GRE MAY 2013

PROJECT ID: 1133-10-72/78/81

COUNTY: BROWN

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 = 1758

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

DE PERE - SUAMICO
MEMORIAL DRIVE-CTH M
USH 41
BROWN COUNTY

LINEVILLE RD (CTH M) INTCHG LINEVILLE RD INTCHG LIGHTING DUCK CREEK- LINEVILLE RD MAINLINE

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1133-10-72	WISC 2013274	1
1133-10-78	———	———
1133-10-81	WISC 2013275	1

CONNECTING WISCONSIN

ORIGINAL PLANS PREPARED BY

AYRES ASSOCIATES WISCONSIN
PHILIP J. BAIN JR.
E-38474
WAUWATOSA, WI
PROFESSIONAL ENGINEER

01/29/13 (Date) (Signature)

ORIGINAL PLANS PREPARED BY

SPANN ASSOCIATES Consulting Engineers
WISCONSIN
RICHARD P. KLASSEN
41767-006
ELM GROVE, WI
PROFESSIONAL ENGINEER

1/29/13 (Date) (Signature)

ORIGINAL PLANS PREPARED BY

K Engineering
MIKE D. SCARMON
37613-006
EVANSVILLE, WI
PROFESSIONAL ENGINEER

1-23-13 (Date) (Signature)

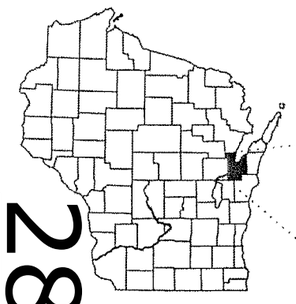
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WisDOT
Designer	AYRES
Project Manager	PAUL VRANEY
Region Examiner	
Region Supervisor	CHAD DEGRAVE
C.O. Examiner	

APPROVED FOR REGIONAL OFFICE
DATE: 01/28/13 Paul Vraney (Signature)

E



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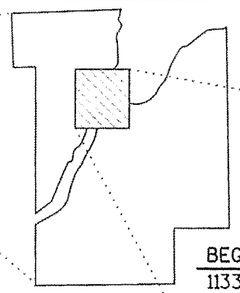

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STATE PROJECT NUMBER 1133-10-72

STATE PROJECT NUMBER 1133-10-78

STATE PROJECT NUMBER 1133-10-81

BEGIN PROJECT 1133-10-72
STA. 40MEB+66.36
X = 88878.1789
Y = 595148.1136

BEGIN/END PROJECT 1133-10-78

B-05-685 (CTH M)
R-05-236 (CTH M)
R-05-237 (CTH M)

END PROJECT 1133-10-72
STA. 84MEB+62.10

END PROJECT 1133-10-81
STA. 1343+50.00 NMC

BEGIN PROJECT 1133-10-81
STA. 1249+00.00 NMC
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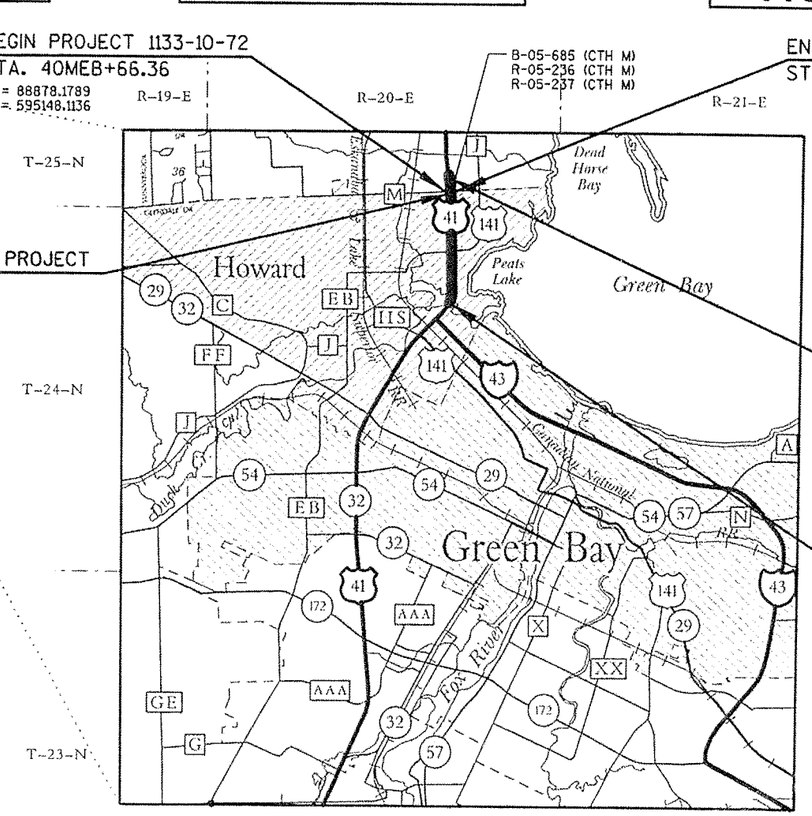
Y = 588949.1521



LAYOUT

SCALE 0 1 2 MI.

TOTAL NET LENGTH OF USH 41 CENTERLINE = 1.780 MI.
TOTAL NET LENGTH OF LINEVILLE RD. (CTH M) CENTERLINE = 0.832 MI.
TOTAL NET LENGTH OF HIGHWAY LIGHTING CENTERLINE = 0.000 MI.

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Brown County, NAD 83 (2007).

Elevations shown on this plan are referenced to the North American Vertical Datum of 1988, NAVD88 (1991).

DESIGN DESIGNATION

			USH 41 (NB/SB)	LINEVILLE RD
A.A.D.T.	2015	=	29,900 / 30,400	14,600/9,000
A.A.D.T.	2035	=	40,000 / 40,500	18,800/12,800
D.H.V.		=	4,000	4,050
D.D.		=	43/57	60/40
T.		=	10.9%	5.8%
DESIGN SPEED		=	70 MPH	50/40 MPH
ESALS		=	15,293,500	2,871,090

CONVENTIONAL SYMBOLS

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

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

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

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

UTILITY CONTACTS

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DPW DIRECTOR/VILLAGE ENGINEER
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james.doperalski@wisconsin.gov

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262-255-8190

MIKE SCARMON
KL ENGINEERING
5950 SEMINOLE CENTRE CT., SUITE 200
MADISON, WI 53711
608-663-1218

ALIGNMENTS ARE LABELED WITH THE FOLLOWING IDENTIFIERS:

ALIGNMENT IDENTIFIERS	
NMC	USH 41 NB
SMC	USH 41 SB
LK	LAKEVIEW DR
MRDN	USH 41 NB RAMP ROUNDABOUT
MB	CTH M NE RAMP
MWNB	CTH M NE RAMP BYPASS
MA	CTH M SE RAMP
SERB	CTH M SE RAMP BYPASS
MRDS	USH 41 SB RAMP ROUNDABOUT
MD	CTH M SW RAMP
MESB	CTH M SW RAMP BYPASS
MC	CTH M NW RAMP
NWMB	CTH M NW RAMP BYPASS
MRDE	EAST DEERFIELD AVE ROUNDABOUT
EDN	EAST DEERFIELD AVE NB
EDS	EAST DEERFIELD AVE SB
EDSB	EAST DEERFIELD AVE SB BYPASS
MRDW	WEST DEERFIELD AVE ROUNDABOUT
WDN	WEST DEERFIELD AVE NB
WDS	WEST DEERFIELD AVE SB
MEB	LINEVILLE RD EB
MWB	LINEVILLE RD WB
PFC	PARKFIELD CT
CHN	LINEVIILLE INTERCHANGE DITCH

EDGE OF PAVEMENT ALIGNMENT IDENTIFIERS:

EDA1	EAST DEERFIELD MEDIAN OUTSIDE EOP
MENE	EAST DEERFIELD ROUNDABOUT NE QUADRANT OUTSIDE EOP
MENW	EAST DEERFIELD AVE SB BYPASS MEDIAN INSIDE EOP
MESB2	CTH M EB BYPASS OUTSIDE EOP
MESE	EAST DEERFIELD ROUNDABOUT SE QUADRANT OUTSIDE EOP
MESW	EAST DEERFIELD ROUNDABOUT SW QUADRANT OUTSIDE EOP
MNNE1	CTH M NE RAMP BYPASS MEDIAN INSIDE EOP
MNNE2	EAST DEERFIELD ROUNDABOUT NW QUADRANT OUTSIDE EOP
MNSE1	CTH M SE RAMP BYPASS MEDIAN INSIDE EOP
MRDA	USH 41 SB RAMP ROUNDABOUT MEDIAN OUTSIDE EOP
MRDE	EAST DEERFIELD ROUNDABOUT INSIDE EOP
MRDN	USH 41 NB RAMP ROUNDABOUT INSIDE EOP
MRDS	USH 41 SB RAMP ROUNDABOUT INSIDE EOP
MRDW	WEST DEERFIELD ROUNDABOUT INSIDE EOP
MRNE1	WEST DEERFIELD ROUNDABOUT NE QUADRANT OUTSIDE EOP
MRNW1	WEST DEERFIELD ROUNDABOUT NW QUADRANT OUTSIDE EOP
MRSE1	WEST DEERFIELD ROUNDABOUT SE QUADRANT OUTSIDE EOP
MRSW1	WEST DEERFIELD ROUNDABOUT SW QUADRANT OUTSIDE EOP
MSNW0	CTH M NW RAMP BYPASS OUTSIDE EOP
MSNW1	CTH M NW RAMP BYPASS MEDIAN INSIDE EOP
MSSW1	CTH M SW RAMP BYPASS MEDIAN INSIDE EOP
SERB2	CTH M SE RAMP BYPASS OUTSIDE EOP

TEMPORARY ALIGNMENT IDENTIFIERS:

EDB	TEMPORARY EAST DEERFIELD WIDENING B
TEA	TEMPORARY EAST DEERFIELD WIDENING A
TEB	TEMPORARY EAST DEERFIELD WIDENING C
TLA	TEMPORARY LINEVILLE EB TO WEST DEERFIELD
TLB	TEMPORARY WEST DEERFIELD TO RAMP D
TLC	TEMPORARY RAMP D TO LINEVILLE EB
TLD	TEMPORARY RAMP A TO EAST DEERFIELD
TLE	TEMPORARY EAST DEERFIELD TO LINEVILLE EB
TLF	TEMPORARY LINEVILLE WB TO WEST DEERFIELD
TLG	TEMPORARY WEST DEERFIELD TO RAMP C
TLH	TEMPORARY RAMP C TO LINEVILLE WB
TLI	TEMPORARY LINEVILLE WB TO RAMP B
TLJ	TEMPORARY RAMP B TO EAST DEERFIELD
TLK	TEMPORARY EAST DEERFIELD TO LINEVILLE WB
TMC	TEMPORARY MC RAMP
TMD	TEMPORARY MD RAMP
XO-A	CROSSOVER NB-SB
XO-B	CROSSOVER SB-NB

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
PLAN DETAILS
PAVING GRADES
EROSION CONTROL
PHRAGMITIES
STORM SEWER
PIPE UNDERDRAIN
LANDSCAPING
IRRIGATION

(CONTINUED)
PERMANENT SIGNING
ITS
LIGHTING
PAVEMENT MARKING
TRAFFIC CONTROL
STAGE CONSTRUCTION
ALIGNMENT PLANS

GENERAL NOTES

THE CONTRACTOR SHALL CONTACT THE UTILITIES AND DIGGERS HOTLINE TO LOCATE AND FIELD VERIFY UTILITIES. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

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

RIGHT OF WAY LINES SHOWN ON THE CROSS SECTIONS ARE APPROXIMATE.

PROTECT INLETS WITH PROPER INLET PROTECTION AT LOCATIONS EXHIBITING RISK OF BEING IMPACTED BY CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

THE EXACT LOCATIONS OF PRIVATE ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND UNLESS OTHERWISE DIRECTED BY THE ENGINEER, OR AS SHOWN ON THE PLANS. BASE AGGREGATE DENSE 3/4-INCH SHALL BE USED UNDER ALL DRIVEWAYS.

THE EXACT LOCATION AND WIDTH OF TEMPORARY ACCESS FOR DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY ANY OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT THE CONTRACTOR'S EXPENSE.

PLACE TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. SEED, MULCH AND FERTILIZE OR SOD AND FERTILIZE ALL AREAS 5 DAYS AFTER PLACEMENT OF TOPSOIL.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS, FLOODWAY OR FLOODPLAIN OF ANY WATERWAY.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH 4-INCH TYPICAL DEPTH.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE FILLED WITH COMPACTED GRANULAR BACKFILL OR AS DIRECTED BY THE ENGINEER.

A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING HMA PAVEMENT.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE. CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE.

SIDEWALK GRADES ARE GIVEN FROM THE FRONT OF THE SIDEWALK WHEN SHOWN.

SAWCUT ASPHALTIC AND CONCRETE DRIVEWAYS AND/OR PARKING LOTS AT THE MATCHLINE AS SHOWN ON THE PAVING DETAILS OR AS DIRECTED BY THE ENGINEER.

CONTRACTORS SHALL VERIFY UTILITY DEPTHS AT ALL PROPOSED STORM SEWER CONNECTION POINTS TO EXISTING SYSTEMS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY ARE TO BE TOPSOILED AND TREATED AS SHOWN ON THE EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.

BROKEN CONCRETE CONTAINING STEEL SHALL NOT BE USED AS RIPRAP OR HEAVY RIPRAP.

THE EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER.

REMOVAL OF EROSION CONTROL DEVICES IS INCIDENTAL TO THE COST OF THEIR RESPECTIVE BID ITEMS.

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

ALL MANHOLE AND INLET OFFSETS ARE GIVEN TO THE CENTER OF THE STRUCTURE.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN AND PROVIDE DOCUMENTATION TO THE ENGINEER IN ACCORDANCE WITH THE SPECIFICATIONS.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

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

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM "TRAFFIC CONTROL COVERING SIGNS."

STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.

BENCHMARK LOCATIONS SHOWN ON PLAN ARE APPROXIMATE AND SHOULD BE VERIFIED.

ALL ITEMS ASSOCIATED WITH SIGNING REMOVALS ARE SHOWN ON SIGNING PLAN, EXCEPT FOR REMOVING OLD SIGN STRUCTURES.

REMOVAL PLAN DOES NOT INCLUDE REMOVAL OF TEMPORARY PAVEMENT. SEE TRAFFIC CONTROL PLAN.

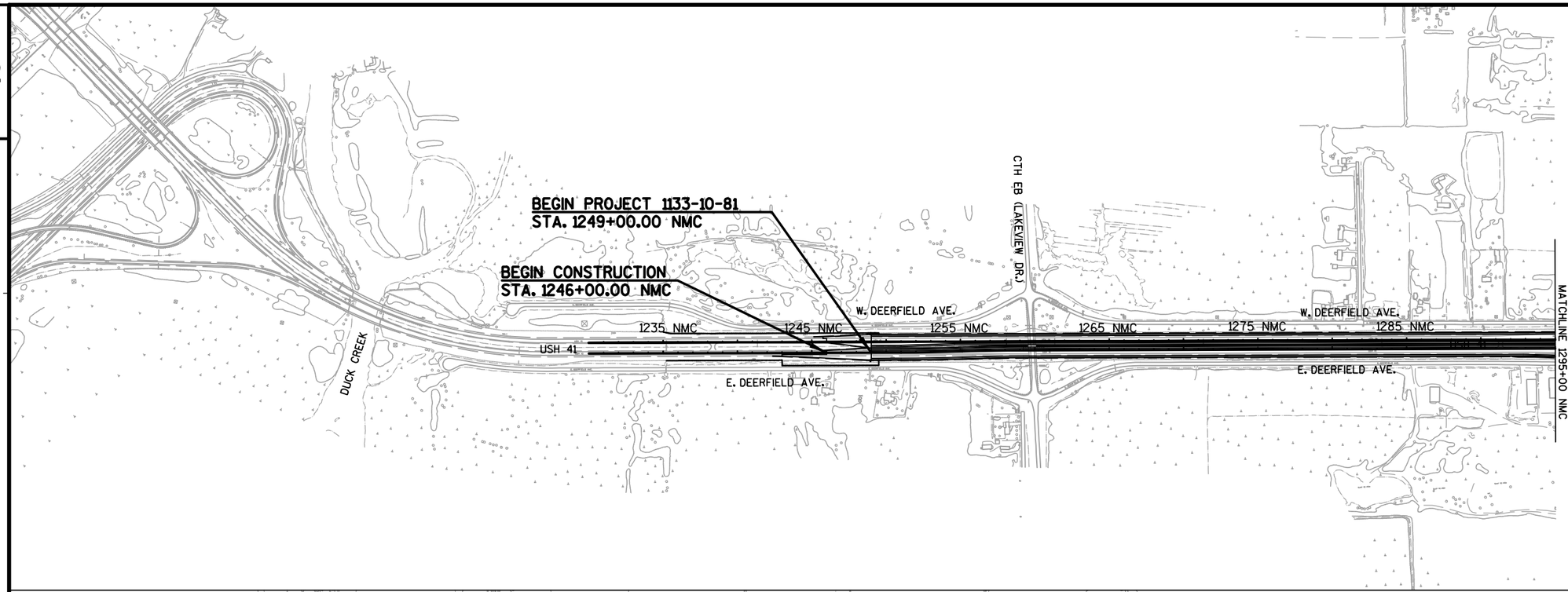
10 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 10 FEET.

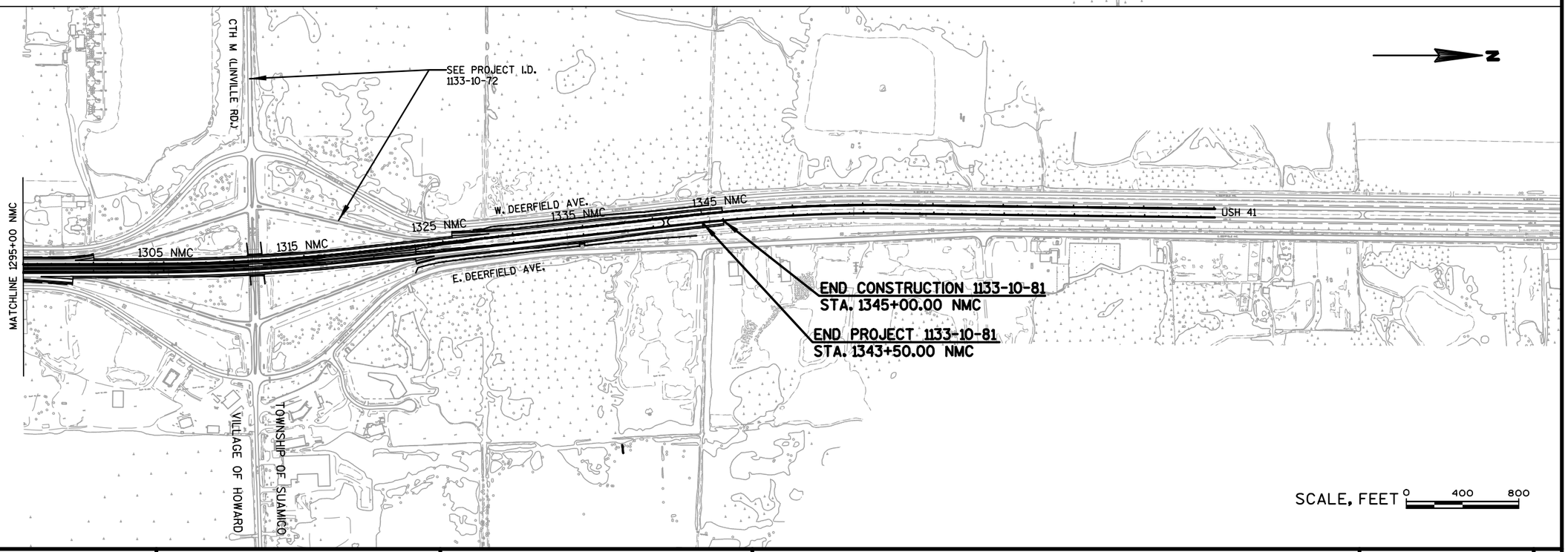
IF PLACING EMBANKMENT ON SIDE SLOPES 10 FEET OR HIGHER AND STEEPER THAN ONE VERTICAL TO 3 HORIZONTAL, CUT A MINIMUM 2-FOOT HORZONTAL BENCH INTO THE EXISTING EMBANKMENT EVERY 4 FEET OF VERTICAL FILL HEIGHT.

IF THE EXISTING PAVEMENT IS REINFORCED IT SHALL BE INCIDENTAL TO THE REMOVING PAVEMENT ITEM.

ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CULVERT PIPE CORRUGATED METAL
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
CWT	HUNDRED WEIGHT
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
DIA	DIAMETER
EAT	ENERGY ABSORBING TERMINAL
EB	EASTBOUND
EL OR ELEV	ELEVATION
EXIST	EXISTING
FE	FIELD ENTRANCE
FS	FULL SUPERELEVATION
FT	FOOT
HMA	HOT MIX ASPHALT
INL	INLET
INV	INVERT
L	LENGTH OF CURVE
LF	LINEAR FOOT
LHF	LEFT HAND FORWARD
LT	LEFT
MH	MANHOLE
MIN	MINIMUM
ML OR M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RT	RIGHT
RW OR R/W	RIGHT-OF-WAY
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWINGS
SE	SUPER ELEVATION
SF	SQUARE FOOT
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT
WB	WESTBOUND
YD	YARD





PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PROJECT OVERVIEW	SHEET 4	E

2

END CONSTRUCTION 1133-10-72
1325MC+65.48
MATCH 1133-10-81

R/L CTH M NW RAMP

R/L LINEVILLE INTERCHANGE DITCH

END CONSTRUCTION 1133-10-72
20WDN+45.83

R/L LINEVILLE RD WB

BEGIN PROJECT 1133-10-72
40MEB+66.36

LINEVILLE RD (CTH M)

R/L CTH M NW RAMP BYPASS

R/L W. DEERFIELD SB

R/L W. DEERFIELD NB

BEGIN CONSTRUCTION 1133-10-72
9WDN+86.00

R/L CTH M SW RAMP

BEGIN CONSTRUCTION 1133-10-72
1300MD+04.69
MATCH 1133-10-81

R/L CTH M SW RAMP BYPASS

R-05-236

B-05-685

R-05-237

END CONSTRUCTION 1133-10-72
1322MB+88.20
MATCH 1133-10-81

R/L CTH M NE RAMP

END CONSTRUCTION 1133-10-72
52EDN+27.63

PARKFIELD CT

END CONSTRUCTION 1133-10-72
6PFC+23.67

R/L PARKFIELD CT

E. DEERFIELD AVE

R/L CTH M NE RAMP BYPASS

R/L E. DEERFIELD SB BYPASS

END PROJECT 1133-10-72
84MEB+62.10

LINEVILLE RD (CTH M)

R/L LINEVILLE RD EB

R/L CTH M SE RAMP BYPASS

R/L E. DEERFIELD NB

R/L E. DEERFIELD SB

R/L CTH M SE RAMP

BEGIN CONSTRUCTION 1133-10-72
40EDN+00.00

BEGIN CONSTRUCTION 1133-10-72
1298MA+54.18
MATCH 1133-10-81

R/L USH 41 SB
(1133-10-81)

R/L USH 41 NB
(1133-10-81)

CTH M NW RAMP

CTH M NE RAMP

CTH M SW RAMP

CTH M SE RAMP

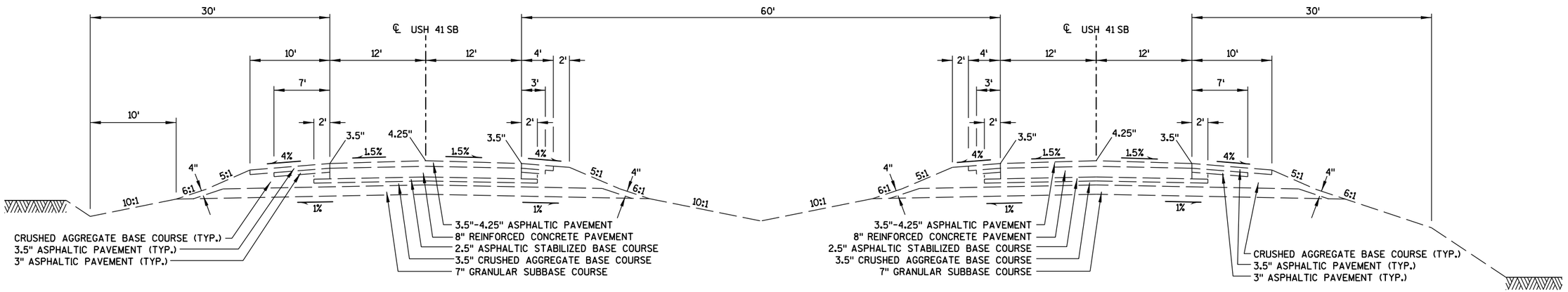
W. DEERFIELD AVE

LEGEND

WETLAND

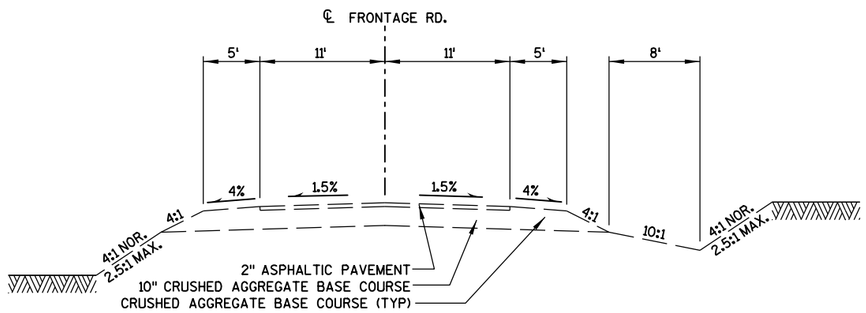
N

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PROJECT OVERVIEW	SHEET 5	E



TYPICAL EXISTING SECTION - USH 41

STA. 1246+00 NMC - STA. 1345+00 NMC

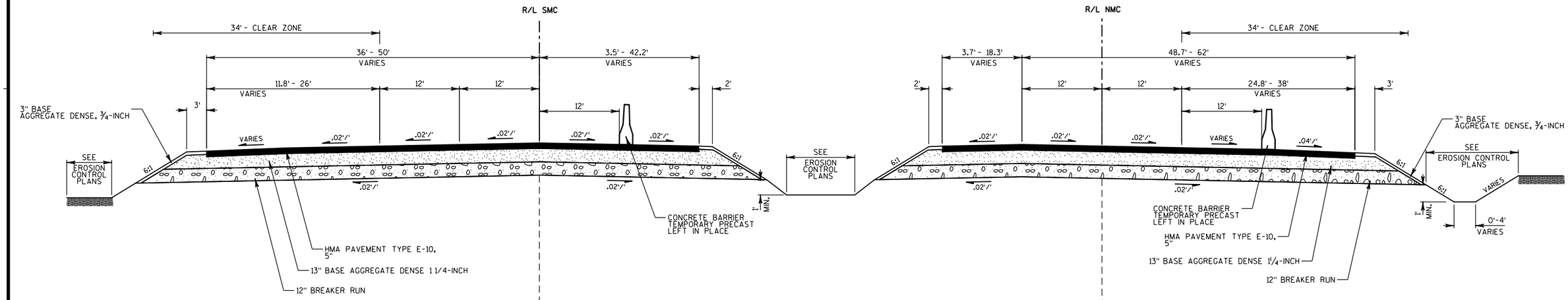


TYPICAL EXISTING SECTION - USH 41 FRONTAGE ROADS

EAST DEERFIELD AVE
STA. 1246+00 NMC - STA. 1298+50 NMC

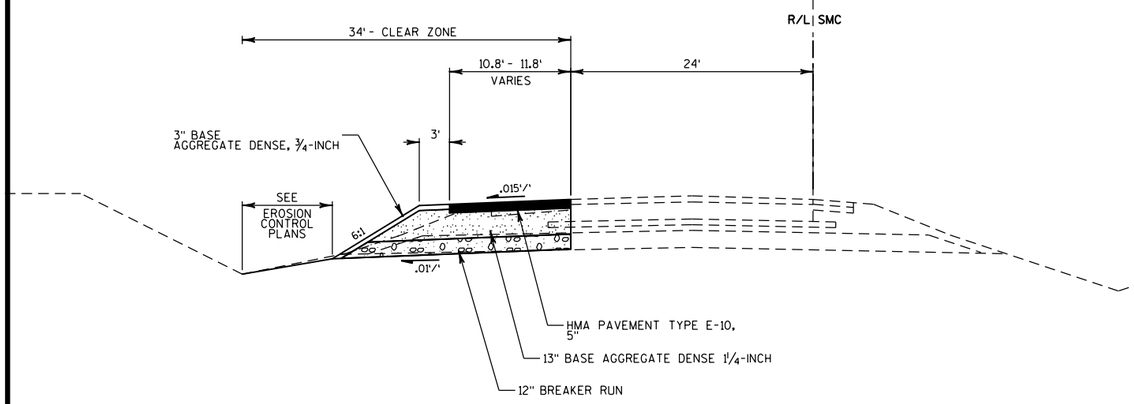
WEST DEERFIELD AVE
STA. 1246+00 SMC - STA. 1300+00 SMC

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 6	E

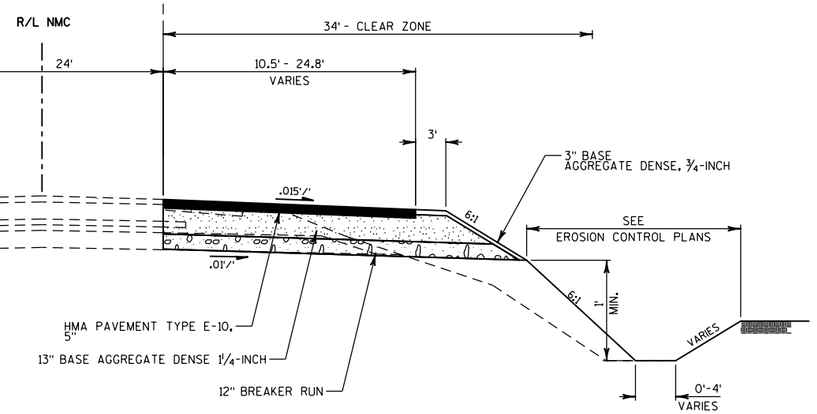


TYPICAL FINISHED SECTION
USH 41 MAINLINE

STA 1246+00.00 TO 1249+00.00



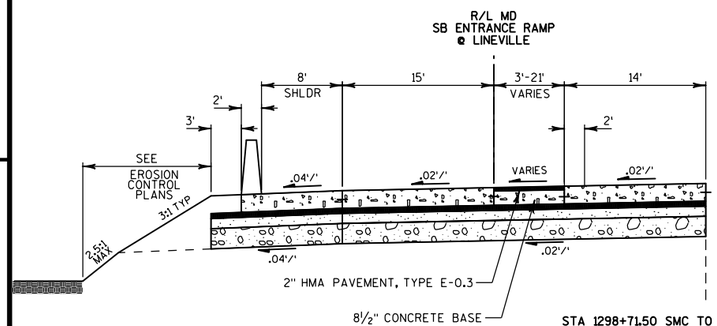
STA 1245+75.40 SMC TO 1246+00.00 SMC



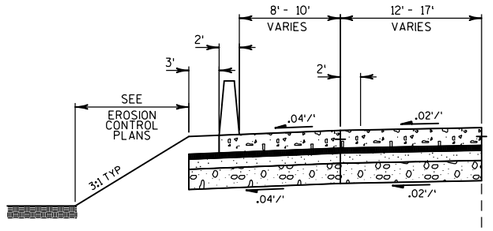
STA 1243+00.00 NMC TO 1246+00.00 NMC

PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3 / E-10	5"	1¾" UPPER LAYER 3¼" LOWER LAYER
ASPHALTIC BASE	3"	3" BASE LAYER

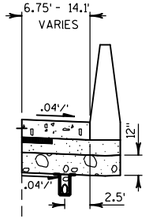
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 7	E



STA 1298+71.50 SMC TO 1300+03.40 SMC

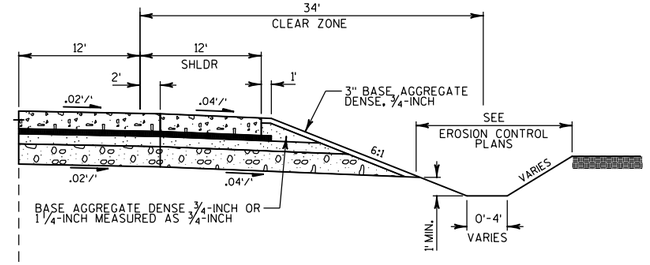


STA 1297+05.90 SMC TO 1298+71.50 SMC

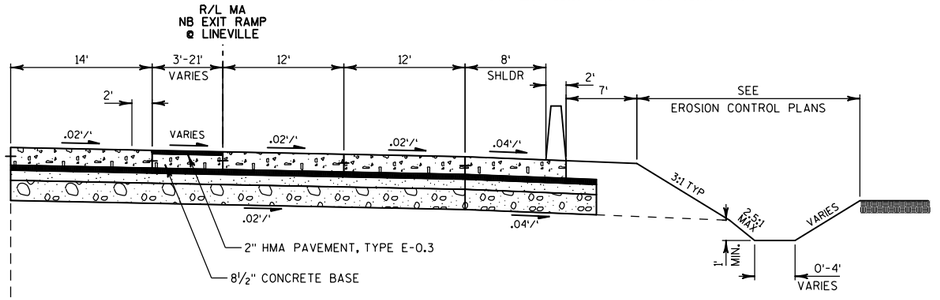


STA 1251+00.00 SMC TO 1259+22.60 SMC

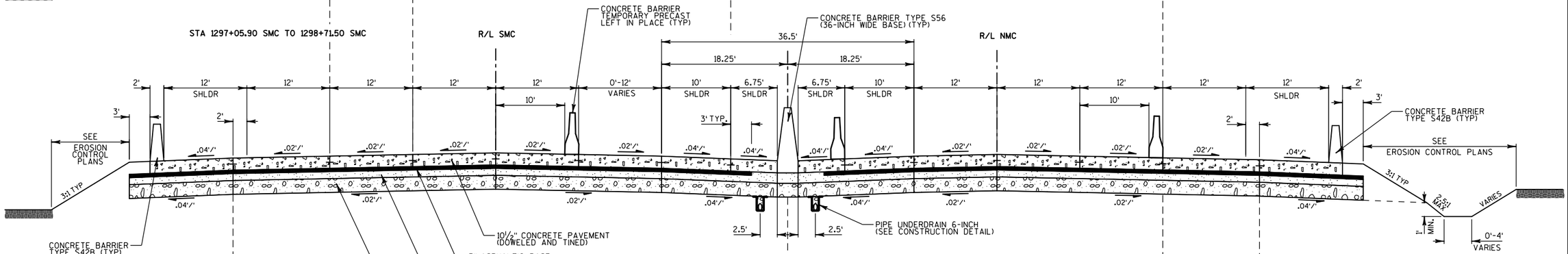
PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3 / E-10	5"	1¾" UPPER LAYER 3¼" LOWER LAYER
ASPHALTIC BASE	3"	3" BASE LAYER

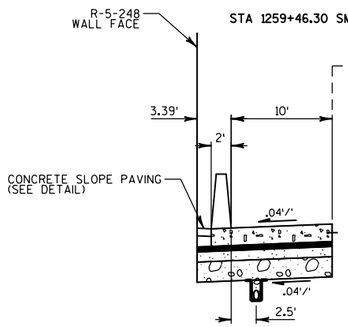


STA 1298+53.10 NMC TO 1300+03.40 NMC



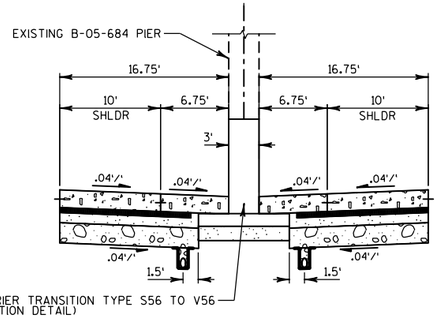
STA 1296+28.30 NMC TO 1298+53.10 NMC



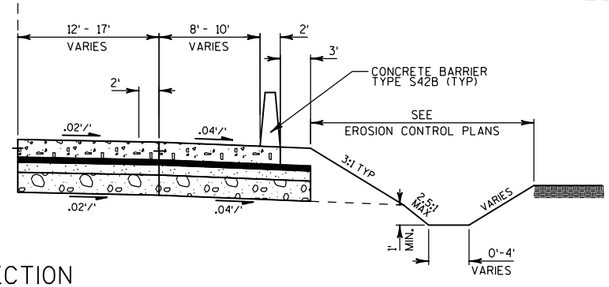


STA 1259+46.30 SMC TO 1260+08.50 SMC

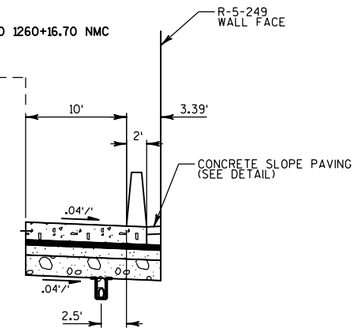
STA 1259+52.40 TO 1260+10.80



STA 1291+05.10 NMC TO 1296+28.30 NMC



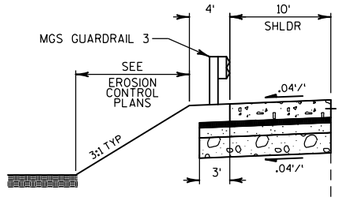
STA 1259+54.40 NMC TO 1260+16.70 NMC



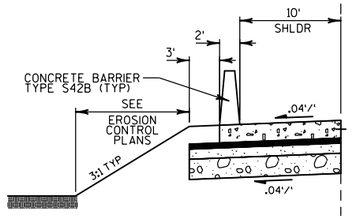
TYPICAL FINISHED SECTION
USH 41 MAINLINE

STA 1249+00.00 TO 1300+03.40

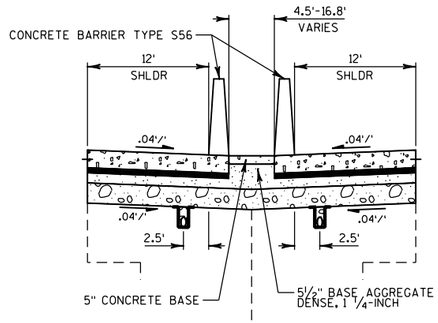
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 8	E



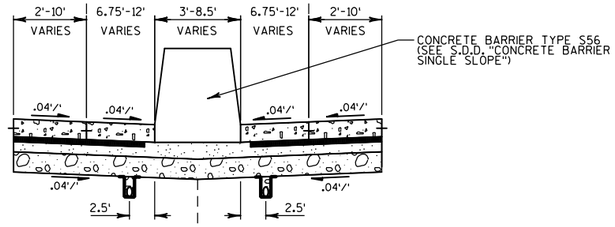
STA 1313+17.00 SMC TO 1314+17.30 SMC



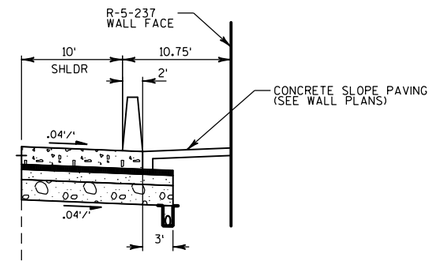
STA 1312+01.10 SMC TO 1313+17.00 SMC



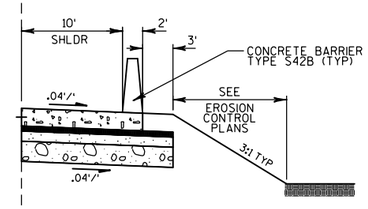
STA 1316+51.20 NMC TO 1323+00.00 NMC



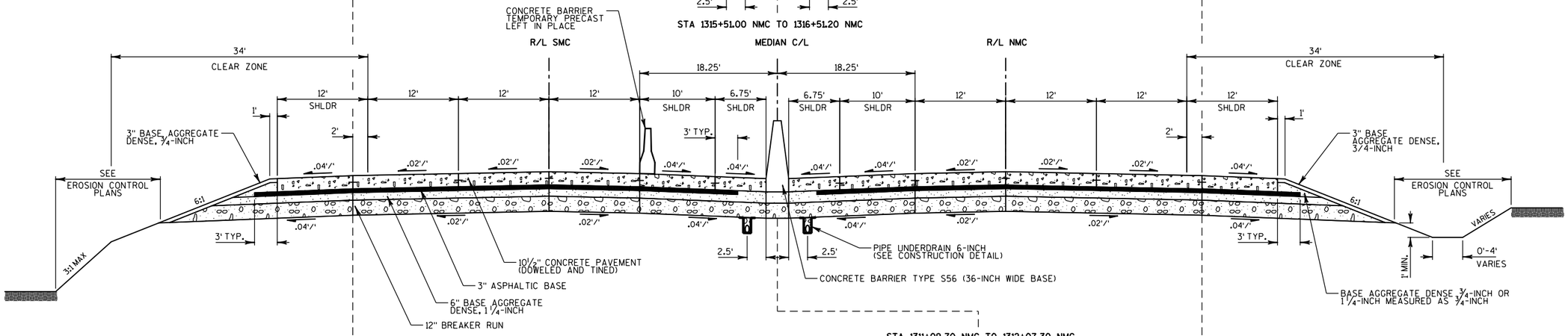
STA 1315+51.00 NMC TO 1316+51.20 NMC



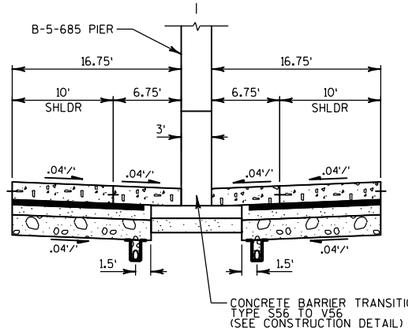
STA 1311+13.00 NMC TO 1312+10.20 NMC



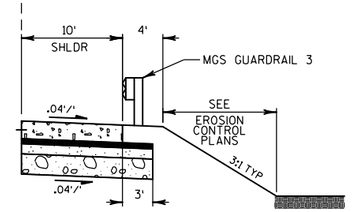
STA 1309+98.00 NMC TO 1312+17.40 NMC



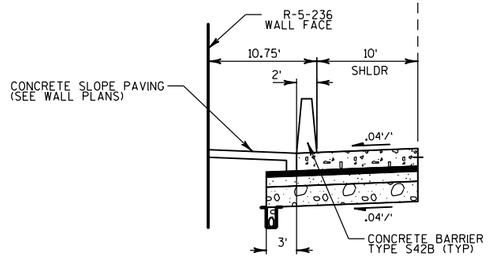
STA 1311+09.70 NMC TO 1312+07.30 NMC



STA 1308+98.10 NMC TO 1309+98.00 NMC



STA 1311+02.00 SMC TO 1312+01.10 SMC



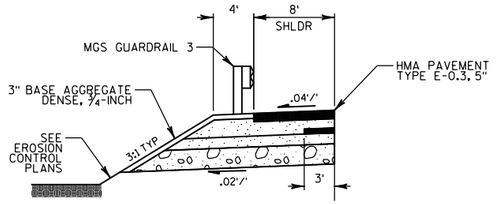
TYPICAL FINISHED SECTION
USH 41 MAINLINE

STA 1300+03.40 TO 1323+00.00

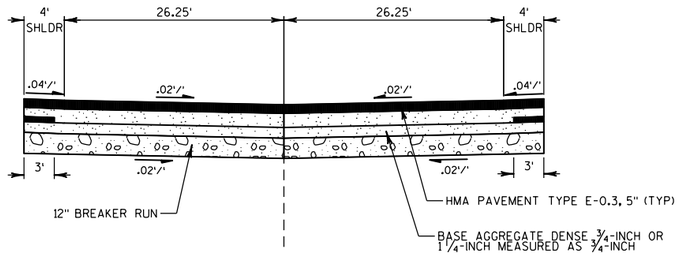
PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3 / E-10	5"	1¾" UPPER LAYER 3¼" LOWER LAYER
ASPHALTIC BASE	3"	3" BASE LAYER

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 9	E

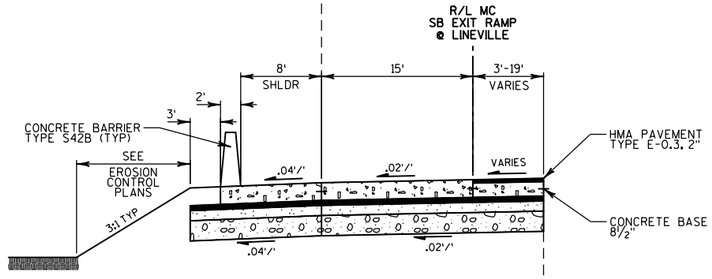
PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3 / E-10	5"	1¾" UPPER LAYER 3¼" LOWER LAYER
ASPHALTIC BASE	3"	3" BASE LAYER



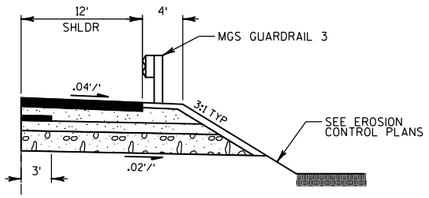
STA 1327+49.80 SMC TO 1329+00.00 SMC



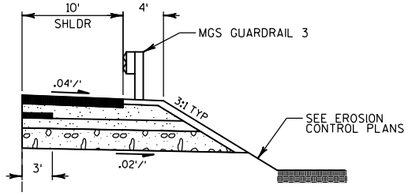
MAINTENANCE CROSSOVER
STA 1340+54.20 NMC TO 1341+30.70 NMC



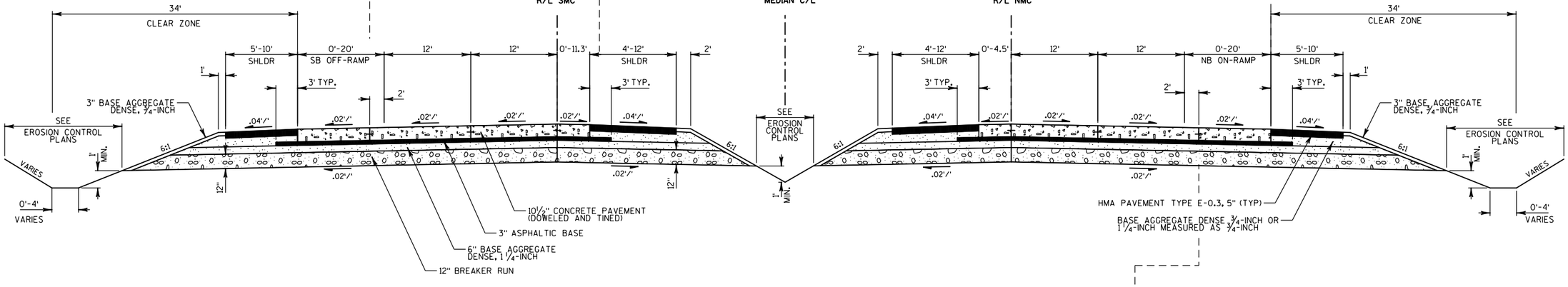
STA 1325+68.50 SMC TO 1327+49.80 SMC



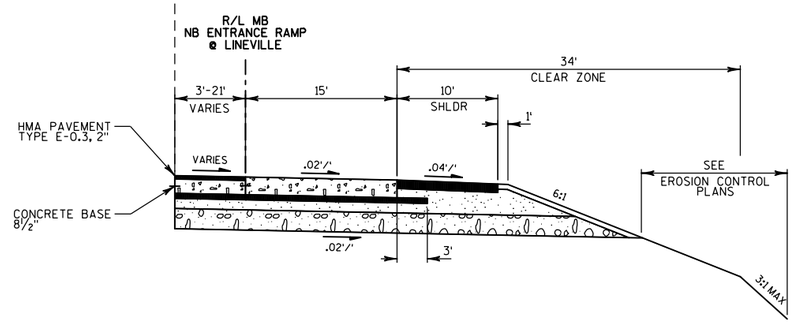
STA 1323+00.00 SMC TO 1326+40.70 SMC



STA 1331+72.70 NMC TO 1335+02.40 NMC



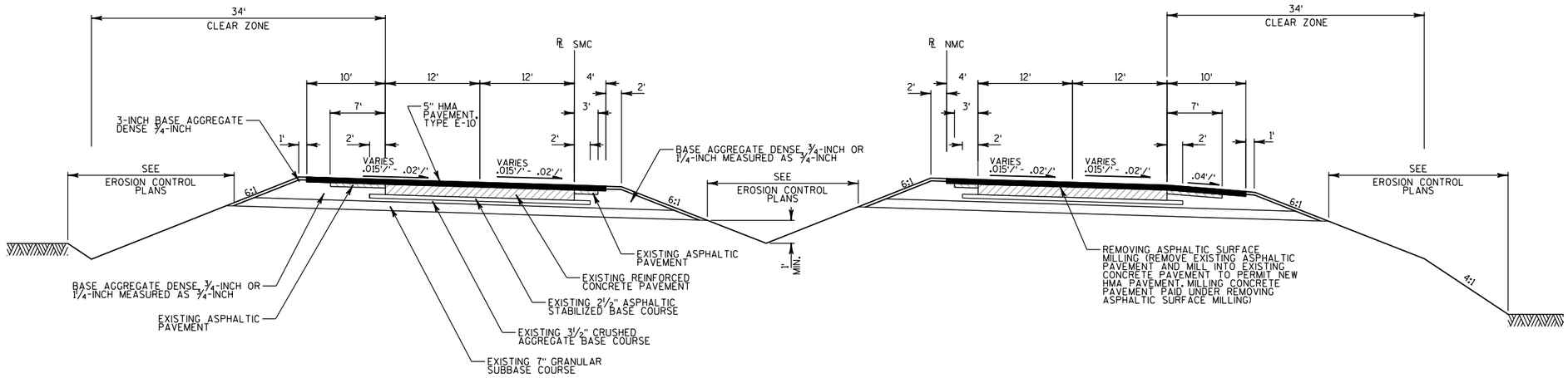
STA 1322+94.20 NMC TO 1324+26.30 NMC



TYPICAL FINISHED SECTION
USH 41 MAINLINE

STA 1323+00.00 TO 1343+50.00

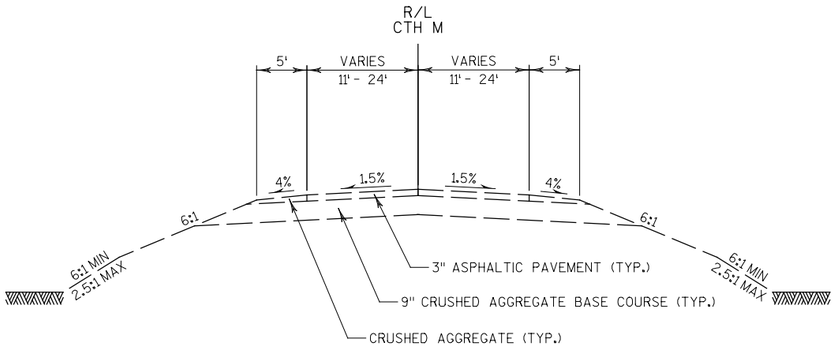
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 10	E



TYPICAL FINISHED SECTION
USH 41 MAINLINE
STA 1343+50.00 TO 1345+00.00

PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3 / E-10	5"	1¾" UPPER LAYER 3¼" LOWER LAYER
ASPHALTIC BASE	3"	3" BASE LAYER

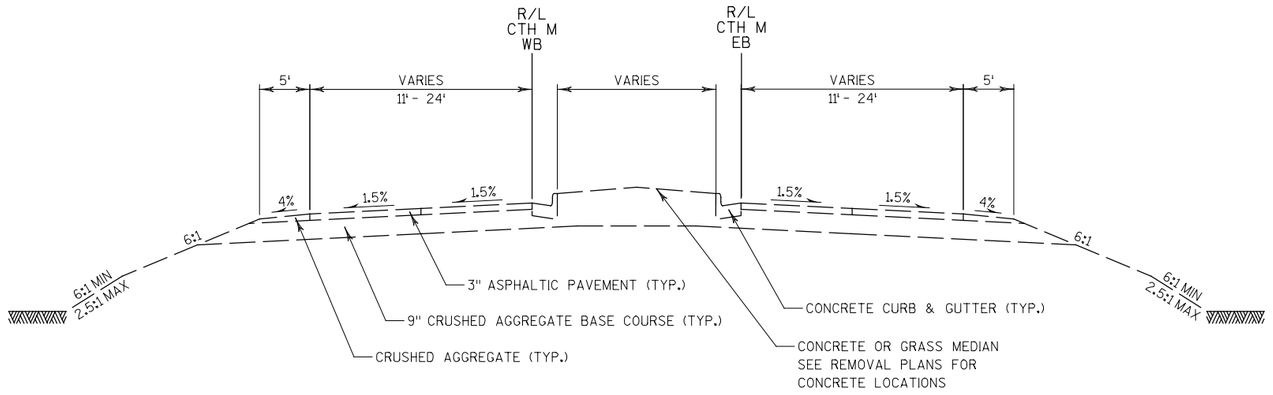
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 11	E



EXISTING TYPICAL SECTION

LINEVILLE RD (CTH M)

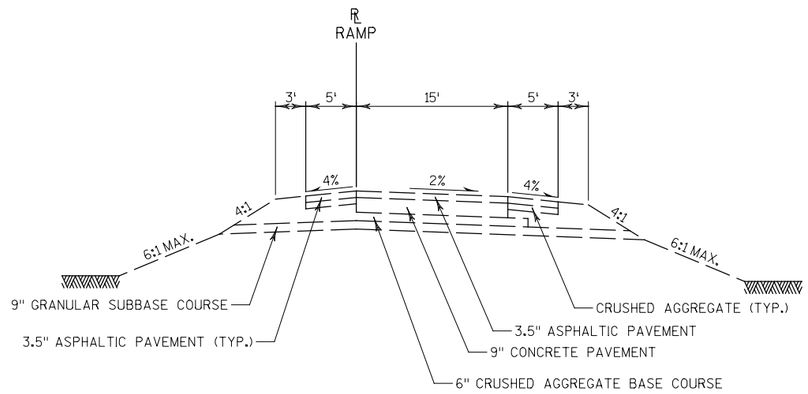
STA 40MEB+66.36 TO STA 51MEB+95.84
STA 70MEB+52.06 TO STA 84MEB+62.10



EXISTING TYPICAL SECTION

LINEVILLE RD (CTH M)

STA 51MEB+95.84 TO STA 70MEB+52.06



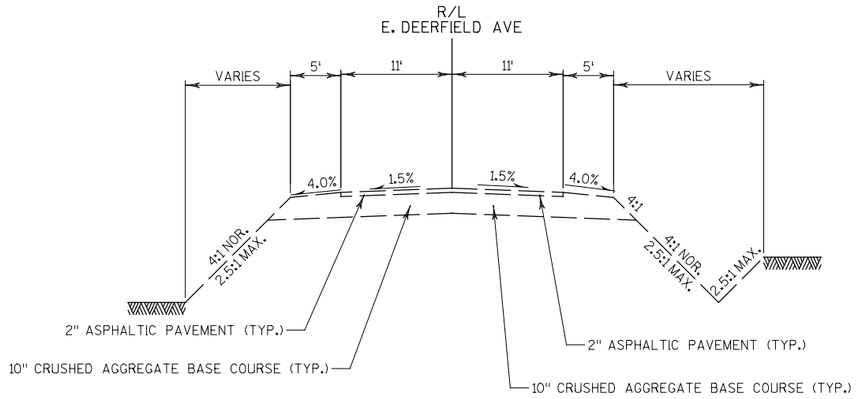
EXISTING TYPICAL SECTION

RAMPS

STA 1298MA+54.18 TO STA 1311MA+09.84
STA 1311MB+68.38 TO STA 1322MB+88.20
STA 1312MC+30.68 TO STA 1325MC+65.48
STA 1300MD+04.69 TO STA 1311MD+15.86

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 12	E

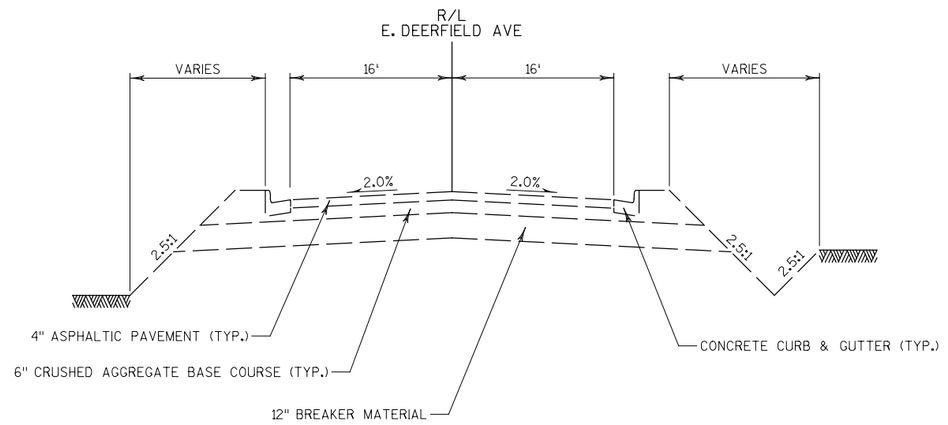
2



EXISTING TYPICAL SECTION

EAST DEERFIELD AVE

STA 40EDN+00.00 TO STA 44EDN+65.39

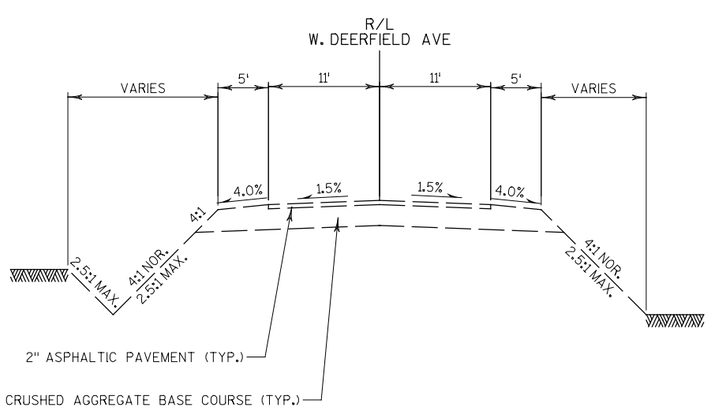


EXISTING TYPICAL SECTION

EAST DEERFIELD AVE

STA 46EDN+57.52 TO STA 52EDN+27.63

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 13	E

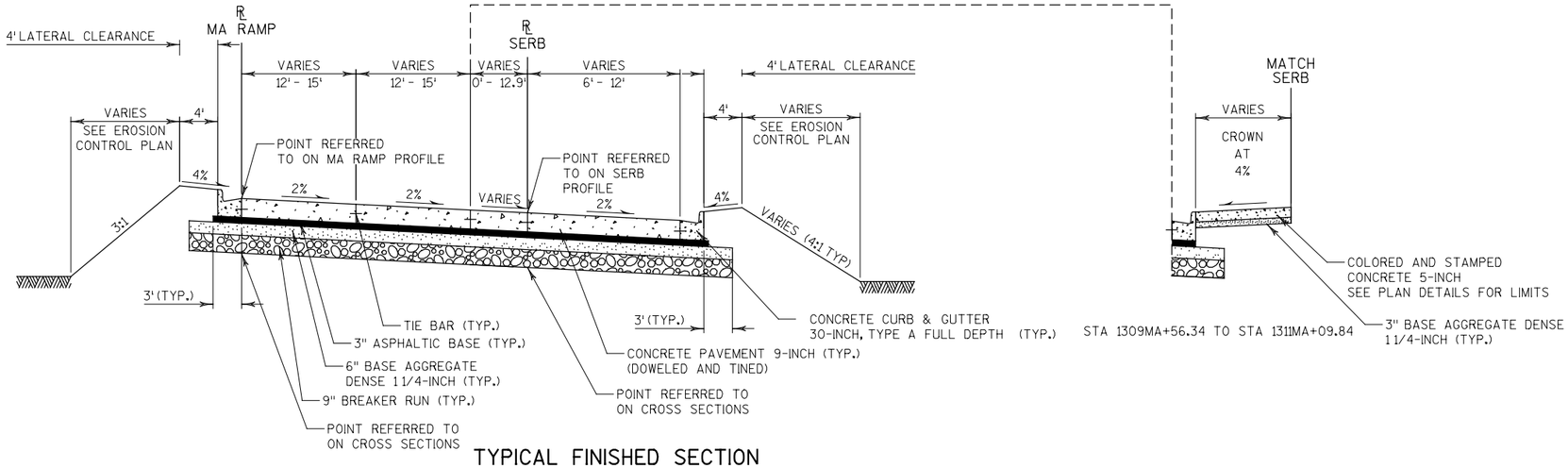


EXISTING TYPICAL SECTION

WEST DEERFIELD AVE

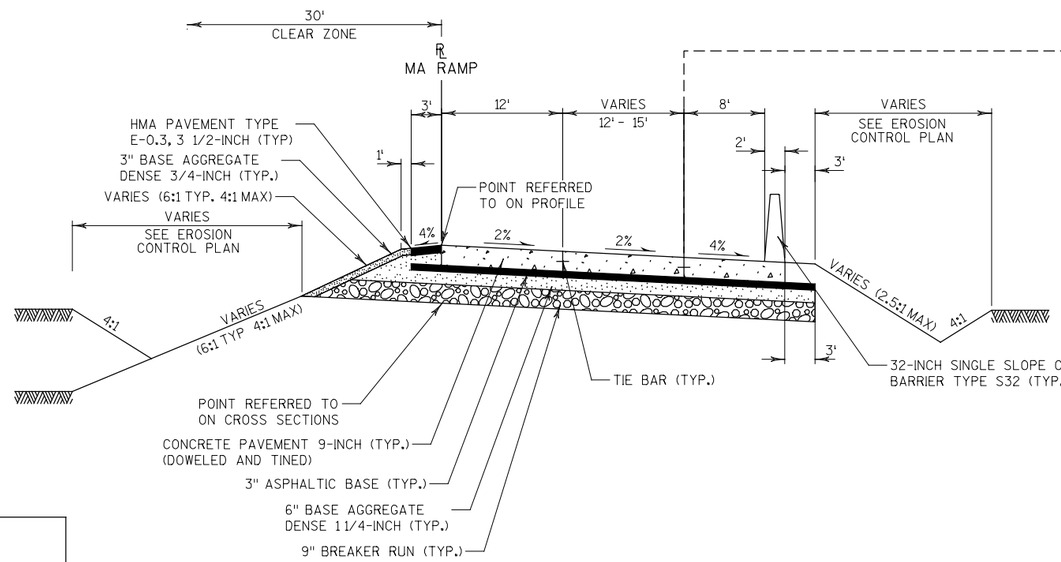
STA 9WDN+86.00 TO STA 20WDN+45.83

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 14	E



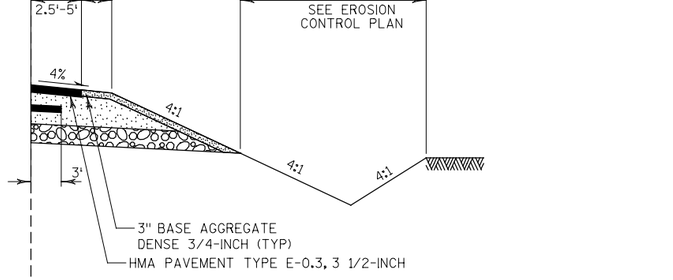
TYPICAL FINISHED SECTION
CTH M SE RAMP
STA 1308MA+49.46 TO STA 1311MA+09.84

STA 1309MA+56.34 TO STA 1311MA+09.84

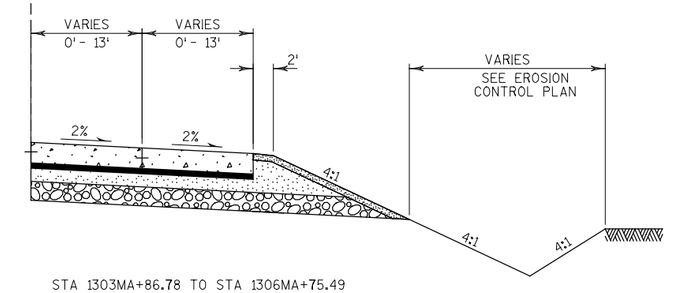


PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER

TYPICAL FINISHED SECTION
CTH M SE RAMP
STA 1298MA+54.18 TO STA 1308MA+49.46

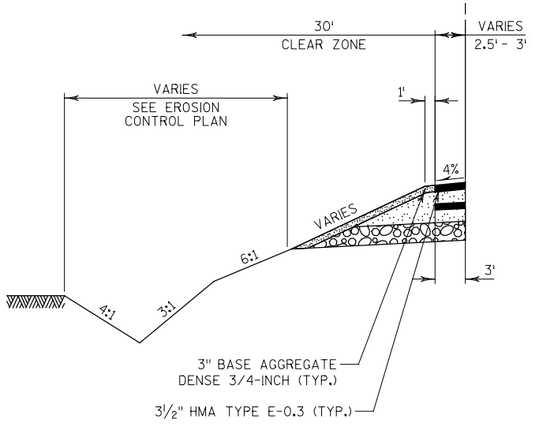


STA 1300MA+13.98 TO STA 1303MA+86.78
STA 1306MA+75.49 TO STA 1308MA+49.46

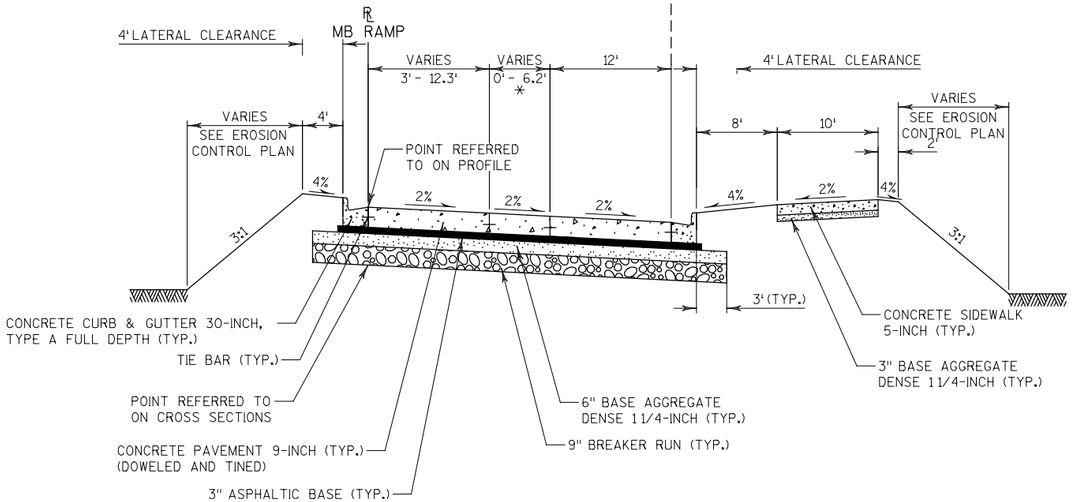


STA 1303MA+86.78 TO STA 1306MA+75.49
ACCIDENT INVESTIGATION SITE

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 15	E



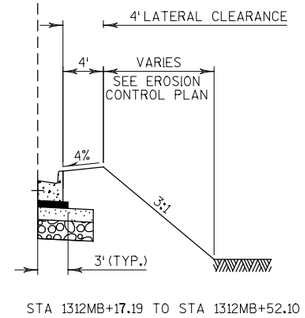
STA 1312MB+27.19 TO STA 1312MB+52.10



TYPICAL FINISHED SECTION

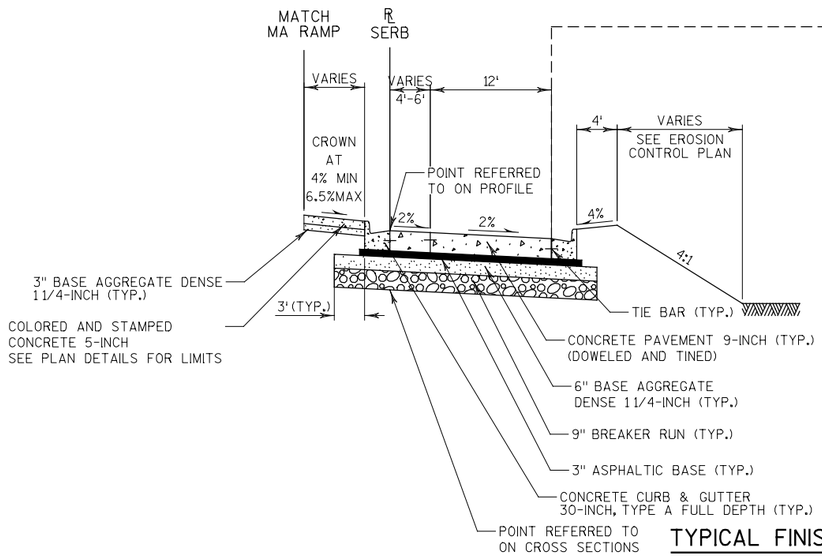
CTH M NE RAMP

STA 1311MB+68.38 TO STA 1312MB+52.10



STA 1312MB+17.19 TO STA 1312MB+52.10

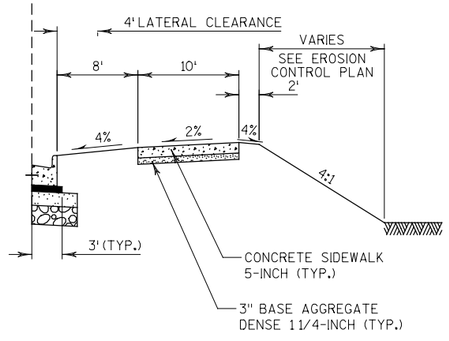
* LANE FROM STA 1311MB+68.38 TO STA 1311MB+89.34



TYPICAL FINISHED SECTION

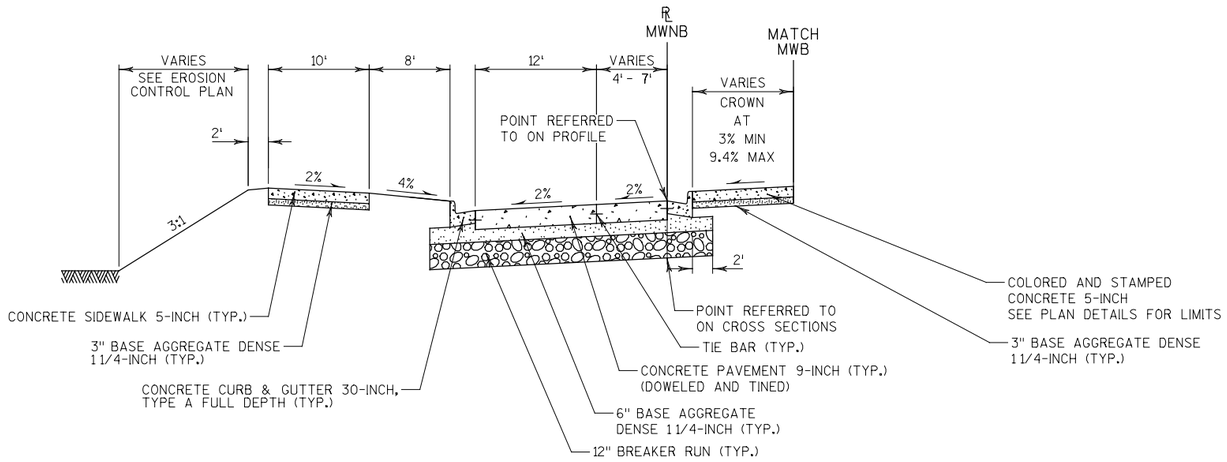
CTH M SE RAMP BYPASS

STA 5SERB+41.41 TO STA 7SERB+09.43



STA 6SERB+61.24 TO STA 7SERB+09.43

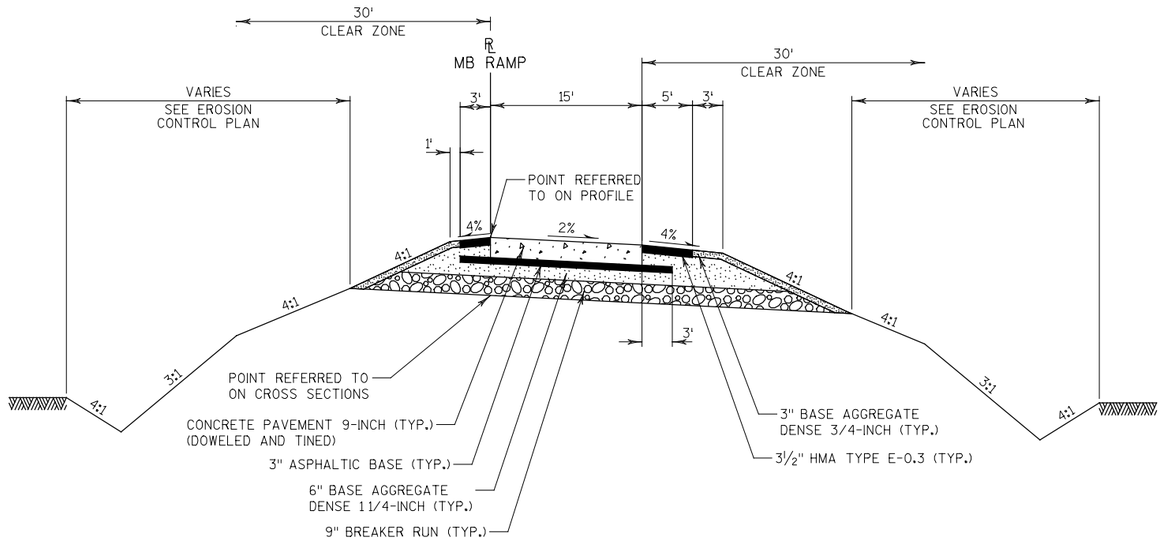
PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 ¾" UPPER LAYER 1 ¾" LOWER LAYER
E-0.3	5"	1 ¾" UPPER LAYER 3 ¼" LOWER LAYER
E-1	4"	1 ¾" UPPER LAYER 2 ¼" LOWER LAYER
E-3/E-10	6"	1 ¾" UPPER LAYER 2" LOWER LAYER 2¼" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER



TYPICAL FINISHED SECTION

CTH M NE RAMP BYPASS

STA 5MWNB+00.00 TO STA 6MWNB+31.05

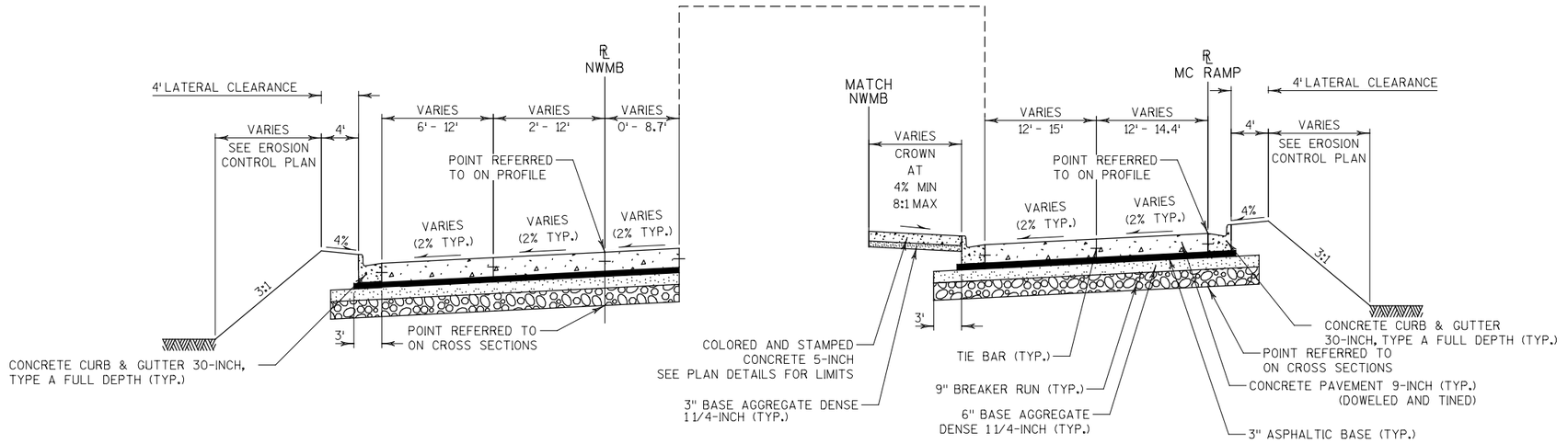


TYPICAL FINISHED SECTION

CTH M NE RAMP

STA 1312MB+52.10 TO STA 1322MB+88.20

PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER



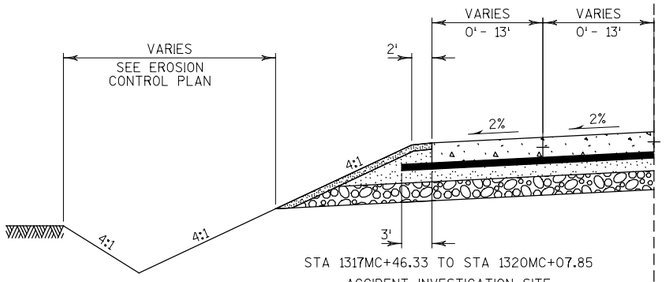
STA 1313MC+83.93 TO STA 1315MC+09.12

TYPICAL FINISHED SECTION

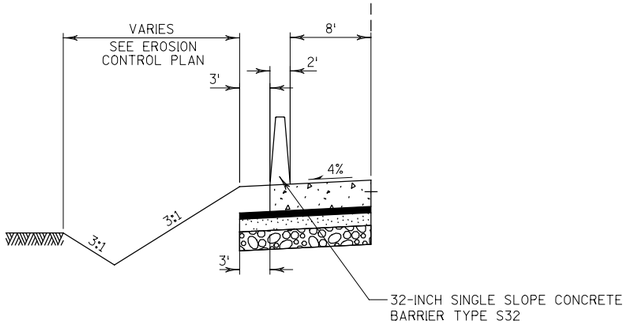
CTH M NW RAMP

STA 1312MC+30.68 TO STA 1315MC+09.12

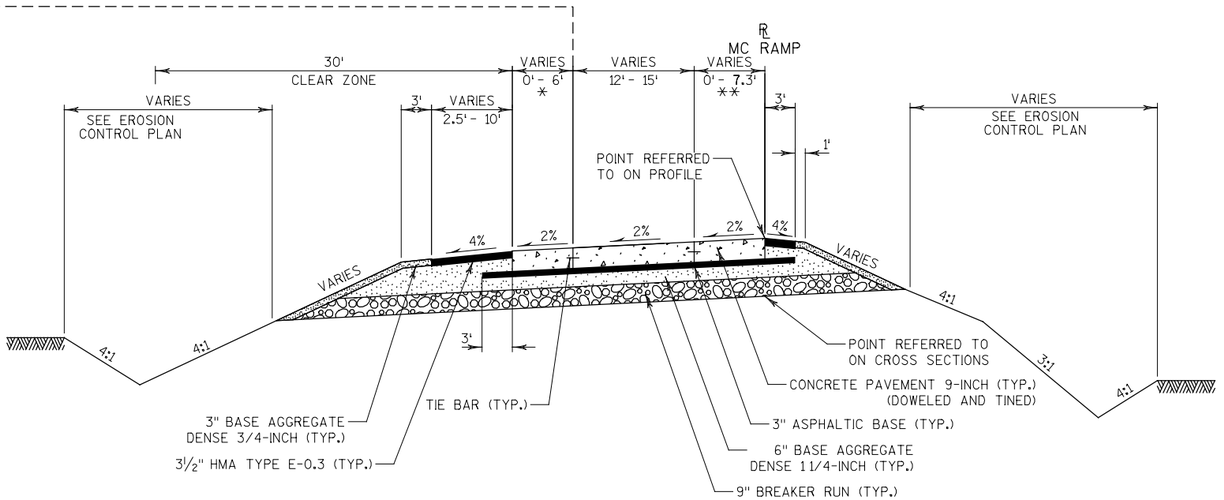
PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER



STA 1317MC+46.33 TO STA 1320MC+07.85
ACCIDENT INVESTIGATION SITE



STA 1323MC+41.29 TO STA 1325MC+65.48



TYPICAL FINISHED SECTION

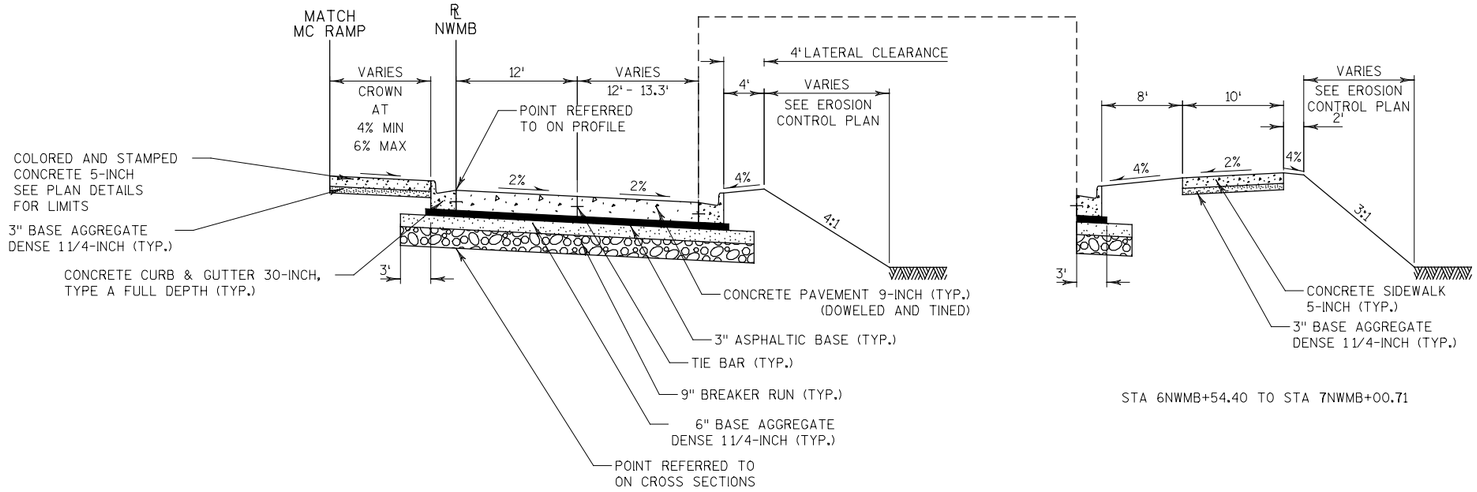
CTH M NW RAMP

STA 1315MC+09.12 TO STA 1325MC+65.48

* LANE FROM STA 1315MC+09.12 TO STA 1315MC+46.75
** LANE FROM STA 1315MC+09.12 TO STA 1316MC+64.19

PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 ¾" UPPER LAYER 1 ¾" LOWER LAYER
E-0.3	5"	1 ¾" UPPER LAYER 3 ¼" LOWER LAYER
E-1	4"	1 ¾" UPPER LAYER 2 ¼" LOWER LAYER
E-3/E-10	6"	1 ¾" UPPER LAYER 2" LOWER LAYER 2¼" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 19	E



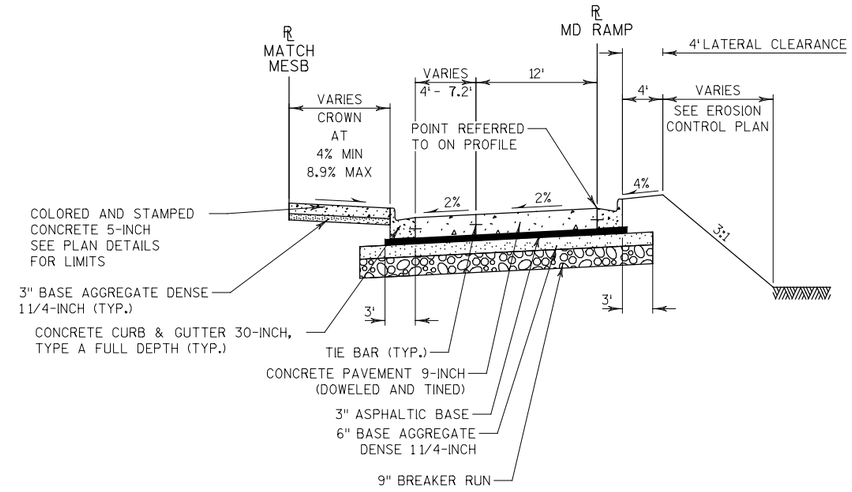
STA 6NWMB+54.40 TO STA 7NWMB+00.71

TYPICAL FINISHED SECTION
CTH M NW RAMP BYPASS

STA 5NWMB+32.78 TO STA 7NWMB+00.71

PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER

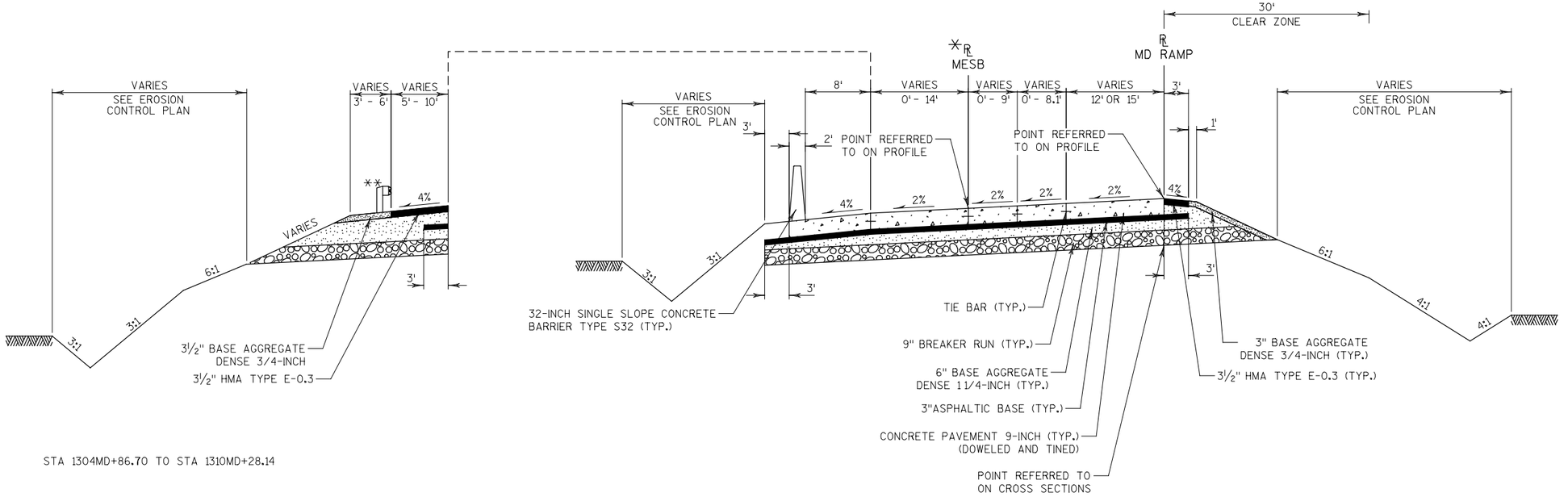
PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER



TYPICAL FINISHED SECTION

CTH M SW RAMP

STA 1310MD+28.14 TO STA 1311MD+15.86



STA 1304MD+86.70 TO STA 1310MD+28.14

** MGS GUARDRAIL FROM STA 1303MD+36.70 TO STA 1304MD+31.03

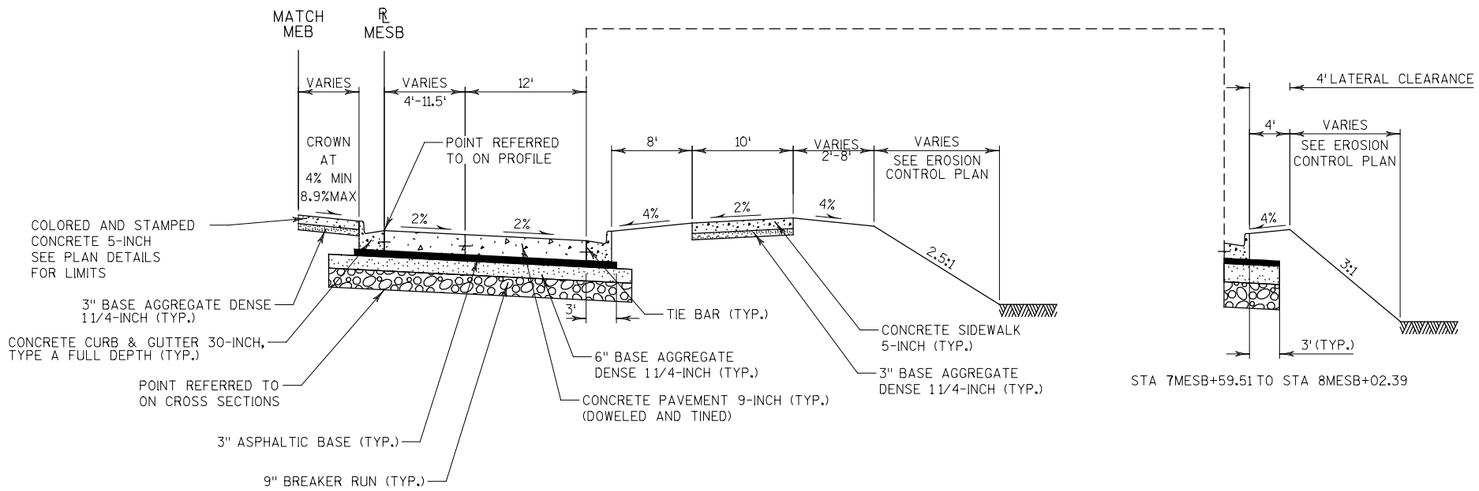
* ALIGNMENT BEGINS AT STA 1307MD+98.49

TYPICAL FINISHED SECTION

CTH M SW RAMP

STA 1300MD+04.69 TO STA 1310MD+28.14

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 21	E



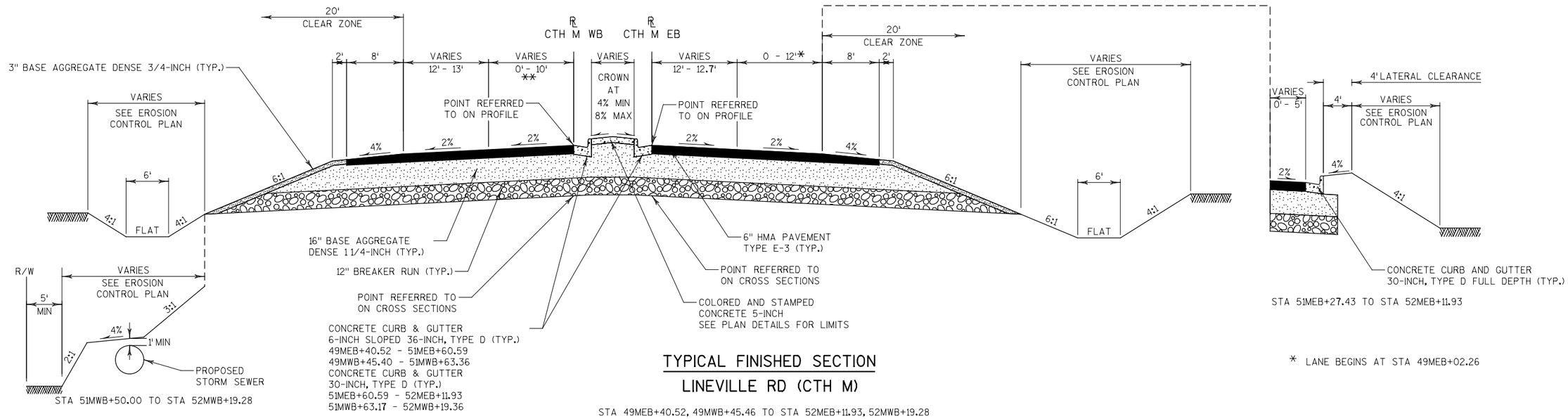
STA 7MESB+59.51 TO STA 8MESB+02.39

TYPICAL FINISHED SECTION

CTH M SW RAMP BYPASS

STA 5MESB+95.49 TO STA 8MESB+02.39

PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER



STA 51MWB+50.00 TO STA 52MWB+19.28

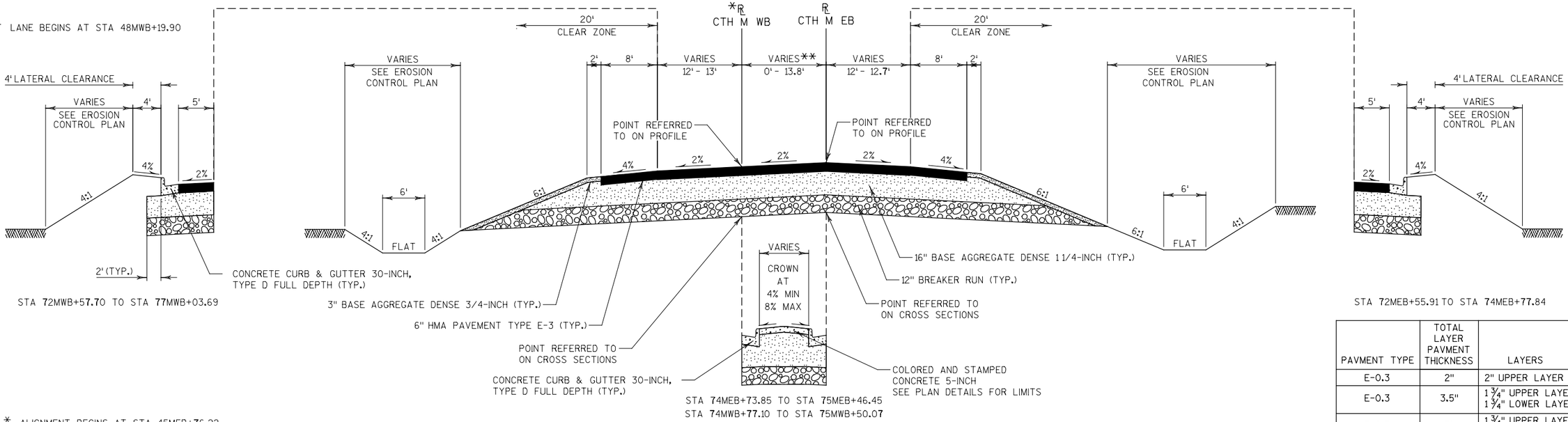
STA 51MEB+27.43 TO STA 52MEB+11.93

* LANE BEGINS AT STA 49MEB+02.26

TYPICAL FINISHED SECTION

LINEVILLE RD (CTH M)

STA 49MEB+40.52, 49MWB+45.46 TO STA 52MEB+11.93, 52MWB+19.28



STA 72MWB+57.70 TO STA 77MWB+03.69

STA 74MEB+73.85 TO STA 75MEB+46.45
STA 74MWB+77.10 TO STA 75MWB+50.07

STA 72MEB+55.91 TO STA 74MEB+77.84

* ALIGNMENT BEGINS AT STA 45MEB+76.22
ALIGNMENT ENDS AT STA 78MEB+93.01

** GORE BEGINS AT STA 45MEB+76.22

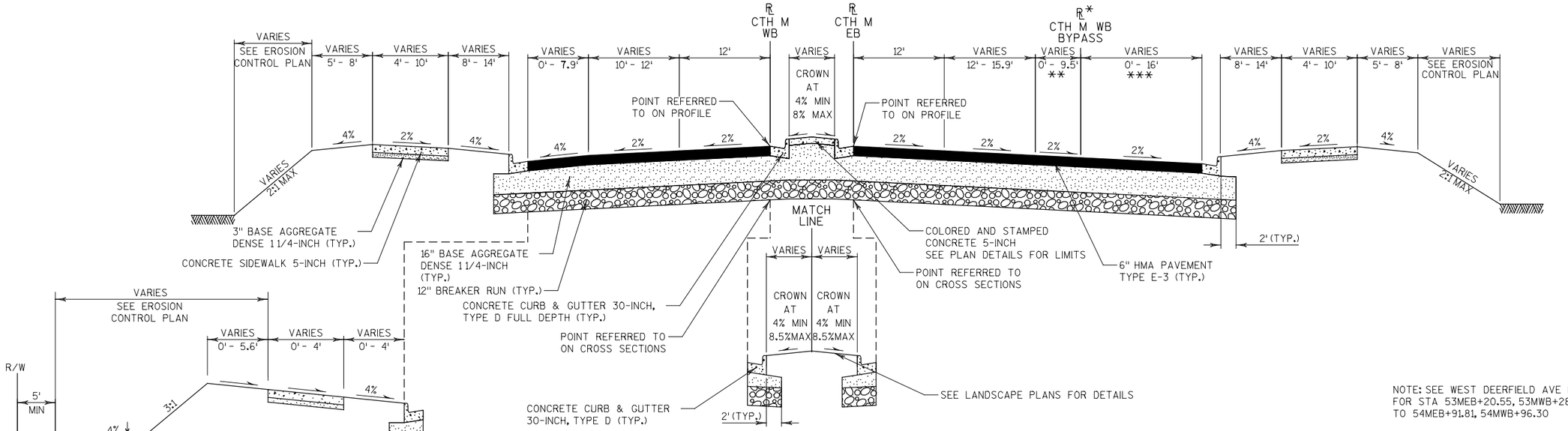
TYPICAL FINISHED SECTION

LINEVILLE RD (CTH M)

STA 40MEB+66.36 TO STA 49MEB+40.52, 49MWB+45.46
STA 72MEB+55.91, 72MWB+57.70 TO STA 84MEB+62.10

PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 23	E



STA 52MWB+19.28 TO STA 52MWB+62.55

STA 54MEB+91.81, 54MWB+96.30 TO STA 56MEB+92.46, 56MWB+88.90

TYPICAL FINISHED SECTION

LINEVILLE RD (CTH M)

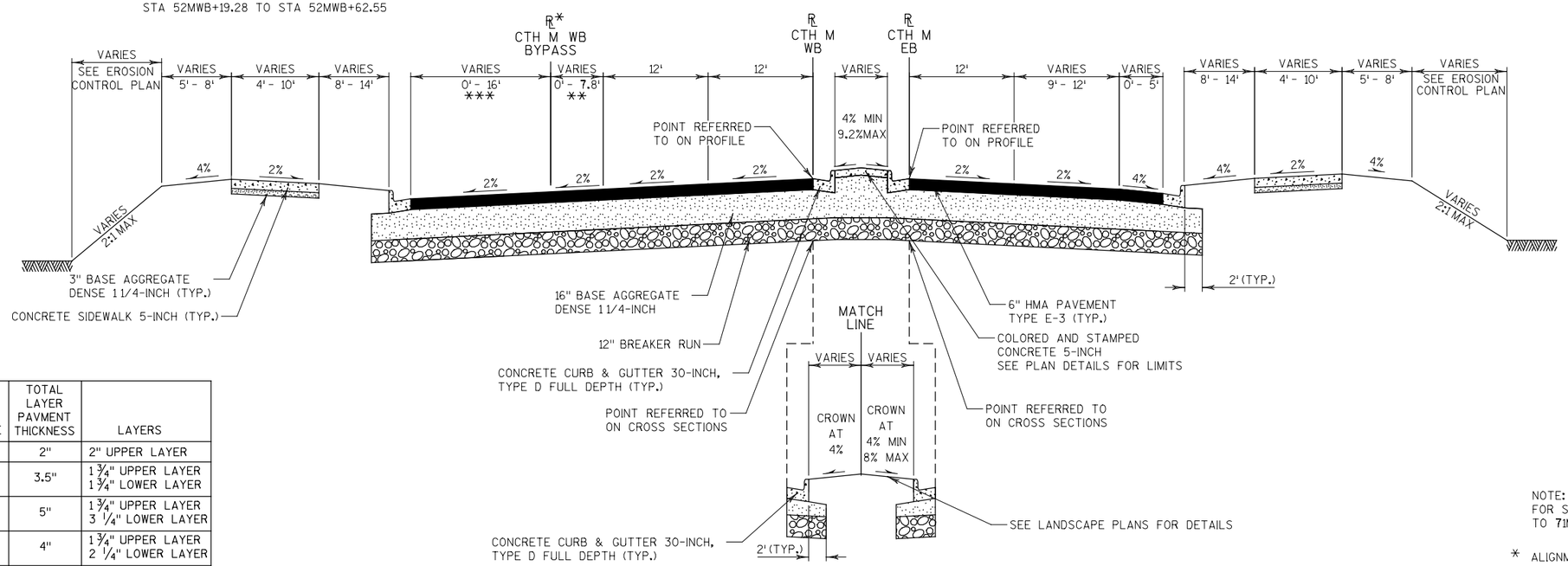
STA 52MEB+11.93, 52MWB+19.28 TO STA 56MEB+92.46, 56MWB+88.90

NOTE: SEE WEST DEERFIELD AVE ROUNDABOUT FOR STA 53MEB+20.55, 53MWB+28.97 TO 54MEB+91.81, 54MWB+96.30

* ALIGNMENT BEGINS AT STA 55MEB+96.97

** GORE BEGINS AT STA 55MEB+96.97

*** LANE BEGINS AT STA 54MEB+91.81



PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER

STA 67MEB+50.86, 67MWB+54.53 TO STA 69MEB+23.57, 69MWB+34.88

TYPICAL FINISHED SECTION

LINEVILLE RD (CTH M)

STA 67MEB+50.86, 67MWB+54.53 TO STA 72MEB+55.91, 72MWB+57.70

NOTE: SEE EAST DEERFIELD AVE ROUNDABOUT FOR STA 69MEB+23.57, 69MWB+34.88 TO 71MEB+04.31, 71MWB+11.70

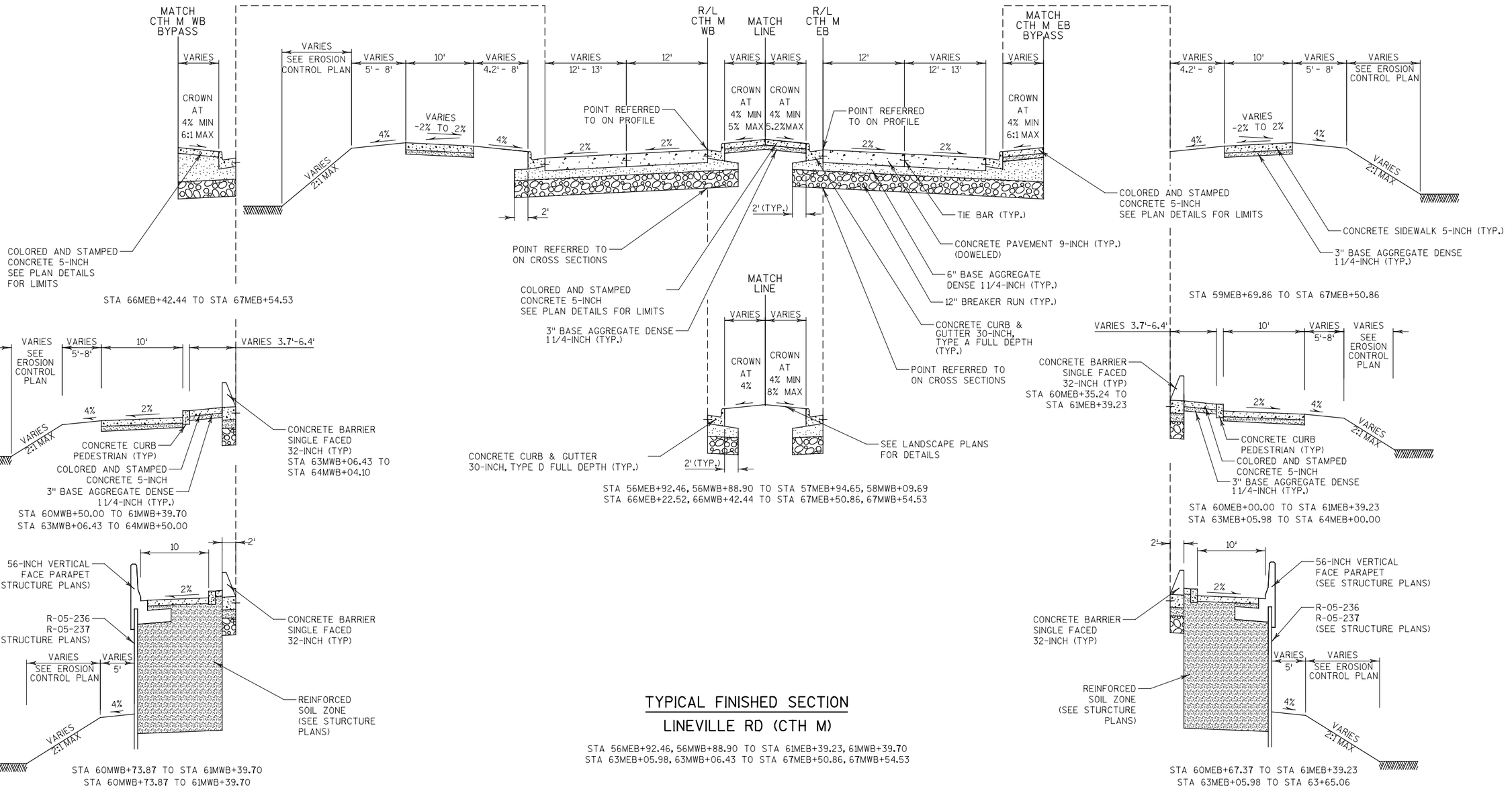
* ALIGNMENT BEGINS AT STA 67MWB+82.87

** GORE BEGINS AT STA 67MWB+82.87

*** LANE BEGINS AT STA 68MWB+95.51

NOTE: SEE USH 41 SB RAMP ROUNDABOUT
FOR STA 57MEB+94.65, 58MWB+09.69
TO 59MEB+69.86, 59MWB+77.71

NOTE: SEE USH 41 NB RAMP ROUNDABOUT
FOR STA 64MEB+58.13, 64MWB+66.06
TO 66MEB+22.52, 66MWB+42.44



TYPICAL FINISHED SECTION

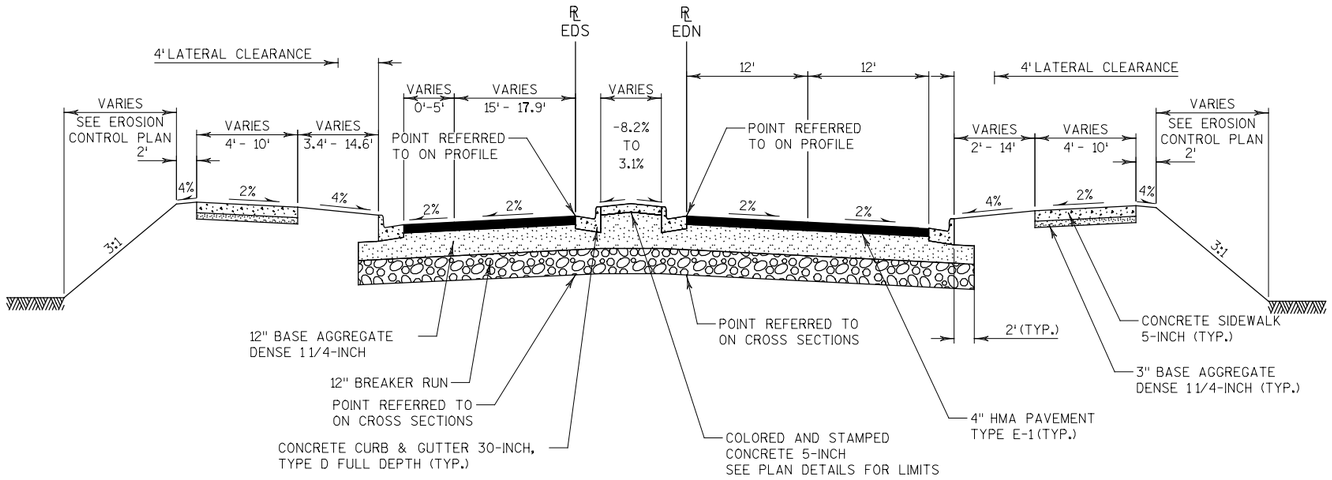
LINEVILLE RD (CTH M)

STA 56MEB+92.46, 56MWB+88.90 TO STA 61MEB+39.23, 61MWB+39.70
STA 63MEB+05.98, 63MWB+06.43 TO STA 67MEB+50.86, 67MWB+54.53

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 25	E

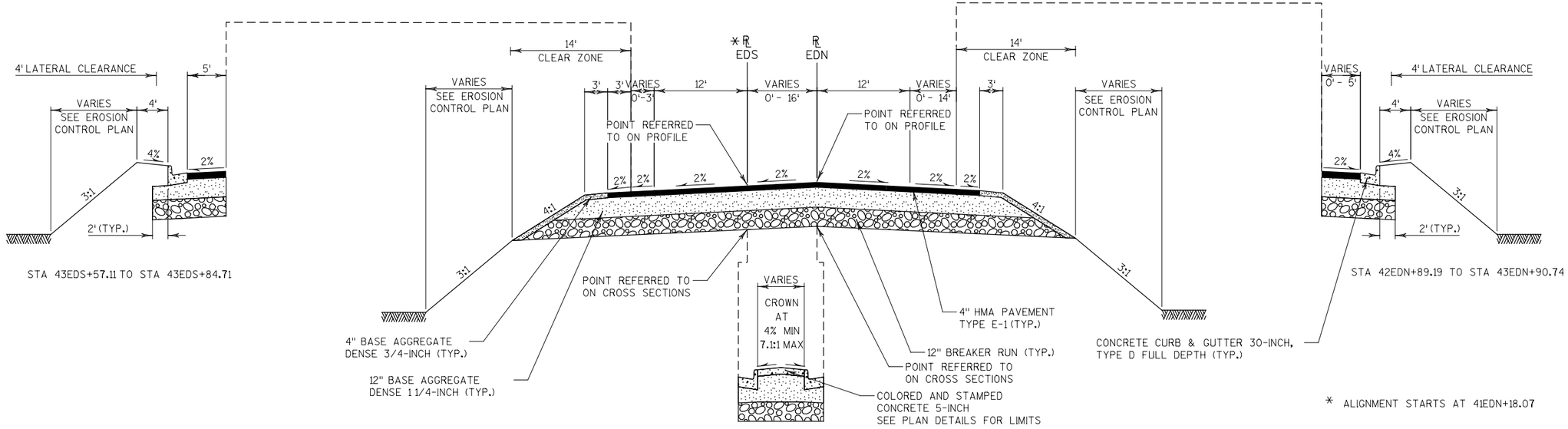
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\020401_ts.dgn
PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER



TYPICAL FINISHED SECTION
EAST DEERFIELD AVENUE

STA 43EDN+90.74, 43EDS+84.71 TO STA 44EDN+65.39, 44EDS+63.43



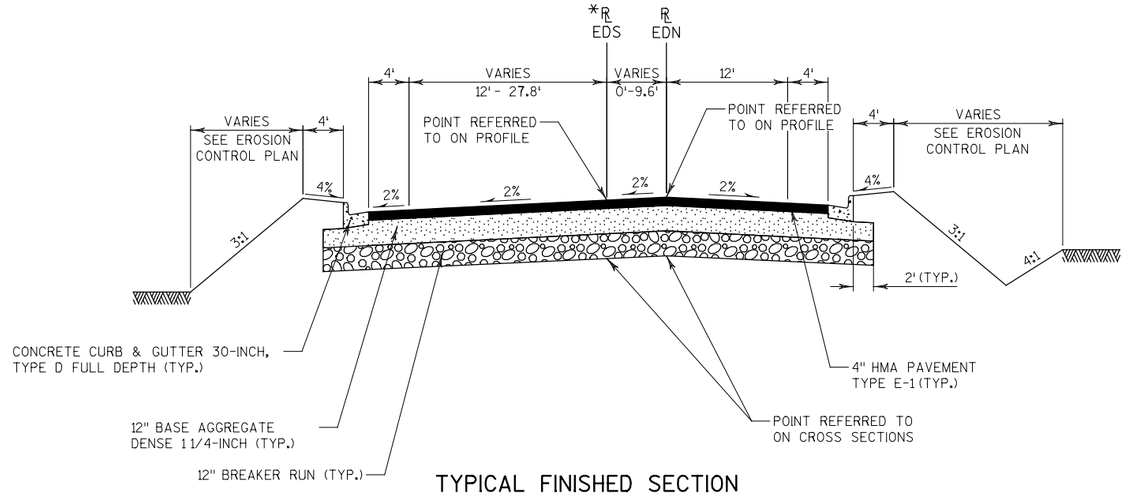
STA 42EDN+32.43, 42EDS+30.54 TO STA 42EDN+82.71, 42EDS+79.54

TYPICAL FINISHED SECTION
EAST DEERFIELD AVENUE

STA 40EDN+00.00 TO STA 43EDN+90.74, 43EDS+84.71

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 26	E

PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER

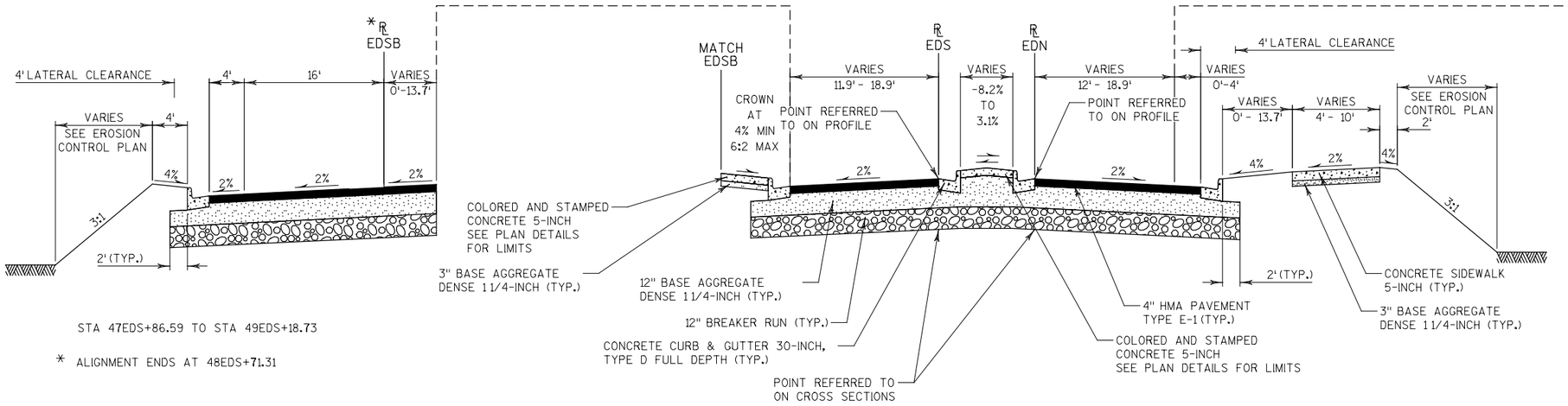


TYPICAL FINISHED SECTION

EAST DEERFIELD AVENUE

STA 49EDN+24.87, 49EDS+18.73 TO STA 52EDN+27.63

* ALIGNMENT ENDS AT 51EDN+21.10



STA 47EDS+86.59 TO STA 49EDS+18.73

* ALIGNMENT ENDS AT 48EDS+71.31

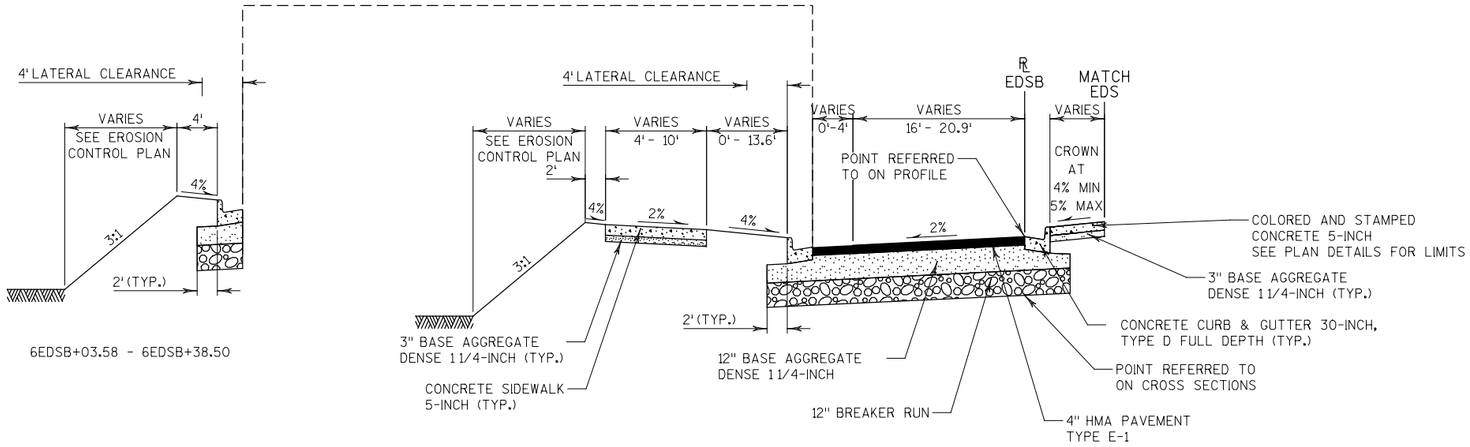
STA 47EDN+52.39 TO STA 49EDN+24.87

TYPICAL FINISHED SECTION

EAST DEERFIELD AVENUE

STA 46EDN+57.52, 46EDS+61.86 TO STA 49EDN+24.87, 49EDS+18.73

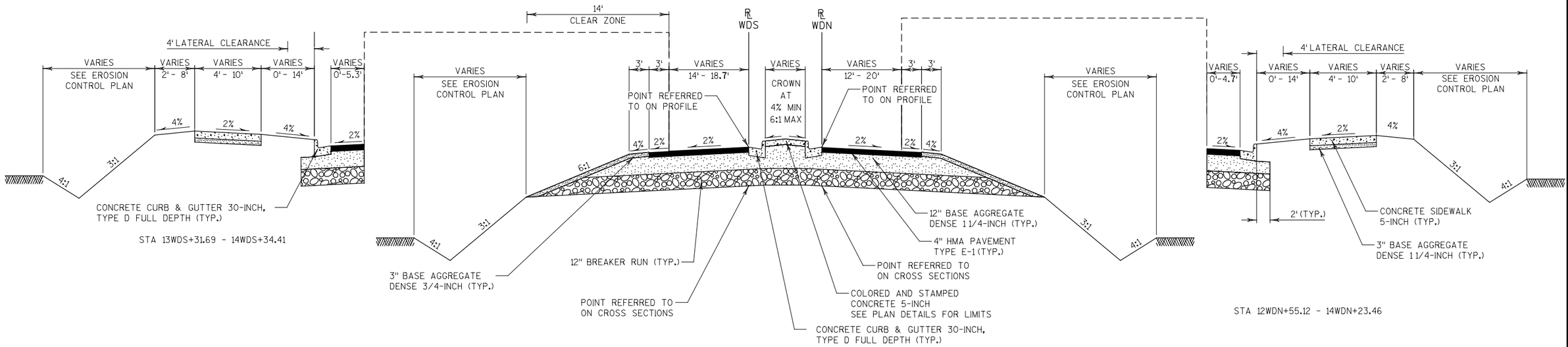
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 27	E



TYPICAL FINISHED SECTION
EAST DEERFIELD AVENUE SB BYPASS

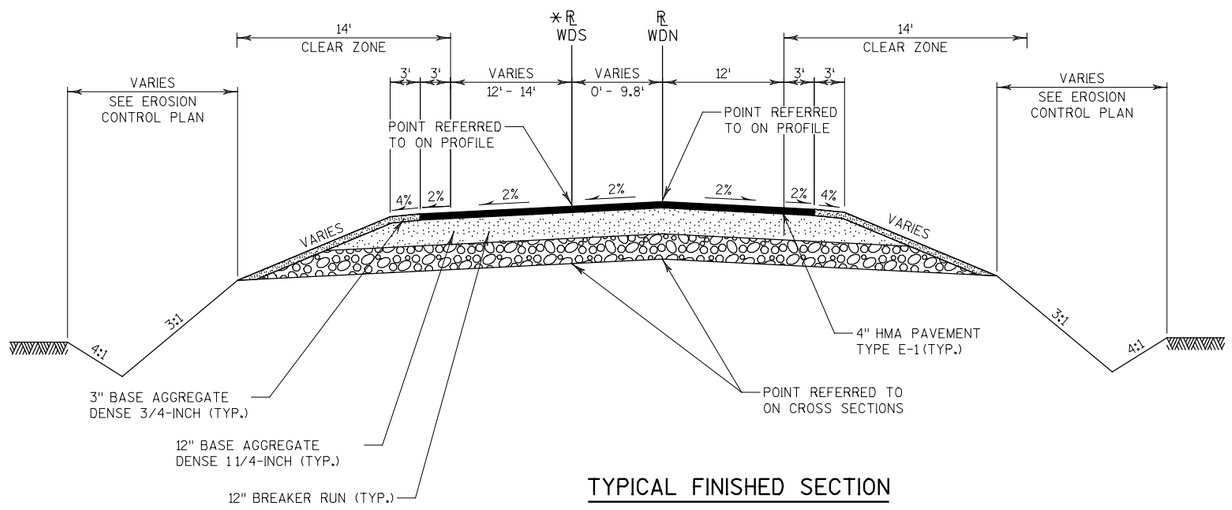
STA 5EDSB+00.00 - 6EDSB+38.50

PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER



TYPICAL FINISHED SECTION
WEST DEERFIELD AVENUE

STA 12WDN+34.13, 12WDS+35.92 TO STA 14WDN+23.46, 14WDS+34.41

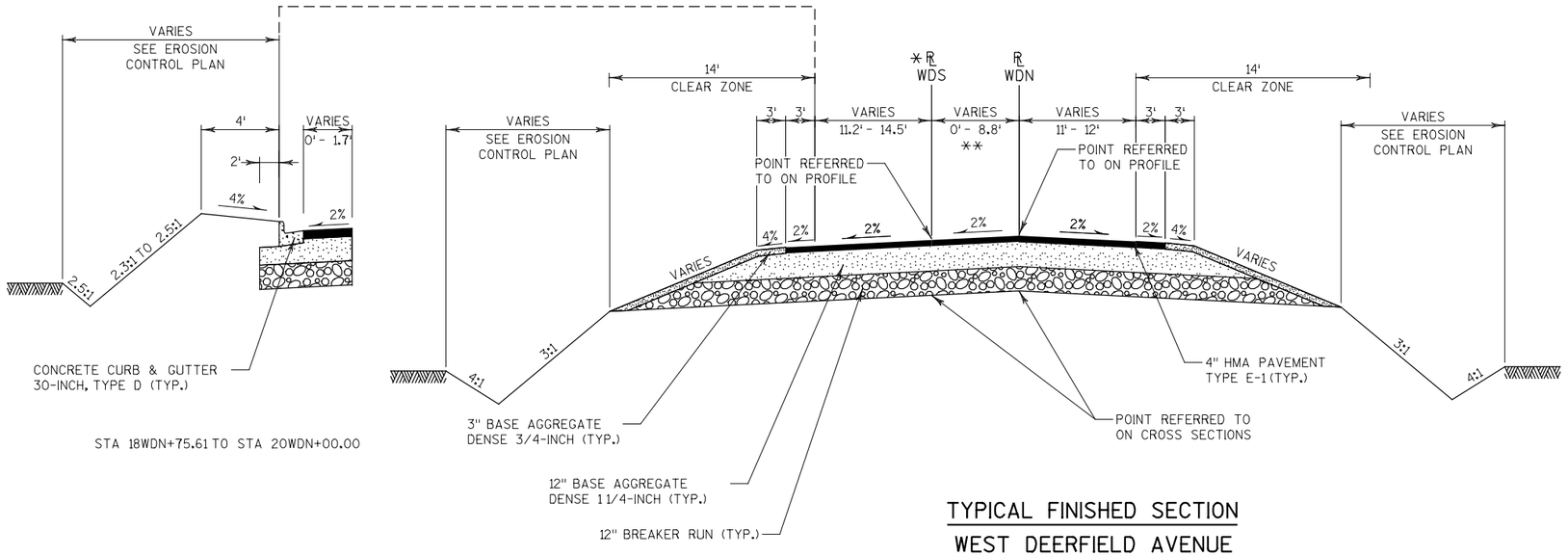


TYPICAL FINISHED SECTION
WEST DEERFIELD AVENUE

STA 9WDN+86.00 TO STA 12WDN+34.13, 12WDS+35.92

* ALIGNMENT STARTS AT 10WDN+76.63

PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER



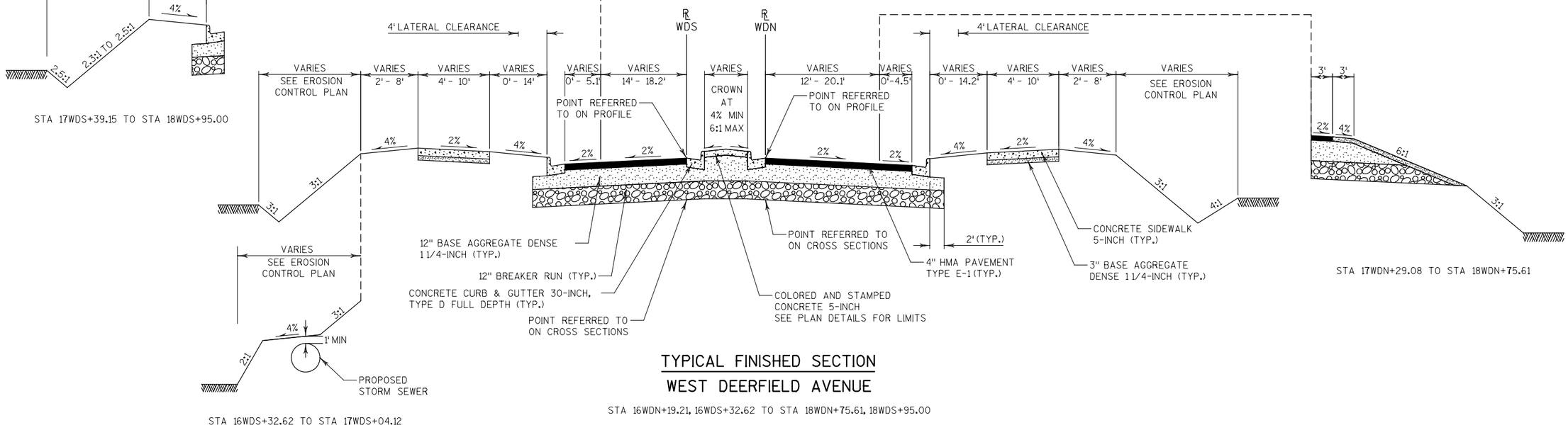
STA 18WDN+75.61 TO STA 20WDN+00.00

TYPICAL FINISHED SECTION
WEST DEERFIELD AVENUE

STA 18WDN+75.61, 18WDS+95.00 TO STA 20WDN+45.83

PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER

* ALIGNMENT ENDS AT 19WDN+46.14
** LANE FROM STA 18WDN+75.61 TO STA 19WDN+46.14



STA 17WDS+39.15 TO STA 18WDS+95.00

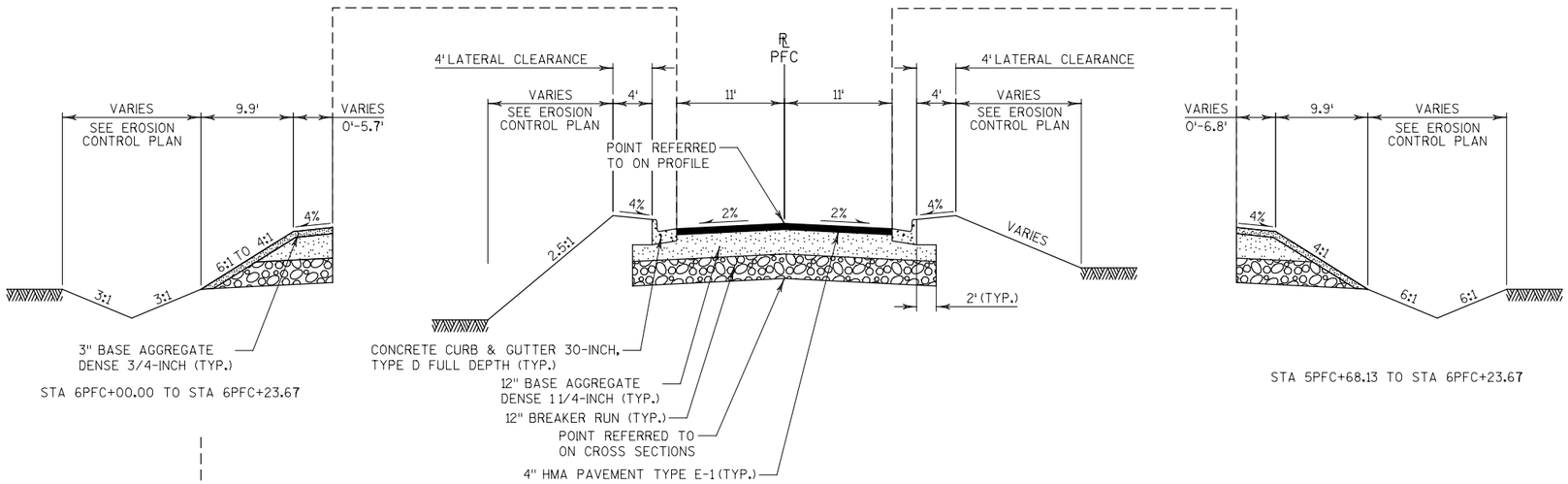
STA 16WDS+32.62 TO STA 17WDS+04.12

TYPICAL FINISHED SECTION
WEST DEERFIELD AVENUE

STA 16WDN+19.21, 16WDS+32.62 TO STA 18WDN+75.61, 18WDS+95.00

STA 17WDN+29.08 TO STA 18WDN+75.61

2



STA 5PFC+00.00 TO STA 6PFC+23.67

STA 5PFC+68.13 TO STA 6PFC+23.67

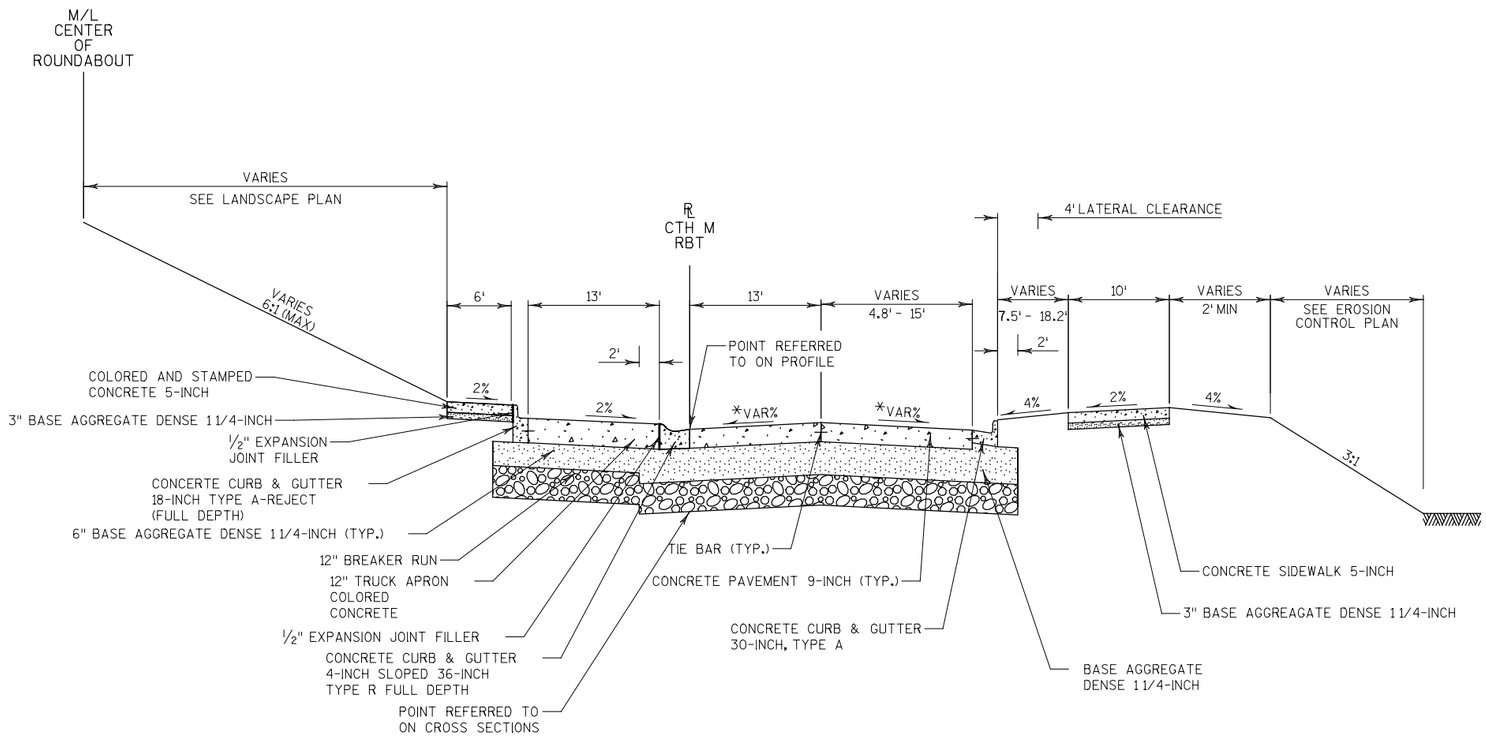
STA 5PFC+72.38 TO STA 6PFC+00.00

TYPICAL FINISHED SECTION

PARKFIELD COURT

STA 5PFC+12.02 TO STA 6PFC+23.67

PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER



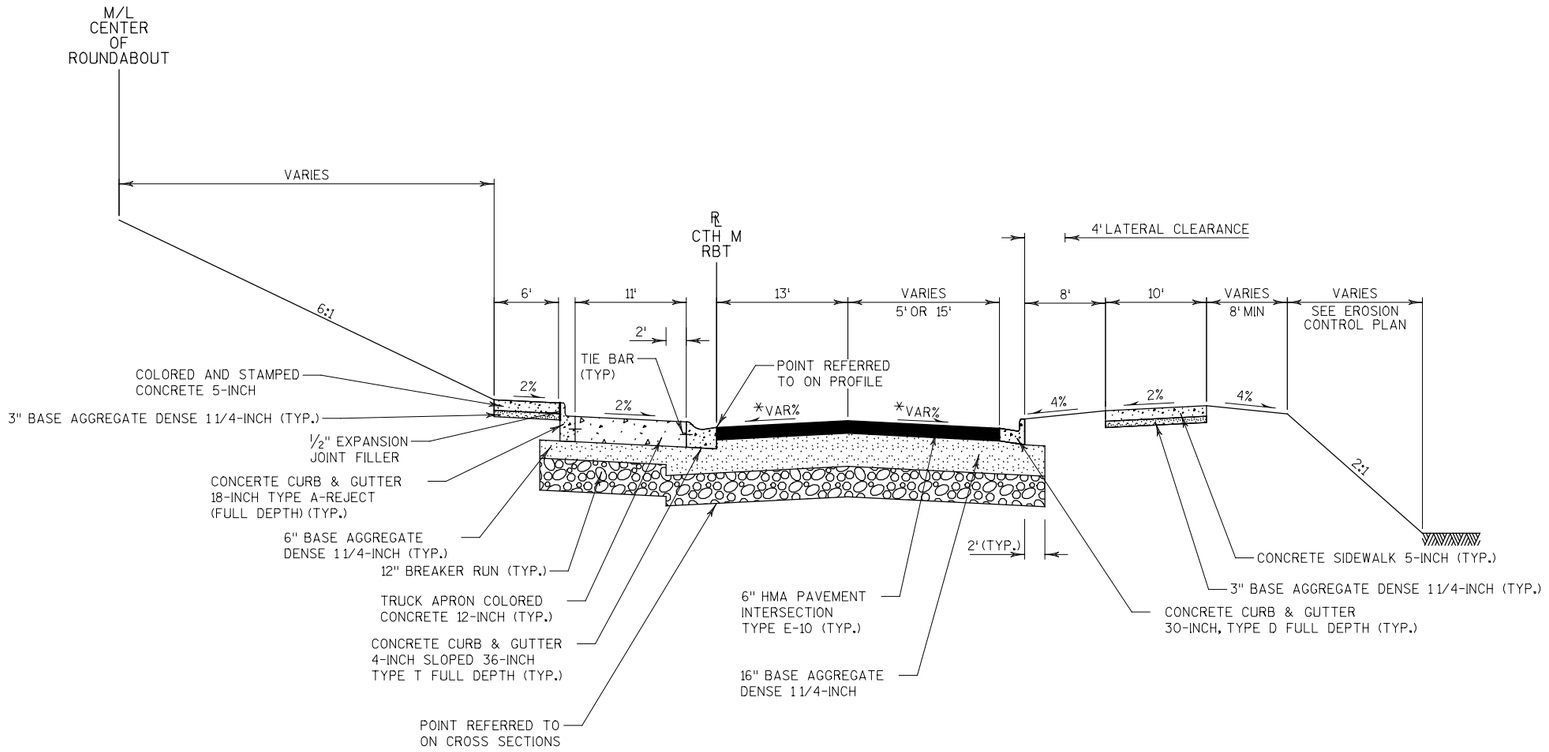
TYPICAL FINISHED SECTION

CTH M ROUNDABOUT

STA 10MRDS+00.00 TO STA 13MRDS+69.65
STA 10MRDN+00.00 TO STA 13MRDN+70.05

*FOR VARYING PAVEMENT SLOPES SEE PAVING GRADES AND CROSS SECTIONS

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 32	E



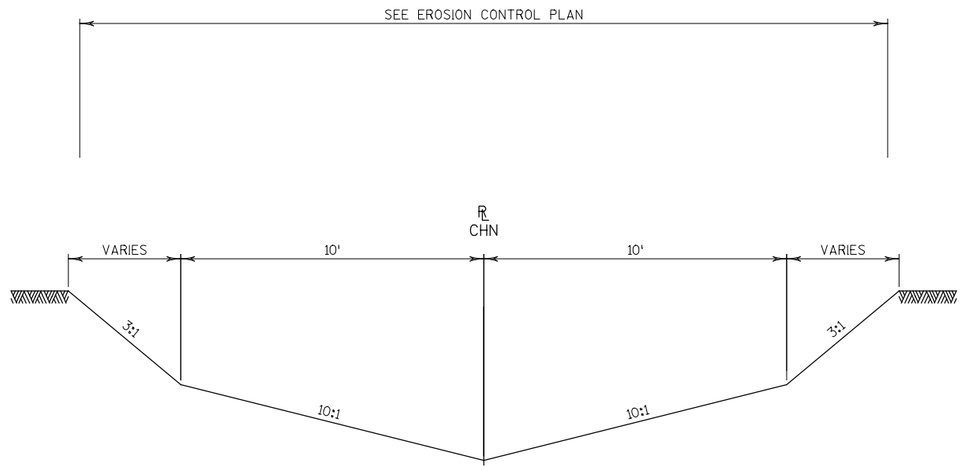
* FOR VARYING PAVEMENT SLOPES SEE PAVING GRADES AND CROSS SECTIONS

TYPICAL FINISHED SECTION

CTH M ROUNDABOUT

STA 10MRDW+00.00 TO STA 13MRDW+58.14
STA 10MRDE+00.00 TO STA 13MRDE+55.18

PAVMENT TYPE	TOTAL LAYER PAVMENT THICKNESS	LAYERS
E-0.3	2"	2" UPPER LAYER
E-0.3	3.5"	1 3/4" UPPER LAYER 1 3/4" LOWER LAYER
E-0.3	5"	1 3/4" UPPER LAYER 3 1/4" LOWER LAYER
E-1	4"	1 3/4" UPPER LAYER 2 1/4" LOWER LAYER
E-3/E-10	6"	1 3/4" UPPER LAYER 2" LOWER LAYER 2 1/4" LOWER LAYER
ASPHALTIC BASE	3"	3" LAYER

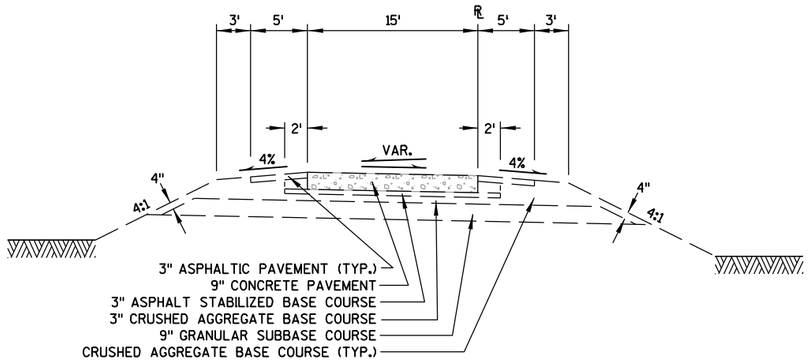


TYPICAL FINISHED SECTION

LINEVILLE INTERCHANGE DITCH

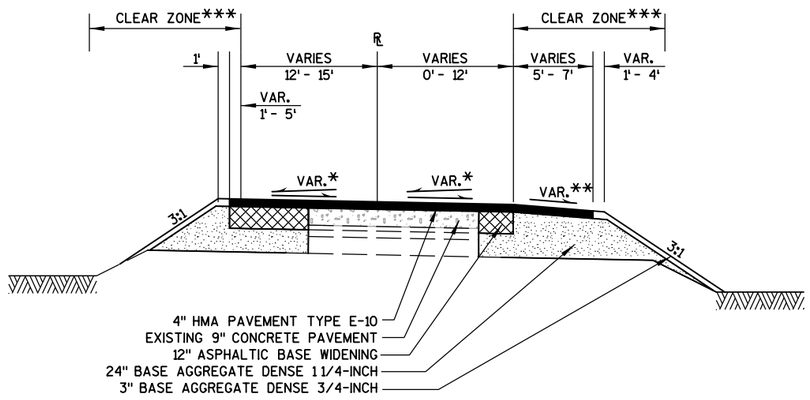
STA 10CHN+74.46 TO STA 13MCHN+52.11
STA 15CHN+40.75 TO STA 20MCHN+15.21
STA 22CHN+27.46 TO STA 25CHN+14.94
STA 27CHN+51.03 TO STA 27CHN+58.47

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 34	E

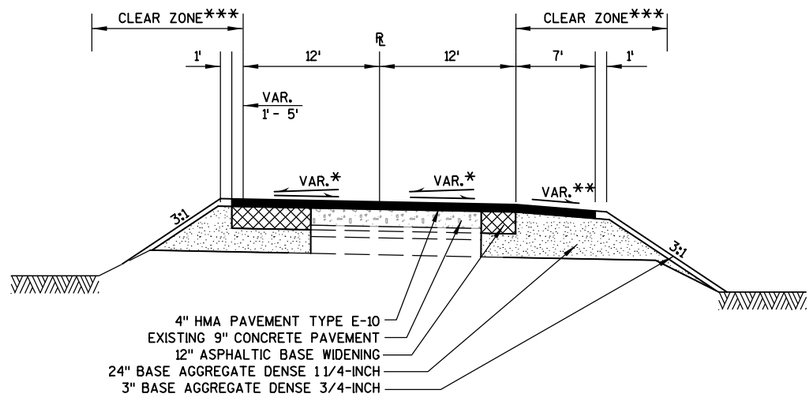


TYPICAL EXISTING SECTION - USH 41 NB OFF RAMP AT CTH B (SUNSET BEACH RD)

STA. 616+95.00 TO STA. 626+25.37



STA. 616+95 TO STA. 621+86.5



STA. 621+86.5 TO STA. 626+25.37

TYPICAL FINISHED SECTION - USH 41 NB OFF RAMP AT CTH B (SUNSET BEACH RD)

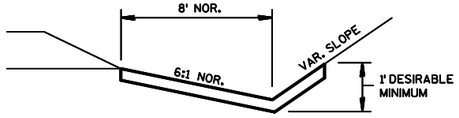
* SLOPES VARY FROM LEFT TO RIGHT, MAINTIAN EXISTING SLOPE

** 4% TYP. (8% MAX. ROLLOVER)

*** CLEAR ZONES:
STA. 614+84.75 TO STA. 618+14.74 - 32' (60 MPH)
STA. 618+14.74 TO STA. 621+86.52 - 28' (45-50 MPH)
STA. 621+86.52 TO STA. 626+40 - 18' (40 MPH OR LESS)

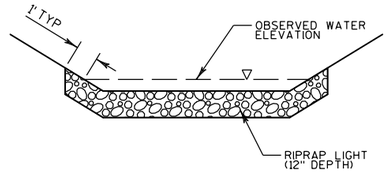
ASPHALTIC BASE WIDENING LOCATIONS:
STA. 618+15 TO STA. 624+58.6, LT
STA. 621+18.9 TO STA. 625+58, RT

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 35	E



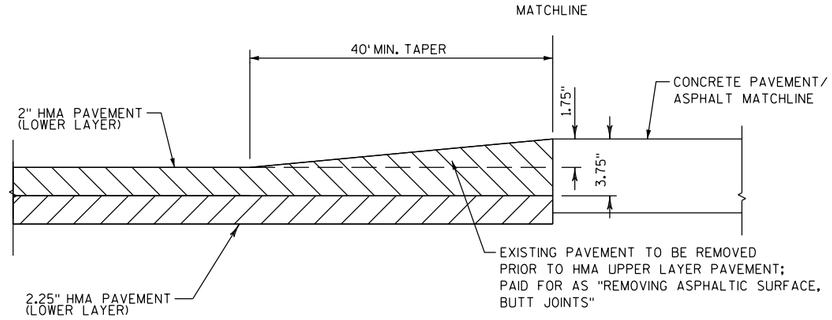
EROSION MAT DETAIL FOR DITCHES

LOCATIONS SHOWN ON EROSION CONTROL PLANS

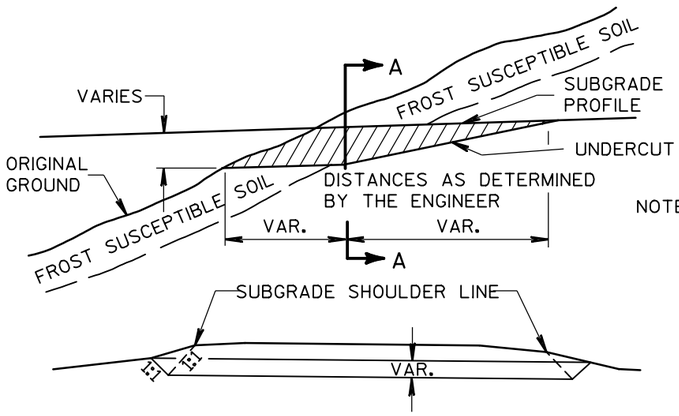


RIPRAP DETAIL FOR DITCHES

LOCATIONS SHOWN ON EROSION CONTROL PLANS



TEMPORARY HMA WEDGE DETAIL



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

DETAIL FOR EXCAVATION BELOW SUBGRADE AT CUTS

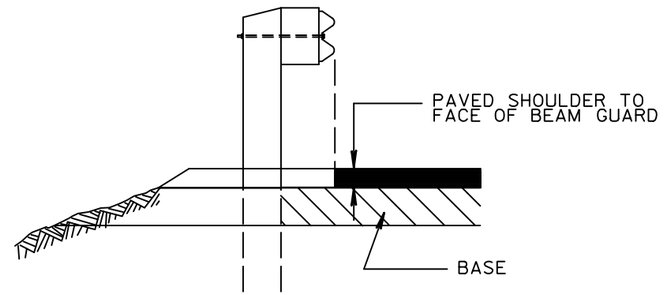
NOTE: EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

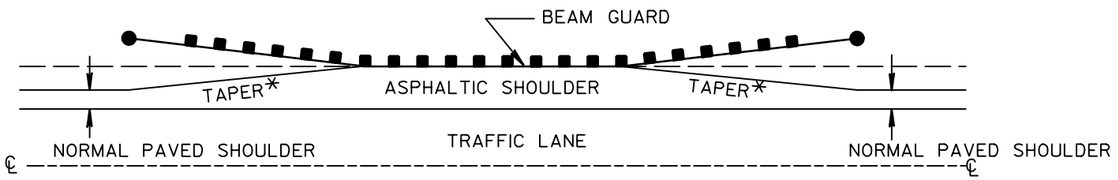
E.B.S. AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER

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.

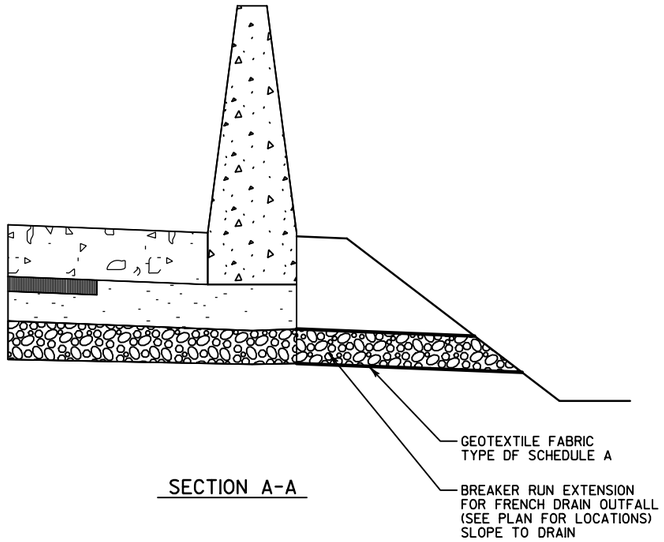
*SEE PLAN DETAILS FOR TAPER RATE



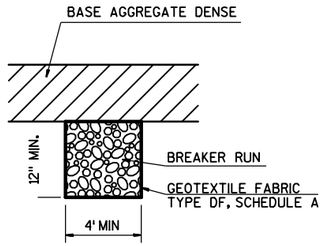


DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

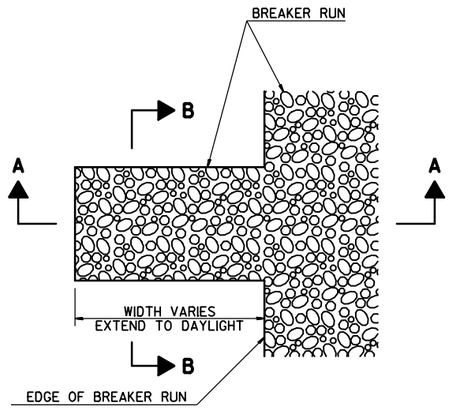
PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAILS	SHEET 36	E



SECTION A-A

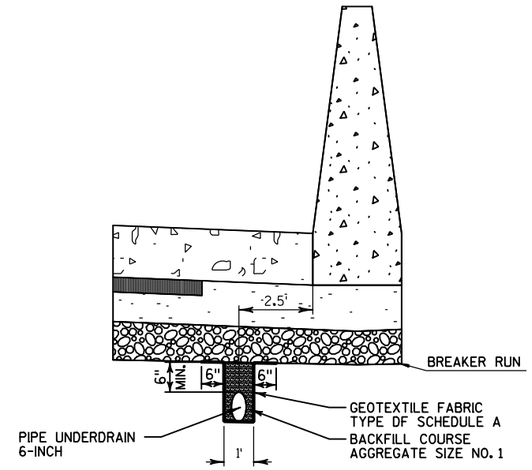


SECTION B-B

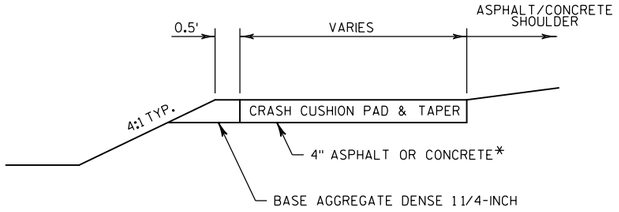


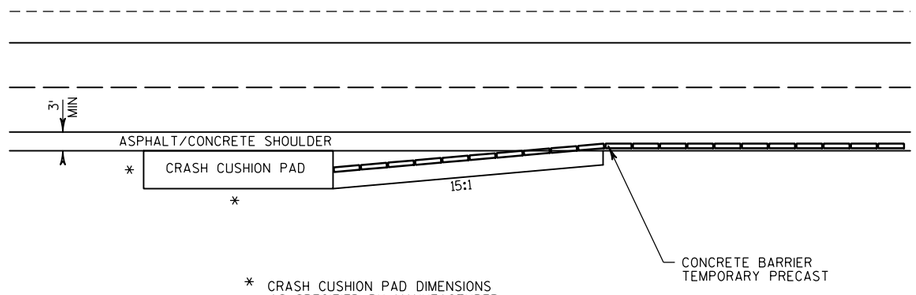
DETAIL FOR FRENCH DRAINS

EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL BE CONSIDERED INCIDENTAL TO THE ITEM BREAKER RUN.



UNDERDRAIN PLACEMENT DETAIL

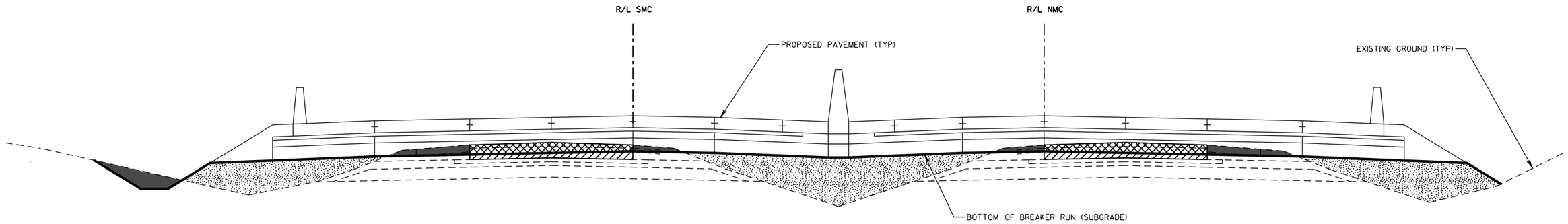




* CRASH CUSHION PAD DIMENSIONS AS SPECIFIED BY MANUFACTURER. (INCIDENTAL TO TEMPORARY CRASH CUSHION)

TEMPORARY CRASH CUSHION PAD DETAIL

2



SELECT BORROW

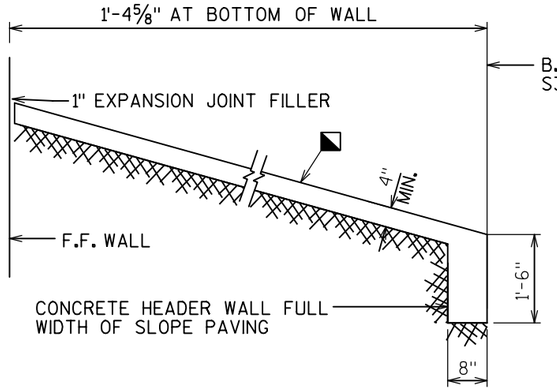
REMOVING PAVEMENT (BACKFILLED WITH SELECT BORROW)*

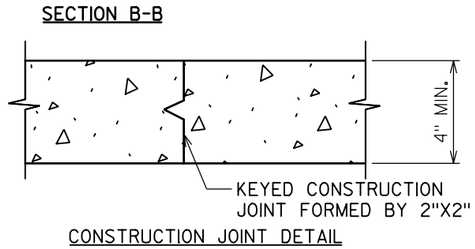
REMOVING PAVEMENT ALSO INCLUDED IN COMMON EXCAVATION

COMMON EXCAVATION

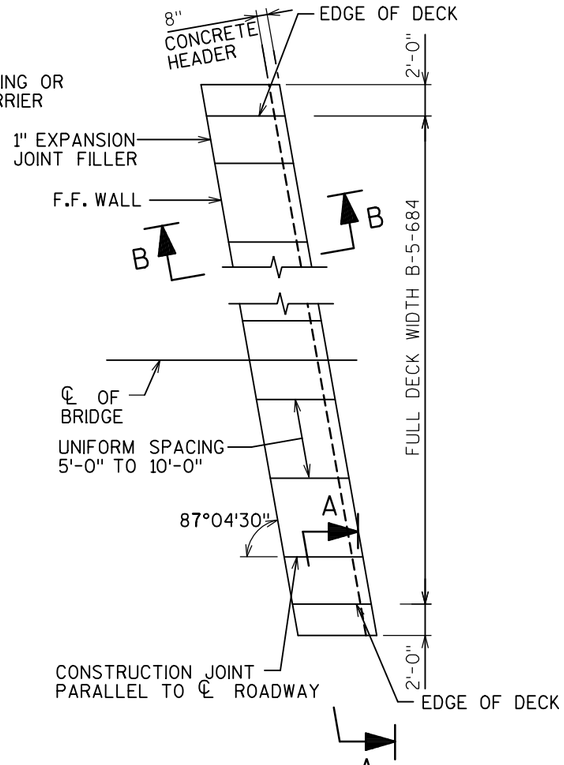
USH 41 MAINLINE & LINEVILLE INTERCHANGE RAMPS
PAVEMENT REMOVAL/EARTHWORK DETAIL
(PROJECT 1133-10-81 ONLY)

* ALL EXISTING CONCRETE PAVEMENT BELOW SUBGRADE SHALL BE REMOVED AND BACKFILLED WITH SELECT BORROW REGARDLESS OF ITS DEPTH BELOW SUBGRADE; SELECT BORROW NOT USED ON LINEVILLE INTERCHANGE RAMPS

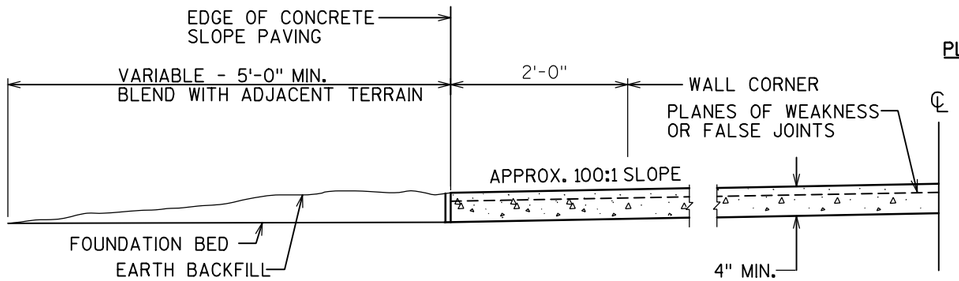




CONSTRUCTION JOINT DETAIL



PLAN AT BOTTOM OF WALL



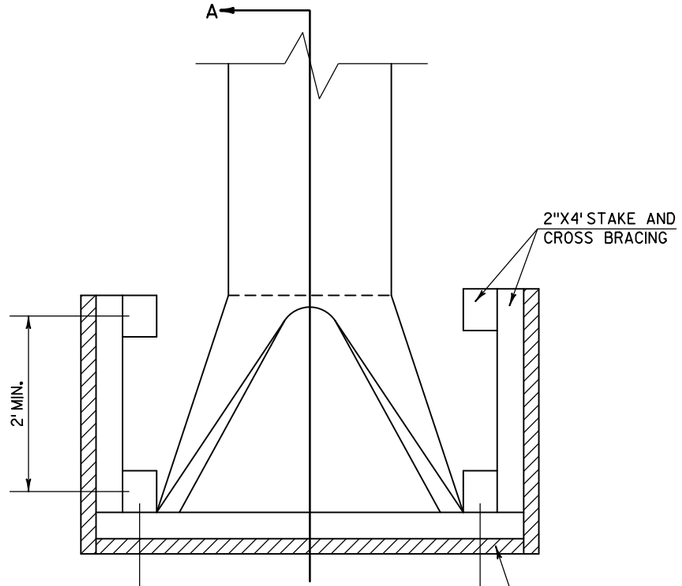
SECTION A-A

SLOPE PAVING CONCRETE DETAILS

AT R-05-248 AND R-05-249

LEGEND & NOTES

◪ SEE ROADWAY PLANS FOR SLOPE



PLAN VIEW

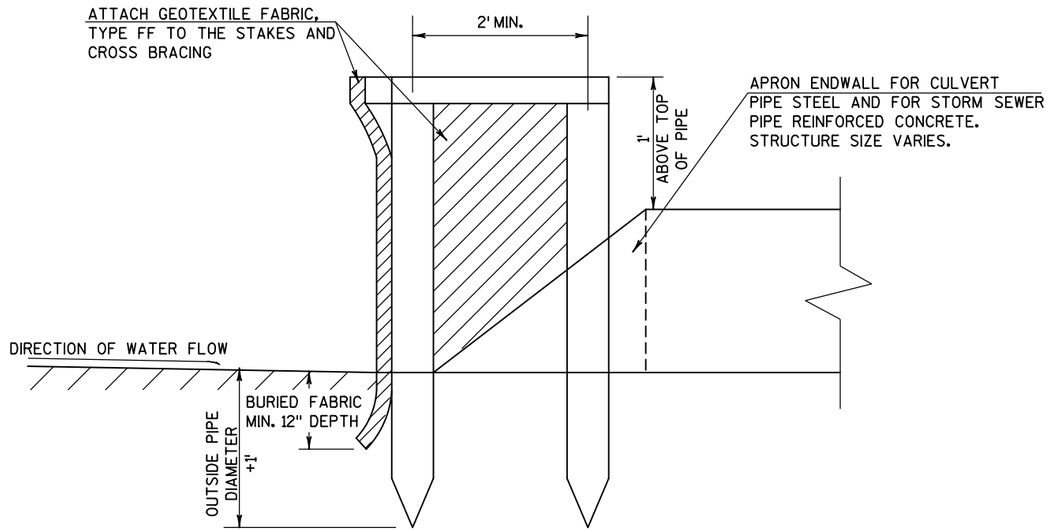
NOTES:

1.) ITEM TO BE PAID AS INLET PROTECTION TYPE A SPECIAL

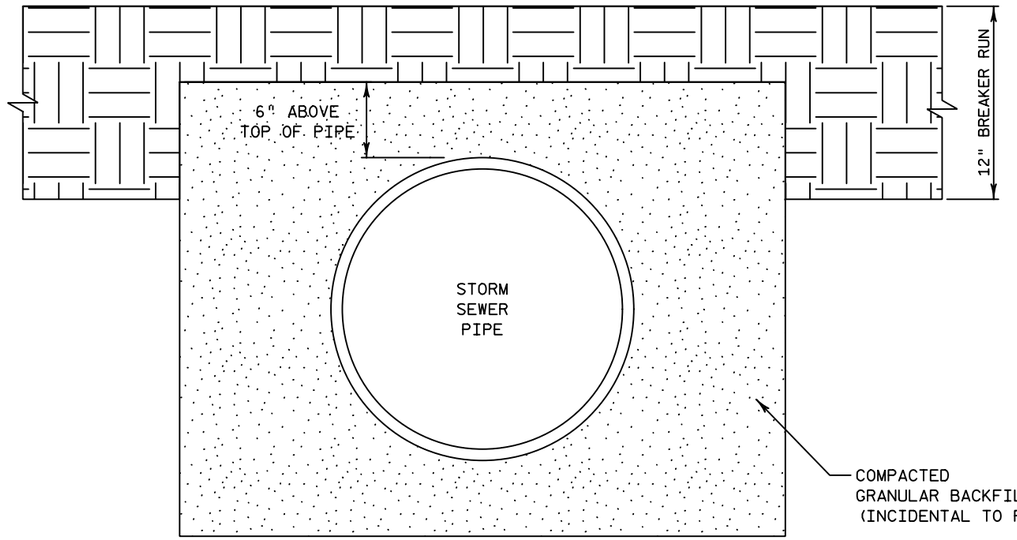
2.) MAINTENANCE, SEDIMENT DEPOSIT REMOVAL, AND REPLACEMENT INCIDENTAL TO ITEM INLET PROTECTION TYPE A SPECIAL

INLET PROTECTION TYPE A SPECIAL FOR AEW

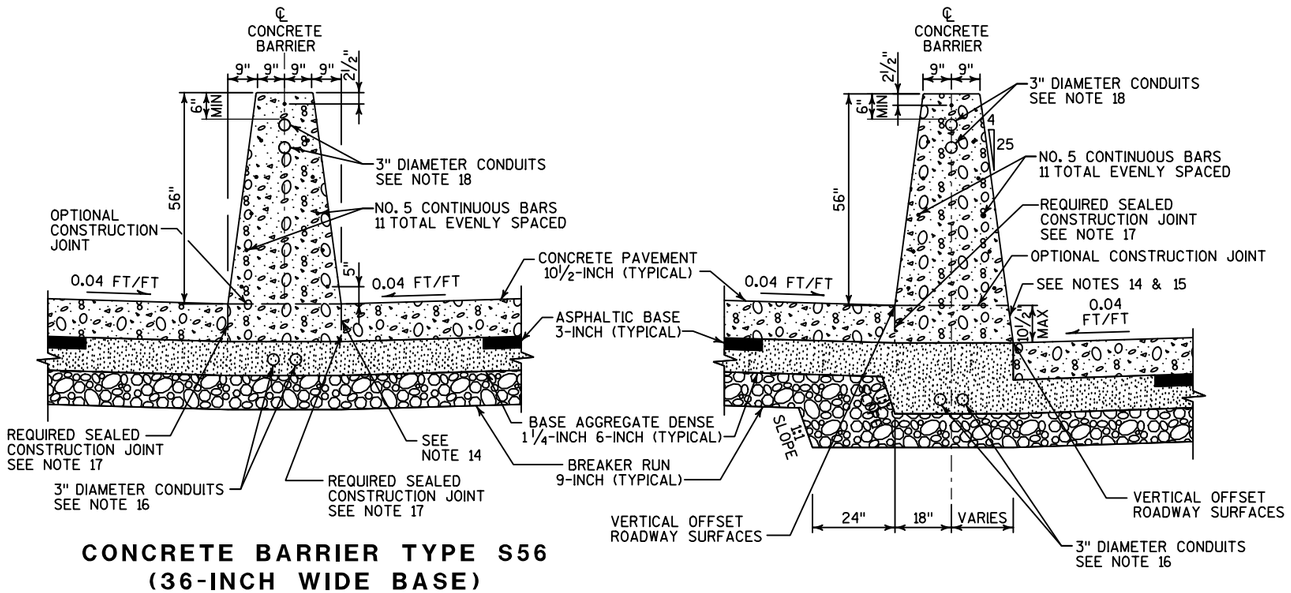
REFER TO EROSION CONTROL PLAN FOR LOCATIONS



SECTION A-A



BACKFILL FOR STORM SEWER PIPES IN BREAKER RUN

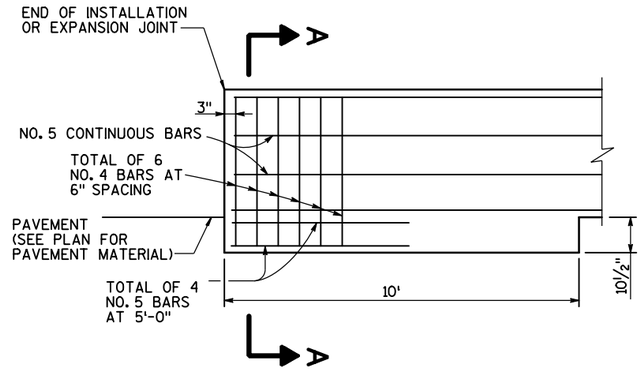


CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)

(BETWEEN ADJACENT ROADWAYS)

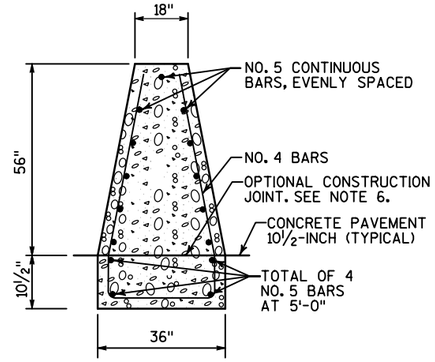
CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)

(IN SPLIT PROFILE LOCATIONS)
(BETWEEN ADJACENT ROADWAYS)
(DRAWN AT MAXIMUM ELEVATION DIFFERENCE LOCATION)



END ANCHOR SINGLE SLOPE CONCRETE BARRIER

AT CONSTRUCTION JOINT
(ELEVATION VIEW)



SECTION A-A

MONOLITHIC CONCRETE BARRIER END ANCHOR

NOTES

1) DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE CONCRETE BARRIER SINGLE SLOPE SDD.

2) EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK, PAVEMENT AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OR ½" MINIMUM.

3) WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 10½" CONCRETE BARRIER TYPE S56A REQUIRED, SEE DETAIL.

4) PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.

5) EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED.

6) FOR TYPE S56 (36-INCH WIDE BASE) MONOLITHIC BASE OR DOWELED BASE WITH 2-#8 X 8" @ 2'-0".

7) STAGGER LAPPING OF LONGITUDINAL STEEL, MINIMUM OVERLAP OF STEEL 2 FEET, BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.

8) 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.

9) WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PAST OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSE STEEL INTO NEXT POURS REINFORCEMENT, LAPS TO BE FIRMLY TIED.

10) USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

11) 2" CLEAR COVER TYPICAL.

12) COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED, LAPS TO BE FIRMLY TIED.

13) ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHORS INCIDENTAL TO CONCRETE BARRIER TYPE S56.

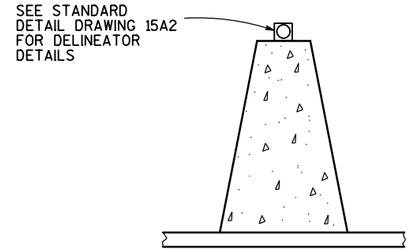
14) CONCRETE PAVEMENT BELOW BARRIER IS INCIDENTAL TO CONCRETE BARRIER TYPE S56.

15) EDGE OF CONCRETE IN SPLIT PROFILE LOCATIONS SHALL BE SLOPED @ 4/25 SLOPE.

16) SEE PLANS FOR CONDUIT(S) LOCATION, PROVIDE CONDUIT(S) WHEN CALLED FOR IN THE PLAN. CENTER CONDUIT(S) HORIZONTALLY ON BARRIER CENTERLINE. ENSURE THAT CONDUIT(S) ARE ENCAPSULATED IN THE BASE AGGREGATE DENSE (BAD) LAYER SO THAT THERE IS BAD MATERIAL BOTH ABOVE AND BELOW THE CONDUIT(S).

17) SEE SPECIFICATIONS FOR CONSTRUCTION JOINT OPTION. SAW CUTTING AND SEALING IS INCIDENTAL TO BARRIER ITEM.

18) SEE LIGHTING PLANS FOR LOCATIONS OF CONDUIT(S) EMBEDDED IN BARRIER. THIS IS FOR SPECIAL SITUATIONS ONLY. TYPICAL CONDUIT(S) LOCATION IS IN THE BASE AGGREGATE DENSE LAYER AS SHOWN. GAP BETWEEN CONDUIT(S) EMBEDDED IN BARRIER IS AT CONTRACTOR PREFERENCE.



DELINEATION

DELINEATOR SPACING ON HORIZONTAL CURVES

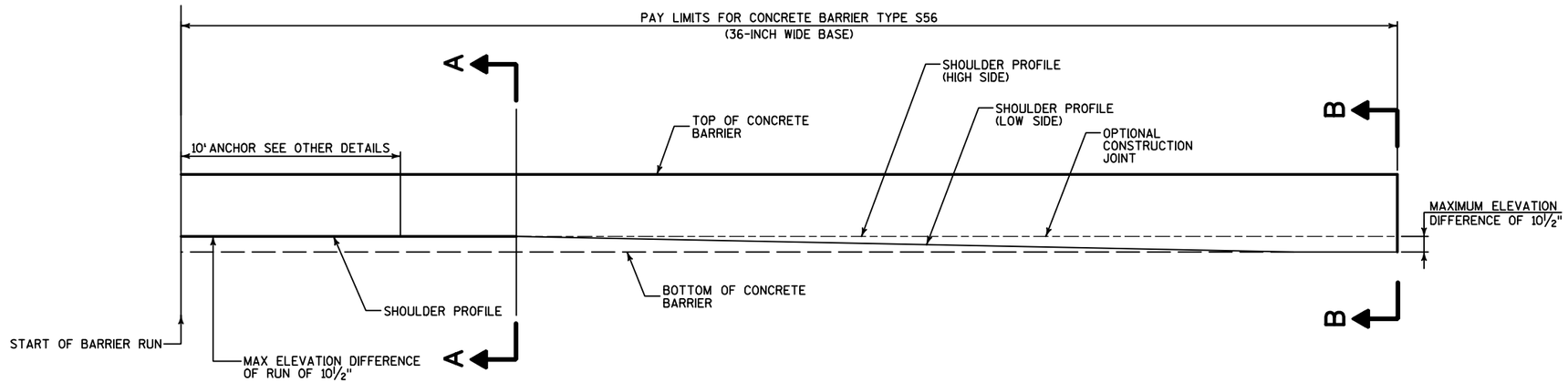
RADIUS OF CURVE	APPROXIMATE SPACING ON CURVE
50 FEET	20 FEET
115 FEET	25 FEET
180 FEET	35 FEET
250 FEET	40 FEET
300 FEET	50 FEET
400 FEET	55 FEET
500 FEET	65 FEET
600 FEET	70 FEET
700 FEET	75 FEET
800 FEET	80 FEET
900 FEET	85 FEET
1000 FEET	90 FEET

DELINEATOR SPACING ON RADIUS GREATER THAN 1000 FEET OR TANGENT SECTIONS

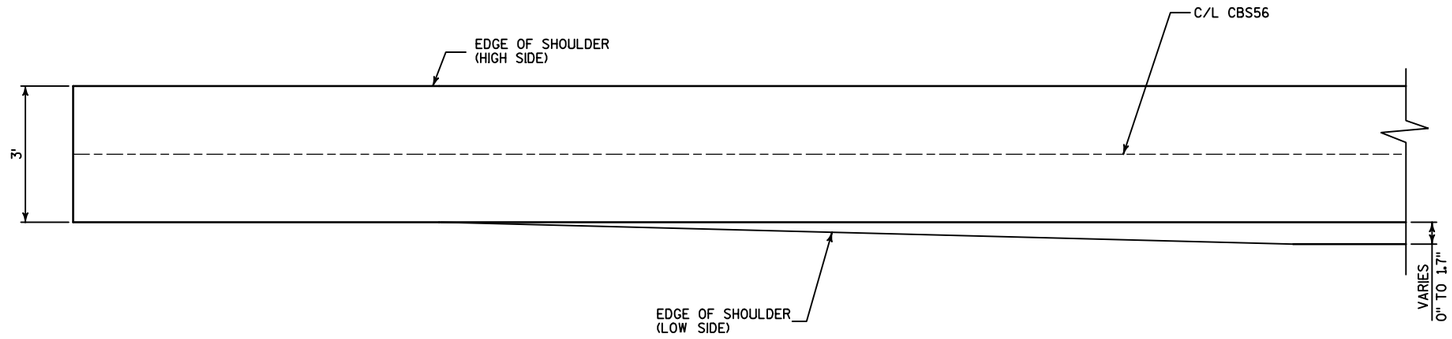
	LENGTH OF BARRIER	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2	3

IF BARRIER RUN IS LONGER THAN 1000' USE 200' DELINEATOR SPACING.

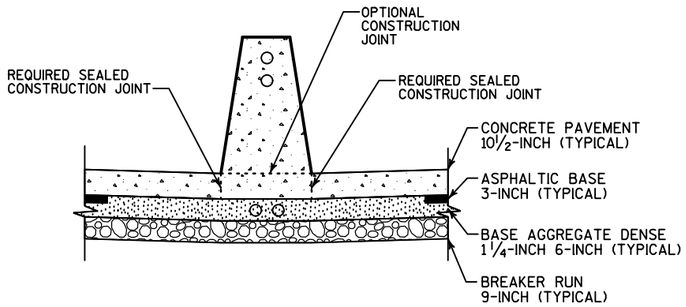
DETAIL (1 OF 2)



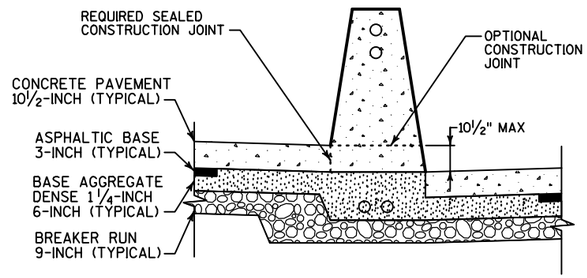
ELEVATION VIEW
CONCRETE BARRIER TYPE S56
(36-INCH WIDE BASE)
(IN SPLIT PROFILE LOCATIONS)



PLAN VIEW
CONCRETE BARRIER TYPE S56
(36-INCH WIDE BASE)
(IN SPLIT PROFILE LOCATIONS)



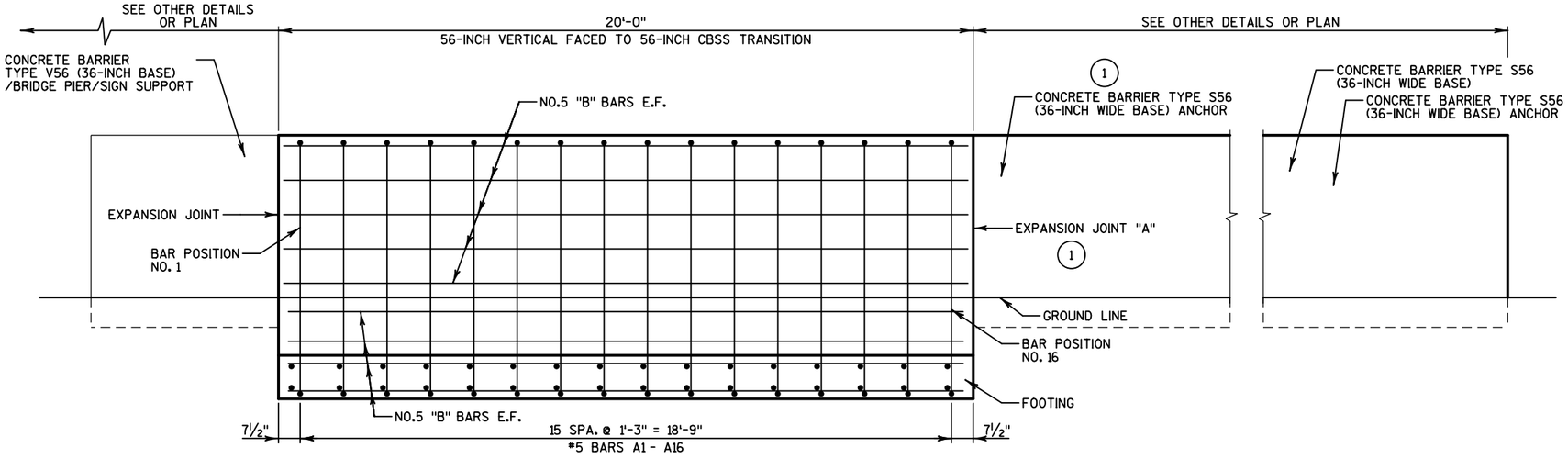
SECTION A-A



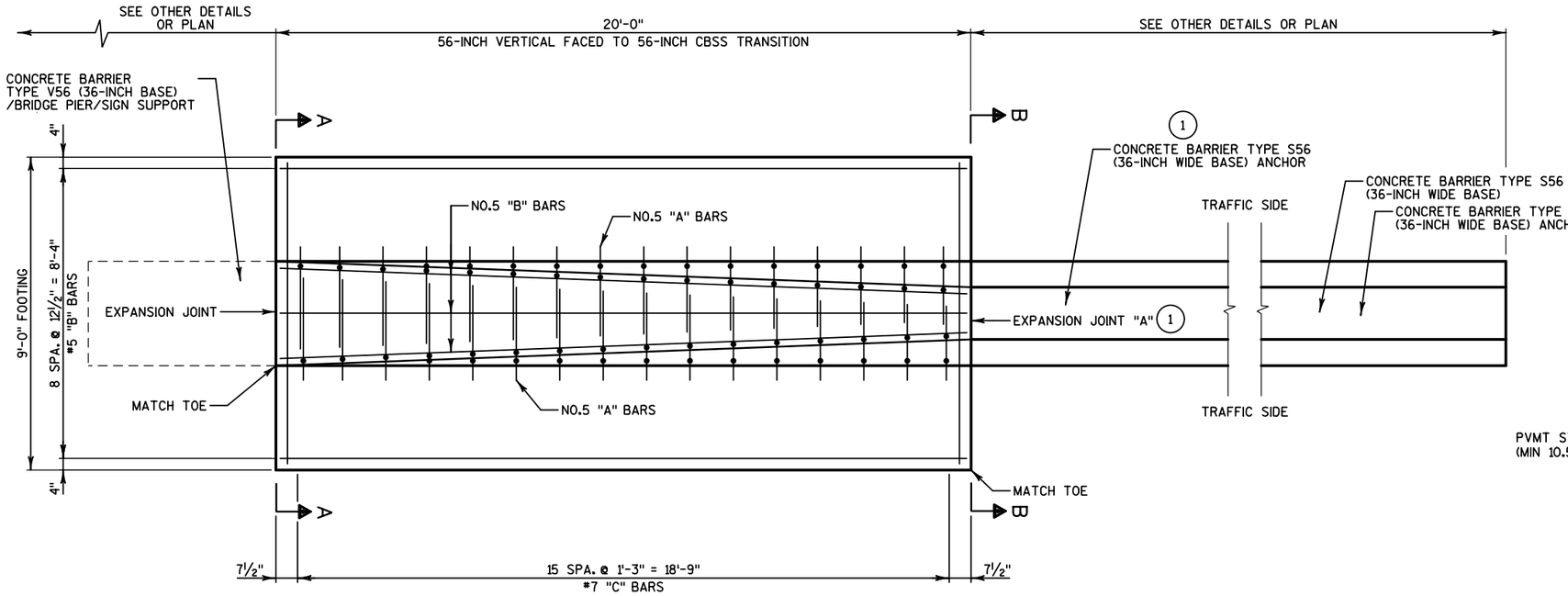
SECTION B-B

DETAIL (2 OF 2)

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAILS	SHEET 42	E



ELEVATION VIEW



PLAN VIEW

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'-6" LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

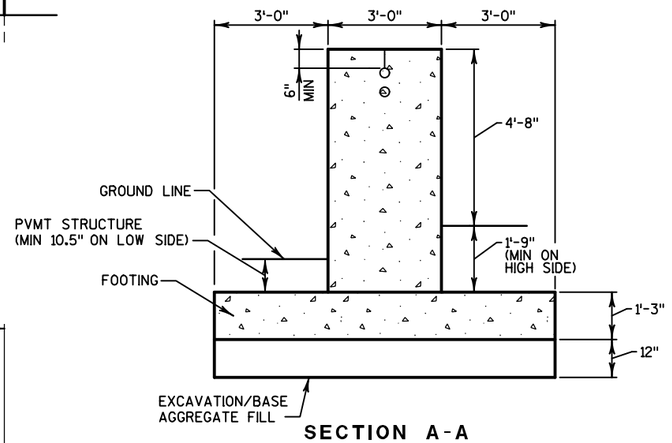
4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

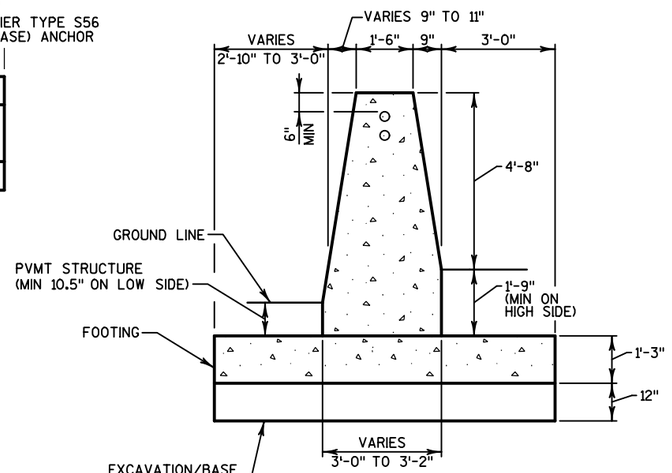
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BAR LOCATION.

3" CLEAR COVER AT BOTTOM OF FOOTING, 2" CLEAR COVER ALL OTHER FACES.

(1) EXPANSION JOINT "A" MAYBE REPLACED WITH A COLD-JOINT PROVIDED THAT 3-FEET OF LAP JOINT OF LONGITUDINAL STEEL IS PROVIDED. IF COLD-JOINT IS USED ANCHOR NOT REQUIRED.



SECTION A-A



SECTION B-B

CONCRETE BARRIER TRANSITION TYPE V56 TO S56 (36-INCH WIDE BASE)

56-INCH VERTICAL SHAPE CONCRETE BARRIER TO 56-INCH SINGLE SLOPE CONCRETE BARRIER (36-INCH WIDE BASE) TRANSITION

DETAIL OF (1 OF 2)

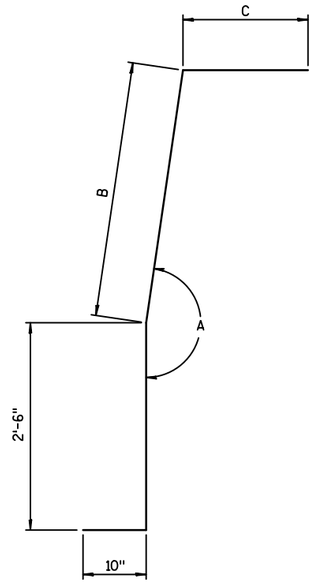
PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAILS	SHEET 43	E

2

BAR SUMMARY TABLE

BAR MK.	SIZE	LEN.	NO. REQ'D
"A"	#5	*	32
"B"	#5	19'-8"	33
"C"	#7	8"-8"	32

* SEE BENDING DETAIL

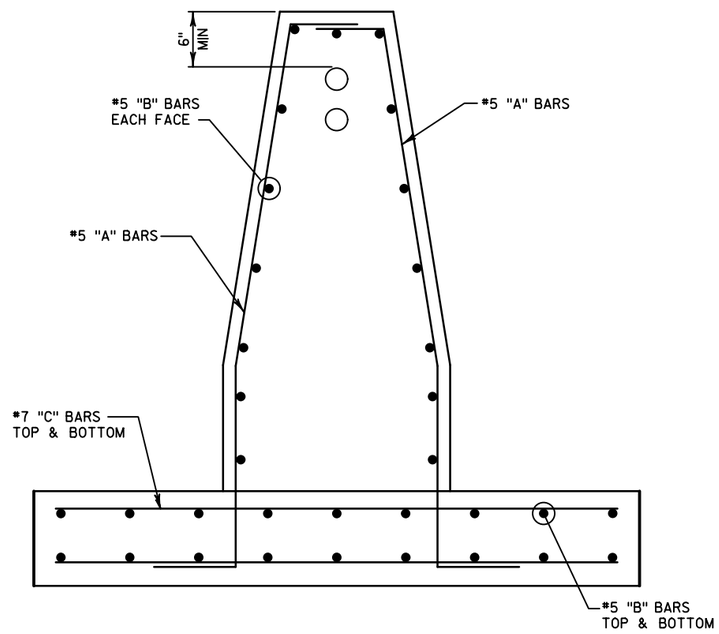


"A" BAR
BENDING DETAIL

"A" BAR CHART
BAR POSITIONS NO. 1 - NO. 16

BAR	A	B	C
A1	179°-45'	4'-6	2'-0"
A2	179°-10'	4'-6	2'-0"
A3	178°-35'	4'-6	2'-0"
A4	178°-00'	4'-6	2'-0"
A5	177°-25'	4'-6	2'-0"
A6	177°-50'	4'-6	2'-0"
A7	176°-15'	4'-6	2'-0"
A8	175°-40'	4'-6"	1'-6"

BAR	A	B	C
A9	175°-05'	4'-6	1'-6"
A10	174°-35'	4'-6	1'-6"
A11	174°-00'	4'-6	1'-6"
A12	173°-25'	4'-6	1'-6"
A13	172°-50'	4'-6½"	1'-0"
A14	172°-15'	4'-6½"	1'-0"
A15	171°-45'	4'-6½"	1'-0"
A16	171°-10'	4'-6½"	1'-0"

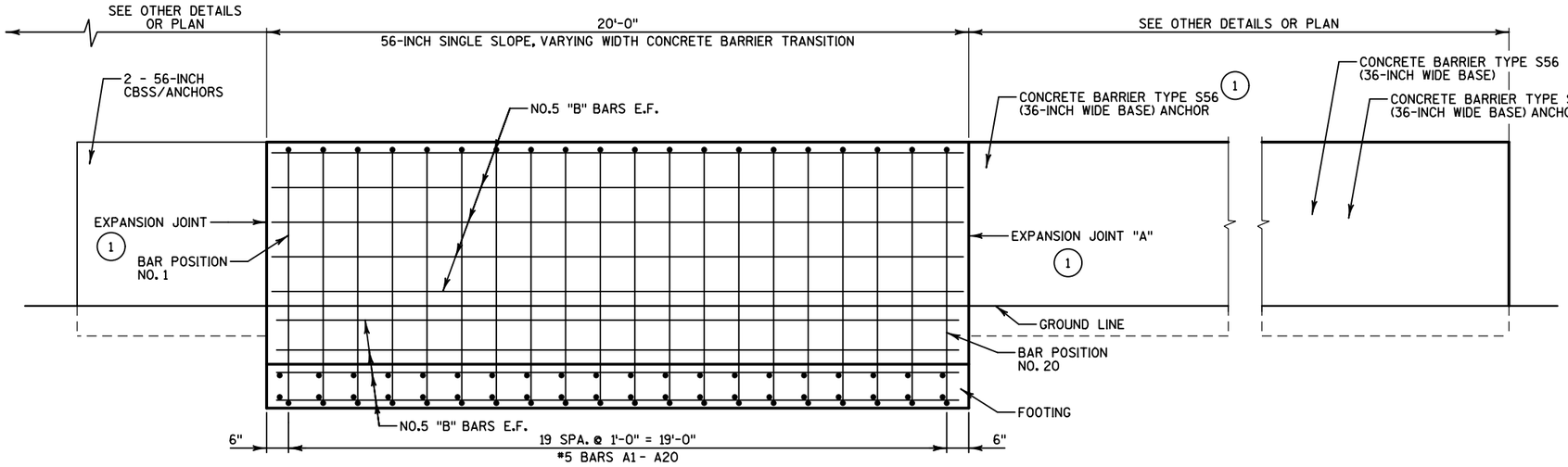


BAR DETAIL
BAR POSTIONS NO. 1 - NO. 16

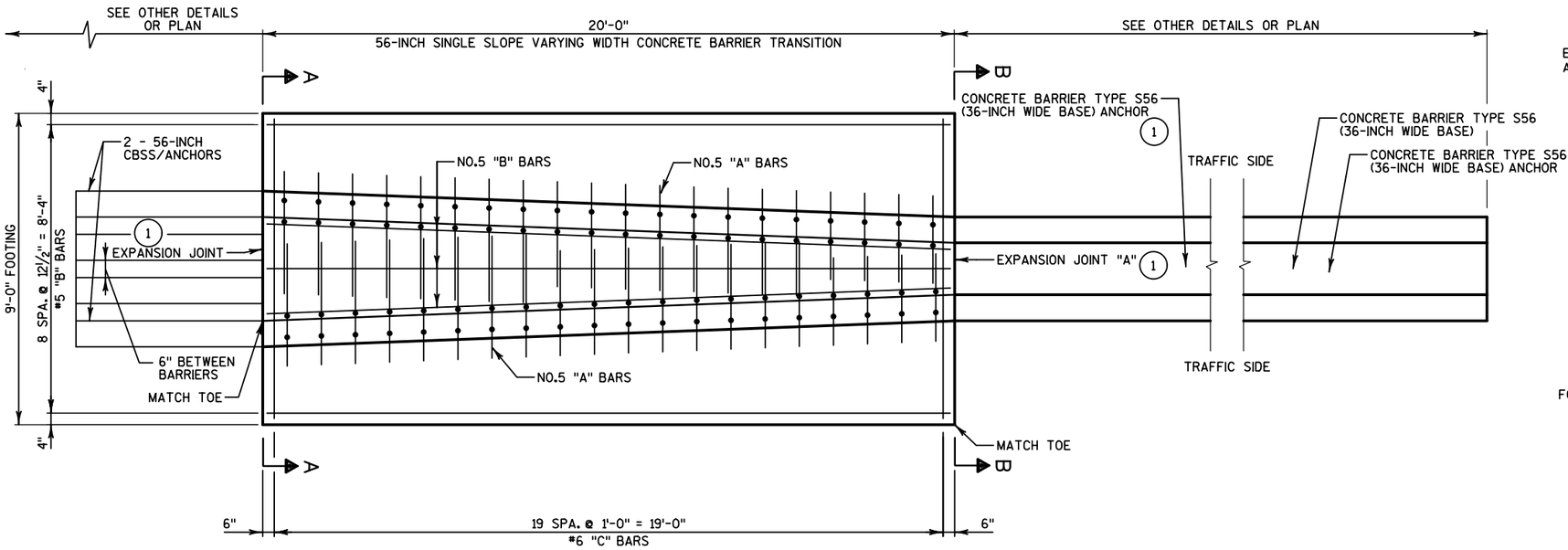
CONCRETE BARRIER TRANSITION
TYPE V56 TO S56 (36-INCH WIDE BASE)

56-INCH VERTICAL SHAPE
CONCRETE BARRIER TO 56-INCH
SINGLE SLOPE CONCRETE
BARRIER (36-INCH WIDE BASE) TRANSITION

DETAIL OF (2 OF 2)



ELEVATION VIEW



PLAN VIEW

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'-6" LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

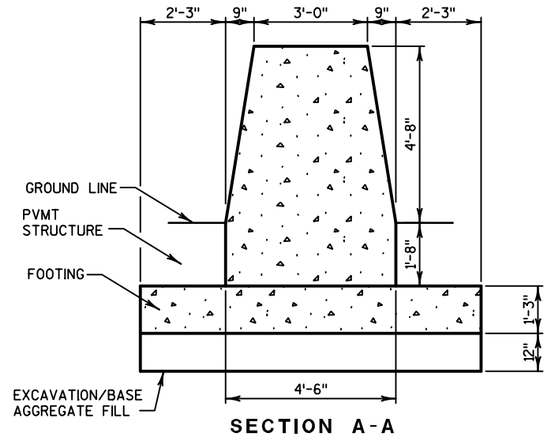
4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

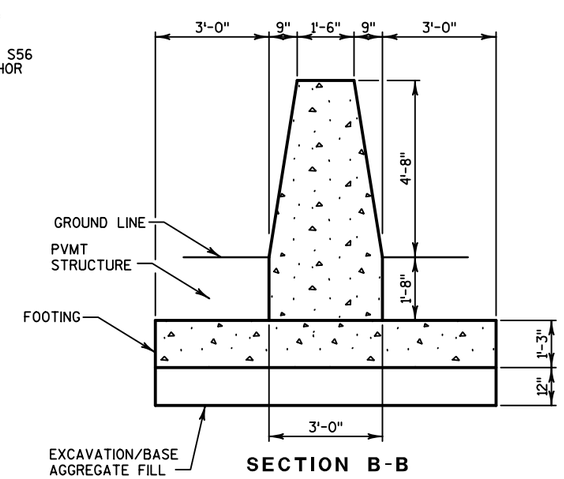
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BAR LOCATION.

3" CLEAR COVER AT BOTTOM OF FOOTING, 2" CLEAR COVER ALL OTHER FACES.

(1) EXPANSION JOINT "A" MAYBE REPLACED WITH A COLD-JOINT PROVIDED THAT 3-FEET OF LAP JOINT OF LONGITUDINAL STEEL IS PROVIDED. IF COLD-JOINT IS USED ANCHOR NOT REQUIRED.



SECTION A-A



SECTION B-B

CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)

56-INCH SINGLE SLOPE (54-INCH WIDE BASE) CONCRETE BARRIER TO 56-INCH SINGLE SLOPE (36-INCH WIDE BASE) CONCRETE BARRIER TRANSITION

DETAIL OF (1 OF 2)

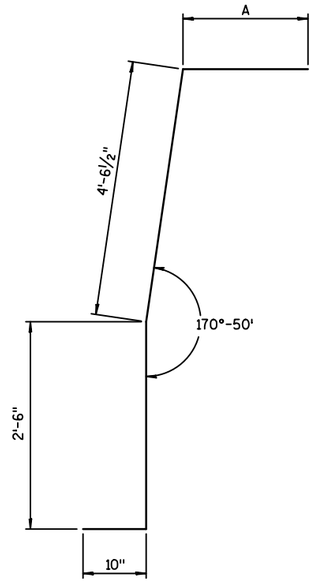
PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAILS	SHEET 45	E

2

BAR SUMMARY TABLE

BAR MK.	SIZE	LEN.	NO. REQ'D
"A"	#5	*	40
"B"	#5	19'-8"	33
"C"	#6	8"-8"	40

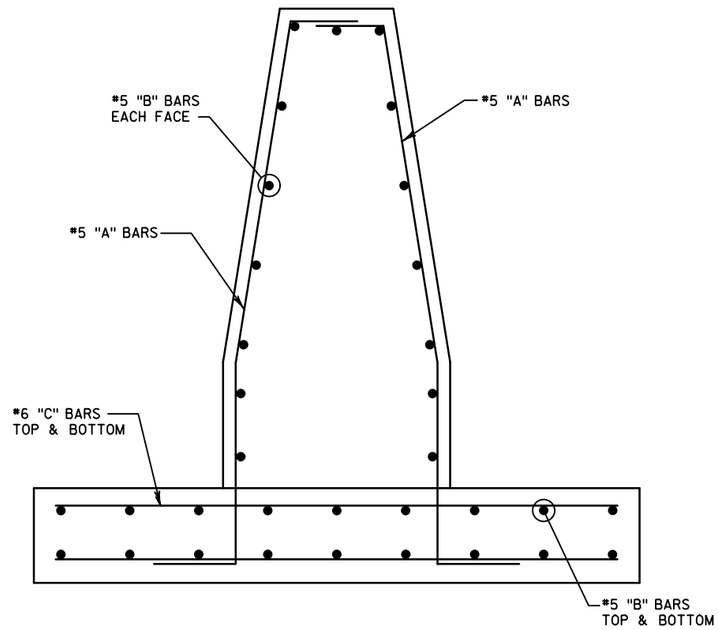
* SEE BENDING DETAIL



"A" BAR
BENDING DETAIL

"A" BAR CHART
BAR POSITIONS NO. 1 - NO. 20

BAR	A
A1 - A8	2'-0"
A9 - A16	1'-6"
A17 - A20	1'-0"

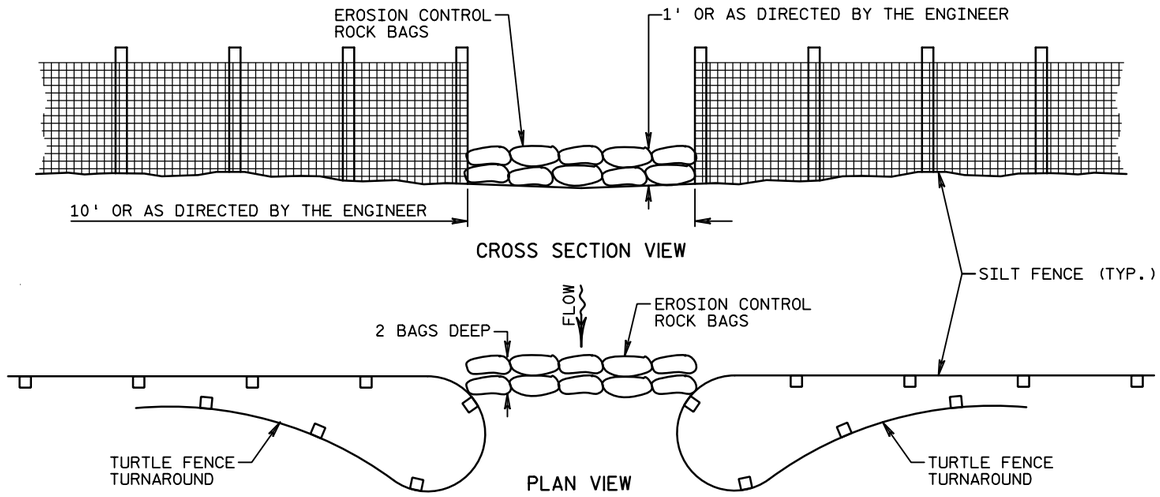


BAR DETAIL
BAR POSTIONS NO. 1 - NO. 20

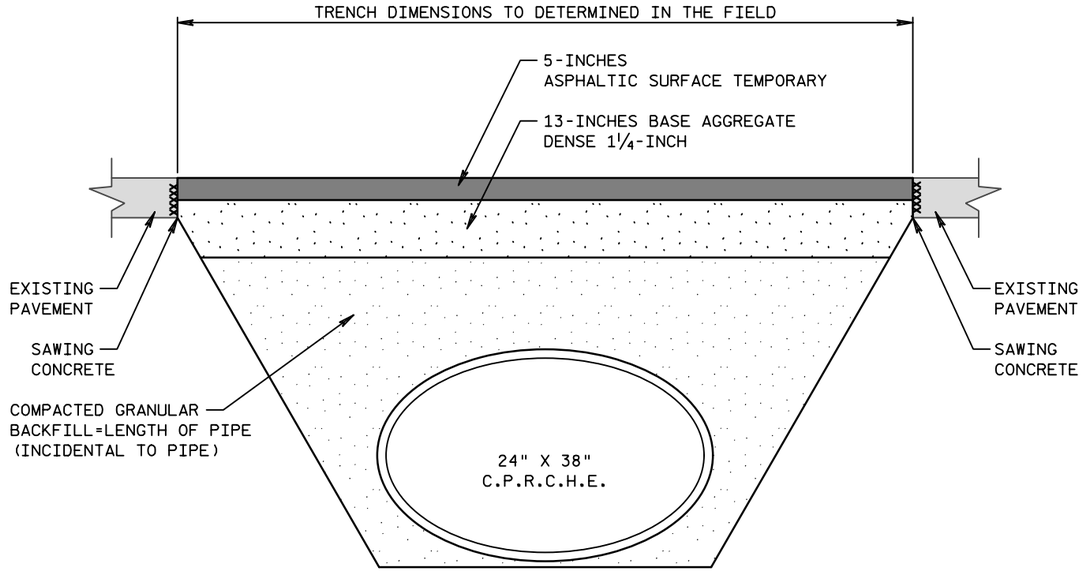
CONCRETE BARRIER TRANSITION
TYPE S56 (54-INCH WIDE BASE)
TO TYPE S56 (36-INCH WIDE BASE)

56-INCH SINGLE SLOPE (54-INCH WIDE BASE)
CONCRETE BARRIER TO
56-INCH SINGLE SLOPE (36-INCH WIDE BASE)
CONCRETE BARRIER TRANSITION

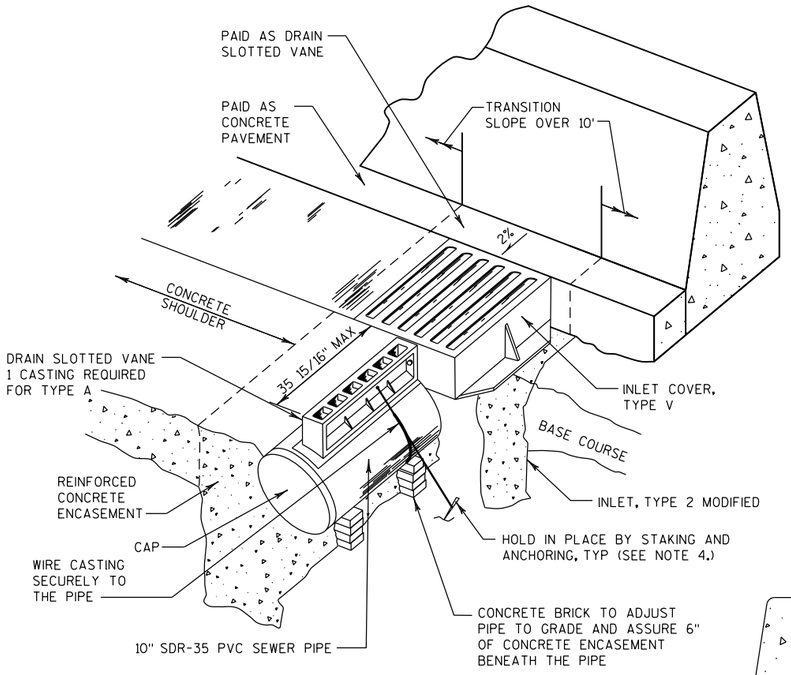
DETAIL OF (2 OF 2)

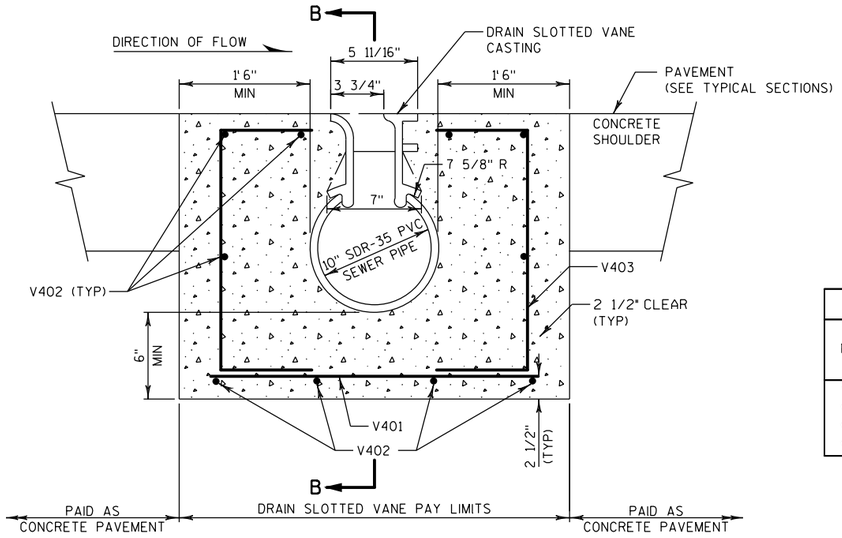


EROSION CONTROL ROCK BAG
OPENING IN SILT FENCE



STAGE 1 INSTALLATION OF
24" X 38" C.P.R.C.H.E.
FROM STR. #102
TO STR. # 102A





SECTION A-A

NOTES

1. THE FIRST DIGIT OF BAR MARK SIGNIFIES THE BAR SIZE.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. ALL REINFORCEMENT BARS SHALL BE EPOXY-COATED.
4. APPROXIMATE WEIGHT OF DRAIN SLOTTED VANE CASTING = 87 POUNDS.
5. THE CASTING AND PVC PIPE SHALL BE SECURELY STAKED AND ANCHORED INTO PLACE DURING THE PLACEMENT OF THE CONCRETE ENCASEMENT.

