK)
13-06	W4-2R	(2)	36X36	9	--	--	--	1	--	--	--	--	LANE REDUCTION TRANSITION SYMBOL (RIGHT)
13-07	W1-2L	(2)	30X30	6.25	--	--	--	1	--	--	--	--	LEFT CURVE
14-01	W14-2	(2)	30X30	6.25	--	--	--	1	--	--	--	--	NO OUTLET
SUBTOTALS				**1262.61**	**46**	**15**	**33**	**49**	**6**	**6**	**3**		

3

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	637.0202 SIGNS REFLECTIVE TYPE II SF	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	634.0612 POSTS WOOD 4X6-IN 12 FT EACH	634.0614 POSTS WOOD 4X6-IN 14 FT EACH	634.0616 POSTS WOOD 4X6-IN 16 FT EACH	634.0618 POSTS WOOD 4X6-IN 18 FT EACH	634.0620 POSTS WOOD 4X6-IN 20 FT EACH	634.0622 POSTS WOOD 4X6-IN 22 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT SUBTOTALS				1262.61	46	15	33	49	6	6	3		
15-01	W2-6	(3)	36X36	9	--	--	--	--	1	--	--	--	CIRCULAR INTERSECTION SIGN
15-02	W2-6P	(3)	36X18	4.5	--	--	--	--	--	--	--	15-01	ROUNDABOUT AHEAD PLAQUE
15-03	W13-1	(2)	18X18	2.25	--	--	--	--	--	--	--	15-01	ADVISORY SPEED (YELLOW BACK)
15-04	D1-2	(2)	84X48	28	--	--	--	--	2	--	--	--	TWO DESTINATION (ARROWS)
15-05	W3-2	(2S)	36X36	9	--	--	--	1	--	--	--	--	YIELD AHEAD
16-01	R3-8DD	(2)	36X30	7.5	--	--	1	--	--	--	--	--	LEFT, AHEAD / RIGHT ONLY
16-02	W12-1D	(2)	30X30	6.25	--	1	--	--	--	--	--	--	DOUBLE DOWN ARROW
16-03	R5-1A	(2)	36X24	6	--	--	1	--	--	--	--	--	WRONG WAY
16-04	R3-8OO	(2)	36X30	7.5	--	--	--	--	--	--	--	16-03	LEFT ONLY / LEFT, AHEAD
16-05	R3-8OO	(2)	36X30	7.5	--	--	1	--	--	--	--	--	LEFT ONLY / LEFT, AHEAD
16-06	R3-8MM	(2)	36X30	7.5	--	--	1	--	--	--	--	--	RIGHT ONLY / RIGHT ONLY
16-07	R3-8MM	(2)	36X30	7.5	--	--	1	--	--	--	--	--	RIGHT ONLY / RIGHT ONLY
17-01	W4-2R	(2)	36X36	9	--	--	--	1	--	--	--	--	LANE REDUCTION TRANSITION SYMBOL (RIGHT)
17-02	R5-57	(5)	36X36	9	--	--	--	1	--	--	--	--	PEDESTRIANS, ETC., PROHIBITED
18-01	R3-8OO	(2)	36X30	7.5	--	--	1	--	--	--	--	--	LEFT ONLY / LEFT, AHEAD
18-02	R5-1A	(2)	36X24	6	--	--	1	--	--	--	--	--	WRONG WAY
18-03	R3-8OO	(2)	36X30	7.5	--	--	--	--	--	--	--	18-02	LEFT ONLY / LEFT, AHEAD
18-04	R3-8MM	(2)	36X30	7.5	--	--	1	--	--	--	--	--	RIGHT ONLY / RIGHT ONLY
18-05	R3-8MM	(2)	36X30	7.5	--	--	1	--	--	--	--	--	RIGHT ONLY / RIGHT ONLY
18-06	W12-1D	(2)	30X30	6.25	--	1	--	--	--	--	--	--	DOUBLE DOWN ARROW
18-07	R3-8DD	(2)	36X30	7.5	--	--	1	--	--	--	--	--	LEFT, AHEAD / RIGHT ONLY
19-01	D1-2	Custom	84X48	16.33	--	--	--	--	--	2	--	--	TWO DESTINATION (ARROWS)
19-02	W2-6	(3)	36X36	9	--	--	--	--	1	--	--	--	CIRCULAR INTERSECTION SIGN
19-03	W2-6P	(3)	36X18	4.5	--	--	--	--	--	--	--	19-02	ROUNDABOUT AHEAD PLAQUE
19-04	W13-1	(2M)	18X18	2.25	--	--	--	--	--	--	--	19-02	ADVISORY SPEED (YELLOW BACK)
19-05	W3-2	(2)	36X36	9	--	--	--	1	--	--	--	--	YIELD AHEAD
20-01	W4-2R	(2)	36X36	9	--	--	--	1	--	--	--	--	LANE REDUCTION TRANSITION SYMBOL (RIGHT)
20-02	R5-57	(5)	36X36	9	--	--	--	1	--	--	--	--	PEDESTRIANS, ETC., PROHIBITED
21-01	R2-1	(5)	48X60	20	--	--	--	--	1	--	--	--	SPEED LIMIT 65 MPH
21-02	J4-1	(5)	36X51	12.75	--	--	--	--	1	--	--	--	REASSURANCE ASSEMBLY
	M3-3	(5)	30X15	3.13	--	--	--	--	--	--	--	21-02	SOUTH
	M1-6	(5)	36X36	9	--	--	--	--	--	--	--	21-02	STATE ROUTE MARKER (2-3 DIGITS)
22-01	E5-1	(5)	72X60	30	--	--	--	--	2	--	--	--	EXIT (ARROW)
23-01	W4-1	(5)	48X48	16	--	--	--	1	--	--	--	--	MERGING TRAFFIC SYMBOL (RIGHT)
25-01	W4-1	(5)	48X48	16	--	--	--	1	--	--	--	--	MERGING TRAFFIC SYMBOL (RIGHT)
26-01	E5-1	(5)	72X60	30	--	--	--	--	2	--	--	--	EXIT (ARROW)
28-03	J4-1	(5)	36X51	12.75	--	--	--	1	--	--	--	--	REASSURANCE ASSEMBLY
	M3-1	(5)	30X15	3.13	--	--	--	--	--	--	--	28-03	NORTH
	M1-6	(5)	36X36	9	--	--	--	--	--	--	--	28-03	STATE ROUTE MARKER (2-3 DIGITS)
28-04	R2-1	(5)	48X60	20	--	--	--	--	1	--	--	--	SPEED LIMIT 65 MPH
28-05	W6-53	(4)	144X48	48	--	--	--	--	3	--	--	--	ADVANCE EXIT GUIDE SIGN 3 MILES
28-07	I2-3	Custom	66X24	11	--	--	--	2	--	--	--	--	MUNICIPALITY SIGN-POP OR UNINC
29-01	W1-7	(2M)	48X24	8	--	--	1	--	--	--	--	--	NIGHT ARROW (DOUBLE)
29-02	W1-7	(2M)	48X24	8	--	--	1	--	--	--	--	--	NIGHT ARROW (DOUBLE)
30-01	J1-1	(2)	24X39	6.5	--	--	--	1	--	--	--	--	JUNCTION OR END ASSEMBLY
	M2-1	(2)	21X15	2.2	--	--	--	--	--	--	--	30-01	JCT
	M1-5A	(2)	24X24	4	--	--	--	--	--	--	--	30-01	COUNTY MARKER (2-3 DIGITS)
30-02	J12-1	(2)	24X45	7.5	--	--	--	1	--	--	--	--	ROUTE TURN WITHOUT CARDINAL
	M1-5A	(2)	24X24	4	--	--	--	--	--	--	--	30-02	COUNTY MARKER (2-3 DIGITS)
	M5-1L	(2)	21X21	3.06	--	--	--	--	--	--	--	30-02	ADVANCE ARROW (LEFT TURN)
30-03	J13-1	(2)	24X45	7.5	--	--	--	1	--	--	--	--	DIRECTIONAL WITHOUT CARDINAL
	M1-5A	(2)	24X24	4	--	--	--	--	--	--	--	30-03	COUNTY MARKER (2-3 DIGITS)
	M6-1	(2)	21X21	3.06	--	--	--	--	--	--	--	30-03	ARROW (RIGHT, LEFT, OR AHEAD)
SUBTOTALS				**1790.52**	**46**	**17**	**45**	**63**	**20**	**8**	**3**		

ALL ITEMS ON THIS SHEET ARE IN CATEGORY 0010

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	637.0202 SIGNS REFLECTIVE TYPE II SF	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	634.0612 4X6-IN 12 FT EACH	634.0614 4X6-IN 14 FT EACH	634.0616 4X6-IN 16 FT EACH	634.0618 4X6-IN 18 FT EACH	634.0620 4X6-IN 20 FT EACH	634.0622 4X6-IN 22 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
						POSTS WOOD							
PROJECT SUBTOTALS				1790.52	46	17	45	63	20	8	3		
30-04	J4-1	(2)	24X36	6	--	--	--	1	--	--	--	--	REASSURANCE ASSEMBLY
	M3-3	(2)	24X12	2	--	--	--	--	--	--	--	30-04	SOUTH
	M1-5A	(2)	24X24	4	--	--	--	--	--	--	--	30-04	COUNTY MARKER (2-3 DIGITS)
30-05	J1-1	(2)	24X39	6.5	--	--	--	1	--	--	--	--	JUNCTION OR END ASSEMBLY
	M2-1	(2)	21X15	2.2	--	--	--	--	--	--	--	30-05	JCT
	M1-5A	(2)	24X24	4	--	--	--	--	--	--	--	30-05	COUNTY MARKER (2-3 DIGITS)
30-06	J12-1	(2)	24X45	7.5	--	--	--	1	--	--	--	--	ROUTE TURN WITHOUT CARDINAL
	M1-5A	(2)	24X24	4	--	--	--	--	--	--	--	30-06	COUNTY MARKER (2-3 DIGITS)
	M5-1R	(2)	21X21	3.06	--	--	--	--	--	--	--	30-06	ADVANCE ARROW (RIGHT TURN)
30-07	J13-1	(2)	24X45	7.5	--	--	--	1	--	--	--	--	DIRECTIONAL WITHOUT CARDINAL
	M1-5A	(2)	24X24	4	--	--	--	--	--	--	--	30-07	COUNTY MARKER (2-3 DIGITS)
	M6-1	(2)	21X21	3.06	--	--	--	--	--	--	--	30-07	ARROW (RIGHT, LEFT, OR AHEAD)
30-08	J4-1	(2)	24X36	6	--	--	--	1	--	--	--	--	REASSURANCE ASSEMBLY
	M3-1	(2)	24X12	2	--	--	--	--	--	--	--	30-08	NORTH
	M1-5A	(2)	24X24	4	--	--	--	--	--	--	--	30-08	COUNTY MARKER (2-3 DIGITS)
PROJECT TOTALS				**1856.34**	**46**	**17**	**45**	**68**	**20**	**8**	**3**		

3

FIELD OFFICE TYPE C (7200-02-71)

CATEGORY	LOCATION	642.5201 EACH	REMARKS
0010	RADIO ROAD OVERPASS	1	PROJECT
	TOTAL 0010	1	

TRAFFIC CONTROL ITEMS

CAT	LOCATION	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (7200-02-71) 643.0200 DAYS	TRAFFIC CONTROL DRUMS 643.0300 DAYS	TRAFFIC CONTROL BARRICADES TYPE III 643.0420 DAYS	TRAFFIC CONTROL WARNING LIGHTS TYPE A 643.0705 DAYS	TRAFFIC CONTROL WARNING LIGHTS TYPE C 643.0715 DAYS	TRAFFIC CONTROL ARROW BOARDS 643.0800 DAYS	TRAFFIC CONTROL SIGNS 643.0900 DAYS	TRAFFIC CONTROL COVERING SIGNS TYPE II 643.0920 EACH
0010	STAGE 1	162	9255	4150	8100		200	7294	2
0010	STAGE 2	127	2262	3100	6096	900	104	5883	
0010	STAGE 3	61	875	680	1320		40	1160	6
0010	WINTER SUSPENSION	146						4088	
0010	ADVANCE WARNING							8397	
	TOTAL 0010	496	12392	7930	15516	900	344	26822	8

3

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	LOCATION	643.1000 SF	REMARKS
0010	RADIO RD CLOSED 1 MILE AHEAD	60	2 EA AT 30 SF
0010	ALL TRAFFIC MUST EXIT	44	4 EA AT 11 SF
0010	WHITETAIL BLVD/HWY U CLOSED	64	2 EA AT 32 SF
0010	ROAD CLOSED AT HWY 35	40	4 EA AT 10 SF
0010	WHITETAIL BLVD	27	2 EA AT 13.5 SF
0010	RADIO RD	96	8 EA AT 12 SF
0010	HWY 35 HWY U INTERSECTION CLOSED	19.5	1 EA AT 19.5 SF
0010	EXCEPT CONSTRUCTION VEHICLES	14	2 EA AT 7 SF
	TOTAL 0010	364.5	

TRAFFIC CONTROL DETOUR (7200-02-71)

CAT	LOCATION	643.2000 EACH
0010	RADIO RD	1
	TOTAL 0010	1

TRAFFIC CONTROL SIGNS PCMS

CATEGORY	LOCATION	643.1050 DAY
0010	RADIO RD	30
	TOTAL 0010	30

NOTE: PCMS TO BE USED AT ENGINEERS DISCERETION AND FOR THE USE WITH EMERGENCY ALTERNATE ROUTE

TRAFFIC CONTROL DETOUR SIGNS

CAT	LOCATION	643.3000 DAYS	REMARKS
0010	RADIO ROAD	8690	JUNE 1, 2013 - JULY 1, 2014
	TOTAL 0010	8690	

ALL ITEMS ON THIS SHEET ARE IN CATEGORY 0010

3

PAVEMENT MARKING EPOXY AND CONTRAST TAPE ITEMS

STATION - STATION	LOCATION	646.0106 EPOXY 4-INCH WHITE (LF)	646.0106 EPOXY 4-INCH YELLOW (LF)	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (LF)	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (LF)	647.0456 CURB EPOXY (LF)	647.0566 STOP LINE EPOXY 18-INCH (LF)	647.0606 ISLAND NOSE EPOXY (EACH)	647.0726 DIAGONAL EPOXY 12-INCH WHITE (LF)	647.0726 DIAGONAL EPOXY 12-INCH YELLOW (LF)
179+00 - 184+00	RADIO RD	1000	1500	--	--	10	--	1	--	53
189+50 - 194+00	RADIO RD	--	900	225	135	--	--	--	--	--
19+50 - 56+25	PAULSON RD	6800	7410	--	53	10	--	1	--	63
206+00 - 221+00	CTH U (CHAPMAN DR)	2955	3050	65	320	10	--	1	--	60
14+75 - 19+50	OLD CHAPMAN DR	--	915	--	--	--	20	--	--	--
--	RADIO/PAULSON RAB	430	550	55	1020	--	--	--	120	--
--	STH 35 SB RAB	330	605	135	1305	10	--	1	145	--
--	STH 35 NB RAB	490	1135	140	1140	10	--	1	125	--
342+50 - 353+50	STH 35 SB OFF-RAMP	1035	1055	--	380	--	--	--	--	--
331+00 - 340+00	STH 35 SB ON-RAMP	910	910	--	625	--	--	--	--	--
330+50 - 341-50	STH 35 NB OFF-RAMP	1050	1050	--	345	--	--	--	--	--
345+00 - 351+00	STH 35 NB ON-RAMP	640	600	--	342	--	--	--	--	--
306+25 - 371+00	STH 35	6384	4075	--	2063	--	--	--	--	--
** UNDISTRIBUTED		1117	1204	30	392	--	--	--	20	15
TOTALS		**48,100**		**650**	**8,120**	**50**	**20**	**5**	**600**	

** 5% OF THE ITEM TOTAL

PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC & CONTRAST GROOVED PREFORMED THERMOPLASTIC ITEMS

STATION - STATION	LOCATION	SPV.0060.03 PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2 (EACH)	SPV.0060.05 PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3 (EACH)	SPV.0060.06 PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3R (EACH)	SPV.0060.07 PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC WORDS (EACH)	SPV.0060.08 PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 1 (EACH)	SPV.0060.09 PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2 (EACH)	SPV.0060.10 PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2R (EACH)	SPV.0060.11 PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3 (EACH)	SPV.0060.12 PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3R (EACH)	SPV.0060.13 PAVEMENT MARKING CONTRAST GROOVED PREFORMED THERMOPLASTIC WORDS (EACH)	SPV.0090.42 GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (LF)	SPV.0090.44 GROOVED PREFORMED THERMOPLASTIC EDGELINE EXTENSION 18-INCH (LF)
179+00 - 184+00	RADIO RD	--	--	--	--	--	--	--	--	--	--	--	--
189+50 - 194+00	RADIO RD	--	--	--	--	1	1	--	--	1	1	--	--
19+50 - 56+25	PAULSON RD	1	--	1	--	--	--	--	--	--	1	--	--
206+00 - 221+00	CTH U (CHAPMAN DR)	--	--	--	1	--	1	--	--	--	--	--	--
14+75 - 19+50	OLD CHAPMAN DR	--	--	--	--	--	--	--	--	--	--	--	--
--	RADIO/PAULSON RAB	--	1	1	--	3	2	--	3	1	6	200	85
--	STH 35 SB RAB	--	--	--	--	6	1	--	3	2	11	60	120
--	STH 35 NB RAB	--	--	--	--	6	3	1	4	2	8	100	115
342+50 - 353+50	STH 35 SB OFF-RAMP	--	--	--	--	--	3	1	2	--	1	--	--
331+00 - 340+00	STH 35 SB ON-RAMP	--	--	--	--	--	--	--	--	--	--	--	--
330+50 - 341-50	STH 35 NB OFF-RAMP	--	--	--	--	--	3	1	2	--	4	--	--
345+00 - 351+00	STH 35 NB ON-RAMP	--	--	--	--	--	--	--	--	--	--	--	--
306+25 - 371+00	STH 35	--	--	--	--	--	--	--	--	--	--	--	--
TOTALS		**1**	**1**	**2**	**1**	**16**	**14**	**3**	**14**	**6**	**32**	**360**	**320**

3

GEOTEXTILE FABRIC TYPE SAS

CAT	STATION TO	STATION	LOCATION	645.0140 SY
0010	328+72 -	332+60	NE RAMP	1205
0010	336+30 -	337+00	SE RAMP	248
0010	352+00 -	355+50	SW RAMP	1202
0010	351+70 -	354+25	NW RAMP	682
0010	213+65 -	219+16	RADIO RD RT	1088
0010	214+75 -	218+80	RADIO RD LT	728
			TOTAL 0010	5153

REMOVING PAVEMENT MARKINGS

CATEGORY	STATION TO	STATION	LOCATION	646.0600 LF	REMARKS
0010	278+21 -	281+15	STH 35 NB	300	LT
0010	277+42 -	281+00	STH 35 NB	380	RT
0010	340+56 -	344+30	STH 35 NB	375	LT
0010	399+56 -	344+30	STH 35 NB	475	RT
0010					
0010	282+09 -	285+16	STH 35 SB	315	RT
0010	282+06 -	286+65	STH 35 SB	455	LT
0010	345+00 -	350+00	STH 35 SB	525	LT
0010	345+00 -	348+70	STH 35 SB	375	RT
			TOTAL 0010	3200	

LOCATING NO-PASSING ZONES

CATEGORY	STATION	LOCATION	648.0100 MI
0010	180+00	RADIO RD	0.5
0010	210+00	RADIO RD	0.5
		TOTAL 0010	1

CONSTRUCTION STAKING STORM SEWER

CAT	LOCATION	650.4000 EACH	REMARKS
0010		123	SEE STORMSEWER CHART
	TOTAL 0010	123	

CONSTRUCTION STAKING PIPE CULVERTS

CAT	LOCATION	650.6000 EACH	REMARKS
0010	RADIO ROAD	26	SEE CULVERT CHART
	TOTAL 0010	26	

CONSTRUCTION STAKING STRUCTURE LAYOUT (S-55-41)

CATEGORY	LOCATION	650.6500.04 LS
0050	RADIO ROAD	1
	TOTAL 0050	1

CONSTRUCTION STAKING STRUCTURE LAYOUT (S-55-43)

CATEGORY	LOCATION	650.6500.06 LS
0070	RADIO ROAD	1
	TOTAL 0070	1

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (7200-02-71)

CAT	LOCATION	650.9910 LS
0010	RADIO ROAD	1
	TOTAL 0010	1

CONSTRUCTION STAKING

CAT	STATION	TO	STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB & GUTTER LF	650.7000 CONCRETE PAVEMENT LF	650.9920 SLOPE STAKES LF	REMARKS
0010	180+00	-	183+50	RADIO ROAD	335	344			350	
0010	183+50	-	185+50	RADIO ROAD			212		612	
0010	183+50	-	186+00	RADIO ROAD	272	213	215	56		NB SIDE
0010	183+50	-	186+00	RADIO ROAD	289	218	215	63		SB SIDE
0010	188+00	-	196+00	RADIO ROAD	787			787	787	NB SIDE
0010	188+00	-	196+00	RADIO ROAD	787			787		SB SIDE
0010	194+50	-	196+00	RADIO ROAD	171			171		RT TURN LN
0010	198+00	-	198+50	RADIO ROAD	64			64		NB SIDE
0010	198+00	-	198+50	RADIO ROAD	54			54	120	SB SIDE
0010	198+50	-	199+00	RADIO ROAD	64			64		
0010	201+50	-	202+00	RADIO ROAD	76			76		
0010	202+00	-	202+50	RADIO ROAD	55			55	120	NB SIDE
0010	202+00	-	202+50	RADIO ROAD	50			50		SB SIDE
0010	204+50	-	207+00	RADIO ROAD	272			272	267	NB SIDE
0010	204+50	-	207+00	RADIO ROAD	259			259		SB SIDE
0010				RADIO ROAD	135			135		N RAB TURN LN
0010				RADIO ROAD	90	90			90	LINE R
0010				RADIO ROAD	70	70			70	LINE S
0010				RADIO ROAD	45	45			45	PE 3
0010				RADIO ROAD	57	57			57	PE 4
0010	207+00	-	221+00	CHAPMAN DRIVE	1390	1390	1108		1390	
0010	320+00	-	340+00	SOUTH EAST RAMP	1971			1971	2044	
0010	340+00	-	340+71	SOUTH EAST RAMP	70			70		LEFT
0010	340+00	-	340+71	SOUTH EAST RAMP	62			62		RIGHT
0010	341+50	-	344+25	SOUTH WEST RAMP	296			296		LEFT
0010	341+50	-	344+25	SOUTH WEST RAMP	263			263	1754	RIGHT
0010	344+25	-	359+00	SOUTH WEST RAMP	1476			1476		

CONSTRUCTION STAKING

CAT	STATION	TO	STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB & GUTTER LF	650.7000 CONCRETE PAVEMENT LF	650.9920 SLOPE STAKES LF	REMARKS
0010	325+00	-	339+50	NORTH EAST RAMP	1456			1456		
0010	339+50	-	342+44	NORTH EAST RAMP	295			295	1765	LEFT
0010	339+50	-	342+44	NORTH EAST RAMP	319			319		RIGHT
0010	344+00	-	345+00	NORTH WEST RAMP	100			100		LEFT
0010	344+00	-	345+00	NORTH WEST RAMP	100			100	2114	RIGHT
0010	345+00	-	364+71	NORTH WEST RAMP	2015			2015		
0010	15+00	-	20+00	OLD CHAPMAN DRIVE	496	496			496	
				OLD/NEW CHAPMAN						
0010				INTERSECTION			151			
0010	5+25	-	7+50	OLD CHAPMAN DRIVE	213	213			213	LINE P
0010	10+00	-	11+50	OLD CHAPMAN DRIVE	134	134			134	LINE Q
0010	15+50	-	16+50	PAULSON ROAD				95		LEFT
0010	15+50	-	16+50	PAULSON ROAD				79		RIGHT
0010	15+00	-	16+50	PAULSON ROAD	129	50			129	
0010	19+50	-	21+00	PAULSON ROAD			162			
0010	18+50	-	23+50	PAULSON ROAD	508	398	402	95		LEFT
0010	18+50	-	23+50	PAULSON ROAD	526	407	409	120	3767	RIGHT
0010	23+50	-	56+00	PAULSON ROAD	3260	3260	687			
0010				PAULSON ROAD	375	375			375	LINE K
0010				PAULSON ROAD	235	235			235	LINE DD
0010				PAULSON ROAD	135	135			135	LINE N
0010				PAULSON ROAD	100	100			100	LINE X
0010	5+00	-	12+50	BYLANDER	789	789			789	
				PAULSON RAB TEMP						
0010	0+00	-	10+07	BYPASS	1007	1007			1007	
				TOTAL 0010	21652	10026	3561	11705	18965	

ALL ITEMS ON THIS SHEET ARE IN CATEGORY 0080

LIGHTING CONDUIT AND WIRE

FROM		TO	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH * 652.0225 LF	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH 652.0235 LF	ELECTRICAL WIRE LIGHTING 6 AWG 655.0625 LF
CB100	-	PB100	--	22	170
CB100	-	PB100	--	22	170
CB100	-	PB100	--	22	--
PB100	-	SL109	18	--	180
PB100	-	SL109	18	--	210
PB100	-	SL111	208	--	660
PB100	-	PB101	--	84	480
PB101	-	SL110	73	--	425
SL110	-	PB102	90	--	510
PB102	-	SL101	13	--	150
PB102	-	SL101	13	--	175
PB102	-	SL100	196	--	624
PB102	-	PB103	--	85	485
PB103	-	SL102	66	--	390
SL102	-	PB104	102	--	342
PB104	-	SL103	14	--	78
PB104	-	SL103	14	--	--
PB104	-	PB105	--	75	--
PB105	-	SL104	64	--	--
SL104	-	PB106	86	--	294
PB106	-	SL105	15	--	162
PB106	-	SL105	15	--	189
PB106	-	PB107	--	45	570
PB107	-	SL106	161	--	865
SL106	-	SL107	177	--	945
PB107	-	PB108	--	40	260
PB108	-	SL108	61	--	365
SL108	-	PB100	93	--	525
CB200	-	PB200	--	23	175
CB200	-	PB200	--	23	175
CB200	-	PB200	--	23	--
PB200	-	SL209	147	--	477
PB200	-	SL208	15	--	351
PB200	-	PB201	--	128	700
PB201	-	SL201	162	--	870
PB201	-	SL202	16	--	420
PB201	-	PB202	--	50	310
PB202	-	PB203	107	--	595
PB203	-	SL203	13	--	150
PB203	-	SL203	13	--	175
PB203	-	SL204	224	--	708
PB203	-	PB204	--	105	585
PB204	-	SL205	25	--	185
PB204	-	SL205	25	--	185
PB204	-	SL206	83	--	475
SL206	-	SL207	106	--	590
SL207	-	PB205	15	--	135
PB205	-	SL213	45	--	1,210
PB205	-	PB206	--	90	--
PB206	-	SL211	93	--	525
SL211	-	PB207	123	--	675
SL210	-	PB207	10	--	110
SL210	-	PB207	10	--	110
PB207	-	PB200	--	80	460
PB206	-	SL212	18	--	340
SL212	-	PB215	46	--	1,190
PB215	-	SL220	39	--	255
SL220	-	SL221	100	--	560
SL221	-	PB214	83	--	475
PB214	-	SL222	25	--	185
PB214	-	SL222	25	--	185
PB214	-	PB213	--	102	570
PB213	-	SL224	190	--	606
PB213	-	SL223	17	--	174
PB213	-	SL223	17	--	203
PB213	-	PB212	126	--	690
PB212	-	PB211	--	48	300
PB211	-	SL218	17	--	145
SL218	-	SL219	199	--	1,055
PB211	-	PB210	--	119	--
PB210	-	SL217	17	--	116
PB210	-	SL217	17	--	116
PB210	-	SL216	135	--	441
PB210	-	PB209	--	70	410
PB209	-	SL215	28	--	200
SL215	-	SL214	132	--	720
SL214	-	PB208	81	--	465
PB208	-	PB215	--	97	--
PB208	-	SL213	23	--	365
TOTALS			**4064 ***	**1353**	**29341**

* ADDITIONAL QUANTITIES SHOWN ON STRUCTURE PLANS

LIGHTING PULLBOXES

PULLBOX NUMBER	STATION	OFFSET	R/L	PULLBOXES STEEL 24X42-INCH 653.0140 EACH
PB100	19+04	57.7'	LT	1
PB101	19+15	25.3'	RT	1
PB102	185+57	29.6'	RT	1
PB103	185+59	55.4'	LT	1
PB104	16+02	36.0'	RT	1
PB105	15+97	38.7'	LT	1
PB106	188+74	53.3'	LT	1
PB107	188+67	9.4'	LT	1
PB108	188+59	29.4'	RT	1
PB200	340+65	44.3'	LT	1
PB201	195+37	14.3'	LT	1
PB202	195+52	62.3'	LT	1
PB203	341+94	71.6'	LT	1
PB204	342+28	29.5'	RT	1
PB205	198+83	42.0'	LT	1
PB206	198+77	48.1'	RT	1
PB207	340+29	23.1'	RT	1
PB208	201+65	48.3'	LT	1
PB209	344+30	25.3'	LT	1
PB210	344+13	42.3'	RT	1
PB211	204+80	13.8'	LT	1
PB212	204+72	33.1'	RT	1
PB213	341+41	70.4'	RT	1
PB214	341+42	31.5'	LT	1
PB215	201+61	49.6'	RT	1
	TOTAL			**25**

ALL ITEMS ON THIS SHEET ARE IN CATEGORY 0080

STREET LIGHTS

LIGHT NUMBER	STATION	OFFSET	R/L	CONCRETE BASES TYPE 6 654.0106 EACH	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE 657.0255 EACH	POLES TYPE 6 ALUMINUM 657.0327 EACH	LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 15-FT 657.0715 EACH	LUMINAIRES UTILITY HPS 150 WATTS 659.0115 EACH	LUMINAIRES UTILITY HPS 250 WATTS 659.0125 EACH	ELECTRICAL WIRE LIGHTING 12 AWG 655.0610 EACH
SL100	183+61	29.5'	RT	1	1	1	1	1	-	168
SL101	185+41	32.1'	RT	1	1	1	1	-	1	168
SL102	185+79	92.8'	LT	1	1	1	1	-	1	168
SL103	15+89	40.2'	RT	1	1	1	1	-	1	168
SL104	188+32	118.0'	LT	1	1	1	1	-	1	168
SL105	188+88	52.3'	LT	1	1	1	1	-	1	168
SL106	190+02	8.2	LT	1	1	1	2	2	-	336
SL107	192+02	11.2'	LT	1	1	1	2	2	-	336
SL108	188+02	48.8'	RT	1	1	1	1	-	1	168
SL109	19+45	56.3'	LT	1	1	1	1	-	1	168
SL110	18+46	29.2'	RT	1	1	1	1	-	1	168
SL111	21+09	54.4'	LT	1	1	1	1	1	-	168
SL201	193+81	12.9'	LT	1	1	1	2	2	-	336
SL202	195+29	18.6'	LT	1	1	1	2	-	2	336
SL203	342+25	75.7'	LT	1	1	1	1	-	1	168
SL204	344+22	40.2'	LT	1	1	1	1	-	1	168
SL205	342+50	32.0'	RT	1	1	1	1	-	1	168
SL206	198+13	120.7'	LT	1	1	1	1	-	1	168
SL207	198+69	43.8'	LT	1	1	1	1	-	1	168
SL208	196+20	80.1'	RT	1	1	1	1	-	1	168
SL209	339+14	33.8'	LT	1	1	1	1	-	1	168
SL210	340+36	30.2'	RT	1	1	1	1	-	1	168
SL211	197+73	52.1'	RT	1	1	1	1	-	1	168
SL212	199+32	45.6'	RT	-	-	1	1	-	1	168
SL213	201+09	40.1'	LT	-	-	1	1	-	1	168
SL214	202+35	70.7'	LT	1	1	1	1	-	1	168
SL215	344+42	51.0'	LT	1	1	1	1	-	1	168
SL216	345+49	34.1'	RT	1	1	1	1	-	1	168
SL217	344+00	53.0'	RT	1	1	1	1	-	1	168
SL218	204+97	13.0'	LT	1	1	1	2	-	2	336
SL219	206+94	6.1'	LT	1	1	1	2	-	2	336
SL220	202+25	54.0'	RT	1	1	1	1	-	1	168
SL221	203+34	39.7'	RT	1	1	1	1	-	1	168
SL222	341+26.7	33.7'	LT	1	1	1	1	-	1	168
SL223	341+76.30	76.8'	RT	1	1	1	1	-	1	168
SL224	339+68.7	41.7'	RT	1	1	1	1	-	1	168
TOTALS				**34**	**34**	**36**	**42**	**8**	**34**	**7056**

LIGHTING CONTROL & MISCELLANEOUS ITEMS

CABINET NUMBER	STATION	OFFSET	R/L	CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL 654.0217 EACH	CONCRETE CONTROL CABINET BASES TYPE 8 654.0210 EACH	LIGHTING CONTROL CABINET SPV.0060.20 EACH	WISDOT LIGHTING CONTROL CABINET SPV.0060.21 EACH	ELECTRICAL SERVICE METER BREAKER PEDESTAL 656.0200.01 LS	ELECTRICAL SERVICE METER BREAKER PEDESTAL 656.0200.02 LS	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 650.8500.01 LS
CB100	19+03	79.9'	LT	1	--	1	--	1	--	--
CB200	340+59	66.0'	LT	--	1	--	1	--	1	--
PROJECT 7200-02-71				--	--	--	--	--	--	1
TOTALS				**1**	**1**	**1**	**1**	**1**	**1**	**1**

SAWING ASPHALT

CAT	STATION TO STATION	LOCATION	690.0150 LF	REMARKS
0010	306+82 - 310+11	STH 35 NB	329	LT
0010	324+29 - 325+38	STH 35 NB	109	RT
0010	322+52 - 325+68	STH 35 NB	316	LT
0010	368+02 - 368+56	STH 35 NB	54	LT
0010	324+88 - 325+17	STH 35 NB	30	RT
0010	367+91 - 368+49	STH 35 NB	57	RT
0010	278+54 - 282+58	STH 35 NB	408	RT
0010	278+50 - 282+15	STH 35 NB	364	LT
0010	280+94 - 282+36	STH 35 NB	148	RT
0010	367+93 - 370+95	STH 35 SB	309	RT
0010	324+28 - 325+89	STH 35 SB	161	LT
0010	324+05 - 326+81	STH 35 SB	276	RT
0010	309+32 - 309+89	STH 35 SB	57	LT
0010	309+26 - 309+87	STH 35 SB	61	RT
0010	324+69 - 325+07	STH 35 SB	38	LT
0010	281+13 - 282+28	STH 35 SB	112	RT
0010	281+03 - 285+20	STH 35 SB	416	LT
0010	280+98 - 287+43	STH 35 SB	640	LT
0010	16+86 - 17+55	OLD CHAPMAN DR	73	
0010	220+36	CHAPMAN DR	22	
0010	180+00	RADIO RD	22	
0010	180+90 - 181+48	RADIO RD	60	PAULSON RAB TEMP BYPASS REMOVAL
0010	20+90 - 23+70	PAUSON RD	280	PAULSON RAB TEMP BYPASS REMOVAL
0010	56+80	PAULSON RD	66	MATCH EXISTING ROAD
		TOTAL 0010	4408	

SAWING CONCRETE

CAT	STATION TO STATION	LOCATION	690.0250 LF	REMARKS
0010	340+54 - 345+80	STH 35 NB	528	LT
0010	344+76 - 345+24	STH 35 NB	49	RT
0010	340+20 - 346+50	STH 35 NB	628	RT
0010	342+63 - 349+75	STH 35 SB	712	LT
0010	343+92 - 348+72	STH 35 SB	480	RT
0010	343+99 - 344+47	STH 35 SB	52	
		TOTAL 0010	2449	

3

SPECIAL (30. BEAT-SSCC-CM-28 CRASH CUSHION)

CATEGORY	STATION	LOCATION	SPV.0060.30 EACH	REMARKS
0010	199+00	RADIO RD NB 35' RT	1	B55-232 SW QUAD
		TOTAL 0010	1	

SPECIAL (30. CONSTRUCTION STAKING CONCRETE ROUNDABOUT RADIO ROAD)

CAT	LOCATION	SPV.0105.30 LS	REMARKS
0010	PAULSON RD/RADIO RD	1	
	TOTAL 0010	1	

3

SPECIAL (50. CASING PIPE OPEN CUT 24-INCH)

CAT	STATION TO	STATION	LOCATION	SPV.0090.50 LF	REMARKS
0090				1280	
			TOTAL 0090	1280	

SPECIAL (40. CONSTRUCTION STAKING CONCRETE ROUNDABOUT NORTH RAMP TERMINAL)

CAT	LOCATION	SPV.0105.40 LS	REMARKS
0010	RADIO RD/SOUTH RAMP TERMINAL	1	
	TOTAL 0010	1	

SPECIAL (10. 7200-02-71 PROJECT CONCRETE CRACK MITIGATION AND REPAIR SPECIAL)

CAT	LOCATION	SPV.0105.10 LS	REMARKS
0010	RADIO ROAD	1	
	TOTAL 0010	1	

SPECIAL (50. CONSTRUCTION STAKING CONCRETE ROUNDABOUT SOUTH RAMP TERMINAL)

CAT	LOCATION	SPV.0105.50 LS	REMARKS
0010	RADIO RD/NORTH RAMP TERMINAL	1	
	TOTAL 0010	1	

SPECIAL (20. CONSTRUCTION STAKING CONCRETE PAVEMENT JOINT LAYOUT)

CAT	STATION TO	STATION	LOCATION	SPV.0105.20 LS
0010			RADIO RD	1
			TOTAL 0010	1

SPECIAL (60. CONSTRUCTION STAKING PROJECT LAYOUT)

CAT	LOCATION	SPV.0105.60 LS
0010		1
	TOTAL 0010	1

SPECIAL (10. CONCRETE PAVEMENT 9.0-INCH SPECIAL)

CAT	STATION TO	STATION	LOCATION	SPV.0180.10 SY
0010	194+34	- 196+77	RADIO RD NB TURN LANE	497
0010	203+76	- 206+09	RADIO RD SB TURN LANE	498
0010	320+27	- 330+26	SE RAMP	908
0010	329+32	- 340+48	SE RAMP	2663
0010	324+94	- 328+52	NE RAMP	249
0010	327+26	- 342+33	NE RAMP	3354
0010	339+43	- 342+19	NE RAMP	622
0010	341+43	- 344+27	SW RAMP	610
0010	341+74	- 357+22	SW RAMP	3154
0010	356+35	- 358+99	SW RAMP	186
0010	344+15	- 354+92	NW RAMP	2082
0010	353+84	- 354+24	NW RAMP	1029
			TOTAL 0010	15852

SPECIAL (20. CONCRETE PAVEMENT 9.5-INCH SPECIAL)

CAT	STATION TO	STATION	LOCATION	SPV.0180.20 SY
0010	185+55	- 186+06	RADIO RD NB	136
0010			PAULSON RAB	2113
0010	187+98	- 195+78	RADIO RD NB	2594
0010			RAB SOUTH	2112
0010	197+97	- 202+48	RADIO RD NB	1292
0010			RAB NORTH	2098
0010	204+79	- 207+12	RADIO RD NB	631
0010	185+65	- 186+16	RADIO RD SB	152
0010	188+15	- 196+11	RADIO RD SB	2271
0010	198+01	- 202+54	RADIO RD SB	1290
0010	204+72	- 207+33	RADIO RD SB	1045
0010	15+65	- 16+45	WB PAULSON RD	148
0010	18+57	- 19+51	WB PAULSON RD	273
0010	15+74	- 16+44	EB PAULSON RD	217
0010	18+60	- 19+69	EB PAULSON RD	218
			TOTAL 0010	16590

SPECIAL (30. CONCRETE PAVEMENT APPROACH SLAB SPECIAL)

CAT	STATION TO	STATION	LOCATION	SPV.0180.30 SY
0010	198+85	- 199+23	SOUTH SLAB	204
0010	201+21	- 201+60	NORTH SLAB	206
			TOTAL 0010	410

SPECIAL (40. CLEANING GRADING AND SHAPING EXISTING DITCH)

CAT	STATION TO	STATION	LOCATION	SPV.0180.40 SY	REMARKS
0010	219+90	- 220+50	RADIO RD	400	LT AND RT
			TOTAL 0010	400	

TRANSPORTATION PROJECT PLAT NO: 7200-02-21-4.01

PART OF CSM 17-4578 ALSO BEING PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 25, TOWN 28 NORTH, RANGE 19 WEST, TOWN OF TROY, ST. CROIX COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 RIVER FALLS - HUDSON (RADIO ROAD INTERCHANGE B - 55- 0232)

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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ST. CROIX COUNTY, WISCONSIN AT 3:47PM ON 1/23/2012 AS DOCUMENT # 949399 AND FILED IN VOL. TPP 1 PG. 68

BETH PABST
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7200-02-21-4.01
AMENDMENT NO:

SCHEDULE OF LANDS & INTERESTS REQUIRED

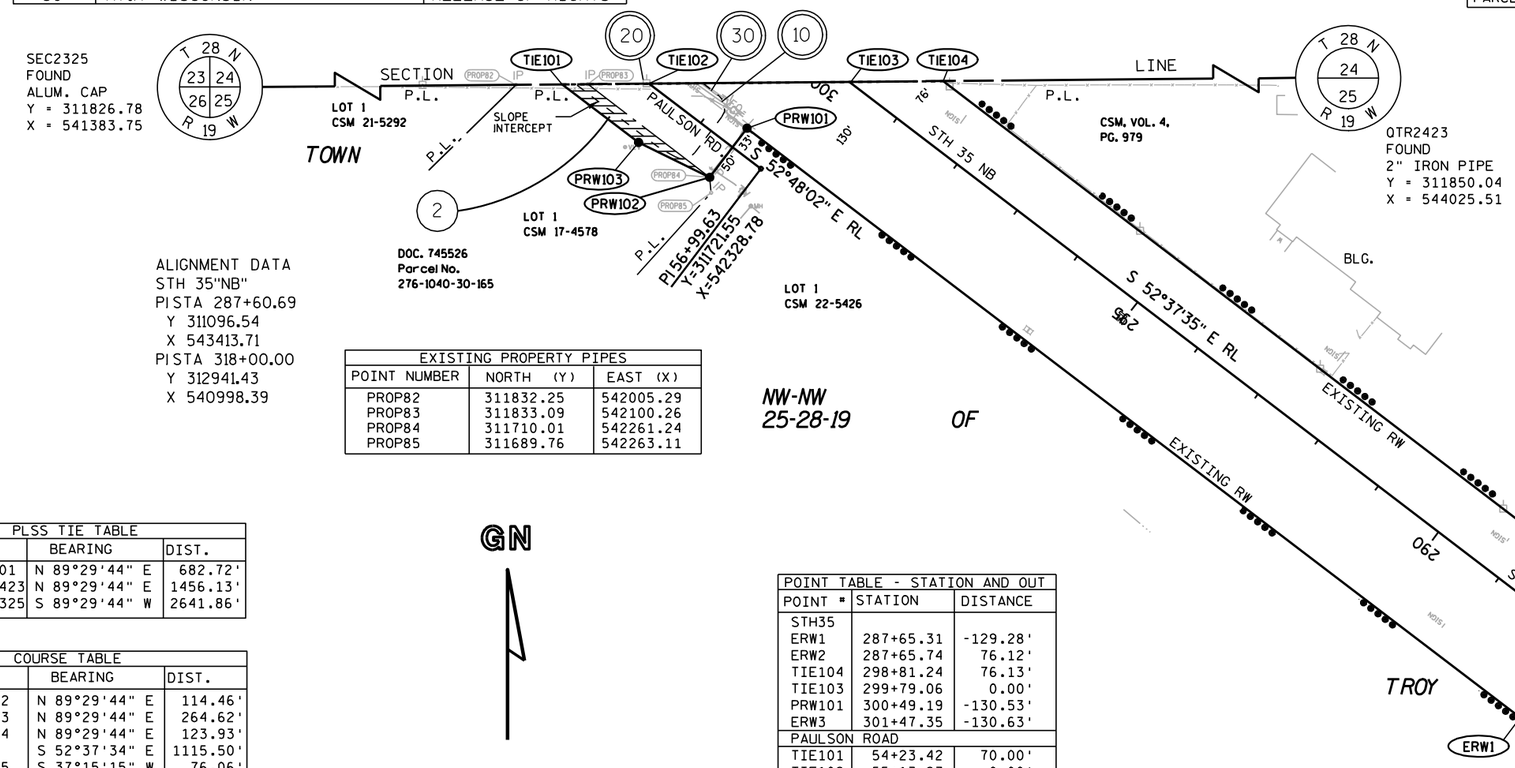
AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LAND OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
2	MARCIL FAMILY LIMITED PARTNERSHIP	FEE	0.08	0.00	0.08	0.00

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
10	ST. CROIX GAS	RELEASE OF RIGHTS
20	ST CROIX ELECTRIC COOPERATIVE	RELEASE OF RIGHTS
30	AT&T WISCONSIN	RELEASE OF RIGHTS

OTHER EASEMENT INFORMATION
PARCEL 2 MINERAL RESERVATION VOL.427,PG.144

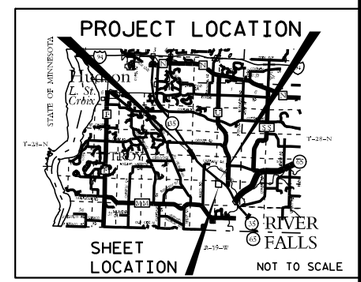
UTILITY EASEMENT INFORMATION
PARCEL 2 NO UTILITY INFORMATION FOUND



ALIGNMENT DATA
STH 35"NB"
PISTA 287+60.69
Y 311096.54
X 543413.71
PISTA 318+00.00
Y 312941.43
X 540998.39

EXISTING PROPERTY PIPES		
POINT NUMBER	NORTH (Y)	EAST (X)
PROP82	311832.25	542005.29
PROP83	311833.09	542100.26
PROP84	311710.01	542261.24
PROP85	311689.76	542263.11

NW-NW
25-28-19 OF



PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
SEC2325	TIE101	N 89°29'44" E	682.72'
TIE104	QTR2423	N 89°29'44" E	1456.13'
QTR2423	SEC2325	S 89°29'44" W	2641.86'

COURSE TABLE			
FROM	TO	BEARING	DIST.
TIE101	TIE102	N 89°29'44" E	114.46'
TIE102	TIE103	N 89°29'44" E	264.62'
TIE103	TIE104	N 89°29'44" E	123.93'
TIE104	ERW2	S 52°37'34" E	1115.50'
ERW2	TIE105	S 37°15'15" W	76.06'
TIE105	ERW1	S 37°15'15" W	129.34'
ERW1	PRW101	N 52°40'56" W	1283.88'
PRW101	PRW102	S 37°11'52" W	81.51'
PRW102	PRW103	N 63°47'34" W	104.73'
PRW103	TIE101	N 52°48'01" W	126.58'

GN

SCALE, FEET
0 100 200

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
STH35		
ERW1	287+65.31	-129.28'
ERW2	287+65.74	76.12'
TIE104	298+81.24	76.13'
TIE103	299+79.06	0.00'
PRW101	300+49.19	-130.53'
ERW3	301+47.35	-130.63'
PAULSON ROAD		
TIE101	54+23.42	70.00'
TIE102	55+13.97	-0.00'
PRW103	55+49.63	70.00'
ERW3	55+54.65	-31.69
PRW101	56+52.81	-31.48'
PRW102	56+52.81	50.03'

NOTES:

REFER TO THE TITLE SHEET, RECORDED AS 2 OF 2, FOR ADDITIONAL INFORMATION.

ORIGINAL ACCESS CONTROL ALONG STH 35 ESTABLISHED BY STATUTE 84.25 AS DEPICTED ON PREVIOUS PROJECT 7200-02-69 (1978).

THIS SECTION OF STH 35 DESIGNATED AS A FREEWAY BY WISCONSIN STATUTE 84.295 (10) AS DEPICTED ON PREVIOUS PROJECT 7200-04-02 (2006).

SHEET 1 OF 2

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

DANIEL ANDERSON — PRINTED NAME
SIGNATURE — 01/18/2012 DATE

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

MICHAEL PILLER — PRINTED NAME
SIGNATURE — 01/18/2012 DATE

TRANSPORTATION PROJECT PLAT NO: 7200-02-21-4.02

PART OF THE SW 1/4 OF THE SW 1/4 OF SECTION 24, TOWN 28 NORTH, RANGE 19 WEST, TOWN OF TROY, ST. CROIX COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 RIVER FALLS - HUDSON (RADIO ROAD INTERCHANGE B - 55 - 0232)

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 HE 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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ST. CROIX COUNTY, WISCONSIN AT 2:01PM ON 3/2/2012 AS DOCUMENT # 951762 AND FILED IN VOL. TPP 1 PG. 75

BETH PABST
SIGNATURE OF REGISTER OF DEEDS

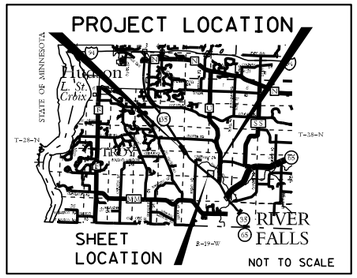
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7200-02-21-4.02
AMENDMENT NO:

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

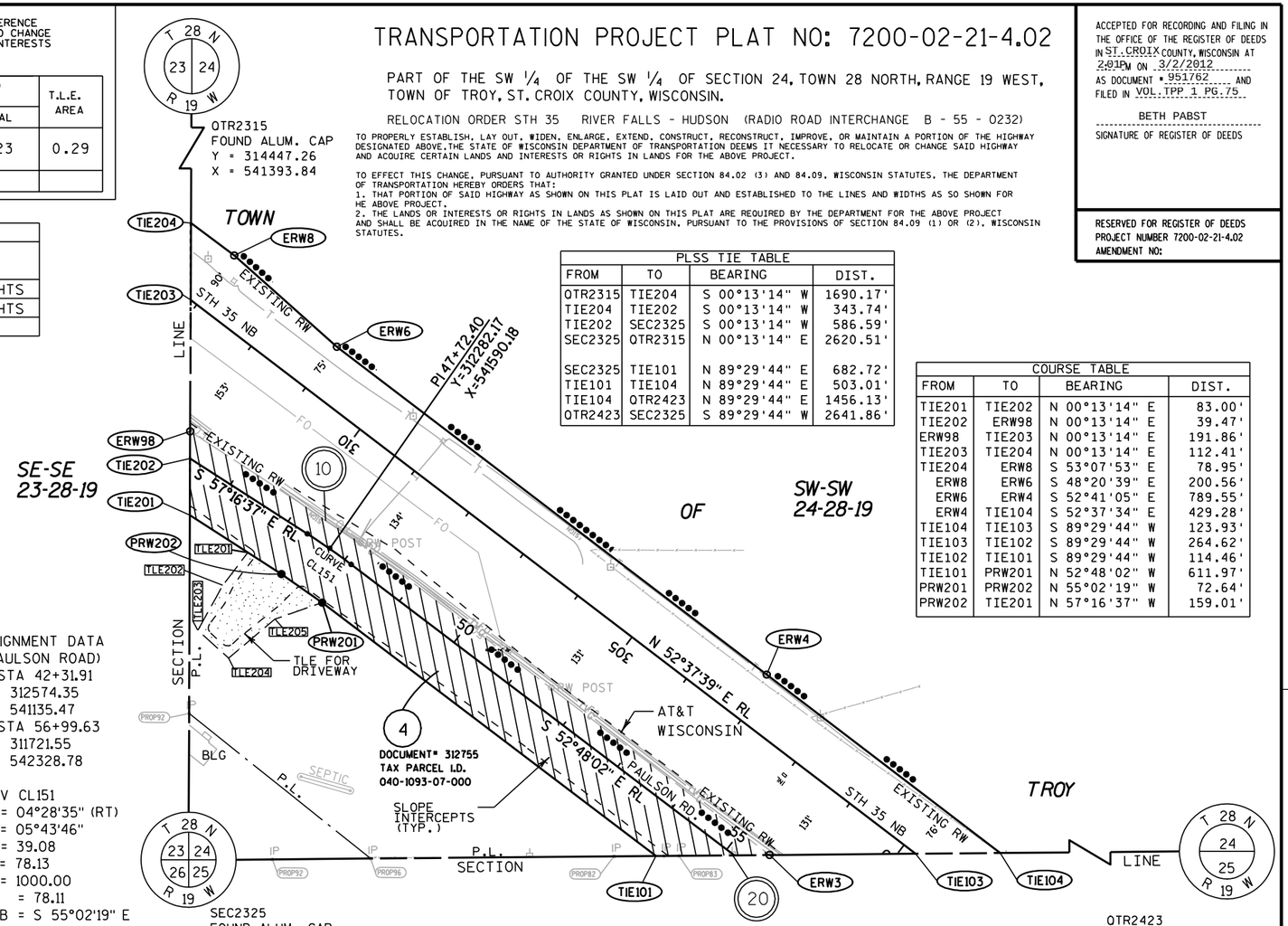
PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
4	JEANETTE JENSEN	FEE, TLE	2.23	0.00	2.23	0.29

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
10	ST. CROIX GAS	RELEASE OF RIGHTS
20	ST CROIX ELECTRIC COOPERATIVE	RELEASE OF RIGHTS



GN

SCALE, FEET
0 100 200



PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
OTR2315	TIE204	S 00°13'14" W	1690.17'
TIE204	TIE202	S 00°13'14" W	343.74'
TIE202	SEC2325	S 00°13'14" W	586.59'
SEC2325	OTR2315	N 00°13'14" E	2620.51'
SEC2325	TIE101	N 89°29'44" E	682.72'
TIE101	TIE104	N 89°29'44" E	503.01'
TIE104	OTR2423	N 89°29'44" E	1456.13'
OTR2423	SEC2325	S 89°29'44" W	2641.86'

COURSE TABLE			
FROM	TO	BEARING	DIST.
TIE201	TIE202	N 00°13'14" E	83.00'
TIE202	ERW98	N 00°13'14" E	39.47'
ERW98	TIE203	N 00°13'14" E	191.86'
TIE203	TIE204	N 00°13'14" E	112.41'
TIE204	ERW8	S 53°07'53" E	78.95'
ERW8	ERW6	S 48°20'39" E	200.56'
ERW6	ERW4	S 52°41'05" E	789.55'
ERW4	TIE104	S 52°37'34" E	429.28'
TIE104	TIE103	S 89°29'44" W	123.93'
TIE103	TIE102	S 89°29'44" W	264.62'
TIE102	TIE101	S 89°29'44" W	114.46'
TIE101	PRW201	N 52°48'02" W	611.97'
PRW201	PRW202	N 55°02'19" W	72.64'
PRW202	TIE201	N 57°16'37" W	159.01'

EXISTING PROPERTY PIPES		
POINT NO.	NORTH (Y)	EAST (X)
ERW3	311834.44	542232.455
PROP82	311832.25	542005.29
PROP83	311833.09	542100.26
PROP92	311827.86	541506.19
PROP96	311829.12	541649.78

ALIGNMENT DATA
STH 35"NB"
PISTA 287+60.69
Y 311096.54
X 543413.71
PISTA 318+00.00
Y 312941.43
X 540998.39

ALIGNMENT DATA
(PAULSON ROAD)
PISTA 42+31.91
Y 312574.35
X 541135.47
PISTA 56+99.63
Y 311721.55
X 542328.78

CRV CL151
Δ = 04°28'35" (RT)
D = 05°43'46"
T = 39.08
L = 78.13
R = 1000.00
LC = 78.11
LCB = S 55°02'19" E
PC STA = 47+33.32
PT STA = 48+11.45

UTILITY EASEMENT INFORMATION
PARCEL 4 WISCONSIN TELEPHONE COMPANY VOL.199,PG. 533 ST.CROIX COUNTY ELECTRIC COOP VOL.1370,PG. 566,DOC# 590151

OTHER EASEMENT INFORMATION
PARCEL 4 MINERAL RESERVATION VOL.427,PG.144 TRANS 233 ACCESS COVENANT,DOC. 737582

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
STH35		
TIE104	298+81.24	76.13'R
TIE103	299+79.06	0.00'
ERW3	301+47.35	130.63'L
ERW4	303+10.52	76.13'R
ERW5	308+99.86	131.13'L
ERW7	309+40.20	134.29'L
ERW9	309+80.20	137.00'L
ERW6	311+00.08	75.33'R
ERW98	311+95.26	152.91'L
ERW8	313+00.08	90.30'R
TIE203	313+11.13	0.00'
TIE204	313+79.03	89.61'R

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
PAULSON ROAD		
ERW98	45+08.51	33.29'L
TIE202	45+29.71	0.00'
TIE201	45+74.31	70.00'R
ERW9	47+24.15	31.71L
PRW202	47+33.32	70.00'R
ERW7	47+63.29	31.63'L
ERW5	48+02.44	33.51'L
PRW201	48+11.45	70.00'R
TIE101	54+23.42	70.00'R
TIE102	55+13.97	0.00'
ERW3	55+54.65	31.69'L
TLE202	46+70.00	130.00'R
TLE201	46+75.00	70.00'R
TLE203	46+75.00	205.00'R
TLE204	47+35.00	215.00'R
TLE205	47+65.00	130.00'R

NOTES:

REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, iN ST. CROIX COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 949399 OF TPP'S FOR ADDITIONAL INFORMATION.

ORIGINAL ACCESS CONTROL ALONG STH 35 ESTABLISHED BY STATUTE 84.25 AS DEPICTED ON PREVIOUS PROJECT 7200-02-69 (1978).

THIS SECTION OF STH 35 DESIGNATED AS A FREEWAY BY WISCONSIN STATUTE 84.295 (10) AS DEPICTED ON PREVIOUS PROJECT 7200-04-02 (2006).

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

DAN ANDERSON — PRINTED NAME
SIGNATURE
02/27/2012 — DATE

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

MICHAEL PILLER — PRINTED NAME
SIGNATURE
02/27/2012 — DATE

TRANSPORTATION PROJECT PLAT NO: 7200-02-21-4.03

PART OF LOTS 1 AND 2 OF C.S.M. 06-1717 AND PART OF THE SE 1/4 OF THE SE 1/4 OF SECTION 23, TOWN 28 NORTH, RANGE 19 WEST, TOWN OF TROY, ST. CROIX COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 RIVER FALLS - HUDSON (RADIO ROAD INTERCHANGE B - 55 - 0232)

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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ST. CROIX COUNTY, WISCONSIN AT 4:05PM ON 2/24/2012 AS DOCUMENT # 951379 AND FILED IN VOL. TPP 1 PG. 69

BETH PABST
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7200-02-21-4.03
AMENDMENT NO:

SCHEDULE OF LANDS & INTERESTS REQUIRED

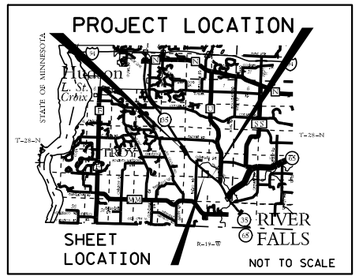
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
4	JEANETTE JENSEN	FEE,TLE	4.22	0.00	4.22	0.25
6	JOHN A. & DEBRA R. LARSON	TLE	0.00	0.00	0.00	0.26

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
10	ST. CROIX GAS	RELEASE OF RIGHTS
20	ST CROIX ELECTRIC COOPERATIVE	RELEASE OF RIGHTS
30	AT&T WISCONSIN	RELEASE OF RIGHTS
40	COMCAST	RELEASE OF RIGHTS

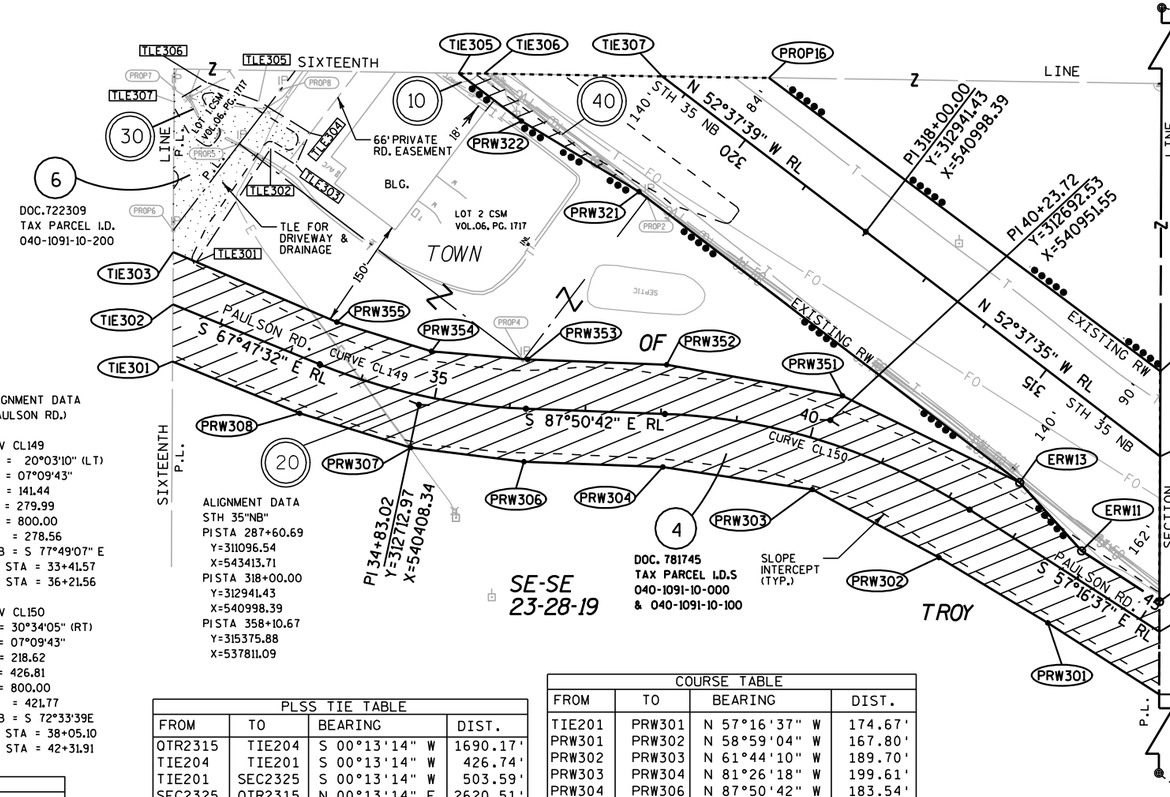
UTILITY EASEMENT INFORMATION	
PARCEL 4	NO EASEMENT INFORMATION FOUND
PARCEL 6	DOC.404135 ST.CROIX CO. ELEC. COOP

OTHER EASEMENT INFORMATION
PARCEL 4 MINERAL RESERVATION VOL.427,PG.144
PARCEL 6 MINERAL RESERVATION VOL.427,PG.144



GN

SCALE, FEET
0 100 200



ALIGNMENT DATA (PAULSON RD.)

CRV CL149
Δ = 20°03'10" (LT)
D = 07°09'43"
T = 141.44
L = 279.99
R = 800.00
LC = 278.56
LCB = S 77°49'07" E
PC STA = 33+41.57
PT STA = 36+21.56

CRV CL150
Δ = 30°34'05" (RT)
D = 07°09'43"
T = 218.62
L = 426.81
R = 800.00
LC = 421.77
LCB = S 72°33'39E
PC STA = 38+05.10
PT STA = 42+31.91

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
PAULSON ROAD		
TLE307	30+32.60	248.00'L
TLE306	30+63.00	288.00'L
TIE303	31+06.48	64.03'L
TIE302	31+32.19	0.00'
TLE305	31+36.00	291.00'L
TLE301	31+40.00	63.45'L
TIE301	31+60.30	70.00'
TLE302	31+74.00	239.00'L
TLE303	32+13.00	232.00'L
TLE304	32+14.00	278.00'L
PRW355	33+41.57	60.00'L
PRW308	33+41.58	70.00'
PRW354	34+83.01	60.00'L
PRW307	34+83.02	70.00'
PRW353	36+21.56	65.00'L
PRW306	36+21.56	70.00'
PRW352	38+05.10	65.00'L
PRW304	38+05.10	70.00'
PRW351	40+23.72	65.00'L
PRW303	40+23.72	65.00'
PRW302	42+31.91	75.00'
ERW13	42+68.15	66.08'L
TIE204	43+45.01	289.90'L
ERW11	43+85.70	34.19'L
PRW301	43+99.64	70.00'
TIE203	44+05.41	195.10'L
ERW98	45+08.51	33.29'L
TIE202	45+29.71	0.00'
TIE201	45+74.31	70.00'

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
STH 35		
ERW98	311+95.26	152.91'L
TIE203	313+11.13	0.00'
ERW11	313+17.74	161.97'L
TIE204	313+79.03	89.61'R
ERW13	314+37.48	139.71'L
PROP16	320+24.93	83.92'R
PRW321	320+70.00	139.78'L
TIE307	321+38.21	0.00'
PRW322	322+50.00	160.00'L
TIE306	323+26.95	139.81'L
TIE305	323+54.21	160.00'L

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
OTR2315	TIE204	S 00°13'14" W	1690.17'
TIE204	TIE201	S 00°13'14" W	426.74'
TIE201	SEC2325	S 00°13'14" W	503.59'
SEC2325	OTR2315	N 00°13'14" E	2620.51'

EXISTING PROPERTY PIPES		
POINT NO.	NORTH (Y)	EAST (X)
PROP2	312986.19	540709.50
PROP4	312771.61	540545.63
PROP5	313057.41	540171.36
PROP6	312943.14	540084.10
PROP7	313130.88	540085.17
PROP8	313128.81	540225.89

COURSE TABLE			
FROM	TO	BEARING	DIST.
ERW98	ERW11	N 56°51'26" W	122.81'
ERW11	ERW13	N 42°05'51" W	121.79'
ERW13	PRW321	N 52°38'00" W	632.52'
PRW321	PRW322	N 59°02'08" W	181.13'
PRW322	TIE305	N 52°37'39" W	104.21'
TIE305	TIE306	S 89°09'25" E	33.92'
TIE306	TIE307	S 89°09'25" E	234.88'
TIE307	PROP16	S 89°09'25" E	140.98'
PROP16	TIE204	S 53°07'53" E	645.93'
TIE204	TIE203	S 00°13'14" W	112.41'
TIE203	ERW98	S 00°13'14" W	191.86'

COURSE TABLE			
FROM	TO	BEARING	DIST.
TIE201	PRW301	N 57°16'37" W	174.67'
PRW301	PRW302	N 58°59'04" W	167.80'
PRW302	PRW303	N 61°44'10" W	189.70'
PRW303	PRW304	N 81°26'18" W	199.61'
PRW304	PRW306	N 87°50'42" W	183.54'
PRW306	PRW307	N 82°53'01" W	150.47'
PRW307	PRW308	N 72°51'27" W	153.62'
PRW308	TIE301	N 67°47'32" W	181.28'
TIE301	TIE302	N 00°19'42" E	75.43'
TIE302	TIE303	N 00°19'42" E	69.00'
TIE303	PRW355	S 66°48'40" E	235.13'
PRW355	PRW354	S 72°51'25" E	130.66'
PRW354	PRW353	S 85°07'10" E	127.66'
PRW353	PRW352	S 87°50'42" E	183.54'
PRW352	PRW351	S 80°00'59" E	235.65'
PRW351	ERW13	S 63°55'59" E	260.57'
ERW13	ERW11	S 42°05'51" E	121.79'
ERW11	ERW98	S 56°51'26" E	122.81'
ERW98	TIE202	S 00°13'14" W	39.47'
TIE202	TIE201	S 00°13'14" W	83.00'

NOTES:

REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN ST. CROIX COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 949399 OF TPP'S FOR ADDITIONAL INFORMATION.

ORIGINAL ACCESS CONTROL ALONG STH 35 ESTABLISHED BY STATUTE 84.25 AS DEPICTED ON PREVIOUS PROJECT 7200-02-69 (1978).

THIS SECTION OF STH 35 DESIGNATED AS A FREEWAY BY WISCONSIN STATUTE 84.295 (10) AS DEPICTED ON PREVIOUS PROJECT 7200-04-02 (2006).

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

DAN ANDERSON — PRINTED NAME
Daniel M Anderson — SIGNATURE
02/21/2012 — DATE

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

MICHAEL PILLER — PRINTED NAME
Michael Piller — SIGNATURE
02/21/2012 — DATE

TRANSPORTATION PROJECT PLAT NO: 7200-02-21-4.04

AMENDMENT NO. 2

ADDS PARCELS 4 AND 6, AND AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT 7200-02-21-4.04 AMENDMENT NO. 1 RECORDED IN VOLUME 1, PAGE 56 OF TRANSPORTATION PROJECT PLATS, AS DOCUMENT NUMBER 926732, BEING PART OF LOT 2 C.S.M. 06-1717 AND THE NE ¼ OF THE SE ¼ OF SECTION 23, TOWN 28 NORTH, RANGE 19 WEST, TOWN OF TROY, ST. CROIX COUNTY, WISCONSIN

RELOCATION ORDER STH 35 RIVER FALLS - HUDSON (RADIO ROAD INTERCHANGE B - 55- 0232)

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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ST. CROIX COUNTY, WISCONSIN AT 3:51PM ON 02/07/2012 AS DOCUMENT # 950392 AND FILED IN VOL. TPP 1 PG. 68

BETH PABST
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7200-02-21-4.04
AMENDMENT NO: 2

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSED ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
1	MARK R. & ERIC BJERSTEDT	FEE,TLE	0.26	0.00	0.26	0.19
4	JEANETTE JENSEN	FEE,TLE	0.09	0.00	0.09	0.05
6	JOHN A. & DEBRA R, LARSON	FEE	0.16	0.00	0.16	0.00

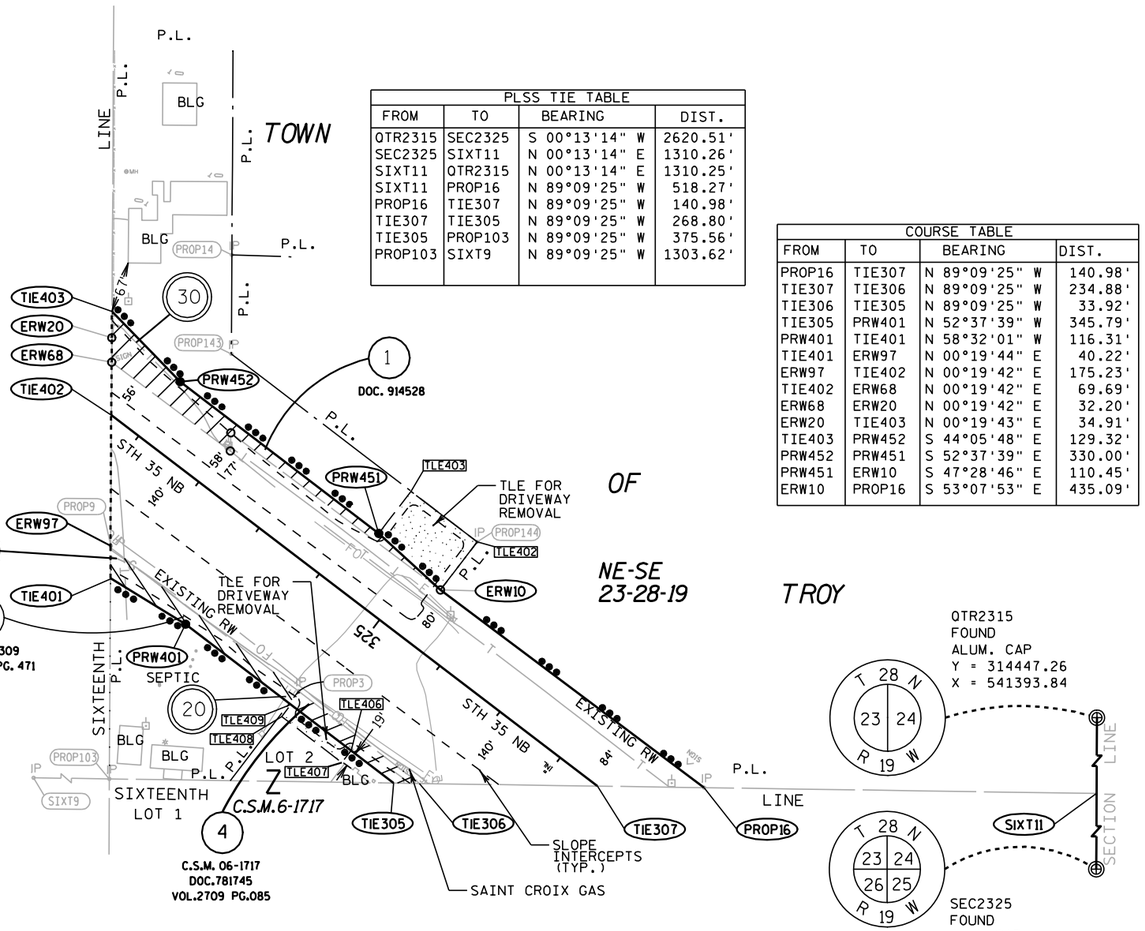
UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
10	ST. CROIX GAS	RELEASE OF RIGHTS
20	ST CROIX ELECTRIC COOPERATIVE	RELEASE OF RIGHTS
30	AT&T WISCONSIN	RELEASE OF RIGHTS

UTILITY EASEMENT INFORMATION	
PARCEL 1	WISCONSIN TELEPHONE COMPANY DOC# 357174 VOL.594, PG. 430-431
PARCEL 4	WISCONSIN TELEPHONE COMPANY VOL.199, PG. 533 ST.CROIX COUNTY ELECTRIC COOP VOL.1370, PG. 566, DOC# 590151
PARCEL 6	ST.CROIX COUNTY ELECTRIC COOP VOL.718, PG. 04-05, DOC# 404135

EXISTING PROPERTY PIPES		
POINT NO.	NORTH (Y)	EAST (X)
ERW3	311834.44	542232.46
PROP3	313272.00	540335.23
PROP9	313461.51	540087.07
PROP14	313847.98	540247.12
PROP16	313144.65	540870.58
PROP103	313156.21	540085.32
PROP143	313717.35	540246.37
PROP144	313469.20	540571.01

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
STH35		
PROP16	320+24.93	83.92'R
TIE307	321+38.21	0.00'
TIE306	323+26.95	139.81'L
TIE305	323+54.21	160.00'L
TLE407	324+25.00	180.00'L
TLE406	324+25.00	160.00'L
ERW15	324+25.05	139.82'L
ERW10	324+60.00	80.09'R
PROP144	324+60.00	160.00'R
TLE408	325+25.00	180.00'L
TLE409	325+25.00	160.00'L
TLE403	325+70.00	160.00'R
PRW451	325+70.00	90.00'R
ERW17	326+25.05	139.84'L
PROP103	326+55.99	383.55'L
PRW401	327+00.00	160.00'L
ERW66	327+90.95	57.29'R
ERW12	328+05.88	77.02'R
TIE401	328+15.69	171.97'L
ERW97	328+39.92	139.86'L
PRW452	329+00.00	90.00'R
TIE402	329+45.48	0.00'
ERW68	329+87.46	55.62'R
ERW20	330+06.86	81.32'R
TIE403	330+27.89	109.18'R

OTHER DOCUMENT INFORMATION	
PARCEL 4	TRANS233 ACCESS COVENANT DOCUMENT# 737582 MINERAL RESERVATION VOL.427,PG.144
PARCEL 6	MINERAL RESERVATION VOL.427,PG.144



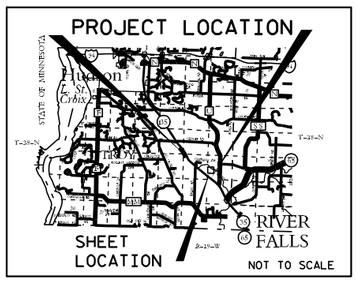
PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
QTR2315	SEC2325	S 00°13'14" W	2620.51'
SEC2325	SIXT11	N 00°13'14" E	1310.26'
SIXT11	QTR2315	N 00°13'14" E	1310.25'
SIXT11	PROP16	N 89°09'25" W	518.27'
PROP16	TIE307	N 89°09'25" W	140.98'
TIE307	TIE305	N 89°09'25" W	268.80'
TIE305	PROP103	N 89°09'25" W	375.56'
PROP103	SIXT9	N 89°09'25" W	1303.62'

COURSE TABLE			
FROM	TO	BEARING	DIST.
PROP16	TIE307	N 89°09'25" W	140.98'
TIE307	TIE306	N 89°09'25" W	234.88'
TIE306	TIE305	N 89°09'25" W	33.92'
TIE305	PRW401	N 52°37'39" W	345.79'
PRW401	TIE401	N 58°32'01" W	116.31'
TIE401	ERW97	N 00°19'44" E	40.22'
ERW97	TIE402	N 00°19'42" E	175.23'
TIE402	ERW68	N 00°19'42" E	69.69'
ERW68	ERW20	N 00°19'42" E	32.20'
ERW20	TIE403	N 00°19'43" E	34.91'
TIE403	PRW452	S 44°05'48" E	129.32'
PRW452	PRW451	S 52°37'39" E	330.00'
PRW451	ERW10	S 47°28'46" E	110.45'
ERW10	PROP16	S 53°07'53" E	435.09'

ALIGNMENT DATA
STH 35"NB"

PISTA 318+00.00
Y 312941.43
X 540998.39

PISTA 358+10.67
Y 315375.88
X 537811.09



GN

SCALE, FEET 0 100 200

NOTES:

REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN ST. CROIX COUNTY AS SHEET 2 OF 2 OF OF DOCUMENT NO. 949399 AND FILED IN VOL. 1, PG. 67, OF TPP'S FOR ADDITIONAL INFORMATION .

ORIGINAL ACCESS CONTROL ALONG STH 35 ESTABLISHED BY STATUTE 84.25 AS DEPICTED ON PREVIOUS PROJECT 7200-02-69 (1978).

THIS SECTION OF STH 35 DESIGNATED AS A FREEWAY BY WISCONSIN STATUTE 84.295 (10) AS DEPICTED ON PREVIOUS PROJECT 7200-04-02 (2006).

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

DAN ANDERSON		02/02/2012
PRINTED NAME	SIGNATURE	DATE

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

MICHAEL PILLER		02/02/2012
PRINTED NAME	SIGNATURE	DATE

TRANSPORTATION PROJECT PLAT NO: 7200-02-21-4.05

PART OF THE NW 1/4 OF THE SE 1/4 OF SECTION 23, TOWN 28 NORTH, RANGE 19 WEST, TOWN OF TROY, ST. CROIX COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 RIVER FALLS - HUDSON (RADIO ROAD INTERCHANGE B-55-0232)

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 HE 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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ST. CROIX COUNTY, WISCONSIN AT 4:05PM ON 2/24/2012 AS DOCUMENT # 951380 AND FILED IN VOL. TPP 1 PG. 70

BETH PABST
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
POINT NUMBER 7200-02-21-4.05
AMENDMENT NO:

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
OTR2215	OTR2315	S 88°57'01" E	5222.32'
OTR1423	OTR2323	S 00°26'08" W	5265.62'
OTR2323	SIXT9	N 00°26'08" E	1319.59'
SIXT9	CSEC23	N 00°26'08" E	1319.60'
CSEC23	OTR1423	N 00°26'08" E	2626.43'

OTR1423
FOUND ALUM.CAP
Y = 317121.30
X = 538811.83

OTR2315
FOUND ALUM. CAP
Y = 314447.26
X = 541393.84

OTR2215
FOUND ALUM. CAP
Y = 314542.95
X = 536172.39

STA. 341+99.54 STH35=
STA. 200+50.43 RADIO RD.
Y = 314397.94
X = 539091.46

PI 198+35.51
Y = 314192.11
X = 539025.27

PI 195+52.21
Y=313988.07
X=538883.90

PI 196+98.60
Y = 314044.40
X = 539026.93

PI 190+90.08
Y= 313535.19
X= 538753.81

PI 187+86.00
Y = 313237.86
X = 538817.52

PI 17+58.65
Y= 313238.08
X= 538793.56

PI 20+31.08
Y = 313174.72
X = 539041.95

PI 22+69.90
Y = 313173.26
X = 539280.86

OTR2323
FOUND 2"I.P.
Y = 311855.83
X = 538771.81

STA. 187+56.77 RADIO RD.=
STA. 17+98.87 PAULSON RD.
Y = 313209.77
X = 538825.60

ALIGNMENT DATA
STH 35"NB"
PI STA 318+00.00
Y 312941.43
X 540998.39
PI STA 358+10.67
Y 315375.88
X 537811.09

ST.CROIX ELECTRIC COOPERATIVE (TYP.)

SLOPE INTERCEPTS (TYP.)

TLE FOR ENTRANCE

REMNANT 3.84 AC.

REMNANT 10.62 AC.

DOC. 674665
Tax Parcel ID.
040-1090-40-000

DOC. 674665
Tax Parcel ID.
040-1090-40-000

15' UTIL. EASE. DOC. NO. 541659

35' UTIL. EASE. DOC. NO. 541659

N 17°49'40" E RL
N 52°37'39" W RL
N 00°38'40" W
N 68°30'17" E
N 16°01'37" E
N 12°05'40" W RL
N 16°03'01" W RL

TOWN LINE
QUARTER LINE
SIXTEENTH LINE
P.L. LINE
EXISTING RW
STH 35 NB
RADIO ROAD
PAULSON RD.
OF NW-SE 23-28-19
TROY

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
STH 35 NB		
PROP103	326+55.99	383.55'L
TIE516	326+92.42	410.53'L
TIE401	328+15.69	171.97'L
PROP9	328+39.92	139.86'L
PRW499	328+45.00	175.00'L
TIE402	329+45.48	0.00'
TIE403	330+27.89	109.18'R
PRW500	330+50.00	205.00'L
PRW551	332+00.00	135.00'R
PRW501	332+60.00	275.00'L
PRW552	334+00.00	210.00'R
PRW553	334+30.00	340.00'R
PRW554	336+50.00	435.00'R
TIE513	337+36.01	454.35'R
PRW502	337+65.00	360.00'L
TIE512	341+90.79	120.00'R
TIE510	343+54.02	0.00'
CSEC23	344+96.51	104.76'L

OTHER EASEMENT INFORMATION
PARCEL 7 MINERAL RESERVATION DOC.#285977 TRANS 233 ACCESS COVENANT, DOC.#737582

UTILITY EASEMENT INFORMATION
PARCEL 7 DOC#357170 WISC.TEL.CO. DOC#541659 ST.CROIX GAS CO.

POINT TABLE - STATION AND OUT		
POINT#	STATION	DISTANCE
PAULSON ROAD		
PRW505	17+78.69	147.35'L
TIE504	18+54.83	0.00'
PRW506	19+85.64	90.00'L
TIE503	20+07.49	0.00'
PRW507	20+76.43	85.00'L
TIE502	21+69.89	0.00'
PRW508	22+69.90	75.00'L
TIE501	24+33.41	59.95'L

POINT TABLE - STATION AND OUT		
POINT#	STATION	DISTANCE
PAULSON ROAD (CON'T)		
TIE516	29+74.21	271.75'L
PROP103	30+16.43	288.27'L
TLE505	23+45.00	335.00'L
TLE504	23+65.00	405.00'L
TLE506	24+20.00	295.00'L
TIE501	24+33.41	59.95'L
TLE507	24+70.00	130.00'L
TLE503	24+75.00	360.00'L
TLE508	24+87.39	81.32'L
TLE502	25+60.00	165.00'L
TLE501	25+71.88	114.37'L

COURSE TABLE			
FROM	TO	BEARING	DIST.
CSEC23	TIE510	S 88°57'01" E	176.86'
TIE510	TIE511	S 88°57'01" E	152.05'
TIE511	TIE513	S 88°57'01" E	615.01'
TIE513	PRW554	S 39°56'50" E	88.16'
PRW554	PRW553	S 29°16'19" E	239.64'
PRW553	PRW552	S 24°22'40" W	133.42'
PRW552	PRW551	S 32°04'17" E	213.60'
PRW551	TIE403	S 44°05'48" E	174.04'
TIE403	TIE402	S 00°19'42" W	136.79'
TIE402	TIE401	S 00°19'42" W	215.45'
TIE401	PROP103	S 00°19'42" W	265.08'
PROP103	TIE516	N 89°09'25" W	45.33'
TIE516	PRW499	N 04°26'14" W	280.63'
PRW499	PRW500	N 60°57'11" W	207.18'
PRW500	PRW501	N 71°03'45" W	221.36'

COURSE TABLE CON'T.			
FROM	TO	BEARING	DIST.
PRW501	PRW502	N 62°10'54" W	512.10'
PRW502	PRW503	S 51°25'47" W	250.35'
PRW503	PRW504	S 37°26'31" W	198.93'
PRW504	PRW505	S 00°34'55" E	196.78'
PRW505	PRW506	S 46°59'41" E	114.24'
PRW506	PRW507	N 89°56'50" E	100.77'
PRW507	PRW508	S 81°23'09" E	208.83'
PRW508	TIE501	S 68°59'34" E	174.97'
TIE501	TIE502	N 89°09'25" W	277.07'
TIE502	TIE503	N 89°09'25" W	162.19'
TIE503	TIE504	N 89°09'25" W	149.92'
TIE504	SIX9	N 89°09'25" W	86.79'
SIXT9	TIE507	N 00°26'08" E	60.56'
TIE507	TIE508	N 00°26'08" E	196.69'
TIE508	TIE509	N 00°26'08" E	155.20'
TIE509	CSEC23	N 00°26'08" E	907.15'

CURVE TABLE					
NAME	DEL	TAN	LEN	RAD	DEG
CL121	52°56'30" (LT)	30.37'	56.36'	61.00'	93°55'39"
CL122	28°07'17" (RT)	224.91'	440.75'	898.00'	06°22'49"
CL123	52°28'41" (RT)	51.76'	96.17'	105.00'	54°34'03"
CL124	69°08'58" (LT)	43.42'	76.03'	63.00'	90°56'44"
CL125	18°28'20" (RT)	74.48'	147.66'	458.00'	12°30'36"
CL145	44°31'36" (RT)	24.97'	47.41'	61.00'	93°55'39"
CL146	47°36'04" (LT)	40.58'	76.43'	92.00'	52°16'41"
CL147	06°29'09" (RT)	45.44'	90.78'	802.00'	07°08'39"
CL148	21°51'26" (RT)	193.47'	382.24'	1002.00'	05°43'05"

POINT TABLE - STATION AND OUT		
POINT#	STATION	DISTANCE
RADIO ROAD		
TIE507	187+91.51	34.84'L
PRW505	188+65.17	105.00'R
TIE508	189+83.86	0.00'
PRW504	190+90.08	120.00'R
TIE509	191+39.25	0.00'
PRW503	193+05.92	215.00'R
PRW502	196+83.04	286.39'R
CSEC23	200+51.05	314.91'L
TIE511	201+46.00	0.00'

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
10	ST. CROIX GAS	RELEASE OF RIGHTS
30	AT&T WISCONSIN	RELEASE OF RIGHTS
40	COMCAST	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
7	THOMPSON FAMILY LLC	FEE, TLE ACCESS	14.68	0.83	15.51	1.25

EXISTING PROPERTY PIPES		
POINT NO.	NORTH (Y)	EAST (X)
PROP9	313461.51	540087.07
PROP103	313156.21	540085.32
PROP105	314487.99	539171.26

SCALE. FEET
0 100 200

PROJECT LOCATION

SHEET LOCATION

NOT TO SCALE

NOTES:

REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN ST. CROIX COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 949399 OF TPP'S FOR ADDITIONAL INFORMATION.

ORIGINAL ACCESS CONTROL ALONG STH 35 ESTABLISHED BY STATUTE 84.25 AS DEPICTED ON PREVIOUS PROJECT 7200-02-69 (1978).

THIS SECTION OF STH 35 DESIGNATED AS A FREEWAY BY WISCONSIN STATUTE 84.295 (10) AS DEPICTED ON PREVIOUS PROJECT 7200-04-02 (2006).

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

DAN ANDERSON — PRINTED NAME
SIGNATURE
02/16/2012 — DATE

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

MICHAEL PILLER — PRINTED NAME
SIGNATURE
02/16/2012 — DATE

FILE NAME : C:\users\P\D8\T2000201\DGN\T2000221_4.05.DGN
APPRAISAL PLAT DATE : 02/16/2012
PLOT DATE : 14 FEB 2012 14:53
PLOT BY : dotdza
PLOT SCALE : 200:1

TRANSPORTATION PROJECT PLAT NO: 7200-02-21-4.06

PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 23, TOWN 28 NORTH, RANGE 19 WEST, TOWN OF TROY, ST. CROIX COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 RIVER FALLS - HUDSON (RADIO ROAD INTERCHANGE B-55-0232)

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 HE 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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ST. CROIX COUNTY, WISCONSIN AT 4:05PM ON 2/24/2012 AS DOCUMENT # 951381 AND FILED IN VOL. TPP 1 PG. 71

BETH PABST
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7200-02-21-4.06
AMENDMENT NO:

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
8	DONALD J & MARY E CHAPMAN	FEE, TLE ACCESS	5.02	0.88	5.90	0.07

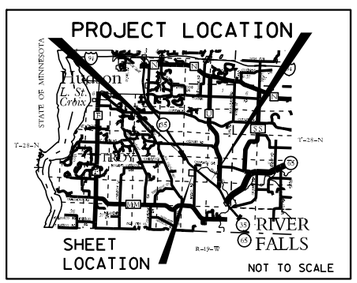
UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
10	ST. CROIX GAS	RELEASE OF RIGHTS

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
OTR2215	OTR2315	S 88°57'01" E	5222.32'
OTR2315	CSEC23	N 88°57'01" W	2602.41'
CSEC23	TIE603	N 88°57'01" W	375.39'
TIE603	OTR2215	N 88°57'01" W	2244.53'
OTR1423	OTR2323	N 00°26'08" E	5265.62'
OTR2323	SIXT9	N 00°26'08" E	1319.59'
SIXT9	CSEC23	N 00°26'08" E	1319.60'
CSEC23	OTR1423	N 00°26'08" E	2626.43'

COURSE TABLE			
FROM	TO	BEARING	DIST.
SIXT9	TIE601	N 89°02'39" W	361.55'
TIE601	TIE602	N 02°25'46" W	31.82'
TIE602	PRW602	N 02°25'46" W	105.00'
PRW602	PRW603	N 87°34'14" E	232.13'
PRW603	PRW604	N 01°24'51" E	215.99'
PRW604	PRW606	N 03°27'36" E	250.72'
PRW606	PRW607	N 14°16'53" E	164.16'
PRW607	PRW608	N 37°05'16" W	285.63'
PRW608	TIE603	N 20°17'50" W	341.97'
TIE603	CSEC23	S 88°57'01" E	375.39'
CSEC23	TIE509	S 00°26'08" W	907.15'
TIE509	TIE508	S 00°26'08" W	155.20'
TIE508	TIE507	S 00°26'08" W	196.69'
TIE507	SIXT9	S 00°26'08" W	60.56'

POINT TABLE - STATION AND OUT		
POINT#	STATION	DISTANCE
RADIO ROAD		
PRW603	189+03.57	149.34'L
TIE508	189+83.86	0.00'
PRW604	190+90.08	130.00'L
TIE509	191+39.25	0.00'
PRW606	193+05.92	155.00'L
PRW607	194+70.00	160.00'L
TLE607	194+82.19	214.49'L
TLE606	195+00.74	201.67'L
TLE608	195+10.49	291.03'L
TLE609	195+16.00	280.60'L
PRW608	195+29.68	408.21'L
TIE603	199+42.69	674.31'L
CSEC23	200+51.05	314.91'L
PAULSON ROAD		
PRW602	13+82.87	105.00'L
TIE602	13+82.87	0.00'
TIE601	13+82.87	31.82'
TLE602	14+30.00	120.00'L
TLE601	14+30.00	105.00'L
TLE603	14+90.00	120.00'L
TLE604	14+90.00	105.00'L
PRW603	16+15.00	105.00'L
TIE507	17+47.41	0.00'
SIXT9	17+88.85	54.74'

PROJECT LOCATION



SCALE. FEET
0 100 200

GN

UTILITY EASEMENT INFORMATION
PARCEL 8 NO EASEMENT INFORMATION FOUND

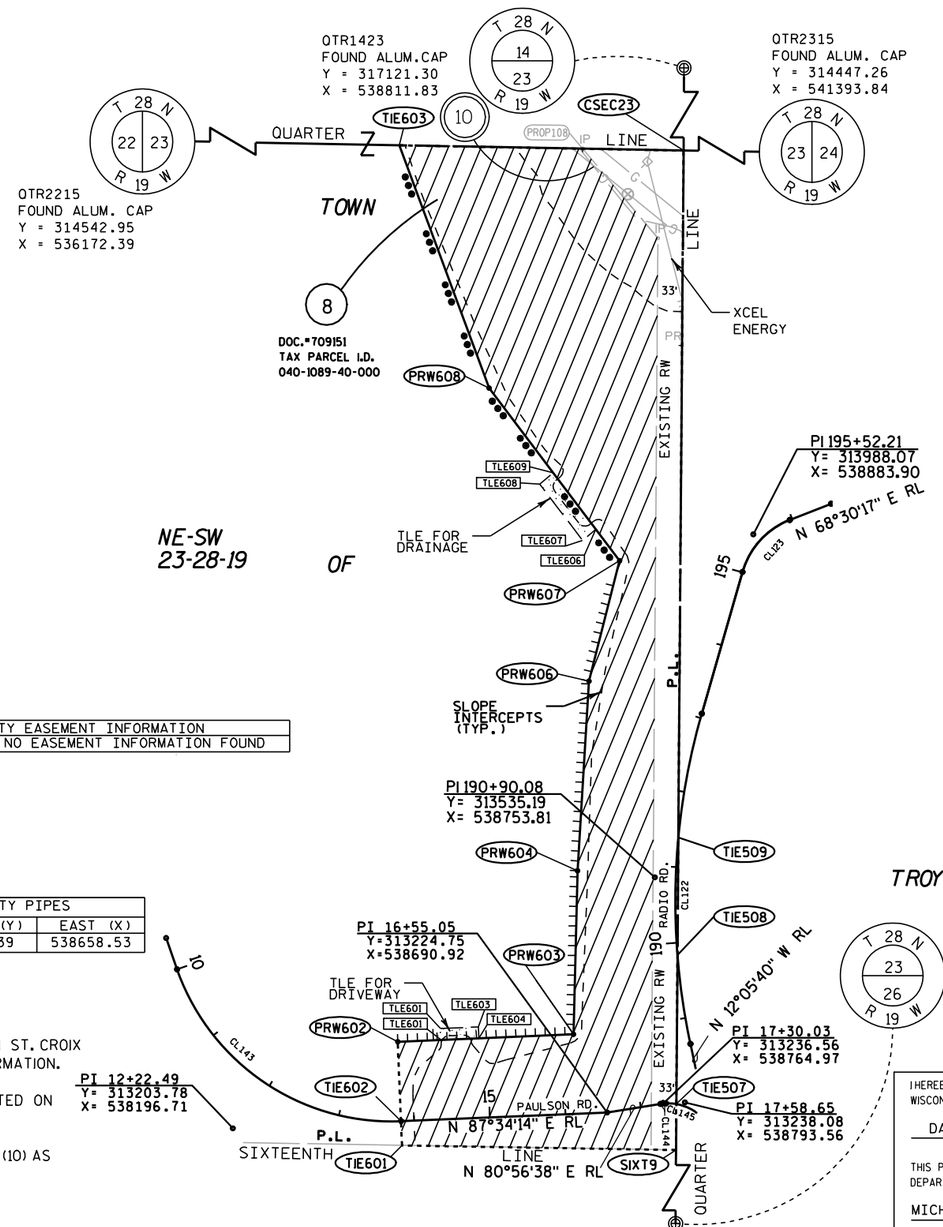
EXISTING PROPERTY PIPES		
POINT NO.	NORTH (Y)	EAST (X)
PROP108	314497.39	538658.53

NOTES:

REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, iN ST. CROIX COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 949399 OF TPP'S FOR ADDITIONAL INFORMATION.

ORIGINAL ACCESS CONTROL ALONG STH 35 ESTABLISHED BY STATUTE 84.25 AS DEPICTED ON PREVIOUS PROJECT 7200-02-69 (1978).

THIS SECTION OF STH 35 DESIGNATED AS A FREEWAY BY WISCONSIN STATUTE 84.295 (10) AS DEPICTED ON PREVIOUS PROJECT 7200-04-02 (2006).



NE-SW 23-28-19 OF

ALIGNMENT DATA RADIO ROAD
CRV CL122
Δ = 28°07'17" (RT)
D = 06°22'49"
T = 224.91
L = 440.75
R = 898.00
LC = 436.34
LCB = N 01°57'58" E
CRV CL123
Δ = 52°28'41" (RT)
D = 54°34'03"
T = 51.76
L = 96.17
R = 105.00
LC = 92.84
LCB = N 42°15'57" E

ALIGNMENT DATA PAULSON ROAD
CRV CL143
Δ = 73°07'20" (LT)
D = 19°05'55"
T = 222.48
L = 382.87
R = 300.00
LC = 357.41
LCB = S 55°52'06" E
CRV CL144
Δ = 05°59'44" (RT)
D = 82°05'08"
T = 3.66
L = 7.30
R = 69.80
LC = 7.30
LCB = N 83°56'29" E
CRV CL145
Δ = 44°31'36" (RT)
D = 93°55'39"
T = 24.97
L = 47.41
R = 61.00
LC = 46.22
LCB = S 70°47'51" E

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

DAN ANDERSON — PRINTED NAME — SIGNATURE — 02/16/2012 DATE

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

MICHAEL PILLER — PRINTED NAME — SIGNATURE — 02/16/2012 DATE

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
OTR2215	OTR2315	S 88° 57'01" E	5222.32'
OTR2315	TIE513	N 88° 57'01" W	1658.49'
TIE513	CSEC23	N 88° 57'01" W	943.92'
CSEC23	TIE603	N 88° 57'01" W	375.39'
TIE603	OTR2215	N 88° 57'01" W	2244.53'
OTR2323	OTR1423	N 00° 26'08" E	5265.62'
OTR1423	ERW114	S 00° 26'08" W	1598.16'
ERW114	CSEC23	S 00° 26'08" W	1028.27'
CSEC23	OTR2323	S 00° 26'08" W	2639.19'

COURSE TABLE			
FROM	TO	BEARING	DIST.
ERW114	TIE706	S 00°26'08" W	66.32'
TIE706	ERW127	S 83°58'28" E	33.16'
ERW127	PRW761	S 83°58'28" E	286.54'
PRW761	PRW762	S 77°00'13" E	100.71'
PRW762	PRW763	S 83°48'33" E	129.54'
PRW763	PRW764	S 61°50'54" E	139.96'
PRW764	PRW765	S 08°11'45" W	84.95'
PRW765	PRW766	S 47°32'07" W	200.55'
PRW766	PRW767	S 40°13'37" W	161.74'
PRW767	PRW768	S 77°38'48" W	124.86'
PRW768	TIE700	N 88°30'06" W	121.81'
TIE700	PRW769	N 88°30'06" W	71.22'
PRW769	TIE707	N 78°16'07" W	94.44'
TIE707	TIE708	S 00°26'08" W	349.22'
TIE708	CSEC23	S 00°26'08" W	131.07'
CSEC23	TIE511	S 88°57'01" E	328.91'
TIE511	TIE512	S 88°57'01" E	50.55'

COURSE TABLE			
FROM	TO	BEARING	DIST.
TIE512	TIE513	S 88°57'01" E	564.46'
TIE513	PRW701	N 39°56'50" W	116.84'
PRW701	PRW702	N 50°38'05" W	219.89'
PRW702	PRW703	N 15°27'26" E	127.14'
PRW703	PRW704	N 30°24'16" E	263.29'
PRW704	PRW706	N 63°02'41" E	409.61'
PRW706	TIE701	N 85°14'54" E	143.34'
TIE701	TIE702	N 00°22'17" E	89.79'
TIE702	TIE703	N 00°22'17" E	79.54'
TIE703	PRW750	S 89°49'51" W	15.11'
PRW750	PRW751	S 83°22'24" W	161.92'
PRW751	PRW756	N 83°58'02" W	386.49'
PRW756	PRW757	N 75°55'04" W	189.06'
PRW757	PRW758	N 83°48'33" W	129.54'
PRW758	PRW759	S 81°01'27" W	103.61'
PRW759	ERW114	N 83°58'02" W	326.35'

TRANSPORTATION PROJECT PLAT NO: 7200-02-21-4.07

PART OF THE SW 1/4 OF THE NE 1/4 OF SECTION 23, TOWN 28 NORTH, RANGE 19 WEST, TOWN OF TROY, ST. CROIX COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 RIVER FALLS - HUDSON (RADIO ROAD INTERCHANGE B-55-0232)

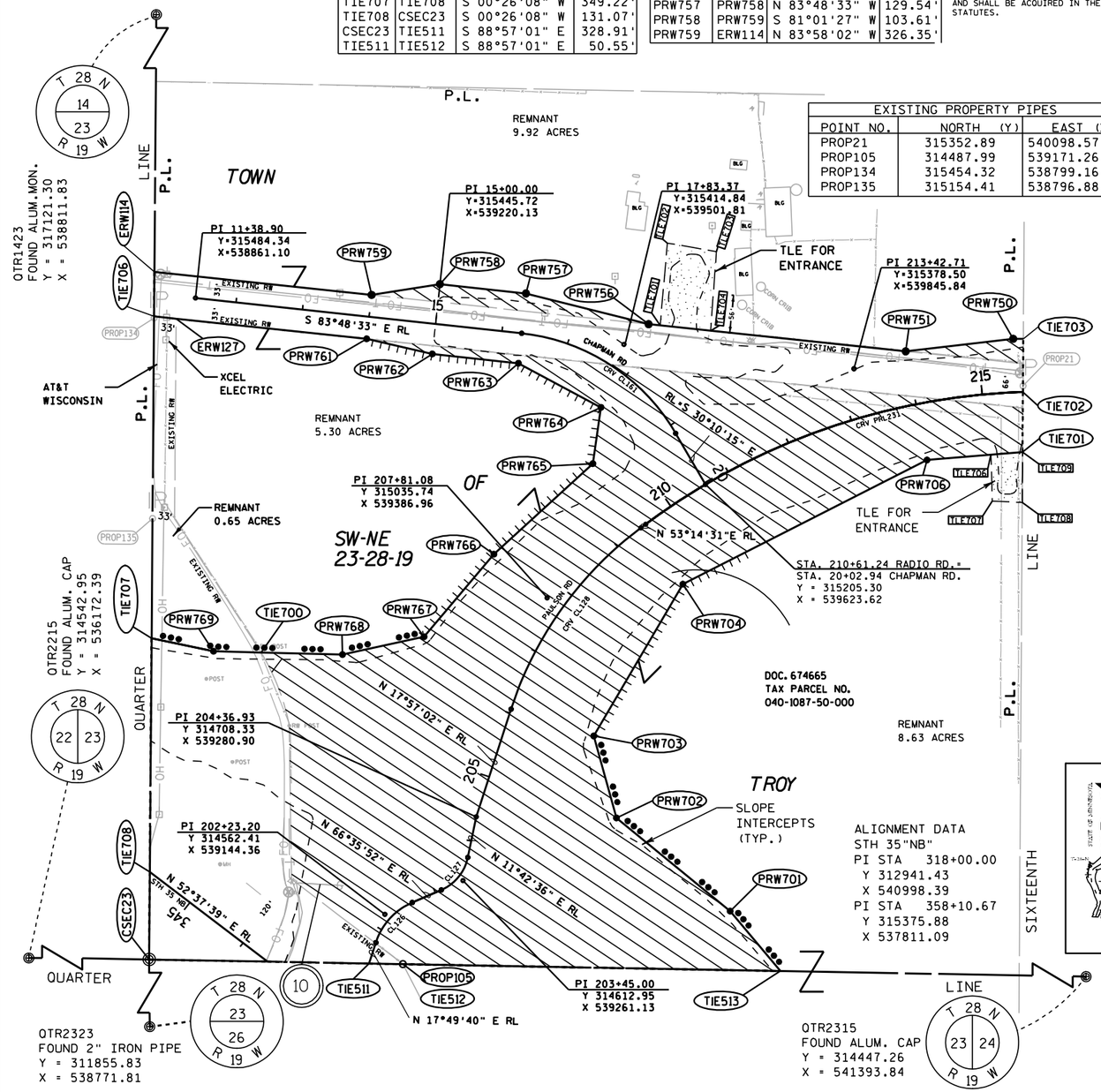
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE,THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ST. CROIX COUNTY, WISCONSIN AT 4:05 PM ON 2/24/2012 AS DOCUMENT # 951382 AND FILED IN VOL. TPP 1 PG. 72

BETH PABST
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7200-02-21-4.07
AMENDMENT NO:



EXISTING PROPERTY PIPES		
POINT NO.	NORTH (Y)	EAST (X)
PROP21	315352.89	540098.57
PROP105	314487.99	539171.26
PROP134	315454.32	538799.16
PROP135	315154.41	538796.88

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
7	THOMPSON FAMILY LLC	FEE,TLE ACCESS	10.25	1.49	11.74	0.29

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
10	ST. CROIX GAS	RELEASE OF RIGHTS

NOTES:

REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN ST. CROIX COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 949399 OF TPP'S FOR ADDITIONAL INFORMATION.

ORIGINAL ACCESS CONTROL ALONG STH 35 ESTABLISHED BY STATUTE 84.25 AS DEPICTED ON PREVIOUS PROJECT 7200-02-69 (1978).

THIS SECTION OF STH 35 DESIGNATED AS A FREEWAY BY WISCONSIN STATUTE 84.295 (10) AS DEPICTED ON PREVIOUS PROJECT 7200-04-02 (2006).

OTHER EASEMENT INFORMATION
PARCEL 7
MINERAL RESERVATION DOC.#285977
TRANS 233 ACCESS COVENANT,DOC.#737582

UTILITY EASEMENT INFORMATION
PARCEL 7 DOC#357170 WISC.TEL.CO.
DOC#541659 ST.CROIX GAS CO.

POINT TABLE-STATION AND OUT		
POINT #	STATION	DISTANCE
STH35 NB		
TIE513	337+36.01	454.35'R
PRW701	338+50.00	480.00'R
TIE512	341+90.79	120.00'R
PROP105	341+90.79	120.00'R
TIE511	342+31.51	90.06'R
CSEC23	344+96.51	104.76'L
PRW768	345+43.59	433.11'R
TIE708	345+75.28	0.00'
TIE700	346+42.29	361.73'R
PRW769	347+00.00	320.00'R
TIE707	347+85.14	279.13'R
CHAPMAN ROAD		
PRW759	14+00.00	32.89'L
PRW761	14+00.00	33.07'R
PRW758	15+00.00	60.00'L
PRW762	15+00.00	45.00'R
PRW757	16+29.54	60.00'L
PRW763	16+29.54	45.00'R
TLE702	17+55.00	200.00'L
PRW756	17+83.37	82.42'L

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
CHAPMAN ROAD CONT.		
TLE703	17+95.00	230.00'L
TLE701	17+95.00	91.12'L
PRW764	18+00.00	60.00'R
TLE704	18+40.00	135.33'L
PRW765	18+74.38	128.27'R
RADIO ROAD		
PRW702	205+28.90	125.11'R
PRW703	206+03.45	130.00'R
PRW767	206+55.00	160.00'L
PRW766	207+81.08	130.00'L
PRW704	209+44.90	120.00'L
PRW765	209+44.90	105.00'L
PRW751	214+00.00	80.59'L
PRW706	214+00.00	85.00'R
PRW750	215+50.00	80.00'L
TIE701	215+57.17	89.71'R
TIE702	215+61.07	0.00'
TIE703	215+63.98	79.48'L
TLE707	215+00.00	160.00'R
TLE706	215+05.00	90.65'R
TLE708	215+53.25	165.00'R
TLE709	215+57.17	89.71'R

CURVE TABLE					
NAME	DEL	TAN	LEN	RAD	DEG
CL126	48°46'12" (RT)	44.42'	83.42'	98.00	58°27'54"
CL127	54°53'16" (LT)	35.31'	65.14'	68.00'	84°15'31"
CL128	35°17'30" (RT)	174.95'	338.77'	550.00'	10°25'03"
CL213	42°34'48" (RT)	388.90'	741.68'	998.00'	05°44'28"
CL161	53°38'18" (RT)	153.83'	284.86'	304.28'	18°49'48"

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

DAN ANDERSON — PRINTED NAME
SIGNATURE — 02/21/2012 DATE

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

MICHAEL PILLER — PRINTED NAME
SIGNATURE — 02/21/2012 DATE

FILE NAME : C:\users\P\D8\T2000201\DGN\T2000221_4.07.DGN
APPRAISAL PLAT DATE : 02/21/2012
PLOT DATE : 14-MAR-2012 14:55 PLOT BY : dotdza PLOT NAME : PLOT SCALE : 200:1

TRANSPORTATION PROJECT PLAT NO: 7200-02-21-4.08

PART OF THE SE ¼ OF THE NW ¼ OF SECTION 23, TOWN 28 NORTH, RANGE 19 WEST, TOWN OF TROY, ST. CROIX COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 RIVER FALLS - HUDSON (RADIO ROAD INTERCHANGE B - 55 - 0232)

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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ST. CROIX COUNTY, WISCONSIN AT 4:05PM ON 2/24/2012 AS DOCUMENT # 951383 AND FILED IN VOL. TPP 1 PG. 71.

SIGNATURE OF REGISTER OF DEEDS

RECORDED BY REGISTER OF DEEDS
PROJECT NUMBER 7200-02-21-4.08
AMENDMENT NO:

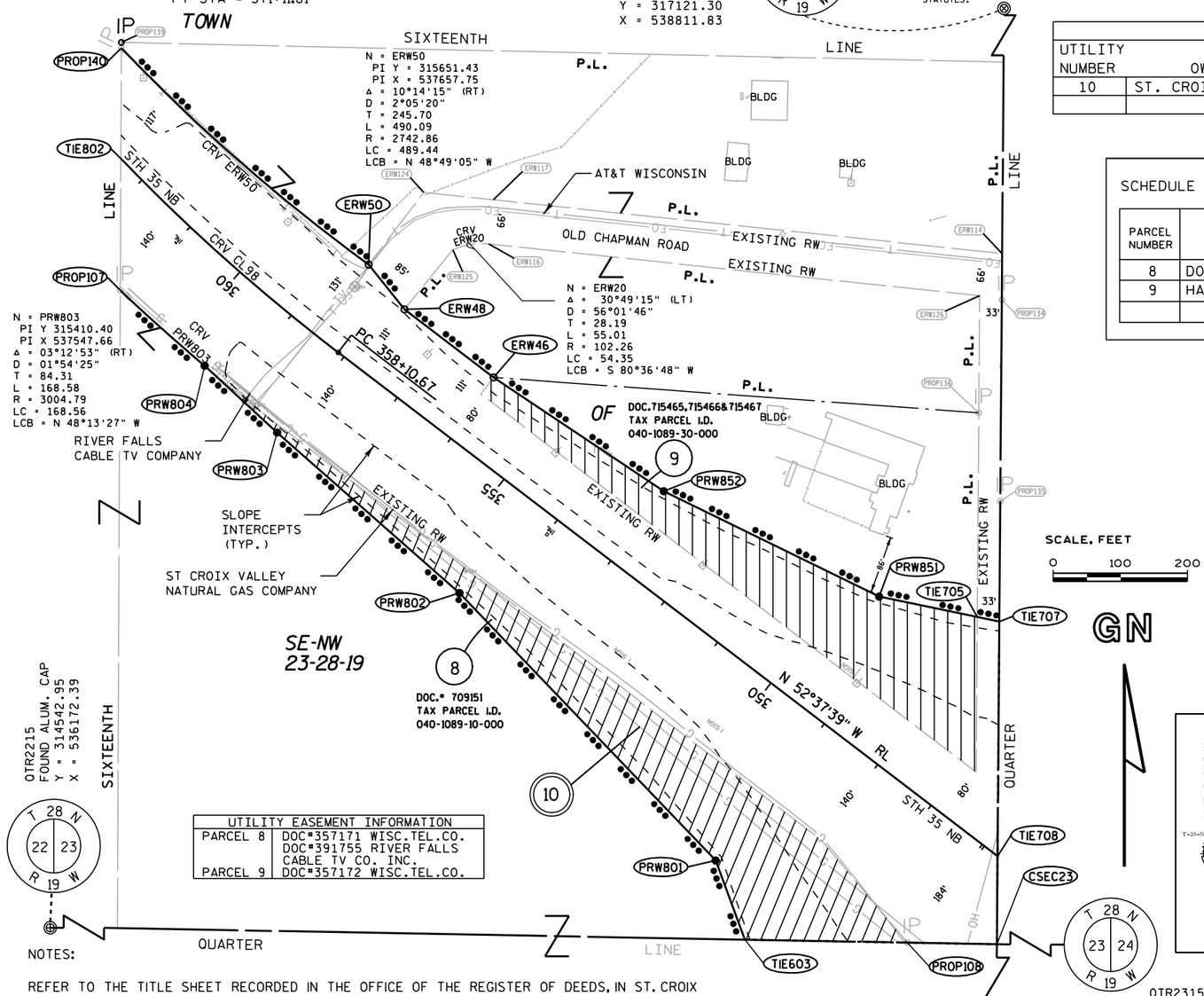
ALIGNMENT DATA
STH 35"NB"
PC STA 358+10.67
Y 315375.88
X 537811.09
PI STA 376+94.47
Y 316890.57
X 536727.61

N = CL98
PI STA 364+72.66
PI Y = 315777.71
PI X = 537285.00
Δ = 26°01'22" (RT)
D = 02°00'00"
T = 661.99
L = 1301.14
R = 2864.79
LC = 1289.99
LCB = N 39°36'58" W
PC STA = 358+10.67
PT STA = 371+11.81

EXISTING PROPERTY PIPES		
POINT NO.	NORTH (Y)	EAST (X)
PROP107	315468.32	537486.38
PROP108	314497.39	538658.53
PROP134	315454.32	538799.16
PROP135	315154.41	538796.88
PROP136	315286.03	538764.92
PROP139	315837.44	537488.03
PROP140	315829.07	537488.00

OTR1423
FOUND ALUM. CAP
Y = 317121.30
X = 538811.83

T 28 N
14
23
R 19 W



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
10	ST. CROIX GAS	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

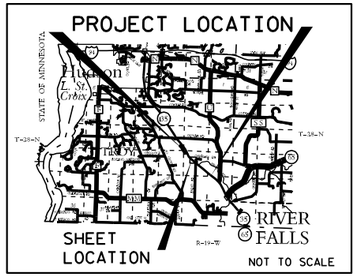
PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
8	DONALD J & MARY E CHAPMAN	FEE	1.96	0.00	1.96	0.00
9	HABEDAK ENTERPRISES	FEE	1.73	0.18	1.91	0.00

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
CSEC23	344+96.51	104.76'L
TIE708	345+75.28	0.00'
PROP108	346+03.96	183.75'L
TIE707	347+85.14	279.13'R
TIE603	347+98.96	327.11'L
TIE705	348+15.43	264.59'R
PRW801	349+05.00	260.00'L
PRW851	349+50.00	200.00'R
PRW852	353+00.00	130.00'R
PRW802	354+50.00	175.00'L
ERW46	356+04.40	110.83'R
ERW48	357+71.40	110.81'R
PRW803	358+10.67	150.00'L
ERW50	358+56.24	131.17'R
PRW804	359+50.00	140.13'L
PROP107	361+10.72	140.11'L
PROP140	363+67.69	112.16'R
TIE802	362+44.90	0.00'

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
OTR2315	OTR2215	N 88°57'01" W	5222.32'
OTR2215	TIE603	S 88°57'01" E	2244.53'
TIE603	CSEC23	S 88°57'01" E	375.39'
CSEC23	OTR2315	S 88°57'01" E	2602.41'
OTR2323	OTR1423	N 00°26'08" E	5265.62'
OTR1423	ERW114	S 00°26'08" W	1598.16'
ERW114	CSEC23	S 00°26'08" W	1028.27'
CSEC23	OTR2323	S 00°26'08" W	2639.19'

COURSE TABLE			
FROM	TO	BEARING	DIST.
STH 35 NB			
CSEC23	PROP108	N 88°57'01" W	133.36'
PROP108	TIE603	N 88°57'01" W	242.03'
TIE603	PRW801	N 20°17'51" W	125.49'
PRW801	PRW802	N 43°45'46" W	551.59'
PRW802	PRW803	N 48°39'44" W	361.54'
PRW803	PRW804	N 47°22'46" W	146.70'
CURVE PRW803			
PROP107	TIE802	N 00°15'23" E	196.24'
TIE802	PROP140	N 00°15'23" E	164.51'
CURVE	ERW50		
ERW50	ERW48	S 38°34'39" E	85.31'
ERW48	ERW46	S 52°38'12" E	167.00'
ERW46	PRW852	S 56°13'50" E	305.00'
PRW852	PRW851	S 63°56'15" E	356.93'
PRW851	TIE705	S 78°16'07" E	149.27'
TIE705	TIE707	S 78°16'07" E	33.60'
TIE707	TIE708	S 00°26'08" W	349.22'
TIE708	CSEC23	S 00°26'08" W	131.07'

PROJECT LOCATION



NOT TO SCALE

UTILITY EASEMENT INFORMATION	
PARCEL 8	DOC#357171 WISC.TEL.CO.
	DOC#391755 RIVER FALLS CABLE TV CO. INC.
PARCEL 9	DOC#357172 WISC.TEL.CO.

NOTES:

REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN ST. CROIX COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 949399 OF TPP'S FOR ADDITIONAL INFORMATION.

ORIGINAL ACCESS CONTROL ALONG STH 35 ESTABLISHED BY STATUTE 84.25 AS DEPICTED ON PREVIOUS PROJECT 7200-02-69 (1978).

THIS SECTION OF STH 35 DESIGNATED AS A FREEWAY BY WISCONSIN STATUTE 84.295 (10) AS DEPICTED ON PREVIOUS PROJECT 7200-04-02 (2006).

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

DAN ANDERSON — PRINTED NAME
SIGNATURE — DATE 02/21/2012

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

MICHAEL PILLER — PRINTED NAME
SIGNATURE — DATE 02/21/2012

FILE NAME : C:\users\P\D8\72000201\DGN\72000221_4.08.DGN
APPRAISAL PLAT DATE : 02/21/2012
PLOT DATE : 14-MAR-2012 14:56
PLOT BY : dotdza
PLOT NAME :
PLOT SCALE : 200:1

4.

TRANSPORTATION PROJECT PLAT NO: 7200-02-21-4.09

PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 23, TOWN 28 NORTH, RANGE 19 WEST, TOWN OF TROY, ST. CROIX COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 RIVER FALLS - HUDSON (RADIO ROAD INTERCHANGE B - 55 - 0232)

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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ST. CROIX COUNTY, WISCONSIN AT 4:05PM ON 2/24/2012 AS DOCUMENT # 951384 AND FILED IN VOL. TPP 1 PG. 74

BETH PABST
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7200-02-21-4.09
AMENDMENT NO:

ALIGNMENT DATA
STH 35"NB"
PISTA 318+00.00
Y 312941.43
X 540998.39
PISTA 382+00
Y 317342.57
X 536501.22

N = CL98
PISTA 364+72.66
PIY = 315777.71
PIX = 537285.00
Δ = 26°01'22" (RT)
D = 02°00'00"
T = 661.99
L = 1301.14
R = 2864.79
LC = 1289.99
LCB = N 39°36'58" W
PC STA = 358+10.67
PT STA = 371+11.81

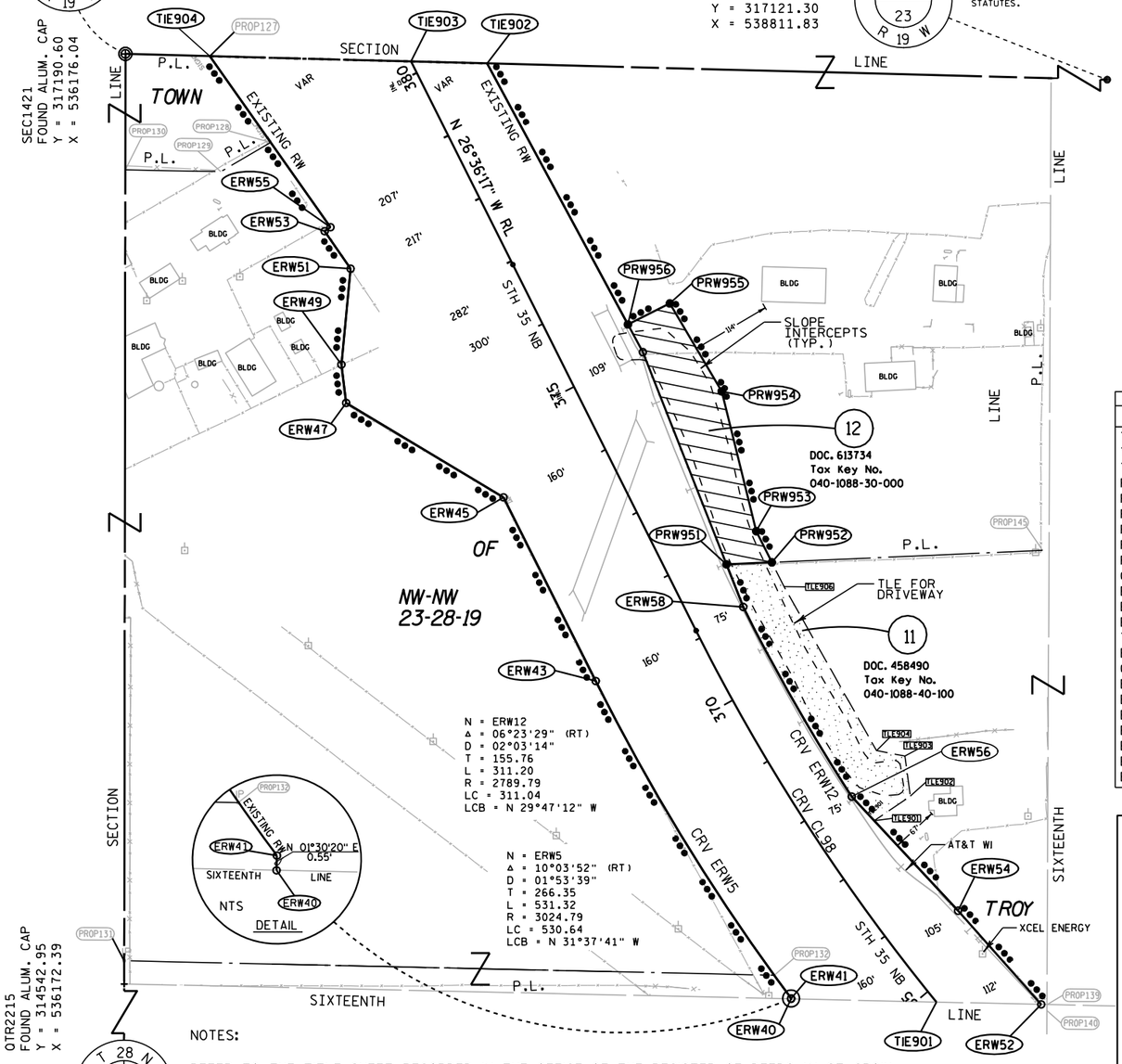
EXISTING PROPERTY PIPES		
POINT NO.	NORTH (Y)	EAST (X)
PROP127	317187.44	536296.26
PROP128	317064.42	536382.96
PROP129	317022.98	536311.75
PROP130	317025.45	536175.82
PROP131	315899.77	536174.26
PROP132	315879.12	537099.62
PROP139	315837.45	537488.03
PROP140	315829.07	537488.00

T 28 N, R 19 W: 15 | 14 / 22 | 23

SEC1421
FOUND ALUM. CAP
Y = 317190.60
X = 536176.04

QTR1423
FOUND ALUM. CAP
Y = 317121.30
X = 538811.83

T 28 N, R 19 W: 14 / 23



NOTES:

REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN ST. CROIX COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 949399 OF TPP'S FOR ADDITIONAL INFORMATION.
ORIGINAL ACCESS CONTROL ALONG STH 35 ESTABLISHED BY STATUTE 84.25 AS DEPICTED ON PREVIOUS PROJECT 7200-02-69 (1978).
THIS SECTION OF STH 35 DESIGNATED AS A FREEWAY BY WISCONSIN STATUTE 84.295 (10) AS DEPICTED ON PREVIOUS PROJECT 7200-04-02 (2006).

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LAND OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
11	JUVENE L. & CLARICE M. BYLANDER FAMILY TRUST	TLE	0.00	0.00	0.00	0.64
12	CYNTHIA LYNN DUENOW	FEE	0.62	0.00	0.62	---

UTILITY EASEMENT INFORMATION
PARCEL 11 DOC#357166 WISC. TEL. CO.
PARCEL 12 NO UTILITY INFORMATION FOUND

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
QTR2215	SEC1421	N 00°04'44" E	2647.65
SEC1421	TIE904	S 88°29'38" E	120.25'
TIE904	TIE903	S 88°29'38" E	286.54'
TIE903	TIE902	S 88°29'38" E	108.38'
TIE902	QTR1423	S 88°29'38" E	2121.54'
QTR1423	SEC1421	N 88°29'38" W	2636.70'

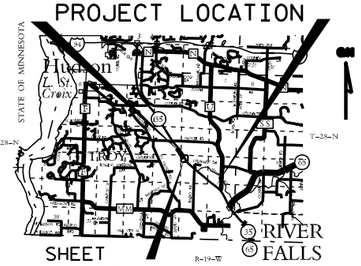
COURSE TABLE			
FROM	TO	BEARING	DIST.
TIE904	TIE903	S 88°29'38" E	286.54'
TIE903	TIE902	S 88°29'38" E	108.38'
TIE902	PRW956	S 28°20'24" E	422.20'
PRW956	PRW955	N 63°23'43" E	66.62'
PRW955	PRW954	S 30°32'59" E	145.34'
PRW954	PRW953	S 13°55'27" E	205.00'
PRW953	PRW952	S 26°36'17" E	49.58'
PRW952	PRW951	S 87°27'42" W	64.77'
PRW951	ERW58	S 21°30'06" E	65.12'
CURVE ERW12			
ERW56	ERW54	S 42°58'50" E	222.09'
ERW54	ERW52	S 41°35'31" E	178.26'
ERW52	TIE901	N 88°43'16" W	149.16'
TIE901	ERW40	N 88°43'16" W	206.96'
ERW41	ERW40	N 01°30'20" E	0.55'
CURVE ERW5			
ERW43	ERW45	N 26°39'15" W	292.53'
ERW45	ERW47	N 59°03'13" W	261.28'
ERW47	ERW49	N 07°07'56" W	55.00'
ERW49	ERW51	N 05°30'02" E	137.05'
ERW51	ERW53	N 34°35'57" W	64.98'
ERW53	ERW55	N 55°48'53" E	10.00'
ERW55	TIE904	N 35°10'35" W	298.00'

GN

SCALE, FEET
0 100 200

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
STH 35 NB		
TIE801	363+67.69	112.16'R
ERW52	363+79.97	111.71'R
TIE901	364+80.80	0.00'
ERW54	365+65.13	104.85'R
ERW40	366+08.14	160.36'L
ERW41	366+08.55	160.02'L
ERW39	366+28.54	188.31'L
TLE901	367+45.00	82.74'R
TLE902	367+45.00	145.00'R
ERW56	367+92.41	75.02'R
TLE903	368+00.00	170.00'R
TLE904	368+30.00	140.00'R
ERW43	371+11.77	159.93'L
ERW58	371+11.97	75.07'R
TLE906	371+11.81	140.00'R
PRW952	371+50.42	140.00'R
PRW951	371+76.83	80.86'R
PRW953	372+00.00	140.00'R
PRW954	374+00.00	185.00'R
ERW45	374+04.30	160.18'R
ERW60	375+00.14	109.74'R
PRW956	375+45.00	108.38'R
PRW955	375+45.00	175.00'R
ERW49	376+24.79	300.37'L
ERW47	376+76.64	282.04'L
ERW51	377+92.74	209.20'L
ERW53	378+57.09	218.24'L
ERW55	378+58.41	208.32'L
TIE902	379+67.00	95.59'R
TIE903	380+18.07	0.00'
TIE904	381+53.08	252.74'L

PROJECT LOCATION



SHEET LOCATION NOT TO SCALE

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

DAN ANDERSON — PRINTED NAME
SIGNATURE
02/21/2012 — DATE

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

MICHAEL PILLER — PRINTED NAME
SIGNATURE
02/21/2012 — DATE

TRANSPORTATION PROJECT PLAT NO: 7200-02-21-4.10

PART OF THE SW 1/4 OF THE SE 1/4 OF SECTION 23, TOWN 28 NORTH, RANGE 19 WEST, TOWN OF TROY, ST. CROIX COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 RIVER FALLS - HUDSON (RADIO ROAD INTERCHANGE B - 55 - 0232)

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.

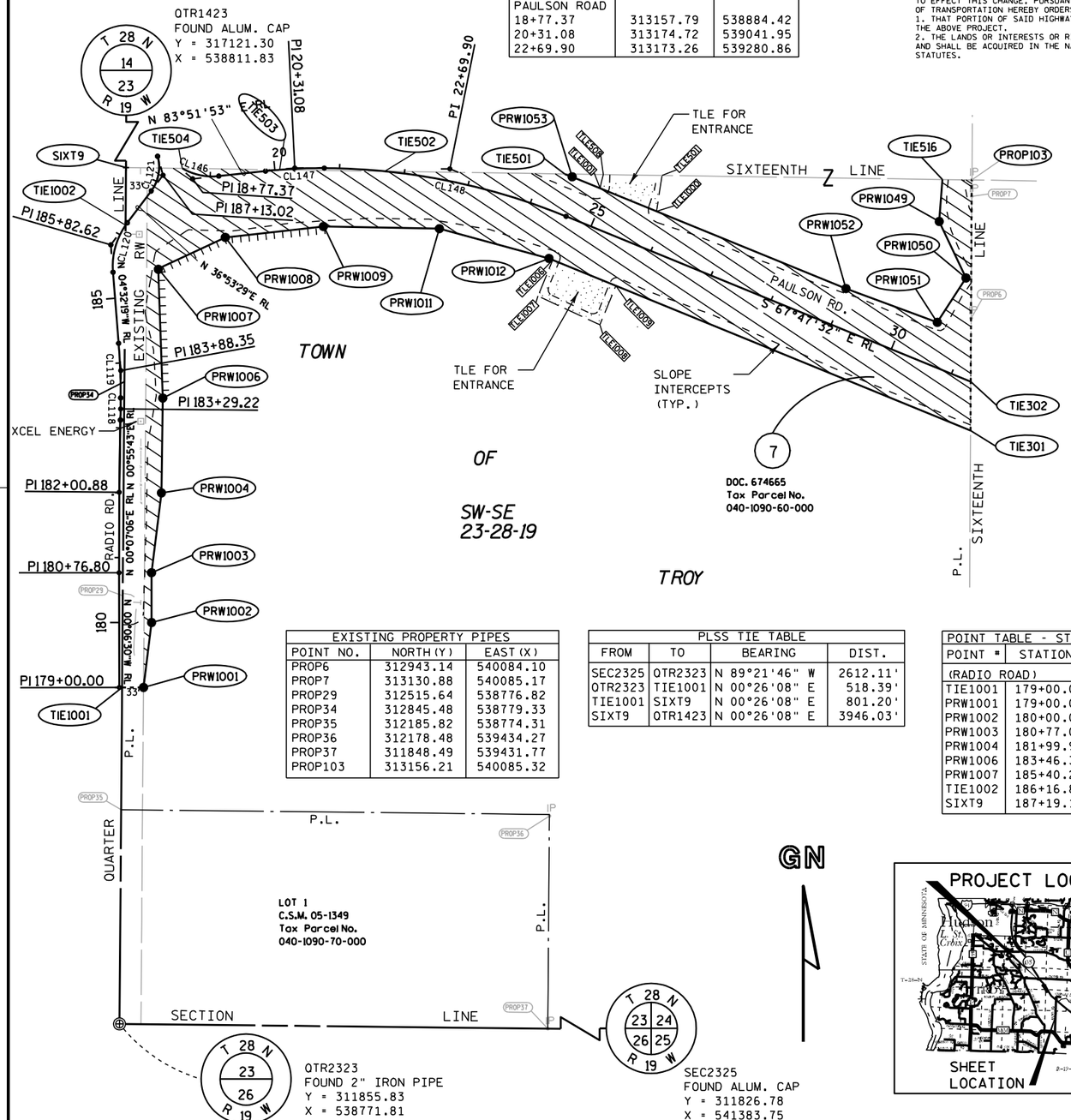
ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ST. CROIX COUNTY, WISCONSIN AT 2:01PM ON 3/2/2012 AS DOCUMENT # 951763 AND FILED IN VOL. TPP 1 PG. 76

BETH PABST
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7200-02-21-4.10
AMENDMENT NO:

CURVE TABLE					
NAME	DEL	TAN	LEN	RAD	DEG
CL118	00°39'09" (LT)	17.08	34.17	3000.05	01°54'35"
CL119	04°48'53" (LT)	42.04	84.04	1000.10	05°43'44"
CL120	41°25'48" (RT)	42.35	80.99	112.00	51°09'25"
CL121	52°56'30" (LT)	30.37	56.36	61.00	93°55'39"
CL146	47°36'04" (LT)	40.58	76.43	92.00	62°16'41"
CL147	06°29'09" (RT)	45.44	90.78	802.00	07°08'39"
CL148	21°51'26" (RT)	193.47	382.24	1002.00	05°43'05"

PI COORDINATE TABLE		
PI STA	NORTH (Y)	EAST (X)
RADIO ROAD		
179+00.00	312374.20	538771.48
180+76.80	312551.00	538771.15
182+00.88	312675.08	538771.40
183+29.22	312803.41	538773.48
183+88.35	312862.53	538773.77
185+82.62	313056.24	538758.39
187+13.02	313163.51	538838.91
PAULSON ROAD		
18+77.37	313157.79	538884.42
20+31.08	313174.72	539041.95
22+69.90	313173.26	539280.86



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
7	THOMPSON FAMILY LLC	FEE, TLE ACCESS	4.05	0.60	4.65	0.23

OTHER DOCUMENT INFORMATION	
PARCEL 7	MINERAL RESERVATION VOL. 427, PG. 144

NOTES:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN ST. CROIX COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 949399 OF TPP'S.

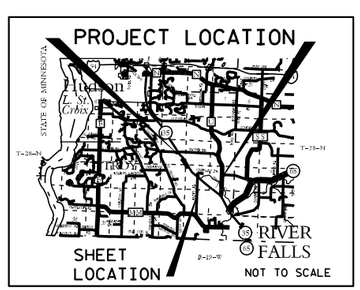
EXISTING PROPERTY PIPES		
POINT NO.	NORTH (Y)	EAST (X)
PROP6	312943.14	540084.10
PROP7	313130.88	540085.17
PROP29	312515.64	538776.82
PROP34	312845.48	538779.33
PROP35	312185.82	538774.31
PROP36	312178.48	539434.27
PROP37	311848.49	539431.77
PROP103	313156.21	540085.32

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
SEC2325	QTR2323	N 89°21'46" W	2612.11'
QTR2323	TIE1001	N 00°26'08" E	518.39'
TIE1001	SIXT9	N 00°26'08" E	801.20'
SIXT9	QTR1423	N 00°26'08" E	3946.03'

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
(RADIO ROAD)		
TIE1001	179+00.00	4.27'R
PRW1001	179+00.00	37.27'R
PRW1002	180+00.00	50.00'R
PRW1003	180+77.00	50.00'R
PRW1004	181+99.96	64.99'R
PRW1006	183+46.31	65.00'R
PRW1007	185+40.26	70.00'R
TIE1002	186+16.83	0.09'L
SIXT9	187+19.18	51.04'L

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
(PAULSON ROAD)		
SIXT9	17+88.85	54.74'R
TIE504	18+54.83	0.00'
PRW1008	19+13.23	95.00'R
TIE503	20+07.49	0.00'
PRW1009	20+76.43	90.00'R
TIE502	21+69.89	0.00'
PRW1011	22+69.90	75.00'R
TIE501	24+33.41	59.95'L
PRW1053	24+45.16	60.09'L
PRW1012	24+58.67	70.00'R
PRW1052	29+00.00	60.00'L
TIE516	29+74.21	271.75'L
PRW1049	29+94.00	210.00'L
PROP103	30+16.43	288.27'L
PRW1051	30+50.00	65.00'L
PRW1050	30+65.00	145.00'L
TIE302	31+32.19	0.00'
TIE301	31+60.30	70.00'R
TLE508	24+87.39	81.32'L
TLE1001	24+95.00	60.00'L
TLE501	25+71.88	114.37'L
TLE1000	25+84.64	60.00'L
TLE1006	24+65.00	70.00'R
TLE1007	24+65.00	130.00'R
TLE1008	25+70.00	70.00'R
TLE1009	25+70.00	135.00'R

COURSE TABLE			
FROM	TO	BEARING	DIST.
TIE1001	PRW1001	N 89°53'30" E	33.00'
PRW1001	PRW1002	N 07°08'51" E	100.81'
PRW1002	PRW1003	N 00°06'30" W	76.80'
PRW1003	PRW1004	N 07°04'14" E	123.87'
PRW1004	PRW1006	N 00°51'02" E	146.17'
PRW1006	PRW1007	N 02°01'21" W	199.50'
PRW1007	PRW1008	N 65°02'44" E	114.05'
PRW1008	PRW1009	N 83°41'55" E	152.84'
PRW1009	PRW1011	S 88°55'56" E	177.89'
PRW1011	PRW1012	S 74°49'12" E	174.92'
PRW1012	TIE301	S 67°47'32" E	701.63'
TIE301	TIE302	N 00°19'42" E	75.43'
TIE302	PROP103	N 00°19'42" E	310.65'
PROP103	TIE516	N 89°09'25" W	45.33'
TIE516	PRW1049	S 04°26'14" W	64.85'
PRW1049	PRW1050	S 25°19'06" E	96.26'
PRW1050	PRW1051	S 32°49'39" W	81.39'
PRW1051	PRW1052	N 69°42'05" W	150.08'
PRW1052	PRW1053	N 67°47'35" W	455.65'
PRW1053	TIE501	N 69°33'46" W	12.46'
TIE501	TIE502	N 89°09'25" W	277.07'
TIE502	TIE503	N 89°09'25" W	162.19'
TIE503	TIE504	N 89°09'25" W	149.92'
TIE504	SIXT9	N 89°09'25" W	86.79'
SIXT9	TIE1002	S 00°26'08" W	88.81'
TIE1002	TIE1001	S 00°26'08" W	712.39'



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

DAN ANDERSON — PRINTED NAME — SIGNATURE — 02/29/2012 DATE

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

MICHAEL PILLER — PRINTED NAME — SIGNATURE — 02/29/2012 DATE

FILE NAME : C:\users\P\D8\72000201\DGN\72000221_4.10.DGN
APPRAISAL PLAT DATE : 02/29/2012
PLOT DATE : 14-MAR-2012 14:58 PLOT BY : dotdza PLOT NAME : PLOT SCALE : 200:1

TRANSPORTATION PROJECT PLAT NO: 7200-02-21-4.11

PART LOTS 1 AND 2, CSM 02-0557 040-78 AND PART OF THE SE ¼ OF THE SW ¼ OF SECTION 23, TOWN 28 NORTH, RANGE 19 WEST, TOWN OF TROY, ST. CROIX COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 RIVER FALLS - HUDSON (RADIO ROAD INTERCHANGE B - 55 - 0232)

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.

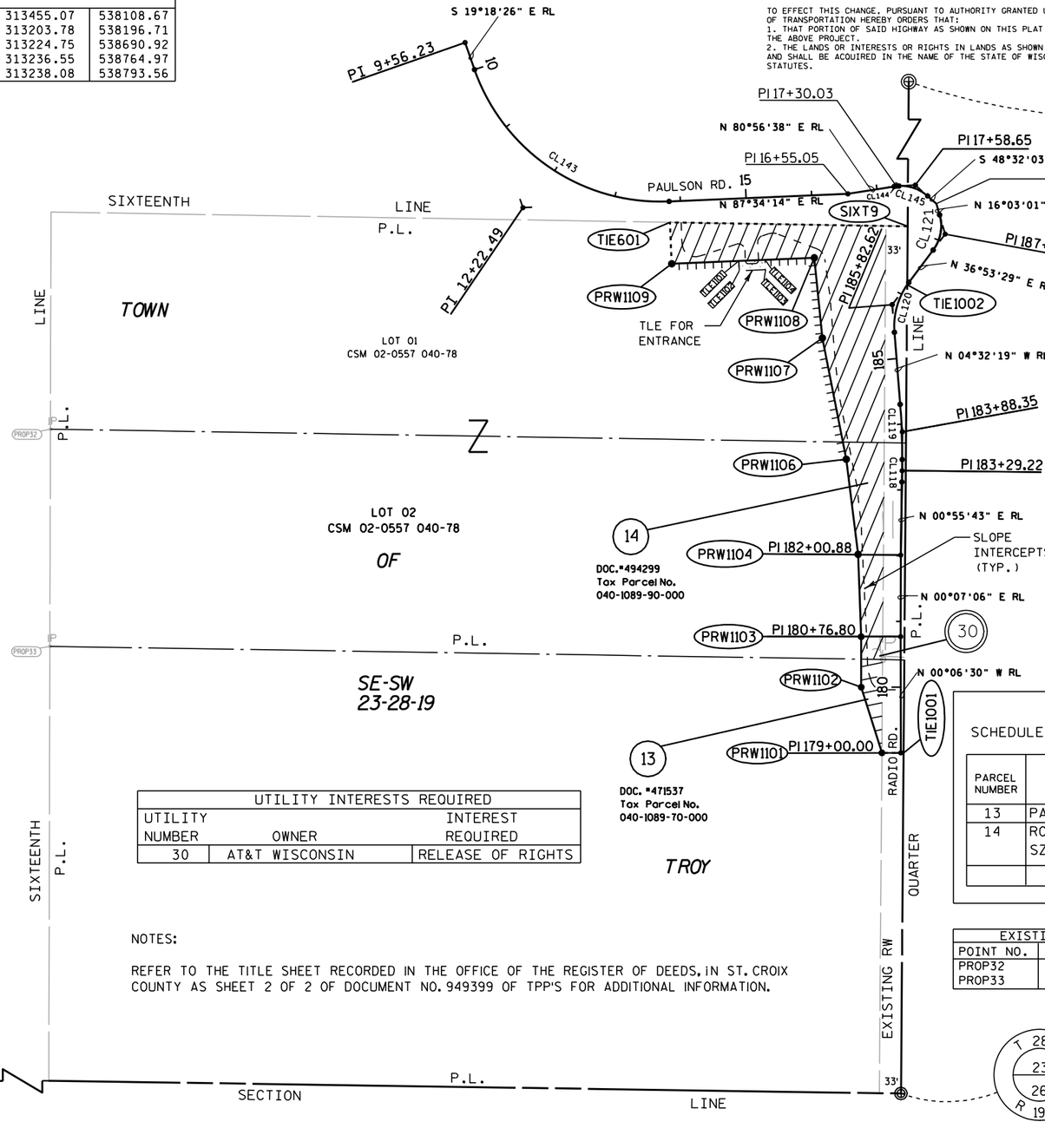
ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ST. CROIX COUNTY, WISCONSIN AT 2:01PM ON 3/2/2012 AS DOCUMENT # 951764 AND FILED IN VOL. TPP 1 PG. 77

BETH PABST
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7200-02-21-4.11
AMENDMENT NO:

PI COORDINATE TABLE		
RADIO ROAD		
PI STA	NORTH (Y)	EAST (X)
179+00.00	312374.20	538771.48
180+76.80	312551.00	538771.15
182+00.88	312675.08	538771.40
183+29.22	312803.41	538773.48
183+88.35	312862.53	538773.77
185+82.62	313056.24	538758.39
187+13.02	313163.51	538838.91
PAULSON ROAD		
9+56.23	313455.07	538108.67
12+22.49	313203.78	538196.71
16+55.05	313224.75	538690.92
17+30.03	313236.55	538764.97
17+58.65	313238.08	538793.56

CURVE TABLE					
NAME	DEL	TAN	LEN	RAD	DEG
CL118	00°39'09" (LT)	17.08	34.17	3000.05	01°54'35"
CL119	04°48'53" (LT)	42.04	84.04	1000.10	05°43'44"
CL120	41°25'48" (RT)	42.35	80.99	112.00	51°09'25"
CL121	52°56'30" (LT)	30.37	56.36	61.00	93°55'39"
CL143	73°07'20" (LT)	222.48	382.87	300.00	19°05'55"
CL144	05°59'44" (RT)	3.66	7.30	69.80	82°05'08"
CL145	44°31'36" (RT)	24.97	47.41	61.00	93°55'39"



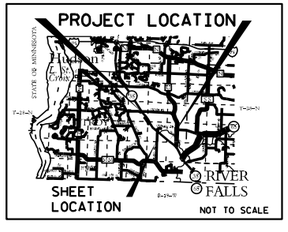
PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
SEC2225	OTR2323	S 89°08'21" E	2593.06'
OTR2323	TIE1001	N 00°26'08" E	518.39'
TIE1001	SIXT9	N 00°26'08" E	801.20'
SIXT9	OTR1423	N 00°26'08" E	3946.03'

COURSE TABLE			
FROM	TO	BEARING	DIST.
TIE1001	PRW1101	S 89°53'30" W	33.00'
PRW1101	PRW1102	N 17°28'14" W	104.77'
PRW1102	PRW1103	N 00°06'30" W	76.80'
PRW1103	PRW1104	N 02°09'55" W	125.34'
PRW1104	PRW1106	N 07°01'38" W	145.86'
PRW1106	PRW1107	N 11°11'21" W	187.98'
PRW1107	PRW1108	N 05°40'20" W	122.79'
PRW1108	PRW1109	S 87°34'14" W	217.13'
PRW1109	TIE601	N 02°25'27" W	63.18'
TIE601	SIXT9	S 89°02'39" E	361.55'
SIXT9	TIE1002	S 00°26'08" W	88.81'
TIE1002	TIE1001	S 00°26'08" W	712.39'

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
RADIO ROAD		
PRW1101	179+00.00	28.73'L
TIE1001	179+00.00	4.27'R
PRW1102	180+00.00	60.00'L
PRW1103	180+76.80	60.00'L
PRW1104	182+00.88	65.00'L
PRW1106	183+46.31	85.00'L
PRW1107	185+40.26	110.00'L
TIE1002	186+16.83	0.09'L
SIXT9	187+19.18	51.04'L
PAULSON ROAD		
TIE601	13+82.87	31.82'R
PRW1109	13+82.87	95.00'R
PRW1108	16+00.00	95.00'R
TLE1101	14+85.00	95.00'R
TLE1102	14+85.00	110.00'R
TLE1104	15+25.00	95.00'R
TLE1103	15+25.00	110.00'R

SCALE, FEET
0 100 200

GN



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
30	AT&T WISCONSIN	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
13	PAUL & ELIZABETH POULIOS	FEE	0.07	0.11	0.18	---
14	RONALD J & MICHELE A SZNAIDER	FEE TLE ACCESS	1.30	0.50	1.80	0.01

EXISTING PROPERTY PIPES		
POINT NO.	NORTH (Y)	EAST (X)
PROP32	312866.68	537477.94
PROP33	312536.23	537477.10

UTILITY EASEMENT INFORMATION
PARCEL 13 NO UTILITY INFORMATION FOUND
PARCEL 14 NO UTILITY INFORMATION FOUND

NOTES:

REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN ST. CROIX COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 949399 OF TPP'S FOR ADDITIONAL INFORMATION.

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

DAN ANDERSON — PRINTED NAME — SIGNATURE — 02/29/2012 DATE

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

MICHAEL PILLER — PRINTED NAME — SIGNATURE — 02/29/2012 DATE

FILE NAME : C:\users\P\D8\72000201\DGN\72000221_4.11.DGN
APPRAISAL PLAT DATE : 02/29/2012
PLOT DATE : 14-MAR-2012 14:59
PLOT BY : dotdza
PLOT NAME :
PLOT SCALE : 200:1

4.

TRANSPORTATION PROJECT PLAT NO: 7200-02-21-4.12

PART OF LOTS 1 AND 2 C.S.M. 9/2464, IN THE SE1/4 OF THE NE1/4, TOWN OF TROY, AND PARTS OF LOT 1 C.S.M. 19-4851 AND THE SE1/4 OF THE NE1/4, CITY OF RIVER FALLS, ALL IN SECTION 23, TOWN 28 NORTH, RANGE 19 WEST, ST. CROIX COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 RIVER FALLS - HUDSON (RADIO ROAD INTERCHANGE B - 55 - 0232)

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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ST. CROIX COUNTY, WISCONSIN AT 2:01 PM ON 3/2/2012 AS DOCUMENT # 951765 AND FILED IN VOL. TPP 1 PG. 78

BETH PABST
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7200-02-21-4.12
AMENDMENT NO:

PROJECT LOCATION

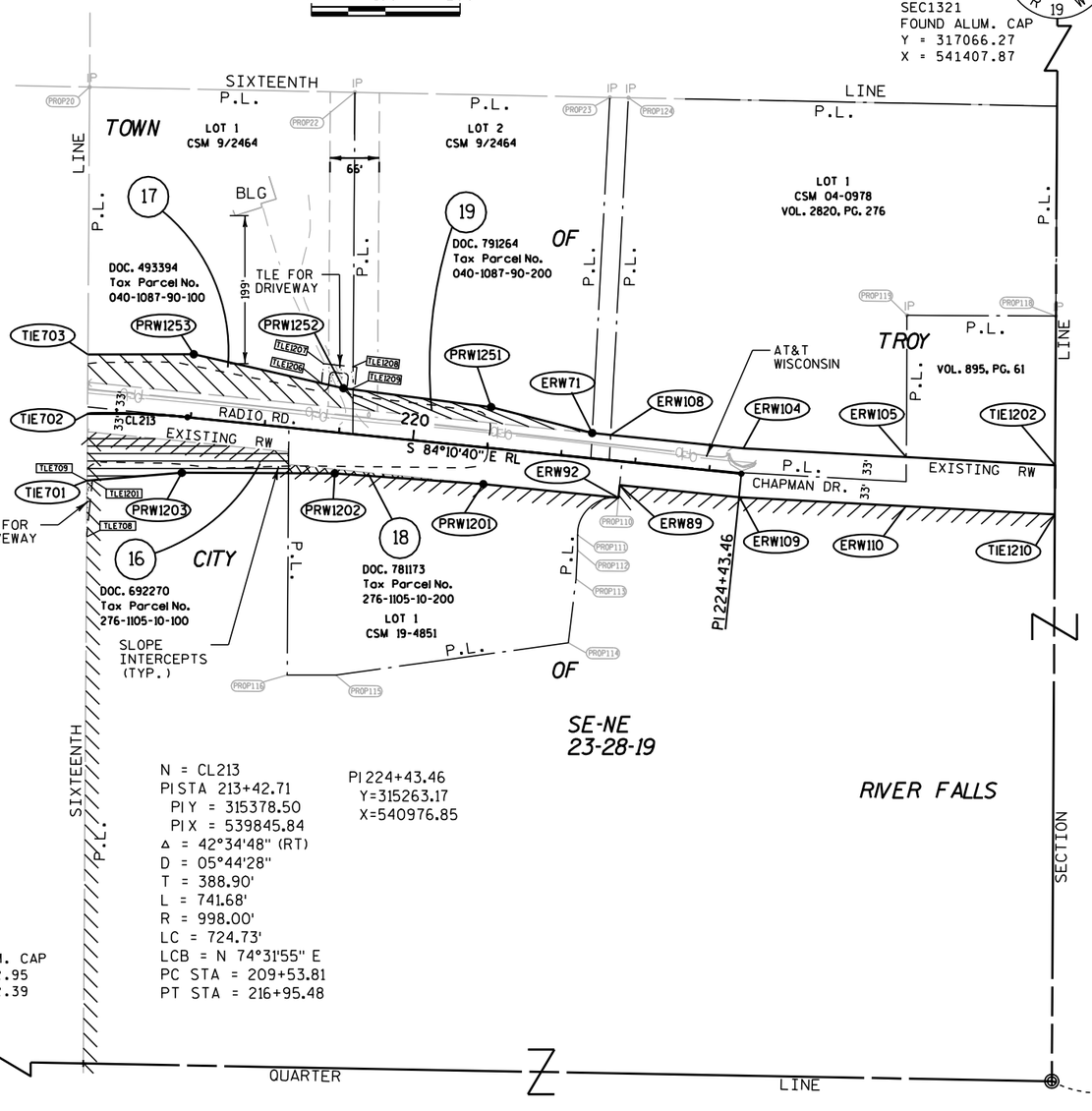


NOT TO SCALE

GN

SCALE, FEET
0 100 200

EXISTING PROPERTY PIPES		
POINT NO.	NORTH (Y)	EAST (X)
PROP32	312866.68	537477.94
PROP33	312536.23	537477.10
PROP20	315782.44	540101.35
PROP22	315775.40	540457.78
PROP23	315768.63	540800.14
PROP110	315230.89	540811.63
PROP111	315180.90	540756.69
PROP112	315160.39	540756.79
PROP113	315121.99	540754.62
PROP114	315036.18	540744.48
PROP115	314992.81	540431.92
PROP116	314992.81	540366.77
PROP117	315325.69	540368.93
PROP118	315474.89	541399.34
PROP119	315475.96	541199.35
PROP124	315768.14	540825.13



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
16	ARCON DEVELOPMENT INC	FEE, TLE	0.28	0.21	0.49	0.01
17	THOMAS G & KIM JENSEN	FEE, TLE	0.33	0.27	0.60	0.03
18	CITY OF RIVER FALLS	FEE	0.03	0.51	0.54	---
19	ANN L JENSEN TRUST	FEE	0.13	0.24	0.37	0.01

POINT TABLE - STATION AND OUT		
POINT #	STATION	DISTANCE
RADIO ROAD		
TLE708	215+53.25	165.00'R
TIE701	215+57.17	89.71'R
TLE709	215+57.17	89.71'R
TIE702	215+61.07	0.00'
TIE703	215+63.98	79.48'L
TLE1201	215+65.00	89.36'R
PRW1203	216+95.48	75.00'R
PRW1253	216+95.48	85.00'L
TLE1207	218+70.00	90.00'L
TLE1206	218+70.00	63.67'L
PRW1252	219+00.00	60.00'L
PRW1202	219+00.00	55.00'R
TLE1208	219+10.00	90.00'L
TLE1209	219+10.00	59.65'L
PRW1251	221+00.00	55.00'L
PRW1201	221+00.00	49.12'R
ERW71	222+38.50	34.07'L
ERW108	222+63.51	34.10'L
ERW89	222+82.34	31.88'R
ERW92	222+82.36	48.88'R
ERW104	224+42.59	34.29'L

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
OTR2215	OTR2315	S 88°57'01" E	5222.32'
OTR2315	SEC1321	N 00°18'25" E	2619.04'
SEC1321	TIE1202	S 00°18'25" W	1791.64'
TIE1202	TIE1210	S 00°18'25" W	66.08'
TIE1210	OTR2315	S 00°18'25" W	761.32'

COURSE TABLE			
FROM	TO	BEARING	DIST.
TIE1210	ERW110	N 86°53'40" W	200.24'
ERW110	ERW109	N 86°53'40" W	223.93'
ERW109	ERW89	N 84°14'19" W	161.85'
ERW89	ERW92	S 05°45'56" W	17.00'
ERW92	PRW1201	N 84°15'16" W	182.36'
PRW1201	PRW1202	N 85°51'43" W	200.09'
PRW1202	PRW1203	N 89°45'47" W	205.50'
PRW1203	TIE701	S 85°14'54" W	127.64'
TIE701	TIE702	N 00°22'17" E	89.79'
TIE702	TIE703	N 00°22'17" E	79.54'
TIE703	PRW1253	N 89°49'51" E	142.33'
PRW1253	PRW1252	S 77°12'32" E	206.04'
PRW1252	PRW1251	S 82°44'45" E	200.06'
PRW1251	ERW71	S 75°34'59" E	140.08'
ERW71	ERW108	S 84°15'58" E	25.00'
ERW108	ERW104	S 84°14'19" E	179.09'
ERW104	ERW105	S 86°53'50" E	219.17'
ERW105	TIE1202	S 86°53'29" E	200.24'
TIE1202	TIE1210	S 00°18'25" W	66.08'

UTILITY EASEMENT INFORMATION
PARCEL 16 NO UTILITY INFORMATION FOUND
PARCEL 17 NO UTILITY INFORMATION FOUND
PARCEL 18 NO UTILITY INFORMATION FOUND
PARCEL 19 NO UTILITY INFORMATION FOUND

NOTES:
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN ST. CROIX COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 949399 OF TPP'S.

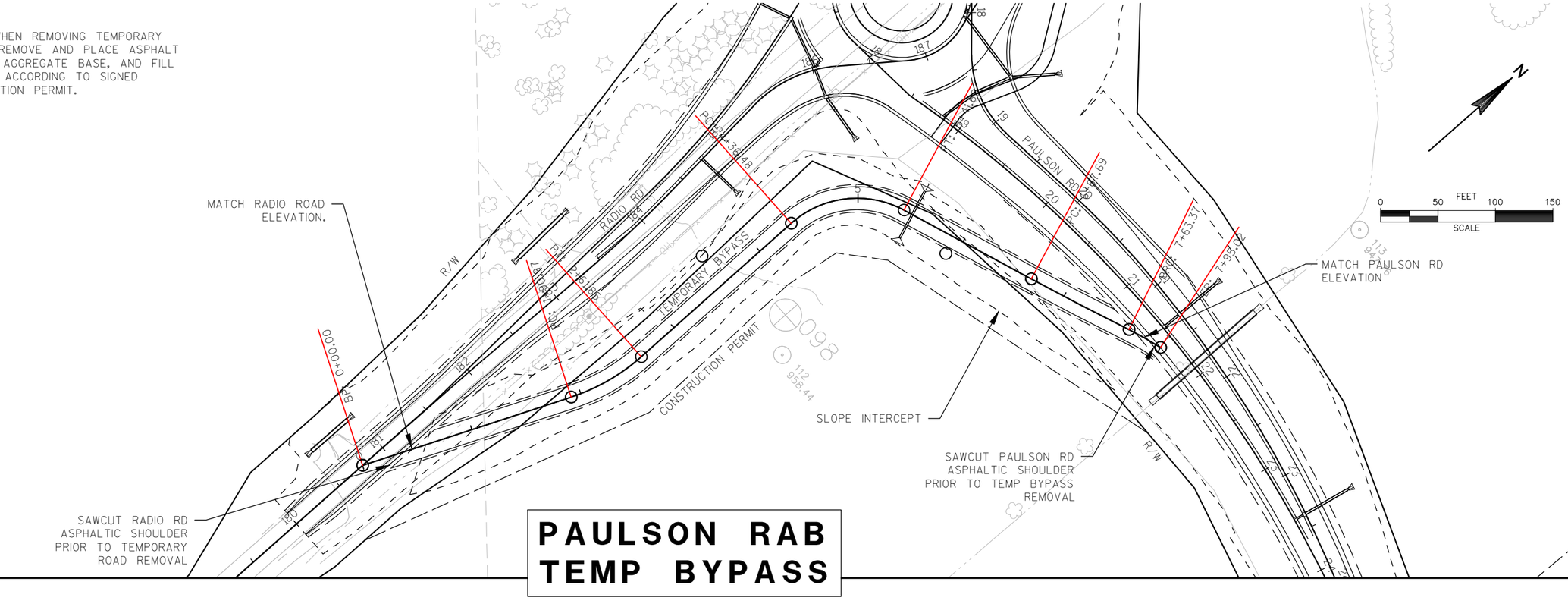
I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

DAN ANDERSON — PRINTED NAME
Daniel M Anderson — SIGNATURE
02/29/2012 — DATE

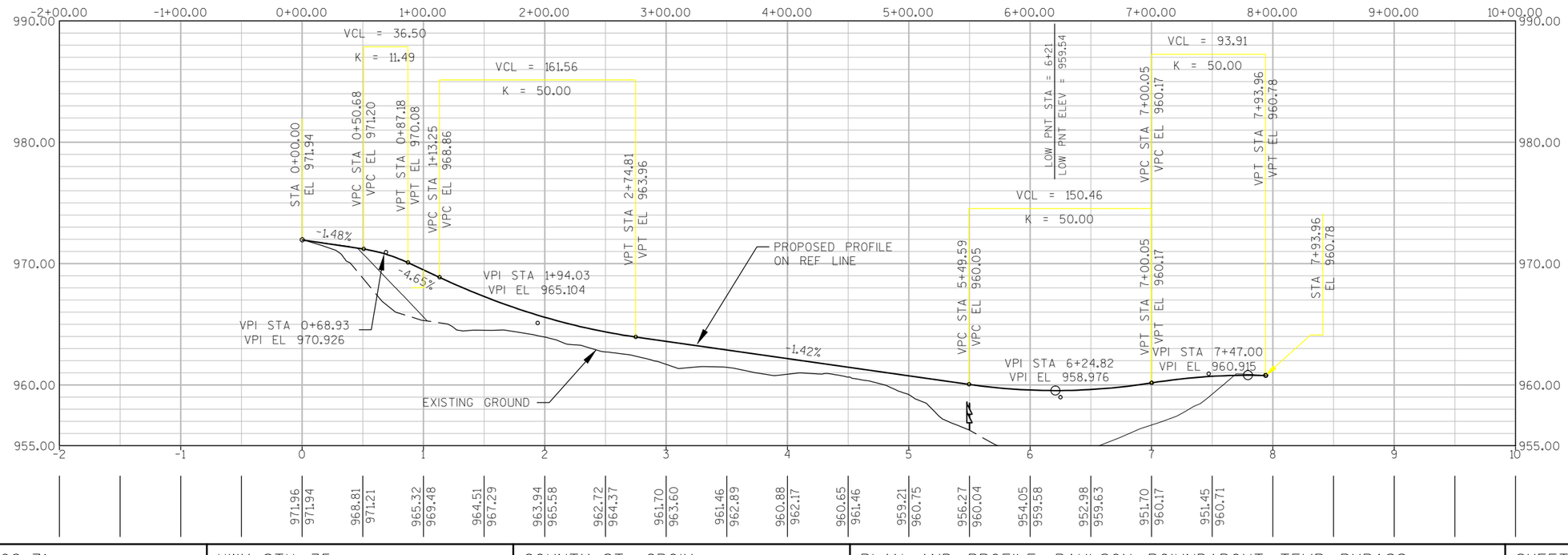
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

MICHAEL PILLER — PRINTED NAME
Michael Piller — SIGNATURE
02/29/2012 — DATE

NOTE: WHEN REMOVING TEMPORARY BYPASS, REMOVE AND PLACE ASPHALT MILLINGS, AGGREGATE BASE, AND FILL MATERIAL ACCORDING TO SIGNED CONSTRUCTION PERMIT.



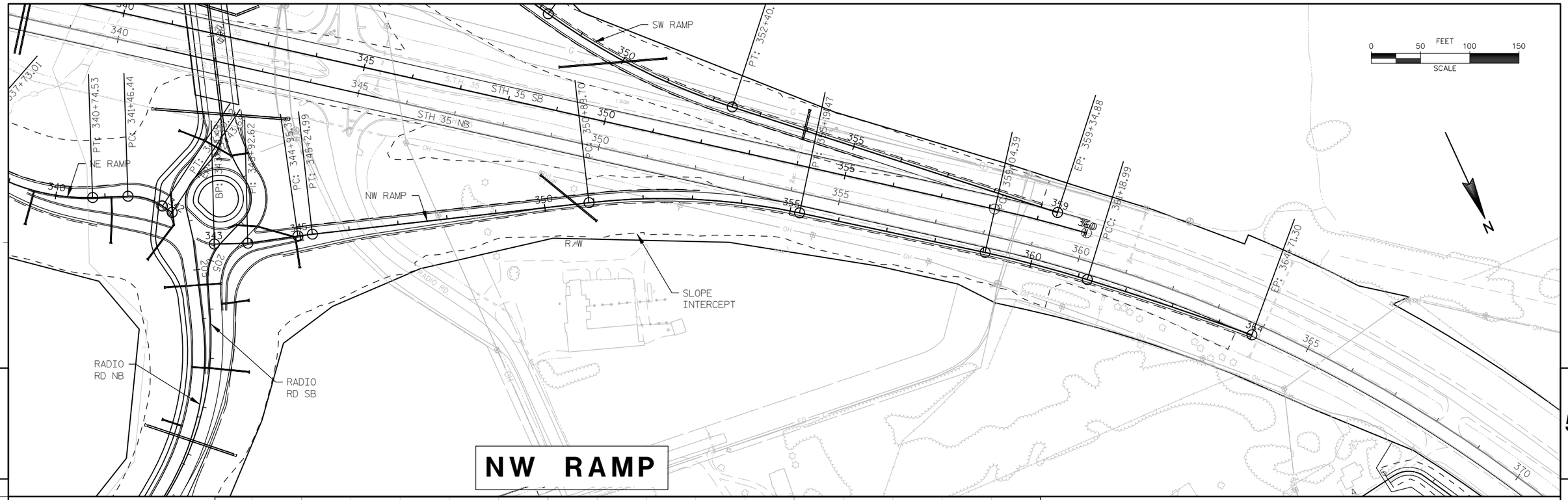
PAULSON RAB TEMP BYPASS



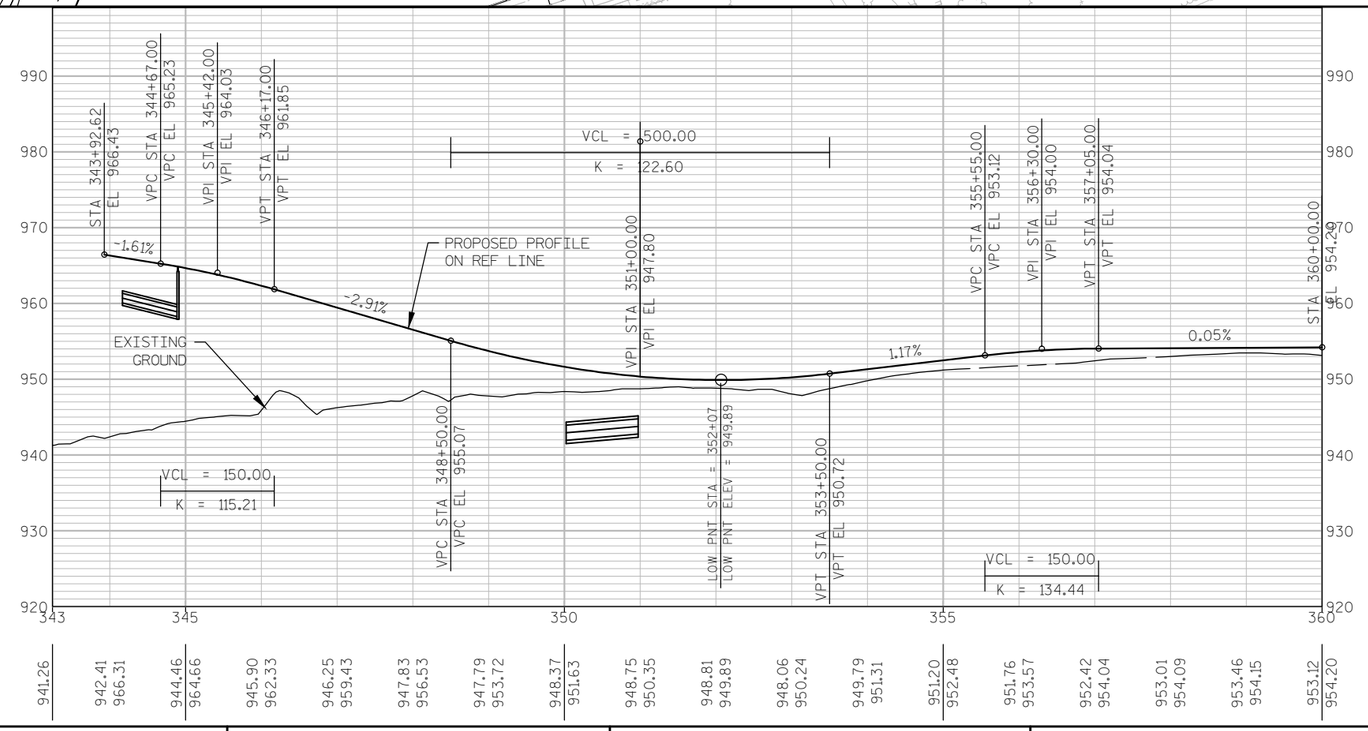
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: PAULSON ROIUNDABOUT TEMP BYPASS	SHEET _____	E

FILE NAME : C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\050029_PP_TEMPBYPASS.DWG PLOT DATE : 1/9/2013 5:13 PM PLOT BY : ANDRITSCH, ERIC RYAN PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT

WISDOT/CAD SHEET 44

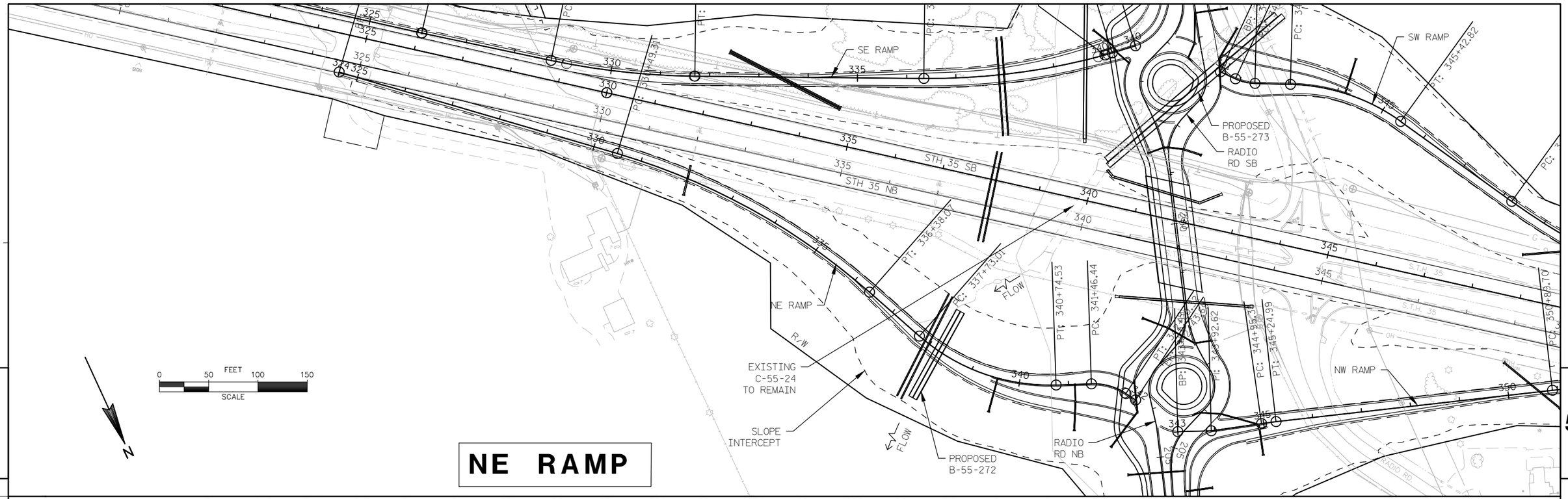


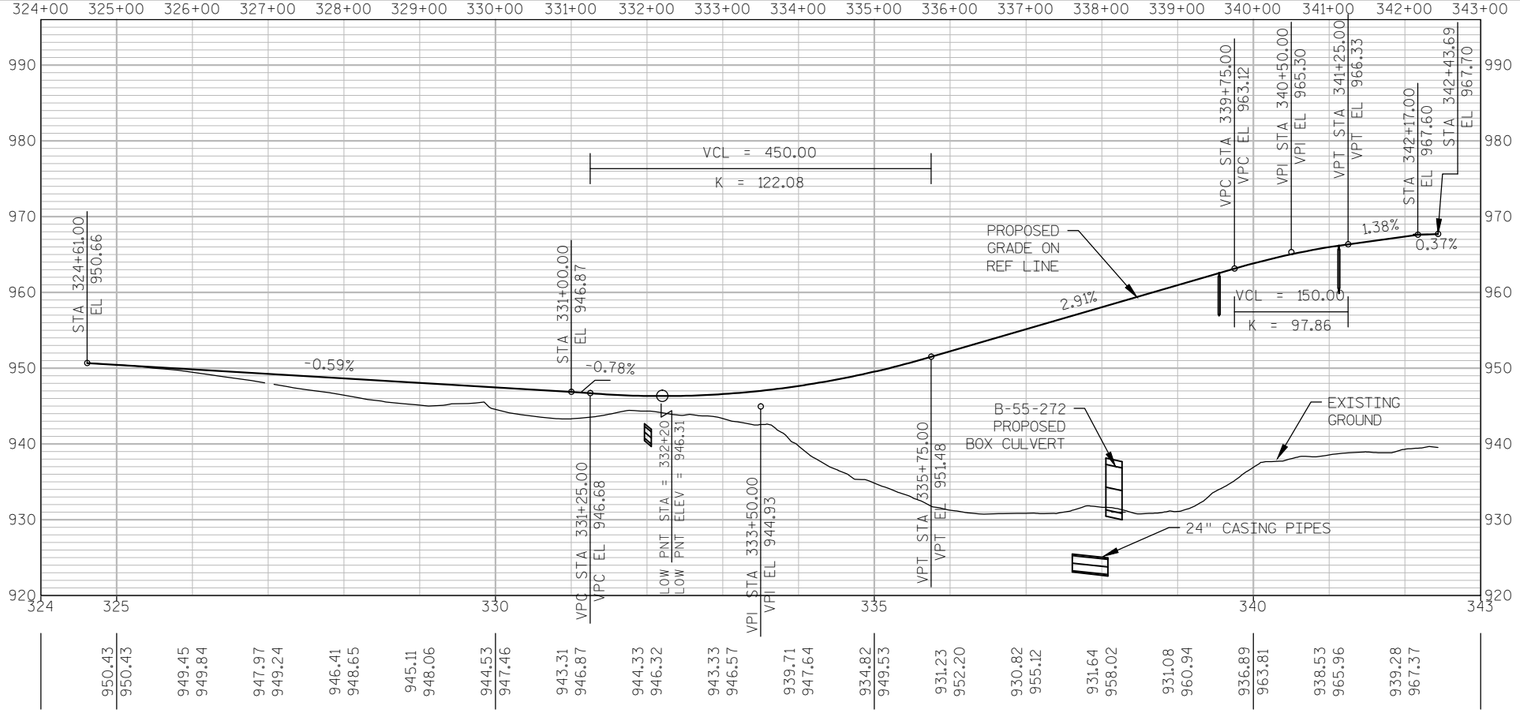
NW RAMP



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: NW RAMP	SHEET 286	E

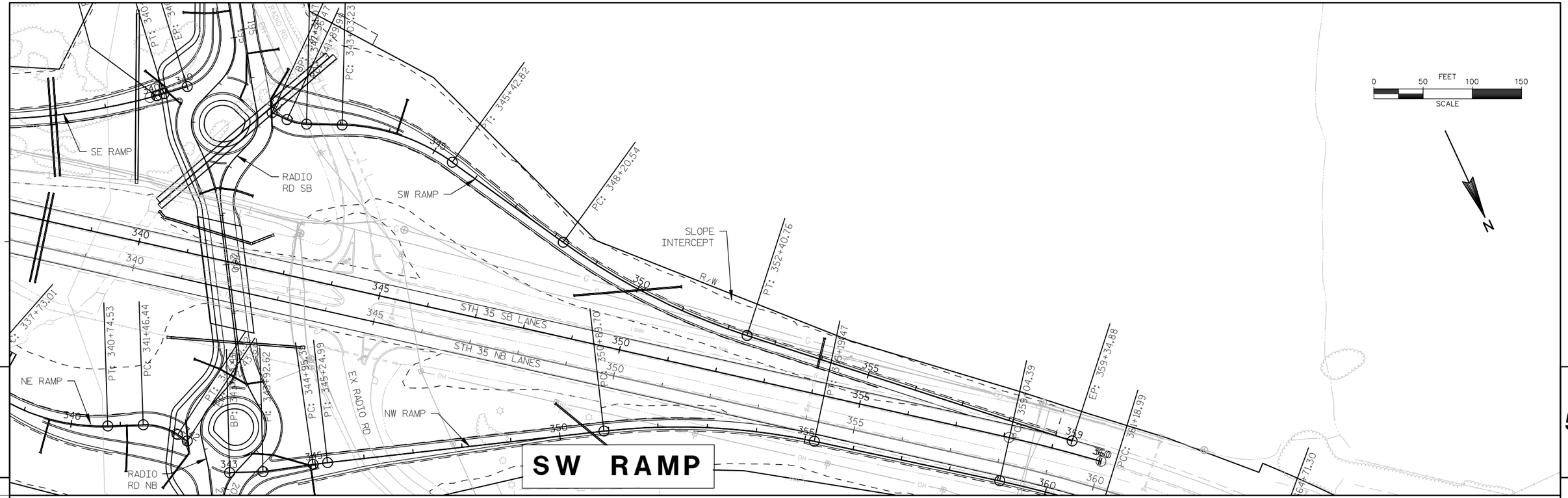
NE RAMP



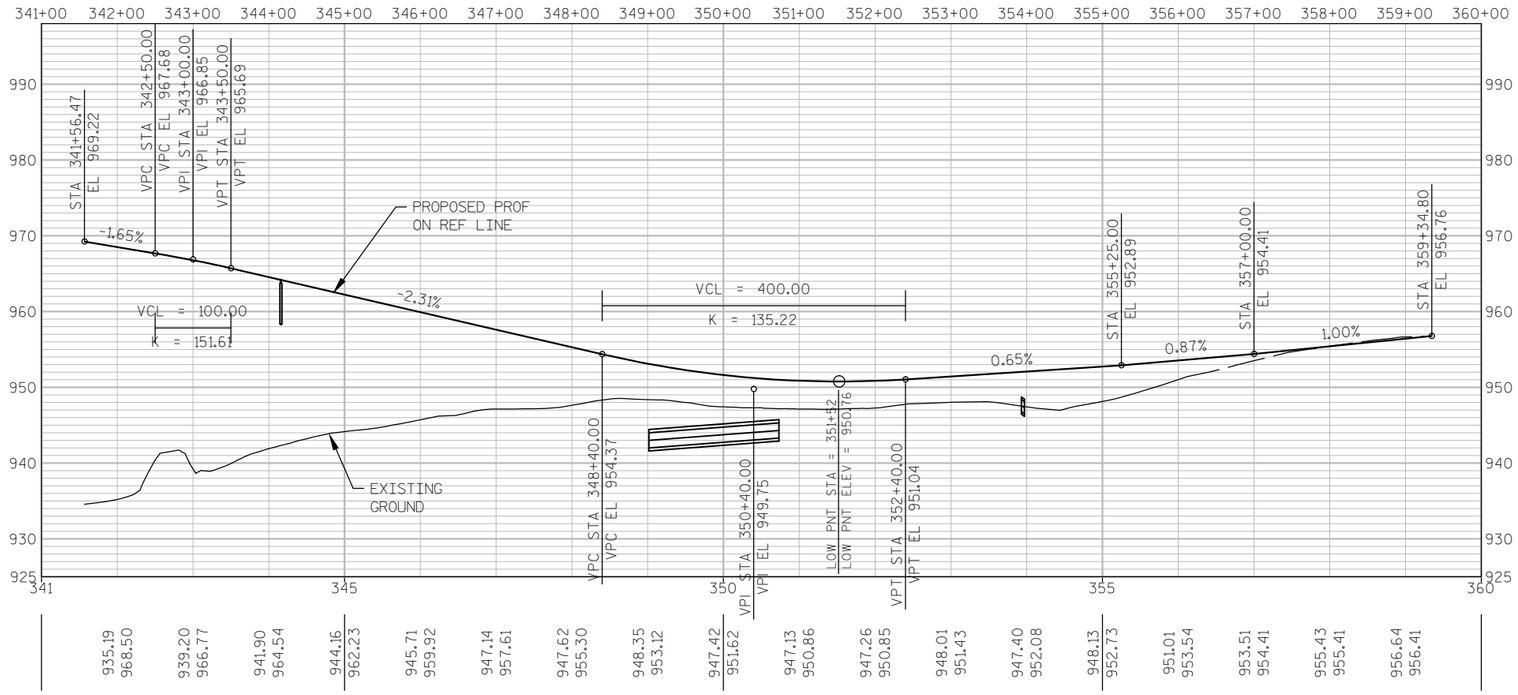


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: NE RAMP	SHEET	E

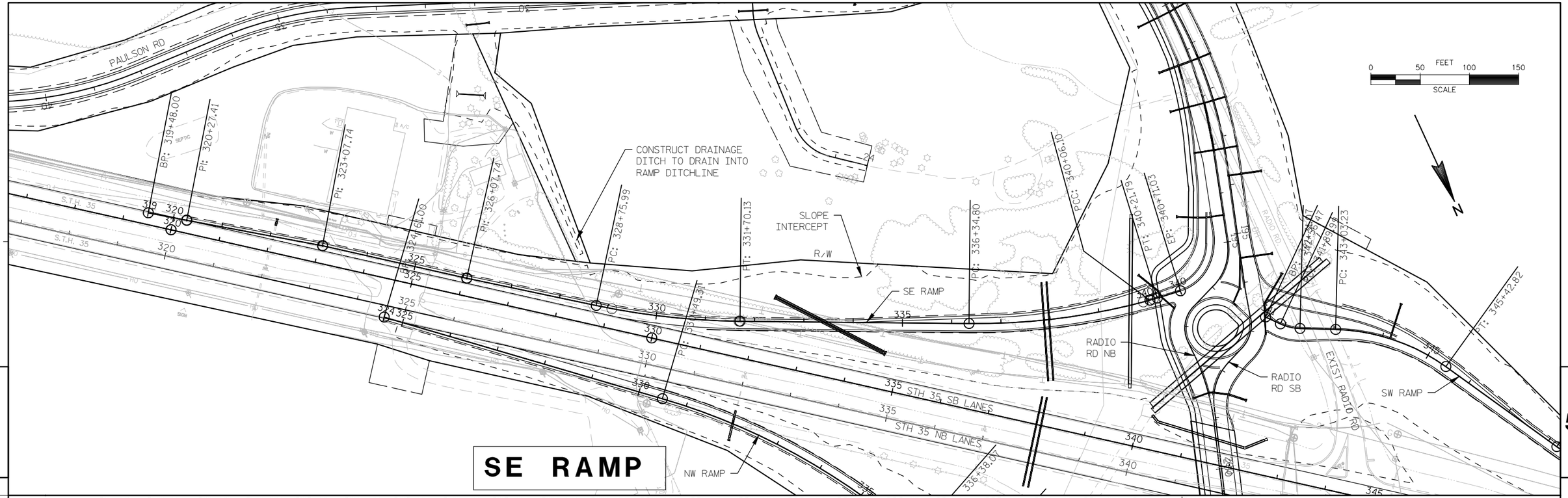
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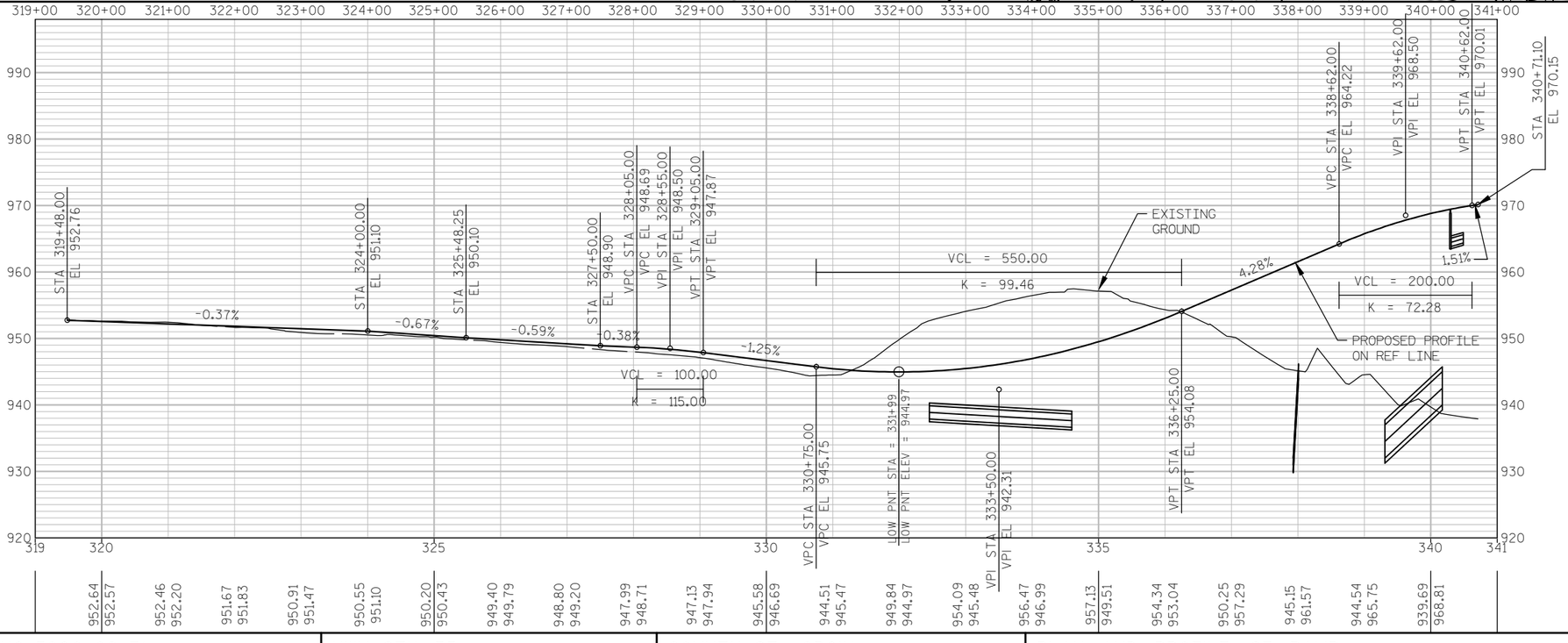


SW RAMP

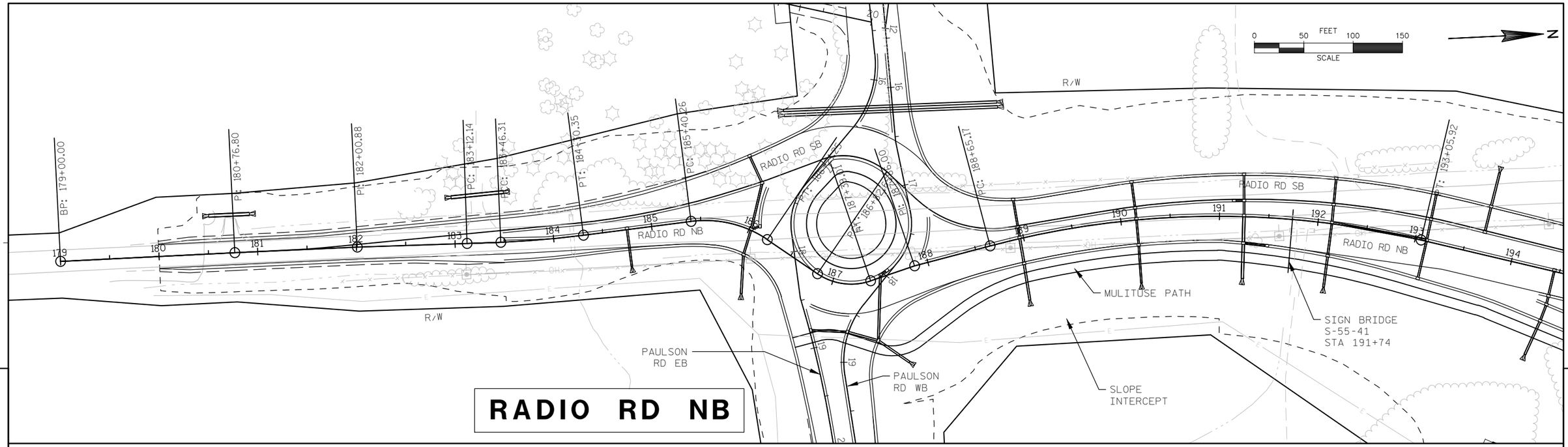


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: SW RAMP	SHEET 288	E

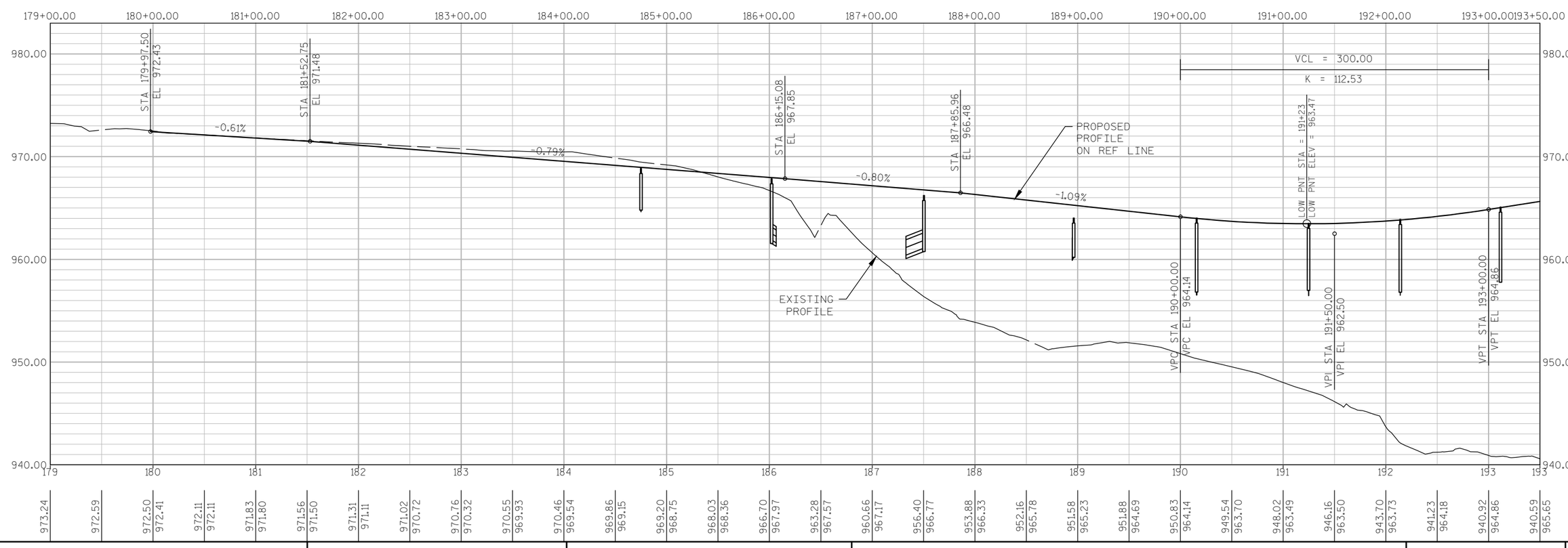




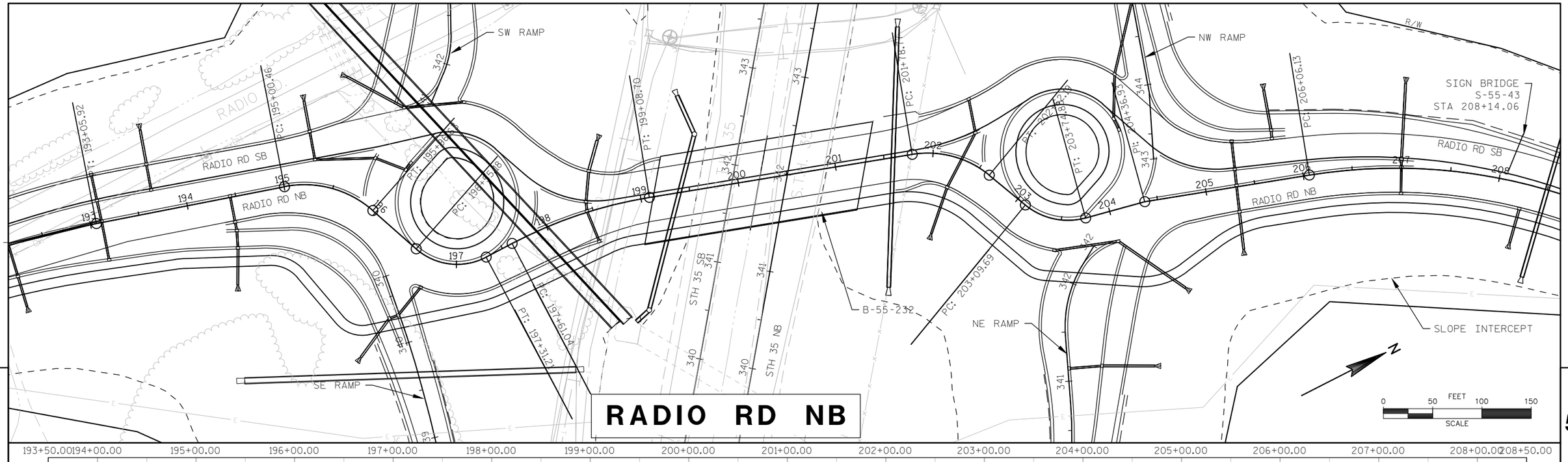
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: SE RAMP	SHEET 289 E



RADIO RD NB



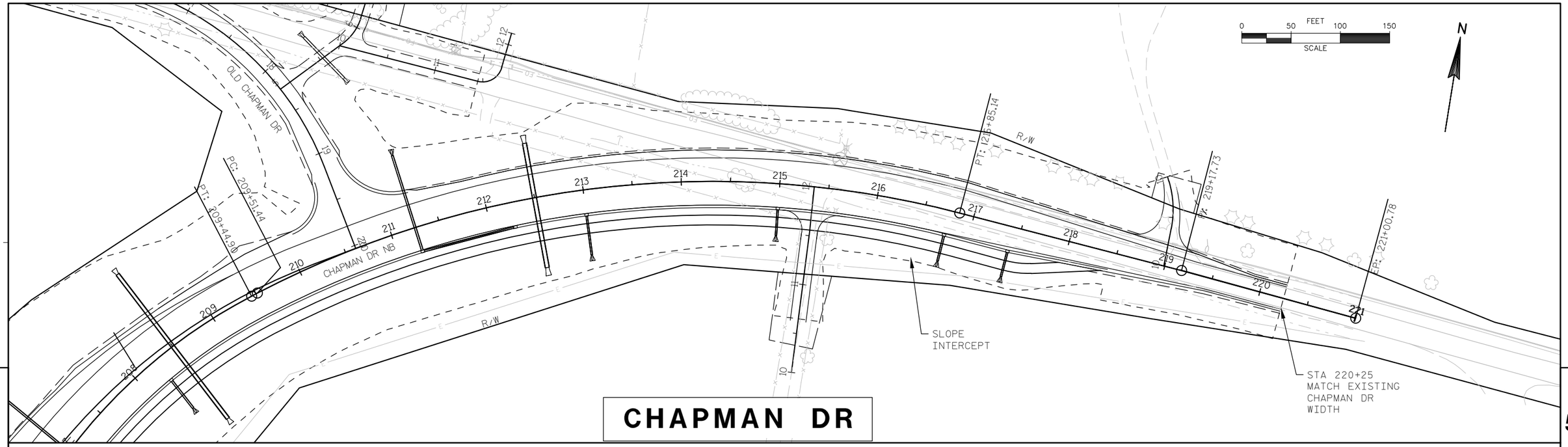
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: RADIO ROAD NB	SHEET 290 E



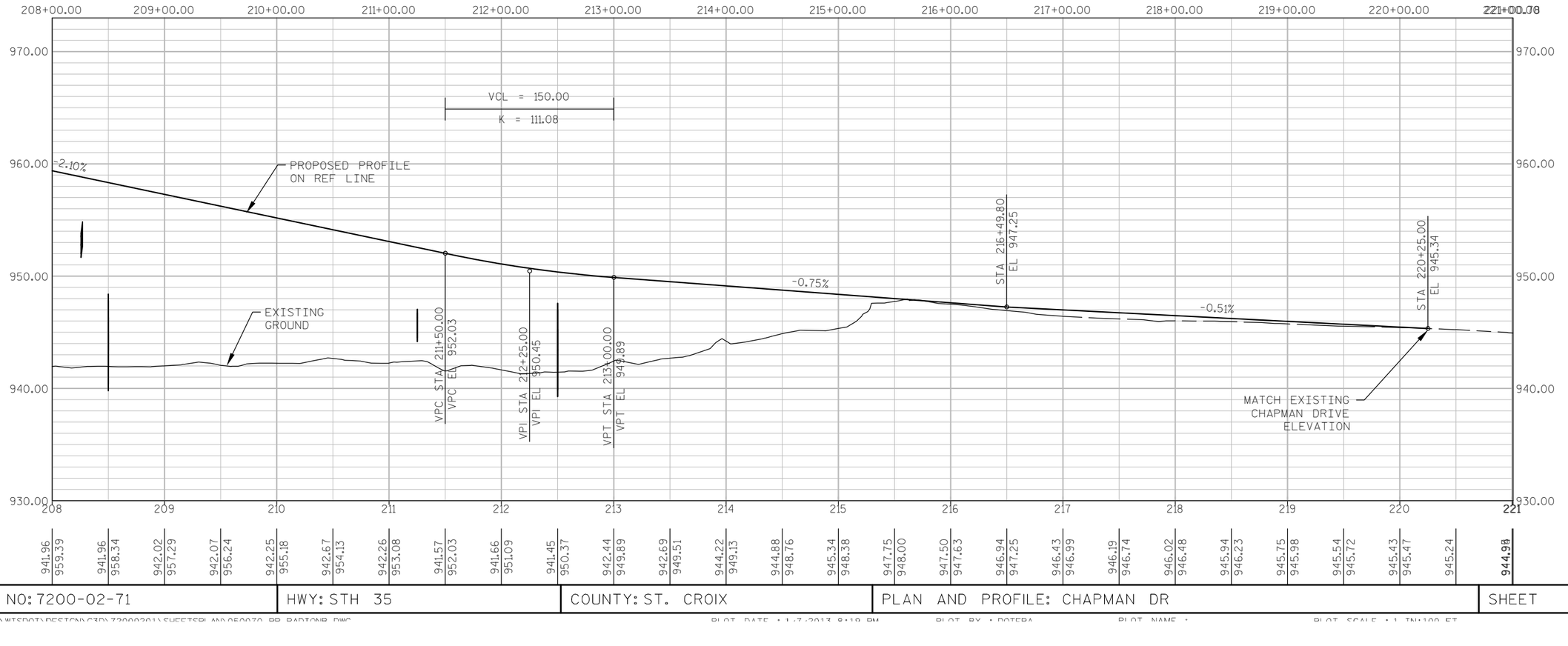
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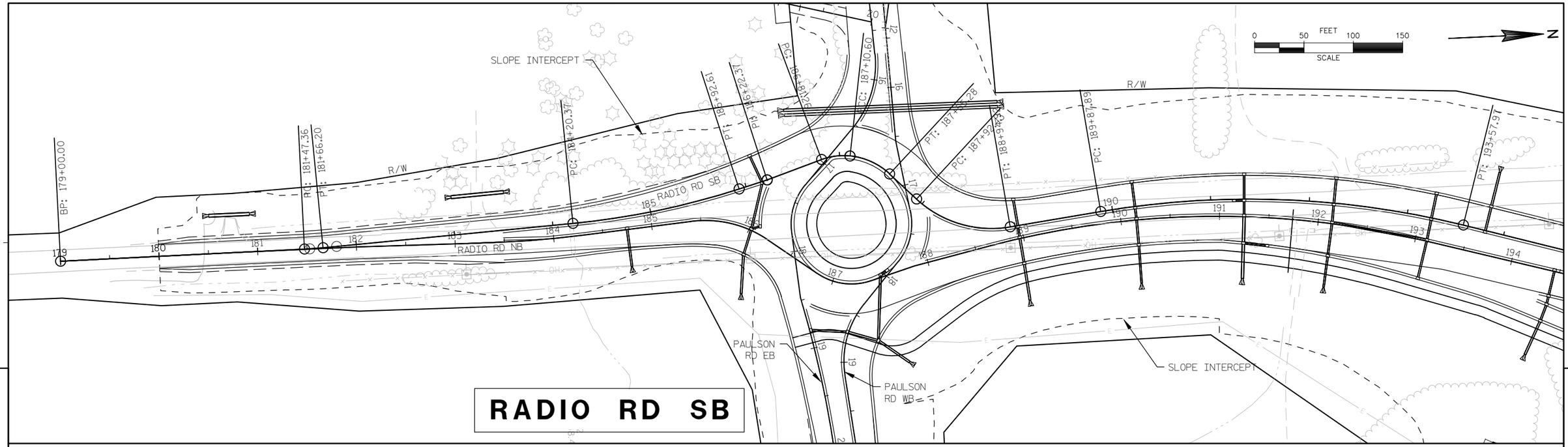
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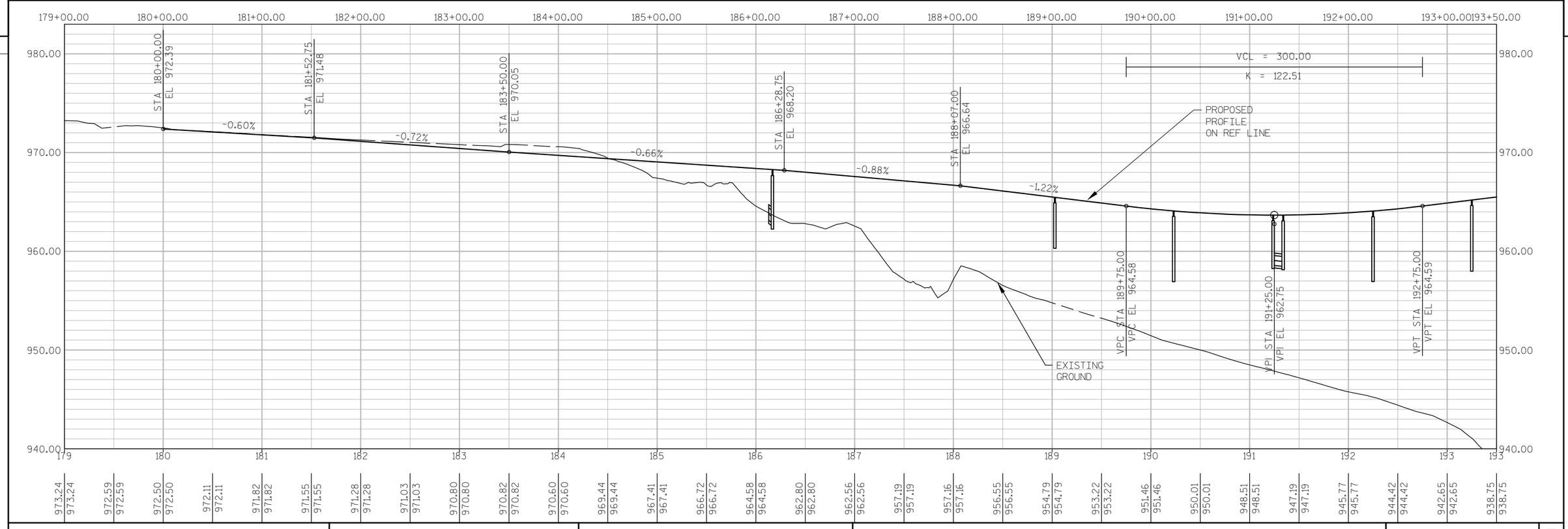
CHAPMAN DR



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: CHAPMAN DR	SHEET 292	E



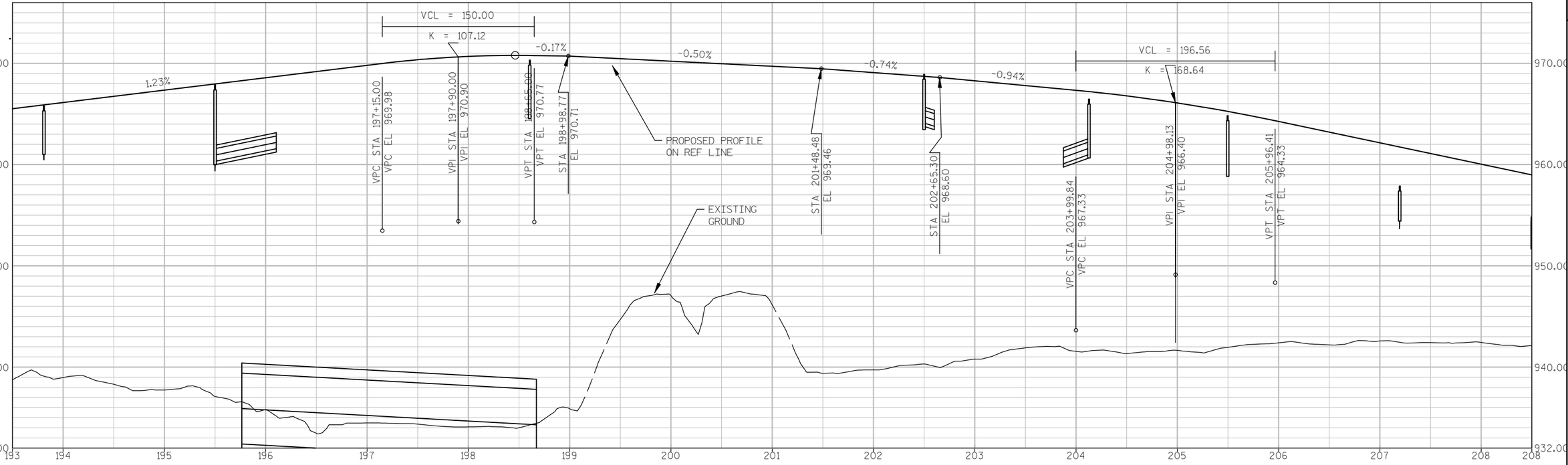
RADIO RD SB



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: RADIO ROAD SB	SHEET 293 E

RADIO RD SB

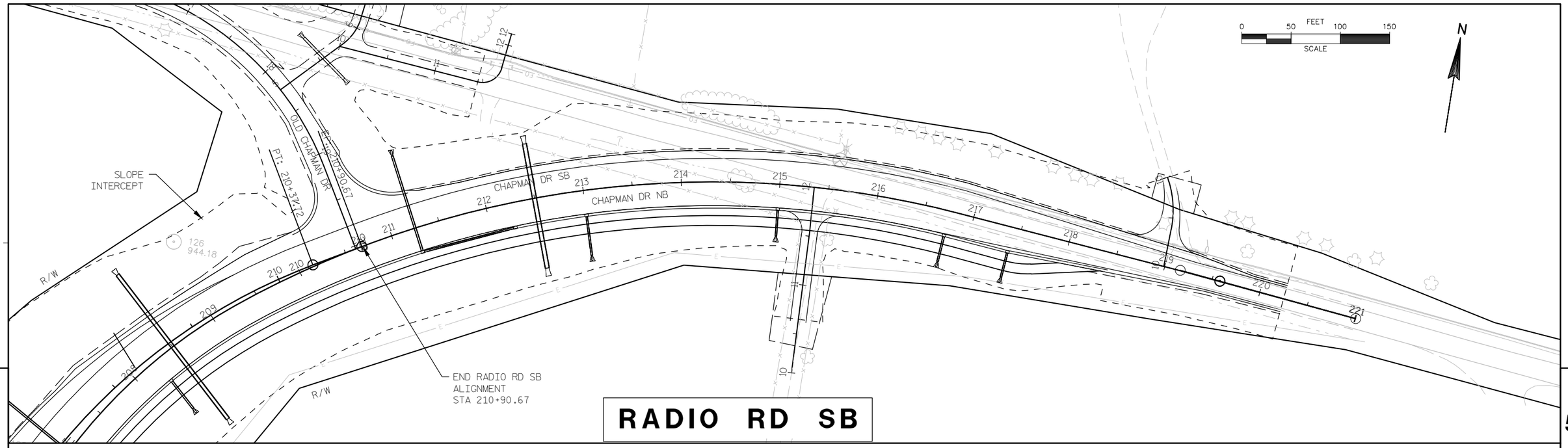
SW RAMP
NW RAMP
NE RAMP
SE RAMP
RADIO RD SB
RADIO RD NB
RADIO RD.
STH 35 SB
STH 35 NB
S-55-43
PI: 193+57.91
PC: 196+14.38
PC: 342
PT: 197+40.02
PC: 197+84.55
PI: 198+57.07
PI: 201+86.55
PI: 202+77.62
PI: 203+14.34
PI: 203+44.81
PC: 204+59.83
PT: 205+44.26
PC: 206+16.77



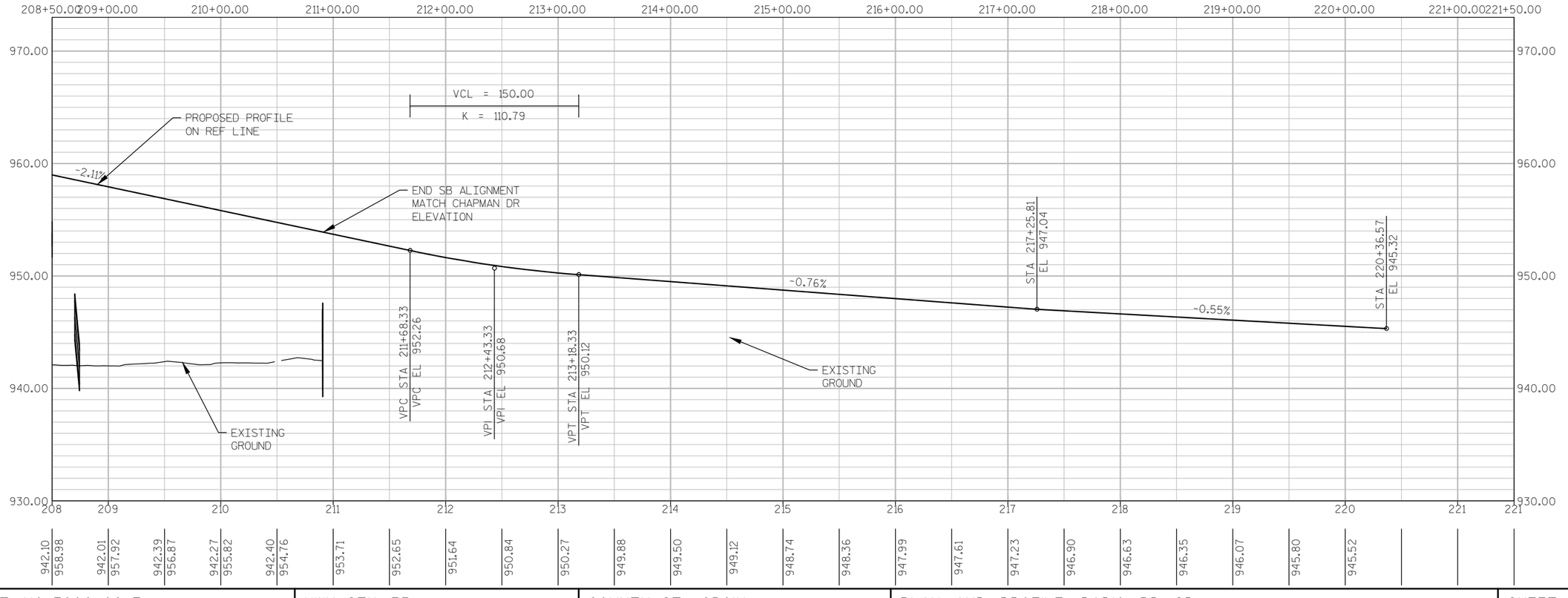
938.75 965.51 | 938.97 966.12 | 938.31 966.73 | 937.75 967.35 | 937.12 967.96 | 935.80 968.57 | 933.46 969.18 | 934.48 969.80 | 934.37 970.35 | 934.10 970.69 | 934.01 970.78 | 935.89 970.70 | 944.69 970.45 | 947.07 970.20 | 947.02 969.95 | 946.16 969.70 | 939.40 969.45 | 939.72 969.08 | 940.30 968.71 | 940.79 968.27 | 941.90 967.80 | 941.56 967.33 | 941.34 966.78 | 941.65 966.09 | 941.96 965.24 | 942.39 964.25 | 942.20 963.20 | 942.59 962.14 | 942.42 961.09 | 942.43 960.03 | 942.10 958.98

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: RADIO RD SB	SHEET E

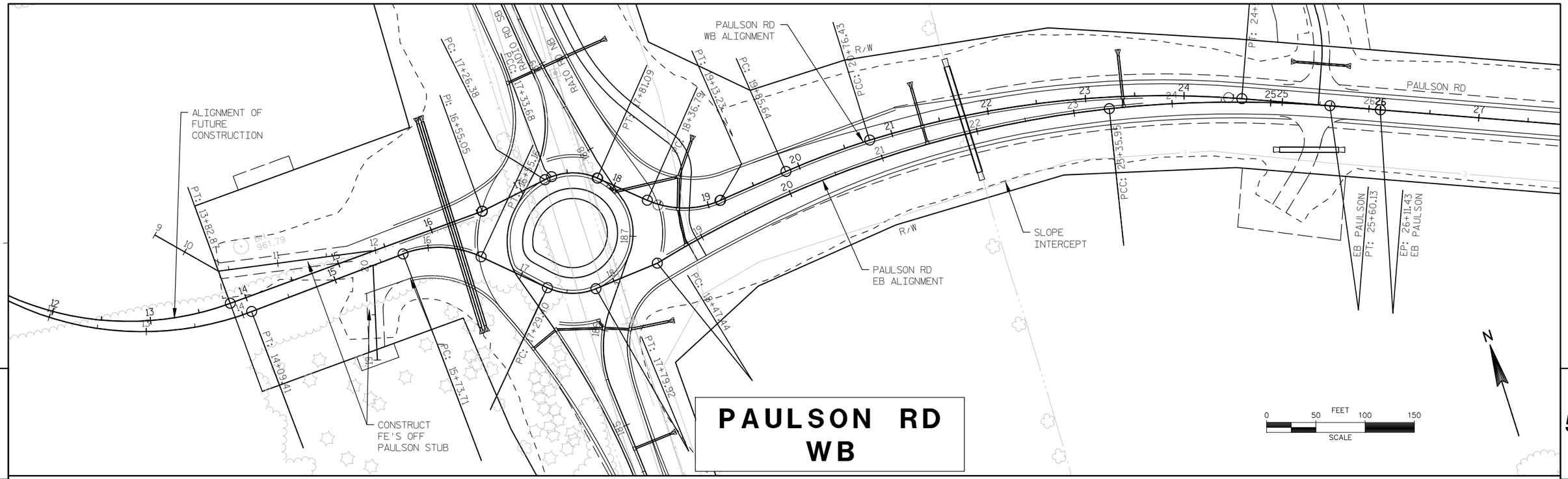
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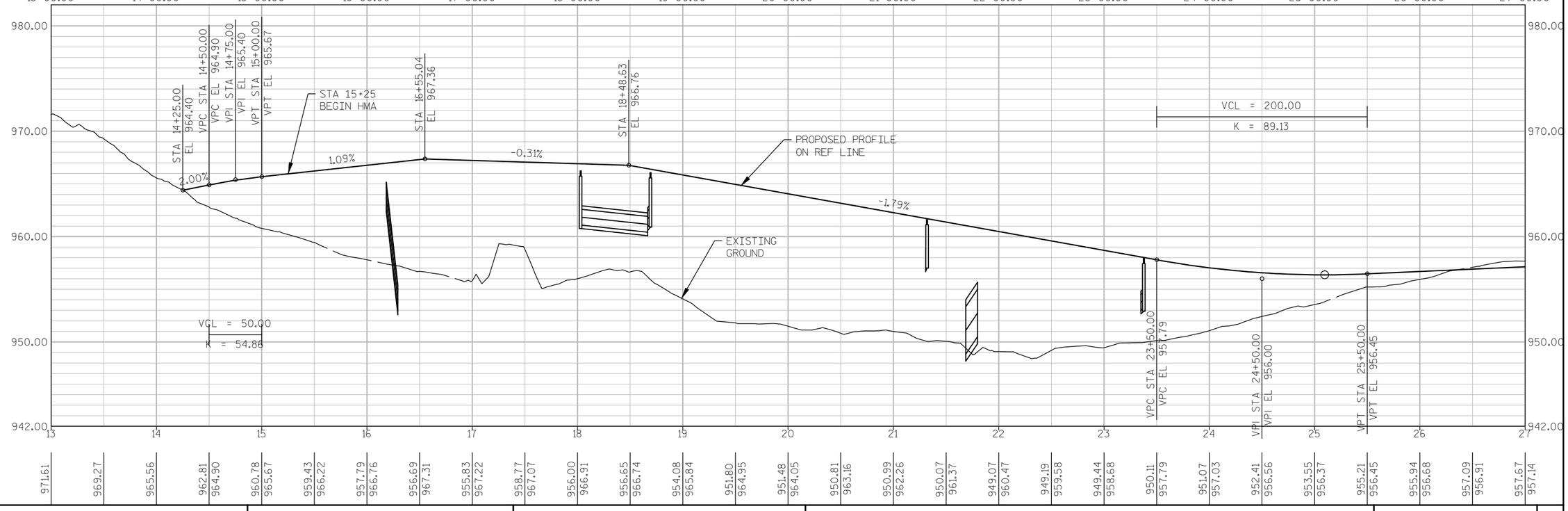


RADIO RD SB

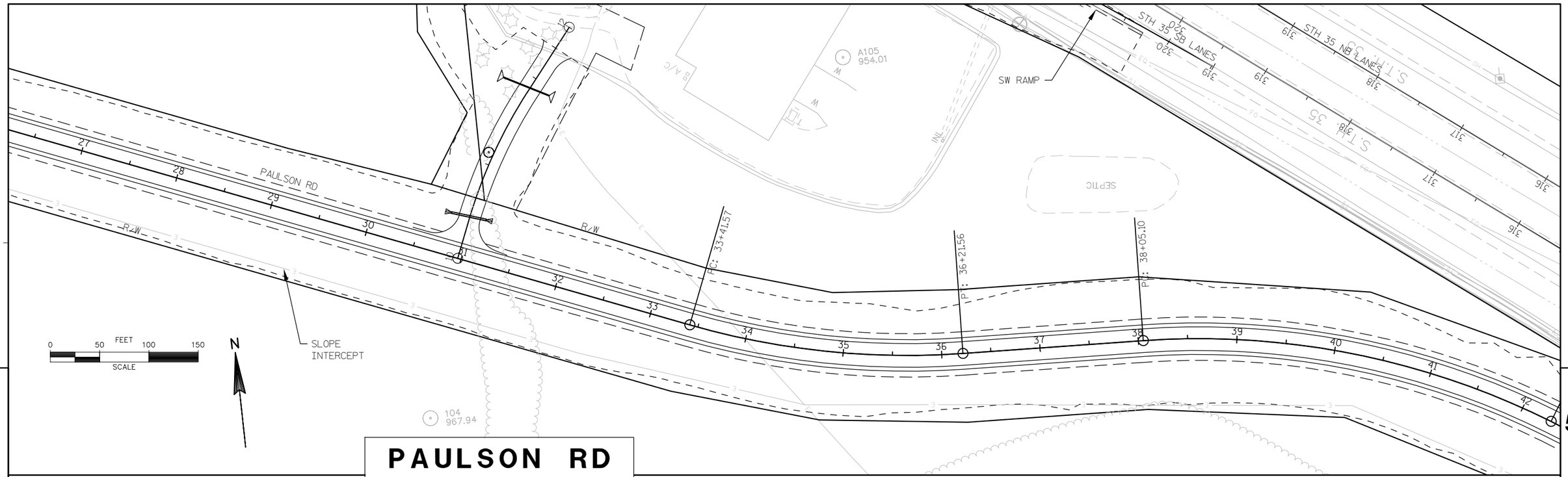


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: RADIO RD SB	SHEET 295	E

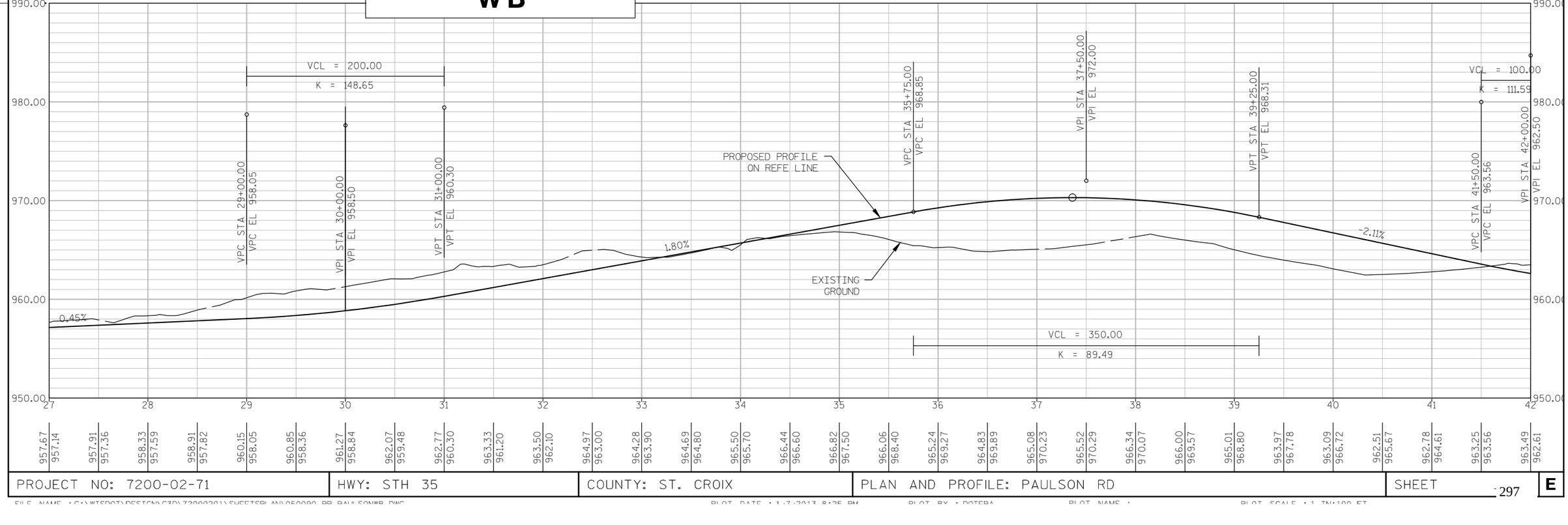




PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: PAULSON RD	SHEET 296 E



PAULSON RD WB



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: PAULSON RD	SHEET

E

FILE NAME = C:\WTSDOT\DESIGN\C3D\7200201\SHEETS\PLAN\050090_PP_PAULSONWB.DWG PLOT DATE = 1/7/2013 8:35 PM PLOT BY = DOTERA PLOT NAME = PLOT SCALE = 1 IN=100 FT

PAULSON RD WB

STH 35 NB LANES

STH 35 SB LANES

PAULSON RD

R/W

SLOPE INTERCEPT

SLOPE INTERCEPT

CLEAR AND GRUB TO THE MINIMUM LIMITS POSSIBLE. PRESERVE ALL TREES POSSIBLE.

CITY OF RIVER FALLS SIGN TO REMAIN. DO NOT DISTURB DURING CONSTRUCTION.

EXISTING HYDRANT. DO NOT DISTURB DURING CONSTRUCTION.

REMOVE EXISTING C&G AROUND RADIUS TO EXISTING INLET.

SAWCUT/REMOVE EXISTING ASPHALT STA 56+88 MATCH INTO INTERSECTION.