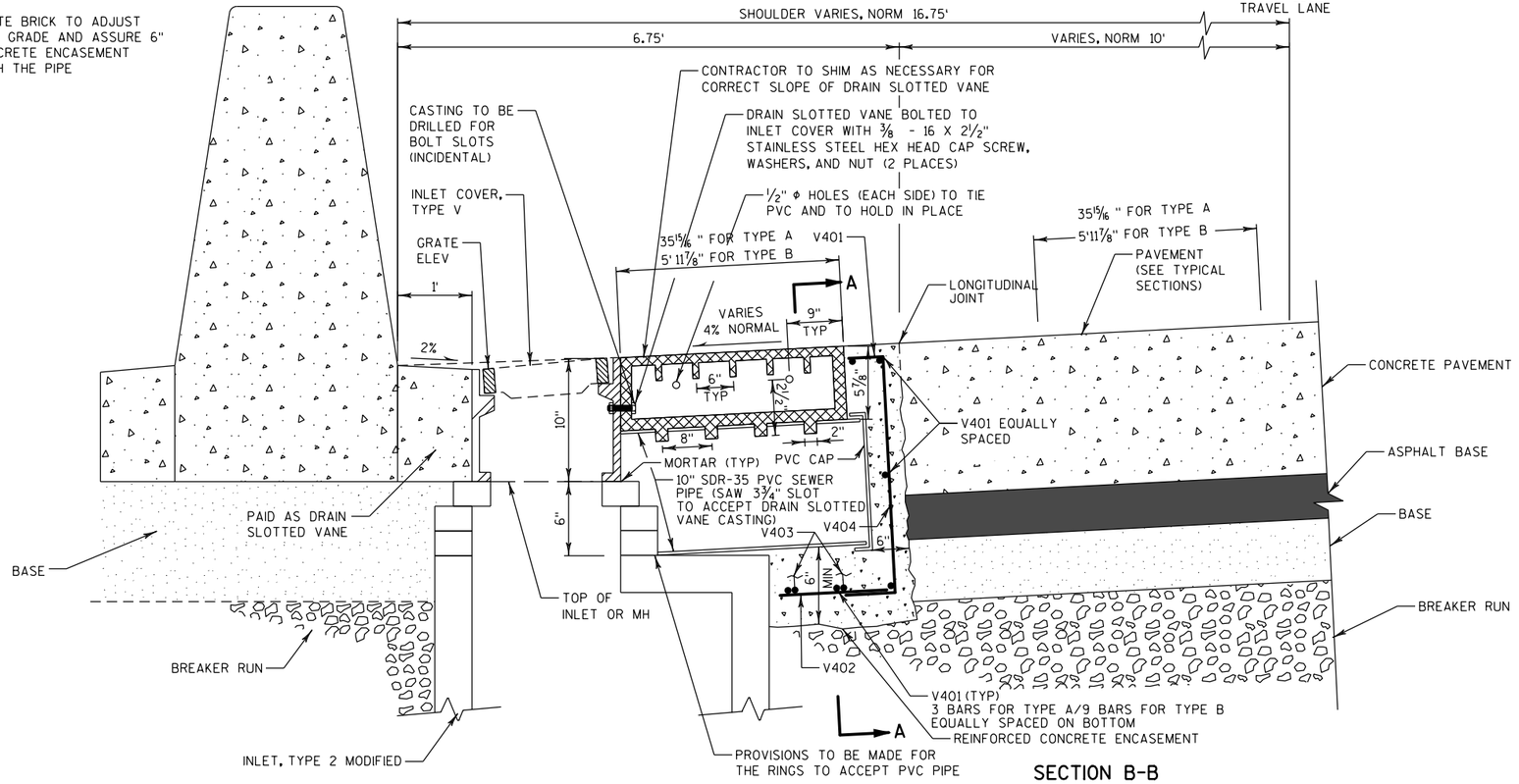
BILL OF BARS *

MARK	NO. REQUIRED TYPE A (3')	NO. REQUIRED TYPE B (6')	LENGTH TYPE A (3')	LENGTH TYPE B (6')	BENT	COAT	LOCATION
V401	6	12	3'-11"	3'-11"		X	HORIZ.. - END/BOTTOM
V402	10	10	**	**		X	HORIZ.. - SIDES/TOP/BOTTOM
V403	4	16	4'-1"	4'-1"	X	X	VERTICAL - SIDES
V404	3	3	2'-1"	2'-1"	X	X	VERTICAL - END

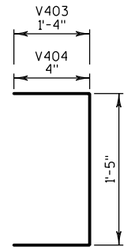
* INCIDENTAL TO THE ITEM OF DRAIN SLOTTED VANE

**

	A (3')	B (6')
TOP 4	2'-6"	5'-6"
SIDE 2	2'-0"	5'-0"
BOTTOM 4	1'-3"	4'-3"



SECTION B-B

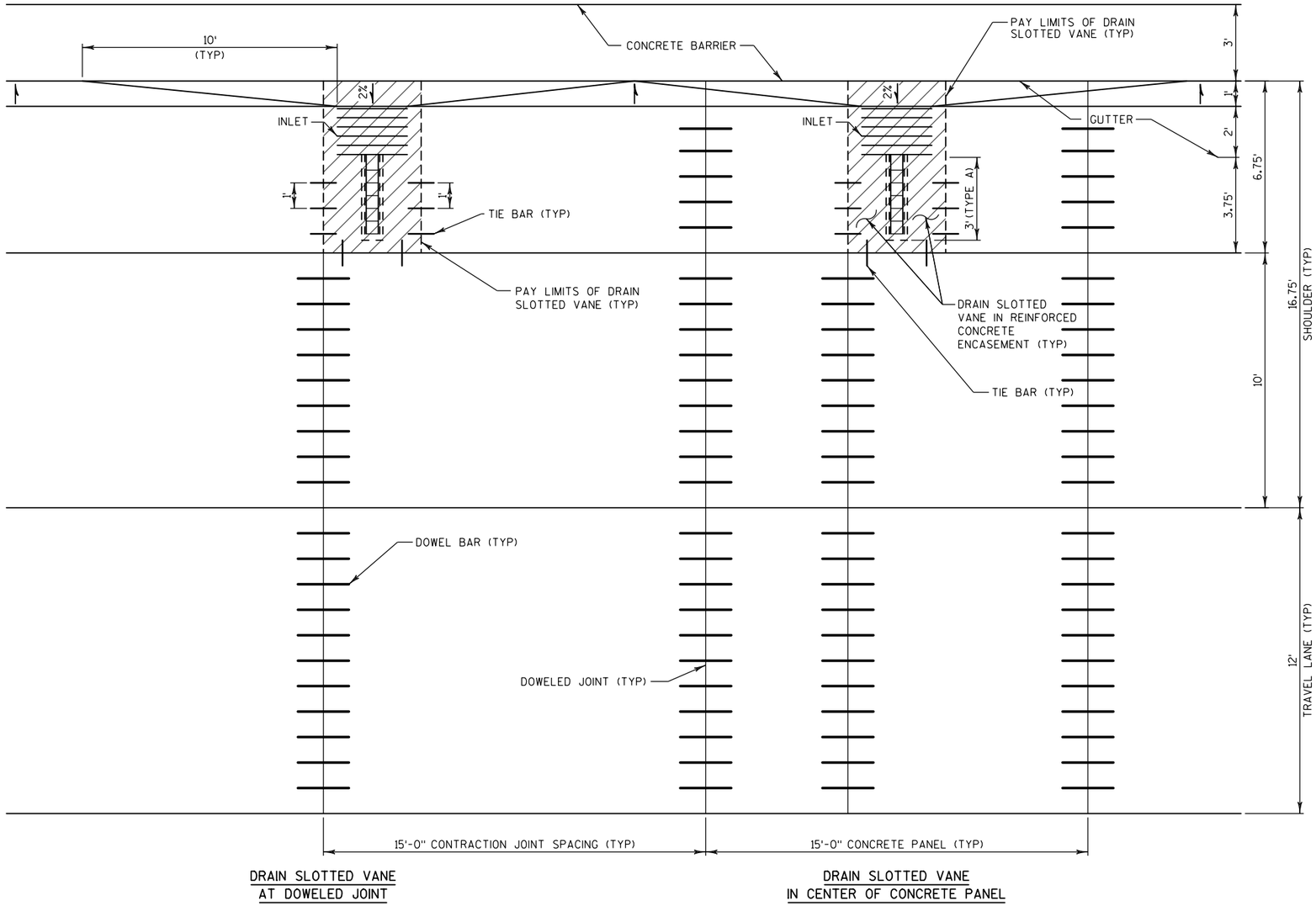


V403, V404

DRAIN SLOTTED VANE, TYPE A AND B

SHOULDER INSTALLATION
SHEET 1 OF 2

2

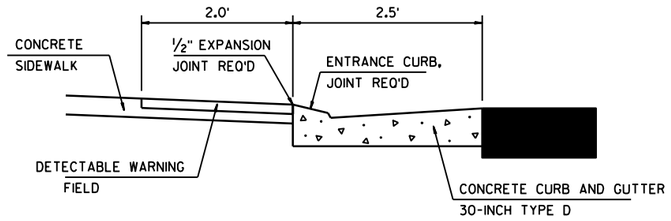


PAVEMENT JOINTING AT DRAIN SLOTTED VANE INSTALLATIONS

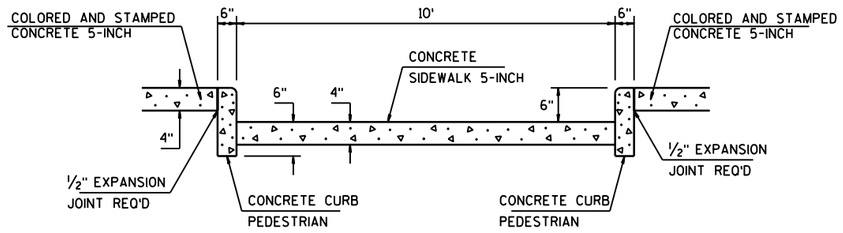
DRAIN SLOTTED VANE, TYPE A

SHOULDER INSTALLATION
SHEET 2 OF 2

NOTE TO DESIGNERS: WHEN USING THE DETAIL DRAWING, INCLUDE THE CORRESPONDING CORRIDOR SPECIFICATION 'DRAIN SLOTTED VANE TYPE A'

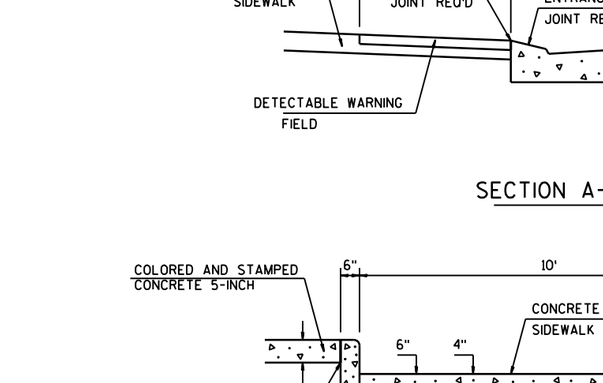


SECTION A-A



SECTION B-B

SECTION C-C



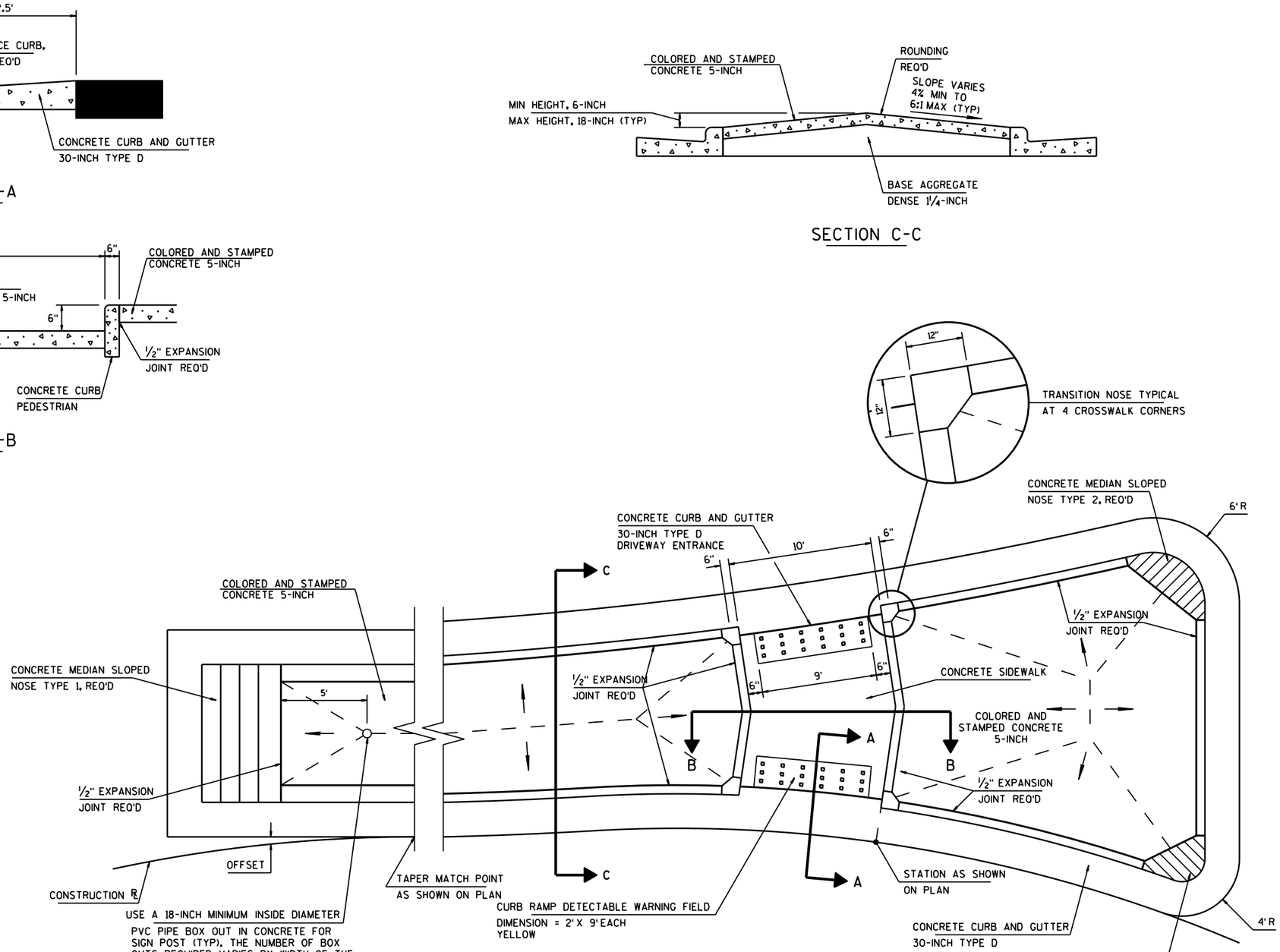
* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

** SEE A4-4 SIGN PLATE FOR POST SPACING REQUIREMENTS.

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

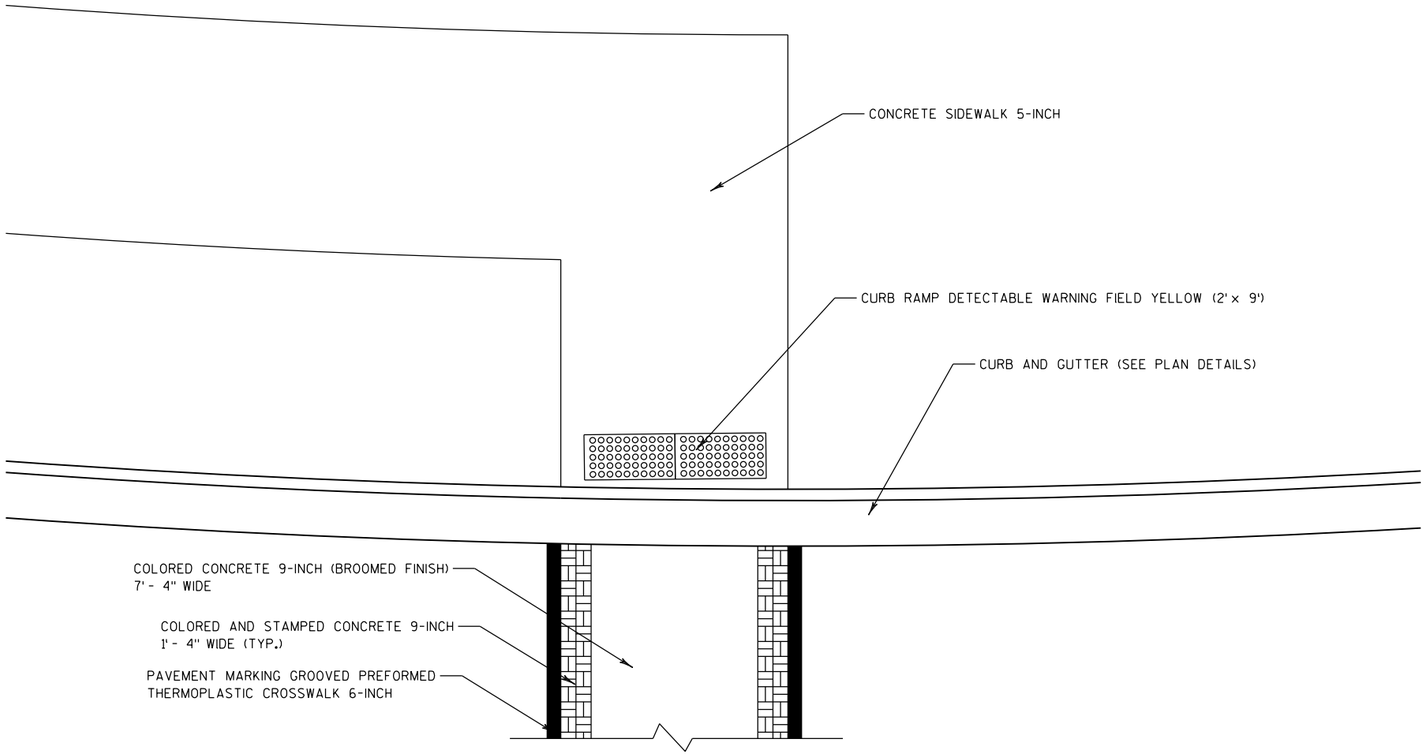
ISLAND SIGN LOCATION DETAIL (TYP)

NOTIFY THE REGIONAL TRAFFIC UNIT AT 920-492-5653 A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

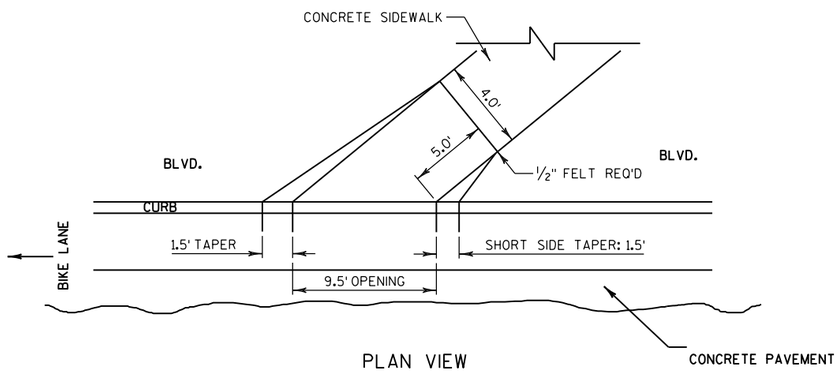


SPLITTER ISLAND DETAIL

PROJECT NO: 1133-10-72/81	HWY: USH 41/CTH M	COUNTY: BROWN	CONSTRUCTION DETAIL	SHEET 50	E



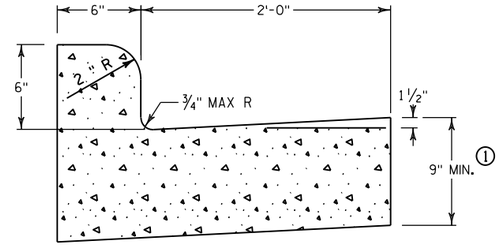
CONCRETE CROSSWALK DETAIL (TYP.)



SIDEWALK CONNECTION TO BIKE PATH

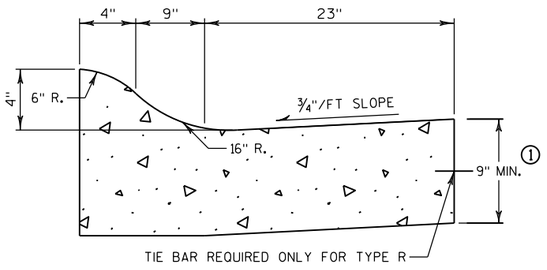
GENERAL NOTES

① THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED THAT THE GUTTER THICKNESS IS EQUAL TO THE ADJACENT PAVEMENT DEPTH.



CONCRETE CURB & GUTTER 30-INCH TYPE A FULL DEPTH

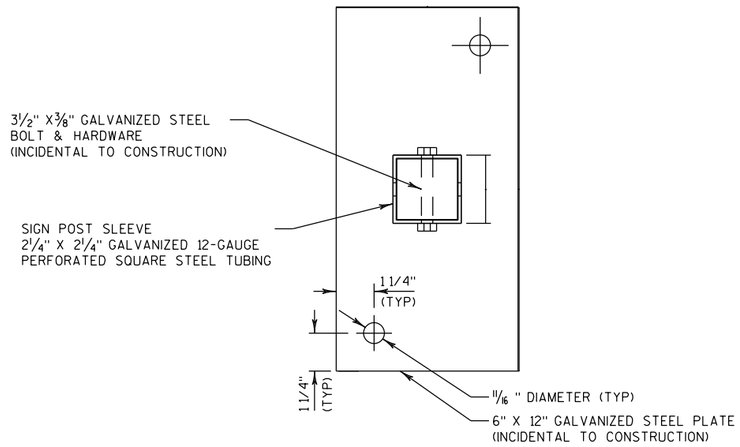
(OPTIONAL)



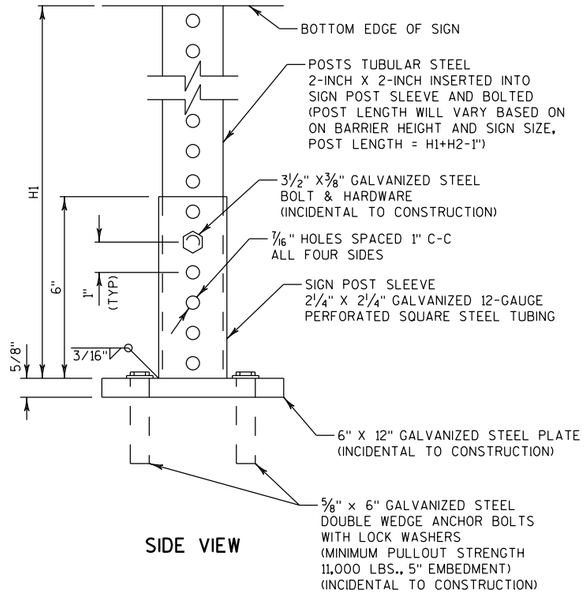
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R AND T FULL DEPTH

PROJECT NO: 1133-10-72/81	HWY: USH 41/CTH M	COUNTY: BROWN	CONSTRUCTION DETAIL	SHEET 51	E

2

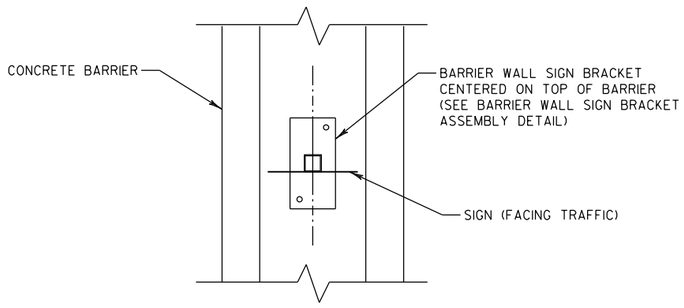


PLAN VIEW

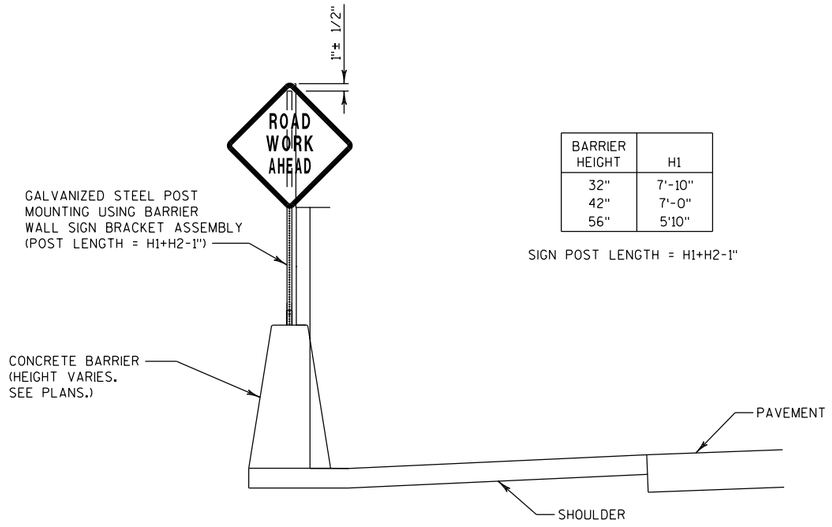


SIDE VIEW

BARRIER WALL SIGN BRACKET ASSEMBLY DETAIL



PLAN VIEW



BARRIER HEIGHT	H1
32"	7'-10"
42"	7'-0"
56"	5'10"

SIGN POST LENGTH = H1+H2-1"

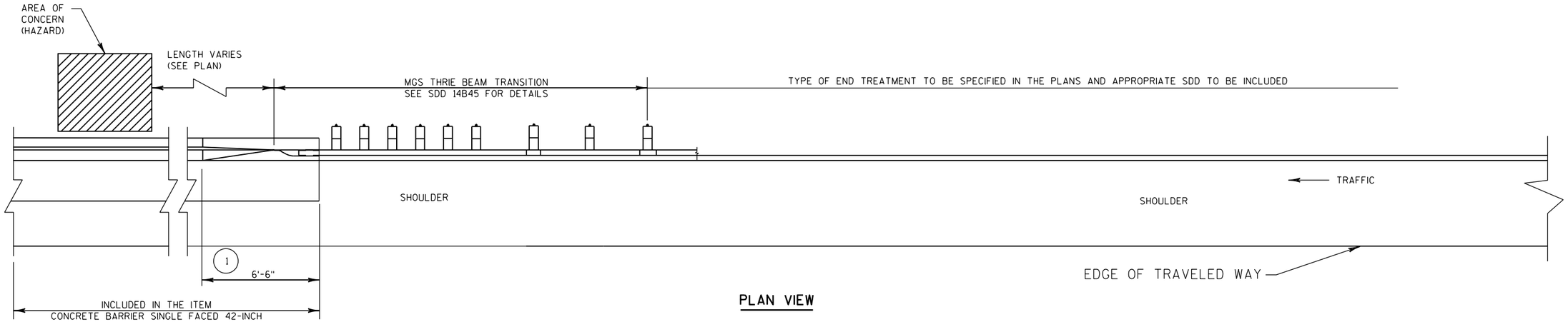
SIDE VIEW

MEDIAN BARRIER MOUNTING DETAIL

MOUNTING SIGNS TO MEDIAN BARRIER

NOT TO SCALE

2

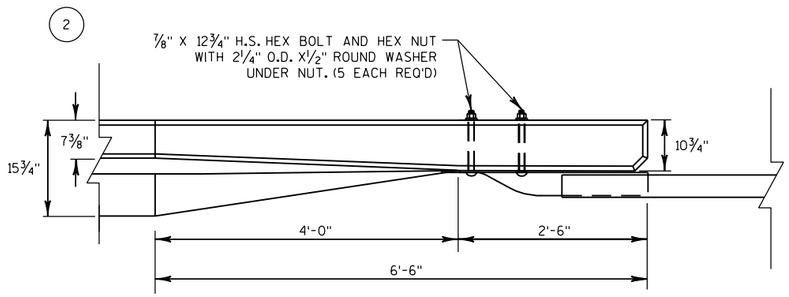


PLAN VIEW

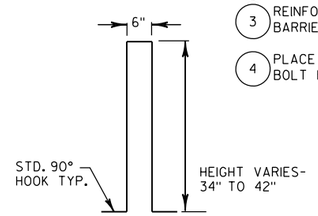
TRANSITION TO MGS GUARDRAIL AND END TERMINAL

GENERAL NOTES

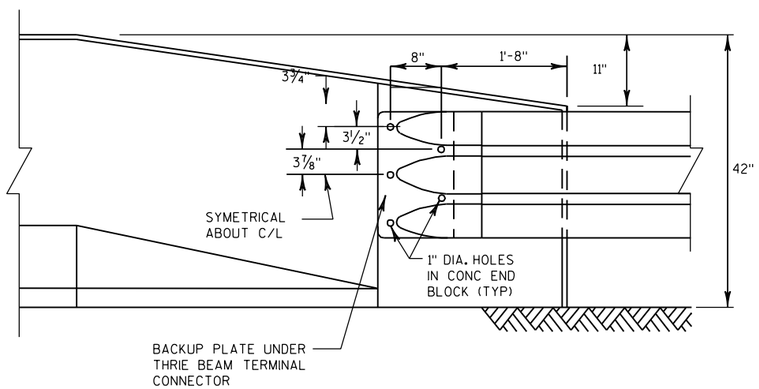
1. A SPECIAL END IS REQUIRED ON THE CONCRETE BARRIER TO TRANSITION TO A CONNECTION WITH THE MGS THRIE BEAM TRANSITION SEE THE DETAILS ON THIS SHEET.
2. HIGH STRENGTH BOLTS SHALL MEET REQUIREMENTS OF ASTM A325.
3. REINFORCEMENT REQUIRED AT EXPANSION JOINTS AND WHERE CONCRETE BARRIER IS TERMINATED.
4. PLACE REINFORCEMENT SUCH THAT IT WILL NOT CONFLICT WITH THE BOLT HOLES IN THE THRIE BEAM TERMINAL CONNECTOR.



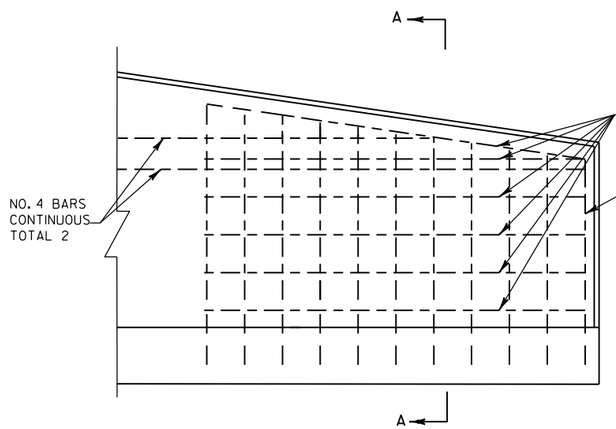
PLAN VIEW



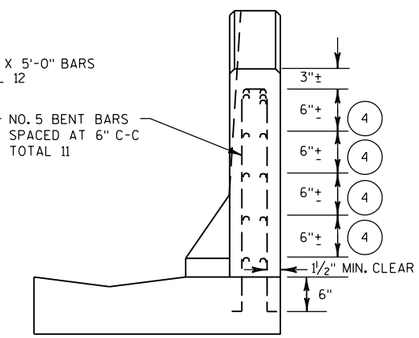
BENT BAR DETAIL



FRONT VIEW



FRONT VIEW

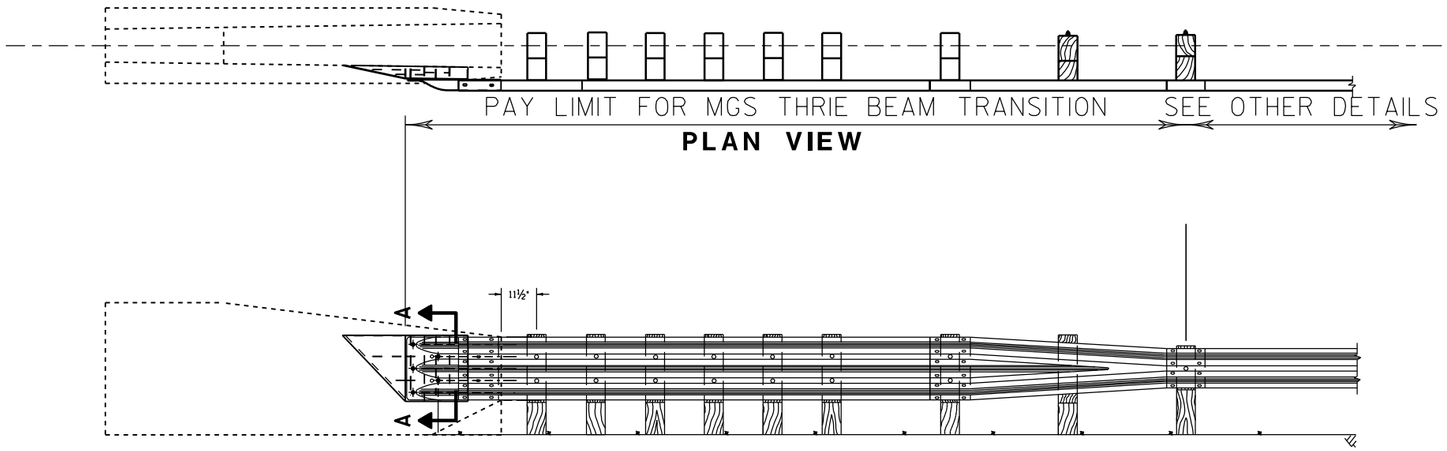


SECTION A-A

CONCRETE BARRIER SINGLE FACED 42-INCH TRANSITION TO THRIE BEAM

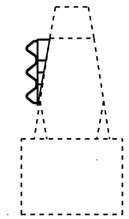
(3) REINFORCEMENT AT BARRIER END

2



PLAN VIEW

ELEVATION VIEW



SECTION A-A

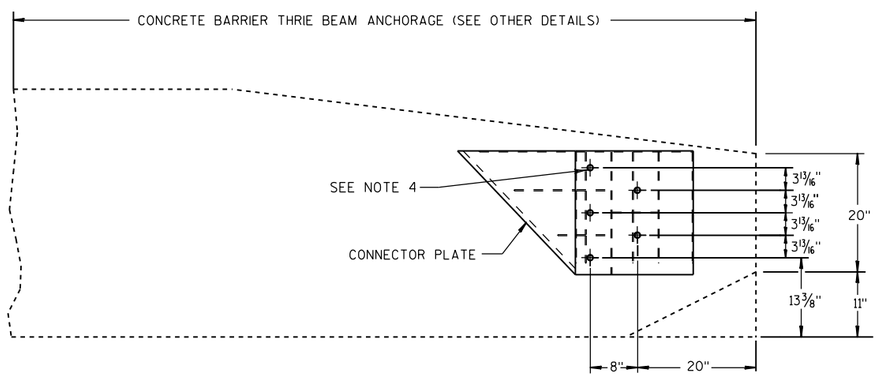
NOTES

1) SEE SDD 14B-45 FOR OTHER DETAILS.

2) CONSTRUCT PER STANDARD SPECIFICATION 614.

3) CONNECTOR PLATE INCIDENTAL TO MGS THRIE BEAM TRANSITION.

4) USE 7/8 " DIAMETER A325 BOLT WITH HEX HEAD, NUT, AND WASHER. EXTEND 7/8 " DIAMETER BOLT COMPLETELY THROUGH BARRIER. BACK FACE OF BARRIER REQUIRES A HARDENED ROUND STEEL WASHER WITH 2 1/4 " OUTSIDE DIAMETER. GROUT ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



CONNECTOR PLATE LOCATION

MGS THRIE BEAM TRANSITION

SHEET 1 OF 2

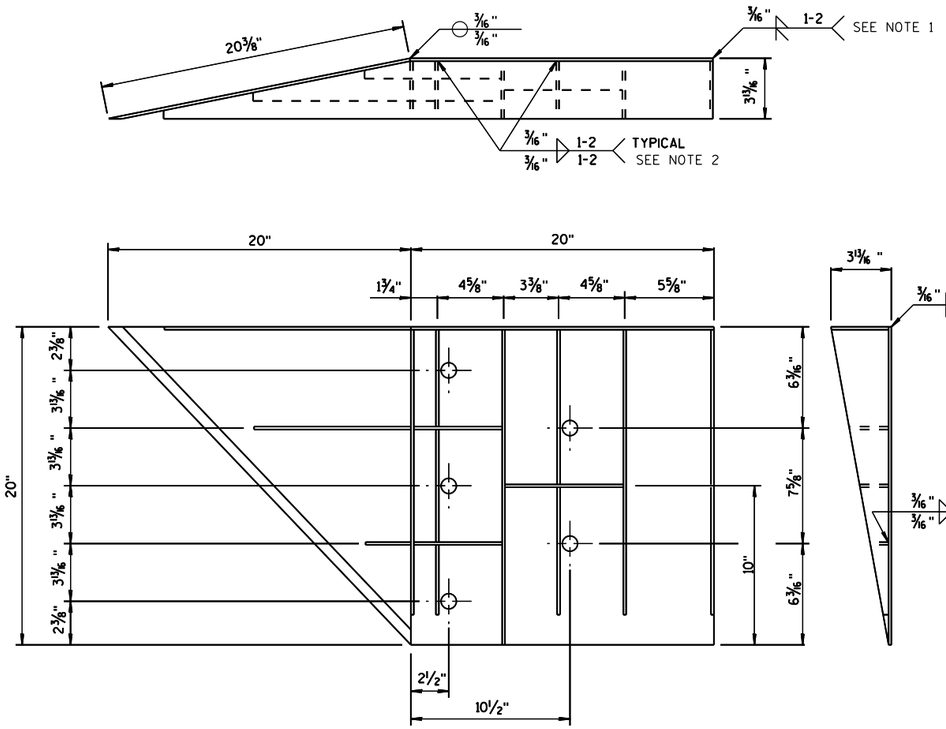
CONCRETE BARRIER ATTACHMENT

PROJECT NO: 1133-10-72/81	HWY: USH 41/CTH M	COUNTY: BROWN	CONSTRUCTION DETAIL	SHEET 54	E

2

NOTES

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" FILLETS WELD BY 1" LONG SPACED AT 2".
3) COVER PLATE PANELS ARE 3/16" THICK.
4) ALL STIFFENERS ARE 1/4" THICK.
5) CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.
6) FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.
7) ALL HOLE DIAMETERS SHALL BE 1".



WELDING INSTRUCTION

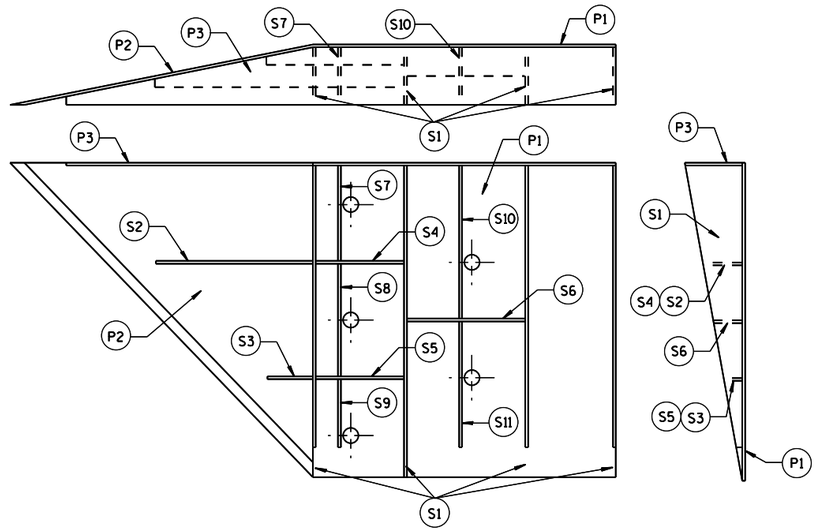


PLATE AND STIFFENER IDENTIFICATION

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

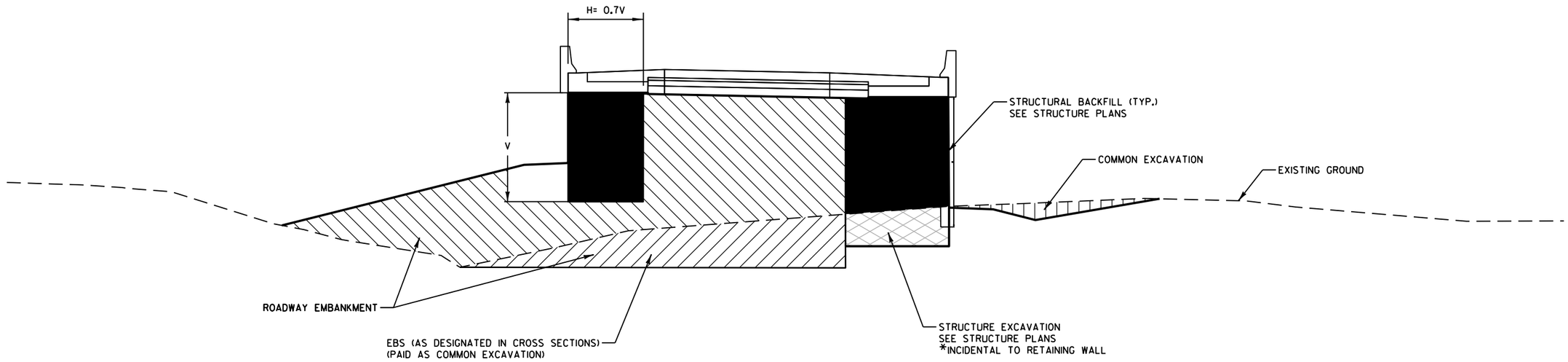
PLATE	QTANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
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"

MGS THRIE BEAM TRANSITION

SHEET 2 OF 2

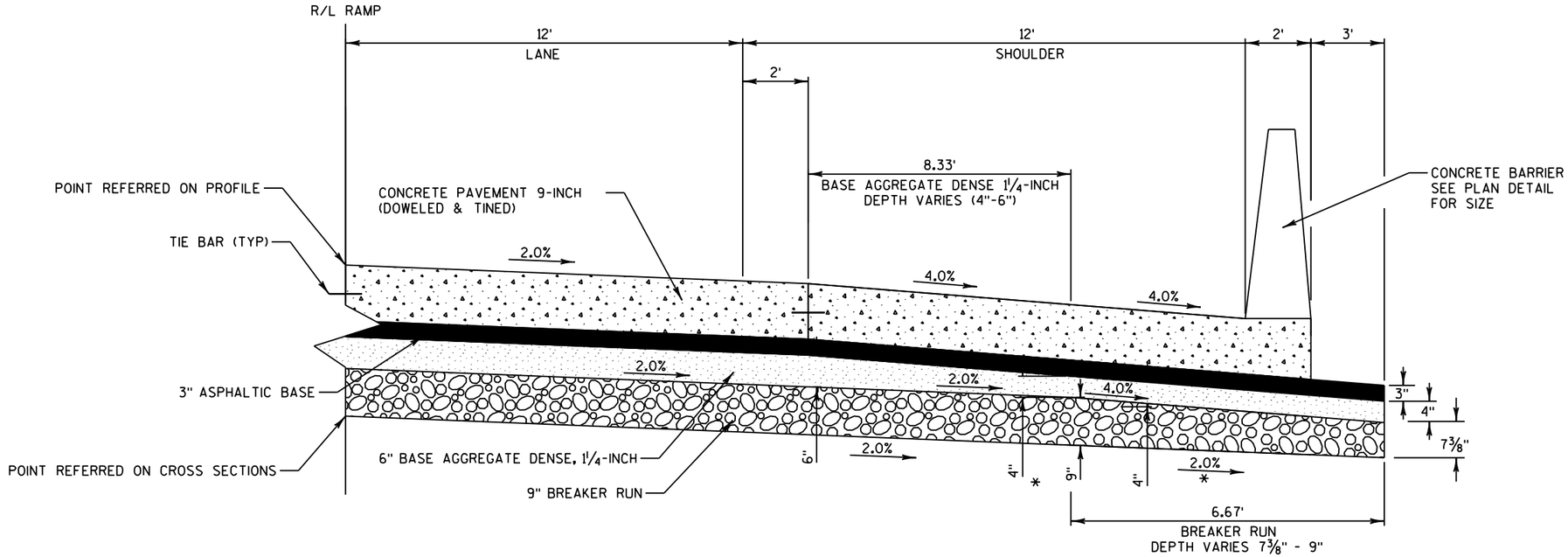
CONNECTOR PLATE DETAIL

2



EARTHWORK MEASUREMENT DETAIL

2

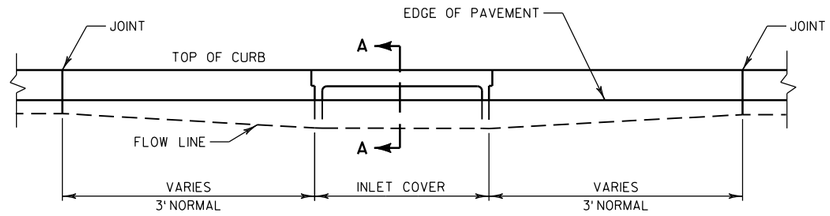


OUTSIDE SHOULDER BASE AGGREGATE DENSE AND BREAKER RUN TRANSITION

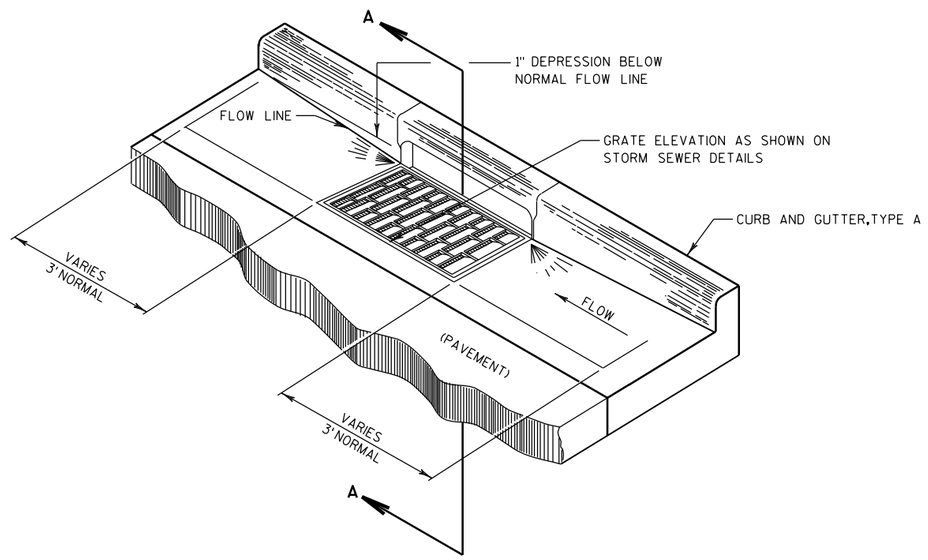
(NOT TO SCALE)

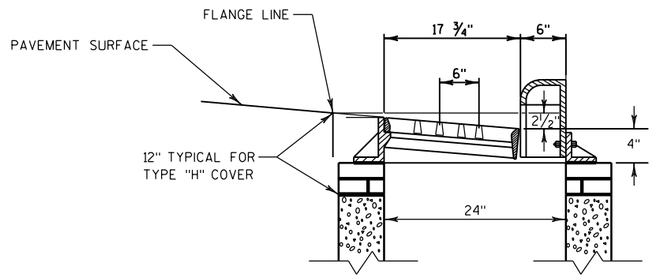
* MAINTAIN A MINIMUM THICKNESS OF 4" BASE AGGREGATE DENSE 1¼-INCH

2



ELEVATION

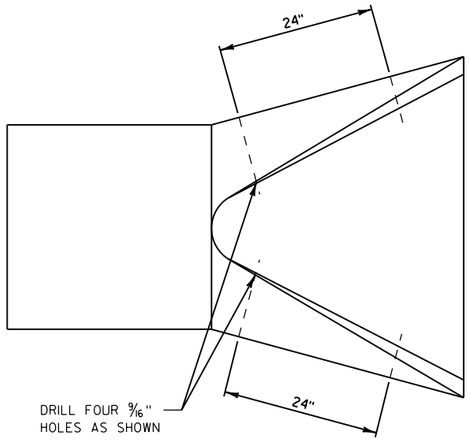


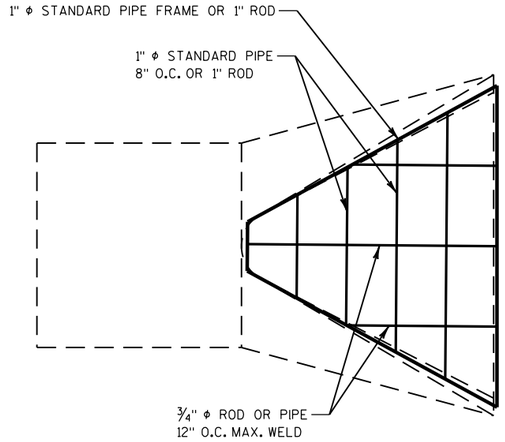


SECTION A-A

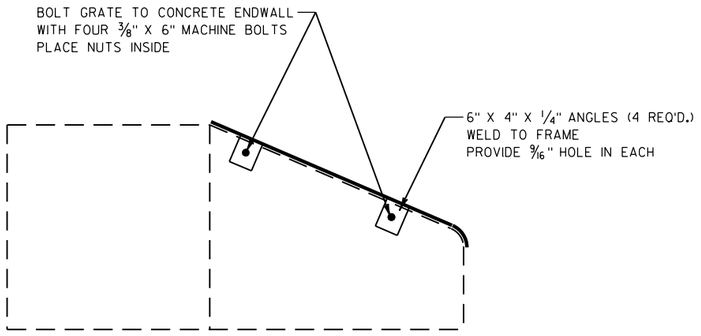
DETAIL OF CURB AND GUTTER AT INLETS

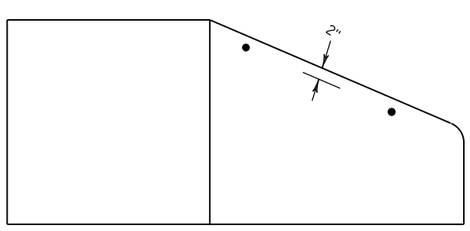
(TYPE 3-H INLET WITH TYPE H CASTING SHOWN)

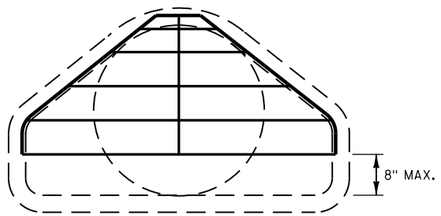




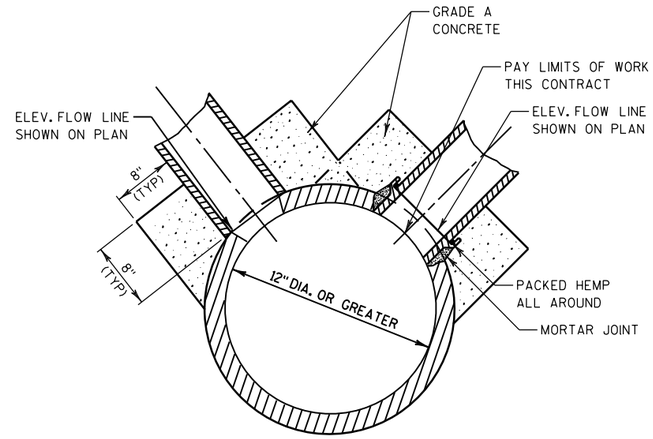
AT EACH PIPE







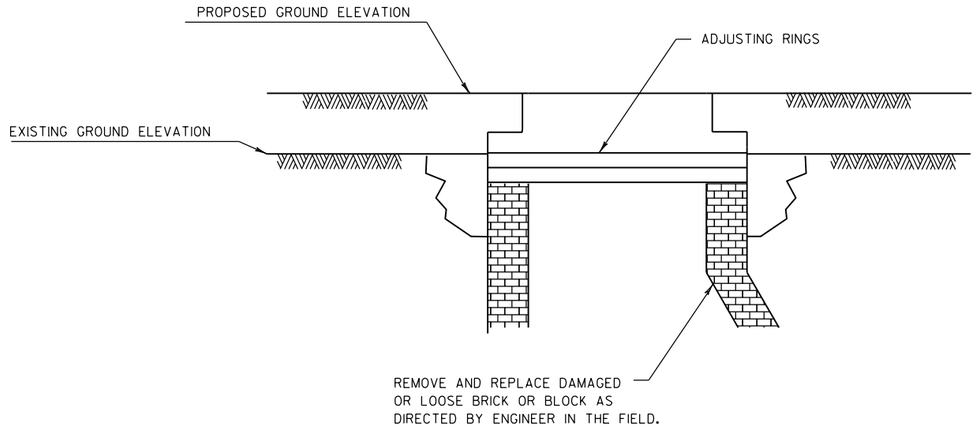
PIPE GRATE DETAIL



DETAIL OF CONNECTION TO EXISTING STORM SEWER

NOTE: CONTRACT UNIT PRICE FOR PIPE SHALL INCLUDE COST OF CONNECTION TO EXISTING STORM SEWER OR M.H.

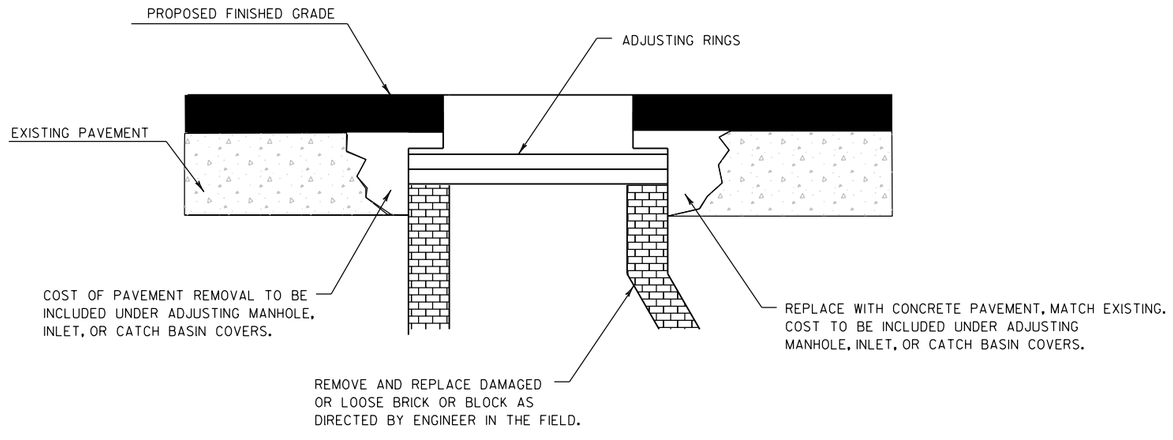
2



ADJUSTING MANHOLE OR INLET COVERS

CONSTRUCTION NOTE:

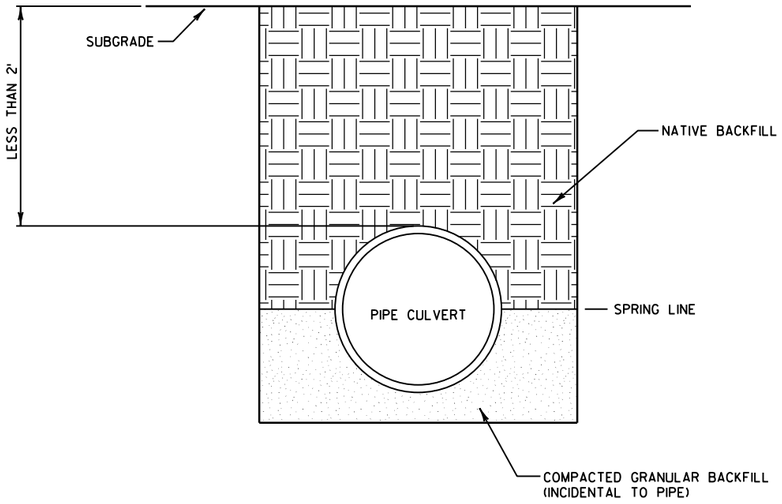
ADJUST CHIMNEY WITH PROPER SIZE CONCRETE ADJUSTING RINGS (SIZE OF OPENING OF CONCRETE ADJUSTING RING TO BE DETERMINED BY SIZE OF OPENING IN FRAME) AND REINSTALL EXISTING FRAME AND LID TO FINISHED GRADE. (BACKFILL AND OTHER WORK TO BE DONE IN ACCORDANCE WITH ITEM ADJUSTING INLET COVER.)



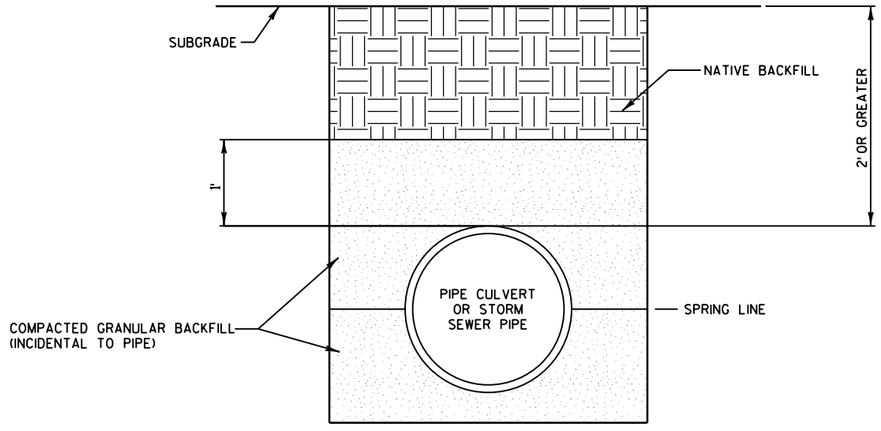
ADJUSTING MANHOLE OR INLET COVERS

2

NOTE: NATIVE BACKFILL SHALL BE
FREE OF LARGE LUMPS, CLODS, OR ROCK.

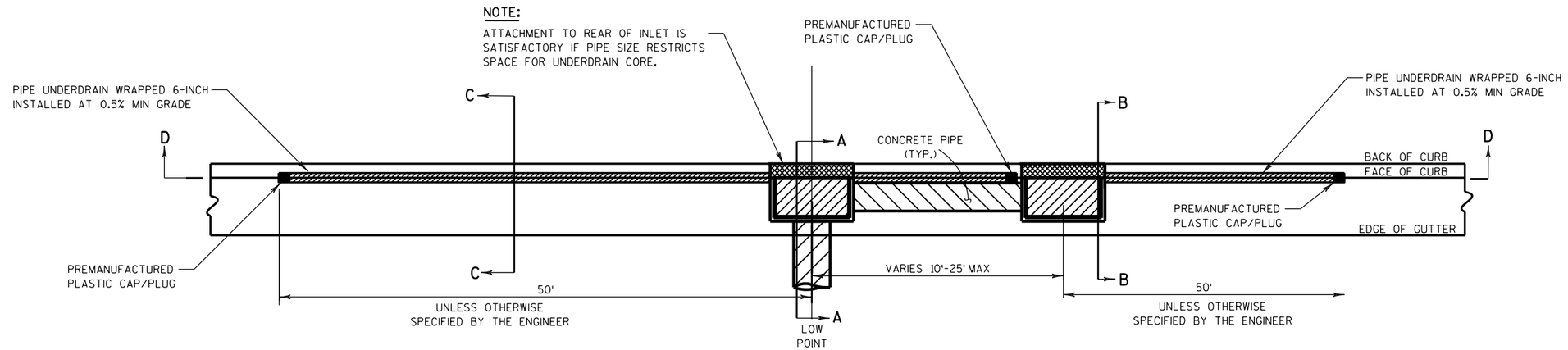


TRENCH BACKFILL DETAIL FOR SHALLOW PIPE CULVERTS



TRENCH BACKFILL DETAIL FOR NORMAL DEPTH PIPE CULVERTS
AND STORM SEWER PIPE INSTALLATIONS

2



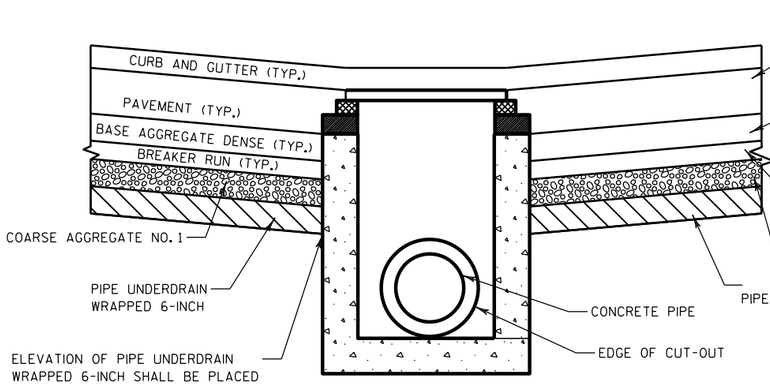
LOW POINT INLET

TOP VIEW
SPLIT DETAIL

INLET CONFIGURATION
WITH UNDERDRAIN AT LOW POINTS

LOW POINT INLET WITH
FLANKING INLETS

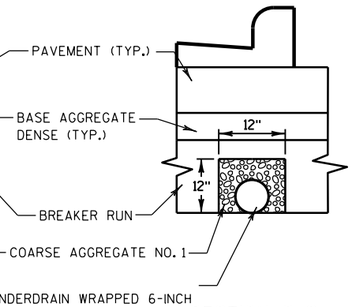
NOTES:
WHERE MULTIPLE INLETS ARE USED AT LOW POINTS, PIPE UNDERDRAIN WRAPPED 6-INCH SHALL BE INSTALLED 50 FEET TO EITHER DIRECTION FROM THE LOW POINT AT A MINIMUM POSITIVE GRADE OF 0.5%.
THE SECTION OF UNDERDRAIN BETWEEN THE CENTER AND OUTER INLETS SHALL BE PLACED TIGHT TO THE OUTER INLET, CAPPED WITH A PREMANUFACTURED PLASTIC CAP OR PLUG, AND LAID AS SPECIFIED ABOVE TO THE CENTER INLET.



SECTION D-D

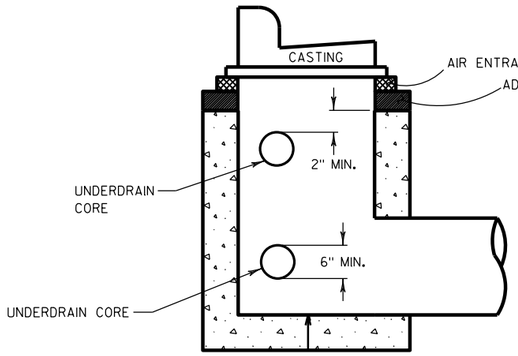
ELEVATION OF PIPE UNDERDRAIN WRAPPED 6-INCH SHALL BE PLACED AT A MINIMUM OF 6" ABOVE THE INVERT OF STORM SEWER PIPE. UNDERDRAIN PIPE INVERT NOT NECESSARILY AT BOTTOM OF SELECT CRUSHED MATERIAL. ELEVATIONS TO BE DETERMINED BY ENGINEER IN FIELD.

TYPICAL INLET CONFIGURATION
WITH UNDERDRAIN CORED
INTO WALL WITH NO PIPE
FOUND AT LOW POINTS
WITHOUT FLANKING INLETS



SECTION C-C

NOTES:
(1) BOTTOM OF PIPE SHALL BE PLACED AT THE BOTTOM OF COARSE AGGREGATE NO. 1 MATERIAL.
(2) BOTTOM OF COARSE AGGREGATE NO. 1 MATERIAL IS NOT NECESSARILY THE BOTTOM OF THE SELECT CRUSHED MATERIAL. ELEVATIONS TO BE DETERMINED BY ENGINEER IN FIELD.

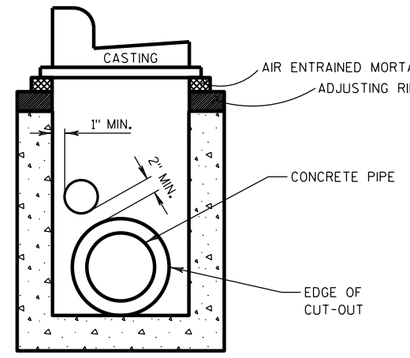


SECTION A-A

NOTES:
(1) BOTTOM OF CORE PLACED A MINIMUM OF 6" ABOVE THE INVERT OF THE CROSS PIPE.
(2) TOP OF CORE HOLES WILL BE A MINIMUM OF 2" BELOW THE TOP OF THE INLET STRUCTURES (BOTTOM OF RINGS)
(3) DRAIN TILES SHALL NOT BE ALLOWED IN THE RING OF THE STRUCTURE OF INLETS OR SEWER ACCESS STRUCTURES

CROSS-SECTION VIEW
TYPICAL INLET CONFIGURATION
WITH UNDERDRAIN CORED
INTO WALL WITH CROSSPIPE ONLY

FOUND AT LOW POINTS
WITHOUT FLANKING INLETS

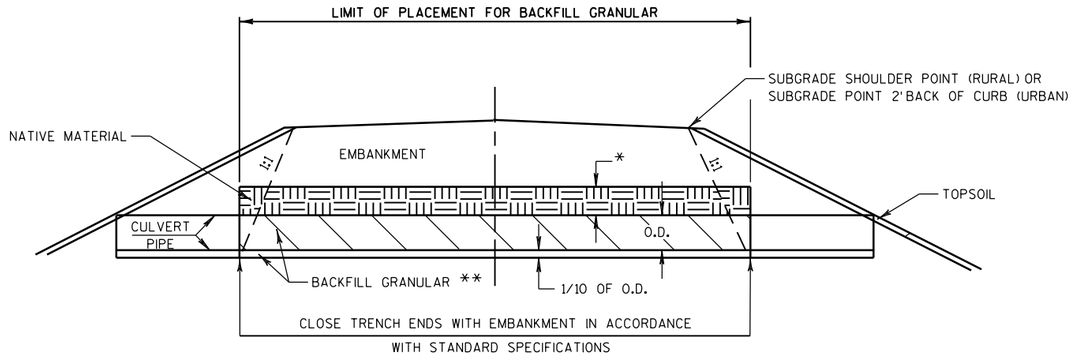


SECTION B-B

NOTES:
(1) CORE HOLES SHALL PROVIDE FOR A MINIMUM OF 2" OF CONCRETE BETWEEN THE CUTOUT FOR A CONCRETE PIPE AND THE EDGE OF THE CORE HOLE.
(2) CORE HOLES MAY HAVE 0" CLEARANCE FROM THE INSIDE WALLS OF A STRUCTURE.

CROSS-SECTION VIEW
TYPICAL INLET IN SUMP
CONDITION WITH
UNDERDRAIN CORED
INTO WALL WITH PIPE
FOUND AT FLANKING INLETS
NEAR LOWPOINTS

UNDERDRAIN PIPE

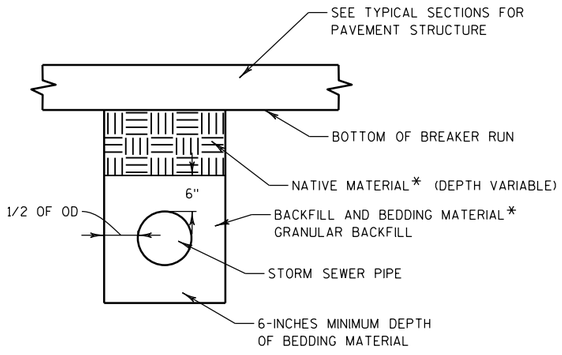


OD = OUTSIDE DIAMETER

CULVERT BACKFILL DETAIL

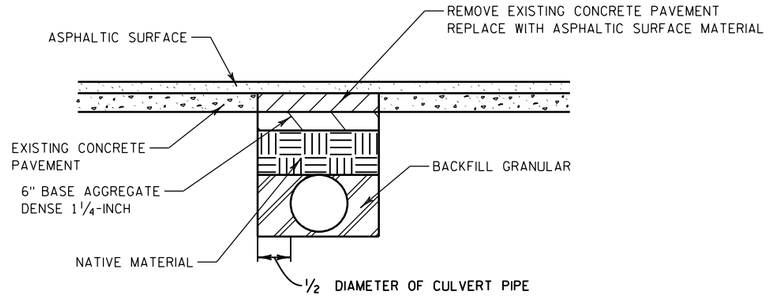
* CULVERT PIPE IN NEW EMBANKMENT = 1' MIN
* CULVERT PIPE IN EXISTING EMBANKMENT = TO EXISTING GROUND ELEVATION

** INCIDENTAL TO CULVERT PIPE



STORM SEWER BACKFILL

*INCIDENTAL TO CORRESPONDING STORM SEWER ITEM
OD = OUTSIDE DIAMETER

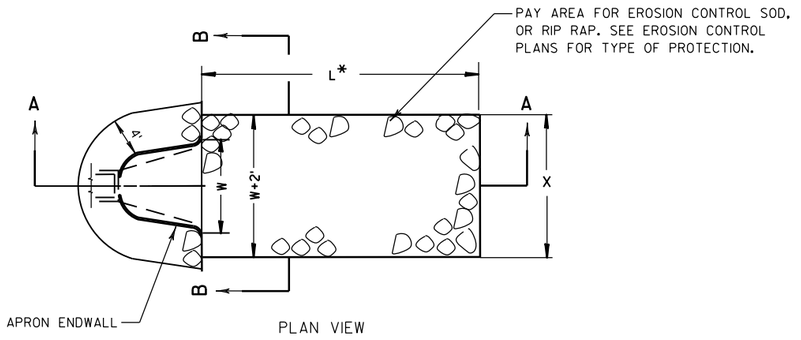


DETAIL FOR CULVERT PIPE INSTALLATION

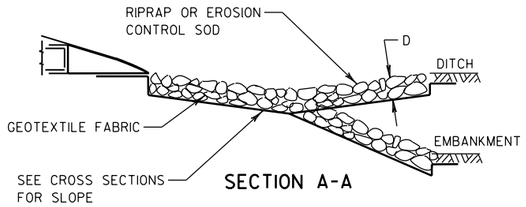
IN AREAS OF EXISTING PAVEMENT

NOTE:
CULVERT PIPES SHALL BE INSTALLED PRIOR
TO PLACEMENT OF FINISHED PAVEMENT.

2



PLAN VIEW



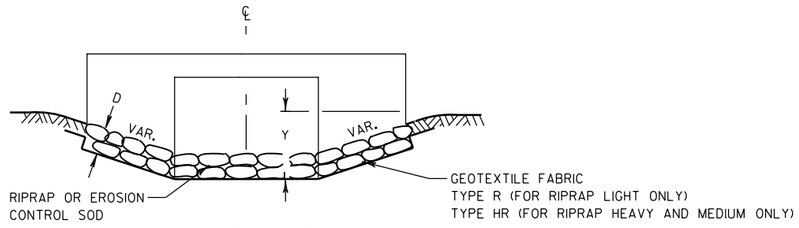
SECTION A-A

L* = 3 x W (NOR.) OR 10' MIN. OR AS INDICATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

D = 12" FOR RIPRAP LIGHT
18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

X = W+2' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
W+5' FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE

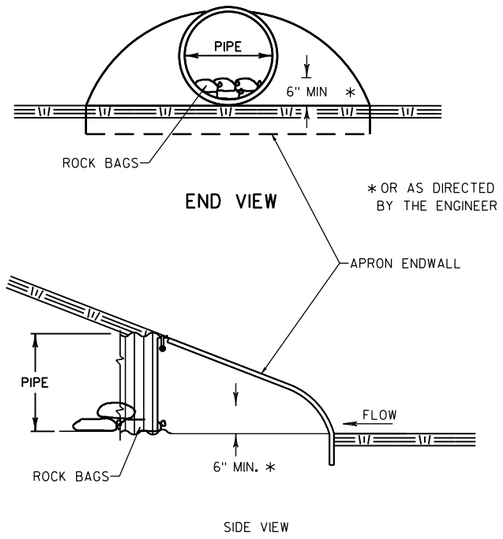
Y = 0' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
12" FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE



SECTION B-B

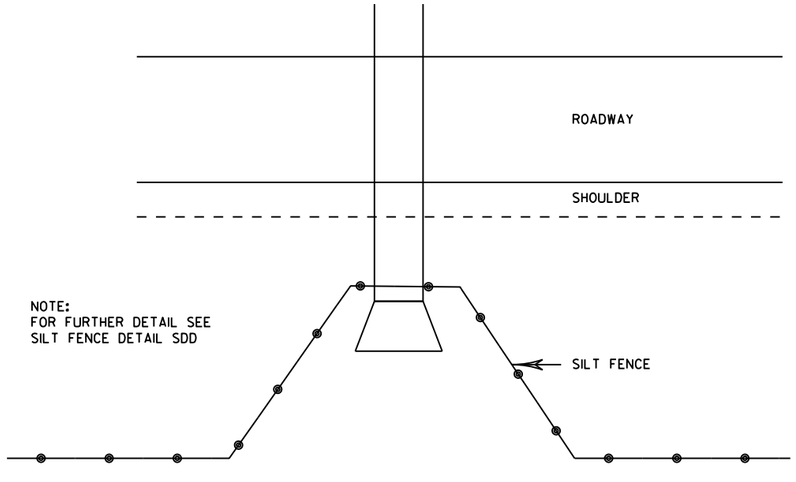
SOD, RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

SEE EROSION CONTROL PLAN FOR LOCATIONS

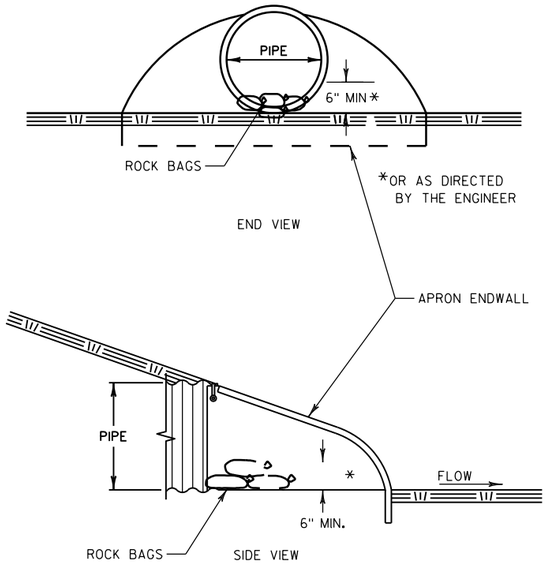


CULVERT PIPE CHECKS

AT INLET LOCATIONS



TYPICAL SILT FENCE DETAIL AT PIPE INLET

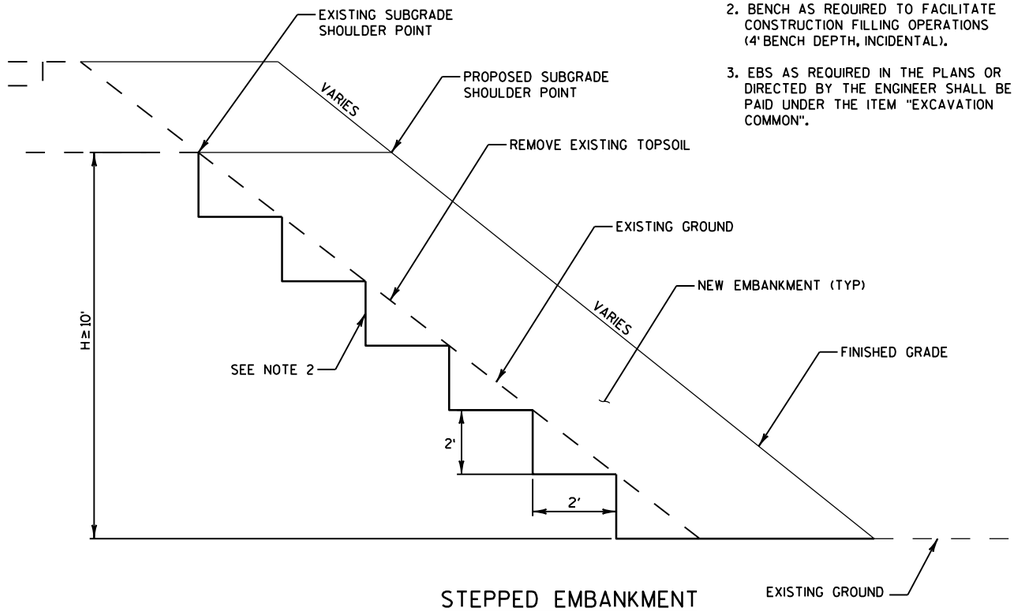


ROCK BAG PLACEMENT

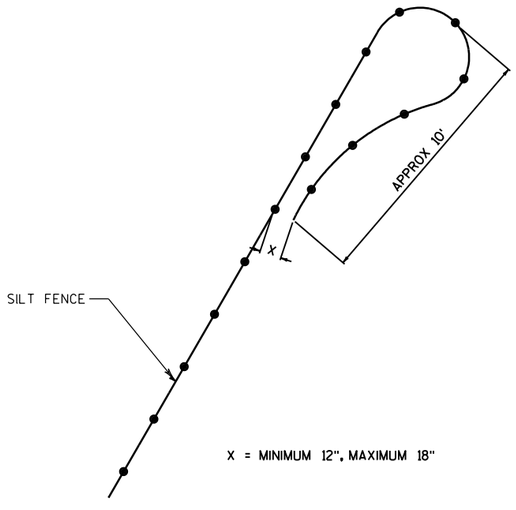
AT OUTFALL LOCATIONS

NOTES

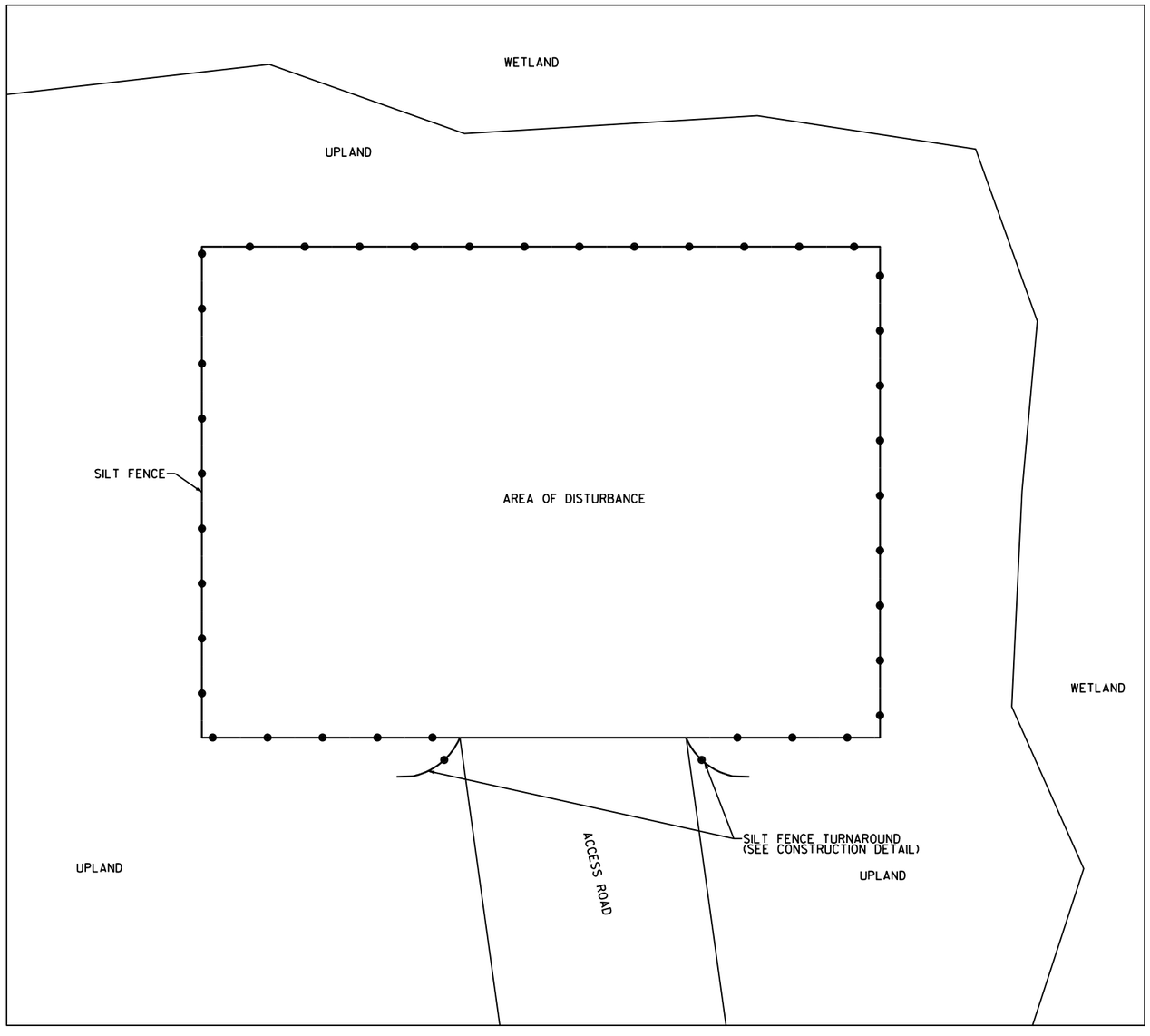
1. EMBANKMENT PLACED IN LAYERS AND COMPACTED PER SPECIFICATIONS.
2. BENCH AS REQUIRED TO FACILITATE CONSTRUCTION FILLING OPERATIONS (4' BENCH DEPTH, INCIDENTAL).
3. EBS AS REQUIRED IN THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE PAID UNDER THE ITEM "EXCAVATION COMMON".



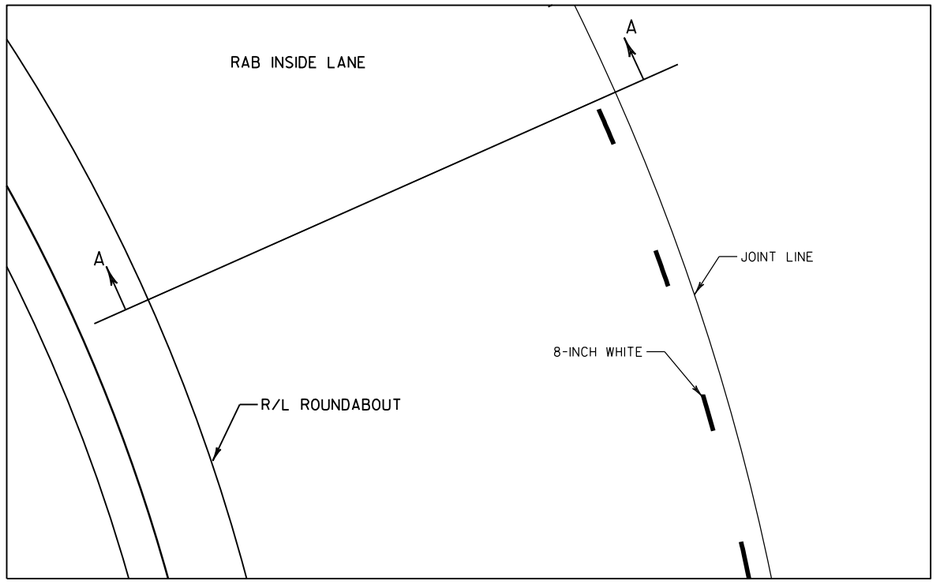
STEPPED EMBANKMENT



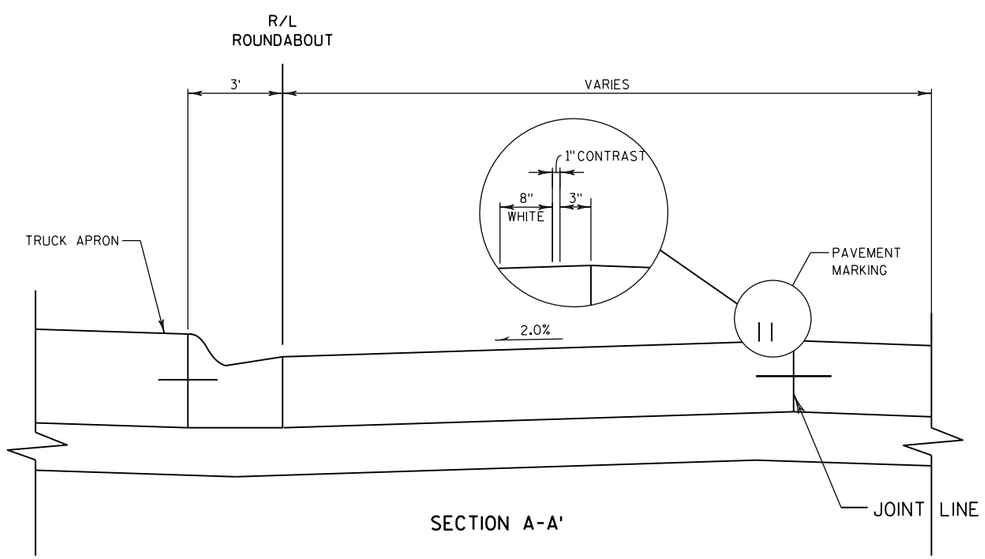
SILT FENCE TURNAROUND DETAIL



WORKZONE SILT FENCE SITE LAYOUT

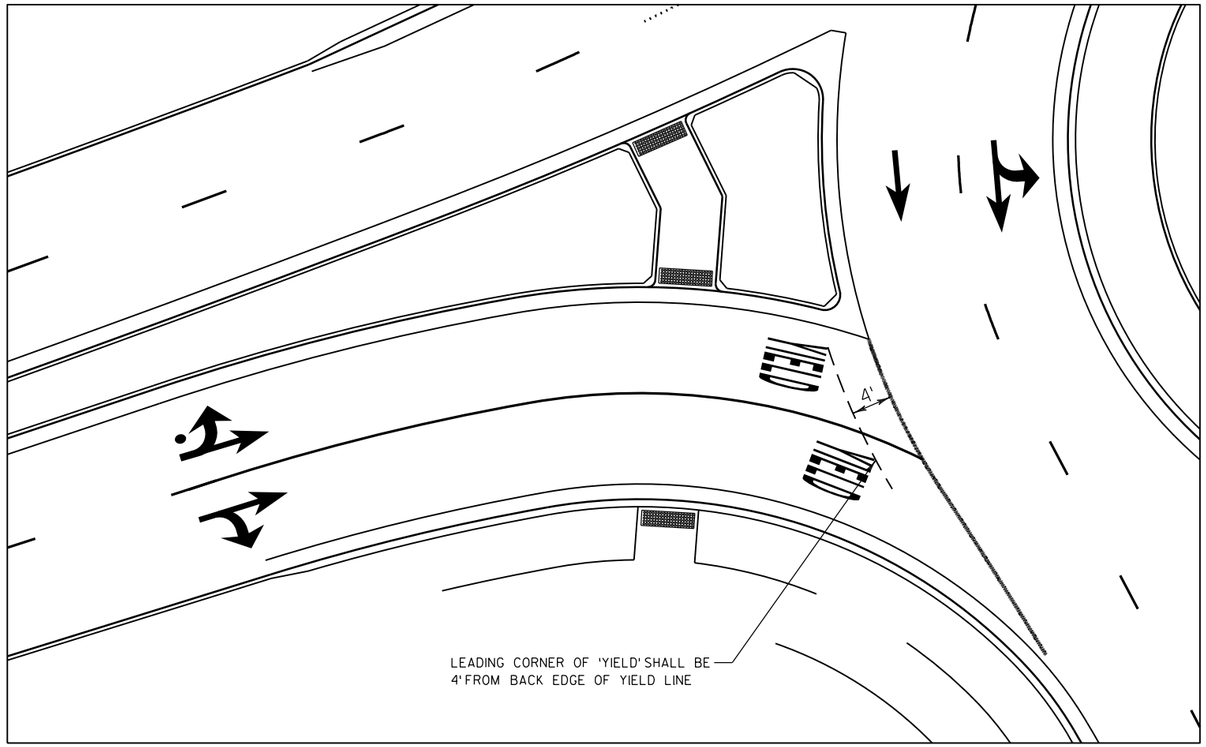


PLAN

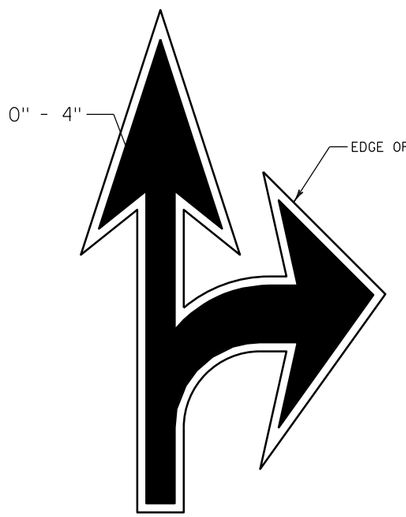


SECTION A-A'

ROUNDABOUT PAVEMENT MARKING DETAILS



ROUNDABOUT YIELD PAVEMENT MARKING LOCATION

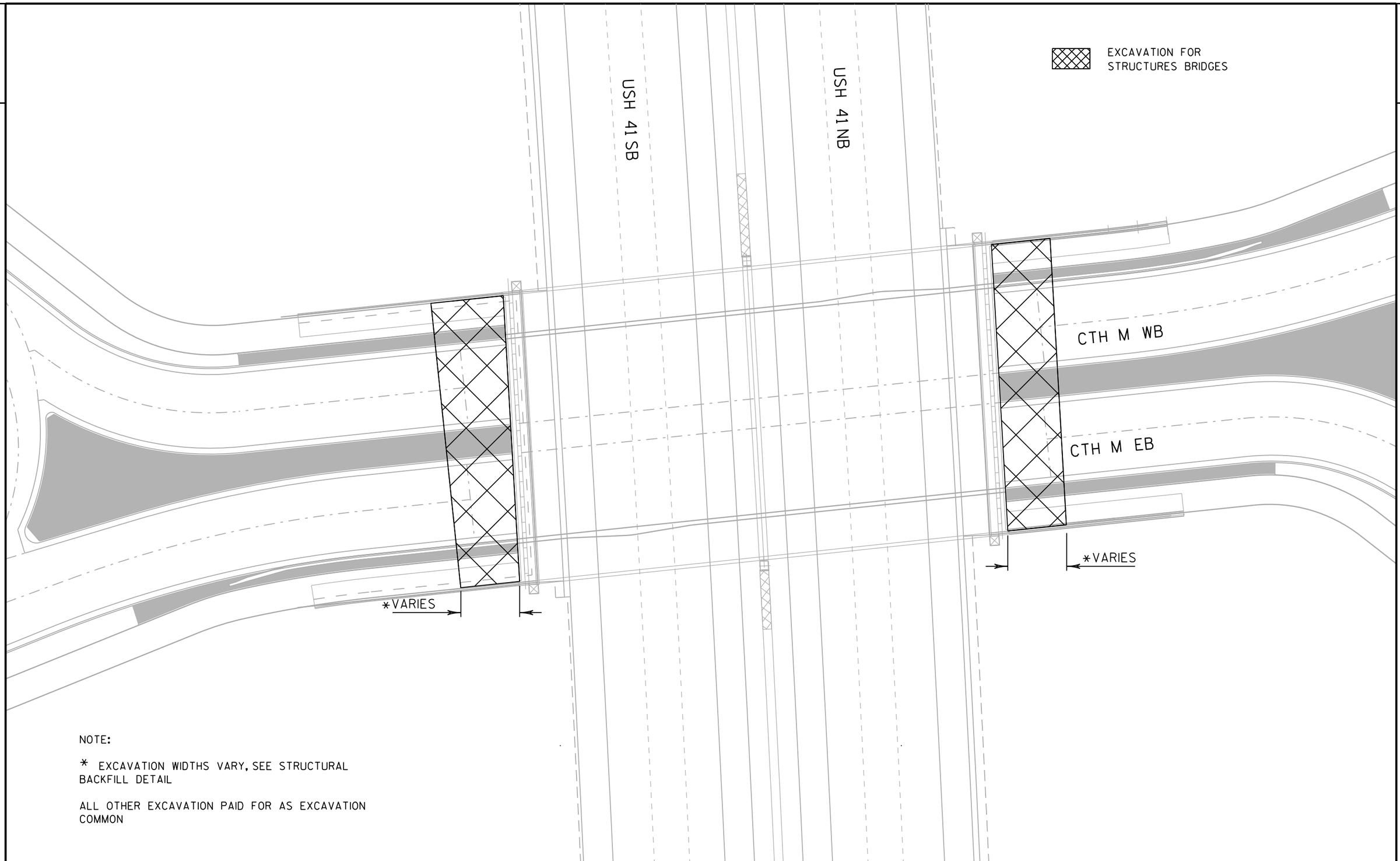


GROOVED MARKING DETAIL

NOTE:

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

2

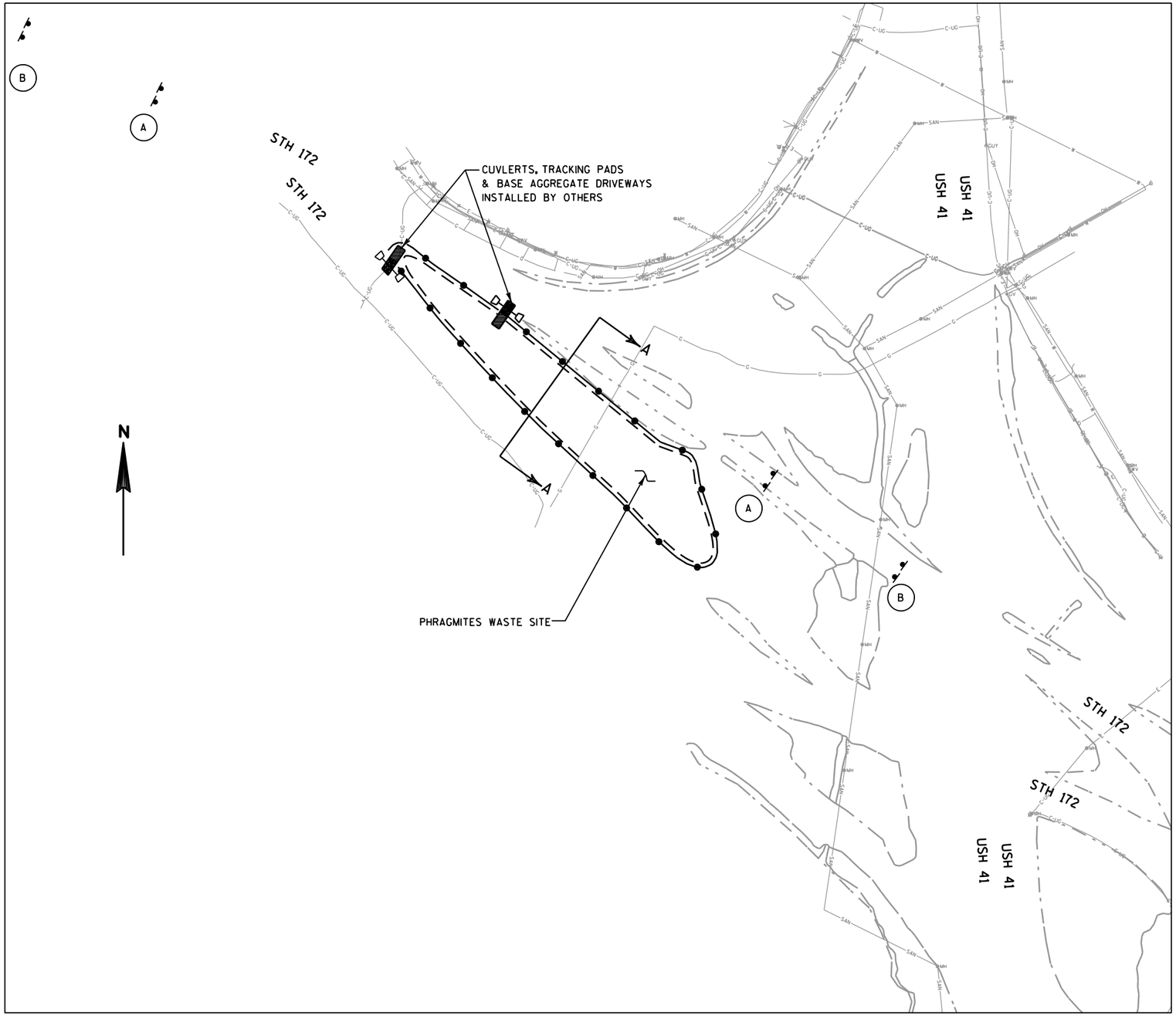


NOTE:

* EXCAVATION WIDTHS VARY, SEE STRUCTURAL BACKFILL DETAIL

ALL OTHER EXCAVATION PAID FOR AS EXCAVATION COMMON

PROJECT NO: 1133-10-72/81	HWY: USH 41/CTH M	COUNTY: BROWN	CONSTRUCTION DETAIL: STRUCTURE EXCAVATION LIMITS	SHEET 68	E



NOTE: PHRAGMITES WASTE SITE HAS BEEN CLEARED AND GRUBBED BY OTHERS

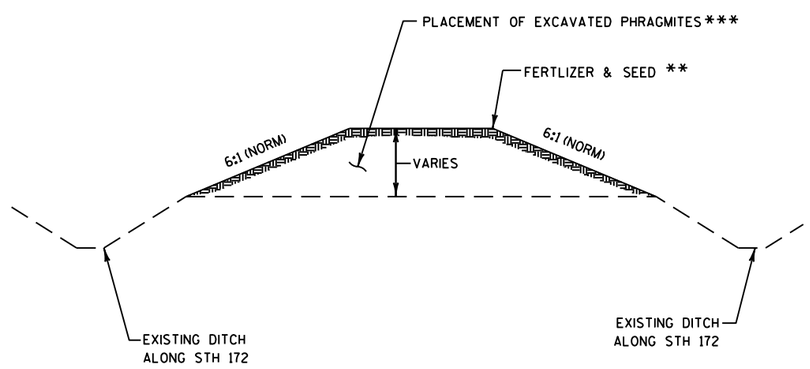
LEGEND

- DELINEATED WETLAND BOUNDARY
- SILT FENCE INSTALLED BY OTHERS/MAINTAINED BY CONTRACTOR **
- SIGN SUPPORT
- A — TRUCKS ENTERING & LEAVING W08-6A
- B — ROAD WORK AHEAD W20-1

NOTES:
REMOVE SIGNS WHEN NOT IN USE

CONFORM TO THE TRAFFIC REQUIREMENTS IN THE SPECIAL PROVISIONS AND AS DIRECTED BY THE ENGINEER WHEN ACCESSING THE SITE

*** BURY ANY PHRAGMITES MATERIAL AT LEAST 18-INCHES BELOW THE FINISHED SURFACE



SECTION A-A

** PAID FOR UNDER THE PERTINENT ITEMS PROVIDED IN THE CONTRACT

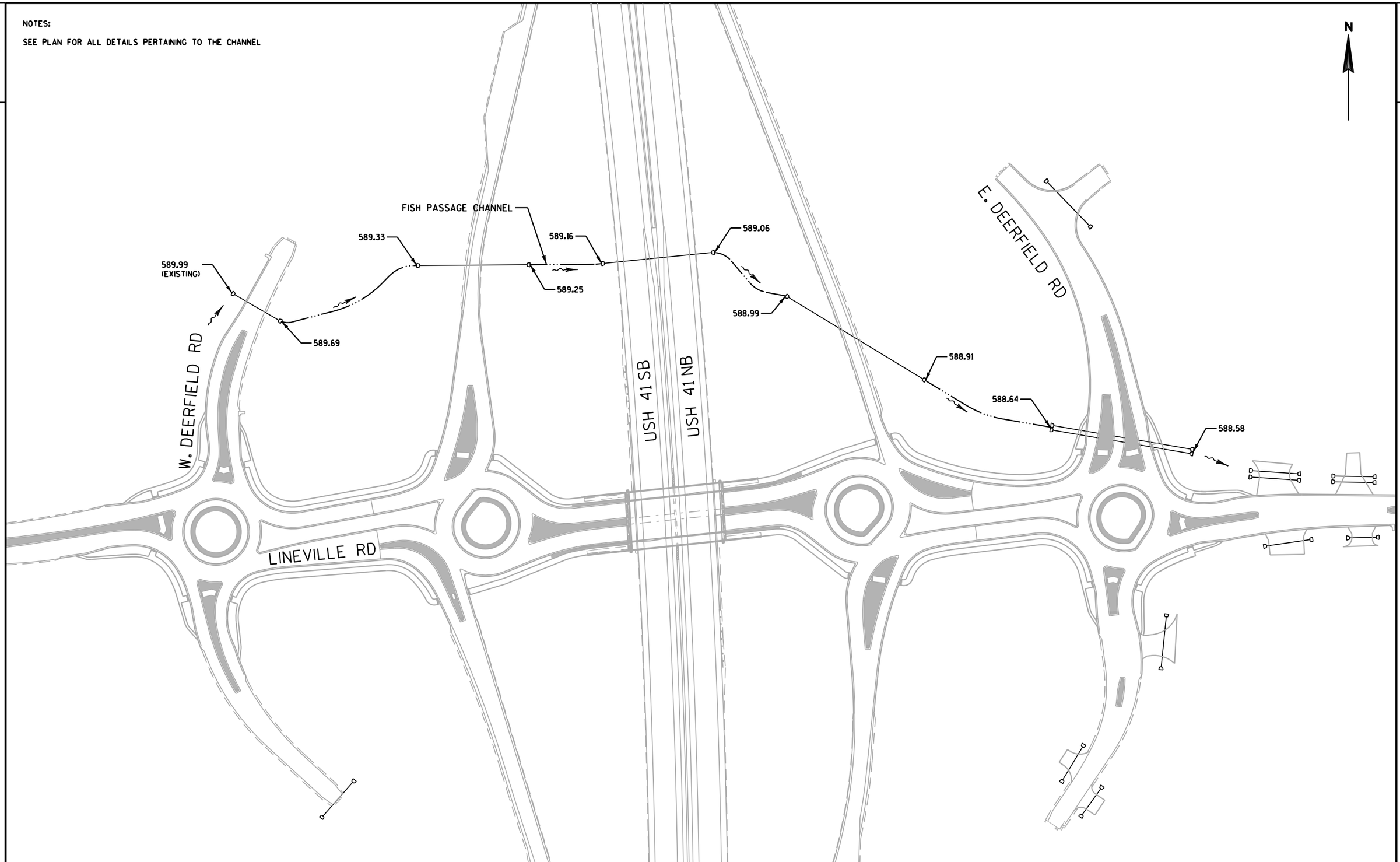
BROWN COUNTY PHRAGMITES WASTE SITE DETAIL

PROJECT NO: 1133-10-72/81	HWY: USH 41/CTH M	COUNTY: BROWN	CONSTRUCTION DETAIL	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021003_cd.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 400:1
WISDOT/CADDS SHEET 42

NOTES:

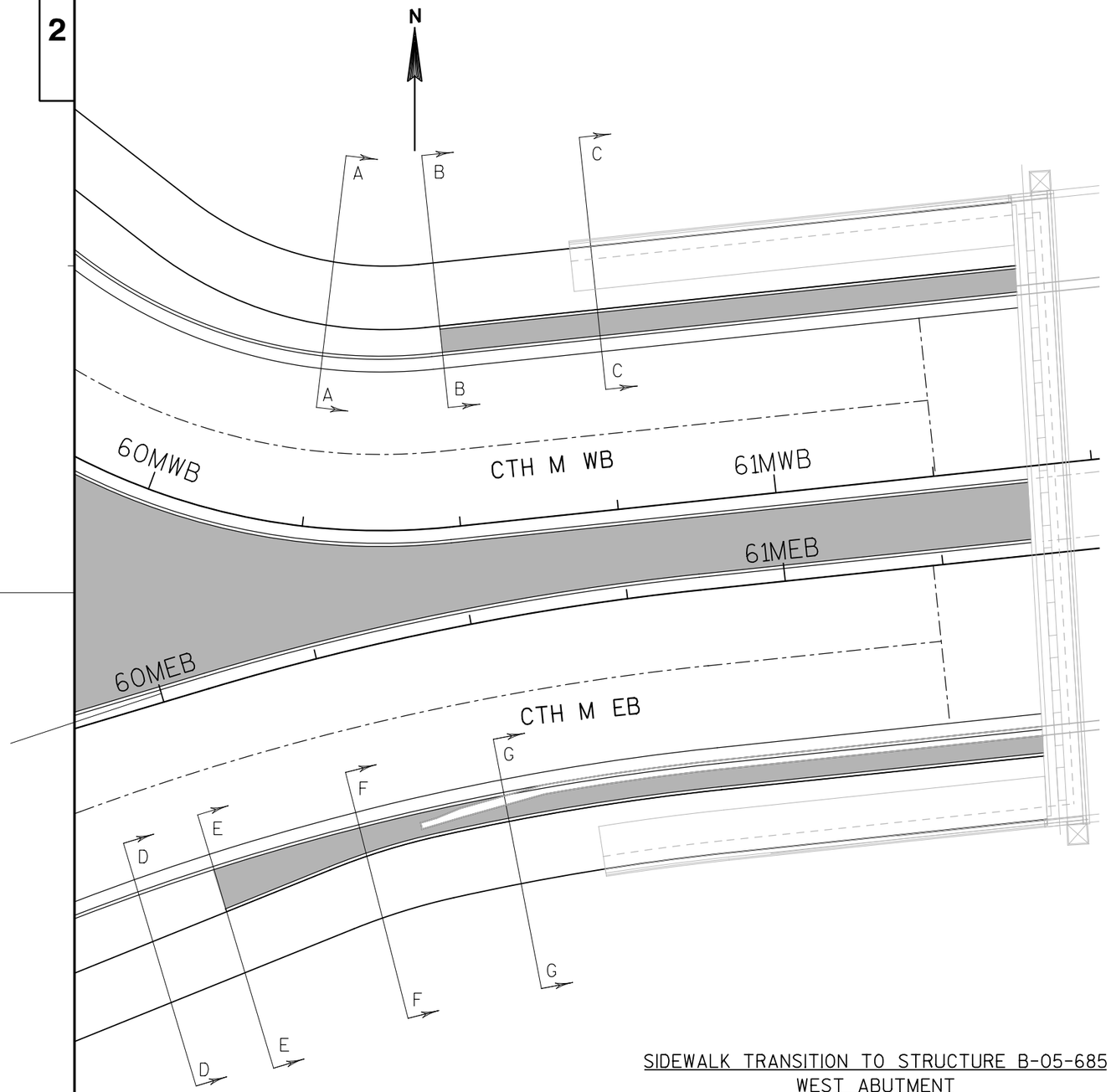
SEE PLAN FOR ALL DETAILS PERTAINING TO THE CHANNEL



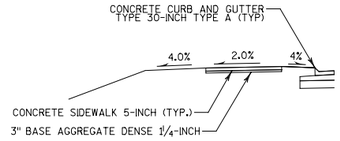
PROJECT NO: 1133-10-72/81	HWY: USH 41/CTH M	COUNTY: BROWN	CONSTRUCTION DETAIL: FISH PASSAGE CHANNEL OVERVIEW	SHEET 70	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021008_cd.dgn PLOT DATE : 1/29/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 150:1

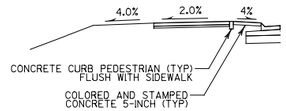
WISDOT/CADDS SHEET 42



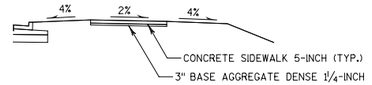
SIDEWALK TRANSITION TO STRUCTURE B-05-685
WEST ABUTMENT



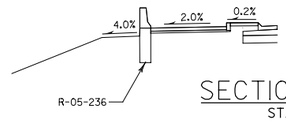
SECTION A-A
STA 60MWB+25



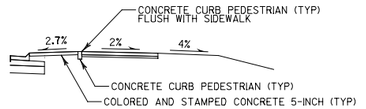
SECTION B-B
STA 60MWB+50



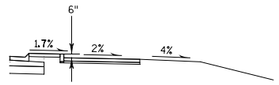
SECTION D-D
STA 59MEB+87



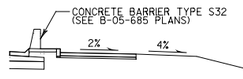
SECTION C-C
STA 60MWB+75



SECTION E-E
STA 60MEB+00

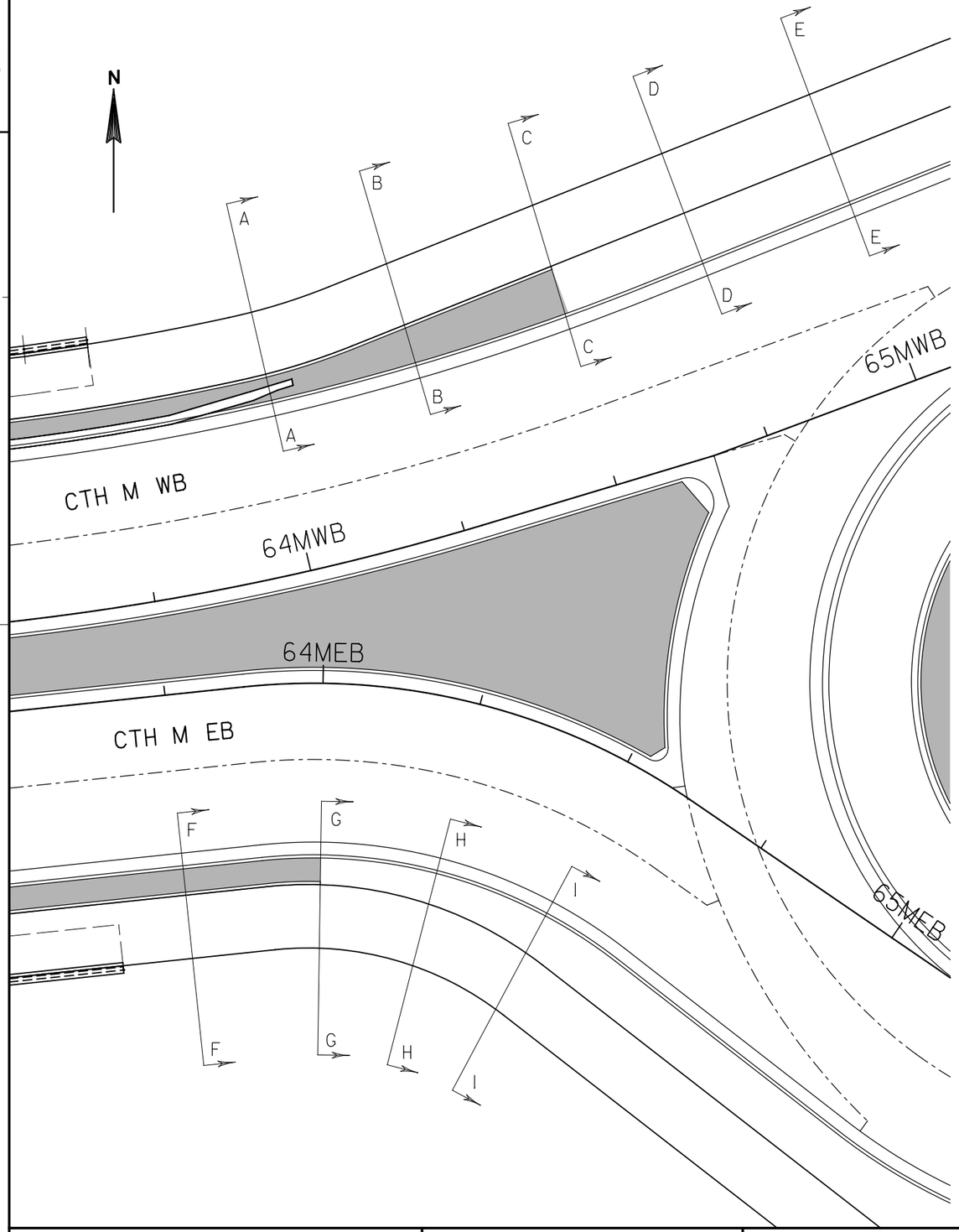


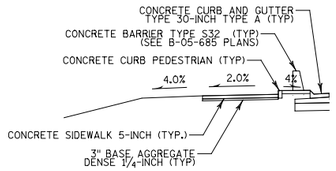
SECTION F-F
STA 60MEB+25



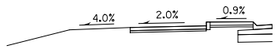
SECTION G-G
STA 60MEB+50

PROJECT NO: 1133-10-72/81	HWY: USH 41/CTH M	COUNTY: BROWN	CONSTRUCTION DETAIL: SIDEWALK TRANSITION	SHEET 71	E

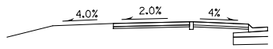




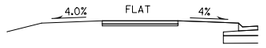
SECTION A-A
STA 64MWB+00



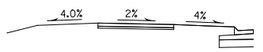
SECTION B-B
STA 64MWB+25



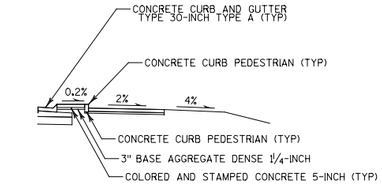
SECTION C-C
STA 64MWB+50



SECTION D-D
STA 64MWB+75



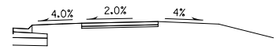
SECTION E-E
STA 65MWB+00



SECTION F-F
STA 63MEB+75

SECTION G-G
STA 64MEB+00

SECTION H-H
STA 64MWB+25

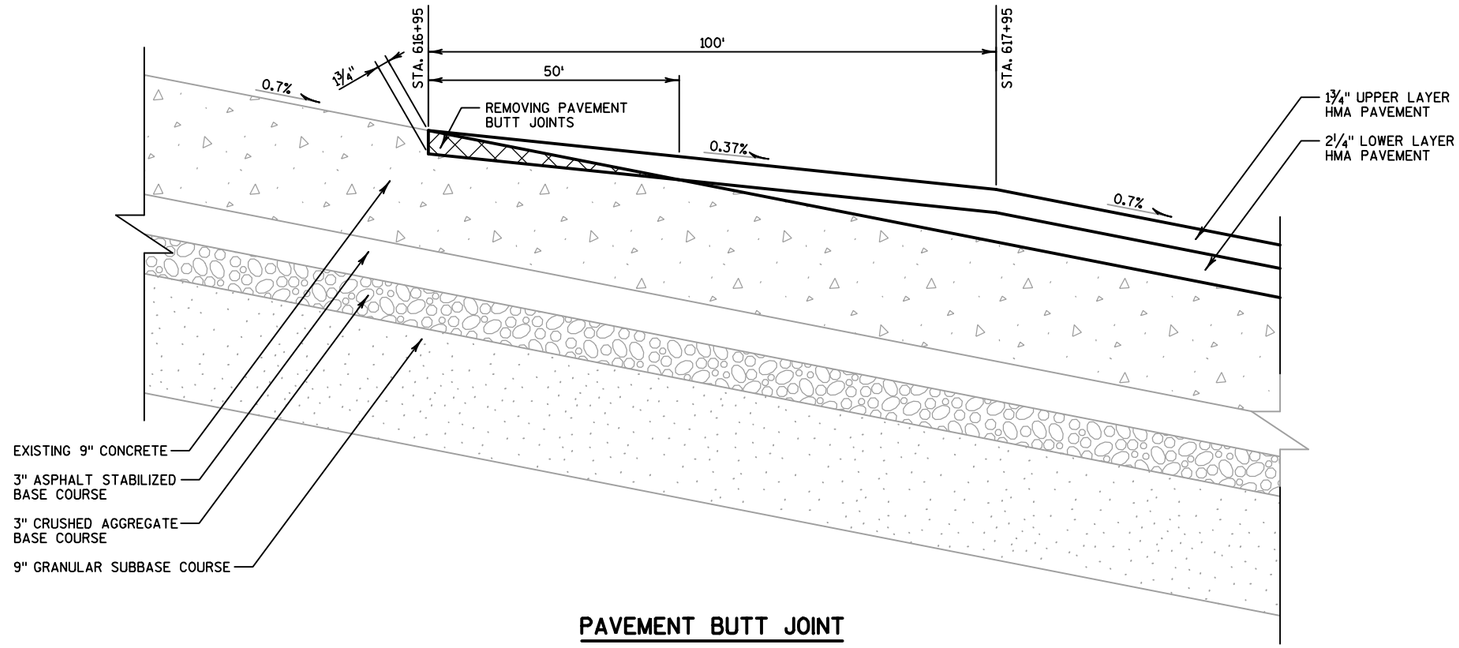


SECTION I-I
STA 64MEB+50

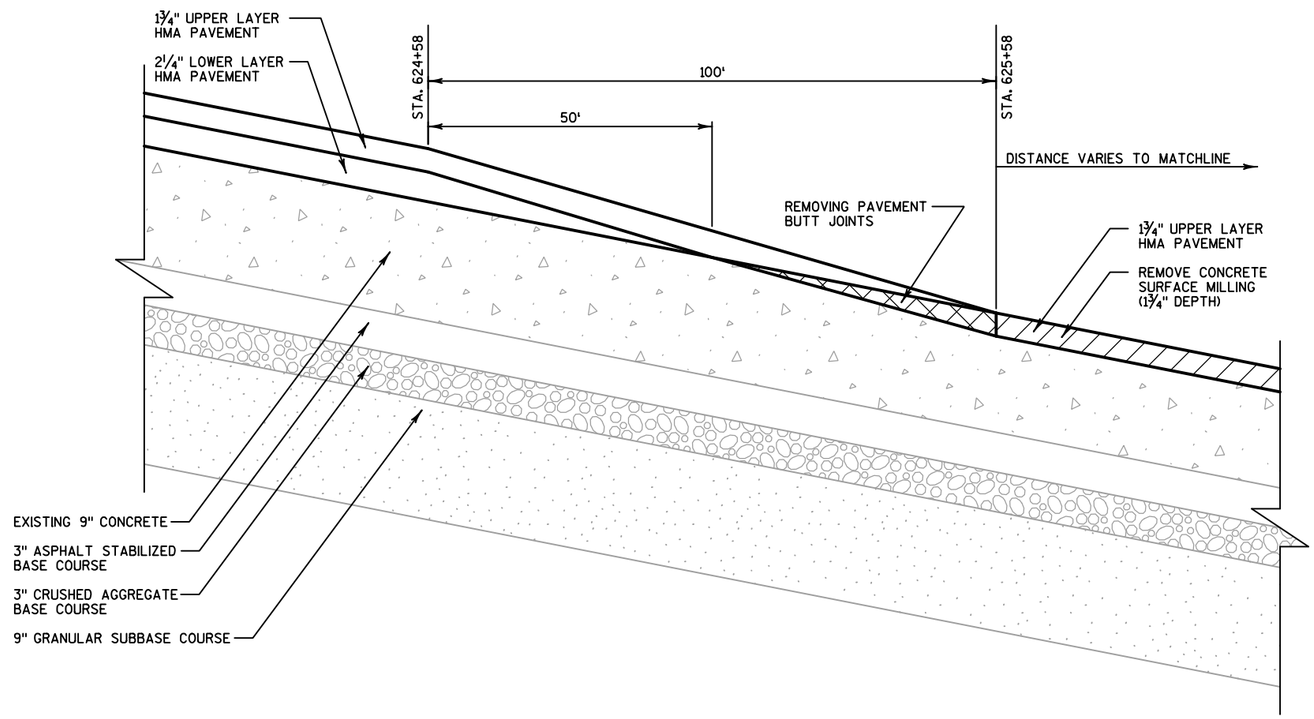
SIDEWALK TRANSITION TO STRUCTURE B-05-685
EAST ABUTMENT

PROJECT NO: 1133-10-72/81	HWY: USH 41/CTH M	COUNTY: BROWN	CONSTRUCTION DETAIL: SIDEWALK TRANSITION	SHEET 72	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\021006_cd.dgn
PLOT DATE : 1/30/2013
PLOT BY : Richard_K
PLOT NAME :
PLOT SCALE : -



PAVEMENT BUTT JOINT



2

2

N

W. DEERFIELD AVE.

SIGN

SIGN

SIGN

SIGN

USH 41 SB

USH 41 NB

R/L USH 41 SB

1232+00 SMC

1232+00 NMC

R/L USH 41 NB

MATCHLINE 1233+50 NMC

E. DEERFIELD AVE.

© WELL

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT SURFACE MILLING AND REMOVING PAVEMENT
- REMOVING INLETS
- REMOVING MANHOLES
- ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- SAWCUT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	REMOVAL PLAN	SHEET 74	E

2

2

N

SMC+00
BEGIN
REMOVING
FENCE

R/L USH 41 SB

W. DEERFIELD AVE.

REMOVING FENCE (STAGE 2)

SIGN

SIGN

SMC+00
BEGIN
REMOVING
PAVEMENT

1234+00 SMC | 1236+00 SMC | 1238+00 SMC | USH 41 SB | 1240+00 SMC | 1242+00 SMC | 1244+00 SMC | 1246+00 SMC | 1248+00 SMC

1233+50 NMC

MATCHLINE

INL

RM RM RM RM RM RM

1234+00 NMC | 1236+00 NMC | 1238+00 NMC | USH 41 NB | 1240+00 NMC | 1242+00 NMC | 1244+00 NMC | 1246+00 NMC | 1248+00 NMC

MATCHLINE

1248+75 NMC

NMC+00
BEGIN
REMOVING
PAVEMENT

NMC+20
BEGIN
REMOVING
FENCE

SIGN

R/L USH 41 NB

REMOVING FENCE (STAGE 3)

E. DEERFIELD AVE.

SIGN

GUY

GUY

T

RUINS

BEGIN CONSTRUCTION
1133-10-81
STA 1246+00 NMC

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT SURFACE MILLING AND REMOVING PAVEMENT
- REMOVING INLETS
- REMOVING MANHOLES
- ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- SAWCUT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	REMOVAL PLAN	SHEET 75	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021102_rm.dgn | PLOT DATE : 3/5/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:100

2

2

N

W. DEERFIELD AVE.

REMOVING FENCE (STAGE 2)

REMOVAL OF CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE (PRIOR TO STAGE 2 IN 2014)

REMOVING SMALL PIPE CULVERTS

LAKEVIEW DR.

ABANDONING CULVERT PIPES (STAGE 2)

REMOVING FENCE

REMOVING SMALL PIPE CULVERTS

R/L USH 41 SB

USH 41 SB

1250+00 SMC | 1252+00 SMC | 1254+00 SMC | 1256+00 SMC | 1258+00 SMC | 1262+00 SMC | 1264+0

1248+75 NMC

MATCHLINE

1250+00 NMC | 1252+00 NMC | 1254+00 NMC | 1256+00 NMC | 1258+00 NMC | 1260+00 NMC | 1262+00 NMC | 1264+0

MATCHLINE

1264+00 NMC

USH 41 NB

REMOVING GUARDRAIL (STAGE 2)

REMOVING FENCE

R/L USH 41 NB

E. DEERFIELD AVE.

CTH EB

REMOVING FENCE (STAGE 3)

REMOVAL OF CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE (PRIOR TO STAGE 2 IN 2014)

ABANDONING CULVERT PIPES (STAGE 3)

BEGIN PROJECT
1133-10-81
STA 1249+00 NMC

MAINTENANCE AND REMOVAL OF CRASH CUSHIONS TEMPORARY LEFT IN PLACE BY OTHERS

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT SURFACE MILLING AND REMOVING PAVEMENT
- REMOVING INLETS
- REMOVING MANHOLES
- ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- SAWCUT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	REMOVAL PLAN	SHEET 76	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021103_rm.dgn | PLOT DATE : 3/5/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

N

R/L USH 41 SB

MAINTENANCE AND REMOVAL OF CRASH CUSHIONS TEMPORARY LEFT IN PLACE BY OTHERS

W. DEERFIELD AVE.

REMOVING STORM SEWER 18-INCH

REMOVING FENCE (STAGE 2)

GUY

SIGN

USH 41 SB

RM

0 SMC 1266+00 SMC 1268+00 SMC 1270+00 SMC 1272+00 SMC 1274+00 SMC 1276+00 SMC 1278+00 SMC

REMOVING INLETS

NMC+34

1264+00 NMC

0 NMC 1266+00 NMC 1268+00 NMC 1270+00 NMC 1272+00 NMC 1274+00 NMC 1276+00 NMC 1278+00 NMC

MATCHLINE

USH 41 NB

SIGN

MATCHLINE 1279+25 NMC

E. DEERFIELD AVE.

REMOVING FENCE (STAGE 3)

R/L USH 41 NB

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT SURFACE MILLING AND REMOVING PAVEMENT
- REMOVING INLETS
- REMOVING MANHOLES
- ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- SAWCUT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	REMOVAL PLAN	SHEET 77	E

2

2

DEVON ST.

N

W. DEERFIELD AVE.

R/L USH 41 SB

REMOVING STORM SEWER
18-INCH

REMOVING FENCE (STAGE 2)

USH 41 SB

1280+00 SMC | 1282+00 SMC | 1284+00 SMC | 1286+00 SMC | 1288+00 SMC | 1290+00 SMC | 1292+00 SMC | 1294+00 SMC

MATCHLINE 1279+25 NMC

MATCHLINE 1294+50 NMC

NMC+34

1280+00 NMC | 1282+00 NMC | 1284+00 NMC | 1286+00 NMC | 1288+00 NMC | 1290+00 NMC | 1292+00 NMC | 1294+00 NMC

REMOVING INLETS

USH 41 NB

E. DEERFIELD AVE.

REMOVING FENCE
(STAGE 3)

R/L USH 41 NB

SIGN

SEPTIC

U/C

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT SURFACE MILLING AND REMOVING PAVEMENT
- REMOVING INLETS
- REMOVING MANHOLES
- ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- SAWCUT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	REMOVAL PLAN	SHEET 78	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021105_rm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

N

SPORTSMAN CLUB RD.

LINEVILLE RD. SB ENTRANCE RAMP

SIGN

REMOVING FENCE (STAGE 2)

SEE PROJECT I.D. 1133-10-72
MATCH STA: 1300MD+05

SMC+94
END
REMOVING
FENCE

W. DEERFIELD AVE.

REMOVING STORM SEWER
18-INCH

R/L USH 41 SB

USH 41 SB

1296+00 SMC | 1298+00 SMC | 1300+00 SMC | 1302+00 SMC | 1304+00 SMC | 1306+00 SMC | 1308+00 SMC

MATCHLINE 1294+50 NMC

NMC+32

REMOVING INLETS

1296+00 NMC | 1298+00 NMC | 1300+00 NMC | 1302+00 NMC | 1304+00 NMC | 1306+00 NMC | 1308+00 NMC

MATCHLINE 1309+50 NMC

USH 41 NB

SIGN

NMC+49
END
REMOVING
FENCE

E. DEERFIELD AVE.

SEE PROJECT I.D. 1133-10-72
MATCH STA: 1298MA+54

R/L USH 41 NB

REMOVING FENCE
(STAGE 3)

U/C

SIGN

LINEVILLE RD. NB EXIT RAMP

SIGN

SIGN

SIGN

LEGEND

REMOVING PAVEMENT	REMOVING CULVERT PIPE
REMOVING ASPHALT SURFACE MILLING AND REMOVING PAVEMENT	REMOVING STORM SEWER
REMOVING INLETS	REMOVING FENCE
REMOVING MANHOLES	REMOVING CURB AND GUTTER
ABANDONING CULVERT PIPE	SALVAGING GUARDRAIL
	SAWCUT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	REMOVAL PLAN	SHEET 79	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021106_rm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

N

LINEVILLE RD.

LINEVILLE RD. SB EXIT RAMP

SIGN

MH

R/L USH 41 SB

REMOVING GUARDRAIL (STAGE 2)

REMOVING STORM SEWER
30-INCH

REMOVING STORM SEWER
18-INCH

USH 41 SB

1310+00 SMC

1312+00 SMC

1314+00 SMC

1316+00 SMC

1318+00 SMC

1322+00 SMC

1324+00 SMC

RM

REMOVING INLETS

NMC+65

REMOVING INLETS

NMC+34

1309+50 NMC

1310+00 NMC

1312+00 NMC

1314+00 NMC

1316+00 NMC

1318+00 NMC

1320+00 NMC

1322+00 NMC

1324+00 NMC

MATCHLINE

MATCHLINE 1324+50 NMC

REMOVING STORM SEWER
30-INCH

USH 41 NB

R/L USH 41 NB

SEE PROJECT I.D. 1133-10-72
MATCH STA: 1322MA+88

NMC+84
BEGIN
REMOVING
FENCE

REMOVING FENCE
(STAGE 3)

LINEVILLE RD. NB ENTRANCE RAMP

CTH M

INL

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT SURFACE MILLING AND REMOVING PAVEMENT
- REMOVING INLETS
- REMOVING MANHOLES
- ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- SAWCUT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	REMOVAL PLAN	SHEET 80	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021107_rm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

N

SEE PROJECT I.D. 1133-10-72

SMC+70 BEGIN REMOVING FENCE

REMOVING FENCE (STAGE 2)

W. DEERFIELD AVE.

SIGN

USH 41 SB

1326+00 SMC | 1328+00 SMC | 1330+00 SMC | 1332+00 SMC | 1334+00 SMC | 1336+00 SMC | 1338+00 SMC | 13

R/L USH 41 SB

1324+50 NMC

MATCHLINE

1326+00 NMC | 1328+00 NMC | 1330+00 NMC | 1332+00 NMC | 1334+00 NMC | 1336+00 NMC | 1338+00 NMC | 13

MATCHLINE

1339+75 NMC

USH 41 NB

REMOVING FENCE (STAGE 3)

E. DEERFIELD AVE.

GUY

GUY

R/L USH 41 NB

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT SURFACE MILLING AND REMOVING PAVEMENT
- REMOVING INLETS
- REMOVING MANHOLES
- ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- SAWCUT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	REMOVAL PLAN	SHEET 81	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021108_rm.dgn | PLOT DATE : 3/5/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

N

REMOVING FENCE (STAGE 2)

SMC+00 END REMOVING FENCE

USH 41 SB

W. DEERFIELD AVE.

R/L USH 41 SB

SMC+00 END MILLING

SMC+50 END REMOVING PAVEMENT

40+00 SMC | 1342+00 SMC | 1344+00 SMC | 1346+00 SMC | 1348+00 SMC | 1350+00 SMC | 1352+00 SMC | 1354+00 SMC

1339+75 NMC

40+00 NMC | 1342+00 NMC | 1344+00 NMC | 1346+00 NMC | 1348+00 NMC | 1350+00 NMC | 1352+00 NMC | 1354+00 NMC

MATCHLINE

MATCHLINE

1354+75 NMC

USH 41 NB

REMOVING FENCE (STAGE 3)

NMC+00 END REMOVING FENCE

STA 1343+50.00 NMC

STA 1345+00.00 NMC

E. DEERFIELD AVE.

R/L USH 41 NB

SIGN

SIGN

INL

OH

W

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT SURFACE MILLING AND REMOVING PAVEMENT
- REMOVING INLETS
- REMOVING MANHOLES
- ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- SAWCUT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	REMOVAL PLAN	SHEET 82	E

2

N

20WDN
14CHN
1316MC
16CHN
12CHN
R/L LINEVILLE INTERCHANGE DITCH
R/L W. DEERFIELD AVE NB
18WDS
18WDN
1314MC
R/L CTH M NW RAMP
8WMNB
R/L CTH M NW RAMP BYPASS
SLOPE INTERCEPTS (TYP)
R/L LINEVILLE RD WB
REMOVING CULVERT PIPE
16WDS
54MWB
16WDN
58MWB
56MWB
52MWB
52MEB
50MWB
50MEB
V151
605.35
T227
618.050
60MWB
62M
62M
MATCHLINE 62MEB+00
56MEB
58MEB
60MEB
54MEB
N 85°28'38" E
7MESB
OH
GUY
SAN
MH
SIGN
R/L LINEVILLE RD EB
R/L W. DEERFIELD AVE SB
14WDS
14WDN
WETLAND BOUNDARY (TYP)
REMOVING FENCE
13OWD
9MESB
R/L CTH M SW RAMP
R/L CTH M SW RAMP BYPASS
12WDS
12WDN
10WDN
13OWD

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING BY STATION
- REMOVING INLETS
- REMOVING MANHOLES
- AB — ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- RM — REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- X X X X X SAWING ASPHALT
- X CLEARING AND GRUBBING, ID

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 1	SHEET 83	E

2

2

N

18CHN
20CHN
22CHN
24CHN
26CHN
R/L LINEVILLE INTERCHANGE DITCH
R/L CTH M NW RAMP
USH 41 NB
USH 41 NB ENTRANCE RAMP
132MB
REMOVING FENCE
48EDS
48EDN
R/L CTH M NE
RAMP BYPASS
REMOVING CULVERT PIPE
132MB
66MWB
64MWB
64MEB
6MWNB
68MWB
68MEB
46EDS
46EDN
70MWB
70MEB
LINEVILLE RD (CTH M)
66MEB
MATCHLINE 62MEB+00
72MWB
72MEB
74MWB
74MEB
76MWB
76MEB
SLOPE INTERCEPT (TYP)
REMOVING CULVERT PIPE
R/L E. DEERFIELD AVE NB
WETLAND BOUNDARY (TYP)
R/L W. DEERFIELD AVE SB
R/L CTH M SW
RAMP BYPASS
6SERB
131OMA
130BMA
USH 41 NB EXIT RAMP
44EDS
44EDN
42EDS
42EDN
E. DEERFIELD AVE
REMOVING CULVERT PIPE
R/L CTH M SW RAMP
BLUNT TIE AREA

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING BY STATION
- REMOVING INLETS
- REMOVING MANHOLES
- —AB— ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- —RM— REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- X X X X X SAWING ASPHALT
- X CLEARING AND GRUBBING, ID

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 1	SHEET 84	E

2

N

20WDN
12CHN
14CHN
1316MC
16CHN
R/L LINEVILLE INTERCHANGE DITCH
18WDS
18WDN
R/L W. DEERFIELD AVE NB
USH 41 SB EXIT RAMP
1314MC
8WMN
R/L CTH M NW RAMP
R/L CTH M NW RAMP BYPASS
USH 41 SB
SLOPE INTERCEPTS (TYP)
R/L LINEVILLE RD WB
16WDS
54MWB
16WDN
58MWB
56MWB
52MWB
52MEB
50MWB
50MEB
V151
605.35
56MEB
58MEB
60MWB
T227
618.050
LINEVILLE RD (CTH M)
60MEB
62M
62
MATCHLINE 62MEB+00
54MEB
7MESB
OH
SAN
GUY
MH
NOIS
SIGN
R/L LINEVILLE RD EB
R/L W. DEERFIELD AVE SB
14WDS
14WDN
WETLAND BOUNDARY (TYP)
13OWD
9MESB
R/L CTH M SW RAMP
R/L CTH M SW RAMP BYPASS
USH 41 SB ENTRANCE RAMP
13OWD01
12WDS
12WDN
W. DEERFIELD AVE
10WDN

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING BY STATION
- REMOVING INLETS
- REMOVING MANHOLES
- AB — ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- RM — REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- XXXXX SAWING ASPHALT
- X CLEARING AND GRUBBING, ID

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 2	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021103_rm.dgn PLOT DATE : 1/30/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

2

2

18CHN
20CHN
22CHN
24CHN
26CHN
R/L LINEVILLE INTERCHANGE DITCH
R/L CTH M NW RAMP
R/L CTH M NE
RAMP BYPASS
R/L CTH M SW
RAMP BYPASS
R/L CTH M SW RAMP
R/L W. DEERFIELD AVE SB
R/L E. DEERFIELD AVE NB
SLOPE INTERCEPT (TYP)
WETLAND BOUNDARY (TYP)
MATCHLINE 62MEB+00
1312MB
1312MB
1310MA
1308MA
6SERB
6SERB
6EDSB
48EDS
48EDN
46EDS
46EDN
44EDS
44EDN
42EDS
42EDN
64MWB
64MEB
66MWB
66MEB
6MWNB
68MWB
68MEB
70MWB
70MEB
72MWB
72MEB
74MWB
74MEB
76MWB
76MEB
N
SEPTIC
CANOPY
FILLER CAPS
SIGN
RIPRAP
BLUNT TIE AREA

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING BY STATION
- REMOVING INLETS
- REMOVING MANHOLES
- AB — ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- RM — REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- X X X X X SAWING ASPHALT
- X CLEARING AND GRUBBING, ID

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 2	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021104_rm.dgn PLOT DATE : 1/30/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

N

R/L LINEVILLE INTERCHANGE DITCH

R/L W. DEERFIELD AVE NB

R/L W. DEERFIELD AVE SB

R/L CTH M NW RAMP BYPASS

USH 41 SB EXIT RAMP

R/L CTH M NW RAMP

SLOPE INTERCEPTS (TYP)

USH 41 SB

USH 41 NB

R/L LINEVILLE INTERCHANGE DITCH

R/L CTH M NW RAMP

USH 41 NB ENTRANCE RAMP

R/L E. DEERFIELD AVE NB

R/L CTH M NE RAMP BYPASS

R/L LINEVILLE RD WB

LINEVILLE RD (CTH M)

R/L LINEVILLE RD EB

R/L CTH M SW RAMP BYPASS

USH 41 SB ENTRANCE RAMP

R/L CTH M SW RAMP

R/L CTH M SW RAMP

USH 41 NB EXIT RAMP

R/L W. DEERFIELD AVE SB

W. DEERFIELD AVE

E. DEERFIELD AVE

WETLAND BOUNDARY (TYP)

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING BY STATION
- REMOVING INLETS
- REMOVING MANHOLES
- —AB— ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- —RM— REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- X X X X X SAWING ASPHALT
- X CLEARING AND GRUBBING, ID

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 3	SHEET E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021105_rm.dgn PLOT DATE : 1/30/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

2

WETLAND BOUNDARY (TYP)

R/L CTH M SW RAMP

R/L LINEVILLE INTERCHANGE DITCH

R/L CTH M NW RAMP

SLOPE INTERCEPTS (TYP)

USH 41 NB EXIT RAMP

USH 41 NB ENTRANCE RAMP

R/L CTH M SW RAMP BYPASS

R/L CTH M NE RAMP BYPASS

R/L LINEVILLE RD EB

R/L LINEVILLE RD WB

LINEVILLE RD (CTH M)

R/L E. DEERFIELD AVE SB

R/L E. DEERFIELD SB BYPASS

R/L E. DEERFIELD AVE NB

E. DEERFIELD AVE

R/L PARKFIELD COURT

PARKFIELD COURT

REMOVING SMALL PIPE CULVERT

1306MA 1308MA 1310MA 6SERB 1312MB 1314MB 1316MB 1318MB

64MWB 64MEB 66MWB 66MEB 68MWB 68MEB 70MWB 70MEB 72MWB 72MEB

20CHN 22CHN 24CHN 25CHN

42EDS 42EDN 44EDS 44EDN 46EDN 48EDS 48EDN 50EDS 50EDN 52EDN 6EDSB 6PFC

LEGEND

REMOVING PAVEMENT	REMOVING CULVERT PIPE
REMOVING CONCRETE SIDEWALK	REMOVING STORM SEWER
CLEARING AND GRUBBING BY STATION	REMOVING FENCE
REMOVING INLETS	REMOVING CURB AND GUTTER
REMOVING MANHOLES	SALVAGING GUARDRAIL
ABANDONING CULVERT PIPE	SAWING ASPHALT
	CLEARING AND GRUBBING, ID

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 4A	SHEET 88 E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021106_rm.dgn PLOT DATE : 1/30/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

N

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT (TYP)

R/L LINEVILLE RD WB

R/L LINEVILLE RD EB

36MEB 38MEB 40MEB 42MEB 44MEB 46MEB 48MWB 48MEB

MATCHLINE 49MEB+00

MH SAN SAN SAN SAN

LEGEND

REMOVING PAVEMENT	REMOVING CULVERT PIPE
REMOVING CONCRETE SIDEWALK	—RM— REMOVING STORM SEWER
CLEARING AND GRUBBING BY STATION	REMOVING FENCE
REMOVING INLETS	REMOVING CURB AND GUTTER
REMOVING MANHOLES	SALVAGING GUARDRAIL
—AB— ABANDONING CULVERT PIPE	XXXXX SAWING ASPHALT
	X CLEARING AND GRUBBING, ID

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 4B	SHEET 89	E

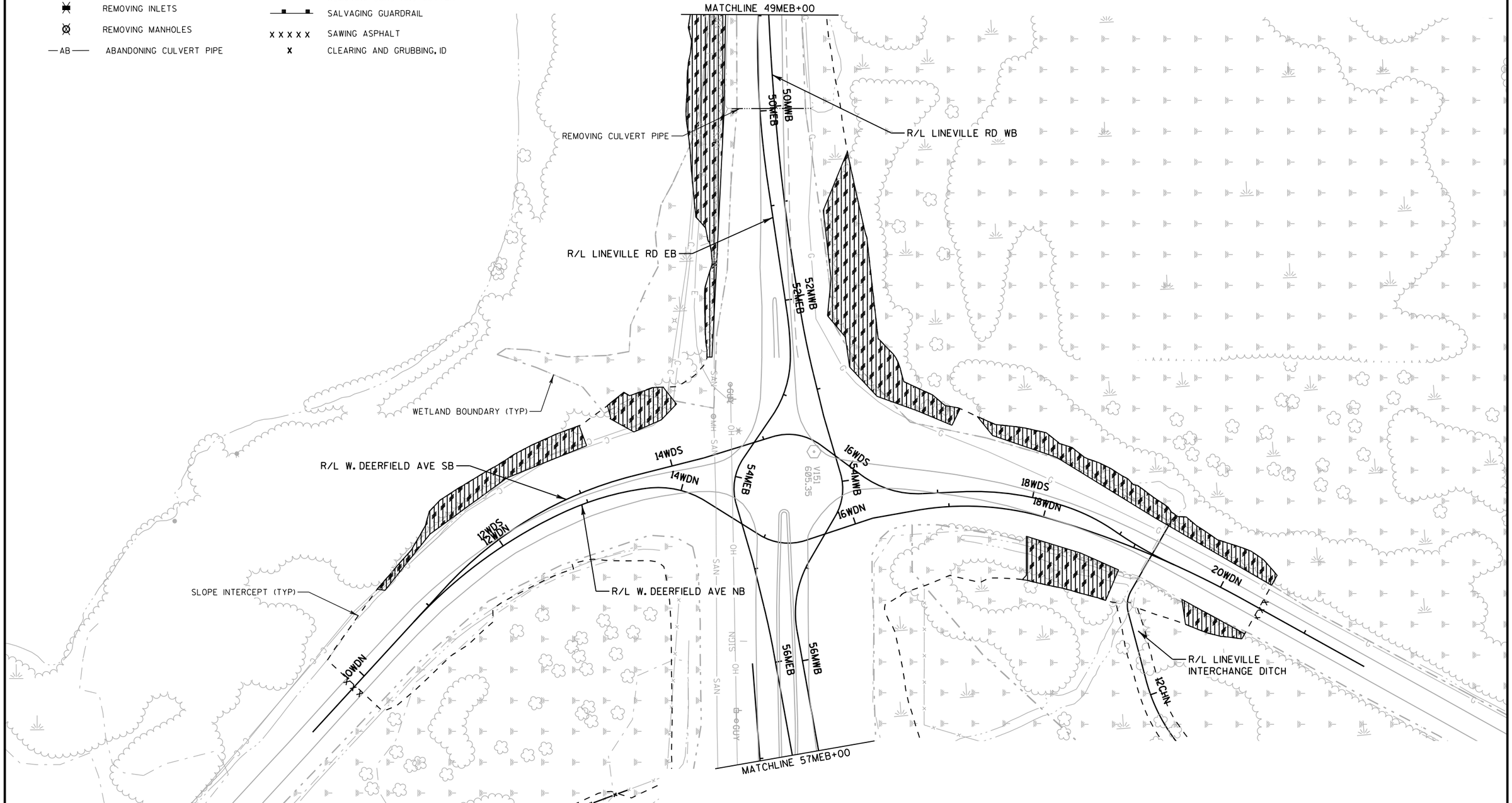
2

2

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING BY STATION
- REMOVING INLETS
- REMOVING MANHOLES
- —AB— ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- —RM— REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- X X X X X SAWING ASPHALT
- X CLEARING AND GRUBBING, ID

N



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 4B	SHEET 90	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021108_rm.dgn PLOT DATE : 1/30/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

MATCHLINE 57MEB+00

MATCHLINE 131MD+00

R/L CTH M NW RAMP BYPASS

REMOVING FENCE

R/L CTH M NW RAMP

WETLAND BOUNDARY (TYP)

SLOPE INTERCEPT (TYP)

R/L LINEVILLE ROAD WB

R/L LINEVILLE ROAD EB

R/L LINEVILLE INTERCHANGE DITCH

R/L CTH NE RAMP

REMOVING FENCE

MATCHLINE 63MEB+00

MATCHLINE 131MB+00

1324MB

1322MB

1320MB

1318MB

1316MB

1314MB

1324MC

1322MC

1320MC

1318MC

1316MC

1314MC

14CHN

16CHN

18CHN

20CHN

22CHN

58MEB

58MWB

6NWMB

60MEB

60MWB

62MEB

62MWB

TM558

SIGN

OH

G

C

INL

LEGEND

REMOVING PAVEMENT	REMOVING CULVERT PIPE
REMOVING CONCRETE SIDEWALK	REMOVING STORM SEWER
CLEARING AND GRUBBING BY STATION	REMOVING FENCE
REMOVING INLETS	REMOVING CURB AND GUTTER
REMOVING MANHOLES	SALVAGING GUARDRAIL
ABANDONING CULVERT PIPE	SAWING ASPHALT
	CLEARING AND GRUBBING, ID

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 4B	SHEET 91 E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021109_rm.dgn PLOT DATE : 1/30/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

2

REMOVING FENCE

MATCHLINE 1311MD+00

USH 41 SB ENTRANCE RAMP

REMOVING CULVERT PIPE

1298MD

1300MD

1302MD

1304MD

1305MD

1308MD

1310MD

USH 41 SB

R/L CTH M SW RAMP

USH 41 NB

WETLANDS BOUNDARY (TYP)

1298MA

1300MA

1302MA

1304MA

1306MA

1308MA

1310MA

6SERB

R/L CTH M SE RAMP

REMOVING FENCE

SLOPE INTERCEPT (TYP)

USH 41 NB EXIT RAMP

REMOVING FENCE

REMOVING CULVERT PIPE

R/L CTH M SE RAMP BYPASS

MATCHLINE 1314MA+00

RM

LEGEND

	REMOVING PAVEMENT		REMOVING CULVERT PIPE
	REMOVING CONCRETE SIDEWALK	RM	REMOVING STORM SEWER
	CLEARING AND GRUBBING BY STATION	x	REMOVING FENCE
	REMOVING INLETS		REMOVING CURB AND GUTTER
	REMOVING MANHOLES		SALVAGING GUARDRAIL
AB	ABANDONING CULVERT PIPE	X X X X X	SAWING ASPHALT
		X	CLEARING AND GRUBBING, ID

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 4B	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021110_rm.dgn PLOT DATE : 1/30/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

2

N

MATCHLINE 63MEB+00

64MWB

64MEB

R/L LINEVILLE RD WB

R/L CTH M NE RAMP

LINEVILLE RD (CTH M)

MATCHLINE 131MA+00

MATCHLINE 131MB+00

1312MB

66MEB

65MWB

61MWB

68MEB

68MWB

R/L CTH M NE RAMP BYPASS

34EHN

R/L LINEVILLE INTERCHANGE DITCH

E. DEERFIELD A

52EDN

R/L LINEVILLE RD EB

WETLAND BOUNDARY (TYP)

R/L E. DEERFIELD AVE SB

R/L E. DEERFIELD SB BYPASS

SLOPE INTERCEPT (TYP)

42EDS

42EDN

44EDS

44EDN

70MEB

70MWB

48EDS

48EDN

6EDSB

26EHN

50EDS

50EDN

6PFC

PARKFIELD CT

R/L PARKFIELD CT

R/L E. DEERFIELD AVE NB

REMOVING CULVERT PIPE

46EDN

MATCHLINE 71MEB+00

RIPRAP

LEGEND

REMOVING PAVEMENT	REMOVING CULVERT PIPE
REMOVING CONCRETE SIDEWALK	—RM— REMOVING STORM SEWER
CLEARING AND GRUBBING BY STATION	REMOVING FENCE
REMOVING INLETS	REMOVING CURB AND GUTTER
REMOVING MANHOLES	SALVAGING GUARDRAIL
—AB— ABANDONING CULVERT PIPE	X X X X X SAWING ASPHALT
	X CLEARING AND GRUBBING, ID

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 4B	SHEET 93	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021111_rm.dgn PLOT DATE : 1/30/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

2

2

N

REMOVING CULVERT PIPE

REMOVING CULVERT PIPE

R/L LINEVILLE RD WB

REMOVING CULVERT PIPE

REMOVING CULVERT PIPE

REMOVING CULVERT PIPE

74MWB
74MEB

76MWB
76MEB

78MWB
78MEB

80MEB

82MEB

84MEB

72MWB
72MEB

MATCHLINE 7MEB+00

REMOVING CULVERT PIPE

SLOPE INTERCEPT (TYP)

R/L LINEVILLE RD EB

REMOVING CULVERT PIPE

WETLAND BOUNDARY (TYP)

I340
590.600

LEGEND

	REMOVING PAVEMENT	—·····—	REMOVING CULVERT PIPE
	REMOVING CONCRETE SIDEWALK	—RM—	REMOVING STORM SEWER
	CLEARING AND GRUBBING BY STATION	—×—×—	REMOVING FENCE
	REMOVING INLETS		REMOVING CURB AND GUTTER
	REMOVING MANHOLES		SALVAGING GUARDRAIL
—AB—	ABANDONING CULVERT PIPE	X X X X X	SAWING ASPHALT
		X	CLEARING AND GRUBBING, ID

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 4B	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021112_rm.dgn PLOT DATE : 1/30/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

USH 41 NB

USH 41 NB EXIT RAMP

USH 41 NB ENTRANCE RAMP

LINEVILLE RD (CTH M)

E. DEERFIELD AVE

PARKFIELD CT

1306MA
1308MA
1310MA
6SERB
1312MB
1314MB
1316MB
1318MB
64MWB
64MEB
66MEB
65MWB
68MEB
68MWB
69MWB
70MEB
70MWB
72MEB
72MWB
20CHN
22CHN
24CHN
26CHN
42EDS
42EDN
44EDS
44EDN
46EDN
48EDS
48EDN
6EDSB
50EDS
50EDN
52EDN
6PFC

R/L LINEVILLE RD WB
R/L CTH M NE RAMP
R/L CTH M NE RAMP BYPASS
R/L LINEVILLE INTERCHANGE DITCH
R/L LINEVILLE RD EB
R/L E. DEERFIELD SB BYPASS
R/L E. DEERFIELD AVE SB
R/L E. DEERFIELD AVE NB
REMOVING CULVERT PIPE
R/L PARKFIELD CT
SLOPE INTERCEPT (TYP)
WETLAND BOUNDARY (TYP)

LEGEND

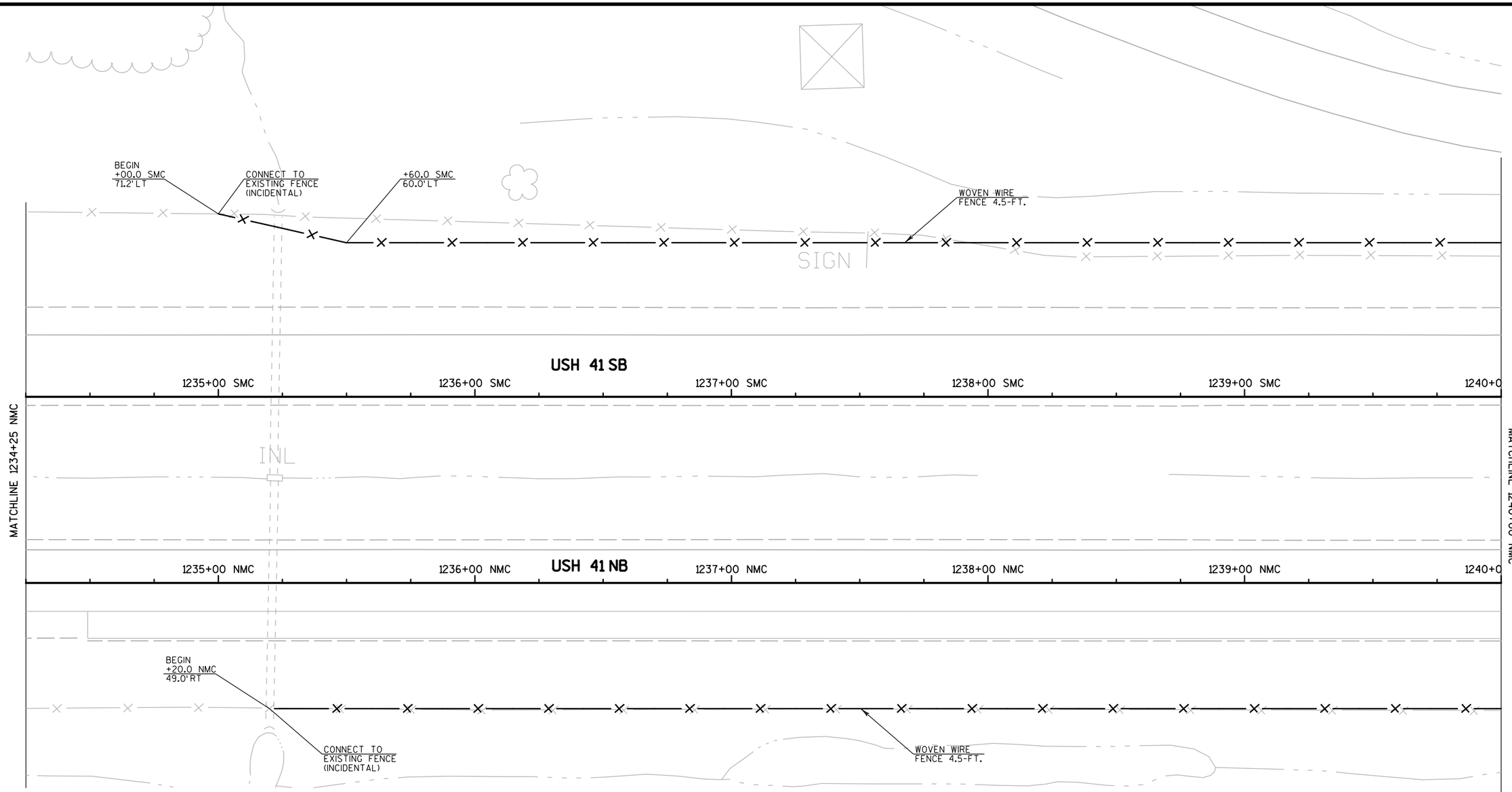
- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- CLEARING AND GRUBBING BY STATION
- REMOVING INLETS
- REMOVING MANHOLES
- —AB— ABANDONING CULVERT PIPE
- REMOVING CULVERT PIPE
- —RM— REMOVING STORM SEWER
- REMOVING FENCE
- REMOVING CURB AND GUTTER
- SALVAGING GUARDRAIL
- X X X X X SAWING ASPHALT
- X CLEARING AND GRUBBING, ID

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	REMOVAL PLAN - STAGE 4C	SHEET 95	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021113_rm.dgn | PLOT DATE : 1/30/2013 | PLOT BY : jschafer | PLOT NAME : | PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

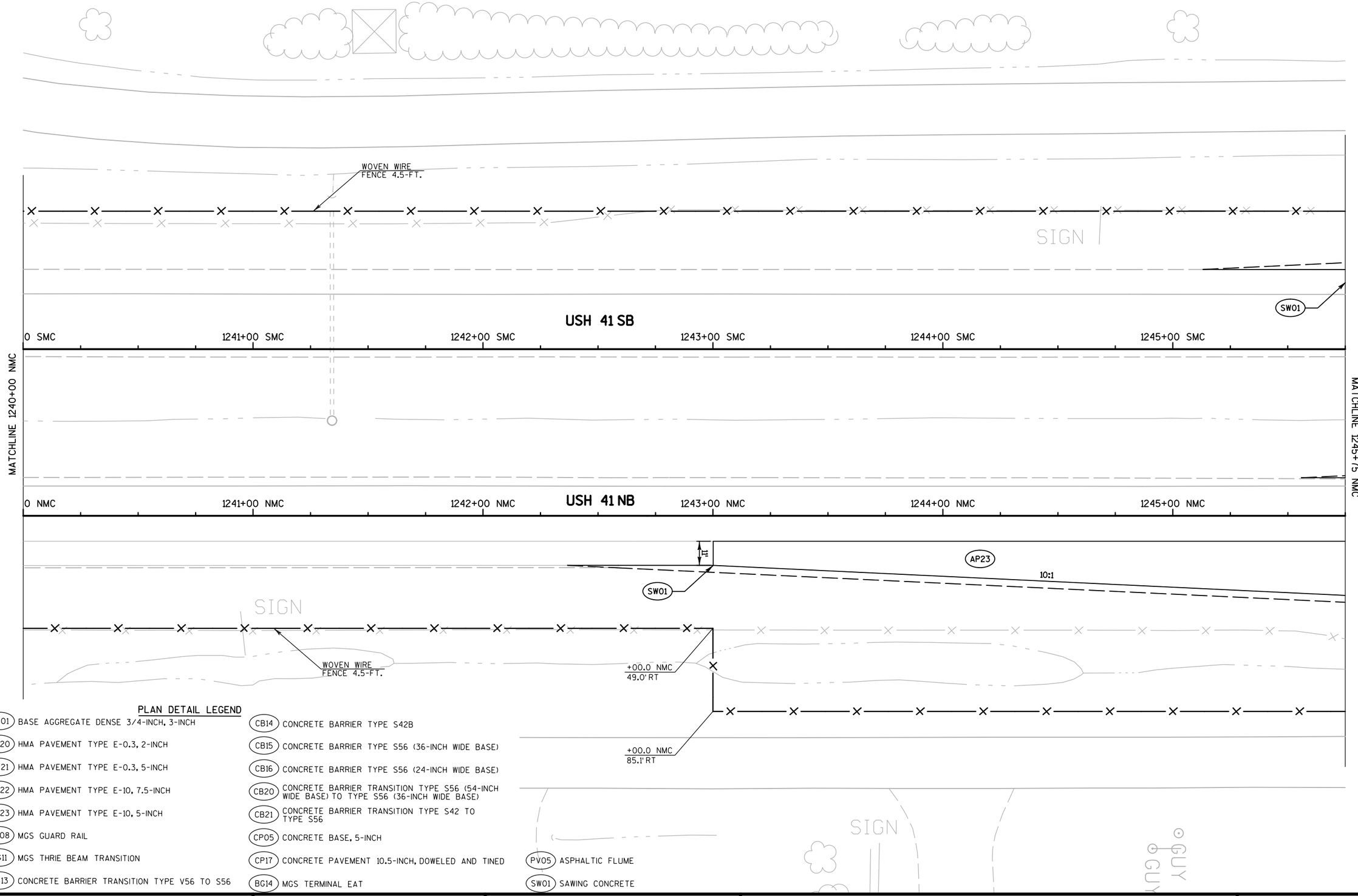


PLAN DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH
- AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH
- AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH
- AP23 HMA PAVEMENT TYPE E-10, 5-INCH
- BG08 MGS GUARD RAIL
- BG11 MGS THRIE BEAM TRANSITION
- CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56
- CB14 CONCRETE BARRIER TYPE S42B
- CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
- CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
- CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
- CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
- CP05 CONCRETE BASE, 5-INCH
- CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
- BG14 MGS TERMINAL EAT
- PV05 ASPHALTIC FLUME
- SW01 SAWING CONCRETE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 96	E

2

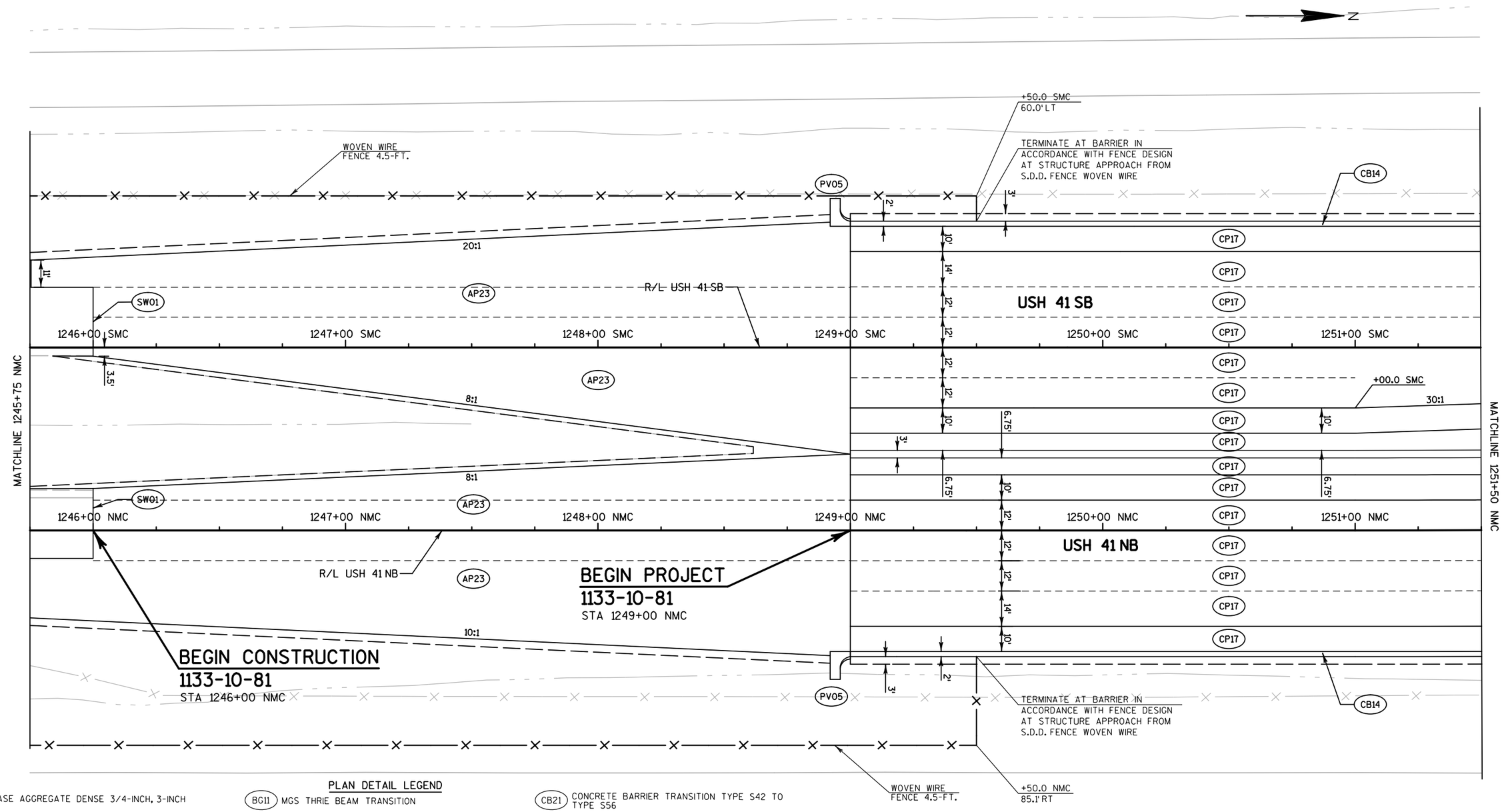


PLAN DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH
- AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH
- AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH
- AP23 HMA PAVEMENT TYPE E-10, 5-INCH
- BG08 MGS GUARD RAIL
- BG11 MGS THRIE BEAM TRANSITION
- CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56
- CB14 CONCRETE BARRIER TYPE S42B
- CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
- CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
- CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
- CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
- CP05 CONCRETE BASE, 5-INCH
- CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
- BG14 MGS TERMINAL EAT
- PV05 ASPHALTIC FLUME
- SW01 SAWING CONCRETE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 97	E

2



PLAN DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH
- AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH
- AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH
- AP23 HMA PAVEMENT TYPE E-10, 5-INCH
- BG08 MGS GUARD RAIL
- BG11 MGS THRIE BEAM TRANSITION
- CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56
- CB14 CONCRETE BARRIER TYPE S42B
- CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
- CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
- CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
- CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
- CP05 CONCRETE BASE, 5-INCH
- CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
- PV05 ASPHALTIC FLUME
- SW01 SAWING CONCRETE
- BG14 MGS TERMINAL EAT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021203_pd.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

N

R/L USH 41 SB

CB14

USH 41 SB

1252+00 SMC | 1253+00 SMC | 1254+00 SMC | +60.0 | 1255+00 SMC | 1256+00 SMC | 1257+00 SMC

MATCHLINE 1251+50 NMC

MATCHLINE 1257+25 NMC

30:1

+24.8

14.1'

6.75'

+24.2 SMC
BEGIN BARRIER

CB15

1252+00 NMC | 1253+00 NMC | 1254+00 NMC | 1255+00 NMC | 1256+00 NMC | 1257+00 NMC

USH 41 NB

R/L USH 41 NB

CB14

R 14100'

R 14100'

3'

2'

10'

14'

12'

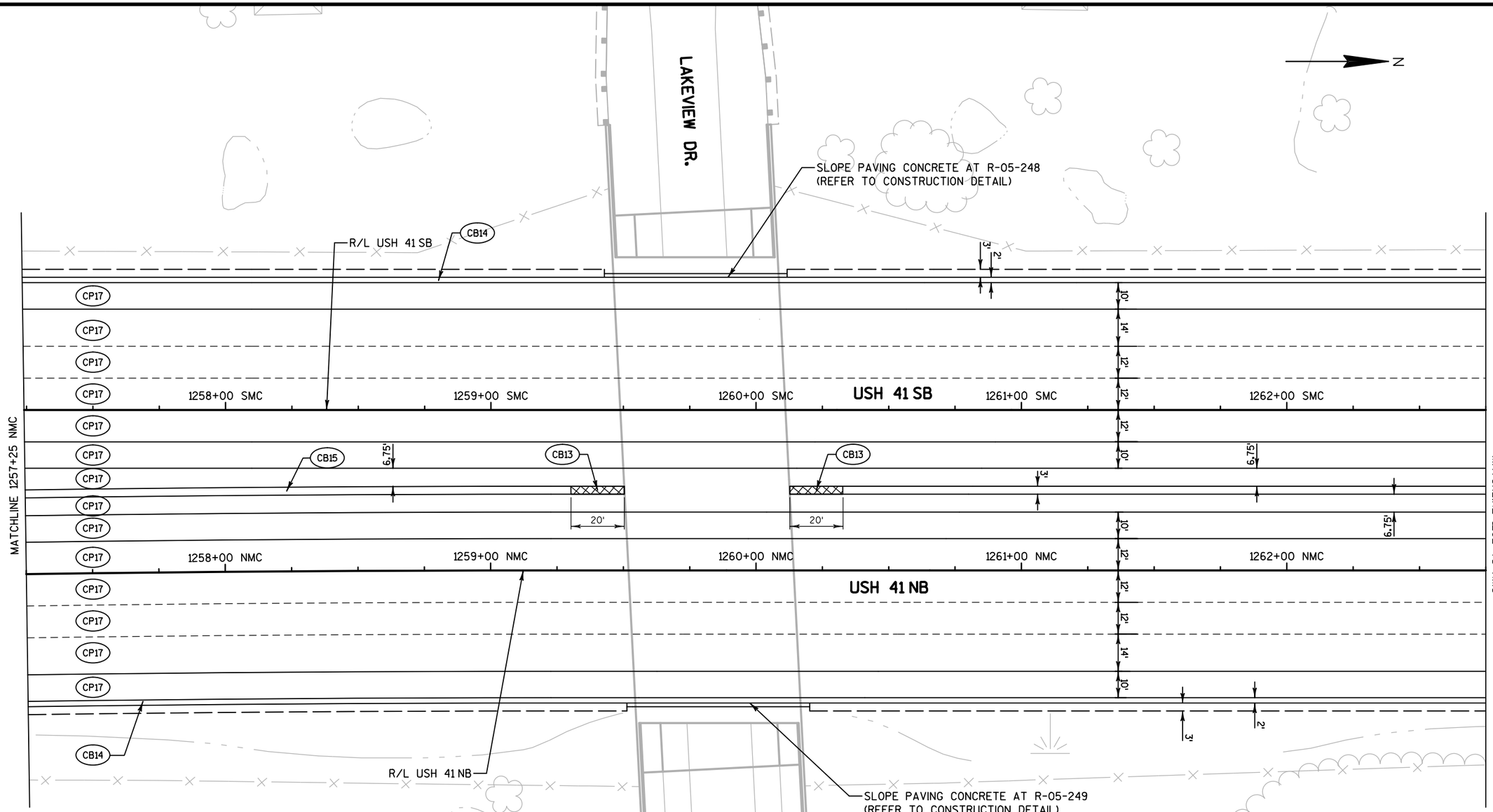
CP17

PLAN DETAIL LEGEND

AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH	BG11 MGS THRIE BEAM TRANSITION	CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH	CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56	CP05 CONCRETE BASE, 5-INCH
AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH	CB14 CONCRETE BARRIER TYPE S42B	CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH	CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)	PV05 ASPHALTIC FLUME
AP23 HMA PAVEMENT TYPE E-10, 5-INCH	CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)	SW01 SAWING CONCRETE
BG08 MGS GUARD RAIL	CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)	BG14 MGS TERMINAL EAT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 99	E

2



PLAN DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH
- AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH
- AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH
- AP23 HMA PAVEMENT TYPE E-10, 5-INCH
- BG08 MGS GUARD RAIL
- BG11 MGS THRIE BEAM TRANSITION
- CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56
- CB14 CONCRETE BARRIER TYPE S42B
- CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
- CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
- CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
- CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
- CP05 CONCRETE BASE, 5-INCH
- CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
- BG14 MGS TERMINAL EAT
- PV05 ASPHALTIC FLUME
- SW01 SAWING CONCRETE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 100	E

2

2

N

GUY

SIGN

R/L USH 41 SB

CB14

CB15

MATCHLINE 1262+75 NMC

MATCHLINE 1268+50 NMC

1263+00 SMC | 1264+00 SMC | 1265+00 SMC | 1266+00 SMC | 1267+00 SMC | 1268+00 SMC

USH 41 SB

1263+00 NMC | 1264+00 NMC | 1265+00 NMC | 1266+00 NMC | 1267+00 NMC | 1268+00 NMC

USH 41 NB

R/L USH 41 NB

CB14

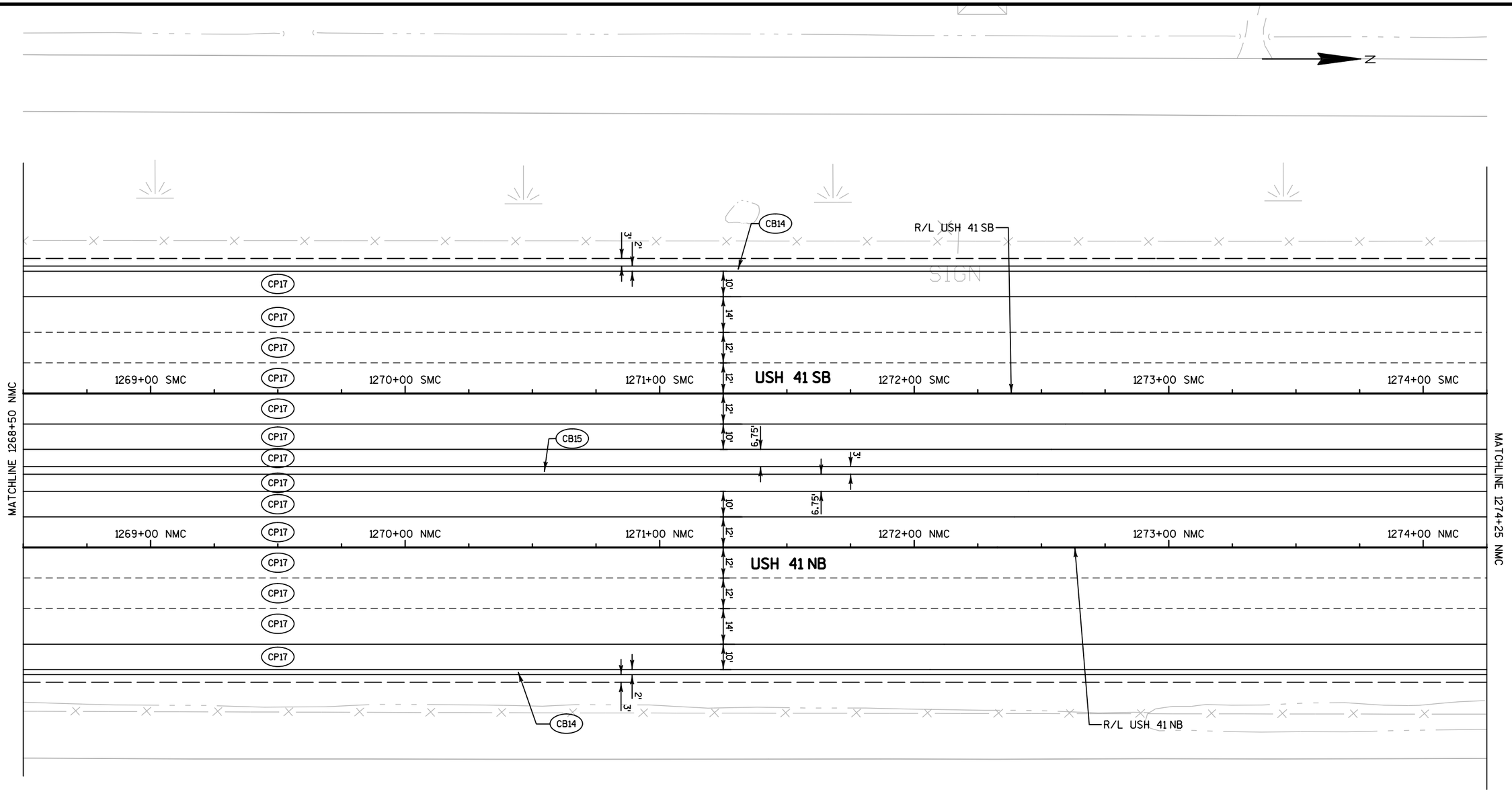
CP17 10' | CP17 14' | CP17 12' | CP17 12' | CP17 12' | CP17 10' | 6.75' | 3' | CP17 10' | 6.75' | CP17 12' | CP17 12' | CP17 12' | CP17 14' | CP17 10'

3' 2' 3' 2'

PLAN DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH
- AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH
- AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH
- AP23 HMA PAVEMENT TYPE E-10, 5-INCH
- BG08 MGS GUARD RAIL
- BG11 MGS THRIE BEAM TRANSITION
- CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56
- CB14 CONCRETE BARRIER TYPE S42B
- CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
- CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
- CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
- CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
- CP05 CONCRETE BASE, 5-INCH
- CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
- BG14 MGS TERMINAL EAT
- PV05 ASPHALTIC FLUME
- SW01 SAWING CONCRETE

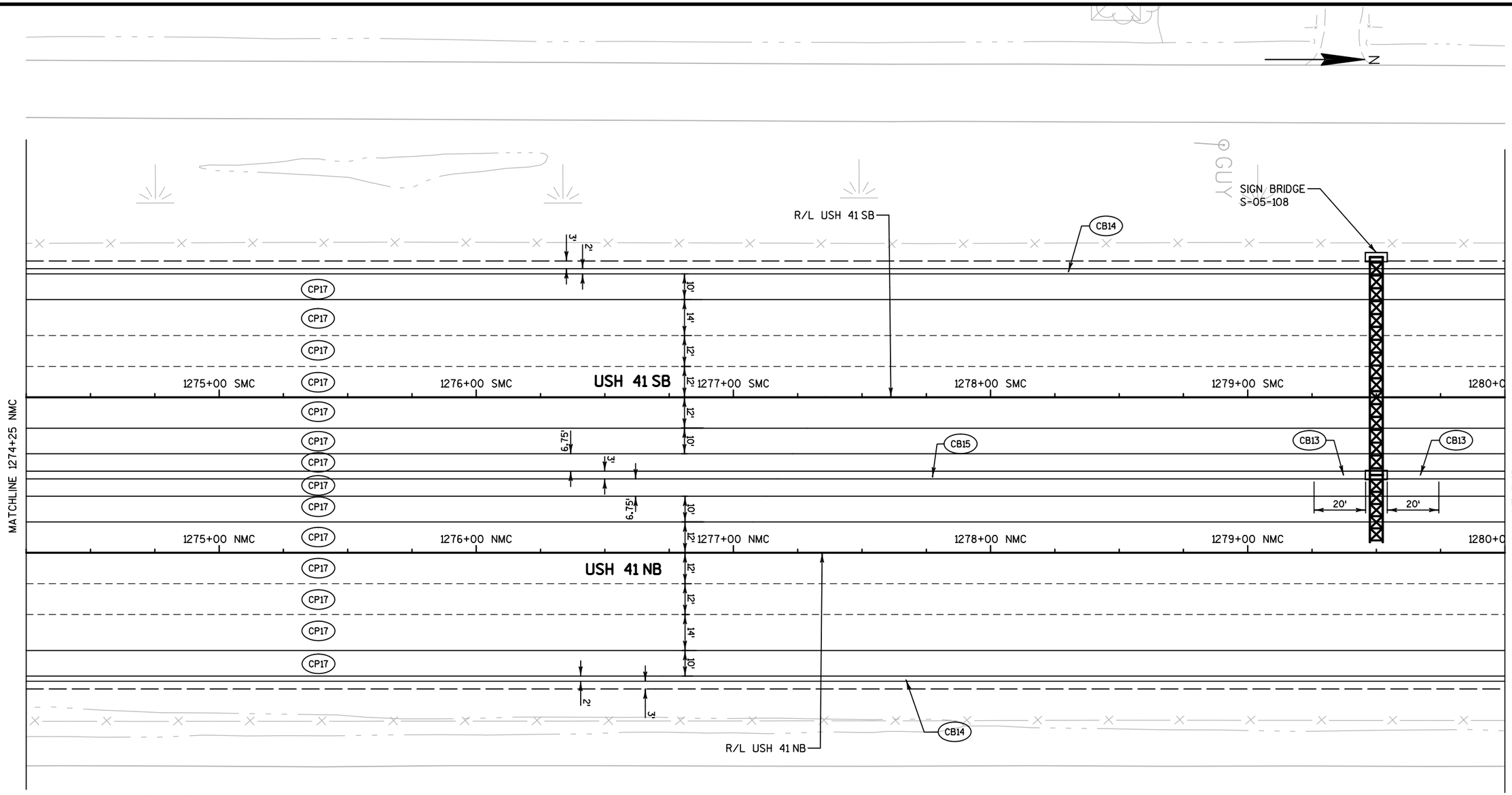
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 101	E



PLAN DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH
- AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH
- AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH
- AP23 HMA PAVEMENT TYPE E-10, 5-INCH
- BG08 MGS GUARD RAIL
- BG11 MGS THRIE BEAM TRANSITION
- CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56
- CB14 CONCRETE BARRIER TYPE S42B
- CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
- CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
- CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
- CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
- CP05 CONCRETE BASE, 5-INCH
- CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
- PV05 ASPHALTIC FLUME
- SW01 SAWING CONCRETE
- BG14 MGS TERMINAL EAT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 102	E



PLAN DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH
- AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH
- AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH
- AP23 HMA PAVEMENT TYPE E-10, 5-INCH
- BG08 MGS GUARD RAIL
- BG11 MGS THRIE BEAM TRANSITION
- CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56
- CB14 CONCRETE BARRIER TYPE S42B
- CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
- CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
- CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
- CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
- CP05 CONCRETE BASE, 5-INCH
- CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
- BG14 MGS TERMINAL EAT
- PV05 ASPHALTIC FLUME
- SW01 SAWING CONCRETE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 103	E

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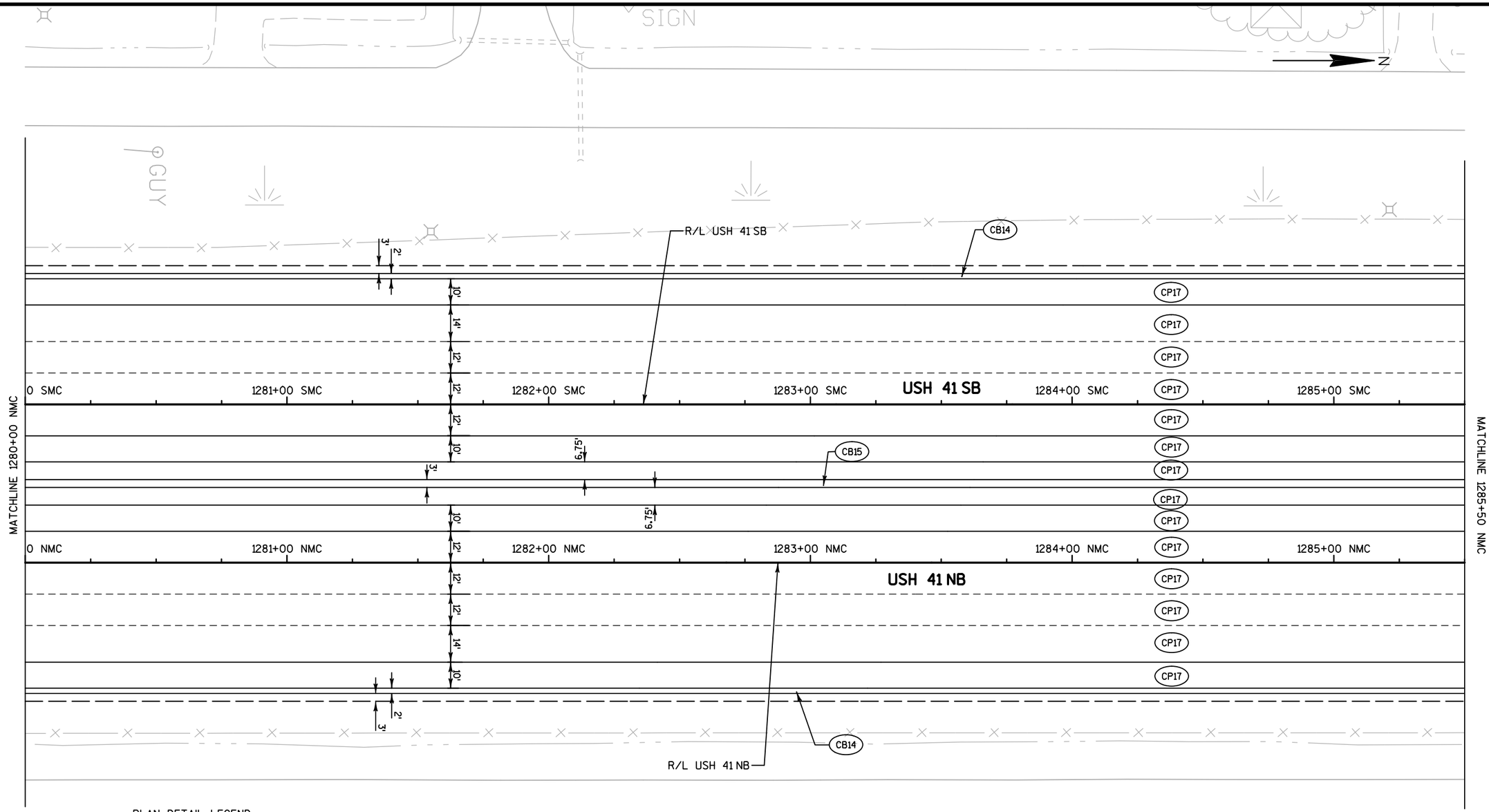

PLAN DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH
- AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH
- AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH
- AP23 HMA PAVEMENT TYPE E-10, 5-INCH
- BG08 MGS GUARD RAIL
- BG11 MGS THRIE BEAM TRANSITION
- CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56
- CB14 CONCRETE BARRIER TYPE S42B
- CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
- CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
- CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
- CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
- CP05 CONCRETE BASE, 5-INCH
- CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
- BG14 MGS TERMINAL EAT
- PV05 ASPHALTIC FLUME
- SW01 SAWING CONCRETE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 104	E

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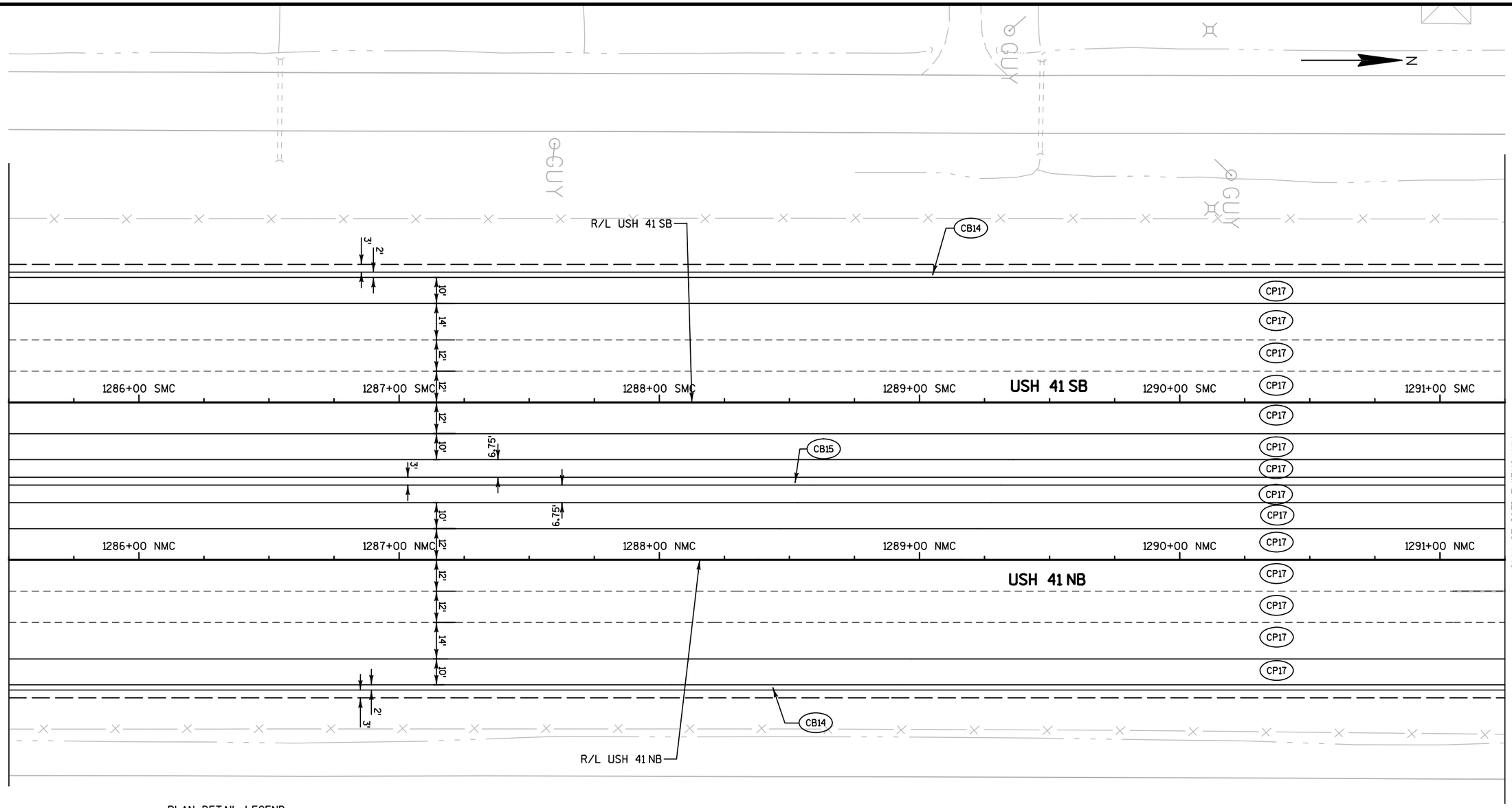


PLAN DETAIL LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH, 3-INCH	CB14	CONCRETE BARRIER TYPE S42B
AP20	HMA PAVEMENT TYPE E-0.3, 2-INCH	CB15	CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
AP21	HMA PAVEMENT TYPE E-0.3, 5-INCH	CB16	CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
AP22	HMA PAVEMENT TYPE E-10, 7.5-INCH	CB20	CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
AP23	HMA PAVEMENT TYPE E-10, 5-INCH	CB21	CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
BG08	MGS GUARD RAIL	CP05	CONCRETE BASE, 5-INCH
BG11	MGS THRIE BEAM TRANSITION	CP17	CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
CB13	CONCRETE BARRIER TRANSITION TYPE V56 TO S56	BG14	MGS TERMINAL EAT
		PV05	ASPHALTIC FLUME
		SW01	SAWING CONCRETE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 105	E

2

N

SIGN BRIDGE
S-05-197

R/L USH 41 SB

CB14

CP17

1296MD

R/L RAMP MD

1292+00 SMC

1293+00 SMC

1294+00 SMC

USH 41 SB

1295+00 SMC

1296+00 SMC

1297+0

CB13

CB13

CB13

CB15

20'

20'

MATCHLINE 1291+25 NMC

1292+00 NMC

1293+00 NMC

1294+00 NMC

USH 41 NB

1295+00 NMC

1296+00 NMC

1297+0

MATCHLINE 1297+00 NMC

1292MA

1293MA

1294MA

1295MA

1296MA

+84.4
BEGIN
CURVE

+28.3

AP20

+58.5
BEGIN
CURVE

CB14

R 8060'

SIGN BRIDGE
S-05-198

R/L USH 41 NB

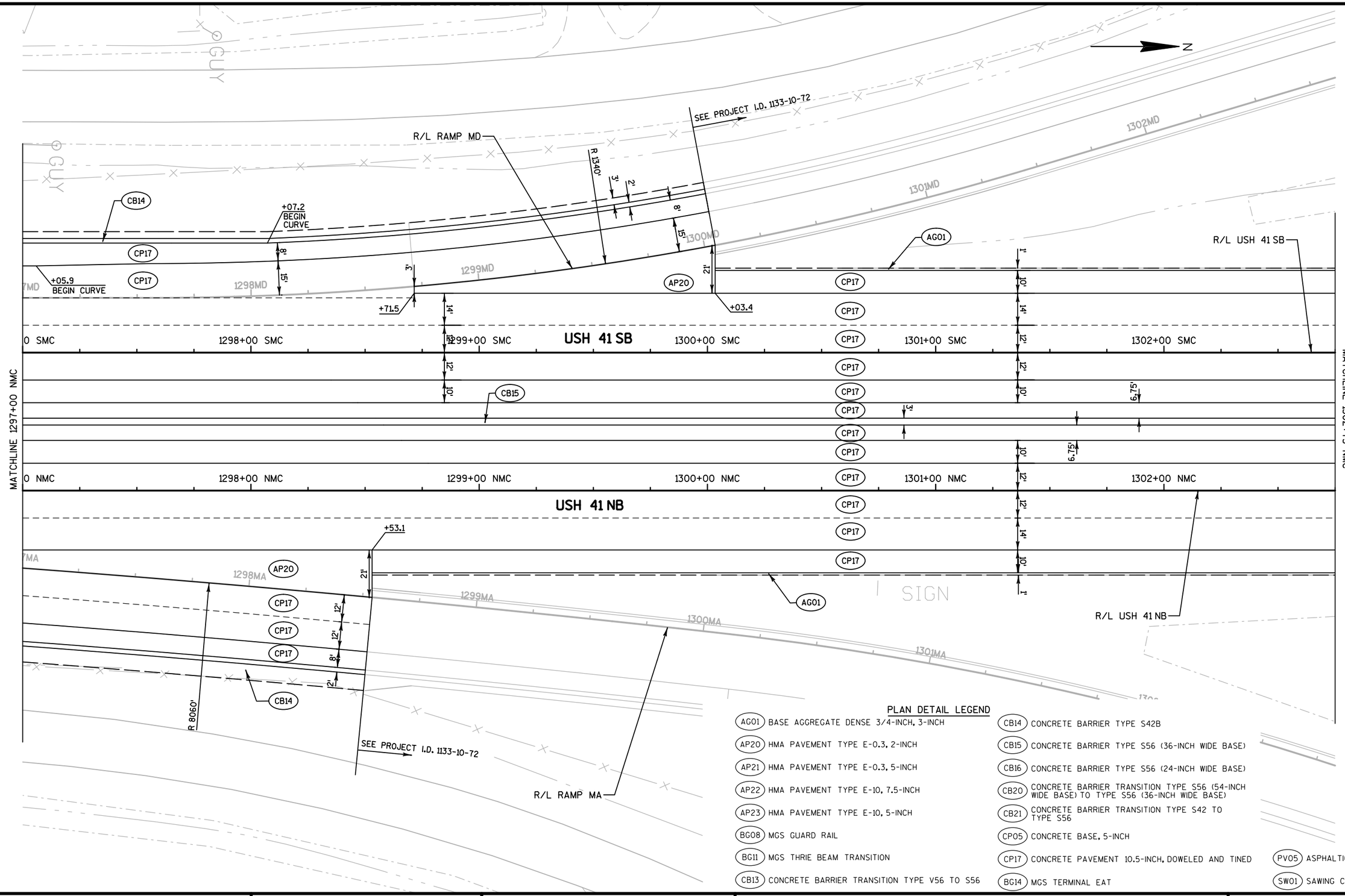
R/L RAMP MA

PLAN DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH
- AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH
- AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH
- AP23 HMA PAVEMENT TYPE E-10, 5-INCH
- BG08 MGS GUARD RAIL
- BG11 MGS THRIE BEAM TRANSITION
- CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56
- CB14 CONCRETE BARRIER TYPE S42B
- CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
- CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
- CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
- CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
- CP05 CONCRETE BASE, 5-INCH
- CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
- PV05 ASPHALTIC FLUME
- SW01 SAWING CONCRETE
- BG14 MGS TERMINAL EAT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 106	E

2



PLAN DETAIL LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH, 3-INCH	CB14	CONCRETE BARRIER TYPE S42B
AP20	HMA PAVEMENT TYPE E-0.3, 2-INCH	CB15	CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
AP21	HMA PAVEMENT TYPE E-0.3, 5-INCH	CB16	CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
AP22	HMA PAVEMENT TYPE E-10, 7.5-INCH	CB20	CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
AP23	HMA PAVEMENT TYPE E-10, 5-INCH	CB21	CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
BG08	MGS GUARD RAIL	CP05	CONCRETE BASE, 5-INCH
BG11	MGS THRIE BEAM TRANSITION	CP17	CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
CB13	CONCRETE BARRIER TRANSITION TYPE V56 TO S56	BG14	MGS TERMINAL EAT
		PV05	ASPHALTIC FLUME
		SW01	SAWING CONCRETE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 107	E

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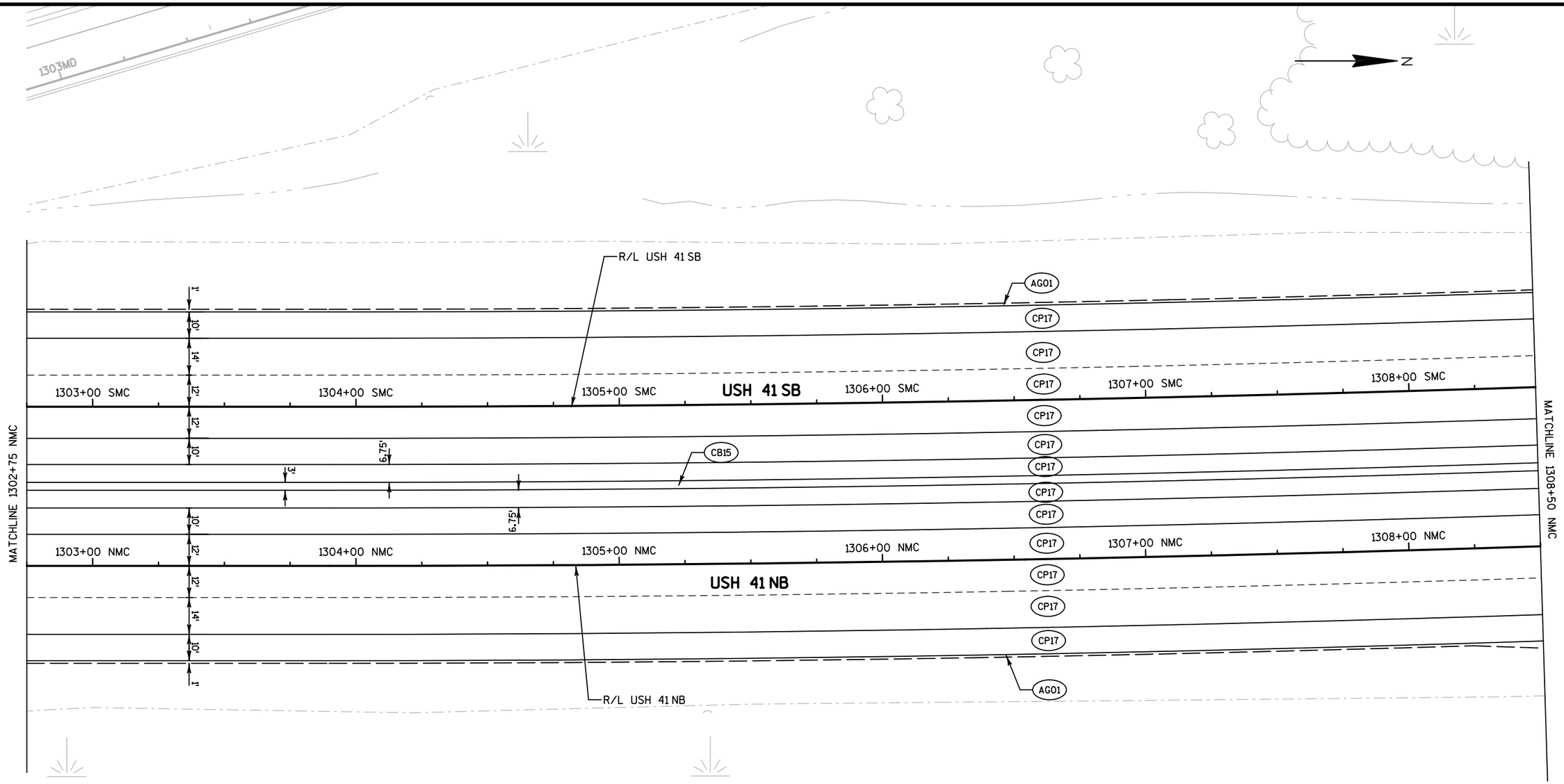
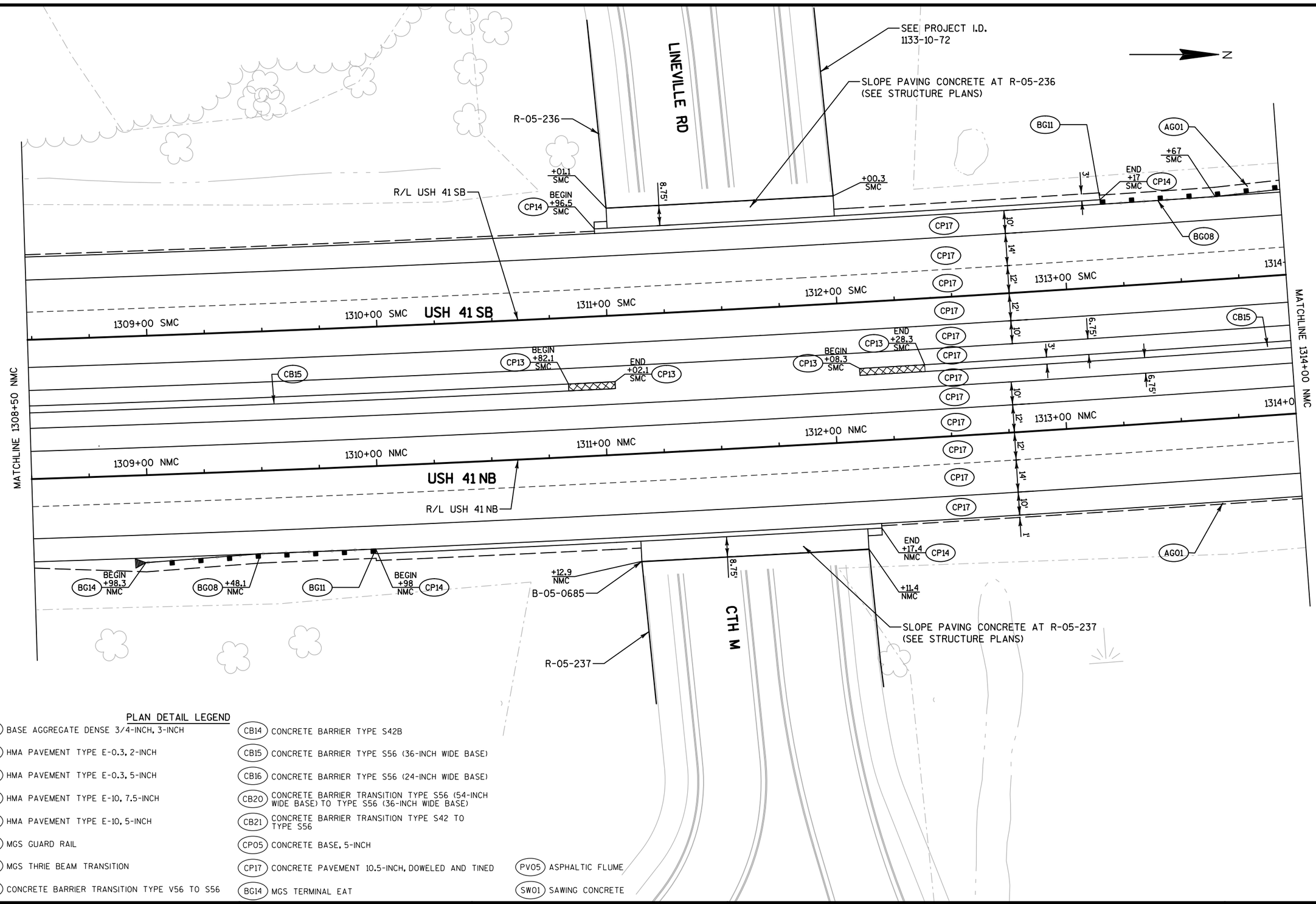


PLAN DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH
- AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH
- AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH
- AP23 HMA PAVEMENT TYPE E-10, 5-INCH
- BG08 MGS GUARD RAIL
- BG11 MGS THRIE BEAM TRANSITION
- CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56
- CB14 CONCRETE BARRIER TYPE S42B
- CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
- CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
- CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
- CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
- CP05 CONCRETE BASE, 5-INCH
- CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
- PV05 ASPHALTIC FLUME
- SW01 SAWING CONCRETE
- BG14 MGS TERMINAL EAT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 108	E

2



PLAN DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH
- AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH
- AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH
- AP23 HMA PAVEMENT TYPE E-10, 5-INCH
- BG08 MGS GUARD RAIL
- BG11 MGS THRIE BEAM TRANSITION
- CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56
- CB14 CONCRETE BARRIER TYPE S42B
- CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
- CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
- CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
- CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
- CP05 CONCRETE BASE, 5-INCH
- CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
- BG14 MGS TERMINAL EAT
- PV05 ASPHALTIC FLUME
- SW01 SAWING CONCRETE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET	E

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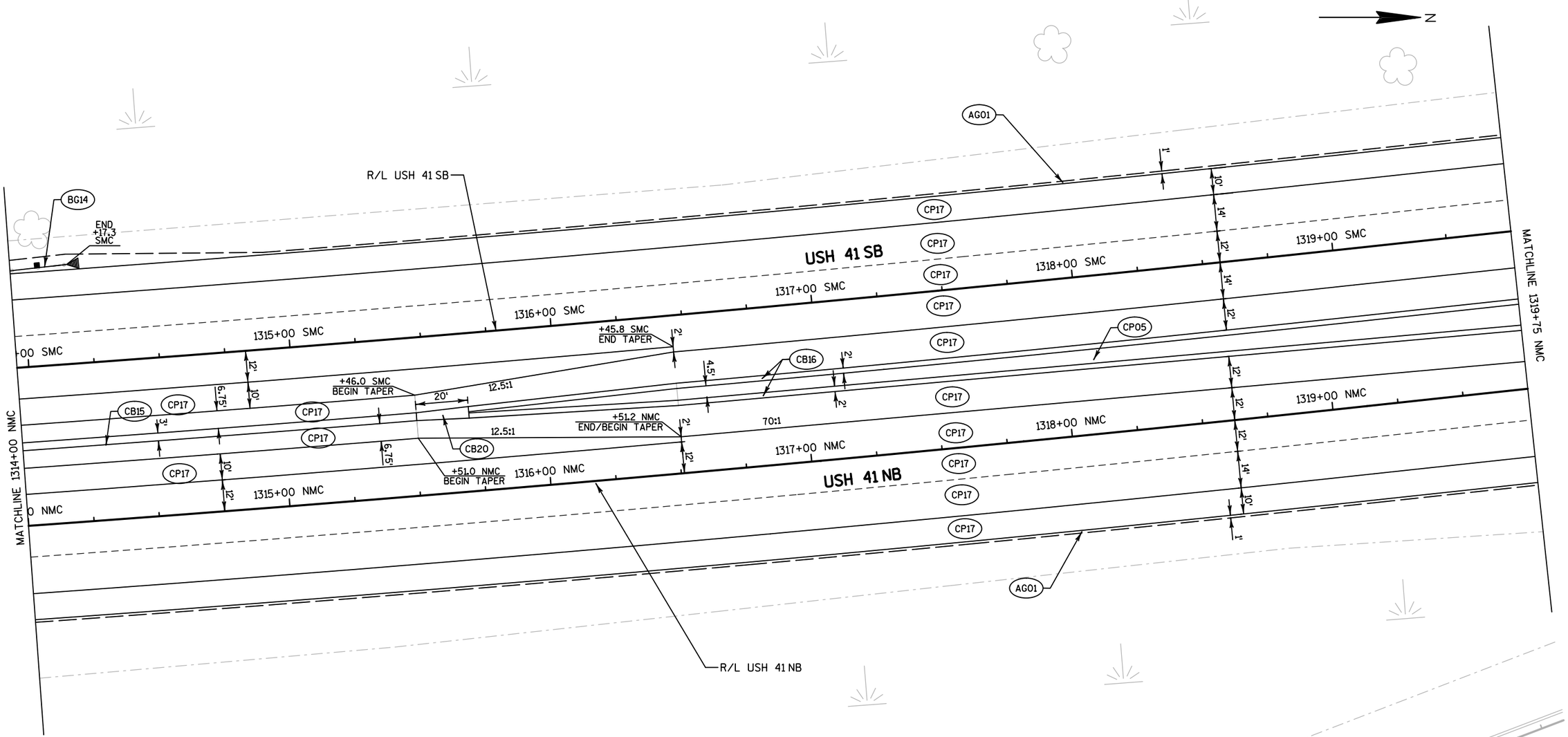
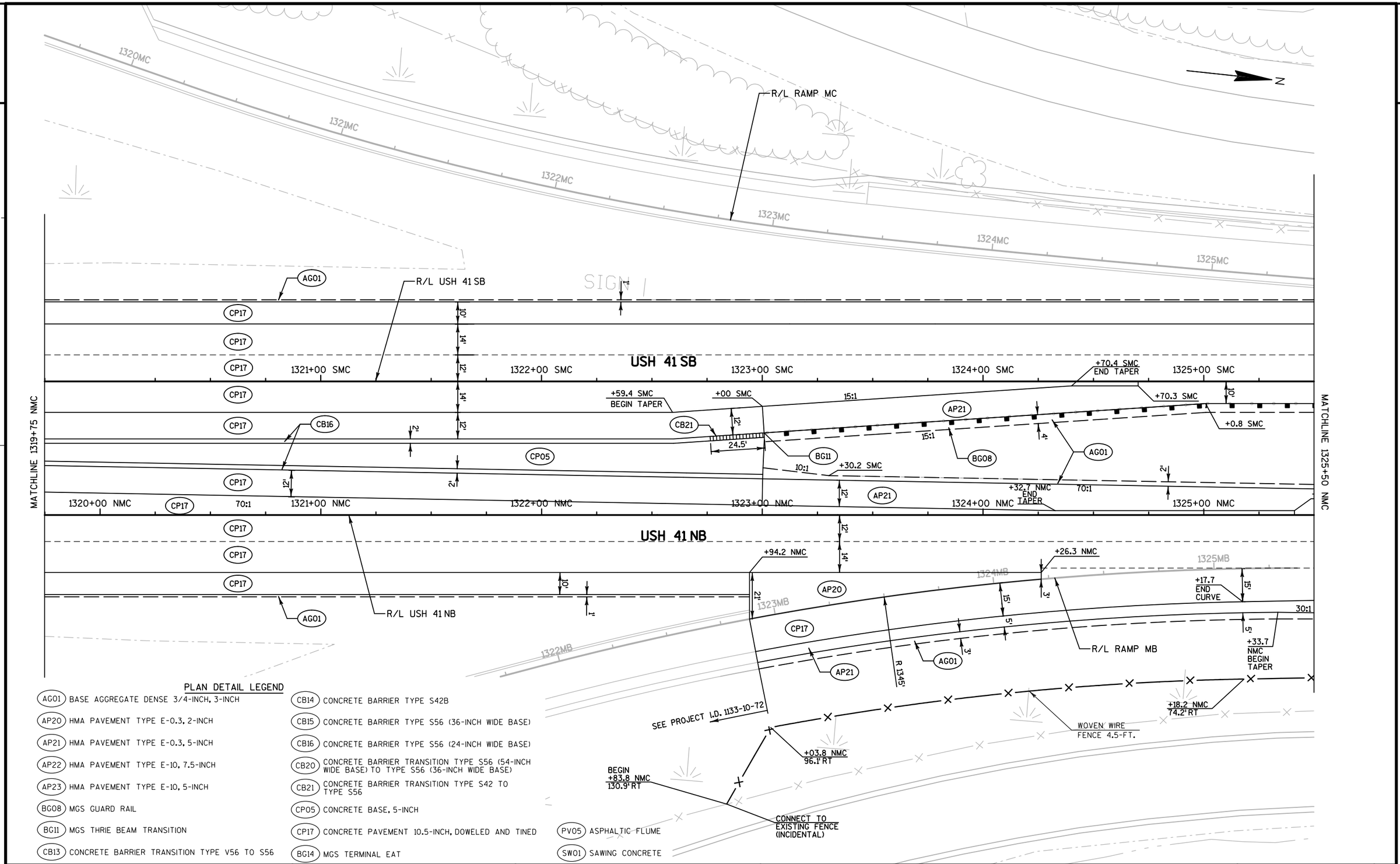


PLAN DETAIL LEGEND

AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH	CB14 CONCRETE BARRIER TYPE S42B	
AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH	CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)	
AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH	CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)	
AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH	CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)	
AP23 HMA PAVEMENT TYPE E-10, 5-INCH	CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56	
BG08 MGS GUARD RAIL	CP05 CONCRETE BASE, 5-INCH	
BG11 MGS THRIE BEAM TRANSITION	CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED	PV05 ASPHALTIC FLUME
CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56	BG14 MGS TERMINAL EAT	SW01 SAWING CONCRETE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021215_pd.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

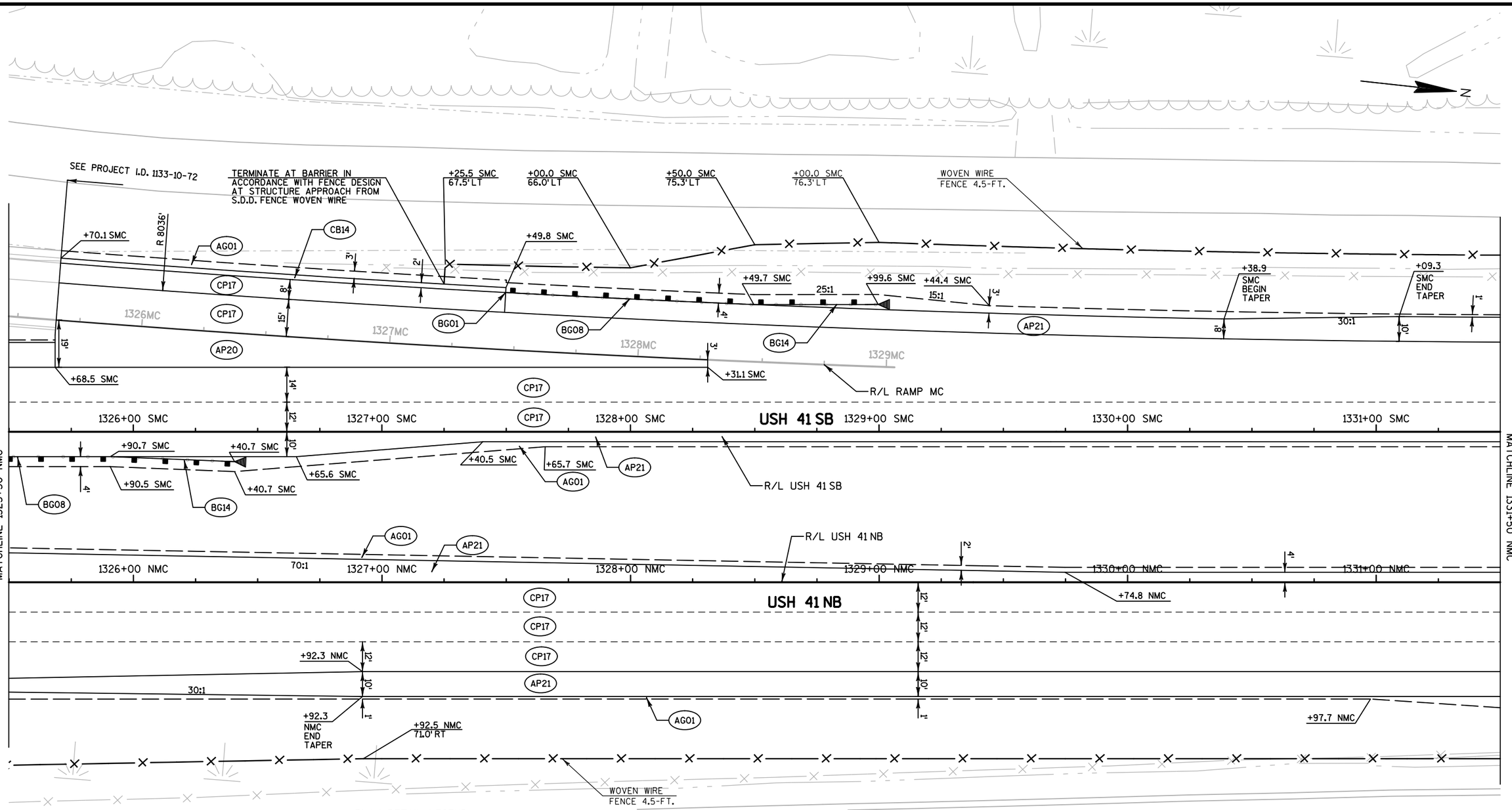


PLAN DETAIL LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH, 3-INCH	CB14	CONCRETE BARRIER TYPE S42B
AP20	HMA PAVEMENT TYPE E-0.3, 2-INCH	CB15	CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
AP21	HMA PAVEMENT TYPE E-0.3, 5-INCH	CB16	CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
AP22	HMA PAVEMENT TYPE E-10, 7.5-INCH	CB20	CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
AP23	HMA PAVEMENT TYPE E-10, 5-INCH	CB21	CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
BG08	MGS GUARD RAIL	CP05	CONCRETE BASE, 5-INCH
BG11	MGS THRIE BEAM TRANSITION	CP17	CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
CB13	CONCRETE BARRIER TRANSITION TYPE V56 TO S56	BG14	MGS TERMINAL EAT
		PV05	ASPHALTIC FLUME
		SW01	SAWING CONCRETE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 111	E

2



PLAN DETAIL LEGEND

AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH	BG11 MGS THRIE BEAM TRANSITION	CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH	CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56	CP05 CONCRETE BASE, 5-INCH
AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH	CB14 CONCRETE BARRIER TYPE S42B	CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH	CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)	PV05 ASPHALTIC FLUME
AP23 HMA PAVEMENT TYPE E-10, 5-INCH	CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)	SW01 SAWING CONCRETE
BG08 MGS GUARD RAIL	CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)	BG14 MGS TERMINAL EAT

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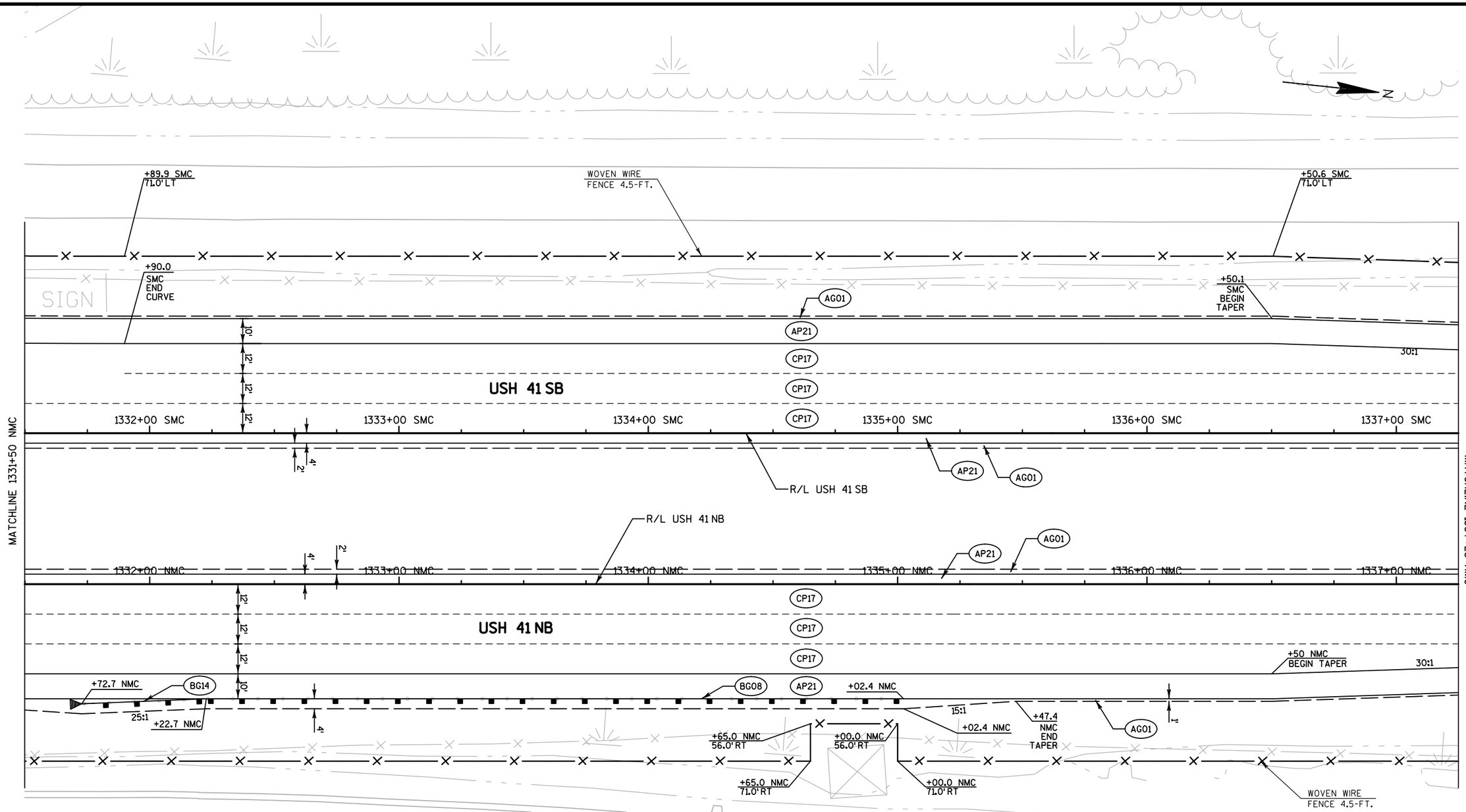
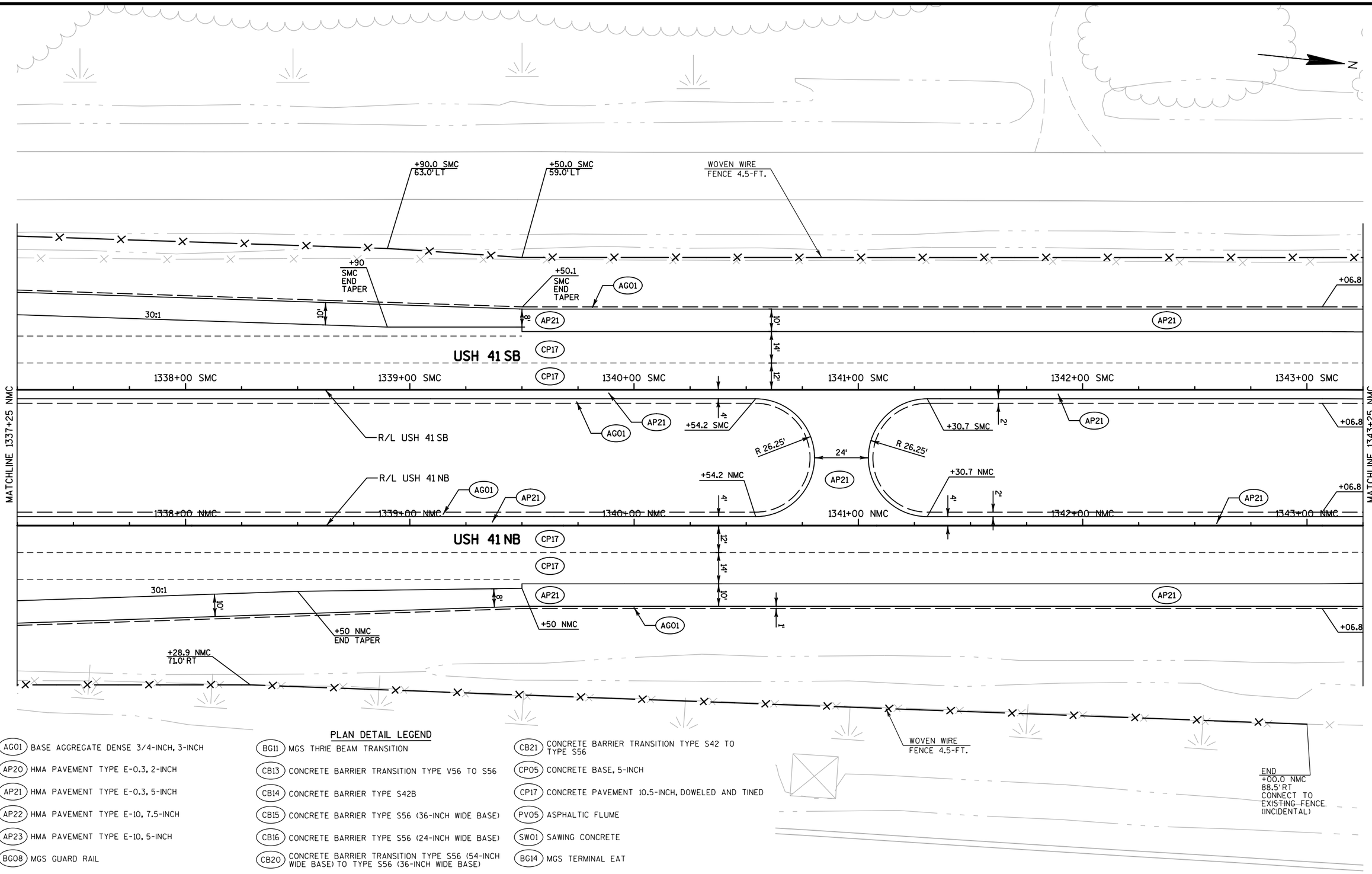


PLAN DETAIL LEGEND

AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH	BG11 MGS THRIE BEAM TRANSITION	CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH	CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56	CP05 CONCRETE BASE, 5-INCH
AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH	CB14 CONCRETE BARRIER TYPE S42B	CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH	CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)	PV05 ASPHALTIC FLUME
AP23 HMA PAVEMENT TYPE E-10, 5-INCH	CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)	SW01 SAWING CONCRETE
BG08 MGS GUARD RAIL	CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)	BG14 MGS TERMINAL EAT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET 113	E

2



PLAN DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH
- AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH
- AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH
- AP23 HMA PAVEMENT TYPE E-10, 5-INCH
- BG08 MGS GUARD RAIL
- BG11 MGS THRIE BEAM TRANSITION
- CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56
- CB14 CONCRETE BARRIER TYPE S42B
- CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)
- CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)
- CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)
- CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56
- CP05 CONCRETE BASE, 5-INCH
- CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED
- PV05 ASPHALTIC FLUME
- SW01 SAWING CONCRETE
- BG14 MGS TERMINAL EAT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021219_pd.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

N

WOVEN WIRE FENCE 4.5-FT.