PI: 42+31.91

PC: 47+33.32

PT: 48+11.45

PC: 50+49.42

PI: 52+23.60

PC: 53+26.00

PT: 55+45.89

EP: 56+88.51

0 50 100 150 FEET

SCALE

42+50.00 43+00.00 44+00.00 45+00.00 46+00.00 47+00.00 48+00.00 49+00.00 50+00.00 51+00.00 52+00.00 53+00.00 54+00.00 55+00.00 56+00.00 57+00.00

970.00 960.00 950.00 940.00 935.00

VCL = 100.00
K = 111.59

VCL = 172.61
K = 1163.61

-1.21%

PROPOSED PROFILE ON REF LINE -1.07%

EXISTING GROUND

VPC STA 49+97.01
VPC EL 953.21

VPI STA 52+35.45
VPI EL 950.66

VPT STA 54+73.89
VPT EL 947.99

VCL = 113.51
K = 150.00

-1.12%

-0.37%

VPT STA 42+50.00
VPT EL 961.89

VPC STA 46+48.70
VPC EL 957.05

VPI STA 47+35.00
VPI EL 956.00

VPT STA 48+21.30
VPT EL 955.08

VCL = 476.88
K = 8653.99

VPC STA 55+58.42
VPC EL 947.04

VPI STA 56+15.18
VPI EL 946.40

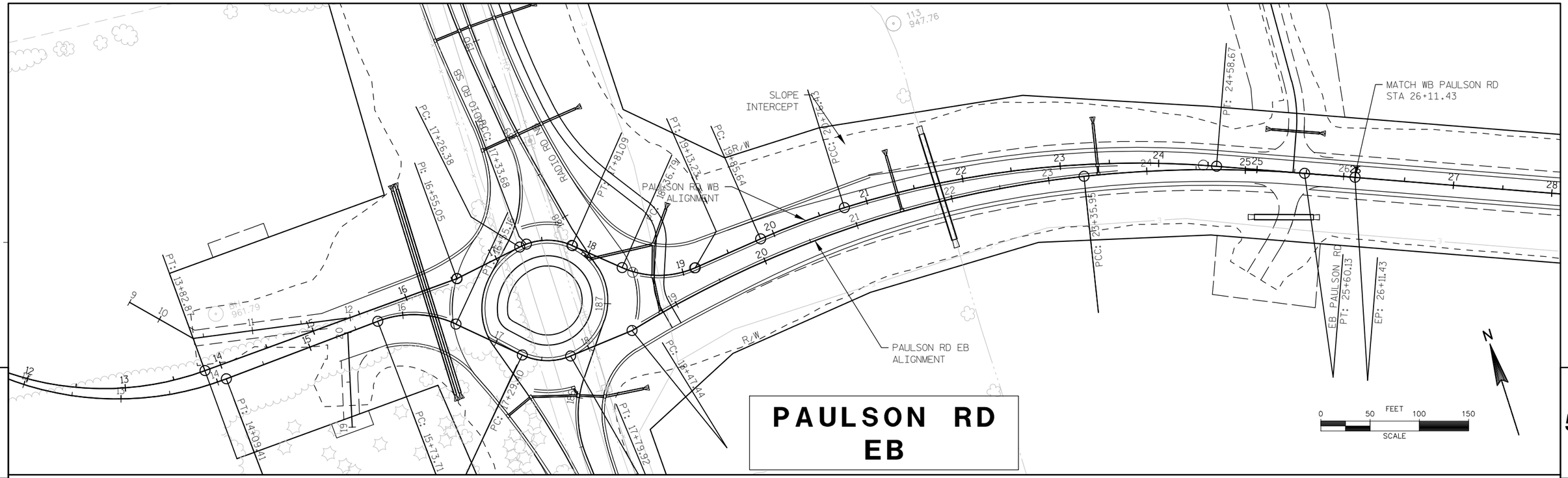
VPT STA 56+71.93
VPT EL 946.20

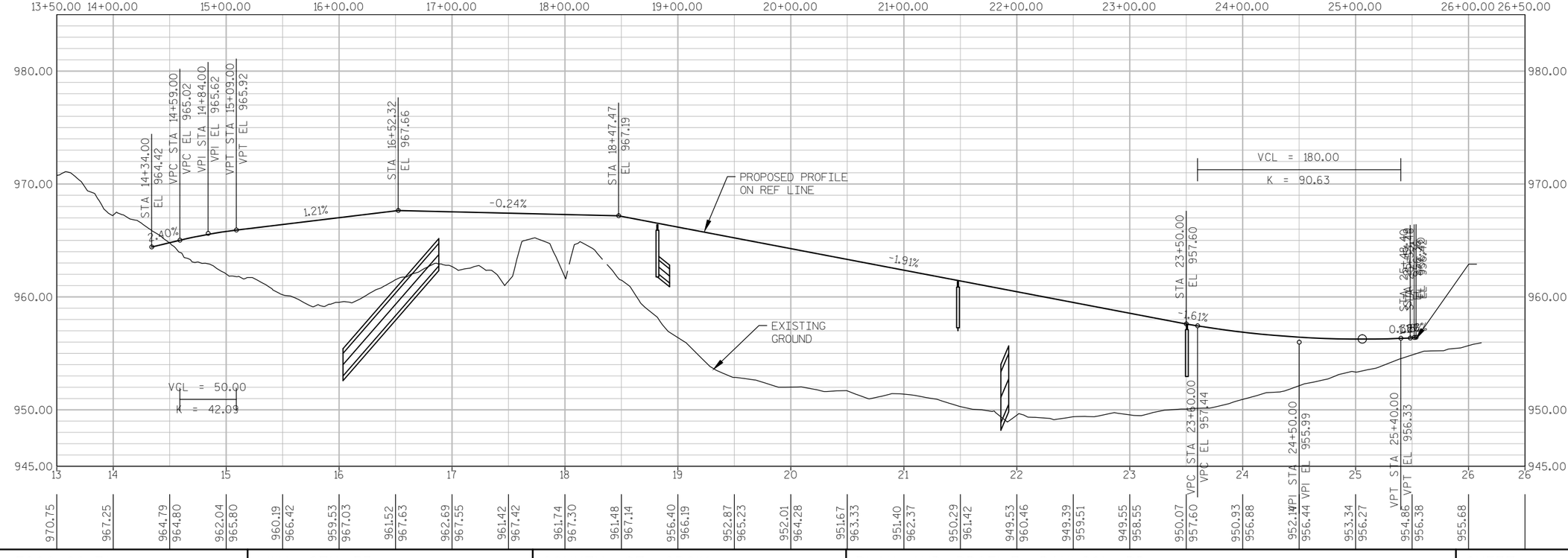
STA 56+88.51
EL 946.13

963.18 961.89 962.04 961.29 960.78 960.68 959.77 960.07 958.91 959.46 958.08 958.86 956.92 958.25 956.02 957.64 954.80 957.03 953.88 956.44 953.35 955.86 951.69 955.31 950.98 954.77 950.33 954.24 949.77 953.71 949.10 953.17 948.30 952.64 947.77 952.10 947.69 951.56 947.62 951.02 947.50 950.47 947.43 949.92 947.26 949.37 947.31 948.81 947.30 948.26 946.97 947.69 946.02 947.13 945.90 946.63 946.15 946.29

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: PAULSON RD	SHEET 298 E

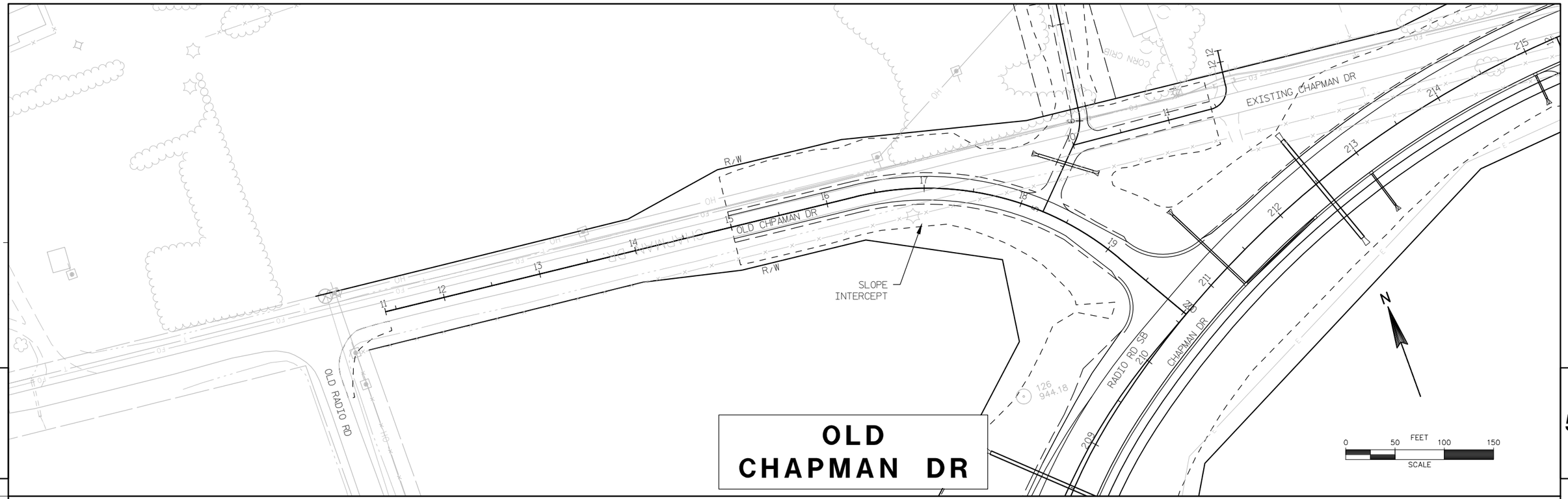
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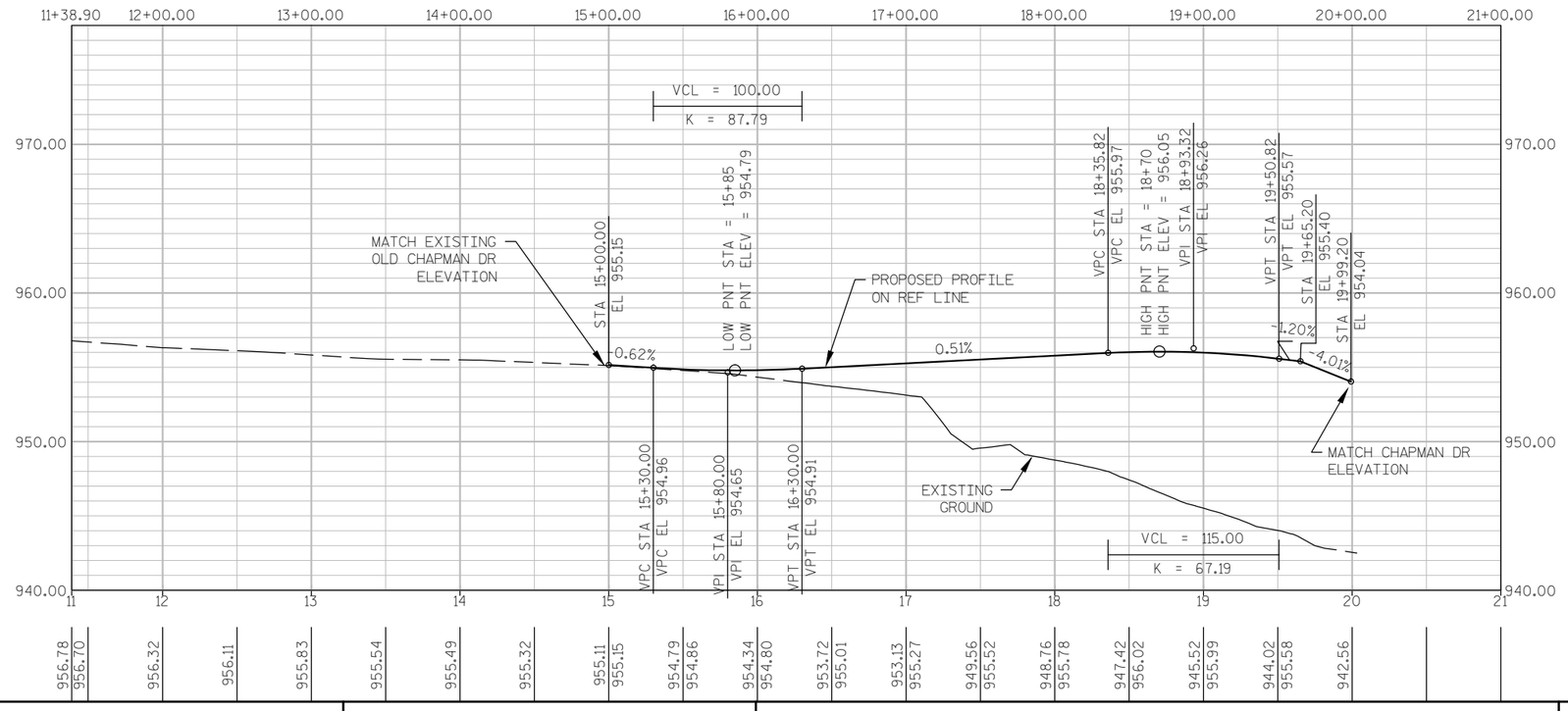


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: PAULSON RD	SHEET E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\SHEETS\PLAN\050090_PP_PAULSONWB.DWG PLOT DATE = 1/7/2013 8:26 PM PLOT BY = DOTERA PLOT NAME = PLOT SCALE = 1 IN:100 FT



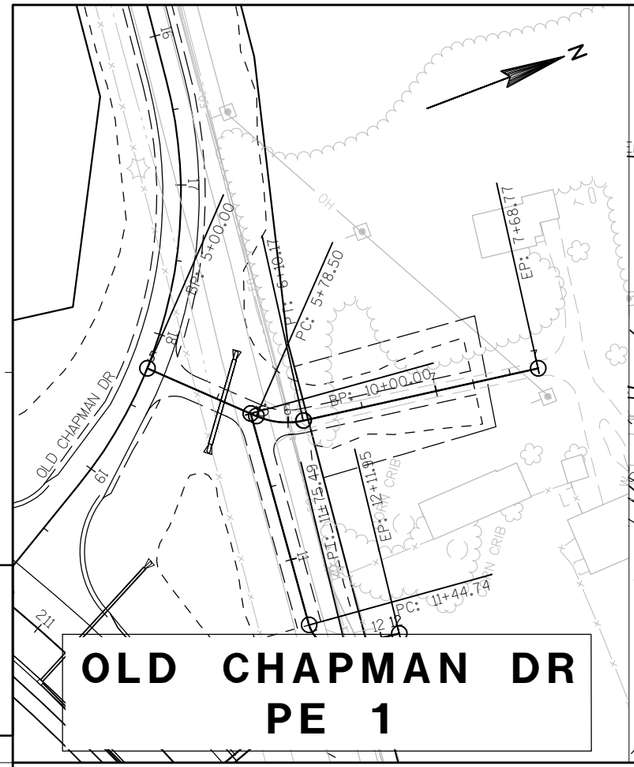
OLD CHAPMAN DR



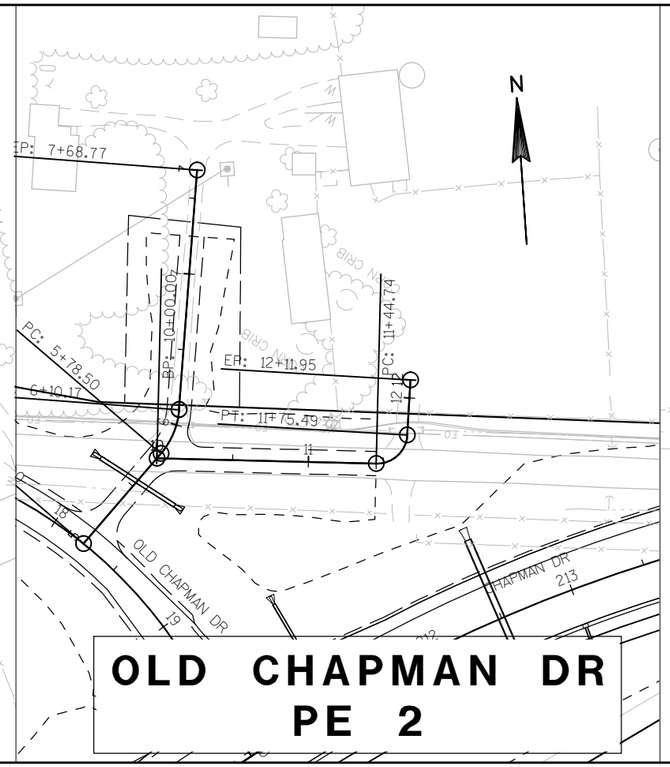
PROJECT NO: 7200-02-01	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: OLD CHAPMAN DR.	SHEET 300 E

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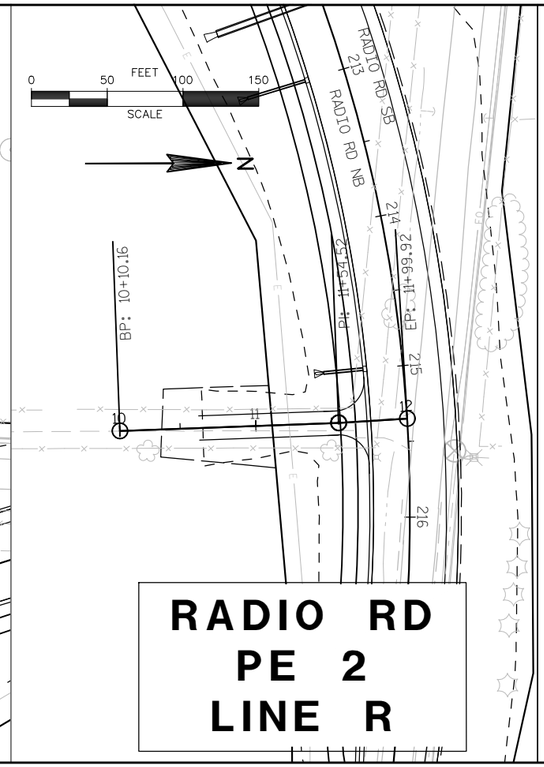
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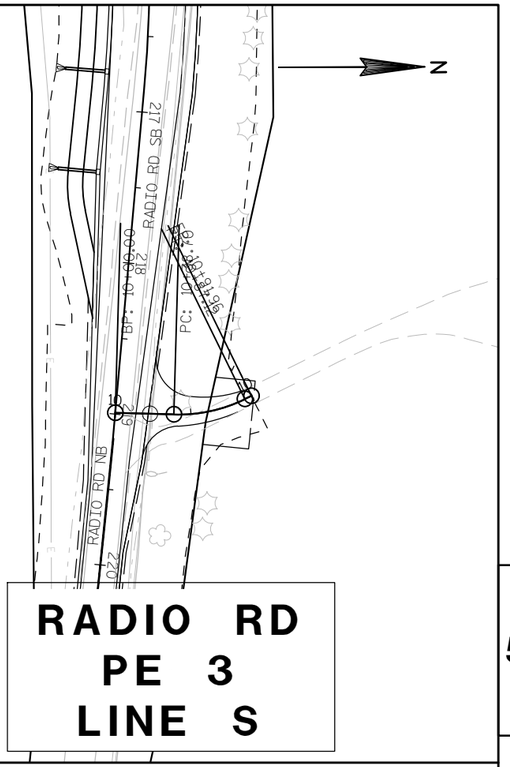
OLD CHAPMAN DR PE 1



OLD CHAPMAN DR PE 2

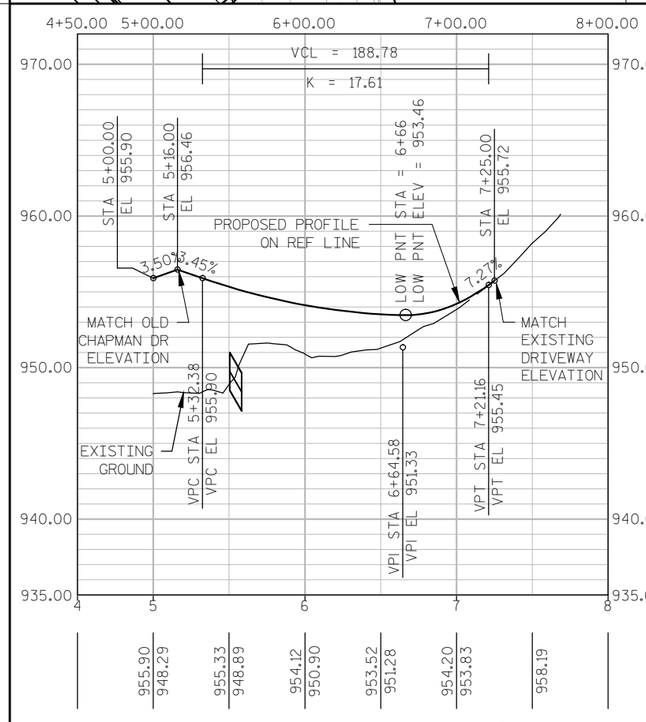


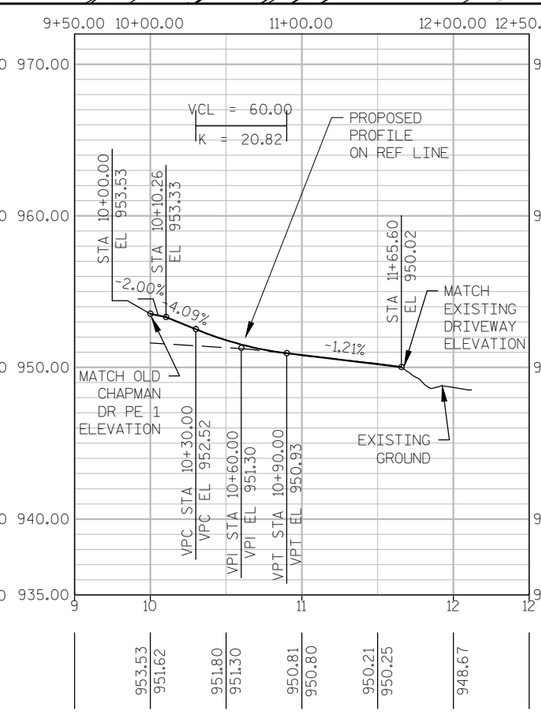
RADIO RD PE 2 LINE R

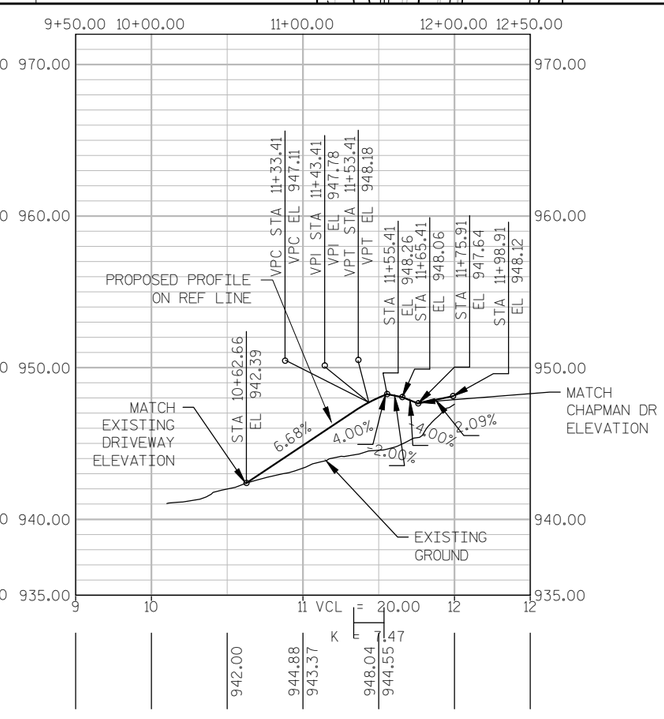


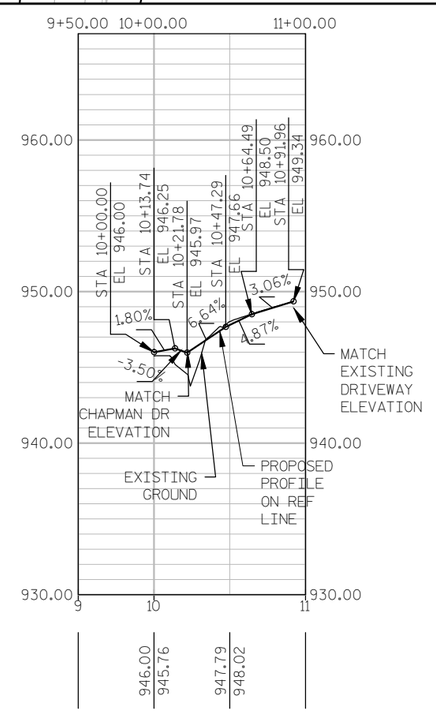
RADIO RD PE 3 LINE S

5









955.90 948.29 | 955.33 948.89 | 954.12 950.90 | 953.52 951.28 | 954.20 953.83 | 958.19

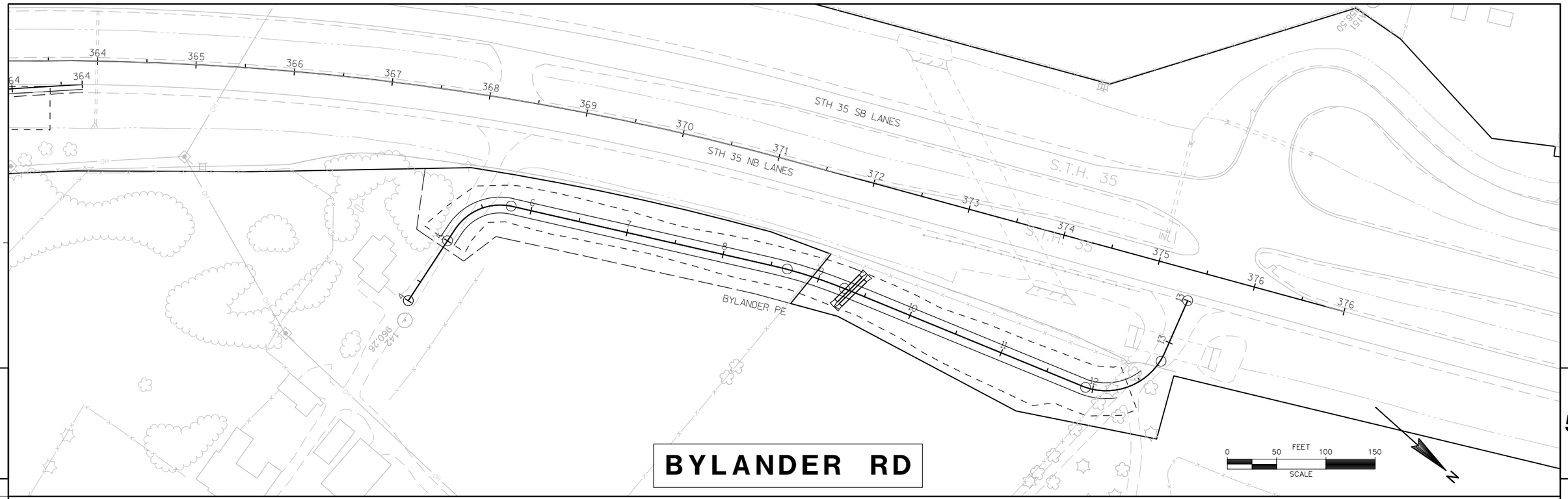
953.53 951.62 | 951.80 951.30 | 950.81 950.80 | 950.21 950.25 | 948.67

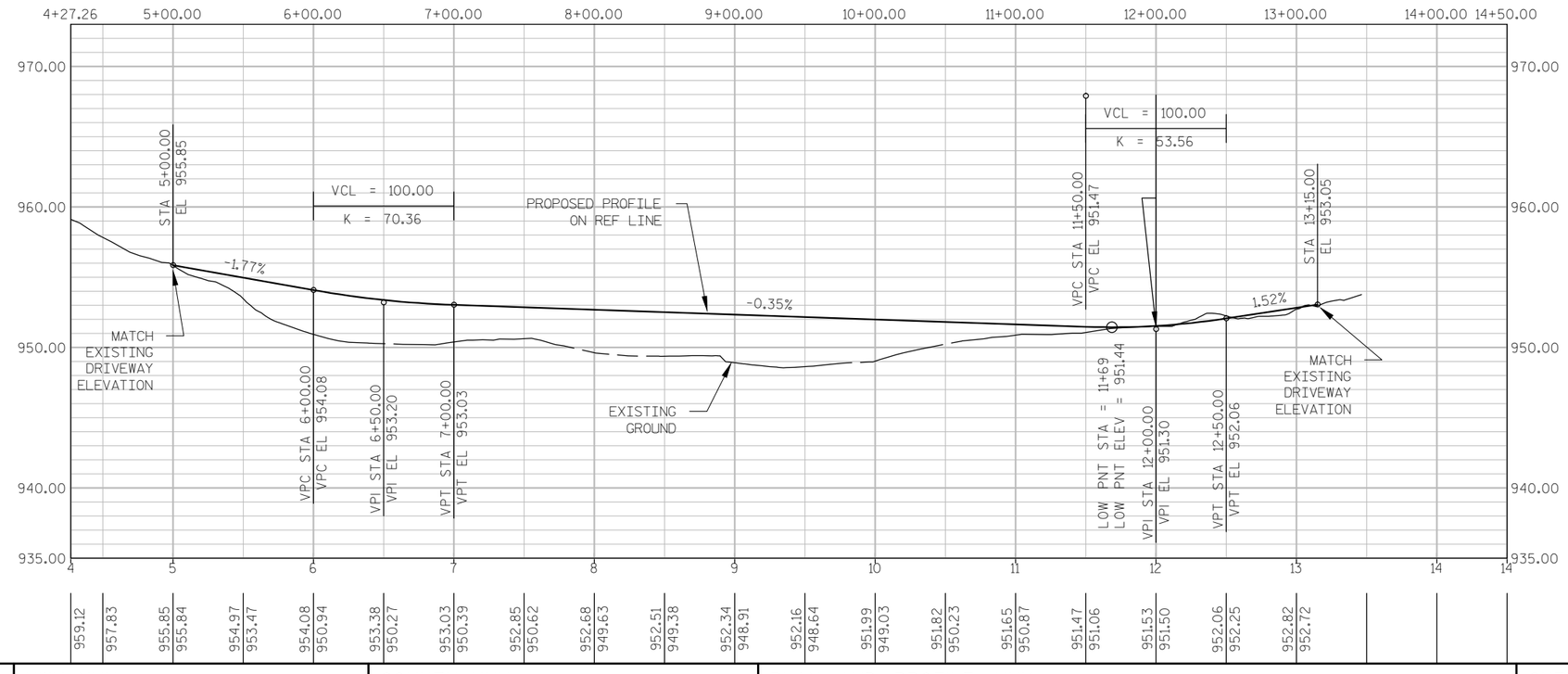
942.00 | 944.88 943.37 | 948.04 944.55

946.00 945.76 | 947.79 948.02

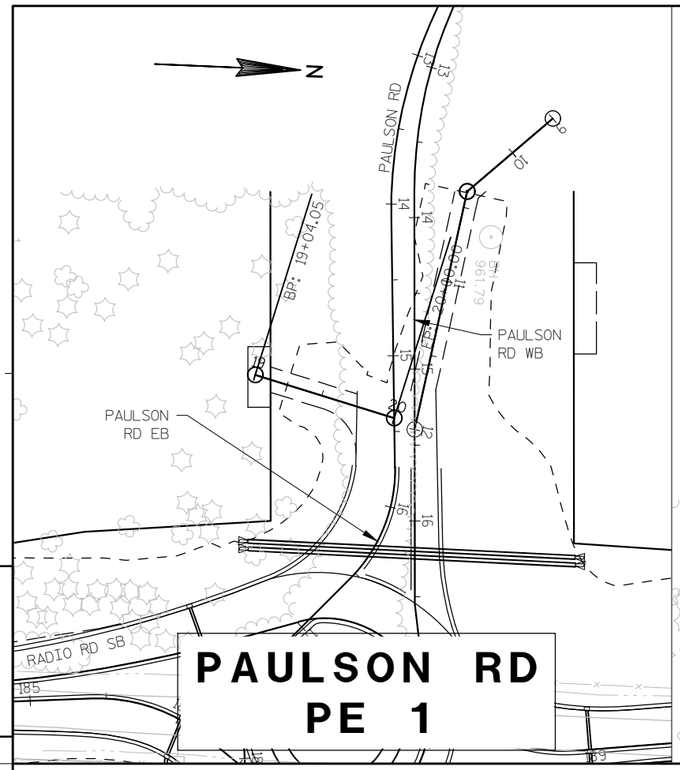
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: OLD CHAPMAN DR PE'S / RADIO RD N PE	SHEET	E

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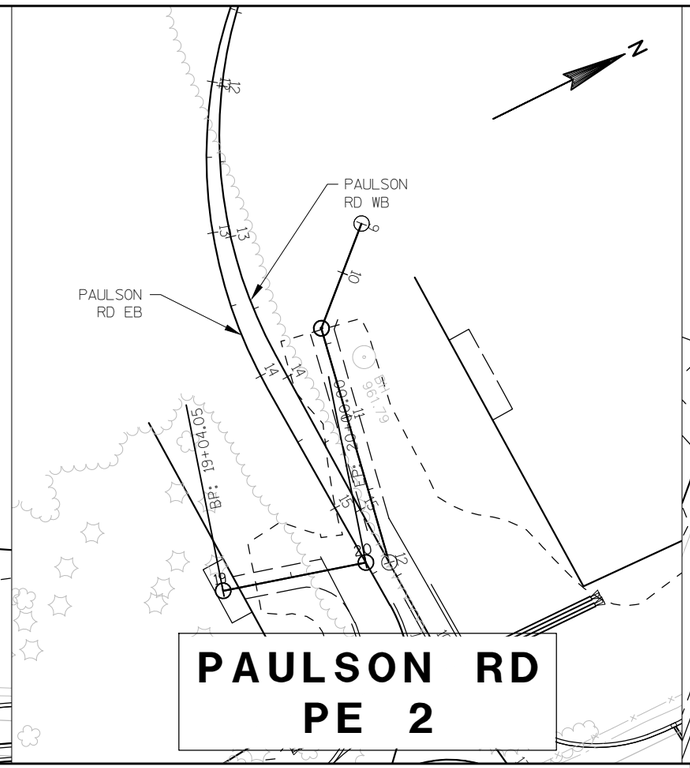




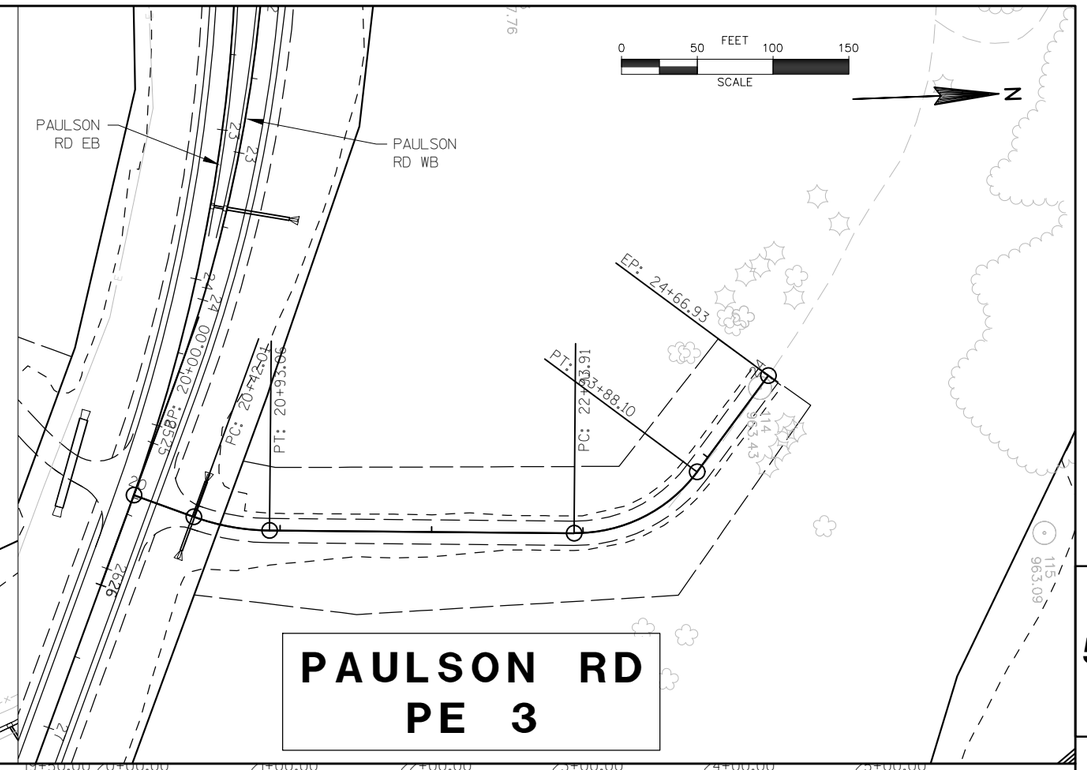
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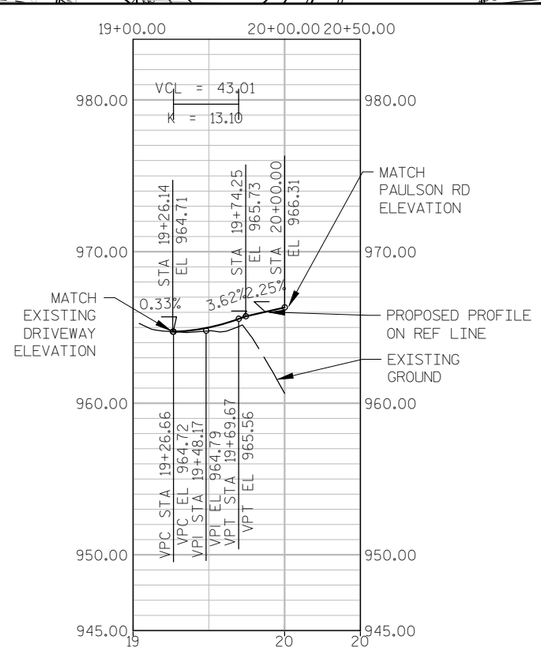
PAULSON RD PE 1

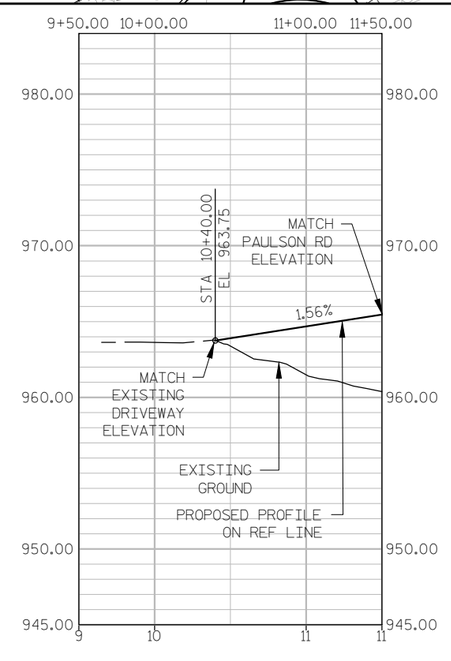


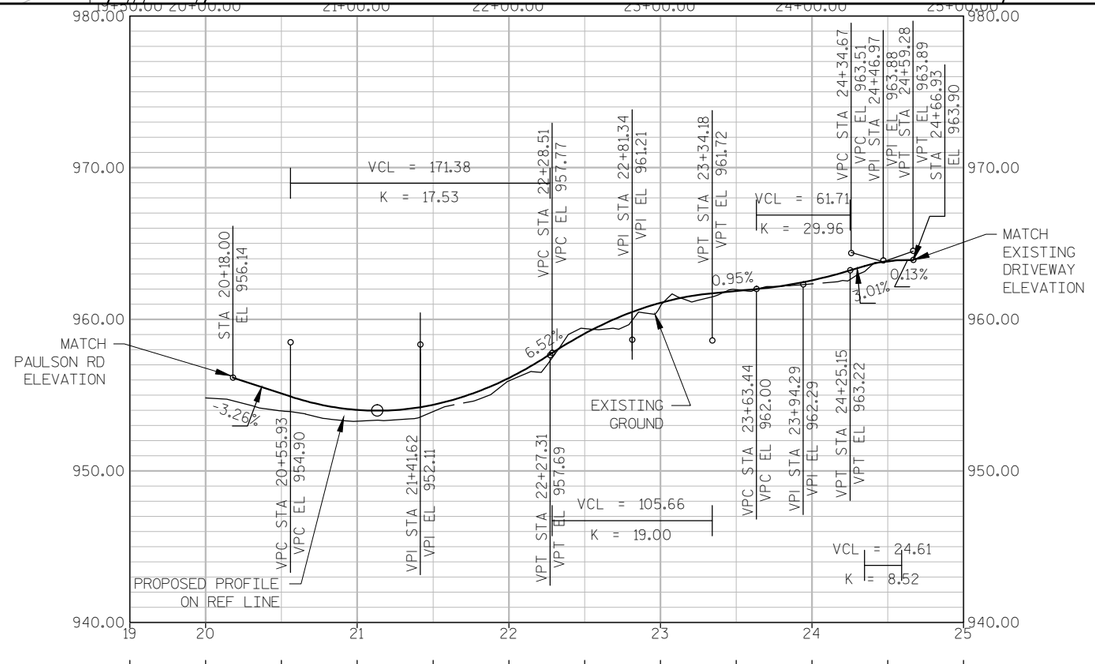
PAULSON RD PE 2



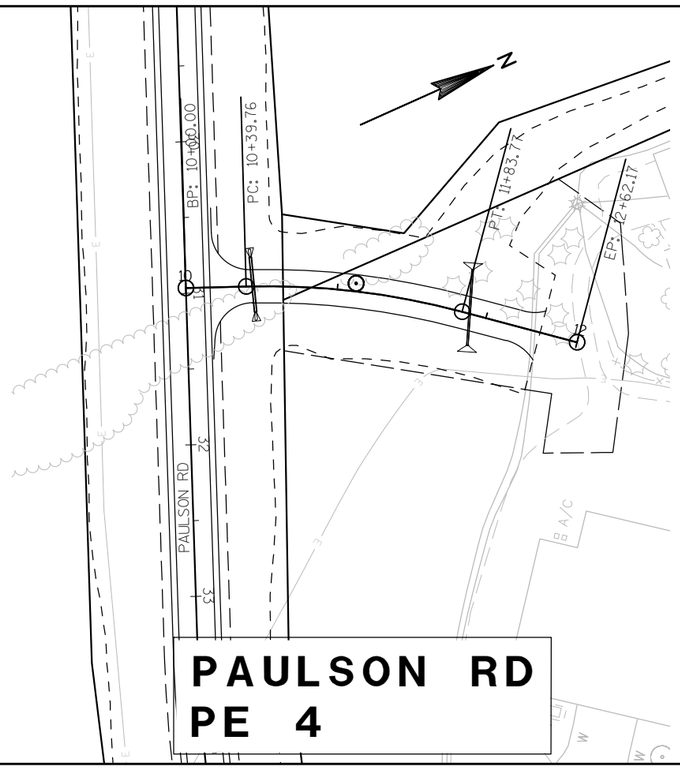
PAULSON RD PE 3



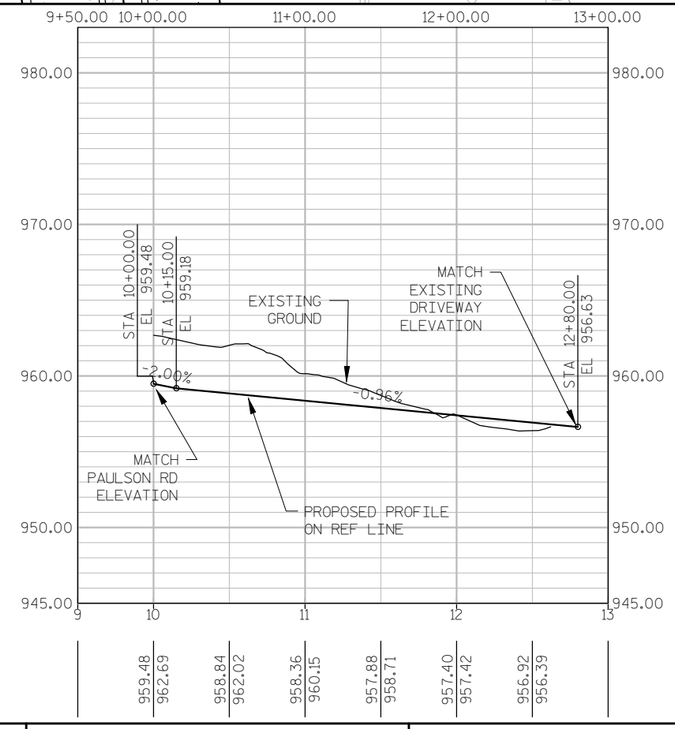


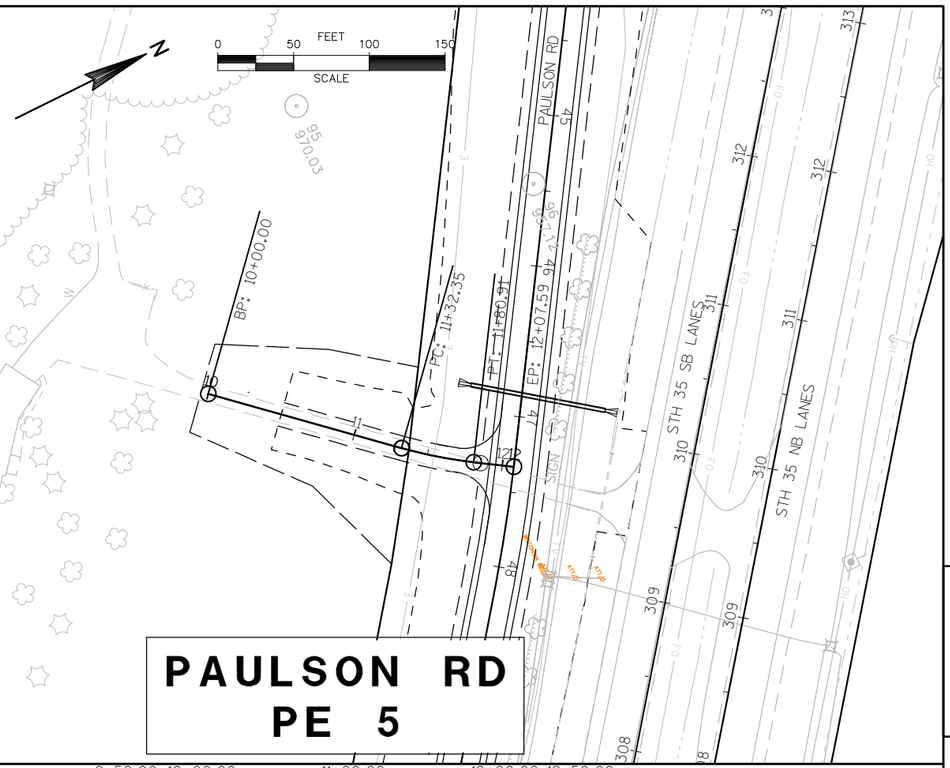


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: PAULSON RD PE'S	SHEET 303	E

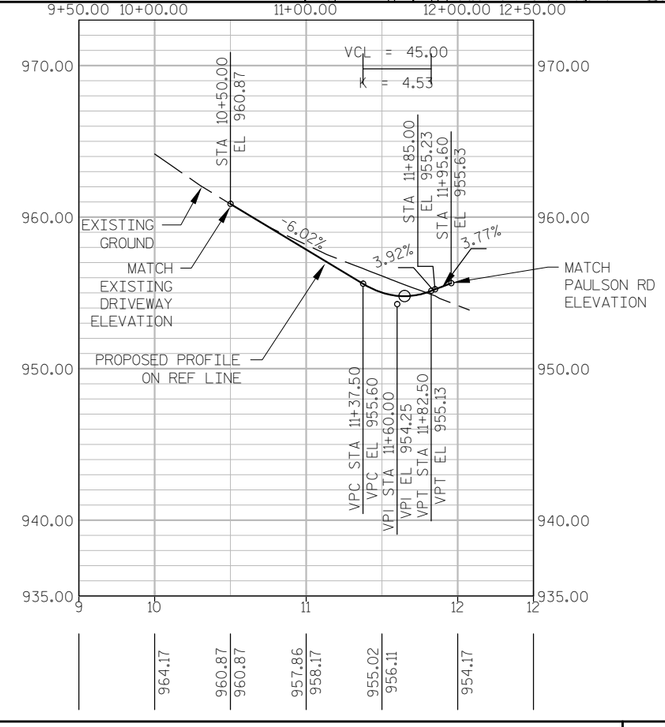


PAULSON RD
PE 4





PAULSON RD
PE 5



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	PLAN AND PROFILE: PAULSON RD PE'S	SHEET 304	E

SE RAMP

SW RAMP

RADIO RD NB

RADIO RD SB

EXISTING RADIO RD

REMOVE EXISTING RADIO RD INTERSECTION. REMOVE CURB & GUTTER. GRADE TO NATURAL CONTOURS. TOPSOIL AND FINISHING BID ITEMS REQUIRED.

REMOVE EXISTING MEDIAN CROSSOVER. GRADE TO NATUAL ADJCAENT CONTOURS. TOPSOIL AND FINISHING BID ITEMS REQUIRED.

REMOVE PAVEMENT MARKINGS FOR TURN LANES AND CHANNELIZING. RESTRIPE EXISTING EDGELINES OF SB LANES

5

STH 35 SB LANES

340

345

350

S.T.H. 35

STH 35 NB LANES

SIGN

REMOVE PAVEMENT MARKINGS FOR TURN LANES AND CHANNELIZING. RESTRIPE EXISTING EDGELINES OF NB LANES

SAW CUT EXISTING ASPHALTIC SHOULDER PRIOR TO MEDIAN CROSSOVER REMOVAL.

REMOVE EXISTING RADIO RD INTERSECTION. REMOVE CURB & GUTTER. GRADE TO NATURAL CONTOURS. TOPSOIL AND FINISHING BID ITEMS REQUIRED.

RADIO RD NB

RADIO RD SB

NW RAMP

NE RAMP

EXISTING RADIO RD

RADIO RD.

0 50 FEET 100 150

SCALE

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	RADIO RD INTERSECTION	SHEET E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\REMOVE_INTERSECTIONS.DWG PLOT DATE: 1/7/2013 8:57 PM PLOT BY: DOTERA PLOT NAME: PLOT SCALE: 1.IN:100.FT

0 50 FEET 100 150
SCALE

N

WHITETAIL BLVD

PAULSON RD

REMOVE EXISTING COUNTY U/WHITETAIL BLVD INTERSECTION. REMOVE CURB & GUTTER. GRADE TO NATURAL CONTOURS. TOPSOIL AND FINISHING BID ITEMS REQUIRED.

REMOVE EXISTING MEDIAN CROSSOVER. GRADE TO NATUAL ADJCAENT CONTOURS. TOPSOIL AND FINISHING BID ITEMS REQUIRED.

REMOVE PAVEMENT MARKINGS FOR TURN LANE AND CHANNELIZING. RESTRIPE EXISTING EDGELINES OF SB LANES

STH 35 SB LANES

STH 35 NB LANES

REMOVE PAVEMENT MARKINGS FOR TURN LANE AND CHANNELIZING. RESTRIPE EXISTING EDGELINES OF NB LANES

REMOVE EXISTING COUNTY U/WHITETAIL BLVD INTERSECTION. REMOVE CURB & GUTTER. GRADE TO NATURAL CONTOURS. TOPSOIL AND FINISHING BID ITEMS REQUIRED

SAW CUT EXISTING ASPHALTIC SHOULDER PRIOR TO MEDIAN CROSSOVER REMOVAL.

COUNTY U

A/C WALLS

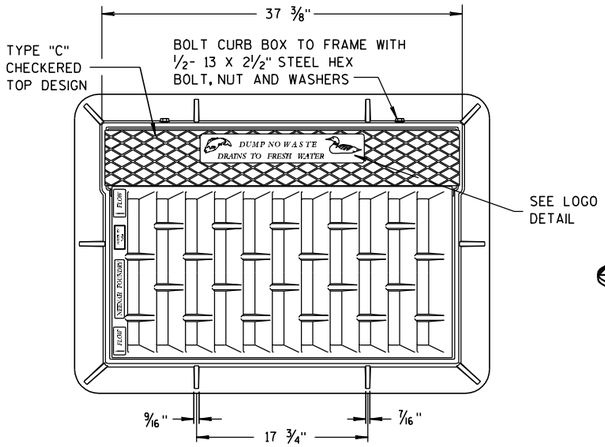
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	COUNTY U/WHITETAIL BLVD INTERSECTION	SHEET 306	E

Standard Detail Drawing List

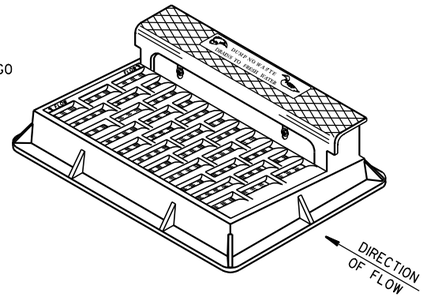
08A05-18A	INLET COVERS TYPE A, H, A-S, & H-S
08A05-18C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-18D	INLET COVER, TYPE BW, Z MANHOLE COVERS, TYPE K, J, J-S, L & M
08A09-01	CATCH BASINS 2X3-FT AND 2.5X3-FT
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
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
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
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
09B02-07	CONDUIT
09B04-09	PULL BOX
09C03-03	TRANSFORMER/PEDESTAL BASES
09C06-05	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C07-04	CONCRETE BASE, TYPE 6
09D01-04	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-02	SIGNAL OR LIGHTING CONTROL CABINET
09E01-11E	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)
09E01-11G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-04	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	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
13C17-01A	CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI
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
13C18-01E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
14B07-13A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-01E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
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
14B28-02	GUARDRAIL MOW STRIP
14B42-02A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-02B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-02C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-01A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-01B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-01C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (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)

Standard Detail Drawing List

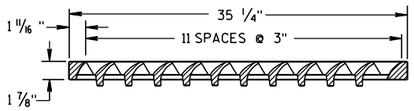
14B45-03D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-01A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-01B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
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
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
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C07-12D	ROUNDABOUT ARROWS
15C08-15A	PAVEMENT MARKING (MAINLINE)
15C08-15B	PAVEMENT MARKING (INTERSECTIONS)
15C08-15E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-15F	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C12-03	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C15-03	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-03	MEDIAN ISLAND MARKING
15C26-02	END-OF-ROADWAY SIGNING
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-01B	LANE DROP PAVEMENT MARKING
15C31-01D	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15D12-02	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN 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

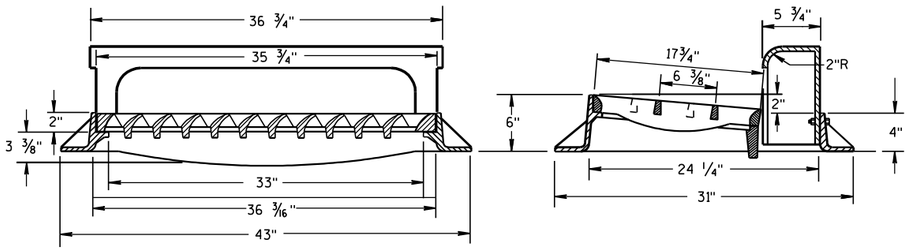


NOTE:
GRATE IS REVERSIBLE.



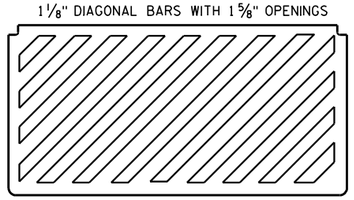
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"





TYPE "H"

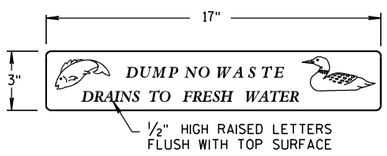
(APPROXIMATE WEIGHT 441 LBS.)
FRAME..... 181 LBS.
GRATE..... 146 LBS.
CURB BOX..... 114 LBS.



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 159 LBS.)
GRATE..... 159 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL

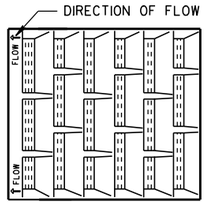
GENERAL NOTES

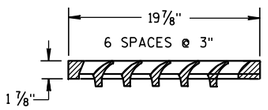
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

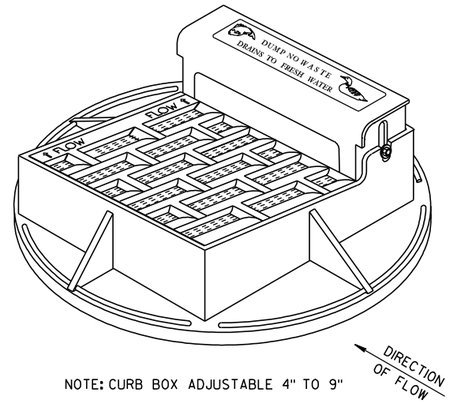
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

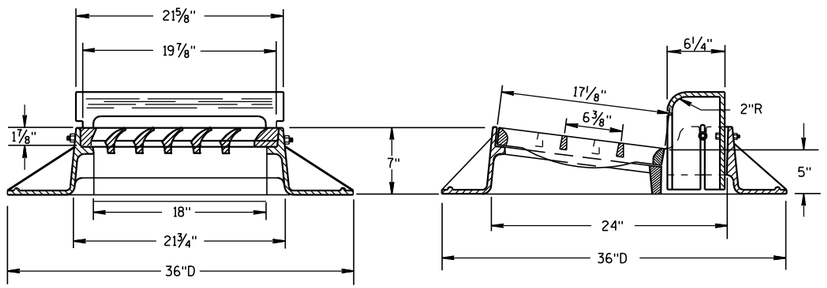
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





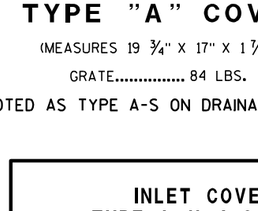


NOTE: CURB BOX ADJUSTABLE 4" TO 9"



TYPE "A"

(APPROXIMATE WEIGHT 340 LBS.)
FRAME..... 185 LBS.
GRATE..... 71 LBS.
CURB BOX..... 84 LBS.



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8"
GRATE..... 84 LBS.

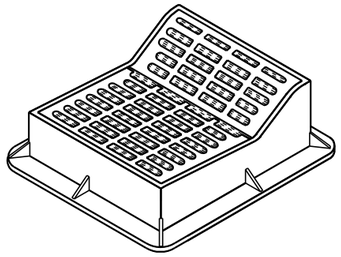
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

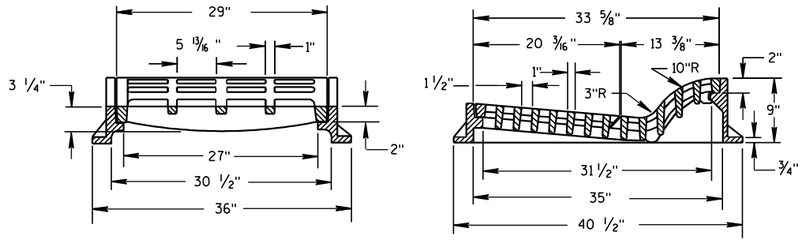
INLET COVERS
TYPE A, H, A-S, & H-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 8 A 5-18a



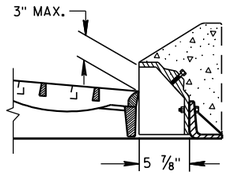


TYPE "F"

(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

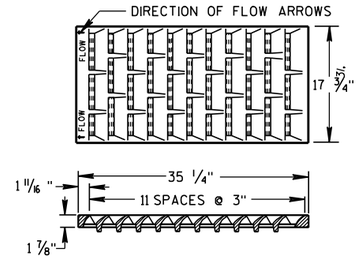
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

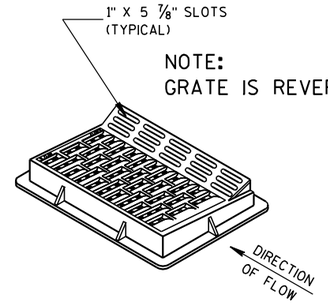
GENERAL NOTES

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.

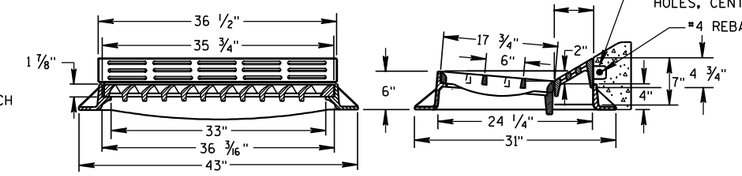
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





NOTE:
GRATE IS REVERSIBLE.

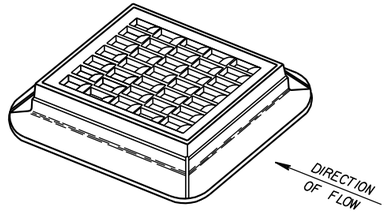


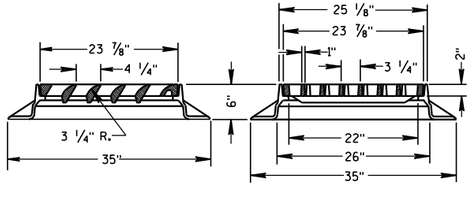
TYPE "HM"

(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

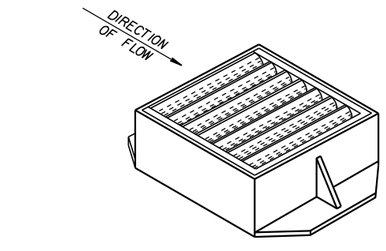


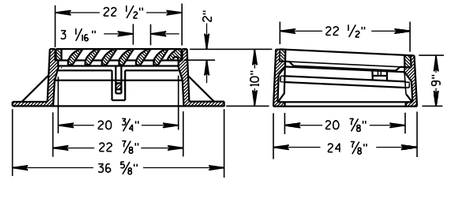


TYPE "S"

(APPROXIMATE WEIGHT 333 LBS.)

FRAME.....164 LBS.
GRATE..... 169 LBS.

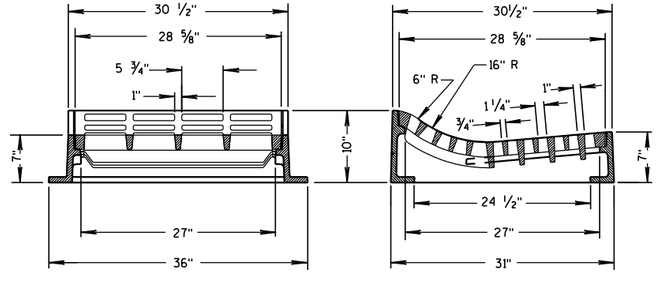




TYPE "V"

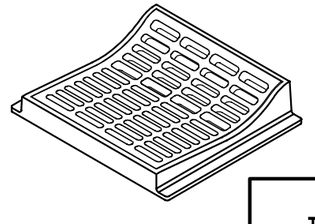
(APPROXIMATE WEIGHT 410 LBS.)

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

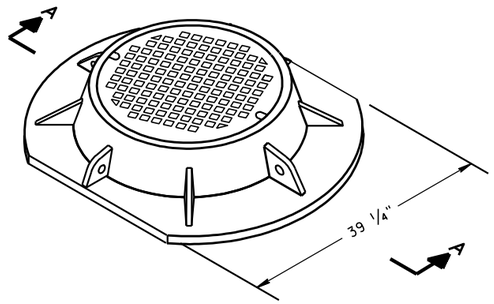
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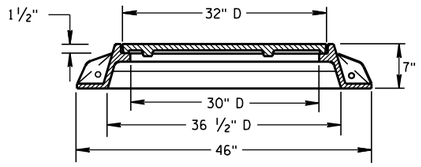
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S.D.D. 8 A 5-18c

6

S.D.D. 8 A 5-18c



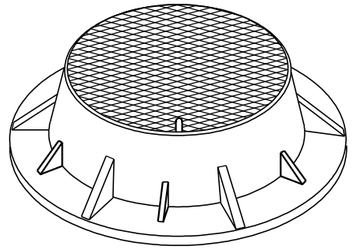


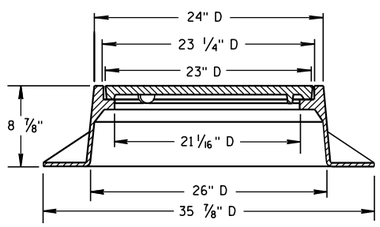
SECTION A-A

TYPE "K"

(APPROXIMATE WEIGHT 439 LBS.)

FRAME.....216 LBS.
LID.....223 LBS.

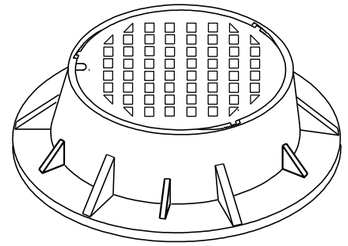


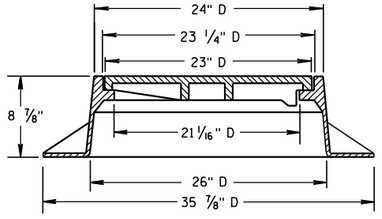


TYPE "J"

(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)

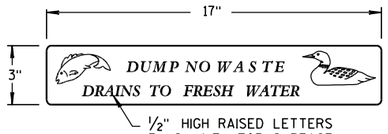
GENERAL NOTES

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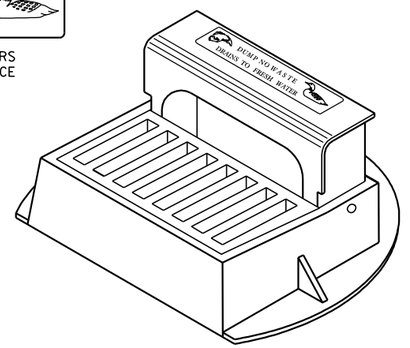
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

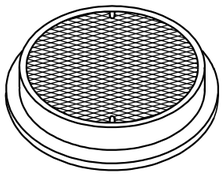
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

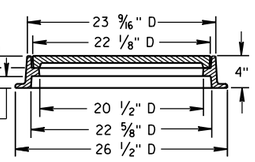
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



LOGO DETAIL



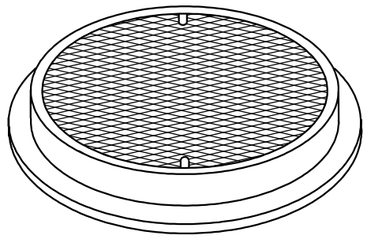


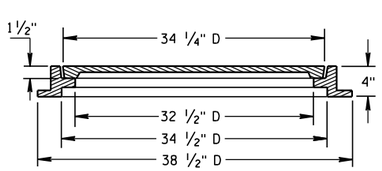


TYPE "L"

(APPROXIMATE WEIGHT 158 LBS.)

FRAME.....81 LBS.
LID.....77 LBS.

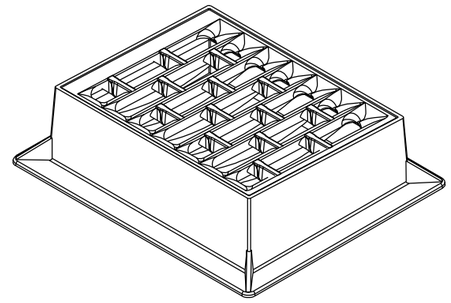


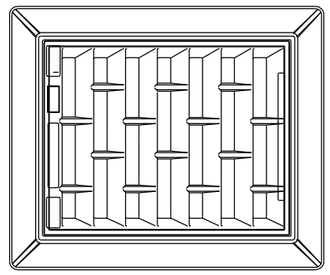


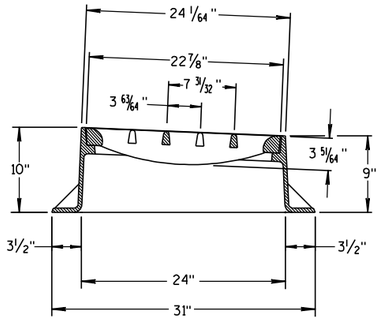
TYPE "M"

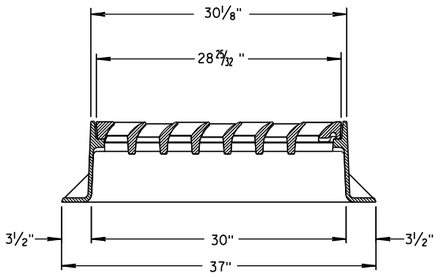
(APPROXIMATE WEIGHT 377 LBS.)

FRAME..... 125 LBS.
LID..... 252 LBS.

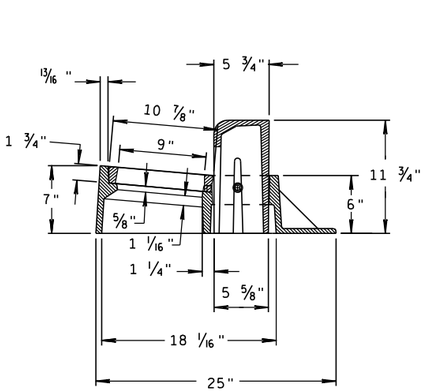


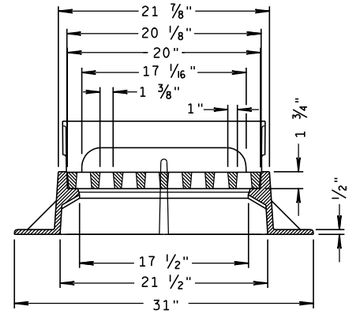






INLET COVER TYPE "BW"





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

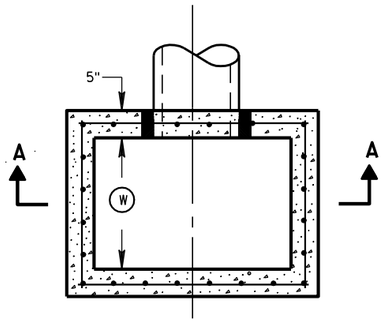
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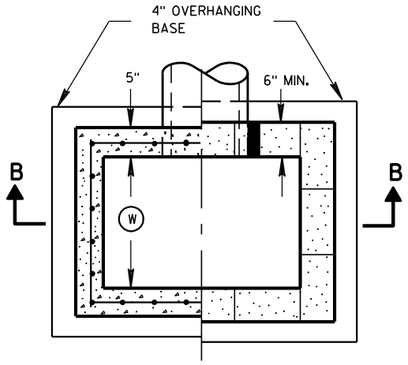
S.D.D. 8 A 5-18d

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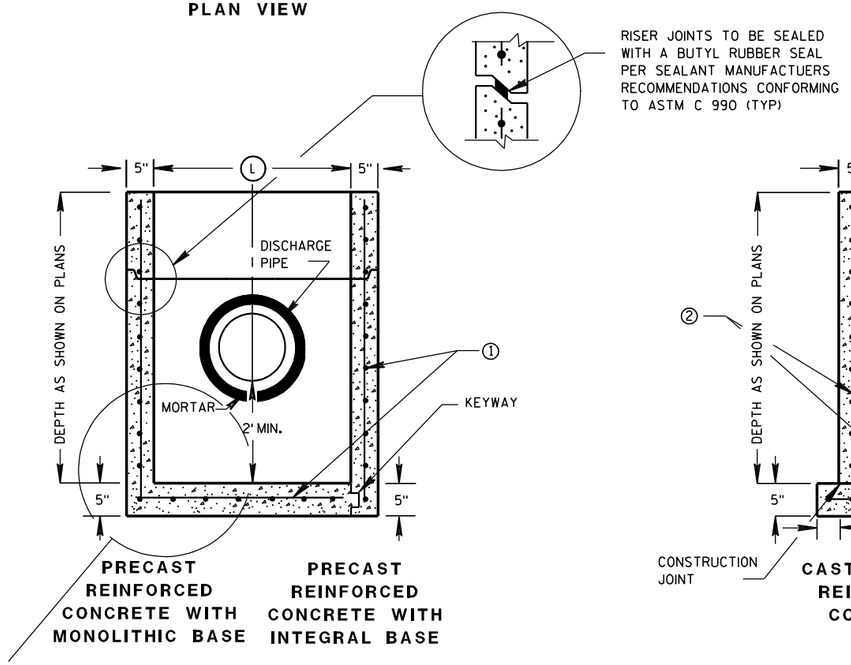
S.D.D. 8 A 5-18d



PLAN VIEW



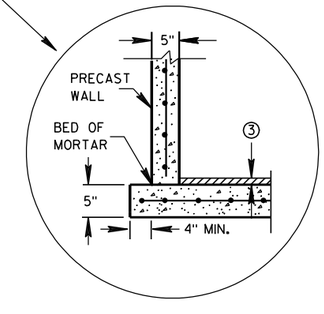
PLAN VIEW



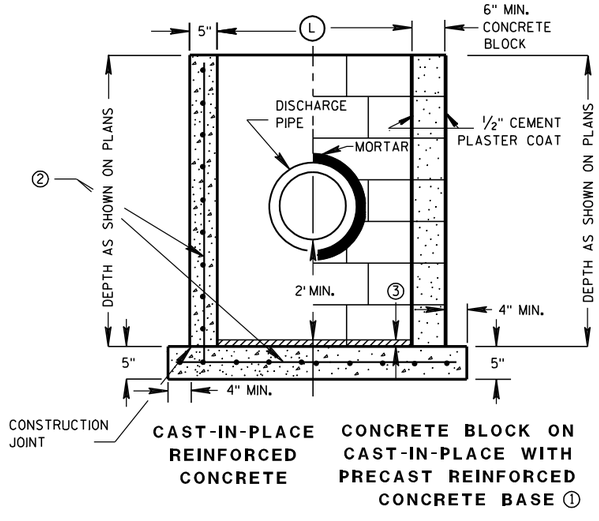
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

SECTION A-A



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION



CAST-IN-PLACE REINFORCED CONCRETE

CONCRETE BLOCK ON CAST-IN-PLACE WITH PRECAST REINFORCED CONCRETE BASE ①

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN 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 CATCH BASIN 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" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST CATCH BASINS 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.

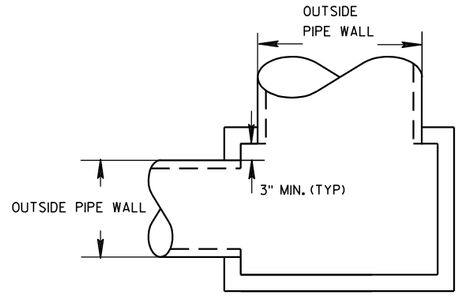
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

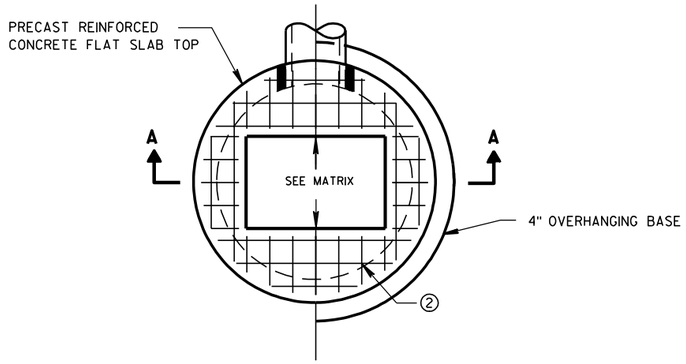
CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS 2X3-FT AND 2.5X3-FT

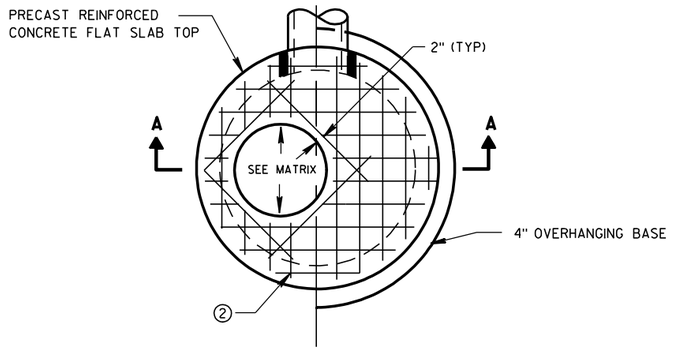
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

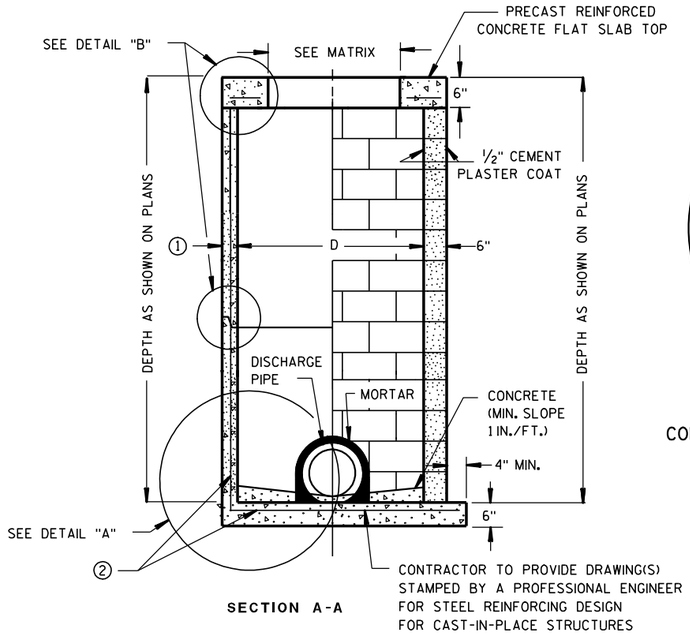
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S.D.D. 8 A 9-1



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

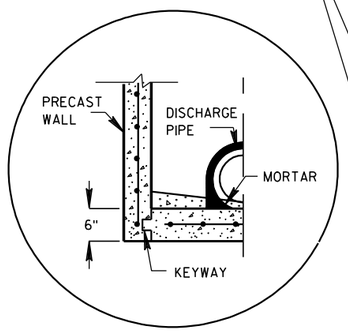


SECTION A-A

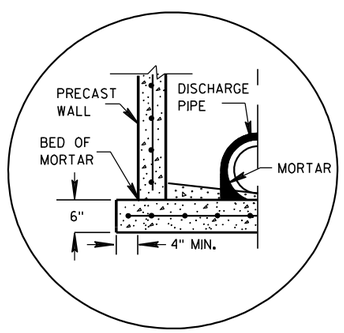
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

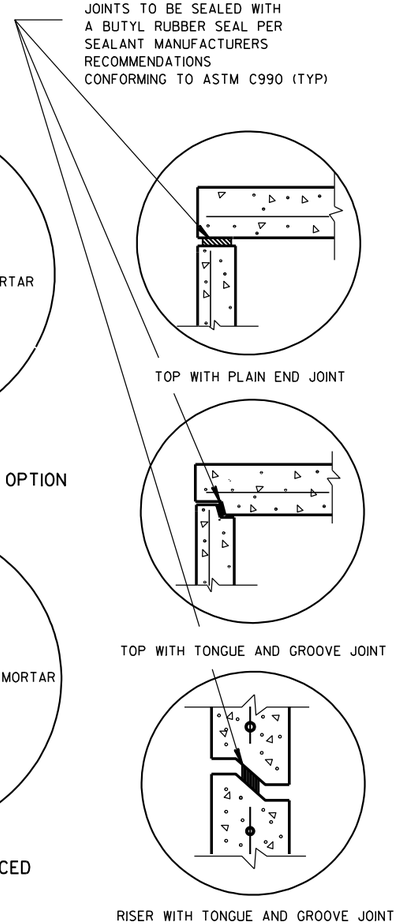


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "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 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.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

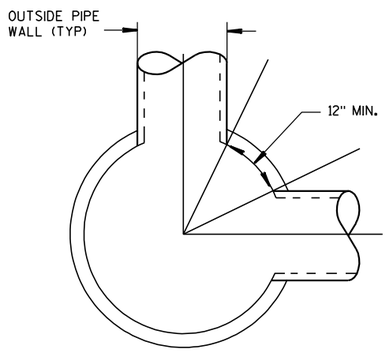
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

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

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

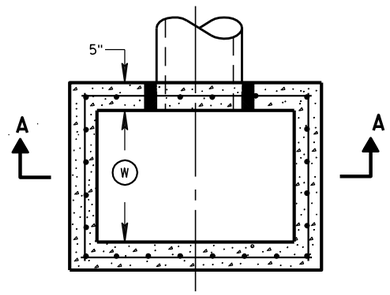
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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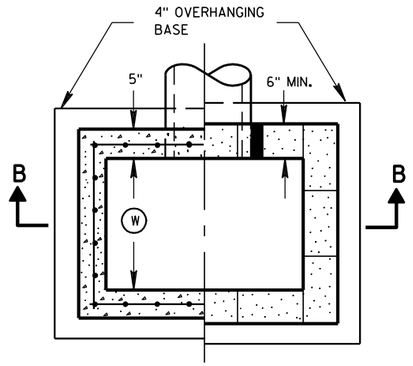
S.D.D. 8 C 6-1

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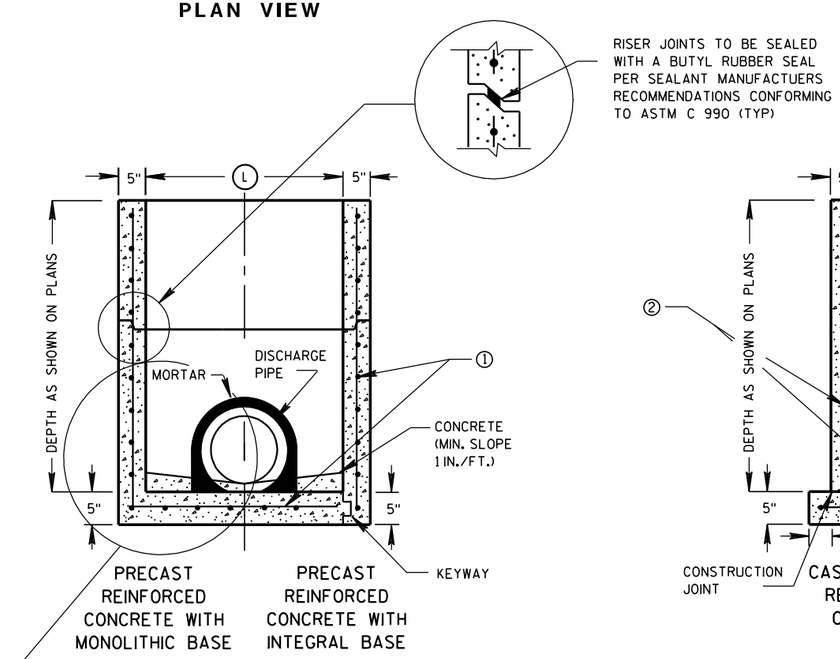
S.D.D. 8 C 6-1



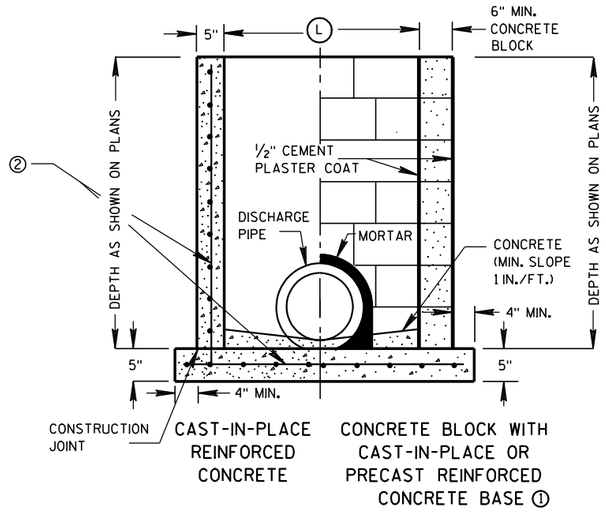
PLAN VIEW



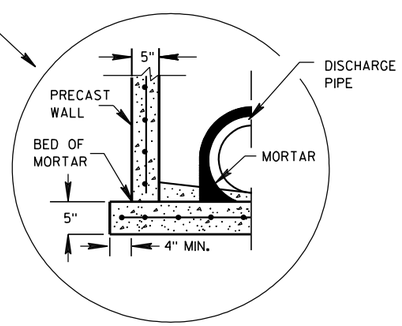
PLAN VIEW



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.

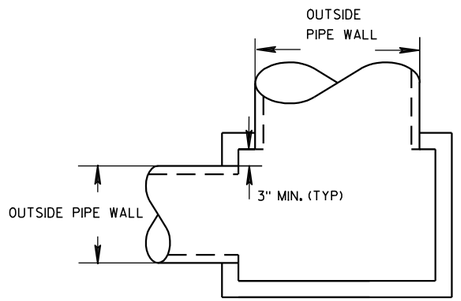
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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

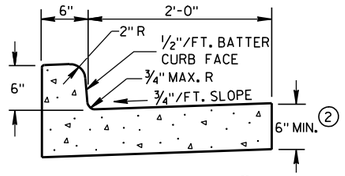
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS D 314 — ENGINEER
FHWA
IT

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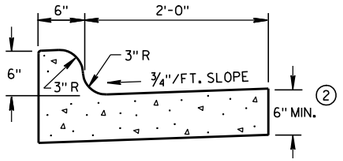
S.D.D. 8 C 7-1

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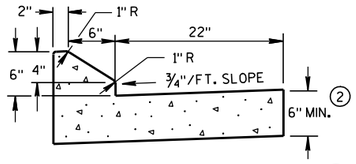
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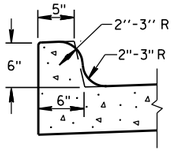
TYPES A & D (1)



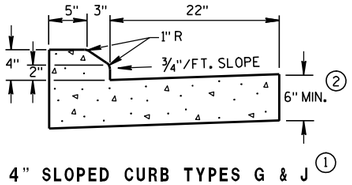
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

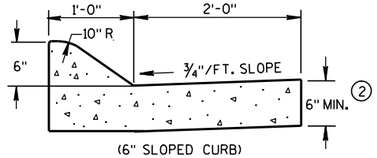


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

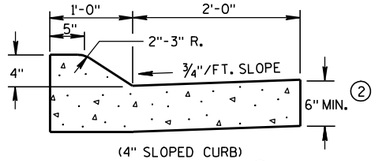


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

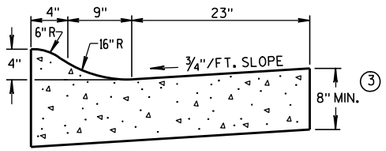


(6" SLOPED CURB)



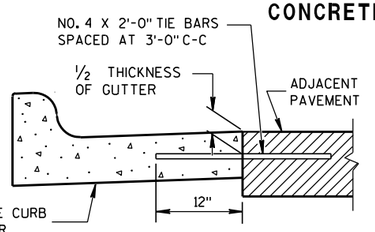
(4" SLOPED CURB)

TYPES A & D (1)

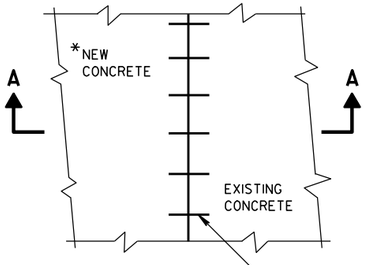


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

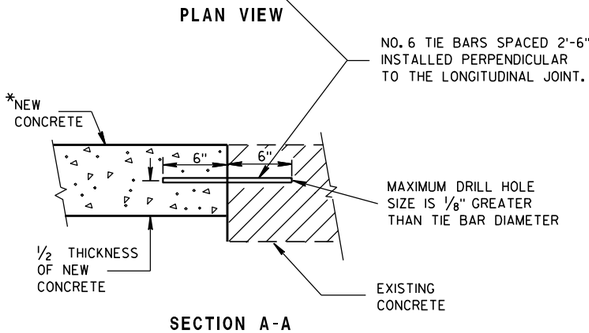


TYPICAL TIE BAR LOCATION (1)



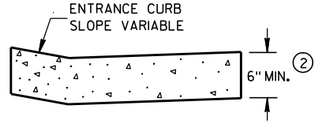
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

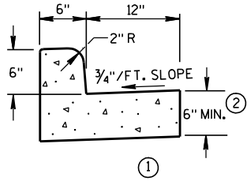


SECTION A-A

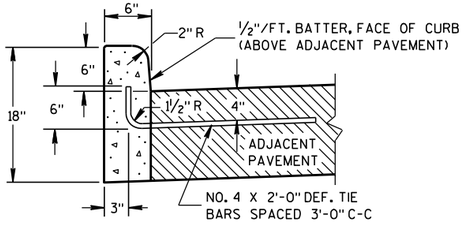
TIE BARS DRILLED INTO EXISTING PAVEMENT



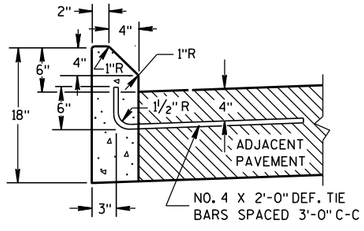
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"



(1)
TYPES A & D



(1)
TYPES G & J

CONCRETE CURB

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.

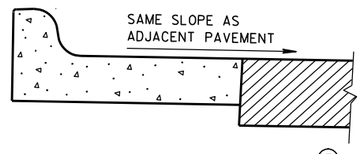
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

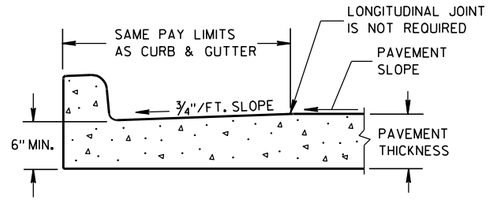
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

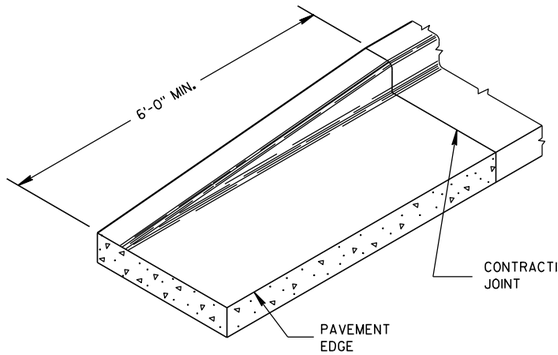
(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

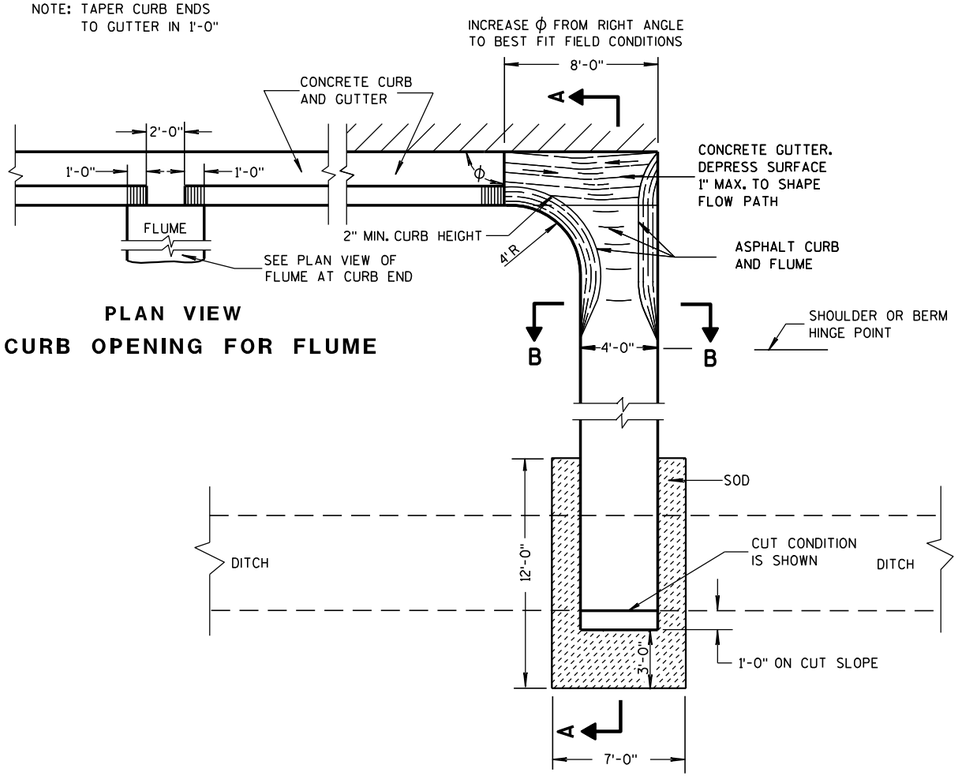
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
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FHWA
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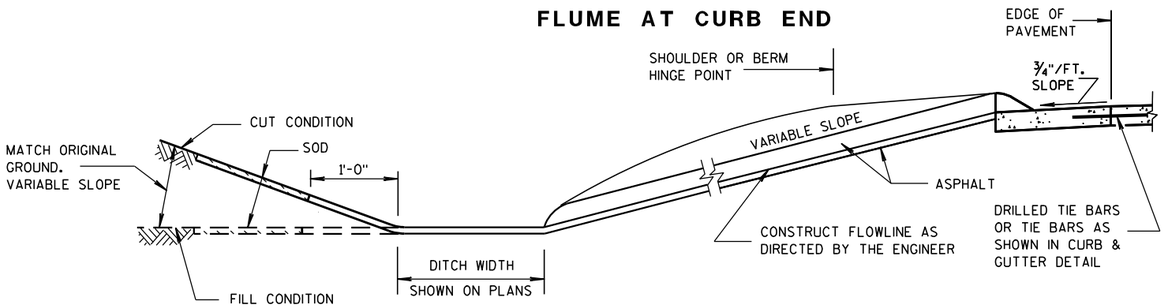
S.D.D. 8 D 1-17

ASPHALTIC FLUME

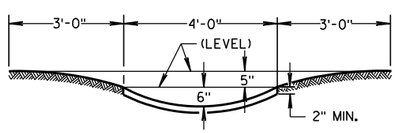


PLAN VIEW
CURB OPENING FOR FLUME

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.

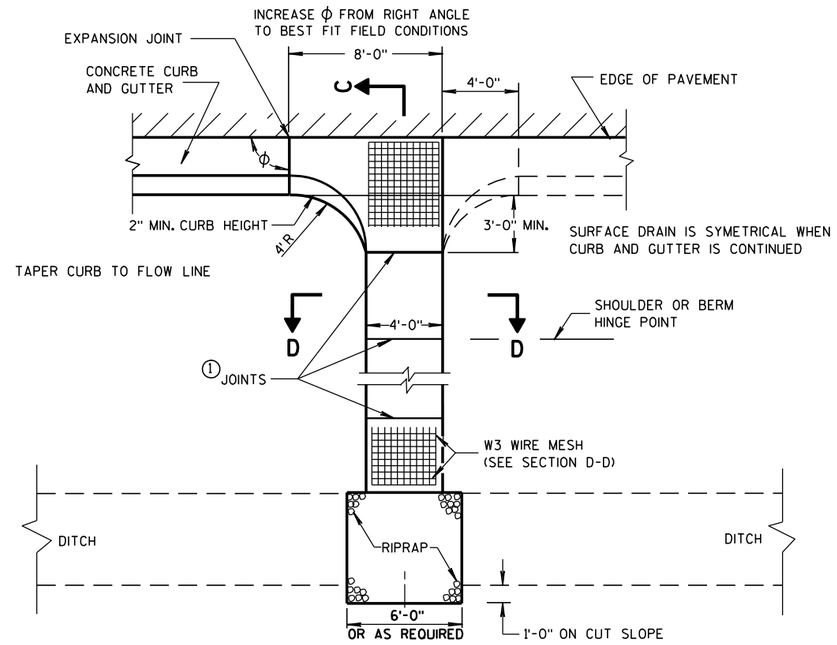
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

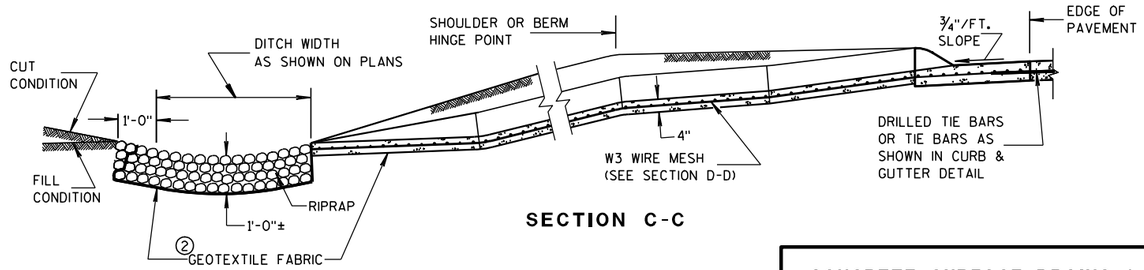
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

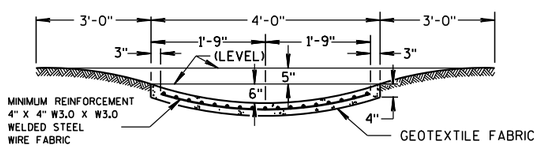
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

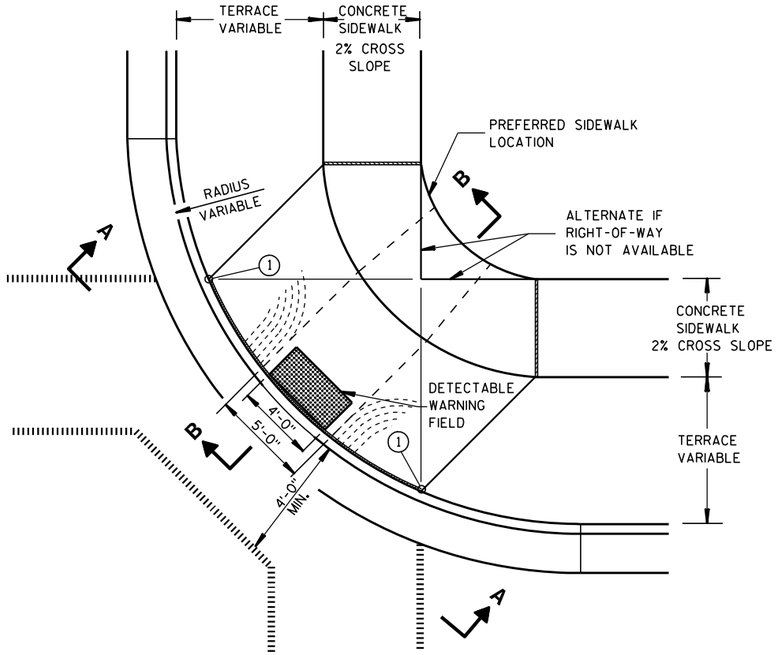
APPROVED
9-4-08 DATE
/S/ Jerry H. ... ROADWAY STANDARDS ENGINEER
316
MENT
FHWA

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S.D.D. 8 D 4-5

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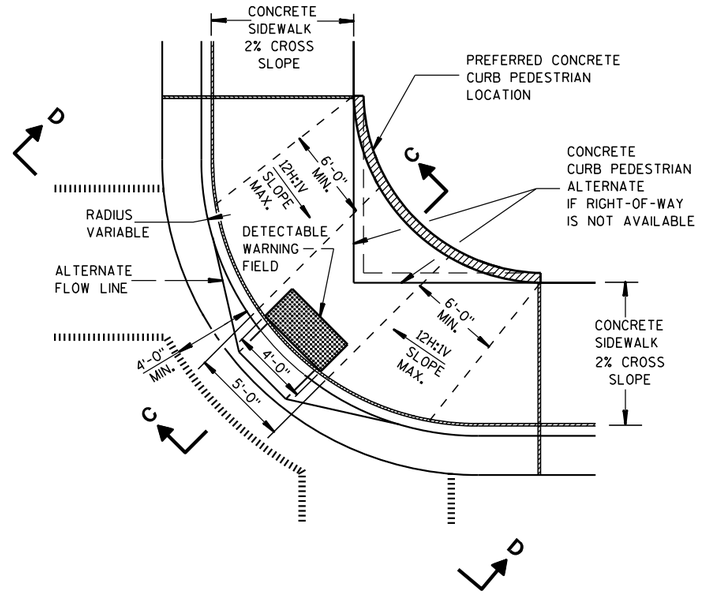
S.D.D. 8 D 4-5



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".

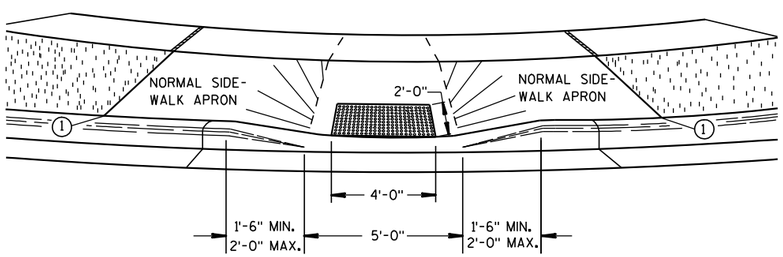
SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

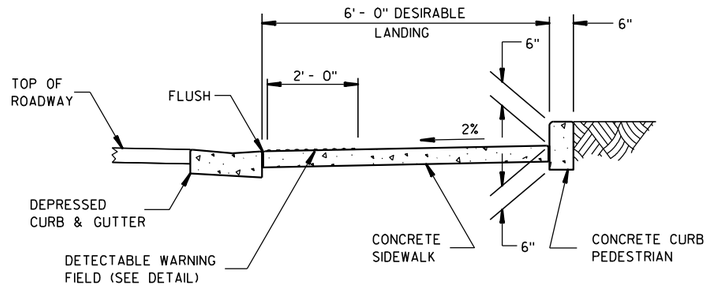
(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

LEGEND

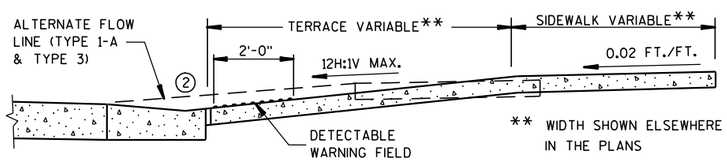
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



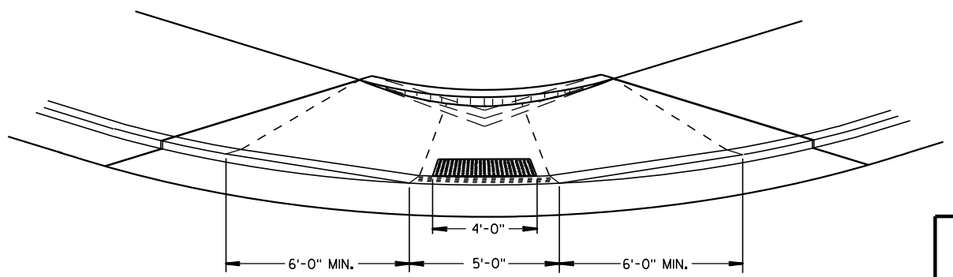
VIEW A-A



SECTION C-C



SECTION B-B



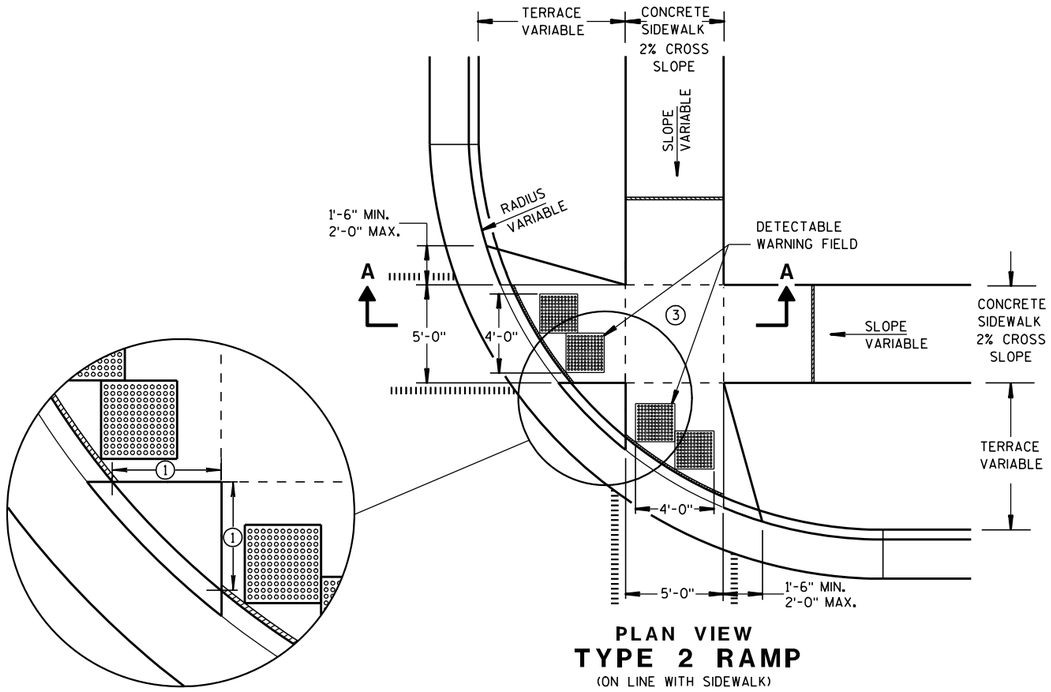
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

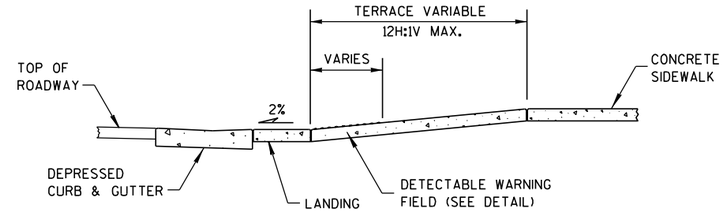
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

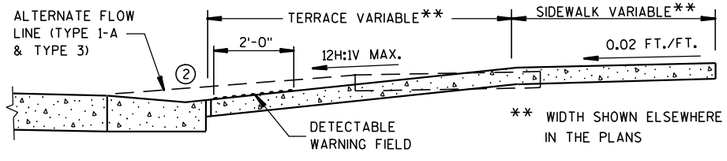
S.D.D. 8 D 5-14a



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.

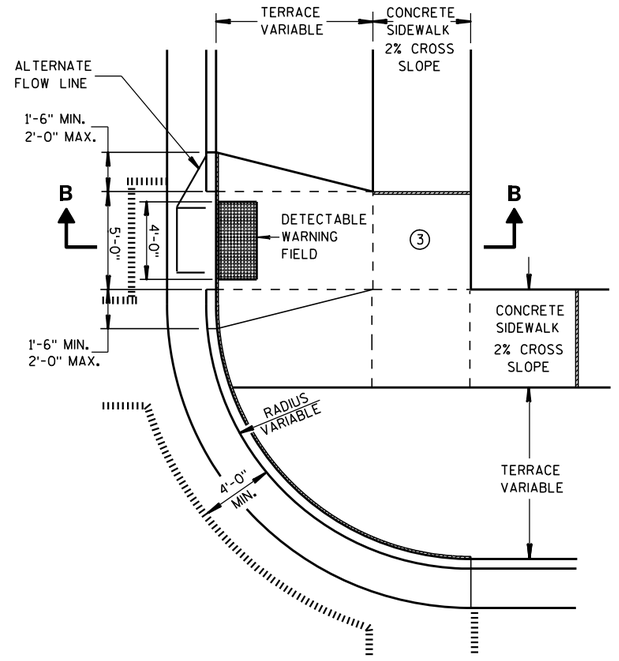
(1) WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

(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

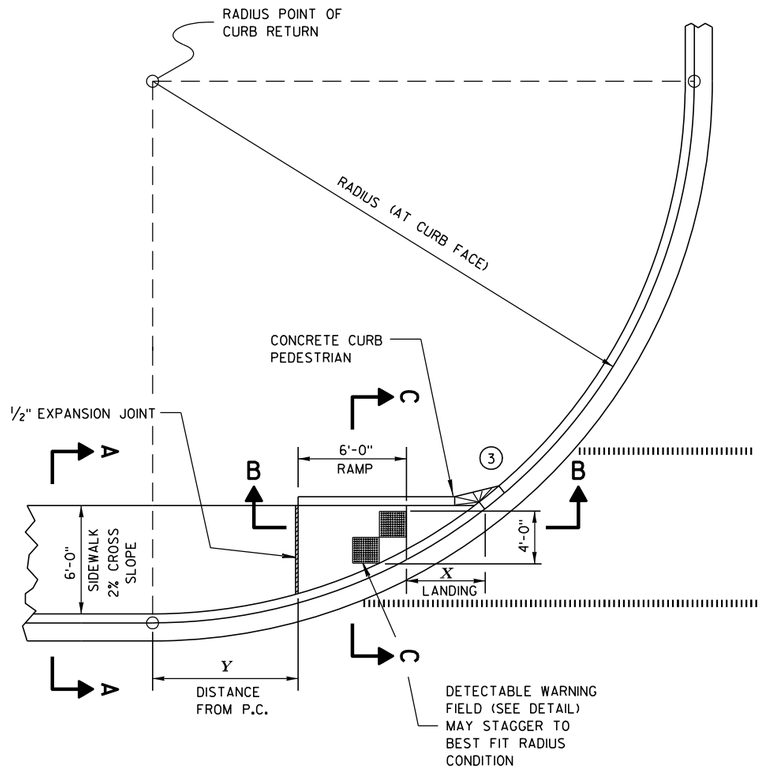


PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

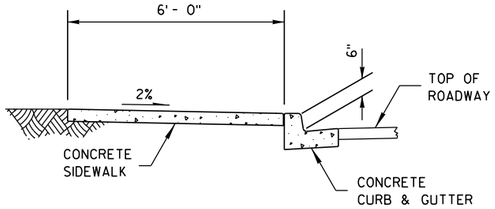
6
S.D.D. 8 D 5-14b



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

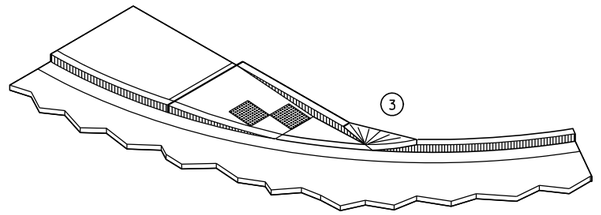
GENERAL NOTES

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

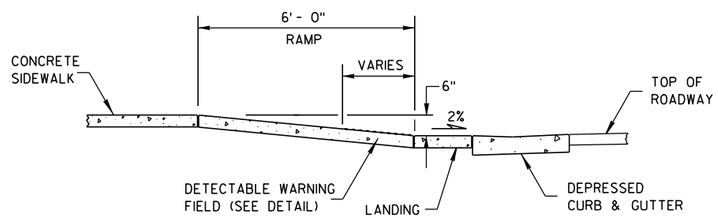
RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

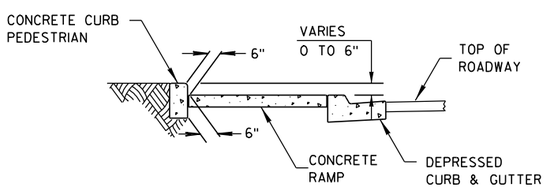
(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW



SECTION B-B



SECTION C-C

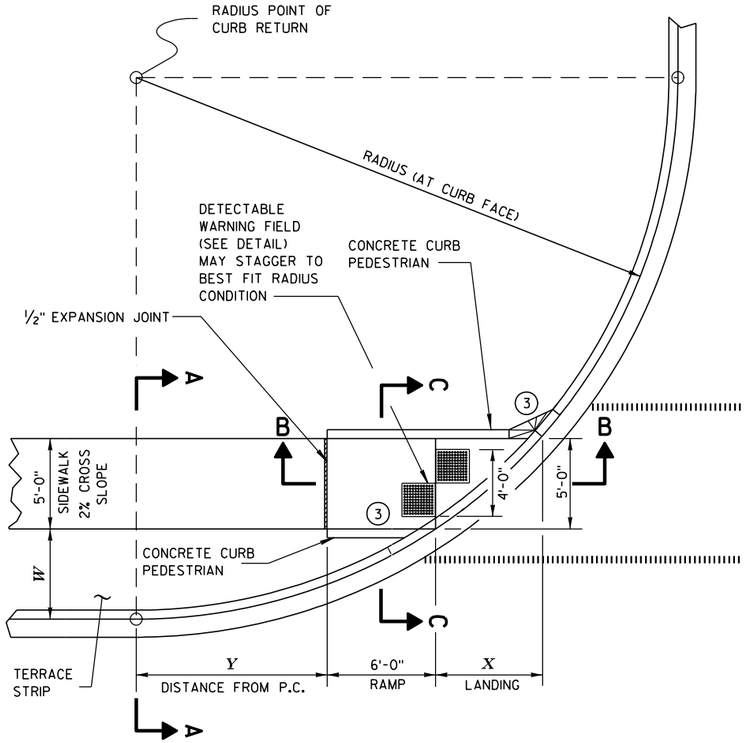
LEGEND

- 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.

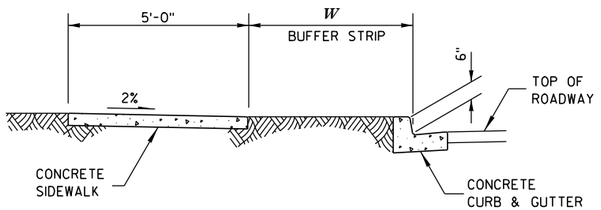
RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

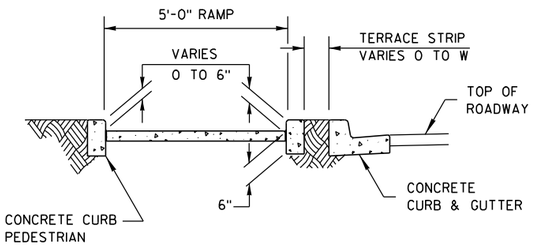
(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

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"

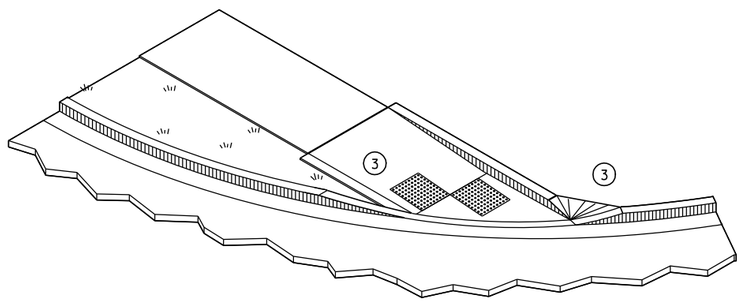
INTERMEDIATE RADII CAN BE INTERPOLATED



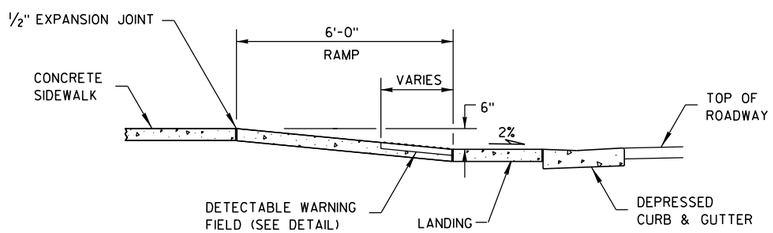
SECTION A-A



SECTION C-C



ISOMETRIC VIEW



SECTION B-B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

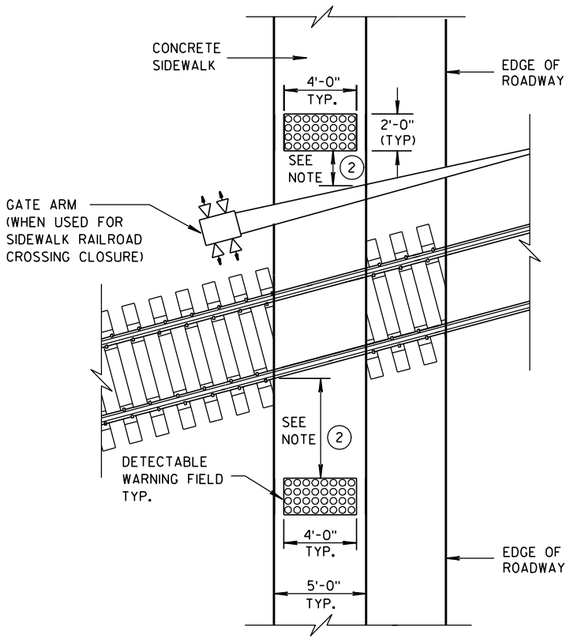
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B

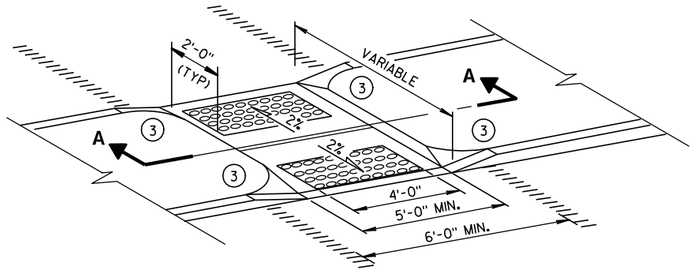
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

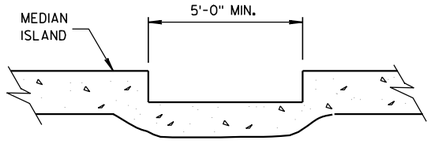
S.D.D. 8 D 5-14d



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%.

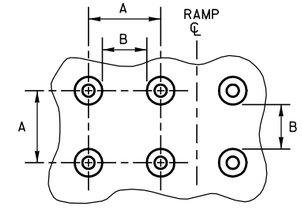
(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

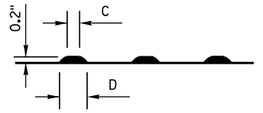
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



PLAN VIEW

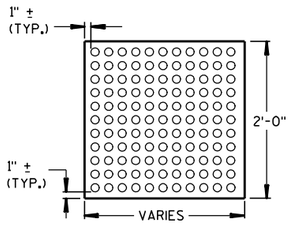
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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



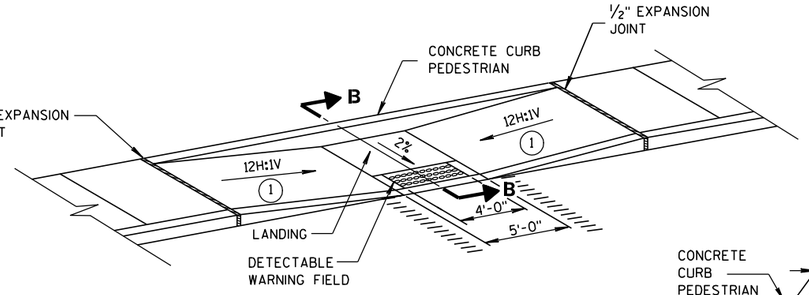
ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

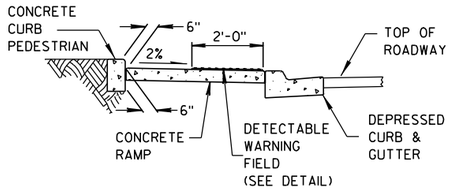


PLAN VIEW

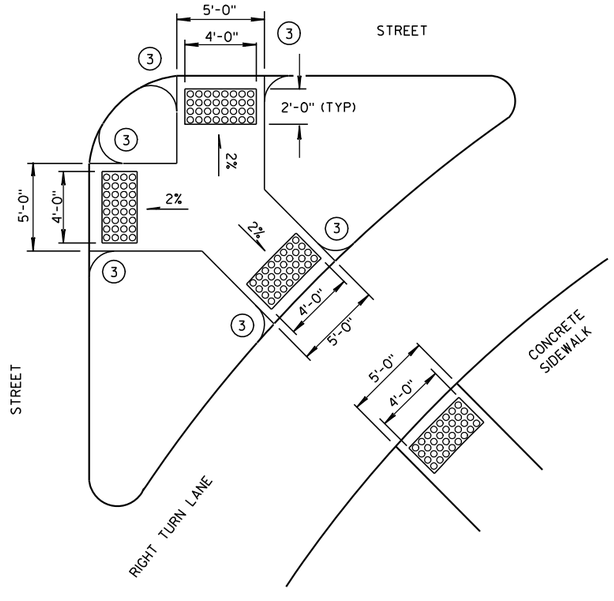
DETECTABLE WARNING FIELD (TYPICAL)



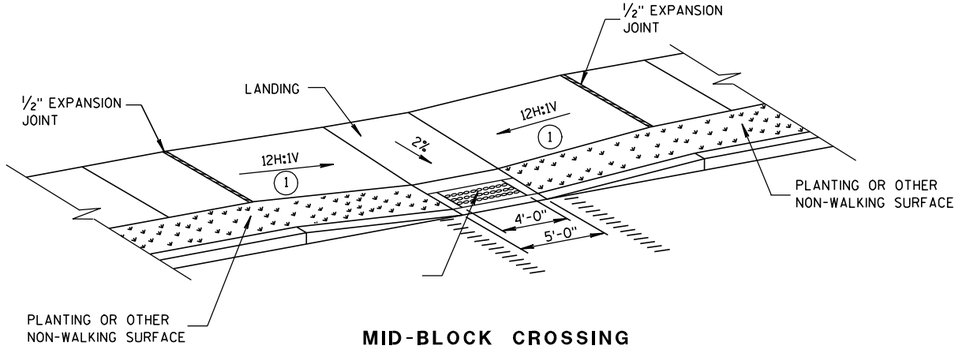
MID-BLOCK CROSSING
TYPE 7A



SECTION B-B



TYPE 6
DETECTABLE WARNING AT ISLANDS



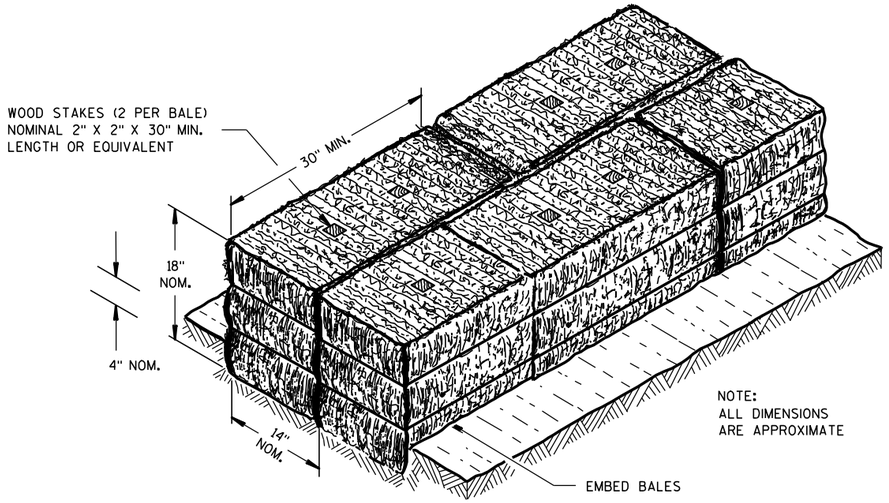
MID-BLOCK CROSSING
TYPE 7B

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

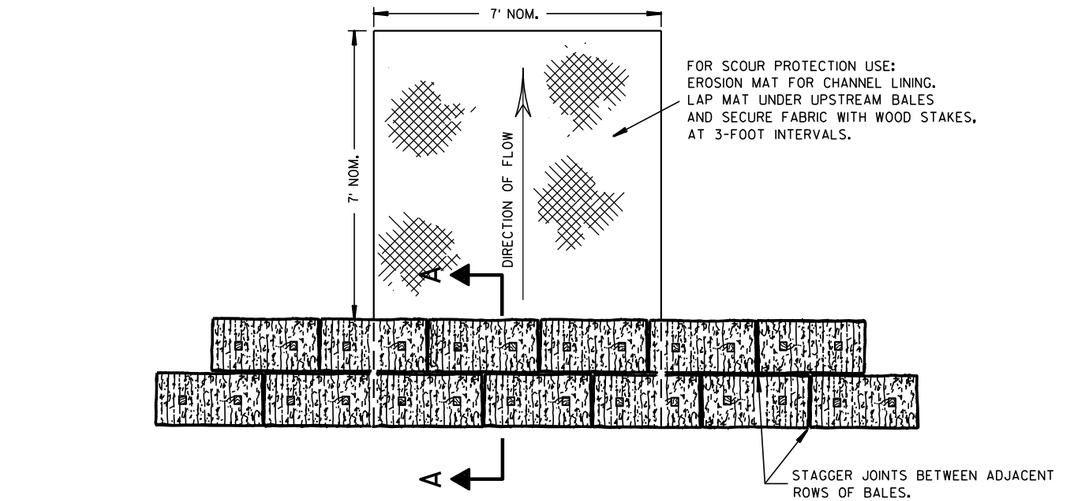
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

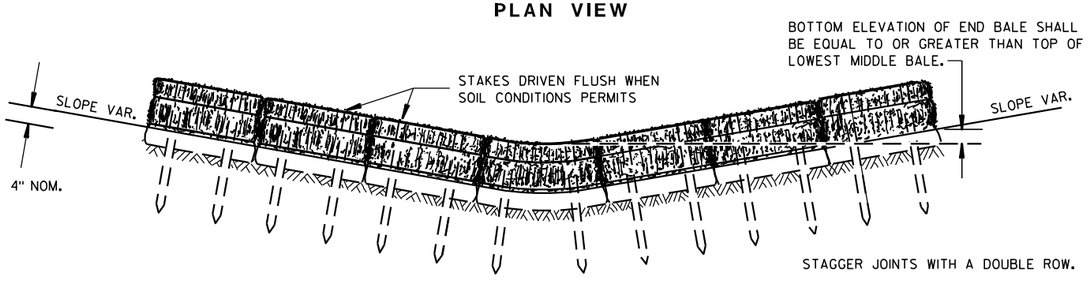
APPROVED
2-9-10 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
321 ENT
FHWA



SECTION A-A



PLAN VIEW



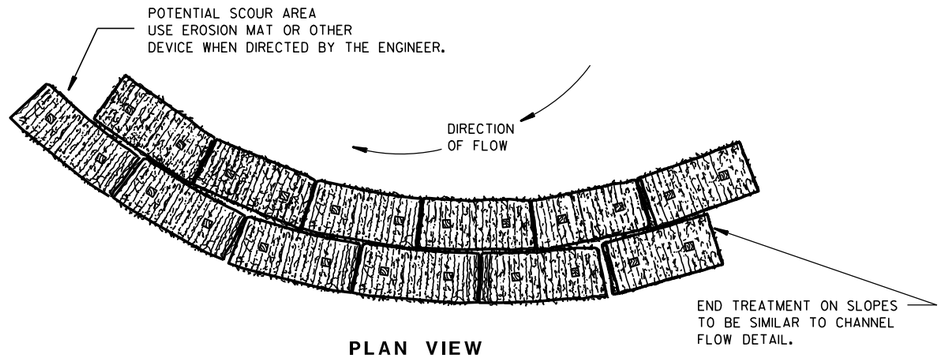
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

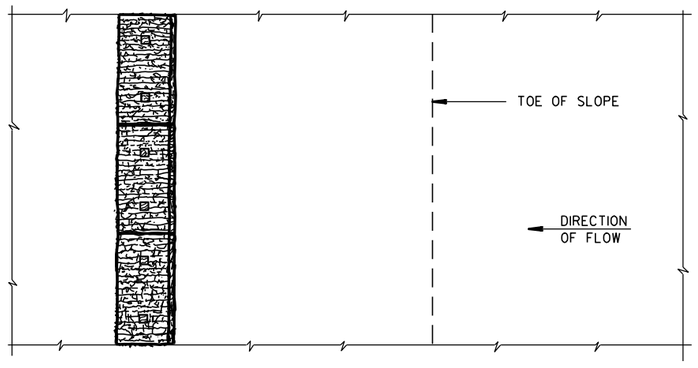
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

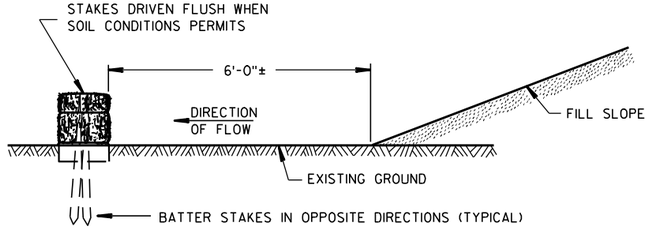


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

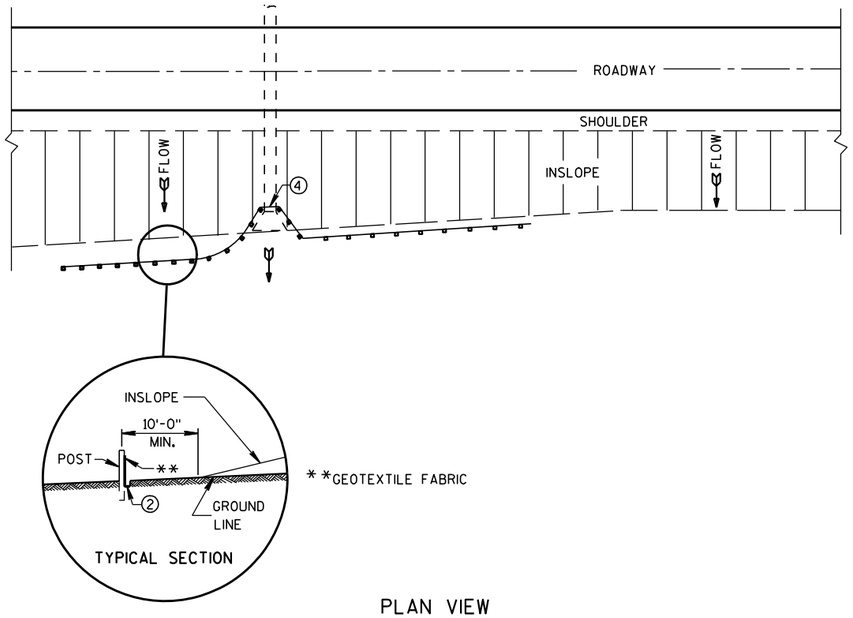
FHWA

6

S.D.D. 8 E 8-3

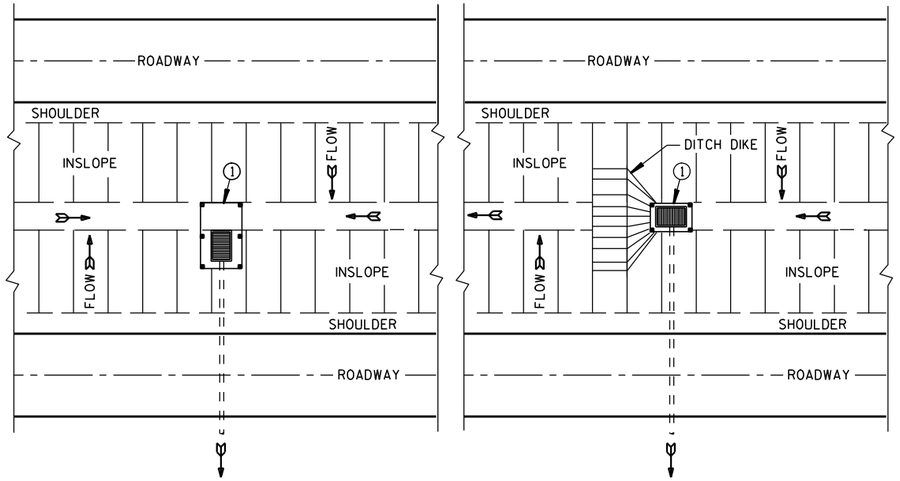
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

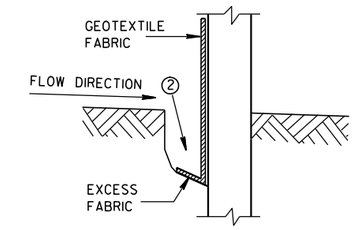
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

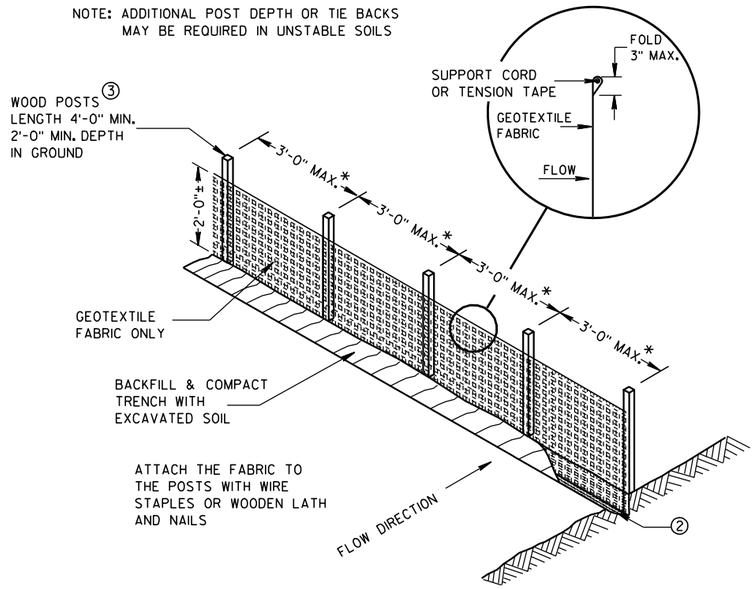
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

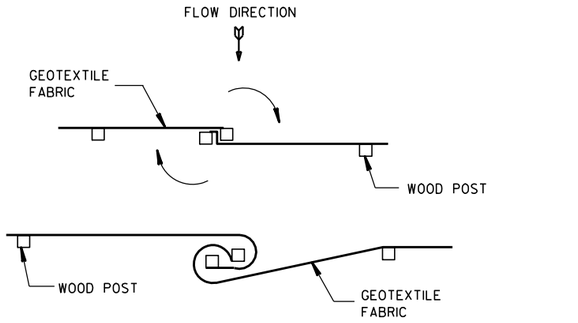
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



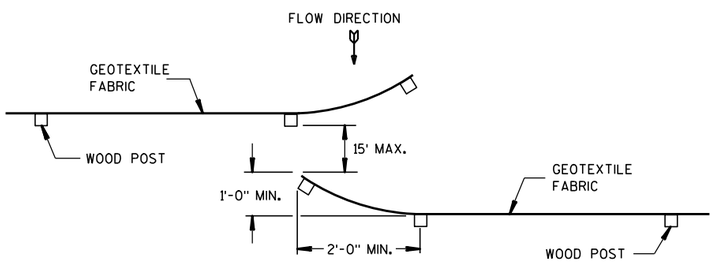
TRENCH DETAIL



SILT FENCE

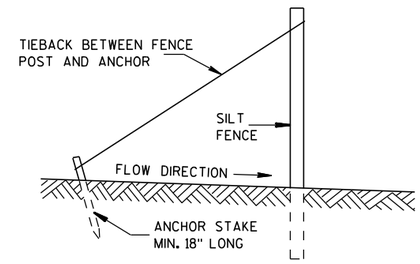


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

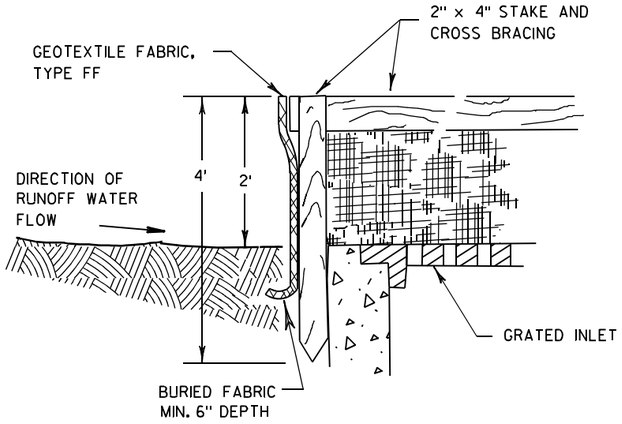
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

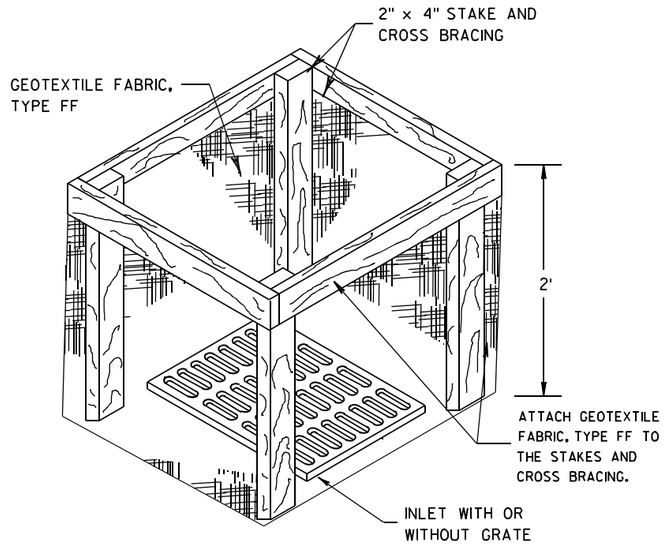
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S.D.D. 8 E 9-6

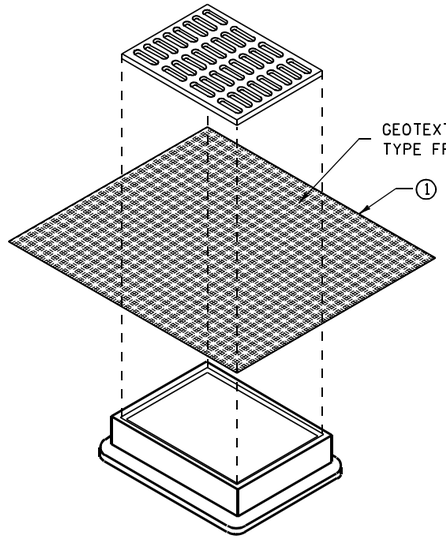
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S.D.D. 8 E 9-6



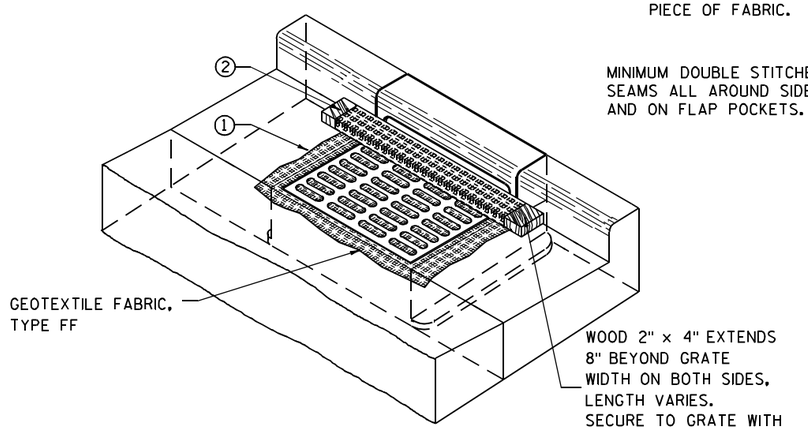


INLET PROTECTION, TYPE A

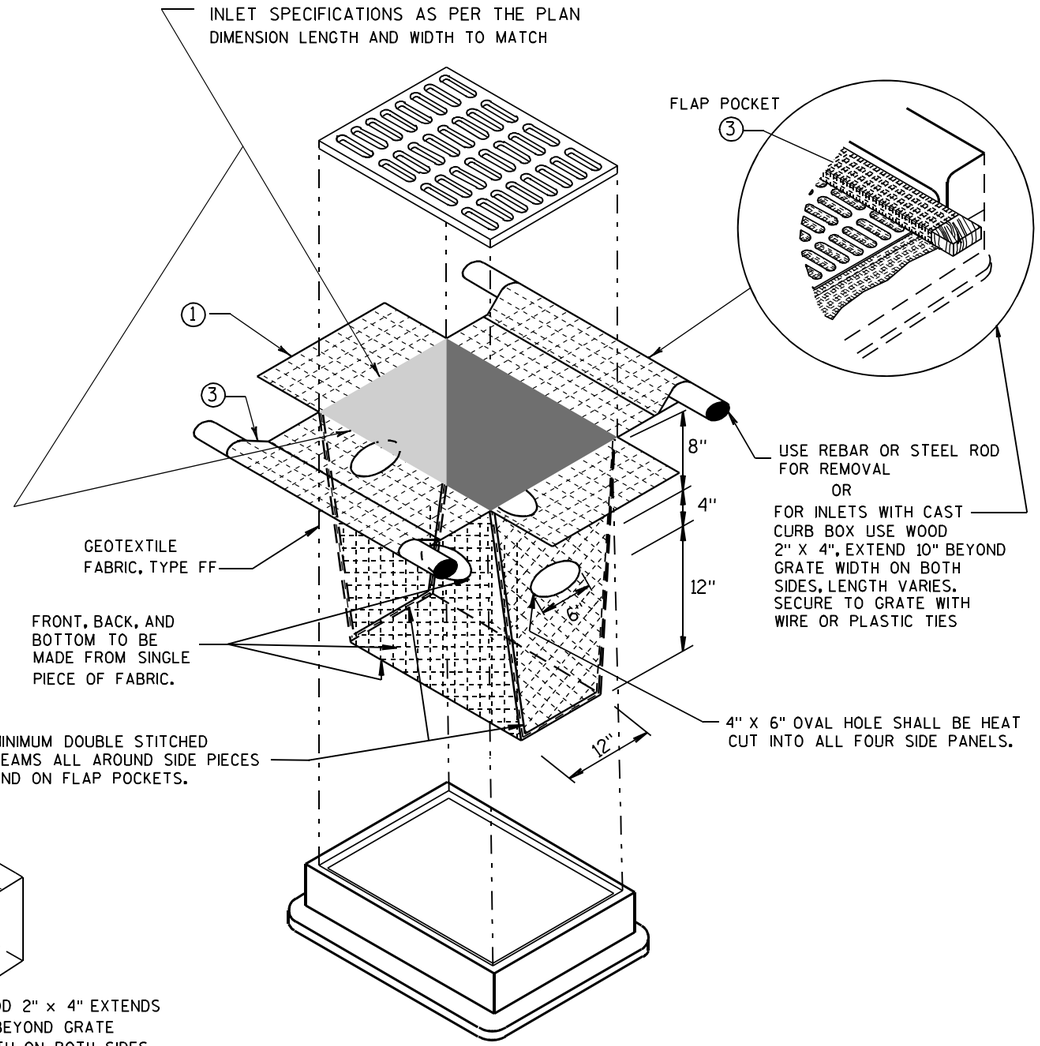


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

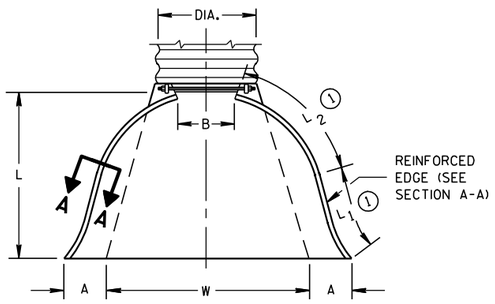
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

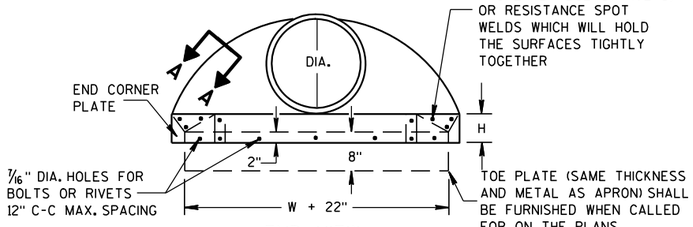
REINFORCED CONCRETE APRON ENDWALLS

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

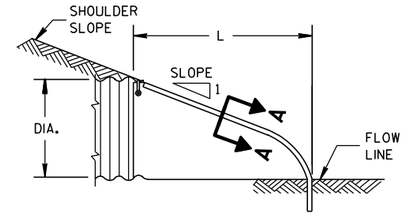
*MINIMUM
**MAXIMUM



PLAN VIEW

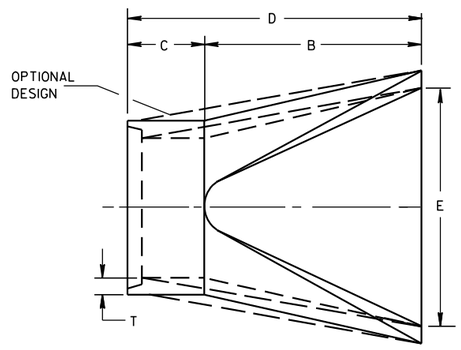


END VIEW

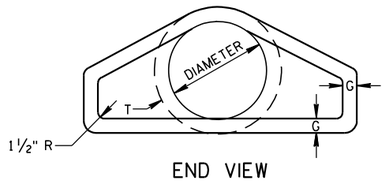


SIDE ELEVATION

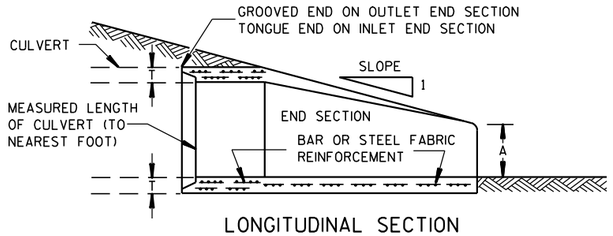
METAL ENDWALLS



PLAN

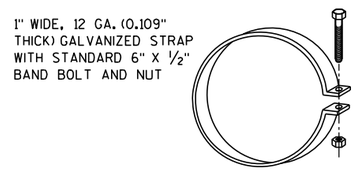


END VIEW



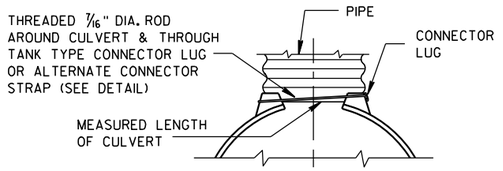
LONGITUDINAL SECTION

CONCRETE ENDWALLS

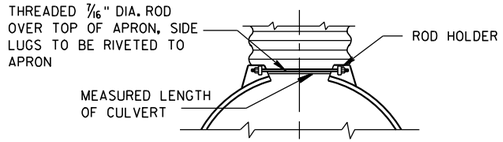


ALTERNATE FOR TYPE 1 CONNECTION

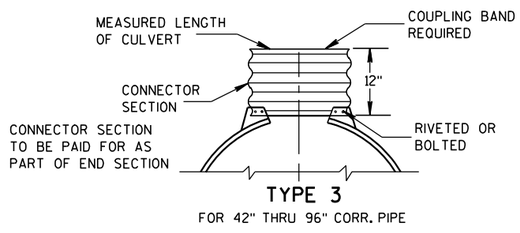
END SECTION CONNECTOR STRAP



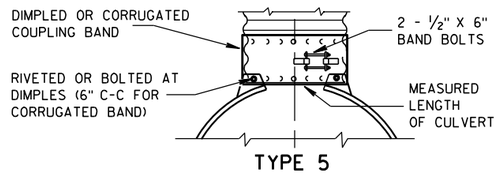
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

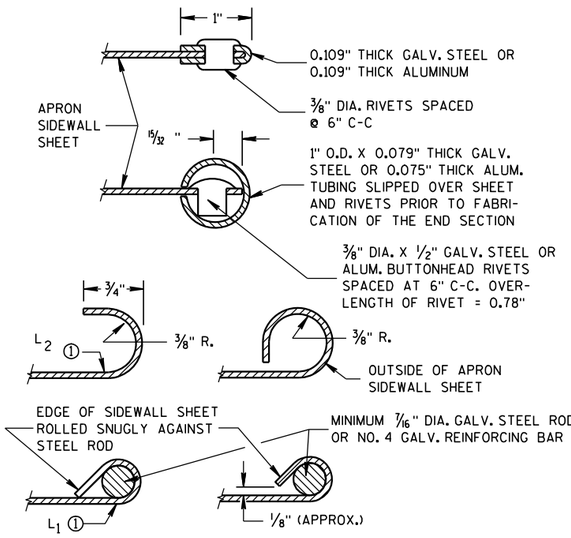
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

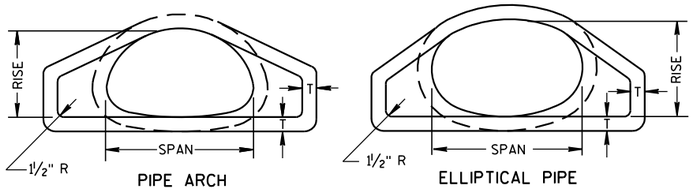
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

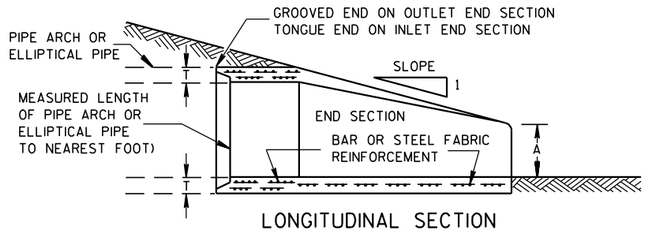
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 325 NEER
FHWA

6

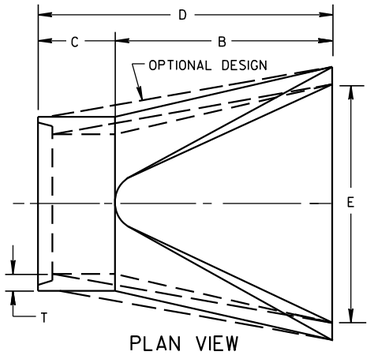
S.D.D. 8 F 1-11



END VIEW

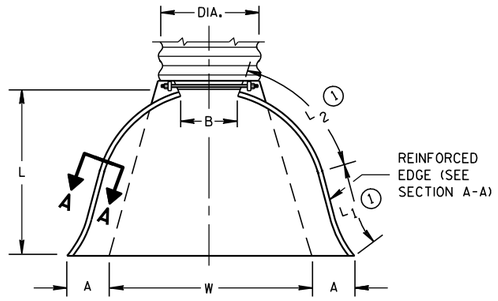


LONGITUDINAL SECTION

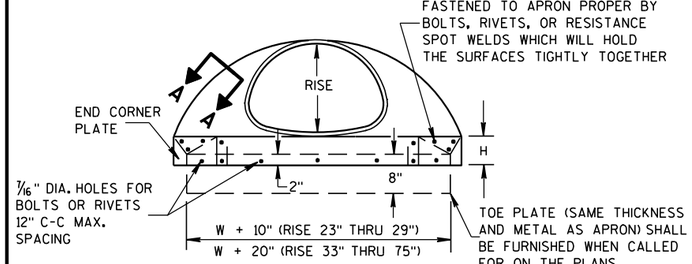


PLAN VIEW

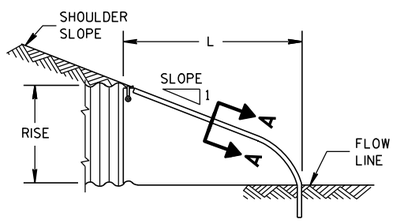
CONCRETE ENDWALLS



PLAN VIEW

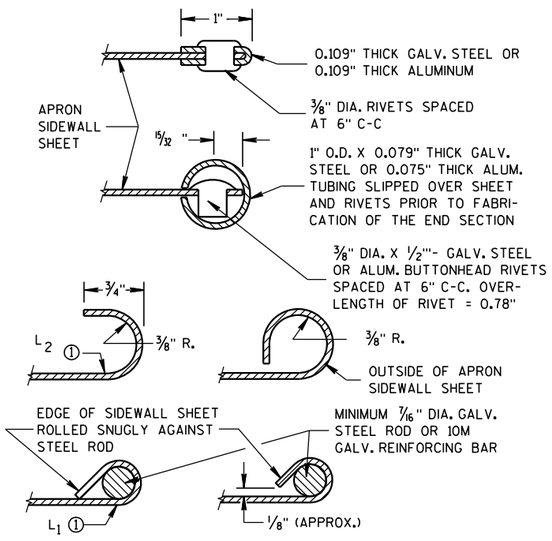


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

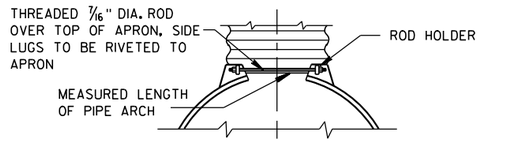
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

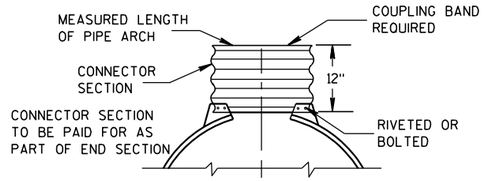
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



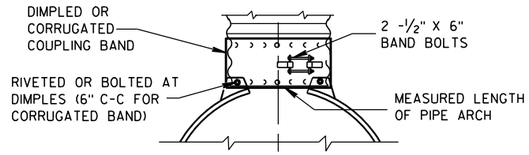
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

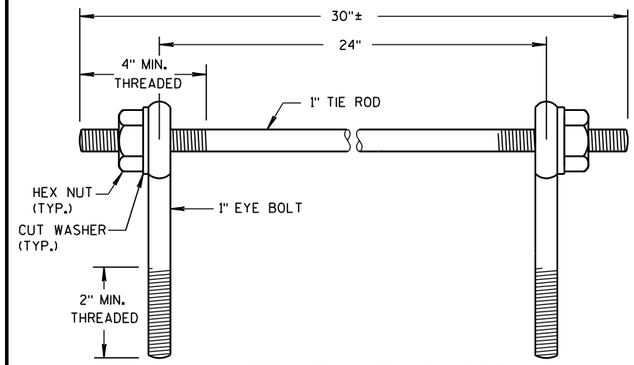
FHWA

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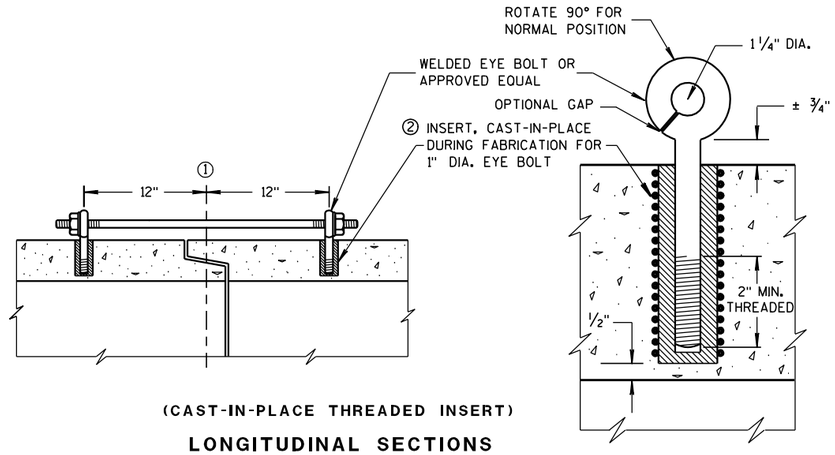
S.D.D. 8 F 2-1

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.

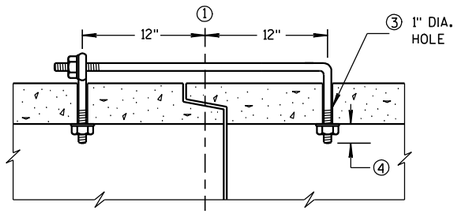
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

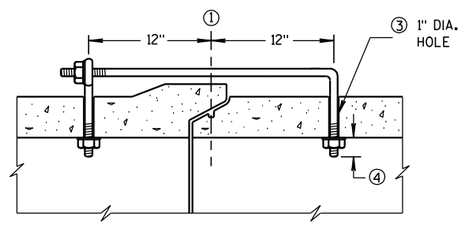
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

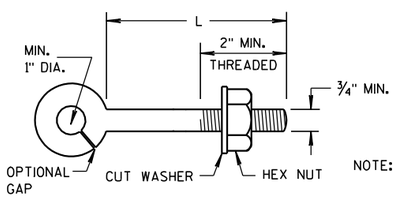


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

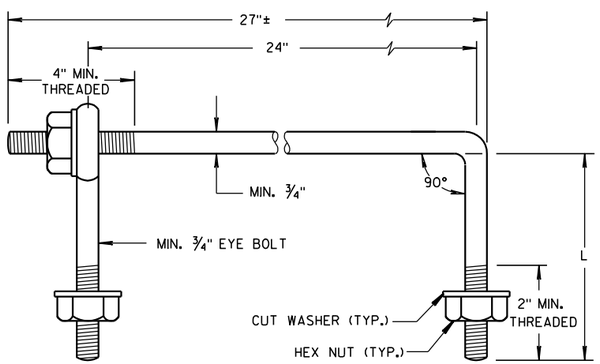
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

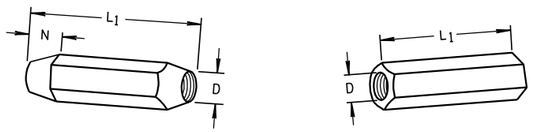
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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 1/16

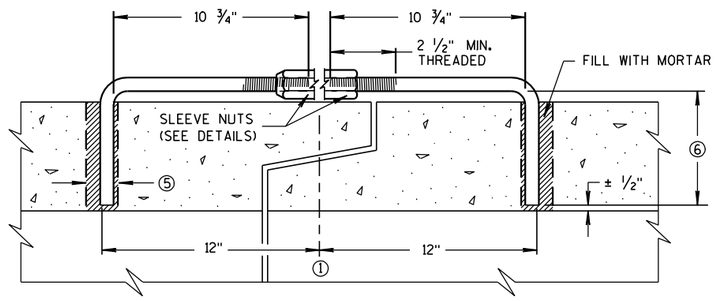
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

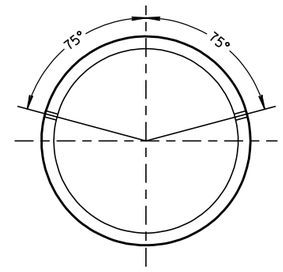
SLEEVE NUTS



LONGITUDINAL SECTION

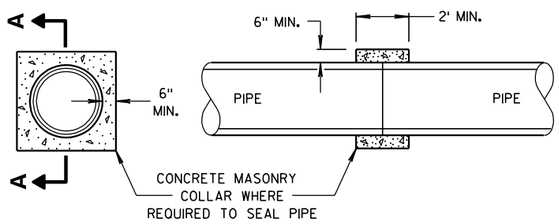
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

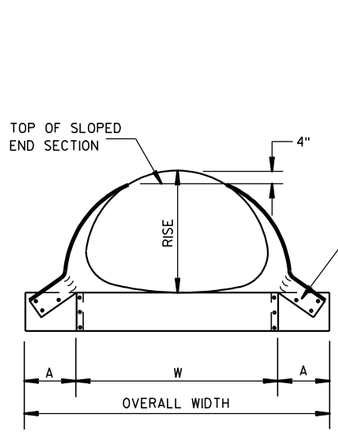
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
327 — MENT
FHWA

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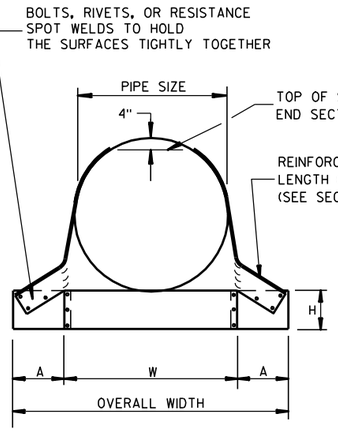
S.D.D. 8 F 4-7

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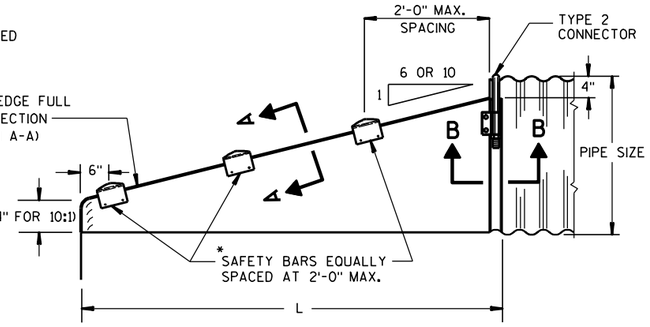
S.D.D. 8 F 4-7



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

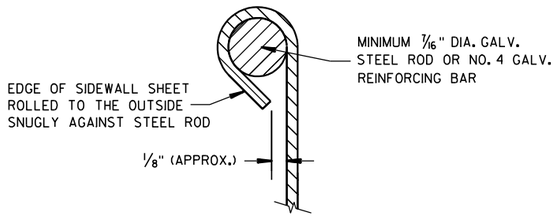
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

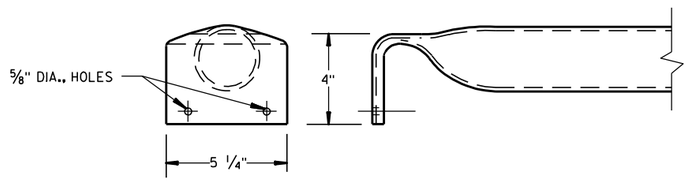
STEEL APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS

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.

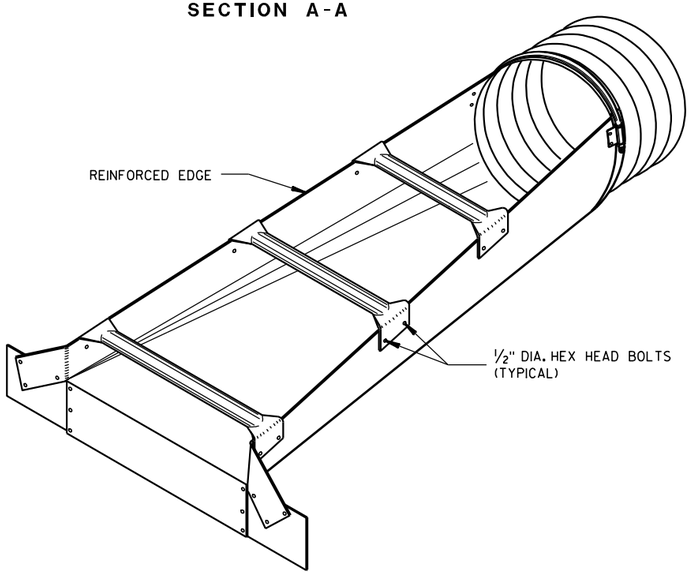


DETAIL OF SAFETY BAR

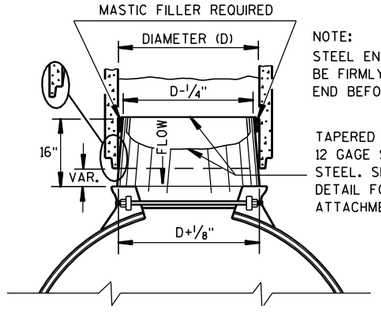
STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS

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.



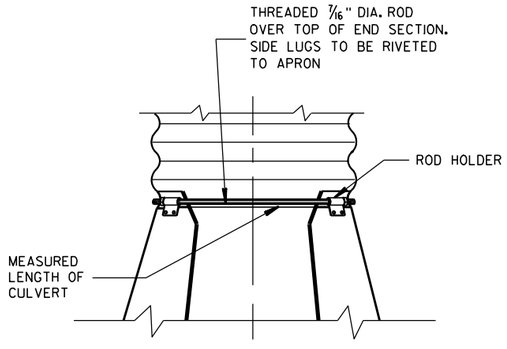
ISOMETRIC VIEW



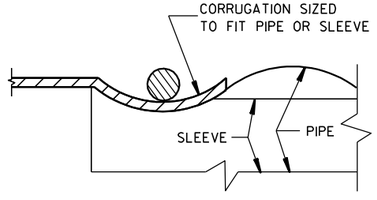
NOTE:
STEEL END SECTION SHALL BE FIRMLY WEDGED INTO PIPE END BEFORE BACKFILLING

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



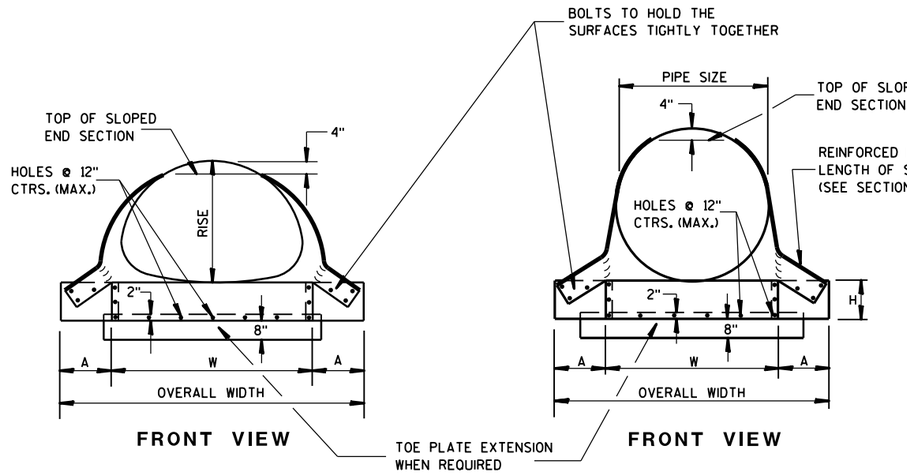
SECTION B-B

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

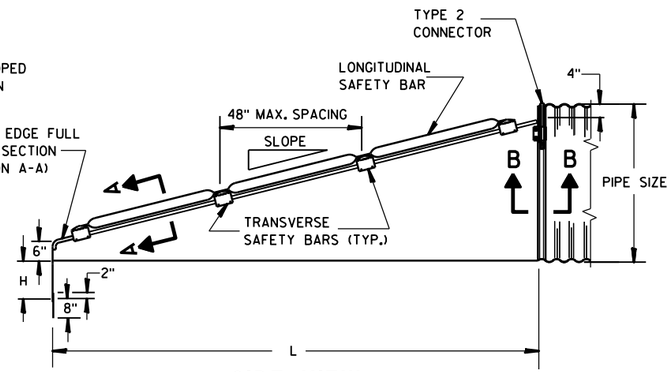
APPROVED
6/5/2012 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS ENGINEER
FHWA

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FRONT VIEW

FRONT VIEW



SIDE VIEW
(48" SIZE ILLUSTRATED)

GENERAL NOTES

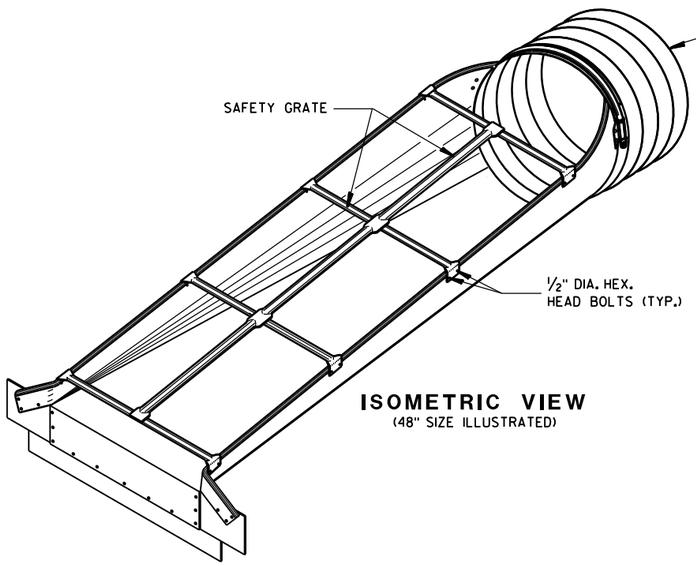
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

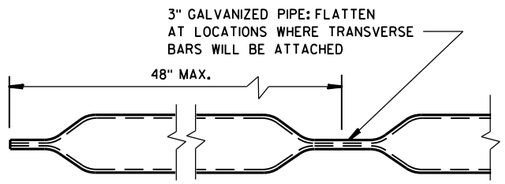
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

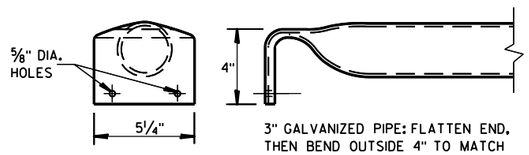
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300



ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



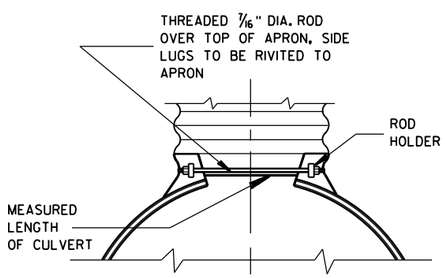
LONGITUDINAL SAFETY BAR



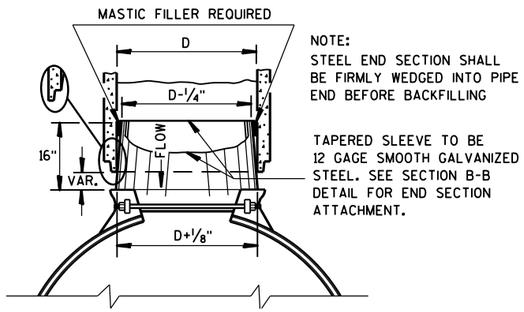
TRANSVERSE SAFETY BAR

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

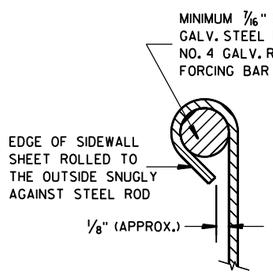
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	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



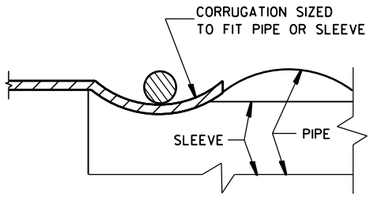
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



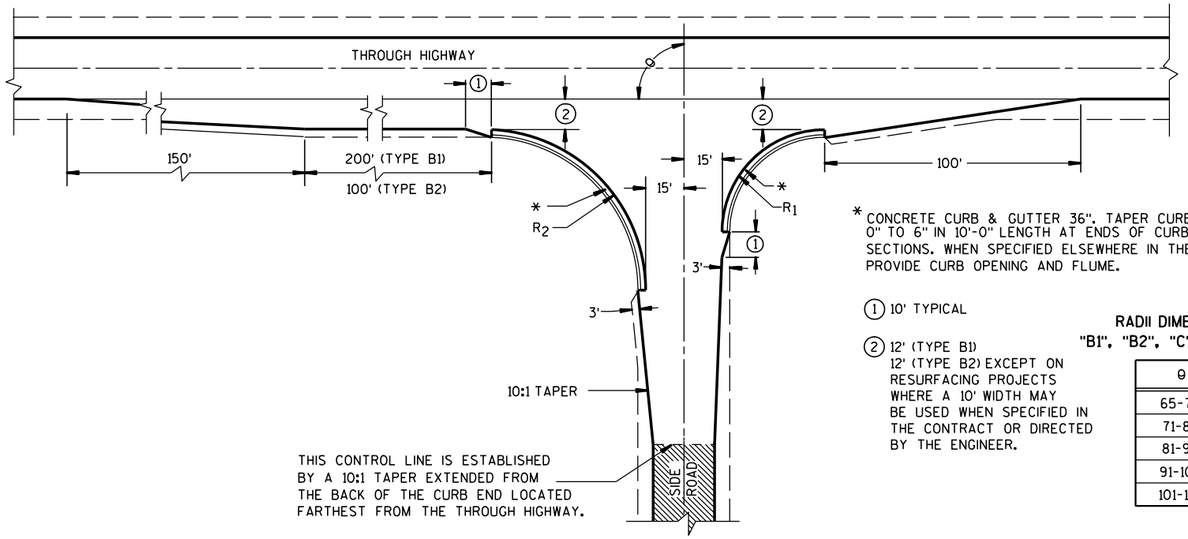
SECTION B-B

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 8 F 8-2



TYPE "B1" AND "B2"

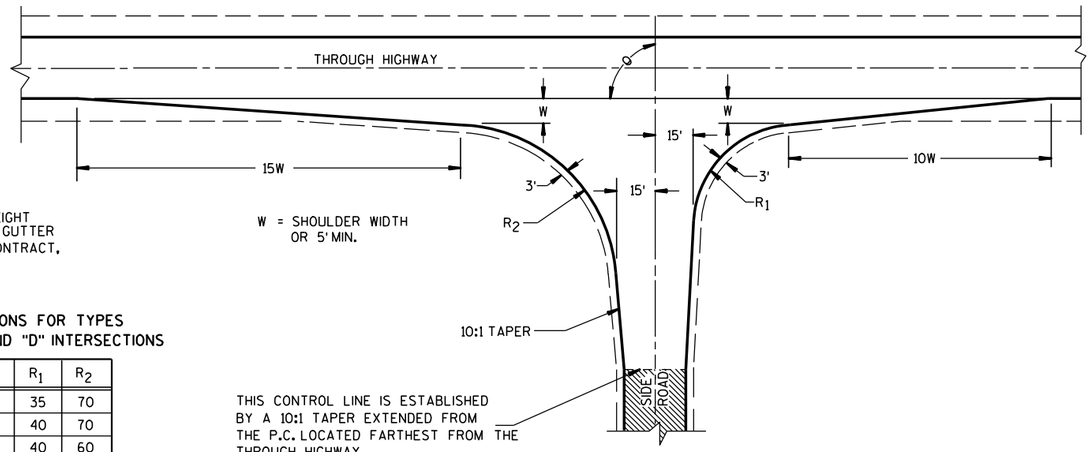
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL

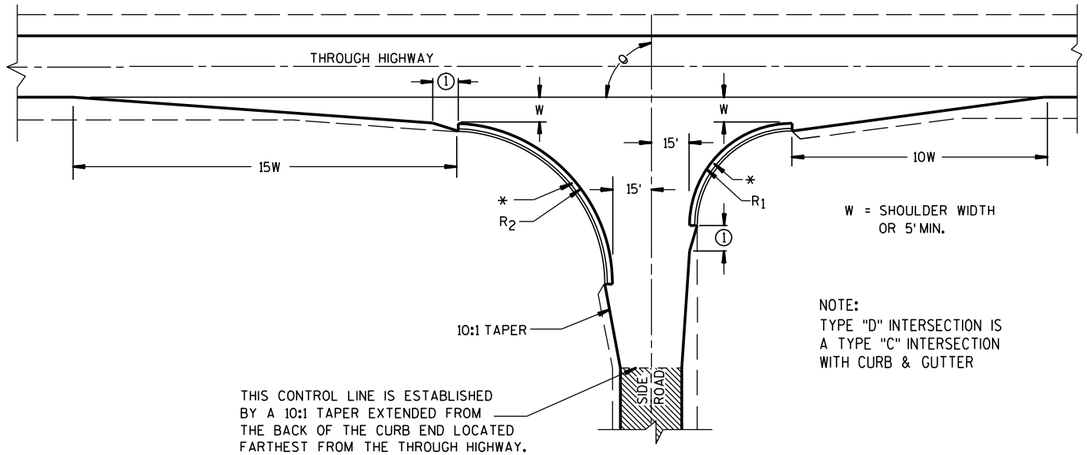
② 12' (TYPE B1)
12' (TYPE B2) EXCEPT ON RESURFACING PROJECTS WHERE A 10' WIDTH MAY BE USED WHEN SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

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.

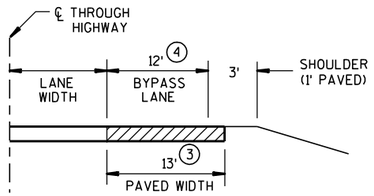
SIDE ROAD SURFACING NOTE

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.

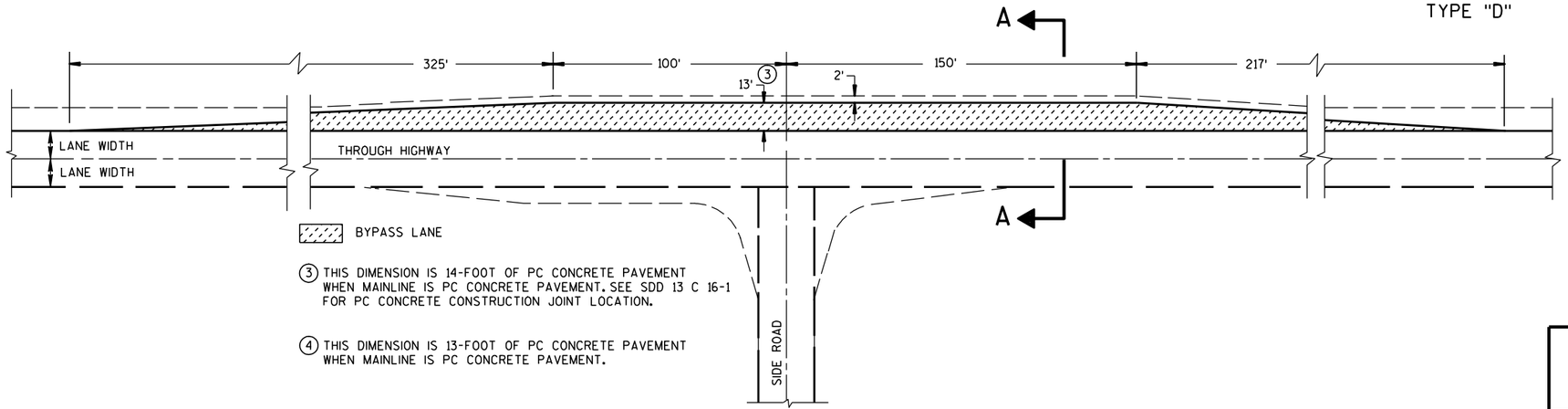
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

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.

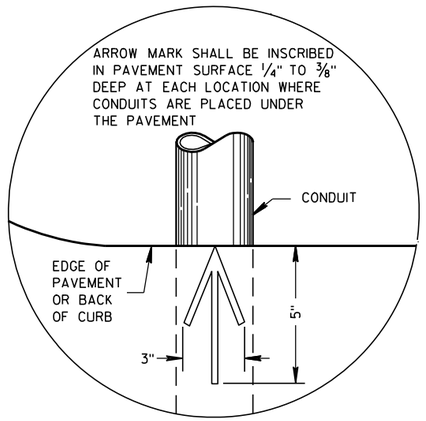
TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

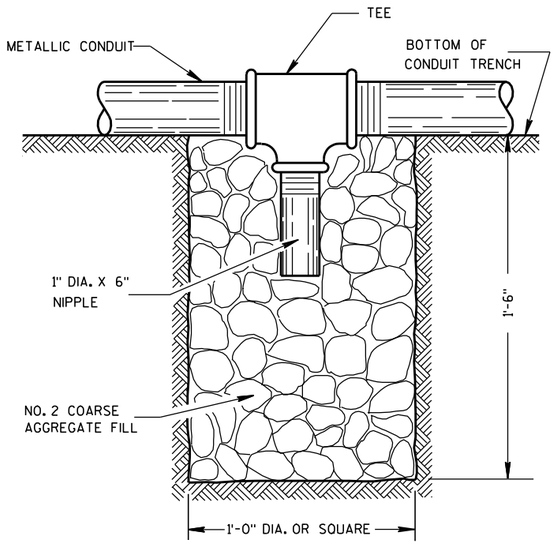
6

S.D.D. 9 A 1-12a



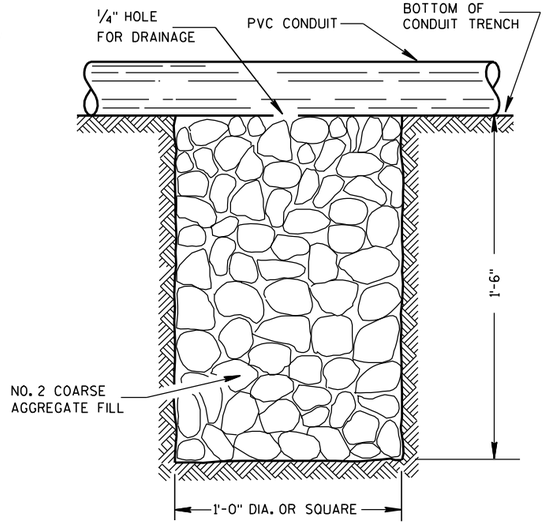
PLAN VIEW

ARROW MARK



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

DRAIN SUMP FOR METALLIC CONDUIT



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

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

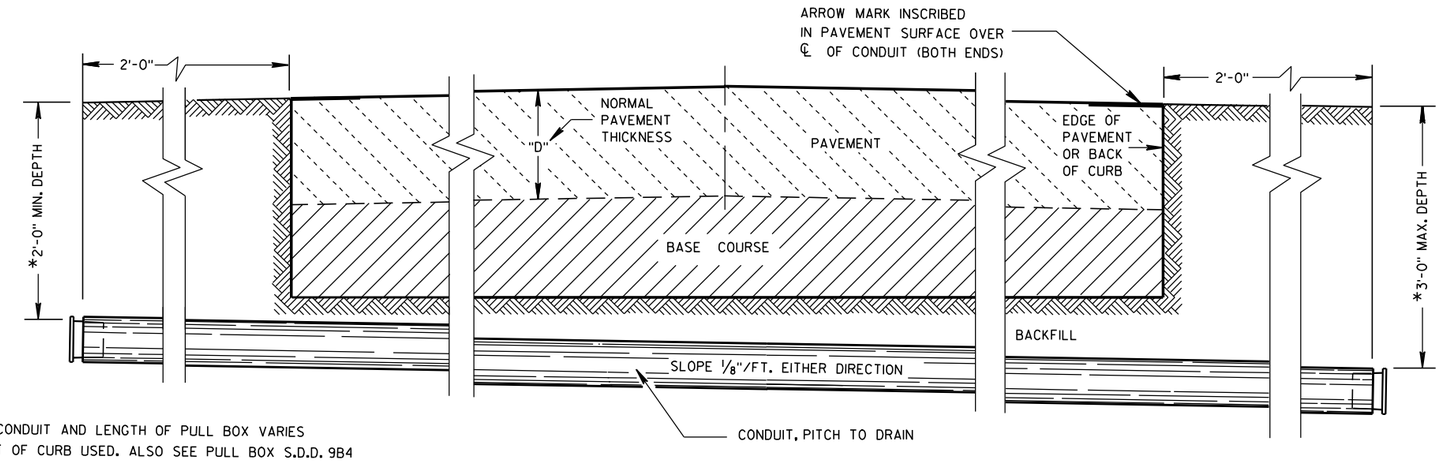
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

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



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/23/03 — DATE

/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI

331

FHWA — HWYS

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE. THE MECHANICAL CONNECTION (INSIDE AND OUTSIDE) TO THE PULL BOX, SHALL BE TOTALLY AND PERMANENTLY SEALED WITH A SILICONE OR RUBBERIZED CAULKING COMPOUND AS APPROVED BY THE ENGINEER.

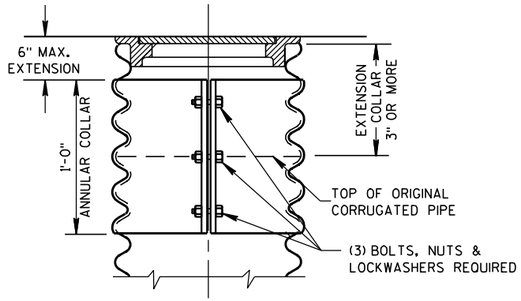
GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

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

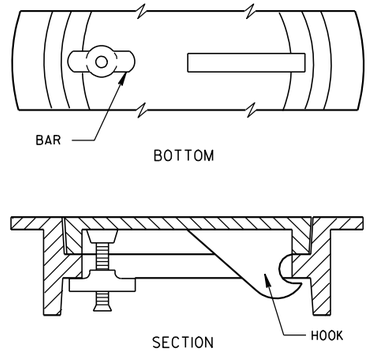
S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

IF PULL BOX EQUIPMENT GROUNDING IS REQUIRED USING AN EQUIPMENT GROUNDING ELECTRODE IN EACH PULL BOX, THE EQUIPMENT GROUNDING ELECTRODE SHALL BE 5/8" X 8'-0", COPPERCLAD AND BE EXOTHERMICALLY WELDED TO A #4 AWG, COPPER, STRANDED WIRE (BARE OR GREEN INSULATED). THE #4 AWG WIRE SHALL BE 4 FEET IN LENGTH, NEATLY COILED, TAPED AND AVAILABLE FOR USE WHEN REQUIRED.

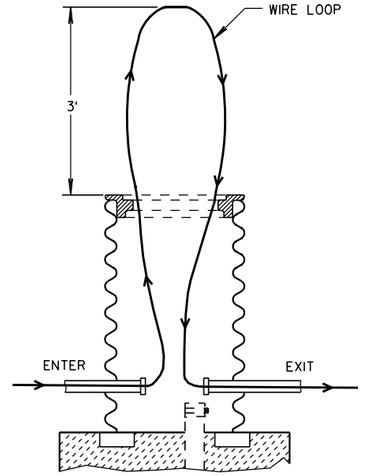


CORRUGATED PIPE EXTENDER

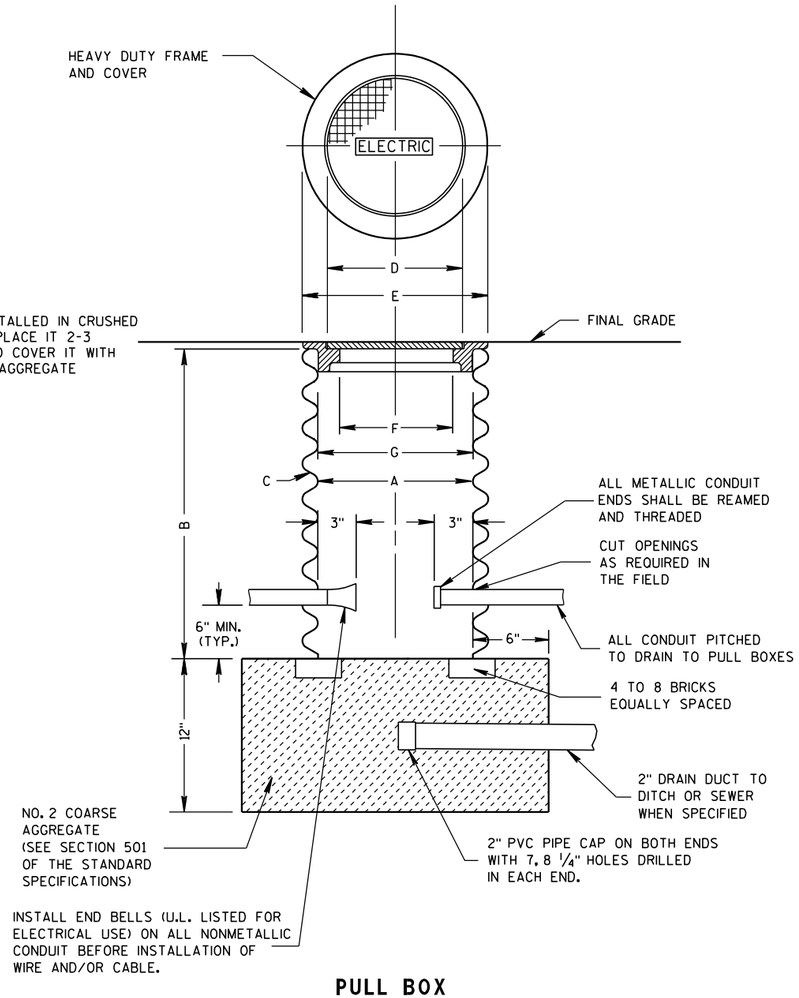


ALTERNATE COVER (LOCKING)

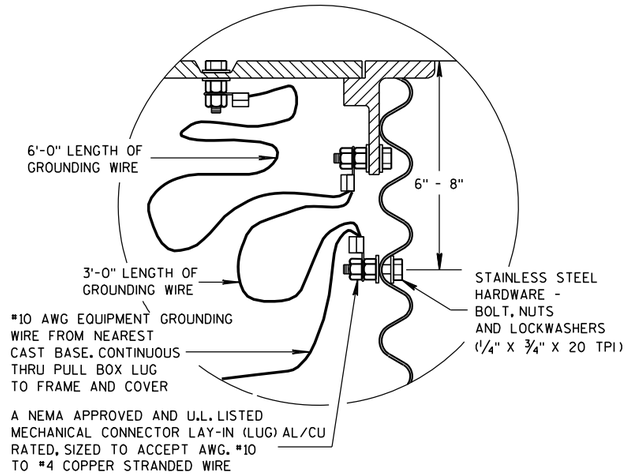
TIGHTENING BAR TYPE



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/27/06 DATE

/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI

HWYS

FHWA

6

S.D.D. 9 B 4-9

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

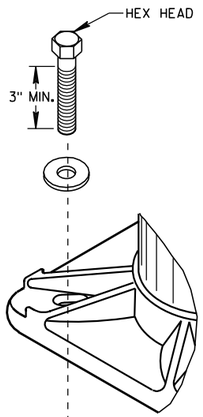
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

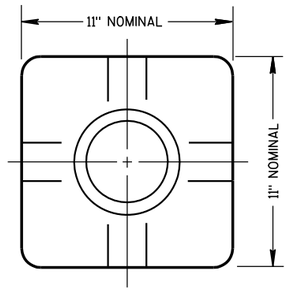
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

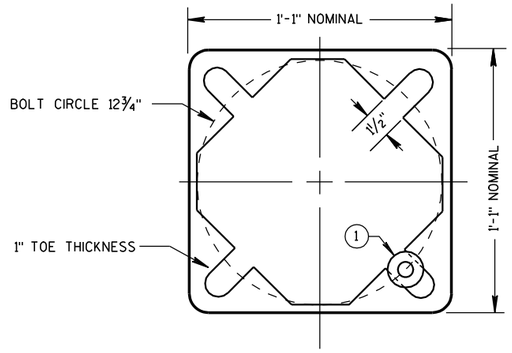
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

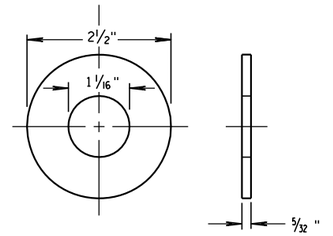




TOP VIEW
(PEDESTAL BASE)

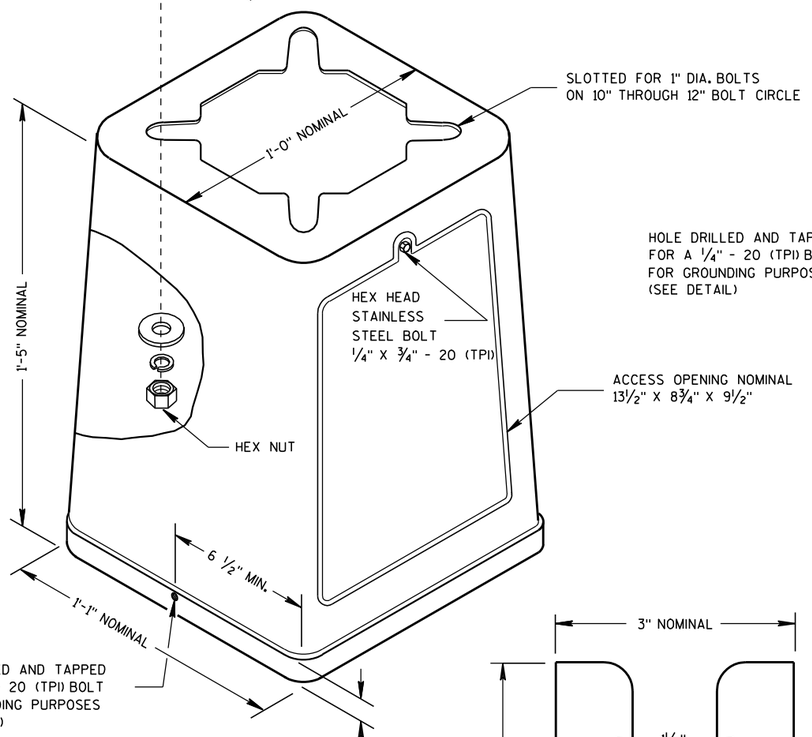


BOTTOM VIEW
(PEDESTAL BASE)

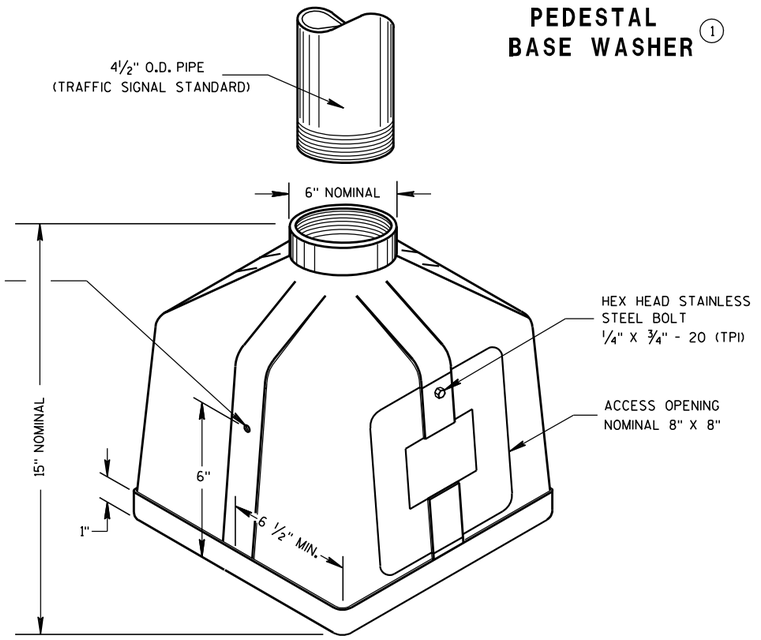


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

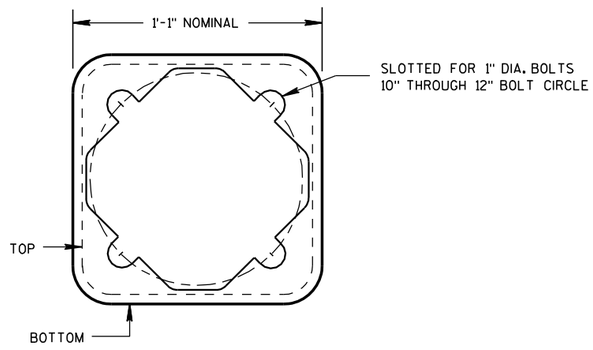


ISOMETRIC VIEW

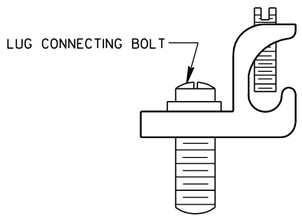


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

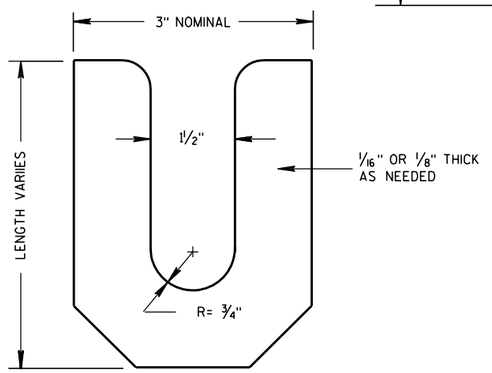


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

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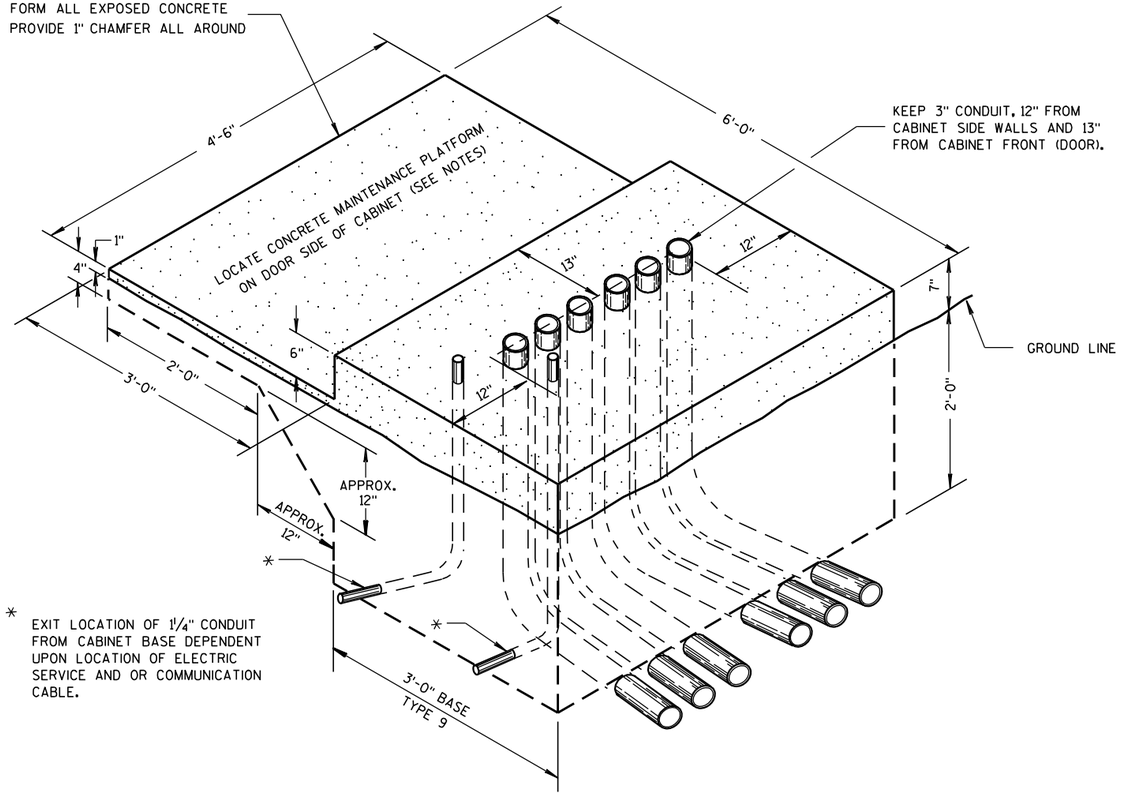
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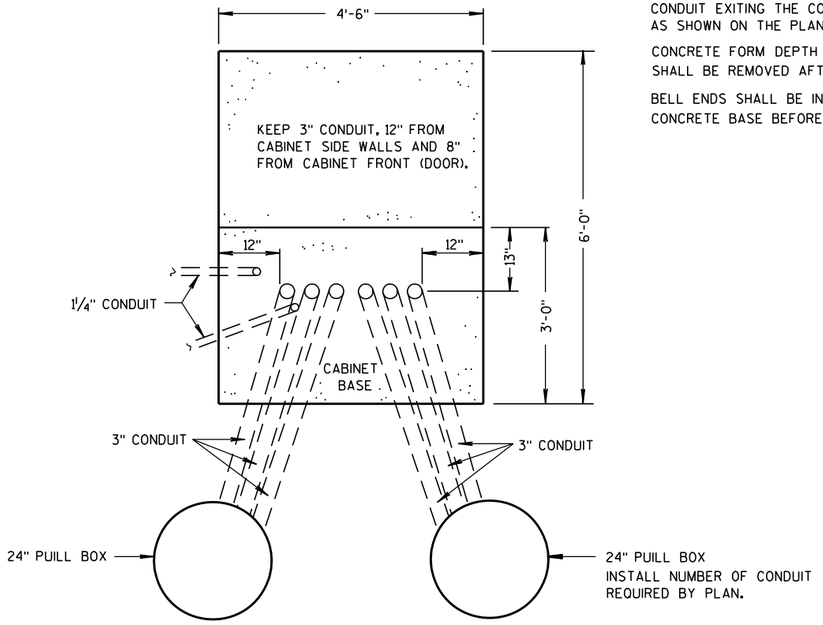


* EXIT LOCATION OF 1¼" CONDUIT FROM CABINET BASE DEPENDENT UPON LOCATION OF ELECTRIC SERVICE AND OR COMMUNICATION CABLE.

ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

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GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

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

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

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

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

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

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

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

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

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

ANCHOR RODS SHALL BE 1" X 3'-6".

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS.

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

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

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

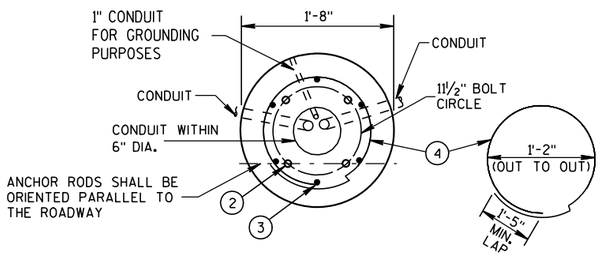
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

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

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

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

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

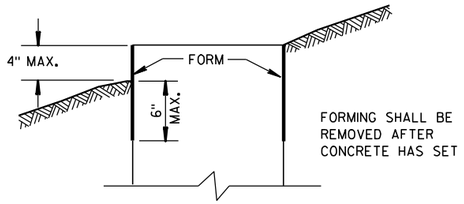


CONCRETE BASE, TYPE 6 (FOR 35' LIGHT POLES)

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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



FORMING DETAIL

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	0.4
LBS. OF HOOP BAR STEEL	16
LBS. OF VERTICAL BAR STEEL	18

CONCRETE BASE, TYPE 6

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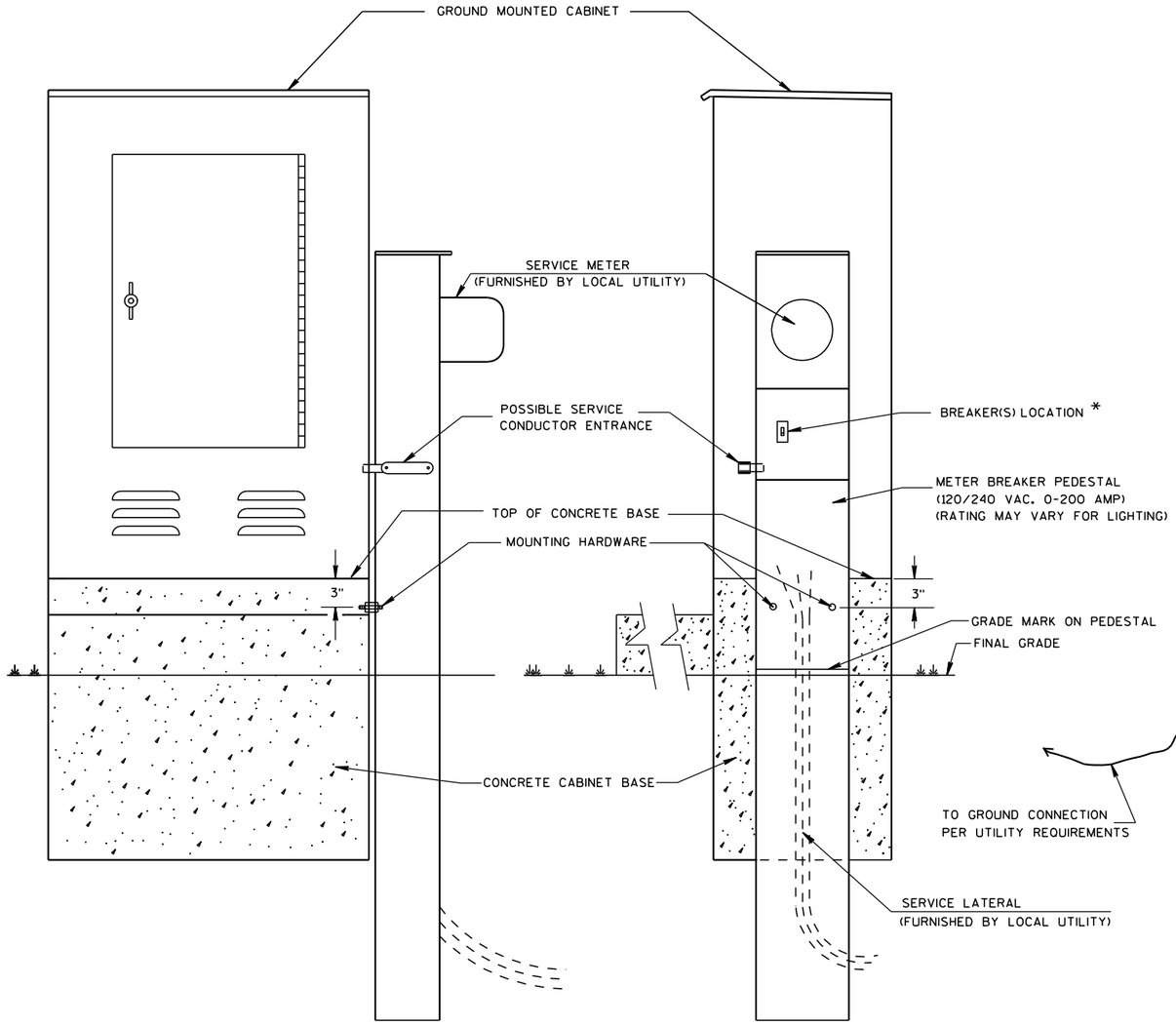
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TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

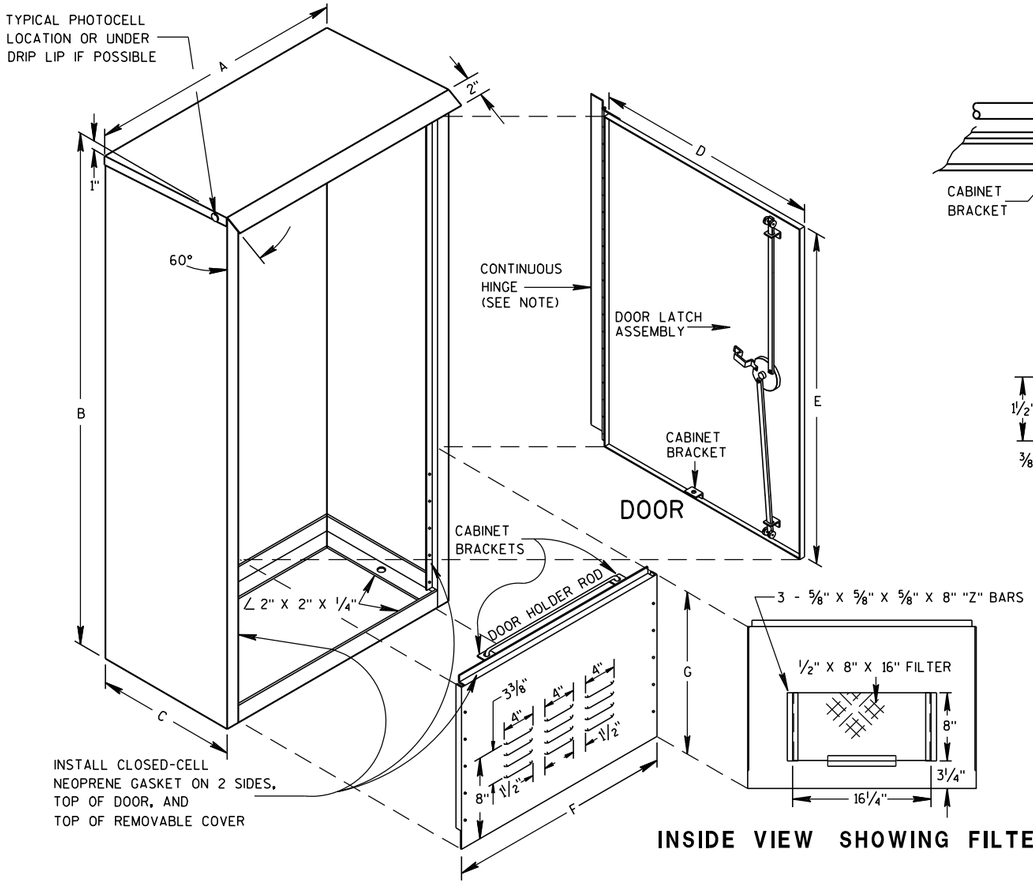
IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

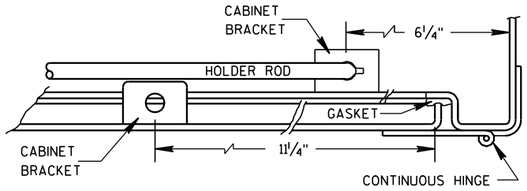
STATE OF WISCONSIN
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10/27/09 DATE
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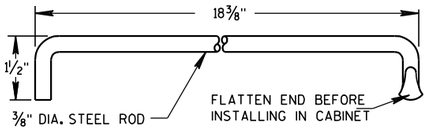


REMOVABLE COVER

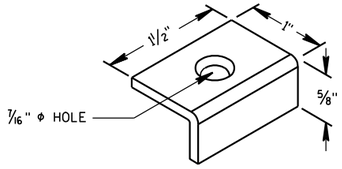
INSIDE VIEW SHOWING FILTER



HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET

MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

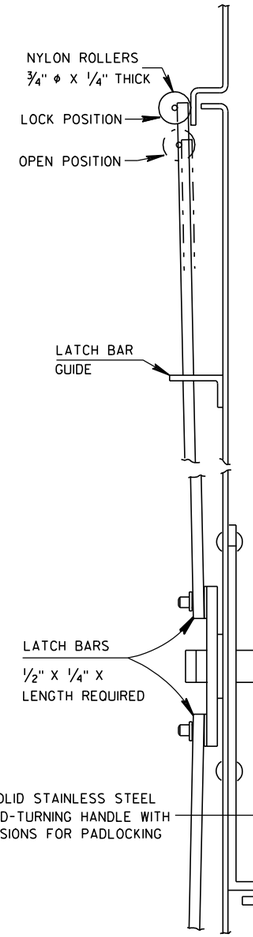
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

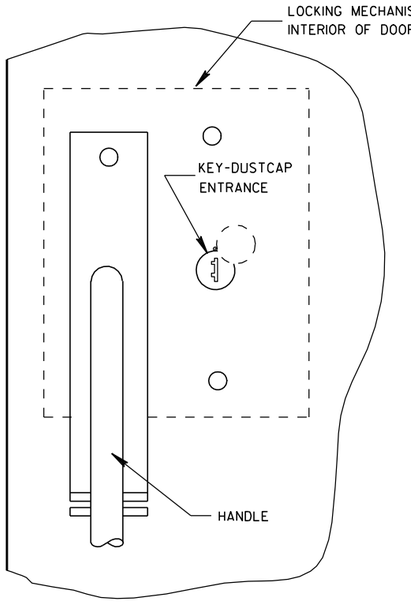
CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE AN APPROVED TYPE.

DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.

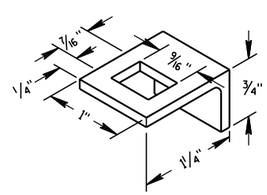


SIDE VIEW



FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL OR LIGHTING CONTROL CABINET

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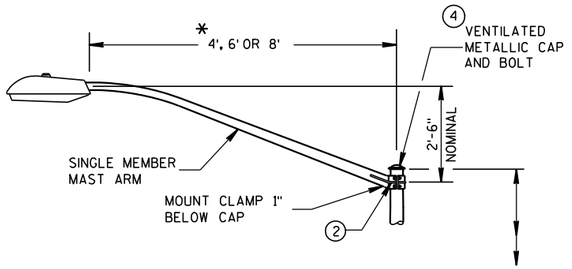
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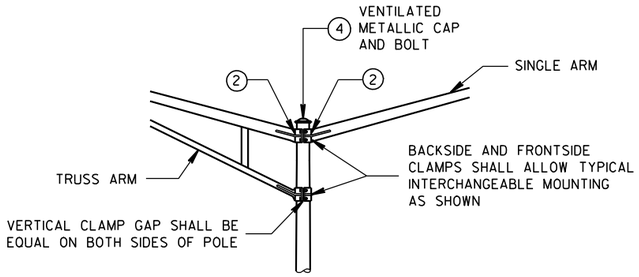
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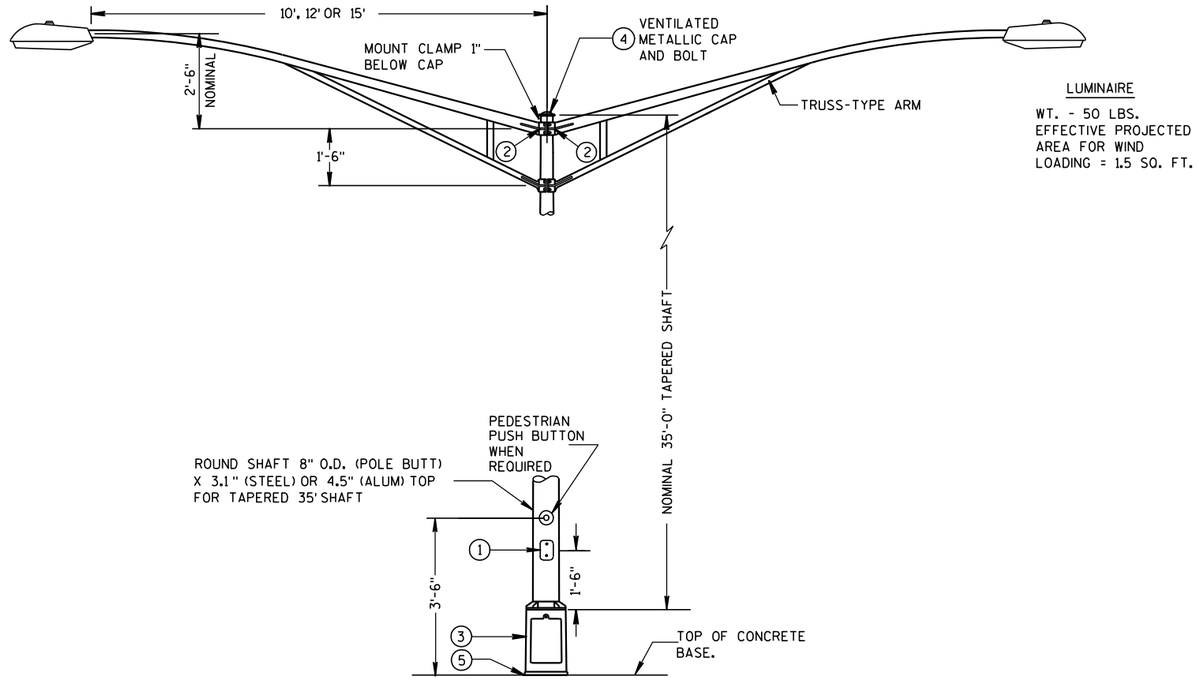
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* RISE FOR 4' ARM SHALL BE 2'-0".





INTERCHANGEABLE MOUNTING DETAIL



TYPE 6 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

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

ALL TYPE 6 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE EITHER GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 6 ALUMINUM POLES, SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 6 ALUMINUM POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.219".

TYPE 6 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

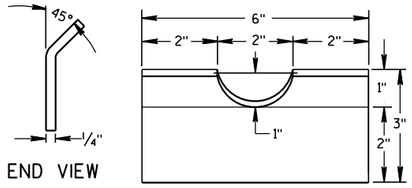
1. 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
3. CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
4. FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
5. SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)

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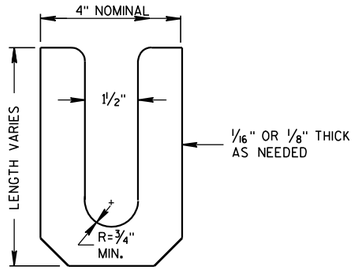
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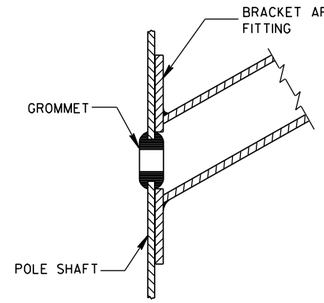
RECTANGULAR CLAMP SHIM

(4 TO A SET)

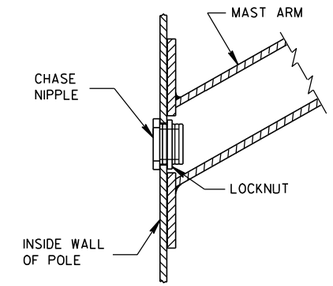


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10.) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11.) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12.) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13.) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14.) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

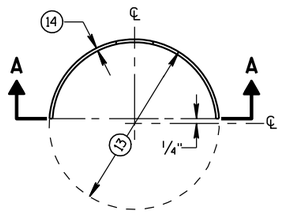
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

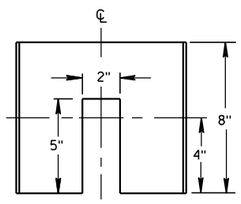
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15.) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

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



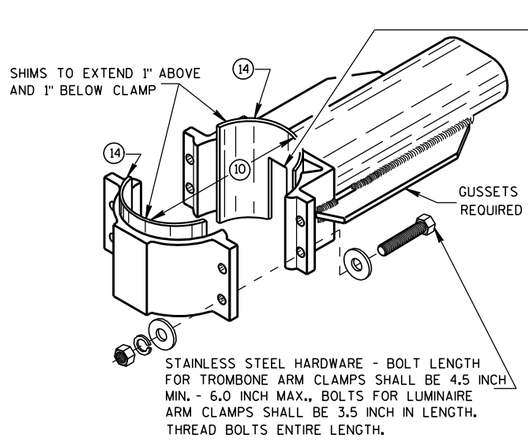
PLAN VIEW



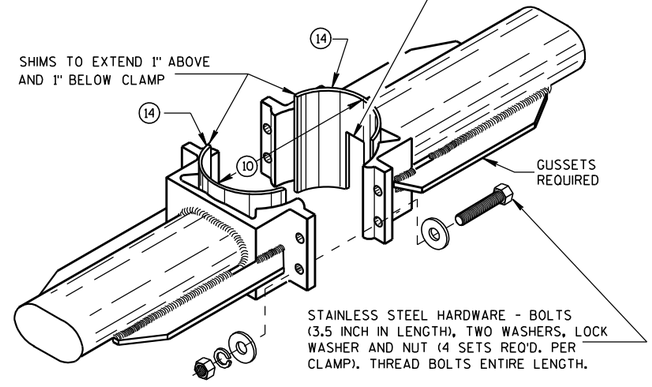
SECTION A-A

CIRCULAR CLAMP SHIM

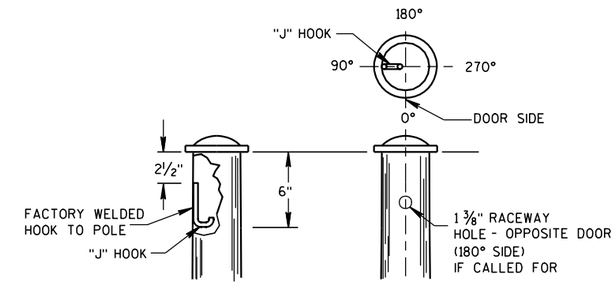
(2 TO A SET)



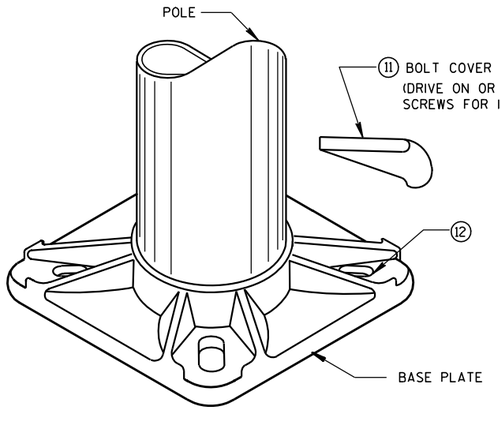
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



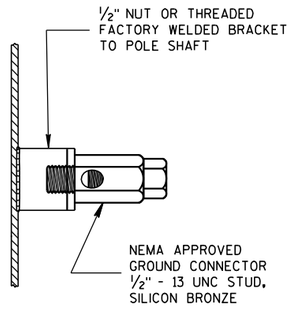
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

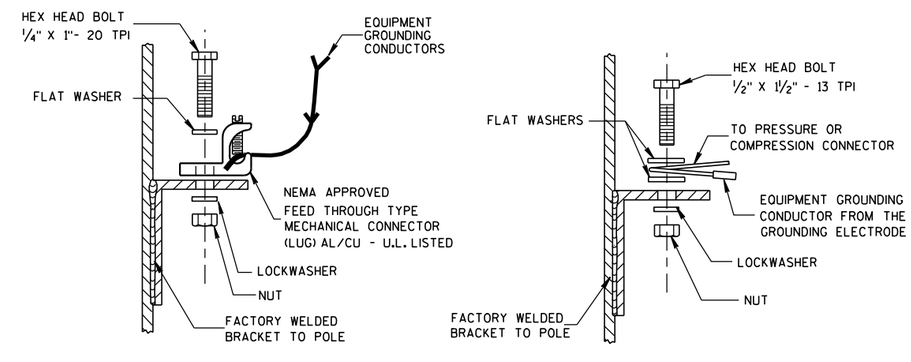


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/2/11 DATE

/S/ Thomas J. Goerlinger
STATE ELECTRICAL ENGI

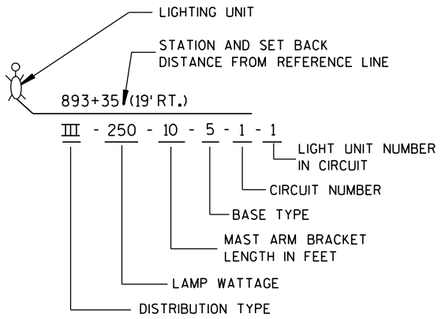
339

HWYS

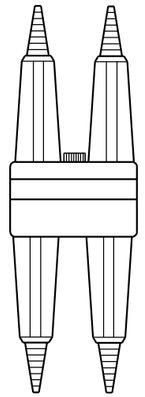
FHWA

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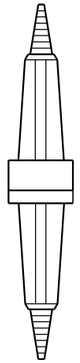
S.D.D. 9 E 1-11g



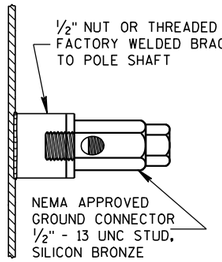
LIGHTING UNIT CODE
(TYPICAL)

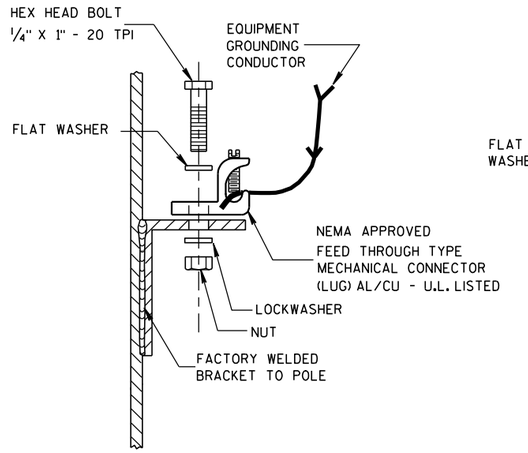


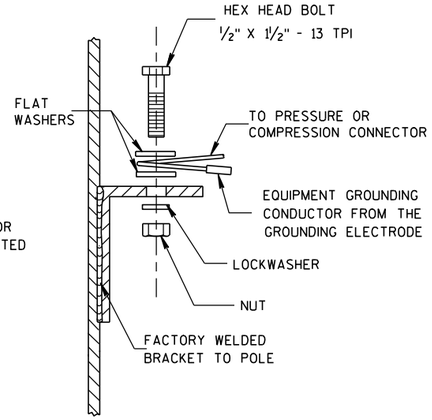
DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



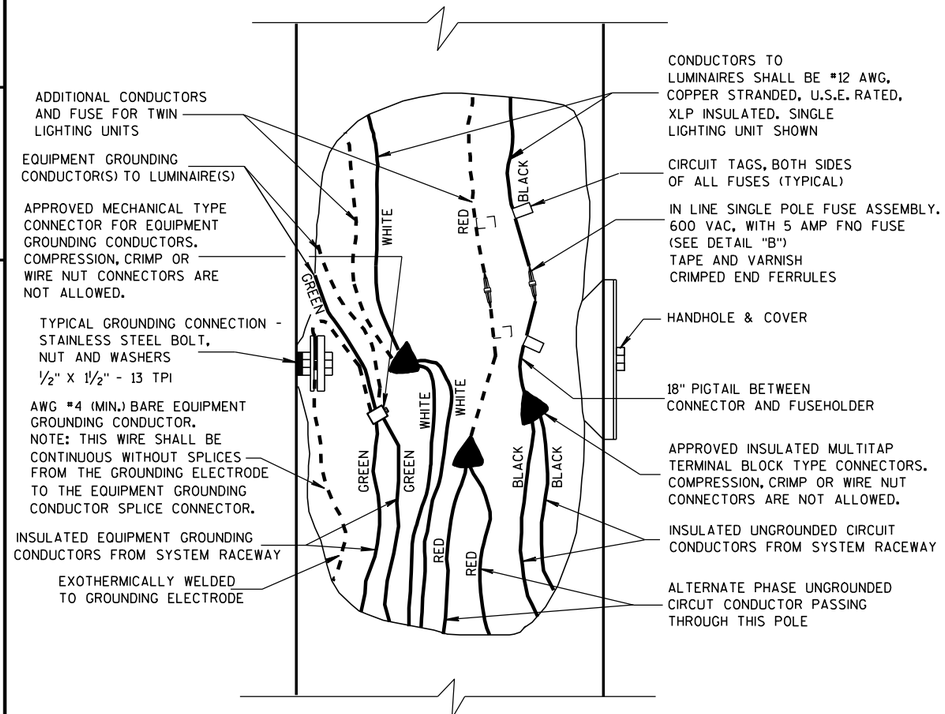
DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



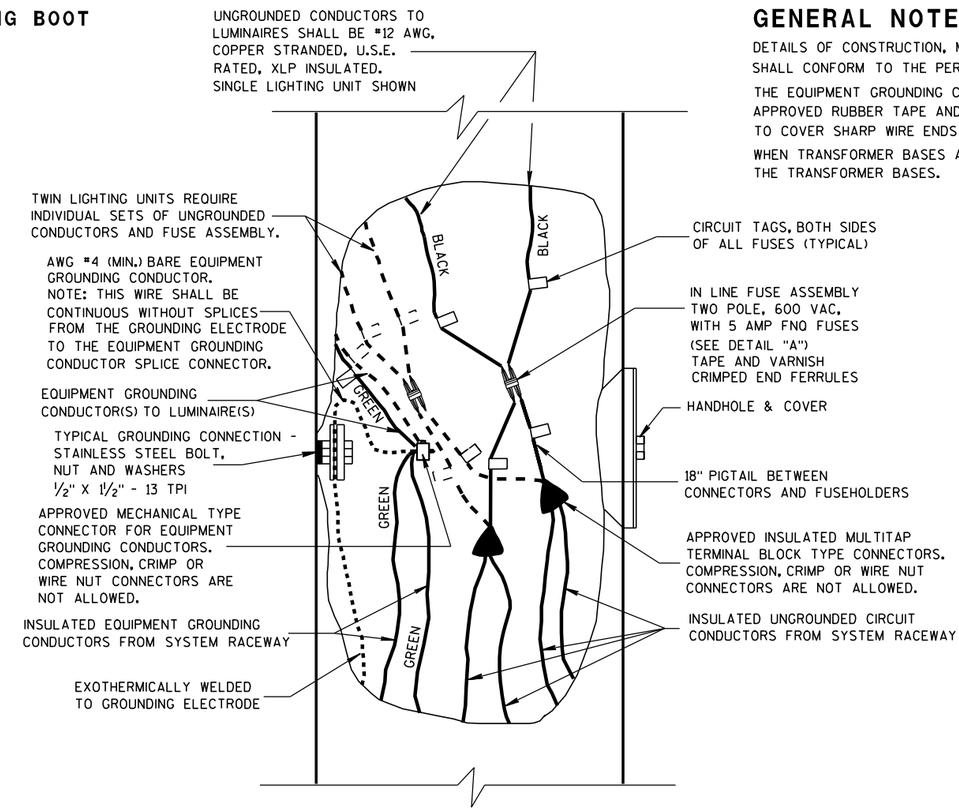




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

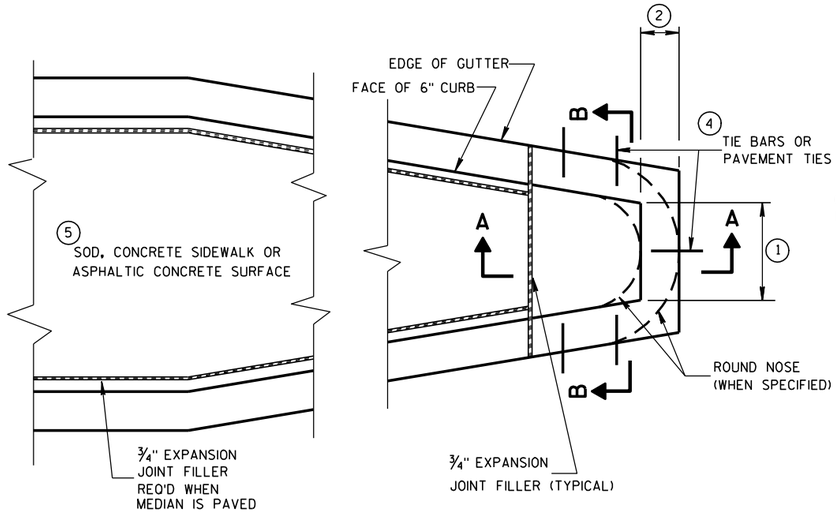
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

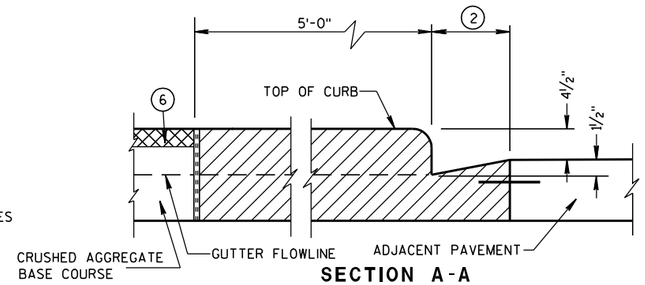
APPROVED

3/2/2011 DATE — /S/ Thomas J. Gosnell STATE ELECTRICAL ENGI — 340 HWYS

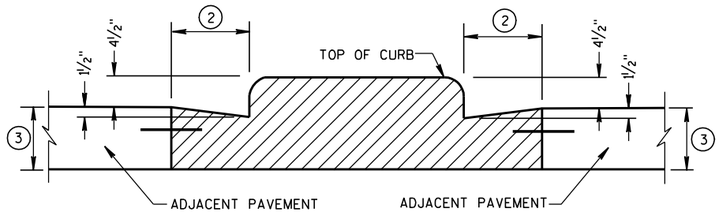
FHWA

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S.D.D. 9 E 3-4





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.

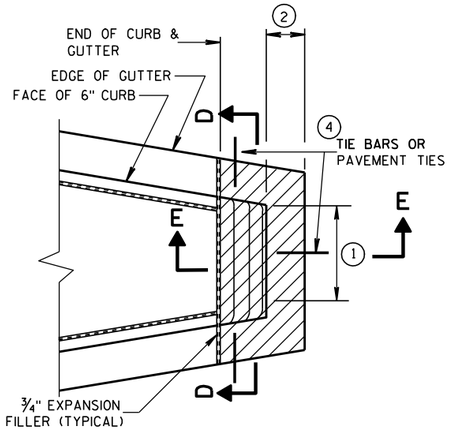
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

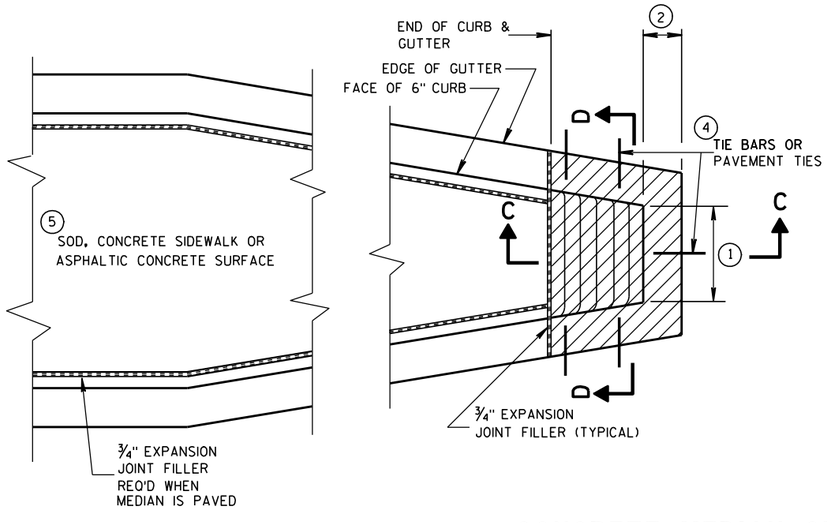
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

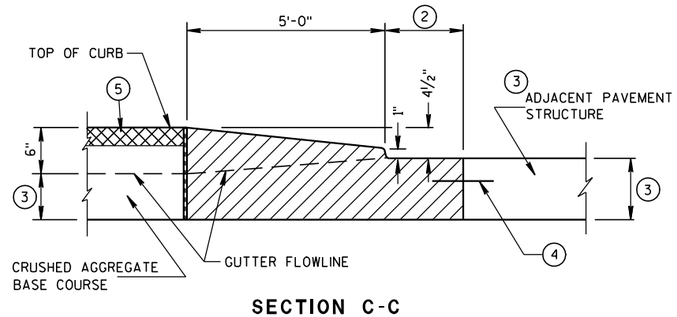
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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.

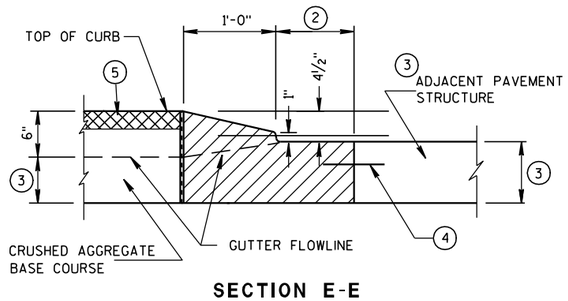
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.







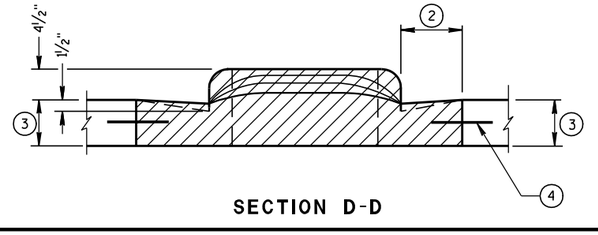
SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

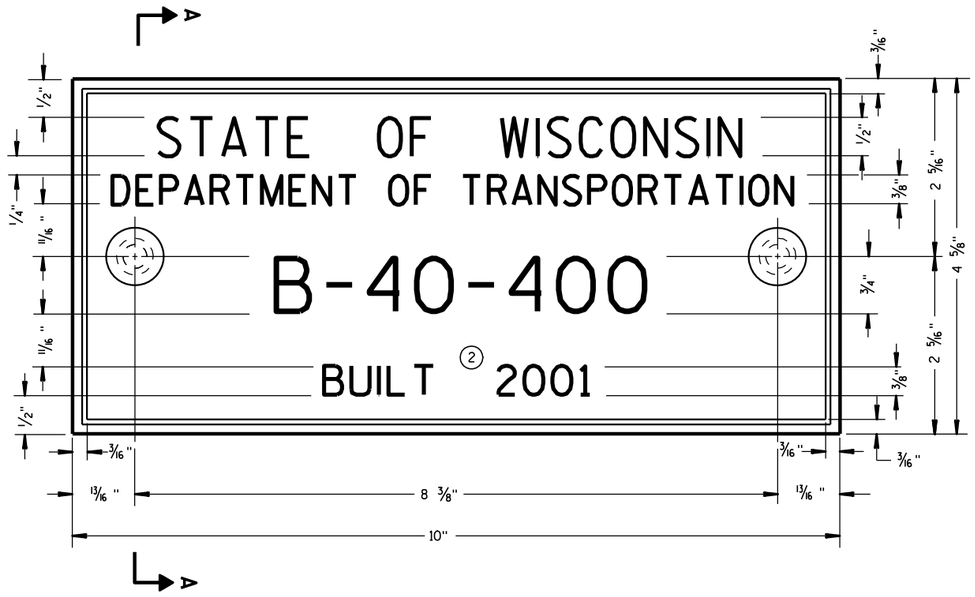
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER 341 NT

6

S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

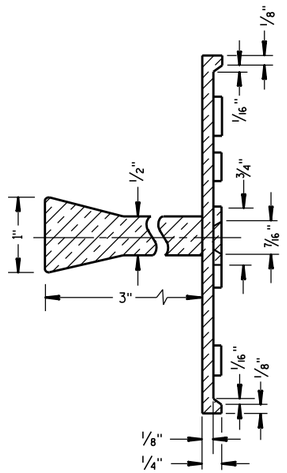
GENERAL NOTES

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.

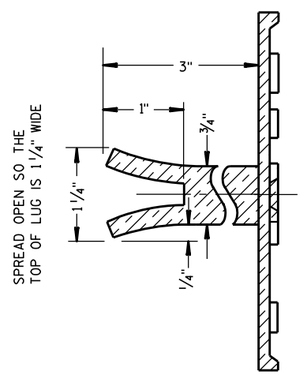
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

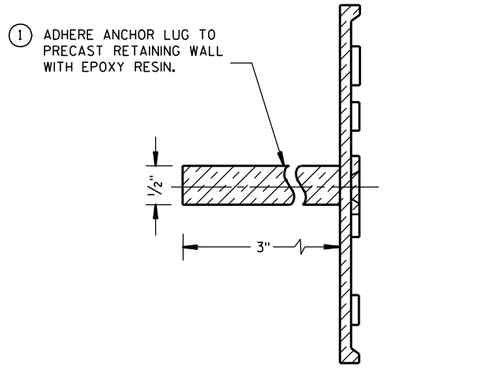
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

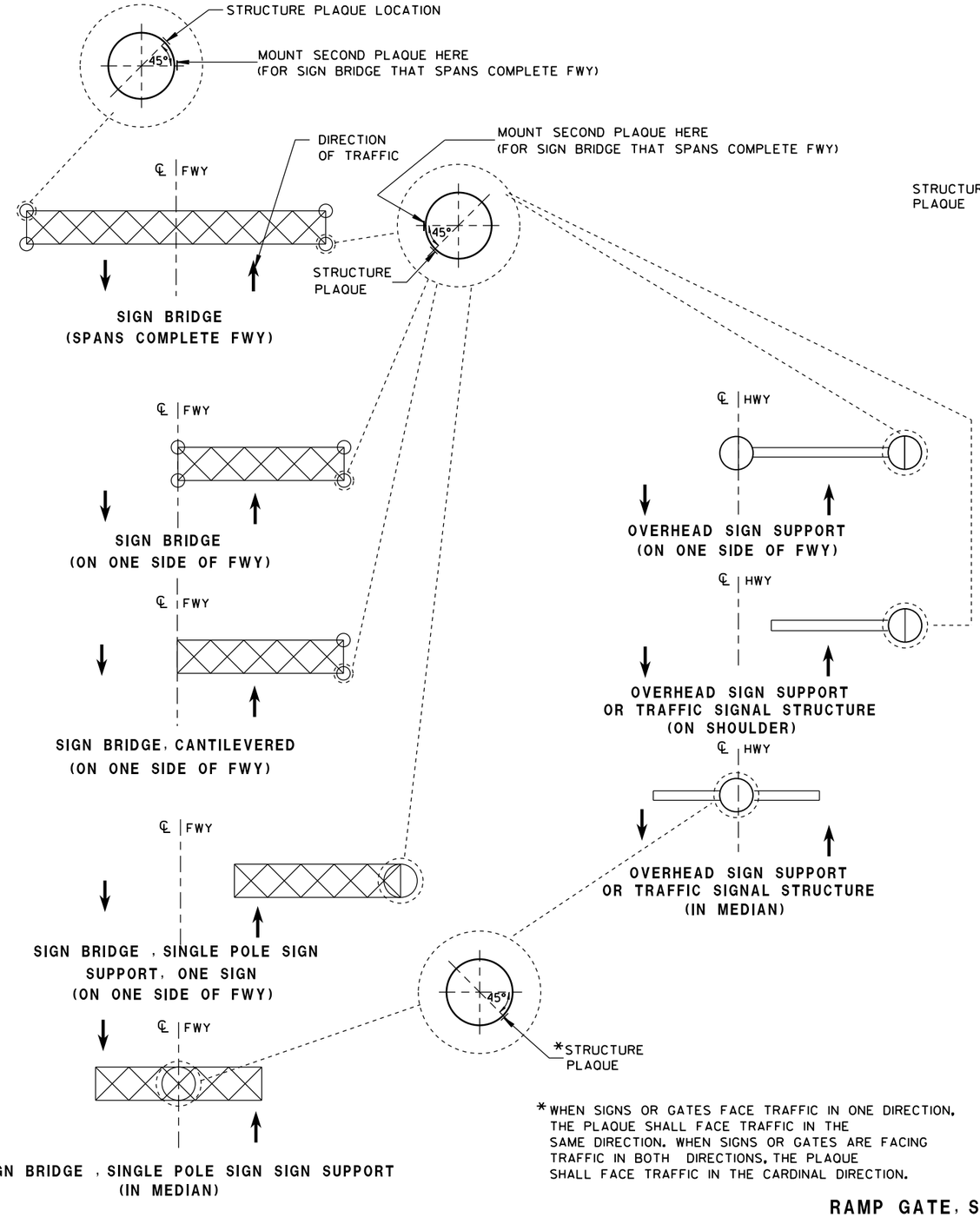
APPROVED

3/26/10 DATE — /S/ Scot Becker CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

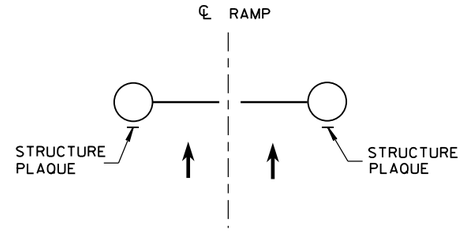
6

S.D.D. 12 A 3-10

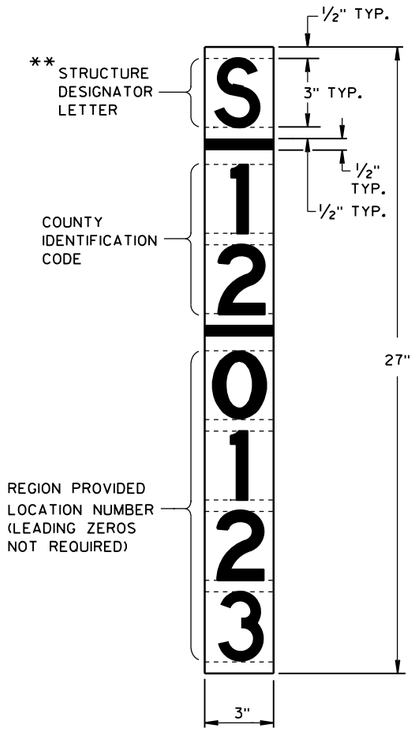


* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

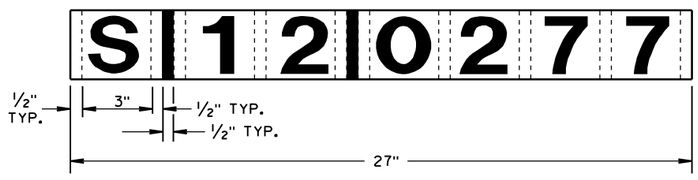
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

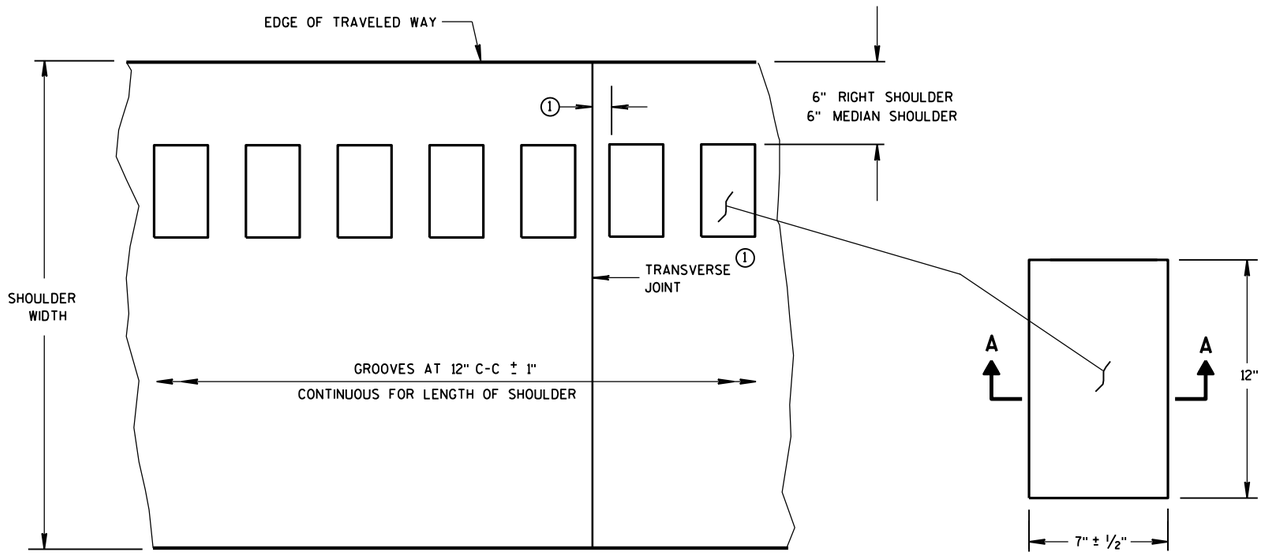
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 12 A 4-3

6

S.D.D. 12 A 4-3



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

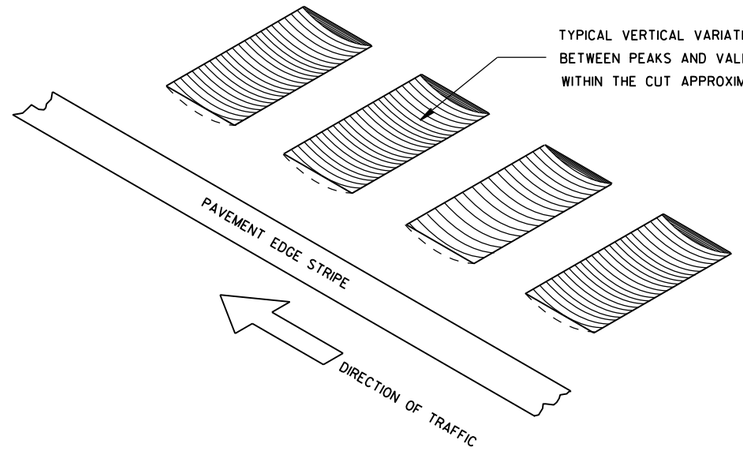
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

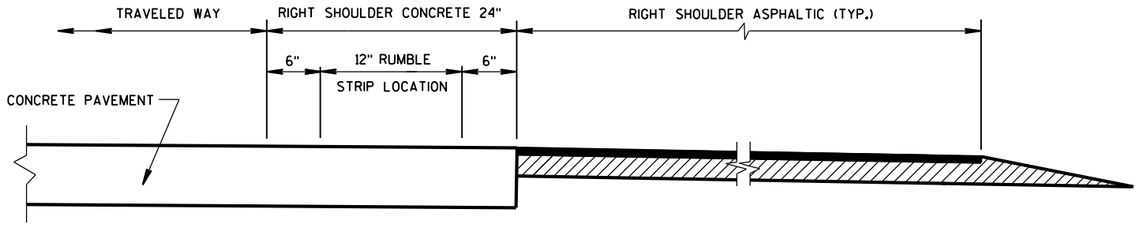
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

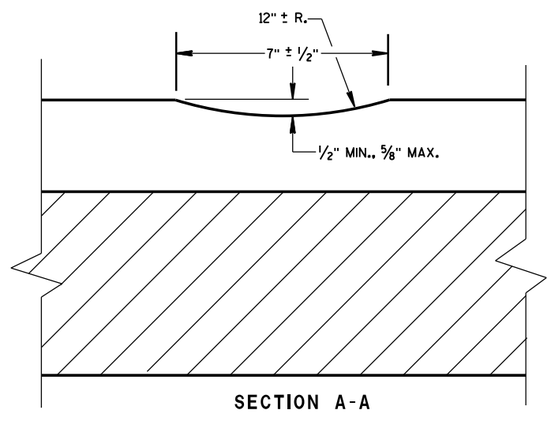
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



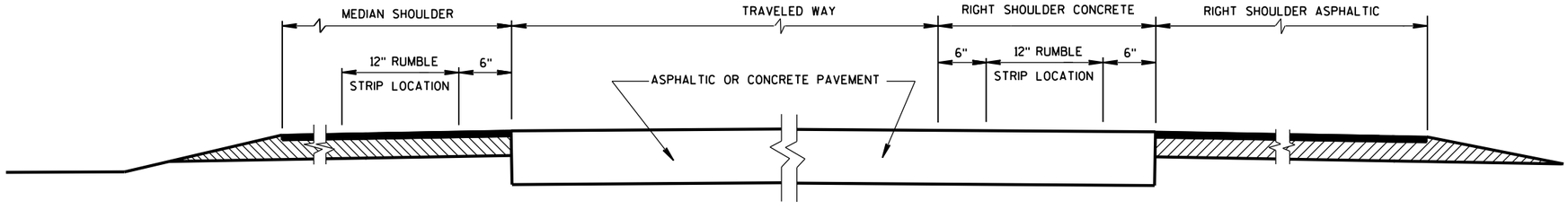
ISOMETRIC



SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION A-A



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)

SHOULDER RUMBLE STRIP, MILLING

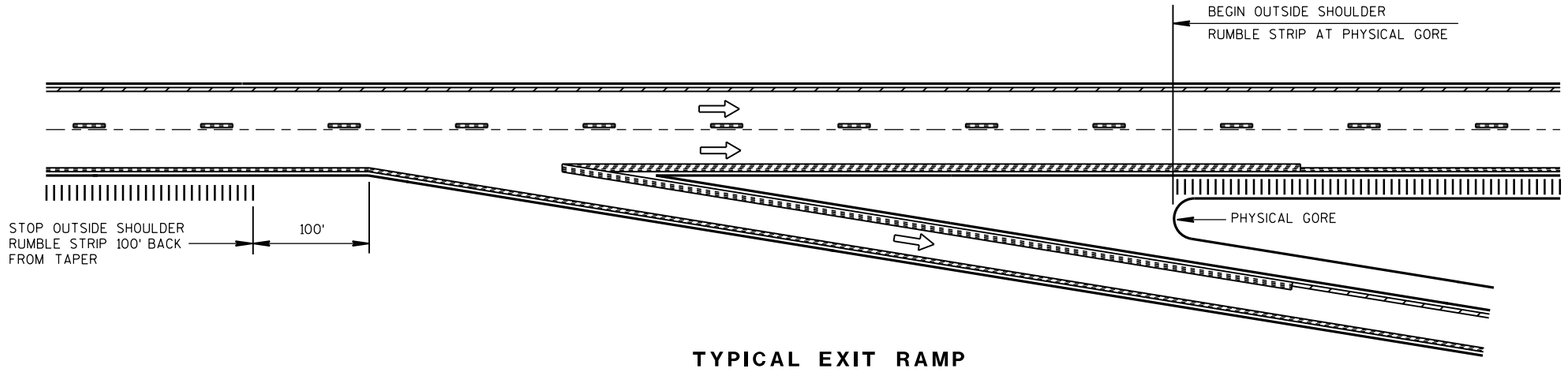
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a



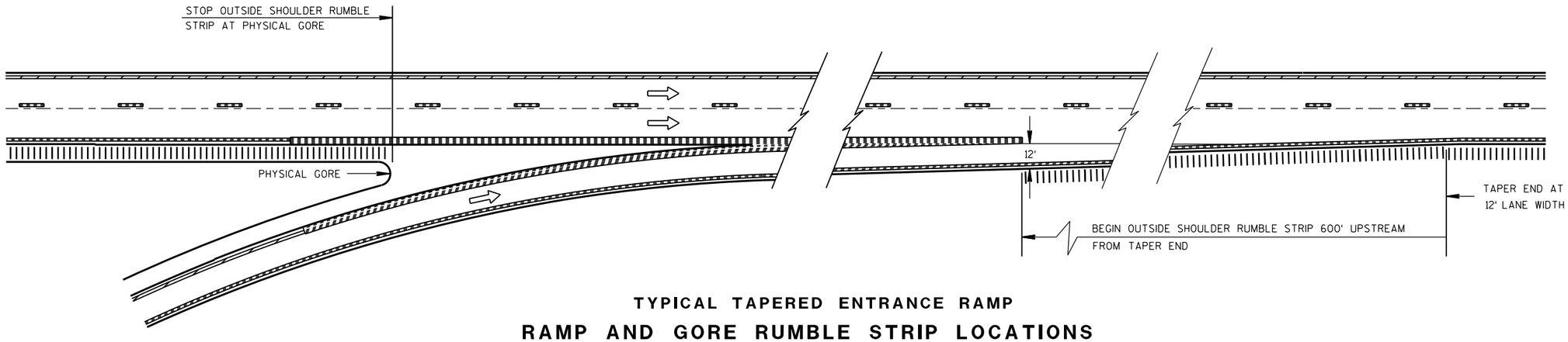
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

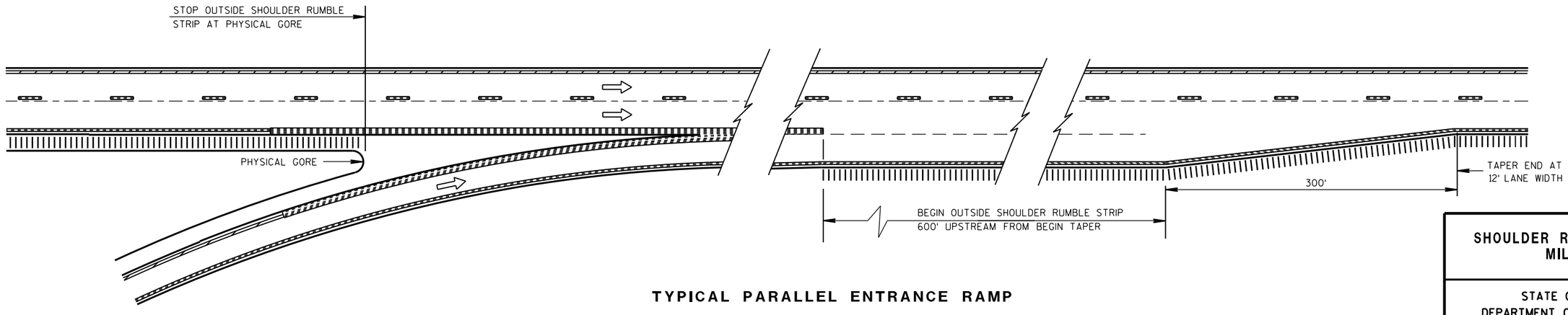
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

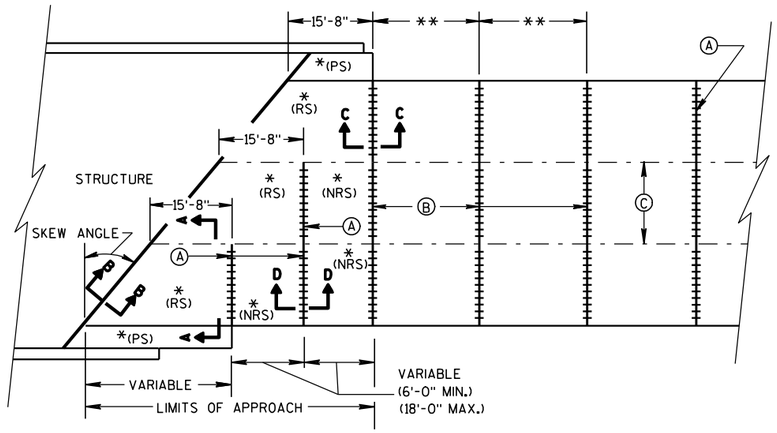
12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

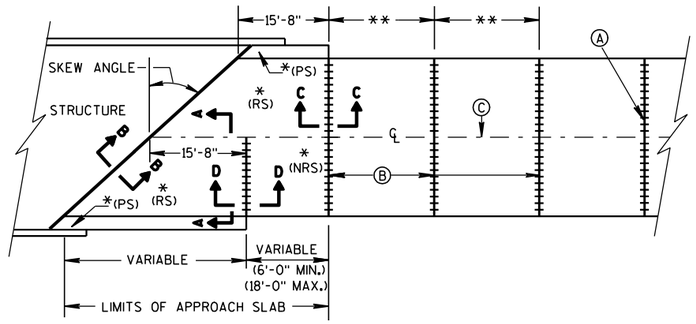
FHWA

6

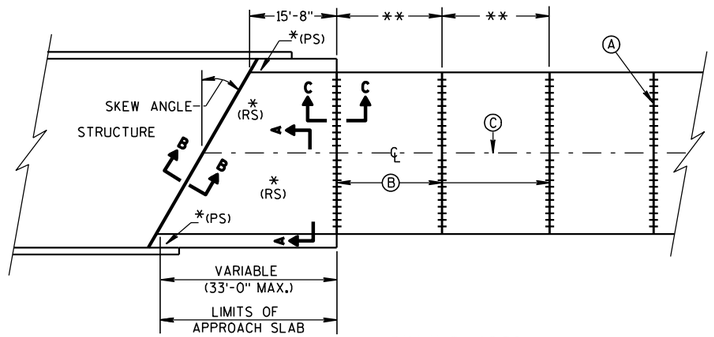
S.D.D. 13 A 5-5b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



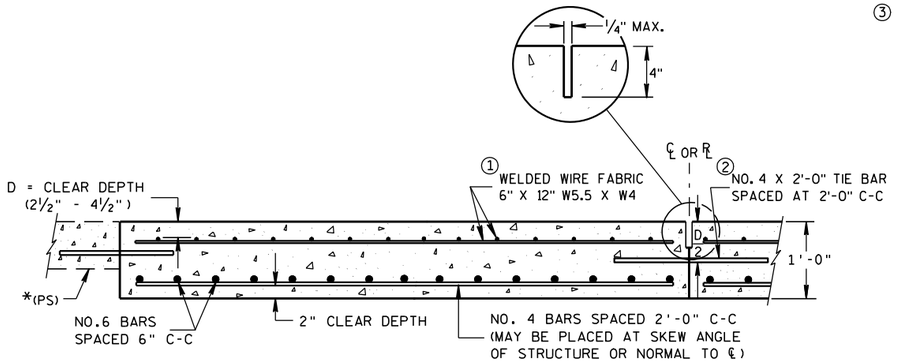
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

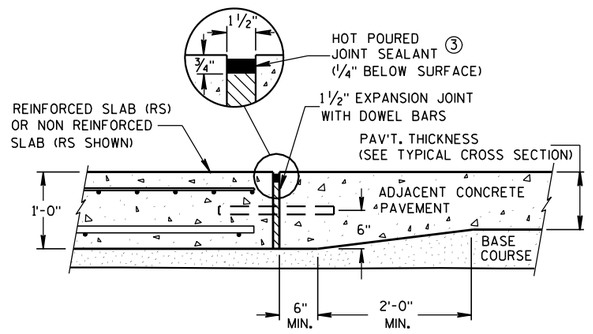
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING
(SEE SDD 13C4, SDD 13C11, & SDD 13C13)

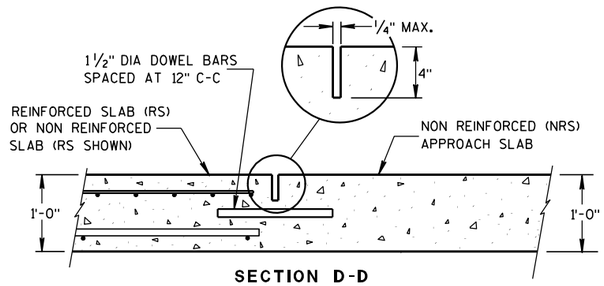
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄
(C) STANDARD LONGITUDINAL JOINT AND TIE BARS.



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

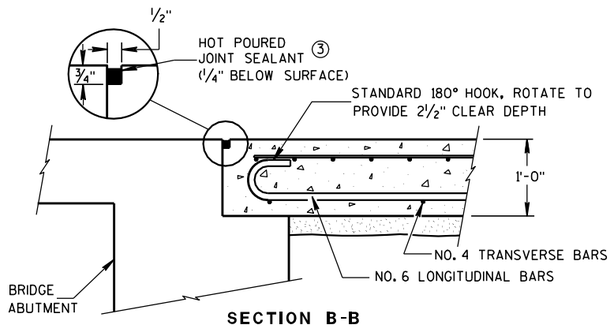
APPROACH SLABS ABUTTING AN HMA PAVEMENT OVER BASE COURSE DO NOT NEED TO BE DOWELED.

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.

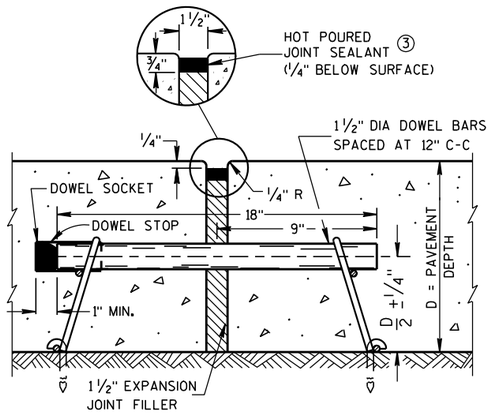
(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(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



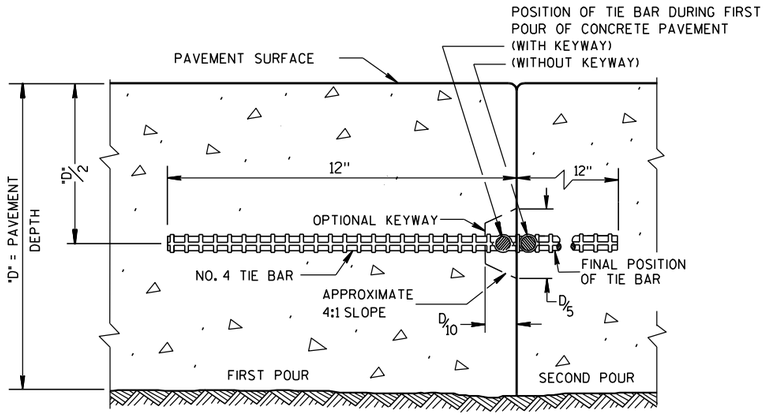
EXPANSION JOINT

CONCRETE PAVEMENT APPROACH SLAB

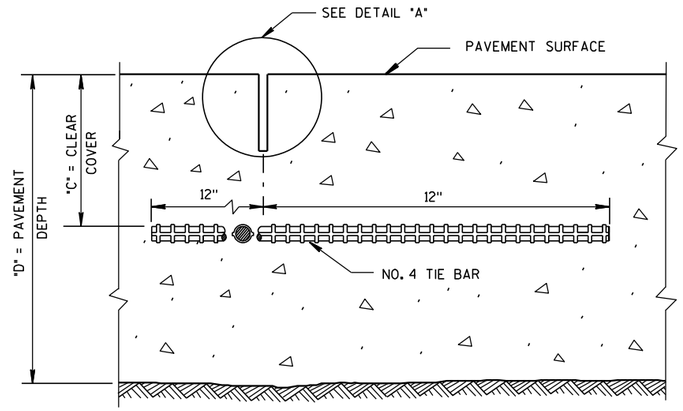
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/11/2009 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DESIGNER
FHWA

6
S.D.D. 13 B 2-6



CONSTRUCTION JOINT



SAWED JOINT

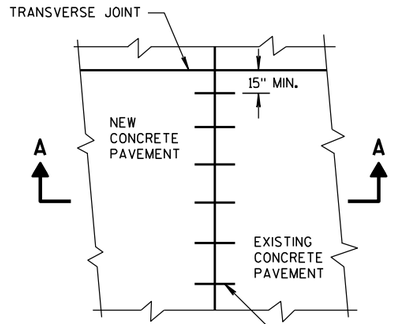
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

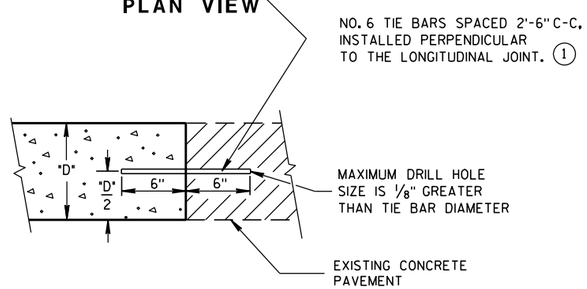
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

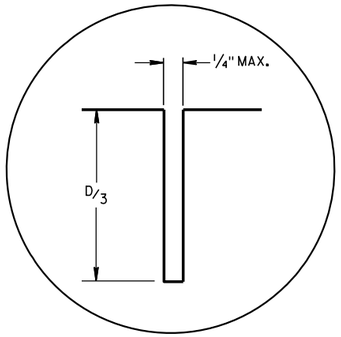
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

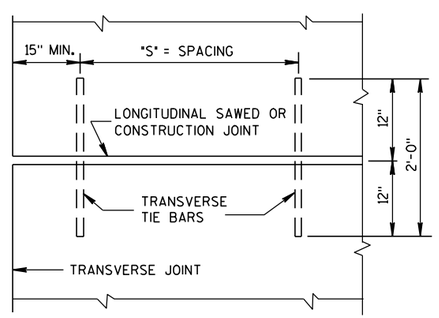


SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



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

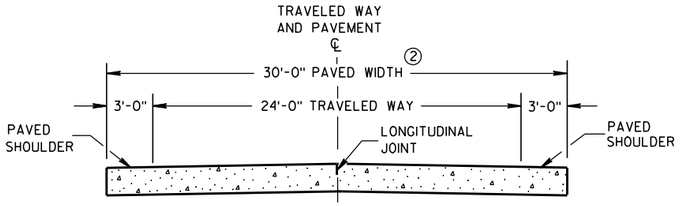
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10-5-2010
DATE

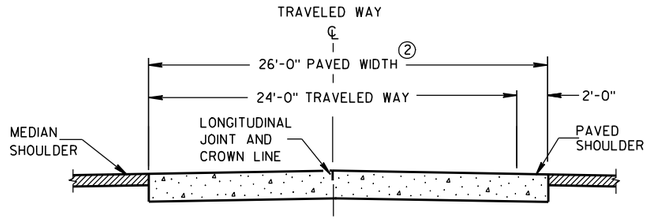
/S/ Deb Bischoff
PAVEMENT POLICY & DI347 INEER

FHWA

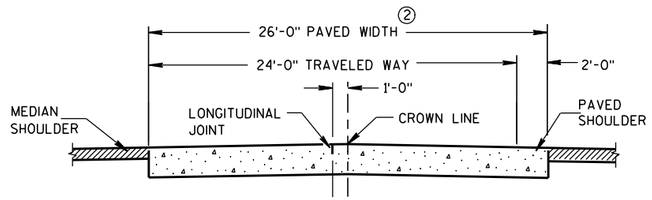


SECTION A-A ①

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.

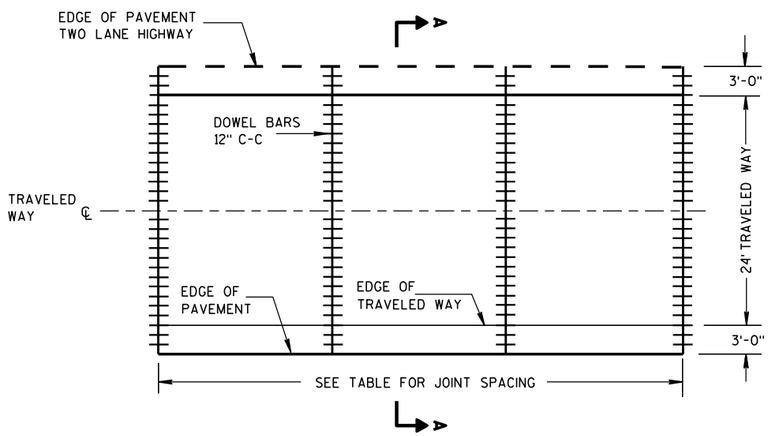
THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

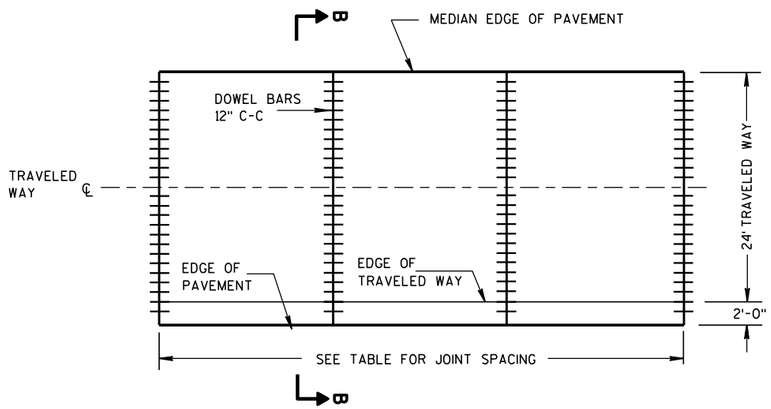
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

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



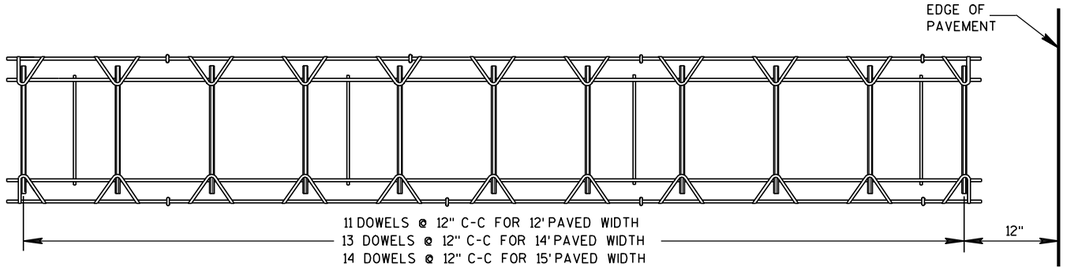
CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 11-10a



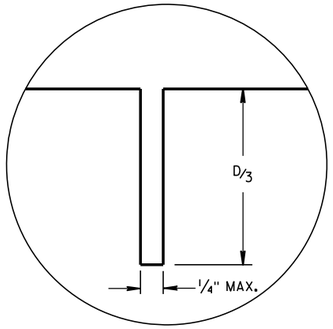
PLAN VIEW



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.

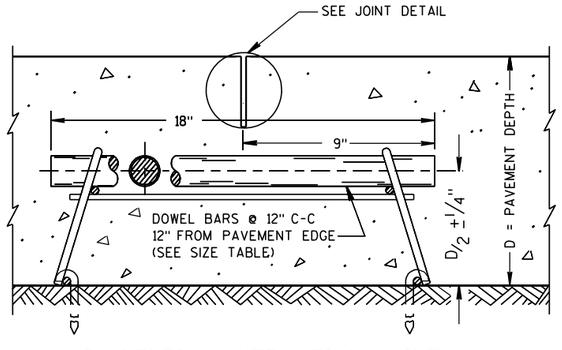
② ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

③ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

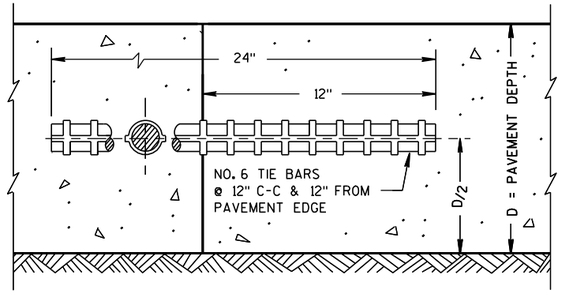
④ SPACE DOWEL BARS INSTALLED BY DRILLING 1'-3" ON CENTER. CENTER THE GROUPING OF DOWEL BARS INSIDE THE SLAB BASED ON ALL THE FOLLOWING SITUATIONS:

BETWEEN THE EDGES OF PAVEMENTS WITHOUT LONGITUDINAL JOINTS OR BETWEEN THE EDGE OF PAVEMENT AND NEAREST LONGITUDINAL JOINT OR BETWEEN TWO ADJACENT LONGITUDINAL JOINTS.

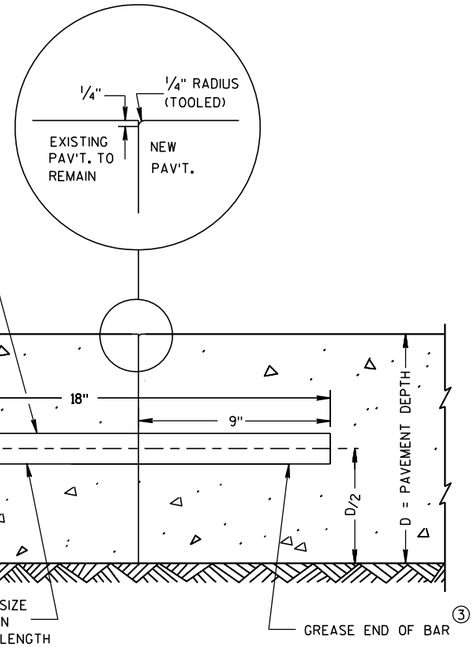
⑤ SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.



DOWELED CONTRACTION JOINT



CONSTRUCTION JOINT



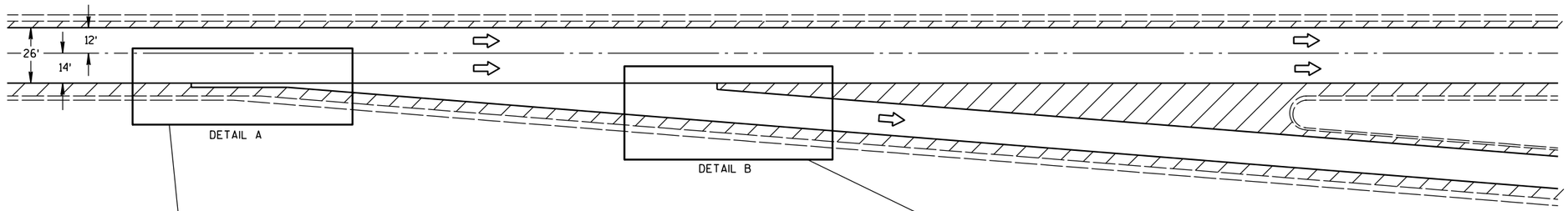
TRANSVERSE CONTRACTION JOINTS ABUTTING EXISTING PAVEMENT

④ DOWEL BAR DETAIL

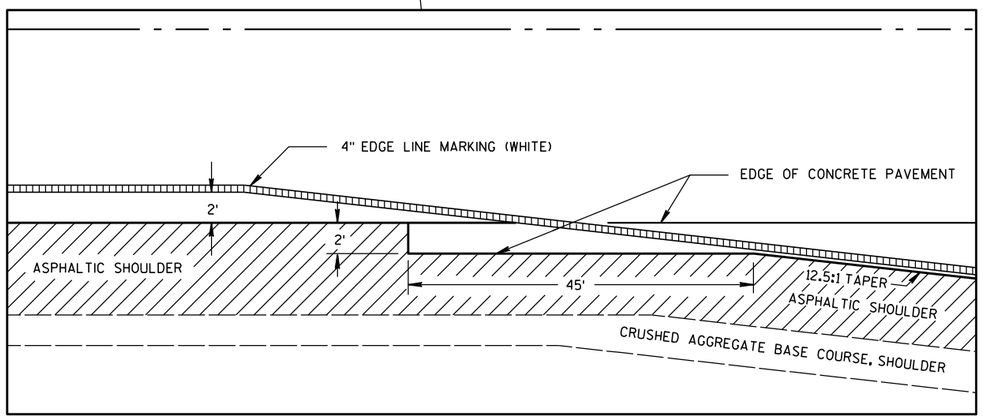
RIRAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

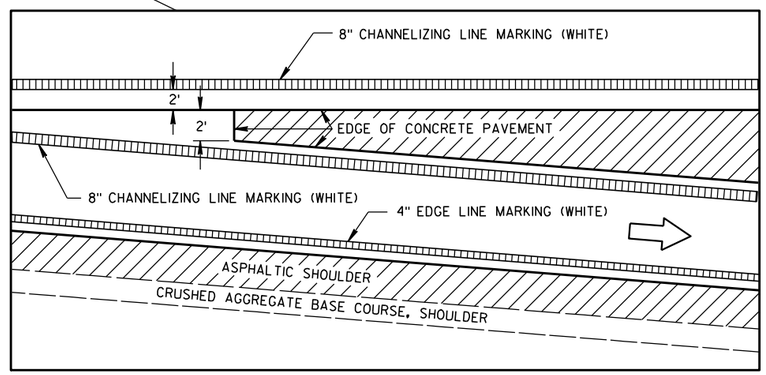
APPROVED
12/11/09 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DESIGNER
FHWA



EXIT 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 EXIT RAMP TERMINI

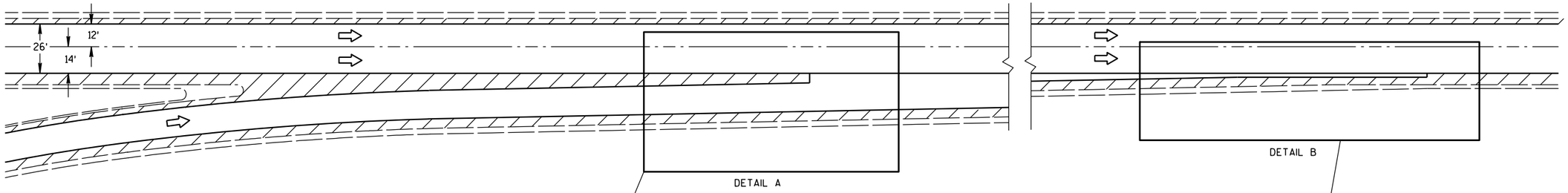
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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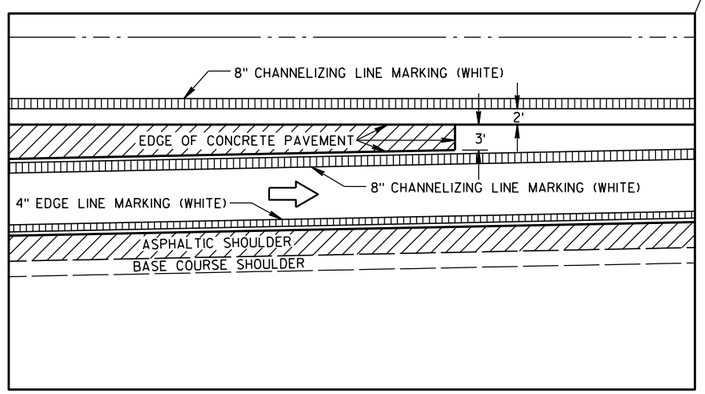
S.D.D. 13 C 17-1a

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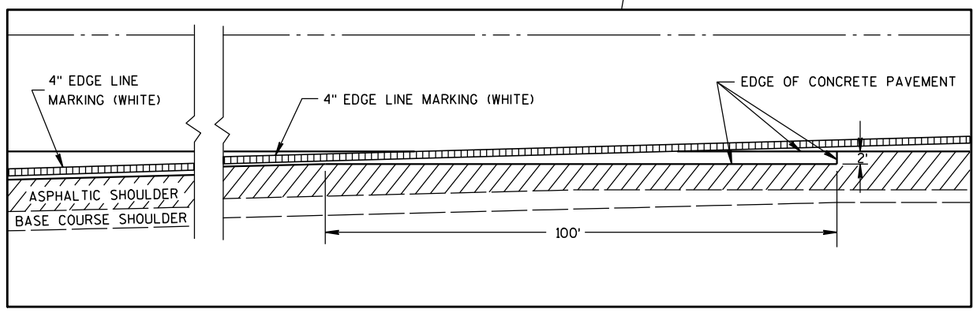
S.D.D. 13 C 17-1a



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

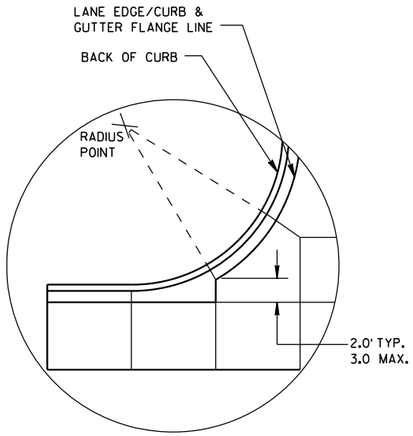
FHWA

6

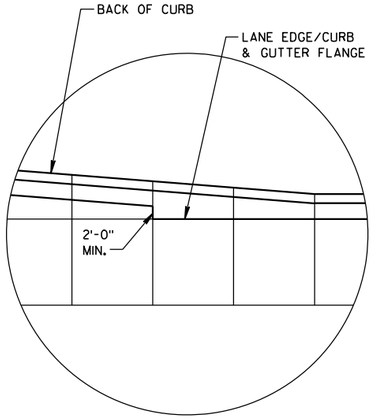
S.D.D. 13 C 17-1b

6

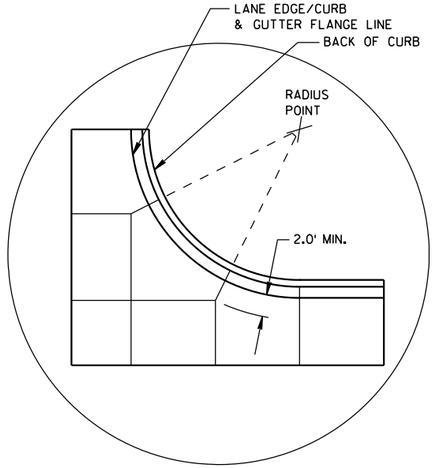
S.D.D. 13 C 17-1b



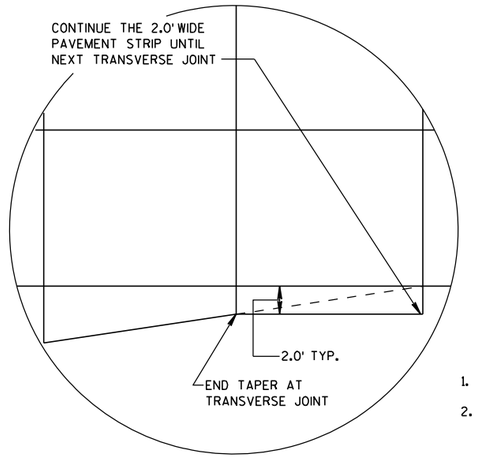
DETAIL "A"



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.

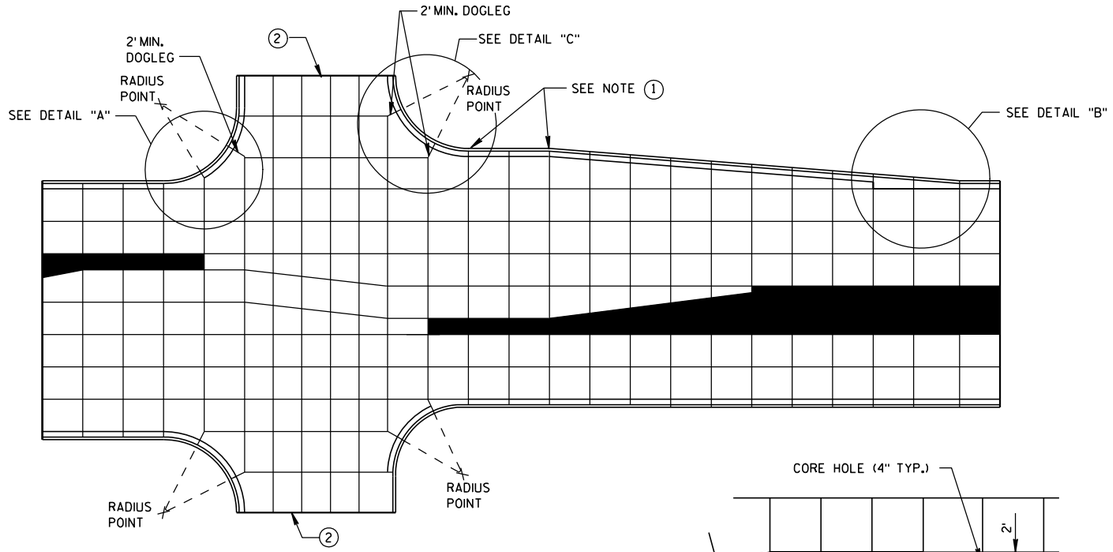
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

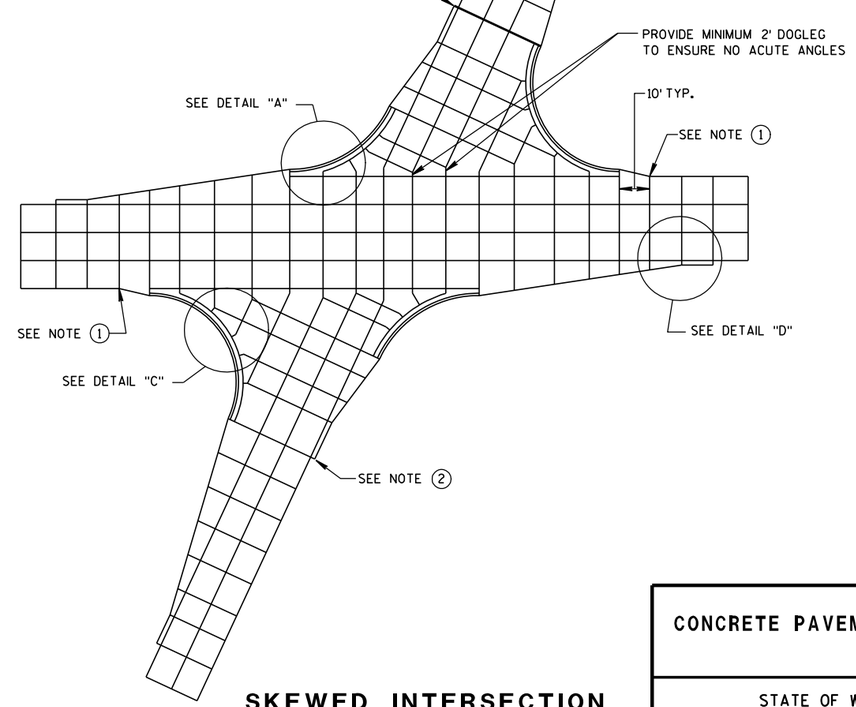
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



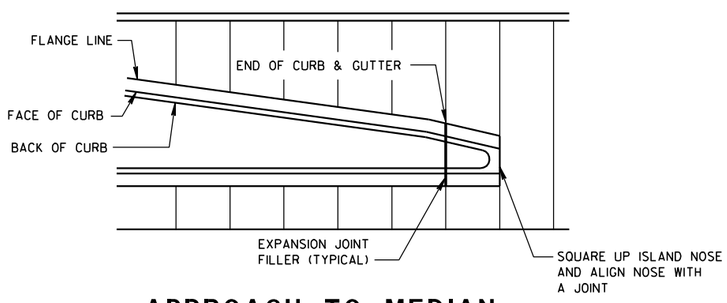
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

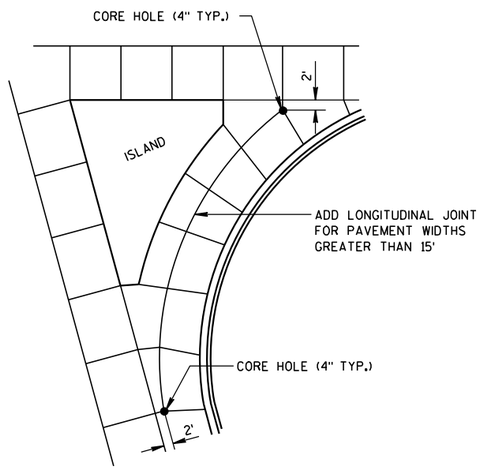
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

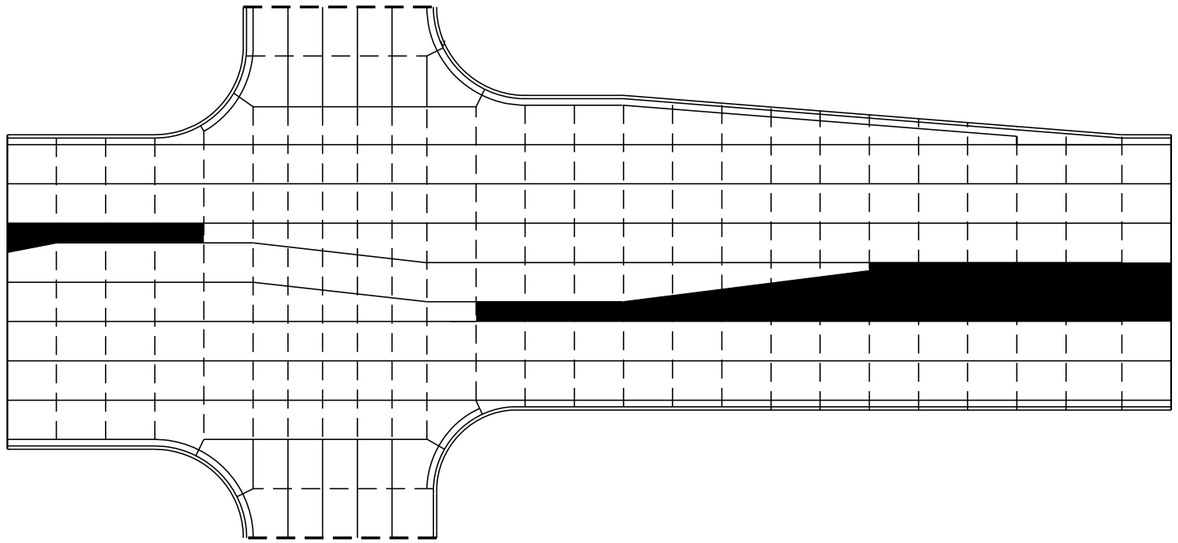
6
S.D.D. 13 C 18-1a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

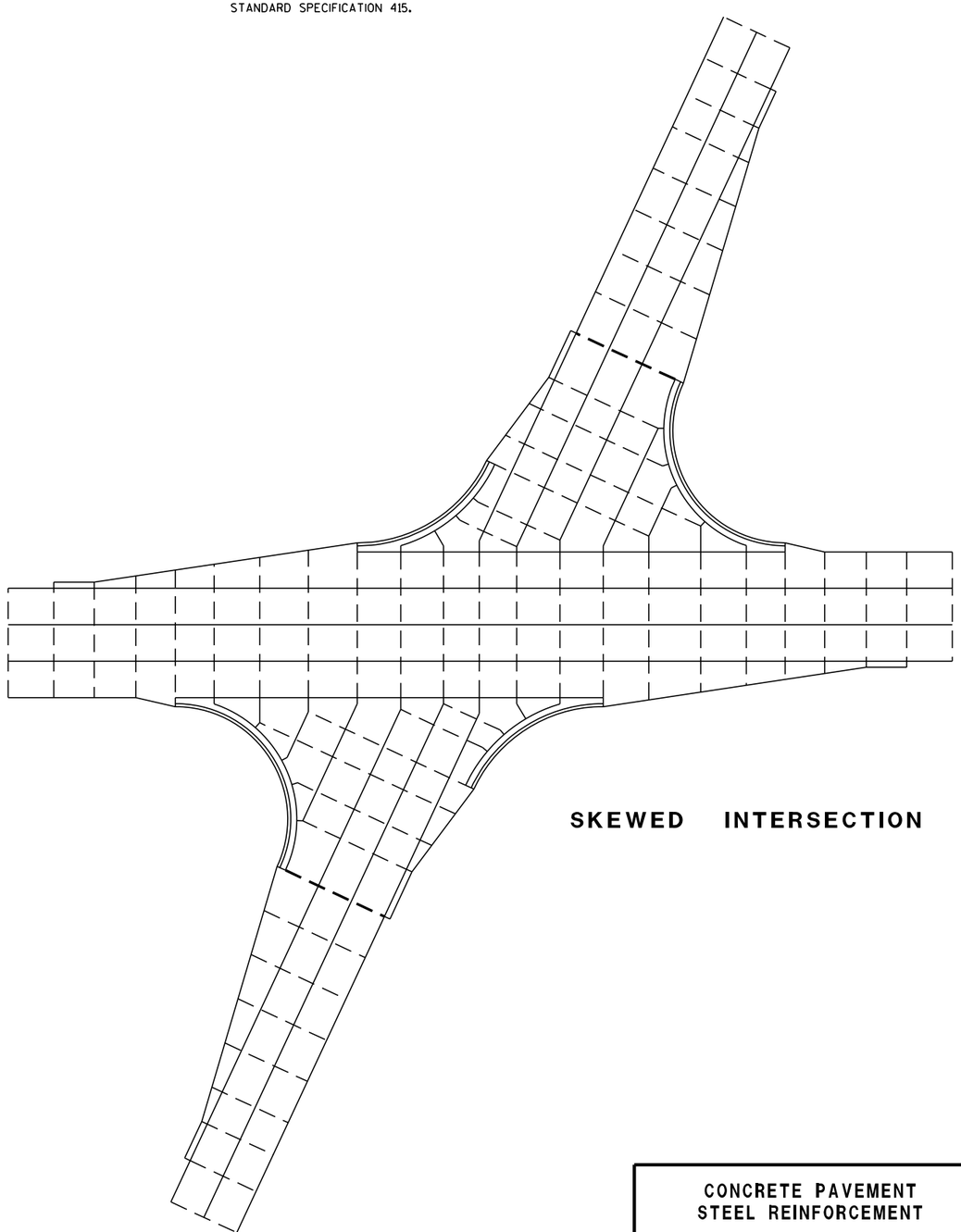
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

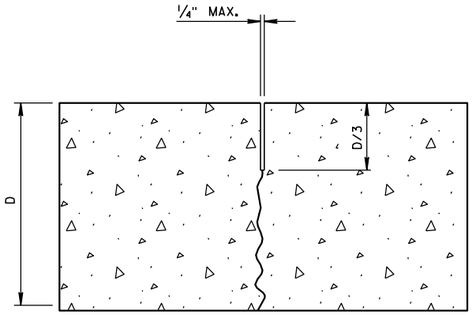
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S.D.D. 13 C 18-1b

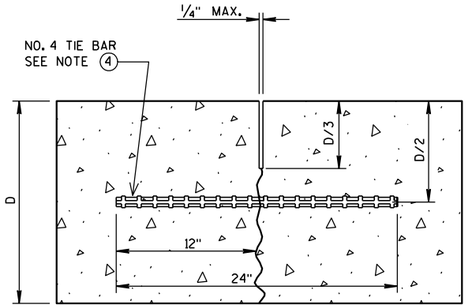
S.D.D. 13 C 18-1b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



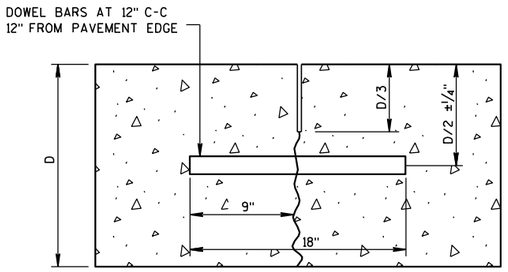
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

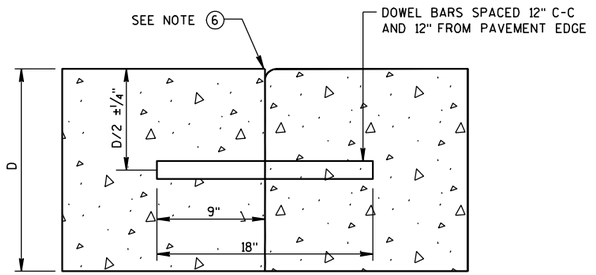
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



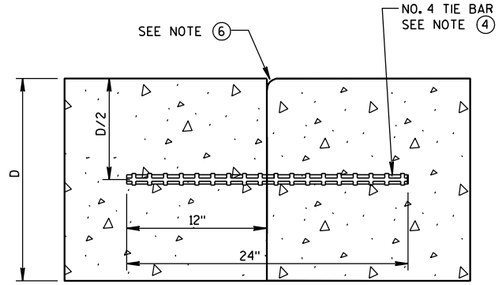
DOWELED-TRANSVERSE

CONTRACTION JOINTS

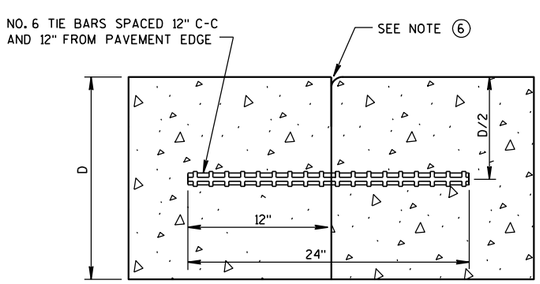
SEE NOTE (2)



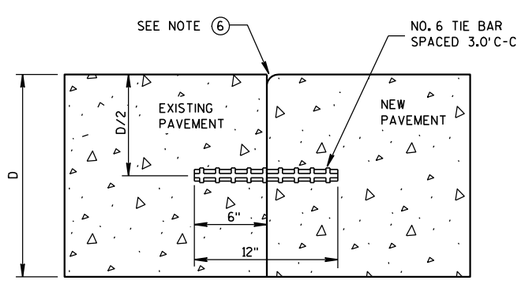
DOWELED TRANSVERSE



TIED LONGITUDINAL



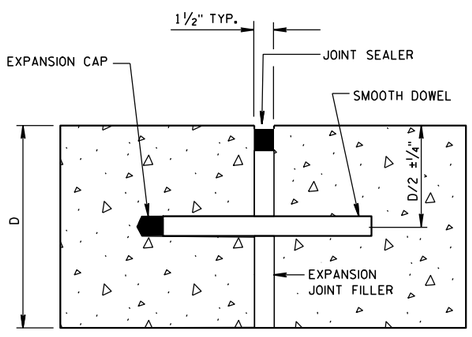
TIED TRANSVERSE
SEE NOTE (3)



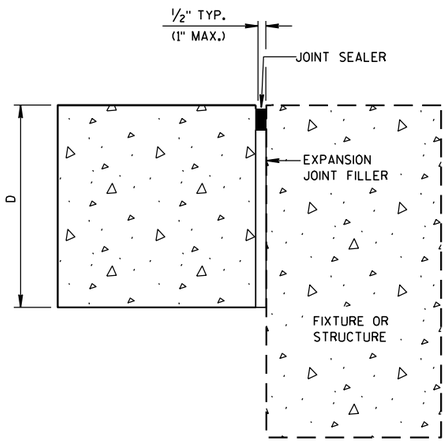
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE
SEE NOTE (1)



UNTIED-LONGITUDINAL

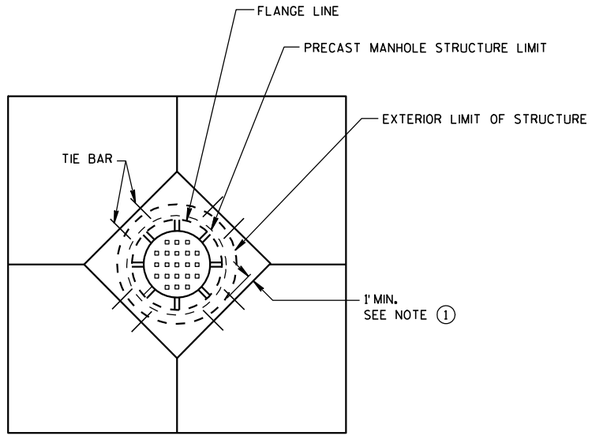
EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

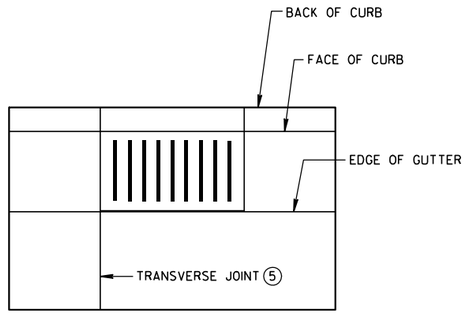
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

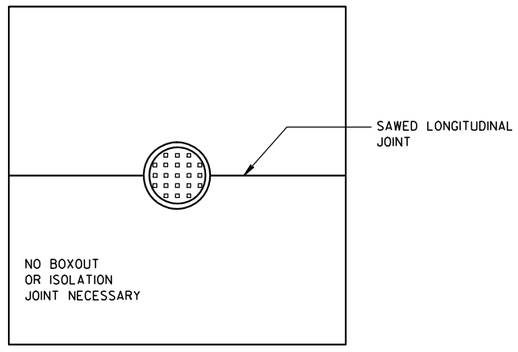
S.D.D. 13 C 18-1c



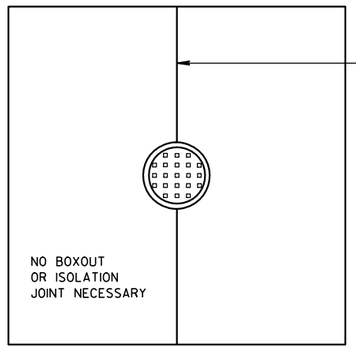
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



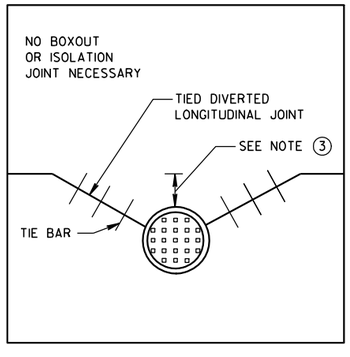
INLET WITH TRANSVERSE JOINT



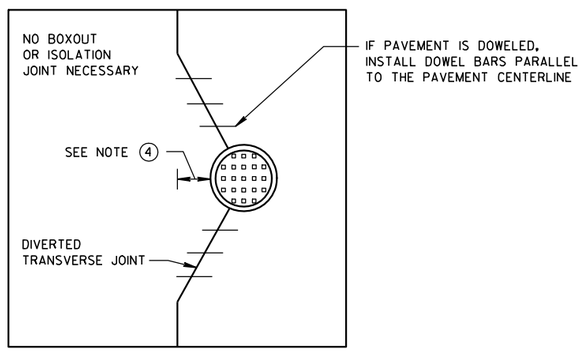
MANHOLE WITH LONGITUDINAL JOINT



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 & D 355 ENGINEER
FHWA

6
S.D.D. 13 C 18-1d

LEGEND

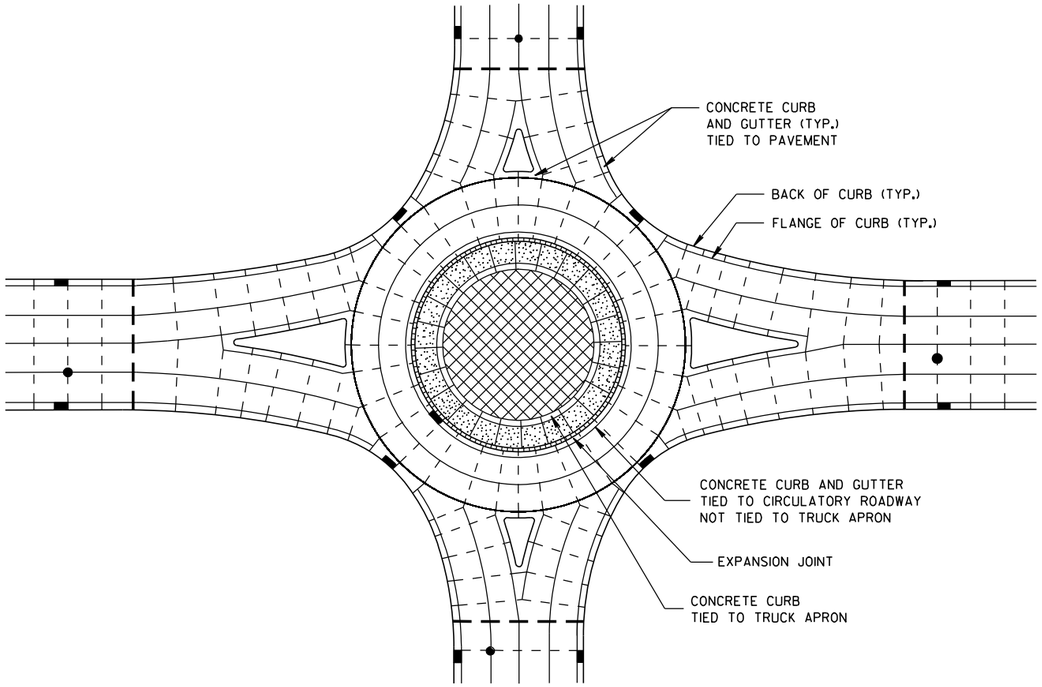
- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

GENERAL NOTES

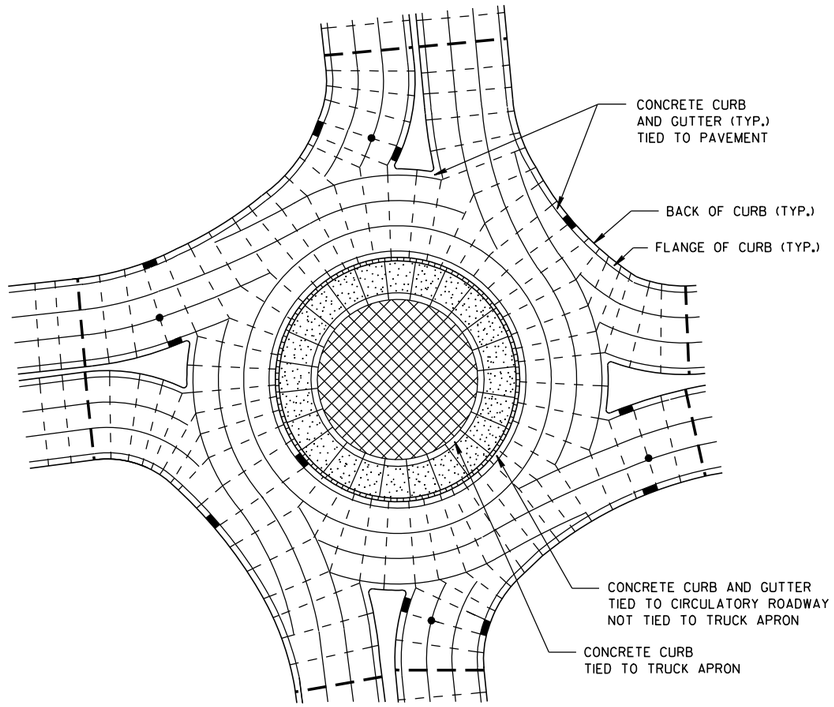
MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18-1a.

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10-5-2010 DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DI356 INEER

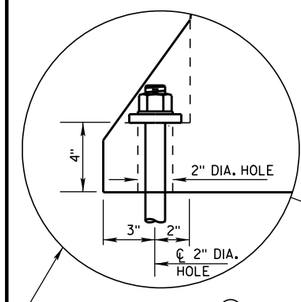
FHWA

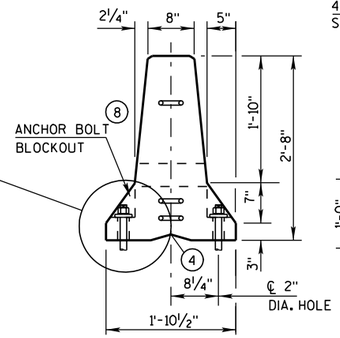
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S.D.D. 13 C 18-1e

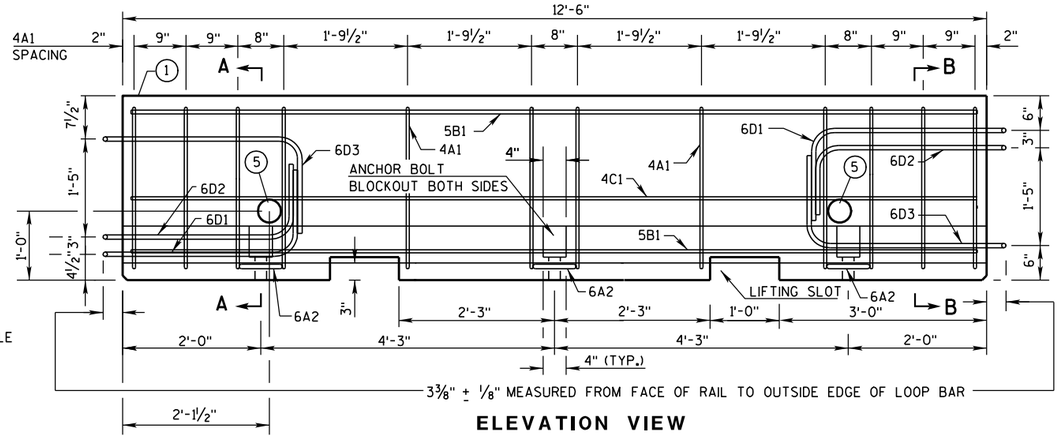
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S.D.D. 13 C 18-1e

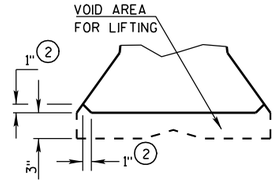




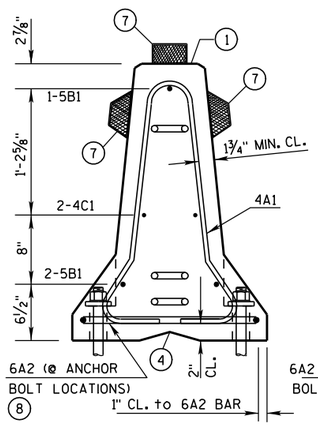
END VIEW



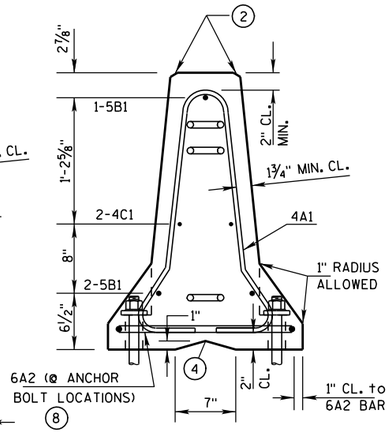
ELEVATION VIEW



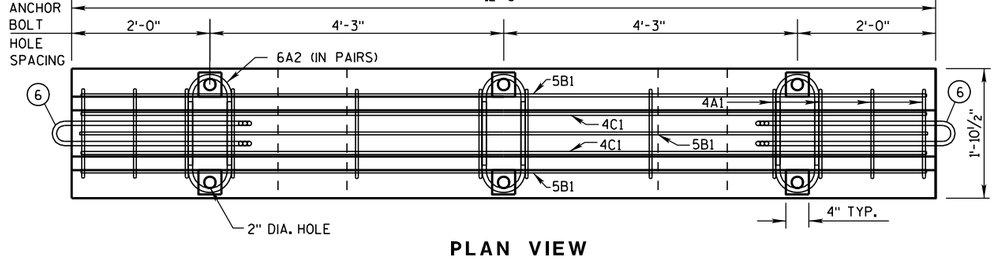
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

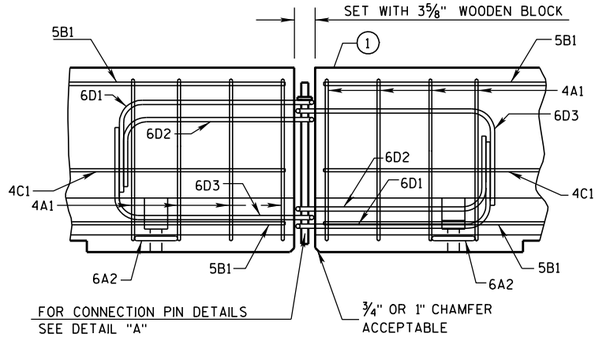


SECTION B-B
(STIRRUP PLACEMENT)

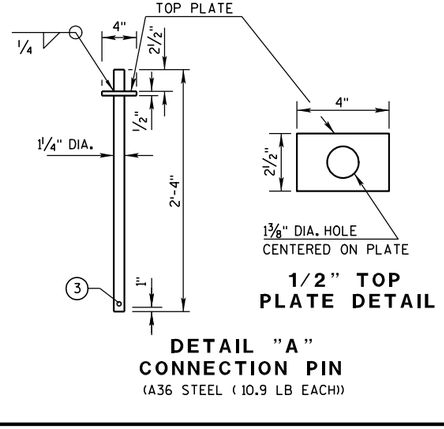


PLAN VIEW

DETAILS OF BARRIER SECTION

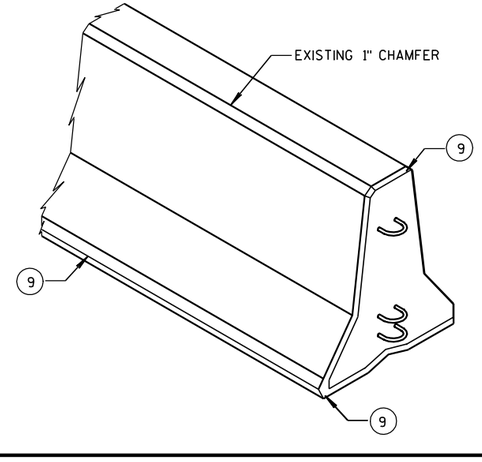


DETAILS OF BARRIER CONNECTION



1/2" TOP PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-13(a) THRU 14B7-13(h).

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.

INSTALL MECHANICAL OR EPOXY ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(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) 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.

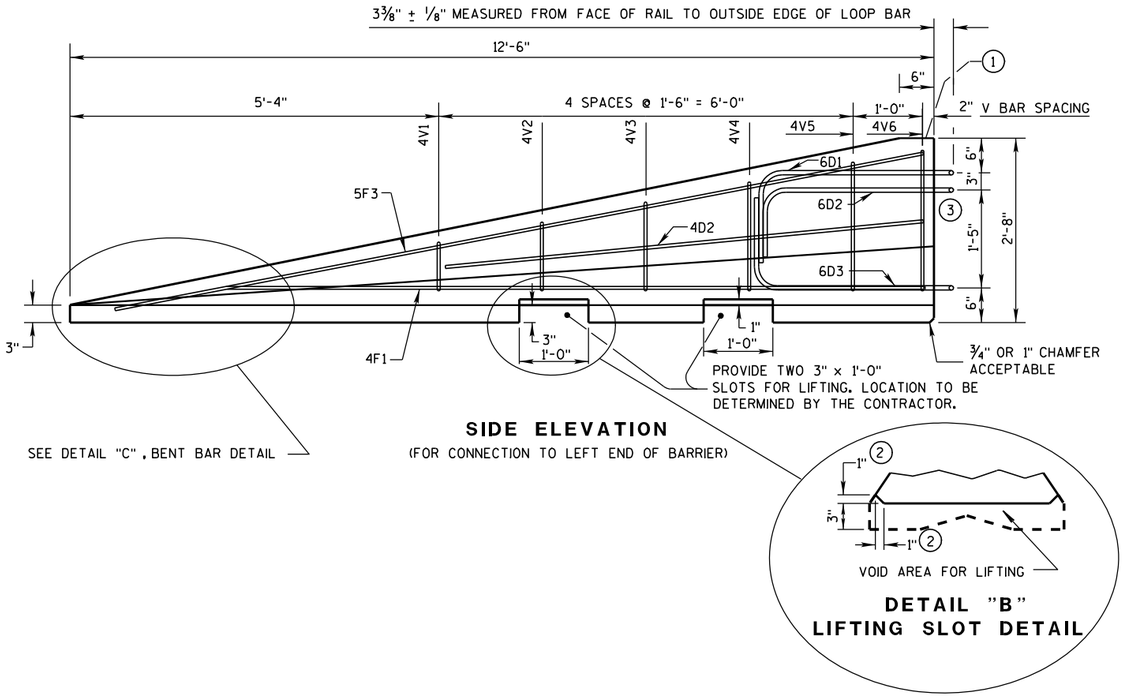
(9) 1" CHAMFER OPTIONAL.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6

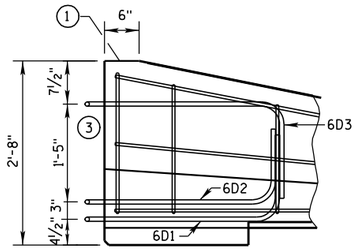
S.D.D. 14 B 7-13a



SIDE ELEVATION

(FOR CONNECTION TO LEFT END OF BARRIER)

DETAIL "B"
LIFTING SLOT DETAIL

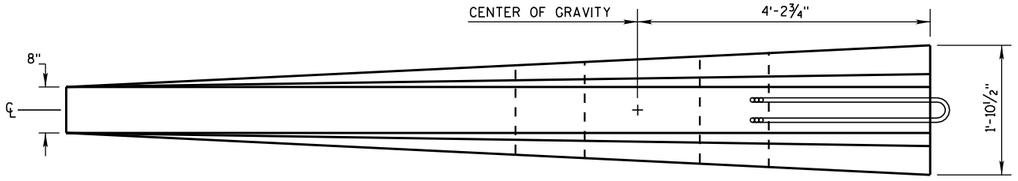


SIDE ELEVATION

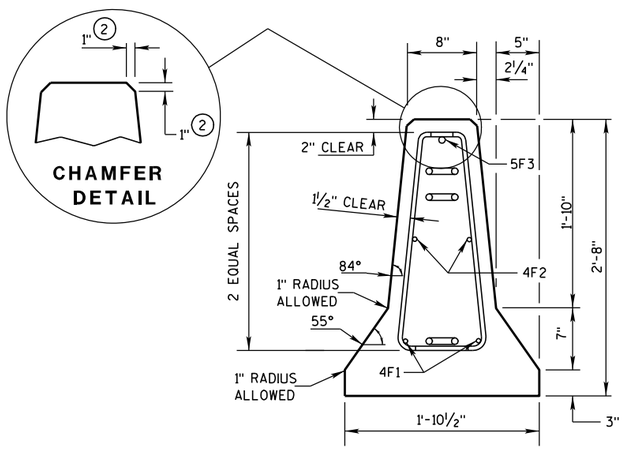
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

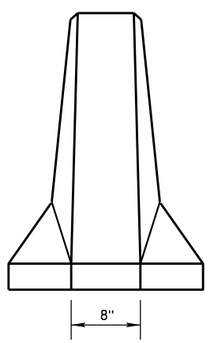
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



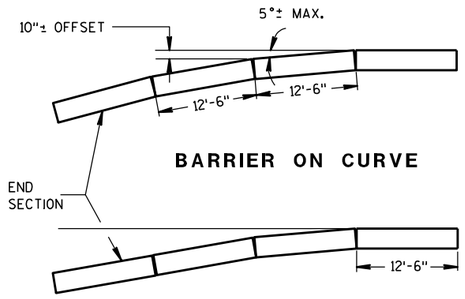
PLAN VIEW



END SECTION



FRONT ELEVATION



BARRIER ON CURVE

FLARE AT BARRIER END

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 7-13b

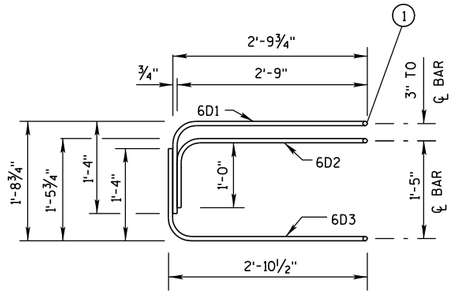
6

S.D.D. 14 B 7-13b

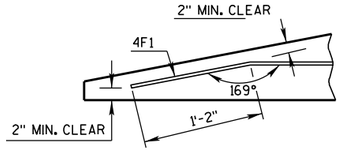
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

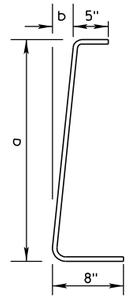
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



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

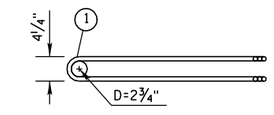
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

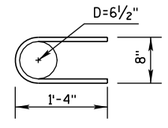
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

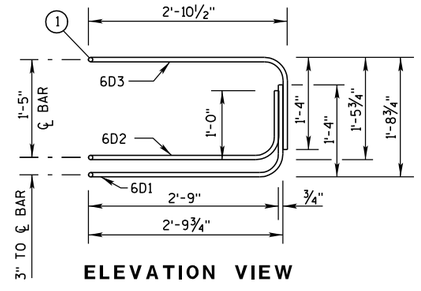
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



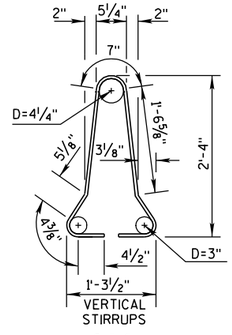
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



ELEVATION VIEW



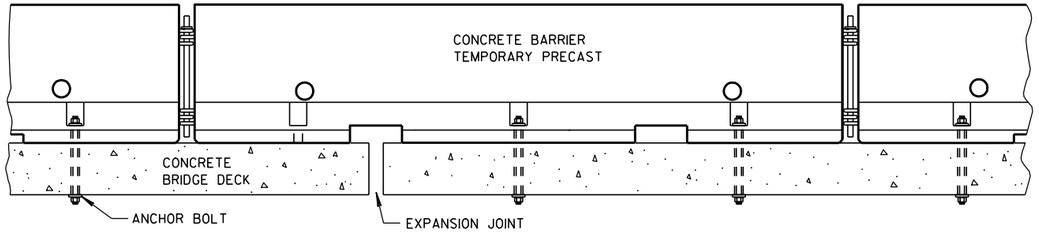
4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

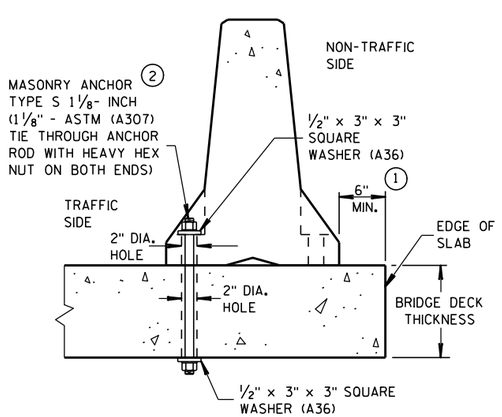
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 7-13c



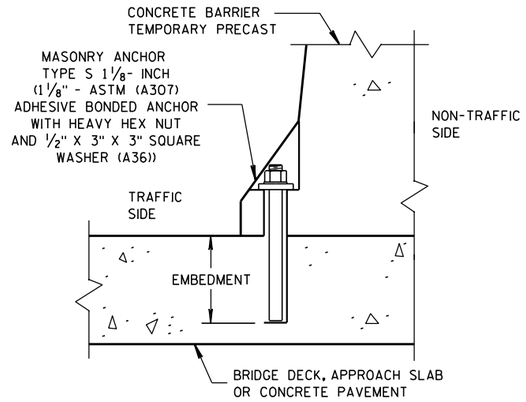
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(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 INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT (2)

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

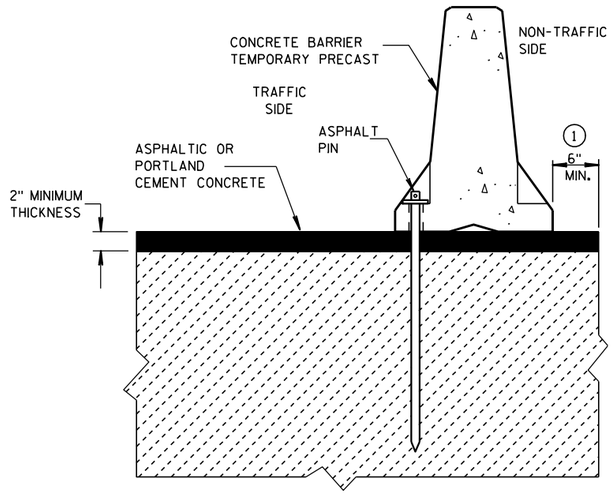
(1) CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

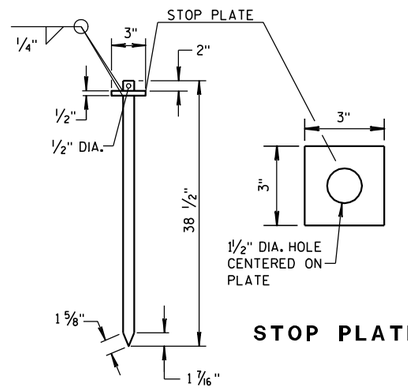
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

(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.



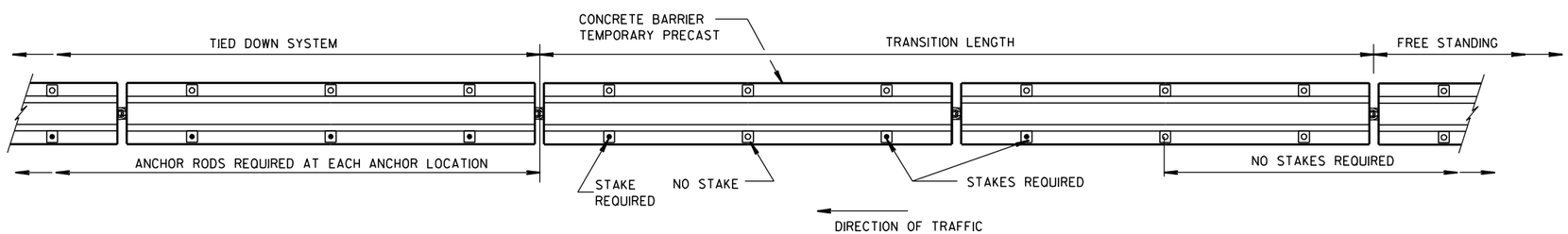


STOP PLATE

ASPHALT PIN
(ASTM A36 STEEL)

STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



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 TRANSPO...

6
S.D.D. 14 B 7-13d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

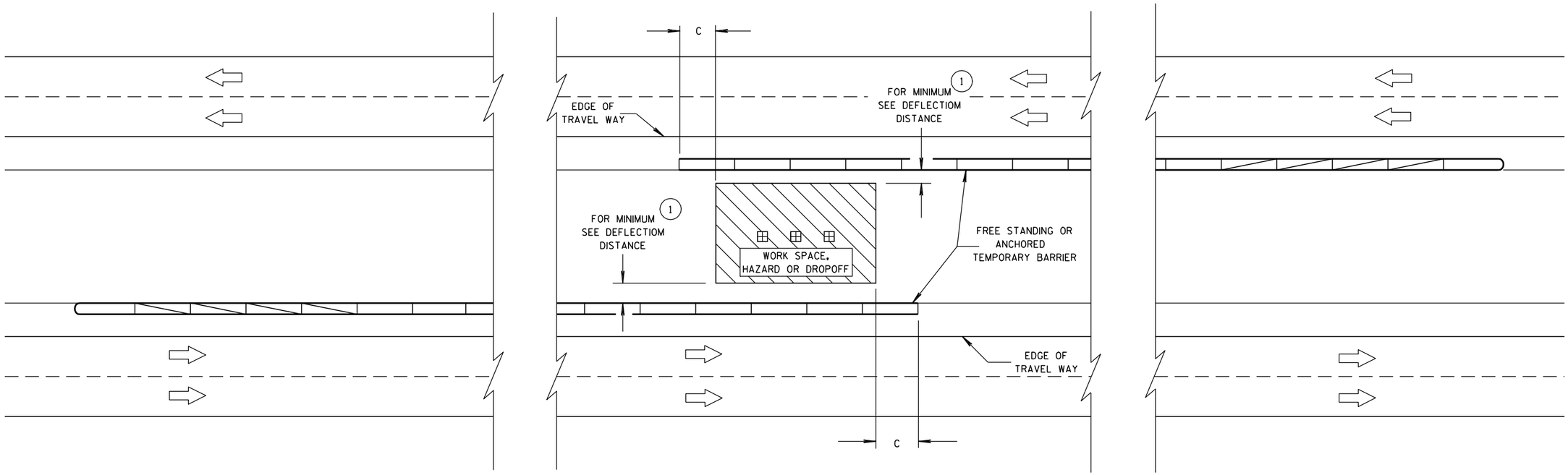
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER

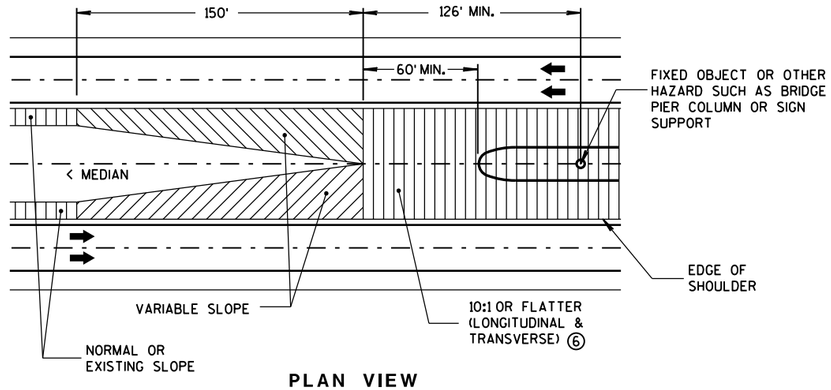
FHWA

6

S.D.D. 14 B 8-1e

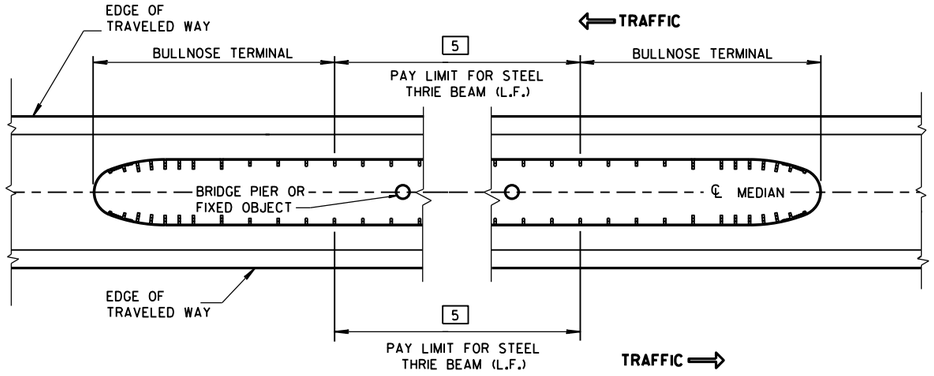
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S.D.D. 14 B 8-1e

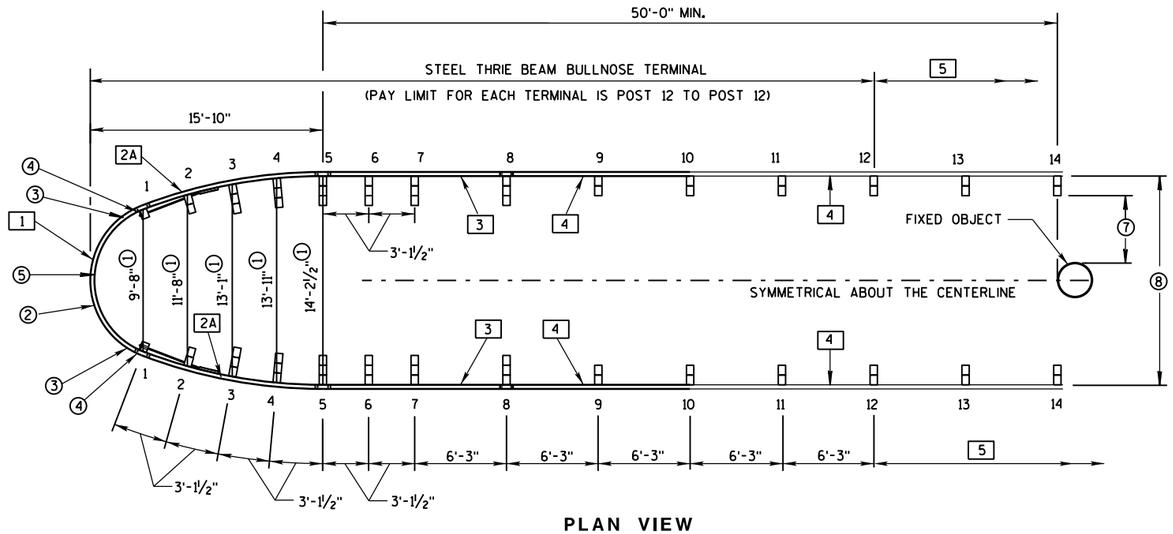


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

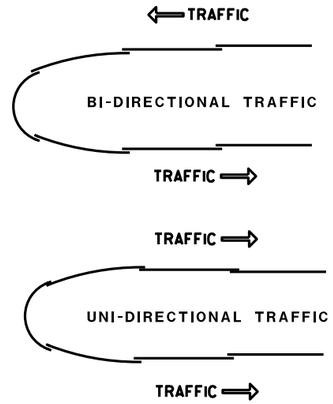


MEDIAN HAZARD PROTECTION PAY LIMITS



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.

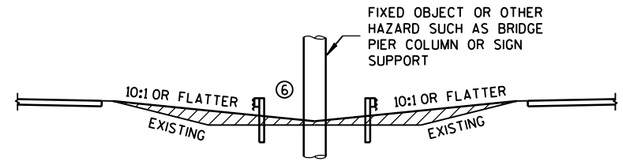
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

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.

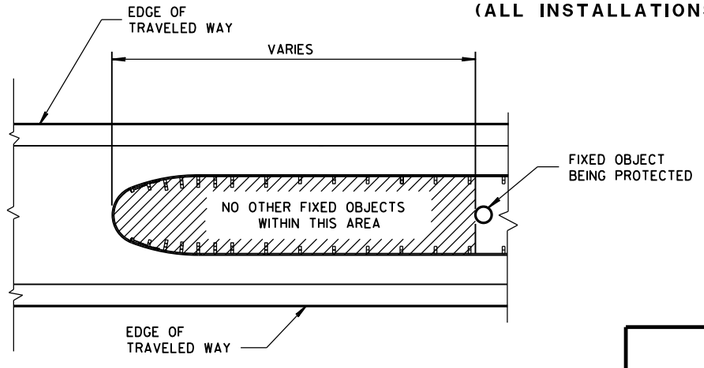
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

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)



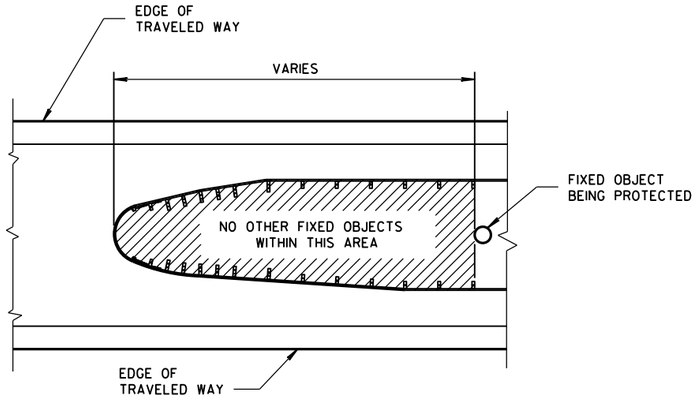
HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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)

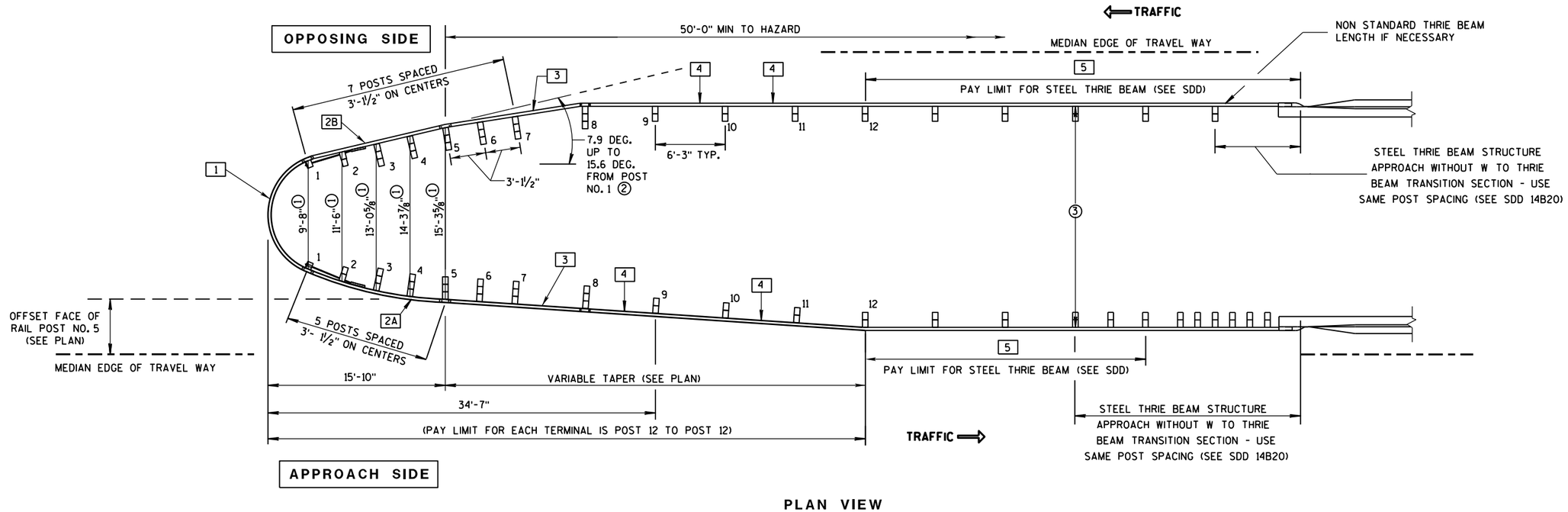
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[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

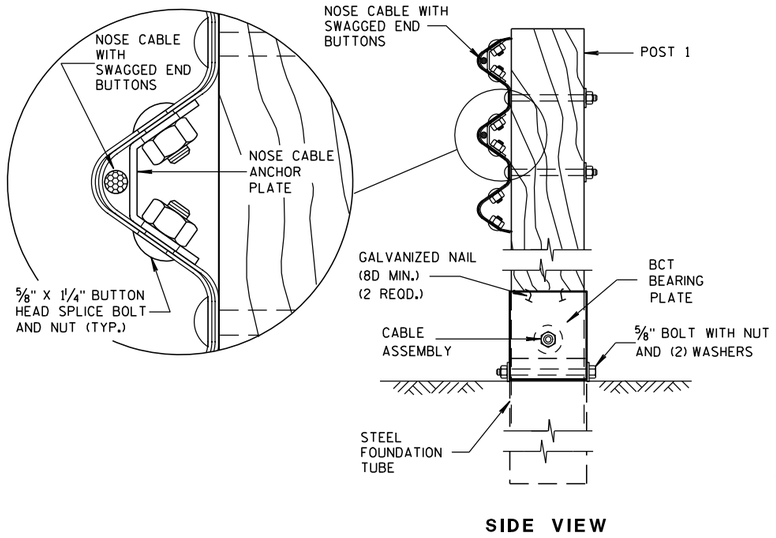
(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

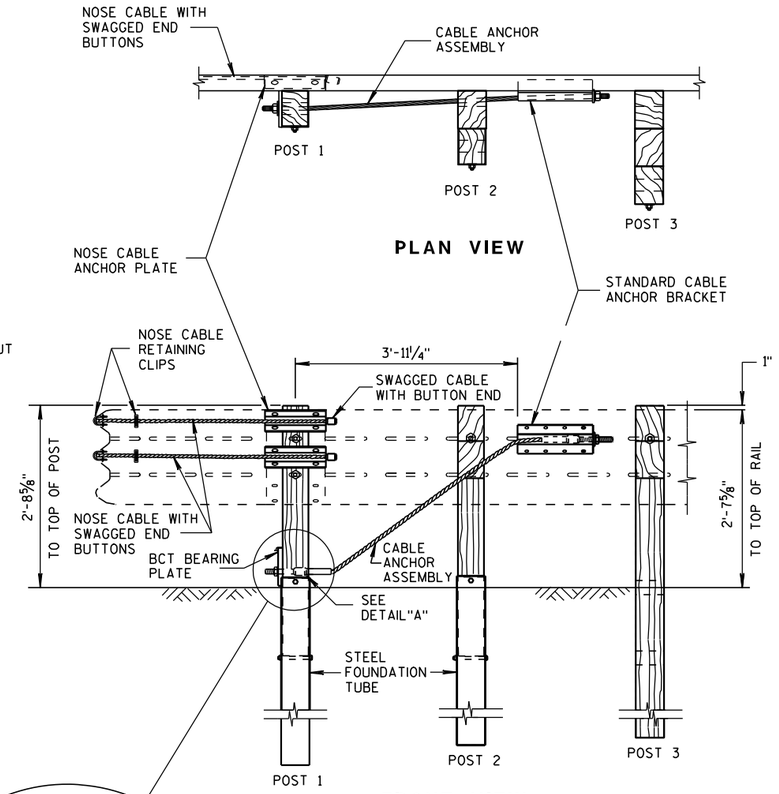
6

S.D.D. 14 B 26-2b



SIDE VIEW

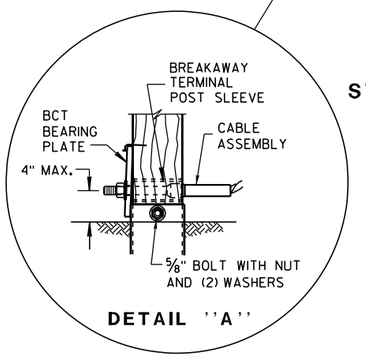
NOSE CABLE ASSEMBLY AT POST NO. 1



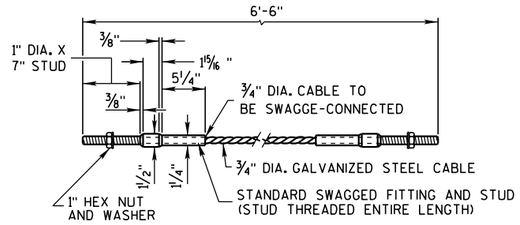
PLAN VIEW

FRONT VIEW

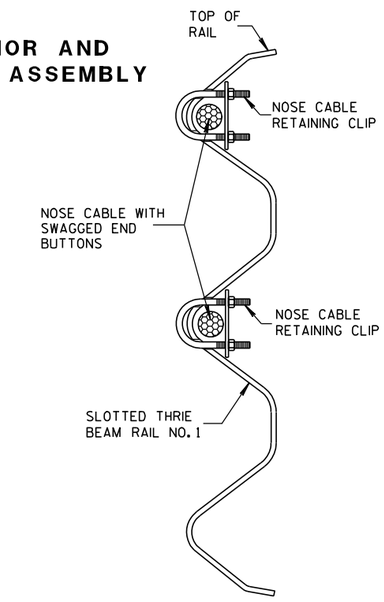
NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY



DETAIL ''A''



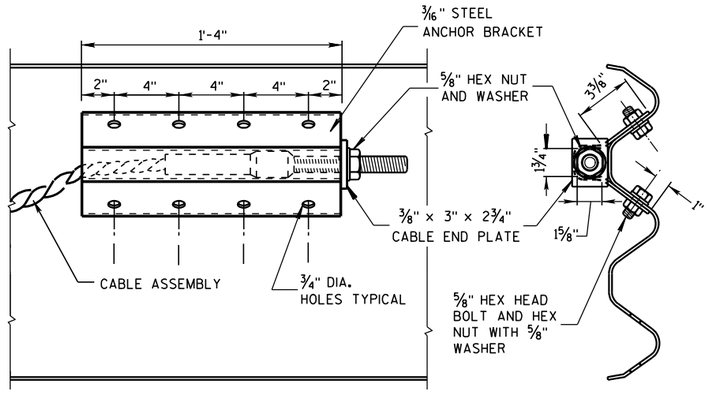
DETAILS OF CABLE ANCHOR ASSEMBLY



PLACEMENT OF NOSE CABLE RETAINING CLIP

GENERAL NOTES

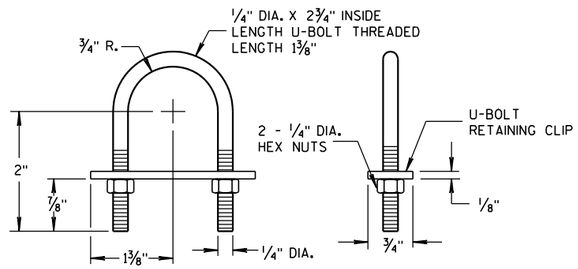
SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



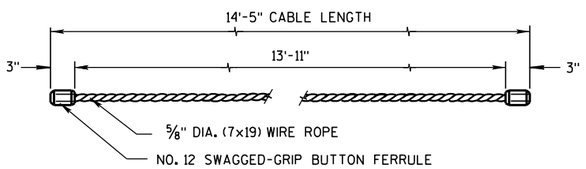
FRONT VIEW

END VIEW

DETAILS OF CABLE ANCHOR BRACKET

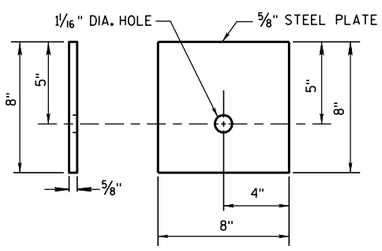


NOSE CABLE RETAINING CLIP

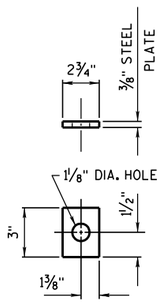


NOSE CABLE WITH SWAGGED END BUTTONS

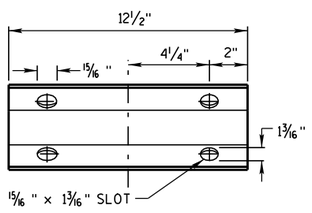
TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.



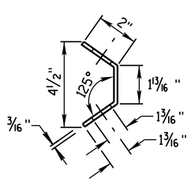
BCT BEARING PLATE



CABLE END PLATE



ELEVATION VIEW



END VIEW

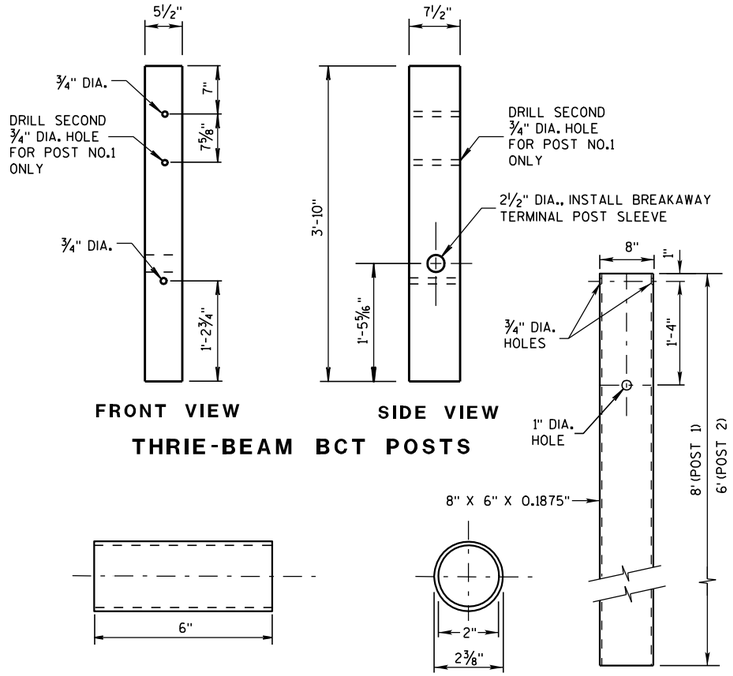
NOSE CABLE ANCHOR PLATE

NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 26-2c

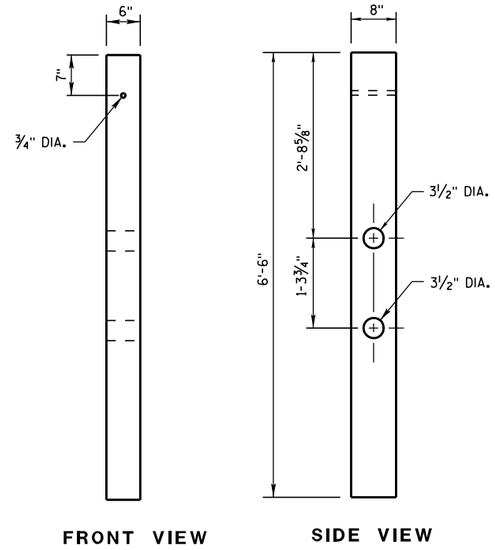


FRONT VIEW SIDE VIEW

THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

STEEL FOUNDATION TUBE

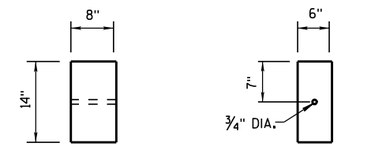


FRONT VIEW SIDE VIEW

THRIE-BEAM CRT WOOD POSTS

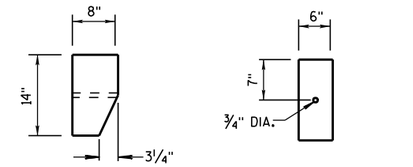
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



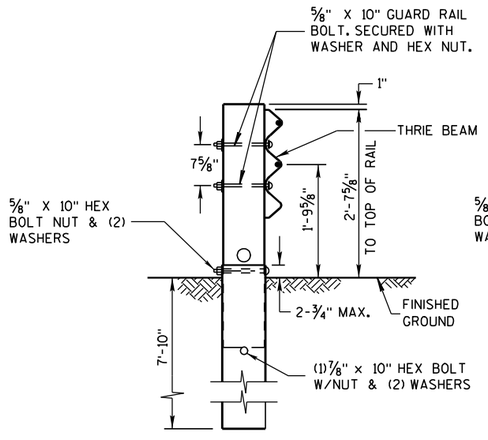
SIDE VIEW FRONT VIEW

STANDARD WOOD BLOCK



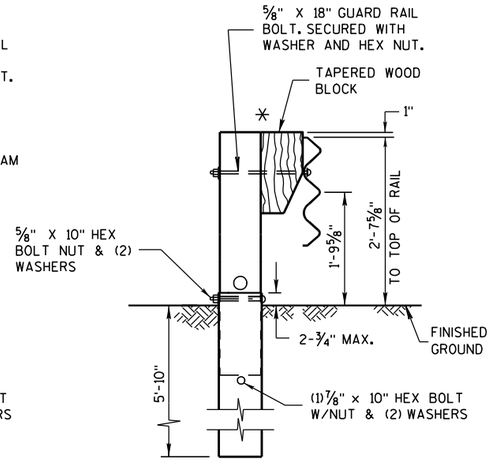
SIDE VIEW FRONT VIEW

TAPERED WOOD BLOCK



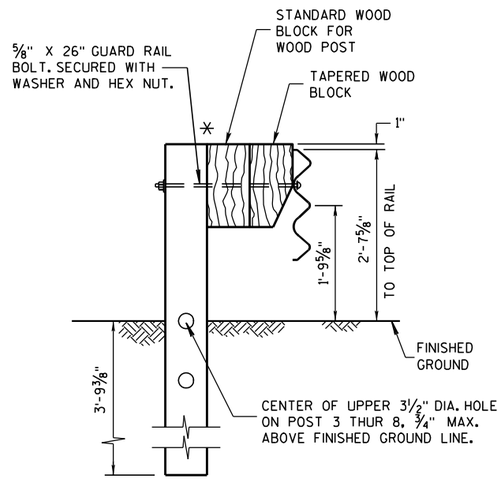
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



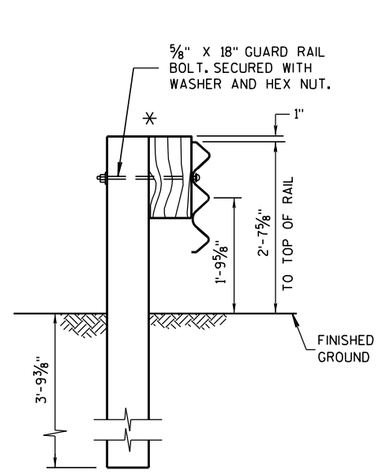
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

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)

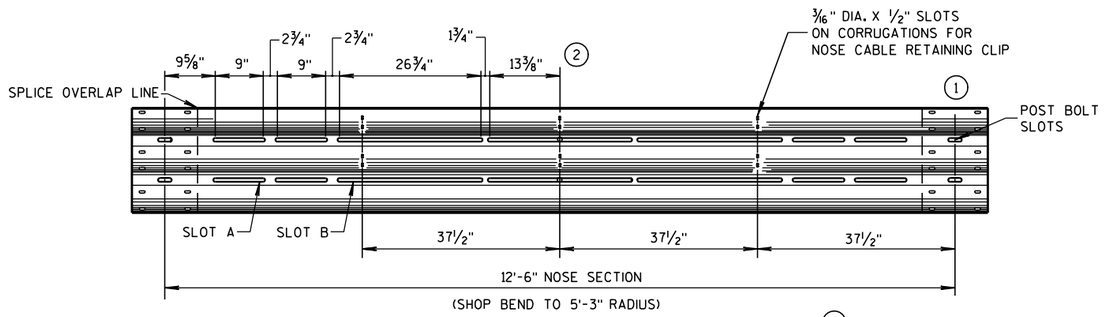
✳ IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

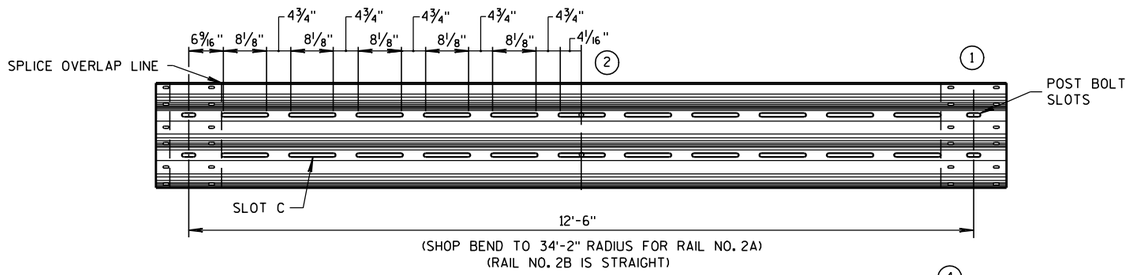
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

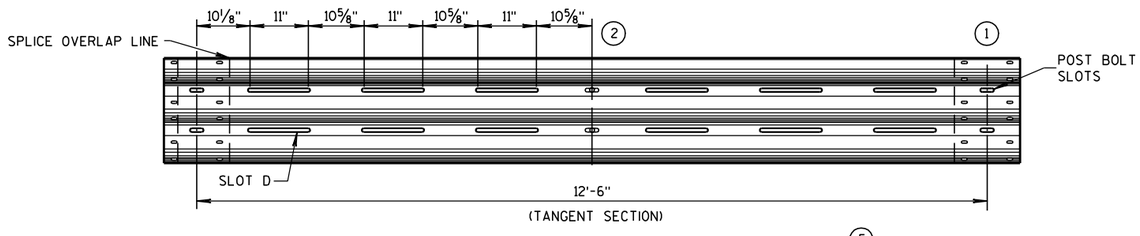
S.D.D. 14 B 26-2d



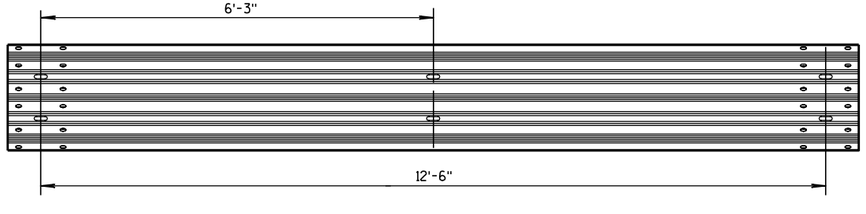
SLOTTED THRIE BEAM RAIL NO. 1 (3)



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.

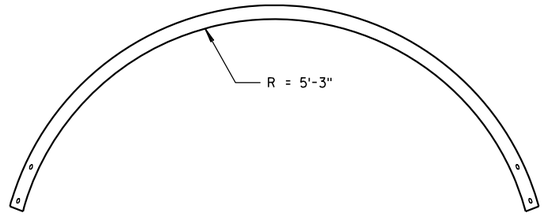
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

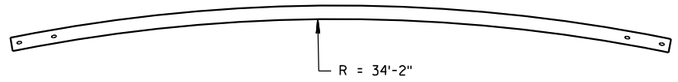
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



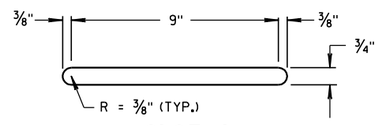
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

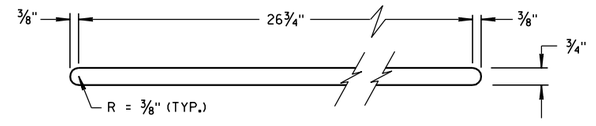


PLAN VIEW

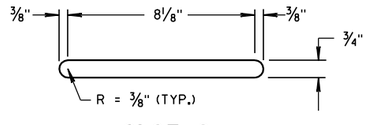
SLOTTED THRIE BEAM RAIL NO. 2A



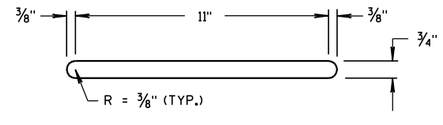
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

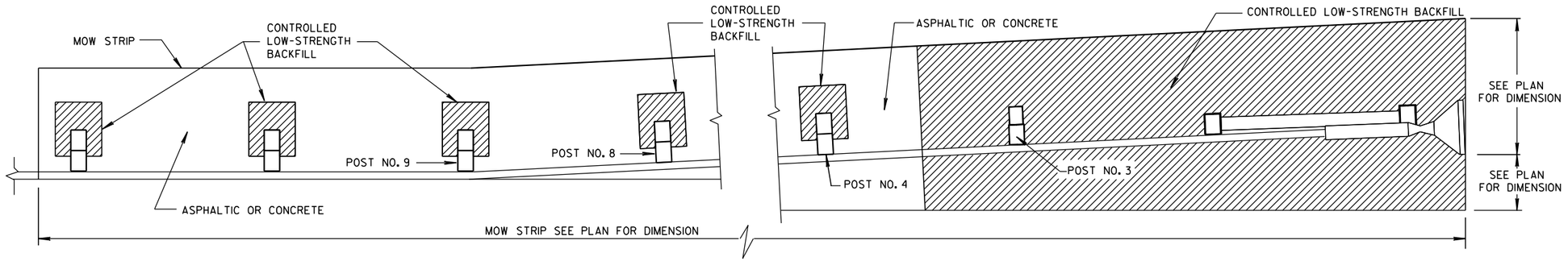
9-16-2010
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

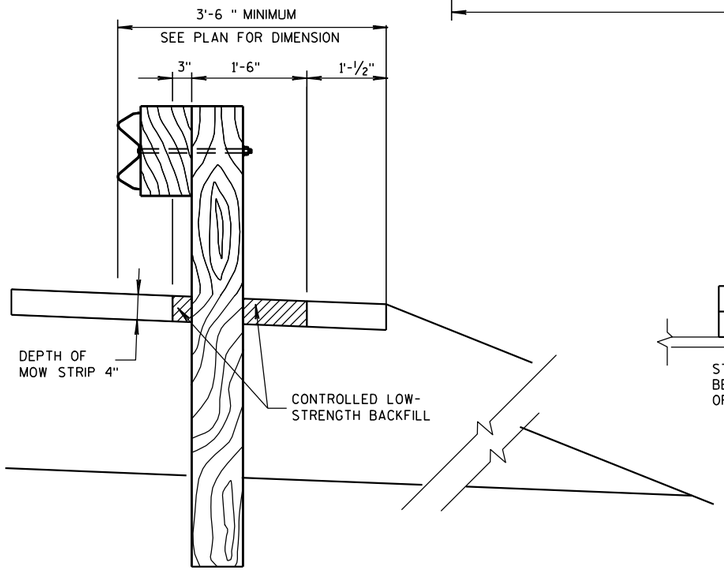
6

S.D.D. 14 B 26-2e

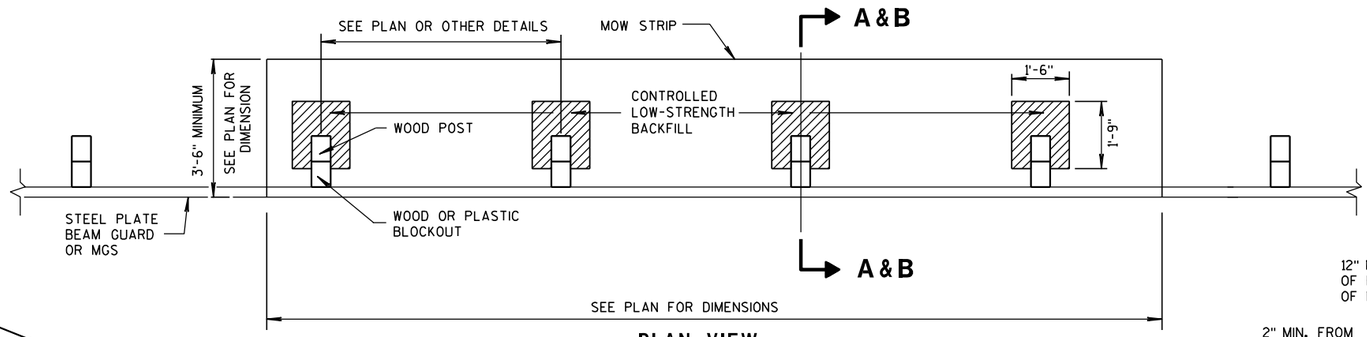


PLAN VIEW

MOW STRIP FOR STEEL PLATE BEAM GUARD ENERGY ABORBING TERMINAL

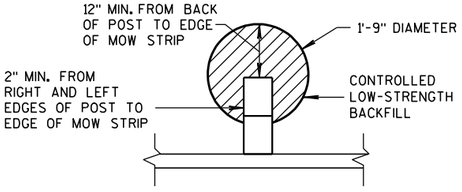


SECTION A-A

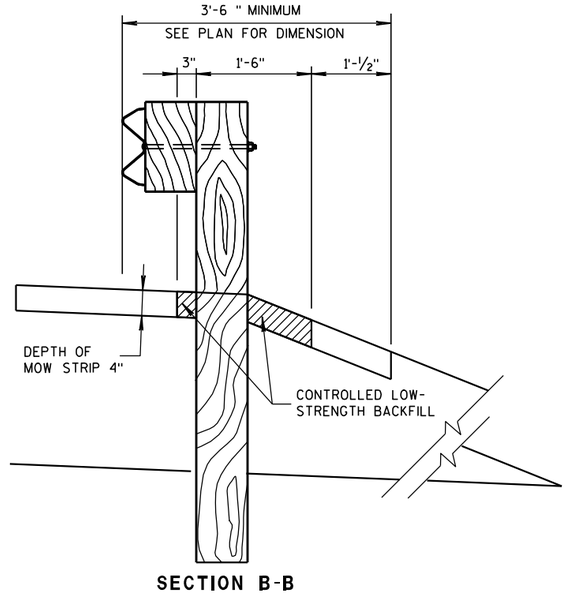


PLAN VIEW

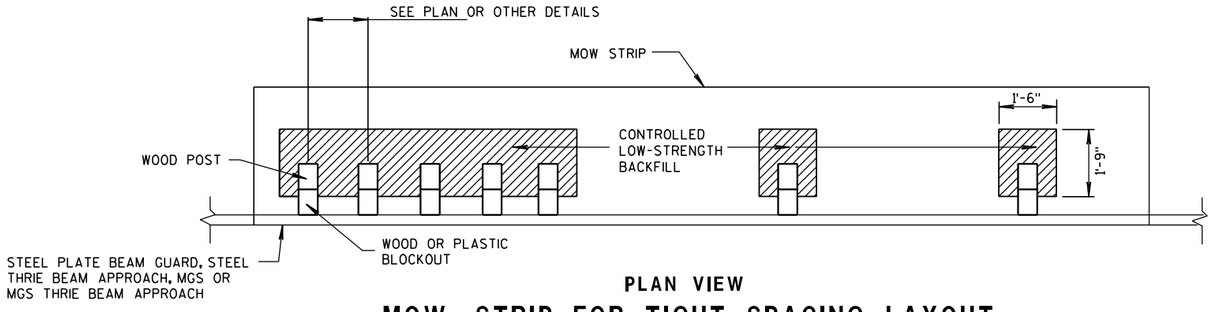
MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT



ALTERNATIVE HMA MOW STRIP DESIGN

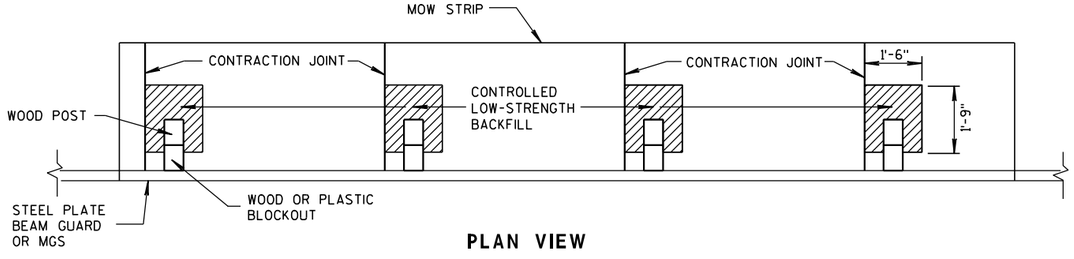


SECTION B-B



PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

1/27/12 — DATE

/S/ Jerry H. Zaas — ROADWAY STANDARDS 1367 ENGINEER

FHWA

6

S.D.D. 14 B 28-2

6

S.D.D. 14 B 28-2

GENERAL NOTES

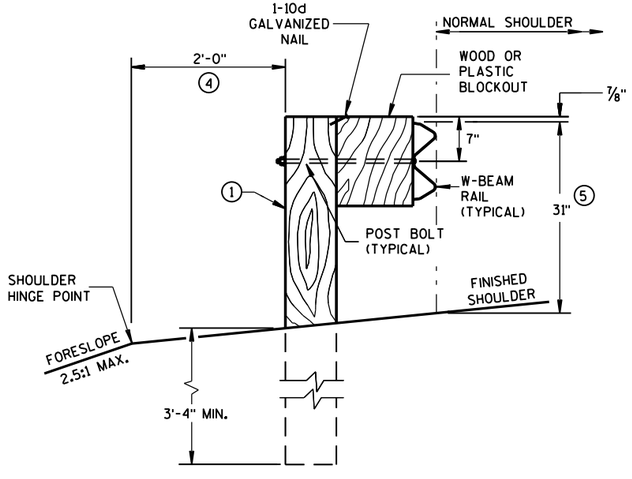
1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

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 2½INCHES 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.

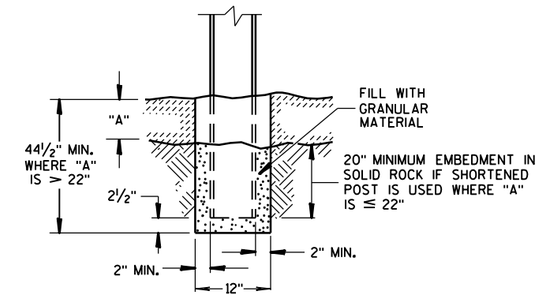
4. WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

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".



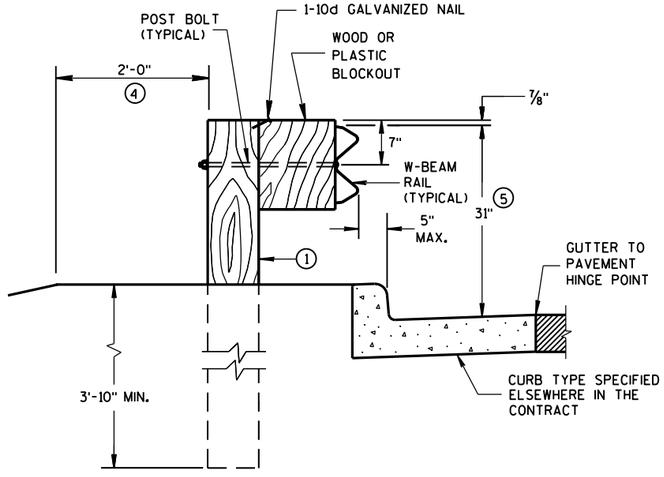
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



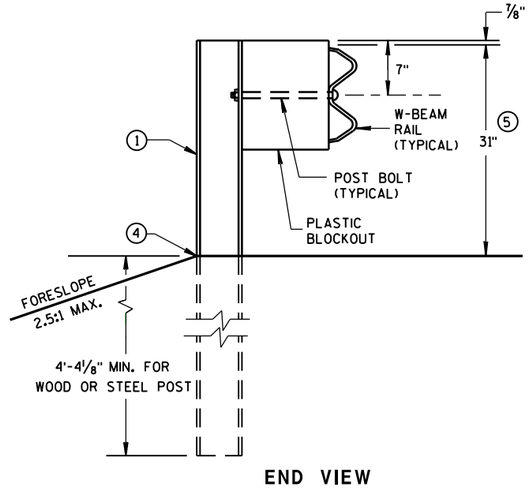
END VIEW

SETTING STEEL OR WOOD POST IN ROCK ③



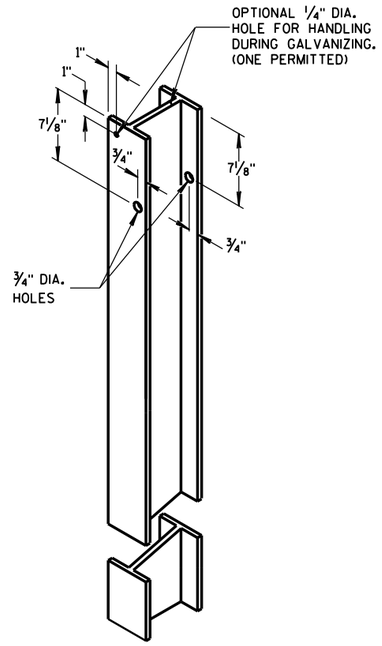
END VIEW

LOCATED ALONG A CURBED ROADWAY

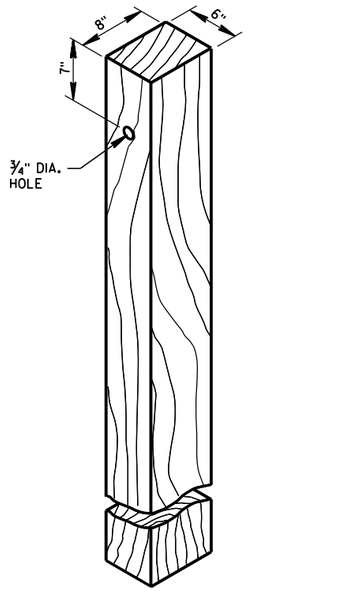


END VIEW

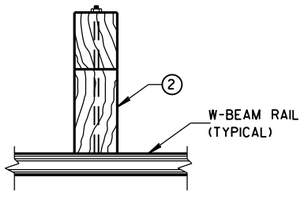
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



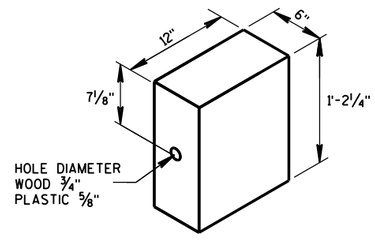
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



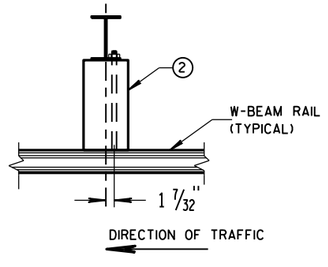
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②

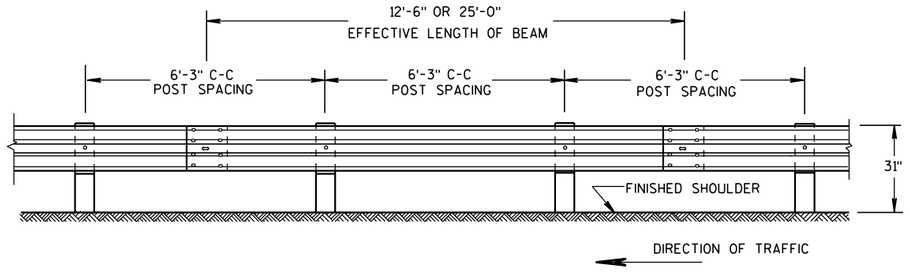


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

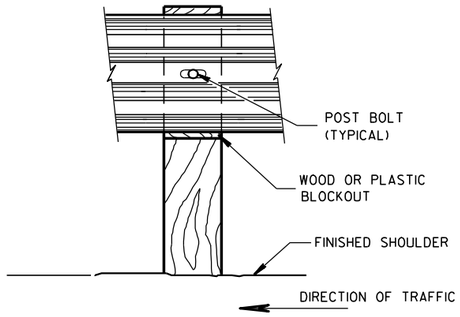
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 42-2a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



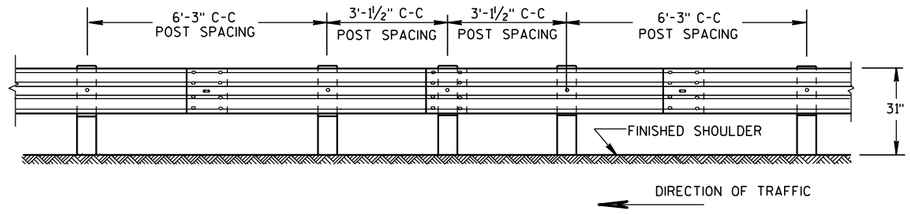
FRONT VIEW AT WOOD POST

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.

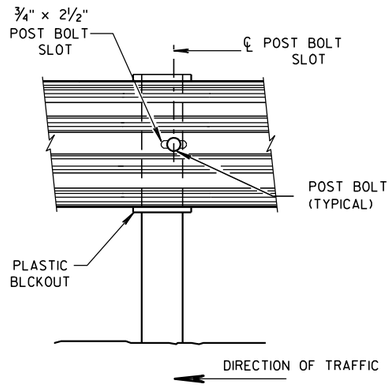
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

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.

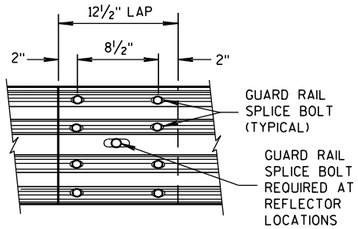


FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

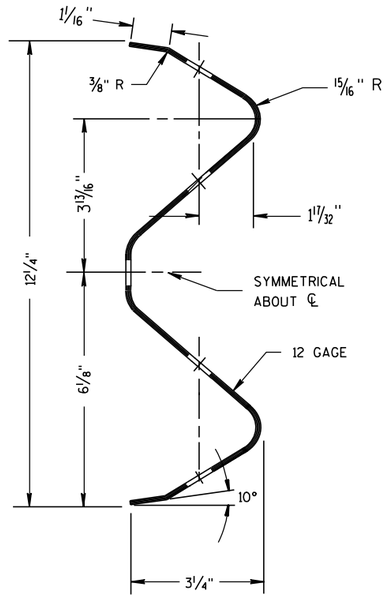


FRONT VIEW AT STEEL POST

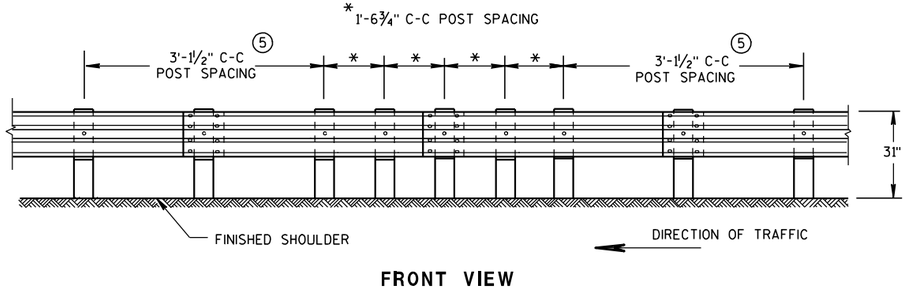


FRONT VIEW

MID-SPAN BEAM SPLICE

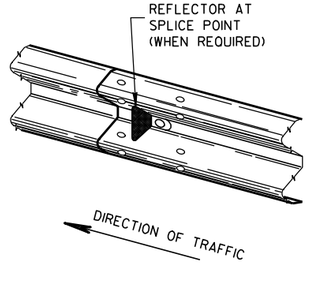


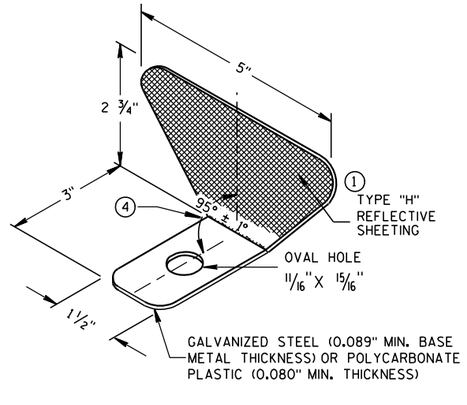
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ①

REFLECTOR SPACING ②

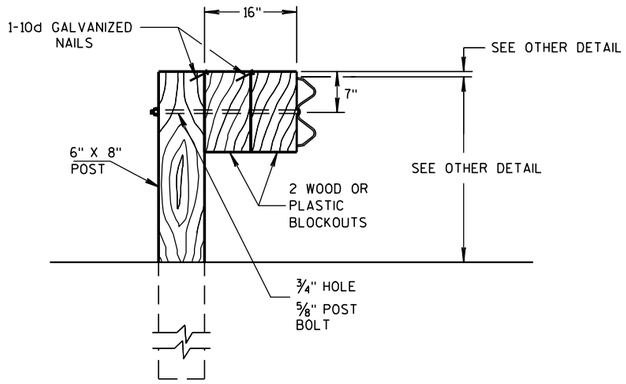
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 ③	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2 ④	3
	> 200'	100' C-C	2	

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

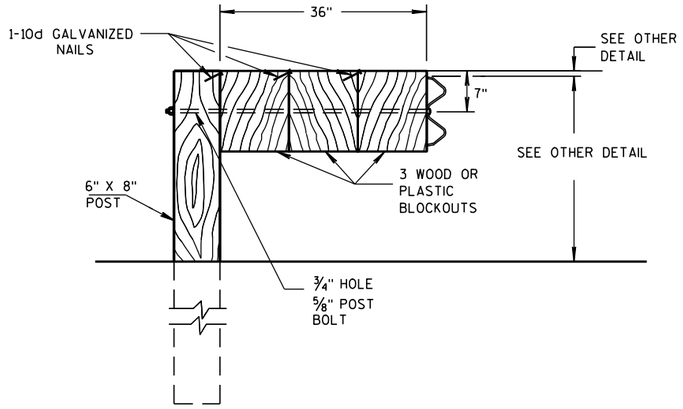
S.D.D. 14 B 42-2b

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.

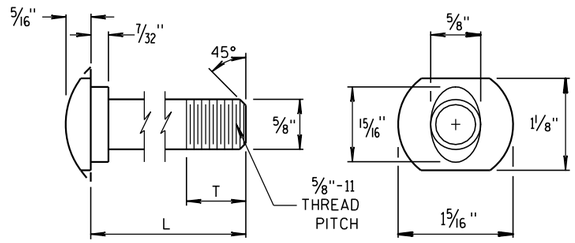


DETAIL FOR 36" BLOCKOUT DEPTH

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.

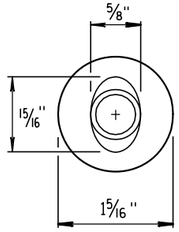
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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.

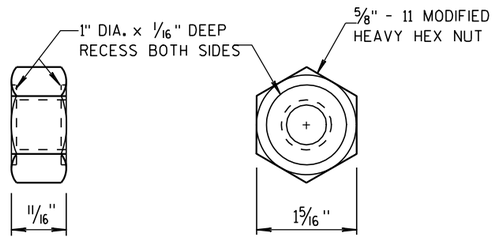


POST BOLT TABLE

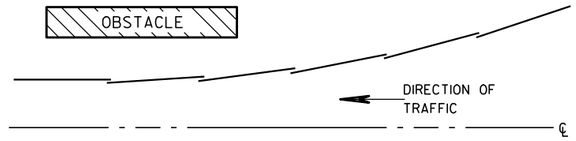
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

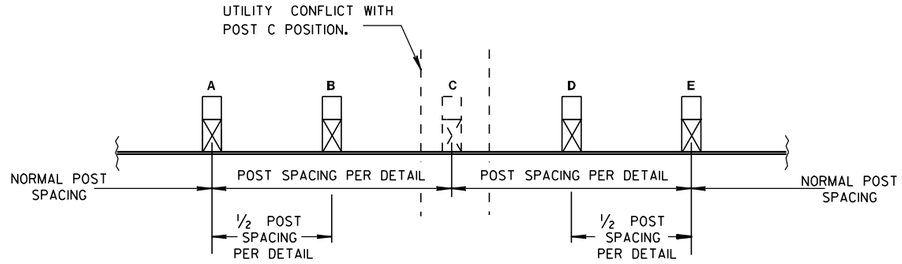


POST BOLT AND RECESS NUT

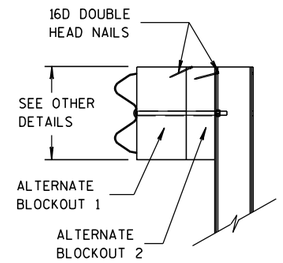


PLAN VIEW

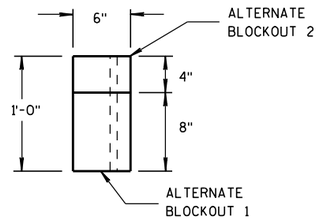
BEAM LAPPING DETAIL



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

370

FHWA

ENT

6

S.D.D. 14 B 42-2c

6

S.D.D. 14 B 42-2c

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.

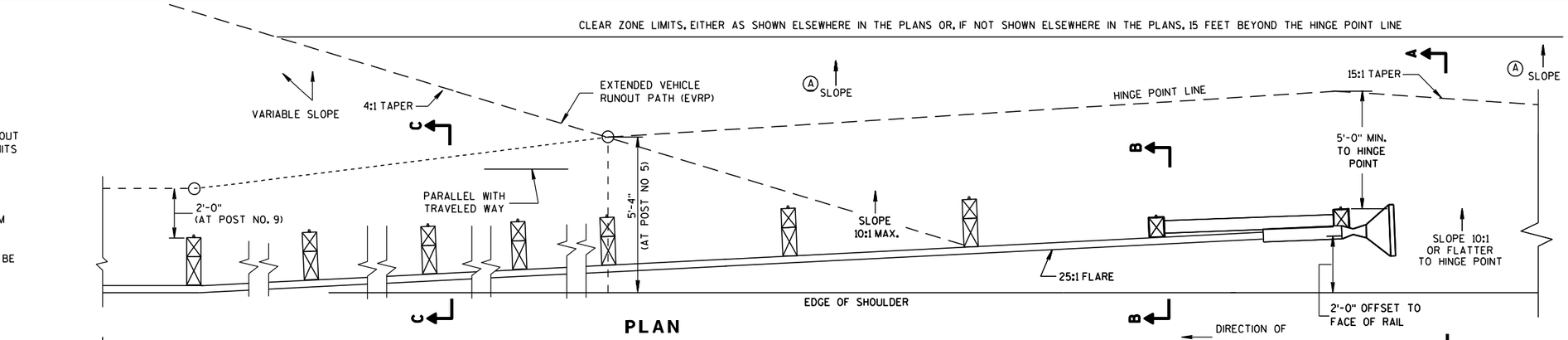
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

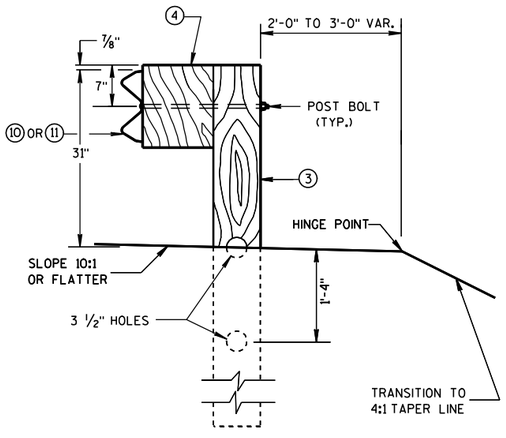
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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.

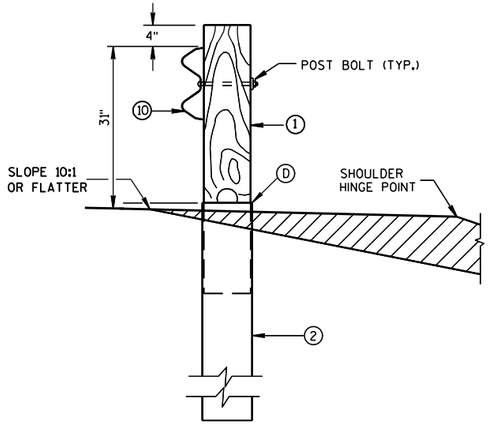
PATTERN AND COLORS ON REFLECTIVE SHEETING TYPE H ARE TO CONFORM TO OM3-L OR OM3-R OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE (± ¾")

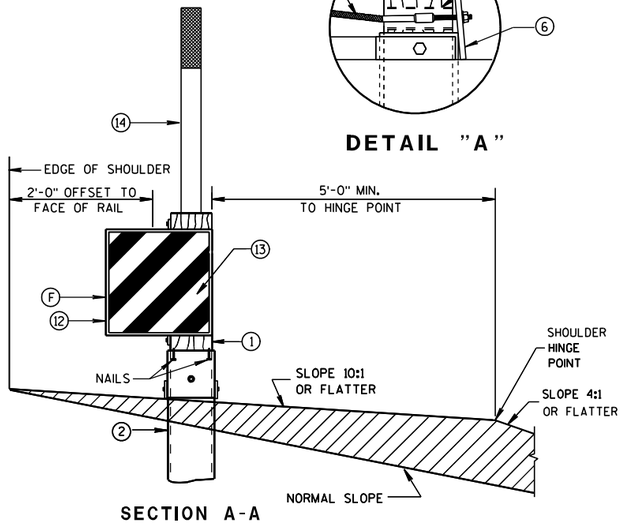




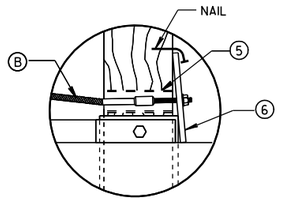
SECTION C-C
TYPICAL AT POST NOS. 3-9



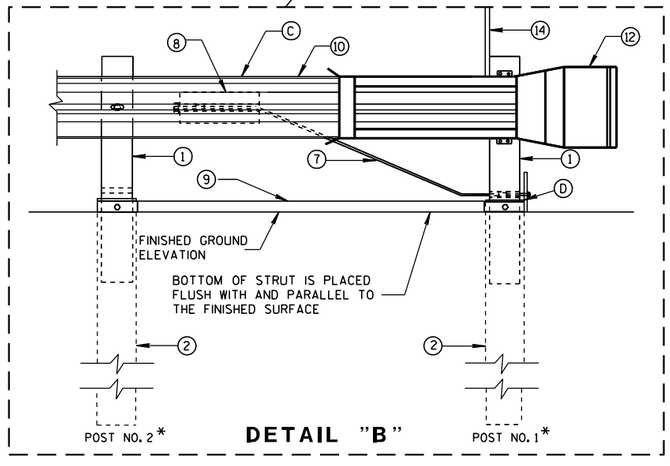
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



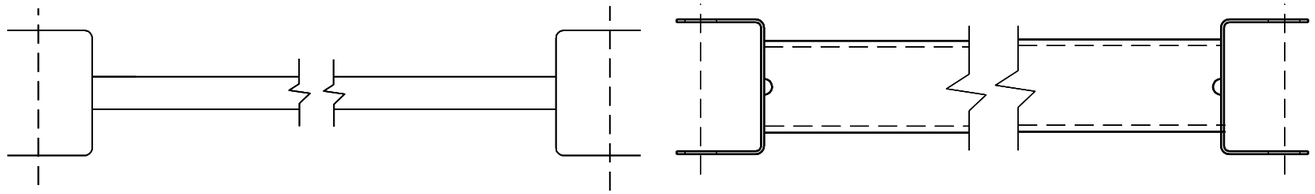
DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 44-1a

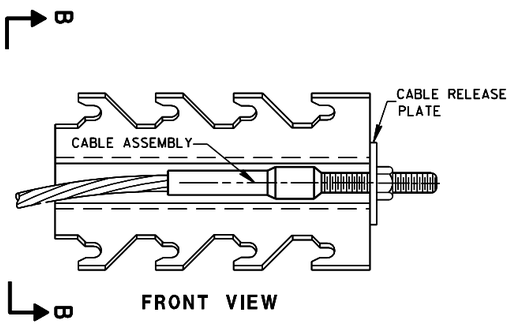
6



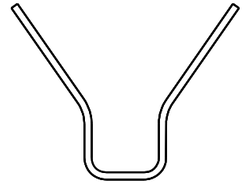
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

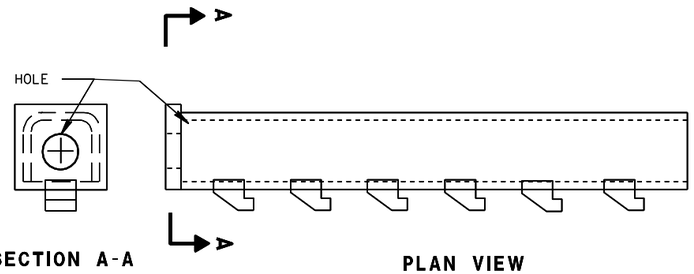
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR 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)



FRONT VIEW



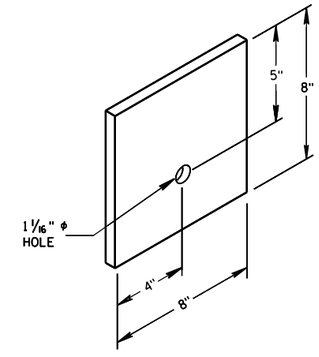
SECTION B-B



SECTION A-A

PLAN VIEW

GENERIC ANCHOR CABLE BOX (8) (H)



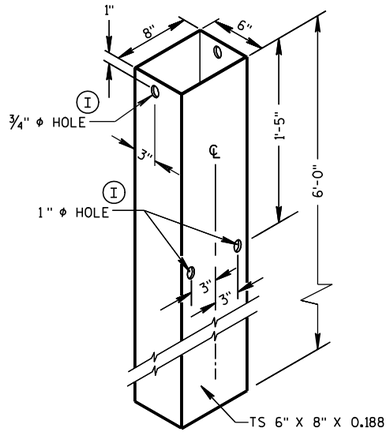
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

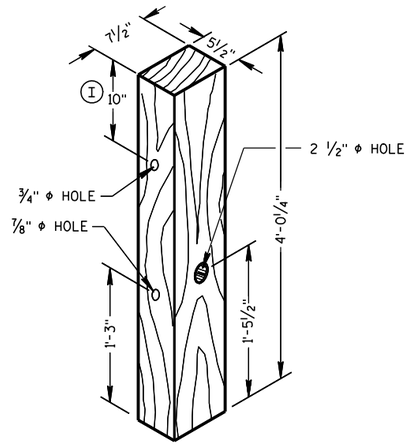
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 44-1b

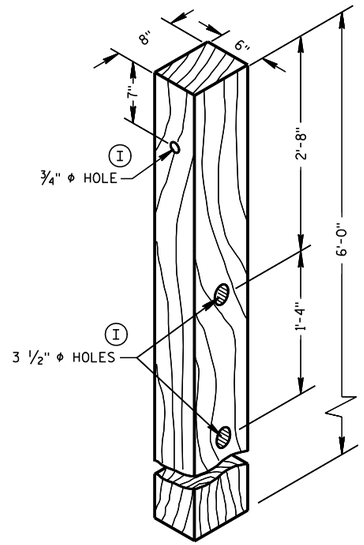


FOUNDATION TUBE (2)



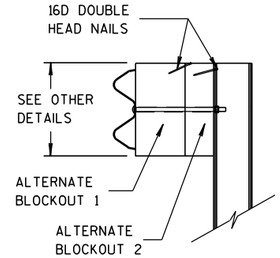
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

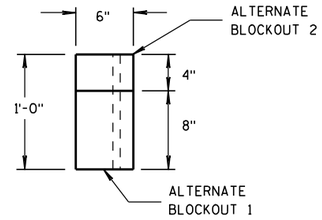


POSTS NUMBER 3-9

WOOD CRT POST (3)

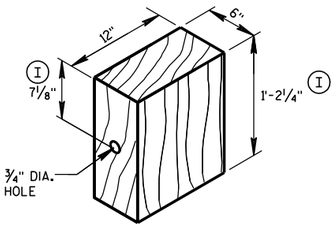


SIDE VIEW



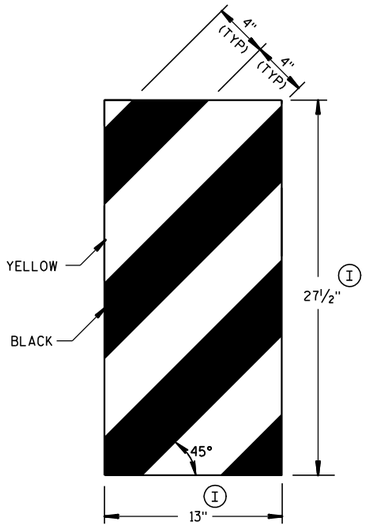
TOP VIEW

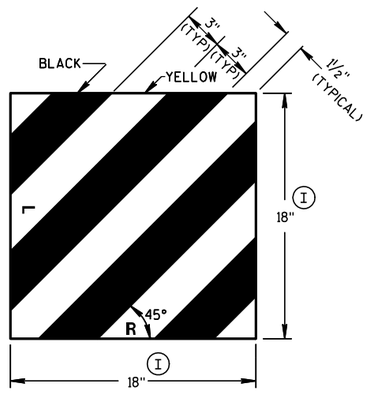
ALTERNATE WOOD BLOCKOUT DETAIL



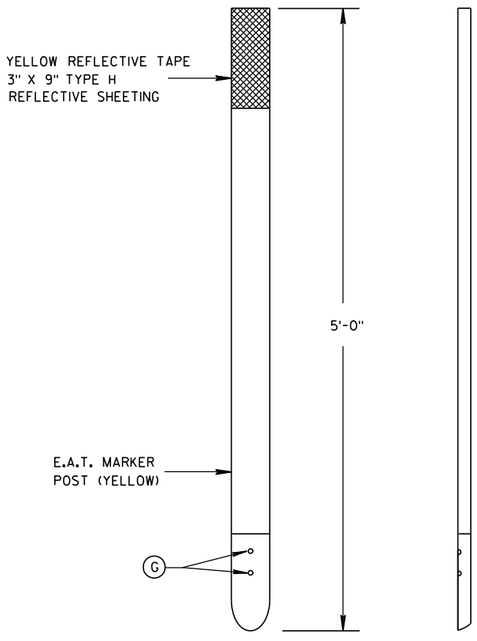
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





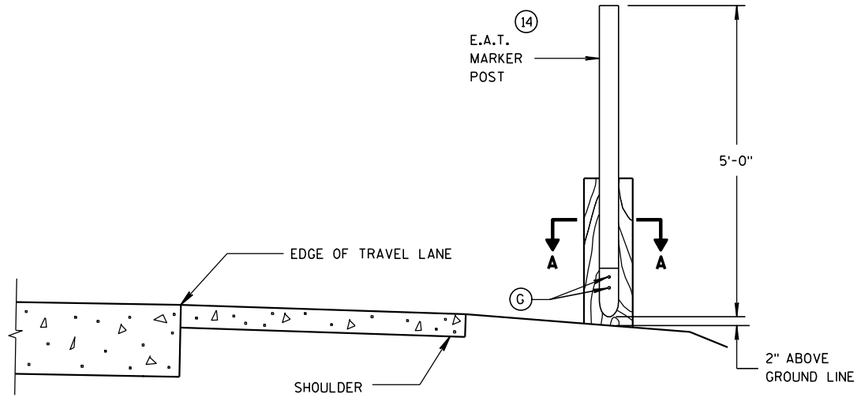
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

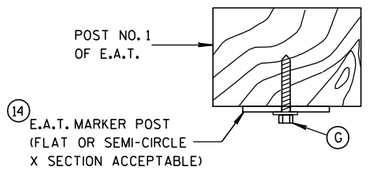
SIDE VIEW

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

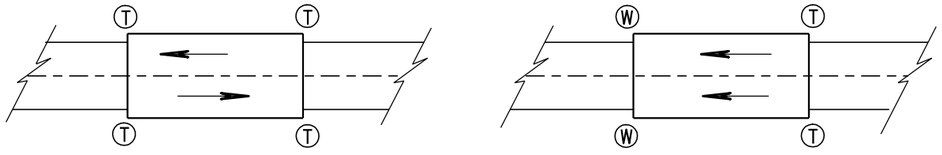
APPROVED
5/23/2011
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS 373 tENT
ENGINEER
FHWA

6

S.D.D. 14 B 44-1c

6

S.D.D. 14 B 44-1c



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

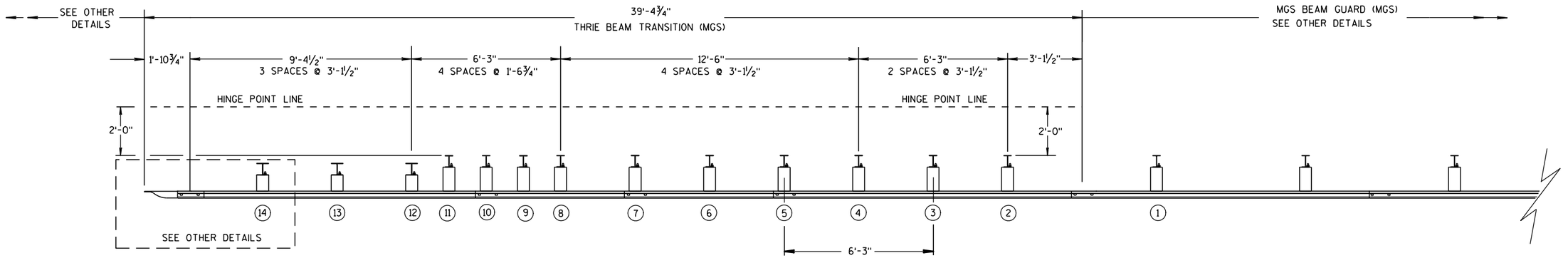
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

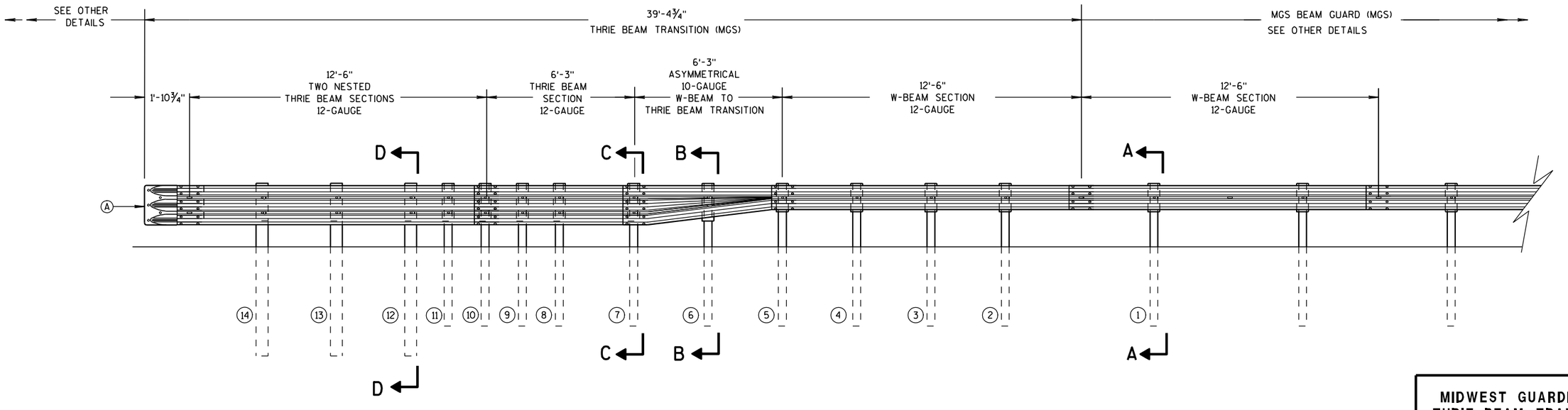
TRANSITION USES STEEL POSTS ONLY.

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	374

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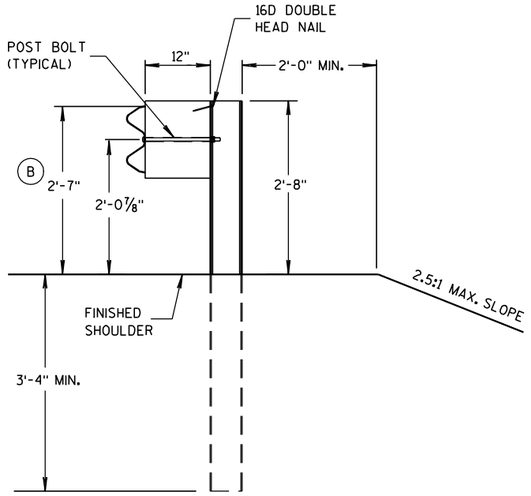
S.D.D. 14 B 45-3a

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S.D.D. 14 B 45-3a

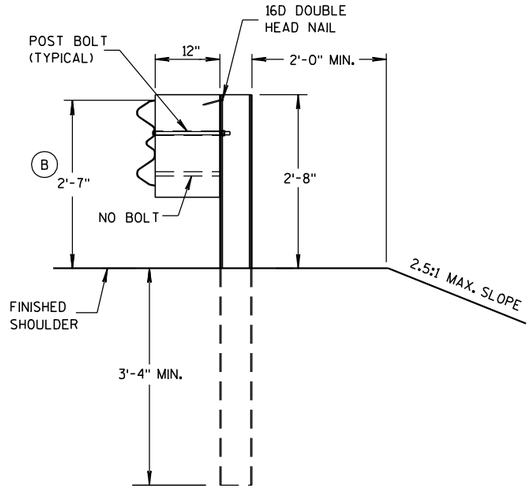
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



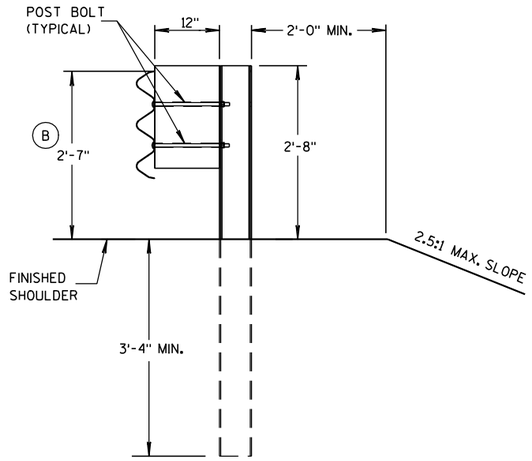
SECTION A-A

POSTS 1-5



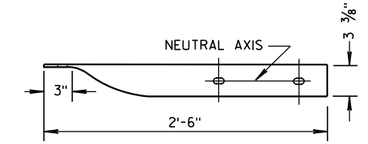
SECTION B-B

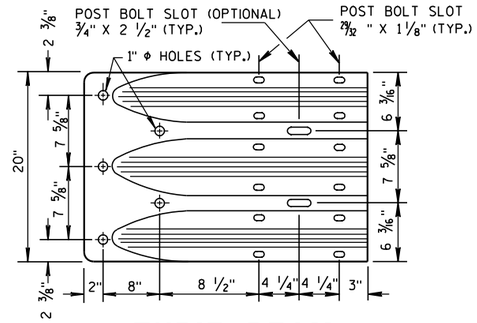
POST 6



SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR

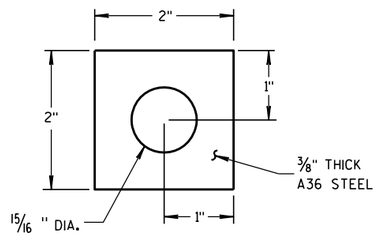
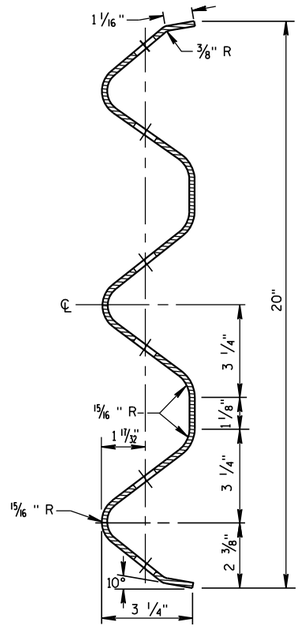
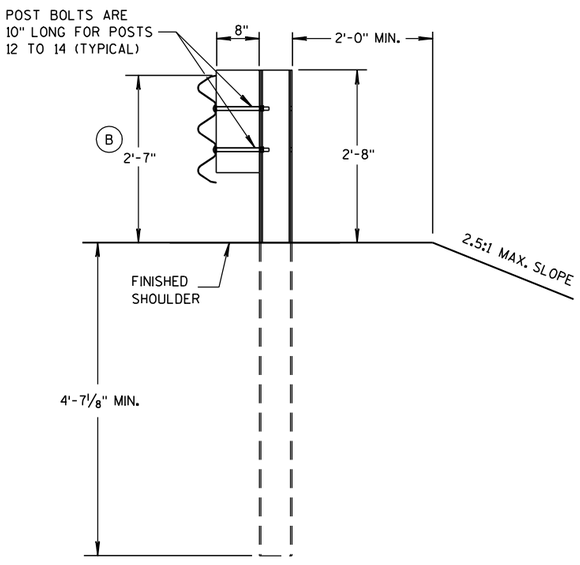


PLATE WASHER DETAIL

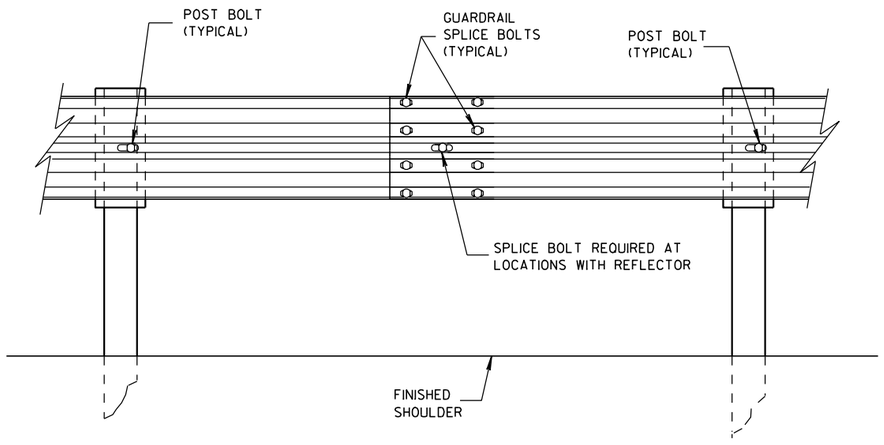


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-14



SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

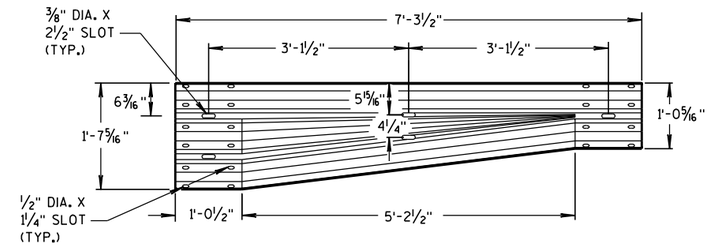
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

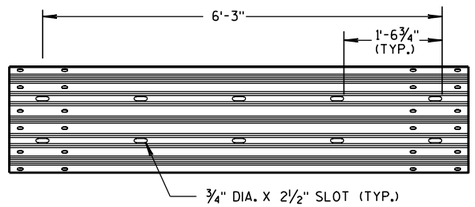
S.D.D. 14 B 45-3b

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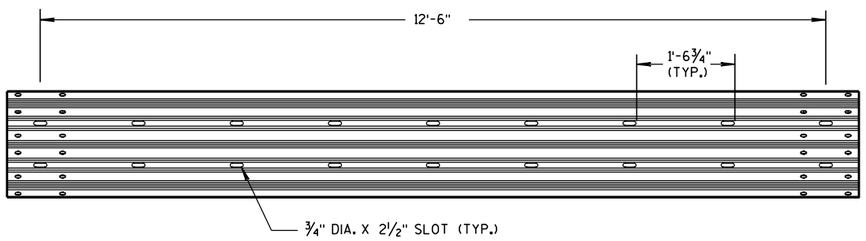
S.D.D. 14 B 45-3b



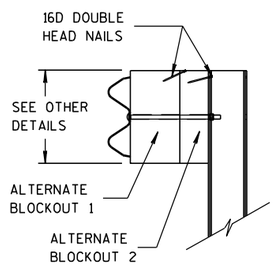
W-BEAM TO THRIE BEAM TRANSITION SECTION



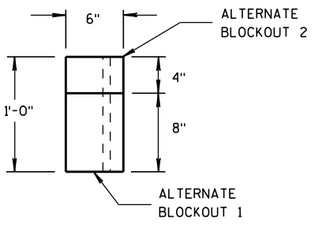
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

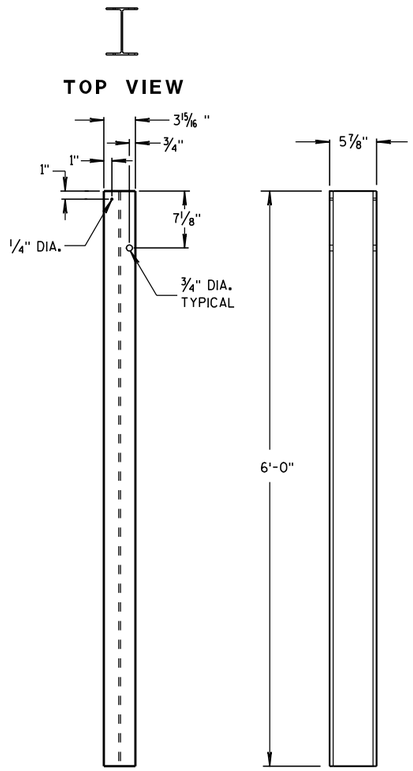


SIDE VIEW

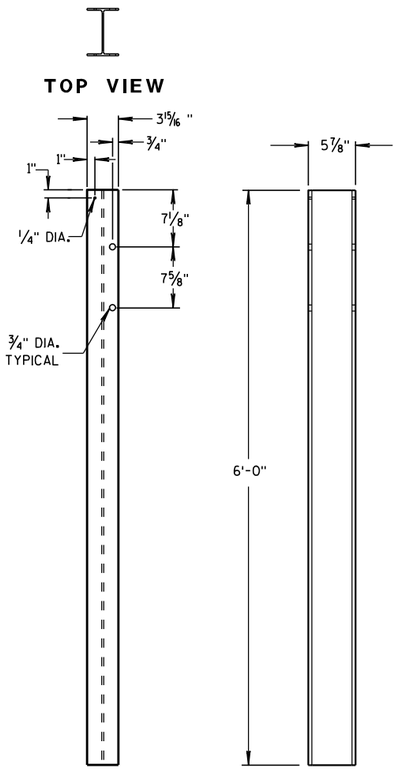


TOP VIEW

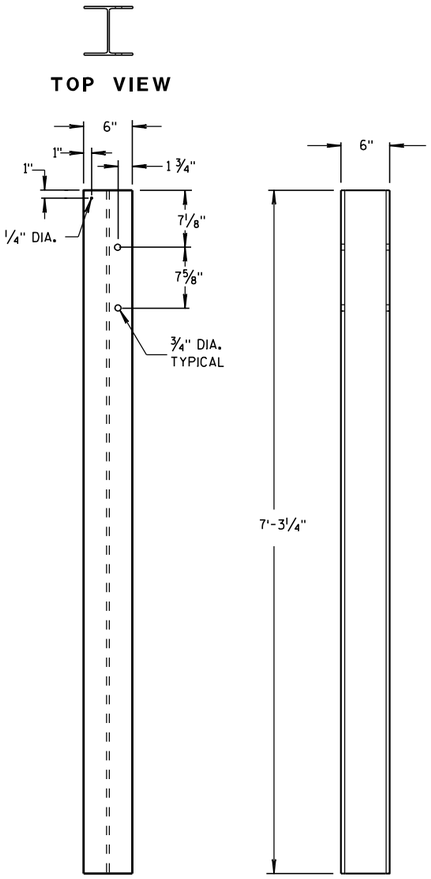
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

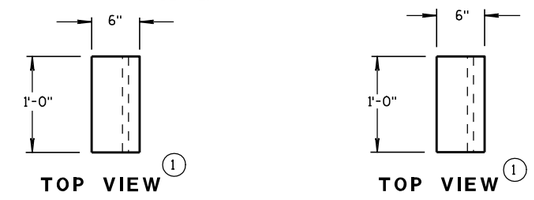


STEEL POSTS 6-11



STEEL POSTS 12-14

1 WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



BLOCKOUT POSTS 1-5

BLOCKOUT POSTS 6-11

BLOCKOUT POSTS 12-14

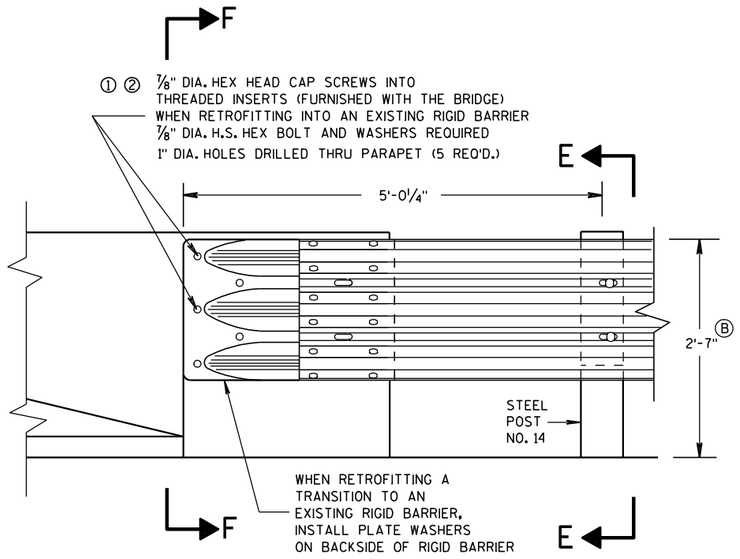
STEEL POST SIZES

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"

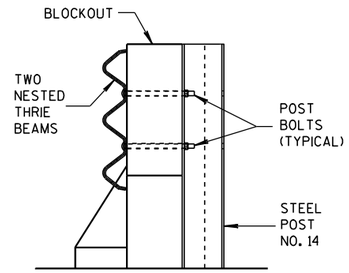
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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.

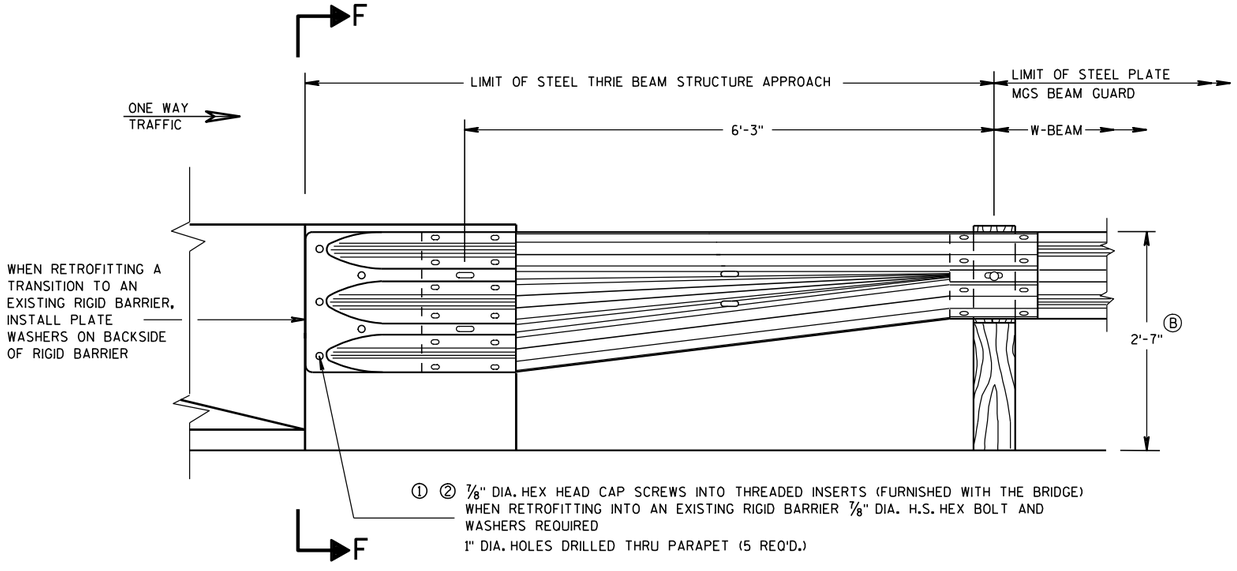
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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.

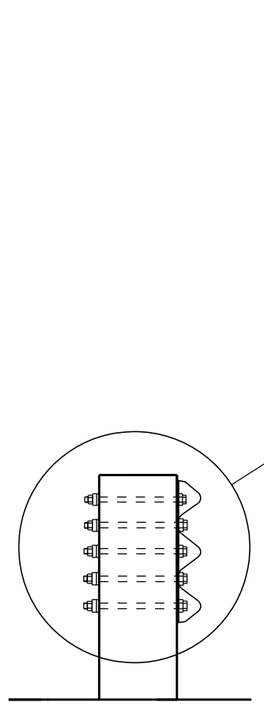
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

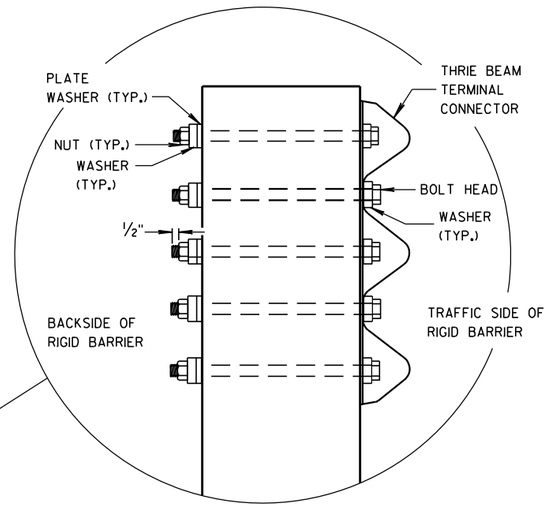
THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



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 (377) — ENGINEER

FHWA

6

S.D.D. 14 B 45-3d

6

S.D.D. 14 B 45-3d

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.

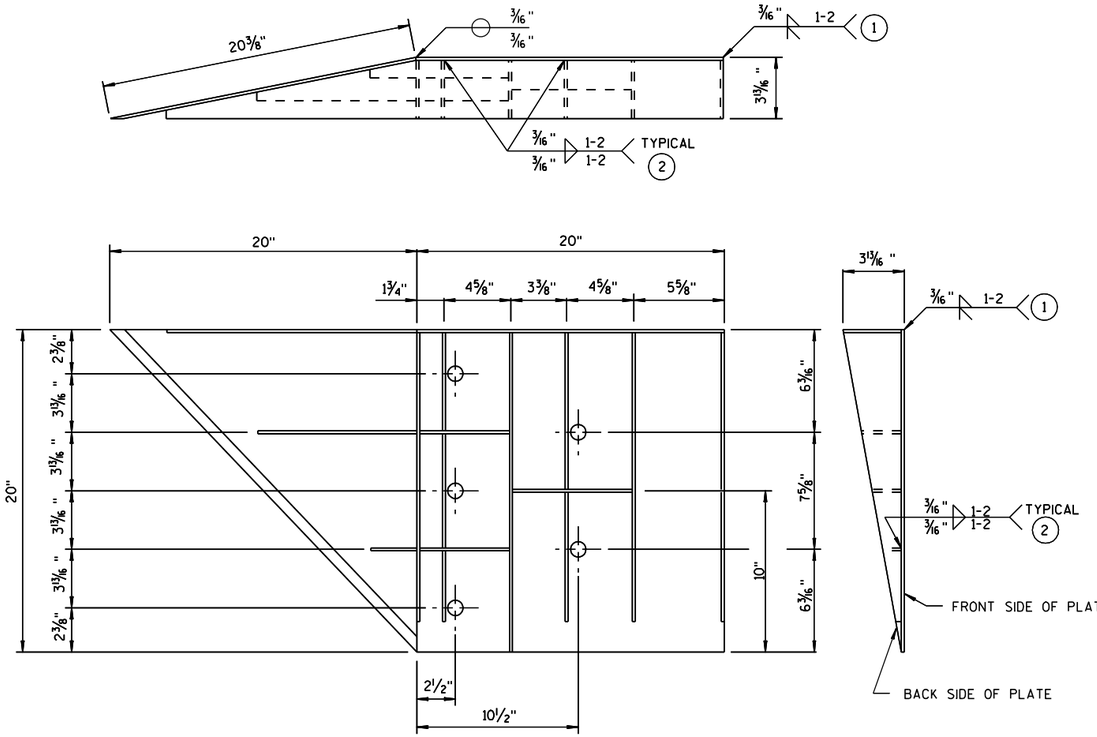
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

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)

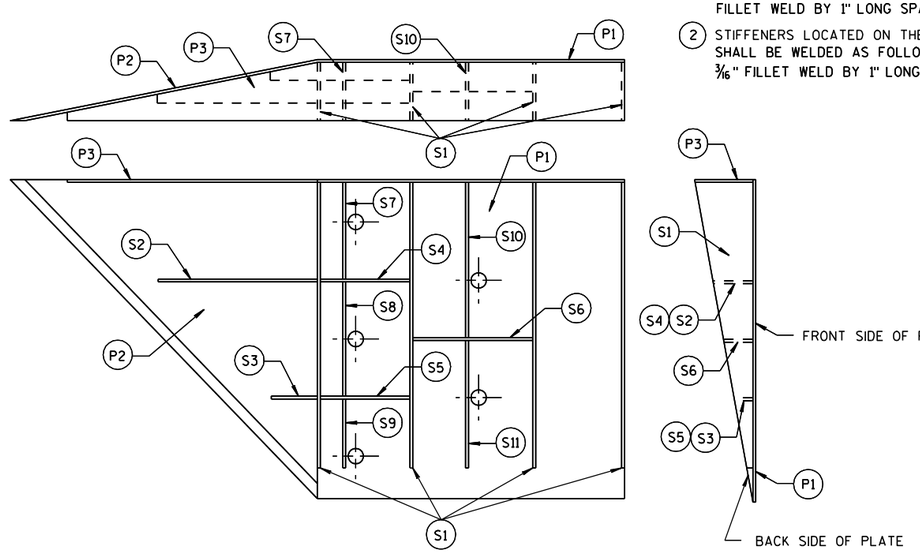


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

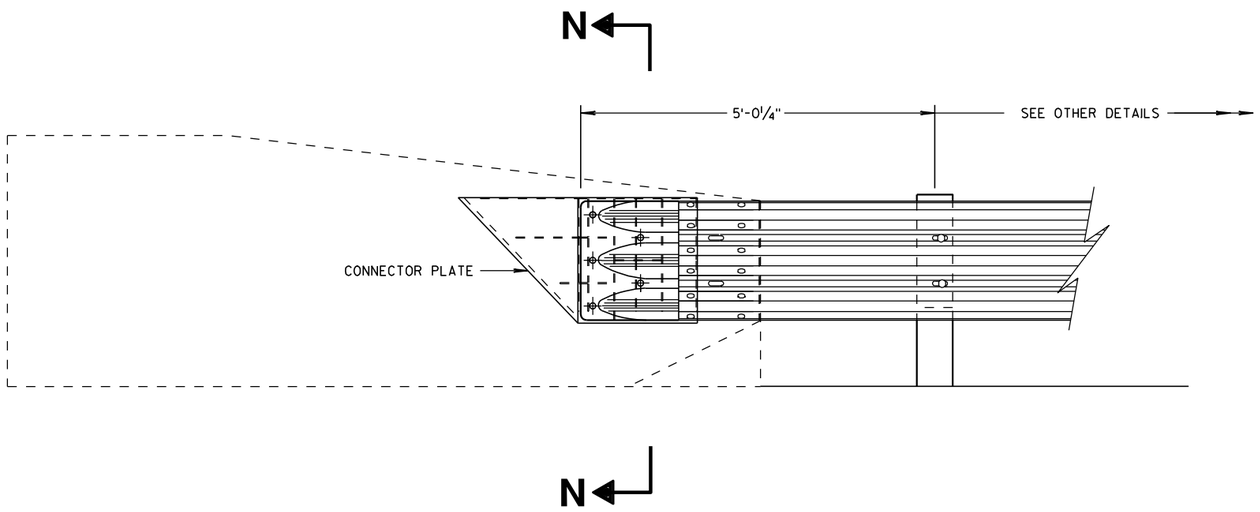
PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
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

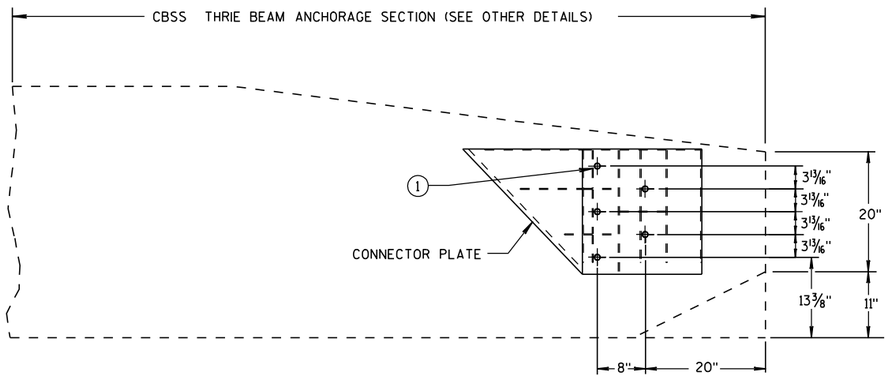
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 DATE
/S/ Jerry H ---- ROADWAY STANDARDS ENGINEER
FHWA



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

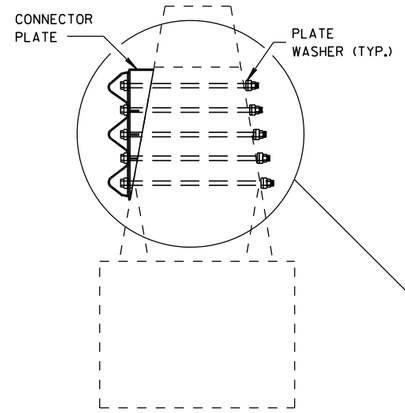


SINGLE SLOPE CONNECTION PLATE PLACEMENT

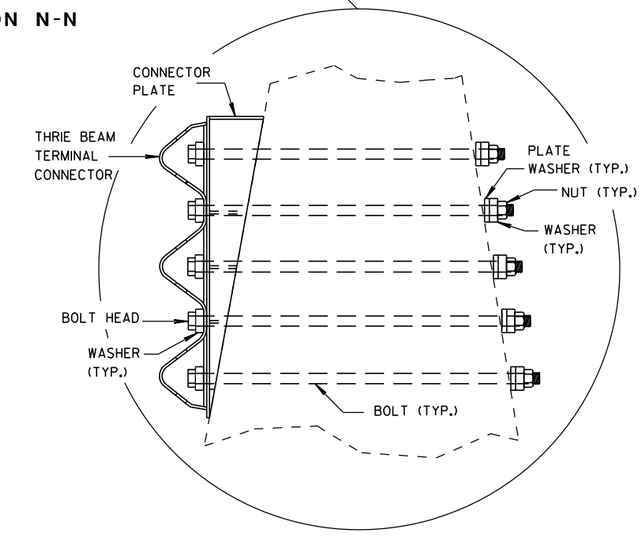
GENERAL NOTES

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 ⅝" 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

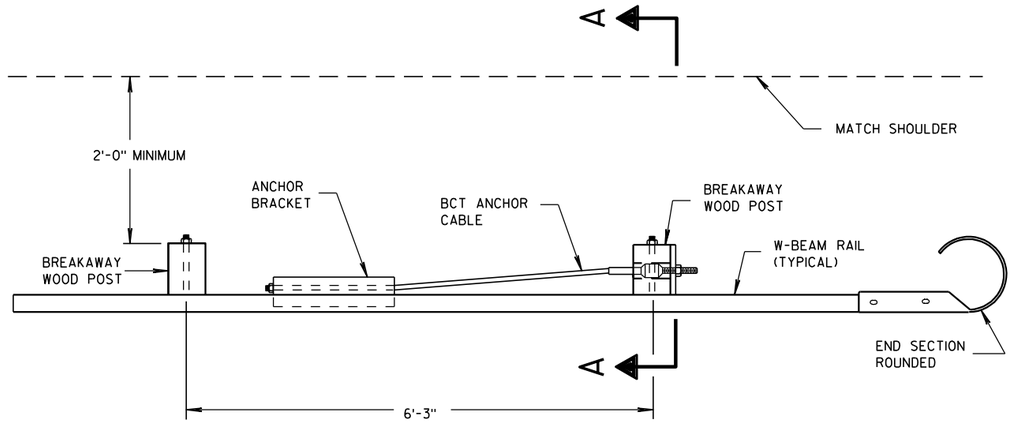
APPROVED
8/31/2012 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS ENGINEER
FHWA

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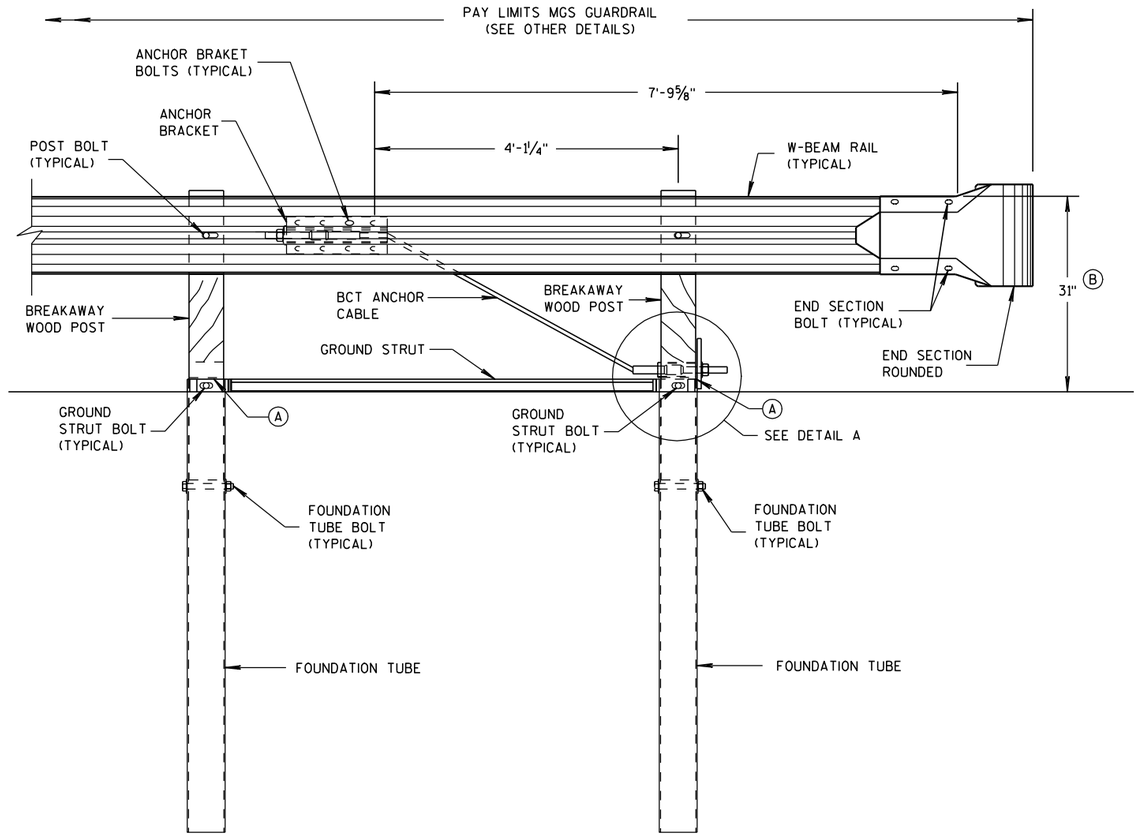
S.D.D. 14 B 45-3j

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S.D.D. 14 B 45-3j

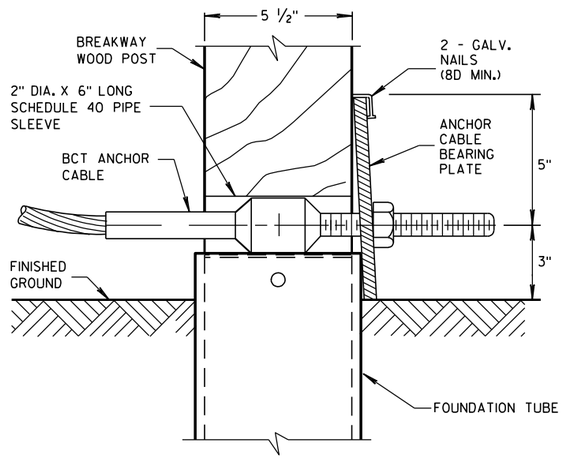


PLAN VIEW



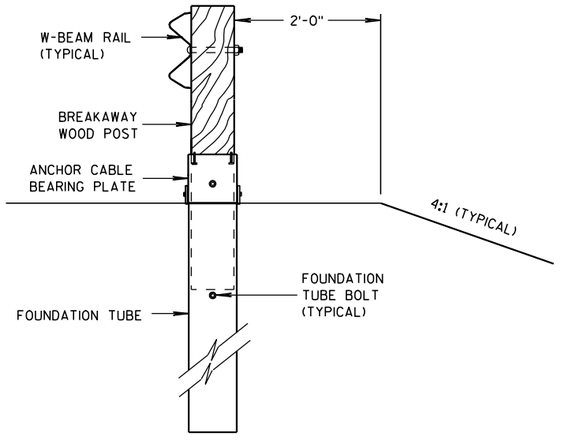
FRONT VIEW

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.

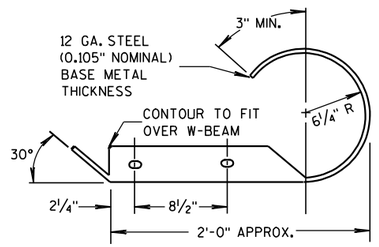
ANCHOR BRAKET BOLTS ARE A ⅝" DIAMETER X 1½" LONG HEAVY HEX HEAD BOLT. AN ANCHOR BRAKET BOLT REQUIRES A ⅝" DIAMETER DH HEAVY HEX NUT AND A FLAT WASHER.

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.

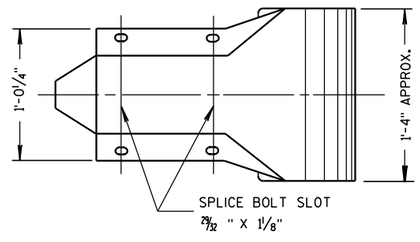
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

(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

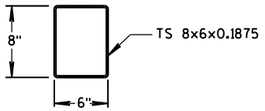
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

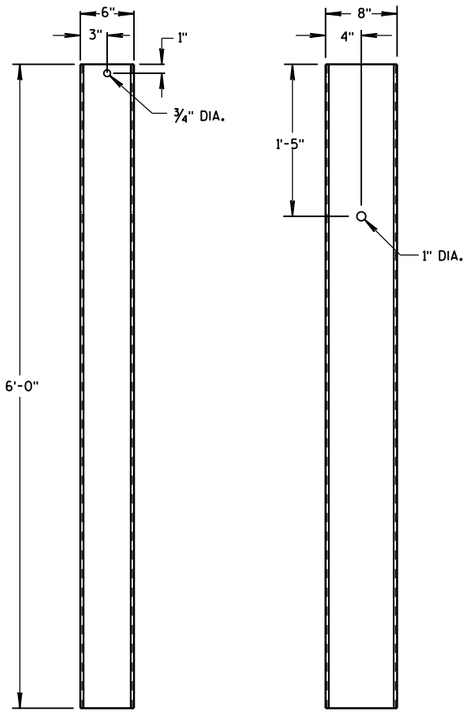
S.D.D. 14 B 47-1a

6

S.D.D. 14 B 47-1a

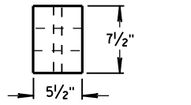


PLAN VIEW

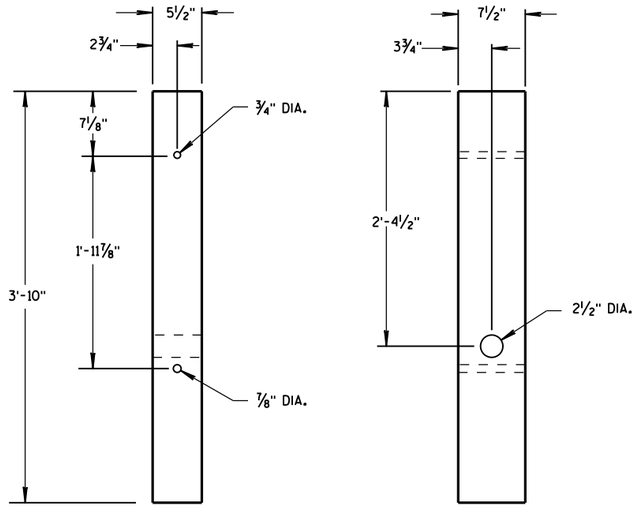


FRONT VIEW SIDE VIEW

FOUNDATION TUBE



PLAN VIEW



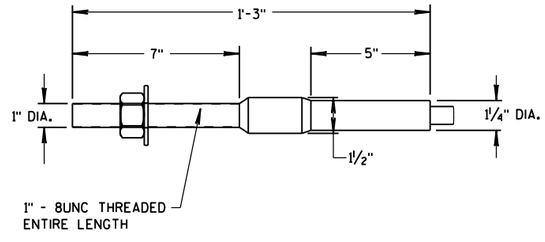
FRONT VIEW SIDE VIEW

BREAKAWAY WOOD POST

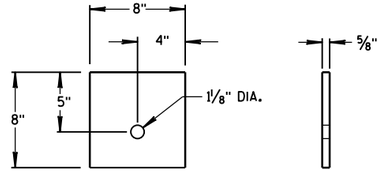
GENERAL NOTES

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. WIRE ROPE IS TO BE TAUT.

BCT ANCHOR CABLE



DETAIL B



SIDE VIEW FRONT VIEW

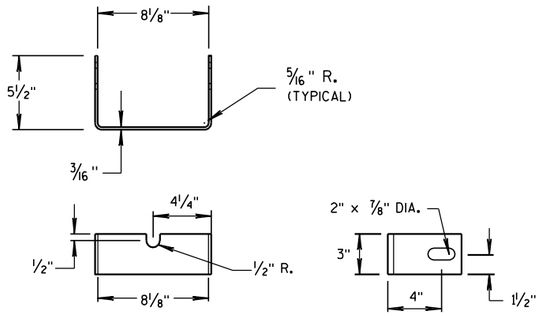
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

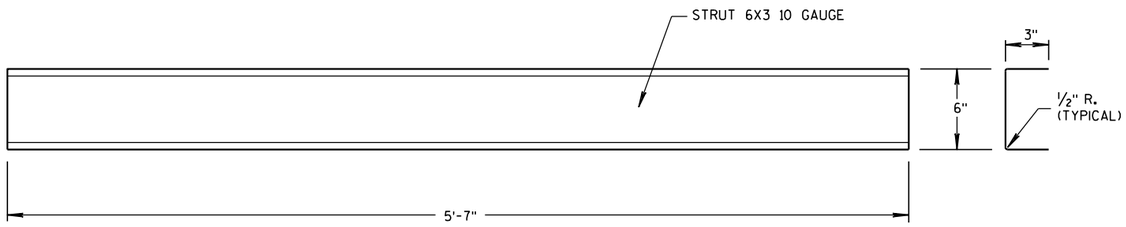
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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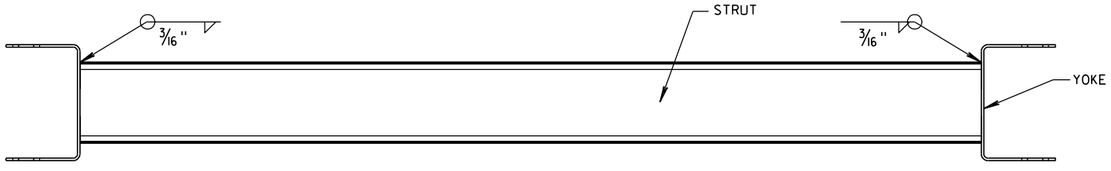
S.D.D. 14 B 47-1b



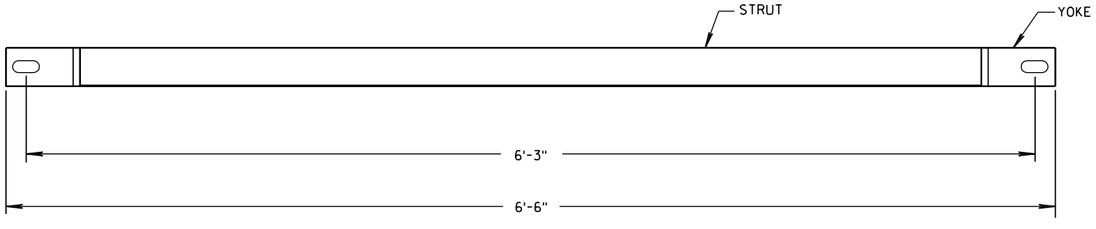
YOKE DETAIL



STRUT DETAIL

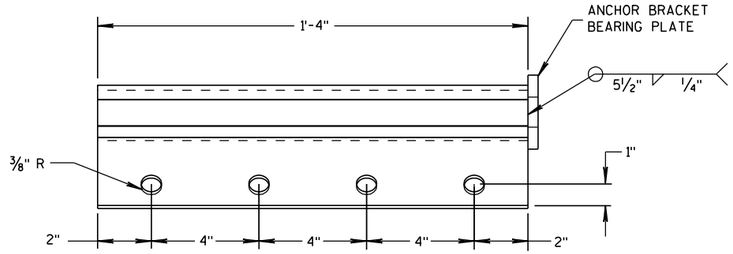


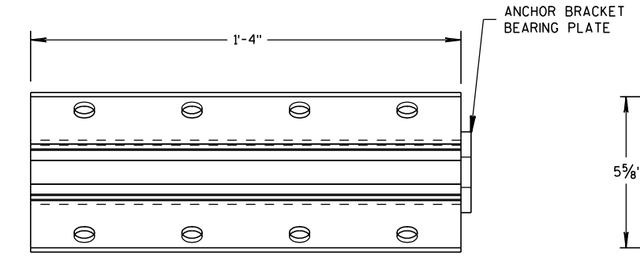
PLAN VIEW

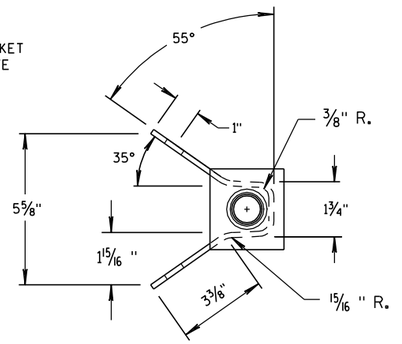


FRONT VIEW

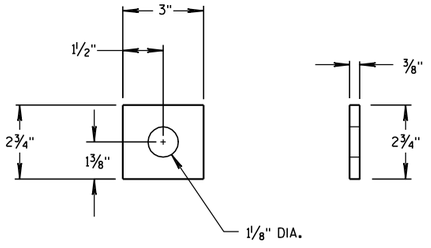
GROUND STRUT DETAIL







ANCHOR BRACKET

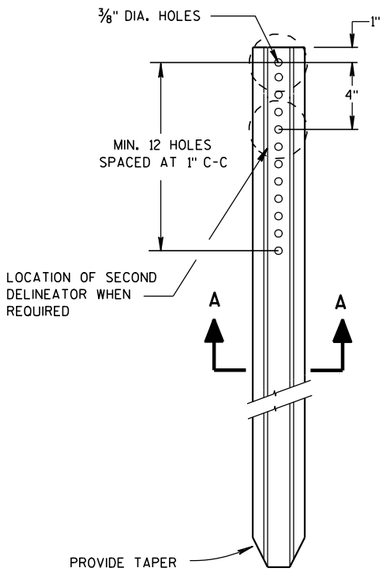


ANCHOR BRACKET BEARING PLATE

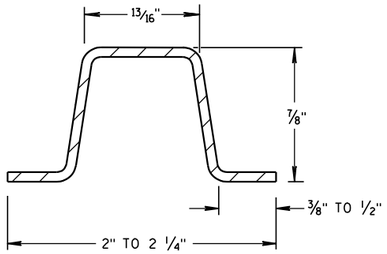
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
5/23/2011 DATE	/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
FHWA	

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S.D.D. 14 B 47-1c

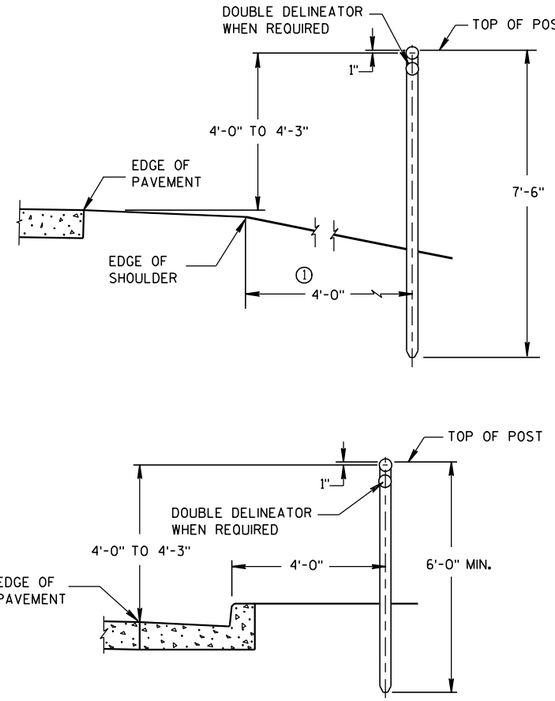


DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.

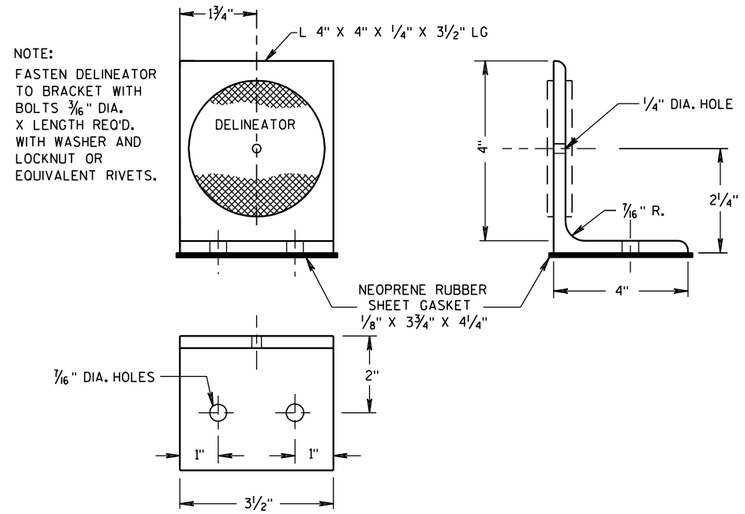


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

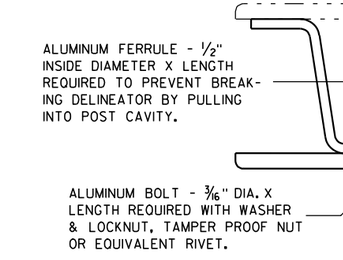
GENERAL NOTES

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

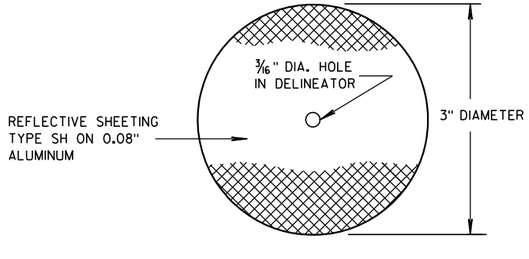
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



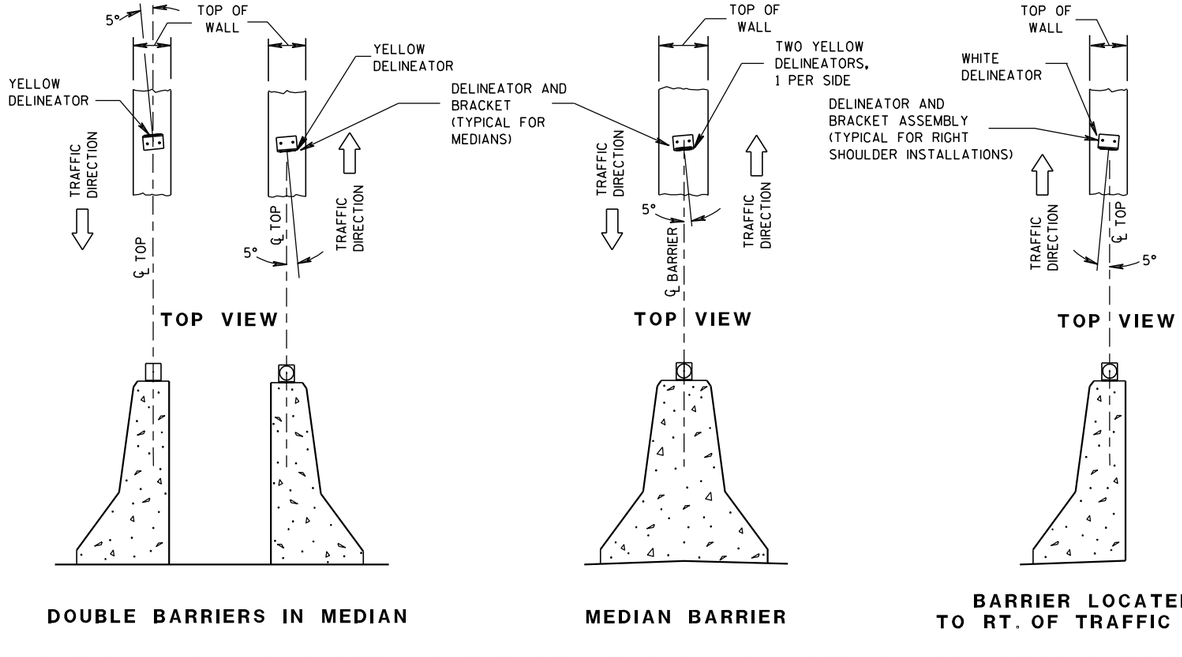
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR



DELINEATOR

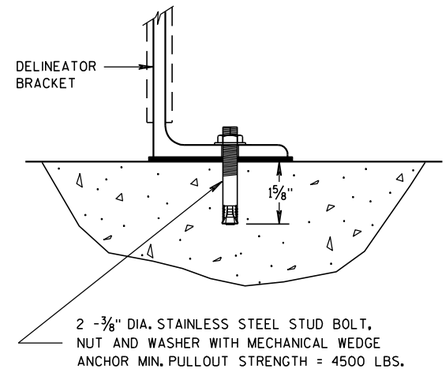


DOUBLE BARRIERS IN MEDIAN

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 — DESIGN
FHWA

6

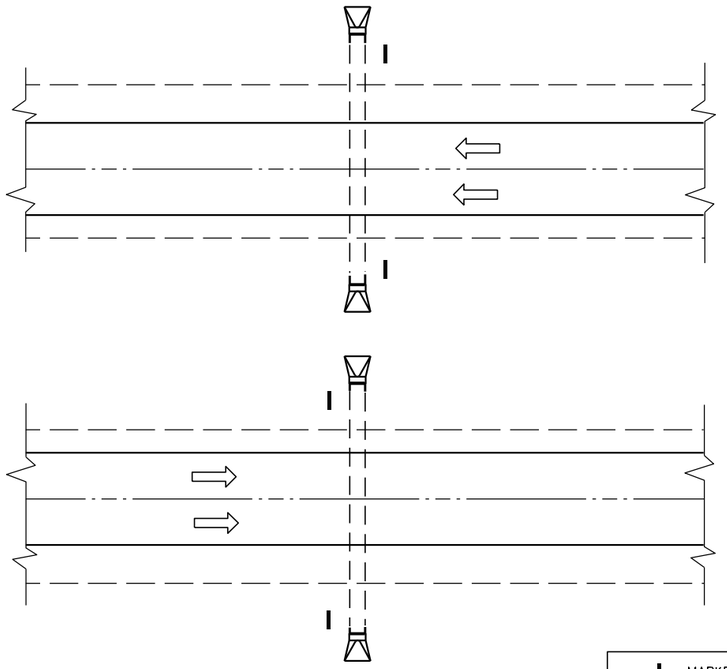
S.D.D. 15 A 2-7

6

S.D.D. 15 A 2-7

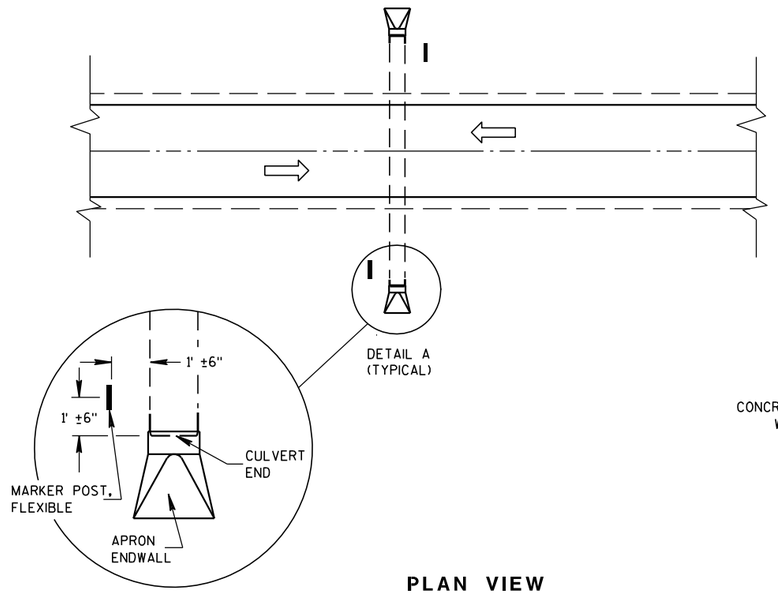
GENERAL NOTES

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

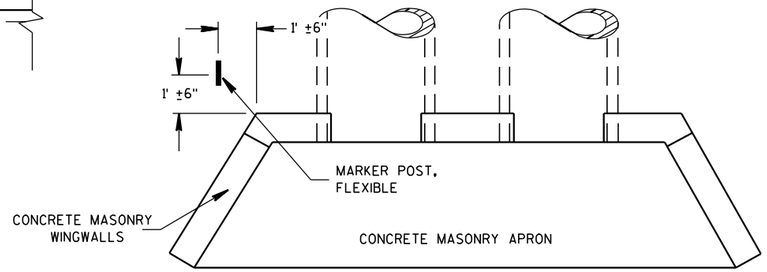
DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

UNDIVIDED HIGHWAY

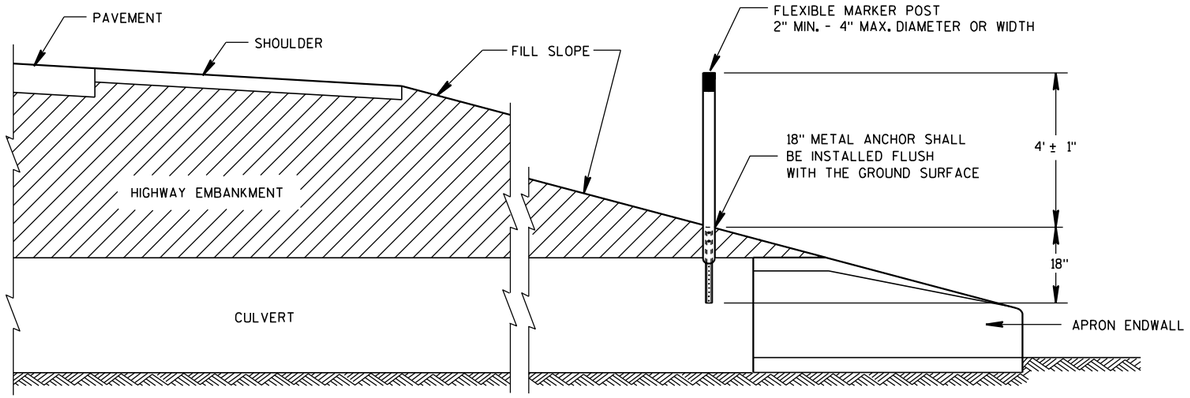


PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

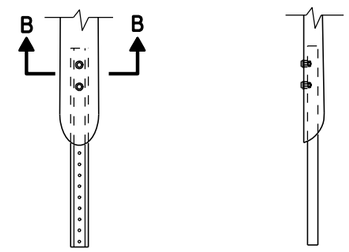
MARKER POST, FLEXIBLE
DIRECTION OF TRAFFIC FLOW

FLEXIBLE MARKER POST LOCATION

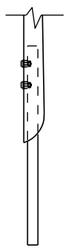


CROSS SECTION

FLEXIBLE MARKER POST

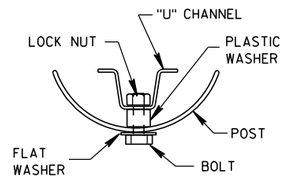


FRONT VIEW

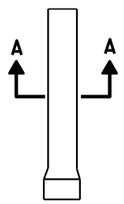


SIDE VIEW

CURVED MARKER



SECTION B-B

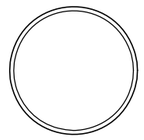


FRONT VIEW



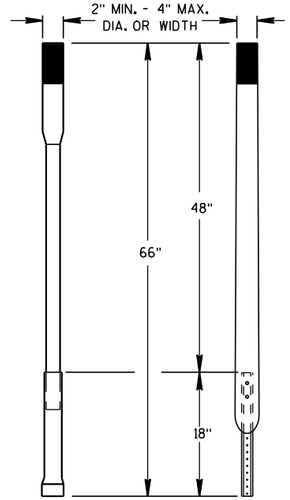
SIDE VIEW

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 DEVELOP ENGINEER
FHWA

6

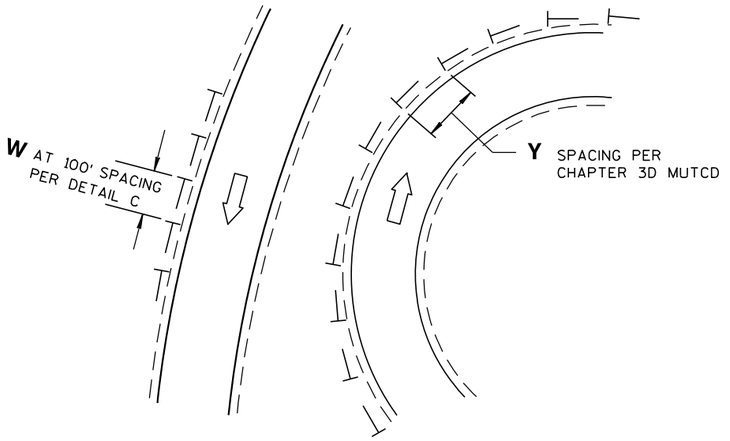
S.D.D. 15 A 3-1

6

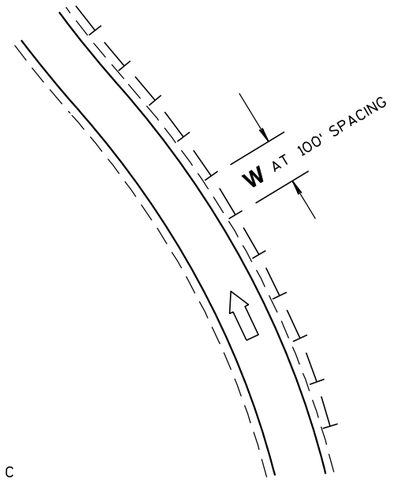
S.D.D. 15 A 3-1

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



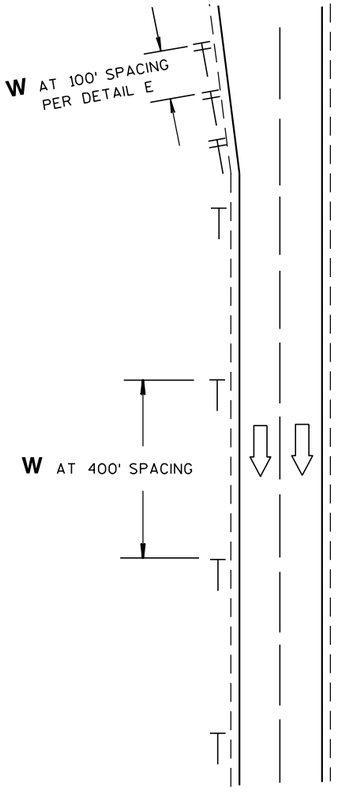
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



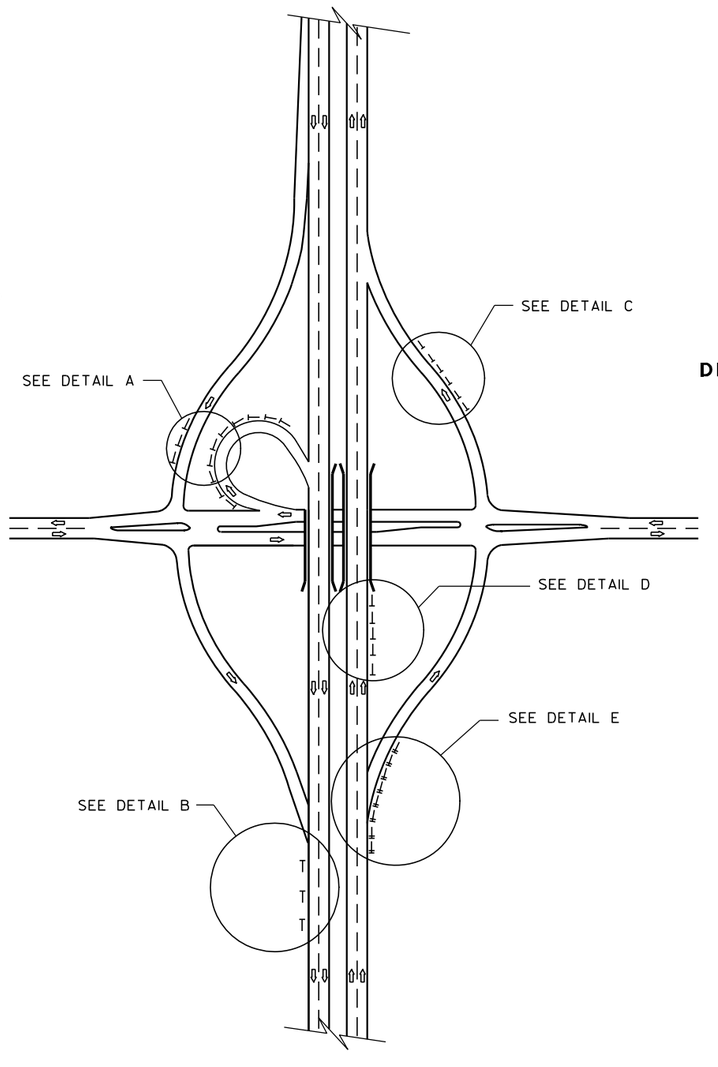
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

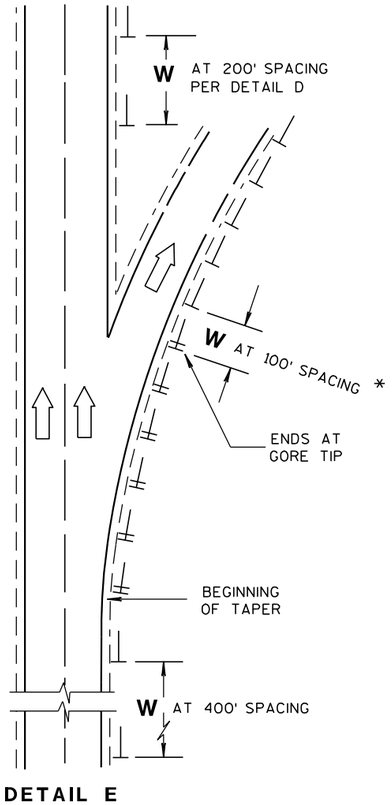
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



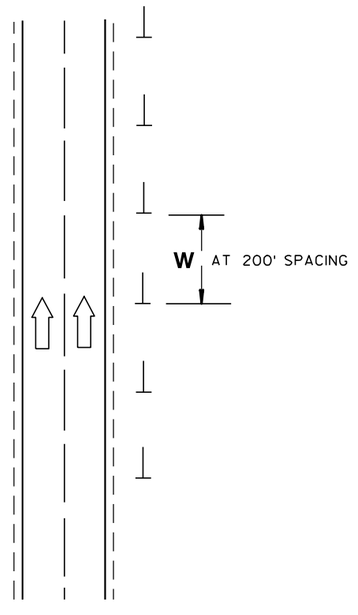
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



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

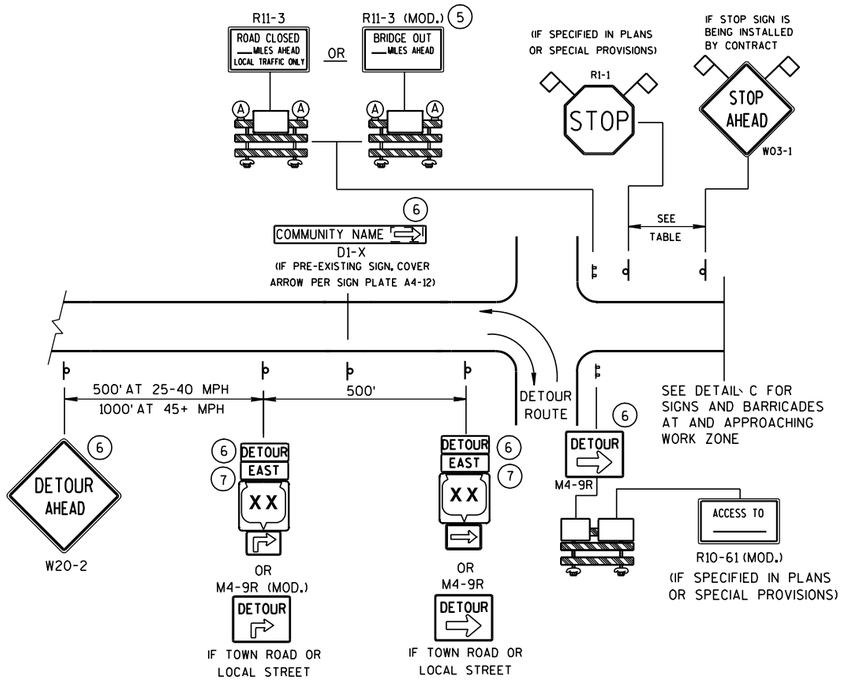
APPROVED
2/5/09 DATE
/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 6-2

6

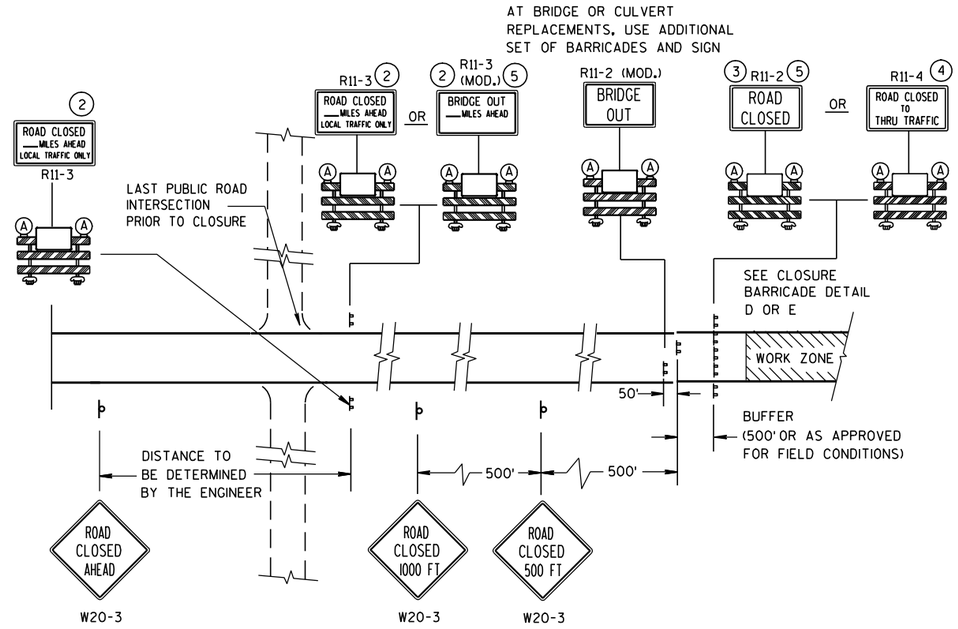
S.D.D. 15 A 6-2



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

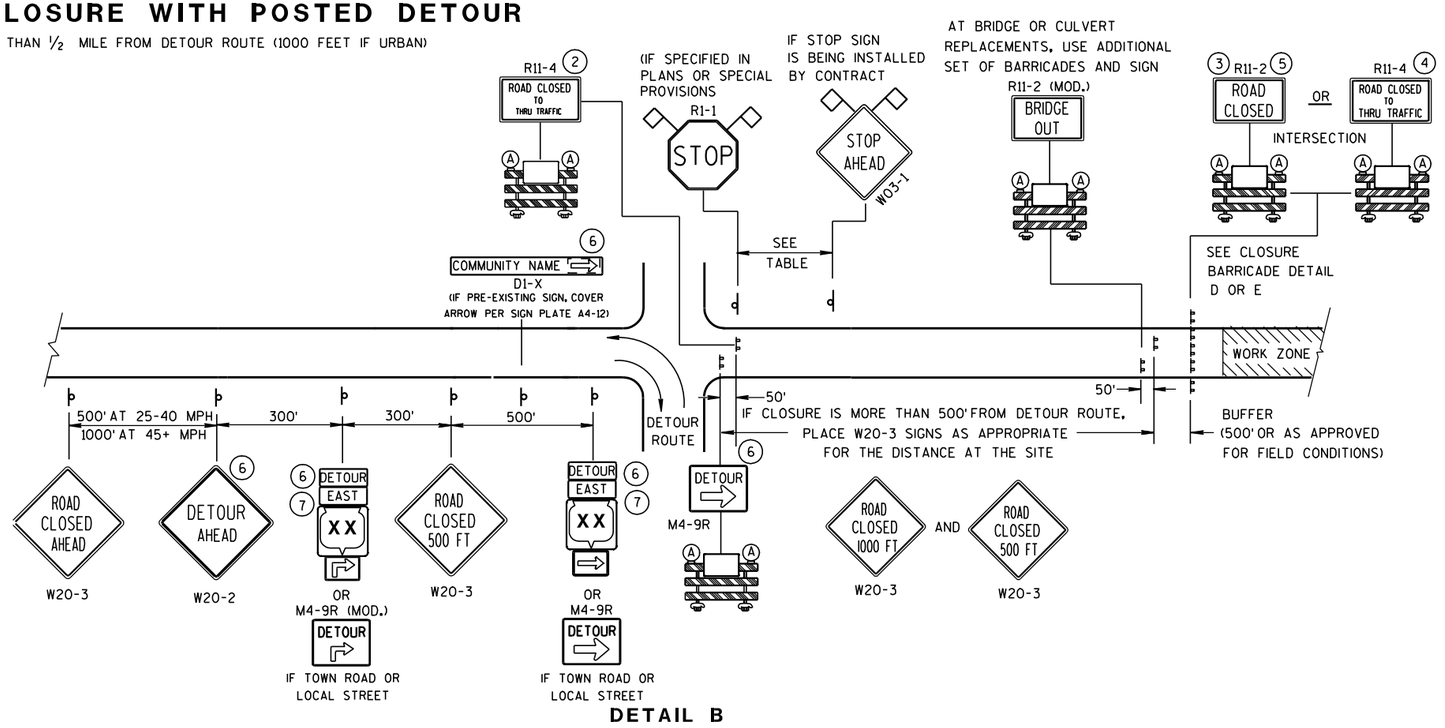


DETAIL C

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

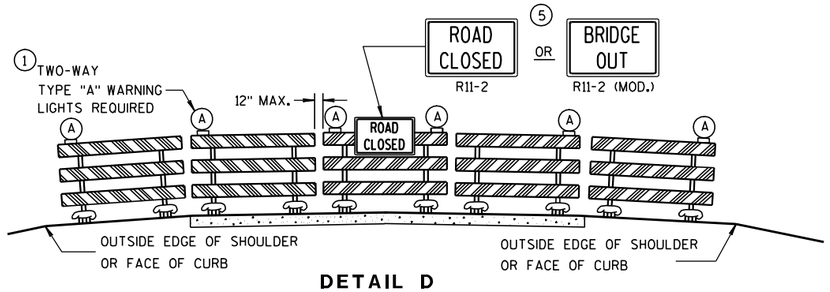
- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1; M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

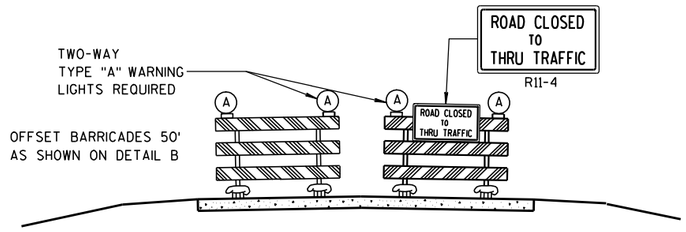
S.D.D. 15 C 2-4a



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

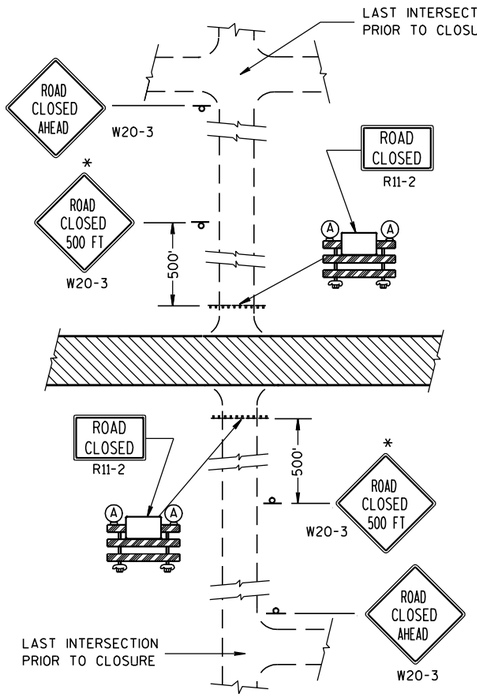
9/16/03 — DATE

/S/ Thomas N. N[illegible] — CHIEF SIGNS AND MARKING ENGINEER

FHWA

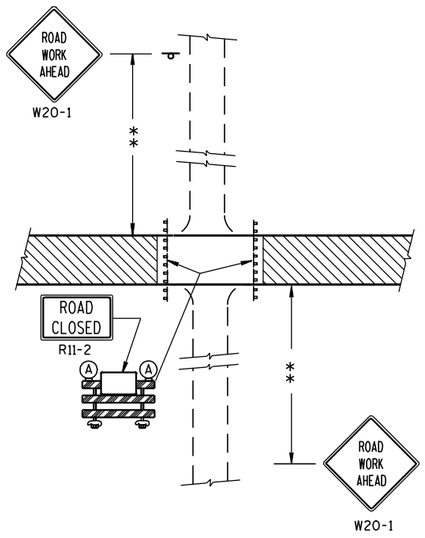
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S.D.D. 15 C 2-4b



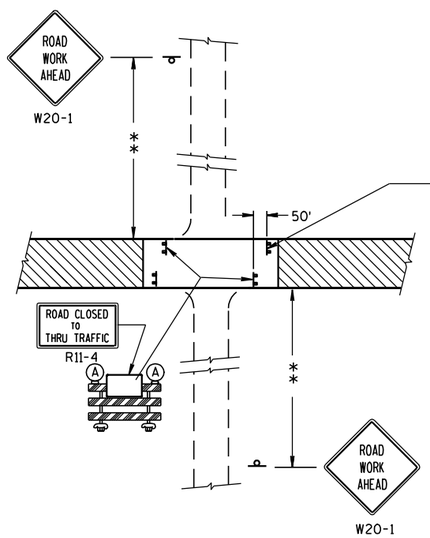
DETAIL 1

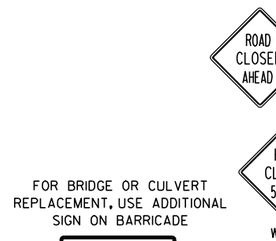
(NO ACCESS TO PROJECT)



DETAIL 2

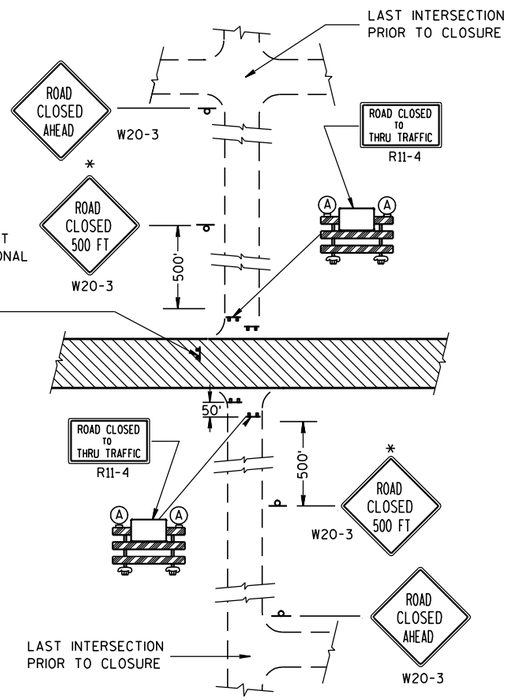
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





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

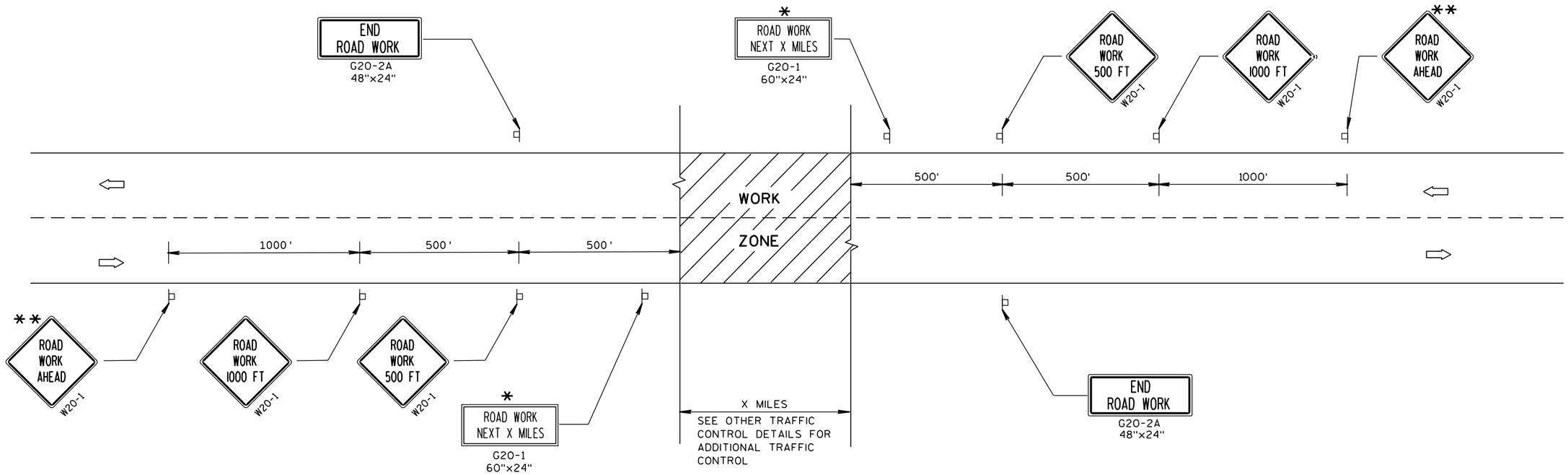
9-16-03 DATE

/S/ Thomas N. N- [illegible] INEER
CHIEF SIGNS AND MAR

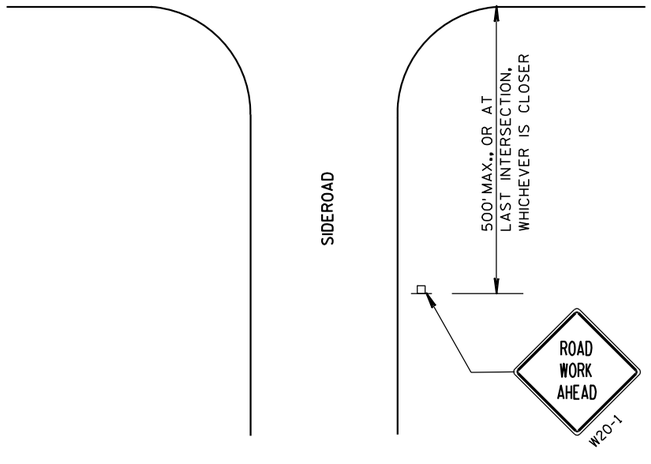
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S.D.D. 15 C 3-1



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 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.