+50.0 SMC
59.0'LT

END
+00.0 SMC
58.0'LT
CONNECT TO EXISTING FENCE
(INCIDENTAL)

SIGN

SW01

AP23

AP23

AP23

USH 41 SB

11'

24'

2.8'

1344+00 SMC

1345+00 SMC

1346+00 SMC

1347+00 SMC

1348+00 SMC

1349+00 SMC

+50 SMC

MATCHLINE 1343+25 NMC

AP23

END CONSTRUCTION
1133-10-81
STA 1345+00.00 NMC

4'

1344+00 NMC

1345+00 NMC

1346+00 NMC

1347+00 NMC

1348+00 NMC

1349+00 NMC

AP23

AP23

USH 41 NB

AP23

23'

11'

SW01

+50 NMC

END PROJECT
1133-10-81
STA 1343+50.00 NMC

AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH

AP20 HMA PAVEMENT TYPE E-0.3, 2-INCH

AP21 HMA PAVEMENT TYPE E-0.3, 5-INCH

AP22 HMA PAVEMENT TYPE E-10, 7.5-INCH

AP23 HMA PAVEMENT TYPE E-10, 5-INCH

BG08 MGS GUARD RAIL

PLAN DETAIL LEGEND

BG11 MGS THRIE BEAM TRANSITION

CB13 CONCRETE BARRIER TRANSITION TYPE V56 TO S56

CB14 CONCRETE BARRIER TYPE S42B

CB15 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE)

CB16 CONCRETE BARRIER TYPE S56 (24-INCH WIDE BASE)

CB20 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO TYPE S56 (36-INCH WIDE BASE)

CB21 CONCRETE BARRIER TRANSITION TYPE S42 TO TYPE S56

CP05 CONCRETE BASE, 5-INCH

CP17 CONCRETE PAVEMENT 10.5-INCH, DOWELED AND TINED

PV05 ASPHALTIC FLUME

SW01 SAWING CONCRETE

BG14 MGS TERMINAL EAT

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN DETAILS	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021220_pd.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

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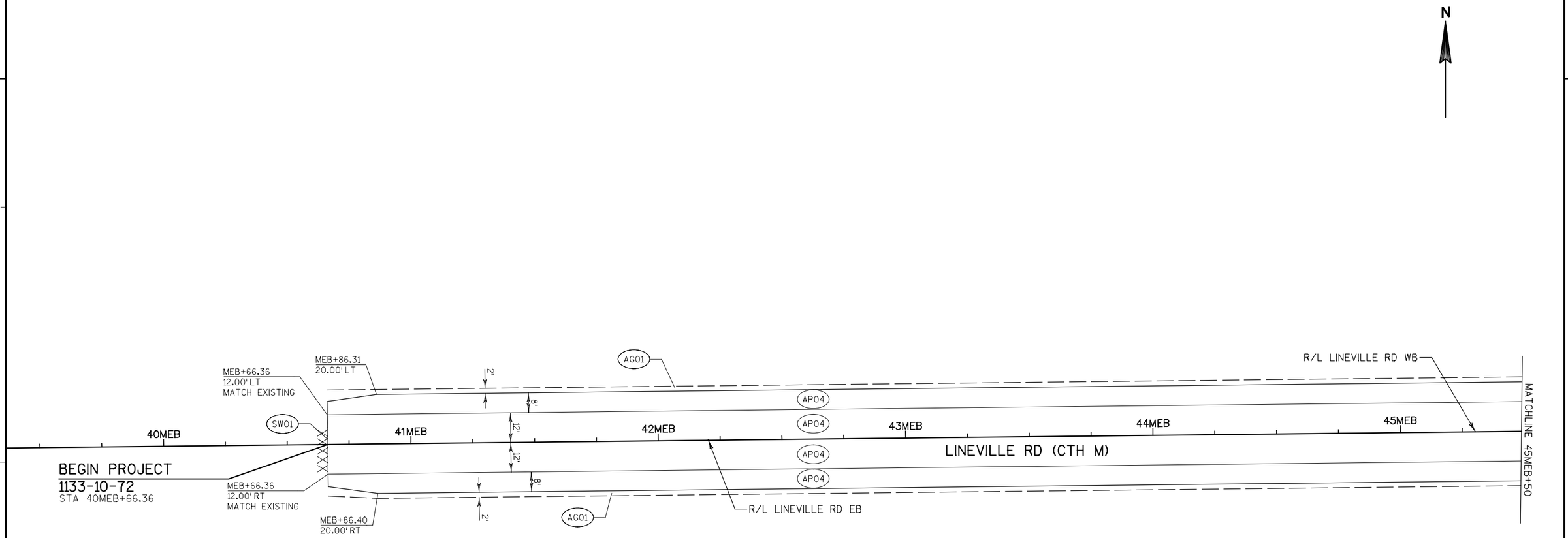
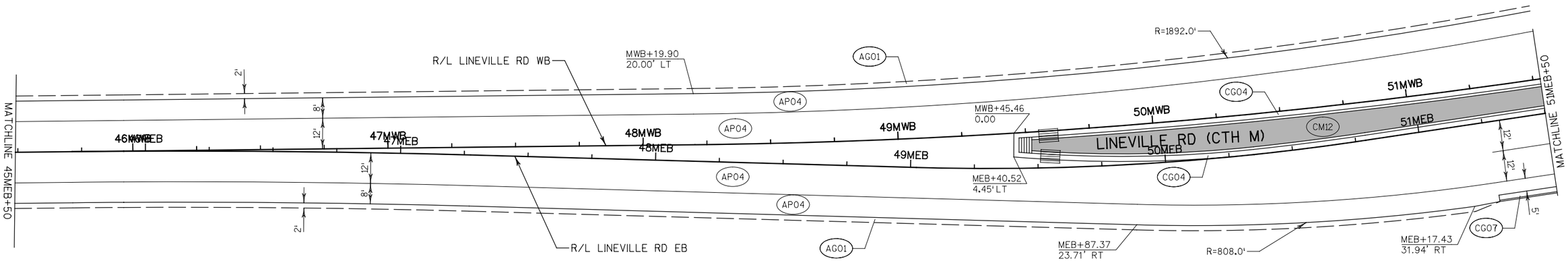


PAVEMENT DETAIL LEGEND

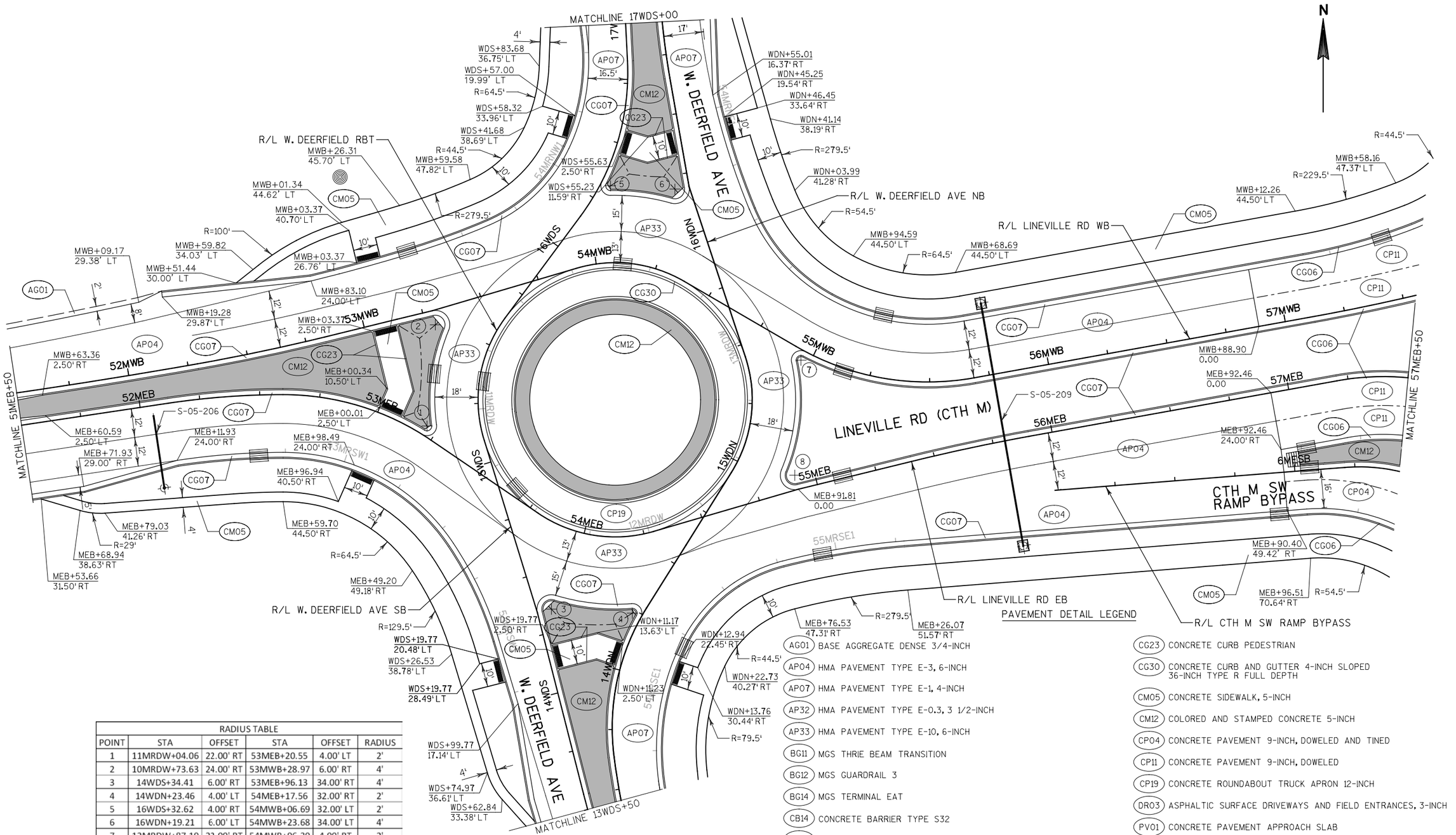
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
- AP07 HMA PAVEMENT TYPE E-1, 4-INCH
- AP32 HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
- AP33 HMA PAVEMENT TYPE E-10, 6-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- CB14 CONCRETE BARRIER TYPE S32
- CG02 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG04 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM12 COLORED AND STAMPED CONCRETE 5-INCH
- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP11 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT

2



PAVEMENT DETAIL LEGEND

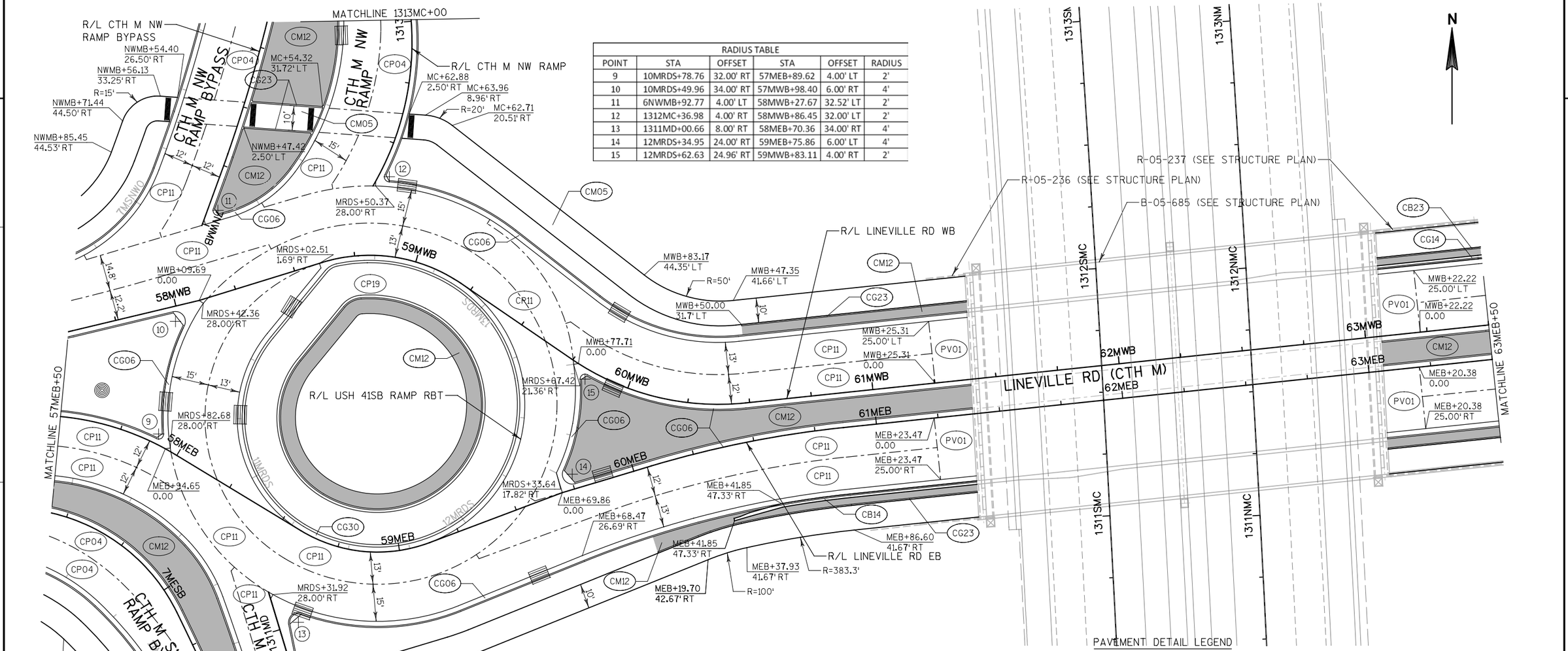
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
- AP07 HMA PAVEMENT TYPE E-1, 4-INCH
- AP32 HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
- AP33 HMA PAVEMENT TYPE E-10, 6-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- CB14 CONCRETE BARRIER TYPE S32
- CG02 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG04 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM12 COLORED AND STAMPED CONCRETE 5-INCH
- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP11 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT



RADIUS TABLE					
POINT	STA	OFFSET	STA	OFFSET	RADIUS
1	11MRDW+04.06	22.00' RT	53MEB+20.55	4.00' LT	2'
2	10MRDW+73.63	24.00' RT	53MWB+28.97	6.00' RT	4'
3	14WDS+34.41	6.00' RT	53MEB+96.13	34.00' RT	4'
4	14WDN+23.46	4.00' LT	54MEB+17.56	32.00' RT	2'
5	16WDS+32.62	4.00' RT	54MWB+06.69	32.00' LT	2'
6	16WDN+19.21	6.00' LT	54MWB+23.68	34.00' LT	4'
7	12MRDW+87.19	22.00' RT	54MWB+96.30	4.00' RT	2'
8	12MRDW+52.55	24.00' RT	54MEB+91.81	6.00' LT	4'

PAVEMENT DETAIL LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AP04	HMA PAVEMENT TYPE E-3, 6-INCH
AP07	HMA PAVEMENT TYPE E-1, 4-INCH
AP32	HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
AP33	HMA PAVEMENT TYPE E-10, 6-INCH
BG11	MGS THRIE BEAM TRANSITION
BG12	MGS GUARDRAIL 3
BG14	MGS TERMINAL EAT
CB14	CONCRETE BARRIER TYPE S32
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG04	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG06	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG07	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG23	CONCRETE CURB PEDESTRIAN
CG30	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
CM05	CONCRETE SIDEWALK, 5-INCH
CM12	COLORED AND STAMPED CONCRETE 5-INCH
CP04	CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
CP11	CONCRETE PAVEMENT 9-INCH, DOWELED
CP19	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
DR03	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
PV05	ASPHALTIC FLUME
PV11	CONCRETE SURFACE DRAINS
SW01	SAWING ASPHALT



RADIUS TABLE					
POINT	STA	OFFSET	STA	OFFSET	RADIUS
9	10MRDS+78.76	32.00' RT	57MEB+89.62	4.00' LT	2'
10	10MRDS+49.96	34.00' RT	57MWB+98.40	6.00' RT	4'
11	6NWMB+92.77	4.00' LT	58MWB+27.67	32.52' LT	2'
12	1312MC+36.98	4.00' RT	58MWB+86.45	32.00' LT	2'
13	1311MD+00.66	8.00' RT	58MEB+70.36	34.00' RT	4'
14	12MRDS+34.95	24.00' RT	59MEB+75.86	6.00' LT	4'
15	12MRDS+62.63	24.96' RT	59MWB+83.11	4.00' RT	2'

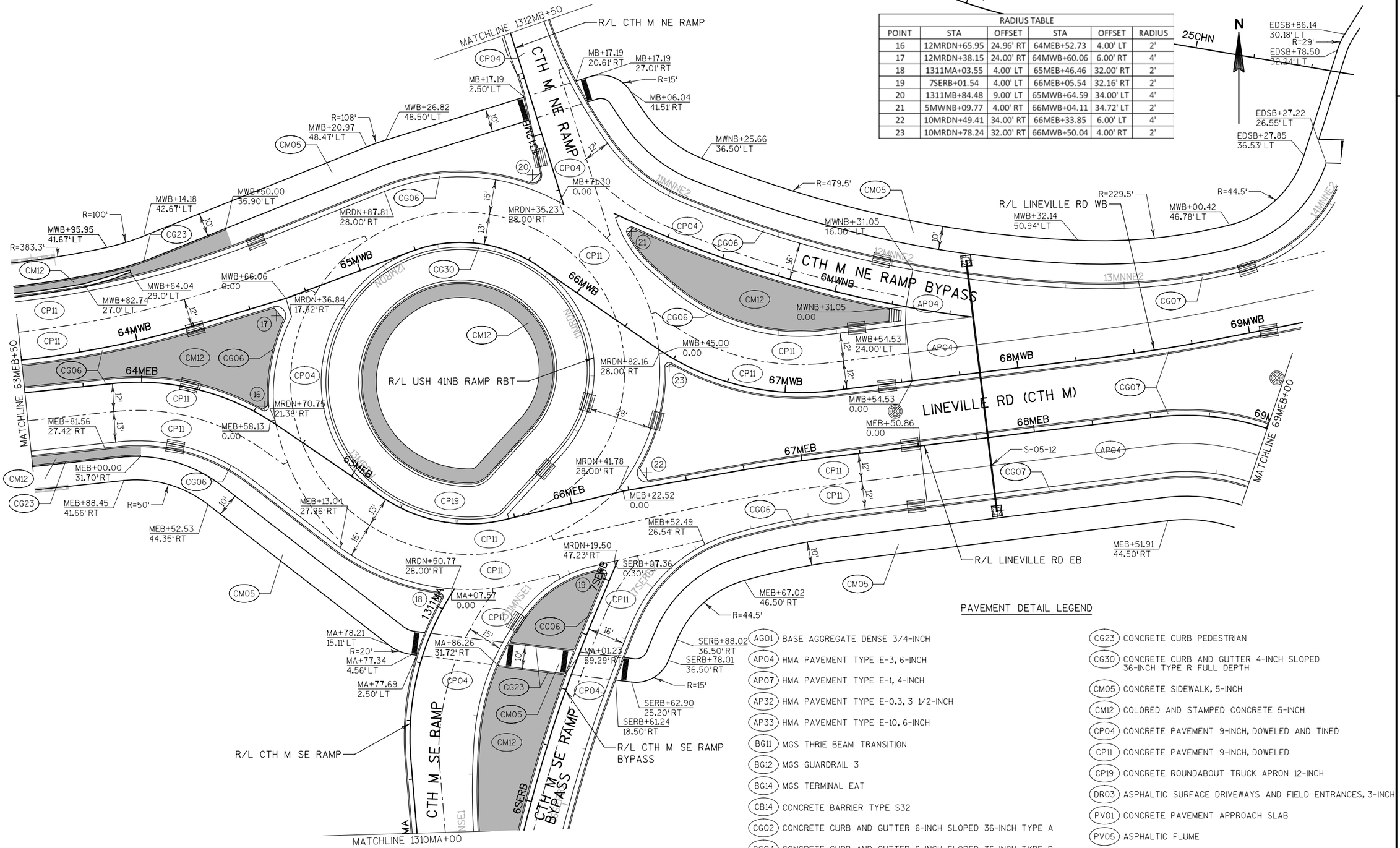
PAVEMENT DETAIL LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AP04	HMA PAVEMENT TYPE E-3, 6-INCH
AP07	HMA PAVEMENT TYPE E-1, 4-INCH
AP32	HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
AP33	HMA PAVEMENT TYPE E-10, 6-INCH
BG11	MGS THRIE BEAM TRANSITION
BG12	MGS GUARDRAIL 3
BG14	MGS TERMINAL EAT
CB14	CONCRETE BARRIER TYPE S32
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG04	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG06	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG07	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG23	CONCRETE CURB PEDESTRIAN
CG30	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
CM05	CONCRETE SIDEWALK, 5-INCH
CM12	COLORED AND STAMPED CONCRETE 5-INCH
CP04	CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
CP11	CONCRETE PAVEMENT 9-INCH, DOWELED
CP19	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
DR03	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
PV05	ASPHALTIC FLUME
PV11	CONCRETE SURFACE DRAINS
SW01	SAWING ASPHALT

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS	SHEET 119	E

2

RADIUS TABLE					
POINT	STA	OFFSET	STA	OFFSET	RADIUS
16	12MRDN+65.95	24.96' RT	64MEB+52.73	4.00' LT	2'
17	12MRDN+38.15	24.00' RT	64MWB+60.06	6.00' RT	4'
18	1311MA+03.55	4.00' LT	65MEB+46.46	32.00' RT	2'
19	7SERB+01.54	4.00' LT	66MEB+05.54	32.16' RT	2'
20	1311MB+84.48	9.00' LT	65MWB+64.59	34.00' LT	4'
21	5MWNB+09.77	4.00' RT	66MWB+04.11	34.72' LT	2'
22	10MRDN+49.41	34.00' RT	66MEB+33.85	6.00' LT	4'
23	10MRDN+78.24	32.00' RT	66MWB+50.04	4.00' RT	2'



PAVEMENT DETAIL LEGEND

AGO1	BASE AGGREGATE DENSE 3/4-INCH
AP04	HMA PAVEMENT TYPE E-3, 6-INCH
AP07	HMA PAVEMENT TYPE E-1, 4-INCH
AP32	HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
AP33	HMA PAVEMENT TYPE E-10, 6-INCH
BG11	MGS THRIE BEAM TRANSITION
BG12	MGS GUARDRAIL 3
BG14	MGS TERMINAL EAT
CB14	CONCRETE BARRIER TYPE S32
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG04	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG06	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG07	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG23	CONCRETE CURB PEDESTRIAN
CG30	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
CM05	CONCRETE SIDEWALK, 5-INCH
CM12	COLORED AND STAMPED CONCRETE 5-INCH
CP04	CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
CP11	CONCRETE PAVEMENT 9-INCH, DOWELED
CP19	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
DR03	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
PV05	ASPHALTIC FLUME
PV11	CONCRETE SURFACE DRAINS
SW01	SAWING ASPHALT

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS	SHEET 120	E

2

RADIUS TABLE					
POINT	STA	OFFSET	STA	OFFSET	RADIUS
24	12MRDE+53.56	22.00' RT	69MEB+23.57	4.00' LT	2'
25	12MRDE+18.82	24.00' RT	69MWB+34.88	6.00' RT	4'
26	5EDSB+07.03	4.00' RT	69MWB+65.30	31.94' LT	2'
27	46EDS+61.86	4.00' RT	70MWB+10.04	32.00' LT	2'
28	46EDN+57.32	6.00' LT	70MWB+32.56	34.00' LT	4'
29	44EDS+63.43	6.00' RT	69MEB+98.95	34.00' RT	4'
30	44EDN+65.39	4.00' LT	70MEB+16.76	32.00' RT	2'
31	10MRDE+52.69	34.00' RT	71MEB+04.31	6.00' LT	4'
32	10MRDE+72.58	32.00' RT	71MWB+11.70	4.00' RT	2'

N

MATCHLINE 47EDS+50

EDSB+03.58
22.50' LT

6EDSB

E. DEERFILED AVE

47EDS

47EDN

EDN+52.39
21.20' RT

EDN+40.35
27.20' RT

R=29'

EDN+34.31
29.41' RT

R=300'

EDN+82.39
37.37' RT

EDN+82.13
27.37' RT

EDN+81.92
19.37' RT

EDSB+29.29
18.50' LT

EDS+70.23
20.98' LT

EDS+77.13
2.50' RT

EDSB+34.36
2.50' RT

EDS+79.51
13.62' RT

EDN+81.36
2.50' LT

EDN+35.78
42.69' RT

R=44.5'

R=59.5'

R=64.5'

R=64.5'

R=29'

R=29'

R=10.0'

R=15.0'

R/L LINEVILLE RD WB

MWB+57.60
86.43' LT

MWB+21.93
73.67' LT

MWB+08.02
89.61' LT

MWB+29.67
90.70' LT

MWB+38.87
56.16' LT
R=25.0'

MWB+06.04
54.03' LT

MWB+31.99
54.00' LT

MWB+17.48
44.82' LT

MWB+89.59
19.76' LT

MWB+28.35
22.64' LT

MWB+52.95
19.50' LT

MWB+65.30
51.81' LT

MWB+31.09
62.07' LT
R=36.2'

MWB+58.47
44.50' LT

MWB+35.92
36.80' LT

MWB+74.15
43.99' LT

MWB+99.38
44.51' LT

MWB+25.77
39.86' LT

MWB+58.30
26.93' LT

MWB+22.92
26.50' LT

MWB+22.15
34.50' LT

MWB+44.91
27.66' LT

MWB+24.75
2.50' RT

MWB+89.07
22.33' LT

MWB+29.24
25.73' LT

MWB+57.70
2.16' RT

MWB+77.10
2.84' RT

MEB+73.85
2.77' LT

MWB+25.33
12.90' RT

MEB+22.52
2.50' LT

MEB+22.79
26.60' RT

MEB+51.45
24.00' RT

MEB+89.01
29.95' RT

MEB+93.50
27.75' RT

MEB+55.91
2.27' LT

MEB+48.45
32.08' RT

MEB+77.84
17.33' RT

MEB+36.07
24.21' RT

MEB+06.57
21.47' RT

MEB+13.49
33.25' RT

MEB+54.51
19.89' RT

MEB+29.78
36.47' RT

MEB+98.71
40.21' RT
R=15.0'

MEB+13.71
39.71' RT

MEB+48.81
43.39' RT

MEB+58.60
43.08' RT
R=10.0'

MEB+98.57
55.21' RT

MEB+58.35
53.08' RT

MEB+63.81
27.56' RT

MEB+68.18
38.90' RT

MEB+68.18
63.54' RT

MEB+29.78
67.13' RT

MEB+73.02
35.88' RT

S-05-229

R/L LINEVILLE RD EB

R/L E. DEERFIELD NB

R/L E. DEERFIELD SB

LINEVILLE RD (CTH M)

MATCHLINE 69MEB+00

MATCHLINE 75MEB+00

MATCHLINE 44EDS+00

70MWB

71MWB

72MWB

73MWB

74MWB

75MWB

72MEB

73MEB

74MEB

75MEB

70MEB

71MEB

46EDS

49EDS

45EDS

45EDN

12MRDE

146MASE

169MESW

13MERDE

14MERDE

10MESW

EDS+50.81
15.37' RT

EDS+49.05
2.50' RT

EDS+71.92
41.39' LT

EDS+45.89
29.89' LT

EDS+46.71
21.42' LT

EDN+95.76
50.16' RT

EDN+80.36
45.09' RT

EDN+53.64
26.50' RT

EDN+54.35
34.50' RT

EDN+11.05
44.50' RT

MWB+51.91
2.50' LT

CM05 R=64.5'

CM05 R=64.5'

CM05 R=59.5'

CM05 R=44.5'

CM05 R=29'

CM05 R=10.0'

CM05 R=15.0'

CM05 R=29'

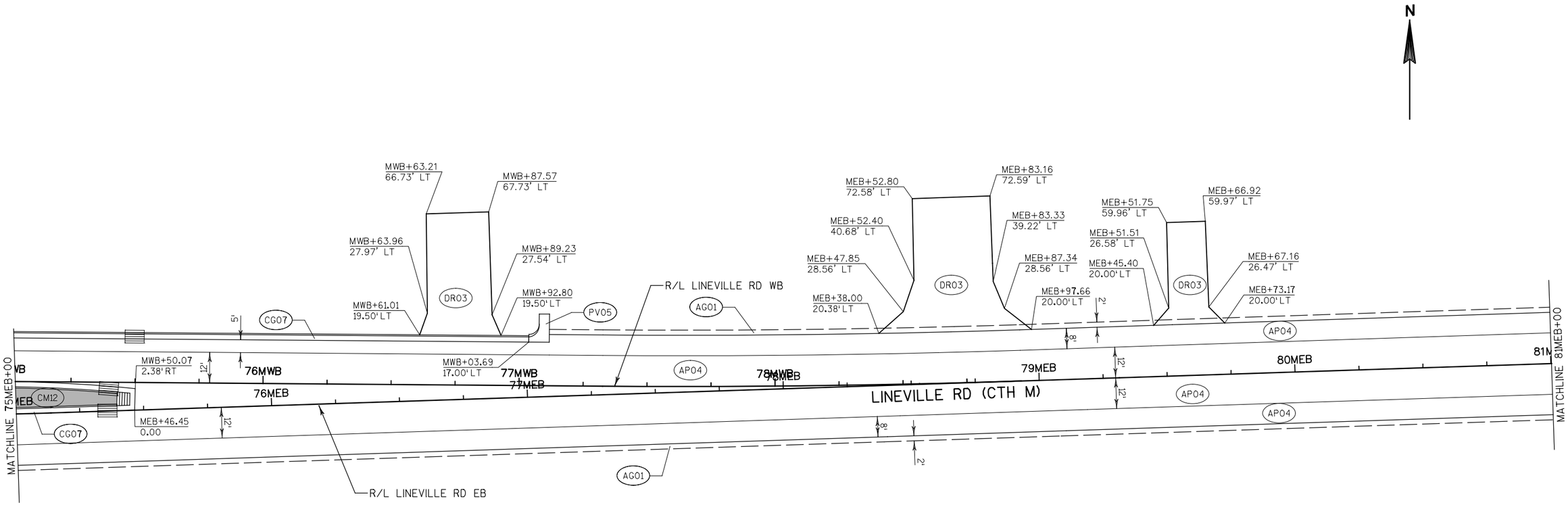
CM05 R=10.0'

CM05 R=64.5'

CM05 R=64.5'

CM05 R=64.5

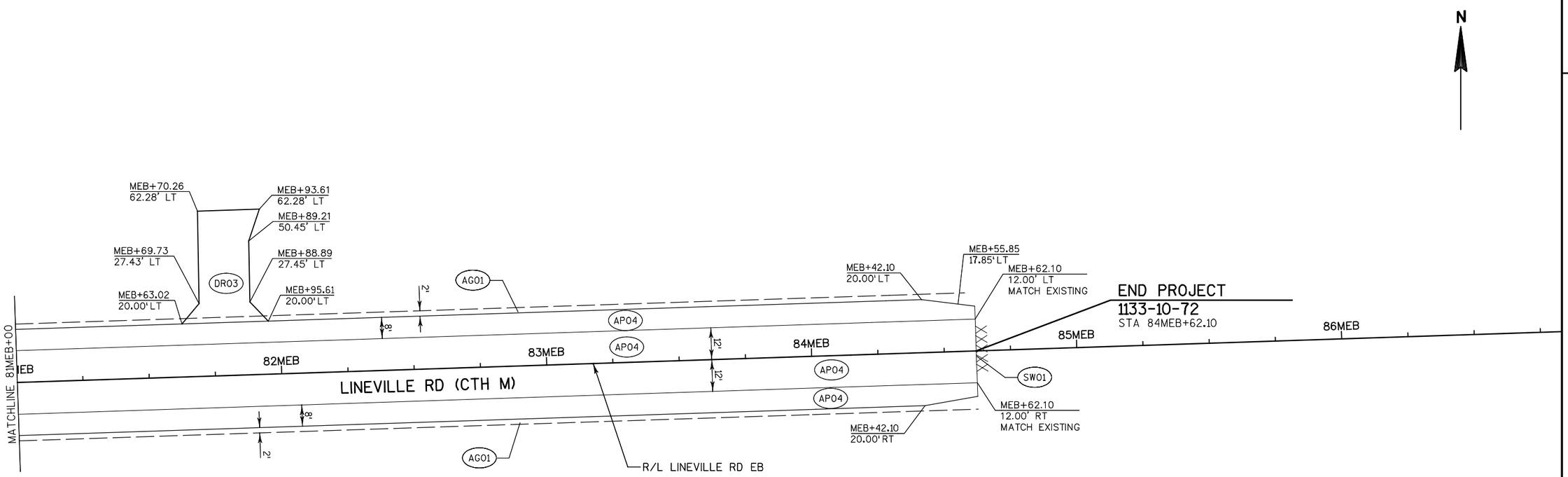
2



PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
- AP07 HMA PAVEMENT TYPE E-1, 4-INCH
- AP32 HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
- AP33 HMA PAVEMENT TYPE E-10, 6-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- CB14 CONCRETE BARRIER TYPE S32
- CG02 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG04 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM12 COLORED AND STAMPED CONCRETE 5-INCH
- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP11 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT

2



PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
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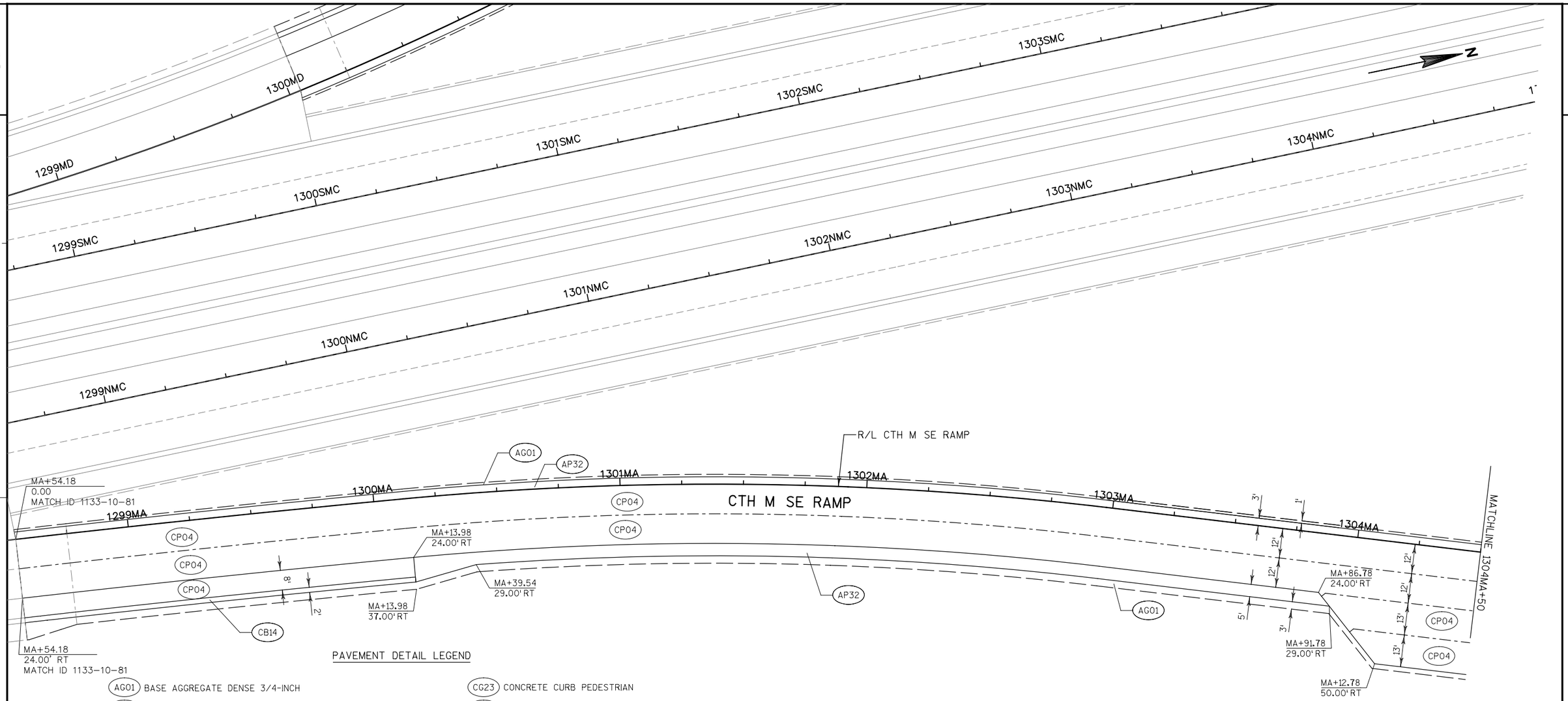
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT



PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
- AP07 HMA PAVEMENT TYPE E-1, 4-INCH
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- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
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- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
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- CP11 CONCRETE PAVEMENT 9-INCH, DOWELED
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- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT

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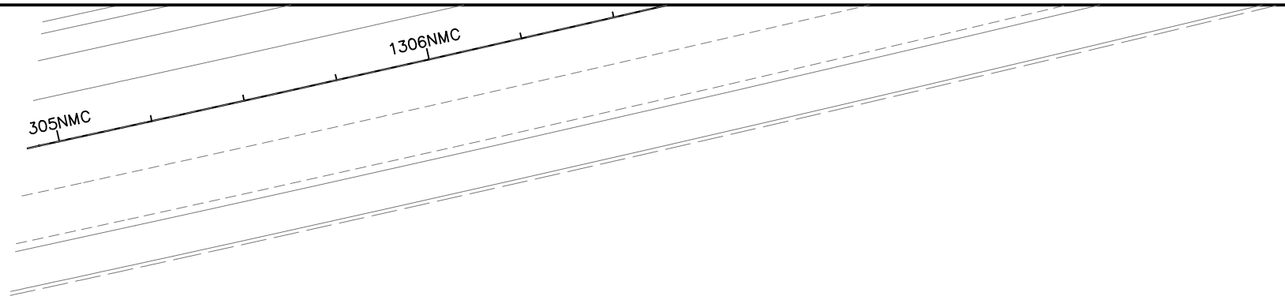

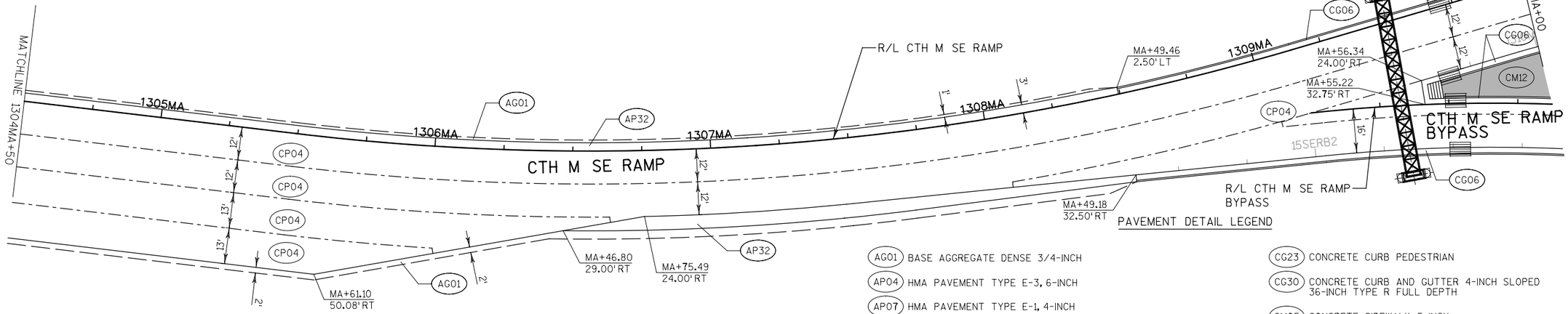

PAVEMENT DETAIL LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AP04	HMA PAVEMENT TYPE E-3, 6-INCH
AP07	HMA PAVEMENT TYPE E-1, 4-INCH
AP32	HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
AP33	HMA PAVEMENT TYPE E-10, 6-INCH
BG11	MGS THRIE BEAM TRANSITION
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BG14	MGS TERMINAL EAT
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CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
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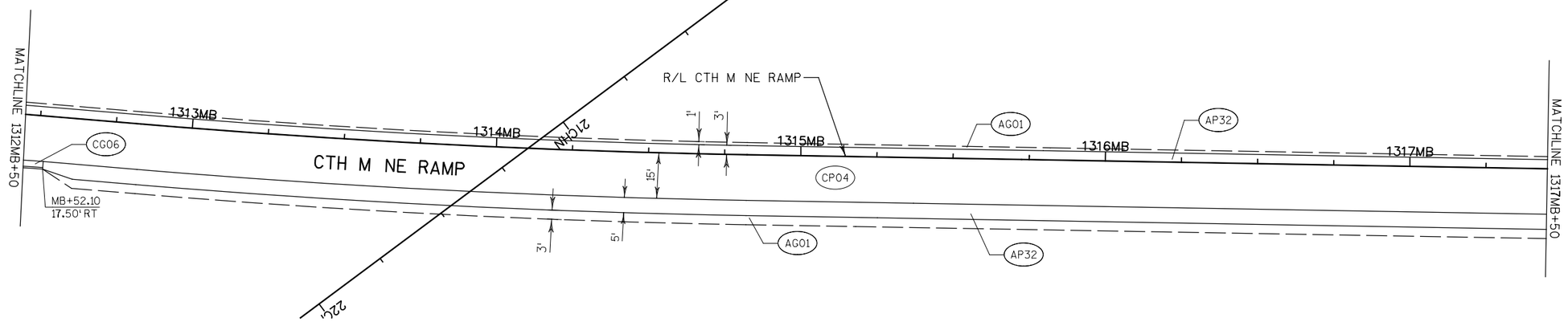
CG07	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG23	CONCRETE CURB PEDESTRIAN
CG30	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
CM05	CONCRETE SIDEWALK, 5-INCH
CM12	COLORED AND STAMPED CONCRETE 5-INCH
CP04	CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
CP11	CONCRETE PAVEMENT 9-INCH, DOWELED
CP19	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
DR03	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
PV05	ASPHALTIC FLUME
PV11	CONCRETE SURFACE DRAINS
SW01	SAWING ASPHALT

2



PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
- AP07 HMA PAVEMENT TYPE E-1, 4-INCH
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- AP33 HMA PAVEMENT TYPE E-10, 6-INCH
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- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
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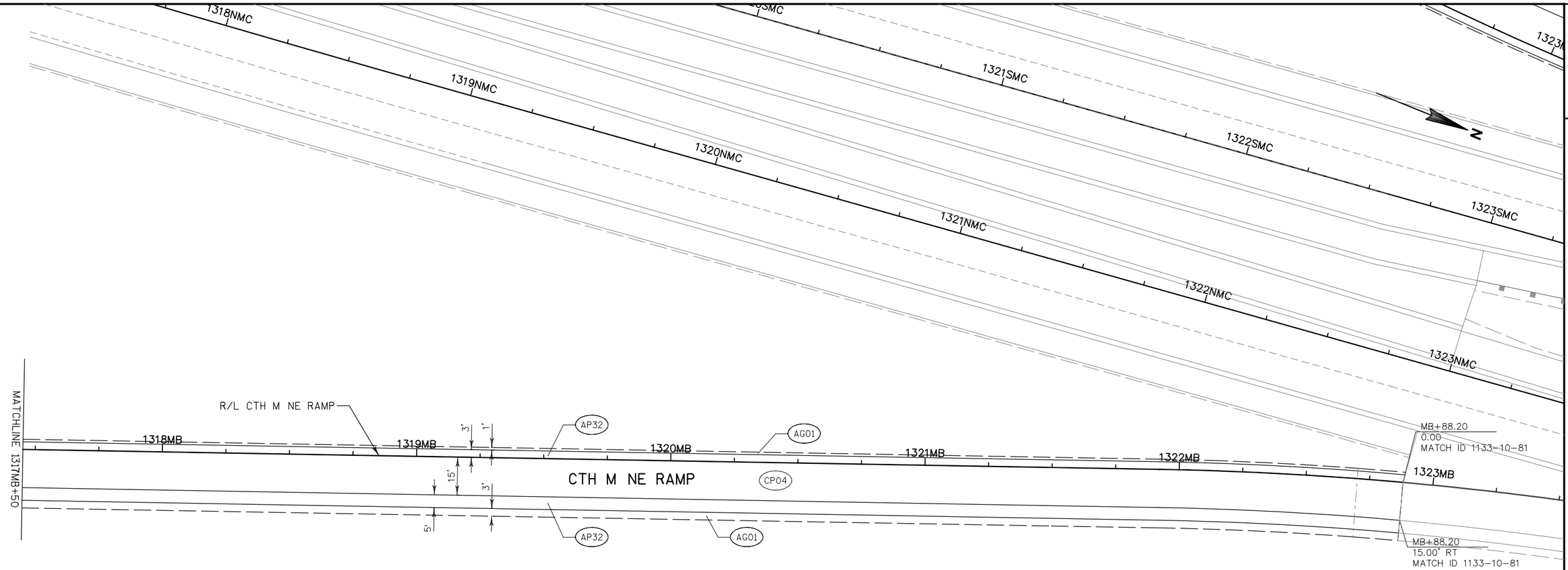
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM12 COLORED AND STAMPED CONCRETE 5-INCH
- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP11 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT



PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
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- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT

2

PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
- AP07 HMA PAVEMENT TYPE E-1, 4-INCH
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- CG02 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
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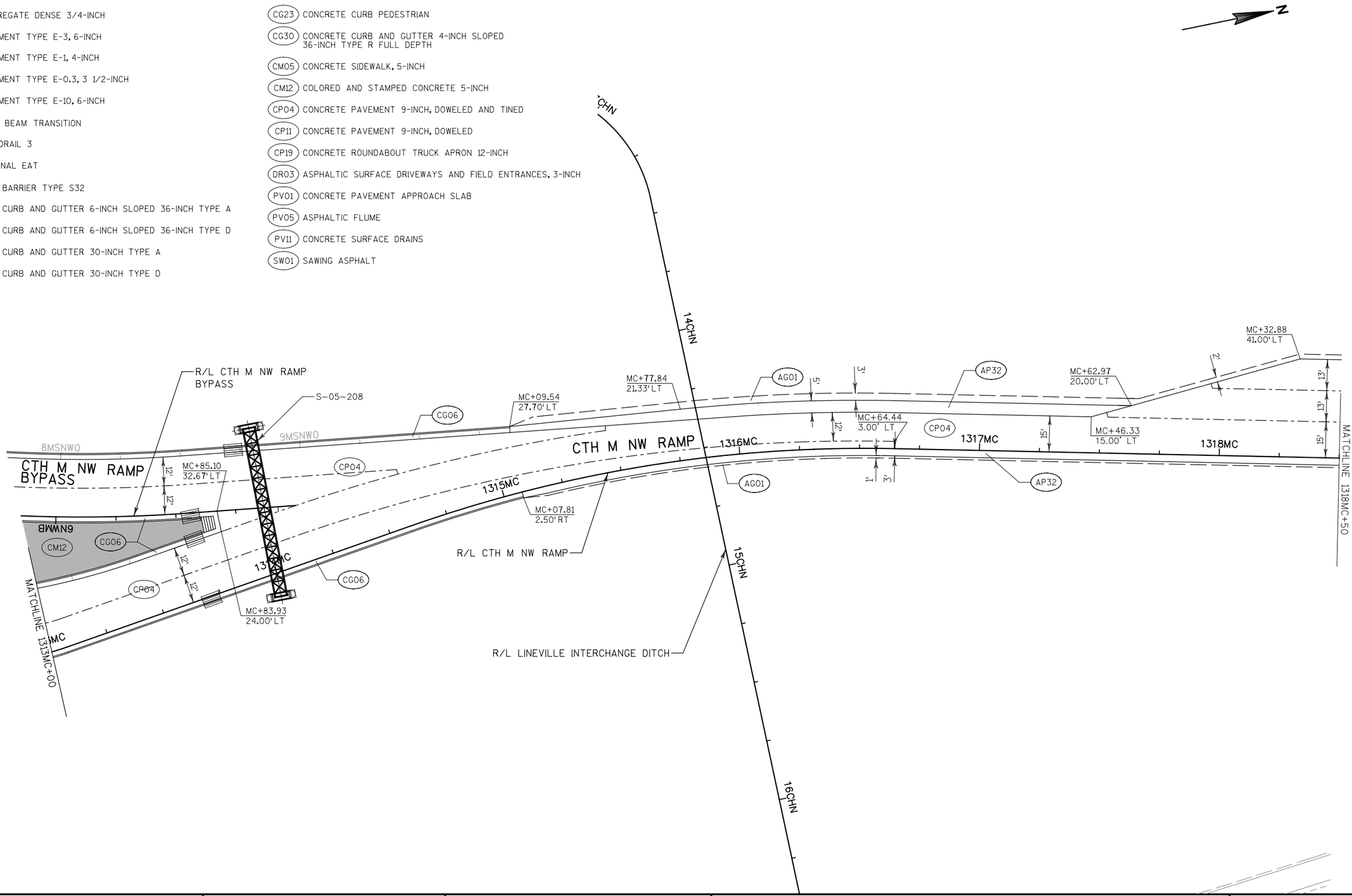
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT

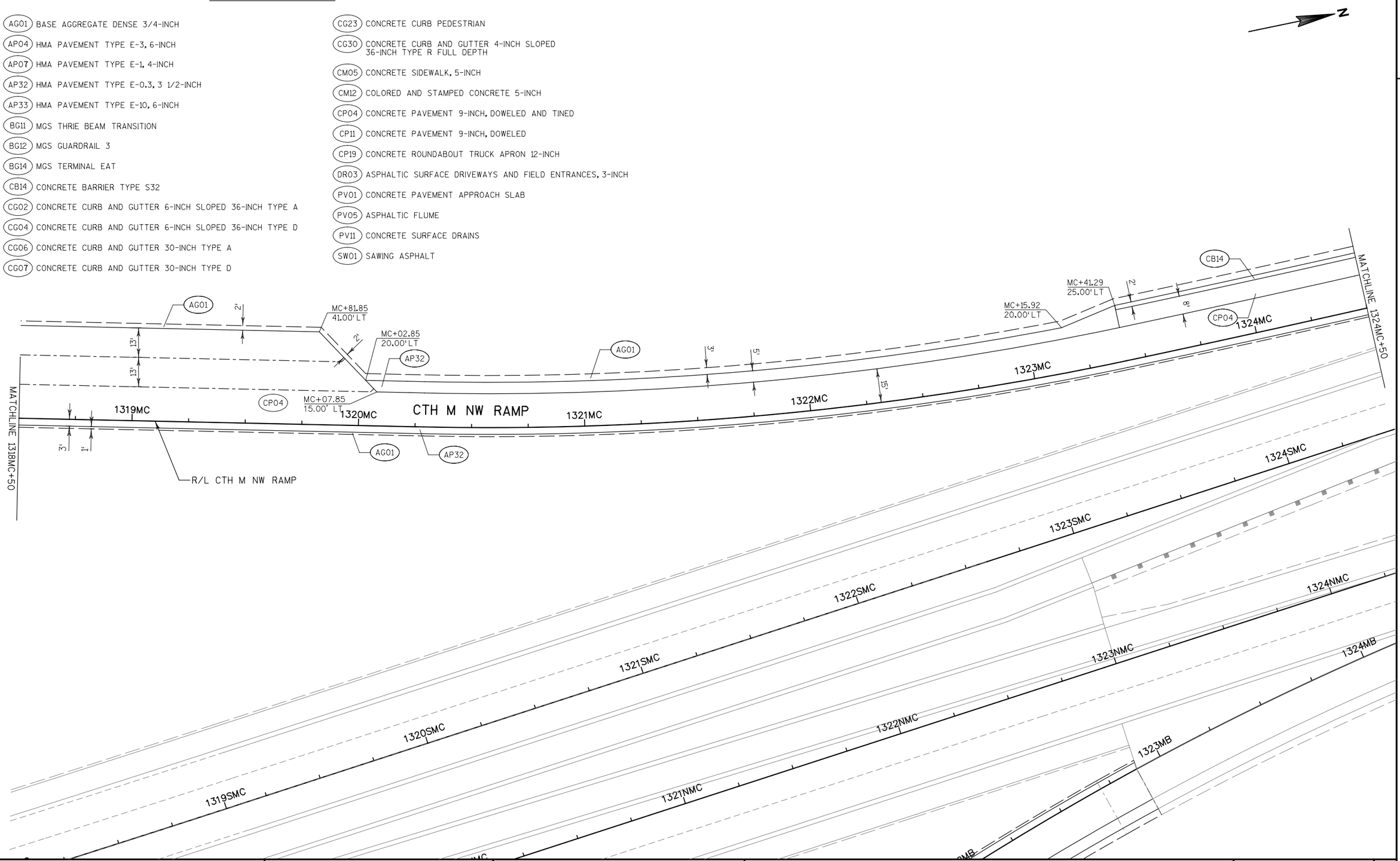


PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS	SHEET 128	E

2

PAVEMENT DETAIL LEGEND

- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AP04) HMA PAVEMENT TYPE E-3, 6-INCH
- (AP07) HMA PAVEMENT TYPE E-1, 4-INCH
- (AP32) HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
- (AP33) HMA PAVEMENT TYPE E-10, 6-INCH
- (BG11) MGS THRIE BEAM TRANSITION
- (BG12) MGS GUARDRAIL 3
- (BG14) MGS TERMINAL EAT
- (CB14) CONCRETE BARRIER TYPE S32
- (CG02) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- (CG04) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- (CG06) CONCRETE CURB AND GUTTER 30-INCH TYPE A
- (CG07) CONCRETE CURB AND GUTTER 30-INCH TYPE D
- (CG23) CONCRETE CURB PEDESTRIAN
- (CG30) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
- (CM05) CONCRETE SIDEWALK, 5-INCH
- (CM12) COLORED AND STAMPED CONCRETE 5-INCH
- (CP04) CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- (CP11) CONCRETE PAVEMENT 9-INCH, DOWELED
- (CP19) CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- (DR03) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- (PV01) CONCRETE PAVEMENT APPROACH SLAB
- (PV05) ASPHALTIC FLUME
- (PV11) CONCRETE SURFACE DRAINS
- (SW01) SAWING ASPHALT



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS	SHEET 129	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\021214_pd.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

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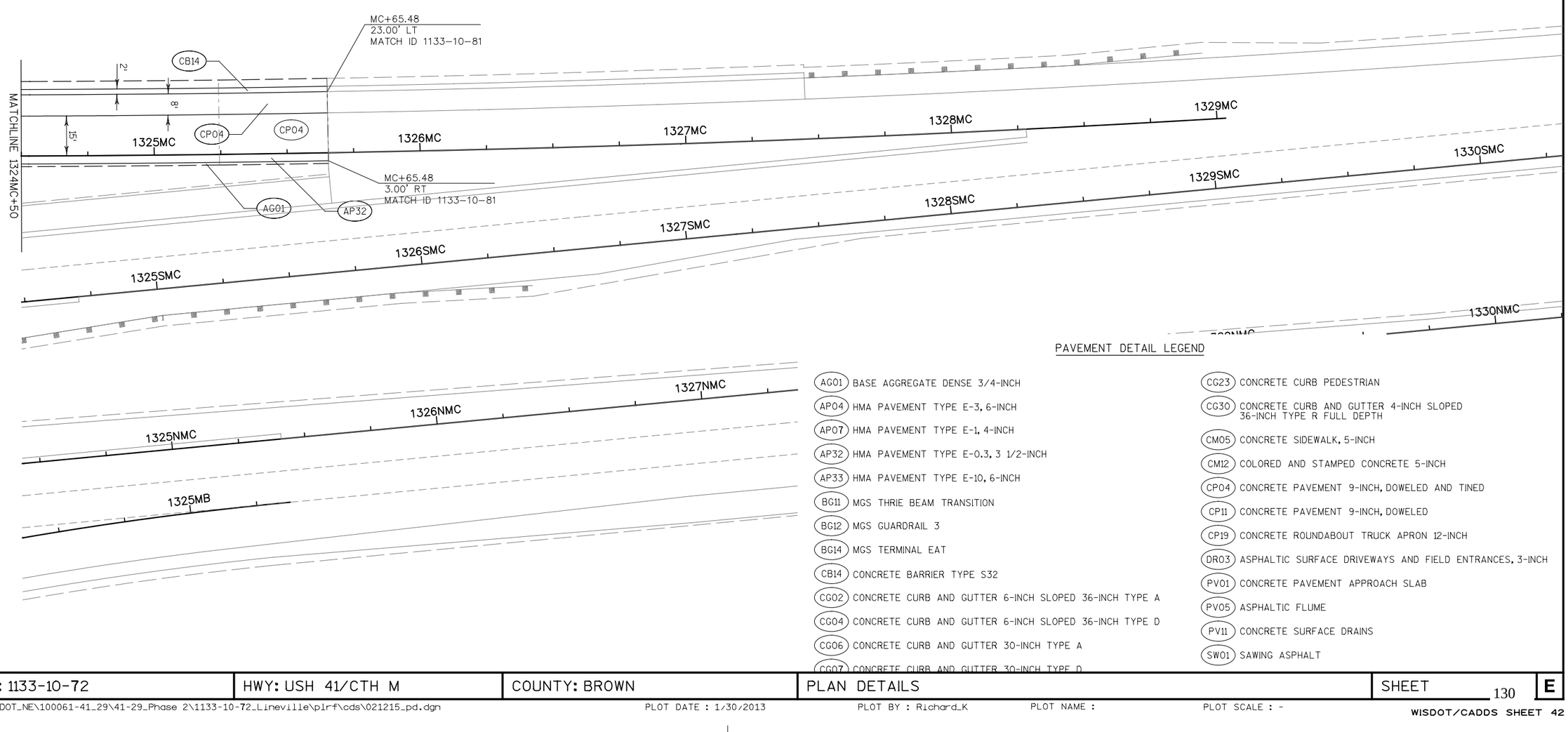
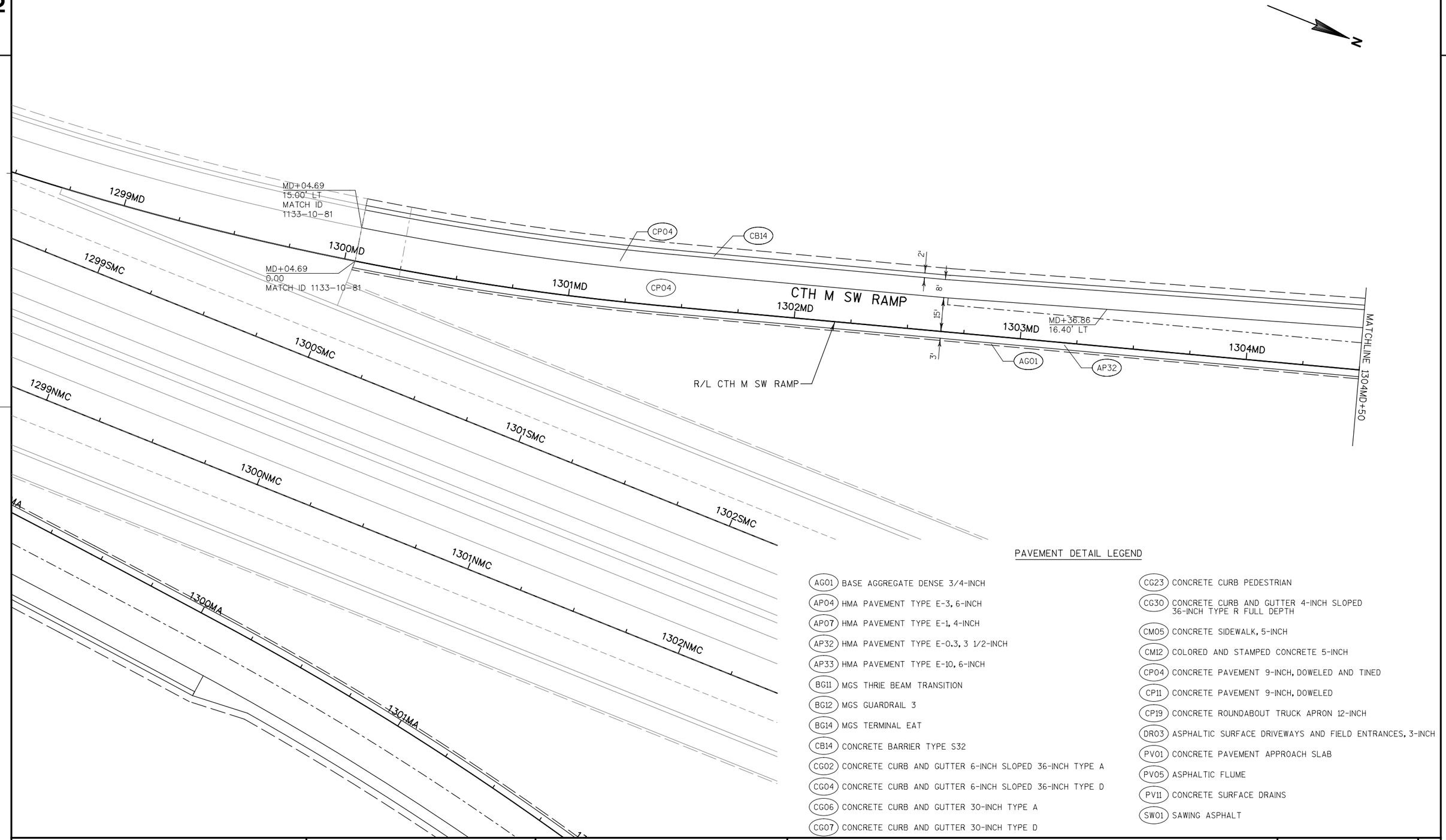


PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
- AP07 HMA PAVEMENT TYPE E-1, 4-INCH
- AP32 HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
- AP33 HMA PAVEMENT TYPE E-10, 6-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- CB14 CONCRETE BARRIER TYPE S32
- CG02 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG04 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM12 COLORED AND STAMPED CONCRETE 5-INCH
- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP11 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT

2

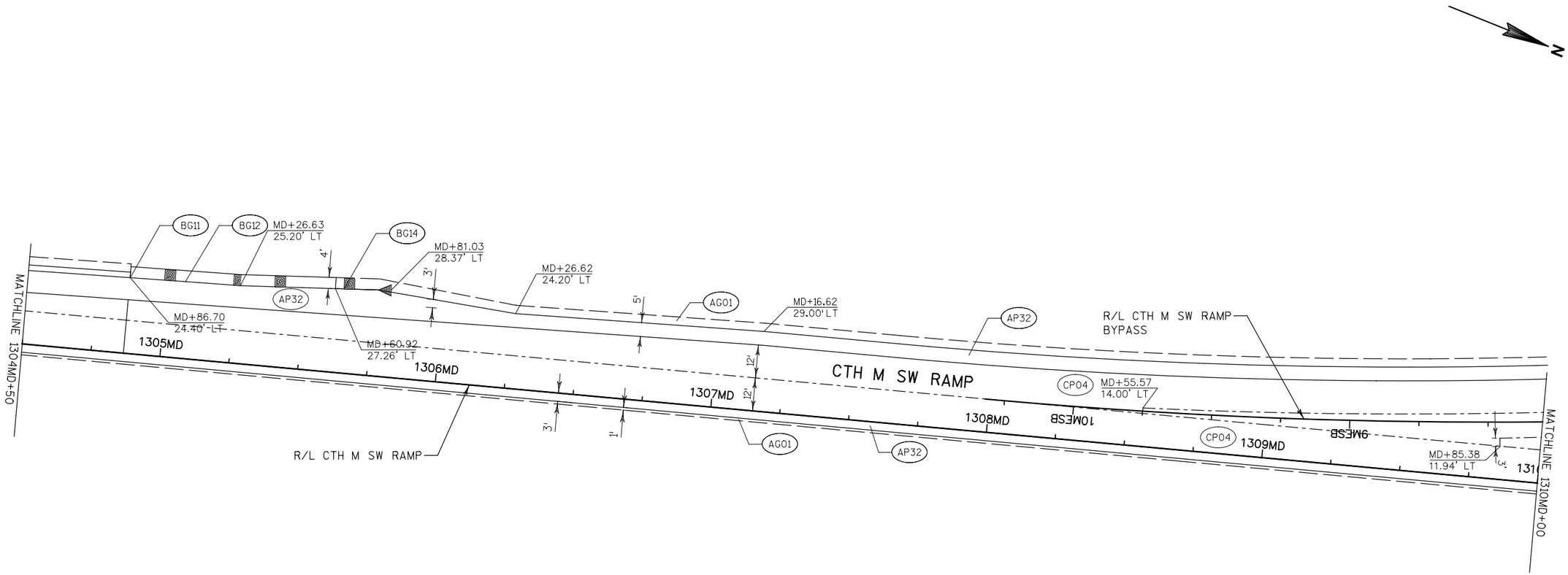


PAVEMENT DETAIL LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AP04	HMA PAVEMENT TYPE E-3, 6-INCH
AP07	HMA PAVEMENT TYPE E-1, 4-INCH
AP32	HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
AP33	HMA PAVEMENT TYPE E-10, 6-INCH
BG11	MGS THRIE BEAM TRANSITION
BG12	MGS GUARDRAIL 3
BG14	MGS TERMINAL EAT
CB14	CONCRETE BARRIER TYPE S32
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG04	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG06	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG07	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG23	CONCRETE CURB PEDESTRIAN
CG30	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
CM05	CONCRETE SIDEWALK, 5-INCH
CM12	COLORED AND STAMPED CONCRETE 5-INCH
CP04	CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
CP11	CONCRETE PAVEMENT 9-INCH, DOWELED
CP19	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
DR03	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
PV05	ASPHALTIC FLUME
PV11	CONCRETE SURFACE DRAINS
SW01	SAWING ASPHALT

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS	SHEET 131	E

2



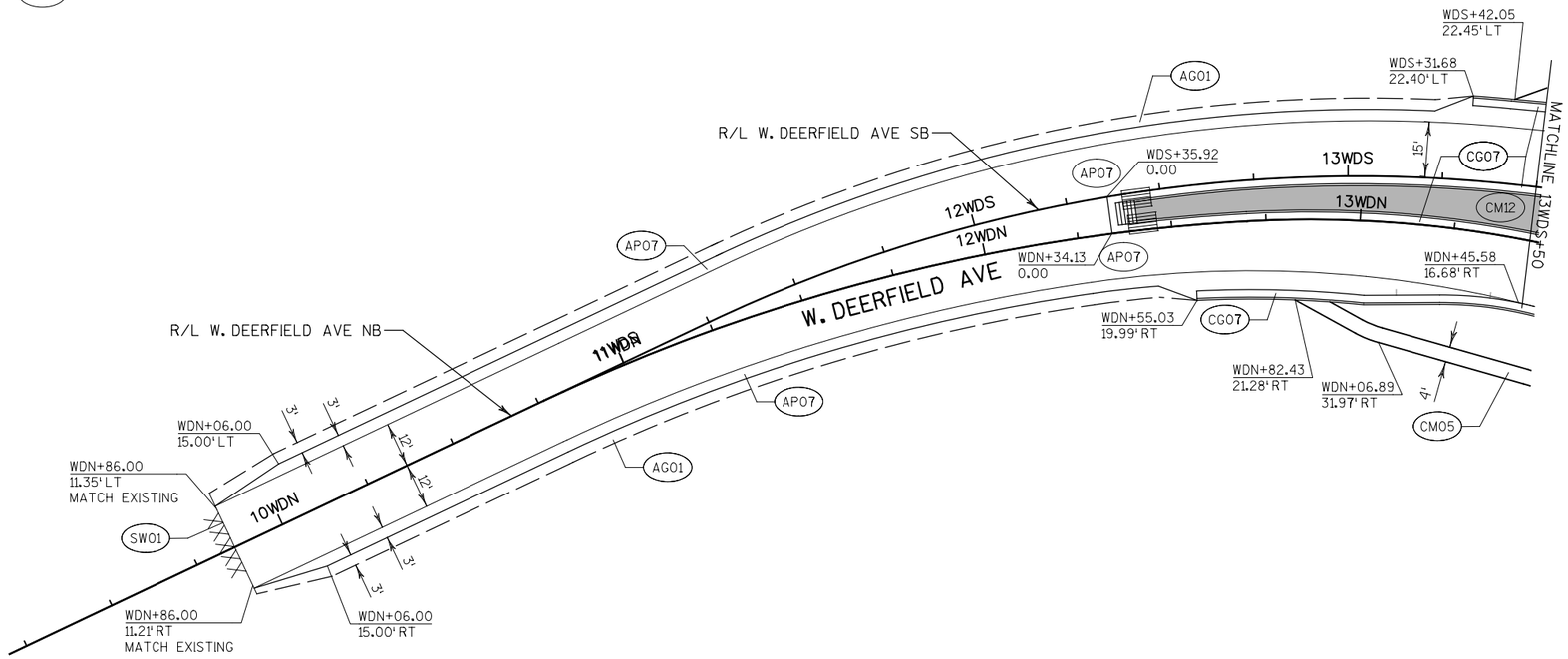
PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
- AP07 HMA PAVEMENT TYPE E-1, 4-INCH
- AP32 HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
- AP33 HMA PAVEMENT TYPE E-10, 6-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- CB14 CONCRETE BARRIER TYPE S32
- CG02 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG04 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM12 COLORED AND STAMPED CONCRETE 5-INCH
- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP11 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT

2

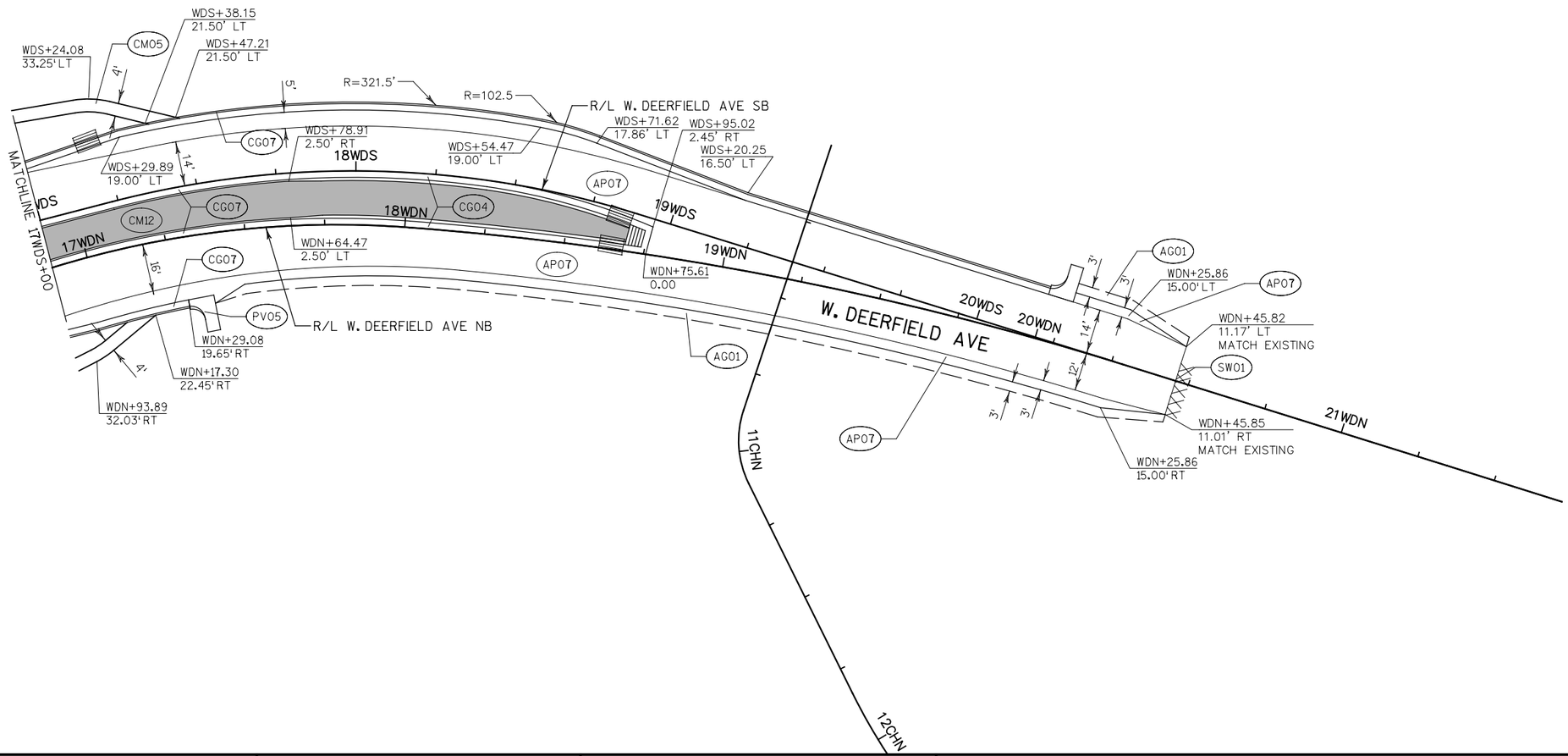
PAVEMENT DETAIL LEGEND

- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AP04) HMA PAVEMENT TYPE E-3, 6-INCH
- (AP07) HMA PAVEMENT TYPE E-1, 4-INCH
- (AP32) HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
- (AP33) HMA PAVEMENT TYPE E-10, 6-INCH
- (BG11) MGS THRIE BEAM TRANSITION
- (BG12) MGS GUARDRAIL 3
- (BG14) MGS TERMINAL EAT
- (CB14) CONCRETE BARRIER TYPE S32
- (CG02) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- (CG04) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- (CG06) CONCRETE CURB AND GUTTER 30-INCH TYPE A
- (CG07) CONCRETE CURB AND GUTTER 30-INCH TYPE D
- (CG23) CONCRETE CURB PEDESTRIAN
- (CG30) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
- (CM05) CONCRETE SIDEWALK, 5-INCH
- (CM12) COLORED AND STAMPED CONCRETE 5-INCH
- (CP04) CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- (CP11) CONCRETE PAVEMENT 9-INCH, DOWELED
- (CP19) CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- (DR03) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- (PV01) CONCRETE PAVEMENT APPROACH SLAB
- (PV05) ASPHALTIC FLUME
- (PV11) CONCRETE SURFACE DRAINS
- (SW01) SAWING ASPHALT



PAVEMENT DETAIL LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
- AP07 HMA PAVEMENT TYPE E-1, 4-INCH
- AP32 HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
- AP33 HMA PAVEMENT TYPE E-10, 6-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- CB14 CONCRETE BARRIER TYPE S32
- CG02 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG04 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM12 COLORED AND STAMPED CONCRETE 5-INCH
- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP11 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS	SHEET 134	E

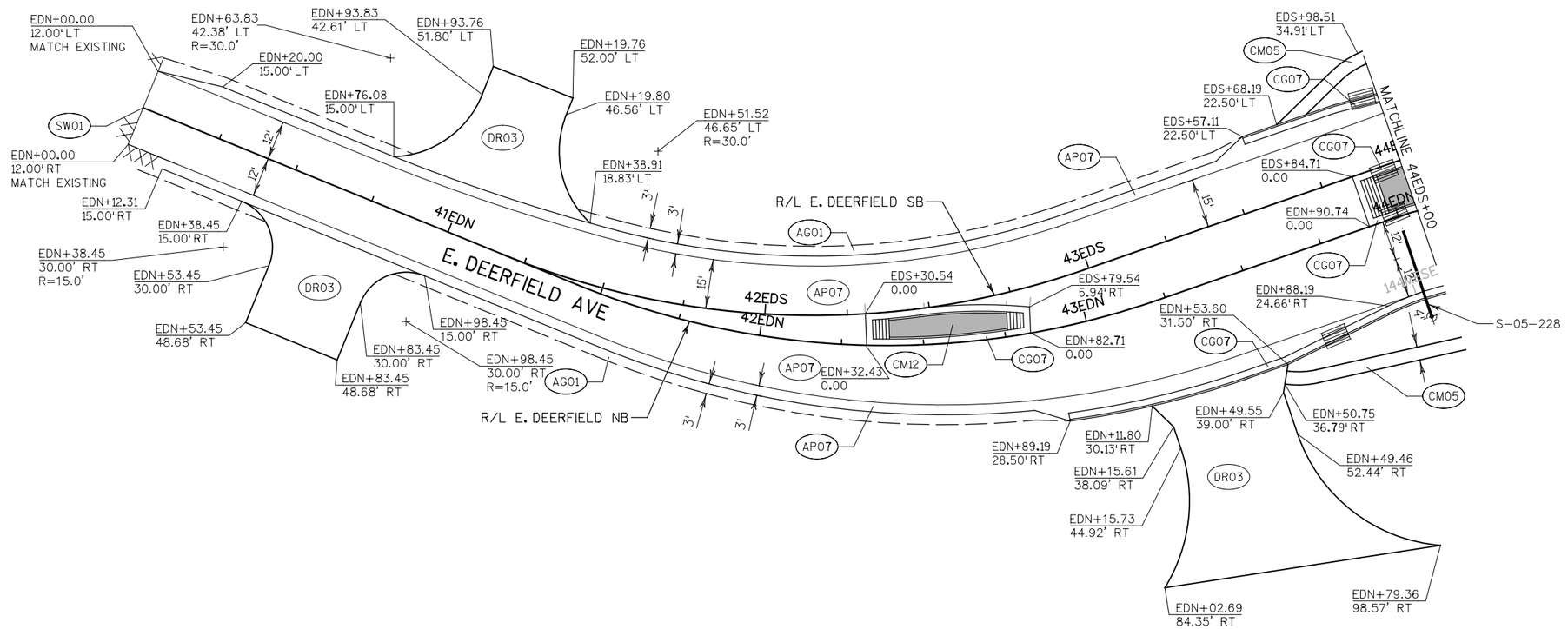
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\021219_pd.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

2

PAVEMENT DETAIL LEGEND

- AGO1 BASE AGGREGATE DENSE 3/4-INCH
- APO4 HMA PAVEMENT TYPE E-3, 6-INCH
- APO7 HMA PAVEMENT TYPE E-1, 4-INCH
- AP32 HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
- AP33 HMA PAVEMENT TYPE E-10, 6-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- CB14 CONCRETE BARRIER TYPE S32
- CGO2 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CGO4 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- CGO6 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CGO7 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM12 COLORED AND STAMPED CONCRETE 5-INCH
- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP11 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT

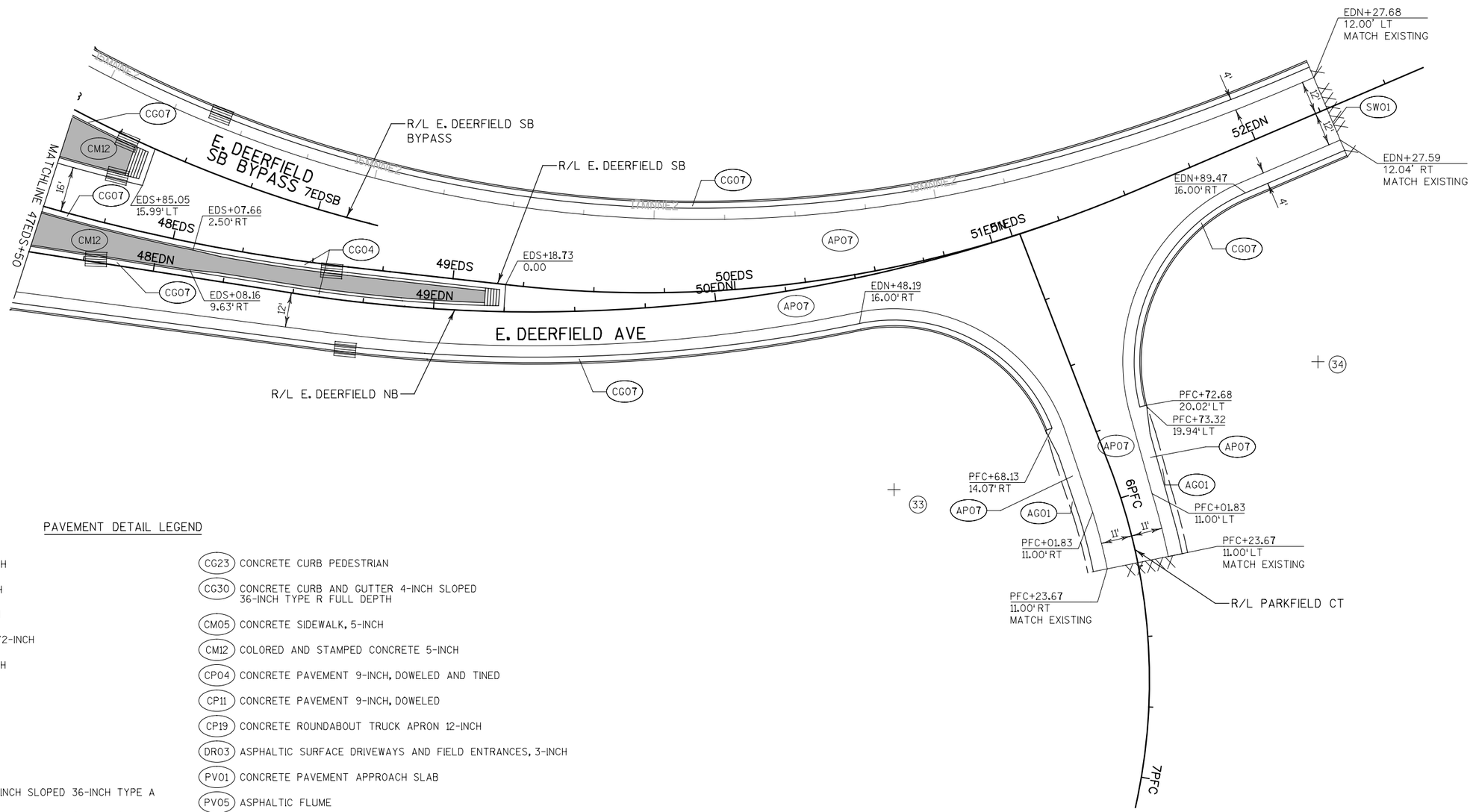


PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS	SHEET 135	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\021220_pd.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

RADIUS TABLE					
POINT	STA	OFFSET	STA	OFFSET	RADIUS
33	50EDN+48.24	76.00' RT	5PFC+68.36	74.07' RT	58'
34	51EDN+80.47	81.00' RT	5PFC+80.16	82.07' LT	63'



PAVEMENT DETAIL LEGEND

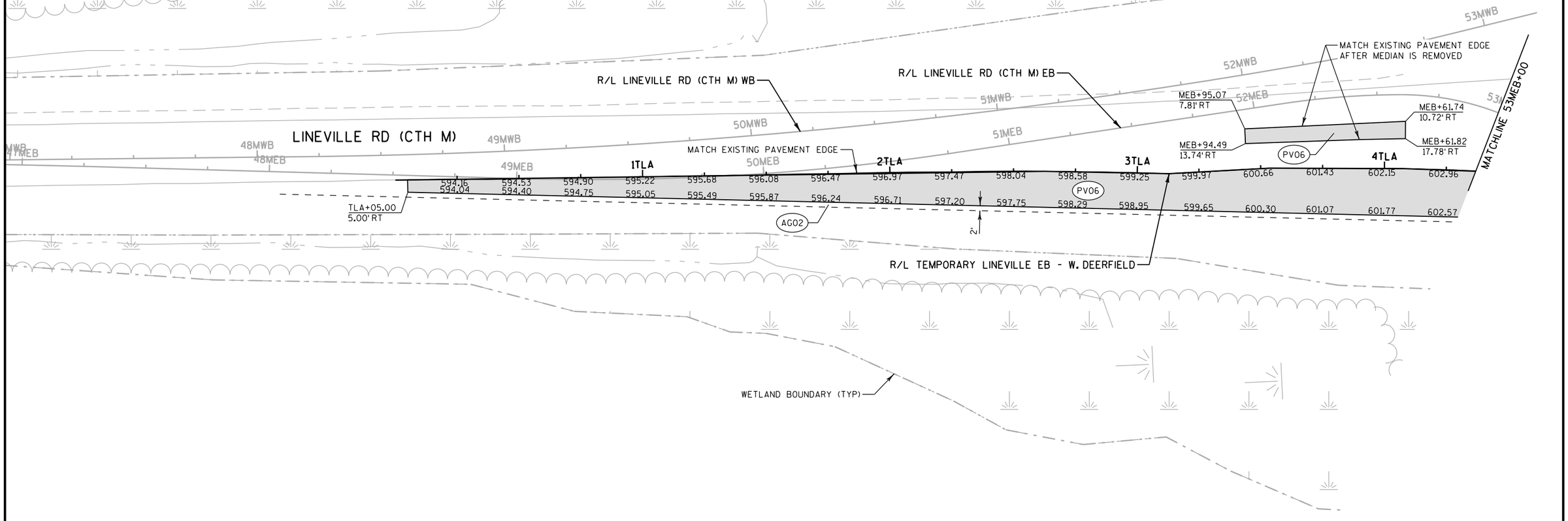
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
- AP07 HMA PAVEMENT TYPE E-1, 4-INCH
- AP32 HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
- AP33 HMA PAVEMENT TYPE E-10, 6-INCH
- BG11 MGS THRIE BEAM TRANSITION
- BG12 MGS GUARDRAIL 3
- BG14 MGS TERMINAL EAT
- CB14 CONCRETE BARRIER TYPE S32
- CG02 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CG04 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM12 COLORED AND STAMPED CONCRETE 5-INCH
- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP11 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME
- PV11 CONCRETE SURFACE DRAINS
- SW01 SAWING ASPHALT

2

AGO2 BASE AGGREGATE DENSE 1 1/4-INCH

PVO6 ASPHALTIC SURFACE, 5-INCH

N



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS - TEMPORARY STAGE 1	SHEET 137	E

AGO2 BASE AGGREGATE DENSE 1 1/4-INCH
PVO6 ASPHALTIC SURFACE, 5-INCH

N

R/L W. DEERFIELD AVE SB
R/L W. DEERFIELD AVE NB
W. DEERFIELD AVE
R/L CTH M NW RAMP BYPASS
USH 41 SB EXIT RAMP
WETLAND BOUNDARY (TYP)
R/L LINEVILLE RD (CTH M) WB
R/L TEMPORARY W. DEERFIELD - RAMP C
MATCH EXISTING PAVEMENT EDGE
MATCH EXISTING PAVEMENT EDGE AFTER MEDIAN IS REMOVED
LINEVILLE RD (CTH M)
MATCH EXISTING PAVEMENT EDGE
R/L LINEVILLE RD (CTH M) EB
R/L TEMPORARY RAMP D - LINEVILLE EB
R/L TEMPORARY LINEVILLE EB - W. DEERFIELD
R/L TEMPORARY W. DEERFIELD - RAMP D
R/L CTH M SW RAMP BYPASS
USH 41 SB ENTRANCE RAMP
R/L CTH M SW RAMP
MATCHLINE 59MEB+00

MEB+49.27 51.62'LT
MEB+46.44 41.93'LT
MEB+93.72 6.53'LT
MEB+98.56 2.16'RT
MEB+48.79 42.10'LT
MEB+54.35 32.92'LT
TLA+73.14 15.09'RT
TLA+48.44 5.67'RT
TLA+49.84 5.57'RT
TLB+43.87 15.75'RT
TLB+71.83 11.02'RT
TLB+40.81 2.62'RT
TLB+07.82 2.74'RT
TLB+04.97 2.86'RT
TLB+99.75 3.02'RT
TLC+33.46 24.89'RT
TLC+43.93 7.65'RT
TLC+25.15 7.67'RT
TLC+05.01 5.69'RT

R = 50.00'
R = 100.00'
R = 25.00'

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS - TEMPORARY STAGE 1	SHEET 138	E

2

2

AGO2 BASE AGGREGATE DENSE 1 1/4-INCH

PVO6 ASPHALTIC SURFACE, 5-INCH

N

R/L CTH M NW RAMP

I SIGN I

59MWB

60MWB

61MWB

62MWB

63MWB

64MWB

65MWB

R/L LINEVILLE RD (CTH M) WB

LINEVILLE RD (CTH M)

R/L LINEVILLE RD (CTH M) EB

INL

64MEB

63MEB

62MEB

61MEB

60MEB

MATCH EXISTING PAVEMENT EDGE
AFTER MEDIAN IS REMOVED

MEB+13.89
16.01' LT

PVO6

MEB+11.29
6.10' LT

3TLC

MATCH EXISTING PAVEMENT EDGE

2TLC

617.15 617.43 617.59 617.77 617.96 618.08 618.16

PVO6

617.80 617.90

TLC+41.93
12.50' RT

616.74 617.06 617.24 617.44 617.65

AGO2

2%

TLC+88.67
18.96' RT

MATCHLINE 59MEB+00

R/L TEMPORARY RAMP D - LINEVILLE EB

MATCHLINE 65MEB+00

WETLAND BOUNDARY (TYP)

USH 41 SB

USH 41 NB

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS - TEMPORARY STAGE 1	SHEET 139	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021223_pd.dgn PLOT DATE : 1/21/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

AGO2 BASE AGGREGATE DENSE 1 1/4-INCH

PVO6 ASPHALTIC SURFACE, 5-INCH

N

R/L LINEVILLE INTERCHANGE DITCH

R/L E. DEERFIELD AVE SB BYPASS

USH 41 NB ENTRANCE RAMP

R/L CTH M NE RAMP BYPASS

R = 60.00'

TLJ+77.72
25.64'LT

R/L LINEVILLE RD (CTH M) WB

R/L TEMPORARY RAMP B - E. DEERFIELD

TLJ+21.10
29.79'LT

R = 150.00'

TLJ+87.45
42.01'LT

R = 40.00'

TLJ+69.22
25.79'LT

1TLJ 2TLJ 3TLJ 4TLJ 5TLJ

609.50 609.02 608.56 608.32 608.91 608.42 607.57 606.90 606.12 605.22 604.46 603.74 603.04 602.28 601.51 600.76 599.96 598.97 598.02 596.12 595.83 596.75 597.78 598.80

MEB+61.64
31.72'LT

MEB+59.90
21.79'LT

MATCH EXISTING PAVEMENT EDGE
AFTER MEDIAN IS REMOVED

MATCH EXISTING PAVEMENT EDGE

MEB+55.25
53.02'LT

MEB+51.61
43.84'LT

LINEVILLE RD (CTH M)

MATCHLINE 65MEB+00

R/L LINEVILLE RD (CTH M) EB

MATCH EXISTING PAVEMENT EDGE

1TLD 2TLD 3TLD 4TLD

607.99 607.32 606.54 606.33 606.99 607.60 608.28 608.54 605.73 605.57 605.06 604.85 604.18 603.96 603.31 603.10 602.50 602.30 601.69 601.50 600.86 600.68 600.01 599.84 599.09 598.86 598.21 597.88 597.26 596.86 596.47 596.53 596.05 595.75 595.42 595.63

TLD+02.98
9.86'RT

TLD+27.31
8.16'RT

R = 75.00'

TLD+03.97
8.39'RT

TLD+30.26
15.41'RT

R = 20.00'

TLD+09.46
7.51'RT

TLD+05.00
7.50'RT

R = 60.00'

TLD+21.30
16.75'RT

TLD+67.44
6.42'RT

R/L TEMPORARY RAMP A - E. DEERFIELD

R/L CTH M SE RAMP

R/L CTH M SE RAMP BYPASS

USH 41 NB EXIT RAMP

R/L E. DEERFIELD AVE NB

R/L E. DEERFIELD AVE SB

WETLAND BOUNDARY (TYP)

E. DEERFIELD AVE

RIPRAP

GUY

MATCHLINE TMEB+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS - TEMPORARY STAGE 1	SHEET 140	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021224_pd.dgn PLOT DATE : 1/21/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

AGO2 BASE AGGREGATE DENSE 1 1/4-INCH

PVO6 ASPHALTIC SURFACE, 5-INCH

27CHN

R/L LINEVILLE INTERCHANGE DITCH

SIGN

FILLER CAPS

SIGN

HW

GUY

GUY

N

R/L LINEVILLE RD (CTH M) WB

71MWB

72MWB

73MWB

74MWB

75MWB

76MWB

77MWB

77MEB

76MEB

75MEB

74MEB

73MEB

72MEB

LINEVILLE RD (CTH M)

R/L LINEVILLE RD (CTH M) EB

MATCH EXISTING PAVEMENT EDGE

PVO6

596.14 595.57 595.19 594.79 594.34 593.87

596.05 595.50 595.12 594.74 594.31 593.85

AGO2

12

ITLE

MATCHLINE 7MEB+00

R/L TEMPORARY E. DEERFIELD - LINEVILLE EB

WETLAND BOUNDARY (TYP)

SEPTIC

RIPRAP

SIGN

FILLER CAPS

CANOPY

FILLER CAPS

MH

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS - TEMPORARY STAGE 1	SHEET 141	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021225_pd.dgn PLOT DATE : 1/21/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 40:1

2

2

AGO2 BASE AGGREGATE DENSE 1 1/4-INCH

PVO6 ASPHALTIC SURFACE, 5-INCH

N

W. DEERFIELD AVE

17WDS

17WDN

16WDS

16WDN

15WDS

15WDN

14WDS

14WDN

R/L TEMPORARY LINEVILLE WB - W. DEERFIELD

R/L LINEVILLE RD (CTH M) WB

R/L LINEVILLE RD (CTH M) EB

R/L W. DEERFIELD AVE SB

R/L W. DEERFIELD AVE NB

LINEVILLE RD (CTH M)

MATCH EXISTING PAVEMENT EDGE

MATCHLINE 55MEB+50

WETLAND BOUNDARY (TYP)

GUY

50MWB 51MEB 50MEB 52MWB 53MWB 54MWB 55MWB 53MEB 54MEB 55MEB

TLF+05.11
4.83'LT

TLF+66.74
4.24'LT

TLF+84.65
3.05'LT

R = 65.00'

596.67 596.77 597.16 597.25 597.90 597.99 598.49 598.59 599.20 599.30 599.88 599.98 600.52 600.62 601.25 601.34 602.01 602.09 602.73 602.80 603.63 603.69 604.33 604.37 604.82 604.85 605.45 605.50

2

1TLF

2TLF

3TLF

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS - TEMPORARY STAGE 2	SHEET 142	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021226_pd.dgn PLOT DATE : 1/21/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

AGO2 BASE AGGREGATE DENSE 1 1/4-INCH

PVO6 ASPHALTIC SURFACE, 5-INCH

N

USH 41 SB EXIT RAMP

R/L CTH M NW RAMP

R/L CTH M NW RAMP BYPASS

R/L TEMPORARY RAMP C - LINEVILLE WB

TLH+04.87
11.32' LT

TLH+10.21
11.37' LT

TLH+14.78
20.36' LT

617.89
617.94
617.90
601.17
618.15
618.24
618.24
601.55

PVO6

1TLH

MATCH EXISTING PAVEMENT EDGE

R/L LINEVILLE RD (CTH M) WB

LINEVILLE RD (CTH M)

MATCHLINE 55MEB+50

MATCHLINE 61MEB+50

R/L LINEVILLE RD (CTH M) EB

R/L CTH M SW RAMP BYPASS

USH 41 SB ENTRANCE RAMP

R/L CTH M SW RAMP

WETLAND BOUNDARY (TYP)

GUY

SIGN

HW

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS - TEMPORARY STAGE 2	SHEET 143	E

2

AG02 BASE AGGREGATE DENSE 1 1/4-INCH

PV06 ASPHALTIC SURFACE, 5-INCH

N

R/L CTH M NE RAMP

USH 41 NB ENTRANCE RAMP

R/L CTH M NE RAMP BYPASS

R = 55.00'

R = 1504.00'

TLI+92.74
40.88' LT

TLI+81.90
39.41' LT

TLI+02.93
35.93' LT

AG02

PV06

2"

615.72 615.25 614.72 614.09 613.48 613.01 612.58 611.93 611.24 610.29 609.78 609.44 609.00 608.98 608.98 608.98

2

AGO2 BASE AGGREGATE DENSE 1 1/4-INCH

PVO6 ASPHALTIC SURFACE, 5-INCH

R/L E. DEERFIELD SB BYPASS

R/L LINEVILLE INTERHANGE DITCH

R/L CTH M NE RAMP BYPASS

R/L LINEVILLE RD (CTH M) WB

LINEVILLE RD (CTH M)

R/L LINEVILLE RD (CTH M) EB

R/L TEMPORARY E. DEERFIELD - LINEVILLE WB

TLK+23.76
4.04' LT

TLK+86.05
16.01' LT

R = 47.00'

596.26 596.34 596.30 596.47 596.14 595.72 595.58 595.03 594.55 594.15 593.71 593.39 593.14 592.71

596.40 596.08 595.98 595.48 595.00 594.57 594.10 593.74 593.45 592.97

1TLK 2TLK 3TLK

PVO6

MATCH EXISTING PAVEMENT EDGE

MATCHLINE 67MEB+50

MATCHLINE 73MEB+50

R/L E. DEERFIELD AVE NB

R/L E. DEERFIELD AVE SB

E. DEERFIELD AVE

WETLAND BOUNDARY (TYP)

N

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS - TEMPORARY STAGE 2	SHEET 145	E

AGO2 BASE AGGREGATE DENSE 1 1/4-INCH

PVO6 ASPHALTIC SURFACE, 5-INCH

N

SIGN

HW

WETLAND BOUNDARY (TYP)

GUY

SIGN

HW

R/L TEMPORARY E. DEERFIELD - LINEVILLE WB

R/L LINEVILLE RD (CTH M) WB

MATCHLINE 73MEB+50

592.67 PVO6 592.88

592.49 592.65

592.37 592.47

592.25 592.20

41LK

74MWB 75MWB 76MWB 77MWB 78MWB 79MEB

74MEB 75MEB 76MEB 77MEB 78MEB

MATCH EXISTING PAVEMENT EDGE

LINEVILLE RD (CTH M)

R/L LINEVILLE RD (CTH M) EB

FILLER CAPS

FILLER CAPS

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS - TEMPORARY STAGE 2	SHEET 146	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021230_pd.dgn PLOT DATE : 1/21/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 40:1

2

AGO2 BASE AGGREGATE DENSE 1 1/4-INCH

PVO6 ASPHALTIC SURFACE, 5-INCH

N

R/L LINEVILLE RD (CTH M) EB

R/L E. DEERFIELD AVE SB

R/L E. DEERFIELD AVE NB

R/L TEMPORARY E. DEERFIELD WIDENING A

R/L TEMPORARY E. DEERFIELD WIDENING B

MATCH LINE 45EDN+00

E. DEERFIELD AVE

MATCH EXISTING PAVEMENT EDGE

1040EDB

OTEA

TEA+03.74
1.81' RT

592.21

592.16

PVO6

TEA+37.61
2.88' RT

1041EDB

EDB+91.36
7.09' RT

592.92

EDB+87.80
12.00' RT

593.03

EDB+13.18
5.84' RT

EDB+00.50
12.00' RT

592.98

593.11

EDB+45.67
3.63' RT

593.05

593.22

EDB+83.08
1.46' RT

593.05

593.24

1042EDB

EDB+20.34
0.53' LT

593.24

593.47

593.49

593.73

593.79

AGO2

R = 724.00'

EDB+65.25
3.05' LT

594.05

594.24

1043EDB

EDB+02.76
5.09' LT

594.25

594.31

594.47

EDB+38.73
7.81' LT

594.37

594.68

EDB+79.41
13.00' LT

594.37

594.85

1044EDB

PVO6

EDB+17.65
11.01' RT

594.44

594.89

AGO2

594.41

594.78

AGO2

594.30

594.69

594.21

WETLAND BOUNDARY (TYP)

BLUNT TIE AREA

BLUNT TIE AREA

CANOPY

SIGN

SIGN

A/C

MH

MH

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS - TEMPORARY STAGE 4A	SHEET 147	E

2

AGO2 BASE AGGREGATE DENSE 1 1/4-INCH

PVO6 ASPHALTIC SURFACE, 5-INCH

N

R/L LINEVILLE INTERCHANGE DITCH

R/L E. DEERFIELD AVE SB

R/L E. DEERFIELD AVE NB

R/L E. DEERFIELD AVE SB BYPASS

MATCHLINE 67MEB+50

MATCHLINE 45EDN+00

LINEVILLE RD (CTH M)

E. DEERFIELD AVE

EDB+26.13
12.11' LT

1050EDB

1049EDB

1048EDB

1047EDB

1046EDB

1045EDB

R = 700.00'

R = 724.00'

R = 40.00'

R = 35.00'

EDB+36.68
13.00' LT

EDB+45.23
8.90' RT

EDB+97.39
12.48' LT

EDB+96.21
5.77' LT

EDB+02.83
11.00' RT

EDB+39.71
35.49' RT

EDB+50.99
62.31' RT

EDB+55.26
70.76' RT

EDB+94.65
51.39' RT

EDB+95.10
55.21' RT

EDB+26.29
11.54' RT

R/L TEMPORARY E. DEERFIELD WIDENING B

WETLAND BOUNDARY (TYP)

R/L LINEVILLE RD (CTH M) EB

R/L LINEVILLE RD (CTH M) WB

SIGN

CANOPY

FILLER CAPS

SEPTIC

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS - TEMPORARY STAGE 4A	SHEET 148	E

2

AGO2 BASE AGGREGATE DENSE 1 1/4-INCH

PVO6 ASPHALTIC SURFACE, 5-INCH

N

MATCHLINE 67MEB+50

R/L E. DEERFIELD AVE SB

R/L E. DEERFIELD AVE NB

R/L TEMPORARY E. DEERFIELD WIDENING B

R/L TEMPORARY E. DEERFIELD WIDENING C

E. DEERFIELD AVE

MATCH EXISTING PAVEMENT EDGE

EDB+41.39
10.27' LT

EDB+57.67
8.40' LT

EDB+75.38
6.21' LT

EDB+85.14
4.55' LT

EDB+91.72
2.32' LT

EDB+97.92
0.42' RT

EDB+03.39
3.68' RT

EDB+09.11
7.92' RT

EDB+13.21
11.98' RT

1051EDB

1052EDB

1053EDB

1054EDB

1055EDB

1056EDB

1TEB

2TEB

3TEB

593.48 593.75 593.54 593.86 593.39 594.25

593.63 593.51 593.41 593.46 593.45 593.51 593.52 593.41 593.44 593.37 593.28 593.15

593.53 593.41 593.32 593.38 593.38 593.45 593.47 593.37 593.41 593.35 593.27

R = 724.00'

PARKFIELD COURT

R/L PARKFIELD COURT

WETLAND BOUNDARY (TYP)

50EDS

50EDN

51EDN

51EDS

52EDN

6PFC

7PFC

SIGN

GUY

W

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN DETAILS - TEMPORARY STAGE 4A	SHEET 149	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\021233_pd.dgn PLOT DATE : 1/21/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 40:1

2

2

N

USH 41 SB

USH 41 NB

WETLANDS

SIGN

SIGN

SIGN

615+00

CTH B SE RAMP

616+00

MATCHLINE 616+75

PLAN DETAIL LEGEND

AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH

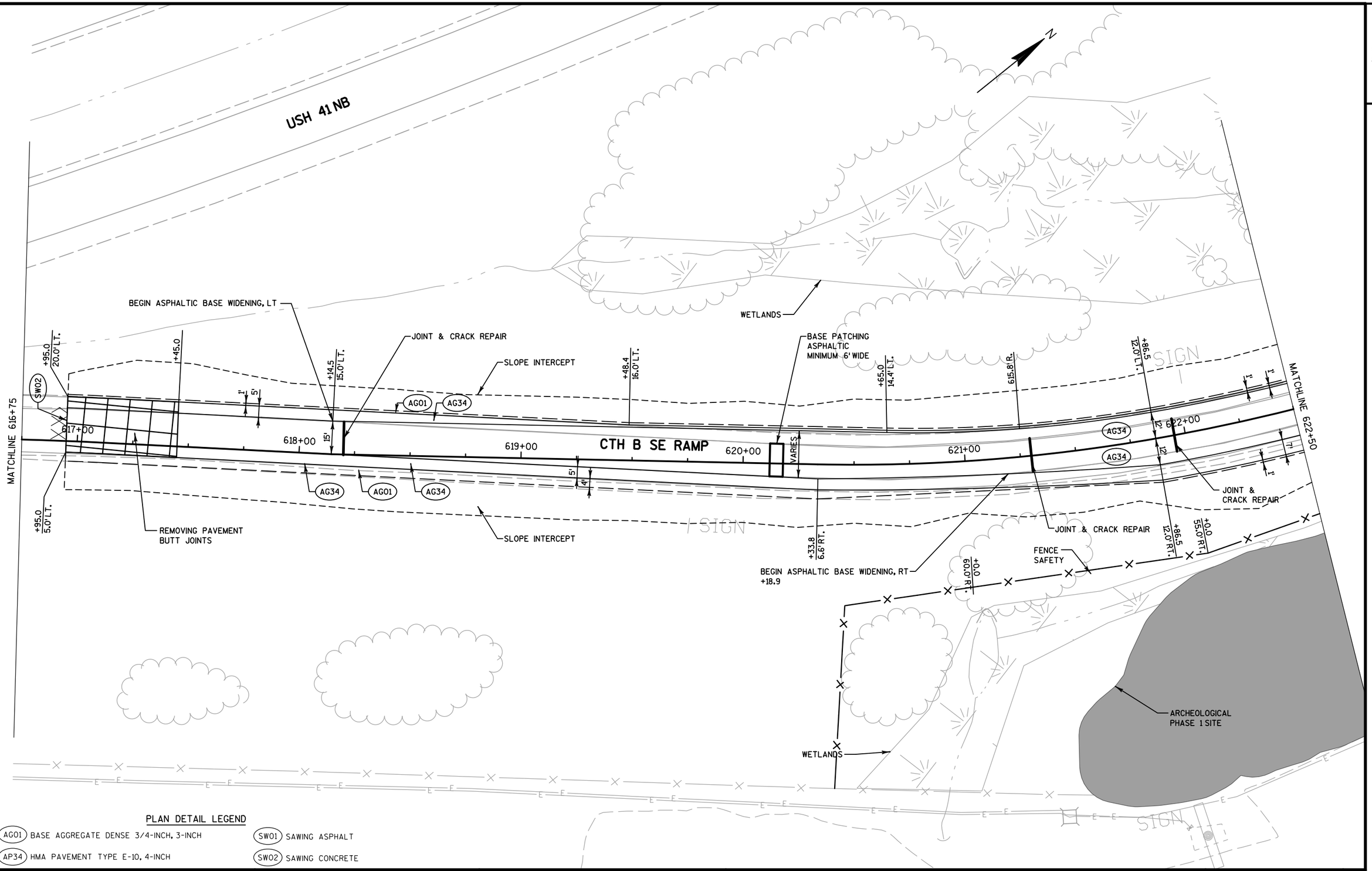
AP34 HMA PAVEMENT TYPE E-10, 4-INCH

SW01 SAWING ASPHALT

SW02 SAWING CONCRETE

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLAN DETAIL	SHEET 150	E

2



PLAN DETAIL LEGEND

- (AG01) BASE AGGREGATE DENSE 3/4-INCH, 3-INCH
- (AP34) HMA PAVEMENT TYPE E-10, 4-INCH
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLAN DETAIL	SHEET 151	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_021202_pd.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

27+00

28+00

29+00

30+00

31+00

MATCHLINE 622+50

623+00

624+00

625+00

CTH B SE RAMP

CTH B

BASE PATCHING ASPHALTIC MINIMUM 6' WIDE

SLOPE INTERCEPT

JOINT & CRACK REPAIR

WETLANDS

END ASPHALTIC BASE WIDENING, LT

STA. 626+01.00
30.00' LT.
15.0' R.

686.4' R.

571.8' R.

+58.6

+8.0

+75.8

+0.0
45.0' RT.

+0.0
35.0' RT.

FENCE SAFETY

REMOVING PAVEMENT BUTT JOINTS

END ASPHALTIC BASE WIDENING, RT

JOINT & CRACK REPAIR

REMOVING CONCRETE SURFACE, MILLING (1¾" DEPTH)

ARCHEOLOGICAL PHASE 1 SITE

SIGN

MH

OH

C-UG

E

W

SAN

INV

PLAN DETAIL LEGEND

AG01 BASE AGGREGATE DENSE 3/4-INCH, 3-INCH	SW01 SAWING ASPHALT
AP34 HMA PAVEMENT TYPE E-10, 4-INCH	SW02 SAWING CONCRETE

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLAN DETAIL	SHEET 152	E

2

2

N

SIGN

R/L USH 41 SB

USH 41 SB

1231+00 SMC 1232+00 SMC 1233+00 SMC 1234+00 SMC

USH 41 NB

1231+00 NMC 1232+00 NMC 1233+00 NMC 1234+00 NMC

590.11 590.05 590.04 590.00 589.97 589.91 589.88 589.83 589.79 589.64 589.58 589.45 589.38 589.34 589.26 589.23 589.14 589.16 589.06 589.09 588.98 589.00 588.88 588.91 588.77 588.74 588.59

R/L USH 41 NB

AST

MATCHLINE 1234+25 NMC

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 153	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021240_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

2

N

SIGN

R/L USH 41 SB

USH 41 SB

1235+00 SMC | 1236+00 SMC | 1237+00 SMC | 1238+00 SMC | 1239+00 SMC | 1240+0

MATCHLINE 1234+25 NMC

INL

R/L USH 41 NB

USH 41 NB

1235+00 NMC | 1236+00 NMC | 1237+00 NMC | 1238+00 NMC | 1239+00 NMC | 1240+0

MATCHLINE 1240+00 NMC

588.57 588.53 588.49 588.43 588.38 588.30 588.23 588.17 588.11 588.09 588.06 588.06 588.06 588.05 588.03 587.98 587.93 587.95 587.98 588.01 588.04 588.05 588.06

588.74

588.41 588.36 588.31 588.24 588.17 588.09 588.00 587.93 587.86 587.83 587.79 587.78 587.77 587.74 587.72 587.65 587.59 587.61 587.63 587.66 587.69 587.70 587.71

588.59

AST

24'

1'

+80.00 NMC
END TAPER

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 154	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021241_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

SIGN

R/L USH 41 SB

USH 41 SB

MATCHLINE 1240+00 NMC

0 SMC | 1241+00 SMC | 1242+00 SMC | 1243+00 SMC | 1244+00 SMC | 1245+00 SMC

MATCHLINE 1245+75 NMC

0 NMC | 1241+00 NMC | 1242+00 NMC | **USH 41 NB** | 1243+00 NMC | 1244+00 NMC | 1245+00 NMC

588.05 588.04 588.02 588.01 588.06 588.12 588.15 588.18 588.20 588.23 588.24 588.26 588.27 588.29 588.36 588.43 588.47 588.50 588.53 588.56 588.60 588.64

588.06 588.69

R/L USH 41 NB

AST

24'

1'

587.69 587.68 587.67 587.65 587.71 587.76 587.79 587.83 587.85 587.88 587.89 587.91 587.92 587.94 588.01 588.08 588.12 588.15 588.18 588.20 588.24 588.28

587.71 588.34

SIGN

SIGN

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 155	E

2

N

R/L USH 41 SB

USH 41 SB

1246+00 SMC | 1247+00 SMC | 1248+00 SMC | 1249+00 SMC | 1250+00 SMC | 1251+00 SMC

MATCHLINE 1245+75 NMC

AST

588.74 588.80 588.86 588.89 588.92 588.97 589.02 589.07 589.12 589.17 589.21 589.26 589.31 589.36 589.41 589.46 589.51 589.71 589.90 589.99 590.08 590.09 590.10

588.86 588.92 588.98 589.01 589.04 589.09 589.15 589.20 589.25 589.29 589.33 589.38 589.43 589.48 589.53 589.58 589.63 589.83 590.02 590.11 590.20 590.21 590.22

1"

8"

1246+00 NMC | 1247+00 NMC | 1248+00 NMC | 1249+00 NMC | 1250+00 NMC | 1251+00 NMC

USH 41 NB

588.75 588.86 588.98 589.06 589.14 589.19 589.24 589.31 589.38 589.42 589.47 589.55 589.62 589.68 589.74 589.77 589.80 589.86 589.91 589.97 590.03 590.09

588.69

590.15

R/L USH 41 NB

AST

24"

588.40 588.51 588.62 588.70 588.79 588.83 588.88 588.95 589.02 589.07 589.11 589.19 589.27 589.32 589.38 589.41 589.44 589.50 589.55 589.61 589.67 589.73

588.34

589.79

1"

MATCHLINE 1251+50 NMC

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 156	E

2

2

N

R/L USH 41 SB

USH 41 SB

1252+00 SMC | 1253+00 SMC | 1254+00 SMC | 1255+00 SMC | 1256+00 SMC | 1257+00 SMC

MATCHLINE 1251+50 NMC

MATCHLINE 1257+25 NMC

AST

590.10 590.10 590.10 590.13 590.15 590.21 590.27 590.29 590.31 590.34 590.37 590.37 590.38 590.38 590.38 590.38 590.38 590.41 590.45 590.51 590.57 590.58 590.59 590.62

590.22 590.22 590.22 590.25 590.27 590.33 590.39 590.41 590.43 590.46 590.49 590.49 590.50 590.50 590.50 590.50 590.50 590.53 590.57 590.63 590.69 590.70 590.71 590.74

1252+00 NMC | 1253+00 NMC | 1254+00 NMC | 1255+00 NMC | 1256+00 NMC | 1257+00 NMC

1'

8'

USH 41 NB

590.16 590.16 590.22 590.28 590.26 590.25 590.30 590.36 590.36 590.37 590.46 590.55 590.46 590.37 590.37 590.36 590.39 590.43 590.48 590.53 590.58 590.64

590.15 590.66

AST

24'

589.79 589.80 589.86 589.92 589.90 589.89 589.94 590.00 590.00 590.01 590.10 590.19 590.10 590.01 590.00 590.00 590.03 590.06 590.11 590.16 590.22 590.28

589.79 590.30

1'

R/L USH 41 NB

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 157	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021244_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

2

N

R/L USH 41 SB

USH 41 SB

MATCHLINE 1257+25 NMC

MATCHLINE 1262+75 NMC

1258+00 SMC | 1259+00 SMC | 1260+00 SMC | 1261+00 SMC | 1262+00 SMC

SIGN

SIGN

AST

AST

1'

8'

590.62 590.66 590.69 590.72 590.75 590.78 590.78 590.78 590.62 590.46 590.50 590.54 590.58 590.70 590.84 590.97 590.88 590.79 590.86 590.93 590.96 591.00 591.04

590.74 590.77 590.81 590.84 590.87 590.90 590.90 590.90 590.74 590.58 590.62 590.66 590.70 590.82 590.96 591.09 591.00 590.91 590.98 591.05 591.08 591.12 591.16

USH 41 NB

590.66 590.69 590.72 590.74 590.75 590.76 590.73 590.69 590.63 590.56 590.60 590.63 590.73 590.85 590.98 591.11 591.20 591.29 591.35 591.40 591.46 591.51 591.56

24'

AST

AST

590.30 590.33 590.35 590.38 590.39 590.40 590.36 590.33 590.26 590.20 590.23 590.27 590.36 590.49 590.62 590.74 590.84 590.93 590.99 591.04 591.10 591.15 591.20

1'

R/L USH 41 NB

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021245_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

CUY

SIGN

R/L USH 41 SB

1263+00 SMC | 1264+00 SMC | 1265+00 SMC | USH 41 SB | 1266+00 SMC | 1267+00 SMC | 1268+00 SMC

MATCHLINE 1262+75 NMC

MATCHLINE 1268+50 NMC

AST

591.04 | 591.07 | 591.11 | 591.14 | 591.18 | 591.22 | 591.25 | 591.29 | 591.32 | 591.36 | 591.40 | 591.43 | 591.47 | 591.51 | 591.54 | 591.58 | 591.62 | 591.65 | 591.69 | 591.73 | 591.76 | 591.80 | 591.84 | 591.87

591.16 | 591.19 | 591.23 | 591.27 | 591.30 | 591.34 | 591.38 | 591.41 | 591.45 | 591.49 | 591.52 | 591.56 | 591.59 | 591.63 | 591.67 | 591.70 | 591.74 | 591.78 | 591.81 | 591.85 | 591.89 | 591.92 | 591.96 | 592.00

1'

8'

USH 41 NB

591.56 | 591.61 | 591.65 | 591.68 | 591.70 | 591.73 | 591.75 | 591.78 | 591.77 | 591.75 | 591.72 | 591.69 | 591.63 | 591.58 | 591.55 | 591.52 | 591.57 | 591.62 | 591.77 | 591.91 | 591.95 | 591.98 | 592.04 | 592.09

24'

AST

591.20 | 591.25 | 591.29 | 591.32 | 591.34 | 591.37 | 591.40 | 591.42 | 591.41 | 591.40 | 591.36 | 591.33 | 591.28 | 591.22 | 591.19 | 591.16 | 591.21 | 591.26 | 591.41 | 591.55 | 591.59 | 591.63 | 591.68 | 591.74

1'

R/L USH 41 NB

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 159	E

2

N

R/L USH 41 SB

SIGN

MATCHLINE 1268+50 NMC

1269+00 SMC 1270+00 SMC 1271+00 SMC USH 41 SB 1272+00 SMC 1273+00 SMC 1274+00 SMC

INL

+29.89 NMC
BEGIN TAPER

AST

1'

8'

591.87 591.91 591.95 591.98 592.02 592.06 592.09 592.13 592.17 592.20 592.24 592.27 592.30 592.33 592.35 592.38 592.40 592.43 592.45 592.48 592.50 592.52 592.54 592.57

1269+00 NMC 1270+00 NMC 1271+00 NMC 1272+00 NMC 1273+00 NMC 1274+00 NMC

592.00 592.03 592.07 592.10 592.14 592.18 592.21 592.25 592.29 592.32 592.36 592.40 592.43 592.47 592.51 592.54 592.58 592.61 592.65 592.69 592.72 592.76 592.79 592.83

USH 41 NB

592.09 592.10 592.10 592.09 592.08 592.15 592.23 592.28 592.33 592.33 592.33 592.36 592.39 592.43 592.48 592.54 592.60 592.60 592.60 592.66 592.72 592.75 592.79 592.77

24'

AST

591.74 591.74 591.74 591.73 591.72 591.80 591.87 591.92 591.97 591.97 591.97 592.00 592.03 592.09 592.15 592.22 592.30 592.31 592.32 592.39 592.46 592.51 592.56 592.55

1'

SIGN

+30.77 NMC
BEGIN TAPER

R/L USH 41 NB

MATCHLINE 1274+25 NMC

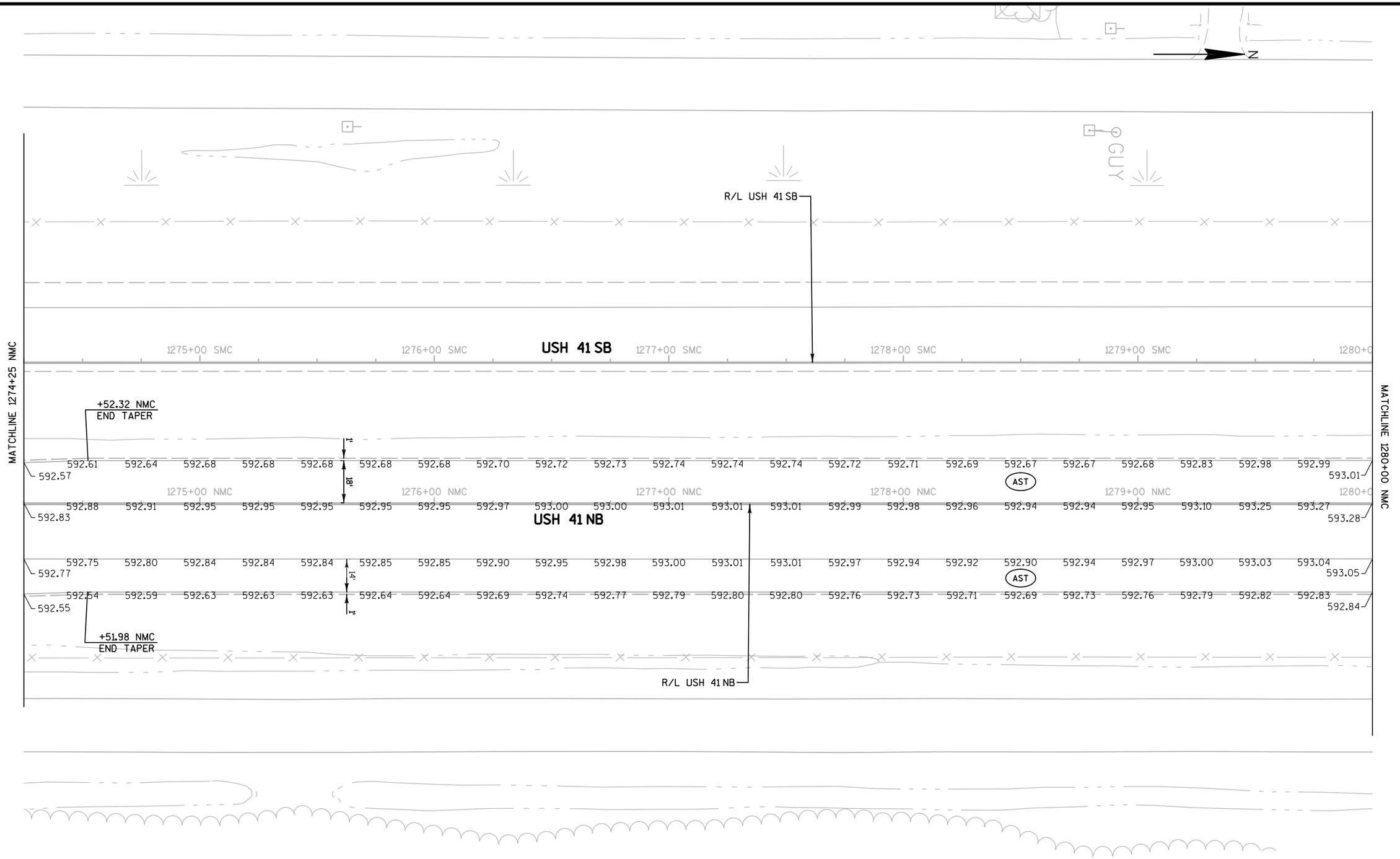
TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 160	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021247_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

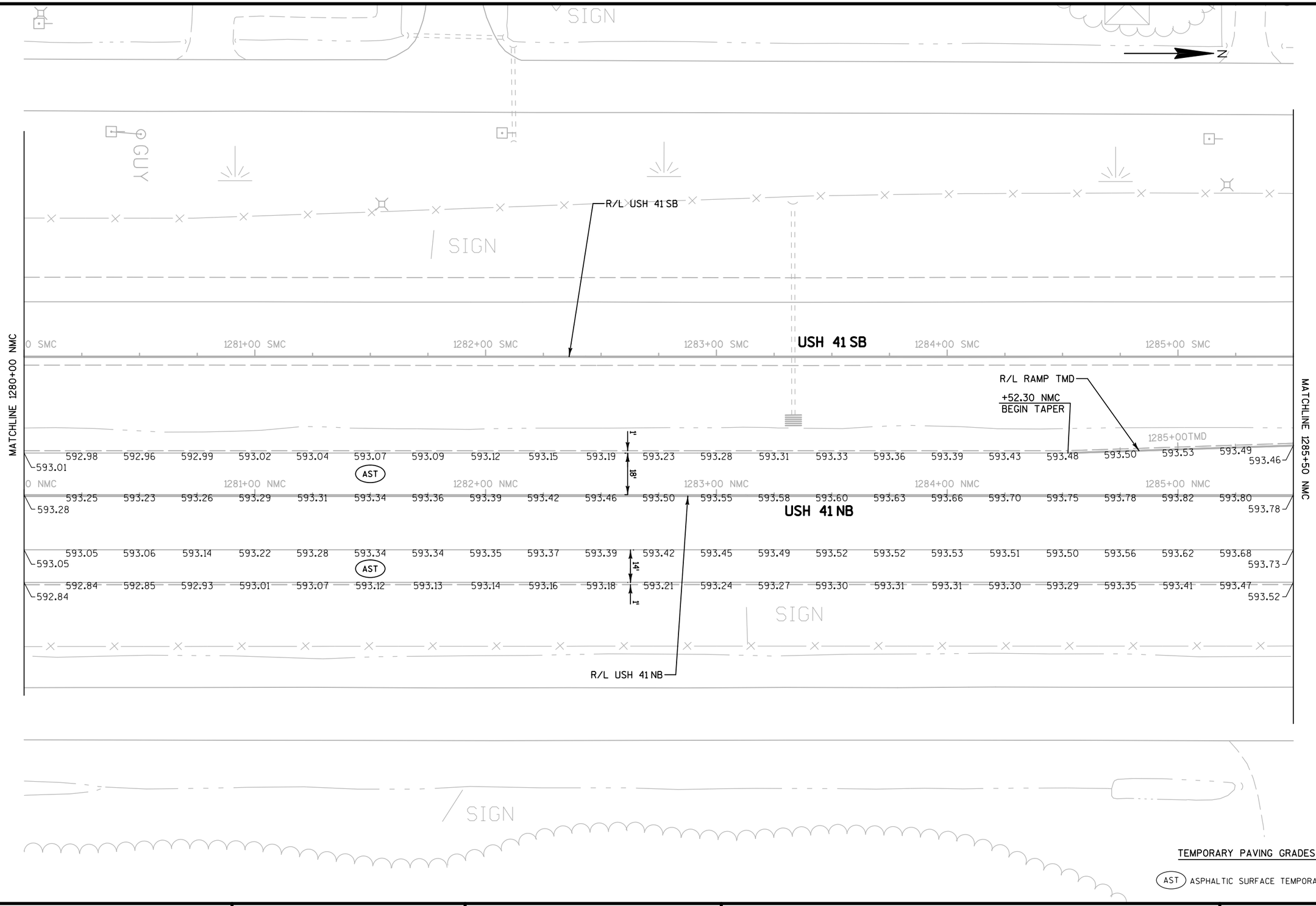


TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 161	E

2



TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 162	E

2

N

GUY

GUY

GUY

R/L USH 41 SB

MATCHLINE 1285+50 NMC

MATCHLINE 1291+25 NMC

1286+00 SMC 1287+00 SMC 1288+00 SMC 1289+00 SMC 1290+00 SMC 1291+00 SMC

USH 41 SB

+12.57 TMD
END TAPER

R/L RAMP TMD

1286+00TMD 1287+00TMD 1288+00TMD 1289+00TMD 1290+00TMD 1291+00TMD

593.46 593.47 593.48 593.49 593.51 593.47 593.44 593.43 593.41 593.40 593.39 593.36 593.33 593.25 593.18 593.26 593.34 593.38 593.41 593.48 593.54 593.61 593.68 593.75

1'

30'

AST

1286+00 NMC 1287+00 NMC 1288+00 NMC 1289+00 NMC 1290+00 NMC 1291+00 NMC

593.78 593.80 593.82 593.85 593.88 593.86 593.83 593.83 593.83 593.83 593.83 593.80 593.78 593.70 593.63 593.71 593.78 593.82 593.86 593.92 593.99 594.06 594.13 594.20

USH 41 NB

593.73 593.72 593.72 593.72 593.77 593.82 593.74 593.67 593.68 593.69 593.72 593.75 593.73 593.71 593.69 593.68 593.68 593.68 593.74 593.80 593.87 593.94 594.02

AST

1'

4"

593.52 593.51 593.51 593.52 593.56 593.61 593.53 593.46 593.47 593.48 593.51 593.54 593.52 593.50 593.48 593.46 593.45 593.43 593.48 593.52 593.58 593.63 593.69

+35.00 NMC
BEGIN TAPER

R/L USH 41 NB

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 163	E

2

N

R/L USH 41 SB

USH 41 SB

1292+00 SMC 1293+00 SMC 1294+00 SMC 1295+00 SMC 1296+00 SMC 1297+0

MATCHLINE 1291+25 NMC

+62.57 TMD
BEGIN TAPER

1292+00TMD 1293+00TMD 1294+00TMD 1295+00TMD 1296+00TMD 1297+0

593.75 593.82 593.93 594.03 594.04 594.05 594.06 594.08 594.10 594.12 594.11 594.11 594.10 594.10 594.10 594.11 594.14 594.17 594.25 594.34 594.32 594.31 594.36 594.48

+63.06 NMC
BEGIN TAPER

R/L RAMP TMD

594.93 594.81 594.64

1'
30'

AST

1292+00 NMC 1293+00 NMC 1294+00 NMC 1295+00 NMC 1296+00 NMC 1297+0

MATCHLINE 1297+00 NMC

594.20 594.27 594.38 594.48 594.49 594.50 594.51 594.53 594.55 594.57 594.57 594.57 594.57 594.57 594.58 594.60 594.63 594.67 594.77 594.87 594.89 594.91 594.91 594.91

USH 41 NB

+31.17 NMC
BEGIN TAPER

594.02 594.09 594.15 594.20 594.26 594.33 594.41 594.50 594.54 594.59 594.57 594.54 594.53 594.52 594.56 594.60 594.64 594.69 594.67 594.65 594.70 594.75 594.69 594.62

26'

AST

+35.00 NMC
END TAPER

593.69 593.76 593.79 593.83 593.89 593.94 594.03 594.11 594.16 594.21 594.19 594.18 594.18 594.19 594.23 594.28 594.34 594.40 594.39 594.37 594.44 594.50 594.44 594.39

1'

SIGN

R/L USH 41 NB

R/L RAMP MA

SIGN

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 164	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021251_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

R/L RAMP TMD

R/L USH 41 SB

R/L USH 41 NB

USH 41 NB

MATCHLINE 1297+00 NMC

MATCHLINE 1302+75 NMC

+83.68 SMC

+89.25 TMD

+66.38 TMD

+84.78 SMC

+34.90 NMC

+49.74 NMC

+46.48 NMC

AST

18"

14"

1"

1 SIGN

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 165	E

2

N

00TMD

597.60
597.54

598.15
598.10

598.78
598.76

+64.59 TMD

AST

R/L USH 41 SB

1303+00 SMC | 1304+00 SMC | 1305+00 SMC | USH 41 SB | 1306+00 SMC | 1307+00 SMC | 1308+00 SMC

MATCHLINE 1302+75 NMC

MATCHLINE 1308+50 NMC

1'

18'

1'

1303+00 NMC | 1304+00 NMC | 1305+00 NMC | 1306+00 NMC | 1307+00 NMC | 1308+00 NMC

594.87	594.87	594.87	594.94	595.02	595.05	595.08	595.12	595.17	595.24	595.31	595.35	595.40	595.41	595.42	595.40	595.37	595.36	595.35	595.35	595.32	595.29
595.14	595.14	595.14	595.21	595.29	595.32	595.35	595.39	595.44	595.51	595.58	595.62	595.67	595.68	595.69	595.67	595.64	595.63	595.62	595.62	595.62	595.59	595.56
594.91	594.88	594.92	594.96	595.06	595.16	595.31	595.45	595.56	595.67	595.71	595.75	595.78	595.81	595.82	595.83	595.80	595.76	595.76	595.75	595.79	595.83	595.83
594.70	594.67	594.77	594.87	595.03	595.19	595.40	595.60	595.77	595.88	595.92	595.96	595.99	596.03	596.04	596.04	596.01	595.97	595.97	595.96	596.00	596.04	596.04

AST

USH 41 NB

14'

1'

R/L USH 41 NB

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 166	E

2

2

N

R/L USH 41 SB

R/L USH 41 NB

USH 41 SB

USH 41 NB

MATCHLINE 1308+50 NMC

MATCHLINE 1314+00 NMC

1309+00 SMC 1310+00 SMC 1311+00 SMC 1312+00 SMC 1313+00 SMC 1314+

1309+00 NMC 1310+00 NMC 1311+00 NMC 1312+00 NMC 1313+00 NMC 1314+0

AST

1'

18'

1'

595.29 595.28 595.28 595.27 595.27 595.22 595.17 595.11 595.04 595.04 595.04 595.05 595.06 595.08 595.10 595.13 595.16 595.18 595.20 595.25 595.30 595.39 595.48 595.75

595.56 595.55 595.55 595.54 595.54 595.49 595.44 595.38 595.31 595.31 595.31 595.32 595.33 595.36 595.38 595.40 595.43 595.45 595.47 595.53 595.58 595.67 596.11

595.83 595.82 595.80 595.78 595.76 595.72 595.69 595.66 595.63 595.66 595.68 595.72 595.75 595.78 595.78 595.74 595.70 595.80 595.90 595.97 596.03 596.07 596.32

596.04 596.03 596.01 595.99 595.97 595.93 595.90 595.87 595.84 595.87 595.89 595.93 595.96 595.99 595.99 595.94 595.91 596.01 596.11 596.17 596.24 596.28

SIGN

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 167	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021254_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

R/L USH 41 SB

USH 41 SB

MATCHLINE 1314+00 NMC

MATCHLINE 1319+75 NMC

1315+00 SMC 1316+00 SMC 1317+00 SMC 1318+00 SMC 1319+00 SMC

1315+00 NMC 1316+00 NMC 1317+00 NMC 1318+00 NMC 1319+00 NMC

595.54 595.60 595.68 595.76 595.82 595.88 595.87 595.85 595.84 595.83 595.83 595.83 595.83 595.82 595.78 595.73 595.71 595.70 595.70 595.70 595.75 595.79 595.83

595.48 595.81 595.87 595.95 596.03 596.09 596.15 596.14 596.12 596.11 596.10 596.10 596.10 596.10 596.10 596.05 596.00 595.99 595.97 595.97 595.97 596.02 596.06 596.10

595.75 596.11 596.15 596.19 596.21 596.23 596.22 596.21 596.23 596.25 596.19 596.14 596.11 596.08 596.05 596.03 596.03 596.03 596.03 596.03 596.05 596.08 596.07 596.07 596.07

596.32 596.36 596.39 596.41 596.43 596.43 596.42 596.44 596.46 596.40 596.35 596.32 596.29 596.26 596.24 596.24 596.24 596.24 596.18 596.14 596.11 596.04 595.98 595.92

AST

AST

AST

1'

18'

5'

1'

R/L USH 41 NB

USH 41 NB

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 168	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021255_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

2

N

1320+00 TMC
1321+00 TMC
1322+00 TMC
1323+00 TMC
1324+00 TMC
1325+00 TMC

+85.37 TMC
R/L RAMP TMC
R/L USH 41 SB
R/L USH 41 NB

594.57 594.60 594.43 594.52 594.38 594.51 594.47 594.65 594.60 594.83 594.77 595.05 594.85 595.18 595.12 595.62 595.48 595.82 596.17

AST

+17.46 SMC
+86.91 SMC
+86.38 SMC
+68.26 SMC

USH 41 SB

1321+00 SMC
1322+00 SMC
1323+00 SMC
1324+00 SMC
1325+00 SMC

596.81 596.72 596.58 596.45 596.28 596.11 595.94
596.91 596.95 596.95 596.88 596.71 596.54

MATCHLINE 1319+75 NMC

595.83 595.88 595.89 595.90 595.90 595.90 595.68 595.46 595.55 595.65 595.79 595.93 595.96 595.98 596.01 596.03 596.10 596.17 596.18 596.19 596.13 596.07 596.12 596.37

1' 18'

1320+00 NMC
1321+00 NMC
1322+00 NMC
1323+00 NMC
1324+00 NMC
1325+00 NMC

596.10 596.15 596.16 596.17 596.17 596.17 595.95 595.72 595.82 595.91 596.06 596.20 596.23 596.25 596.28 596.30 596.37 596.44 596.45 596.46 596.40 596.34 596.39 596.43

USH 41 NB

596.07 596.13 596.18 596.21 596.24 595.88 595.52 595.80 596.08 596.14 596.20 596.09 595.99 596.08 596.18 596.27 596.37 596.33 596.30 596.26 596.21 596.25 596.29

14'

595.87 595.92 595.98 596.00 596.03 595.67 595.32 595.60 595.87 595.93 595.99 595.88 595.60 595.74 595.89 596.02 596.16 596.16 596.15 596.13 596.11 596.15 596.20 595.57 595.40 595.32 595.49

1'

+00.00 NMC
+00.00 NMC
AST
AST

+61.06 NMC
595.34 595.13 595.08 595.03 595.02 595.05 595.01 595.05 595.02 595.06 595.02 595.07 595.02 595.07 595.02 595.03 594.98 595.00 594.94 595.11 595.04 595.22 595.15

MATCHLINE 1325+50 NMC

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 169	E

2

2

N

MATCHLINE 1325+50 NMC

MATCHLINE 1331+50 NMC

1326+00 SMC 1327+00 SMC 1328+00 SMC **USH 41 SB** 1329+00 SMC 1330+00 SMC 1331+00 SMC

R/L RAMP TMC

R/L USH 41 SB

1" = 30'

1326+00 TMC 1327+00 TMC 1328+00 TMC 1329+00 TMC 1330+00 TMC 1331+00 TMC

595.94 595.90 595.90 595.90 595.98 596.06 596.10 596.14 596.21 596.28 596.30 596.33 596.41 596.50 596.51 596.52 596.51 596.50 596.49 596.47 596.54 596.62 596.54 596

+59.22 NMC

596.37

+08.66 NMC

AST

R/L USH 41 NB

1326+00 NMC 1327+00 NMC 1328+00 NMC 1329+00 NMC 1330+00 NMC 1331+00 NMC

596.44 596.44 596.41 596.37 596.44 596.51 596.55 596.59 596.66 596.73 596.75 596.78 596.86 596.95 596.94 596.93 596.90 596.87 596.83 596.79 596.84 596.89 596.81 596

596.43

USH 41 NB

596.29

AST

+12.62 NMC

596.38 596.47 596.51 596.54 596.58 596.62 596.75 596.87 596.83 596.78

596.30 596.40 596.44 596.48 596.54 596.59 596.72 596.85 596.81 596.78

596.20

595.57

595.77 595.97 596.09 596.22 596.28 596.34 596.41 596.48 596.50 596.52 596.47 596.42 596.39 596.36 596.37 596.38 596.39 596.41 596.42 596.44 596.45 596.45 596.41 596

AST

595.67 595.86 595.98 596.10 596.15 596.20 596.27 596.33 596.34 596.36 596.30 596.24 596.20 596.17 596.17 596.17 596.18 596.18 596.19 596.20 596.20 596.20 596.14 596

595.49

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 170	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021257_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

2

N

SIGN

R/L USH 41 SB

USH 41 SB

1332+00 SMC | 1333+00 SMC | 1334+00 SMC | 1335+00 SMC | 1336+00 SMC | 1337+00 SMC

MATCHLINE 1331+50 NMC

MATCHLINE 1337+25 NMC

1'

18'

AST

1332+00 NMC | 1333+00 NMC | 1334+00 NMC | 1335+00 NMC | 1336+00 NMC | 1337+00 NMC

.46 596.34 596.22 596.49 596.75 596.56 596.36 596.41 596.47 596.49 596.51 596.47 596.43 596.41 596.39 596.44 596.50 596.66 596.81 596.83 596.84 596.72 596.61 596

.73 596.61 596.49 596.76 597.02 596.83 596.63 596.69 596.74 596.76 596.78 596.74 596.70 596.68 596.65 596.71 596.77 596.93 597.08 597.10 597.11 596.99 596.88 596

R/L USH 41 NB

+94.98 NMC

USH 41 NB

20'

.36 596.36 596.36 596.63 596.89 596.91 596.93 596.89 596.86 596.85 596.84 596.86 596.89 596.94 596.99 597.01 597.02 597.05 597.08 597.14 597.20 597.24 597.28 597

.09 596.08 596.08 596.34 596.59 596.60 596.61 596.57 596.53 596.51 596.49 596.50 596.52 596.56 596.60 596.63 596.65 596.69 596.73 596.81 596.88 596.94 596.99 596

+00.00 NMC
BEGIN TAPER

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 171	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021258_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

R/L USH 41 SB

USH 41 SB

1338+00 SMC | 1339+00 SMC | 1340+00 SMC | 1341+00 SMC | 1342+00 SMC | 1343+00 SMC

MATCHLINE 1337+25 NMC

MATCHLINE 1343+00 NMC

+60.00 NMC
BEGIN TAPER

.62 596.63 596.71 596.79 596.80 596.80 596.84 596.88 596.89 596.90 596.96 597.02 597.09 597.17 597.19 597.20 597.20 597.20 596.97 596.74 596.75 596.75 596.81 596.88 596

1"
18'
AST

1338+00 NMC | 1339+00 NMC | 1340+00 NMC | 1341+00 NMC | 1342+00 NMC | 1343+00 NMC

.89 596.90 596.98 597.06 597.06 597.06 597.11 597.15 597.16 597.16 597.23 597.29 597.36 597.44 597.45 597.47 597.47 597.47 597.24 597.01 597.02 597.02 597.08 597.15 597

R/L USH 41 NB

USH 41 NB

.26 597.25 597.26 597.28 597.30 597.32 597.26 597.19 597.17 597.16 597.19 597.22 597.25 597.29 597.33 597.36 597.28 597.21 597.02 596.83 596.80 596.77 596.80 596.83 596

13'
AST

.98 596.98 597.01 597.04 597.07 597.11 597.04 596.98 596.96 596.94 596.97 597.00 597.04 597.08 597.11 597.15 597.07 597.00 596.81 596.62 596.59 596.55 596.58 596.61 596

1"

+60.00 NMC
END TAPER

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021259_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

2

N

SIGN

USH 41 SB

MATCHLINE 1343+25 NMC

1344+00 SMC

1345+00 XO-B
1345+00 SMC

1346+00 XO-B
1346+00 SMC

1347+00 XO-B
1347+00 SMC

1348+00 XO-B
1348+00 SMC

1349+00

597.89 597.95 597.95 597.95 597.94 597.93 597.92 597.90 597.89 597.91 597.93 597.94 597.94 597.90 597.86 597.86 597

INL

R/L USH 41 SB

42'

AST

.91 596.94 596.92 596.90 596.90 596.90 596.89 596.88 596.88 596.87 596.87 596.88 596.97 597.07 597.18 597.29 597.24 597.20 597.23 597.27 597.23 597.19 597.17 597

19'

1344+00 NMC

1345+00 NMC

1346+00 NMC

1347+00 NMC

1348+00 NMC

1349+0

.18 597.21 597.19 597.17 597.17 597.17 597.16 597.15 597.15 597.14 597.15 597.15 597.24 597.34 597.45 597.56 597.51 597.47 597.51 597.54 597.50 597.46 597.44 597

R/L USH 41 NB

USH 41 NB

.82 596.82 596.88 596.94 596.94 596.94 596.92 596.90 596.86 596.82 596.88 596.94 597.04 597.13 597.14 597.16 597.12 597.09 597.09 597.09 597.12 597.15 597.14 597

13'

1'

.61 596.61 596.67 596.73 596.73 596.73 596.71 596.69 596.65 596.61 596.67 596.73 596.83 596.92 596.93 596.94 596.91 596.88 596.88 596.88 596.91 596.94 596.93 596

AST

MATCHLINE 1349+00 NMC

TEMPORARY PAVING GRADES LEGEND

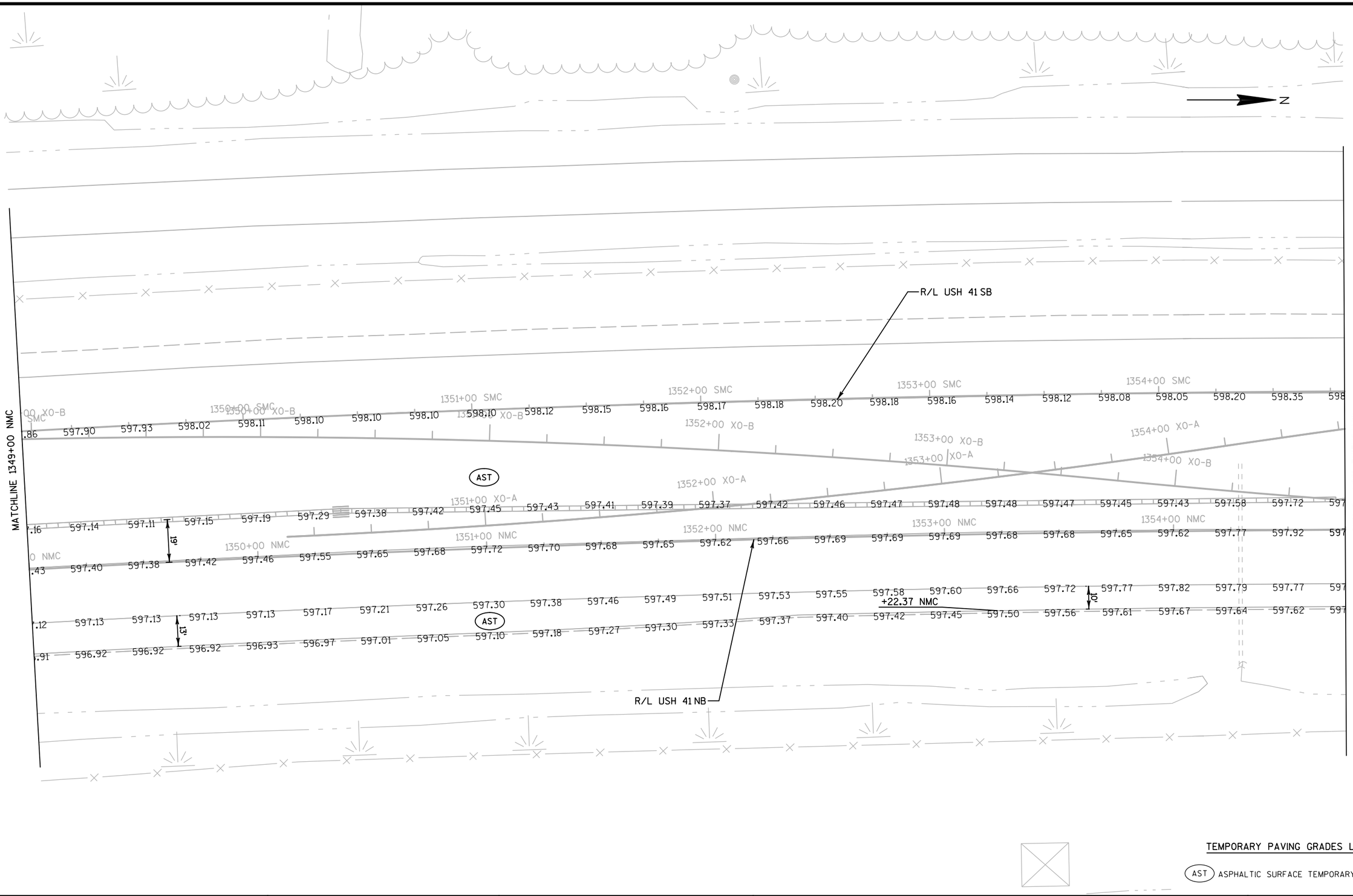
AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 173	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021260_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2



TEMPORARY PAVING GRADES LEGEND

(AST) ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 174	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021261_pg.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

W. DEERFIELD AVE.

USH 41

OH

OH

MATCHLINE 1354+75 NMC

1355+00 SMC 1356+00 SMC 1357+00 SMC 1358+00 SMC 1359+00 SMC 1360+00 SMC

1355+00 XO-A 1356+00 XO-A 1357+00 XO-A 1358+00 XO-A 1359+00 XO-A 1360+00 XO-A

.40 598.36 598.30 598.23 598.26 598.29 598.24 598.20 598.17 598.15 598.32 598.36 598.41 598.39 598.36 598.40 598.43 598.37 598.32 598.30 598.28 598.36 598.43 598.46 1361

AST

30'

R/L USH 41 SB

+78.46 SMC

5"

1355+00 XO-B 1356+00 XO-B 1357+00 XO-B 1358+00 XO-B

7.74 597.72 597.75 597.70 597.77 597.69 597.78 597.75 597.81 597.82 597.83 597.82 597.89 597.84 597.94 598.53 598.07 598.14 598.22 598.22 598.22 598.27 598.32 598.28 598.23 598.23 598.22 598.30 598.38 598.41

1355+00 NMC 1356+00 NMC 1357+00 NMC 1358+00 NMC 1359+00 NMC 1360+00 NMC

7.93 597.91 597.90 597.89 597.90 597.92 597.96 598.00 598.13 598.27

+05.42 NMC

5"

7.77 597.78 597.78 597.79 597.81 597.84 597.80

10'

AST

+25.50 NMC

7.62 597.63 597.64 597.64 597.67 597.69 597.65

R/L USH 41 NB

TEMPORARY PAVING GRADES LEGEND

AST ASPHALTIC SURFACE TEMPORARY, 5-INCH

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES - TEMPORARY PAVEMENT	SHEET 175	E

2

2

588.
588

1240+00 SMC | 1241+00 SMC | 1242+00 SMC | 1243+00 SMC | 1244+00 SMC | 1245+00 SMC

MATCHLINE 1245+75 NMC

1240+00 NMC | 1241+00 NMC | 1242+00 NMC | 1243+00 NMC | 1244+00 NMC | 1245+00 NMC

588.26 588.26 588.29 588.36 588.43 588.48 588.50 588.53 588.56 588.60 588.64 588

588.10 588.09 588.10 588.15 588.21 588.24 588.24 588.25 588.26 588.28 588.30 588

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021302_pg.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

R/L USH 41 SB

USH 41 SB

USH 41 NB

R/L USH 41 NB

BEGIN PROJECT
1133-10-81
STA 1249+00 NMC

BEGIN CONSTRUCTION
1133-10-81
STA 1246+00 NMC

MATCHLINE 1245+75 NMC

MATCHLINE 1251+50 NMC

1246+00 SMC 1247+00 SMC 1248+00 SMC 1249+00 SMC 1250+00 SMC 1251+00 SMC

1246+00 NMC 1247+00 NMC 1248+00 NMC 1249+00 NMC 1250+00 NMC 1251+00 NMC

+00.0

30:1

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021303_pg.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

N

R/L USH 41 SB

USH 41 SB

USH 41 NB

R/L USH 41 NB

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

+24.8

+60.0

+24.2

14.1'

6.75'

3'

2'

10'

14'

12'

MATCHLINE 1251+50 NMC

MATCHLINE 1257+25 NMC

1252+00 SMC

1253+00 SMC

1254+00 SMC

1255+00 SMC

1256+00 SMC

1257+00 SMC

1252+00 NMC

1253+00 NMC

1254+00 NMC

1255+00 NMC

1256+00 NMC

1257+00 NMC

R 14100'

R 14100'

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET 178	E

2

N

+9.8

R/L USH 41 SB

3'
2'

9.04 588.94 588.84 588.74 588.66 588.60 588.50 588.42 588.50 588.60 588.66 588.74 588.84 588.94 589.05 589.15 589.25 589.35 589.45 589.55 589.65 589.75 589
9.44 589.34 589.24 589.14 589.06 589.00 588.96 588.95 588.96 589.00 589.06 589.14 589.24 589.35 589.45 589.55 589.65 589.75 589.85 589.95 590.05 590.15 590
9.72 589.62 589.52 589.42 589.34 589.28 589.24 589.23 589.24 589.28 589.34 589.42 589.52 589.63 589.73 589.83 589.93 590.03 590.13 590.23 590.33 590.43 590
.96 589.86 589.76 589.66 589.58 589.52 589.48 589.47 589.48 589.52 589.58 589.66 589.76 589.87 589.97 590.07 590.17 590.27 590.37 590.47 590.57 590.67 590

10'
14'
12'
12'
12'
10'

1258+00 SMC 1259+00 SMC 1260+00 SMC 1261+00 SMC 1262+00 SMC

USH 41 SB

589.72

.20 590.10 590.00 589.90 589.82 589.76 589.72 589.71 589.72 589.76 589.82 589.90 590.00 590.11 590.21 590.31 590.41 590.51 590.61 590.71 590.81 590.91 591
.96 589.86 589.76 589.66 589.58 589.52 589.48 589.47 589.48 589.52 589.58 589.66 589.76 589.87 589.97 590.07 590.17 590.27 590.37 590.47 590.57 590.67 590

MATCHLINE 1257+25 NMC

6.75'

+22.7

.56 589.46 589.36 589.26 589.18 589.12 589.08 589.07 589.08 589.12 589.18 589.26 589.36 589.47 589.57 589.67 589.77 589.87 589.97 590.07 590.17 590.27 590
.23 589.15 589.06 588.97 588.89 588.84 588.81 588.80 588.81 588.85 588.91 588.99 589.09 589.20 589.30 589.40 589.50 589.60 589.70 589.80 589.90 590.00 590
.23 589.15 589.06 588.97 588.89 588.84 588.81 588.80 588.81 588.85 588.91 588.99 589.09 589.19 589.30 589.40 589.50 589.60 589.70 589.80 589.90 590.00 590
.56 589.46 589.36 589.26 589.18 589.12 589.08 589.07 589.08 589.12 589.18 589.26 589.36 589.47 589.57 589.67 589.77 589.87 589.97 590.07 590.17 590.27 590

3'

10'

6.75'

.96 589.86 589.76 589.66 589.58 589.52 589.48 589.47 589.48 589.52 589.58 589.66 589.76 589.87 589.97 590.07 590.17 590.27 590.37 590.47 590.57 590.67 590

1258+00 NMC 1259+00 NMC 1260+00 NMC 1261+00 NMC 1262+00 NMC

12'
12'
12'
12'

USH 41 NB

.20 590.10 590.00 589.90 589.82 589.76 589.72 589.71 589.72 589.76 589.82 589.90 590.00 590.11 590.21 590.31 590.41 590.51 590.61 590.71 590.81 590.91 591
.96 589.86 589.76 589.66 589.58 589.52 589.48 589.47 589.48 589.52 589.58 589.66 589.76 589.87 589.97 590.07 590.17 590.27 590.37 590.47 590.57 590.67 590
.72 589.62 589.52 589.42 589.34 589.28 589.24 589.23 589.24 589.28 589.34 589.42 589.52 589.63 589.73 589.83 589.93 590.03 590.13 590.23 590.33 590.43 590
.44 589.34 589.24 589.14 589.06 589.00 588.96 588.95 588.96 589.00 589.06 589.14 589.24 589.35 589.45 589.55 589.65 589.75 589.85 589.95 590.05 590.15 590
.04 588.94 588.84 588.74 588.66 588.60 588.56 588.55 588.56 588.60 588.66 588.74 588.84 588.95 589.05 589.15 589.25 589.35 589.45 589.55 589.65 589.75 589

14'
10'

+54.4

3'
2'

R/L USH 41 NB

MATCHLINE 1262+75 NMC

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET 179	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021305_pg.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

R/L USH 41 SB

MATCHLINE 1262+75 NMC

1263+00 SMC 1264+00 SMC 1265+00 SMC 1266+00 SMC 1267+00 SMC 1268+00 SMC

USH 41 SB

USH 41 NB

R/L USH 41 NB

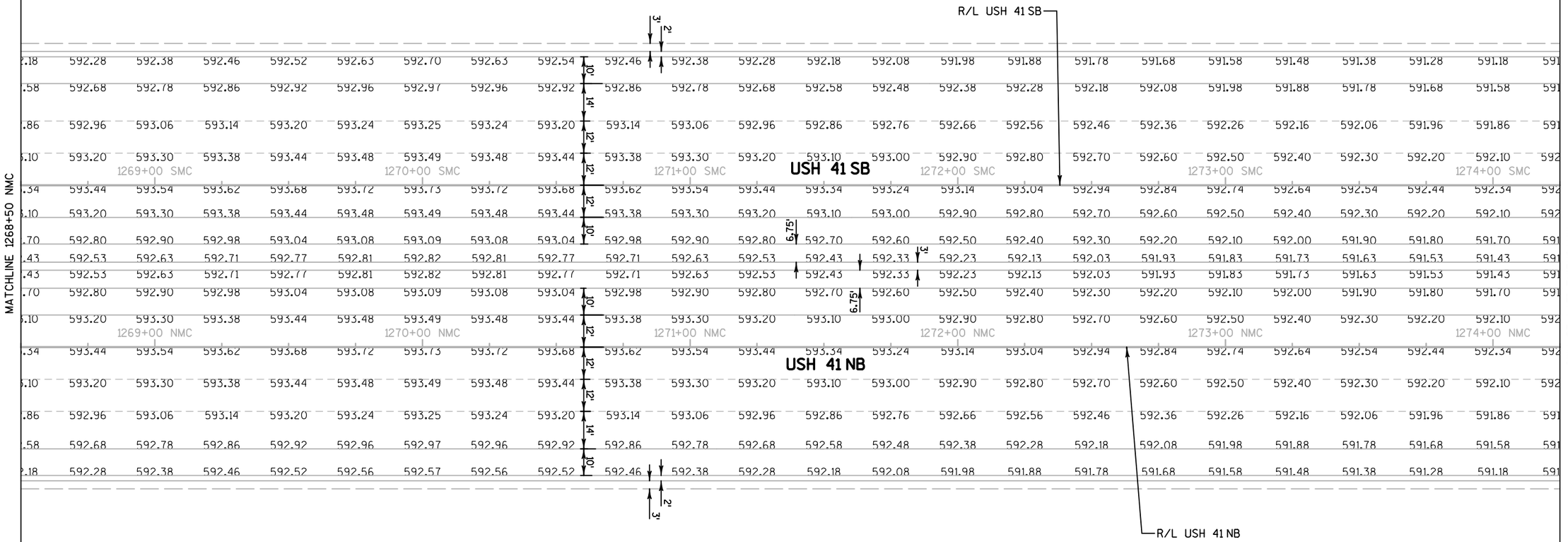
MATCHLINE 1268+50 NMC

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET 180	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021306_pg.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

N



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET 181	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021307_pg.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

SIGN BRIDGE
S-05-108

R/L USH 41 SB

R/L USH 41 NB

MATCHLINE 1274+25 NMC

MATCHLINE 1280+00 NMC

USH 41 SB

USH 41 NB

1275+00 SMC 1276+00 SMC 1277+00 SMC 1278+00 SMC 1279+00 SMC

1275+00 NMC 1276+00 NMC 1277+00 NMC 1278+00 NMC 1279+00 NMC

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET 182	E

2

N

R/L USH 41 SB

MATCHLINE 1280+00 NMC

MATCHLINE 1285+50 NMC

USH 41 SB

USH 41 NB

R/L USH 41 NB

2

N

MATCHLINE 1285+50 NMC

MATCHLINE 1291+25 NMC

R/L USH 41 SB

R/L USH 41 NB

USH 41 SB

USH 41 NB

1286+00 SMC | 1287+00 SMC | 1288+00 SMC | 1289+00 SMC | 1290+00 SMC | 1291+00 SMC

3' 2' 10' 14' 12' 12' 12' 12' 10' 6.75' 3.0 6.75' 10' 12' 12' 12' 14' 10' 2' 3'

.18	594.26	594.33	594.38	594.42	594.52	594.58	594.51	594.44	594.38	594.33	594.26	594.18	594.08	593.98	593.88	593.78	593.68	593.58	593.48	593.38	593.28	593.18	593
.58	594.66	594.73	594.78	594.82	594.84	594.85	594.84	594.82	594.78	594.73	594.66	594.58	594.48	594.38	594.28	594.18	594.08	593.98	593.88	593.78	593.68	593.58	593
.86	594.94	595.01	595.06	595.10	595.12	595.13	595.12	595.10	595.06	595.01	594.94	594.86	594.76	594.66	594.56	594.46	594.36	594.26	594.16	594.06	593.96	593.86	593
.10	595.18	595.25	595.30	595.34	595.36	595.37	595.36	595.34	595.30	595.25	595.18	595.10	595.00	594.90	594.80	594.70	594.60	594.50	594.40	594.30	594.20	594.10	594
.34	595.42	595.49	595.54	595.58	595.60	595.61	595.60	595.58	595.54	595.49	595.42	595.34	595.24	595.14	595.04	594.94	594.84	594.74	594.64	594.54	594.44	594.34	594
.10	595.18	595.25	595.30	595.34	595.36	595.37	595.36	595.34	595.30	595.25	595.18	595.10	595.00	594.90	594.80	594.70	594.60	594.50	594.40	594.30	594.20	594.10	594
.70	594.78	594.85	594.90	594.94	594.96	594.97	594.96	594.94	594.90	594.85	594.78	594.70	594.60	594.50	594.40	594.30	594.20	594.10	594.00	593.90	593.80	593.70	593
.43	594.51	594.58	594.63	594.67	594.69	594.70	594.69	594.67	594.63	594.58	594.51	594.43	594.33	594.23	594.13	594.03	593.93	593.83	593.73	593.63	593.53	593.43	593
.70	594.78	594.85	594.90	594.94	594.96	594.97	594.96	594.94	594.90	594.85	594.78	594.70	594.60	594.50	594.40	594.30	594.20	594.10	594.00	593.90	593.80	593.70	593
.10	595.18	595.25	595.30	595.34	595.36	595.37	595.36	595.34	595.30	595.25	595.18	595.10	595.00	594.90	594.80	594.70	594.60	594.50	594.40	594.30	594.20	594.10	594
.34	595.42	595.49	595.54	595.58	595.60	595.61	595.60	595.58	595.54	595.49	595.42	595.34	595.24	595.14	595.04	594.94	594.84	594.74	594.64	594.54	594.44	594.34	594
.10	595.18	595.25	595.30	595.34	595.36	595.37	595.36	595.34	595.30	595.25	595.18	595.10	595.00	594.90	594.80	594.70	594.60	594.50	594.40	594.30	594.20	594.10	594
.86	594.94	595.01	595.06	595.10	595.12	595.13	595.12	595.10	595.06	595.01	594.94	594.86	594.76	594.66	594.56	594.46	594.36	594.26	594.16	594.06	593.96	593.86	593
.58	594.66	594.73	594.78	594.82	594.84	594.85	594.84	594.82	594.78	594.73	594.66	594.58	594.48	594.38	594.28	594.18	594.08	593.98	593.88	593.78	593.68	593.58	593
.18	594.26	594.33	594.38	594.42	594.44	594.45	594.44	594.42	594.38	594.33	594.26	594.18	594.08	593.98	593.88	593.78	593.68	593.58	593.48	593.38	593.28	593.18	593

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET 184	E

2

2

N

R/L USH 41 SB

USH 41 SB

1292+00 SMC 1293+00 SMC 1294+00 SMC 1295+00 SMC 1296+00 SMC

1296MD

R/L RAMP MD

MATCHLINE 1291+25 NMC

1292+00 NMC 1293+00 NMC 1294+00 NMC 1295+00 NMC 1296+00 NMC

MATCHLINE 1297+00 NMC

USH 41 NB

1292MA 1293MA 1295MA 1296MA

+84.4 BEGIN CURVE

+58.5 BEGIN CURVE

+28.3

SIGN BRIDGE S-05-198

R/L USH 41 NB

R 8036'

R/L RAMP MA

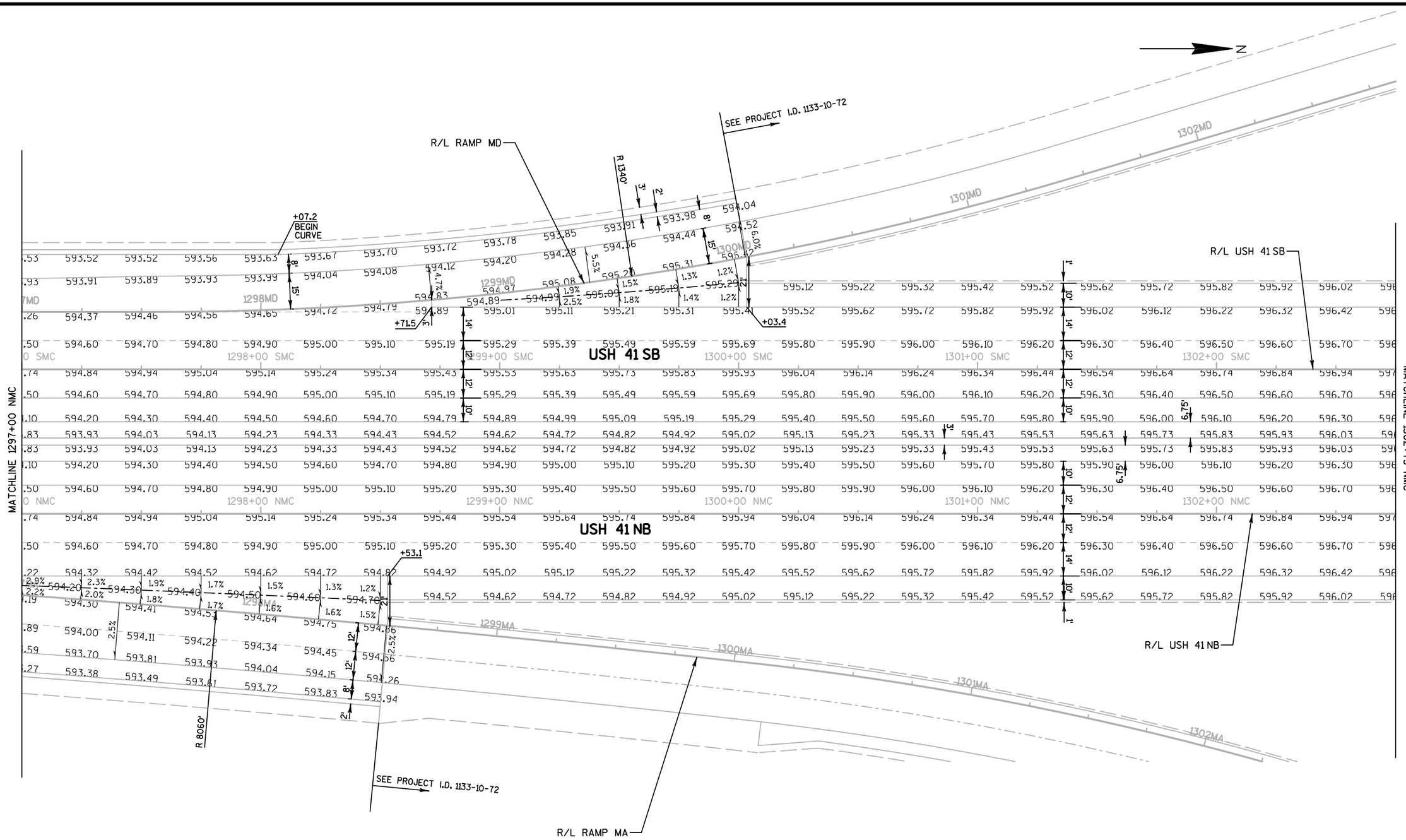
594.00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET 185	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021311_pg.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET 186	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021312_pg.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

1303MD

N

R/L USH 41 SB

MATCHLINE 1302+75 NMC

MATCHLINE 1308+50 NMC

USH 41 SB

USH 41 NB

1303+00 SMC | 1304+00 SMC | 1305+00 SMC | 1306+00 SMC | 1307+00 SMC | 1308+00 SMC

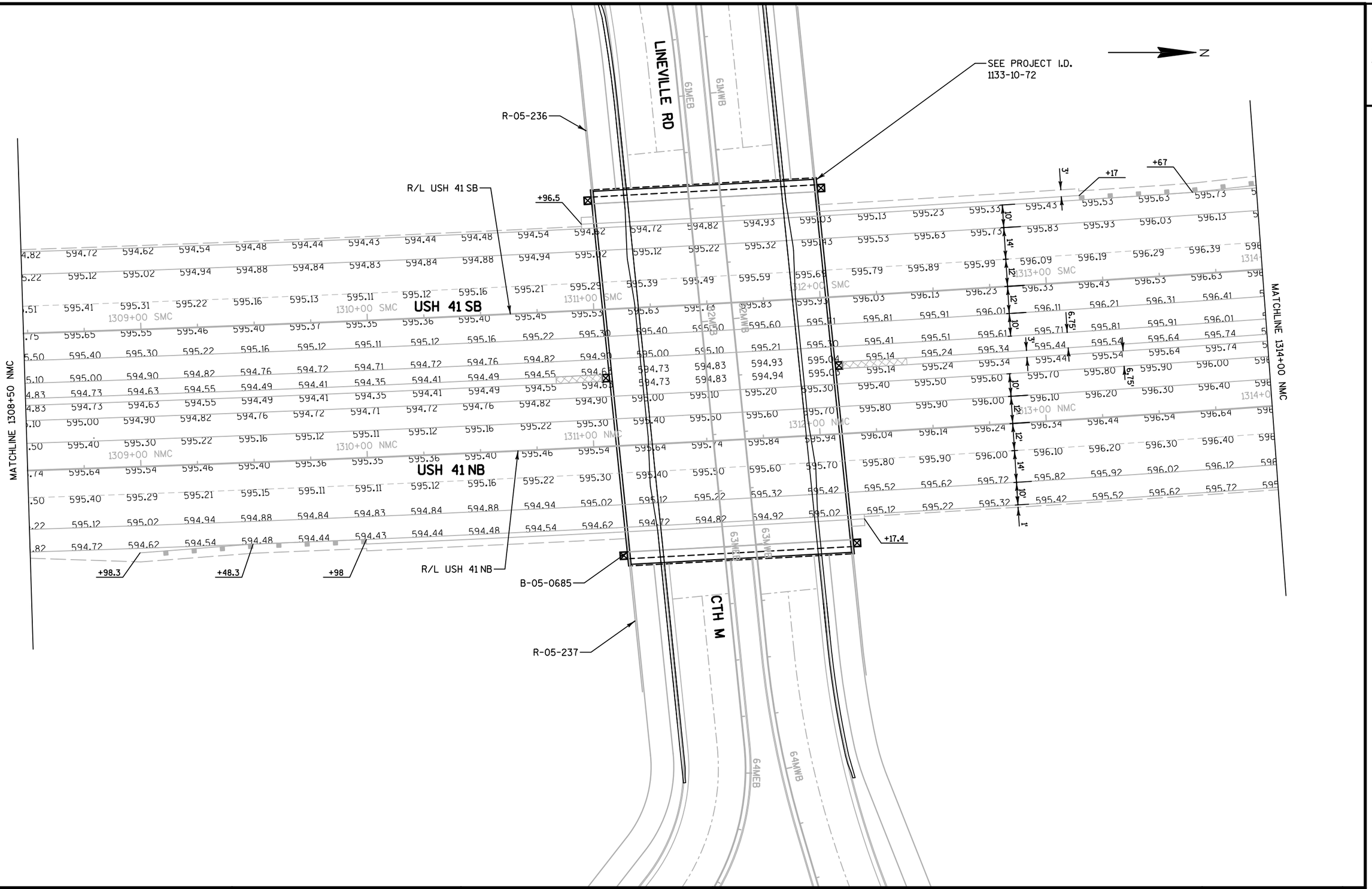
1303+00 NMC | 1304+00 NMC | 1305+00 NMC | 1306+00 NMC | 1307+00 NMC | 1308+00 NMC

1' | 10' | 14' | 12' | 12' | 10' | 6.75' | 3' | 6.75' | 10' | 12' | 12' | 14' | 10' | 1'

+89.9

R/L USH 41 NB

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET 187	E



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021314_pg.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

2

N

R/L USH 41 SB

R/L USH 41 NB

USH 41 SB

USH 41 NB

MATCHLINE 1314+00 NMC

MATCHLINE 1319+75 NMC

16CHN

18CHN

19CHN

+46.1 BEGIN TAPER

+46.2 BEGIN TAPER

+45.9 END TAPER

+46.0 END/BEGIN TAPER

12.5:1

70:1

1317MB

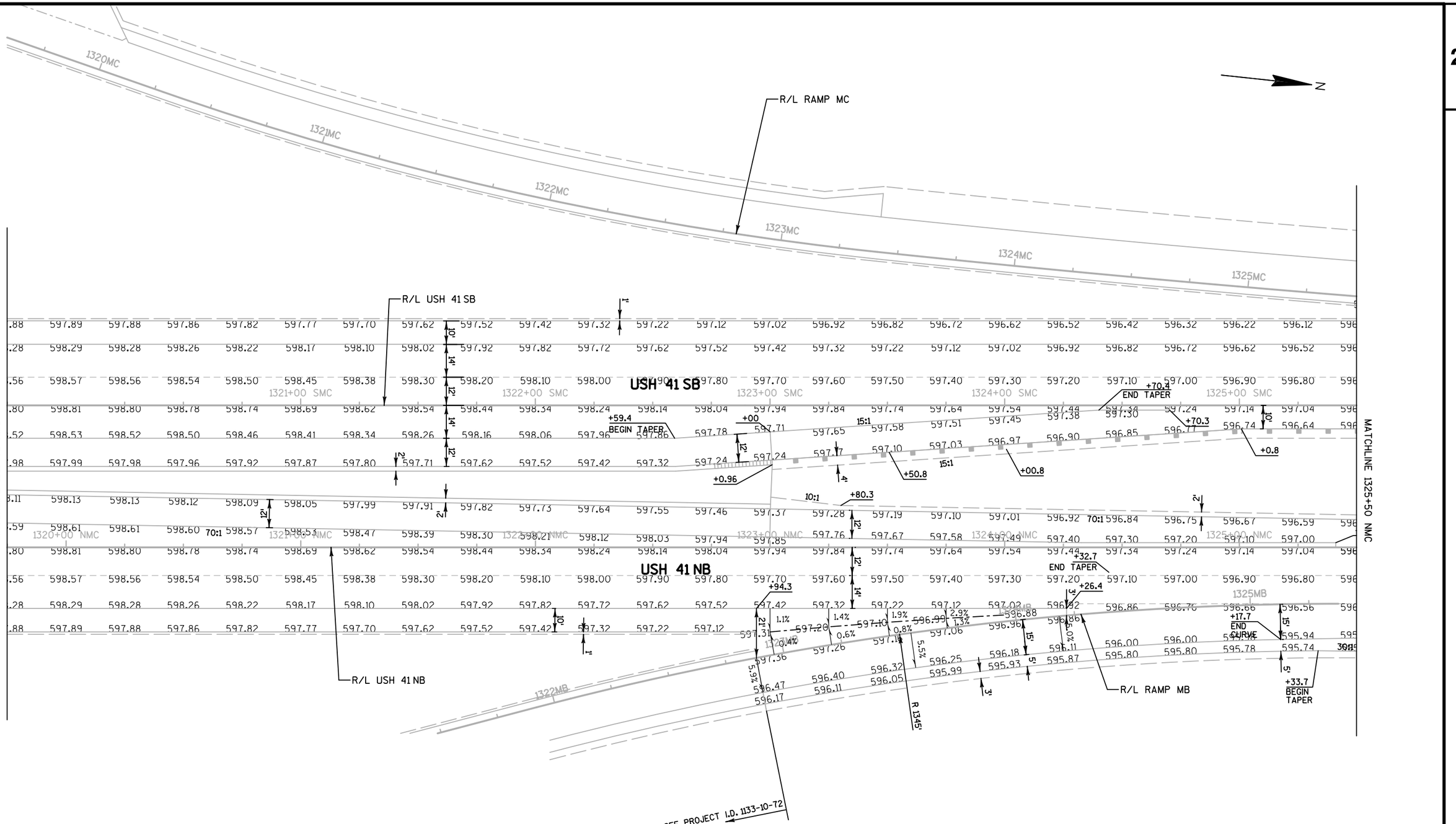
1318MB

1319MB

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET 189	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021315_pg.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42


N
1320MC
1321MC
1322MC
1323MC
1324MC
1325MC
R/L RAMP MC
R/L USH 41 SB
USH 41 SB
USH 41 NB
R/L USH 41 NB
R/L RAMP MB
1321+00 SMC
1322+00 SMC
1323+00 SMC
1324+00 SMC
1325+00 SMC
1320+00 NMC
1321+00 NMC
1322+00 NMC
1323+00 NMC
1324+00 NMC
1325+00 NMC
MATCHLINE 1319+75 NMC
MATCHLINE 1325+50 NMC
+59.4 BEGIN TAPER
+70.4 END TAPER
+94.3
+80.3
+50.8
+00.8
+70.3
+0.8
+0.96
+00
+32.7 END TAPER
+26.4
+17.7 END CURVE
+33.7 BEGIN TAPER
R 1345'
SEE PROJECT I.D. 1133-10-72

2

N

SEE PROJECT I.D. 1133-10-72

+70.1

R 8036'

+68.6

+90.5

+40.7

+65.6

+50.0

+40.5

+65.7

+49.7

R/L RAMP MC

25:1

+00.0

15:1

+44.4

+31.5

R/L USH 41 SB

+38.9
BEGIN
TAPER

+09.3
END
TAPER

30:1

1326MC

1327MC

1328MC

1329MC

1326+00 SMC

1327+00 SMC

1328+00 SMC

USH 41 SB

1329+00 SMC

1330+00 SMC

1331+00 SMC

MATCHLINE 1325+50 NMC

MATCHLINE 1331+50 NMC

R/L USH 41 NB

+74.8

+92.3

+92.3
END
TAPER

+97.7

USH 41 NB

1326+00 NMC

1327+00 NMC

1328+00 NMC

1329+00 NMC

1330+00 NMC

1331+00 NMC

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET 191	E

2

N

+90.0
END
CURVE

+50.1
BEGIN
TAPER

USH 41 SB

1332+00 SMC | 1333+00 SMC | 1334+00 SMC | 1335+00 SMC | 1336+00 SMC | 1337+00 SMC

10'
12'
12'
12'
10'
2'
4'

R/L USH 41 SB

MATCHLINE 1331+50 NMC

MATCHLINE 1337+25 NMC

R/L USH 41 NB

USH 41 NB

1332+00 NMC | 1333+00 NMC | 1334+00 NMC | 1335+00 NMC | 1336+00 NMC | 1337+00 NMC

+72.7
+72.7

25:1

+22.7

+02.4
+02.4

15:1

+47.4
END
TAPER

+50
BEGIN TAPER

30:1

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET 192	E

2

N

MATCHLINE 1335+50 NMC

MATCHLINE 1343+25 NMC

USH 41 SB

USH 41 NB

R/L USH 41 SB

R/L USH 41 NB

1338+00 SMC | 1339+00 SMC | 1340+00 SMC | 1341+00 SMC | 1342+00 SMC | 1343+00 SMC

1338+00 NMC | 1339+00 NMC | 1340+00 NMC | 1341+00 NMC | 1342+00 NMC | 1343+00 NMC

+90 END TAPER

+50.1 END TAPER

+50 END TAPER

+54.3

+30.8

+06.8

30:1

R 26.25'

1.7%

24'

1.4%

597.27

597.68

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021319_pg.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

N

MATCHLINE 1343+25 NMC

.52 597.48 597.44 597.42 597.42 597.45 597.50

.17 598.13 598.09 598.08 598.08 598.11 598.17

USH 41 SB

.90 597.86 597.84 597.84 597.86 597.91 597.97

.66 597.62 597.61 597.62 597.65 597.71 597.79

.50 597.46 597.45 597.46 597.49 597.55 597.62

1344+00 SMC 1345+00 SMC 1346+00 SMC 1347+00 SMC 1348+00 SMC 1349+00 SMC

+50 +00 +00

1344+00 NMC 1345+00 NMC 1346+00 NMC 1347+00 NMC 1348+00 NMC 1349+00 NMC

.11 597.04 596.99 596.96 596.94 596.94 596.96 596.99

.27 597.20 597.15 597.12 597.10 597.10 597.12 597.15

.03 596.97 596.93 596.91 596.90 596.92 596.95 596.93

USH 41 NB

.75 596.70 596.67 596.66 596.67 596.71 596.77 596.69

.35 596.30 596.27 596.26 596.27 596.31 596.37 596.29

+50 +00

END PROJECT
1133-10-81
STA 1343+50.00 NMC

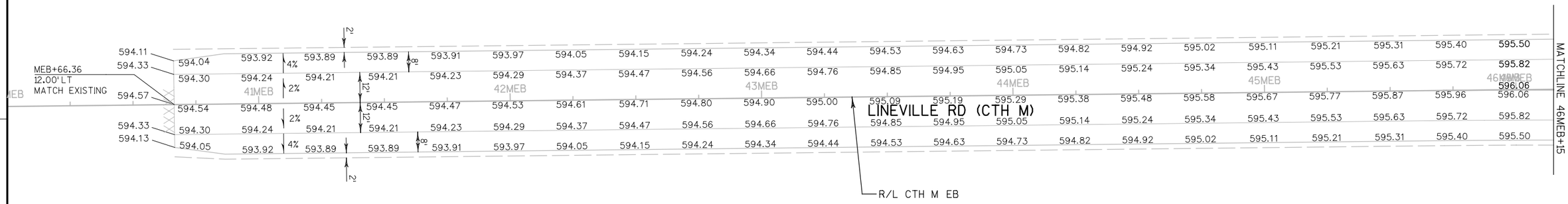
END CONSTRUCTION
1133-10-81
STA 1345+00.00 NMC

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVING GRADES	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_021320_pg.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

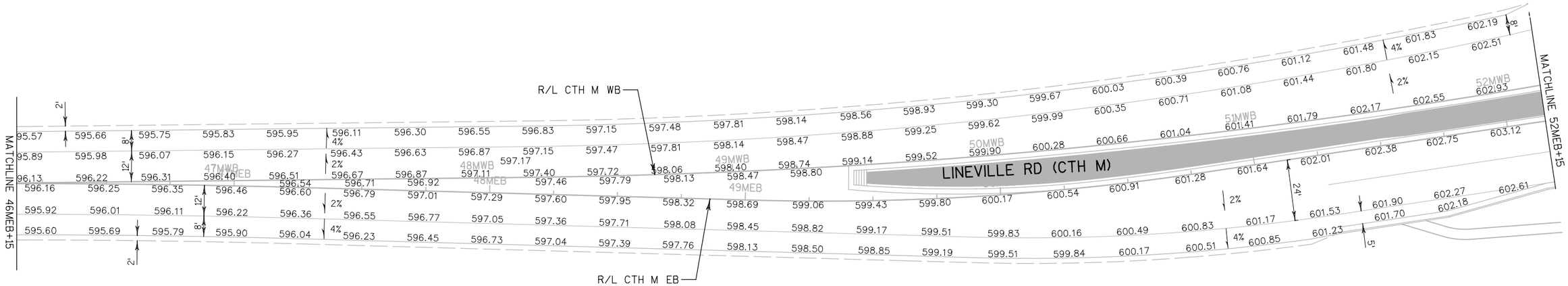
2

N

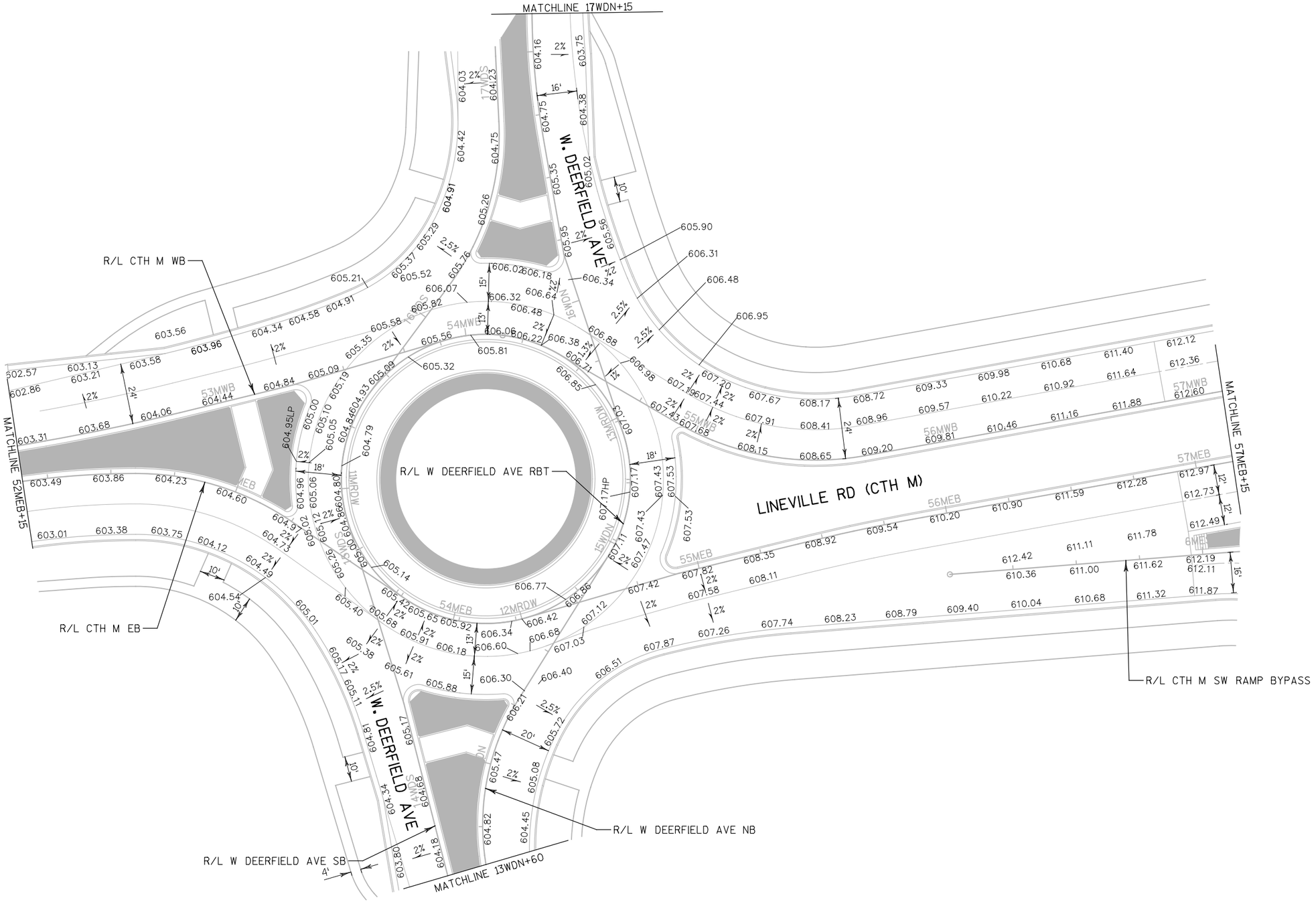


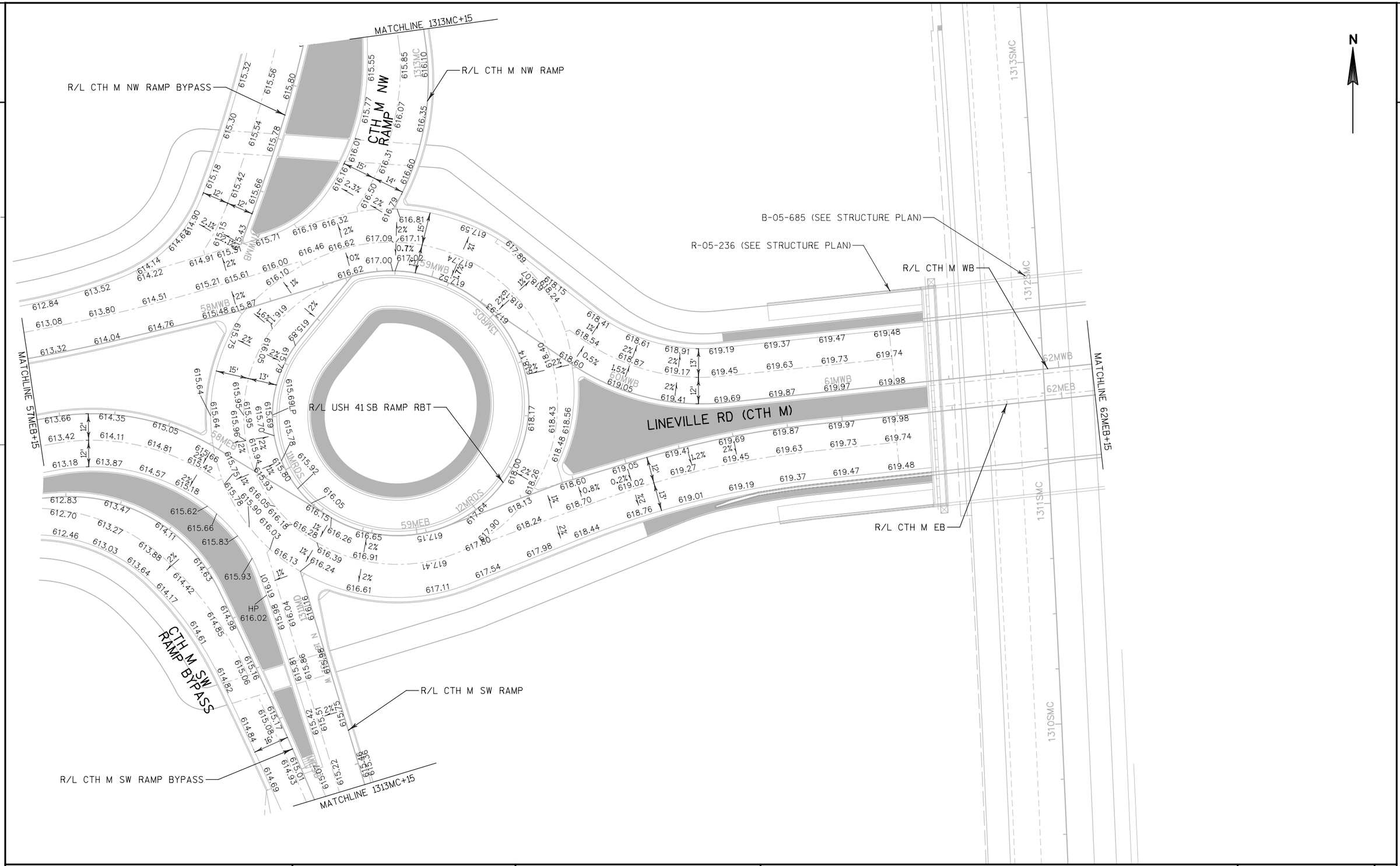
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 195	E

2



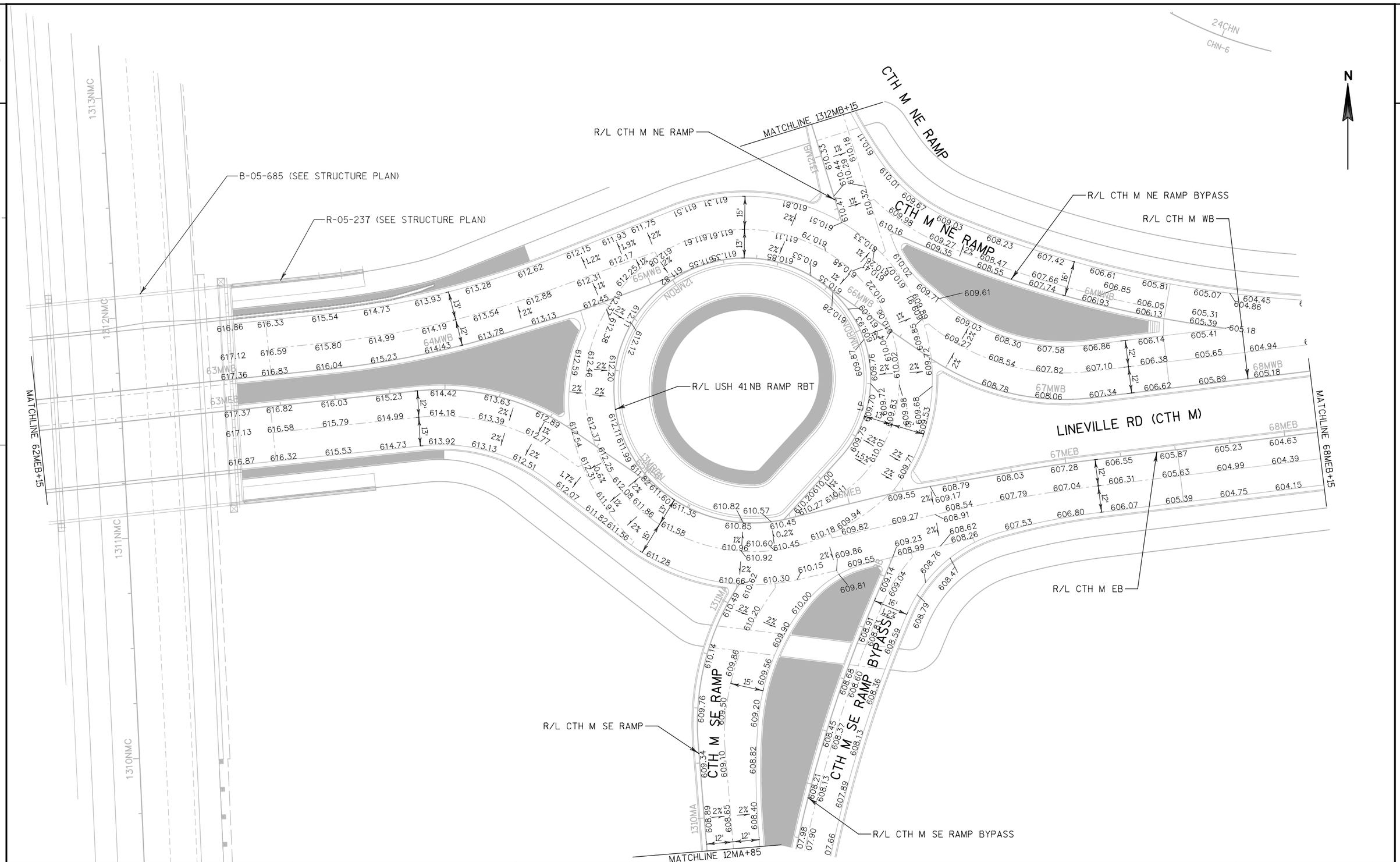
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 196	E


MATCHLINE 17WDN+15
W. DEERFIELD AVE
R/L CTH M WB
R/L CTH M EB
R/L W DEERFIELD AVE RBT
LINEVILLE RD (CTH M)
R/L CTH M SW RAMP BYPASS
R/L W DEERFIELD AVE NB
R/L W DEERFIELD AVE SB
MATCHLINE 52MEB+15
MATCHLINE 57MEB+15
MATCHLINE 13WDN+60
53MWB
54MWB
55MWB
56MWB
57MWB
54MEB
55MEB
56MEB
57MEB
11MRDW
12MRDW
15WDN
16WDN
17WDN
SUNSET
N



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 198	E

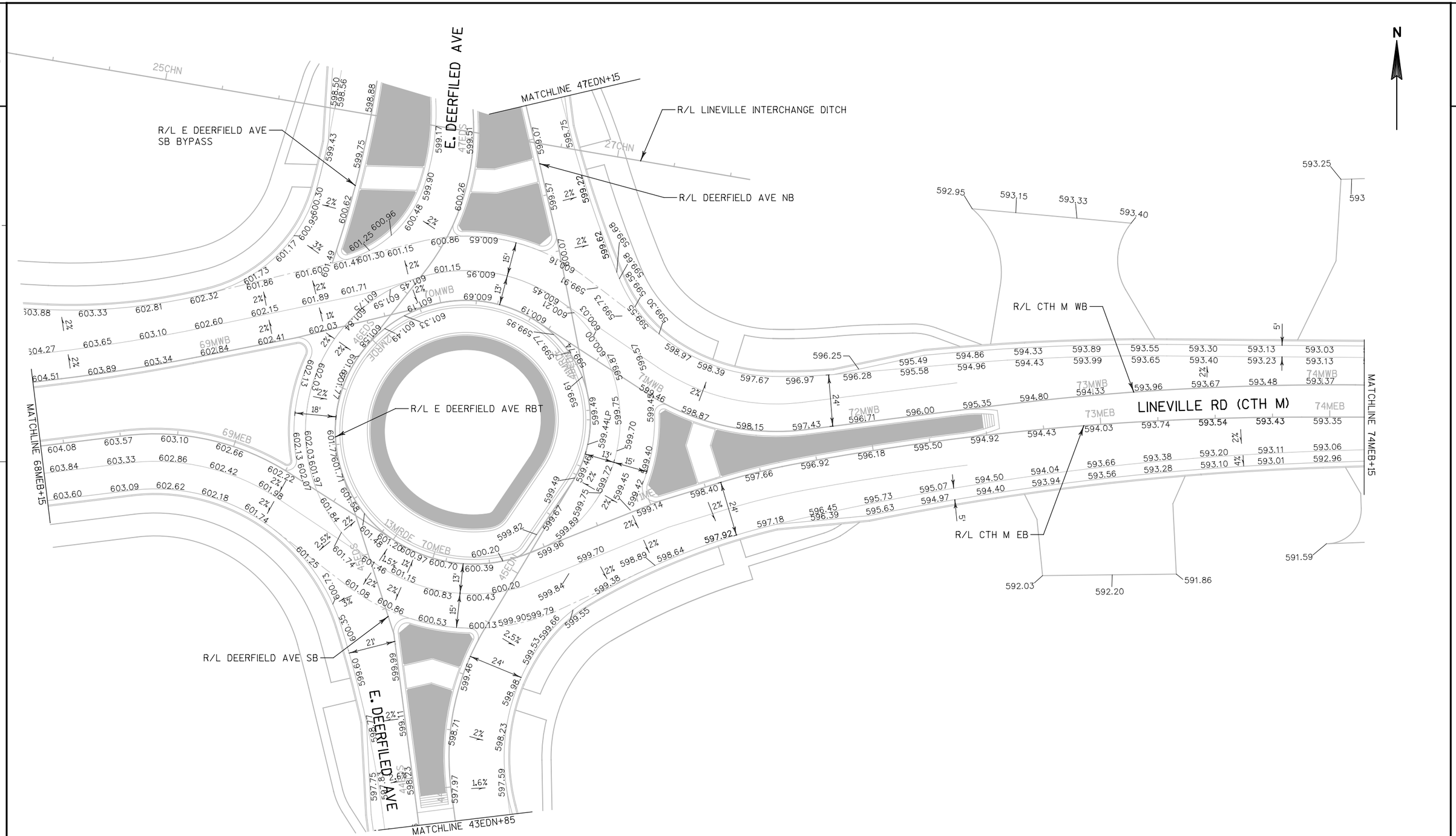
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\021254_pg.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 199	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\021255_pg.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42



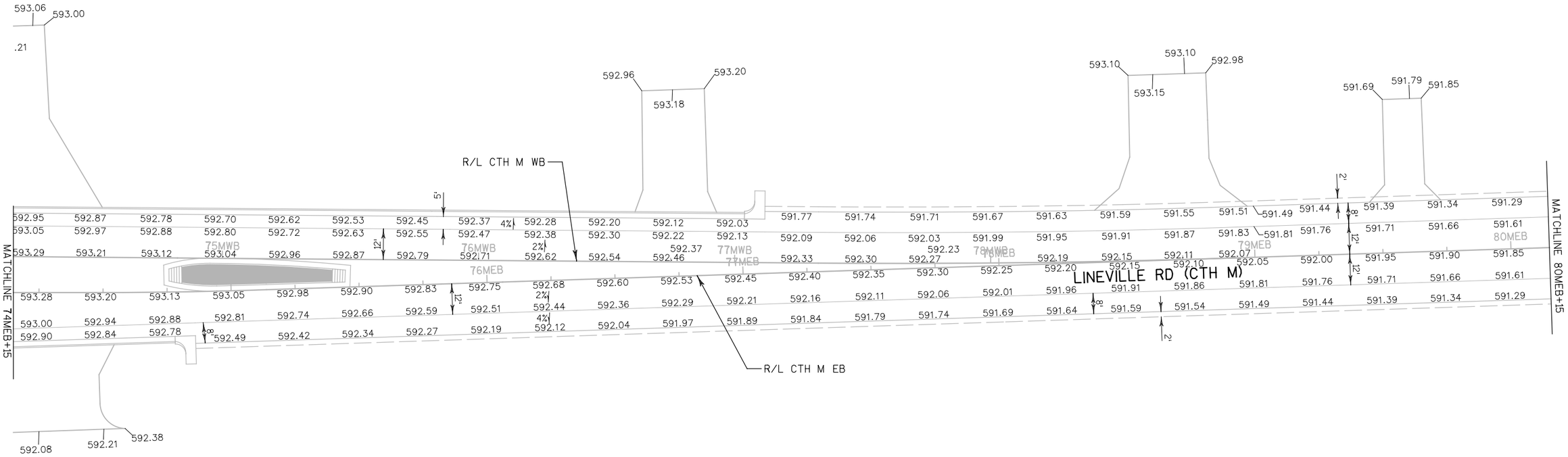
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 200	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\021256_pg.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

2

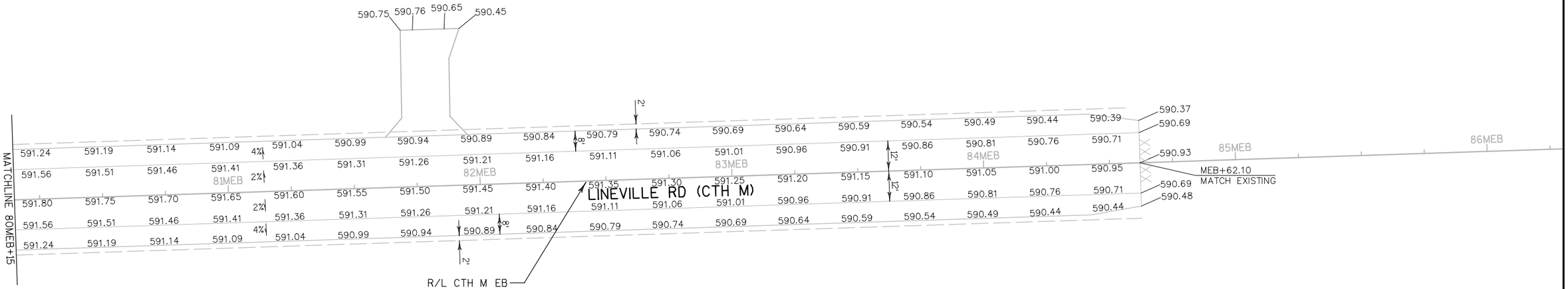
N



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 201	E

2

N



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 202	E

2

2

N

1299MD

1299SMC

1300SMC

1301SMC

1302SMC

1303SMC

1299NMC

1300NMC

1301NMC

1302NMC

1303NMC

1304NMC

R/L CTH M SE RAMP

CTH M SE RAMP

MA+54.18
MATCH ID 1133-10-81

MATCHLINE 1304MA+15

1299MA 1300MA 1301MA 1302MA 1303MA 1304MA

| | | |

2

N

1305NMC

MATCHLINE 1304MA+15

1305MA 1306MA 1307MA 1308MA 1309MA

R/L CTH M SE RAMP

CTH M SE RAMP

R/L CTH M SE RAMP BYPASS

CTH M SE RAMP BYPASS

MATCHLINE 1309MA+85

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 204 E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\021260_pg.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

2

2

18CHN

1317NMC

N

R/L LINEVILLE INTERCHANGE DITCH

CHN-4

19CHN

CHN-5

20CHN

MATCHLINE 1312MB+15

1313MB 1314MB 1315MB 1316MB 1317MB 1318MB

610.19 610.02 609.69 609.44 609.14 608.80 608.42 608.00 607.55 607.11 606.66 606.22 605.77 605.33 604.88 604.44 603.99 603.54 603.10 602.65 602.21 601.76 601.32 600.89
1% 1% 2% 1¼% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%
610.02 609.87 609.81 609.56 609.26 608.92 608.54 608.12 607.67 607.23 606.78 606.34 605.89 605.45 605.00 604.56 604.11 603.67 603.22 602.77 602.33 601.88 601.44 601.01

609.51 609.26 608.96 608.62 608.24 607.82 607.37 606.93 606.48 606.04 605.59 605.15 604.70 604.26 603.81 603.36 602.92 602.47 602.03 601.58 601.14 600.71
609.31 609.06 608.76 608.42 608.04 607.62 607.17 606.73 606.28 605.84 605.39 604.95 604.50 604.06 603.61 603.17 602.72 602.27 601.83 601.38 600.94 600.51

CTH M NE RAMP

R/L CTH M NE RAMP

15' 5' 3'

21CH

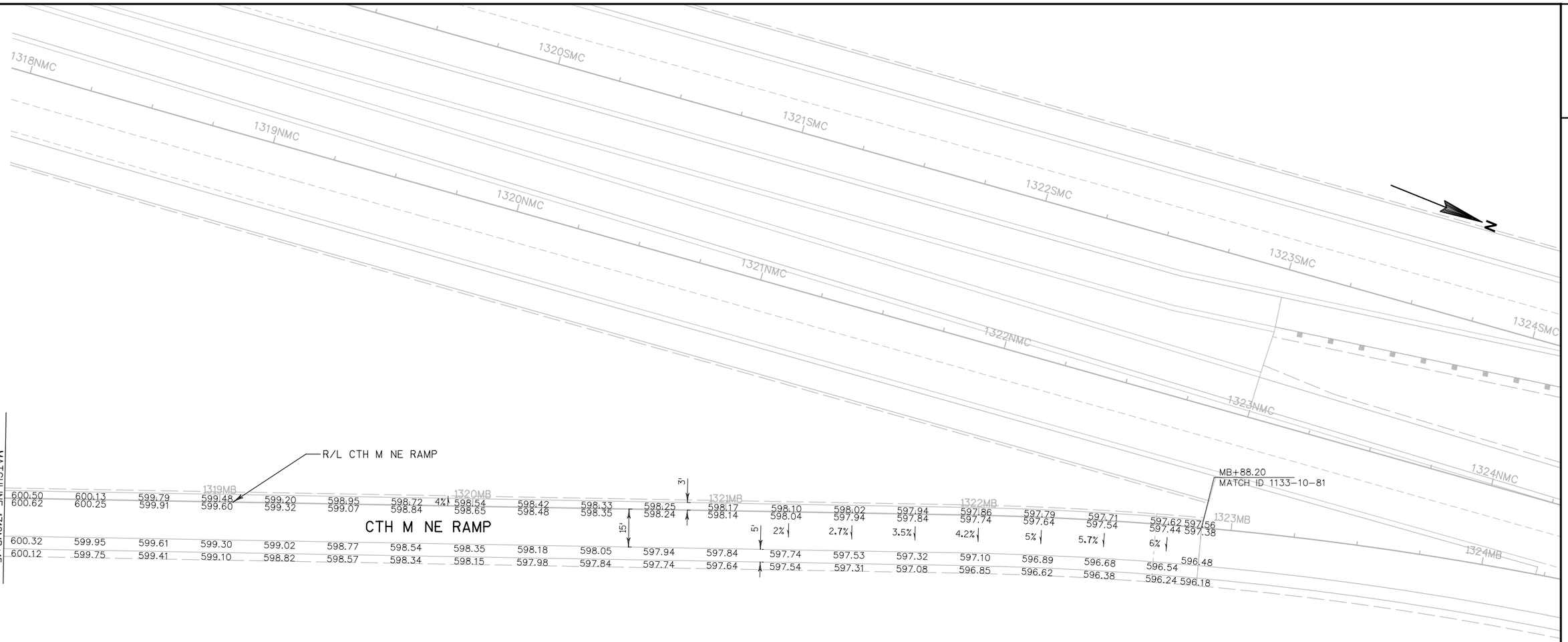
22CHN

23CHN

MATCHLINE 1318MB+15

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 205	E

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 206	E

2

2

N

CHN-2

13CHN

CHN-3

14CHN

R/L CTH M NW RAMP BYPASS

CTH M NW RAMP BYPASS

CTH M NW RAMP

R/L CTH M NW RAMP

MATCHLINE 1313MC+15

MATCHLINE 1318MC+15

15CHN

16CHN

R/L LINEVILLE INTERCHANGE DITCH

1314MC

1317MC

1318MC

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 207 E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\021263_pg.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

2

N

MATCHLINE 1318MC+15

600.62 2% 600.83 2% 601.09 2% 601.39 601.27
599.85 600.11 600.37 600.67 600.55
599.16 2% 599.42 2% 599.68 2% 599.98 599.88
598.52 13' 598.78 13' 599.04 15' 599.34 599.29
597.92 598.18 598.44 3' 598.74 598.75
597.37 597.63 597.89 598.19 598.22
596.87 2% 597.13 2% 597.39 2% 597.69 597.74
596.64 597.22 597.30
596.07 5' 596.29 596.80 596.91
595.55 2.6% 595.79 3.4% 596.43 596.56
595.08 595.34 4.2% 596.10 596.25
594.75 595.02 5.1% 595.81 595.97
594.51 5' 594.78 5.3% 595.57 595.73
594.32 594.58 15' 595.38 595.54
594.16 594.43 3' 595.22 595.38
594.06 594.32 595.12 595.28
593.99 594.26 595.05 595.21
593.97 594.24 595.03 595.19
594.00 594.26 5.3% 595.06 595.22
594.15 594.39 4.9% 595.13 595.28

1319MC 1320MC 1321MC 1322MC 1323MC

CTH M NW RAMP

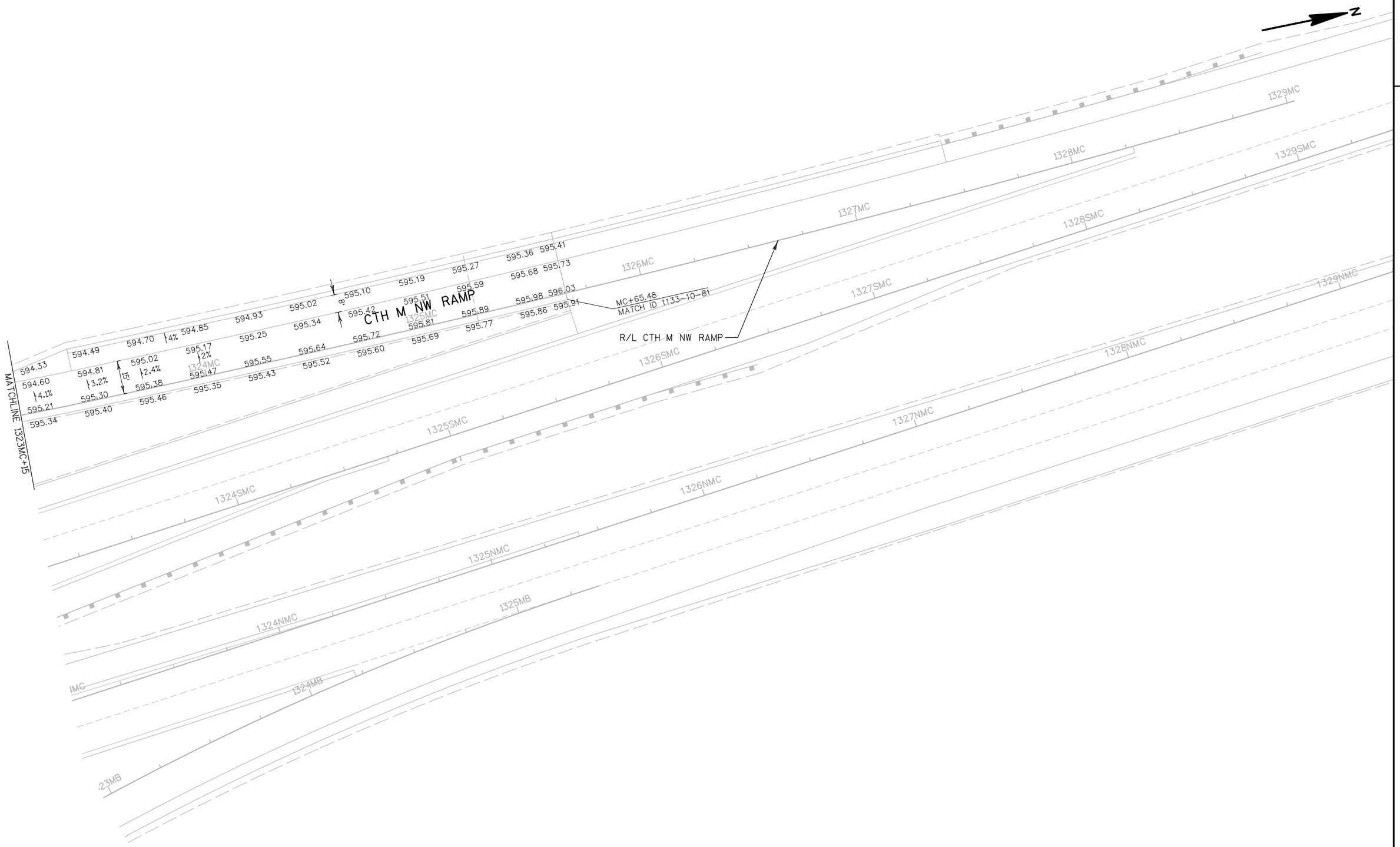
R/L CTH M NW RAMP

MATCHLINE 1323MC+15

1323SMC 1322SMC 1321SMC 1320SMC 1319SMC 1322NMC 1321NMC

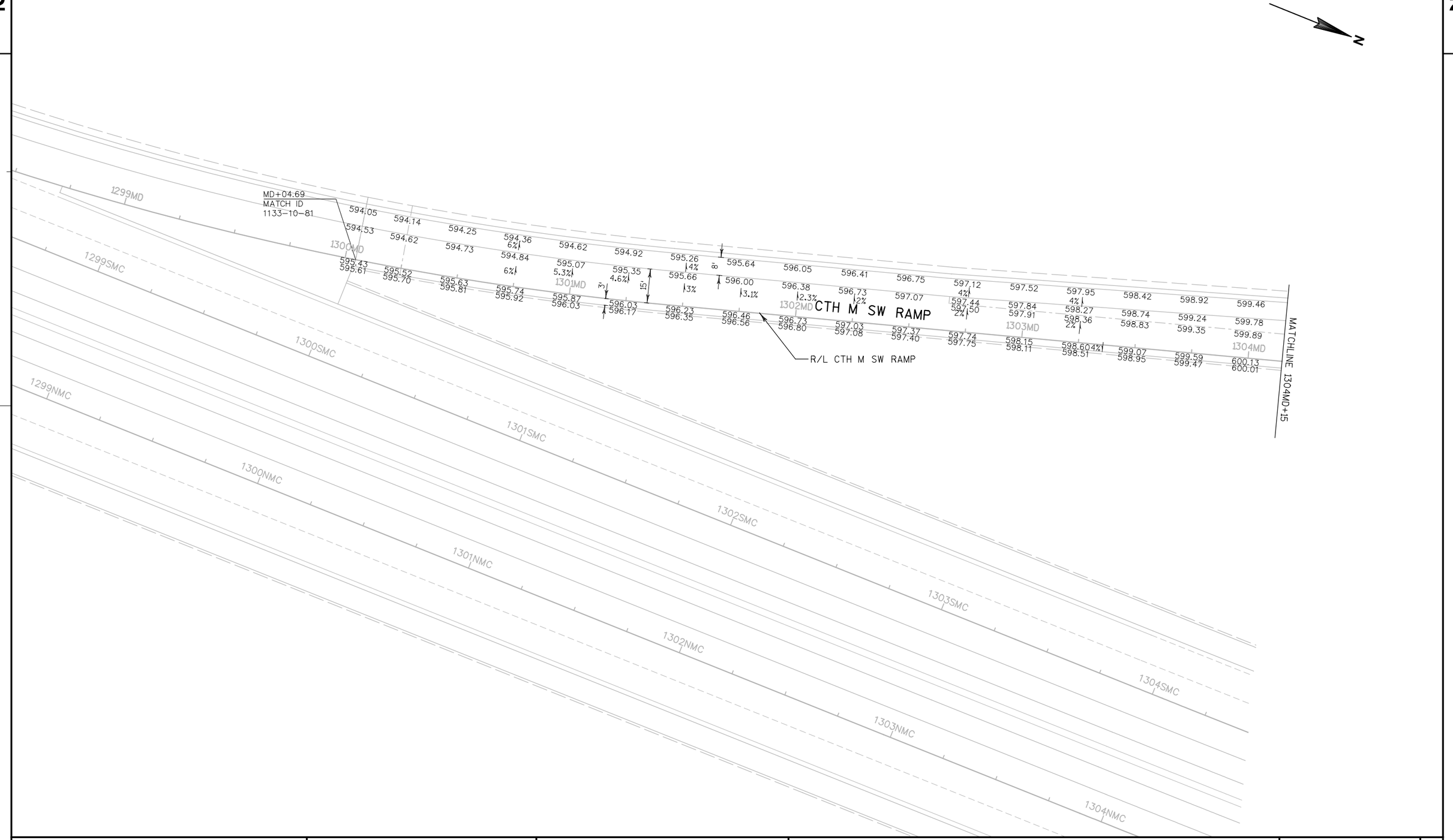
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 208	E

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 209	E

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 210	E

2

2

N

MATCHLINE 1304MD+15

600.03 600.64 601.28 601.78 602.44 603.07
600.35 600.96 601.60 602.26 602.92 603.58 604.24 604.90 605.56 606.22 606.88 607.54 608.21 608.88 609.55 610.21 610.87 611.52 612.14 612.71 613.21 613.66 614.04 614.37
600.48 601.09 601.75 602.42 603.09 603.76 604.43 605.10 605.77 606.44 607.11 607.78 608.45 609.12 609.79 610.46 611.13 611.80 612.38 612.95 613.45 613.90 614.29 614.62
600.72 601.33 601.99 602.66 603.33 604.00 604.67 605.34 606.01 606.68 607.35 608.02 608.69 609.36 610.03 610.70 611.37 612.04 612.68 613.28 613.82 614.31 614.74 615.13
600.60 601.21 601.87 602.54 603.21 603.88 604.55 605.22 605.89 606.56 607.23 607.90 608.57 609.24 609.91 610.58 611.25 611.92 612.56 613.16 613.70 614.19 614.62 615.01

1305MD 1306MD 1307MD 1308MD 1309MD 1310MD

5' 3' 12' 12'

CTH M SW RAMP

R/L CTH M SW RAMP

R/L CTH M SW RAMP BYPASS

4% 2% 2%

MATCHLINE 1313MC+15

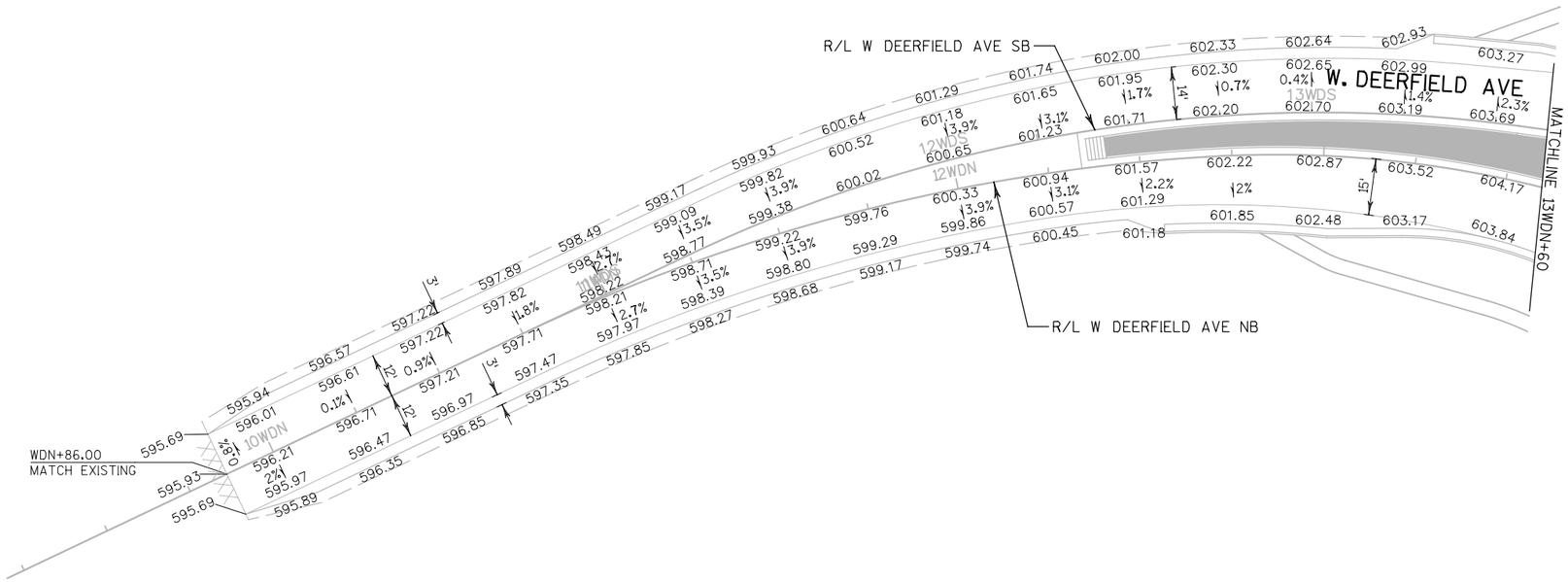
1305SMC

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 211	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\021267_pg.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 212	E

2

N

R/L W DEERFIELD AVE SB

R/L W DEERFIELD AVE NB

W. DEERFIELD AVE

MATCHLINE 17WDN+15

18WDS

19WDS

19WDN

20WDS

20WDN

21WDN

CHN-1

11CHN

12CHN

R/L LINEVILLE INTERCHANGE DITCH

WDN+45.82
MATCH EXISTING

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 213	E

2

N

EDN+00.00
MATCH EXISTING

E. DEERFIELD AVE

R/L E DEERFIELD AVE SB

R/L E DEERFIELD AVE NB

MATCHLINE 43EDN+85

41EDN

42EDS

42EDN

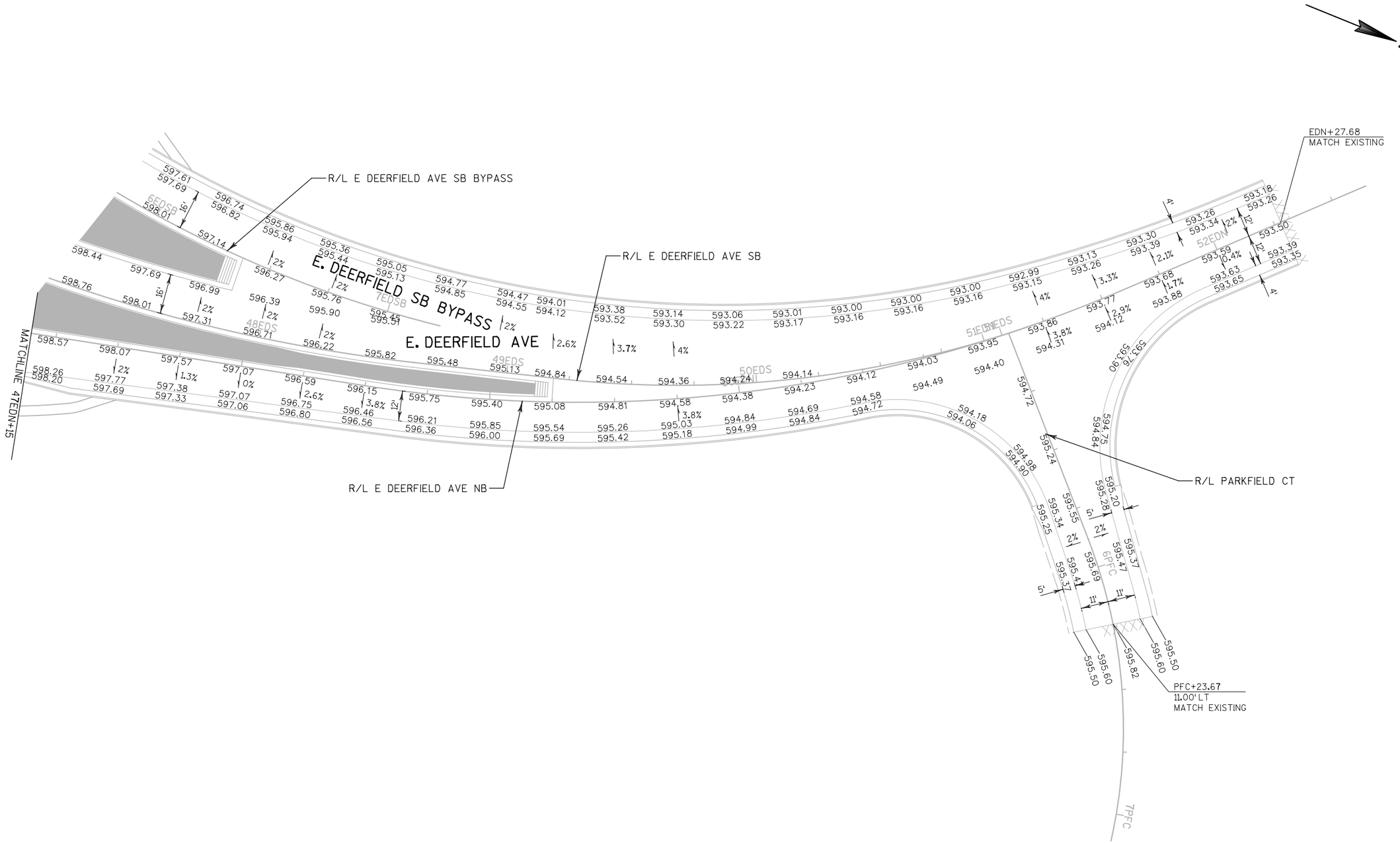
43EDS

43EDN

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 214	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\021270_pg.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVING GRADES	SHEET 215	E

2

2

N

W. DEERFIELD AVE.

SIGN

SIGN

SIGN

SIGN

USH 41 SB

USH 41 NB

E. DEERFIELD AVE.

1232+00 SMC

RB

1232+00 NMC

MATCHLINE 1233NMC+50

NOTES:

1) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND B UNLESS OTHERWISE NOTED.

2) EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES, AND ARE DISPLAYED FOR REFERENCE ONLY.

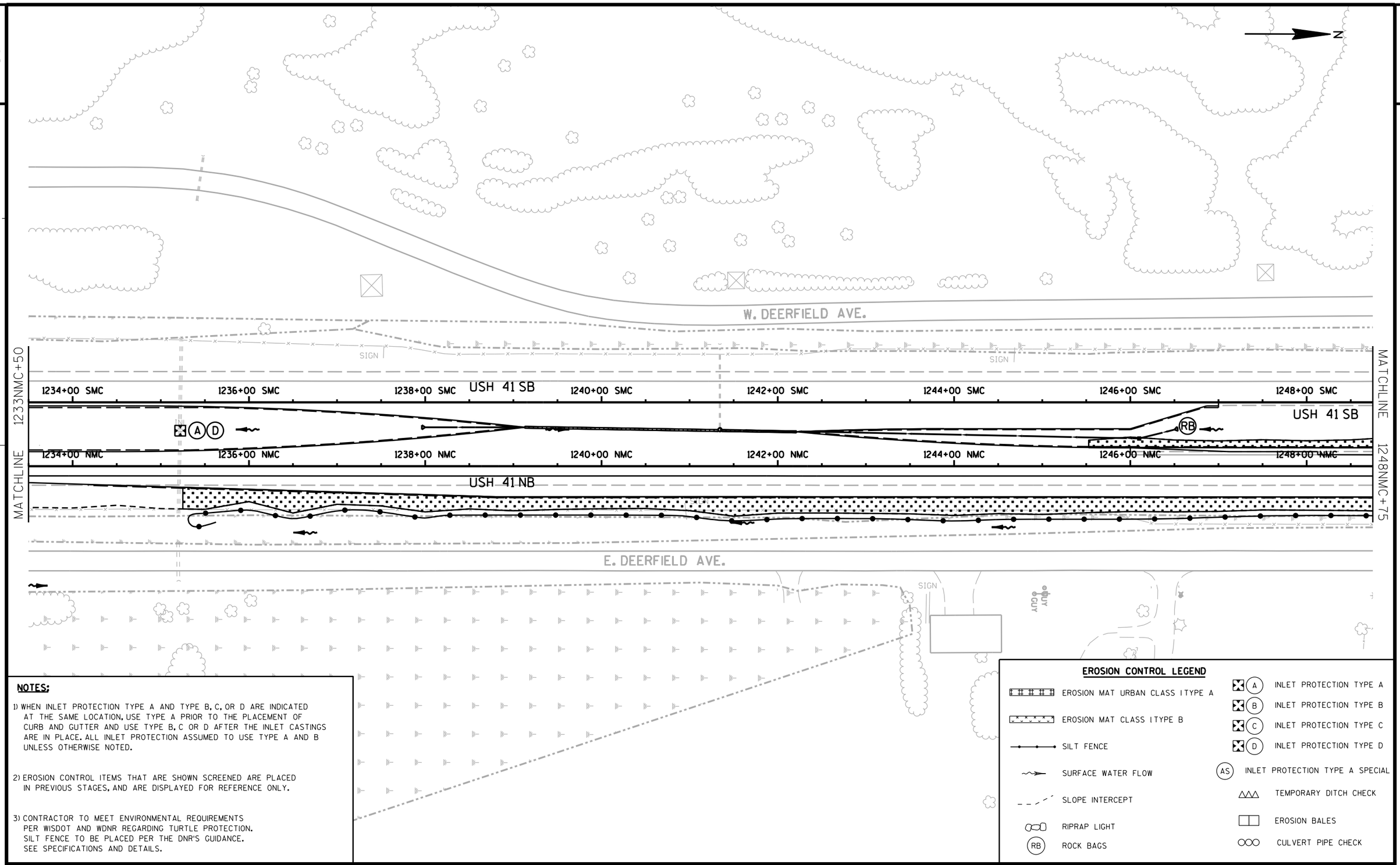
3) CONTRACTOR TO MEET ENVIRONMENTAL REQUIREMENTS PER WISDOT AND WDNR REGARDING TURTLE PROTECTION. SILT FENCE TO BE PLACED PER THE DNR'S GUIDANCE. SEE SPECIFICATIONS AND DETAILS.

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT CLASS ITYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 216	E

2



NOTES:

1) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND B UNLESS OTHERWISE NOTED.

2) EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES, AND ARE DISPLAYED FOR REFERENCE ONLY.

3) CONTRACTOR TO MEET ENVIRONMENTAL REQUIREMENTS PER WISDOT AND WDNR REGARDING TURTLE PROTECTION. SILT FENCE TO BE PLACED PER THE DNR'S GUIDANCE. SEE SPECIFICATIONS AND DETAILS.

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 217	E

2

N

W. DEERFIELD AVE.

LAKEVIEW DR.

SIGN

MATCHLINE 1248NMC+75

1250+00 SMC | 1252+00 SMC | 1254+00 SMC | 1256+00 SMC | USH 41 SB | 1258+00 SMC | 1262+00 SMC | 1264+0

RB RB

1250+00 NMC | 1252+00 NMC | 1254+00 NMC | 1256+00 NMC | 1258+00 NMC | 1260+00 NMC | 1262+00 NMC | 1264+0

USH 41 NB

SIGN SIGN

MATCHLINE 1264NMC+00

E. DEERFIELD AVE.

COUNTY RD. EB

GUY

NOTES:

1) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND B UNLESS OTHERWISE NOTED.

2) EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES, AND ARE DISPLAYED FOR REFERENCE ONLY.

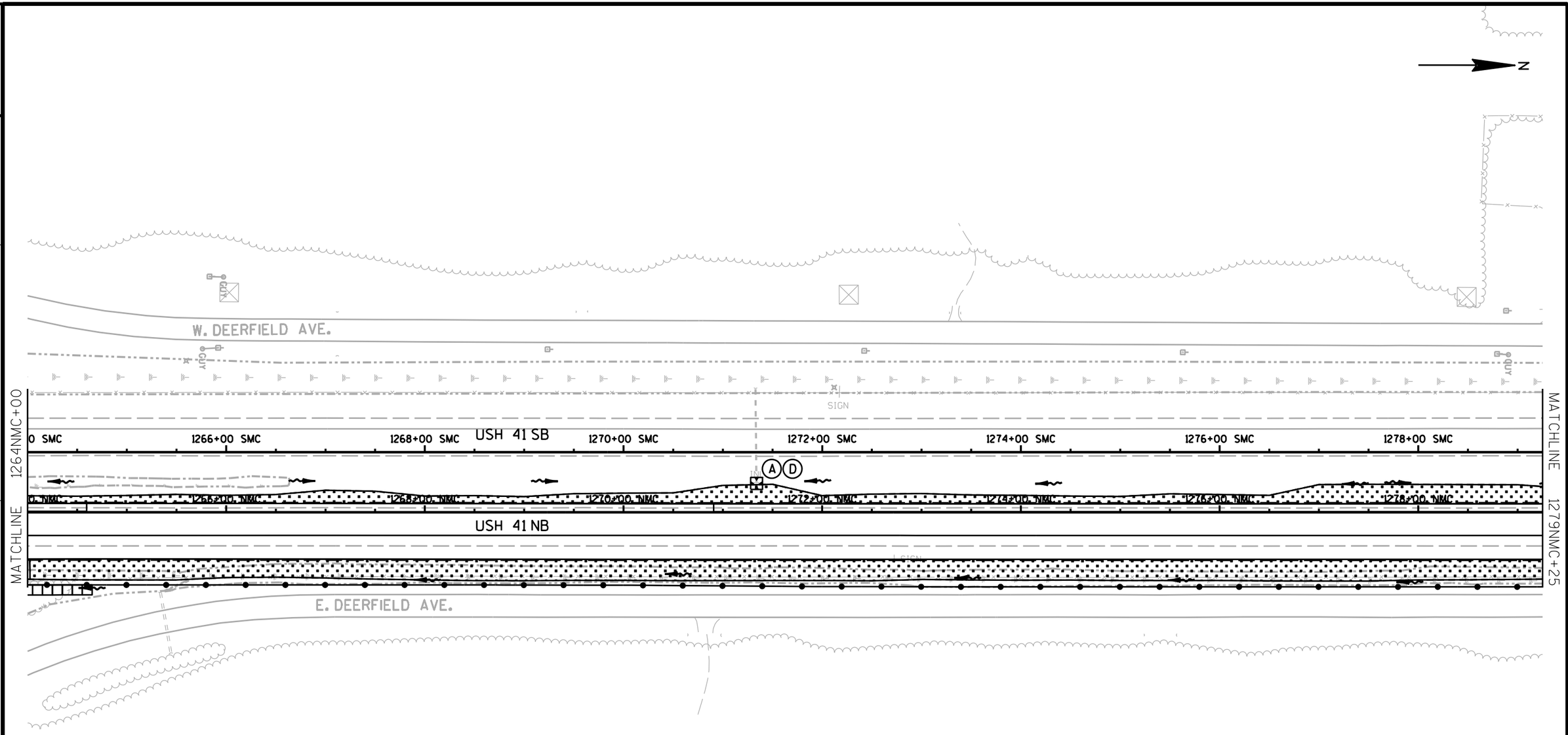
3) CONTRACTOR TO MEET ENVIRONMENTAL REQUIREMENTS PER WISDOT AND WDNR REGARDING TURTLE PROTECTION. SILT FENCE TO BE PLACED PER THE DNR'S GUIDANCE. SEE SPECIFICATIONS AND DETAILS.

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 218	E

2



NOTES:

1) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND B UNLESS OTHERWISE NOTED.

2) EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES, AND ARE DISPLAYED FOR REFERENCE ONLY.

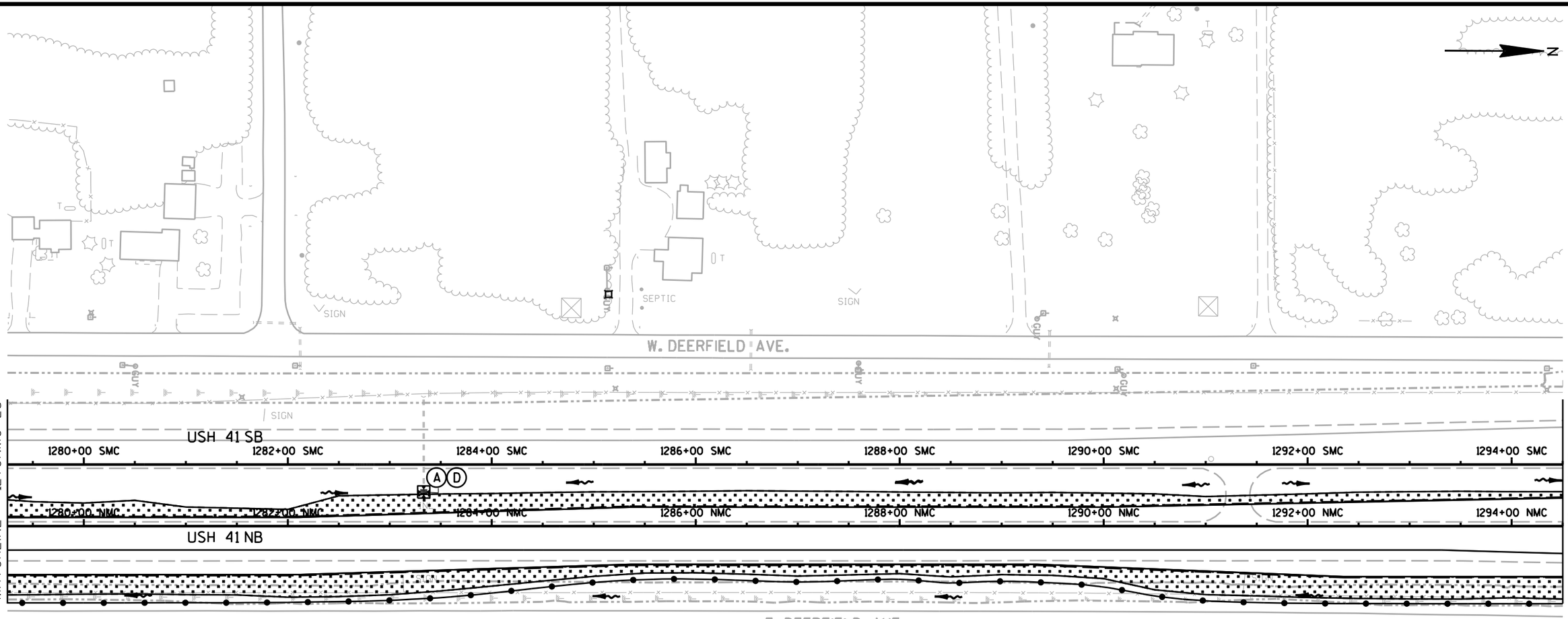
3) CONTRACTOR TO MEET ENVIRONMENTAL REQUIREMENTS PER WISDOT AND WDNR REGARDING TURTLE PROTECTION. SILT FENCE TO BE PLACED PER THE DNR'S GUIDANCE. SEE SPECIFICATIONS AND DETAILS.

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 219	E

2



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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 220	E

2

2

N

W. DEERFIELD AVE.

USH 41 SB ENTRANCE RAMP

SIGN

1294NMC+50

MATCHLINE

1296+00 SMC

1298+00 SMC

USH 41 SB

1300+00 SMC

1302+00 SMC

1304+00 SMC

1306+00 SMC

1308+00 SMC

A D

RB

1296+00 NMC

1298+00 NMC

1300+00 NMC

1302+00 NMC

1304+00 NMC

1306+00 NMC

1308+00 NMC

MATCHLINE

1309NMC+75

USH 41 NB

USH 41 NB EXIT RAMP

E. DEERFIELD AVE.

SIGN

SIGN

U/C

U/C

NOTES:

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 221	E

FILE NAME : Z:\CADD files\SSE-ProjBase\Staging\Erosion Control\Stage 1\1133-10-81_026006_s1A.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

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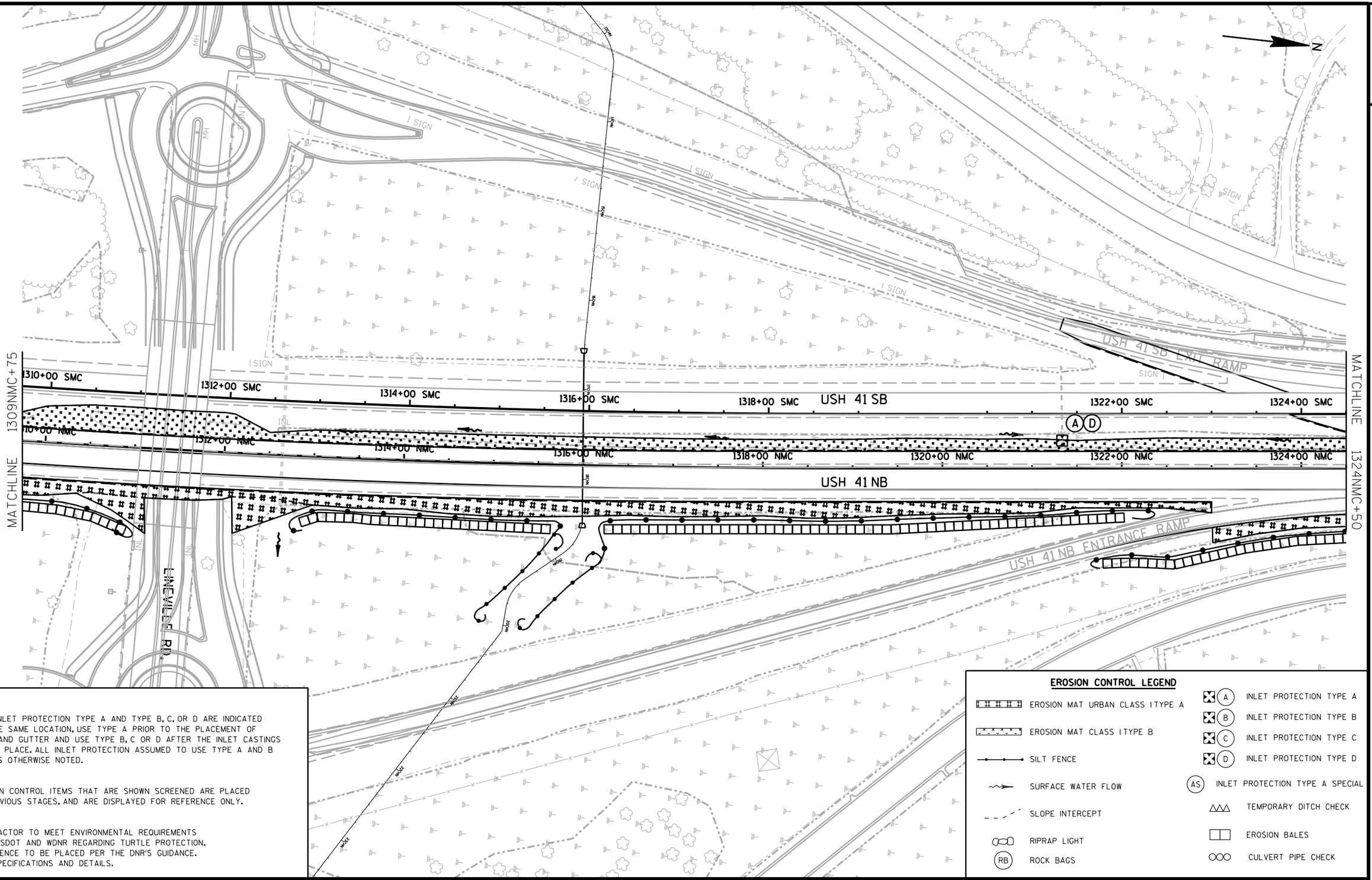

NOTES:

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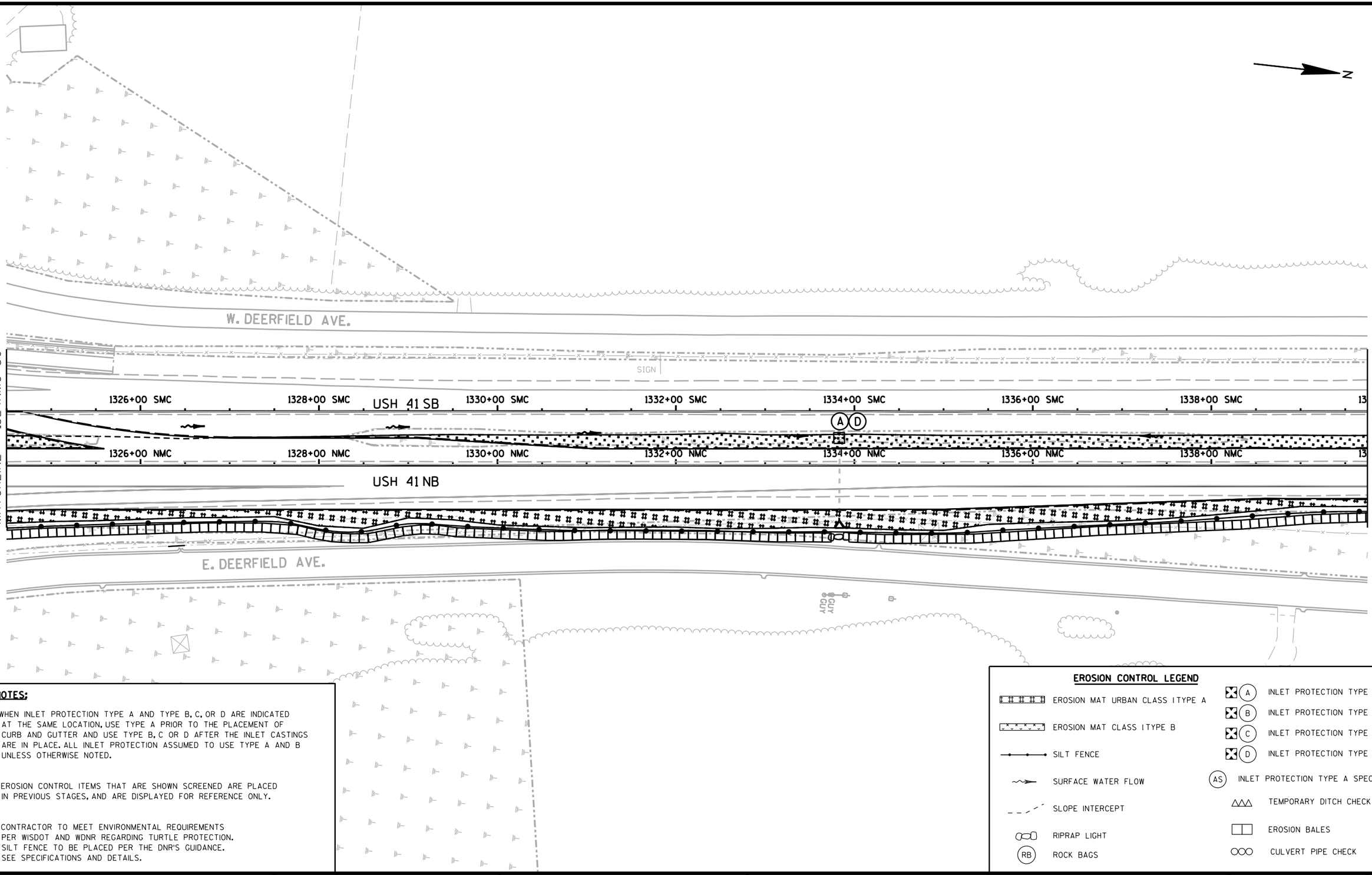
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 222	E

2



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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
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- SLOPE INTERCEPT
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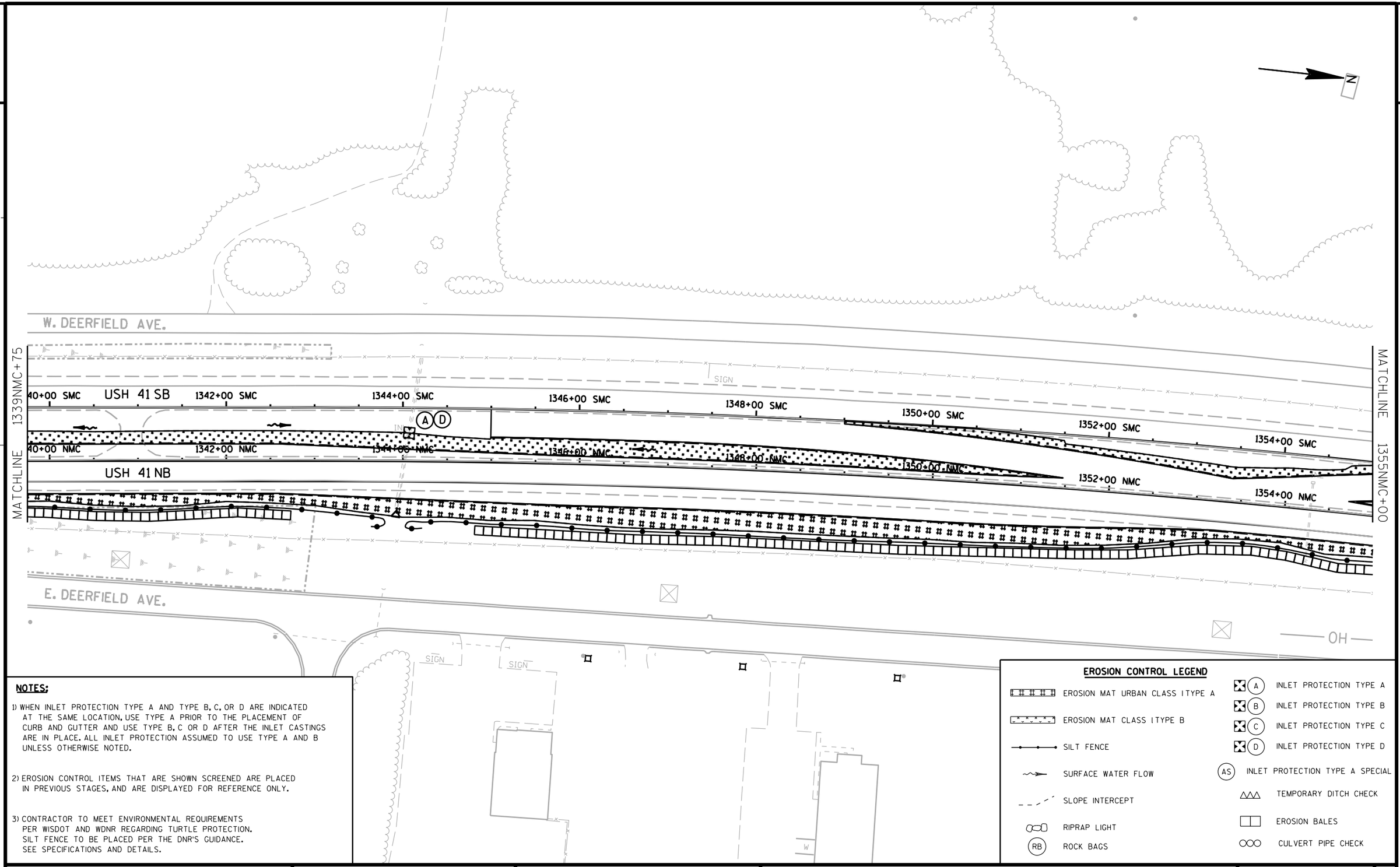
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 223	E

2



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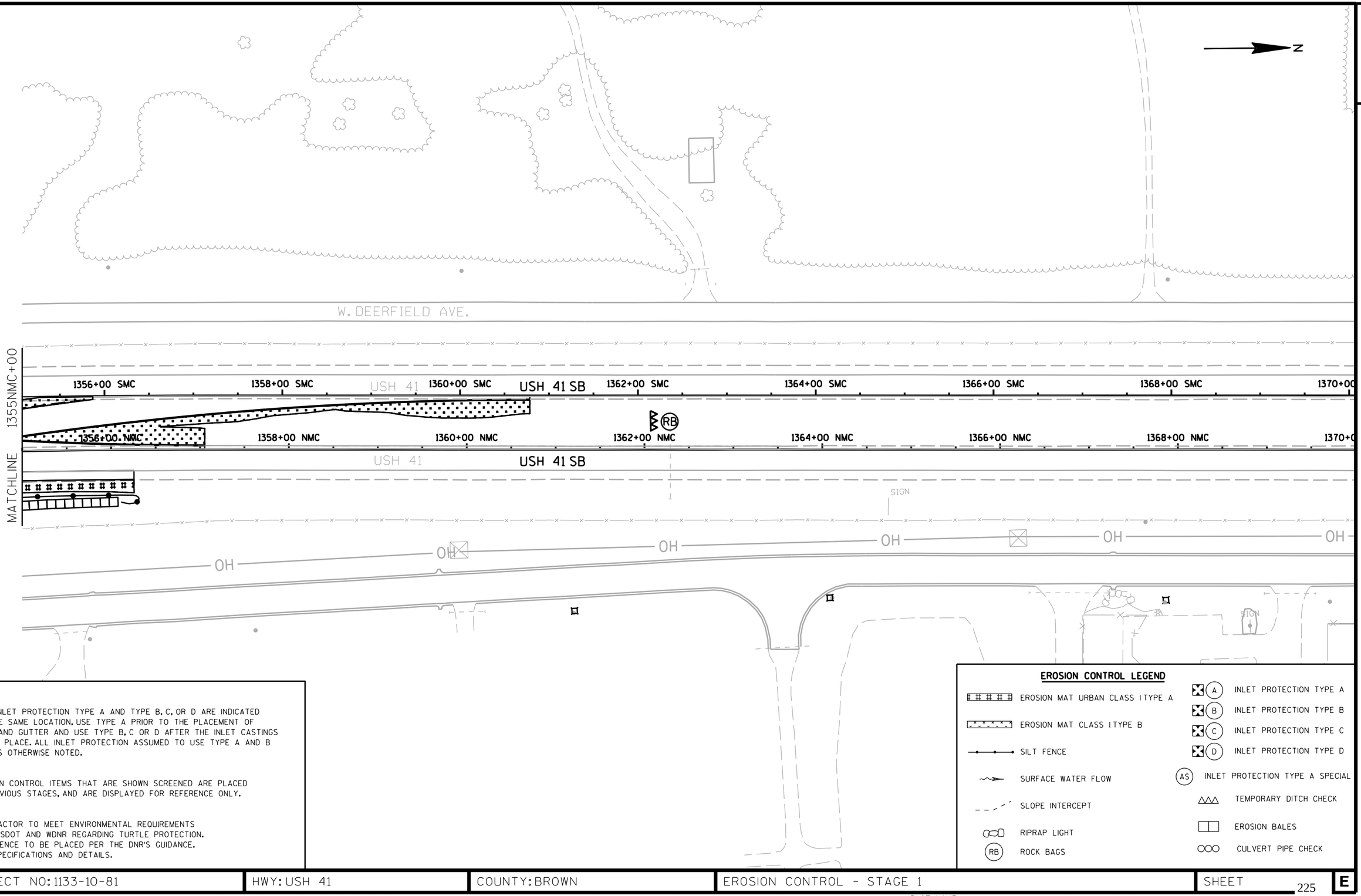
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 224	E



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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
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- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
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- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 225	E

2

N

RB

RIPRAP LIGHT LINED DITCH

W. DEERFIELD AVE.

SIGN

SIGN

1233NMC+50

1234+00 SMC 1236+00 SMC 1238+00 SMC 1240+00 SMC 1242+00 SMC 1244+00 SMC 1246+00 SMC 1248+00 SMC

USH 41 SB

A D

USH 41 SB

1234+00 NMC 1236+00 NMC 1238+00 NMC 1240+00 NMC 1242+00 NMC 1244+00 NMC 1246+00 NMC 1248+00 NMC

MATCHLINE

MATCHLINE 1248NMC+75

USH 41 NB

E. DEERFIELD AVE.

SIGN

GUY GUY

NOTES:

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
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- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
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- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 2	SHEET 226	E

2

2

N

RIPRAP LIGHT LINED DITCH

W. DEERFIELD AVE.

LAKEVIEW DR.

MATCHLINE 1248NMC+75

MATCHLINE 1264NMC+25

1250+00 SMC | 1252+00 SMC | 1254+00 SMC | 1256+00 SMC | USH 41 SB | 1258+00 SMC | 1262+00 SMC | 1264+00

1250+00 NMC | 1252+00 NMC | 1254+00 NMC | 1256+00 NMC | 1258+00 NMC | 1260+00 NMC | 1262+00 NMC | 1264+00

USH 41 NB

E. DEERFIELD AVE.

COUNTY RD. EB

GUY

RB

A

D

NOTES:

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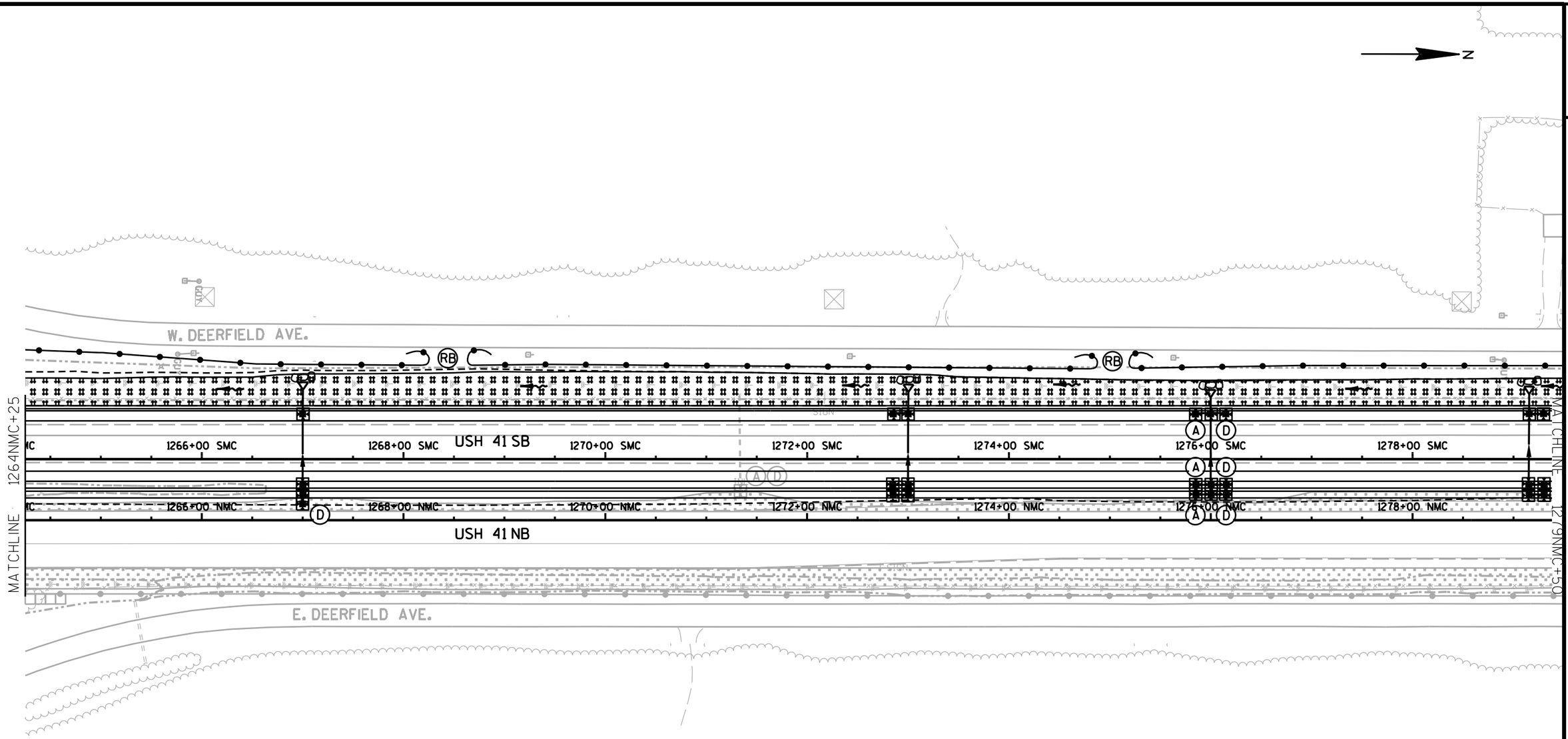
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT CLASS ITYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 2	SHEET 227	E

2



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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
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- SILT FENCE
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- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
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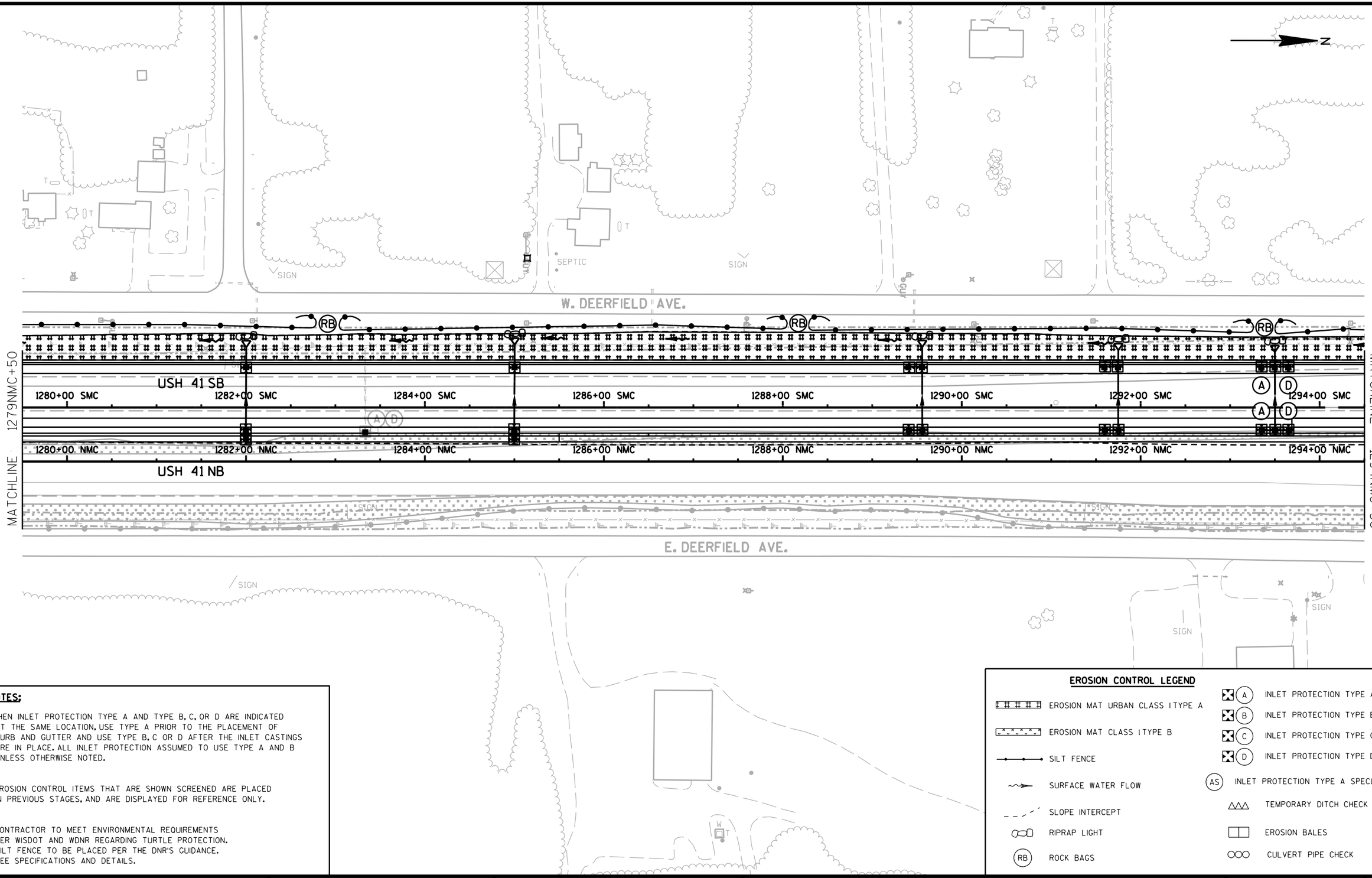
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 2	SHEET 228	E

2



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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT CLASS ITYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 2	SHEET 229	E

2

2

W. DEERFIELD AVE.

USH 41SB ENTRANCE RAMP

30" CPRC BY OTHERS

SIGN

1294NMC+50

MATCHLINE

1296+00 SMC

1298+00 SMC

USH 41 SB

1300+00 SMC

1302+00 SMC

1304+00 SMC

1306+00 SMC

1308+00 SMC

1296+00 NMC

1298+00 NMC

1300+00 NMC

1302+00 NMC

1304+00 NMC

1306+00 NMC

1308+00 NMC

1309NMC+75

MATCHLINE

USH 41 NB

USH 41 NB EXIT RAMP

E. DEERFIELD AVE.

U/C

U/C

NOTES:

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 2	SHEET 230	E

FILE NAME : Z:\CADD files\SSE-ProjBase\Staging\Erosion Control\Stage 2\1133-10-81_026006_s2.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

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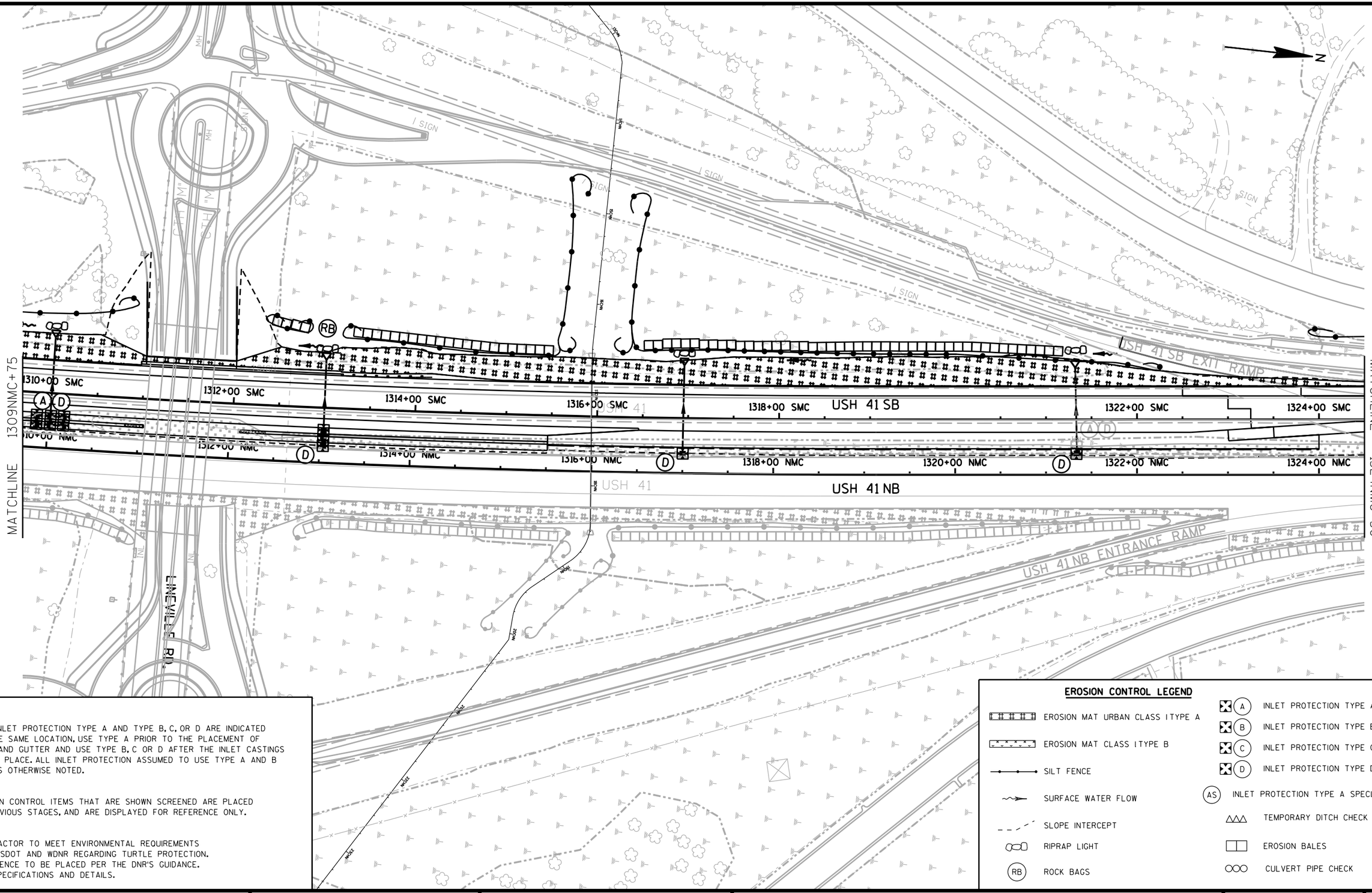

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 2	SHEET 231	E

2

2

N

W. DEERFIELD AVE.

MATCHLINE 1324NMC+50

1326+00 SMC 1328+00 SMC 1330+00 SMC 1332+00 SMC 1334+00 SMC 1336+00 SMC 1338+00 SMC

USH 41 SB

1326+00 NMC 1328+00 NMC 1330+00 NMC 1332+00 NMC 1334+00 NMC 1336+00 NMC 1338+00 NMC

USH 41 NB

MATCHLINE 1339NMC+75

E. DEERFIELD AVE.

NOTES:

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
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- SILT FENCE
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- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
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- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 2	SHEET 232	E

FILE NAME : Z:\CADD files\SSE-ProjBase\Staging\Erosion Control\Stage 2\1133-10-81_026008_s2.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

N

W. DEERFIELD AVE.

1339NMC+75

MATCHLINE

40+00 SMC

USH 41 SB

1342+00 SMC

1344+00 SMC

1346+00 SMC

1348+00 SMC

1350+00 SMC

1352+00 SMC

1354+00 SMC

SIGN

A D

INLET

40+00 NMC

1342+00 NMC

1344+00 NMC

D

1346+00 NMC

1348+00 NMC

1350+00 NMC

1352+00 NMC

1354+00 NMC

USH 41 NB

MATCHLINE

1355NMC+00

E. DEERFIELD AVE.

OH

SIGN

SIGN

W

NOTES:

1) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND B UNLESS OTHERWISE NOTED.

2) EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES, AND ARE DISPLAYED FOR REFERENCE ONLY.

3) CONTRACTOR TO MEET ENVIRONMENTAL REQUIREMENTS PER WISDOT AND WDNR REGARDING TURTLE PROTECTION. SILT FENCE TO BE PLACED PER THE DNR'S GUIDANCE. SEE SPECIFICATIONS AND DETAILS.

EROSION CONTROL LEGEND

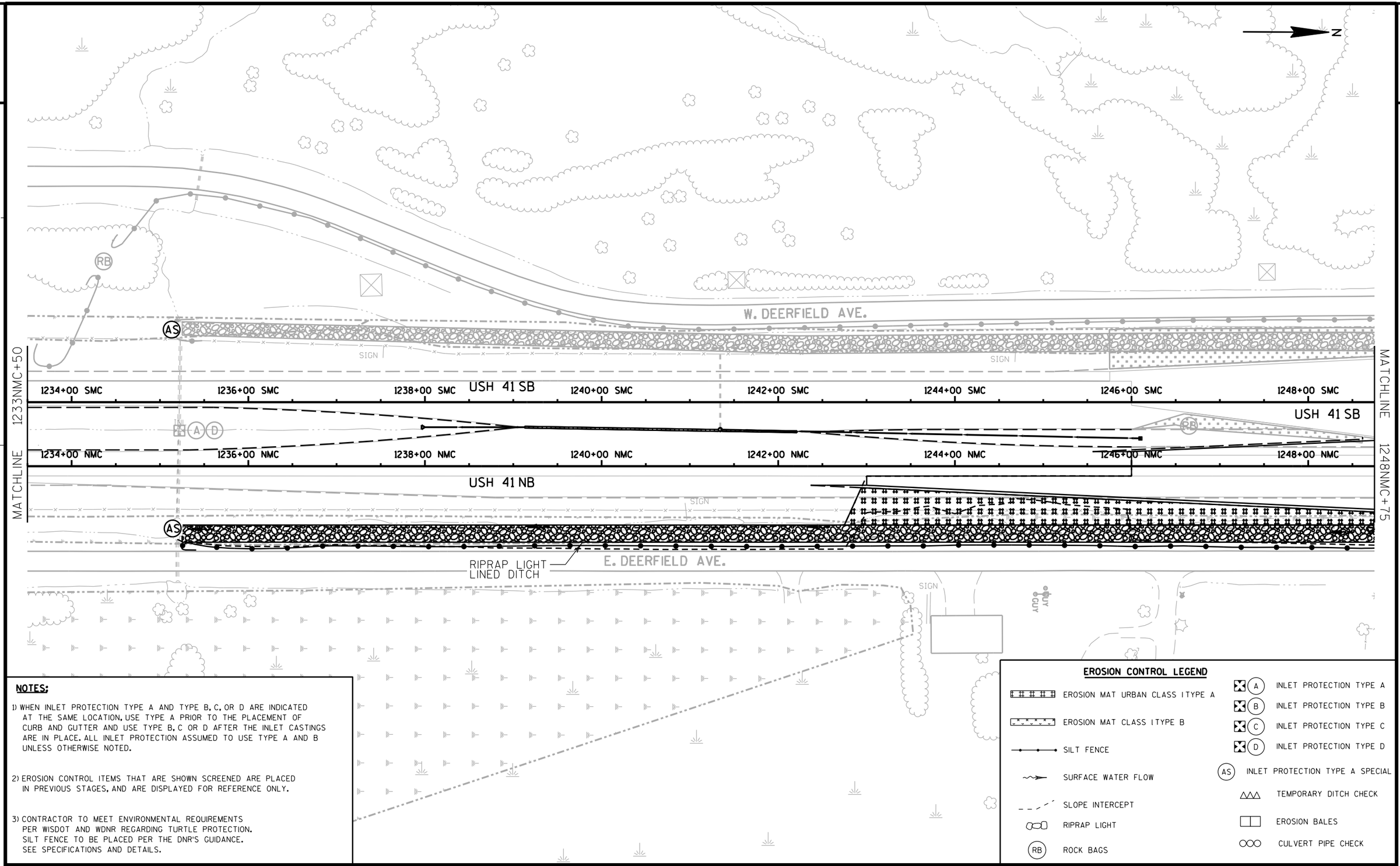
- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT CLASS ITYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 2	SHEET 233	E

FILE NAME : Z:\CADD files\SSE-ProjBase\Staging\Erosion Control\Stage 2\1133-10-81_026009_s2.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2



NOTES:

1) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND B UNLESS OTHERWISE NOTED.

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3) CONTRACTOR TO MEET ENVIRONMENTAL REQUIREMENTS PER WISDOT AND WDNR REGARDING TURTLE PROTECTION. SILT FENCE TO BE PLACED PER THE DNR'S GUIDANCE. SEE SPECIFICATIONS AND DETAILS.

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT CLASS ITYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 3	SHEET 234	E

2

2

N

W. DEERFIELD AVE.

LAKEVIEW DR.

1248NMC+75

MATCHLINE

1250+00 SMC | 1252+00 SMC | 1254+00 SMC | 1256+00 SMC | USH 41 SB | 1258+00 SMC | 1262+00 SMC | 1264+00

1250+00 NMC | 1252+00 NMC | 1254+00 NMC | 1256+00 NMC | 1258+00 NMC | 1260+00 NMC | 1262+00 NMC | 1264+00

MATCHLINE

1264NMC+25.

USH 41 NB

RIPRAP LIGHT LINED DITCH

E. DEERFIELD AVE.

COUNTY RD. EB

GUY

RB

AS

A

D

NOTES:

1) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND B UNLESS OTHERWISE NOTED.

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 3	SHEET 235	E

2

N

W. DEERFIELD AVE.

1264NMC+25

MATCHLINE

1266+00 SMC 1268+00 SMC 1270+00 SMC 1272+00 SMC 1274+00 SMC 1276+00 SMC 1278+00 SMC

USH 41 SB

USH 41 NB

1266+00 NMC 1268+00 NMC 1270+00 NMC 1272+00 NMC 1274+00 NMC 1276+00 NMC 1278+00 NMC

MATCHLINE

1279NMC+50

E. DEERFIELD AVE.

NOTES:

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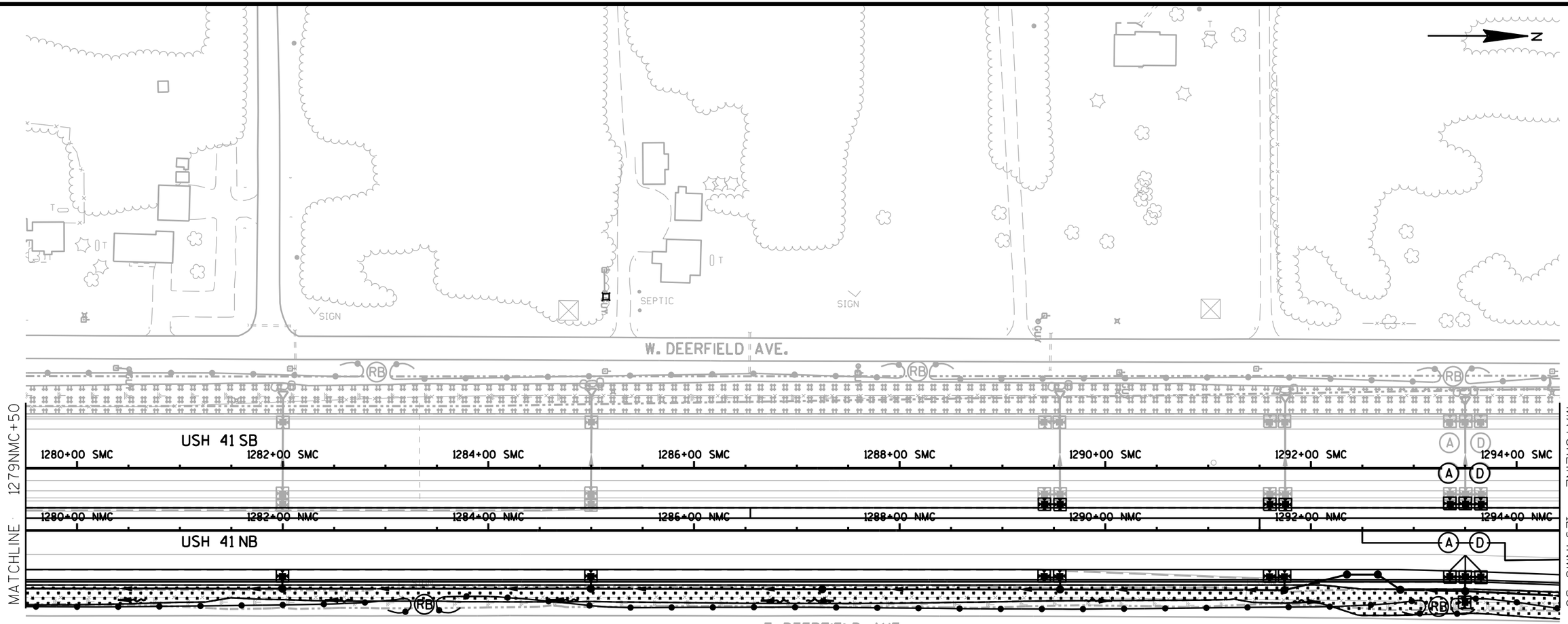
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 3	SHEET 236	E

2



NOTES:

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2) EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES, AND ARE DISPLAYED FOR REFERENCE ONLY.

3) CONTRACTOR TO MEET ENVIRONMENTAL REQUIREMENTS PER WISDOT AND WDNR REGARDING TURTLE PROTECTION. SILT FENCE TO BE PLACED PER THE DNR'S GUIDANCE. SEE SPECIFICATIONS AND DETAILS.

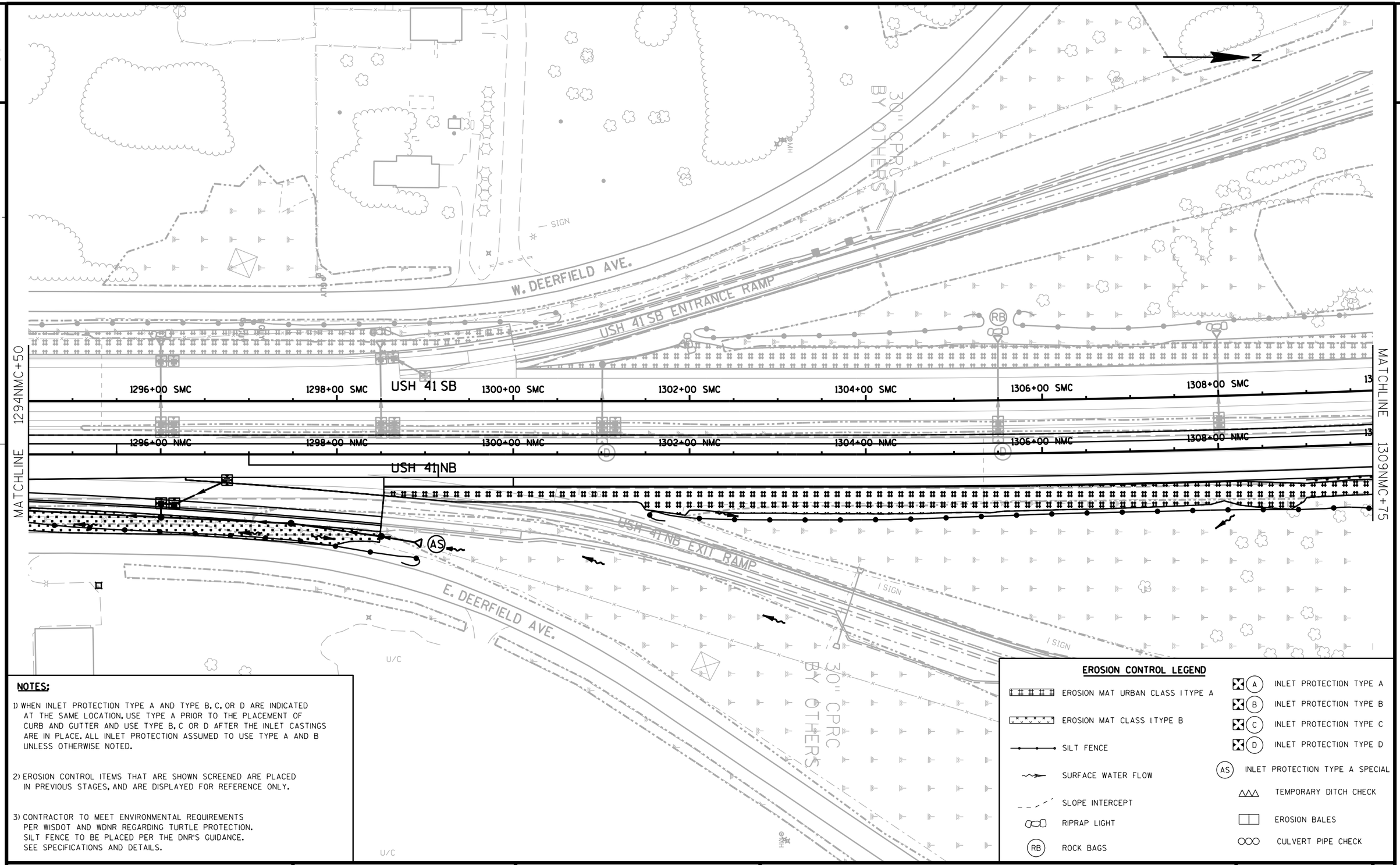
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 3	SHEET 237	E

2

2



NOTES:

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 3	SHEET 238	E

2

2

N

USH 41 SB EXIT RAMP

USH 41 SB

USH 41 NB

USH 41 NB ENTRANCE RAMP

LINWOOD RD

MATCHLINE 1309NMC+75

MATCHLINE 1324NMC+50

1310+00 SMC
1312+00 SMC
1314+00 SMC
1316+00 SMC
1318+00 SMC
1322+00 SMC
1324+00 SMC

1310+00 NMC
1312+00 NMC
1314+00 NMC
1316+00 NMC
1318+00 NMC
1320+00 NMC
1322+00 NMC
1324+00 NMC

NOTES:

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 3	SHEET 239	E

2

2

N

W. DEERFIELD AVE.

1324NMC+50

MATCHLINE

1326+00 SMC | 1328+00 SMC | USH 41 SB | 1330+00 SMC | 1332+00 SMC | 1334+00 SMC | 1336+00 SMC | 1338+00 SMC

1326+00 NMC | 1328+00 NMC | 1330+00 NMC | 1332+00 NMC | 1334+00 NMC | 1336+00 NMC | 1338+00 NMC

USH 41 NB

MATCHLINE

1339NMC+75

E. DEERFIELD AVE.

NOTES:

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 3	SHEET 240	E

FILE NAME : Z:\CADD files\SSE-ProjBase\Staging\Erosion Control\Stage 3\1133-10-81_026008_s3.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

2

2

W. DEERFIELD AVE.

1339NMC+75

MATCHLINE

40+00 SMC

USH 41 SB

1342+00 SMC

1344+00 SMC

1346+00 SMC

1348+00 SMC

1350+00 SMC

1352+00 SMC

1354+00 SMC

40+00 NMC

1342+00 NMC

1344+00 NMC

1346+00 NMC

1348+00 NMC

1350+00 NMC

1352+00 NMC

1354+00 NMC

USH 41 NB

1355NMC+00

MATCHLINE

SIGN

RB

E. DEERFIELD AVE.

OH

SIGN

SIGN

W

NOTES:

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 3	SHEET 241	E

FILE NAME : Z:\CADD files\SSE-ProjBase\Staging\Erosion Control\Stage 3\1133-10-81_026009_s3.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

2

2

N

W. DEERFIELD AVE.

SIGN

SIGN

SIGN

SIGN

USH 41 SB

1232+00 SMC

1232+00 NMC

USH 41 NB

MATCHLINE 1233NMC+50

E. DEERFIELD AVE.

NOTES:

1) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND B UNLESS OTHERWISE NOTED.

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 4	SHEET 242	E

2

N

W. DEERFIELD AVE.

SIGN

SIGN

1233NMC+50

1234+00 SMC 1236+00 SMC 1238+00 SMC USH 41 SB 1240+00 SMC 1242+00 SMC 1244+00 SMC 1246+00 SMC 1248+00 SMC

USH 41 SB

1234+00 NMC 1236+00 NMC 1238+00 NMC 1240+00 NMC 1242+00 NMC 1244+00 NMC 1246+00 NMC 1248+00 NMC

MATCHLINE

MATCHLINE 1248NMC+75

USH 41 NB

SIGN

E. DEERFIELD AVE.

SIGN

GUY

GUY

NOTES:

1) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND B UNLESS OTHERWISE NOTED.

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 4	SHEET 243	E

2

2

N

W. DEERFIELD AVE.

SIGN

SEPTIC

SIGN

GUY

GUY

GUY

GUY

1279NMC+25

MATCHLINE

USH 41 SB

1280+00 SMC | 1282+00 SMC | 1284+00 SMC | 1286+00 SMC | 1288+00 SMC | 1290+00 SMC | 1292+00 SMC | 1294+00 SMC

1280+00 NMC | 1282+00 NMC | 1284+00 NMC | 1286+00 NMC | 1288+00 NMC | 1290+00 NMC | 1292+00 NMC | 1294+00 NMC

USH 41 NB

A D

RB

RB

RB

MATCHLINE

1294NMC+50

E. DEERFIELD AVE.

SIGN

SIGN

SIGN

W

T

NOTES:

1) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND B UNLESS OTHERWISE NOTED.

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EROSION CONTROL LEGEND

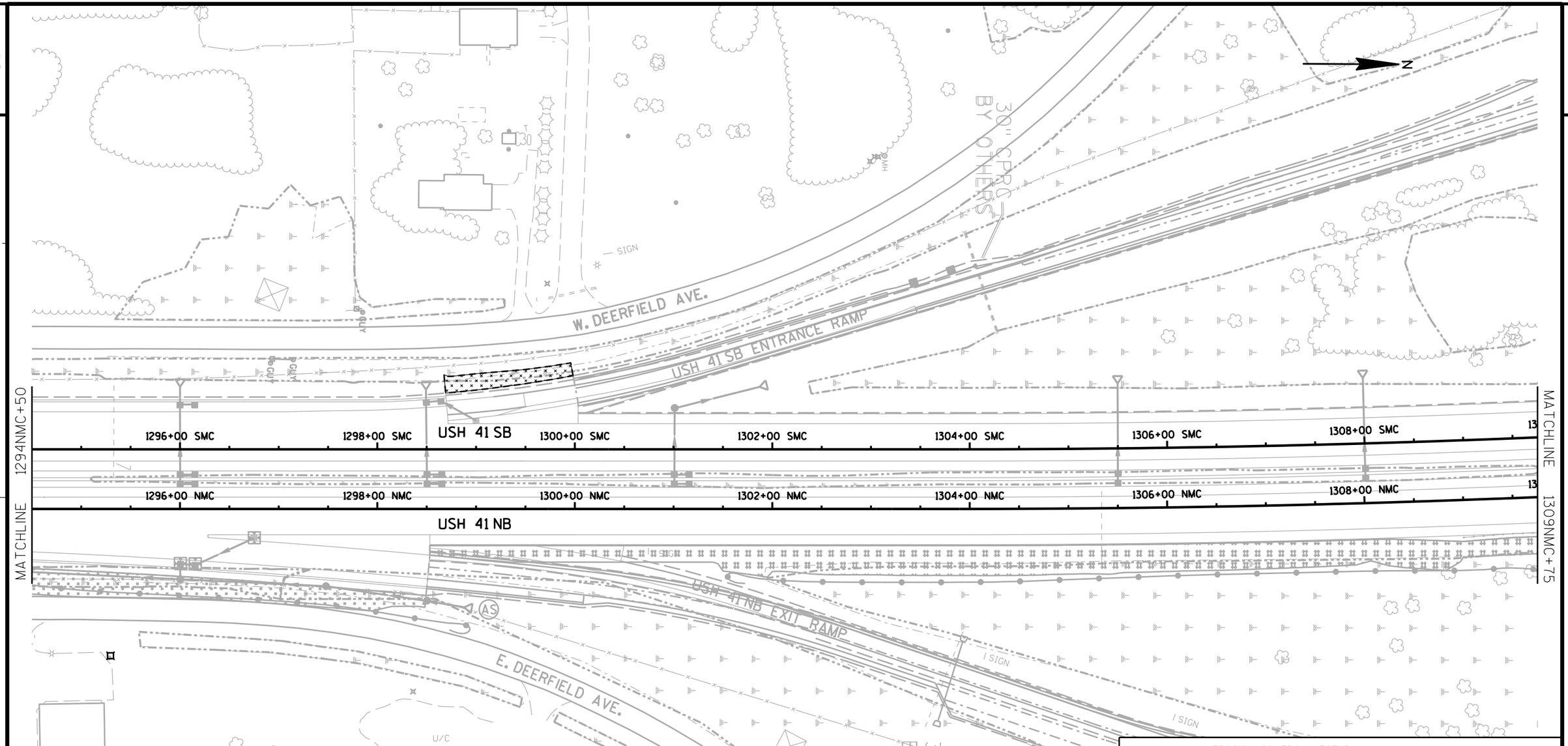
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 4	SHEET 244	E

FILE NAME : Z:\CADD files\SSE-ProjBase\Staging\Erosion Control\Stage 4\1133-10-81_026003_s4.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2



NOTES:

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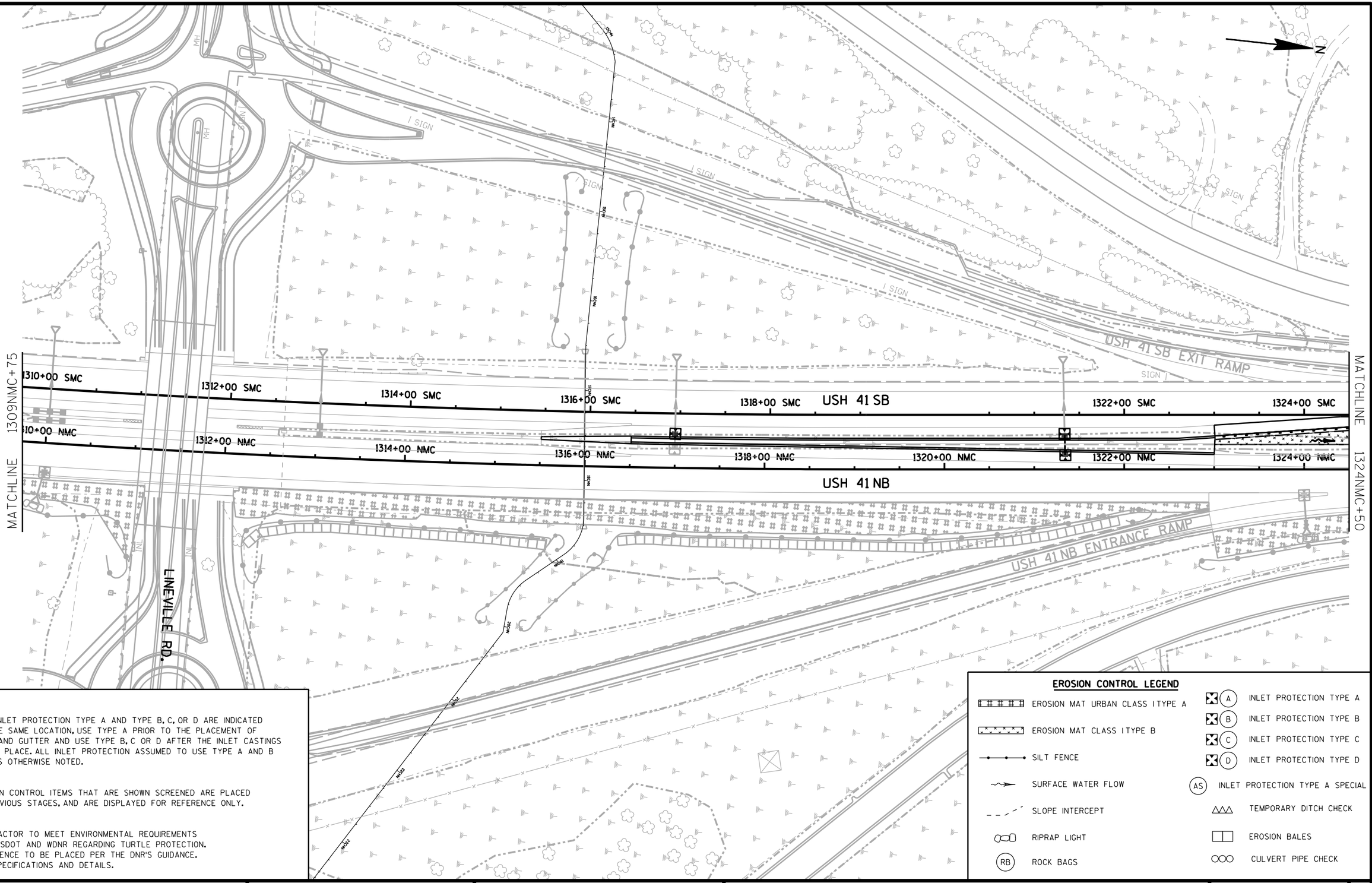
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT CLASS ITYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 4	SHEET 245	E



NOTES:

1) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND B UNLESS OTHERWISE NOTED.

2) EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES, AND ARE DISPLAYED FOR REFERENCE ONLY.

3) CONTRACTOR TO MEET ENVIRONMENTAL REQUIREMENTS PER WISDOT AND WDNR REGARDING TURTLE PROTECTION. SILT FENCE TO BE PLACED PER THE DNR'S GUIDANCE. SEE SPECIFICATIONS AND DETAILS.

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 4	SHEET 246	E

2

2

N

W. DEERFIELD AVE.

SIGN

1324NMC+50

MATCHLINE

1326+00 SMC 1328+00 SMC 1330+00 SMC 1332+00 SMC 1334+00 SMC 1336+00 SMC 1338+00 SMC 13

USH 41 SB

1326+00 NMC 1328+00 NMC 1330+00 NMC 1332+00 NMC 1334+00 NMC 1336+00 NMC 1338+00 NMC 13

USH 41 NB

MATCHLINE

1339NMC+75

RB

E. DEERFIELD AVE.

GUY GUY

NOTES:

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 4	SHEET 247	E

FILE NAME : Z:\CADD files\SSE-ProjBase\Staging\Erosion Control\Stage 4\1133-10-81_026006_s4.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

2

2

W. DEERFIELD AVE.

MATCHLINE 1339NMC+75

MATCHLINE 1355NMC+00

40+00 SMC

USH 41 SB

1342+00 SMC

1344+00 SMC

1346+00 SMC

1348+00 SMC

1350+00 SMC

1352+00 SMC

1354+00 SMC

40+00 NMC

1342+00 NMC

1344+00 NMC

1346+00 NMC

1348+00 NMC

1350+00 NMC

1352+00 NMC

1354+00 NMC

USH 41 NB

SIGN

E. DEERFIELD AVE.

OH

NOTES:

1) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND B UNLESS OTHERWISE NOTED.

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT CLASS ITYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 4	SHEET 248	E

FILE NAME : Z:\CADD files\SSE-ProjBase\Staging\Erosion Control\Stage 4\1133-10-81_026007_s4.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

N

W. DEERFIELD AVE.

1355NMC+00

MATCHLINE

1356+00 SMC | 1358+00 SMC | 1360+00 SMC | 1362+00 SMC | 1364+00 SMC | 1366+00 SMC | 1368+00 SMC | 1370+00

USH 41 | USH 41 SB

1356+00 NMC | 1358+00 NMC | 1360+00 NMC | 1362+00 NMC | 1364+00 NMC | 1366+00 NMC | 1368+00 NMC | 1370+0

RB

USH 41 | USH 41 SB

SIGN

OH

W. DEERFIELD AVE.

SIGN

NOTES:

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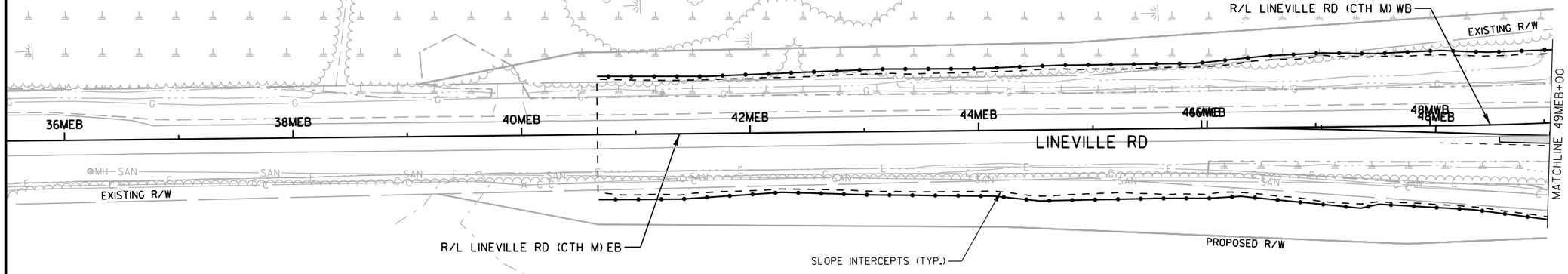
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP LIGHT
- (RB) ROCK BAGS
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AS) INLET PROTECTION TYPE A SPECIAL
- TEMPORARY DITCH CHECK
- EROSION BALES
- CULVERT PIPE CHECK

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	EROSION CONTROL - STAGE 4	SHEET 249	E

2

N



1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, SOIL STABILIZER AND MULCH PLACED.

2) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND TYPE C UNLESS OTHERWISE NOTED.

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4) THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 24-INCHES OF TOPSOIL SPECIAL IN PLANTING BED AREA.

5) THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 24-INCHES OF TOPSOIL SPECIAL FOR ALL TREE PLANTINGS WITHIN THE STREET TERRACE FOR THE FULL WIDTH OF THE TERRACE, OR A MINIMUM OF 8' WHEN NOT IN A TERRACE, AS WELL AS A MINIMUM OF 8-FEET IN LENGTH, CENTERED ON THE PROPOSED TREE LOCATION. TOPSOIL PAID FOR UNDER BID ITEM "TOPSOIL".

6) EROSION CONTROL MEASURES PLACED IN CHANNEL NEED TO BE REMOVED BEFORE THE FISH SPAWNING SEASON WHICH STARTS MARCH 1.

EROSION CONTROL LEGEND

EROSION MAT CLASS I, TYPE A		INLET PROTECTION TYPE A	
EROSION MAT CLASS II, TYPE B		INLET PROTECTION TYPE B	
EROSION MAT URBAN CLASS I, TYPE B		INLET PROTECTION TYPE C	
SILT FENCE		INLET PROTECTION TYPE D	
SURFACE WATER FLOW		TEMPORARY DITCH CHECK	
SLOPE INTERCEPT	RB	ROCK BAGS	
RIP RAP		EROSION BALES	

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 250	E

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, SOIL STABILIZER AND MULCH PLACED.

2) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND TYPE C UNLESS OTHERWISE NOTED.

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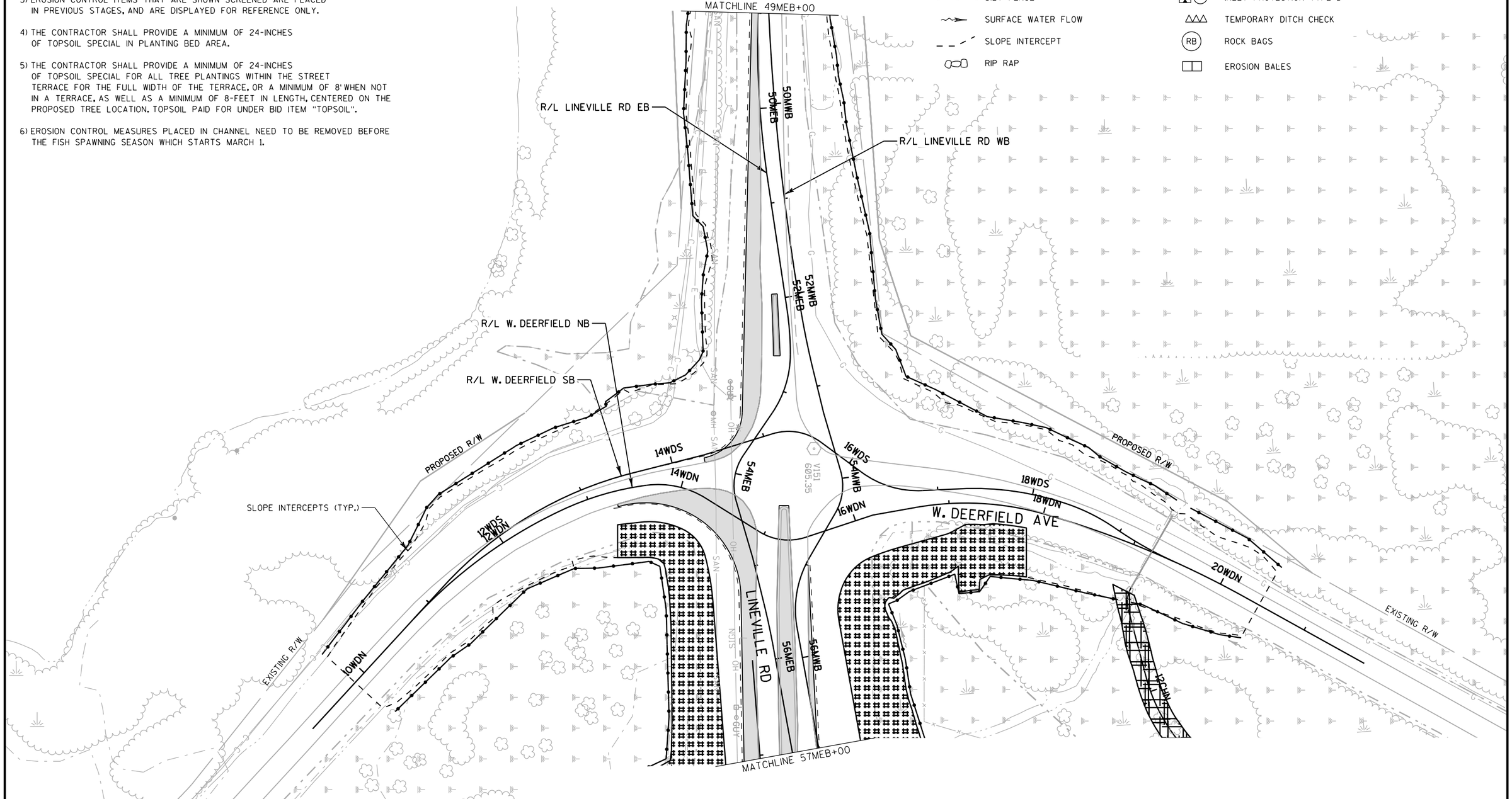
6) EROSION CONTROL MEASURES PLACED IN CHANNEL NEED TO BE REMOVED BEFORE THE FISH SPAWNING SEASON WHICH STARTS MARCH 1.

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS
- EROSION BALES

N



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 251	E

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, SOIL STABILIZER AND MULCH PLACED.

2) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND TYPE C UNLESS OTHERWISE NOTED.

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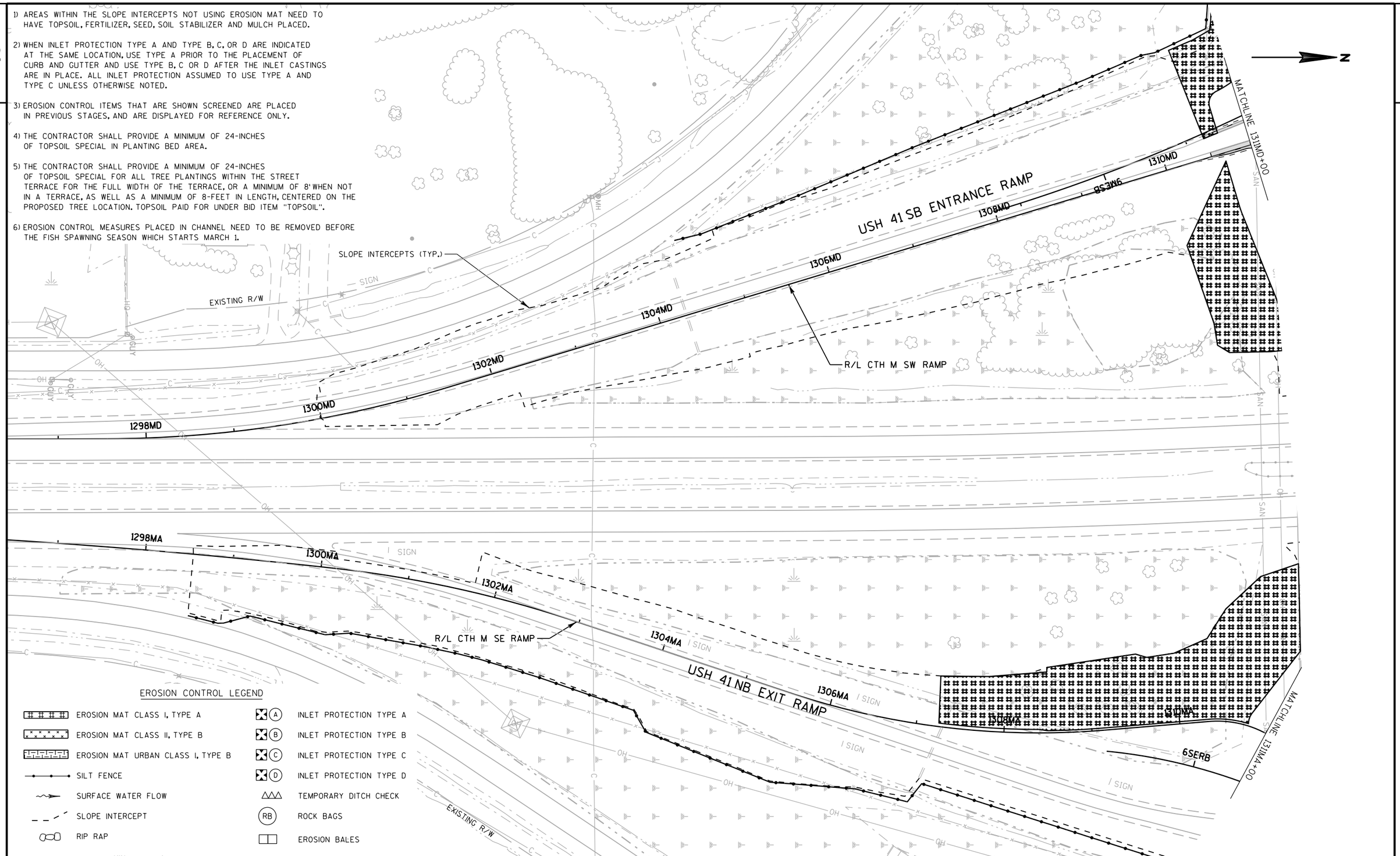
5) THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 24-INCHES OF TOPSOIL SPECIAL FOR ALL TREE PLANTINGS WITHIN THE STREET TERRACE FOR THE FULL WIDTH OF THE TERRACE, OR A MINIMUM OF 8' WHEN NOT IN A TERRACE, AS WELL AS A MINIMUM OF 8-FEET IN LENGTH, CENTERED ON THE PROPOSED TREE LOCATION. TOPSOIL PAID FOR UNDER BID ITEM "TOPSOIL".

6) EROSION CONTROL MEASURES PLACED IN CHANNEL NEED TO BE REMOVED BEFORE THE FISH SPAWNING SEASON WHICH STARTS MARCH 1.



EROSION CONTROL LEGEND

EROSION MAT CLASS I, TYPE A	(A) INLET PROTECTION TYPE A
EROSION MAT CLASS II, TYPE B	(B) INLET PROTECTION TYPE B
EROSION MAT URBAN CLASS I, TYPE B	(C) INLET PROTECTION TYPE C
SILT FENCE	(D) INLET PROTECTION TYPE D
SURFACE WATER FLOW	TEMPORARY DITCH CHECK
SLOPE INTERCEPT	(RB) ROCK BAGS
RIP RAP	EROSION BALES

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\022003_ec.dgn PLOT DATE : 3/4/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS
- EROSION BALES

MATCHLINE 57MEB+00

MATCHLINE 131MD+00

MATCHLINE 63MEB+00

MATCHLINE 131MB+00

EXISTING R/W

SLOPE INTERCEPTS (TYP.)

USH 41 SB EXIT RAMP

R/L CTH M NW RAMP

USH 41 NB ENTRANCE RAMP

R/L CTH M NE RAMP

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, SOIL STABILIZER AND MULCH PLACED.

2) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND TYPE C UNLESS OTHERWISE NOTED.

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6) EROSION CONTROL MEASURES PLACED IN CHANNEL NEED TO BE REMOVED BEFORE THE FISH SPAWNING SEASON WHICH STARTS MARCH 1.

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 253	E

2

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- (RB) ROCK BAGS
- EROSION BALES

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, SOIL STABILIZER AND MULCH PLACED.

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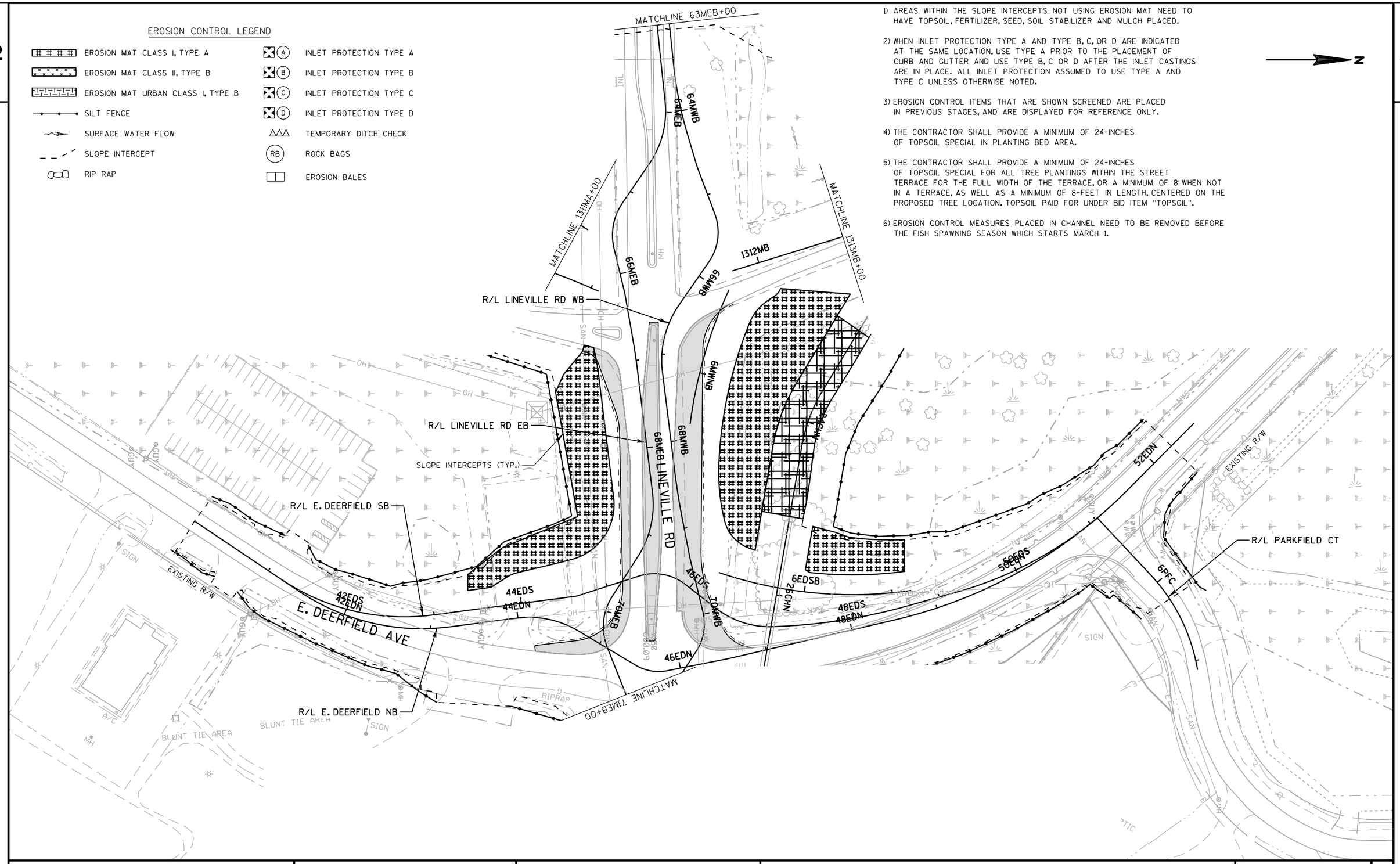
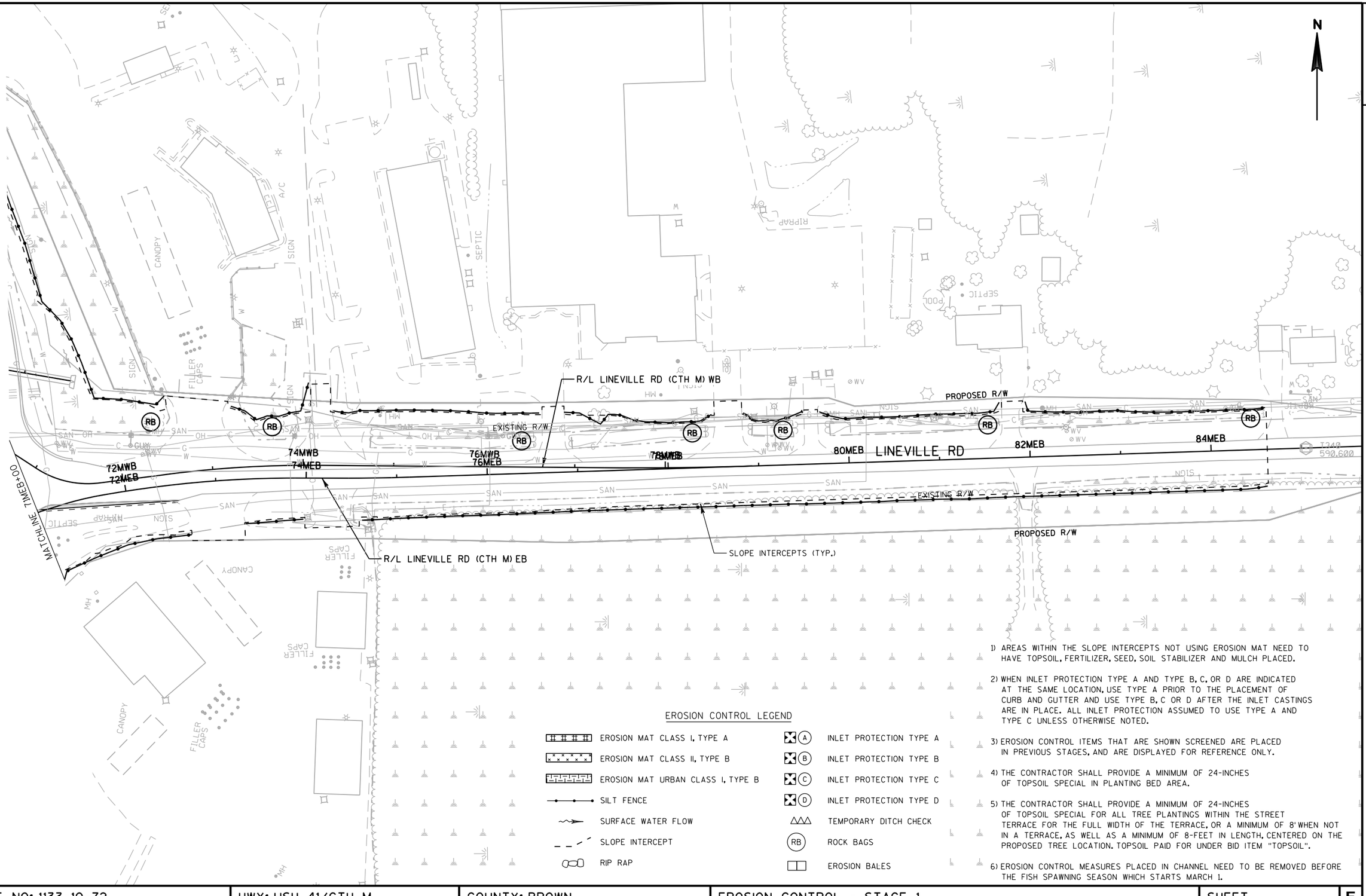
6) EROSION CONTROL MEASURES PLACED IN CHANNEL NEED TO BE REMOVED BEFORE THE FISH SPAWNING SEASON WHICH STARTS MARCH 1.

N



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 254	E

2



EROSION CONTROL LEGEND

EROSION MAT CLASS I, TYPE A	INLET PROTECTION TYPE A
EROSION MAT CLASS II, TYPE B	INLET PROTECTION TYPE B
EROSION MAT URBAN CLASS I, TYPE B	INLET PROTECTION TYPE C
SILT FENCE	INLET PROTECTION TYPE D
SURFACE WATER FLOW	TEMPORARY DITCH CHECK
SLOPE INTERCEPT	ROCK BAGS
RIP RAP	EROSION BALES

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6) EROSION CONTROL MEASURES PLACED IN CHANNEL NEED TO BE REMOVED BEFORE THE FISH SPAWNING SEASON WHICH STARTS MARCH 1.

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 1	SHEET 255	E

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, SOIL STABILIZER AND MULCH PLACED.

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N

USH 41 SB EXIT RAMP

R/L USH 41 SB OFF RAMP

R/L USH 41 SB ON RAMP

SLOPE INTERCEPTS (TYP.)

USH 41 NB ENTRANCE RAMP

R/L LINEVILLE RD (CTH M) WB

LINEVILLE RD

R/L LINEVILLE RD (CTH M) EB

R/L USH 41 NB ON RAMP

R/L USH 41 NB OFF RAMP

USH 41 SB ENTRANCE RAMP

R/L E. DEERFIELD NB

R/L E. DEERFIELD SB

E. DEERFIELD AVE

EROSION CONTROL LEGEND

EROSION MAT CLASS I, TYPE A	INLET PROTECTION TYPE A
EROSION MAT CLASS II, TYPE B	INLET PROTECTION TYPE B
EROSION MAT URBAN CLASS I, TYPE B	INLET PROTECTION TYPE C
SILT FENCE	INLET PROTECTION TYPE D
SURFACE WATER FLOW	TEMPORARY DITCH CHECK
SLOPE INTERCEPT	ROCK BAGS
RIP RAP	EROSION BALES

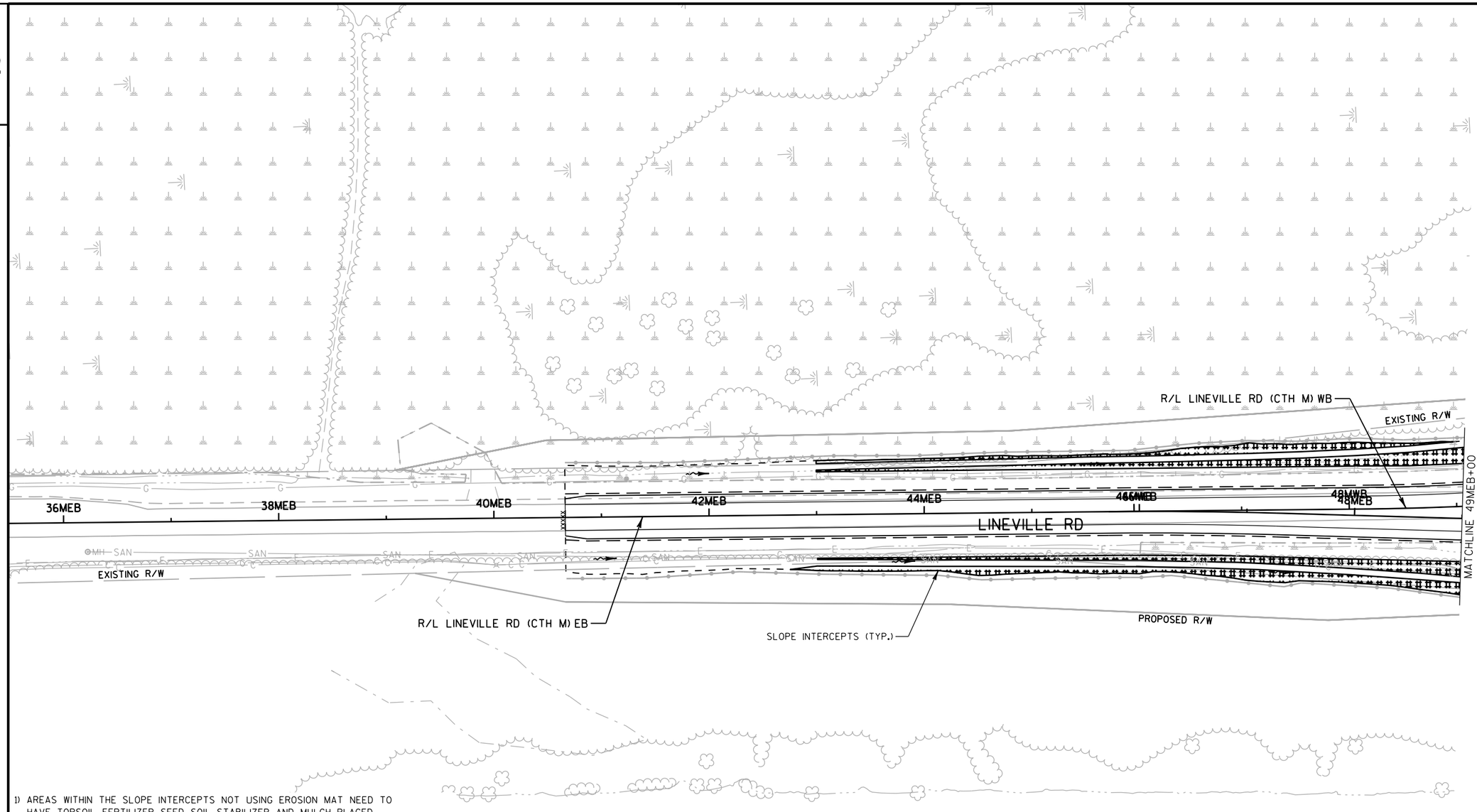
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 2	SHEET 256 E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\022007_ec.dgn PLOT DATE : 3/4/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

N



1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, SOIL STABILIZER AND MULCH PLACED.

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EROSION CONTROL LEGEND

EROSION MAT CLASS I, TYPE A		INLET PROTECTION TYPE A	
EROSION MAT CLASS II, TYPE B		INLET PROTECTION TYPE B	
EROSION MAT URBAN CLASS I, TYPE B		INLET PROTECTION TYPE C	
SILT FENCE		INLET PROTECTION TYPE D	
SURFACE WATER FLOW		TEMPORARY DITCH CHECK	
SLOPE INTERCEPT	RB	ROCK BAGS	
RIP RAP		EROSION BALES	

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 4B	SHEET 257	E

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, SOIL STABILIZER AND MULCH PLACED.

2) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND TYPE C UNLESS OTHERWISE NOTED.

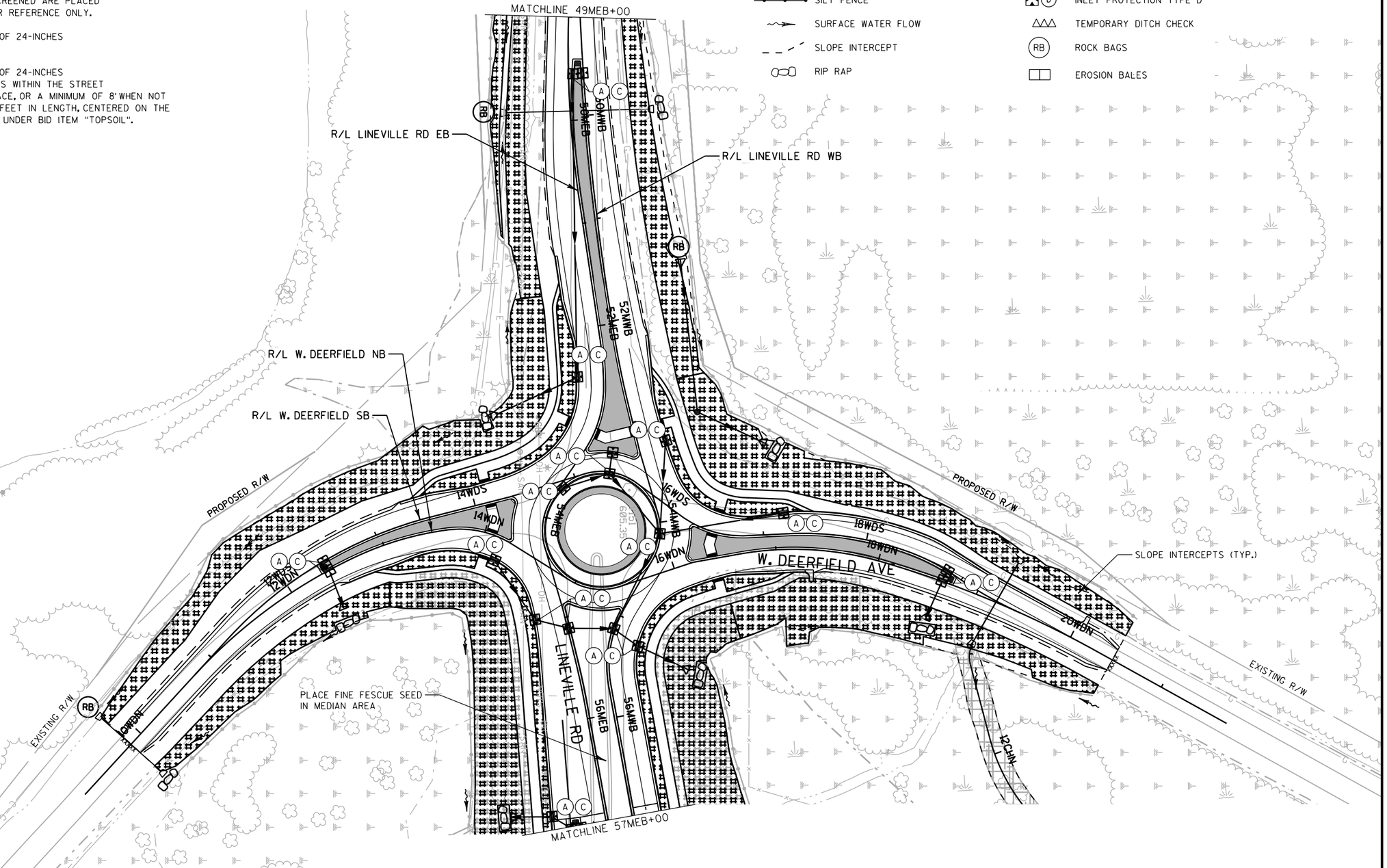
3) EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES, AND ARE DISPLAYED FOR REFERENCE ONLY.

4) THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 24-INCHES OF TOPSOIL SPECIAL IN PLANTING BED AREA.

5) THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 24-INCHES OF TOPSOIL SPECIAL FOR ALL TREE PLANTINGS WITHIN THE STREET TERRACE FOR THE FULL WIDTH OF THE TERRACE, OR A MINIMUM OF 8' WHEN NOT IN A TERRACE, AS WELL AS A MINIMUM OF 8-FEET IN LENGTH, CENTERED ON THE PROPOSED TREE LOCATION. TOPSOIL PAID FOR UNDER BID ITEM "TOPSOIL".

EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIP RAP
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- ROCK BAGS
- EROSION BALES



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 4B	SHEET 258	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\022009_ec.dgn PLOT DATE : 3/4/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, SOIL STABILIZER AND MULCH PLACED.

2) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND TYPE C UNLESS OTHERWISE NOTED.

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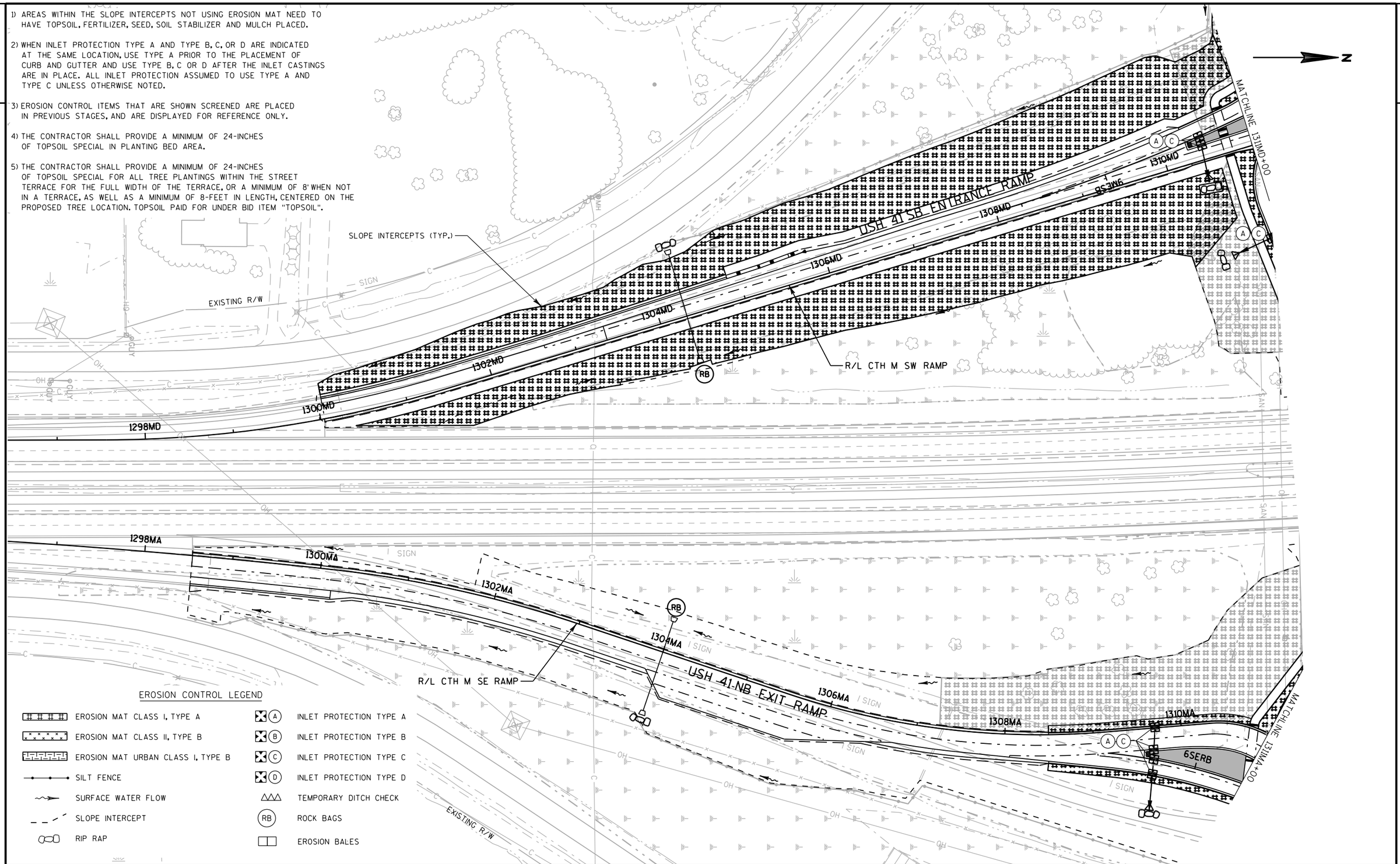
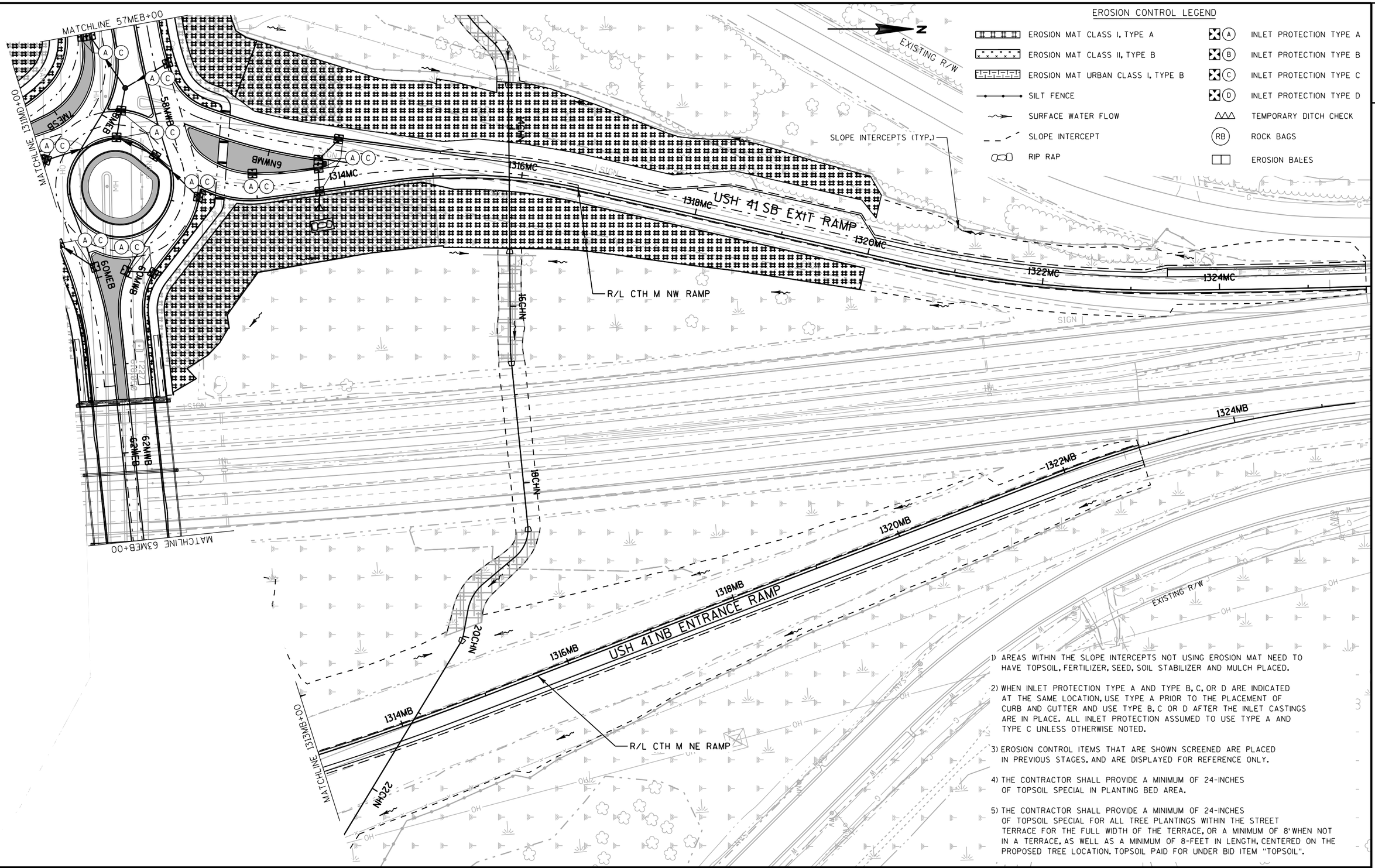


EROSION CONTROL LEGEND

EROSION MAT CLASS I, TYPE A	A	INLET PROTECTION TYPE A
EROSION MAT CLASS II, TYPE B	B	INLET PROTECTION TYPE B
EROSION MAT URBAN CLASS I, TYPE B	C	INLET PROTECTION TYPE C
SILT FENCE	D	INLET PROTECTION TYPE D
SURFACE WATER FLOW	△△△	TEMPORARY DITCH CHECK
SLOPE INTERCEPT	RB	ROCK BAGS
RIP RAP	□□	EROSION BALES

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 4B	SHEET 259	E

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 4B	SHEET 260	E

2

EROSION CONTROL LEGEND

EROSION MAT CLASS I, TYPE A	(A) INLET PROTECTION TYPE A
EROSION MAT CLASS II, TYPE B	(B) INLET PROTECTION TYPE B
EROSION MAT URBAN CLASS I, TYPE B	(C) INLET PROTECTION TYPE C
SILT FENCE	(D) INLET PROTECTION TYPE D
SURFACE WATER FLOW	TEMPORARY DITCH CHECK
SLOPE INTERCEPT	(RB) ROCK BAGS
RIP RAP	EROSION BALES

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, SOIL STABILIZER AND MULCH PLACED.

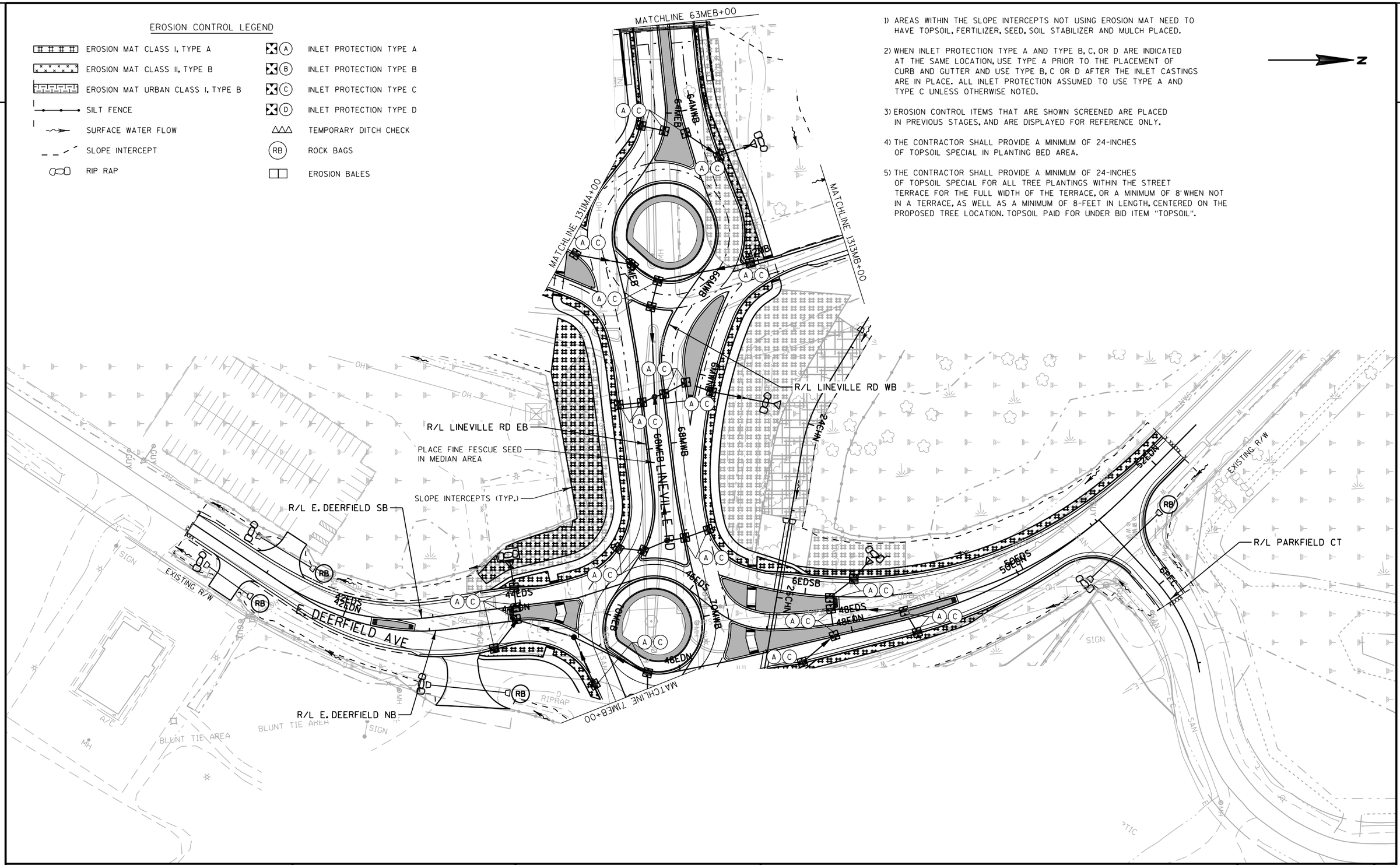
2) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND TYPE C UNLESS OTHERWISE NOTED.

3) EROSION CONTROL ITEMS THAT ARE SHOWN SCREENED ARE PLACED IN PREVIOUS STAGES, AND ARE DISPLAYED FOR REFERENCE ONLY.

4) THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 24-INCHES OF TOPSOIL SPECIAL IN PLANTING BED AREA.

5) THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 24-INCHES OF TOPSOIL SPECIAL FOR ALL TREE PLANTINGS WITHIN THE STREET TERRACE FOR THE FULL WIDTH OF THE TERRACE, OR A MINIMUM OF 8' WHEN NOT IN A TERRACE, AS WELL AS A MINIMUM OF 8-FEET IN LENGTH, CENTERED ON THE PROPOSED TREE LOCATION. TOPSOIL PAID FOR UNDER BID ITEM "TOPSOIL".

N



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 4B	SHEET 261	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\022012_ec.dgn PLOT DATE : 3/4/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

N

R/L LINEVILLE RD (CTH M) WB

EXISTING R/W

PROPOSED R/W

SLOPE INTERCEPTS (TYP.)

LINEVILLE RD

74MWB
74MEB
72MEB
76MWB
76MEB
78MWB
78MEB
80MEB
82MEB
84MEB

MATCHLINE "WEB-00"

R/L LINEVILLE RD (CTH M) EB

EXISTING R/W

PROPOSED R/W

CANOPY
SIGN
FILLER CAPS
SEPTIC
RIPRAP
POOL
MH
A/C

EROSION CONTROL LEGEND

EROSION MAT CLASS I, TYPE A	INLET PROTECTION TYPE A
EROSION MAT CLASS II, TYPE B	INLET PROTECTION TYPE B
EROSION MAT URBAN CLASS I, TYPE B	INLET PROTECTION TYPE C
SILT FENCE	INLET PROTECTION TYPE D
SURFACE WATER FLOW	TEMPORARY DITCH CHECK
SLOPE INTERCEPT	ROCK BAGS
RIP RAP	EROSION BALES

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, SOIL STABILIZER AND MULCH PLACED.

2) WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C OR D AFTER THE INLET CASTINGS ARE IN PLACE. ALL INLET PROTECTION ASSUMED TO USE TYPE A AND TYPE C UNLESS OTHERWISE NOTED.

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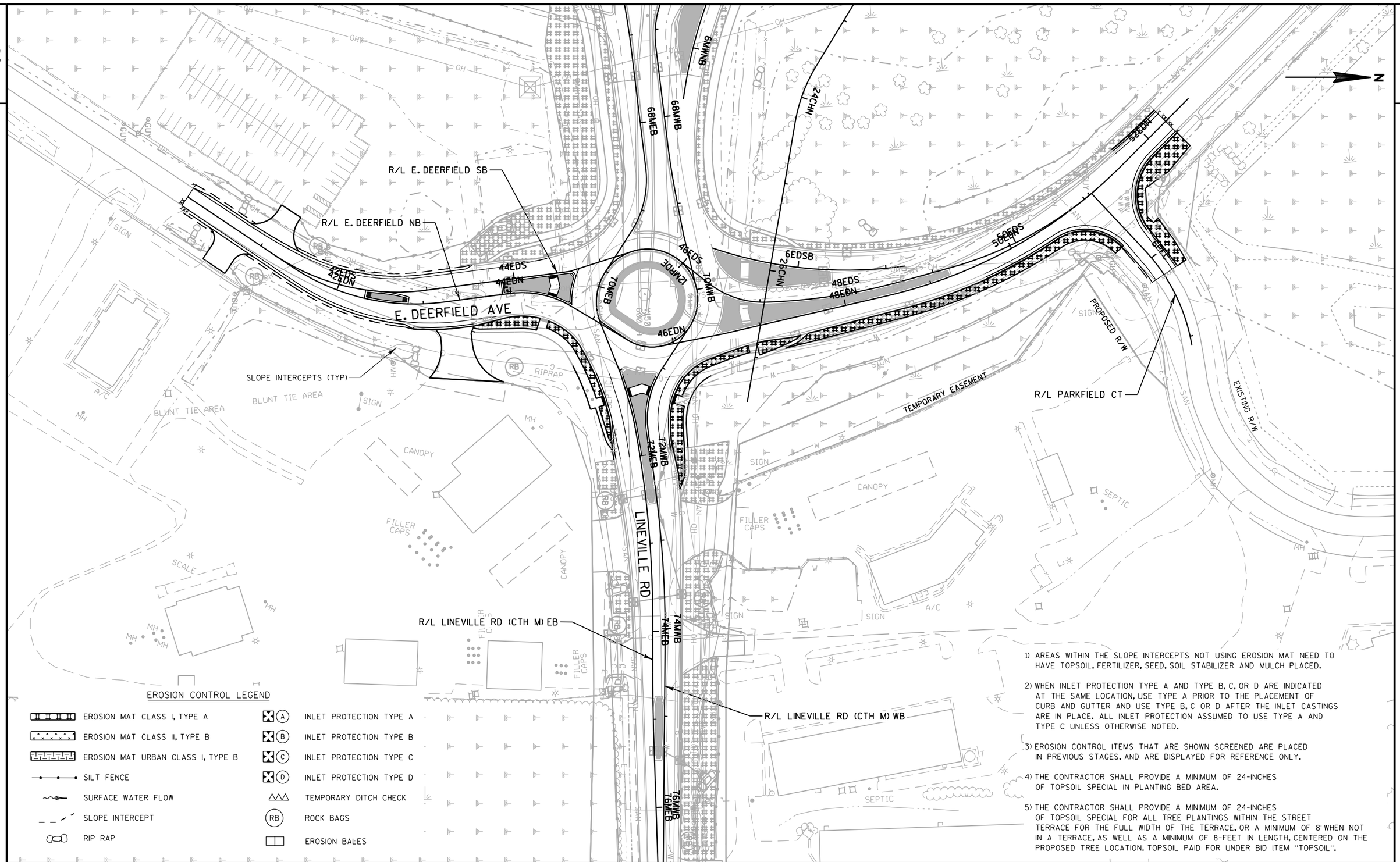
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 4B	SHEET 262	E

2



EROSION CONTROL LEGEND

EROSION MAT CLASS I, TYPE A	INLET PROTECTION TYPE A
EROSION MAT CLASS II, TYPE B	INLET PROTECTION TYPE B
EROSION MAT URBAN CLASS I, TYPE B	INLET PROTECTION TYPE C
SILT FENCE	INLET PROTECTION TYPE D
SURFACE WATER FLOW	TEMPORARY DITCH CHECK
SLOPE INTERCEPT	ROCK BAGS
RIP RAP	EROSION BALES

1) AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT NEED TO HAVE TOPSOIL, FERTILIZER, SEED, SOIL STABILIZER AND MULCH PLACED.

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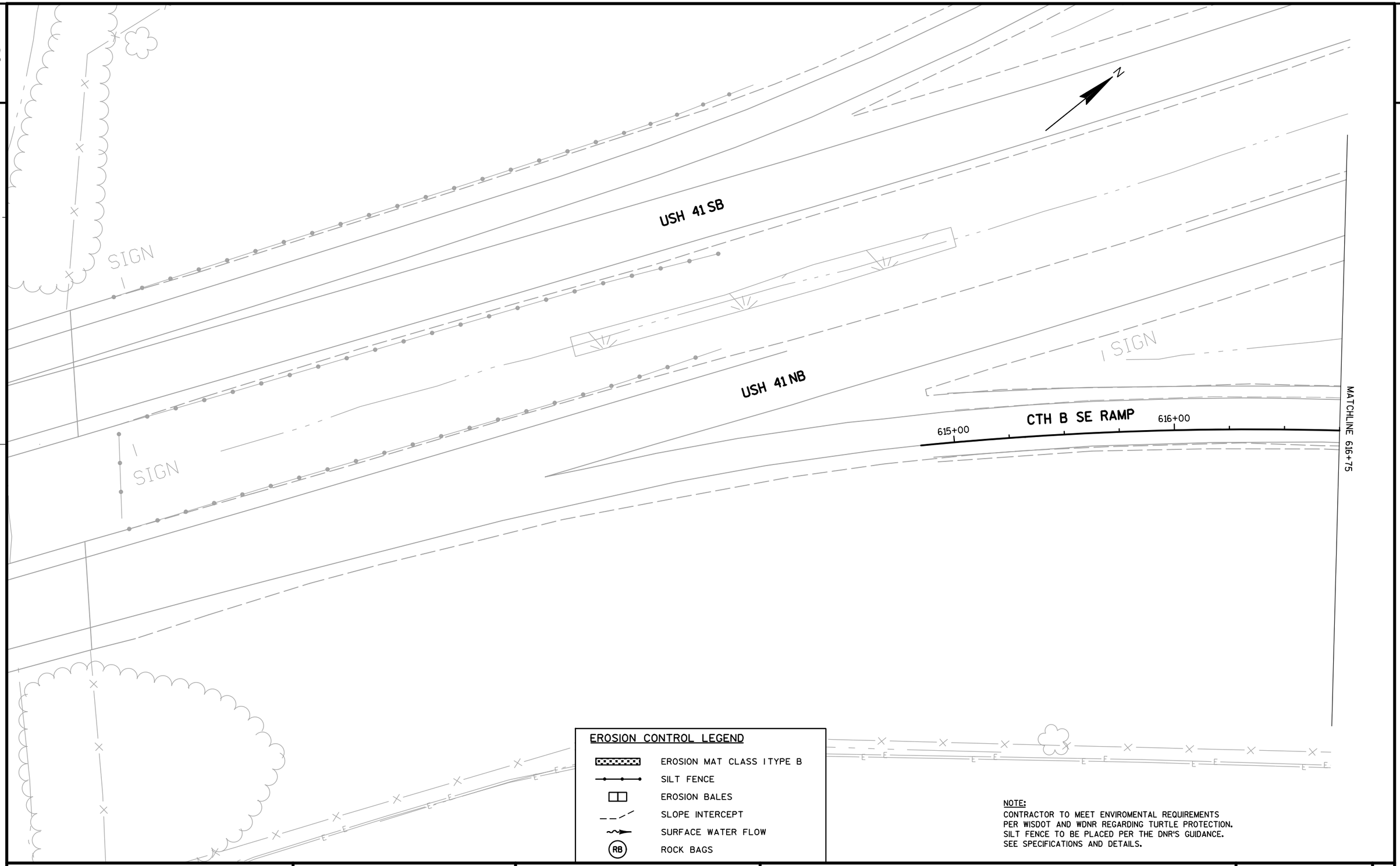
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	EROSION CONTROL - STAGE 4C	SHEET 263	E

2



EROSION CONTROL LEGEND

- EROSION MAT CLASS ITYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- RB — ROCK BAGS

NOTE:
CONTRACTOR TO MEET ENVIROMENTAL REQUIREMENTS PER WISDOT AND WDNR REGARDING TURTLE PROTECTION. SILT FENCE TO BE PLACED PER THE DNR'S GUIDANCE. SEE SPECIFICATIONS AND DETAILS.

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH B	COUNTY: BROWN	EROSION CONTROL	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_022001_ec.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

2

USH 41 NB

MATCHLINE 616+75

617+00

618+00

619+00

CTH B SE RAMP

620+00

621+00

622+00

MATCHLINE 622+50

RB

RB

RB

RB

SIGN

SIGN

SIGN

ARCHEOLOGICAL
PHASE 1 SITE

EROSION CONTROL LEGEND

- EROSION MAT CLASS I TYPE B
- SILT FENCE
- EROSION BALES
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- (RB) ROCK BAGS

NOTE:
CONTRACTOR TO MEET ENVIROMENTAL REQUIREMENTS
PER WISDOT AND WDNR REGARDING TURTLE PROTECTION.
SILT FENCE TO BE PLACED PER THE DNR'S GUIDANCE.
SEE SPECIFICATIONS AND DETAILS.

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH B	COUNTY: BROWN	EROSION CONTROL	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_022002_ec.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

N

MATCHLINE 622+50

623+00

624+00

625+00

CTH B SE RAMP

RB

RB

RB

RB

ARCHEOLOGICAL PHASE 1 SITE

27+00

28+00

29+00

30+00

31+00

CTH B

MH

MH

SIGN

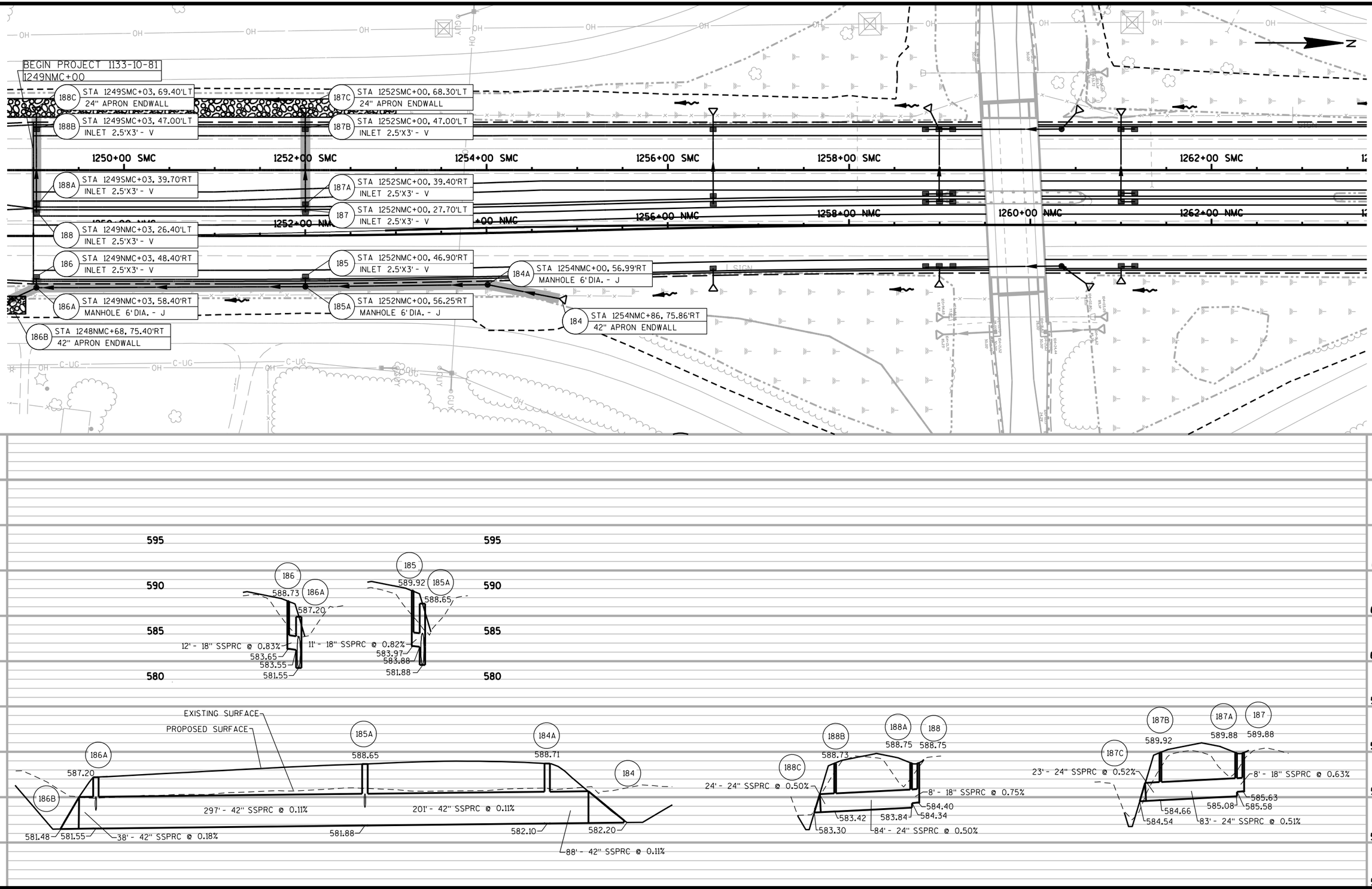
SIGN

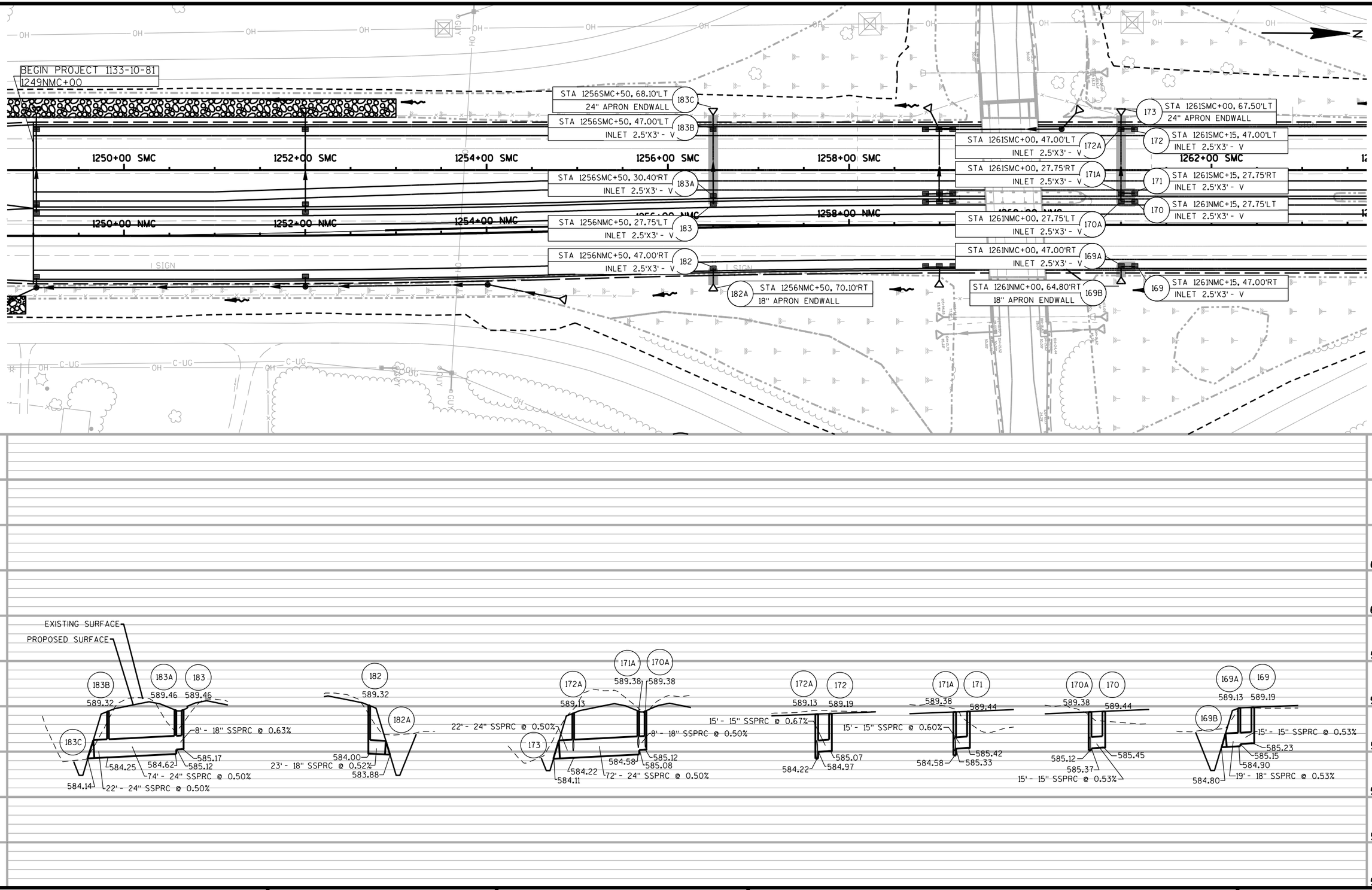
SIGN

C-UG

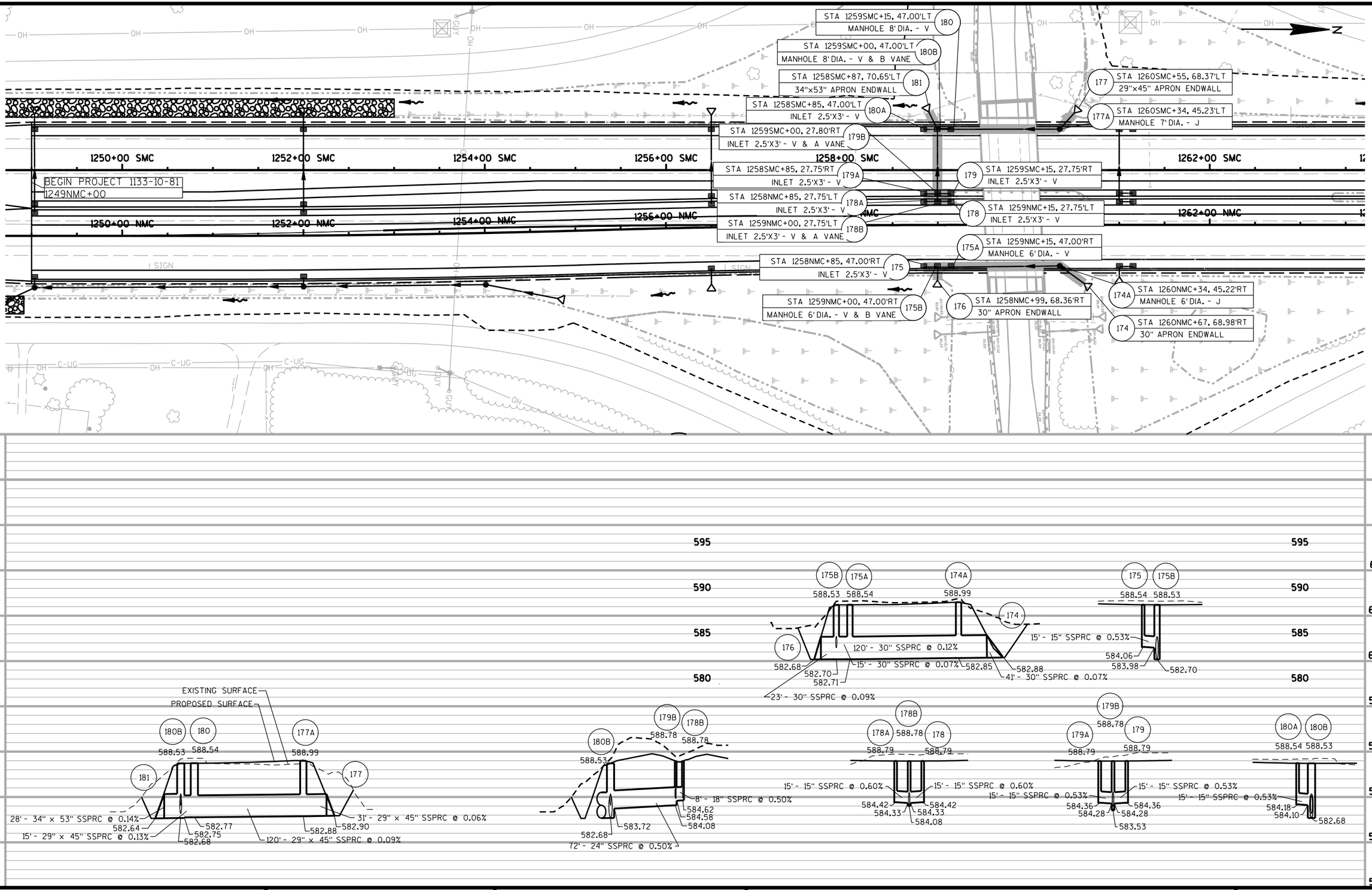
C-UG

C-UG


BEGIN PROJECT 1133-10-81
1249NMC+00
188C STA 1249SMC+03, 69.40'LT 24" APRON ENDWALL
188B STA 1249SMC+03, 47.00'LT INLET 2.5'X3' - V
188A STA 1249SMC+03, 39.70'RT INLET 2.5'X3' - V
188 STA 1249NMC+03, 26.40'LT INLET 2.5'X3' - V
186 STA 1249NMC+03, 48.40'RT INLET 2.5'X3' - V
186A STA 1249NMC+03, 58.40'RT MANHOLE 6'DIA. - J
186B STA 1248NMC+68, 75.40'RT 42" APRON ENDWALL
187C STA 1252SMC+00, 68.30'LT 24" APRON ENDWALL
187B STA 1252SMC+00, 47.00'LT INLET 2.5'X3' - V
187A STA 1252SMC+00, 39.40'RT INLET 2.5'X3' - V
187 STA 1252NMC+00, 27.70'LT INLET 2.5'X3' - V
185 STA 1252NMC+00, 46.90'RT INLET 2.5'X3' - V
185A STA 1252NMC+00, 56.25'RT MANHOLE 6'DIA. - J
184A STA 1254NMC+00, 56.99'RT MANHOLE 6'DIA. - J
184 STA 1254NMC+86, 75.86'RT 42" APRON ENDWALL
1250+00 SMC
1252+00 SMC
1254+00 SMC
1256+00 SMC
1258+00 SMC
1262+00 SMC
1252+00 NMC
1256+00 NMC
1258+00 NMC
1260+00 NMC
1262+00 NMC
N
OH
C-UG
GUY
I SIGN
595
590
585
580
610
605
600
575
186
588.73
186A
587.20
12' - 18" SSPRC @ 0.83%
583.65
583.55
581.55
185
589.92
185A
588.65
11' - 18" SSPRC @ 0.82%
583.97
583.88
581.88
EXISTING SURFACE
PROPOSED SURFACE
186B
581.48
581.55
38' - 42" SSPRC @ 0.18%
297' - 42" SSPRC @ 0.11%
581.88
185A
588.65
184A
588.71
201' - 42" SSPRC @ 0.11%
582.10
582.20
184
88' - 42" SSPRC @ 0.11%
188C
24' - 24" SSPRC @ 0.50%
583.30
188B
588.73
583.42
188A
588.75
583.84
188
588.75
584.40
584.34
8' - 18" SSPRC @ 0.75%
84' - 24" SSPRC @ 0.50%
187C
23' - 24" SSPRC @ 0.52%
584.54
187B
589.92
584.66
187A
589.88
585.08
187
589.88
585.63
585.58
8' - 18" SSPRC @ 0.63%
83' - 24" SSPRC @ 0.51%

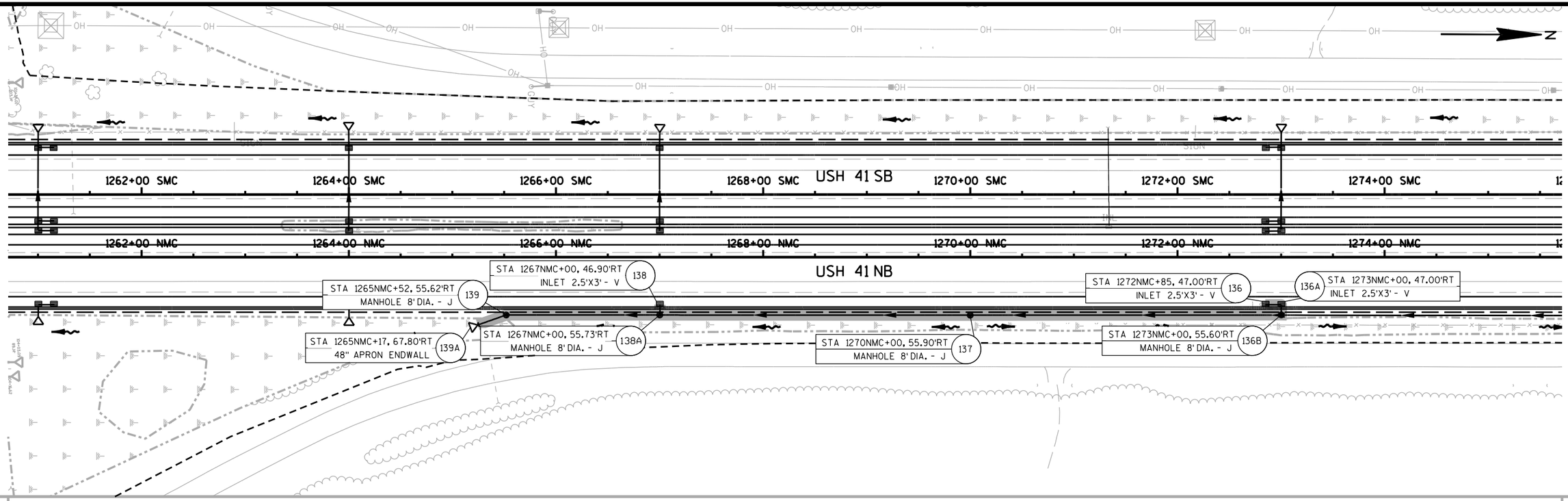


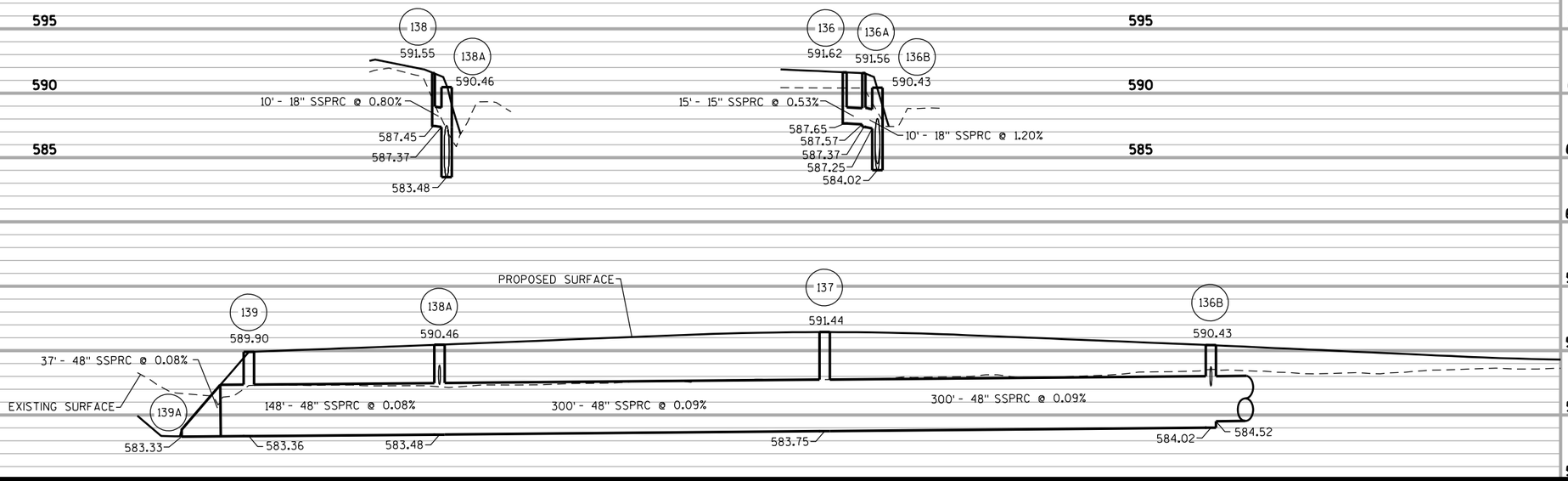
PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 268 E



PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 269 E

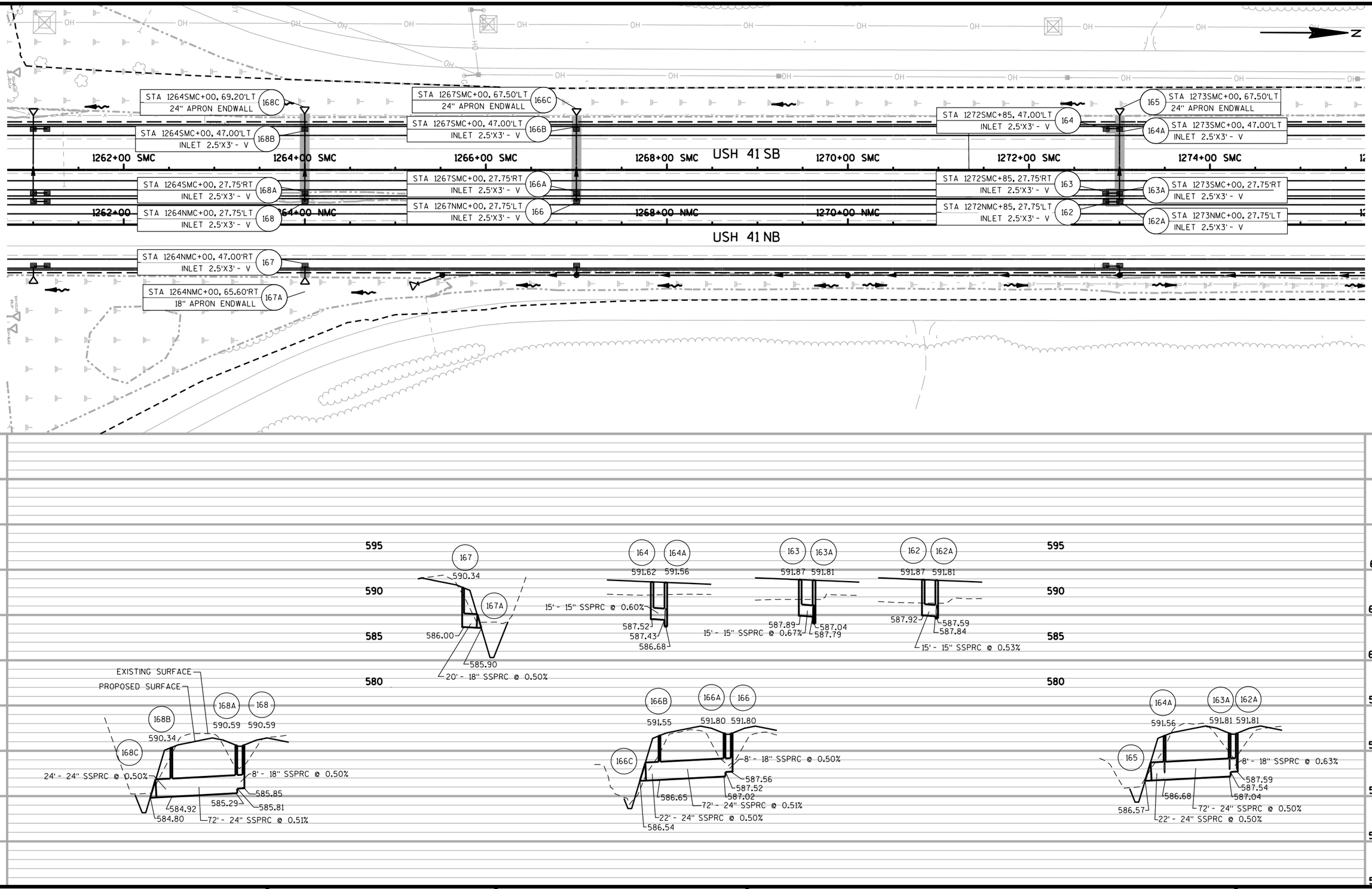
2





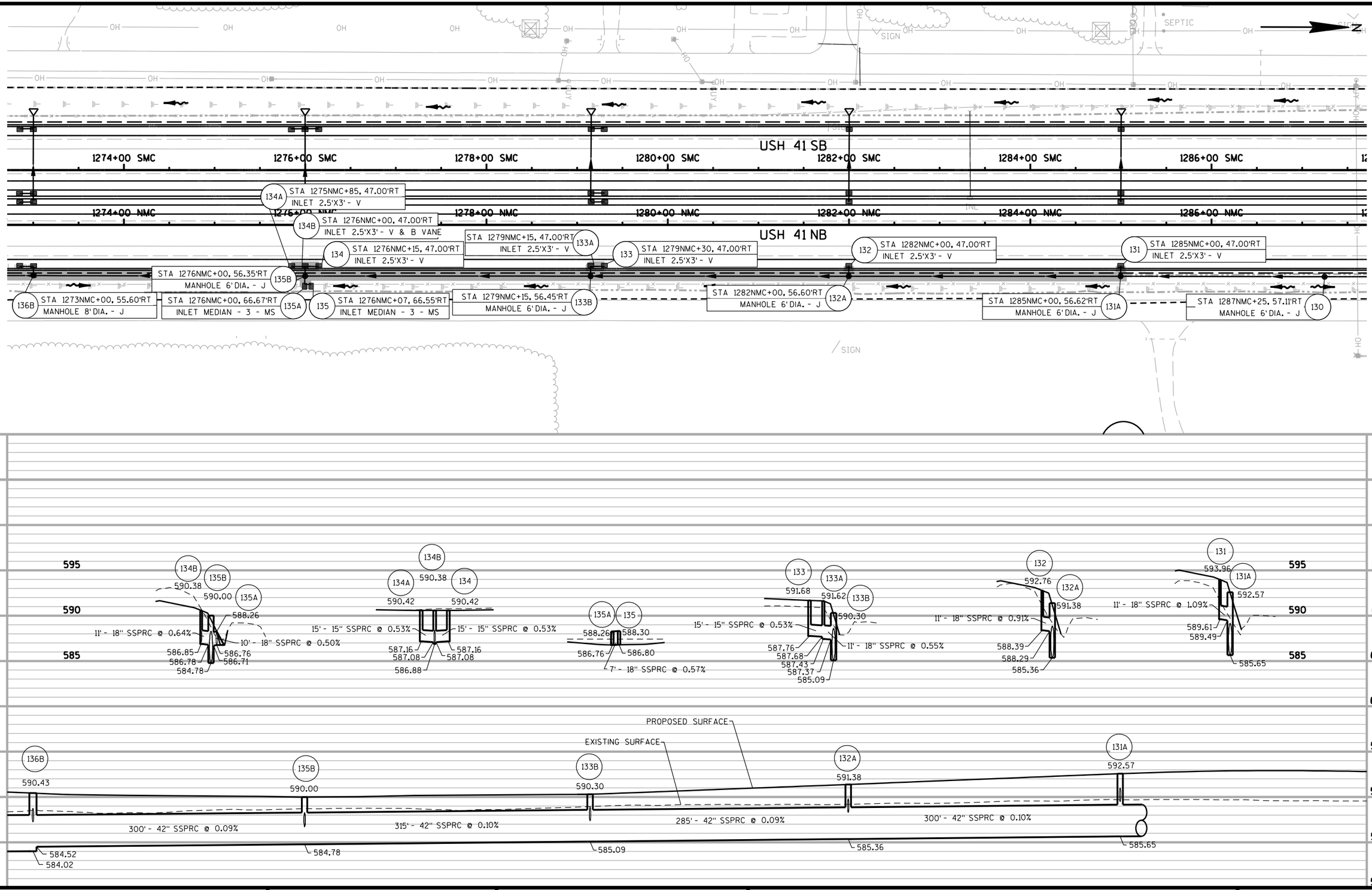
PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 270 E

FILE NAME : S:\2011\WisDOT\US-41\CADD files\CDS\storm sewer plan prof\SS_1081-Edwards (N of Duck Creek)\022502ss.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100



PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 271 E

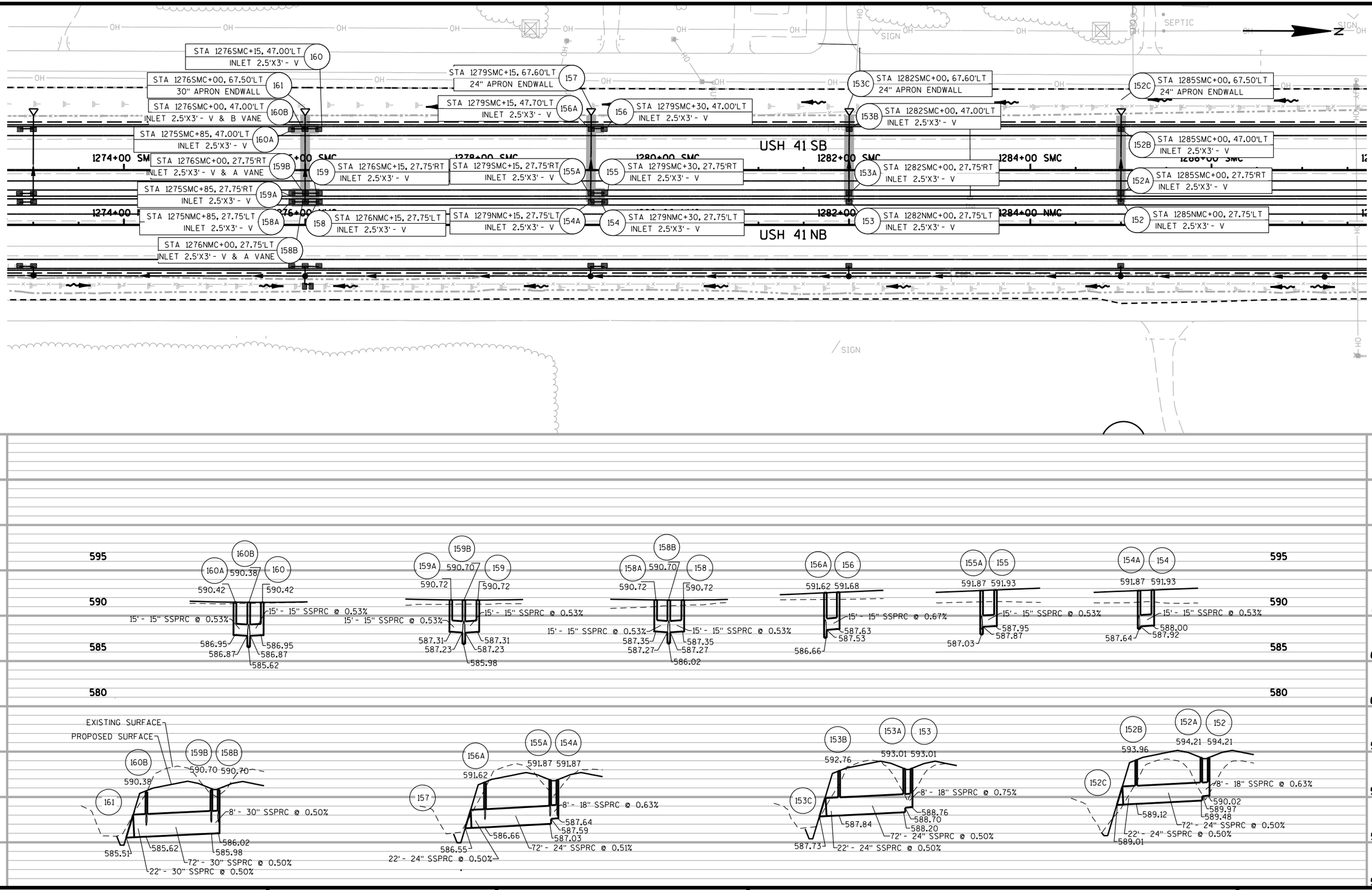
FILE NAME : S:\2011\WisDOT\US-41\CADD files\CDS\storm sewer plan prof\SS_1081-Edwards (N of Duck Creek)\022502ssA.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100



PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 272 E

FILE NAME : S:\2011\WisDOT\US-41\CADD files\CDS\storm sewer plan prof\SS_1081-Edwards (N of Duck Creek)\022503ss.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

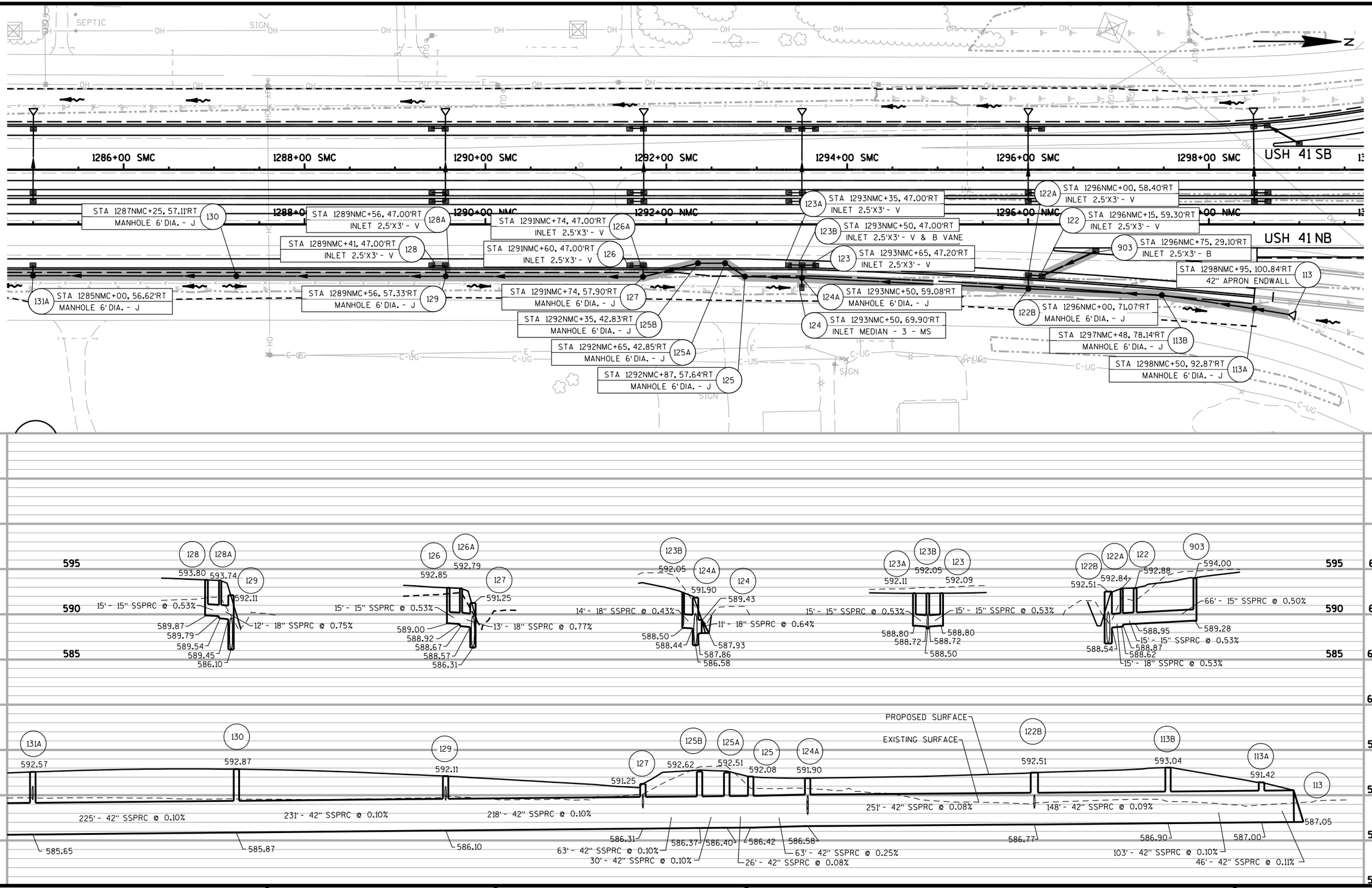
WISDOT/CADDS SHEET 41



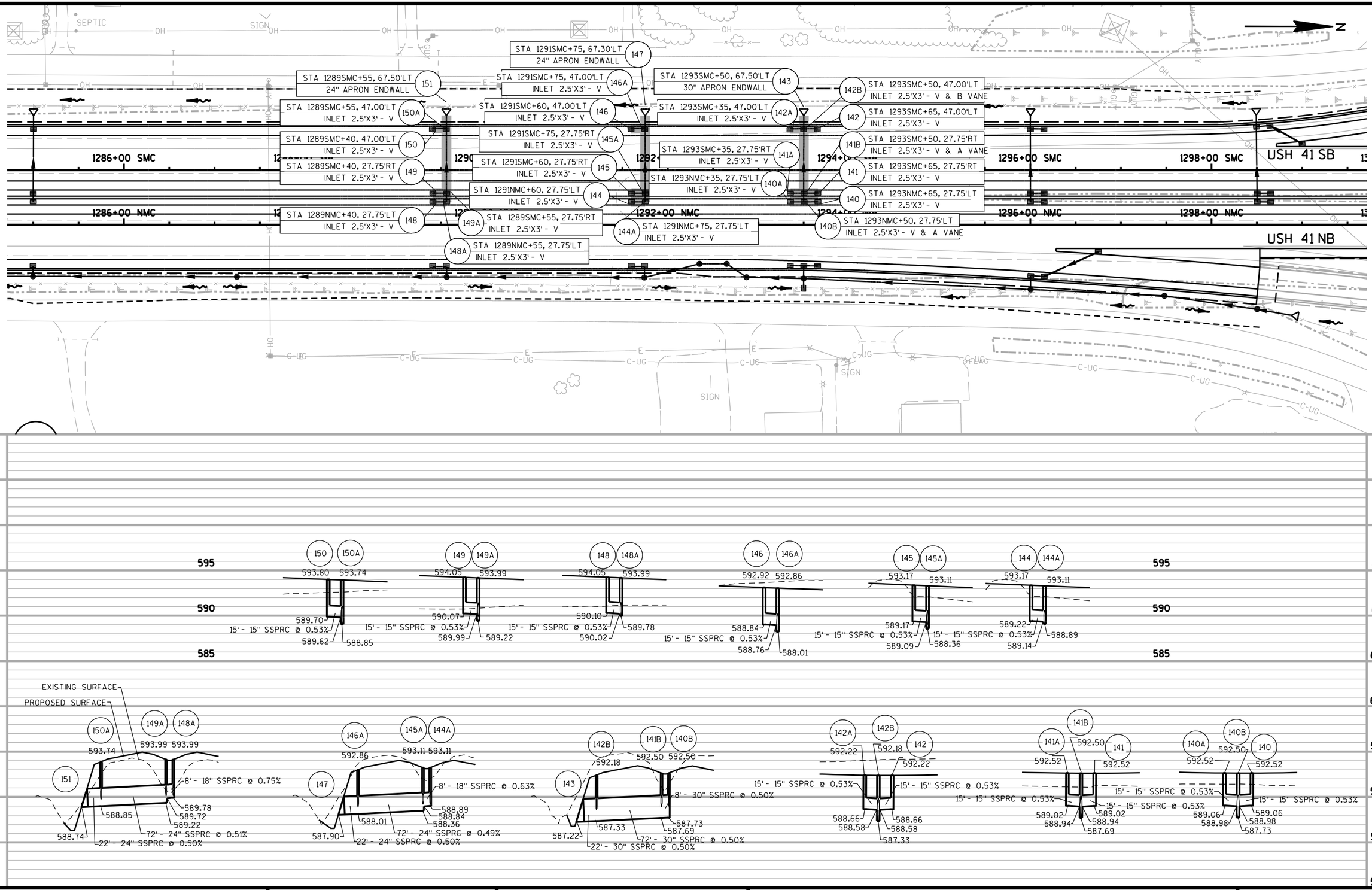
PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 273 E

FILE NAME : S:\2011\WisDOT\US-41\CADD files\CDS\storm sewer plan prof\SS_1081-Edwards (N of Duck Creek)\022503ssA.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 41



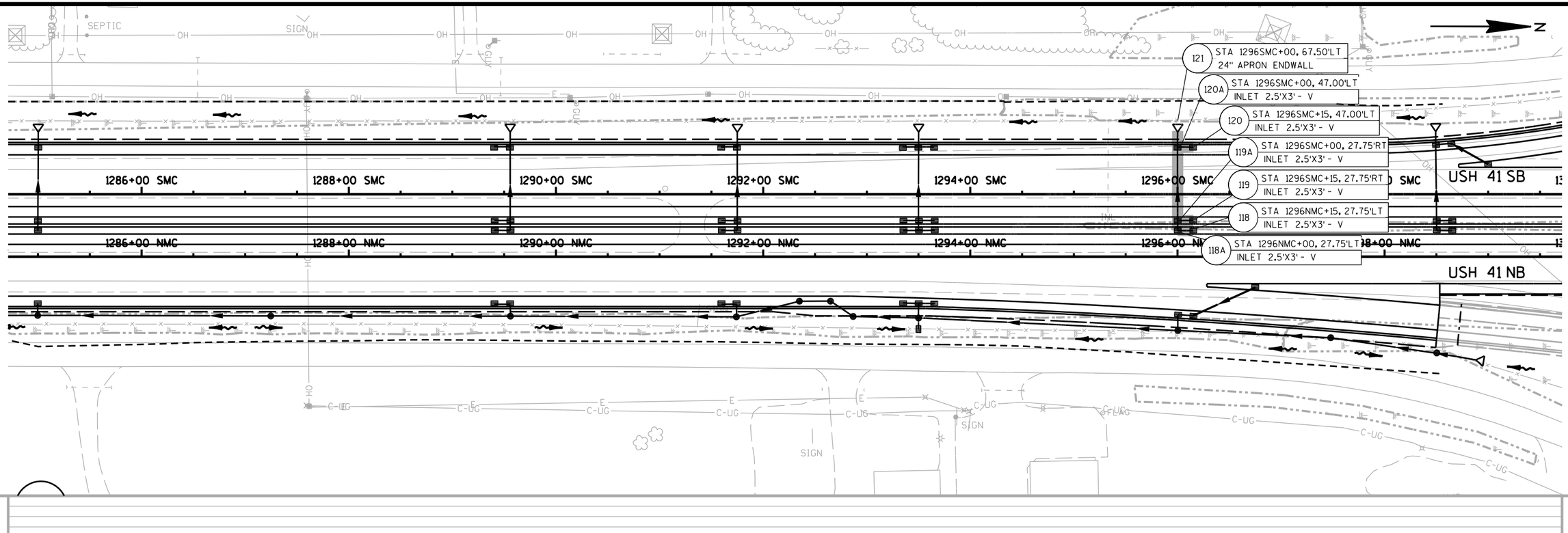
PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 274 E

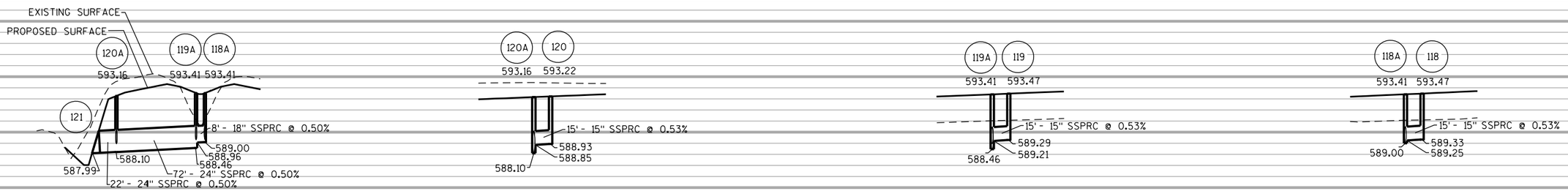


PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 275 E

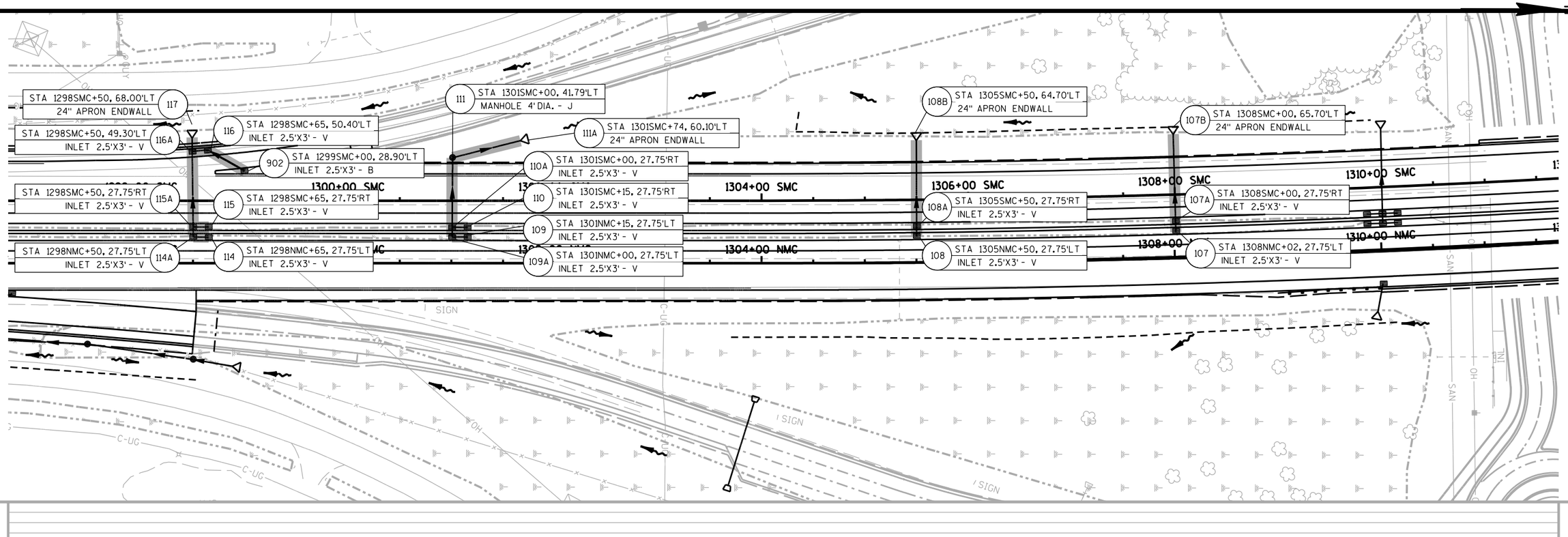
FILE NAME : S:\2011\WisDOT\US-41\CADD files\CDS\storm sewer plan prof\SS_1081-Edwards (N of Duck Creek)\022504ssA.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

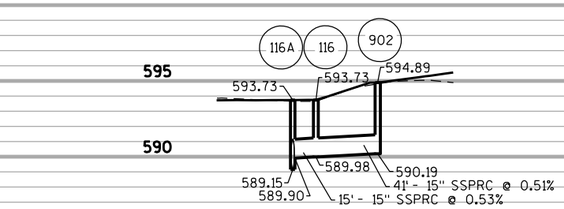
WISDOT/CADDS SHEET 41

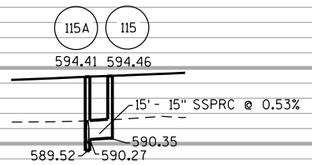


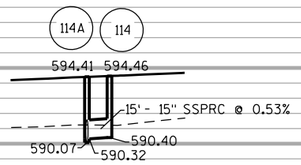


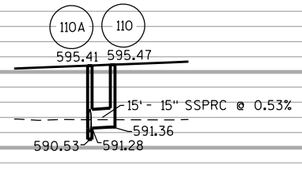
PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 276 E

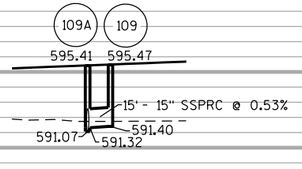


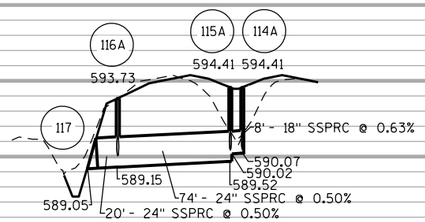


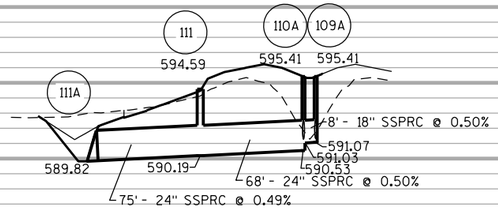


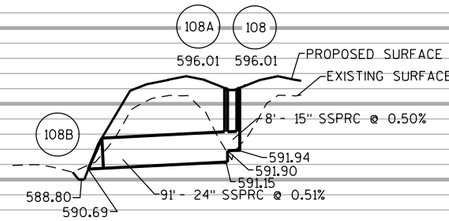


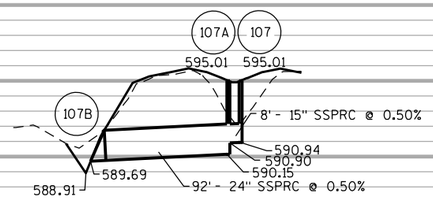






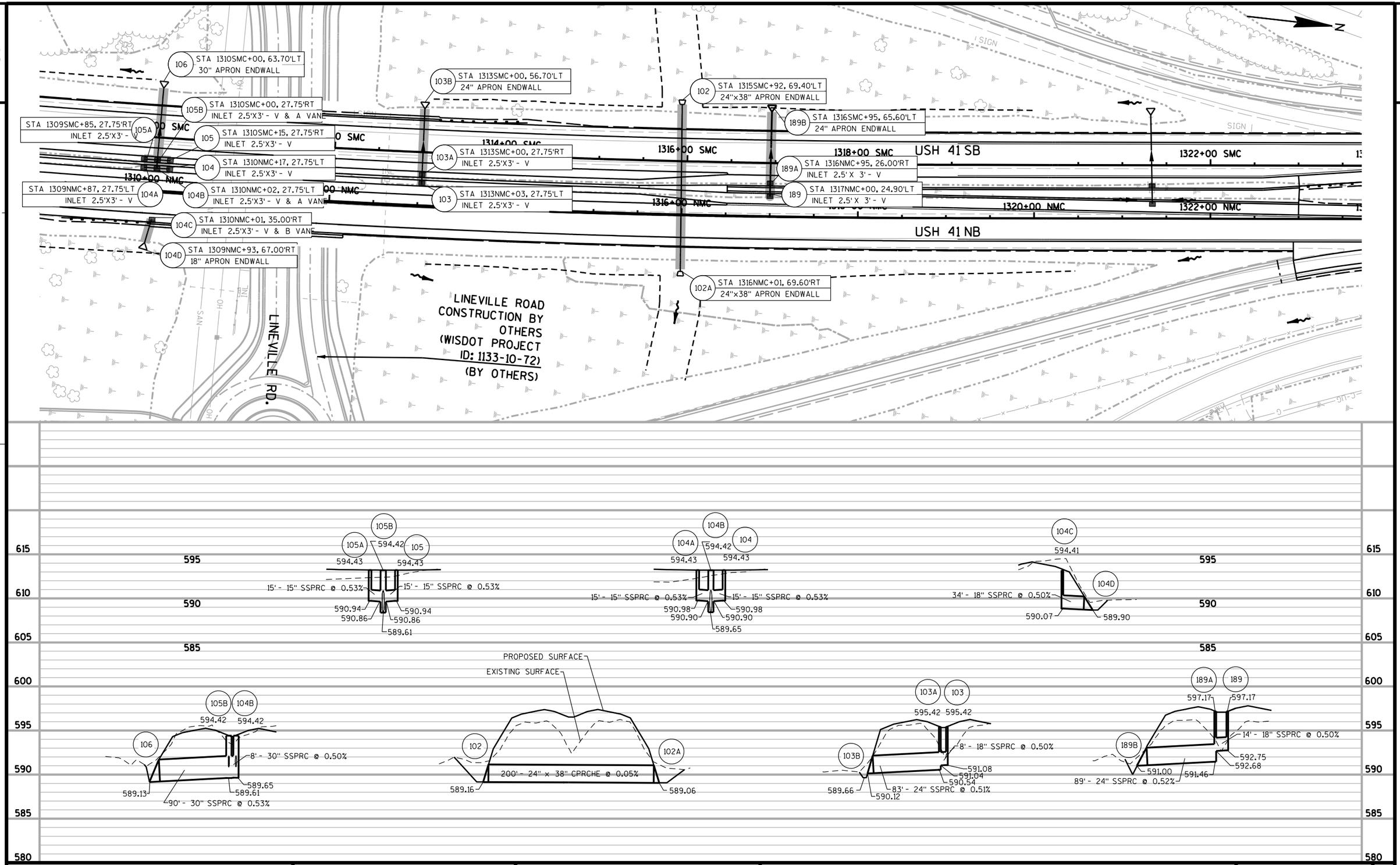




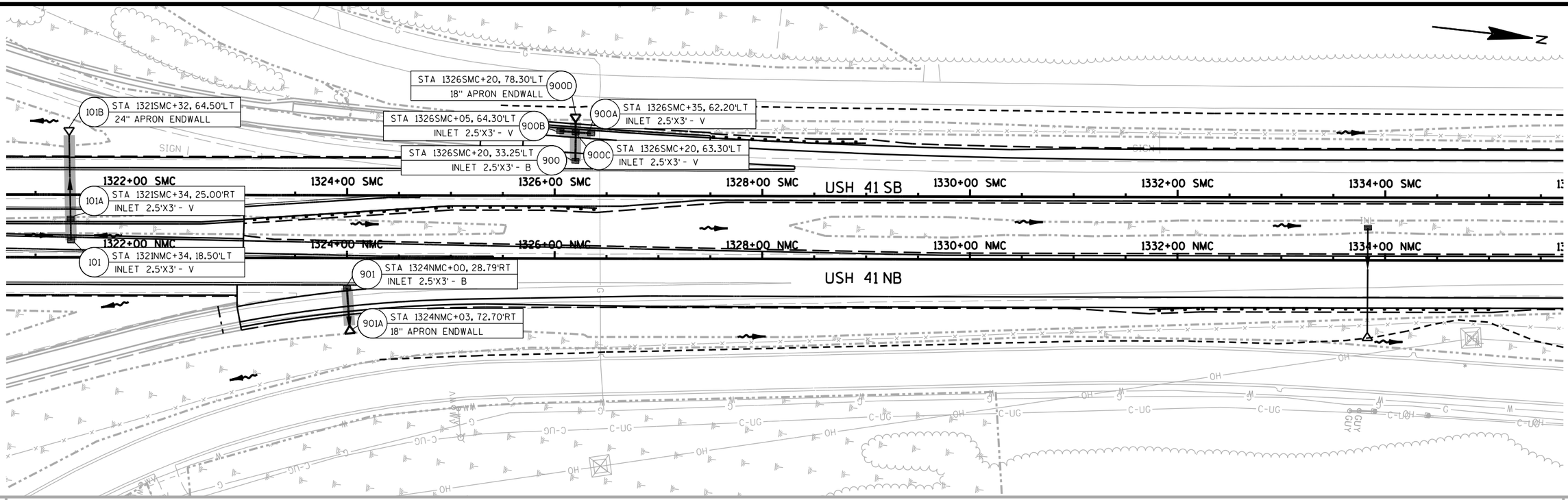


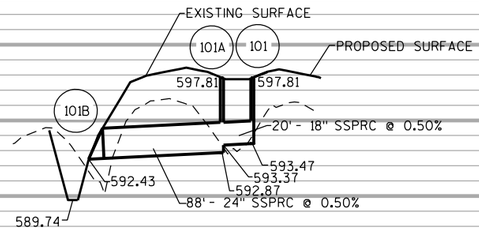
PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 277 E

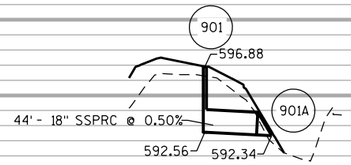
FILE NAME : S:\2011\WisDOT\US-41\CADD files\CDS\storm sewer plan prof\SS_1081-Edwards (N of Duck Creek)\022505ss.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

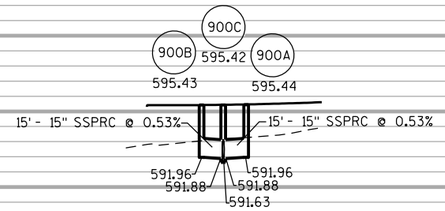


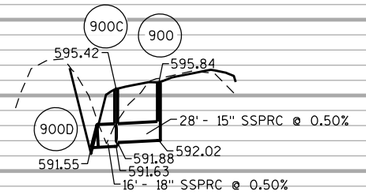
PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 278 E





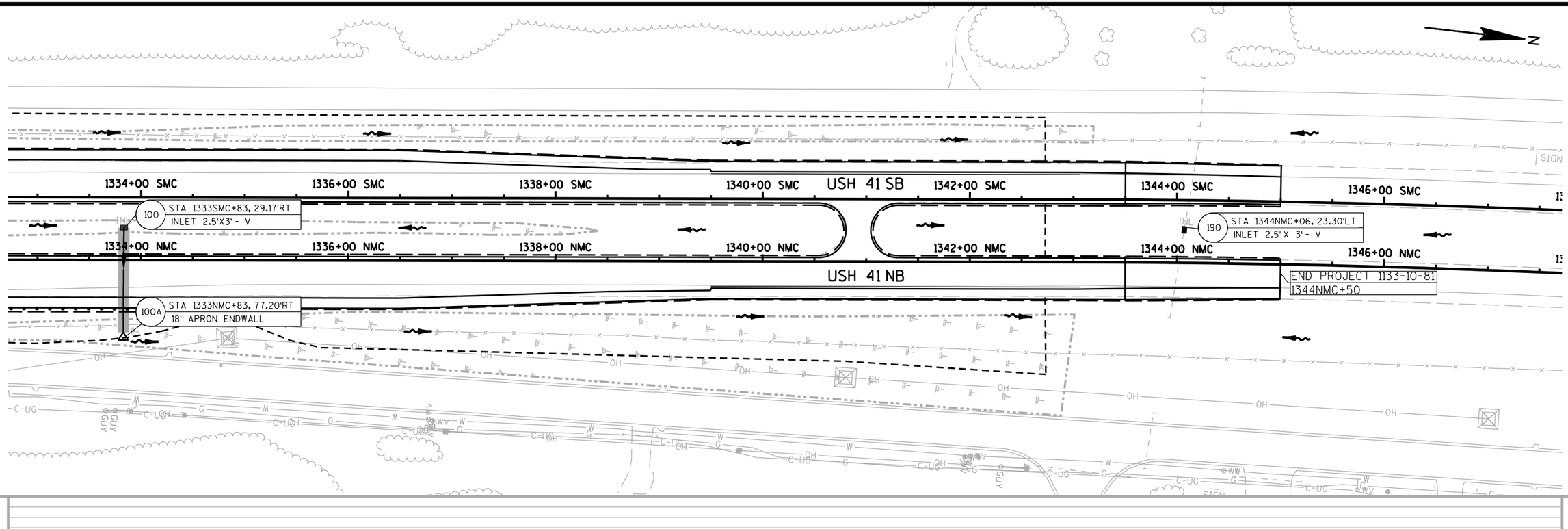


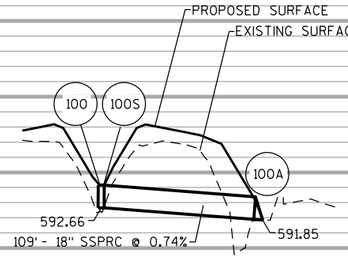




605 600 595 590 585 580 575 570

PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 279 E





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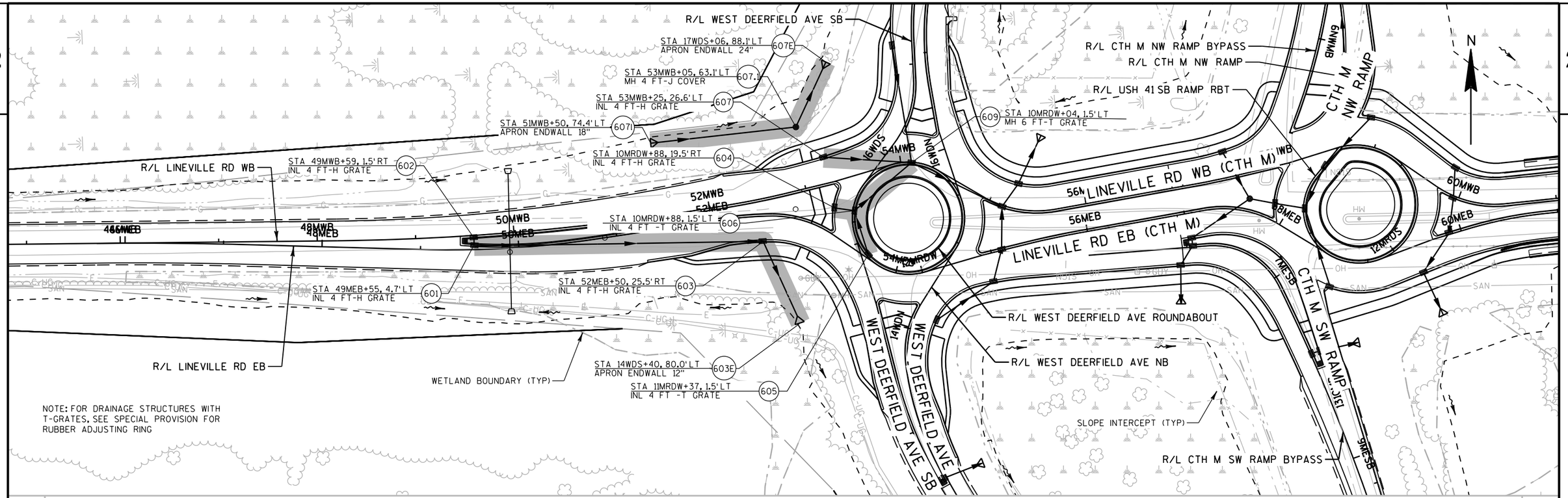
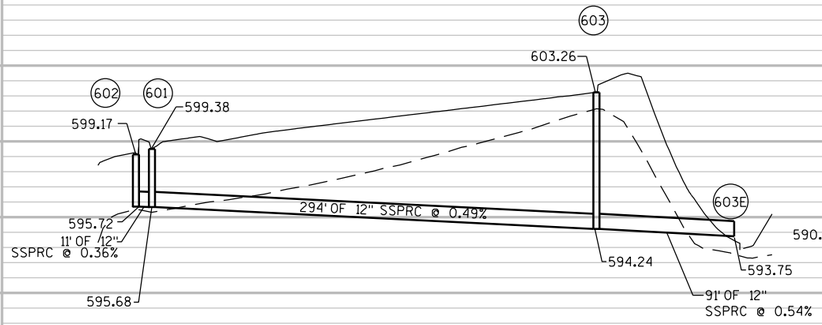
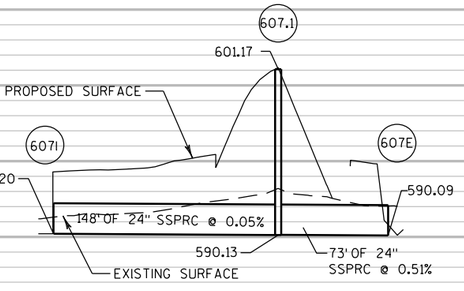
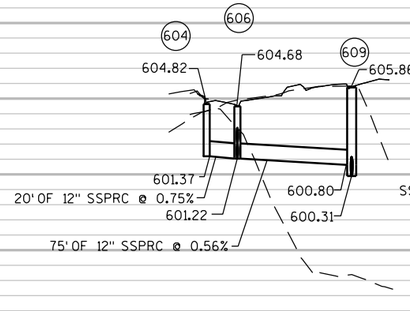
PROJECT NO: 1133-10-81	HWY: US-41	COUNTY: BROWN	STORM SEWER	SHEET 280 E

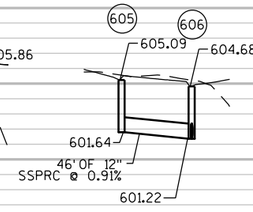
FILE NAME : S:\2011\WisDOT\US-41\CADD files\CDS\storm sewer plan prof\SS_1081-Edwards (N of Duck Creek)\022508ss.dgn PLOT DATE : 3/3/2013 PLOT BY : Harlan PLOT NAME : PLOT SCALE : 1:100