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

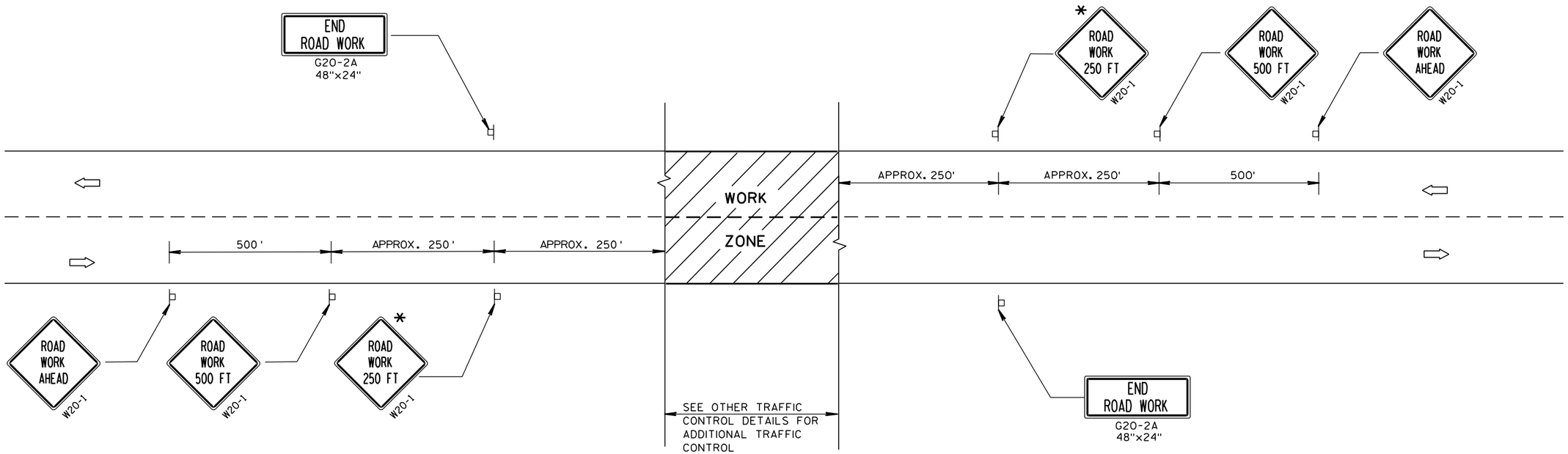
FHWA

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S.D.D. 15 C 4-1

6

S.D.D. 15 C 4-1



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 DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

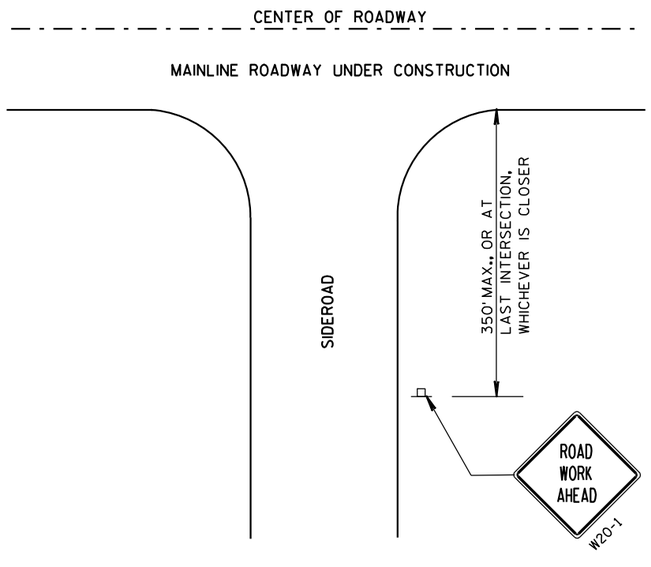
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

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.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



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

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S.D.D. 15 C 5-1

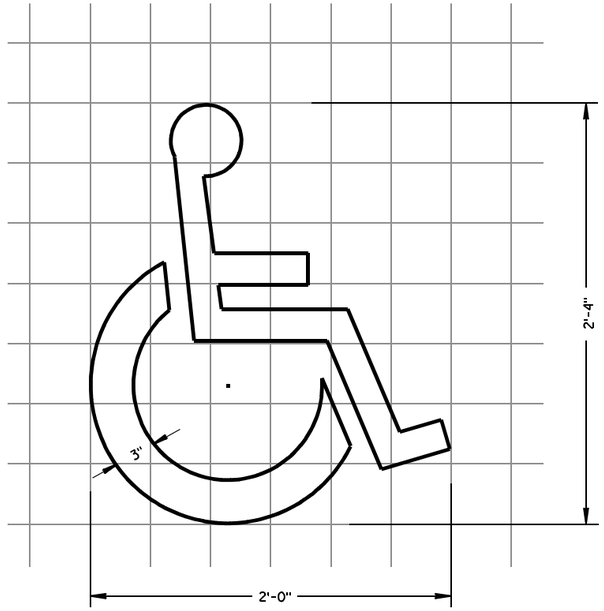
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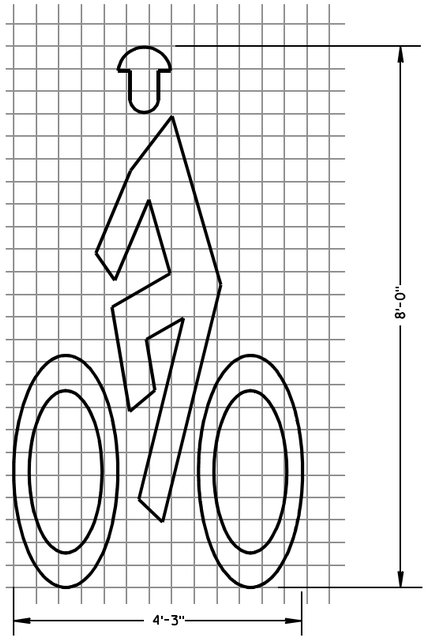
GENERAL NOTES

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.

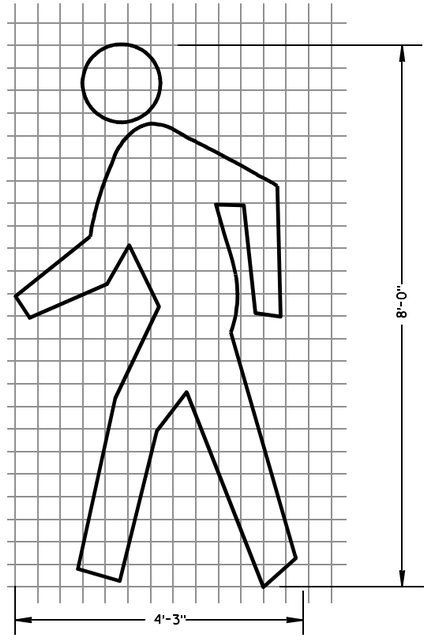
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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

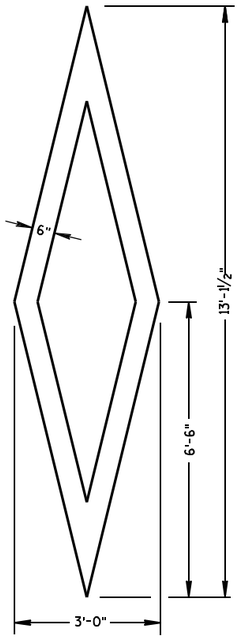




BIKE CROSSING SYMBOL



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

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S.D.D. 15 C 7-12a

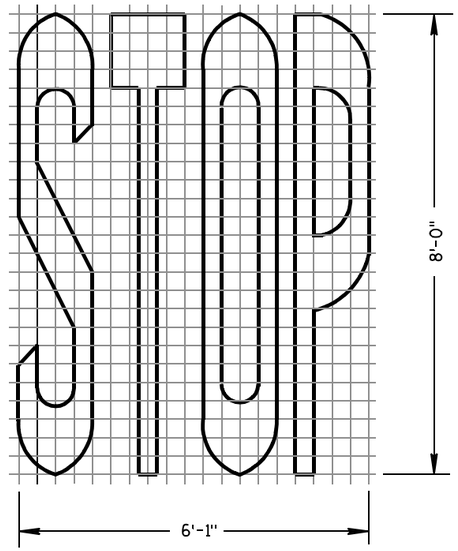
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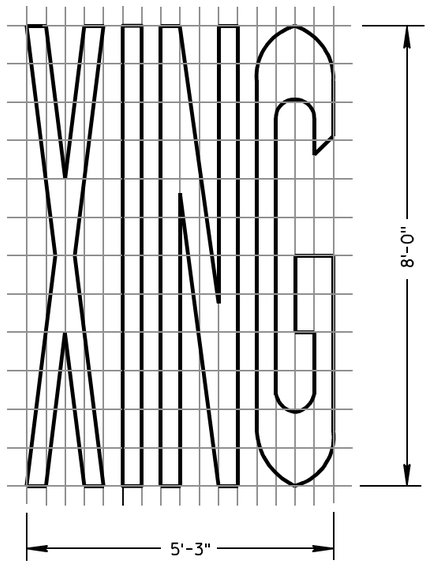
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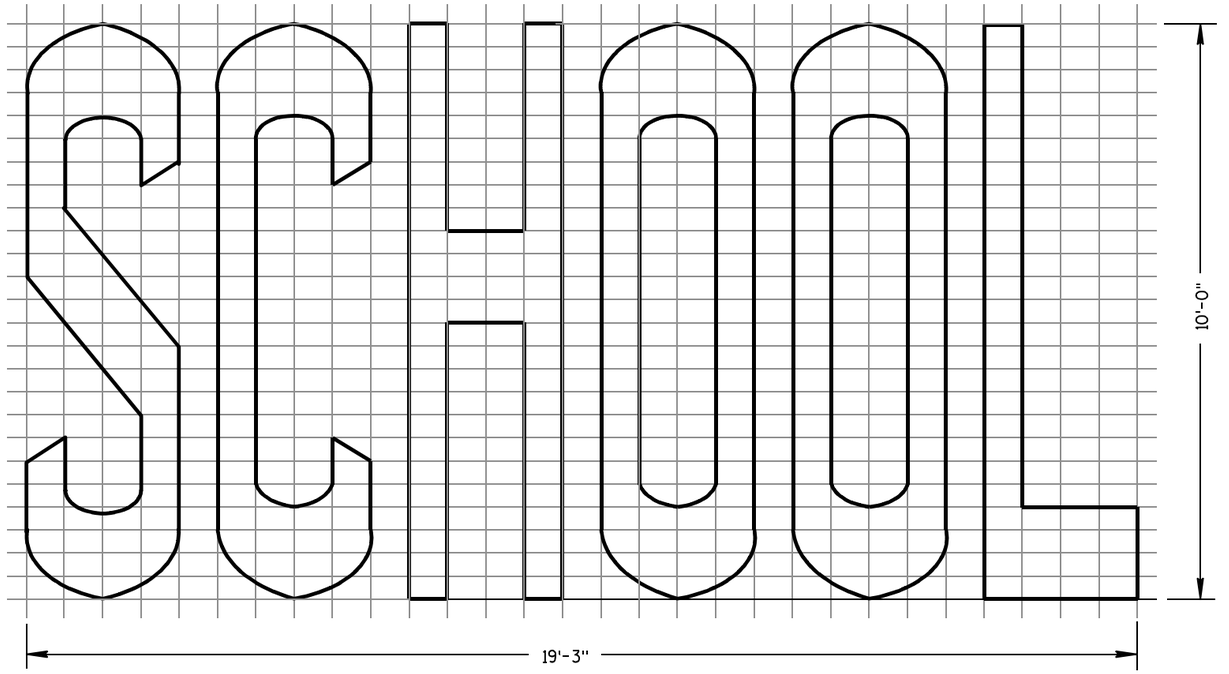
GENERAL NOTES

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.

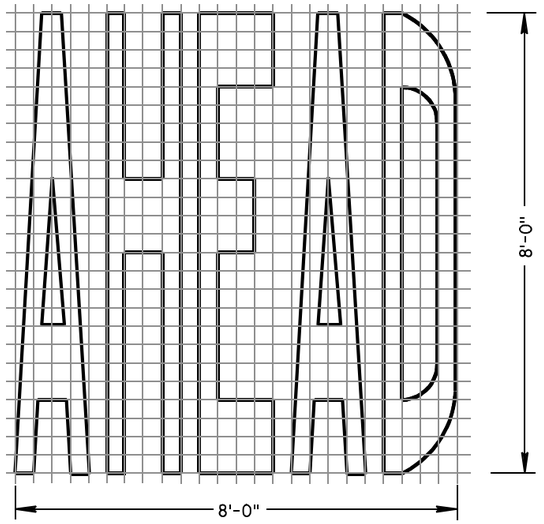
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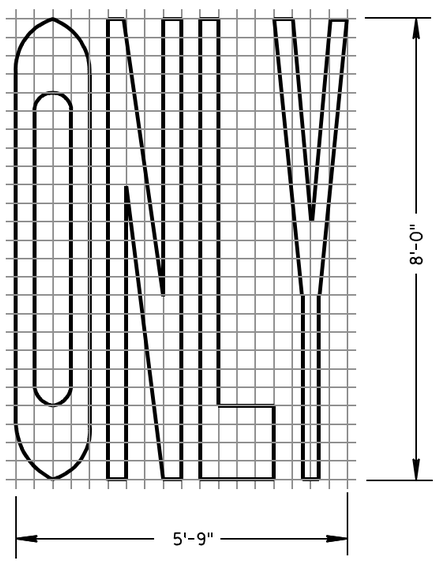


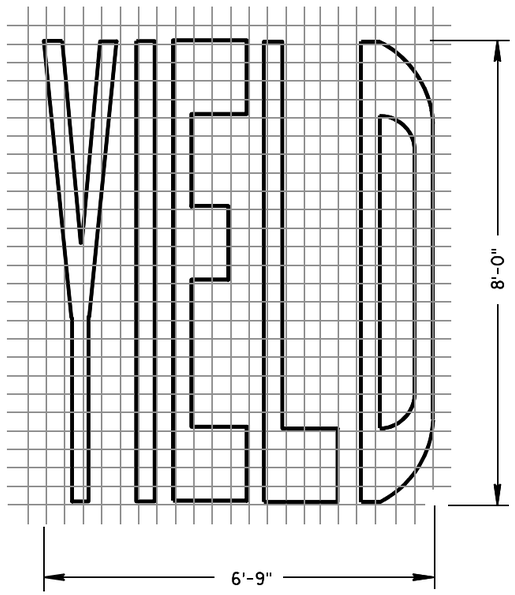


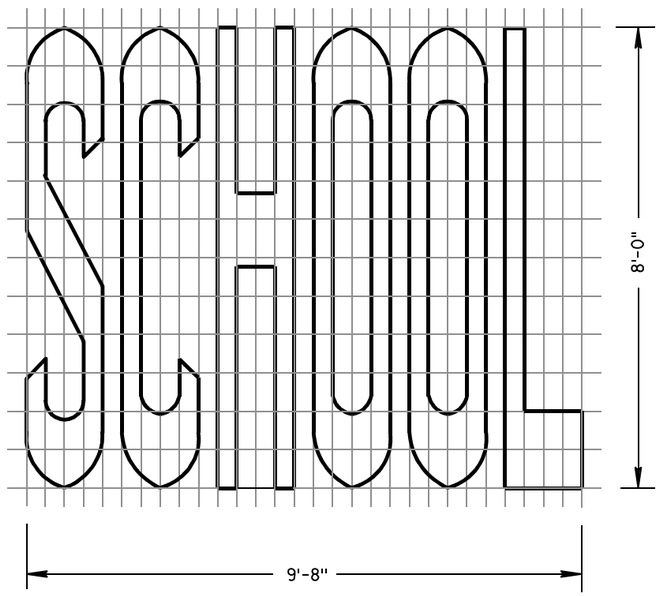


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 15 C 7-12b

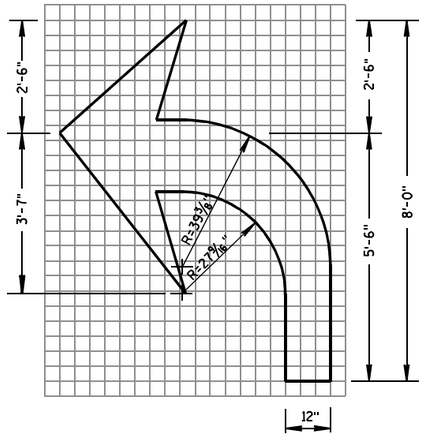
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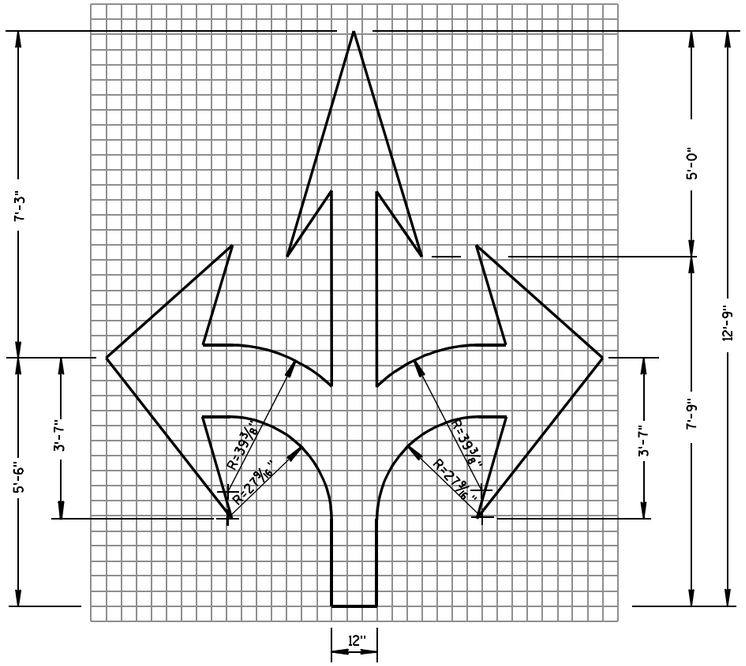
GENERAL NOTES

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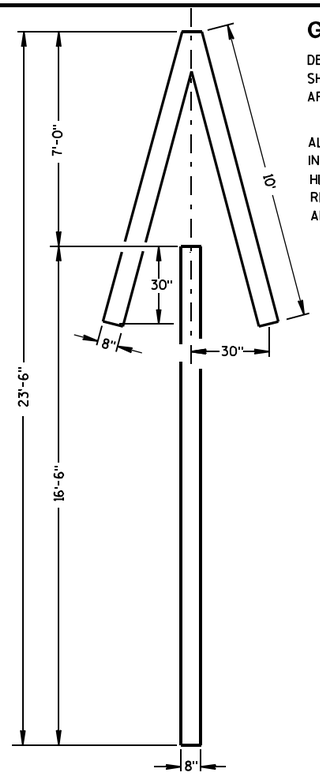
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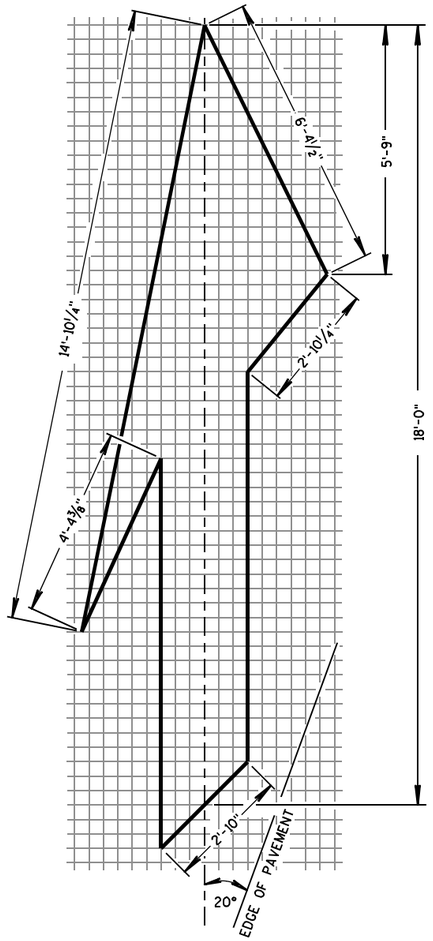
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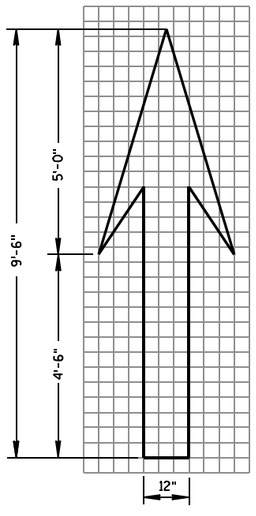
TYPE 6



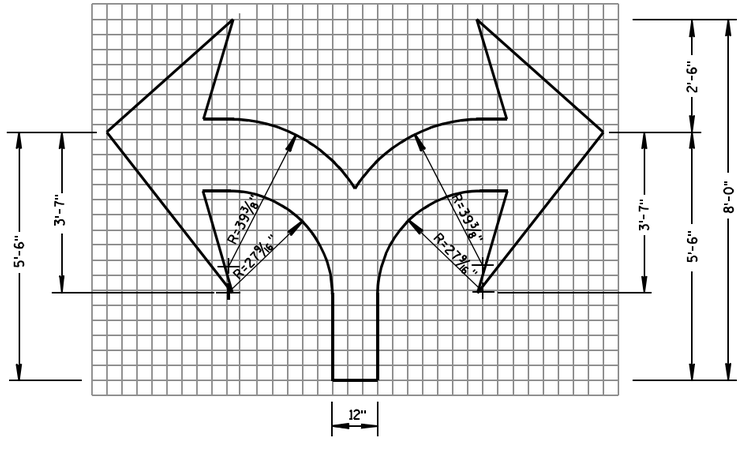
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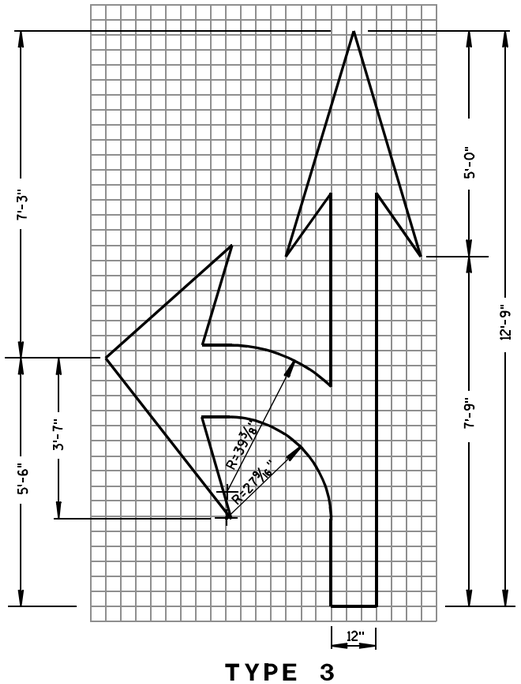
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

FHWA

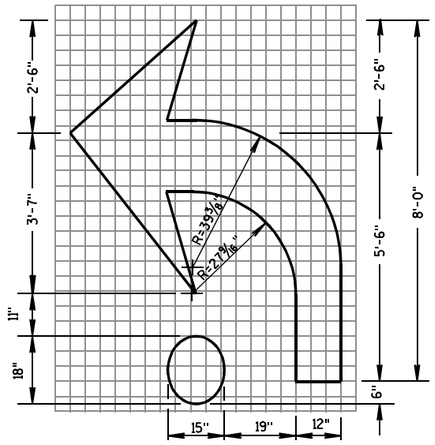
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S.D.D. 15 C 7-12c

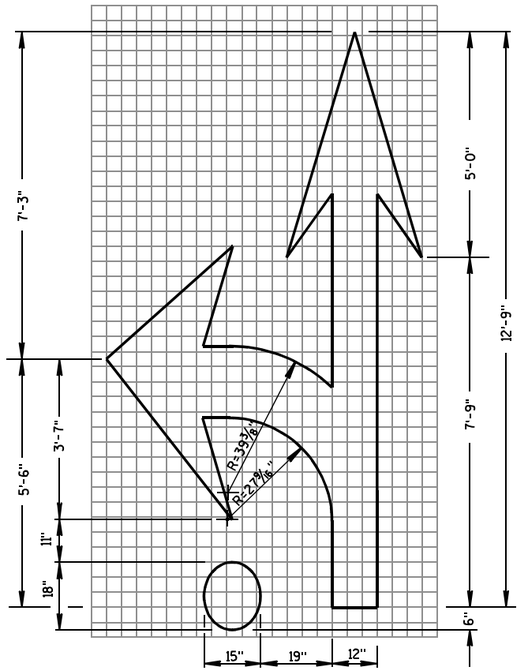
GENERAL NOTES

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

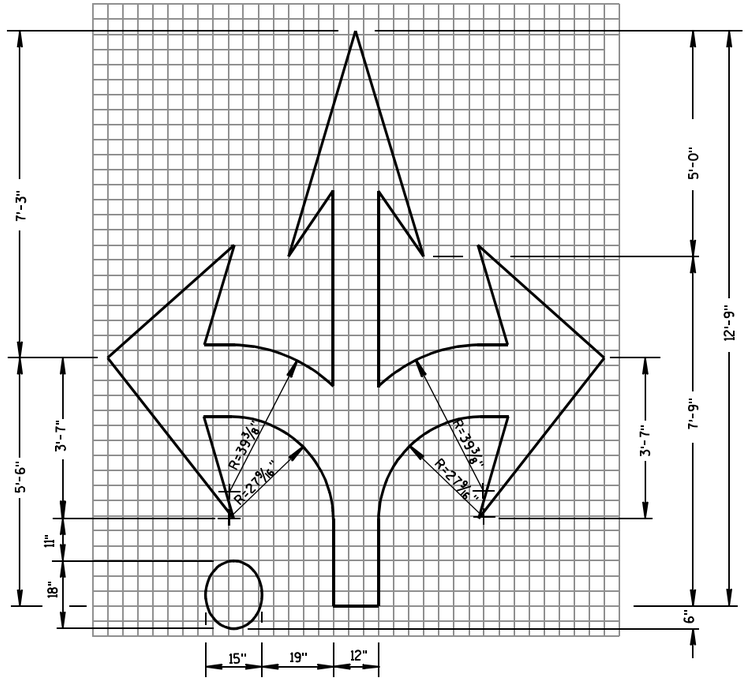
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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



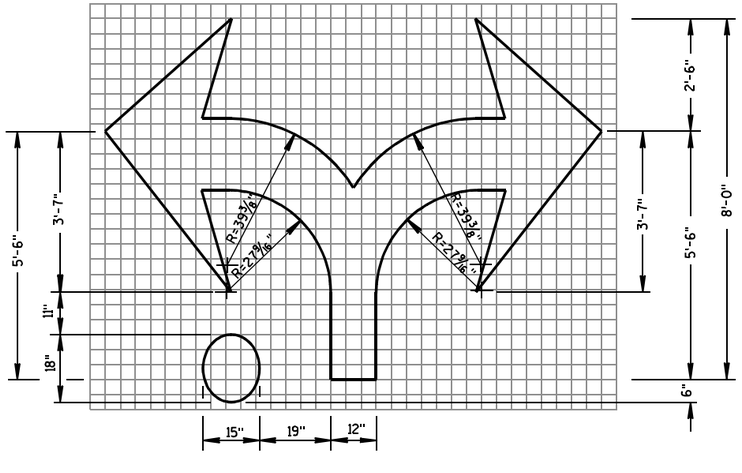
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDABOUT ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

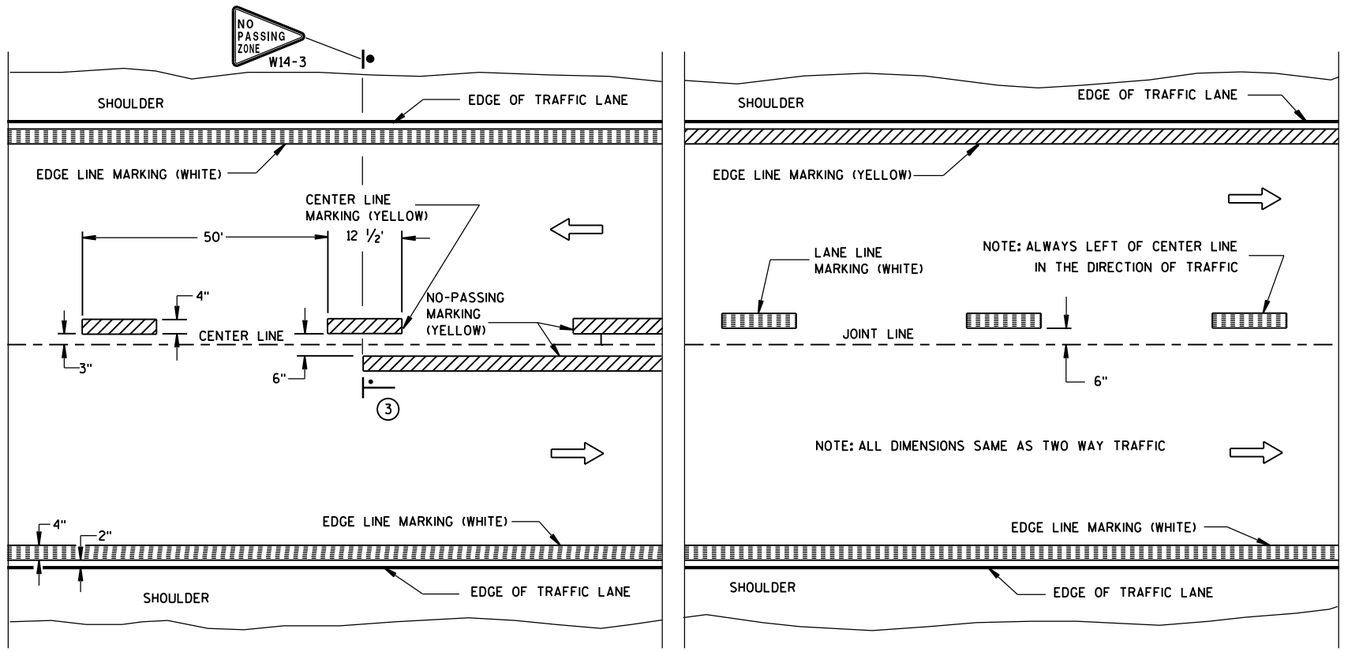
7/1/11 — DATE

/S/ Thomas N. Nothdurm — STATE TRAFFIC ENGINEER

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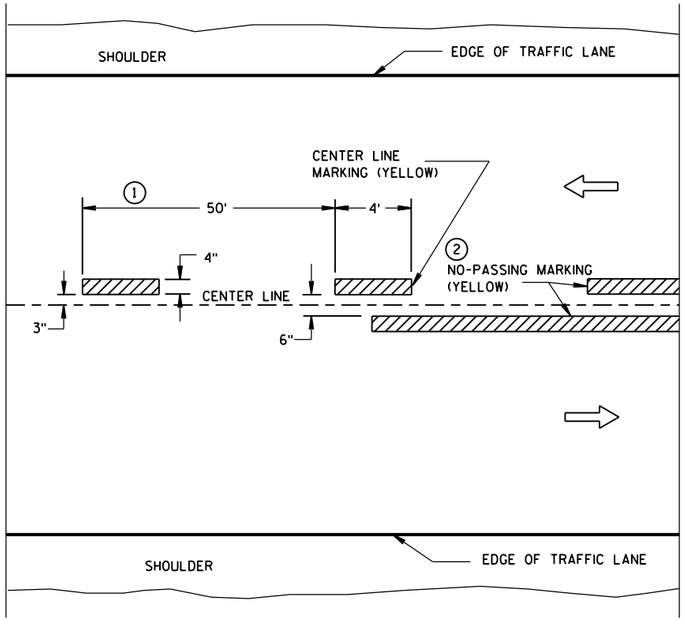
S.D.D. 15 C 7-12d



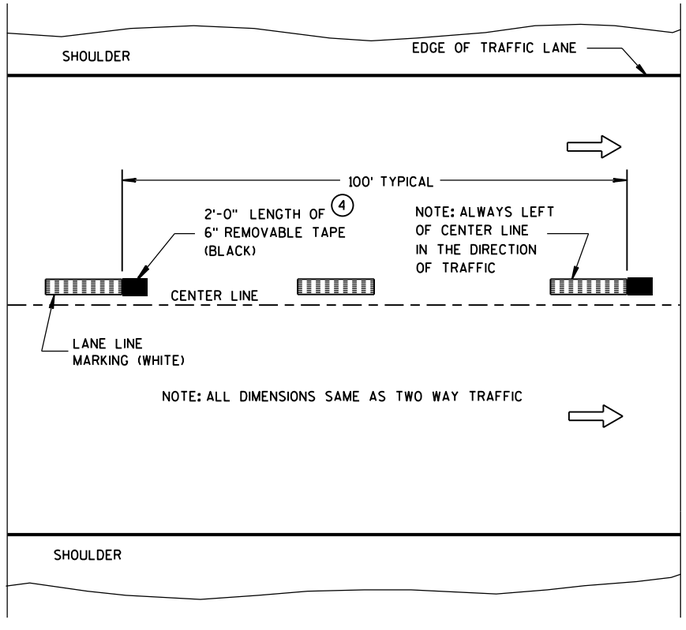
TWO WAY TRAFFIC

ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

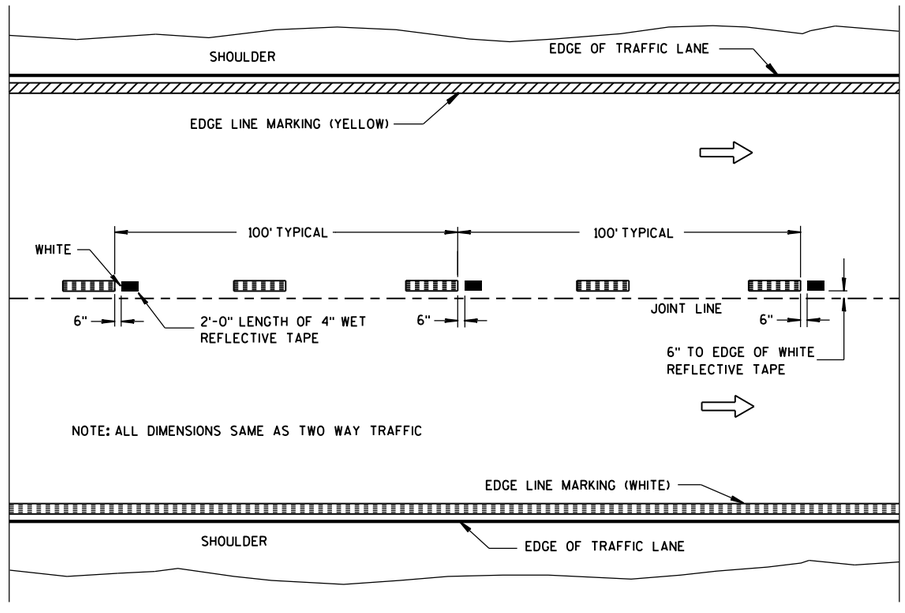
GENERAL NOTES

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

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

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



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

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

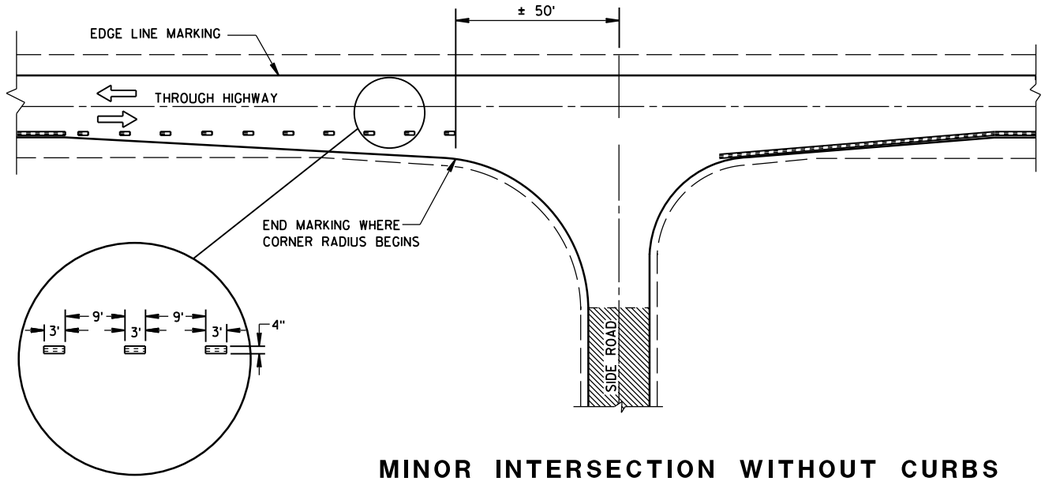
APPROVED
10-1-2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 C 8-15a

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S.D.D. 15 C 8-15a



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.

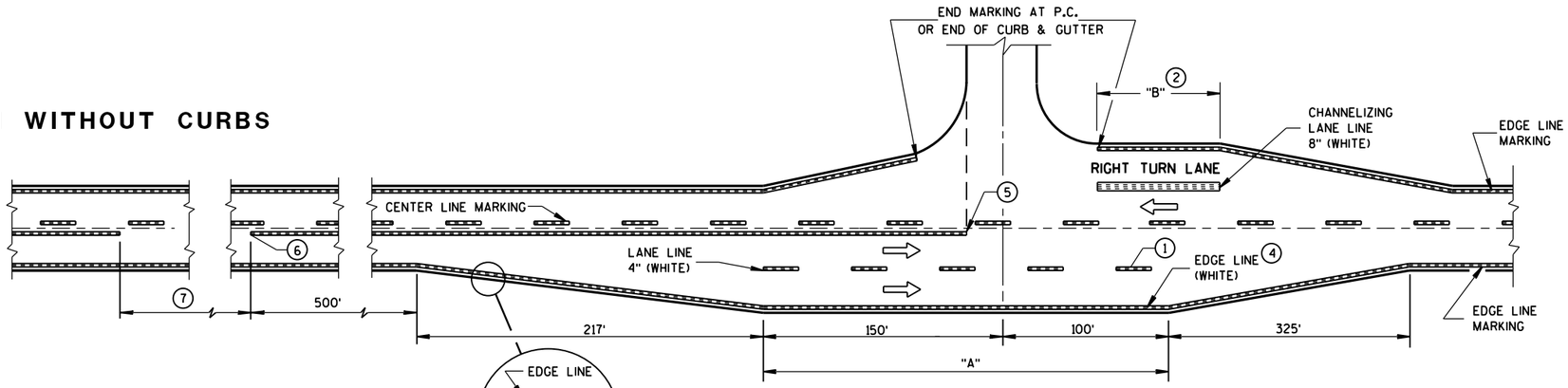
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

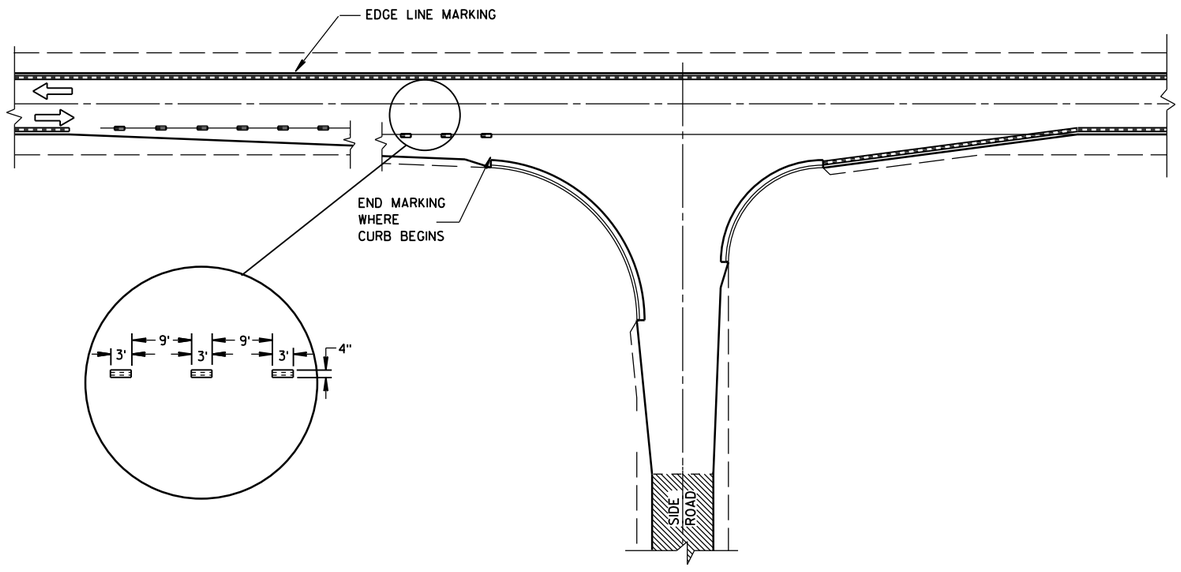
(7)

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



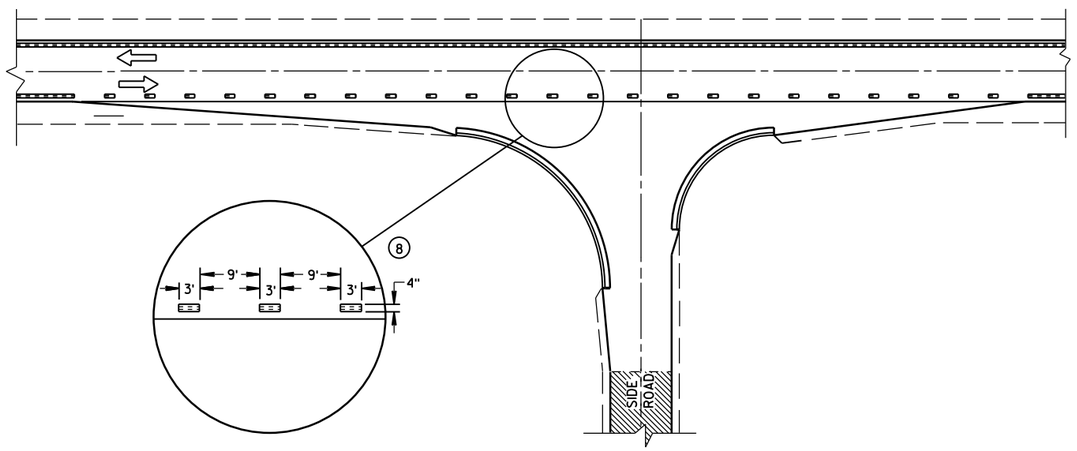
MAJOR INTERSECTIONS

(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)

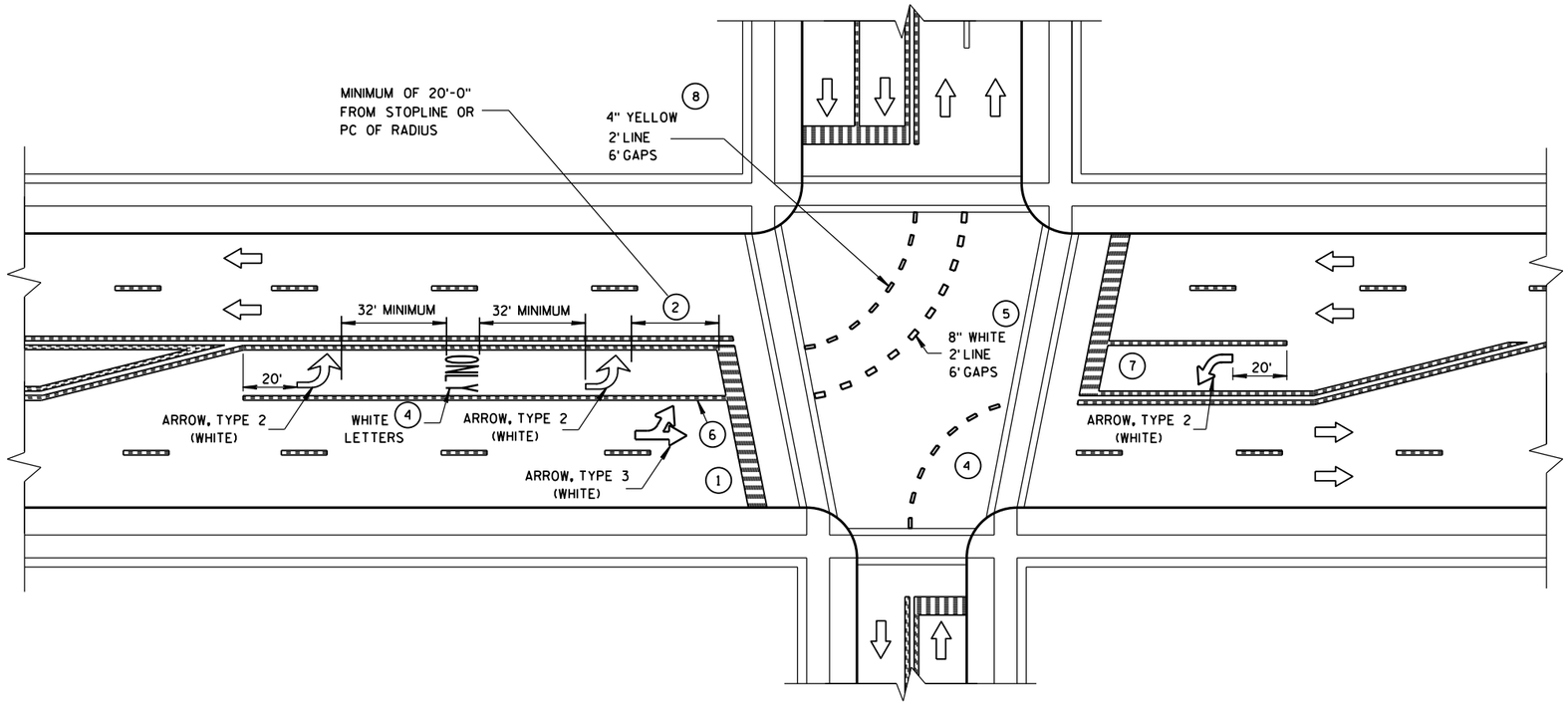
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 15 C 8-15b

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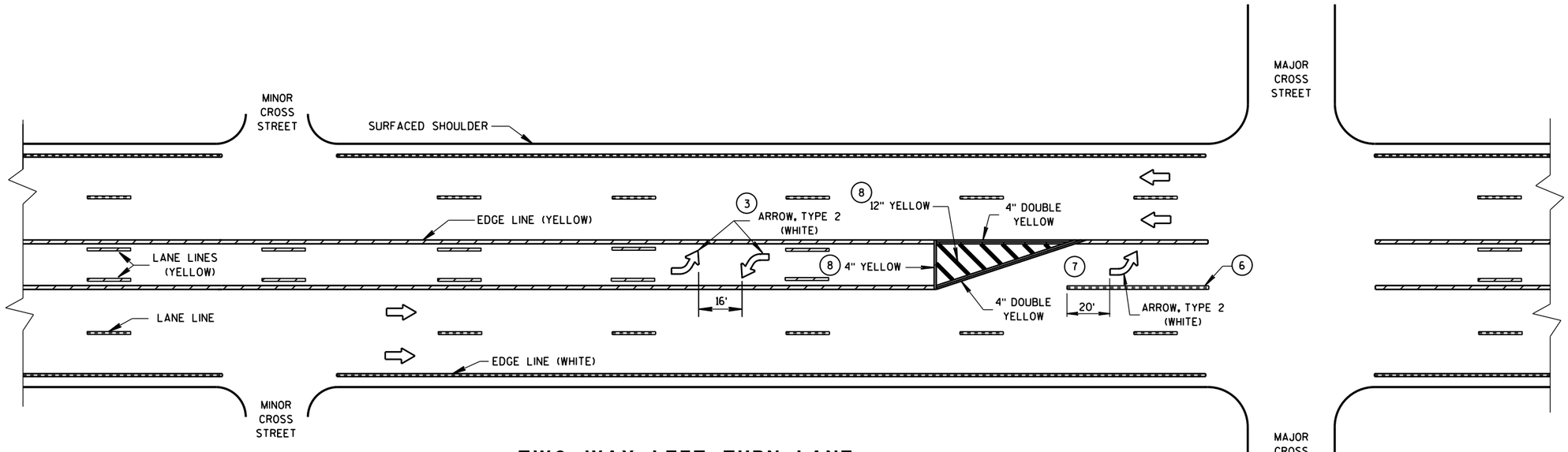
S.D.D. 15 C 8-15b



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)

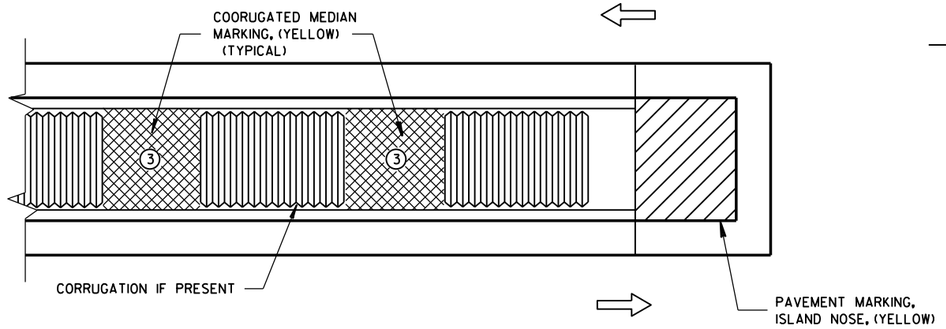
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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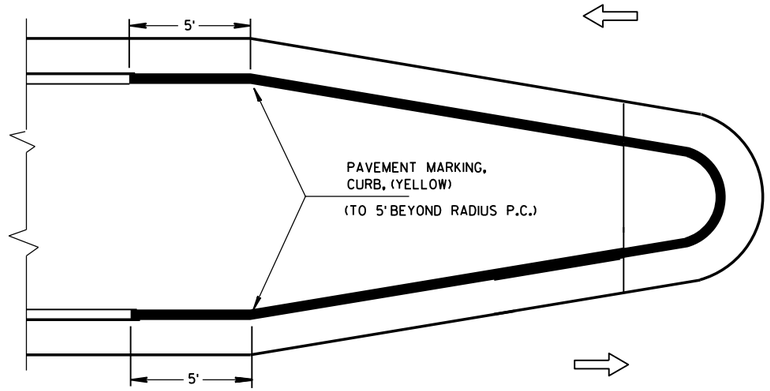
S.D.D. 15 C 8-15e

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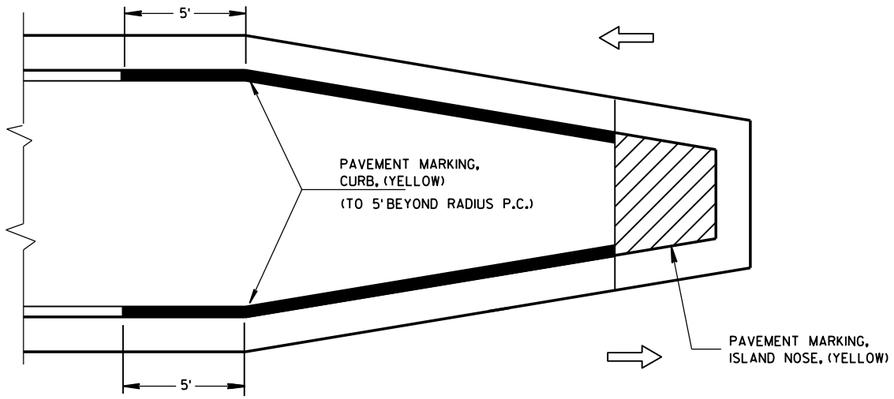
S.D.D. 15 C 8-15e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

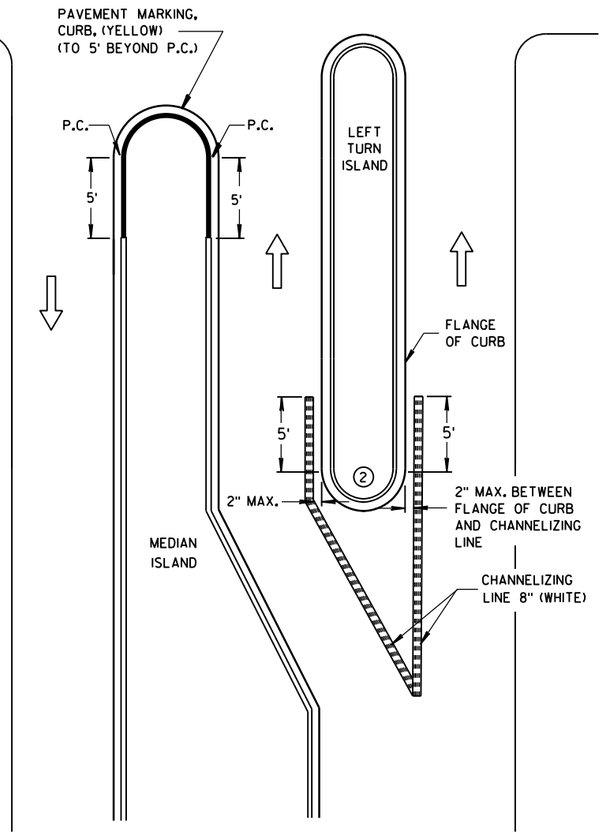


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

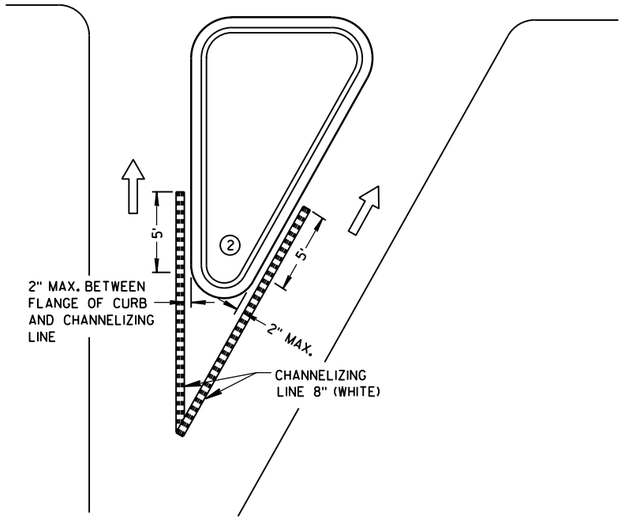
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



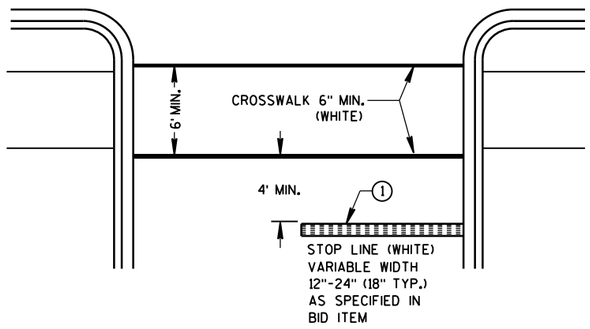
LEFT TURN & MEDIAN ISLAND

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 MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS, STOP LINE &
CROSS WALK)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 8-15f

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S.D.D. 15 C 8-15f

TWO-LANE ROADWAY

SYMBOLS

WORK AREA

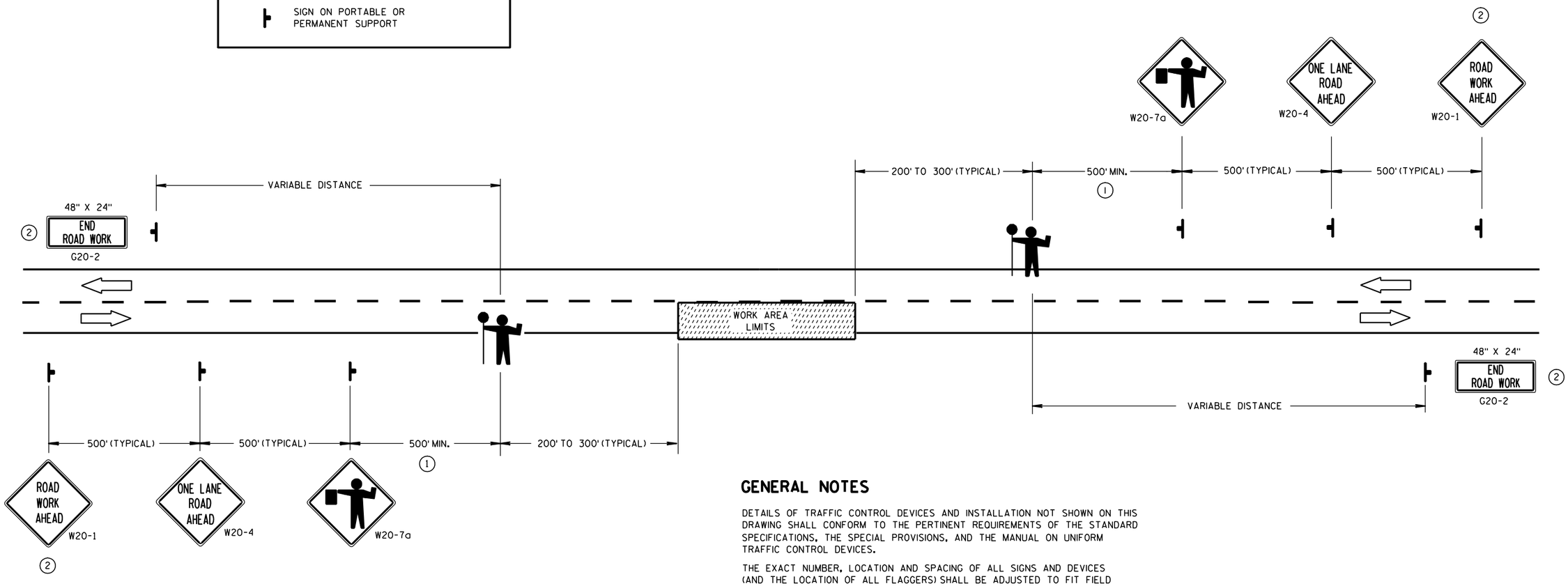
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT



W3-4

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



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

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

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/5/06 — DATE

/S/ Thomas N. Nathaam — STATE TRAFFIC ENGINEER

399

FHWA

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S.D.D. 15 C 12-3

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S.D.D. 15 C 12-3

GENERAL NOTES

ORIENT ANCHOR BOLTS IN FOOTING AND PROVIDE ANCHOR BOLT STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

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

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

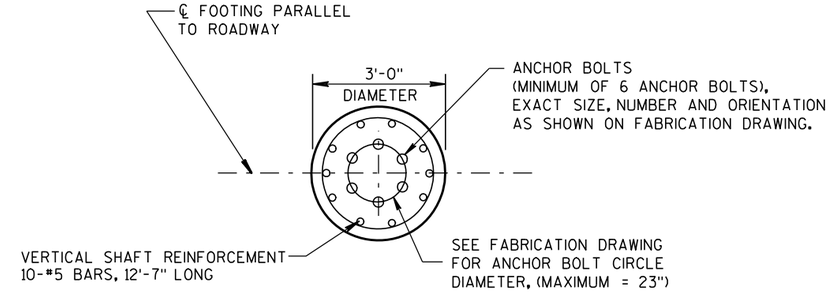
IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

THE REINFORCEMENT AND ANCHOR BOLTS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

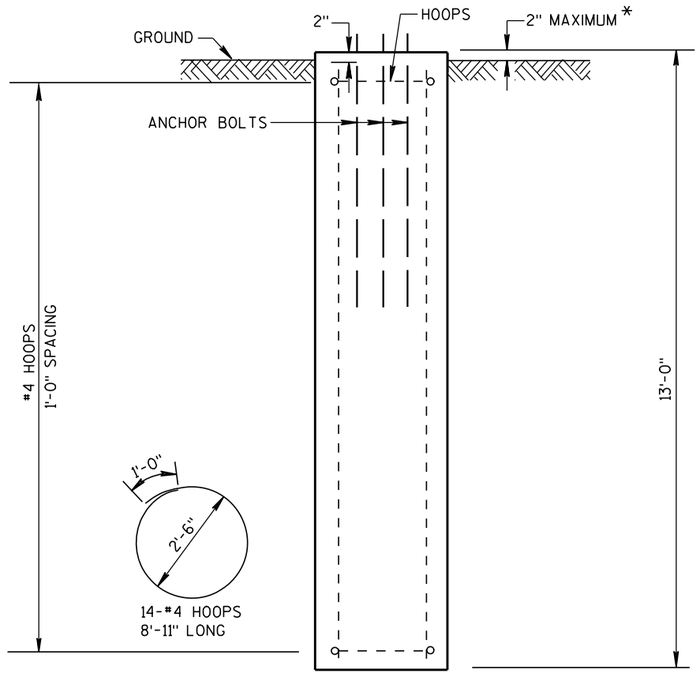
ANY DAMAGE TO THE CONCRETE BASE DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR BOLTS	AASHTO M314 GRADE 55

THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



PLAN VIEW



ELEVATION VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/17/09
DATE

/S/ Thomas N. Nothdurft
STATE TRAFFIC ENGINEER

FHWA

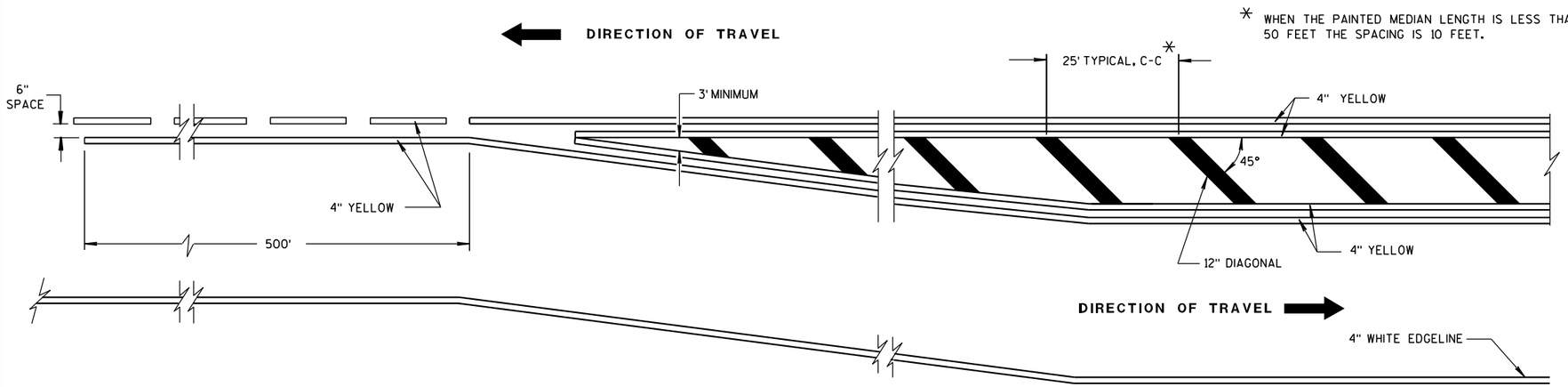
400
SIGN

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S.D.D. 15 C 15-3

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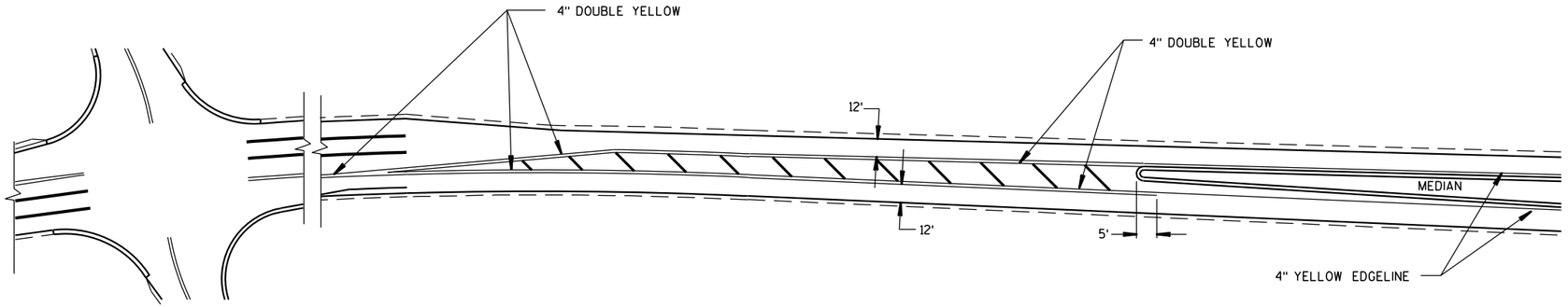
S.D.D. 15 C 15-3



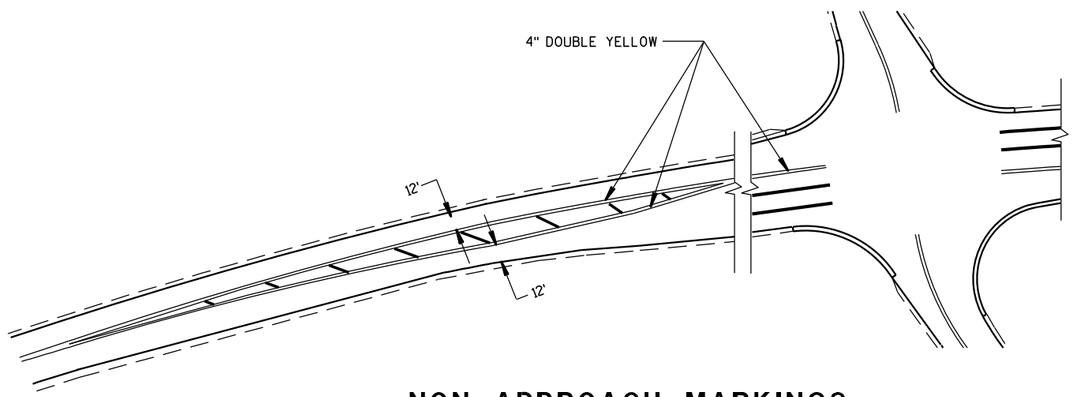
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

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S.D.D. 15 C 18-3

S.D.D. 15 C 18-3

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2-5-09 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

401 IGN

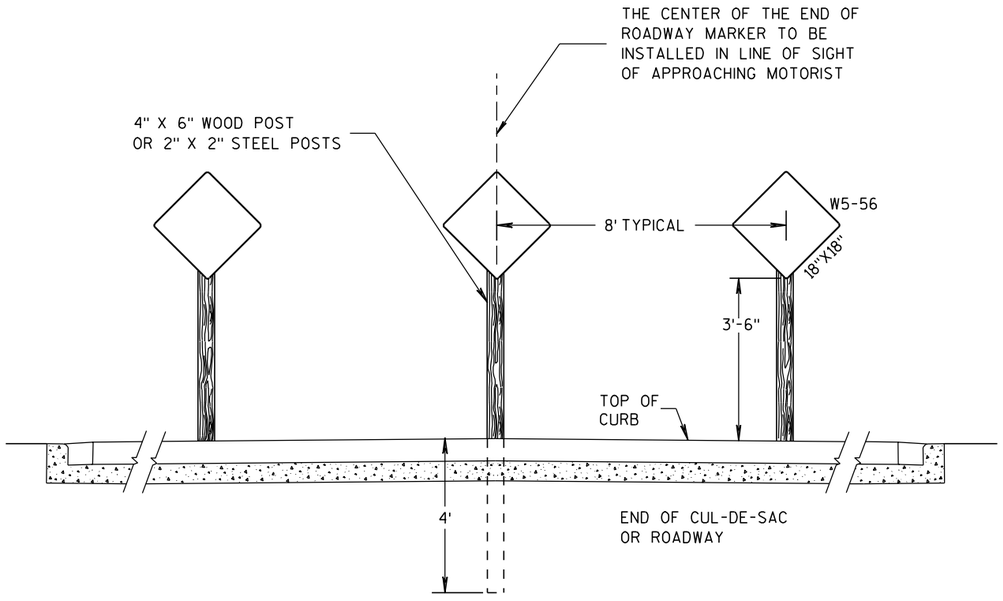
FHWA

GENERAL NOTES

SIGN LOCATIONS SHOWN ARE TYPICAL PLACEMENT AND MAY BE ADJUSTED BY THE ENGINEER AS FIELD CONDITIONS DICTATE.

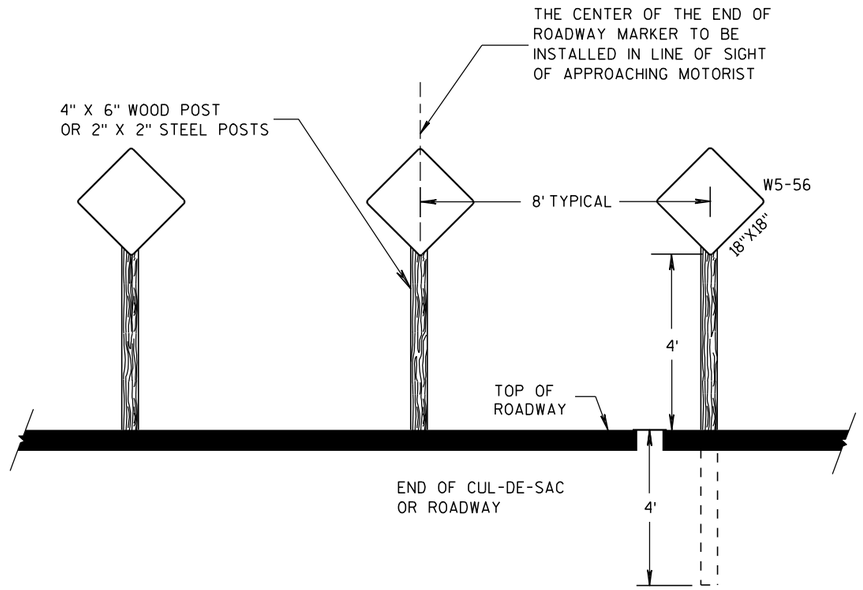
THE MINIMUM NUMBER OF END-OF-ROADWAY SIGNS ARE THREE (AS SHOWN). ADDITIONAL END-OF-ROADWAY SIGNS MAY BE INSTALLED AS FIELD CONDITIONS DICTATE. (SEE SIGNING PLAN).

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)

6

S.D.D. 15 C 26-2

END-OF-ROADWAY SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

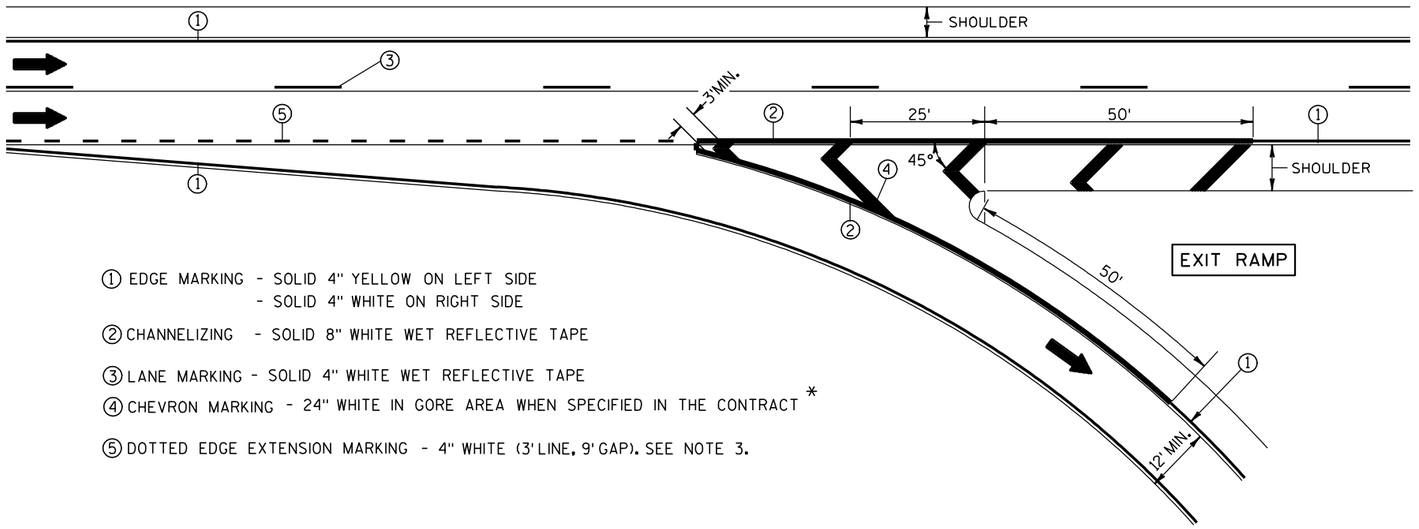
8/1/2011 — DATE

/S/ Thomas N. Nothohm — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 26-2



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:

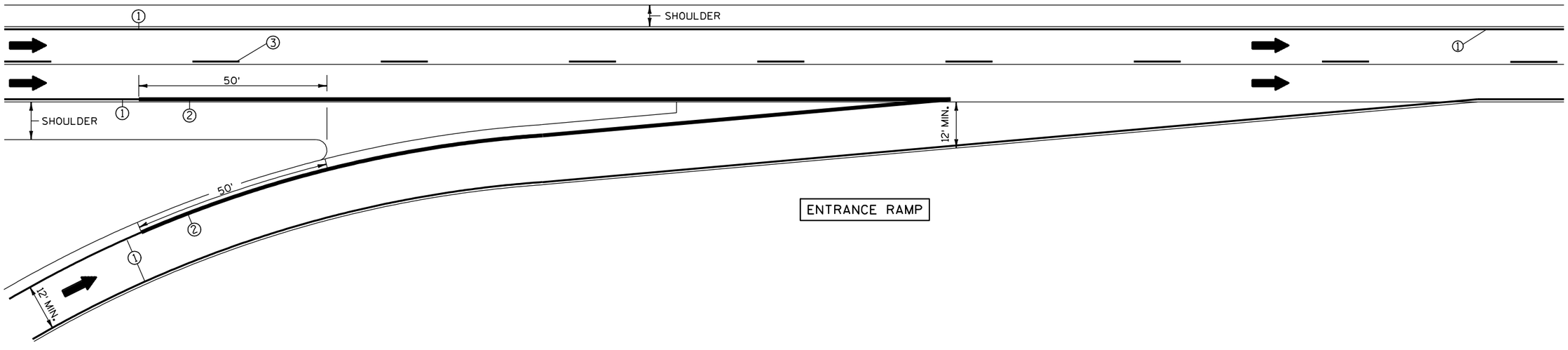
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

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.



6

6

S.D.D. 15 C 31-1a

S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

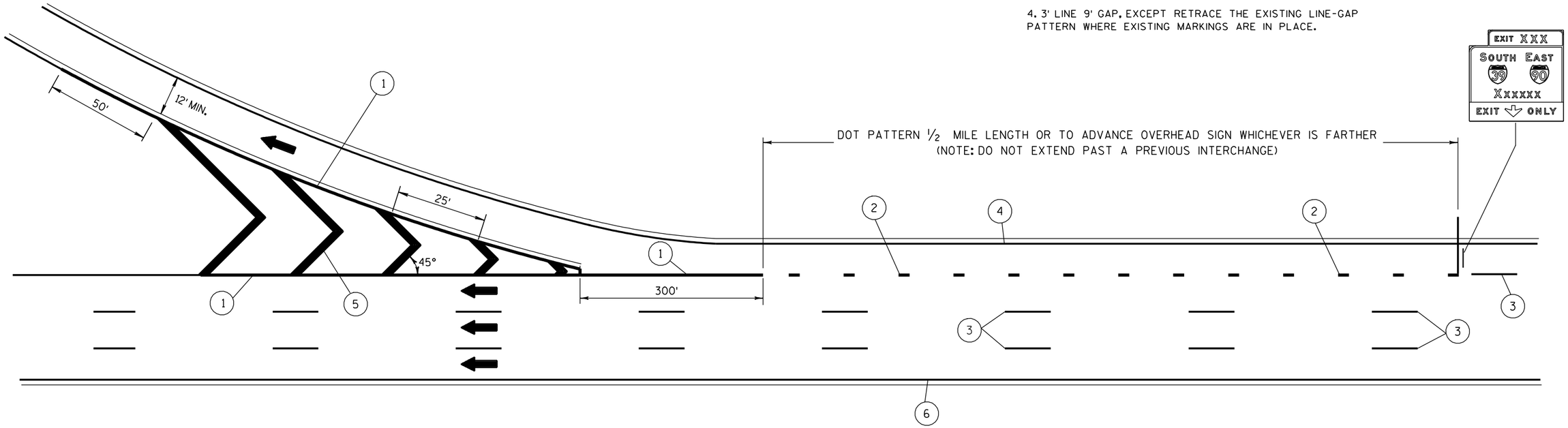
NOTES:

1. SEE STANDARD DETAIL DRAWING 15 C 10 FOR SPRAYED OR NON WET REFLECTIVE LINE SEGMENTS.

2. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

3. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.

4. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.



1. CHANNELIZING - SOLID 8" WHITE WET RELECTIVE TAPE
2. 3' LINE, 9' GAP SOLID 8" WHITE WET REFLECTIVE TAPE. SEE NOTE 4.
3. SOLID 4" WHITE WET REFLECTIVE TAPE
4. 4" WHITE EDGELINE
5. CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT
6. 4" YELLOW EDGELINE

LANE DROP
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

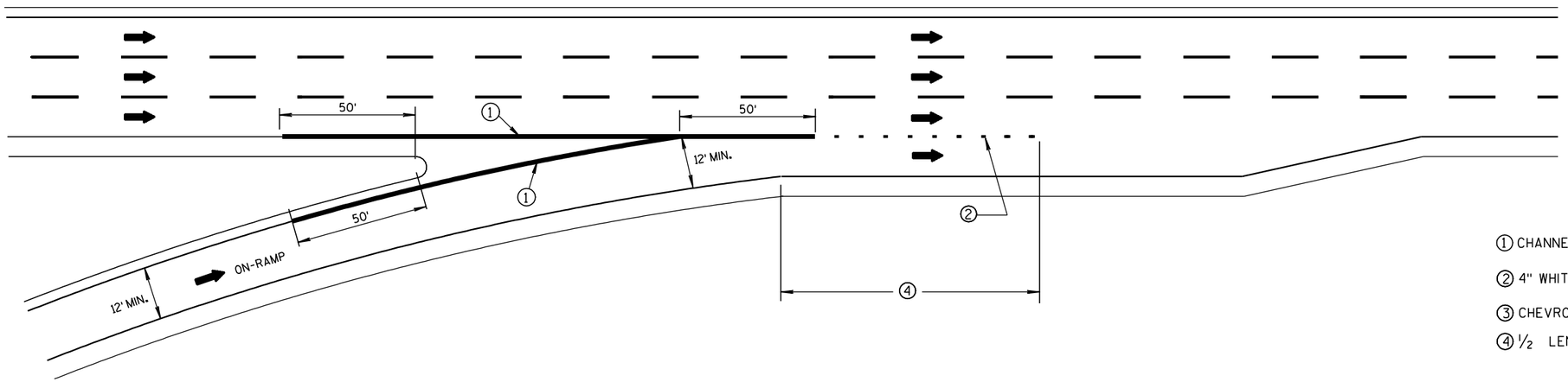
S.D.D. 15 C 31-1b

6

S.D.D. 15 C 31-1b

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.



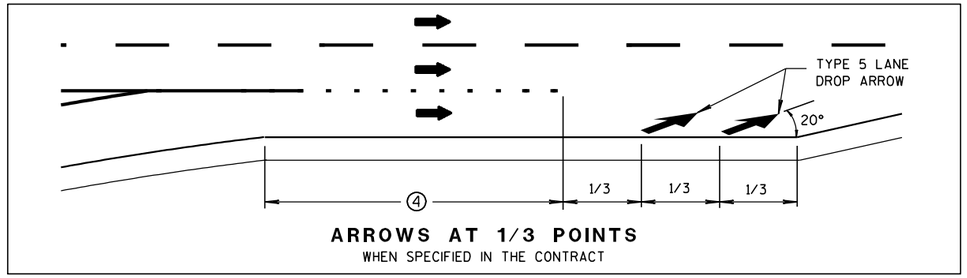
① CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN GORE AREA.

② 4" WHITE (3' LINE, 9' GAP).

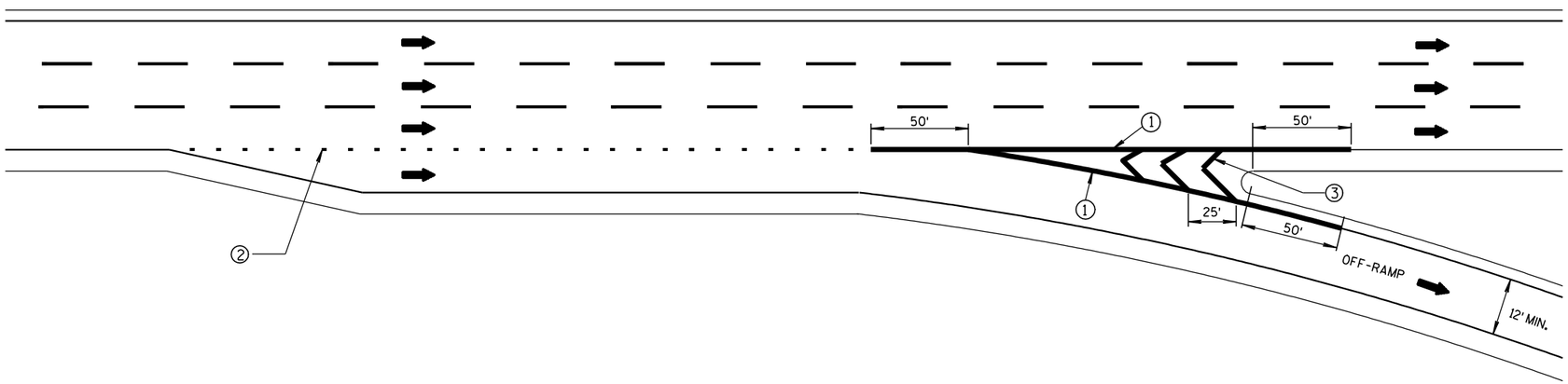
③ CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT.

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. Nothem
STATE TRAFFIC ENGINE 405 SIGN
FHWA

6
S.D.D. 15 C 31-1d

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.

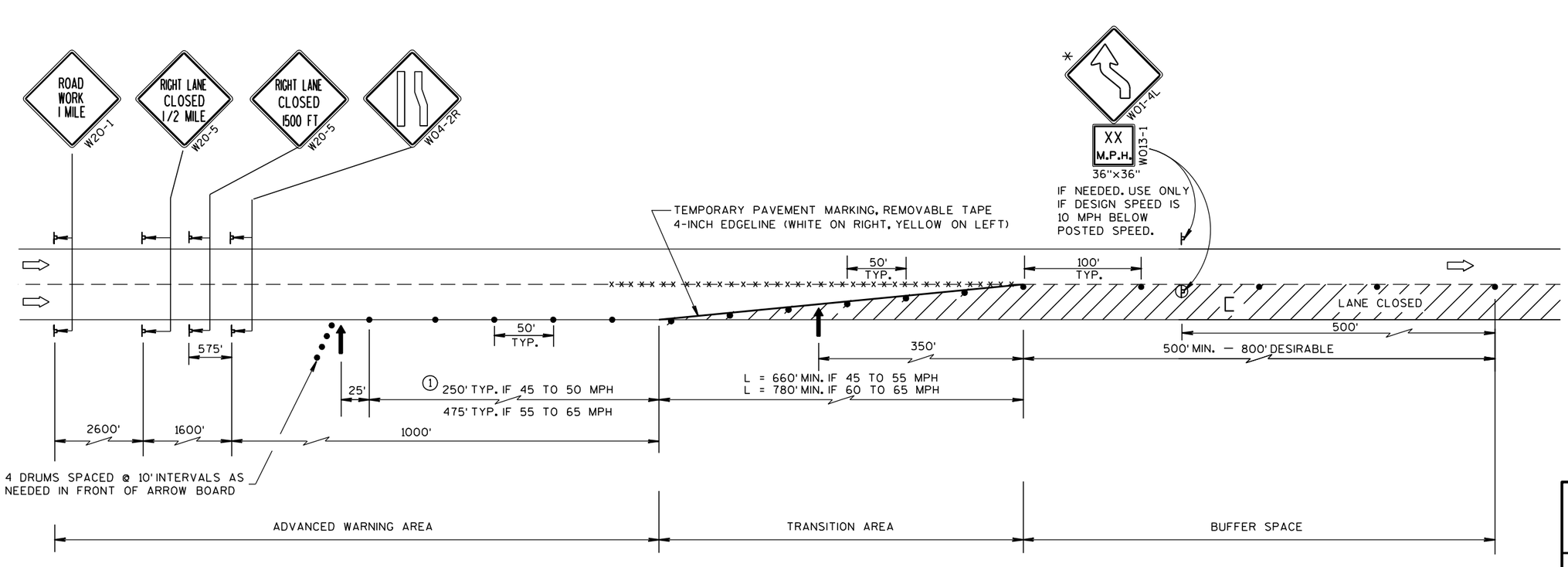
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

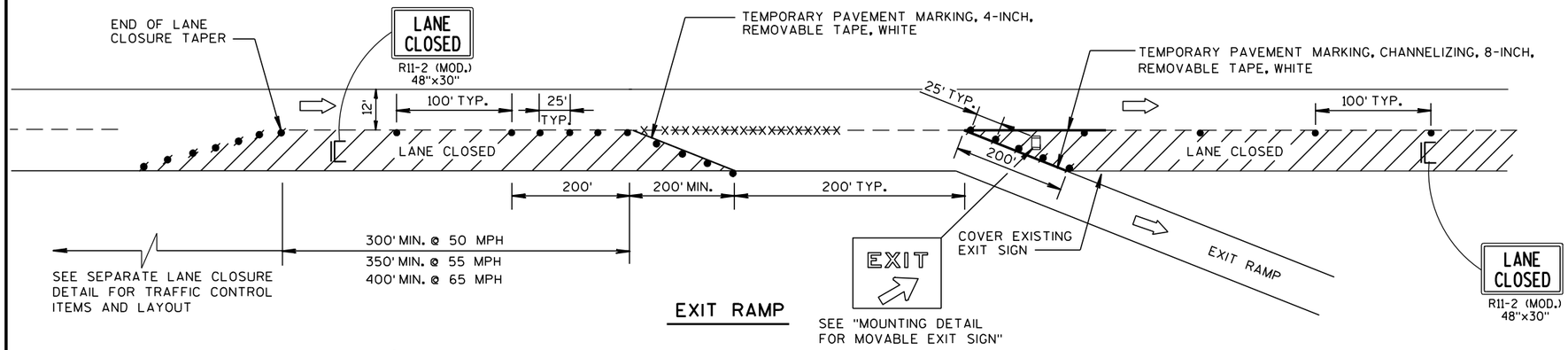
APPROVED
8-7-95
DATE
/S/ Chester J. [illegible]
DIRECTOR, OFFICE O 406 C
FHWA

6

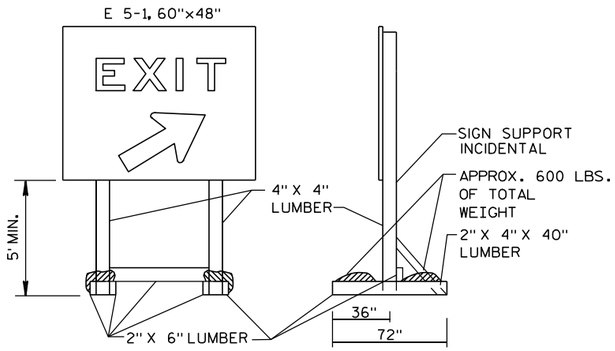
S.D.D. 15 D 12-2

6

S.D.D. 15 D 12-2

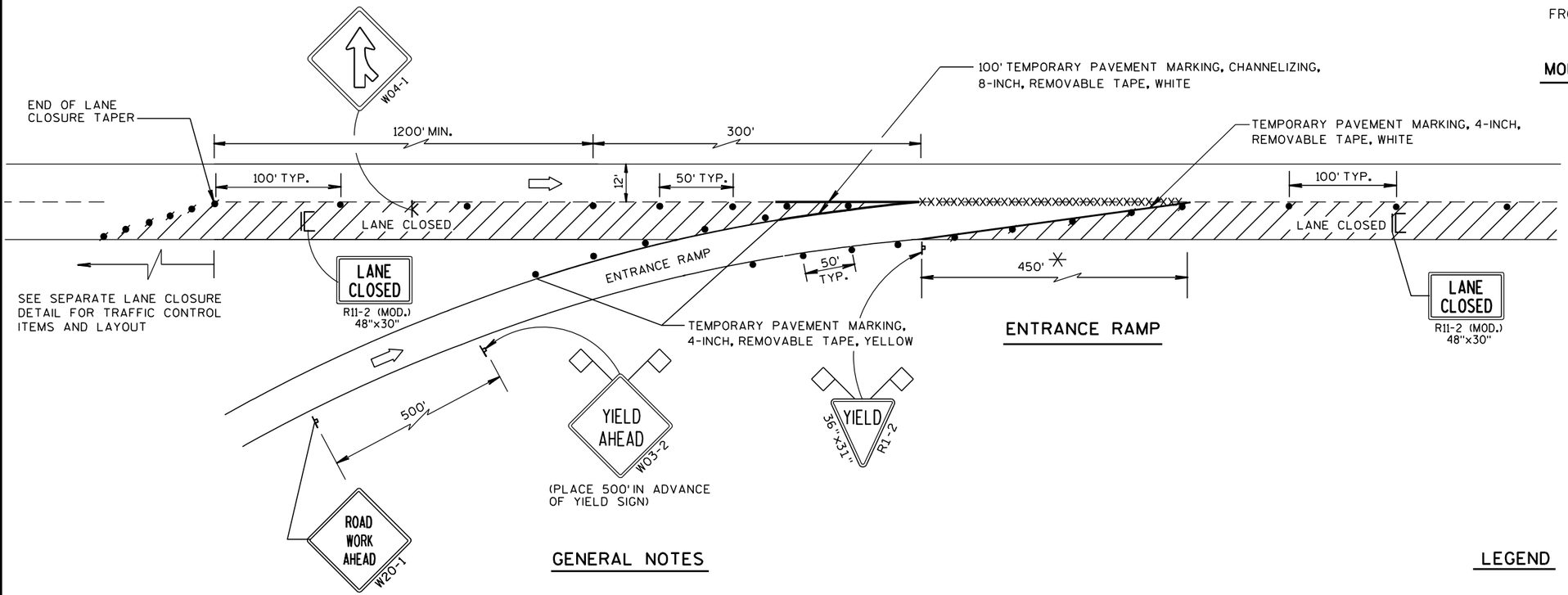


EXIT RAMP



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

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.

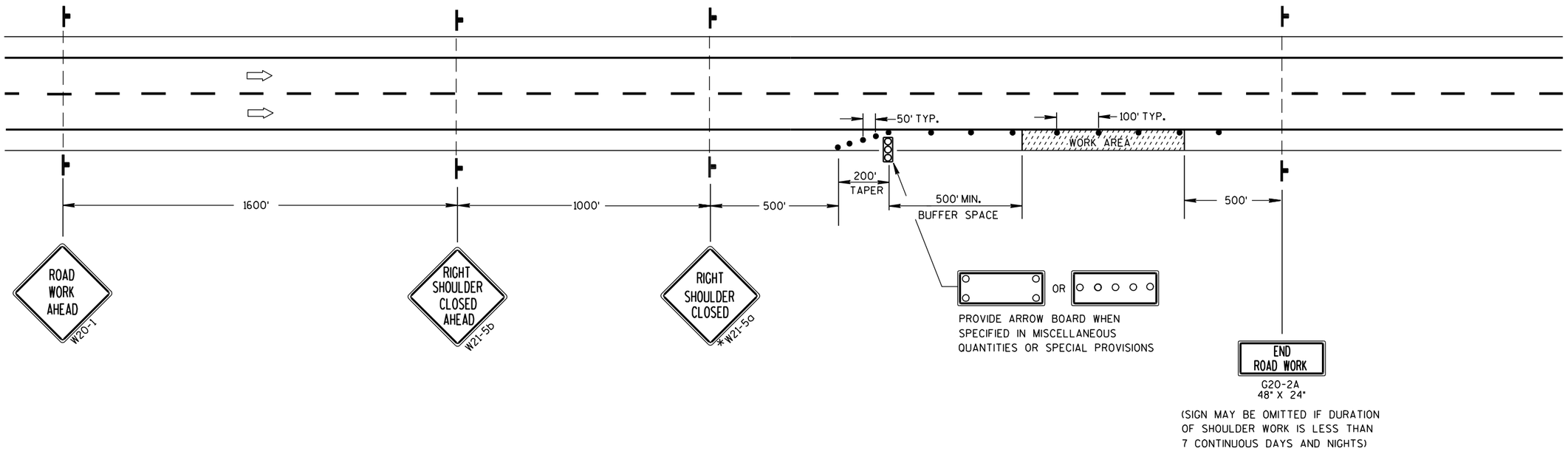
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 Spaan
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.

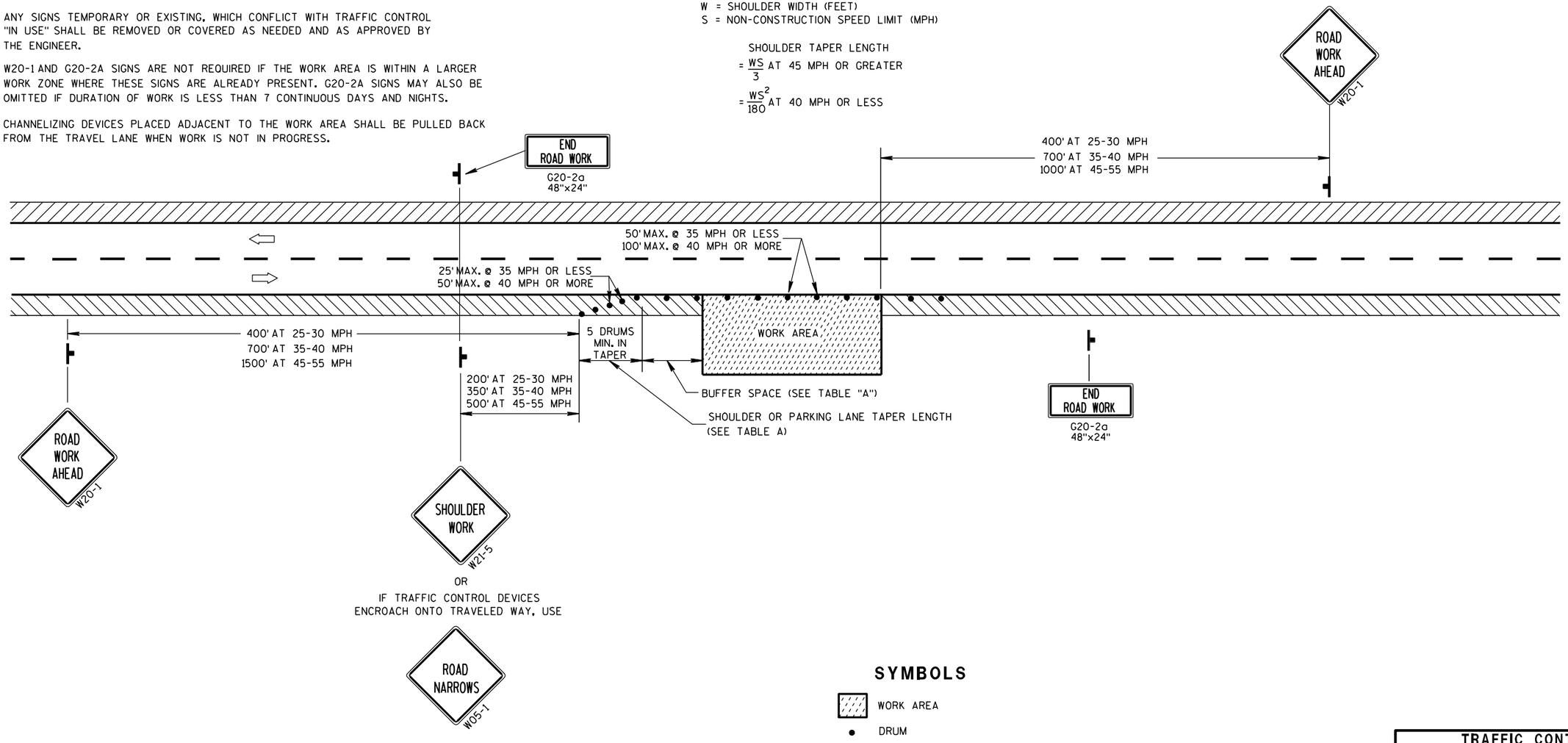
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

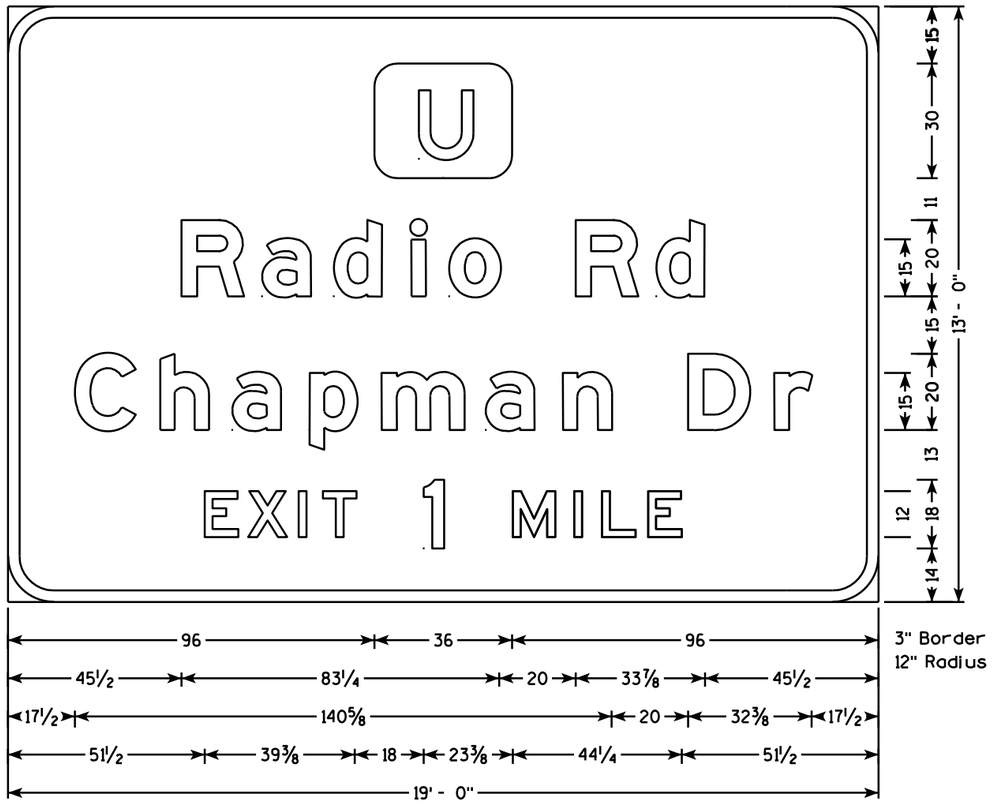
- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

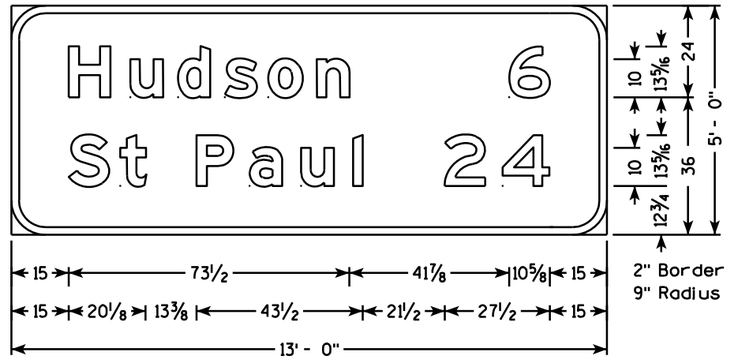
APPROVED
5/23/00 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible] ENGINEER
FHWA

6
S.D.D. 15 D 28-1



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 Modified

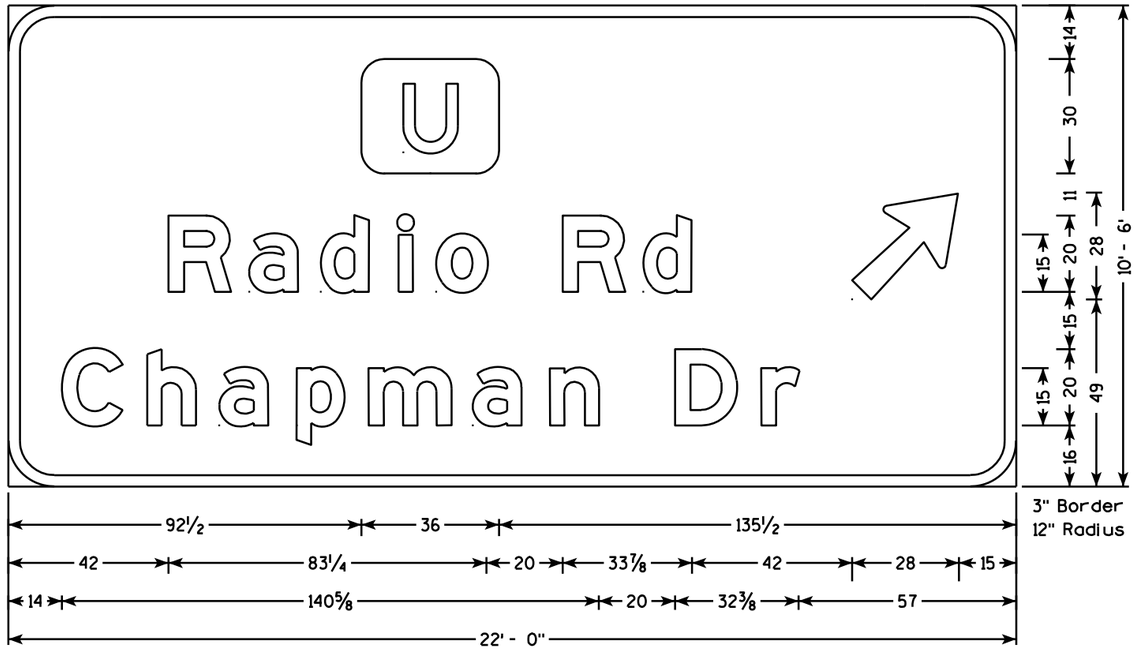


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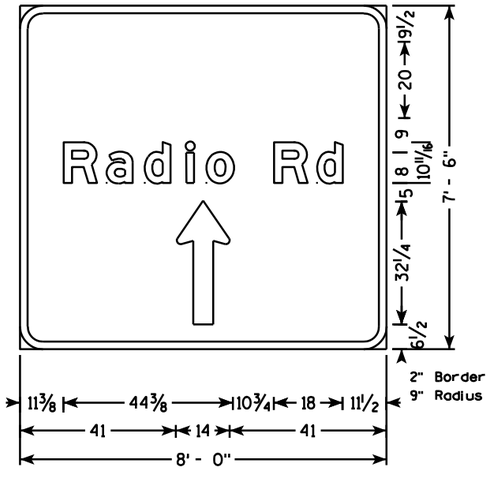
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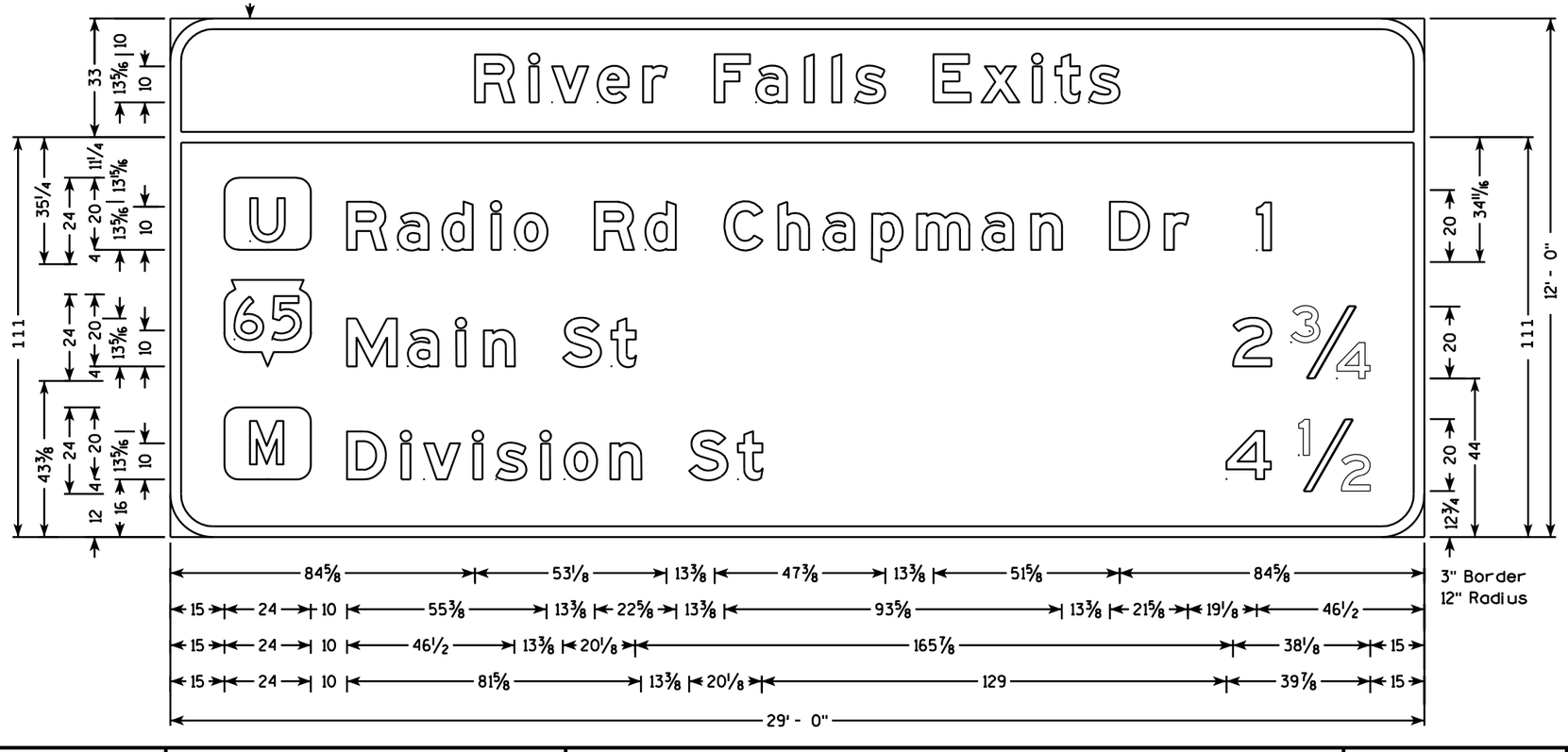
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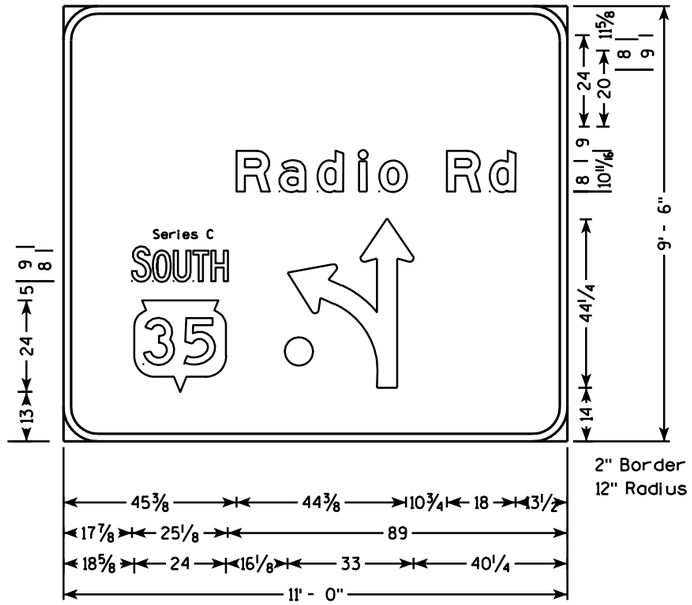
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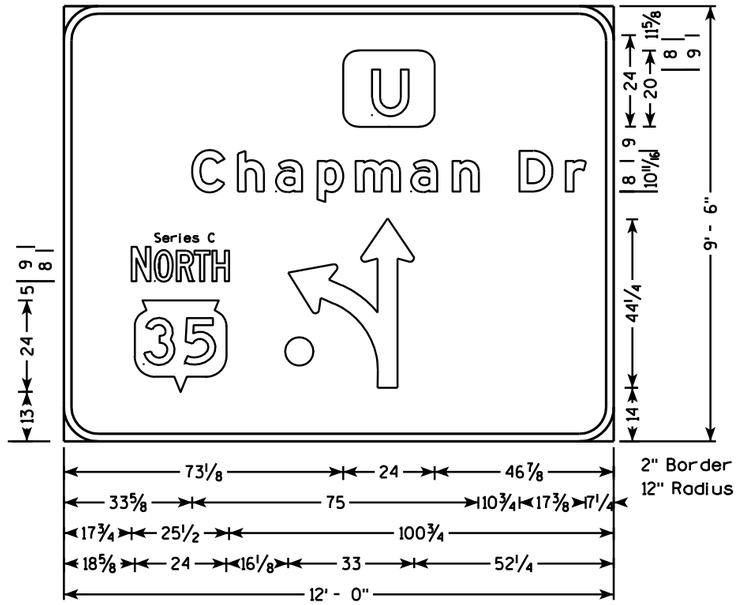
1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified





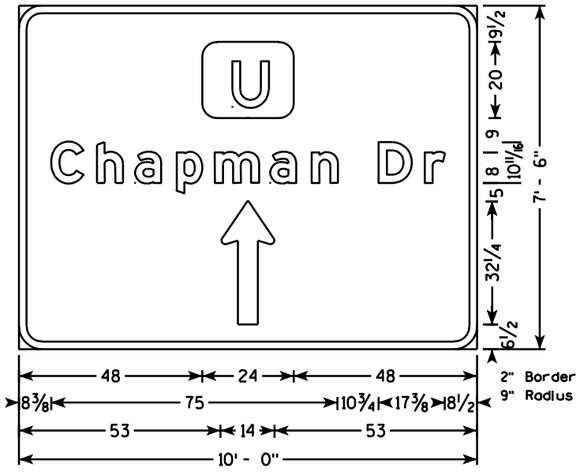
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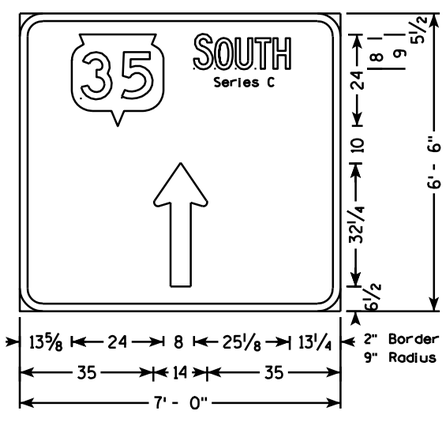


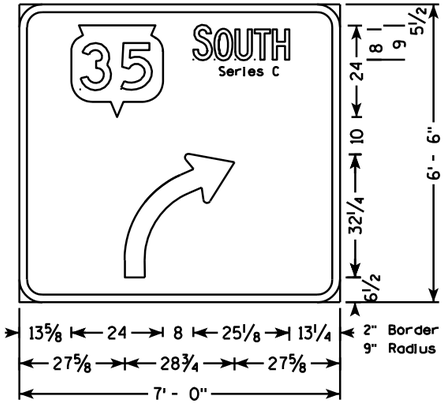


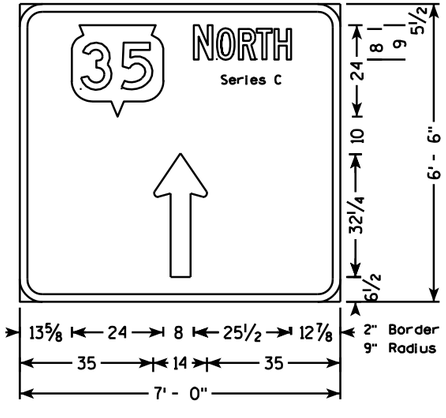
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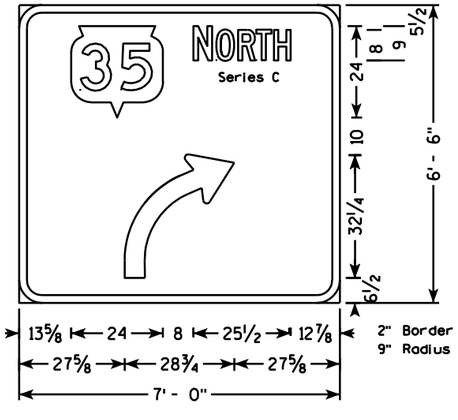
1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except as noted









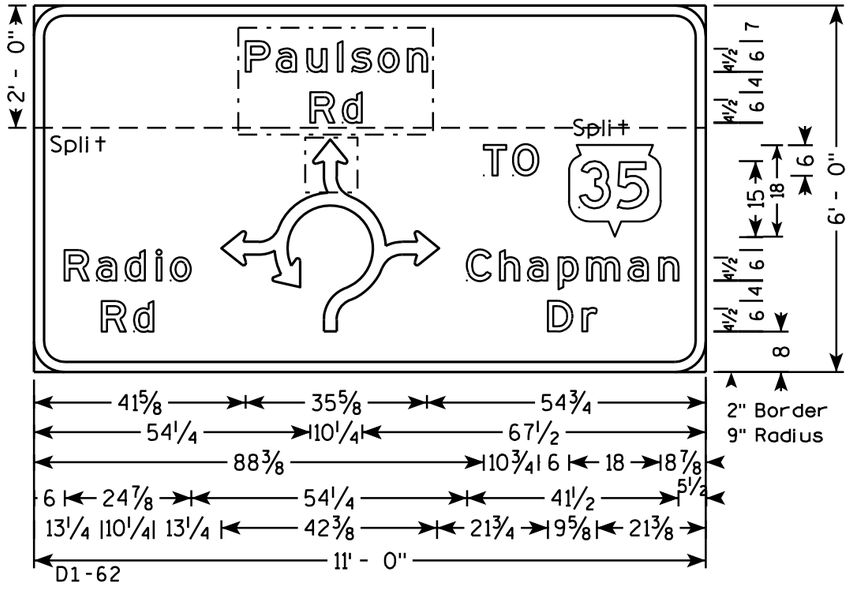


7

7

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST CROIX	PERMANENT SIGNING	SHEET NO: 412	E

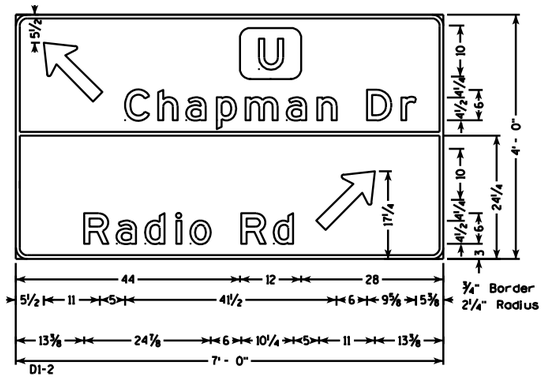
FILE NAME : C:\CAEFiles\Projects\tr_d6\6556A010.DGN PLOT DATE : 13-NOV-2012 12:04 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 39.695175:1.000000

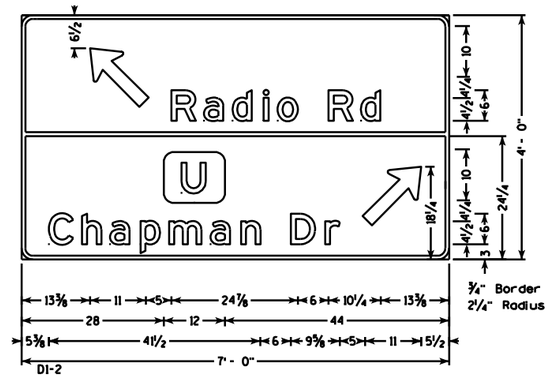


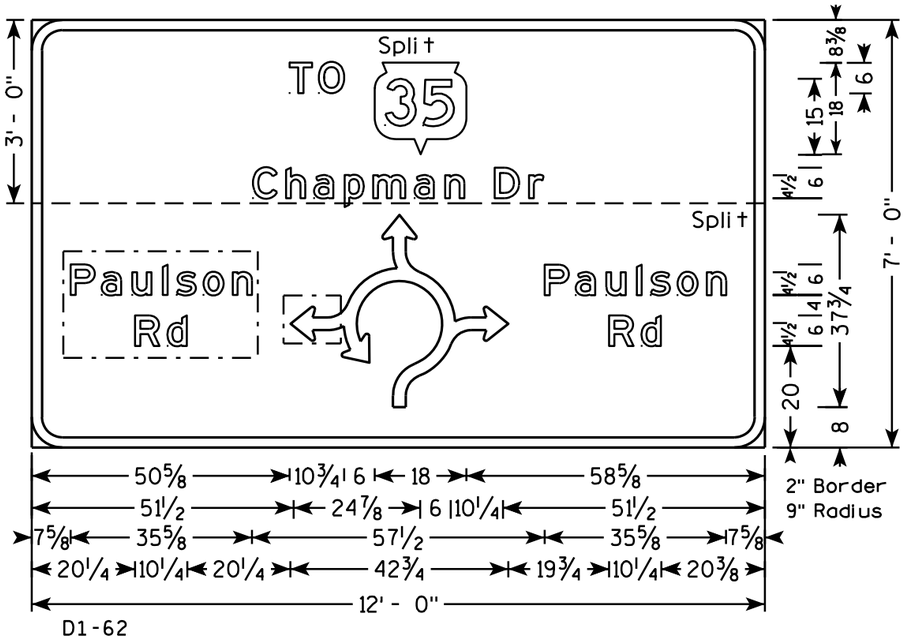
= Cover with 0.04" Sheet Aluminum with Green Type H Sheeting

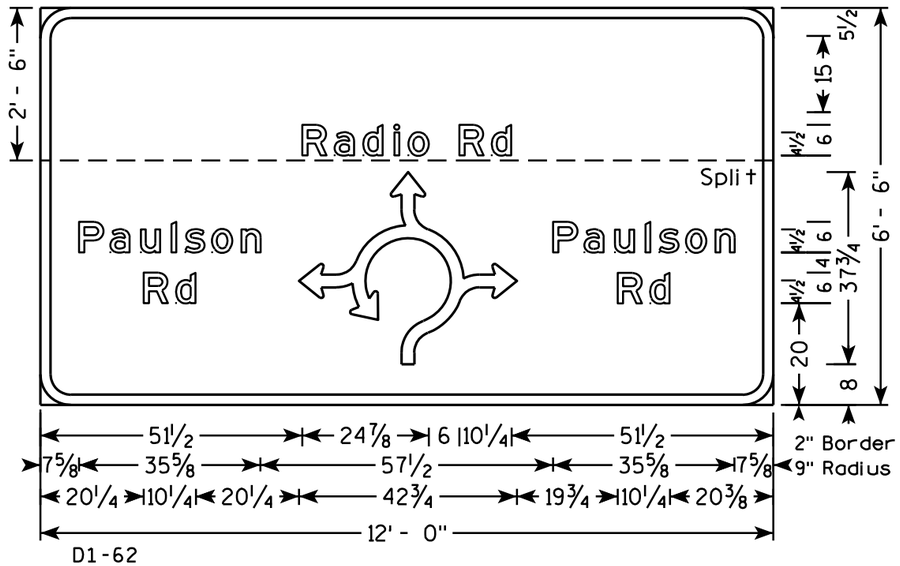
NOTES

1. All Signs 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
4. For Roundabout symbol dimensions refer to standard plate A11-12.

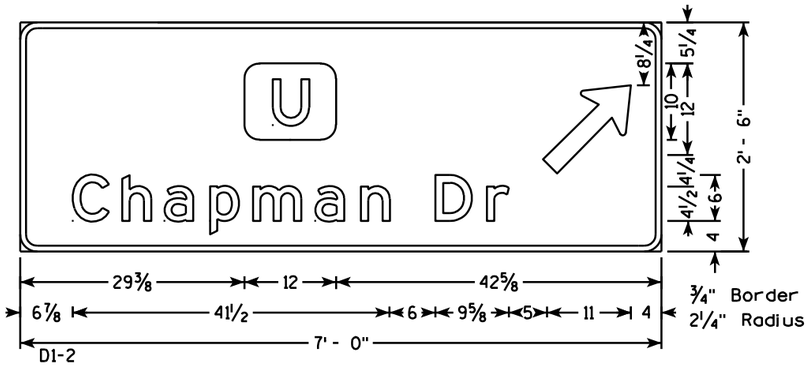


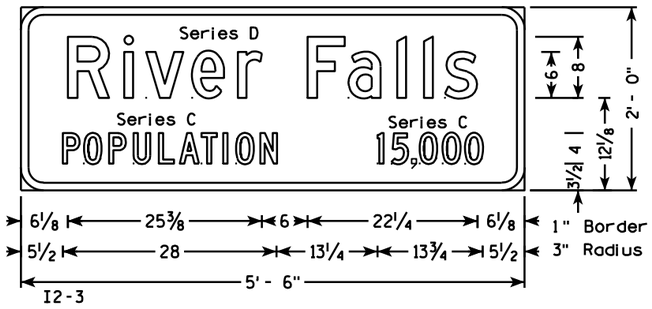






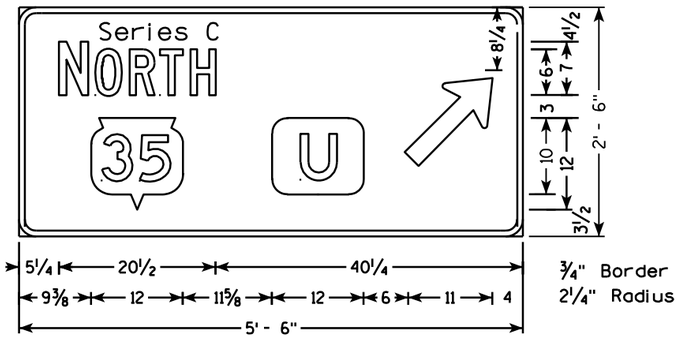
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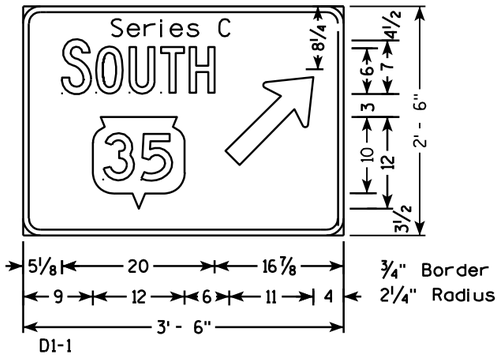


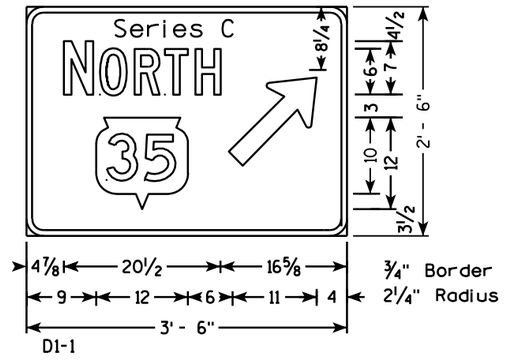


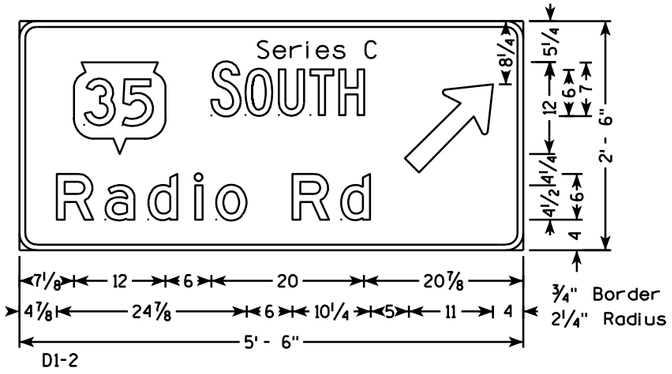
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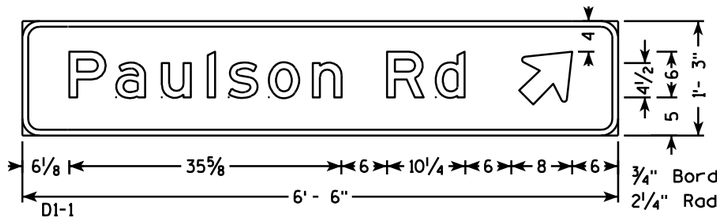
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted

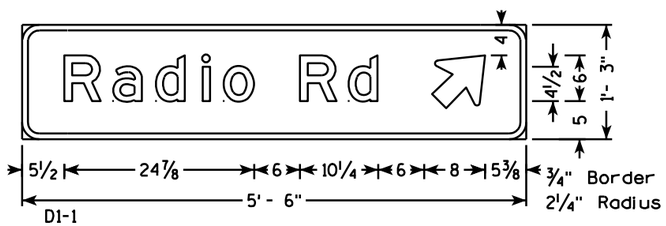




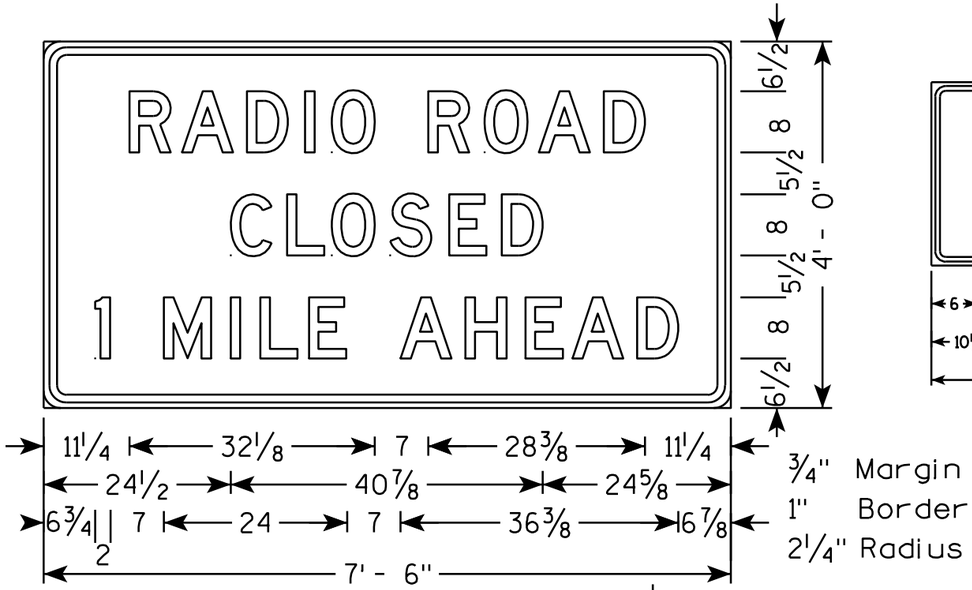


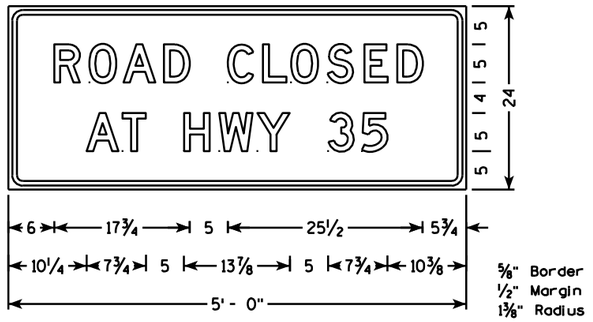






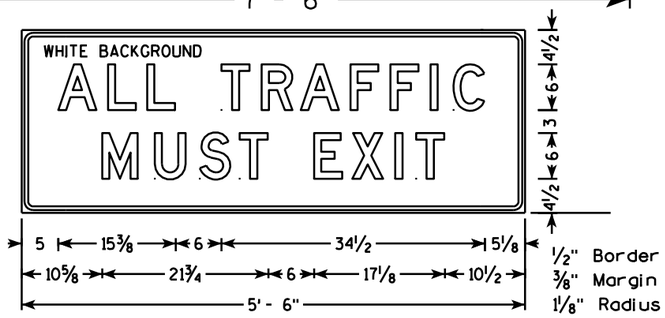
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST CROIX	PERMANENT SIGNING	SHEET NO: 414	E

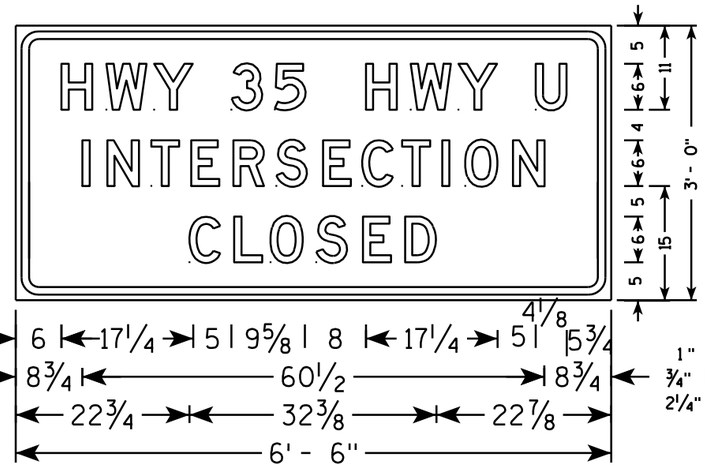




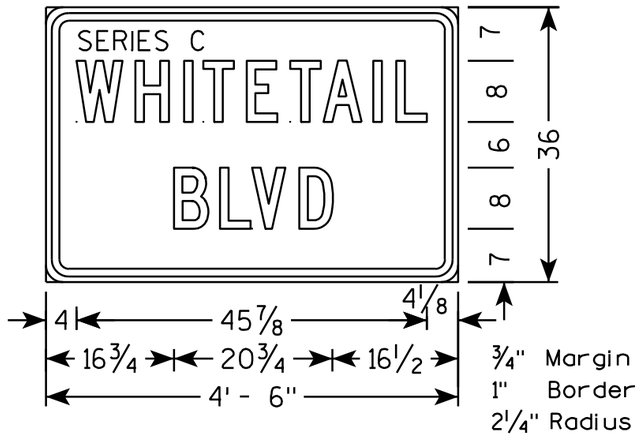
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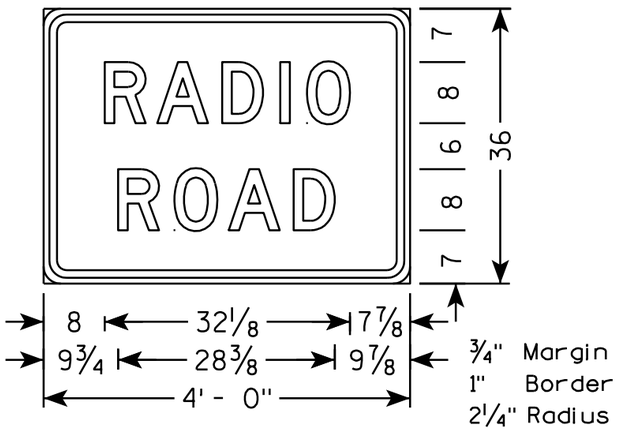
1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE except as Shown
   Message - BLACK
3. Message Series - D except as Shown











7

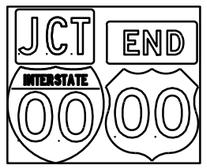
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST CROIX	TEMPROARY SIGNING	SHEET NO: 415	E

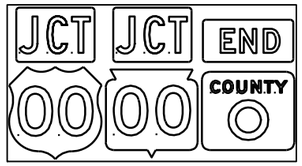
TYPICAL ASSEMBLIES



J1-1



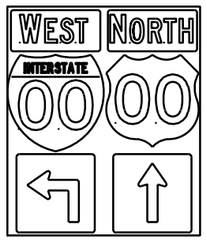
J1-2



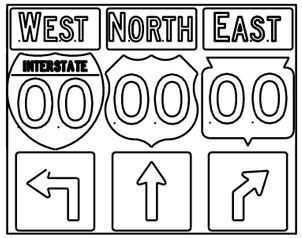
J1-3



J2-1



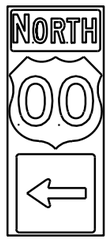
J2-2



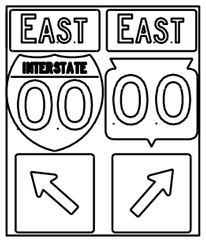
J2-3



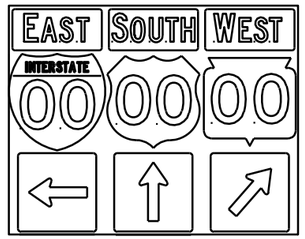
JV



J3-1



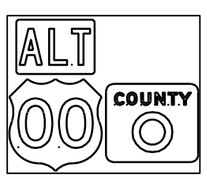
J3-2



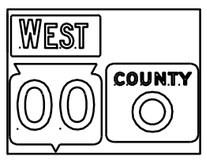
J3-3



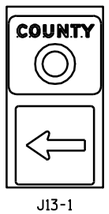
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1



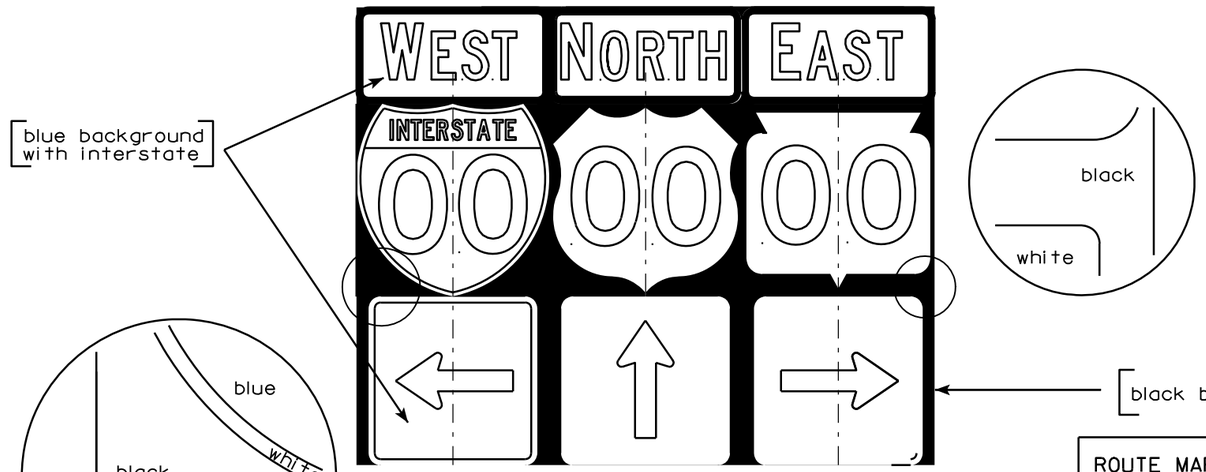
J23-1



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

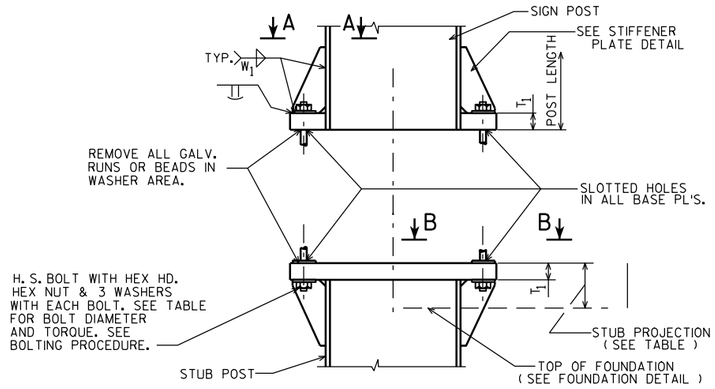
7

PROJECT NO:

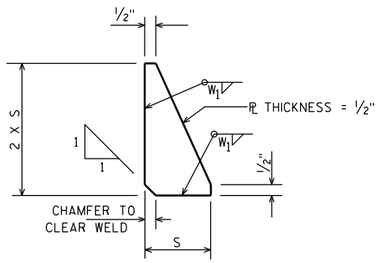
SHEET NO: 416 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\A21S.DGN PLOT DATE : 21-OCT-2009 09:27 PLOT BY : ditjph PLOT NAME :

WISDOT/CADDS SHEET 42

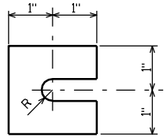


SIGN POST AND STUB POST ELEVATION



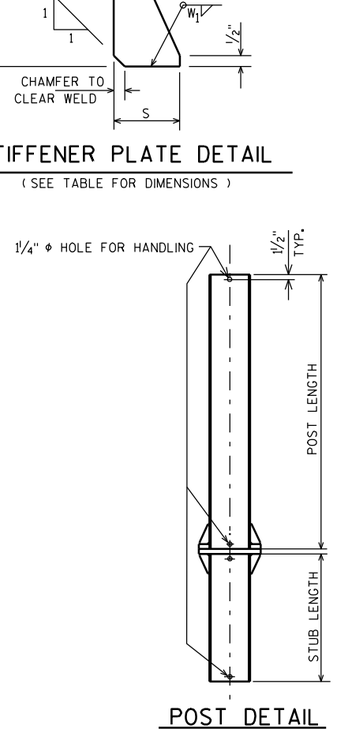
STIFFENER PLATE DETAIL

(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



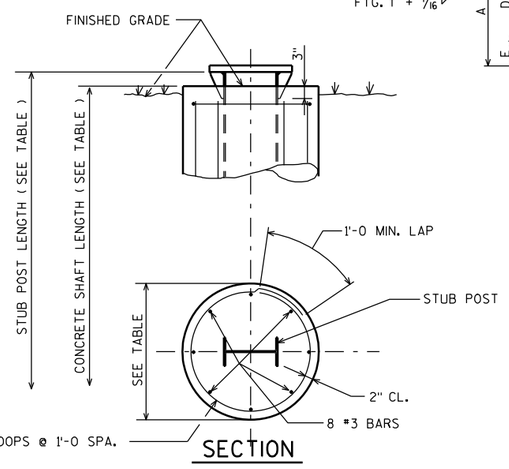
POST DETAIL

	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

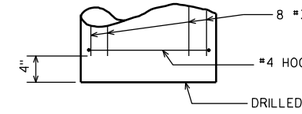
⑦

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

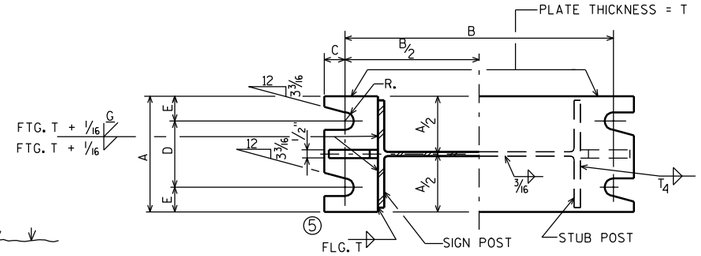
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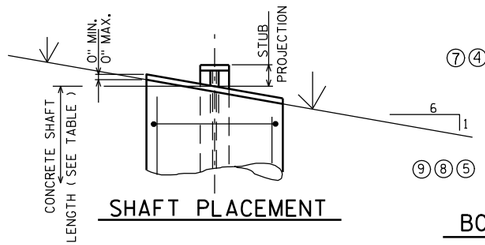
SECTION



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.

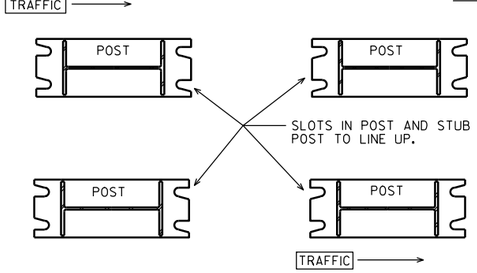
GENERAL NOTES

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" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

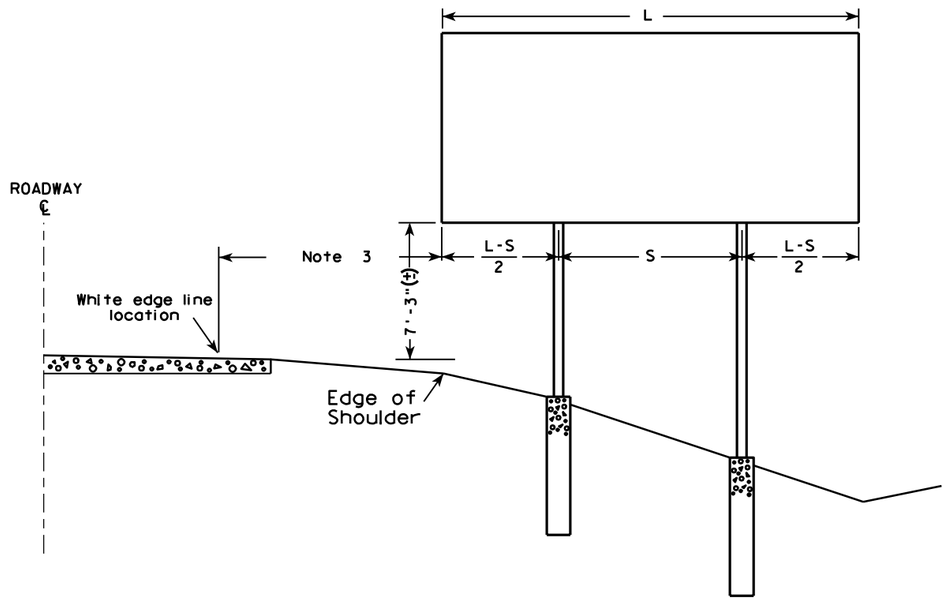
TYPE A, B, C, D, & E

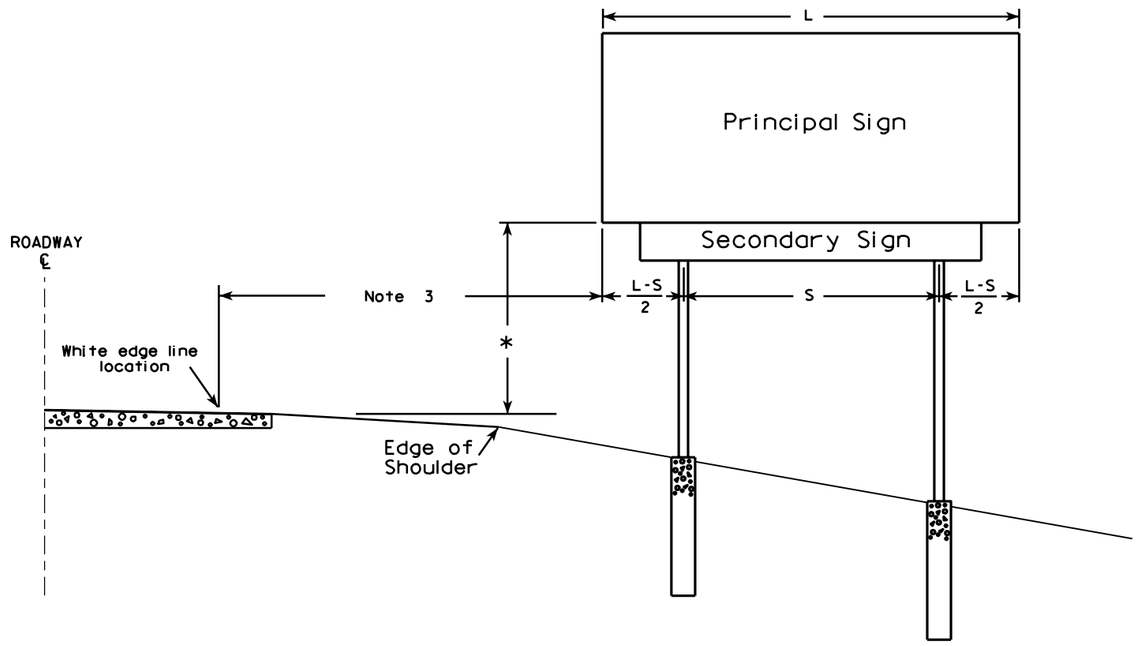
CONST. SPEC. 2011 | DRAWN BY JPH | PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

SHEET

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 417 | 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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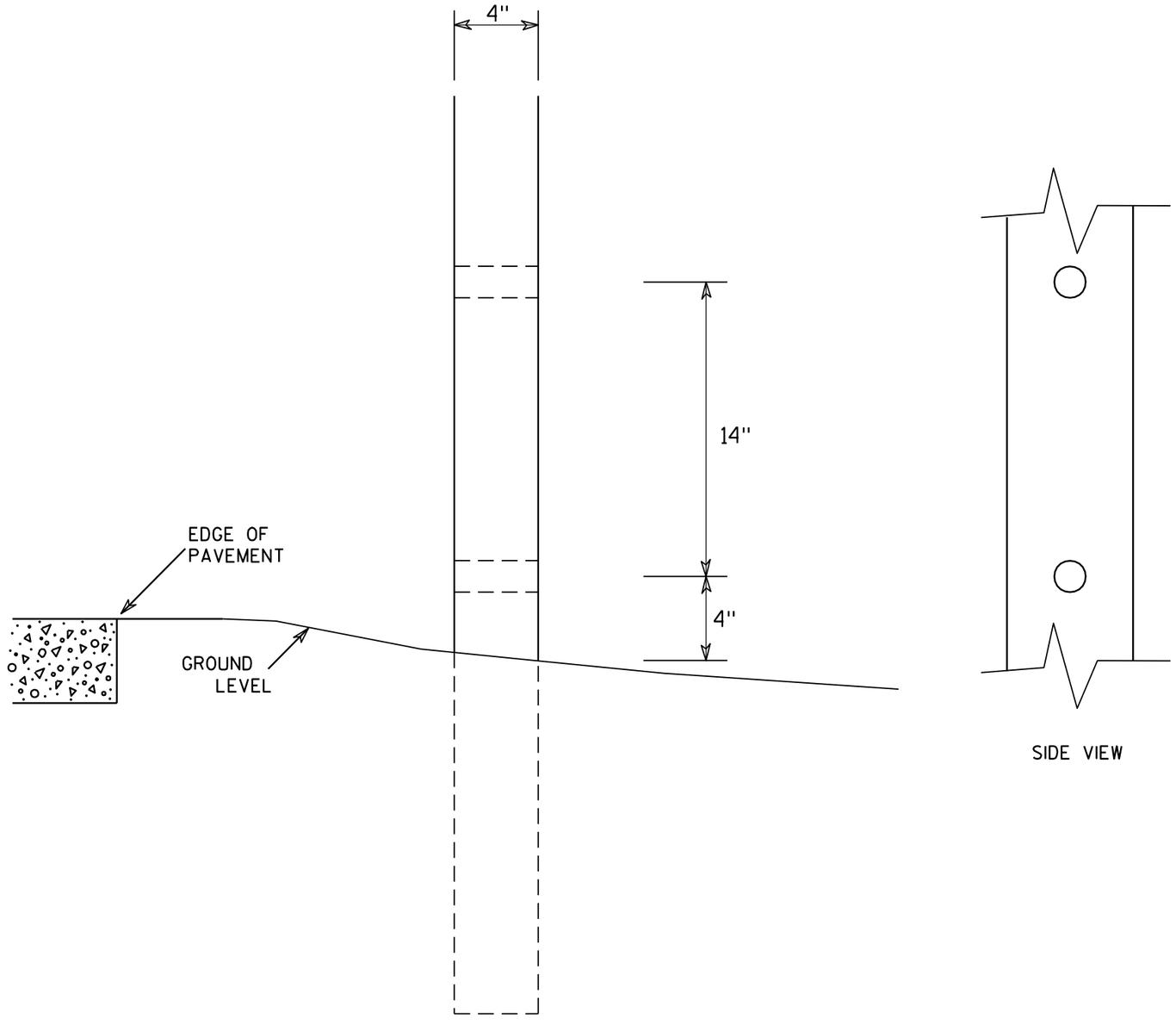
TYPICAL INSTALLATION
OF TYPE I SIGNS

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: 418	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

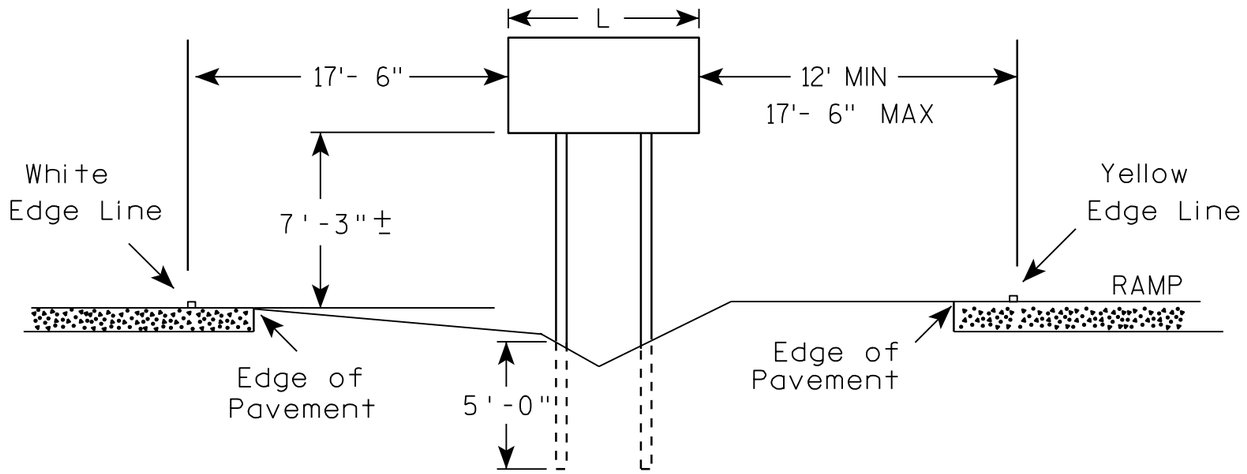
4 X 6 WOOD POST MODIFICATIONS

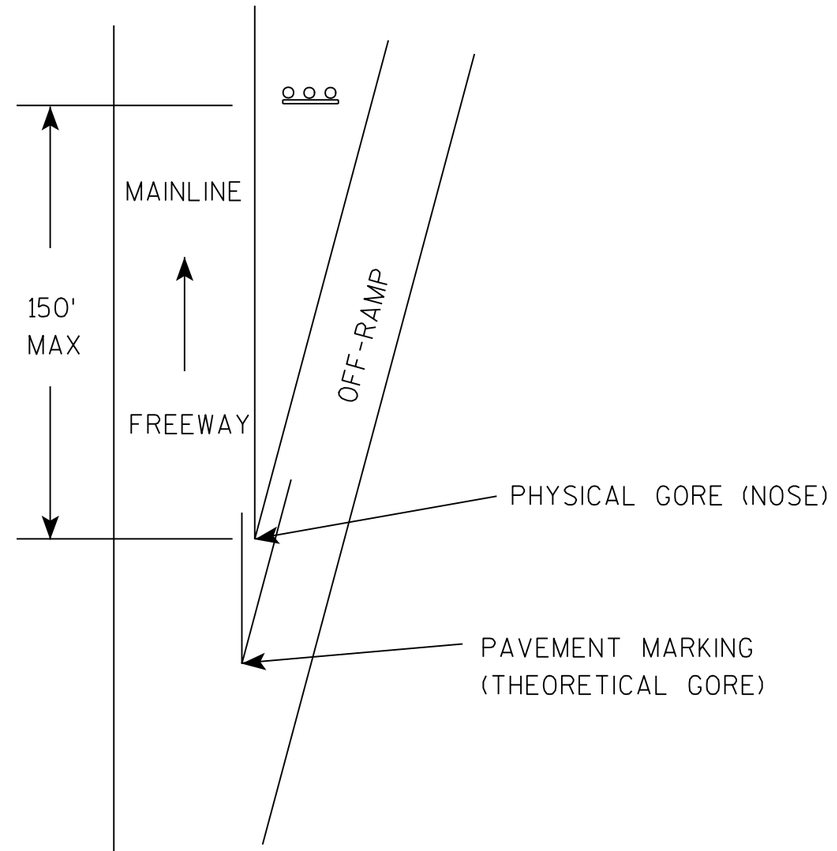
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 419	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

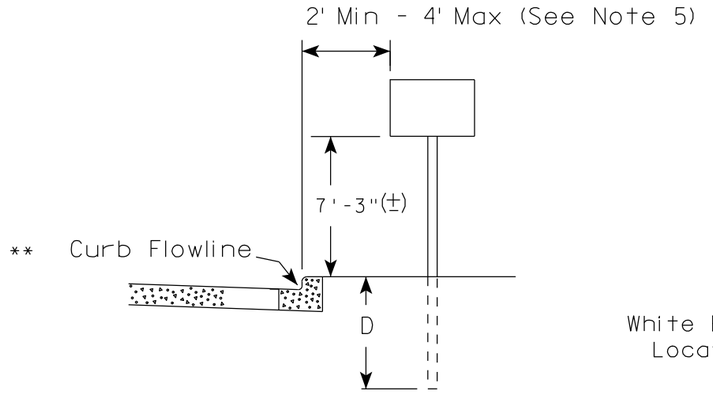
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

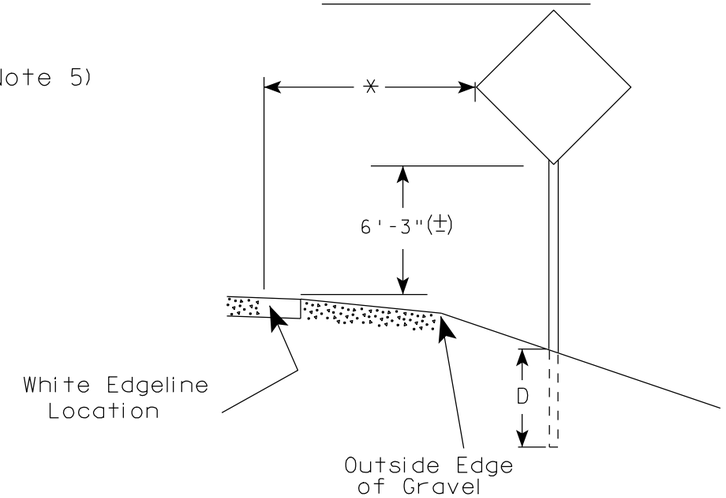
DATE 4/4/00 PLATE NO. A4-2.2

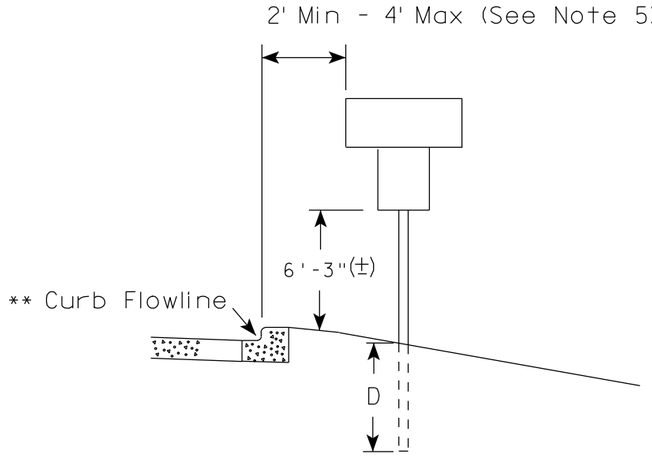
PROJECT NO:				SHEET NO: 420	E

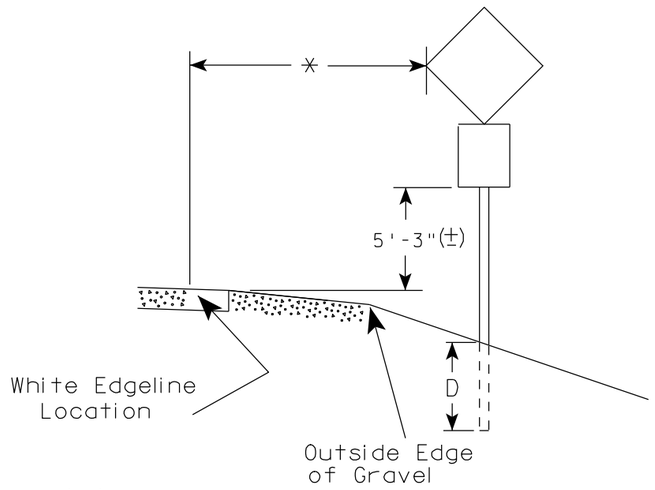
URBAN AREA



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

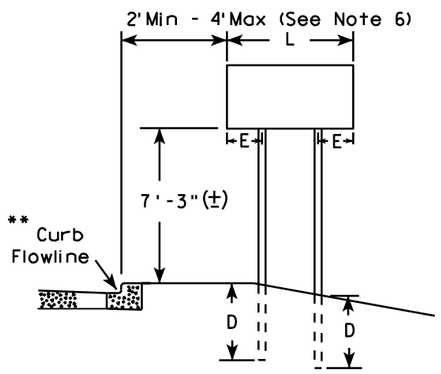
DATE 9/21/2011 PLATE NO. A4-3.16

7

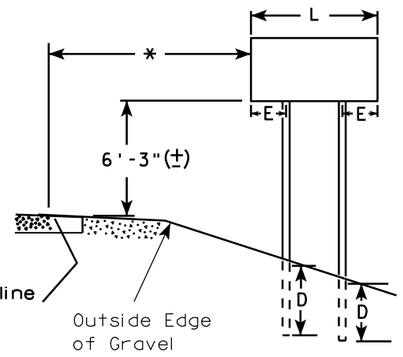
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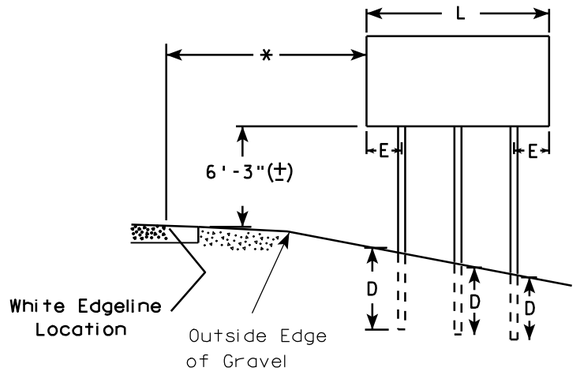
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 421 | E

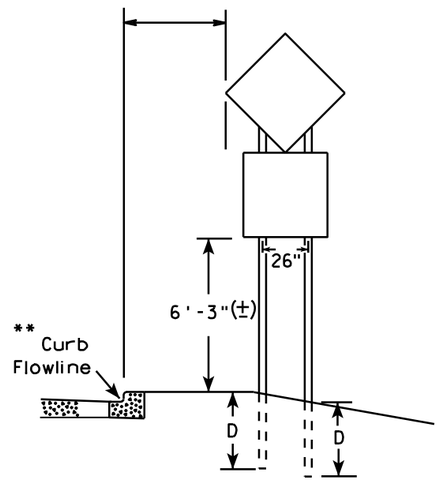
URBAN AREA



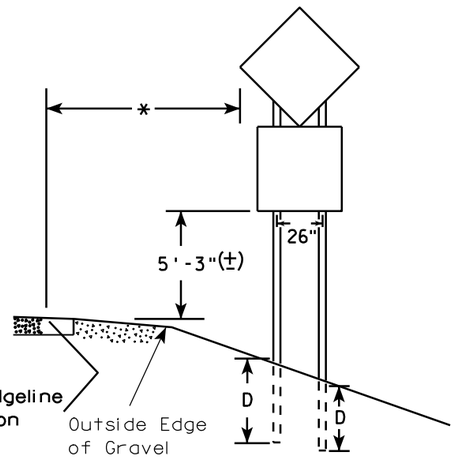
RURAL AREA (See Note 3)







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

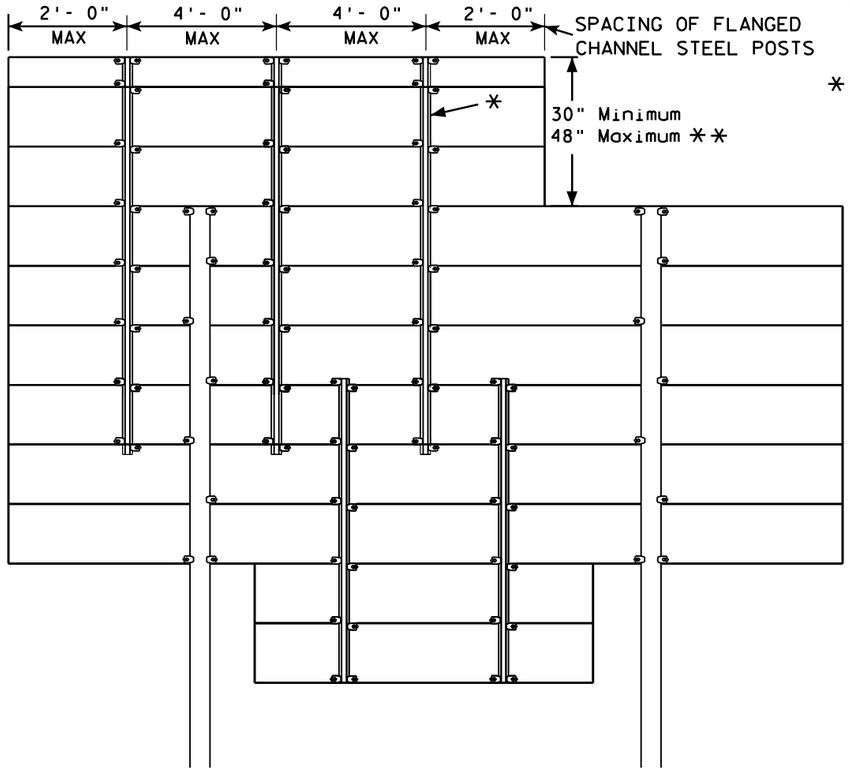
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/21/2011 PLATE NO. A4-4.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 422	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

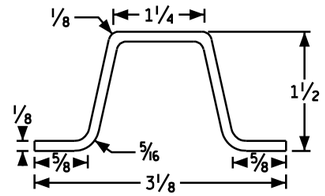
GROUND MOUNTED SIGN



*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

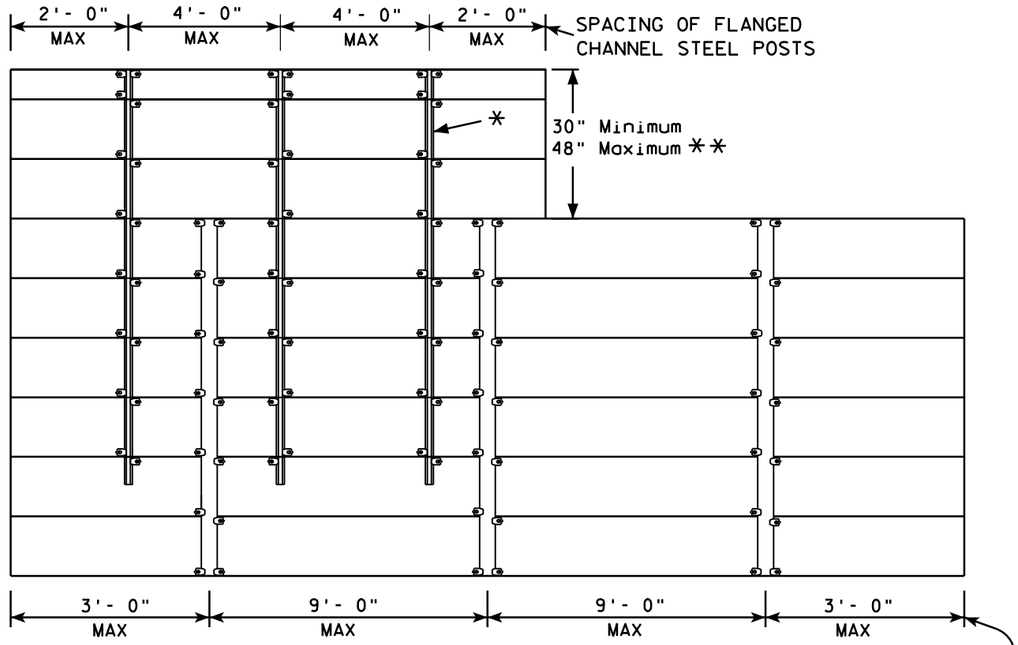
**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

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

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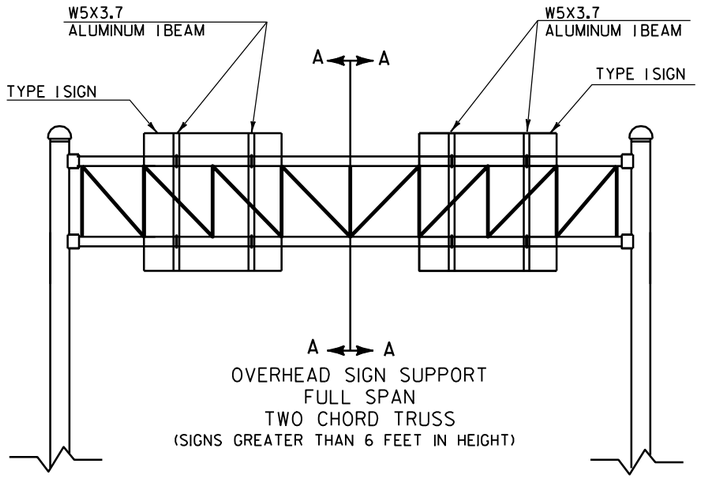
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

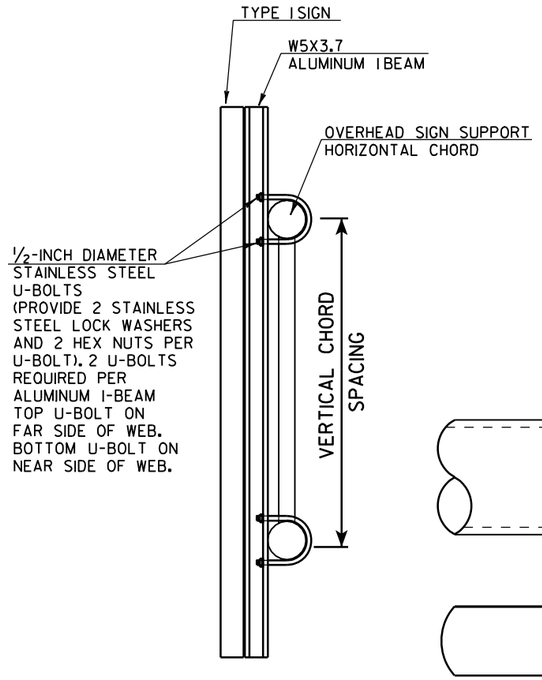
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/7/10 PLATE NO. A4-6.11

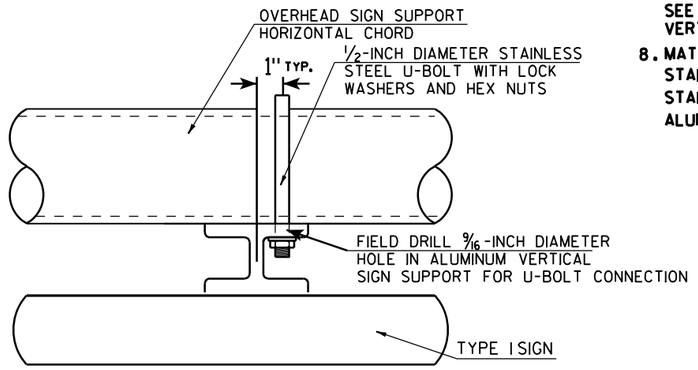
PROJECT NO:				SHEET NO: 423	E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



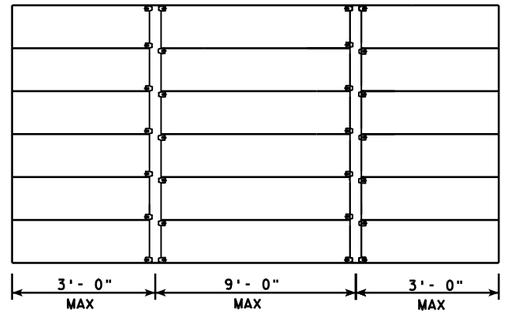
CUT SECTION A-A



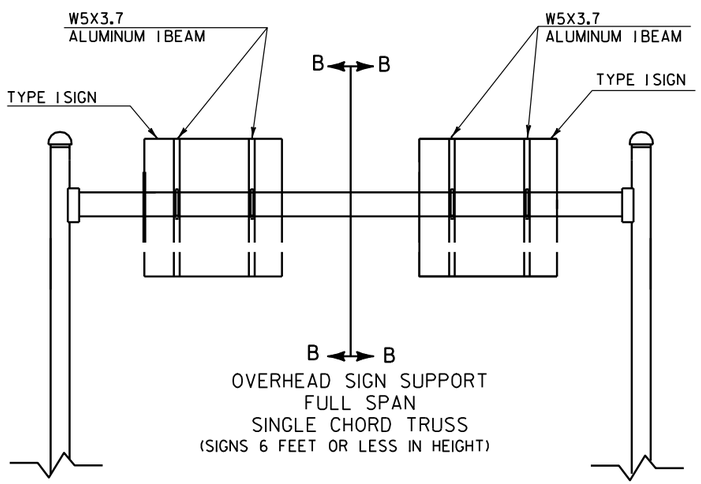
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

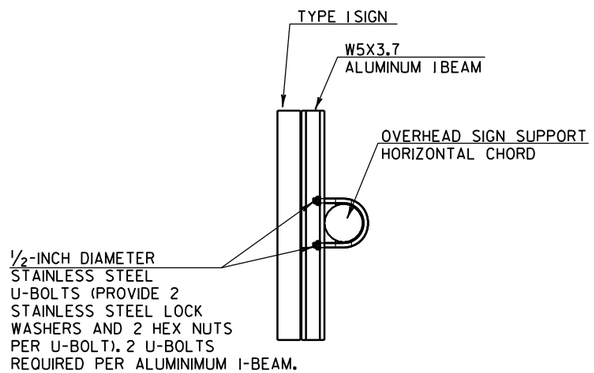
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



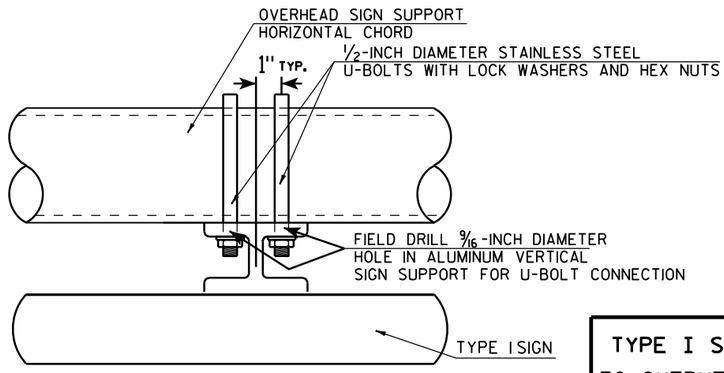
SPACING OF W5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

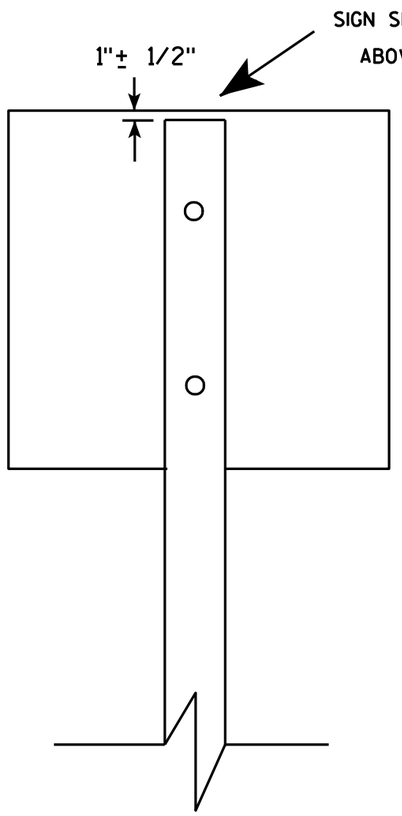
TYPE I SIGN CONNECTION TO OVERHEAD SIGN SUPPORT

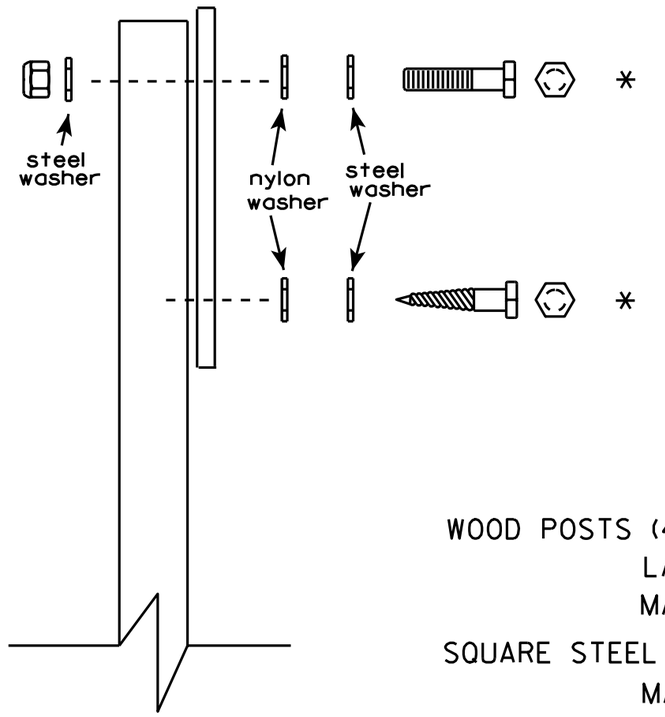
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/12/12 PLATE NO. A4-7.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 424	E





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

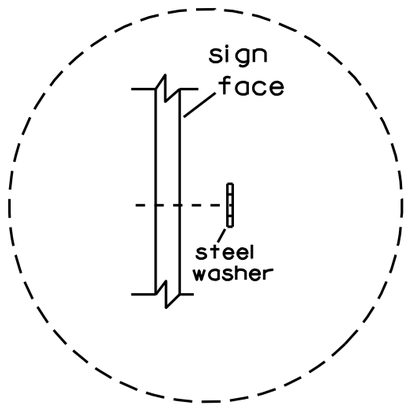
a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

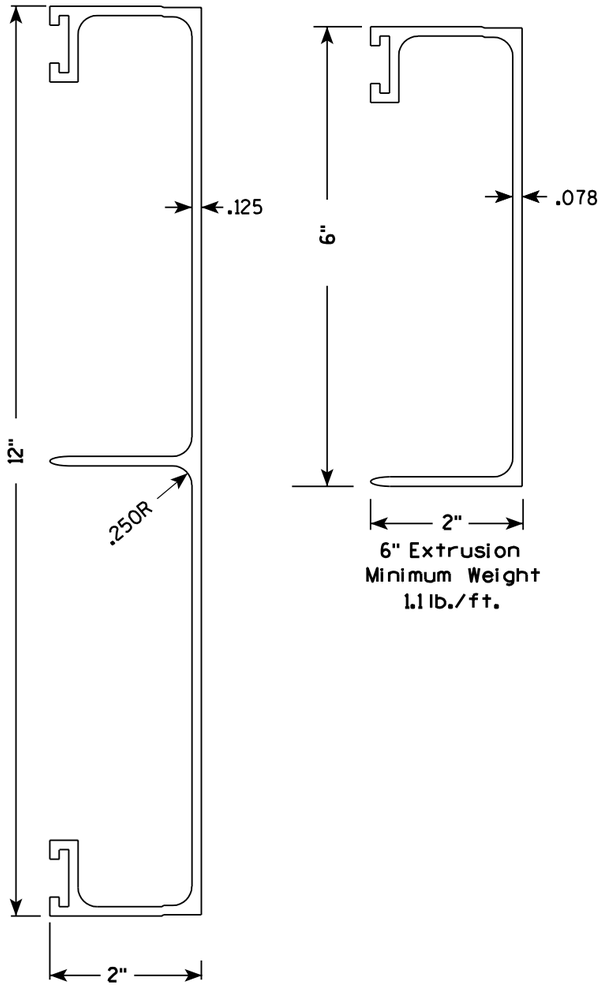
7

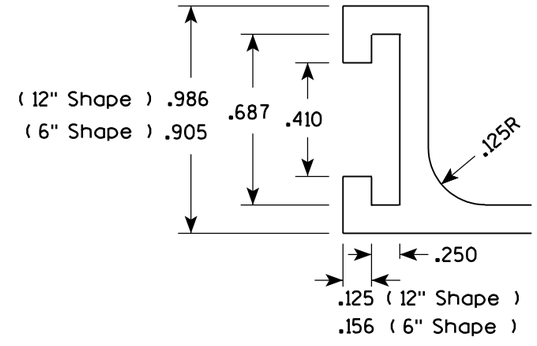
7

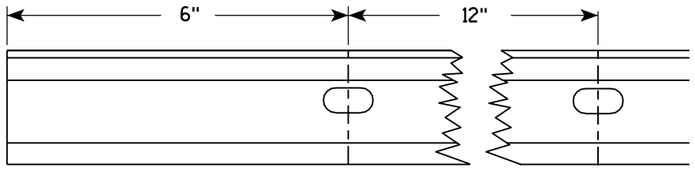
PROJECT NO:

SHEET NO: 425 E

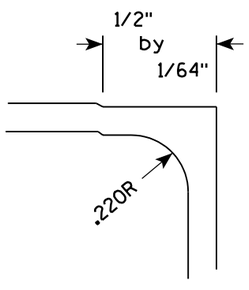
Extruded Shape







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.

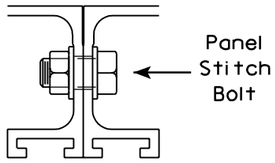


Hardware

STITCH BOLT, WASHER & NUT

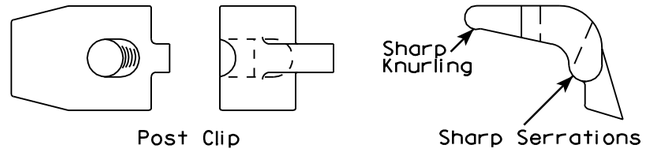
The hardware includes:

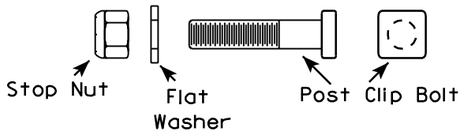
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



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

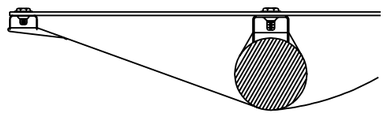
APPROVED Chester J Spang
for State Traffic Engineer

DATE 11/18/99 PLATE NO. A5-2.9

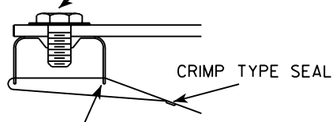
PROJECT NO:

SHEET NO: 426 E

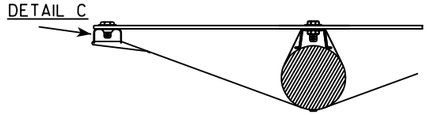
BRACE BANDING

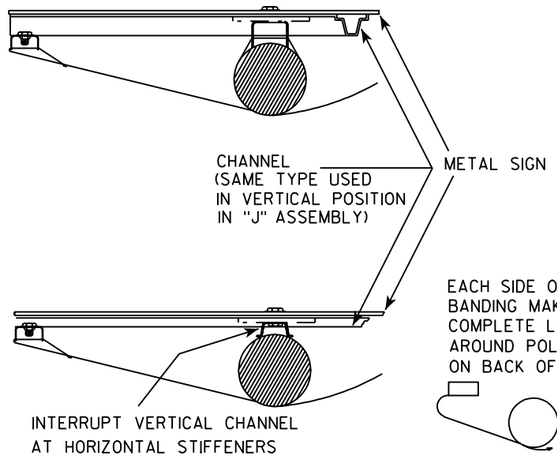


DETAIL C
CADMIUM PLATED STEEL BOLT
THROUGH BLACK BORDER



DETAIL C

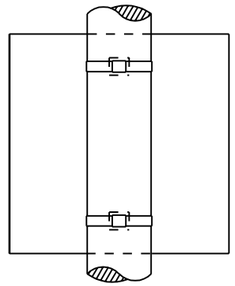


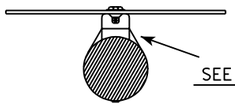


EACH SIDE OF BRACE
BANDING MAKES ONE
COMPLETE LOOP
AROUND POLE-SEAL
ON BACK OF POLE

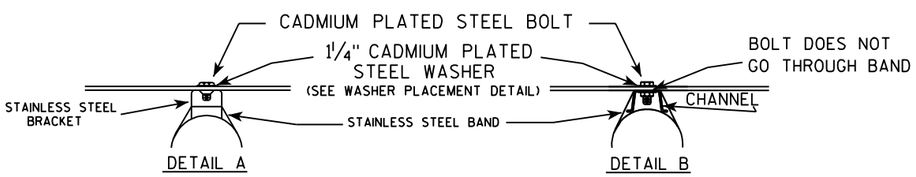
BRACKET BANDING

SINGLE SIGN





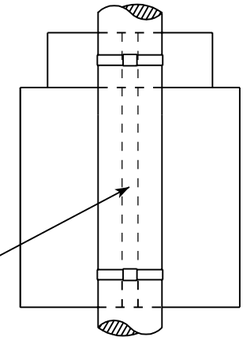
SEE DETAIL A



DETAIL A

DETAIL B

"J" ASSEMBLY

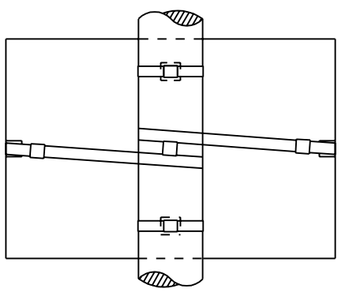


CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

SEE DETAIL B

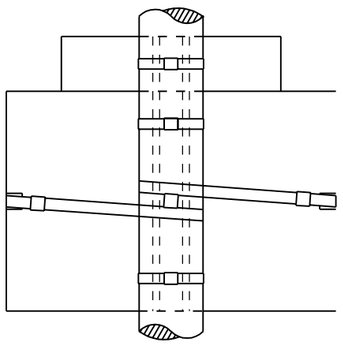
GENERAL NOTES

1. Signs 4' or greater in width shall have one brace band installed at the center of the sign.
2. Signs 3' or greater in height shall have three bracket bands installed. Signs less than 3' in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

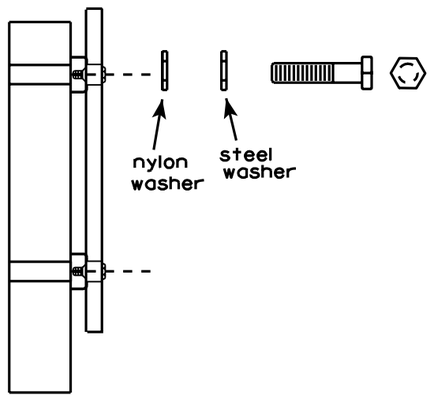


BRACE BANDING

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

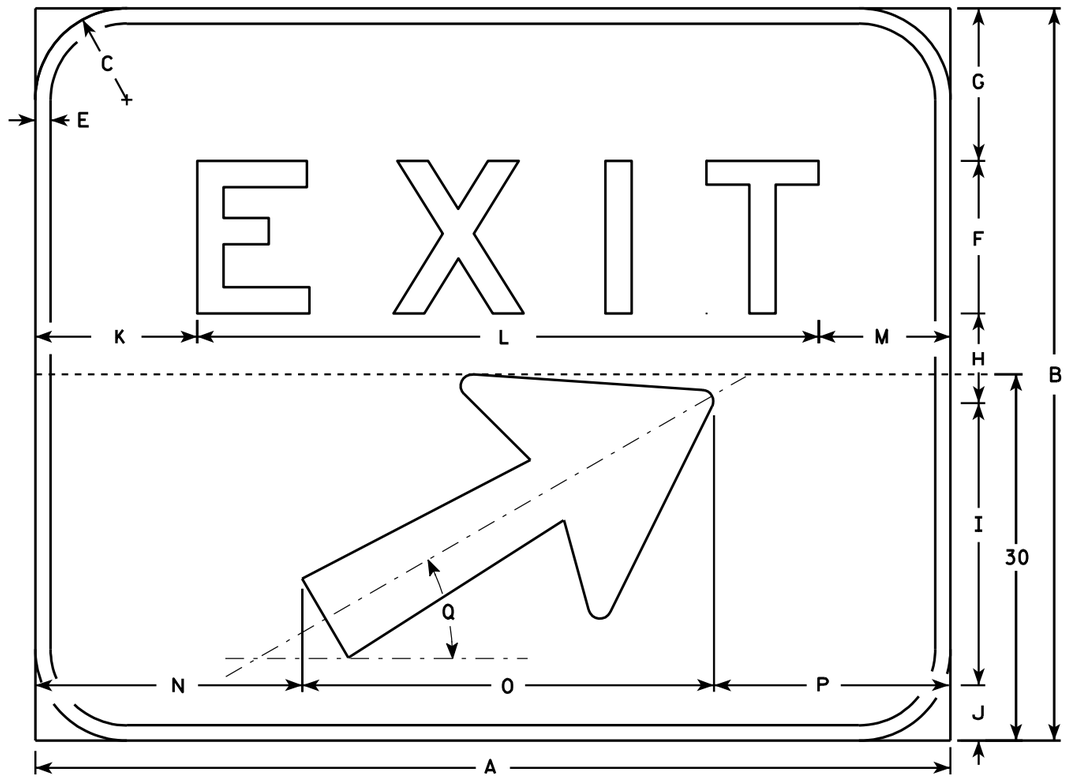
STANDARD SIGN
SIGN BANDING DETAILS

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: 427	E



E5-1

NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but borders shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces for the 72 x 60 size as shown on the detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. As per the Standard Spec's, this sign shall not have a vertical joint.

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	1500 mm X 1200 mm
5	1800 mm X 1500 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																												
3																												
4	60	48	6		1	10	10	5 7/8	18 1/2	3 5/8	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°										20.0	1.80
5	72	60	6		1	12	12	10	18 1/2	7 1/2	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°										30.0	2.70

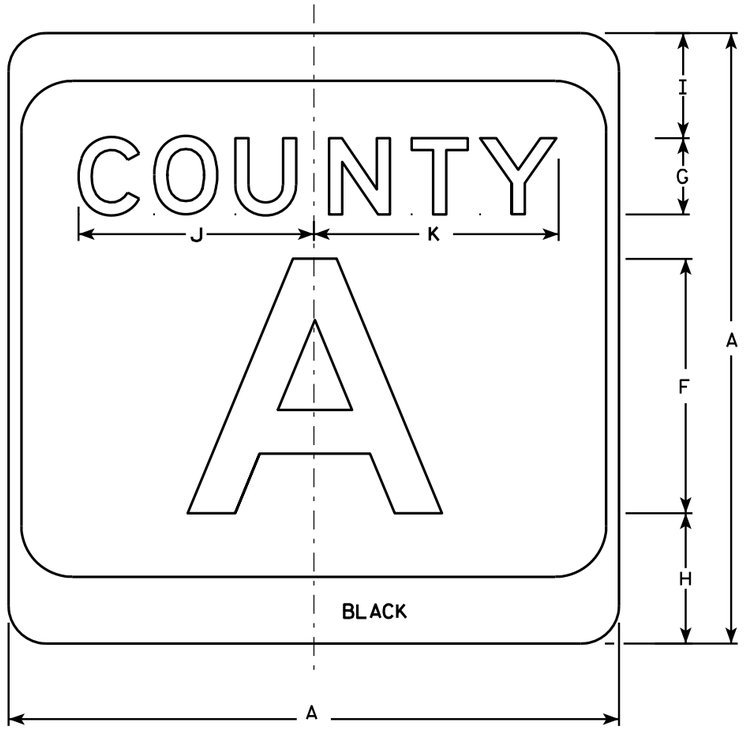
STANDARD SIGN
E5 - 1

WISCONSIN DEPT OF TRANSPORTATION

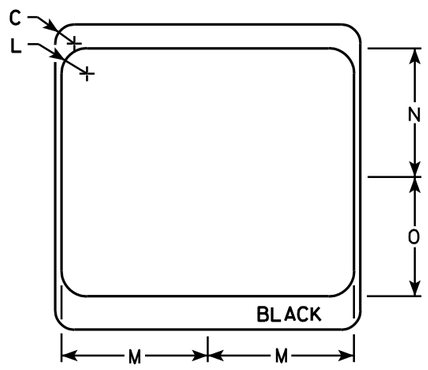
APPROVED Chester J Spang for State Traffic Engineer

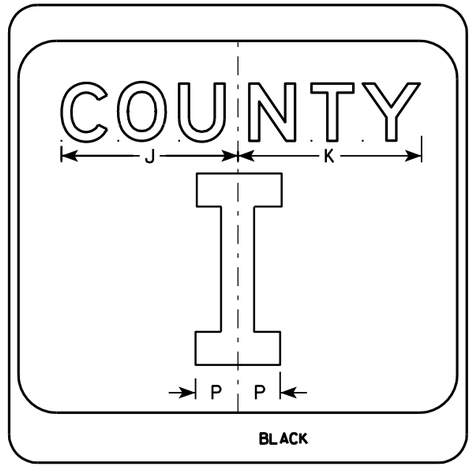
DATE 6/22/00 PLATE NO. E5-1.8

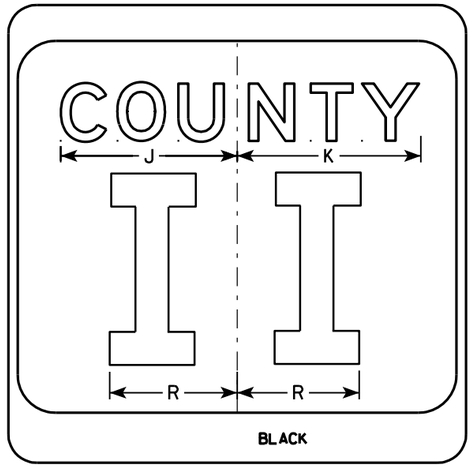
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 428	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

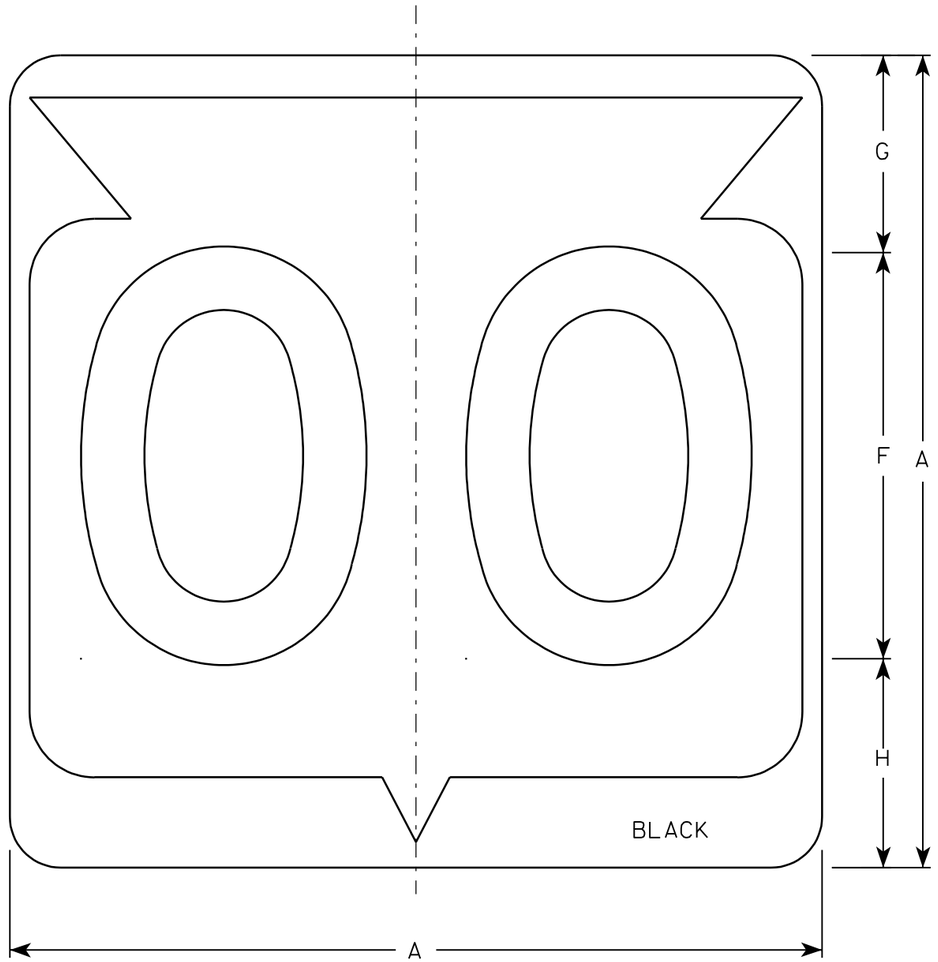
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

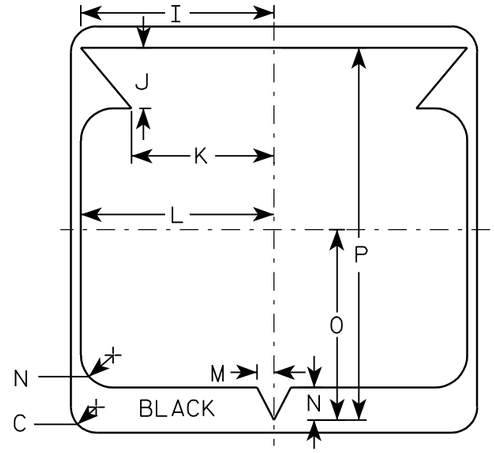
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 429 | E



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

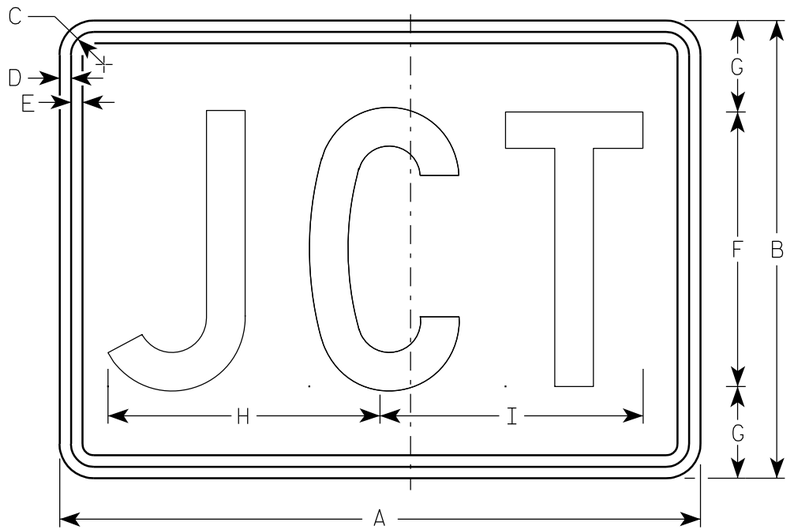
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

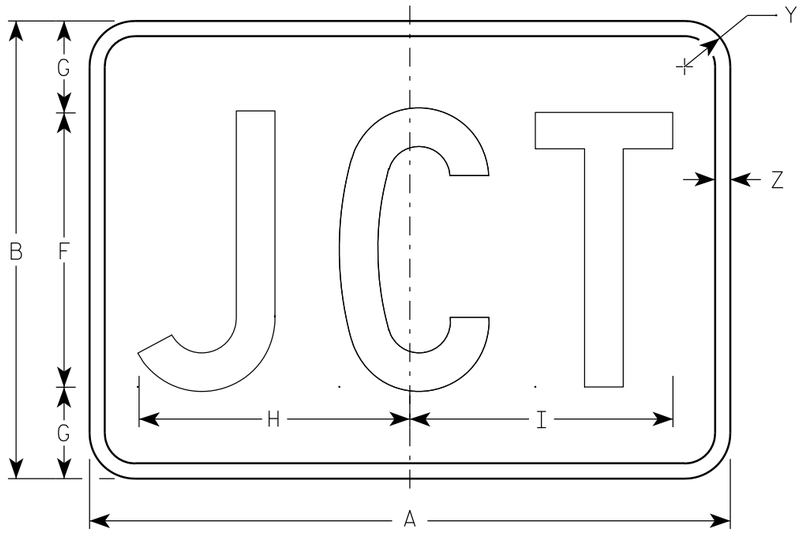
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 430	E



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



MB2-1
MG2-1
MN2-1

NOTES

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

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20	0.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20

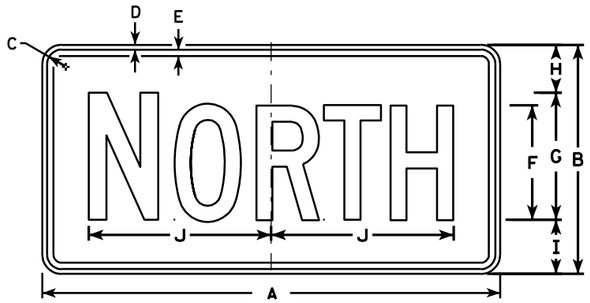
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

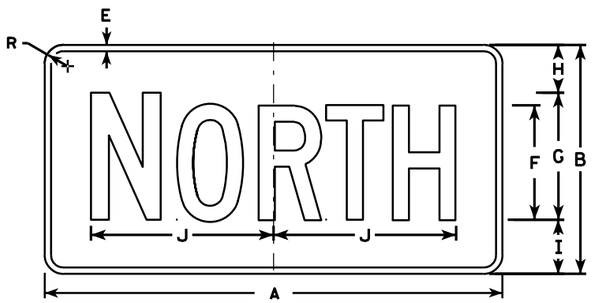
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M2-1.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 431	E



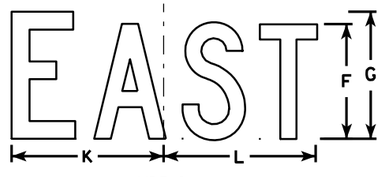
M3-1
MK3-1
MO3-1



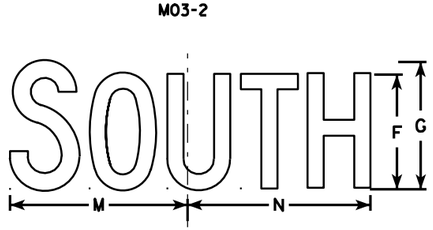
MB3-1
MG3-1
MM3-1
MN3-1



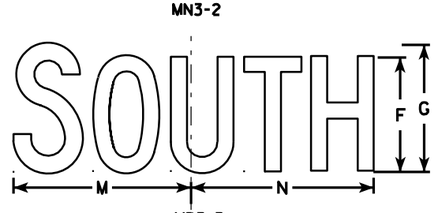
M3-2
MK3-2
MO3-2



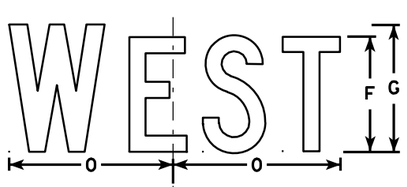
MB3-2
MG3-2
MM3-2
MN3-2



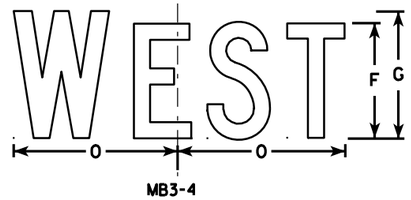
M3-3
MK3-3
MO3-3



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

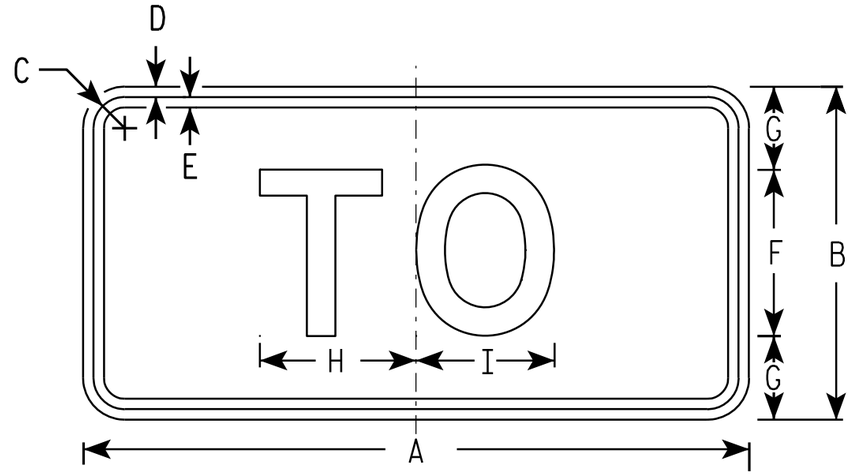
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

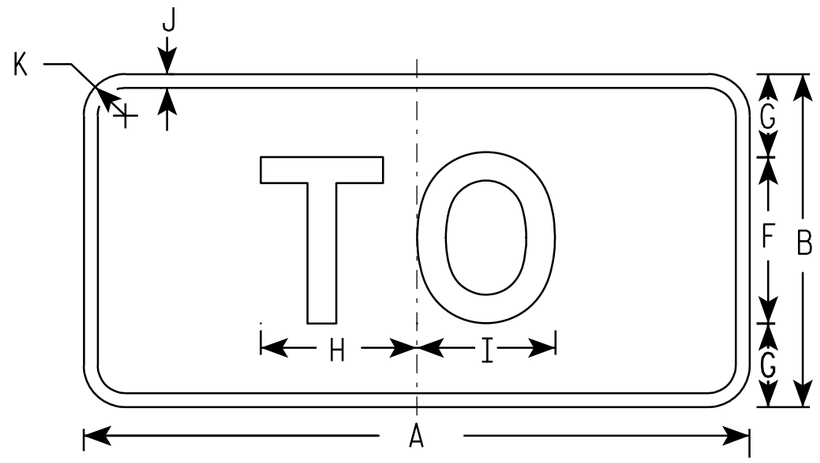
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/10 PLATE NO. M3-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 432	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

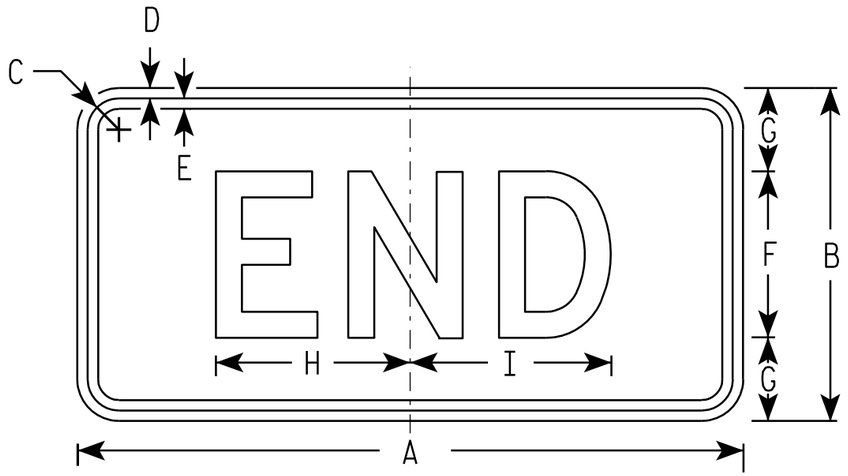
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

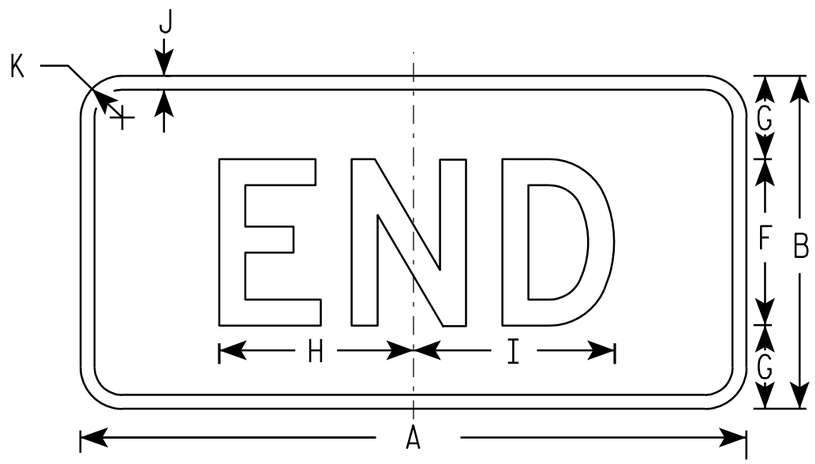
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-5.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 433	E



M4-6
MK4-6
MM4-6
MR4-6



MB4-6
MG4-6
MN4-6

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 - 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. M4-6 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black

   MB4-6 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)

   MG4-6 Background - Green
   Message - White - Type H Reflective

   MK4-6 Background - Green
   Message - White - Type H Reflective

   MM4-6 Background - White - Type H Reflective
   Message - Green

   MN4-6 Background - Brown
   Message - White - Type H Reflective

   MR4-6 Background - Brown
   Message - Yellow - 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	7	7 1/4	1/2	1 1/2																2.00
3	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
4	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
5	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-6

WISCONSIN DEPT OF TRANSPORTATION

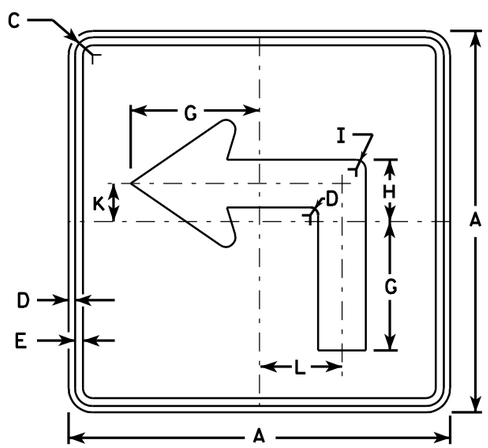
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-6.7

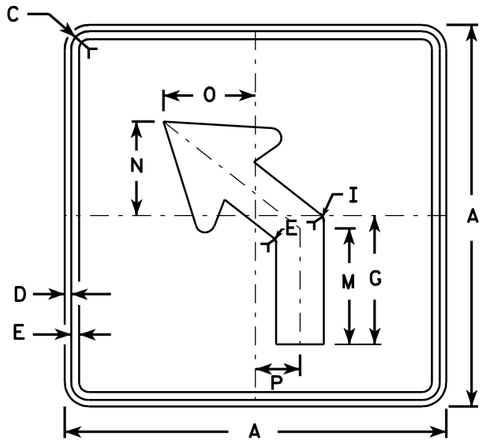
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 434 | E

7

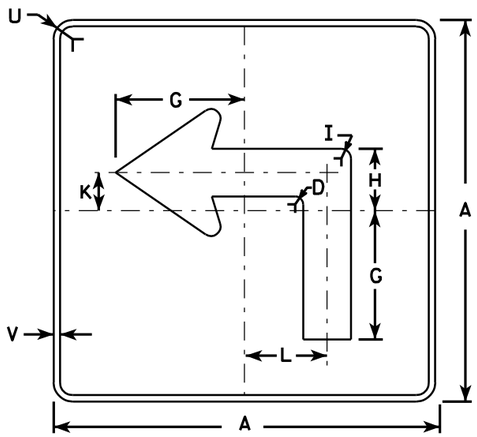
FILE NAME : C:\Users\PROJECTS\tr_stdplate\M46.DGN PLOT DATE : 10-NOV-2010 12:57 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 5.462457:1.000000
WISDOT/CADDS SHEET 42



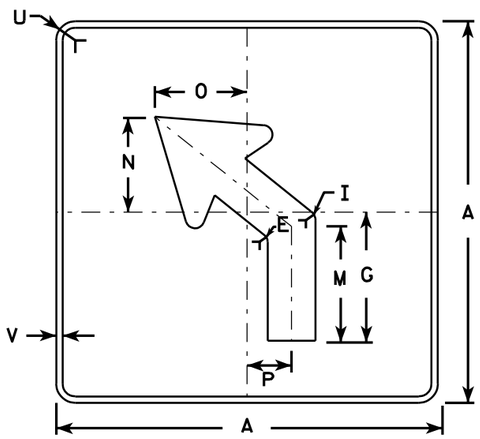
M5-1L
MK5-1L
MM5-1L
MO5-1L
MR5-1L



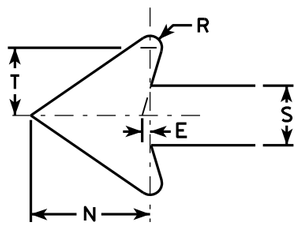
M5-2L
MK5-2L
MM5-2L
MO5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



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. M5-1 and M5-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB5-1 and MB5-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG5-1 and MG5-2 Background - Green Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective Message - Green
   MN5-1 and MN5-2 Background - Brown Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Reflective Message - Black
   MR5-1 and MR5-2 Background - Brown Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts 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	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 1/8	4 1/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56

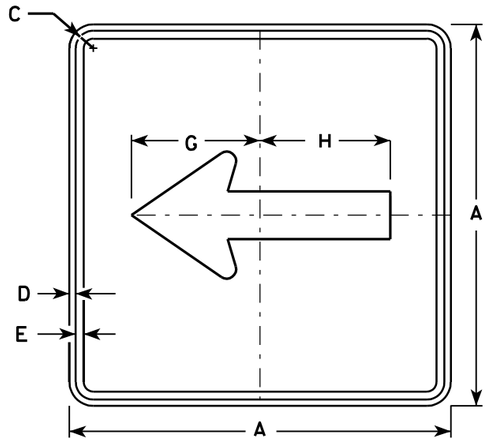
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

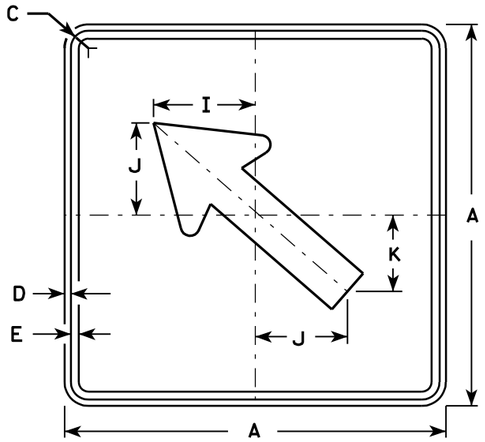
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M5-1.11

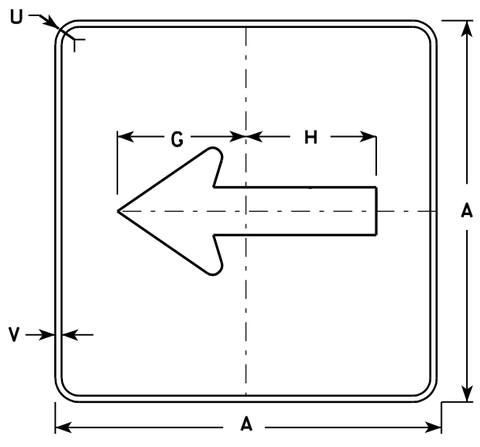
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 435	E



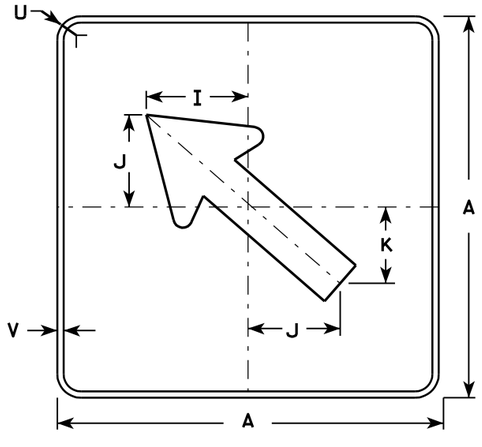
M6-1
MK6-1
MM6-1
MO6-1
MR6-1



M6-2
MK6-2
MM6-2
MO6-2
MR6-2



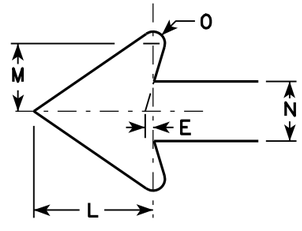
MB6-1
MG6-1
MN6-1



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

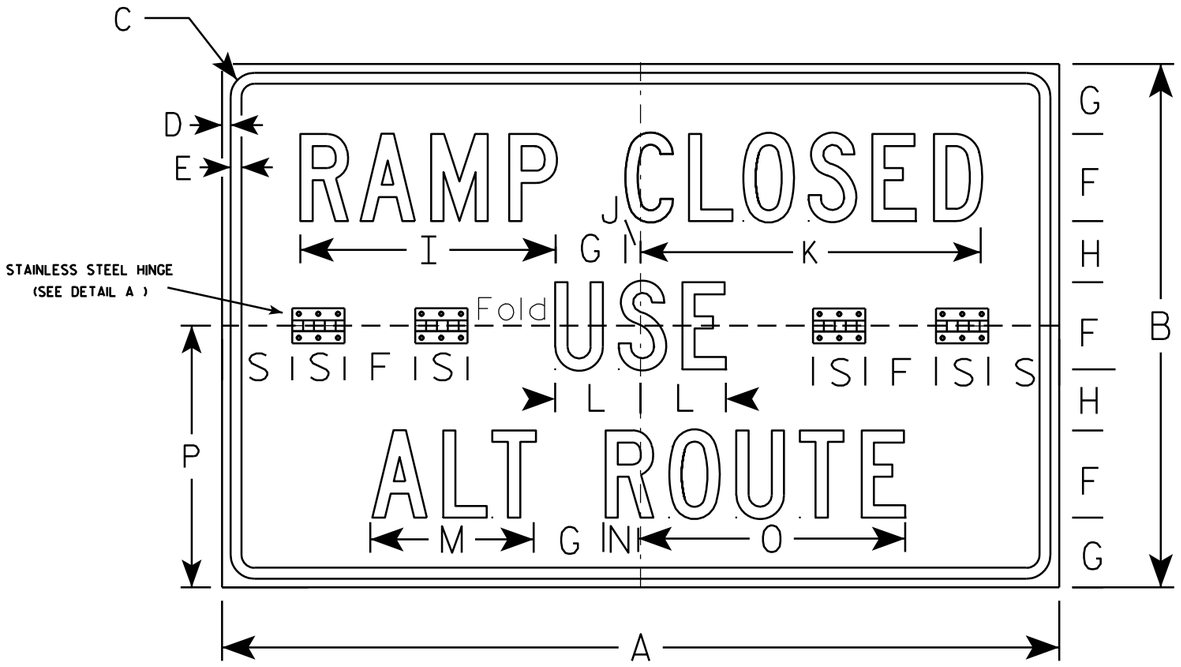
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

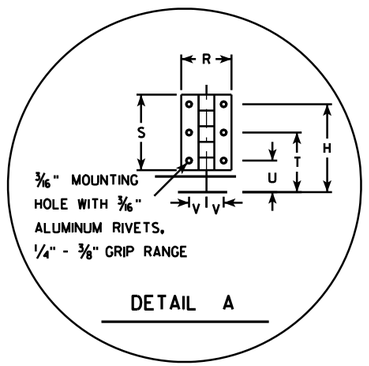
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M6-1.12

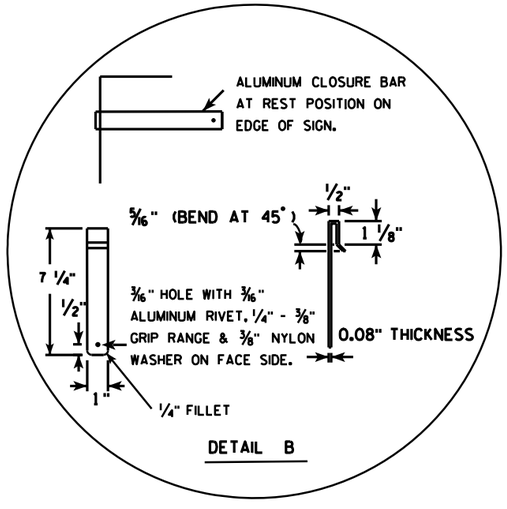
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 436	E



R11-54F



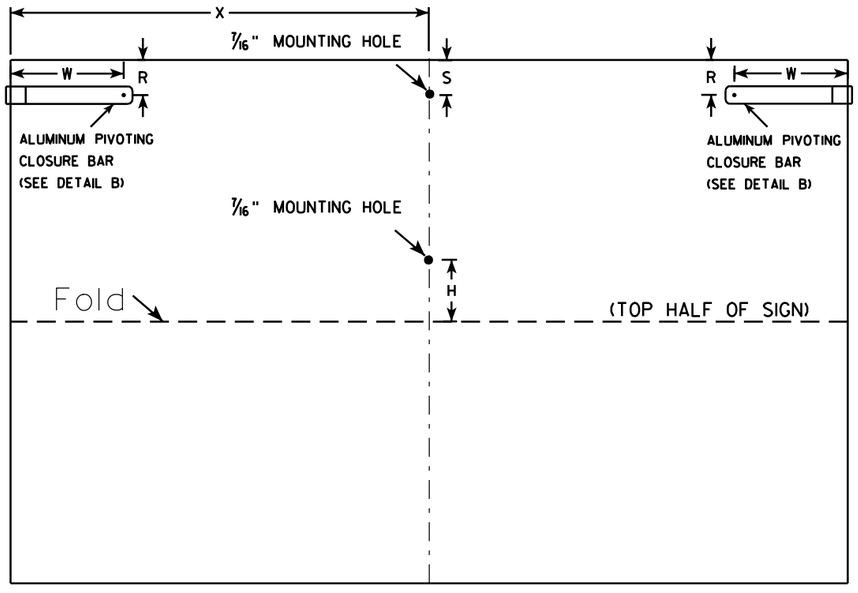
DETAIL A



DETAIL B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - C
4. Sign Base Material shall be aluminum corners and borders shall be rounded.
5. All hardware used on the folding sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



(BACK VIEW)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
2M	48	30	1 3/8	1/2	5/8	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
3																											
4																											
5																											

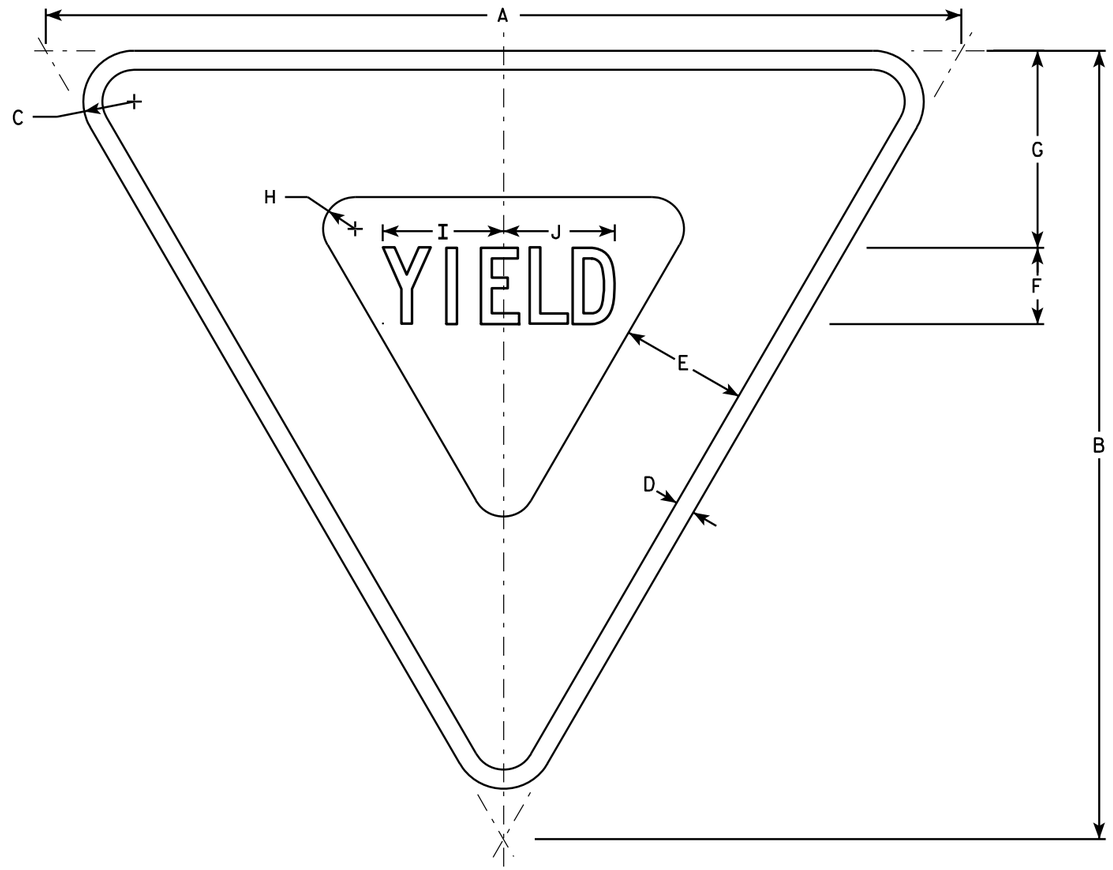
STANDARD SIGN
R11-54F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-54F.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 437	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

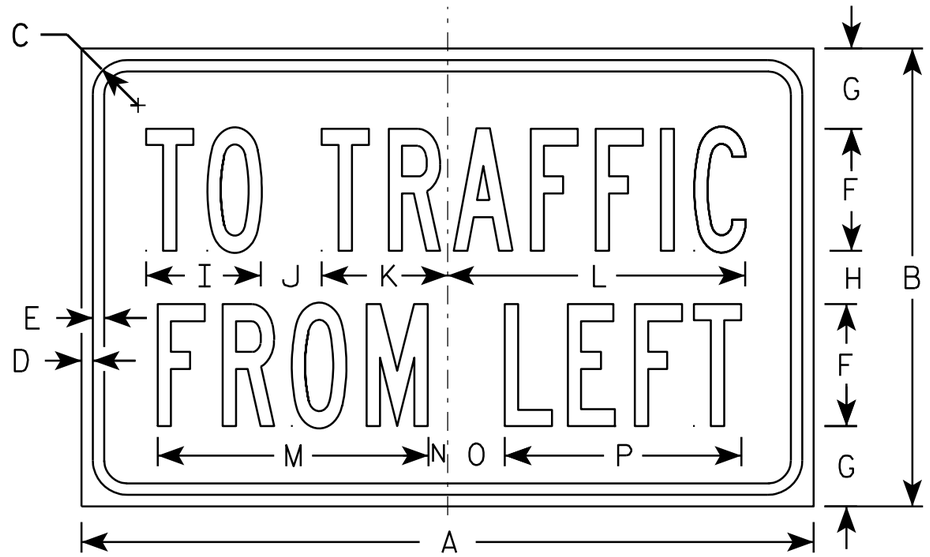
STANDARD SIGN
R1-2

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: 438 | E



R1-54

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 - 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	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

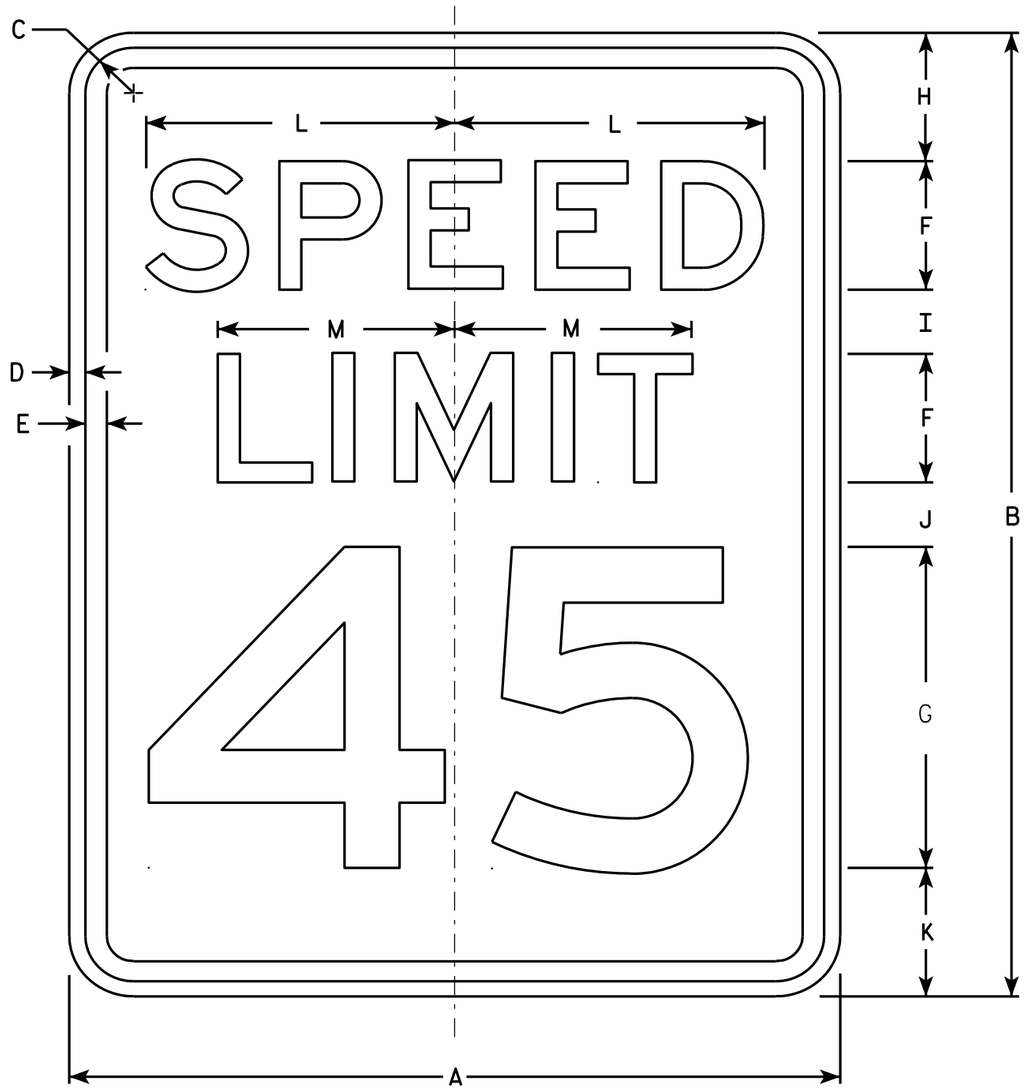
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 439	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

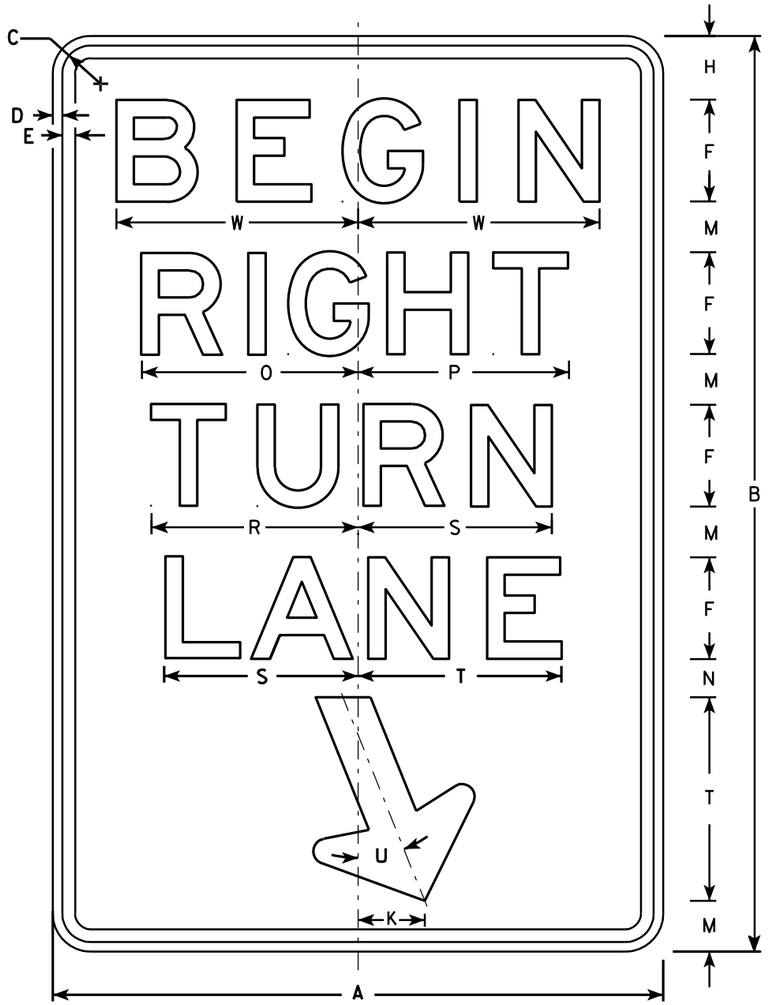
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

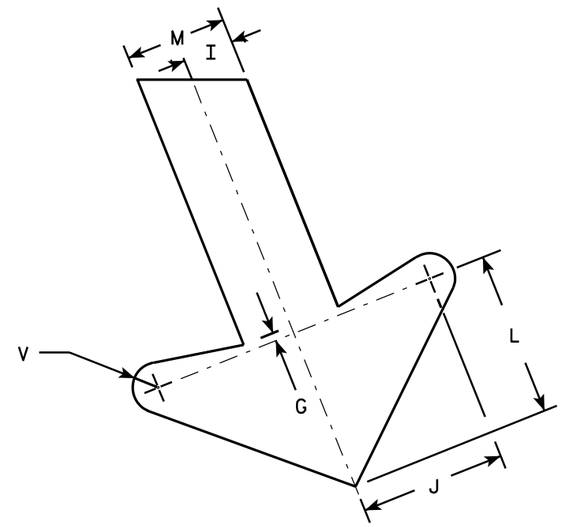
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 440	E



R3-20RR

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	8 1/2	8 1/4		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	8 1/2	8 1/4		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	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

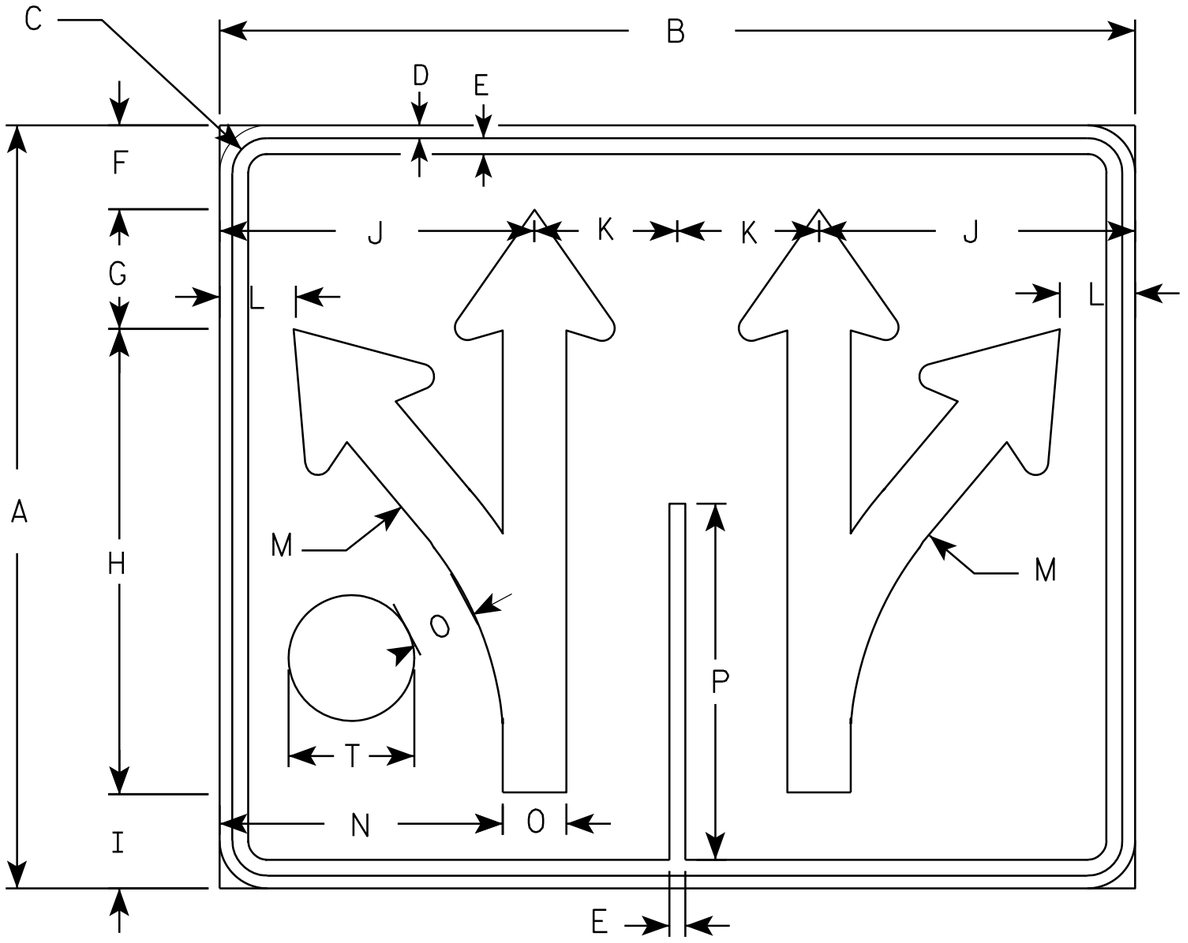
STANDARD SIGN
R3-20RR

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20RR.1

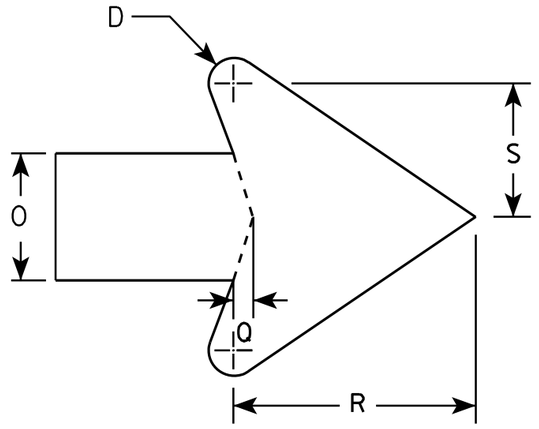
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 441 | E



R3-8CC

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.



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	30	36	1 3/8	1/2	5/8	3 1/4	4 3/4	18 1/4	3 3/4	12 3/8	5 5/8	3	13 1/4	11 1/8	2 1/2	14	3/8	4 3/4	2 5/8	5							7.5
2M	30	36	1 3/8	1/2	5/8	3 1/4	4 3/4	18 1/4	3 3/4	12 3/8	5 5/8	3	13 1/4	11 1/8	2 1/2	14	3/8	4 3/4	2 5/8	5							7.5
3																											
4																											

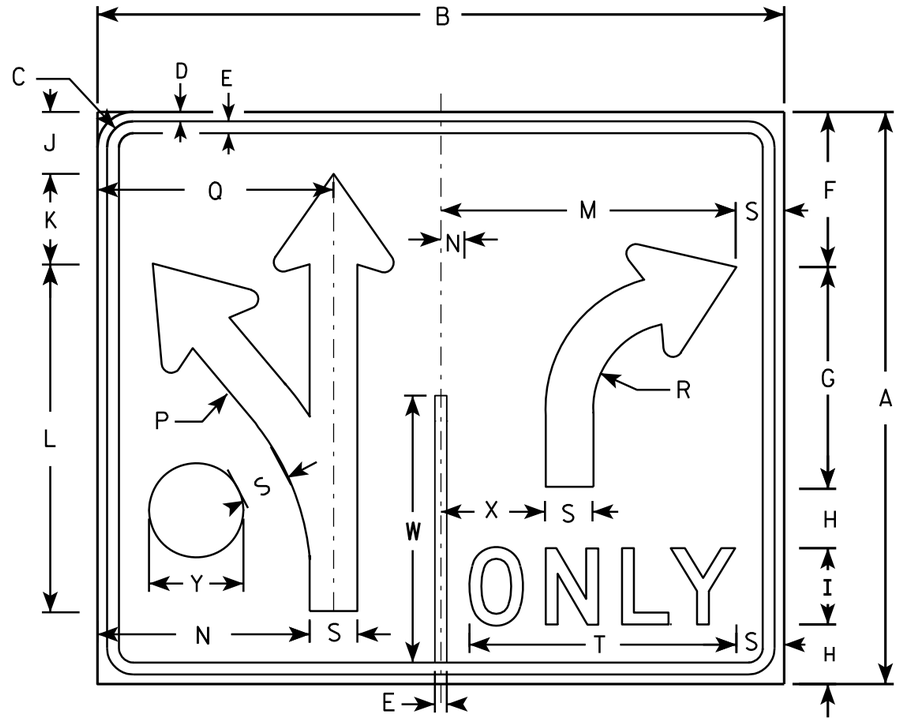
STANDARD SIGN
R3-8CC

WISCONSIN DEPT OF TRANSPORTATION

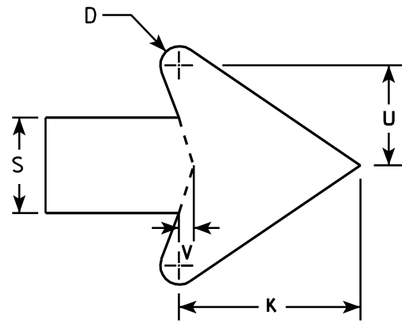
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8CC.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 442 | E



R3-8DD



ARROW DETAIL

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. R3-8B & R3-8C is the same but reversed.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5
3																											

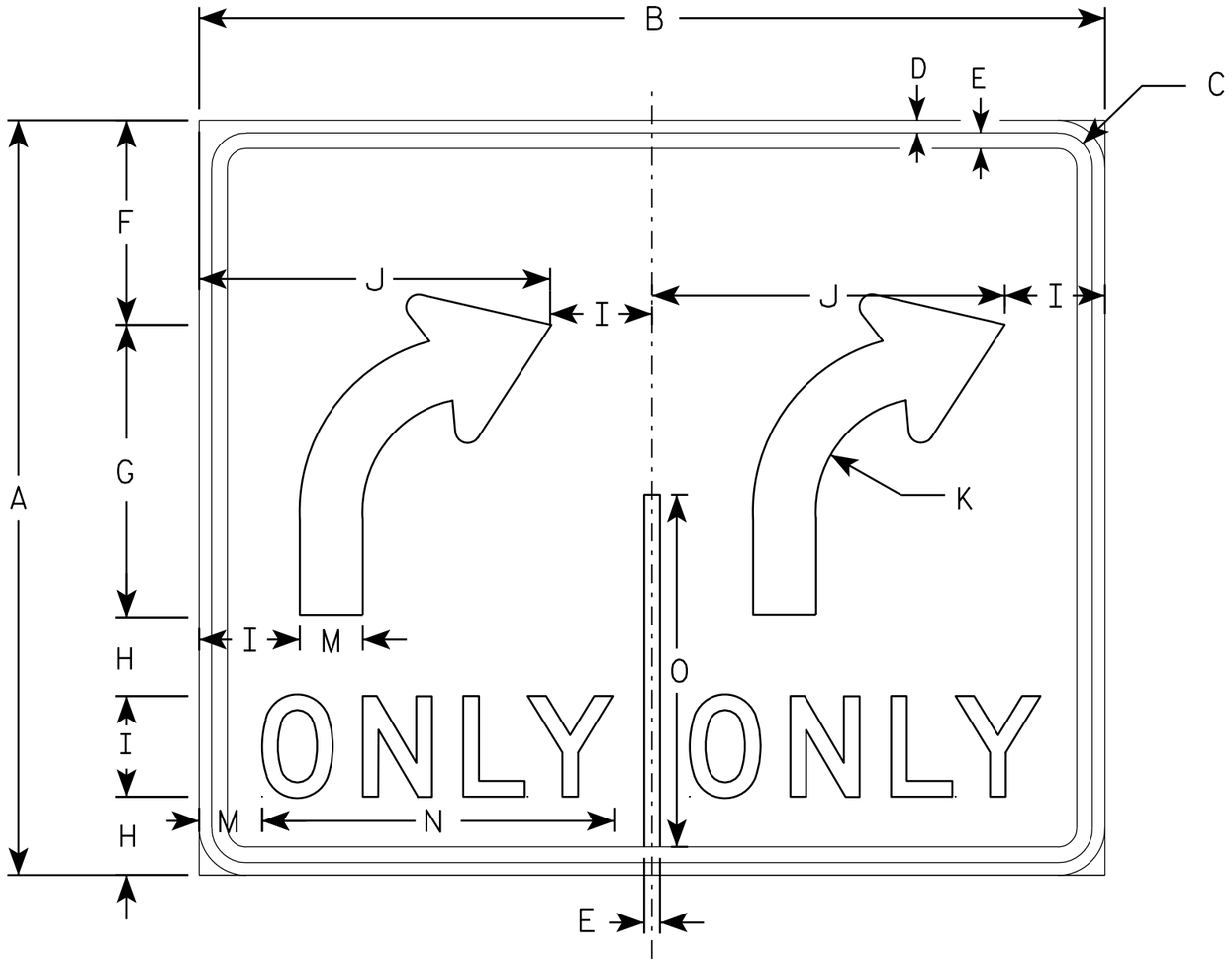
STANDARD SIGN
R3-8DD

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8DD.2

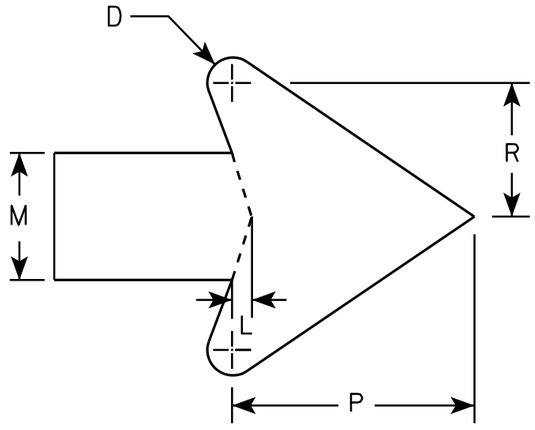
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 443 | E



R3-8MM

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.



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	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	3/8	2 1/2	14	14	4 3/4		2 5/8									7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	3/8	2 1/2	14	14	4 3/4		2 5/8									7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	5/8	3 3/4	20 5/8	22 3/8	7 1/8		4									18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	5/8	3 3/4	20 5/8	22 3/8	7 1/8		4									18.0

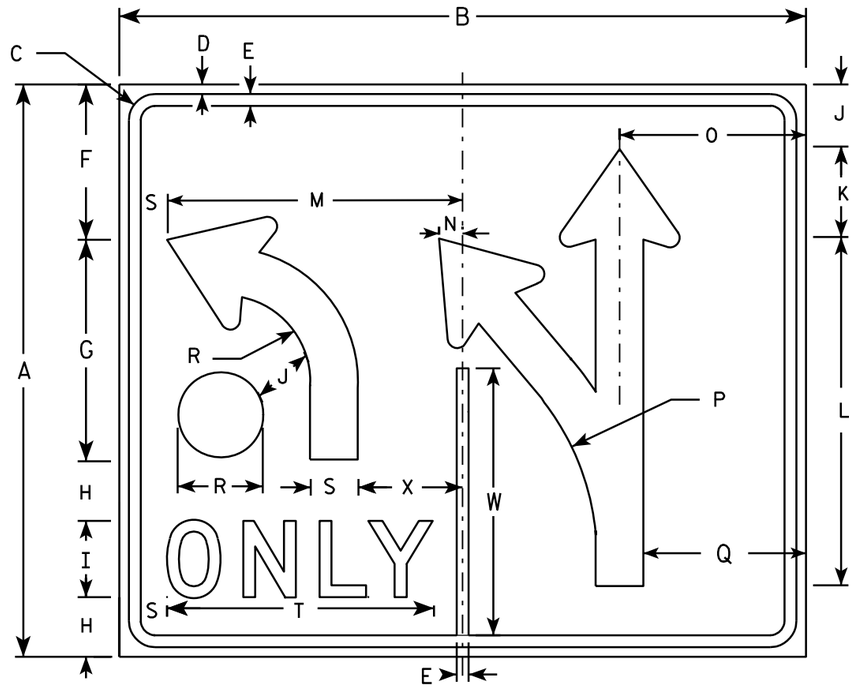
STANDARD SIGN
R3-8MM

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/2011 PLATE NO. R3-8MM.2

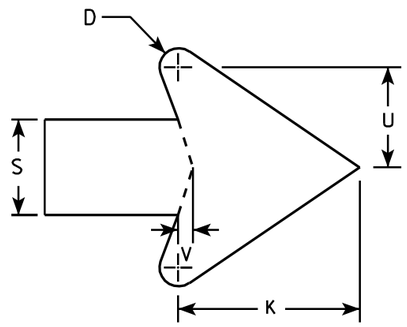
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 444 | E



R3-800

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. R3-8B & R3-8C is the same but reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4	9 3/4	13 1/4	8 1/2	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4			7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4	9 3/4	13 1/4	8 1/2	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4			7.5
3																											
4																											
5																											

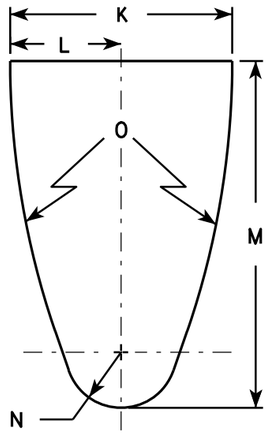
STANDARD SIGN
R3-800

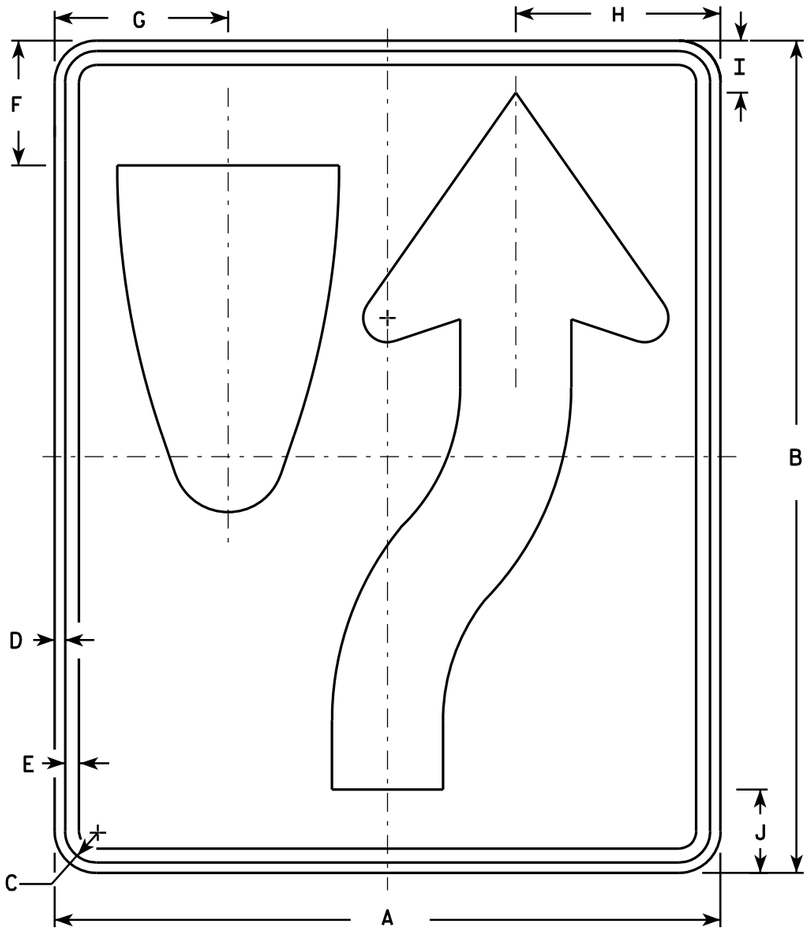
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-800.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 445 | E

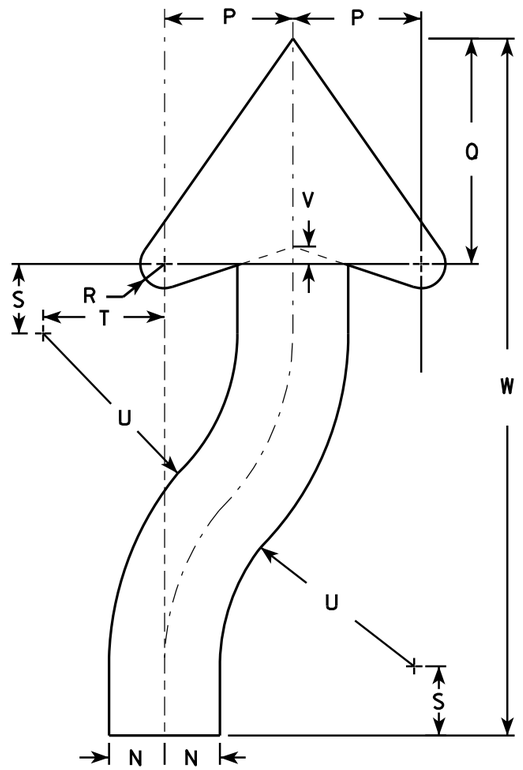




R4-7

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

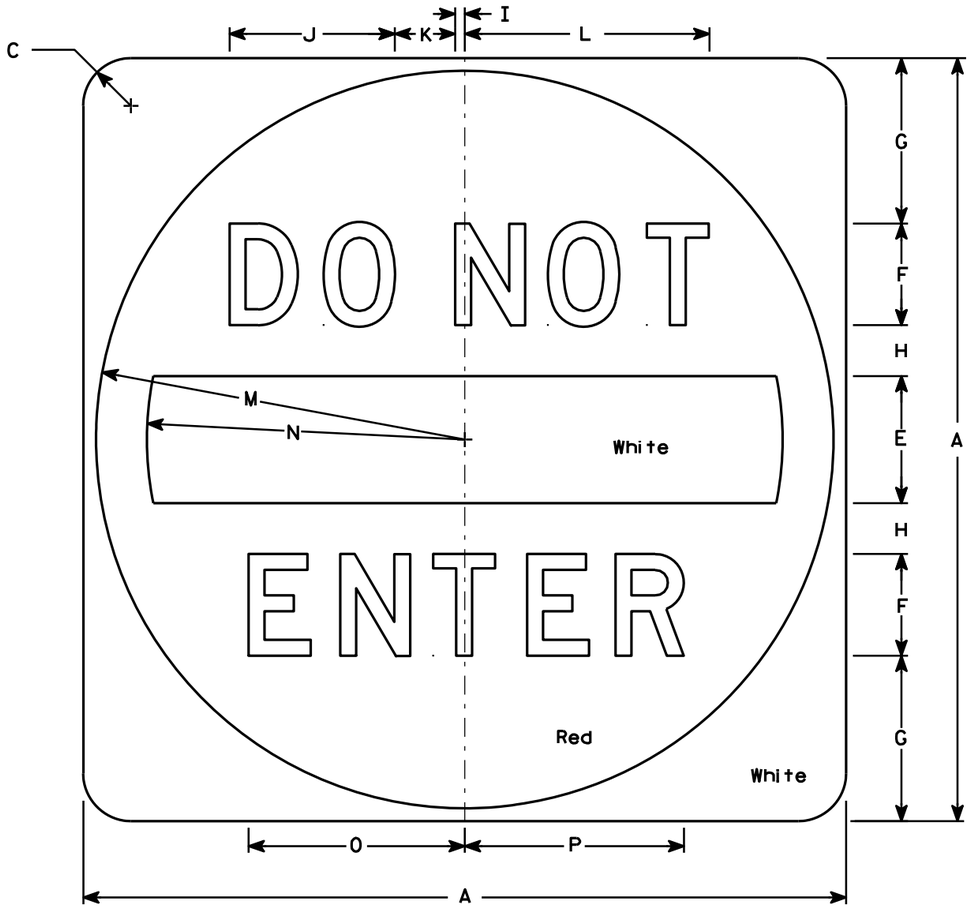
STANDARD SIGN
R4-7 & R4-8

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: 446	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

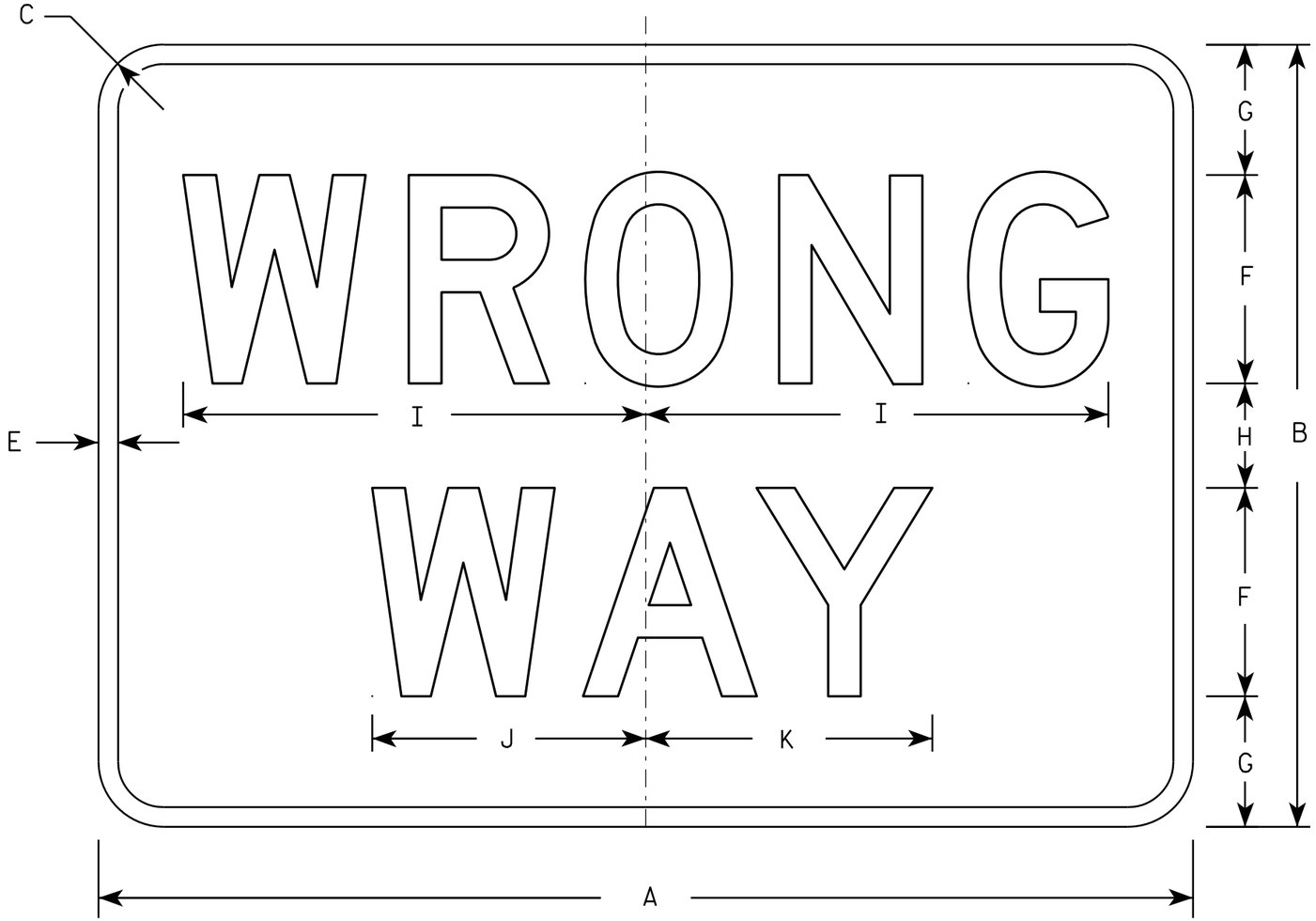
STANDARD SIGN
R5-1

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: 447 | 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

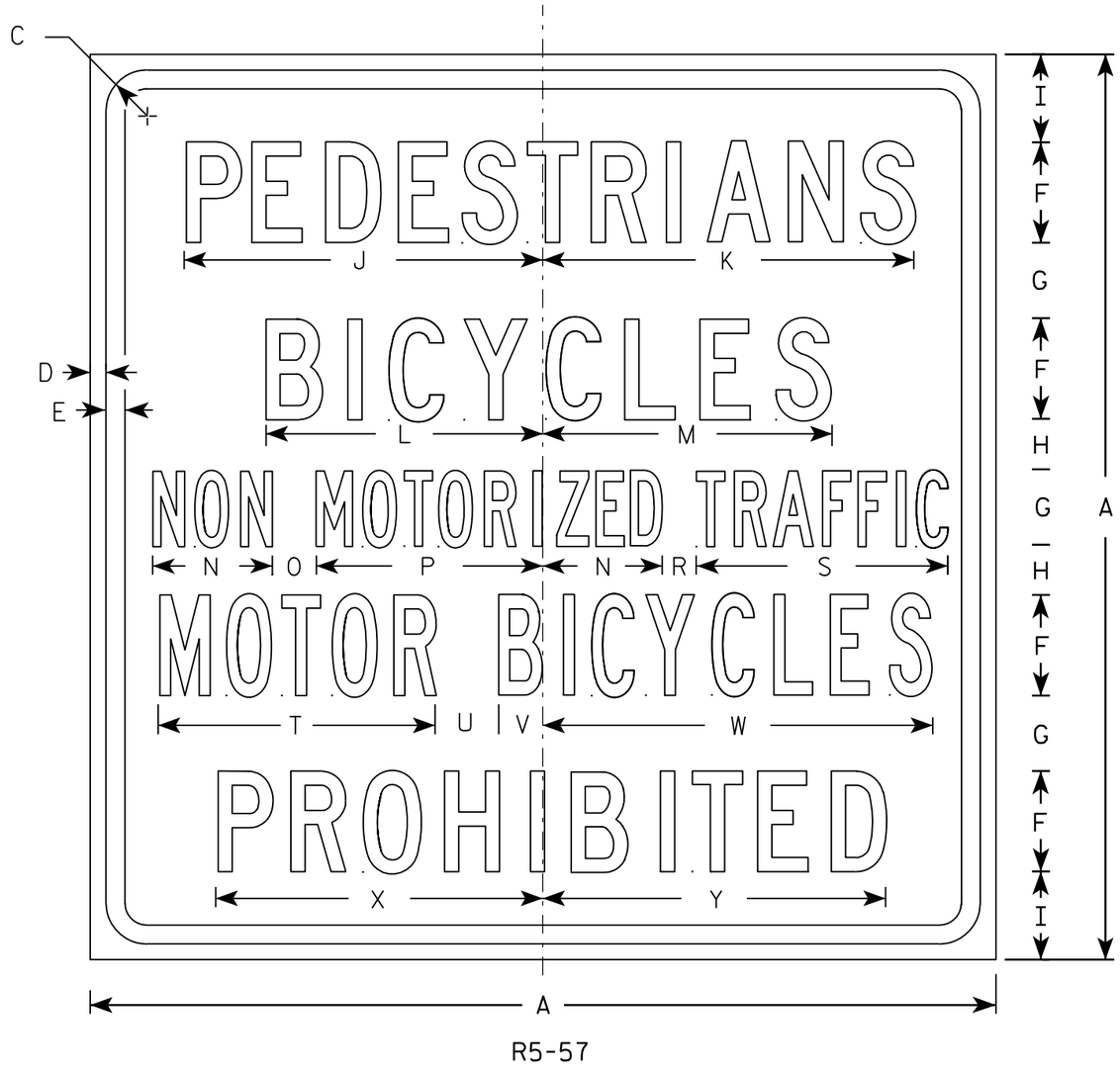
STANDARD SIGN
R5-1A

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: 448	E



R5-57

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 - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0
5	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0

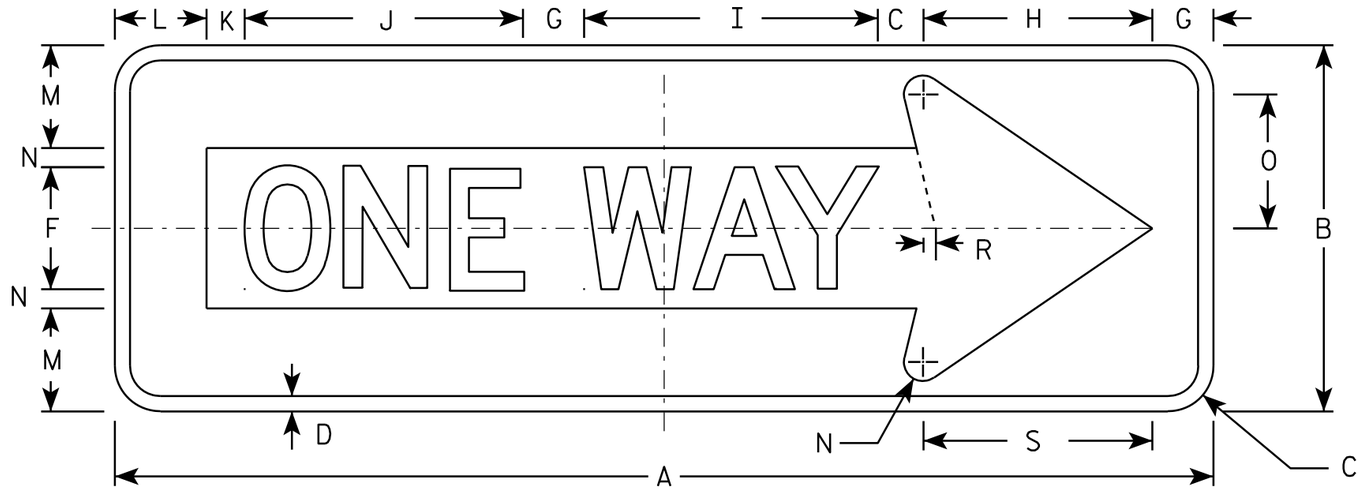
STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

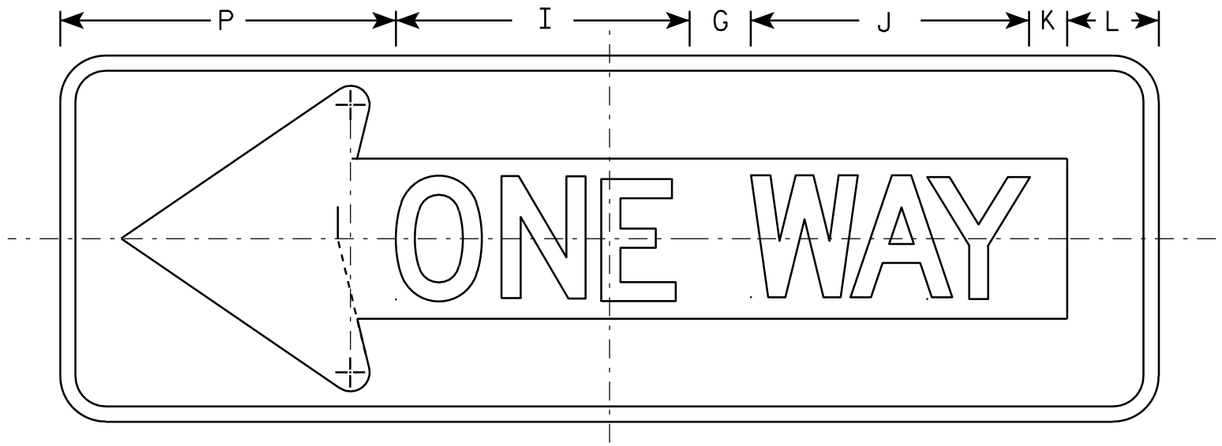
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 449 | E



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

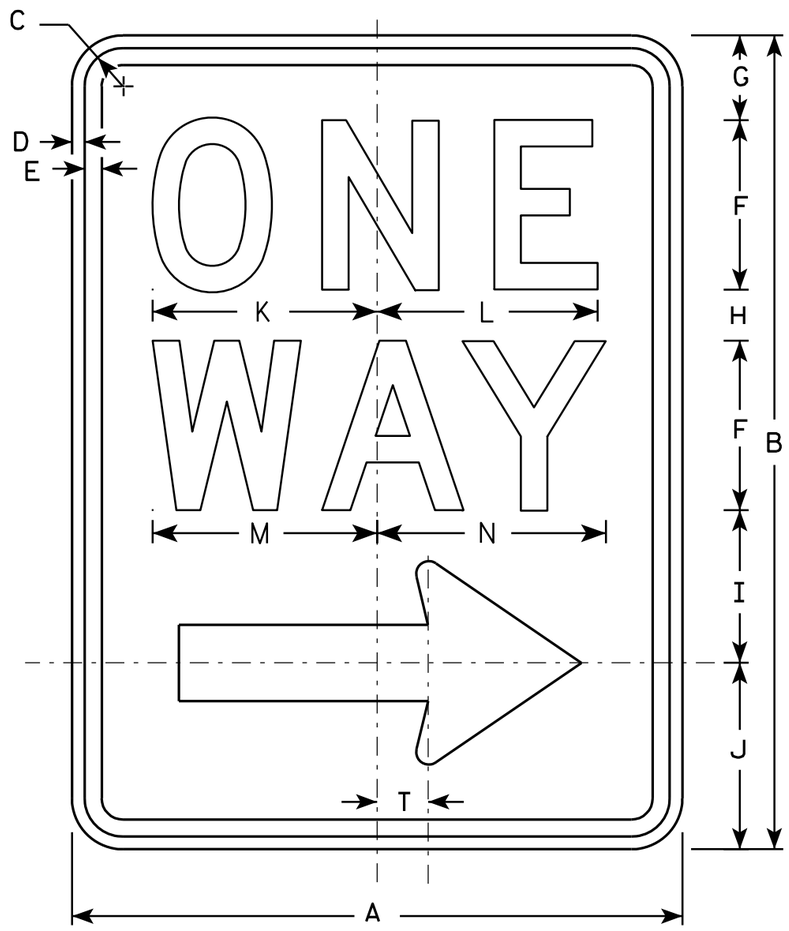
DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

SHEET NO: 450 E

7

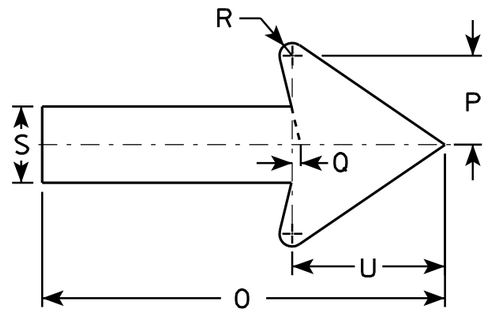
7



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	Q	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

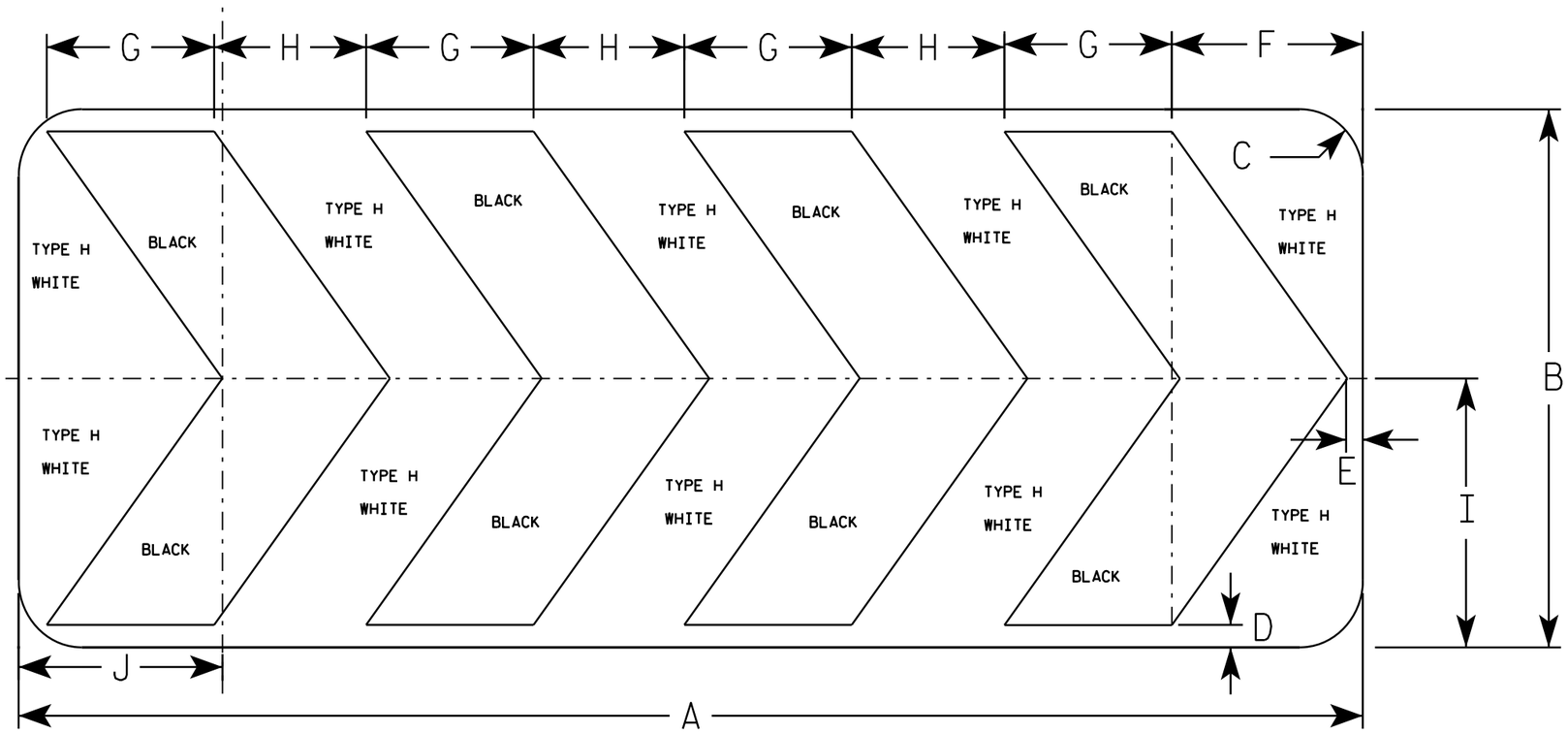
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 451	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 - 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.



R6-4B

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	60	24	2 1/4	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	2 1/4	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

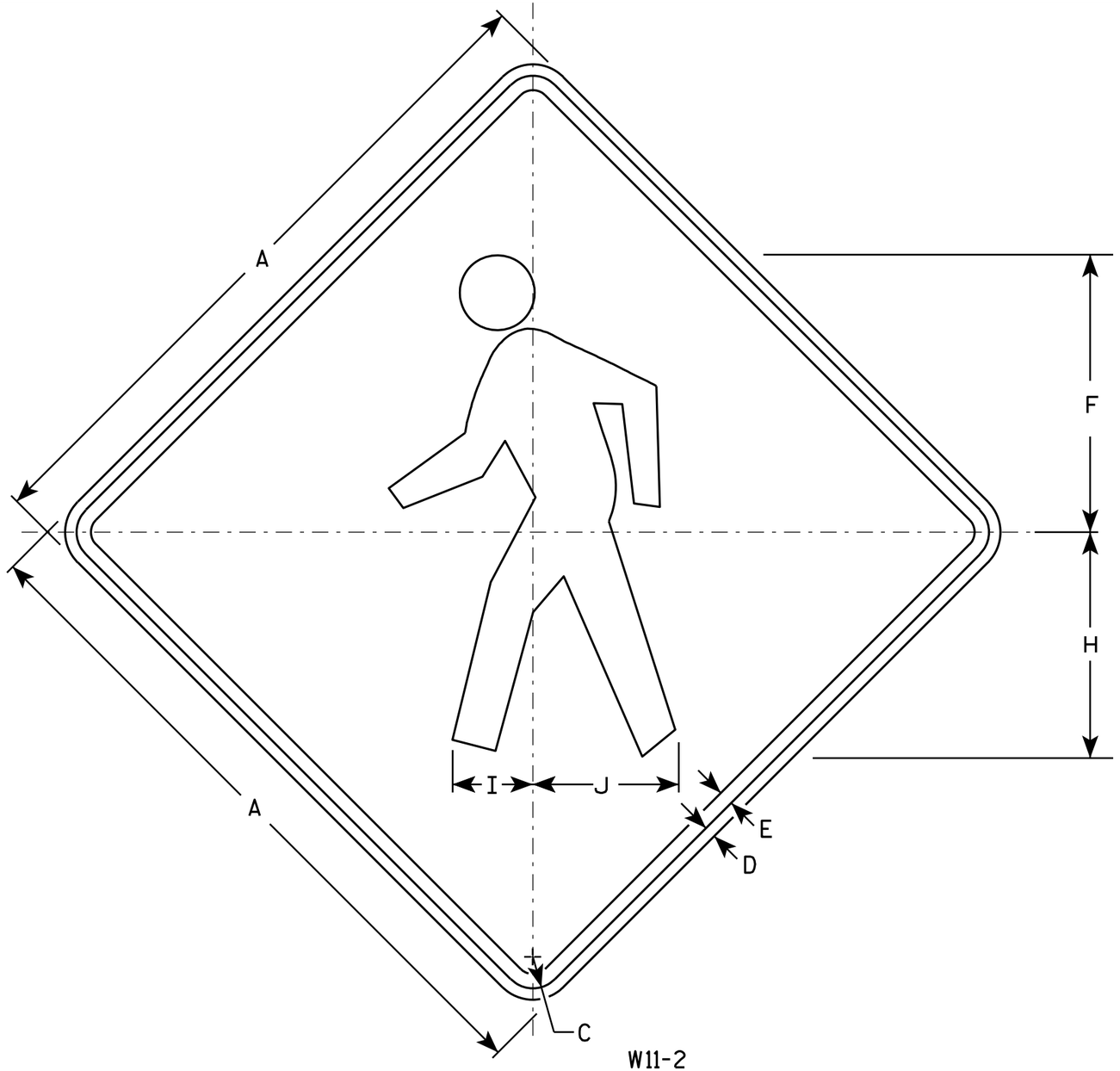
DATE 1/03/11 PLATE NO. R6-4B.2

PROJECT NO:

SHEET NO: 452 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R64B.DGN PLOT DATE : 03-JAN-2011 14:30 PLOT BY : dotsja

WISDOT/CADDS SHEET 42



W11-2

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	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

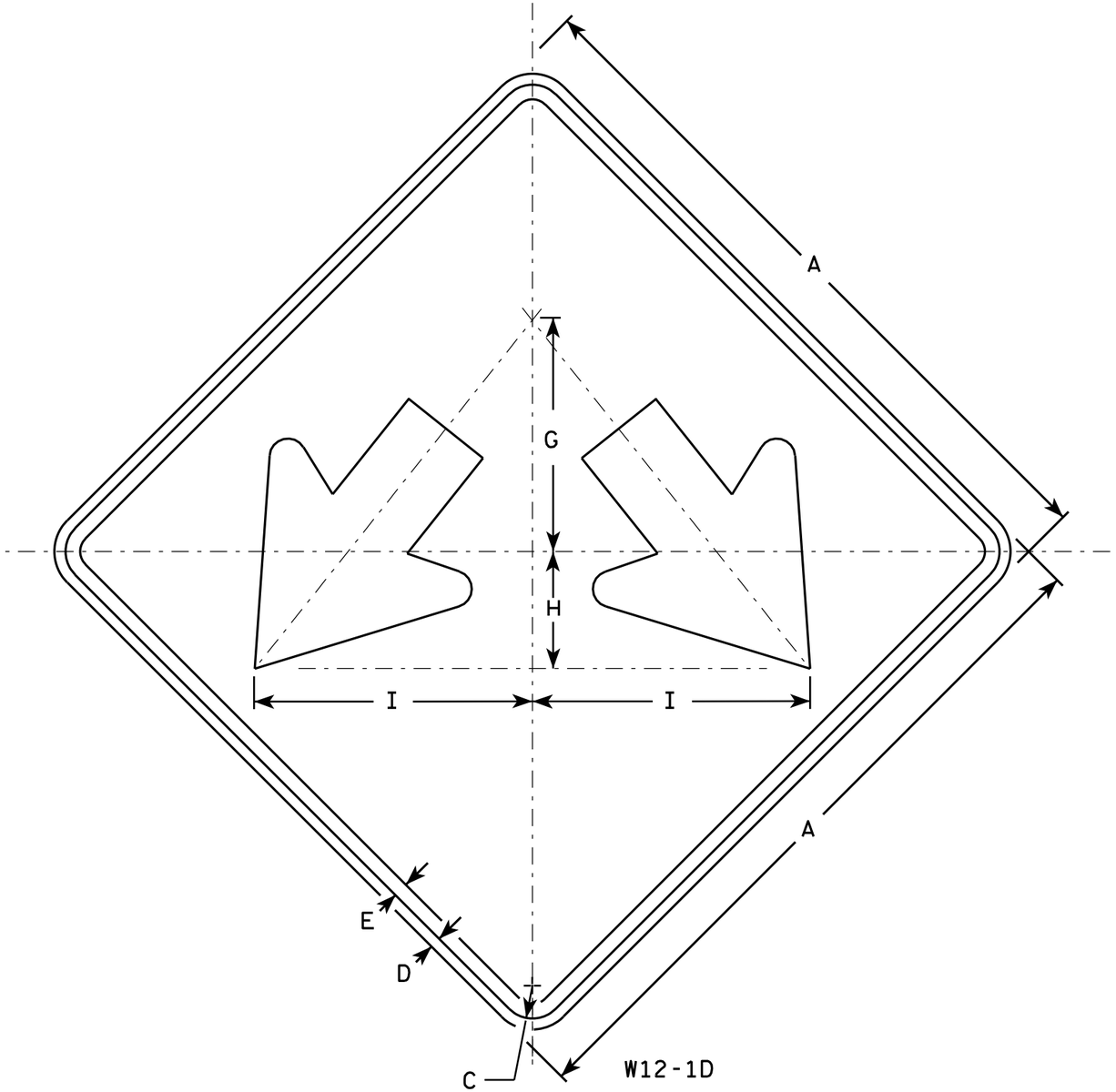
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

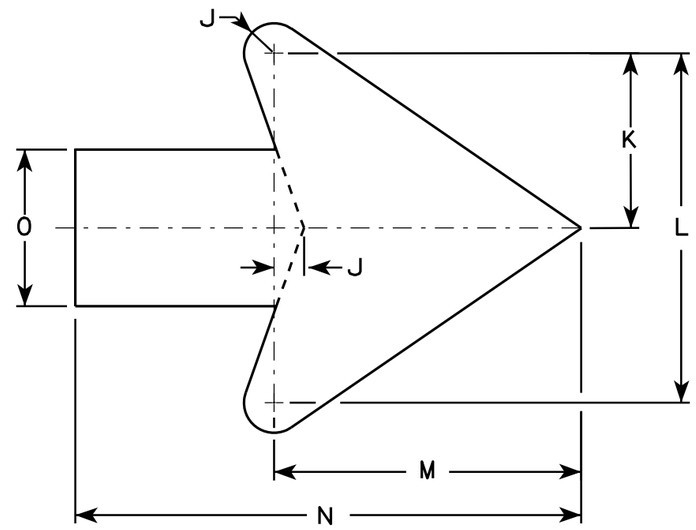
DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 453	E



NOTES

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



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		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/11 PLATE NO. W12-1D.14

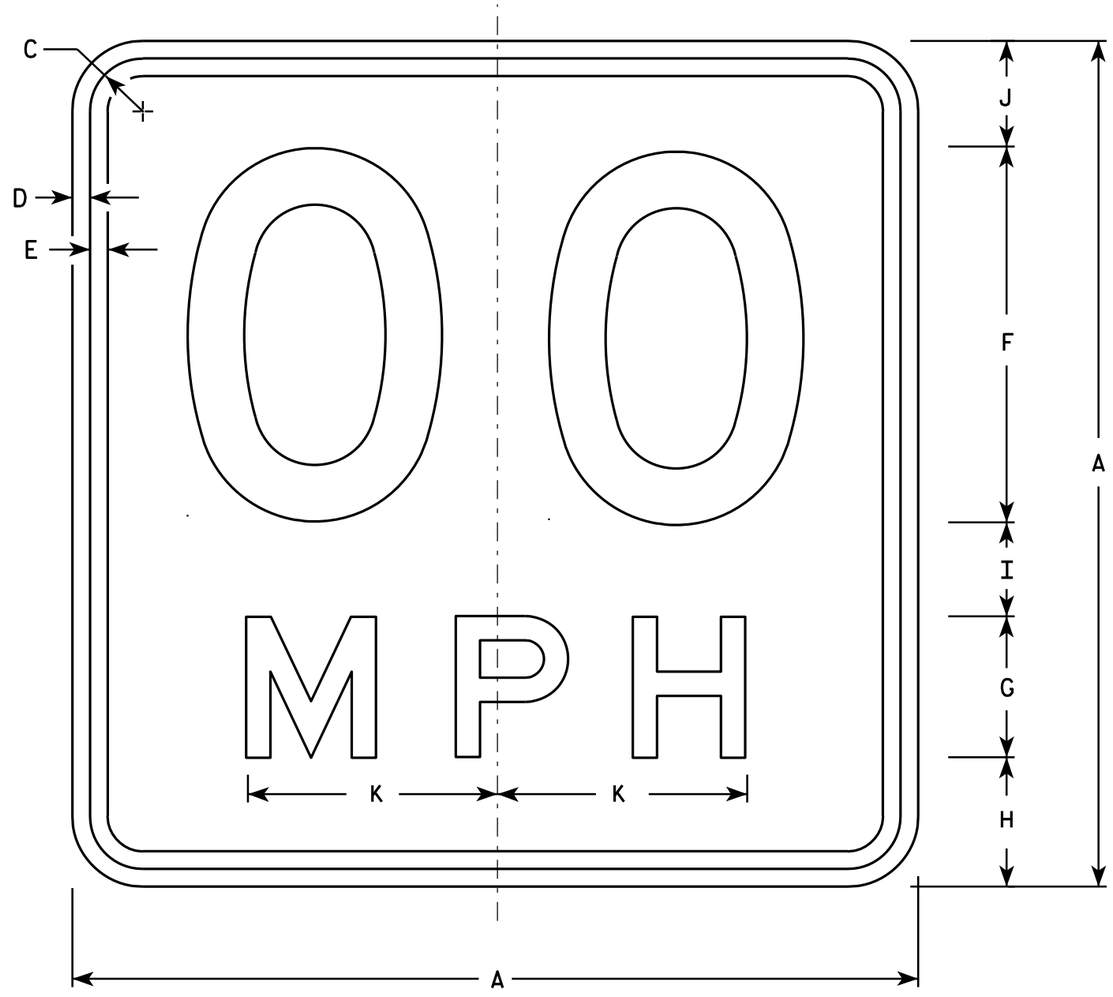
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 454	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W121D.DGN PLOT DATE : 16-MAR-2011 14:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.717577:1.000000

WISDOT/CADDS SHEET 42

7

7



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

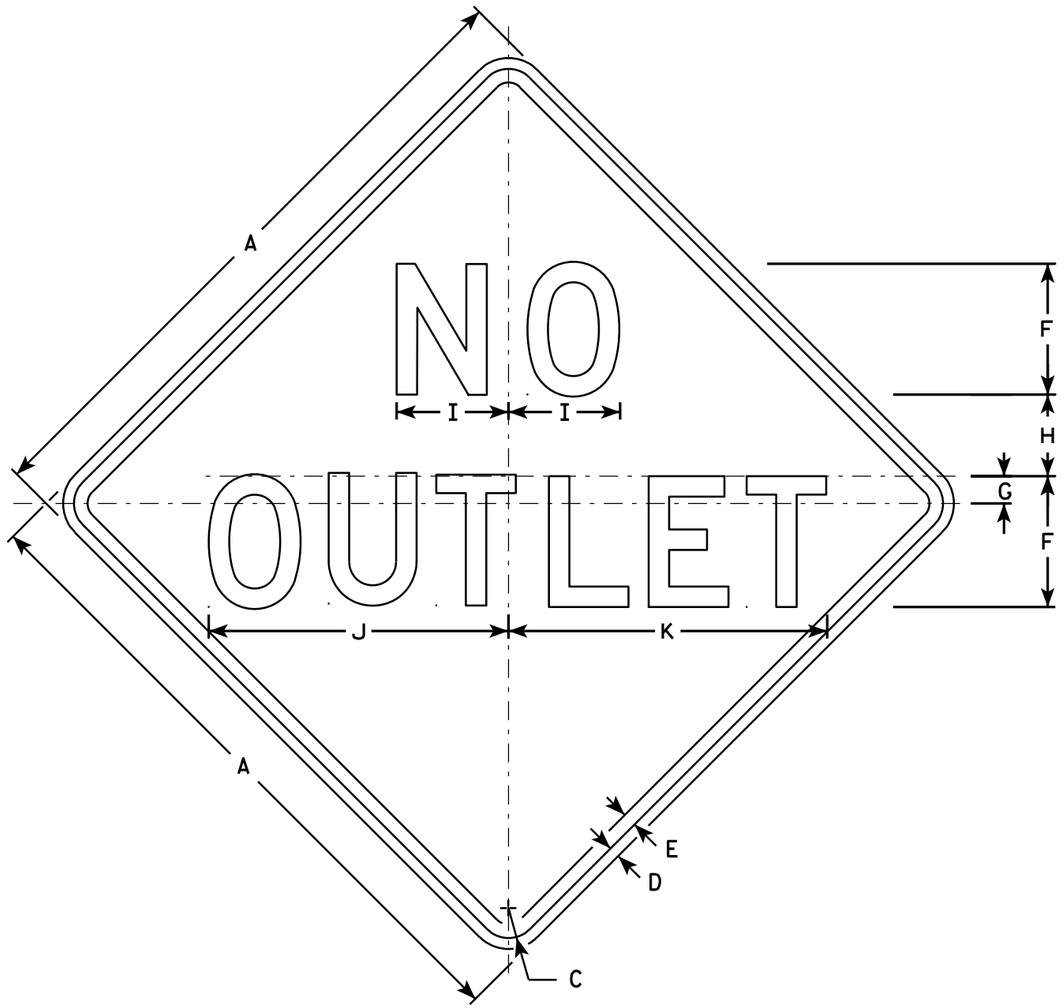
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 455 | E



W14-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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 3/4	4 1/8	11 3/4	12 3/8																4.0
2S	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
2M	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
3	36		1 5/8	5/8	3/4	7	1 3/8	4 5/8	6	16 1/8	17 1/8																9.0
4																											
5																											

STANDARD SIGN
W14-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W14-2.2

PROJECT NO:

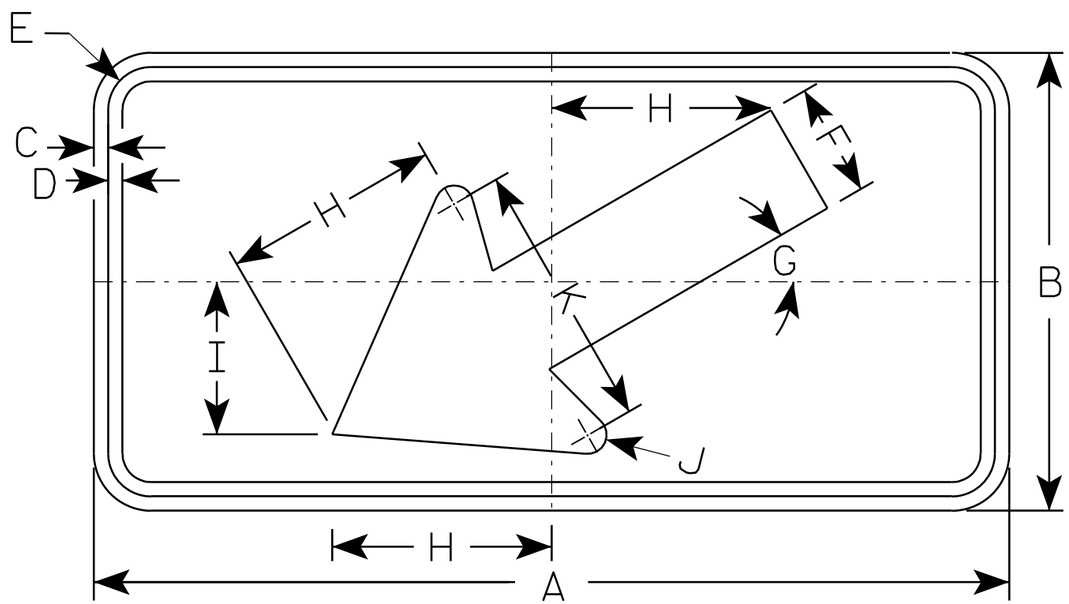
SHEET NO: 456 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W142.DGN PLOT DATE : 16-MAR-2011 15:50 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7



W16-7L

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. W16-7R is the same as W16-L 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																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

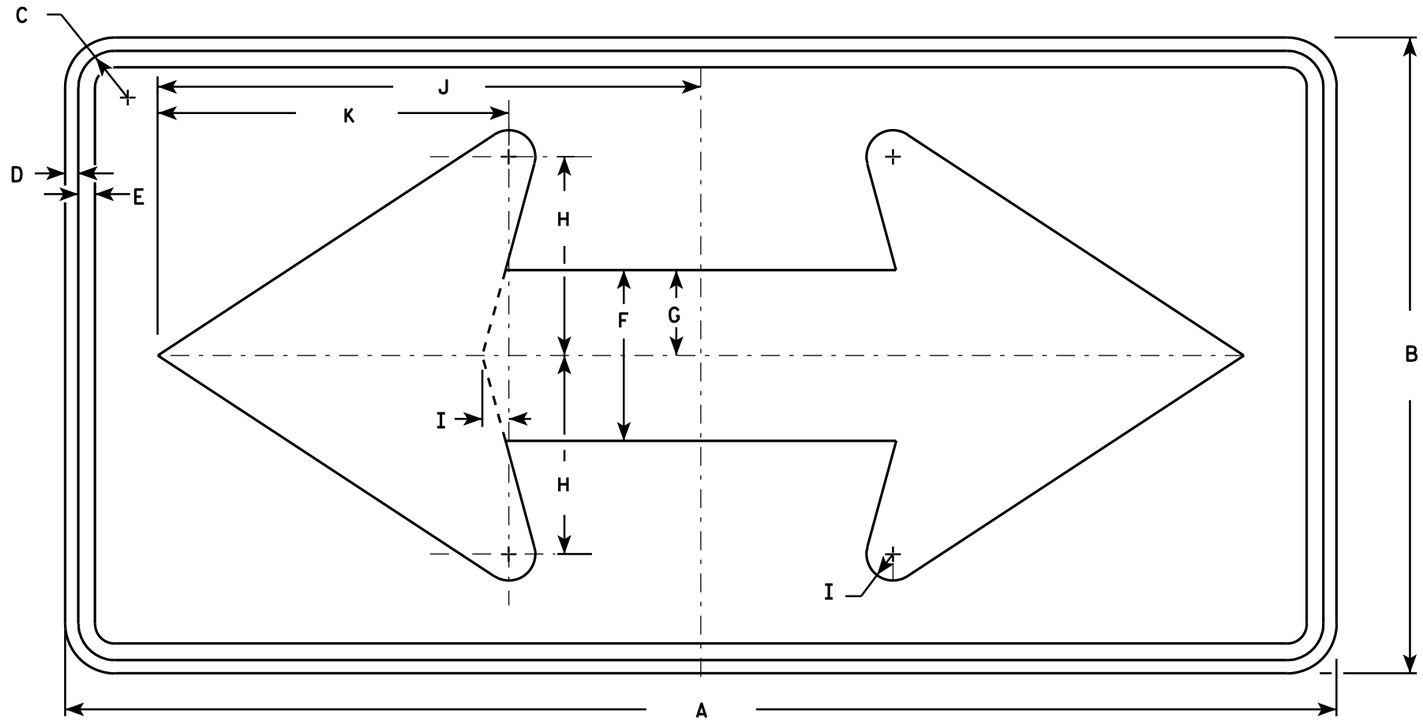
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 457	E



W1-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

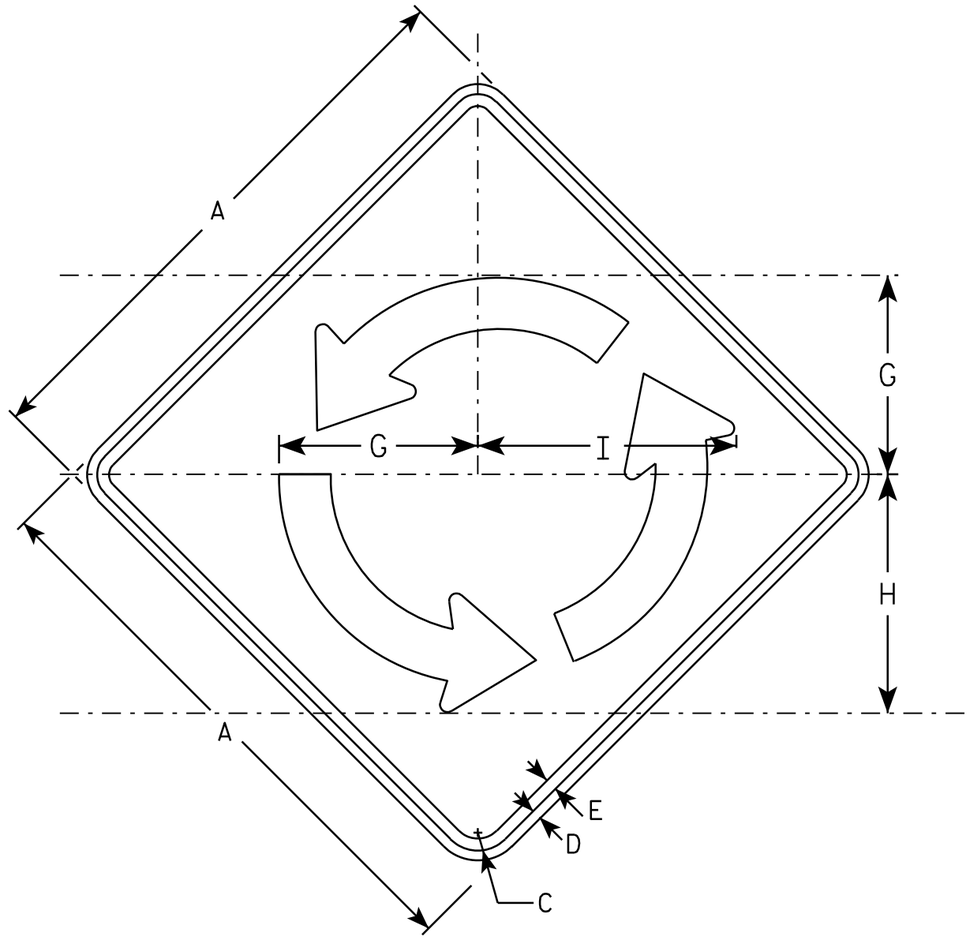
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

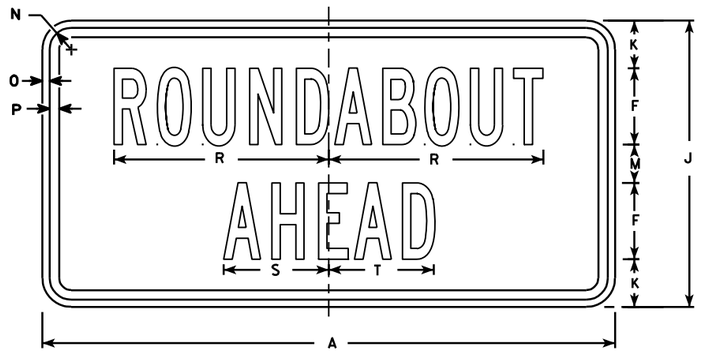
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 458 | E



W2-6

NOTES

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



W2-6P

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	W2-6 Area sq. ft.	W2-6P Area sq. ft.
1																										
2S	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5																										

STANDARD SIGN
W2-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

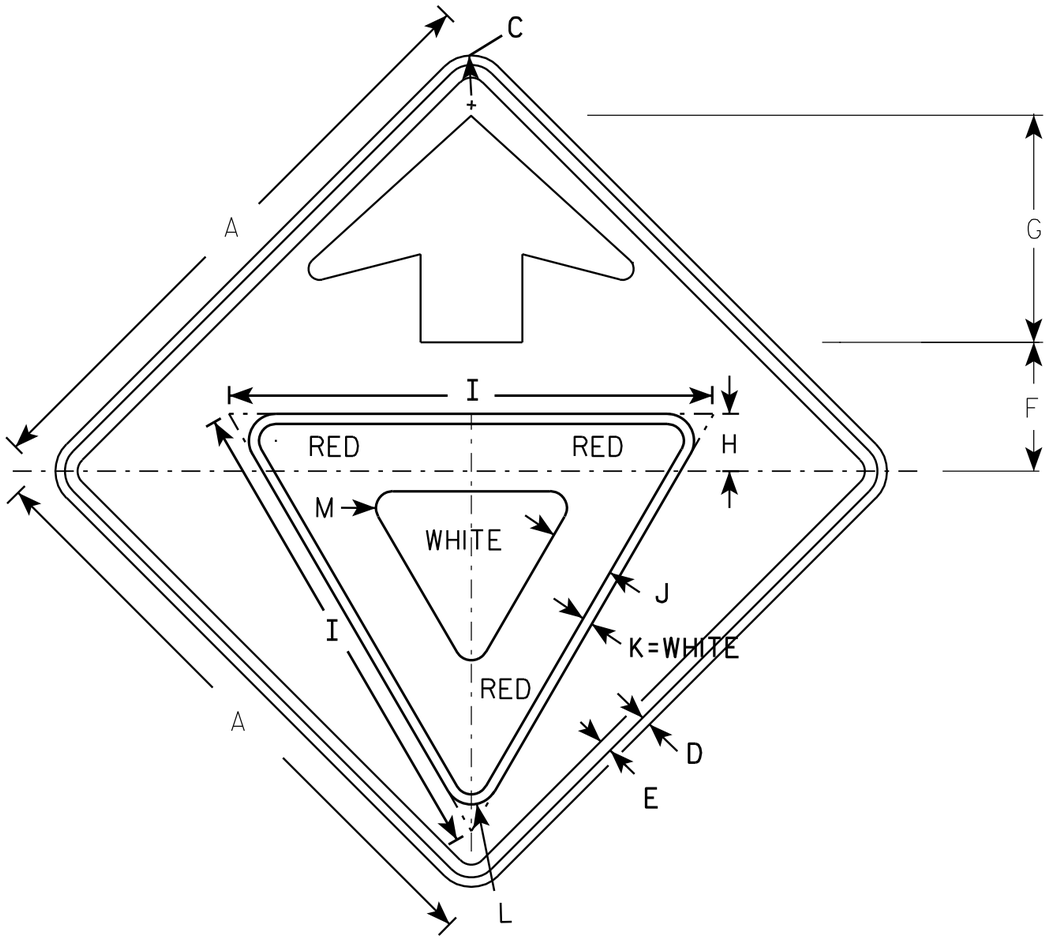
SHEET NO: 459 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W26.DGN PLOT DATE : 29-JUN-2012 10:15 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

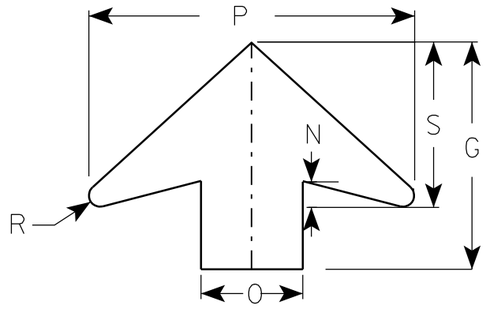
7



W3-2

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
   Yield 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	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

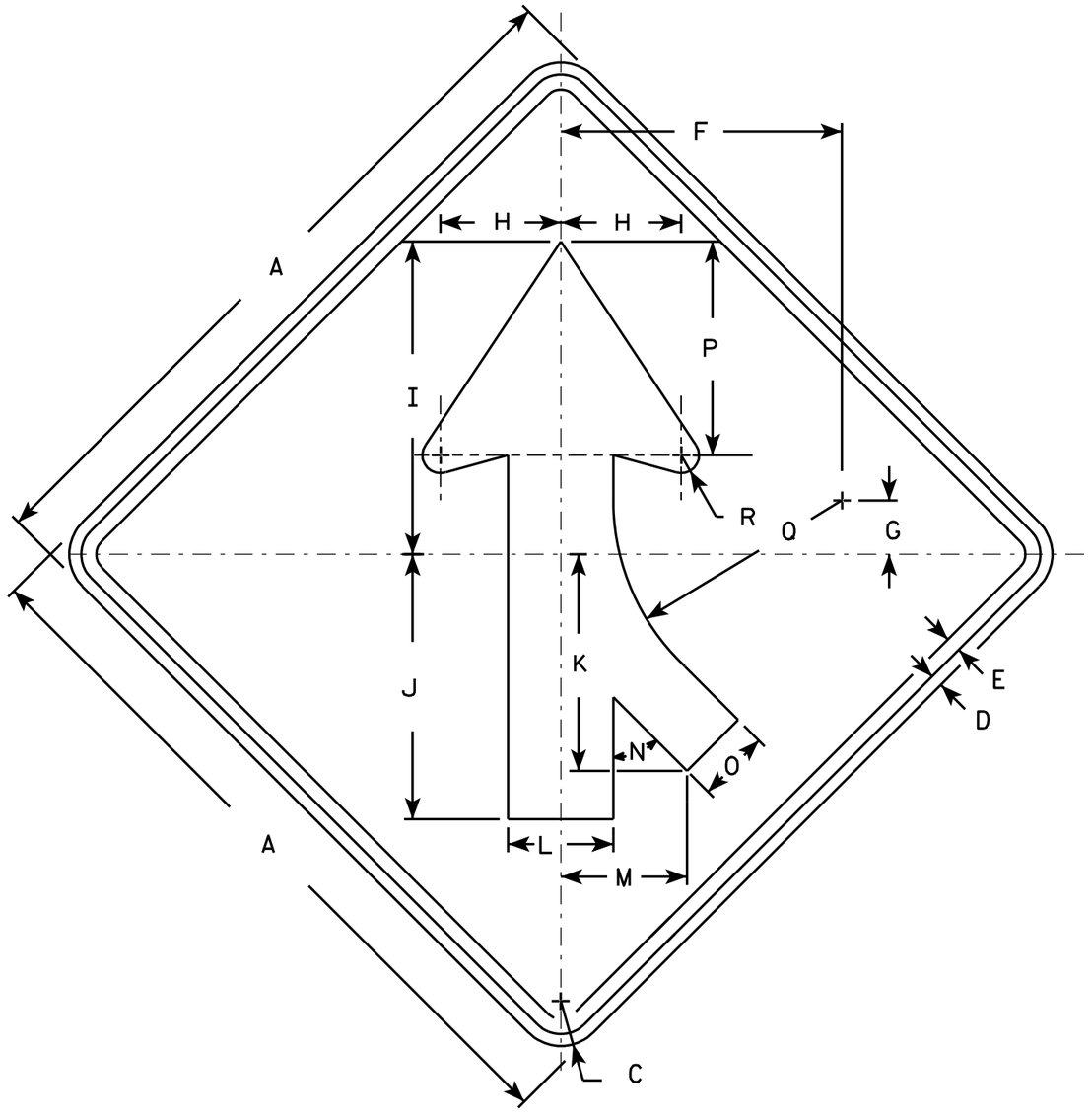
SHEET NO: 460 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W32.DGN PLOT DATE : 07-JUN-2010 13:03 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

7



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

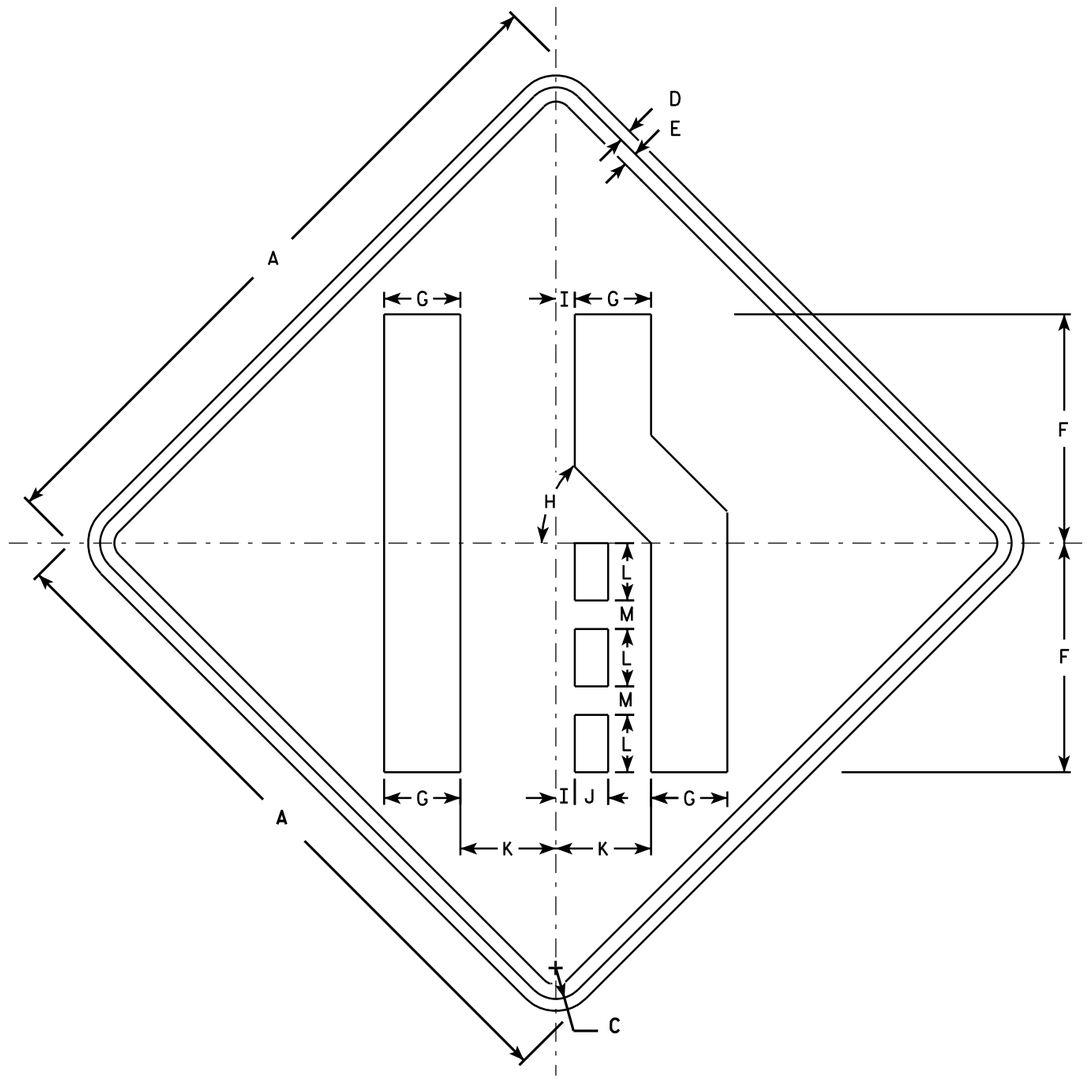
STANDARD SIGN
W4-1

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: 461 | E



W4-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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. W4-2L is the same as W4-2R except the symbol 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	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

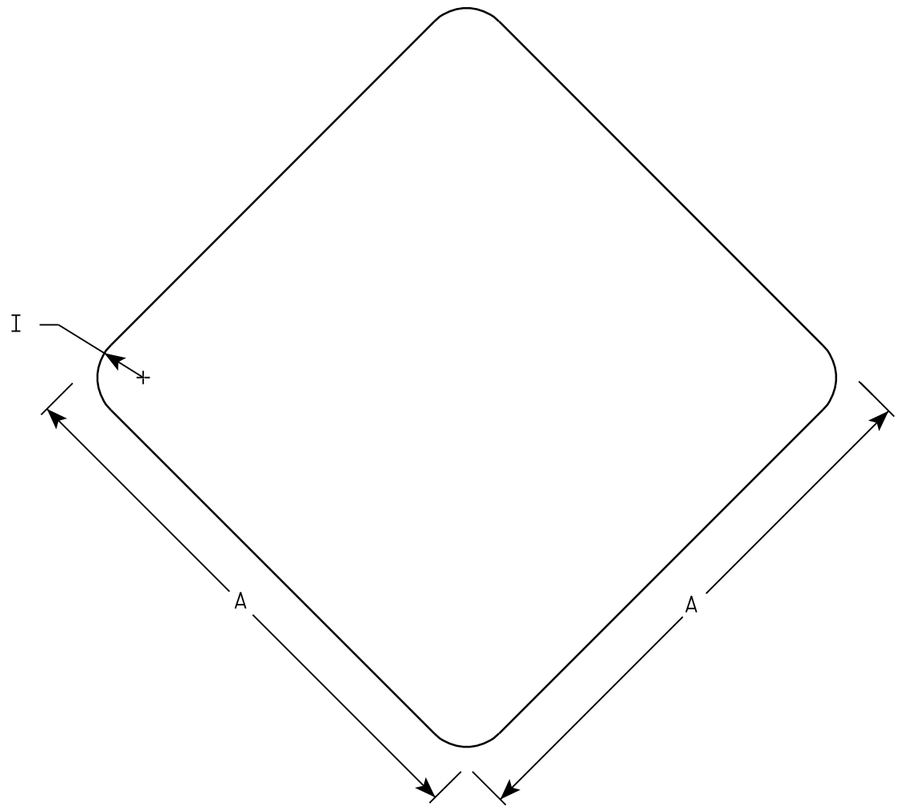
DATE 2/29/2012 PLATE NO. W4-2.13

PROJECT NO:

SHEET NO: 462 E

FILE NAME : c:\CAEFiles\Projects\tr_stdplate\W42.DGN PLOT DATE : 29-FEB-2012 13:24 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42



W5-54

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
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																											

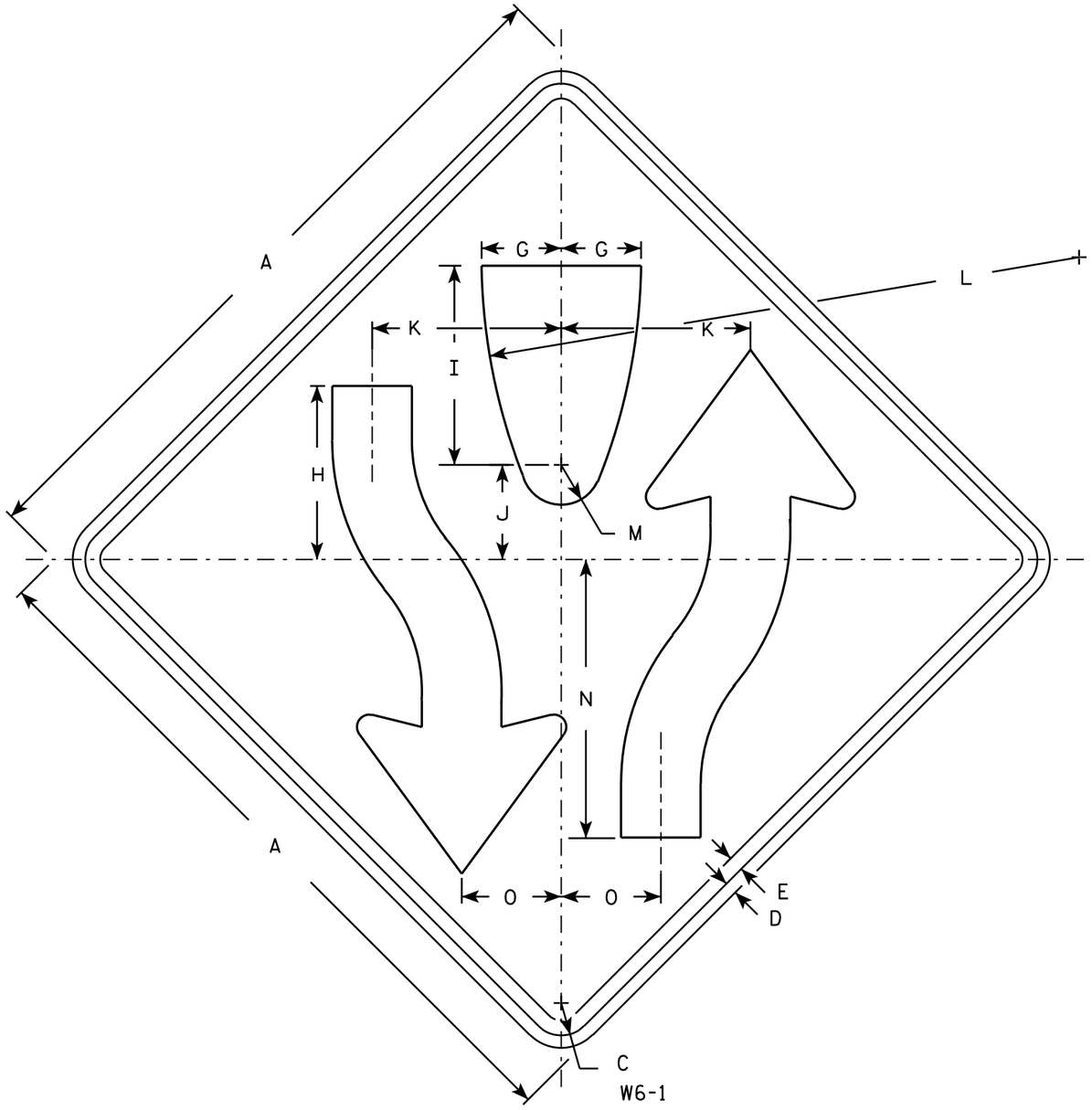
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

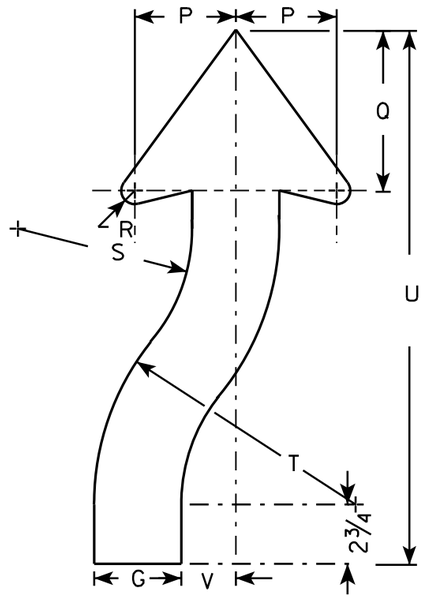
DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 463	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



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		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

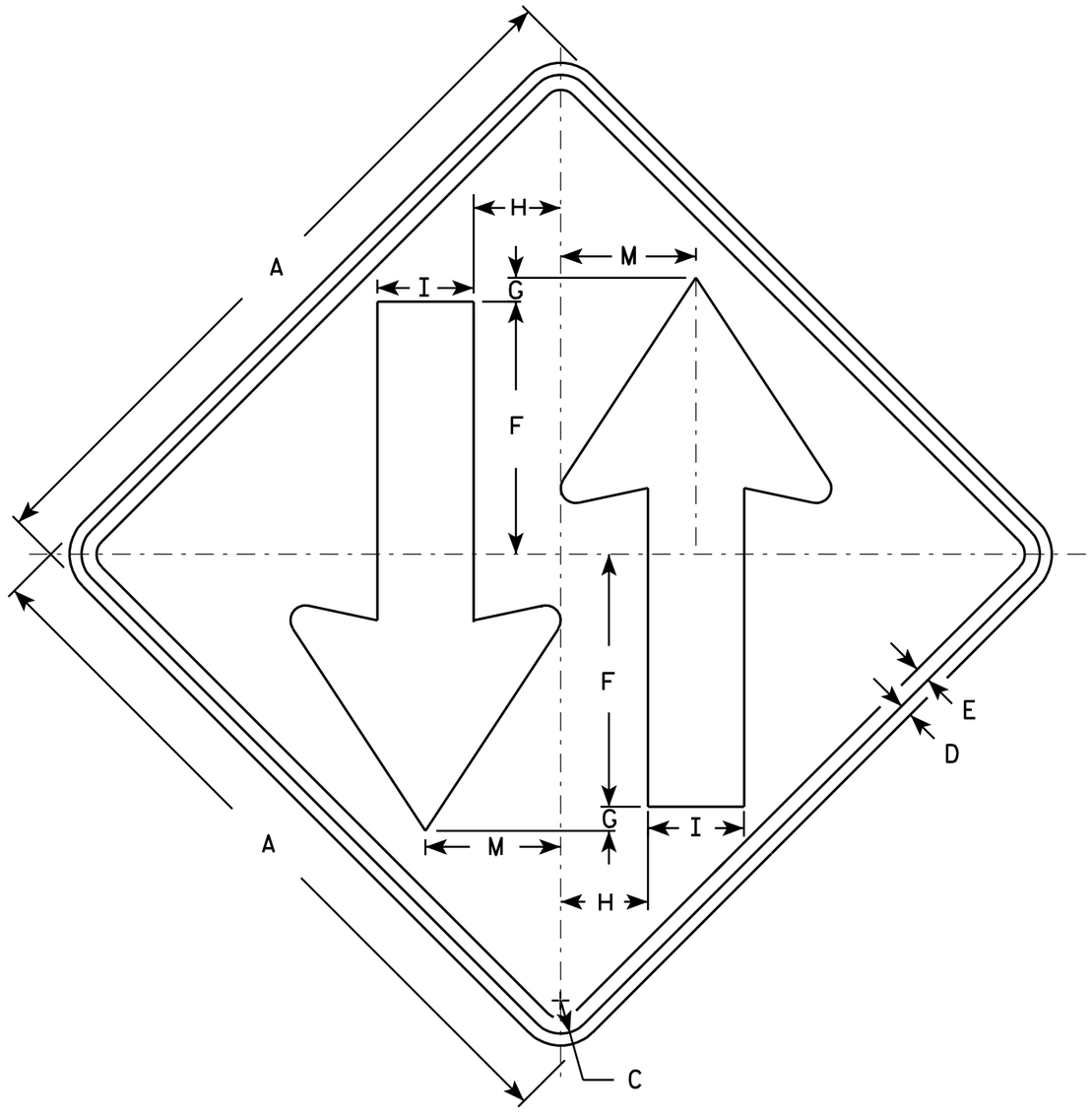
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/22/11 PLATE NO. W6-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 464	E

7

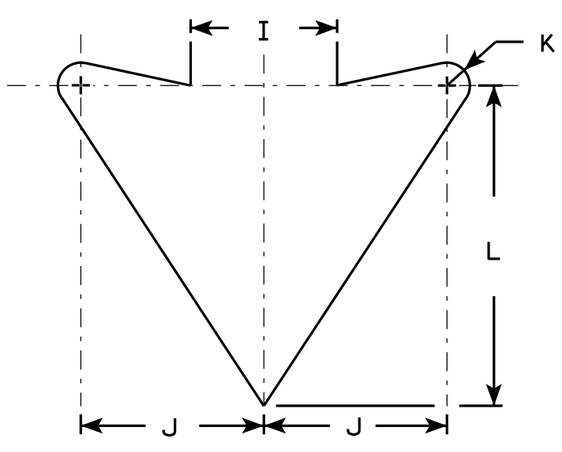
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W61.DGN PLOT DATE : 22-MAR-2011 13:21 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.952219:1.000000
WISDOT/CADDS SHEET 42



W6-3

NOTES

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



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	10 1/2	1	3 5/8	4	5	5/8	8 3/4	5 5/8														6.25
2S	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2M	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
3																											
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

STANDARD SIGN
W6-3

WISCONSIN DEPT OF TRANSPORTATION

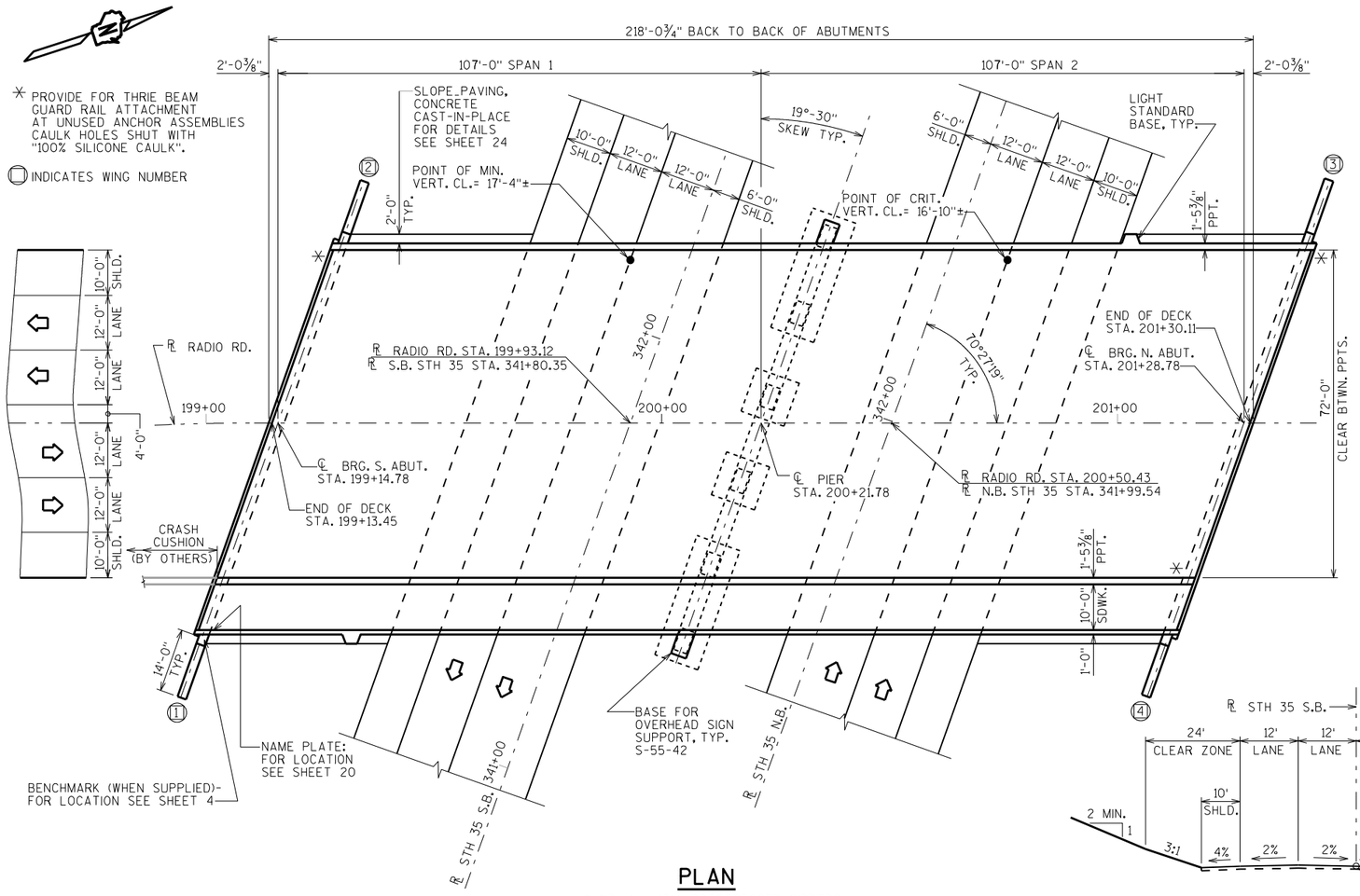
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/22/11 PLATE NO. W6-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 465	E

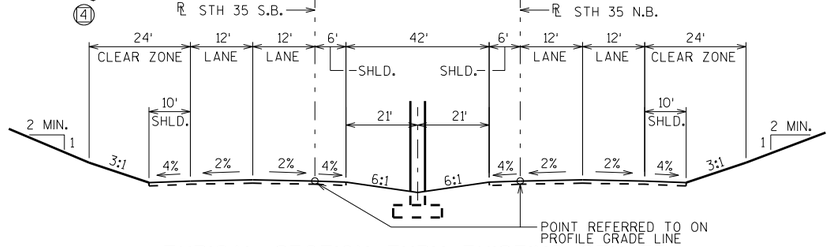
STATE PROJECT NUMBER

7200-02-71

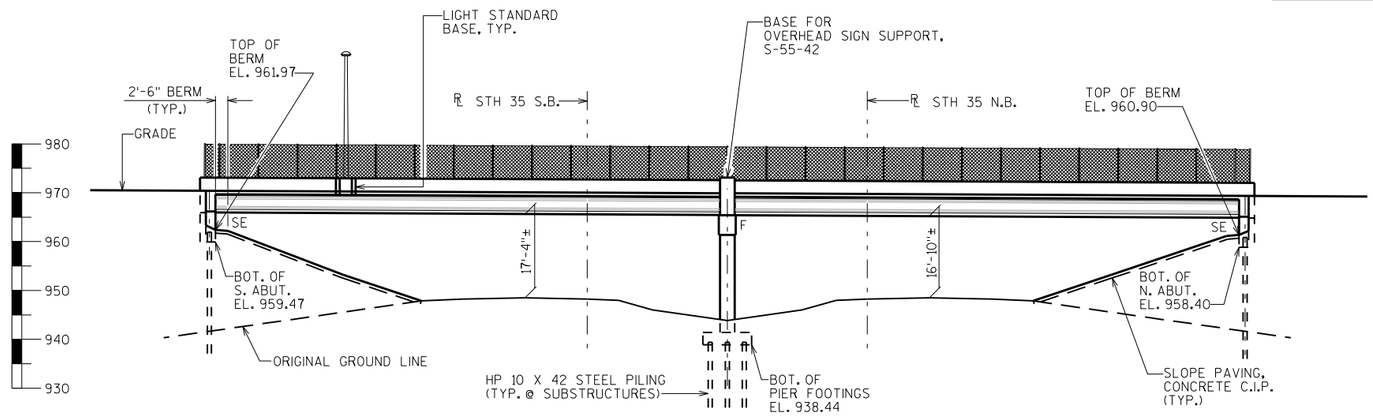


PLAN

2 SPAN - 45W" PRESTRESSED GIRDERS



TYPICAL SECTION THRU EXISTING STH 35



ELEVATION

NORMAL TO STH 35 - LOOKING UPSTATION

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.07
OPERATING RATING FACTOR: RF=1.39
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 DECK — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.

45W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS **PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 60'-0" LONG AT THE SOUTH ABUTMENT.
ESTIMATED 90'-0" LONG AT THE NORTH ABUTMENT.

PIER TO BE SUPPORTED ON HP 10 X 42 STEEL PILING
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS **PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 60'-0" LONG AT PIER.

** 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 VOLUME

S.T.H. 35	RADIO RD.
A.D.T.=46,000 (2032)	A.D.T.=13,500 (2032)
R.D.S.=70 M.P.H.	R.D.S.=35 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. ABUTMENT WINGS CHAIN LINK FENCE DETAILS
9. PIER
10. PIER DETAILS
11. 45W" PRESTRESSED GIRDER DETAILS 1
12. 45W" PRESTRESSED GIRDER DETAILS 2
13. STEEL DIAPHRAGM
14. SUPERSTRUCTURE CROSS SECTIONS
15. SUPERSTRUCTURE PLAN
16. SUPERSTRUCTURE DETAILS
17. SINGLE SLOPE PARAPET 32SS *1
18. PARAPET 32SS LIGHT DETAILS
19. SINGLE SLOPE PARAPET 32SS *2
20. VERTICAL FACE PARAPET 'A'
21. PARAPET 'A' LIGHT DETAILS
22. PARAPET 'A' CHAIN LINK FENCE DETAILS
23. BILL OF BARS & BAR DETAILS
24. SLOPE PAVING, CONCRETE CAST-IN-PLACE
25. ALTERNATE CONSTRUCTION JOINT

STRUCTURE DESIGN CONTACTS:

ANDREW SMITH (608) 266-0989
KENT BAHLER (608) 266-8490

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher BJK 12/10/12
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-55-232

RADIO RD. OVER STH 35

COUNTY	TOWN
ST. CROIX	TROY

DESIGN SPEC. AASHTO LRFD DESIGN SPEC. 5th EDITION

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
ADS	MSC	JPH	DDS

GENERAL PLAN

SHEET 1 OF 25

466

I.D. 7200-02-01

DATE: OCT. 2012

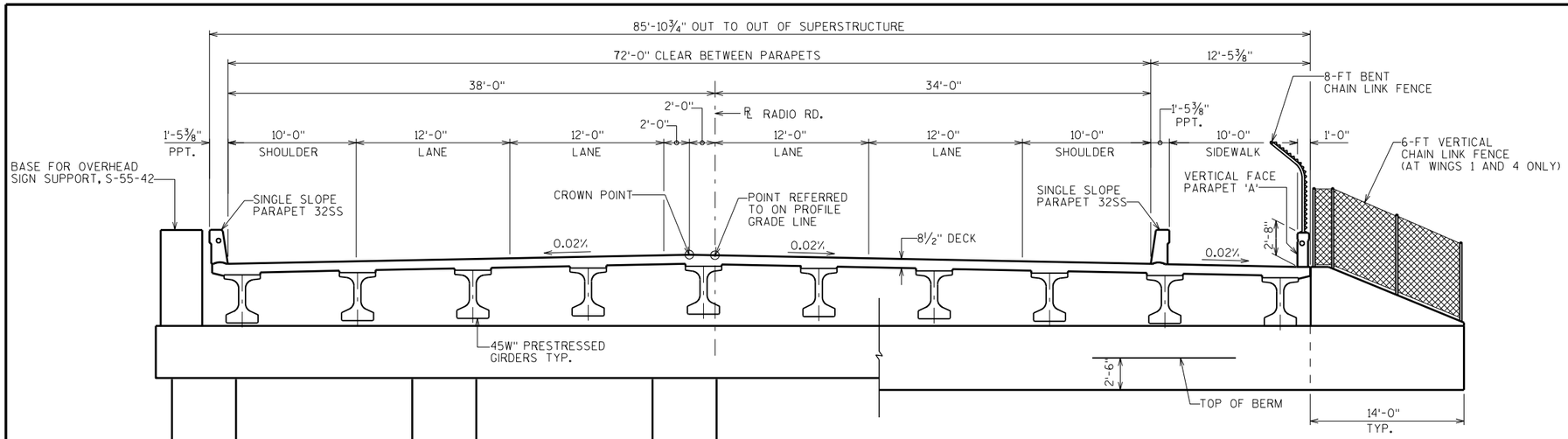
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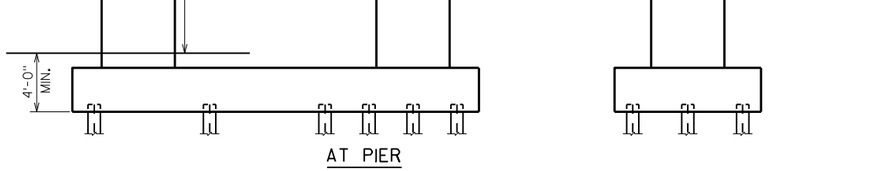
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STATE PROJECT NUMBER

7200-02-71

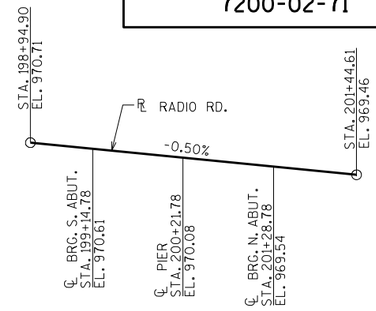


AT ABUT

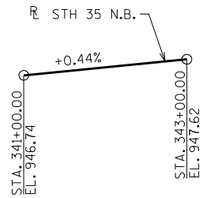


AT PIER

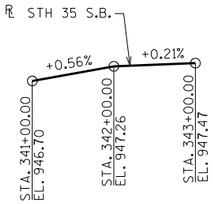
CROSS SECTION THRU ROADWAY LOOKING NORTH (UPSTATION)



PROFILE GRADE LINE RADIO RD.



PROFILE GRADE LINE S.T.H. 35 N.B.



PROFILE GRADE LINE S.T.H. 35 S.B.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	NORTH ABUT.	PIER	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-55-232	LS	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	500	500	———	1000
502.0100	CONCRETE MASONRY BRIDGES	CY	735	79	79	207	1100
502.3200	PROTECTIVE SURFACE TREATMENT	SY	2320	———	———	———	2320
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	2148	———	———	———	2148
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	———	6030	6030	7290	19,350
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	161,310	1540	1540	36,410	200,800
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	10	10	20	40
506.4000	STEEL DIAPHRAGMS B-55-232	EACH	36	———	———	———	36
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	24	24	———	48
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	———	960	1440	2760	5160
604.0400	SLOPE PAVING CONCRETE	SY	———	450	450	———	900
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	163	163	———	326
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	3	———	———	———	3
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	470	———	———	———	470
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	2	———	———	———	2
657.6005.S	ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES	EACH	2	———	———	———	2
SPV.0090	FENCE CHAIN LINK POLYMER COATED 6-FT	LF	———	14	14	———	28
SPV.0090	FENCE CHAIN LINK POLYMER COATED 8-FT	LF	217	———	———	———	217
	NON-BID ITEMS						
	FILLER	SIZE	———	———	———	———	1/2", ¾", 1"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK/SIDEWALK EXPOSED SURFACES AND THE FRONT FACES AND TOPS OF ALL PARAPETS AND THE BACK FACE OF THE MIDDLE PARAPET.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

THE COLOR OF POLYMER-COATING FOR CHAIN LINK FENCE SHALL BE BROWN IN ACCORDANCE WITH ASTM F934. ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

DRAWN BY JPH | PLANS CK'D. DDS

CROSS SECTION & QUANTITIES

SHEET 2

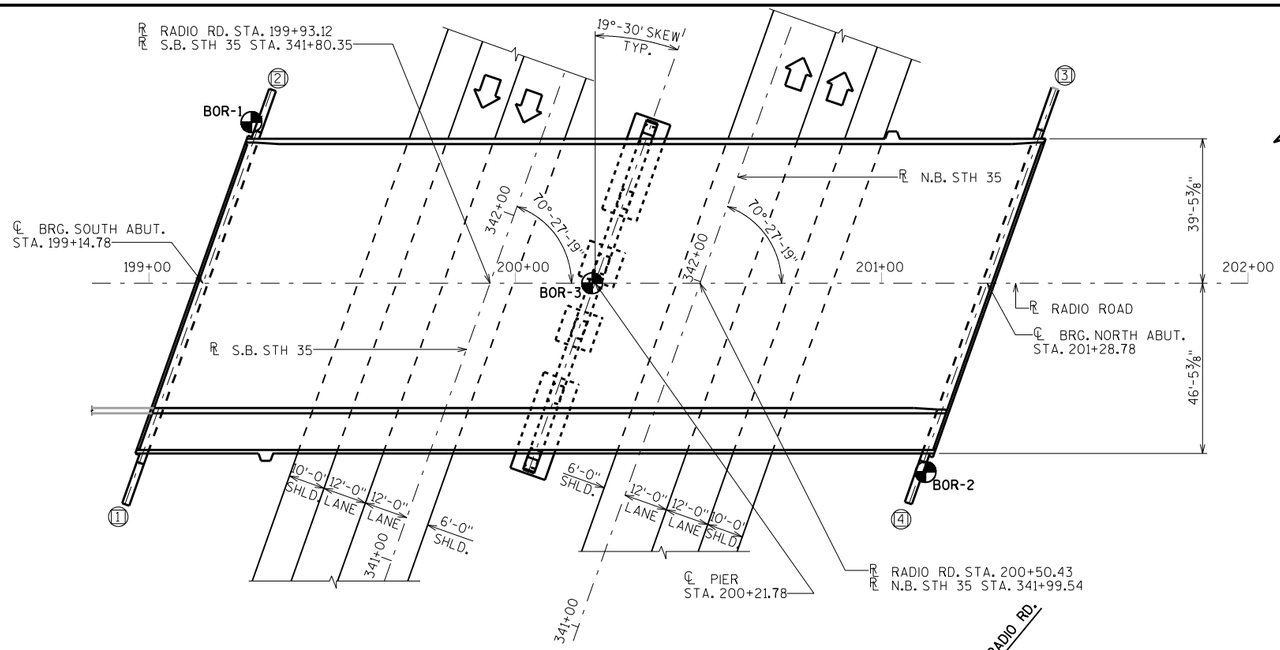
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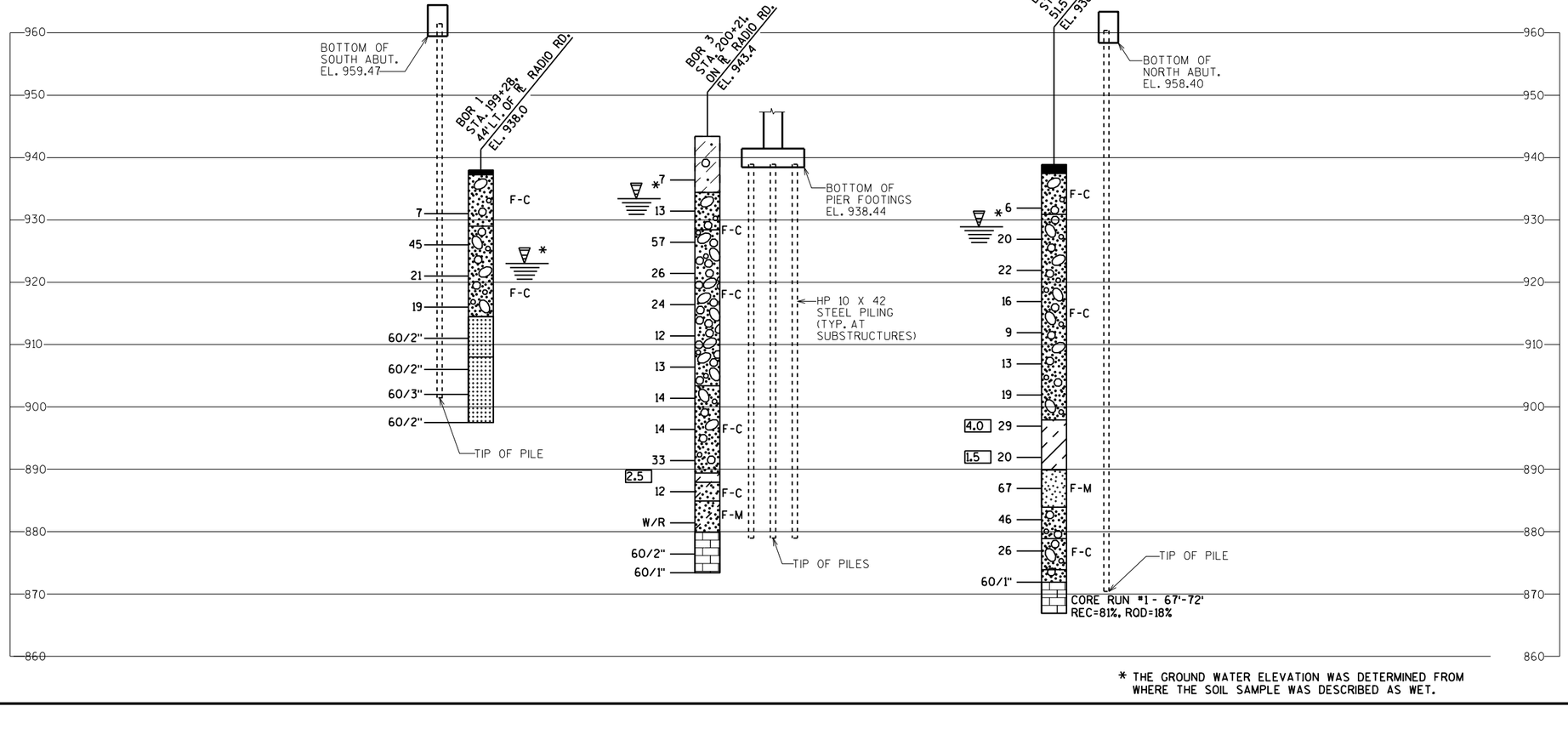
SCALE = 5

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8

RIVER FALLS TO HUDSON
RADIO ROAD INTERCHANGE





* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

STATE PROJECT NUMBER

7200-02-71

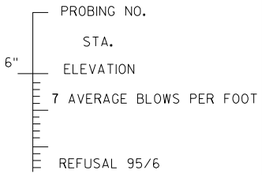
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

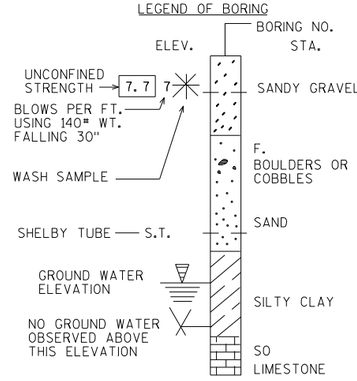
MATERIAL SYMBOLS

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 B-55-232

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SUBSURFACE EXPLORATION

SHEET 3

468

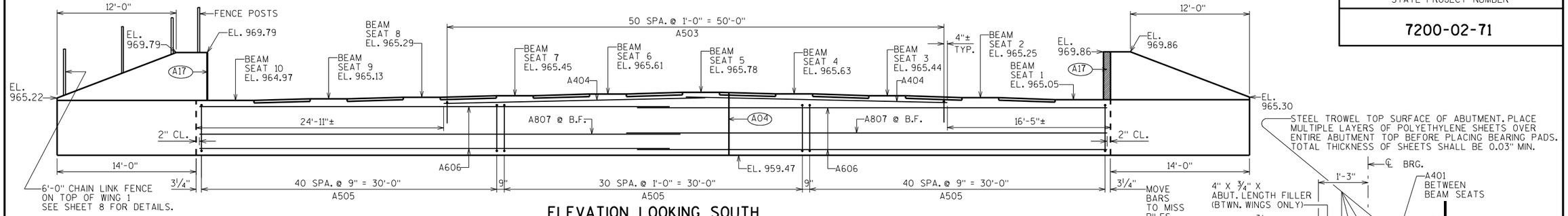
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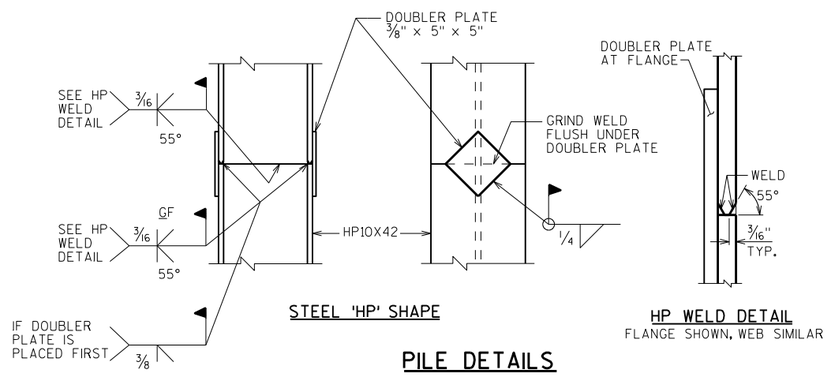
STATE PROJECT NUMBER

7200-02-71



ELEVATION LOOKING SOUTH

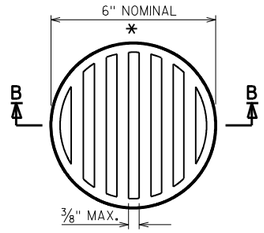
STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE 0.03" MIN.



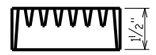
STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS



RODENT SCREEN DETAIL

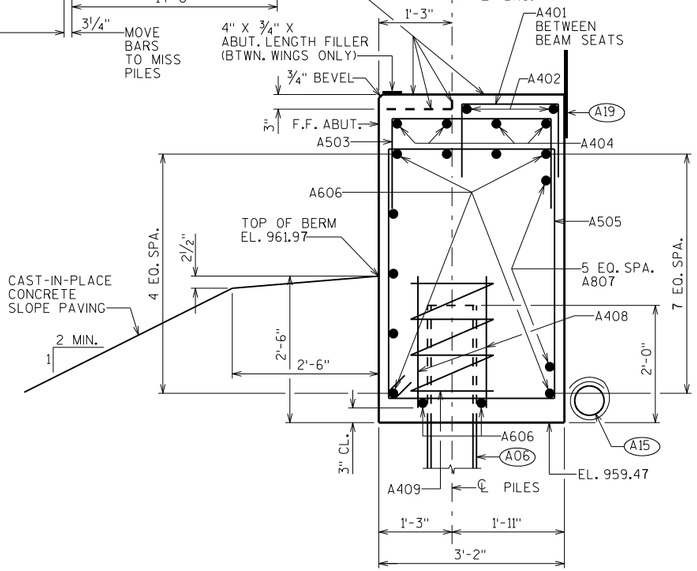


SECTION B-B

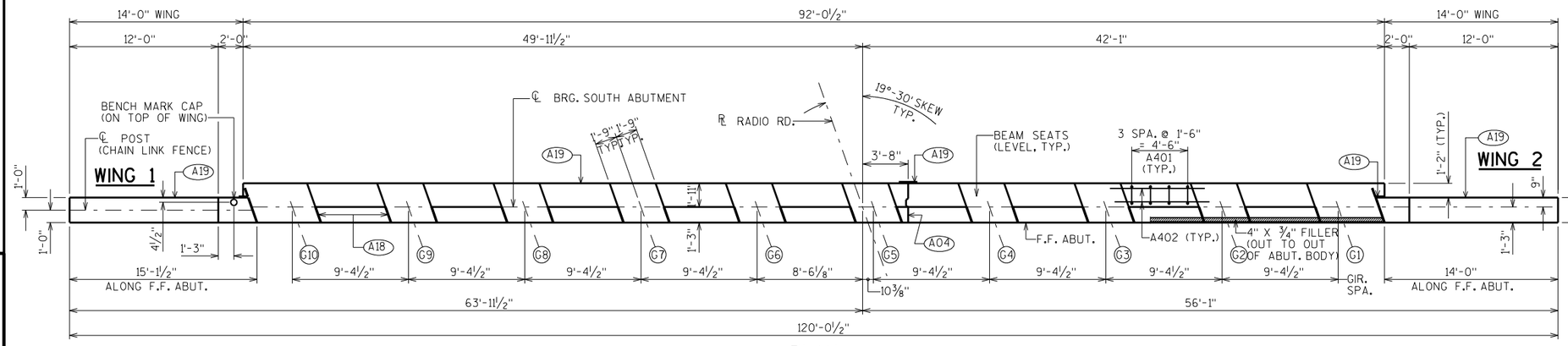
* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

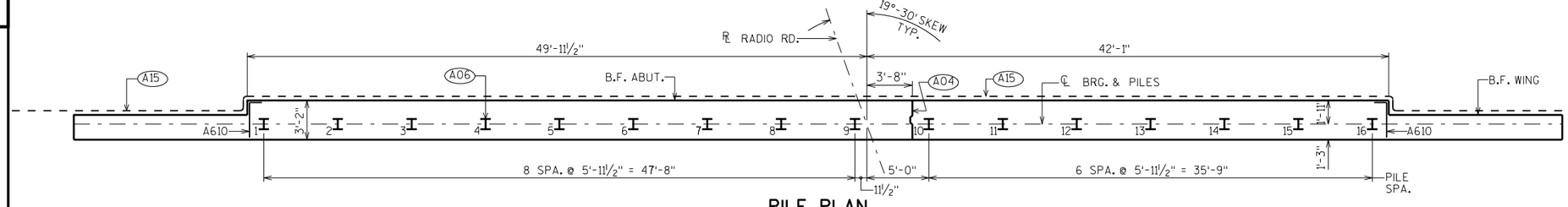
THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X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



SECTION THRU BODY



PLAN



PILE PLAN

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2" x 8". ¾" 'V' GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. SEE SHEET 25 FOR DETAILS FOR AN "ALTERNATE CONSTRUCTION JOINT" FOR THIS VERT. CONST. JT.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 60 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

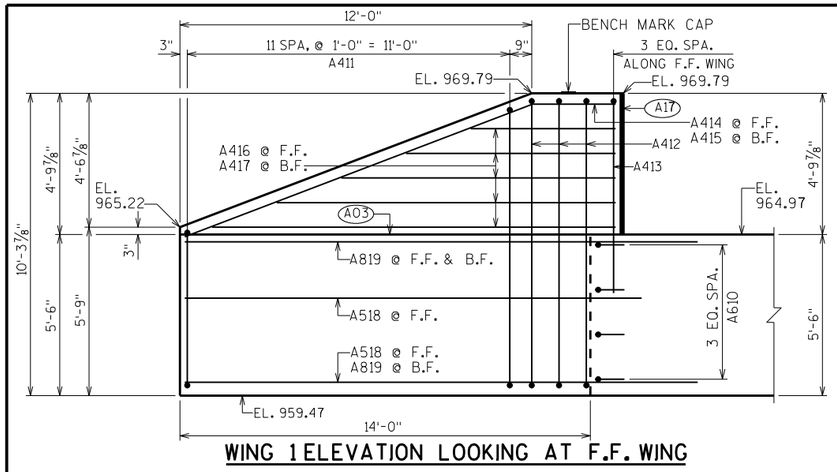
DRAWN BY JPH | PLANS CK'D. DDS

SOUTH ABUTMENT | SHEET 4 | 469

8

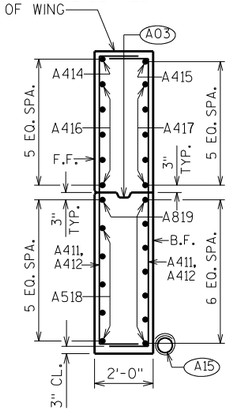
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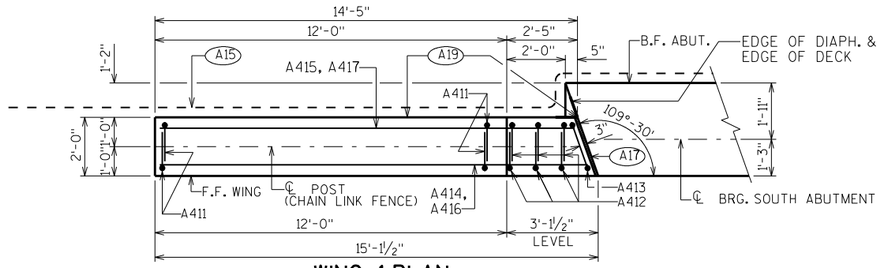


WING 1 ELEVATION LOOKING AT F.F. WING

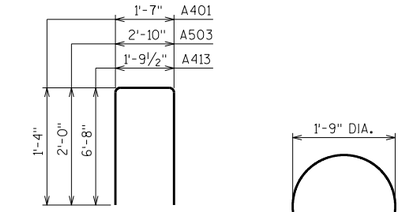
SEE SHEET 8 FOR "CHAIN LINK FENCE DETAILS" ON TOP OF WING



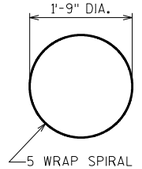
WING 1 SECTION



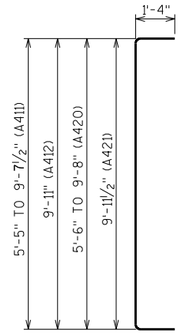
WING 1 PLAN



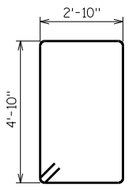
A401 A503 A413



A409



A411 A412 A420 A421



A505

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

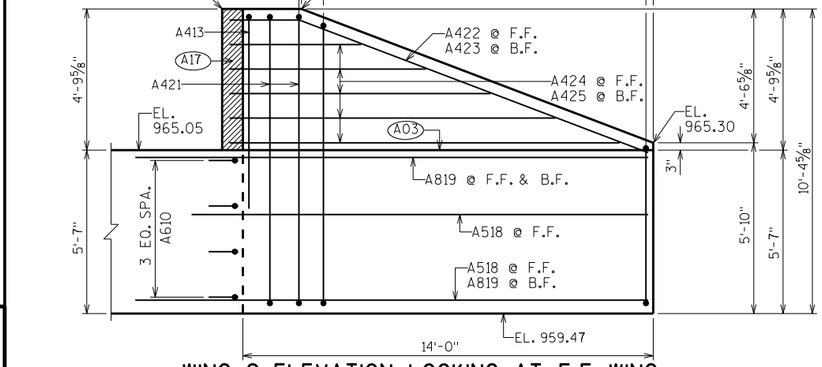
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A401		36	4-1	X		BODY-TOP-VERT.-BETWEEN BEAM SEATS
A402		18	7-8			BODY-TOP-HORIZ.-BETWEEN BEAM SEATS
A503		51	6-7	X		BODY-TOP-VERT.-UNDER BEAM SEATS 3-7
A404		8	26-4			BODY-TOP-HORIZ.-UNDER BEAM SEATS 3-8
A505		113	16-0	X		BODY-STIRRUPS-VERT.
A606		22	47-4			BODY-HORIZONTAL
A807		12	48-5			BODY-HORIZONTAL-B.F.
A408		32	2-3			BODY-BOT.-VERT.-2 PER BODY PILE
A409		16	28-0	X		BODY-SPIRAL-BOT.-VERT.-1 PER BODY PILE
A610	X	8	3-7	X		BODY ENDS/WINGS 1&2-HORIZ.
⚠ A411	X	24	10-1	X	X	WING 1-VERT.-F.F. & B.F.
A412	X	6	12-5	X		WING 1-VERT.-F.F. & B.F.
A413	X	2	15-0	X		WINGS 1&2-TOP-VERT.
A414	X	1	15-6	X		WING 1-TOP-VERTICAL-F.F.
A415	X	1	14-11	X		WING 1-TOP-VERTICAL-B.F.
⚠ A416	X	5	9-6		X	WING 1-TOP-HORIZONTAL-F.F.
⚠ A417	X	5	8-11		X	WING 1-TOP-HORIZONTAL-B.F.
A518	X	10	15-7			WINGS 1&2-BOT.-HORIZONTAL-F.F.
A819	X	16	17-6			WINGS 1&2-BOT.-HORIZONTAL-F.F. & B.F.
⚠ A420	X	24	10-1	X	X	WING 2-VERT.-F.F. & B.F.
A421	X	4	12-6	X		WING 2-VERT.-F.F. & B.F.
A422	X	1	14-6	X		WING 2-TOP-VERTICAL-F.F.
A423	X	1	15-1	X		WING 2-TOP-VERTICAL-B.F.
⚠ A424	X	5	8-6		X	WING 2-TOP-HORIZONTAL-F.F.
⚠ A425	X	5	9-1		X	WING 2-TOP-HORIZONTAL-B.F.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

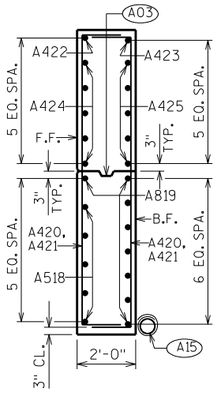
BAR SERIES TABLE

BAR MARK	NO. REQD.	TOTAL BAR LENGTH
A411	2 SERIES OF 12 BARS	7'-11" TO 12'-2"
A416	1 SERIES OF 5 BARS	4'-11" TO 14'-1"
A417	1 SERIES OF 5 BARS	4'-4" TO 13'-6"
A420	2 SERIES OF 12 BARS	8'-0" TO 12'-2"
A424	1 SERIES OF 5 BARS	3'-11" TO 13'-1"
A425	1 SERIES OF 5 BARS	4'-6" TO 13'-8"

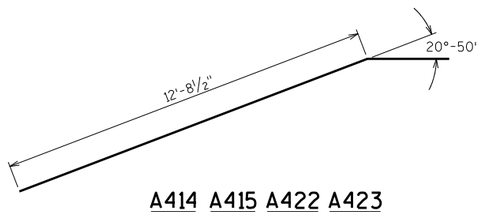
BUNDLE AND TAG EACH SERIES SEPARATELY.



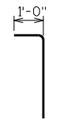
WING 2 ELEVATION LOOKING AT F.F. WING



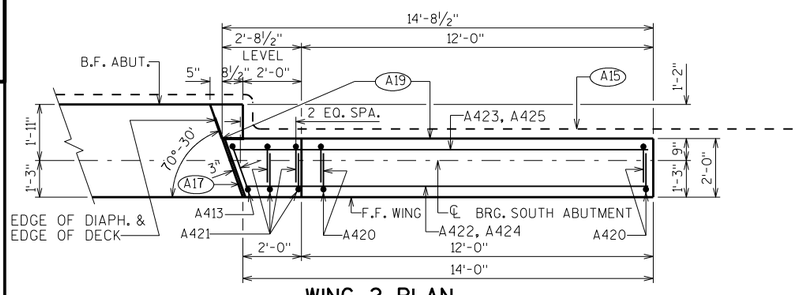
WING 2 SECTION



A414 A415 A422 A423



A610



WING 2 PLAN

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" × 6". (18" R.M.W. @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

STATE PROJECT NUMBER

7200-02-71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

DRAWN BY JPH | PLANS CK'D. DDS

SOUTH ABUTMENT DETAILS

SHEET 5

470

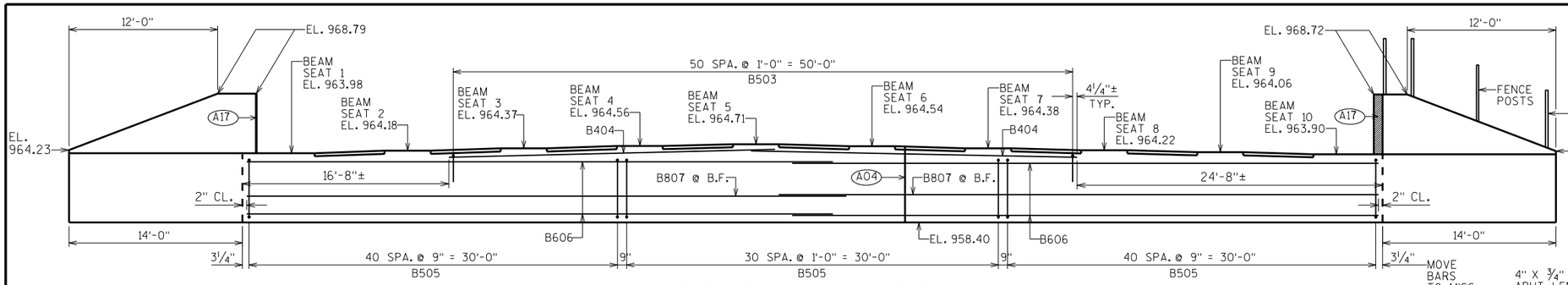
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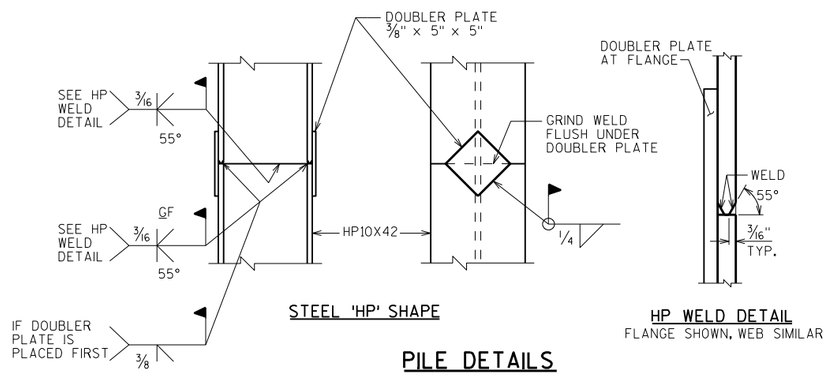
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STATE PROJECT NUMBER

7200-02-71



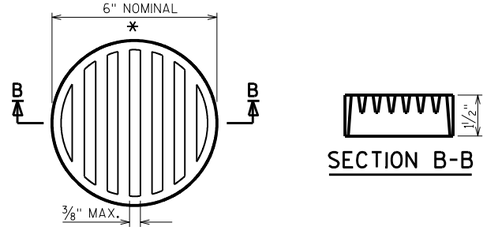
ELEVATION LOOKING NORTH



STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS



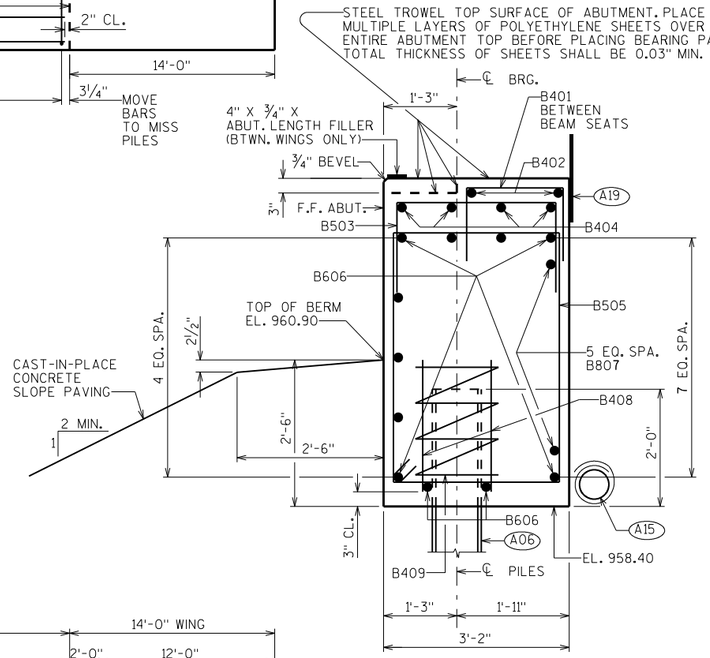
RODENT SCREEN DETAIL

SECTION B-B

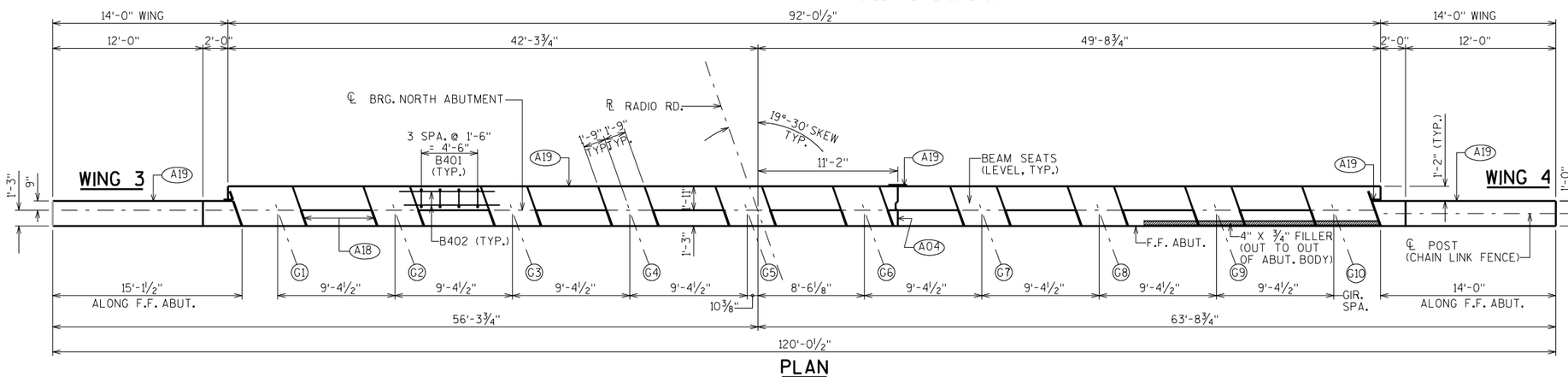
* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

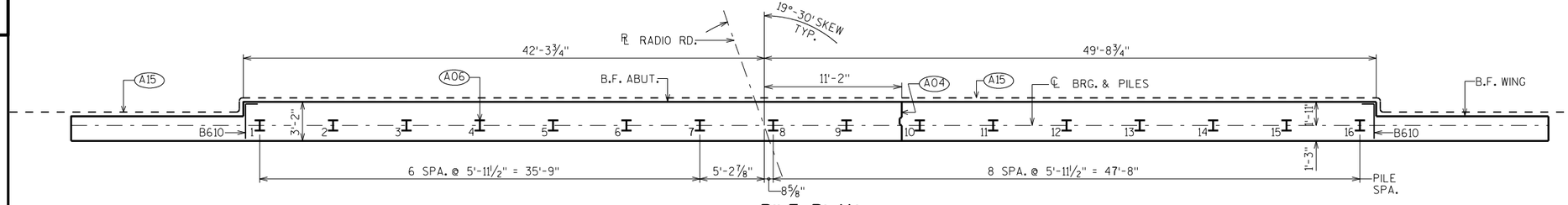
THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X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



SECTION THRU BODY



PLAN



PILE PLAN

A04 VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2" × 8". ¾" 'V' GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. SEE SHEET 25 FOR DETAILS FOR AN "ALTERNATE CONSTRUCTION JOINT" FOR THIS VERT. CONST. JT.

A06 SUPPORT ABUTMENT ON HP 10 × 42 STEEL PILING, ESTIMATED 90 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A18 ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

DRAWN BY JPH | PLANS CK'D. DDS

NORTH ABUTMENT

SHEET 6

471

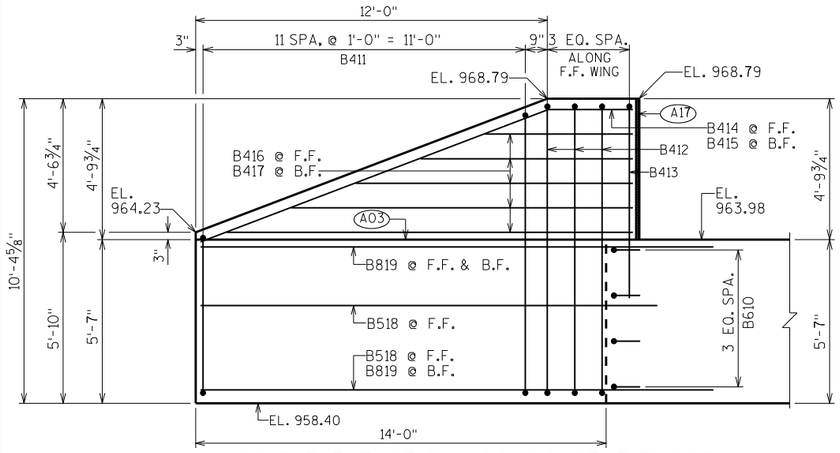
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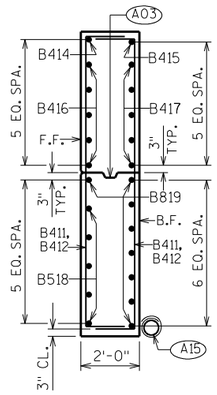
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STATE PROJECT NUMBER

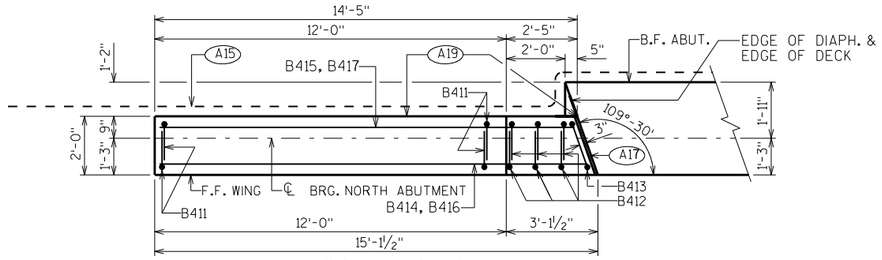
7200-02-71



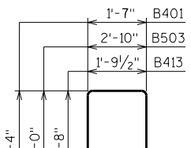
WING 3 ELEVATION LOOKING AT F.F. WING



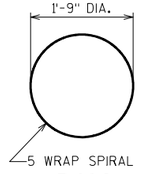
WING 3 SECTION



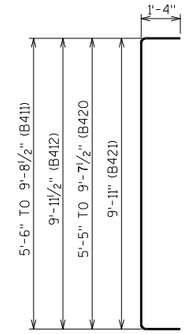
WING 3 PLAN



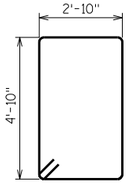
B401 B503 B413



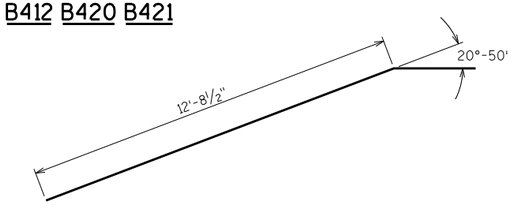
B409



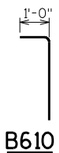
B411 B412 B420 B421



B505



B414 B415 B422 B423



B610

BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

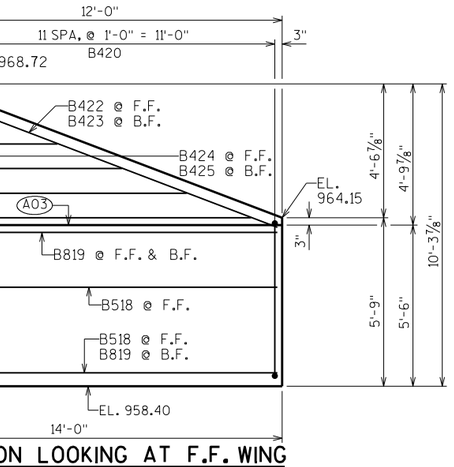
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B401		36	4-1	X		BODY-TOP-VERT.-BETWEEN BEAM SEATS
B402		18	7-8			BODY-TOP-HORIZ.-BETWEEN BEAM SEATS
B503		51	6-7	X		BODY-TOP-VERT.-UNDER BEAM SEATS 3-7
B404		8	26-4			BODY-TOP-HORIZ.-UNDER BEAM SEATS 3-8
B505		113	16-0	X		BODY-STIRRUPS-VERT.
B606		22	47-4			BODY-HORIZONTAL
B807		12	48-5			BODY-HORIZONTAL-B.F.
B408		32	2-3			BODY-BOT.-VERT.-2 PER BODY PILE
B409		16	28-0	X		BODY-SPIRAL-BOT.-VERT.-1 PER BODY PILE
B610	X	8	3-7	X		BODY ENDS/WINGS 3&4-HORIZ.
⚠ B411	X	24	10-2	X	X	WING 3-VERT.-F.F. & B.F.
B412	X	6	12-6	X		WING 3-VERT.-F.F. & B.F.
B413	X	2	15-0	X		WINGS 3&4-TOP-VERT.
B414	X	1	15-6	X		WING 3-TOP-VERTICAL-F.F.
B415	X	1	14-11	X		WING 3-TOP-VERTICAL-B.F.
⚠ B416	X	5	9-6		X	WING 3-TOP-HORIZONTAL-F.F.
⚠ B417	X	5	8-11		X	WING 3-TOP-HORIZONTAL-B.F.
B518	X	10	15-7			WINGS 3&4-BOT.-HORIZONTAL-F.F.
B819	X	16	17-6			WINGS 3&4-BOT.-HORIZONTAL-F.F. & B.F.
⚠ B420	X	24	10-1	X	X	WING 4-VERT.-F.F. & B.F.
B421	X	4	12-5	X		WING 4-VERT.-F.F. & B.F.
B422	X	1	14-6	X		WING 4-TOP-VERTICAL-F.F.
B423	X	1	15-1	X		WING 4-TOP-VERTICAL-B.F.
⚠ B424	X	5	8-6		X	WING 4-TOP-HORIZONTAL-F.F.
⚠ B425	X	5	9-1		X	WING 4-TOP-HORIZONTAL-B.F.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

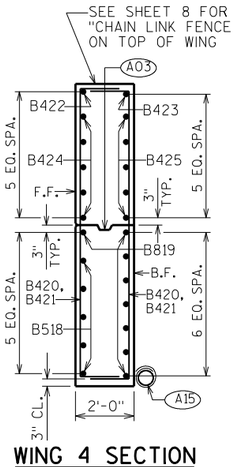
BAR SERIES TABLE

BAR MARK	NO. REQD.	TOTAL BAR LENGTH
B411	2 SERIES OF 12 BARS	8'-0" TO 12'-3"
B416	1 SERIES OF 5 BARS	4'-11" TO 14'-1"
B417	1 SERIES OF 5 BARS	4'-4" TO 13'-6"
B420	2 SERIES OF 12 BARS	7'-11" TO 12'-2"
B424	1 SERIES OF 5 BARS	3'-11" TO 13'-1"
B425	1 SERIES OF 5 BARS	4'-6" TO 13'-8"

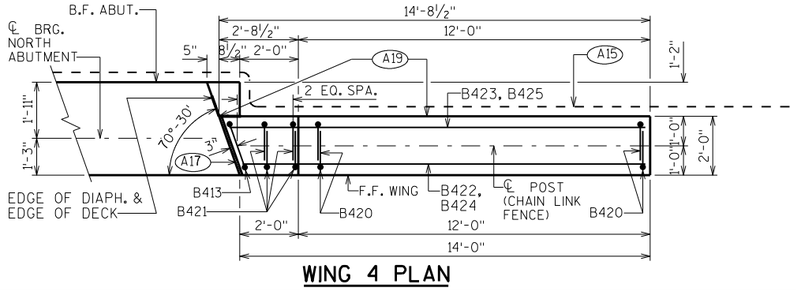
BUNDLE AND TAG EACH SERIES SEPARATELY.



WING 4 ELEVATION LOOKING AT F.F. WING



WING 4 SECTION



WING 4 PLAN

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" × 6". (18" R.M.W. @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

DRAWN BY JPH | PLANS CK'D. DDS

NORTH ABUTMENT DETAILS

SHEET 7

472

SCALE = 2.5

8

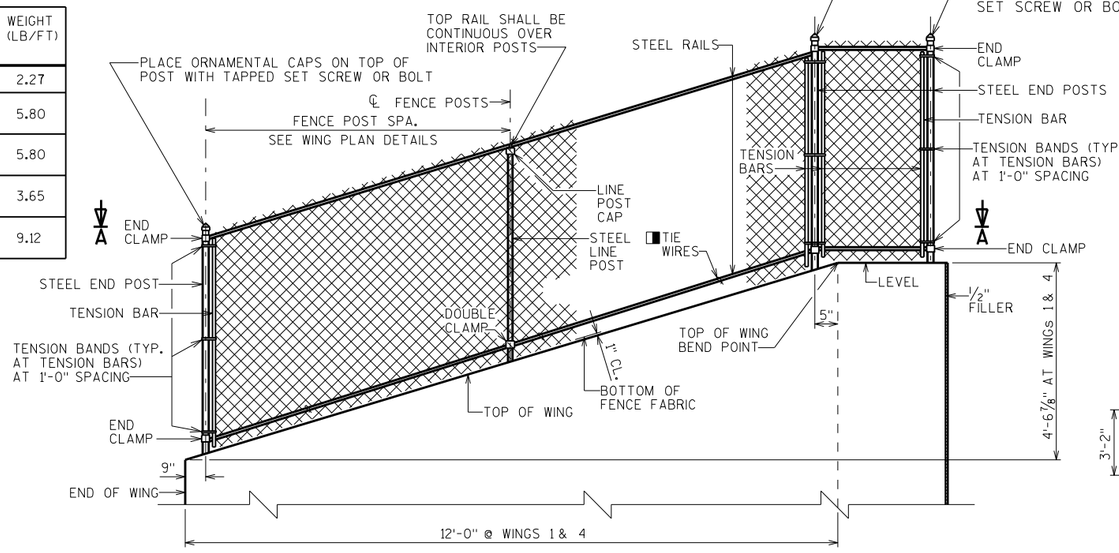
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STATE PROJECT NUMBER

7200-02-71

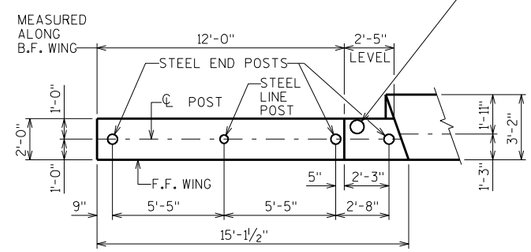
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12

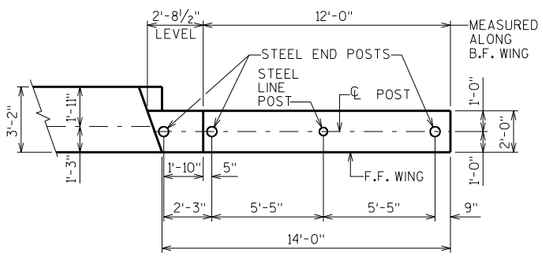


PARTIAL ELEVATION OF ABUT. WING & FENCE

BENCHMARK LOCATION: AVOID PLACING A BENCH MARK CAP BELOW A RAIL OR FENCE SYSTEM THAT IS ATTACHED TO THE TO TOP OF THE WING.



WING 1 PLAN



WING 4 PLAN

GENERAL NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BROWN IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 6-FT.", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

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.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

■ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

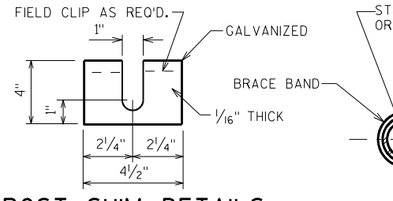
◭ 1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", 1/2" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ 1/2" DIA. CONCRETE MASONRY ANCHOR, TYPE "S", 6" MIN. EMBEDMENT (EPOXY ANCHORED) INTO CONCRETE AND MINIMUM PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER AND NUT SHALL BE GALVANIZED.

◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

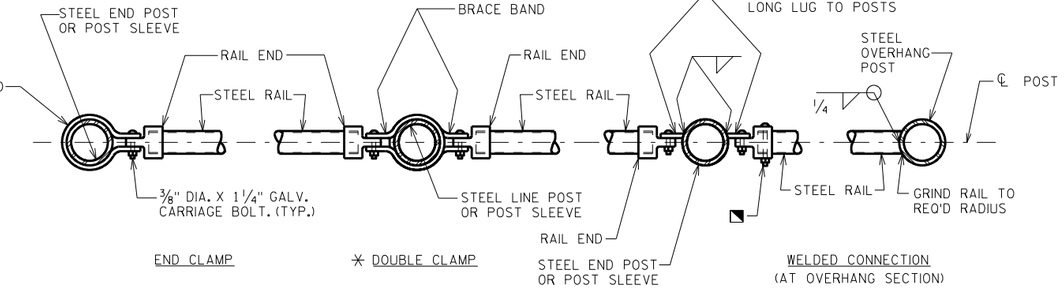
◹ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.



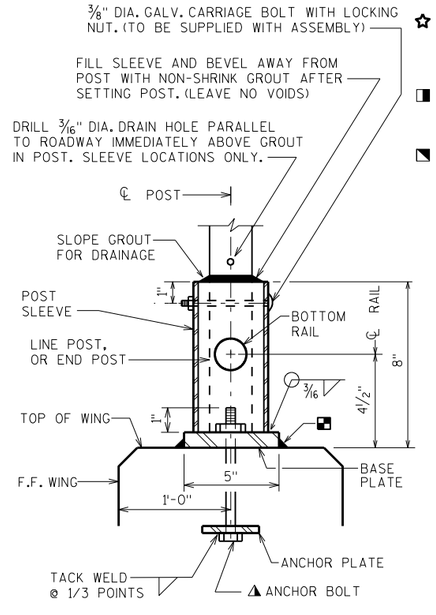
POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



SECTION A-A

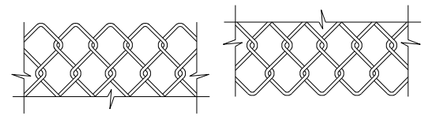
NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

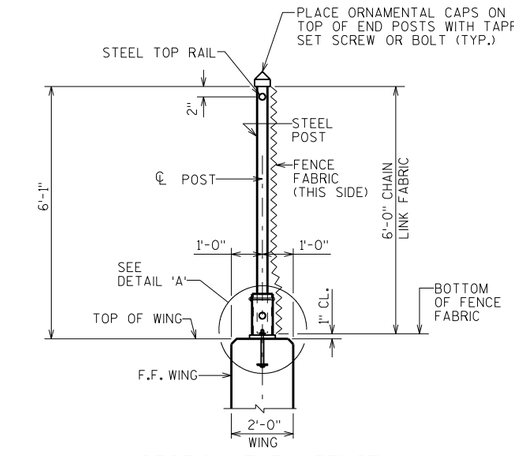


TOP DETAIL

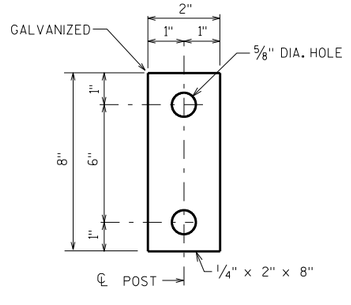
BOTTOM DETAIL

FENCE FABRIC

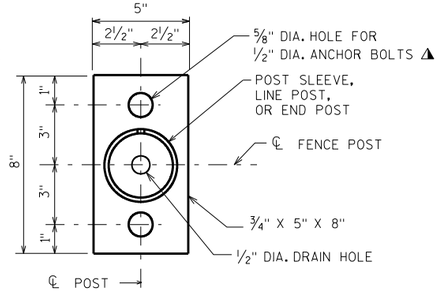
FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.



SECTION THRU FENCE



ANCHOR PLATE



BASE PLATE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

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ABUTMENT WINGS CHAIN LINK FENCE DETAILS

SHEET 8

473

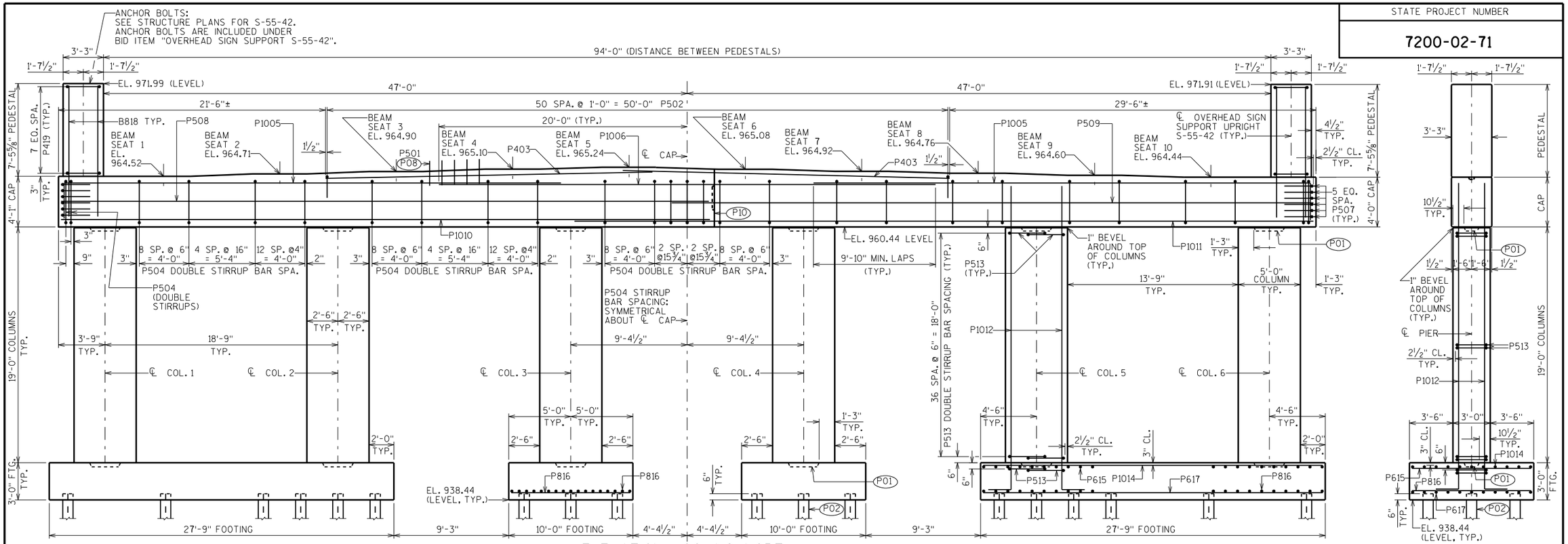
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SCALE = 5.3333

STATE PROJECT NUMBER

7200-02-71



P01 1'-3" X 2'-6" X 4" CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

P02 SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 60'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

P08 P501 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

P09 KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.

P10 VERT. CONST. JOINT FORMED BY SURFACED BEVELED 2" X 6" X 2'-0" KEYWAY. (ALT. CONST. JOINT NOT ALLOWED HERE)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

DRAWN BY JPH | PLANS CK'D. DDS

PIER

SHEET 9

474

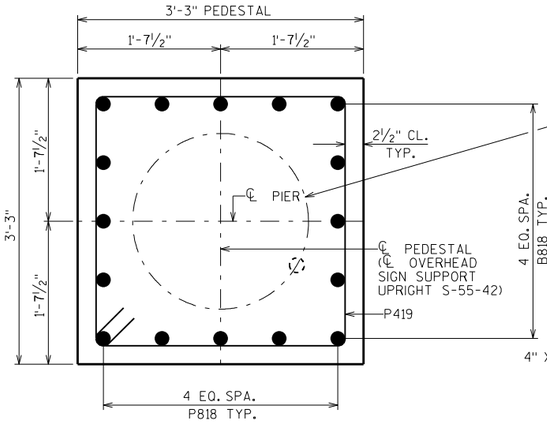
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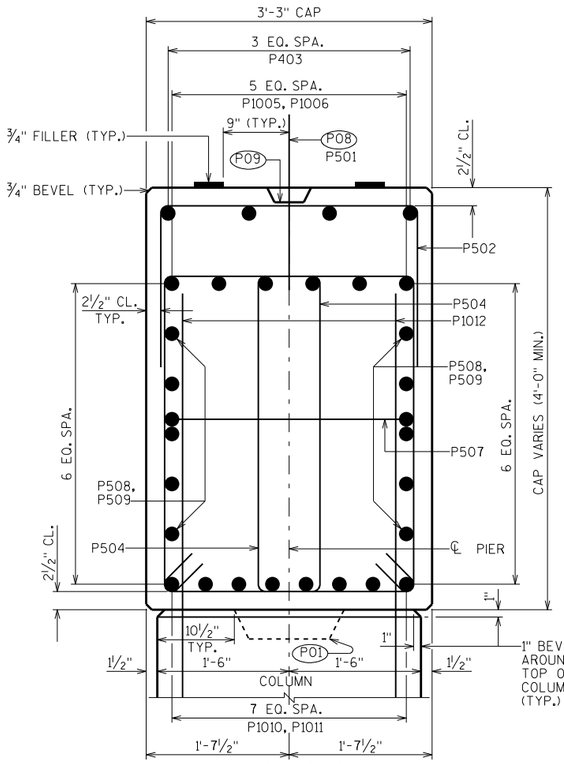
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STATE PROJECT NUMBER

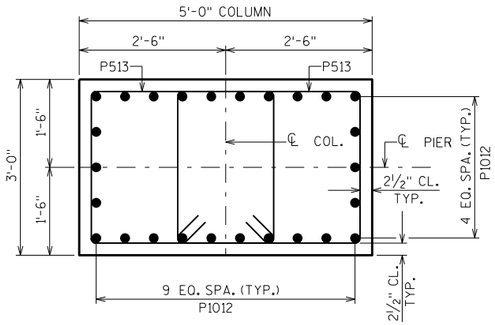
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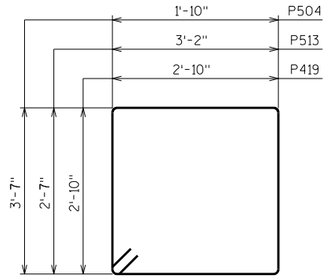
SECTION THRU PEDESTAL



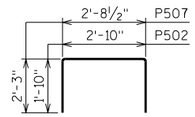
SECTION THRU CAP



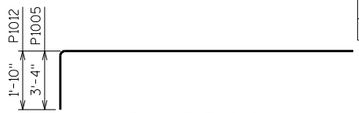
TYPICAL SECTION THRU COLUMNS



P504 P513 P419



P502 P507

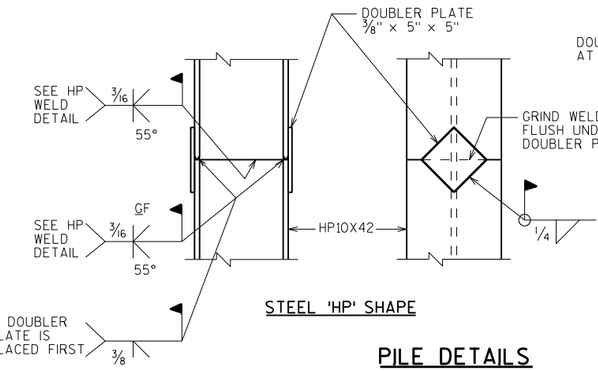


P1005 P1012

BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

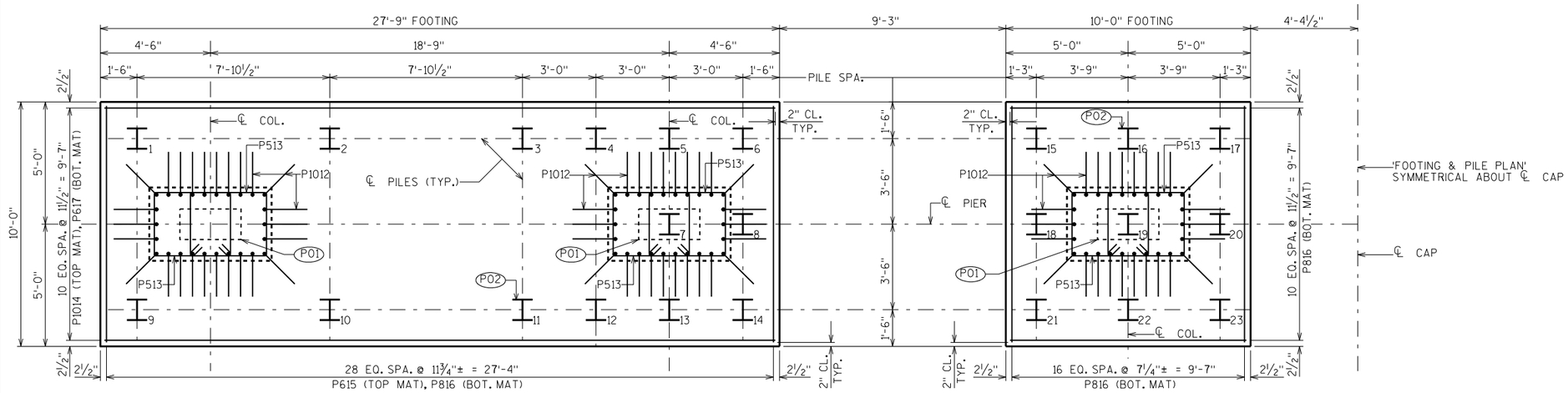
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
P501	X	45	2-0		CAP-TOP-VERT.-CENTER-DOWELS-BTWN. BEAM SEATS
P502	X	51	6-3	X	CAP-TOP-VERT.-BELOW BEAM SEATS 3 THRU 7
P403	X	8	26-4		CAP-TOP-HORIZ.-BELOW BEAM SEATS 3 THRU 7
P504	X	250	11-6	X	CAP-STIRRUP-VERT.
P1005	X	12	43-4	X	CAP-TOP-VERT. & HORIZ.-AT BOTH ENDS
P1006	X	6	40-0		CAP-TOP-HORIZ.-AT MIDDLE
P507	X	12	7-0	X	CAP-HORIZ.-AT BOTH ENDS
P508	X	10	52-2		CAP-HORIZ.-BOTH FACES-AT WEST END
P509	X	10	51-8		CAP-HORIZ.-BOTH FACES-AT EAST END
P1010	X	8	52-3		CAP-BOT.-HORIZ.-AT WEST END
P1011	X	8	59-6		CAP-BOT.-HORIZ.-AT EAST END
P1012	X	156	26-5	X	FOOTING/COLUMN/CAP-VERT.
P513	X	456	12-2	X	FOOTING & COLUMN-STIRRUP-HORIZ.
P1014		22	27-5		FOOTING-TOP-HORIZ.-LONGIT.-UNDER COLUMNS 1,2,5 & 6
P615		58	9-8		FOOTING-TOP-HORIZ.-TRANS.-UNDER COLUMNS 1,2,5 & 6
P816		114	9-8		FOOTING-BOT.-HORIZ.-LONGIT. & TRANS.-ABOVE PILES-UNDER COLUMNS 1 THRU 6
P617		22	27-5		FOOTING-BOT.-HORIZ.-LONGIT.-ABOVE PILES-UNDER COLUMNS 1,2,5 & 6
P818	X	32	10-7		CAP & PEDESTALS-VERT.
P419	X	16	11-10	X	PEDESTALS-STIRRUP-HORIZ.



STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS



FOOTING & PILE PLAN

P01 1'-3" X 2'-6" X 4" CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

P02 SUPPORT PIER ON HP 10 × 42 STEEL PILING, ESTIMATED 60'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

P08 P501 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

P09 KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2" × 6" BETWEEN BEAM SEATS.

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

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PIER DETAILS

SHEET 10

475

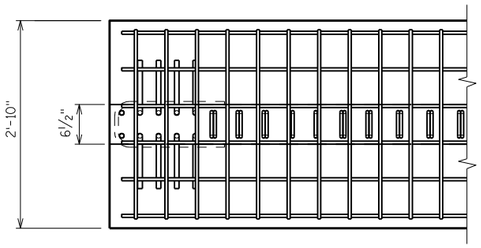
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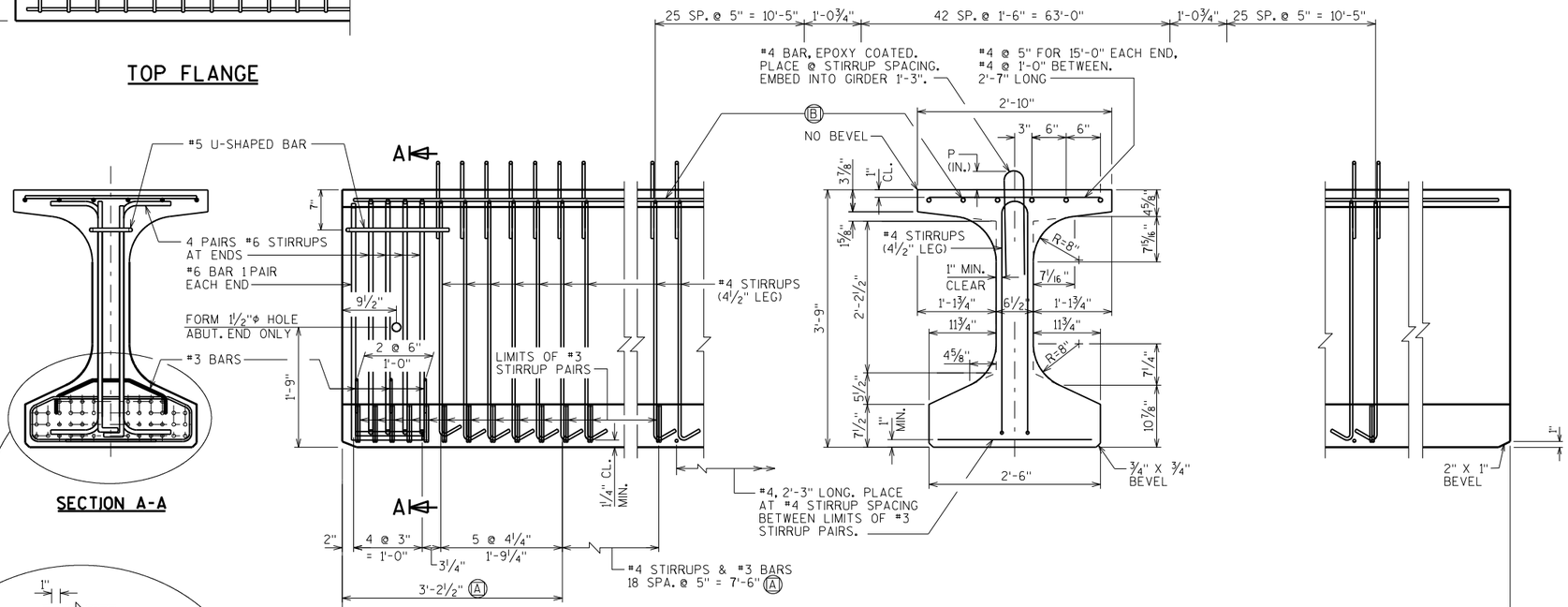
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STATE PROJECT NUMBER

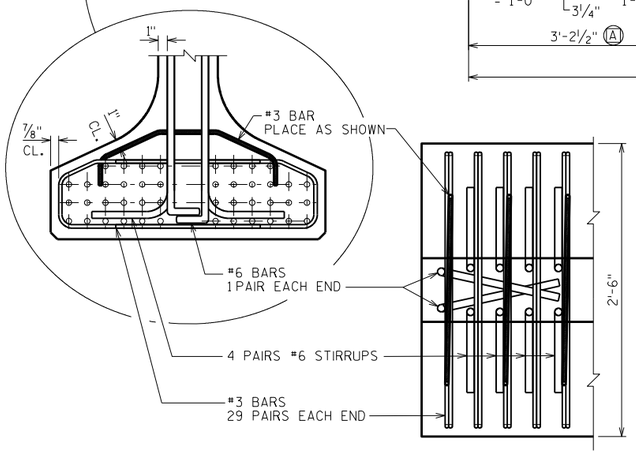
7200-02-71



TOP FLANGE



SECTION A-A



BOTTOM FLANGE

GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE DECK, 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.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS 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, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

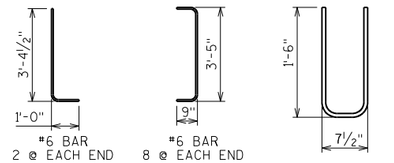
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

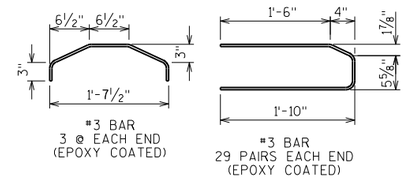
USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

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.

PRESTRESSING STRANDS SHALL BE 0.6" DIA.-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET 13.





SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, WITH 1'-11" MIN. LAPS

✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L" (FEET)	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" 1ST 1/3 OF GIRDER	"P" MID 1/3 OF GIRDER	"P" END 1/3 OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1 &2	1-10	107.38	0.9	1.7	2.3	2.7	2.8	2.7	2.3	1.7	0.9	8000	8"	7"	8"	0.6	40	6700	40.0	13.75	16.75	5.0		

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STRUCTURE B-55-232

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45W" PRESTRESSED GIRDER DETAILS 1

SHEET 11

476

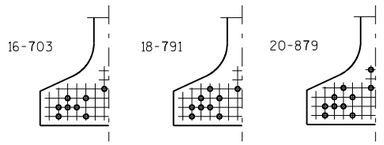
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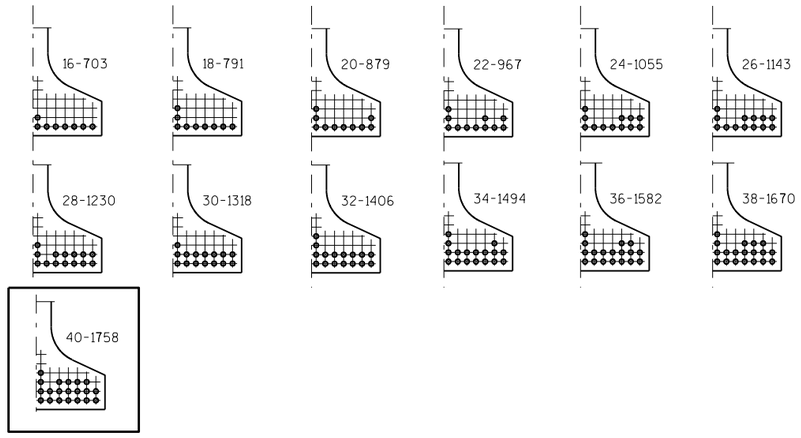
STATE PROJECT NUMBER

7200-02-71



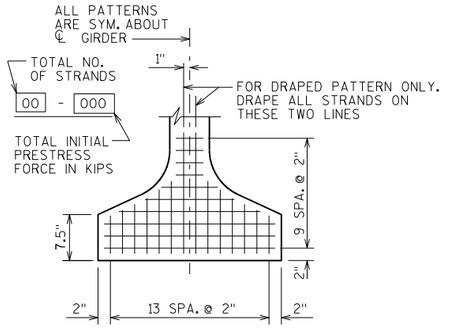
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

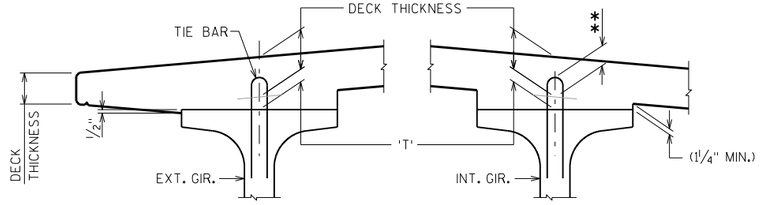


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

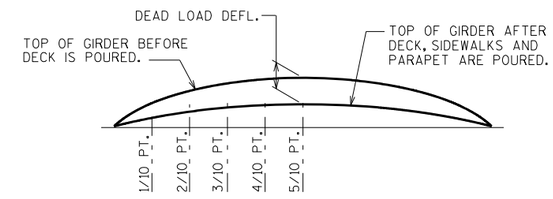
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLANS DECKTHICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

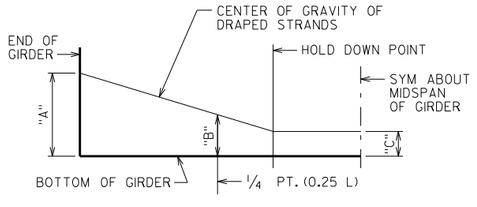
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
\- TOP OF GIRDER ELEVATION
\+ DEAD LOAD DEFLECTION
\- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE:
AN AVERAGE HAUNCH ('T') OF 3.5" WAS USED FOR COMPUTING THE SUPERSTRUCTURE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1&2	4.66

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

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45W" PRESTRESSED GIRDER DETAILS 2

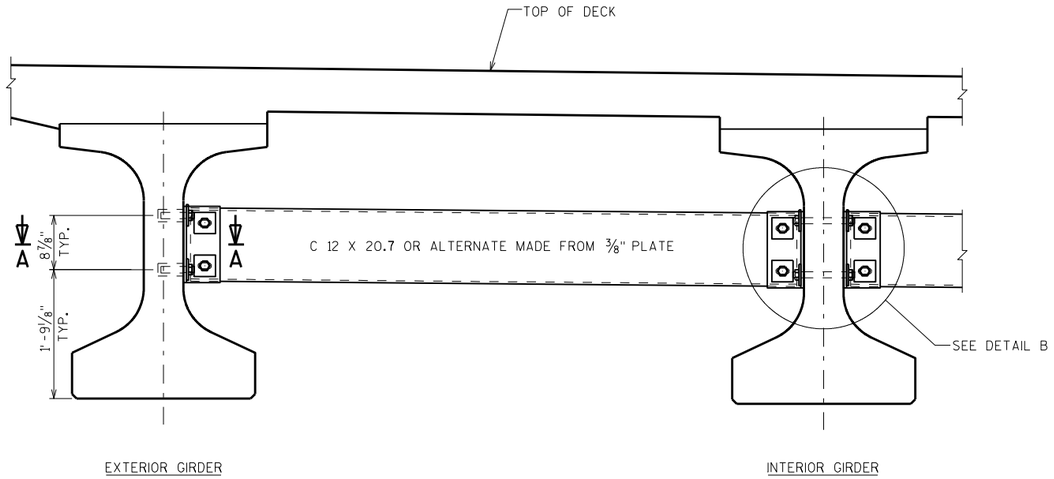
SHEET 12

477

SCALE = 1

STATE PROJECT NUMBER

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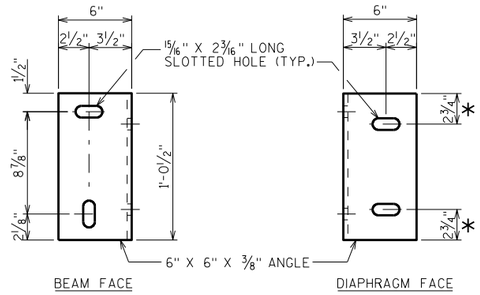
PART TRANSVERSE SECTION AT DIAPHRAGM

NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-55-232", EACH.

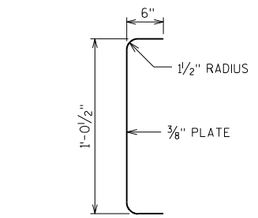
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT. ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

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.

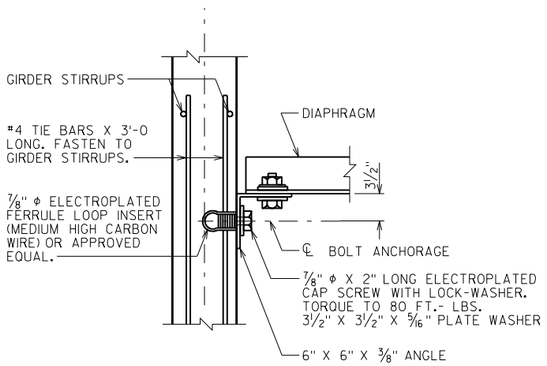


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM

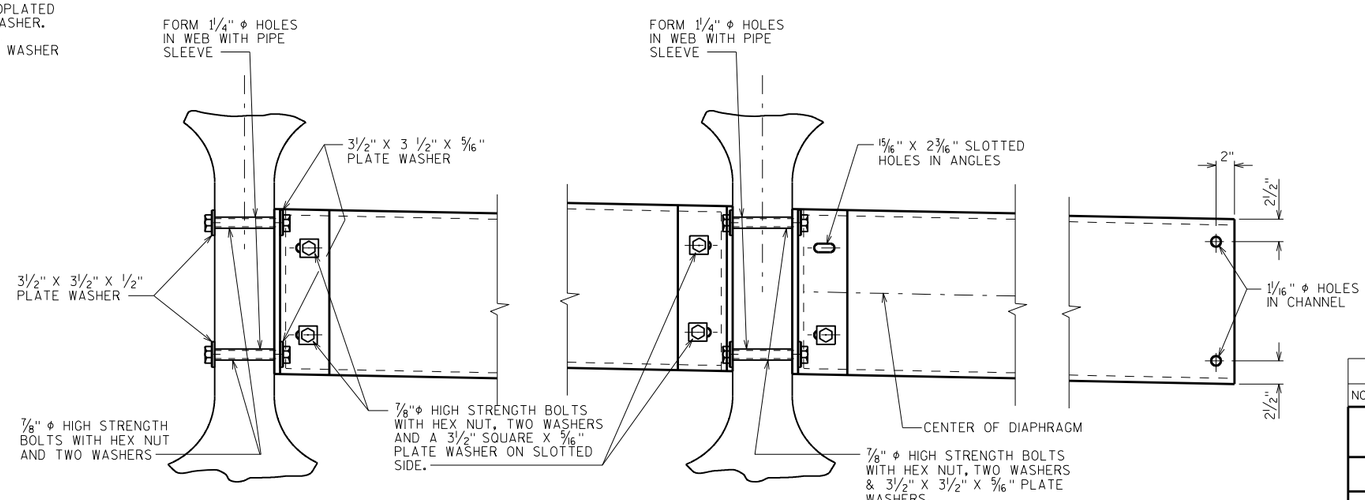


SECTION THRU ALTERNATE DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

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STEEL DIAPHRAGM

SHEET 13

478

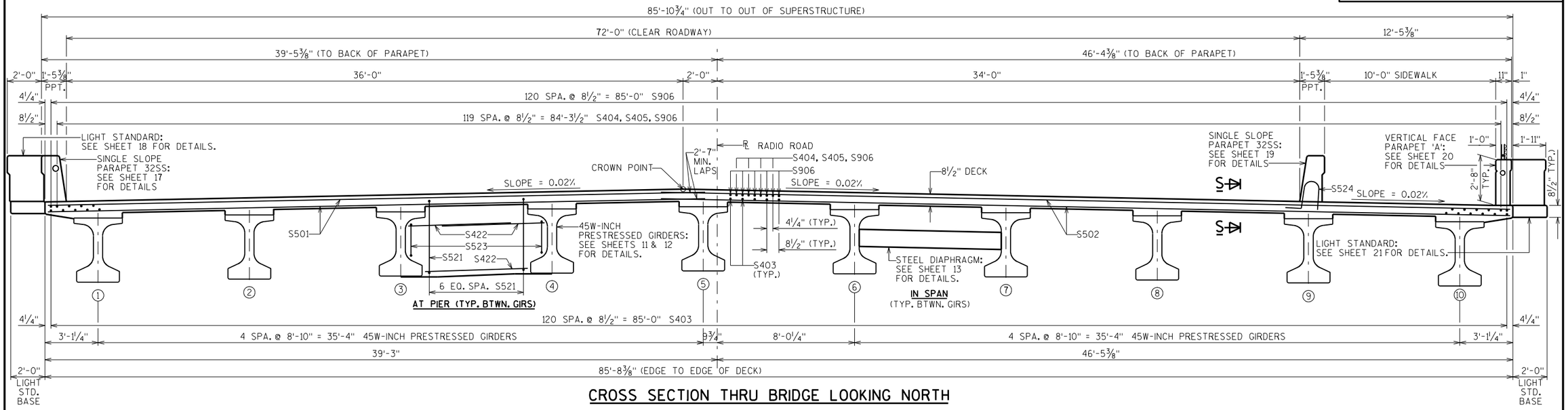
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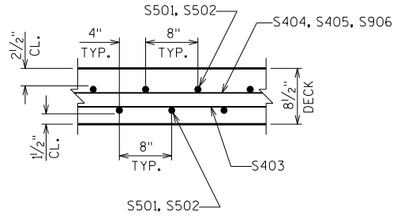
STATE PROJECT NUMBER

7200-02-71

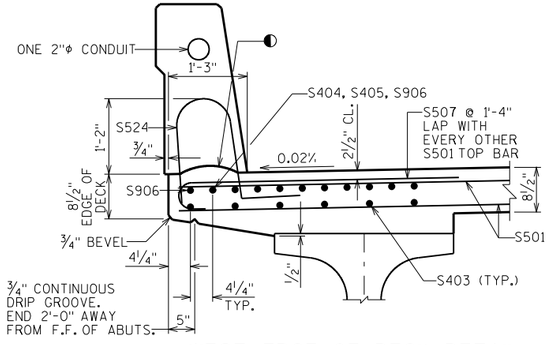


CROSS SECTION THRU BRIDGE LOOKING NORTH

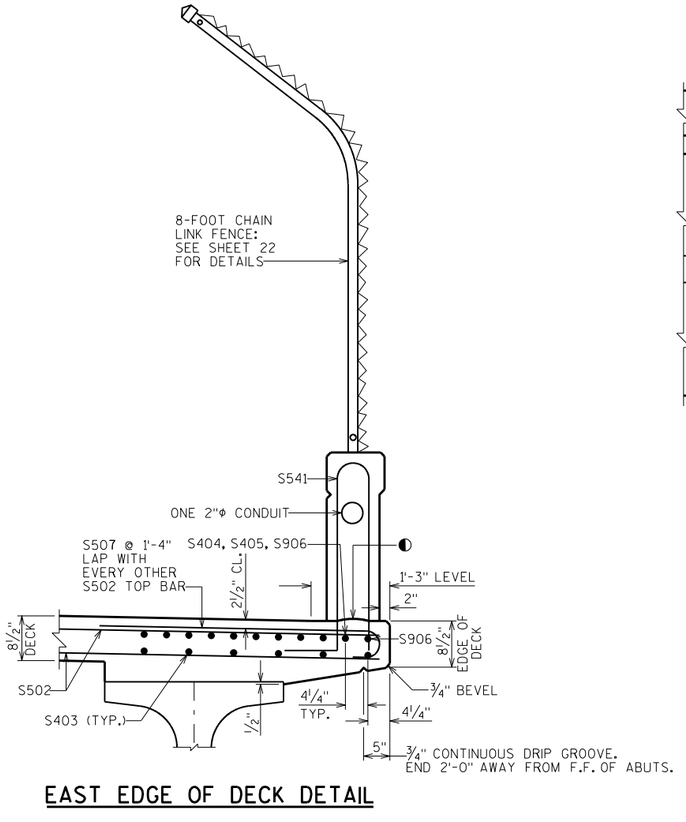
◐HORIZ. CONST. JOINT: STRIKE OFF AND LEAVE ROUGH AS SHOWN



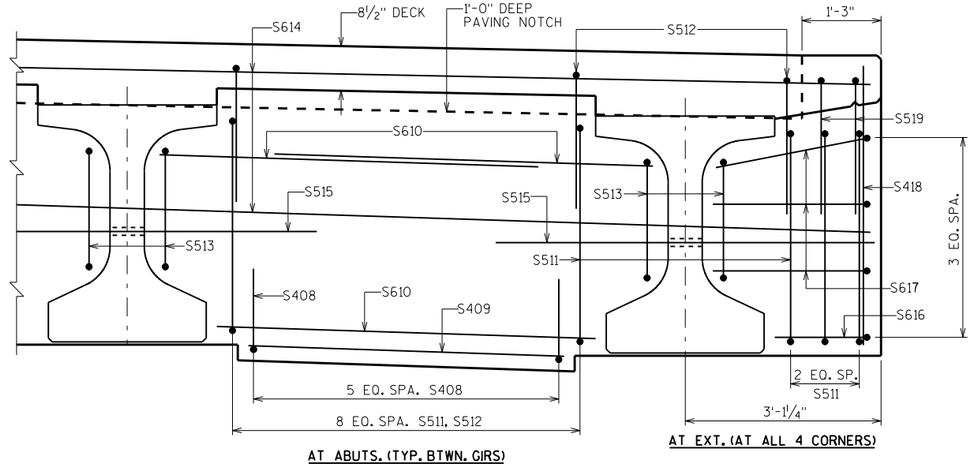
SECTION S-S



WEST EDGE OF DECK DETAIL



EAST EDGE OF DECK DETAIL



CROSS SECTION AT ABUTMENTS

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

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SUPERSTRUCTURE CROSS SECTIONS

SHEET 14

479

8

8

SCALE = 2.9

STATE PROJECT NUMBER

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INDICATES WING NUMBER

218'-0¾" BACK TO BACK OF ABUTMENTS

2'-0⅜" | 107'-0" SPAN 1 | 107'-0" SPAN 2 | 2'-0⅜"

324 SPA. @ 8" = 216'-0" S501 TOP TRANSVERSE BARS
323 SPA. @ 8" = 215'-4" S501 BOT. TRANSVERSE BARS

19°-30' SKEW TYP.

℄ BRG. SOUTH ABUTMENT

℄ PIER

EDGE OF DECK

1'-5⅜" PPT.

℄ LIGHT STD. BASE #2 @ STA. 201+02.94 SEE SHEET 18 FOR DETAILS.

℄ BRG. NORTH ABUTMENT

1'-3" TYP.

B.F. ABUT.

1'-9" MIN. LAPS S531 (TYP.)

S501

3'-1½" TYP.

33'-8¾" TYP. | 35'-9½" TYP. | 37'-5¾" TYP. | 34'-4¼" TYP. | 35'-9½" TYP. | 36'-10¼" TYP.

PAVING NOTCH

IN-SPAN STEEL DIAPHRAGM SPACING

F.F. ABUT.

2'-7" MIN. LAPS (TYP.)

8" TYP.

END OF DECK

38'-0"

LIMITS OF 8" WIDE X 1'-0" DEEP ROADWAY PAVING NOTCH (TYP. AT BOTH ENDS)

BOT. LONGIT. DECK STEEL

1'-8" MIN. LAPS (TYP.)

S403 (TYP.)

℄ RADIO ROAD

8½" TYP.

IN-SPAN STEEL DIAPHRAGMS, TYP. SEE SHEET 13 FOR DETAILS.

CONCRETE DIAPHRAGM AT PIER

S502

℄ GIRDERS

F.F. ABUT.

END OF DECK

S404 | S404

8½" TYP.

1'-8" MIN. LAPS (TYP.)

18'-0" TYP.

4¼" TYP.

S906

S405 | S405

1'-8" MIN. LAPS (TYP.)

S405

TOP LONGIT. DECK STEEL

PAVING NOTCH

45'-2⅜"

1'-9" MIN. LAPS S531 (TYP.)

34'-0" TYP. | 18'-0" TYP.

1'-5⅜" PPT.

B.F. ABUT.

85'-8⅜" (EDGE TO EDGE OF DECK)

1'-5" MIN. LAPS S442 (TYP.)

10'-0"

1'-0"

1'-3" TYP.

℄ LIGHT STD. BASE #1 @ STA. 199+31.89 SEE SHEET 21 FOR DETAILS.

S507 @ 1'-4" (TYP.)

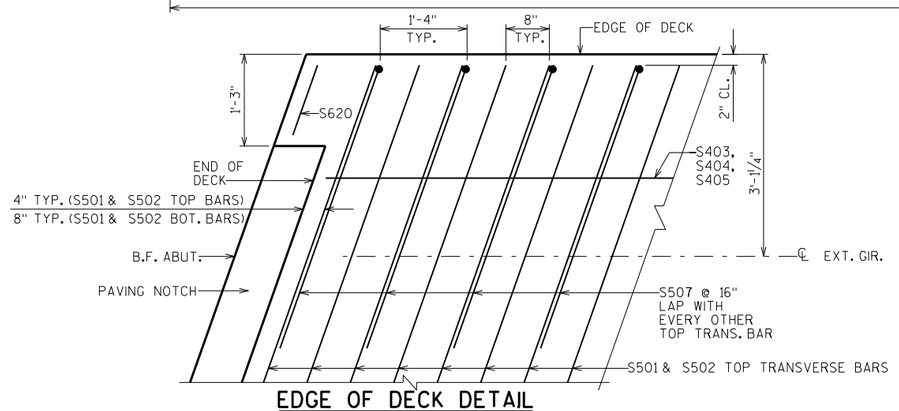
EDGE OF DECK

324 SPA. @ 8" = 216'-0" S502 TOP TRANSVERSE BARS
323 SPA. @ 8" = 215'-4" S502 BOT. TRANSVERSE BARS

9" | 7'-6⅜" | 26 SPA. @ 7'-9" = 201'-6" | 7'-6⅜" | 9" FENCE POST SPACING

216'-7⅞" END TO END OF DECK

PLAN



EDGE OF DECK DETAIL

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DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

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SUPERSTRUCTURE PLAN

SHEET 15

480

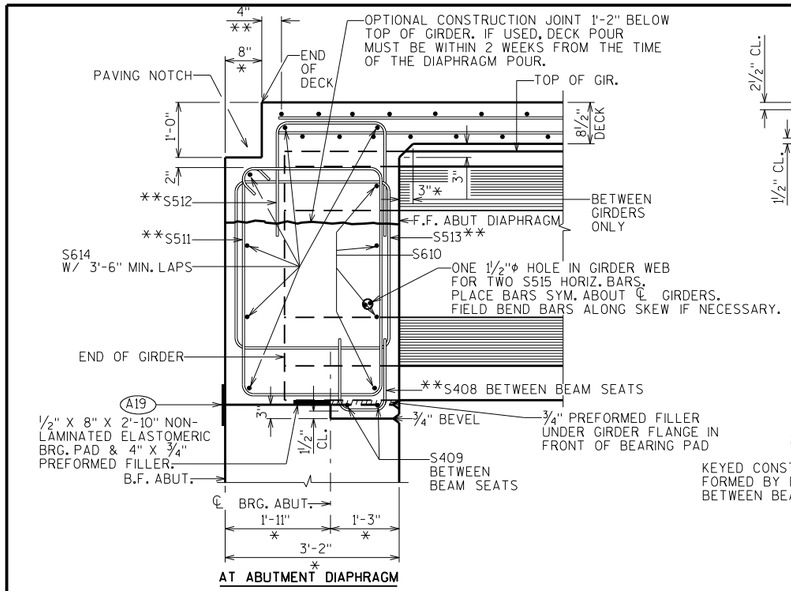
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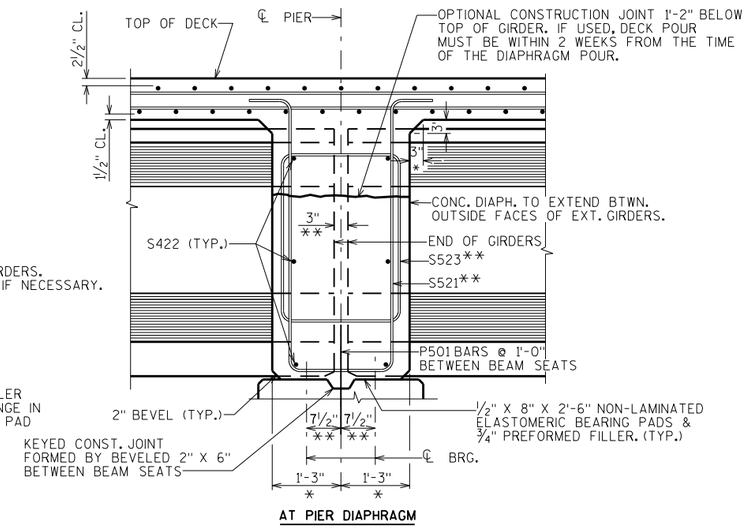
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STATE PROJECT NUMBER

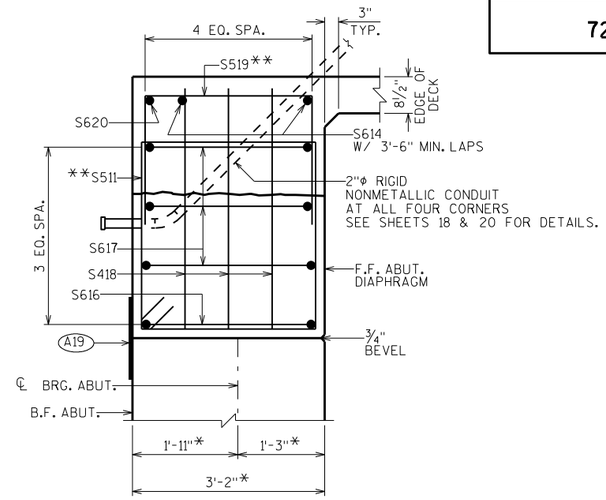
7200-02-71



AT ABUTMENT DIAPHRAGM

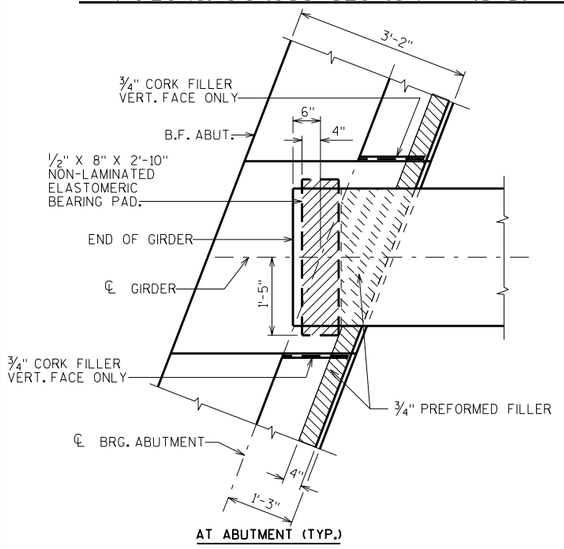


AT PIER DIAPHRAGM

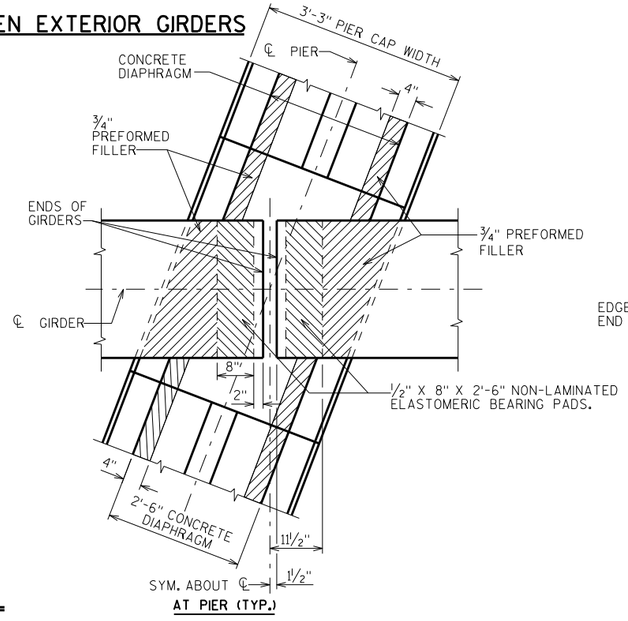


OUTSIDE FACE OF ABUT. DIAPHRAGM

PART. LONGIT. CROSS SECTION THRU DIAPHRAGMS BETWEEN EXTERIOR GIRDERS

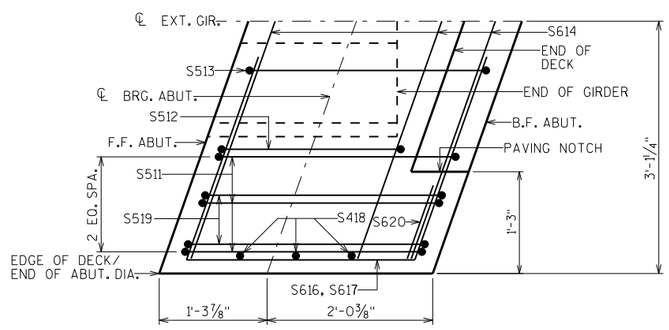


AT ABUTMENT (TYP.)



AT PIER (TYP.)

BEARING PAD DETAIL



TYPICAL DIAPHRAGM CORNER DETAIL

TYPICAL DETAIL AT ALL FOUR CORNERS

TOP OF DECK ELEVATIONS

	℄ S. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ N. ABUT.
LEFT EOD	969.86	969.81	969.75	969.70	969.65	969.59	969.54	969.49	969.43	969.38	969.33	969.27	969.22	969.17	969.11	969.06	969.01	968.95	968.90	968.84	968.79
G1	969.90	969.85	969.80	969.74	969.69	969.64	969.58	969.53	969.48	969.42	969.37	969.32	969.26	969.21	969.15	969.10	969.05	968.99	968.94	968.89	968.83
G2	970.10	970.04	969.99	969.94	969.88	969.83	969.78	969.72	969.67	969.61	969.56	969.51	969.45	969.40	969.35	969.29	969.24	969.19	969.13	969.08	969.03
G3	970.29	970.23	970.18	970.13	970.07	970.02	969.97	969.91	969.86	969.81	969.75	969.70	969.65	969.59	969.54	969.49	969.43	969.38	969.33	969.27	969.22
G4	970.48	970.43	970.37	970.32	970.27	970.21	970.16	970.11	970.05	970.00	969.95	969.89	969.84	969.79	969.73	969.68	969.62	969.57	969.52	969.46	969.41
G5	970.63	970.57	970.52	970.46	970.41	970.36	970.30	970.25	970.20	970.14	970.09	970.04	969.98	969.93	969.88	969.82	969.77	969.72	969.66	969.61	969.56
℞ RADIO RD.	970.61	970.56	970.50	970.45	970.40	970.34	970.29	970.24	970.18	970.13	970.08	970.02	969.97	969.92	969.86	969.81	969.75	969.70	969.65	969.59	969.54
G6	970.46	970.41	970.36	970.30	970.25	970.20	970.14	970.09	970.04	969.98	969.93	969.88	969.82	969.77	969.72	969.66	969.61	969.55	969.50	969.45	969.39
G7	970.30	970.25	970.20	970.14	970.09	970.04	969.98	969.93	969.88	969.82	969.77	969.71	969.66	969.61	969.55	969.50	969.45	969.39	969.34	969.29	969.23
G8	970.14	970.09	970.04	969.98	969.93	969.87	969.82	969.77	969.71	969.66	969.61	969.55	969.50	969.45	969.39	969.34	969.29	969.23	969.18	969.13	969.07
G9	969.98	969.93	969.87	969.82	969.77	969.71	969.66	969.61	969.55	969.50	969.45	969.39	969.34	969.29	969.23	969.18	969.13	969.07	969.02	968.96	968.91
G10	969.82	969.77	969.71	969.66	969.61	969.55	969.50	969.45	969.39	969.34	969.29	969.23	969.18	969.12	969.07	969.02	968.96	968.91	968.86	968.80	968.75
RIGHT EOD	969.79	969.74	969.68	969.63	969.57	969.52	969.47	969.41	969.36	969.31	969.25	969.20	969.15	969.09	969.04	968.99	968.93	968.88	968.83	968.77	968.72

EOD = EDGE OF DECK

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

*DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

**DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER. REINFORCEMENT IS PLACED PARALLEL TO ℄ GIRDER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

DRAWN BY JPH | PLANS CK'D. DDS

SUPERSTRUCTURE DETAILS

SHEET 16

481

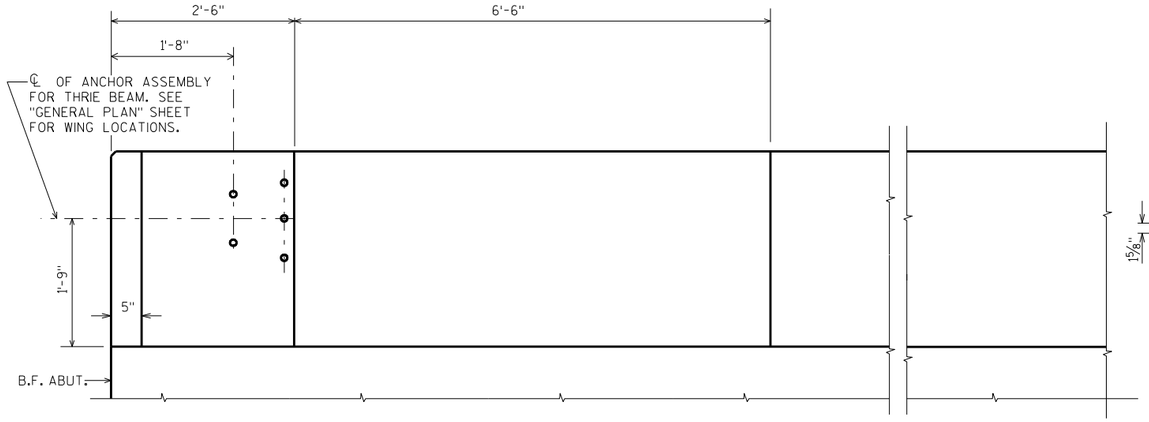
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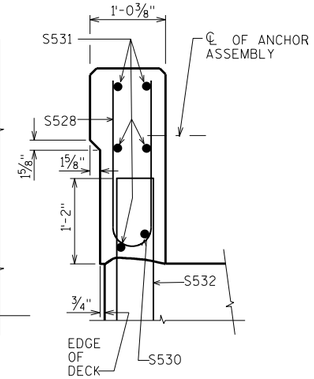
STATE PROJECT NUMBER

7200-02-71

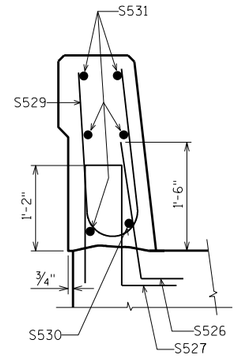


INSIDE ELEVATION

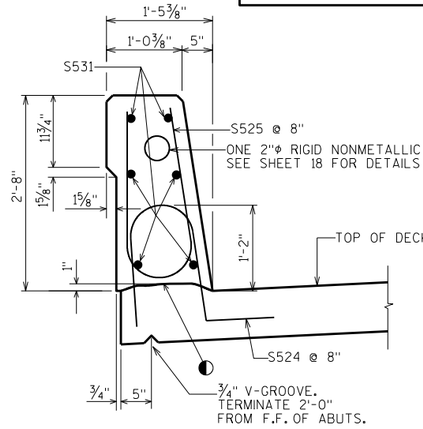
(TYPICAL AT BOTH PARAPET ENDS)



SECTION A

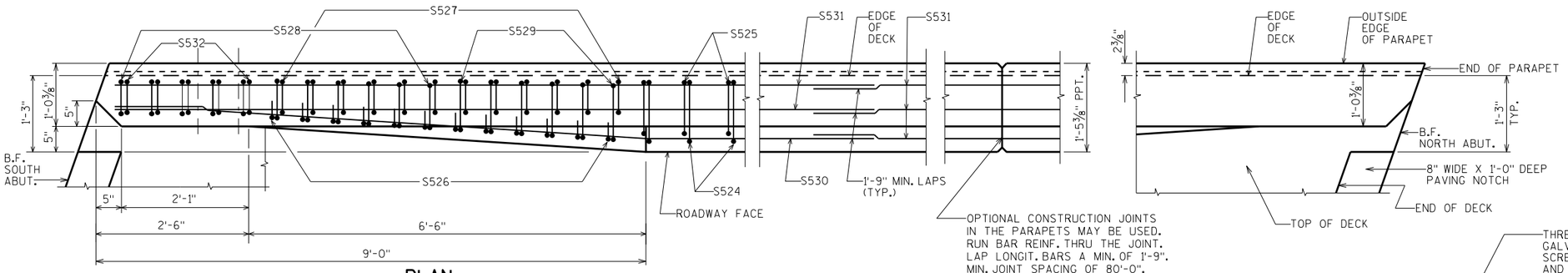


SECTION B



SECTION C

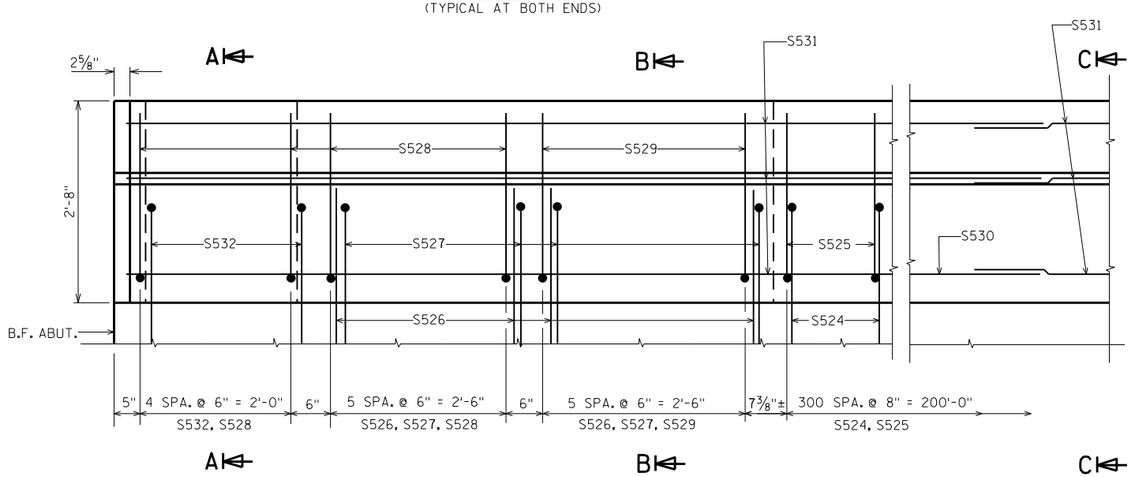
NOTE:
SEE SHEET 23 FOR THE BILL OF BARS AND BAR DETAILS.



PLAN

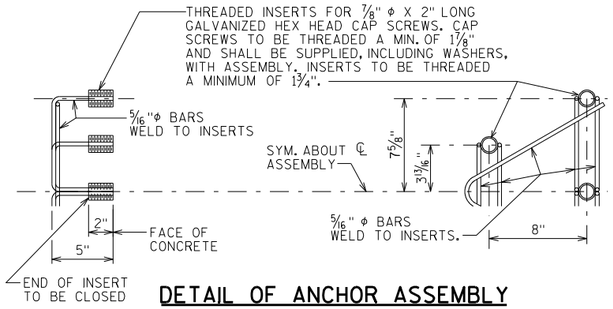
(TYPICAL AT BOTH ENDS)

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 3/4" - 'V' GROOVE.



OUTSIDE ELEVATION

(TYPICAL AT BOTH PARAPET ENDS)



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

◐ CONST. JOINT - STRIKE OFF AND LEAVE ROUGH AS SHOWN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

DRAWN BY JPH | PLANS CK'D. DDS

SINGLE SLOPE PARAPET 32SS #1

SHEET 17

482

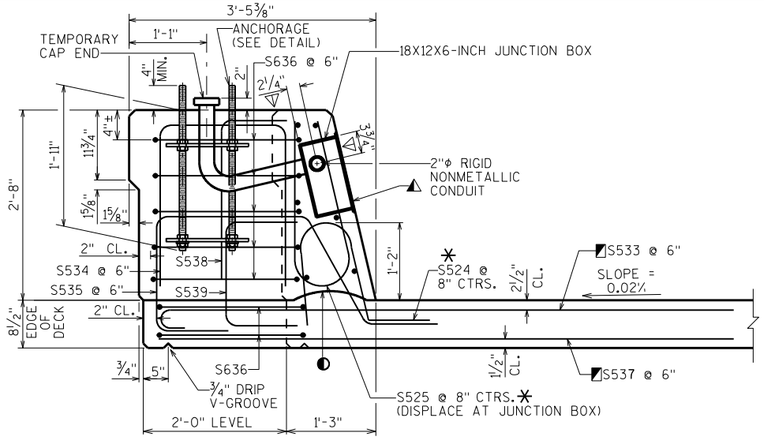
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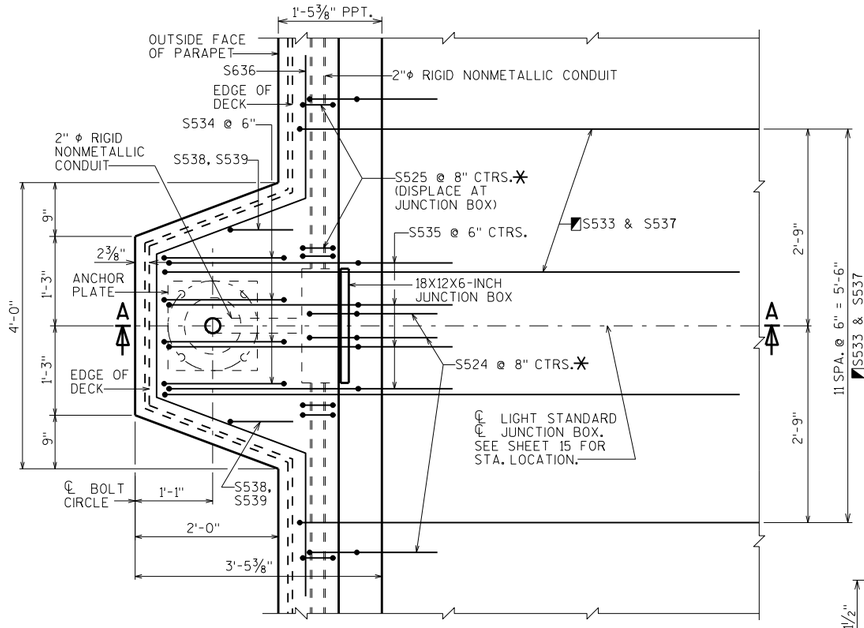
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STATE PROJECT NUMBER

7200-02-71



SECTION A-A



PLAN AT LIGHT STANDARD

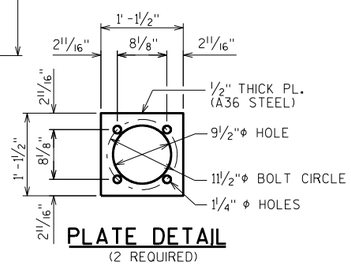
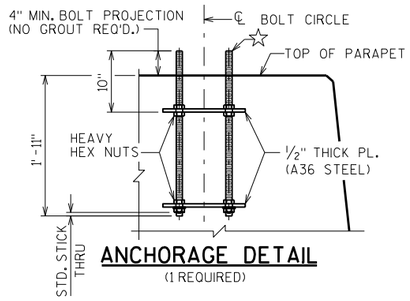
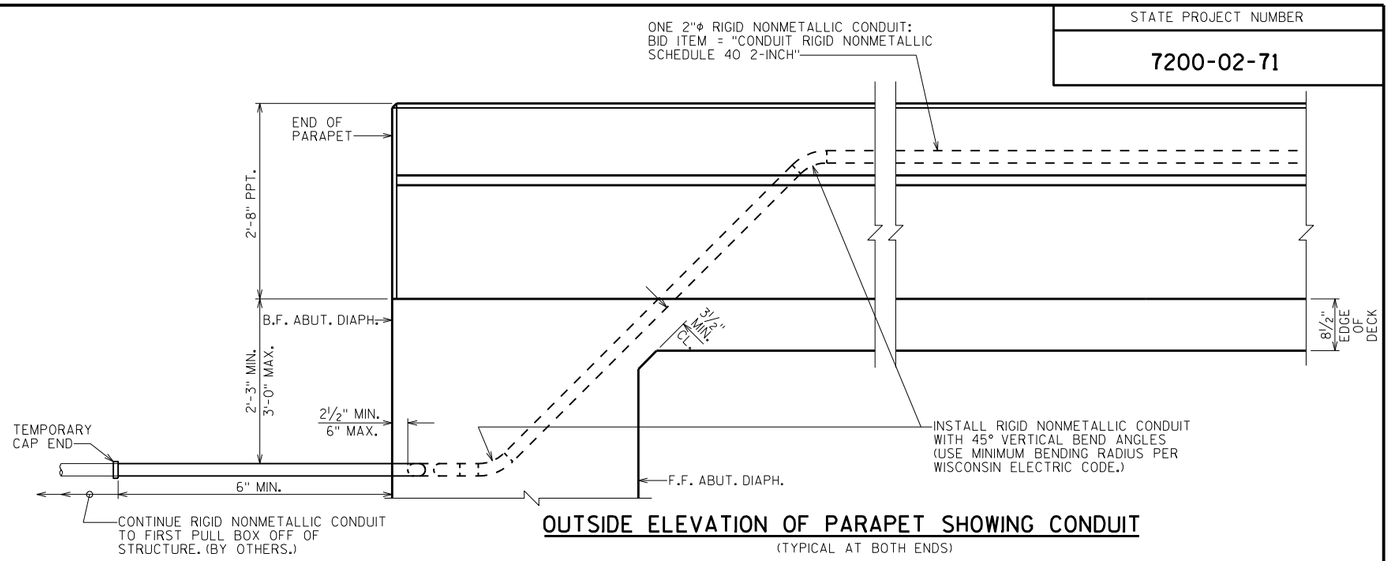


PLATE DETAIL
(2 REQUIRED)

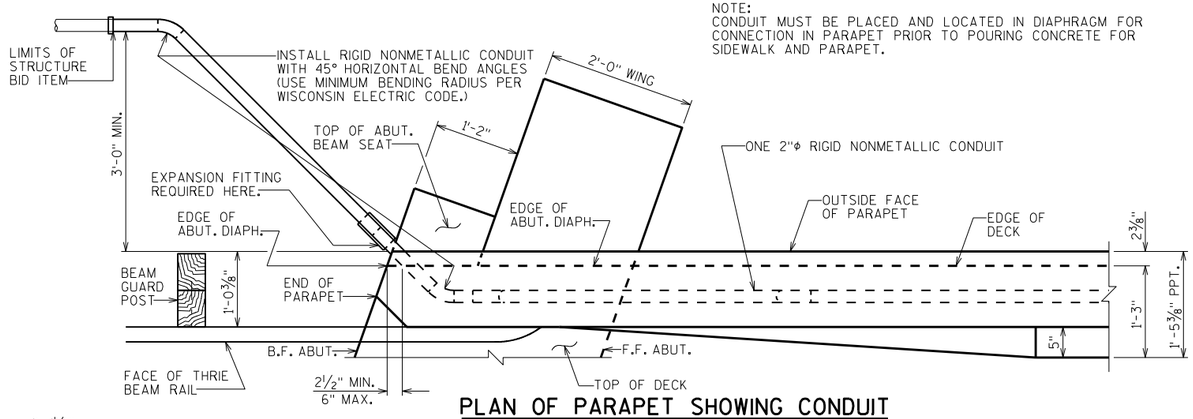


ANCHORAGE DETAIL
(1 REQUIRED)



OUTSIDE ELEVATION OF PARAPET SHOWING CONDUIT
(TYPICAL AT BOTH ENDS)

NOTE:
CONDUIT MUST BE PLACED AND LOCATED IN DIAPHRAGM FOR CONNECTION IN PARAPET PRIOR TO POURING CONCRETE FOR SIDEWALK AND PARAPET.



PLAN OF PARAPET SHOWING CONDUIT
(TYPICAL AT BOTH ENDS)

◐ CONSTR. JT. STRIKE OFF AS SHOWN

◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.

▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

◩ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN DECK.

✳ SEE 'SINGLE SLOPE PARAPET 32SS' SHEET 17 FOR ADDITIONAL BAR STEEL DETAILS.