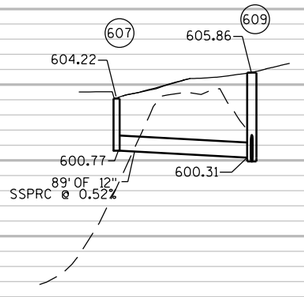




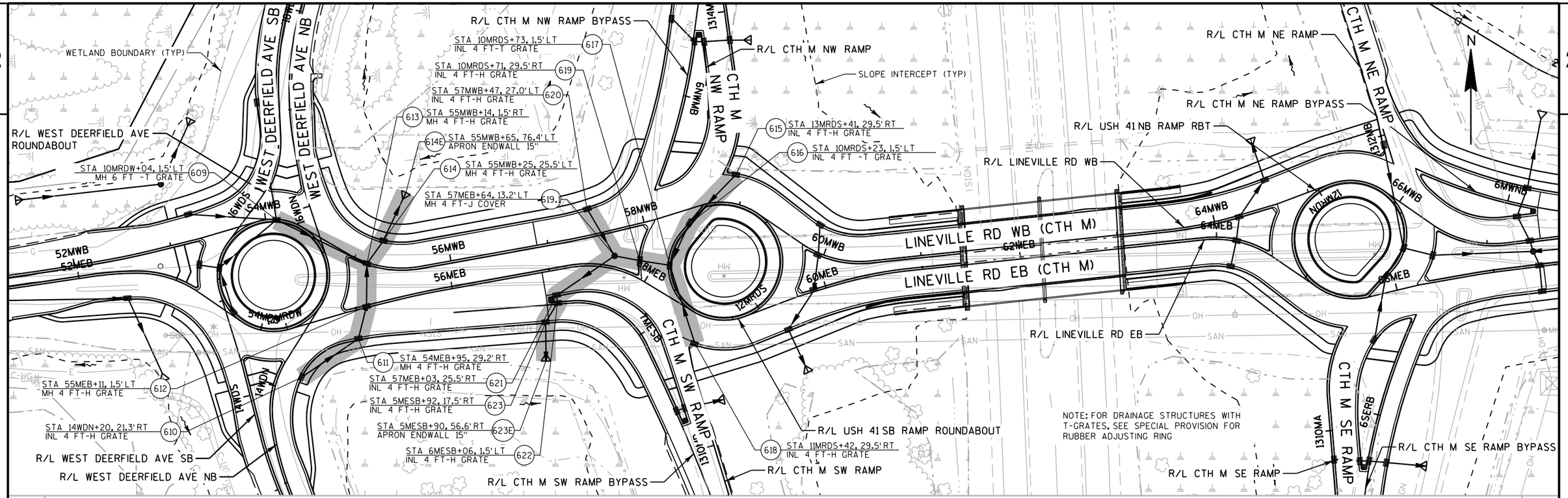


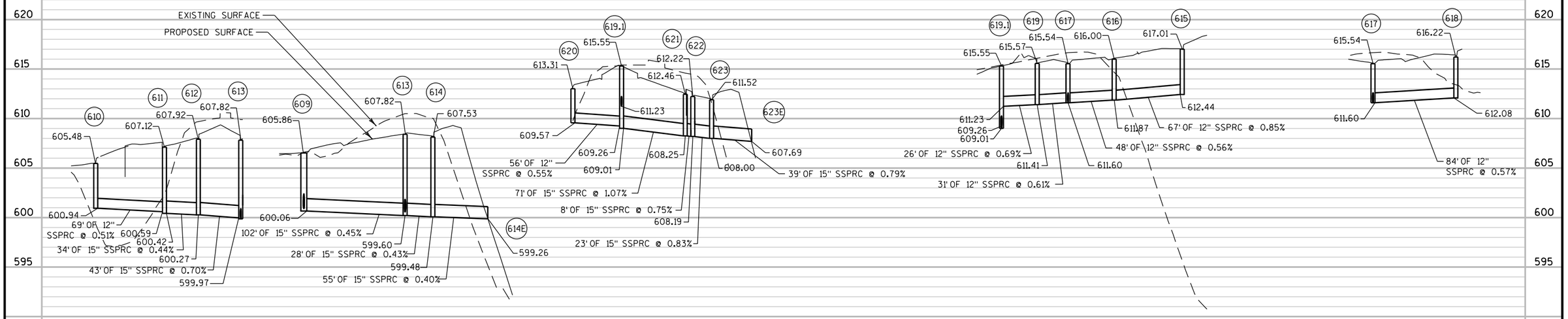






PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	STORM SEWER - STAGE 4B	SHEET 281 E



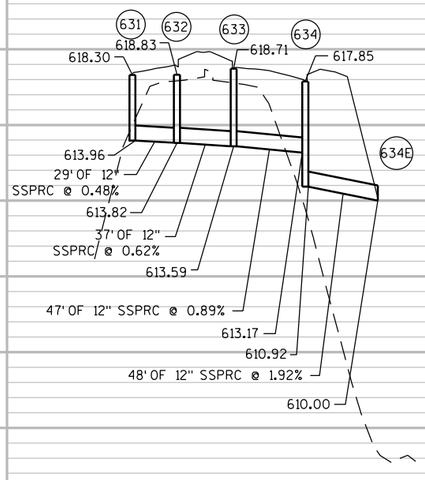


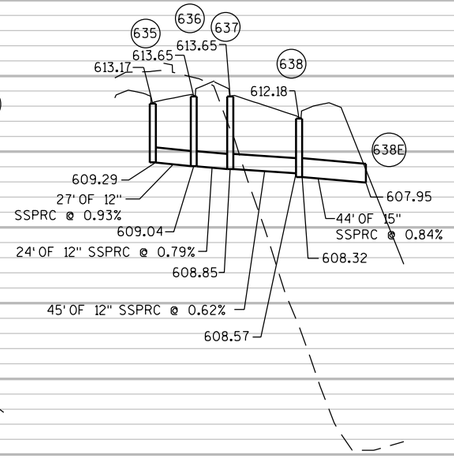
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	STORM SEWER - STAGE 4B	SHEET 282 E

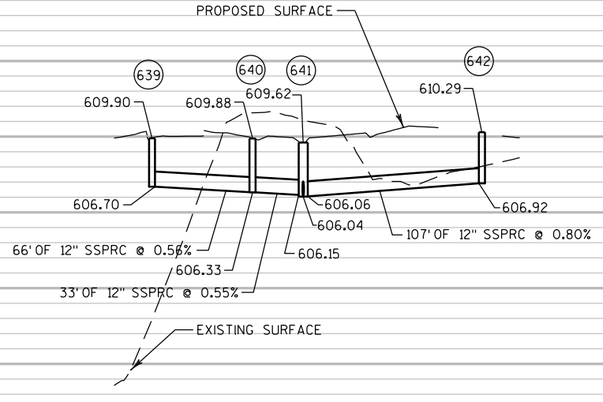
NOTE: FOR DRAINAGE STRUCTURES WITH T-GRATES, SEE SPECIAL PROVISION FOR RUBBER ADJUSTING RING

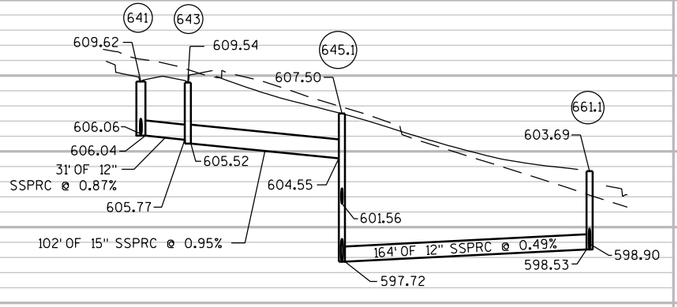
R/L CTH M NW RAMP BYPASS
WETLAND BOUNDARY (TYP)
R/L CTH M NE RAMP
R/L E. DEERFIELD SB BYPASS
R/L LINEVILLE INTERCHANGE DITCH
R/L CTH M NW RAMP
R/L USH 41 NB RAMP ROUNDABOUT
SLOPE INTERCEPT (TYP)
R/L CTH M NE RAMP BYPASS
R/L USH 41 SB RAMP ROUNDABOUT
R/L E DEERFIELD AVE NB
R/L LINEVILLE RD WB
LINEVILLE RD WB (CTH M)
LINEVILLE RD EB (CTH M)
R/L LINEVILLE RD EB
R/L CTH M SE RAMP
R/L CTH M SW RAMP BYPASS
R/L CTH M SW RAMP
R/L E DEERFIELD AVE SB
R/L CTH M SE RAMP BYPASS
R/L E. DEERFIELD ROUDABOUT
EXISTING R/W

631 STA 59MWB+81, 26.5'LT INL 4 FT-H GRATE
632 STA 59MWB+95, 1.5'RT INL 4 FT-H GRATE
633 STA 59MEB+88, 1.5'LT INL 4 FT-H GRATE
634 STA 59MEB+49, 28.7'RT INL 4 FT-H GRATE.
634E STA 59MEB+53, 75.7'RT APRON ENDWALL 12"
635 STA 64MEB+20, 26.5'RT INL 4 FT-H GRATE
636 STA 64MEB+20, 1.5'LT INL 4 FT-H GRATE
637 STA 64MWB+26, 1.5'RT INL 4 FT-H GRATE
638 STA 64MWB+61, 27.8'LT INL 4 FT-H GRATE
638E STA 64MWB+59, 71.3'LT APRON ENDWALL 15"
639 STA 13MRDN+69, 44.6'RT INL 4 FT-H GRATE
640 STA 10MRDN+28, 1.5'LT INL 4 FT -T GRATE
641 STA 10MRDN+63, 1.5'LT MH 6 FT -T GRATE
642 STA 13IIMB+91, 4.0'LT INL 4 FT-H GRATE
643 STA 10MRDN+63, 29.5'RT INL 4 FT-H GRATE
645.1 STA 67MWB+46, 12.0'RT MH 4 FT-J COVER
661.1 STA 69MWB+08, 21.1'RT MH 4 FT-J COVER

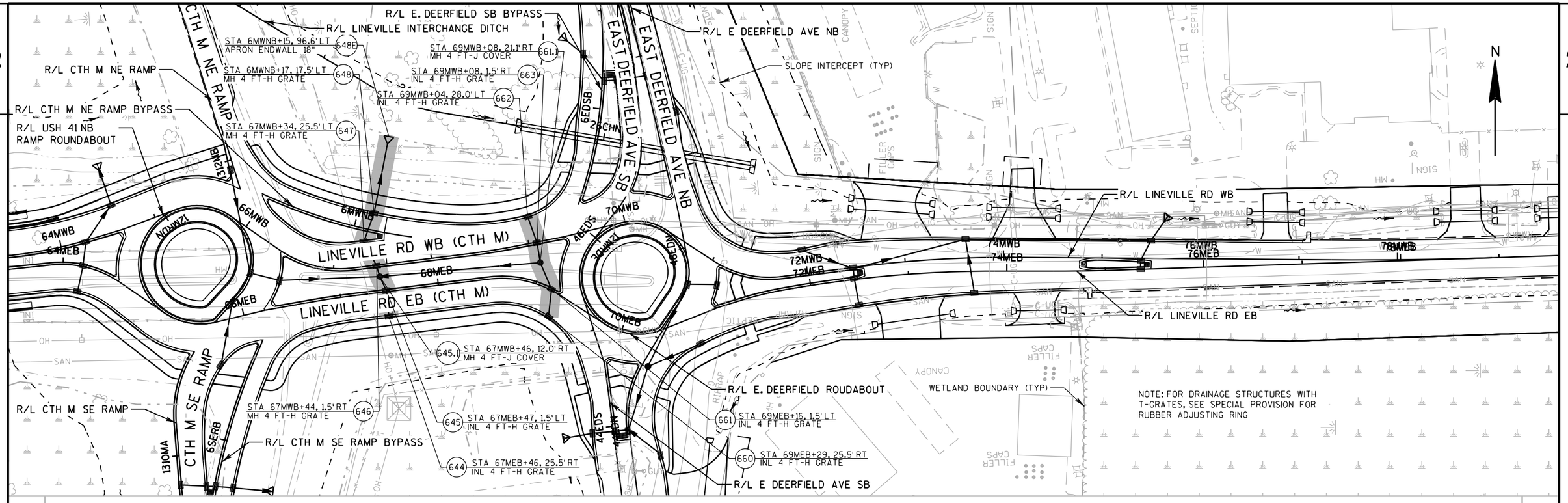


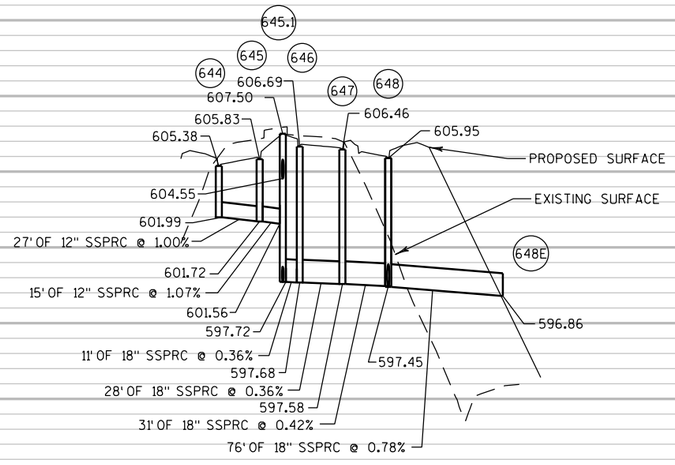


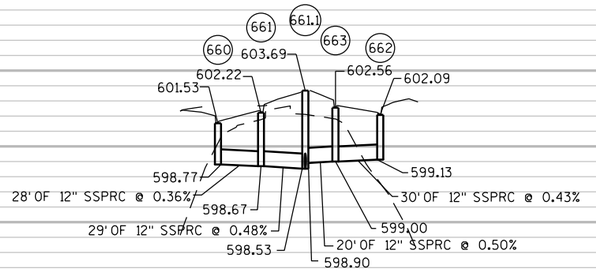




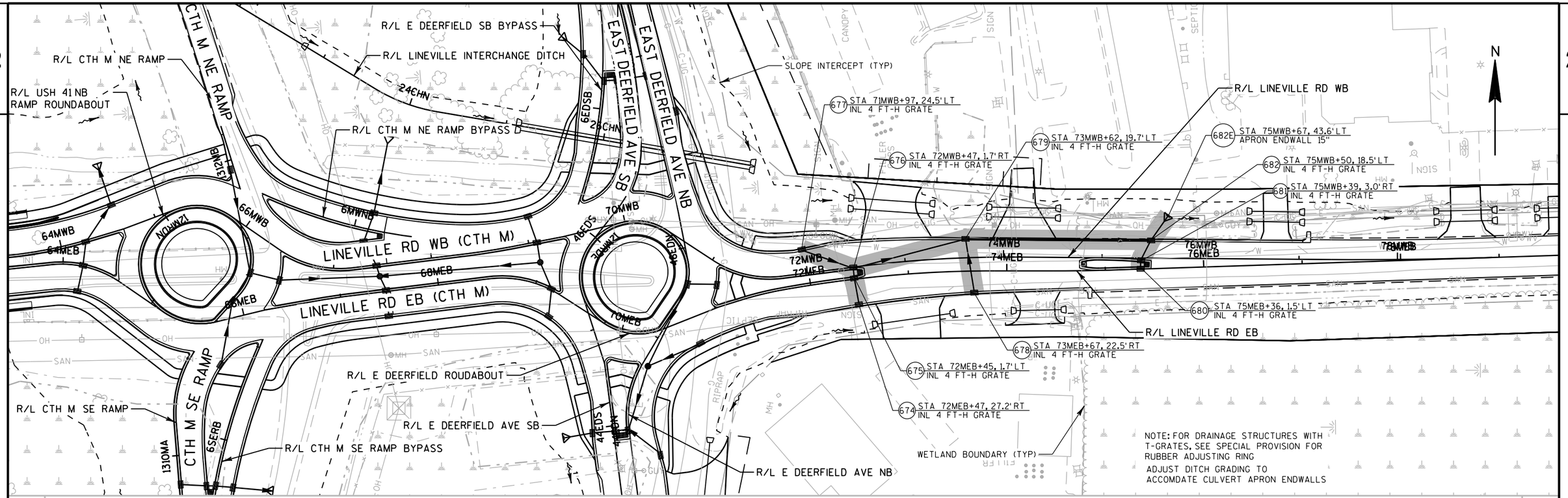
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	STORM SEWER - STAGE 4B	SHEET 283 E

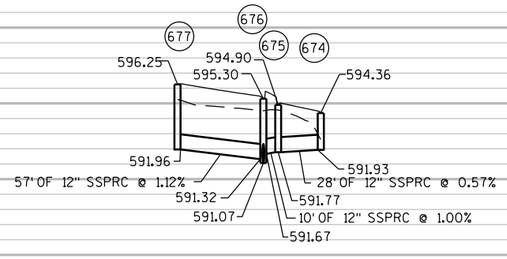


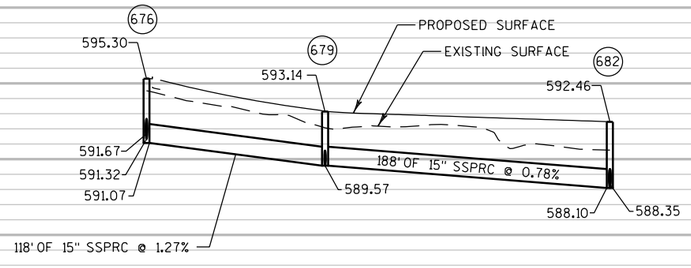


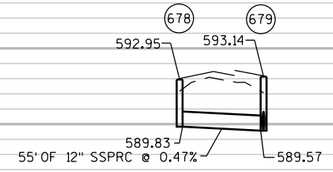


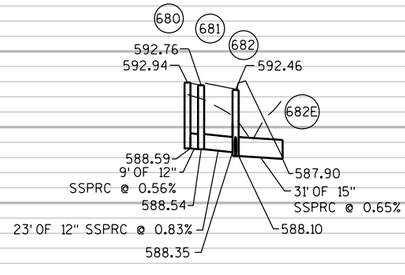
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	STORM SEWER - STAGE 4B	SHEET 284 E











600 595 590 585 580

NOTE: FOR DRAINAGE STRUCTURES WITH T-GRATES, SEE SPECIAL PROVISION FOR RUBBER ADJUSTING RING

R/L LINEVILLE RD EB

R/L LINEVILLE RD WB

R/L USH 41 SB RAMP ROUNDABOUT

R/L CTH M NW RAMP BYPASS

R/L CTH M SW RAMP BYPASS

626 STA 5NWMB+44, 1.5' LT
INL 4 FT-H GRATE

625 STA 5NWMB+24, 25.5' RT
INL 4 FT-H GRATE

629 STA 7MESB+85, 1.5' LT
INL 4 FT-H GRATE

627 STA 1313MC+73, 25.5' LT
INL 4 FT-H GRATE

628 STA 1313MC+71, 1.5' RT
INL 4 FT-H GRATE

630 STA 1310MD+45, 17.7' LT
INL 4 FT-H GRATE

630E STA 1310MD+42, 23.4' RT
APRON ENDWALL 12"

628E STA 1313MC+68, 22.8' RT
APRON ENDWALL 12"

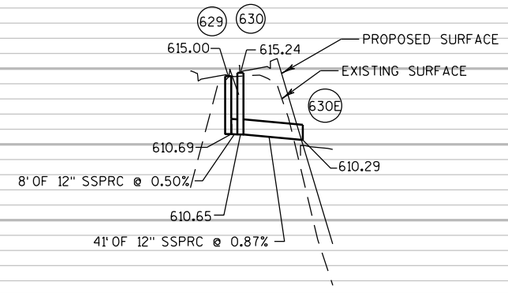
624 STA 1312MC+95, 29.1' LT
INL 4 FT-H GRATE

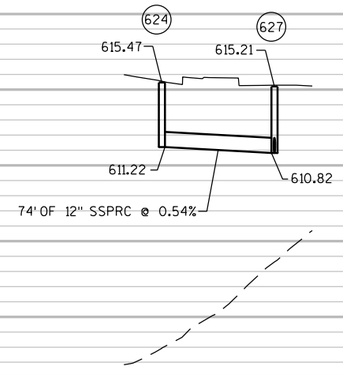
R/L CTH M NW RAMP

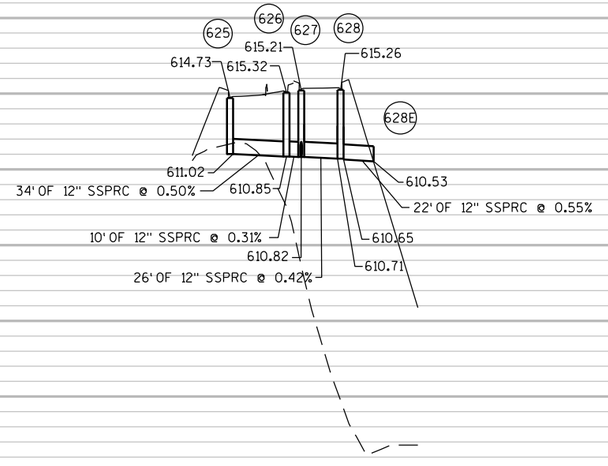
R/L LINEVILLE INTERCHANGE DITCH

SLOPE INTERCEPT (TYP)

WETLAND BOUNDARY (TYP)





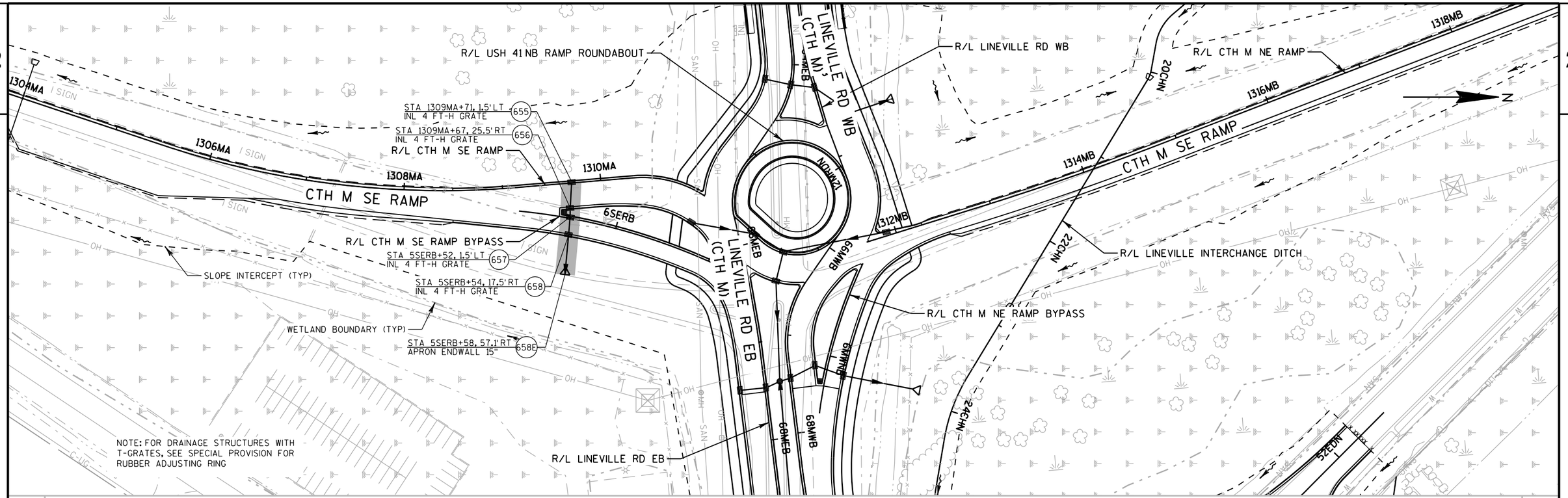


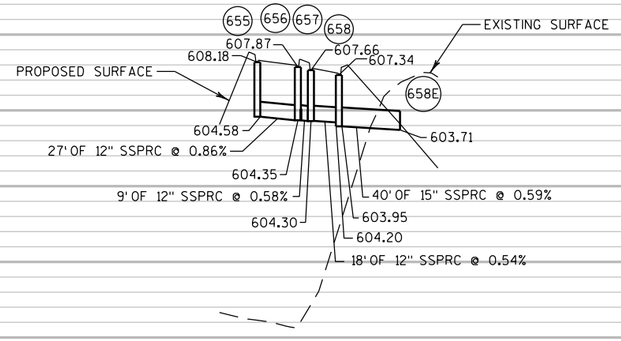
615 610 605 600

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	STORM SEWER - STAGE 4B	SHEET E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\022506_ss.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 100:1

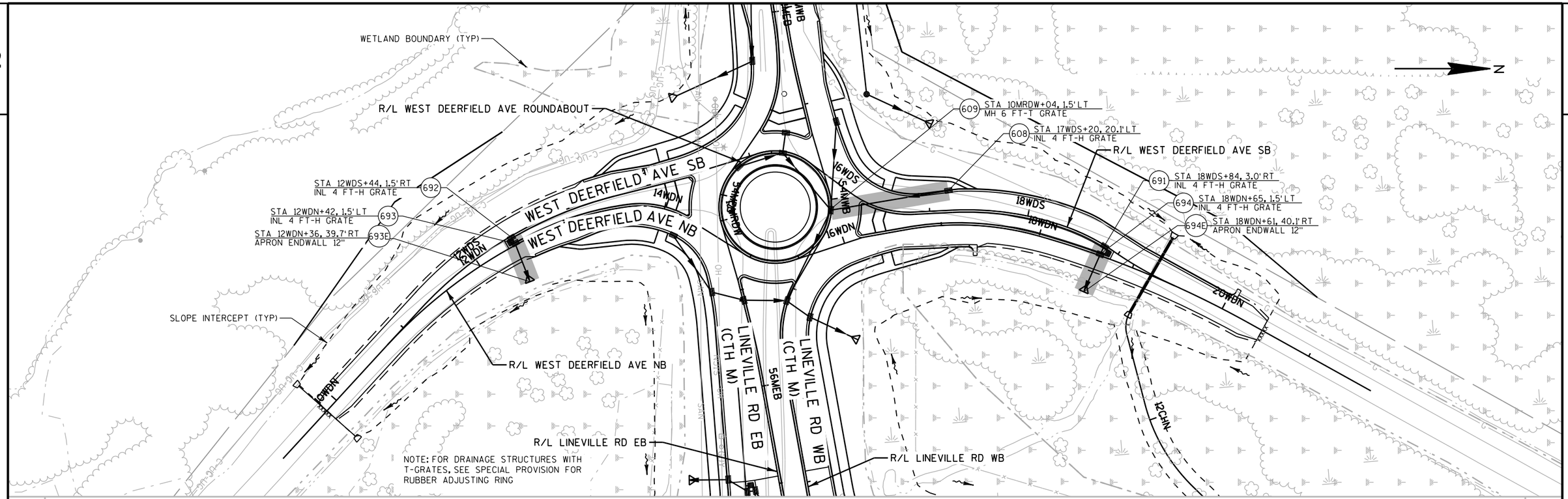
WISDOT/CADDS SHEET 41

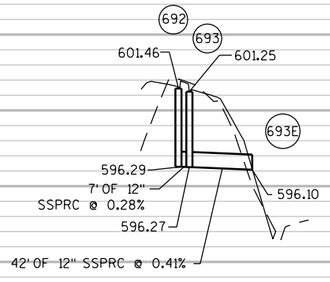


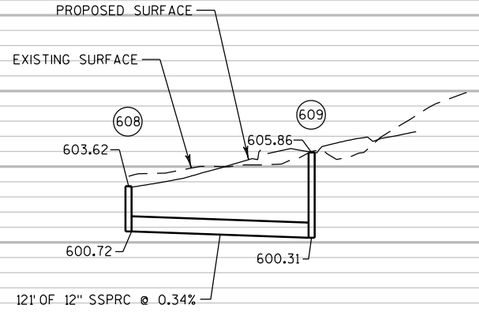


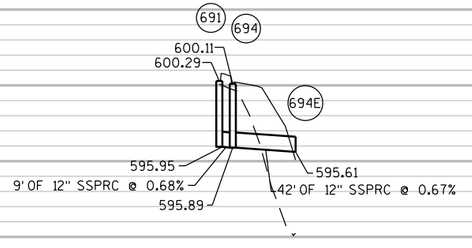
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	STORM SEWER - STAGE 4B	SHEET E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\022507_ss.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 100:1





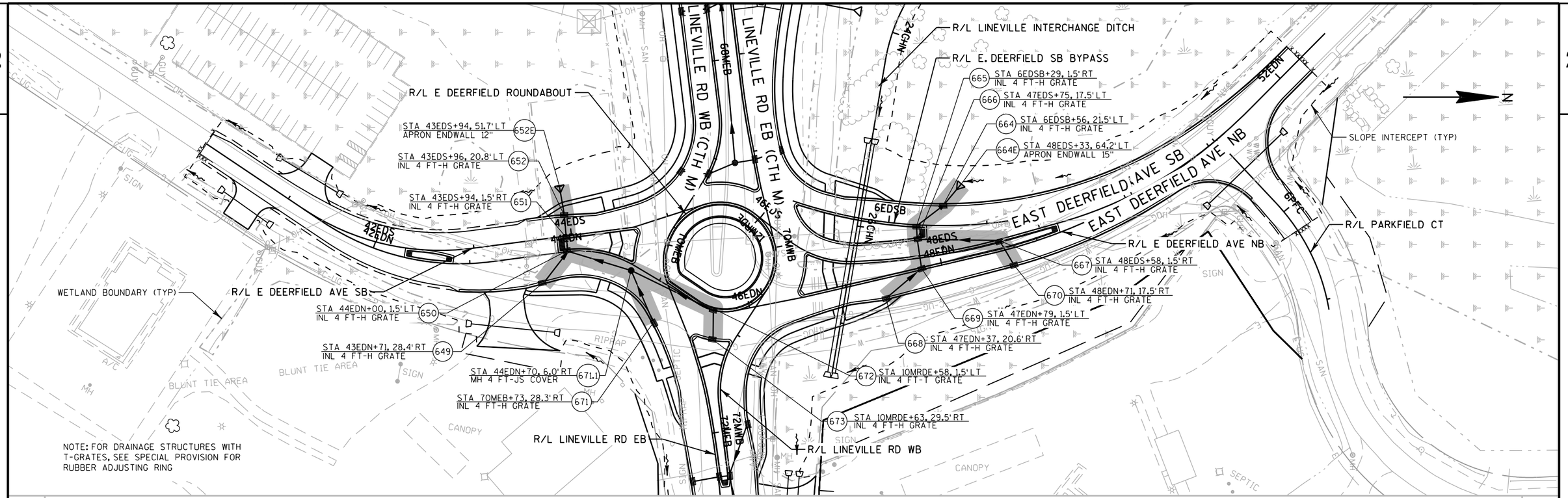


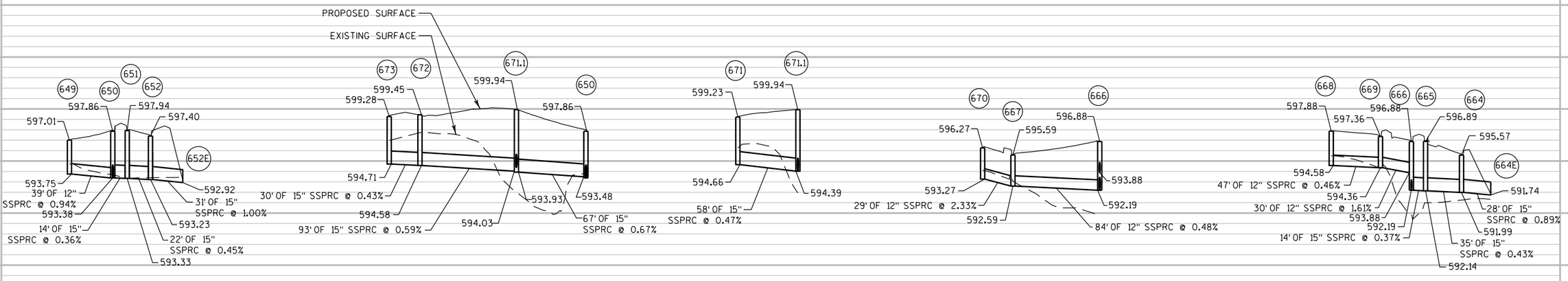


610 605 600 595 590

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	STORM SEWER - STAGE 4B	SHEET E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\022508_ss.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 100:1





PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	STORM SEWER - STAGE 4B	SHEET 289 E

2

N

W. DEERFIELD AVE.

R/L USH 41 SB

SIGN

SIGN

1234+00 SMC 1236+00 SMC 1238+00 SMC **USH 41 SB** 1240+00 SMC 1242+00 SMC 1244+00 SMC 1246+00 SMC 1248+00 SMC

INL

1234+00 NMC 1236+00 NMC 1238+00 NMC **USH 41 NB** 1240+00 NMC 1242+00 NMC 1244+00 NMC 1246+00 NMC 1248+00 NMC

MATCHLINE 1248+75 NMC

SIGN

R/L USH 41 NB

E. DEERFIELD AVE.

SIGN

GUY

GUY

T

RUINS

LEGEND

- PIPE UNDER DRAIN 6-INCH
- PIPE UNDER DRAIN 6-INCH UNPERFORATED WITH ENDWALL
- PIPE UNDER DRAIN CAP
- FRENCH DRAIN OUTFALL (SEE CONSTRUCTION DETAIL)

2

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PIPE UNDERDRAIN	SHEET 290	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_022602_pu.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

N

W. DEERFIELD AVE.

DISCHARGE PIPE UNDERDRAIN
IN DITCH AS DIRECTED BY
THE FIELD ENGINEER

LAKEVIEW DR.

R/L USH 41 SB

SMC+20

SMC+30

1250+00 SMC

1252+00 SMC

1254+00 SMC

USH 41 SB

1256+00 SMC

1258+00 SMC

1262+00 SMC

1264+0

SMC+50

1248+75 NMC

1250+00 NMC

1252+00 NMC

1254+00 NMC

1256+00 NMC

1258+00 NMC

1260+00 NMC

1262+00 NMC

1264+0

MATCHLINE

NMC+50

USH 41 NB

SIGN

SIGN

MATCHLINE

1264+00 NMC

NMC+20

NMC+30

CTH EB

R/L USH 41 NB

DISCHARGE PIPE UNDERDRAIN
IN DITCH AS DIRECTED BY
THE FIELD ENGINEER

E. DEERFIELD AVE.

LEGEND

PIPE UNDER DRAIN 6-INCH

PIPE UNDER DRAIN 6-INCH
UNPERFORATED WITH ENDWALL

PIPE UNDER DRAIN CAP

FRENCH DRAIN OUTFALL
(SEE CONSTRUCTION DETAIL)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PIPE UNDERDRAIN	SHEET 291	E

2

N

R/L USH 41 SB

W. DEERFIELD AVE.

GUY

STGN

0 SMC | 1266+00 SMC | 1268+00 SMC | 1270+00 SMC | 1272+00 SMC | 1274+00 SMC | 1276+00 SMC | 1278+00 SMC

USH 41 SB

SMC+00

1264+00 NMC

0 NMC | 1266+00 NMC | 1268+00 NMC | 1270+00 NMC | 1272+00 NMC | 1274+00 NMC | 1276+00 NMC | 1278+00 NMC

NMC+00

USH 41 NB

MATCHLINE

MATCHLINE 1279+25 NMC

E. DEERFIELD AVE.

R/L USH 41 NB

LEGEND

- PIPE UNDER DRAIN 6-INCH
- PIPE UNDER DRAIN 6-INCH UNPERFORATED WITH ENDWALL
- PIPE UNDER DRAIN CAP
- FRENCH DRAIN OUTFALL (SEE CONSTRUCTION DETAIL)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PIPE UNDERDRAIN	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_022604_pu.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

2

2

DEVON ST.

N

R/L USH 41 SB

W. DEERFIELD AVE.

USH 41 SB

1280+00 SMC | 1282+00 SMC | 1284+00 SMC | 1286+00 SMC | 1288+00 SMC | 1290+00 SMC | 1292+00 SMC | 1294+00 SMC

SMC+00

1279+25 NMC

1280+00 NMC | 1282+00 NMC | 1284+00 NMC | 1286+00 NMC | 1288+00 NMC | 1290+00 NMC | 1292+00 NMC | 1294+00 NMC

NMC+00

MATCHLINE

USH 41 NB

MATCHLINE 1294+50 NMC

E. DEERFIELD AVE.

R/L USH 41 NB

SIGN

SEPTIC

GUY

U/C

W T

LEGEND

PIPE UNDER DRAIN 6-INCH

PIPE UNDER DRAIN 6-INCH UNPERFORATED WITH ENDWALL

PIPE UNDER DRAIN CAP

FRENCH DRAIN OUTFALL (SEE CONSTRUCTION DETAIL)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PIPE UNDERDRAIN	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_022605_pu.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

N

SPORTSMAN CLUB RD.

LINVILLE RD. SB ENTRANCE RAMP

W. DEERFIELD AVE.

R/L USH 41 SB

1296+00 SMC | 1298+00 SMC | 1300+00 SMC | 1302+00 SMC | USH 41 SB | 1304+00 SMC | 1306+00 SMC | 1308+00 SMC

SMC+00

1296+00 NMC | 1298+00 NMC | 1300+00 NMC | 1302+00 NMC | NMC+00 | 1304+00 NMC | 1306+00 NMC | 1308+00 NMC

MATCHLINE 1294+50 NMC

USH 41 NB

MATCHLINE 1309+50 NMC

R/L USH 41 NB

E. DEERFIELD AVE.

LINVILLE RD. NB EXIT RAMP

SIGN

U/C

LEGEND

- PIPE UNDER DRAIN 6-INCH
- PIPE UNDER DRAIN 6-INCH UNPERFORATED WITH ENDWALL
- PIPE UNDER DRAIN CAP
- FRENCH DRAIN OUTFALL (SEE CONSTRUCTION DETAIL)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PIPE UNDERDRAIN	SHEET 294	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_022606_pu.dgn | PLOT DATE : 1/31/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:100

2

2

N

LINEVILLE RD.

LINVILLE RD. SB EXIT RAMP

LINVILLE RD. NB ENTRANCE RAMP

CTH M

SIGN

MH

DISCHARGE PIPE UNDERDRAIN IN DITCH AS DIRECTED BY THE FIELD ENGINEER

SMC+96

SMC+00

R/L USH 41 SB

1310+00 SMC

1312+00 SMC

1314+00 SMC

USH 41 SB

1316+00 SMC

1318+00 SMC

1322+00 SMC

1324+00 SMC

1309+50 NMC

MATCHLINE

1310+00 NMC

1312+00 NMC

1314+00 NMC

1316+00 NMC

1318+00 NMC

1320+00 NMC

1322+00 NMC

1324+00 NMC

1324+50 NMC

MATCHLINE

USH 41 NB

NMC+97

NMC+00

DISCHARGE PIPE UNDERDRAIN IN DITCH AS DIRECTED BY THE FIELD ENGINEER

R/L USH 41 NB

DISCHARGE PIPE UNDERDRAIN IN DITCH AS DIRECTED BY THE FIELD ENGINEER

LEGEND

PIPE UNDER DRAIN 6-INCH

PIPE UNDER DRAIN 6-INCH UNPERFORATED WITH ENDWALL

PIPE UNDER DRAIN CAP

FRENCH DRAIN OUTFALL (SEE CONSTRUCTION DETAIL)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PIPE UNDERDRAIN	SHEET 295	E

2

2

N

R/L USH 41 SB

W. DEERFIELD AVE.

USH 41 SB

1326+00 SMC 1328+00 SMC 1330+00 SMC 1332+00 SMC 1334+00 SMC 1336+00 SMC 1338+00 SMC 13

1324+50 NMC 1326+00 NMC 1328+00 NMC 1330+00 NMC 1332+00 NMC 1334+00 NMC 1336+00 NMC 1338+00 NMC 13

MATCHLINE

USH 41 NB

MATCHLINE 1339+75 NMC

E. DEERFIELD AVE.

R/L USH 41 NB

LEGEND

PIPE UNDER DRAIN 6-INCH

PIPE UNDER DRAIN 6-INCH UNPERFORATED WITH ENDWALL

PIPE UNDER DRAIN CAP

FRENCH DRAIN OUTFALL (SEE CONSTRUCTION DETAIL)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PIPE UNDERDRAIN	SHEET 296	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_022608_pu.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

N

R/L USH 41 SB

W. DEERFIELD AVE.

1340+00 SMC | 1342+00 SMC | 1344+00 SMC | 1346+00 SMC | 1348+00 SMC | 1350+00 SMC | 1352+00 SMC | 1354+00 SMC

USH 41 SB

1339+75 NMC

MATCHLINE

1340+00 NMC | 1342+00 NMC | 1344+00 NMC | 1346+00 NMC | 1348+00 NMC | 1350+00 NMC | 1352+00 NMC | 1354+00 NMC

USH 41 NB

MATCHLINE

1354+75 NMC

SIGN

SIGN

INL

INL

OH

E. DEERFIELD AVE.

R/L USH 41 NB

W

LEGEND

PIPE UNDER DRAIN 6-INCH

PIPE UNDER DRAIN 6-INCH UNPERFORATED WITH ENDWALL

PIPE UNDER DRAIN CAP

FRENCH DRAIN OUTFALL (SEE CONSTRUCTION DETAIL)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PIPE UNDERDRAIN	SHEET 297	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_022609_pu.dgn | PLOT DATE : 1/31/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

N

14CHN

16CHN

12CHN

20MDN

18WDS

18MDN

16WDS

16MDN

54MWB

54MEB

56MWB

56MEB

58MWB

58MEB

60MWB

60MEB

62MWB

62MEB

50MWB

50MEB

52MWB

52MEB

48MWB

48MEB

6NMWB

13MC

14MC

15MC

16MC

13WMD

13EMD

9NMSB

9SMSB

MATCHLINE 62MEB+00

R/L LINEVILLE RD (CTH M) EB

RECONSTRUCTING SANITARY MANHOLE
EXISTING ELEV.- 596.83
PROPOSD ELEV- 605.88
NOTE: ADD 4' TO THE VENT
HORIZONTALLY WEST TO ALLOW
CLEARANCE FOR SIDEWALK AND
PROVIDE PROPER LATERAL CLEARANCE

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	UTILITY PLAN	SHEET 298	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\023001_up.dgn PLOT DATE : 1/22/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

2

ADJUSTING WATER VALVE BOX
EXISTING ELEV-592.99
PROPOSED ELEV-592.94

ADJUSTING WATER VALVE BOX
EXISTING ELEV-593.85
PROPOSED ELEV-594.14

ADJUSTING WATER VALVE BOX
EXISTING ELEV-594.02
PROPOSED ELEV-594.36

ADJUSTING WATER VALVE BOX
EXISTING ELEV-593.95
PROPOSED ELEV-594.33

ADJUSTING SANITARY MANHOLES
EXISTING ELEV-592.01
PROPOSED ELEV-592.91

RECONSTRUCTING SANITARY MANHOLE
EXISTING ELEV-592.11
PROPOSED ELEV-595.53

RECONSTRUCTING SANITARY MANHOLE
EXISTING ELEV-597.47
PROPOSED ELEV-601.20

RECONSTRUCTING SANITARY MANHOLE
EXISTING ELEV-596.65
PROPOSED ELEV-601.08

RECONSTRUCTING WATER VALVE BOX
EXISTING ELEV-595.03
PROPOSED ELEV-599.46

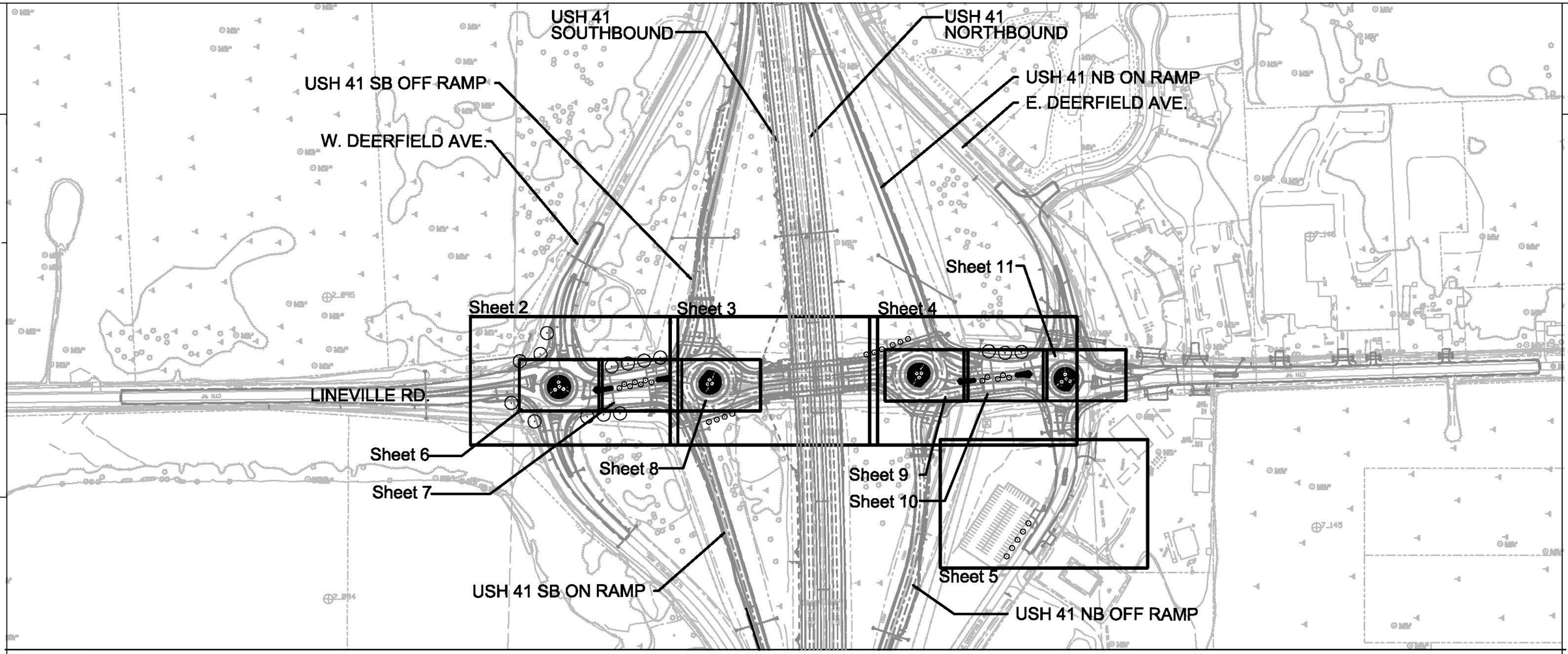
RECONSTRUCTING WATER VALVE BOX
EXISTING ELEV-594.27
PROPOSED ELEV-595.49

ADJUSTING FIRE HYDRANT
EXISTING ELEV- 593.75
PROPOSED ELEV-595.89
NOTE: EXTEND THE HYDRANT
LEAD BY APPROX. 7'

MATCHLINE 62MEB+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	UTILITY PLAN	SHEET 299	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\023002_up.dgn | PLOT DATE : 1/22/2013 | PLOT BY : jschafer | PLOT NAME : | PLOT SCALE : 100:1



NOTES

CONTRACTOR WILL BE FULLY RESPONSIBLE FOR REPAIRING ANY AND ALL AREAS IN INFIELDS, OUTFIELDS, AND RIGHT-OF-WAYS DISTURBED BY PLANTING OPERATIONS WITH WISDOT APPROVED SEED MIX AND APPROPRIATE EROSION CONTROL MATERIAL AND/OR MULCH ACCORDING TO SECTION 630 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURES CONSTRUCTION, CURRENT EDITION AND THE EROSION CONTROL TEMPORARY AND PERMANENT PLANS INCLUDED IN THIS CONTRACT.

CONTRACTOR WILL BE FULLY RESPONSIBLE FOR REPAIRING ANY AND ALL AREAS IN TERRACES, MEDIANS, AND/OR ROUNDABOUTS DISTURBED BY PLANTING OPERATIONS WITH LIKE MATERIALS ACCORDING TO THESE PLANS AND THE EROSION CONTROL TEMPORARY AND PERMANENT PLANS INCLUDED IN THIS CONTRACT.

THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING AND PROPOSED UTILITIES AND SHALL ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS AND ACCOMMODATE UTILITY REQUIREMENTS.

CONTRACTOR SHALL VERIFY THAT A MINIMUM OF 24-INCHES OF TOPSOIL HAS BEEN PROVIDED FOR TREES PLANTED IN LAWN AREAS FOR THE WIDTHS INDICATED IN THE TREE PLANTING DETAIL, THIS PACKAGE.

SEE EROSION CONTROL PLANS FOR LOCATION AND EXTENTS OF SEED/SOD.

IF FIELD ADJUSTMENT TO TREES OUTSIDE OF THE ROADWAY OCCURS, TREES MUST REMAIN 6' FROM THE EDGE OF TRAIL AND 2' FROM THE TOP OF SLOPE. TREES MAY NOT BE RELOCATED TO THE ROADWAY TERRACE.

RE-MULCHING IS EXPECTED TO BE PERFORMED IMMEDIATELY PRIOR TO THE END OF THE TWO-YEAR PROVING PERIOD. WORK IS INCIDENTAL TO LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES BID ITEM. ADDITIONAL PAYMENT FOR RE-MULCHING WILL NOT BE GRANTED.

PLANS PREPARED BY
KEN SAIKI DESIGN,
MADISON, WI (608) 251-3600

LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- 1 — SHREDDED HARDWOOD BARK MULCH
- 2 — PLANTING MIXTURE
- 3 — ALUMINUM EDGING
- 4 — TRUCK APRON
- 5 — STAMPED AND COLORED CONCRETE 5-INCH

N

0' 150' 300' 600'

SCALE 1" = 300'-0"

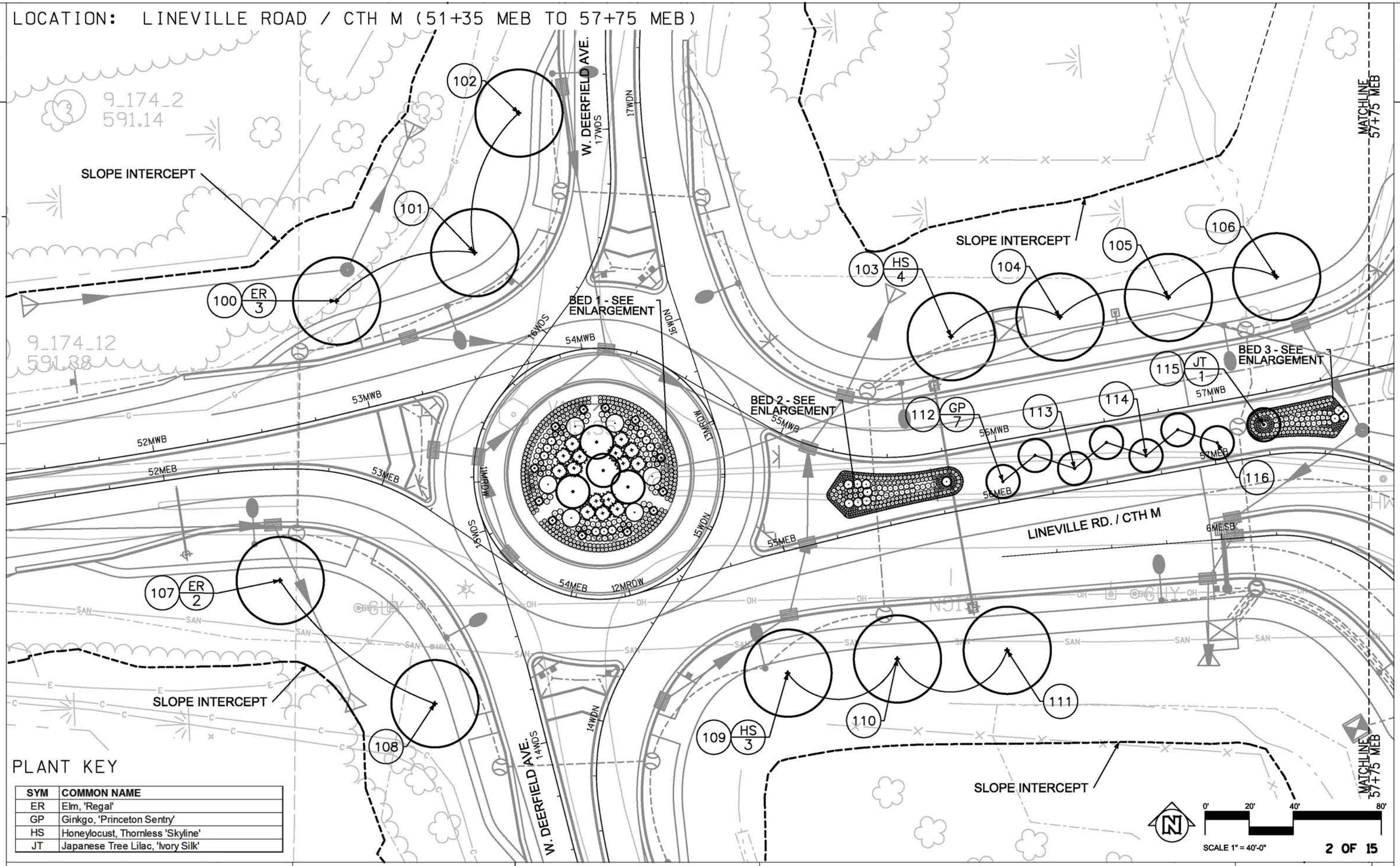
1 OF 15

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	**PLAN LAYOUT OVERVIEW**	SHEET 300	E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn PLOT DATE : 01-Feb-2013 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION: LINEVILLE ROAD / CTH M (51+35 MEB TO 57+75 MEB)



PLANT KEY

SYM	COMMON NAME
ER	Elm, 'Regal'
GP	Ginkgo, 'Princeton Sentry'
HS	Honeylocust, Thornless 'Skyline'
JT	Japanese Tree Lilac, 'Ivory Silk'

2 OF 15

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLANT LAYOUT - LINEVILLE ROAD	SHEET	E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn PLOT DATE : 01-Feb-2013 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION: LINEVILLE ROAD / CTH M (57+75 MWB TO 64+00 MWB)

PLANT KEY

SYM	COMMON NAME
JT1	Japanese Tree Lilac, 'Ivory Silk' (Shrub Form Tree)

MATCHLINE 57+75 MEB

MATCHLINE 64+00 MWB

USH 41 SB OFF RAMP

USH 41 SOUTHBOUND

USH 41 NORTHBOUND

LINEVILLE RD. / CTH M

SLOPE INTERCEPT

BED 4 - SEE ENLARGEMENT

204 JT1 1

203

202

201

JT1 4 200

USH 41 SB ON RAMP

MATCHLINE 57+75 MEB

MATCHLINE 64+00 MWB

0' 20' 40' 80'

SCALE 1" = 40'-0"

3 OF 15

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLANT LAYOUT - LINEVILLE ROAD	SHEET 302 E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn PLOT DATE : 01-Feb-2013 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION: LINEVILLE ROAD / CTH M (64+00 MWB TO 70+40 MWB)

MATCHLINE 64+00 MWB

JT1 5 300 301 302 303

USH 41 NB ON RAMP

312MWB

24CHN

25CHN

26CHN

E. DEERFIELD AVE.

6EDSB

47EDS

47EDN

304 305 HS 3

BED 5 - SEE ENLARGEMENT

65MWB

12MRDN

66MWB

6MWNB

BED 6 - SEE ENLARGEMENT

64MWB

64MEB

306 GP 5

307

308

310 JT 1

BED 7 - SEE ENLARGEMENT

67MWB

68MWB

69MWB

67MEB

68MEB

69MEB

309

LINEVILLE RD. / CTH M

BED 8 - SEE ENLARGEMENT

70MWB

46EDS

12MRDE

13MRDN

66MEB

13MRDE 70MEB

45EDS

45EDN

MATCHLINE 64+00 MWB

131MA

7SERB

USH 41 NB OFF RAMP

6SERB

1310MA

SLOPE INTERCEPT

SLOPE INTERCEPT

44EDS

44EDN

E. DEERFIELD AVE.

PLANT KEY

SYM	COMMON NAME
GP	Ginkgo, 'Princeton Sentry'
HS	Honeylocust, Thornless 'Skyline'
JT	Japanese Tree Lilac, 'Ivory Silk'
JT1	Japanese Tree Lilac, 'Ivory Silk' (Shrub Form Tree)

0' 20' 40' 80'

SCALE 1" = 40'-0"

4 OF 15

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLANT LAYOUT - LINEVILLE ROAD	SHEET	E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn PLOT DATE : 01-Feb-2013 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION: EAST DEERFIELD AVE. (43 + 60 EDS)

MATCHLINE 43+60 EDS

MATCHLINE 43+60 EDS

2

2

SLOPE INTERCEPT

43EDS

43EDN

42EDS

42EDN

41EDN

400 CD1 5

401

402

30'-0"

30'-0"

E. DEERFIELD AVE.

SLOPE INTERCEPT

CANOPY

MH

SIGN

BLUNT TIE AREA

AREA

GUY

OH

PLANT KEY

SYM	COMMON NAME
CD1	Crabapple, 'Donald Wyman' (Shrub Form Tree)

0' 20' 40' 80'

SCALE 1" = 40'-0"

5 OF 15

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLANT LAYOUT - LINEVILLE ROAD	SHEET	E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn PLOT DATE : 01-Feb-2013 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION:
LINEVILLE RD. / CTH
M @ W. DEERFIELD AVE.

PLANT KEY

SYM	COMMON NAME
as	Allium, 'Summer Beauty'
Bh	Barberry, Japanese 'Helmond Pillar'
bo	Blue Oat Grass, 'Blue Sapphire'
CD1	Crabapple, 'Donald Wyman' (Shrub Form Tree)
dh	Daylily, 'Hyperion'
fr	Feather Reed Grass, 'Karl Foerster'
Hi	Hydrangea, 'Limelight'
Jg	Juniper, 'Gold Coast'
JM	Juniper, 'Mountbatten'
lb	Little Bluestem, 'Blue Heaven'
Rd	Rose, 'Dwarf Pavement'
sm	Salvia, 'May Night'
ss	Salvia, 'Snow Hill'
sh	Sea Holly, 'Big Blue'
sa	Sedum, 'Autumn Joy'
sr	Sedum, 'Red Cauli'
sg	Sideoats Gramma, 'Blonde Ambition'
Sj	St. John's Wort, 'Ames'
sd	Switchgrass, 'Dallas Blues'
Vb	Viburnum, 'Blue Muffin'
yu	Yucca, 'Golden Sword'
------	Tulips, Perennial, Mix, Multicolor

LANDSCAPE LAYOUT

1) + DEPICTS HIGH POINT (HP) OF RAB
2) LOCATE +HP AT THE CENTER OF RAB
3) HP = +610.80

MATCH LINE SHEET 6
MATCH LINE SHEET 7

NOTES

SEE PLANTING DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.

SEE PERMANENT EROSION CONTROL PLANS FOR EXTENT OF SEED/SOD.

LEGEND

1. SHREDDED HARDWOOD BARK MULCH
2. PLANTING MIXTURE
3. ALUMINUM EDGING
4. TRUCK APRON
5. STAMPED AND COLORED CONCRETE 5-INCH

BED 1
200 BULBS,
SEE SPV

BED 2

LINEVILLE RD. / CTH M

SCALE 1/16" = 1'-0"

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLANT LAYOUT ENLARGEMENT - BEDS 1 AND 2	SHEET 6 OF 15 E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn
PLOT DATE : 01-Feb-2013
PLOT BY : rdeboer
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42

LOCATION:
LINEVILLE RD. / CTH M

NOTES

SEE PLANTING DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.

SEE PERMANENT EROSION CONTROL PLANS FOR EXTENT OF SEED/SOD.

LEGEND

1. SHREDDED HARDWOOD BARK MULCH
2. PLANTING MIXTURE
3. ALUMINUM EDGING

MATCH LINE SHEET 6
MATCH LINE SHEET 7

MATCH LINE SHEET 7
MATCH LINE SHEET 8

LINEVILLE RD. / CTH M

56MWB
56MEB
57MWB
57MEB

BED 2
BED 3

600
601
602
603
604

PLANT KEY

SYM	COMMON NAME
as	Allium, 'Summer Beauty'
ar	Alum Root
bo	Blue Oat Grass, 'Blue Sapphire'
Rd	Rose, 'Dwarf Pavement'
sm	Salvia, 'May Night'
sg	Sideoats Gramma, 'Blonde Ambition'

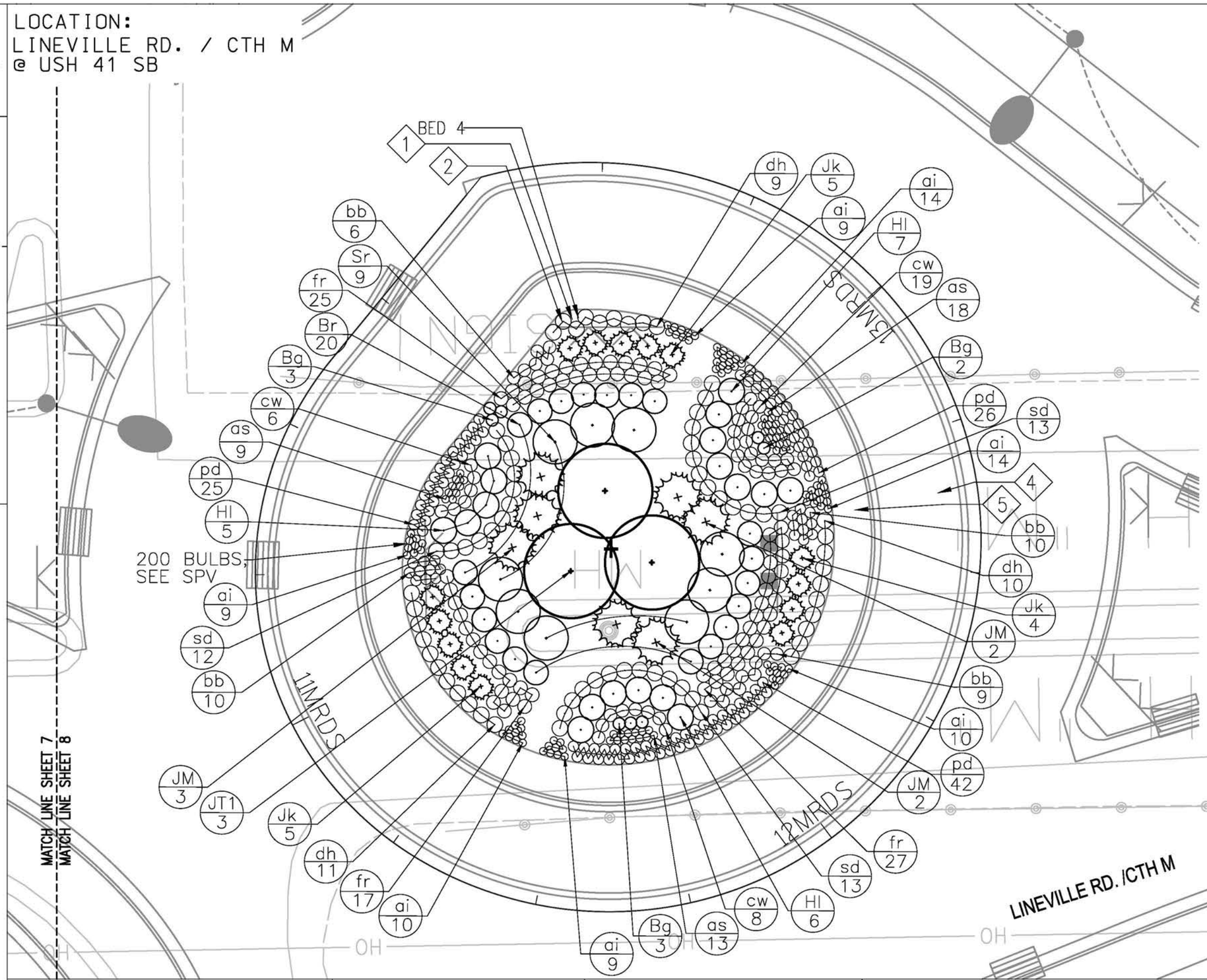
SCALE 1/16" = 1'-0"

7 OF 15

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLANT LAYOUT ENLARGEMENT - BEDS 2 AND 3	SHEET	E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn
PLOT DATE : 01-Feb-2013
PLOT BY : rdeboer
PLOT NAME :
PLOT SCALE :

LOCATION:
LINEVILLE RD. / CTH M
@ USH 41 SB



PLANT KEY

SYM	COMMON NAME
as	Allium, 'Summer Beauty'
ai	Aster, New York 'Blue Autumn'
Bg	Barberry, Japanese 'Golden Nugget'
Br	Barberry, Japanese 'Rose Glow'
bb	Bee Balm, 'Jacob Cline'
cw	Catmint, 'Walker's Low'
dh	Daylily, 'Hyperion'
fr	Feather Reed Grass, 'Karl Foerster'
Hl	Hydrangea, 'Little Lime'
JT1	Japanese Tree Lilac, 'Ivory Silk' (Shrub Form Tree)
Jk	Juniper, Kallay Pfitzer
JM	Juniper, 'Mountbatten'
pd	Prairie Dropseed, 'Tara'
Sr	Spirea, 'Renaissance'
sd	Switchgrass, 'Dallas Blues'
-----	Tulips, Perennial, Mix, Multicolor

NOTES

SEE PLANTING DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.

SEE PERMANENT EROSION CONTROL PLANS FOR EXTENT OF SEED/SOD.

LANDSCAPE LAYOUT

1) + DEPICTS HIGH POINT (HP) OF RAB
2) LOCATE +HP AT THE CENTER OF RAB
3) HP = +621.69

LEGEND

1. SHREDDED HARDWOOD BARK MULCH
2. PLANTING MIXTURE
3. ALUMINUM EDGING
4. TRUCK APRON
5. STAMPED AND COLORED CONCRETE 5-INCH

SCALE 1/16" = 1'-0"

8 OF 15

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLANT LAYOUT ENLARGEMENT - BED 4	SHEET	E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn PLOT DATE : 01-Feb-2013 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION:
LINEVILLE RD. / CTH M
@ USH 41 NB

NOTES

SEE PLANTING DETAILS FOR PLANTING
MIXTURE DEPTH AND EXTENTS.

SEE PERMANENT EROSION CONTROL PLANS FOR EXTENT OF SEED/SOD.

LEGEND

1. SHREDDED HARDWOOD BARK MULCH
2. PLANTING MIXTURE
3. ALUMINUM EDGING
4. TRUCK APRON
5. STAMPED AND COLORED CONCRETE 5-INCH

PLANT KEY

SYM	COMMON NAME
as	Allium, 'Summer Beauty'
ai	Aster, New York 'Blue Autumn'
Bg	Barberry, Japanese 'Golden Nugget'
Br	Barberry, Japanese 'Rose Glow'
bb	Bee Balm, 'Jacob Cline'
bo	Blue Oat Grass, 'Blue Sapphire'
cw	Catmint, 'Walker's Low'
dh	Daylily, 'Hyperion'
fr	Feather Reed Grass, 'Karl Foerster'
Hl	Hydrangea, 'Little Lime'
JT1	Japanese Tree Lilac, 'Ivory Silk' (Shrub Form Tree)
Jk	Juniper, Kallay Pfitzer
JM	Juniper, 'Mountbatten'
lb	Little Bluestem, 'Blue Heaven'
pd	Prairie Dropseed, 'Tara'
Rd	Rose, 'Dwarf Pavement'
sm	Salvia, 'May Night'
ss	Salvia, 'Snow Hill'
sh	Sea Holly, 'Big Blue'
sr	Sedum, 'Red Cauli'
sg	Sideoats Gramma, 'Blonde Ambition'
Sr	Spirea, 'Renaissance'
Sj	St. John's Wort, 'Ames'
sd	Switchgrass, 'Dallas Blues'
yu	Yucca, 'Golden Sword'
——	Tulips, Perennial, Mix, Multicolor

BED 5
200 BULBS, SEE SPV

12MRDN
13MRDN
11MRDN

BED 6

LINEVILLE RD. /CTH M

MATCH LINE SHEET 9
MATCH LINE SHEET 10

LANDSCAPE LAYOUT

1) + DEPICTS HIGH POINT (HP) OF RAB
2) LOCATE +HP AT THE CENTER OF RAB
3) HP = +615.72

SCALE 1/16" = 1'-0"

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLANT LAYOUT ENLARGEMENT - BEDS 5 & 6	SHEET 308	E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn
PLOT DATE : 01-Feb-2013 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :

LOCATION:
LINEVILLE RD. / CTH M

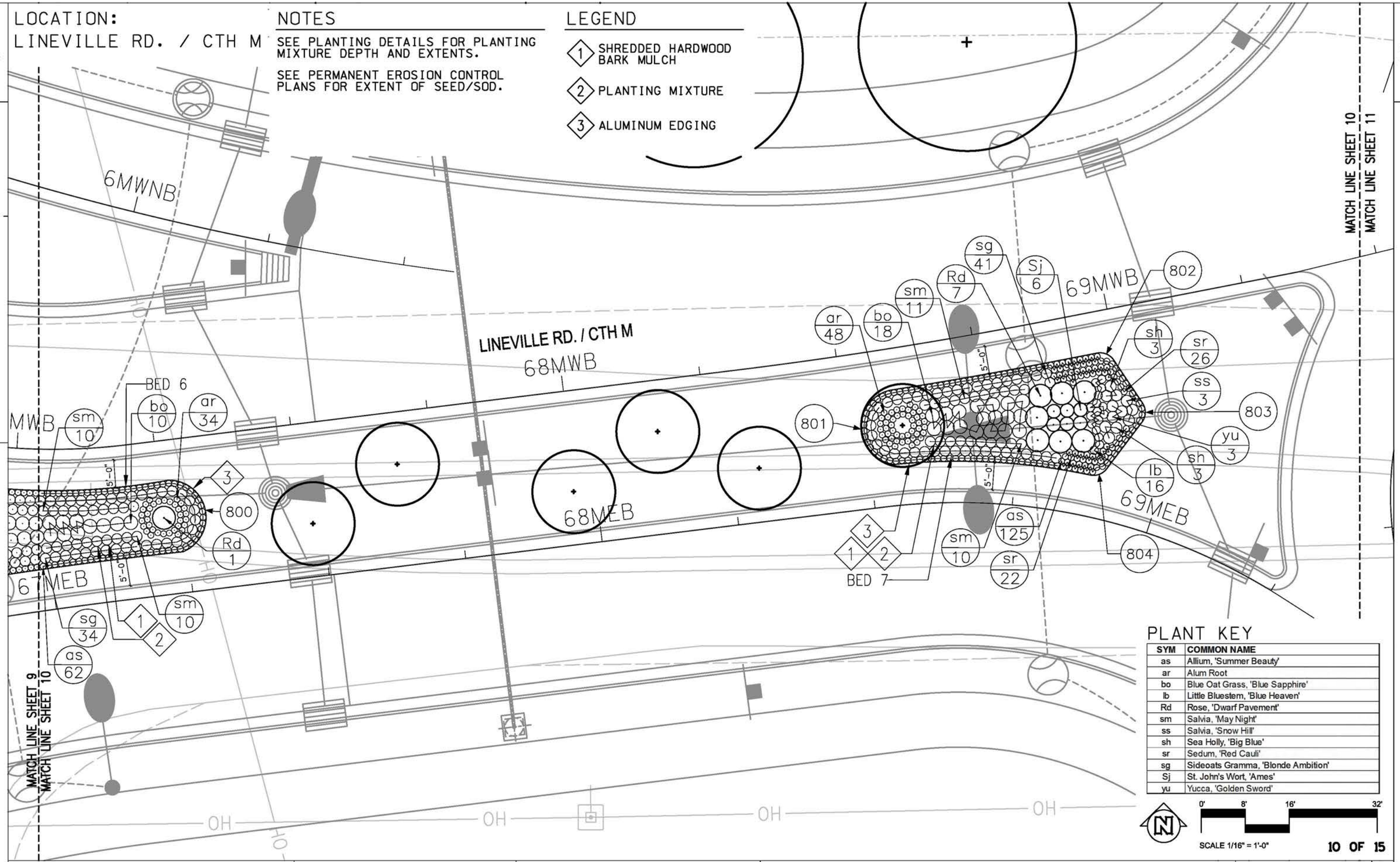
NOTES

SEE PLANTING DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.

SEE PERMANENT EROSION CONTROL PLANS FOR EXTENT OF SEED/SOD.

LEGEND

1. SHREDDED HARDWOOD BARK MULCH
2. PLANTING MIXTURE
3. ALUMINUM EDGING



PLANT KEY

SYM	COMMON NAME
as	Allium, 'Summer Beauty'
ar	Alum Root
bo	Blue Oat Grass, 'Blue Sapphire'
lb	Little Bluestem, 'Blue Heaven'
Rd	Rose, 'Dwarf Pavement'
sm	Salvia, 'May Night'
ss	Salvia, 'Snow Hill'
sh	Sea Holly, 'Big Blue'
sr	Sedum, 'Red Cauli'
sg	Sideoats Gramma, 'Blonde Ambition'
Sj	St. John's Wort, 'Ames'
yu	Yucca, 'Golden Sword'

0' 8' 16' 32'

SCALE 1/16" = 1'-0"

10 OF 15

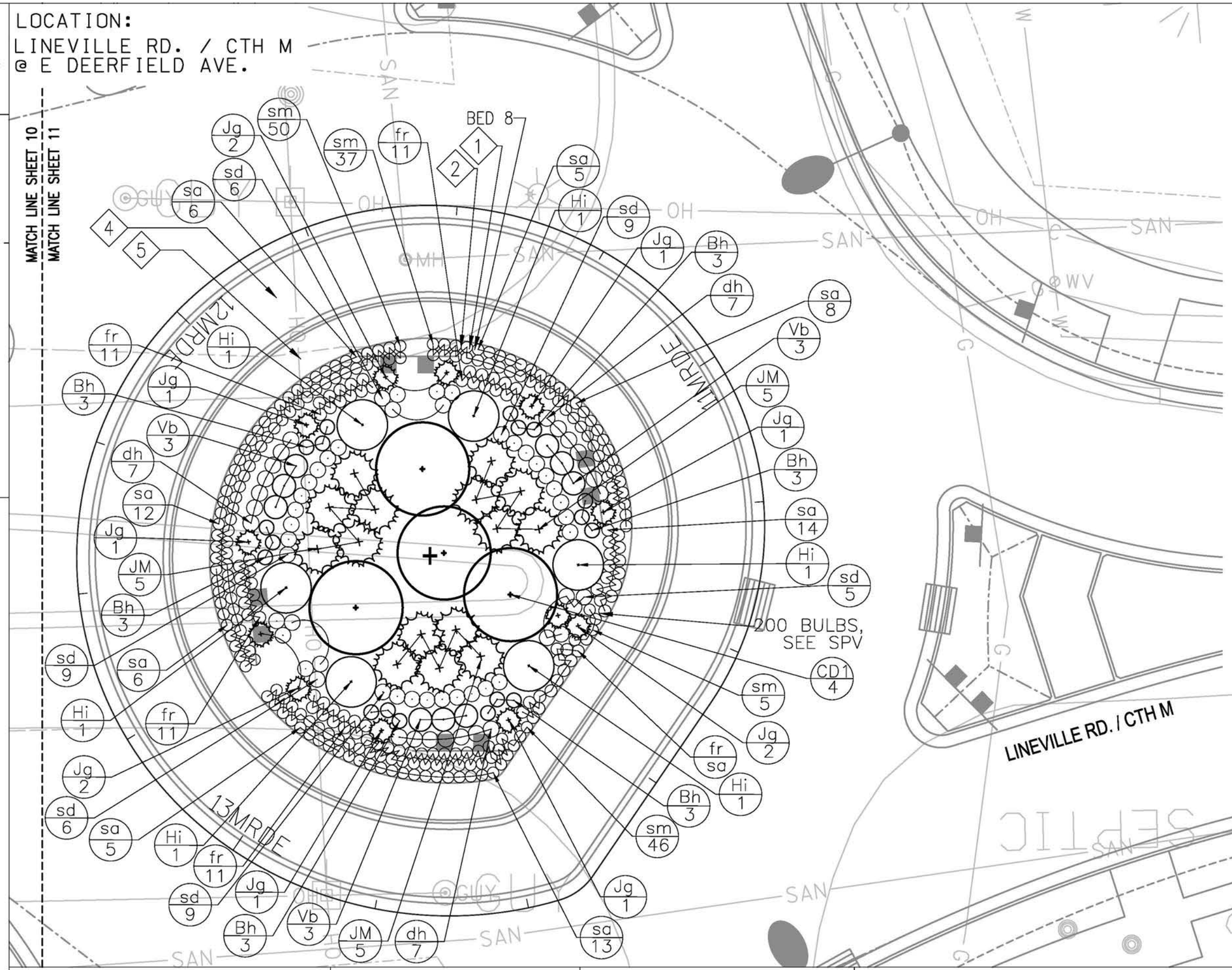
PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLANT LAYOUT ENLARGEMENT - BEDS 6 AND 7	SHEET	E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn PLOT DATE : 01-Feb-2013 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION:
LINEVILLE RD. / CTH M
@ E DEERFIELD AVE.

MATCH LINE SHEET 10
MATCH LINE SHEET 11



PLANT KEY

SYM	COMMON NAME
Bh	Barberry, Japanese 'Helmond Pillar'
CD1	Crabapple, 'Donald Wyman' (Shrub Form Tree)
dh	Daylily, 'Hyperion'
fr	Feather Reed Grass, 'Karl Foerster'
Hi	Hydrangea, 'Limelight'
Jg	Juniper, 'Gold Coast'
JM	Juniper, 'Mountbatten'
sm	Salvia, May Night'
sa	Sedum, 'Autumn Joy'
sd	Switchgrass, 'Dallas Blues'
Vb	Viburnum, 'Blue Muffin'
~~	Tulips, Perennial, Mix, Multicolor

LEGEND

1. SHREDDED HARDWOOD BARK MULCH
2. PLANTING MIXTURE
3. ALUMINUM EDGING
4. TRUCK APRON
5. STAMPED AND COLORED CONCRETE 5-INCH

NOTES

SEE PLANTING DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.

SEE PERMANENT EROSION CONTROL PLANS FOR EXTENT OF SEED/SOD.

LANDSCAPE LAYOUT

1) + DEPICTS HIGH POINT (HP) OF RAB
2) LOCATE +HP AT THE CENTER OF RAB
3) HP = +605.46

N

0' 8' 16' 32'

SCALE 1/16" = 1'-0"

11 OF 15

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	PLANT LAYOUT ENLARGEMENT - BED 8	SHEET	E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn PLOT DATE : 01-Feb-2013 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

PLANT DATA TABLE

Symbol	Common Name	Scientific Name	Type	Average Mature Height	Size When Planted	Root Zone Mode	Minimum Size					Brace Or Guy	Fertilizer Units Required	Rodent Protection Required	Mulch Ring Required	Plant Bed Detail
							Ball/Pot		Root	Plant Hole						
							Diameter	Depth	Spread	Diameter	Depth					
	Canopy Trees															
ER	Elm, 'Regal'	*Ulmus x 'Regal'*	1T	50'-60' Ht.	2 1/2" Cal.	B&B	28"	17"	---------	52"	17"	See SPV	6	Yes	64"	---------
GP	Ginkgo, 'Princeton Sentry'	*Ginkgo biloba 'Princeton Sentry'*	1T	40' Ht.	2 1/2" Cal.	B&B	28"	17"	---------	52"	17"	See SPV	6	Yes	64"	---------
HS	Honeylocust, Thornless 'Skyline'	*Gleditsia triacanthos 'Skycole'*	1T	50'-60' Ht.	2 1/2" Cal.	B&B	28"	17"	---------	52"	17"	See SPV	6	Yes	64"	---------
	Deciduous Ornamental Trees															
CD1	Crabapple, 'Donald Wyman' (Shrub Form Tree)	*Malus 'Donald Wyman' (Shrub Form Tree)*	3T	20' Ht.	10' Ht.	B&B	26"	15"	---------	50"	15"	See SPV	4	Yes	BED	BED 1,8
JT	Japanese Tree Lilac, 'Ivory Silk'	*Syringa reticulata 'Ivory Silk'*	3T	20-25' Ht.	2" Cal.	B&B	26"	15"	---------	50"	15"	See SPV	4	Yes	BED	BED 2,3,6,7
JT1	Japanese Tree Lilac, 'Ivory Silk' (Shrub Form Tree)	*Syringa reticulata 'Ivory Silk' (Shrub Form Tree)*	3T	20-25' Ht.	8' Ht.	B&B	26"	15"	---------	50"	15"	See SPV	4	Yes	BED	BED 4,5
	Evergreens															
Jk	Juniper, Kallay Pfitzer	*Juniperus x pfiteriana 'Kallay's Compact'*	2E	3' Ht.	18" Sp./#3	CONT	12"	12"	---------	36"	12"	---------	2	No	BED	BED 4,5,
JM	Juniper, 'Mountbatten'	*Juniperus chinensis 'Mountbatten'*	4E	15' Ht.	5' Ht.	B&B	20"	12"	---------	44"	12"	See SPV	4	No	BED	BED 1,4,5,8
Jg	Juniper, 'Gold Coast'	*Juniperus x pfitzeriana 'Aurea Improved'*	2E	3' Ht.	18" Sp./#3	CONT	12"	12"	---------	36"	12"	---------	2	No	BED	BED 1,8
	Deciduous Ornamental Shrubs															
Bg	Barberry, Japanese 'Golden Nugget'	*Berberis thunbergii 'Monlers'*	2S	1'-2' Ht.	12" Sp./#2	CONT	12"	12"	---------	36"	12"	---------	2	No	BED	BED 4,5
Bh	Barberry, Japanese 'Helmond Pillar'	*Berberis thunbergii var. atropurpurea 'Helmond Pillar'*	4S	4'-5' Ht.	12" Ht./#2	CONT	12"	12"	---------	36"	12"	---------	2	No	BED	BED 1,8
Br	Barberry, Japanese 'Rose Glow'	*Berberis thunbergii 'Rose Glow'*	4S	3'-5' Ht.	12" Ht./#2	CONT	12"	12"	---------	36"	12"	---------	2	No	BED	BED 4,5
Hi	Hydrangea, 'Limelight'	*Hydrangea paniculata 'Limelight'*	4S	8-12' Ht.	3' Ht.	CONT/B&B	18"	18"	---------	36"	18"	---------	3	No	BED	BED 1,8
Hl	Hydrangea, 'Little Lime'	*Hydrangea paniculata 'Jane'*	4S	3'-5' Ht.	24" Ht./#3	CONT	12"	12"	---------	36"	12"	---------	2	No	BED	BED 4,5
Rd	Rose, 'Dwarf Pavement'	*Rosa rugosa 'Dwarf Pavement'*	4S	2-3' Ht.	18" Sp./#2	CONT	12"	12"	---------	36"	12"	---------	2	No	BED	BED 2,3,6,7
Sr	Spirea, 'Renaissance'	*Spiraea x vanhouttei 'Renaissance'*	4S	5'-8' Ht.	4' Ht./#5	CONT	18"	18"	---------	36"	18"	---------	3	No	BED	BED 4,5
Sj	St. John's Wort, 'Ames'	*Hypericum kalmianum 'Ames'*	4S	2-3' Ht.	12" Ht./#2	CONT	12"	12"	---------	36"	12"	---------	2	No	BED	BED 2,3,6,7
Vb	Viburnum, 'Blue Muffin'	*Viburnum dentatum 'Christom'*	4S	3'-5' Ht.	24" Ht./#3	CONT	12"	12"	---------	36"	12"	---------	2	No	BED	BED 1,8
	Perennials / Ornamental Grasses															
as	Allium, 'Summer Beauty'	*Allium tanguticum 'Summer Beauty'*	1V	12-18" Ht.	4"	POT	6"	8"	---------	12"	8"	---------	1	No	BED	BED 2,3,4,5,6,7
ar	Alum Root	*Heuchera richardsonii*	1V	12-24" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 2,3,6,7
ai	Aster, New York 'Blue Autumn'	*Aster novi-belgii, 'Blue Autumn'*	1V	12-20"	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 4,5
bb	Bee Balm, 'Jacob Cline'	*Monarda didyma 'Jacob Cline'*	1V	36-48" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 4,5
bo	Blue Oat Grass, 'Blue Sapphire'	*Helictotrichon sempervirens 'Blue Sapphire'*	1V	20-24" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 2,3,6,7
cw	Coneflower, 'White Swan'	*Echinacea purpurea 'White Swan'*	1V	24-36" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 4,5
dh	Daylily, 'Hyperion'	*Hemerocallis 'Hyperion'*	1V	3-4' Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 1,4,5,8
fr	Feather Reed Grass, 'Karl Foerster'	*Calamagrostis acutiflora 'Karl Foerster'*	1V	36"-60" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 1, 4,5,8
lb	Little Bluestem, 'Blue Heaven'	*Schizachyrium scoparium 'MinnblueA'*	1V	18"-36" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 2,3,6,7
cw	Catmint, 'Walker's Low'	*Nepeta racemosa 'Walker's Low'*	1V	24-30" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 4,5
pd	Prairie Dropseed, 'Tara'	*Sporobolus heterolepis 'Tara'*	1V	12"-18" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 4,5
sm	Salvia, May Night'	*Salvia nemorosa 'May Night'*	1V	15" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 1,2,3,6,7,8
ss	Salvia, 'Snow Hill'	*Salvia nemorosa 'SnowHill'*	1V	18-24" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 2,3,6,7
sh	Sea Holly, 'Big Blue'	*Eryngium 'Big Blue'*	1V	24-30" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 2,3,6,7
sa	Sedum, 'Autumn Joy'	*Sedum spectabile 'Autumn Joy'*	1V	18-24" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 1,8
sr	Sedum, 'Red Cauli'	*Sedum telephium 'Red Cauli'*	1V	12" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 2,3,6,7
sg	Sideoats Gramma, 'Blonde Ambition'	*Bouteloua gracilis 'Blonde Ambition'*	1V	24-30" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 2,3,6,7
sd	Switchgrass, 'Dallas Blues'	*Panicum virgatum 'Dallas Blues'*	1V	48"-72" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 1,4,5,8
yu	Yucca, 'Golden Sword'	*Yucca filamentosa 'Golden Sword'*	1V	24" Ht.	1 gal.	CONT	8"	10"	---------	16"	10"	---------	1	No	BED	BED 2,3,6,7
	Bulbs															
-	Tulips, Perennial Mix, Multicolor	*Tulipa ssp.*	1B	18-24" Ht.	12+ cm	BULB	---------	---------	---------	6"	6"	---------	See SPV	No	BED	BED 1,4,5,8

PLANT QUANTITIES TABLE

Symbol	Common Name	Scientific Name	Size When Planted	Root Zone Mode	Category 1400 Quantities						Category 1410 Quantities							Overall Quantities
					Sheet 2	Sheet 3	Sheet 6	Sheet 7	Sheet 8	Cat. 1400 Totals	Sheet 3	Sheet 4	Sheet 5	Sheet 9	Sheet 10	Sheet 11	Cat. 1410 Totals	Overall Totals
	Canopy Trees																	
ER	Elm, 'Regal'	*Ulmus x 'Regal'*	2 1/2" Cal.	B&B	5					**5**								**5**
GP	Ginkgo, 'Princeton Sentry'	*Ginkgo biloba 'Princeton Sentry'*	2 1/2" Cal.	B&B	7					**7**		5					**5**	**12**
HS	Honeylocust, Thornless 'Skyline'	*Gleditsia triacanthos 'Skycole'*	2 1/2" Cal.	B&B	7					**7**		3					**3**	**10**
	Deciduous Ornamental Trees																	
CD1	Crabapple, 'Donald Wyman' (Shrub Form Tree)	*Malus 'Donald Wyman' (Shrub Form Treet)*	10' Ht.	B&B			4			**4**			5			4	**9**	**13**
JT	Japanese Tree Lilac, 'Ivory Silk'	*Syringa reticulata 'Ivory Silk'*	2" Cal.	B&B	1					**1**		1					**1**	**2**
JT1	Japanese Tree Lilac, 'Ivory Silk' (Shrub Form Tree)	*Syringa reticulata 'Ivory Silk' (Shrub Form Tree)*	8' Ht.	B&B		4			3	**7**	1	5		3			**9**	**16**
	Evergreens																	
Jk	Juniper, Kallay Pfitzer	*Juniperus x pfitzeriana 'Kallay's Compact'*	18" Sp./#3	CONT					14	**14**				14			**14**	**28**
JM	Juniper, 'Mountbatten'	*Juniperus chinensis 'Mountbatten'*	5' Ht	B&B			15		7	**22**				7		15	**22**	**44**
Jg	Juniper, 'Gold Coast'	*Juniperus x pfitzeriana 'Aurea Improved'*	18" Sp./#3	CONT			12			**12**						12	**12**	**24**
	Deciduous Ornamental Shrubs																	
Bg	Barberry, Japanese 'Golden Nugget'	*Berberis thunbergii 'Monlers'*	12" Sp./#2	CONT					8	**8**				8			**8**	**16**
Bh	Barberry, Japanese 'Helmond Pillar'	*Berberis thunbergii var. atropurpurea 'Helmond Pillar'*	12" Ht./#2	CONT			18			**18**						18	**18**	**36**
Br	Barberry, Japanese 'Rose Glow'	*Berberis thunbergii 'Rose Glow'*	12" Ht./#2	CONT					20	**20**				20			**20**	**40**
Hi	Hydrangea, 'Limelight'	*Hydrangea paniculata 'Limelight'*	3' Ht.	CONT/B&B			6			**6**						6	**6**	**12**
Hl	Hydrangea, 'Little Lime'	*Hydrangea paniculata 'Jane'*	24" Ht./#3	CONT					18	**18**				18			**18**	**36**
Rd	Rose, 'Dwarf Pavement'	*Rosa rugosa 'Dwarf Pavement'*	18" Sp./#2	CONT			7	4		**11**				3	8		**11**	**22**
Sr	Spirea, 'Renaissance'	*Spiraea x vanhouttei 'Renaissance'*	4' Ht./#5	CONT					9	**9**				9			**9**	**18**
Sj	St. John's Wort, 'Ames'	*Hypericum kalmianum 'Ames'*	12" Ht./#2	CONT			6			**6**				2	6		**8**	**14**
Vb	Viburnum, 'Blue Muffin'	*Viburnum dentatum 'Christom'*	24" Ht./#3	CONT			9			**9**						9	**9**	**18**
	Perennials / Ornamental Grasses																	
as	Allium, 'Summer Beauty'	*Allium tanguticum 'Summer Beauty'*	4"	POT			64	173	40	**277**				107	187		**294**	**571**
ar	Alum Root	*Heuchera richardsonii*	1 gal.	CONT				81		**81**					82		**82**	**163**
ai	Aster, New York 'Blue Autumn'	*Aster novi-belgii, 'Blue Autumn'*	1 gal.	CONT					75	**75**				78			**78**	**153**
bb	Bee Balm, 'Jacob Cline'	*Monarda didyma 'Jacob Cline'*	1 gal.	CONT					35	**35**				35			**35**	**70**
bo	Blue Oat Grass, 'Blue Sapphire'	*Helictotrichon sempervirens 'Blue Sapphire'*	1 gal.	CONT			3	40		**43**				12	28		**40**	**83**
cw	Catmint, 'Walker's Low'	*Nepeta racemosa 'Walker's Low'*	1 gal.	CONT					33	**33**				33			**33**	**66**
dh	Daylily, 'Hyperion'	*Hemerocallis 'Hyperion'*	1 gal.	CONT			21		30	**51**				30		21	**51**	**102**
fr	Feather Reed Grass, 'Karl Foerster'	*Calamagrostis acutiflora 'Karl Foerster'*	1 gal.	CONT			66		69	**135**				69		44	**113**	**248**
lb	Little Bluestem, 'Blue Heaven'	*Schizachyrium scoparium 'MinnblueA'*	1 gal.	CONT			5			**5**				5	16		**21**	**26**
pd	Prairie Dropseed, 'Tara'	*Sporobolus heterolepis 'Tara'*	1 gal.	CONT					93	**93**				93			**93**	**186**
sm	Salvia, May Night'	*Salvia nemorosa 'May Night'*	1 gal.	CONT			155	59		**214**				13	41	138	**192**	**406**
ss	Salvia, 'Snow Hill'	*Salvia nemorosa 'SnowHill'*	1 gal.	CONT			3			**3**				3	3		**6**	**9**
sh	Sea Holly, 'Big Blue'	*Eryngium 'Big Blue'*	1 gal.	CONT			6			**6**				6	6		**12**	**18**
sa	Sedum, 'Autumn Joy'	*Sedum spectabile 'Autumn Joy'*	1 gal.	CONT			66			**66**						83	**83**	**149**
sr	Sedum, 'Red Cauli'	*Sedum telephium 'Red Cauli'*	1 gal.	CONT			40			**40**				31	48		**79**	**119**
sg	Sideoats Gramma, 'Blonde Ambition'	*Bouteloua gracilis 'Blonde Ambition'*	1 gal.	CONT			11	88		**99**				12	75		**87**	**186**
sd	Switchgrass, 'Dallas Blues'	*Panicum virgatum 'Dallas Blues'*	1 gal.	CONT			45		38	**83**				38		44	**82**	**165**
yu	Yucca, 'Golden Sword'	*Yucca filamentosa 'Golden Sword'*	1 gal.	CONT			3			**3**				3	3		**6**	**9**
	Bulbs																	
-	Tulips, Perennial Mix, Multicolor	*Tulipa ssp.*	12+ cm	BULB			200		200	**400**				200		200	**400**	**800**

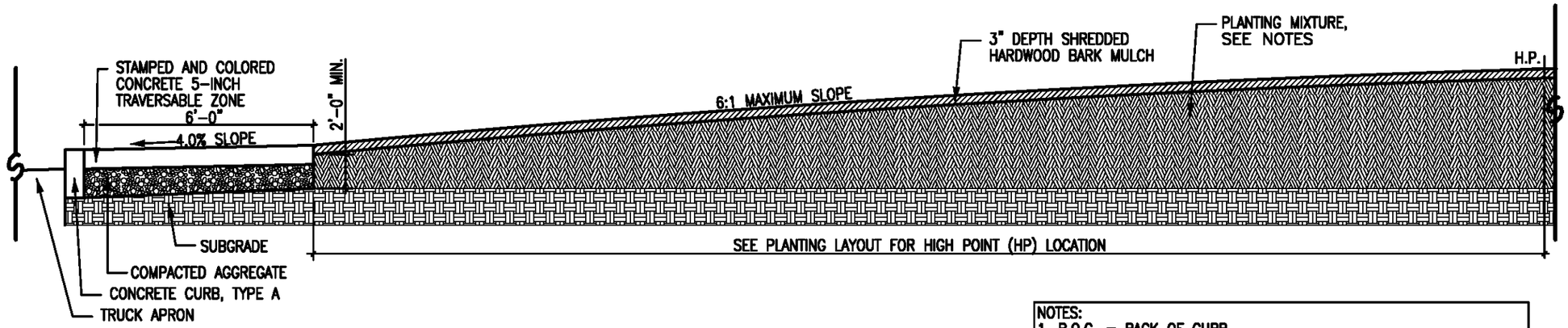
NOTES

CATEGORY 1400 AND 1410 ARE FOR SMA TRACKING PURPOSES ONLY.

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	**PLANT QUANTITIES**	SHEET 312	E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn PLOT DATE : 01-Feb-2013 PLOT BY : rdeboer PLOT NAME : PLOT SCALE :

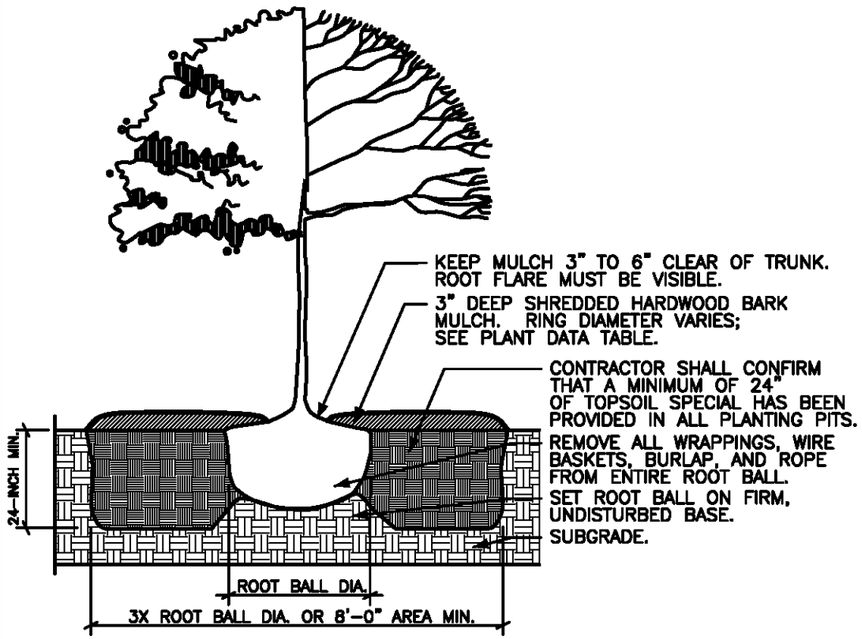
WISDOT/CADDS SHEET 42



NOTES:
1. B.O.C. = BACK OF CURB
2. PLANTING MIXTURE SHALL BE INSTALLED IN 6-8" LAYERS, TAMPING EACH LAYER TO REMOVE AIR POCKETS AND PREVENT SETTLING. PLANTING MIXTURE SHALL BE NO LESS THAN 24" DEEP AT ANY GIVEN POINT. DEPTH WILL INCREASE TOWARD CENTER OF ROUNDABOUT.
3. H.P. = HIGH POINT. VARIES BY ROUNDABOUT. SEE PLANS FOR ADDITIONAL INFORMATION.

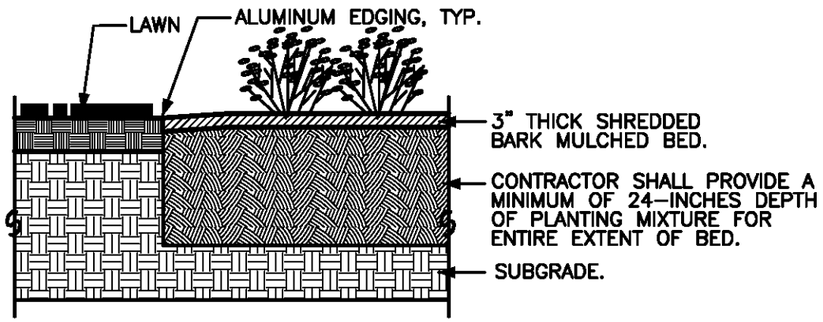
(1) ROUNDABOUT LANDSCAPE SECTION, BEDS 1,4,5 & 8

DETAIL
NOT TO SCALE



(2) NON-BED TREE PLANTING DETAIL

DETAIL
NOT TO SCALE



(3) ALUMINUM EDGING BED 2,3,6 & 7

DETAIL
NOT TO SCALE

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	**PLANTING DETAILS**	SHEET 313	E

FILE NAME : Q:2010-009 Brown County DOT \ Lineville Rd \ CAD \ 1 - Working Drawings \ 1133-10-72 ksd base.dgn
PLOT DATE : 01-Feb-2013
PLOT BY : rdeboer
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42

SHEET 2		
POINT	STATION	OFFSET
100	52+96.92'MWB'	-50.5
101	16+09.81'WDS'	-48.2
102	17+09.27'WDS'	-40.5
103	55+88.30'MWB'	-50.4
104	56+38.51'MWB'	-50.4
105	56+88.51'MWB'	-50.4
106	57+40.29'MWB'	-50.4
107	52+51.51'MEB'	50.5
108	14+29.54'WDS'	-45.0
109	54+86.01'MEB'	53.8
110	55+38.10'MEB'	59.6
111	55+91.73'MEB'	66.2
112	56+03.40'MEB'	-9.5
113	56+36.43'MEB'	-9.5
114	56+69.37'MEB'	-9.5
115	57+24.05'MEB'	-13.9
116	57+02.26'MEB'	-9.5

SHEET 3		
POINT	STATION	OFFSET
200	58+89.85'MEB'	60.3
201	59+02.32'MEB'	55.1
202	59+18.01'MEB'	54.4
203	59+43.17'MEB'	53.8
204	63+87.19'MWB'	-47.6

SHEET 4		
POINT	STATION	OFFSET
300	64+15.49'MWB'	-48.9
301	64+41.81'MWB'	-51.2
302	64+80.17'MWB'	-53.5
303	65+26.95'MWB'	-54.5
304	67+82.08'MWB'	-68.1
305	68+83.92'MWB'	-52.5
306	67+48.20'MEB'	-9.7
307	67+64.73'MEB'	-18.5
308	67+95.94'MEB'	-9.7
309	68+29.97'MEB'	-9.8
310	68+56.19'MEB'	-14.4

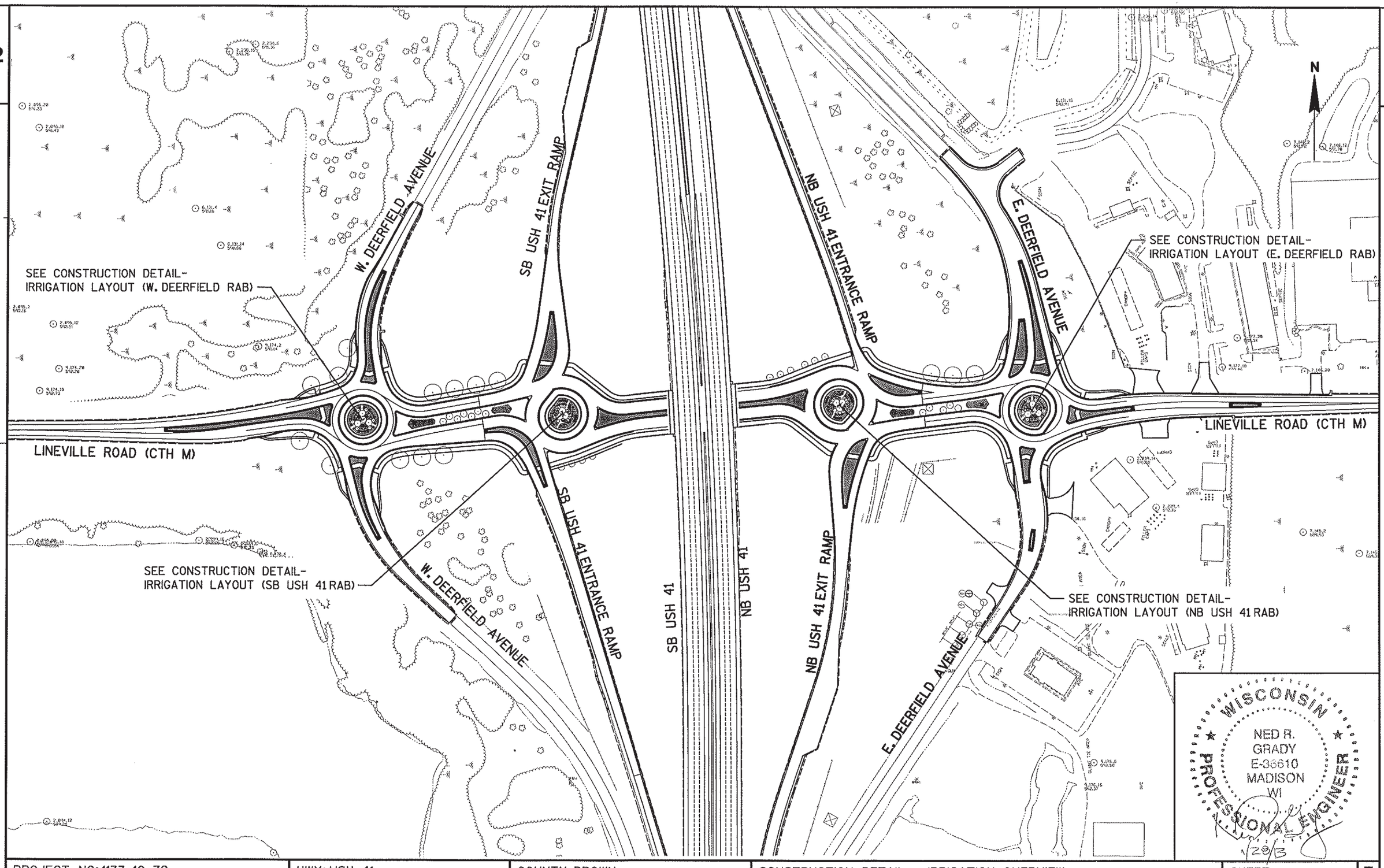
SHEET 5		
POINT	STATION	OFFSET
400	40+71.59'EDN'	-44.2
401	40+41.61'EDN'	-44.0
402	40+11.63'EDN'	-43.8

SHEET 6		
POINT	STATION	OFFSET
500	55+30.97'MWB'	7.9
501	55+24.84'MEB'	-19.9
502	55+31.68'MEB'	-7.9

SHEET 7		
POINT	STATION	OFFSET
600	55+85.77'MEB'	-14.1
601	57+17.80'MEB'	-14.1
602	57+53.08'MWB'	7.9
603	57+57.73'MEB'	-18.0
604	57+53.44'MEB'	-7.9

SHEET 9		
POINT	STATION	OFFSET
700	66+86.30'MWB'	7.9
701	66+74.02'MEB'	-18.7
702	66+79.12'MEB'	-7.9

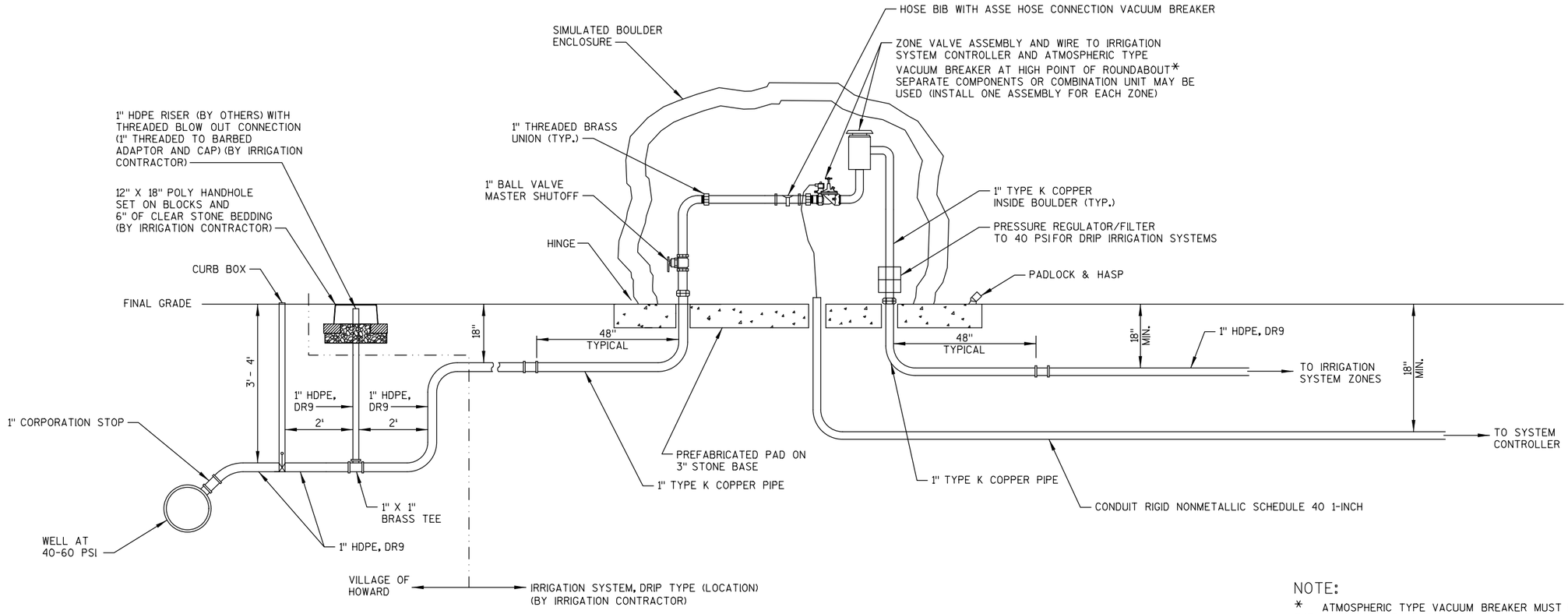
SHEET 10		
POINT	STATION	OFFSET
800	67+29.07'MEB'	-14.5
801	68+49.19'MEB'	-14.6
802	68+98.34'MWB'	8.0
803	68+94.06'MEB'	-21.0
804	68+89.24'MEB'	-8.0



WISCONSIN
NED R. GRADY
E-35610
MADISON
WI
PROFESSIONAL ENGINEER
1/28/13

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL - IRRIGATION OVERVIEW	SHEET	E

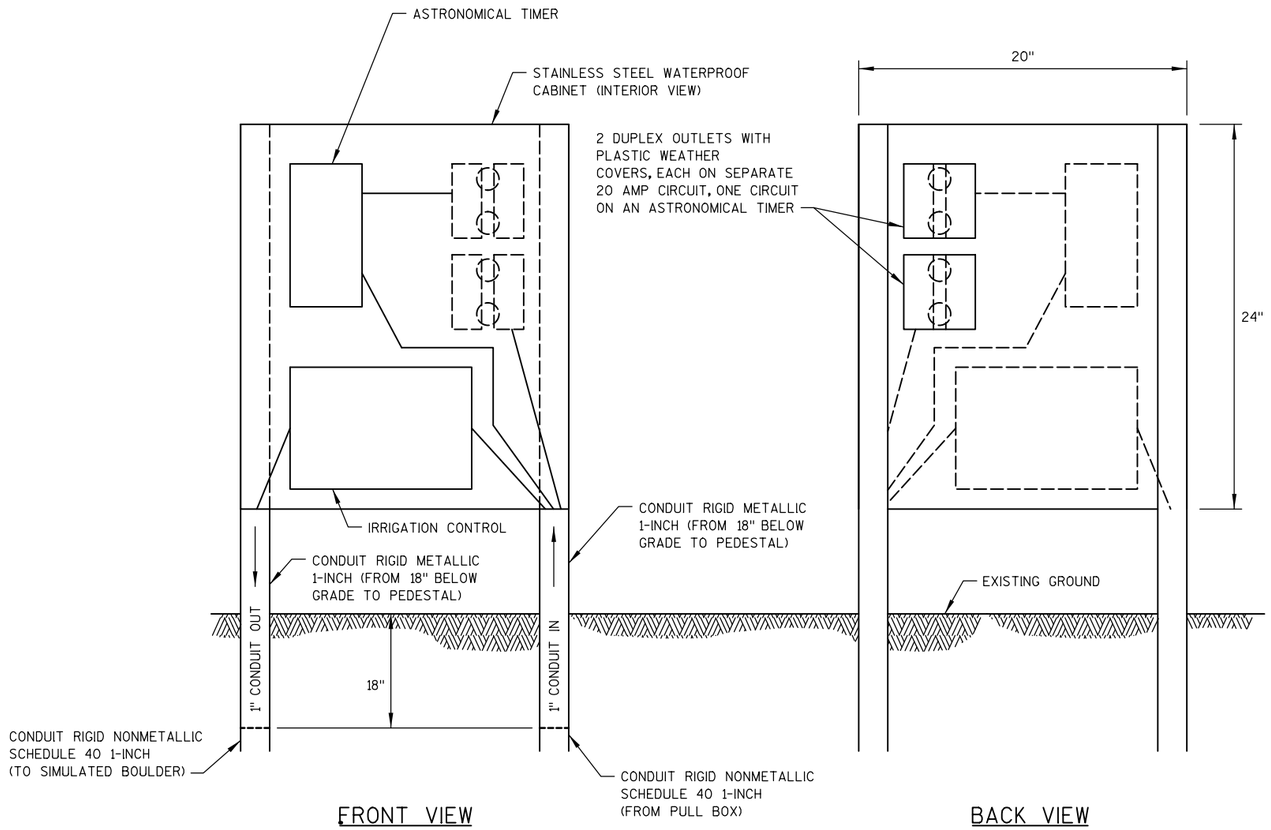
FILE NAME : S:\MAD\1000--1099\1089\241\Micros\ID 1133-10-72 Lineville\Plan\Overview.dgn PLOT DATE : 1/28/2013 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



NOTE:

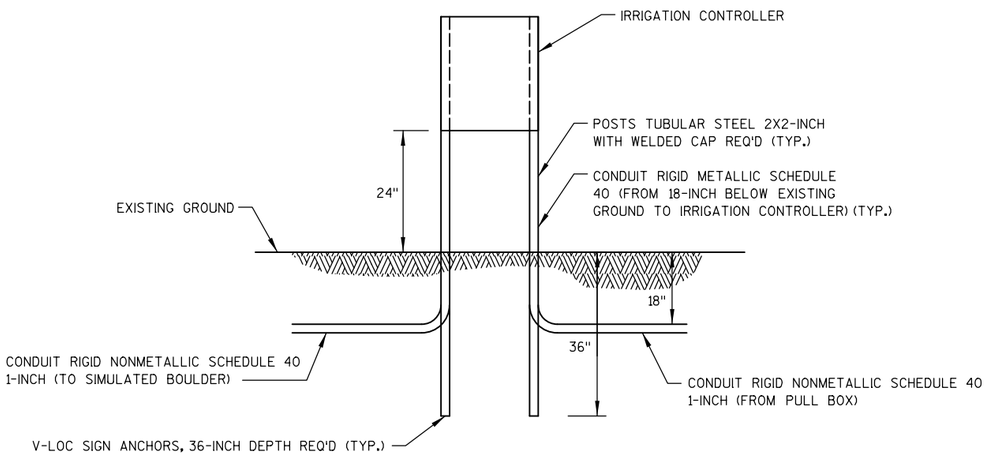
* ATMOSPHERIC TYPE VACUUM BREAKER MUST BE LOCATED 6" ABOVE GRADE AT THE HIGHEST POINT OF THE IRRIGATION SYSTEM.

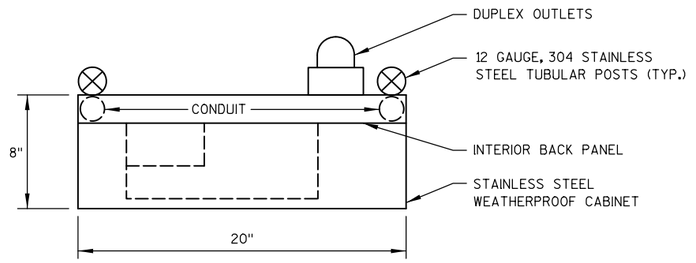
DRIP IRRIGATION POINT OF CONNECTION DETAIL



FRONT VIEW

BACK VIEW





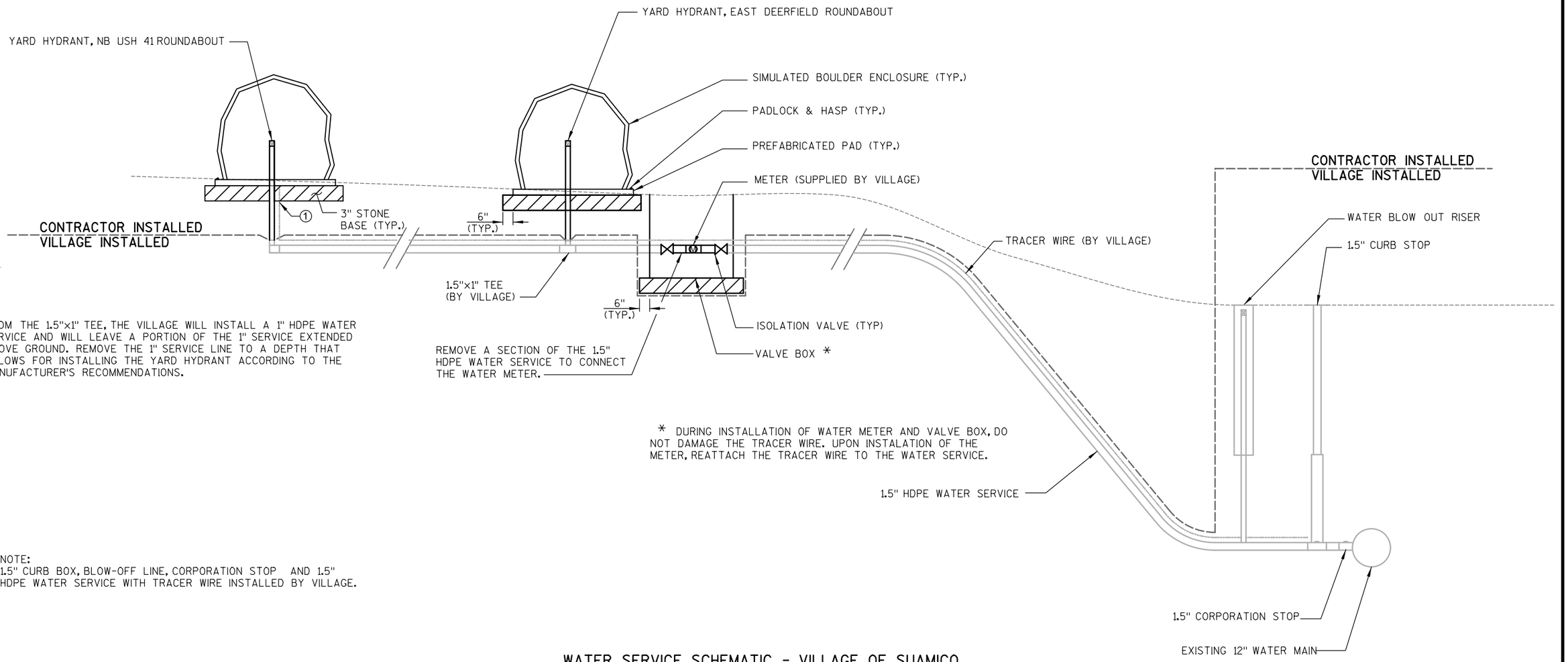
TOP VIEW

IRRIGATION CONTROL PANEL

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAILS - IRRIGATION SYSTEM	SHEET 317	E

2

① THE VILLAGE WILL PROVIDE EXCESS TRACER WIRE AT THE 1" SERVICE. DO NOT DAMAGE THE TRACER WIRE DURING EXCAVATION AND REMOVAL OF THE 1" SERVICE PLACED BY THE VILLAGE. AFTER INSTALLATION OF THE YARD HYDRANT, ATTACH THE TRACER WIRE TO BURIED PORTION OF THE YARD HYDRANT. CAREFULLY COIL THE EXCESS TRACER WIRE, PLACING IT INSIDE THE SIMULATED BOULDER ENCLOSURE.



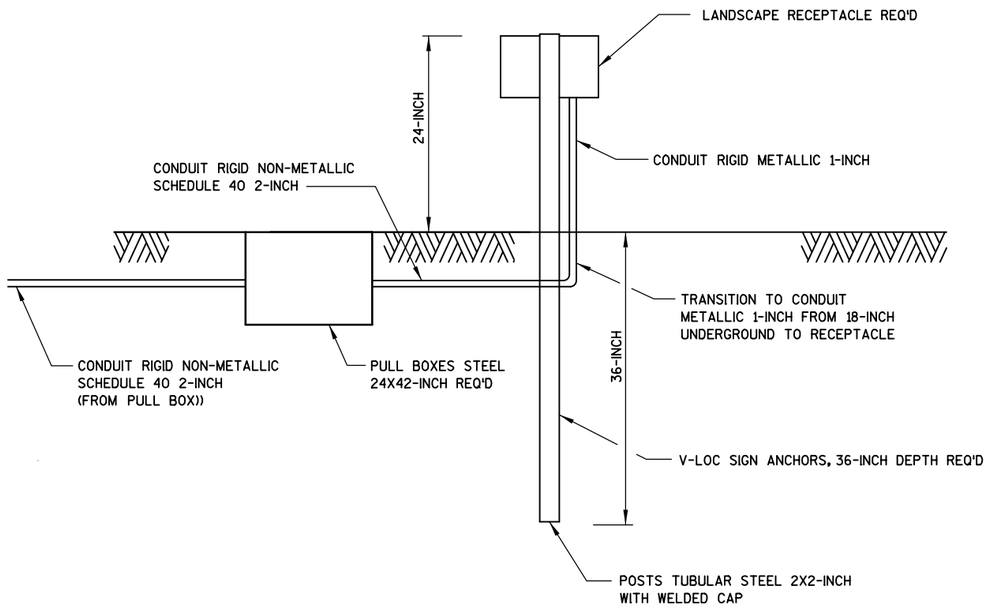
FROM THE 1.5"x1" TEE, THE VILLAGE WILL INSTALL A 1" HDPE WATER SERVICE AND WILL LEAVE A PORTION OF THE 1" SERVICE EXTENDED ABOVE GROUND. REMOVE THE 1" SERVICE LINE TO A DEPTH THAT ALLOWS FOR INSTALLING THE YARD HYDRANT ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

* DURING INSTALLATION OF WATER METER AND VALVE BOX, DO NOT DAMAGE THE TRACER WIRE. UPON INSTALATION OF THE METER, REATTACH THE TRACER WIRE TO THE WATER SERVICE.

NOTE:
1.5" CURB BOX, BLOW-OFF LINE, CORPORATION STOP AND 1.5" HDPE WATER SERVICE WITH TRACER WIRE INSTALLED BY VILLAGE.

WATER SERVICE SCHEMATIC - VILLAGE OF SUAMICO

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAILS - IRRIGATION SYSTEM	SHEET 318	E



LANDSCAPE RECEPTACLE DETAIL

(NOT TO SCALE)

2

2

N

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, AND SPECIFICATIONS AND SHOP DRAWINGS FOR THE IRRIGATION SYSTEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE IRRIGATION SYSTEM MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION.THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "IRRIGATION SYSTEM, DRIP TYPE, (LOCATION)."

PLANS AND DETAILS SHOWN ON THIS DRAWING ARE INTENDED TO INDICATE THE COMPONENTS COMMON TO THE IRRIGATION SYSTEM. FINAL LOCATIONS OF THESE COMPONENTS WILL BE DETERMINED BY THE MANUFACTURER OF THE IRRIGATION SYSTEM AND IN CONFORMANCE WITH THE SPECIAL PROVISIONS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

LIGHTING AT W. DEERFIELD RAB IS OWNED AND OPERATED BY THE VILLAGE OF HOWARD.

ITS, LIGHTING, AND STORM SEWER SHOWN FOR INFORMATION ONLY.

THE LOCATION OF THE WATER SERVICE (BY OTHERS) AS SHOWN ON THE PLANS IS APPROXIMATE. NOTIFY DIGGERS HOTLINE AND THE VILLAGE OF HOWARD PRIOR TO THE START OF WORK.

W. DEERFIELD AVENUE

LINEVILLE ROAD (CTH M)

SIMULATED BOULDER ENCLOSURE

LINE FLUSHING VALVE IN 12"x18" POLY HANDHOLE WITH SUMP

IC-10

PB-11

CURB STOP (BY OTHERS)

CB200 (LIGHTING CONTROL CABINET)

POINT WELL (BY OTHERS)

WATER SERVICE (BY OTHERS)

PB204

PB-20

PB-21

12"X18" POLY HANDHOLE; WATER BLOW OUT RISER (BY OTHERS)

IRRIGATION TUBING (TYP.)

W. DEERFIELD AVENUE

LEGEND

- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
- PULL BOXES STEEL 24X42-INCH (PB-XX)
- LIGHTING PULL BOX (PBXXX)
- IRRIGATION CONTROL PANEL (IC-XX)

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL - IRRIGATION LAYOUT (W. DEERFIELD RAB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\241\Micros\ID 1133-10-72 Lineville\Plan\1500_RAB1.dgn PLOT DATE : 2/19/2013 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, AND SPECIFICATIONS AND SHOP DRAWINGS FOR THE IRRIGATION SYSTEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE IRRIGATION SYSTEM MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION.THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "IRRIGATION SYSTEM, DRIP TYPE, (LOCATION)."

PLANS AND DETAILS SHOWN ON THIS DRAWING ARE INTENDED TO INDICATE THE COMPONENTS COMMON TO THE IRRIGATION SYSTEM. FINAL LOCATIONS OF THESE COMPONENTS WILL BE DETERMINED BY THE MANUFACTURER OF THE IRRIGATION SYSTEM AND IN CONFORMANCE WITH THE SPECIAL PROVISIONS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

LIGHTING AT THE SOUTHBOUND USH 41 EXIT RAMP RAB IS OWNED AND OPERATED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHEAST REGION.

ITS, LIGHTING, AND STORM SEWER SHOWN FOR INFORMATION ONLY.

THE LOCATION OF THE WATER SERVICE (BY OTHERS) AS SHOWN ON THE PLANS IS APPROXIMATE. NOTIFY DIGGERS HOTLINE AND THE VILLAGE OF HOWARD PRIOR TO THE START OF WORK.

N

SB USH 41 EXIT RAMP

POINT WELL (BY OTHERS)

WATER SERVICE (BY OTHERS)

CB200 (LIGHTING CONTROL CABINET)

SIMULATED BOULDER ENCLOSURE

LINE FLUSHING VALVE IN 12"x18" POLY HANDHOLE WITH SUMP

PB-22

PB-20

PB-21

PB-23

IC-20

CURB STOP (BY OTHERS)

12"X18" POLY HANDHOLE; WATER BLOW OUT RISER (BY OTHERS)

IRRIGATION TUBING (TYP.)

LINEVILLE ROAD (CTH M)

LINEVILLE ROAD (CTH M)

SB USH 41 ENTRANCE RAMP

SB USH 41

NB USH 41

LEGEND

- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
- PULL BOXES STEEL 24X42-INCH (PB-XX)
- LIGHTING PULL BOX (PBXXX)
- IRRIGATION CONTROL PANEL (IC-XX)

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL - IRRIGATION LAYOUT (SB USH 41 RAB)	SHEET 321	E

DESIGN DATA

PLANS AND DETAILS SHOWN ON THIS DRAWING ARE INTENDED TO INDICATE THE COMPONENTS COMMON TO THE IRRIGATION SYSTEM. FINAL LOCATIONS OF THESE COMPONENTS WILL BE DETERMINED BY THE MANUFACTURER OF THE IRRIGATION SYSTEM AND IN CONFORMANCE WITH THE SPECIAL PROVISIONS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

LIGHTING AT THE NORTHBOUND USH 41 ENTRANCE RAMP RAB IS OWNED AND OPERATED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHEAST REGION.

ITS, LIGHTING, AND STORM SEWER SHOWN FOR INFORMATION ONLY.

THE LOCATION OF THE WATER SERVICE (BY OTHERS) AS SHOWN ON THE PLANS IS APPROXIMATE. NOTIFY DIGGERS HOTLINE AND THE VILLAGE OF SUAMICO PRIOR TO THE START OF WORK.

N

NB USH 41 ENTRANCE RAMP

SIMULATED BOULDER ENCLOSURE AND YARD HYDRANT

LR-10

PB-30

PB-31

PB405

WATER SERVICE (BY OTHERS)

LINEVILLE ROAD (CTH M)

NB USH 41

NB USH 41 EXIT RAMP

63MWB 63MEB 64MWB 64MEB 66MWB 66MEB 67MWB 67MEB 68MWB 68MEB 69MWB 69MEB 6MWNB 12MBN 13MWBN 13MEBN 13MWBM 13MEBM 7SEBM 7SERB 13MWBM

OH M MH

LEGEND

- LANDSCAPE RECEPTACLE (LR-XX)
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
- PULL BOXES STEEL 24X42-INCH (PB-XX)
- LIGHTING PULL BOX (PBXXX)

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL - IRRIGATION LAYOUT (NB USH 41 RAB)	SHEET 322	E

FILE NAME : S:\MAD\1000--1099\1089\241\Micros\ID 1133-10-72 Lineville\Plan\1510_RAB1.dgn PLOT DATE : 2/19/2013 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

DESIGN DATA

PLANS AND DETAILS SHOWN ON THIS DRAWING ARE INTENDED TO INDICATE THE COMPONENTS COMMON TO THE IRRIGATION SYSTEM. FINAL LOCATIONS OF THESE COMPONENTS WILL BE DETERMINED BY THE MANUFACTURER OF THE IRRIGATION SYSTEM AND IN CONFORMANCE WITH THE SPECIAL PROVISIONS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

LIGHTING AT E. DEERFIELD AVENUE RAB IS OWNED AND OPERATED BY THE VILLAGE OF SUAMICO.

ITS, LIGHTING, AND STORM SEWER SHOWN FOR INFORMATION ONLY.

THE LOCATION OF THE WATER SERVICE (BY OTHERS) AS SHOWN ON THE PLANS IS APPROXIMATE. NOTIFY DIGGERS HOTLINE AND THE VILLAGE OF SUAMICO PRIOR TO THE START OF WORK.

N

WATER BLOW OUT RISER (BY OTHERS)

CB400 (LIGHTING CONTROL CABINET)

CURB STOP (BY OTHERS)

WATER SERVICE (BY OTHERS)

PB405

PB-40

PB400

12"X18" POLY HANDHOLE VALVE BOX

LR-20

SIMULATED BOULDER ENCLOSURE AND YARD HYDRANT

E. DEERFIELD AVENUE

LINEVILLE ROAD (CTH M)

LINEVILLE ROAD (CTH M)

CANOPY

MH

LEGEND

- LANDSCAPE RECEPTACLE (LR-XX)
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
- PULL BOXES STEEL 24X42-INCH (PB-XX)
- LIGHTING PULL BOX (PBXXX)

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL - IRRIGATION LAYOUT (E. DEERFIELD RAB)	SHEET 323	E

SIGNING NOTES

DO NOT MOVE OR REMOVE ANY SPECIFIC INFORMATION SIGNS (BLUE GAS, FOOD, LODGING, CAMPING OR ATTRACTION SIGNS) OR THEIR ASSOCIATED POSTS. A SEPARATE CONTRACTOR, DERSE, INC., MAINTAINS THESE SIGNS. CONTACT MARK ROGNSVOOG OF THE DERSE COMPANY AT (800) 345-5772 A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO COORDINATE MOVING, REMOVING OR RE-INSTALLATION OF THESE SIGNS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE SIGNS.

EXISTING TYPE I SIGNS (GROUND MOUNT / OVERHEAD) WILL NEED TO BE MOVED AND MOUNTED BASED ON STAGING NEEDS FOR EACH EXIT. ADVANCED EXIT SIGN AND EXIT GORE SIGN FOR EACH EXIT IS PREFERRED. TO BE DETERMINED BY ENGINEER, BASED ON NEED AND CONDITIONS IN THE FIELD.

N

2M-01

REMOVE EXISTING GROUND MOUNT 112 A

REMOVE EXISTING E1-1A AND E1-5P 112

113 REMOVE EXISTING E9-1

REMOVE EXISTING GROUND MOUNT 113 A

MESSAGE BOARD

STA. 1279+00
SIGN BRIDGE
CANTILEVER RT.

W. DEERFIELD AVE.

116 A
E1-5P
144" X 30"

EXIT 170 A
SOUTH
41 HS
Velp Ave
1¼ MILES
EXIT ONLY

E6-51
144" X 162"

BEGIN 41

SP
96" X 84"

115

115 A

116

STA. 1292+29
SIGN BRIDGE
S-05-197

b1265 SMC | b1270 SMC | b1275 SMC | b1280 SMC | USH 41 SOUTHBOUND | b1285 SMC | b1290 SMC | b1295 SMC

1265 NMC | 1270 NMC | 1275 NMC | 1280 NMC | 1285 NMC | 1290 NMC | 1295 NMC

USH 41 NORTHBOUND

E. DEERFIELD AVE.

117 A REMOVE EXISTING GROUND MOUNT

117 REMOVE EXISTING E4-1A AND E1-5P

2M-02

STA. 1292+50
SIGN BRIDGE
S-05-198

Howard
NEXT 3 EXITS
E9-1
144" X 54"
111

SIS

114

SIS

118 A
E1-5P
120" X 30"

EXIT 173
NORTH 41
M Lineville Rd
EXIT ONLY

E6-1
384" X 156"
118

SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

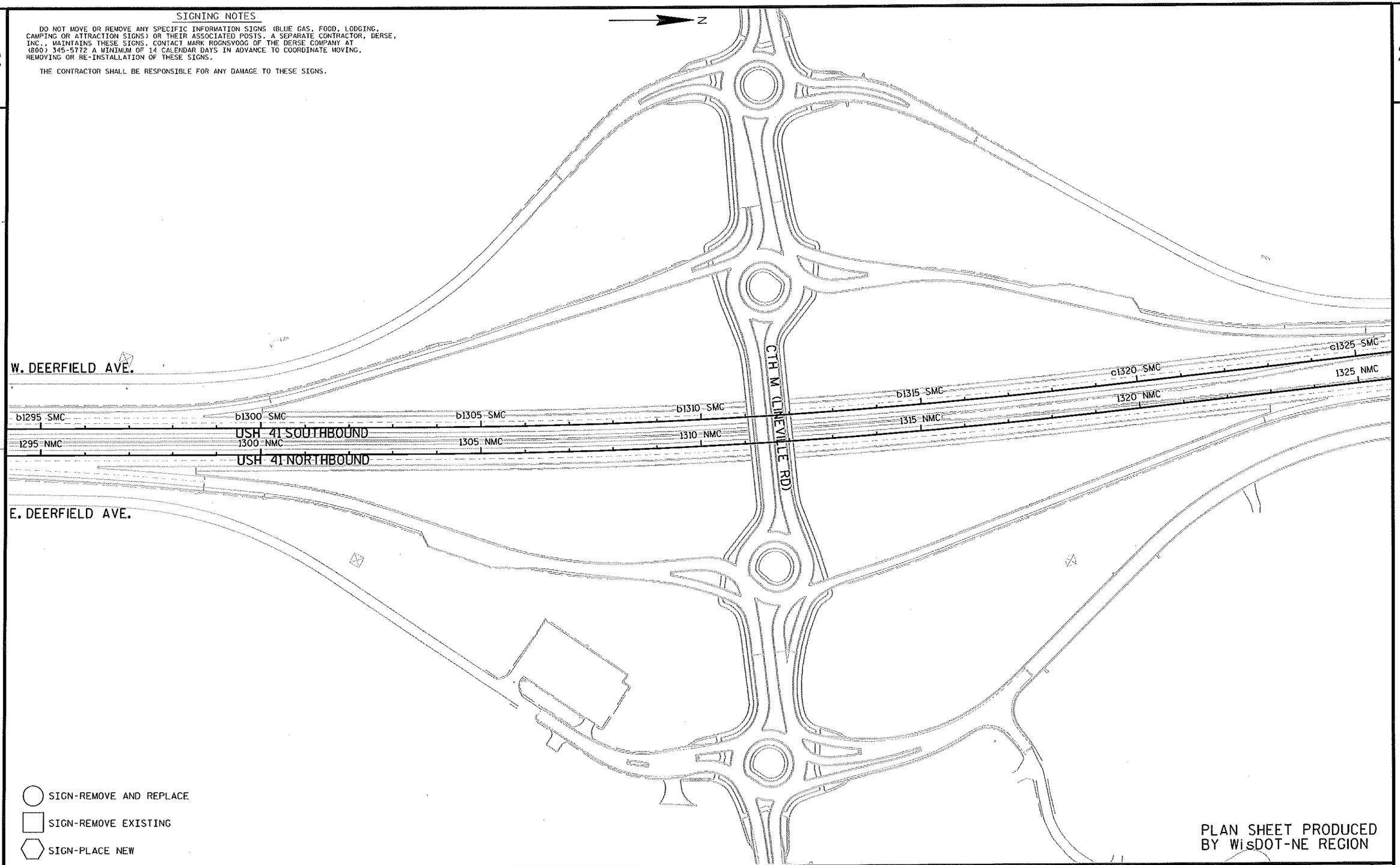
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE I	SHEET 324 E

2

SIGNING NOTES

DO NOT MOVE OR REMOVE ANY SPECIFIC INFORMATION SIGNS (BLUE GAS, FOOD, LODGING, CAMPING OR ATTRACTION SIGNS) OR THEIR ASSOCIATED POSTS. A SEPARATE CONTRACTOR, DERSE, INC., MAINTAINS THESE SIGNS. CONTACT MARK ROONSVOOG OF THE DERSE COMPANY AT (800) 345-5772 A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO COORDINATE MOVING, REMOVING OR RE-INSTALLATION OF THESE SIGNS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE SIGNS.



PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE I	SHEET F

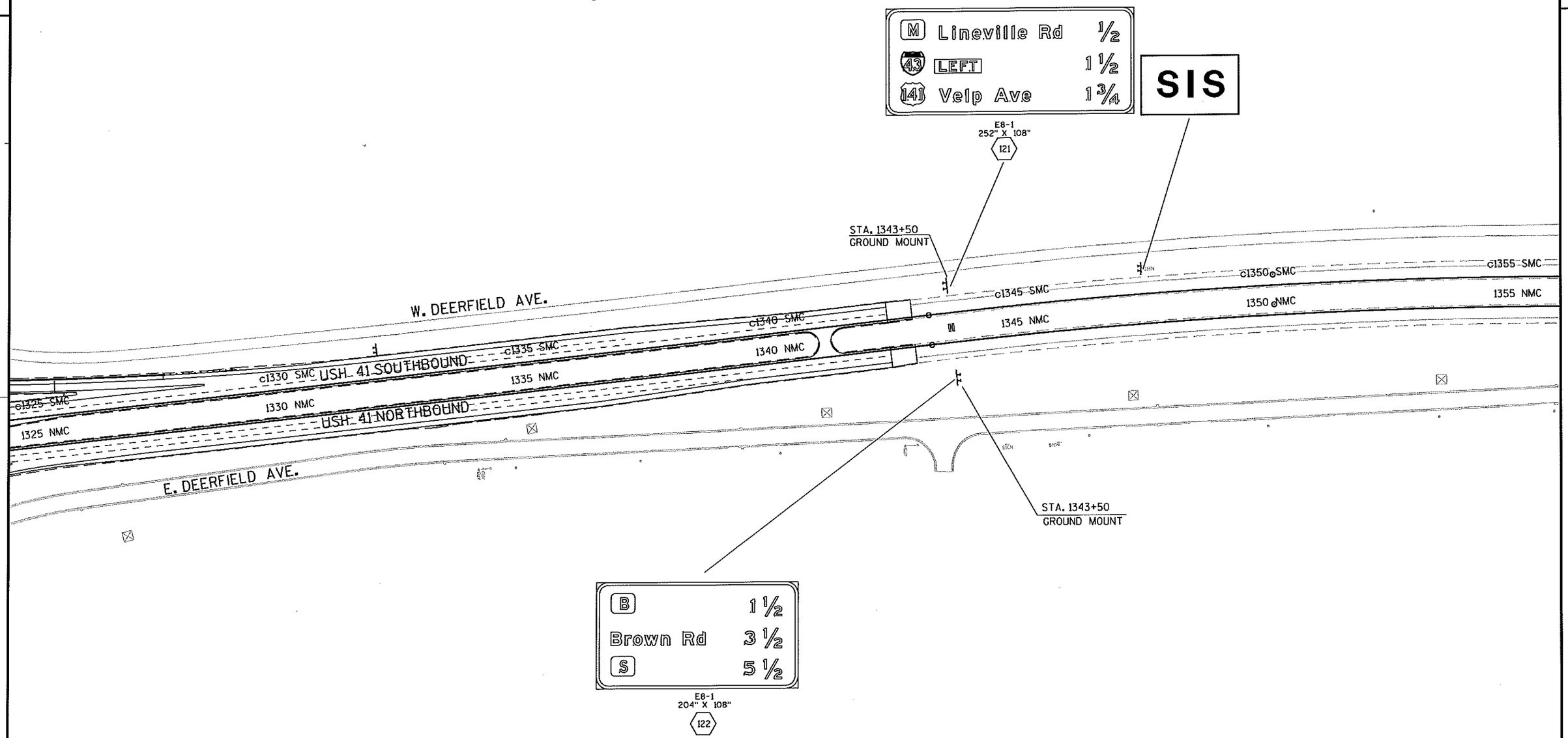
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

SIGNING NOTES

DO NOT MOVE OR REMOVE ANY SPECIFIC INFORMATION SIGNS (BLUE GAS, FOOD, LODGING, CAMPING OR ATTRACTION SIGNS) OR THEIR ASSOCIATED POSTS. A SEPARATE CONTRACTOR, DERSE, INC., MAINTAINS THESE SIGNS. CONTACT MARK ROGNSVOOG OF THE DERSE COMPANY AT (800) 345-5772 A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO COORDINATE MOVING, REMOVING OR RE-INSTALLATION OF THESE SIGNS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE SIGNS.

N



SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE I	SHEET 326 E

FILE NAME : N:\spo\traffic\SIGNING\Projects\USH 41 Brown County\1133-10-81 Duck Creek - Lineville Mainline\023210_ps.dgn PLOT DATE : 15-OCT-2012 14:10 PLOT BY : dotjlf PLOT NAME : PLOT SCALE : 200:1

2

SIGNING NOTES

DO NOT MOVE OR REMOVE ANY SPECIFIC INFORMATION SIGNS (BLUE GAS, FOOD, LODGING, CAMPING OR ATTRACTION SIGNS) OR THEIR ASSOCIATED POSTS. A SEPARATE CONTRACTOR, DERSE, INC., MAINTAINS THESE SIGNS. CONTACT MARK ROGNSVOOG OF THE DERSE COMPANY AT (800) 345-5772 A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO COORDINATE MOVING, REMOVING OR RE-INSTALLATION OF THESE SIGNS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE SIGNS.

N

EXIT 173

M

Lineville Rd

1 MILE

E1-5P
120" X 30"
123
A

E6-51
180" X 114"
123

GROUND MOUNT

Suamico
NEXT 3 EXITS

E9-1
144" X 54"
124

PLACE USH 41 SOUTHBOUND
800' NORTH OF BROWN RD SIS
NEAR MILE MARKER 180

W. DEERFIELD AVE.

d1355 SMC — d1360 SMC — d1365 SMC — d1370 SMC — d1375 SMC

USH 41 SOUTHBOUND

1355 NMC — 1360 NMC — 1365 NMC — 1370 NMC — 1375 NMC

USH 41 NORTHBOUND

OH

E. DEERFIELD AVE.

SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED
BY WisDOT-NE REGION

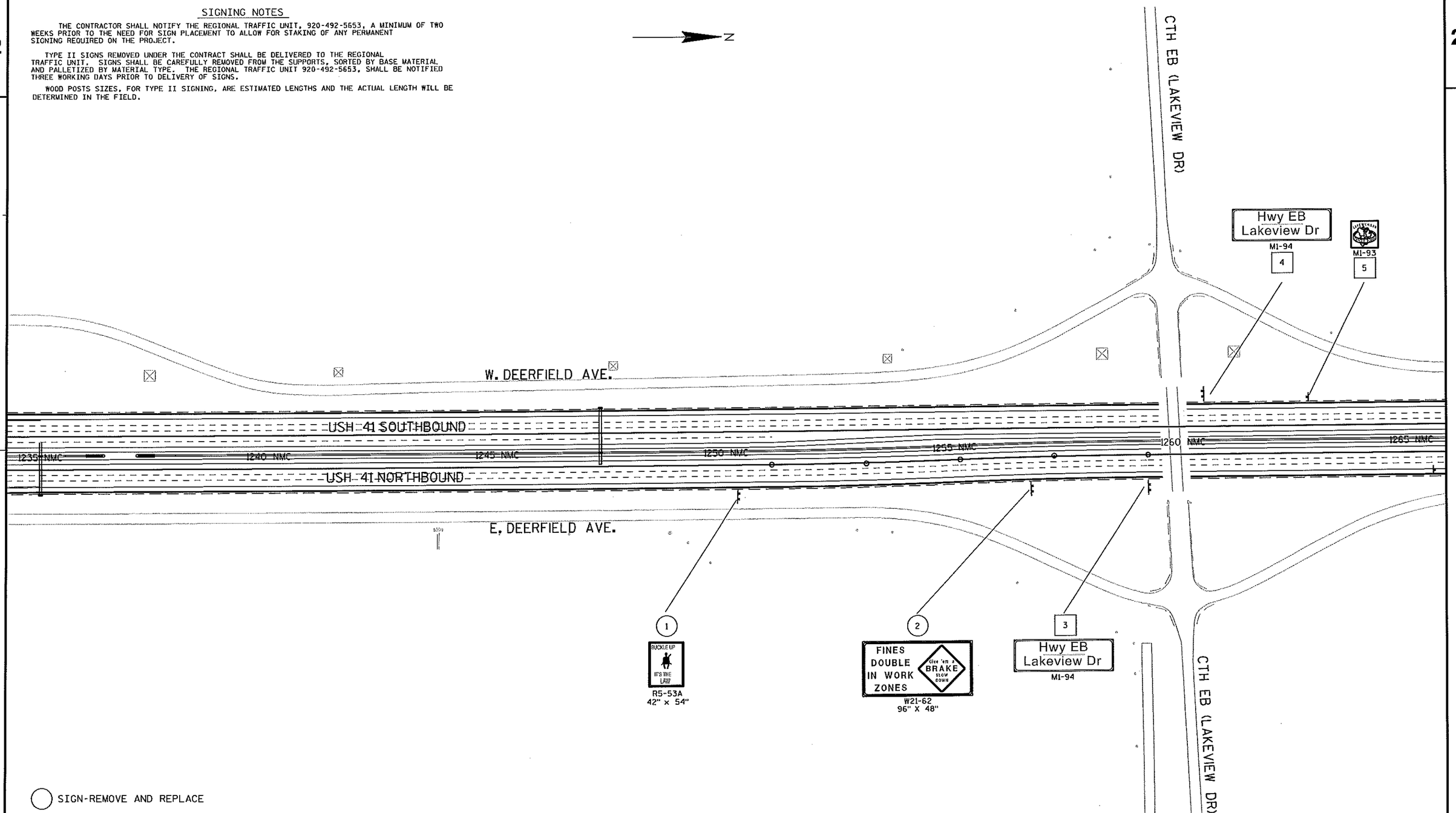
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE I	SHEET 327	E

SIGNING NOTES

THE CONTRACTOR SHALL NOTIFY THE REGIONAL TRAFFIC UNIT, 920-492-5653, A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

TYPE II SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.



SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE II	SHEET 328 E

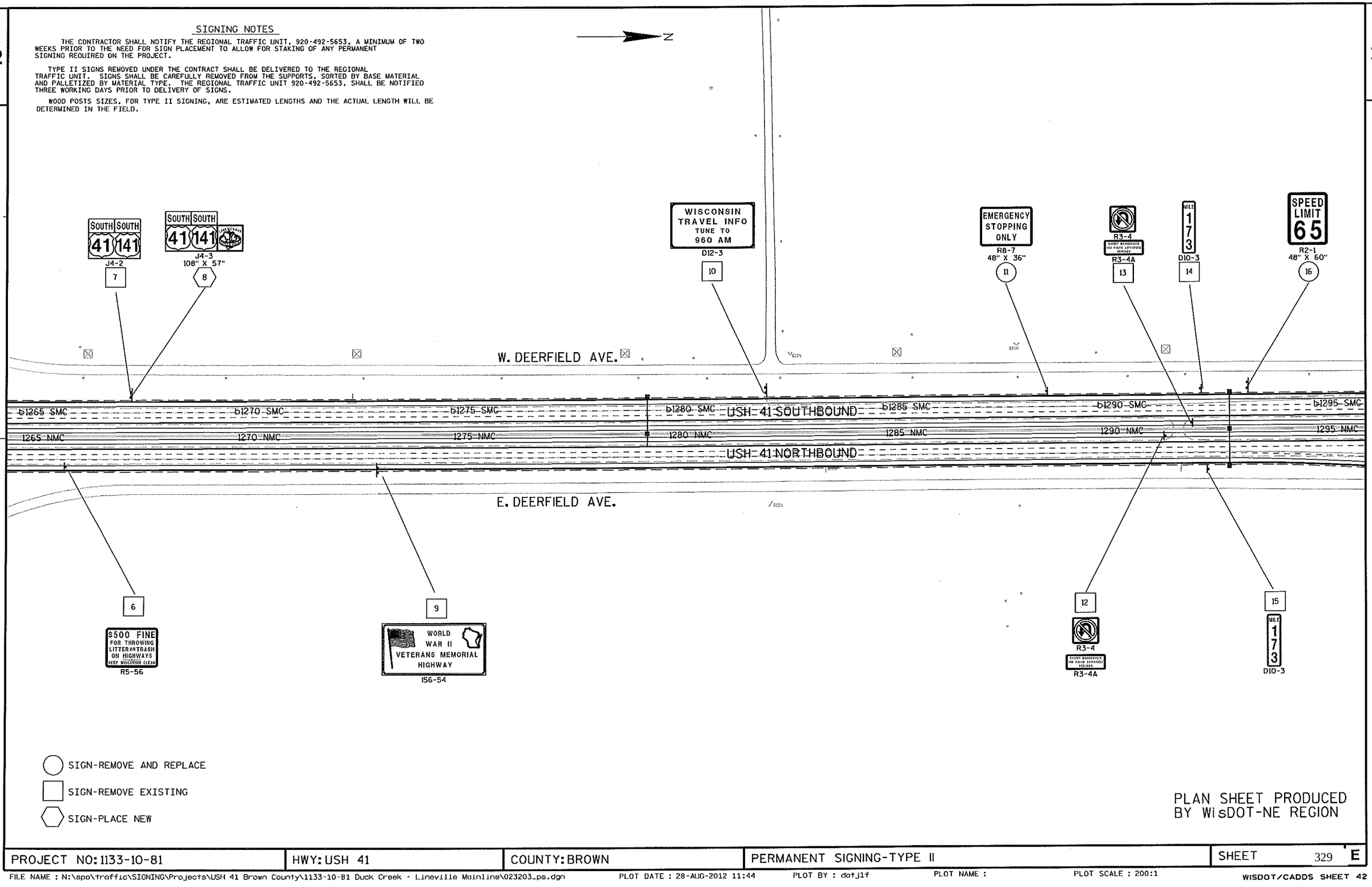
SIGNING NOTES

THE CONTRACTOR SHALL NOTIFY THE REGIONAL TRAFFIC UNIT, 920-492-5653, A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

TYPE II SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

N



SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE II	SHEET 329 E

SIGNING NOTES

THE CONTRACTOR SHALL NOTIFY THE REGIONAL TRAFFIC UNIT, 920-492-5653, A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

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WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

N

W. DEERFIELD AVE.

E. DEERFIELD AVE.

CTH M (LINEVILLE RD)

USH 41 SOUTHBOUND

USH 41 NORTHBOUND

b1295 SMC
1295 NMC
b1300 SMC
1300 NMC
b1305 SMC
1305 NMC
b1310 SMC
1310 NMC
b1315 SMC
1315 NMC
b1320 SMC
1320 NMC
b1325 SMC
1325 NMC

SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE II	SHEET 330	E

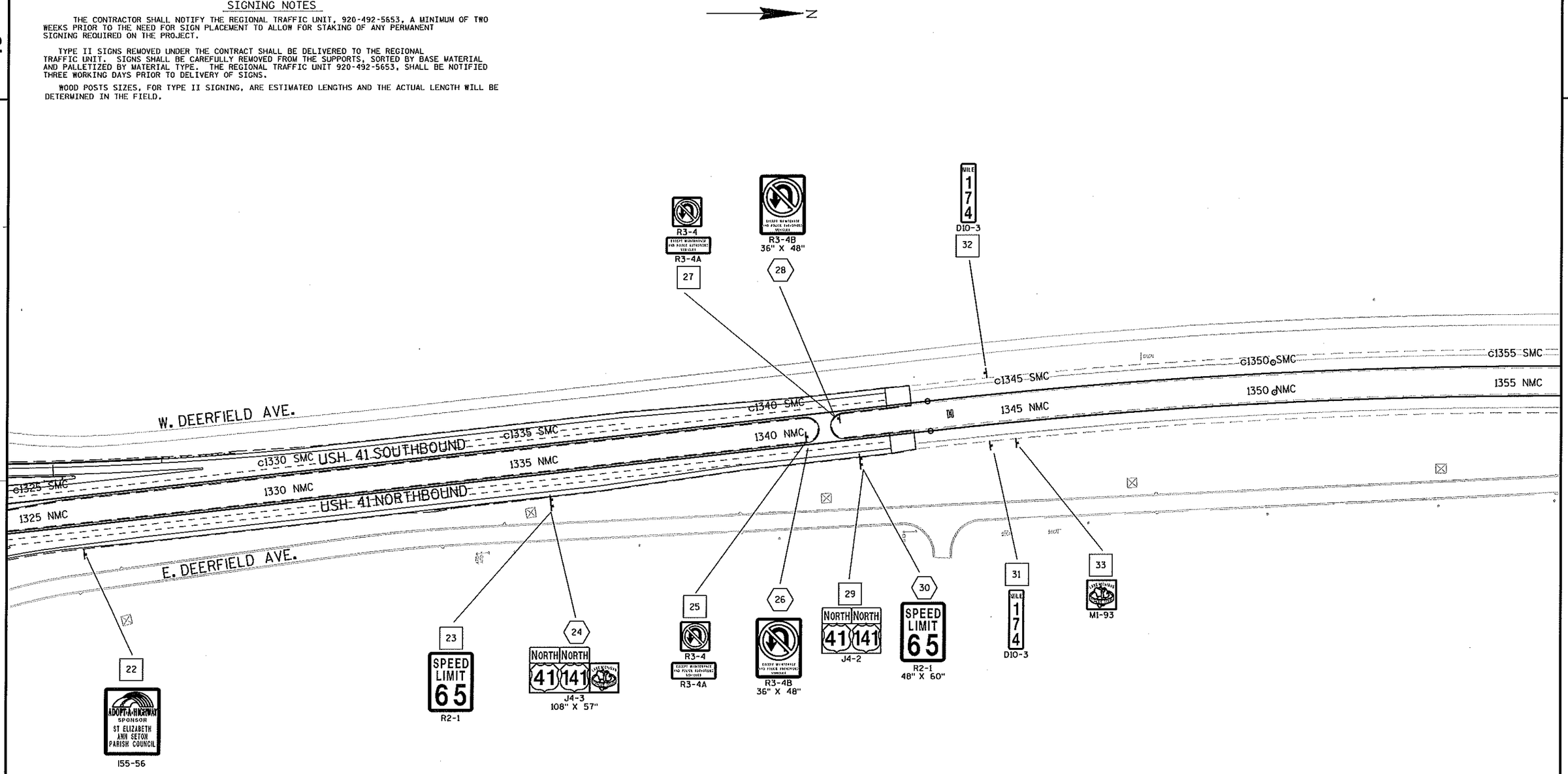
FILE NAME : N:\spo\traffic\SIGNING\Projects\USH 41 Brown County\1133-10-81 Duck Creek - Lineville Mainline\023204_ps.dgn PLOT DATE : 15-OCT-2012 14:47 PLOT BY : dotjlf PLOT NAME : PLOT SCALE : 200:1 WISDOT/CADDS SHEET 42

SIGNING NOTES

THE CONTRACTOR SHALL NOTIFY THE REGIONAL TRAFFIC UNIT, 920-492-5653, A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

TYPE II SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.



SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WISDOT-NE REGION

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE II	SHEET 331 E

FILE NAME : N:\spo\traffic\SIGNING\Projects\USH 41 Brown County\1133-10-81 Duck Creek - Lineville Mainline\023205_ps.dgn PLOT DATE : 28-AUG-2012 11:45 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

SIGNING NOTES

THE CONTRACTOR SHALL NOTIFY THE REGIONAL TRAFFIC UNIT, 920-492-5653, A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING IF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

SEE SHEET 2 OF 4 TYPE II SIGNING
SEE SHEET 3 OF 4 TYPE II SIGNING

N

W DEERFIELD AVE

SW RAMP

USH 41 SB

USH 41 NB

SE RAMP

E DEERFIELD AVE

NW RAMP

NE RAMP

PARKFIELD CT.

b1300 SMC
b1305 SMC
b1310 SMC
b1315 SMC
c1320 SMC
c1325 SMC
1300 NMC
1305 NMC
1310 NMC
1315 NMC
1320 NMC
1325 NMC

W4-3R
48" X 48"
4

VILLAGE OF Howard
I2-3A
78" X 30"
150A

150
W4-1
48" X 48"

W2-6
30" X 30"
141

15 M.P.H.
W13-1
18" X 18"
141A

D4-56L
36" X 36"
144

PARK & RIDE
D4-2L
36" X 48"
143

W3-2
36" X 36"
142

W2-6
36" X 36"
145

15 M.P.H.
W13-1
24" X 24"
145A

W2-6
36" X 36"
145B

15 M.P.H.
W13-1
24" X 24"
145C

EXIT 173
E5-1A
90" X 60"
146

1
EXIT 173
E5-1A
90" X 60"

2
W2-6
36" X 36"
2A
15 M.P.H.
W13-1
24" X 24"

2B
W2-6
36" X 36"
2C
15 M.P.H.
W13-1
24" X 24"

84
W3-2
36" X 36"

3
D4-56L
36" X 36"

5
W2-6
30" X 30"
5A
15 M.P.H.
W13-1
18" X 18"

148
STOP
R1-1
30" X 30"

149
W2-6
30" X 30"
149A
15 M.P.H.
W13-1
18" X 18"

SIGN-PLACE NEW

SHEET 1 OF 4 TYPE II SIGNING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE II	SHEET E

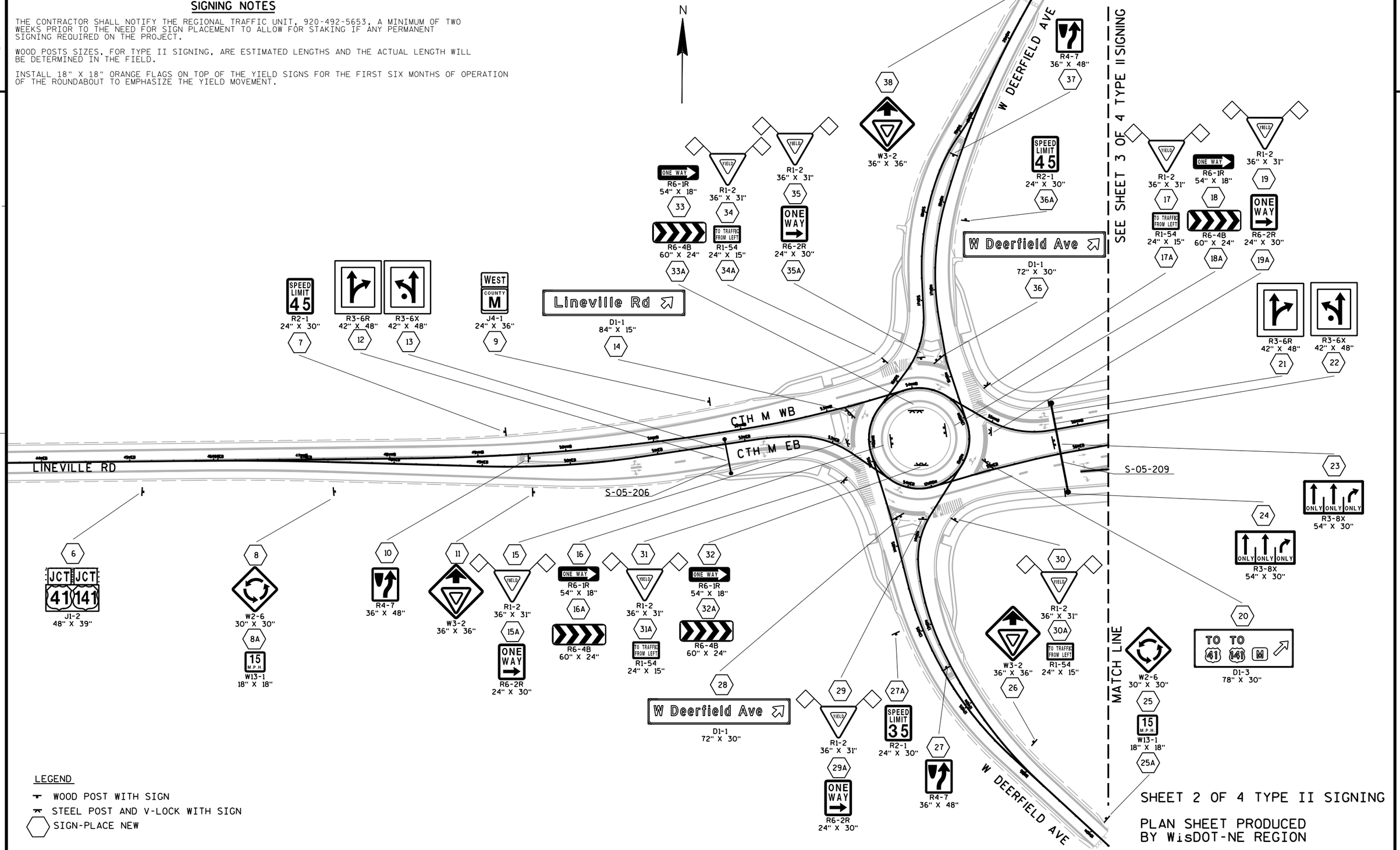
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

SIGNING NOTES

THE CONTRACTOR SHALL NOTIFY THE REGIONAL TRAFFIC UNIT, 920-492-5653, A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING IF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.



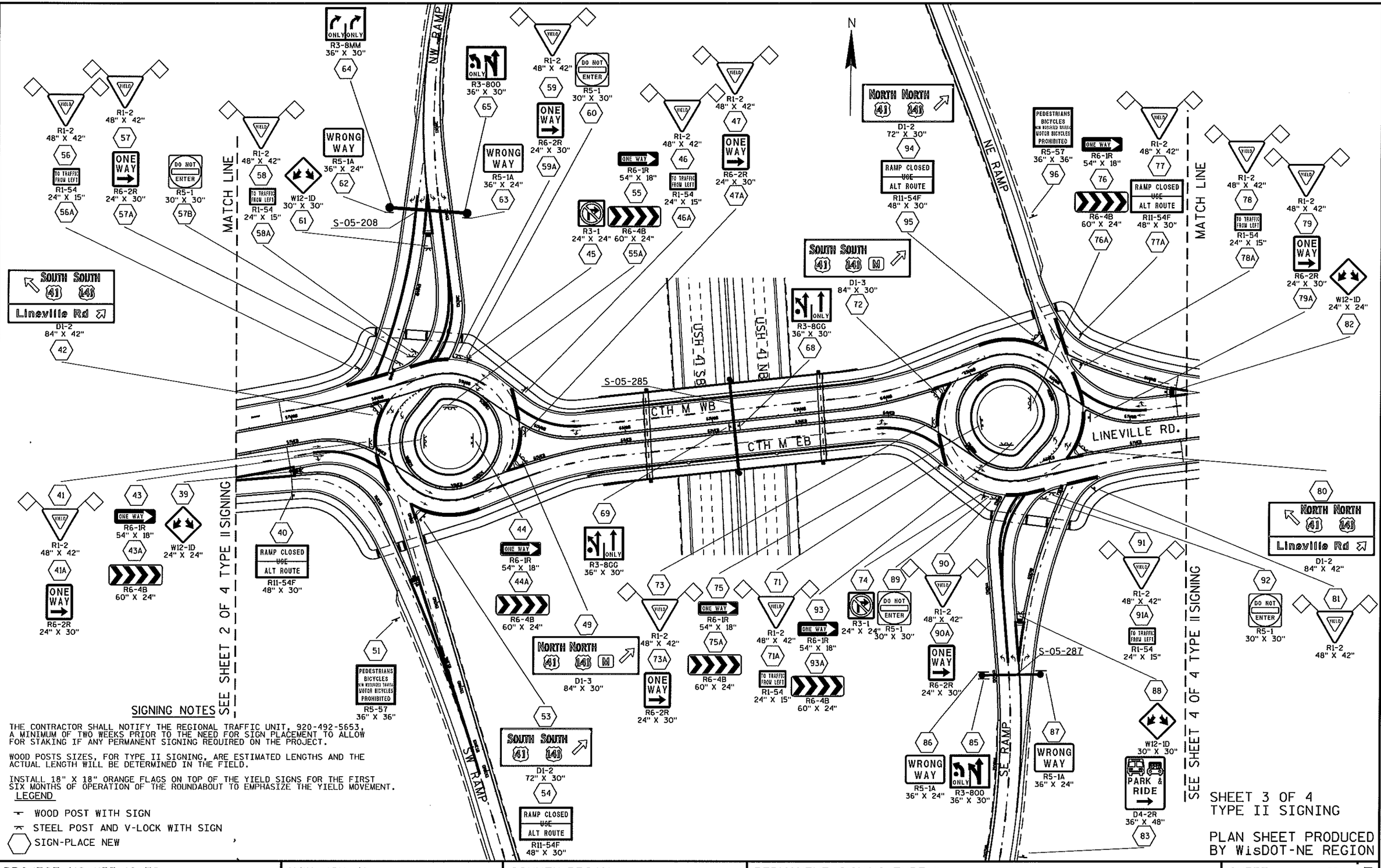
LEGEND

- WOOD POST WITH SIGN
- STEEL POST AND V-LOCK WITH SIGN
- SIGN-PLACE NEW

SHEET 2 OF 4 TYPE II SIGNING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE II	SHEET 333	E



SIGNING NOTES

THE CONTRACTOR SHALL NOTIFY THE REGIONAL TRAFFIC UNIT, 920-492-5653, A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING IF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

LEGEND

- WOOD POST WITH SIGN
- STEEL POST AND V-LOCK WITH SIGN
- SIGN-PLACE NEW

SHEET 3 OF 4
TYPE II SIGNING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

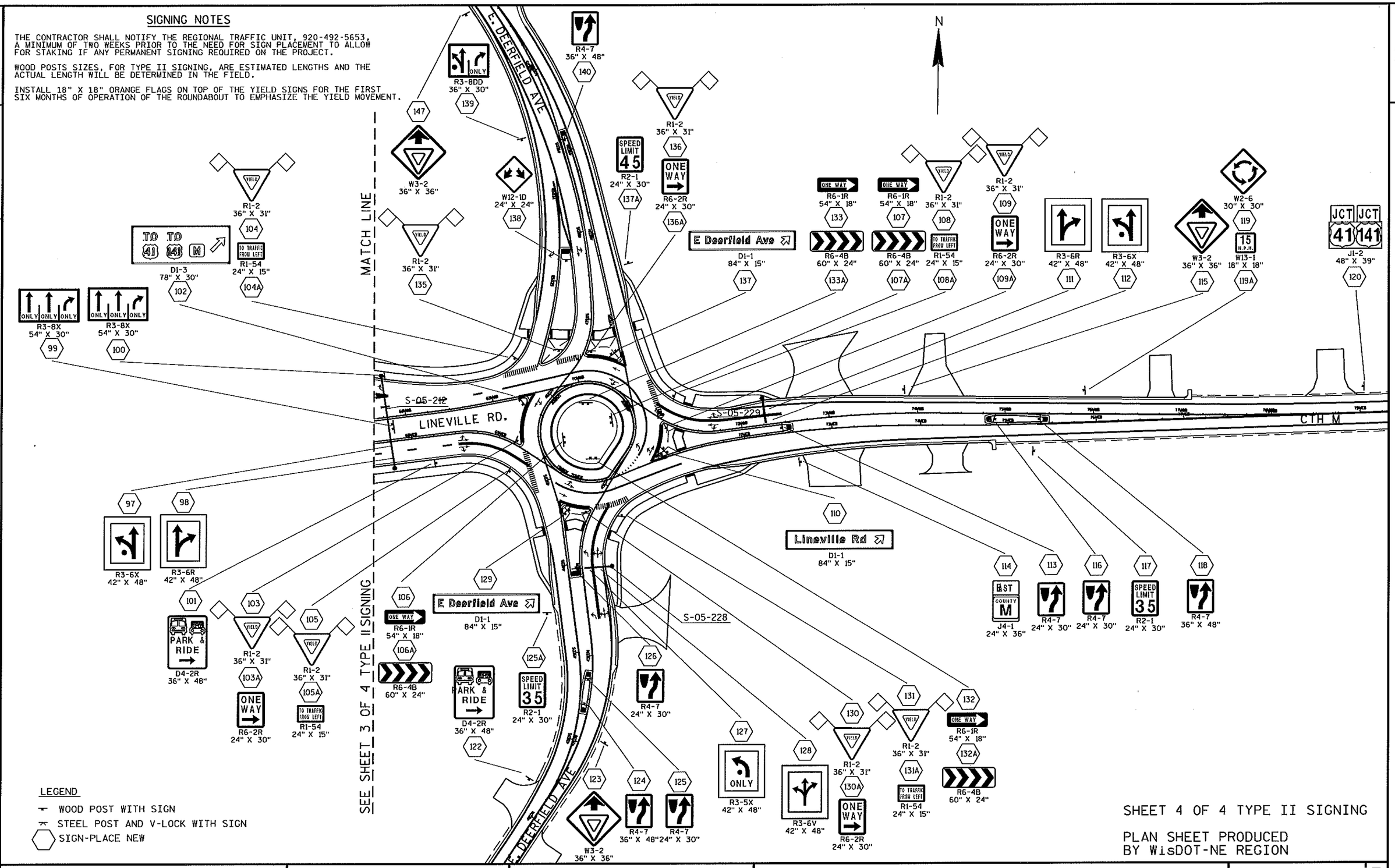
PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE II	SHEET 334 E

SIGNING NOTES

THE CONTRACTOR SHALL NOTIFY THE REGIONAL TRAFFIC UNIT, 920-492-5653, A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING IF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.



LEGEND

- WOOD POST WITH SIGN
- STEEL POST AND V-LOCK WITH SIGN
- SIGN-PLACE NEW

SHEET 4 OF 4 TYPE II SIGNING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE II	SHEET 335 E

FILE NAME : N:\spo\traffic\SIGNING\Projects\USH 41 Brown County\1133-10-72 Lineville Interchange\023204_ps.dgn PLOT DATE : 22-OCT-2012 08:28 PLOT BY : dotjlf PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

SIGNING NOTES

THE CONTRACTOR SHALL NOTIFY THE REGIONAL TRAFFIC UNIT, 920-492-5653, A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

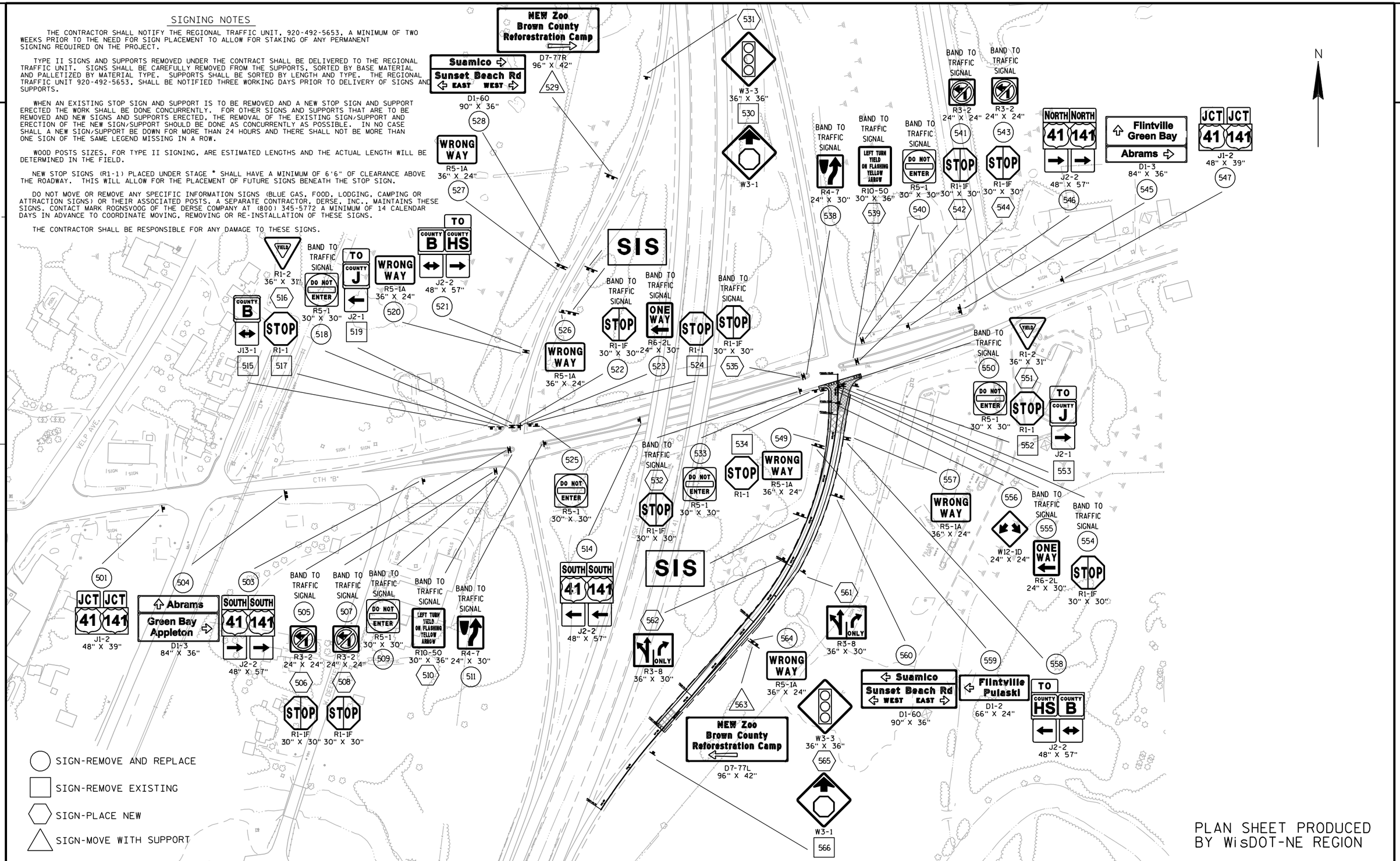
WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

NEW STOP SIGNS (R1-1) PLACED UNDER STAGE * SHALL HAVE A MINIMUM OF 6'6" OF CLEARANCE ABOVE THE ROADWAY. THIS WILL ALLOW FOR THE PLACEMENT OF FUTURE SIGNS BENEATH THE STOP SIGN.

DO NOT MOVE OR REMOVE ANY SPECIFIC INFORMATION SIGNS (BLUE GAS, FOOD, LODGING, CAMPING OR ATTRACTION SIGNS) OR THEIR ASSOCIATED POSTS. A SEPARATE CONTRACTOR, DERSE, INC., MAINTAINS THESE SIGNS. CONTACT MARK ROGNSVOOG OF THE DERSE COMPANY AT (800) 345-5772 A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO COORDINATE MOVING, REMOVING OR RE-INSTALLATION OF THESE SIGNS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE SIGNS.


NEW Zoo
Brown County
Reforestration Camp
D7-77R
96" X 42"
529
Suamico
Sunset Beach Rd
EAST WEST
D1-60
90" X 36"
528
WRONG WAY
R5-1A
36" X 24"
527
TO COUNTY B COUNTY HS
J2-2
48" X 57"
521
YIELD
R1-2
36" X 31"
516
BAND TO TRAFFIC SIGNAL
DO NOT ENTER
R5-1
30" X 30"
518
TO COUNTY J
J2-1
519
COUNTY B
J13-1
515
STOP
R1-1
517
WRONG WAY
R5-1A
36" X 24"
520
SIS
526
WRONG WAY
R5-1A
36" X 24"
522
STOP
R1-1F
30" X 30"
522
ONE WAY
R6-2L
24" X 30"
523
STOP
R1-1
524
STOP
R1-1F
30" X 30"
535
W3-3
36" X 36"
530
W3-1
531
BAND TO TRAFFIC SIGNAL
R4-7
24" X 30"
538
BAND TO TRAFFIC SIGNAL
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50
30" X 36"
539
BAND TO TRAFFIC SIGNAL
DO NOT ENTER
R5-1
30" X 30"
540
BAND TO TRAFFIC SIGNAL
R3-2
24" X 24"
541
STOP
R1-1F
30" X 30"
542
BAND TO TRAFFIC SIGNAL
R3-2
24" X 24"
543
STOP
R1-1F
30" X 30"
544
NORTH NORTH
41 141
J2-2
48" X 57"
546
Flintville
Green Bay
Abrams
D1-3
84" X 36"
545
JCT JCT
41 141
J1-2
48" X 39"
547
N
BAND TO TRAFFIC SIGNAL
550
DO NOT ENTER
R5-1
30" X 30"
YIELD
R1-2
36" X 31"
551
STOP
R1-1
552
TO COUNTY J
J2-1
553
BAND TO TRAFFIC SIGNAL
554
STOP
R1-1F
30" X 30"
ONE WAY
R6-2L
24" X 30"
555
BAND TO TRAFFIC SIGNAL
W12-1D
24" X 24"
556
BAND TO TRAFFIC SIGNAL
WRONG WAY
R5-1A
36" X 24"
557
Flintville
Pulaski
D1-2
66" X 24"
559
TO COUNTY HS COUNTY B
J2-2
48" X 57"
558
Suamico
Sunset Beach Rd
WEST EAST
D1-60
90" X 36"
560
R3-8
36" X 30"
561
WRONG WAY
R5-1A
36" X 24"
564
NEW Zoo
Brown County
Reforestration Camp
D7-77L
96" X 42"
563
W3-3
36" X 36"
565
W3-1
566
SIS
562
R3-8
36" X 30"
BAND TO TRAFFIC SIGNAL
532
STOP
R1-1F
30" X 30"
533
DO NOT ENTER
R5-1
30" X 30"
534
STOP
R1-1
WRONG WAY
R5-1A
36" X 24"
549
DO NOT ENTER
R5-1
30" X 30"
525
SOUTH SOUTH
41 141
J2-2
48" X 57"
514
501
JCT JCT
41 141
J1-2
48" X 39"
504
Abrams
Green Bay
Appleton
D1-3
84" X 36"
503
SOUTH SOUTH
41 141
J2-2
48" X 57"
BAND TO TRAFFIC SIGNAL
505
R3-2
24" X 24"
BAND TO TRAFFIC SIGNAL
507
R3-2
24" X 24"
BAND TO TRAFFIC SIGNAL
DO NOT ENTER
R5-1
30" X 30"
509
BAND TO TRAFFIC SIGNAL
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50
30" X 36"
510
BAND TO TRAFFIC SIGNAL
R4-7
24" X 30"
511
STOP
R1-1F
30" X 30"
506
STOP
R1-1F
30" X 30"
508
CTH "B"
VELP AVE.
CANADIAN PACIFIC RAILROAD
DEPOT
SIGN
SIGNALS
SIGN
SIGN
SIGN

413 REMOVE EXISTING E9-1

413 A REMOVE EXISTING GROUND MOUNT

2M-01 STA. 1328+50 CANTILEVER S-05-231

N

W DEERFIELD AVE

E DEERFIELD AVE

NW RAMP

NE RAMP

SW RAMP

SE RAMP

USH 41 NB

USH 41 SB

EXIT 173

412 A E1-5P 120" X 30"

M Lineville Rd

E6-1 228" X 90" 412

M Lineville Rd

E6-54R 192" X 90" 403

M Lineville Rd

E6-54L 192" X 90" 404

SOUTH SOUTH 41 141 Green Bay

E6-2 264" X 114" 406

NORTH NORTH 41 141 Marinette Iron Mountain ONLY

E6-54R 132" X 120" 409

M Lineville Rd

E6-2 120" X 90" 410

SOUTH SOUTH 41 141 Green Bay

E6-2 132" X 114" 411

S-05-208

S-05-229 CANTILEVER

LINEVILLE RD

CTH M

S-05-206

S-05-209

S-05-285

S-05-212

S-05-287

S-05-228 CANTILEVER

400

NORTH NORTH 41 141 Marinette Iron Mountain

E6-2 168" X 132"

401

M Lineville Rd

E6-2 120" X 90"

402

SOUTH SOUTH 41 141 Green Bay ONLY

E6-54R 108" X 102"

405

NORTH NORTH 41 141 Marinette Iron Mountain

M Lineville Rd

E6-2 300" X 114"

407

M Lineville Rd

E6-54L 192" X 90"

408

M Lineville Rd ONLY

E6-54R 120" X 90"

SIGN-PLACE NEW

SIGNING NOTES

DO NOT MOVE OR REMOVE ANY SPECIFIC INFORMATION SIGNS (BLUE GAS, FOOD, LODGING, CAMPING OR ATTRACTION SIGNS) OR THEIR ASSOCIATED POSTS. A SEPARATE CONTRACTOR, DERSE, INC., MAINTAINS THESE SIGNS. CONTACT MARK ROONSVOOG OF THE DERSE COMPANY AT (800) 345-5772 A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO COORDINATE MOVING, REMOVING OR RE-INSTALLATION OF THESE SIGNS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE SIGNS.

EXISTING TYPE I SIGNS (GROUND MOUNT / OVERHEAD) WILL NEED TO BE MOVED AND MOUNTED BASED ON STAGING NEEDS FOR EACH EXIT. ADVANCED EXIT SIGN AND EXIT GORE SIGN FOR EACH EXIT IS PREFERRED. TO BE DETERMINED BY ENGINEER, BASED ON NEED AND CONDITIONS IN THE FIELD.

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING-TYPE 1	SHEET 337 E

FILE NAME : N:\spo\troffic\SIGNING\Projects\USH 41 Brown County\1133-10-72 Lineville Interchange\023205_ps.dgn PLOT DATE : 29-JAN-2013 07:12 PLOT BY : dotjlf PLOT NAME : PLOT SCALE : 400:1

WISDOT/CADDS SHEET 42

SIGNING NOTES

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

DO NOT MOVE OR REMOVE ANY SPECIFIC INFORMATION SIGNS (BLUE GAS, FOOD, LODGING, CAMPING OR ATTRACTION SIGNS) OR THEIR ASSOCIATED POSTS. A SEPARATE CONTRACTOR, DERSE, INC., MAINTAINS THESE SIGNS. CONTACT MARK ROGNSVOOG OF THE DERSE COMPANY AT (800) 345-5772 A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO COORDINATE MOVING, REMOVING OR RE-INSTALLATION OF THESE SIGNS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE SIGNS.

N

W. DEERFIELD AVE

SW RAMP

USH 41 SB

USH 41 NB

SE RAMP

E. DEERFIELD AVE.

NW RAMP

NE RAMP

CTH M EBND.

CTH M WBND.

USH 41 SB

USH 41 NB

E. DEERFIELD AVE.

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED
R5-57
219

TO COUNTY J COUNTY M
J3-2
215

WRONG WAY
R5-1A
216

WRONG WAY
R5-1A
214

Lineville Road East West
D1-3
213

STOP AHEAD
W3-1
212

218

217

WRONG WAY
R5-1A

Howard Industrial Park
D1-3

SIS SIS
202

WRONG WAY
R5-1A

Howard Industrial Park
D1-3
209

WRONG WAY
R5-1A
210

201

STOP AHEAD
W3-1

203

Lineville Rd West East
D1-3

204

WRONG WAY
R5-1A

205

WILDLIFE VIEWING AREA
M1-86

206

M1-88A

207

208

TO COUNTY M COUNTY J
J3-2

WRONG WAY
R5-1A

211

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED
R5-57

SIS SIS

SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	SIGN REMOVALS	SHEET E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

SIGNING NOTES

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THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE SIGNS.

2

2

N

W. DEERFIELD AVE

NW RAMP

NO PASSING ZONE W14-3 221

STOP R1-1 222 | R4-7 232 | NO TRUCKS OVER 8000LBS R12-3 224 | R5-2 223

NO PARKING ANY SUAMICO STREET DEC 1 TO APR 15 2AM TO 6AM SP 227

SPEED LIMIT 45 R2-1 225

VILLAGE OF SUAMICO INCORPORATED 2003 POPULATION 11,346 VISIT WWW.SUAMICO.ORG SP 226

DO NOT ENTER R5-1 234 | W6-3 235 | WRONG WAY R5-1A 237 | STOP R1-1 240 | ONE WAY R6-2R 241 | STOP R1-1 243

ONE WAY R6-2L 244 | STOP R1-1 247 | PARK & RIDE D4-2L 248

DO NOT ENTER R5-1 249 | R3-1 253 | SOUTH 41 SOUTH 141 J3-2 254 | DO NOT ENTER R5-1 255

WRONG WAY R5-1A 258

Green Bay Fond du Lac D1-3 259

SEE NEXT SHEET

CTH M WB

LINEVILLE RD.

CTH M EB

MATCH LINE

JCT 41 JCT 141 J1-2 220

NO PARKING SP 229

SPEED LIMIT 35 R2-1 230

SNOWMOBILE ROUTE D11-6 231

STOP R1-1 228 | SPEED LIMIT 35 R2-1 233

WRONG WAY R5-1A 236A

Oconto Pembine / Green Bay D1-3 236

SOUTH 41 SOUTH 141 J3-2 238 | DO NOT ENTER R5-1 239 | DO NOT ENTER R5-1 242 | ONE WAY R6-2L 245 | R3-2 246

STOP AHEAD W3-1 250 | ONE WAY R6-2L 251 | R4-7 252 | NORTH 41 NORTH 141 J3-2 256 | LEFT TURN LANE R3-56L 257

W. DEERFIELD AVE

SW RAMP

USH 41 SB

USH 41 NB

SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	SIGN REMOVALS	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

SIGNING NOTES

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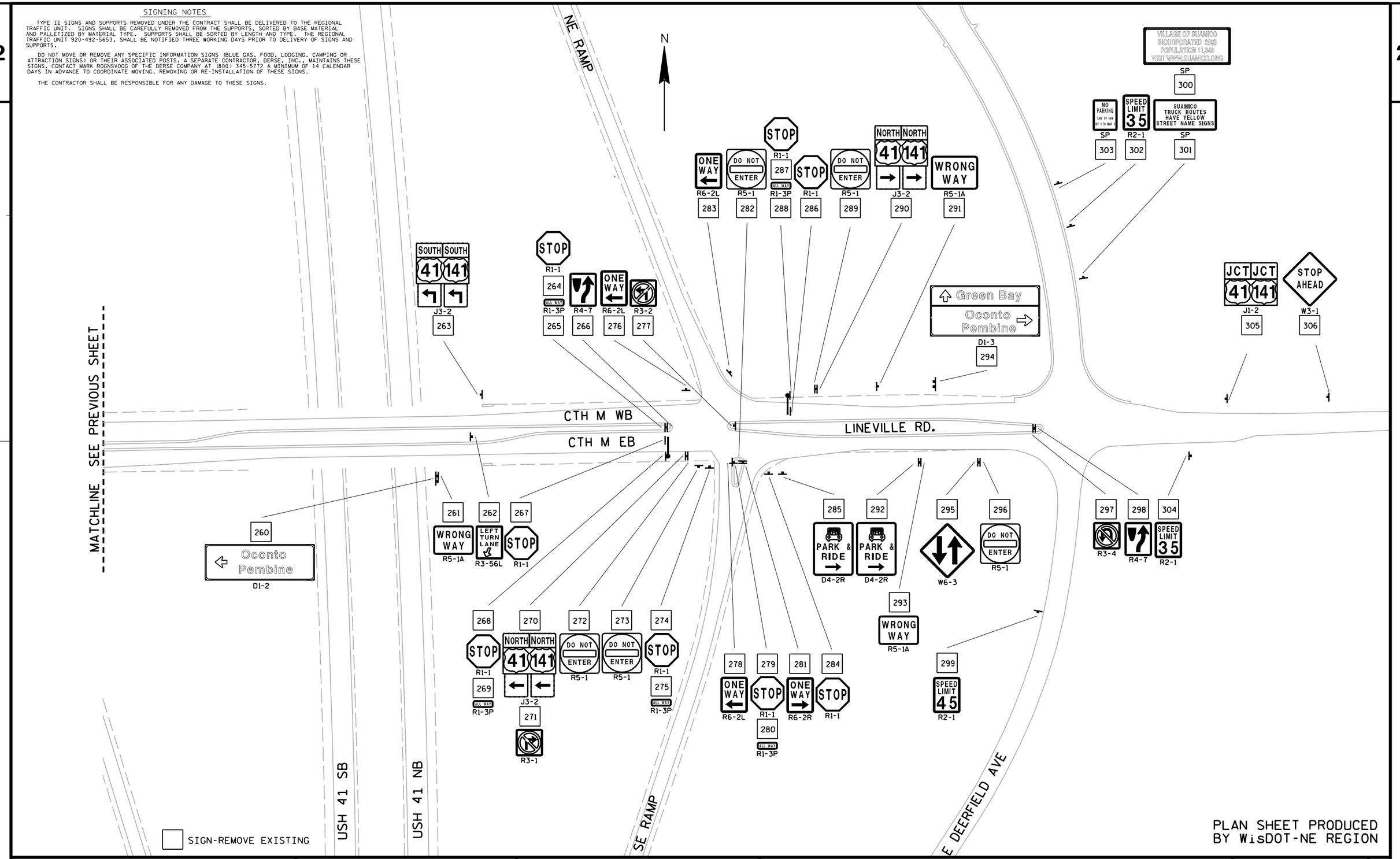
THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE SIGNS.



PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	SIGN REMOVALS	SHEET 340	E

2

ITS GENERAL NOTES

THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND TECHNICAL SPECIAL PROVISIONS. ALL SCALES, DIMENSIONS AND LOCATIONS SHOWN IN THESE PLANS ARE APPROXIMATE. ACTUAL PHYSICAL FIELD CONDITIONS SHALL PROVIDE THE BASIS FOR THE APPLICATION OF WORK SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE APPLICATION OF ALL WORK SHOWN IN THE PLANS TO THE ACTUAL PHYSICAL FIELD CONDITIONS TO PROVIDE A COMPLETE AND ACCEPTED PROJECT. IN THE EVENT THAT ACTUAL PHYSICAL FIELD CONDITIONS AFFECT OR PREVENT THE APPLICATION OR PROGRESSION OF ANY WORK SHOWN IN THE PLANS OR TECHNICAL SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY, AND PRIOR TO ANY FURTHER WORK ACTIVITY. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY LOCATION CHANGES OTHER THAN MINOR ADJUSTMENTS.

BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.

BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUITS, PULL BOXES, COMMUNICATIONS VAULTS, POLES, FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED. THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.

NO TREES (AND/OR SHRUBS) ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

AREAS WITHIN RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR ITS CONSTRUCTION ARE TO BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, AND SEED AND MULCH. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS, BUT ALSO CONTAINING ITS CONSTRUCTION, WILL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS. NO PAYMENT WILL BE MADE FOR RESTORING AREAS DISTURBED FOR ITS CONSTRUCTION OPERATIONS.

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

BE ADVISED THAT DUE TO RAMP, LANE AND SHOULDER CLOSURE RESTRICTIONS AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT.

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.

NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: WOOD POLES, ITS FIELD CABINET BASE, DMS STRUCTURE FOOTINGS, CCTV CAMERA BASE, MICROWAVE DETECTOR BASES, CONDUIT, PULL BOXES AND COMMUNICATIONS VAULTS.

NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-5651, OR SECONDARY CONTACT AT 920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: RAMP CLOSURE GATE BASES AND RAMP CLOSURE GATE CONTROLLER CABINET BASES.

HAND DIG TRENCHES CROSSING EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE.

VISUALLY VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE OR SPECIAL METHOD.

ITS LEGEND

DESCRIPTION	SYMBOL
JUNCTION BOX	
CCTV CAMERA	
BASE MOUNTED CABINET	
POLE MOUNTED CABINET	
TYPE 5 OR CAMERA POLE	
COMMUNICATIONS PULL BOX 24X36	
ELECTRICAL PULL BOX 24X36	
COMMUNICATIONS VAULT	V
COMMUNICATIONS MANHOLE	M
MICROWAVE DETECTOR	
ITS CONDUIT	
ITS CONDUIT DIRECTIONAL BORE	
ITS CONDUIT ON STRUCTURE	
DYNAMIC MESSAGE SIGN	
PORTABLE CHANGEABLE MESSAGE SIGN	PCMS
ROAD WEATHER INFORMATION SYSTEM	
METER BREAKER PEDESTAL	
METER SOCKET	
BREAKER DISCONNECT BOX	
BARRICADE RACK	
RAMP GATE	
SOLAR RAMP GATE CONTROLLER CABINET	

ITS STANDARD ABBREVIATIONS

CCTV	-----	CLOSED CIRCUIT TELEVISION
RM	-----	RAMP METER
DMS	-----	DYNAMIC MESSAGE SIGN
PCMS	-----	PORTABLE CHANGEABLE MESSAGE SIGN
SDS	-----	SYSTEM DETECTOR STATION
S	-----	OVERHEAD SIGNAL SUPPORT
CS	-----	COUNT STATION
ATR	-----	AUTOMATIC TRAFFIC RECORDER
AF(A)	-----	ADVANCE FLASHER (ASSEMBLY)
CB	-----	CONTROLLER CABINET
CP	-----	CAMERA POLE
PF	-----	POLE FOUNDATION
PB	-----	PULL BOX
MH	-----	MANHOLE
CV	-----	COMMUNICATIONS VAULT
SB	-----	SIGNAL BASE
AP	-----	ANTENNA POLE
DS	-----	DRAINAGE STRUCTURE (ON ITS PLANS ONLY)
TAR	-----	TRAVELER ADVISORY RADIO
MD	-----	MICROWAVE DETECTOR
DP	-----	DETECTOR POLE
VDC	-----	VIDEO DETECTION CAMERA
VDCS	-----	VEHICLE DETECTION CLASSIFICATION SENSOR
FO	-----	FIBER OPTIC
RWIS	-----	ROAD WEATHER INFORMATION SYSTEM
WIM	-----	WEIGH IN MOTION
TTS	-----	TRACER TEST STATION

CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION
NE REGION
MR. RANDY ASMAN
920-492-7719
MR. SCOTT NELSON
920-492-5651
944 VANDERPERREN WAY
GREEN BAY, WI 54304

WISCONSIN DEPARTMENT OF TRANSPORTATION
STATEWIDE TRAFFIC OPERATIONS CENTER
MR. DEAN BEEKMAN
414-227-2154
MR. DON SCHELL
414-227-2148
433 W. ST. PAUL AVENUE, SUITE 300
MILWAUKEE, WI 53203

SRF CONSULTING GROUP
ADVANCED TRANSPORTATION SYSTEMS
MR. JORDAN SCHWARZE
763-452-4787
MR. BRIAN SCOTT
763-249-6764
1 CARLSON PARKWAY NORTH, SUITE 150
MINNEAPOLIS, MN 55447

INTELLIGENT TRANSPORTATION SYSTEM
PLANS PREPARED BY:

SRF CONSULTING GROUP, INC.
ONE CARLSON PARKWAY N, SUITE 150
MINNEAPOLIS, MN 55447

WISCONSIN
JORDAN J. SCHWARZE
E-41326
PLYMOUTH, MN
PROFESSIONAL ENGINEER

1/28/2013 (DATE)

Jordan Schwarze (SIGNATURE)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS GENERAL NOTES SHEET	SHEET 341	E

2

9TH STREET

MASON STREET

ITS SHEETS 37-38

STH 29

MEMORIAL DRIVE

USH 41

VELP AVENUE

LAKEVIEW DRIVE

LINEVILLE ROAD

DEVON STREET

ITS SHEET 46

DUCK CREEK

ITS SHEET 40

ITS SHEET 45

ITS SHEET 47

IH 43

MILITARY AVENUE

ATKINSON DRIVE

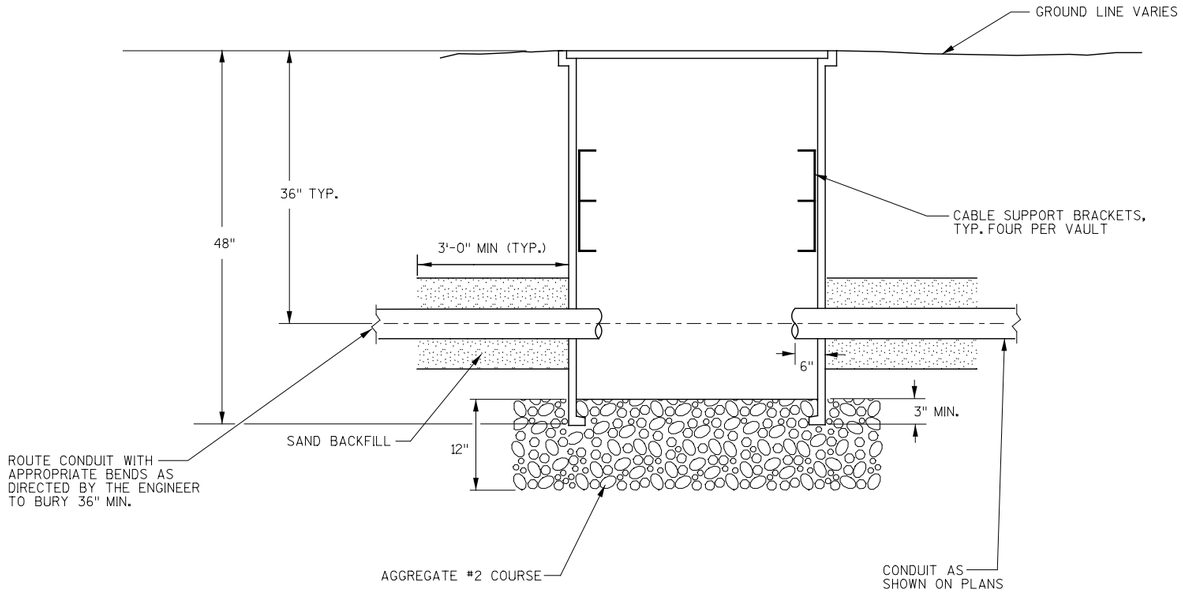
N

0 1000 2000

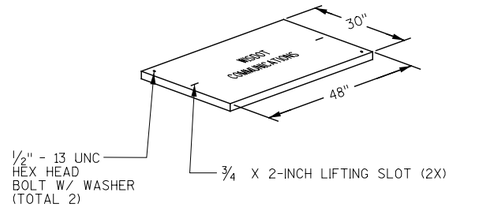
SCALE IN FEET

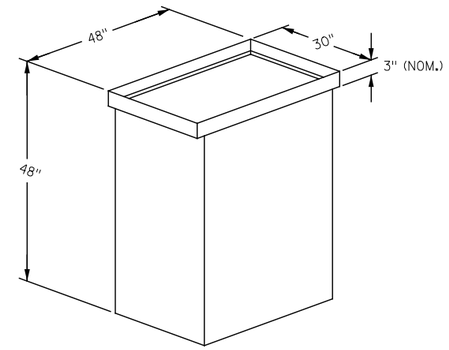
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS PROJECT OVERVIEW	SHEET 342	E

NOT TO SCALE

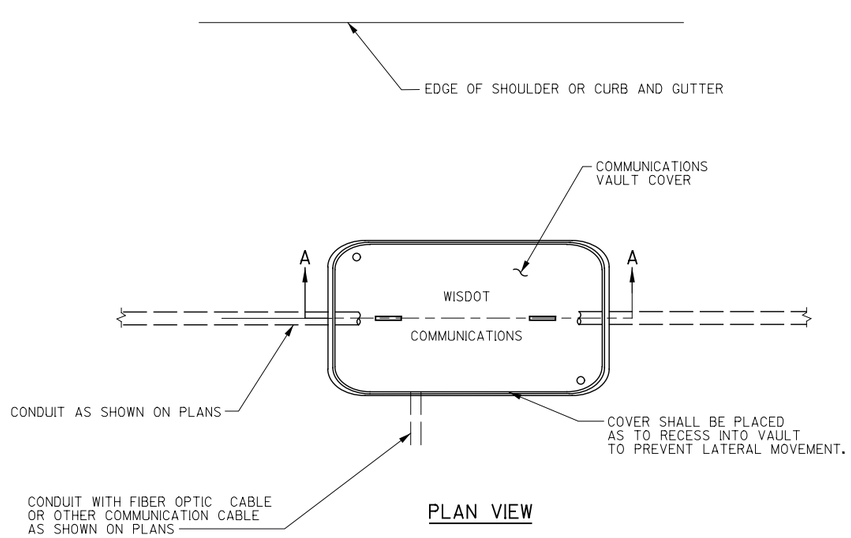


ELEVATION VIEW
SECTION A-A





ISOMETRIC VIEW



PLAN VIEW

NOTES

BOX SHALL HAVE AN OPEN BASE.

COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

VAULT COVERS TO BE IMPRINTED WITH "WISDOT COMMUNICATIONS" IN 2-INCH LETTERING.

ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

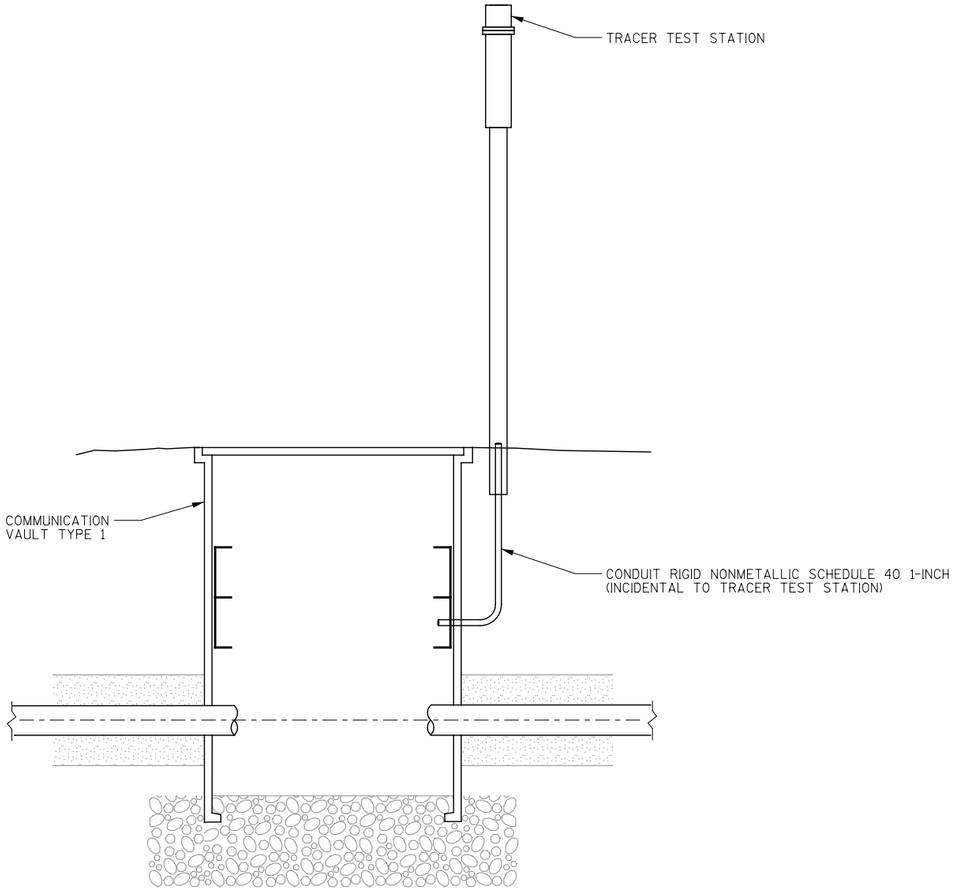
FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

NOTE: COMMUNICATION VAULT TYPE 1 SHOWN ON ITS PLANS AS...

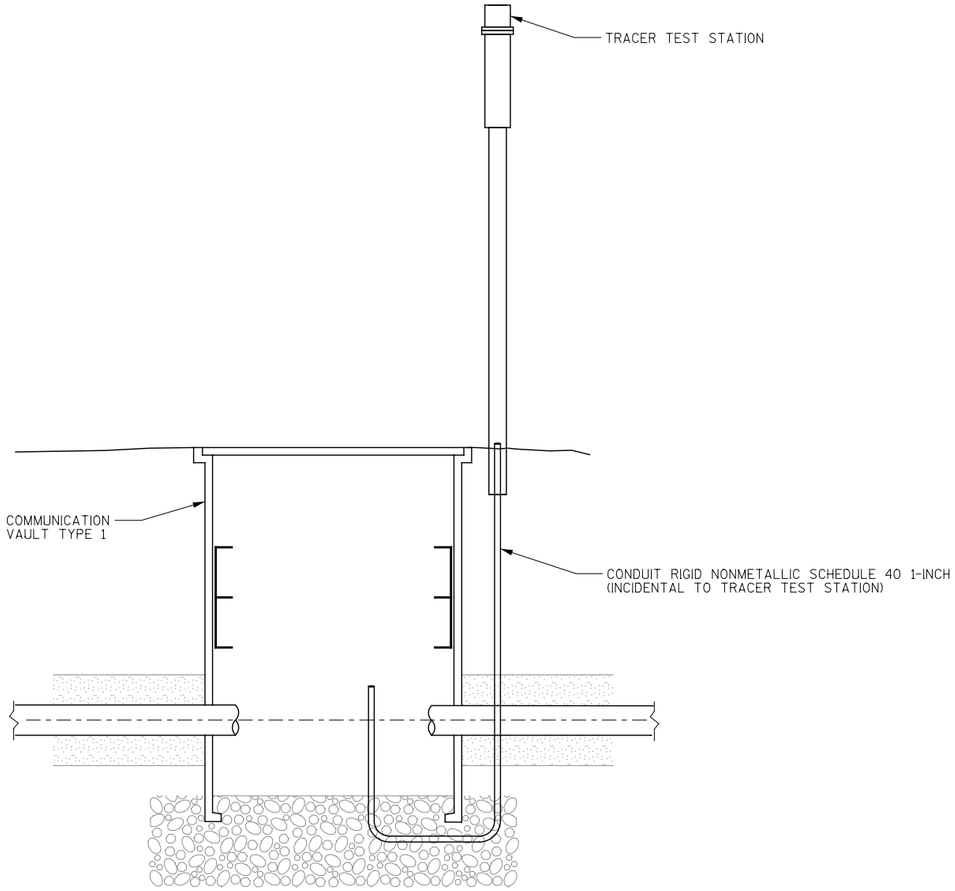
V CV__

COMMUNICATION VAULT TYPE 1

NOT TO SCALE



INSTALLATION METHOD A



INSTALLATION METHOD B

ELEVATION VIEW

TRACER TEST STATION

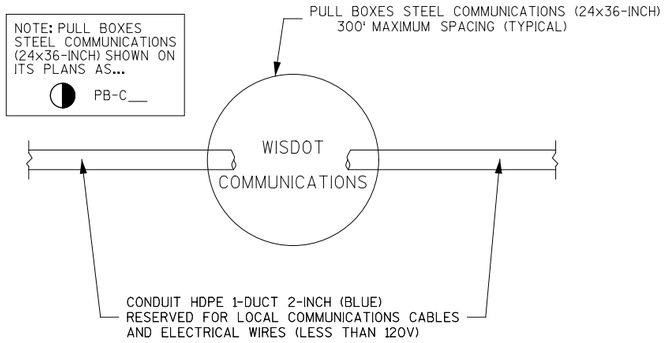
CV1 - STATION 1249+20 SMC LT
CV3 - 101LK+05 LT
CV4 - 1281+85 SMC LT
CV5 - 1299MD+00 LT
CV8 - 60MWB+70 LT
CV10 - 1325+20 SMC LT

NOTES

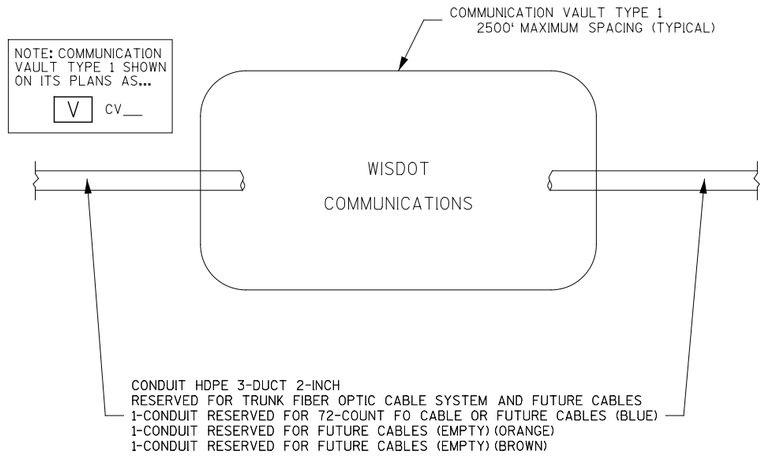
EITHER INSTALLATION METHOD A OR B MAY BE DEPLOYED.
MAKE CONNECTIONS TO TRACER WIRES AS APPROPRIATE.
CAP UNUSED CONDUITS AT GRADE.

NOTE: TRACER TEST STATION SHOWN ON ITS PLANS AS...
V CV__(TTS)

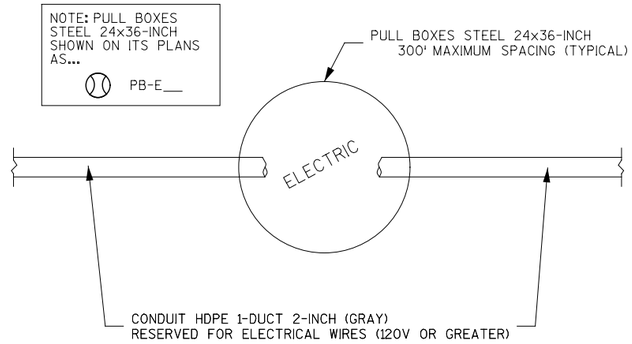
NOT TO SCALE



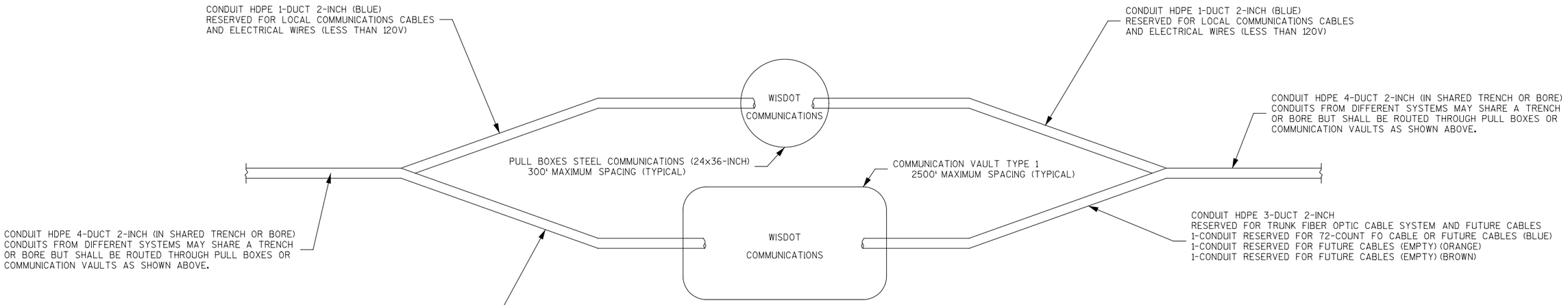
LOCAL COMMUNICATIONS SYSTEM CONDUIT ROUTING



TRUNK COMMUNICATIONS SYSTEM CONDUIT ROUTING



ELECTRIC SYSTEM CONDUIT ROUTING



TYPICAL SHARED LOCAL & TRUNK
COMMUNICATIONS SYSTEM CONDUIT ROUTING

NOTES

FIBER OPTIC CABLE MARKERS SHALL BE PLACED ALONG CONDUIT CONTAINING FIBER OPTIC CABLE, AS WELL AS CONDUIT SEGMENTS BETWEEN COMMUNICATIONS VAULTS THAT DO NOT CONTAIN FIBER OPTIC CABLE. CONDUIT RUNS OF GREATER THAN 100 FEET BETWEEN A COMMUNICATIONS VAULT AND A CONTROL CABINET SHALL ALSO WARRANT FIBER OPTIC CABLE MARKERS. FIBER OPTIC CABLE WARNING TAPE MAY BE SUBSTITUTED FOR MARKERS WHEN CALLED OUT IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

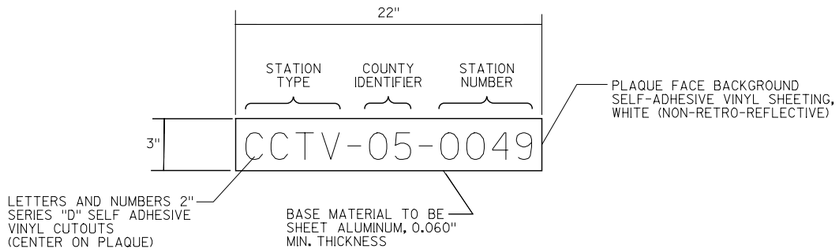
ELECTRIC SYSTEM CONDUIT MAY SHARE A TRENCH OR BORE WITH LOCAL AND/OR TRUNK COMMUNICATIONS SYSTEM CONDUIT. HOWEVER, ELECTRIC SYSTEM CONDUIT SHALL BE ROUTED THROUGH ELECTRIC PULL BOXES.