☆ 1"Φ THREADED ANCHOR BOLTS ASTM A449 OR AASHTO M 314-90 GR 55. HOT DIP ASTM A153, CLASS C, UPPER 8" OF BOLT INCLUDING NUTS & WASHERS. PROVIDE ENLARGED THREAD ON NUTS FOR PROPER FIT AFTER GALVANIZING. PROVIDE DOUBLE FLAT WASHERS & NUTS.

NOTE:
SEE SHEET 23 FOR THE BILL OF BARS AND BAR DETAILS.

NOTES

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-INCH", EACH.
"ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).

EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

DRAWN BY JPH | PLANS CK'D. DDS

PARAPET 32SS LIGHT DETAILS

SHEET 18

483

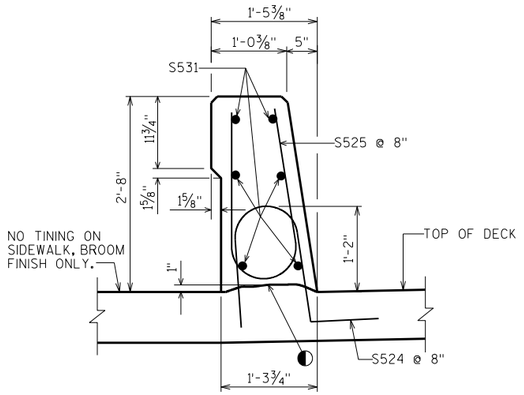
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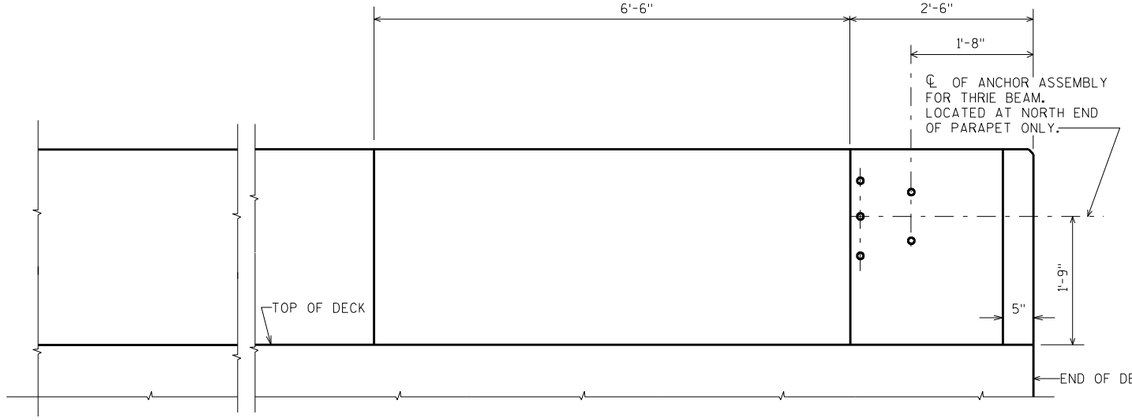
STATE PROJECT NUMBER

7200-02-71



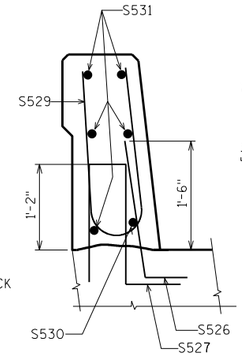
SECTION C

PARAPET SHALL NOT BE ANCHORED WITH EPOXY ANCHORS. REINFORCEMENT MUST BE CAST-IN-PLACE.

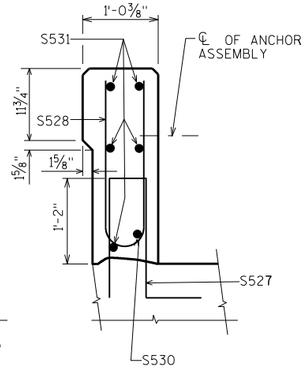


INSIDE ELEVATION

(ROADWAY FACE)



SECTION B

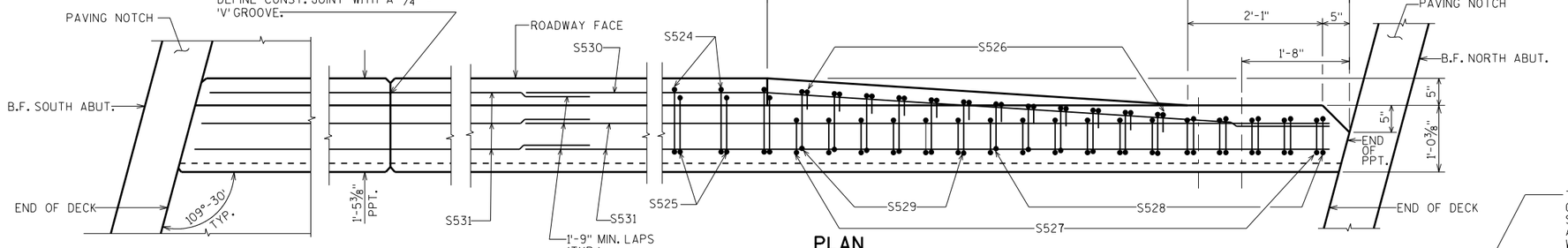


SECTION A

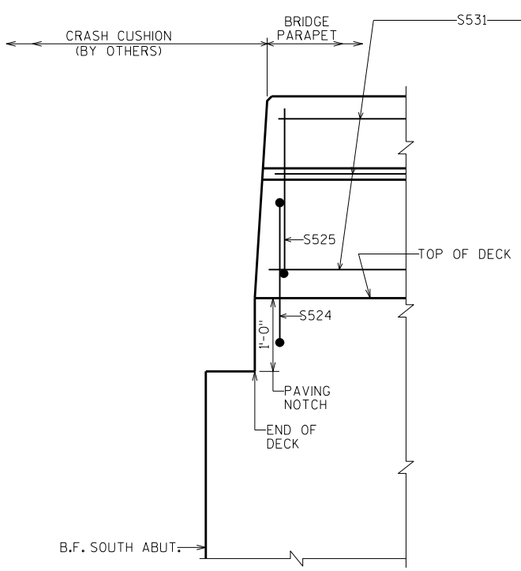
NOTE: SEE SHEET 23 FOR THE BILL OF BARS AND BAR DETAILS.

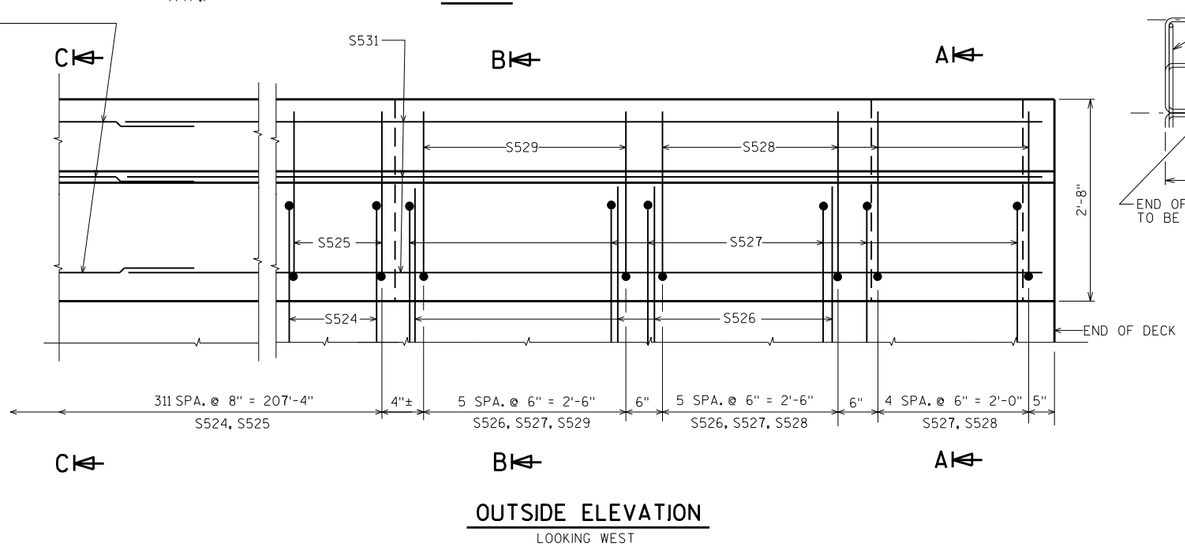
◐ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

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.



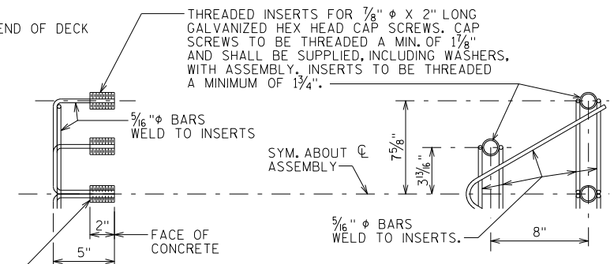
PLAN





OUTSIDE ELEVATION

LOOKING WEST



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE 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-55-232

DRAWN BY JPH | PLANS CK'D. DDS

SINGLE SLOPE PARAPET 32SS #2

SHEET 19

484

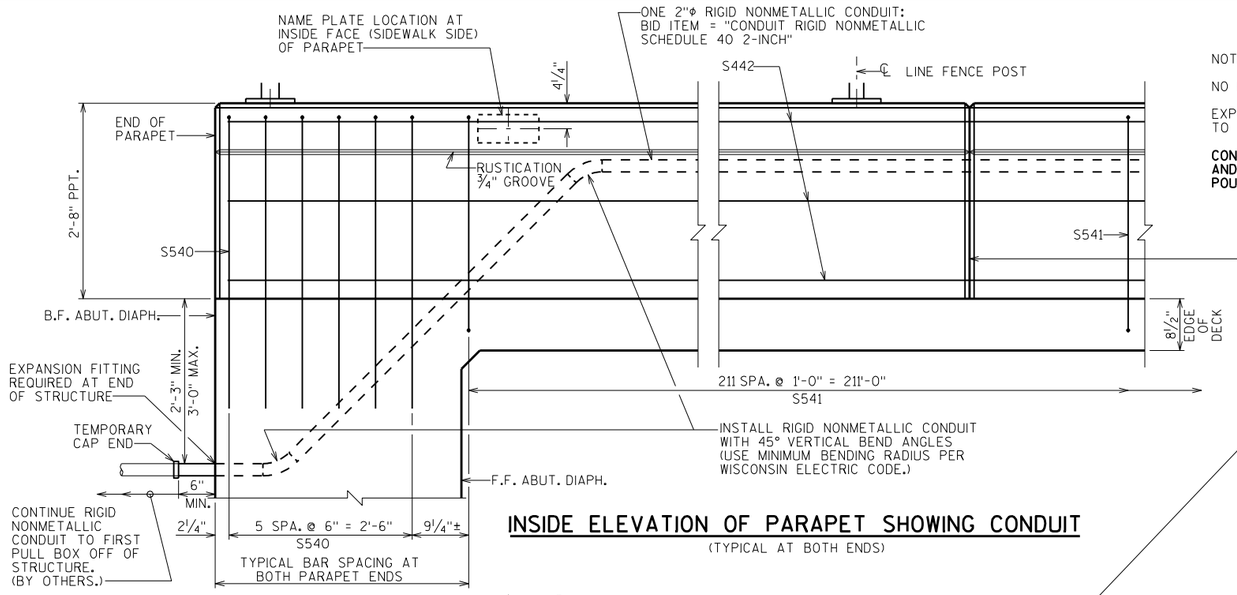
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STATE PROJECT NUMBER

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INSIDE ELEVATION OF PARAPET SHOWING CONDUIT

(TYPICAL AT BOTH ENDS)

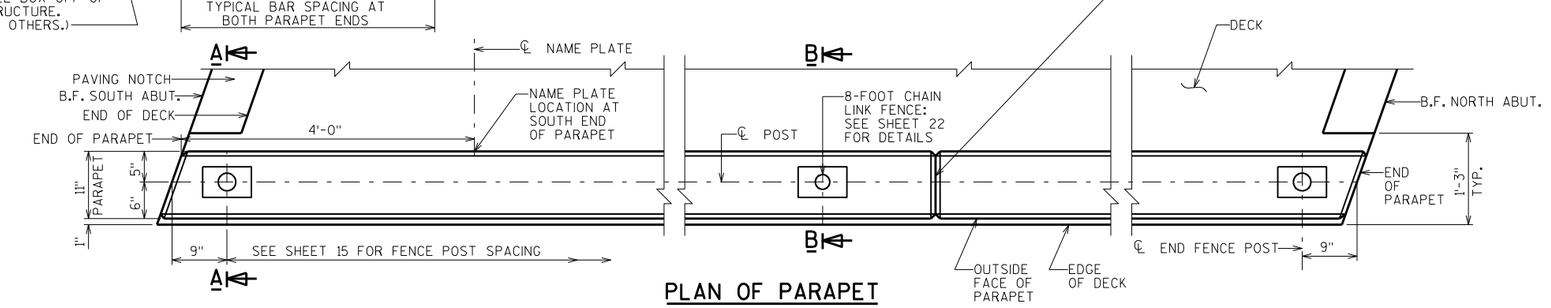
NOTES:

NO HORIZONTAL BENDS IN CONDUITS.

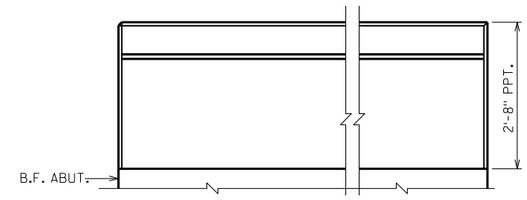
EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS SHALL BE INCIDENTAL TO THE BID ITEM "CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH".

CONDUIT MUST BE PLACED AND LOCATED IN DIAPHRAGM AND DECK FOR CONNECTION IN PARAPET PRIOR TO POURING CONCRETE FOR DIAPHRAGM AND DECK.

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINFORCEMENT THRU THE JOINT LAP LONGITUDINAL BARS A MIN. OF 1'-5". MIN. JOINT SPACING OF 80'-0". DEFINE CONSTRUCTION WITH A ¾" 'V' GROOVE.

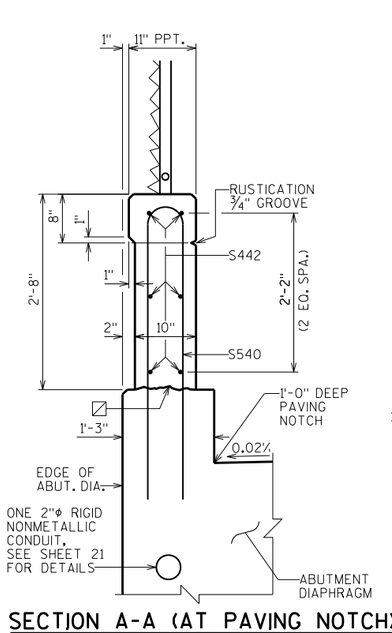


PLAN OF PARAPET

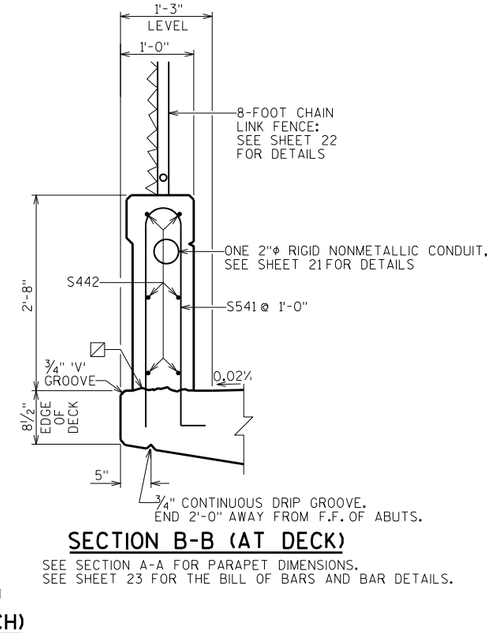


OUTSIDE FACE OF PARAPET

☒ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH. FOR DECK POUR, MATCH BRIDGE X-SLOPE.



SECTION A-A (AT PAVING NOTCH)



SECTION B-B (AT DECK)

SEE SECTION A-A FOR PARAPET DIMENSIONS.
SEE SHEET 23 FOR THE BILL OF BARS AND BAR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

DRAWN BY JPH | PLANS CK'D. DDS

VERTICAL FACE PARAPET 'A'

SHEET 20

485

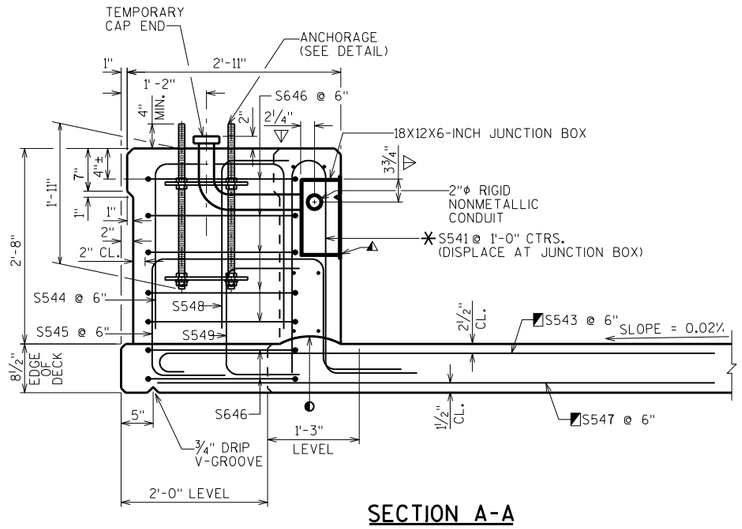
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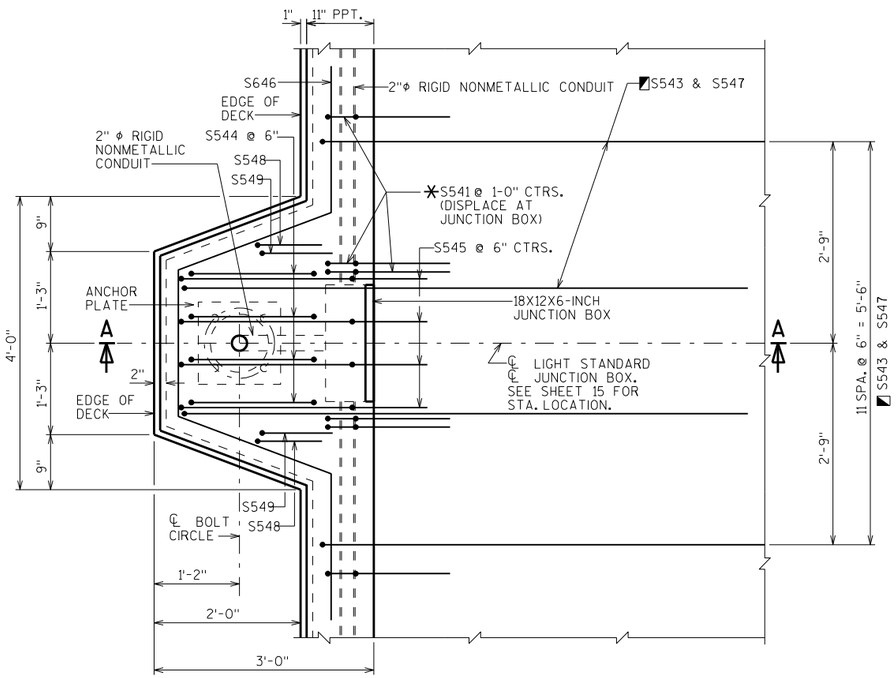
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STATE PROJECT NUMBER

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SECTION A-A



PLAN AT LIGHT STANDARD

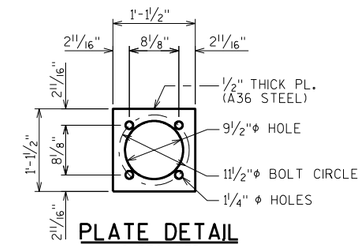
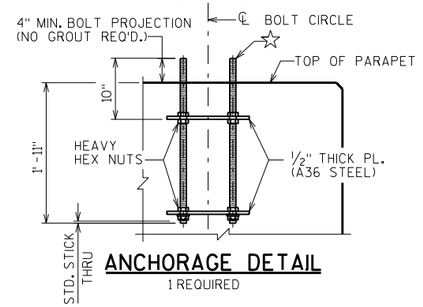


PLATE DETAIL

2 REQUIRED



ANCHORAGE DETAIL

1 REQUIRED

NOTES

◐ CONSTR. JT. STRIKE OFF AS SHOWN

◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.

▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

◩ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN DECK.

☆ 1"ϕ THREADED ANCHOR BOLTS ASTM A449 OR AASHTO M 314-90 GR 55. HOT DIP ASTM A153, CLASS C, UPPER 8" OF BOLT INCLUDING NUTS & WASHERS. PROVIDE ENLARGED THREAD ON NUTS FOR PROPER FIT AFTER GALVANIZING. PROVIDE DOUBLE FLAT WASHERS & NUTS.

✳ SEE VERTICAL FACE PARAPET 'A', SHEET 20 FOR ADDITIONAL BAR STEEL DETAILS.

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-INCH", EACH.
"ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).

EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH".

NOTE:
SEE SHEET 23 FOR THE BILL OF BARS AND BAR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

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PARAPET 'A' LIGHT DETAILS

SHEET 21

486

8

8

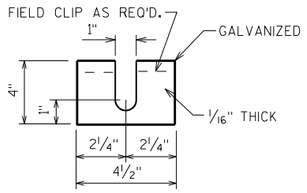
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7200-02-71

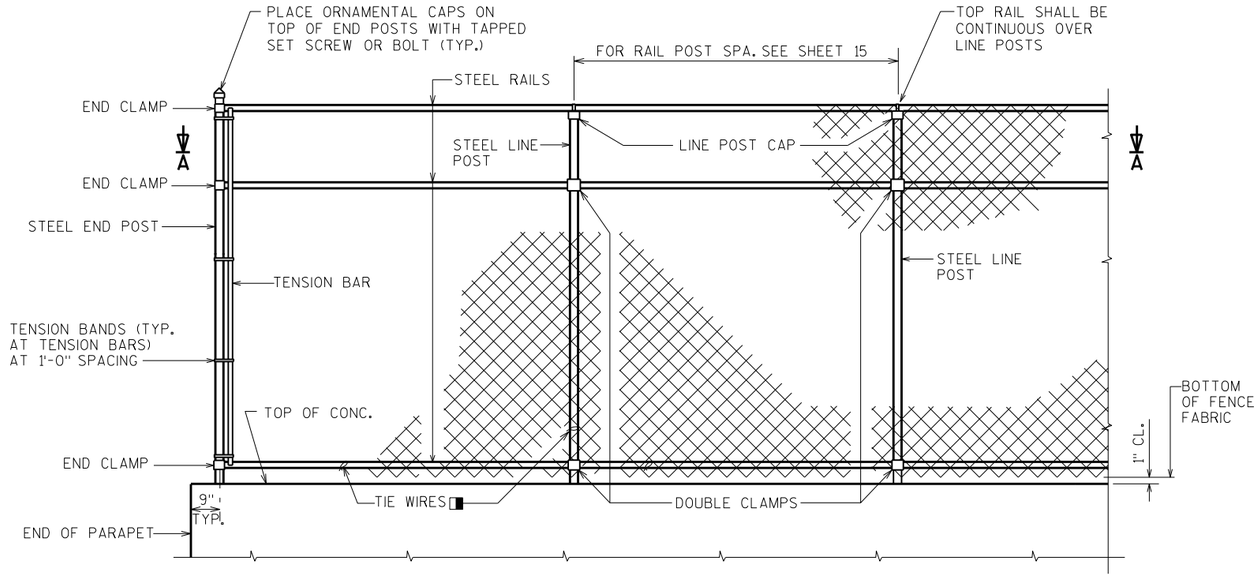
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12



POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



FENCE PART ELEVATION

VIEWING FABRIC SIDE

GENERAL NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BROWN IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 8-FT.", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

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.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

■ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

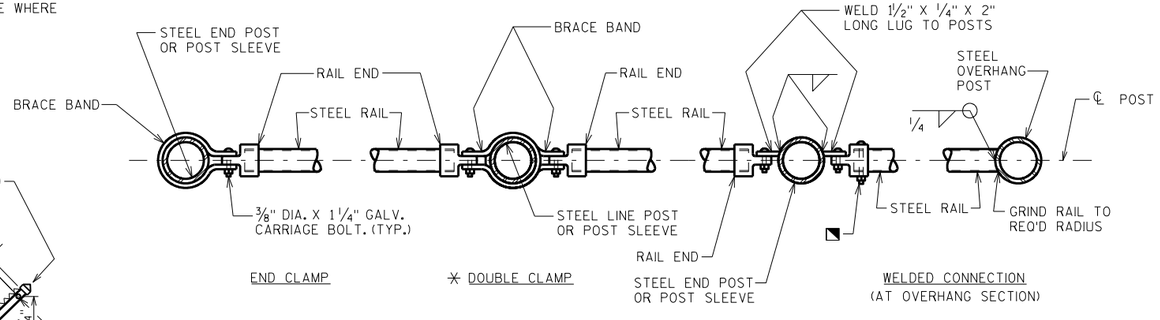
▲ 1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", 1/2" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ 1/2" DIA. CONCRETE MASONRY ANCHOR, TYPE "S", 6" MIN. EMBEDMENT (EPOXY ANCHORED) INTO CONCRETE AND MINIMUM PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER AND NUT SHALL BE GALVANIZED.

◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

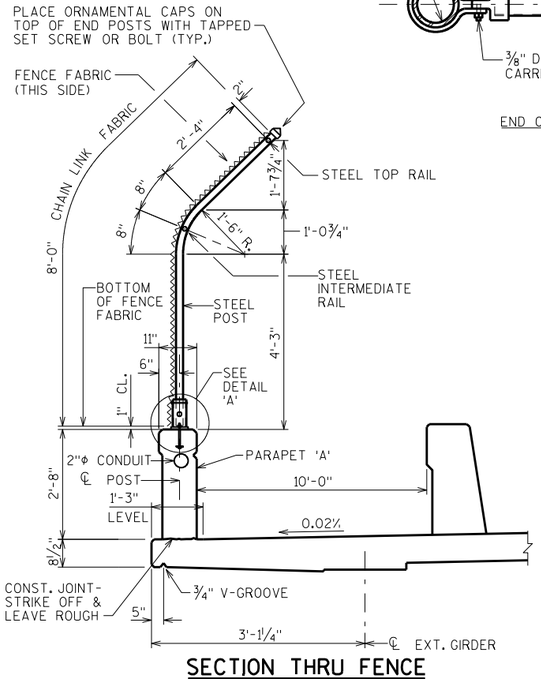
◪ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.

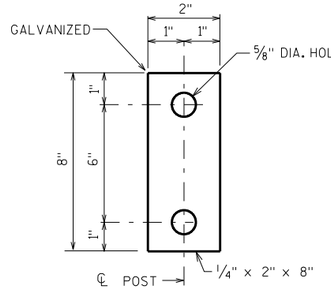


SECTION A-A

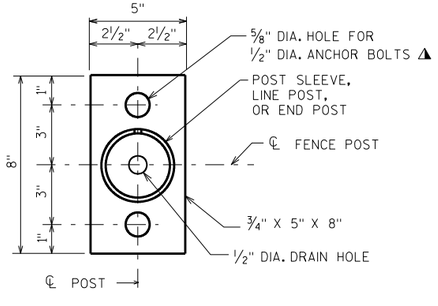
NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS



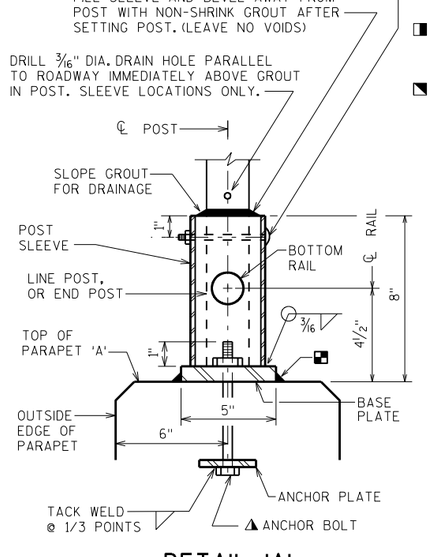
SECTION THRU FENCE



ANCHOR PLATE



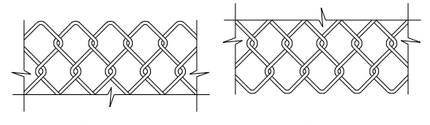
BASE PLATE



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.



TOP DETAIL

BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

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PARAPET 'A' CHAIN LINK FENCE DETAILS

SHEET 22

487

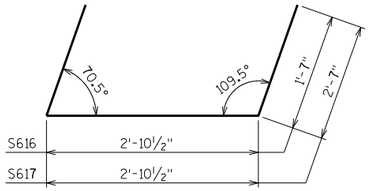
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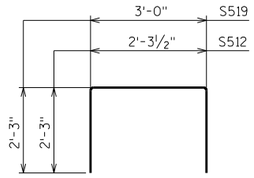
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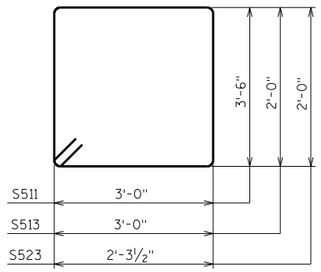
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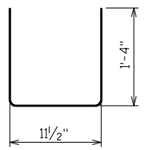
S616 S617



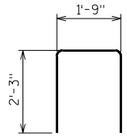
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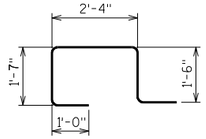
S511 S513 S523



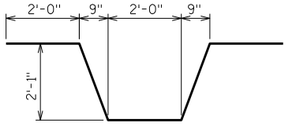
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S544



S545



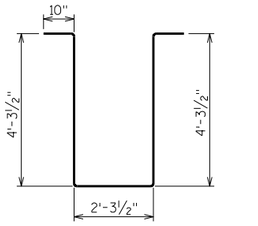
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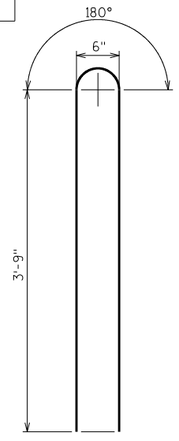
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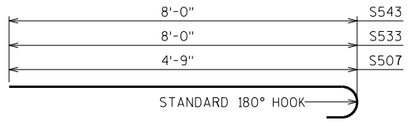
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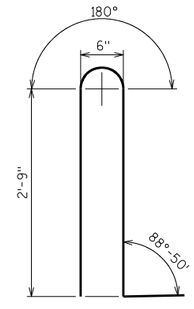
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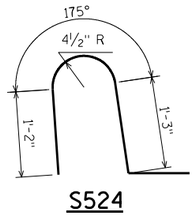
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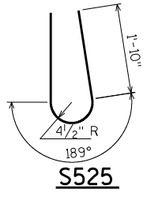
S507 S533 S543



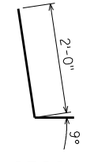
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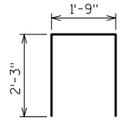
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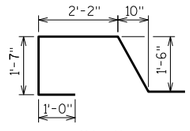
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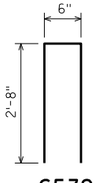
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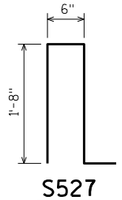
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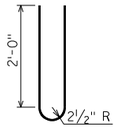
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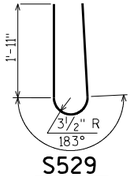
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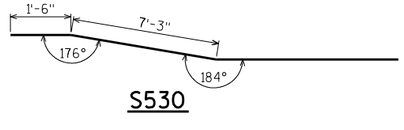
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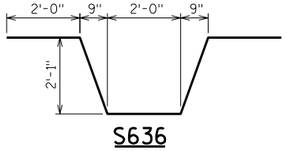
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S529



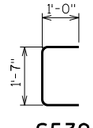
S530



S636



S538



S539

BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S501	X	649	40-8			DECK-TRANSVERSE-HORIZ.-TOP & BOT.-WEST SIDE
S502	X	649	52-6			DECK-TRANSVERSE-HORIZ.-TOP & BOT.-EAST SIDE
S403	X	605	44-8			DECK-LONGIT.-HORIZ.-BOT.
S404	X	240	38-9			DECK-LONGIT.-HORIZ.-TOP-SOUTH END
S405	X	360	31-9			DECK-LONGIT.-HORIZ.-TOP-NORTH END
S906	X	241	52-0			DECK-LONGIT.-HORIZ.-TOP-CONTINUITY OVER PIER
S507	X	326	5-4	X		DECK-TRANS.-VERT.-TOP-AT BOTH EDGES
S408	X	108	3-5	X		ABUT. DIAPHRAGM-BOT.-VERT.-BTWN. BEAM SEATS
S409	X	36	5-4			ABUT. DIAPH.-HORIZ.-BOT.-BETWEEN BEAM SEATS
S610	X	126	6-4			ABUT. DIAPHRAGM-F.F.-HORIZ.-BTWN. GIRS.
S511	X	174	13-8	X		ABUT. DIAPHRAGM-VERT.-STIRRUPS
S512	X	166	6-6	X		ABUT. DIAPH. & DECK-VERT.
S513	X	40	10-8	X		ABUT. DIAPHRAGM-VERT.-STIRRUPS
S614	X	24	47-1			ABUT. DIAPH. B.F. & DECK - HORIZ.
S515	X	40	6-0			ABUT. DIAPHRAGM-HORIZ.-THRU GIRDERS
S616	X	4	5-9	X		ABUT. DIAPH.-BOT.-HORIZ.-AT ALL 4 GIRDER_EXTERIORS
S617	X	12	7-9	X		ABUT. DIAPH.-HORIZ.-AT ALL 4 GIRDER_EXTERIORS
S418	X	12	4-5			ABUT. DIAPH.-VERT.-AT ALL 4 GIRDER EXTERIORS
S519	X	8	7-3	X		ABUT. DIAPH. & DECK-VERT.-AT ALL 4 GIRDER EXTERIORS
S620	X	4	1-0			ABUT. DIAPH. B.F./DECK-TOP-HORIZ.-AT ALL 4 GIRDER EXTERIORS
S521	X	63	12-1	X		PIER DIAPHRAGM & DECK-VERT.-BTWN. GIRS.
S422	X	90	6-4			PIER DIAPHRAGM-HORIZ.-BOTH FACES-BTWN. GIRS.
S523	X	18	9-3	X		PIER DIAPHRAGM-VERT.-STIRRUPS-BTWN. GIRS.
S524	X	613	4-5	X		PARAPET 32SS & DECK-VERT.-TRANS.
S525	X	613	5-0	X		PARAPET 32SS-VERT.-TRANS.
S526	X	36	2-9	X		PARAPET 32SS & DECK-VERT.-TRANS.-AT TRANSITION
S527	X	41	4-4	X		PARAPET 32SS & DECK-VERT.-TRANS.-AT TRANSITION
S528	X	33	4-9	X		PARAPET 32SS-VERT.-TRANS.-AT TAPERED ENDS
S529	X	18	4-10	X		PARAPET 32SS-VERT.-TRANS.-AT TRANSITION
S530	X	3	55-10	X		PARAPET 32SS-BOT.-HORIZ.-LONGIT.-INSIDE FACE-AT TAPERED ENDS
S531	X	45	55-10			PARAPET 32SS-HORIZ.-LONGIT.
S532	X	10	5-7	X		PARAPET 32SS & DECK-VERT.-TRANS.-AT TAPERED ENDS-WEST PPT. ONLY
S533	X	12	8-7	X		WEST LIGHT BASE/DECK-TOP-VERT.-TRANS.
S534	X	4	6-0	X		WEST LIGHT BASE/PARAPET-VERT.-TRANS.
S535	X	4	7-0	X		WEST LIGHT BASE/PARAPET/DECK-VERT.-TRANS.
S636	X	7	10-0	X		WEST LIGHT BASE/PARAPET/DECK-HORIZ.
S537	X	12	8-0			WEST LIGHT BASE/DECK-BOT.-HORIZ.-TRANS.
S538	X	2	3-0	X		WEST LIGHT BASE/PARAPET-VERT.-TRANS.
S539	X	2	3-4	X		WEST LIGHT BASE/PARAPET/DECK-VERT.-TRANS.
S540	X	12	8-4	X		PARAPET A & ABUT. DIAPH.-VERT.-TRANS.-AT ENDS
S541	X	212	7-0	X		PARAPET A & DECK-VERT.-TRANS.
S442	X	30	44-9			PARAPET A-HORIZ.-LONGIT.
S543	X	12	8-7	X		EAST LIGHT BASE/DECK-TOP-VERT.-TRANS.
S544	X	4	6-0	X		EAST LIGHT BASE/PARAPET-VERT.-TRANS.
S545	X	4	6-11	X		EAST LIGHT BASE/PARAPET/DECK-VERT.-TRANS.
S646	X	7	10-0	X		EAST LIGHT BASE/PARAPET/DECK-HORIZ.
S547	X	12	8-0			EAST LIGHT BASE/DECK-BOT.-HORIZ.-TRANS.
S548	X	2	3-0	X		EAST LIGHT BASE/PARAPET-VERT.-TRANS.
S549	X	2	3-4	X		EAST LIGHT BASE/PARAPET/DECK-VERT.-TRANS.

NO.	DATE	REVISION	BY

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STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

DRAWN BY JPH | PLANS CK'D. DDS

BILL OF BARS & BAR DETAILS

SHEET 23

488

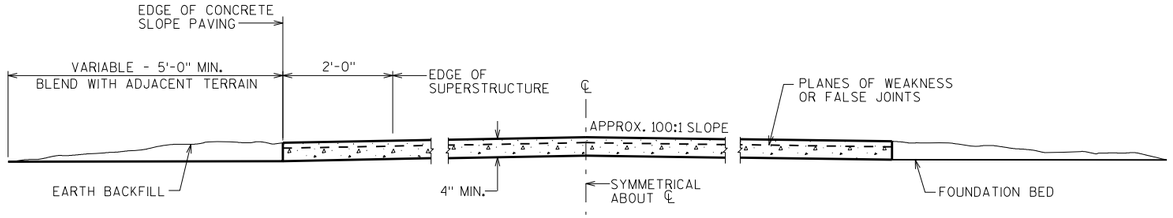
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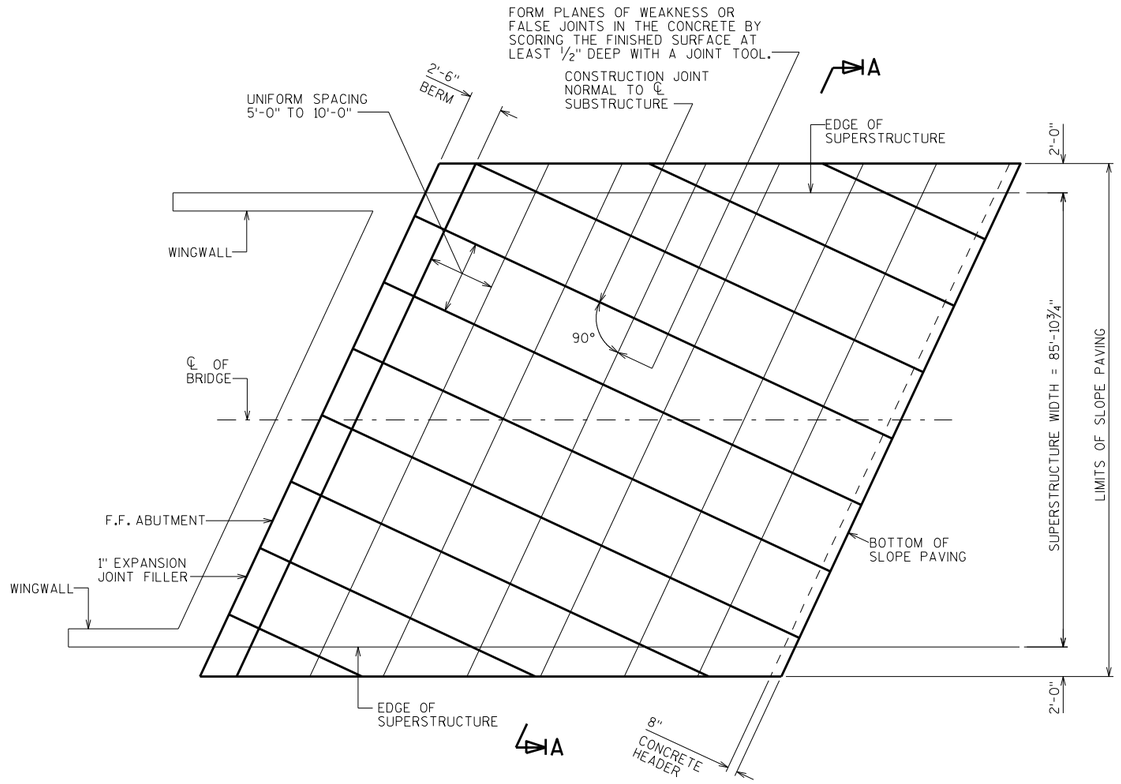
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STATE PROJECT NUMBER

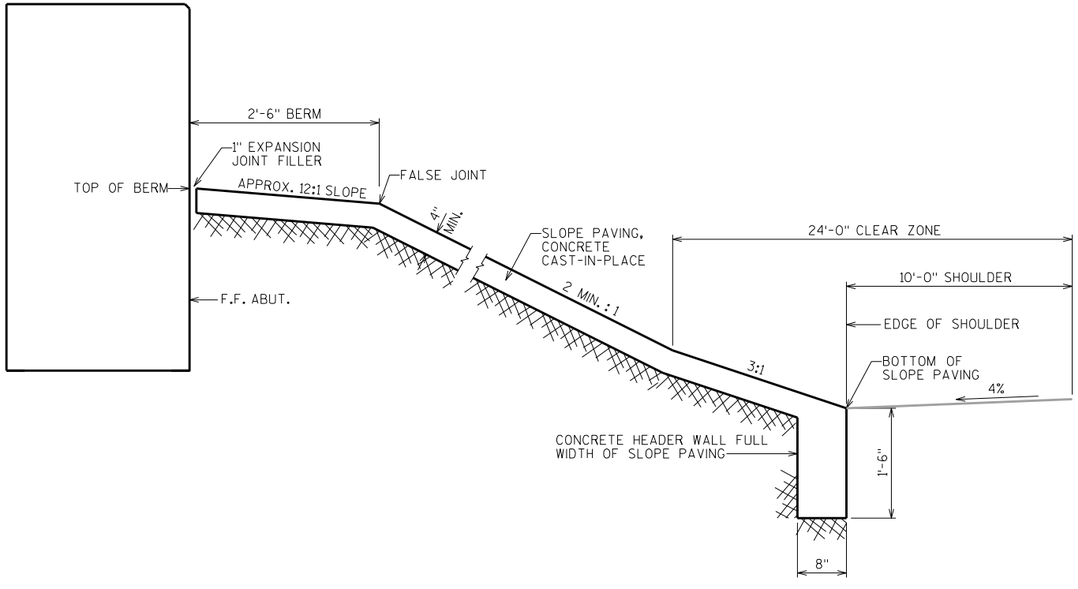
7200-02-71



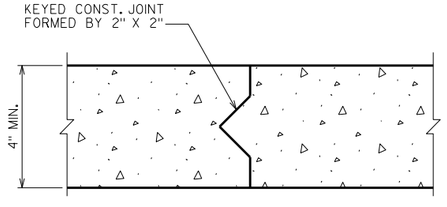
SECTION A-A



CONSTRUCTION JOINT DESIGN



TYPICAL SECTION



CONSTRUCTION JOINT

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HEREON SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

DRAWN BY JPH | PLANS CK'D. DDS

SLOPE PAVING, CONCRETE CAST-IN-PLACE

SHEET 24

489

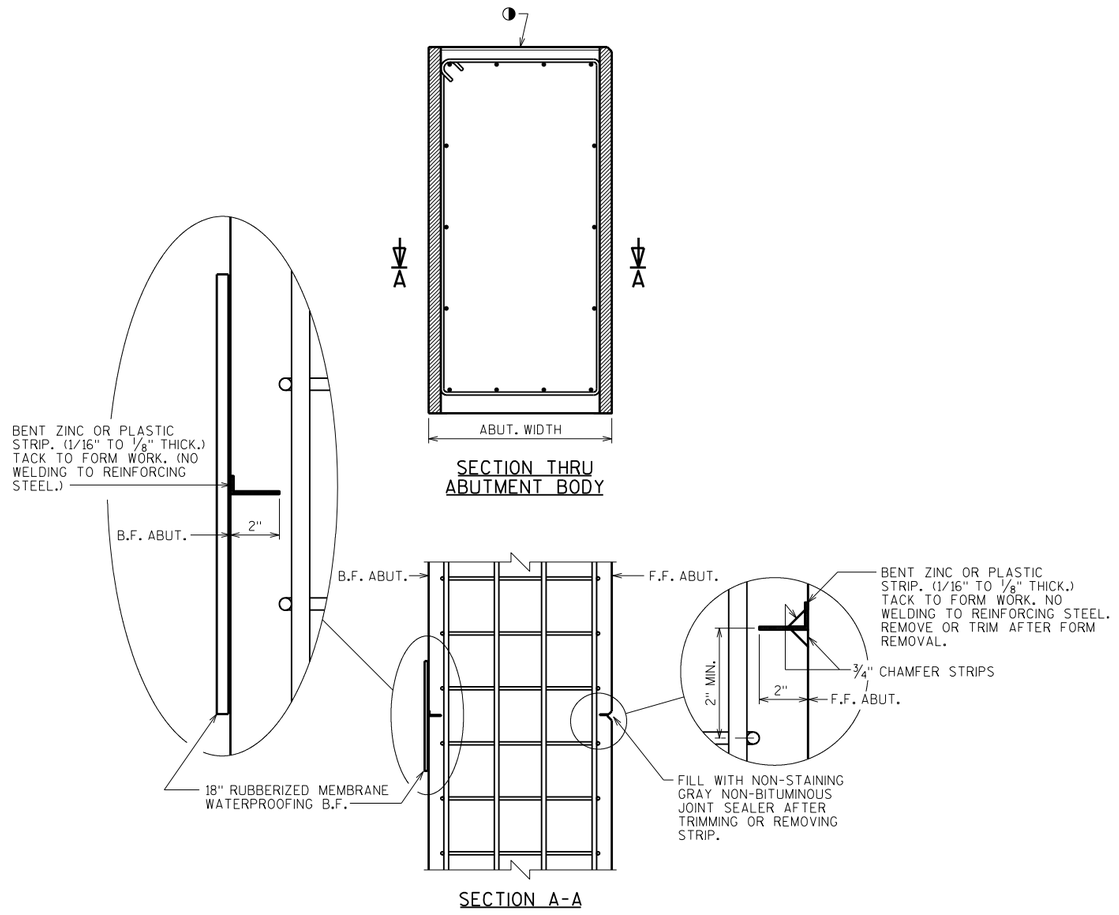
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8

8

STATE PROJECT NUMBER

7200-02-71



SECTION THRU ABUTMENT BODY

SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-232

DRAWN BY JPH | PLANS CK'D. DDS

ALTERNATE CONSTRUCTION JOINT

SHEET 25

490

SCALE = 1

8

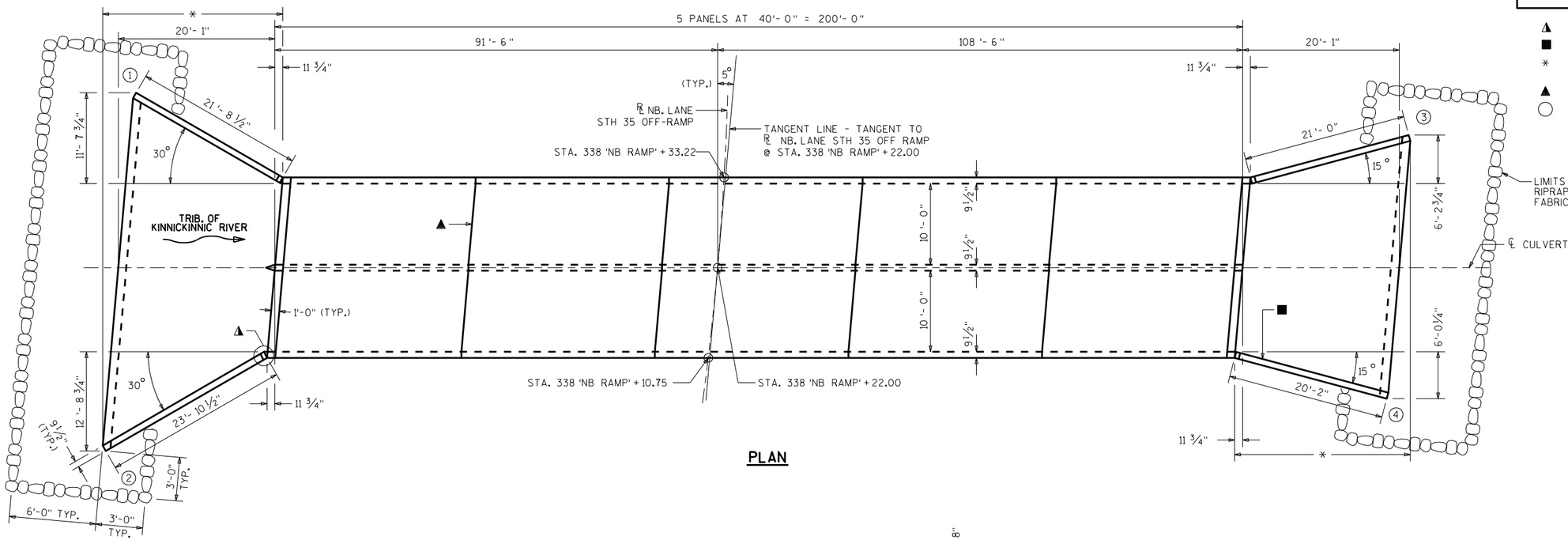
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STATE PROJECT NUMBER

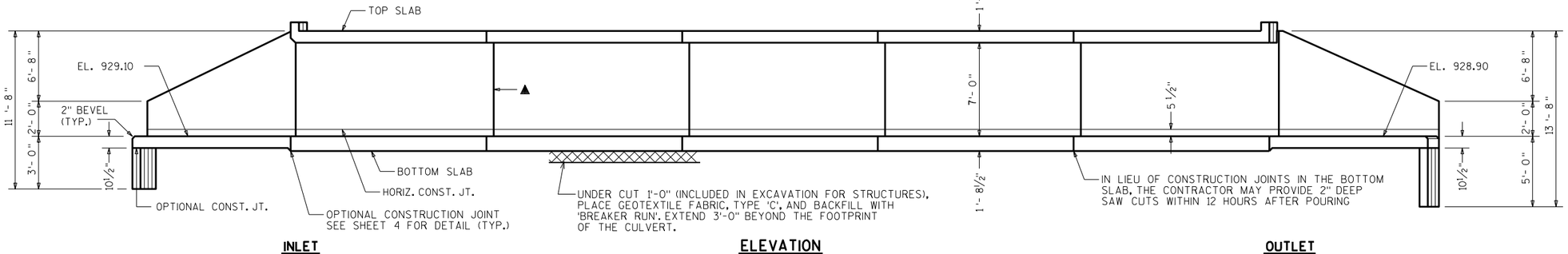
7200-02-71

NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS.

▲ SEE CORNER DETAILS (SHT 4)
■ NAME PLATE LOCATION (SEE SHT 4)
* BUILD APRON AND END OF BOX LEVEL
▲ VERT. CONST. JOINT (TYP.)
◯ INDICATES WING NUMBER



PLAN



INLET **ELEVATION** (INTERIOR WALL NOT SHOWN) **OUTLET**

CURVE DATA

STH 35 OFF-RAMP

P.I. = STA. 339+31.34
Δ = 43°-11'-25" L.
D = 14°-19'-26"
T = 158.33
L = 301.52
R = 400.00
P.C. = STA. 337+73.01
P.T. = STA. 340+74.53

LIST OF DRAWINGS

1. LAYOUT
2. BOX DETAILS
3. APRON DETAILS
4. DETAILS
5. SUBSURFACE EXPLORATION

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF=1.05
OPERATING RATING FACTOR: RF=1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255 (KIPS)

EARTHLOAD: DESIGNED FOR 23.0 FT. OF FILL.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY, GRADE A-FA ——— f'_c = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60000 P.S.I.

TRAFFIC VOLUME

STH 35 OFF-RAMP

A.D.T. = 10575 (2033)
R.D.S. = 50 M.P.H.

HYDRAULIC DATA

100 YEAR FREQUENCY

Q_{100} = 760 C.F.S.
VEL. = 9.65 F.P.S.
HW. = EL. 935.94
DRAINAGE AREA = 7.0 SQ. MI.
OVERTOPPING RDWY. = N/A
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY

Q_2 = 210 C.F.S.
$HW._2$ = EL. 933.11

TOTAL ESTIMATED QUANTITIES

BID ITEMS

206.2000	EXCAVATION FOR STRUCTURES CULVERTS B-55-272	1	LS
210.0100	BACKFILL STRUCTURE	2,210	CY
311.0115	BREAKER RUN	265	CY
504.0100	CONCRETE MASONRY CULVERTS	746	CY
505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	52,250	LB
505.0610	BAR STEEL REINFORCEMENT HS COATED CULVERTS	2,385	LB
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	50	SY
606.0300	RIPRAP HEAVY	43	CY
645.0105	GEOTEXTILE FABRIC TYPE C	840	SY
645.0120	GEOTEXTILE FABRIC TYPE HR	120	SY

NON-BID ITEMS

FILLER	3/4"	SIZE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE TOP OF THE BOX WITHIN THE LENGTH OF THE CULVERT.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE A 18" (MIN.) WIDE SHEET OF 'RUBBERIZED MEMBRANE WATERPROOFING' ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

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 ON CHAPTER 36 STANDARDS OF THE CURRENT WISC. 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".

CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

STRUCTURE DESIGN CONTACT:
DANIELLE DE TENNIS (608) 266-8689
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES
ACCEPTED William C. Dreher LLS 12/10/12
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-55-272

STH 35 OFF-RAMP OVER TRIB. KINNICKINNIC RIVER

COUNTY ST. CROIX | TOWN ~~CITY/VILLAGE~~ TROY

DESIGN SPEC. AASHTO LRFD DESIGN SPEC. 5th EDITION

DESIGNED BY	DFD	DESIGN CK'D.	NAR	DRAWN BY	DFD	PLANS CK'D.	NAR

LAYOUT

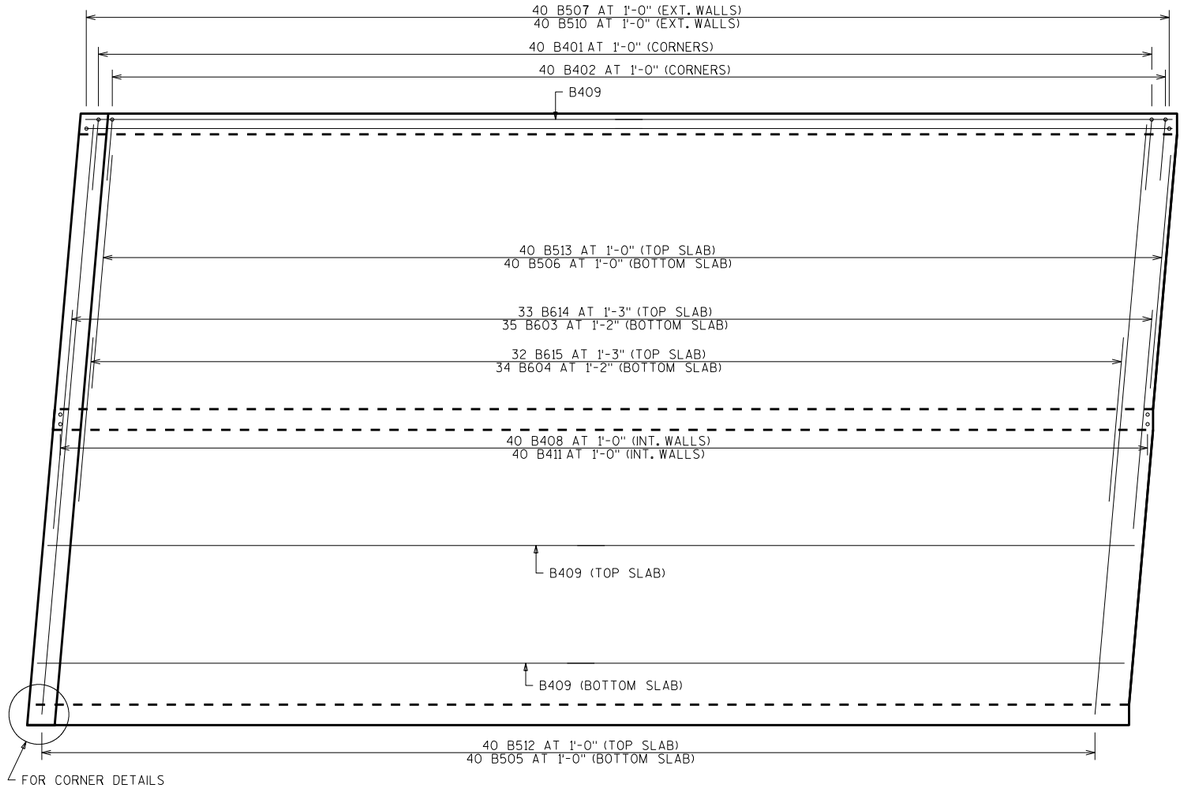
SHEET 1 OF 5

491

I.D. 7200-02-01

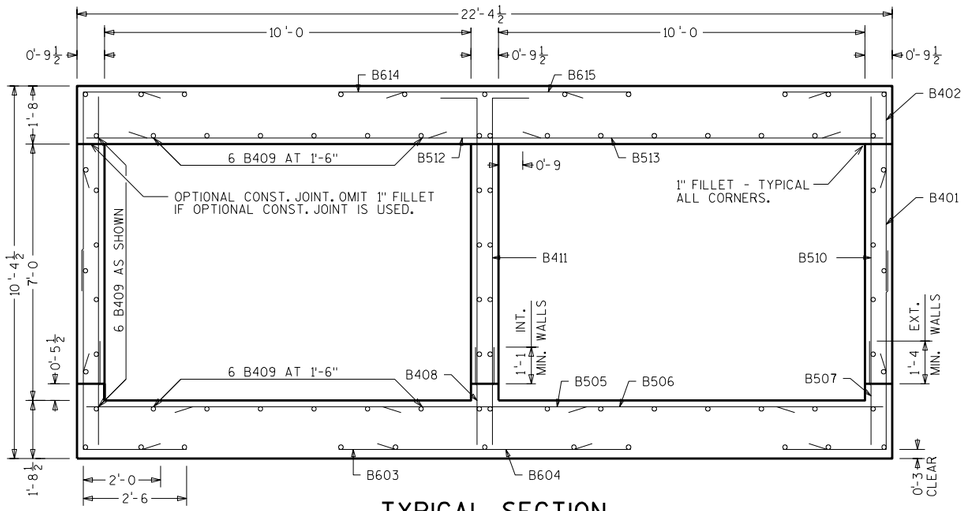
DATE: JULY 2012

SCALE = 4



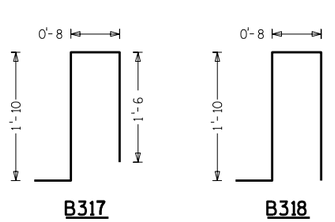
PLAN VIEW OF EXTERIOR PANEL

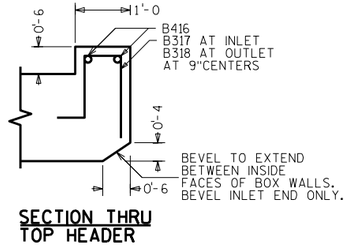
USE IDENTICAL STEEL IN OTHER PANELS.



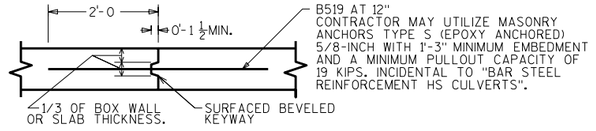
TYPICAL SECTION THRU BOX

ALL LONGITUDINAL BARS NOT IDENTIFIED ARE B409 AS SHOWN.





SECTION THRU TOP HEADER



VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

STATE PROJECT NUMBER

7200-02-71

BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B401	800	8-1	2-6	NO	CORNERS
B402	800	4-9	2-0	NO	CORNERS
B603	175	8-0	NO	NO	BOTTOM SLAB TRANS.
B604	170	6-0	NO	NO	BOTTOM SLAB TRANS.
B505	200	22-2	NO	NO	BOTTOM SLAB TRANS.
B506	400	8-6	NO	NO	BOTTOM SLAB TRANS.
B507	400	3-3	NO	NO	WALLS-DOWELS VERT.
B408	400	3-0	NO	NO	WALLS-DOWELS VERT.
B409	360	39-6	NO	NO	TOP&BOTTOM SLAB & WALL
B510	400	8-0	NO	NO	WALLS VERT.
B411	400	8-11	1-0	NO	WALLS VERT.
B512	200	22-2	NO	NO	TOP SLAB TRANS.
B513	400	8-6	NO	NO	TOP SLAB TRANS.
B614	160	8-0	NO	NO	TOP SLAB TRANS.
B615	160	6-0	NO	NO	TOP SLAB TRANS.
B416	4	22-2	NO	NO	HEADERS HORIZ.
B317	30	4-4	YES	NO	HEADER STIRRUPS VERT.
B318	30	4-8	YES	NO	HEADER STIRRUPS VERT.
B519	280	4-0	NO	NO	VERT.CONST.JOINT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-272

DRAWN BY DFD | PLANS CK'D. NAR

BOX DETAILS

SHEET 2

492

8

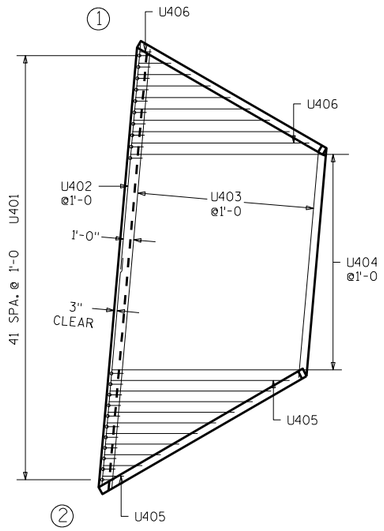
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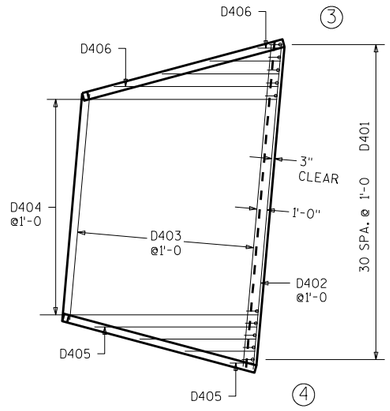
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STATE PROJECT NUMBER

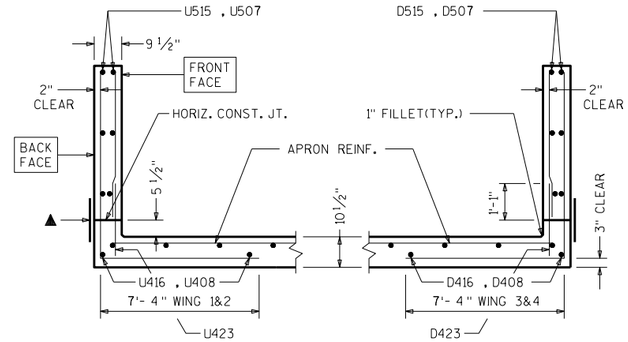
7200-02-71

APRON REINF.



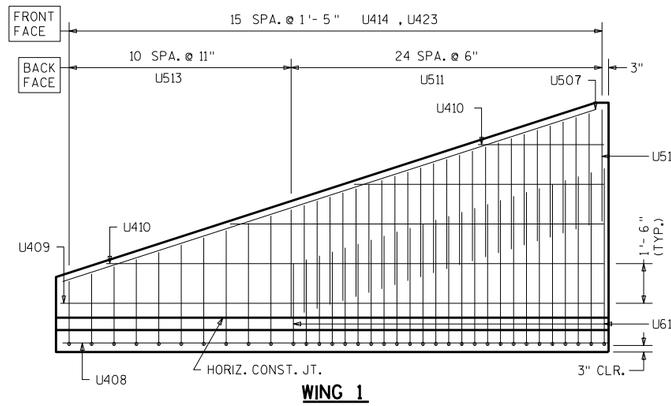


▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).

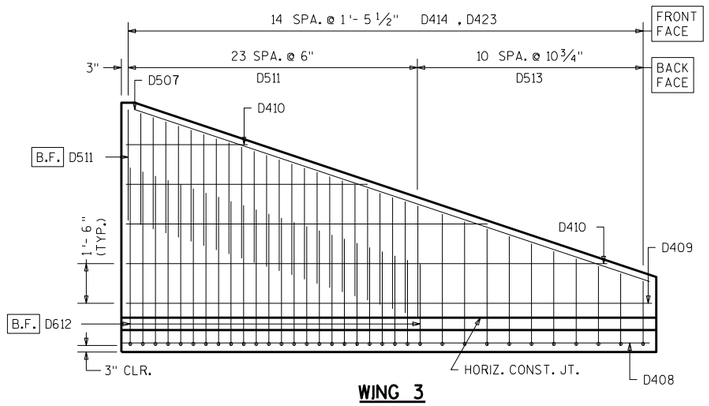


SECTION THRU WINGS

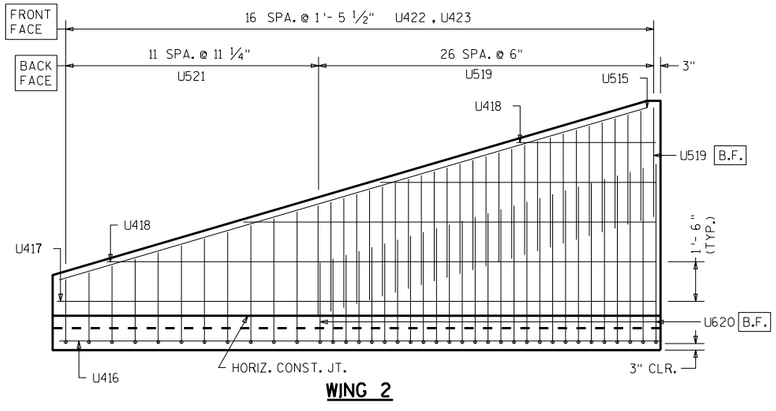
AT RIGHT ANGLES TO WING WALLS



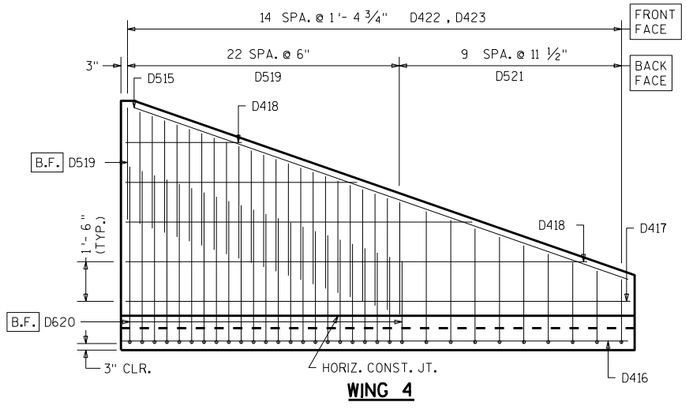
WING 1



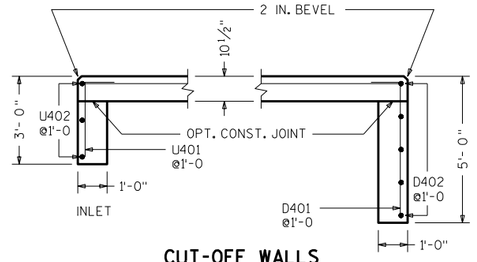
WING 3



WING 2

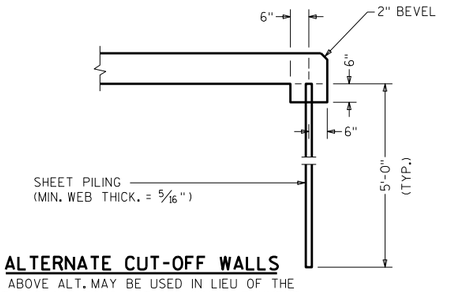


WING 4



CUT-OFF WALLS

SECTION THRU THE WALLS



ALTERNATE CUT-OFF WALLS

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-272

DRAWN BY DFD | PLANS CK'D. NAR

APRON DETAILS

SHEET 3

493

SCALE =

8

8

STATE PROJECT NUMBER

7200-02-71

BILL OF BARS

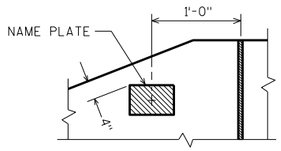
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		42	3 - 6	1 - 0		INLET APRON AND CUTOFF WALL
U402		6	22 - 8			INLET APRON AND CUTOFF WALL
U403		19	33 - 5		*	" APRON
U404		23	22 - 1			" APRON
U405		10	10 - 9		*	" APRON
U406		9	10 - 9		*	" APRON
U507		2	22 - 0			WING 1 -HORIZONTAL - BOTH FACES
U408		2	21 - 3			WING " -HORIZONTAL -APRON BOTT. SLAB
U409		2	21 - 3			WING " -HORIZONTAL - BOTH FACES
U410		8	12 - 7		*	WING " -HORIZONTAL - BOTH FACES
U511		25	4 - 0			WING " -VERTICAL - BACK FACE
U612	*	25	12 - 3	7 - 4	*	WING " -VERTICAL - BACK FACE
U513	*	10	11 - 0	7 - 4	*	WING " -VERTICAL - BACK FACE
U414		16	4 - 9		*	WING " -VERTICAL - FRONT FACE
U515		2	24 - 1			WING 2 -HORIZONTAL - BOTH FACES
U416		2	23 - 5			WING " -HORIZONTAL -APRON BOTT. SLAB
U417		2	23 - 5			WING " -HORIZONTAL - BOTH FACES
U418		8	13 - 11		*	WING " -HORIZONTAL - BOTH FACES
U519		27	4 - 0			WING " -VERTICAL - BACK FACE
U620	*	27	12 - 4	7 - 4	*	WING " -VERTICAL - BACK FACE
U521	*	11	11 - 0	7 - 4	*	WING " -VERTICAL - BACK FACE
U422		17	4 - 9		*	WING " -VERTICAL - FRONT FACE
U423	*	33	2 - 2			WINGS 1 AND 2 - DOWELS - FRONT FACE
D401		31	5 - 6	1 - 0		OUTLET APRON AND CUTOFF WALL
D402		5	31 - 8			OUTLET APRON AND CUTOFF WALL
D403		19	27 - 4		*	" APRON
D404		23	22 - 1			" APRON
D405		4	10 - 4		*	" APRON
D406		4	10 - 9		*	" APRON
D507		2	21 - 4			WING 3 -HORIZONTAL - BOTH FACES
D408		2	20 - 7			WING " -HORIZONTAL -APRON BOTT. SLAB
D409		2	20 - 7			WING " -HORIZONTAL - BOTH FACES
D410		8	12 - 2		*	WING " -HORIZONTAL - BOTH FACES
D511		24	4 - 0			WING " -VERTICAL - BACK FACE
D612	*	24	12 - 3	7 - 4	*	WING " -VERTICAL - BACK FACE
D513	*	10	11 - 0	7 - 4	*	WING " -VERTICAL - BACK FACE
D414		15	4 - 9		*	WING " -VERTICAL - FRONT FACE
D515		2	20 - 7			WING 4 -HORIZONTAL - BOTH FACES
D416		2	19 - 9			WING " -HORIZONTAL -APRON BOTT. SLAB
D417		2	19 - 9			WING " -HORIZONTAL - BOTH FACES
D418		8	11 - 9		*	WING " -HORIZONTAL - BOTH FACES
D519		23	4 - 0			WING " -VERTICAL - BACK FACE
D620	*	23	12 - 4	7 - 4	*	WING " -VERTICAL - BACK FACE
D521	*	9	11 - 0	7 - 4	*	WING " -VERTICAL - BACK FACE
D422		15	4 - 9		*	WING " -VERTICAL - FRONT FACE
D423	*	30	2 - 2			WINGS 3 AND 4 - DOWELS - FRONT FACE

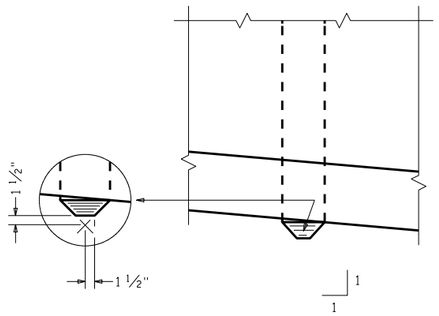
* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE --- BUNDLE AND TAG EACH SERIES SEPARATELY

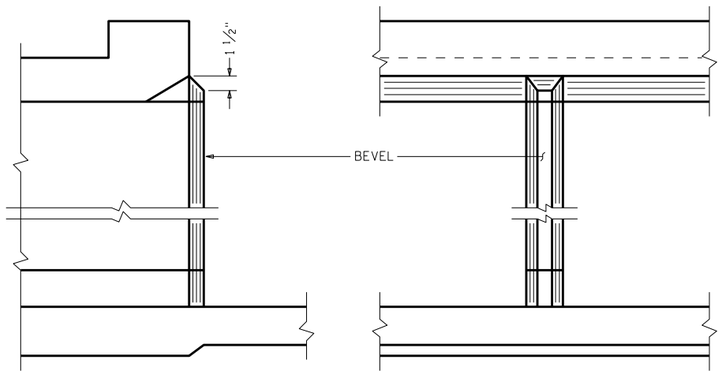
BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
U403	1 SERIES OF 19	22 - 11 TO 43 - 11
U405	1 SERIES OF 10	3 - 4 TO 18 - 1
U406	1 SERIES OF 9	3 - 5 TO 18 - 0
U410	2 SERIES OF 4	5 - 5 TO 19 - 9
U612	1 SERIES OF 25	10 - 5 TO 14 - 1
U513	1 SERIES OF 10	9 - 8 TO 12 - 3
U414	1 SERIES OF 16	1 - 5 TO 8 - 0
U418	2 SERIES OF 4	6 - 0 TO 21 - 9
U620	1 SERIES OF 27	10 - 6 TO 14 - 1
U521	1 SERIES OF 11	9 - 8 TO 12 - 4
U422	1 SERIES OF 17	1 - 5 TO 8 - 0
D403	1 SERIES OF 19	22 - 6 TO 32 - 2
D405	1 SERIES OF 4	4 - 7 TO 16 - 1
D406	1 SERIES OF 4	5 - 3 TO 16 - 2
D410	2 SERIES OF 4	5 - 3 TO 19 - 1
D612	1 SERIES OF 24	10 - 5 TO 14 - 1
D513	1 SERIES OF 10	9 - 8 TO 12 - 3
D414	1 SERIES OF 15	1 - 5 TO 8 - 0
D418	2 SERIES OF 4	5 - 1 TO 18 - 4
D620	1 SERIES OF 23	10 - 6 TO 14 - 1
D521	1 SERIES OF 9	9 - 8 TO 12 - 3
D422	1 SERIES OF 15	1 - 5 TO 8 - 0



NAME PLATE LOCATION
WING 4

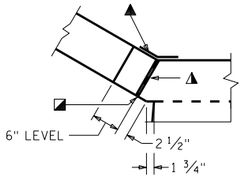


PLAN



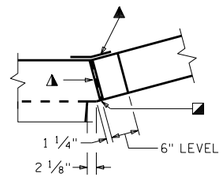
SECTION ELEVATION

INLET NOSE DETAILS

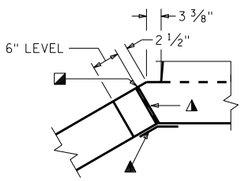


CORNER 1

▲ ¾" FILLER TYPICAL. EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WING.



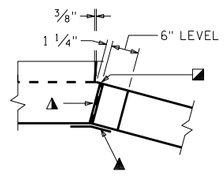
CORNER 3



CORNER 2

1" BEVEL TYPICAL ◪

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.



CORNER 4

CORNER DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-272

DRAWN BY DFD | PLANS CK'D. NAR

DETAILS

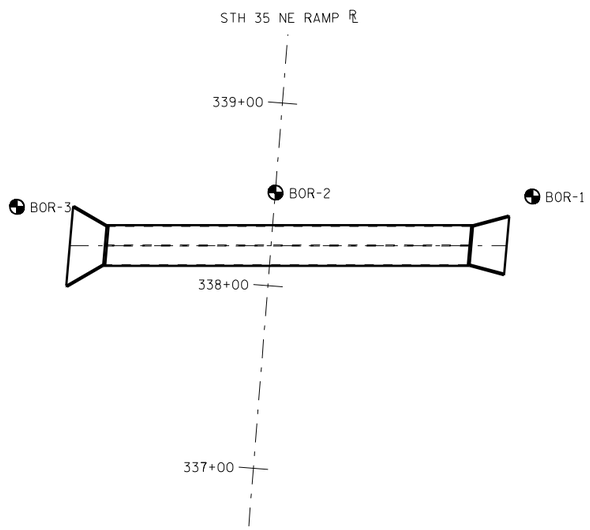
SHEET 4

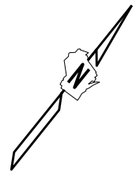
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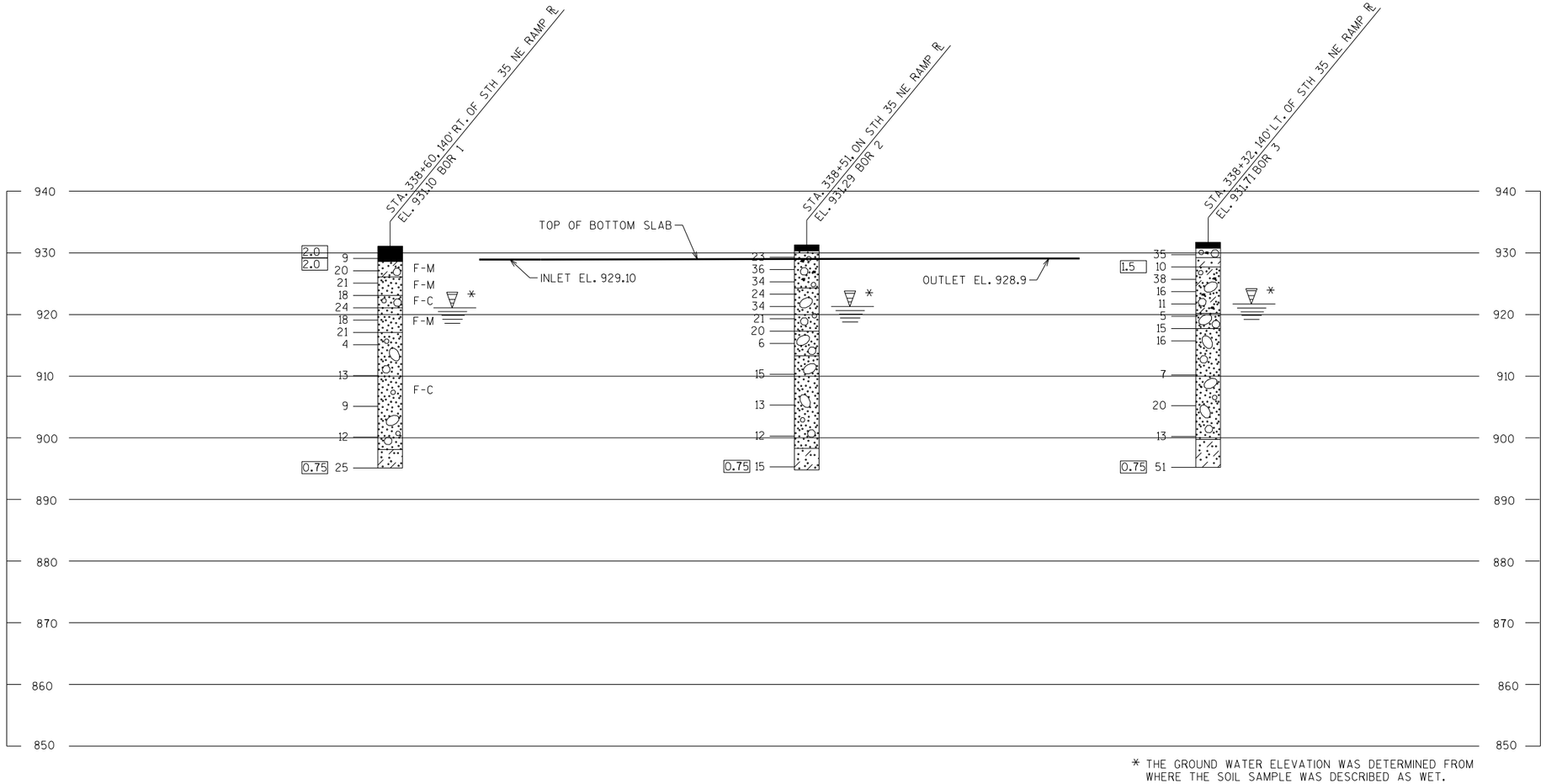
SCALE = 4

8

8







* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

STATE PROJECT NUMBER

7200-02-71

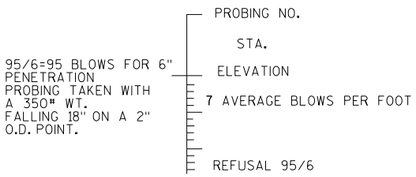
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

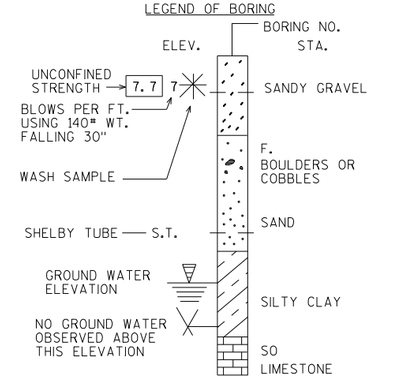
MATERIAL SYMBOLS

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 B-55-272

DRAWN BY DFD | PLANS CK'D. NAR

SUBSURFACE EXPLORATION

SHEET 5

495

SCALE = 10.0

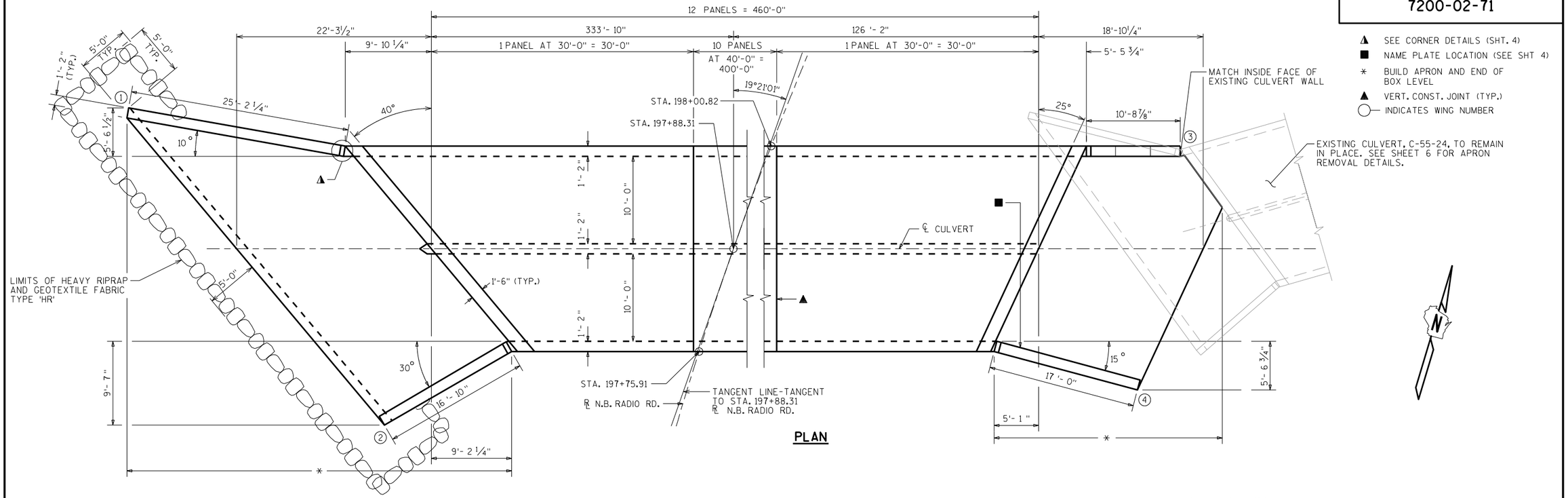
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8

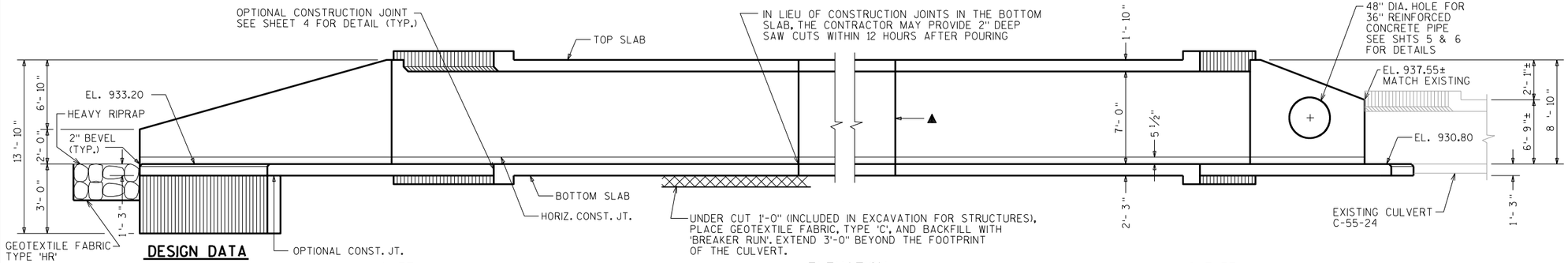
STATE PROJECT NUMBER

7200-02-71

▲ SEE CORNER DETAILS (SHT. 4)
■ NAME PLATE LOCATION (SEE SHT 4)
* BUILD APRON AND END OF BOX LEVEL
▲ VERT. CONST. JOINT (TYP.)
◯ INDICATES WING NUMBER



PLAN



DESIGN DATA

INLET

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF=1.05
OPERATING RATING FACTOR: RF=1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255 (KIPS)

EARTHLOAD: DESIGNED FOR 34.0 FT. OF FILL.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY, GRADE A-FA — f'_c = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60000 P.S.I.

TRAFFIC VOLUME

N.B. RADIO RD.
A.D.T. = 13500 (2032)
R.D.S. = 35 M.P.H.

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 760 C.F.S.
VEL. = 10.70 F.P.S.
HW. = EL. 939.76
DRAINAGE AREA = 7.0 SQ. MI.
OVERTOPPING RDWY. = N/A
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY
Q_2 = 210 C.F.S.
$HW._2$ = EL. 936.85

ELEVATION

(INTERIOR WALL NOT SHOWN)

OUTLET

TOTAL ESTIMATED QUANTITIES

BID ITEMS

203.0200	REMOVING OLD STRUCTURE STA. 197+88.31	1	LS
206.2000	EXCAVATION FOR STRUCTURES CULVERTS B-55-273	1	LS
210.0100	BACKFILL STRUCTURE	5335	CY
311.0115	BREAKER RUN	560	CY
504.0100	CONCRETE MASONRY CULVERTS	2148	CY
505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	172420	LB
505.0610	BAR STEEL REINFORCEMENT HS COATED CULVERTS	1565	LB
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	105	SY
606.0300	RIPRAP HEAVY	13	CY
645.0105	GEOTEXTILE FABRIC TYPE C	1780	SY
645.0120	GEOTEXTILE FABRIC TYPE HR	70	SY

NON-BID ITEMS

FILLER	3/4"	SIZE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE TOP OF THE BOX WITHIN THE LENGTH OF THE CULVERT.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE A 18" (MIN.) WIDE SHEET OF 'RUBBERIZED MEMBRANE WATERPROOFING' ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

STRUCTURE BACKFILL IS REQUIRED BEHIND ALL WING WALLS.

CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

LIST OF DRAWINGS

1. LAYOUT
2. INLET PANEL DETAILS
3. INTERIOR PANEL DETAILS
4. OUTLET PANEL DETAILS
5. APRON DETAILS
6. DETAILS
7. SUBSURFACE EXPLORATION

STRUCTURE DESIGN CONTACT:

NICK RICE (608) 266-5092
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 11/1/12
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-55-273

N.B. RADIO RD. OVER TRIB. KINNICKINNIC RIVER

COUNTY: ST. CROIX — TOWN: ~~CITY/VILLAGE~~ TROY

DESIGN SPEC.: AASHTO LRFD DESIGN SPEC. 5th EDITION

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
NAR	DFD	NAR	DFD

LAYOUT

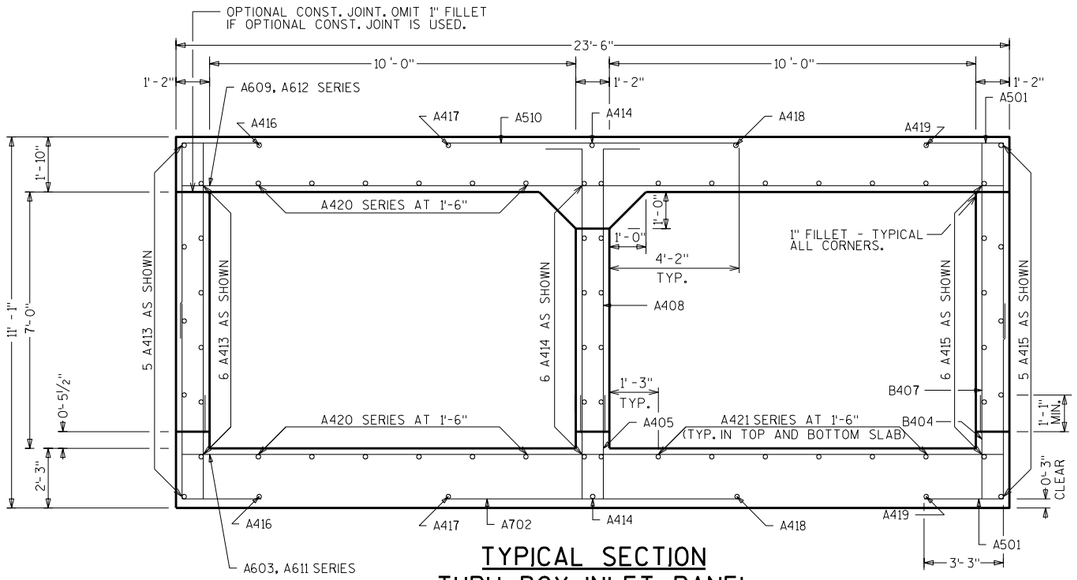
SHEET 1 OF 7

496

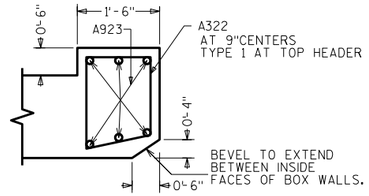
I.D. 7200-02-01

DATE: APRIL 2012

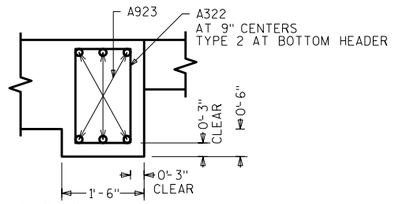
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TYPICAL SECTION THRU BOX-INLET PANEL



SECTION THRU TOP HEADER



SECTION THRU BOTTOM HEADER

STATE PROJECT NUMBER

7200-02-71

BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

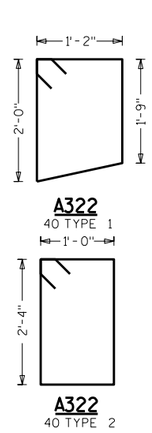
MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501	238	9-4	3-3	NO	CORNERS
A702	60	9-6	NO	NO	BOTTOM SLAB TRANS.
A603	40	23-2	NO	NO	BOTTOM SLAB TRANS.
A404	90	3-7	NO	NO	WALLS-DOWELS VERT.
A405	40	3-7	NO	NO	WALLS-DOWELS VERT.
NOT	USED				
A407	90	8-2	NO	NO	WALLS VERT.
A408	40	9-1	1-0	NO	WALLS VERT.
A609	40	23-2	NO	NO	TOP SLAB TRANS.
A510	60	9-6	NO	NO	TOP SLAB TRANS.
A611	34	13-1	NO	YES	BOTTOM SLAB TRANS.
A612	34	13-1	NO	YES	TOP SLAB TRANS.
A413	11	38-8	NO	NO	TOP&BOTTOM SLAB & WALL
A414	14	29-3	NO	NO	TOP&BOTTOM SLAB & WALL
A415	11	19-10	NO	NO	TOP&BOTTOM SLAB & WALL
A416	2	36-7	NO	NO	TOP&BOTTOM SLAB LONGIT.
A417	2	33-7	NO	NO	TOP&BOTTOM SLAB LONGIT.
A418	2	25-7	NO	NO	TOP&BOTTOM SLAB LONGIT.
A419	2	22-7	NO	NO	TOP&BOTTOM SLAB LONGIT.
A420	12	34-4	NO	YES	TOP&BOTTOM SLAB LONGIT.
A421	12	24-11	NO	YES	TOP&BOTTOM SLAB LONGIT.
A322	80	6-10	YES	NO	HEADER STIRRUPS VERT.
A923	12	30-3	NO	NO	HEADERS HORIZ.
A524	70	4-0	NO	NO	VERT.CONST.JOINT

LENGTH SHOWN FOR BAR SERIES IN "BILL OF BARS" IS AVERAGE LENGTH.

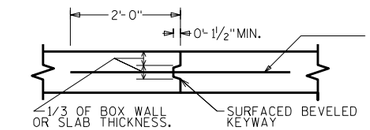
BAR SERIES TABLE

MARK	LENGTH			NO.OF BARS/SERIES	NO.OF EACH SERIES
A611	3-3	TO	22-11	34	1
A612	3-3	TO	22-11	34	1
A420	31-2	TO	37-5	6	2
A421	21-9	TO	28-1	6	2

BUNDLE AND TAG EACH SERIES SEPARATELY



PLAN VIEW OF INLET PANEL



VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-273

DRAWN BY NAR | PLANS CK'D. DFD

INLET PANEL DETAILS

SHEET 2

497

SCALE = 4

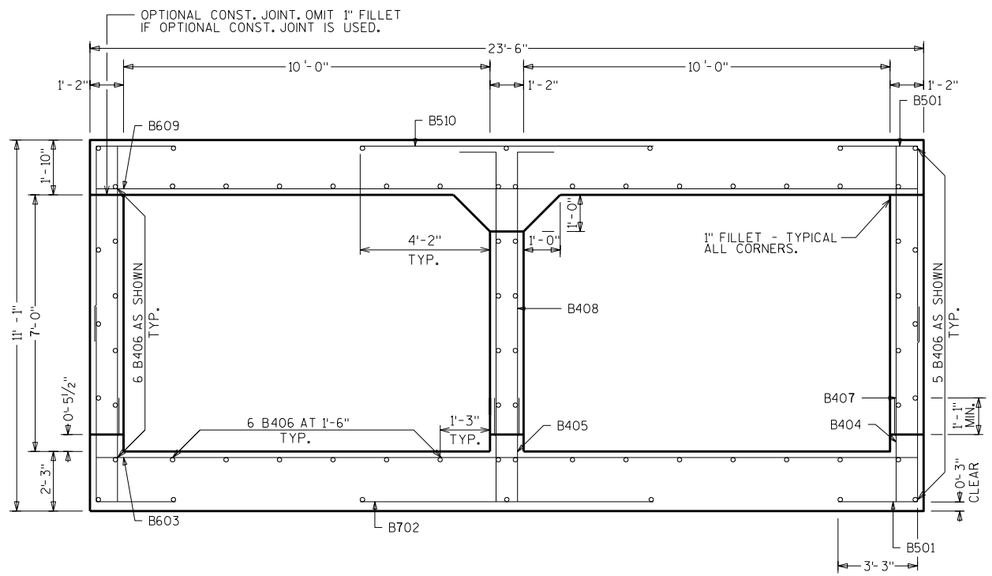
8

8



PLAN VIEW OF INTERIOR PANEL

USE IDENTICAL STEEL IN OTHER PANELS.



TYPICAL SECTION THRU BOX

ALL LONGITUDINAL BARS NOT IDENTIFIED ARE B406 AS SHOWN.

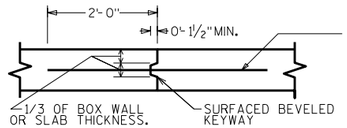
STATE PROJECT NUMBER

7200-02-71

BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501	3200	9-4	3-3	NO	CORNERS
B702	800	9-6	NO	NO	BOTTOM SLAB TRANS.
B603	800	23-2	NO	NO	BOTTOM SLAB TRANS.
B404	1200	3-7	NO	NO	WALLS-DOWELS VERT.
B405	540	3-7	NO	NO	WALLS-DOWELS VERT.
B406	680	39-6	NO	NO	TOP&BOTTOM SLAB & WALL
B407	1200	8-2	NO	NO	WALLS VERT.
B408	540	9-1	1-0	NO	WALLS VERT.
B609	800	23-2	NO	NO	TOP SLAB TRANS.
B510	800	9-6	NO	NO	TOP SLAB TRANS.
B511	700	4-0	NO	NO	VERT.CONST.JOINT



VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-273

DRAWN BY NAR | PLANS CK'D. DFD

INTERIOR PANEL DETAILS

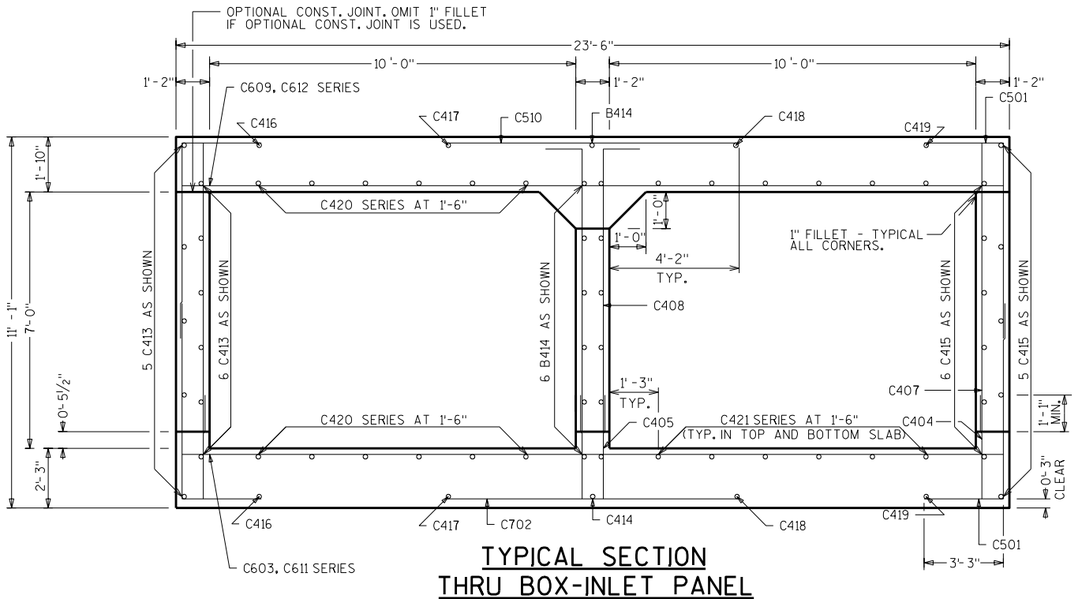
SHEET 3

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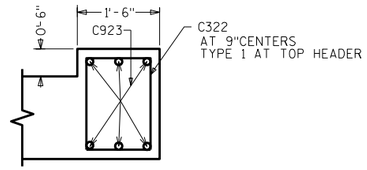
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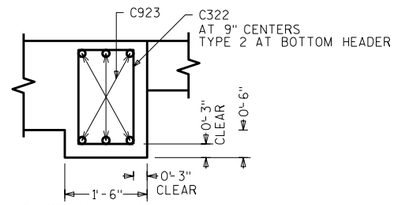
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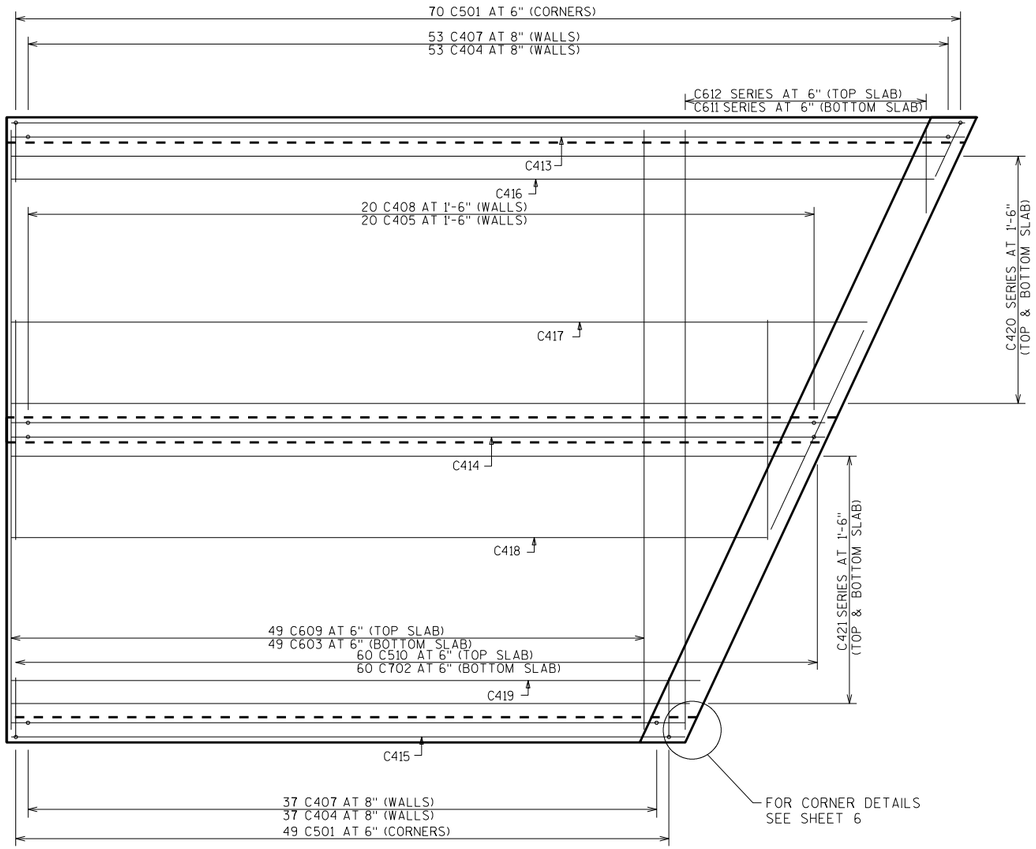
TYPICAL SECTION THRU BOX-INLET PANEL



SECTION THRU TOP HEADER



SECTION THRU BOTTOM HEADER



PLAN VIEW OF OUTLET PANEL

STATE PROJECT NUMBER

7200-02-71

BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

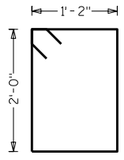
MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
C501	238	9-4	3-3	NO	CORNERS
C702	60	9-6	NO	NO	BOTTOM SLAB TRANS.
C603	49	23-2	NO	NO	BOTTOM SLAB TRANS.
C404	90	3-7	NO	NO	WALLS-DOWELS VERT.
C405	40	3-7	NO	NO	WALLS-DOWELS VERT.
NOT	USED				
C407	90	8-2	NO	NO	WALLS VERT.
C408	40	9-1	1-0	NO	WALLS VERT.
C609	49	23-2	NO	NO	TOP SLAB TRANS.
C510	60	9-6	NO	NO	TOP SLAB TRANS.
C611	18	13-4	NO	YES	BOTTOM SLAB TRANS.
C612	18	13-4	NO	YES	TOP SLAB TRANS.
C413	11	34-10	NO	NO	TOP&BOTTOM SLAB & WALL
C414	14	29-8	NO	NO	TOP&BOTTOM SLAB & WALL
C415	11	24-5	NO	NO	TOP&BOTTOM SLAB & WALL
C416	2	33-6	NO	NO	TOP&BOTTOM SLAB LONGIT.
C417	2	31-10	NO	NO	TOP&BOTTOM SLAB LONGIT.
C418	2	27-5	NO	NO	TOP&BOTTOM SLAB LONGIT.
C419	2	25-9	NO	NO	TOP&BOTTOM SLAB LONGIT.
C420	12	32-3	NO	YES	TOP&BOTTOM SLAB LONGIT.
C421	12	27-0	NO	YES	TOP&BOTTOM SLAB LONGIT.
C322	68	6-11	YES	NO	HEADER STIRRUPS VERT.
C923	12	25-6	NO	NO	HEADERS HORIZ.
C524	70	4-0	NO	NO	VERT.CONST.JOINT

LENGTH SHOWN FOR BAR SERIES IN "BILL OF BARS" IS AVERAGE LENGTH.

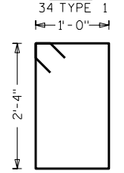
BAR SERIES TABLE

MARK	LENGTH			NO.OF BARS/SERIES	NO.OF EACH SERIES
C611	4-2	TO	22-5	18	1
C612	4-2	TO	22-5	18	1
C420	30-6	TO	34-0	6	2
C421	25-3	TO	28-9	6	2

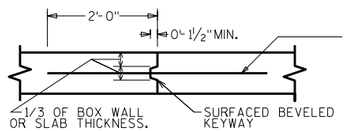
BUNDLE AND TAG EACH SERIES SEPARATELY



C322
34 TYPE 1



C322
34 TYPE 2



VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-273

DRAWN BY NAR | PLANS CK'D. DFD

OUTLET PANEL DETAILS

SHEET 4

499

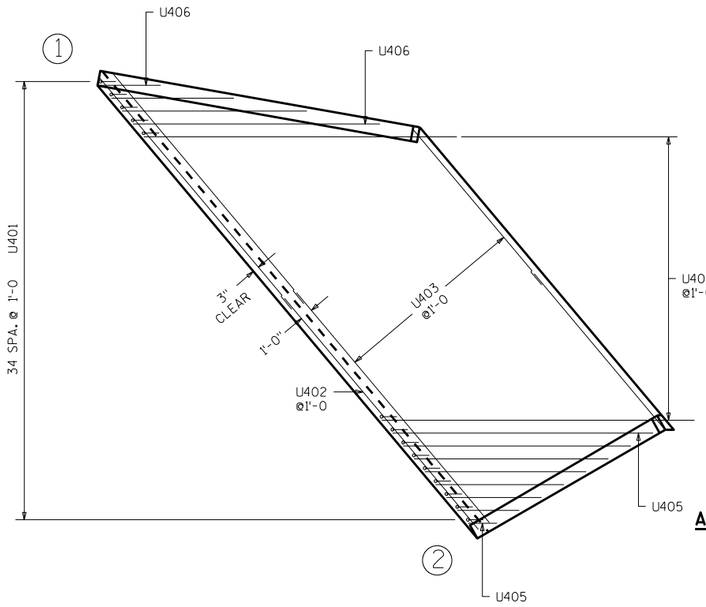
SCALE = 4

8

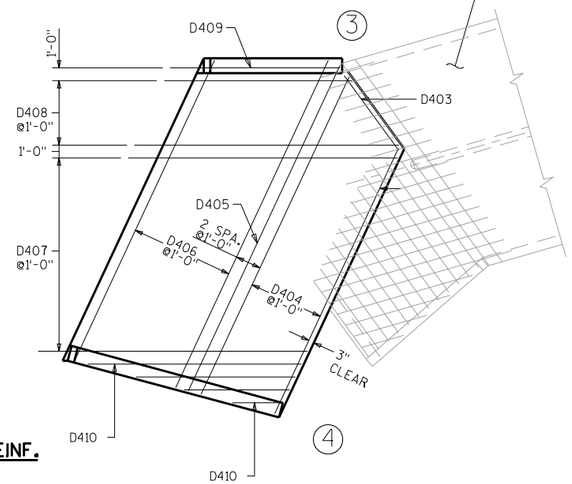
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STATE PROJECT NUMBER

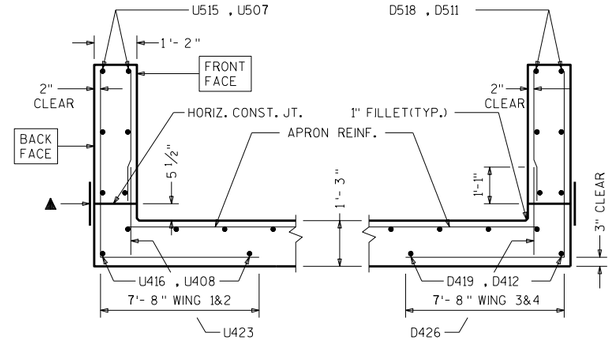
7200-02-71



APRON REINF.



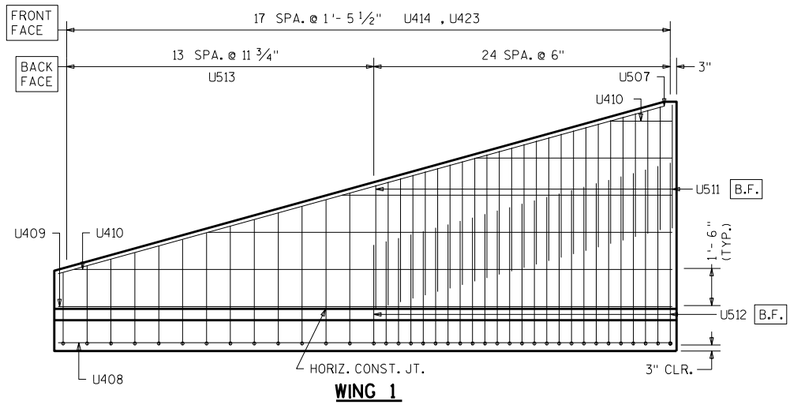
▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).



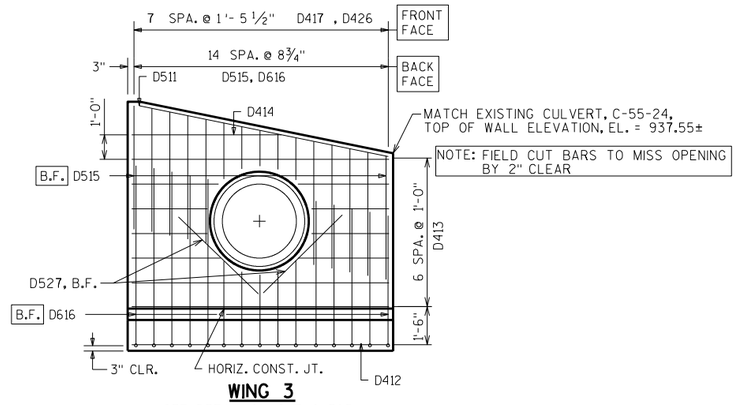
SECTION THRU WINGS

AT RIGHT ANGLES TO WING WALLS

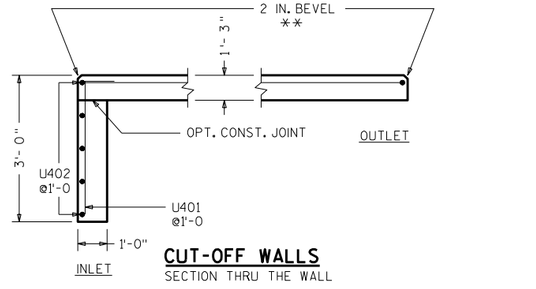
** DO NOT USE 2" BEVEL WHERE THE EXISTING APRON ABUTS THE NEW APRON.



WING 1

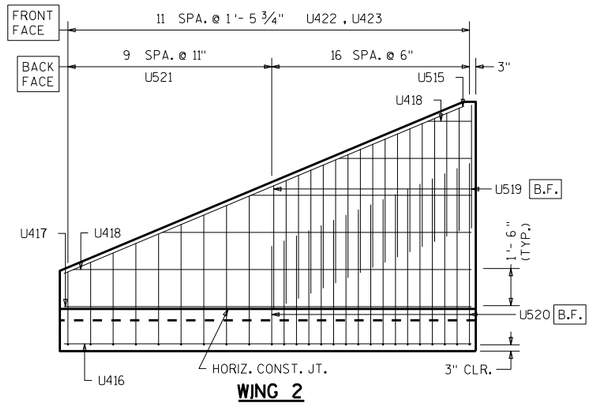


WING 3



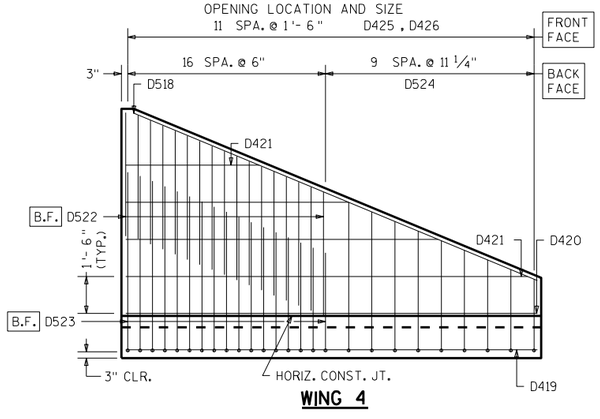
CUT-OFF WALLS

SECTION THRU THE WALL

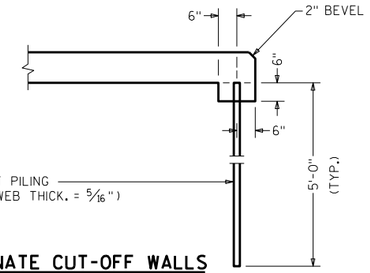


WING 2

SEE DETAIL ON SHT. 6 FOR OPENING LOCATION AND SIZE



WING 4



ALTERNATE CUT-OFF WALLS

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-273

DRAWN BY NAR | PLANS CK'D. DFD

APRON DETAILS

SHEET 5

500

SCALE = 4

8

8

BILL OF BARS

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

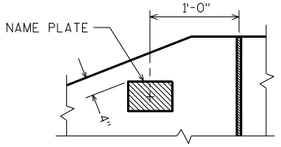
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		35	3 - 6	1 - 0		INLET APRON AND CUTOFF WALL
U402		6	23 - 4			INLET APRON AND CUTOFF WALL
U403		32	19 - 8		*	" APRON
U404		23	24 - 4			" APRON
U405		8	11 - 5		*	" APRON
U406		4	12 - 6		*	" APRON
U507		2	25 - 6			WING 1 -HORIZONTAL - BOTH FACES
U408		2	24 - 10			WING "-HORIZONTAL -APRON BOTT. SLAB
U409		2	24 - 10			WING "-HORIZONTAL - BOTH FACES
U410		10	13 - 6		*	WING "-HORIZONTAL - BOTH FACES
U511		25	4 - 6			WING "-VERTICAL - BACK FACE
U512	*	25	12 - 11	7 - 8	*	WING "-VERTICAL - BACK FACE
U513	*	13	12 - 1	7 - 8	*	WING "-VERTICAL - BACK FACE
U414		18	4 - 10		*	WING "-VERTICAL - FRONT FACE
U515		2	17 - 7			WING 2 -HORIZONTAL - BOTH FACES
U416		2	16 - 6			WING "-HORIZONTAL -APRON BOTT. SLAB
U417		2	16 - 6			WING "-HORIZONTAL - BOTH FACES
U418		10	8 - 11		*	WING "-HORIZONTAL - BOTH FACES
U519		17	4 - 6			WING "-VERTICAL - BACK FACE
U520	*	17	12 - 11	7 - 8	*	WING "-VERTICAL - BACK FACE
U521	*	9	12 - 1	7 - 8	*	WING "-VERTICAL - BACK FACE
U422		12	4 - 10		*	WING "-VERTICAL - FRONT FACE
U423	*	30	2 - 7			WINGS 1 AND 2 - DOWELS - FRONT FACE
NOT	USED					
NOT	USED					
D403		1	7 - 2			OUTLET APRON
D404		7	25 - 0		*	" APRON
D405		1	27 - 10			" APRON
D406		9	26 - 10		*	" APRON
D407		16	20 - 11			" APRON
D408		6	17 - 7		*	" APRON
D409		1	13 - 2			" APRON
D410		4	10 - 4		*	" APRON
D511		2	10 - 3			WING 3 -HORIZONTAL - BOTH FACES
D412		2	10 - 5			WING "-HORIZONTAL -APRON BOTT. SLAB
D413		14	10 - 5			WING "-HORIZONTAL - BOTH FACES
D414		2	5 - 11			WING "-HORIZONTAL - BOTH FACES
D515		15	5 - 0			WING "-VERTICAL - BACK FACE
D616	*	15	13 - 0	7 - 8	*	WING "-VERTICAL - BACK FACE
D417		8	7 - 2		*	WING "-VERTICAL - FRONT FACE
D518		2	17 - 9			WING 4 -HORIZONTAL - BOTH FACES
D419		2	16 - 8			WING "-HORIZONTAL -APRON BOTT. SLAB
D420		2	16 - 8			WING "-HORIZONTAL - BOTH FACES
D421		8	10 - 10		*	WING "-HORIZONTAL - BOTH FACES
D522		17	4 - 6			WING "-VERTICAL - BACK FACE
D523	*	17	12 - 10	7 - 8	*	WING "-VERTICAL - BACK FACE
D524	*	9	12 - 1	7 - 8	*	WING "-VERTICAL - BACK FACE
D425		12	4 - 10		*	WING "-VERTICAL - FRONT FACE
D426	*	20	2 - 7			WINGS 3 AND 4 - DOWELS - FRONT FACE
D527		2	4 - 6			WING 3 @ OPENING

* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

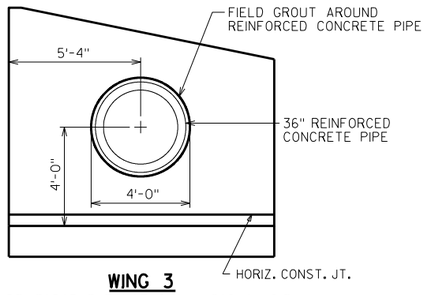
--- BUNDLE AND TAG EACH SERIES SEPARATELY

BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
U403	2 SERIES OF 16	15 - 10 TO 23 - 6
U405	1 SERIES OF 8	2 - 5 TO 20 - 5
U406	1 SERIES OF 4	5 - 3 TO 19 - 9
U410	2 SERIES OF 5	2 - 8 TO 24 - 3
U512	1 SERIES OF 25	11 - 3 TO 14 - 6
U513	1 SERIES OF 13	10 - 5 TO 13 - 8
U414	1 SERIES OF 18	1 - 5 TO 8 - 2
U418	2 SERIES OF 5	1 - 9 TO 16 - 1
U520	1 SERIES OF 17	11 - 3 TO 14 - 6
U521	1 SERIES OF 9	10 - 6 TO 13 - 7
U422	1 SERIES OF 12	1 - 6 TO 8 - 2
D404	1 SERIES OF 7	22 - 9 TO 27 - 2
D406	1 SERIES OF 9	25 - 8 TO 28 - 0
D408	1 SERIES OF 6	14 - 7 TO 20 - 7
D410	1 SERIES OF 4	4 - 0 TO 16 - 8
D616	1 SERIES OF 15	12 - 0 TO 14 - 0
D417	1 SERIES OF 8	6 - 2 TO 8 - 2
D421	2 SERIES OF 4	5 - 5 TO 16 - 3
D523	1 SERIES OF 17	11 - 3 TO 14 - 5
D524	1 SERIES OF 9	10 - 6 TO 13 - 7
D425	1 SERIES OF 12	1 - 5 TO 8 - 2



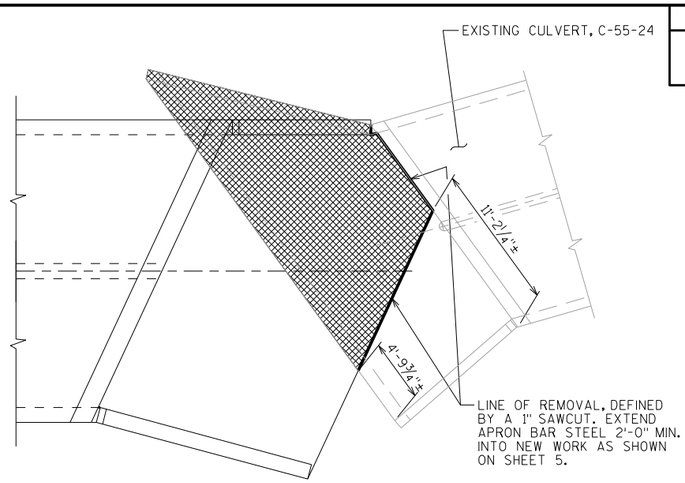
NAME PLATE LOCATION

WING 4



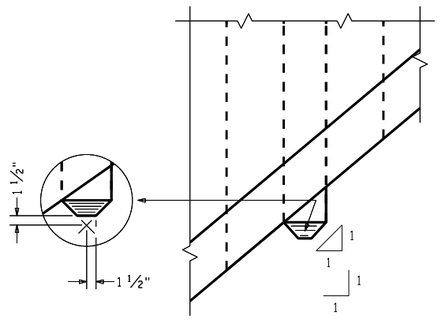
WING 3

REINFORCEMENT NOT SHOWN FOR CLARITY

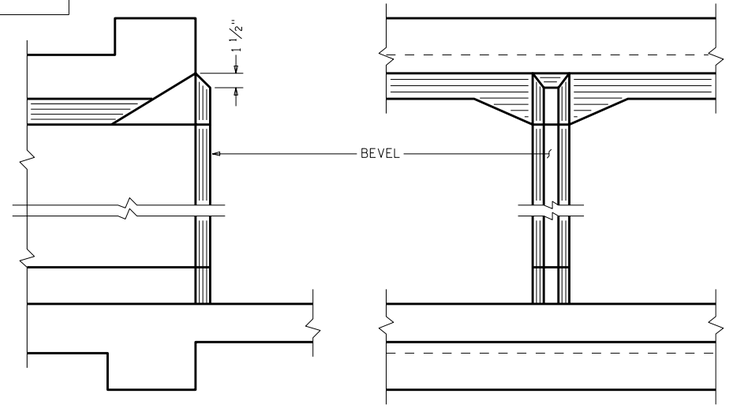


APRON REMOVAL DETAILS

SHOWING PARTIAL REMOVAL OF INLET APRON (C-55-24)

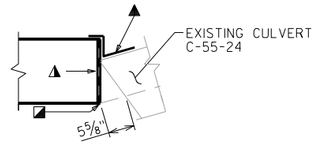


PLAN

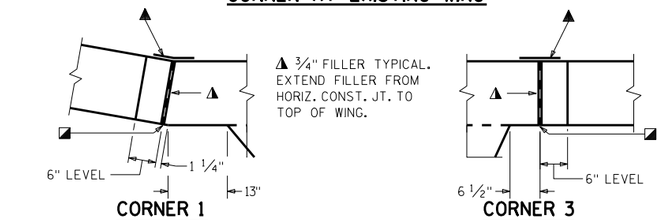


SECTION ELEVATION

INLET NOSE DETAILS



CORNER AT EXISTING WING



CORNER 1 CORNER 3

CORNER 2 CORNER 4

CORNER DETAILS

STATE PROJECT NUMBER

7200-02-71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-273

DRAWN BY NAR | PLANS CK'D. DFD

DETAILS

SHEET 6

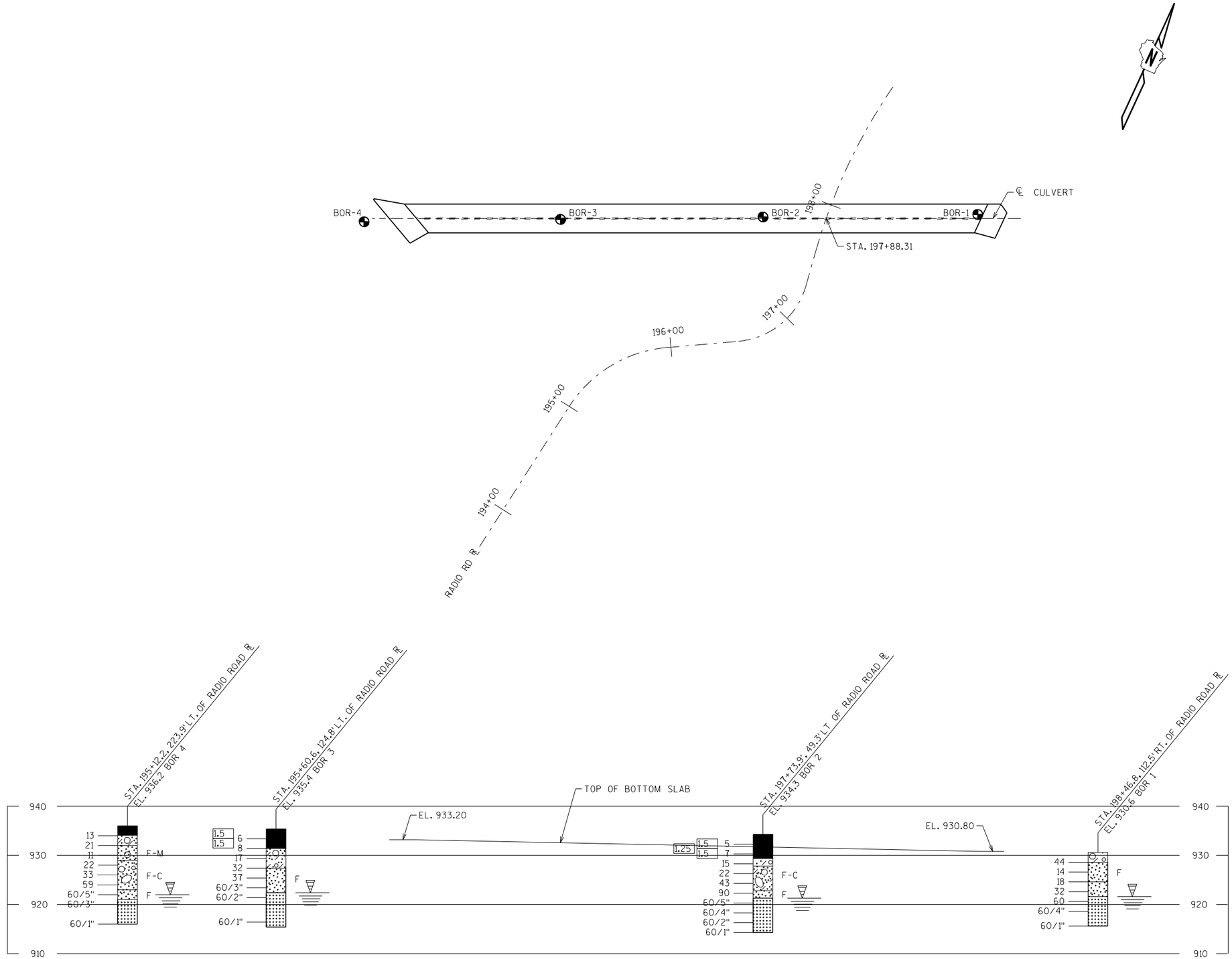
501

SCALE = 4

8

8

RIVER FALLS TO HUDSON
RADIO ROAD INTERCHANGE



8

8

STATE PROJECT NUMBER

7200-02-71

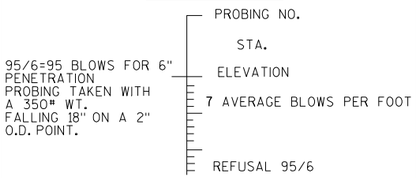
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

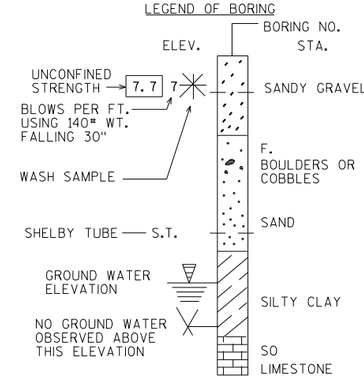
MATERIAL SYMBOLS

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 B-55-273

DRAWN BY PR/NAR PLANS CK'D. DFD

SUBSURFACE EXPLORATION

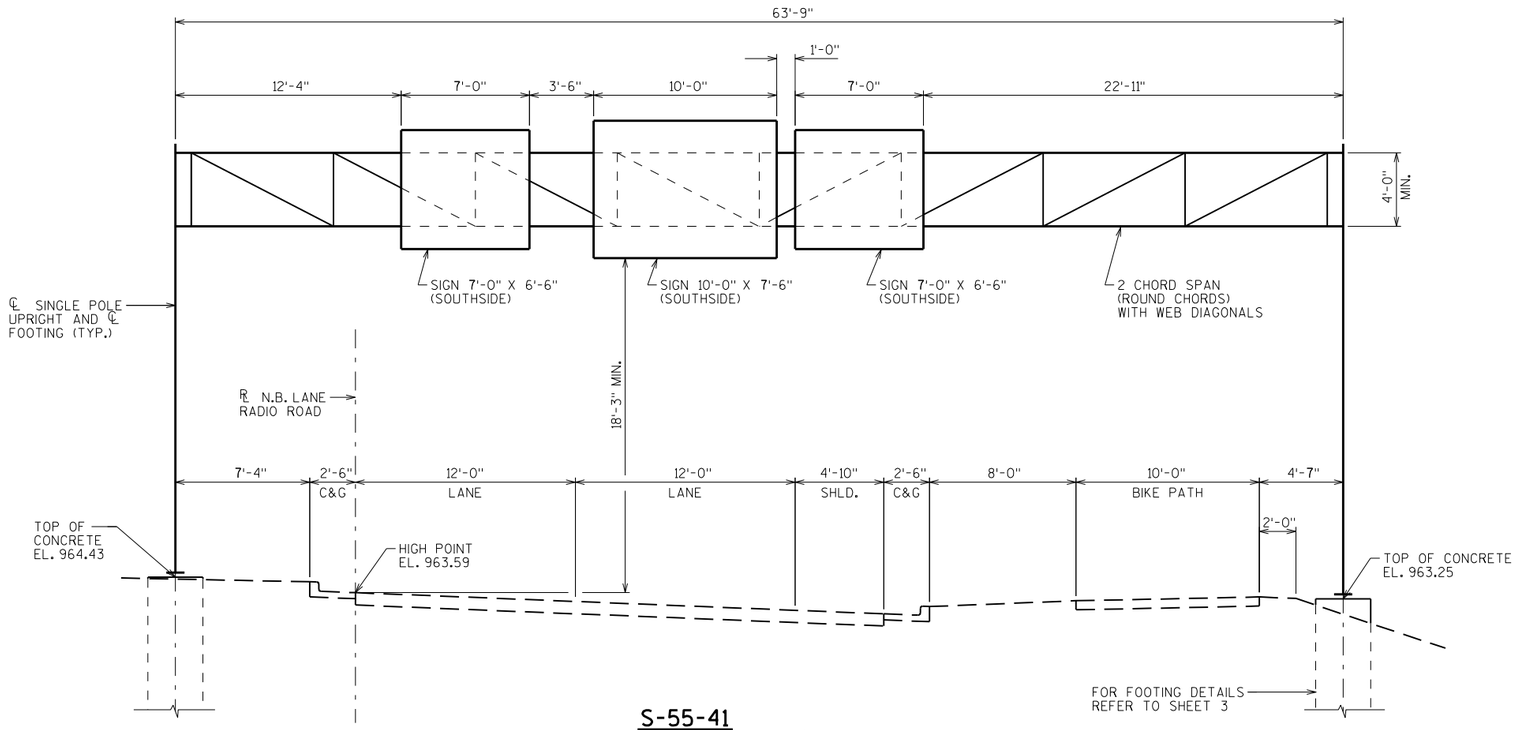
SHEET 7

502

SCALE = 10

STATE PROJECT NUMBER

7200-02-71



S-55-41

STA. 191+74.00 RADIO ROAD N.B. ℄
LOOKING NORTH AT FRONT FACE OF SIGNS

DESIGN DATA

OVERHEAD SIGN SUPPORT	DESIGN SIGN AREA (SQ. FT.)	MAX. SIGN DEPTH
S-55-41	166	7'-6"

DEAD LOAD OF SIGNS IS 3 P.S.F.
WIND VELOCITY = 90 MPH (3-SECOND GUST SPEED)

FOUNDATION DATA

SOIL FRICTION ANGLE = 30°
SOIL UNIT WEIGHT = 120 P.C.F.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

HANDHOLES ARE NOT REQUIRED.

PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".

DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS."

SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.

UPRIGHTS AND CHORDS MAY BE FABRICATED WITH AN OPTIONAL TAPER.

SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN ON SHEET 3 IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

DESIGN OF THE STRUCTURE BASE PLATE CONNECTION TO ACCOMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

TOTAL ESTIMATED QUANTITIES

641.8100 OVERHEAD SIGN SUPPORT S-55-41 ——— 1 LS

LIST OF DRAWINGS

1. OVERHEAD SIGN SUPPORT LAYOUT
2. OVERHEAD SIGN CONNECTION DETAILS
3. 36" DIAMETER OVERHEAD SIGN SUPPORT BASE

STRUCTURE DESIGN CONTACT:
VU THAO (608) 267-2869

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher BJK 12/10/12
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE S-55-41

OVER NORTHBOUND RADIO ROAD

COUNTY	TOWN/CITY/VILLAGE
ST. CROIX	TROY

DESIGN SPEC.
AASHTO STD. SPEC. 2001 AND INTERIMS THRU 2006

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
VT	KAB	DDS	KAB

OVERHEAD SIGN SUPPORT LAYOUT

SHEET 1 OF 3

503

I.D. 7200-02-01B

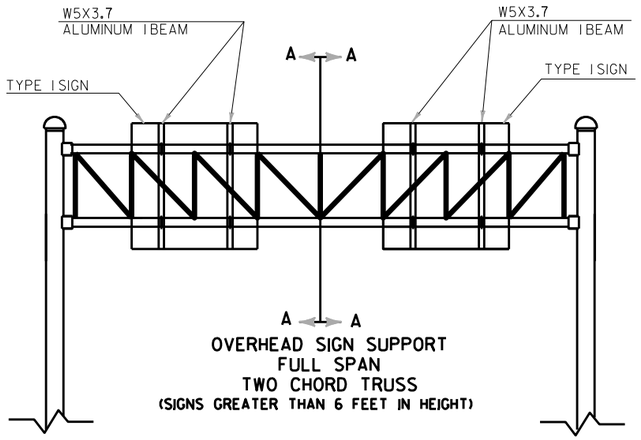
DATE: **MARCH 2012**

SCALE = 4.00

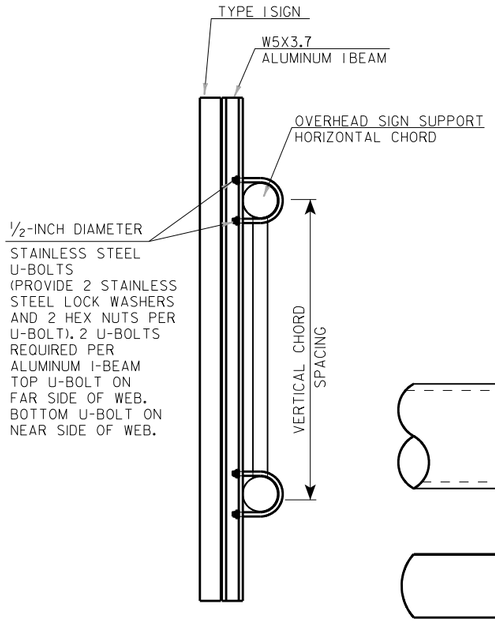
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8

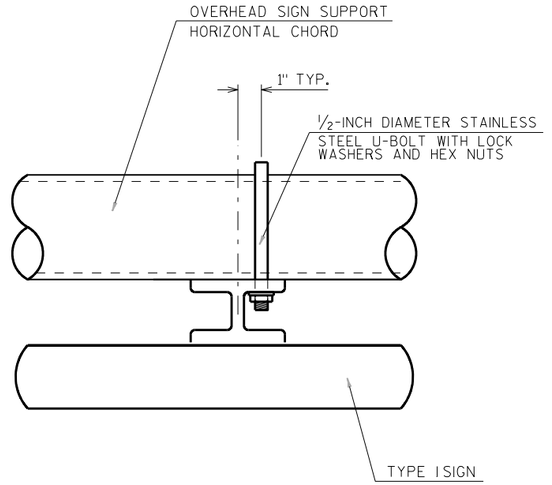
STATE PROJECT NUMBER
7200-02-71



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



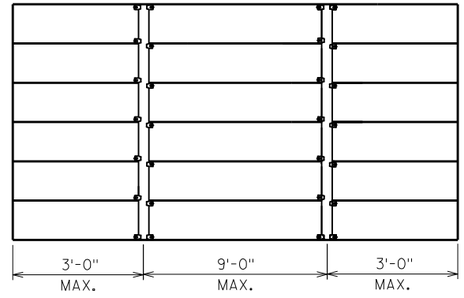
CUT SECTION A-A



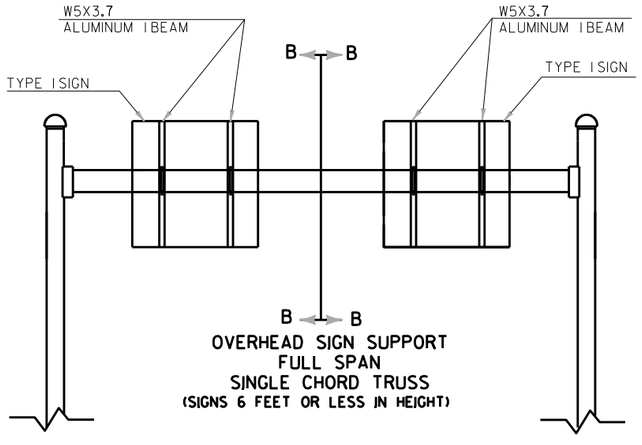
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

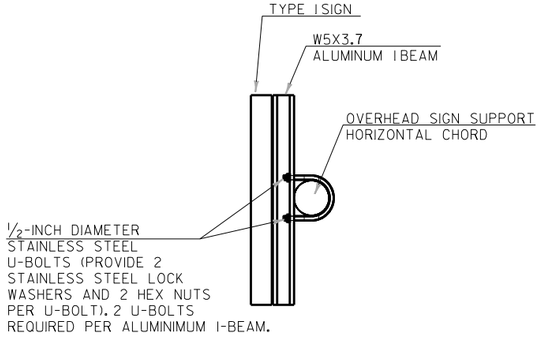
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



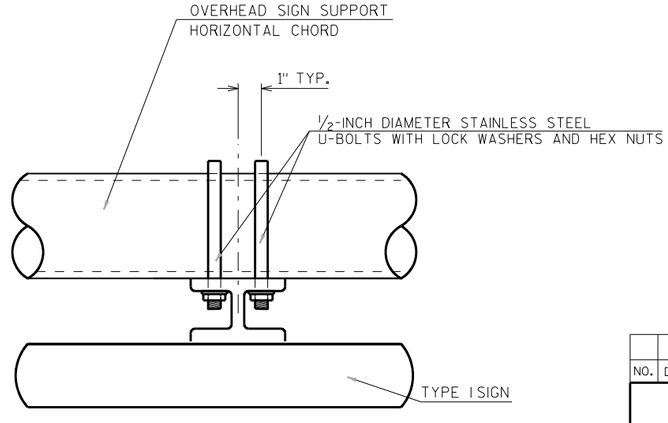
SPACING OF W5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-55-41

DRAWN BY DDS | PLANS CK'D. KAB

OVERHEAD SIGN CONNECTION DETAILS

SHEET 2

504

SCALE =

STATE PROJECT NUMBER

7200-02-71

GENERAL NOTES

ORIENT ANCHOR BOLTS IN FOOTING AND PROVIDE ANCHOR BOLT STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

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

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY. NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

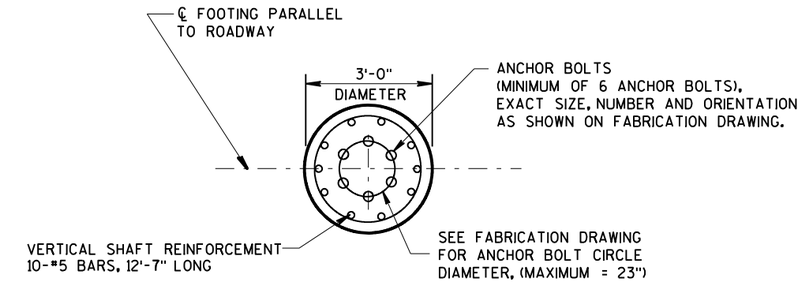
THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

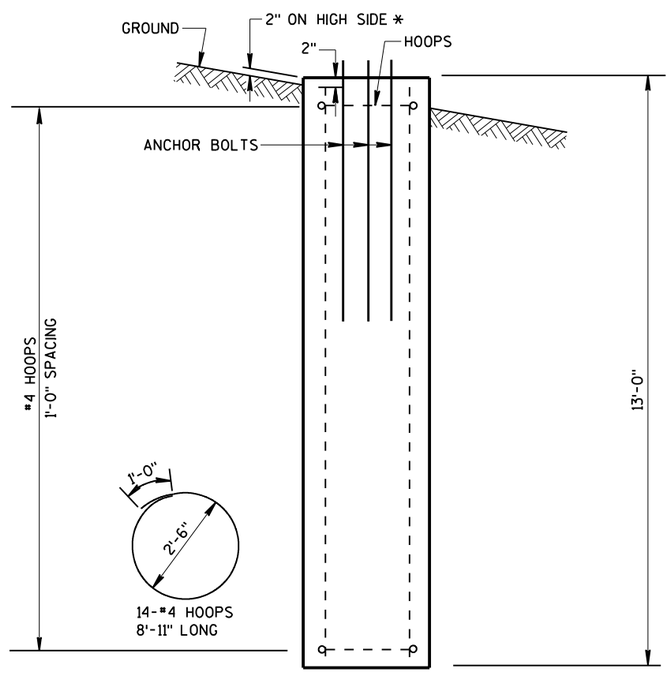
THE REINFORCEMENT AND ANCHOR BOLTS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ANY DAMAGE TO THE CONCRETE BASE DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR BOLTS	AASHTO M314 GRADE 55



PLAN VIEW



ELEVATION VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-55-41

DRAWN BY DDS | PLANS CK'D. KAB

36" DIAMETER OVERHEAD SIGN SUPPORT BASE

SHEET 3

505

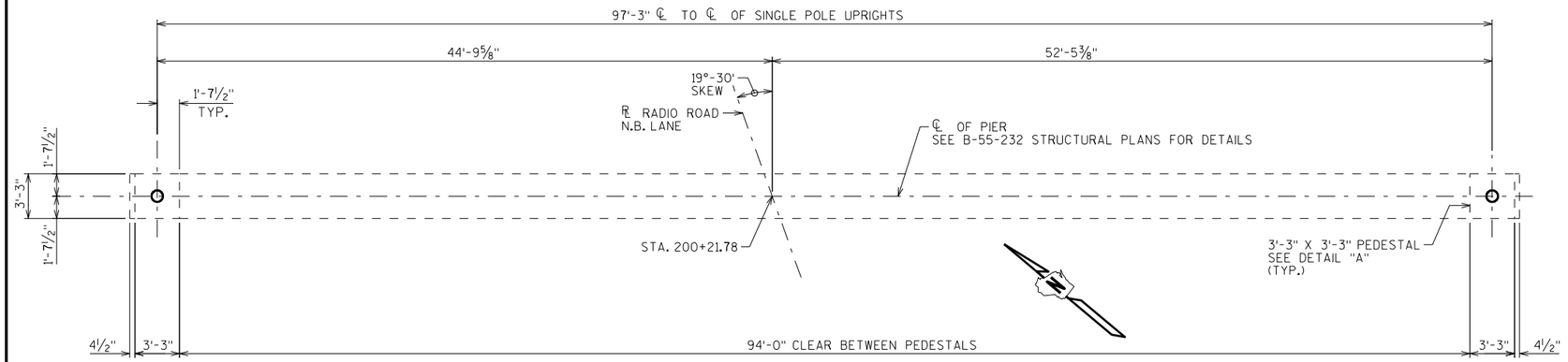
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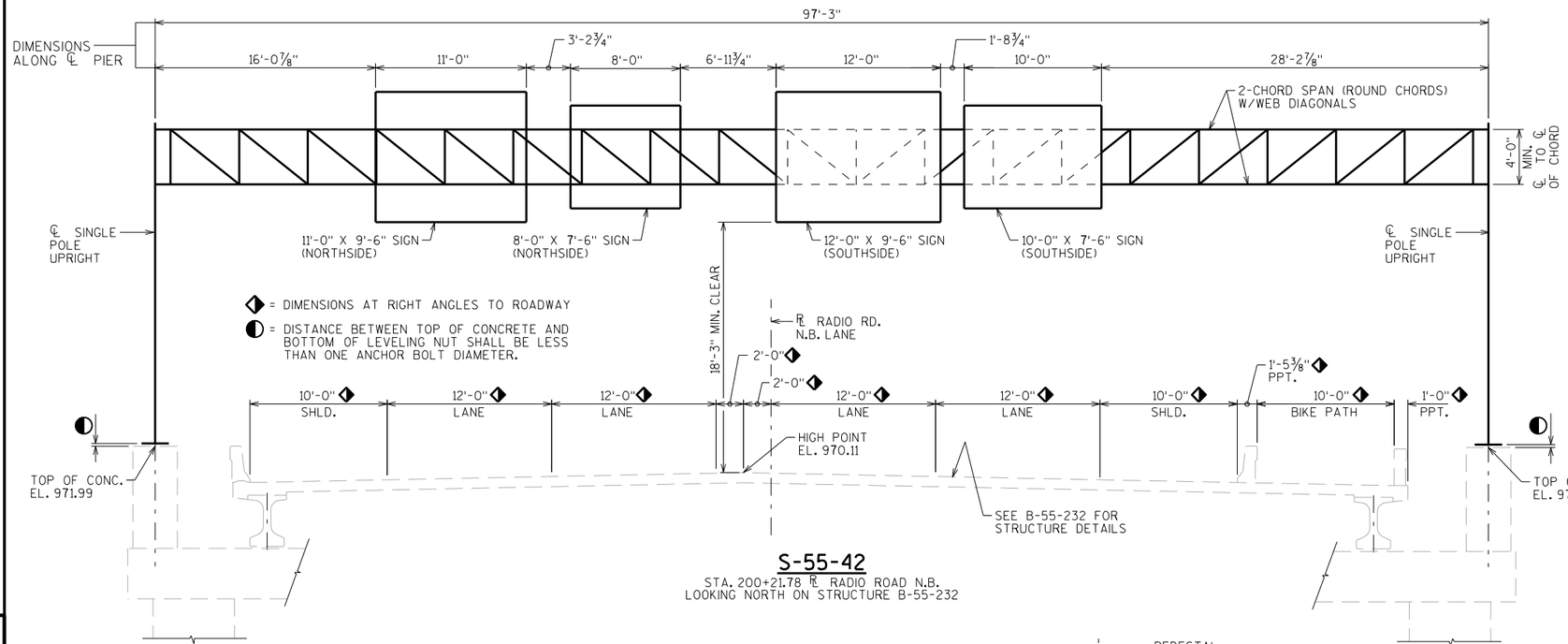
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STATE PROJECT NUMBER

7200-02-71

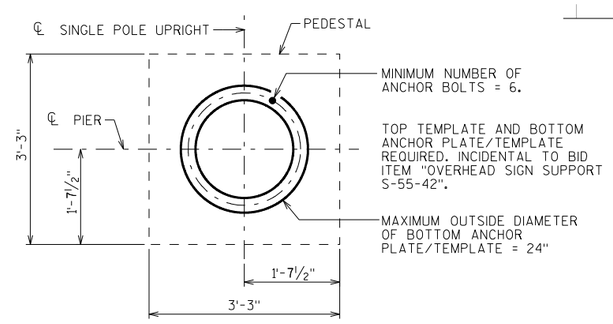


PIER PLAN



S-55-42

STA. 200+21.78 ℞ RADIO ROAD N.B.
LOOKING NORTH ON STRUCTURE B-55-232



DETAIL "A"

DESIGN DATA

OVERHEAD SIGN SUPPORT	DESIGN SIGN AREA (SQ. FT.)	MAX. SIGN DEPTH
S-55-42	354	9'-6"

WIND VELOCITY = 90 MPH (3-SECOND GUST SPEED)
DEAD LOAD OF SIGNS IS 3 P.S.F.
HEIGHT AND EXPOSURE FACTOR, K_z = 1.10

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

HANDHOLES ARE NOT REQUIRED.

PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".

DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS."

SIZE THE ANCHOR BOLT / TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS FOR BRIDGE STRUCTURE B-55-232 IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.

UPRIGHTS AND CHORDS MAY BE FABRICATED WITH AN OPTIONAL TAPER.

COST OF MATERIALS AND PLACEMENT FOR CONCRETE AND REINFORCEMENT IN PEDESTAL BY OTHERS.

TOTAL ESTIMATED QUANTITIES

641.8100 OVERHEAD SIGN SUPPORT S-55-42 ——— 1 LS

LIST OF DRAWINGS

1. OVERHEAD SIGN SUPPORT LAYOUT
2. OVERHEAD SIGN CONNECTION DETAILS

STRUCTURE DESIGN CONTACTS:
VU THAO (608) 267-2869

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher (DJK) 1/9/13
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE S-55-42

OVERHEAD SIGN SUPPORT RADIO ROAD

COUNTY	TOWN/~~CITY/VILLAGE~~
ST. CROIX	TROY

DESIGN SPEC.
AASHTO STD. SPEC. 2001 AND INTERIMS THRU 2006

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
VT	KAB	DDS	VT/KAB

OVERHEAD SIGN SUPPORT LAYOUT

SHEET 1 OF 2

506

I.D. 7200-02-01F

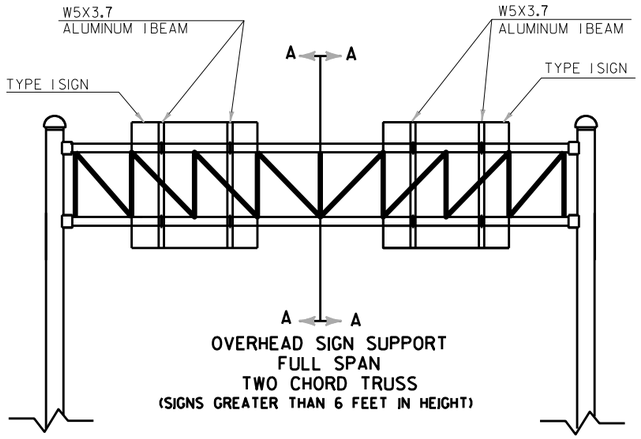
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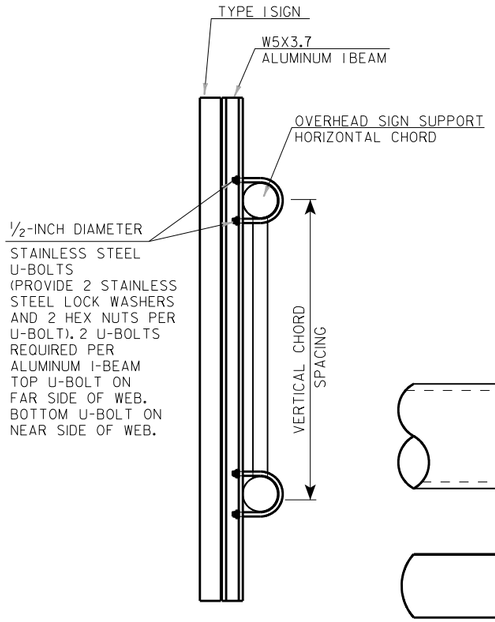
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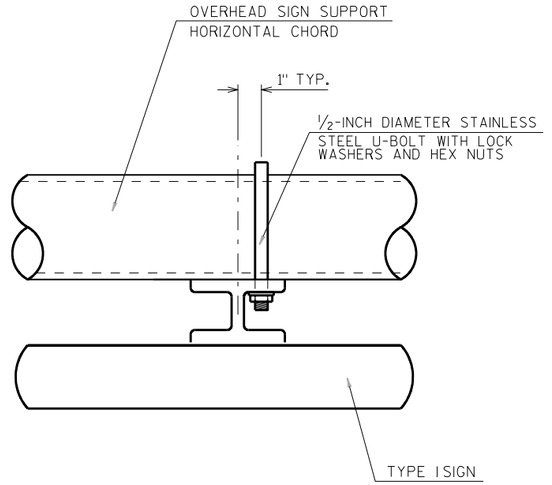
STATE PROJECT NUMBER
7200-02-71



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



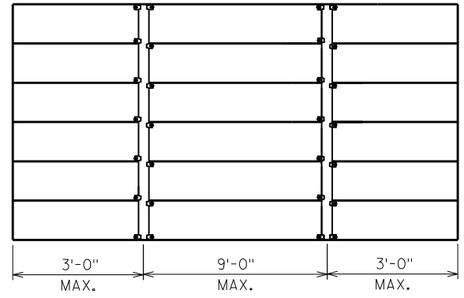
CUT SECTION A-A



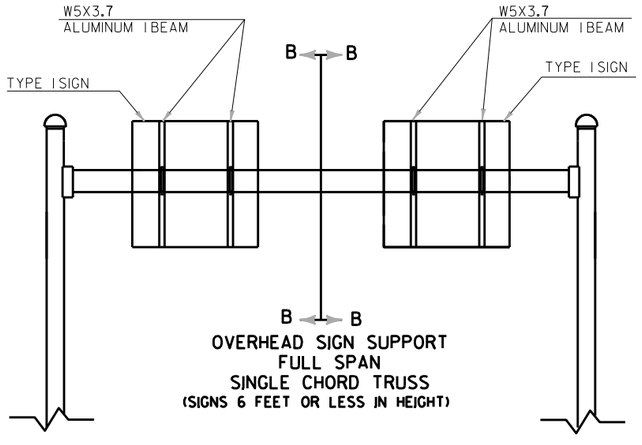
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

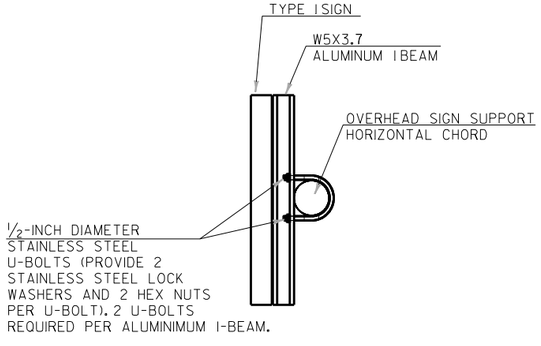
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



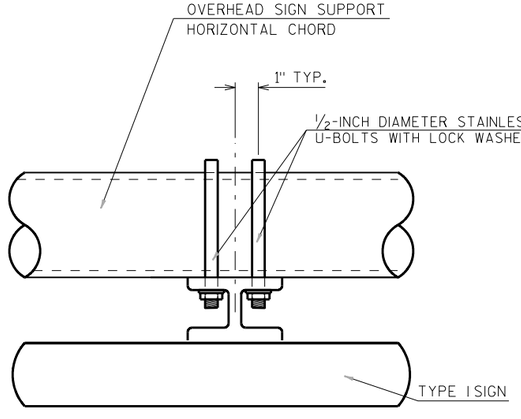
SPACING OF W5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-55-42

DRAWN BY DDS | PLANS CK'D. KAB

OVERHEAD SIGN CONNECTION DETAILS

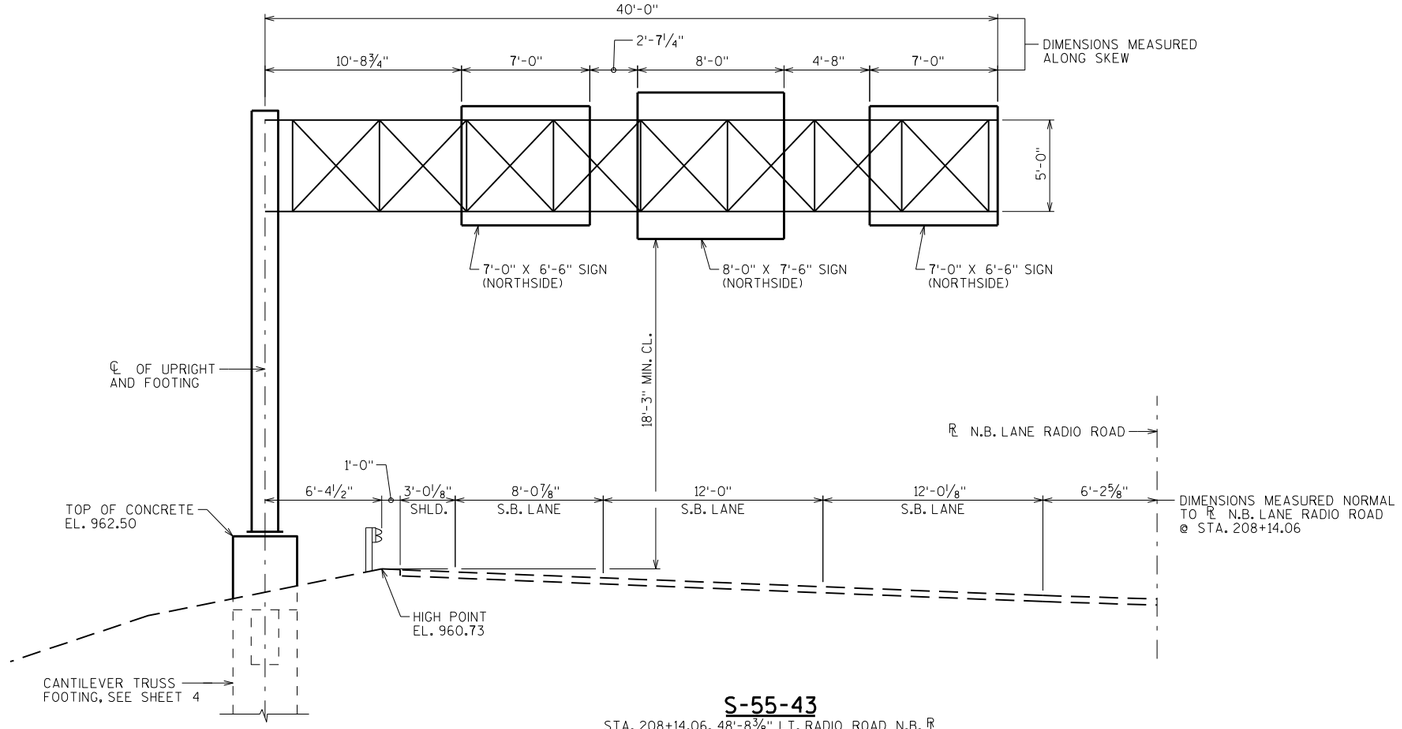
SHEET 2

507

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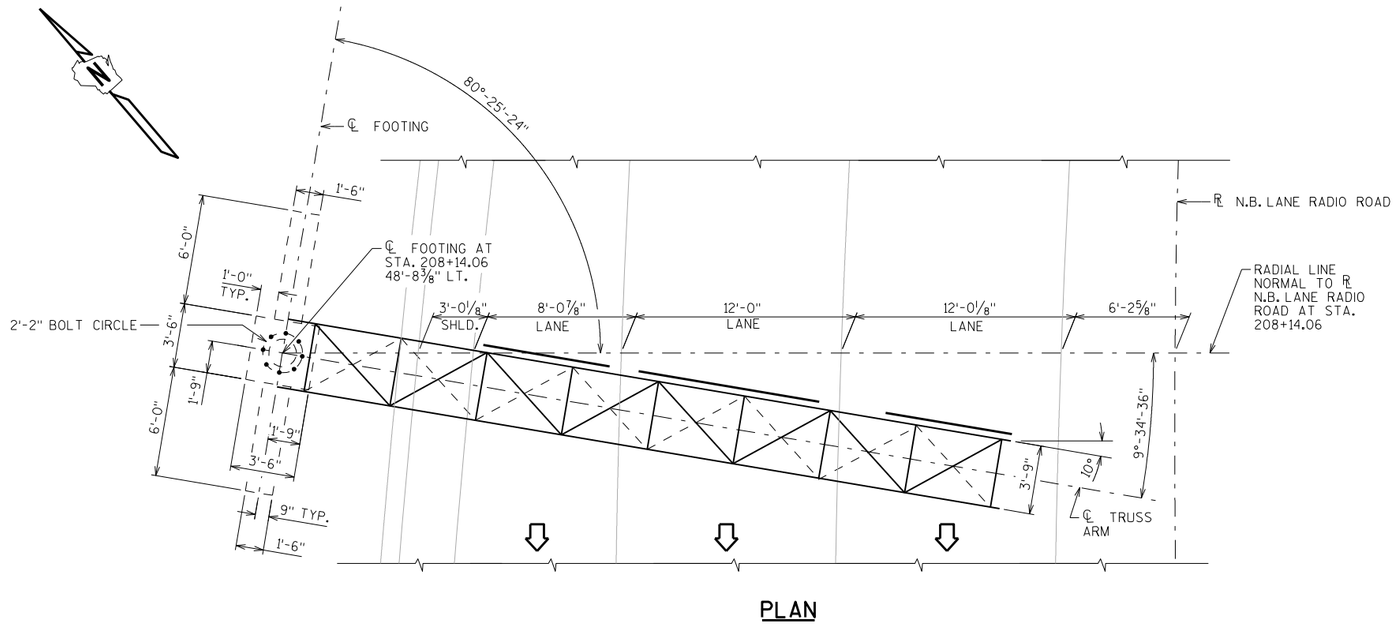
STATE PROJECT NUMBER

7200-02-71



S-55-43

STA. 208+14.06, 48'-8⅜" LT. RADIO ROAD N.B. ℞
(LOOKING UPSTATION AT BACK OF SIGNS)



PLAN

DESIGN DATA

SIGN BRIDGE	DESIGN SIGN AREA (SQ. FT.)	MAX. SIGN DEPTH
S-55-43	151	7'-6"

NO CATWALK, NO LIGHTS

FOUNDATION DATA

SOIL FRICTION ANGLE = 30°
SOIL UNIT WEIGHT = 120 PCF

GENERAL NOTES

EXACT LOCATION OF SIGN BRIDGE SHALL BE DETERMINED BY THE REGION TRAFFIC ENGINEER.

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

HANDHOLES ARE NOT REQUIRED.

PROVIDE SIGN BRIDGE IDENTIFICATION PLAQUE FOR ALL SIGN BRIDGES, TO BE CONSIDERED INCIDENTAL TO BID ITEM "SIGN BRIDGES".

TOTAL ESTIMATED QUANTITIES

636.0100	SIGN SUPPORTS CONCRETE MASONRY	8	CY
636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	980	LB
641.1200	SIGN BRIDGE CANTILEVERED S-55-43	1	LS

LIST OF DRAWINGS

1. SIGN BRIDGE LAYOUT
2. GALVANIZED STEEL CANTILEVER SIGN TRUSS
3. GALVANIZED STEEL CANTILEVER SIGN TRUSS DETAILS
4. CANTILEVER TRUSS FOOTING

CURVE DATA

℞ N.B. RADIO ROAD

P.I. = STA. 207+81.08
Δ = 35°-17'-29.54"
D = 16°-54'-45.90"
T = 174.95'
L = 338.77'
R = 550.00
S.E. = 3.90%
P.C. = STA. 206+06.13
P.T. = STA. 209+44.90

STRUCTURE DESIGN CONTACT:
VU THAO (608) 267-2869

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 1/9/13
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE S-55-43

OVER SOUTHBOUND RADIO ROAD

COUNTY ST. CROIX — TOWN ~~CITY/VILLAGE~~ TROY

DESIGN SPEC. AASHTO STD. SPEC. 2001 AND INTERIMS THRU 2006

DESIGNED BY	VT	DESIGN CK'D.	KAB	DRAWN BY	DDS	PLANS CK'D.	VT/KAB

SIGN BRIDGE LAYOUT

SHEET 1 OF 4

508

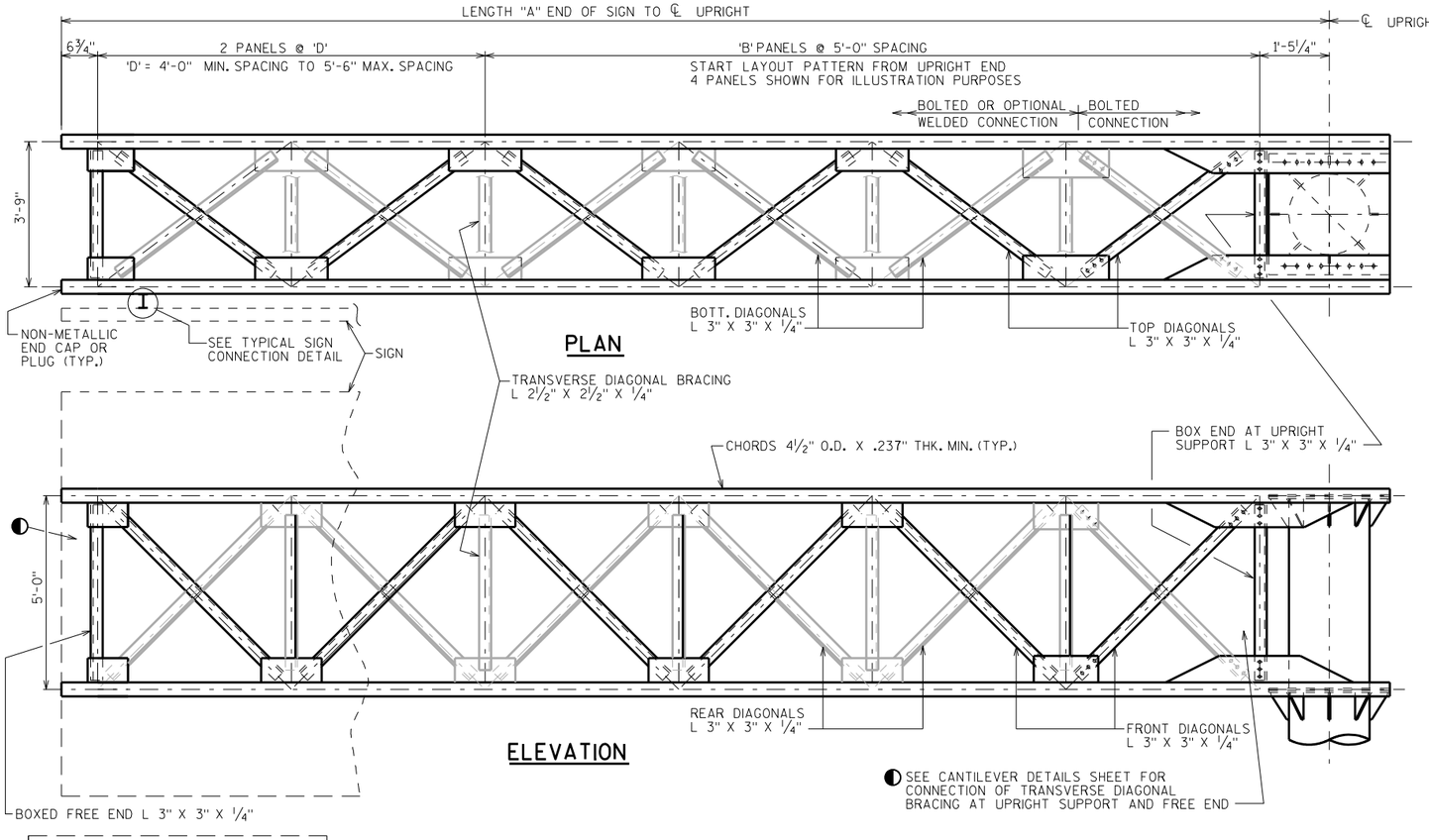
I.D. 7200-02-01G

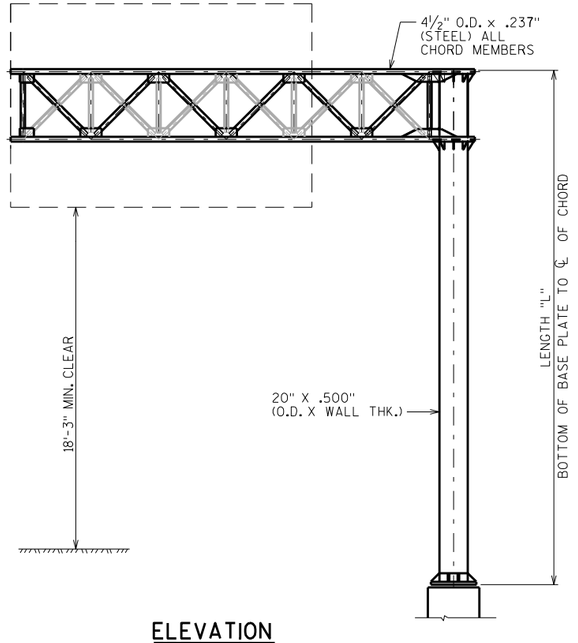
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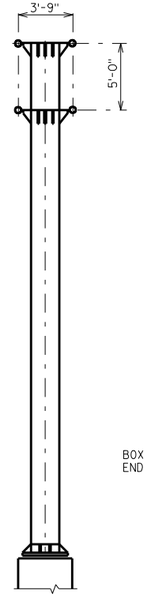
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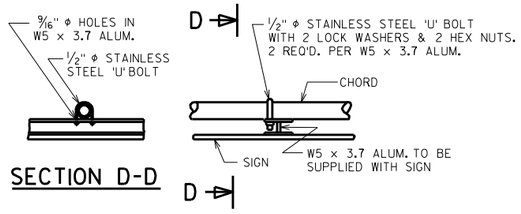




ELEVATION

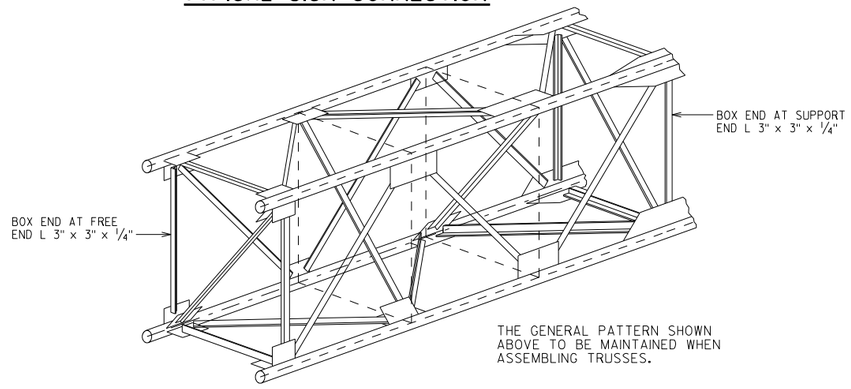


END VIEW



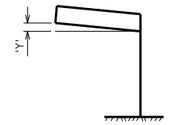
SECTION D-D

TYPICAL SIGN CONNECTION



THE GENERAL PATTERN SHOWN ABOVE TO BE MAINTAINED WHEN ASSEMBLING TRUSSES.

TYPICAL TRUSS SECTION



CAMBER DIAGRAM

STATE PROJECT NUMBER

7200-02-71

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DESIGNED ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS".

WIND VELOCITY = 90 MPH (3-SECOND GUST SPEED)

PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT END OF TRUSS SHOWN IN "CAMBER DIAGRAM". DO NOT RAKE VERTICAL UPRIGHT BY ADJUSTMENT OF LEVELING NUTS.

ALLOWABLE DESIGN STRESSES

CHORDS & COLUMN (INCLD. HANDHOLE) — API-5L-X42 — fy=42,000 PSI
STRUCTURAL ANGLES — ASTM A709 GRADE 36 — fy=36,000 PSI
PLATES & BARS — ASTM A709 GRADE 36 — fy=36,000 PSI
ANCHOR BOLTS — AASHTO M314 — fy=55,000 PSI
HIGH STRENGTH BOLTS- A325 — fy=92,000 PSI
STRUCTURAL MEMBERS GALVANIZED A123
HARDWARE GALVANIZED — A153 CLASS C

STRUCTURE	"A"	"L"	"B"	"D"	"Y"
S-55-43	40'-0"	22'-7"	6	4'-0"	3¾"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-55-43

DRAWN BY DDS | PLANS CK'D. KAB

GALVANIZED STEEL CANTILEVER SIGN TRUSS

SHEET 2

509

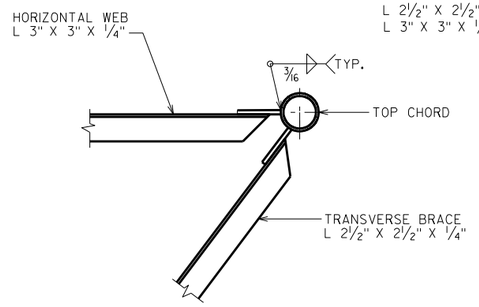
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9-08

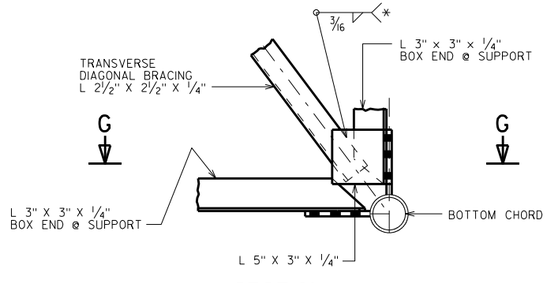
STATE PROJECT NUMBER

7200-02-71

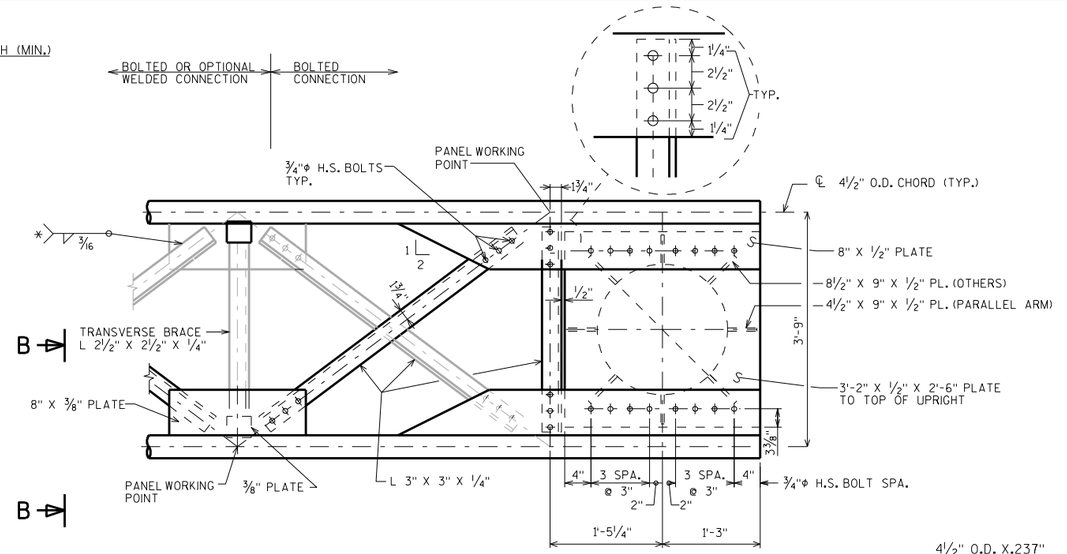


* ANGLE	WELD LENGTH (MIN.)
L 2 1/2" X 2 1/2" X 1/4"	7"
L 3" X 3" X 1/4"	8"

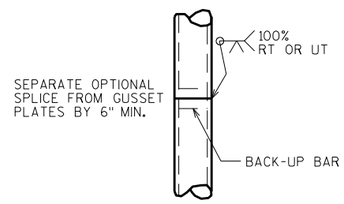
SECTION B-B



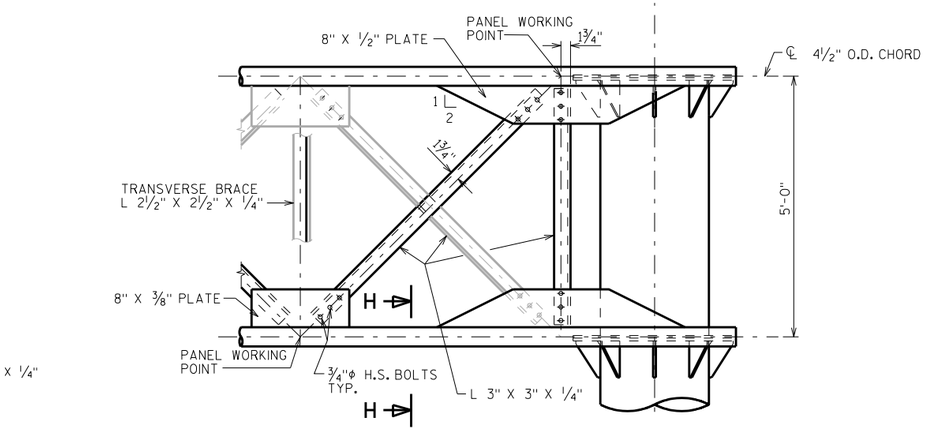
SECTION H-H



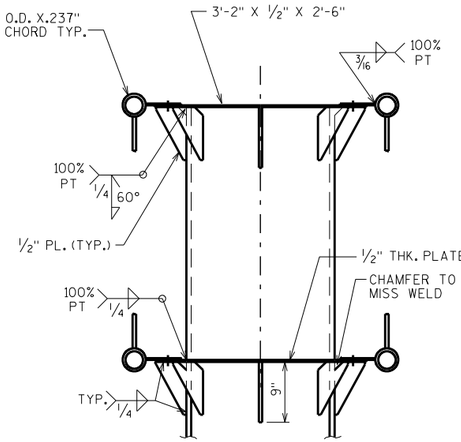
PLAN TRUSS TO UPRIGHT



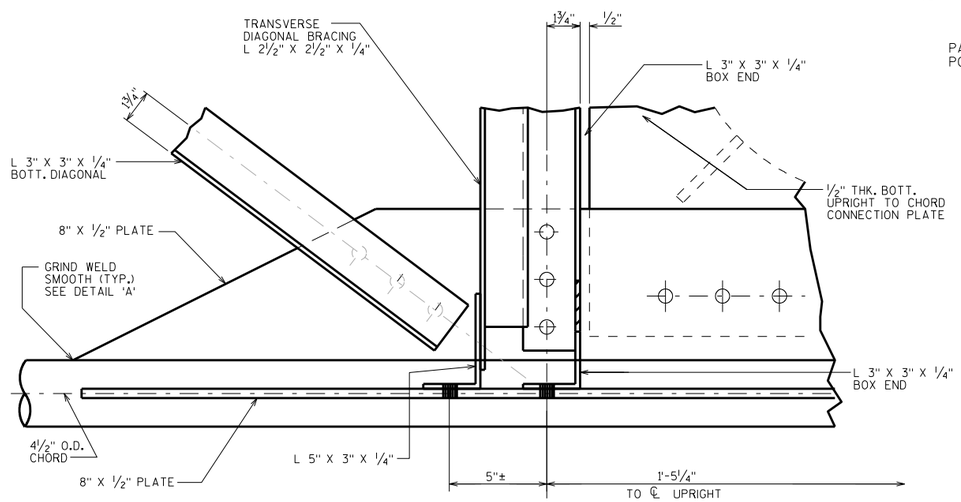
OPTIONAL COLUMN OR CHORD SPLICE DETAIL



ELEVATION TRUSS TO UPRIGHT

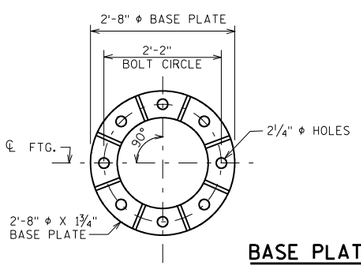


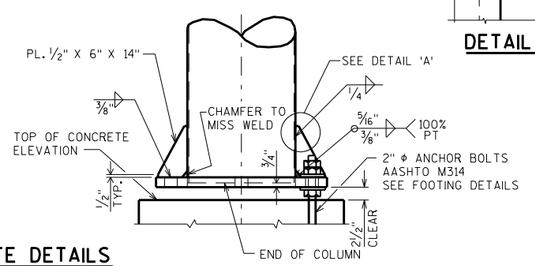
END VIEW TRUSS TO UPRIGHT



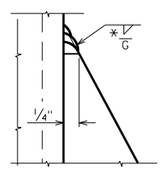
SECTION G-G

(LOOKING DOWN @ BOTT. HORIZ. PLANE @ FRONT CHORD)





BASE PLATE DETAILS



DETAIL 'A'

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-55-43

DRAWN BY DDS | PLANS CK'D. KAB

GALVANIZED STEEL CANTILEVER SIGN TRUSS DETAILS

SHEET 3

510

8

FILE- STCANT
SCALE = 2.25

8-08

STATE PROJECT NUMBER

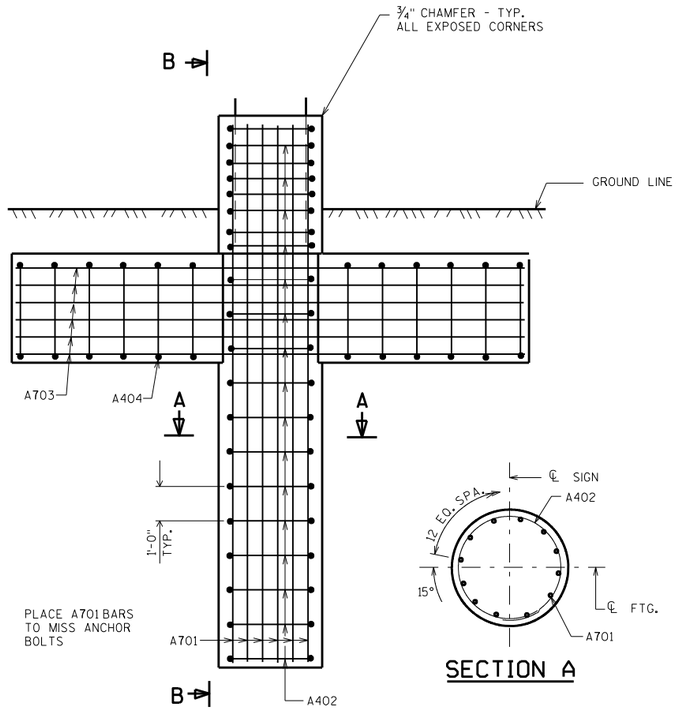
7200-02-71

NOTE:
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS

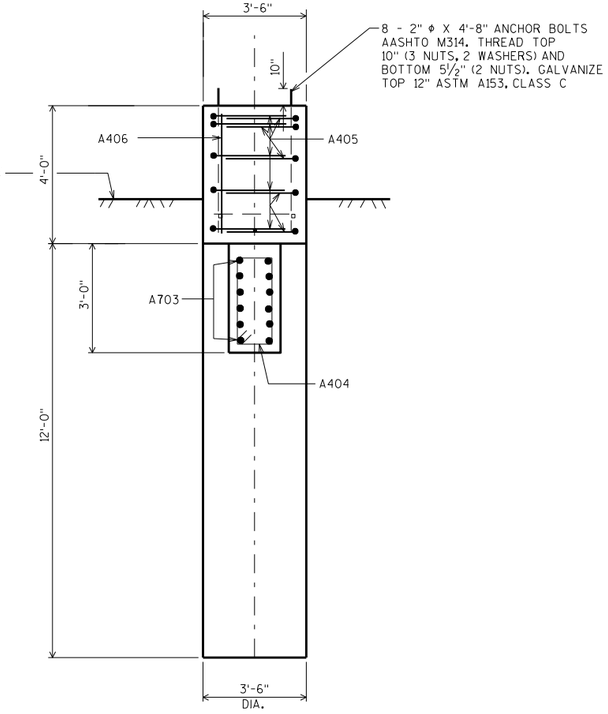
980 LB

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	CUT. DIAG.	BUN-DLE	LOCATION
A701		12	15'-6"				FOOTING - COLUMN/TOP
A402		16	10'-6"	X			FOOTING - COLUMN/TOP
A703		12	15'-0"				FOOTING - WINGS
A404		12	7'-6"	X			FOOTING - WINGS
A405		10	7'-11"	X			FOOTING - TOP
A406		4	3'-6"				FOOTING - TOP - COLUMNS

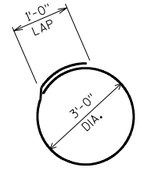


ELEVATION
(8 C.Y.)

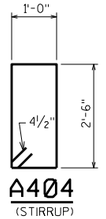
SECTION A



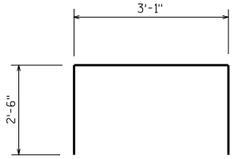
SECTION B



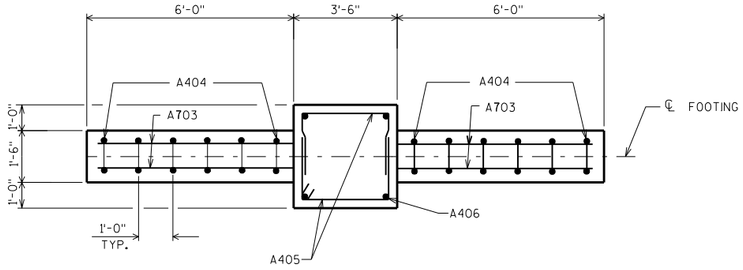
A402



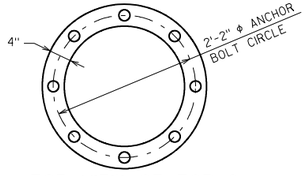
A404
(STIRRUP)



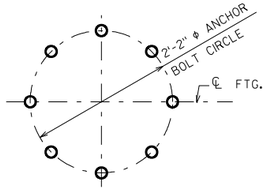
A405

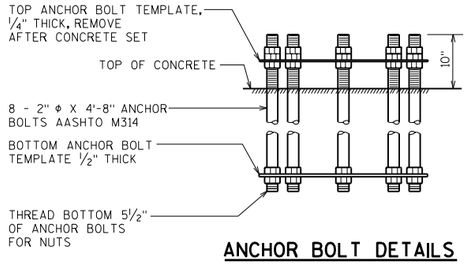


PLAN



TOP VIEW OF TOP & BOTTOM TEMPLATES





ANCHOR BOLT DETAILS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED. BAR STEEL REINFORCEMENT BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY ——— f'c=3,500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ——— fy=60,000 PSI
ANCHOR BOLTS AASHTO M314 ——— fy=55,000 PSI

TOTAL ESTIMATED QUANTITIES (1 FTG.)

SIGN SUPPORTS CONCRETE MASONRY ——— 8 CY
SIGN SUPPORTS STEEL REINFORCEMENT HS ——— 980 LB

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-55-43

DRAWN BY DDS | PLANS CK'D. KAB

CANTILEVER TRUSS FOOTING

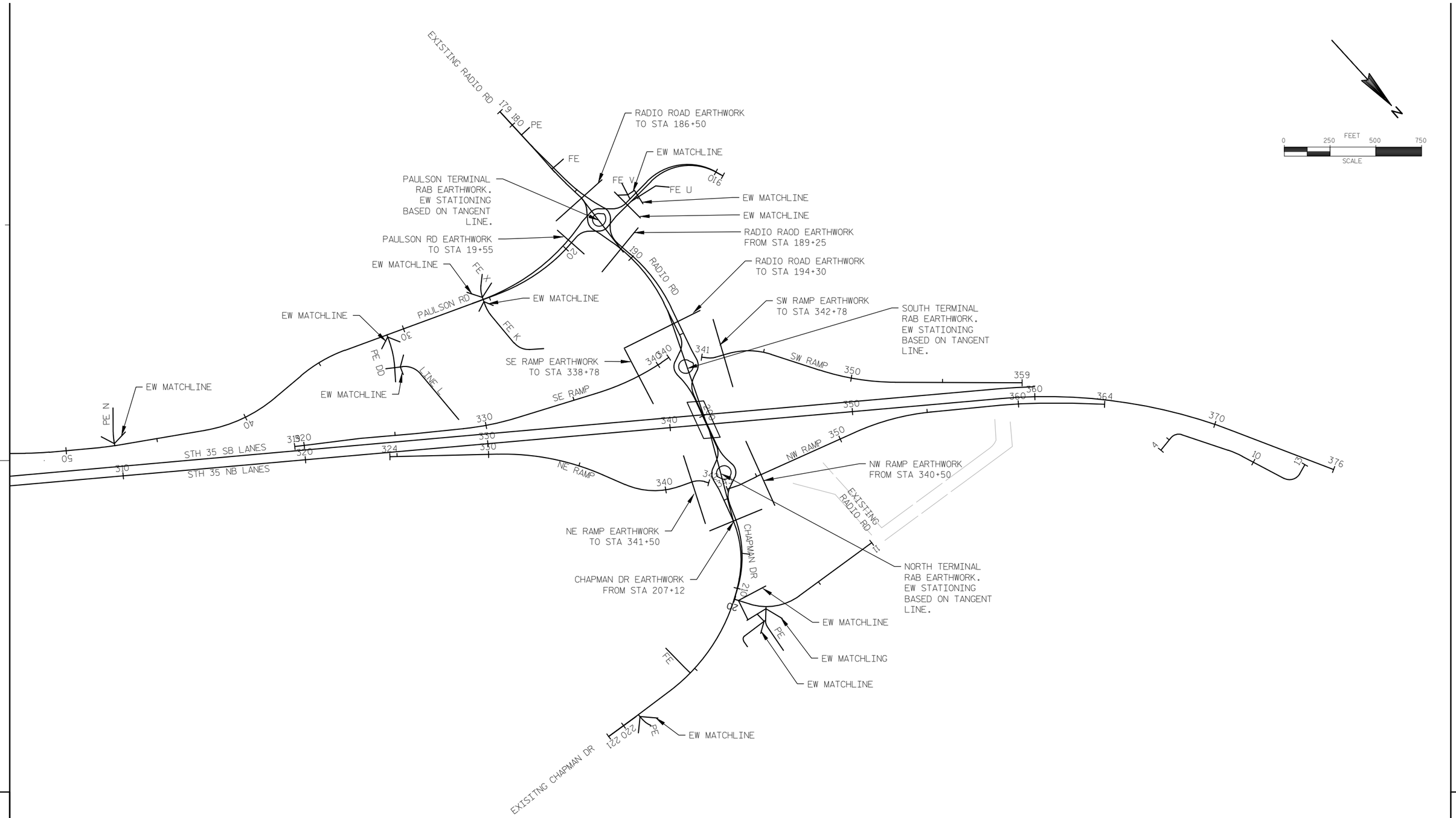
SHEET 4

511

8

8

SCALE = .17



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	EARTHWORK MATCHLINES	SHEET _____ E

FILE NAME : C:\WISDOT\DESIGN\C3D\72000201\SHEETSPLAN\080900_EW_MATCH.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : DOTERA PLOT NAME : _____ PLOT SCALE : 1 IN:500 FT WISDOT/CAD SHEET 42

NW RAMP, LINE C

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	
					Note 1	Note 3		Note 1		Note 5	Note 7	Note 8
345+25	0.00	287.71	2628.92	0.00	0	0	0	0	0	0	0	0
345+50	25.00	295.02	2295.00	0.00	270	2,280	0	270	2,849	0	0	-2,580
346+00	50.00	519.22	1671.95	0.00	754	3,673	0	1,024	7,441	0	0	-6,417
346+50	50.00	288.18	1525.09	0.00	748	2,960	0	1,771	11,141	0	0	-9,370
347+00	50.00	167.24	1221.33	0.00	422	2,543	0	2,193	14,320	0	0	-12,127
347+50	50.00	133.07	920.54	0.00	278	1,983	0	2,471	16,799	0	0	-14,328
348+00	50.00	171.20	542.38	0.00	282	1,355	0	2,753	18,492	0	0	-15,739
348+50	50.00	141.05	415.56	0.00	289	887	0	3,042	19,601	0	0	-16,559
349+00	50.00	128.55	216.42	0.00	250	585	0	3,292	20,332	0	0	-17,041
349+50	50.00	160.64	87.20	0.00	268	281	0	3,559	20,684	0	0	-17,124
350+00	50.00	204.12	11.29	0.00	338	91	0	3,897	20,798	0	0	-16,901
350+50	50.00	226.30	0.00	0.00	399	10	0	4,296	20,811	0	0	-16,515
351+00	50.00	316.20	5.29	0.00	502	5	0	4,798	20,817	0	0	-16,019
351+50	50.00	315.58	15.08	0.00	585	19	0	5,383	20,840	0	0	-15,458
352+00	50.00	330.31	1.64	50.90	598	15	47	5,981	20,860	61	38	-14,917
352+50	50.00	358.50	0.00	39.62	638	2	84	6,619	20,862	170	105	-14,348
353+00	50.00	391.75	0.00	19.84	695	0	55	7,313	20,862	242	149	-13,697
353+50	50.00	189.72	0.26	41.44	538	0	57	7,852	20,862	316	194	-13,204
354+00	50.00	166.61	0.50	47.55	330	1	82	8,182	20,863	423	260	-12,941
354+50	50.00	140.05	3.76	0.00	284	4	44	8,466	20,868	480	295	-12,697
355+00	50.00	118.54	10.74	0.00	239	13	0	8,705	20,885	480	295	-12,475
355+50	50.00	116.07	19.10	0.00	217	28	0	8,922	20,919	480	295	-12,292
356+00	50.00	116.39	25.16	0.00	215	41	0	9,138	20,970	480	295	-12,128
356+50	50.00	116.46	28.10	0.00	216	49	0	9,353	21,032	480	295	-11,974
357+00	50.00	127.76	24.33	0.00	226	49	0	9,579	21,093	480	295	-11,809
357+50	50.00	141.34	16.49	0.00	249	38	0	9,828	21,140	480	295	-11,607
358+00	50.00	168.69	13.49	0.00	287	28	0	10,116	21,175	480	295	-11,354
358+50	50.00	174.69	8.51	0.00	318	20	0	10,433	21,200	480	295	-11,062
359+00	50.00	150.40	4.90	0.00	301	12	0	10,734	21,216	480	295	-10,776
359+50	50.00	156.60	3.72	0.00	284	8	0	11,019	21,225	480	295	-10,502
360+00	50.00	320.08	5.64	0.00	441	9	0	11,460	21,236	480	295	-10,072
360+50	50.00	324.60	10.28	0.00	597	15	0	12,057	21,255	480	295	-9,493
361+00	50.00	35.53	14.07	0.00	333	23	0	12,390	21,283	480	295	-9,188
361+50	50.00	40.90	10.52	0.00	71	23	0	12,461	21,311	480	295	-9,145
362+00	50.00	40.00	15.28	0.00	75	24	0	12,536	21,341	480	295	-9,100
362+50	50.00	42.45	4.36	0.00	76	18	0	12,612	21,364	480	295	-9,047
363+00	50.00	45.03	1.12	0.00	81	5	0	12,693	21,370	480	295	-8,972
363+50	50.00	48.80	1.05	0.00	87	2	0	12,780	21,373	480	295	-8,888
363+97.03	47.03	30.59	16.80	0.00	69	16	0	12,850	21,392	480	295	-8,838

NW RAMP, LINE D

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut Note 1	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Note 8
324+63.44	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
325+00	36.56	48.07	0.00	0.00	33	0	0	33	0	0	0	33
325+50	50.00	20.22	14.26	0.00	63	13	0	96	17	0	0	79
326+00	50.00	24.59	28.44	0.00	41	40	0	137	66	0	0	71
326+50	50.00	28.37	36.62	0.00	49	60	0	186	141	0	0	45
327+00	50.00	31.32	44.04	0.00	55	75	0	242	235	0	0	7
327+50	50.00	32.43	44.69	0.00	59	82	0	301	337	0	0	-37
328+00	50.00	34.25	41.42	0.00	62	80	0	362	437	0	0	-75
328+50	50.00	38.12	21.80	0.00	67	59	0	429	510	0	0	-81
329+00	50.00	52.50	9.40	51.80	84	29	48	513	546	62	38	-71
329+50	50.00	56.34	11.37	38.12	101	19	83	614	570	171	105	-61
330+00	50.00	69.72	10.09	45.54	117	20	77	731	595	271	167	-31
330+50	50.00	44.03	39.91	65.97	105	46	103	836	653	406	250	-66
331+00	50.00	28.37	29.97	77.59	67	65	133	903	734	578	356	-187
331+50	50.00	33.10	39.02	94.27	57	64	159	960	814	785	483	-337
332+00	50.00	39.95	60.04	104.83	68	92	184	1,028	928	1,025	631	-531
332+50	50.00	36.86	76.40	14.85	71	126	111	1,099	1,086	1,169	719	-707
333+00	50.00	40.52	100.99	0.00	72	164	14	1,170	1,292	1,187	730	-851
333+50	50.00	23.24	166.38	0.00	59	248	0	1,229	1,601	1,187	730	-1,102
334+00	50.00	3.03	437.18	0.00	24	559	0	1,254	2,300	1,187	730	-1,776
334+50	50.00	29.82	855.99	0.00	30	1,197	0	1,284	3,796	1,187	730	-3,242
335+00	50.00	6.31	1252.36	0.00	33	1,952	0	1,318	6,237	1,187	730	-5,649
335+50	50.00	0.00	1683.48	0.00	6	2,718	0	1,323	9,635	1,187	730	-9,041
336+00	50.00	0.00	2121.21	0.00	0	3,523	0	1,323	14,038	1,187	730	-13,445
336+50	50.00	0.00	2592.55	0.00	0	4,365	0	1,323	19,494	1,187	730	-18,901
337+00	50.00	12.17	2946.57	0.00	11	5,129	0	1,335	25,905	1,187	730	-25,300
337+50	50.00	44.83	3282.07	0.00	53	5,767	0	1,388	33,114	1,187	730	-32,457
338+00	50.00	3.17	3644.95	0.00	44	6,414	0	1,432	41,131	1,187	730	-40,430
338+50	50.00	0.00	4191.06	0.00	3	7,256	0	1,435	50,201	1,187	730	-49,496
339+00	50.00	0.00	4667.40	0.00	0	8,202	0	1,435	60,454	1,187	730	-59,749
339+50	50.00	0.01	4655.70	0.00	0	8,633	0	1,435	71,244	1,187	730	-70,540
340+00	50.00	0.00	4512.66	0.00	0	8,489	0	1,435	81,856	1,187	730	-81,151
340+50	50.00	0.00	4793.46	0.00	0	8,617	0	1,435	92,627	1,187	730	-91,922
341+00	50.00	0.00	5185.56	0.00	0	9,240	0	1,435	104,177	1,187	730	-103,472
341+50	50.00	0.00	5573.10	0.00	0	9,962	0	1,435	116,629	1,187	730	-115,924

SW RAMP, LINE E

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut Note 1	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Note 8
342+77.94	0.00	167.92	5326.18	0.00	0	0	0	0	0	0	0.00	0.00
343+00	22.06	283.12	5019.93	0.00	184	4,226	0	184	5,282	0	0.00	-5,097.91
343+50	50.00	465.81	4310.31	0.00	693	8,639	0	878	16,081	0	0.00	-15,203.33
344+00	50.00	418.09	3506.35	0.00	818	7,238	0	1,696	25,128	0	0.00	-23,431.96
344+50	50.00	466.77	2704.57	0.00	819	5,751	0	2,515	32,317	0	0.00	-29,801.22
345+00	50.00	326.29	2082.03	0.00	734	4,432	0	3,250	37,857	0	0.00	-34,606.96
345+50	50.00	203.75	1671.03	0.00	491	3,475	0	3,740	42,201	0	0.00	-38,460.01
346+00	50.00	135.80	1314.91	0.00	314	2,765	0	4,055	45,656	0	0.00	-41,601.57
346+50	50.00	174.19	1009.44	0.00	287	2,152	0	4,342	48,347	0	0.00	-44,004.76
347+00	50.00	198.02	724.87	0.00	345	1,606	0	4,687	50,354	0	0.00	-45,667.41
347+50	50.00	210.92	524.60	0.00	379	1,157	0	5,065	51,800	0	0.00	-46,734.91
348+00	50.00	195.01	352.90	0.00	376	813	0	5,441	52,816	0	0.00	-47,374.67
348+50	50.00	149.14	194.12	0.00	319	506	0	5,760	53,449	0	0.00	-47,689.13
349+00	50.00	109.81	114.19	0.00	240	285	0	6,000	53,806	0	0.00	-47,806.19
349+50	50.00	71.74	100.83	0.00	168	199	0	6,168	54,055	0	0.00	-47,886.96
350+00	50.00	49.42	80.21	0.00	112	168	0	6,280	54,264	0	0.00	-47,984.30
350+50	50.00	68.02	66.21	0.00	109	136	0	6,389	54,434	0	0.00	-48,045.03
351+00	50.00	81.12	59.07	0.00	138	116	0	6,527	54,579	0	0.00	-48,051.95
351+50	50.00	87.74	42.49	0.00	156	94	0	6,683	54,696	0	0.00	-48,013.14
352+00	50.00	84.67	26.46	0.00	160	64	0	6,843	54,776	0	0.00	-47,933.30
352+50	50.00	103.74	14.97	0.00	174	38	0	7,017	54,824	0	0.00	-47,806.79
353+00	50.00	111.22	8.06	70.30	199	21	65	7,216	54,850	85	52.07	-47,686.47
353+50	50.00	118.56	13.89	74.28	213	20	134	7,429	54,876	259	159.17	-47,606.21
354+00	50.00	132.08	23.64	74.59	232	35	138	7,661	54,919	438	269.44	-47,527.84
354+50	50.00	142.97	33.98	74.72	255	53	138	7,916	54,986	618	380.04	-47,450.45
355+00	50.00	156.18	44.18	81.85	277	72	145	8,193	55,076	806	496.02	-47,379.90
355+50	50.00	108.91	78.69	2.85	245	114	78	8,438	55,219	908	558.76	-47,339.40
356+00	50.00	80.79	75.04	0.00	176	142	3	8,614	55,397	911	560.87	-47,343.79
356+50	50.00	63.17	66.99	0.00	133	132	0	8,747	55,561	911	560.87	-47,374.87
357+00	50.00	63.41	63.72	0.00	117	121	0	8,864	55,712	911	560.87	-47,408.95
357+50	50.00	59.25	58.52	0.00	114	113	0	8,978	55,854	911	560.87	-47,436.86
358+00	50.00	52.15	42.51	0.00	103	94	0	9,081	55,971	911	560.87	-47,450.64
358+50	50.00	50.74	42.99	0.00	95	79	0	9,176	56,070	911	560.87	-47,454.33
358+99.29	49.29	43.32	34.87	0.00	86	71	0	9,262	56,158	911	560.87	-47,457.31

SE RAMP, LINE F

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				
		Cut	Fill	EBS	Cut Note 1	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
320+27.41	0.00	78.13	6.05	0.00	0	0	0	0	0	0	0	0
320+50	22.59	78.55	6.83	0.00	66	5	0	66	7	0	0	59
321+00	50.00	67.52	11.92	0.00	135	17	0	201	28	0	0	172
321+50	50.00	65.04	18.80	0.00	123	28	0	324	64	0	0	260
322+00	50.00	113.72	21.11	0.00	166	37	0	489	110	0	0	379
322+50	50.00	155.93	6.95	0.00	250	26	0	739	143	0	0	596
323+00	50.00	157.46	2.59	0.00	290	9	0	1,029	154	0	0	875
323+50	50.00	179.26	0.74	0.00	312	3	0	1,341	158	0	0	1,183
324+00	50.00	208.42	0.00	0.00	359	1	0	1,700	158	0	0	1,541
324+50	50.00	278.61	1.08	0.00	451	1	0	2,151	160	0	0	1,991
325+00	50.00	252.65	0.46	0.00	492	1	0	2,643	161	0	0	2,481
325+50	50.00	252.27	1.71	0.00	468	2	0	3,110	164	0	0	2,946
326+00	50.00	262.66	0.00	0.00	477	2	0	3,587	166	0	0	3,421
326+50	50.00	250.07	1.18	0.00	475	1	0	4,062	167	0	0	3,894
327+00	50.00	276.24	0.33	0.00	487	1	0	4,549	169	0	0	4,380
327+50	50.00	307.06	0.00	0.00	540	0	0	5,089	169	0	0	4,920
328+00	50.00	313.11	0.61	0.00	574	1	0	5,663	170	0	0	5,493
328+50	50.00	278.32	0.14	0.00	548	1	0	6,211	171	0	0	6,040
329+00	50.00	347.63	0.00	0.00	580	0	0	6,790	171	0	0	6,619
329+50	50.00	340.43	0.00	0.00	637	0	0	7,427	171	0	0	7,256
330+00	50.00	390.86	0.00	0.00	677	0	0	8,105	171	0	0	7,933
330+50	50.00	508.57	0.00	0.00	833	0	0	8,937	171	0	0	8,766
331+00	50.00	688.53	2.41	0.00	1,108	2	0	10,046	174	0	0	9,872
331+50	50.00	847.98	0.23	0.00	1,423	2	0	11,469	177	0	0	11,292
332+00	50.00	1125.05	0.00	0.00	1,827	0	0	13,295	177	0	0	13,118
332+50	50.00	1391.10	0.00	0.00	2,330	0	0	15,625	177	0	0	15,448
333+00	50.00	1410.96	0.00	0.00	2,595	0	0	18,220	177	0	0	18,042
333+50	50.00	1482.14	0.00	0.00	2,679	0	0	20,898	177	0	0	20,721
334+00	50.00	1632.87	0.00	0.00	2,884	0	0	23,783	177	0	0	23,605
334+50	50.00	2043.77	0.00	0.00	3,404	0	0	27,187	177	0	0	27,010
335+00	50.00	2092.75	1.69	0.00	3,830	2	0	31,017	179	0	0	30,838
335+50	50.00	1828.72	0.00	0.00	3,631	2	0	34,648	181	0	0	34,467
336+00	50.00	1418.64	0.00	0.00	3,007	0	0	37,655	181	0	0	37,474
336+50	50.00	944.73	0.29	63.90	2,188	0	59	39,843	182	77	47	39,614
337+00	50.00	663.52	316.11	0.00	1,489	293	59	41,332	548	154	95	40,690
337+50	50.00	454.39	877.58	0.00	1,035	1,105	0	42,367	1,929	154	95	40,344
338+00	50.00	267.47	1506.30	0.00	668	2,207	0	43,036	4,688	154	95	38,253
338+50	50.00	191.48	1991.30	0.00	425	3,239	0	43,461	8,737	154	95	34,630
338+78.72	28.72	395.13	2562.79	0.00	312	2,422	0	43,773	11,764	154	95	31,914

RADIO RD, LINE G

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut Note 1	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Note 8
180+00	0.00	113.69	9.28	0.00	0	0	0	0	0	0	0	0
180+40	40.59	154.84	17.32	0.00	202	20	0	202	25	0	0	177
180+50	9.41	141.56	18.93	0.00	52	6	0	253	33	0	0	221
180+60	10.00	109.62	28.76	0.00	47	9	0	300	44	0	0	256
180+70	10.00	117.47	17.77	0.00	42	9	0	342	55	0	0	287
180+80	10.00	124.86	18.00	0.00	46	7	0	388	63	0	0	325
180+90	10.00	129.41	23.21	0.00	47	8	0	435	73	0	0	363
181+00	10.00	159.98	20.72	0.00	54	8	0	489	83	0	0	406
181+06	6.00	156.11	19.68	0.00	35	4	0	524	88	0	0	436
181+50	44.00	180.13	16.78	0.00	274	30	0	798	125	0	0	673
182+00	50.00	209.63	17.34	0.00	361	32	0	1,159	165	0	0	994
182+01	1.00	210.01	17.30	0.00	8	1	0	1,167	166	0	0	1,001
182+04	3.00	212.00	18.14	0.00	23	2	0	1,190	168	0	0	1,022
182+36	32.00	231.59	17.41	0.00	263	21	0	1,453	195	0	0	1,258
182+50	14.00	238.98	17.32	0.00	122	9	0	1,575	206	0	0	1,369
182+69	19.00	242.50	30.50	0.00	169	17	0	1,744	227	0	0	1,518
182+92	23.00	249.65	49.06	0.00	210	34	0	1,954	269	0	0	1,685
183+00	8.00	218.42	59.08	0.00	69	16	0	2,023	289	0	0	1,734
183+10	10.00	166.09	71.59	0.00	71	24	0	2,095	319	0	0	1,775
183+12	2.00	152.63	73.41	0.00	12	5	0	2,106	326	0	0	1,780
183+20	8.00	163.82	73.92	0.00	47	22	0	2,153	353	0	0	1,800
183+30	10.00	160.36	81.53	0.00	60	29	0	2,213	389	0	0	1,824
183+40	10.00	165.02	95.18	0.00	60	33	0	2,274	430	0	0	1,843
183+46	6.00	206.51	103.83	0.00	41	22	0	2,315	458	0	0	1,857
183+50	4.00	207.76	133.81	0.00	31	18	0	2,346	480	0	0	1,866
183+52	2.00	213.13	137.44	0.00	16	10	0	2,361	493	0	0	1,869
183+59	7.00	259.92	158.28	0.00	61	38	0	2,422	541	0	0	1,882
184+00	41.00	310.88	113.26	0.00	433	206	0	2,856	798	0	0	2,058
184+50	50.00	570.60	60.85	0.00	816	161	0	3,672	1,000	0	0	2,672
185+00	50.00	603.01	20.32	0.00	1,087	75	0	4,759	1,094	0	0	3,665
185+50	50.00	408.39	38.27	0.00	936	54	0	5,695	1,161	0	0	4,534
END ABRUPT/BEGIN ABRUPT - PAULSON ROUNDABOUT GRADING												
189+25	0.00	0.00	2008.28	0.00	0	0	0	5,695	1,161	0	0	4,534
189+25	0.00	0.00	0.00	0.00	0	0	0	5,695	1,161	0	0	4,534
189+50	25.00	0.00	2095.77	0.00	0	970	0	5,695	2,374	0	0	3,321
190+00	50.00	0.00	2226.16	0.00	0	4,002	0	5,695	7,377	0	0	-1,681
190+50	50.00	0.00	2434.38	0.00	0	4,315	0	5,695	12,771	0	0	-7,075
191+00	50.00	4.98	2658.66	0.00	5	4,716	0	5,700	18,665	0	0	-12,966
191+50	50.00	1.83	3009.79	0.00	6	5,249	0	5,706	25,226	0	0	-19,520
192+00	50.00	8.41	3282.76	0.00	9	5,826	0	5,716	32,509	0	0	-26,794
192+50	50.00	22.04	3696.94	0.00	28	6,463	0	5,744	40,588	0	0	-34,844
193+00	50.00	68.11	4172.10	0.00	83	7,286	0	5,827	49,695	0	0	-43,868
193+50	50.00	249.09	4467.29	0.00	294	7,999	0	6,121	59,694	0	0	-53,574
194+00	50.00	1014.77	4729.70	0.00	1,170	8,516	0	7,291	70,339	0	0	-63,048
194+30	30.00	65.25	4939.25	0.00	600	5,372	0	7,891	77,054	0	0	-69,162

RADIO ROAD, CHAPMAN DR, LINE G

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				
		Cut	Fill	EBS	Cut Note 1	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
206+25	0.00	0.08	3424.76	0.00	0	0	0	0	0	0	0	0
206+50	25.00	0.00	3249.37	0.00	0	3,090	0	0	3,862	0	0	-3,862
207+00	50.00	0.08	2922.27	0.00	0	5,714	0	0	11,005	0	0	-11,005
207+50	50.00	0.00	2702.61	0.00	0	5,208	0	0	17,516	0	0	-17,516
208+00	50.00	0.00	2424.03	0.00	0	4,747	0	0	23,449	0	0	-23,449
208+50	50.00	2.71	2167.21	0.00	3	4,251	0	3	28,763	0	0	-28,761
209+00	50.00	0.00	1898.41	0.00	3	3,764	0	5	33,469	0	0	-33,464
209+50	50.00	0.00	1720.85	0.00	0	3,351	0	5	37,658	0	0	-37,653
209+64	14.00	0.00	1661.31	0.00	0	877	0	5	38,754	0	0	-38,749
209+70	6.00	0.00	1630.70	0.00	0	366	0	5	39,211	0	0	-39,206
209+80	10.00	0.24	1598.61	0.00	0	598	0	5	39,959	0	0	-39,953
209+90	10.00	0.15	1571.45	0.00	0	587	0	5	40,692	0	0	-40,687
210+00	10.00	0.00	1538.95	0.00	0	576	0	5	41,412	0	0	-41,407
210+10	10.00	0.00	1513.23	0.00	0	565	0	5	42,119	0	0	-42,114
210+20	10.00	0.01	1436.32	0.00	0	546	0	5	42,802	0	0	-42,796
210+30	10.00	0.04	1278.73	0.00	0	503	0	5	43,430	0	0	-43,425
210+40	10.00	0.03	1114.54	0.00	0	443	0	5	43,984	0	0	-43,979
210+50	10.00	0.00	998.73	0.00	0	391	0	5	44,473	0	0	-44,468
210+60	10.00	0.00	900.33	0.00	0	352	0	5	44,913	0	0	-44,908
210+70	10.00	0.00	945.85	0.00	0	342	0	5	45,340	0	0	-45,335
210+80	10.00	0.00	1007.64	0.00	0	362	0	5	45,793	0	0	-45,787
210+90	10.00	0.00	1063.69	0.00	0	384	0	5	46,272	0	0	-46,267
211+00	10.00	0.12	1140.08	0.00	0	408	0	5	46,782	0	0	-46,777
211+10	10.00	0.02	1183.29	0.00	0	430	0	5	47,320	0	0	-47,315
211+20	10.00	0.00	1138.64	0.00	0	430	0	5	47,857	0	0	-47,852
211+24	4.00	0.00	1102.20	0.00	0	166	0	5	48,065	0	0	-48,059
211+50	26.00	0.00	987.53	0.00	0	1,006	0	5	49,323	0	0	-49,317
212+00	50.00	7.25	892.02	0.00	7	1,740	0	12	51,498	0	0	-51,486
212+50	50.00	0.00	787.72	0.00	7	1,555	0	19	53,442	0	0	-53,423
213+00	50.00	55.51	600.13	0.00	51	1,285	0	70	55,049	0	0	-54,978
213+50	50.00	80.40	399.65	0.00	126	926	0	196	56,206	0	0	-56,010
214+00	50.00	57.83	202.59	23.63	128	558	22	324	56,903	28	18	-56,596
214+50	50.00	48.78	135.05	16.88	99	313	38	423	57,293	77	48	-56,918
214+73	23.00	64.12	110.92	18.75	48	105	15	471	57,424	97	60	-57,013
214+80	7.00	69.94	99.13	22.31	17	27	5	488	57,458	104	64	-57,034
214+90	10.00	76.56	84.65	26.75	27	34	9	515	57,501	116	71	-57,057
215+00	10.00	84.44	63.37	32.11	30	27	11	545	57,535	130	80	-57,070
215+10	10.00	89.25	38.95	31.00	32	19	12	577	57,559	145	89	-57,071
215+20	10.00	94.80	21.41	28.75	34	11	11	611	57,573	159	98	-57,060
215+30	10.00	114.46	10.44	27.50	39	6	10	650	57,580	173	106	-57,037
215+40	10.00	134.84	8.19	26.50	46	3	10	696	57,585	186	114	-57,003
215+50	10.00	142.97	11.75	26.09	51	4	10	748	57,589	199	122	-56,964
215+60	10.00	161.18	23.46	27.00	56	7	10	804	57,597	211	130	-56,923
215+70	10.00	155.42	41.40	28.75	59	12	10	863	57,612	225	138	-56,888
215+80	10.00	149.88	59.82	30.00	57	19	11	919	57,636	239	147	-56,864
215+90	10.00	150.86	63.61	31.50	56	23	11	975	57,664	254	156	-56,846
216+00	10.00	146.90	61.33	33.33	55	23	12	1,030	57,693	269	166	-56,829

RADIO ROAD, CHAPMAN DR, LINE G

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	
					Note 1	Note 3		Note 1		Note 5	Note 7	Note 8
216+50	50.00	150.82	49.83	27.03	276	103	56	1,306	57,822	342	210	-56,727
217+00	50.00	186.27	70.36	27.34	312	111	50	1,618	57,961	407	251	-56,594
217+50	50.00	188.87	85.62	31.91	347	144	55	1,965	58,142	479	295	-56,471
218+00	50.00	203.05	44.39	24.58	363	120	52	2,328	58,292	547	336	-56,300
218+40	40.00	208.40	19.13	23.50	305	47	36	2,633	58,351	593	365	-56,083
218+50	10.00	189.49	16.38	22.77	74	7	9	2,707	58,359	604	372	-56,024
218+60	10.00	145.50	8.93	13.50	62	5	7	2,769	58,365	613	377	-55,974
218+70	10.00	95.26	11.61	13.75	45	4	5	2,813	58,370	620	381	-55,938
218+80	10.00	84.52	13.54	14.00	33	5	5	2,847	58,376	626	385	-55,914
218+90	10.00	82.92	0.98	14.50	31	3	5	2,878	58,379	633	390	-55,891
219+00	10.00	79.56	1.19	14.87	30	0	5	2,908	58,379	640	394	-55,866
219+10	10.00	96.89	1.35	0.00	33	0	3	2,940	58,380	644	396	-55,836
219+20	10.00	123.73	1.84	0.00	41	1	0	2,981	58,381	644	396	-55,796
219+30	10.00	177.78	5.04	0.00	56	1	0	3,037	58,382	644	396	-55,742
219+40	10.00	208.90	2.51	0.00	72	1	0	3,109	58,384	644	396	-55,672
219+50	10.00	208.69	2.23	0.00	77	1	0	3,186	58,385	644	396	-55,595
220+00	50.00	216.45	0.64	0.00	394	3	0	3,580	58,389	644	396	-55,205
220+24.98	24.98	17.34	1.29	0.00	108	1	0	3,688	58,390	644	396	-55,098

PAULSON RD, LINE J

STATION	Distance	AREA (SF) Cut	Fill	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Fill Note 3	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
14+90	0.00	0.00	50.01	0.00	0.00	0	0	0	0	0	0	0	0	0.00	0.00
15+00	10.00	0.23	225.92	0.00	0.00	0	51	0	0	0	64	0	0	0.00	-63.83
15+10	10.00	2.52	250.86	0.00	0.00	1	88	0	0	1	174	0	0	0.00	-173.69
15+20	10.00	7.87	229.44	0.00	0.00	2	89	0	0	2	285	0	0	0.00	-282.94
15+30	10.00	5.31	269.88	0.00	0.00	2	92	0	0	5	401	0	0	0.00	-396.09
15+40	10.00	3.46	333.15	0.00	0.00	2	112	0	0	7	541	0	0	0.00	-534.05
15+50	10.00	13.58	443.80	0.00	0.00	3	144	0	0	10	720	0	0	0.00	-710.75
15+60	10.00	9.91	598.41	0.00	0.00	4	193	0	0	14	962	0	0	0.00	-947.65
15+65.6	5.60	0.61	727.90	0.00	0.00	1	138	0	0	15	1,134	0	0	0.00	-1,118.59
19+55	0.00	0.00	1490.08	0.00	0.00	0	0	0	0	15	1,134	0	0	0.00	-1,118.59
20+00	45.00	0.00	1370.52	0.00	0.00	0	2,384	0	0	15	4,114	0	0	0.00	-4,098.39
20+50	50.00	0.00	1292.68	0.00	0.00	0	2,466	0	0	15	7,196	0	0	0.00	-7,180.80
21+00	50.00	0.00	1087.15	0.00	0.00	0	2,204	0	0	15	9,950	0	0	0.00	-9,935.23
21+50	50.00	0.00	1008.72	0.00	0.00	0	1,941	0	0	15	12,376	0	0	0.00	-12,361.01
22+00	50.00	0.00	946.55	0.00	0.00	0	1,810	0	0	15	14,639	0	0	0.00	-14,624.06
22+50	50.00	0.00	836.87	0.00	0.00	0	1,651	0	0	15	16,703	0	0	0.00	-16,688.21
23+00	50.00	0.00	665.80	0.00	0.00	0	1,391	0	0	15	18,443	0	0	0.00	-18,427.41
23+50	50.00	4.51	477.80	0.00	0.00	4	1,059	0	0	19	19,766	0	0	0.00	-19,746.84
24+00	50.00	12.60	267.58	0.00	0.00	16	690	0	0	35	20,629	0	0	0.00	-20,593.72
24+50	50.00	31.61	114.17	0.00	0.00	41	353	0	0	76	21,071	0	0	0.00	-20,994.62
24+80	30.00	39.45	45.22	0.00	0.00	39	89	0	0	116	21,181	0	0	0.00	-21,065.83
24+90	10.00	29.60	41.43	0.00	0.00	13	16	0	0	128	21,201	0	0	0.00	-21,073.10
25+00	10.00	21.42	37.92	0.00	0.00	9	15	0	0	138	21,220	0	0	0.00	-21,082.02
25+10	10.00	6.17	32.31	0.00	0.00	5	13	0	0	143	21,236	0	0	0.00	-21,093.17
25+20	10.00	16.56	20.50	0.00	0.00	4	10	0	0	147	21,248	0	0	0.00	-21,101.19
25+30	10.00	27.62	3.31	0.00	0.00	8	4	0	0	155	21,254	0	0	0.00	-21,098.51
25+40	10.00	33.91	1.20	0.00	0.00	11	1	0	0	167	21,255	0	0	0.00	-21,088.16
25+50	10.00	44.01	2.40	0.00	0.00	14	1	0	0	181	21,256	0	0	0.00	-21,074.57
25+60	10.00	60.09	2.43	0.00	0.00	19	1	0	0	200	21,257	0	0	0.00	-21,056.41
25+70	10.00	160.42	0.00	0.00	0.00	41	0	0	0	241	21,257	0	0	0.00	-21,016.14
25+80	10.00	214.20	0.00	0.00	0.00	69	0	0	0	311	21,257	0	0	0.00	-20,946.76
25+90	10.00	255.36	0.00	0.00	0.00	87	0	0	0	398	21,257	0	0	0.00	-20,859.81
26+00	10.00	282.24	0.00	0.00	0.00	100	0	0	0	497	21,257	0	0	0.00	-20,760.25
26+50	50.00	368.36	0.00	0.00	0.00	602	0	0	0	1,100	21,257	0	0	0.00	-20,157.85
27+00	50.00	425.53	0.00	0.00	0.00	735	0	0	0	1,835	21,257	0	0	0.00	-19,422.77
27+50	50.00	422.58	0.00	0.00	0.00	785	0	0	0	2,620	21,257	0	0	0.00	-18,637.48
28+00	50.00	435.81	0.00	0.00	0.00	795	0	0	0	3,415	21,257	0	0	0.00	-17,842.67
28+50	50.00	473.69	0.00	0.00	0.00	842	0	0	0	4,257	21,257	0	0	0.00	-17,000.55
29+00	50.00	572.64	0.00	0.00	0.00	969	0	0	0	5,226	21,257	0	0	0.00	-16,031.72
29+50	50.00	626.87	0.00	0.00	0.00	1,111	0	0	0	6,336	21,257	0	0	0.00	-14,921.06
30+00	50.00	620.17	0.00	0.00	0.00	1,155	0	0	0	7,491	21,257	0	0	0.00	-13,766.40
30+50	50.00	599.15	0.16	0.00	0.00	1,129	0	0	0	8,620	21,258	0	0	0.00	-12,637.59
30+60	10.00	597.04	0.00	0.00	0.00	222	0	0	0	8,841	21,258	0	0	0.00	-12,416.12
30+70	10.00	523.03	0.00	0.00	0.00	207	0	0	0	9,049	21,258	0	0	0.00	-12,208.70
30+80	10.00	478.54	0.00	0.00	0.00	185	0	0	0	9,234	21,258	0	0	0.00	-12,023.22
30+90	10.00	450.29	0.01	0.00	0.00	172	0	0	0	9,406	21,258	0	0	0.00	-11,851.22
31+00	10.00	439.38	0.00	0.00	0.00	165	0	0	0	9,571	21,258	0	0	0.00	-11,686.47

PAULSON RD, LINE J

STATION	Distance	AREA (SF) Cut	Fill	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Fill Note 3	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
31+10	10.00	488.35	0.00	0.00	0.00	172	0	0	0	9,743	21,258	0	0	0.00	-11,514.67
31+20	10.00	536.67	0.00	0.00	0.00	190	0	0	0	9,933	21,258	0	0	0.00	-11,324.85
31+30	10.00	585.58	0.00	0.00	0.00	208	0	0	0	10,141	21,258	0	0	0.00	-11,117.03
31+40	10.00	634.72	0.00	0.00	0.00	226	0	0	0	10,367	21,258	0	0	0.00	-10,891.05
31+50	10.00	621.46	0.00	0.00	0.00	233	0	0	0	10,599	21,258	0	0	0.00	-10,658.42
32+00	50.00	541.86	0.00	0.00	0.00	1,077	0	0	0	11,676	21,258	0	0	0.00	-9,581.27
32+50	50.00	589.22	0.00	0.00	0.00	1,047	0	0	0	12,724	21,258	0	0	0.00	-8,533.97
33+00	50.00	369.21	0.00	0.00	0.00	887	0	0	0	13,611	21,258	0	0	0.00	-7,646.53
33+50	50.00	287.00	0.00	0.00	0.00	608	0	0	0	14,219	21,258	0	0	0.00	-7,038.93
34+00	50.00	305.06	0.00	0.00	0.00	548	0	0	0	14,767	21,258	0	0	0.00	-6,490.72
34+50	50.00	295.09	0.00	0.00	0.00	556	0	0	0	15,323	21,258	0	0	0.00	-5,935.03
35+00	50.00	252.43	0.00	0.00	0.00	507	0	0	0	15,830	21,258	0	0	0.00	-5,428.07
35+50	50.00	96.75	27.44	0.00	0.00	323	25	0	0	16,153	21,289	0	0	0.00	-5,136.51
36+00	50.00	35.37	103.57	0.00	0.00	122	121	0	0	16,275	21,441	0	0	0.00	-5,165.81
36+50	50.00	25.93	188.94	0.00	0.00	57	271	0	0	16,332	21,780	0	0	0.00	-5,447.60
37+00	50.00	39.37	239.71	0.00	0.00	60	397	0	0	16,392	22,276	0	0	0.00	-5,883.25
37+50	50.00	84.14	240.35	0.00	0.00	114	445	0	0	16,507	22,831	0	0	0.00	-6,324.52
38+00	50.00	143.05	184.58	0.00	0.00	210	393	0	0	16,717	23,323	0	0	0.00	-6,605.98
38+50	50.00	161.04	171.12	0.00	0.00	282	329	0	0	16,999	23,735	0	0	0.00	-6,736.11
39+00	50.00	124.32	154.62	0.00	0.00	264	302	0	0	17,263	24,112	0	0	0.00	-6,848.90
39+50	50.00	116.23	154.57	0.00	0.00	223	286	0	0	17,486	24,470	0	0	0.00	-6,984.03
40+00	50.00	116.48	157.57	0.00	0.00	215	289	0	0	17,701	24,831	0	0	0.00	-7,129.83
40+50	50.00	132.56	113.34	0.00	0.00	231	251	0	0	17,932	25,145	0	0	0.00	-7,212.79
41+00	50.00	219.72	46.44	0.00	0.00	326	148	0	0	18,258	25,329	0	0	0.00	-7,071.54
41+50	50.00	344.84	6.12	5.31	0.00	523	49	5	0	18,781	25,384	5	0	0.00	-6,602.87
42+00	50.00	477.36	4.37	49.82	0.00	761	10	51	0	19,542	25,325	62	0	0.00	-5,783.53
42+50	50.00	517.75	0.00	26.03	0.00	921	4	70	0	20,463	25,234	139	0	0.00	-4,770.62
43+00	50.00	456.72	0.00	13.87	0.00	902	0	37	0	21,366	25,183	179	0	0.00	-3,817.54
43+50	50.00	384.05	0.00	7.87	0.00	778	0	20	0	22,144	25,155	202	0	0.00	-3,011.38
44+00	50.00	373.28	0.00	4.13	0.00	701	0	11	0	22,845	25,140	214	0	0.00	-2,294.87
44+50	50.00	373.24	0.00	0.00	0.00	691	0	4	0	23,537	25,135	218	0	0.00	-1,598.39
45+00	50.00	313.22	0.00	0.00	0.00	636	0	0	0	24,172	25,135	218	0	0.00	-962.79
45+50	50.00	250.56	0.00	0.00	0.00	522	0	0	0	24,694	25,135	218	0	0.00	-440.77
46+00	50.00	233.07	0.00	0.00	0.00	448	0	0	0	25,142	25,135	218	0	0.00	7.03
46+50	50.00	167.29	0.00	0.00	0.00	371	0	0	0	25,513	25,135	218	0	0.00	377.73
46+70	20.00	135.72	5.88	0.00	0.00	112	2	0	0	25,625	25,138	218	0	0.00	487.24
46+80	10.00	111.32	13.14	0.00	0.00	46	4	0	0	25,671	25,142	218	0	0.00	528.58
46+90	10.00	77.39	19.62	0.00	0.00	35	6	0	0	25,706	25,150	218	0	0.00	555.94
47+00	10.00	43.44	30.52	0.00	0.00	22	9	0	0	25,728	25,161	218	0	0.00	566.71
47+10	10.00	18.43	35.38	0.00	0.00	11	12	0	0	25,739	25,176	218	0	0.00	562.92
47+20	10.00	30.21	33.22	0.00	0.00	9	13	0	0	25,748	25,192	218	0	0.00	556.04
47+30	10.00	66.46	29.74	0.00	0.00	18	12	0	0	25,766	25,207	218	0	0.00	559.37
47+40	10.00	78.44	29.14	0.00	0.00	27	11	0	0	25,793	25,221	218	0	0.00	572.58
47+50	10.00	85.14	28.83	0.00	0.00	30	11	0	0	25,823	25,234	218	0	0.00	589.45