CONDUIT RIGID NONMETALLIC SCHEDULE 40 OR 80 2-INCH SHALL BE PLACED IN LIEU OF CONDUIT HDPE 1-DUCT 2-INCH ON THE LOCAL COMMUNICATIONS SYSTEM AND THE ELECTRIC SYSTEM WHEN CALLED OUT IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

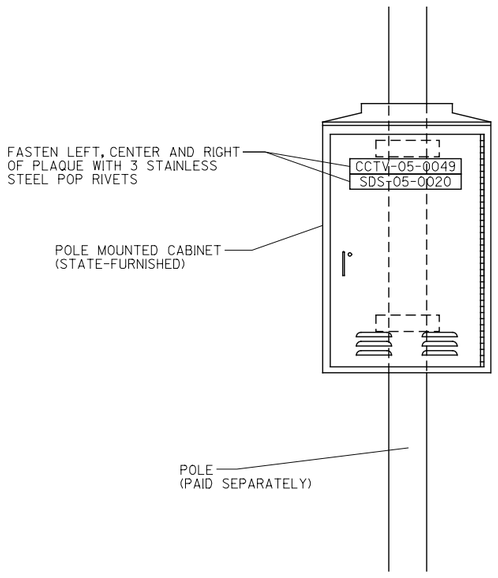
A COMMUNICATIONS MANHOLE SHALL BE PLACED IN LIEU OF A COMMUNICATIONS VAULT WHEN ACCESS TO TRUNK COMMUNICATIONS SYSTEM CONDUIT IS DESIRED WITHIN A PAVEMENT STRUCTURE

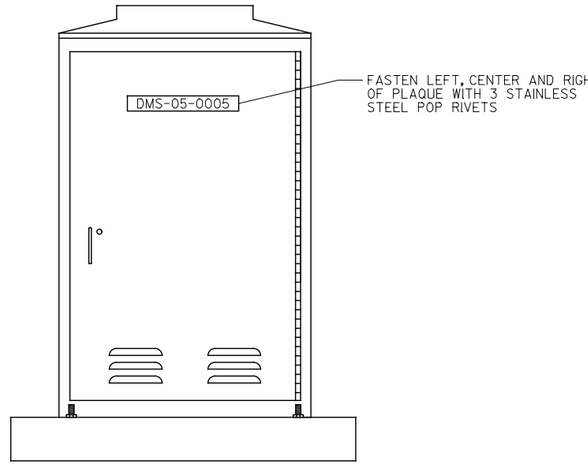
ITS TYPICAL CABLE/CONDUIT ROUTING

NOT TO SCALE



CONTROL CABINET IDENTIFICATION PLAQUE DETAIL





CONTROL CABINET IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

(TYPICAL ALL CONTROL CABINETS)

ELEVATION VIEW

PLAQUES SEQUENCE IDENTIFICATION

USH 41 @ LINEVILLE ROAD

CCTV-05-0049

SDS-05-0020

STATION 61 MWB+20 LT

USH 41 NEAR DEVON STREET

SB DMS-05-0005 (CABINET)

STATION 1281+60 SMC LT

LEGEND STATION TYPE

RM - RAMP METER
CCTV - CLOSED CIRCUIT TELEVISION
ATR - AUTOMATIC TRAFFIC RECORDER
SDS - SYSTEM DETECTOR STATION
DMS - DYNAMIC MESSAGE SIGN
G - RAMP CLOSURE GATE

CONTROL CABINET NOTES

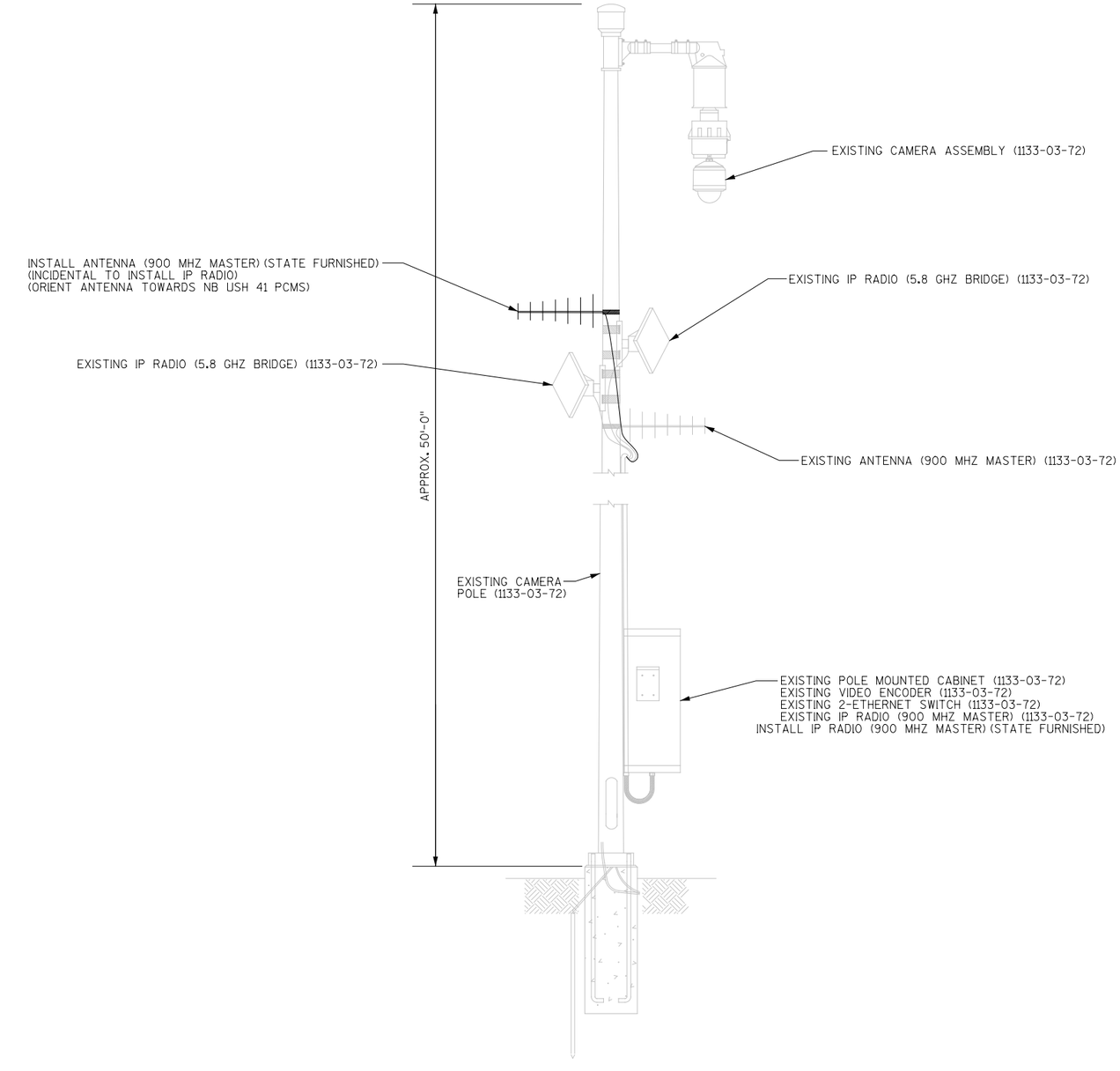
TWO PLAQUES PER DEVICE REQUIRED ON CONTROL CABINET.

FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.

FASTEN ONE PLAQUE ON SIDE FACING LOCAL STREET. IF NO LOCAL STREET NEARBY, OR IF SUCH LOCATION COINCIDES WITH LOCATION OF PLAQUE IN NOTE 2, FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.

COUNTY NUMBER NOT REQUIRED ON RAMP METER CABINETS.

NOT TO SCALE



ELEVATION VIEW

INSTALL IP RADIO

USH 41 @ MASON STREET

EXISTING CCTV-05-0044 (1133-03-72)

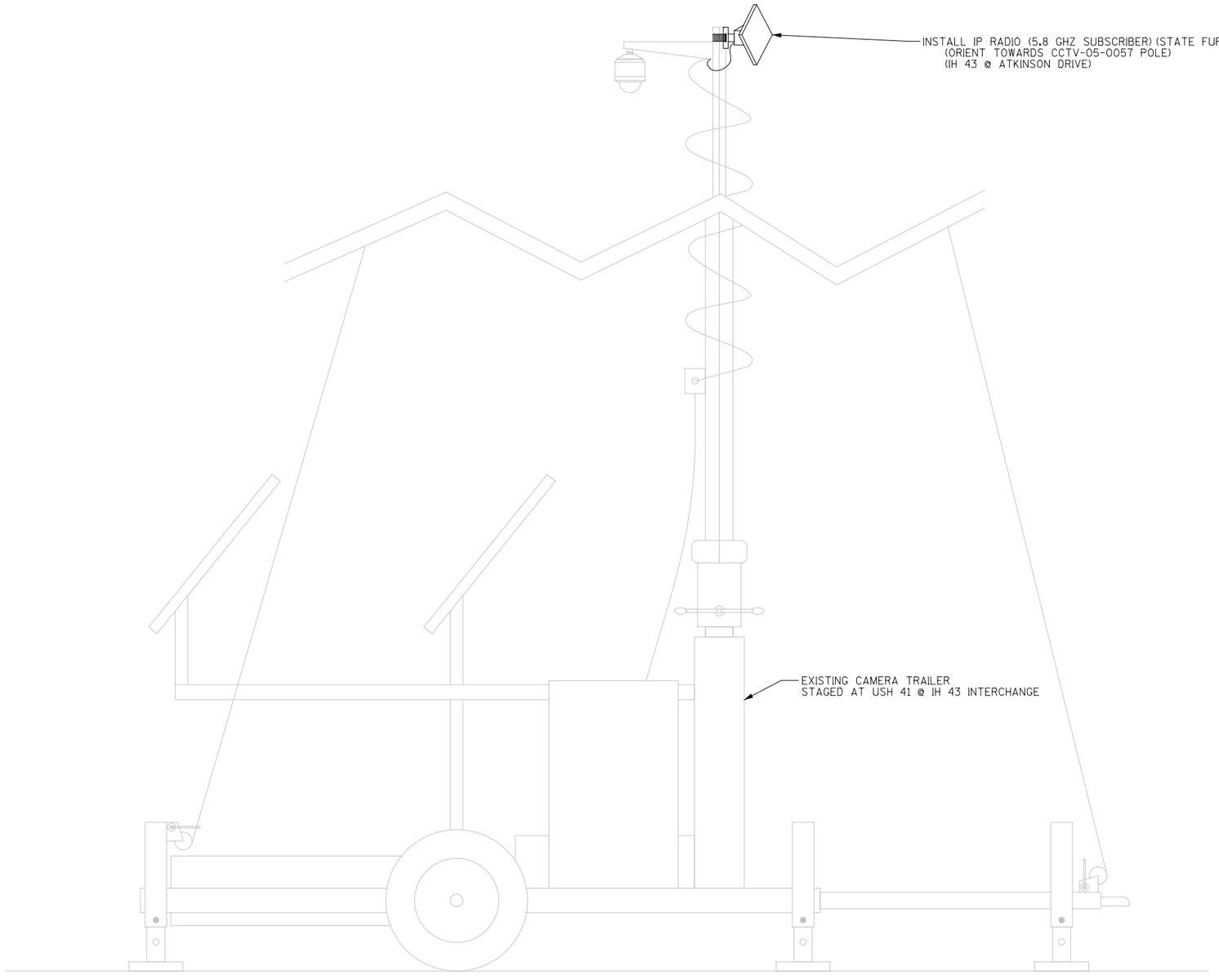
STATION 1037SB+80 LT

NOTES

MOUNT EQUIPMENT TO POLE USING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS CONSTRUCTION DETAILS	SHEET 347	E

NOT TO SCALE



ELEVATION VIEW

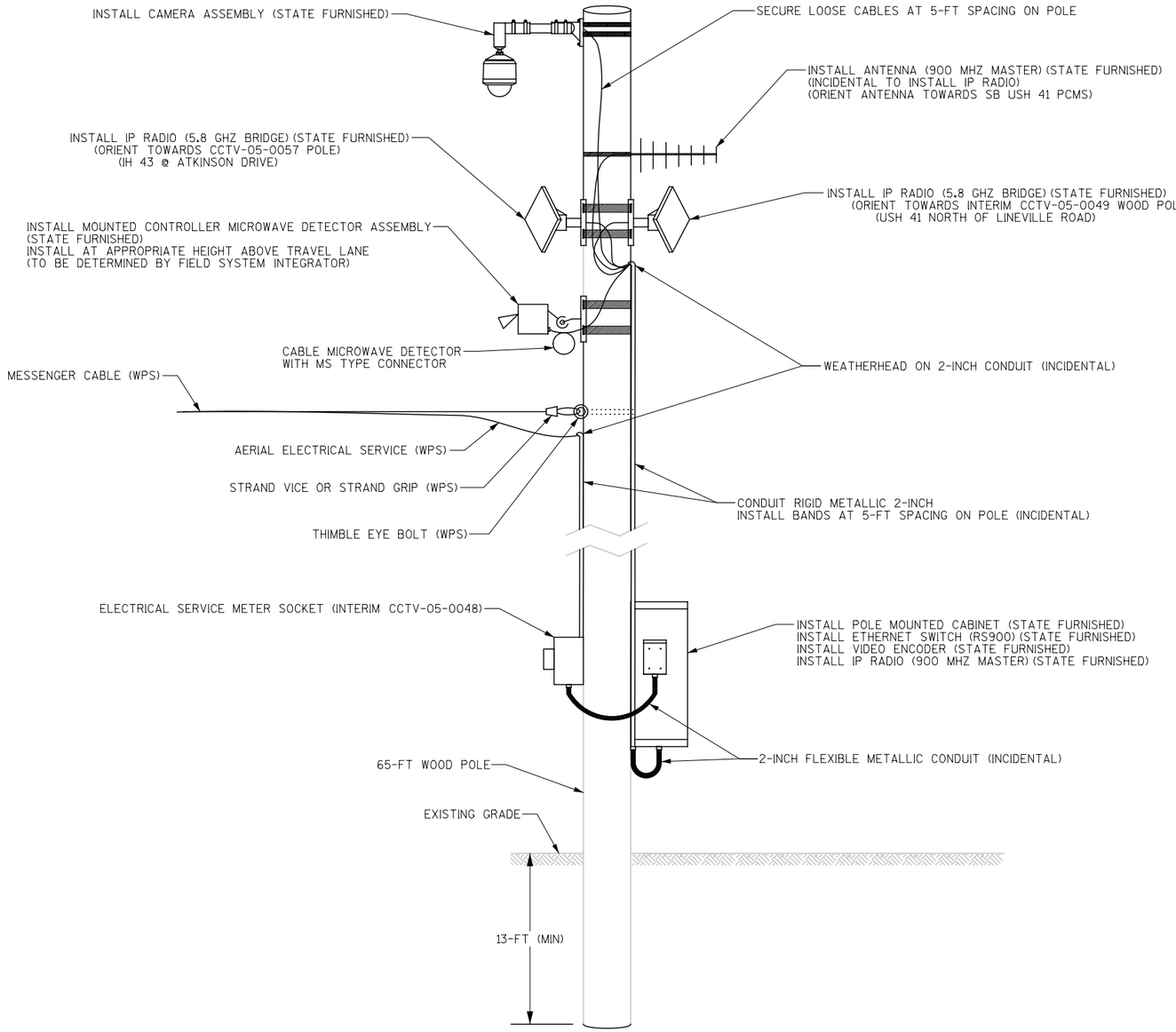
CCTV CAMERA TRAILER ITSNET INTEGRATION

(INSTALL IP RADIO)

USH 41 @ IH 43 INTERCHANGE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS CONSTRUCTION DETAILS	SHEET 348	E

NOT TO SCALE



ELEVATION VIEW

USH 41 BETWEEN DUCK CREEK & LAKEVIEW DRIVE

INTERIM CCTV-05-0048

INTERIM SDS-05-0019

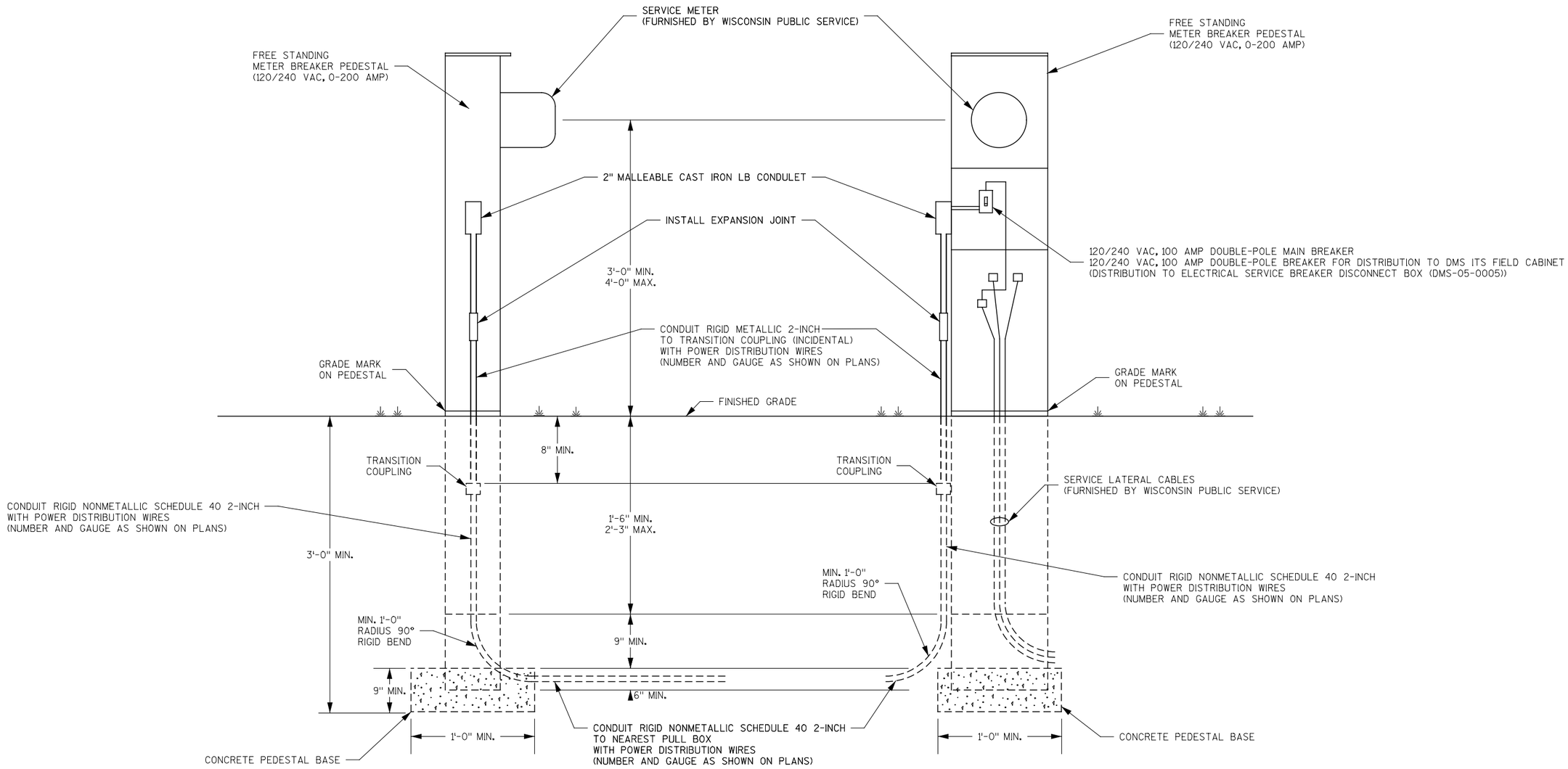
STATION 1244+50 NMC RT

NOTES

MOUNT EQUIPMENT TO WOOD POLE USING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

GUY POLE 6M IF REQUIRED.

NOT TO SCALE



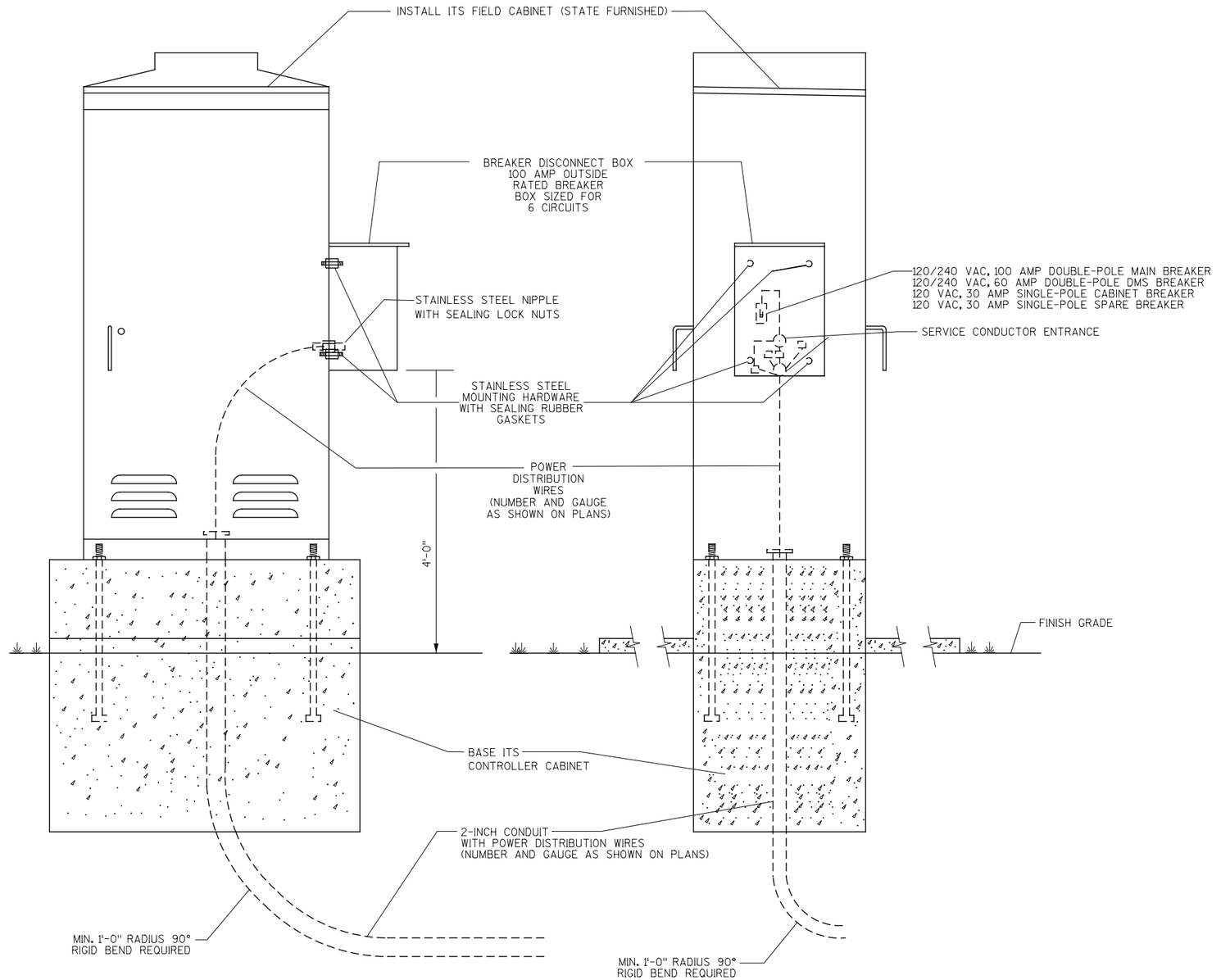
ELEVATION VIEW - SIDE

ELEVATION VIEW - FRONT

ELECTRICAL SERVICE METER BREAKER PEDESTAL (DMS-05-0005)
USH 41 NEAR DEVON STREET
STATION 1281+20 SMC LT
(PROPOSED ITS STAGE 2)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS CONSTRUCTION DETAILS	SHEET 350	E

NOT TO SCALE



ELEVATION VIEW - FRONT

ELEVATION VIEW - SIDE

ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-05-0005)

USH 41 NEAR DEVON STREET

SB DMS-05-0005 (CABINET)

STATION 1281+60 SMC LT

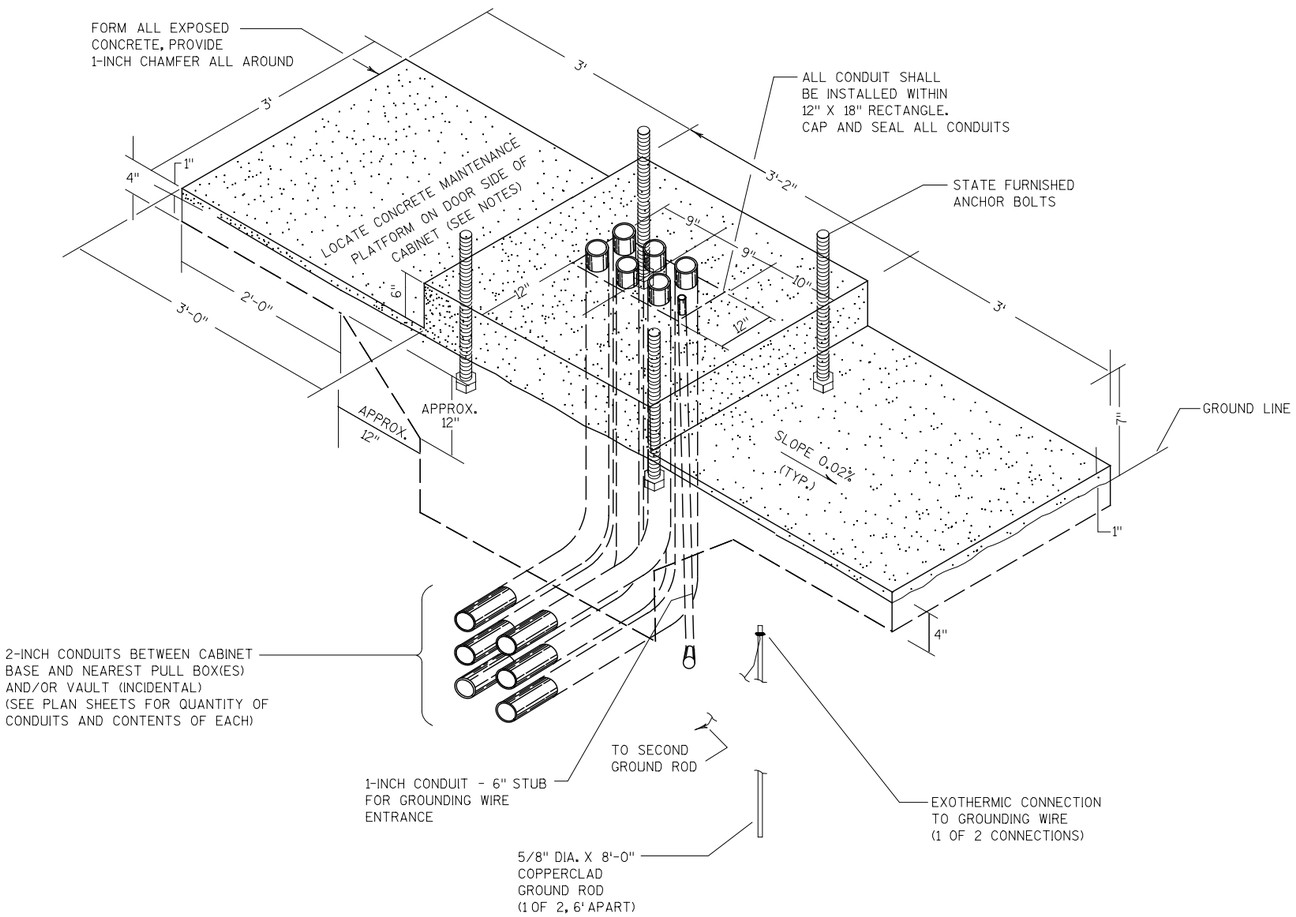
(PROPOSED ITS STAGE 2)

NOTES

MINIMUM REQUIREMENT SHOWN. ADDITIONAL BREAKERS MAY BE REQUIRED.

UP TO FOUR BREAKERS WILL BE CONSIDERED INCIDENTAL

NOT TO SCALE



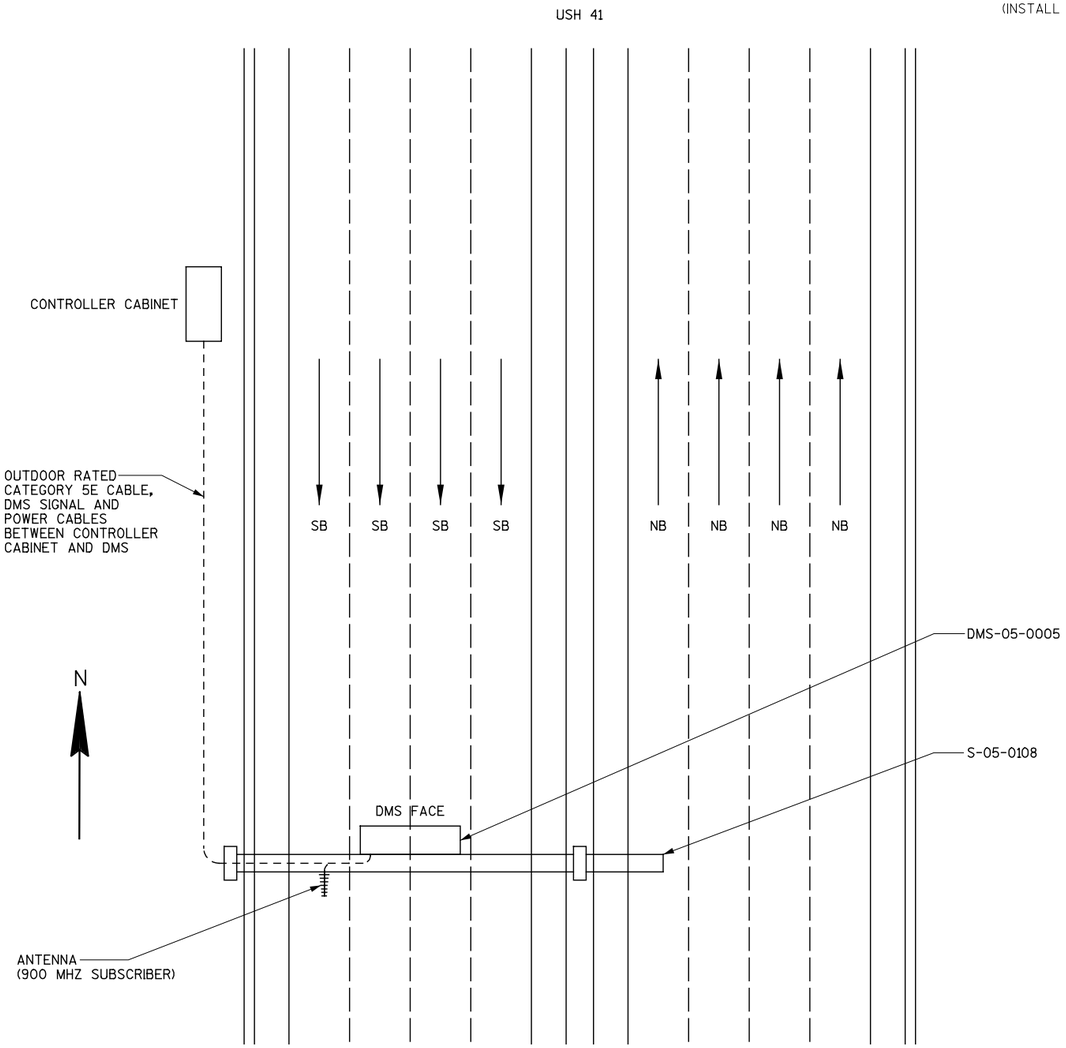
ISOMETRIC VIEW

NOTES

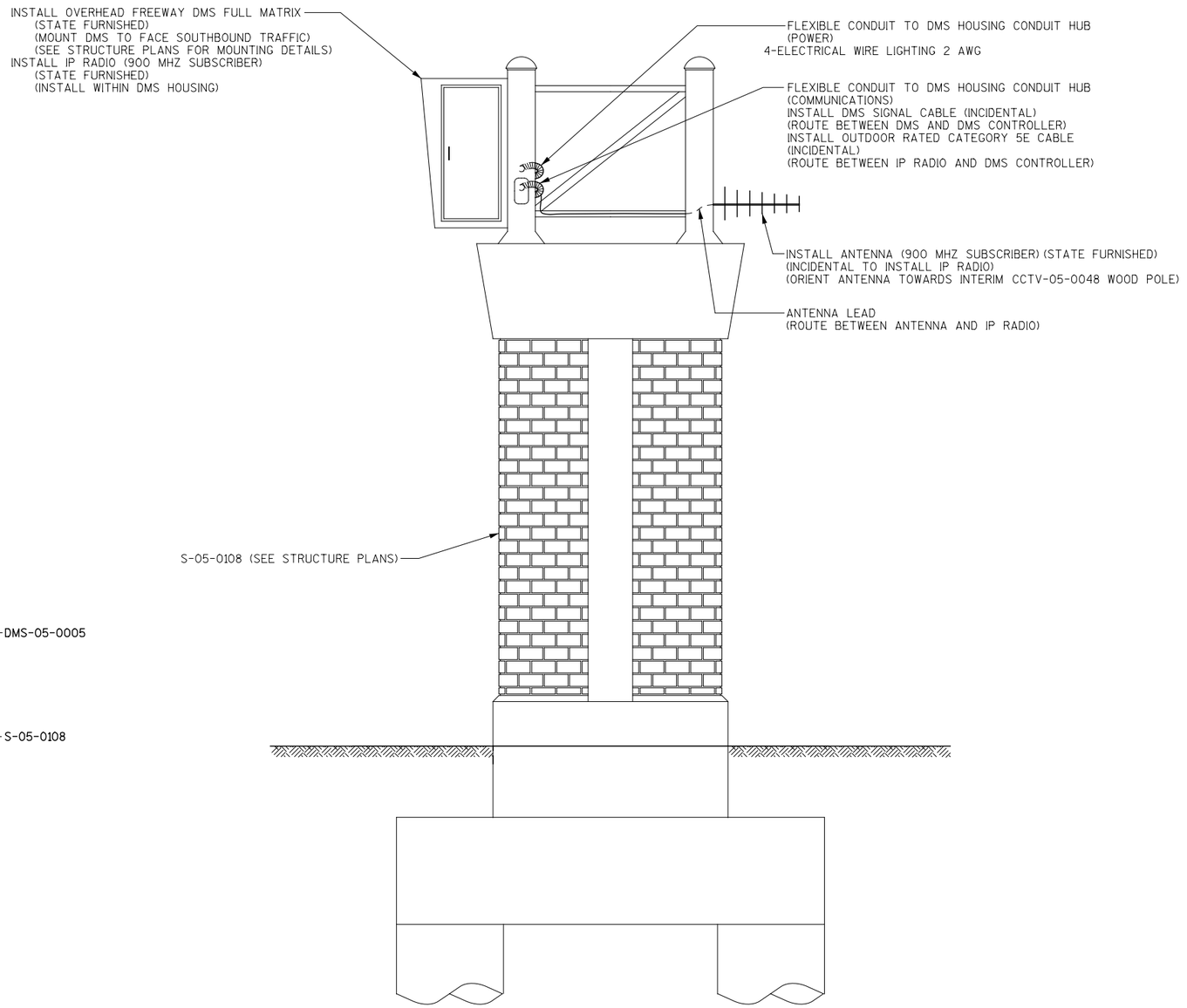
1) DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2) WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.
3) CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 3-INCHES.
4) DEPTH OF CONDUIT SHALL BE 36-INCHES.
5) ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.
6) CONTROLLER CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL, PRIOR TO CABINET INSTALLATION. LEVELING OF TOP SURFACES AFTER CONCRETE BASE HAS CURED SHALL ONLY BE ACCOMPLISHED BY GRINDING.
7) MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.
8) MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.
9) ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.
10) CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.
11) PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.
12) 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 PLACED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.
13) CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6-INCH MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.
14) ALL METALLIC CONDUIT ENDS AT TOP OF CONCRETE BASES SHALL HAVE BUSHINGS IF WIRE IS INSTALLED.
15) ALL NONMETALLIC CONDUIT ENDS AT TOP OF CONCRETE BASES SHALL HAVE END BELLS IF WIRE IS INSTALLED.
16) ANCHOR BOLTS TO ANCHOR THE FIELD CABINET TO THE CABINET BASE WILL BE STATE FURNISHED WITH THE FIELD CABINET.
17) CONFIRM BOLT PATTERN OF CABINET PRIOR TO CONSTRUCTION OF CONCRETE BASE.
18) CONDUITS TO NEAREST PULL BOX(ES) AND/OR VAULT, CONDUIT FOR GROUNDING AND ALL GROUNDING COMPONENTS ARE INCIDENTAL.

BASE ITS CONTROLLER CABINET
USH 41 NEAR DEVON STREET
SB DMS-05-0005 (CABINET)
STATION 1281+60 SMC LT
(PROPOSED ITS STAGE 2)

NOT TO SCALE



PLAN VIEW

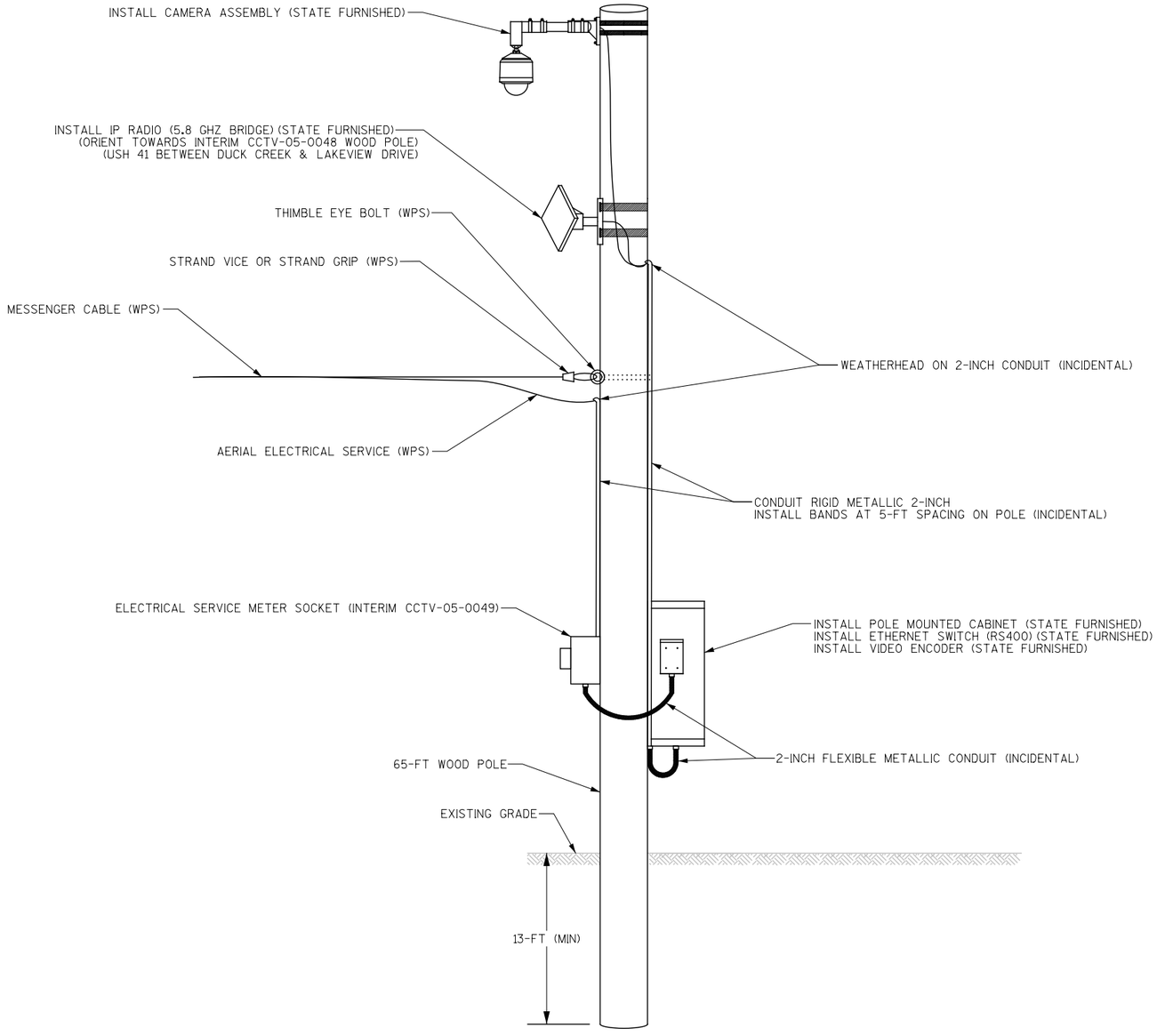


ELEVATION VIEW

USH 41 NEAR DEVON STREET
DMS-05-0005
STATION 1279+50 SMC
(PROPOSED ITS STAGE 2)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS CONSTRUCTION DETAILS	SHEET 353	E

NOT TO SCALE



ELEVATION VIEW

USH 41 NORTH OF LINEVILLE ROAD

(EAST SIDE OF EAST DEERFIELD AVENUE)

INTERIM CCTV-05-0049

STATION 1333+50 NMC RT

(PROPOSED ITS STAGE 1)

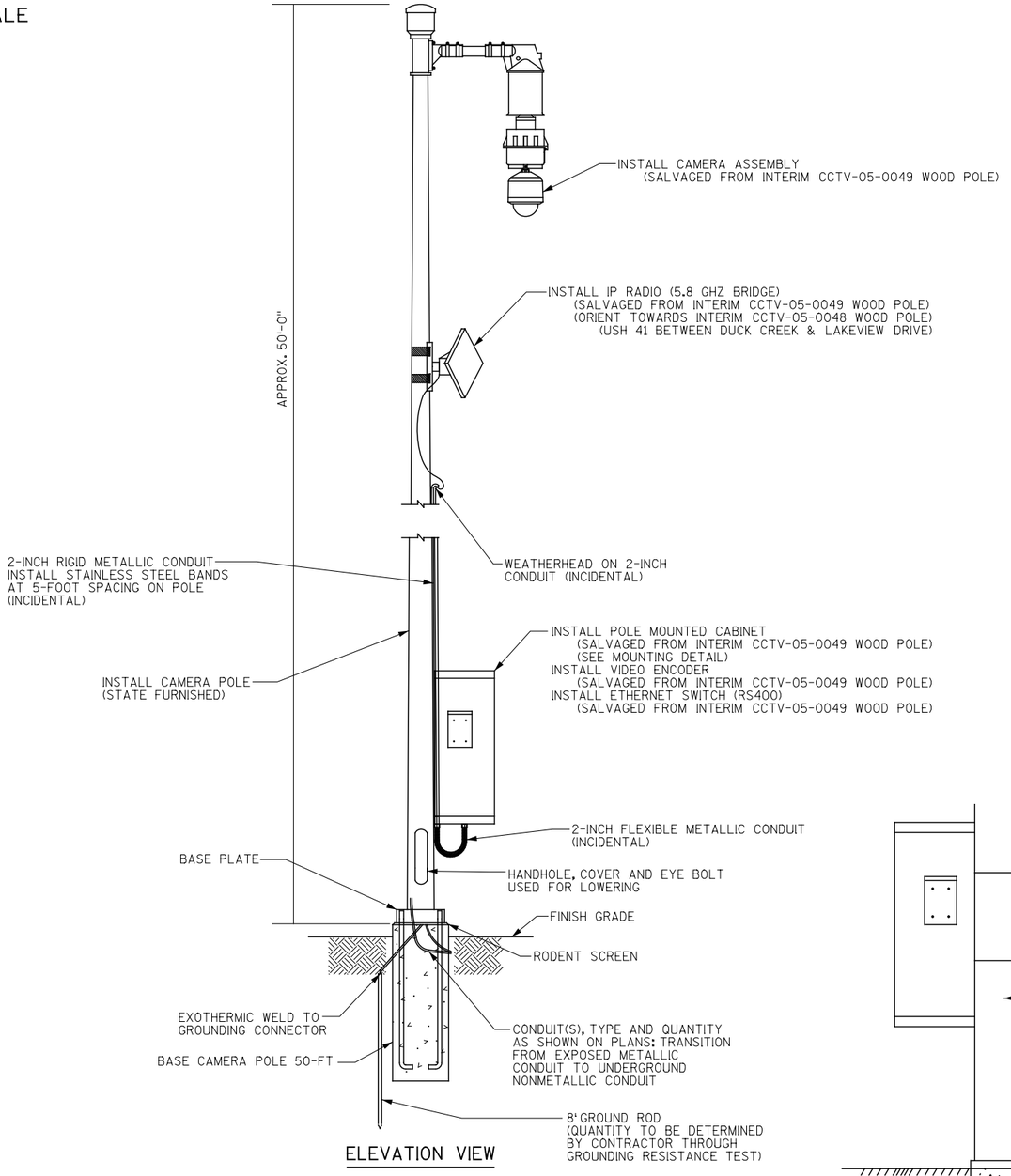
NOTES

MOUNT EQUIPMENT TO WOOD POLE USING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

GUY POLE 6M IF REQUIRED.

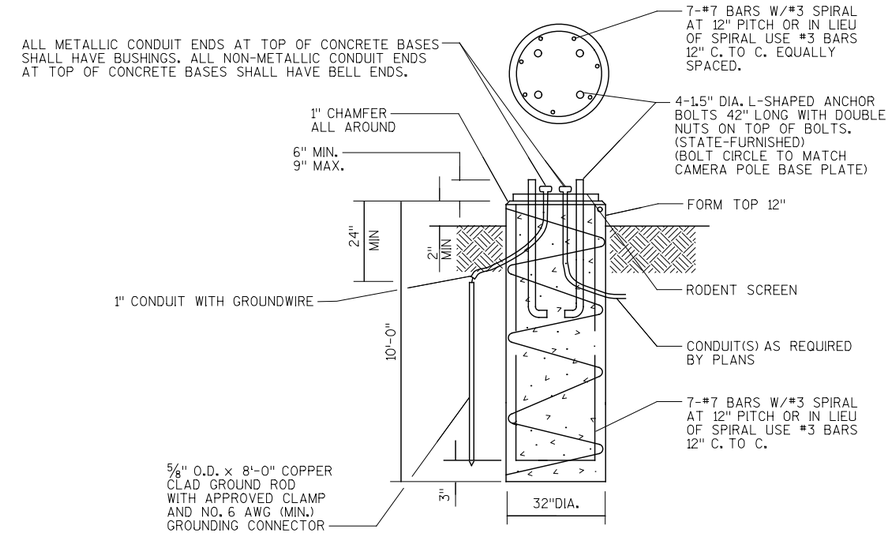
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS CONSTRUCTION DETAILS	SHEET 354	E

NOT TO SCALE



ELEVATION VIEW

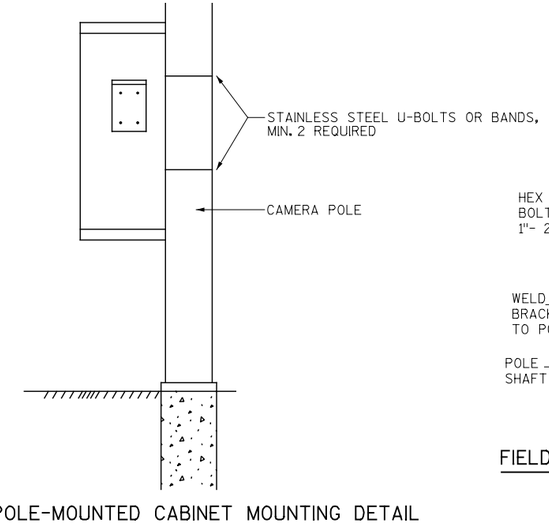
50' CAMERA POLE WITH CAMERA LOWERING HARDWARE
USH 41 @ LINEVILLE ROAD
CCTV-05-0049
STATION 61 MWB+20 LT
(PROPOSED ITS STAGE 2)



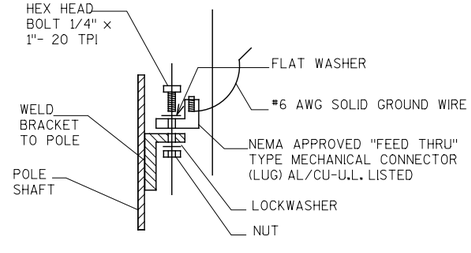
MATERIALS DATA

CONCRETE	f'c=3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT	fy = 60,000 psi

CONCRETE BASE, 50' CAMERA POLE



POLE-MOUNTED CABINET MOUNTING DETAIL



FIELD INSTALLED GROUNDING LUG

NOTES

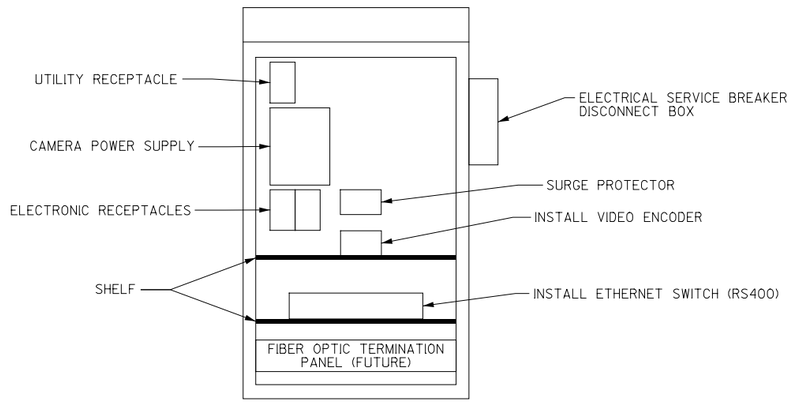
ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL.

POLE DRAWINGS SHOWN FOR BIDDING INFORMATION PURPOSES ONLY. POLES WILL BE STATE FURNISHED. BASE TO BE CONTRACTOR DESIGNED.

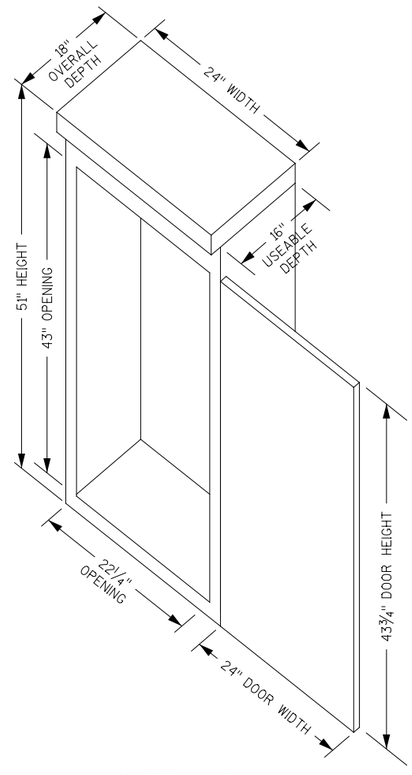
CONTRACTOR SHALL CONFIRM BOLT PATTERN OF CAMERA POLE PRIOR TO CONSTRUCTION OF CONCRETE BASE.

CONTRACTOR SHALL INSTALL GROUNDING LUG AS SHOWN.

NOT TO SCALE



ELEVATION VIEW

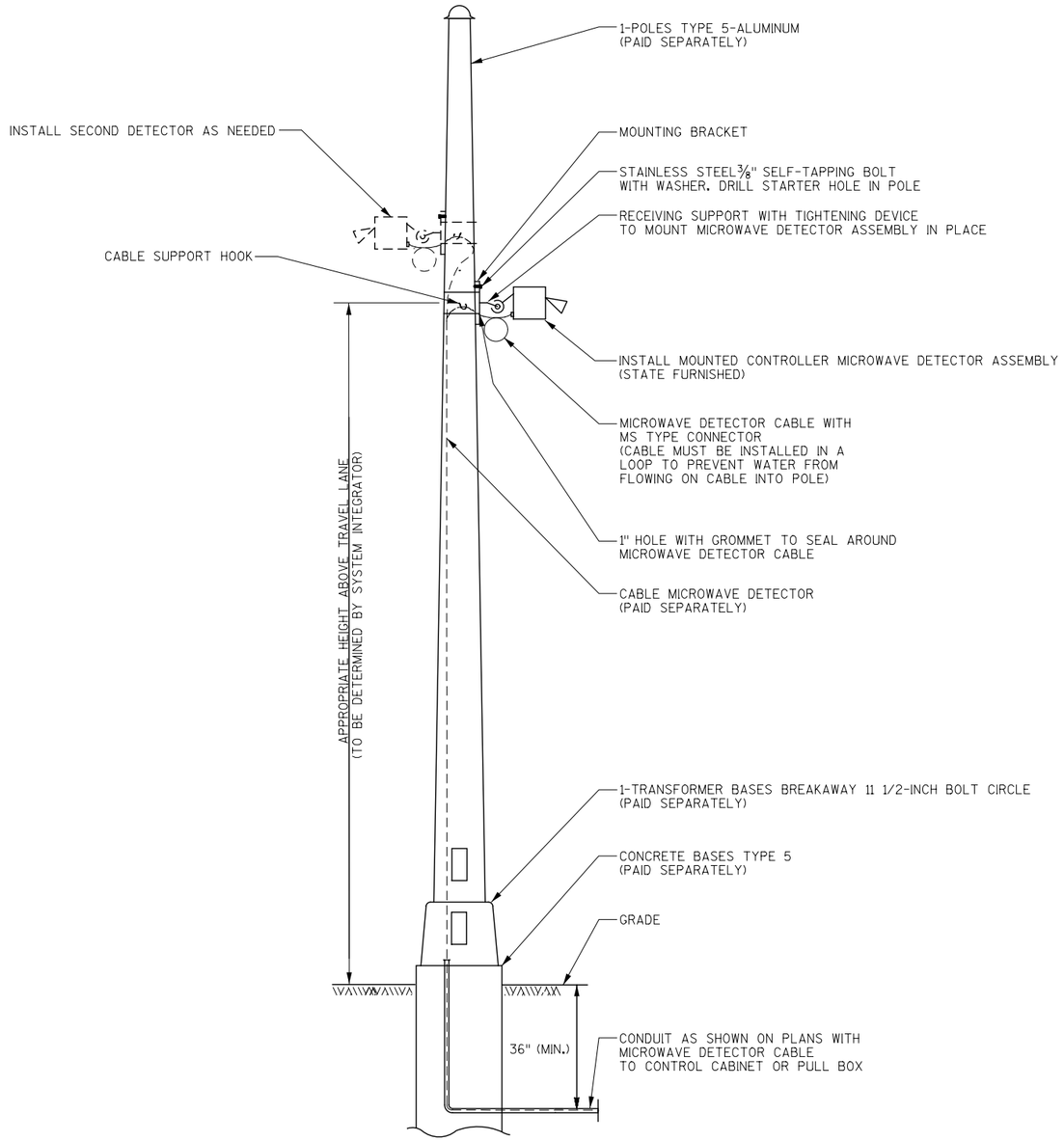


ISOMETRIC VIEW

INSTALL POLE MOUNTED CABINET
USH 41 @ LINEVILLE ROAD
CCTV-05-0049
STATION 61 MWB+20 LT
(PROPOSED ITS STAGE 2)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS CONSTRUCTION DETAILS	SHEET 356	E

NOT TO SCALE



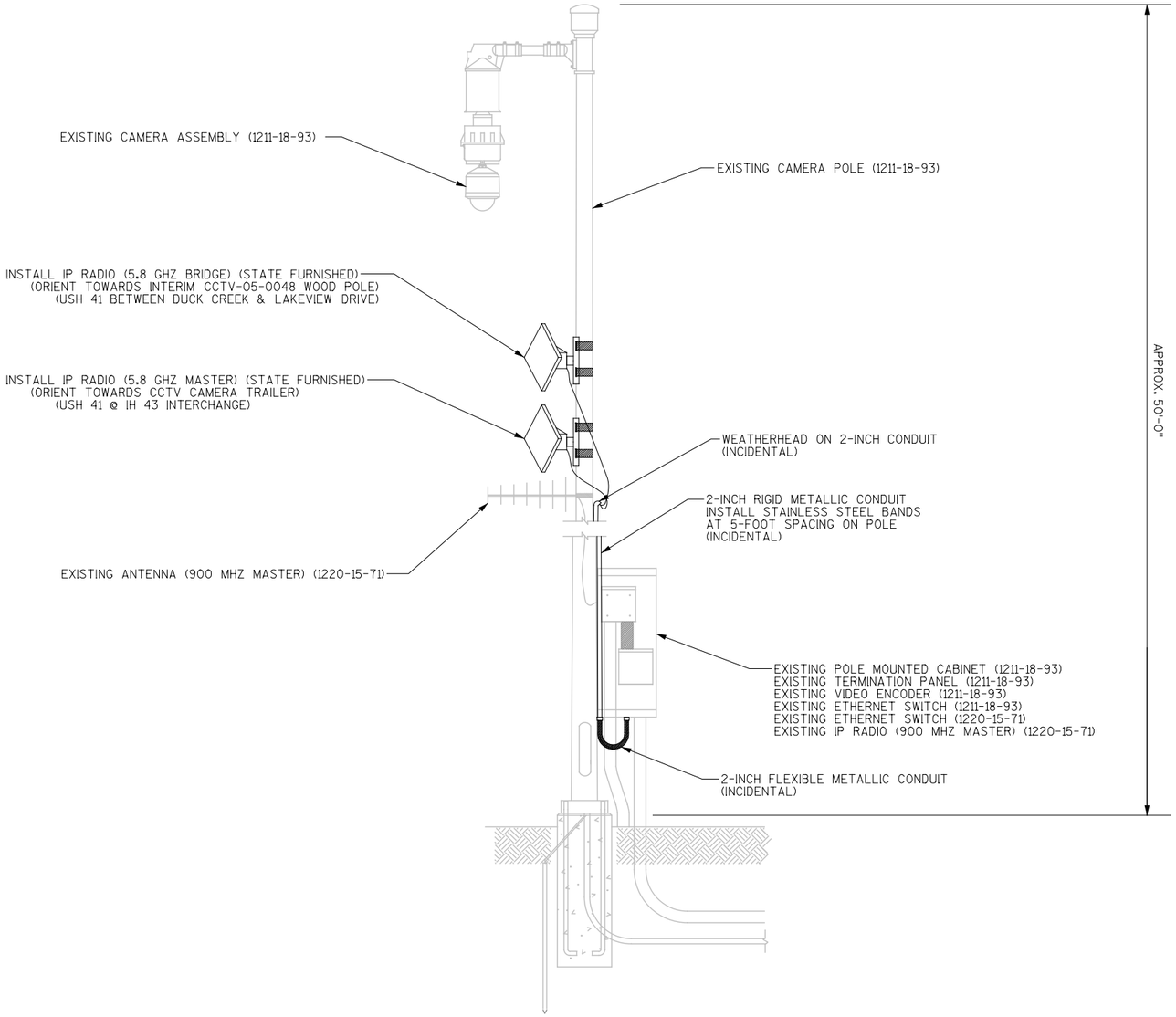
ELEVATION VIEW

INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY
USH 41 @ LINEVILLE ROAD

SDS-05-0020NW - STATION 1325MC+45 LT
SDS-05-0020NE - STATION 1324MB+15 RT

SDS-05-0020SW - STATION 1298MD+75 LT
SDS-05-0020SE - STATION 1298MA+30 RT

NOT TO SCALE



ELEVATION VIEW

INSTALL IP RADIO

IH 43 @ ATKINSON DRIVE

EXISTING CCTV-05-0057 (1211-18-93)

902+65 LT (IH 43)

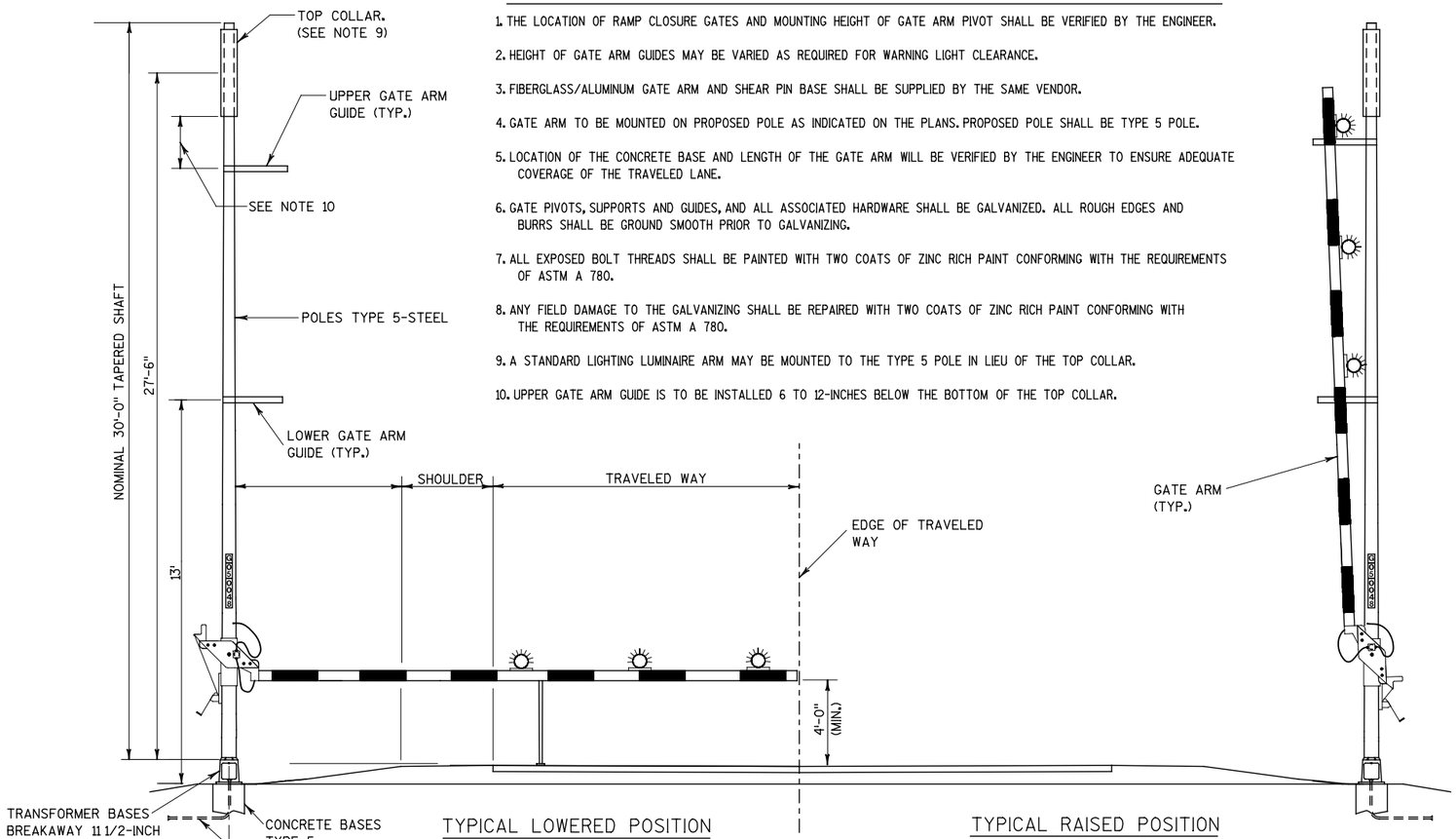
NOTES

MOUNT EQUIPMENT TO POLE USING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS CONSTRUCTION DETAILS	SHEET 358	E

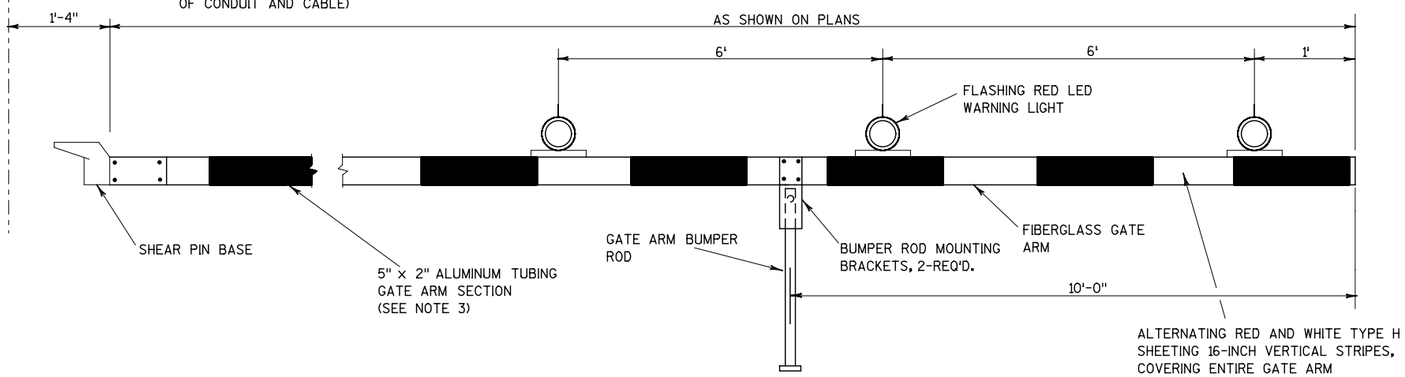
GENERAL NOTES

1. THE LOCATION OF RAMP CLOSURE GATES AND MOUNTING HEIGHT OF GATE ARM PIVOT SHALL BE VERIFIED BY THE ENGINEER.
2. HEIGHT OF GATE ARM GUIDES MAY BE VARIED AS REQUIRED FOR WARNING LIGHT CLEARANCE.
3. FIBERGLASS/ALUMINUM GATE ARM AND SHEAR PIN BASE SHALL BE SUPPLIED BY THE SAME VENDOR.
4. GATE ARM TO BE MOUNTED ON PROPOSED POLE AS INDICATED ON THE PLANS. PROPOSED POLE SHALL BE TYPE 5 POLE.
5. LOCATION OF THE CONCRETE BASE AND LENGTH OF THE GATE ARM WILL BE VERIFIED BY THE ENGINEER TO ENSURE ADEQUATE COVERAGE OF THE TRAVELED LANE.
6. GATE PIVOTS, SUPPORTS AND GUIDES, AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED. ALL ROUGH EDGES AND BURRS SHALL BE GROUND SMOOTH PRIOR TO GALVANIZING.
7. ALL EXPOSED BOLT THREADS SHALL BE PAINTED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
8. ANY FIELD DAMAGE TO THE GALVANIZING SHALL BE REPAIRED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
9. A STANDARD LIGHTING LUMINAIRE ARM MAY BE MOUNTED TO THE TYPE 5 POLE IN LIEU OF THE TOP COLLAR.
10. UPPER GATE ARM GUIDE IS TO BE INSTALLED 6 TO 12-INCHES BELOW THE BOTTOM OF THE TOP COLLAR.



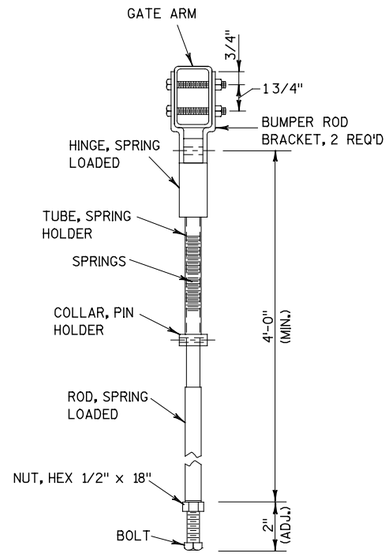
TYPICAL LOWERED POSITION
NOT TO SCALE

TYPICAL RAISED POSITION
NOT TO SCALE

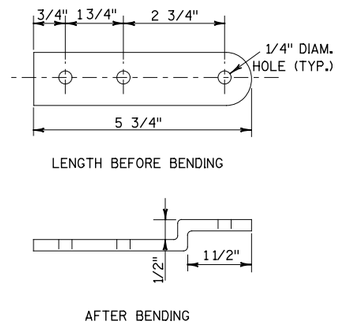


NOT TO SCALE

GATE DETAIL
(SOLAR POWER OPTION)



GATE ARM BUMPER ROD DETAIL



BUMPER ROD MOUNTING BRACKET DETAIL

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS CONSTRUCTION DETAILS	SHEET 359	E

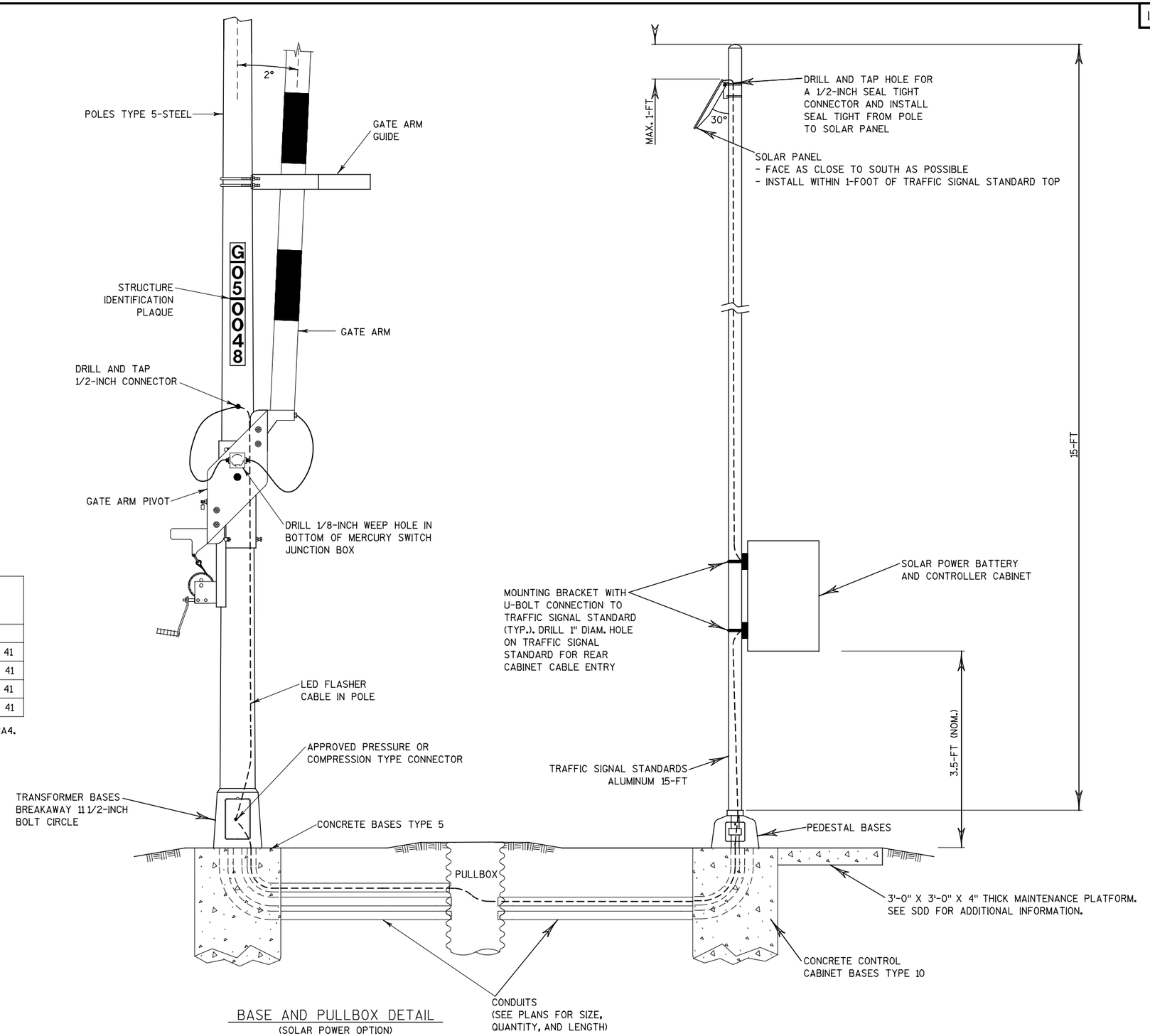
WIRING NOTES

1. WIRING FROM SOLAR PANEL TO CABINET SHALL BE BLUE #10 XLP WIRE FOR POSITIVE CONDUCTOR AND WHITE #10 XLP FOR NEGATIVE CONDUCTOR.

2. WIRING FROM CABINET TO GATE ARM SHALL BE WHITE #10 XLP FOR COMMON, RED #10 XLP FOR FLASHER CIRCUIT 1, AND BLUE #10 XLP FOR FLASHER CIRCUIT 2.

RAMP CLOSURE GATE STRUCTURE IDENTIFICATION PLAQUES	
GATE IDENTIFICATION	GATE LOCATION
G-05-0048	LINEVILLE ROAD (CTH M) EB - RAMP TO NB USH 41
G-05-0049	LINEVILLE ROAD (CTH M) WB - RAMP TO NB USH 41
G-05-0050	LINEVILLE ROAD (CTH M) EB - RAMP TO SB USH 41
G-05-0051	LINEVILLE ROAD (CTH M) WB - RAMP TO SB USH 41

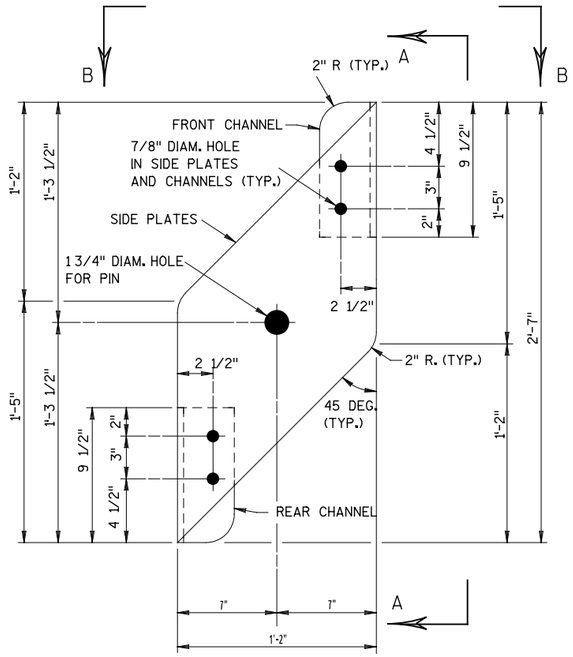
PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS. SEE SDD 12A4.



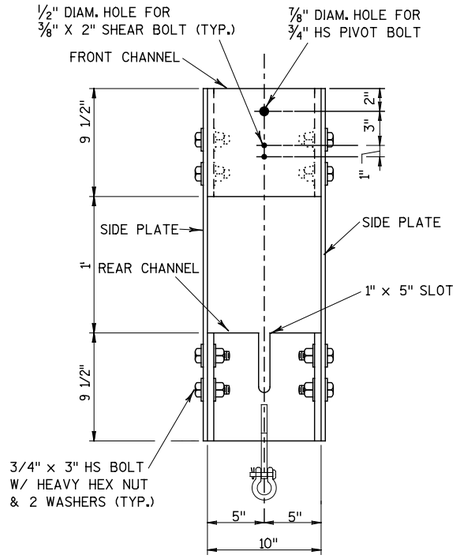
BASE AND PULLBOX DETAIL
(SOLAR POWER OPTION)

NOT TO SCALE

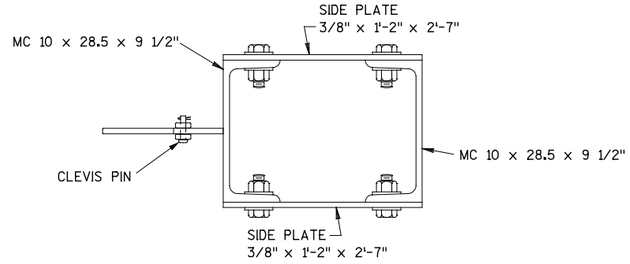
NOT TO SCALE



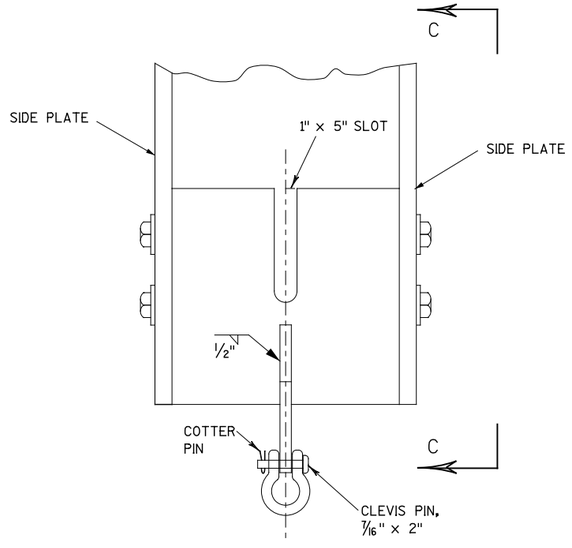
SIDE PLATE DETAIL



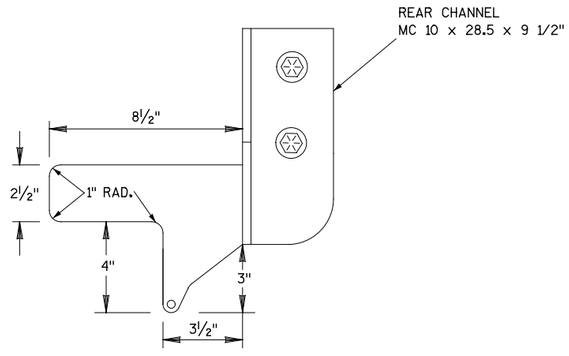
SECTION A-A



SECTION B-B



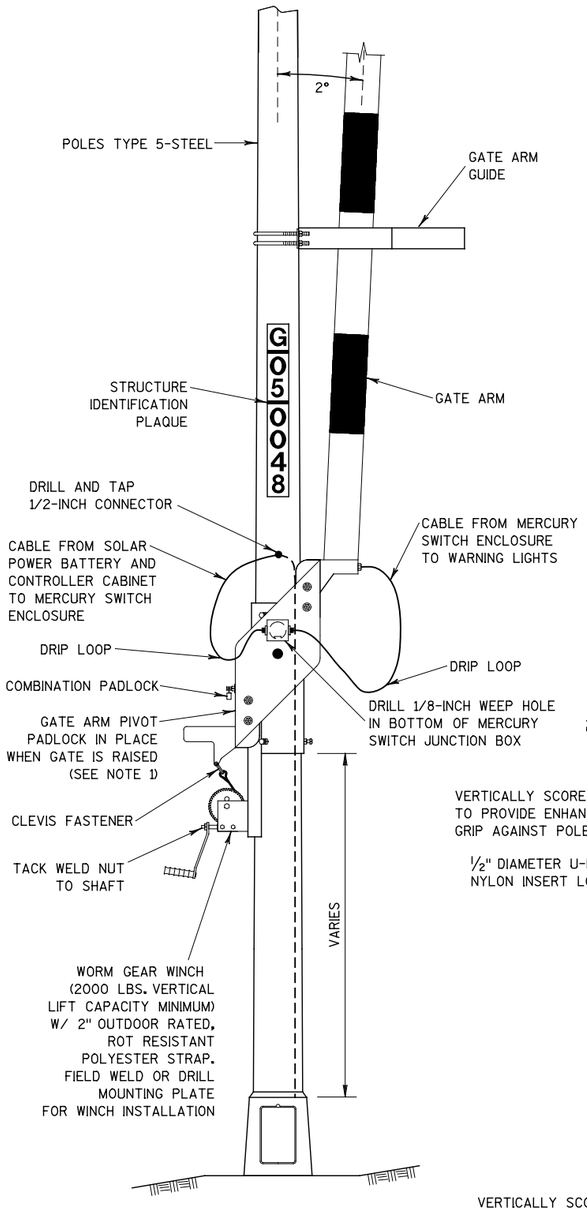
YOKE ASSEMBLY DETAIL



SECTION C-C

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS CONSTRUCTION DETAILS	SHEET 361	E

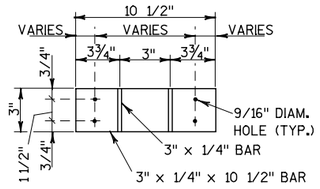
NOT TO SCALE



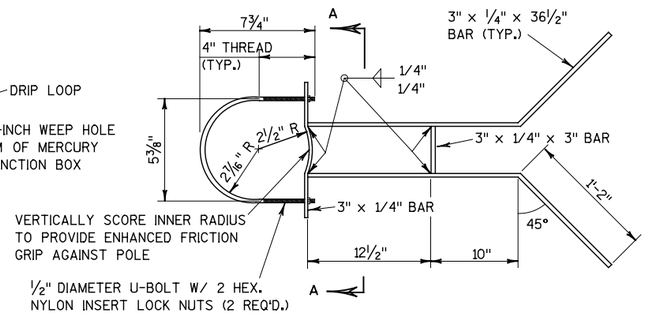
GATE PIVOT ASSEMBLY

GENERAL NOTES

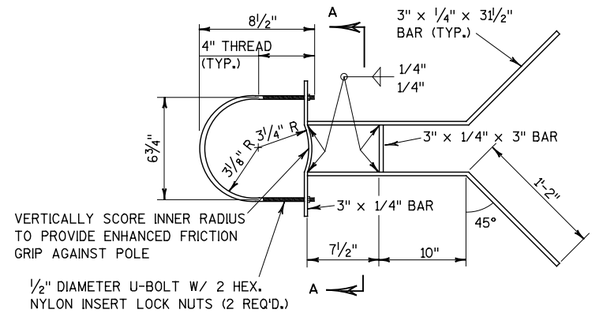
1. WHEN THE GATE IS FULLY RAISED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE OUTSIDE OF THE REAR CHANNEL AND PADLOCKED IN PLACE.
2. WHEN THE GATE IS FULLY LOWERED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE INSIDE OF THE REAR CHANNEL AND PADLOCKED INTO PLACE.
3. ANTI-SEIZE LUBRICATING MATERIAL SHALL BE USED ON ALL BOLT THREADS BEFORE INSTALLATION.
4. ALL BOLTS SHALL BE GALVANIZED AND CONFORM TO ASTM A307, GRADE A, UNLESS DESIGNATED AS HS (HIGH STRENGTH), WHICH SHALL CONFORM TO ASTM A325. BOLTS OF 1/2" NOMINAL DIAMTER OR LESS MAY BE STAINLESS STEEL.



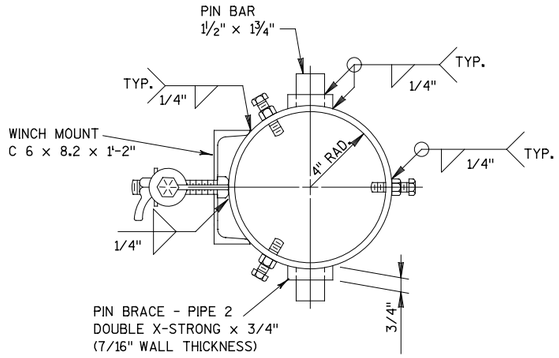
SECTION A-A
U-BOLTS NOT SHOWN



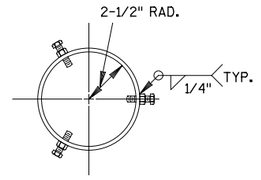
UPPER GATE ARM GUIDE DETAIL



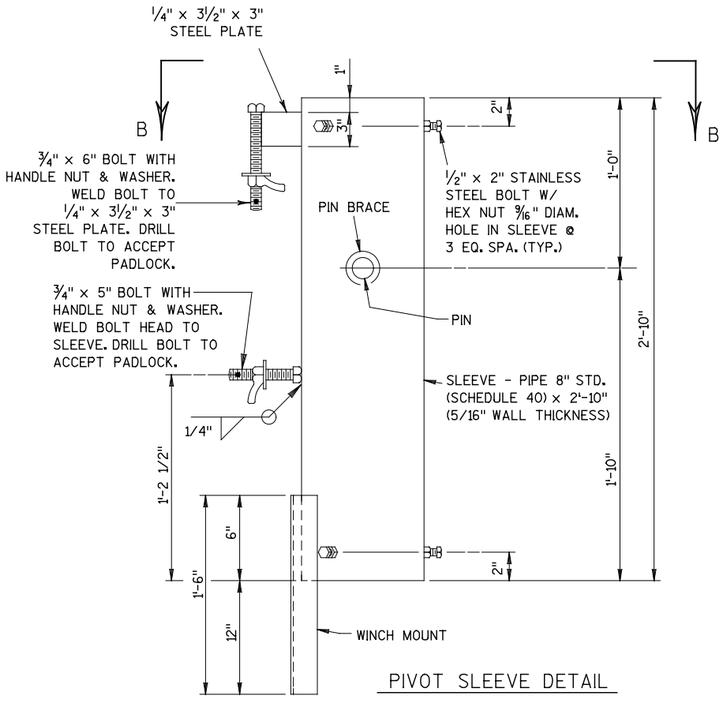
LOWER GATE ARM GUIDE DETAIL



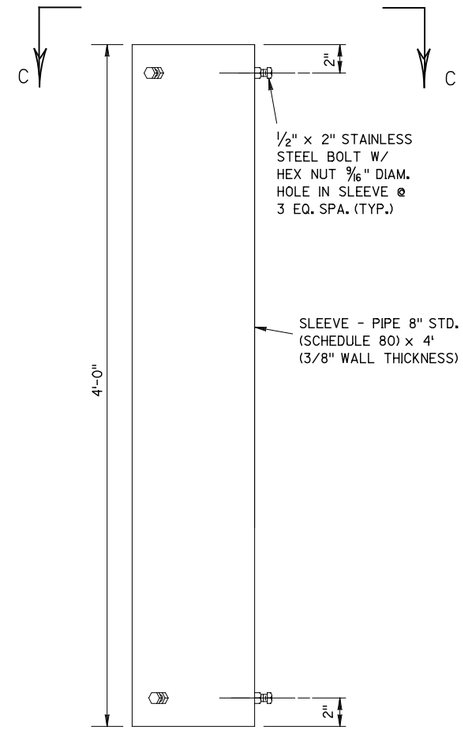
SECTION B-B



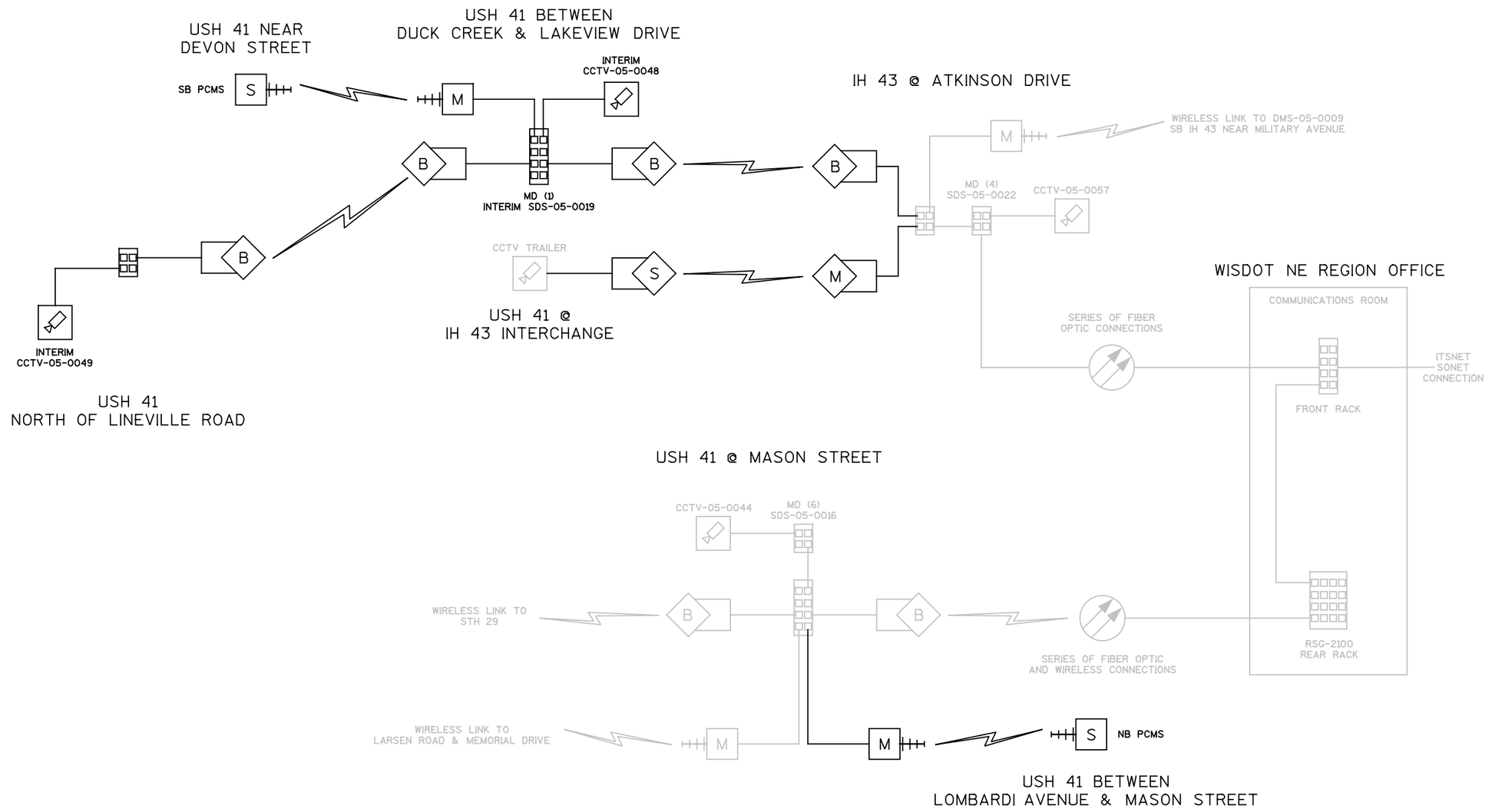
SECTION C-C



PIVOT SLEEVE DETAIL



TOP COLLAR



SYSTEM OVERVIEW USH 41
(PROPOSED ITS STAGE 1)

INPLACE COMPONENTS (GRAY)

PROPOSED COMPONENTS (BLACK)

NOT TO SCALE

LEGEND:

CCTV

FO CABLE

B - BRIGE
M - MASTER
S - SUBSCRIBER

RS400

5.8 GHZ RADIOS

RS900

900 MHZ RADIOS

CCTV - CLOSED CIRCUIT TELEVISION CAMERA
DMS - DYNAMIC MESSAGE SIGN
MD - MICROWAVE DETECTOR
PCMS - PORTABLE CHANGEABLE MESSAGE SIGN

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 363	E

2

USH 41 NEAR
DEVON STREET

SB DMS-05-0005

USH 41 BETWEEN
DUCK CREEK & LAKEVIEW DRIVE

INTERIM
CCTV-05-0048

MD (1)
INTERIM SDS-05-0019

MD (4)
SDS-05-0020

CCTV-05-0049

USH 41 @ LINEVILLE ROAD

CCTV TRAILER

USH 41 @
IH 43 INTERCHANGE

IH 43 @ ATKINSON DRIVE

WIRELESS LINK TO DMS-05-0009
SB IH 43 NEAR MILITARY AVENUE

MD (4)
SDS-05-0022

CCTV-05-0057

WISDOT NE REGION OFFICE

COMMUNICATIONS ROOM

SERIES OF FIBER
OPTIC CONNECTIONS

ITSNET
SONET
CONNECTION

FRONT RACK

RSG-2100
REAR RACK

USH 41 @ MASON STREET

CCTV-05-0044

MD (6)
SDS-05-0016

WIRELESS LINK TO
STH 29

SERIES OF FIBER OPTIC
AND WIRELESS CONNECTIONS

WIRELESS LINK TO
LARSEN ROAD & MEMORIAL DRIVE

NB PCMS

USH 41 BETWEEN
LOMBARDI AVENUE & MASON STREET

SYSTEM OVERVIEW USH 41
(PROPOSED ITS STAGE 2)

INPLACE COMPONENTS (GRAY)

PROPOSED COMPONENTS (BLACK)

NOT TO SCALE

LEGEND:

CCTV

FO CABLE

B - BRIGE
M - MASTER
S - SUBSCRIBER

RS400

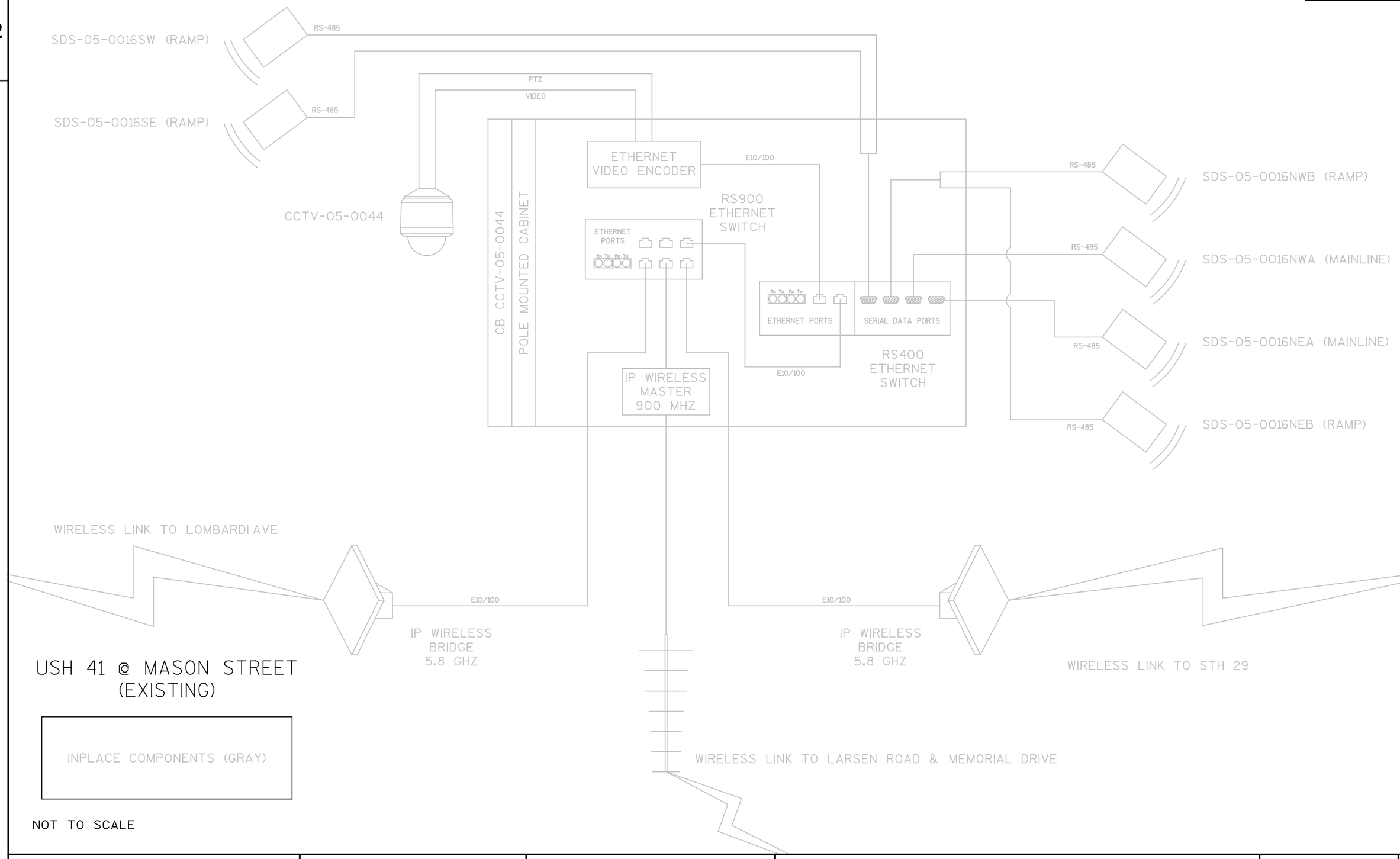
5.8 GHZ RADIOS

RS900

900 MHZ RADIOS

CCTV - CLOSED CIRCUIT TELEVISION CAMERA
DMS - DYNAMIC MESSAGE SIGN
MD - MICROWAVE DETECTOR
PCMS - PORTABLE CHANGEABLE MESSAGE SIGN

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 364	E

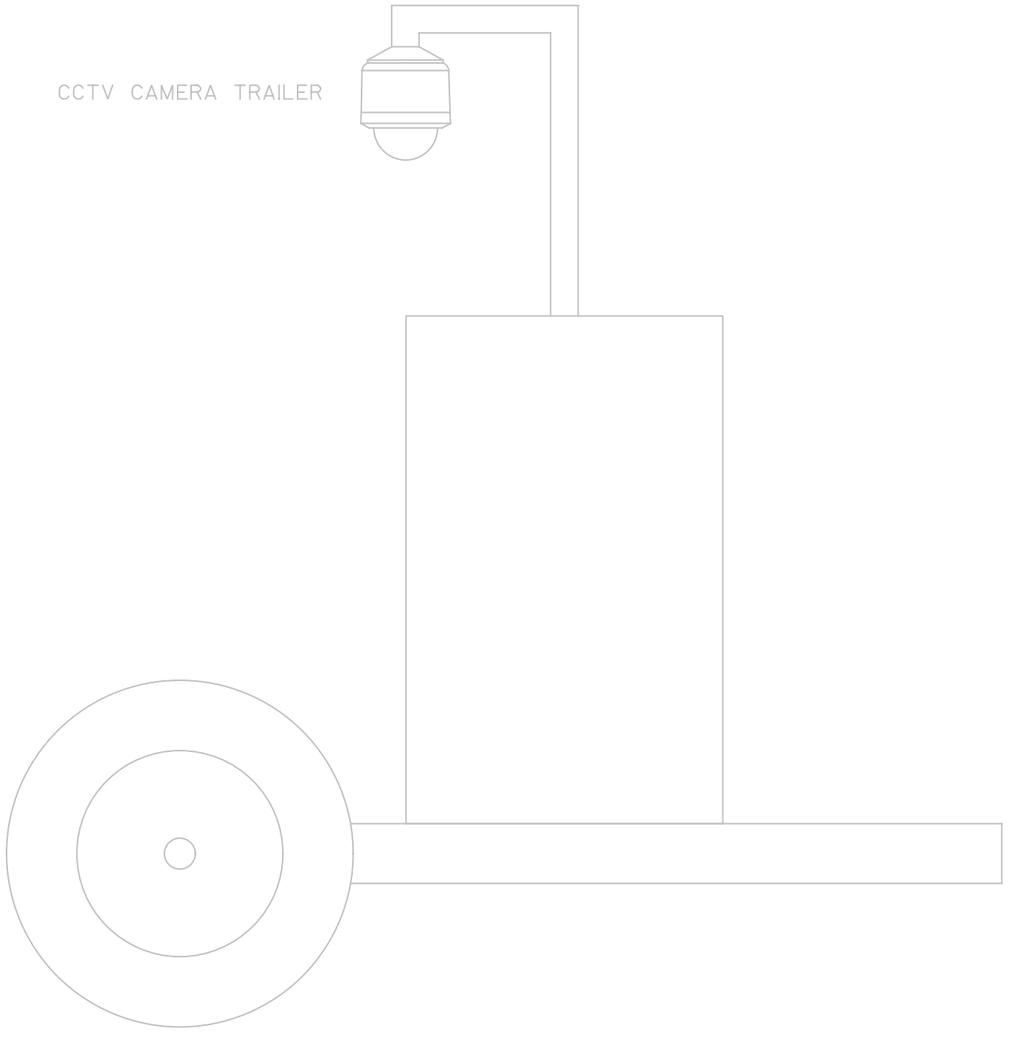


USH 41 @ MASON STREET (EXISTING)

INPLACE COMPONENTS (GRAY)

NOT TO SCALE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 365	E

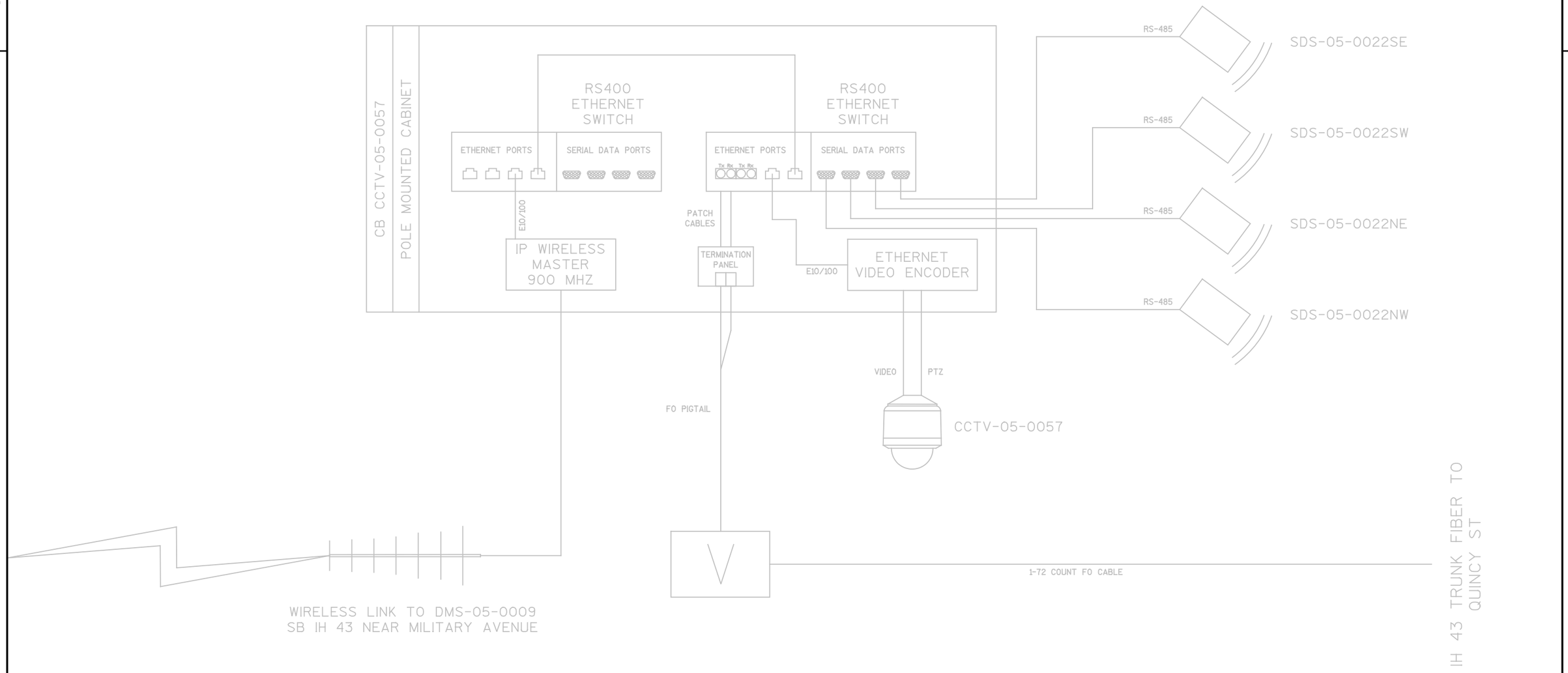


CCTV CAMERA TRAILER
USH 41 @ IH 43 INTERCHANGE
(EXISTING)

INPLACE COMPONENTS (GRAY)

NOT TO SCALE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 366	E



IH 43 @ ATKINSON DRIVE (EXISTING)

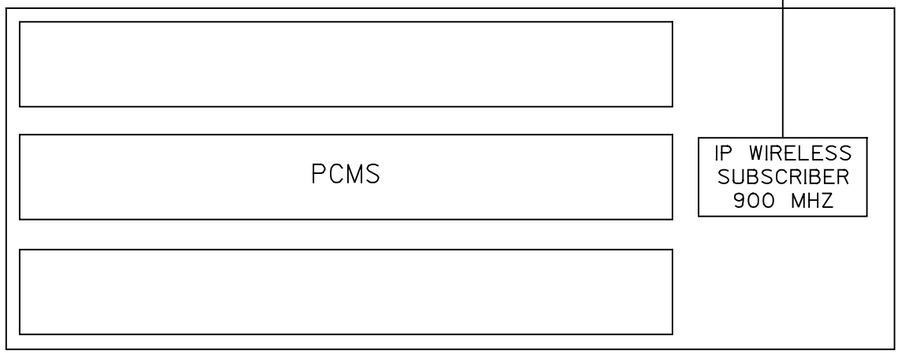
INPLACE COMPONENTS (GRAY)

NOT TO SCALE

NOTES

FIBER OPTIC CONFIGURATION NOT FIELD VERIFIED

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 367	E



PORTABLE CHANGEABLE MESSAGE SIGN
NB USH 41 BETWEEN LOMBARDI
AVENUE & MASON STREET

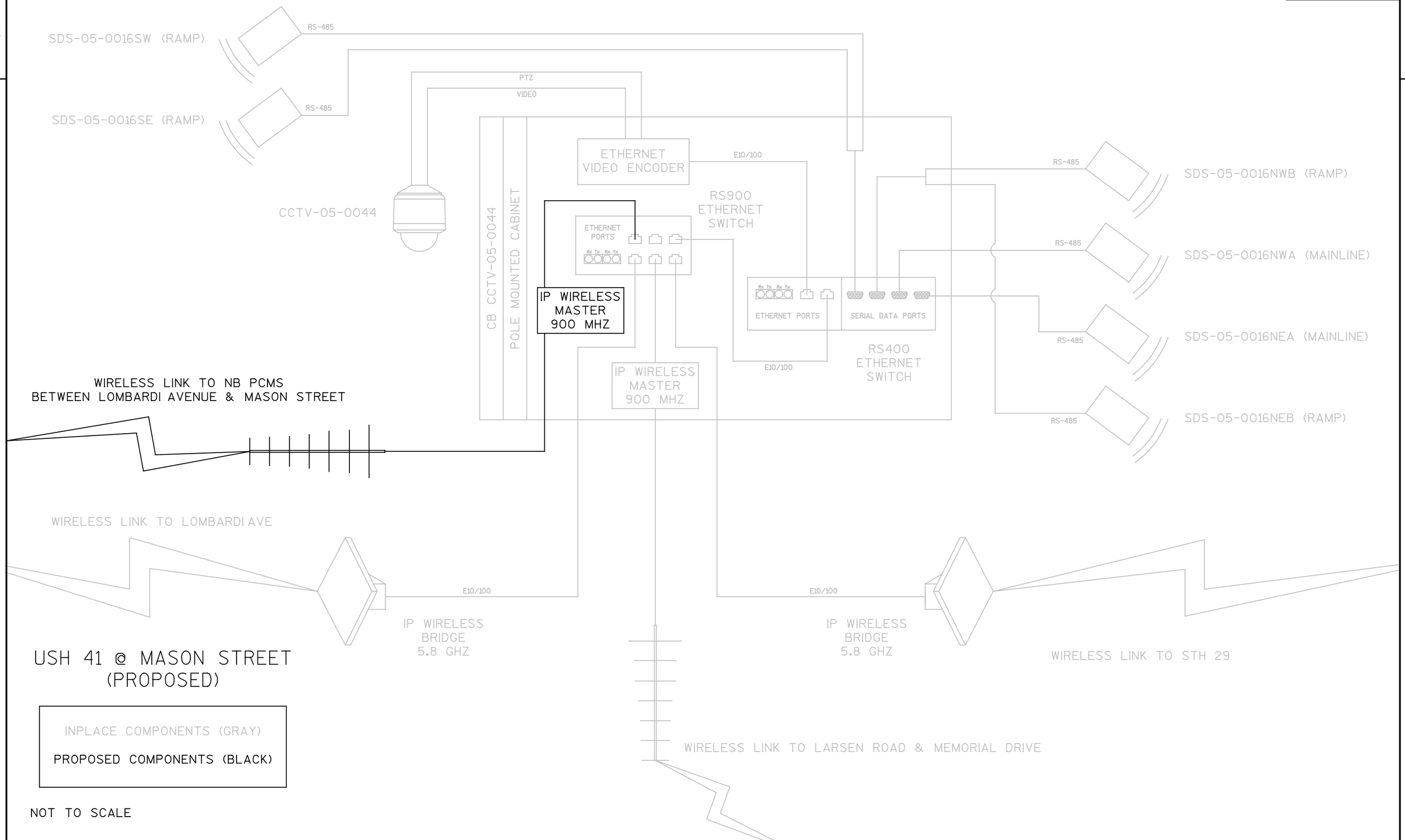
NB PCMS
USH 41 BETWEEN LOMBARDI
AVENUE & MASON STREET
(PROPOSED)

INPLACE COMPONENTS (GRAY)

PROPOSED COMPONENTS (BLACK)

NOT TO SCALE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 368	E



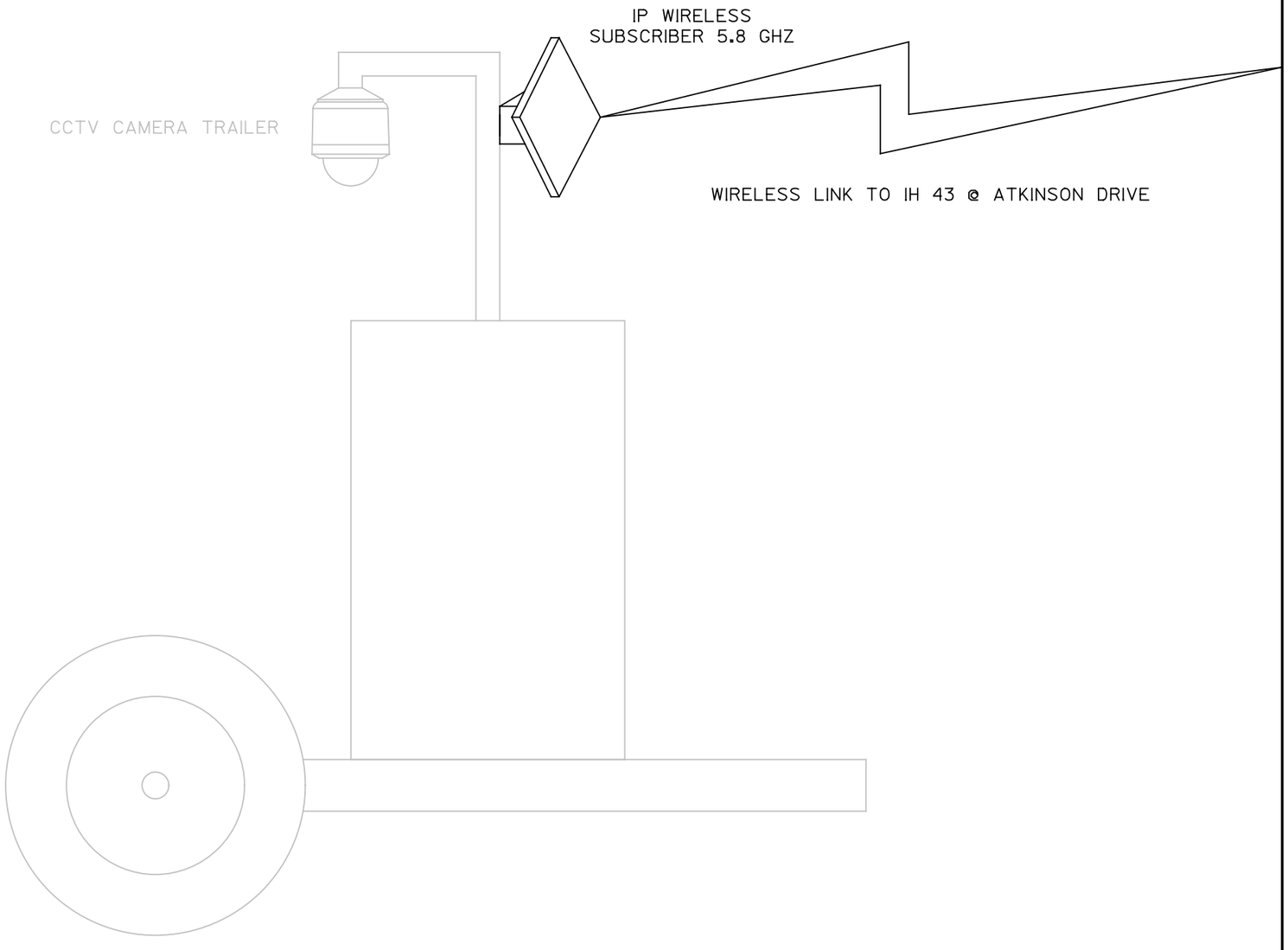
USH 41 @ MASON STREET (PROPOSED)

INPLACE COMPONENTS (GRAY)

PROPOSED COMPONENTS (BLACK)

NOT TO SCALE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 369	E



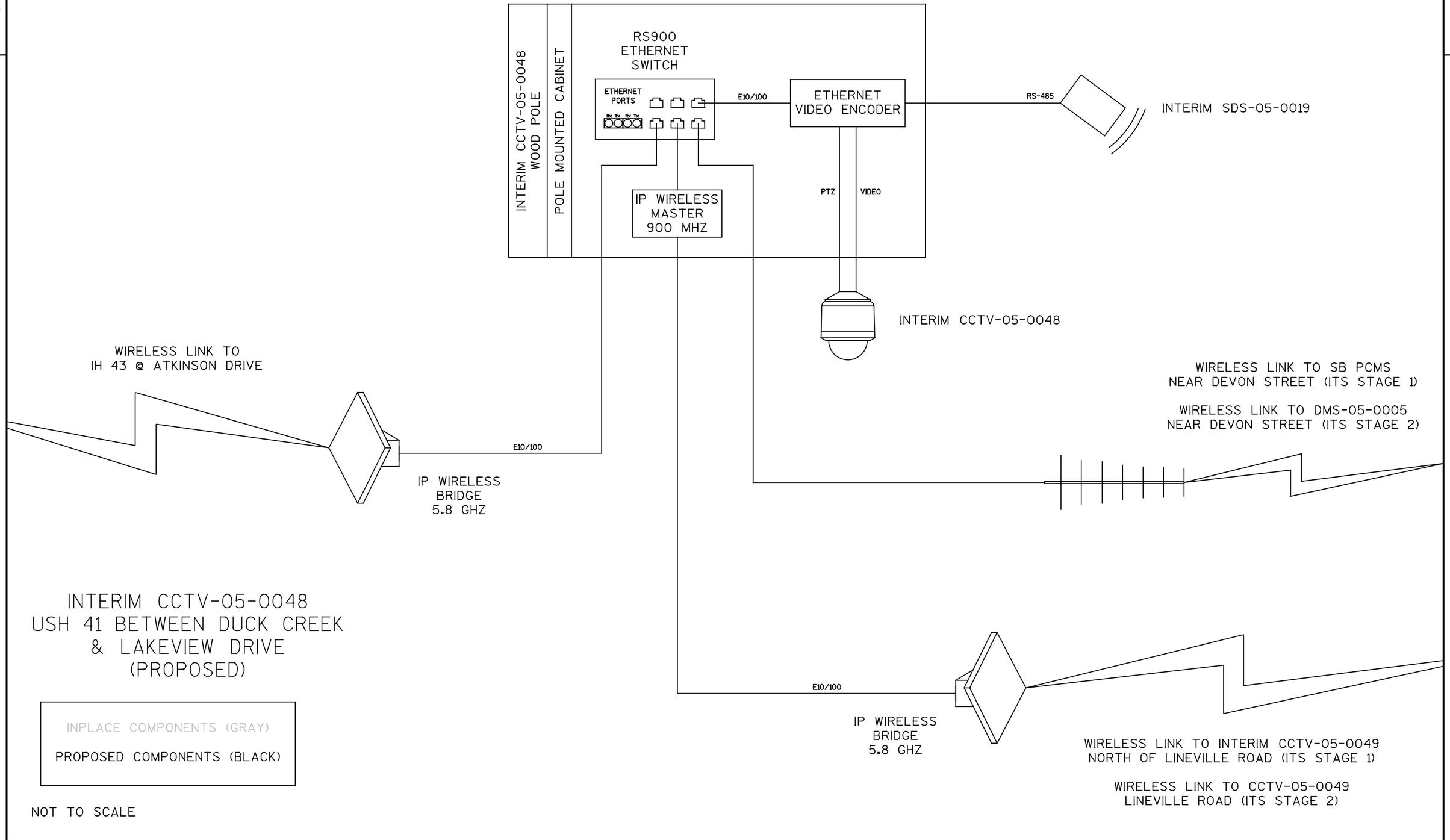
CCTV CAMERA TRAILER
USH 41 @ IH 43 INTERCHANGE
(PROPOSED)

INPLACE COMPONENTS (GRAY)

PROPOSED COMPONENTS (BLACK)

NOT TO SCALE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 370	E



INTERIM CCTV-05-0048
USH 41 BETWEEN DUCK CREEK & LAKEVIEW DRIVE (PROPOSED)

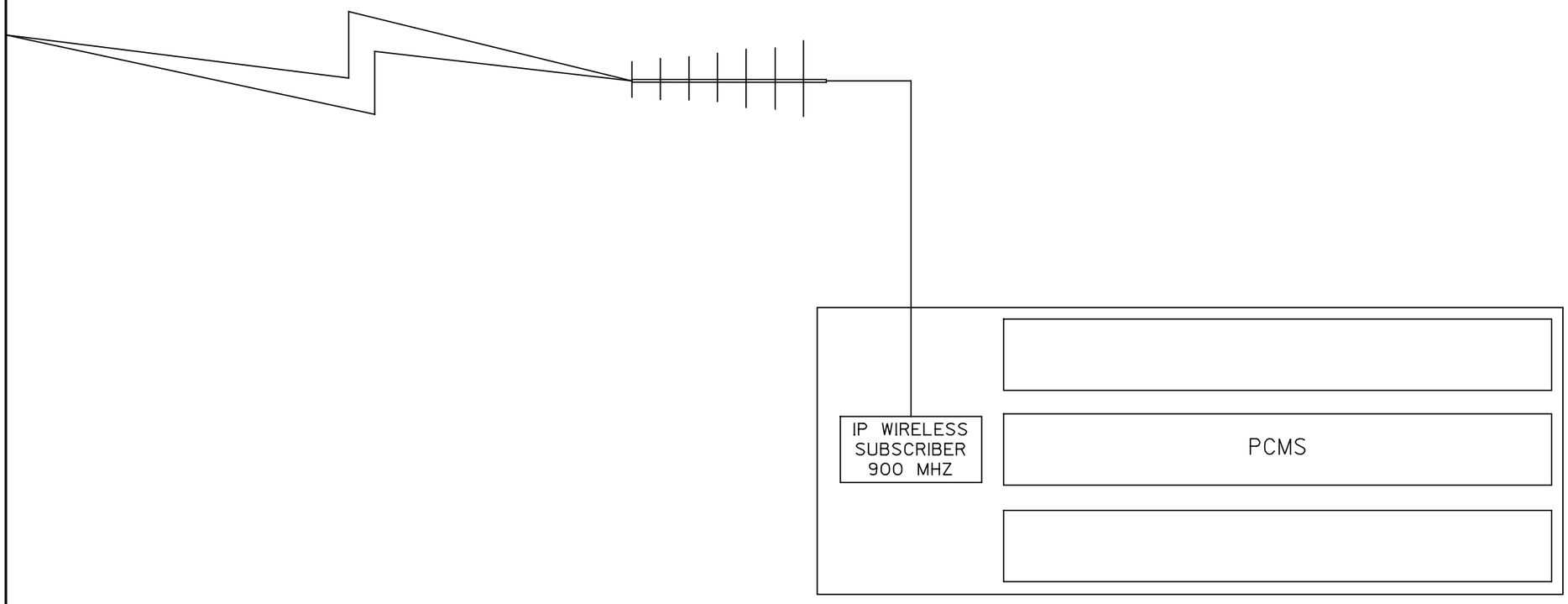
INPLACE COMPONENTS (GRAY)

PROPOSED COMPONENTS (BLACK)

NOT TO SCALE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 371	E

WIRELESS LINK TO INTERIM CCTV-05-0048
BETWEEN DUCK CREEK & LAKEVIEW DRIVE



PORTABLE CHANGEABLE MESSAGE SIGN
SB USH 41 NEAR DEVON STREET

SB PCMS
USH 41 NEAR DEVON STREET
(PROPOSED ITS STAGE 1)

INPLACE COMPONENTS (GRAY)

PROPOSED COMPONENTS (BLACK)

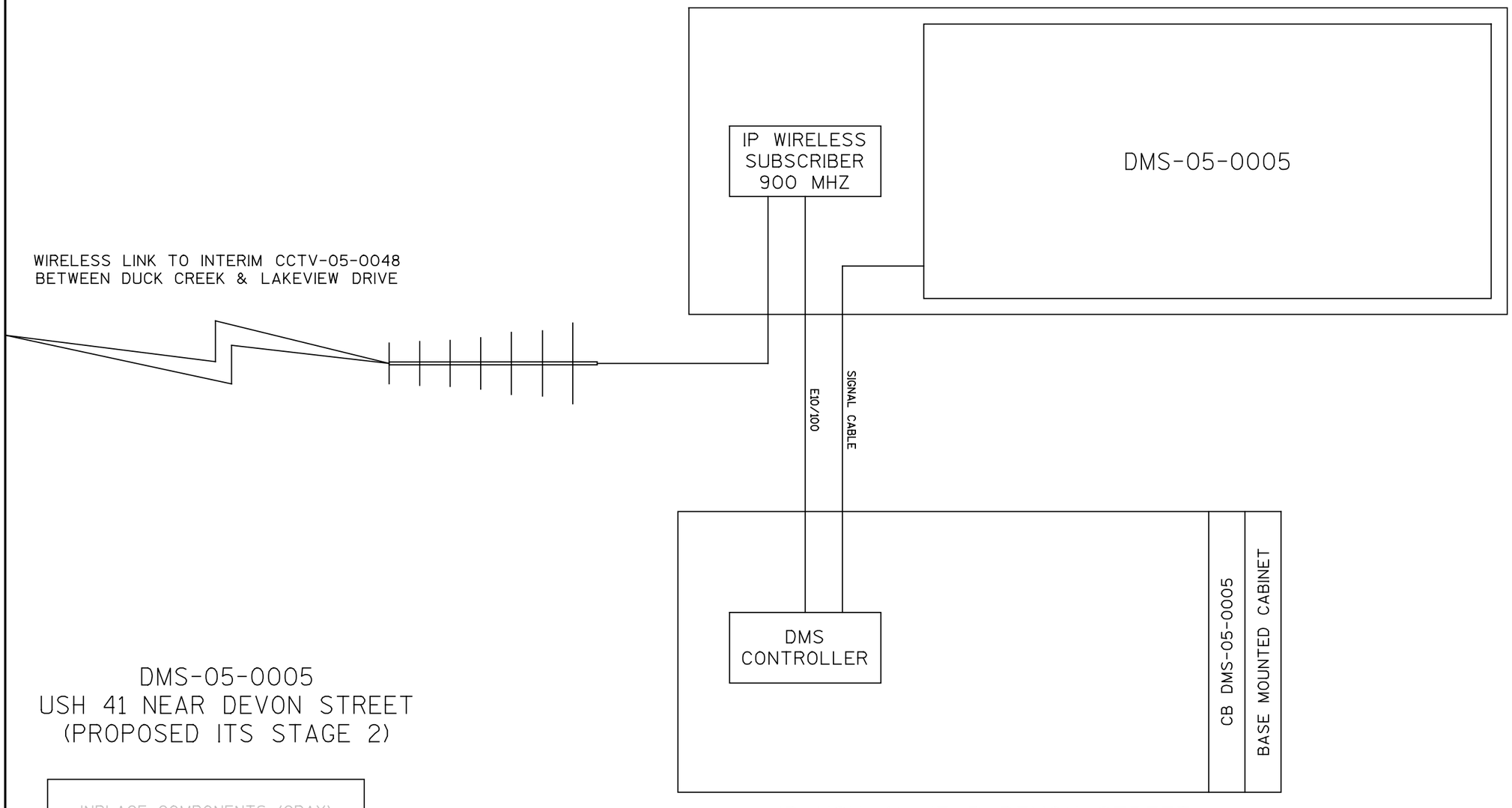
NOT TO SCALE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 372	E

2

2

DYNAMIC MESSAGE SIGN
NB USH 41 NEAR DEVON STREET



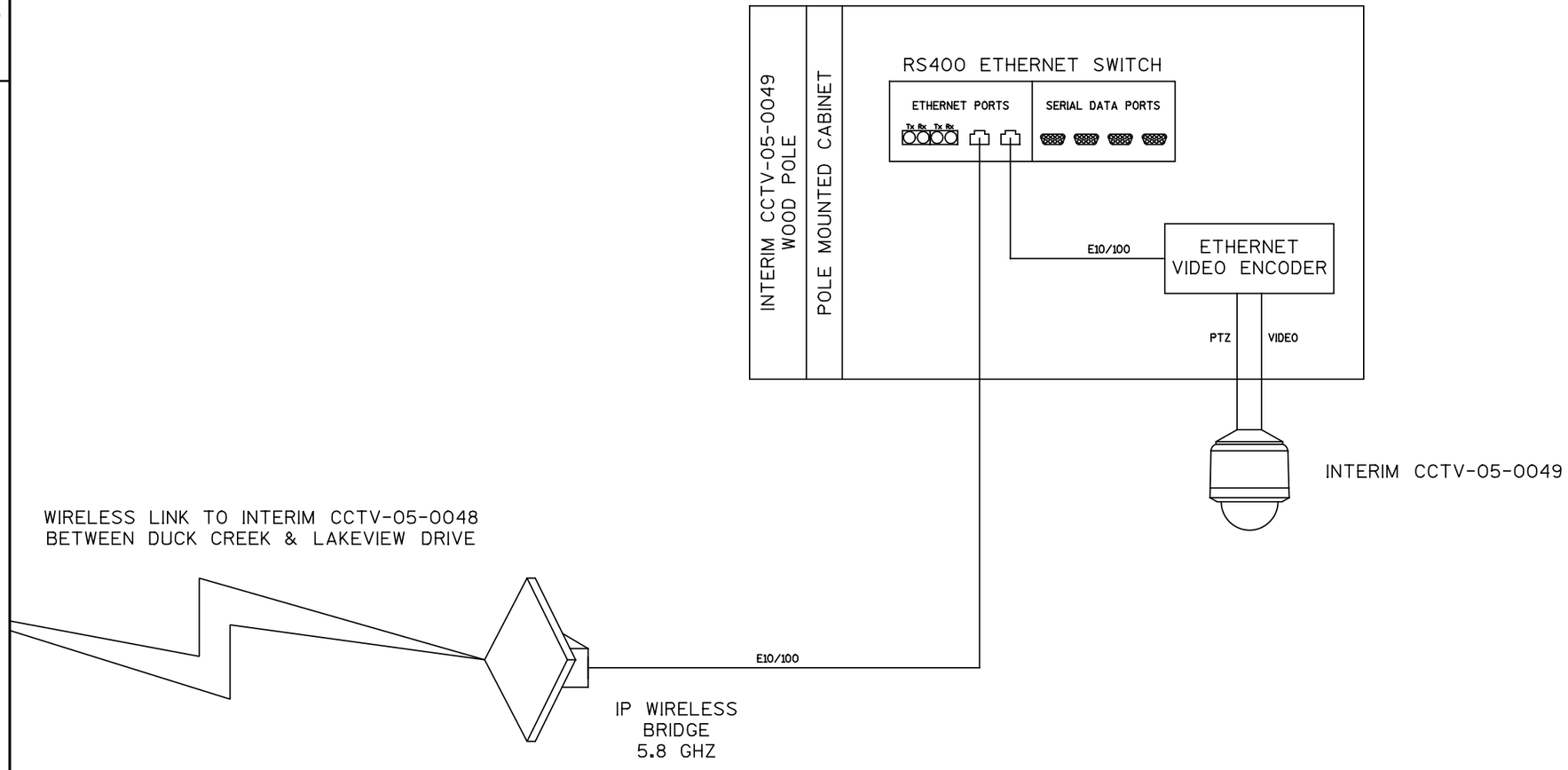
DMS-05-0005
USH 41 NEAR DEVON STREET
(PROPOSED ITS STAGE 2)

INPLACE COMPONENTS (GRAY)

PROPOSED COMPONENTS (BLACK)

NOT TO SCALE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 373	E



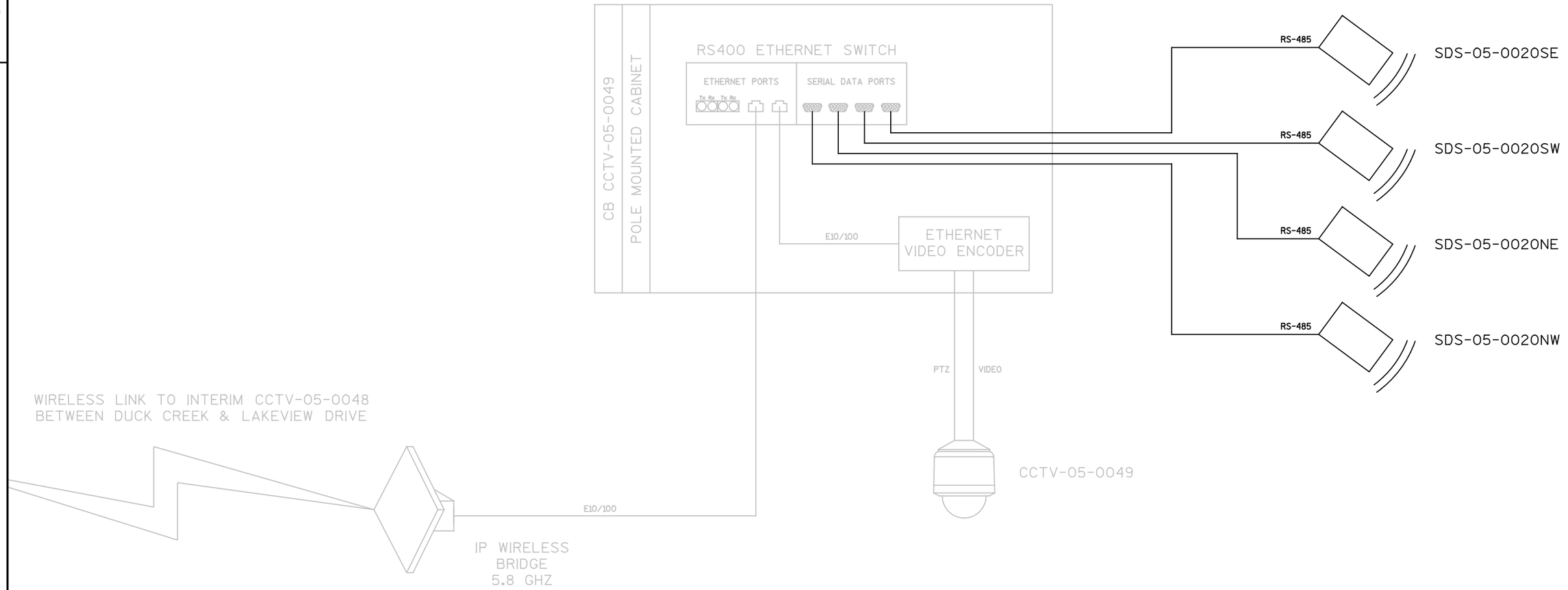
INTERIM CCTV-05-0049
USH 41 NORTH OF LINEVILLE ROAD
(PROPOSED ITS STAGE 1)

INPLACE COMPONENTS (GRAY)

PROPOSED COMPONENTS (BLACK)

NOT TO SCALE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 374	E



CCTV-05-0049
USH 41 @ LINEVILLE ROAD
(PROPOSED ITS STAGE 2)

INPLACE COMPONENTS (GRAY)

PROPOSED COMPONENTS (BLACK)

NOT TO SCALE

NOTES

COMPONENTS SHOWN AS INPLACE ON THIS ITS COMMUNICATIONS SCHEMATIC ARE RELOCATED FROM THE INTERIM CCTV-05-0049 WOOD POLE DURING CONSTRUCTION

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 375	E

2

WIRELESS LINK TO
INTERIM CCTV-05-0048
USH 41 BETWEEN DUCK CREEK
& LAKEVIEW DRIVE

E10/100

IP WIRELESS
BRIDGE
5.8 GHZ

WIRELESS LINK TO
CCTV CAMERA TRAILER
USH 41 @ IH 43 INTERCHANGE

E10/100

IP WIRELESS
MASTER
5.8 GHZ

WIRELESS LINK TO DMS-05-0009
SB IH 43 NEAR MILITARY AVENUE

CB CCTV-05-0057
POLE MOUNTED CABINET

RS400
ETHERNET
SWITCH

ETHERNET PORTS
SERIAL DATA PORTS

E10/100

IP WIRELESS
MASTER
900 MHZ

RS400
ETHERNET
SWITCH

ETHERNET PORTS
Tx Rx Tx Rx
SERIAL DATA PORTS

PATCH
CABLES

TERMINATION
PANEL

E10/100

ETHERNET
VIDEO ENCODER

RS-485
SDS-05-0022SE

RS-485
SDS-05-0022SW

RS-485
SDS-05-0022NE

RS-485
SDS-05-0022NW

VIDEO
PTZ

FO PIGTAIL

CCTV-05-0057

1-72 COUNT FO CABLE

IH 43 TRUNK FIBER TO
QUINCY ST

IH 43 @ ATKINSON DRIVE
(PROPOSED)

INPLACE COMPONENTS (GRAY)

PROPOSED COMPONENTS (BLACK)

NOT TO SCALE

NOTES

FIBER OPTIC CONFIGURATION NOT FIELD VERIFIED

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS COMMUNICATIONS SCHEMATIC	SHEET 376	E

2

2

N

0 50 100

SCALE IN FEET

9TH STREET

TAYLOR STREET

USH 41 SB

1010SB 1011SB 1012SB 1013SB 1014SB 1015SB 1016SB 1017SB 1018SB 1019SB 1020SB 1021SB 1022SB 1023SB 1024SB

USH 41 NB

1010NB 1011NB 1012NB 1013NB 1014NB 1015NB 1016NB 1017NB 1018NB 1019NB 1020NB 1021NB 1022NB 1023NB 1024NB

1022SE 1023SE 1024SE

MATCH LINE STA 1025NB+00.00

POMS

INSTALL PORTABLE CHANGEABLE MESSAGE SIGN (BY OTHERS)
(STATE FURNISHED)
ORIENT 900 MHZ SUBSCRIBER ANTENNA TOWARDS MASON STREET CCTV CAMERA POLE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS PLANS	SHEET 377	E

2

2

N

0 50 100

SCALE IN FEET

EXISTING CCTV-05-0044 (1133-03-72)
INSTALL IP RADIO (900 MHZ MASTER) (STATE FURNISHED)
ORIENT 900 MHZ MASTER ANTENNA TOWARDS NB USH 41 PCMS
(SEE CONSTRUCTION DETAIL)

USH 41 SB

MASON STREET

MATCH LINE STA 1025NB+00.00

1025SB 1026SB 1027SB 1028SB 1029SB 1030SB 1031SB 1032SB 1033SB 1034SB 1035SB 1036SB 1037SB 1038SB 1039SB 1040SB

1025NB 1026NB 1027NB 1028NB 1029NB 1030NB 1031NB 1032NB 1033NB 1034NB 1035NB 1036NB 1037NB 1038NB 1039NB 1040NB

USH 41 NB

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS PLANS	SHEET 378	E

2

2

WEST DEERFIELD AVENUE

1232+00 SMC | 1234+00 SMC | 1236+00 SMC | USH 41 SB | 1238+00 SMC | 1240+00 SMC | 1242+00 SMC | 1244+00 SMC | 1246+00 SMC

1232+00 NMC | 1234+00 NMC | 1236+00 NMC | 1238+00 NMC | 1240+00 NMC | 1242+00 NMC | 1244+00 NMC | 1246+00 NMC

USH 41 NB

MATCH LINE STA 1247+00.00 NMC

EAST DEERFIELD AVENUE

AERIAL ELECTRICAL SERVICE (WPS)

INTERIM CCTV-05-0048
65-FT WOOD POLE
ELECTRICAL SERVICE METER SOCKET (INTERIM CCTV-05-0048)
INSTALL CAMERA ASSEMBLY (STATE FURNISHED)
INSTALL POLE MOUNTED CABINET (STATE FURNISHED)
INSTALL ETHERNET SWITCH (RS900) (STATE FURNISHED)
INSTALL VIDEO ENCODER (STATE FURNISHED)
3-INSTALL IP RADIO (2-5.8 GHZ BRIDGE & 1-900 MHZ MASTER) (STATE FURNISHED)
INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY (INTERIM SDS-05-0019)
(SEE CONSTRUCTION DETAIL)

N

0 50 100
SCALE IN FEET

NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: WOOD POLES, ITS FIELD CABINET BASE, DMS STRUCTURE FOOTINGS, CCTV CAMERA BASE, MICROWAVE DETECTOR BASES, CONDUIT, PULL BOXES AND COMMUNICATIONS VAULTS.

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS PLANS	SHEET 379	E

2

CONDUIT HDPE 3-DUCT 2-INCH

CONDUIT HDPE DIRECTIONAL BORE 3-DUCT 2-INCH

CONDUIT HDPE 3-DUCT 2-INCH

WEST DEERFIELD AVENUE

CV1 (TTS)

CV2

CV3 (TTS)

98 LK

100 LK

102 LK

104 LK

106 LK

LAKEVIEW DRIVE

1248+00 SMC

1250+00 SMC

USH 41 SB

1252+00 SMC

1254+00 SMC

1256+00 SMC

1258+00 SMC

1262+0

MATCH LINE STA 1247+00.00 NMC

MATCH LINE STA 1262+00.00 NMC

1248+00 NMC

1250+00 NMC

1252+00 NMC

1254+00 NMC

1256+00 NMC

1158+00 NMC

1260+00 NMC

1262+0

USH 41 NB

I SIGN

I SIGN

EAST DEERFIELD AVENUE

RUINS

N

0 50 100

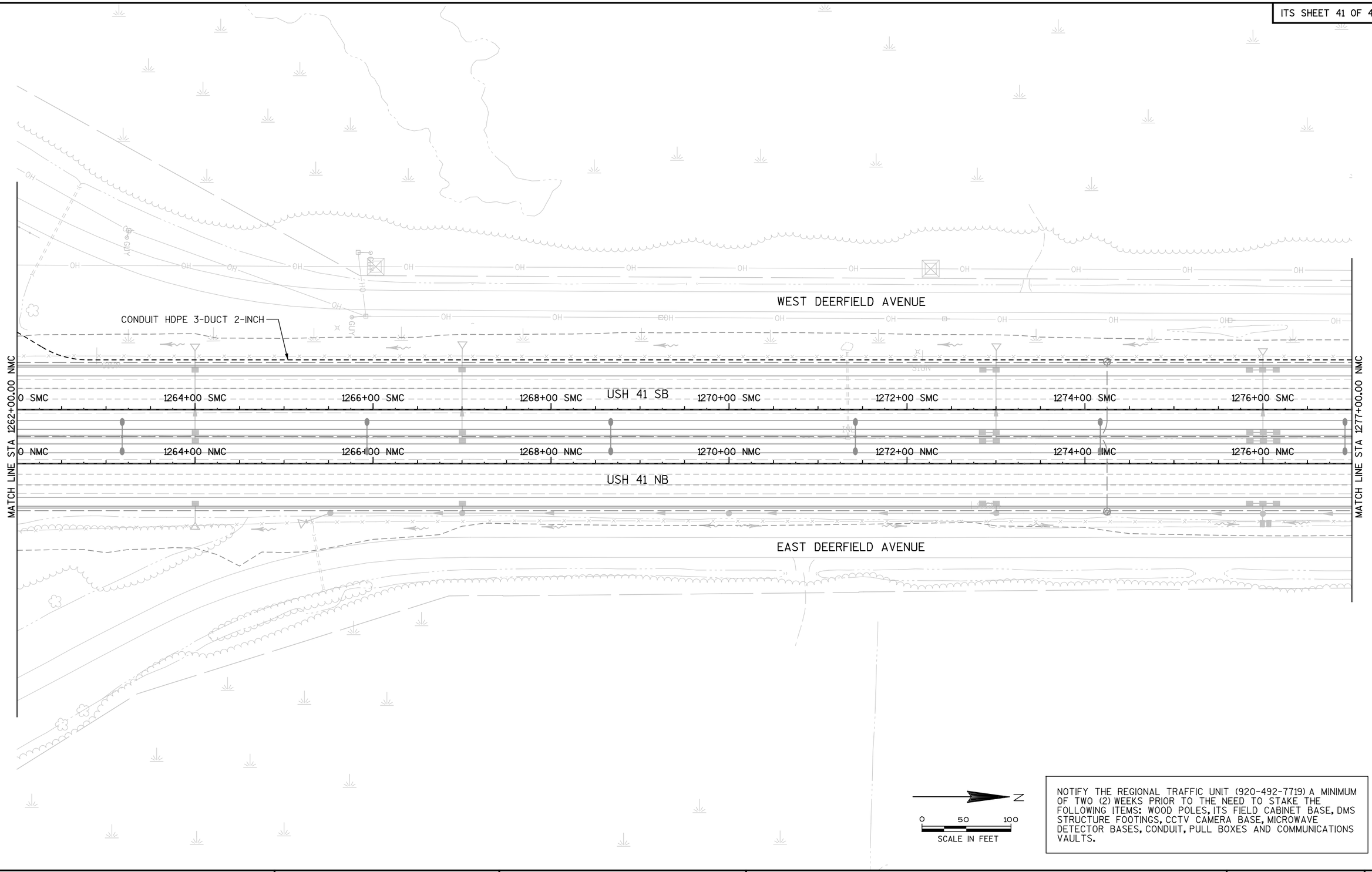
SCALE IN FEET

NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: WOOD POLES, ITS FIELD CABINET BASE, DMS STRUCTURE FOOTINGS, CCTV CAMERA BASE, MICROWAVE DETECTOR BASES, CONDUIT, PULL BOXES AND COMMUNICATIONS VAULTS.

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS PLANS	SHEET 380	E

2

2



NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: WOOD POLES, ITS FIELD CABINET BASE, DMS STRUCTURE FOOTINGS, CCTV CAMERA BASE, MICROWAVE DETECTOR BASES, CONDUIT, PULL BOXES AND COMMUNICATIONS VAULTS.

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS PLANS	SHEET 381	E

2

2

ITS STAGE 2
SIGN BRIDGE S-05-0108 (SEE STRUCTURE PLANS)
DMS-05-0005
INSTALL OVERHEAD FREEWAY DMS FULL MATRIX (STATE FURNISHED)
(MOUNT DMS TO FACE SOUTHBOUND TRAFFIC)
INSTALL IP RADIO (900 MHZ SUBSCRIBER) (STATE FURNISHED)
(ORIENT 900 MHZ SUBSCRIBER ANTENNA
TOWARDS INTERIM CCTV-05-0048 WOOD POLE)
(USH 41 BETWEEN DUCK CREEK & LAKEVIEW DRIVE)
(SEE CONSTRUCTION DETAIL)

DEVON STREET

ITS STAGE 1
INSTALL PORTABLE CHANGEABLE MESSAGE SIGN (BY OTHERS) (STATE FURNISHED)
ORIENT 900 MHZ SUBSCRIBER ANTENNA TOWARDS INTERIM CCTV-05-0048 WOOD POLE
(USH 41 BETWEEN DUCK CREEK & LAKEVIEW DRIVE)

ITS STAGE 2
REMOVE PORTABLE CHANGEABLE MESSAGE SIGN (BY OTHERS)

SEE INSET A

CONDUIT HDPE 3-DUCT 2-INCH

PB-E2
PB-C2
PB-E1
PB-C1
CV4 (TTS)
PCMS

CONDUIT HDPE 3-DUCT 2-INCH

WEST DEERFIELD AVENUE

MATCH LINE STA 1277+00.00 NMC

1278+00 SMC
1280+00 SMC
1282+00 SMC
1284+00 SMC
1286+00 SMC
USH 41 SB
1288+00 SMC
1290+00 SMC
1292+00 SMC

1278+00 NMC
1280+00 NMC
1282+00 NMC
1284+00 NMC
1286+00 NMC
1288+00 NMC
1290+00 NMC
1292+00 NMC

USH 41 NB

MATCH LINE STA 1292+00.00 NMC

2-CONDUIT RIDGID NONMETALLIC SCHEDULE 40 2-INCH
4-ELECTRICAL WIRE LIGHTING 2 AWG
INSTALL DMS SIGNAL CABLE (INCIDENTAL)
INSTALL OUTDOOR RATED CATEGORY 5E CABLE (INCIDENTAL)

EAST DEERFIELD AVENUE

1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
4-ELECTRICAL WIRE LIGHTING 2 AWG

CONDUIT HDPE 3-DUCT 2-INCH

CONDUIT 4-DUCT 2-INCH (INCIDENTAL)
(2 CONDUITS ROUTED INTO ELECTRIC PB)
8-ELECTRICAL WIRE LIGHTING 2 AWG
(2 CONDUITS ROUTED INTO COMMUNICATIONS PB)
INSTALL DMS SIGNAL CABLE (INCIDENTAL)
INSTALL OUTDOOR RATED CATEGORY 5E CABLE
(INCIDENTAL)

ITS STAGE 2
BASE ITS CONTROLLER CABINET
INSTALL ITS FIELD CABINET (STATE FURNISHED)
ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-05-0005)
2-PLAQUES SEQUENCE IDENTIFICATION
INSTALL DYNAMIC MESSAGE SIGN CONTROLLER (STATE FURNISHED)
(INCIDENTAL)
(SEE CONSTRUCTION DETAILS)

CONDUIT HDPE 3-DUCT 2-INCH

CONDUIT 2-DUCT 2-INCH (INCIDENTAL)

ITS STAGE 2
ELECTRICAL SERVICE METER BREAKER
PEDESTAL (DMS-05-0005)
(SEE CONSTRUCTION DETAIL)

PB-E1
CV4 (TTS)
PB-C1
V

INSET A (NOT TO SCALE)

N

0 50 100
SCALE IN FEET

NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: WOOD POLES, ITS FIELD CABINET BASE, DMS STRUCTURE FOOTINGS, CCTV CAMERA BASE, MICROWAVE DETECTOR BASES, CONDUIT, PULL BOXES AND COMMUNICATIONS VAULTS.

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS PLANS	SHEET 382	E

2

2

SDS-05-0020SW
1-CONCRETE BASES TYPE 5
1-TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
1-POLES TYPE 5-ALUMINUM
INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY
(SEE CONSTRUCTION DETAIL)
1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(BETWEEN TYPE 5 BASE AND COMMUNICATIONS PB)
1-CABLE MICROWAVE DETECTOR

CONDUIT HDPE 3-DUCT 2-INCH

CONDUIT HDPE 4-DUCT 2-INCH
1-CABLE MICROWAVE DETECTOR

CONDUIT HDPE 4-DUCT 2-INCH
2-CABLE MICROWAVE DETECTOR

WEST DEERFIELD AVENUE

PB-C3
CV5 (TTS)
CV6
PB-C4
PB-C5
PB-C6

1296MD
1298MD
1300MD
1302MD
1304MD
1306MD
RAMP MD

MATCH LINE STA 1292+00.00 NMC

1292+00 SMC
1294+00 SMC
1296+00 SMC
1298+00 SMC
1300+00 SMC
1302+00 SMC
1304+00 SMC
1306+00 SMC

USH 41 SB

MATCH LINE STA 1307+00.00 NMC

1292+00 NMC
1294+00 NMC
1296+00 NMC
1298+00 NMC
1300+00 NMC
1302+00 NMC
1304+00 NMC
1306+00 NMC

USH 41 NB

1294MA
1296MA
1298MA
1300MA
1302MA
1304MA
RAMP MA
1306MA

EAST DEERFIELD AVENUE

PB-C15
PB-C16

1-CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH
1-CABLE MICROWAVE DETECTOR

SDS-05-0020SE
1-CONCRETE BASES TYPE 5
1-TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
1-POLES TYPE 5-ALUMINUM
INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY
(SEE CONSTRUCTION DETAIL)
1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(BETWEEN TYPE 5 BASE AND COMMUNICATIONS PB)
1-CABLE MICROWAVE DETECTOR

1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-CABLE MICROWAVE DETECTOR

N

0 50 100
SCALE IN FEET

NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: WOOD POLES, ITS FIELD CABINET BASE, DMS STRUCTURE FOOTINGS, CCTV CAMERA BASE, MICROWAVE DETECTOR BASES, CONDUIT, PULL BOXES AND COMMUNICATIONS VAULTS.

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS PLANS	SHEET 383	E

2

NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: WOOD POLES, ITS FIELD CABINET BASE, DMS STRUCTURE FOOTINGS, CCTV CAMERA BASE, MICROWAVE DETECTOR BASES, CONDUIT, PULL BOXES AND COMMUNICATIONS VAULTS.

NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-5651, OR SECONDARY CONTACT AT 920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: RAMP CLOSURE GATE BASES AND RAMP CLOSURE GATE CONTROLLER CABINET BASES.

LIGHTING SHOWN FOR INFORMATION ONLY

N

0 50 100
SCALE IN FEET

G-05-0048
1-RAMP CLOSURE GATES SOLAR POWERED 37-FT
1-CONCRETE BASES TYPE 5
1-TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK (SEE CONSTRUCTION DETAILS)
1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (BETWEEN RAMP CLOSURE GATE AND ELECTRIC PB)
GATE FLASHER POWER DISTRIBUTION CABLES (INCIDENTAL)

G-05-0051
1-RAMP CLOSURE GATES SOLAR POWERED 30-FT
1-CONCRETE BASES TYPE 5
1-TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK (SEE CONSTRUCTION DETAILS)
1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (BETWEEN RAMP CLOSURE GATE AND ELECTRIC PB)
GATE FLASHER POWER DISTRIBUTION CABLES (INCIDENTAL)

G-05-0050
1-RAMP CLOSURE GATES SOLAR POWERED 24-FT
1-CONCRETE BASES TYPE 5
1-TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK (SEE CONSTRUCTION DETAILS)
1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (BETWEEN RAMP CLOSURE GATE AND ELECTRIC PB)
GATE FLASHER POWER DISTRIBUTION CABLES (INCIDENTAL)

MATCH LINE STA 1315+00.00 NMC

SHARED CONDUIT WITH LIGHTING
(PAID FOR UNDER LIGHTING)
GATE FLASHER POWER DISTRIBUTION CABLES
(INCIDENTAL)

NB CONTROLLER CABINET
1-CONCRETE CONTROL CABINET BASES TYPE 10
1-PEDESTAL BASES BLACK
1-TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT BLACK (SEE CONSTRUCTION DETAIL)
1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (BETWEEN CONTROLLER CABINET AND ELECTRIC PB)
GATE FLASHER POWER DISTRIBUTION CABLES
(INCIDENTAL)

SHARED CONDUIT WITH LIGHTING
(PAID FOR UNDER LIGHTING)
GATE FLASHER POWER DISTRIBUTION CABLES
(INCIDENTAL)

G-05-0049
SHARED POLE WITH LIGHTING
1-RAMP CLOSURE GATES SOLAR POWERED 24-FT
1-CONCRETE BASES TYPE 5
1-TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK (SEE CONSTRUCTION DETAILS)
SHARED CONDUIT WITH LIGHTING (BETWEEN RAMP CLOSURE GATE AND ELECTRIC PB)
(PAID FOR UNDER LIGHTING)
GATE FLASHER POWER DISTRIBUTION CABLES
(INCIDENTAL)

CONDUIT HDPE 4-DUCT 2-INCH
2-CABLE MICROWAVE DETECTOR

SEE INSET A

SHARED SOURCE OF POWER WITH LIGHTING
(PAID FOR UNDER LIGHTING)
SHARED CONDUIT WITH LIGHTING
(BETWEEN SOURCE OF POWER AND ELECTRIC PB)
(PAID FOR UNDER LIGHTING)
3-ELECTRICAL WIRE LIGHTING 4 AWG
1-ELECTRICAL WIRE LIGHTING 10 AWG (GROUND)

SHARED CONDUIT WITH LIGHTING
(PAID FOR UNDER LIGHTING)
GATE FLASHER POWER DISTRIBUTION CABLES
(INCIDENTAL)
3-ELECTRICAL WIRE LIGHTING 4 AWG
1-ELECTRICAL WIRE LIGHTING 10 AWG (GROUND)

SB CONTROLLER CABINET
1-CONCRETE CONTROL CABINET BASES TYPE 10
1-PEDESTAL BASES BLACK
1-TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT BLACK (SEE CONSTRUCTION DETAIL)
1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (BETWEEN CONTROLLER CABINET AND ELECTRIC PB)
GATE FLASHER POWER DISTRIBUTION CABLES
(INCIDENTAL)

SHARED CONDUIT WITH LIGHTING
(PAID FOR UNDER LIGHTING)
GATE FLASHER POWER DISTRIBUTION CABLES
(INCIDENTAL)
3-ELECTRICAL WIRE LIGHTING 4 AWG
1-ELECTRICAL WIRE LIGHTING 10 AWG (GROUND)

SHARED CONDUIT WITH LIGHTING
(PAID FOR UNDER LIGHTING)
3-ELECTRICAL WIRE LIGHTING 4 AWG
1-ELECTRICAL WIRE LIGHTING 10 AWG
(GROUND)

CONDUIT HDPE 4-DUCT 2-INCH
2-CABLE MICROWAVE DETECTOR

MATCH LINE STA 1307+00.00 NMC

3-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(2 CONDUITS ROUTED INTO COMMUNICATIONS PB)
4-CABLE MICROWAVE DETECTOR
(1 CONDUIT ROUTED INTO CV) (EMPTY CONDUIT)

ITS STAGE 2
CCTV-05-0049
BASE CAMERA POLE 50-FT
INSTALL CAMERA POLE (STATE FURNISHED)
INSTALL CAMERA ASSEMBLY
(SALVAGED FROM INTERIM CCTV-05-0049 WOOD POLE)
INSTALL POLE MOUNTED CABINET
(SALVAGED FROM INTERIM CCTV-05-0049 WOOD POLE)
4-PLAQUES SEQUENCE IDENTIFICATION (CCTV-05-0049 & SDS-05-0020)
INSTALL ETHERNET SWITCH (RS400)
(SALVAGED FROM INTERIM CCTV-05-0049 WOOD POLE)
INSTALL VIDEO ENCODER
(SALVAGED FROM INTERIM CCTV-05-0049 WOOD POLE)
INSTALL IP RADIO (5.8 GHZ BRIDGE)
(SALVAGED FROM INTERIM CCTV-05-0049 WOOD POLE)
(SEE CONSTRUCTION DETAILS)

1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
3-ELECTRICAL WIRE LIGHTING 4 AWG
1-ELECTRICAL WIRE LIGHTING 10 AWG (GROUND)

INSET A (NOT TO SCALE)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS PLANS	SHEET 384	E

2

2

14CHN

16CHN

18CHN

20CHN

1316MC

1318MC

RAMP MC

1320MC

1322MC

1324MC

1326MC

1328MC

CONDUIT HDPE 4-DUCT 2-INCH
1-CABLE MICROWAVE DETECTOR

CONDUIT HDPE 4-DUCT 2-INCH
2-CABLE MICROWAVE DETECTOR

SDS-05-0020NW
1-CONCRETE BASES TYPE 5
1-TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
1-POLES TYPE 5-ALUMINUM
INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY
(SEE CONSTRUCTION DETAIL)
1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(BETWEEN TYPE 5 BASE AND COMMUNICATIONS PB)
1-CABLE MICROWAVE DETECTOR

PB-C11

PB-C12

CV9

PB-C13

CV10 (TTS)

PB-C14

WEST DEERFIELD AVENUE

MATCH LINE STA 1315+00.00 NMC

1316+00 SMC

1318+00 SMC

USH 41 SB

1322+00 SMC

1324+00 SMC

1326+00 SMC

1328+00 SMC

1330+00 SMC

1316+00 NMC

1318+00 NMC

1320+00 NMC

1322+00 NMC

1324+00 NMC

1326+00 NMC

1328+00 NMC

1330+00 NMC

USH 41 NB

1-CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH
1-CABLE MICROWAVE DETECTOR

MATCH LINE STA 1330+00.00 NMC

1324MB

1322MB

1320MB

1318MB

RAMP MB

1316MB

PB-C17

EAST DEERFIELD AVENUE

SDS-05-0020NE
1-CONCRETE BASES TYPE 5
1-TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
1-POLES TYPE 5-ALUMINUM
INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY
(SEE CONSTRUCTION DETAIL)

1-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-CABLE MICROWAVE DETECTOR

N

0 50 100
SCALE IN FEET

NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: WOOD POLES, ITS FIELD CABINET BASE, DMS STRUCTURE FOOTINGS, CCTV CAMERA BASE, MICROWAVE DETECTOR BASES, CONDUIT, PULL BOXES AND COMMUNICATIONS VAULTS.

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS PLANS	SHEET 385	E

2

2

WEST DEERFIELD AVENUE

MATCH LINE STA 1330+00.00 NMC

0 SMC 1332+00 SMC 1334+00 SMC 1336+00 SMC 1338+00 SMC 1340+00 SMC 1342+00 SMC 1344+00 SMC

USH 41 SB

0 NMC 1332+00 NMC 1334+00 NMC 1336+00 NMC 1338+00 NMC 1340+00 NMC 1342+00 NMC 1344+00 NMC

USH 41 NB

EAST DEERFIELD AVENUE

AERIAL ELECTRICAL SERVICE (WPS)

INTERIM CCTV-05-0049

ITS STAGE 1
65-FT WOOD POLE
ELECTRICAL SERVICE METER SOCKET (INTERIM CCTV-05-0049)
INSTALL CAMERA ASSEMBLY (STATE FURNISHED)
INSTALL POLE MOUNTED CABINET (STATE FURNISHED)
INSTALL ETHERNET SWITCH (RS400) (STATE FURNISHED)
INSTALL VIDEO ENCODER (STATE FURNISHED)
INSTALL IP RADIO (5.8 GHZ BRIDGE) (STATE FURNISHED)
(SEE CONSTRUCTION DETAIL)

ITS STAGE 2
(UPON INSTALLATION OF PERMANENT CCTV-05-0049 POLE AT LINEVILLE ROAD)
REMOVE WOOD POLE
SALVAGE CAMERA ASSEMBLY
SALVAGE POLE MOUNTED CABINET
SALVAGE ETHERNET SWITCH (RS400)
SALVAGE VIDEO ENCODER
SALVAGE IP RADIO (5.8 GHZ BRIDGE)
(TRANSFER SALVAGED COMPONENTS TO PERMANENT CCTV-05-0049 POLE)

N

0 50 100
SCALE IN FEET

NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: WOOD POLES, ITS FIELD CABINET BASE, DMS STRUCTURE FOOTINGS, CCTV CAMERA BASE, MICROWAVE DETECTOR BASES, CONDUIT, PULL BOXES AND COMMUNICATIONS VAULTS.

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS PLANS	SHEET 386	E

912
910
908
906
904
902
900
898
IH 43 NB
IH 43 SB

EXISTING CCTV-05-0057 (1211-18-93)
2-INSTALL IP RADIO (5.8 GHZ BRIDGE & 5.8 GHZ MASTER)
(STATE FURNISHED)
(SEE CONSTRUCTION DETAIL)

ATKINSON DRIVE

N

0 50 100
SCALE IN FEET

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ITS PLANS	SHEET 387	E

STREET LIGHTING PLANS PREPARED BY

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

2-1-13 (DATE)

(SIGNATURE)

NOTES:

1) WISCONSIN DOT NORTHEAST REGION ELECTRICAL UNIT SHALL APPROVE THE FINAL LOCATION FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO INSTALLATION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 492-5654 OR (920) 492-5628.

2) PITCH ALL CONDUIT TOWARD PULLBOXES. A 2" DRAIN DUCT TO DITCH OR STORM SEWER REQUIRED FOR ALL PULL BOXES IN LOW POINTS. REFER TO THE MISCELLANEOUS QUANTITIES FOR LOCATIONS OF DRAIN DUCT.

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) THE WISCONSIN DOT NORTHEAST REGION WILL FURNISH AND INSTALL A LIGHTING CONTROL CABINET AND TERMINATE ALL CABINET WIRING FOR CONCRETE BASE CB200.

5) REFER TO ITS PLANS FOR LOCATIONS OF SHARED INFRASTRUCTURE.

6) ALL POLES ON BREAKAWAY BASES SHALL BE PLACED A MINIMUM OF 12-FEET FROM THE EDGE OF THE OUTSIDE TRAVEL LANE. ALL LIGHTS PLACED BEHIND GUARDRAIL SHALL BE PLACED A MINIMUM OF 4-FEET BEHIND THE FACE OF GUARDRAIL. ALL LIGHTS PLACED BEHIND CONCRETE BARRIER SHALL BE PLACE A MINIMUM OF 4-FEET BEHIND THE BACK OF THE CONCRETE BARRIER.

7) CONDUIT RIGID METALLIC MAY BE REQUIRED ACROSS STRUCTURE JOINTS AT CERTAIN LOCATIONS. FIVE FEET (MINIMUM) ON EITHER SIDE OF THE JOINT REQ'D. APPLY ASPHALTIC SEALANT TO ANY EXPOSED METALLIC CONDUIT. EXPANSION FITTING BONDING JUMPER & ASPHALTIC SEALANT TO BE CONSIDERED INCIDENTAL TO THE CONDUIT. REFER TO LOCATIONS SHOWN IN THE PLANS FOR RIGID METALLIC CONDUIT LOCATIONS.

8) COORDINATE CONSTRUCTION OF LIGHT BASES WITH RETAINING WALL SOIL BACKFILL AND GEOGRID PLACEMENT OPERATIONS. FURNISH AND INSTALL RIGID FORMS FOR WALL BACKFILL AS REQUIRED.

9) REFER TO PLANS AND CONSTRUCTION DETAILS FOR THE LOCATION OF CONDUIT IN THE USH 41 MEDIANS. COORDINATE CONDUIT PLACEMENT WITH BARRIER WALL CONSTRUCTION AS REQ'D.

10) CABINET BASES AND THE PULLBOXES AND CONDUIT WITHIN THE AREA OF CABINET BASES SHALL BE INSTALLED PER FIELD CONDITIONS (WITH ENGINEER APPROVAL). VERIFY THE LOCATION OF ALL ELECTRICAL FACILITIES WITH THE ENGINEER PRIOR TO INSTALLING.

11) REFER TO MISCELLANEOUS QUANTITIES FOR THE LOCATIONS OF BLACK ANODIZED AND CITY FURNISHED STREET LIGHTING EQUIPMENT.

12) METALLIC CONDUIT SHALL BE PLACED BETWEEN STRUCTURE PARAPETS AND THE FIRST PULLBOX LOCATED OFF THE STRUCTURE.

13) REFER TO LANDSCAPING PLANS FOR PLANTING LOCATIONS. ROUTE CONDUIT AND PLACE PULLBOXES OUTSIDE OF LANDSCAPED AREAS TO AVOID CONFLICTS.

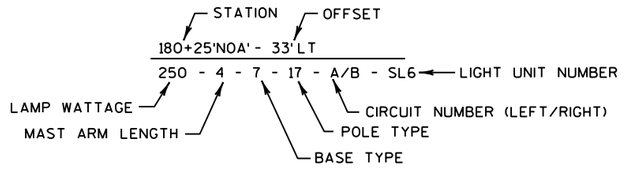
14) REFER TO LANDSCAPE IRRIGATION PLANS FOR ADDITIONAL CONNECTIONS INTO STREET LIGHTING ELECTRICAL SYSTEMS. CB100 AND CB300 WILL PROVIDE CIRCUITS FOR IRRIGATION AND WELL SYSTEMS. IRRIGATION PLANS MAY INDICATE ADDITIONAL WIRING TO BE PLACED IN LIGHTING CONDUITS.

15) ALL CONCRETE BASE MEDIAN BARRIER SHALL BE CONDUIT INSTALLATION CASE ONE UNLESS NOTED OTHERWISE.

16) ELECTRICAL WIRE LIGHTING 10 AWG (GREEN) INCLUDED FOR PULL BOXES AS THE BONDING CONDUCTOR. REFER TO MISCELLANEOUS QUANTITIES FOR LOCATIONS.

17) REVIEW AND MAINTAIN WORKING CLEARANCES FOR INSTALLATION OF STREET LIGHT POLES ADJACENT TO ATC TRANSMISSION LINES.

LIGHTING PLAN LEGEND



- TWIN ARM LIGHTING UNIT ON CONCRETE BASE MEDIAN BARRIER
- TWIN ARM LIGHTING UNIT ON CONCRETE BASE
- SINGLE ARM LIGHTING UNIT ON CONCRETE BASE
- LIGHTING CONTROL CABINET & BASE
- PULL BOX (24" X 42" STEEL)
- LIGHTING CONDUIT (REFER TO PLANS & MISC. QUANTITIES FOR SIZE, TYPE AND WIRING.)
- B-05-XXX — SEE STRUCTURE PLANS FOR ELECTRICAL DETAILS

ABBREVIATIONS

MB1 - CONCRETE BASE MEDIAN BARRIER TYPE 1
MB2 - CONCRETE BASE MEDIAN BARRIER TYPE 2
STR - STRUCTURE MOUNT (REFER TO STRUCTURE PLANS)
PWO - PULLWIRE ONLY REQ'D
F - FIBERGLASS STREET LIGHT POLE - INSTALL ONLY
W - CONCRETE BASES TYPE W
A - LUMINAIRES UTILITY LED CATEGORY A
C - LUMINAIRES UTILITY LED CATEGORY C
B - BOX STYLE LUMINAIRE LED - INSTALL ONLY

SHEET 1 OF 26

PROJECT NO: 1133-10-78/81	HWY: USH 41	COUNTY: BROWN	LIGHTING - CONSTRUCTION DETAILS	SHEET 388	E

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-72PLQtInBAIEle30212013cd.dgn PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

GENERAL NOTES

1) BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

2) CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

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

4) CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4-INCHES, PRIOR TO INSTALLING END BELL.

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

6) BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

7) A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR ALL BASES.

8) THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE IN THE JUNCTION BOXES. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE CONTINUOUS AND NEATLY COILED AND THE COIL TIED TOGETHER.

9) ANCHOR BOLTS SHALL BE THREADED 12-INCHES IN LENGTH ON THE END OF THE BOLT. ANCHOR BOLTS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 654.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A307, ASTM 4-449, OR ASTM A-687 (GRADE 105). ALTERNATE "L"-BEND (MIN. 4") IS ACCEPTABLE.

10) WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR BOLTS.

11) VERIFY COMPATIBILTY OF ANCHOR BOLT SIZE AND PATTERN PRIOR TO FORMING THE CONCRETE BASE.

12) ANCHOR BOLTS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL PER SECTION 5.17.6.3 AASTO 2001 4TH EDITION STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS.

13) GALVANIZED STEEL MESH WITH ¾" STAINLESS STEEL BANDING USED FOR RODENT SCREEN REQUIRED FOR ALL POLES. MESH AND BANDING SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM.

14) WELDING OF THE ANCHOR BOLTS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

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

16) MIRROR THE CONDITIONS DEPICTED ON THESE DETAILS WHEN CONDUIT ENTRANCES ARE OPPOSITE FROM THE CASES SHOWN.

17) THE DIMENSIONS OF THE CONCRETE BASES WILL VARY FROM WHAT IS SHOWN ON THIS DETAIL DEPENDING ON THE VERTICAL AND HORIZONTAL SEPARATION BETWEEN THE NORTHBOUND AND SOUTHBOUND TRAVEL LANES. THIS DETAIL PROVIDES TYPICAL DIMENSIONS FOR THE MAJORITY OF BASES. QUANTITIES OF BAR STEEL REINFORCEMENT AND CONCRETE AS SHOWN ARE APPROXIMATE. DIMENSIONS OF BAR STEEL REINFORCEMENT WILL VARY IN TRANSITION SECTIONS. MAKE FIELD ADJUSTMENTS AS REQUIRED.

18) ADDITIONAL QUANTITIES AND STAKING REQUIRED IN TRANSITION SECTIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONCRETE BASE MEDIAN BARRIER BID ITEM.

19) THE CONCRETE SURFACE SHALL MATCH THE PROPOSED MEDIAN BARRIER WALL FINISH.

20) ALL STEEL CONDUIT SHALL BE GROUNDED. FURNISH AND INSTALL GROUNDING BUSHING WITH LAY-IN TYPE GROUND LUG AND COPPER GROUNDING JUMPER.

21) ADJUST THE JUNCTION BOX LOCATION AS REQUIRED TO FIT FIELD CONDITIONS AND TO AVOID CONFLICTS WITH REINFORCEMENT STEEL. MAINTAIN A MINIMUM OF 2-INCHES OF CONCRETE BETWEEN REINFORCEMENT STEEL ALONG ALL SIDES OF THE JUNCTION BOXES.

ESTIMATED QUANTITIES PER BASE (APPROX.)

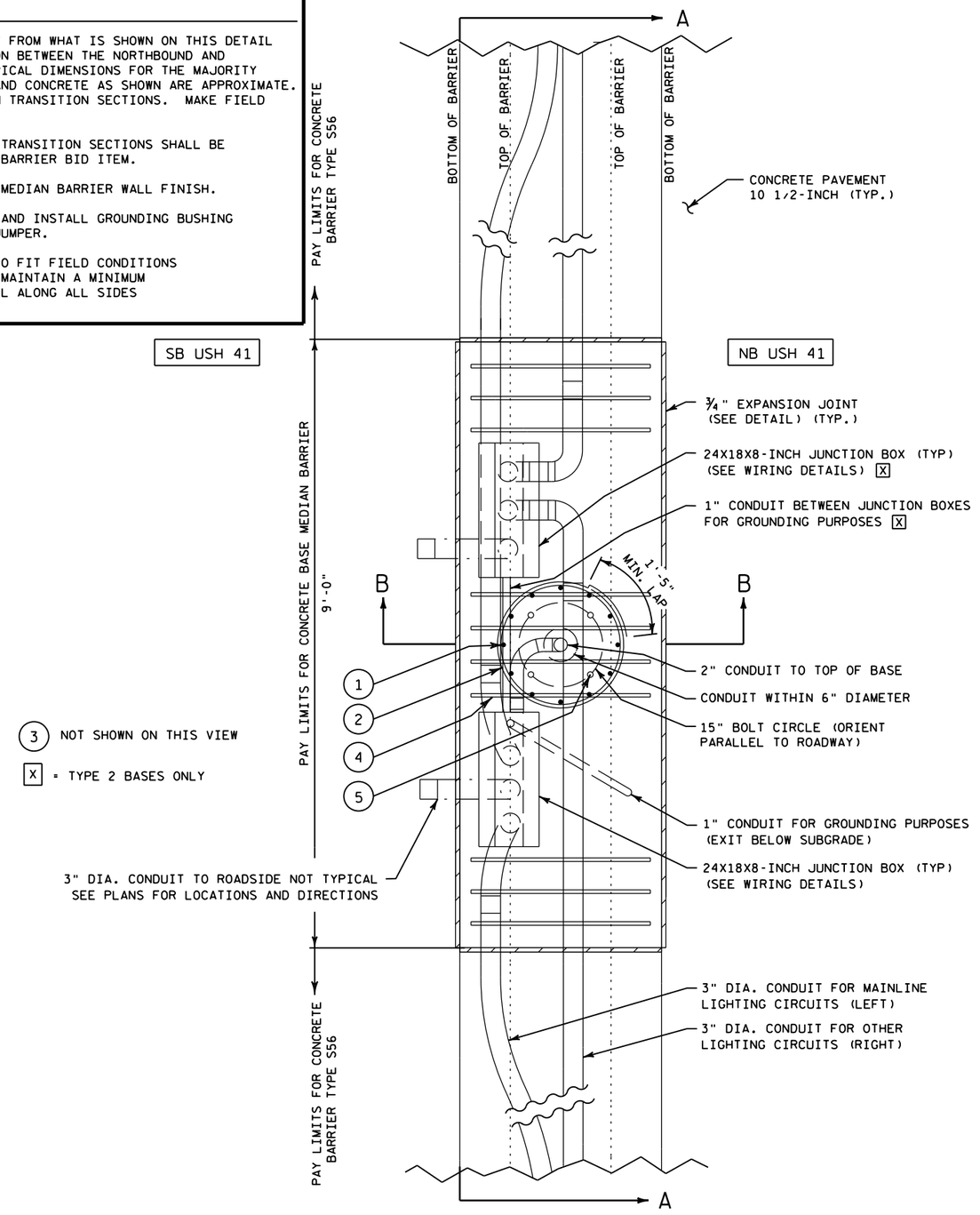
ITEM	UNIT	TYPE 1 QUANTITY	TYPE 2 QUANTITY
CONCRETE MASONRY	C.Y.	5.5*	5.5*
BAR STEEL REINFORCEMENT	LB.	525*	525*
ANCHOR BOLTS	EACH	4	4
24"X18"X8" JUNCTION BOX	EACH	1	2
3" CONDUIT ***	LF	7**	14**
2" CONDUIT	LF	3	3
1" CONDUIT	LF	8	10

ALL QUANTITIES INCIDENTAL TO "CONCRETE BASE MEDIAN BARRIER (TYPE)"
BID ITEM SPV.0060.352 (TYPE 1)
BID ITEM SPV.0060.353 (TYPE 2)

* AMOUNT VARIES IN GRADE SEPARATED AREAS
** AMOUNT VARIES DEPENDING ON NUMBER OF CONDUITS ENTERING BASE (SEE PLANS)
*** SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS OF RIGID METALLIC CONDUIT

CONCRETE BASE MEDIAN BARRIER TYPE 1 & 2

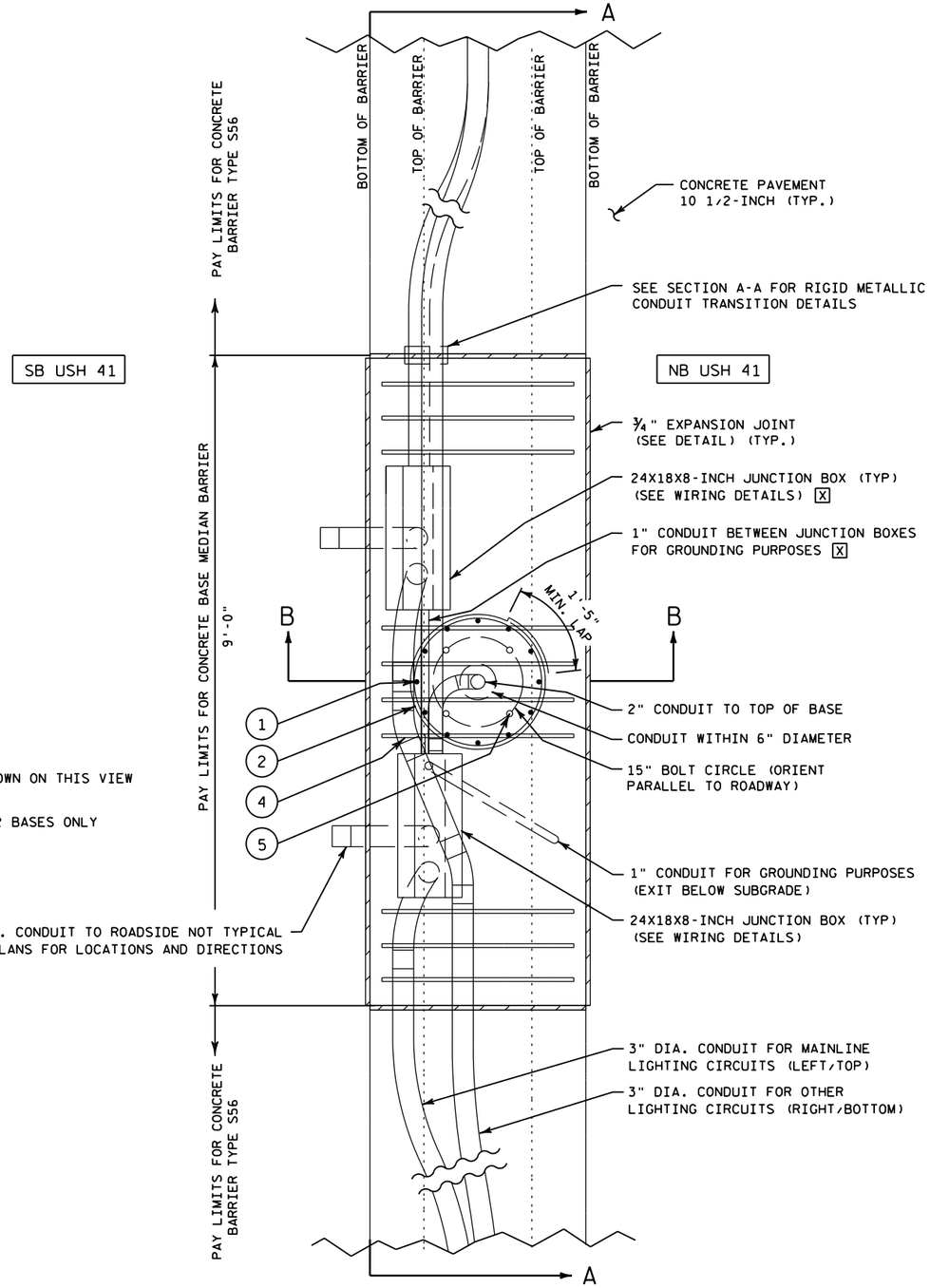
(SHEETS 2-12) NO SCALE



PLAN VIEW

CASE 1 - CONDUIT IN BASE COURSE BOTH SIDES

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-72 PLOT DATE : 10/21/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

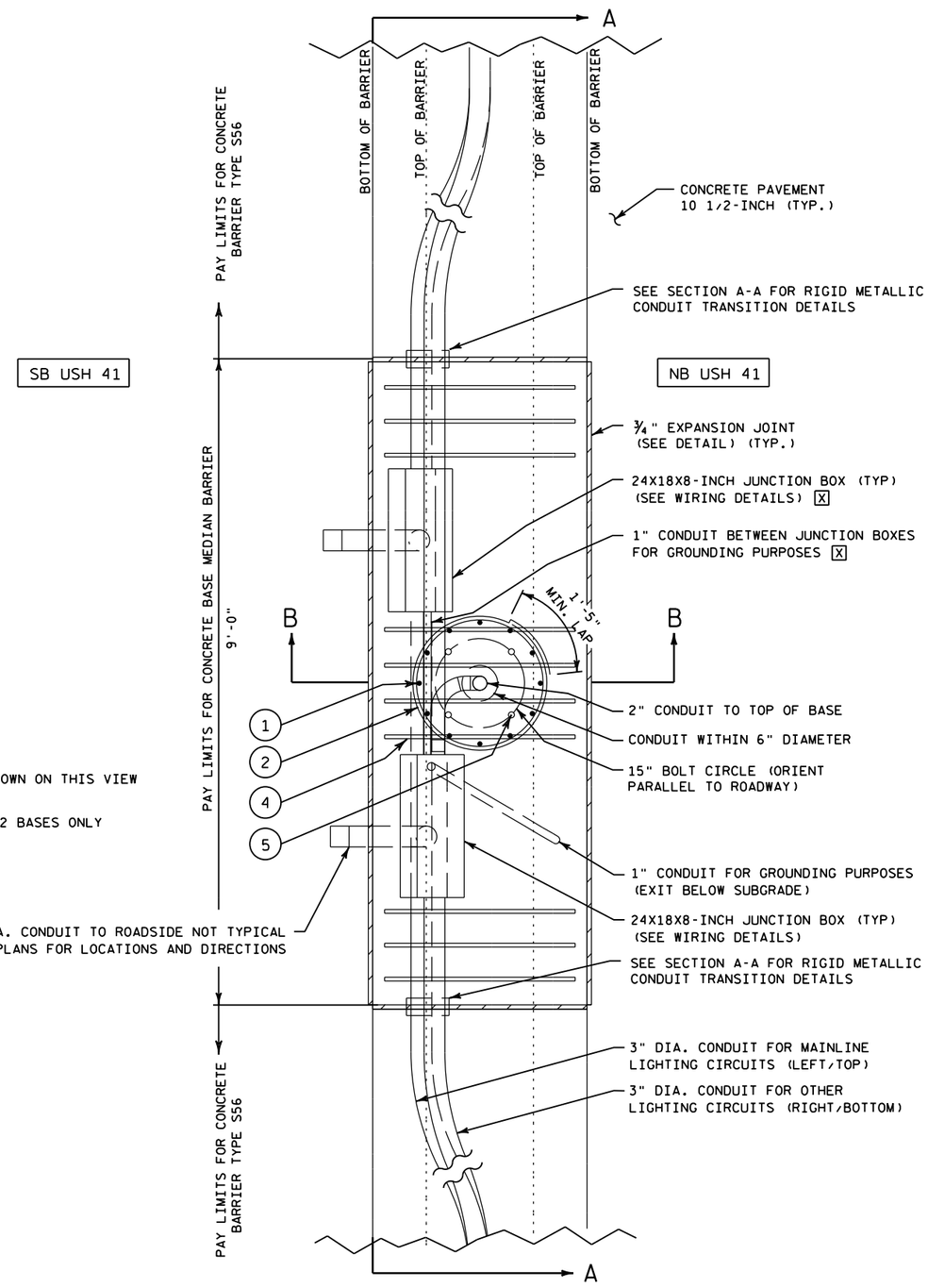


3 NOT SHOWN ON THIS VIEW

X = TYPE 2 BASES ONLY

PLAN VIEW

CASE 2 - CONDUIT IN BASE COURSE ONE SIDE
CONDUIT IN BARRIER ONE SIDE



3 NOT SHOWN ON THIS VIEW

X = TYPE 2 BASES ONLY

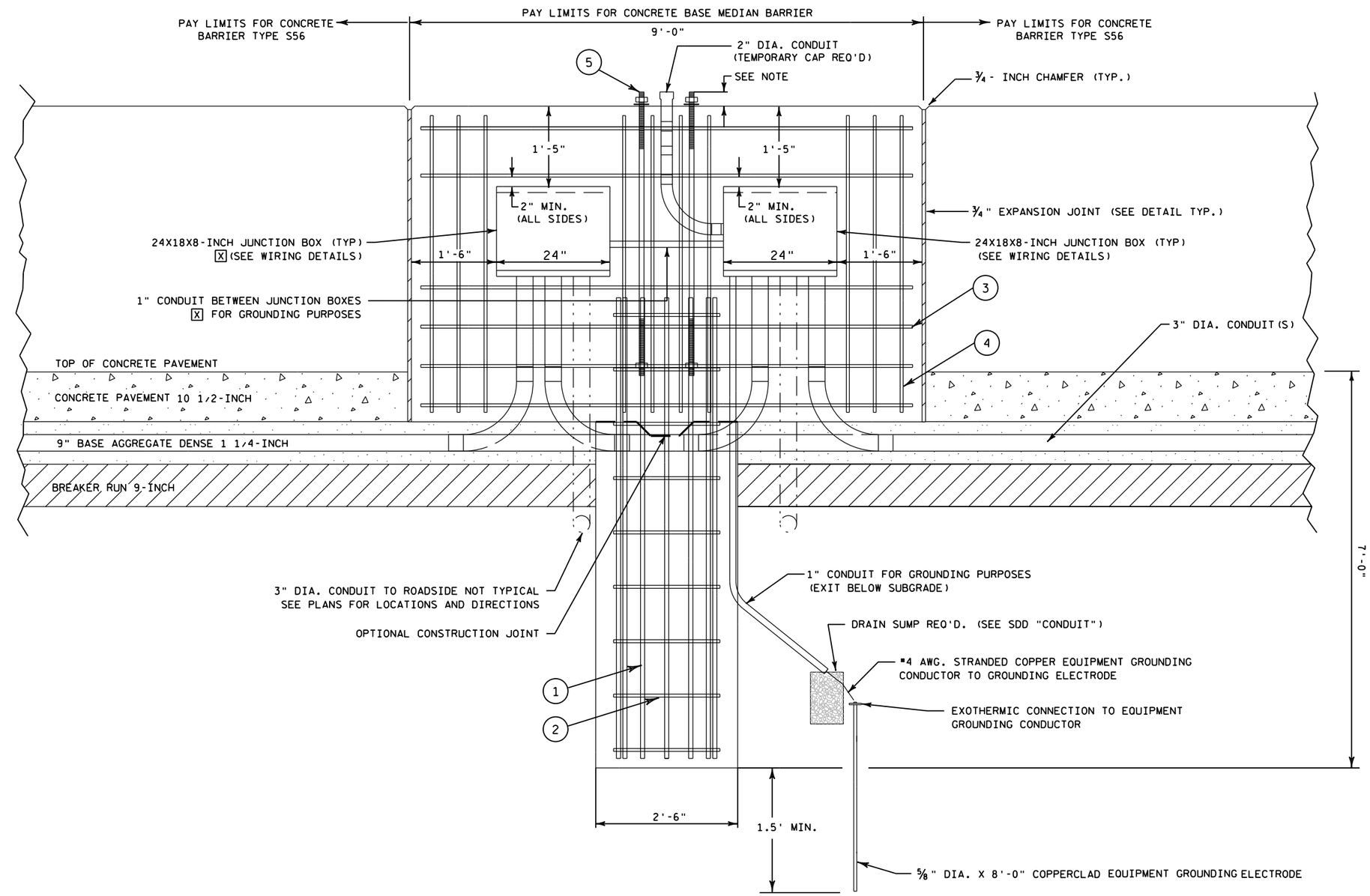
PLAN VIEW

CASE 3 - CONDUIT IN BARRIER BOTH SIDES

SHEET 3 OF 26

NOTE: SET ANCHOR BOLT PROJECTION FOR NON-BREAKAWAY INSTALLATION PER SDD.

[X] = TYPE 2 BASES ONLY



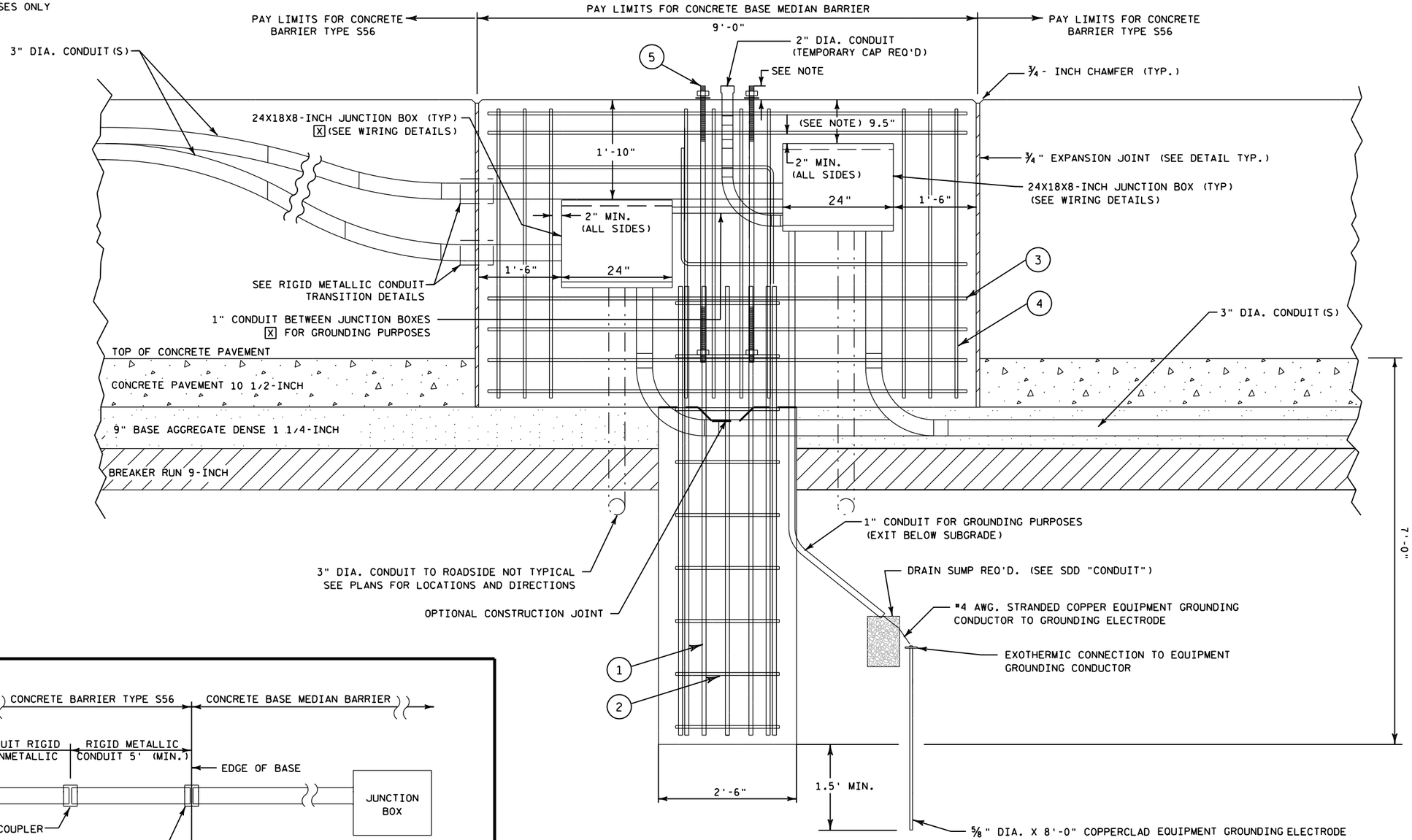
SECTION A-A
SIDE VIEW (FACING EAST/SOUTH)

CASE 1 - CONDUIT IN BASE COURSE BOTH SIDES

NOTE: SET ANCHOR BOLT PROJECTION FOR NON-BREAKAWAY INSTALLATION PER SDD.

NOTE: SET HEIGHT OF JUNCTION BOX AT 1' - 5" FROM TOP OF BARRIER FOR TYPE 1 BASES

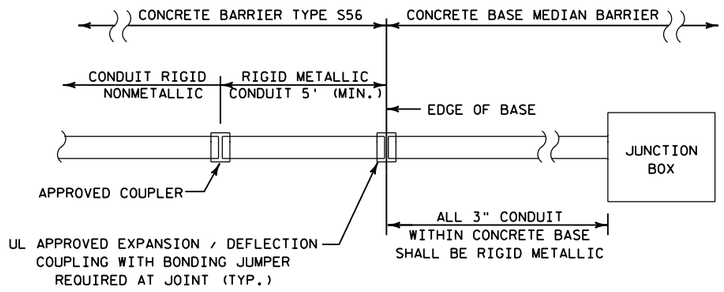
[X] = TYPE 2 BASES ONLY



SECTION A-A

SIDE VIEW (FACING EAST/SOUTH)

CASE 2 - CONDUIT IN BASE COURSE ONE SIDE
CONDUIT IN BARRIER ONE SIDE



RIGID METALLIC CONDUIT TRANSITION DETAIL

SHEET 5 OF 26

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	LIGHTING - CONSTRUCTION DETAILS	SHEET 392	E

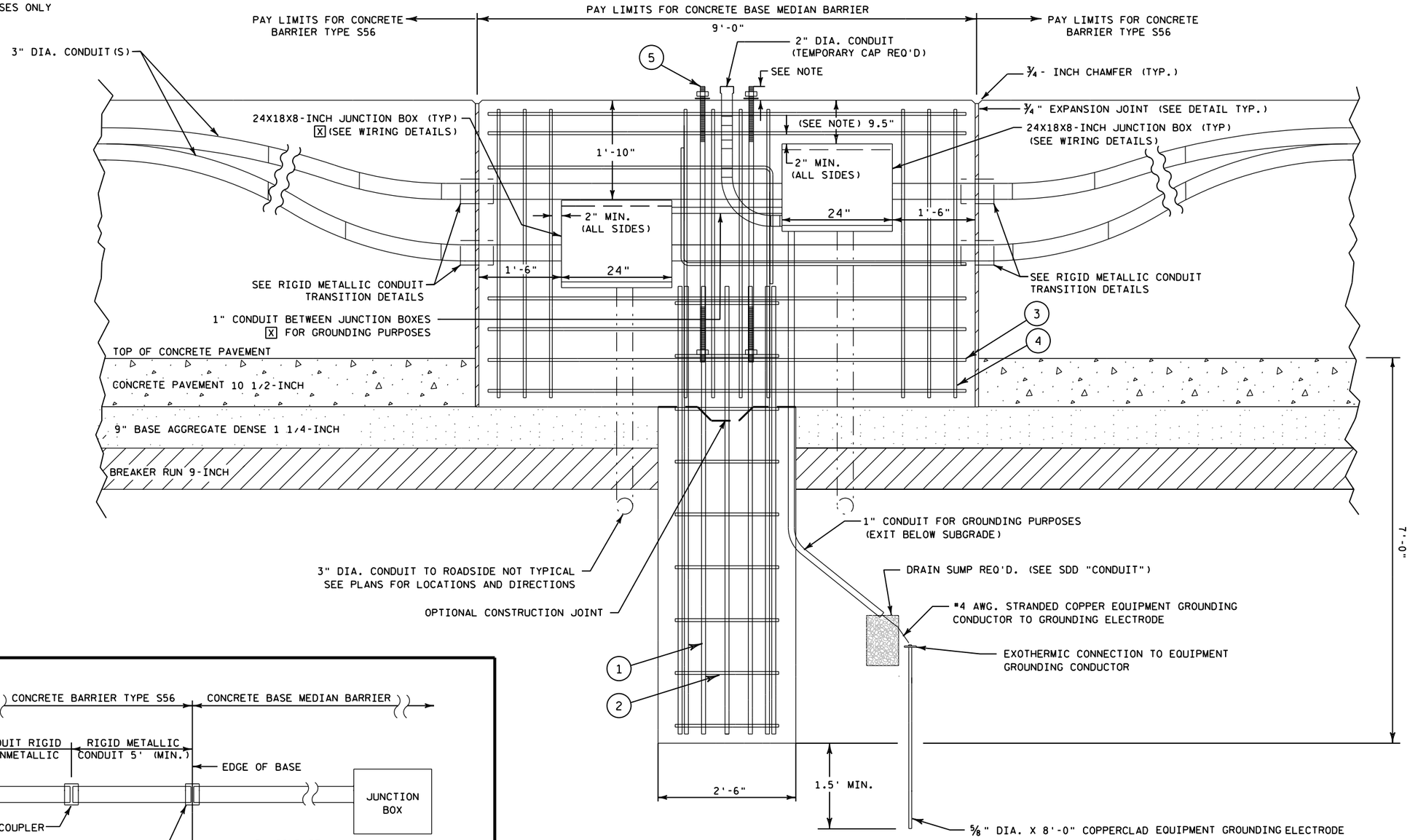
FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-72 PLOT DATE : 10/10/2013 d.dgn PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

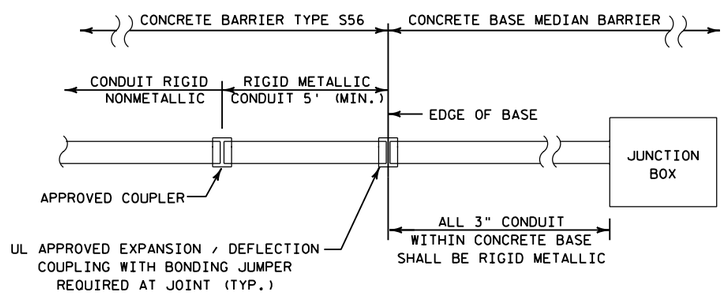
WISDOT/CADDS SHEET 42

NOTE: SET ANCHOR BOLT PROJECTION FOR NON-BREAKAWAY INSTALLATION PER SDD.

NOTE: SET HEIGHT OF JUNCTION BOX AT 1' - 5" FROM TOP OF BARRIER FOR TYPE 1 BASES

[X] = TYPE 2 BASES ONLY





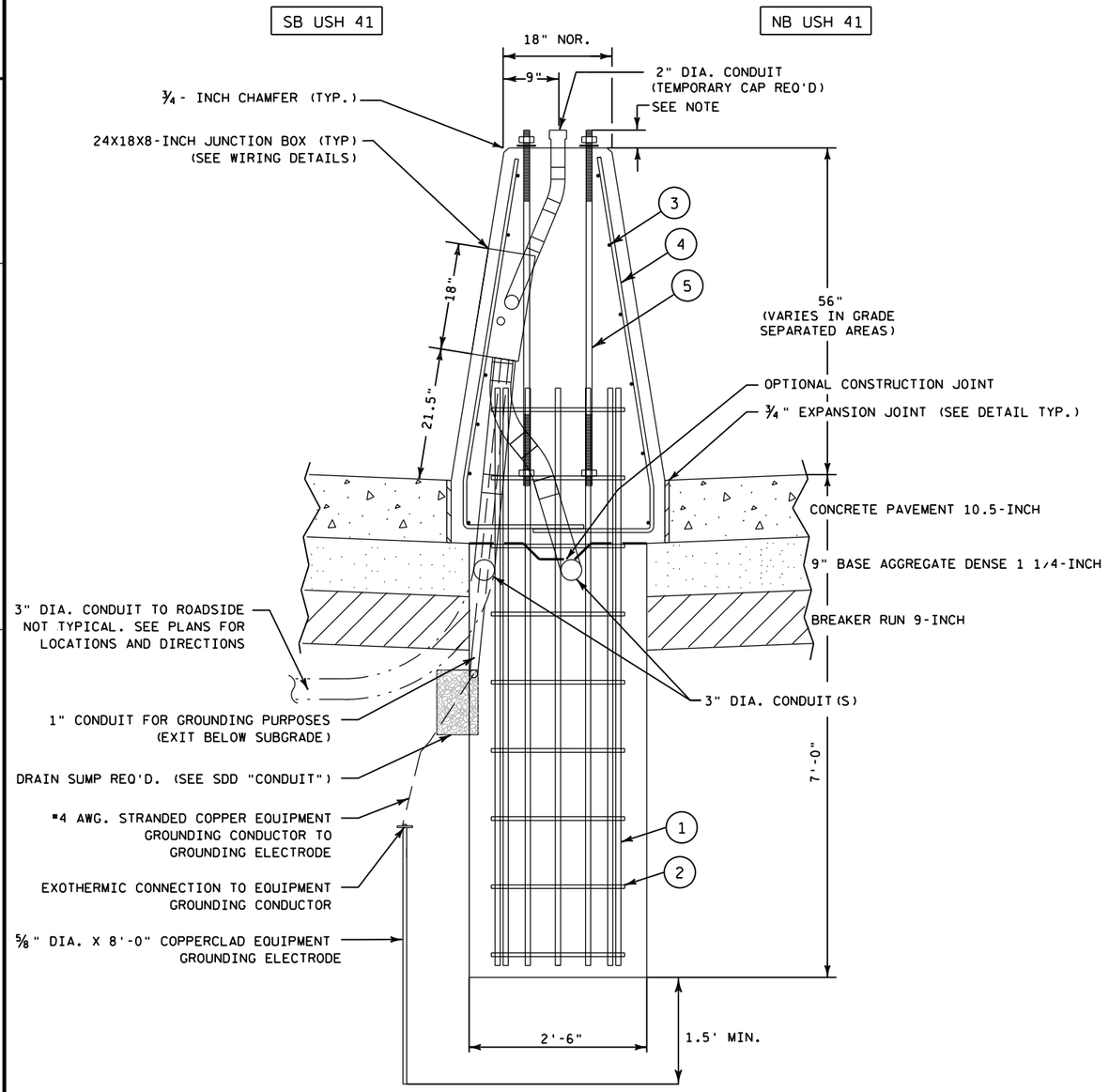
RIGID METALLIC CONDUIT TRANSITION DETAIL

SECTION A-A

SIDE VIEW (FACING EAST/SOUTH)

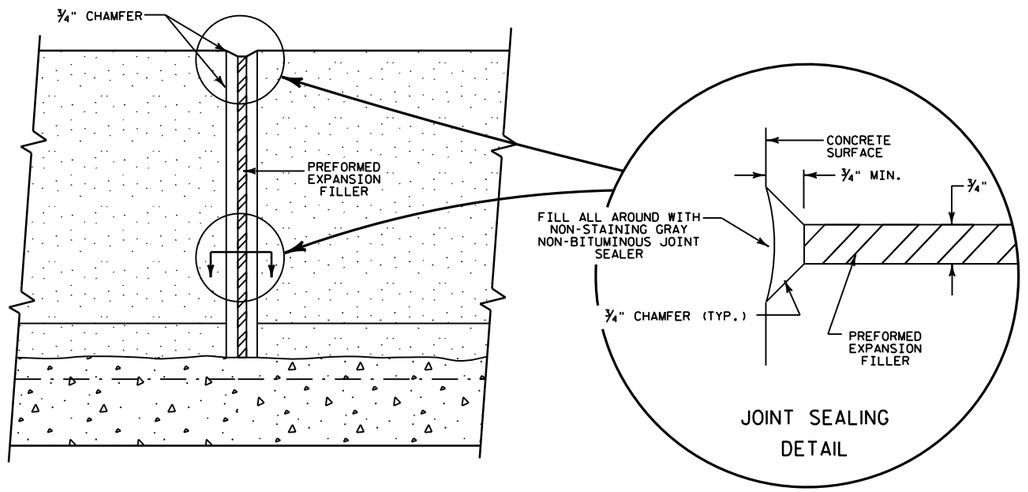
CASE 3 - CONDUIT IN BARRIER BOTH SIDES

NOTE: SET ANCHOR BOLT PROJECTION FOR NON-BREAKAWAY INSTALLATION PER SDD.

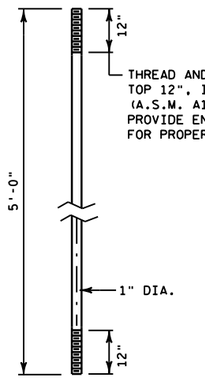


SECTION B-B

CASE 1 - CONDUIT IN BASE COURSE BOTH SIDES



EXPANSION JOINT DETAIL



THREAD AND ELECTRO-GALVANIZE THE TOP 12", INCLUDING NUTS AND WASHERS (A.S.M. A164-TYPE GS) PROVIDE ENLARGED THREAD ON NUTS FOR PROPER FIT AFTER GALVANIZING

NOTES:

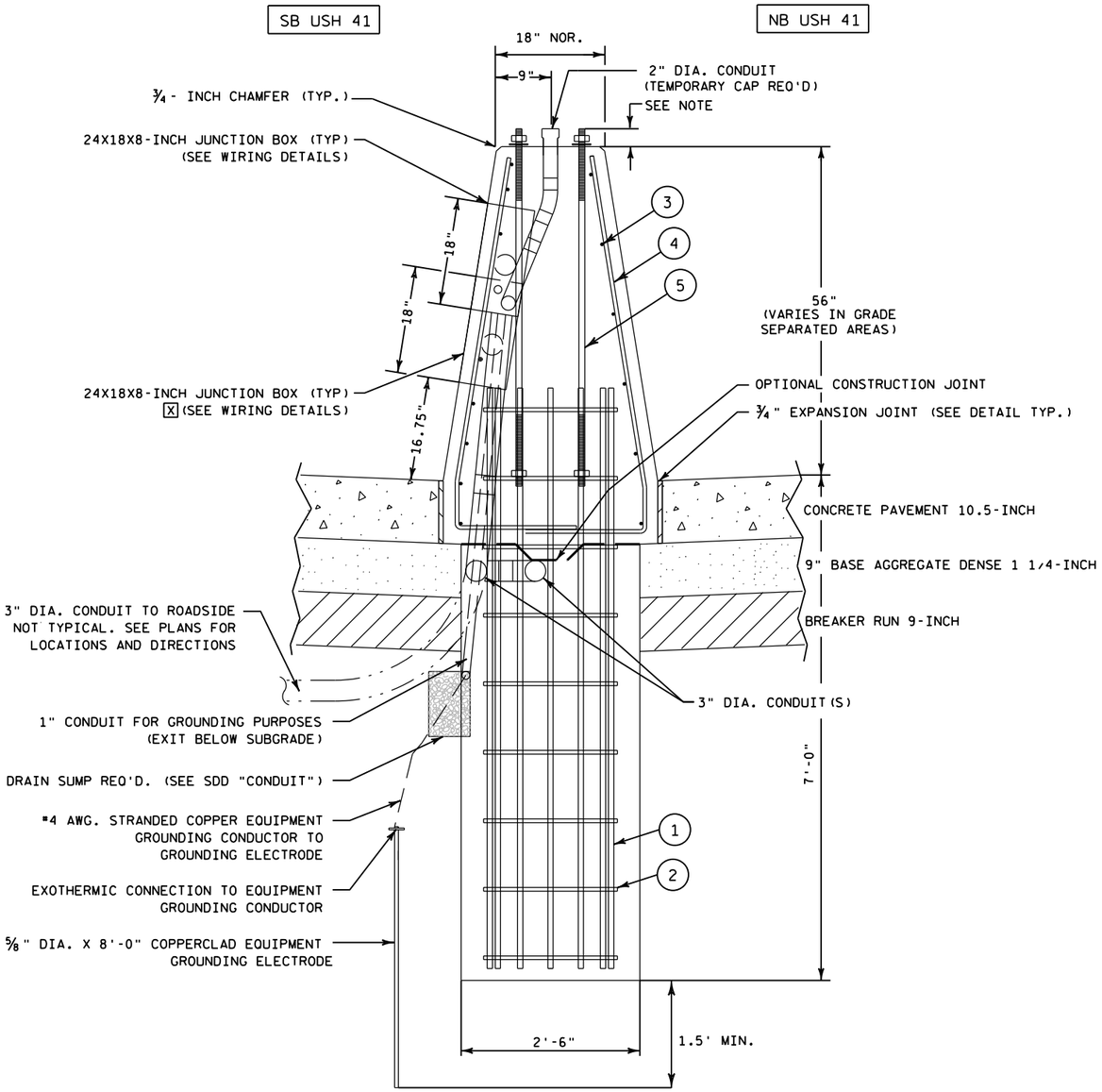
1) BOLTS, NUTS, ETC. SHALL CONFORM TO A.S.T.M. A307 AND BE INCLUDED IN THE BID ITEM FOR CONCRETE BASE MEDIAN BARRIER

2) ANCHOR BOLT WITH 4" "L"-BEND AT THE BOTTOM IS ALSO ACCEPTABLE

ANCHOR BOLT DETAIL (5)

NOTE: SET ANCHOR BOLT PROJECTION FOR NON-BREAKAWAY INSTALLATION PER SDD.

[X] = TYPE 2 BASES ONLY

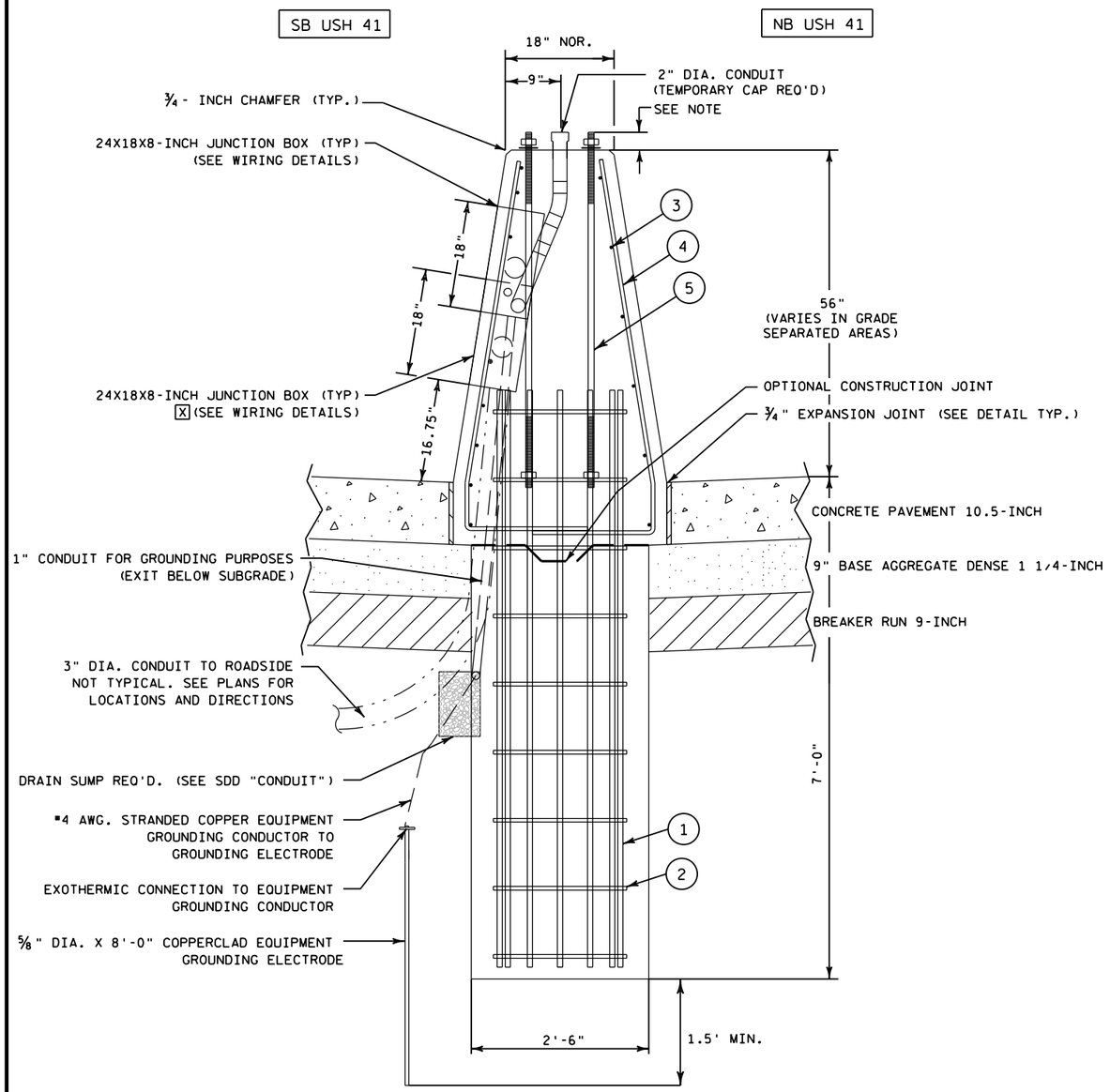


SECTION B-B

CASE 2 - CONDUIT IN BASE COURSE ONE SIDE
CONDUIT IN BARRIER ONE SIDE

NOTE: SET ANCHOR BOLT PROJECTION FOR NON-BREAKAWAY INSTALLATION PER SDD.

[X] = TYPE 2 BASES ONLY



SECTION B-B

CASE 3 - CONDUIT IN BARRIER BOTH SIDES

BILL OF BARS

MARK	NO. REQ'D.	LENGTH	BENT	LOCATION
1	12	8.12'		FOOTING VERTICAL
2	9	5.89'	X	FOOTING HOOPS
3	14*	8.67'	X	WALL - HORIZONTAL**
4	20	6.95'*	X	WALL - STIRRUPS

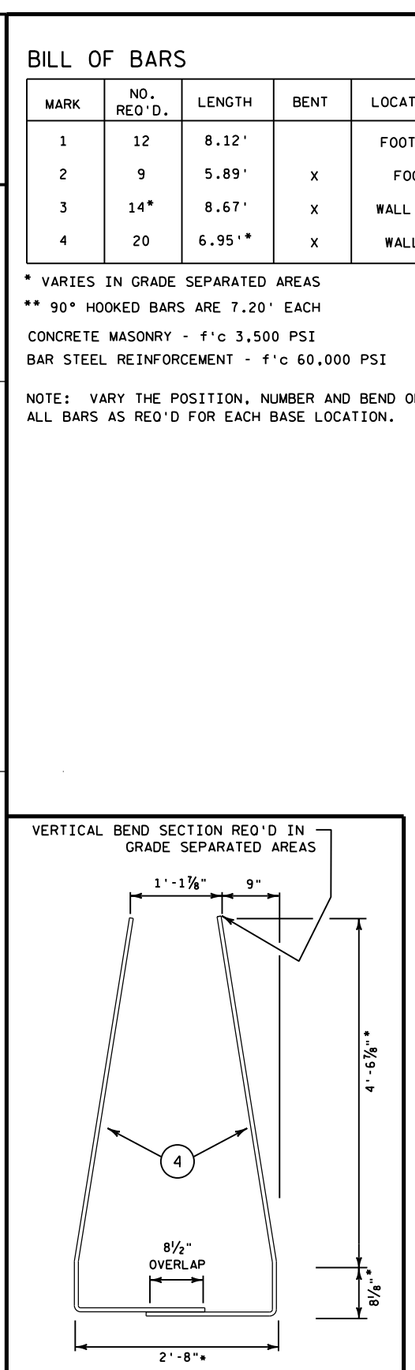
* VARIES IN GRADE SEPARATED AREAS

** 90° HOOKED BARS ARE 7.20' EACH

CONCRETE MASONRY - f'c 3,500 PSI

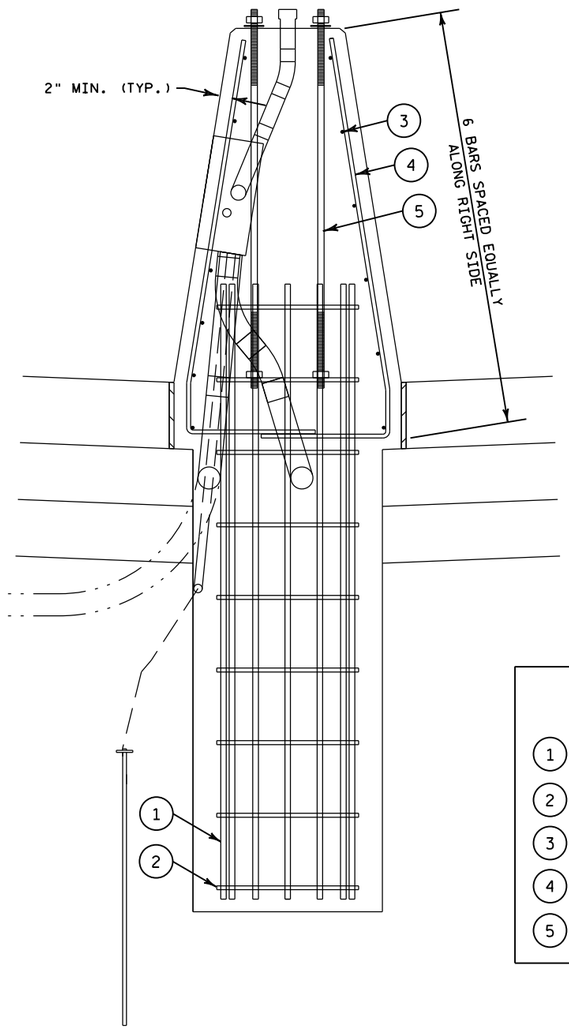
BAR STEEL REINFORCEMENT - f'c 60,000 PSI

NOTE: VARY THE POSITION, NUMBER AND BEND OF ALL BARS AS REQ'D FOR EACH BASE LOCATION.



* DIMENSIONS VARY IN GRADE SEPARATED AREAS

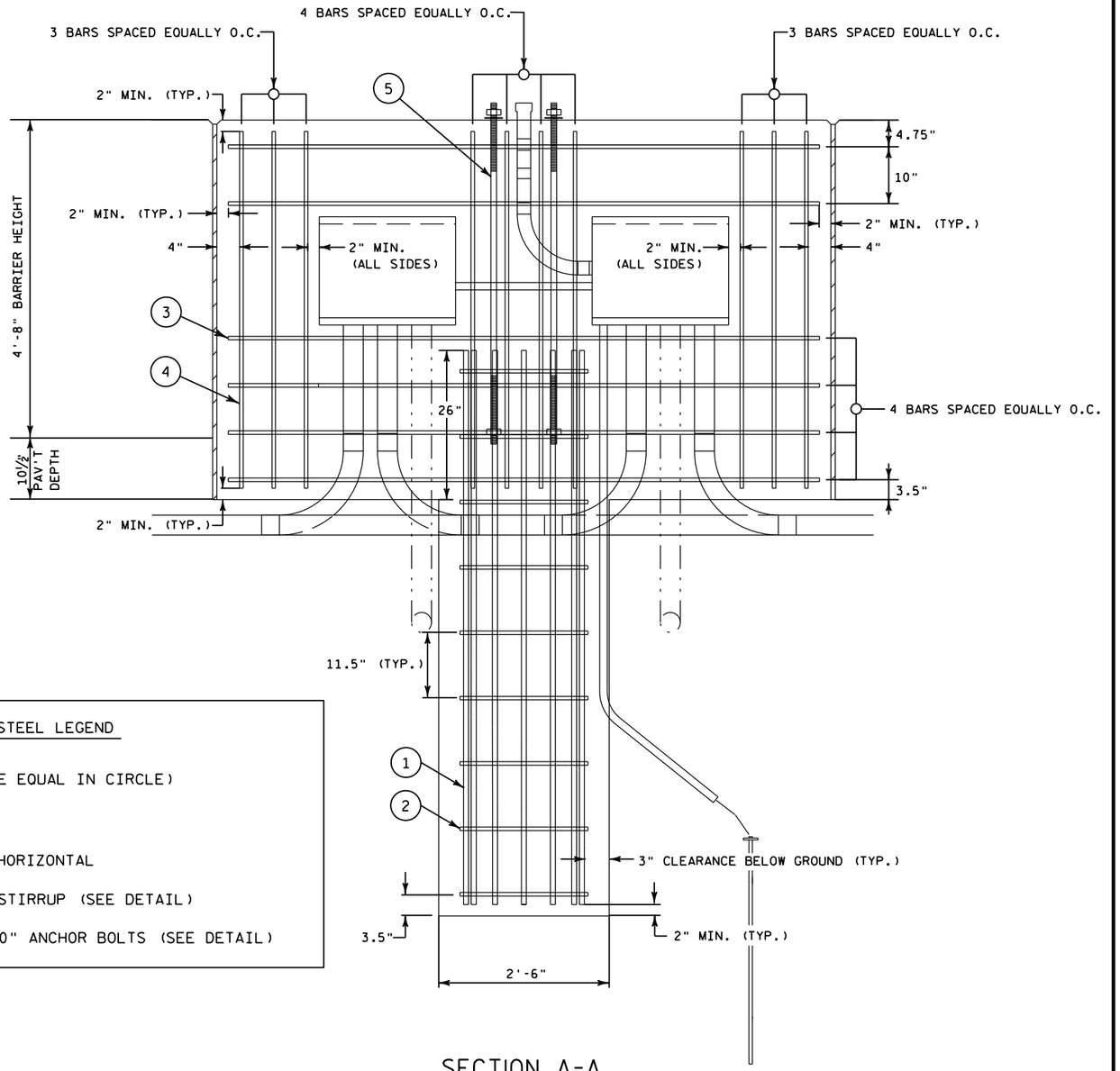
WALL STIRRUP DETAIL



SECTION B-B

BAR STEEL LEGEND

1. #7 BARS (SPACE EQUAL IN CIRCLE)
2. #5 HOOPS
3. #5 BARS WALL HORIZONTAL
4. #5 BARS WALL STIRRUP (SEE DETAIL)
5. 1" DIA. 5' - 0" ANCHOR BOLTS (SEE DETAIL)



SECTION A-A

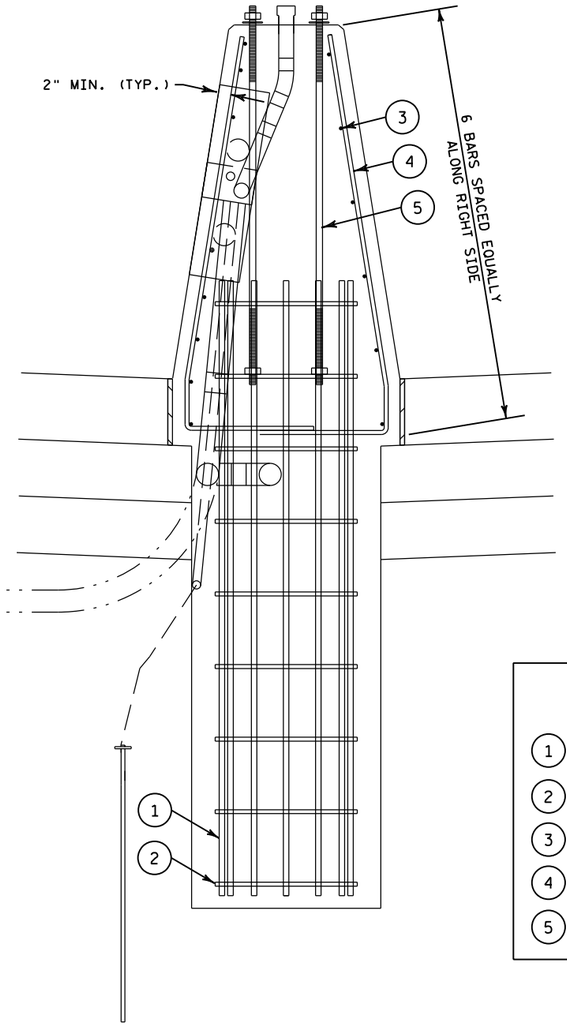
REBAR DETAILS

CASE 1 - CONDUIT IN BASE COURSE BOTH SIDES

NOTE: VARY THE POSITION, NUMBER AND BEND OF ALL BARS AS REQ'D FOR EACH BASE LOCATION.

NOTE: VARY THE POSITION OF BARS FOR TYPE 1 BASES

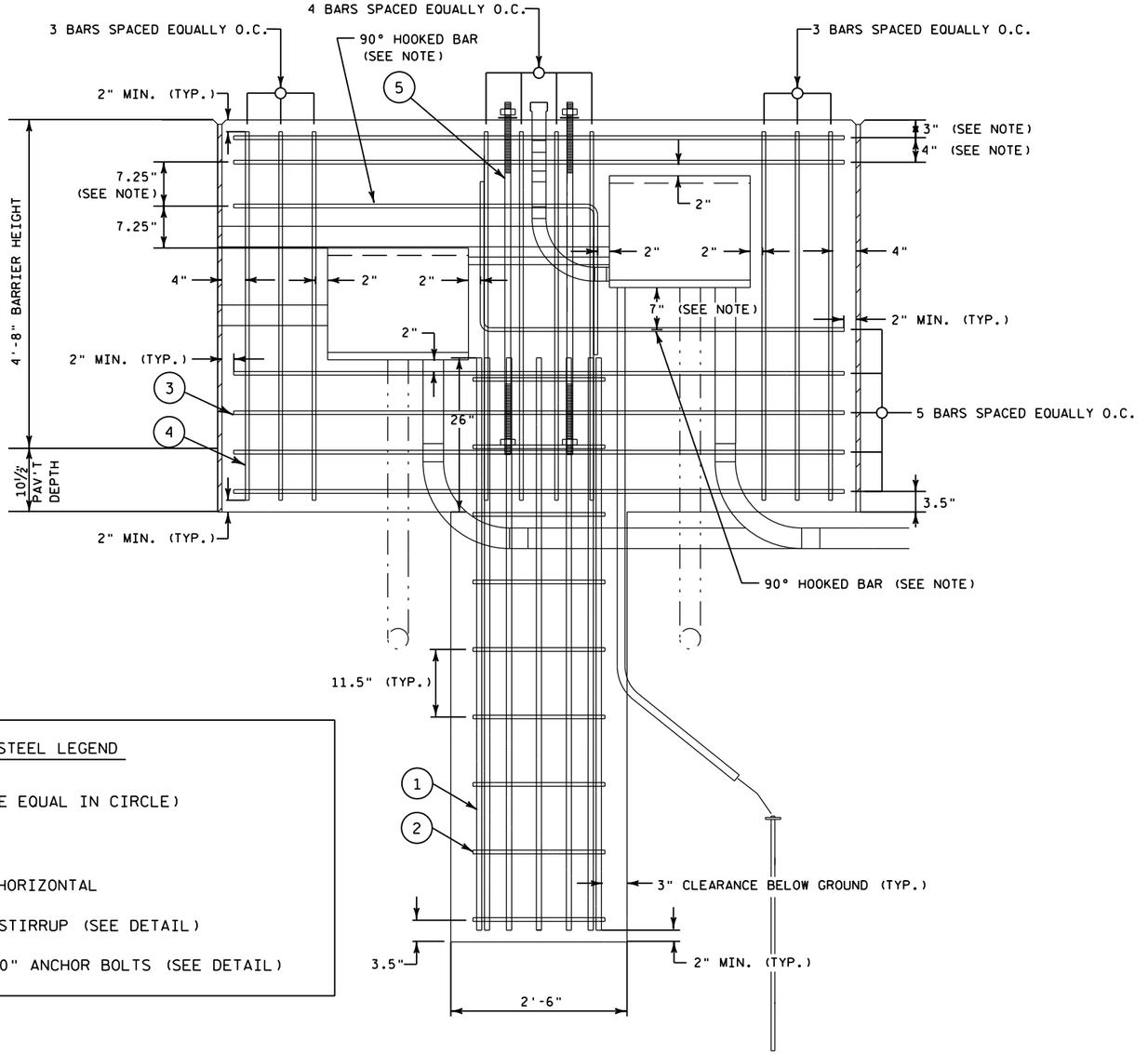
NOTE: ONE 90° BENT BAR SHALL BE STRAIGHT; OMIT OTHER FOR TYPE 1 BASES



SECTION B-B

BAR STEEL LEGEND

1. #7 BARS (SPACE EQUAL IN CIRCLE)
2. #5 HOOPS
3. #5 BARS WALL HORIZONTAL
4. #5 BARS WALL STIRRUP (SEE DETAIL)
5. 1" DIA. 5' - 0" ANCHOR BOLTS (SEE DETAIL)



SECTION A-A

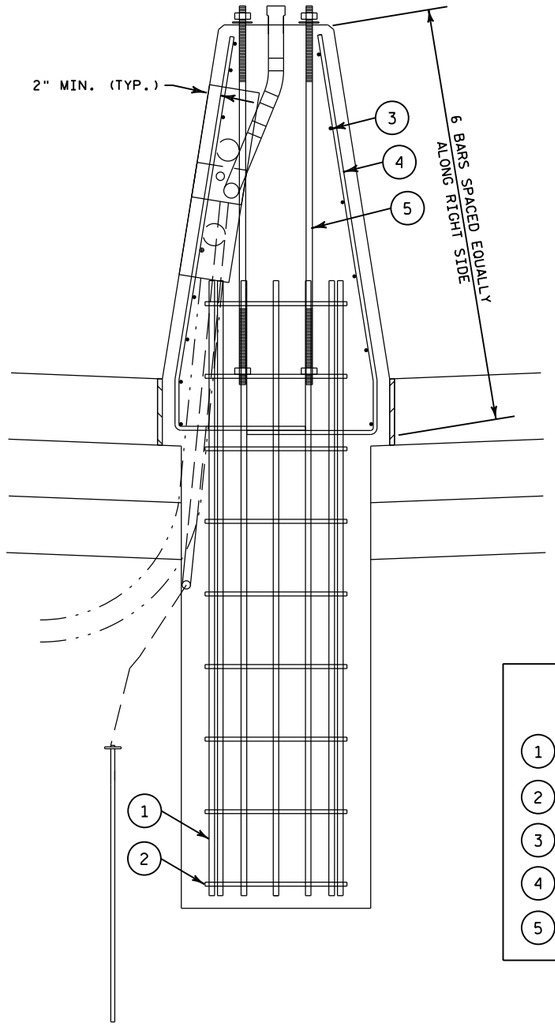
REBAR DETAILS

CASE 2 - CONDUIT IN BASE COURSE ONE SIDE
CONDUIT IN BARRIER ONE SIDE

NOTE: VARY THE POSITION, NUMBER AND BEND OF ALL BARS AS REQ'D FOR EACH BASE LOCATION.

NOTE: VARY THE POSITION OF BARS FOR TYPE 1 BASES

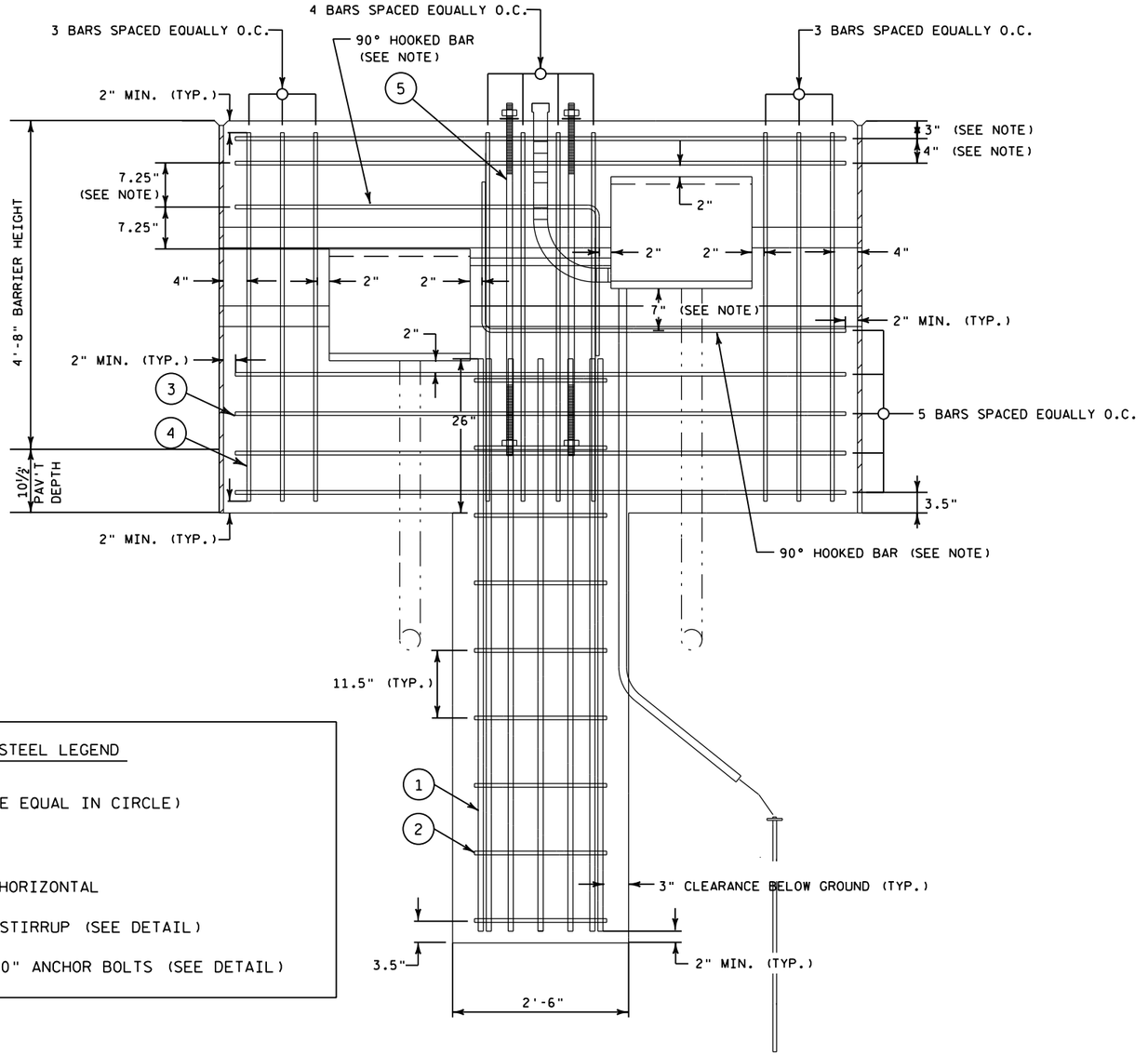
NOTE: ONE 90° BENT BAR SHALL BE STRAIGHT; OMIT OTHER FOR TYPE 1 BASES



SECTION B-B

BAR STEEL LEGEND

1. #7 BARS (SPACE EQUAL IN CIRCLE)
2. #5 HOOPS
3. #5 BARS WALL HORIZONTAL
4. #5 BARS WALL STIRRUP (SEE DETAIL)
5. 1" DIA. 5' - 0" ANCHOR BOLTS (SEE DETAIL)

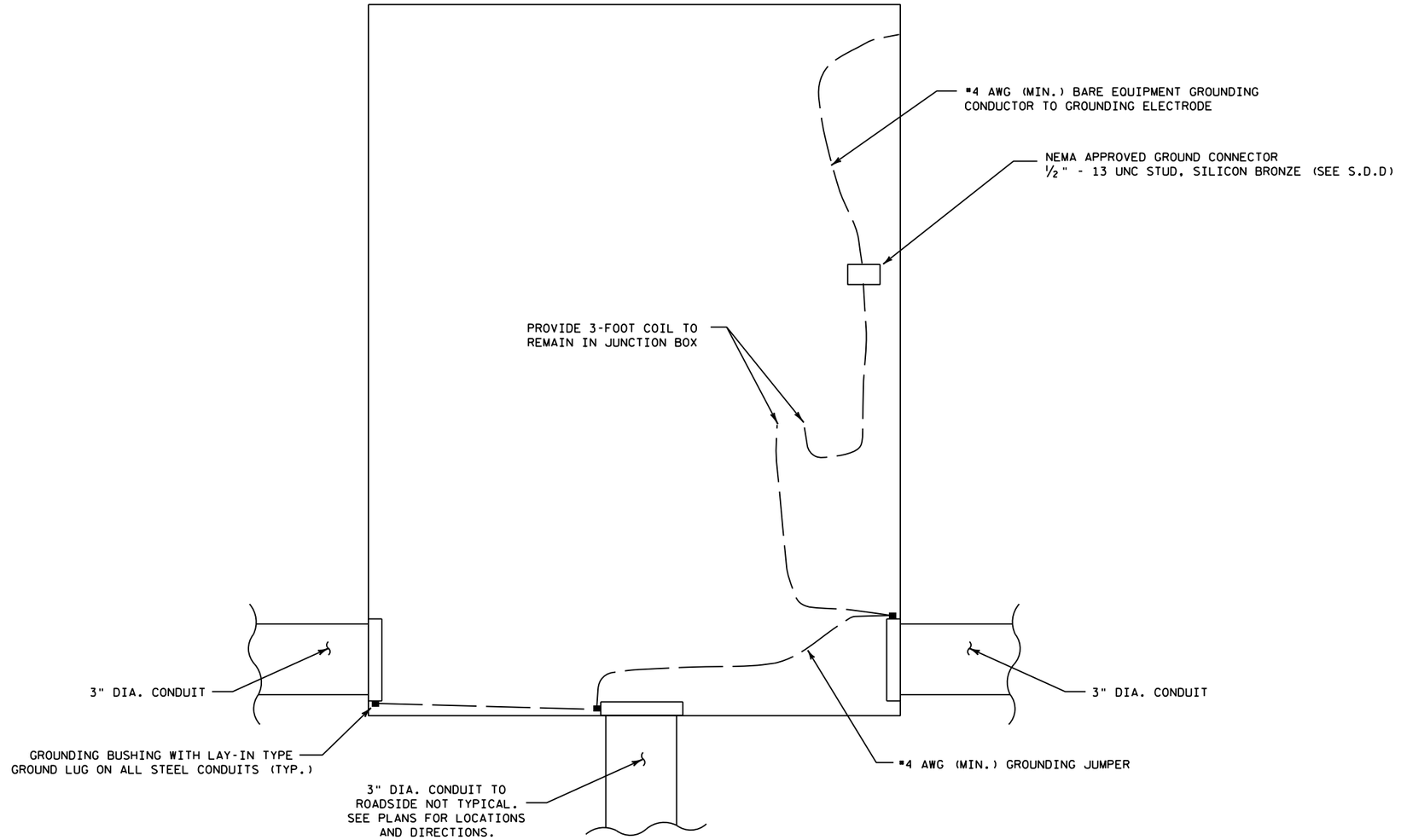


SECTION A-A

REBAR DETAILS

CASE 3 - CONDUIT IN BARRIER BOTH SIDES

SEE SDD "FREEWAY LIGHTING UNIT POLE WIRING" FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS DETAIL



CONCRETE BASE MEDIAN BARRIER JUNCTION BOX WIRING DETAIL

NO SCALE

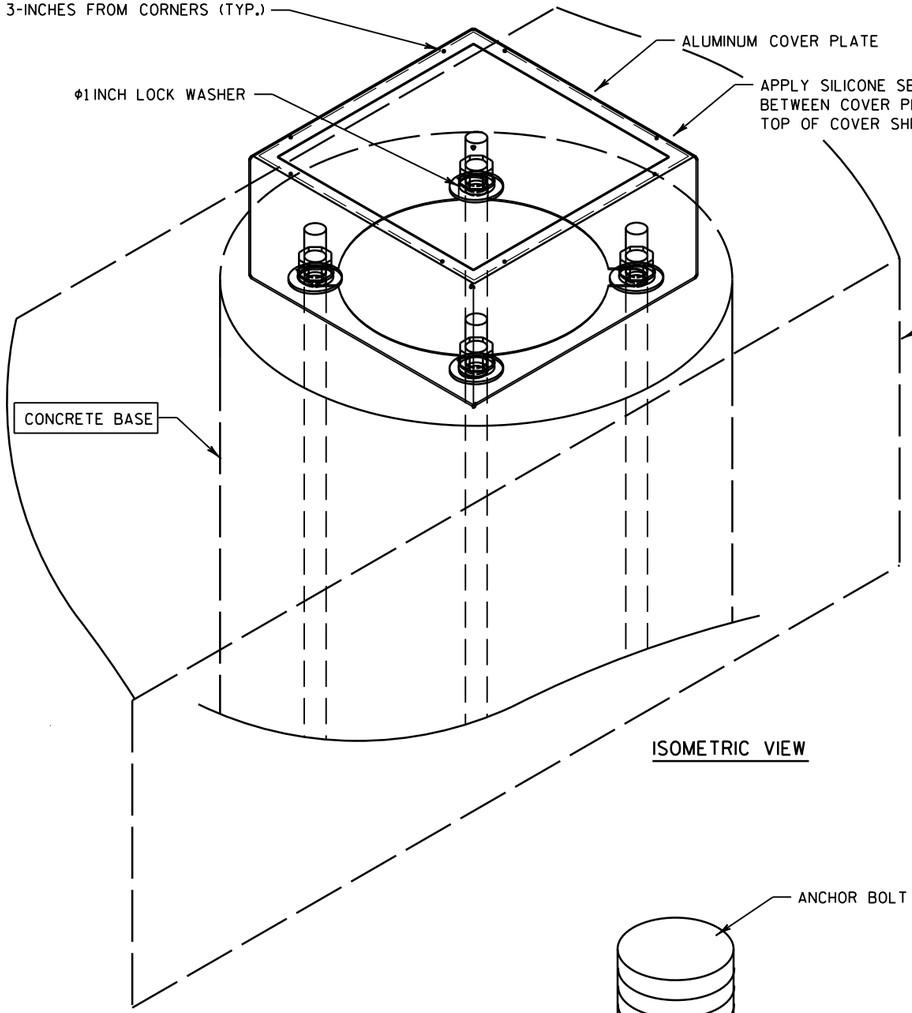
FUTURE 2 WIRE - 480 VAC WITH (UNGROUNDED CONDUCTORS)
WITH EQUIPMENT GROUNDING CONDUCTOR
(2 INCOMING CIRCUITS TYPICAL)

SHEET 12 OF 26

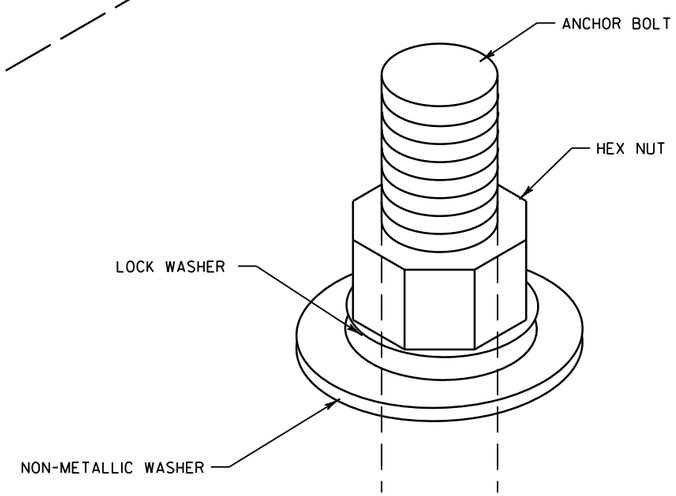
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	LIGHTING - CONSTRUCTION DETAILS	SHEET 399	E

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-72PLQ1nBWIEle)1021201313d.dgn PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

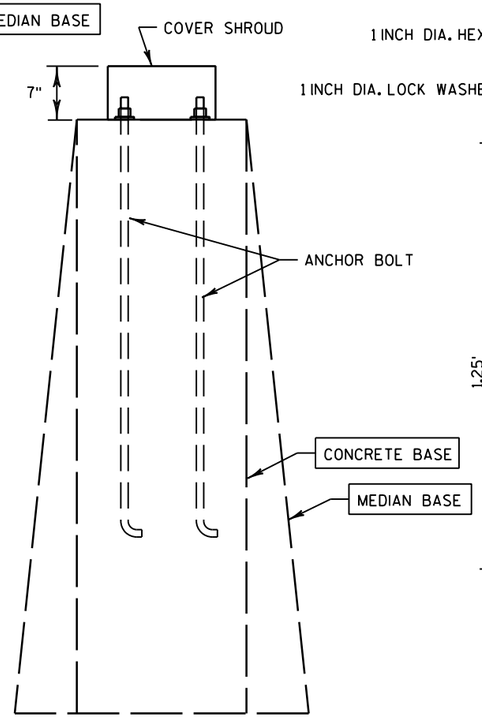
WISDOT/CADDS SHEET 42



ISOMETRIC VIEW



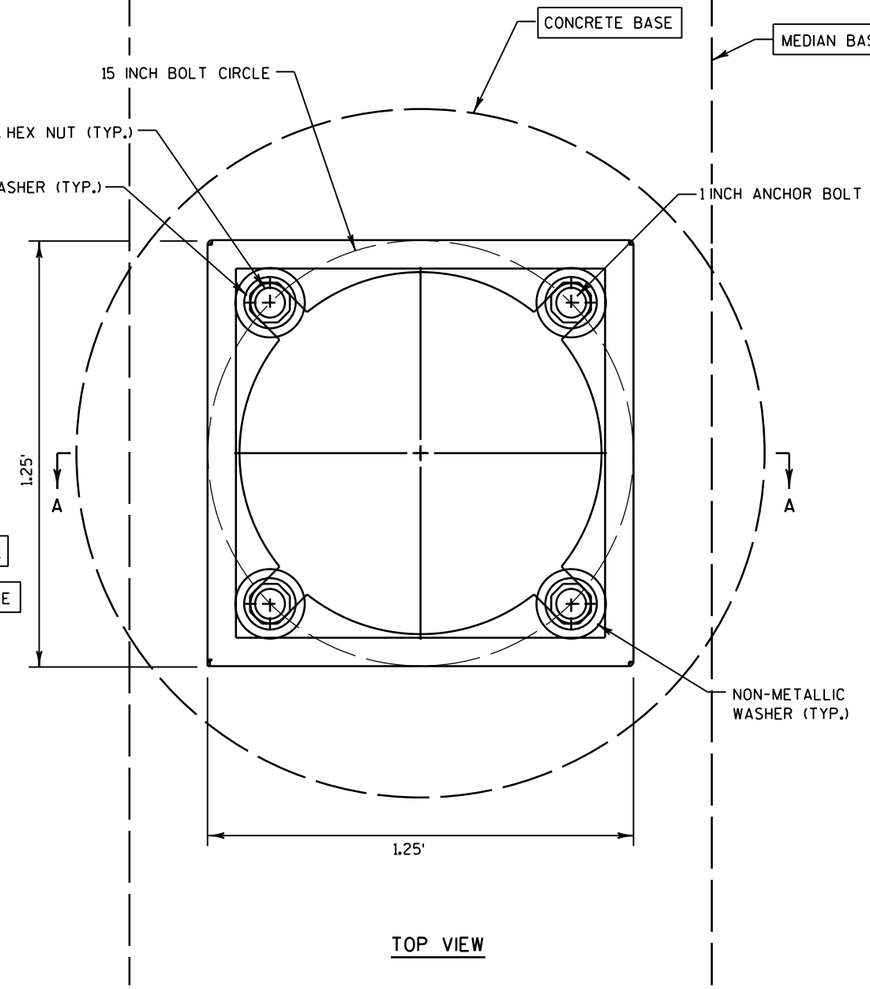
ANCHOR BOLT DETAIL



SECTION A-A

NOTE:

ANCHOR BOLTS/NUTS NOT INCLUDED WITH COVER SHROUD ITEM.



TOP VIEW

ANCHOR BOLT COVER SHROUD

NO SCALE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAILS	SHEET 400	E

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\BASE COVER DETAILS\CONSTRUCTION.dgn PLOT DATE : 3/3/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

Notes:

1. 28-day concrete compressive strength 4000 psi.

2. Maximum reveal of 6 inches for foundation.

3. Rebar cage diameter 22-5/8 inches. Vertical bars to be evenly spaced approximately 5.92 inches.

4. Threaded 6", 8TPI, 3 inch bend, hot dip galvanized top 9" with one nut and one washer both galvanized. Bolts to be as per ASTM Standard F1554-99 Grade 105. Minimum yield strength of bolt and nut to meet ASTM A325 requirements. Bolt/nut dimensions to meet ANSI B18.2.1 and B18.2.2 requirements, and galvanizing will be as specified in ASTM Standard A-153.

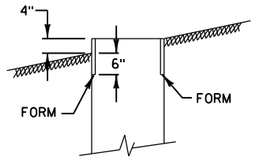
5. Threaded 8 TPI, galvanized. Minimum yield strength of nut to meet ASTM A325 requirements. Nut dimension to meet ANSI B18.2.1 and B18.2.2 requirements, and galvanizing will be as specified in ASTM Standard A-153.

6. Inside diameter of 1-1/16", galvanized steel. Washer to be as per ASTM Standard A-325, dimensions to be as per ANSI specification for structural joints using ASTM A-325 or A-490 bolts - Table 1. All hot dip galvanizing to be as per ASTM Standard A-153.

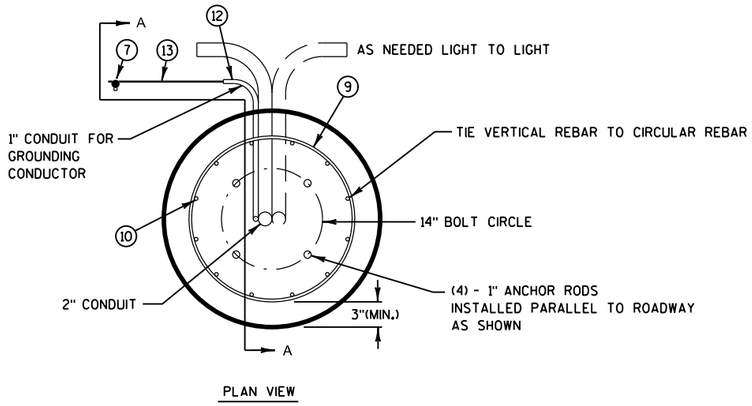
7. Cap conduit ends.

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

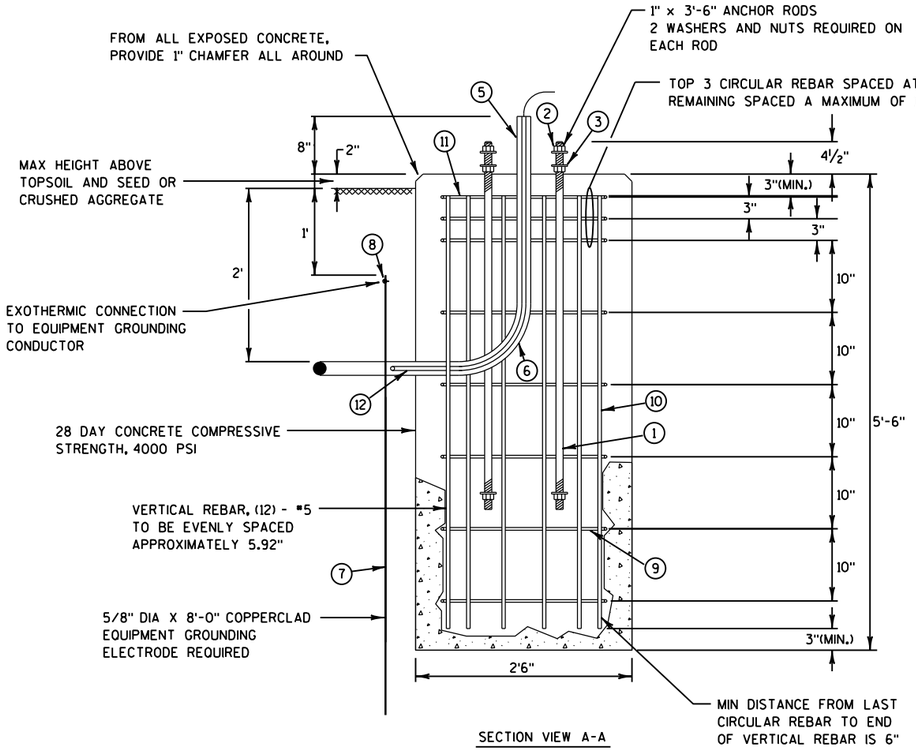
FORMING SHALL BE REMOVED AFTER CONCRETE HAS SET



FORMING DETAIL



PLAN VIEW

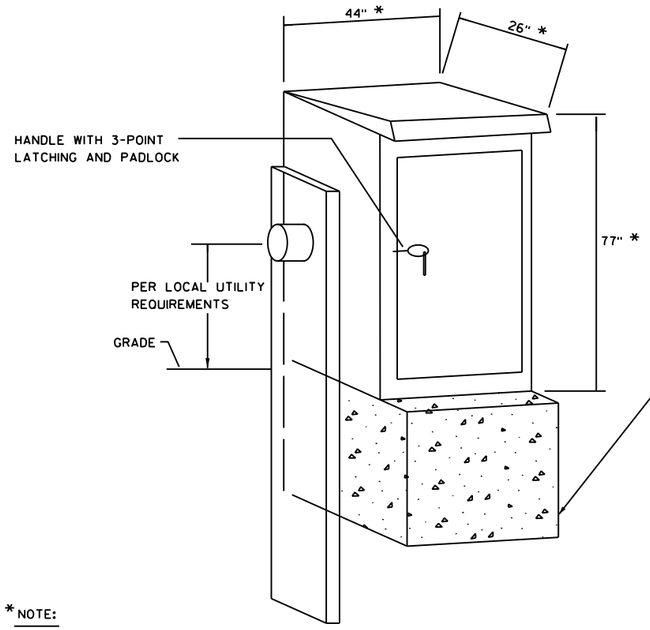


SECTION VIEW A-A

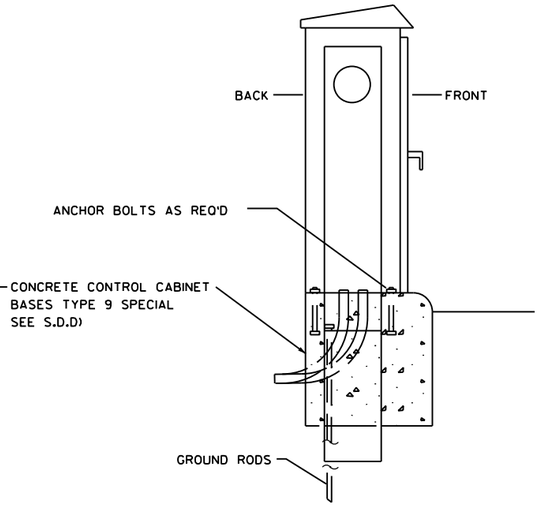
ITEM	MATERIAL	NO. REQ.	ITEM	MATERIAL	NO. REQ.
1	ANCHOR BOLT, 1" X 36", NOTE 4	4	8	GROUND ROD CONNECTOR, 5/8"	1
2	HEAVY HEX NUT TO FIT ANCHOR BOLT, NOTE 5	8	9	CIRCULAR REINFORCING BAR, 22-5/8"	8
3	WASHER, 1" NOTE 6	8	10	REINFORCING BAR, #5	12
4	NOT USED		11	TIE WIRE, REINFORCING BAR CAGE	AS REQ.
5	2" SCH 40 CONDUIT	AS REQ.	12	1" FLEXIBLE CONDUIT	AS REQ.
6	2" SCH 40 CONDUIT, 90° BEND	AS REQ.	13	#4 str AWG COPPER WIRE	AS REQ.
7	GROUND ROD, 5/8" X 8'-0"	1			

CONCRETE BASE TYPE W

NO SCALE



CABINET VIEW



SIDE VIEW

*NOTE:

ENCLOSURE DIMENSIONS MAY VARY AND SHALL BE SIZED TO MAINTAIN WORKING CLEARANCES TO ALL COMPONENTS.

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.

POSITION FAN AS THE VILLAGE DIRECTS

CABINET DOOR TO OPEN AWAY FROM ROADWAY.

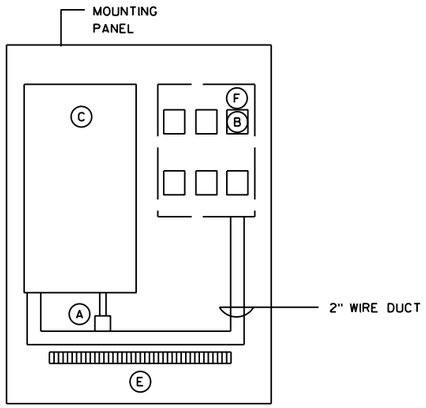
CABINET SHALL NOT OVERLAP THE CONCRETE CONTROL BASE.

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

ATTACH ALL EQUIPMENT TO CABINET MOUNTING CHANNEL.

PROVIDE THREE SINGLE POLE 20-AMP BREAKER FOR IRRIGATION CONTRTOL & RECEPTACLES.

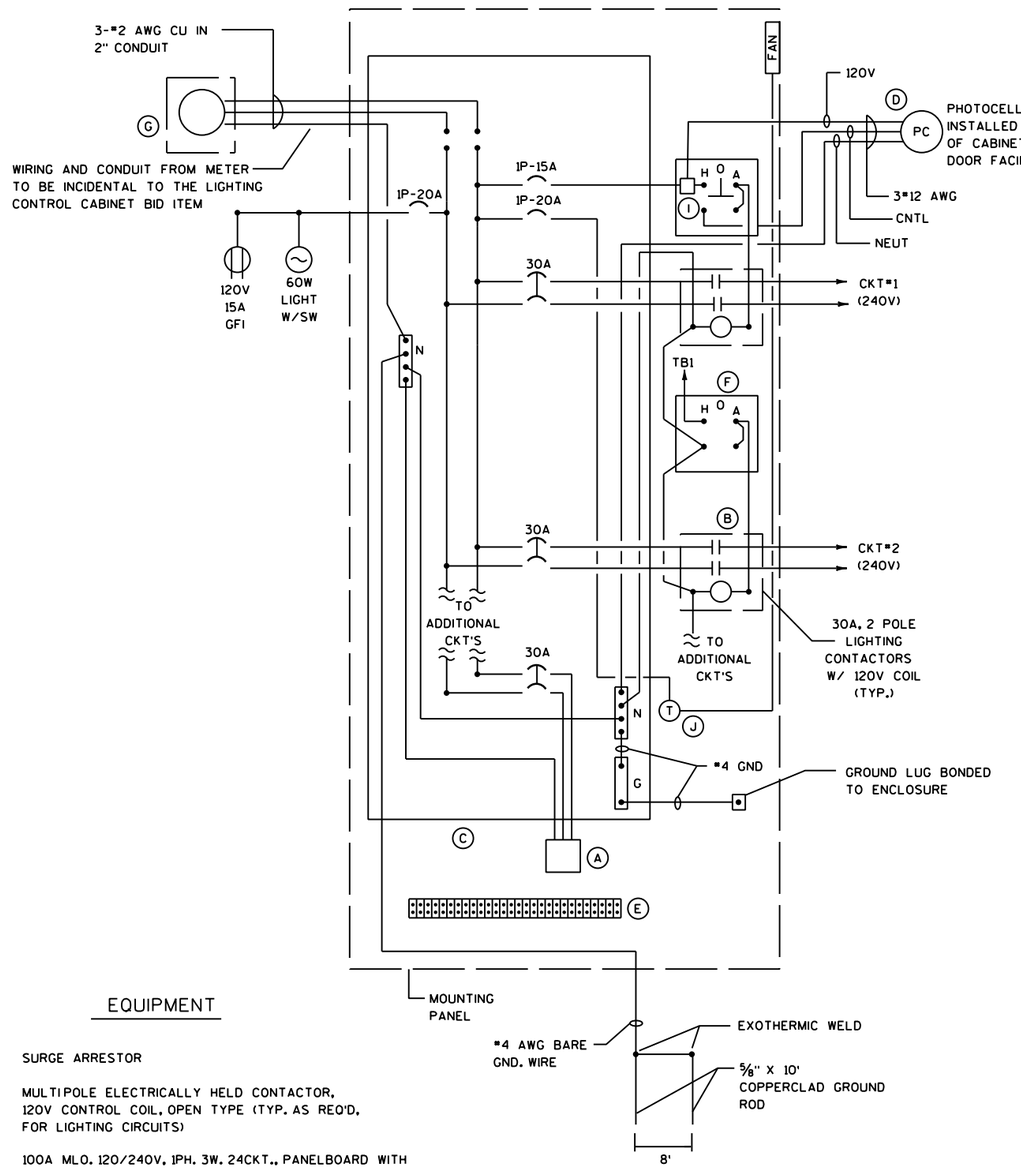
PROVIDE ONE TWO POLE 20-AMP BREAKER FOR WELL ELECTRICAL CIRCUITS WHEN APPLICABLE.



EQUIPMENT LAYOUT

LIGHTING CONTROL CABINET

NO SCALE



CONTROL DIAGRAM

EQUIPMENT

- (A) SURGE ARRESTOR
- (B) MULTIPOLE ELECTRICALLY HELD CONTACTOR, 120V CONTROL COIL, OPEN TYPE (TYP. AS REQ'D, FOR LIGHTING CIRCUITS)
- (C) 100A MLO. 120/240V, 1PH. 3W. 24CKT., PANELBOARD WITH BREAKERS, 22000 A RMS INTERRUPTING CAPACITY.
- (D) BUTTON TYPE PHOTOCELL, 120V.
- (E) FIELD WIRING TERMINATION STRIP (40 BLOCKS)
- (F) H-O-A SWITCH (TYP. AS REQ'D)
- (G) 100A, 120/240V, 1 PH. 3W METER PEDESTAL
- (I) CONTROL TERMINAL BLOCK, TB1
- (J) THERMOSTAT FOR FAN CONTROL

2

N

16+52.7'WDN' - 22.1'RT - PB105

17+13.5'WDN' - 39.6'LT
B - 10 - W - F - A - SL106

16+66.6'WDN' - 40.7'LT - PB106

52+99.0'MEB' - 86.5'LT
B - 10 - W - F - B - SL107

52+61.2'MEB' - 53.3'LT - PB107

52+39.0'MEB' - 33.5'RT
B - 10 - W - F - A - SL100

PROPOSED R/W

52+60.6'MEB' - 29.6'RT - PB100

53+63.5'MEB' - 43.5'RT
B - 10 - W - F - B - SL101

EXISTING R/W

13+77.9'WDN' - 43.6'LT - PB101

13+83.9'WDN' - 24.8'RT - PB102

13+29.0'WDN' - 25.9'RT
B - 10 - W - F - A - SL102

54+77.0'MEB' - 48.8'RT
B - 10 - W - F - B - SL103

LINEVILLE ROAD / CTH M

W. DEERFIELD AVE.

29WDN

18WDS

18WDN

16WDS

54MWB

NOM94

52MWB

52MEB

50MWB

50MEB

54MRDW

54MEB

SQM61

14WDN

12WDN

SQM62

NOM90

W. DEERFIELD AVE.

MATCH LINE STA. 1315+50'MC'

57+77.0'MEB' - 34.4'LT
C - 12 - 5 - 5 - C - SL210

57+12.9'MEB' - 15.2'LT - PB209

16+7.0'WDN' - 30.1'RT
B - 10 - W - F - B - SL105

57+22.9'MEB' - 57.8'LT - PB208

55+53.1'MEB' - 61.8'LT - PB104
(SEE NOTE 14)

55+67.5'MEB' - 62.1'LT
B - 10 - W - F - A - SL104

57+14.5'MEB' - 61.5'LT
C - 12 - 5 - 5 - D - SL209

56+19.0'MEB' - 77.0'LT - CB100
(SEE NOTE 14)

CB200
SERVICE

56MWB

56MEB

CB100
SERVICE

56+65.0'MEB' - 56.4'RT
C - 12 - 5 - 5 - A - SL200

56+89.3'MEB' - 74.4'RT - CB200

SEE NOTE 5

57+8.1'MEB' - 58.5'RT - PB200
(SEE NOTE 5)

55+37.3'MEB' - 38.6'RT - PB103

58+24.0'MEB' - 83.2'RT
C - 12 - 5 - 5 - B - SL201

1310+84.3'MD' - 56.1'LT - PB201
(SEE NOTE 5)

1309+43.0'MD' - 45.9'LT
C - 12 - 5 - 5 - A - SL202

RAMP MC

1314MC

1314WANG

1314MC

1314+86.5'MC' - 38.7'LT
C - 12 - 5 - 5 - D - SL208

1312+70.8'MC' - 91.8'LT - PB207

1312+99.0'MC' - 43.1'LT
C(2) - 12(2) - 5 - 5 - C/D - SL207

1312+77.3'MC' - 44.8'LT - PB206

1312+78.7'MC' - 5.9'RT - PB205

60+3.0'MEB' - 110.8'LT
C - 12 - 5 - 5 - C - SL206

60+53.7'MEB' - 45.0'LT - PB204
(SEE NOTE 5)

60+70.5'MEB' - 57.5'LT
C - 12 - 5 - 5 - D - SL205

B-05-685

58MWB

56MEB

SEE
NOTE
5

12MRDS

60MWB

60MEB

SEE NOTE 5

SEE NOTE 5

60+29.5'MEB' - 43.4'RT
C - 12 - 5 - 5 - A - SL204

60+44.3'MEB' - 45.2'RT - PB203
(SEE NOTE 5)

58+99.5'MEB' - 37.5'RT
C - 12 - 5 - 5 - B - SL203

61+76.5'MEB' - 28.4'RT
C - 12 - STR - 5 - B - SL211

1310+84.3'MD' - 8.5'RT - PB202
(SEE NOTE 5)

SEE PROJECT
1133-10-81 FOR
USH 41 LIGHTING

MATCH LINE STA. 62+00'MEB'

62M
62M

USH 41 SB

USH 41 NB

1308MD

1310MD

SQM63

RAMP MD

SHEET 16 OF 26

USH 41 & LINEVILLE ROAD INTERCHANGE ROUNDABOUT LIGHTING - 240V VILLAGE OF HOWARD BROWN COUNTY

LIGHTING NO. L-0849

DESIGNER: KL ENGINEERING, INC.

DATE: 02-01-2013

SHEET 1 OF 3

PROJECT NO: 1133-10-78	HWY: USH 41	COUNTY: BROWN	LIGHTING PLANS	SCALE, FEET 0 50 100	SHEET 403 E

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-72PLOTINFOFILE1302023LP.dgn PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

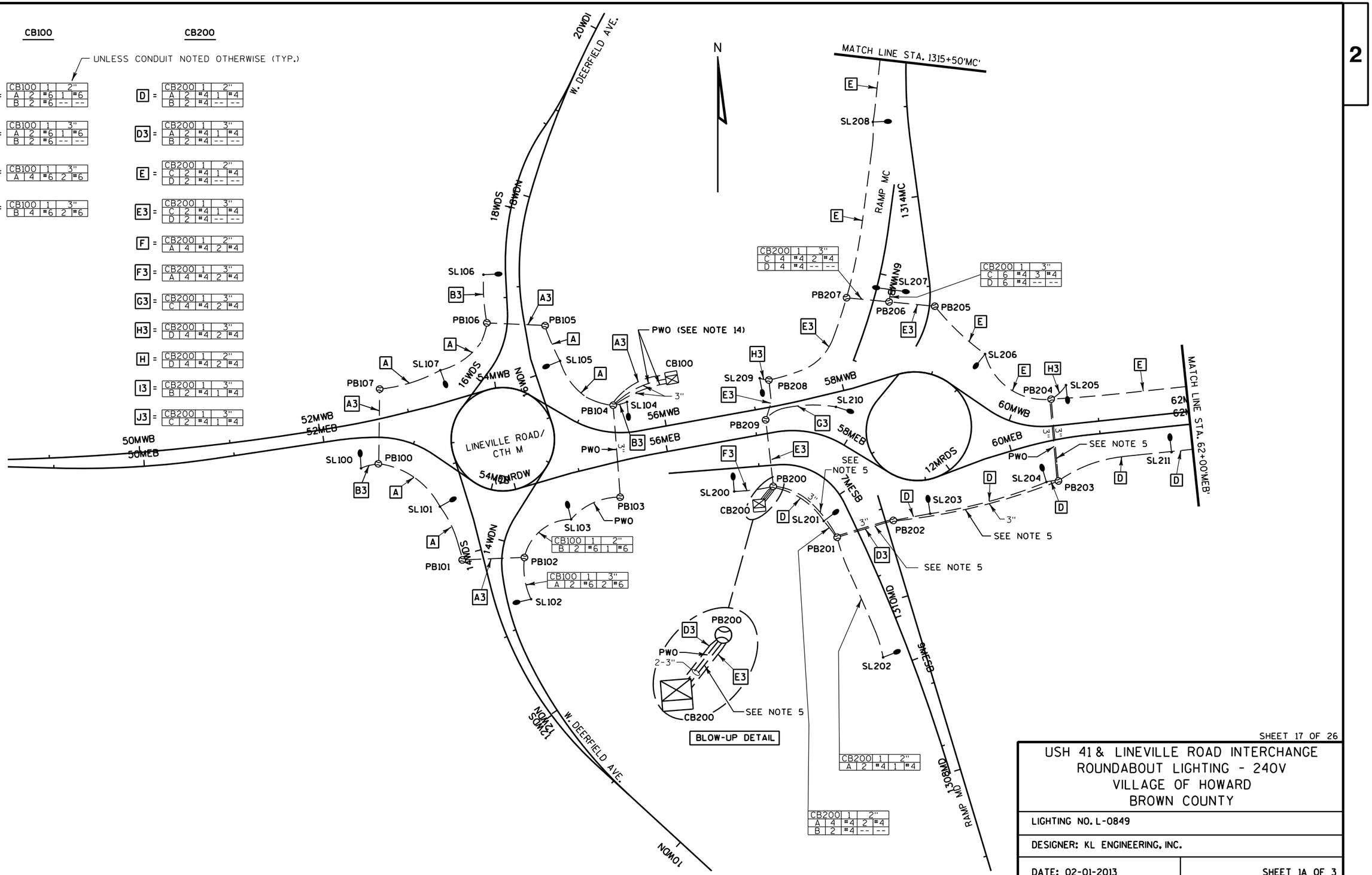
CB100

UNLESS CONDUIT NOTED OTHERWISE (TYP.)

A =	CB100	1	2"		
	A	2	#6	1	#6
	B	2	#6	--	--
A3 =	CB100	1	3"		
	A	2	#6	1	#6
	B	2	#6	--	--
B3 =	CB100	1	3"		
	A	4	#6	2	#6
C3 =	CB100	1	3"		
	B	4	#6	2	#6

CB200

D =	CB200	1	2"		
	A	2	#4	1	#4
	B	2	#4	--	--
D3 =	CB200	1	3"		
	A	2	#4	1	#4
	B	2	#4	--	--
E =	CB200	1	2"		
	C	2	#4	1	#4
	D	2	#4	--	--
E3 =	CB200	1	3"		
	C	2	#4	1	#4
	D	2	#4	--	--
F =	CB200	1	2"		
	A	4	#4	2	#4
F3 =	CB200	1	3"		
	A	4	#4	2	#4
G3 =	CB200	1	3"		
	C	4	#4	2	#4
H3 =	CB200	1	3"		
	D	4	#4	2	#4
H =	CB200	1	2"		
	D	4	#4	2	#4
I3 =	CB200	1	3"		
	B	2	#4	1	#4
J3 =	CB200	1	3"		
	C	2	#4	1	#4



CB200	1	3"	
C	4	#4	2 #4
D	4	#4	-- --

CB200	1	3"	
C	6	#4	3 #4
D	6	#4	-- --

CB100	1	2"	
B	2	#6	1 #6

CB100	1	3"	
A	2	#6	2 #6

CB200	1	2"	
A	2	#4	1 #4

CB200	1	2"	
A	4	#4	2 #4
B	2	#4	-- --

SHEET 17 OF 26

USH 41 & LINEVILLE ROAD INTERCHANGE ROUNDABOUT LIGHTING - 240V VILLAGE OF HOWARD BROWN COUNTY

LIGHTING NO. L-0849

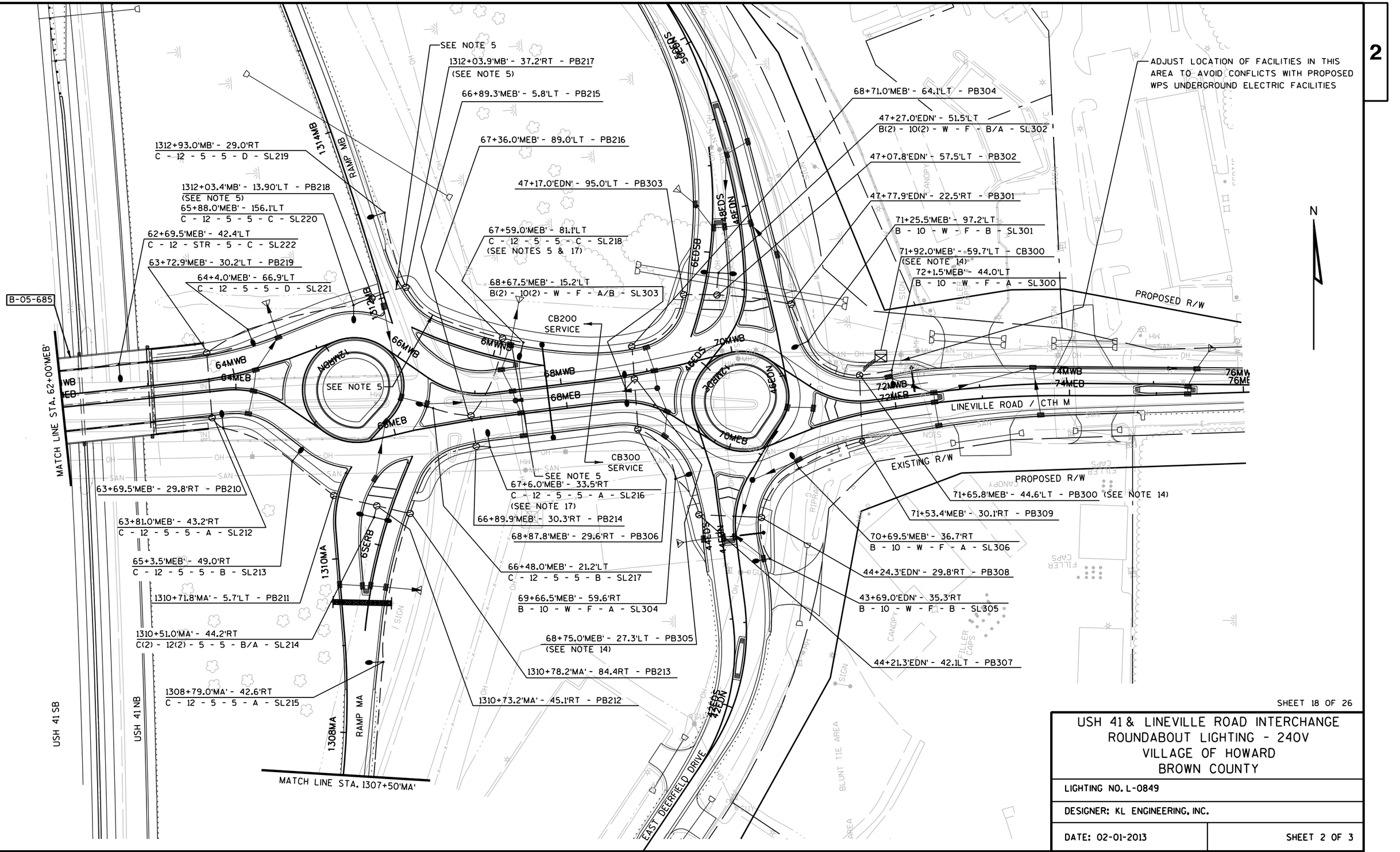
DESIGNER: KL ENGINEERING, INC.

DATE: 02-01-2013

SHEET 1A OF 3

PROJECT NO: 1133-10-78	HWY: USH 41	COUNTY: BROWN	LIGHTING PLANS	SHEET 404 E

2



SHEET 18 OF 26

USH 41 & LINEVILLE ROAD INTERCHANGE
ROUNDABOUT LIGHTING - 240V
VILLAGE OF HOWARD
BROWN COUNTY

LIGHTING NO. L-0849

DESIGNER: KL ENGINEERING, INC.

DATE: 02-01-2013

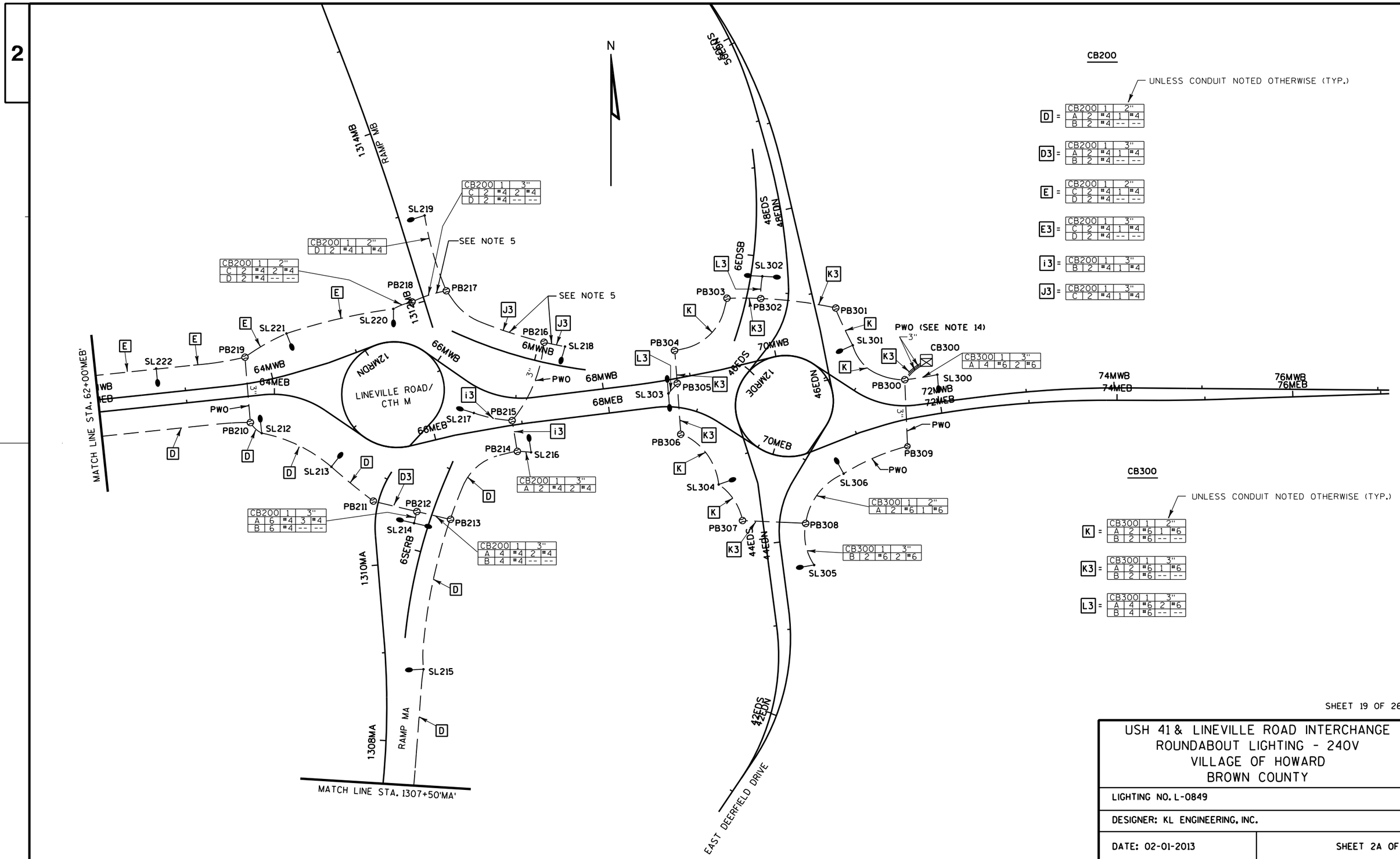
SHEET 2 OF 3

PROJECT NO: 1133-10-78	HWY: USH 41	COUNTY: BROWN	LIGHTING PLANS	SCALE, FEET 0 50 100	SHEET 405 E

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-72PLQtyBaseFile30230033LP.dgn PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2



CB200

UNLESS CONDUIT NOTED OTHERWISE (TYP.)

D =	CB200	1	2"		
	A	2	#4	1	#4
	B	2	#4	--	--
D3 =	CB200	1	3"		
	A	2	#4	1	#4
	B	2	#4	--	--
E =	CB200	1	2"		
	C	2	#4	1	#4
	D	2	#4	--	--
E3 =	CB200	1	3"		
	C	2	#4	1	#4
	D	2	#4	--	--
i3 =	CB200	1	3"		
	B	2	#4	1	#4
J3 =	CB200	1	3"		
	C	2	#4	1	#4

CB300

UNLESS CONDUIT NOTED OTHERWISE (TYP.)

K =	CB300	1	2"		
	A	2	#6	1	#6
	B	2	#6	--	--
K3 =	CB300	1	3"		
	A	2	#6	1	#6
	B	2	#6	--	--
L3 =	CB300	1	3"		
	A	4	#6	2	#6
	B	4	#6	--	--

SHEET 19 OF 26

USH 41 & LINEVILLE ROAD INTERCHANGE
ROUNDABOUT LIGHTING - 240V
VILLAGE OF HOWARD
BROWN COUNTY

LIGHTING NO. L-0849

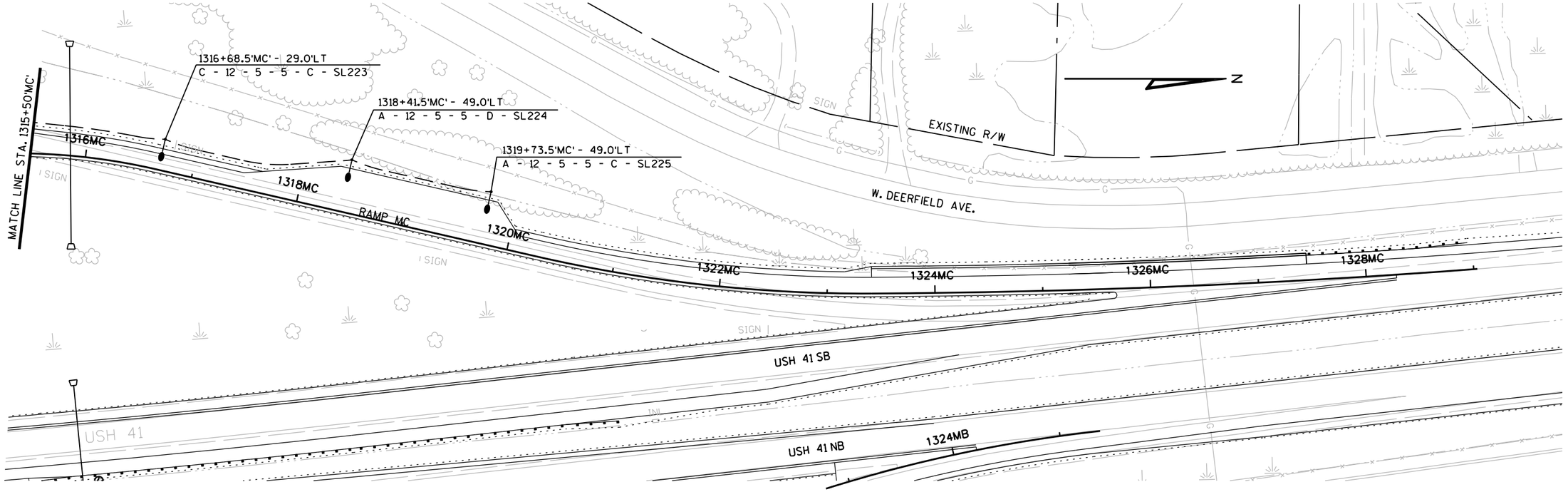
DESIGNER: KL ENGINEERING, INC.

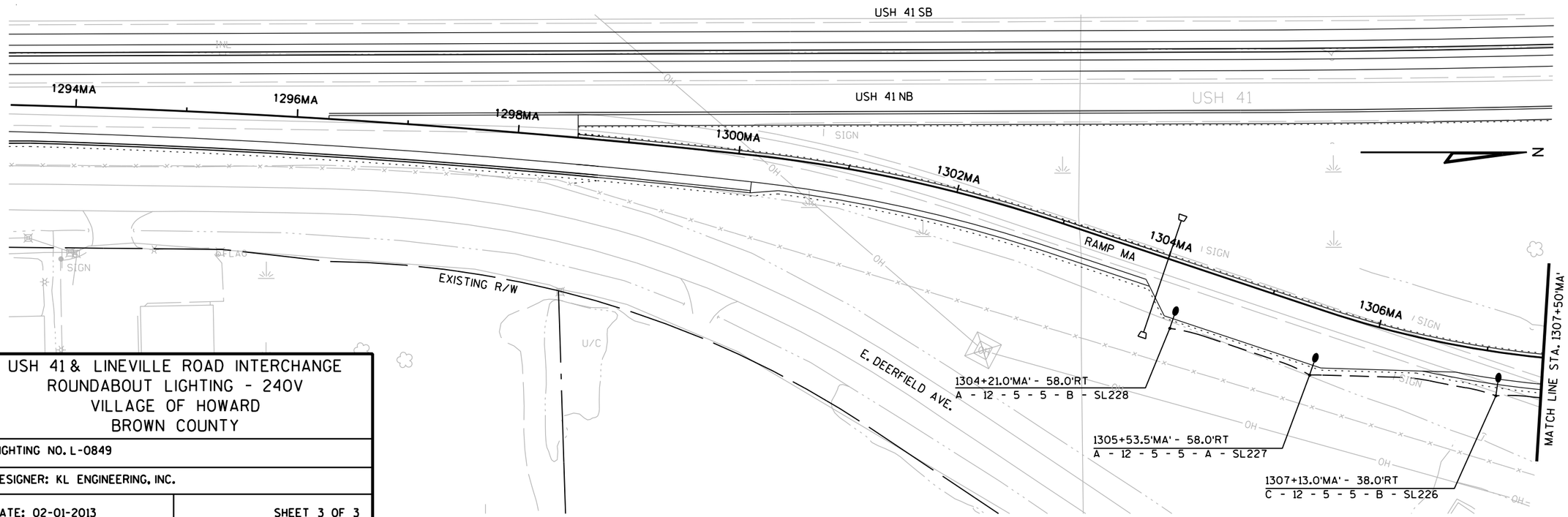
DATE: 02-01-2013

SHEET 2A OF 3

PROJECT NO: 1133-10-78	HWY: USH 41	COUNTY: BROWN	LIGHTING PLANS	SHEET	E

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-72 PLOT DATE : 3/22/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :



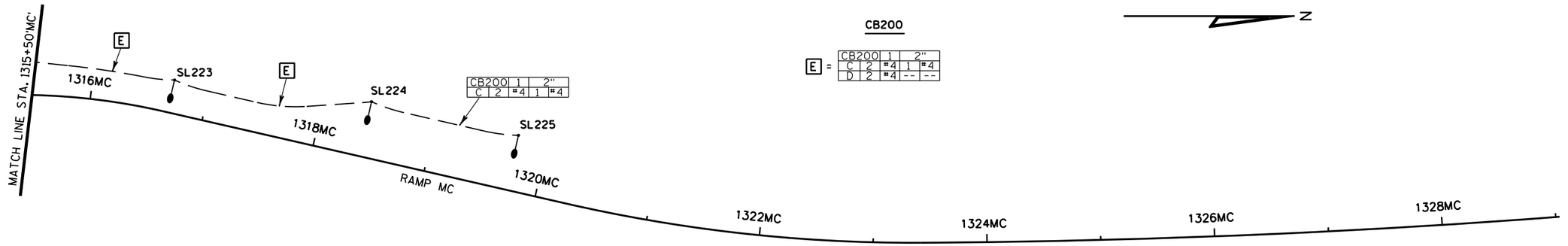


USH 41 & LINEVILLE ROAD INTERCHANGE
ROUNDABOUT LIGHTING - 240V
VILLAGE OF HOWARD
BROWN COUNTY

LIGHTING NO. L-0849	
DESIGNER: KL ENGINEERING, INC.	
DATE: 02-01-2013	SHEET 3 OF 3

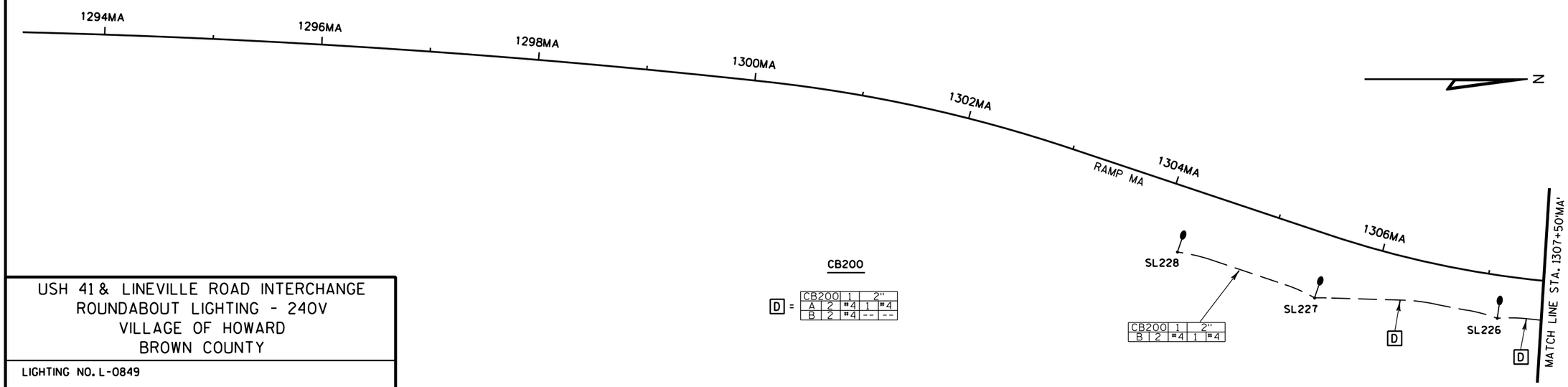
SHEET 20 OF 26

PROJECT NO: 1133-10-78	HWY: USH 41	COUNTY: BROWN	LIGHTING PLANS	SCALE, FEET 0 50 100	SHEET 407	E



CB200

E = CB200 1 2"
C 2 #4 1 #4
D 2 #4 -- --



CB200

D = CB200 1 2"
A 2 #4 1 #4
B 2 #4 -- --

USH 41 & LINEVILLE ROAD INTERCHANGE
ROUNDABOUT LIGHTING - 240V
VILLAGE OF HOWARD
BROWN COUNTY

LIGHTING NO. L-0849

DESIGNER: KL ENGINEERING, INC.

DATE: 02-01-2013 SHEET 3A OF 3

SHEET 21 OF 26

PROJECT NO: 1133-10-78	HWY: USH 41	COUNTY: BROWN	LIGHTING PLANS	SHEET E

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-72_PLOT_INFO_LP.dgn PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

N

W. DEERFIELD AVE.

W. DEERFIELD AVE.

1257+71.0'NMC' - 29.4'LT - LB103

SIGN

1245 SMC

1250 SMC

1255 SMC

USH 41 SB

USH 41

1245 NMC

1250 NMC

1255 NMC

USH 41

USH 41 NB

SIGN

SIGN

MATCH LINE STA. 1259+00'NMC'

STUB AND CAP CONDUIT 1-FT
BEYOND END OF BARRIER

E. DEERFIELD AVE.

E. DEERFIELD AVE.

RUINS

NOTE: LB100 - LB102 & LPB100 - LPB101 ARE NOT USED

SHEET 22 OF 26

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	LIGHTING PLANS	SCALE, FEET 0 50 100	SHEET 409	E

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-81PLOT DATE: 3/25/2021

PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

N

W. DEERFIELD AVE.

ROUTE CONDUIT AROUND PIERS BELOW SHOULDER

b 1260 SMC

b 1265 SMC

b 1270 SMC

USH 41

USH 41 SB

USH 41 NB

1260 NMC

1265 NMC

1270 NMC

MATCH LINE STA. 1259+00'NMC'

MATCH LINE STA. 1274+00'NMC'

1260+46.0'NMC' - 30.2'LT - LB104

1263+18.0'NMC' - 30.2'LT - LB105

1265+93.0'NMC' - 30.2'LT - LB106

1268+67.0'NMC' - 30.2'LT - LB107

1271+42.0'NMC' - 30.2'LT - LB108

LAKEVIEW DRIVE / CTH EB

E. DEERFIELD AVE.

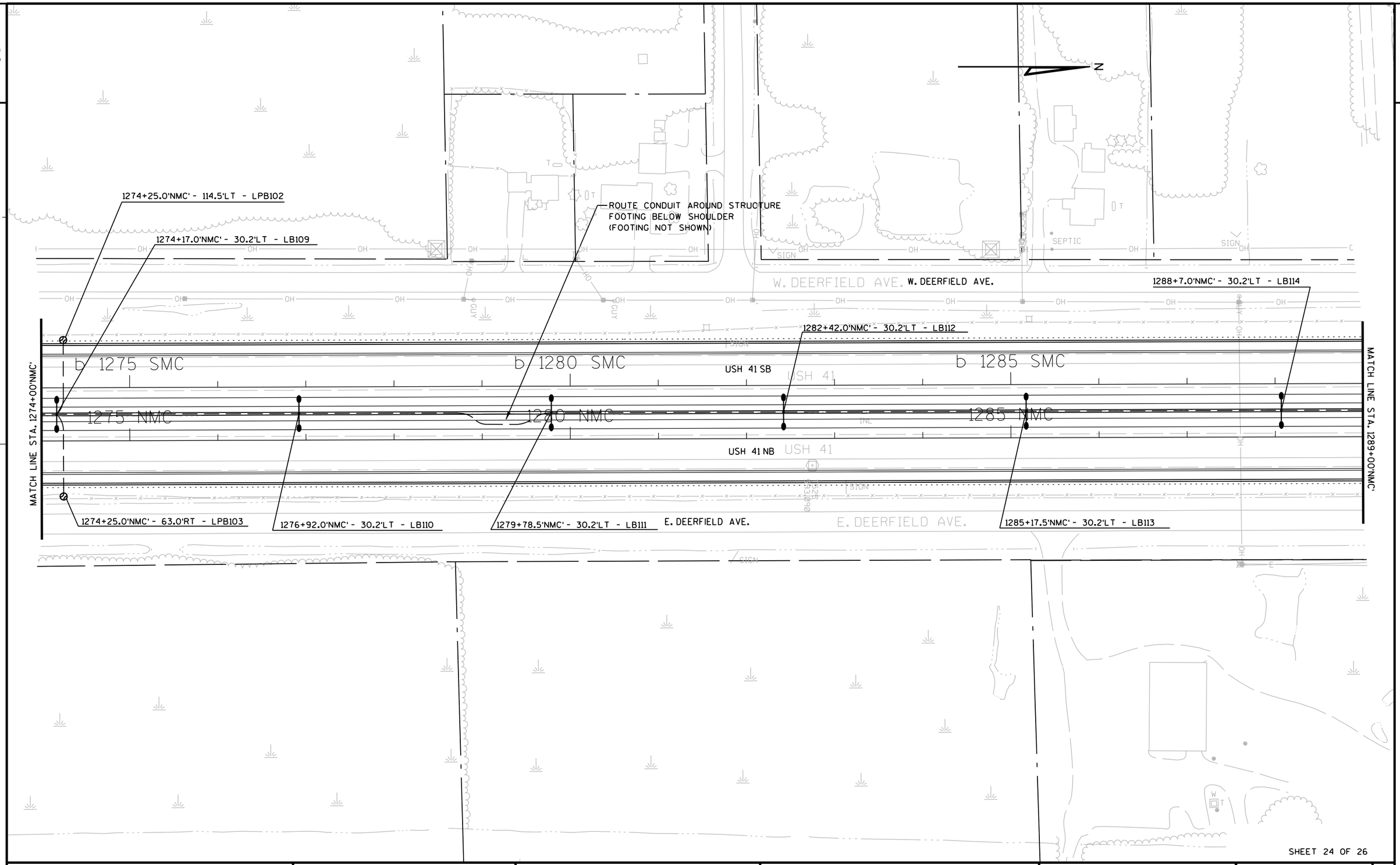
E. DEERFIELD AVE.

SHEET 23 OF 26

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	LIGHTING PLANS	SCALE, FEET 0 50 100	SHEET 410	E

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-81PLOT_DATE:\23502015.dgn PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2



SHEET 24 OF 26

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	LIGHTING PLANS	SCALE, FEET 0 50 100	SHEET 411	E

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-81PLOT DATE: 3/25/2013P.dgn PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

N

1302+12.0'MD' - 31.5'LT - LPB104

SIGN

MATCH LINE STA. 1303+00'MD'

1302+31.0'NMC' - 30.2'LT - LB119

RAMP MD

1290+97.0'NMC' - 30.2'LT - LB115

1293+99.0'NMC' - 30.2'LT - LB116

W. DEERFIELD AVE.

1296+93.0'NMC' - 30.2'LT - LB117

1299+72.0'NMC' - 30.2'LT - LB118

1300 MD

1302+21.0'NMC' - 101.5'LT - LPB105

b 1290 SMC

b 1295 SMC

USH 41 SB

b 1300 SMC

1290 NMC

1295 NMC

1295 MA

1300 NMC

MATCH LINE STA. 1289+00'NMC'

MATCH LINE STA. 1303+00'NMC'

USH 41 NB

1300 MA

SIGN

1302+21.0'NMC' - 40.0'RT - LPB106

RAMP MA

STA. 1303+00'MA' MATCH LINE

E. DEERFIELD AVE.

ROUTE CONDUIT AROUND STRUCTURE FOOTING BELOW SHOULDER

SIGN

SIGN

FLAG

1302+10.0'MA' - 35.0'RT - LPB107

U/C

U/C

U/C

U/C

U/C

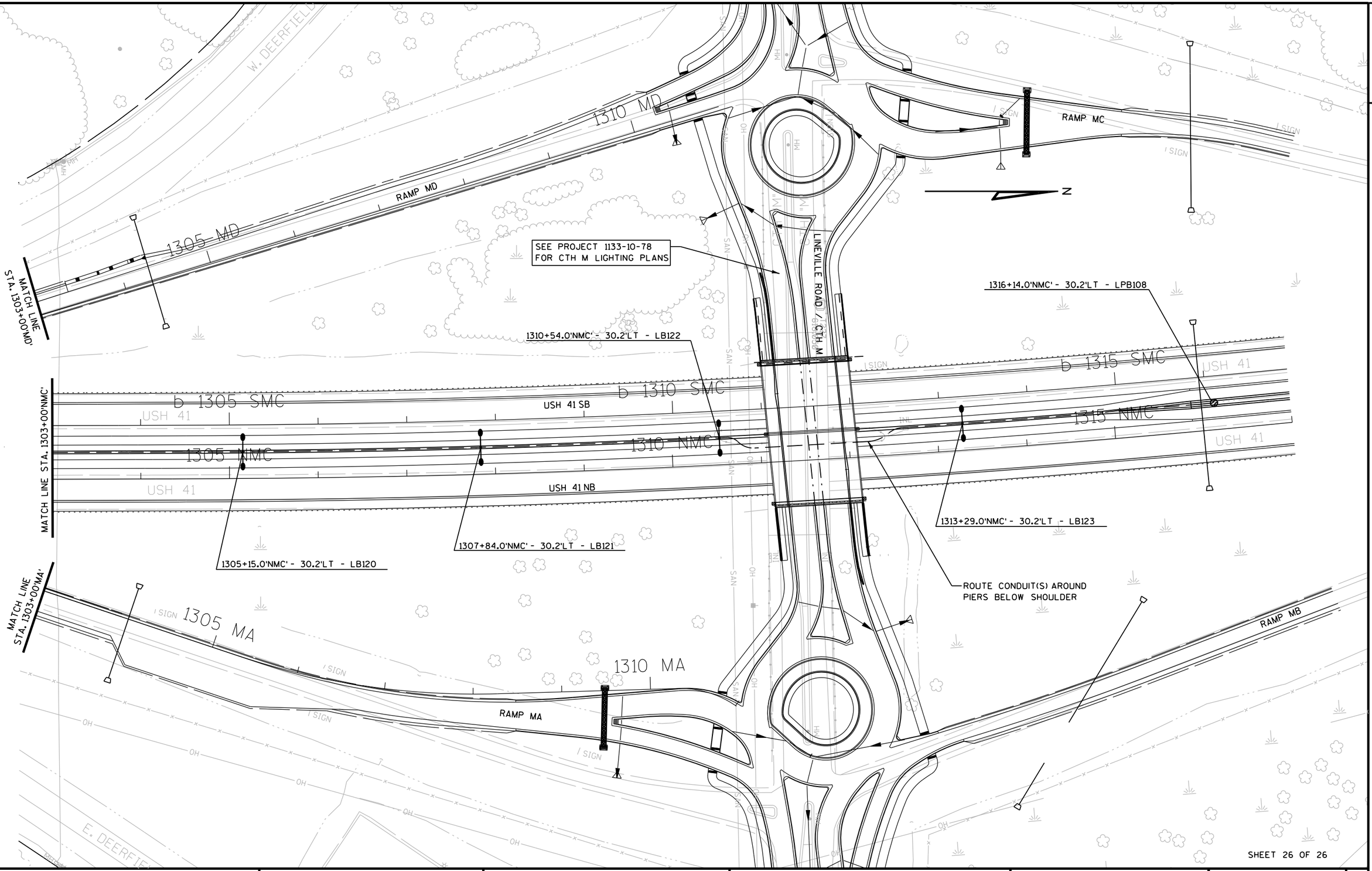
SHEET 25 OF 26

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	LIGHTING PLANS	SCALE, FEET 0 50 100	SHEET 412	E

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-81PLOT DATE: D2350215.dgn PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

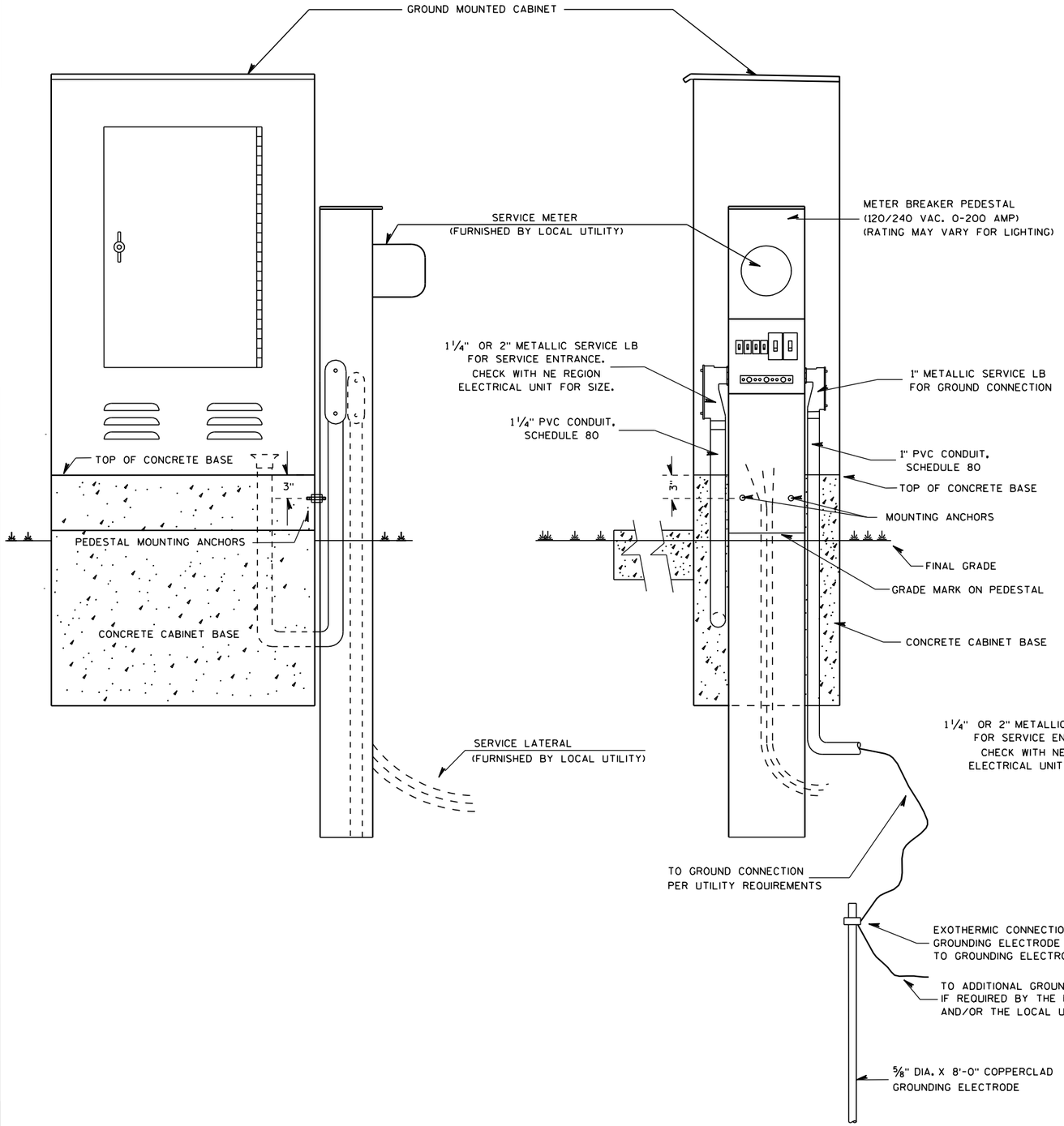


SHEET 26 OF 26

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	LIGHTING PLANS	SCALE, FEET 0 50 100	SHEET 413	E

FILE NAME : G:\WDOTNE\WNE30-0739\BROWN COUNTY - 02\1133-10-72 (NORTH SEGMENT MAINLINE & LINEVILLE INTERCHANGE)\DGN\SHEETS\1133-10-81PLOT_DATE:\D2350B01.dgn PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42



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.

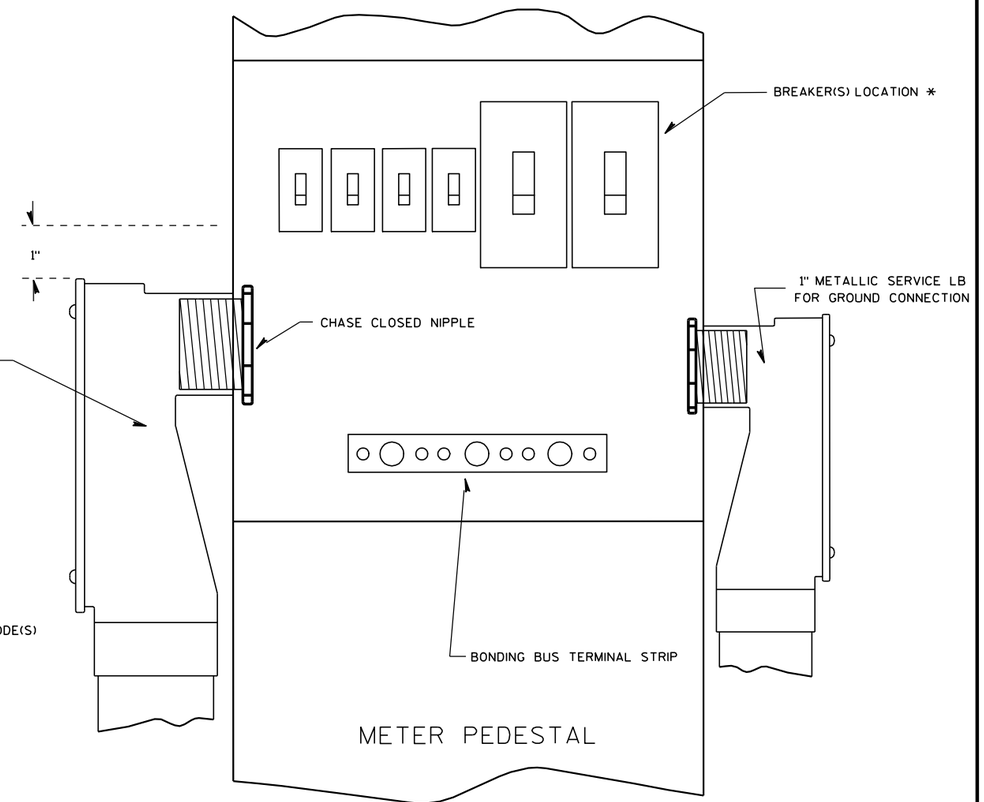
WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT OR SCHEDULE 80 PVC, NIPPLES AND/OR CONDULETS AS REQUIRED. CONDUIT LB SHALL BE OF METALLIC SERVICE ENTRANCE TYPE.

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 NEC.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.



2

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL- NER METER PEDESTAL INSTALLATION	SHEET 414	E

GENERAL NOTE

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

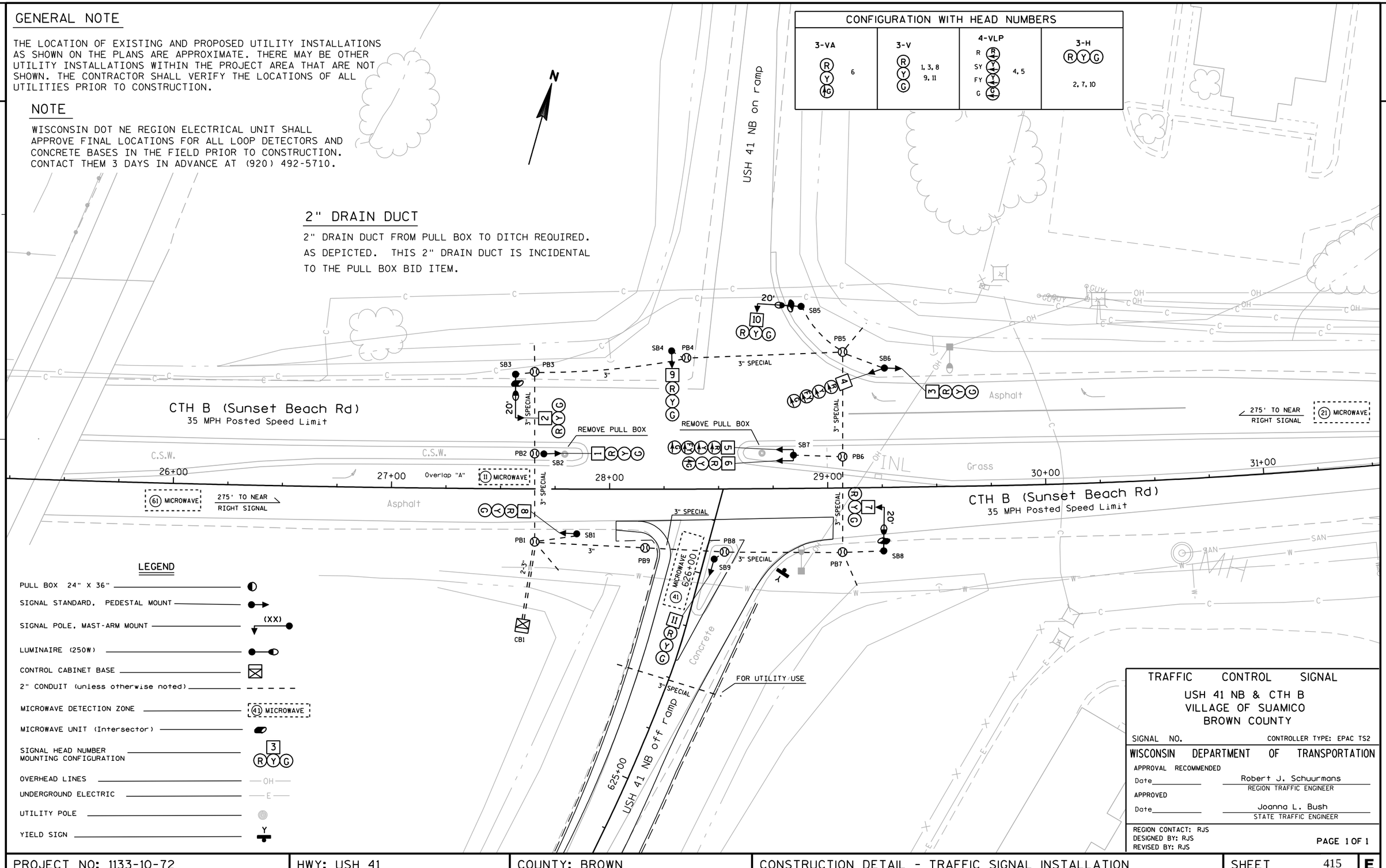
NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL LOOP DETECTORS AND CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 492-5710.

2" DRAIN DUCT

2" DRAIN DUCT FROM PULL BOX TO DITCH REQUIRED. AS DEPICTED. THIS 2" DRAIN DUCT IS INCIDENTAL TO THE PULL BOX BID ITEM.

CONFIGURATION WITH HEAD NUMBERS			
3-VA: R, Y, AG — 6	3-V: R, Y, G — 1, 3, 8, 9, 11	4-VLP: R, SY, FY, G — 4, 5	3-H: R Y G — 2, 7, 10



LEGEND

- PULL BOX 24" X 36"
- SIGNAL STANDARD, PEDESTAL MOUNT
- SIGNAL POLE, MAST-ARM MOUNT (XX)
- LUMINAIRE (250W)
- CONTROL CABINET BASE
- 2" CONDUIT (unless otherwise noted)
- MICROWAVE DETECTION ZONE (41) MICROWAVE
- MICROWAVE UNIT (Intersector)
- SIGNAL HEAD NUMBER MOUNTING CONFIGURATION (3 R Y G)
- OVERHEAD LINES — OH —
- UNDERGROUND ELECTRIC — E —
- UTILITY POLE
- YIELD SIGN Y

TRAFFIC CONTROL SIGNAL

USH 41 NB & CTH B
VILLAGE OF SUAMICO
BROWN COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC TS2

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date _____ Robert J. Schuurmans, REGION TRAFFIC ENGINEER

APPROVED
Date _____ Joanna L. Bush, STATE TRAFFIC ENGINEER

REGION CONTACT: RJS
DESIGNED BY: RJS
REVISED BY: RJS

PAGE 1 OF 1

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL - TRAFFIC SIGNAL INSTALLATION	SHEET 415	E

FILE NAME : F:\d3_traffi\S-xxxx (41 NB & B).dgn PLOT DATE : 11-JAN-2013 09:15 PLOT BY : dotc5s PLOT NAME : S-xxxx PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

GENERAL NOTE

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

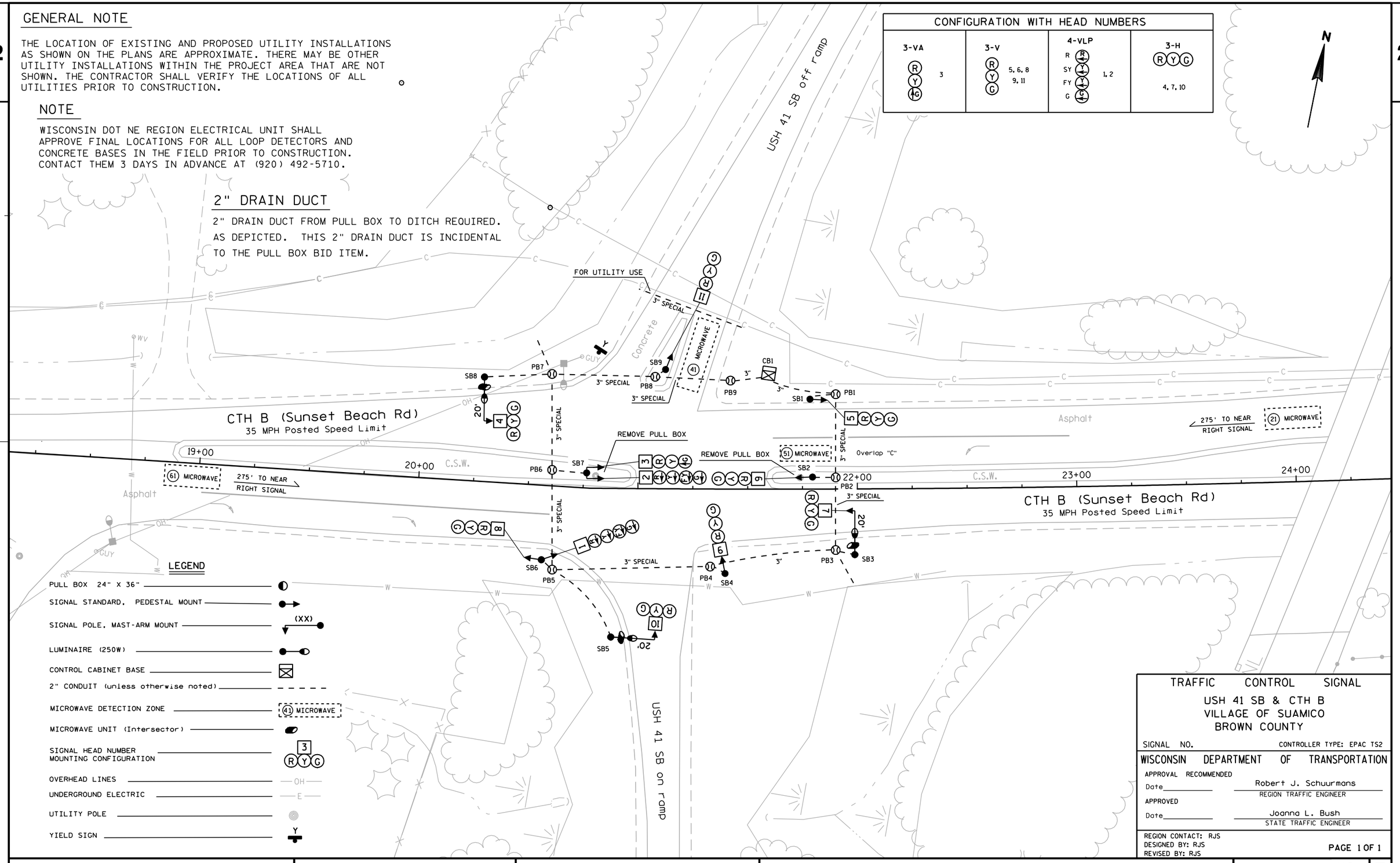
NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL LOOP DETECTORS AND CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 492-5710.

2" DRAIN DUCT

2" DRAIN DUCT FROM PULL BOX TO DITCH REQUIRED. AS DEPICTED. THIS 2" DRAIN DUCT IS INCIDENTAL TO THE PULL BOX BID ITEM.

CONFIGURATION WITH HEAD NUMBERS			
3-VA (R, Y, AG) — 3	3-V (R, Y, G) — 5, 6, 8, 9, 11	4-VLP (R, SY, FY, G) — 1, 2	3-H (R Y G) — 4, 7, 10



TRAFFIC CONTROL SIGNAL

USH 41 SB & CTH B
VILLAGE OF SUAMICO
BROWN COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC TS2

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date _____ Robert J. Schuurmans, REGION TRAFFIC ENGINEER

APPROVED
Date _____ Joanna L. Bush, STATE TRAFFIC ENGINEER

REGION CONTACT: RJS
DESIGNED BY: RJS
REVISED BY: RJS

PAGE 1 OF 1

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL - TRAFFIC SIGNAL INSTALLATION	SHEET 416	E

FILE NAME : F:\d3_traffi\S-xxxx (41 SB & B).dgn PLOT DATE : 14-FEB-2013 07:41 PLOT BY : dotc5s PLOT NAME : S-xxxx PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

(5) PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(9) PAVEMENT MARKING CROSSWALK 6-INCH EPOXY (WHITE)

(10) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

(11) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)

(13) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(14) PAVEMENT MARKING WORDS EPOXY (WHITE)

(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2

(19) PAVEMENT MARKING ARROWS EPOXY TYPE 5

(20) PAVEMENT MARKING CURB EPOXY (YELLOW)

(21) PAVEMENT MARKING ISLAND NOSE EPOXY

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(34) PAVEMENT MARKING ARROWS BIKE LANE EPOXY

(35) PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

(39) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (3 FT LINE 9 FT SKIP)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)

(41) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)

(43) PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(58) PAVEMENT MARKING ARROWS EPOXY TYPE 2R

(65) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2R

(66) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3R

(69) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 1

(70) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2

(71) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3

(73) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 5

(77) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC WORDS

(81) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH

(82) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC, 8-INCH (1' LINE, 2 LINES PER LANE)

(83) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC, 8-INCH (WHITE SKIP)(6 FT LINE 3FT SKIP)

(84) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC, 8-INCH (WHITE SKIP)(1 FT LINE 3FT SKIP)

(93) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC YIELD LINE 18-INCH (WHITE SKIP)(2 FT LINE 2 FT SKIP)

(100) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC, 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)

(101) PAVEMENT MARKING ARROWS EPOXY TYPE 6

(E) EXISTING PAVEMENT MARKING

| DELINEATOR SINGLE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 417	E

2

2

N

R/L USH 41 SB

USH 41 SB

1231+00 SMC

1232+00 SMC

1233+00 SMC

1234+00 SMC

MATCHLINE 1234+25 NMC

1231+00 NMC

1232+00 NMC

1233+00 NMC

USH 41 NB

1234+00 NMC

R/L USH 41 NB

LEGEND:

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_024501a_pm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

R/L USH 41 SB

1235+00 SMC | 1236+00 SMC | 1237+00 SMC | 1238+00 SMC | 1239+00 SMC | 1240+0

USH 41 SB

MATCHLINE 1234+25 NMC

MATCHLINE 1240+00 NMC

1235+00 NMC | 1236+00 NMC | 1237+00 NMC | 1238+00 NMC | 1239+00 NMC | 1240+0

USH 41 NB

R/L USH 41 NB

LEGEND:

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 419	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_024501b_pm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

N

R/L USH 41 SB

MATCHLINE 1240+00 NMC

0 SMC 1241+00 SMC 1242+00 SMC 1243+00 SMC 1244+00 SMC 1245+00 SMC

USH 41 SB

MATCHLINE 1245+75 NMC

0 NMC 1241+00 NMC 1242+00 NMC 1243+00 NMC 1244+00 NMC 1245+00 NMC

USH 41 NB

NMC+50

CC

CRASH CUSHIONS TEMPORARY
LEFT IN PLACE

R/L USH 41 NB

LEGEND:

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 420	E

2

N

917' SHIFT

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

R/L USH 41 SB

USH 41 SB

12'
12'

1246+00 SMC
1247+00 SMC
1248+00 SMC
1249+00 SMC
1250+00 SMC
1251+00 SMC

SMC +75

CRASH CUSHIONS TEMPORARY
LEFT IN PLACE

CC

6.75'

MATCHLINE 1245+75 NMC

MATCHLINE 1251+50 NMC

1246+00 NMC
1247+00 NMC
1248+00 NMC
1249+00 NMC
1250+00 NMC
1251+00 NMC

12'
12'

USH 41 NB

10'
12'
12'
10'
14'
10'

R/L USH 41 NB

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

LEGEND:

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 421	E

2

N

917' SHIFT

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

R/L USH 41 SB

LANE SKIPS ARE TAPE

USH 41 SB

1252+00 SMC 1253+00 SMC 1254+00 SMC 1255+00 SMC 1256+00 SMC 1257+00 SMC

2 3 1 CC 40

MATCHLINE 1251+50 NMC

MATCHLINE 1257+25 NMC

1252+00 NMC 1253+00 NMC 1254+00 NMC 1255+00 NMC 1256+00 NMC 1257+00 NMC

1 3 2 40

USH 41 NB

R/L USH 41 NB

LANE SKIPS ARE EPOXY

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

LEGEND:

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
40. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 422	E

2

2

N

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

R/L USH 41 SB

USH 41 SB

MATCHLINE 1257+25 NMC

1258+00 SMC

1259+00 SMC

1260+00 SMC

1261+00 SMC

1262+00 SMC

MATCHLINE 1262+75 NMC

10'
14'
10'
12'
12'
10'
6.75'
6.75'
10'
12'
12'
10'
14'
10'

1258+00 NMC

1259+00 NMC

1260+00 NMC

1261+00 NMC

1262+00 NMC

USH 41 NB

R/L USH 41 NB

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 423	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_024505_pm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

R/L USH 41 SB

10'
14'
10'
12'
12'
10'
6.75'
6.75'
10'
12'
12'
10'
14'
10'

MATCHLINE 1262+75 NMC

1263+00 SMC | 1264+00 SMC | 1265+00 SMC | **USH 41 SB** | 1266+00 SMC | 1267+00 SMC | 1268+00 SMC

2
40
1

1263+00 NMC | 1264+00 NMC | 1265+00 NMC | 1266+00 NMC | 1267+00 NMC | 1268+00 NMC

1
40
2

USH 41 NB

MATCHLINE 1268+50 NMC

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

R/L USH 41 NB

LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 424	E

2

N

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

R/L USH 41 SB

MATCHLINE 1268+50 NMC

MATCHLINE 1274+25 NMC

1269+00 SMC | 1270+00 SMC | 1271+00 SMC | 1272+00 SMC | 1273+00 SMC | 1274+00 SMC

USH 41 SB

10' 14' 10' 12' 12' 10' 5.75' 6.75'

2 40 1

1269+00 NMC | 1270+00 NMC | 1271+00 NMC | 1272+00 NMC | 1273+00 NMC | 1274+00 NMC

USH 41 NB

10' 12' 12' 10' 14' 10'

1 40 2

R/L USH 41 NB

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

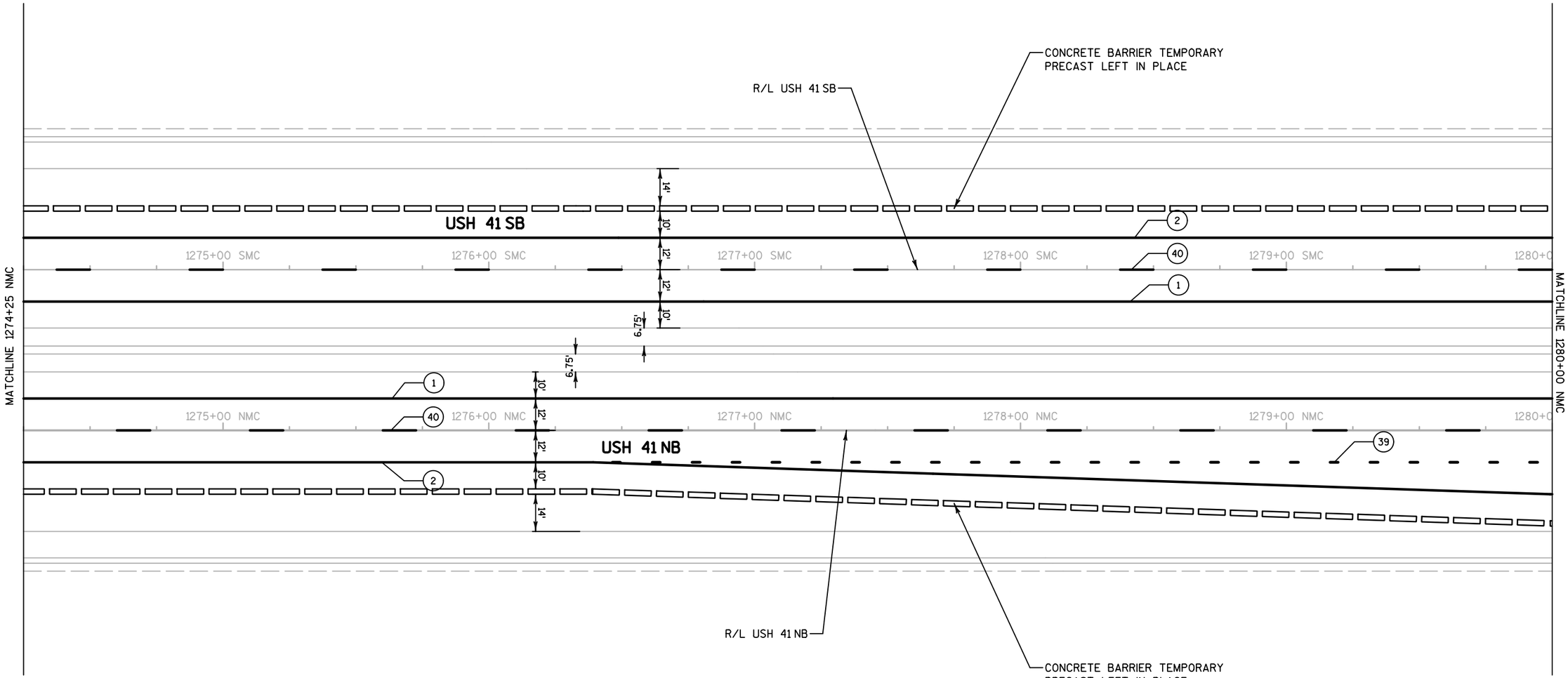
(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 425	E

2

N



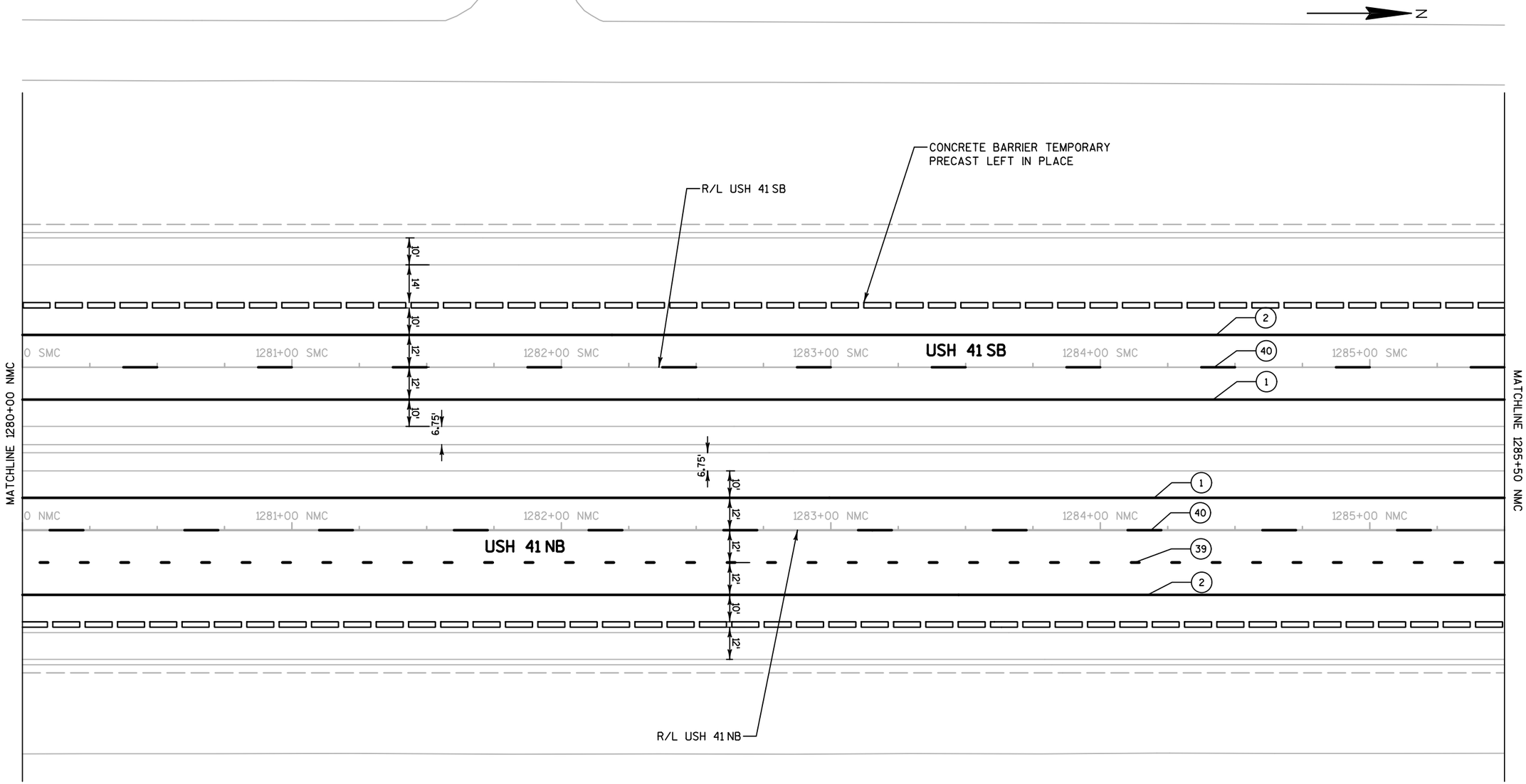
LEGEND:

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
39. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (3 FT LINE 9 FT SKIP)
40. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_024508_pm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2



LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(39) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (3 FT LINE 9 FT SKIP)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_024509_pm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

R/L USH 41 SB

10'
14'
10'
12'
12'
10'
6.75'

2
40
1

1286+00 SMC | 1287+00 SMC | 1288+00 SMC | 1289+00 SMC | USH 41 SB | 1290+00 SMC | 1291+00 SMC

MATCHLINE 1285+50 NMC

MATCHLINE 1291+25 NMC

1
40
39
2

6.75'
12'
12'
12'
10'

1286+00 NMC | 1287+00 NMC | 1288+00 NMC | 1289+00 NMC | 1290+00 NMC | 1291+00 NMC

USH 41 NB

29

R/L USH 41 NB

LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(39) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (3 FT LINE 9 FT SKIP)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 428	E

2

N

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

R/L USH 41 SB

USH 41 SB

1292+00 SMC | 1293+00 SMC | 1294+00 SMC | 1295+00 SMC | 1296+00 SMC | 1297+0

1296MD | 129

MATCHLINE 1291+25 NMC

1292+00 NMC | 1293+00 NMC | 1294+00 NMC | 1295+00 NMC | 1296+00 NMC | 1297+0

1292MA | 1293MA | 1294MA | 1295MA | 1296MA | 129

USH 41 NB

NMC+78

MA+79

MA+79

CC

MATCHLINE 1297+00 NMC

R/L USH 41 NB

R/L RAMP MA

LEGEND:

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
13. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
29. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
39. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (3 FT LINE 9 FT SKIP)
40. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
73. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 5

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 429	E

2

N

R/L RAMP MD

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

SEE PROJECT I.D. 1133-10-72
MATCH STA: 1300MD+05

1302MD

1301MD

1300MD

1299MD

1298MD

7MD

MD +22

15'

R/L USH 41 SB

SMC +22

USH 41 SB

0 SMC | 1298+00 SMC | 1299+00 SMC | 1300+00 SMC | 1301+00 SMC | 1302+00 SMC

12' 12' 10' 12' 12' 10'

MATCHLINE 1297+00 NMC

MATCHLINE 1302+75 NMC

6.75' 6.75' 10'

0 NMC | 1298+00 NMC | 1299+00 NMC | 1300+00 NMC | 1301+00 NMC | 1302+00 NMC

12' 12' 10'

USH 41 NB

R/L USH 41 NB

7MA

1298MA

1299MA

1300MA

1301MA

1302MA

12' 12' 8'

SEE PROJECT I.D. 1133-10-72
MATCH STA: 1298MA+54

R/L RAMP MA

LEGEND:

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
13. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
29. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
40. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 430	E

2

1303MD

N

END REALIGNED
HORIZ. CURVE
+78.4 SMC

LANE SKIPS ARE EPOXY

R/L USH 41 SB

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

MATCHLINE 1302+75 NMC

1303+00 SMC 1304+00 SMC 1305+00 SMC 1306+00 SMC 1307+00 SMC 1308+00 SMC

USH 41 SB

10' 12' 12'

CC

10' 12' 12' 10' 12'

1303+00 NMC 1304+00 NMC 1305+00 NMC 1306+00 NMC 1307+00 NMC 1308+00 NMC

USH 41 NB

MATCHLINE 1308+50 NMC

R/L USH 41 NB

LANE SKIPS ARE EPOXY

LANE SKIPS ARE TAPE

START REALIGNED
HORIZ. CURVE
+01.8 NMC

1303MA

1304MA

LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE
CONTRAST TAPE 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 431	E

2

N

LINEVILLE RD

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

R/L USH 41 SB

USH 41 SB

MATCHLINE 1308+50 NMC

MATCHLINE 1314+00 NMC

1309+00 SMC

1310+00 SMC

1311+00 SMC

1312+00 SMC

1313+00 SMC

1314+

1309+00 NMC

1310+00 NMC

1311+00 NMC

1312+00 NMC

1313+00 NMC

1314+0

USH 41 NB

R/L USH 41 NB

CTH M

10'
12'
12'
10'
11'
10'
12'
12'
10'

LEGEND:

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 432	E

2

N

START REALIGNED HORIZ. CURVE +94.4 SMC

LANE SKIPS ARE TAPE

LANE SKIPS ARE EPOXY

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

R/L USH 41 SB

R/L USH 41 NB

CC

USH 41 SB

USH 41 NB

MATCHLINE 1314+00 NMC

MATCHLINE 1319+75 NMC

1315+00 SMC

1316+00 SMC

1317+00 SMC

1318+00 SMC

1319+00 SMC

1315+00 NMC

1316+00 NMC

1317+00 NMC

1318+00 NMC

1319+00 NMC

1317MB

1318MB

1319MB

12'

10'

13'

LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 433	E

2

2

N

1320MC

1321MC

1322MC

1323MC

1324MC

1325MC

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

R/L USH 41 SB

CRASH CUSHIONS TEMPORARY
LEFT IN PLACE

10'

2'

12'

12'

10'

USH 41 SB

1321+00 SMC

1322+00 SMC

1323+00 SMC

1324+00 SMC

1325+00 SMC

2

40

1

CC

MATCHLINE 1319+75 NMC

MATCHLINE 1325+50 NMC

12'

1320+00 NMC

1321+00 NMC

1322+00 NMC

1323+00 NMC

1324+00 NMC

1325+00 NMC

NMC+41

1

12'

12'

USH 41 NB

40

2

10'

2'

NMC+76

1325MB

1324MB

MB +41

29

MB +71

1323MB

15'

2'

R/L USH 41 NB

LANE SKIPS ARE TAPE

R/L RAMP MB

2

ANE SKIPS ARE EPOXY

ND REALIGNED
ORIZ. CURVE
24.6 NMC

1322MB

1321MB

1320MB

SEE PROJECT I.D. 1133-10-72
MATCH STA: 1322MB+88

LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 434	E

2

N

SEE PROJECT I.D. 1133-10-72
MATCH STA: 1325MC+65

1326MC 1327MC 1328MC 1329MC

8"
15'
2'
12'
12'
10'

MC +78
SMC +81
SMC +20
25' TYP.

1326+00 SMC 1327+00 SMC 1328+00 SMC 1329+00 SMC 1330+00 SMC 1331+00 SMC

USH 41 SB

R/L USH 41 SB

R/L USH 41 NB

1326+00 NMC 1327+00 NMC 1328+00 NMC 1329+00 NMC 1330+00 NMC 1331+00 NMC

USH 41 NB

NMC +91
NMC +91
36' RT

MATCHLINE 1325+50 NMC

MATCHLINE 1331+50 NMC

LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(13) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(39) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (3 FT LINE 9 FT SKIP)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(73) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 5

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 435	E

2

N

MATCHLINE 1331+50 NMC

MATCHLINE 1337+25 NMC

USH 41 SB

1332+00 SMC | 1333+00 SMC | 1334+00 SMC | 1335+00 SMC | 1336+00 SMC | 1337+00 SMC

NMC +50

10'
12'
12'
12'
4'

2
39
40
1

R/L USH 41 SB

R/L USH 41 NB

1332+00 NMC | 1333+00 NMC | 1334+00 NMC | 1335+00 NMC | 1336+00 NMC | 1337+00 NMC

USH 41 NB

NMC +51

12'
12'
12'

1
40
2

LEGEND:

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
39. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (3 FT LINE 9 FT SKIP)
40. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 436	E

2

2

N

MATCHLINE 1337+25 NMC

MATCHLINE 1343+25 NMC

39

SMC +10

USH 41 SB

2

40

1

1338+00 SMC

1339+00 SMC

1340+00 SMC

1341+00 SMC

1342+00 SMC

1343+00 SMC

2'

12'

12'

4'

R/L USH 41 SB

R/L USH 41 NB

4'

1338+00 NMC

1339+00 NMC

1340+00 NMC

1341+00 NMC

1342+00 NMC

1343+00 NMC

USH 41 NB

12'

12'

2'

1

40

2

LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(39) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (3 FT LINE 9 FT SKIP)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 437	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_024519_pm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

MATCHLINE 1343+25 NMC

USH 41 SB

12'

12'

1344+00 SMC

1345+00 SMC

1346+00 SMC

1347+00 SMC

1348+00 SMC

1349+00

2

40

1

R/L USH 41 SB

R/L USH 41 NB

MATCHLINE 1349+00 NMC

1344+00 NMC

1345+00 NMC

1346+00 NMC

1347+00 NMC

1348+00 NMC

1349+0

USH 41 NB

12'

12'

1

40

2

LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 438	E

2

N

USH 41 SB

1350+00 SMC

1351+00 SMC

1352+00 SMC

1353+00 SMC

1354+00 SMC

SMC

MATCHLINE 1349+00 NMC

MATCHLINE 1354+75 NMC

R/L USH 41 SB

R/L USH 41 NB

1350+00 NMC

1351+00 NMC

1352+00 NMC

1353+00 NMC

1354+00 NMC

USH 41 NB

MATCHLINE

1 40 2

12'

12'

LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 439	E

2

N

W. DEERFIELD AVE.

USH 41 SB

1355+00 SMC
1356+00 SMC
1357+00 SMC
1358+00 SMC
1359+00 SMC
1360+00 SMC

USH 41

2
40
1

MATCHLINE 1354+75 NMC

MATCHLINE 1360+50 NMC

1355+00 NMC
1356+00 NMC
1357+00 NMC
1358+00 NMC
1359+00 NMC
1360+00 NMC

USH 41 NB

USH 41

1
40
2

LEGEND:

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
40. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 440	E

2

2

N

USH 41 SB

2
40
1

12'
12'

1361+00 SMC
1362+00 SMC
1363+00 SMC
1364+00 SMC
1365+00 SMC
1366+00 SMC

MATCHLINE 1360+50 NMC

R/L USH 41 SB

R/L USH 41 NB

MATCHLINE 1366+50 NMC

1361+00 NMC
1362+00 NMC
1363+00 NMC
1364+00 NMC
1365+00 NMC
1366+00 NMC

USH 41 NB

1
40
2

12'
12'

LEGEND:

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
40. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 441	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_024523_pm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

N

MATCHLINE 1366+50 NMC

SMC +07.5
MATCH EXISTING

2

40

SMC +07.5
MATCH EXISTING

1

SMC +07.5
MATCH EXISTING

1367+00 SMC

1368+00 SMC

1369+00 SMC

1370+00 SMC

1371+00 SMC

1372+00 SMC

USH 41 SB

R/L USH 41 SB

R/L USH 41 NB

1367+00 NMC

1368+00 NMC

1369+00 NMC

1370+00 NMC

1371+00 NMC

1372+00 NMC

NMC +00
MATCH EXISTING

1

NMC +00
MATCH EXISTING

40

NMC +00
MATCH EXISTING

2

USH 41 NB

LEGEND:

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(40) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PAVEMENT MARKING	SHEET 442	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_024524_pm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

2

LEGEND

(201) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(202) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(203) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)

(205) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(206) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(207) PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 8-INCH (WHITE SKIP) (1 FT LINE 3 FT SKIP)

(207A) PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 8-INCH (WHITE SKIP) (THREE 1 FT LINES)

(208) PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 8-INCH (WHITE SKIP) (6 FT LINE 3 FT SKIP)

(210) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)

(211) PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE 37.5 FT SKIP)

(212) PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(213) PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)

(214) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC 8-INCH (WHITE SKIP) (1 FT LINE 3 FT SKIP)

(215) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC 8-INCH (WHITE SKIP) (6 FT LINE 3 FT SKIP)

(216) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC YIELD LINE 18-INCH (WHITE SKIP) (2 FT LINE 2 FT SKIP)

(223) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE DIAGONAL 12-INCH (WHITE) (10' C-C SPACING)

(225) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 6

(226) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 1

(227) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2R

(228) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2

(229) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3R

(230) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3

(231) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC WORDS

(233) PAVEMENT MARKING EPOXY DIAGONAL 12-INCH (YELLOW) (25' C-C SPACING)

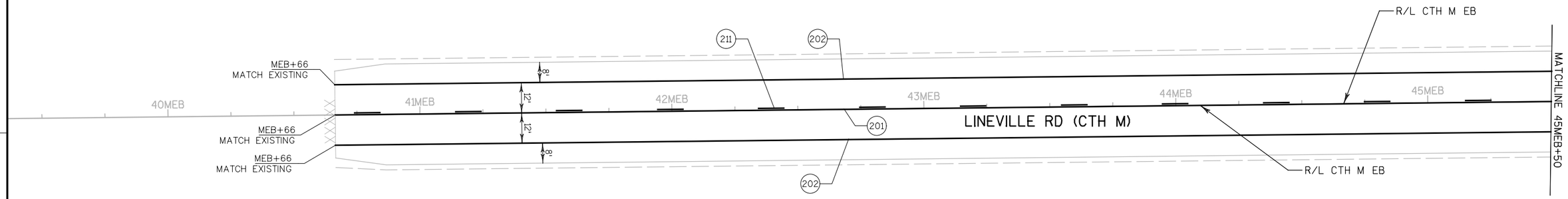
(235) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH

(236) PAVEMENT MARKING CURB EPOXY (YELLOW)

(237) PAVEMENT MARKING ISLAND NOSE EPOXY

2

N

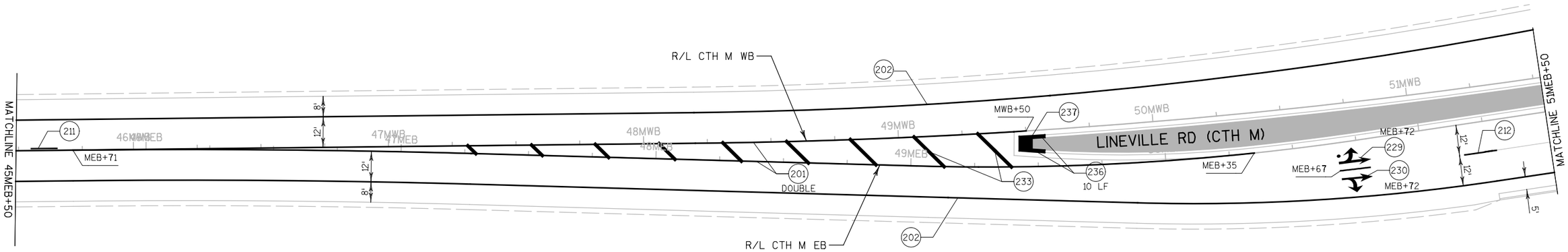


PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 444	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\024501_pm.dgn PLOT DATE : 3/4/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

2

2

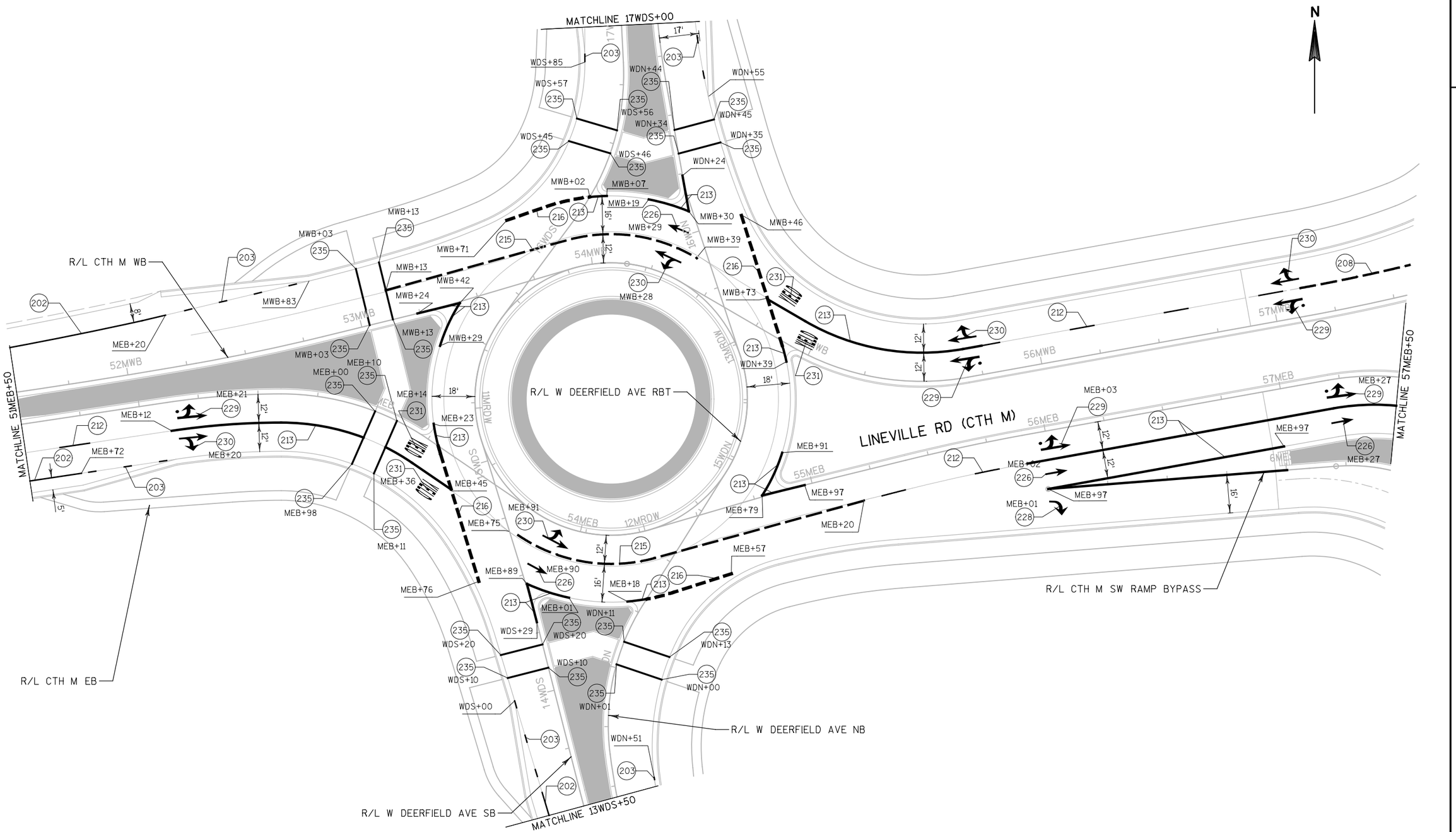


PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 445	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\024502_pm.dgn PLOT DATE : 3/4/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

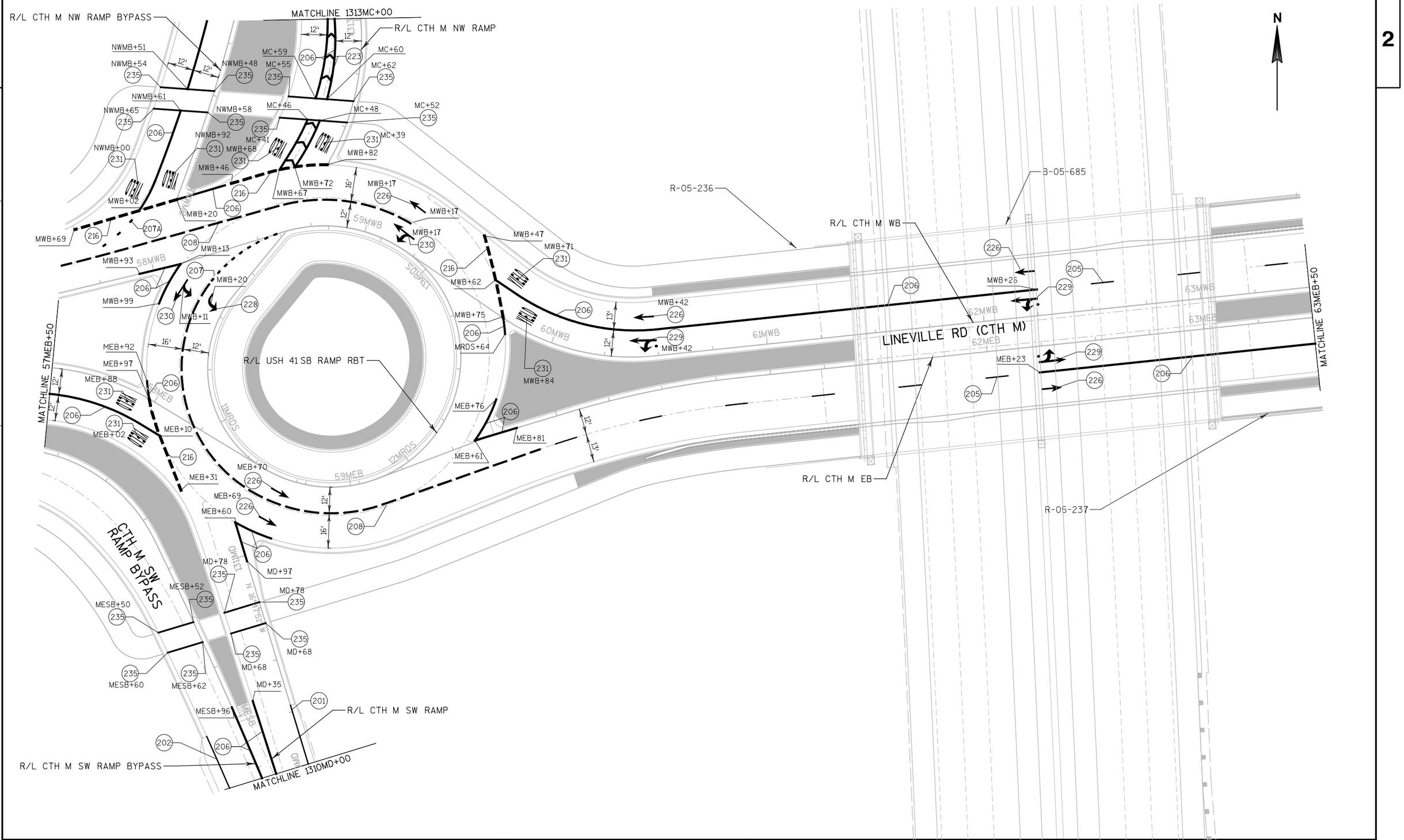
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 446	E

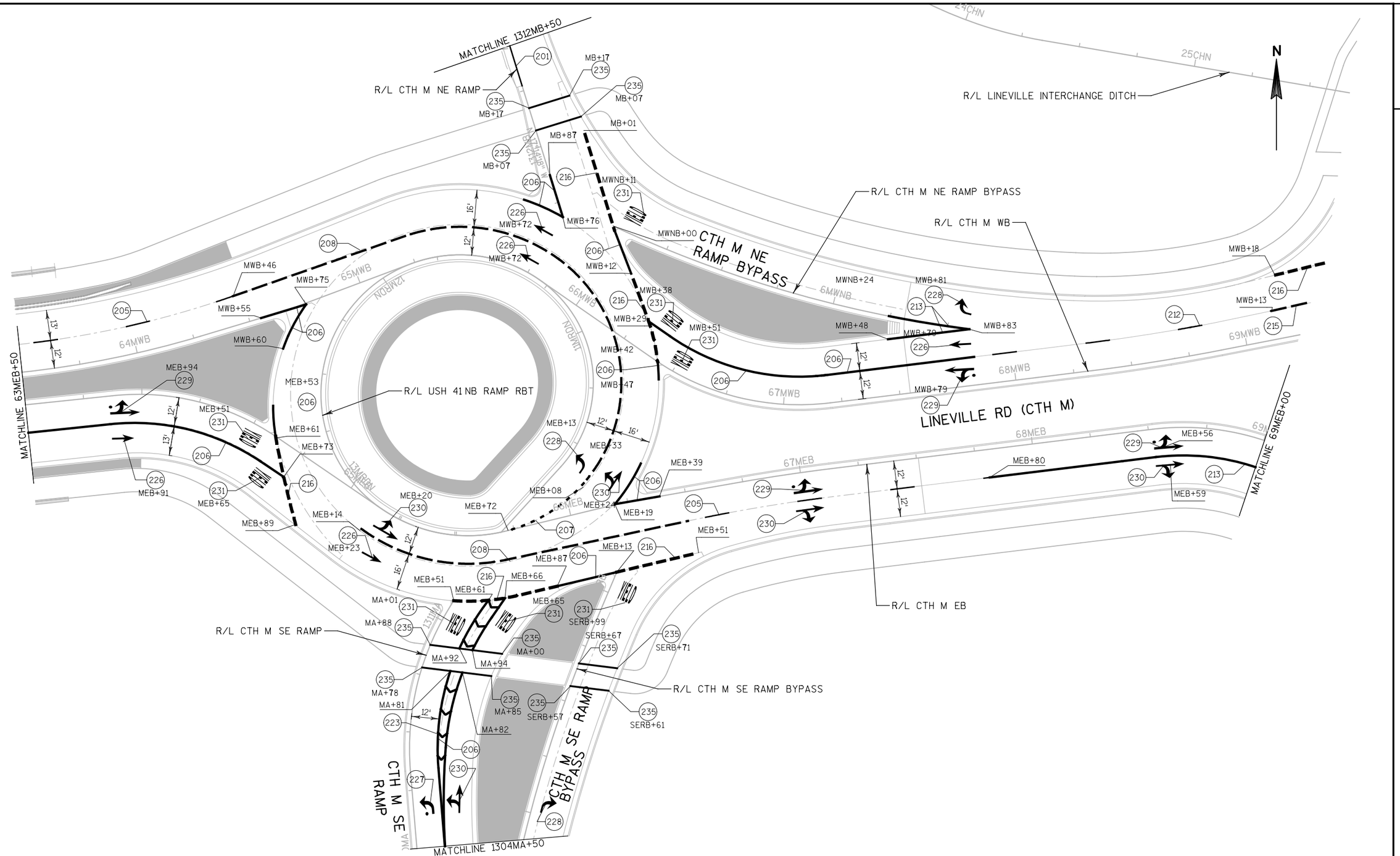
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\024503_pm.dgn PLOT DATE : 3/4/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



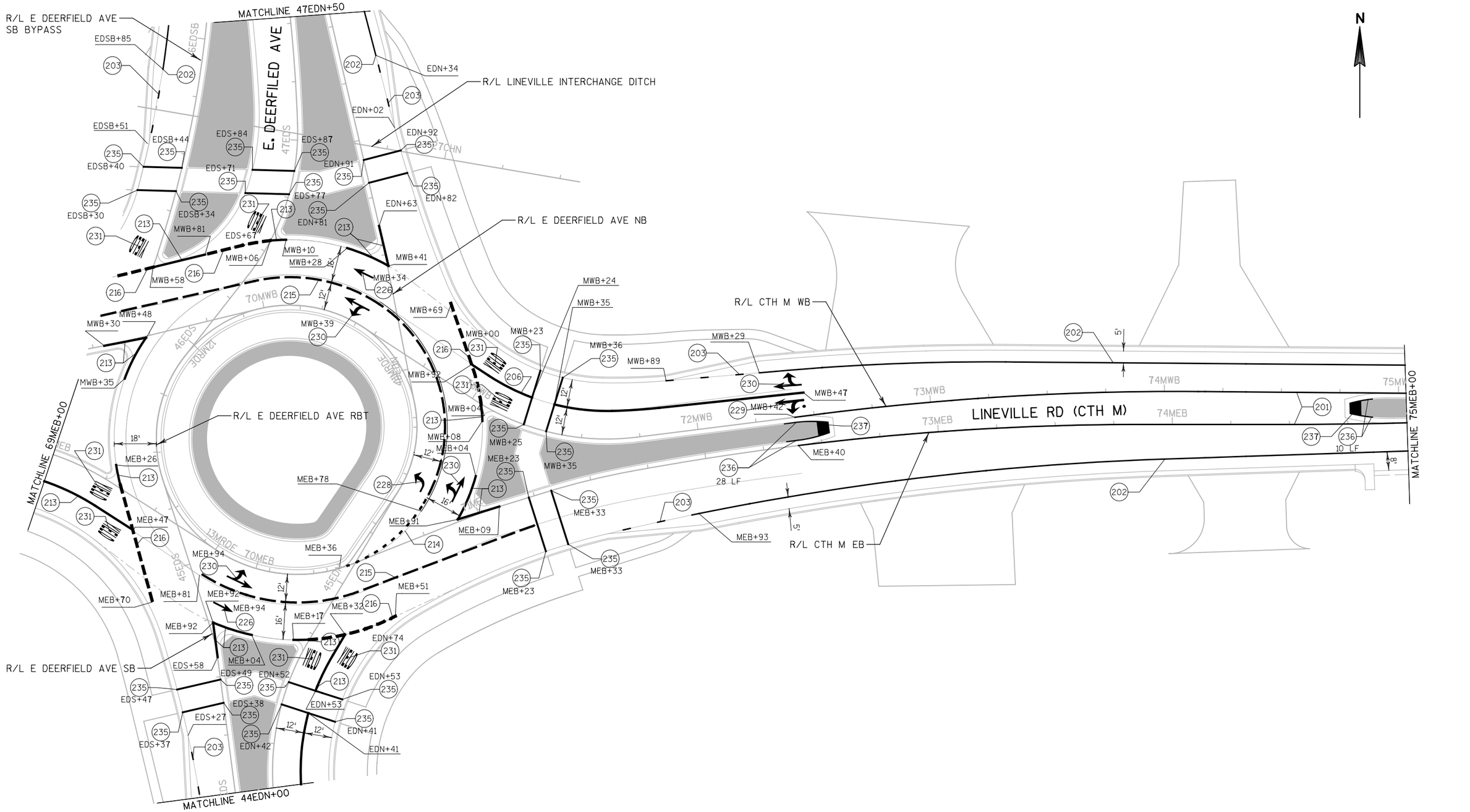
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 447	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\024504_pm.dgn PLOT DATE : 3/4/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

WISDOT/CADDS SHEET 42



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 448	E

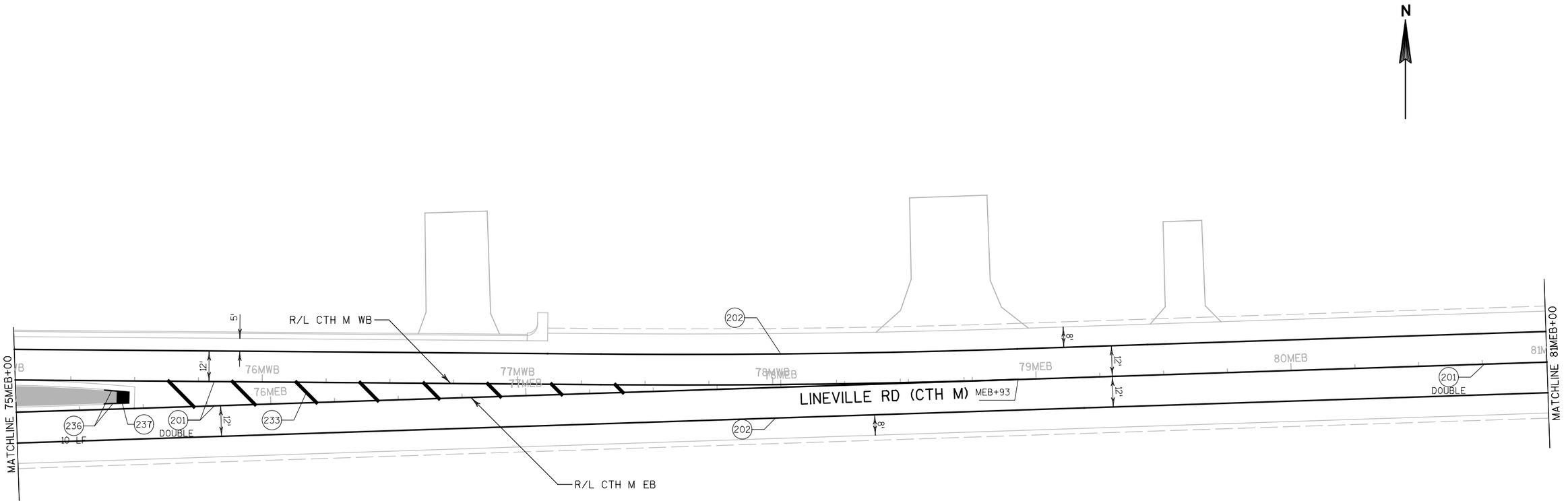


PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 449	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\024506_pm.dgn PLOT DATE : 3/4/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

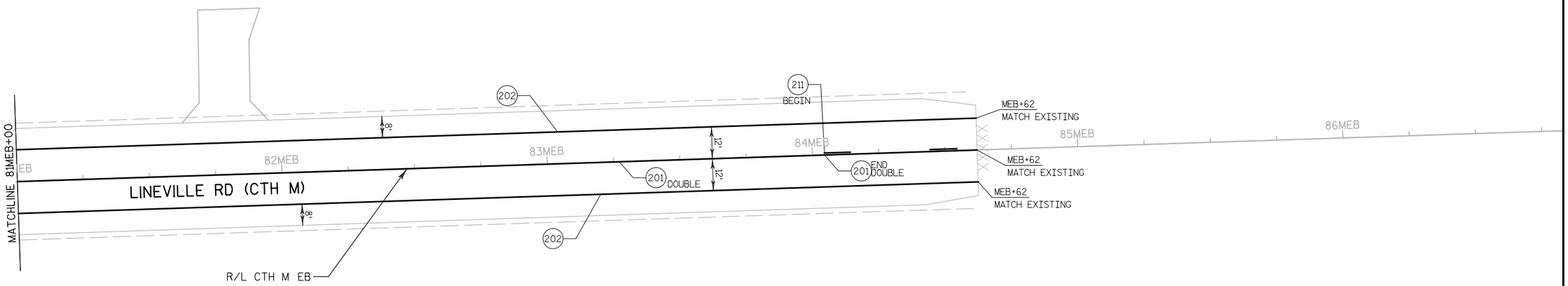
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 450	E

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 451	E

2

2

N

R/L CTH M SE RAMP

201

1301MA

1302MA

1300MA

1303MA

1299MA

1304MA

MA+54.18
MATCH ID 1133-10-81

CTH M SE RAMP

205

N 18°27'55" E

12'

12'

203

202

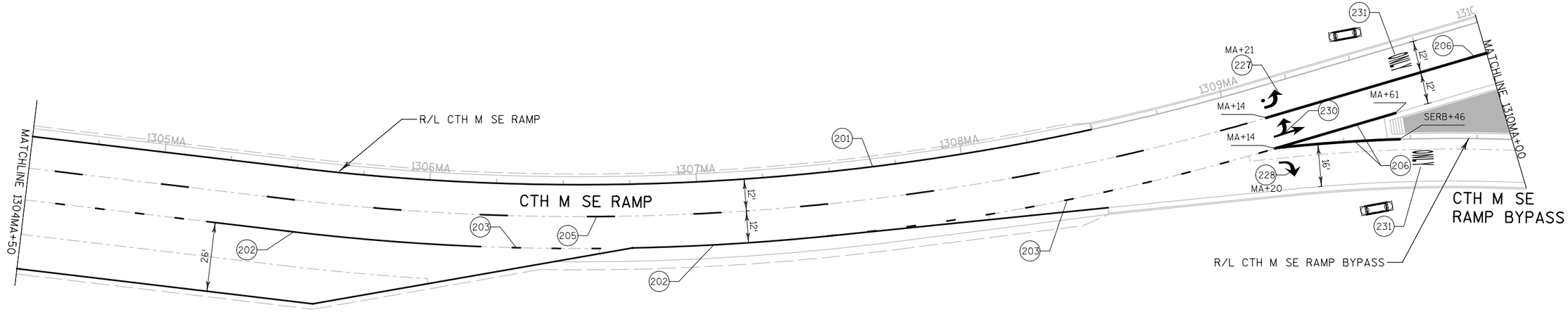
MATCHLINE 1304MA+50

28'

MA+54.18
MATCH ID 1133-10-81

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 452	E

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 453	E

2

2

N

R/L LINEVILLE INTERCHANGE DITCH

19CHN

20CHN

MATCHLINE 1312MB+50

1313MB

1314MB

1315MB

1316MB

1317MB

R/L CTH M NE RAMP

201

CTH M NE RAMP

202

MATCHLINE 1317MB+50

21CHN

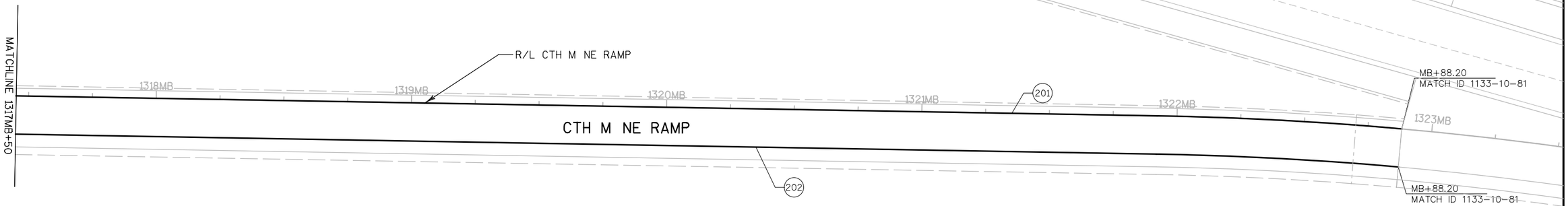
22CHN

23CHN

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 454	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\024511_pm.dgn PLOT DATE : 3/4/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 455	E

2

2

N

13CHN

14CHN

R/L CTH M NW RAMP BYPASS

CTH M NW RAMP BYPASS

MC+99

CTH M NW RAMP

1316MC

1317MC

1318MC

MATCHLINE 1318MC+50

1315MC

R/L CTH M NW RAMP

15CHN

MC+20

MC+17

MC+17

NWMB+37

MC+80

MC+47

1314MC

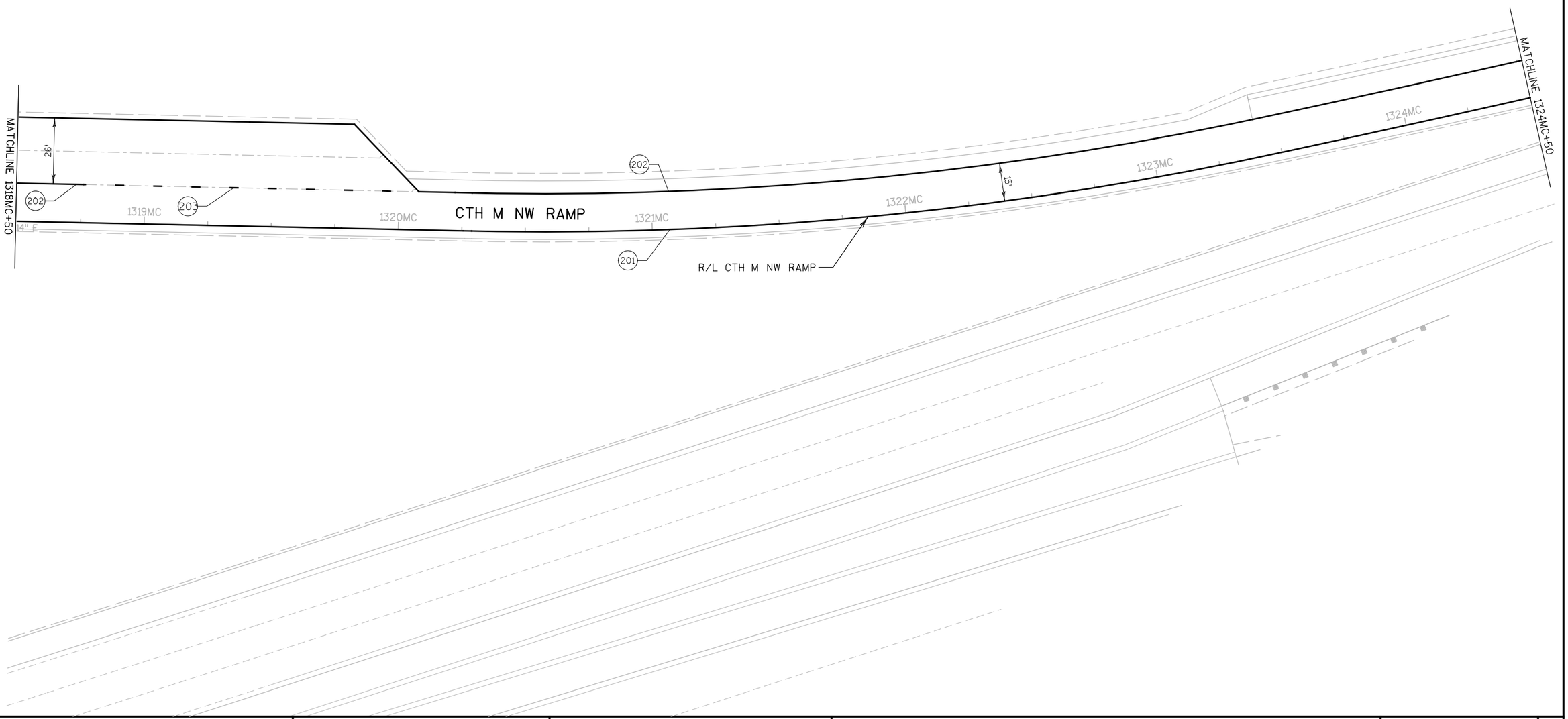
MATCHLINE 1313MC+00

R/L LINEVILLE INTERCHANGE DITCH

16CHN

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 456	E

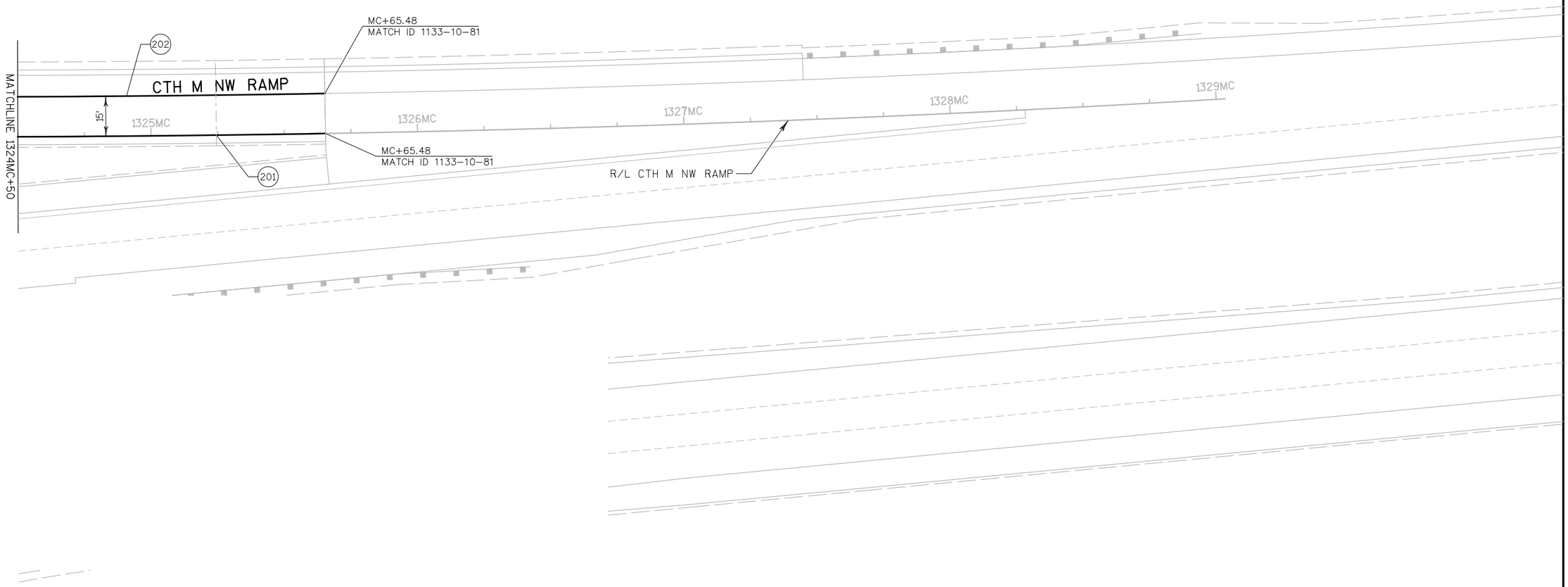
2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 457	E

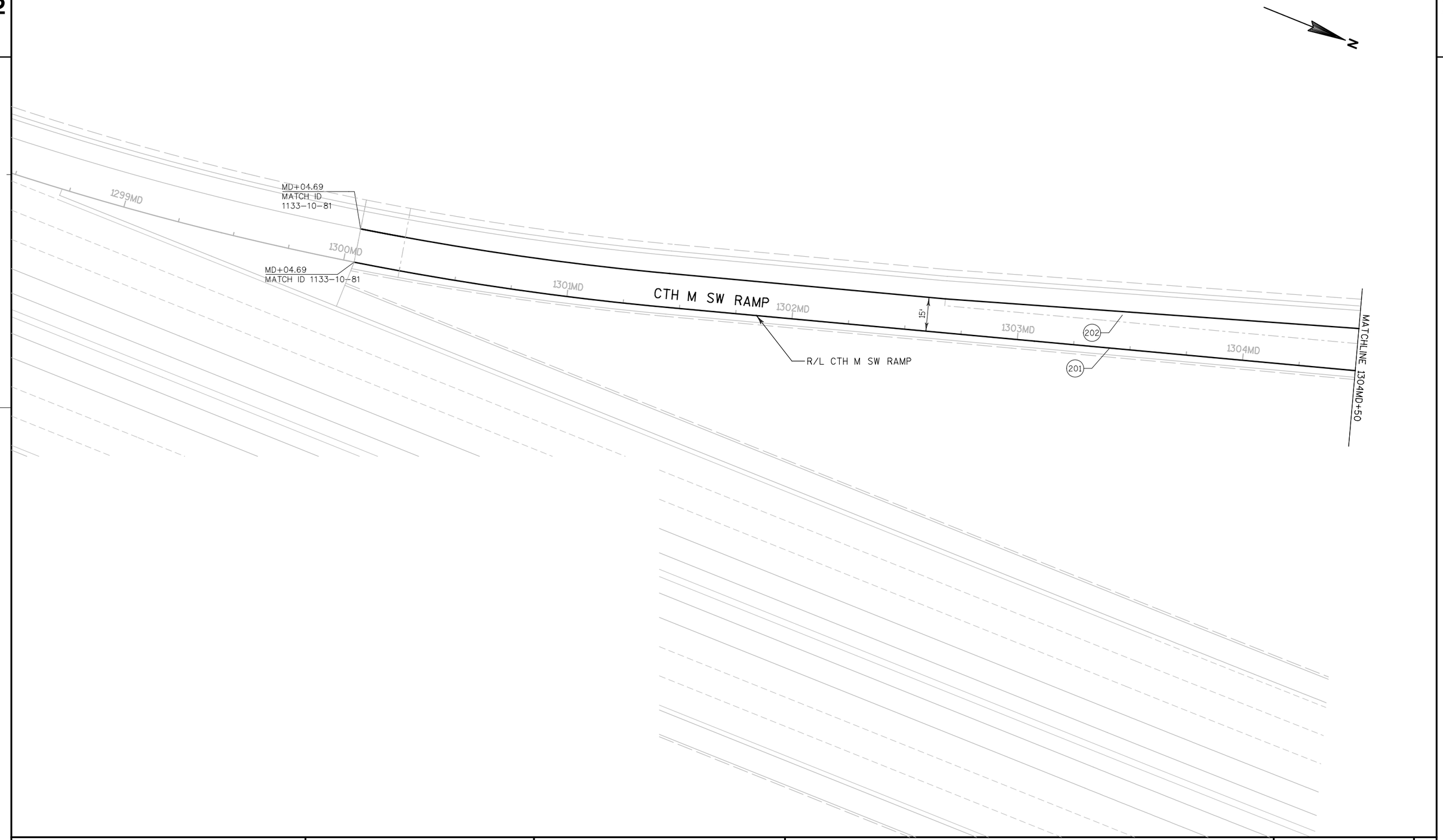
2

N



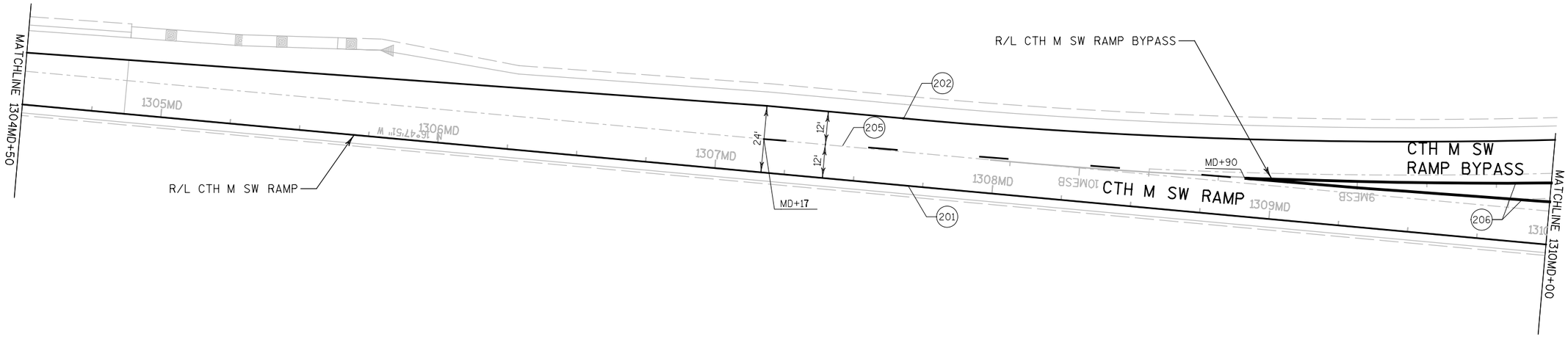
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 458	E

2



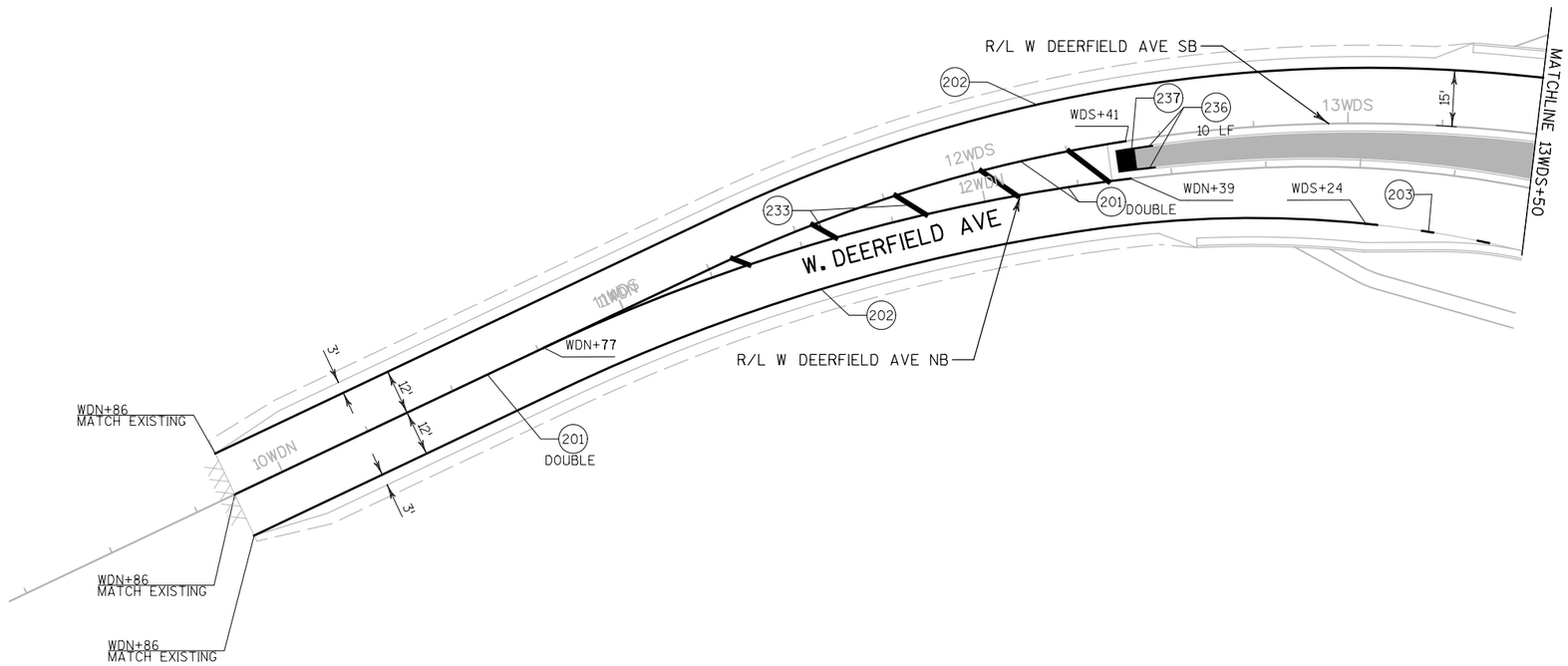
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 459	E

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 460	E

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 461	E

2

N

R/L W DEERFIELD AVE SB

203 WDS+30

14'

5'

18WDS

WDS+39

202

236

10 LF

237

DOUBLE 201

MATCHLINE 17WDS+00

WDN+17

15'

WDN+71

233

201 DOUBLE

2'

12'

20WDS

20WDN

W. DEERFIELD AVE

WDN+46 MATCH EXISTING

WDN+46 MATCH EXISTING

12'

3'

WDN+46 MATCH EXISTING

21WDN

202

203

R/L W DEERFIELD AVE NB

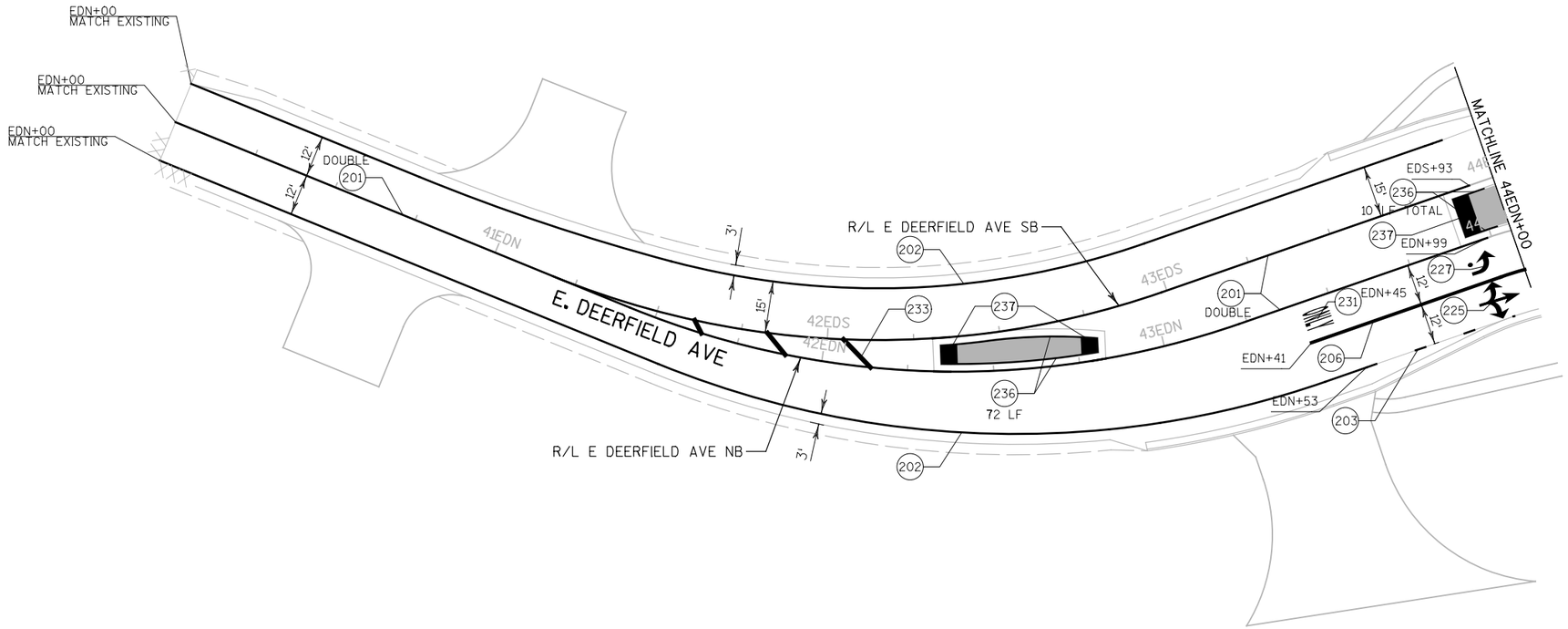
11CHN

R/L LINEVILLE INTERCHANGE DITCH

12CHN

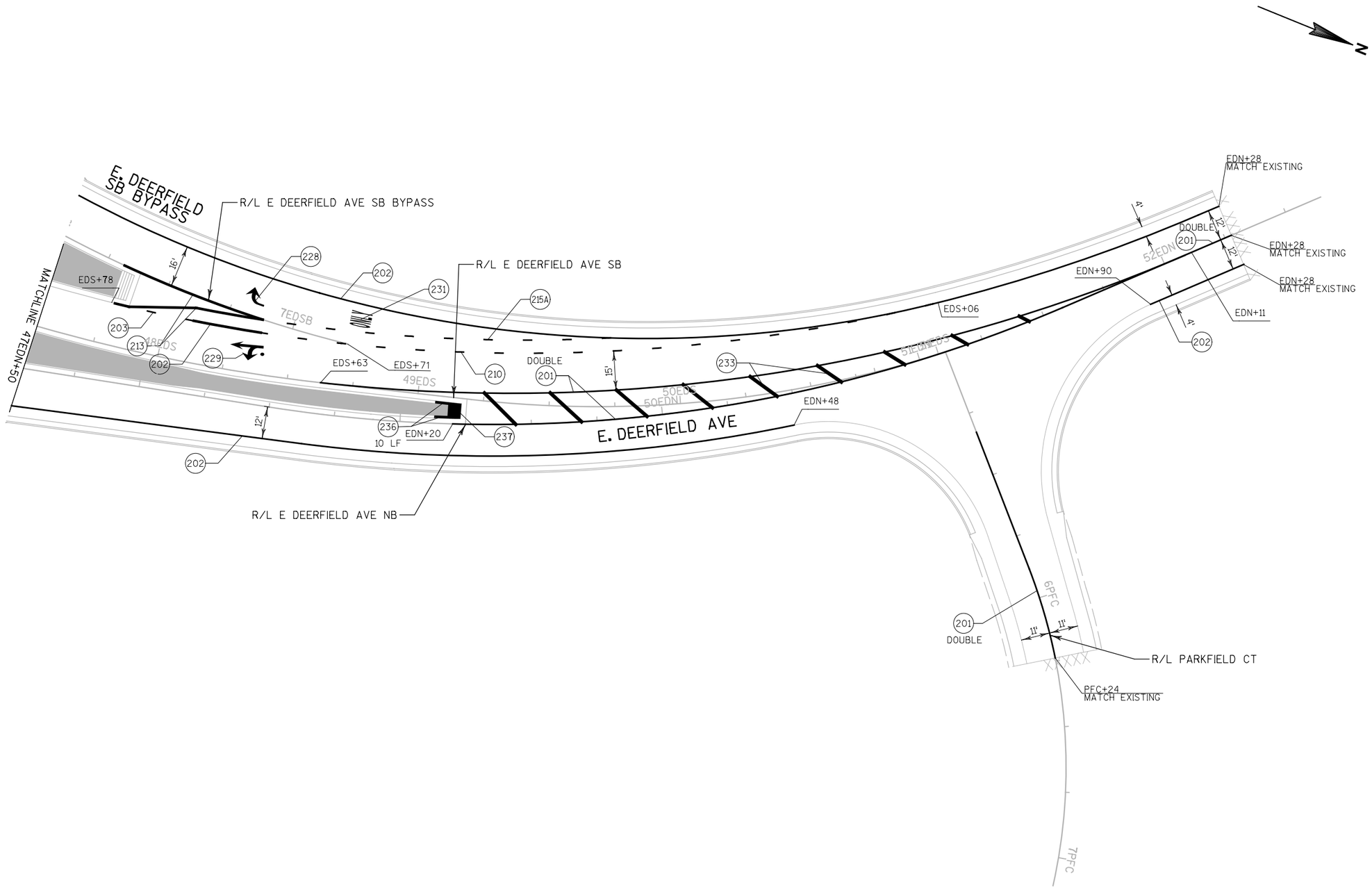
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 462	E

2



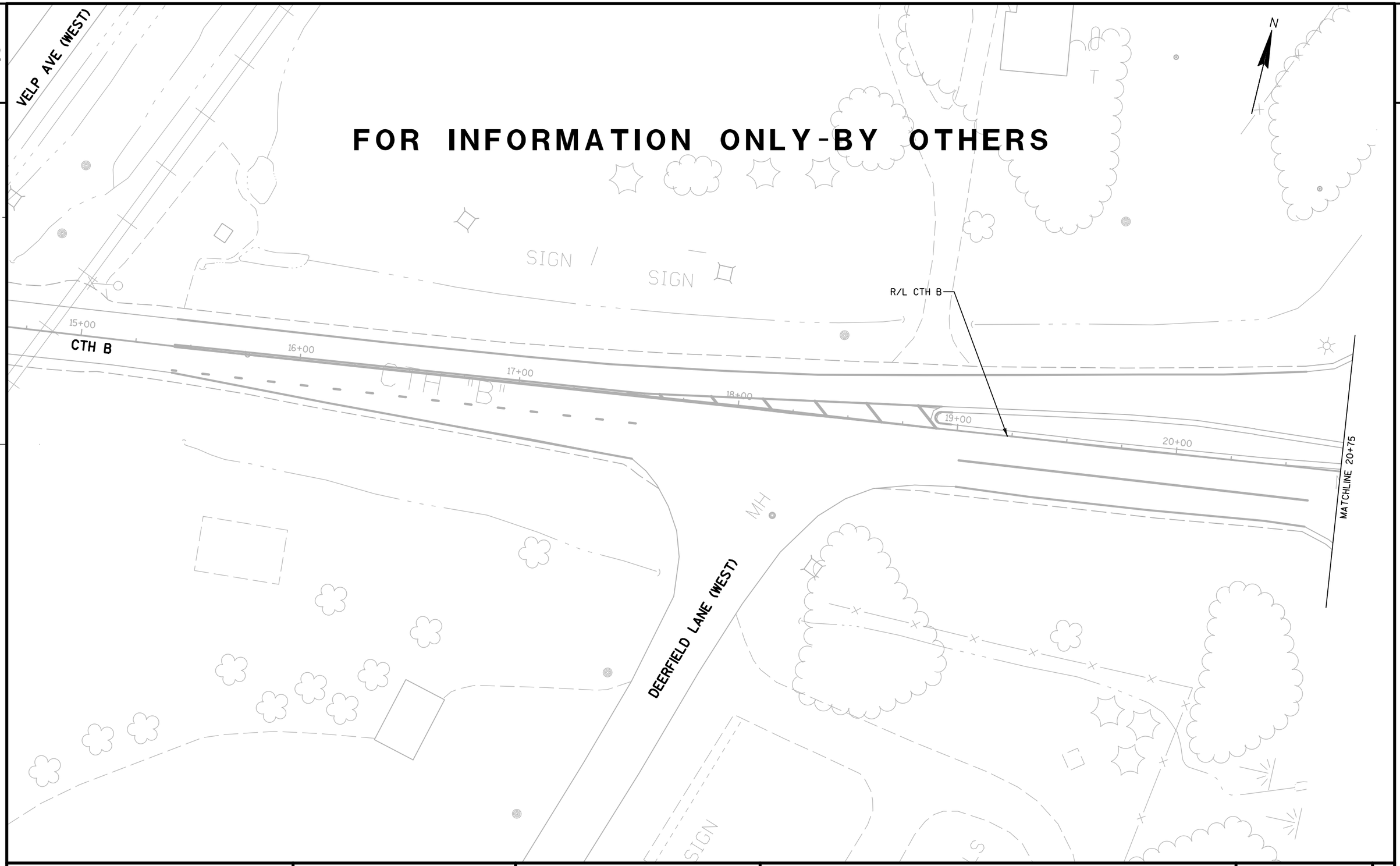
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 463	E

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING	SHEET 464	E

FOR INFORMATION ONLY-BY OTHERS



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING- CTH B	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_024501_pm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

2

FOR INFORMATION ONLY-BY OTHERS

CTH B NW RAMP

USH 41 SB

USH 41 NB

N

INL

SIGN

CTH B

MATCHLINE 20+75

MATCHLINE 26+50

20+00

22+00

23+00

24+00

25+00

26+00

MH

MH

R/L CTH B

CTH B SW RAMP

SIGN

INL

INL

INL

SIGN

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING- CTH B	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_024502_pm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

2

2

N

CTH B NE RAMP

VETERANS AVE

SIGN

SIGN

MH

CTH B

MH

MATCHLINE 26+50

27+00

28+00

MH

29+00

INL

30+00

31+00

32+00

R/L CTH B

236

+06.8

+05.9

+08.1

626+00

+90.2

+89.3

236

201

R/L CTH B
SE RAMP

+53.1

CTH B SE RAMP

202

252

00

MATCHLINE 625+00

SIGN

SIGN

W

LEGEND:

201	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
202	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
236	PAVEMENT MARKING CURB EPOXY (YELLOW)
252	PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING- CTH B	SHEET 467	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_024503_pm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

2

USH 41 SB

USH 41 NB

N

SIGN

+35.0
MATCH EXISTING

201

615+00

616+00

617+00

CTH B SE RAMP

618+00

619

15.0'

202

+35.0
MATCH EXISTING

MATCHLINE 619+00

LEGEND:

(201) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(202) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING- CTH B	SHEET 468	E

2

USH 41 NB

N

SIGN

SIGN

SIGN

SIGN

MATCHLINE 619+00

619+00

620+00

621+00

622+00

623+00

624+00

625

MATCHLINE 625+00

CTH B SE RAMP

12'-0"

12'-0"

6'-6"

201

202

252

LEGEND:

201	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
202	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
252	PAVEMENT MARKING EPOXY 8-INCH (WHITE)

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PAVEMENT MARKING- CTH B	SHEET 469	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_024505_pm.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

CONSTRUCTION OF PROJECT 1133-10-81 (USH 41 DUCK CREEK TO LINEVILLE ROAD) HAS BEEN DIVIDED INTO 4 CONSTRUCTION STAGES FOR USH 41 AND 4 CONSTRUCTION STAGES FOR PROJECT 1133-10-72 LINEVILLE ROAD INTERCHANGE (CHT M) AND THE LINEVILLE ROAD INTERCHANGE RAMPS.

THE ASSUMED CONSTRUCTION STAGING AND PHASING SCHEMES WOULD REQUIRE SOME SEGMENTS OF THE ROADWAY ON THE SAME ALIGNMENT TO BE CONSTRUCTED IN SEPARATE STAGES AND PHASES. APPROXIMATE ALIGNMENT STATIONS FOR CONSTRUCTION STAGES HAVE BEEN PROVIDED IN THE PLANS. ACTUAL STATIONS SHALL BE APPROVED BY THE ENGINEER.

AN ASSUMED DURATION OF SPECIFIC TRAFFIC CONTROL SET UP AND RELATED CONSTRUCTION ACTIVITIES HAVE BEEN INCLUDED FOR INFORMATION ONLY. THE CONTRACTOR CAN ELECT TO COMPLETE INDIVIDUAL CONSTRUCTION STAGES AND PHASES ANY TIME DURING THE PROJECT CONTRACT, PROVIDED THE PREREQUISITES HAVE BEEN MET AND INTERIM AND FINAL COMPLETION DATES ARE MET.

THE FOLLOWING NOTES SUMMARIZE THE SEQUENCE OF CONSTRUCTION STAGES AND PHASES. THESE NOTES HAVE BEEN DEVELOPED IN THE FOLLOWING TEXT OUTLINE BELOW:

- OBJECTIVES THIS STAGE OR PHASE
- TRAFFIC ROUTING THIS STAGE OR PHASE
- ROADWAY CLOSED THIS STAGE OR PHASE
- REMOVAL/DEMOLITION THIS STAGE OR PHASE
- CONSTRUCTION CRITICAL TO NEXT TRAFFIC STAGE OR PHASE
  - TEMPORARY ROADWAY (DIVERSIONS)
  - TEMPORARY BRIDGES (DIVERSIONS)
  - TEMPORARY RETAINING WALLS
  - PERMANENT ROADWAY
  - PERMANENT BRIDGES
  - PERMANENT RETAINING WALLS
- CONSTRUCTION AVAILABLE THIS TRAFFIC STAGE OR PHASE
  - TEMPORARY ROADWAY (DIVERSIONS)
  - TEMPORARY BRIDGES (DIVERSIONS)
  - TEMPORARY RETAINING WALLS
  - PERMANENT ROADWAY
  - PERMANENT BRIDGES
  - PERMANENT RETAINING WALLS

STAGE 1

OBJECTIVES

USH 41

- Construct temporary widening along the inside and outside of Northbound USH 41 from south of Lakeview Drive to north of the Lineville Interchange (approximate Sta 1357)
- Construct a temporary cross-over north of the Lineville Road Interchange near Station 1350
- Construct a temporary ramp cross-over from Ramp MD (Lineville Road to existing USH 41 SB) to the existing Northbound USH 41
- Construct a temporary ramp cross-over to Ramp MC (USH 41 Southbound to Lineville Road) from the existing USH 41 Northbound
- Install channel crossing near STA 1316+00 under USH 41

LINEVILLE ROAD (CTH M)

- Construct temporary pavement along the outside of Lineville Road from west of West Deerfield Avenue to east of East Deerfield Avenue
- Place earthwork fill within the interchange to allow for settlement

TRAFFIC

USH 41

- Two lanes Northbound and two lanes Southbound on existing pavement with temporary traffic shifts to accommodate construction of the temporary pavement. Off-peak lane closures required.

Lineville Road Stage 1

- One lane Eastbound and Westbound with turn lanes on existing pavement with temporary traffic shifts to accommodate for the construction of the temporary pavement
- All ramps remain open to traffic with temporary traffic shifts to accommodate for the construction of the temporary pavement.

CONSTRUCTION

USH 41

DEMOLITION THIS STAGE

- None

CONSTRUCTION CRITICAL TO NEXT STAGE

TEMPORARY RETAINING WALL CONSTRUCTION

- None

TEMPORARY ROADWAY CONSTRUCTION

- Construct temporary widening along the inside and outside of Northbound USH 41 from south of Lakeview Drive to north of the Lineville Interchange (approximate Sta 1357)
- Construct a temporary cross-over north of the Lineville Road Interchange near Station 1350
- Construct a temporary ramp cross-over from Ramp MD (Lineville Road to existing USH 41 SB) to the existing Northbound USH 41
- Construct a temporary ramp cross-over to Ramp MC (USH 41 Southbound to Lineville Road) from the existing USH 41 Northbound

PERMANENT ROADWAY CONSTRUCTION

- None

PERMANENT BRIDGE CONSTRUCTION

- None

PERMANENT RETAINING WALLS

- None

OTHER PERMANENT CONSTRUCTION

- Install channel crossing near STA 1316+00 under USH 41

LINEVILLE ROAD (CTH M) AND LINEVILLE INTERCHANGE (STAGE 1)

DEMOLITION THIS PHASE

- None

CONSTRUCTION CRITICAL TO NEXT STAGE

Temporary Roadway Construction

- Construct temporary pavement along the outside of Lineville Road from West of West Deerfield Avenue to East of East Deerfield Avenue
- Place earthwork fill within the interchange to allow for settlement

STAGE 2

OBJECTIVES

USH 41

- Construct USH 41 Southbound between Station 1245SMC (south of Lakeview Drive) and approximate Station 1345SMC+75 north of Lineville Road
- Construct temporary pavement along the new Southbound lanes from north of Lineville Road to the end of the project (approximate Station 1342SMC)

LINEVILLE ROAD AND LINEVILLE INTERCHANGE

- Construct north half of B-05-685
- Construct a portion of Ramp MD (Lineville Road to USH 41 Southbound) to USH 41 Southbound
- Construct a portion of ramp MC (USH 41 SB to Lineville Road) to USH 41 Southbound

TRAFFIC

USH 41

- Shift the Northbound lanes to the outside temporary pavement
- Maintain two lanes Northbound and two lanes Southbound.
- Shift Southbound traffic to the Northbound side at the cross-over north of Lineville Road

LINEVILLE ROAD AND LINEVILLE INTERCHANGE (Stage 2)

- One lane Eastbound and Westbound with turn lanes

CONSTRUCTION

USH 41

DEMOLITION THIS STAGE

- Existing Southbound

CONSTRUCTION CRITICAL TO NEXT PHASE

TEMPORARY RETAINING WALL CONSTRUCTION

- None

TEMPORARY ROADWAY CONSTRUCTION

- Construct temporary pavement along the new Southbound lanes from north of Lineville Road to the end of the project (approximate Station 1345SMC)

PERMANENT ROADWAY CONSTRUCTION

- Construct USH 41 Southbound between Station 1245SMC (south of Lakeview Drive) and approximate Station 1345SMC

OTHER PERMANENT CONSTRUCTION

- None

CONSTRUCTION AVAILABLE THIS PHASE

PERMANENT ROADWAY CONSTRUCTION

- None

PERMANENT BRIDGE CONSTRUCTION

- None

PERMANENT RETAINING WALLS

- None

LINEVILLE ROAD AND LINEVILLE INTERCHANGE (Stage 2)

DEMOLITION THIS PHASE

- Remove a portion of B-05-130 (Lineville Road over USH 41)

CONSTRUCTION CRITICAL TO NEXT STAGE

Temporary Roadway Construction

- Construct temporary pavement along Westbound Lineville Road alignment from West of West Deerfield Avenue to East of East Deerfield Avenue
- Construct temporary Ramp MC tie-in

Permanent Roadway Construction

- None

Permanent Bridge Construction

- Construct a portion of B-05-685 (Westbound Lineville Road over USH 41)

2

PROVIDED BY WISDOT NE REGION

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING	SHEET 470	E

2

STAGE 3

OBJECTIVES

USH 41

- Construct USH 41 Northbound between Station 1249SMC (south of Lakeview Drive) and approximate Station 1345SMC

LINEVILLE ROAD AND LINEVILLE INTERCHANGE (STAGE 3 & 4A)

- Construct the remaining portion of B-05-685 (Lineville Road over USH 41)
- Construct a portion of Ramp MA (USH 41 NB to Lineville Road)
- Construction a portion of Ramp MB (Lineville Road to USH 41 NB)
- Construct temporary East Deerfield Road

LINEVILLE ROAD AND LINEVILLE INTERCHANGE (STAGE 4B)

- Complete construction of Lineville Road
- Complete construction of the remainder of all ramps
- Complete construction of East and West Deerfield Avenues

TRAFFIC

USH 41

- Maintain two lanes Northbound and two lanes Southbound.
- Shift Northbound traffic to the Southbound side at the cross-over south of Lakeview Drive
- Shift the Northbound traffic back to the existing Northbound lanes north of Lineville Road

LINEVILLE ROAD AND LINEVILLE INTERCHANGE (Stage 3 & 4A)

- One lane Eastbound and Westbound with turn lanes
- All ramps remain open to traffic with temporary traffic shifts to accommodate for the adjacent construction.

LINEVILLE ROAD AND LINEVILLE INTERCHANGE (Stage 4B)

- Lineville Road closed to traffic from west of West Deerfield Avenue to east of East Deerfield Avenue
- Lineville Road interchange ramps closed

CONSTRUCTION

USH 41

DEMOLITION THIS STAGE

- Remove temporary crossovers and other remaining temporary pavement

CONSTRUCTION CRITICAL TO NEXT PHASE

TEMPORARY RETAINING WALL CONSTRUCTION

- None

TEMPORARY ROADWAY CONSTRUCTION

- None

PERMANENT ROADWAY CONSTRUCTION

- Construct the Northbound lanes

OTHER PERMANENT CONSTRUCTION

- None

CONSTRUCTION AVAILABLE THIS PHASE

PERMANENT ROADWAY CONSTRUCTION

- None

LINEVILLE ROAD AND LINEVILLE INTERCHANGE (Stage 3 & 4A)

DEMOLITION THIS PHASE

- Demolish the remainder of B-05-130 (Lineville Road over USH 41)

CONSTRUCTION CRITICAL TO NEXT STAGE

Temporary Roadway Construction

- East Deerfield Road realignment to the east of the existing road

Permanent Roadway Construction

- None

Permanent Bridge Construction

- Construct the remainder of B-05-685 (Lineville Road over USH 41)

Permanent Retaining Wall Construction

- None

CONSTRUCTION AVAILABLE THIS PHASE

- Eastbound Lineville Road between West Deerfield Avenue and East Deerfield Avenue
- Portions of ramps MD (Lineville Road to USH 41 Southbound)
- Portions of ramps MA (USH 41 NB to Lineville Road)
- Portion of the permanent intersection realignment at Lineville Road and East Deerfield Avenue

LINEVILLE ROAD AND LINEVILLE INTERCHANGE (Stage 4B)

DEMOLITION THIS PHASE

- Remove the temporary pavement along East Deerfield Avenue placed in Stage 3 (after the new Ramp MB is opened to traffic)
- Remove remaining Lineville Road, East Deerfield Avenue and West Deerfield Avenue within construction limits
- Remove existing Lineville interchange ramps

CONSTRUCTION CRITICAL TO NEXT STAGE

Temporary Roadway Construction

- None

Permanent Roadway Construction

- Construction of Lineville Road including segment east of East Deerfield Avenue
- Construction of the remainder of all ramps
- Construction of East and West Deerfield Avenues

Permanent Bridge Construction

- None

Permanent Retaining Wall Construction

- None

STAGE 4

OBJECTIVES

USH 41

- Remove crossovers
- Complete construction of median barrier and inside shoulders
- Construct remainder of Southbound entrance ramp (MD)

TRAFFIC

USH 41

- Maintain two lanes Northbound and two lanes Southbound

CONSTRUCTION

USH 41

- Complete construction of median barrier and inside shoulders
- Construct remainder of Southbound entrance ramp (MD)

2

PROVIDED BY WISDOT NE REGION

2

N

0 100' 200'

1205 SIH
1205 NMC
105 MR5
1205 NIH
105 HR1
1210 SIH
1210 NMC
1210 NIH
110 MR5
110 HR1
1215 SIH
1215 NMC
1215 NIH
1220 SIH
1220 NMC
1225 SIH
1225 NMC
1205 VEC
1205 SMC
1210 SMC
1215 SMC
1220 SMC
1225 SMC
1230 SMC
1230 NMC
25 BP2
30 BP2
35 BP2
40 BP2
30 EDR
DUCK CR.
DUCK CREEK
W. DEERFIELD AVE.
E. DEERFIELD AVE.
1235
1235
35
MATCHLINE 1235+00 NMC

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 1	SHEET 472	E

FILE NAME : ch_11331072_025101s1.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

2

2

N

0 100' 200'

LAKEVIEW DR. (CTH EB)

W. DEERFIELD AVE.

BY OTHERS
1133-10-74

(B-05-684)
(BY OTHERS)

SMC 1240 SMC 1245 SMC 1250 SMC 1255 SMC 1265

NMC 1240 NMC 1245 NMC 1250 NMC 1255 NMC 1260 NMC 1265

MATCHLINE 1235+00 NMC

EDR

MATCHLINE 1265+00 NMC

E. DEERFIELD AVE.

BEGIN PROJECT
1133-10-81
STATION 1249'NMC'+00

RUINS

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 1	SHEET 473	E

FILE NAME : ch_11331072_025102s1.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

2

N

0 100' 200'

DEVON ST.

W. DEERFIELD AVE.

E. DEERFIELD AVE.

MATCHLINE 1265+00 NMC

MATCHLINE 1295+00 NMC

SMC 1270 SMC 1275 SMC 1280 SMC 1285 SMC 1290 SMC 1295

NMC 1270 NMC 1275 NMC 1280 NMC 1285 NMC 1290 NMC 1295

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 1	SHEET 474	E

FILE NAME : ch_11331072_025103s1.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

2

N

0 100' 200'

LINEVILLE RD.

55M

60M

65M

70M

W. DEERFIELD AVE.

E. DEERFIELD AVE.

RAMP MD

1310MD

1305MD

10MESB

1300MD

RAMP MC

1315MC

7NWMB

5NWMB

1320MC

RAMP MA

1300MA

1305MA

1310MA

5SERB

7SERB

RAMP MB

1315MB

5NWNB

6NWNB

1320MB

(B-05-130)

1300 SMC

1305 SMC

1310 SMC

1315 SMC

1320 NMC

1300 NMC

1305 NMC

1310 NMC

1315 NMC

MATCHLINE 1295+00 NMC

MATCHLINE 1325+00 NMC

SMC

NMC

SMA

BLUNT TIE AREA

RIPRAP

SEPTIC

CANOPY

U/C

SIGN

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 1	SHEET 475	E

FILE NAME : ch_11331072_025104s1.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

2

N

0 100' 200'

W. DEERFIELD AVE.

E. DEERFIELD AVE.

MATCHLINE 1325+00 NMC

MATCHLINE 1355+00 NMC

1325 SMC

1325 NMC

1330 SMC

1330 NMC

1335 SMC

1335 NMC

1340 SMC

1340 NMC

1345 SMC

1345 NMC

1350 SMC

1350 NMC

1355

1355

END PROJECT
1133-10-81
STATION 1343'NMC'+50.00

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER NEW BRIDGE NUMBER	(B-05-XXXX) B-05-XXXX	
NEW NOISE WALL NUMBER NEW RETAINING WALL NUMBER	N-05-XXXX R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 1	SHEET 476	E

FILE NAME : ch_11331072_025105s1.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

2

2

N

0 100' 200'

W. DEERFIELD AVE.

W. DEERFIELD AVE.

W. DEERFIELD AVE.

MATCHLINE 1355+00 NMC

SMC

NMC

1360 SMC

1360 NMC

1365 SMC

1365 NMC

1370 SMC

1370 NMC

1375 SMC

1375 NMC

1380 SMC

USH 41

USH 41

USH 41

USH 41

SIGN

OH

E. DEERFIELD AVE.

E. DEERFIELD AVE.

SEPTIC

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 1	SHEET 477	E

FILE NAME : ch_11331072_025106s1.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

2

N

0 100' 200'

LINEVILLE RD. (CTH M)

45M 50M 55M 60M 65M 70M

BEGIN PROJECT 1133-10-72
STATION 40'MEB'+67.37

1320MC 1320 NMC 1320MB

RAMP MC 1315MC SAMMB 7MWMB 8MWMB

1315 SMC 1315 NMC 1315MB RAMP MB 5MWNB 6MWNB

(B-05-130)

PARKFIELD CT.

1310 SMC 1310 NMC 1310MB RAMP MD 9MSMD 10MSMB

1305 SMC 1305 NMC 1305MA RAMP MA 55ERB 75ERB 1310MA

W. DEERFIELD AVE.

E. DEERFIELD AVE.

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 1 - LINEVILLE STAGE 1	SHEET 478	E

FILE NAME : ch_11331072_025107s1.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

2

N

0 100' 200'

1205 SIH
1205 NMC
1205 VEC
1205 SMC
25 BP2
30 BP2
1210 SIH
1210 SMC
105 MR5
1205 NIH
105 HR1
1210 NMC
1210 NIH
110 MR5
110 HR1
1215 SIH
1215 SMC
35 BP2
1215 NMC
1215 NIH
1220 SIH
1220 SMC
40 BP2
1220 NMC
1225 SIH
1225 SMC
1225 NMC
1230 SMC
1230 NMC
1235
30 EDR
35

DUCK CR.

DUCK CREEK

W. DEERFIELD AVE.

E. DEERFIELD AVE.

MATCHLINE 1235+00 NMC

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 2	SHEET 479	E

FILE NAME : ch_11331072_025201s2.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

2

N

0 100' 200'

LAKEVIEW DR. (CTH EB)

W. DEERFIELD AVE.

(B-05-684)
(BY OTHERS)

MATCHLINE 1235+00 NMC

MATCHLINE 1265+00 NMC

SMC 1240 SMC 1245 SMC 1250 SMC 1255 SMC 1265

NMC 1240 NMC 1245 NMC 1250 NMC 1255 NMC 1260 NMC 1265

EDR

E. DEERFIELD AVE.

BEGIN PROJECT
1133-10-81
STATION 1249'NMC'+00

RUINS

PROVIDED BY WISDOT NE REGION

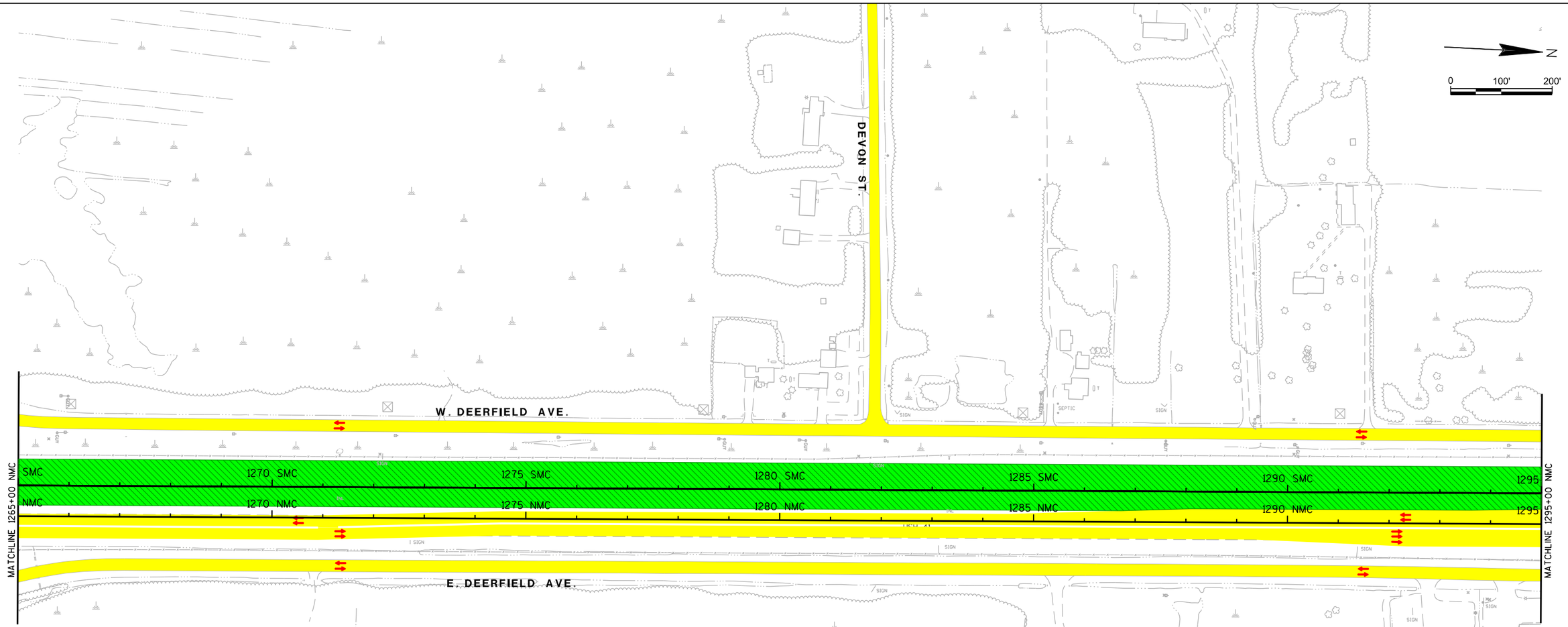
LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	XX	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 2	SHEET 480	E

FILE NAME : ch_11331072_025202s2.dgn PLOT DATE : 01-MAR-2013 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2



PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 2	SHEET 481	E

FILE NAME : ch_11331072_025203s2.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

2

N

0 100' 200'

LINEVILLE RD. (CTH M)

W. DEERFIELD AVE.

E. DEERFIELD AVE.

CTH "M"

RAMP MD

RAMP MC

RAMP MA

RAMP MB

1300MD

1305MD

1310MD

1315MC

1320MC

1300 SMC

1305 SMC

1310 SMC

1315 SMC

1320 NMC

1300 NMC

1305 NMC

1310 NMC

1315 NMC

1300MA

1305MA

1310MA

1315MB

1320MB

5SERB

7SERB

6NWNB

7NWNB

5NWNB

R-05-236

B-05-685
(B-05-130)

R-05-237

MATCHLINE 1295+00 NMC

MATCHLINE 1325+00 NMC

BLUNT TIE AREA

RIPRAP

SEPTIC

CANOPY

PROVIDED BY WISDOT NE REGION

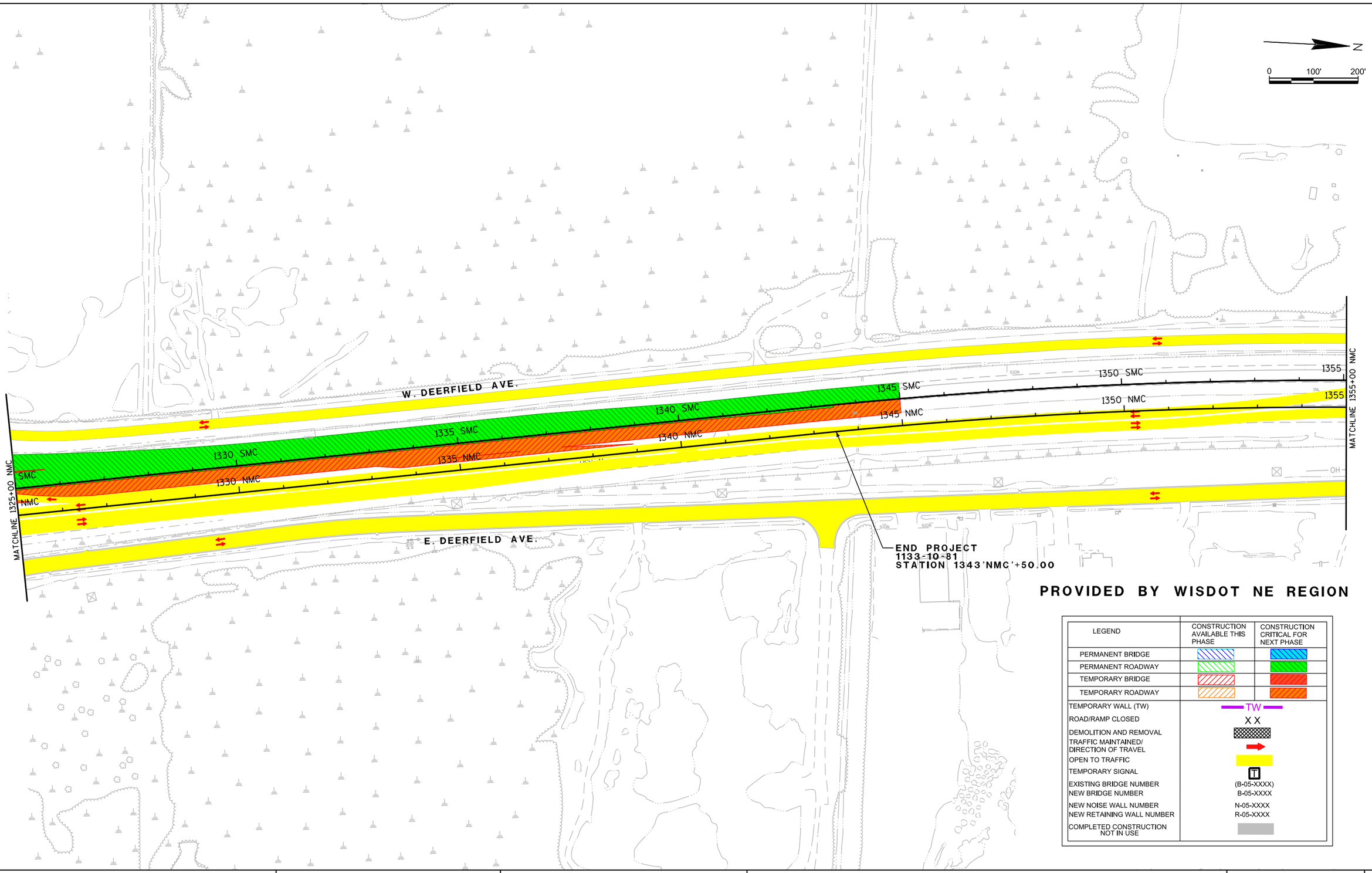
LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 2	SHEET 482	E

FILE NAME : ch_11331072_025204s2.dgn PLOT DATE : 25-JAN-2013 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2



PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL		
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 2	SHEET 483	E

FILE NAME : ch_11331072_025205s2.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

2

2

N

0 100' 200'

W. DEERFIELD AVE.

W. DEERFIELD AVE.

MATCHLINE 1355+00 NMC

SMC

NMC

1360 SMC

1360 NMC

1365 SMC

1365 NMC

1370 SMC

1370 NMC

1375 SMC

1375 NMC

1380 SMC

USH 41

USH 41

USH 41

USH 41

SIGN

OH

E. DEERFIELD AVE.

E. DEERFIELD AVE.

SIGN

SIGN

SEPTIC

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 2	SHEET 484	E

FILE NAME : ch_11331072_025206s2.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

2

N

0 100' 200'

BEGIN PROJECT 1133-10-72
STATION 40'MEB'+67.37

LINEVILLE RD. (CTH M)

45MEB
50MWB
50MEB
15MDN
15MEB
55MWB
20WDN
1315MC
RAMP MC
5MWMB
1315 SMC
1315 NMC
1320MC
1320 NMC
1320WB
1315MB
RAMP MB
B-05-685
(B-05-130)
60MWB
60MEB
6MWNL
65MWB
5MWNB
6MWNB
65MEB
R-05-236
R-05-237
7PFC
5PFC
PARKFIELD CT.
5EDSB
7EDSB
70MWB
70MEB
75EWB
45EDS
45DWB
MATCHLINE 72+00 MEB
1310 SMC
1310 NMC
1310MA
56ERB
RAMP MA
10WDN
10MESB
RAMP MD
1305MD
1305 SMC
1305 NMC
1305MA
W. DEERFIELD AVE.
E. DEERFIELD AVE.