PAULSON RD, LINE J

STATION	Distance	AREA (SF) Cut	Fill	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Fill Note 3	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
47+60	10.00	65.48	52.32	0.00	0.00	28	15	0	0	25,851	25,253	218	0	0.00	598.56
47+70	10.00	55.19	51.12	0.00	0.00	22	19	0	0	25,874	25,277	218	0	0.00	596.96
47+80	10.00	53.67	68.44	0.00	0.00	20	22	0	0	25,894	25,304	218	0	0.00	589.45
47+90	10.00	63.65	77.22	0.00	0.00	22	27	0	0	25,916	25,338	218	0	0.00	577.46
48+00	10.00	61.89	61.37	0.00	0.00	23	26	0	0	25,939	25,370	218	0	0.00	568.62
48+50	50.00	70.87	11.28	0.00	0.00	123	67	0	0	26,062	25,454	218	0	0.00	607.46
49+00	50.00	149.61	0.00	0.00	0.00	204	10	0	0	26,266	25,467	218	0	0.00	798.54
49+50	50.00	198.45	0.00	0.00	0.00	322	0	0	0	26,588	25,467	218	0	0.00	1,120.82
50+00	50.00	255.01	0.00	0.00	0.00	420	0	0	0	27,008	25,467	218	0	0.00	1,540.68
50+50	50.00	275.65	0.06	0.00	0.00	491	0	0	0	27,499	25,467	218	0	0.00	2,031.96
51+00	50.00	300.75	0.03	0.00	0.00	534	0	0	0	28,033	25,468	218	0	0.00	2,565.56
51+50	50.00	326.38	0.00	0.00	0.00	581	0	0	0	28,614	25,468	218	0	0.00	3,146.20
52+00	50.00	246.67	0.00	0.00	0.00	531	0	0	0	29,144	25,468	218	0	0.00	3,676.80
52+50	50.00	260.78	0.00	0.00	0.00	470	0	0	0	29,614	25,468	218	0	0.00	4,146.66
53+00	50.00	290.63	0.00	0.00	0.00	511	0	0	0	30,125	25,468	218	0	0.00	4,657.23
53+50	50.00	315.32	0.00	0.00	0.00	561	0	0	0	30,686	25,468	218	0	0.00	5,218.31
54+00	50.00	353.15	0.00	0.00	0.00	619	0	0	0	31,305	25,468	218	0	0.00	5,837.26
54+50	50.00	368.55	0.00	0.00	0.00	668	0	0	0	31,973	25,468	218	0	0.00	6,505.50
55+00	50.00	335.97	0.00	0.00	0.00	652	0	0	0	32,625	25,468	218	0	0.00	7,157.84
55+50	50.00	189.21	0.29	0.00	0.00	486	0	0	0	33,112	25,468	218	0	0.00	7,643.78
56+00	50.00	153.84	1.59	0.00	0.00	318	2	0	0	33,429	25,470	218	0	0.00	7,959.25
56+17.33	17.33	155.81	2.24	0.00	0.00	99	1	0	0	33,529	25,472	218	0	0.00	8,057.07

PAULSON RD PE, LINE K

STATION	Distance	AREA (SF) Cut	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Fill Note 3	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
20+20	0.00	0.00	13.80	0.00	0	0	0	0	0	0	0.00	0.00
20+30	10.00	1.05	16.70	0.00	0	6	0	0	7	0	0.00	-6.87
20+40	10.00	50.55	6.91	0.00	10	4	0	10	13	0	0.00	-2.78
20+50	10.00	53.64	3.39	0.00	19	2	0	29	15	0	0.00	14.14
21+00	50.00	13.86	0.00	0.00	62	3	0	92	19	0	0.00	72.72
21+50	50.00	13.63	0.00	0.00	25	0	0	117	19	0	0.00	98.16
21+86.58	36.58	9.48	0.00	0.00	16	0	0	133	19	0	0.00	113.81
22+00	13.42	15.74	0.00	0.00	6	0	0	139	19	0	0.00	120.08
22+50	50.00	25.02	0.00	0.00	38	0	0	177	19	0	0.00	157.83
23+00	50.00	12.63	0.00	0.00	35	0	0	212	19	0	0.00	192.69
23+50	50.00	17.00	0.00	0.00	27	0	0	239	19	0	0.00	220.12
24+00	50.00	12.69	0.00	0.00	27	0	0	266	19	0	0.00	247.61
24+50	50.00	16.89	0.00	0.00	27	0	0	294	19	0	0.00	274.99
24+65	15.00	17.24	0.00	0.00	9	0	0	303	19	0	0.00	284.47

DRAINAGE DITCH AT PAULSON PE, LINE L

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut Note 1	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Note 8
00+80	0.00	55.09	0.15	0.00	0	0	0	0	0	0	0	0
01+00	20.00	182.48	0.00	0.00	88	0	0	88	0	0	0	88
01+50	50.00	90.42	0.00	0.00	253	0	0	341	0	0	0	341
02+00	50.00	43.44	0.00	0.00	124	0	0	465	0	0	0	465
02+50	50.00	22.99	0.00	0.00	62	0	0	526	0	0	0	526
03+00	50.00	11.84	0.00	0.00	32	0	0	558	0	0	0	558
03+50	50.00	5.92	0.00	0.00	16	0	0	575	0	0	0	575
04+00	50.00	3.57	0.00	0.00	9	0	0	584	0	0	0	584
04+50	50.00	3.59	0.00	0.00	7	0	0	590	0	0	0	590
04+75	25.00	2.33	0.00	0.00	3	0	0	593	0	0	0	593

PAULSON ROAD PE, LINE N

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut Note 1	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Note 8
10+50	0.00	45.17	0.00	0.00	0	0	0	0	0	0	0.00	0
11+00	50.00	62.78	0.00	0.00	100	0	0	100	0	0	0.00	100
11+40	40.00	104.99	0.03	0.00	124	0	0	224	0	0	0.00	224
11+50	10.00	143.18	0.00	0.00	46	0	0	270	0	0	0.00	270
11+60	10.00	227.37	0.07	0.00	69	0	0	339	0	0	0.00	339
11+70	10.00	122.49	0.00	0.00	65	0	0	404	0	0	0.00	404
11+80	10.00	19.47	1.02	0.00	26	0	0	430	0	0	0.00	430
11+90	10.00	0.00	2.14	0.00	4	1	0	433	1	0	0.00	432

OLD CHAPMAN DRIVE, LINE O

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut Note 1	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Note 8
15+00	0.00	144.31	5.73	0.00	0	0	0	0	0	0	0	0
15+50	50.00	177.28	4.74	0.00	298	10	0	298	12	0	0	286
16+00	50.00	142.74	9.67	0.00	296	13	0	594	29	0	0	565
16+50	50.00	104.33	26.10	0.00	229	33	0	823	70	0	0	753
17+00	50.00	36.84	67.74	0.00	131	87	0	954	179	0	0	775
17+50	50.00	9.04	155.96	0.00	42	207	0	996	438	0	0	558
17+94.57	44.57	0.00	288.37	0.00	7	367	0	1,004	896	0	0	107
18+00	5.43	0.00	299.31	0.00	0	59	0	1,004	970	0	0	34
18+10	10.00	0.00	277.52	0.00	0	107	0	1,004	1,104	0	0	-100
18+20	10.00	0.00	249.75	0.00	0	98	0	1,004	1,226	0	0	-222
18+30	10.00	0.00	274.69	0.00	0	97	0	1,004	1,347	0	0	-343
18+40	10.00	0.00	351.65	0.00	0	116	0	1,004	1,492	0	0	-488
18+50	10.00	0.00	432.55	0.00	0	145	0	1,004	1,673	0	0	-670
18+60	10.00	0.00	503.25	0.00	0	173	0	1,004	1,890	0	0	-887
18+70	10.00	0.00	556.50	0.00	0	196	0	1,004	2,135	0	0	-1,132
18+80	10.00	0.31	611.92	0.00	0	216	0	1,004	2,406	0	0	-1,402
18+90	10.00	0.66	674.29	0.00	0	238	0	1,004	2,704	0	0	-1,700
19+00	10.00	0.00	732.22	0.00	0	260	0	1,004	3,029	0	0	-2,025
19+10	10.00	0.00	767.86	0.00	0	278	0	1,004	3,376	0	0	-2,373
19+20	10.00	0.00	842.43	0.00	0	298	0	1,004	3,749	0	0	-2,745
19+30	10.00	0.00	837.76	0.00	0	311	0	1,004	4,138	0	0	-3,134
19+40	10.00	0.00	744.53	0.00	0	293	0	1,004	4,504	0	0	-3,501
19+50	10.00	0.00	531.37	0.00	0	236	0	1,004	4,800	0	0	-3,796
19+60	10.00	0.00	348.26	0.00	0	163	0	1,004	5,003	0	0	-3,999
19+70	10.00	0.00	163.60	0.00	0	95	0	1,004	5,122	0	0	-4,118

OLD CHAPMAN DRIVE PE, LINE P

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 5	Cumulative Vol (CY) Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
05+20	0.00	0.00	174.00	0.00	0	0	0	0	0	0	0	0
05+30	10.00	0.00	344.46	0.00	0	96	0	0	120	0	0	-120
05+40	10.00	23.16	316.54	0.00	4	122	0	4	273	0	0	-269
05+42.97	2.97	38.67	295.18	0.00	3	34	0	8	315	0	0	-307
05+50	7.03	20.68	209.54	0.00	8	66	0	15	397	0	0	-382
05+60	10.00	16.80	143.19	0.00	7	65	0	22	479	0	0	-456
05+70	10.00	11.19	79.02	0.00	5	41	0	28	530	0	0	-503
05+80	10.00	0.00	60.77	0.00	2	26	0	30	563	0	0	-533
05+90	10.00	0.00	75.38	0.00	0	25	0	30	594	0	0	-565
06+00	10.00	0.00	103.66	0.00	0	33	0	30	636	0	0	-606
06+10	10.00	2.13	85.89	0.00	0	35	0	30	679	0	0	-649
06+14.64	4.64	0.42	79.01	0.00	0	14	0	30	697	0	0	-667
06+50	35.36	0.00	44.56	0.00	0	81	0	31	798	0	0	-768
07+00	50.00	50.83	0.00	0.00	47	41	0	78	850	0	0	-772
07+24.94	24.94	72.74	0.00	0.00	57	0	0	135	850	0	0	-715

OLD CHAPMAN DR PE, LINE Q

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 5	Cumulative Vol (CY) Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
10+10	0.00	0.00	3.47	0.00	0	0	0	0	0	0	0	0
10+20	10.00	0.12	46.14	0.00	0	9	0	0	11	0	0	-11
10+30	10.00	0.24	33.69	0.00	0	15	0	0	30	0	0	-30
10+40	10.00	0.96	24.76	0.00	0	11	0	0	43	0	0	-43
10+50	10.00	14.65	12.44	0.00	3	7	0	3	52	0	0	-49
10+60	10.00	17.40	10.25	0.00	6	4	0	9	57	0	0	-48
11+00	40.00	28.83	7.77	0.00	34	13	0	43	74	0	0	-31
11+44.74	44.74	38.79	0.00	0.00	56	6	0	99	82	0	0	17
11+44.77	0.03	5.60	0.00	0.00	0	0	0	99	82	0	0	17

PROJECT NO: 7200-02-71	HWY: USH 35	COUNTY: ST. CROIX	EARTHWORK DATA TABLES – OLD CHAPMAN DR PE'S (LINE P, LINE Q)	SHEET: 525	E

FILE NAME : PLOT DATE : _____ PLOT BY : BAC PLOT NAME : ew_QUANTITIES.PPTX PLOT SCALE : 1:1

RADIO RD PE, LINE R

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	
					Note 1	Note 3		Note 1		Note 5	Note 7	Note 8
10+65	0.00	57.47	0.00	0.00	0	0	0	0	0	0	0	0
11+00	35.00	8.82	13.23	0.00	43	9	0	43	11	0	0	32
11+40	40.00	0.00	104.35	0.00	7	87	0	49	120	0	0	-70
11+50	10.00	0.00	161.04	0.00	0	49	0	49	181	0	0	-132
11+60	10.00	0.00	100.33	0.00	0	48	0	49	242	0	0	-192
11+70	10.00	0.00	9.89	0.00	0	20	0	49	267	0	0	-218

RADIO PE, LINE S

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	
					Note 1	Note 3		Note 1		Note 5	Note 7	Note 8
10+20	0.00	17.30	0.00	0.00	0	0	0	0	0	0	0	0
10+30	10.00	11.18	20.59	0.00	5	4	0	5	5	0	0	1
10+40	10.00	93.77	0.00	0.00	19	4	0	25	10	0	0	15
10+50	10.00	124.62	0.00	0.00	40	0	0	65	10	0	0	56
10+60	10.00	110.14	0.01	0.00	43	0	0	109	10	0	0	99
10+70	10.00	97.14	0.00	0.00	38	0	0	147	10	0	0	137
10+80	10.00	75.43	0.02	0.00	32	0	0	179	10	0	0	169
10+90	10.00	50.50	0.14	0.00	23	0	0	202	10	0	0	193
10+91.96	1.96	48.81	0.20	0.00	4	0	0	206	10	0	0	196

BYLANDER PE, LINE T

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	
					Note 1	Note 3		Note 1		Note 5	Note 7	Note 8
05+00	0.00	42.53	0.00	0.00	0	0	0	0	0	0	0.00	0
05+50	50.00	8.60	22.71	0.00	47	21	0	47	26	0	0.00	21
06+00	50.00	0.00	77.42	0.00	8	93	0	55	142	0	0.00	-87
06+50	50.00	0.00	77.98	0.00	0	144	0	55	322	0	0.00	-267
07+00	50.00	0.00	61.03	0.00	0	129	0	55	483	0	0.00	-428
07+50	50.00	1.01	45.43	0.00	1	99	0	56	606	0	0.00	-550
08+00	50.00	0.04	74.52	0.00	1	111	0	57	745	0	0.00	-688
08+50	50.00	0.28	76.58	0.00	0	140	0	58	920	0	0.00	-862
09+00	50.00	0.11	88.85	0.00	0	153	0	58	1,111	0	0.00	-1,053
09+50	50.00	0.00	93.43	0.00	0	169	0	58	1,322	0	0.00	-1,264
10+00	50.00	2.98	71.57	0.00	3	153	0	61	1,513	0	0.00	-1,453
10+50	50.00	23.09	25.46	0.00	24	90	0	85	1,626	0	0.00	-1,541
11+00	50.00	45.22	3.83	0.00	63	27	0	148	1,659	0	0.00	-1,511
11+50	50.00	65.86	0.02	0.00	103	4	0	251	1,664	0	0.00	-1,413
12+00	50.00	50.41	0.00	0.00	108	0	0	359	1,664	0	0.00	-1,305
12+36.87	36.87	50.20	0.00	0.00	69	0	0	427	1,664	0	0.00	-1,237

PAULSON RD PE, LINE U

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	
					Note 1	Note 3		Note 1		Note 5	Note 7	Note 8
10+40	0.00	75.51	0.00	0.00	0	0	0	0	0	0	0	0
10+50	10.00	56.01	1.52	0.00	24	0	0	24	0	0	0	24
11+00	50.00	0.00	89.25	0.00	52	84	0	76	105	0	0	-29
11+50	50.00	0.00	197.89	0.00	0	266	0	76	438	0	0	-362

PAULSON RD PE, LINE V

STATION	Distance	AREA (SF) Cut	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Fill Note 3	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
19+26.14	0.00	67.10	0.00	0.00	0	0	0	0	0	0	0	0
19+50	23.86	62.13	0.02	0.00	57	0	0	57	0	0	0	57
19+60	10.00	36.87	0.38	0.00	18	0	0	75	0	0	0	75
19+70	10.00	16.53	0.01	0.00	10	0	0	85	0	0	0	85

PAULSON RD PE, LINE X

STATION	AREA (SF) Cut	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Fill Note 3	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
18+86	76.87	0.00	0.00	0	0	0	0	0	0	0	0
19+00	83.52	0.00	0.00	42	0	0	42	0	0	0	42
19+20	100.45	0.11	0.00	68	0	0	110	0	0	0	110
19+30	131.12	0.02	0.00	43	0	0	153	0	0	0	153
19+40	132.17	0.00	0.00	49	0	0	201	0	0	0	201
19+50	106.17	0.00	0.00	44	0	0	245	0	0	0	245
19+60	140.16	2.09	0.00	46	0	0	291	1	0	0	291
19+70	23.37	10.54	0.00	30	2	0	321	3	0	0	318
19+80	0.00	10.60	0.00	4	4	0	326	8	0	0	317

PAULSON RD PE, LINE DD

STATION	Distance	AREA (SF) Cut	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Fill Note 3	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
10+15.00	0.00	33.83	0	0.00	0	0	0	0	0	0	0	0
10+50.00	10.00	311.93	0	0.00	64	0	0	64	0	0	0	64
10+75.00	10.00	243.49	0	0.00	103	0	0	167	0	0	0	167
11+00.00	10.00	183.09	0	0.00	79	0	0	246	0	0	0	246
11+50.00	50.00	153.49	0	0.00	312	0	0	558	0	0	0	558
12+00.00	50.00	85.71	0	0.00	221	0	0	779	0	0	0	779
12+35.00	50.00	53.1	0	0.00	129	0	0	908	0	0	0	908

PAULSON RD RAB, LINE EE

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
		Cut	Fill	EBS	Cut Note 1	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
185+50	0.00	249.73	20.52	0.00	0	0	0	0	0	0.00
185+60	10.00	233.65	79.49	0.00	90	19	0	90	23	66.36
185+70	10.00	183.50	108.13	0.00	77	35	0	167	67	100.18
185+80	10.00	140.65	131.87	0.00	60	44	0	227	122	104.66
185+90	10.00	100.05	153.42	0.00	45	53	0	271	188	83.19
186+00	10.00	81.38	196.94	0.00	34	65	0	305	269	35.69
186+10	10.00	119.28	248.21	0.00	37	82	0	342	372	-30.20
186+20	10.00	120.07	569.81	0.00	44	151	0	386	562	-175.23
186+30	10.00	107.56	910.43	0.00	42	274	0	429	904	-475.73
186+40	10.00	73.57	1095.49	0.00	34	371	0	462	1,369	-906.52
186+50	10.00	22.46	1202.54	0.00	18	426	0	480	1,901	-1,420.69
186+60	10.00	2.03	1292.52	0.00	5	462	0	484	2,478	-1,993.71
186+70	10.00	0.00	1623.41	0.00	0	540	0	485	3,153	-2,668.32
186+80	10.00	0.00	2052.80	0.00	0	681	0	485	4,004	-3,519.30
186+90	10.00	2.89	2360.39	0.00	1	817	0	485	5,026	-4,540.33
187+00	10.00	0.00	2366.07	0.00	1	875	0	486	6,120	-5,633.89
187+10	10.00	0.00	2434.43	0.00	0	889	0	486	7,231	-6,745.11
187+20	10.00	0.00	2688.91	0.00	0	949	0	486	8,417	-7,931.07
187+30	10.00	0.00	2935.99	0.00	0	1,042	0	486	9,719	-9,233.13
187+40	10.00	0.00	2951.64	0.00	0	1,090	0	486	11,082	-10,596.00
187+50	10.00	0.00	2899.28	0.00	0	1,084	0	486	12,436	-11,950.38
187+60	10.00	0.00	3201.52	0.00	0	1,130	0	486	13,849	-13,362.61
187+70	10.00	0.00	3397.23	0.00	0	1,222	0	486	15,376	-14,890.10
187+80	10.00	0.00	3375.46	0.00	0	1,254	0	486	16,944	-16,457.85
187+90	10.00	0.00	3365.37	0.00	0	1,248	0	486	18,504	-18,018.23
188+00	10.00	0.00	3196.96	0.00	0	1,215	0	486	20,023	-19,537.29
188+10	10.00	0.00	2711.95	0.00	0	1,094	0	486	21,391	-20,905.09
188+20	10.00	0.00	2664.93	0.00	0	996	0	486	22,636	-22,149.74
188+30	10.00	0.00	2540.36	0.00	0	964	0	486	23,841	-23,354.67
188+40	10.00	0.00	2395.16	0.00	0	914	0	486	24,983	-24,497.15
188+50	10.00	0.02	2216.60	0.00	0	854	0	486	26,051	-25,564.68
188+60	10.00	0.18	2123.08	0.00	0	804	0	486	27,055	-26,569.20
188+70	10.00	0.01	2065.13	0.00	0	776	0	486	28,025	-27,538.67
188+80	10.00	0.00	1950.50	0.00	0	744	0	486	28,954	-28,468.21
188+90	10.00	0.00	1434.47	0.00	0	627	0	486	29,738	-29,251.77
189+00	10.00	0.00	1029.49	0.00	0	456	0	486	30,308	-29,822.13
189+10.41	10.41	0.00	943.07	0.00	0	380	0	486	30,783	-30,297.50

SOUTH RAMP TERMINAL RAB, LINE FF

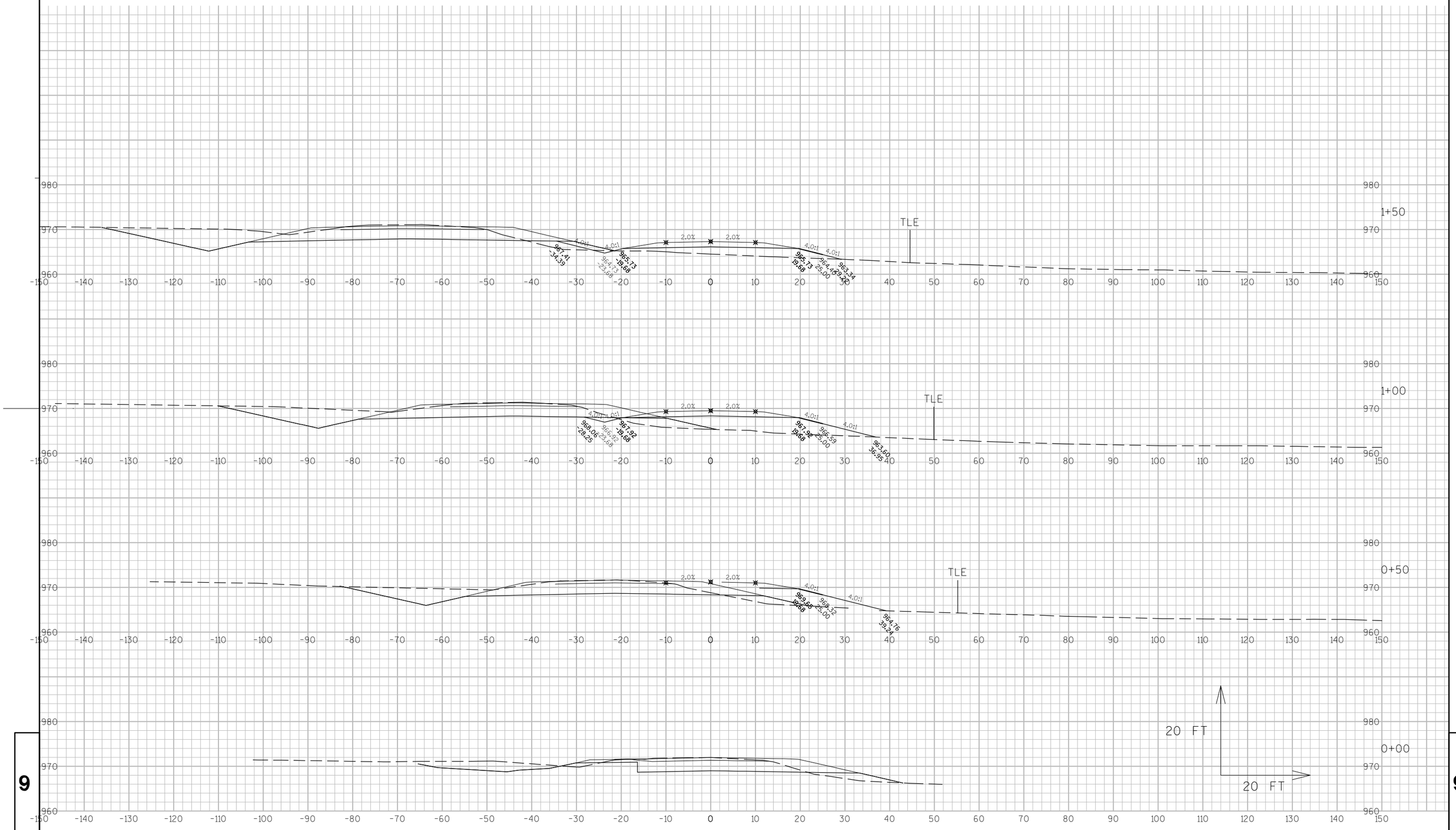
STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 5	Cumulative Vol (CY) Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
193+70	0.00	0	3086.56	0.00	0	0	0	0	0	0	0	0
193+80	10.00	0	3153.99	0.00	0	1,156	0	0	1,445	0	0	-1,445
193+90	10.00	0	4917.09	0.00	0	1,495	0	0	3,313	0	0	-3,313
194+00	10.00	13.7	5236.48	0.00	3	1,880	0	3	5,663	0	0	-5,661
194+10	10.00	196.54	5529.13	0.00	39	1,994	0	41	8,155	0	0	-8,114
194+20	10.00	496.26	5860.45	0.00	128	2,109	0	170	10,792	0	0	-10,622
194+30	10.00	516.16	6157.85	0.00	187	2,226	0	357	13,574	0	0	-13,217
194+40	10.00	482.53	6495.04	0.00	185	2,343	0	542	16,503	0	0	-15,960
194+50	10.00	399.13	6879.31	0.00	163	2,477	0	705	19,599	0	0	-18,893
194+60	10.00	293.85	7312.82	0.00	128	2,628	0	834	22,884	0	0	-22,050
194+70	10.00	179.14	7814.29	0.00	88	2,801	0	921	26,385	0	0	-25,464
194+80	10.00	93.23	8314.33	0.00	50	2,987	0	972	30,119	0	0	-29,147
194+90	10.00	28.51	8837.21	0.00	23	3,176	0	994	34,089	0	0	-33,095
195+00	10.00	1.42	9470.05	0.00	6	3,390	0	1,000	38,327	0	0	-37,327
195+10	10.00	0	10237.86	0.00	0	3,650	0	1,000	42,889	0	0	-41,889
195+20	10.00	0	11067.66	0.00	0	3,945	0	1,000	47,821	0	0	-46,821
195+30	10.00	0	11684.44	0.00	0	4,213	0	1,000	53,088	0	0	-52,087
195+40	10.00	0	12163.46	0.00	0	4,416	0	1,000	58,608	0	0	-57,608
195+50	10.00	0	12525.38	0.00	0	4,572	0	1,000	64,323	0	0	-63,323
195+60	10.00	0	12681.85	0.00	0	4,668	0	1,000	70,158	0	0	-69,158
195+70	10.00	0	12780.29	0.00	0	4,715	0	1,000	76,052	0	0	-75,052
195+80	10.00	0	13391.52	0.00	0	4,847	0	1,000	82,110	0	0	-81,110
195+90	10.00	0	14066.01	0.00	0	5,085	0	1,000	88,466	0	0	-87,466
196+00	10.00	0	14461.12	0.00	0	5,283	0	1,000	95,070	0	0	-94,069
196+10	10.00	0	14596.42	0.00	0	5,381	0	1,000	101,796	0	0	-100,796
196+20	10.00	0	14545.53	0.00	0	5,397	0	1,000	108,542	0	0	-107,542
196+30	10.00	0	14123.64	0.00	0	5,309	0	1,000	115,178	0	0	-114,178
196+40	10.00	0	13909.96	0.00	0	5,191	0	1,000	121,667	0	0	-120,667
196+50	10.00	0	13621.63	0.00	0	5,098	0	1,000	128,040	0	0	-127,040
196+60	10.00	0	13441.36	0.00	0	5,012	0	1,000	134,305	0	0	-133,305
196+70	10.00	0	12655.74	0.00	0	4,833	0	1,000	140,346	0	0	-139,346
196+80	10.00	0	12136.22	0.00	0	4,591	0	1,000	146,085	0	0	-145,085
196+90	10.00	0	11556.68	0.00	0	4,388	0	1,000	151,569	0	0	-150,569
197+00	10.00	0	10933.42	0.00	0	4,165	0	1,000	156,775	0	0	-155,775
197+10	10.00	0	10384.38	0.00	0	3,948	0	1,000	161,710	0	0	-160,710
197+20	10.00	61.87	9669.98	0.00	11	3,714	0	1,012	166,352	0	0	-165,341
197+30	10.00	161.21	8962.85	0.00	41	3,451	0	1,053	170,665	0	0	-169,612
197+40	10.00	131.71	8263.46	0.00	54	3,190	0	1,107	174,653	0	0	-173,546
197+50	10.00	30.24	7626.01	0.00	30	2,942	0	1,137	178,331	0	0	-177,194
197+60	10.00	0.53	7057.88	0.00	6	2,719	0	1,143	181,730	0	0	-180,587
197+70	10.00	25.12	6656.71	0.00	5	2,540	0	1,148	184,905	0	0	-183,757
197+80	10.00	101.41	6397.04	0.00	23	2,417	0	1,171	187,927	0	0	-186,755
197+90	10.00	46.4	6102.27	0.00	27	2,315	0	1,198	190,820	0	0	-189,621
198+00	10.00	43.95	5701.74	0.00	17	2,186	0	1,215	193,552	0	0	-192,337
198+10	10.00	51.71	5208.56	0.00	18	2,020	0	1,233	196,078	0	0	-194,845
198+20	10.00	58.75	4365.32	0.00	20	1,773	0	1,253	198,294	0	0	-197,041
198+30	10.00	77.83	3320.48	0.00	25	1,423	0	1,279	200,073	0	0	-198,795
198+40	10.00	83.45	2242.87	0.00	30	1,030	0	1,308	201,361	0	0	-200,052
198+50	10.00	79.88	1149.2	0.00	30	628	0	1,339	202,146	0	0	-200,807
198+60	10.00	45.19	278.55	0.00	23	264	0	1,362	202,477	0	0	-201,115
198+70	10.00	30.89	64.88	0.00	14	64	0	1,376	202,556	0	0	-201,180
198+80	10.00	24.24	22.84	0.00	10	16	0	1,386	202,576	0	0	-201,190
198+90	10.00	33.53	4.74	0.00	11	5	0	1,397	202,583	0	0	-201,186
199+00	10.00	41.27	0	0.00	14	1	0	1,411	202,584	0	0	-201,173
199+10	10.00	0	0	0.00	8	0	0	1,418	202,584	0	0	-201,166
199+20	10.00	0	0	0.00	0	0	0	1,418	202,584	0	0	-201,166

NORTH RAMP TERMINAL RAB, LINE GG

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				Mass Ordinate
		Cut	Fill	EBS	Cut Note 1	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded EBS Backfill 1.30 Note 5	Reduced EBS In Fill 0.80 Note 7	Note 8
201+25	0.00	0.00	80.35	0.00	0	0	0	0	0	0	0	0
201+30	5.00	0.00	258.13	0.00	0	31	0	0	39	0	0	-39
201+40	10.00	0.13	920.28	0.00	0	218	0	0	312	0	0	-312
201+50	10.00	0.00	1967.9	0.00	0	535	0	0	981	0	0	-980
201+60	10.00	1.47	3095	0.00	0	938	0	0	2,152	0	0	-2,152
201+70	10.00	4.80	4345.7	0.00	1	1,378	0	1	3,875	0	0	-3,873
201+80	10.00	17.36	5009.4	0.00	4	1,732	0	6	6,040	0	0	-6,035
201+90	10.00	21.00	5252.9	0.00	7	1,900	0	13	8,416	0	0	-8,403
202+00	10.00	51.17	5357.1	0.00	13	1,965	0	26	10,872	0	0	-10,846
202+10	10.00	53.28	5439.9	0.00	19	1,999	0	45	13,371	0	0	-13,326
202+20	10.00	46.18	5572.6	0.00	18	2,039	0	64	15,920	0	0	-15,857
202+30	10.00	35.63	5738	0.00	15	2,095	0	79	18,539	0	0	-18,460
202+40	10.00	32.85	5939.7	0.00	13	2,163	0	92	21,242	0	0	-21,150
202+50	10.00	30.59	6218.5	0.00	12	2,252	0	103	24,056	0	0	-23,953
202+60	10.00	21.49	6566.8	0.00	10	2,368	0	113	27,016	0	0	-26,903
202+70	10.00	16.64	6925.7	0.00	7	2,499	0	120	30,139	0	0	-30,019
202+80	10.00	9.31	7265.7	0.00	5	2,628	0	125	33,424	0	0	-33,299
202+90	10.00	3.37	7461.2	0.00	2	2,727	0	127	36,833	0	0	-36,706
203+00	10.00	0.00	7718.2	0.00	1	2,811	0	128	40,347	0	0	-40,219
203+10	10.00	0.00	7971.3	0.00	0	2,905	0	128	43,979	0	0	-43,851
203+20	10.00	0.00	8243.8	0.00	0	3,003	0	128	47,732	0	0	-47,604
203+30	10.00	0.00	8729.8	0.00	0	3,143	0	128	51,661	0	0	-51,533
203+40	10.00	0.00	8984.8	0.00	0	3,280	0	128	55,762	0	0	-55,634
203+50	10.00	0.00	8992.7	0.00	0	3,329	0	128	59,923	0	0	-59,795
203+60	10.00	0.00	9034.4	0.00	0	3,338	0	128	64,096	0	0	-63,968
203+70	10.00	0.00	9059.9	0.00	0	3,351	0	128	68,285	0	0	-68,157
203+80	10.00	0.00	9028	0.00	0	3,350	0	128	72,472	0	0	-72,344
203+90	10.00	0.00	9011.9	0.00	0	3,341	0	128	76,647	0	0	-76,520
204+00	10.00	0.00	8881.5	0.00	0	3,314	0	128	80,789	0	0	-80,662
204+10	10.00	0.00	8773.8	0.00	0	3,269	0	128	84,876	0	0	-84,748
204+20	10.00	0.00	8417	0.00	0	3,183	0	128	88,856	0	0	-88,728
204+30	10.00	0.00	8007.1	0.00	0	3,042	0	128	92,658	0	0	-92,530
204+40	10.00	0.00	7911.5	0.00	0	2,948	0	128	96,342	0	0	-96,215
204+50	10.00	0.00	8077.3	0.00	0	2,961	0	128	100,044	0	0	-99,916
204+60	10.00	0.00	8153.9	0.00	0	3,006	0	128	103,801	0	0	-103,673
204+70	10.00	0.00	8094	0.00	0	3,009	0	128	107,562	0	0	-107,434
204+80	10.00	0.00	7929.7	0.00	0	2,967	0	128	111,271	0	0	-111,143
204+90	10.00	0.00	7686.7	0.00	0	2,892	0	128	114,886	0	0	-114,758
205+00	10.00	0.00	7270	0.00	0	2,770	0	128	118,348	0	0	-118,220
205+10	10.00	0.00	6759.9	0.00	0	2,598	0	128	121,596	0	0	-121,468
205+20	10.00	0.00	6186.5	0.00	0	2,397	0	128	124,593	0	0	-124,465
205+30	10.00	0.00	5573.8	0.00	0	2,178	0	128	127,315	0	0	-127,187
205+40	10.00	4.45	5016.2	0.00	1	1,961	0	129	129,766	0	0	-129,638
205+50	10.00	22.17	4598	0.00	5	1,780	0	134	131,992	0	0	-131,858
205+60	10.00	42.04	4291.5	0.00	12	1,646	0	146	134,050	0	0	-133,904
205+70	10.00	36.64	4093.8	0.00	15	1,553	0	160	135,991	0	0	-135,831
205+80	10.00	0.00	3937.3	0.00	7	1,487	0	167	137,850	0	0	-137,683
205+90	10.00	0.00	3858.6	0.00	0	1,444	0	167	139,654	0	0	-139,487
206+00	10.00	0.05	3775.6	0.00	0	1,414	0	167	141,421	0	0	-141,255
206+10	10.00	0.04	3690	0.00	0	1,383	0	167	143,150	0	0	-142,983
206+20	10.00	0.00	3612.6	0.00	0	1,352	0	167	144,840	0	0	-144,673
206+30	10.00	0.00	2621.2	0.00	0	1,154	0	167	146,283	0	0	-146,116

PAULSON ROAD TEMPORARY BYPASS, LINE HH

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Note 8
00+31.31	0.00	0.00	0.00	0	0	0	0	0.00
00+50	18.69	0.00	60.81	0	21	0	26	-26.31
00+75	25.00	9.70	141.03	4	93	4	143	-138.62
01+00	25.00	0.00	143.06	4	132	9	308	-298.53
01+25	25.00	0.00	118.33	0	121	9	459	-449.80
01+50	25.00	1.74	77.42	1	91	10	572	-562.28
01+75	25.00	7.39	33.68	4	51	14	636	-622.35
02+00	25.00	6.71	21.00	7	25	21	668	-647.47
02+25	25.00	7.29	19.67	6	19	27	692	-664.53
02+50	25.00	9.61	22.13	8	19	35	716	-680.89
02+75	25.00	11.39	18.86	10	19	45	739	-694.89
03+00	25.00	6.23	31.69	8	23	53	769	-715.98
03+25	25.00	11.22	29.12	8	28	61	804	-743.09
03+50	25.00	16.85	13.15	13	20	74	828	-754.56
03+75	25.00	19.63	18.12	17	14	91	846	-755.76
04+00	25.00	34.43	13.11	25	14	116	865	-748.80
04+25	25.00	54.76	4.70	41	8	157	875	-717.82
04+50	25.00	65.14	4.94	56	4	213	880	-667.89
04+75	25.00	45.64	8.43	51	6	264	888	-624.34
05+00	25.00	17.45	23.77	29	15	293	907	-613.76
05+25	25.00	0.00	75.55	8	46	301	964	-663.16
05+50	25.00	0.00	126.89	0	94	301	1,081	-780.31
05+75	25.00	0.00	168.78	0	137	301	1,253	-951.42
06+00	25.00	0.00	192.86	0	167	301	1,462	-1,160.70
06+25	25.00	0.00	193.30	0	179	301	1,685	-1,384.17
06+50	25.00	0.00	145.63	0	157	301	1,881	-1,580.31
06+75	25.00	0.00	101.72	0	115	301	2,025	-1,723.45
07+00	25.00	0.00	59.96	0	75	301	2,118	-1,817.01
07+25	25.00	0.00	21.91	0	38	301	2,165	-1,864.39
07+50	25.00	0.00	5.01	0	12	301	2,181	-1,879.97
07+75	25.00	0.00	0.08	0	2	301	2,184	-1,882.91
07+78.91	3.91	0.00	0.00	0	0	301	2,184	-1,882.92

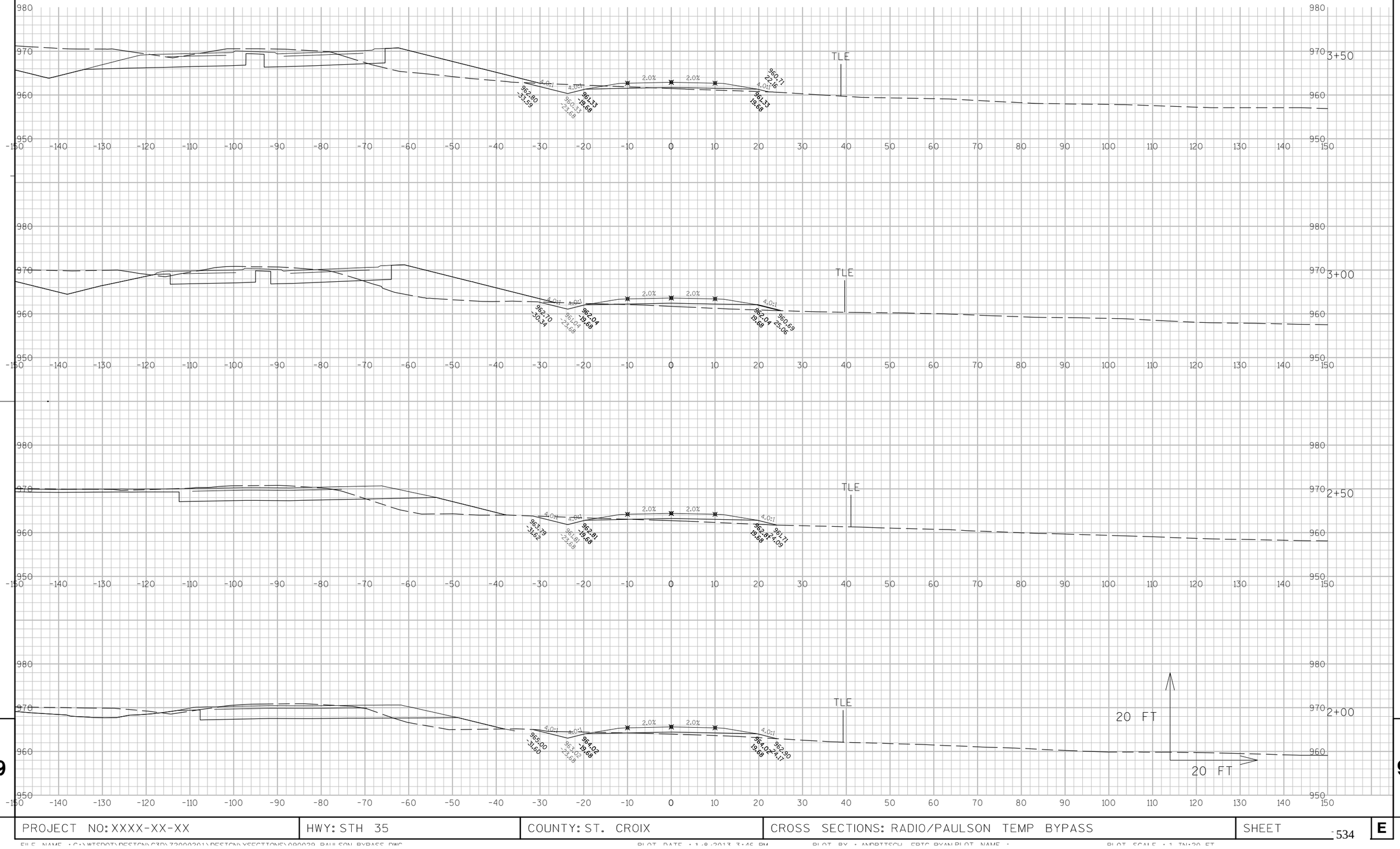


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO/PAULSON BYPASS	SHEET 533	E

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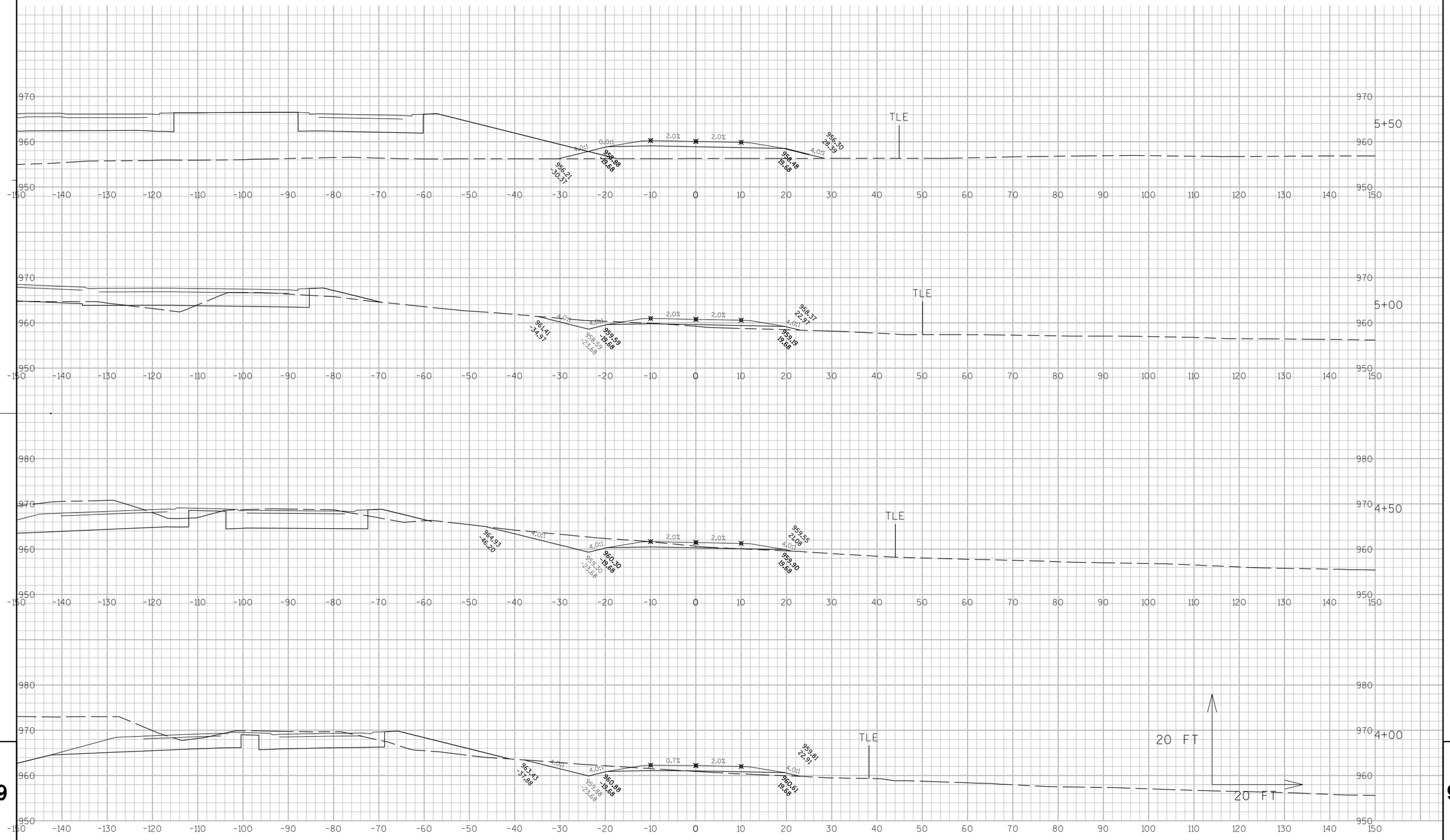


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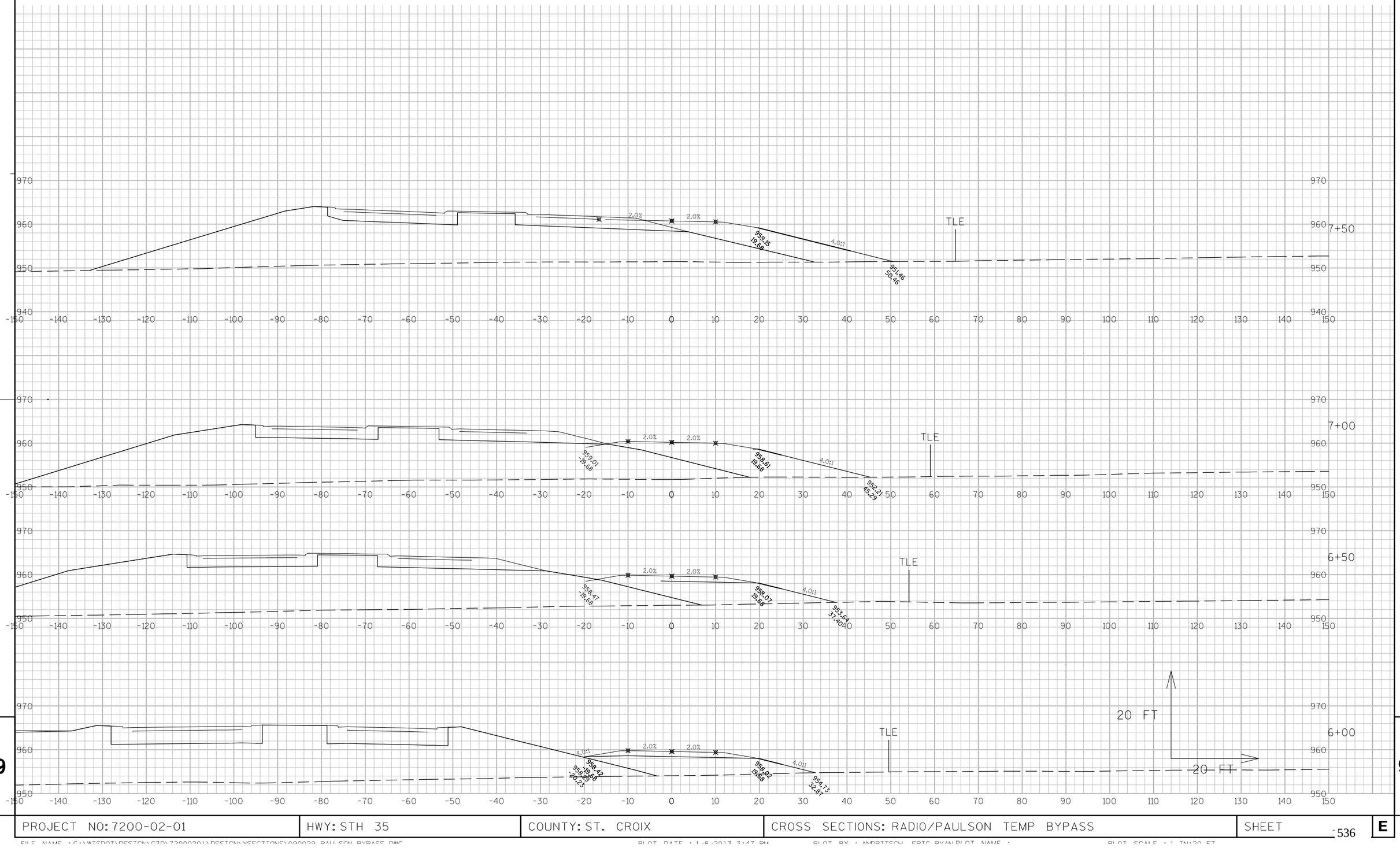
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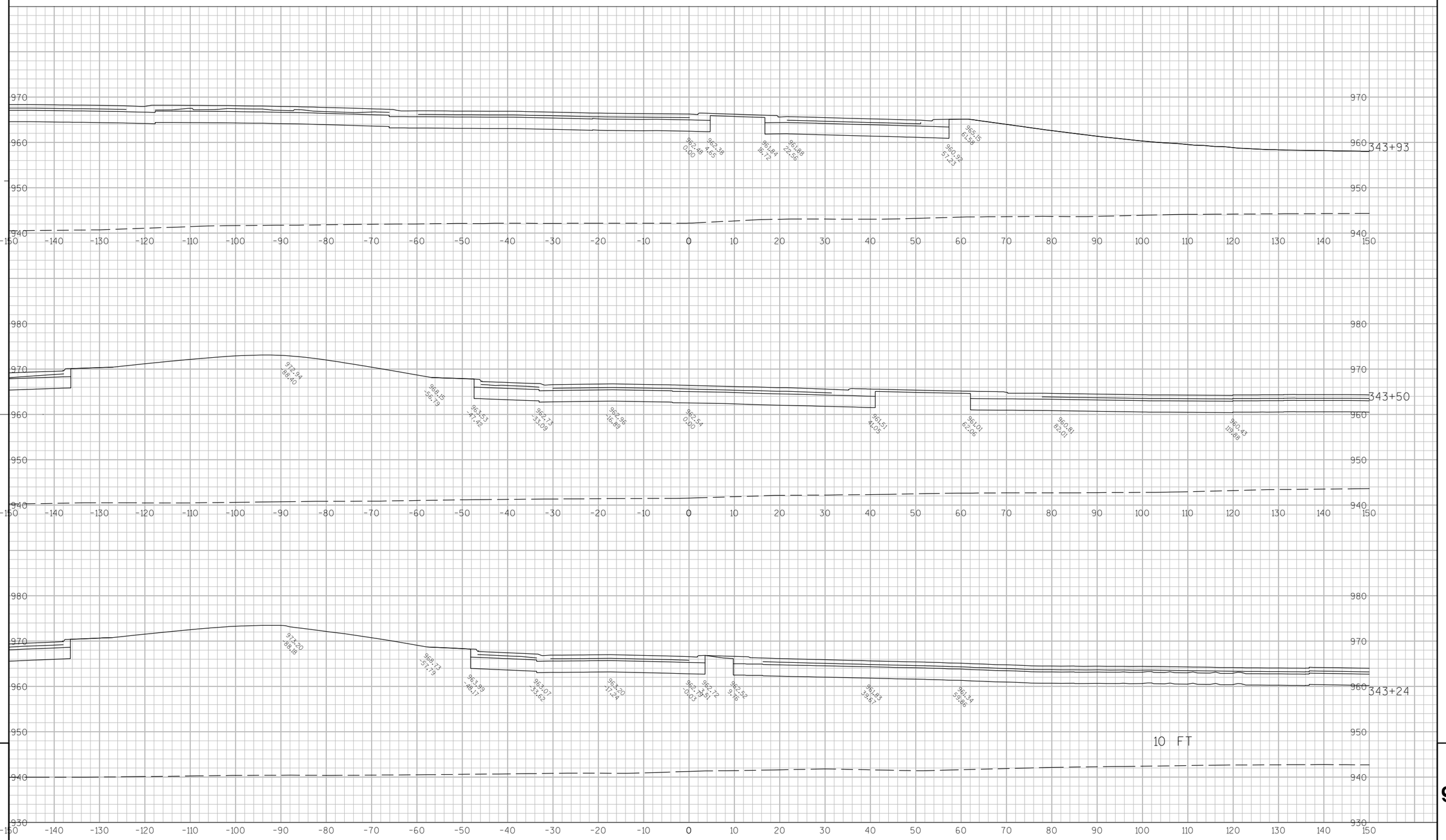
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FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090029_PAULSON_BYPASS.DWG PLOT DATE: 1/8/2013 3:46 PM PLOT BY: ANDRTISCH FRTC RYAN PLOT NAME: PLOT SCALE: 1 IN=20 FT



PROJECT NO: 7200-02-01	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO/PAULSON TEMP BYPASS	SHEET 536 E

FILE NAME: C:\WTSDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090029_PAULSON_BYPASS.DWG PLOT DATE: 1/8/2013 3:47 PM PLOT BY: ANDRTISCH FRTC RYAN PLOT NAME: PLOT SCALE: 1 IN=20 FT

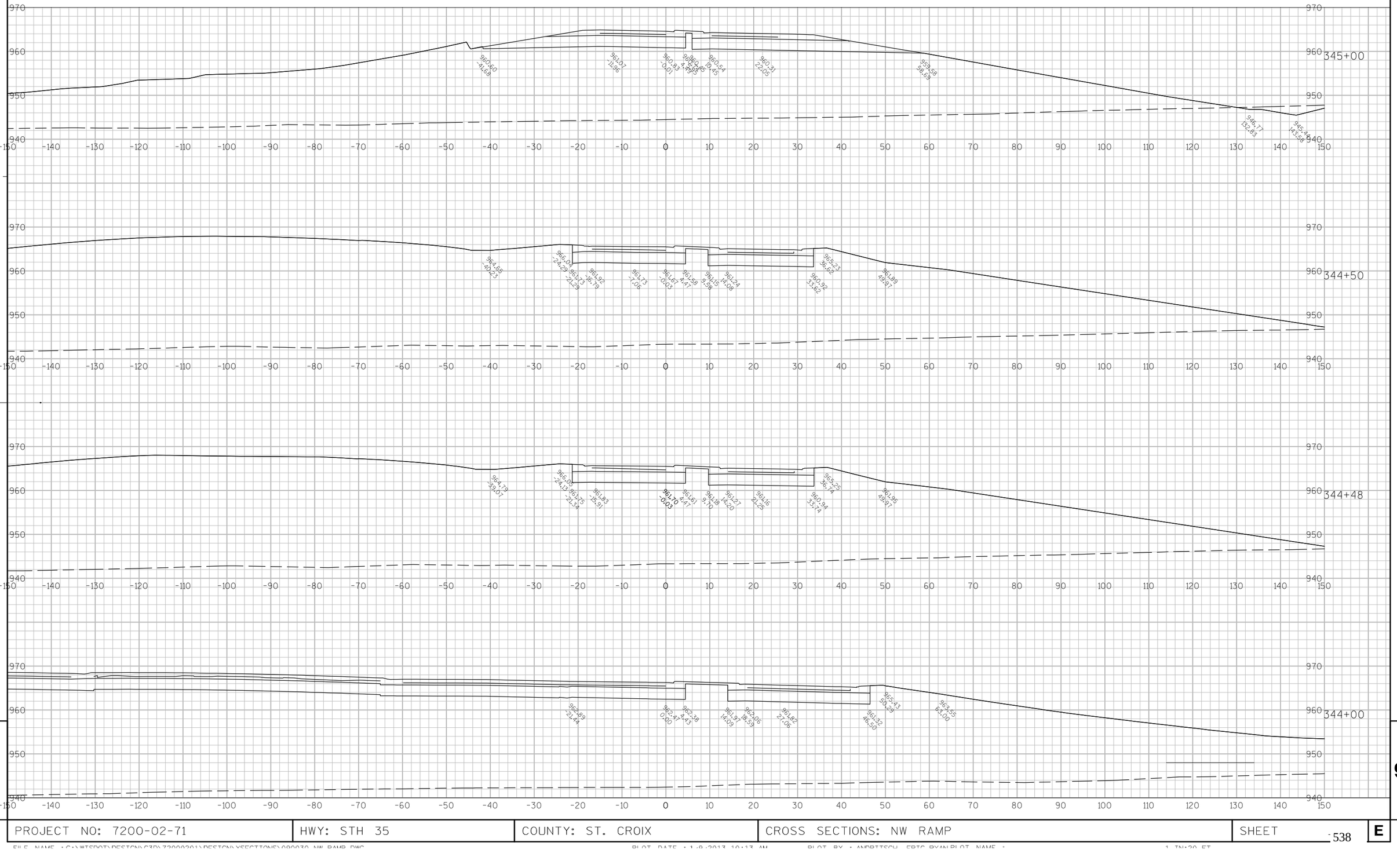


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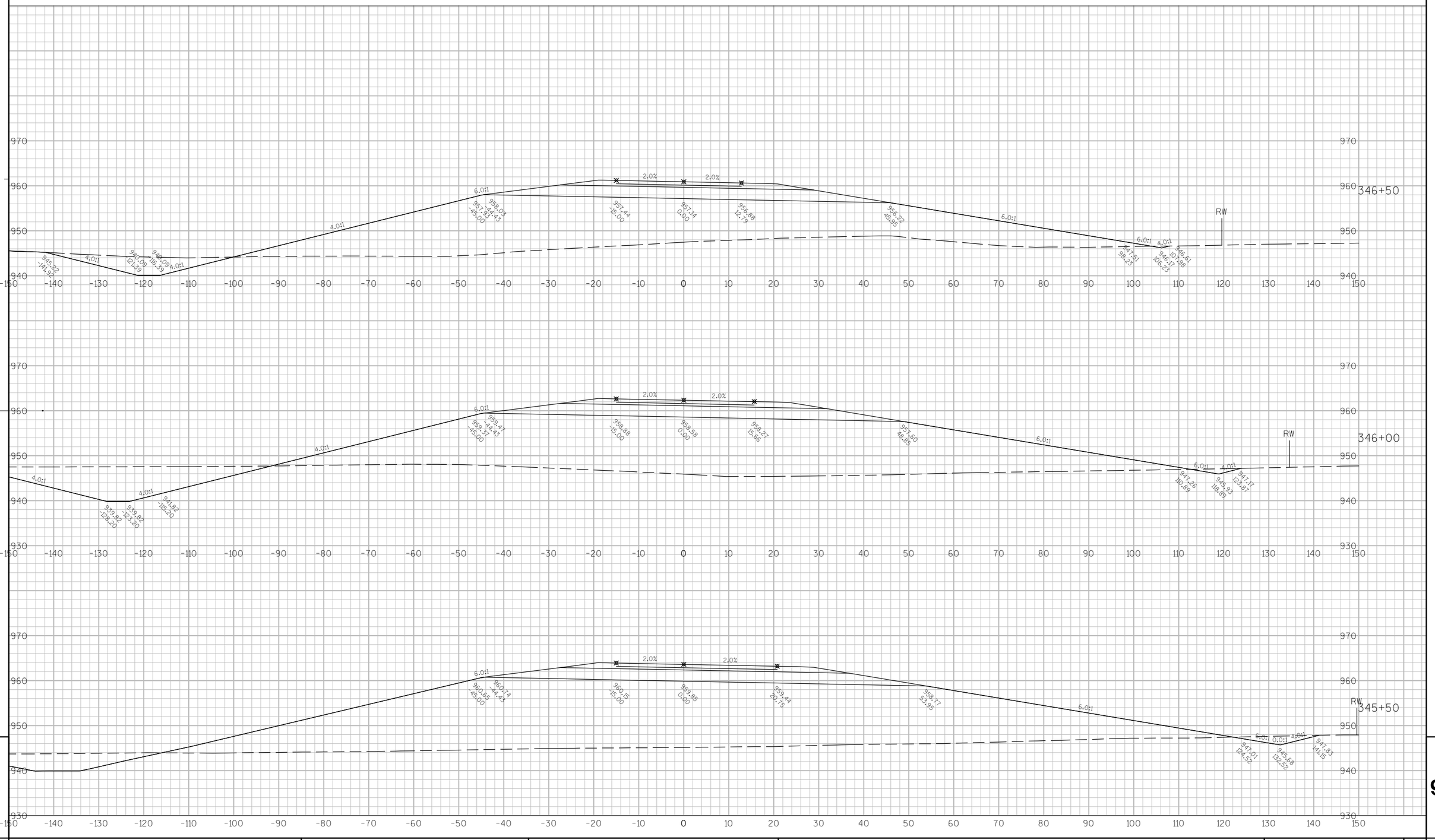
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NW RAMP	SHEET 538 E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090030_NW_RAMP.DWG PLOT DATE: 1/8/2013 10:13 AM PLOT BY: ANDRITSCH FDTC RYAN PLOT NAME: 1 IN:20 FT

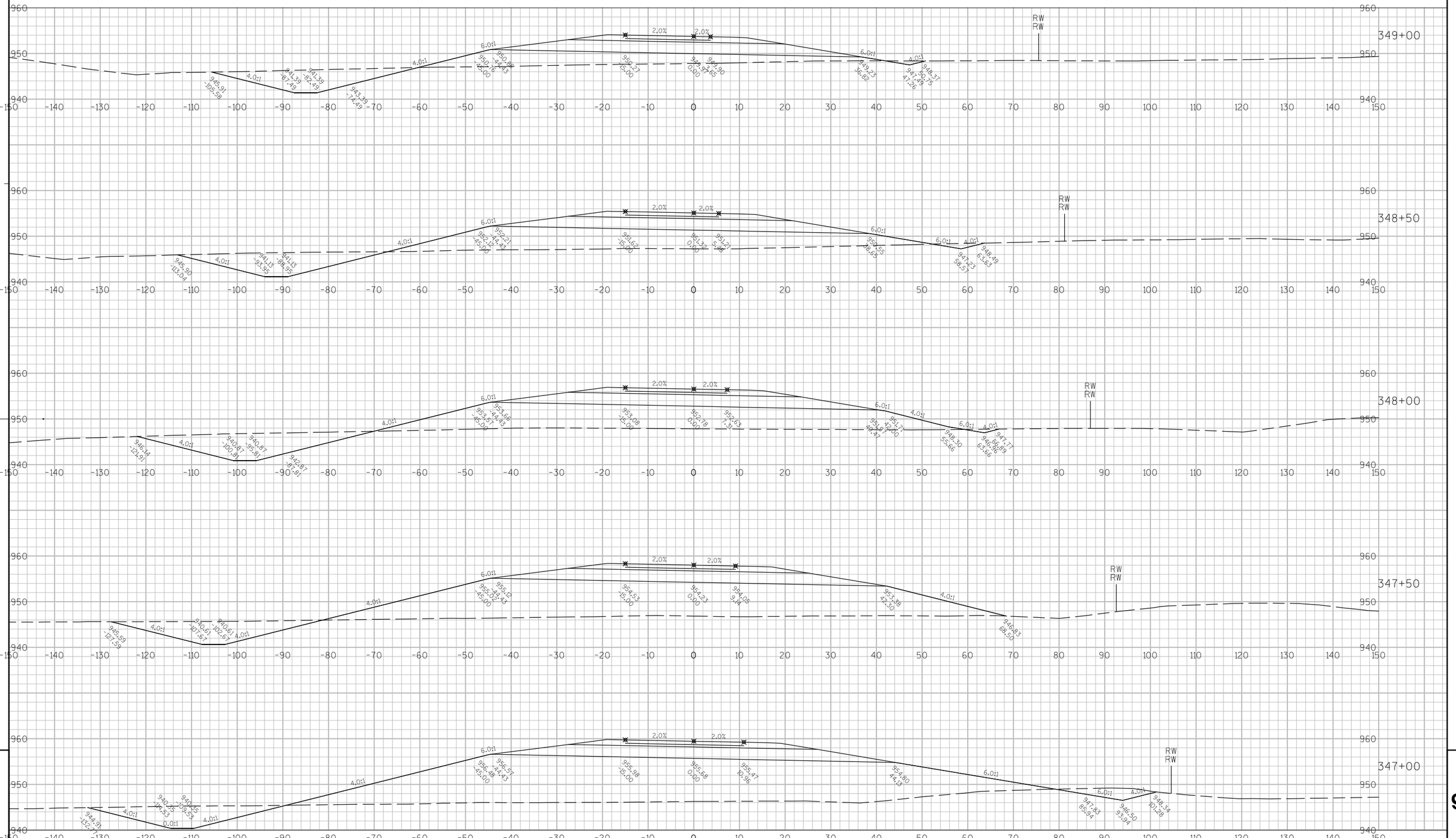


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NW RAMP	SHEET 539	E

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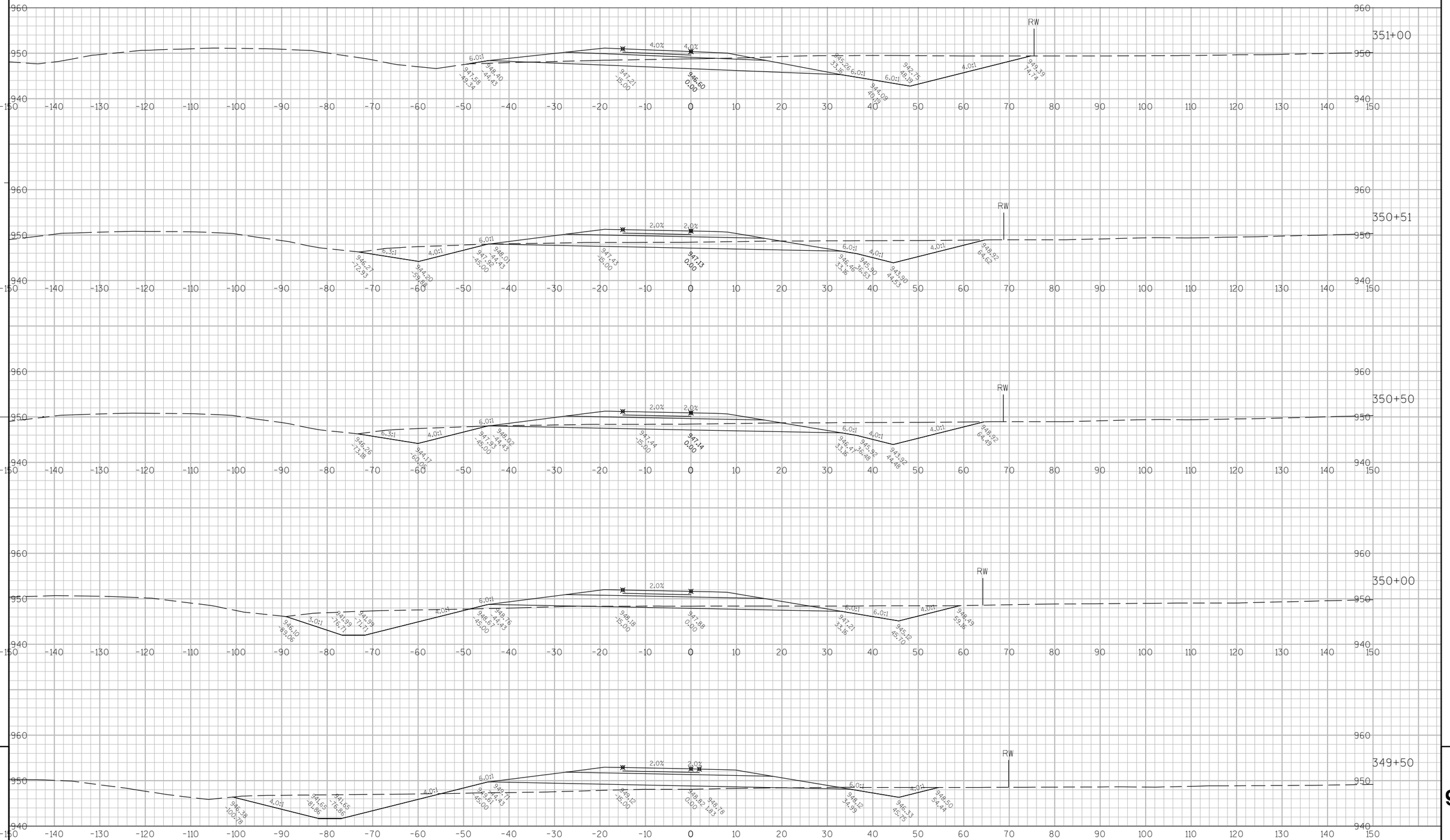
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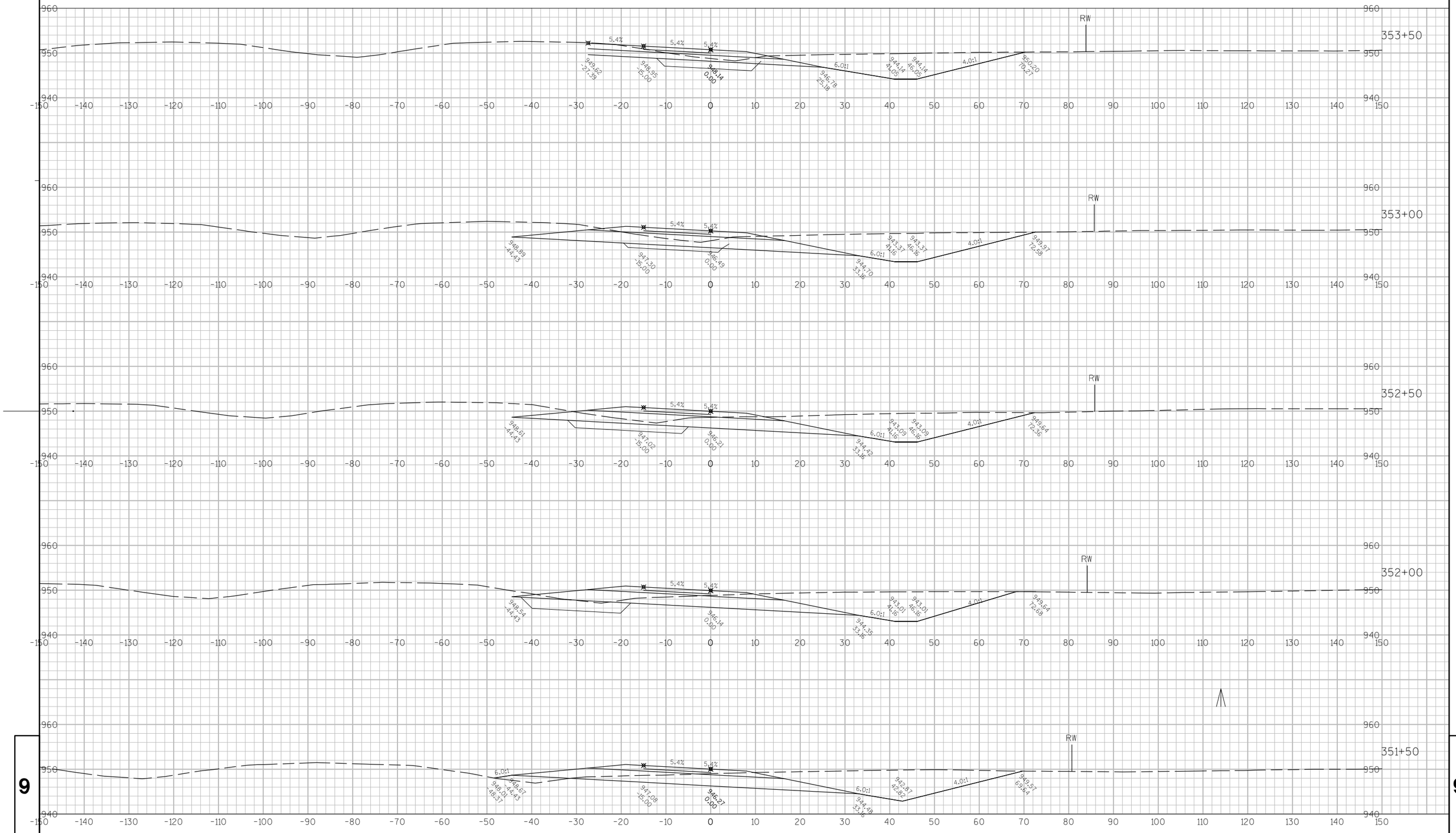
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NW RAMP	SHEET 541	E

FILE NAME = C:\WTSPOT\DESIGN\C3D\7200201\DESIGN\XSECTIONS\090030_NW_RAMP.DWG PLOT DATE = 1/8/2013 10:14 AM PLOT BY = ANDRITSCH PLOT NAME =

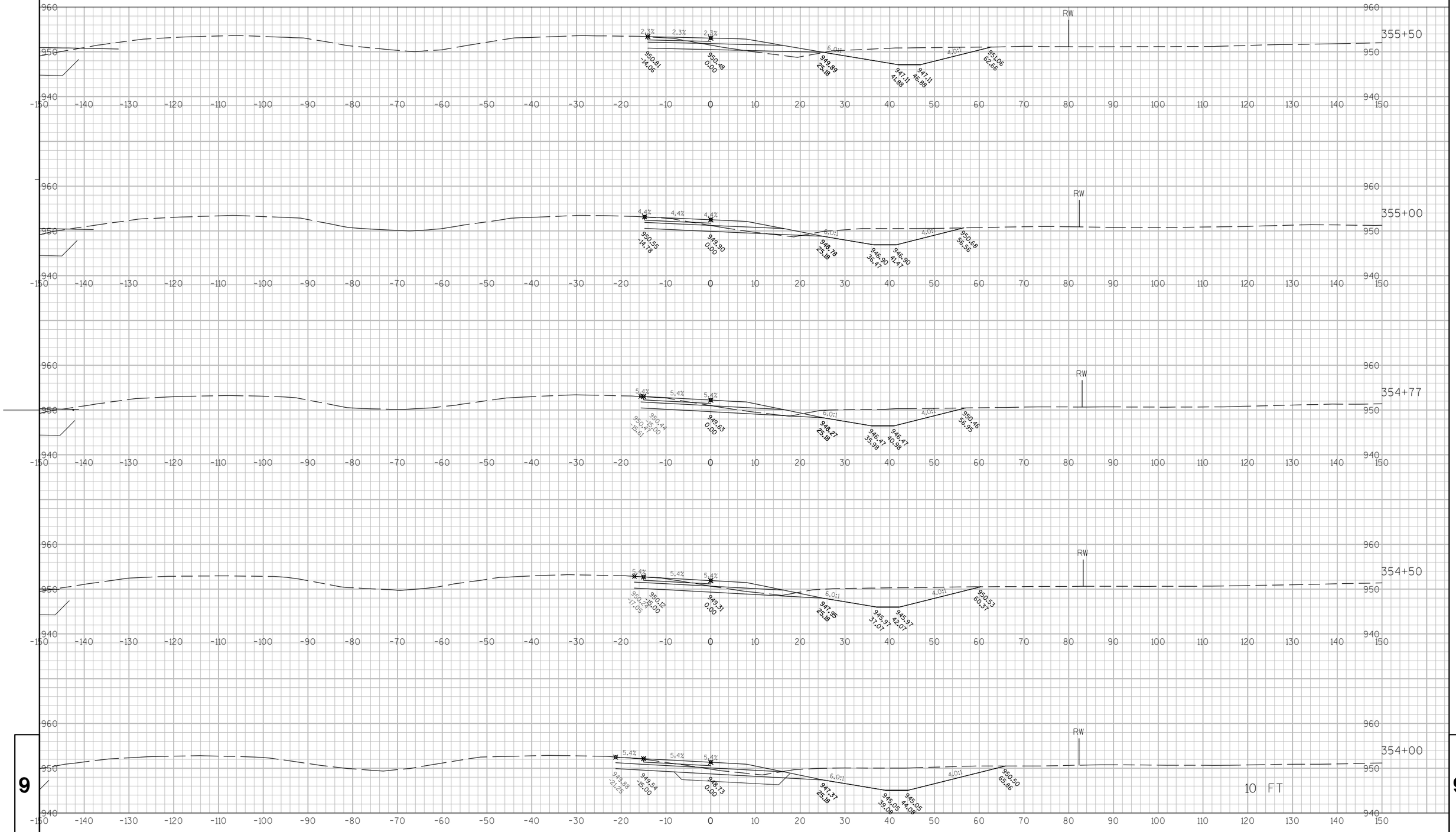


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NW RAMP	SHEET 542	E

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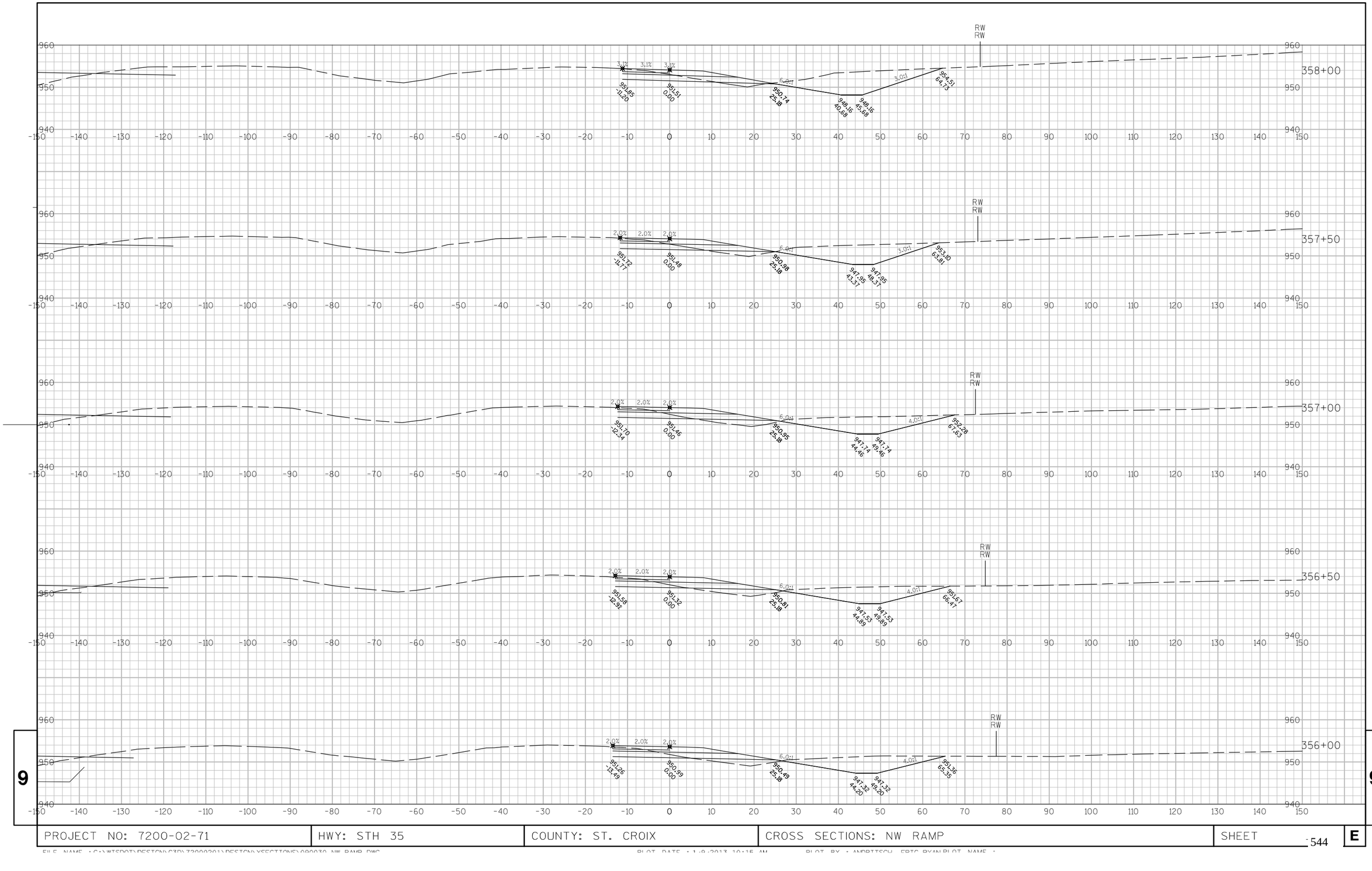
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10 FT

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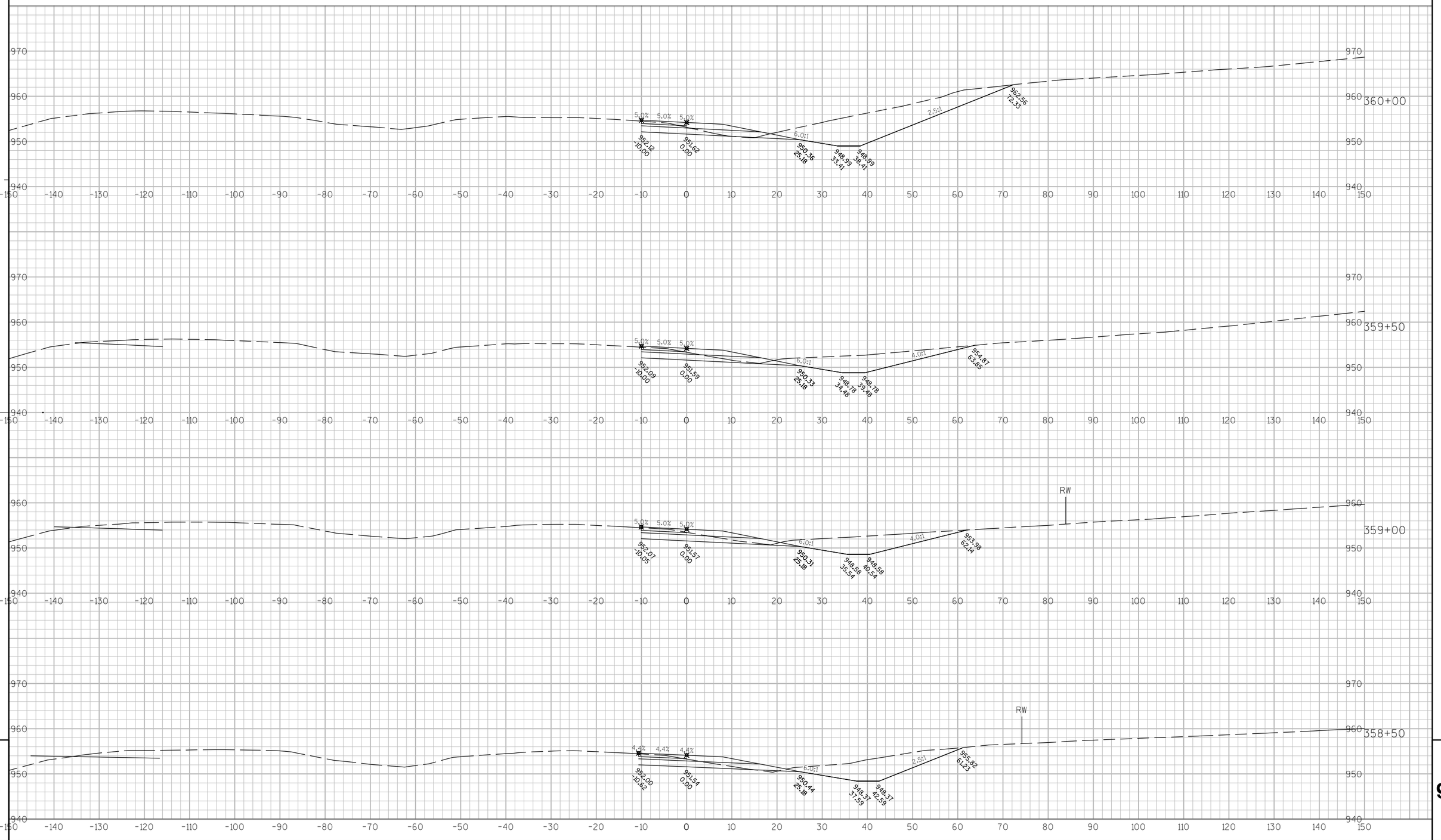
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NW RAMP	SHEET 544	E

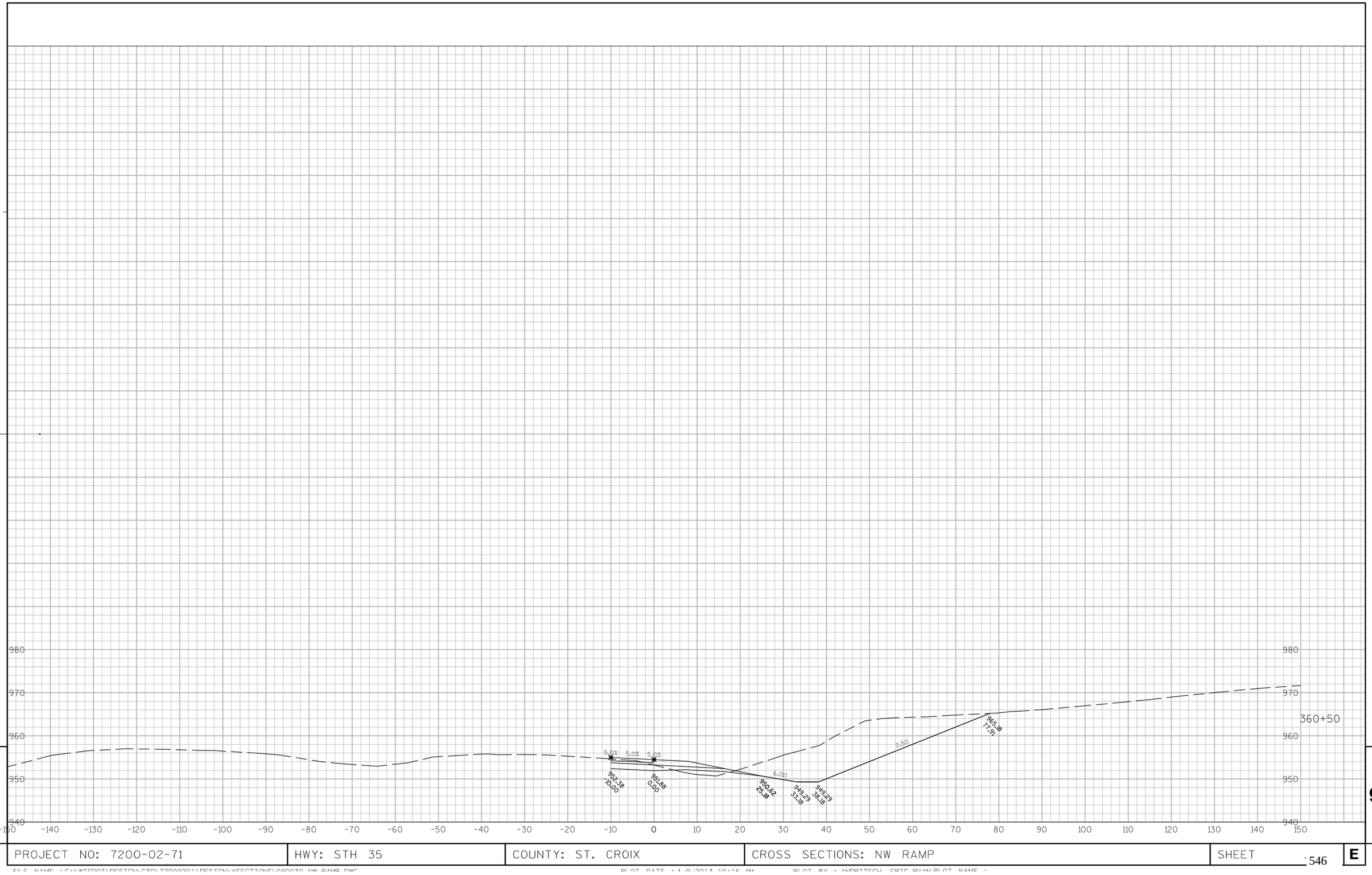


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NW RAMP	SHEET 545	E

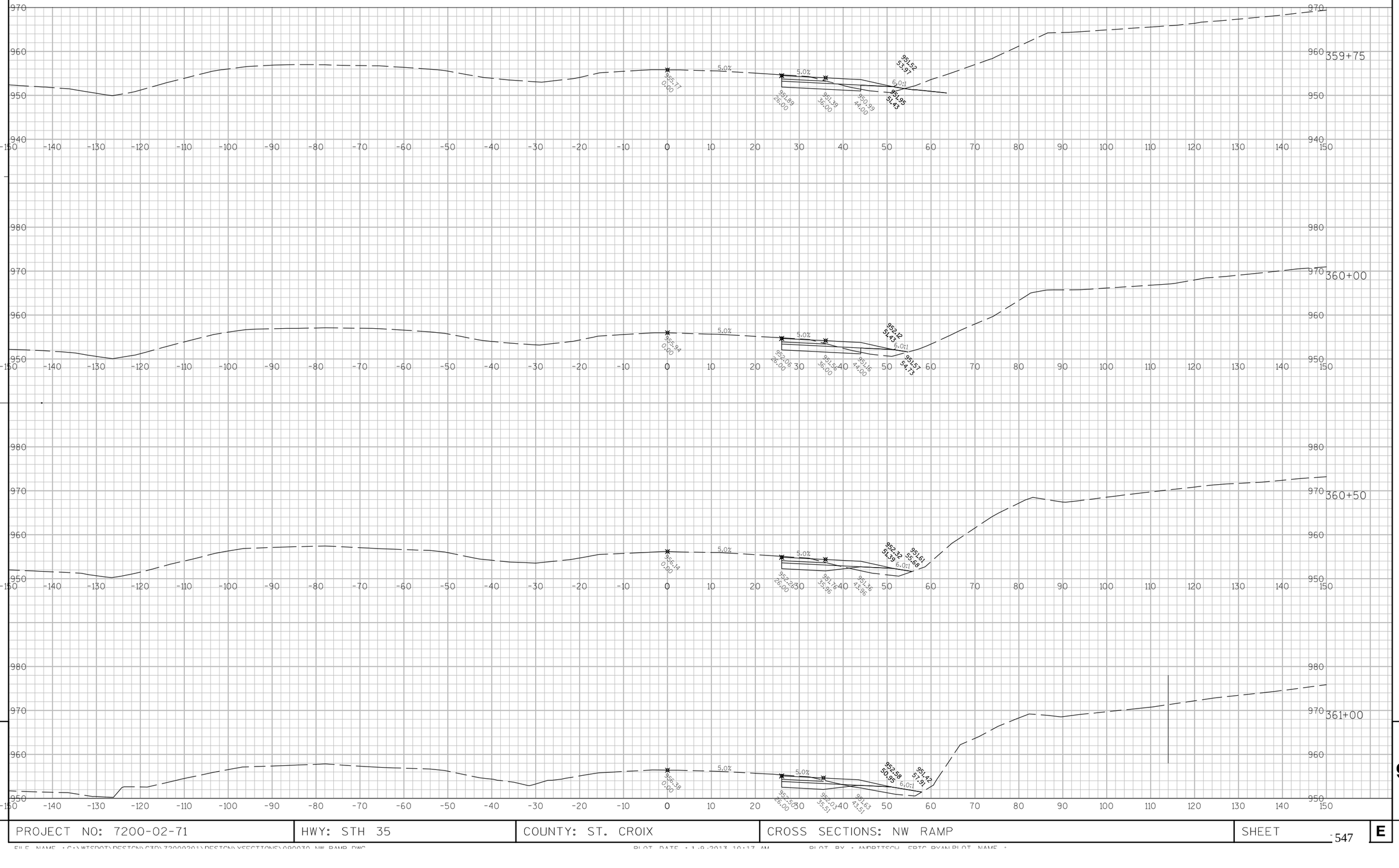
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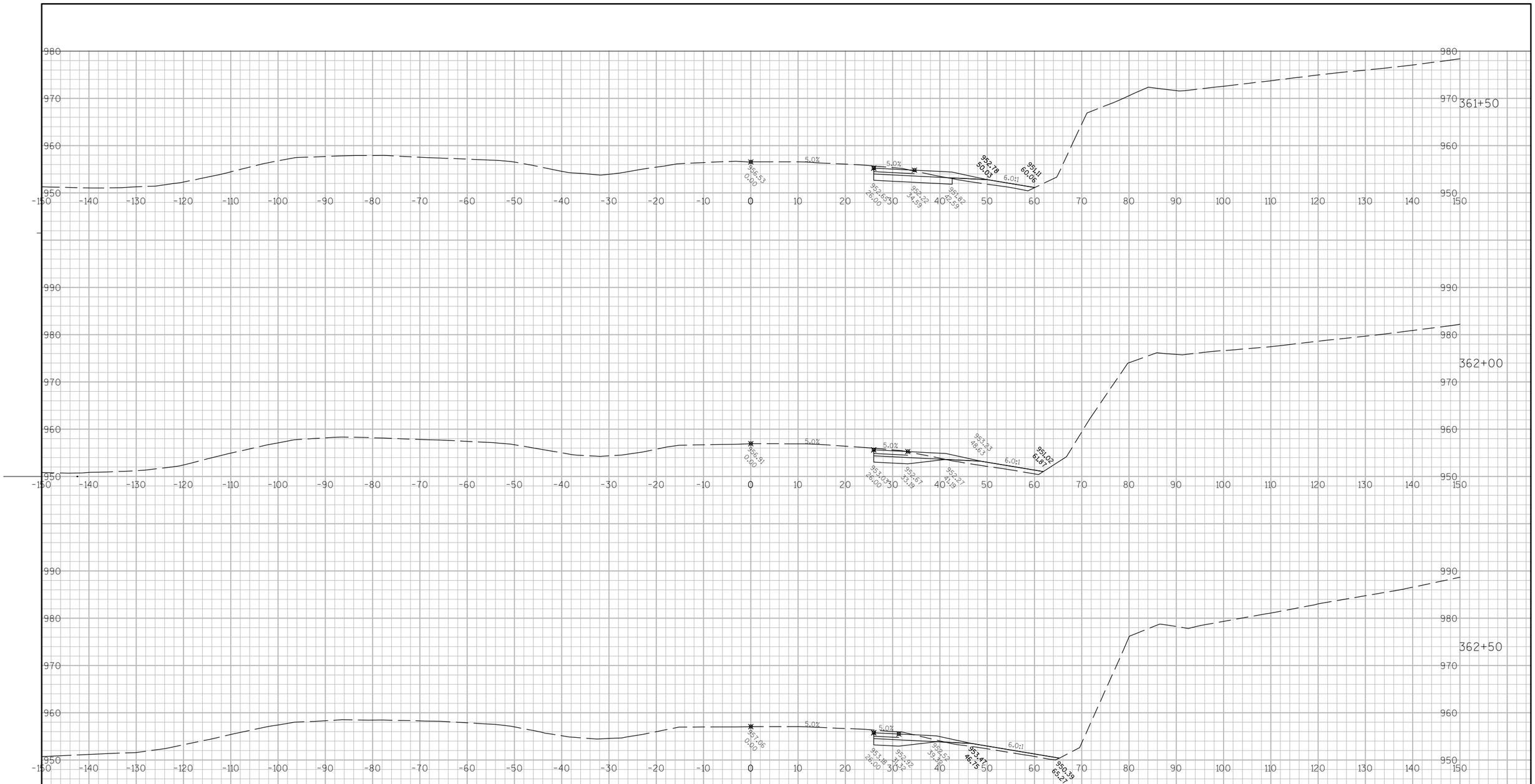
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NW RAMP	SHEET 546	E



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NW RAMP	SHEET 547	E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090030_NW_RAMP.DWG PLOT DATE: 1/8/2013 10:17 AM PLOT BY: ANDRITSCH FDTC RYAN PLOT NAME:

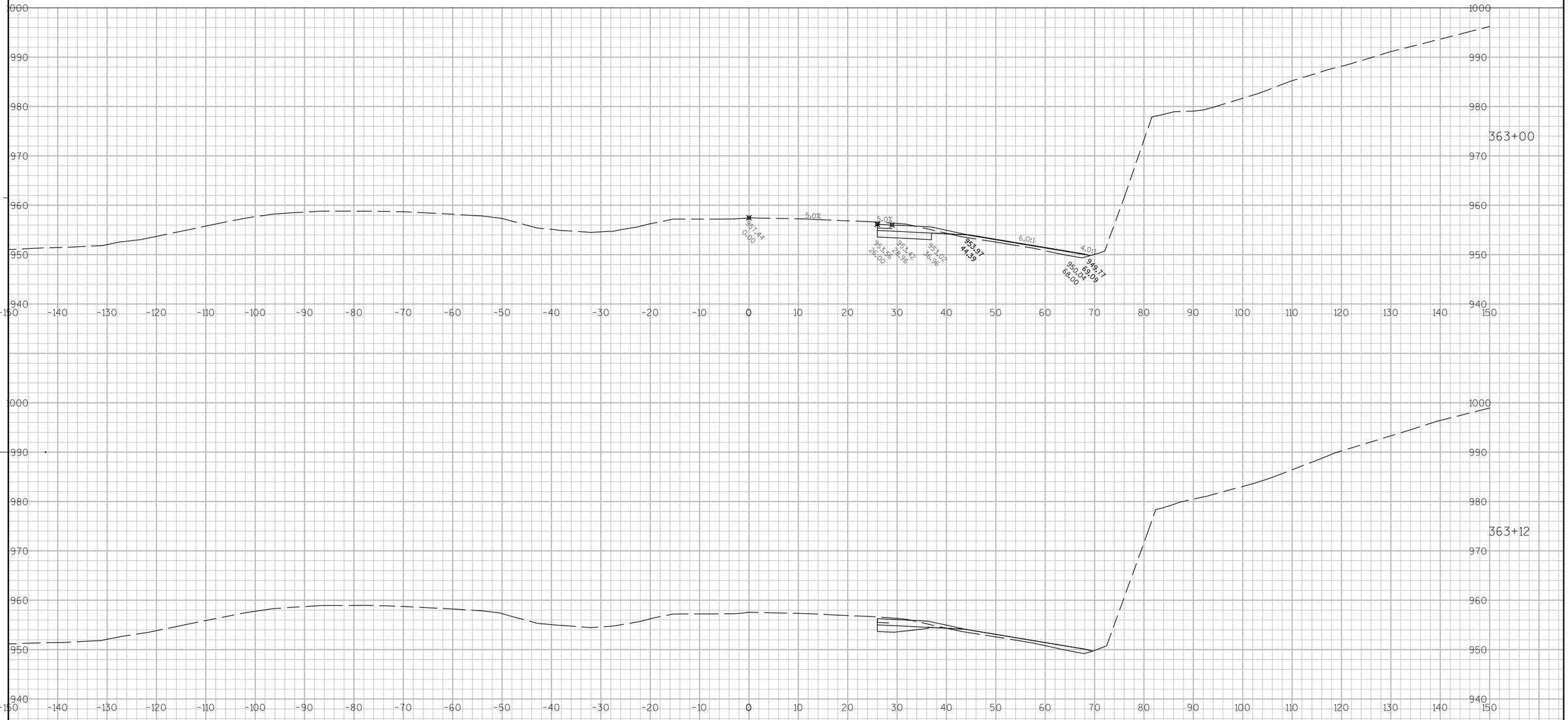


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NW RAMP	SHEET 548	E

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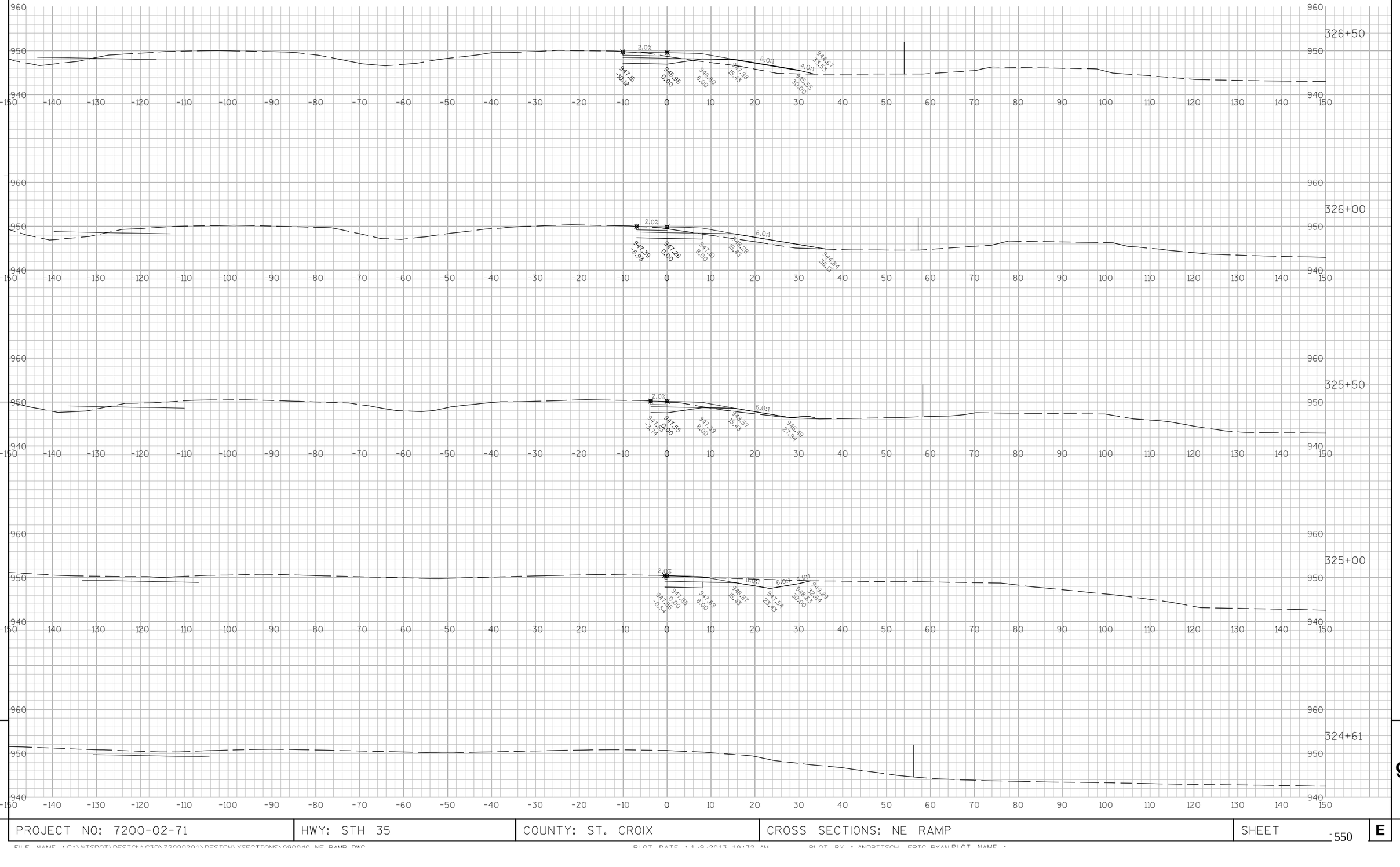


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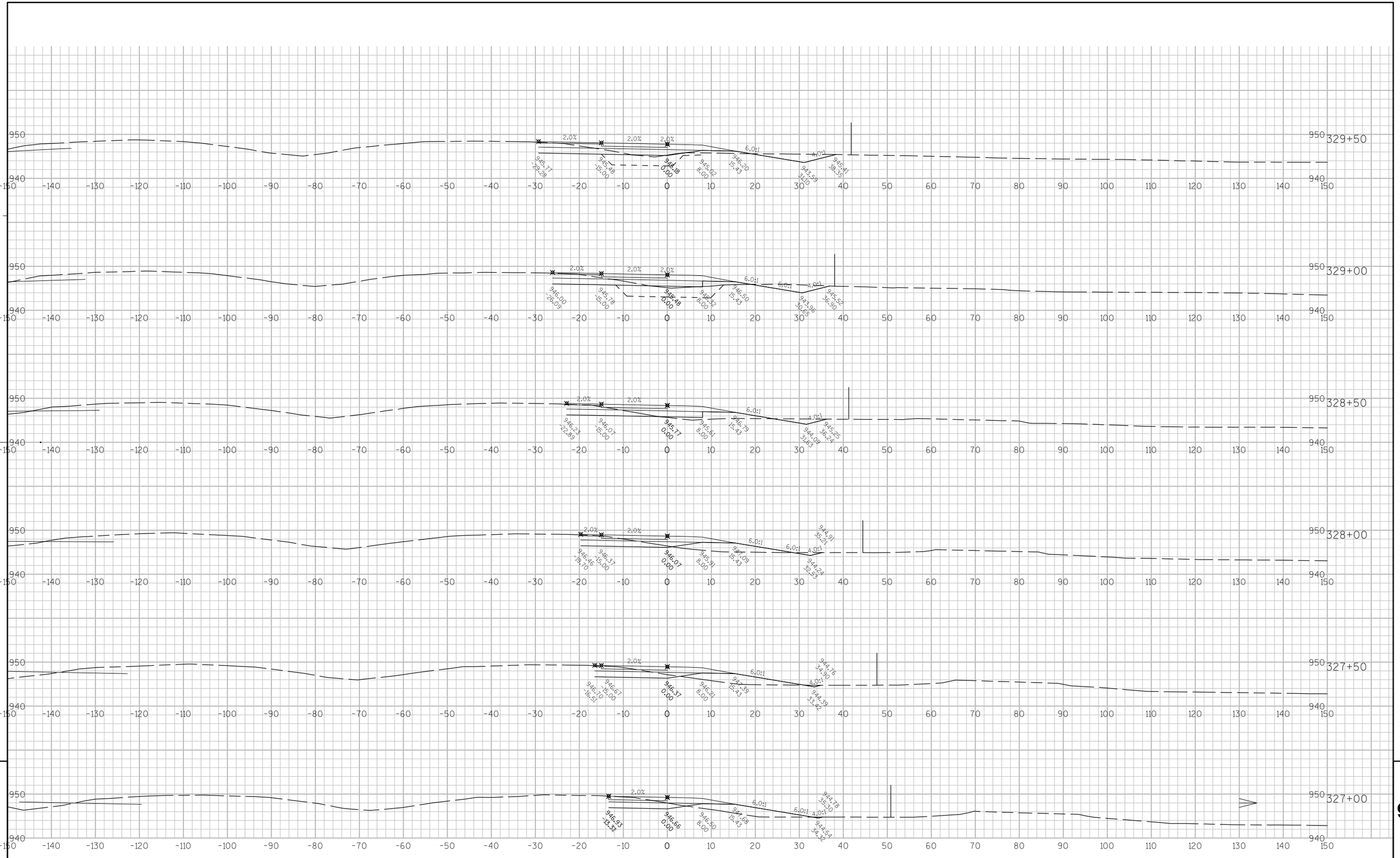
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NW RAMP	SHEET 549	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090030_NW_RAMP.DWG PLOT DATE = 1/8/2013 10:18 AM PLOT BY = ANDRTISCH FRTC_RYAN.PLOT NAME =



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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NE RAMP	SHEET 550 E

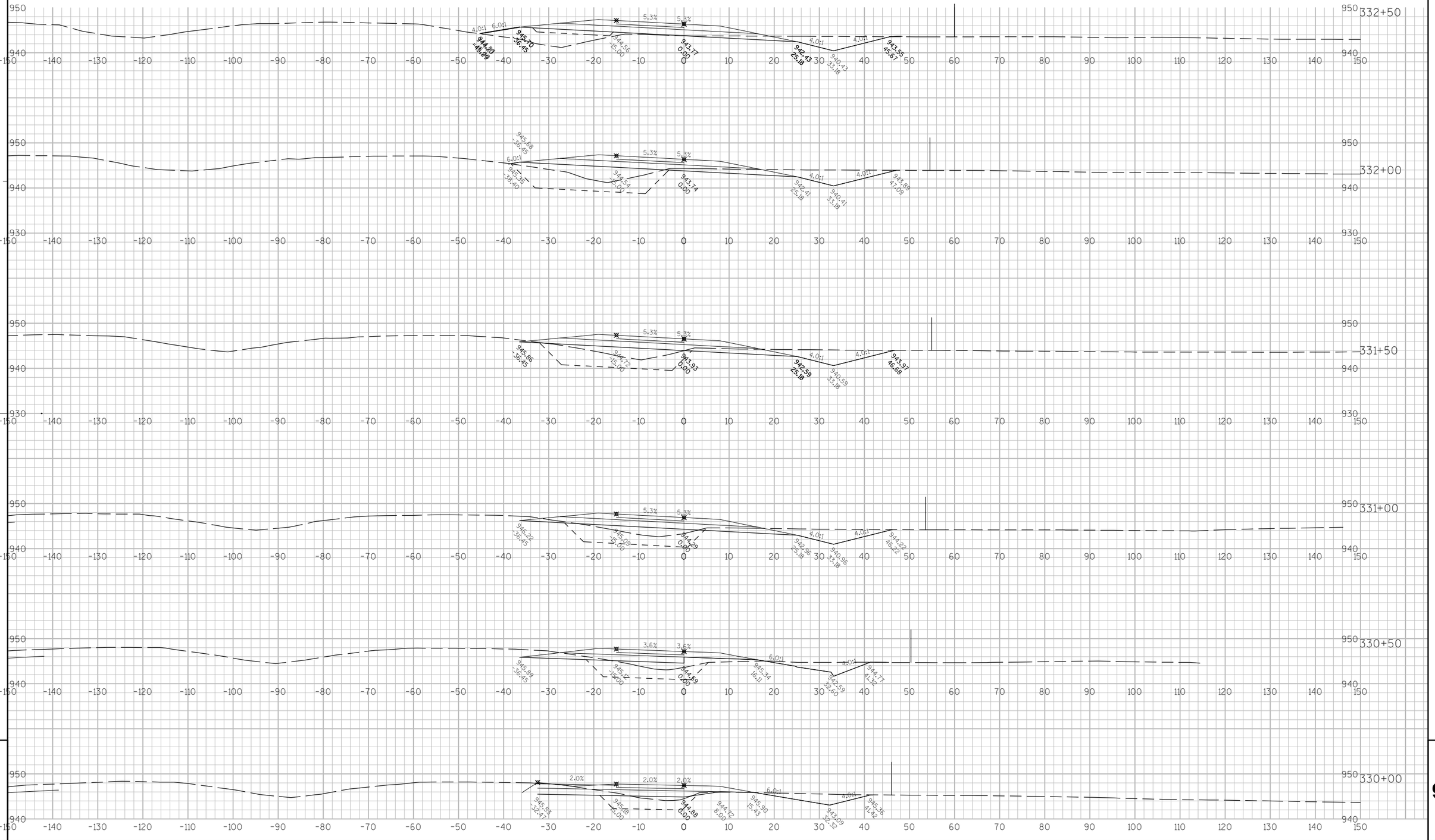


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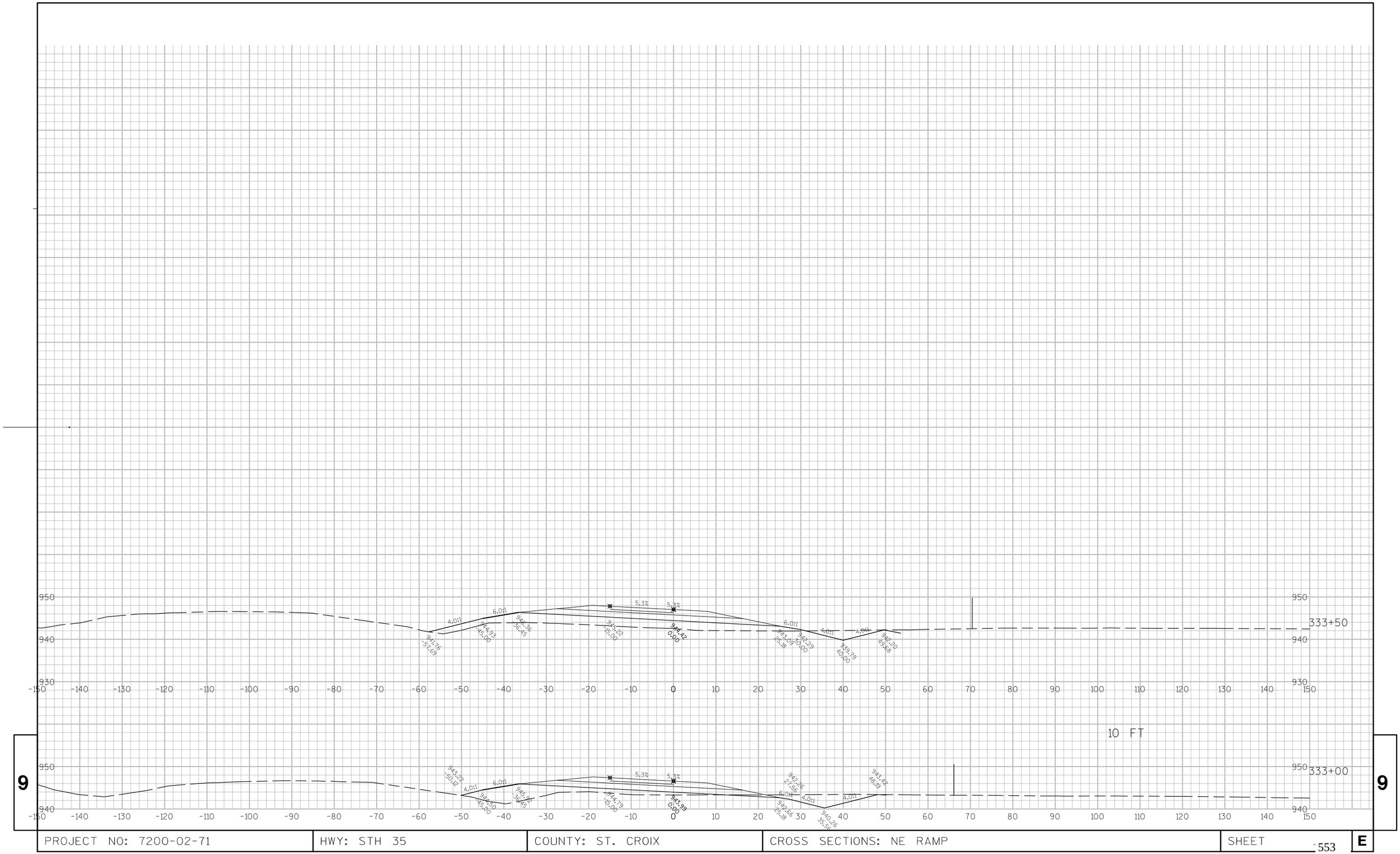
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NE RAMP	SHEET E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080040_NE_RAMP.DWG PLOT DATE = 1/8/2013 10:33 AM PLOT BY = ANDRTISCH FRTC RYAN PLOT NAME =



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NE RAMP	SHEET 552 E

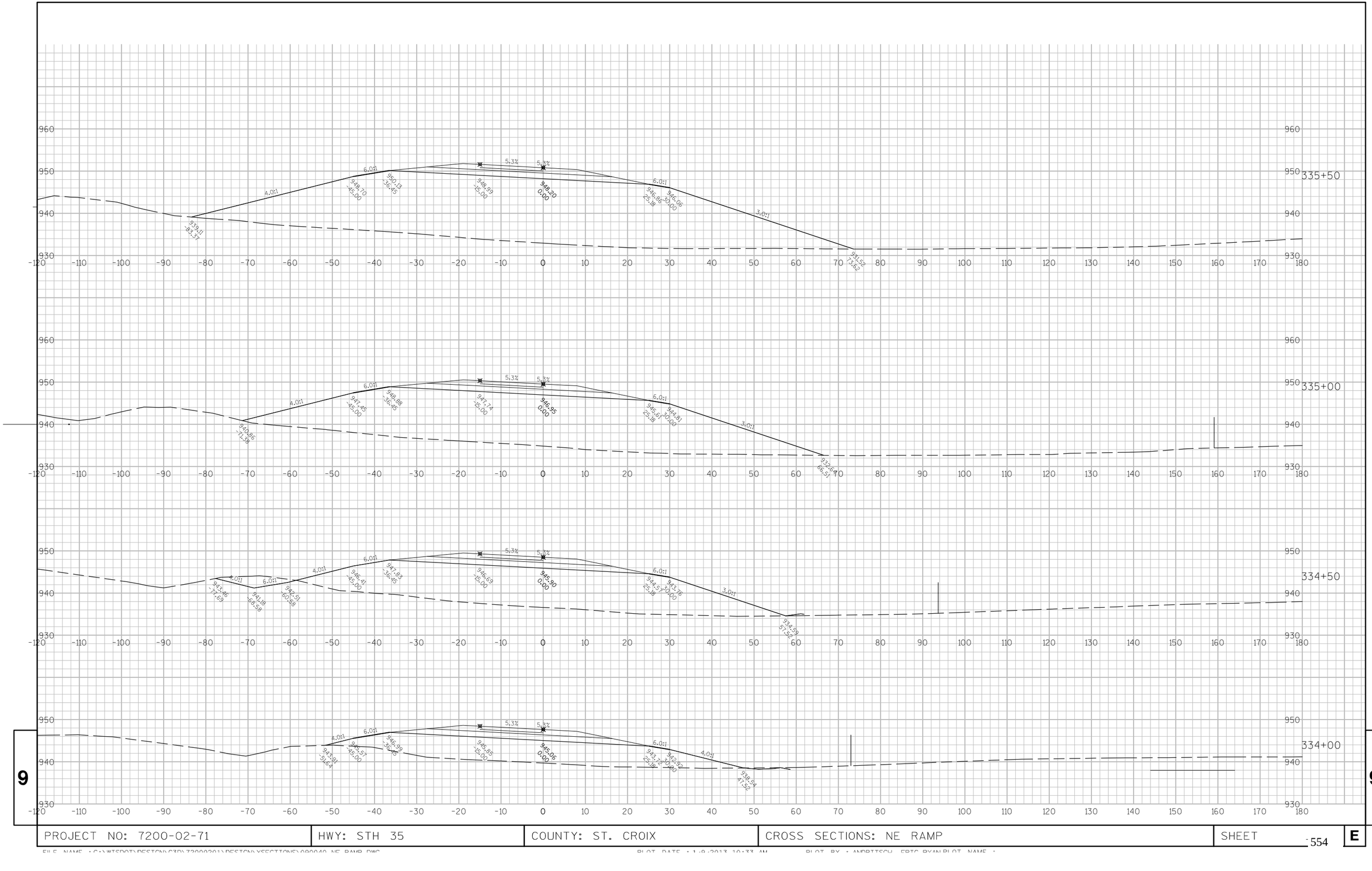
FILE NAME = C:\WISDOT\DESIGN\C3D\7200201\DESIGN\XSECTIONS\080040_NE_RAMP.DWG PLOT DATE = 1/8/2013 10:33 AM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME = PLOT SCALE = 1.IN:20.FT



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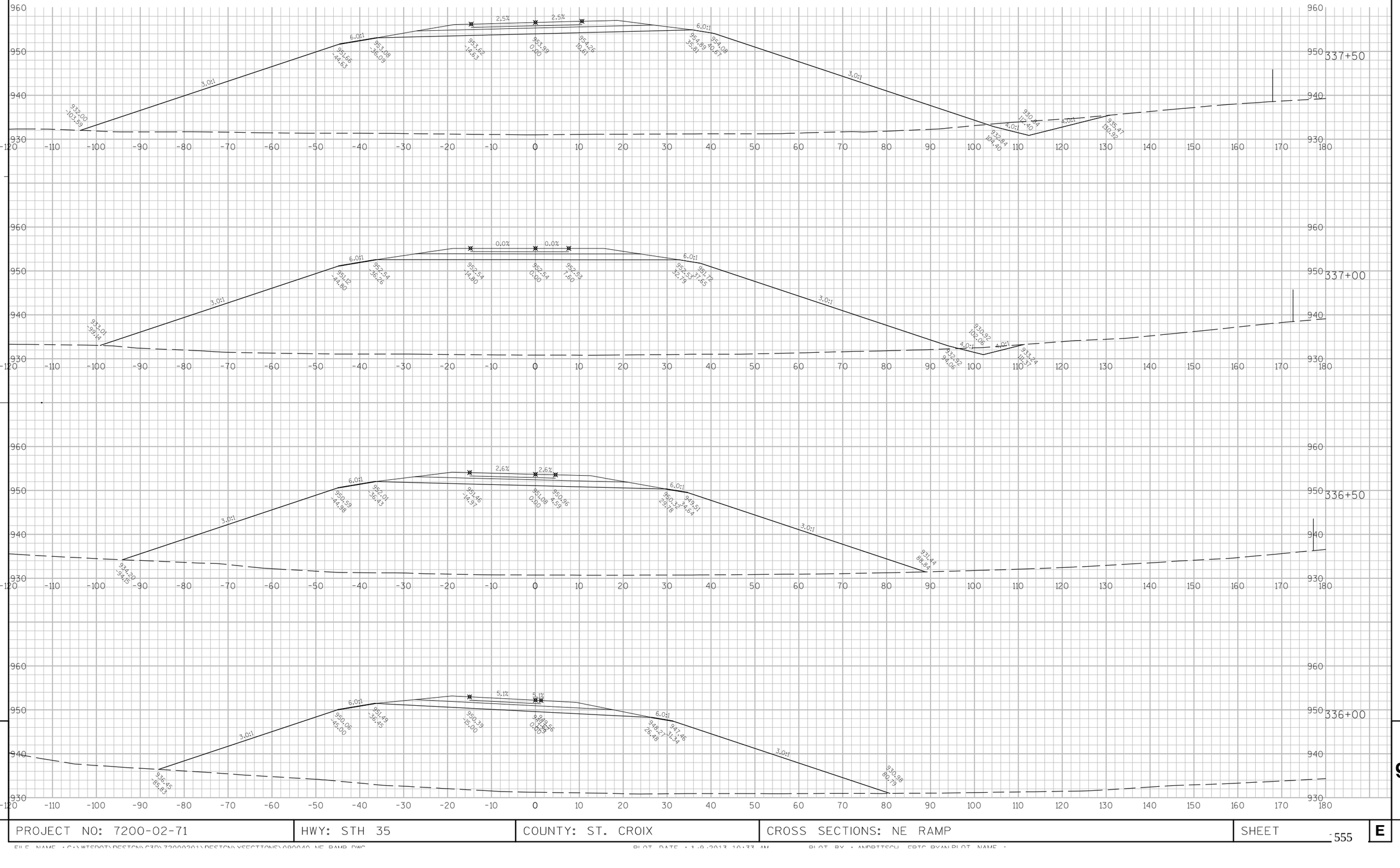
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NE RAMP	SHEET 553	E



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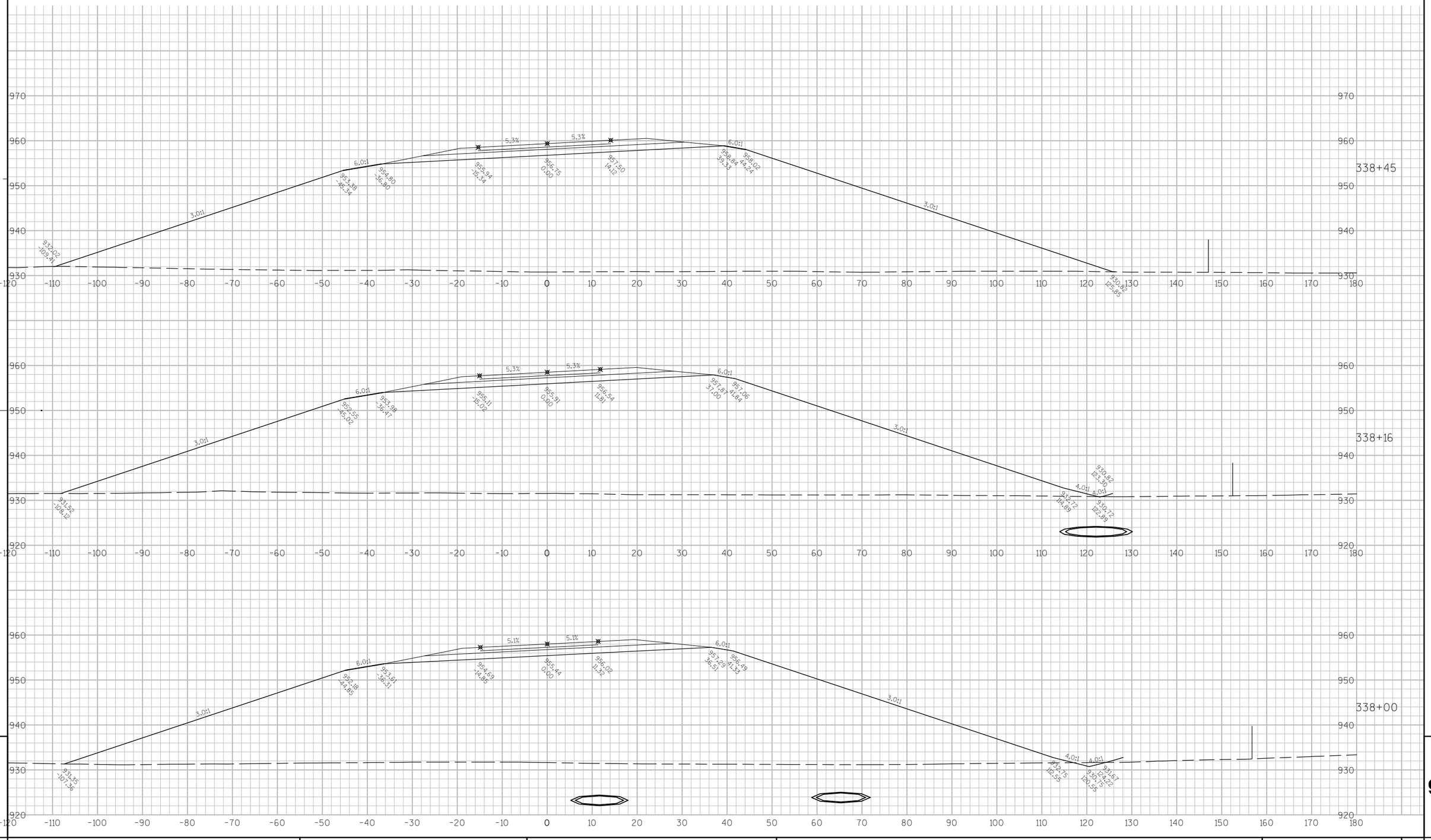
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NE RAMP	SHEET 554	E



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NE RAMP	SHEET 555 E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090040_NE_RAMP.DWG PLOT DATE = 1/8/2013 10:33 AM PLOT BY = ANDRITSCH FRTC RYAN PLOT NAME =



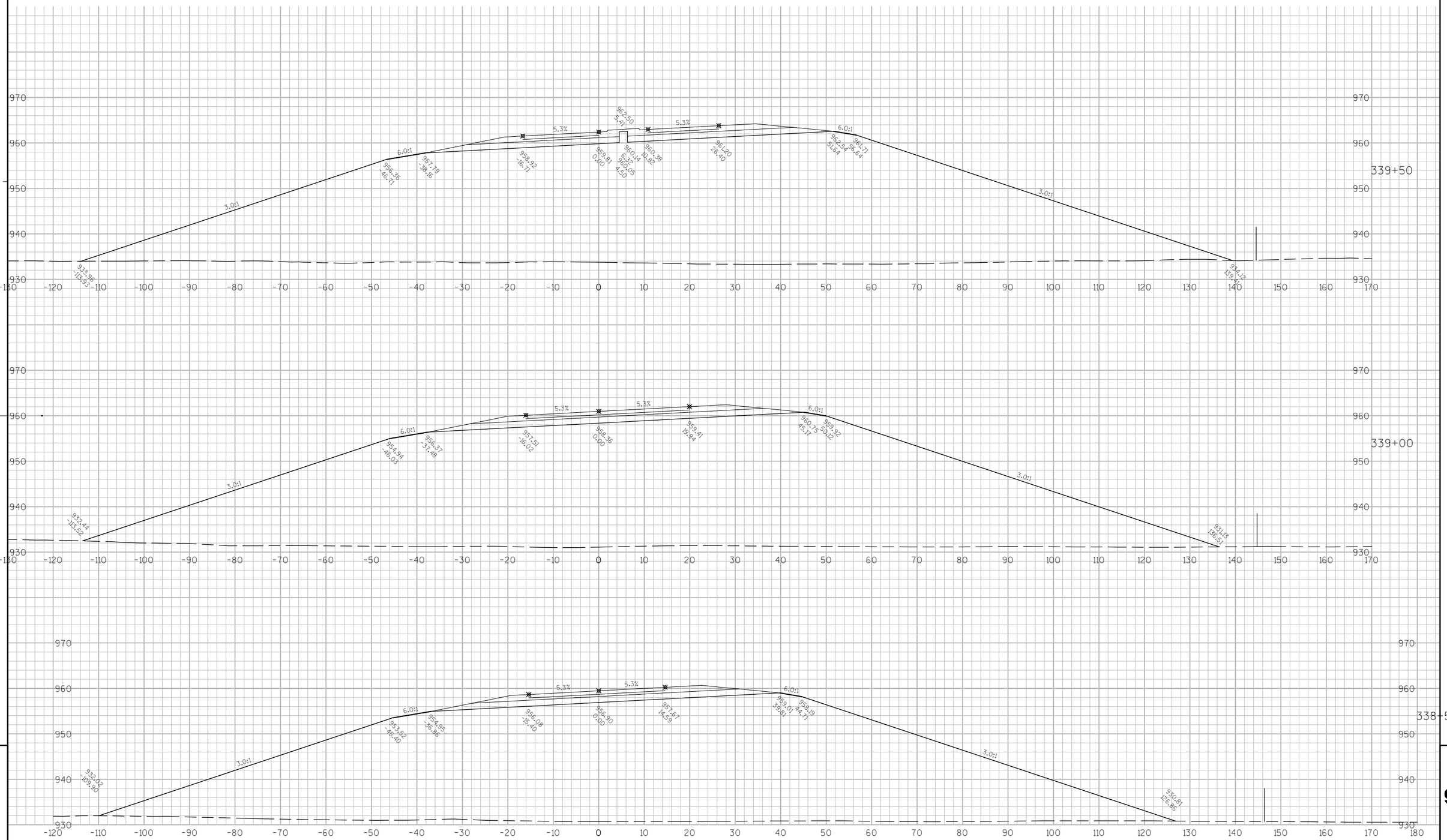
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NE RAMP	SHEET

E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080040_NE_RAMP.DWG PLOT DATE = 1/8/2013 10:33 AM PLOT BY = ANDRITSCH ERTC RYAN PLOT NAME =



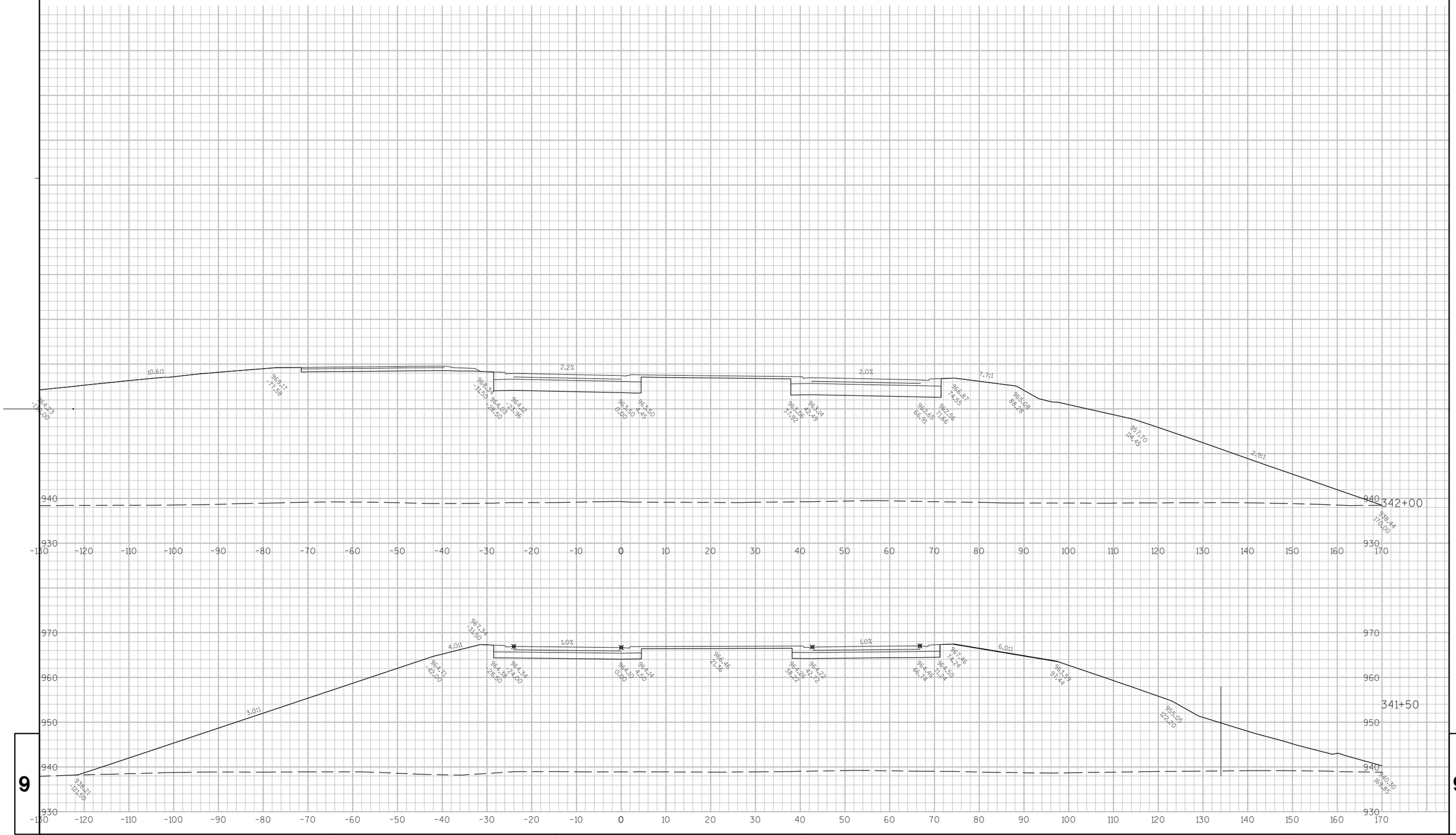
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NE RAMP	SHEET 557	E

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NE RAMP	SHEET 558 E

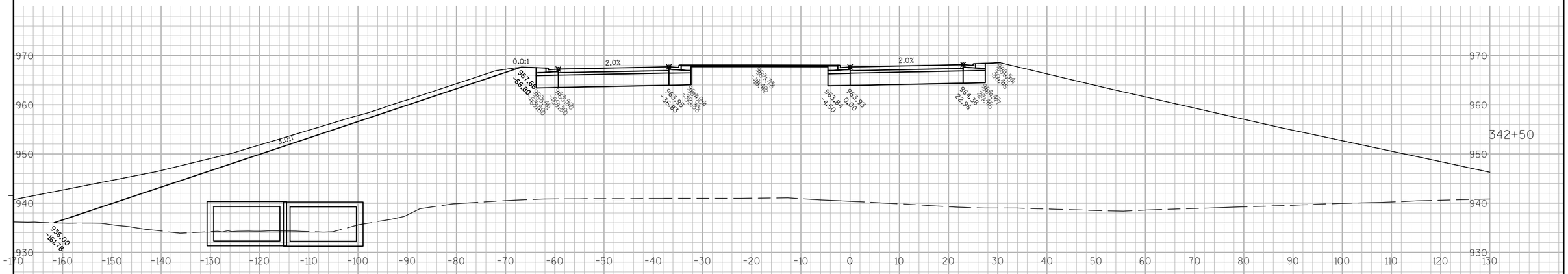
FILE NAME = C:\WTSDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\090040_NE_RAMP.DWG PLOT DATE = 1/8/2013 10:34 AM PLOT BY = ANDRTTSCH ERTC RYAN PLOT NAME =

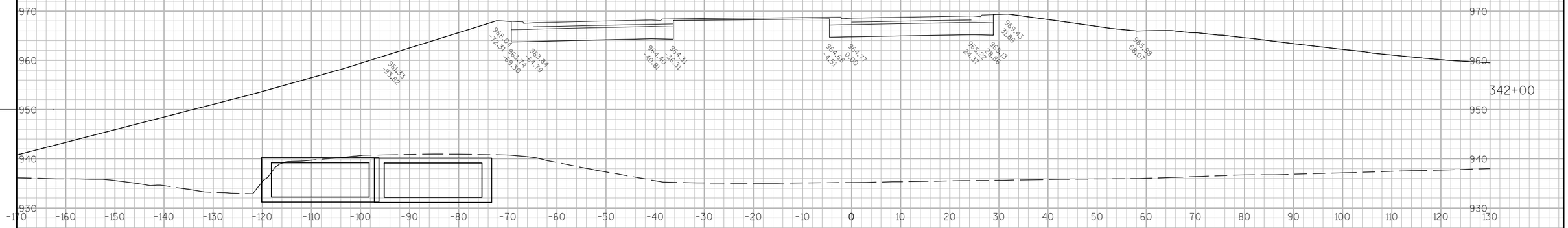


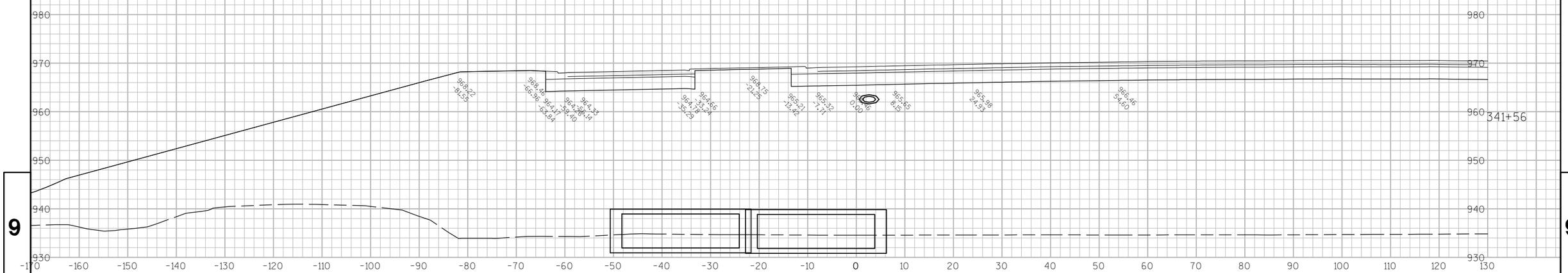
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: NE RAMP	SHEET

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090040_NE_RAMP.DWG PLOT DATE = 1/8/2013 10:34 AM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME =

9 9 E





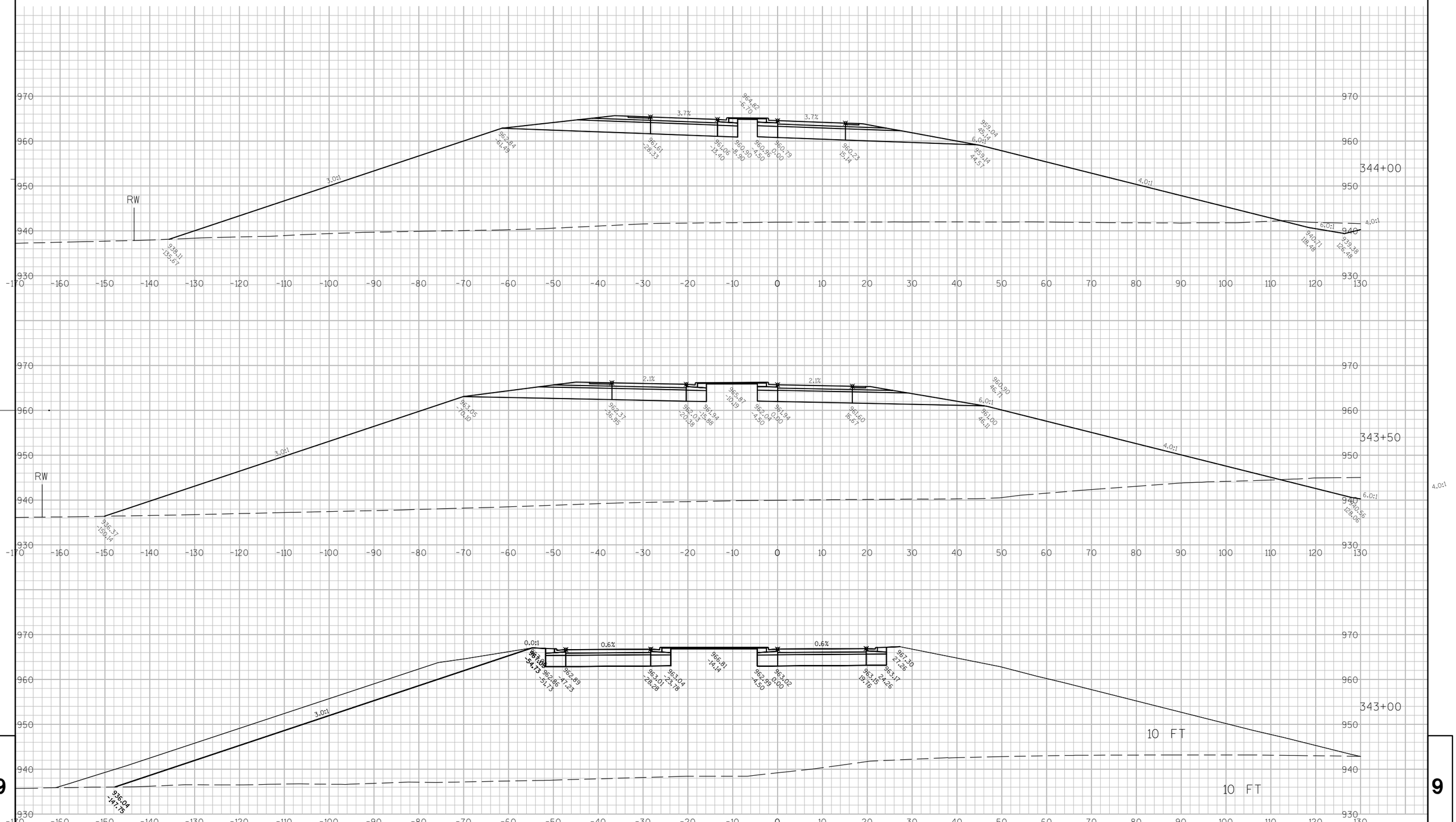


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SW RAMP	SHEET 560	E

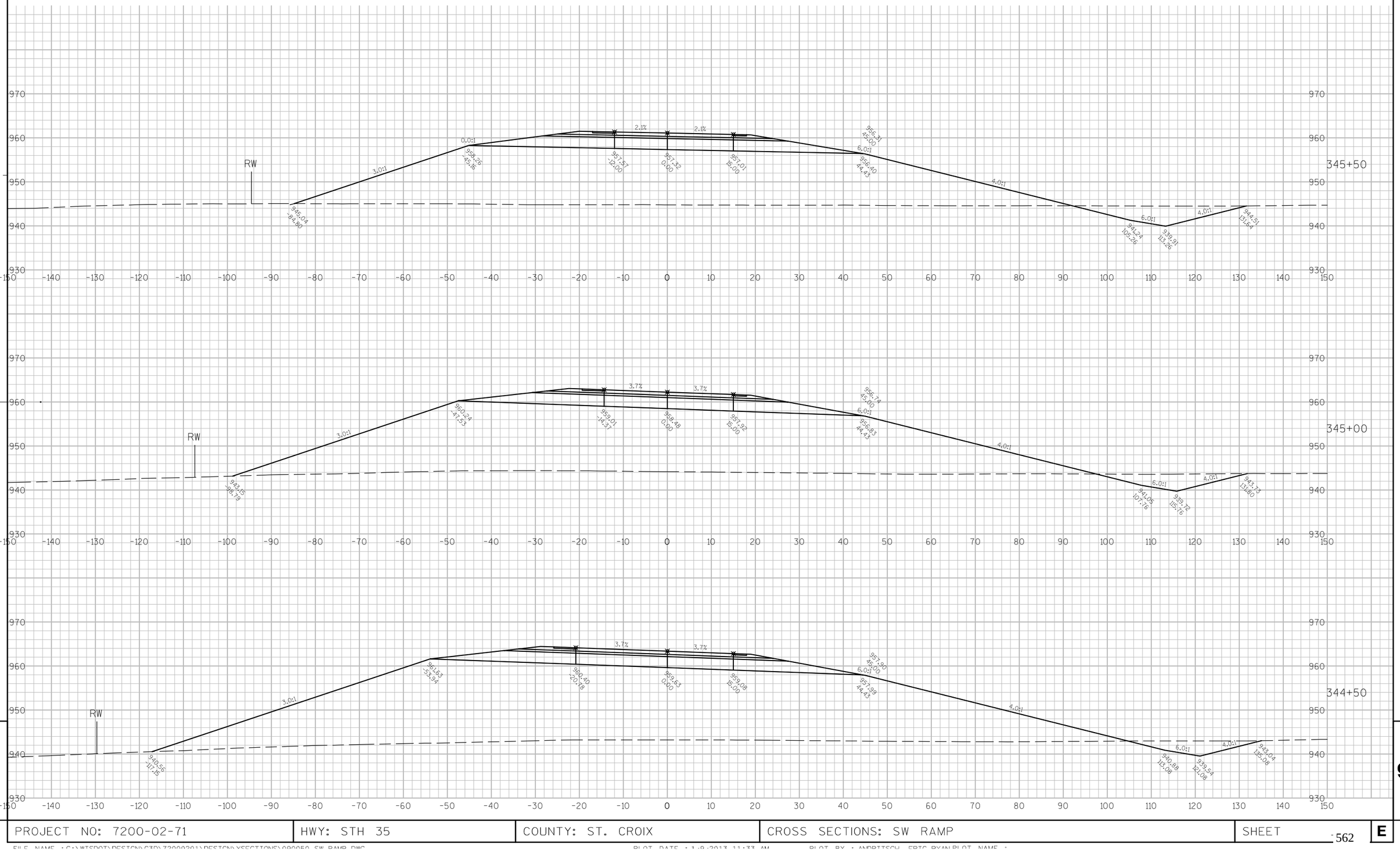
FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080050_SW_RAMP.DWG PLOT DATE = 1/8/2013 11:32 AM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME =



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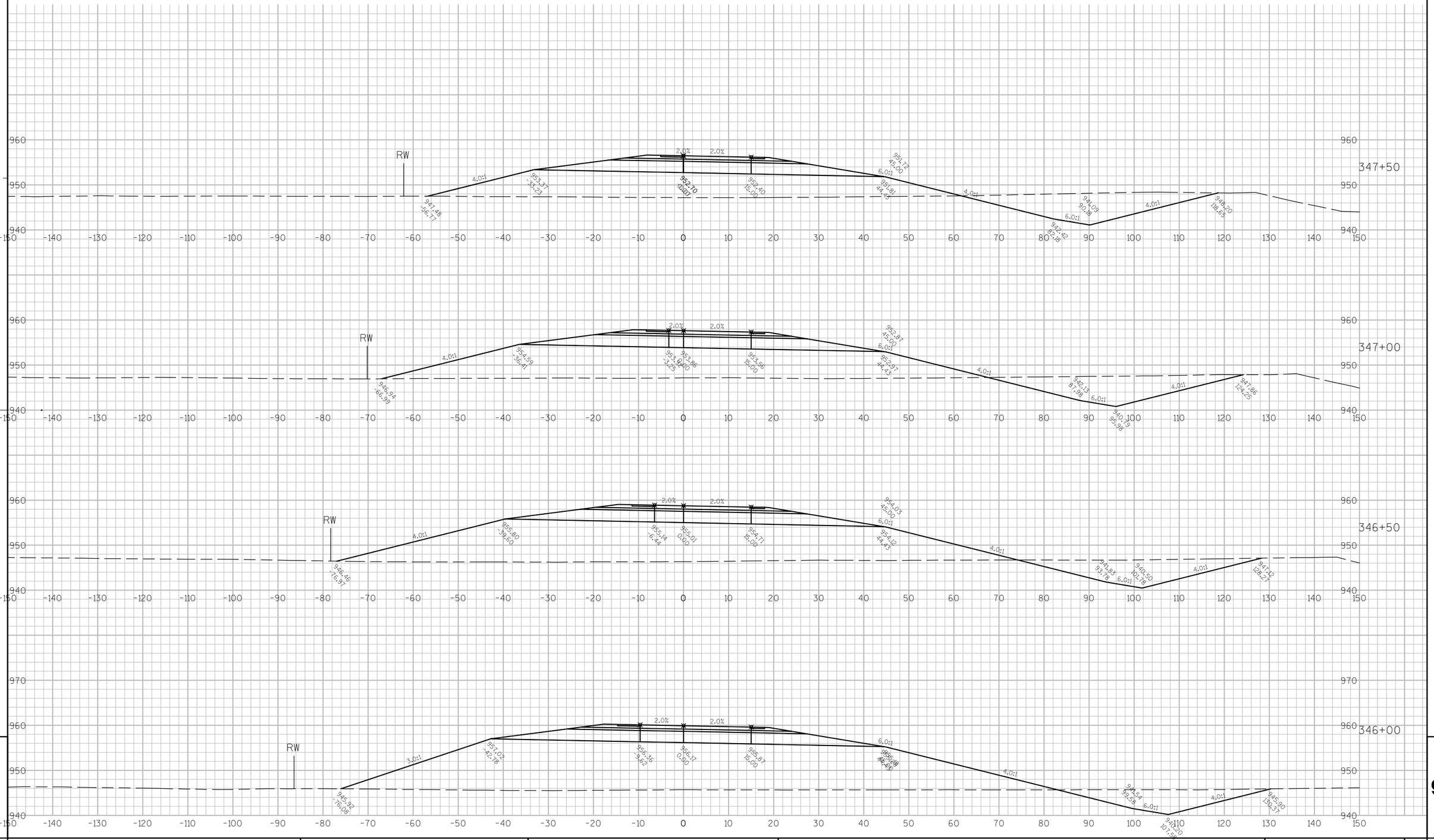
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SW RAMP	SHEET 561	E



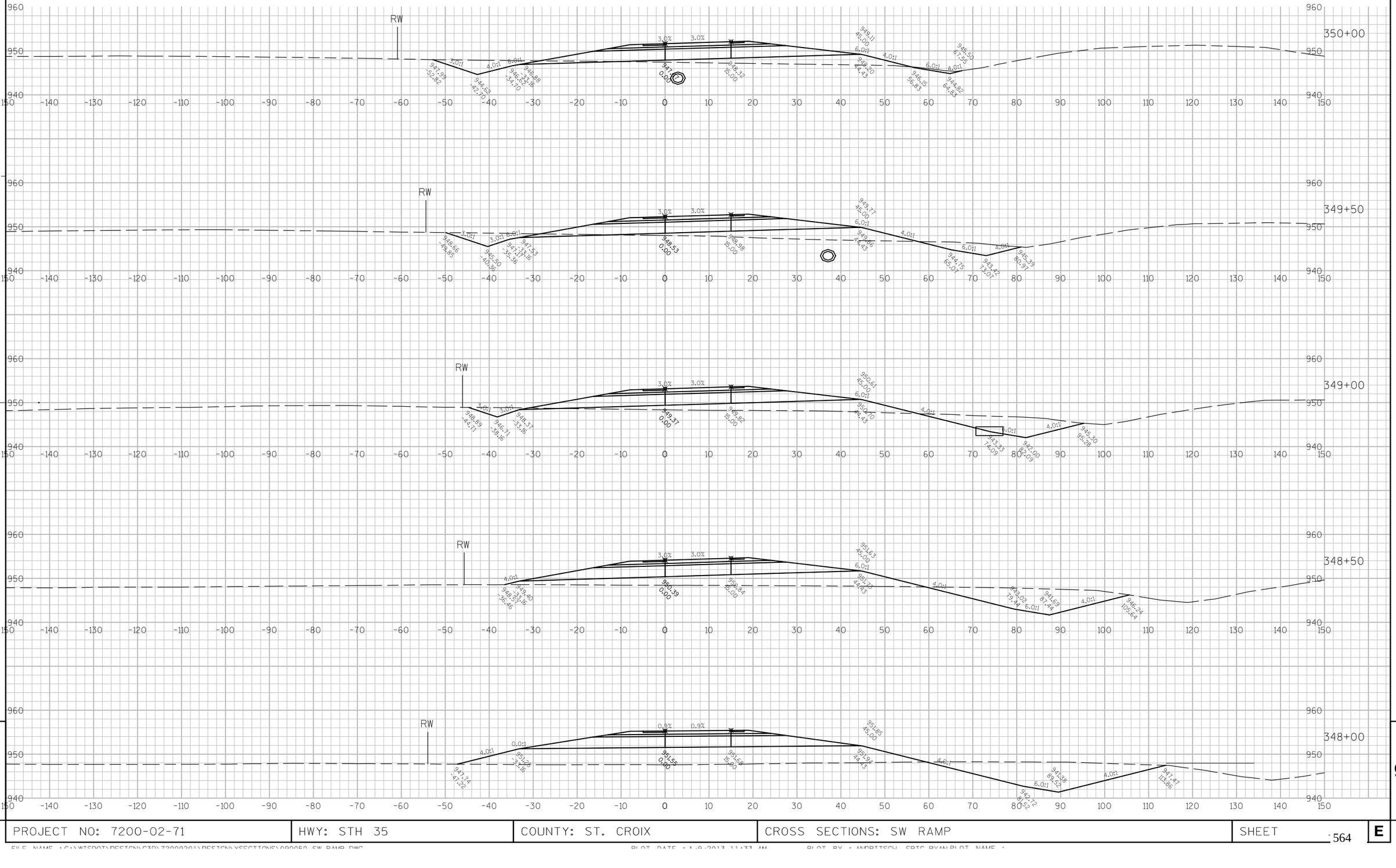
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SW RAMP	SHEET 562	E

FILE NAME = C:\WTSDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080050_SW_RAMP.DWG PLOT DATE = 1/8/2013 11:33 AM PLOT BY = ANDRITSOU, ERIC RYAN PLOT NAME =



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SW RAMP	SHEET 563	E

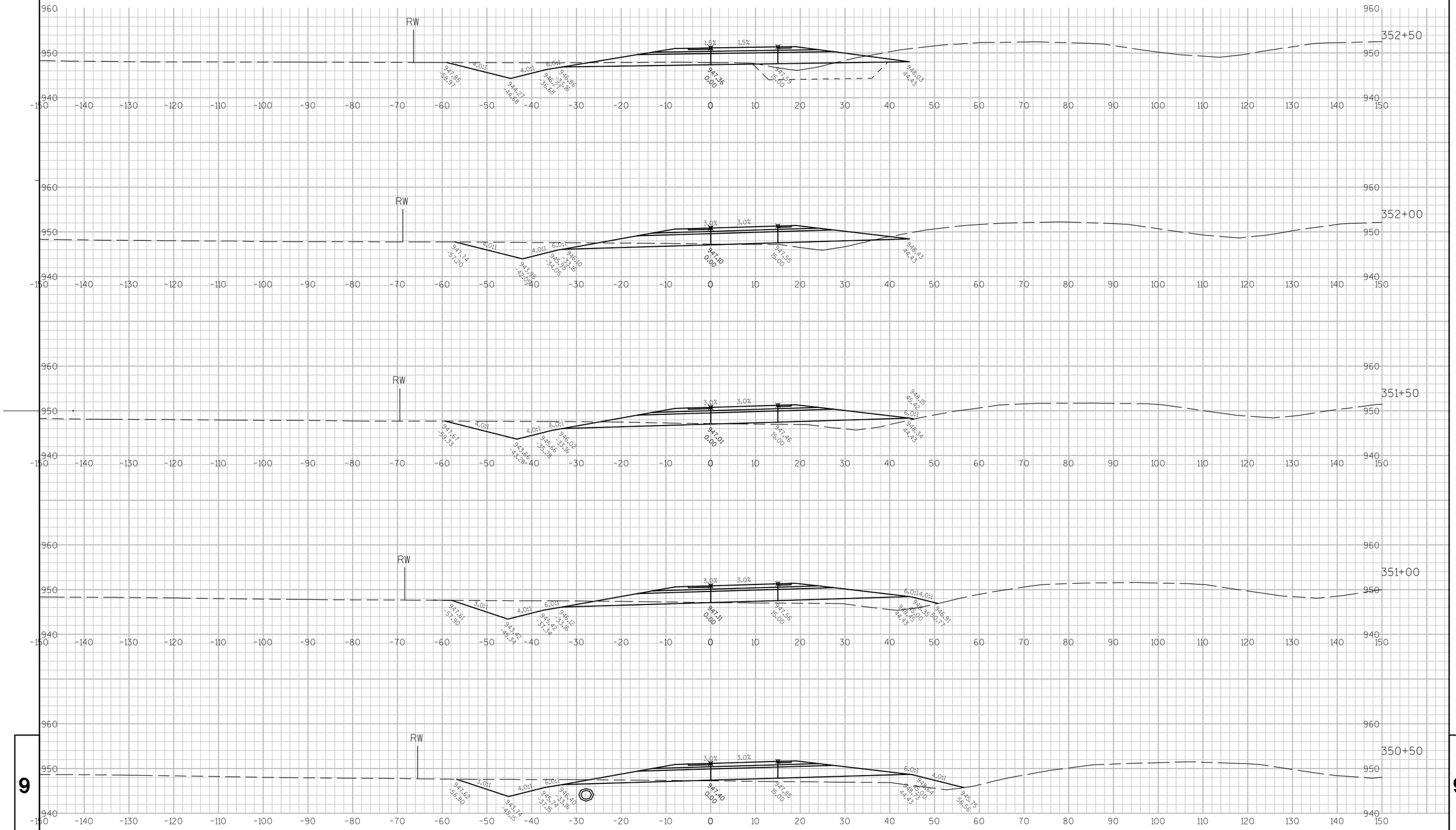
FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080050_SW_RAMP.DWG PLOT DATE = 1/8/2013 11:33 AM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT



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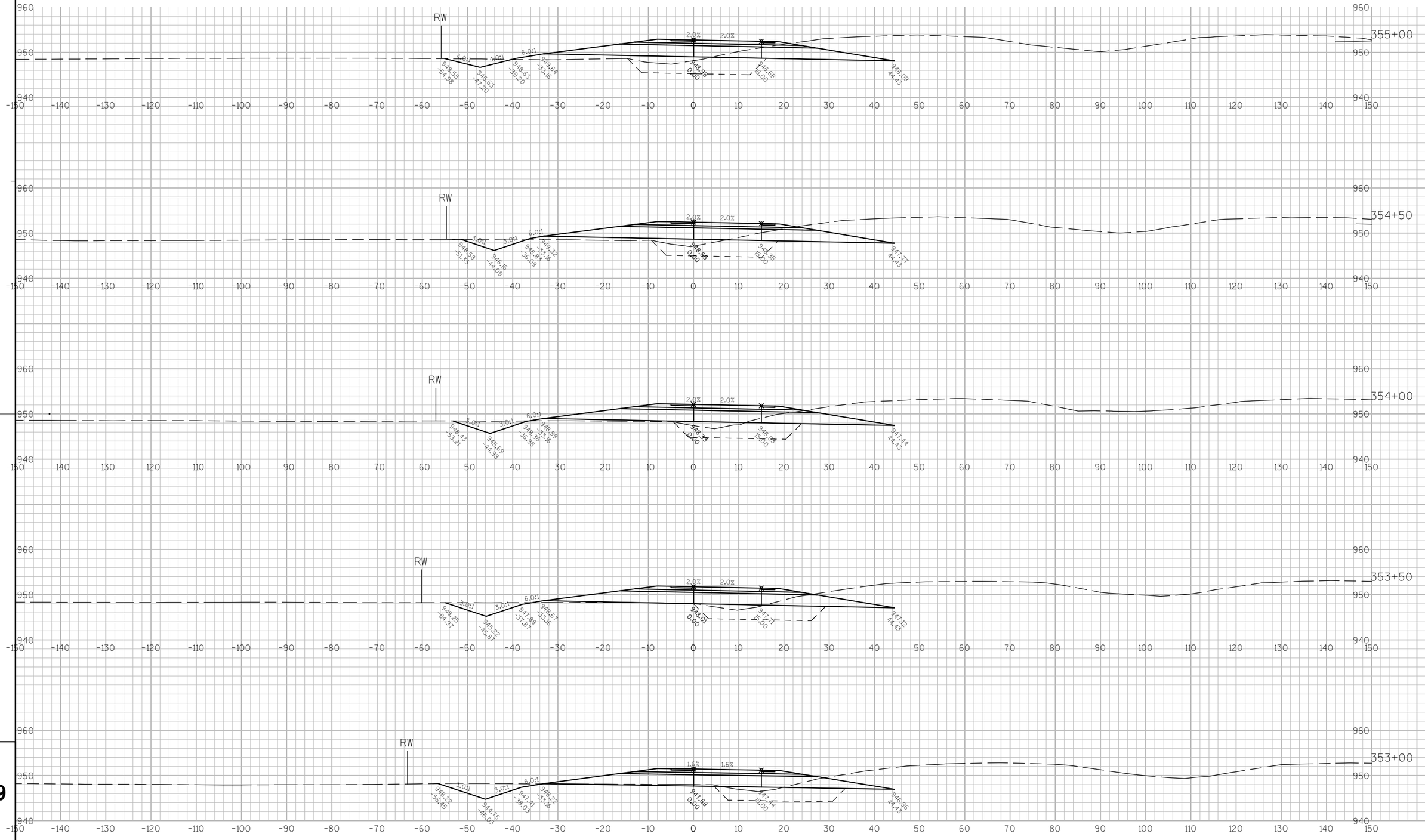
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SW RAMP	SHEET 564	E



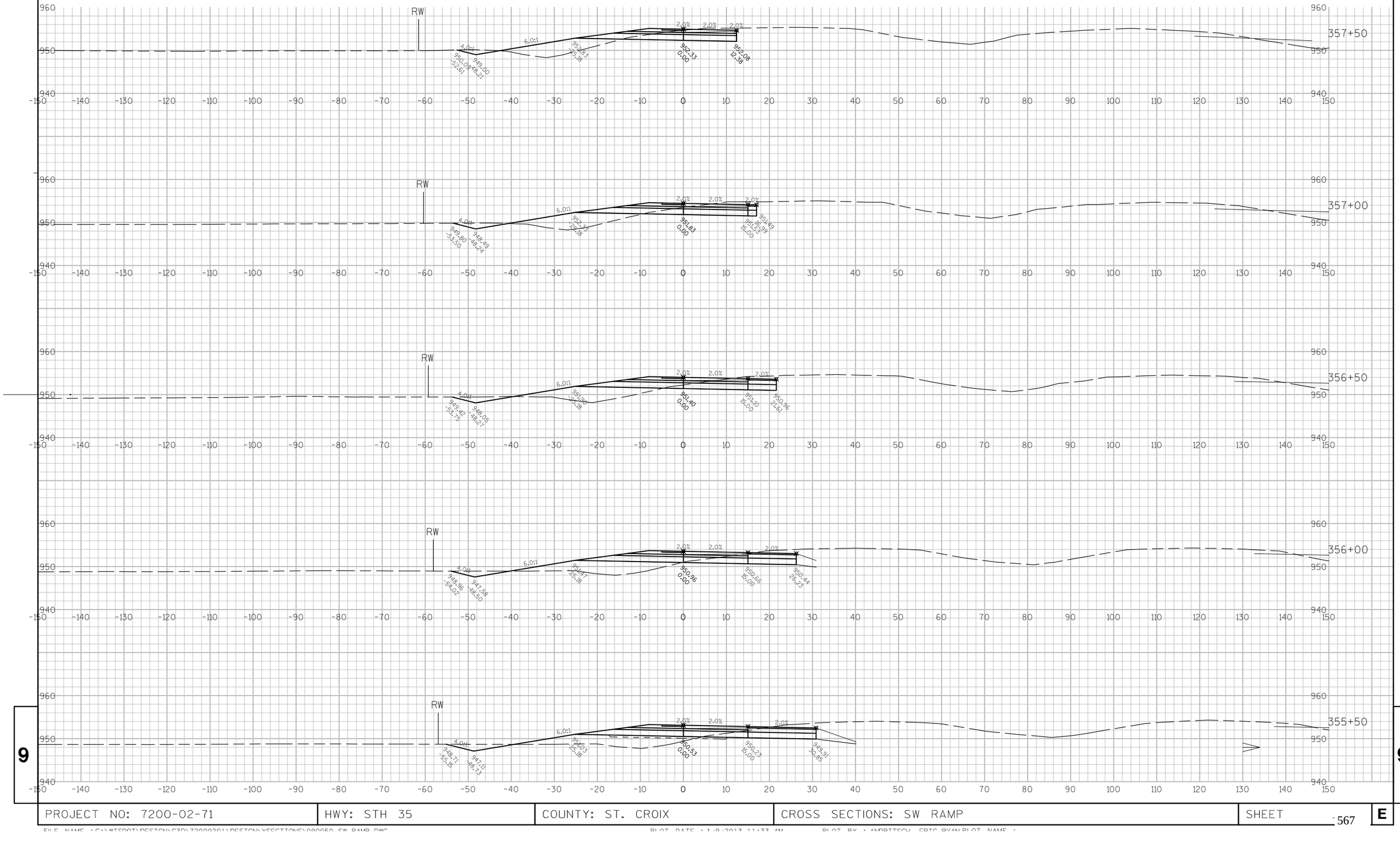
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SW RAMP	SHEET 565 E

FILE NAME = C:\WISDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\090050_SW_RAMP.DWG PLOT DATE = 1/8/2013 11:33 AM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME =



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SW RAMP	SHEET E

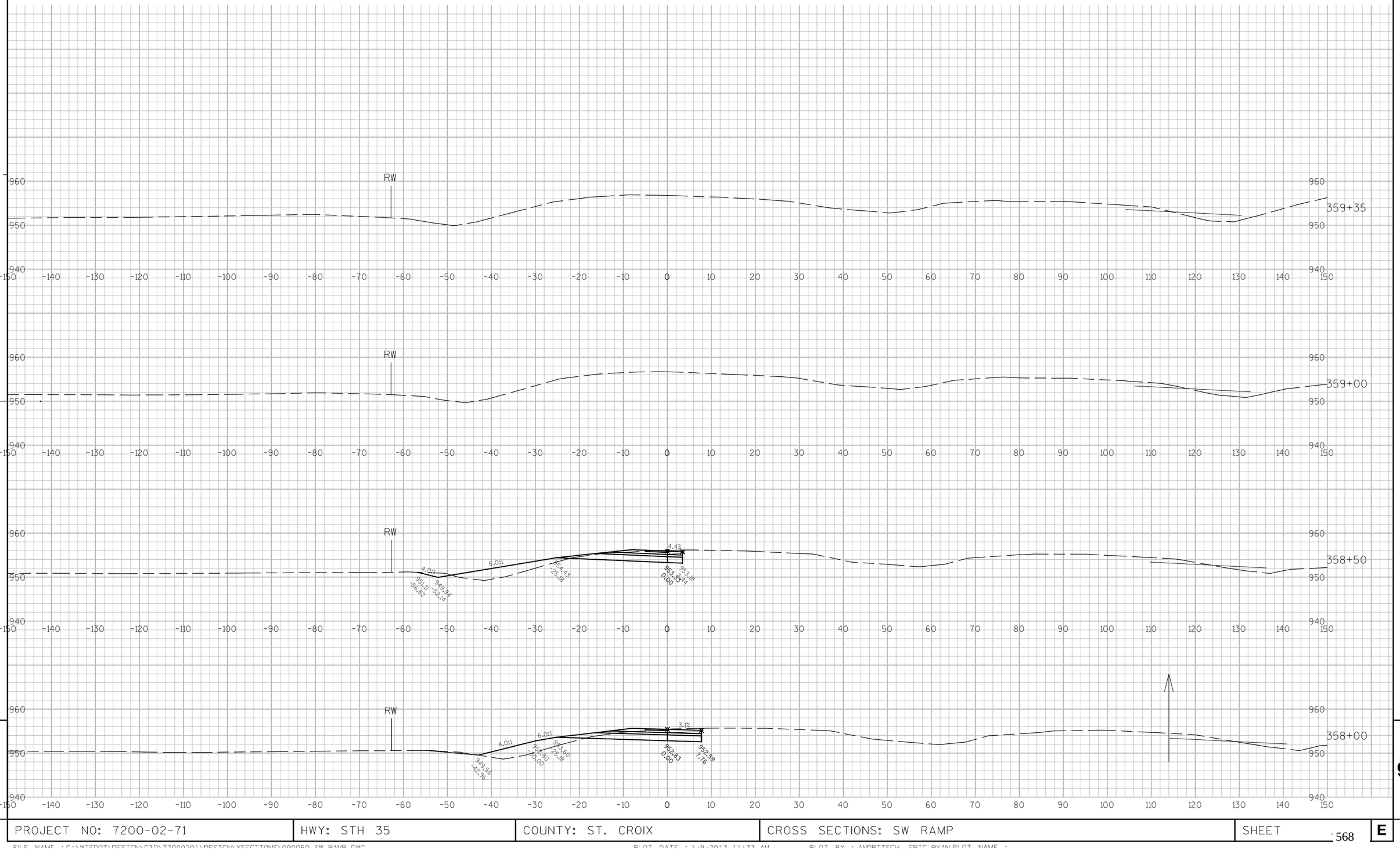
FILE NAME = C:\WISDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\090050_SW_RAMP.DWG PLOT DATE = 1/8/2013 11:33 AM PLOT BY = ANDRTTSCH FRTC RYAN PLOT NAME =



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SW RAMP	SHEET 567

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090050_SW_RAMP.DWG PLOT DATE = 1/8/2013 11:33 AM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME =

9 E 9

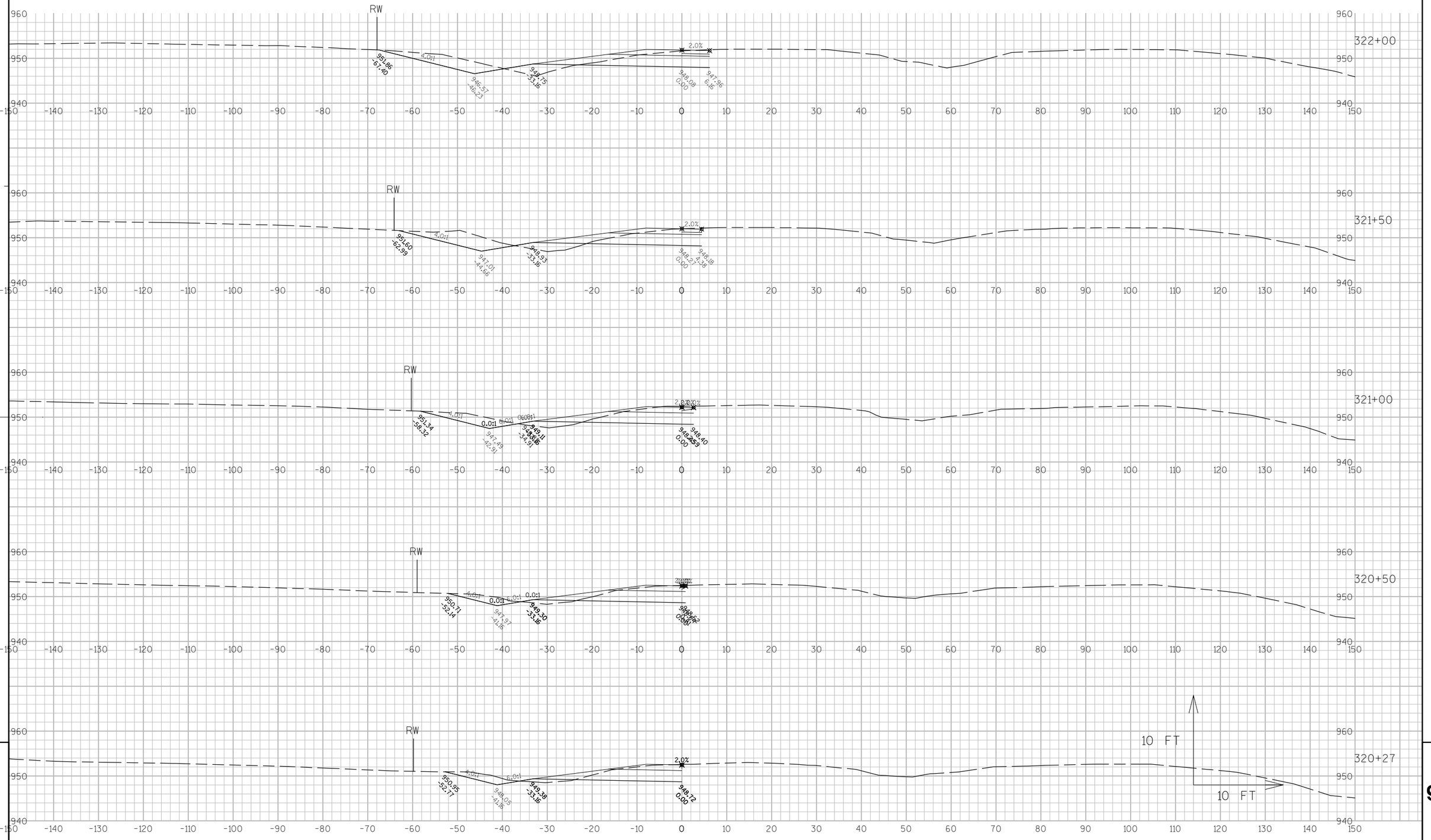


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SW RAMP	SHEET 568

9 9

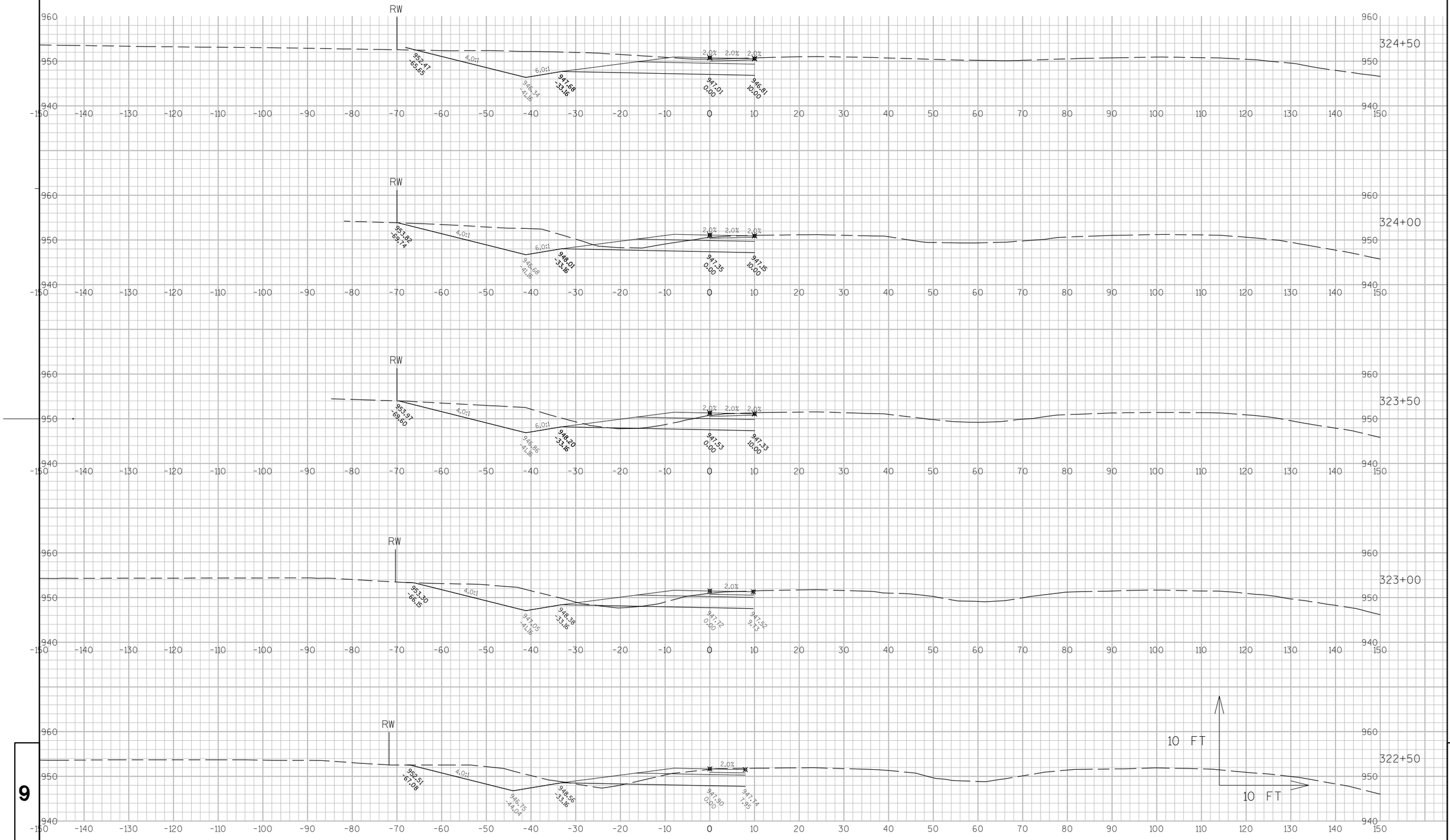
E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090050_SW_RAMP.DWG PLOT DATE: 1/8/2013 11:33 AM PLOT BY: ANDRITSCH FRTC RYAN PLOT NAME:



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SE RAMP	SHEET 569	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080060_SE_RAMP.DWG PLOT DATE = 1/8/2013 10:47 AM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT

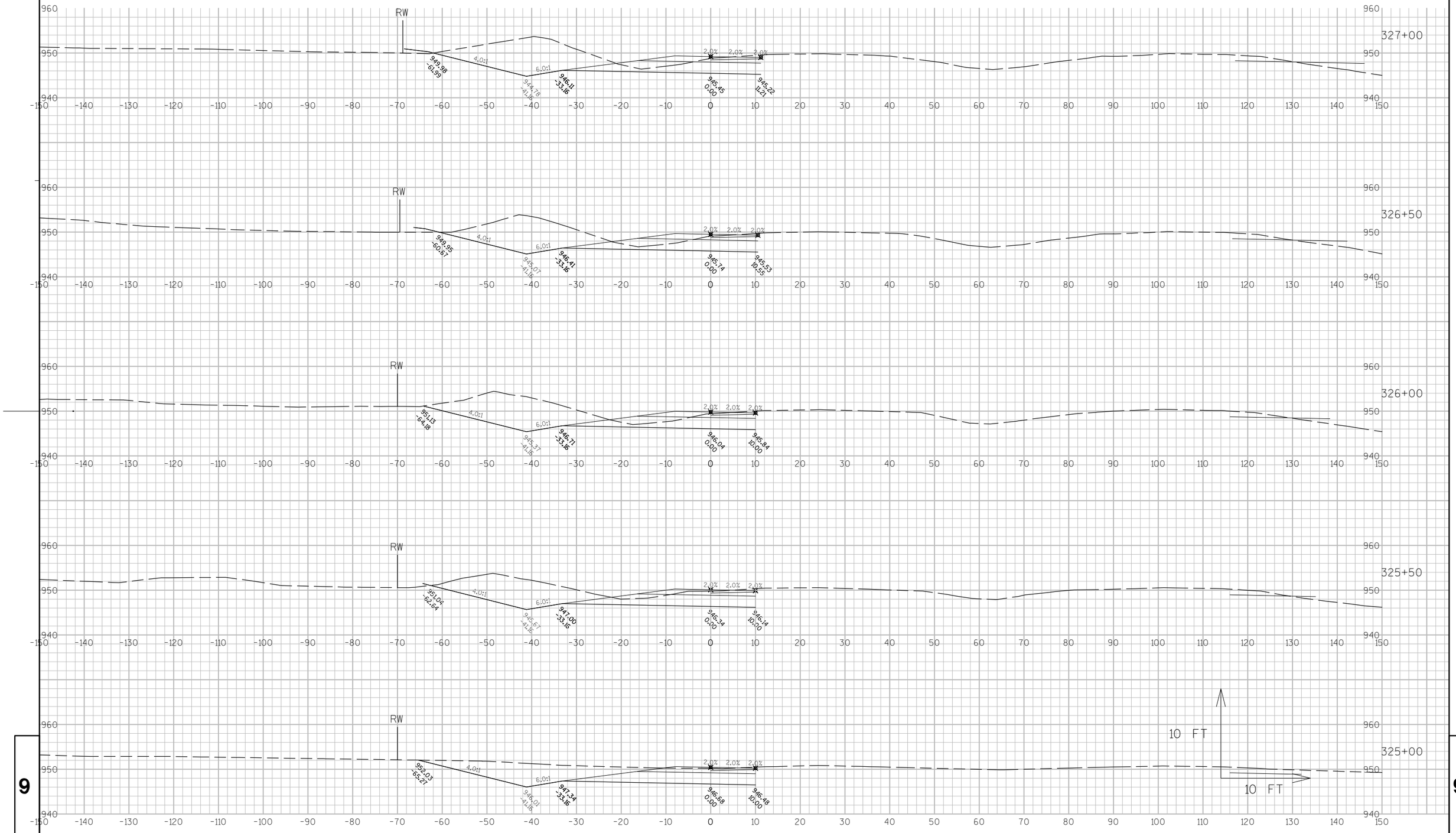


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SE RAMP	SHEET 570	E

FILE NAME = C:\WISDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\090060_SE_RAMP.DWG PLOT DATE = 1/8/2013 10:47 AM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME = PLOT SCALE = 1.IN=20.FT

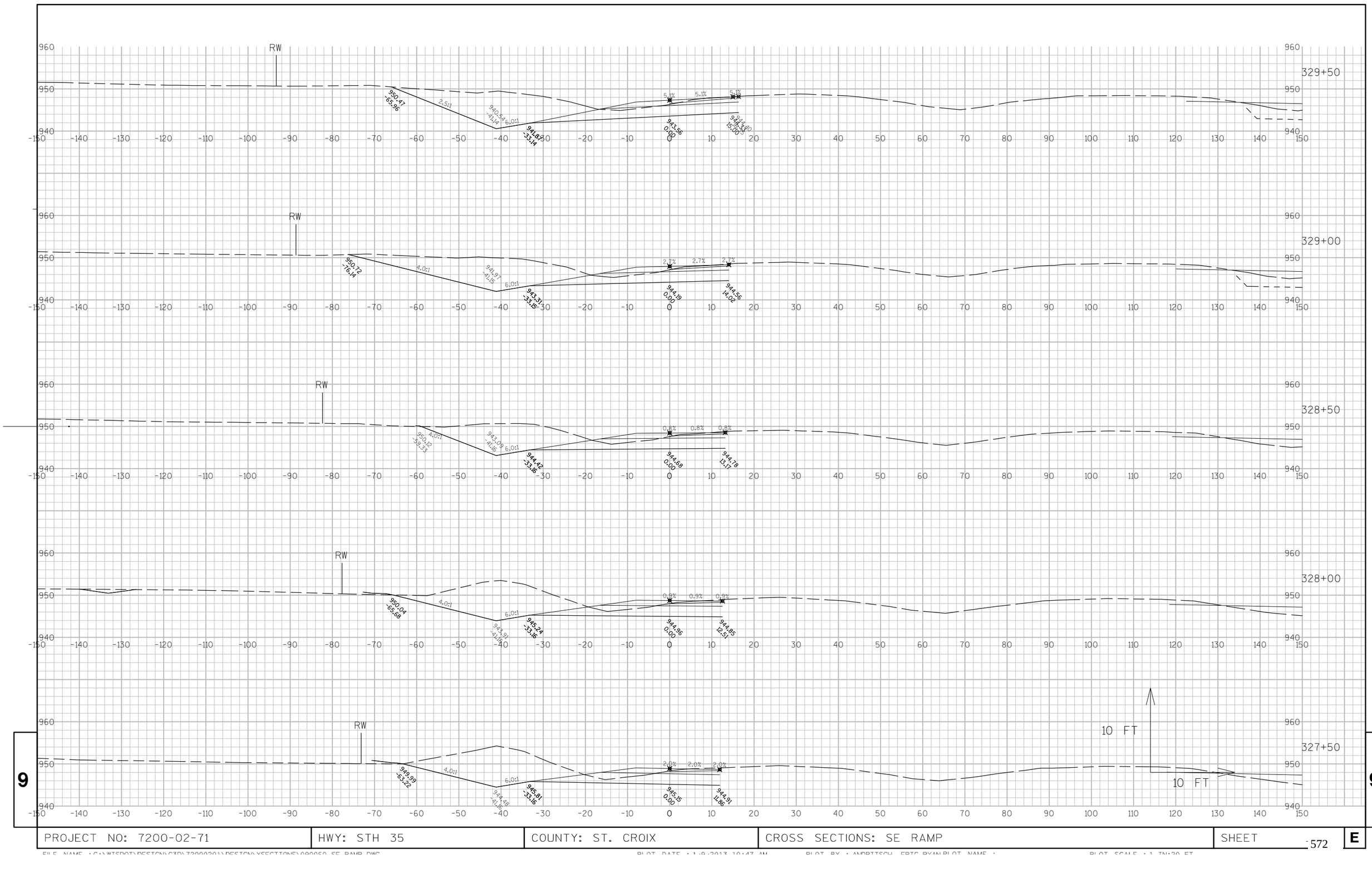


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SE RAMP	SHEET 571	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090060_SE_RAMP.DWG PLOT DATE = 1/8/2013 10:47 AM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT



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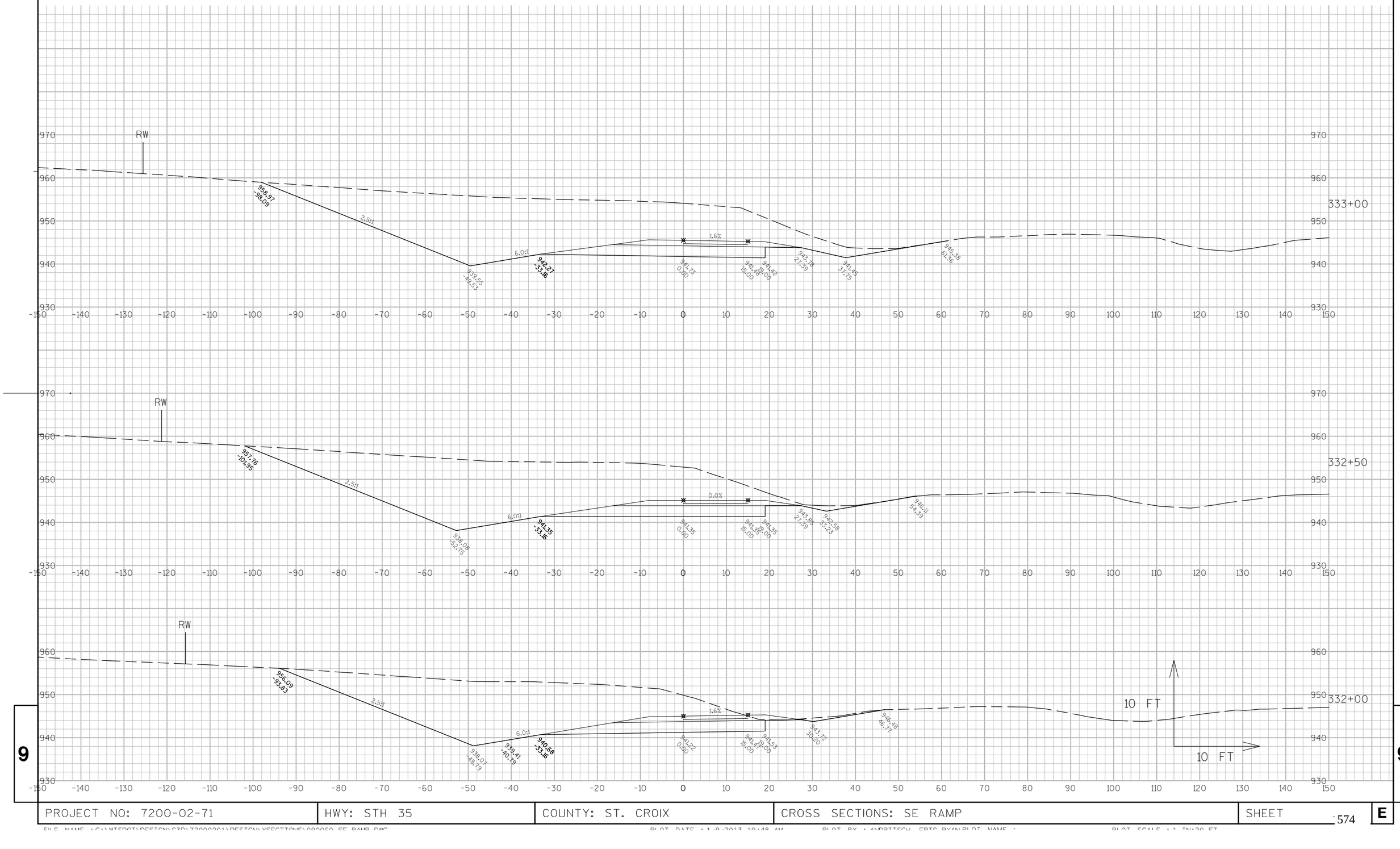
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SE RAMP	SHEET E

FILE NAME = C:\WTSDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080060_SE_RAMP.DWG PLOT DATE = 1/8/2013 10:47 AM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT

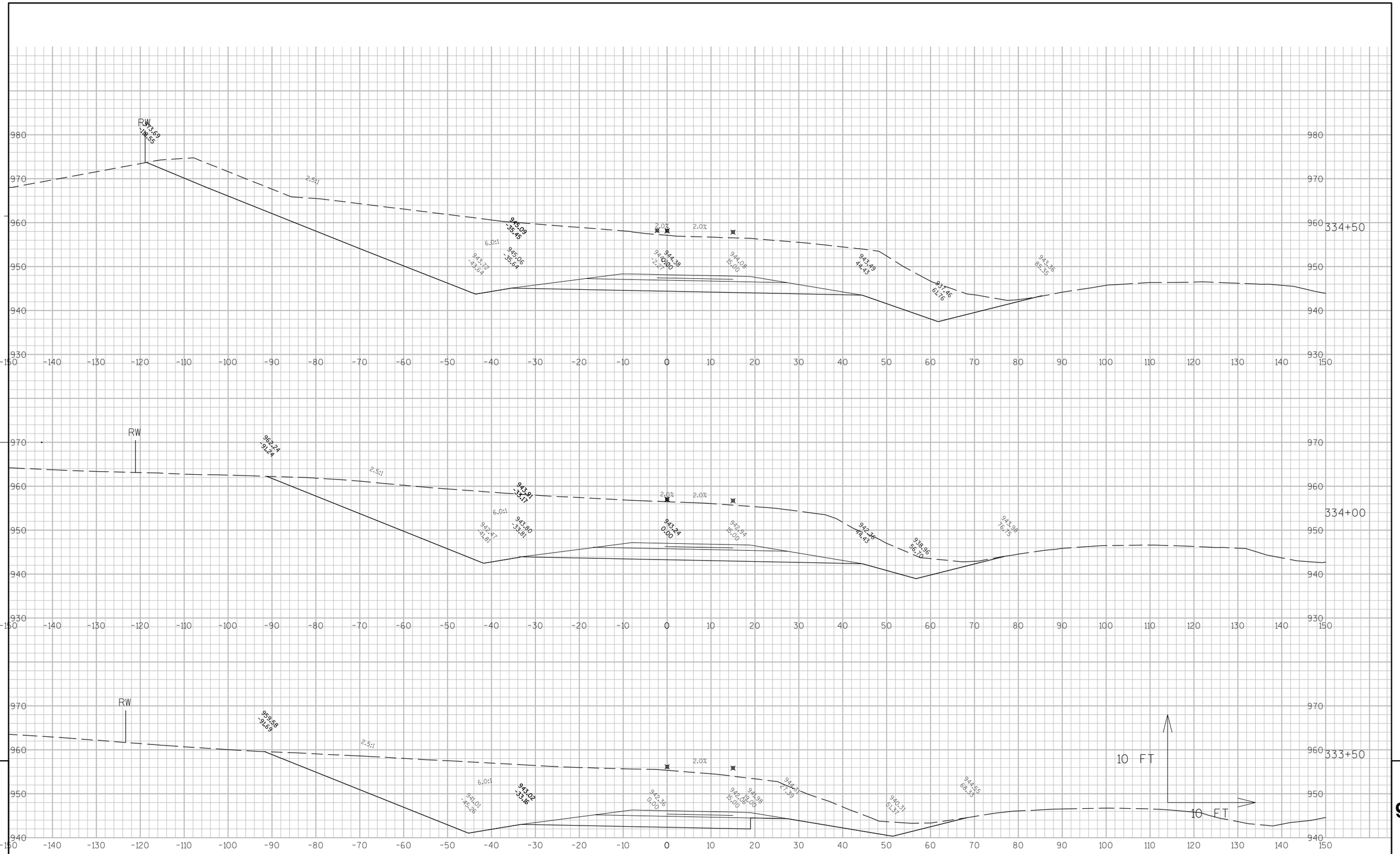
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SE RAMP	SHEET 573 E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\000060_SE_RAMP.DWG PLOT DATE = 1/8/2013 10:48 AM PLOT BY = ANDRTISCH FRTC RYAN PLOT NAME = PLOT SCALE = 1.IN=20.FT



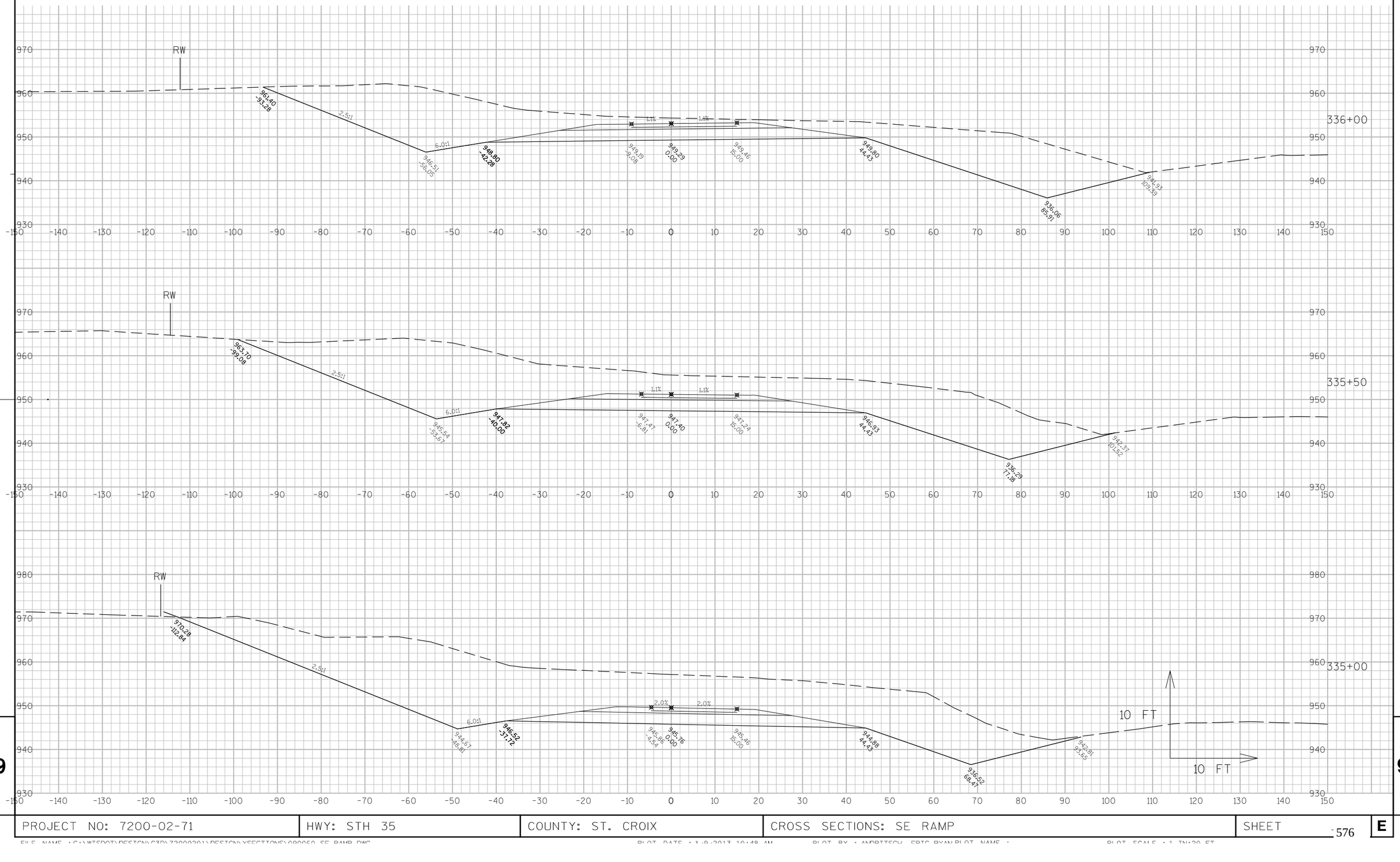
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SE RAMP	SHEET 574	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080060_SE_RAMP.DWG PLOT DATE = 1/8/2013 10:48 AM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME = PLOT SCALE = 1.IN=20.FT



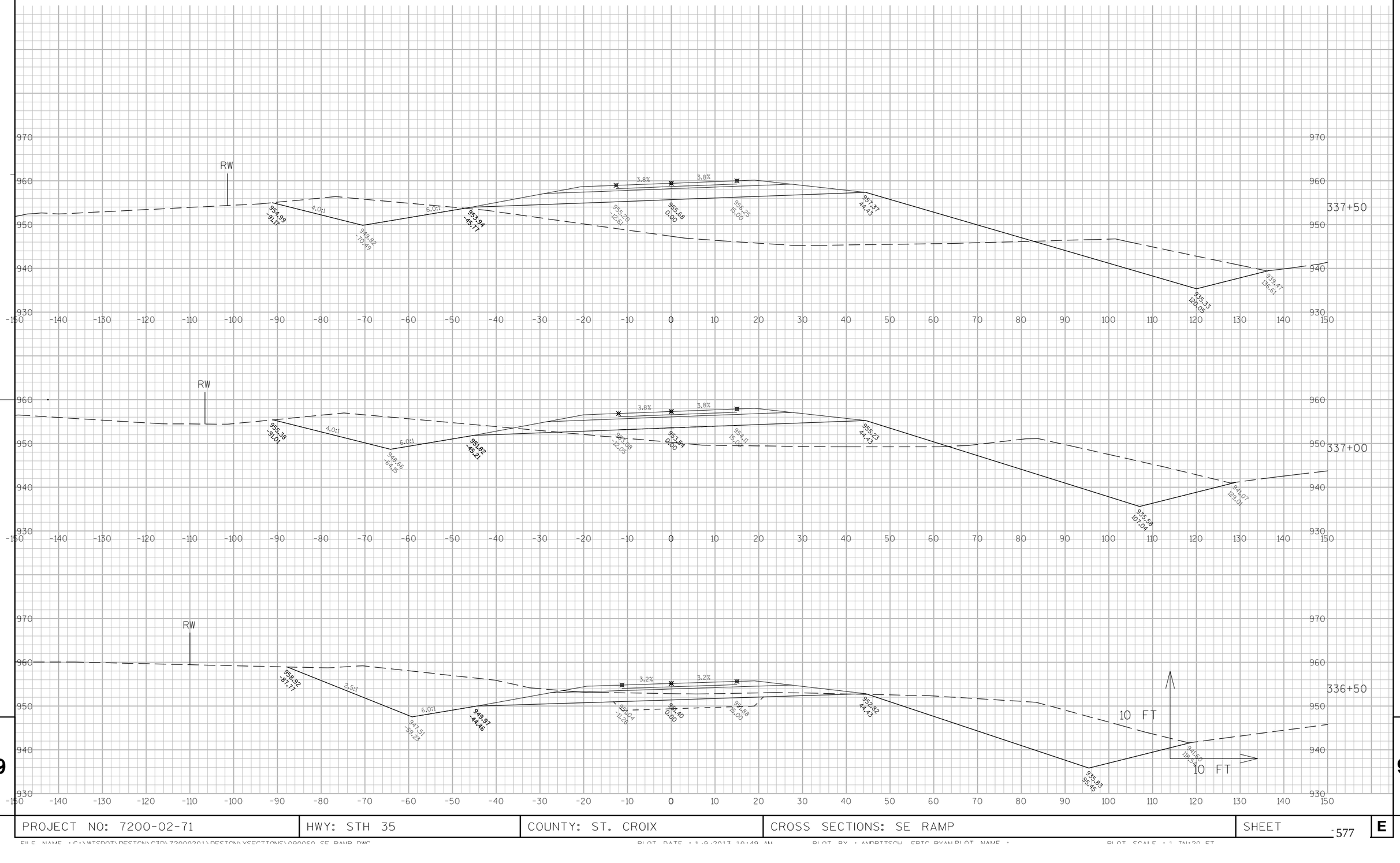
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SE RAMP	SHEET 575	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080060_SE_RAMP.DWG PLOT DATE = 1/8/2013 10:48 AM PLOT BY = ANDRTISCH ERTC RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SE RAMP	SHEET 576	E

FILE NAME = C:\WISDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\080060_SE_RAMP.DWG PLOT DATE = 1/8/2013 10:48 AM PLOT BY = ANDRTISCH ERIC RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT



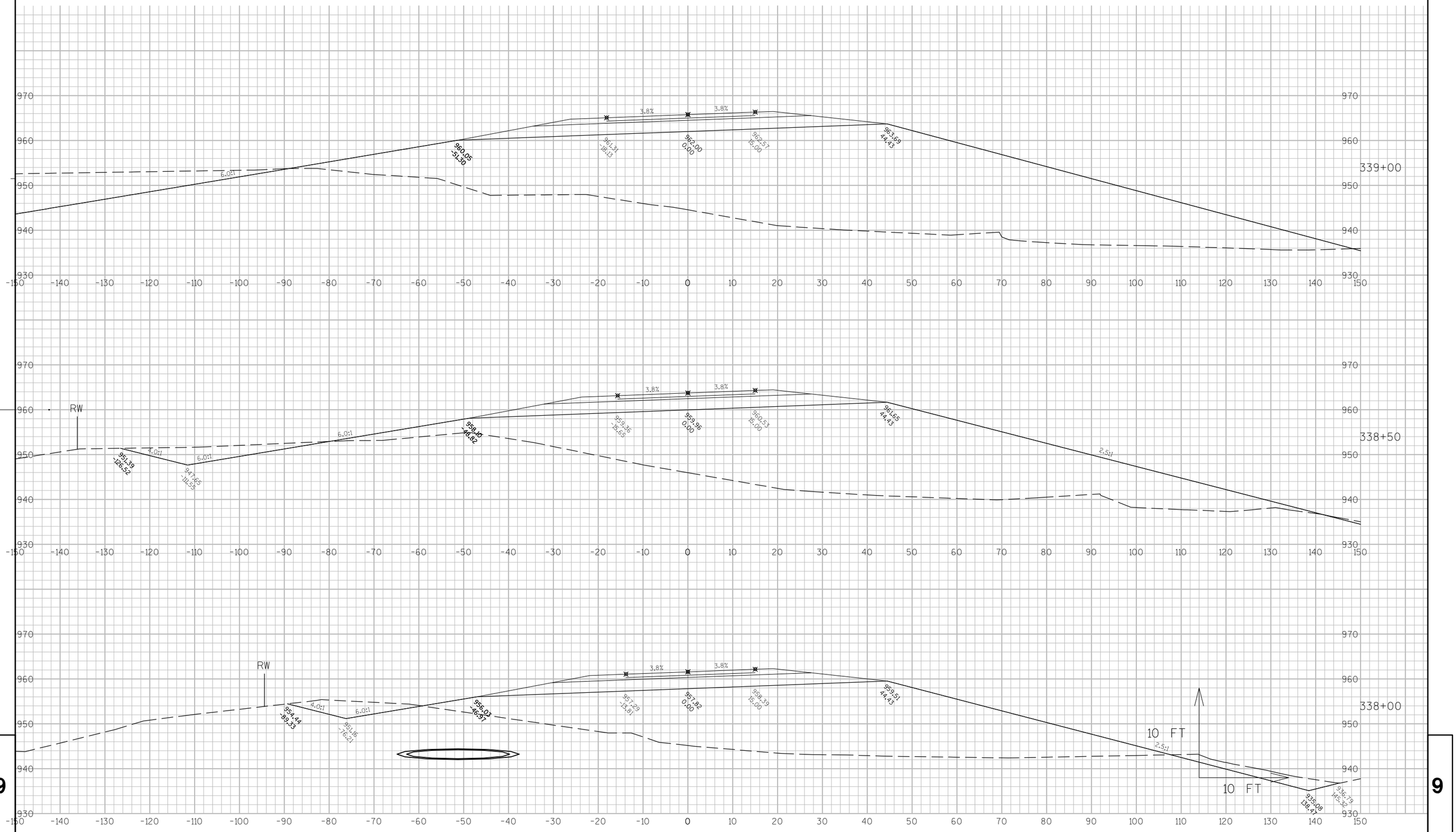
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SE RAMP	SHEET 577	E

FILE NAME = C:\WTSDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\080060_SE_RAMP.DWG PLOT DATE = 1/8/2013 10:49 AM PLOT BY = ANDRTTSCH ERTC RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT

339+00

338+50

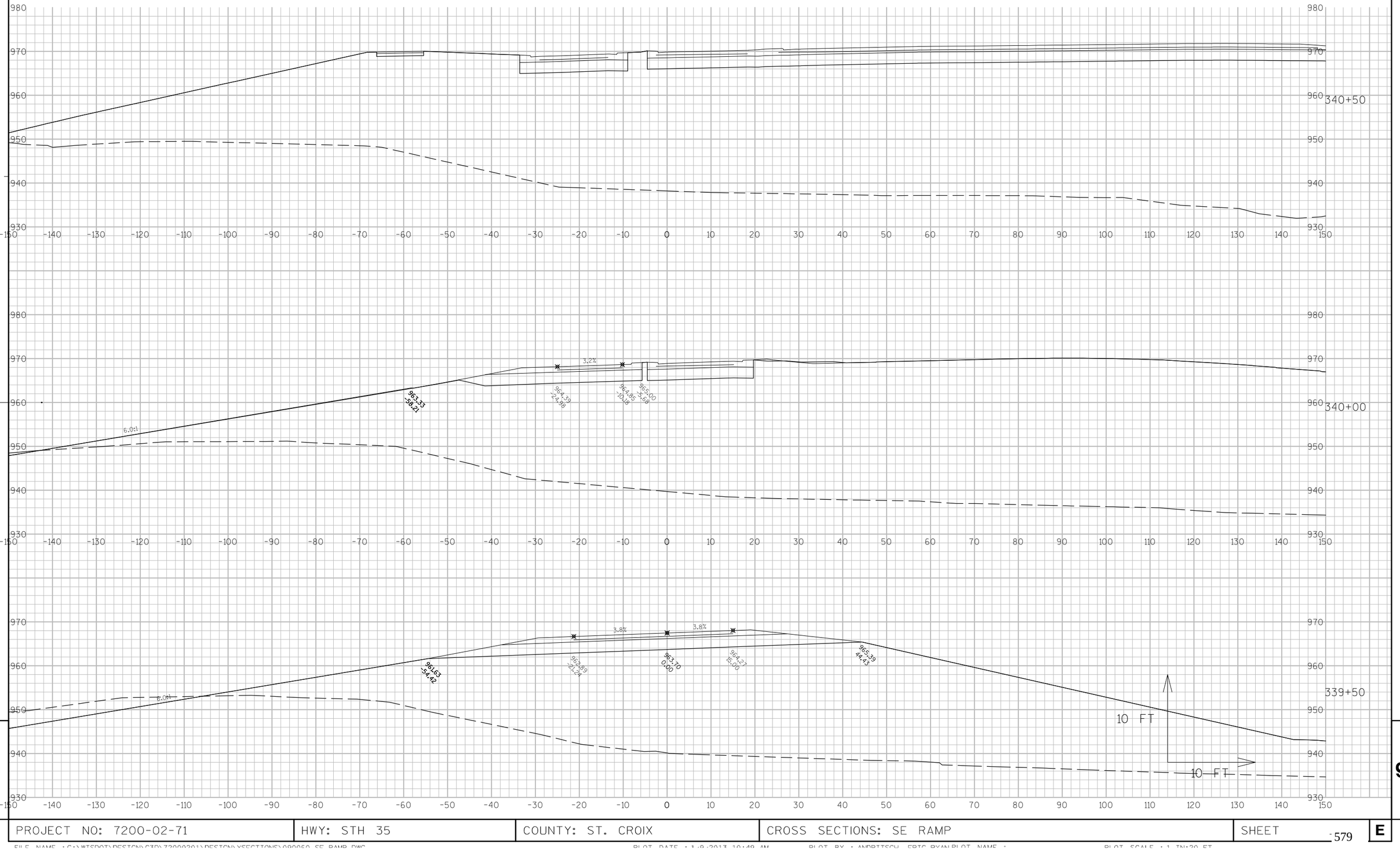
338+00



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SE RAMP	SHEET 578

FILE NAME = C:\WISDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\090060_SE_RAMP.DWG PLOT DATE = 1/8/2013 10:48 AM PLOT BY = ANDRTISCH ERTC RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT

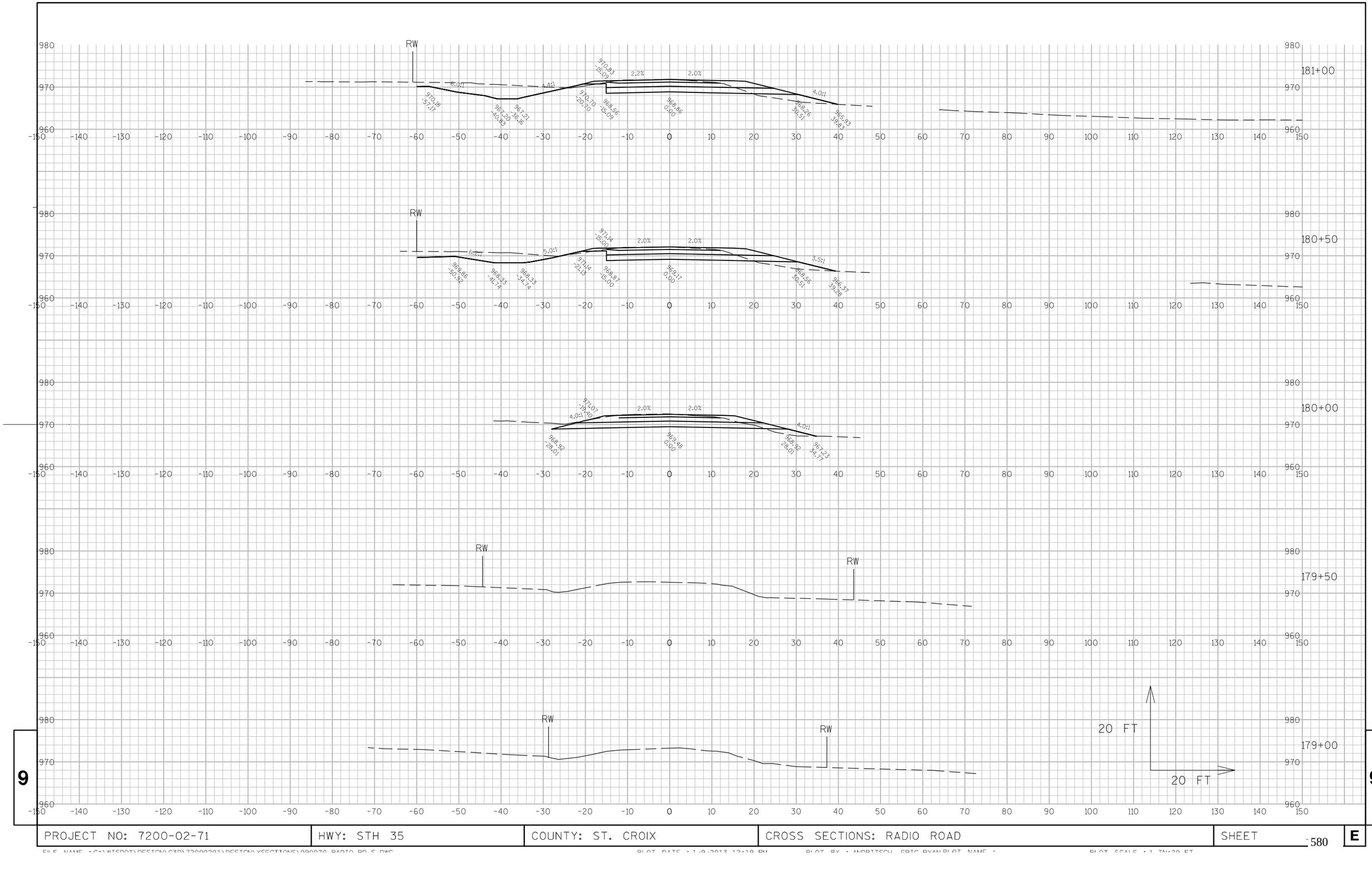
9 E 9



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: SE RAMP	SHEET 579

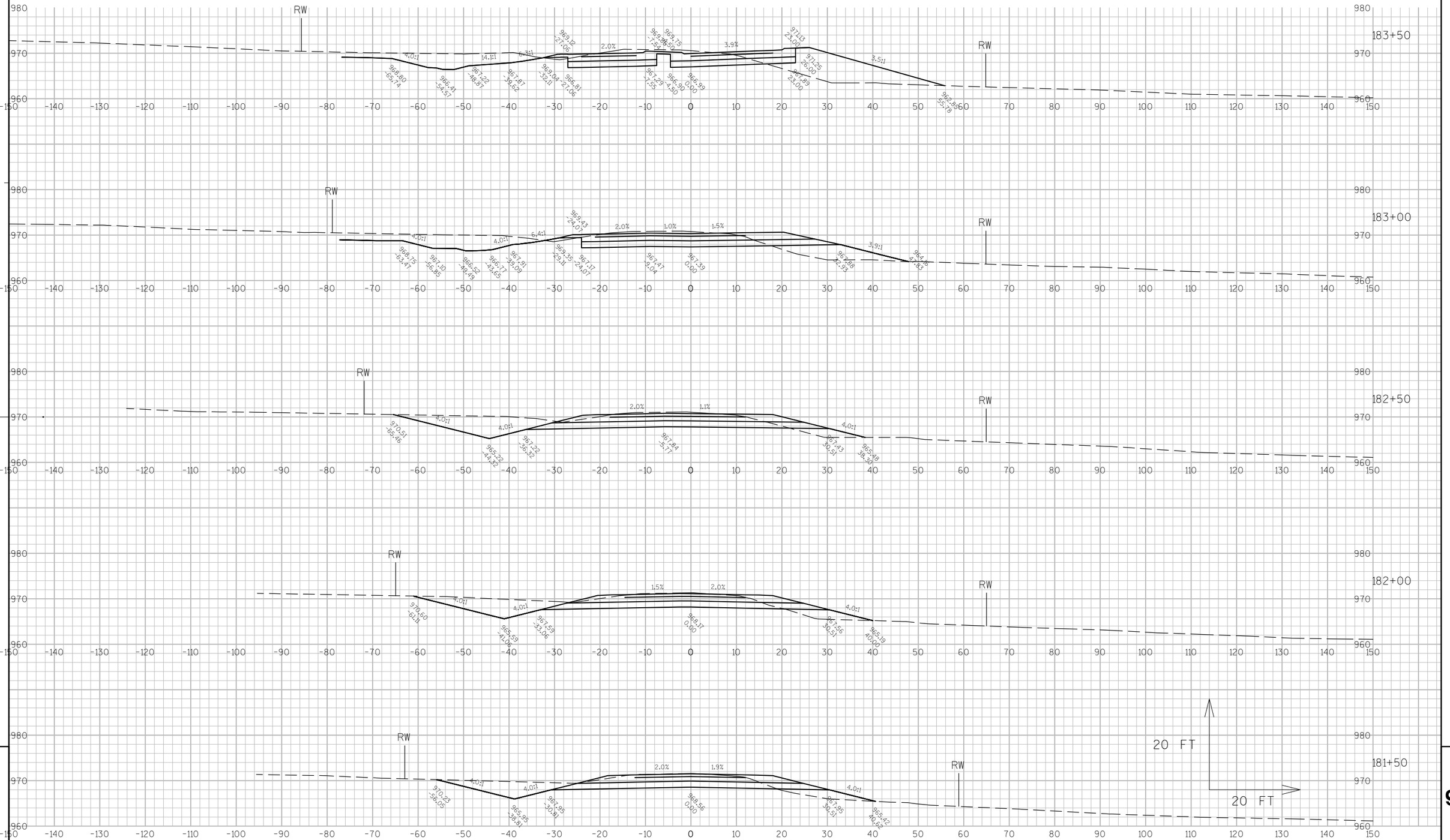
FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090060_SE_RAMP.DWG PLOT DATE = 1/8/2013 10:48 AM PLOT BY = ANDRITSCH_ERIC_RYAN PLOT NAME = PLOT SCALE = 1.IN=20.FT

9 E 9



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET 580	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080070_RADIO_RD_S.DWG PLOT DATE = 1/8/2013 12:19 PM PLOT BY = ANDRTISCH ERTC RYAN PLOT NAME = PLOT SCALE = 1 IN:20 FT

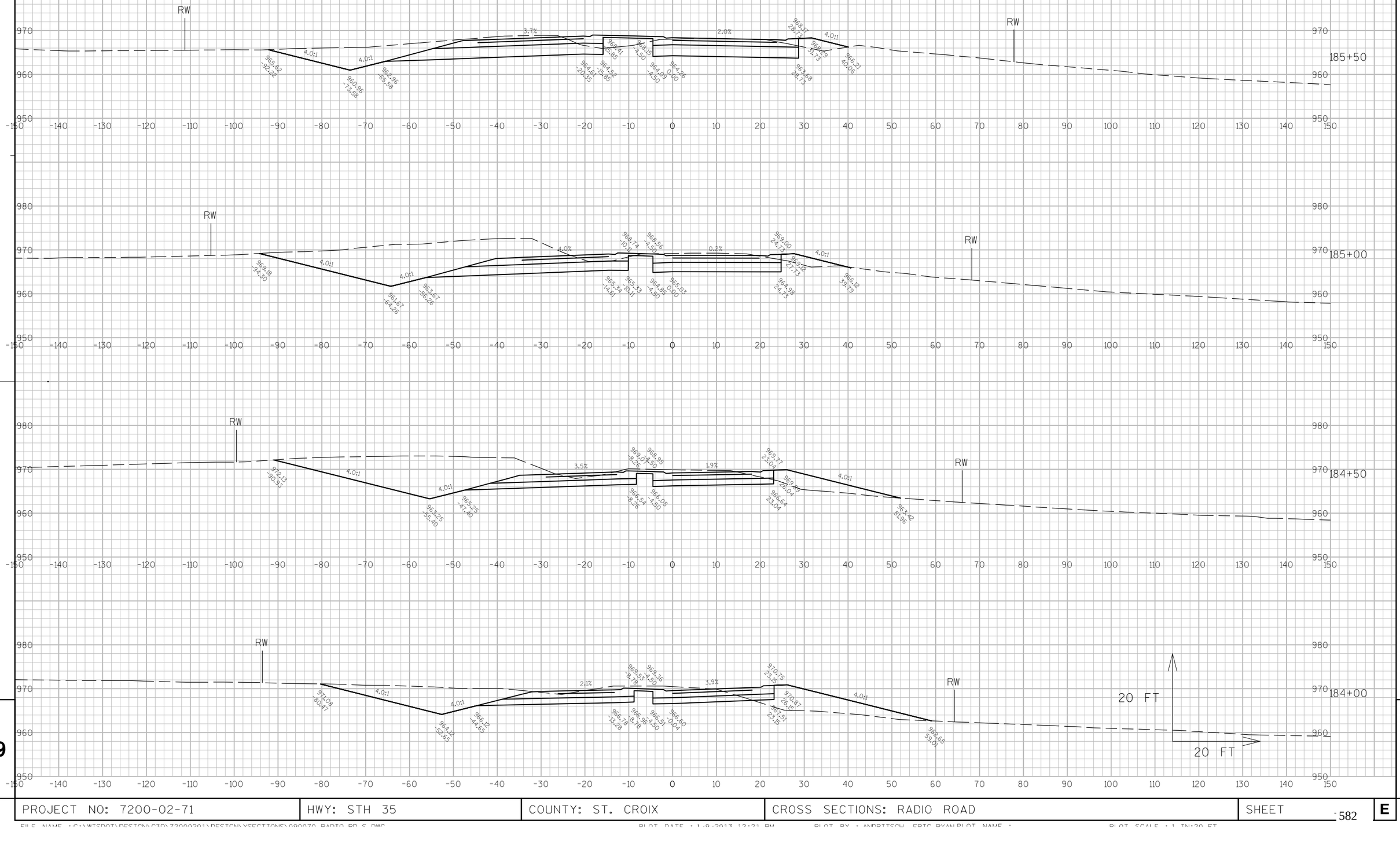


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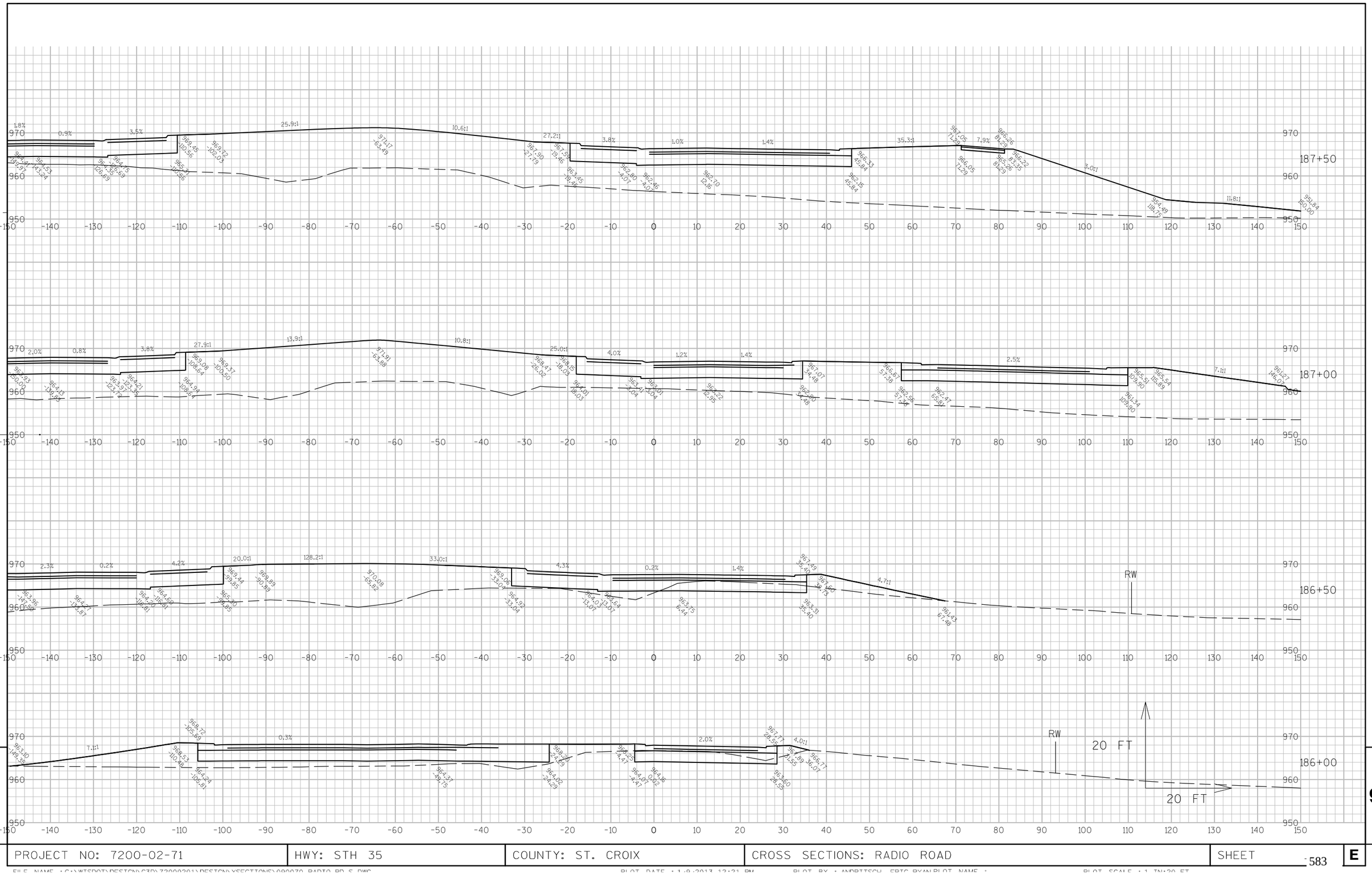
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET 581	E

FILE NAME = C:\WISDOT\DESIGN\C3D\7200201\DESIGN\XSECTIONS\090070_RADIO_RD_S.DWG PLOT DATE = 1/8/2013 12:20 PM PLOT BY = ANDRITSCH PLOT NAME = PLOT SCALE = 1 IN=20 FT



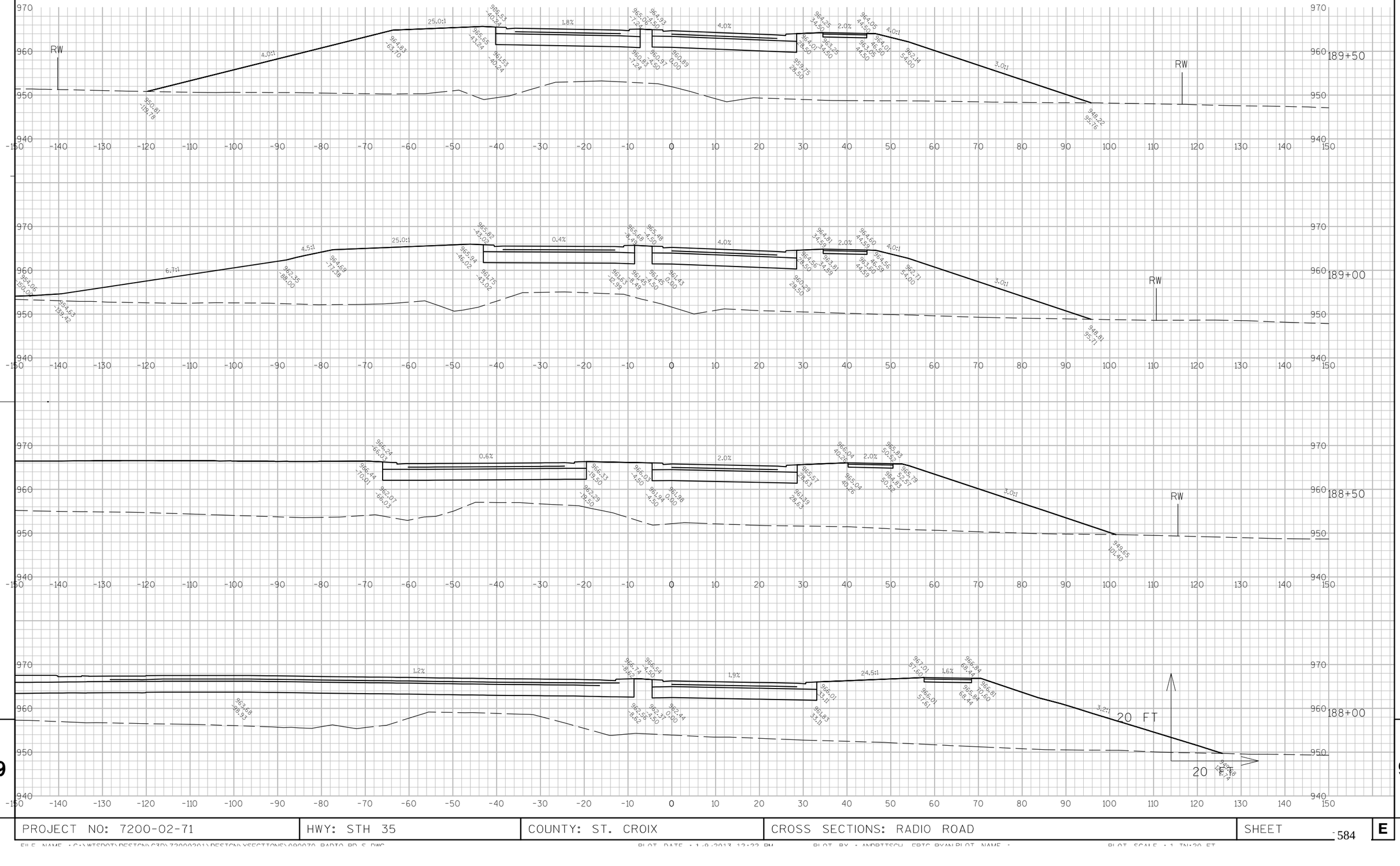
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET E

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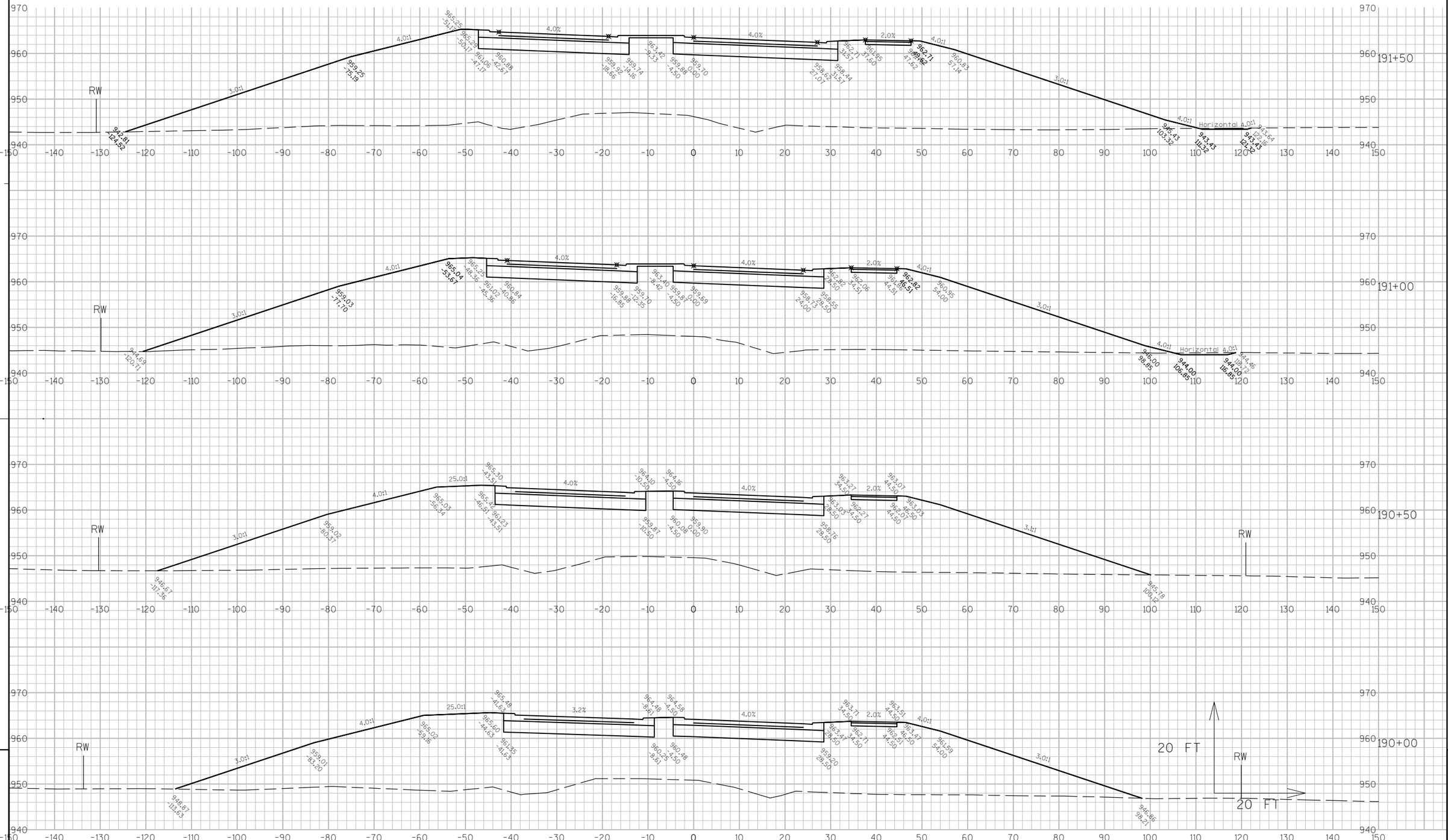
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET 583 E

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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET

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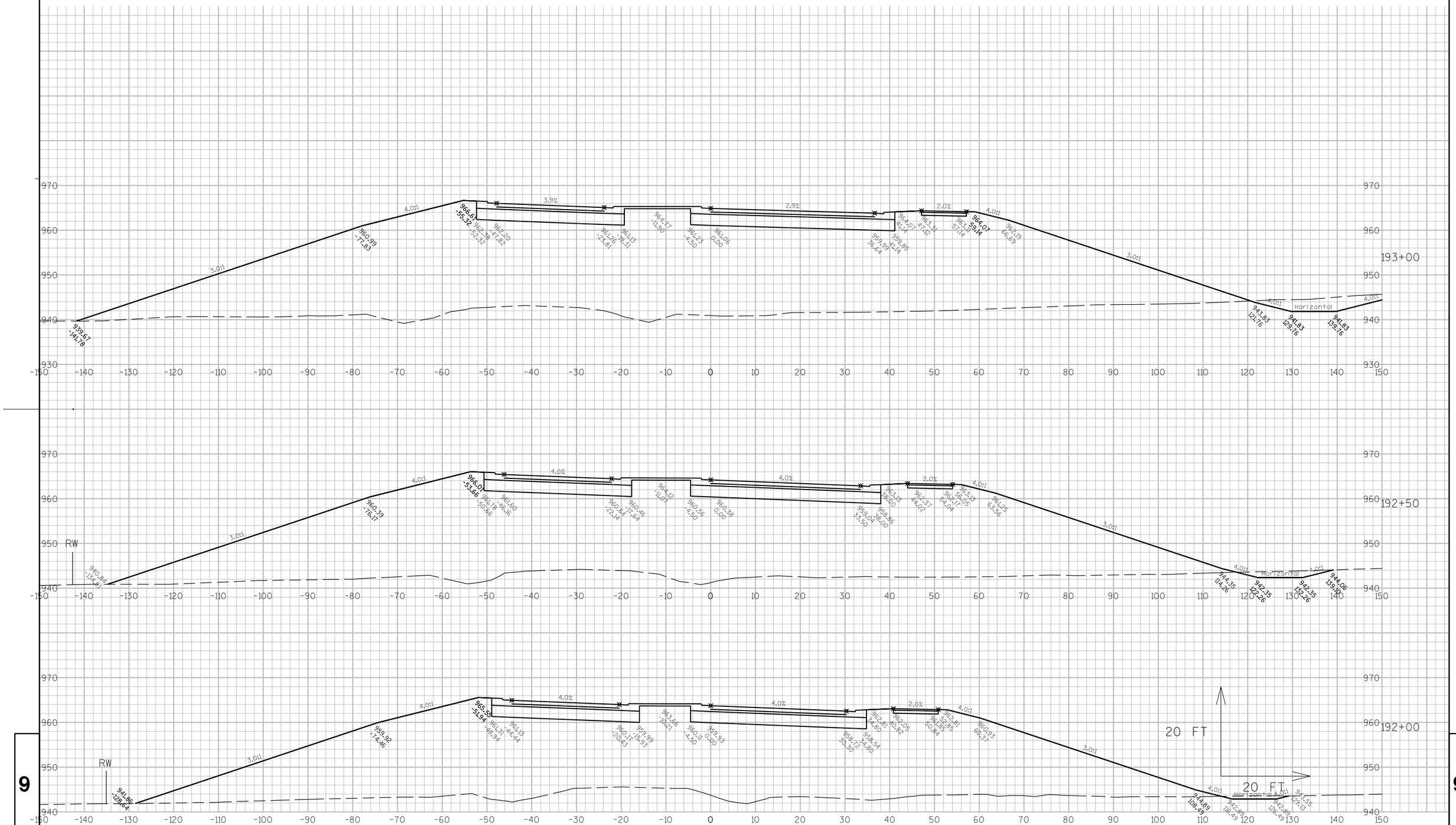


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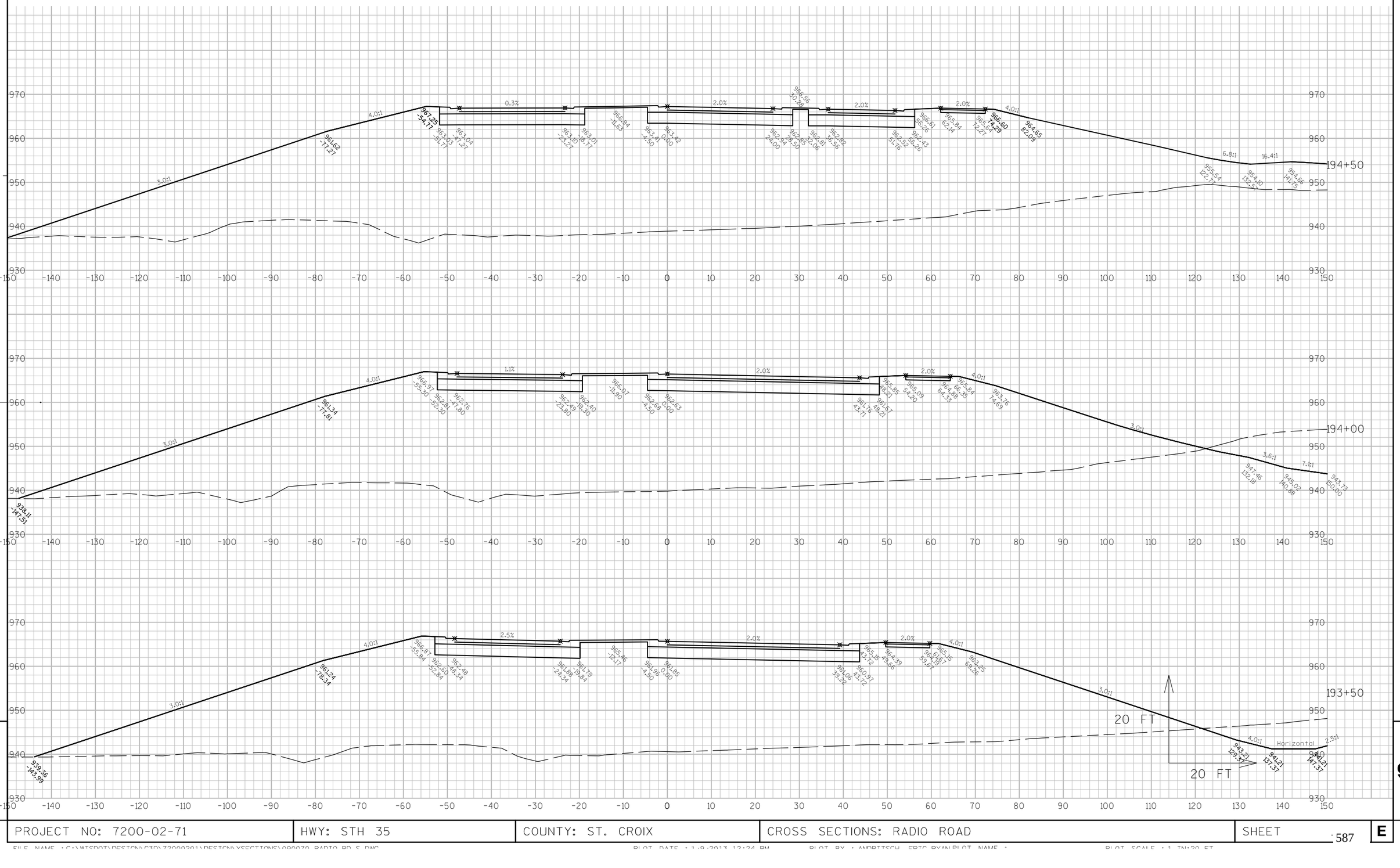
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET	E

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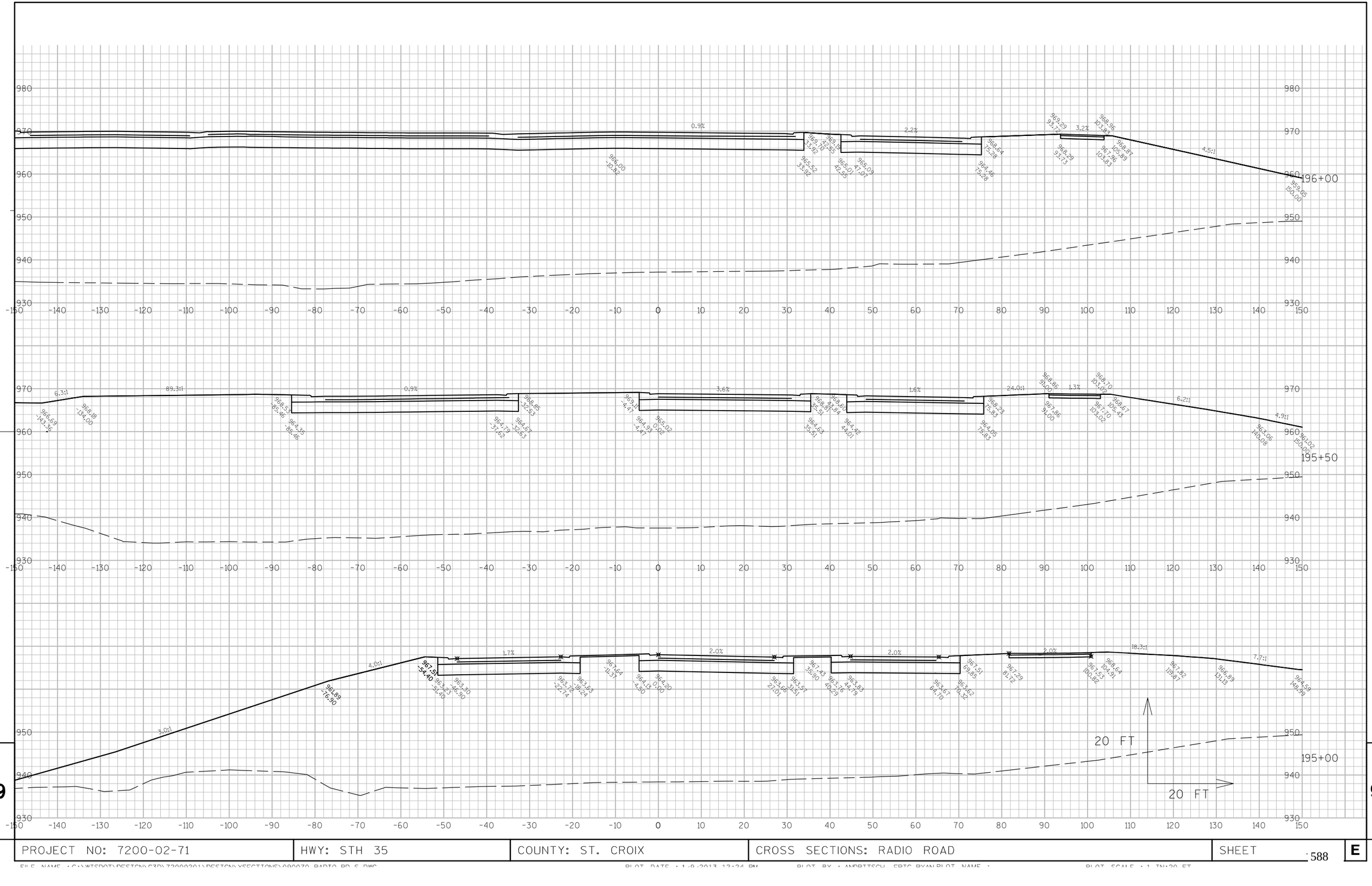
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET 587

FILE NAME = C:\WTSPOT\DESTCON\C3D\72000201\DESTCON\XSECTIONS\090070_RADIO_RD_S.DWG PLOT DATE = 1/8/2013 12:24 PM PLOT BY = ANDRTTSCH FRTC RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT



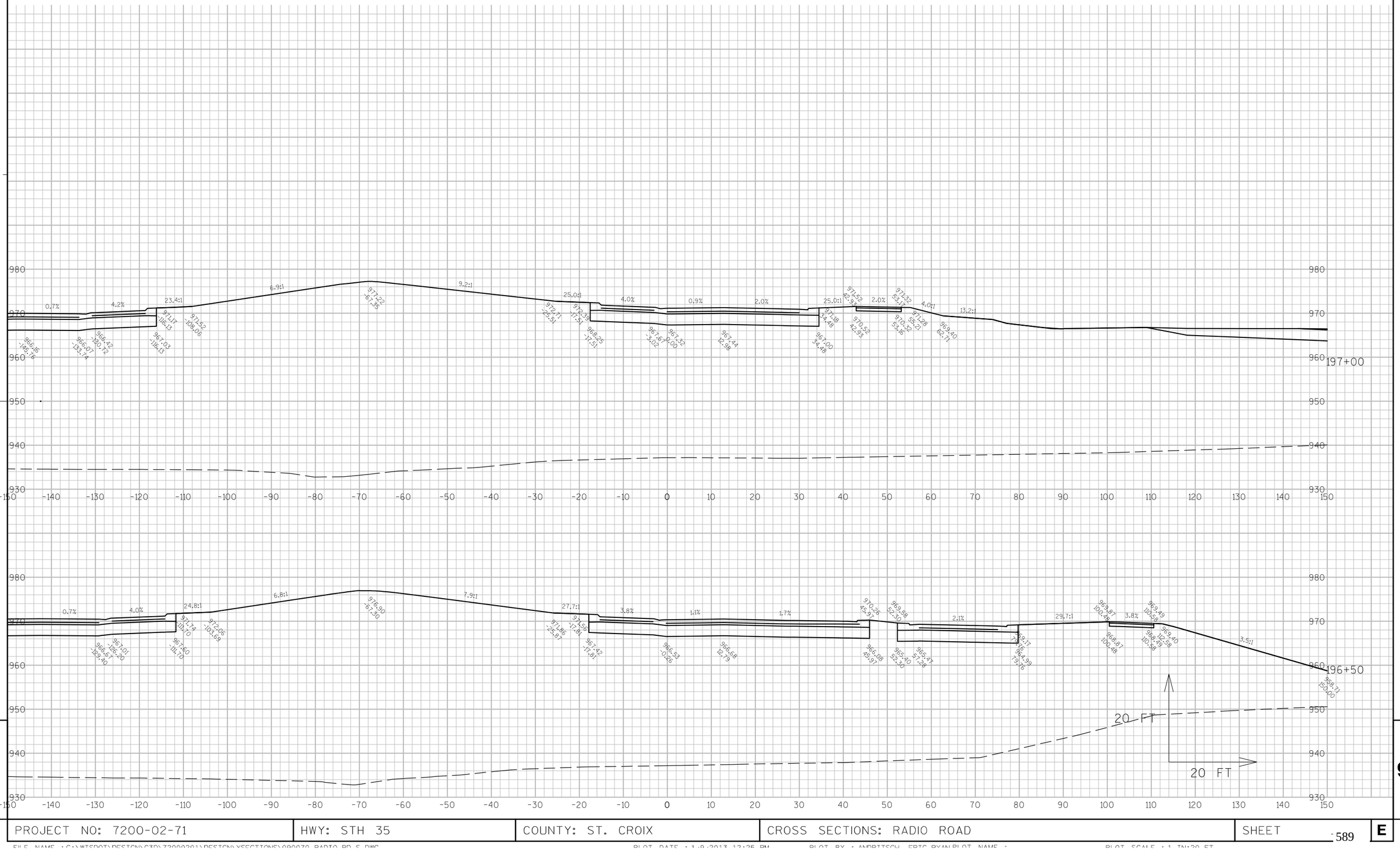
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET

E

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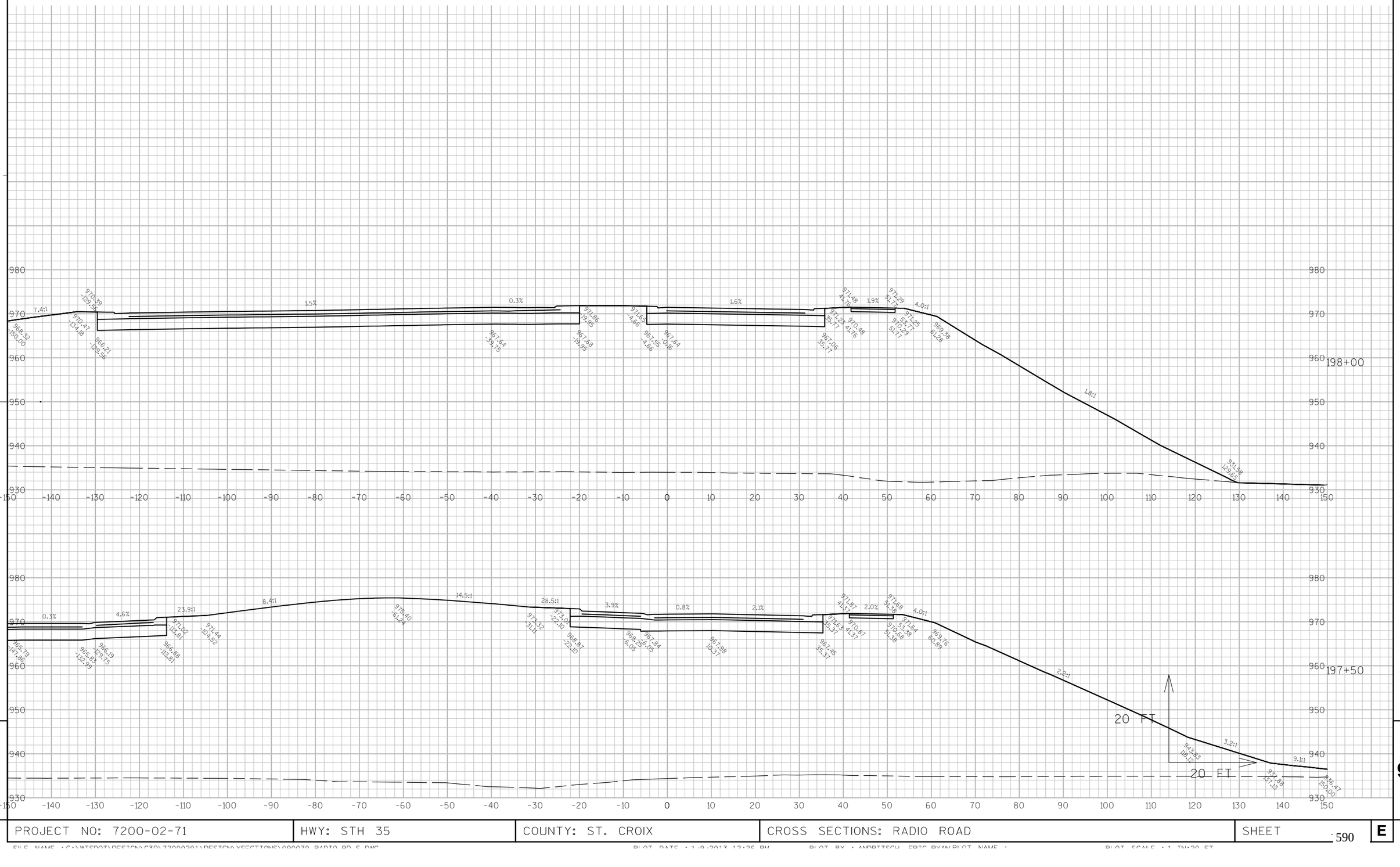
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET

FILE NAME: C:\WTSDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090070_RADIO_RD_S.DWG PLOT DATE: 1/8/2013 12:25 PM PLOT BY: ANDRTISCH FRTC RYAN PLOT NAME: PLOT SCALE: 1 IN=20 FT



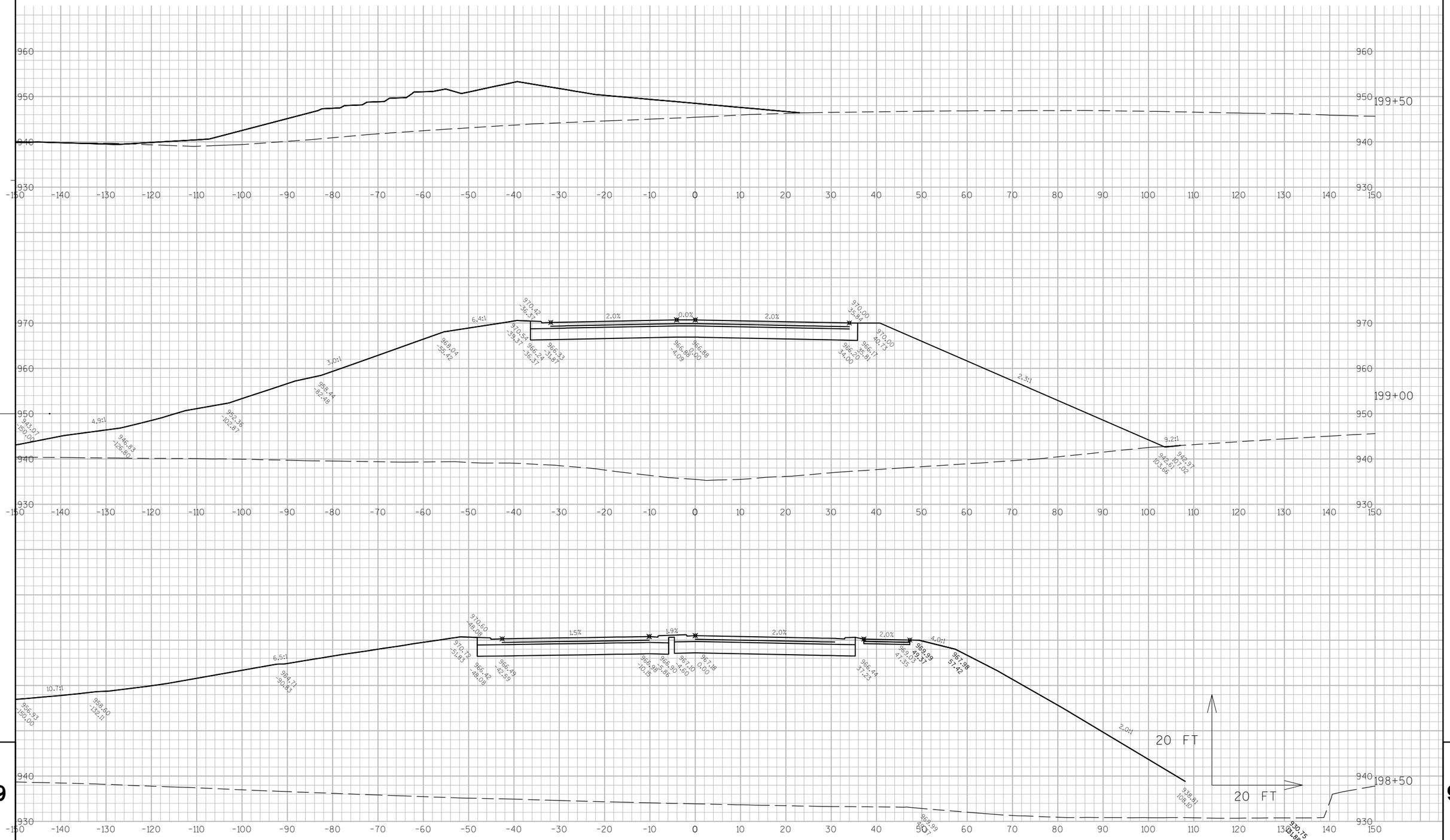
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET

E

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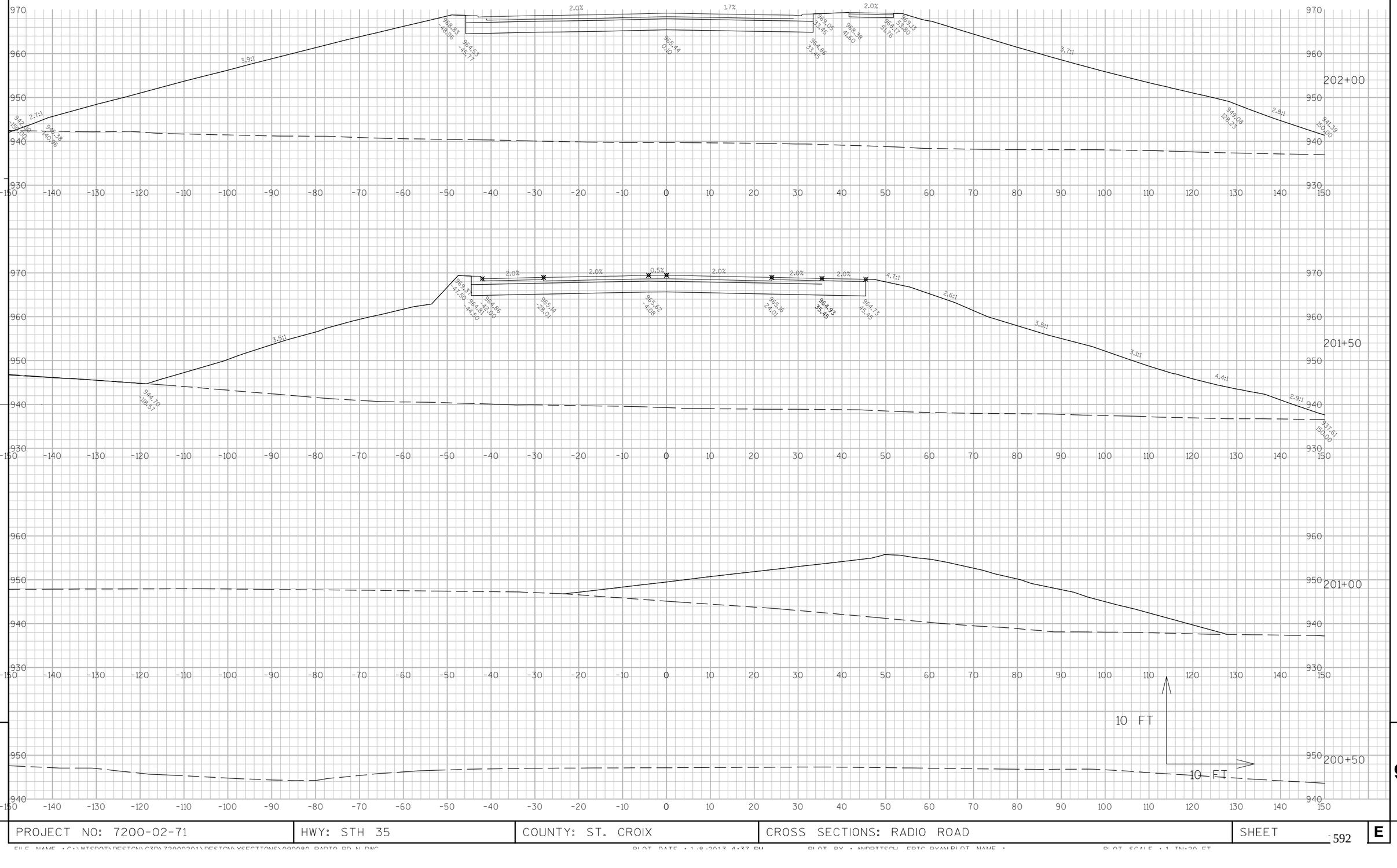
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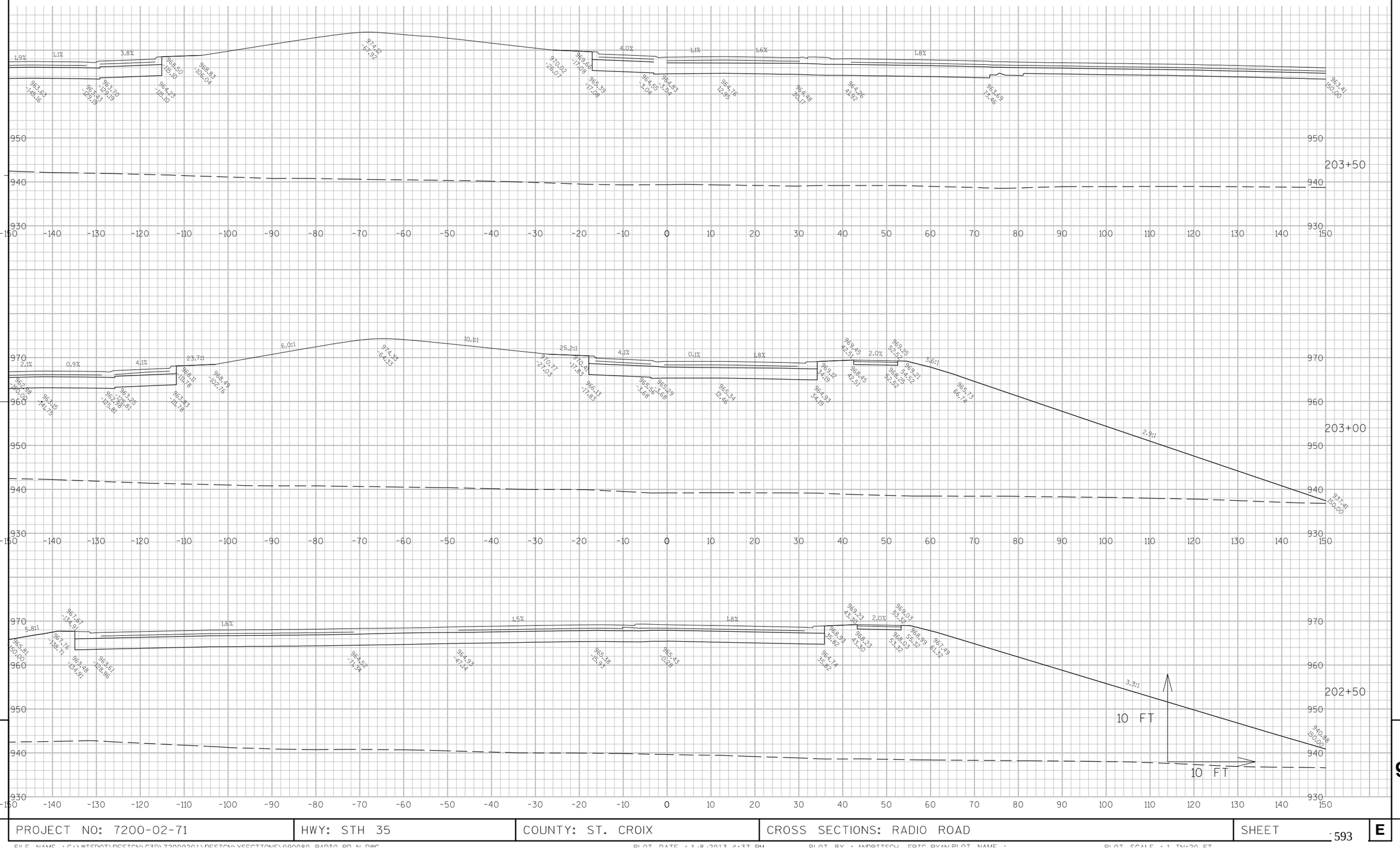


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET 591 E

FILE NAME = C:\WTSDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\090070_RADIO_RD_S.DWG PLOT DATE = 1/8/2013 12:27 PM PLOT BY = ANDRTISCH_ERTC_RYAN PLOT NAME = PLOT SCALE = 1 IN:20 FT



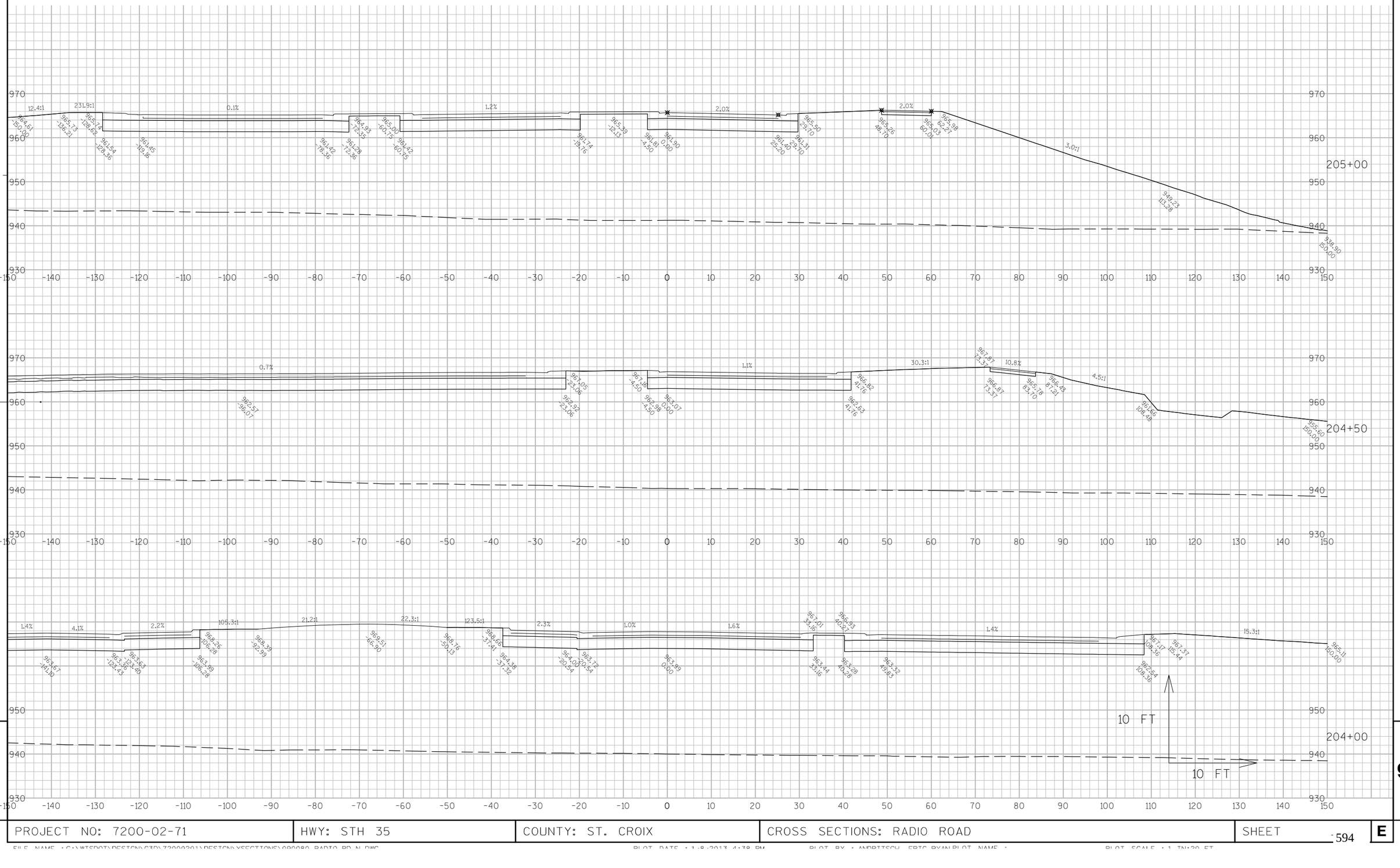
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET



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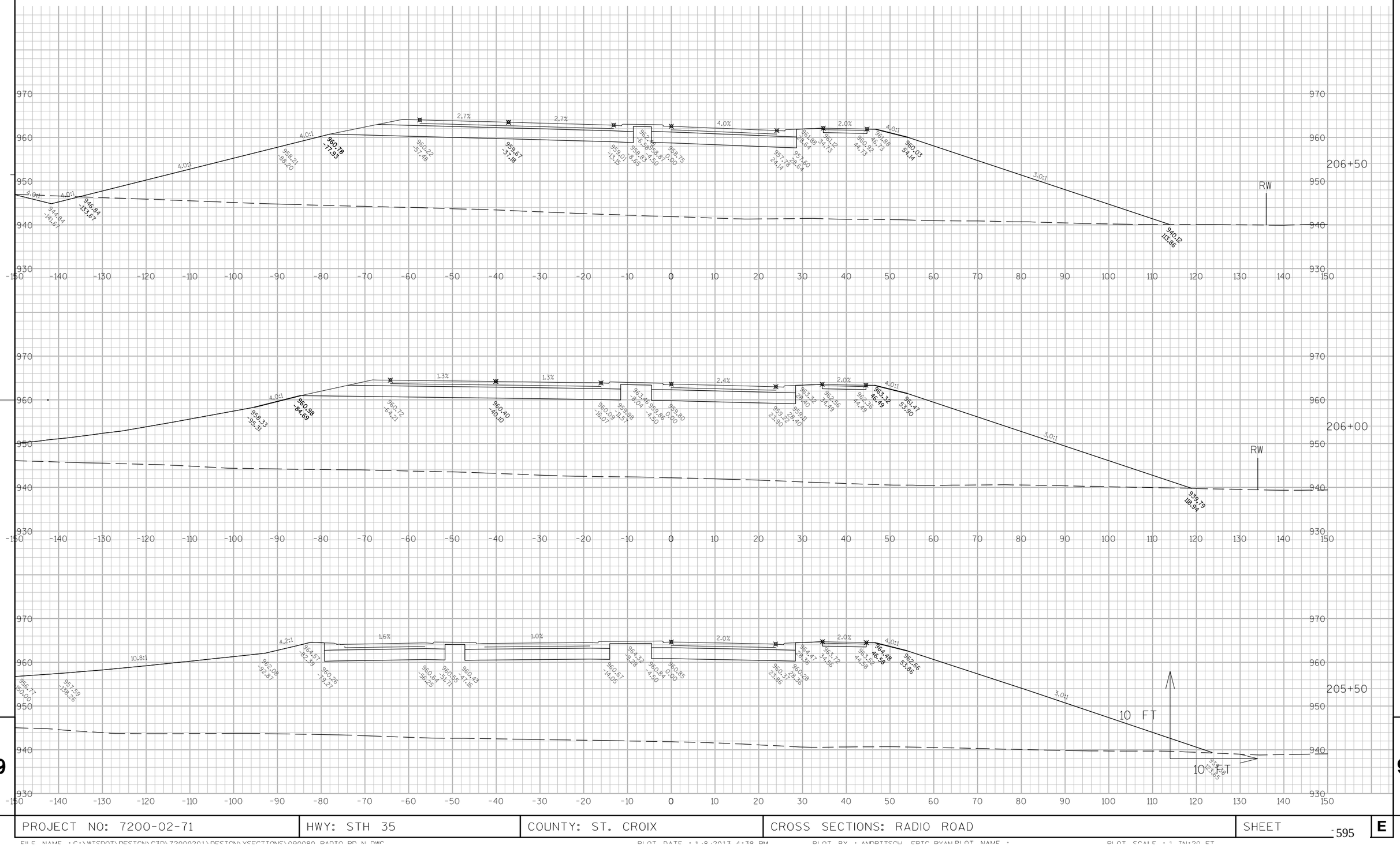
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET 593	E



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET

FILE NAME = C:\WISDOT\DESIGN\C3D\7200201\DESIGN\XSECTIONS\080080_RADIO_RD_N.DWG PLOT DATE = 1/8/2013 4:38 PM PLOT BY = ANDRITSCH ERTC RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT



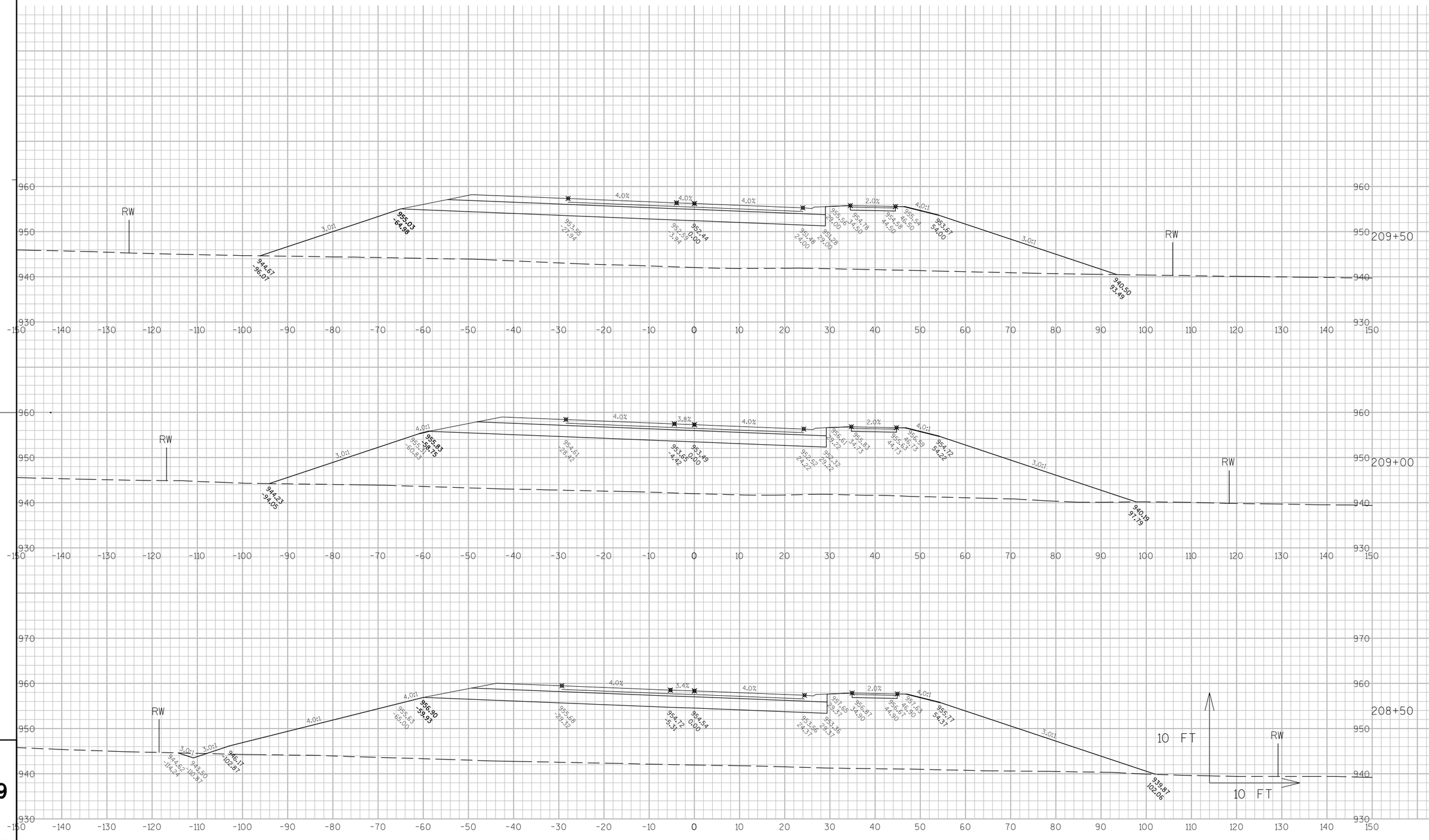
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET 595

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9 E 9

PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET

FILE NAME: C:\WTSPOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090080_RADIO_RD_N.DWG PLOT DATE: 1/8/2013 4:38 PM PLOT BY: ANDRITSCH, ERIC RYAN PLOT NAME: PLOT SCALE: 1 IN:20 FT



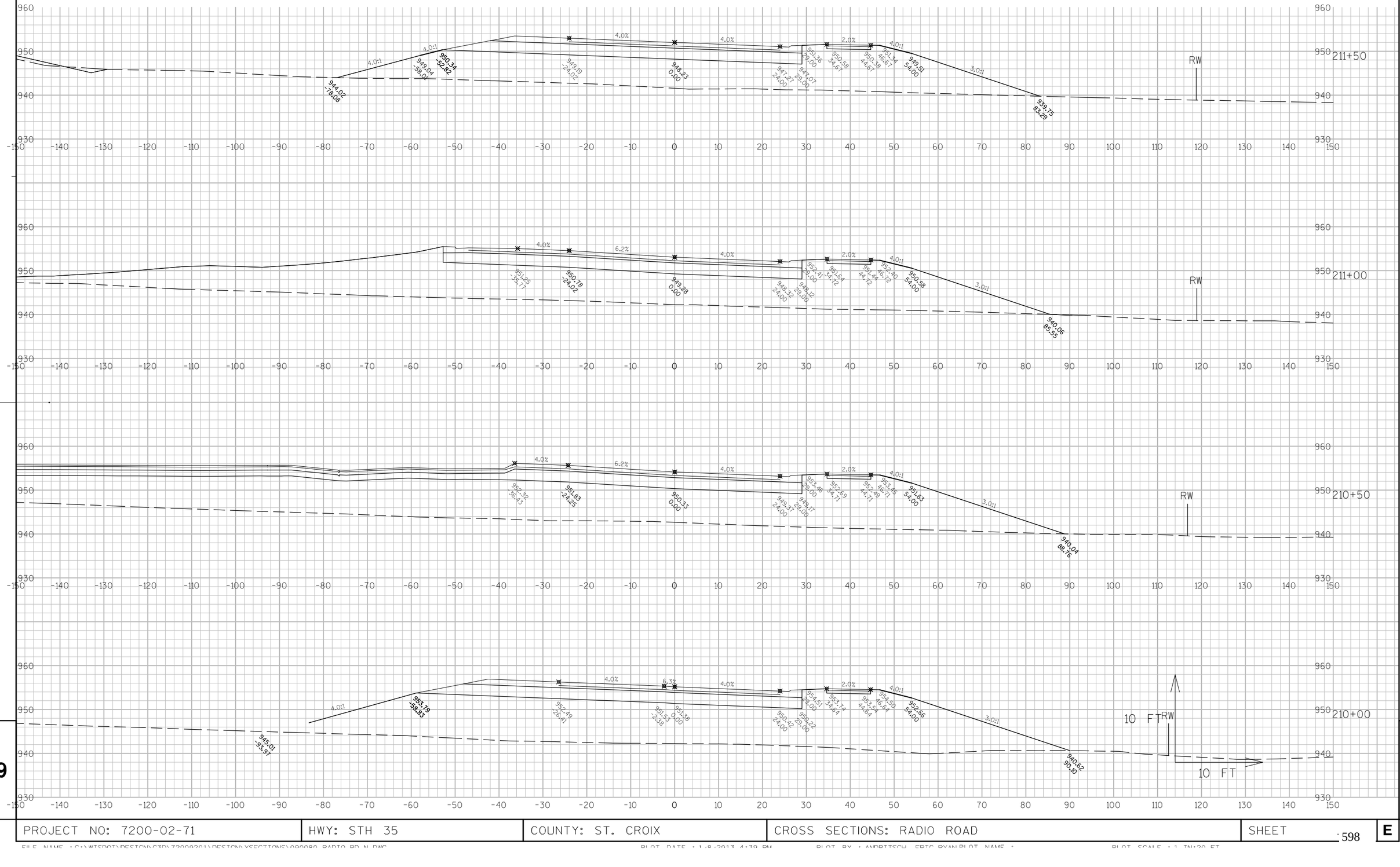
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET

E

FILE NAME = C:\WTSDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\090080_RADIO_RD_N.DWG PLOT DATE = 1/8/2013 4:39 PM PLOT BY = ANDRTTSCH_ERIC.RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT

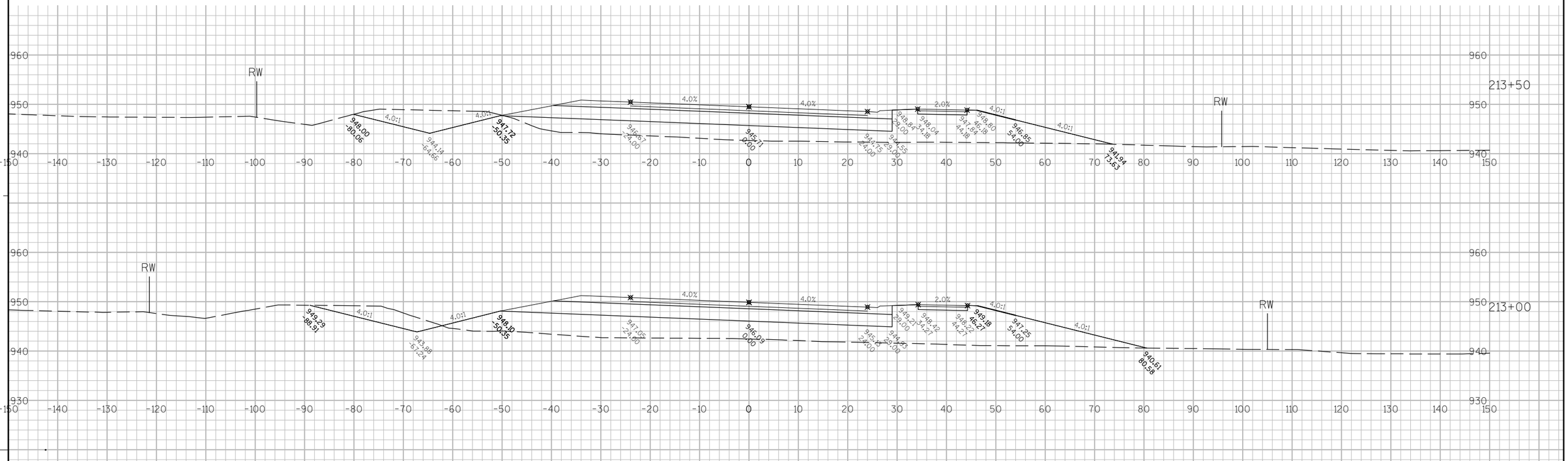


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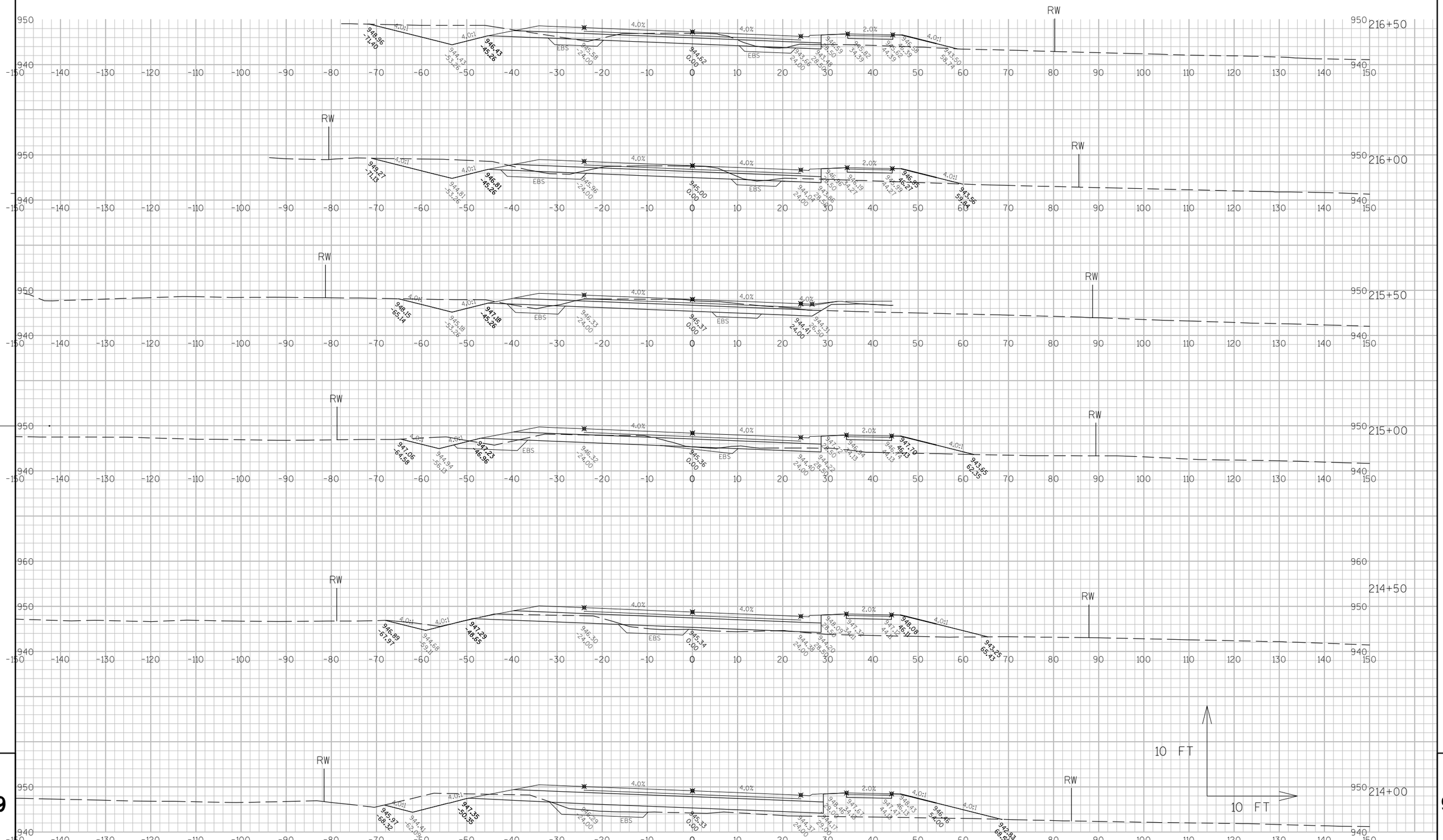
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET	E

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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET

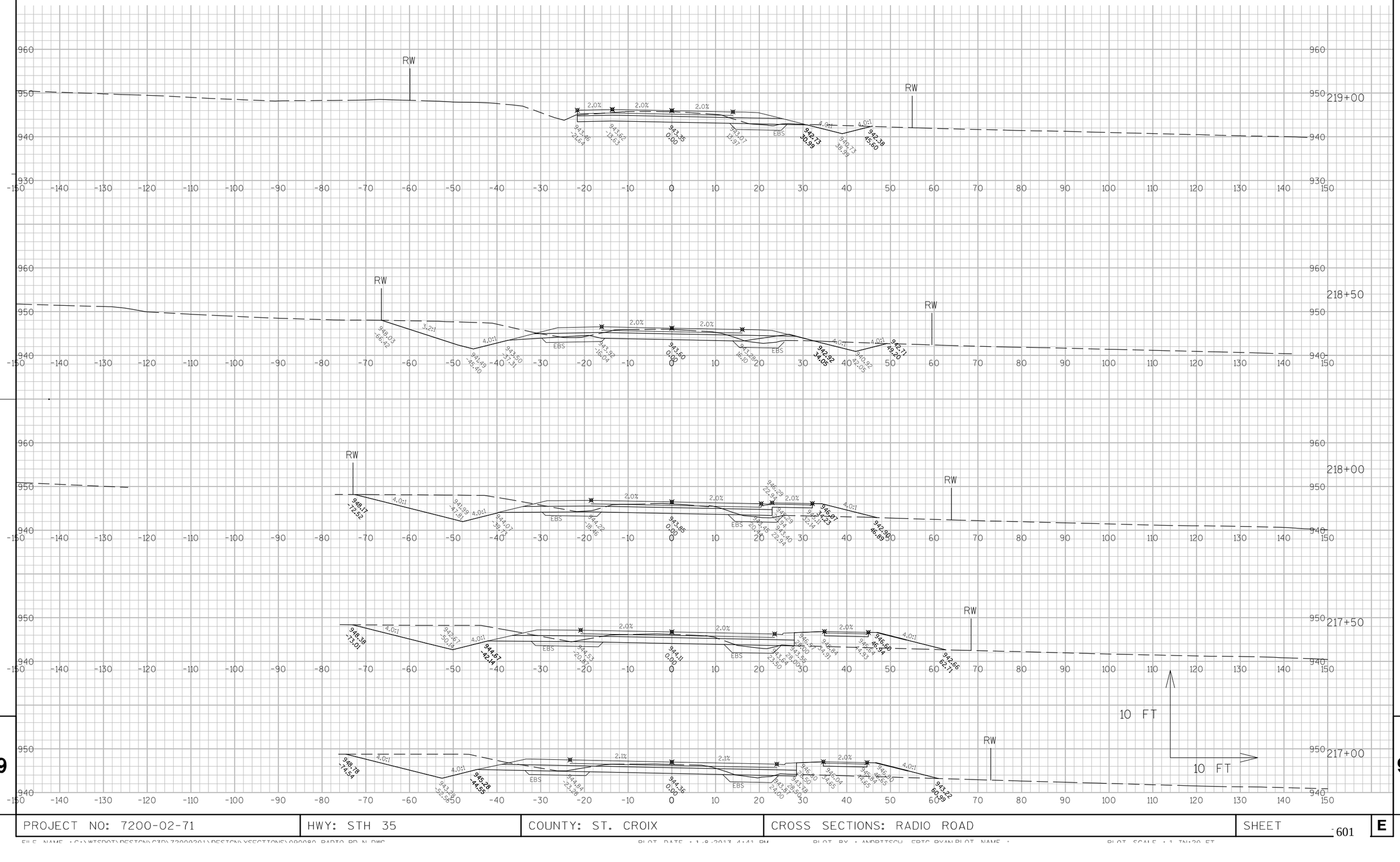
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET 600	E

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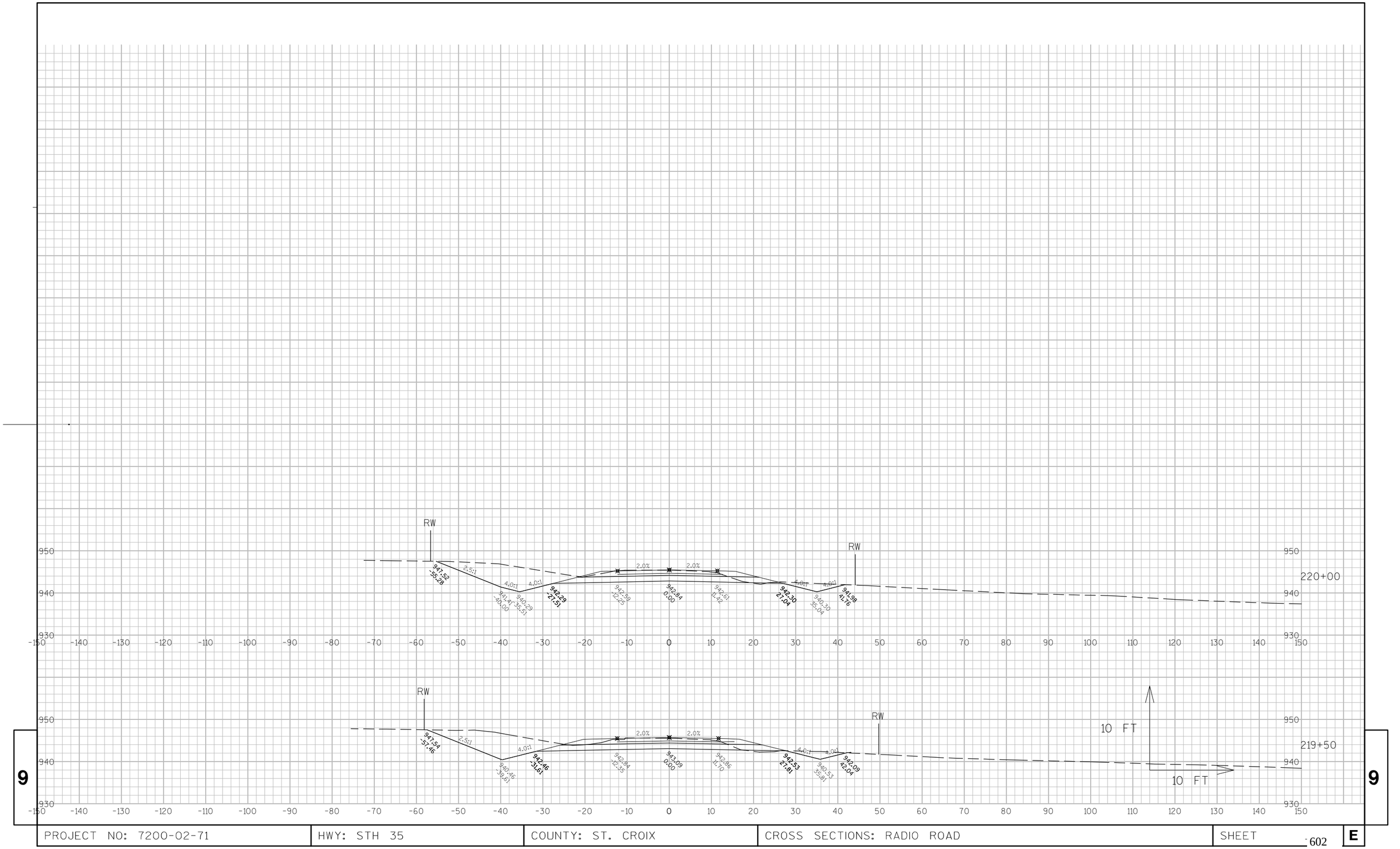
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET

E

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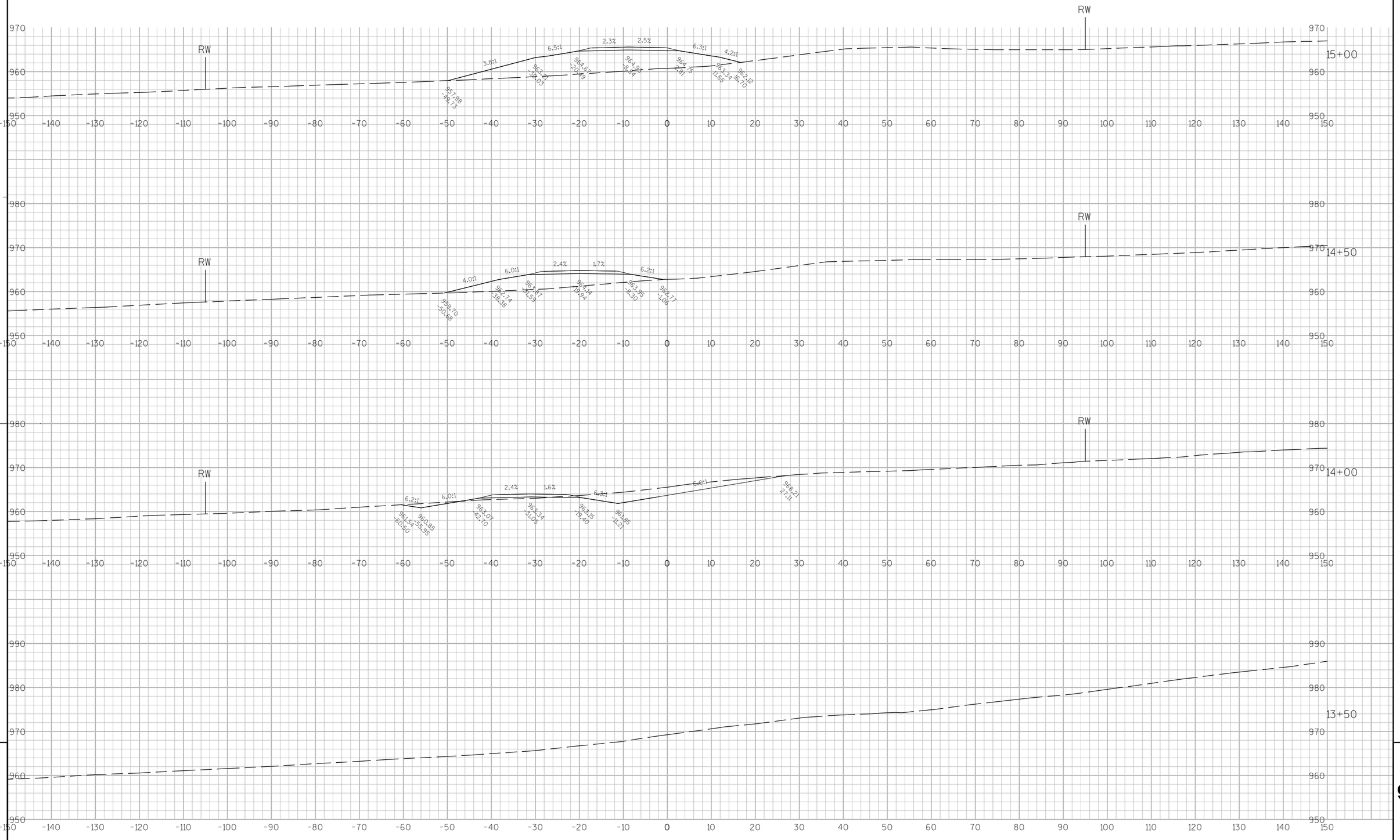
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: RADIO ROAD	SHEET 602 E

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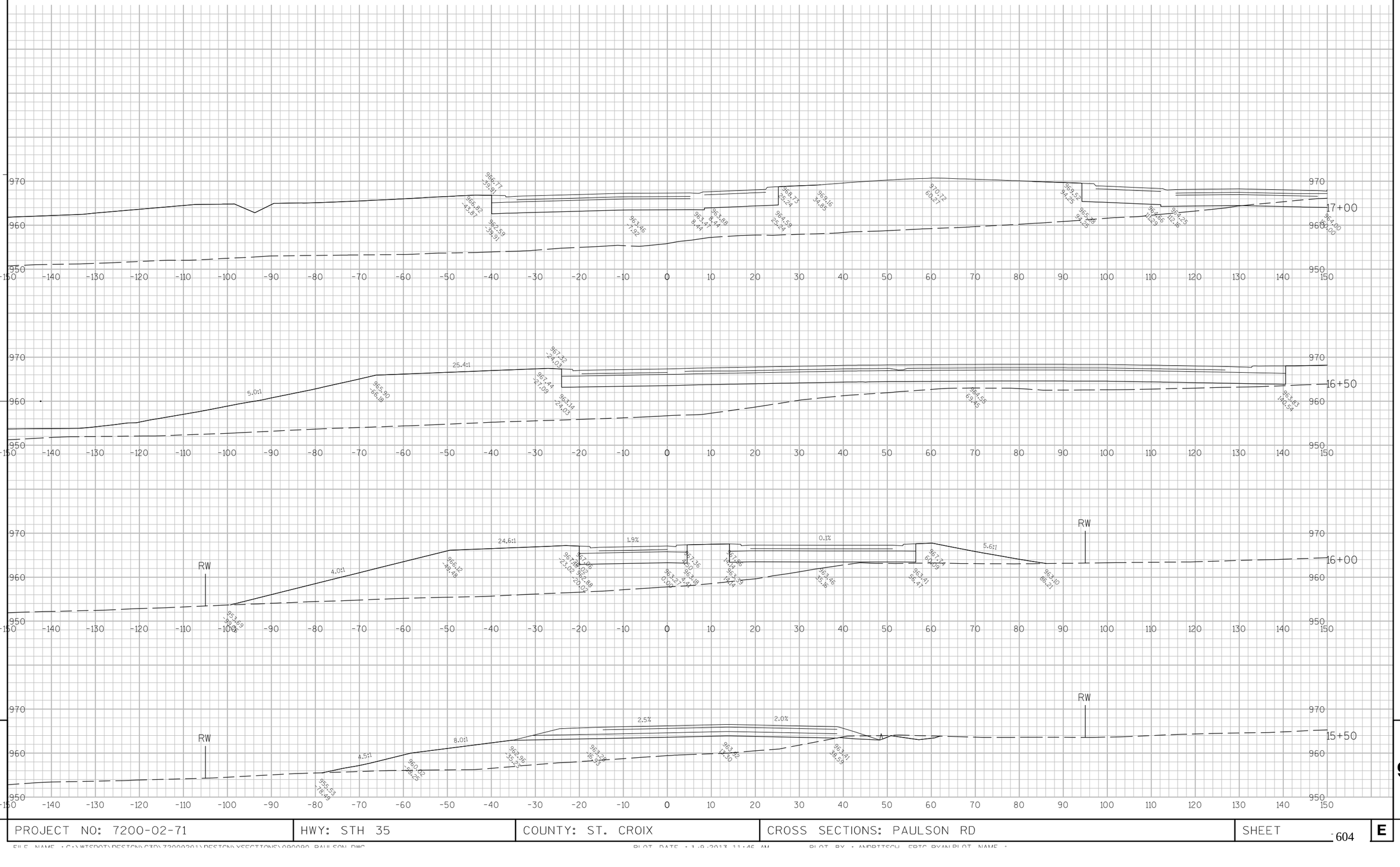


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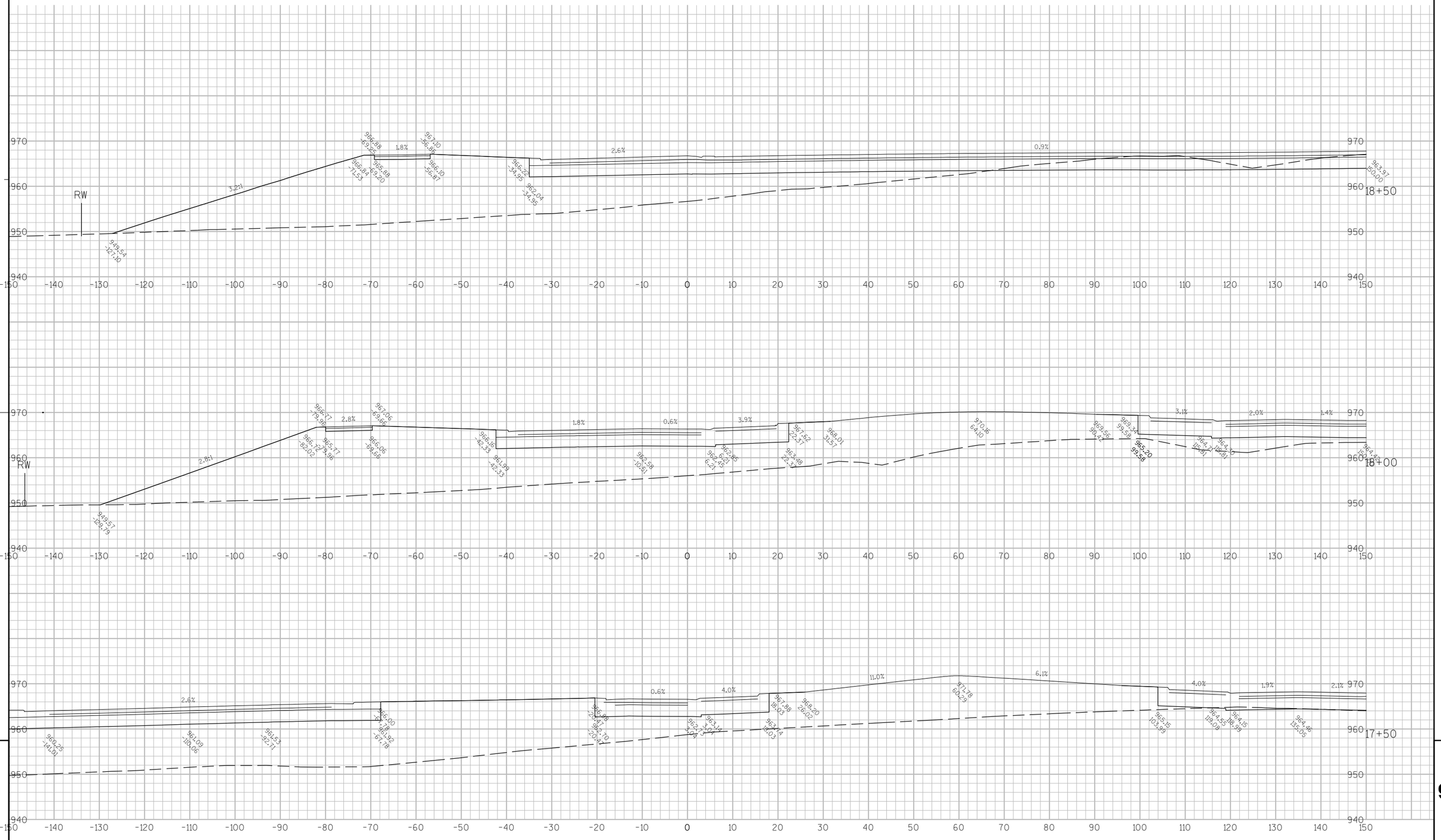
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET E

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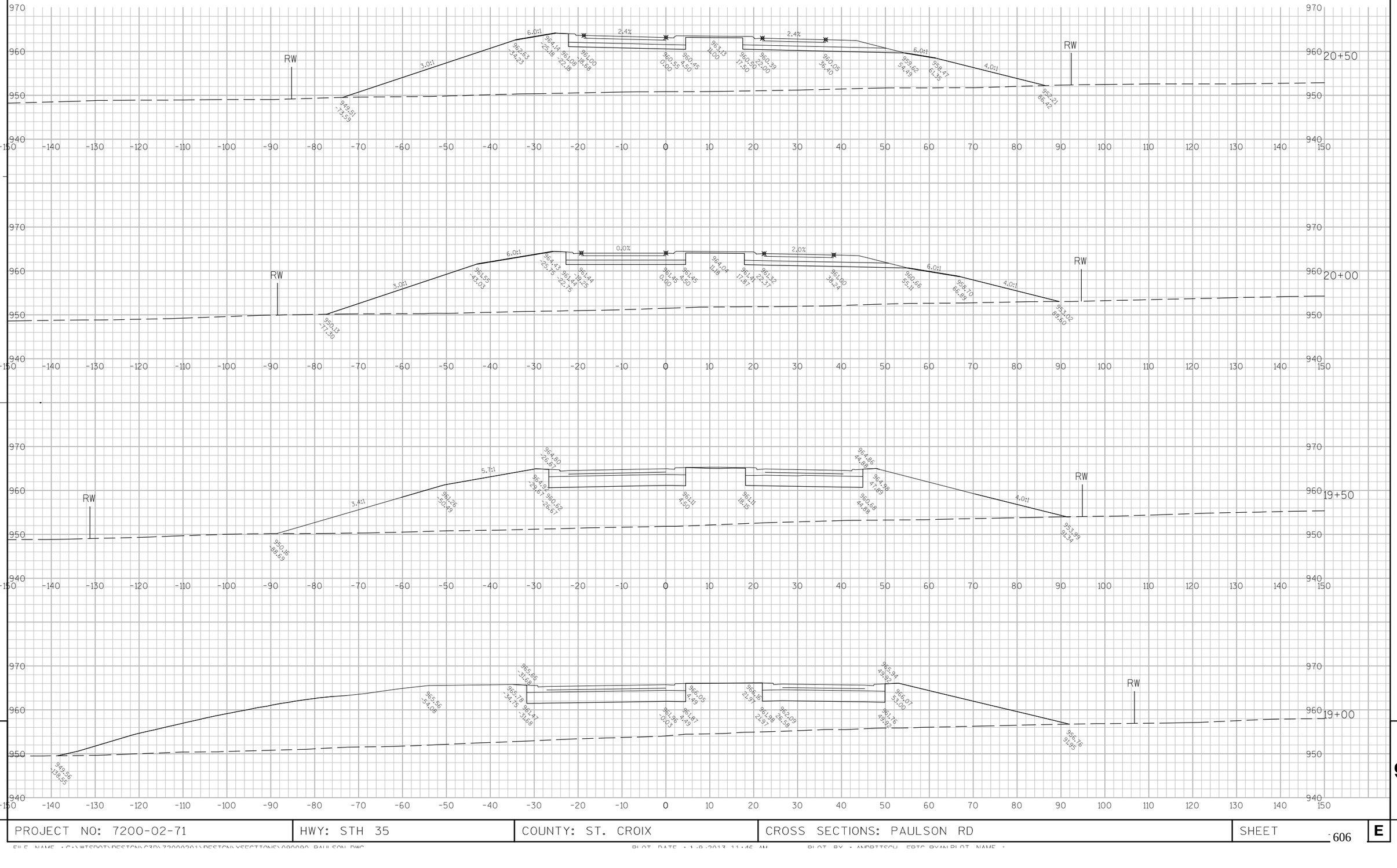
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 604 E



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET

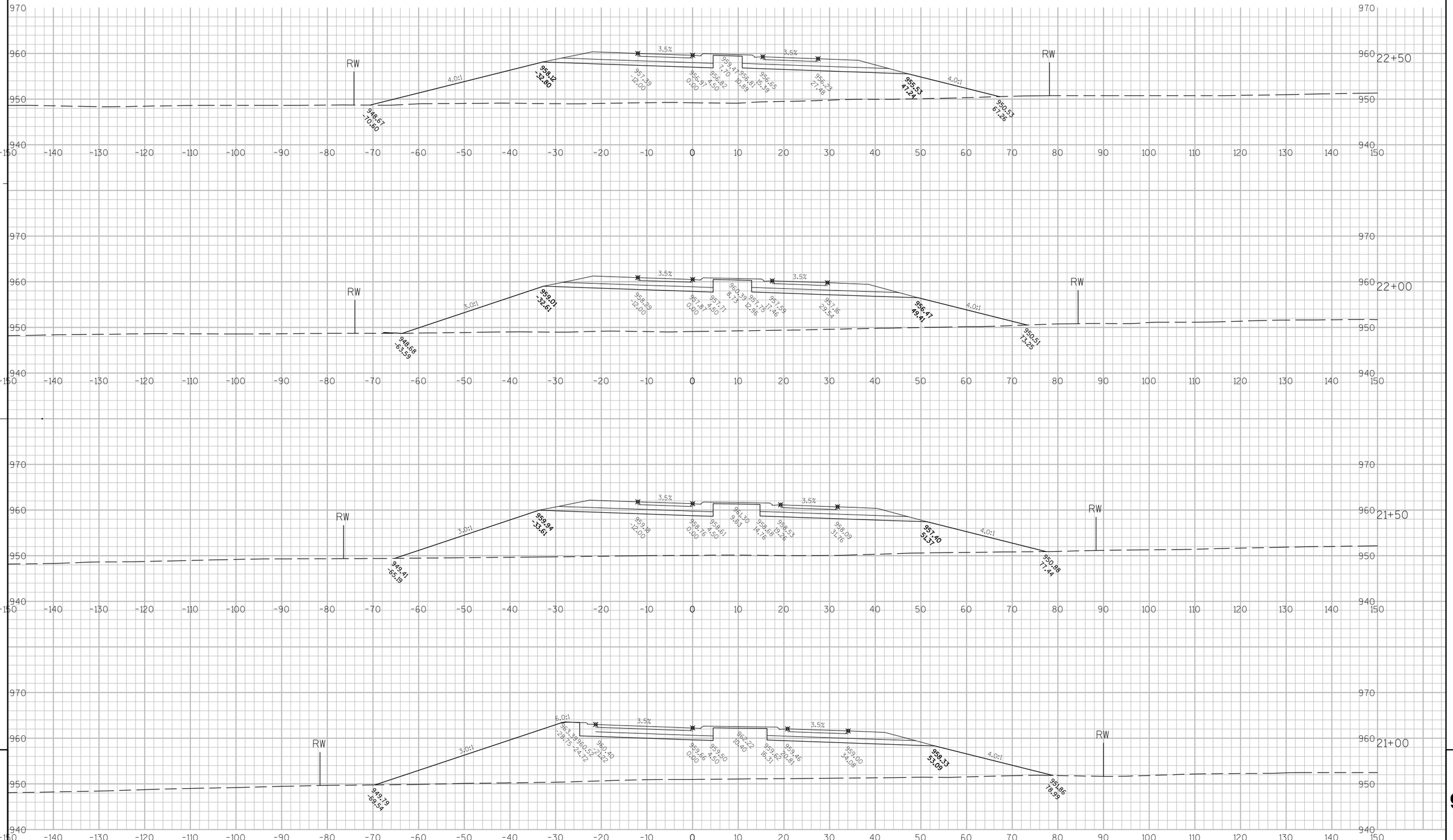
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9 E



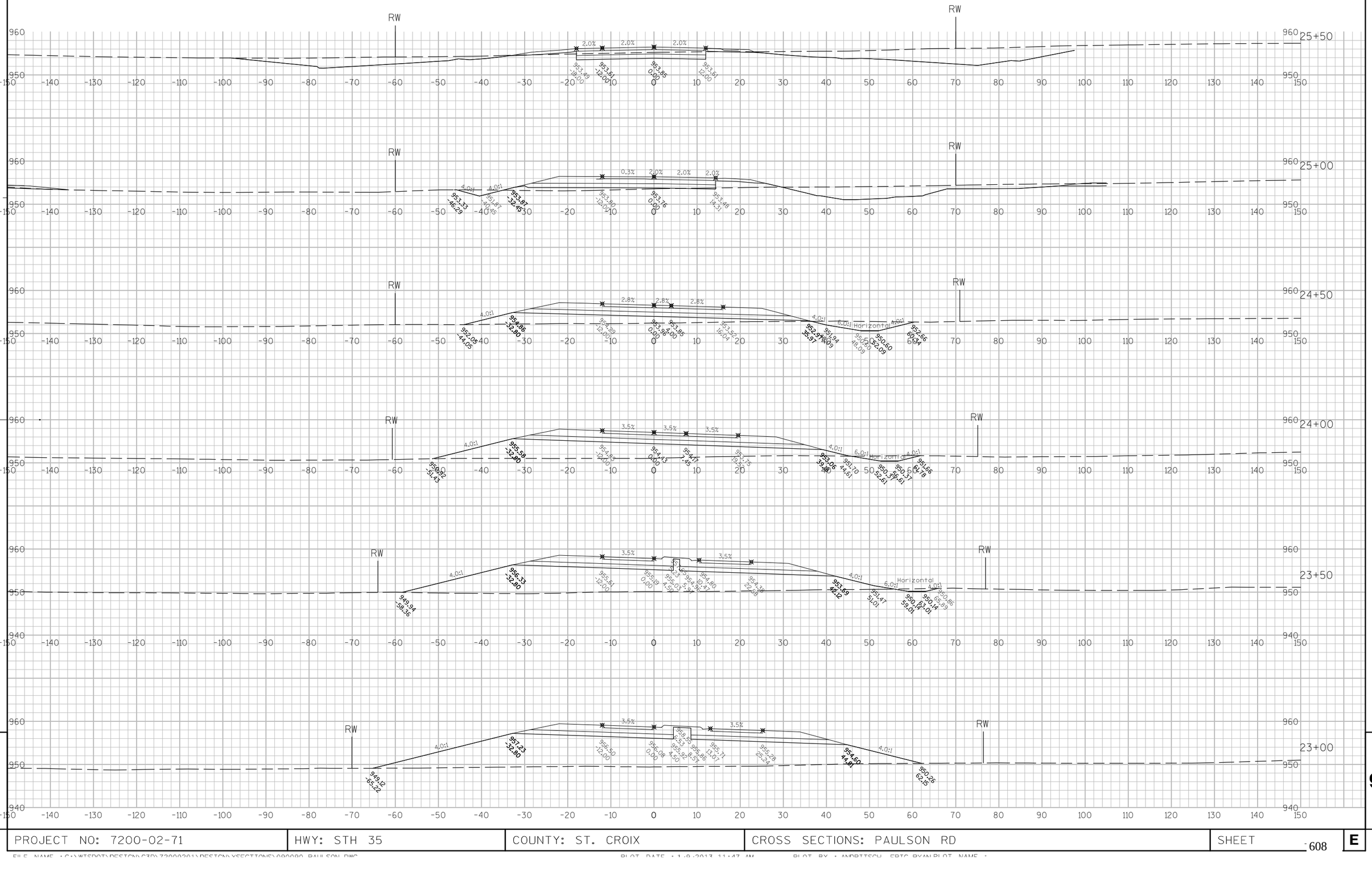
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FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090090_PAULSON.DWG PLOT DATE: 1/8/2013 11:46 AM PLOT BY: ANDRITSCH, ERIC RYAN PLOT NAME:



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 607 E

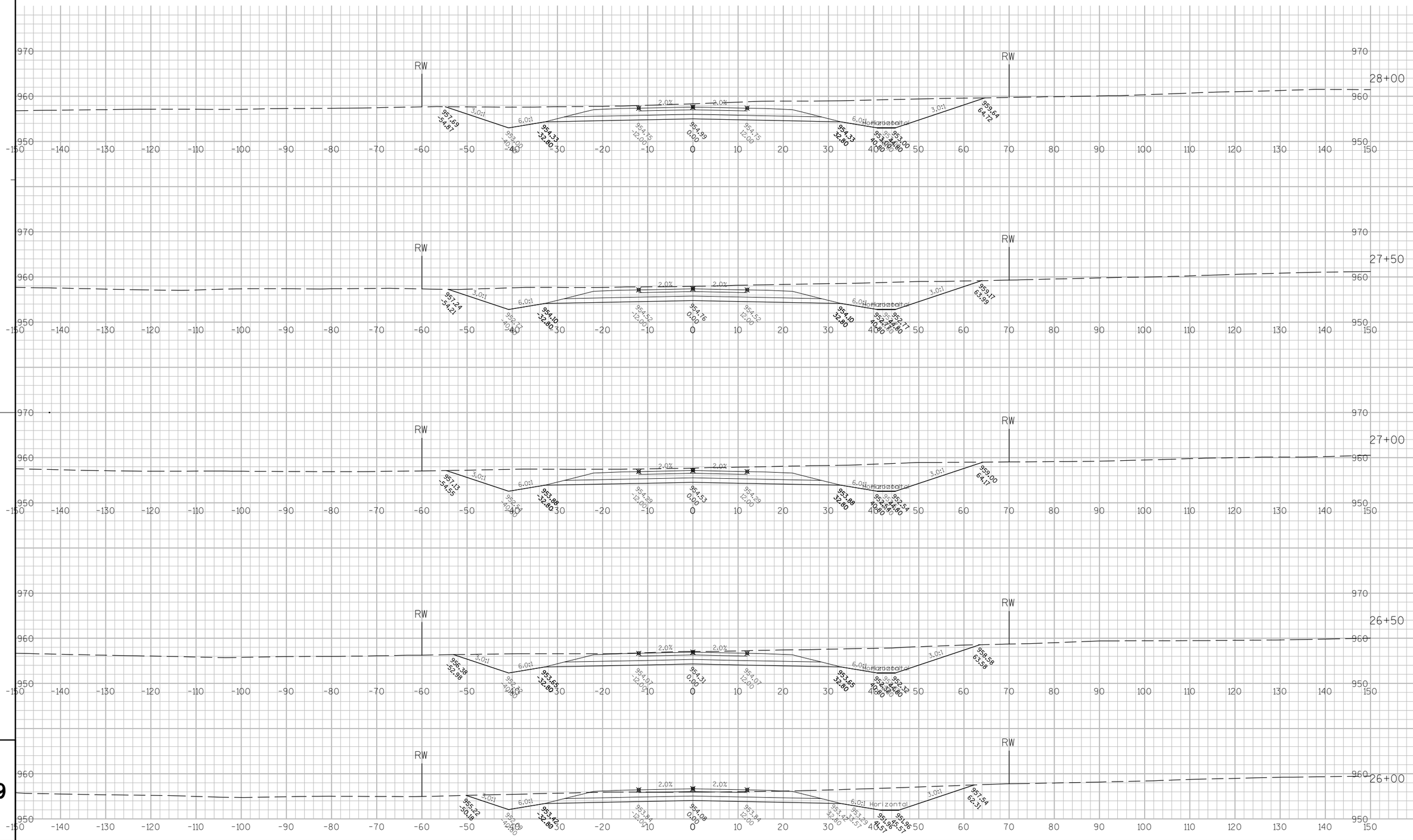
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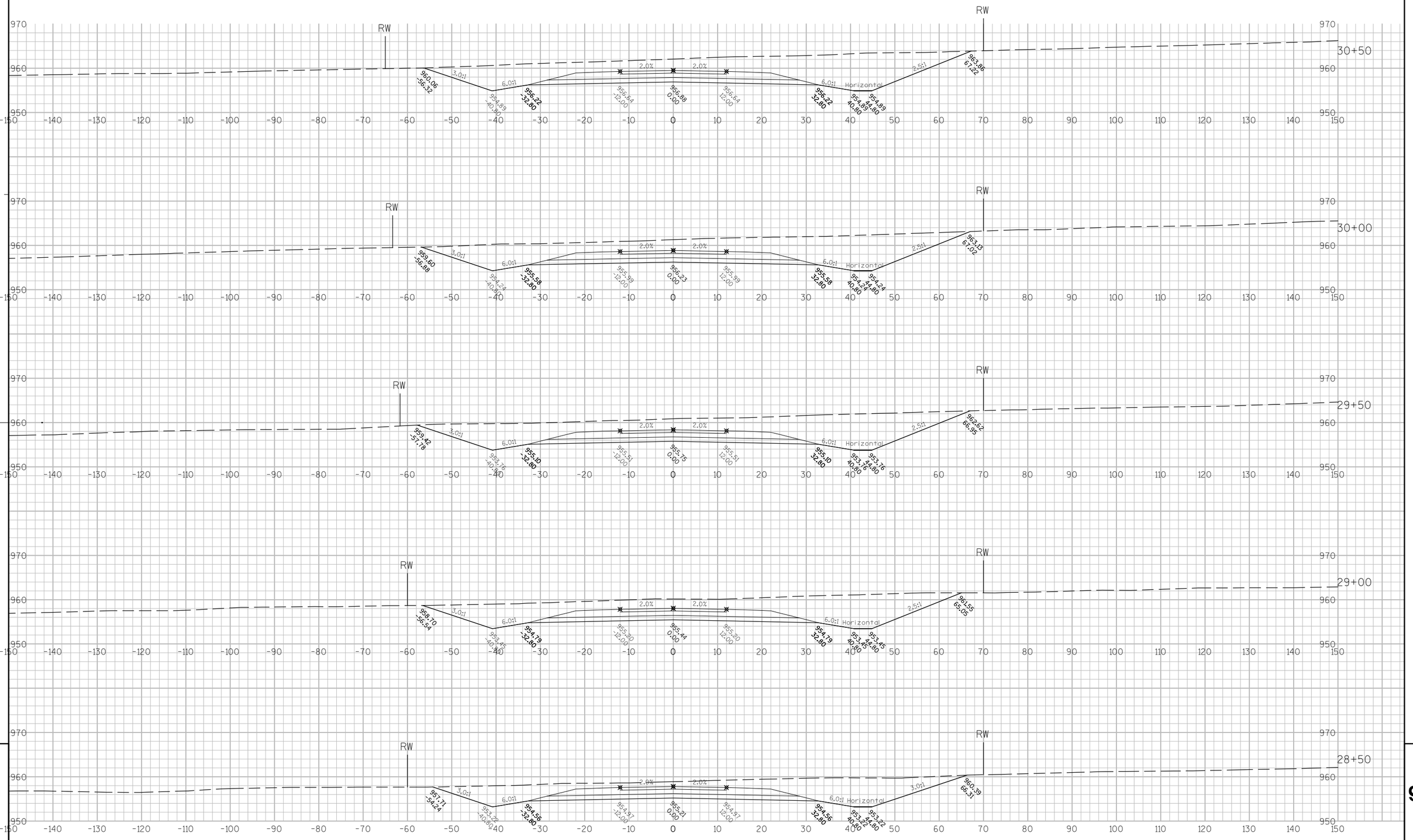
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 608	E



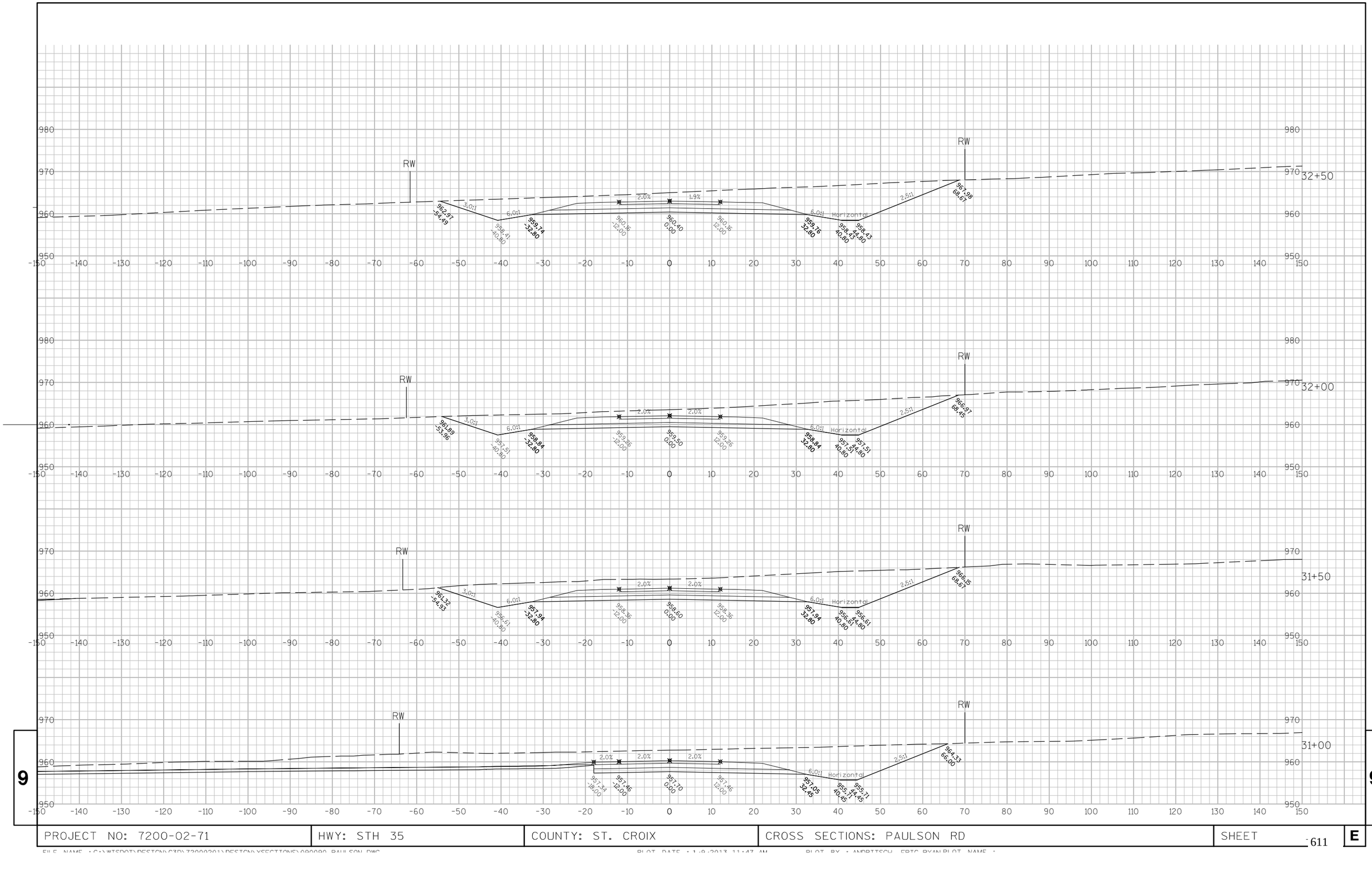
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FILE NAME: C:\WTSDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090090_PAULSON.DWG PLOT DATE: 1/8/2013 11:47 AM PLOT BY: ANDRITSCH ERIC RYAN PLOT NAME:



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 610 E

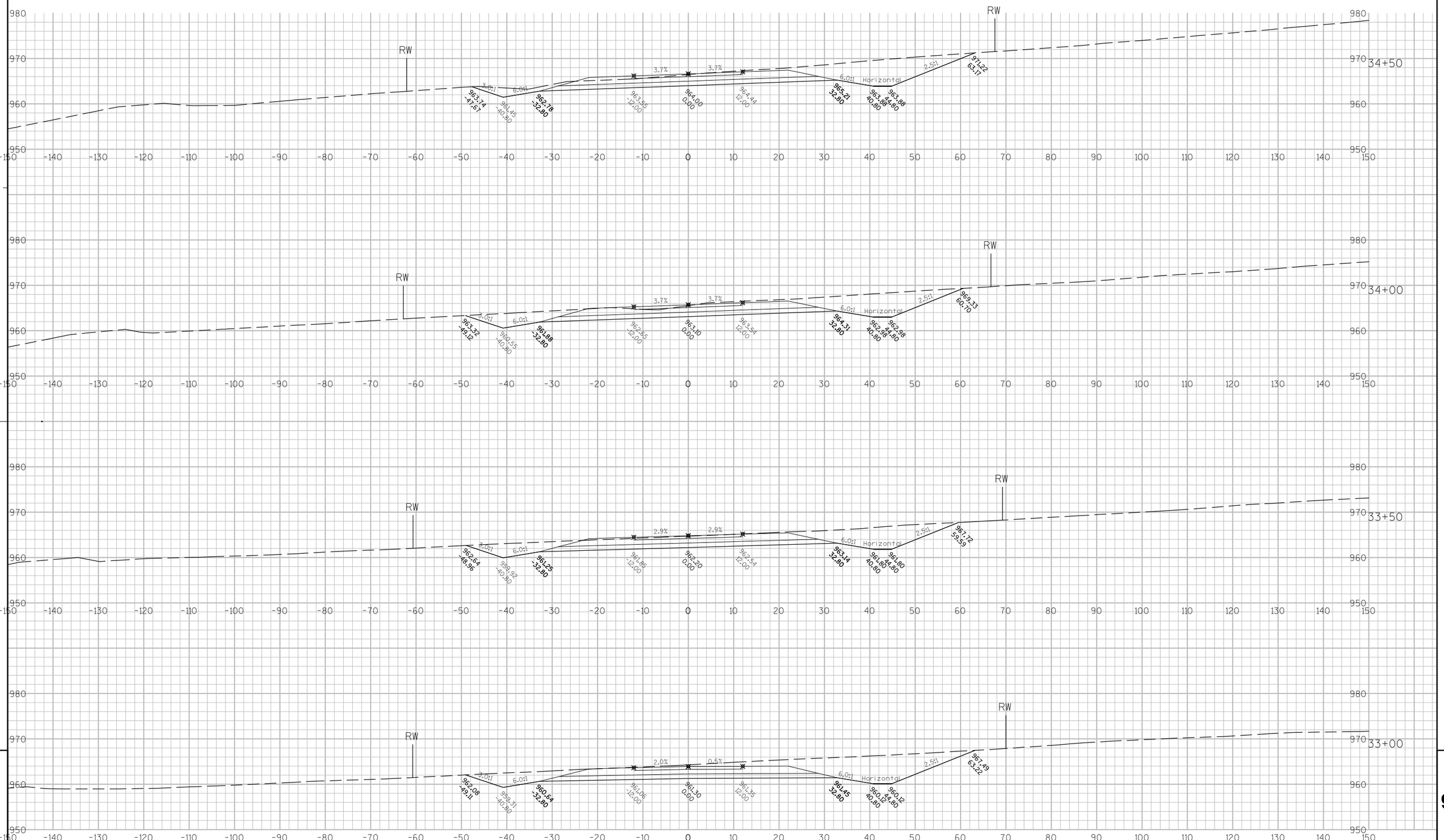
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 611	E

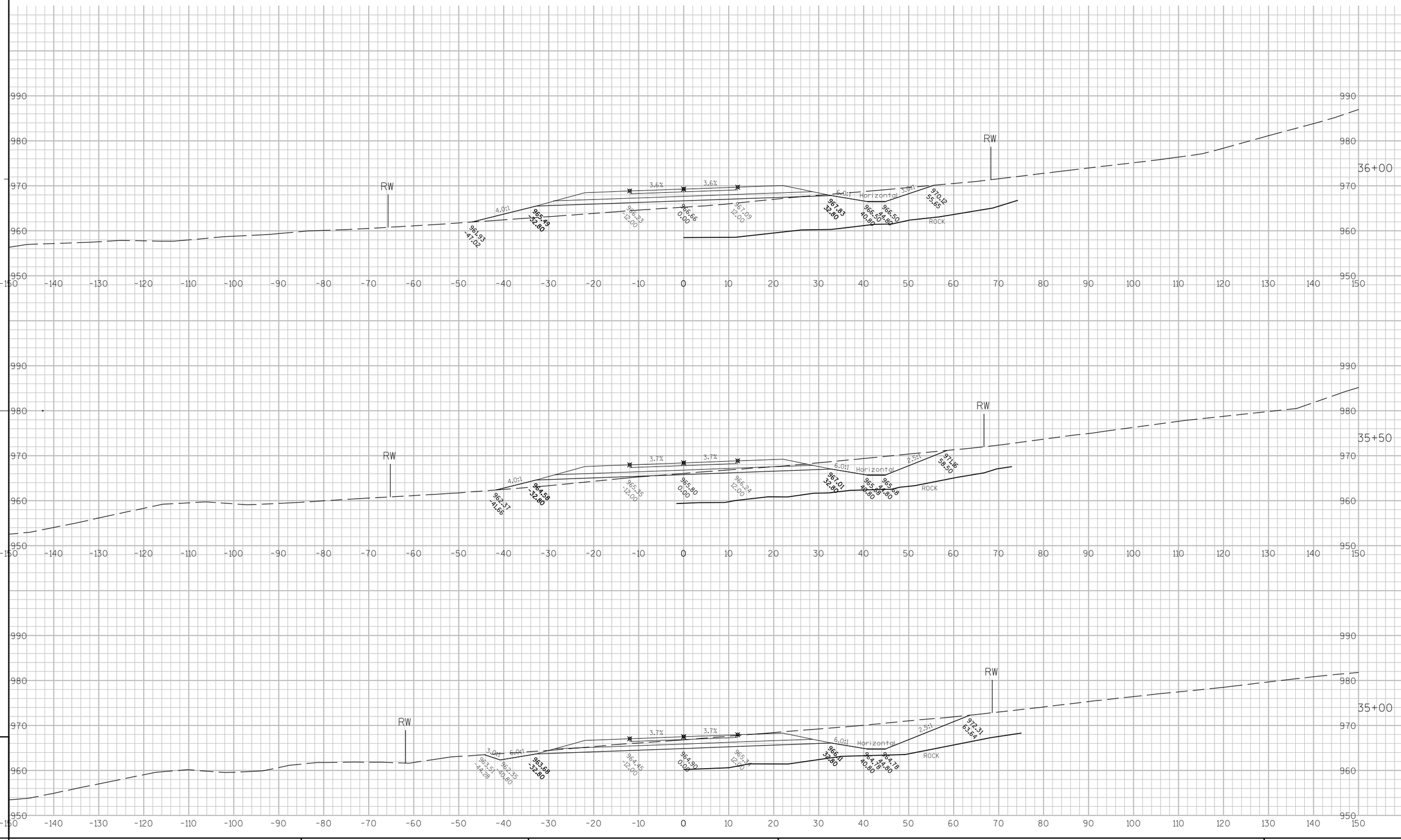


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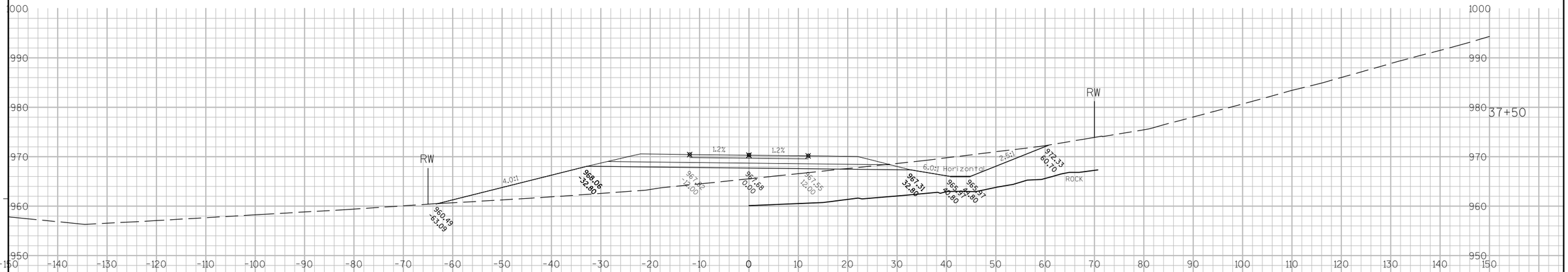
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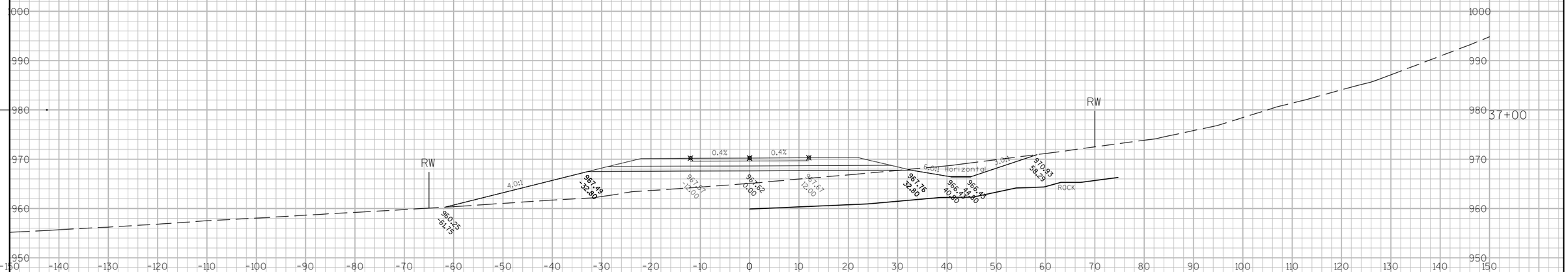
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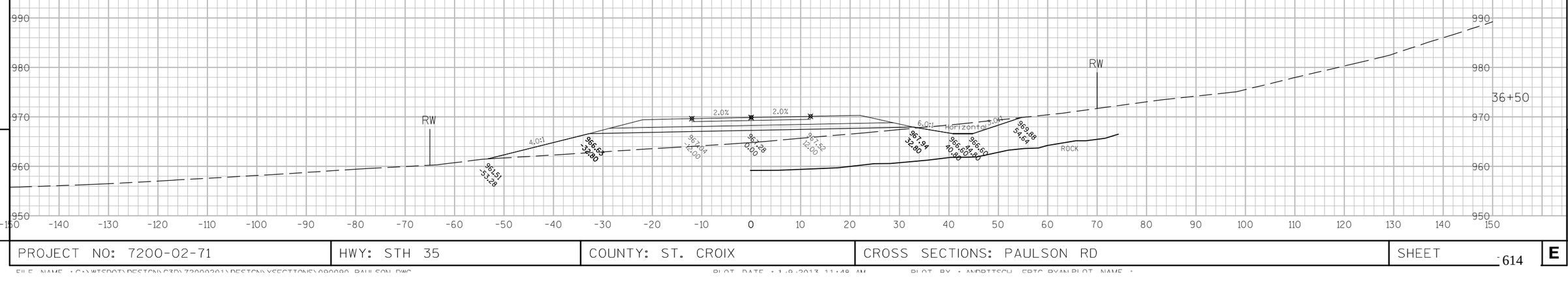


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 613 E

FILE NAME: C:\WISDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\090090_PAULSON.DWG PLOT DATE: 1/8/2013 11:48 AM PLOT BY: ANDRITSCH, ERIC RYAN PLOT NAME:



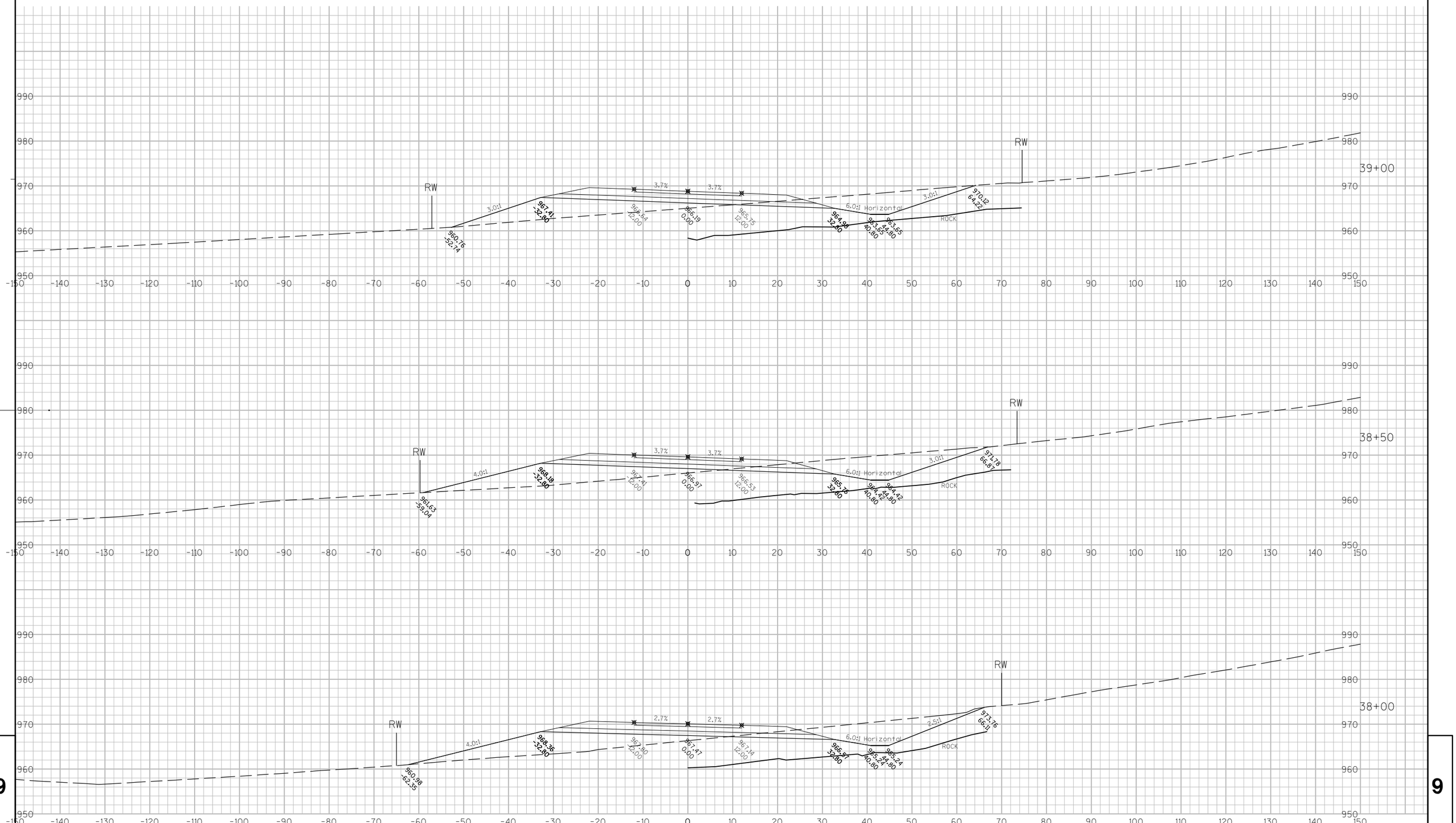




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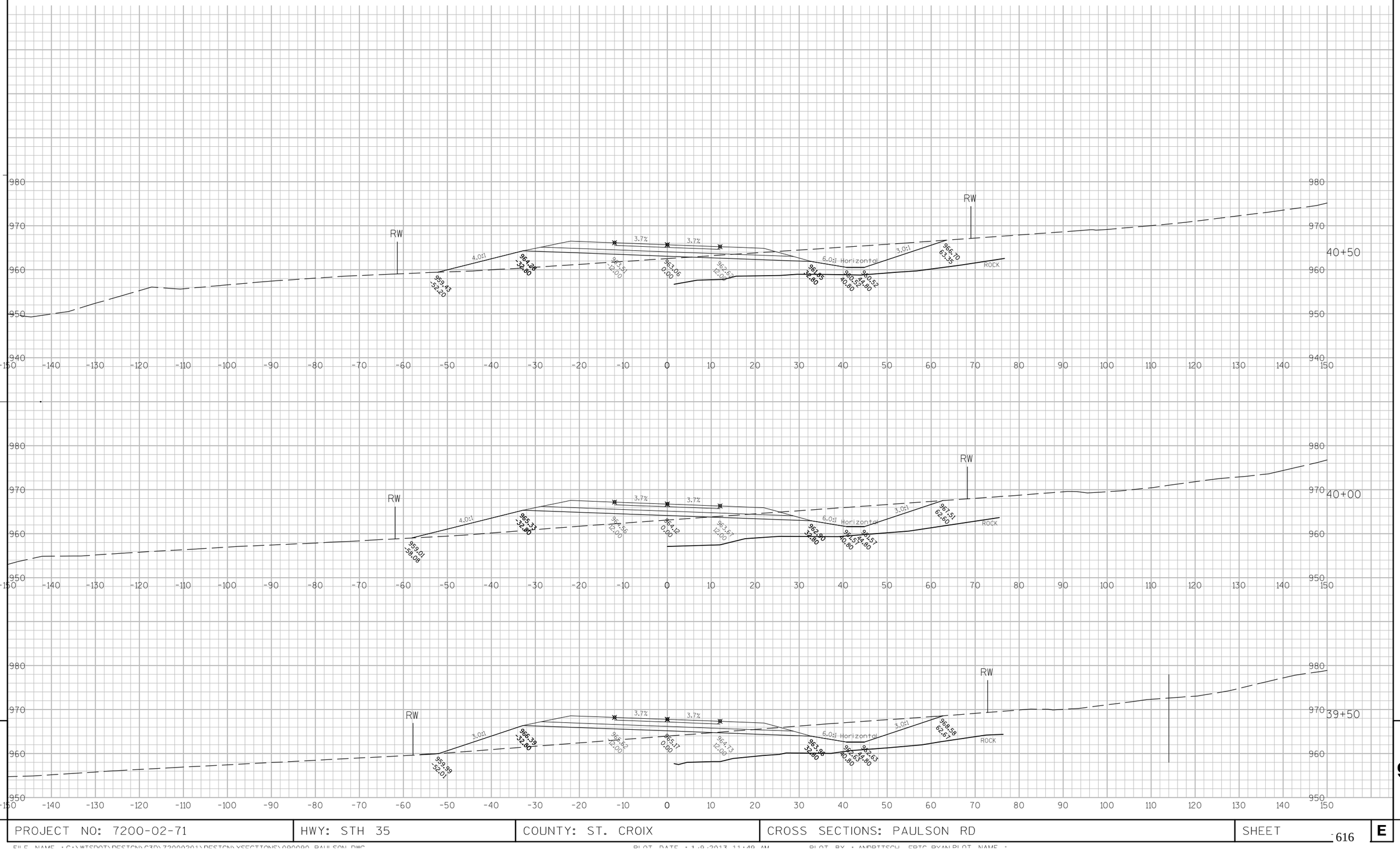
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET E

FILE NAME: C:\WISDOT\DESIGN\C3D\7200201\DESIGN\XSECTIONS\090090_PAULSON.DWG PLOT DATE: 1/8/2013 11:48 AM PLOT BY: ANDRTISCH PTB: RYAN PLOT NAME:



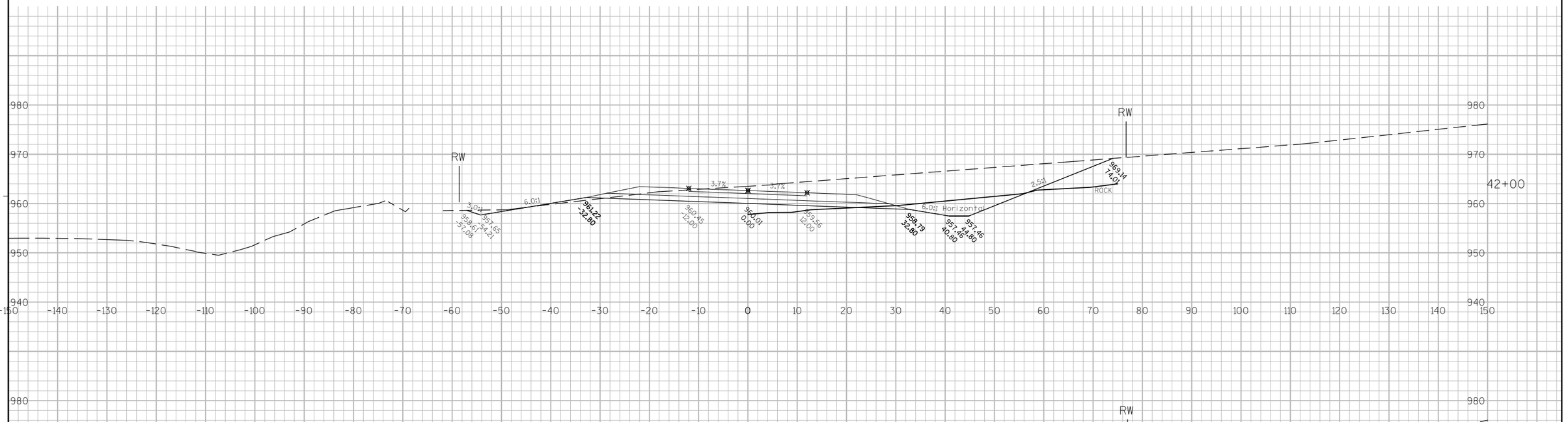
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 615 E

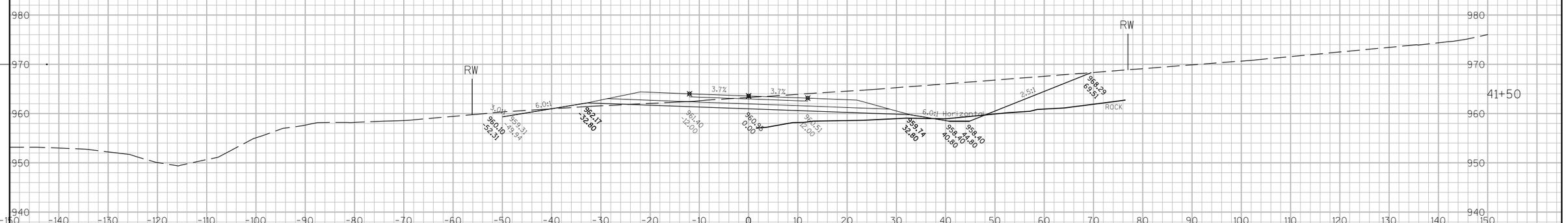
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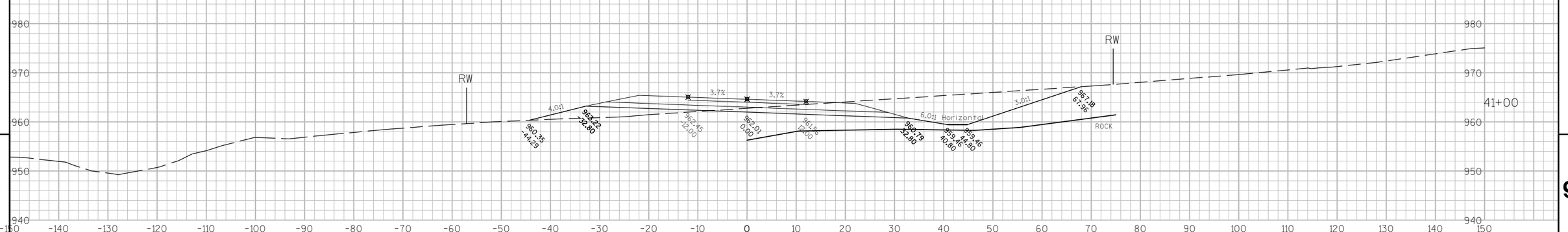


PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 616 E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\000000_PAULSON.DWG PLOT DATE: 1/8/2013 11:49 AM PLOT BY: ANDRITSCH FRTC RYAN PLOT NAME:







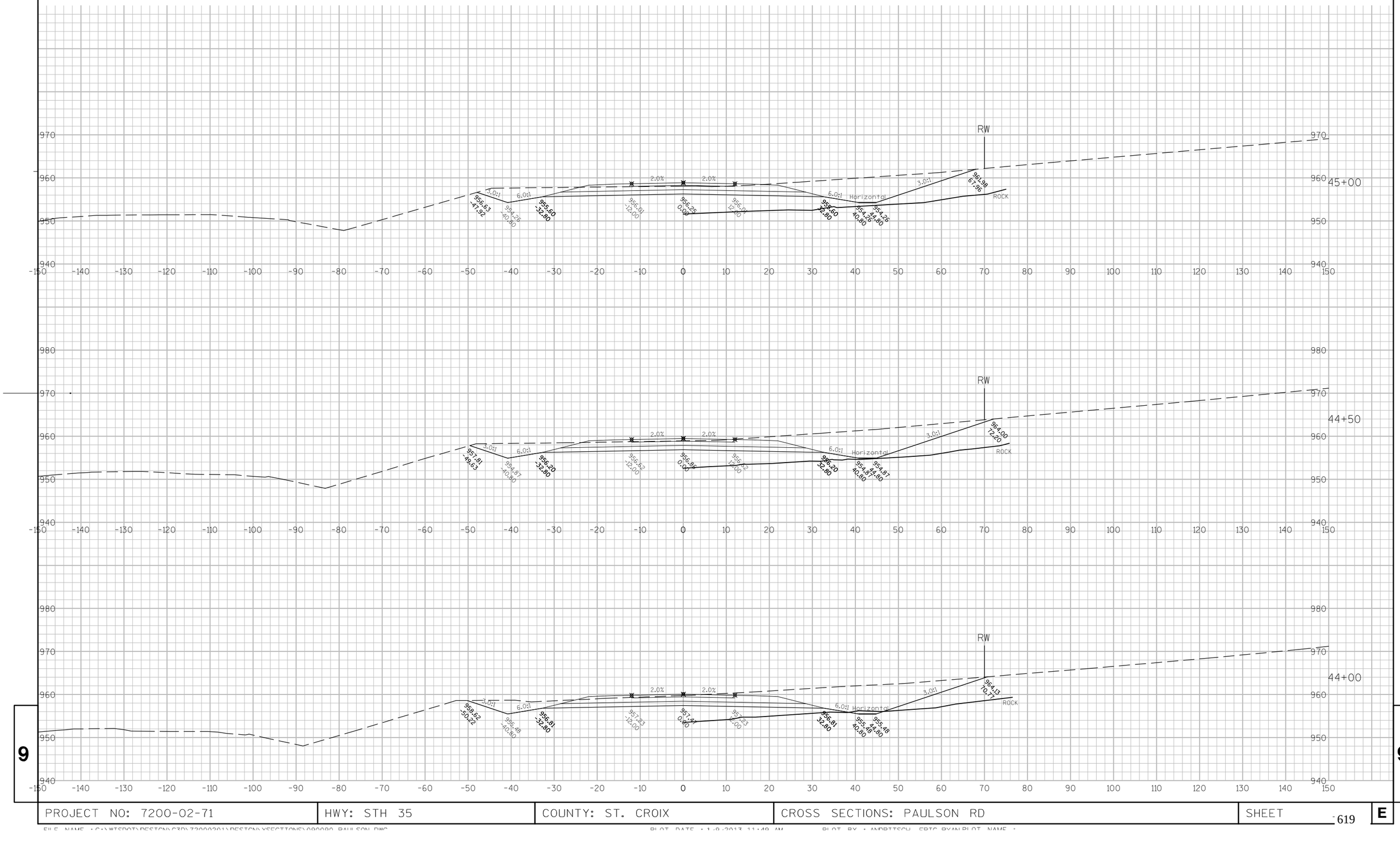
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 617	E

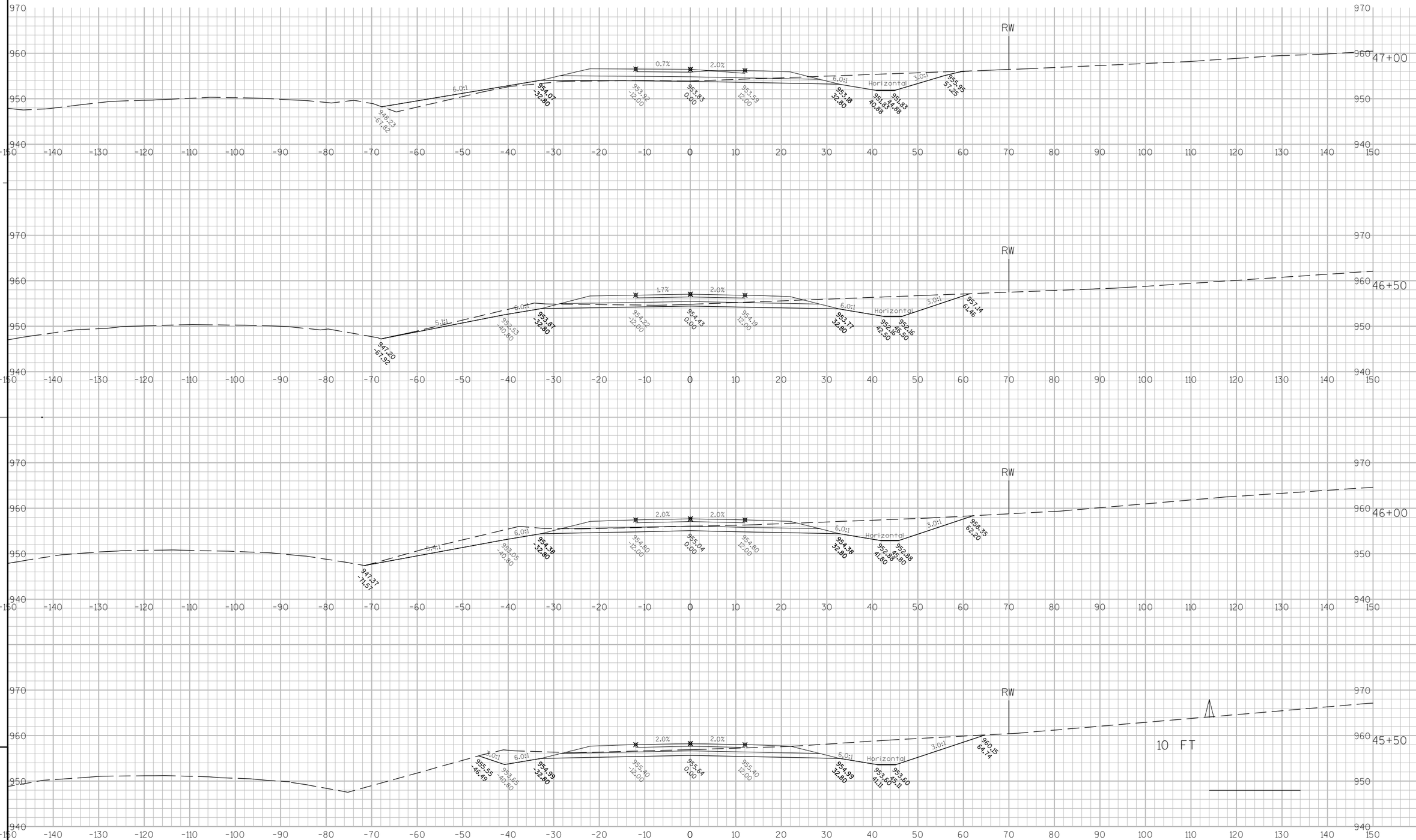
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 618	E

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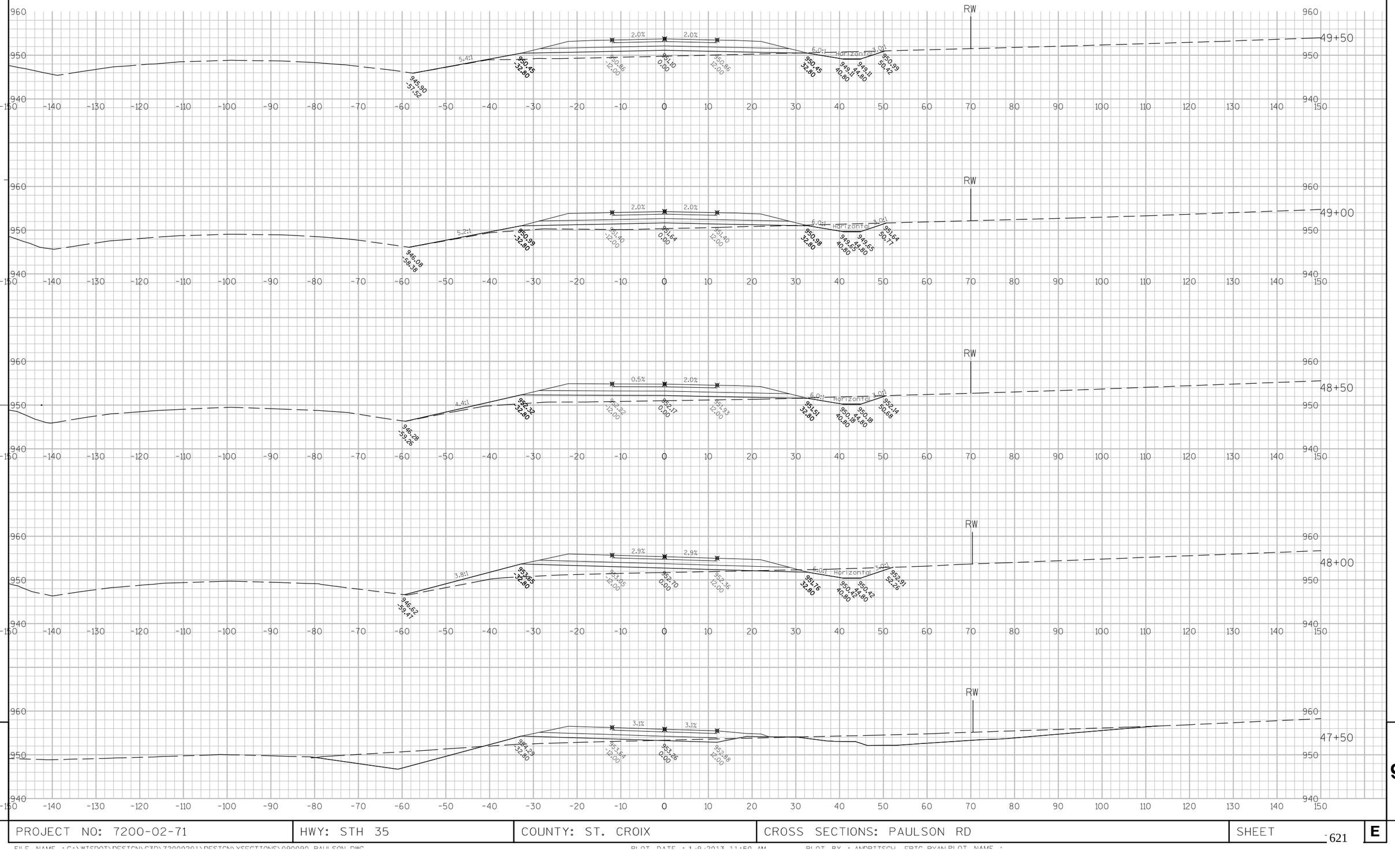
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 620 E

FILE NAME: C:\WTSDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090090_PAULSON.DWG PLOT DATE: 1/8/2013 11:50 AM PLOT BY: ANDRTISCH FDTC RYAN PLOT NAME: PLOT SCALE: 1 IN:20 FT

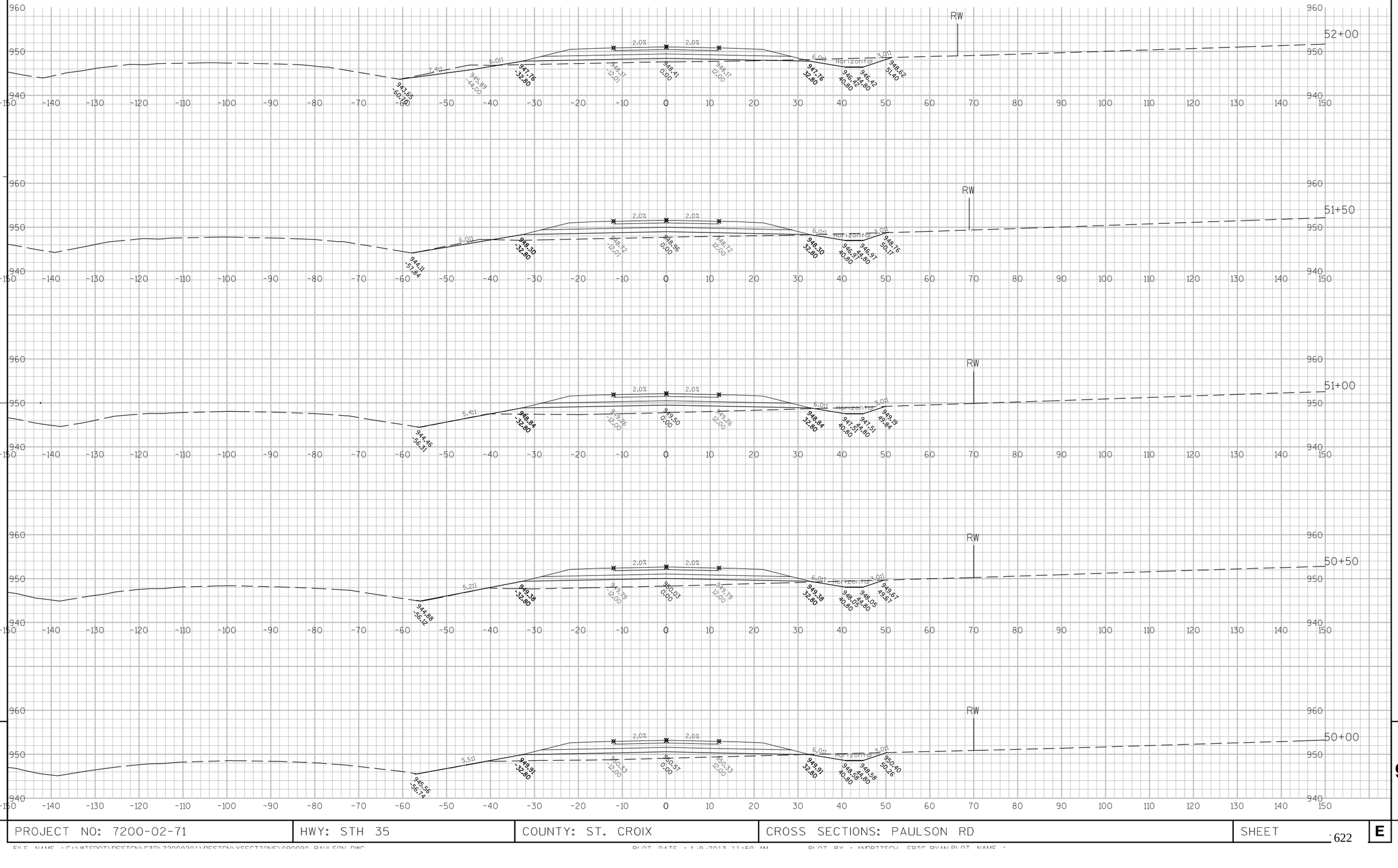


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 621	E

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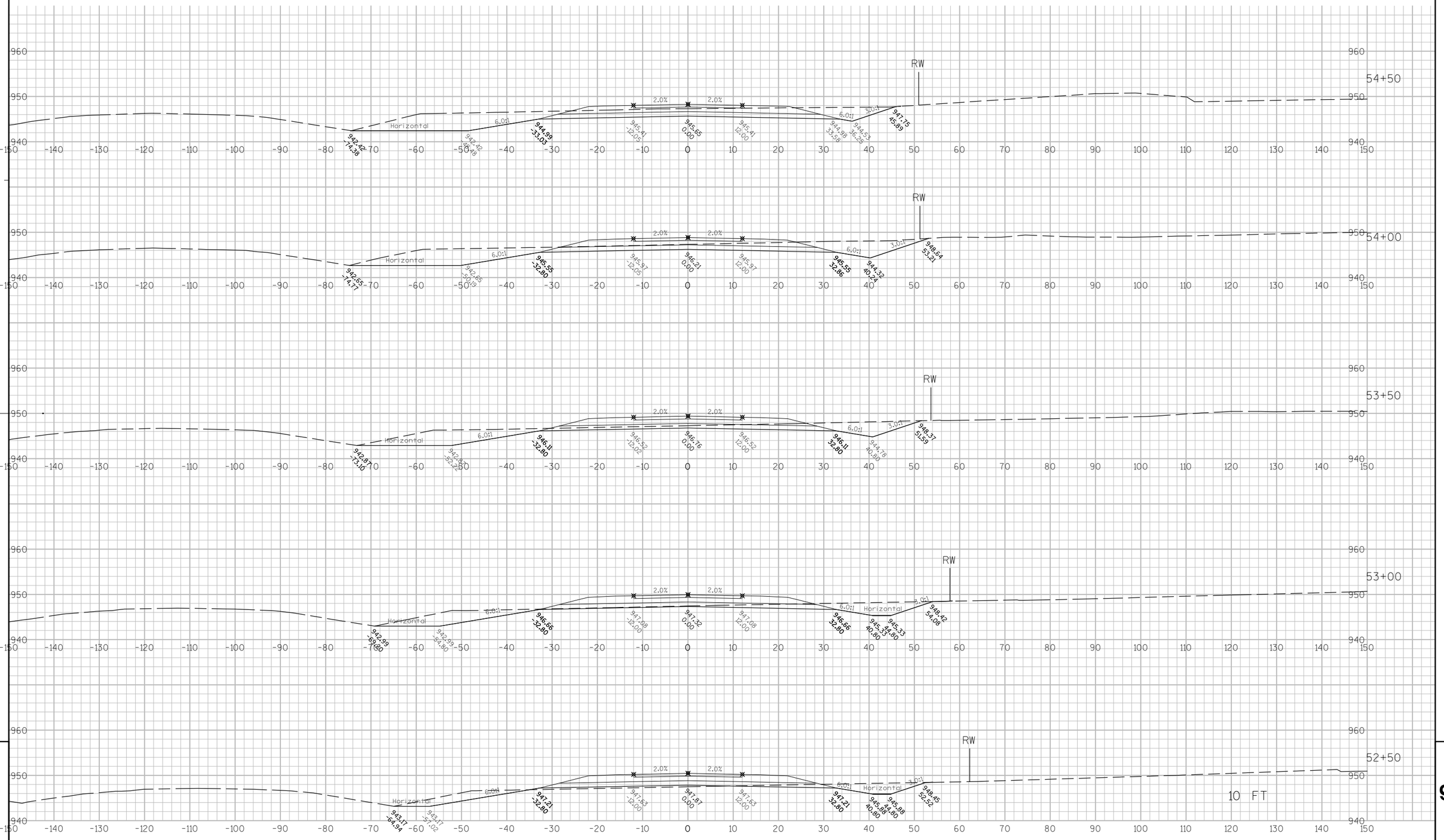


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 622	E

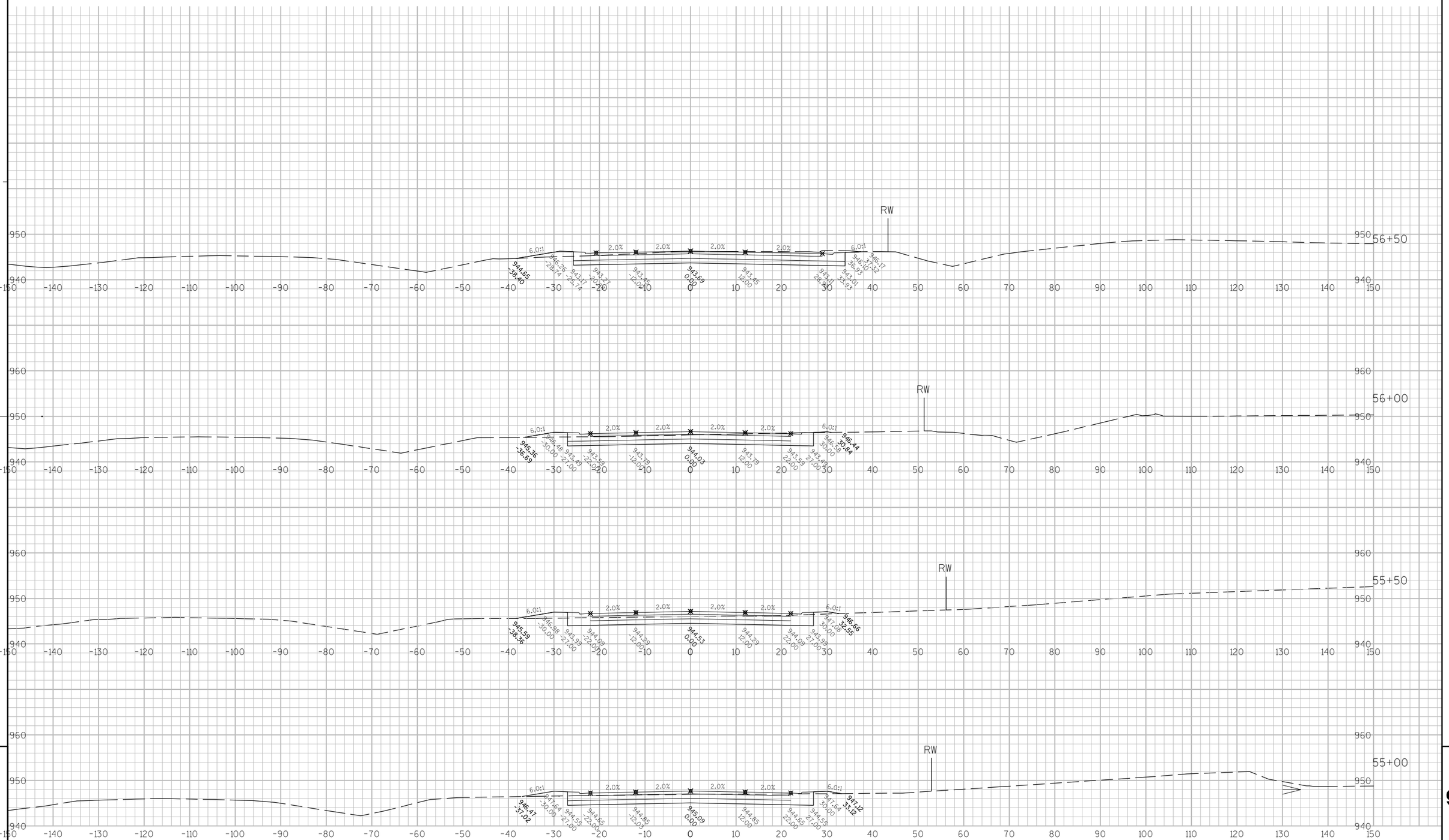
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 623	E

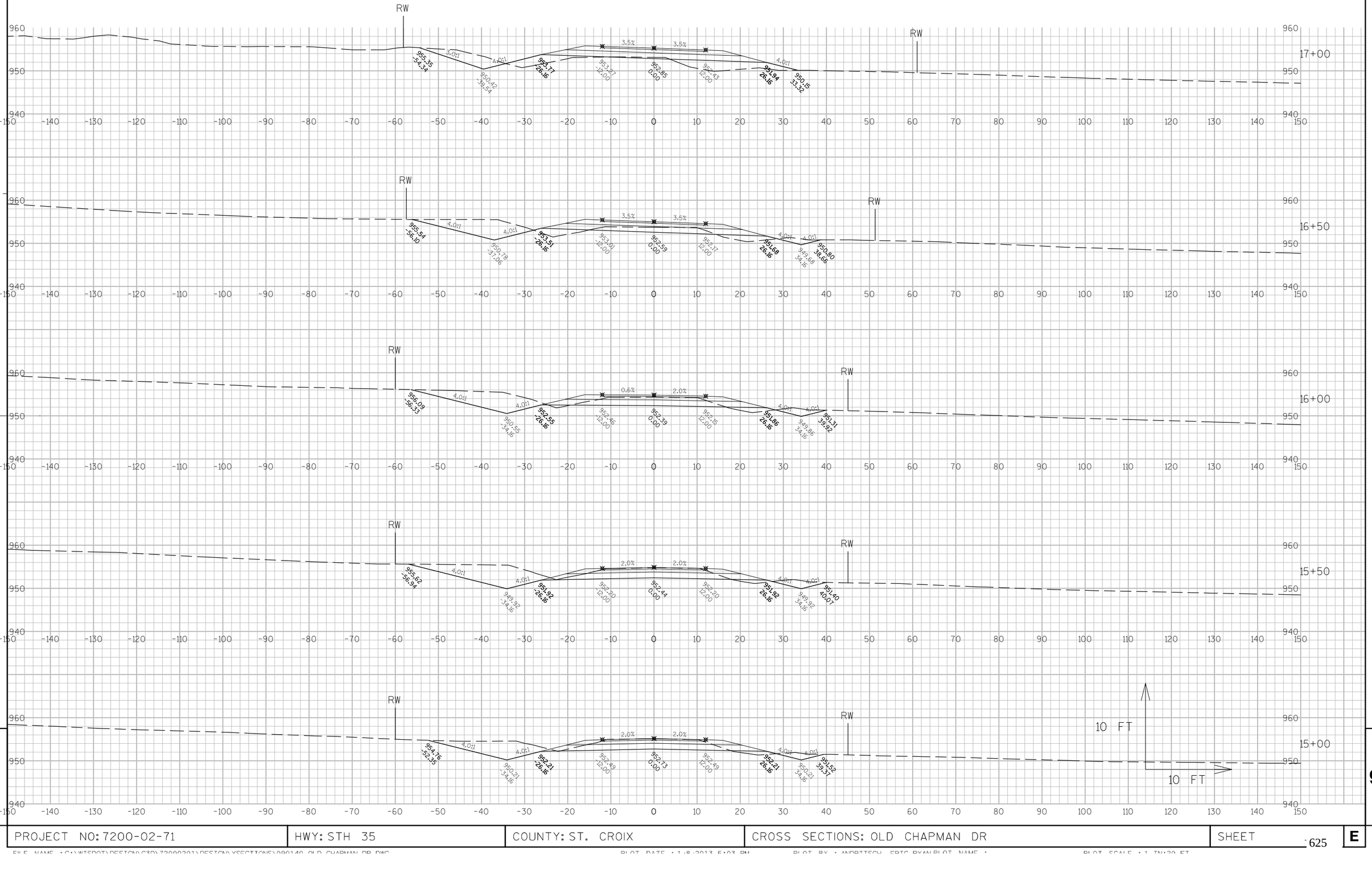


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD	SHEET 624	E

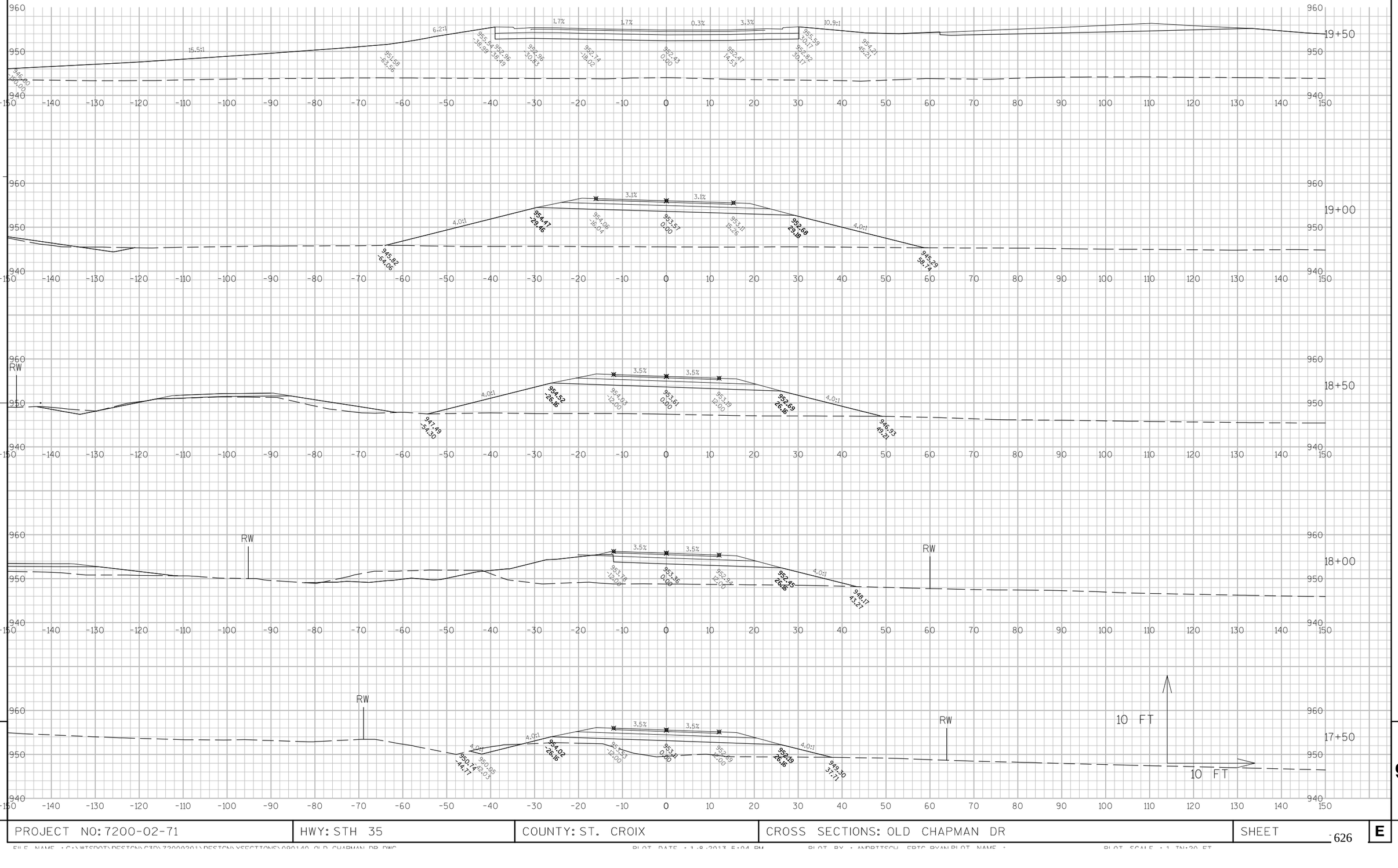
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: OLD CHAPMAN DR	SHEET 625

FILE NAME = C:\WISDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\080140_OLD_CHAPMAN_DR.DWG PLOT DATE = 1/8/2013 5:03 PM PLOT BY = ANDRTTSCH ERTS RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT

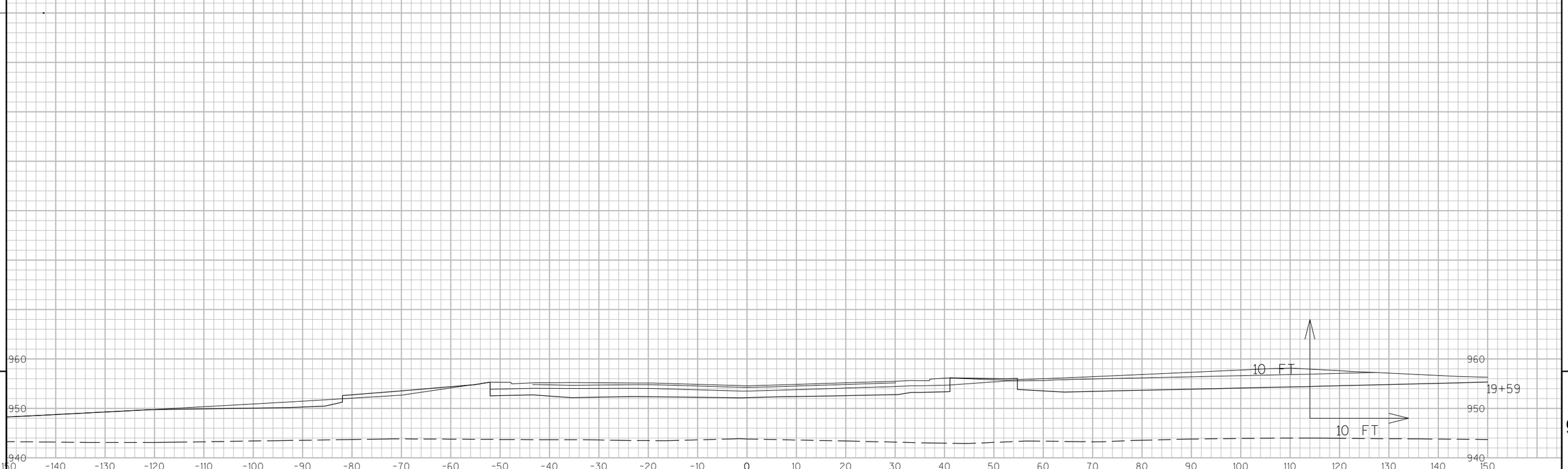
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: OLD CHAPMAN DR	SHEET 626

FILE NAME = C:\WTSPOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\090140_OLD_CHAPMAN_DR.DWG PLOT DATE = 1/8/2013 5:04 PM PLOT BY = ANDRTTSCH FRTC_RYAN.PLOT_NAME = PLOT SCALE = 1 IN=20 FT

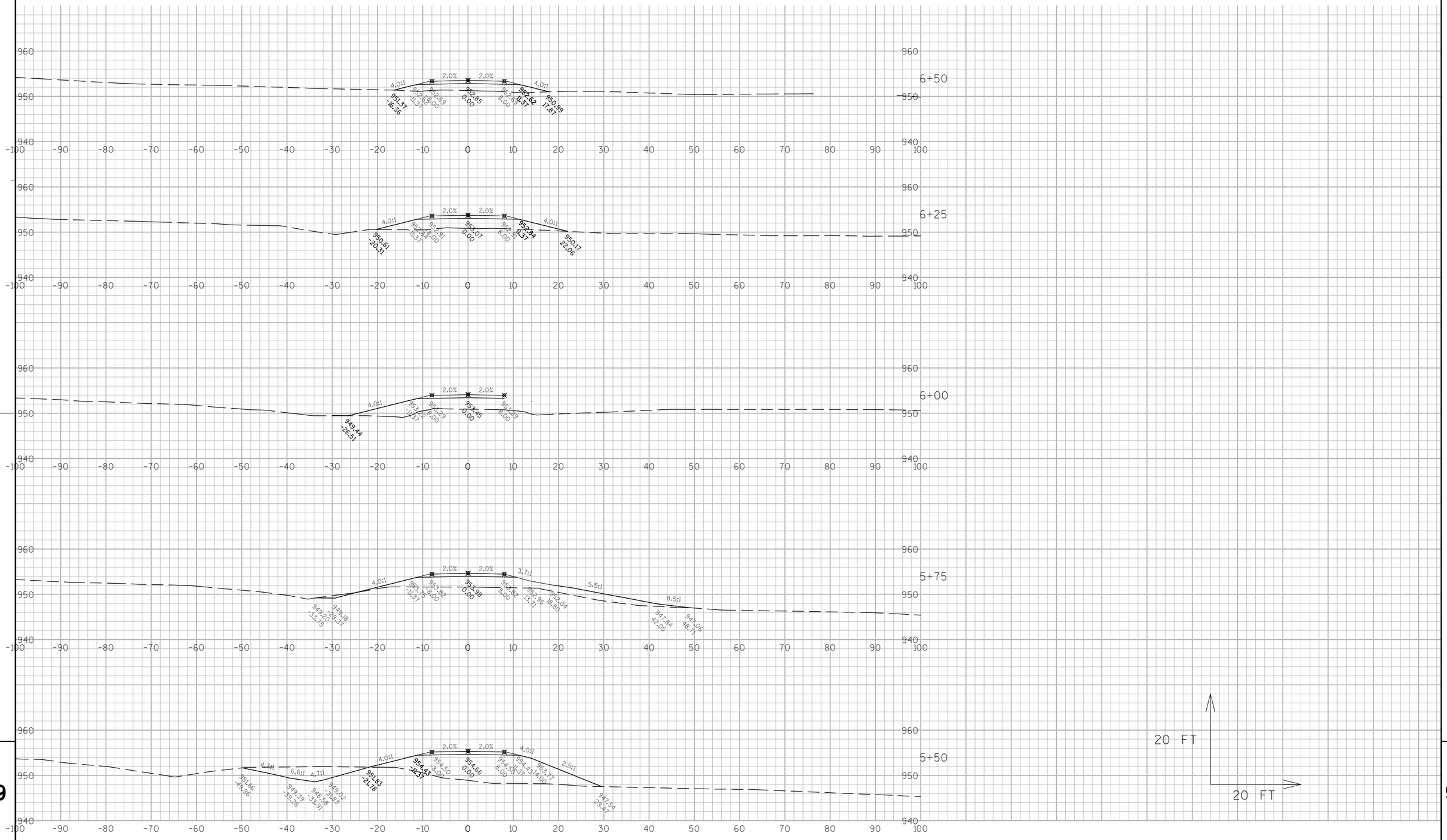
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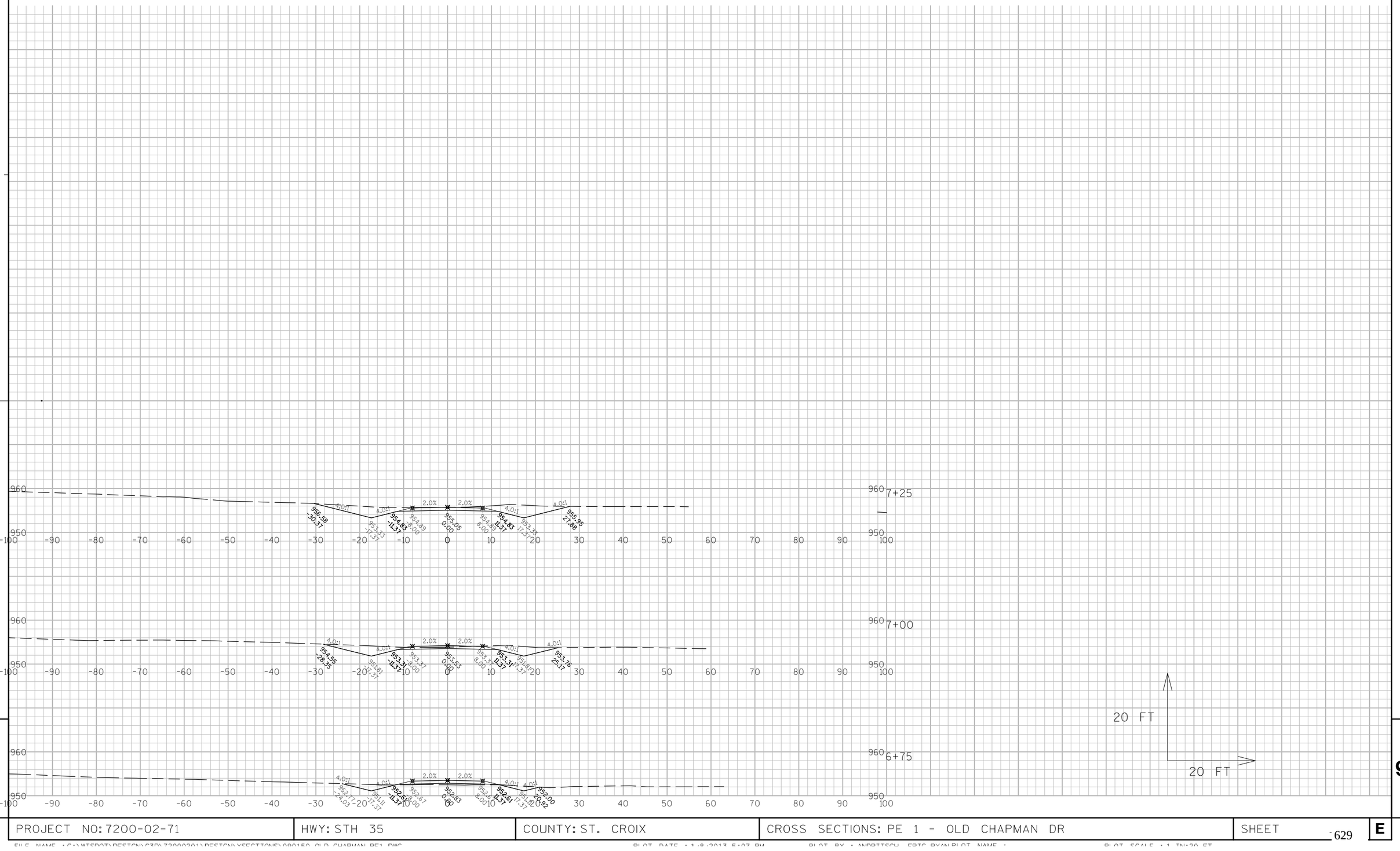
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: OLD CHAPMAN DR	SHEET 627	E



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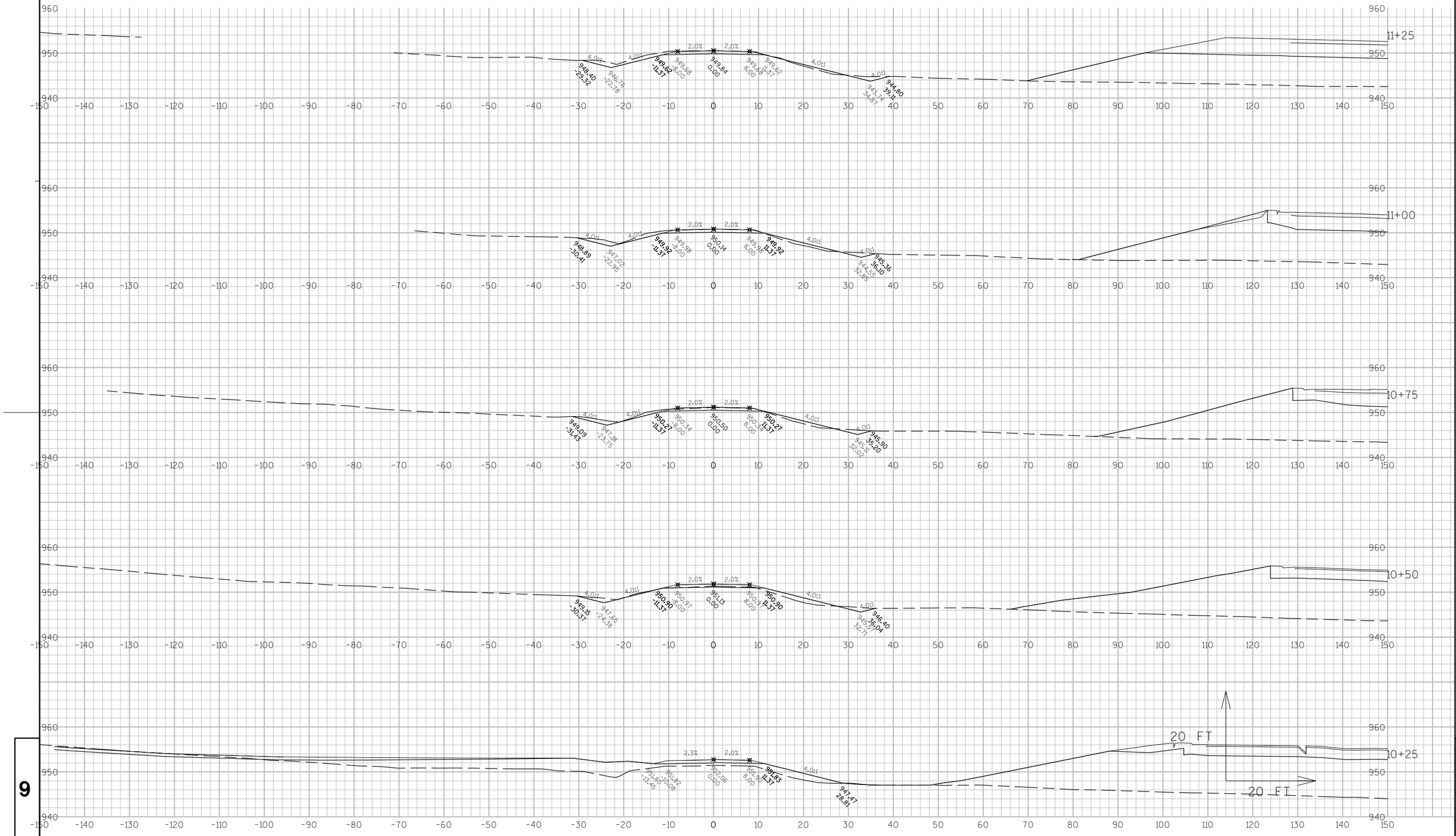
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PE 1 - OLD CHAPMAN DR	SHEET 628	E



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PE 1 - OLD CHAPMAN DR	SHEET	E

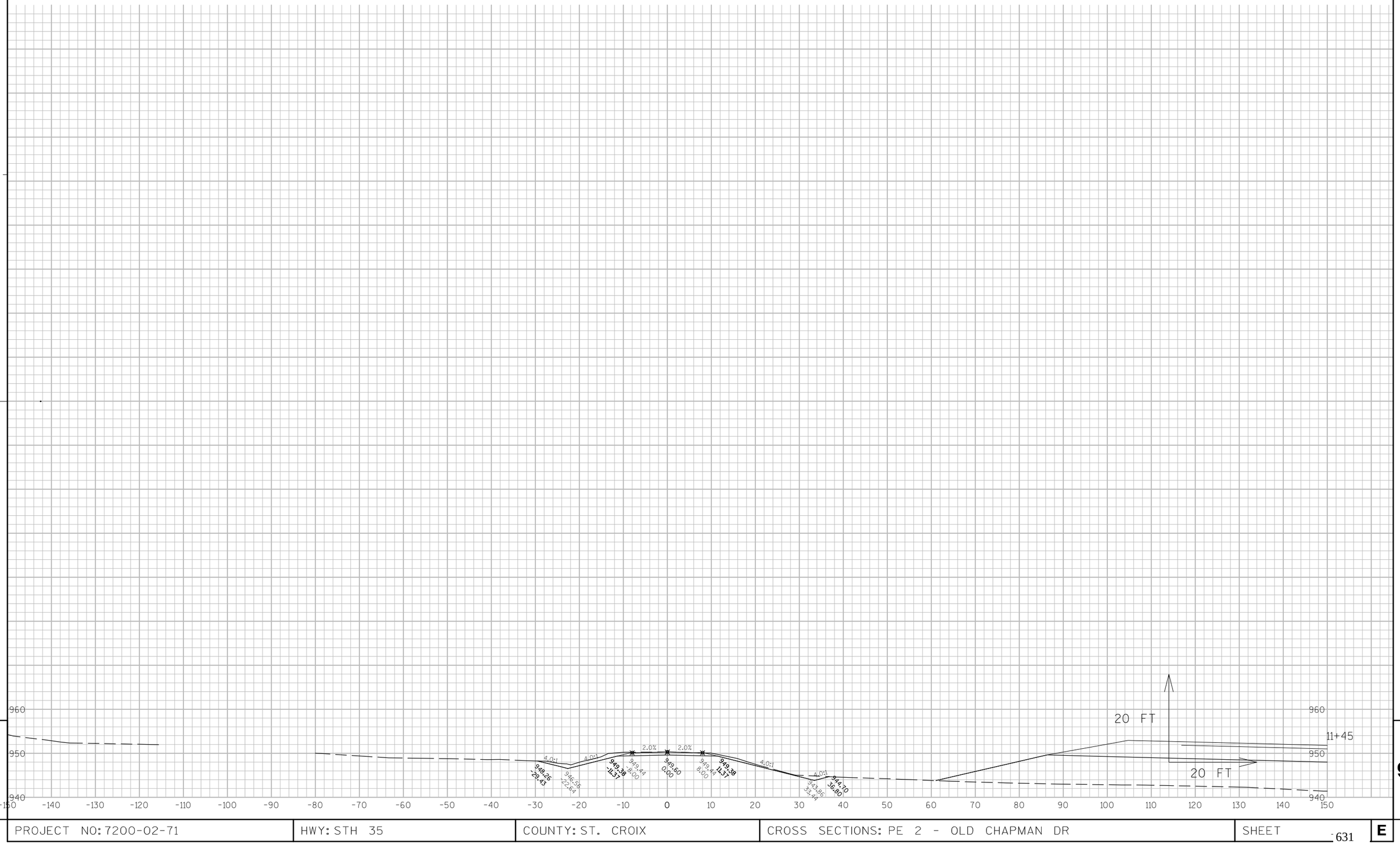
FILE NAME: C:\WTSDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\000150_OLD_CHAPMAN_PE1.DWG PLOT DATE: 1/8/2013 5:07 PM PLOT BY: ANDRTISCH FDTC_RYAN.PLOT_NAME: PLOT SCALE: 1 IN:20 FT



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PE 2 - OLD CHAPMAN DR	SHEET 630

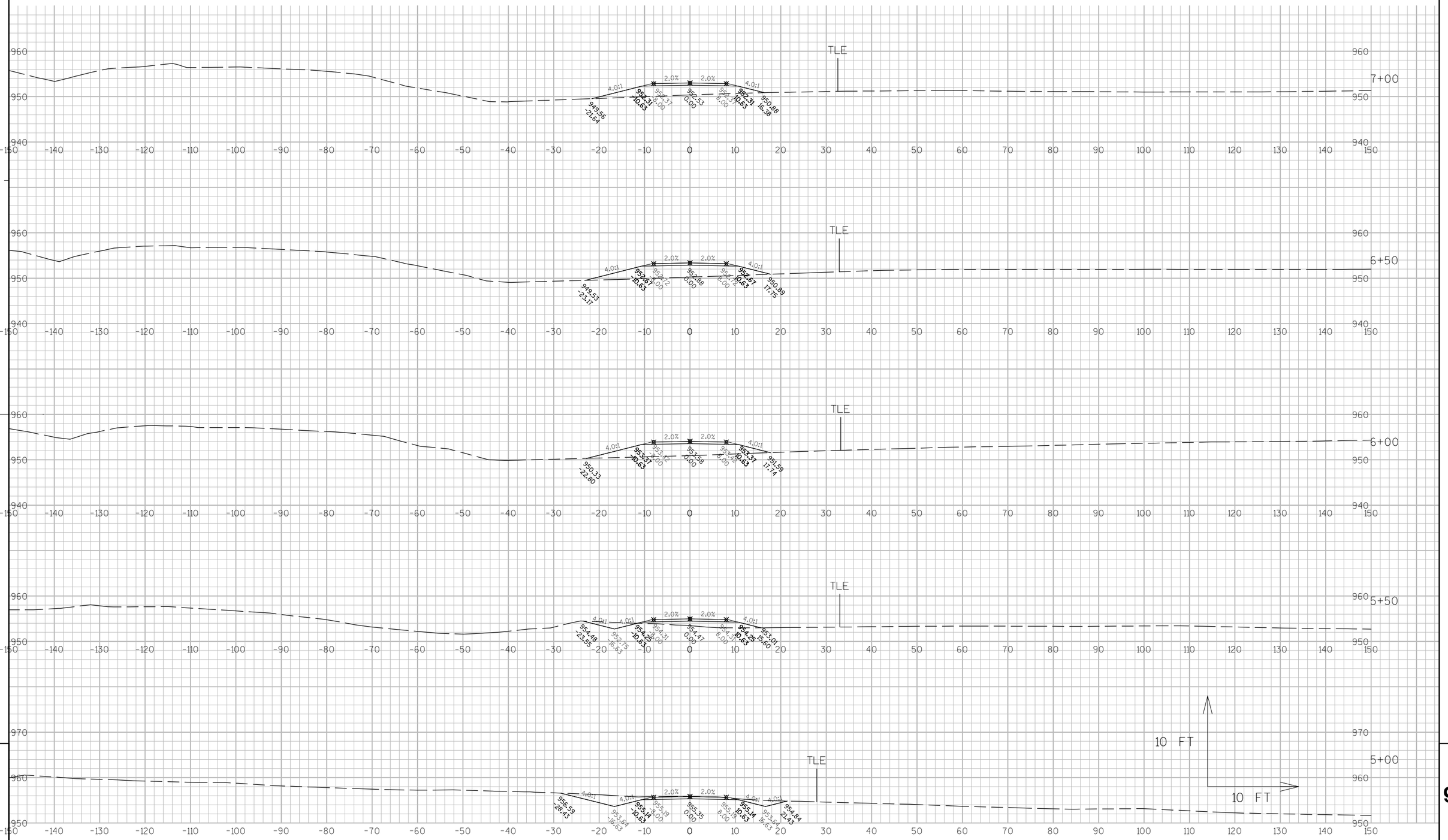
FILE NAME: C:\WISDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\080150_OLD_CHAPMAN_PE2.DWG PLOT DATE: 1/8/2013 11:56 AM PLOT BY: ANDRTTSCH FRTC_RYAN PLOT NAME: PLOT SCALE: 1 IN:20 FT

9 9 E



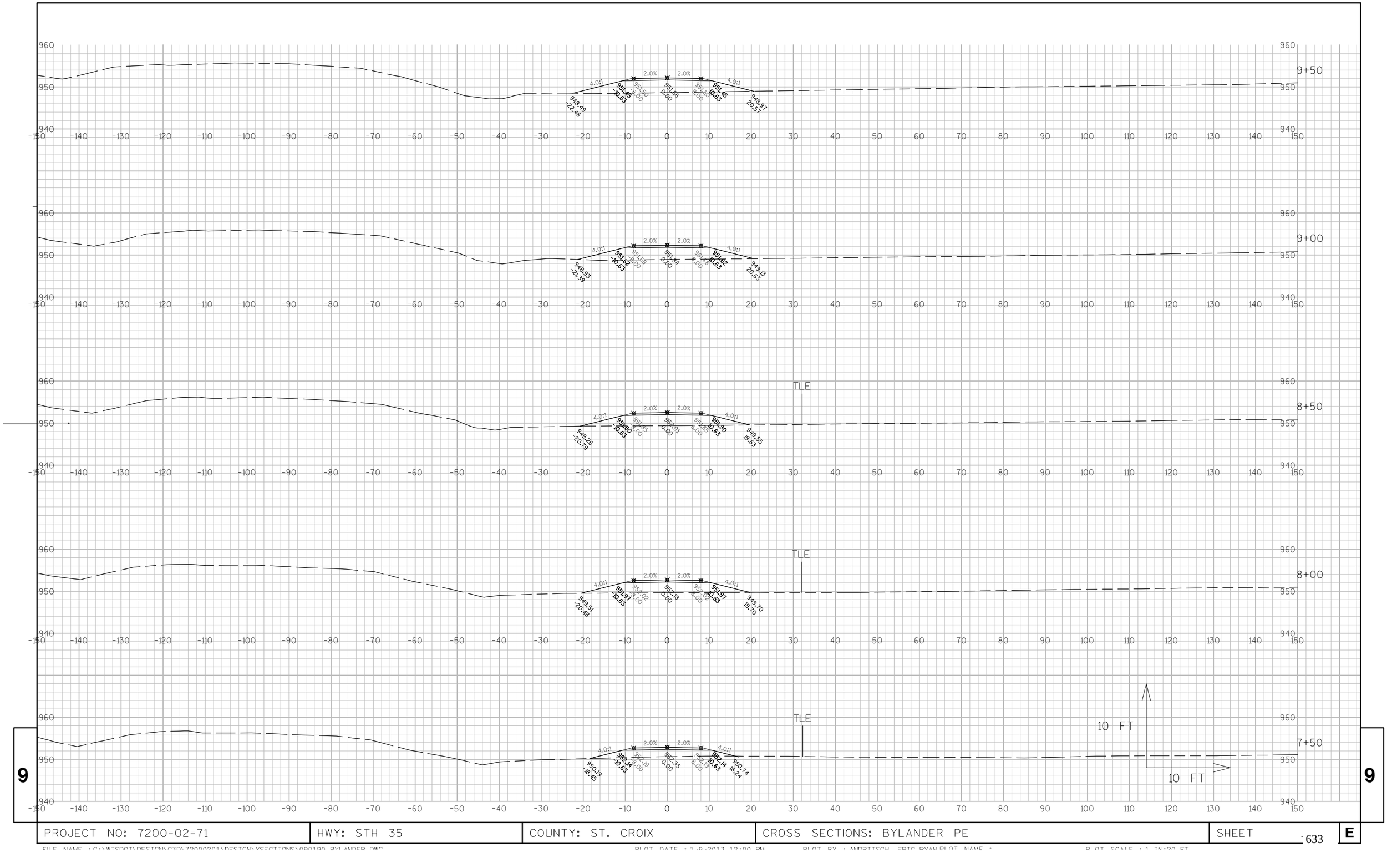
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PE 2 - OLD CHAPMAN DR	SHEET E

FILE NAME = C:\WTSDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090150_OLD_CHAPMAN_PE2.DWG PLOT DATE = 1/8/2013 11:56 AM PLOT BY = ANDRTISCH FDTC_RYAN PLOT NAME = PLOT SCALE = 1.IN=20.FT



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: BYLANDER PE	SHEET 632

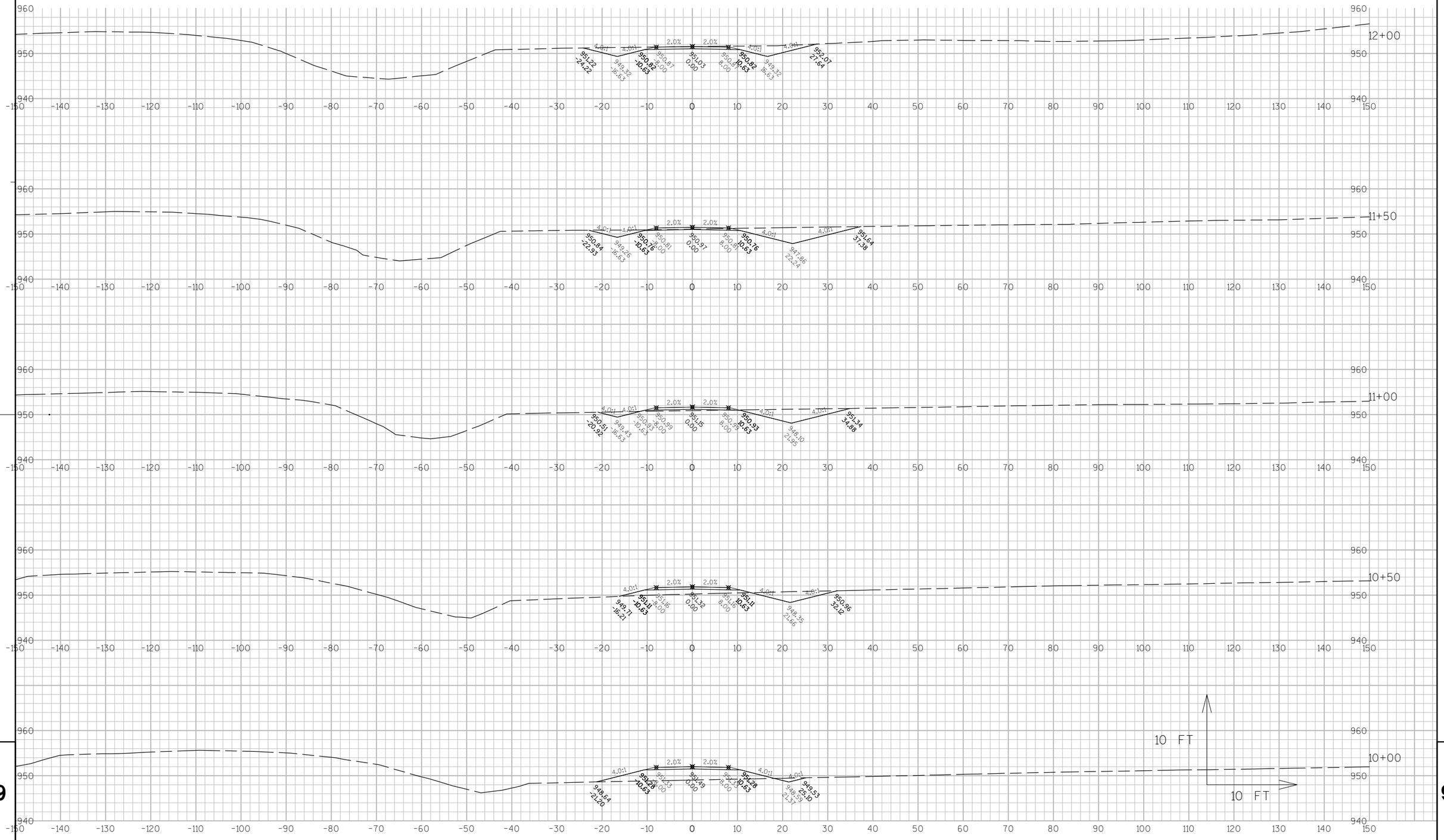
FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080180_BYLANDER.DWG PLOT DATE: 1/8/2013 12:00 PM PLOT BY: ANDRTISCH FRTC_RYAN.PLT PLOT NAME: PLOT SCALE: 1.IN=20.FT



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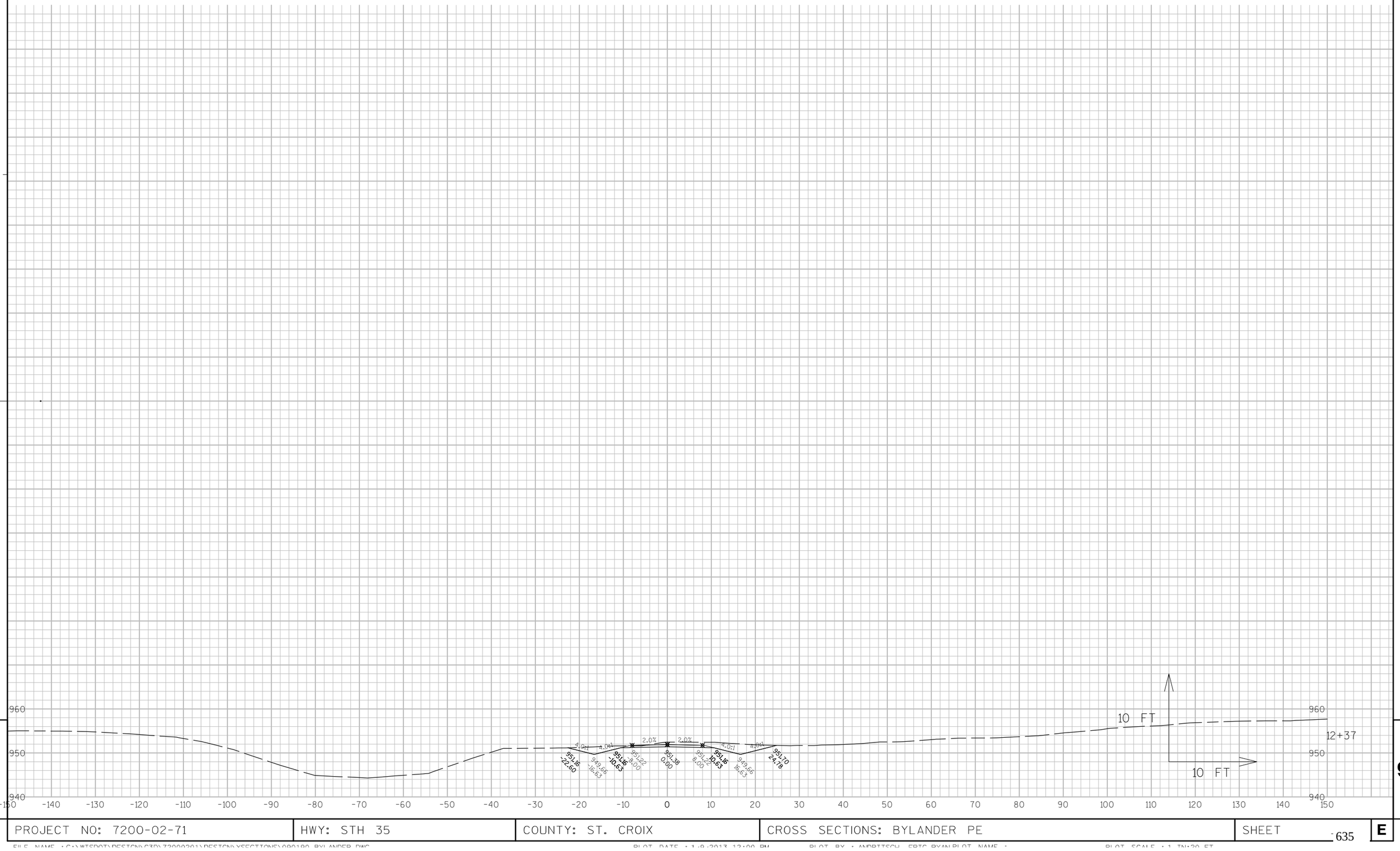
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: BYLANDER PE	SHEET 633	E



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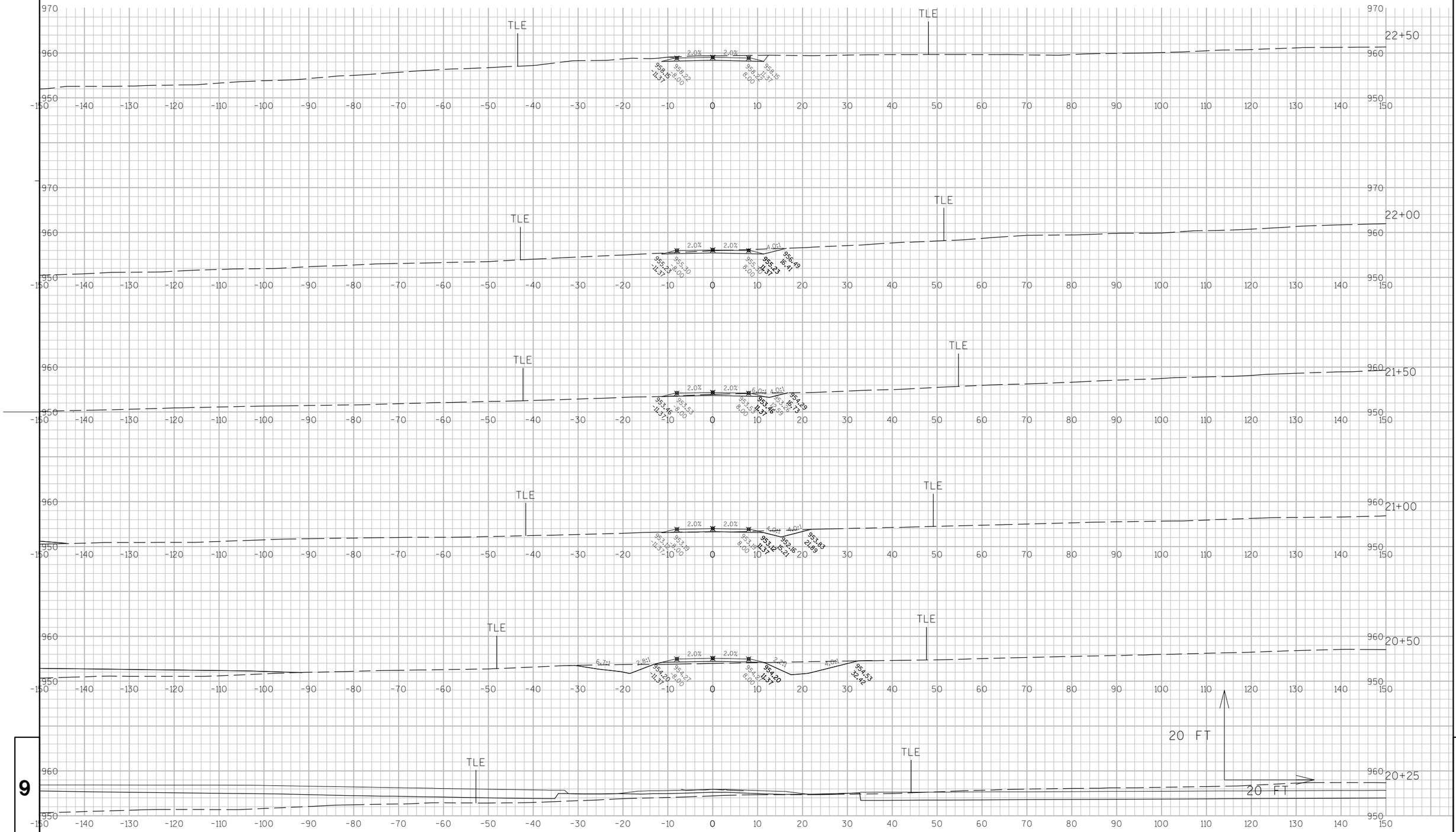
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: BYLANDER PE	SHEET 634	E



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: BYLANDER PE	SHEET 635 E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090190_BYLANDER.DWG PLOT DATE = 1/8/2013 12:00 PM PLOT BY = ANDRTISCH FDTC RYAN PLOT NAME = PLOT SCALE = 1.IN=20.FT

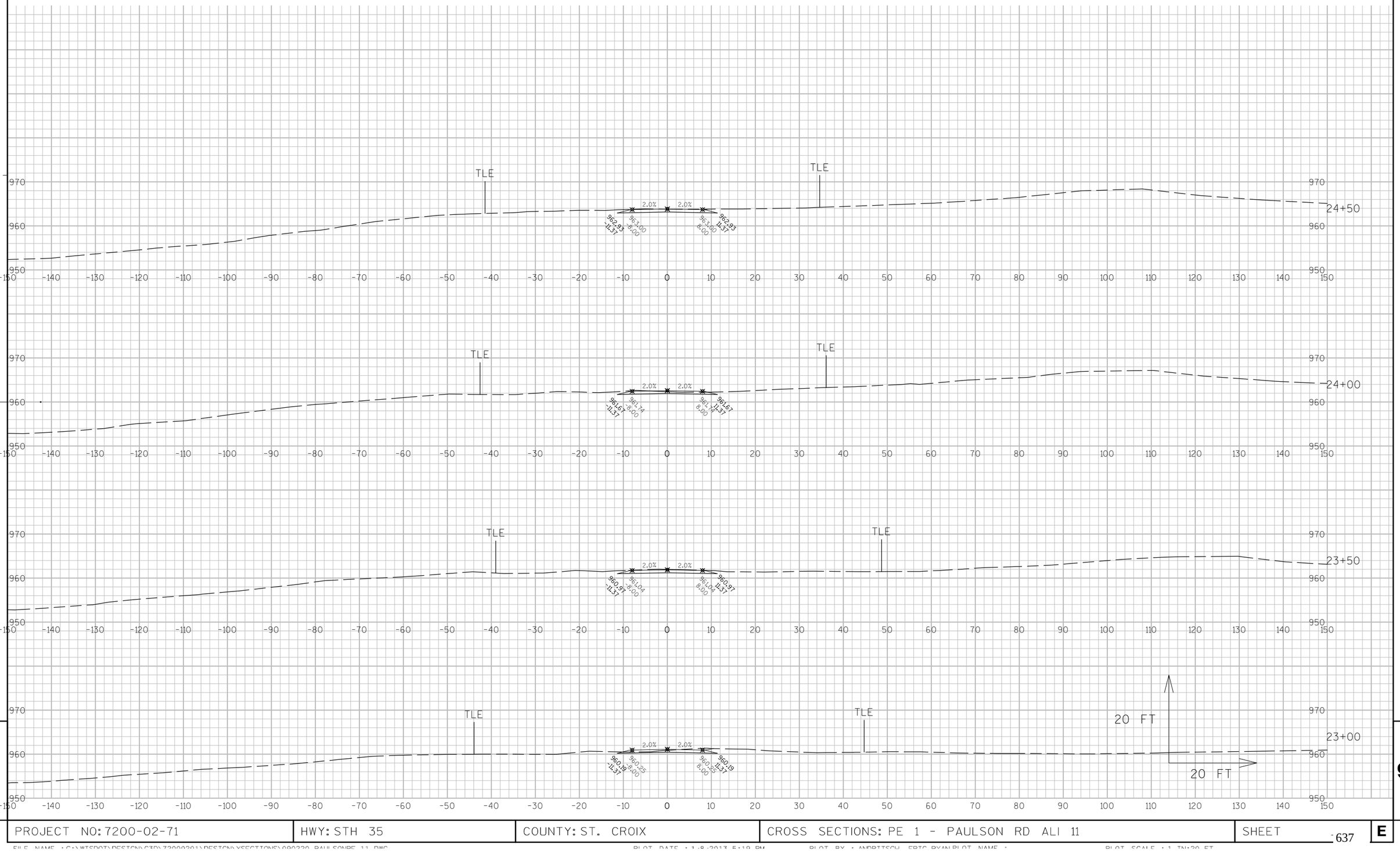


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PE 1 - PAULSON RD ALI 11	SHEET 636	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080220_PAULSONRE_11.DWG PLOT DATE = 1/8/2013 5:19 PM PLOT BY = ANDRITSCH, ERIC RYAN PLOT NAME = PLOT SCALE = 1 IN=20 FT

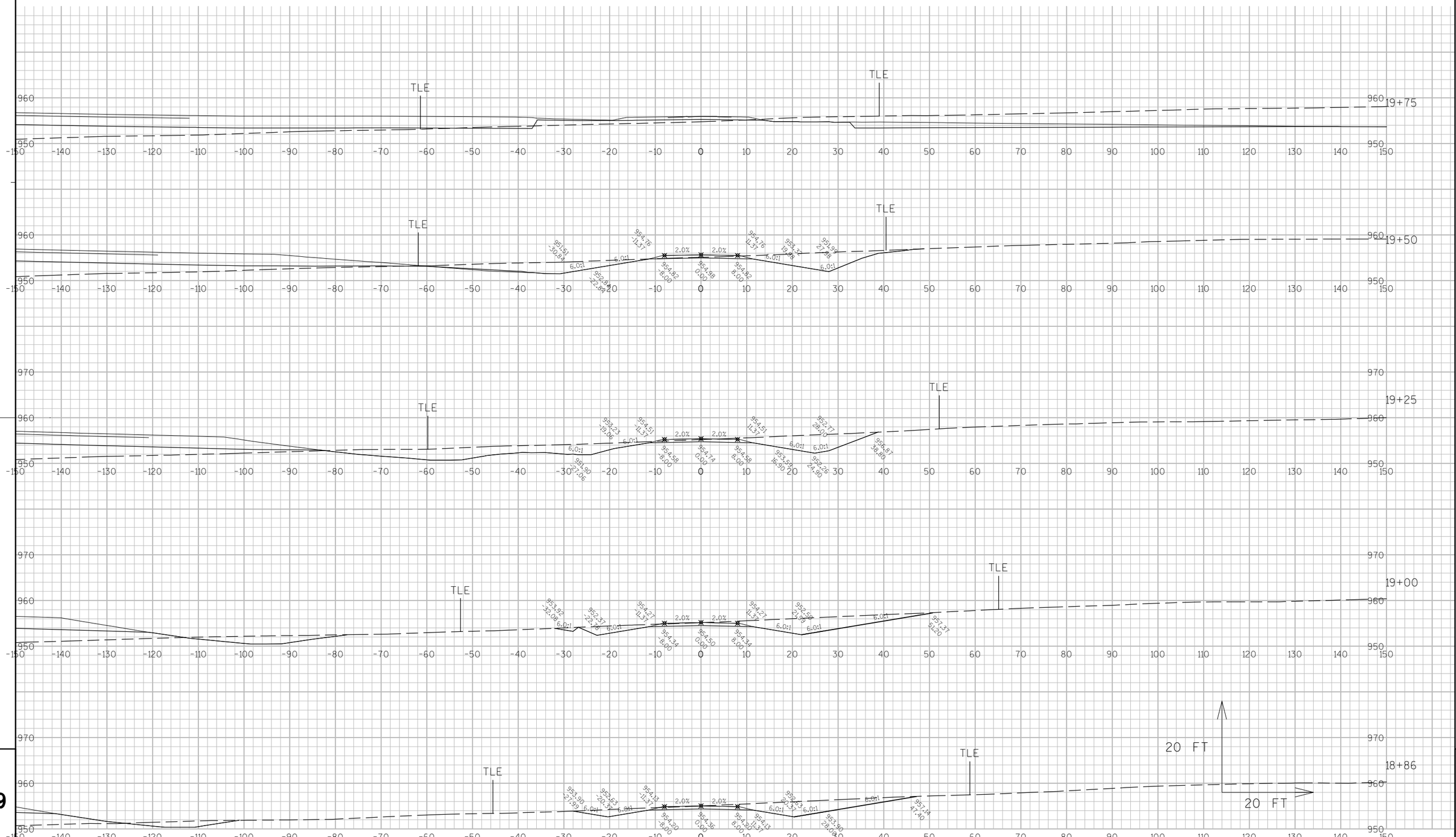


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PE 1 - PAULSON RD ALI 11	SHEET 637 E

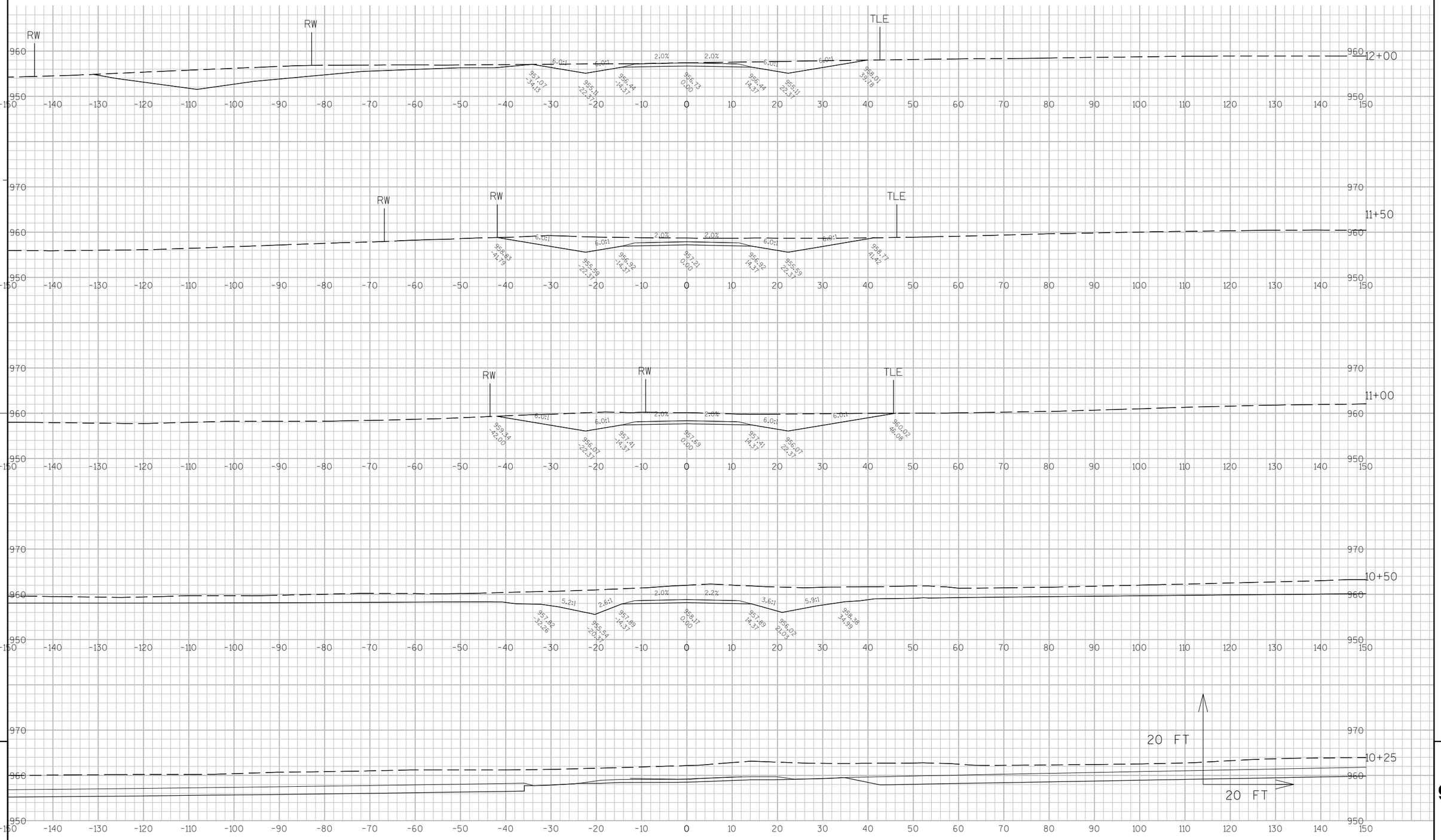
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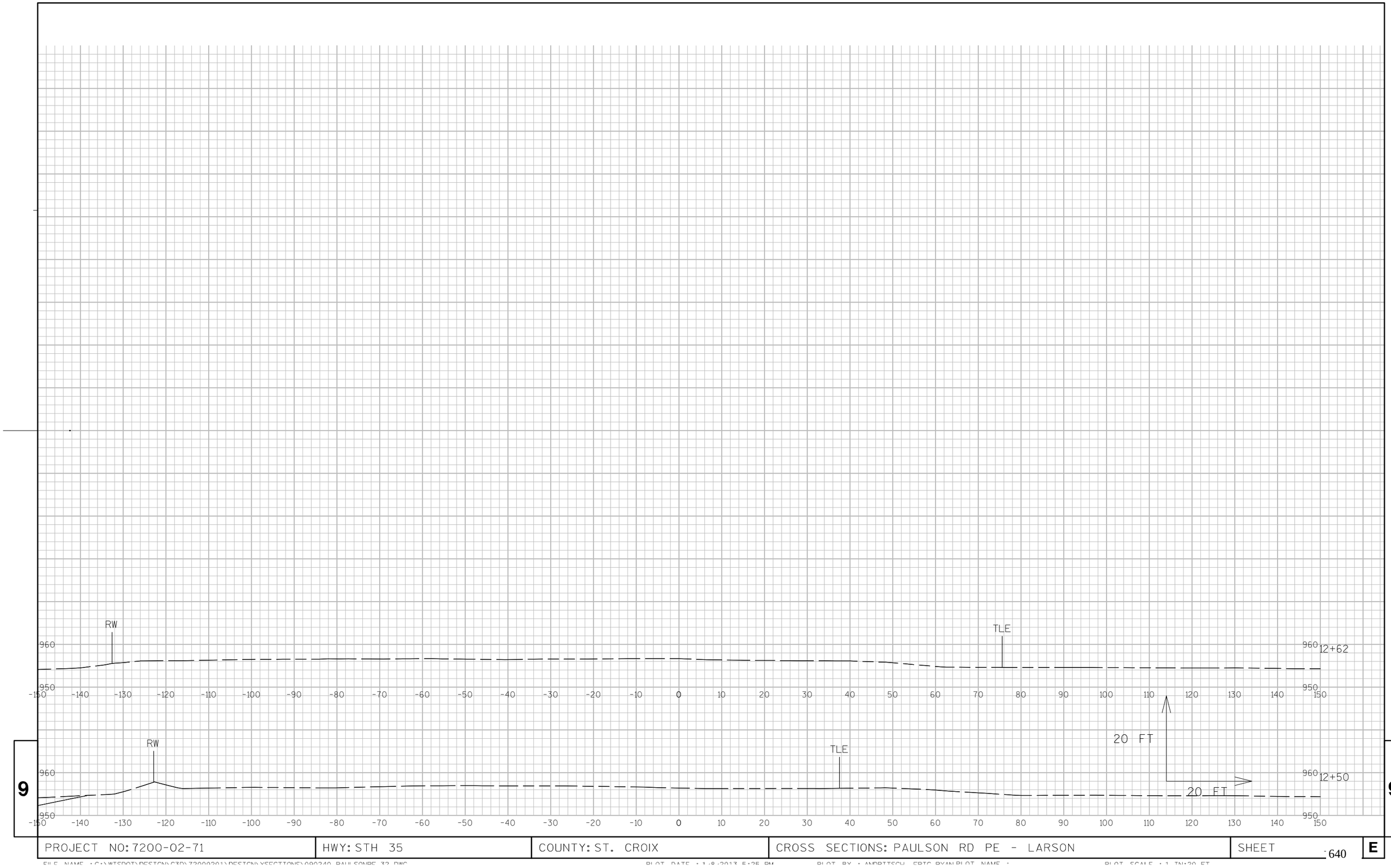
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PE 4 - PAULSON RD ALI 23	SHEET 638	E



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD PE - LARSON	SHEET 639 E

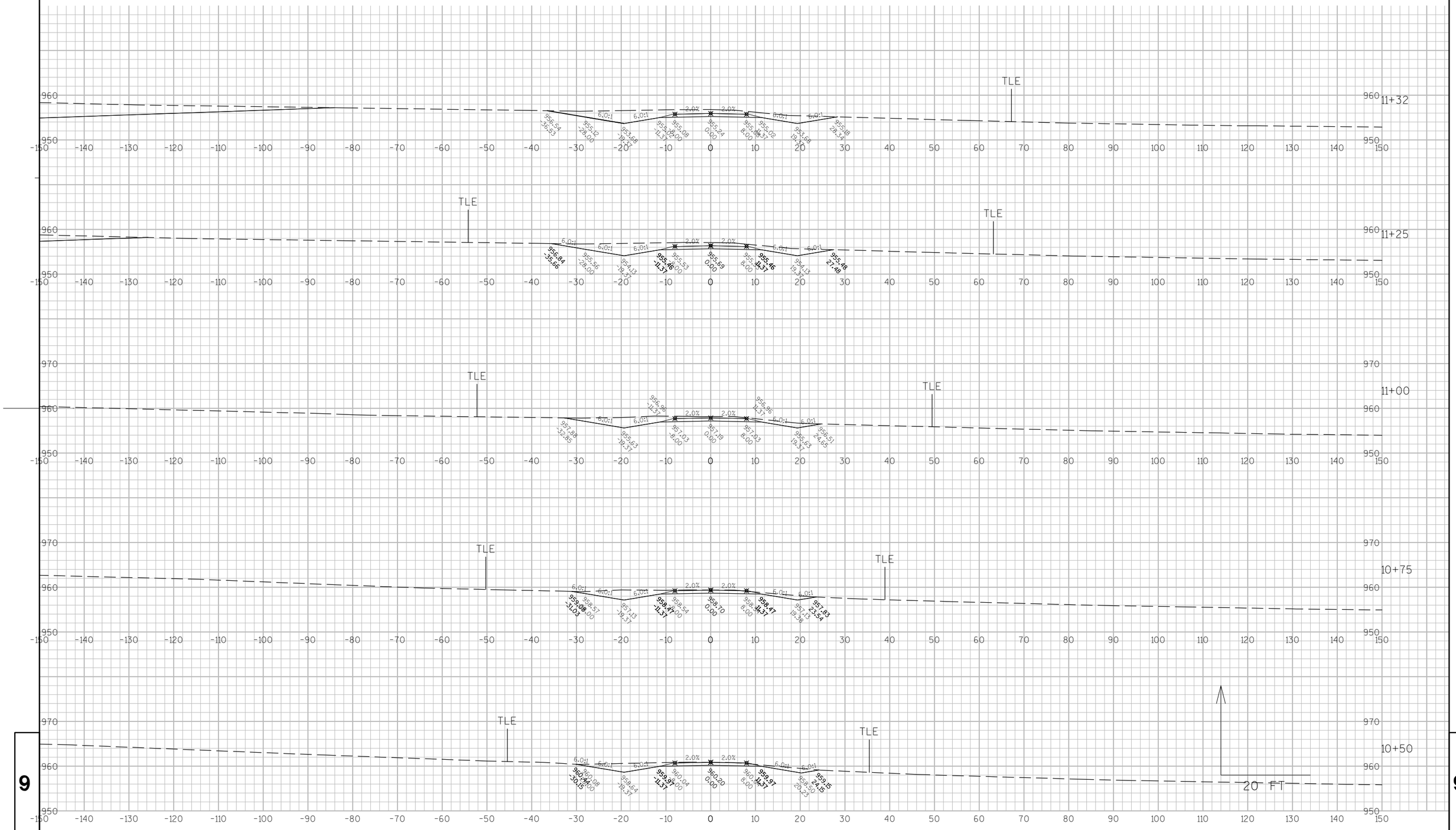
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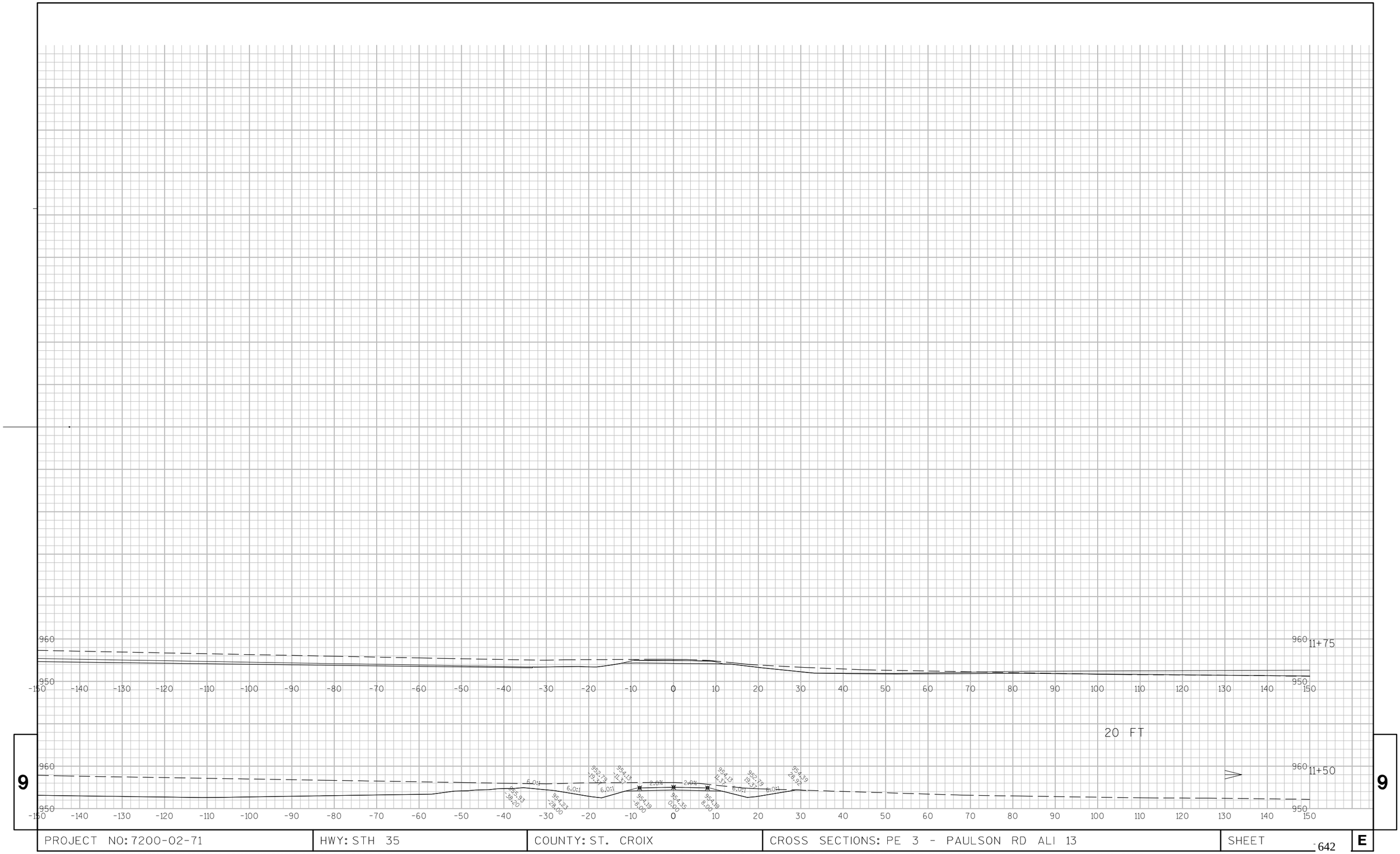
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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PAULSON RD PE - LARSON	SHEET 640	E



9	PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PE 3 - PAULSON RD ALI 13	SHEET 641	E	9

FILE NAME: C:\WISDOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\080250_PAULSONRD_5.DWG PLOT DATE: 1/8/2013 12:07 PM PLOT BY: ANDRTTSCH PTC_RYAN PLOT NAME: 1 IN=20 FT

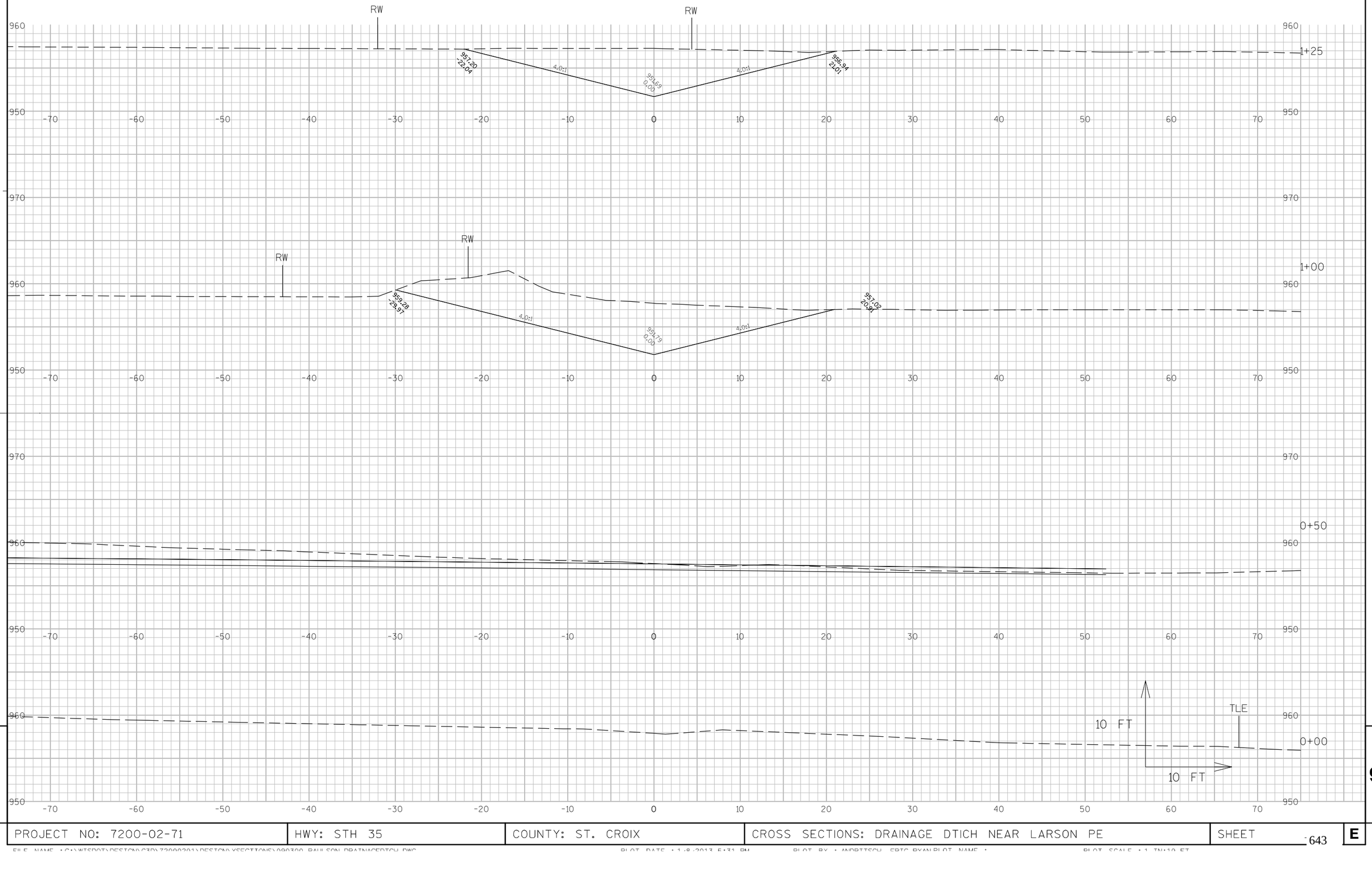


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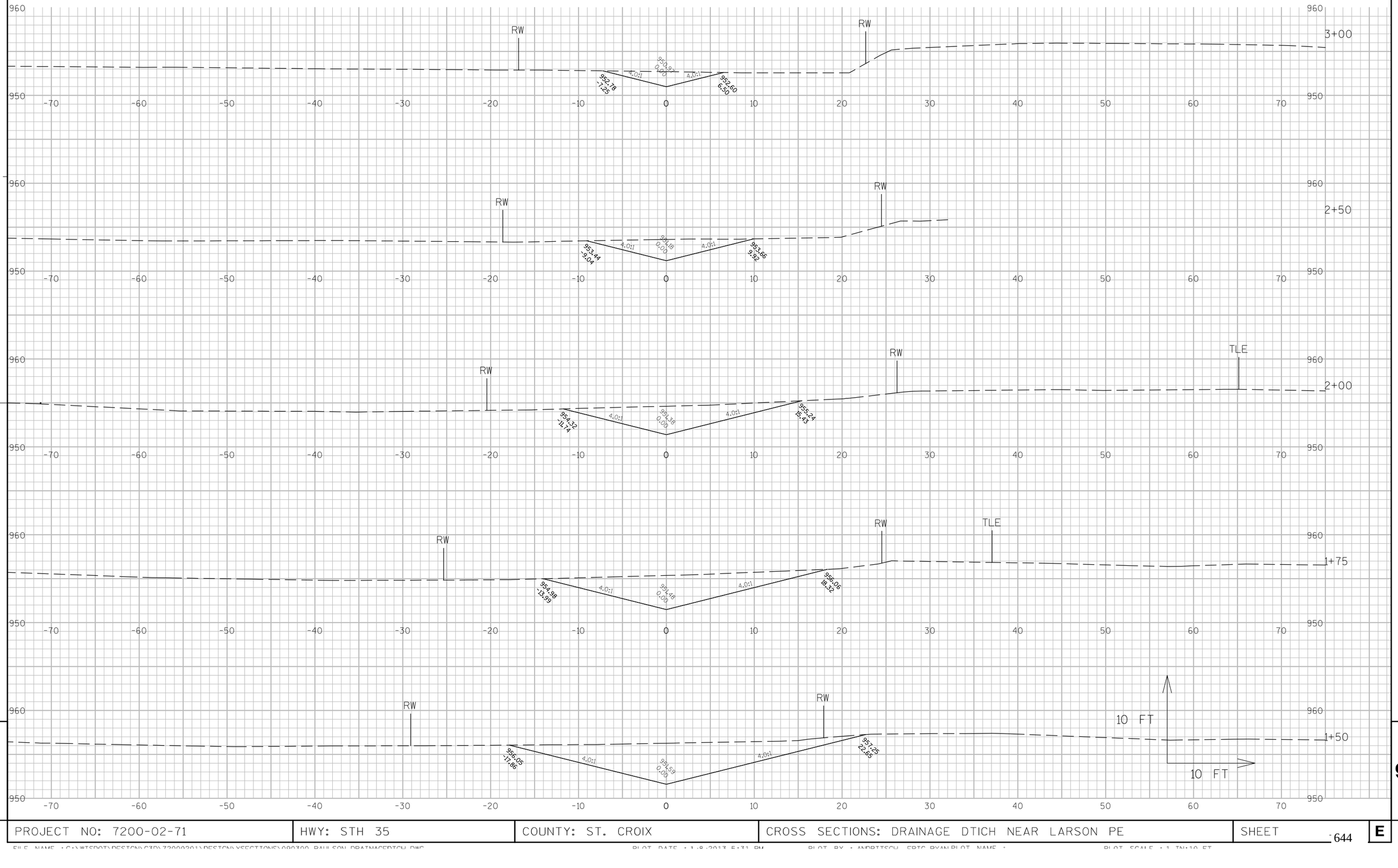
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: PE 3 - PAULSON RD ALI 13	SHEET	E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\090250_PAULSONRE_6.DWG PLOT DATE: 1/8/2013 12:07 PM PLOT BY: ANDRTISCH FRTC RYAN PLOT NAME: PLOT SCALE:



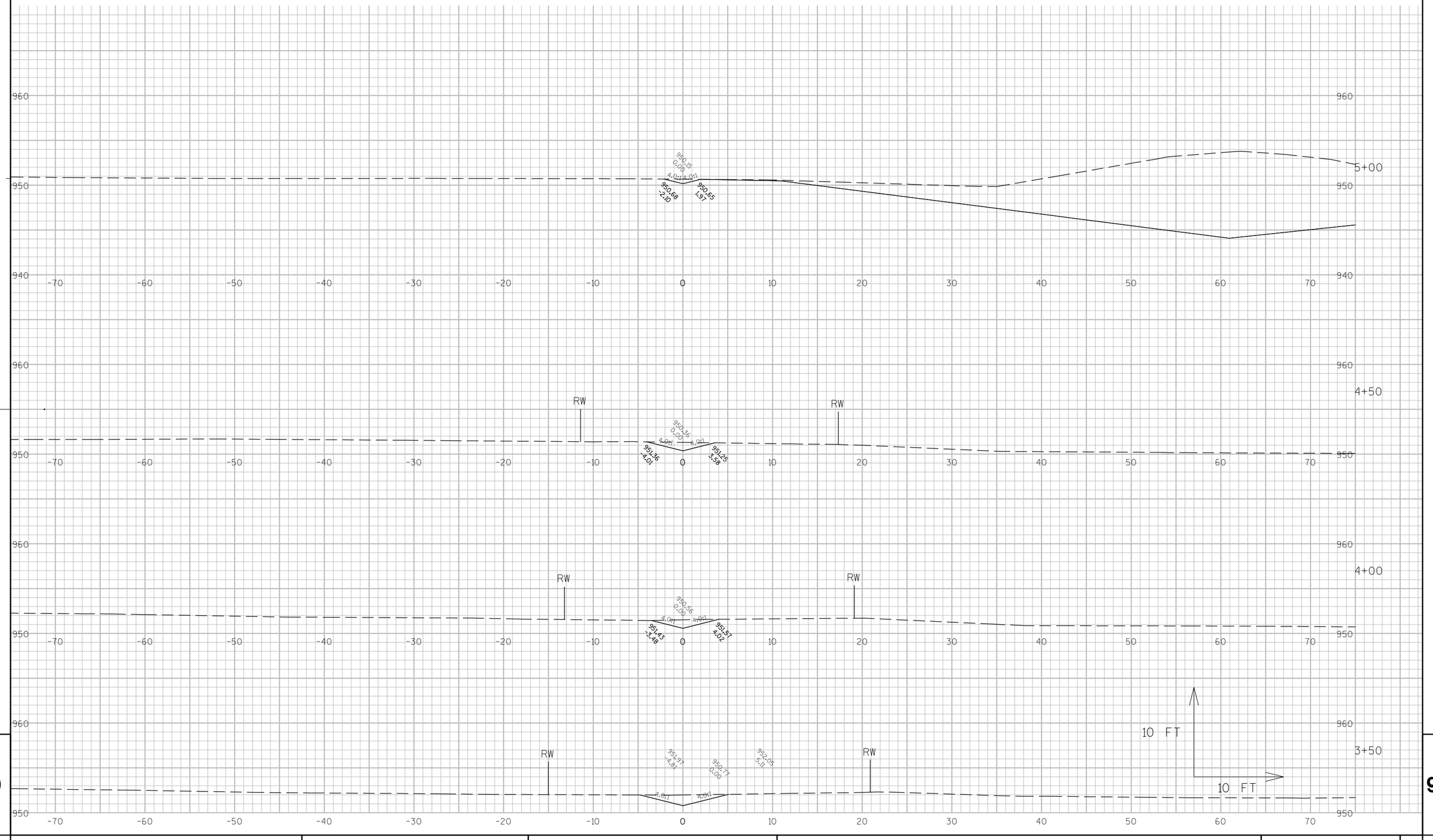
PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: DRAINAGE DTICH NEAR LARSON PE	SHEET 643 E

FILE NAME: C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\080300_PAULSON_DRAINAGEDTCH.DWG PLOT DATE: 1/8/2013 5:31 PM PLOT BY: ANDRTISCH ERIC RYAN PLOT NAME: PLOT SCALE: 1 IN=10 FT



PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: DRAINAGE DTICH NEAR LARSON PE	SHEET 644 E

FILE NAME: C:\WISDOT\DESIGN\C3D\7200201\DESIGN\XSECTIONS\090300_RAULSON_DRAINAGEDTICH.DWG PLOT DATE: 1/8/2013 5:31 PM PLOT BY: ANDRTISCH ERTC RYAN PLOT NAME: PLOT SCALE: 1 IN=10 FT

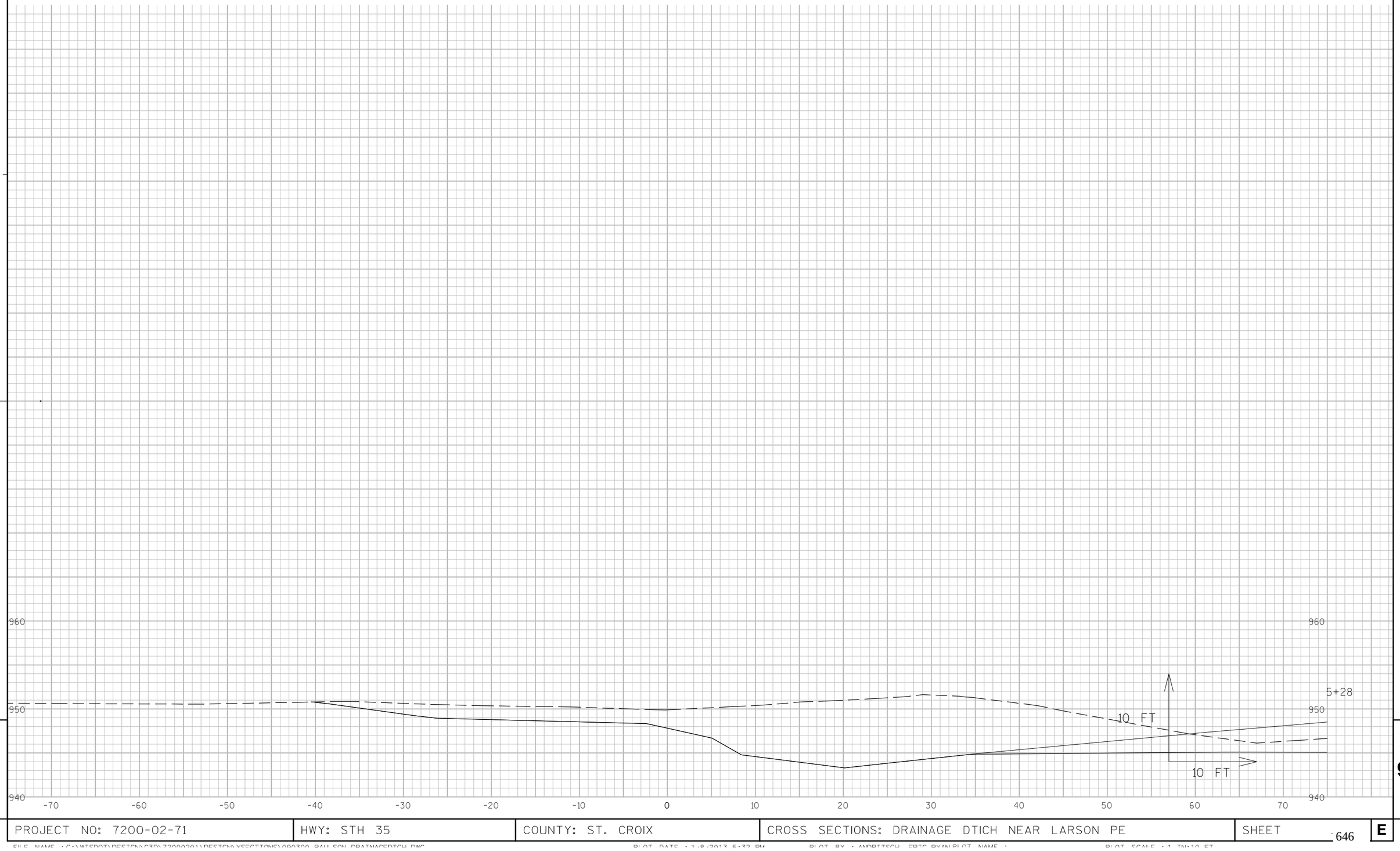


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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: DRAINAGE DTICH NEAR LARSON PE	SHEET 645	E

FILE NAME = C:\WTSPOT\DESTCN\C3D\72000201\DESTCN\XSECTIONS\090300_PAULSON_DRAINAGEDTICH.DWG PLOT DATE = 1/8/2013 5:31 PM PLOT BY = ANDRTISCH_ERIC.RYAN PLOT NAME = PLOT SCALE = 1.IN=10.FT



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PROJECT NO: 7200-02-71	HWY: STH 35	COUNTY: ST. CROIX	CROSS SECTIONS: DRAINAGE DTICH NEAR LARSON PE	SHEET 646	E

FILE NAME = C:\WISDOT\DESIGN\C3D\72000201\DESIGN\XSECTIONS\000300_PAULSON_DRAINAGEDTICH.DWG PLOT DATE = 1/8/2013 5:32 PM PLOT BY = ANDRTISCH FDTC_RYAN PLOT NAME = PLOT SCALE = 1 IN:10 FT

Notes

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