PROVIDED BY WISDOT NE REGION

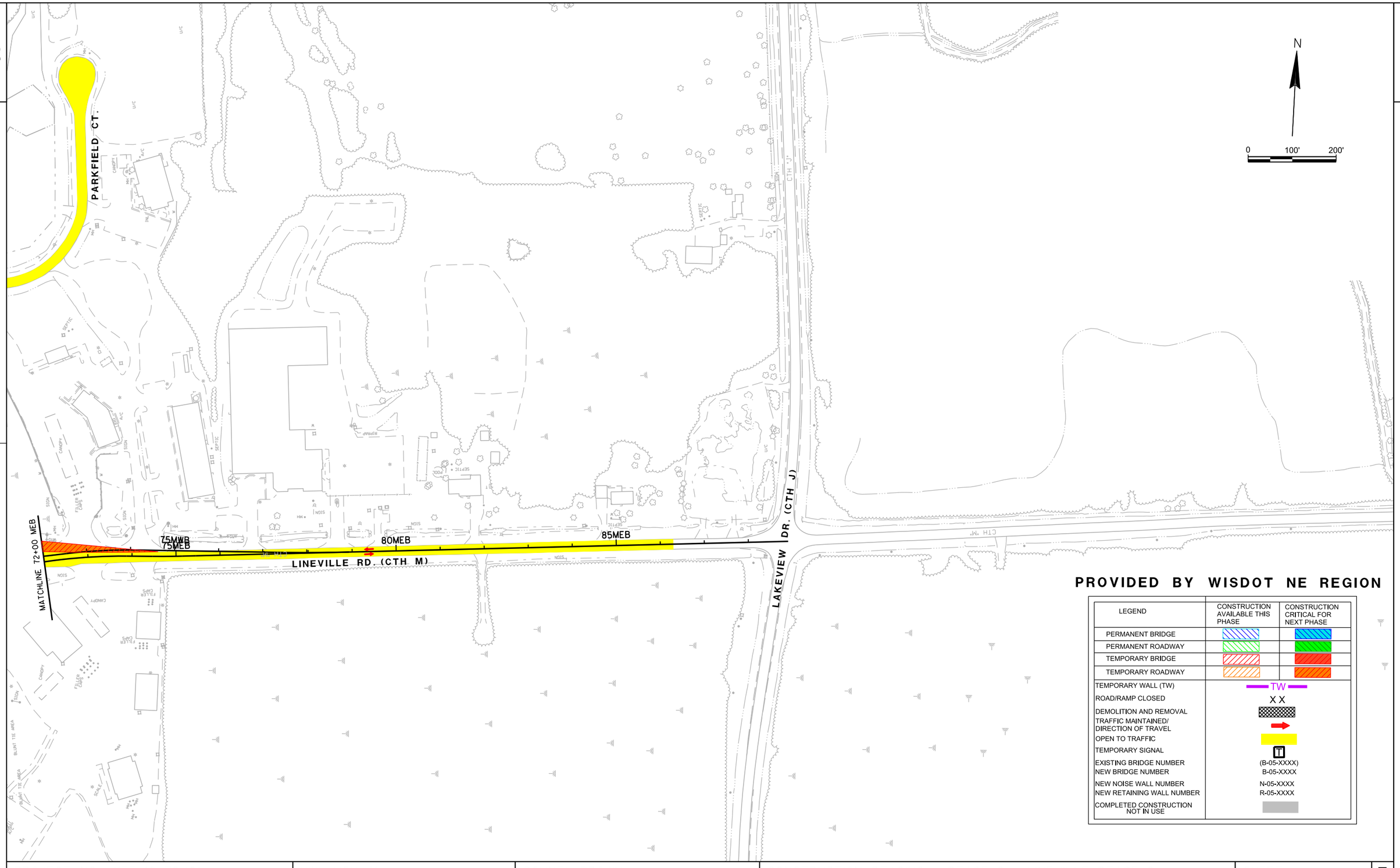
LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 2 - LINEVILLE STAGE 2	SHEET 485	E

FILE NAME : ch_11331072_025207s2.dgn PLOT DATE : 25-JAN-2013 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

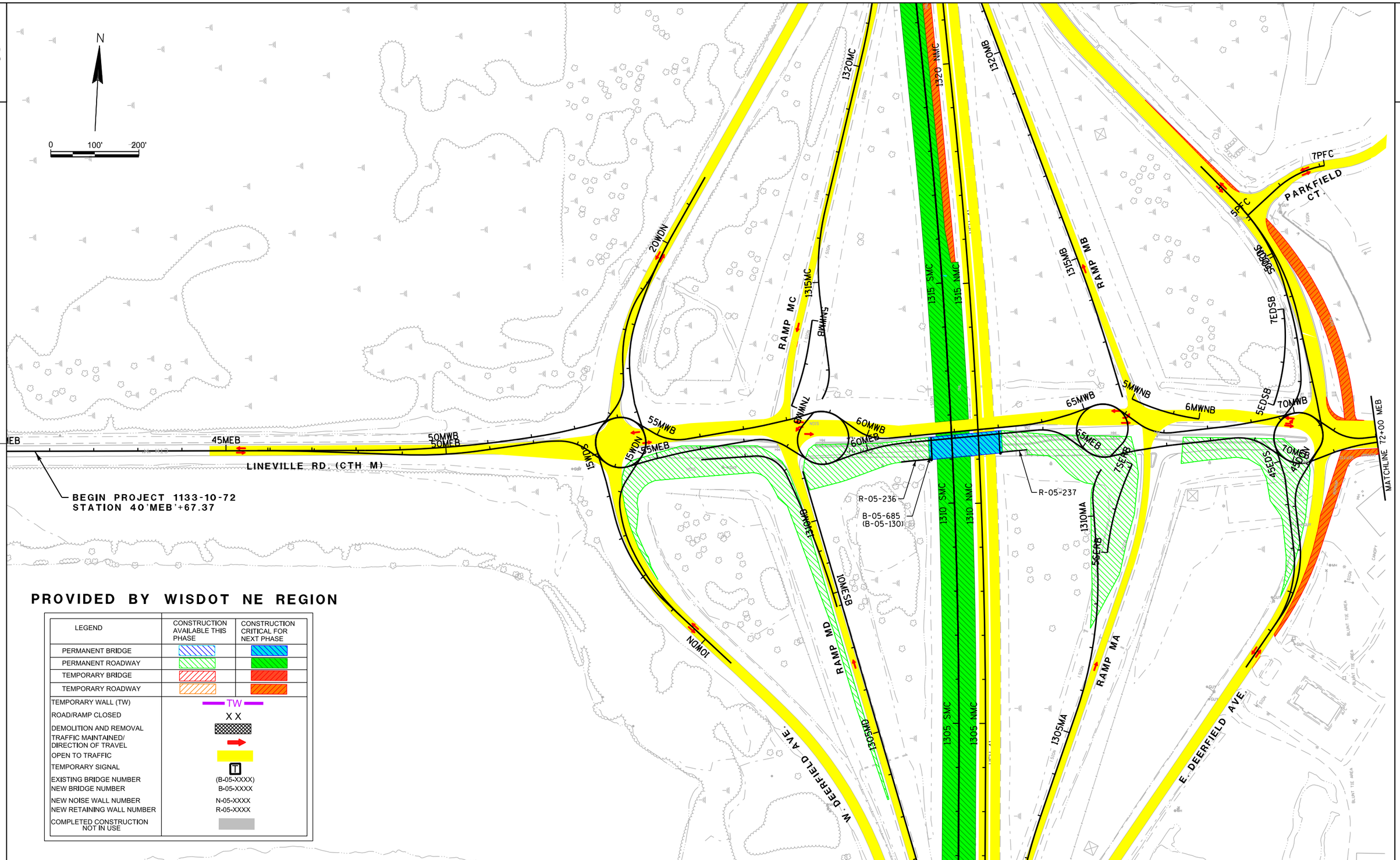


PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 2 - LINEVILLE STAGE 2	SHEET 486	E

FILE NAME : ch_11331072_025207s2A.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1



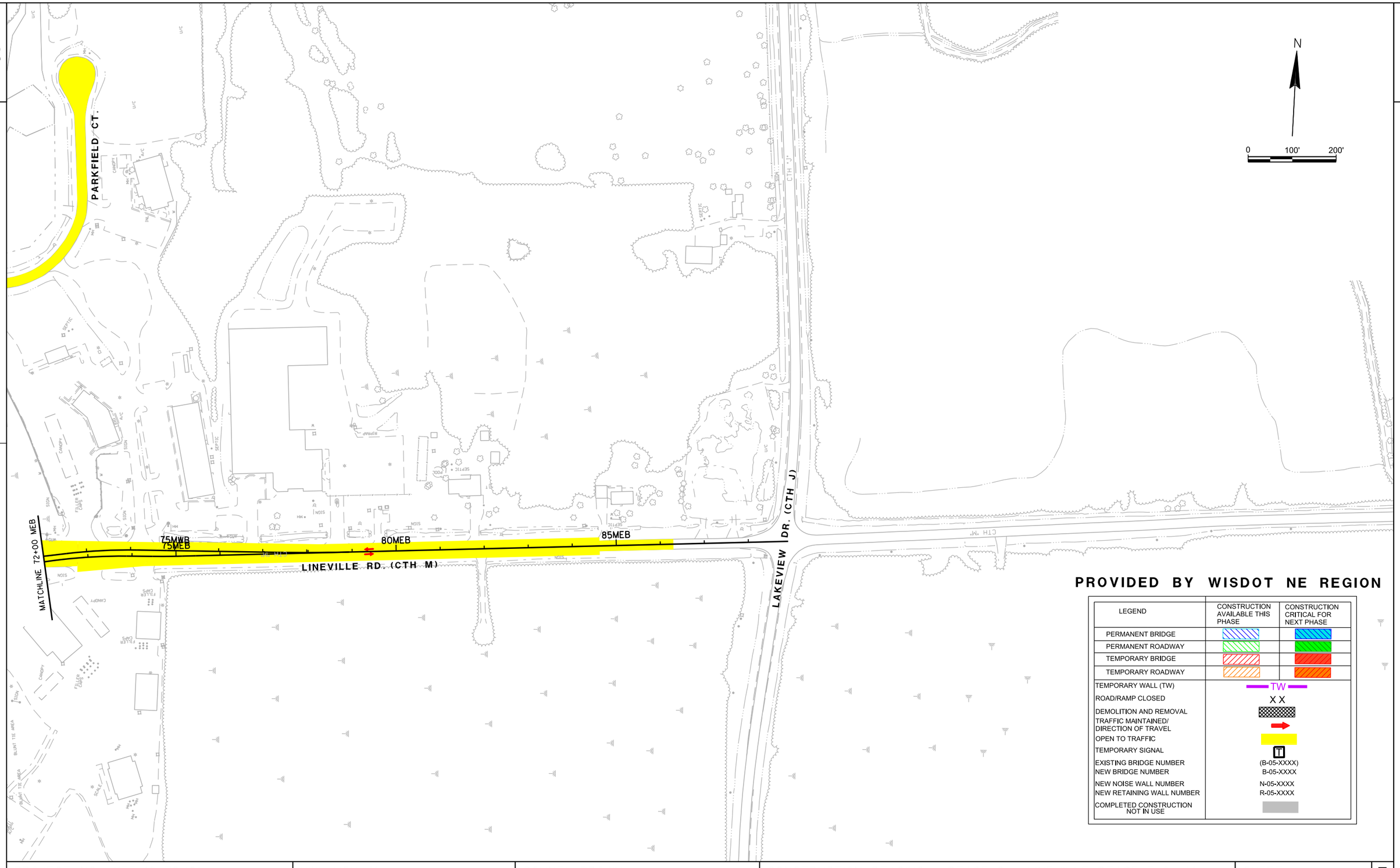
PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 2 - LINEVILLE STAGE 3 & 4A	SHEET 487	E

FILE NAME : ch_11331072_025208s2.dgn PLOT DATE : 25-JAN-2013 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

2

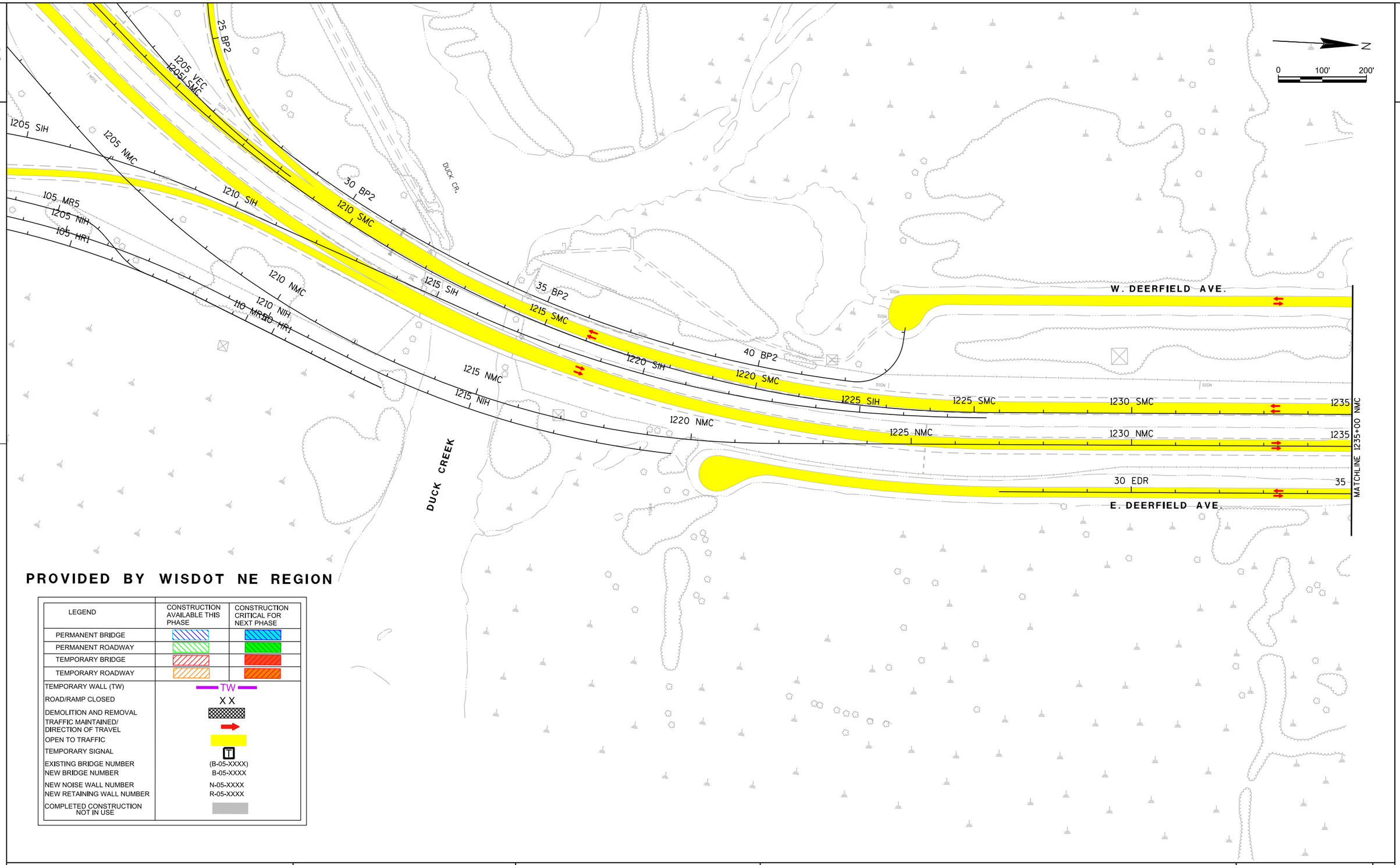


PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 2 - LINEVILLE STAGE 3 & 4A	SHEET 488	E

FILE NAME : ch_11331072_025208s2A.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1



PROVIDED BY WISDOT NE REGION

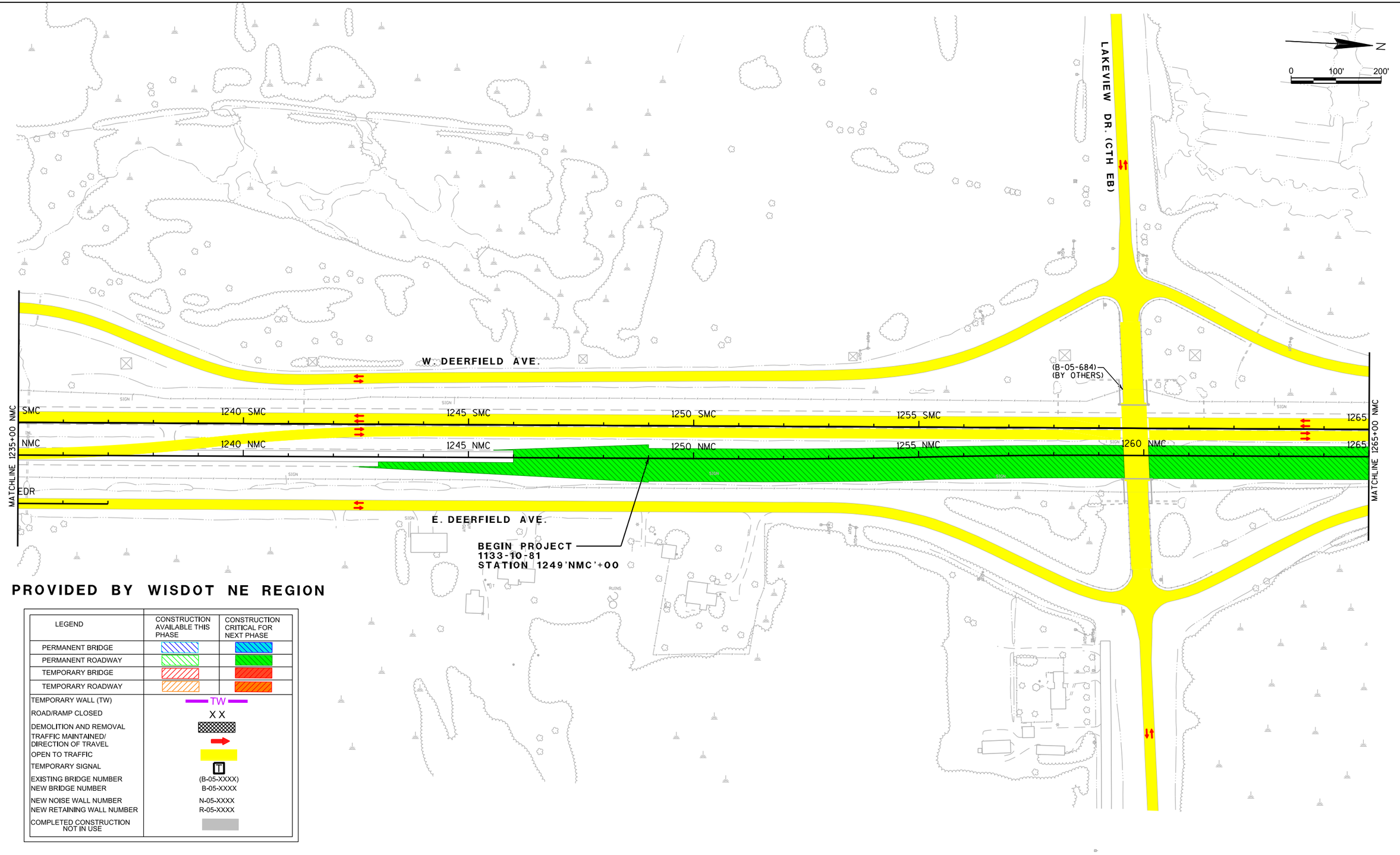
LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 3	SHEET 489	E

FILE NAME : ch_11331072_025301s3.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2



PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

2

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 3	SHEET 490	E

FILE NAME : ch_11331072_025302s3.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

2

N

0 100' 200'

DEVON ST.

W. DEERFIELD AVE.

SMC 1270 SMC 1275 SMC 1280 SMC 1285 SMC 1290 SMC 1295

NMC 1270 NMC 1275 NMC 1280 NMC 1285 NMC 1290 NMC 1295

MATCHLINE 1265+00 NMC

MATCHLINE 1295+00 NMC

E. DEERFIELD AVE.

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	XX	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 3	SHEET 491	E

FILE NAME : ch_11331072_025303s3.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

2

N

0 100' 200'

W. DEERFIELD AVE.

E. DEERFIELD AVE.

LINEVILLE RD. (CTH M)

RAMP MA

RAMP MB

RAMP MC

RAMP MD

1300 SMC

1305 SMC

1310 SMC

1315 SMC

1320 NMC

1315 NMC

1310 NMC

1305 NMC

1300 NMC

MATCHLINE 1295+00 NMC

MATCHLINE 1325+00 NMC

B-05-685
(B-05-130)

R-05-236

R-05-237

NOTE: SHOWN WITH LINEVILLE STAGE 4B

PROVIDED BY WISDOT NE REGION

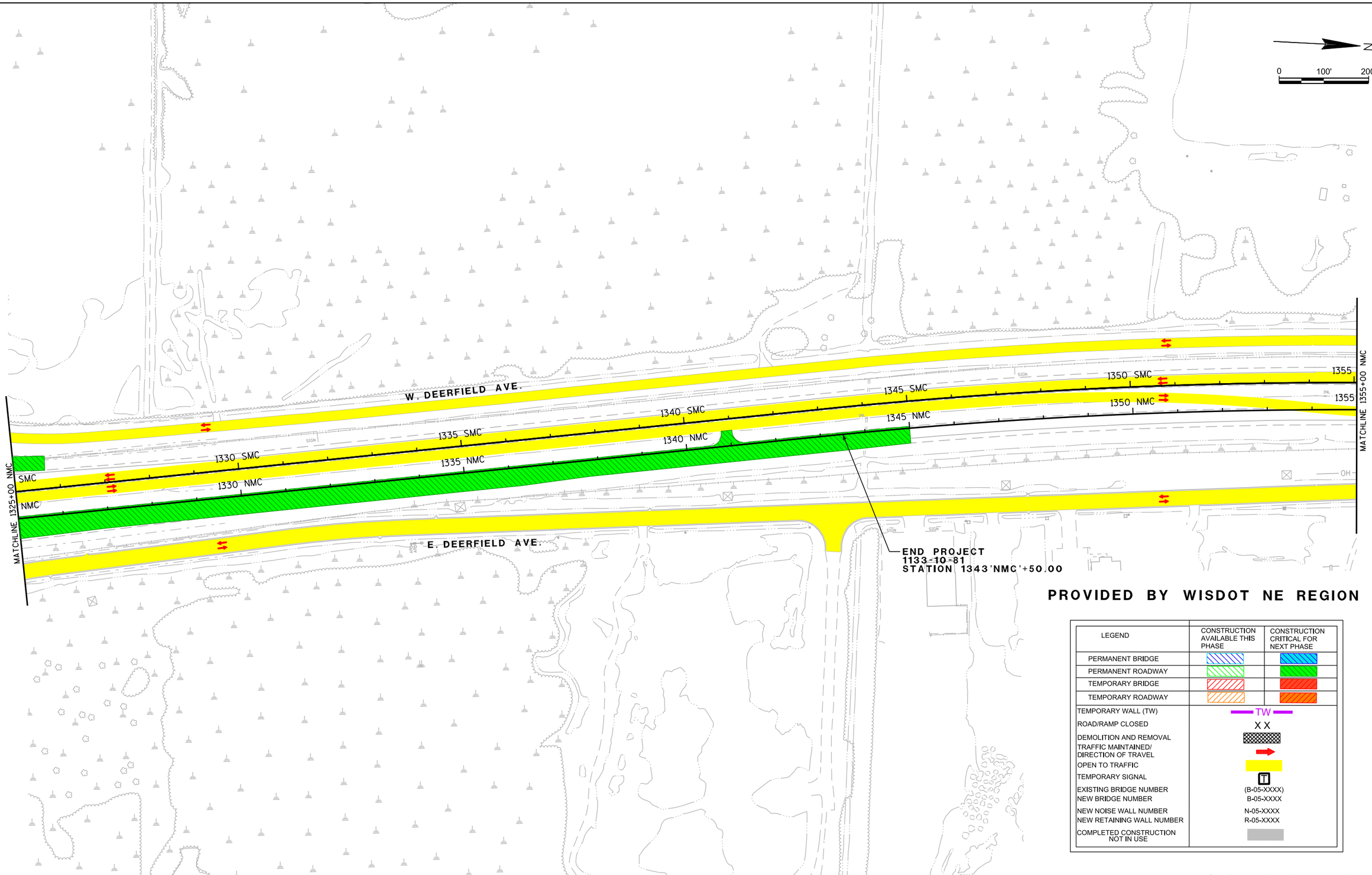
LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 3	SHEET 492	E

FILE NAME : ch_11331072_025304s3.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2



PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER NEW BRIDGE NUMBER	(B-05-XXXX) B-05-XXXX	
NEW NOISE WALL NUMBER NEW RETAINING WALL NUMBER	N-05-XXXX R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 3	SHEET 493	E

2

2

N

0 100' 200'

W. DEERFIELD AVE.

W. DEERFIELD AVE.

W. DEERFIELD AVE.

USH 41

USH 41

USH 41

USH 41

SMC

NMC

1360 SMC

1360 NMC

1365 SMC

1365 NMC

1370 SMC

1370 NMC

1375 SMC

1375 NMC

1380 SMC

MATCHLINE 1355+00 NMC

SIGN

OH

E. DEERFIELD AVE.

E. DEERFIELD AVE.

SIGN

SEPTIC

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 3	SHEET 494	E

FILE NAME : ch_11331072_025306s3.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

2

N

0 100' 200'

BEGIN PROJECT 1133-10-72
STATION 40'MEB'+67.37

MATCHLINE 72+00 MEB

RAMP MC

RAMP MD

RAMP MB

W. DEERFIELD AVE.

E. DEERFIELD AVE.

PARKFIELD CT.

B-05-685
(B-05-130)

R-05-236

R-05-237

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	XX	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 3 - LINEVILLE STAGE 4B	SHEET 495	E

FILE NAME : ch_11331072_025307s3.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2

2

N

0 100' 200'

END PROJECT 1133-10-72
STATION 84+61.84 MEB

75M

80M

LINEVILLE RD. (CTH M)

MATCHLINE 72+00 MEB

OPEN TO
LOCAL TRAFFIC

LAKEVIEW DR.

CTH M

PROVIDED BY WISDOT NE REGION

LEGEND	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY WALL (TW)	TW	
ROAD/RAMP CLOSED	X X	
DEMOLITION AND REMOVAL		
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL		
OPEN TO TRAFFIC		
TEMPORARY SIGNAL	T	
EXISTING BRIDGE NUMBER	(B-05-XXXX)	
NEW BRIDGE NUMBER	B-05-XXXX	
NEW NOISE WALL NUMBER	N-05-XXXX	
NEW RETAINING WALL NUMBER	R-05-XXXX	
COMPLETED CONSTRUCTION NOT IN USE		

PROJECT NO: 1133-10-72/81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING - STAGE 3 - LINEVILLE STAGE 4B	SHEET 496	E

FILE NAME : ch_11331072_025308s3.dgn PLOT DATE : 05-DEC-2012 PLOT BY : dmichale PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH 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.

REDUCED SPEED AHEAD AND SPEED LIMIT 55 SIGNS MUST BE POST MOUNTED.

SPEED LIMIT SIGNS SHALL ALSO BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND AT 0.5 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

THE LOCATION OF THE FIRST SIGN INDICATING THE 55 MPH REGULATORY SPEED LIMIT IS REFERENCED FROM BEGINNING OF LANE CLOSURE TAPER. THE 55 MPH REGULATORY SPEED LIMIT SIGN LOCATION MUST BE ADJUSTED WHEN CONSTRUCTION ACTIVITIES REQUIRE THE LANE CLOSURE START LOCATION TO CHANGE.

TRAFFIC CONTROL DEVICES NOT IN USE SHALL BE LAYED DOWN OR REMOVED, TURNING OF DEVICES TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

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.

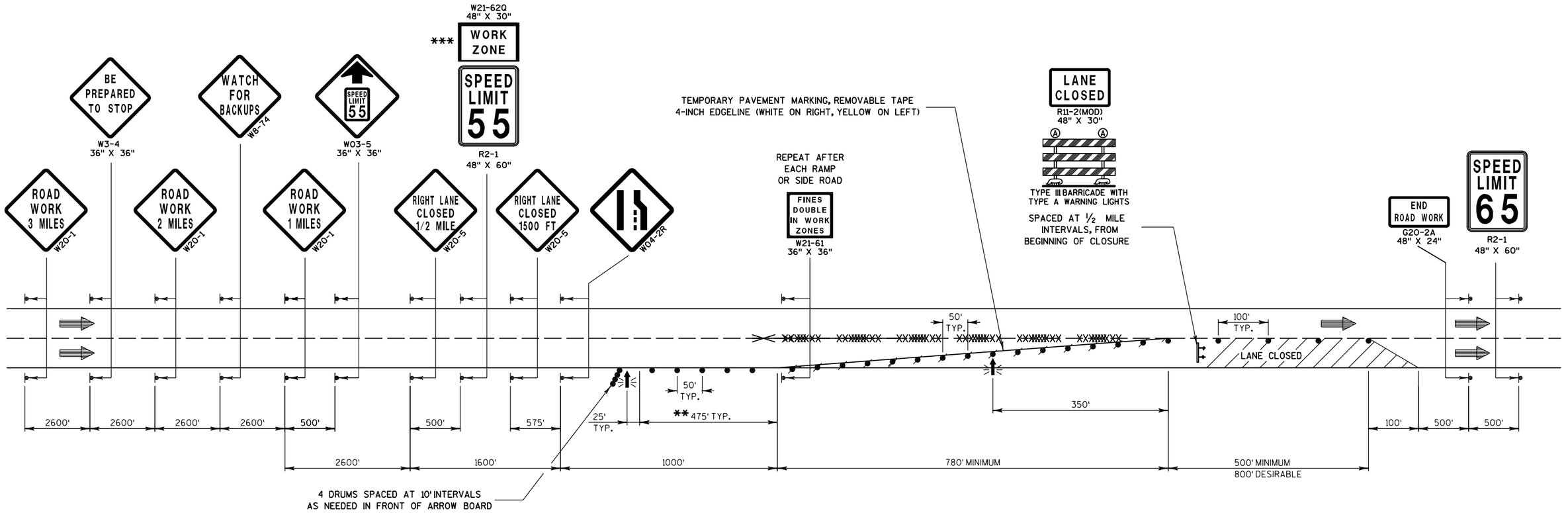
IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY ½ MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST 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.

** CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF THE DRUMS.

*** SEE REQUIREMENT FOR TEMPORARY REGULATORY SPEED REDUCTION IN THE SPECIAL PROVISIONS.

COVERING AND REMOVAL OF MATERIAL COVERING TEMPORARY REGULATORY SPEED LIMIT SIGNS AND EXISTING SPEED LIMIT SIGNS RELATED TO TEMPORARY AND/OR PERIODIC LANE CLOSURES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.



LANE CLOSURE - REGULATORY SPEED REDUCTION WITHOUT BARRIER

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL	SHEET 497	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_025000_tc.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL NOTES

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

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

THIS SHOULDER CLOSURE IS TYPICAL FOR CLOSING RIGHT SHOULDER - REVERSE FOR CLOSING LEFT SHOULDER.

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

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

ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH 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.

FOR A SHOULDER CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE CRASHWORTHY SUPPORTS.

REDUCED SPEED AHEAD AND SPEED LIMIT 55 SIGNS MUST BE POST MOUNTED.

SPEED LIMIT SIGNS SHALL ALSO BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND AT 0.5 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

THE LOCATION OF THE FIRST SIGN INDICATING THE 55 MPH REGULATORY SPEED LIMIT IS REFERENCED FROM BEGINNING OF SHOULDER CLOSURE TAPER. THE 55 MPH REGULATORY SPEED LIMIT SIGN LOCATION MUST BE ADJUSTED WHEN CONSTRUCTION ACTIVITIES REQUIRE THE SHOULDER CLOSURE START LOCATION TO CHANGE.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE SHOULDER CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE SHOULDER CLOSURE 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.

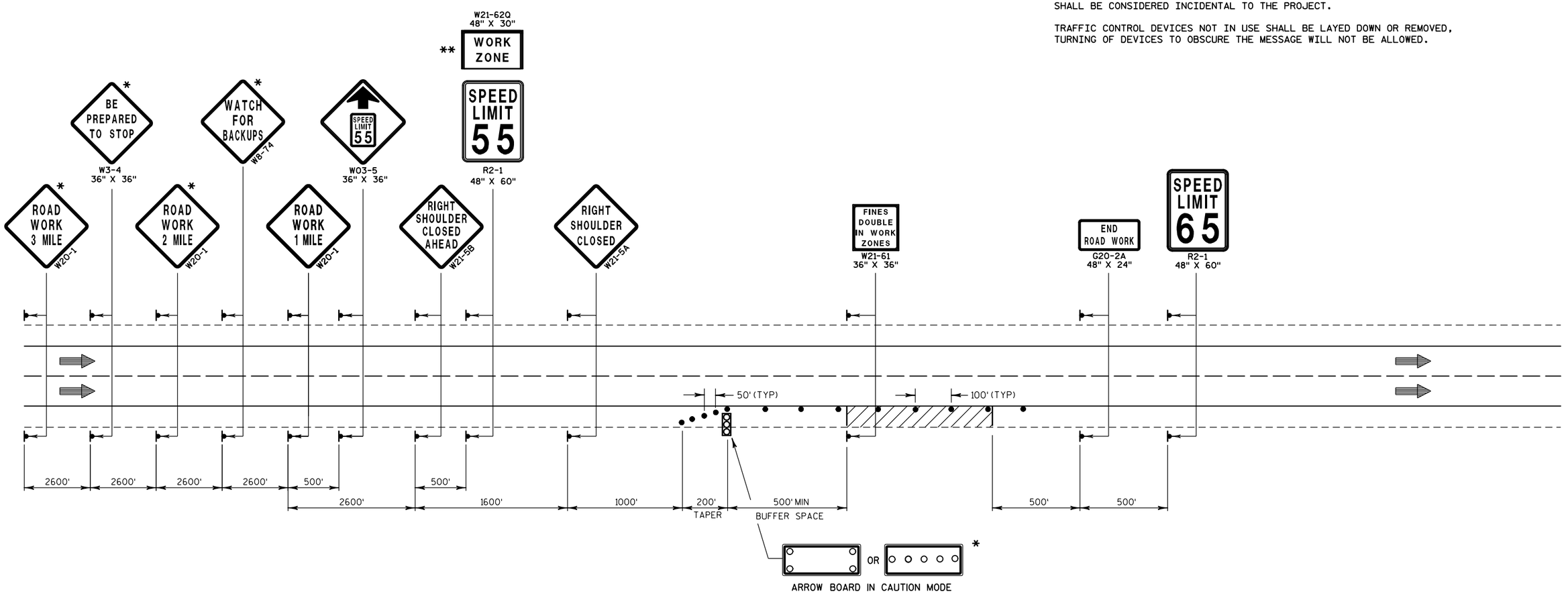
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND SHOULDER CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF THE DRUMS.

* PROVIDE ITEM WHEN SPECIFIED IN MISCELLANEOUS QUANTITIES OR SPECIAL PROVISIONS.

** SEE REQUIREMENT FOR TEMPORARY REGULATORY SPEED REDUCTION IN THE SPECIAL PROVISIONS.

COVERING AND REMOVAL OF MATERIAL COVERING TEMPORARY REGULATORY SPEED LIMIT SIGNS AND EXISTING SPEED LIMIT SIGNS RELATED TO TEMPORARY AND/OR PERIODIC SHOULDER CLOSURES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

TRAFFIC CONTROL DEVICES NOT IN USE SHALL BE LAYED DOWN OR REMOVED, TURNING OF DEVICES TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.



SHOULDER CLOSURE - REGULATORY SPEED REDUCTION WITHOUT BARRIER

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL	SHEET 498	E

2

LEGEND

- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- TEMPORARY PRECAST CONCRETE BARRIER
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL NOTES

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

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

THIS SHOULDER CLOSURE IS TYPICAL FOR CLOSING RIGHT SHOULDER - REVERSE FOR CLOSING LEFT SHOULDER.

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FOR A SHOULDER CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE CRASHWORTHY SUPPORTS.

REDUCED SPEED AHEAD, SPEED LIMIT 55 AND SPEED LIMIT 65 SIGNS MUST BE POST MOUNTED.

SPEED LIMIT SIGNS SHALL ALSO BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND AT 0.5 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

THE LOCATION OF THE FIRST SIGN INDICATING THE 55 MPH REGULATORY SPEED LIMIT IS REFERENCED FROM BEGINNING OF SHOULDER CLOSURE TAPER. THE 55 MPH REGULATORY SPEED LIMIT SIGN LOCATION MUST BE ADJUSTED WHEN CONSTRUCTION ACTIVITIES REQUIRE THE SHOULDER CLOSURE START LOCATION TO CHANGE.

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

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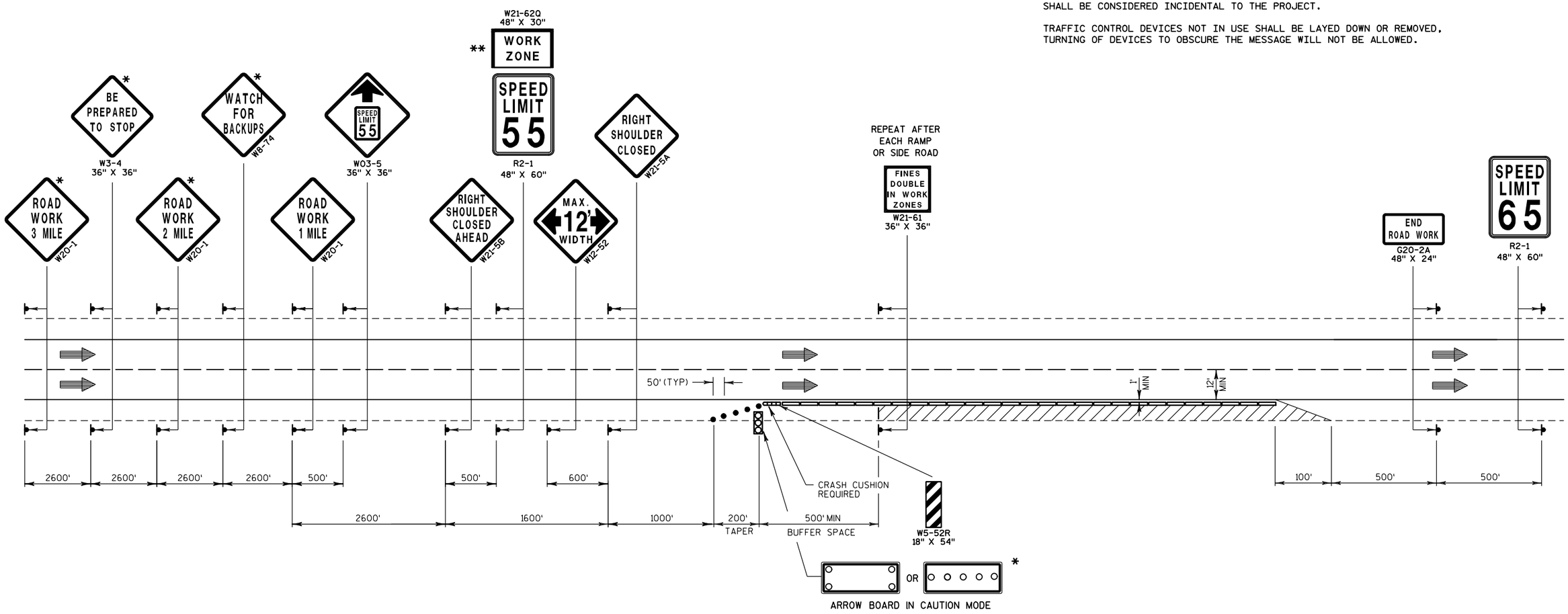
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND SHOULDER CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF THE DRUMS.

* PROVIDE ITEM WHEN SPECIFIED IN MISCELLANEOUS QUANTITIES OR SPECIAL PROVISIONS.

** SEE REQUIREMENT FOR TEMPORARY REGULATORY SPEED REDUCTION IN THE SPECIAL PROVISIONS.

COVERING AND REMOVAL OF MATERIAL COVERING TEMPORARY REGULATORY SPEED LIMIT SIGNS AND EXISTING SPEED LIMIT SIGNS RELATED TO TEMPORARY AND/OR PERIODIC SHOULDER CLOSURES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

TRAFFIC CONTROL DEVICES NOT IN USE SHALL BE LAYED DOWN OR REMOVED, TURNING OF DEVICES TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.



SHOULDER CLOSURE - REGULATORY SPEED REDUCTION WITH BARRIER

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL	SHEET 499	E

2

LEGEND

- TYPE III BARRICADE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA
- VB — PORTABLE CHANGEABLE MESSAGE BOARD

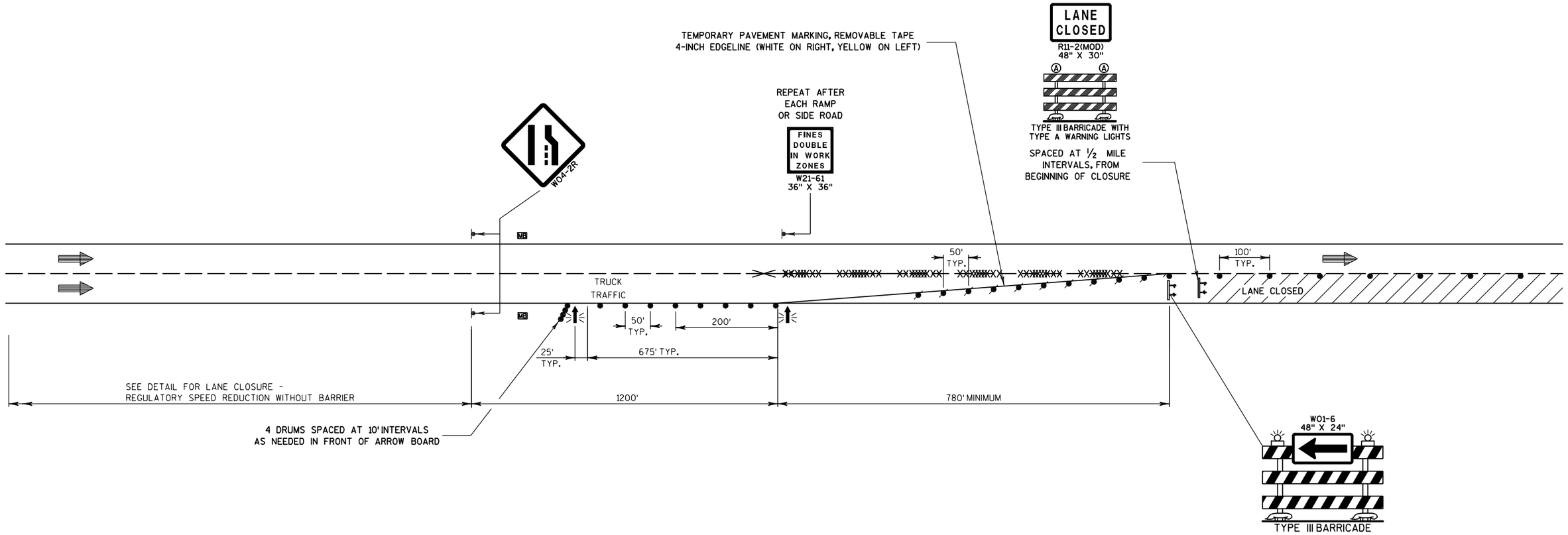
NOTES:

SPACING AND LOCATIONS OF DEVICES IN THE FIELD SUBJECT TO REVIEW AND APPROVAL BY THE ENGINEER.

SEE OTHER TRAFFIC CONTROL DETAILS AND STANDARD DETAIL DRAWINGS FOR LANE CLOSURE DETAILS.

PORTABLE MESSAGE SIGN MESSAGES SHOULD READ:

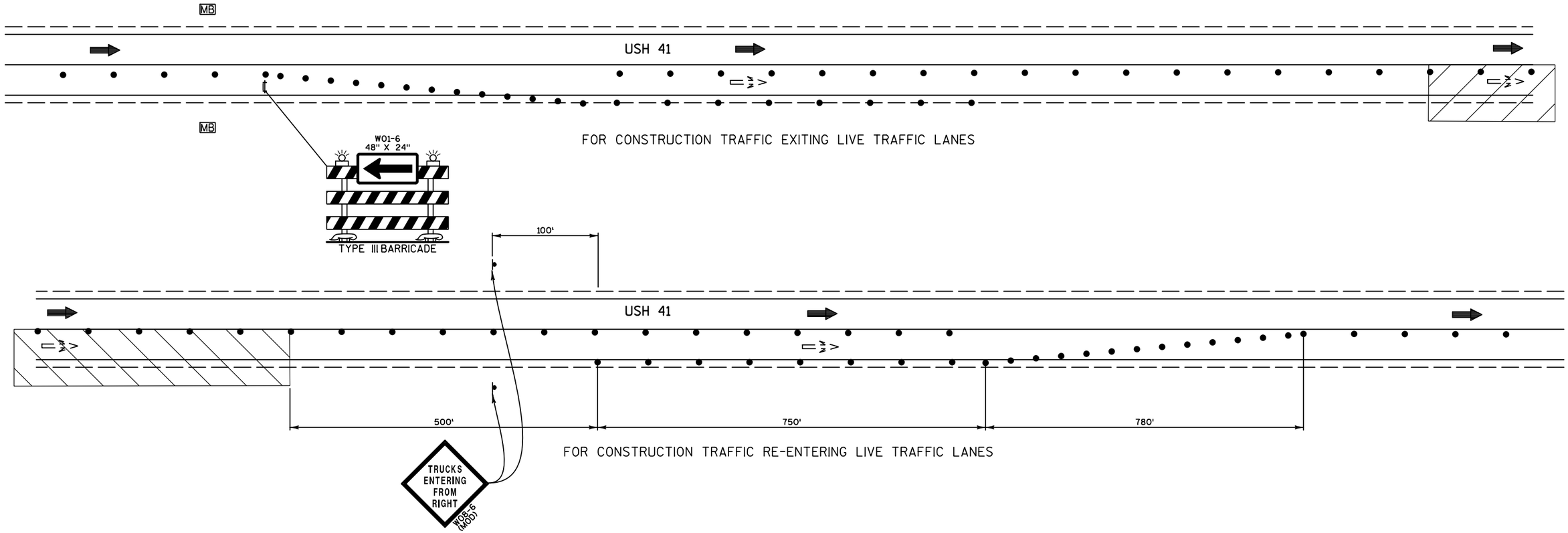
FRAME 1	FRAME 2
TRUCKS EXITING RIGHT	TRAFFIC STAY LEFT



TRAFFIC CONTROL DETAIL FOR CONSTRUCTION ACCESS AT LANE CLOSURE

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL	SHEET 500	E

2



FOR CONSTRUCTION TRAFFIC EXITING LIVE TRAFFIC LANES

FOR CONSTRUCTION TRAFFIC RE-ENTERING LIVE TRAFFIC LANES

NOTE:
SPACING AND LOCATIONS OF DEVICES IN THE FIELD SUBJECT TO REVIEW AND APPROVAL BY THE ENGINEER

SEE OTHER TRAFFIC CONTROL DETAILS AND STANDARD DETAIL DRAWINGS FOR LANE CLOSURE DETAILS

PORTABLE MESSAGE SIGN MESSAGES SHOULD READ:

FRAME 1	FRAME 2
TRUCKS EXITING RIGHT	TRAFFIC STAY LEFT

TRAFFIC CONTROL DETAIL FOR CONSTRUCTION ACCESS TO USH 41

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL SIGN
- USH 41 TRAFFIC
- CONSTRUCTION TRAFFIC
- WORK ZONE
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION DETAIL	SHEET 501	E

2

N

LAKEVIEW DRIVE (CTH EB)

LINEVILLE ROAD (CTH M)

BEGIN PROJECT 1133-10-81
STA 1249+00.00 NMC

END PROJECT 1133-10-81
STA 1343+50.00 NMC

TEMPORARY WIDENING-INSIDE
(STAGE 1A)

CONSTRUCT RAMP CROSSOVERS
(STAGE 1A)

CONSTRUCT
CROSSOVER
(STAGE 1A)

W. DEERFIELD AVE.

USH 41

E. DEERFIELD AVE.

TEMPORARY WIDENING-OUTSIDE
(STAGE 1B)

WORK ZONE

STAGE 1A/1B

CONSTRUCTION

-CONSTRUCT TEMPORARY WIDENING ALONG USH 41 NB:
INSIDE (STAGE 1A)
OUTSIDE (STAGE 1B)

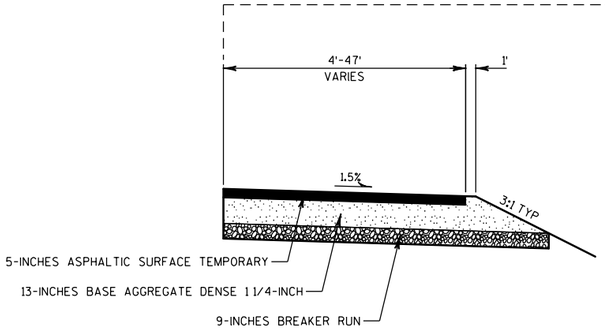
-CONSTRUCT MEDIAN CROSSOVER AT NORTH PROJECT LIMIT (STAGE 1A)
-CONSTRUCT RAMP CROSSOVERS (STAGE 1A)

TRAFFIC

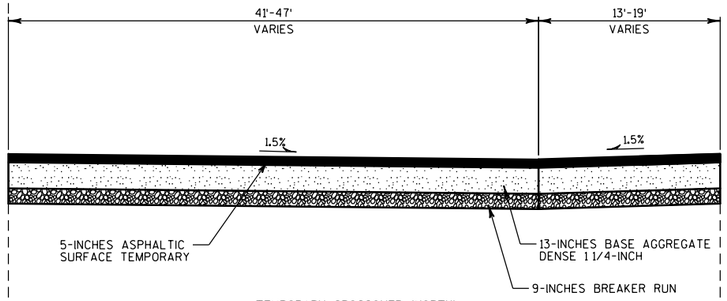
-USH 41 NB & SB:
CLOSE INSIDE LANE DURING OFF-PEAK HOURS (STAGE 1A)
CLOSE OUTSIDE LANE DURING OFF-PEAK HOURS (STAGE 1B)

-LINEVILLE RAMPS: OPEN
-LAKEVIEW DRIVE: OPEN
-FRONTAGE ROADS: OPEN

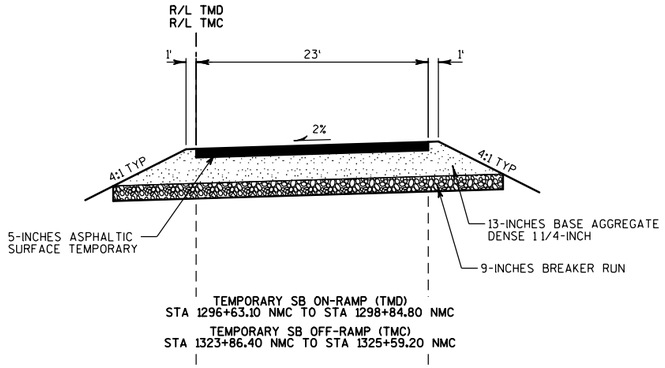
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING OVERVIEW- STAGE 1A & 1B	SHEET 502	E



TEMPORARY INSIDE WIDENING SB
STA 1354+71.00 NMC TO STA 1360+71.00 NMC

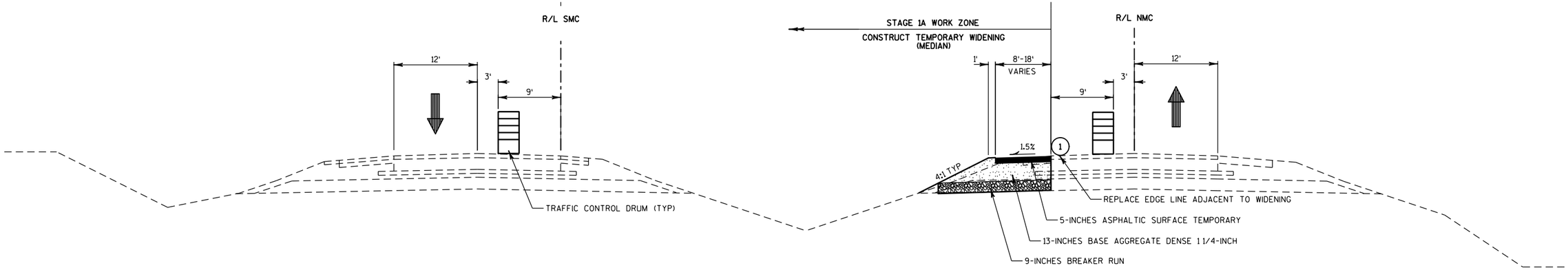


TEMPORARY CROSSOVER (NORTH)
STA 1345+00.00 SMC TO STA 1354+71.00 SMC



TEMPORARY SB ON-RAMP (TMD)
STA 1296+63.10 NMC TO STA 1298+84.80 NMC

TEMPORARY SB OFF-RAMP (TMC)
STA 1323+86.40 NMC TO STA 1325+59.20 NMC

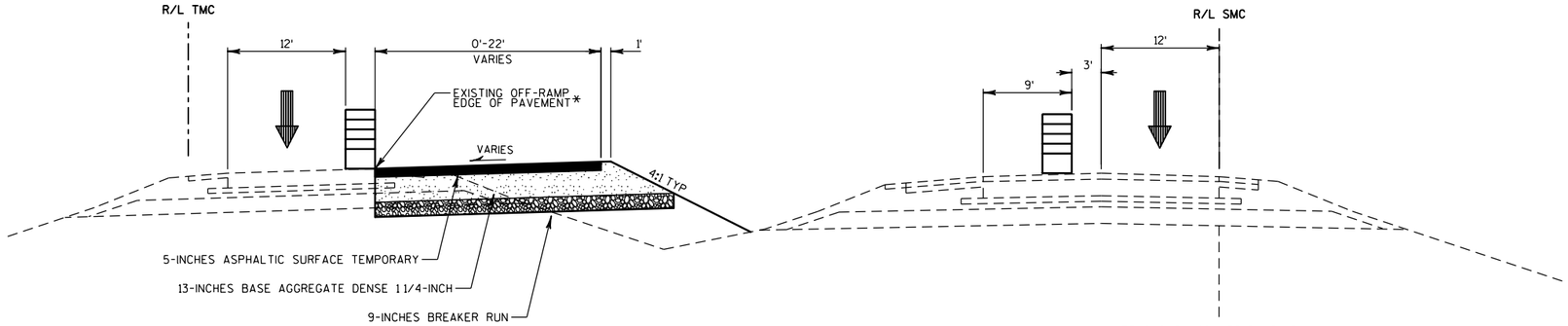


TEMPORARY INSIDE WIDENING NB
STA 1241+00.00 NMC TO STA 1360+71.00 NMC

TYPICAL SECTIONS- TRAFFIC CONTROL
STAGE 1A (OFF-PEAK HOURS ONLY)

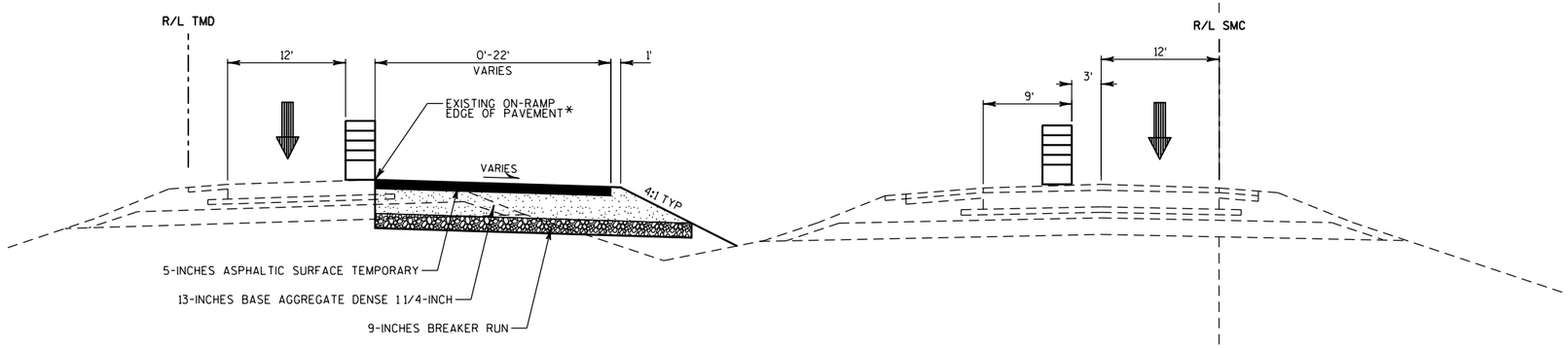
1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP GORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	STAGE 1 TYPICAL SECTIONS (TEMPORARY WIDENING NB)	SHEET 503	E

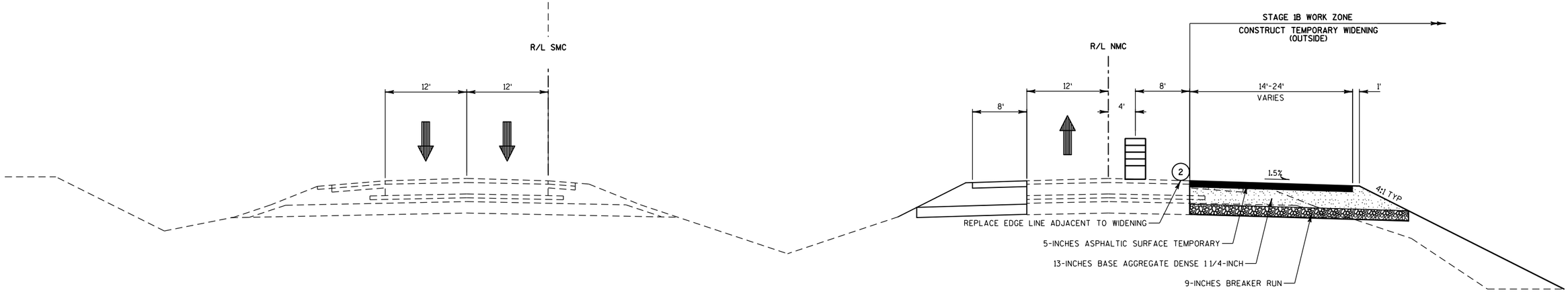


TEMPORARY SB OFF-RAMP (TMC)
STA 1321+00.00 SMC TO STA 1323+86.90 SMC

*REPLACE EXISTING EDGE LINE WITH (2)



TEMPORARY SB ON-RAMP (TMD)
STA 1298+84.50 SMC TO STA 1303+47.10 SMC



TEMPORARY OUTSIDE WIDENING NB
STA 1231+00.00 NMC TO STA 1356+25.50 NMC

TYPICAL SECTIONS- TRAFFIC CONTROL
STAGE 1B (OFF-PEAK HOURS ONLY)

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP GORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	STAGE 1 TYPICAL SECTIONS (TEMPORARY WIDENING NB)	SHEET 504	E

2

N

W. DEERFIELD AVE.

SIGN

SIGN

SIGN

SIGN

USH 41 SB

USH 41 NB

ADVANCE WARNING SIGNS FOR
USH 41 NB AND I 43 NB
SEE CONSTRUCTION DETAIL:
LANE CLOSURE - REGULATORY SPEED
REDUCTION WITHOUT BARRIER.

SPEED LIMIT 65
R2-1
48" X 60"

SIGN PLACEMENT AND
LOCATION TO BE COORDINATED
WITH NORTHEAST REGION
TRAFFIC ENGINEER.

1232+00 SMC

50'
TYP.

1232+00 NMC

780'
TAPER

500'

MATCHLINE 1233+50 NMC

FINES
DOUBLE
IN WORK
ZONES
W21-61
36" X 36"

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A	SHEET 505	E

2

N

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

W. DEERFIELD AVE.

SIGN

1234+00 SMC | 1236+00 SMC | 1238+00 SMC | USH 41 SB | 1240+00 SMC | 1242+00 SMC | 1244+00 SMC | 1246+00 SMC | 1248+00 SMC

50'
TYP.

1233+50 NMC

1234+00 NMC | 1236+00 NMC | 1238+00 NMC | USH 41 NB | 1240+00 NMC | 1242+00 NMC | 1244+00 NMC | 1246+00 NMC | 1248+00 NMC

1247+00 NMC

1

1'

8'

50'
TYP.

MATCHLINE 1248+75 NMC

N00°11'12"W

350'

780' TAPER

800' BUFFER ZONE

W21-6Q
48" X 30"

WORK
ZONE

SPEED
LIMIT
55

R2-1
48" X 60"

LANE
CLOSED

R11-2(MOD)
48" X 30"

E. DEERFIELD AVE.

SIGN

GUY

T

RUINS

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A	SHEET 506	E

2

N

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

W. DEERFIELD AVE.

LAKEVIEW DR.

LANE CLOSED
R11-2(MOD)
48" X 30"

USH 41 SB

1250+00 SMC 1252+00 SMC 1254+00 SMC 1256+00 SMC 1258+00 SMC 1262+00 SMC 1264+0

1248+75 NMC

50' TYP.

4"

8"

1

1250+00 NMC 1252+00 NMC 1254+00 NMC 1256+00 NMC 1258+00 NMC 1260+00 NMC 1262+00 NMC 1264+0

MATCHLINE 1264+00 NMC

USH 41 NB

SIGN

SIGN

SIGN

SIGN

CTH EB

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

MATCHLINE

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

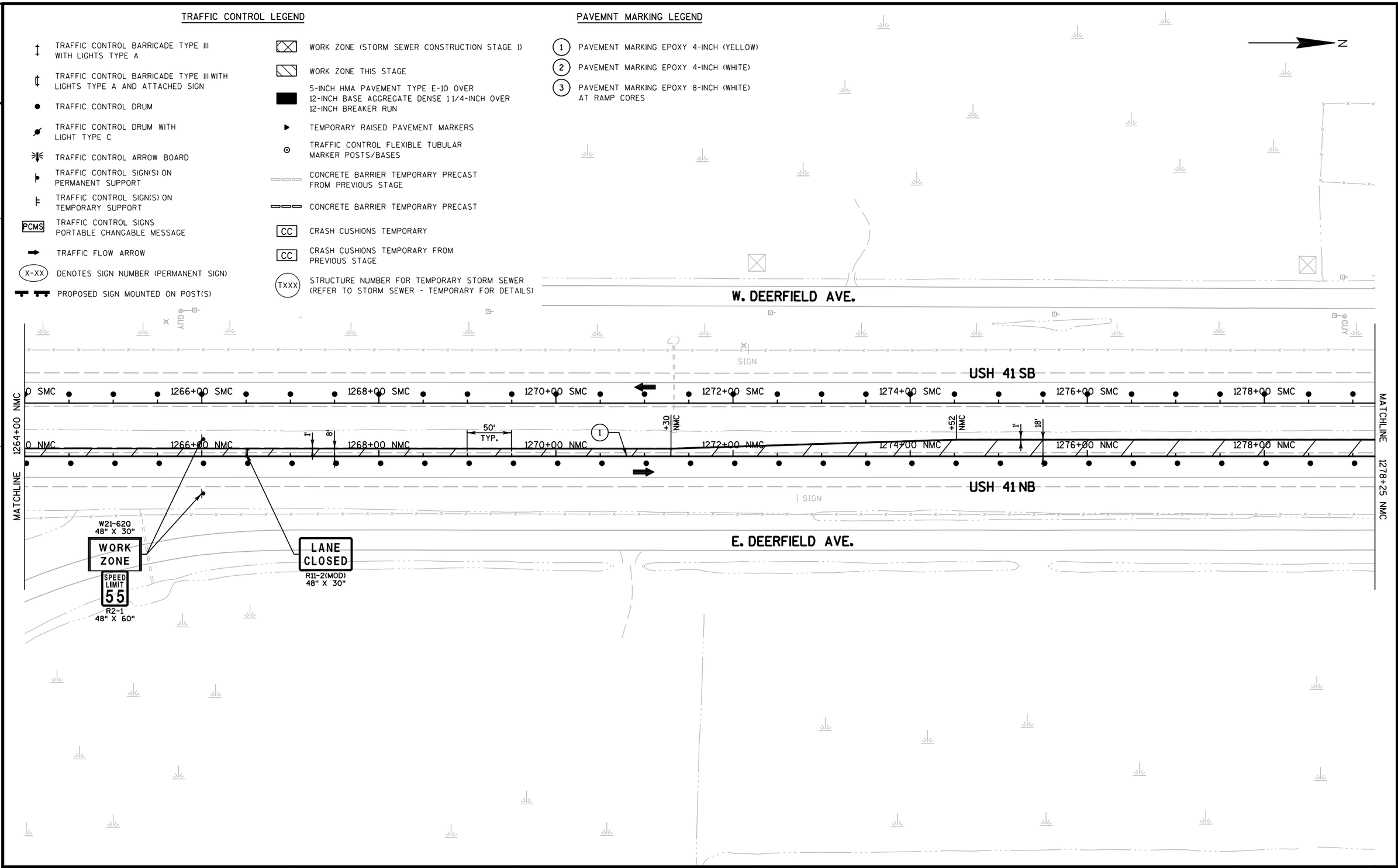
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A	SHEET 507	E

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A	SHEET 508	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026004_s1A.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

DEVON ST.

N

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

W. DEERFIELD AVE.

T92 STA 1283+33 NMC, 33.4' LT
MEDIAN - 2 - MS

LANE CLOSED
R11-2(MOD)
48" X 30"

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

USH 41 SB

1280+00 SMC | 1282+00 SMC | 1284+00 SMC | 1286+00 SMC | 1288+00 SMC | 1290+00 SMC | 1292+00 SMC | 1294+00 SMC

1278+25 NMC

1280+00 NMC | 1282+00 NMC | 1284+00 NMC | 1286+00 NMC | 1288+00 NMC | 1290+00 NMC | 1292+00 NMC | 1294+00 NMC

1286+00TMD | 1288+00TMD | 1290+00TMD | 1292+00TMD | 1294+00TMD

1" | 18" | 1" | 30"

1

50' TYP.

REMOVE EXISTING MEDIAN INLET

MATCHLINE

MATCHLINE 1294+50 NMC

USH 41 NB

E. DEERFIELD AVE.

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

LANE CLOSED
R11-2(MOD)
48" X 30"

SEPTIC

SIGN

U/C

T

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- CC CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A	SHEET 509	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026005_s1A.dgn | PLOT DATE : 3/5/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:100

2

N

SPORTSMAN CLUB RD.

LINEVILLE RD. SB ENTRANCE RAMP

W. DEERFIELD AVE.

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

1302+00TMD

FOR RAMP TRAFFIC CONTROL LAYOUT SEE S.D.D. TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP CLOSURE.

1300+00TMD

T91 STA 1295+33 NMC, 41.7' LT
MEDIAN - 2 - MS

USH 41 SB

50' TYP.

T90 STA 1305+34 NMC, 33.1' LT
18" APRON ENDWALL

1296+00 SMC | 1298+00 SMC | 1300+00 SMC | 1302+00 SMC | 1304+00 SMC | 1306+00 SMC | 1308+00 SMC

1296+00TMD

1298+00TMD

1" | 23" | 1"

2

1" | 18"

1

1294+50 NMC

1296+00 NMC | 1298+00 NMC | 1300+00 NMC | 1302+00 NMC | 1304+00 NMC | 1306+00 NMC | 1308+00 NMC

MATCHLINE

MATCHLINE

1309+50 NMC

50' TYP.

REMOVE EXISTING MEDIAN INLET

USH 41 NB

EXTEND EXISTING 18" RCCP CULVERT

SIGN

E. DEERFIELD AVE.

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

LINEVILLE RD. NB EXIT RAMP

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A	SHEET 510	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026006_s1A.dgn
PLOT DATE : 3/5/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

2

N

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

LINEVILLE RD.

LINEVILLE RD. SB EXIT RAMP

1318+00 TMC
1320+00 TMC
1322+00 TMC
1324+00 TMC

SEE PROJECT I.D.
1133-10-72

LANE CLOSED
R11-2(MOD)
48" X 30"

1310+00 SMC
1312+00 SMC
1314+00 SMC
1316+00 SMC
1318+00 SMC
1322+00 SMC
1324+00 SMC

USH 41 SB

50' TYP.

MATCHLINE 1309+50 NMC

1310+00 NMC
1312+00 NMC
1314+00 NMC
1316+00 NMC
1318+00 NMC
1320+00 NMC
1322+00 NMC
1324+00 NMC

MATCHLINE 1324+50 NMC

USH 41 NB

50' TYP.

W21-62O
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

LANE CLOSED
R11-2(MOD)
48" X 30"

STA. 1310+00 NMC - STA. 1313+00 NMC
TEMPORARY MEDIAN WIDENING AND
PAVING TO TAKE PLACE DURING STAGE 2A
IN ACCORDANCE WITH SECTION 7.2 OF
THE SPECIAL PROVISIONS.

FOR RAMP TRAFFIC CONTROL LAYOUT
SEE S.D.D. TRAFFIC CONTROL,
EXIT AND ENTRANCE RAMP WITHIN
LANE CLOSURE.

LINEVILLE RD. NB ENTRANCE RAMP

CTH M

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A	SHEET 511	E

2

N

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

LANE CLOSED
R11-2(MOD)
48" X 30"

STA 1333+84 NMC, 70.1' RT
MEDIAN - 2 -MS
T93

W. DEERFIELD AVE.

EXTEND EXISTING 18" RCCP STORM SEWER

SIGN

USH 41 SB

50' TYP.

1326+00 SMC | 1328+00 SMC | 1330+00 SMC | 1332+00 SMC | 1334+00 SMC | 1336+00 SMC | 1338+00 SMC | 13

1326+00 TMC | 1328+00 TMC | 1330+00 TMC

1326+00 NMC | 1328+00 NMC | 1330+00 NMC | 1332+00 NMC | 1334+00 NMC | 1336+00 NMC | 1338+00 NMC | 13

1324+50 NMC

MATCHLINE

MATCHLINE

1339+75 NMC

USH 41 NB

50' TYP.

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A	SHEET 512	E

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

N

W. DEERFIELD AVE.

USH 41 SB

USH 41 NB

E. DEERFIELD AVE.

85'- 18" CULVERT PIPE, CORRUGATED STEEL
N. INV= 594.88
S. INV= 593.40

STA. 1345+00.00 NMC, 18.9' LT
INV= 594.88

T111 STA 1348+00 NMC, 18.8' LT
INLET 2'x 3'-V

T112 STA 1350+37 NMC, 18.9' LT
INLET 2'x 3'-V

STA. 1354+71.00 NMC, 13.3' LT
INV= 595.74

1339+75 NMC — MATCHLINE

1340+00 SMC — 1342+00 SMC — 1344+00 SMC — 1346+00 SMC — 1348+00 SMC — 1350+00 SMC — 1352+00 SMC — 1354+00 SMC

1340+00 NMC — 1342+00 NMC — 1344+00 NMC — 1346+00 NMC — 1348+00 NMC — 1350+00 NMC — 1352+00 NMC — 1354+00 NMC

1352+00 XO-A NMC — 1354+00 XO-A NMC

1354+75 NMC — MATCHLINE

50' TYP.

50' TYP.

1:1 — 18"

INLET

300'- SURFACE DRAIN PIPE CORRUGATED METAL SLOTTED (18")

237'- SURFACE DRAIN PIPE CORRUGATED METAL SLOTTED (18")

434'- SURFACE DRAIN PIPE CORRUGATED METAL SLOTTED (18")

T110 STA 1344+15 NMC, 31.3' LT
18" APRON ENDWALL SLOPED

REMOVE EXISTING MEDIAN INLET & SEAL EXISTING 18" RCCP

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

LANE CLOSED
R11-2(MOD)
48" X 30"

SIGN — SIGN

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A	SHEET	E

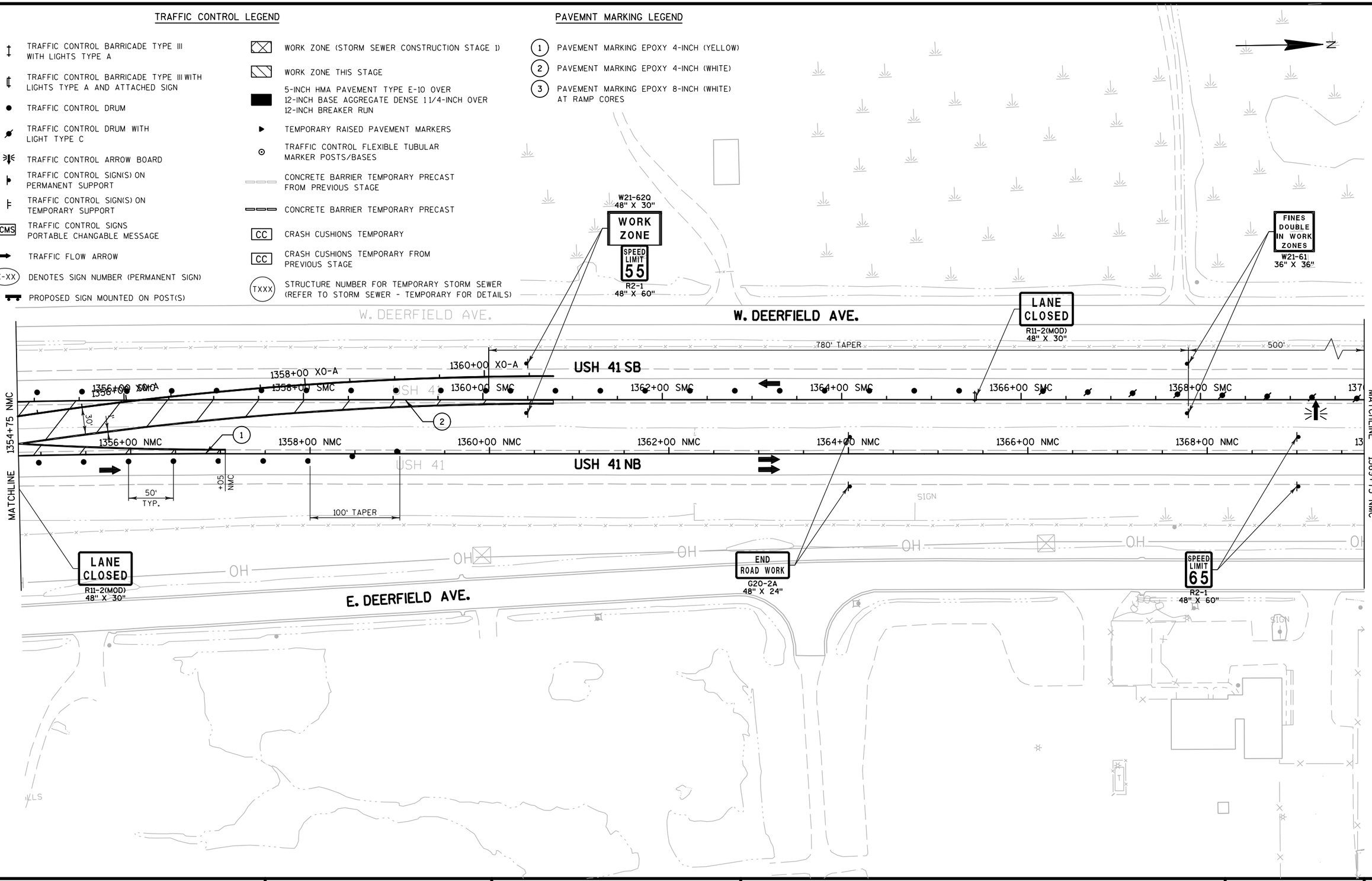
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026009_s1A.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

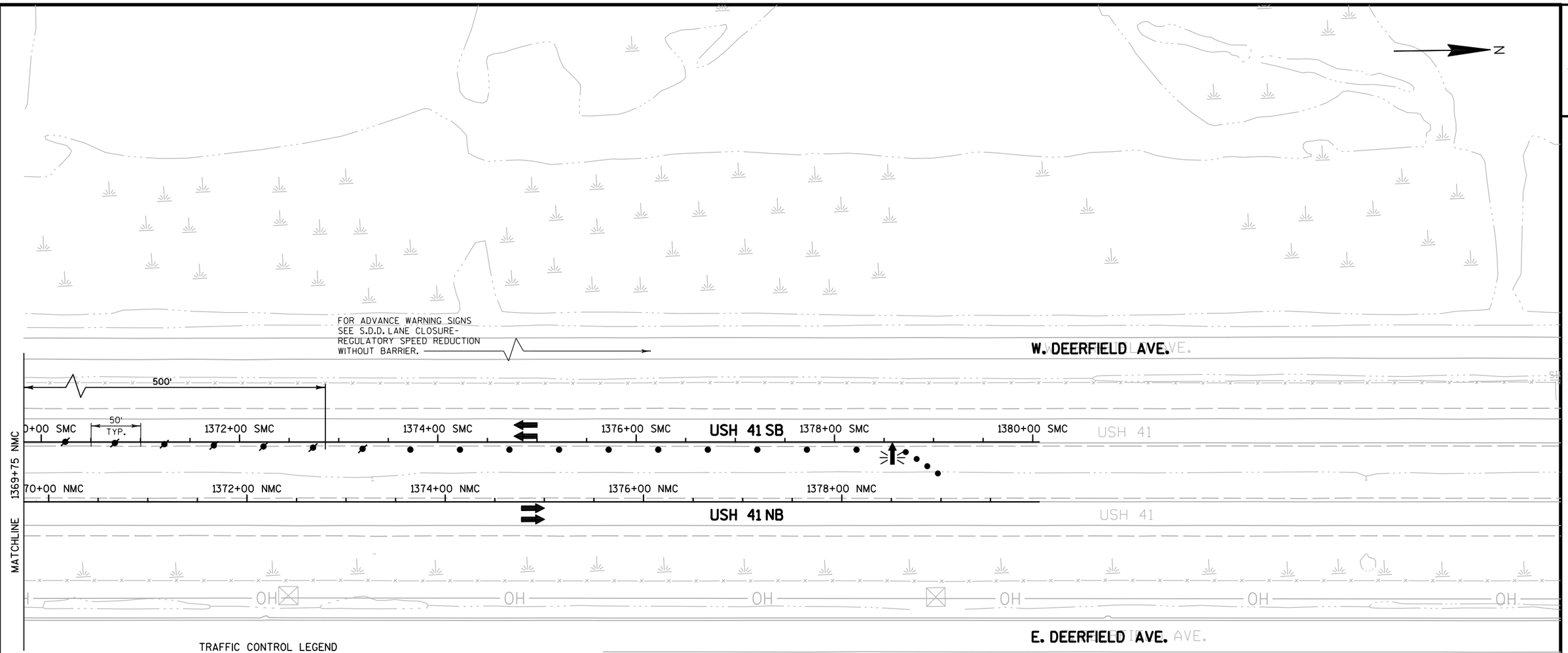


PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A	SHEET 514	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026010_s1A.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
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- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A	SHEET 515	E

2

USH 41 SB

USH 41 NB

ADVANCE WARNING SIGNS FOR
USH 41 NB AND I 43 NB
SEE CONSTRUCTION DETAIL:
LANE CLOSURE - REGULATORY SPEED
REDUCTION WITHOUT BARRIER.

50'
TYP.

265'

780' TAPER

MATCHLINE

A

B

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET 516	E

2

2

N

A

B

MATCHLINE

USH 41 SB

USH 41 NB

780' TAPER

50'
TYP.

SIGN

INL

LANE
CLOSED
R11-2(MOD)
48" X 30"

W04-1

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET 517	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026101b_s1B.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

2

2

N

W. DEERFIELD AVE.

SIGN

SIGN

SIGN

SIGN

A

B

MATCHLINE

USH 41 SB

1232+00 SMC

50'
TYP.

USH 41 NB

1232+00 NMC

MATCHLINE 1233+50 NMC

2

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET 518	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026101c_s1B.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

N

W. DEERFIELD AVE.

SIGN

SIGN

1234+00 SMC 1236+00 SMC 1238+00 SMC **USH 41 SB** 1240+00 SMC 1242+00 SMC 1244+00 SMC 1246+00 SMC 1248+00 SMC

1233+50 NMC

INL

1234+00 NMC 1236+00 NMC 1238+00 NMC **USH 41 NB** 1240+00 NMC 1242+00 NMC 50' TYP. 1244+00 NMC 1246+00 NMC 1248+00 NMC

MATCHLINE

MATCHLINE 1248+75 NMC

2

SIGN

MOVE EXISTING SIGN & SUPPORTS

E. DEERFIELD AVE.

SIGN

GUY

GUY

T

RUINS

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
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- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
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PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET 519	E

2

N

W. DEERFIELD AVE.

BEGIN PROJECT
1133-10-81
STA 1249+00.00 NMC

LAKEVIEW DR.

USH 41 SB

1250+00 SMC | 1252+00 SMC | 1254+00 SMC | 1256+00 SMC | 1258+00 SMC | 1262+00 SMC | 1264+0

1248+75 NMC

MATCHLINE

50'
TYP.

USH 41 NB

1250+00 NMC | 1252+00 NMC | 1254+00 NMC | 1256+00 NMC | 1258+00 NMC | 1260+00 NMC | 1262+00 NMC | 1264+0

1264+00 NMC

SIGN

MOVE EXISTING SIGN & SUPPORTS

2

MOVE EXISTING SIGN & SUPPORTS

LANE CLOSED
R11-2(MOD)
48" X 30"

CTH EB

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
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PAVEMNT MARKING LEGEND

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2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET 520	E

2

N

W. DEERFIELD AVE.

SPEED LIMIT 65
R2-1
48" X 60"

SIGN PLACEMENT AND LOCATION TO BE COORDINATED WITH NORTHEAST REGION TRAFFIC ENGINEER.

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

USH 41 SB

0 SMC | 1266+00 SMC | 1268+00 SMC | 1270+00 SMC | 1272+00 SMC | 1274+00 SMC | 1276+00 SMC | 1278+00 SMC

1264+00 NMC

0 NMC | 1266+00 NMC | 1268+00 NMC | 1270+00 NMC | 1272+00 NMC | 1274+00 NMC | 1276+00 NMC | 1278+00 NMC

USH 41 NB

50' TYP.

MATCHLINE

MATCHLINE 1279+25 NMC

SIGN

MOVE EXISTING SIGN & SUPPORTS

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
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- CONCRETE BARRIER TEMPORARY PRECAST
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- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
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PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET 521	E

2

DEVON ST.

N

W. DEERFIELD AVE.

100' TAPER

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT
55
R2-1
48" X 60"

LANE CLOSED
R11-2(MOD)
48" X 30"

450' TAPER

USH 41 SB

1280+00 SMC | 1282+00 SMC | 1284+00 SMC | 1286+00 SMC | 1288+00 SMC | 1290+00 SMC | 1292+00 SMC | 1294+00 SMC

1279+25 NMC

MATCHLINE

50' TYP.

1280+00 NMC | 1282+00 NMC | 1284+00 NMC | 1286+00 NMC | 1288+00 NMC | 1290+00 NMC | USH 41 NB | 1292+00 NMC | 1294+00 NMC

MATCHLINE

1294+50 NMC

LANE CLOSED
R11-2(MOD)
48" X 30"

MOVE EXISTING SIGN & SUPPORTS

MOVE EXISTING SIGN & SUPPORTS

E. DEERFIELD AVE.

SEPTIC

SIGN

U/C

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- (X-XX) — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
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- WORK ZONE THIS STAGE
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- TEMPORARY RAISED PAVEMENT MARKERS
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- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- (TXXX) — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026105_s1B.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

N

SPORTSMAN CLUB RD.

LINEVILLE RD. SB ENTRANCE RAMP

W. DEERFIELD AVE.

FOR RAMP TRAFFIC CONTROL LAYOUT SEE S.D.D. TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE.

LANE CLOSED
R11-2(MOD)
48" X 30"

50' TYP.

1296+00 SMC 1298+00 SMC 1300+00 SMC 1302+00 SMC USH 41 SB 1304+00 SMC 1306+00 SMC 1308+00 SMC

MATCHLINE 1294+50 NMC

1296+00 NMC 1298+00 NMC 1300+00 NMC 1302+00 NMC USH 41 NB 1304+00 NMC 1306+00 NMC 1308+00 NMC

MATCHLINE 1309+50 NMC

MOVE EXISTING SIGN & SUPPORTS

LANE CLOSED
R11-2(MOD)
48" X 30"

E. DEERFIELD AVE.

LINEVILLE RD. NB EXIT RAMP

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- CC CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET 523	E

2

2

N

LINEVILLE RD.

LINEVILLE RD. SB EXIT RAMP

SIGN

MH

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

SEE PROJECT I.D.
1133-10-72

USH 41 SB

1309+50 NMC

1310+00 SMC

1310+00 NMC

1312+00 SMC

1312+00 NMC

USH 41 NB

1314+00 SMC

1314+00 NMC

1316+00 SMC

1316+00 NMC

1318+00 SMC

1318+00 NMC

1320+00 NMC

1322+00 SMC

1322+00 NMC

1324+00 SMC

1324+00 NMC

MATCHLINE 1324+50 NMC

50' TYP.

REMOVE EXISTING SIGN & SUPPORTS

LANE CLOSED
R11-2(MOD)
48" X 30"

EXIT
E5-1
60" X 48"

W21-62Q
48" X 30"

WORK ZONE

SPEED LIMIT 55
R2-1
48" X 60"

LANE CLOSED
R11-2(MOD)
48" X 30"

FOR RAMP TRAFFIC CONTROL LAYOUT SEE S.D.D. TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE.

CTH M

LINEVILLE RD. NB ENTRANCE RAMP

INL

MATCHLINE

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET 524	E

2

2

N

FOR RAMP TRAFFIC CONTROL LAYOUT SEE S.D.D. TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE.

W. DEERFIELD AVE.

800' BUFFER ZONE

780' TAPER

200' TYP.

200' MIN. TAPER

200'

25' TYP.

25' TYP.

50' TYP.

50' TYP.

SIGN

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

LANE CLOSED
R11-2(MOD)
48" X 30"

1324+50 NMC

1326+00 SMC

USH 41 SB

1328+00 SMC

1330+00 SMC

1332+00 SMC

1334+00 SMC

1336+00 SMC

1338+00 SMC

1326+00 NMC

USH 41 NB

1328+00 NMC

1330+00 NMC

1332+00 NMC

1334+00 NMC

1336+00 NMC

1338+00 NMC

MATCHLINE

MATCHLINE

1339+75 NMC

2

50' TYP.

EXTEND EXISTING 18" RCCP STORM SEWER

T93 STA 1333+83 NMC, 70.4' RT
18" APRON ENDWALL

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

LANE CLOSED
R11-2(MOD)
48" X 30"

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET 525	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026108_s1B.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

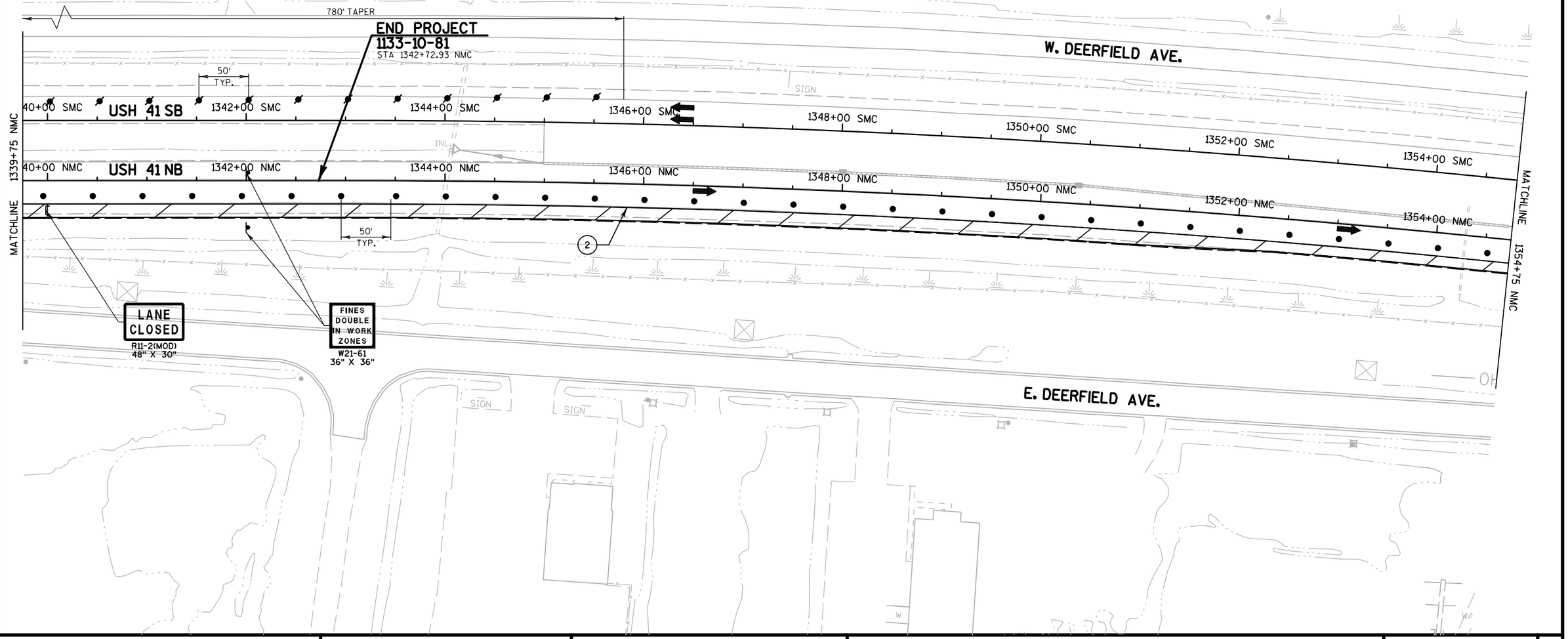
WISDOT/CADDS SHEET 42

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026109_s1B.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

2

2

W. DEERFIELD AVE.

1356+00 SMC | 1358+00 SMC | USH 41 SB | 1360+00 SMC | 1362+00 SMC | 1364+00 SMC | 1366+00 SMC | 1368+00 SMC | 137

1354+75 NMC | 1356+00 NMC | 1358+00 NMC | 1360+00 NMC | 1362+00 NMC | 1364+00 NMC | 1366+00 NMC | 1368+00 NMC | 13

MATCHLINE

USH 41 NB

2

SIGN

SPEED LIMIT 65
R2-1
48" X 60"

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

E. DEERFIELD AVE.

MATCHLINE 1369+75 NMC

OH

PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET 527	E

2

N

W. DEERFIELD AVE.

0+00 SMC | 1372+00 SMC | 1374+00 SMC | 1376+00 SMC | **USH 41 SB** | 1378+00 SMC | 1380+00 SMC — USH 41

1369+75 NMC

70+00 NMC | 1372+00 NMC | 1374+00 NMC | 1376+00 NMC | 1378+00 NMC

USH 41 NB — USH 41

MATCHLINE

OH OH OH OH OH OH

E. DEERFIELD AVE.

SIGN

SEPTIC

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
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- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
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- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
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PAVEMNT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE) AT RAMP CORES

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B	SHEET 528	E

2

N

LAKEVIEW DRIVE (CTH EB)

LINEVILLE ROAD (CTH M)

BEGIN PROJECT 1133-10-81
STA 1249+00.00 NMC

END PROJECT 1133-10-81
STA 1343+50.00 NMC

MAINTAIN LINEVILLE RAMP TRAFFIC

W. DEERFIELD AVE.

USH 41

E. DEERFIELD AVE.

CONSTRUCT SB LANES
(STAGE 2A)

CONSTRUCT SB LANES IN
RAMP CROSSOVER AREA
(STAGE 2B)

CONSTRUCT SB LANES
(STAGE 2A)

CONSTRUCT SB LANES IN
RAMP CROSSOVER AREA
(STAGE 2B)

WORK ZONE

STAGE 2A/2B

CONSTRUCTION

-CONSTRUCT USH 41 SB & USH 41 NB INSIDE SHOULDER:
USH 41 SB OUTSIDE RAMP CROSSOVERS (STAGE 2A)
USH 41 SB RAMP CROSSOVER AREAS (STAGE 2B)

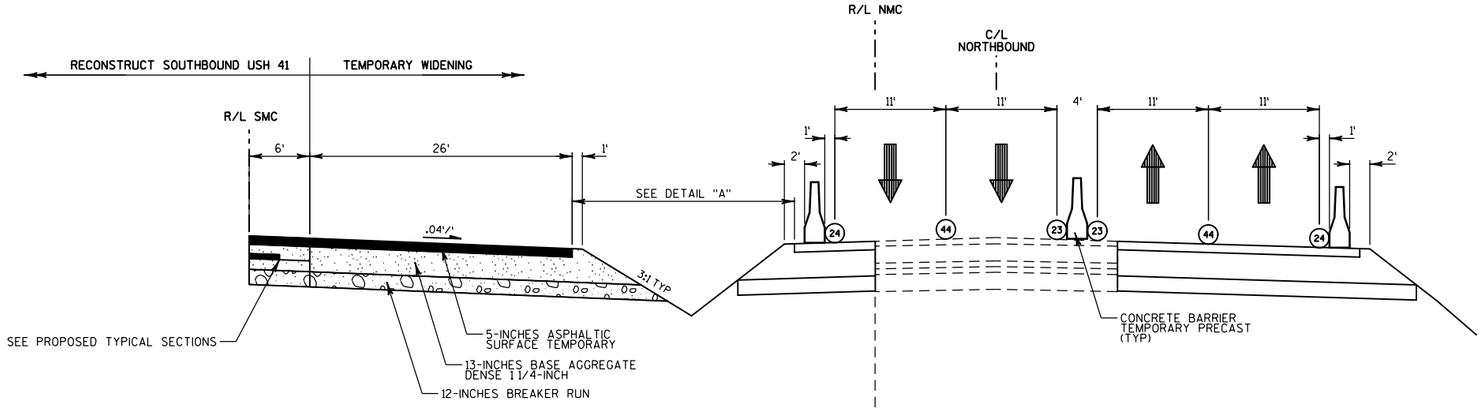
-CONSTRUCT SB TEMPORARY RAMP PAVEMENT (STAGE 2A)
-CONSTRUCT SB TEMPORARY WIDENING NORTH OF LINEVILLE (STAGE 2A)

TRAFFIC

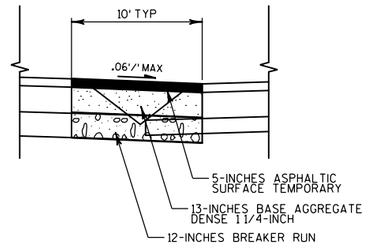
-USH 41 NB: BI-DIRECTIONAL, TWO LANES NB & SB
-USH 41 SB: CLOSED
-LINEVILLE RAMPS: REMAIN OPEN, INTERMITTENT NIGHT CLOSURES FOR TEMPORARY RAMP PAVING
-LAKEVIEW DRIVE: OPEN
-FRONTAGE ROADS: OPEN

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING OVERVIEW- STAGE 2A & 2B	SHEET 529	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026200a_s2A.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:800



PROVIDE ASPHALTIC WEDGE BETWEEN NB & SB TEMPORARY WIDENING FOR FUTRE RAMP ACCESS IN STAGE 3



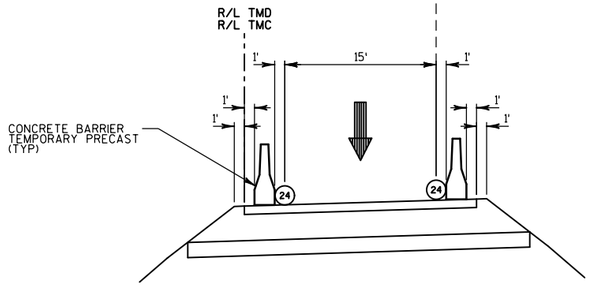
DETAIL "A"

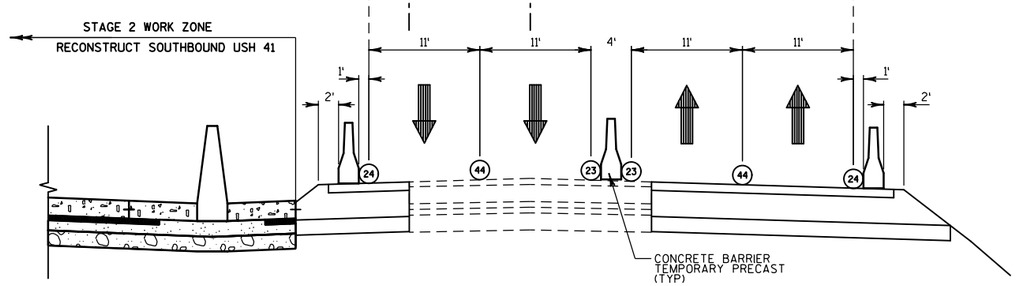
STA 1333+05.00 SMC TO STA 1338+93.00 SMC

TEMPORARY WIDENING SB
STA 1315+51.00 SMC TO STA 1345+00.00 SMC

TEMPORARY SB ON-RAMP (TMD)
STA 1298+84.50 SMC TO STA 1303+47.10 SMC

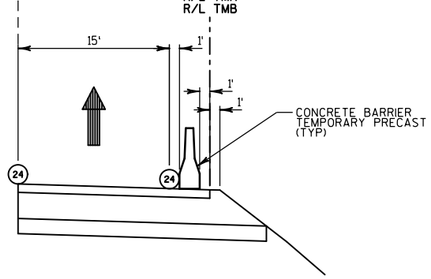
TEMPORARY SB OFF-RAMP (TMC)
STA 1321+00.00 SMC TO STA 1323+86.90 SMC



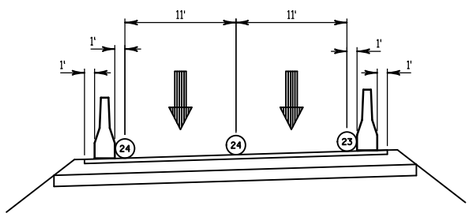


TEMPORARY NB OFF-RAMP (TMA)
STA 1292+35.10 NMC TO STA 1300+49.70 NMC

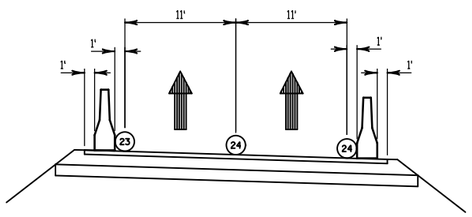
TEMPORARY NB ON-RAMP (TMB)
STA 1323+00.00 NMC TO STA 1335+00.00 NMC



BI-DIRECTIONAL TRAFFIC ON NB
STA 1247+80.40 TO STA 1346+78.50



SOUTH CROSSOVER
STA 1234+43.70 SMC TO STA 1248+12.50 NMC



NORTH CROSSOVER
STA 1350+13.20 NMC TO STA 1360+78.50 SMC

TYPICAL SECTIONS- TRAFFIC CONTROL
STAGE 2A/2B

(23) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)

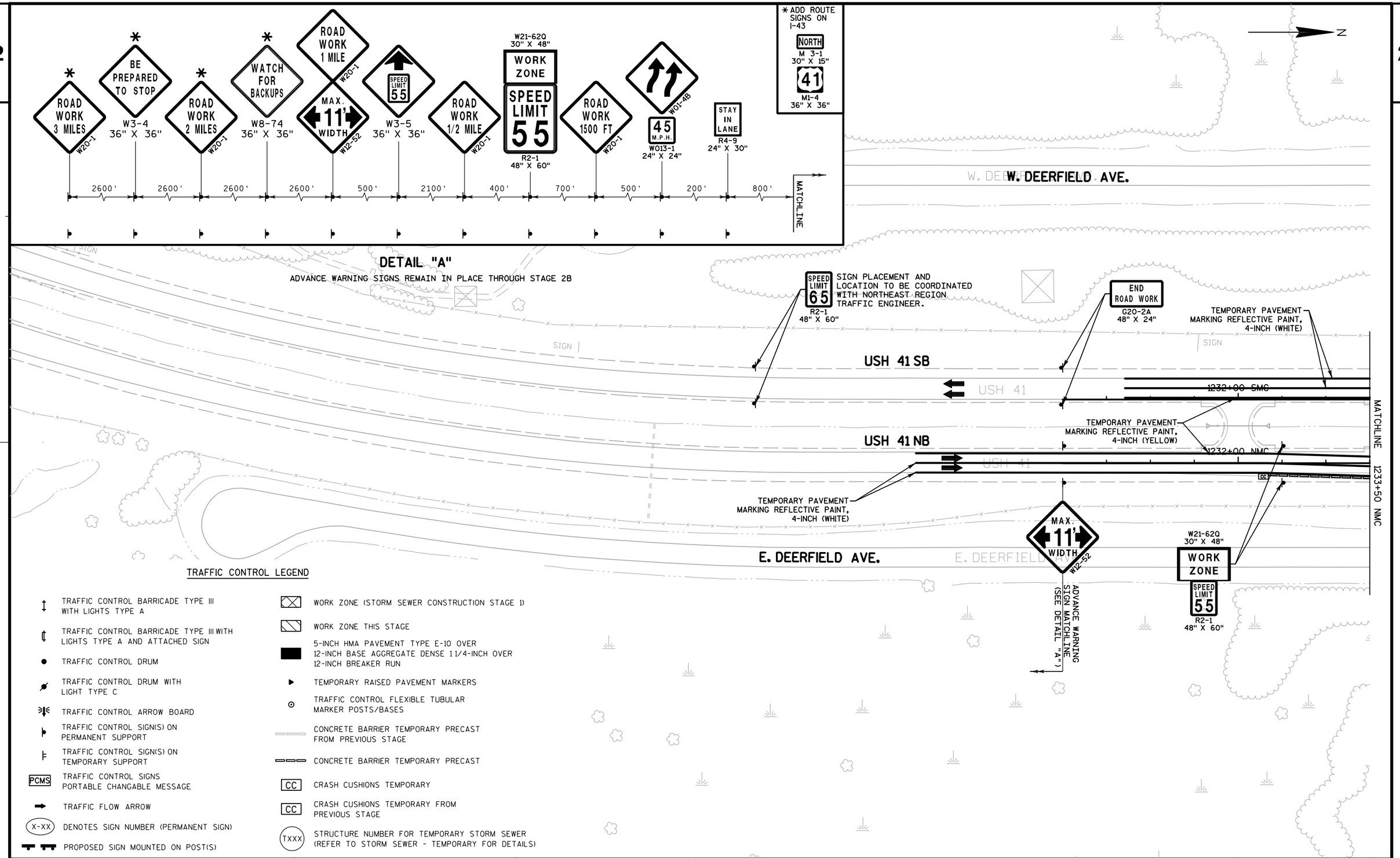
(24) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)

(44) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	STAGE 2 TYPICAL SECTIONS (SOUTHBOUND CONSTRUCTION)	SHEET 530	E

DETAIL "A"

ADVANCE WARNING SIGNS REMAIN IN PLACE THROUGH STAGE 2B



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 531	E

2

N

W. DEERFIELD AVE.

CONSTRUCT TEMPORARY PAVEMENT BETWEEN CROSSOVER & SB TRANSITION PAVEMENT

REMOVE 18" RCCP STORM SEWER

USH 41 SB

USH 41 NB

E. DEERFIELD AVE.

STA. 1234+71

STA. 1238+80

R 4056'

R 4000'

SIGN

1234+00 SMC

1236+00 SMC

1238+00 SMC

1240+00 SMC

1242+00 SMC

1244+00 SMC

1246+00 SMC

1248+00 SMC

1233+50 NMC

1234+00 NMC

1236+00 NMC

1238+00 NMC

1240+00 NMC

1242+00 NMC

1244+00 NMC

1246+00 NMC

1248+00 NMC

1248+75 NMC

MATCHLINE

MATCHLINE

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (DASHED WHITE) (12.5 FT. LINE, 37.5 FT. SKIP)

FINES DOUBLE IN WORK ZONES

W21-61
36" X 36"

11'

4'

GUY

RUINS

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
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- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 532	E

2

N

W. DEERFIELD AVE.

LAKEVIEW DR.

W. DEERFIELD AVE.

ABANDON EXISTING 30" RCCP

USH 41 SB

USH 41

1250+00 SMC | 1252+00 SMC | 1254+00 SMC | 1256+00 SMC | 1258+00 SMC | 1260+00 SMC | 1262+00 SMC | 1264+0

1248+75 NMC

1250+00 NMC | 1252+00 NMC | 1254+00 NMC | 1256+00 NMC | 1258+00 NMC | 1260+00 NMC | USH 41 NB | 1262+00 NMC | 1264+0

MATCHLINE

MATCHLINE

1264+00 NMC

W01-4B
45 M.P.H.
W013-1
24" X 24"

W21-62Q
30" X 48"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (DASHED WHITE)
(12.5 FT. LINE, 37.5 FT. SKIP)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

CTH EB

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

E. DEERFIELD AVE.

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
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- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 533	E

2

N

W. DEERFIELD AVE.

T95 STA 1267+01 SMC, 43.9' RT
MEDIAN - 1 - MS

STA. 1274+52

0 SMC | 1266+00 SMC | 1268+00 SMC | 1270+00 SMC | 1272+00 SMC | 1274+00 SMC | 1276+00 SMC | USH 41 SB | 1278+00 SMC

MATCHLINE 1264+00 NMC

0 NMC | 1266+00 NMC | 1268+00 NMC | 1270+00 NMC | 1272+00 NMC | 1274+00 NMC | 1276+00 NMC | 1278+00 NMC

MATCHLINE 1278+25 NMC

11' | 4' | 11' | 4' | 11'

USH 41 NB

STA. 1267+31 | STA. 1271+31 | STA. 1274+52

E. DEERFIELD AVE.

STAY IN LANE
R4-9
24" X 30"

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (DASHED WHITE)
(12.5 FT. LINE, 37.5 FT. SKIP)

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 534	E

2

N

NOTE 1: INLETS ADJACENT TO TEMPORARY RAMP SHALL BE INSTALLED USING A SB ENTRNACE RAMP CLOSURE IN ACCORDANCE WITH SPECIAL PROVISION ARTICLE 7 "TRAFFIC AND RESTRICTIONS TO WORK"

W21-62Q
30" X 48"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

REMOVE INLET & STORM SEWER

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

W. DEERFIELD AVE.

TEMPORARY PAVEMENT MARKING
REFLECTIVE PAINT,
4-INCH (DASHED WHITE)
(12.5 FT. LINE, 37.5 FT. SKIP)

R/L TMD

SEE NOTE 1

USH 41 SB

1280+00 SMC | 1282+00 SMC | 1284+00 SMC | 1286+00 SMC | 1288+00 SMC | 1290+00 SMC | 1292+00 SMC | 1294+00 SMC

1278+25 NMC

1280+00 NMC | 1282+00 NMC | 1284+00 NMC | 1286+00 NMC | 1288+00 NMC | 1290+00 NMC | 1292+00 NMC | 1294+00 NMC

1286+00TMD | 1288+00TMD | 1290+00TMD | 1292+00TMD | 1294+00TMD

MATCHLINE

11' | 4' | 11' | 4'

USH 41 NB

MATCHLINE 1294+50 NMC

SIGN

E. DEERFIELD AVE.

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

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

TEMPORARY PAVEMENT MARKING, 8-INCH (WHITE)
(3 FT. LINE, 12 FT. SKIP)

STA. 1292+35

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

SIGN

U/C

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 535	E

2

REMOVE INLET & STORM SEWER

W04-1

CONSTRUCT TEMPORARY PAVEMENT OVER EXISTING RAMP

W. DEERFIELD AVE.

PAVEMENT MARKING PAINT, 8-INCH (WHITE)

SPORTSMAN CLUB RD.

W01-4B

45 M.P.H.

W013-1
24" X 24"

ROAD WORK AHEAD

W20-1

LINEVILLE RD. SB ENTRANCE RAMP

N

1296+00TMD

1298+00TMD

1300+00TMD

1302+00TMD

1296+00 SMC

1298+00 SMC

1300+00 SMC

1302+00 SMC

1304+00 SMC

1306+00 SMC

1308+00 SMC

1294+50 NMC

1296+00 NMC

1298+00 NMC

1300+00 NMC

1302+00 NMC

1304+00 NMC

1306+00 NMC

1308+00 NMC

1309+50 NMC

MATCHLINE

MATCHLINE

USH 41 SB

USH 41 NB

T96 STA 1301+00 SMC, 40.6' RT
MEDIAN - 1 - MS

T97 STA 1305+50 SMC, 41.3' RT
MEDIAN - 1 - MS

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (DASHED WHITE) (12.5 FT. LINE, 37.5 FT. SKIP)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

W21-62Q
30" X 48"

WORK ZONE

SPEED LIMIT 55

R2-1
48" X 60"

PAVEMENT MARKING PAINT, 8-INCH (WHITE)

E. DEERFIELD AVE.

EXIT

E5-1
60" X 48"

I SIGN

LINEVILLE RD. NB EXIT RAMP

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- CC CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 536	E

NOTE 2: TEMPORARY RAMP PAVEMENT SHALL BE INSTALLED USING A NB EXIT RAMP CLOSURE IN ACCORDANCE WITH SPECIAL PROVISION ARTICLE 7 "TRAFFIC AND RESTRICTIONS TO WORK"

W. DEERFIELD AVE.

LINEVILLE RD.

CTH "M"

LINEVILLE RD. SB EXIT RAMP

1318+00 TMC

R/L TMC

1320+00 TMC

1322+00 TMC

1324+00 TMC

TEMPORARY PAVING OVER EXISTING RAMP (SEE NOTE 2)

15'

SEE PROJECT I.D. 1133-10-72

T98 STA 1313+00 SMC, 41.5' RT MEDIAN - 1 - MS

T99 STA 1317+00 SMC, 38.5' RT MEDIAN - 1 - MS

REMOVE EXISTING MEDIAN INLET

STA 1321+34 SMC, 36.6' RT MEDIAN - 1 - MS T100

USH 41 SB

1310+00 SMC

1312+00 SMC

1314+00 SMC

1316+00 SMC

1318+00 SMC

1322+00 SMC

1324+00 SMC

1309+50 NMC

1310+00 NMC

1312+00 NMC

1314+00 NMC

1316+00 NMC

1318+00 NMC

1320+00 NMC

1322+00 NMC

1324+00 NMC

1324+50 NMC

MATCHLINE

MATCHLINE

USH 41

USH 41 NB

CTH M

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (DASHED WHITE) (12.5 FT. LINE, 37.5 FT. SKIP)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

STAY IN LANE R4-9 24" X 30"

PAVEMENT MARKING PAINT, 8-INCH (WHITE)

W04-1

E. DEERFIELD AVE.

LINEVILLE RD. NB ENTRANCE RAMP

ROAD WORK AHEAD W20-1

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- CC CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 537	E

2

N

EXIT
E5-1
60" X 48"

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

PAVEMENT MARKING
PAINT, 8-INCH (WHITE)

R/L TMC

W. DEERFIELD AVE.

REMOVE EXISTING SIGN & SUPPORTS

R 1000'

STA. 1333+05 SMC

ASPHALTIC WEDGE BETWEEN NB & SB TEMPORARY WIDENING
FOR STAGE 3 TEMPORARY SB OFF-RAMP
(SEE STAGE 2 TYPICAL SECTIONS)

REMOVE MEDIAN INLET INSTALLED
IN STAGE 1 & SEAL PIPE

STA. 1338+93 SMC

1326+00 SMC | 1328+00 SMC | 1330+00 SMC | 1332+00 SMC | 1334+00 SMC | 1336+00 SMC | 1338+00 SMC

USH 41 SB

1324+50 NMC

1326+00 TMC | 1328+00 TMC | 1330+00 TMC

1326+00 NMC | 1328+00 NMC | 1330+00 NMC | 1332+00 NMC | 1334+00 NMC | 1336+00 NMC | 1338+00 NMC

MATCHLINE

MATCHLINE

1339+75 NMC

PAVEMENT MARKING PAINT,
8-INCH (WHITE)

USH 41 NB

STA. 1335+00

STA. 1338+60

W21-62Q
30" X 48"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

E. DEERFIELD AVE.

TEMPORARY PAVEMENT
MARKING REFLECTIVE
PAINT, 4-INCH (WHITE)

TEMPORARY PAVEMENT
MARKING REFLECTIVE
PAINT, 4-INCH
(YELLOW)

TEMPORARY PAVEMENT MARKING
REFLECTIVE PAINT, 4-INCH (DASHED
WHITE) (12.5 FT. LINE, 37.5 FT. SKIP)

W04-1

FINES
DOUBLE
IN WORK
ZONES
W21-61
36" X 36"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 538	E

2

N

W21-62Q
30" X 48"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

REMOVE EXISTING MEDIAN INLET

T101 STA 1344+05 SMC, 38.6' RT
MEDIAN - 2 - MS

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

W. DEERFIELD AVE.

SIGN

1340+00 SMC — 1342+00 SMC — 1344+00 SMC — 1346+00 SMC — 1348+00 SMC — 1350+00 SMC — 1352+00 SMC — 1354+00 SMC

USH 41 SB

USH 41 NB

1340+00 NMC — 1342+00 NMC — 1344+00 NMC — 1346+00 NMC — 1348+00 NMC — 1350+00 NMC — 1352+00 NMC — 1354+00 NMC

1339+75 NMC

MATCHLINE

MATCHLINE

1354+75 NMC

11'

11'

4'

4'

4'

STA. 1347+00

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (DASHED WHITE) (12.5 FT. LINE, 37.5 FT. SKIP)

W21-62Q
30" X 48"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

W01-4B
45 M.P.H.
W013-1
24" X 24"

E. DEERFIELD AVE.

OH

W

WE

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
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- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
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- WORK ZONE THIS STAGE
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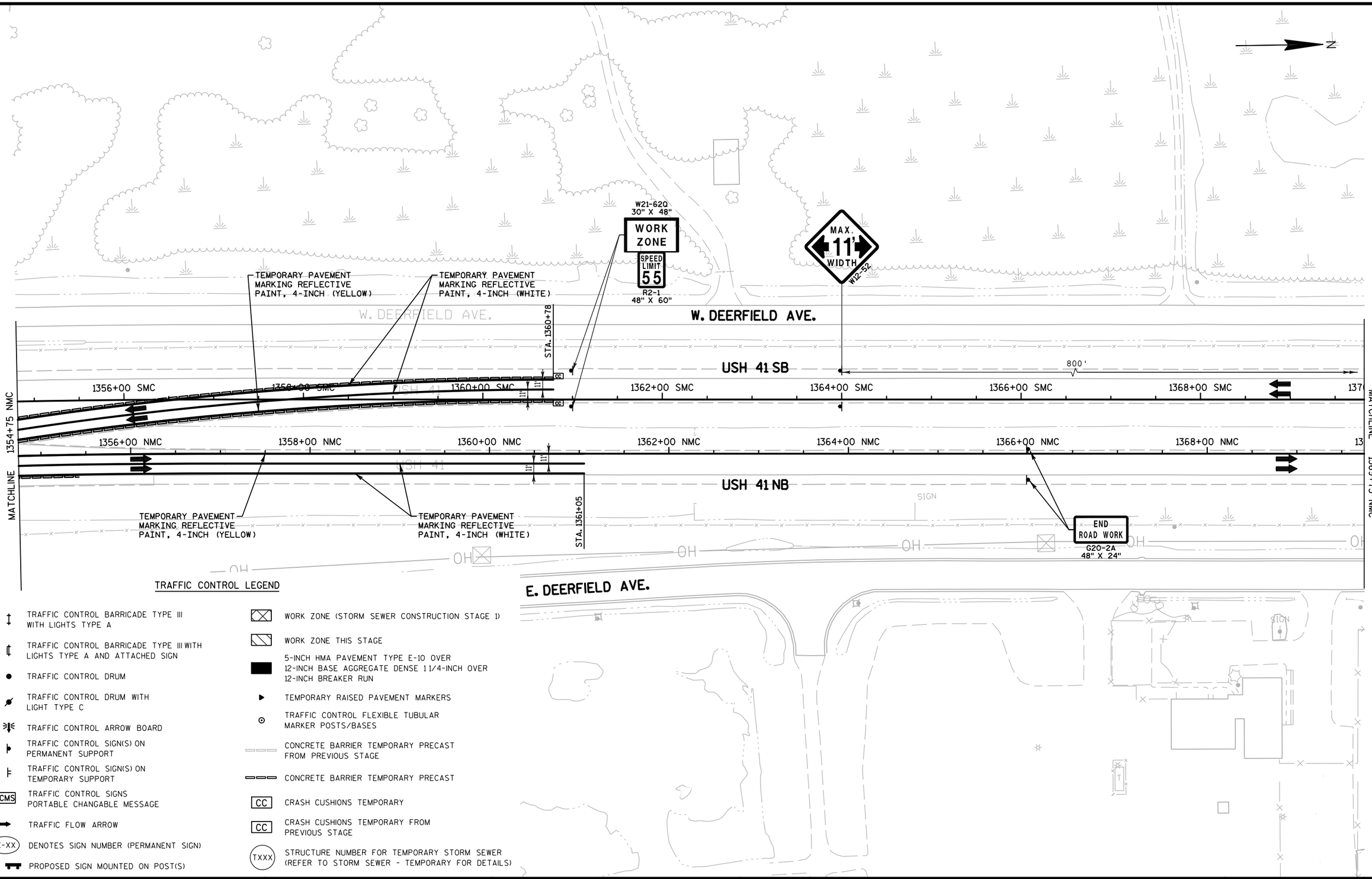
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET 539	E

2



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
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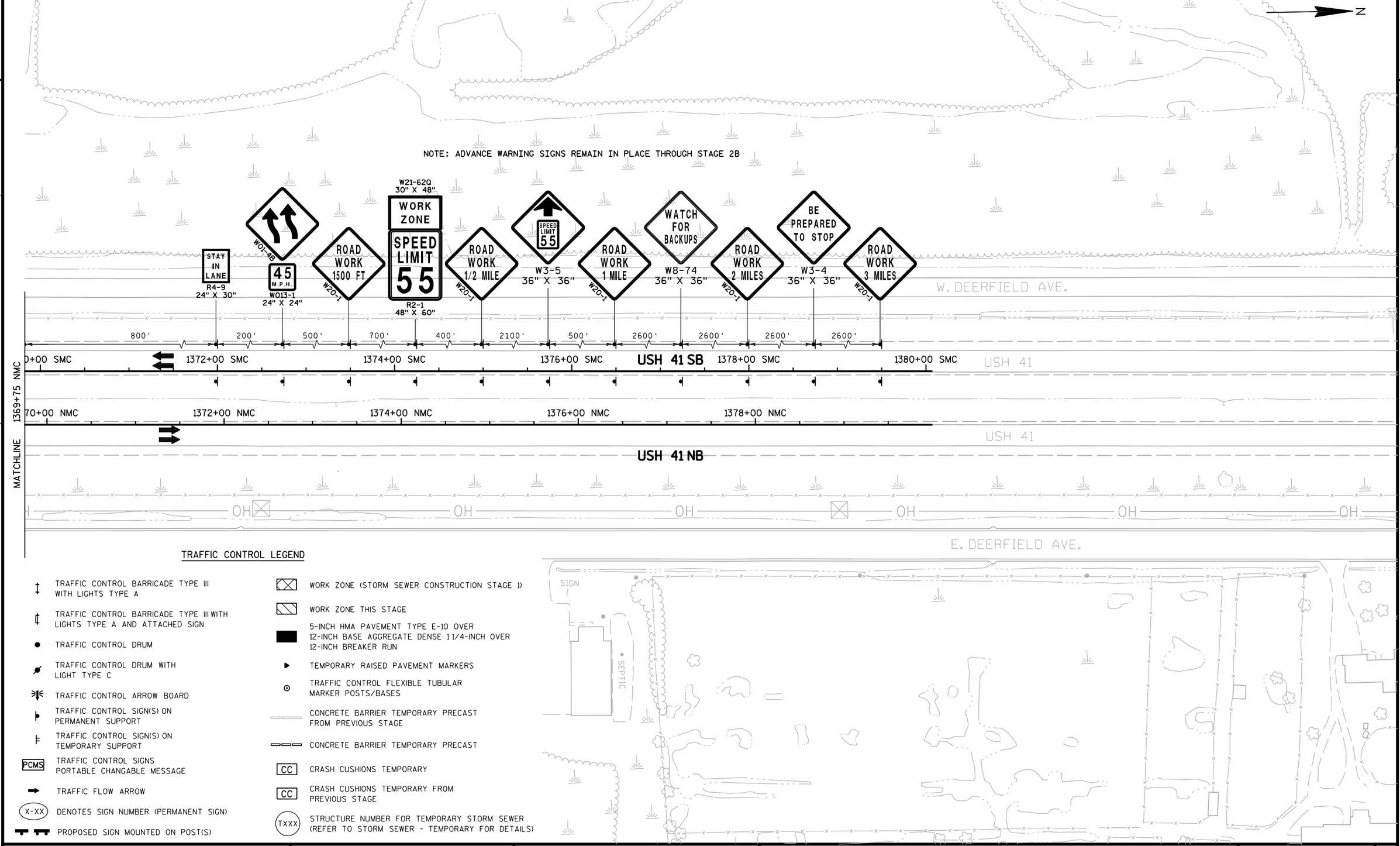
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026210_s2A.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

NOTE: ADVANCE WARNING SIGNS REMAIN IN PLACE THROUGH STAGE 2B



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
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- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
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- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2A	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026211_s2A.dgn
PLOT DATE : 3/5/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

2

2

N

W. DEERFIELD AVE.

W. DEERFIELD AVE.

SIGN

SEPTIC

SIGN

GUY

GUY

GUY

GUY

PAVEMENT MARKING PAINT, 8-INCH (WHITE)

R 1338'

WO4-1

1280+00 SMC USH 41 SB 1282+00 SMC USH 41 1284+00 SMC 1286+00 SMC 1288+00 SMC 1290+00 SMC 1292+00 SMC 1294+00 SMC

772'

CC

1280+00 NMC 1282+00 NMC 1284+00 NMC 1286+00 NMC 1288+00 NMC 1290+00 NMC 1292+00 NMC 1294+00 NMC

MATCHLINE 1294+50 NMC

USH 41 NB

SIGN

SIGN

STA. 1281+15

STA. 1288+87

STA. 1290+36

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

E. DEERFIELD AVE.

E. DEERFIELD AVE.

SIGN

SIGN

U/C

U/C

U/C

W

T

T

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
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- WORK ZONE THIS STAGE
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- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
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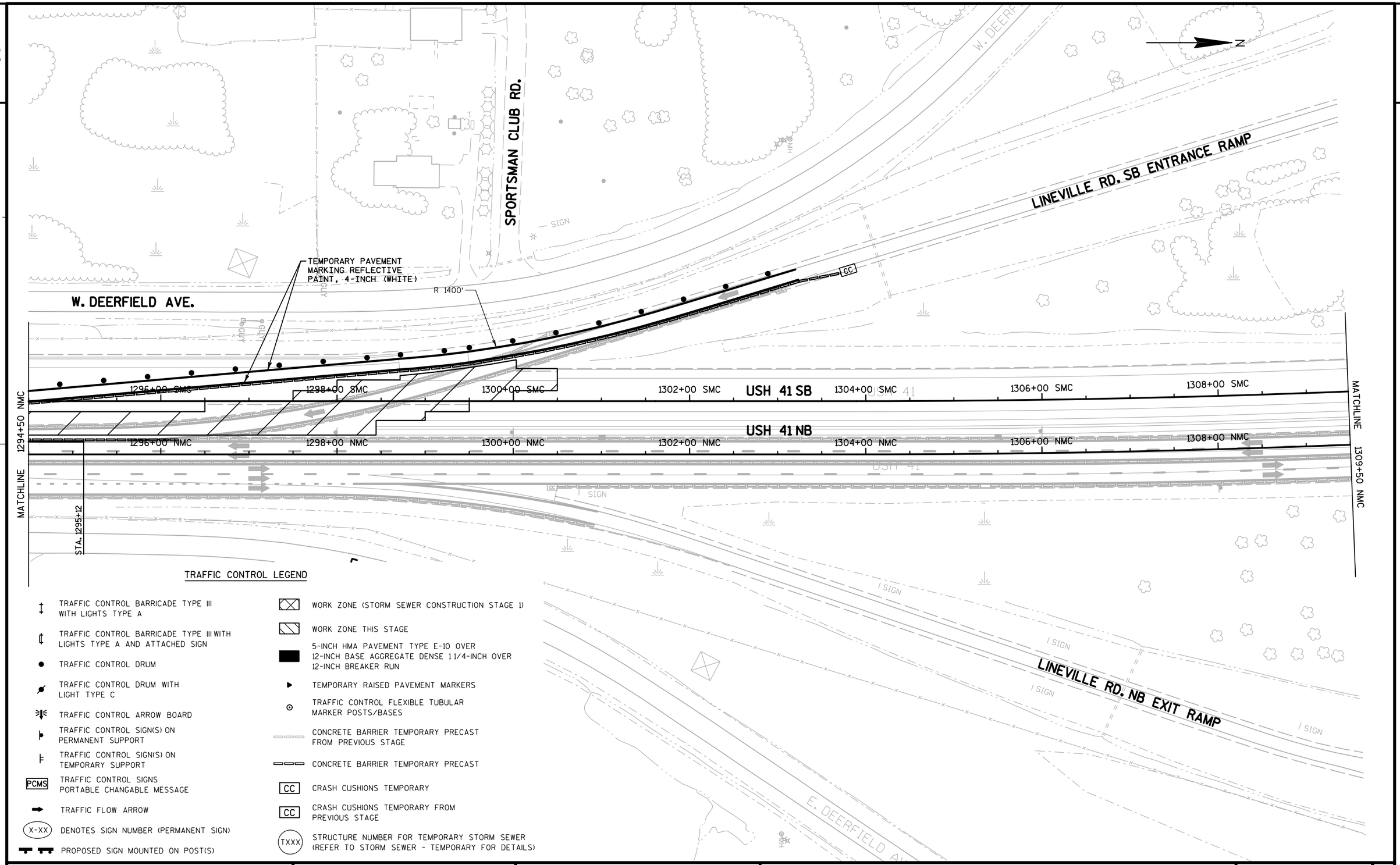
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2B	SHEET 542	E

2



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
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- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2B	SHEET 543	E

2

N

W. DEERFIELD AVE.

LINEVILLE RD. SB EXIT RAMP

LINEVILLE RD.

CTH "M"

MH

SIGN

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

12"

USH 41 SB

1310+00 SMC

1312+00 SMC

1314+00 SMC

1316+00 SMC

1318+00 SMC

1322+00 SMC

1324+00 SMC

1309+50 NMC

MATCHLINE

1310+00 NMC

1312+00 NMC

1314+00 NMC

1316+00 NMC

1318+00 NMC

1320+00 NMC

1322+00 NMC

1324+00 NMC

USH 41

USH 41 NB

CTH M

INL

1324+50 NMC

LINEVILLE RD. NB ENTRANCE RAMP

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
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- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
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- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
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- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2B	SHEET 544	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026307_s2B.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

2

2

N

EXIT

E5-1
60" X 48"

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

W. DEERFIELD AVE.

W. DEERFIELD AVE.

SIGN

USH 41 SB

1326+00 SMC 1328+00 SMC 1330+00 SMC 1332+00 SMC 1334+00 SMC 1336+00 SMC 1338+00 SMC 1340+00

R 1000'

R 1000'

200'

200'

12'

CC

1324+50 NMC

1326+00 NMC 1328+00 NMC 1330+00 NMC 1332+00 NMC 1334+00 NMC 1336+00 NMC 1338+00 NMC 1340+00

MATCHLINE

USH 41 NB

STA. 1326+31

STA. 1331+08

STA. 1332+78

STA. 1334+93

PAVEMENT MARKING PAINT, 8-INCH (WHITE)

E. DEERFIELD AVE.

E. DEERFIELD AVE.

GUY

GUY

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 2B	SHEET 545	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026308_s2B.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

N

LAKEVIEW DRIVE (CTH EB)

LINEVILLE ROAD (CTH M)

BEGIN PROJECT 1133-10-81
STA 1249+00.00 NMC

END PROJECT 1133-10-81
STA 1343+50.00 NMC

USH 41

W. DEERFIELD AVE.

E. DEERFIELD AVE.

CONSTRUCT NB LANES
(STAGE 3A)

CONSTRUCT NB LANES IN
RAMP CROSSOVER AREA
(STAGE 3B)

CONSTRUCT NB LANES
(STAGE 3A)

CONSTRUCT NB LANES IN
RAMP CROSSOVER AREA
(STAGE 3B)

WORK ZONE

STAGE 3

CONSTRUCTION

-CONSTRUCT USH 41 NB:

USH 41 NB OUTSIDE RAMP CROSSOVER AREAS (STAGE 3A)

USH 41 NB RAMP CROSSOVER AREAS (STAGE 3B)

TRAFFIC

-USH 41 NB: CLOSED

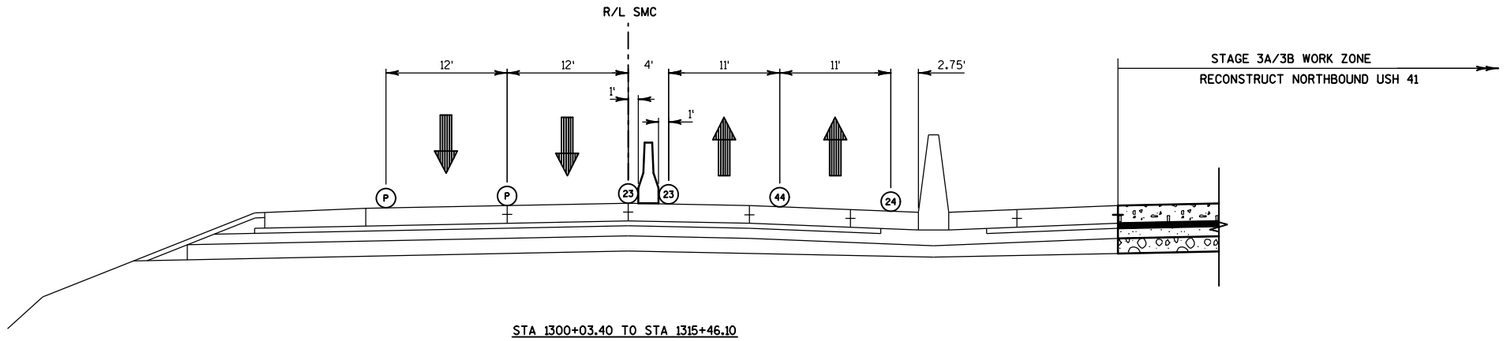
-USH 41 SB: BI-DIRECTIONAL, TWO LANES NB & SB

-LINEVILLE RAMPS: CLOSED
-LAKEVIEW DRIVE: OPEN
-FRONTAGE ROADS: OPEN

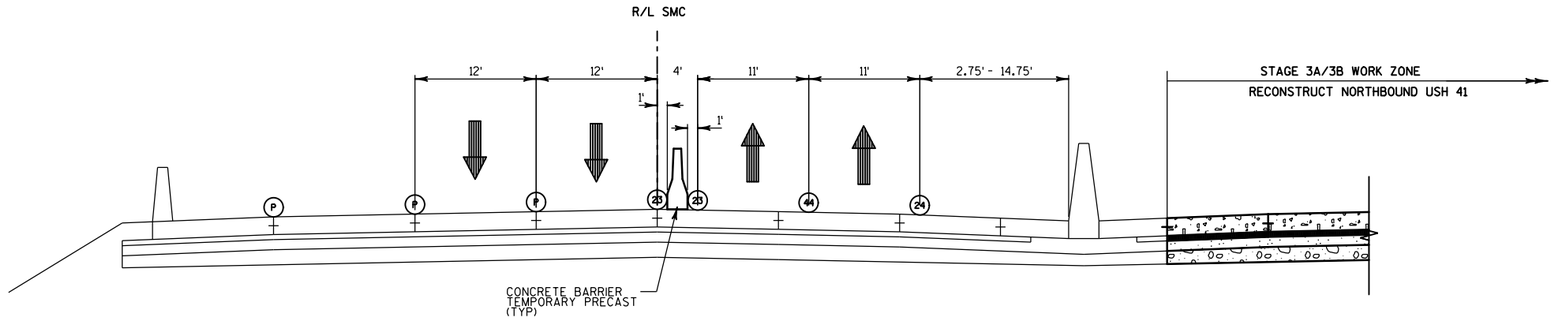
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING OVERVIEW- STAGE 3	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026400a_s3A.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:800

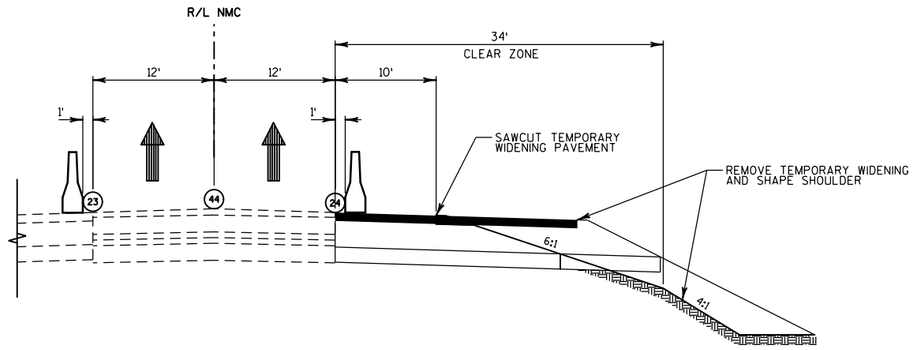
WISDOT/CADDS SHEET 42



STA 1300+03.40 TO STA 1315+46.10



STA 1243+88.60 TO STA 1300+03.40



STA 1234+31.50 TO STA 1243+00.00

TYPICAL SECTIONS- TRAFFIC CONTROL
STAGE 3A/3B

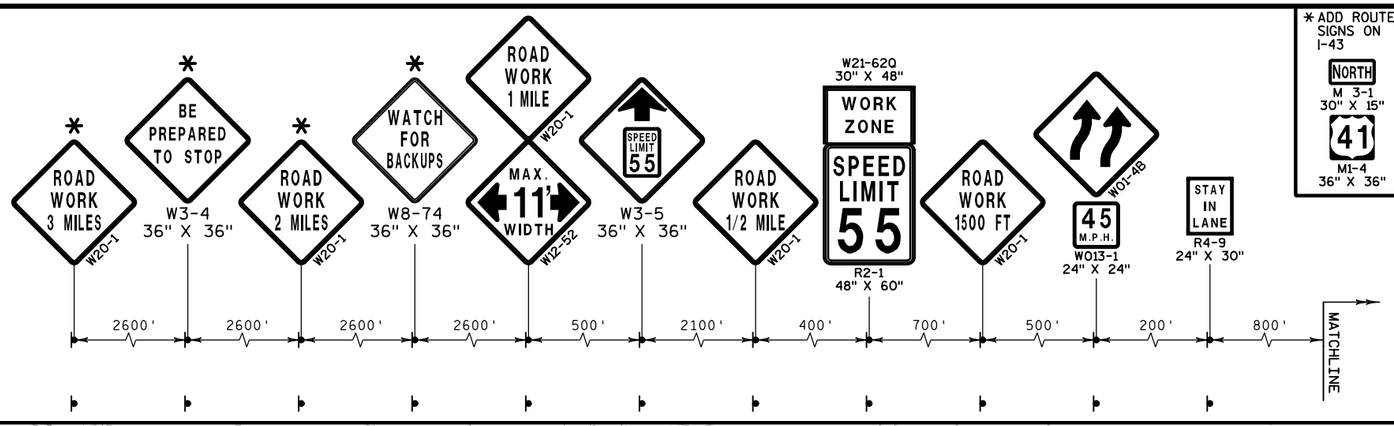
(23) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)

(24) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)

(44) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)

(P) PERMANENT PAVEMENT MARKING, (SEE PAVMENT MARKING PLANS)

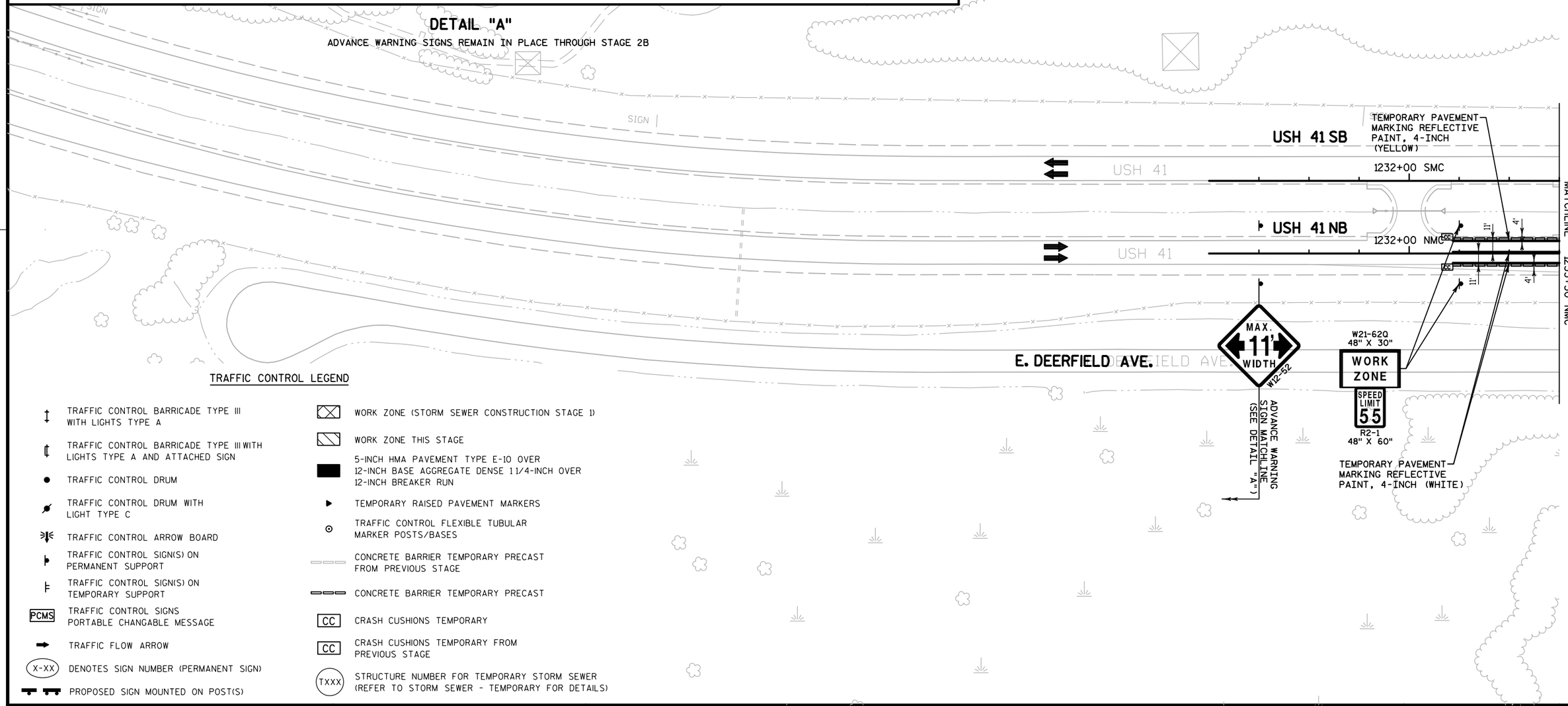
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	STAGE 3 TYPICAL SECTIONS (NORTHBOUND CONSTRUCTION)	SHEET 547	E



* ADD ROUTE SIGNS ON I-43

DETAIL "A"

ADVANCE WARNING SIGNS REMAIN IN PLACE THROUGH STAGE 2B



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- (X-XX) — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- (TXXX) — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 548	E

2

N

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

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

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

W. DEERFIELD AVE.

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (DASHED WHITE) (12.5 FT. LINE, 37.5 FT. SKIP)

STA.1243+89

1234+00 SMC | 1236+00 SMC | 1238+00 SMC | USH 41 SB | 1240+00 SMC | 1242+00 SMC | 1244+00 SMC | 1246+00 SMC | 1248+00 SMC

1233+50 NMC | 1234+00 NMC | 1236+00 NMC | 1238+00 NMC | 1240+00 NMC | 1242+00 NMC | 1244+00 NMC | 1246+00 NMC | 1248+00 NMC | 1248+75 NMC

MATCHLINE

R 4000'

USH 41 NB

STA.1234+44

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

REMOVE TEMPORARY WIDENING AND SHAPE SHOULDER

E. DEERFIELD AVE.

SIGN | INL | GUY | T | RUINS

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026402_s3A.dgn | PLOT DATE : 3/5/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:100

2

N

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

W. DEERFIELD AVE.

LAKEVIEW DR.

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (DASHED WHITE) (12.5 FT. LINE, 37.5 FT. SKIP)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

USH 41 SB

USH 41

1250+00 SMC
1252+00 SMC
1254+00 SMC
1256+00 SMC
1258+00 SMC
1260+00 SMC
1262+00 SMC
1264+00 SMC

4'
12'
12'

MATCHLINE 1248+75 NMC

1250+00 NMC
1252+00 NMC
1254+00 NMC
1256+00 NMC
1258+00 NMC
1260+00 NMC
1262+00 NMC
1264+00 NMC

MATCHLINE 1264+00 NMC

15:1

USH 41 NB

END TEMPORARY BARRIER IN FRONT OF S56 MEDIAN BARRIER

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

ABANDON EXISTING 30" RCCP

CTH EB

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

E. DEERFIELD AVE.

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 550	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026403_s3A.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

2

N

W21-62Q
48" X 30"
WORK ZONE

SPEED LIMIT 55
R2-1
48" X 60"

W. DEERFIELD AVE.

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

REMOVE TEMPORARY INLET

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (DASHED WHITE) (12.5 FT. LINE, 37.5 FT. SKIP)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

USH 41 SB

12' 12' 4'

0 SMC 1266+00 SMC 1268+00 SMC 1270+00 SMC 1272+00 SMC 1274+00 SMC 1276+00 SMC 1278+00 SMC

1264+00 NMC

0 NMC 1266+00 NMC 1268+00 NMC 1270+00 NMC 1272+00 NMC 1274+00 NMC 1276+00 NMC 1278+00 NMC

MATCHLINE 1278+25 NMC

MATCHLINE

USH 41 NB

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
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- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 551	E

2

N

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

FINES DOUBLE IN WORK ZONES
W21-61
36" X 36"

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (DASHED WHITE)
(12.5 FT. LINE, 37.5 FT. SKIP)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

PAVEMENT MARKING PAINT, 8-INCH (WHITE)
(3 FT. LINE, 9 FT. SKIP)

W. DEERFIELD AVE.

USH 41 SB

USH 41 NB

E. DEERFIELD AVE.

STA. 1285+66
STA. 1289+26
STA. 1293+25
STA. 1286+77
STA. 1288+77
STA. 1290+21
STA. 1290+77
STA. 1292+32

1280+00 SMC
1282+00 SMC
1284+00 SMC
1286+00 SMC
1288+00 SMC
1290+00 SMC
1292+00 SMC
1294+00 SMC

1278+25 NMC
1280+00 NMC
1282+00 NMC
1284+00 NMC
1286+00 NMC
1288+00 NMC
1290+00 NMC
1292+00 NMC
1294+00 NMC
1294+50 NMC

MATCHLINE
MATCHLINE

R 1400'

12'
4'
50'

SEPTIC
SIGN
U/C
GUY

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
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- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
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- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
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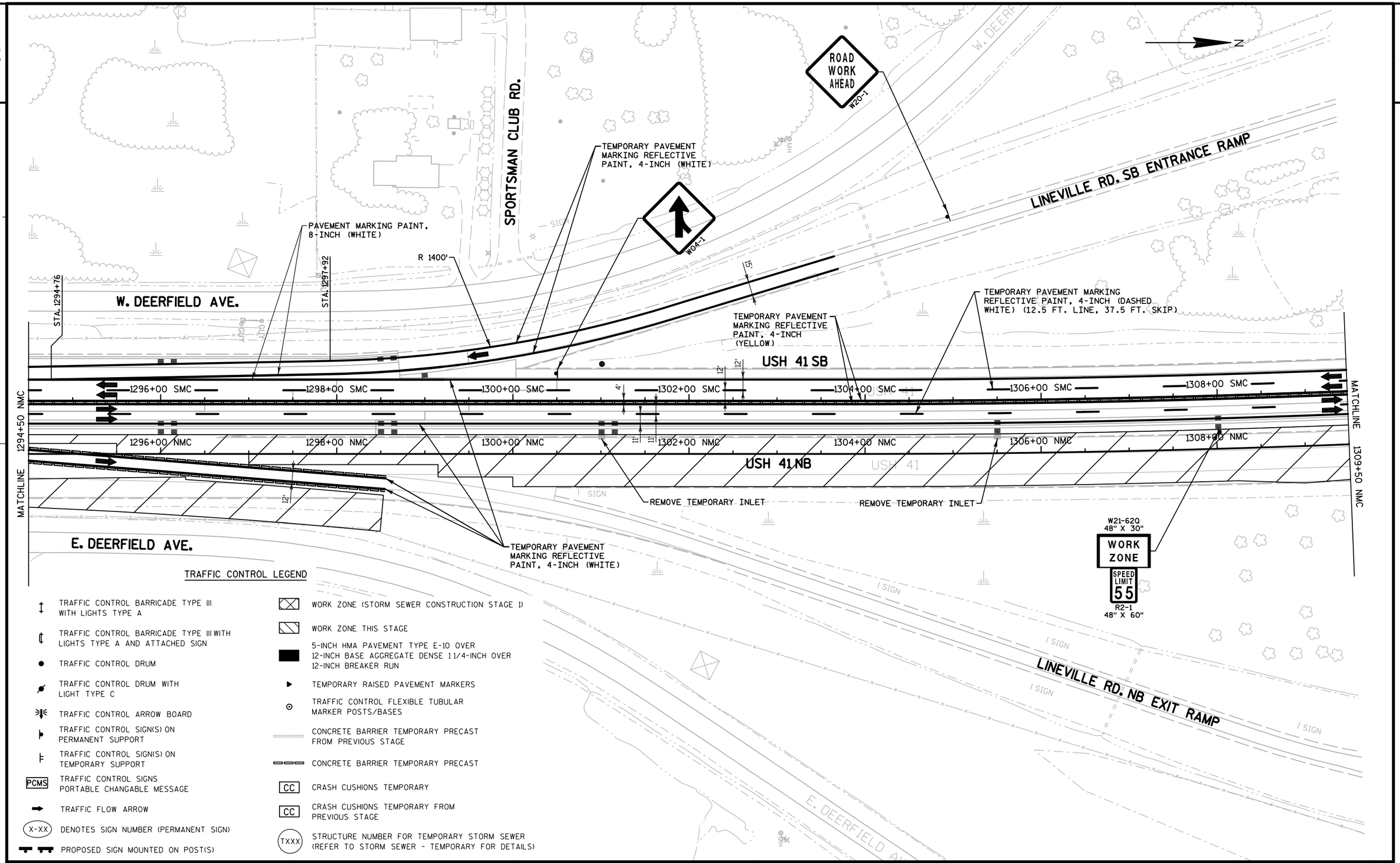
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 552	E

2



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
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- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 553	E

2

N

LINEVILLE RD.

CTH "M"

MH

SIGN

LINEVILLE RD. SB EXIT RAMP

W. DEERFIELD AVE.

EXIT
E5-1
60" X 48"

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

PAVEMENT MARKING PAINT, 8-INCH (WHITE)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

R 1420'

15'

REMOVE TEMPORARY INLET

USH 41 SB

1309+50 NMC

MATCHLINE

1310+00 SMC

1312+00 SMC

1314+00 SMC

1316+00 SMC

1318+00 SMC

1322+00 SMC

1324+50 SMC

12'

4'

15:1

11'

1310+00 NMC

1312+00 NMC

1314+00 NMC

1316+00 NMC

1318+00 NMC

1320+00 NMC

1322+00 NMC

1324+00 NMC

USH 41

USH 41 NB

CTH M

START TEMPORARY BARRIER BEHIND S56 MEDIAN BARRIER

REMOVE TEMPORARY INLET

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (DASHED WHITE) (12.5 FT. LINE, 37.5 FT. SKIP)

REMOVE TEMPORARY INLET

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

CC

15'

LINEVILLE RD. NB ENTRANCE RAMP

ROAD WORK AHEAD
W20-1

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
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- TRAFFIC FLOW ARROW
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- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
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- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 554	E

2

N

W04-1

PAVEMENT MARKING PAINT, 8-INCH (WHITE) (3 FT. LINE, 9 FT. SKIP)

W. DEERFIELD AVE.

STA.1324+93

STA.1325+68

R 1420'

342'

200'

STA.1331+10

TEMPORARY PAVEMENT MARKING PAINT, 4-INCH (DASHED WHITE) (12.5 FT. LINE, 37.5 FT. SKIP)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

W. DEERFIELD AVE.

USH 41 SB

12'

12'

50'

1326+00 SMC

1328+00 SMC

1330+00 SMC

1332+00 SMC

1334+00 SMC

1336+00 SMC

1338+00 SMC

MATCHLINE 1324+50 NMC

1326+00 NMC

1328+00 NMC

1330+00 NMC

1332+00 NMC

USH 41 NB

1334+00 NMC

1336+00 NMC

1338+00 NMC

MATCHLINE 1339+75 NMC

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

PAVEMENT MARKING PAINT, 8-INCH (WHITE)

R 1400'

STA.1327+80

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

E. DEERFIELD AVE.

W21-620
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

STA. 1335+44

W01-4B

45 M.P.H.
W013-1
24" X 24"

E. DEERFIELD AVE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- X-XX — DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- TXXX — STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 555	E

2

2

N

W21-62Q
48" X 30"
WORK ZONE

SPEED LIMIT 55
R2-1
48" X 60"

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

STA. 1343+07

12'
12'

W. DEERFIELD AVE.

SIGN

1340+00 SMC
1342+00 SMC
4"
1344+00 SMC
1346+00 SMC
USH 41 SB
1348+00 SMC
1350+00 SMC
1352+00 SMC
1354+00 SMC

MATCHLINE 1339+75 NMC

1340+00 NMC
1342+00 NMC
11'
11'
1344+00 NMC
1346+00 NMC
USH 41 NB
1348+00 NMC
1350+00 NMC
11'
11'
4'
1352+00 NMC
1354+00 NMC

MATCHLINE 1354+75 NMC

FINES DOUBLE IN WORK ZONES

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (DASHED WHITE) (12.5 FT. LINE, 37.5 FT. SKIP)

STA. 1342+07

REMOVE TEMPORARY WIDENING AND SHAPE SHOULDER

10'

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

OH

W

WE

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
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- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 556	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026409_s3A.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

2

N

W21-62Q
48" X 30"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

MAX. 12' WIDTH
W12-52

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

W. DEERFIELD AVE.

W. DEERFIELD AVE.

USH 41 SB

800'

STA. 1357+13

1356+00 SMC | 1358+00 SMC | USH 41 | 1360+00 SMC | 1362+00 SMC | 1364+00 SMC | 1366+00 SMC | 1368+00 SMC | 137

MATCHLINE 1354+75 NMC

1356+00 NMC | 1358+00 NMC | 1360+00 NMC | 1362+00 NMC | 1364+00 NMC | 1366+00 NMC | 1368+00 NMC | 13

MATCHLINE 1369+75 NMC

USH 41

USH 41 NB

11' 11'

STA. 1357+05

STA. 1361+05

SIGN

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)

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

E. DEERFIELD AVE.

SIGN

TRAFFIC CONTROL LEGEND

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- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
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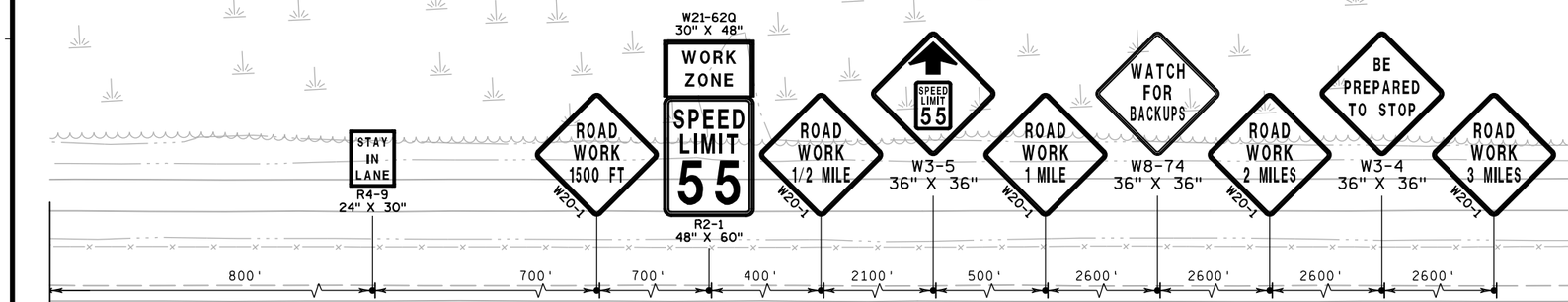
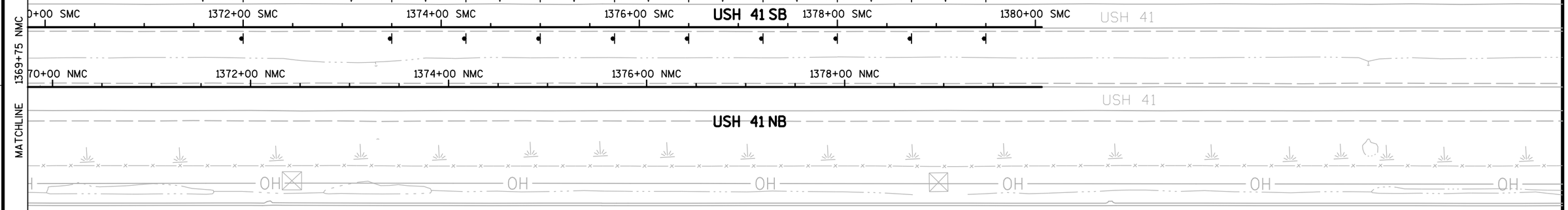
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 557	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026410_s3A.dgn | PLOT DATE : 3/5/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:100

NOTE: ADVANCE WARNING SIGNS REMAIN IN PLACE THROUGH STAGE 3B





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- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
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- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3A	SHEET 558	E

2

2

N

W. DEERFIELD AVE.

SIGN

SEPTIC

SIGN

GUY

GUY

GUY

TEMPORARY PAVEMENT MARKING
REFLECTIVE PAINT,
4-INCH (WHITE)

TRAFFIC CONTROL PREVIOUSLY
INSTALLED IN STAGE 3A

1280+00 SMC — USH 41 SB — 1282+00 SMC — USH 41 — 1284+00 SMC — 1286+00 SMC — 1288+00 SMC — 1290+00 SMC — 1292+00 SMC — 1294+00 SMC

1280+00 NMC — 1282+00 NMC — 1284+00 NMC — 1286+00 NMC — 1288+00 NMC — 1290+00 NMC — 1292+00 NMC — 1294+00 NMC

USH 41 NB — USH 41

MATCHLINE 1294+50 NMC

STA. 1286+77

STA. 1290+77

E. DEERFIELD AVE.

SIGN

SIGN

U/C

U/C

U/C

T

W

T

TRAFFIC CONTROL LEGEND

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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3B	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026505_s3B.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

SPORTSMAN CLUB RD.

W. DEERFIELD AVE.

LINEVILLE RD. SB ENTRANCE RAMP

N

1296+00 SMC | 1298+00 SMC | 1300+00 SMC | 1302+00 SMC | USH 41 SB | 1304+00 SMC | 1306+00 SMC | 1308+00 SMC

MATCHLINE 1294+50 NMC

USH 41 NB

1296+00 NMC | 1298+00 NMC | 1300+00 NMC | 1302+00 NMC | 1304+00 NMC | 1306+00 NMC | 1308+00 NMC

MATCHLINE 1309+50 NMC

E. DEERFIELD AVE.

COVER TYPE II SIGN
PAID UNDER 1133-10-72

EXIT 173

LINEVILLE RD. NB EXIT RAMP

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
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- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3B	SHEET 560	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026506_s3B.dgn | PLOT DATE : 3/5/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:100

2

2

N

LINEVILLE RD.

CTH "M"

LINEVILLE RD. SB EXIT RAMP

W. DEERFIELD AVE.

COVER TYPE II SIGN
PAID UNDER 1133-10-72

EXIT
173

SIGN

USH 41 SB

1310+00 SMC
1312+00 SMC
1314+00 SMC
1316+00 SMC
1318+00 SMC
1322+00 SMC
1324+00 SMC

1309+50 NMC
1310+00 NMC
1312+00 NMC
1314+00 NMC
1316+00 NMC
1318+00 NMC
1320+00 NMC
1322+00 NMC
1324+00 NMC

MATCHLINE 1309+50 NMC

MATCHLINE 1324+50 NMC

USH 41

USH 41 NB

CTH M

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
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- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
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LINEVILLE RD. NB ENTRANCE RAMP

E. DEERFIELD AVE.

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3B	SHEET 561	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026507_s3B.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

N

EXIT 173

M

Lineville Rd

CLOSED

ATTACH "CLOSED" FIXED MESSAGE SIGN TO BOTTOM OF SIGN PAID UNDER 1133-10-72

BLANK FIXED MESSAGE SIGN TO COVER ARROW (SIGN SHOULD BE 30" X 30") PAID UNDER 1133-10-72

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (WHITE)

TRAFFIC CONTROL PREVIOUSLY INSTALLED IN STAGE 3A

W. DEERFIELD AVE.

W. DEERFIELD AVE.

SIGN

USH 41 SB

1326+00 SMC | 1328+00 SMC | 1330+00 SMC | 1332+00 SMC | 1334+00 SMC | 1336+00 SMC | 1338+00 SMC | 1340+00

1324+50 NMC

MATCHLINE

1326+00 NMC | 1328+00 NMC | 1330+00 NMC | 1332+00 NMC | 1334+00 NMC | 1336+00 NMC | 1338+00 NMC | 1340+00

USH 41 NB

USH 41

STA. 1327+80

STA. 1335+44

E. DEERFIELD AVE.

E. DEERFIELD AVE.

GUY

GUY

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
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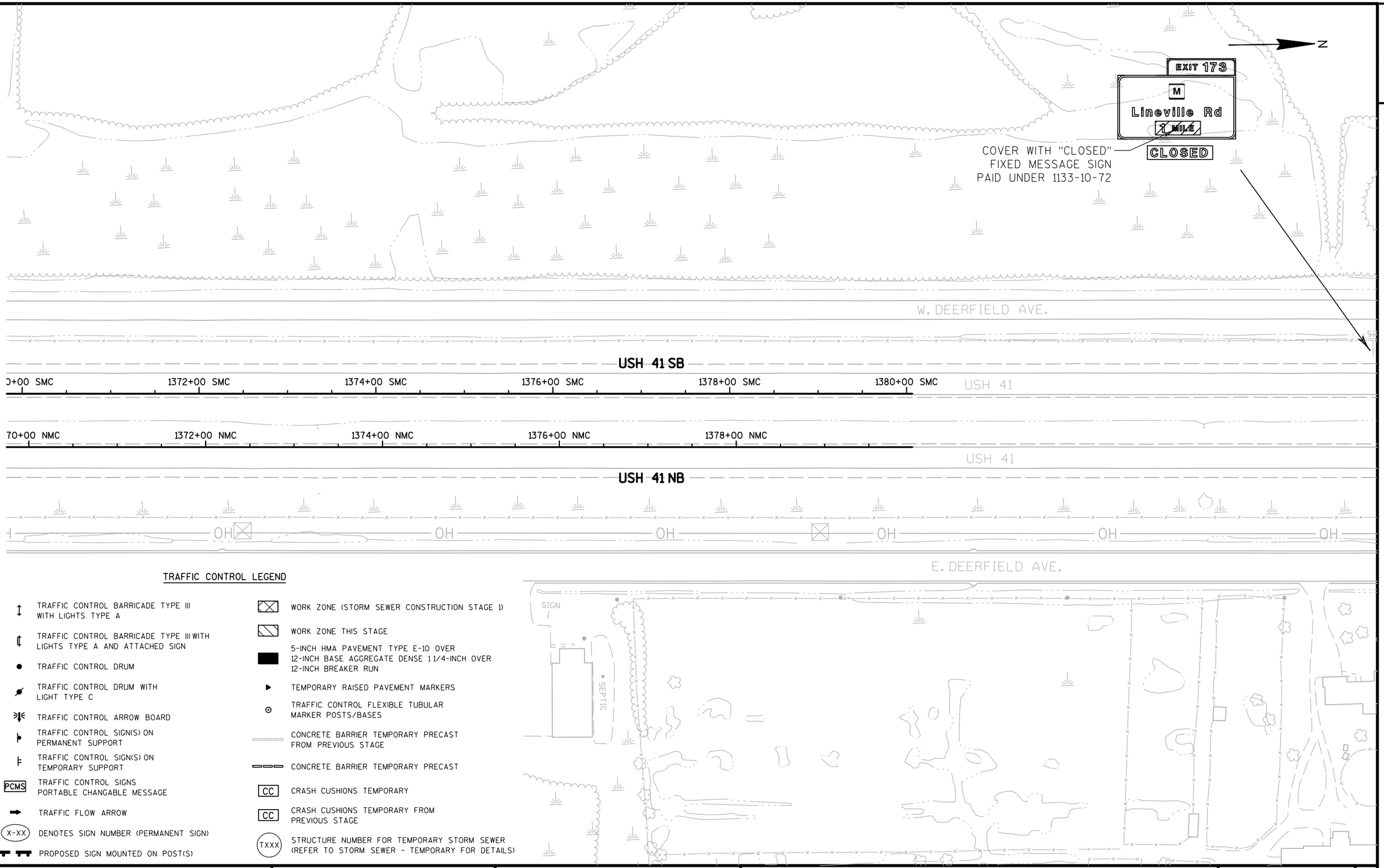
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3B	SHEET 562	E



TRAFFIC CONTROL LEGEND

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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 3B	SHEET 563	E

2

N

LAKEVIEW DRIVE (CTH EB)

LINEVILLE ROAD (CTH M)

BEGIN PROJECT 1133-10-81
STA 1249+00.00 NMC

END PROJECT 1133-10-81
STA 1343+50.00 NMC

USH 41

W. DEERFIELD AVE.

E. DEERFIELD AVE.

CONSTRUCT SB ON-RAMP

REMOVE SB TEMPORARY WIDENING/
CONSTRUCT PERMANENT SB INSIDE
SHOULDER

REMOVE NORTH CROSSOVER

REMOVE SOUTH CROSSOVER

CONSTRUCT MEDIAN BARRIER

WORK ZONE

STAGE 4

CONSTRUCTION

-REMOVE NORTH & SOUTH CROSSOVERS/RESTORE MEDIAN DITCHES

-REMOVE SOUTHBOUND TEMPORARY WIDENING
& CONSTRUCT PERMANENT INSIDE SHOULDER

-CONSTRUCT MEDIAN BARRIER AT NB OFF-RAMP CROSSOVER
AT LINEVILLE

-CONSTRUCT REMAINDER OF SOUTHBOUND ON-RAMP (MD)

TRAFFIC

-USH 41 NB: OPEN- TWO LANES W/SHOULDER CLOSURES

-USH 41 SB: OPEN- TWO LANES W/SHOULDER CLOSURES

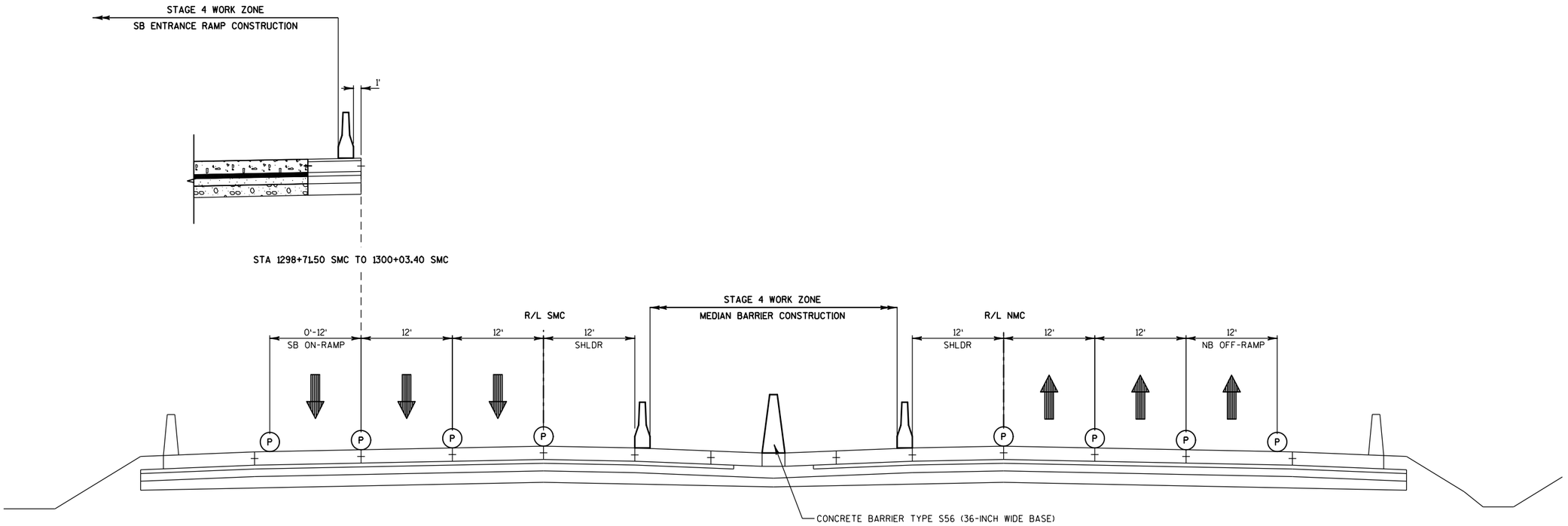
-LINEVILLE RAMPS: OPEN
-LAKEVIEW DRIVE: OPEN
-FRONTAGE ROADS: OPEN

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CONSTRUCTION STAGING OVERVIEW- STAGE 4	SHEET	E

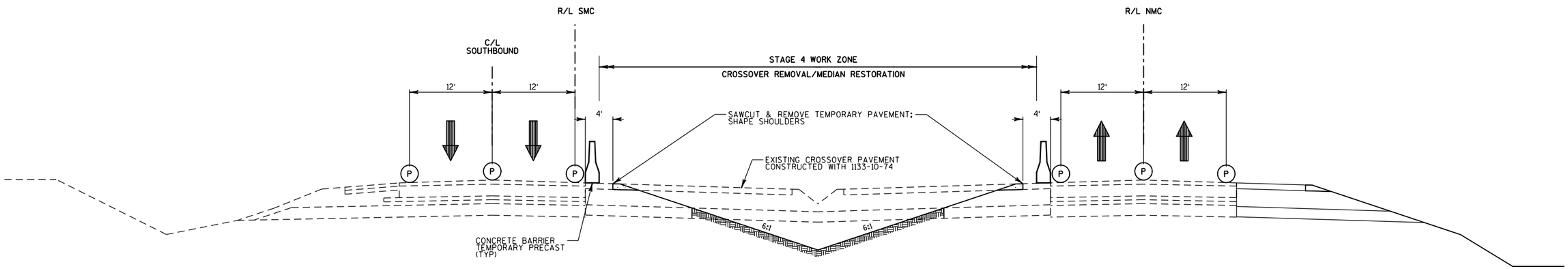
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026700a_s4.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:800

WISDOT/CADDS SHEET 42

2



STA 1285+50.00 TO STA 1292+00.00



STA 1231+00.00 TO STA 1247+12.50

(23) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)

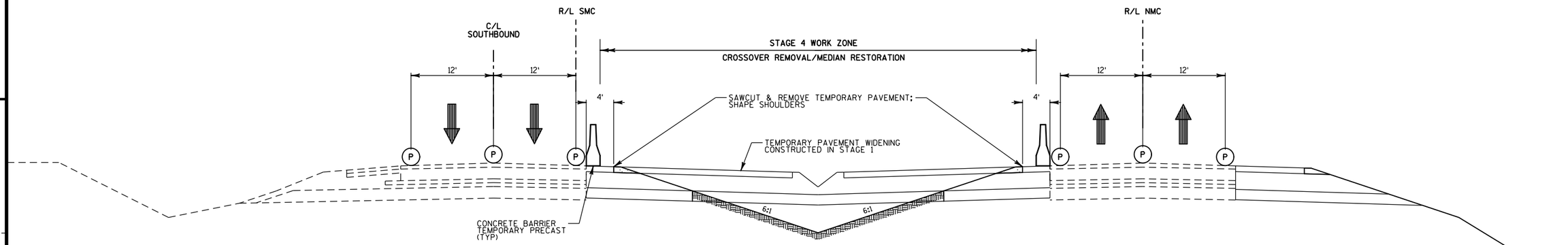
(24) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)

(44) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)

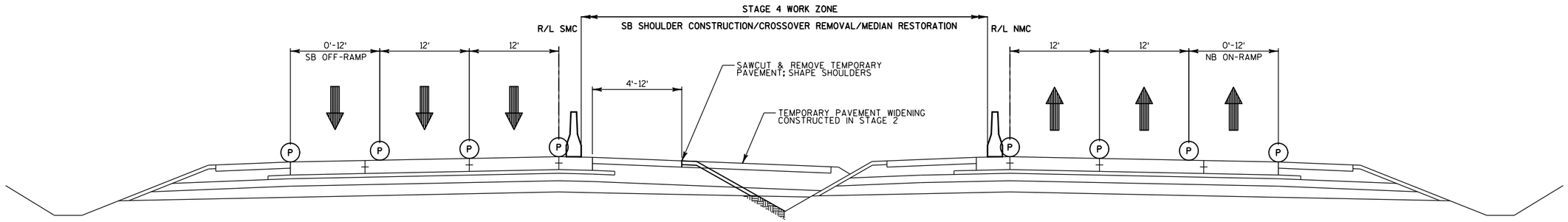
(P) PERMANENT PAVEMENT MARKING, (SEE PAVMENT MARKING PLANS)

TYPICAL SECTIONS- TRAFFIC CONTROL
STAGE 4

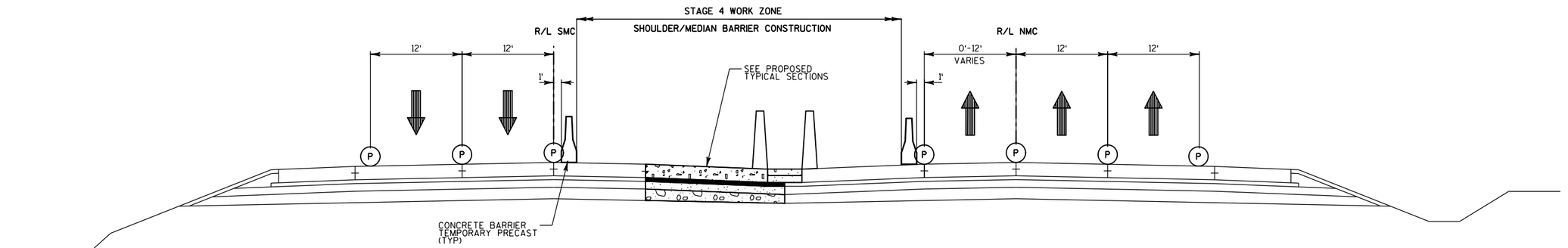
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	STAGE 4 TYPICAL SECTIONS (MEDIAN CONSTRUCTION)	SHEET 565	E



STA 1345+00.00 TO STA 1360+71.00



STA 1323+00.00 TO STA 1360+71.00



STA 1315+50.90 TO STA 1323+00.00

TYPICAL SECTIONS- TRAFFIC CONTROL
STAGE 4 (CONT')

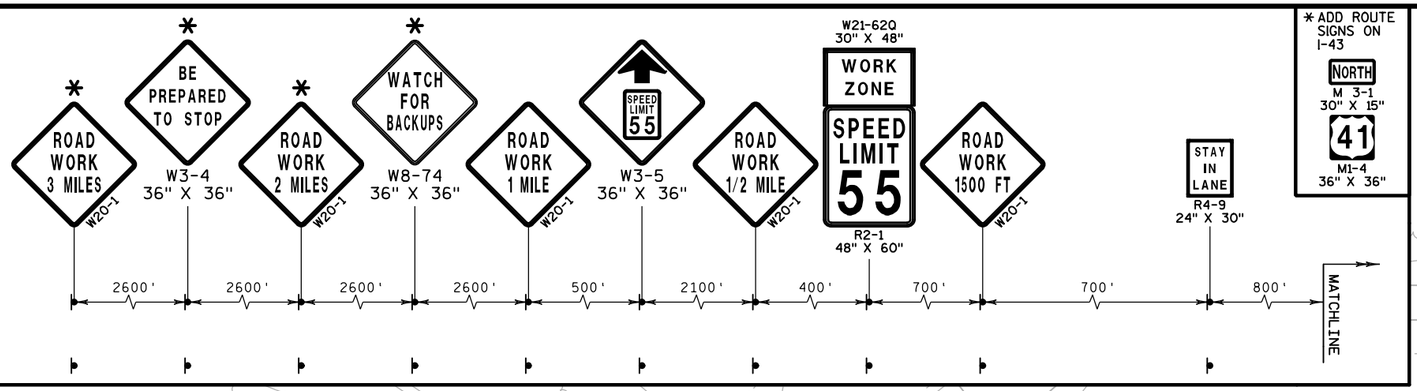
(23) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)

(24) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)

(44) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT SKIP)

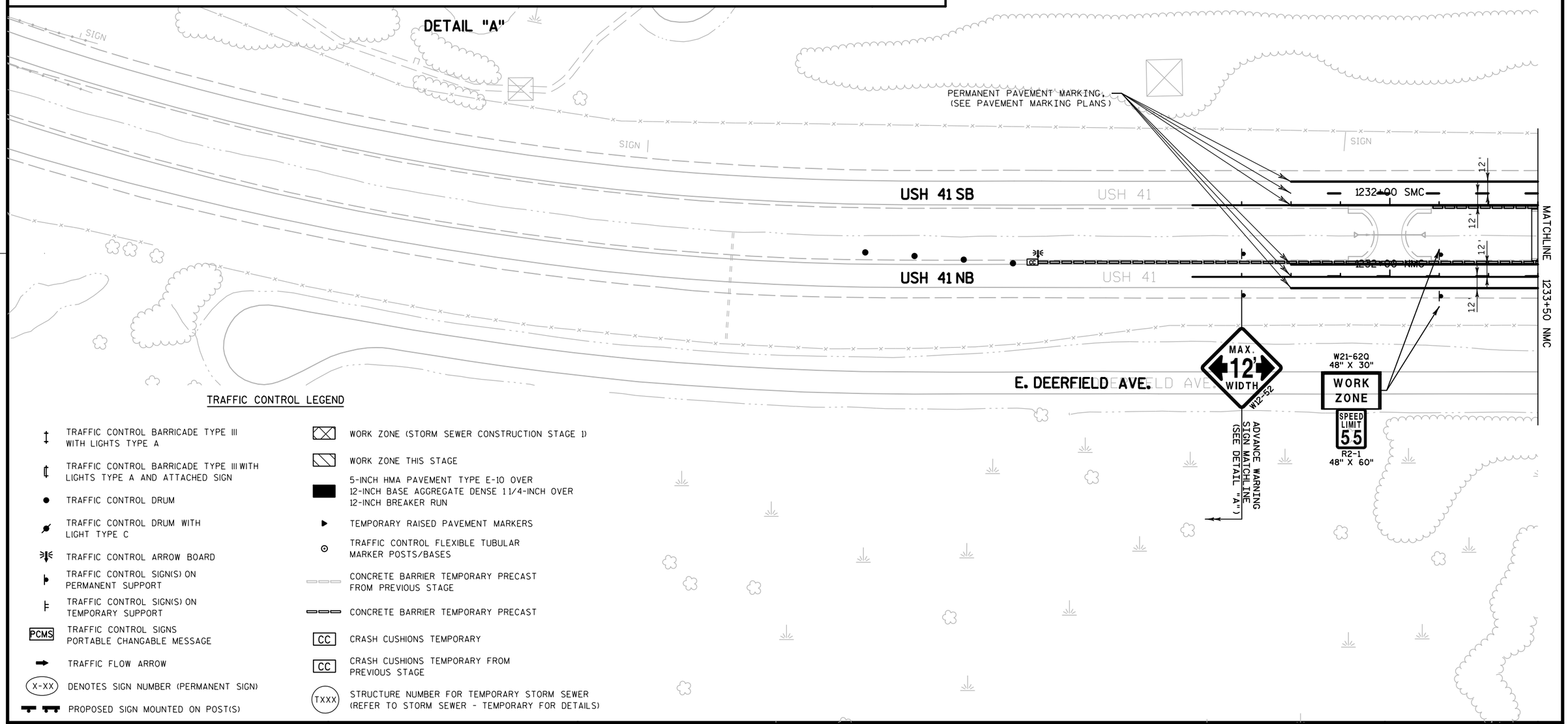
(P) PERMANENT PAVEMENT MARKING, (SEE PAVMENT MARKING PLANS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	STAGE 4 TYPICAL SECTIONS (MEDIAN CONSTRUCTION)	SHEET 566	E



* ADD ROUTE SIGNS ON I-43
NORTH M 3-1 30" X 15"
41 M1-4 36" X 36"

DETAIL "A"



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- (X-XX) DENOTES SIGN NUMBER (PERMANENT SIGN)
- PROPOSED SIGN MOUNTED ON POST(S)
- WORK ZONE (STORM SEWER CONSTRUCTION STAGE 1)
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH OVER 12-INCH BREAKER RUN
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- CC CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE
- (TXXX) STRUCTURE NUMBER FOR TEMPORARY STORM SEWER (REFER TO STORM SEWER - TEMPORARY FOR DETAILS)

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 567	E

2

N

W. DEERFIELD AVE.

PERMANENT PAVEMENT MARKING, (SEE PAVEMENT MARKING PLANS)

REMOVE MANHOLE & INSTALL MEDIAN INLET (SEE STORM SEWER PLANS)

USH 41 SB

1234+00 SMC | 1236+00 SMC | 1238+00 SMC | 1240+00 SMC | 1242+00 SMC | 1244+00 SMC | 1246+00 SMC | 1248+00 SMC

12" 12" 12" 12"

INL

SIGN

1233+50 NMC

MATCHLINE

1234+00 NMC | 1236+00 NMC | 1238+00 NMC | 1240+00 NMC | 1242+00 NMC | 1244+00 NMC | 1246+00 NMC | 1248+00 NMC

MATCHLINE

1248+75 NMC

CC

USH 41 NB

REMOVING STORM SEWER, 18-INCH (REMOVAL OF SURFACE DRAIN PIPE INCIDENTAL TO PIPE)

REMOVING STORM SEWER, 18-INCH

REMOVE MANHOLE

E. DEERFIELD AVE.

SIGN

GUY

GUY

T

RUINS

TRAFFIC CONTROL LEGEND

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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026702_s4.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

2

N

W. DEERFIELD AVE.

PERMANENT PAVEMENT MARKING,
(SEE PAVEMENT MARKING PLANS)

LAKEVIEW DR.

W. DEERFIELD AVE.

USH 41 SB

USH 41 NB

CTH EB

E. DEERFIELD AVE.

MATCHLINE 1248+75 NMC

MATCHLINE 1264+00 NMC

1250+00 SMC
1252+00 SMC
1254+00 SMC
1256+00 SMC
1258+00 SMC
1262+00 SMC
1264+0

1250+00 NMC
1252+00 NMC
1254+00 NMC
1256+00 NMC
1258+00 NMC
1260+00 NMC
1262+00 NMC
1264+0

10'
12'

USH 41

SIGN

GUY

TRAFFIC CONTROL LEGEND

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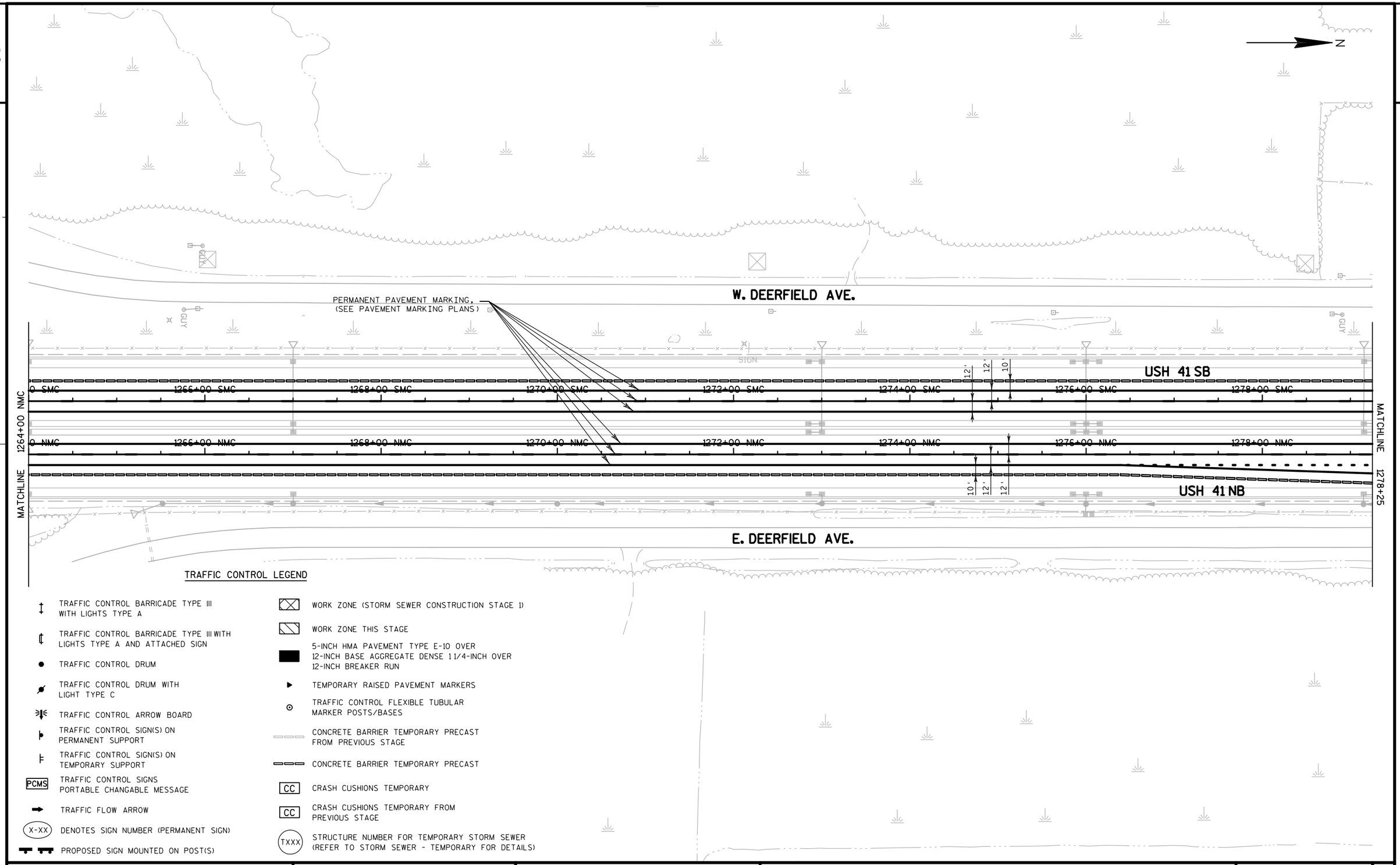
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 569	E

2



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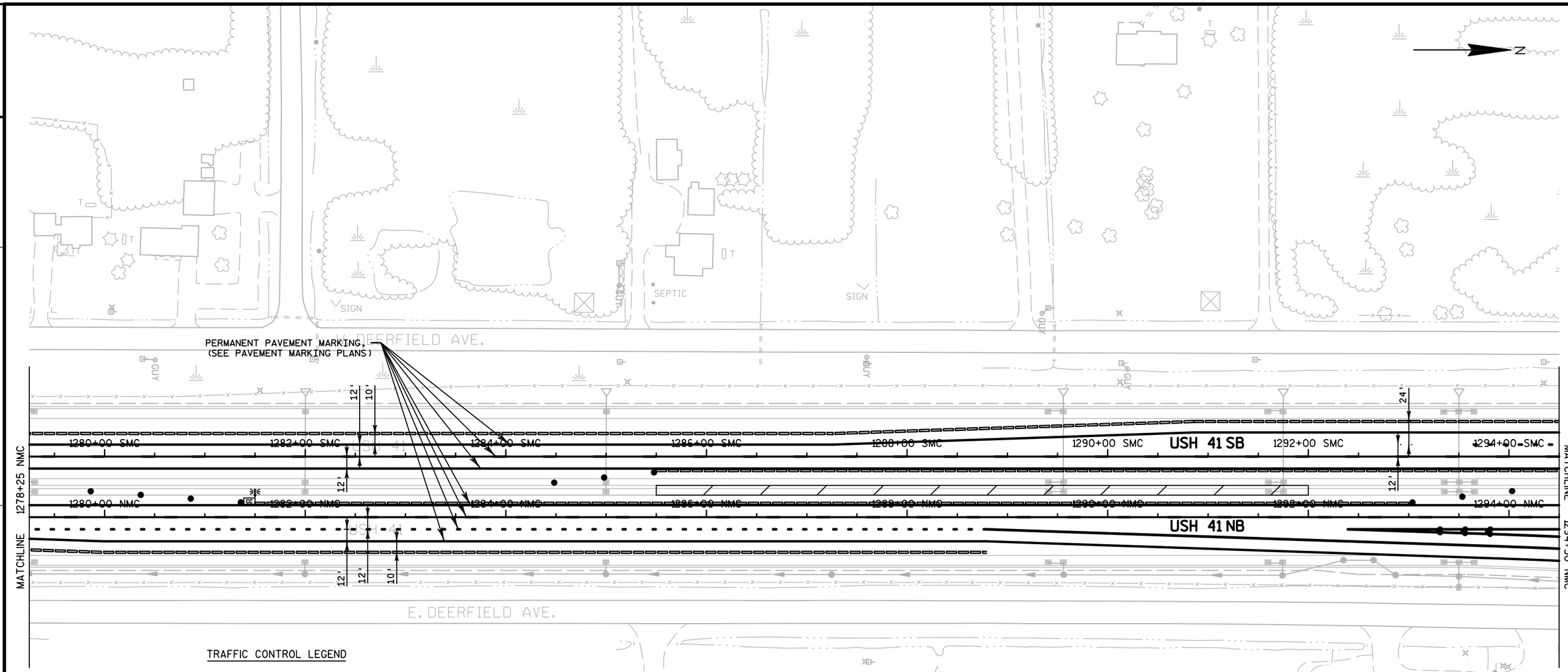
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 570	E

2



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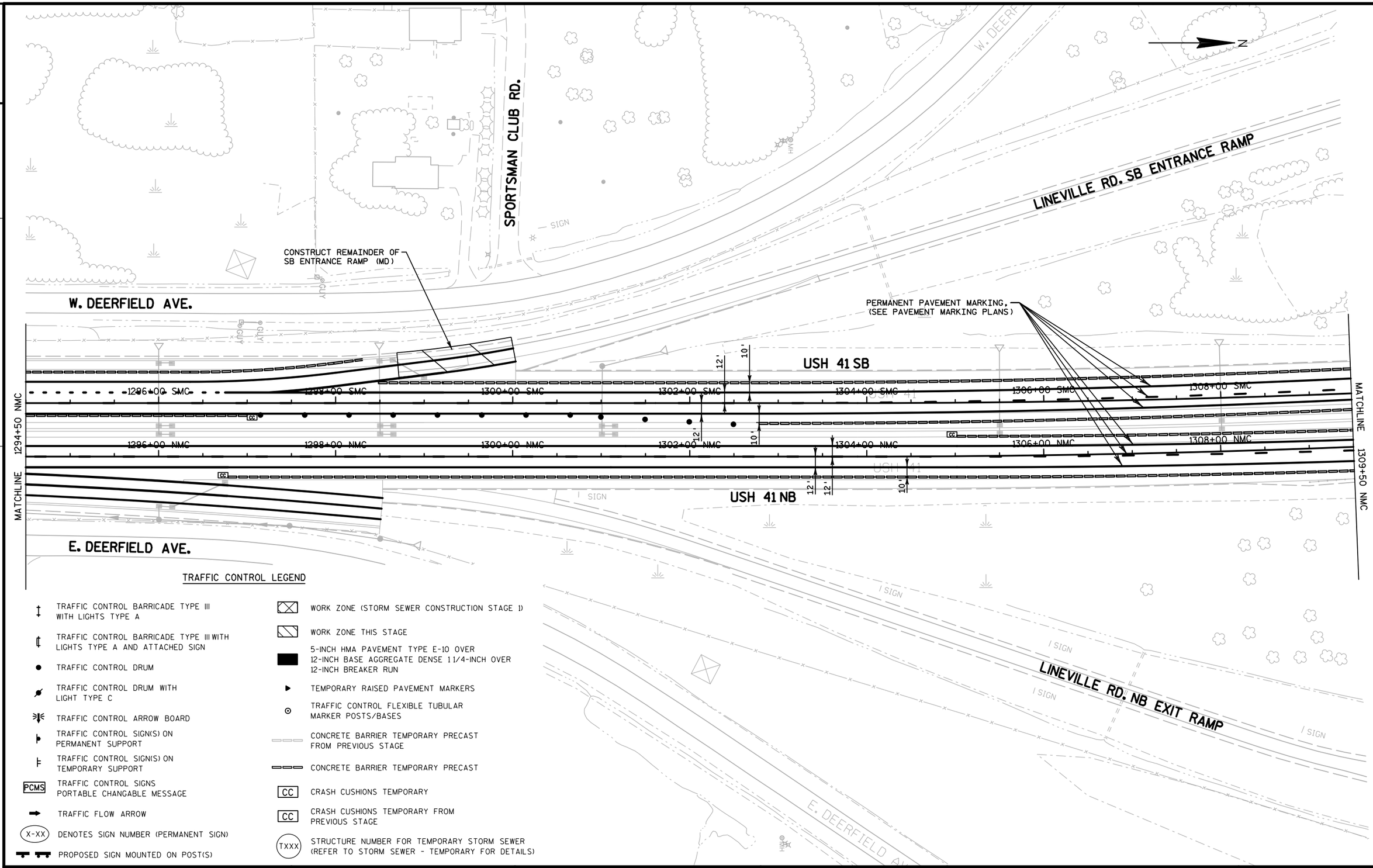
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 571	E

2



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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_026706_s4.dgn PLOT DATE : 3/5/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100

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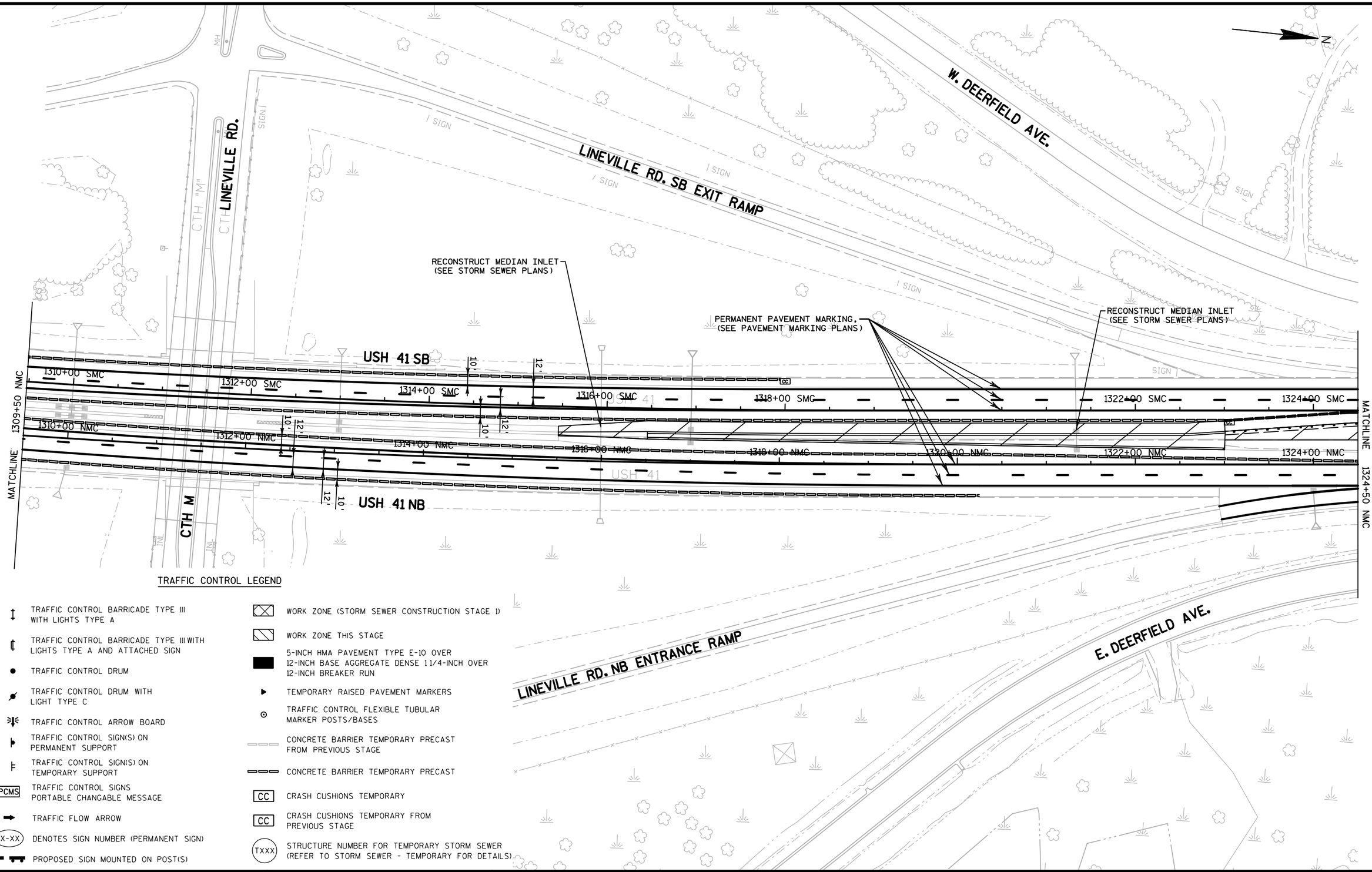

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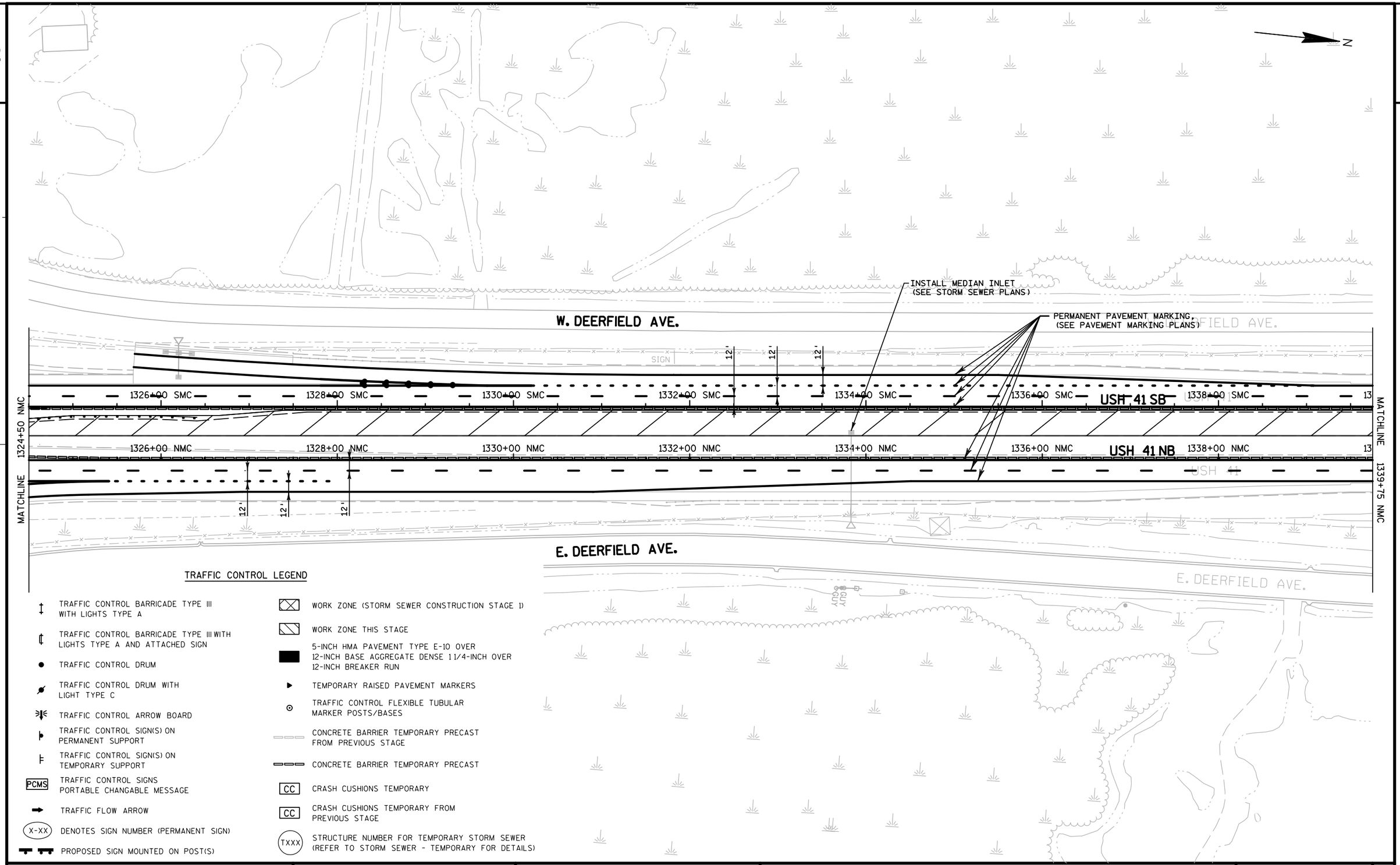
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 573	E

2



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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 574	E

2

N

PERMANENT PAVEMENT MARKING,
(SEE PAVEMENT MARKING PLANS)

INSTALL MEDIAN INLET
(SEE STORM SEWER PLANS)

W. DEERFIELD AVE.

USH 41 SB

SIGN

12'

12'

1340+00 SMC

1342+00 SMC

1344+00 SMC

1346+00 SMC

1348+00 SMC

1350+00 SMC

1352+00 SMC

1354+00 SMC

1339+75 NMC

1340+00 NMC

1342+00 NMC

1344+00 NMC

1346+00 NMC

1348+00 NMC

1350+00 NMC

1352+00 NMC

1354+00 NMC

MATCHLINE

MATCHLINE

1354+75 NMC

INSTALL MEDIAN INLET
(SEE STORM SEWER PLANS)

USH 41 NB

12'

12'

REMOVING STORM SEWER, 18-INCH
(REMOVAL OF SLOTTED SURFACE
DRAIN INCIDENTAL TO PIPE)

OH

W

WP

TRAFFIC CONTROL LEGEND

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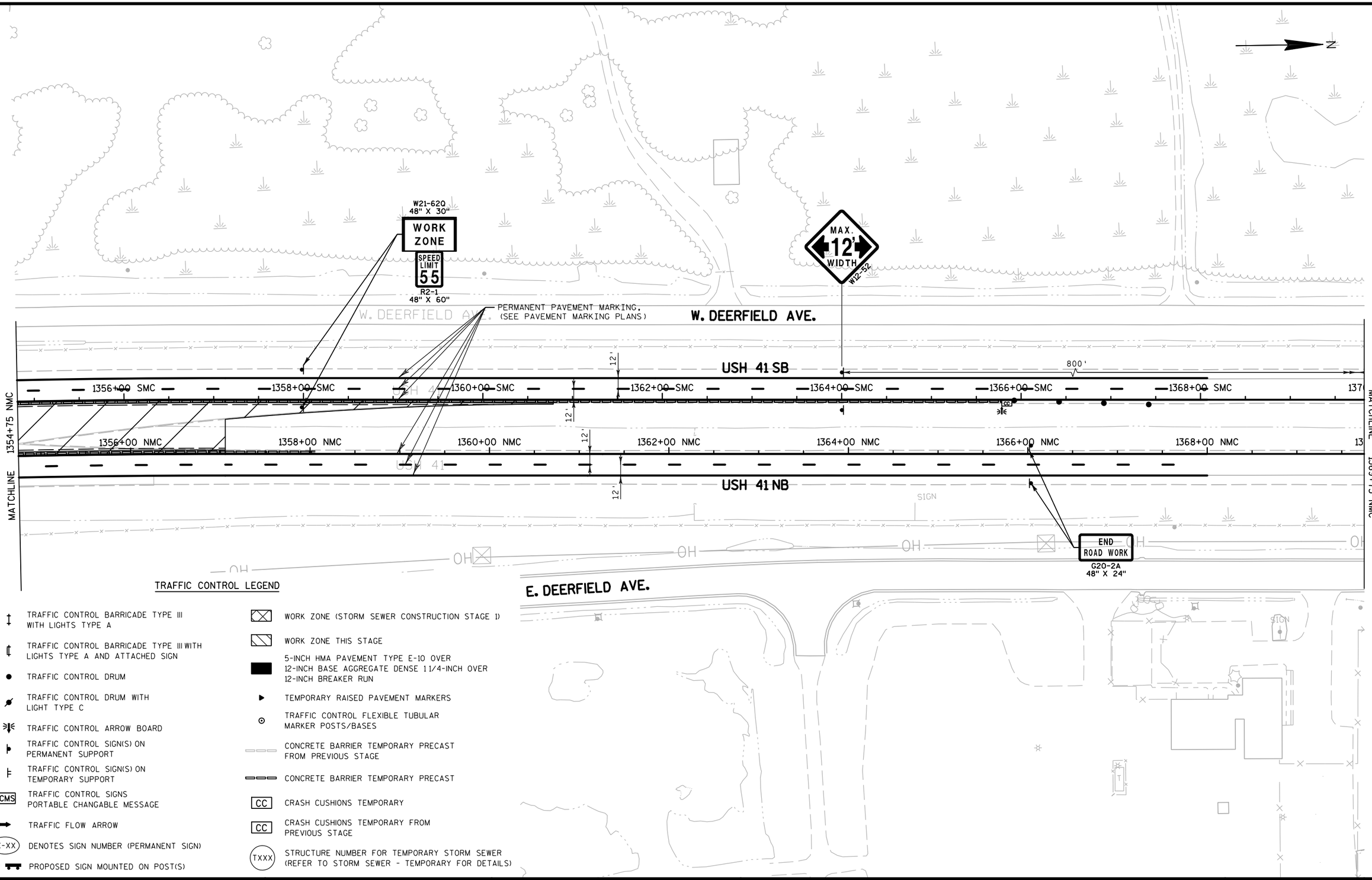
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 575	E

2



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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 576	E

2

N

W21-62Q
30" X 48"
WORK ZONE
SPEED LIMIT 55
R2-1
48" X 60"

STAY IN LANE
R4-9
24" X 30"

ROAD WORK 1500 FT
W20-1

ROAD WORK 1/2 MILE
W20-1

SPEED LIMIT 55
W3-5
36" X 36"

ROAD WORK 1 MILE
W20-1

WATCH FOR BACKUPS
W8-74
36" X 36"

ROAD WORK 2 MILES
W20-1

BE PREPARED TO STOP
W3-4
36" X 36"

ROAD WORK 3 MILES
W20-1

W. DEERFIELD AVE.

800' | 700' | 700' | 400' | 2100' | 500' | 2600' | 2600' | 2600' | 2600'

0+00 SMC | 1372+00 SMC | 1374+00 SMC | 1376+00 SMC | USH 41 SB | 1378+00 SMC | 1380+00 SMC

USH 41

MATCHLINE 1369+75 NMC

70+00 NMC | 1372+00 NMC | 1374+00 NMC | 1376+00 NMC | 1378+00 NMC

USH 41 NB

USH 41

OH OH OH OH OH OH

E. DEERFIELD AVE.

SIGN

SEPTIC

TRAFFIC CONTROL LEGEND

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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 4	SHEET 577	E

GENERAL NOTES FOR TRAFFIC CONTROL

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

2) CONFLICTING TRAFFIC SIGNS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER. CONFLICTING SIGNS WILL BE COVERED USING THE STANDARD BID ITEM, TRAFFIC CONTROL COVERING SIGNS.

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

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

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

6) WORK AREAS SHOWN MAY NOT ILLUSTRATE ALL REMOVALS. SEE REMOVAL SHEETS FOR ADDITIONAL INFORMATION.

7) WHEN A SEGMENT OF THE PROJECT IS NOT SHOWN ON THE STAGING PLANS, USE THE SAME TRAFFIC CONTROL AS THE PREVIOUS STAGE FOR THAT SEGMENT.

8) PAVEMENT MARKING THAT IS SHOWN SHADED ON TRAFFIC CONTROL PLANS ARE THERE FOR REFERENCE ONLY. PAVEMENT MARKING SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

9) ALL PAVEMENT MARKING STATIONING IN TRAFFIC CONTROL PLANS HAVE THE PREFIX OF THE ALIGNMENT THAT IT IS MEASURED OFF OF, IN THE STATION CALLOUT.

10) FOR ALL CONCRETE BARRIER TEMPORARY PRECAST, THERE WILL BE DELINEATORS ATTACHED PER STANDARD DETAIL DRAWING CONCRETE BARRIER TEMPORARY PRECAST 12'-6". PLACE REFLECTORS OF THE APPROPRIATE COLOR ON BOTH SIDES OF THE DELINATOR.

11) REMOVING PAVEMENT MARKING ON EXISTING AND NEW PAVEMENT USES THE STANDARD BID ITEM.

GENERAL NOTES FOR FIXED MESSAGE SIGNS FOUND ON TRAFFIC CONTROL SHEETS

1) CONTRACTOR SHALL LOCATE FIXED MESSAGE SIGNS A MINIMUM OF 400'FROM ANY TYPE I SIGN AND A MINIMUM OF 200'FROM ANY TYPE II SIGN.

2) ALL FIXED MESSAGE SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON STANDARD REFLECTIVE SHEETING-REFERENCE: "WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION", LATEST EDITION.

3) SEE FIXED MESSAGE SIGN CONSTRUCTION DETAIL SHEETS FOR MORE INFORMATION.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE
- TRAFFIC FLOW ARROW
- WORK ZONE THIS STAGE
- 5-INCH HMA PAVEMENT TYPE E-10 OVER 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- TEMPORARY RAISED PAVEMENT MARKERS
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES
- CONCRETE BARRIER TEMPORARY PRECAST FROM PREVIOUS STAGE
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY FROM PREVIOUS STAGE

TEMPORARY PAVEMENT MARKING LEGEND

- (1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- (2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (7) PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (16) PAVEMENT MARKING ARROWS EPOXY TYPE 2
- (45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (49) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (50) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- (51) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (80) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOT PATTERN YELLOW) (3 FT LINE 9 FT SKIP)
- (E) EXISTING PAVEMENT MARKINGS

2

2

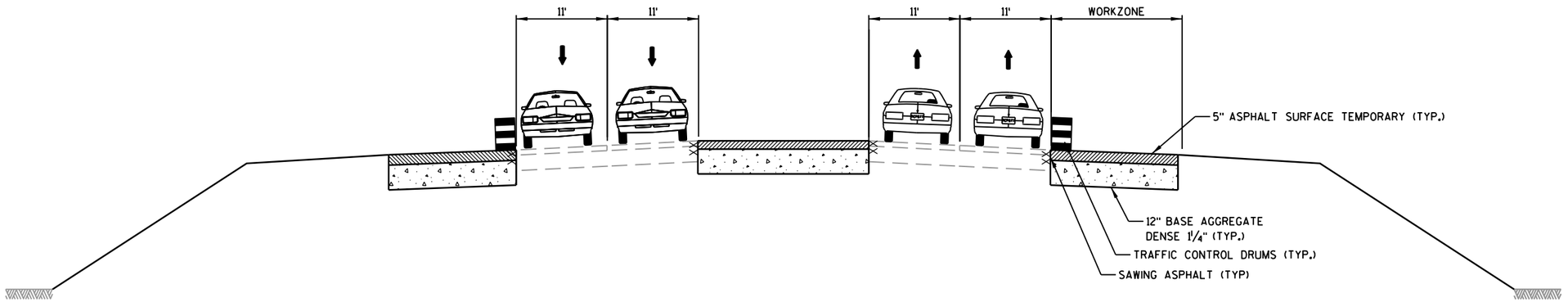
LINEVILLE TRAFFIC CONTROL STAGE 1

CONSTRUCTION

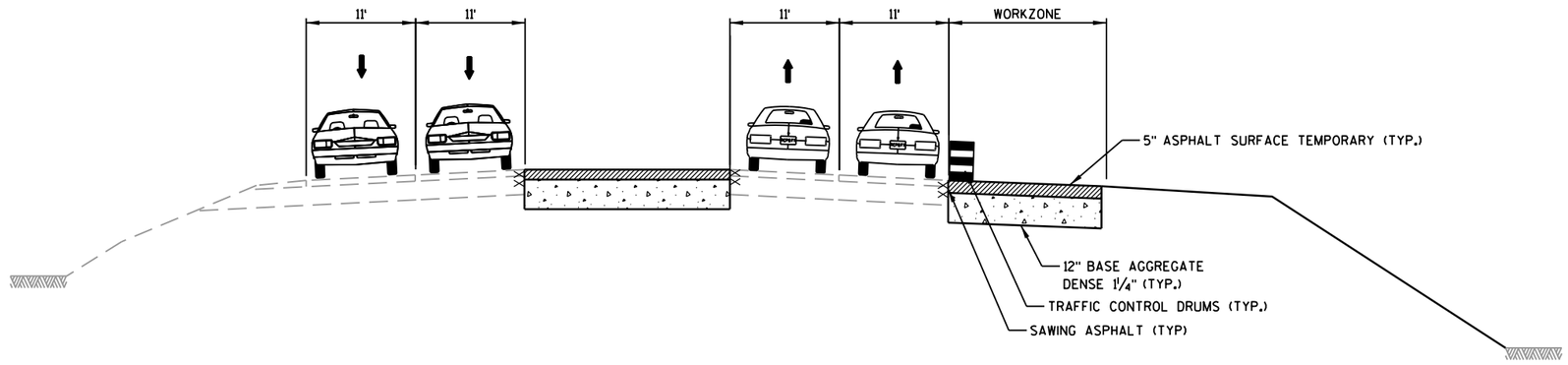
- LINEVILLE RD TEMPORARY WIDENING
- MEDIAN REMOVAL

TRAFFIC

- LINEVILLE RD OPEN TO TRAFFIC IN BOTH DIRECTIONS IN EXISTING LANES



TYPICAL SECTION-TRAFFIC CONTROL
LINEVILLE RD



TYPICAL SECTION-TRAFFIC CONTROL
LINEVILLE RD

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL - TYPICAL SECTIONS STAGE 1	SHEET 579	E

2

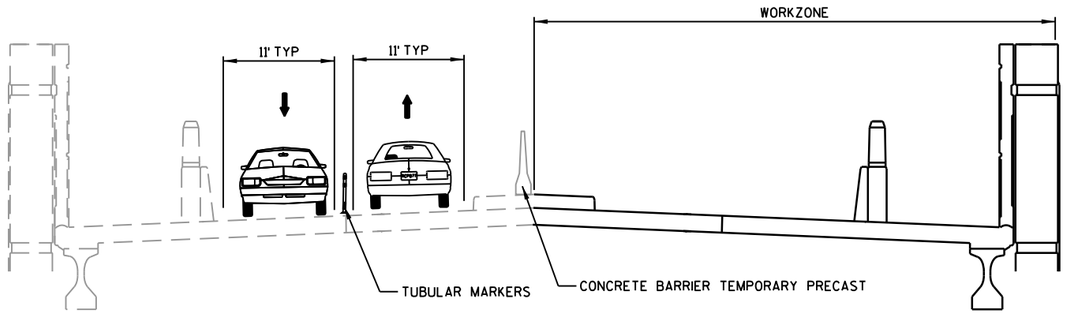
LINEVILLE TRAFFIC CONTROL STAGE 3

CONSTRUCTION

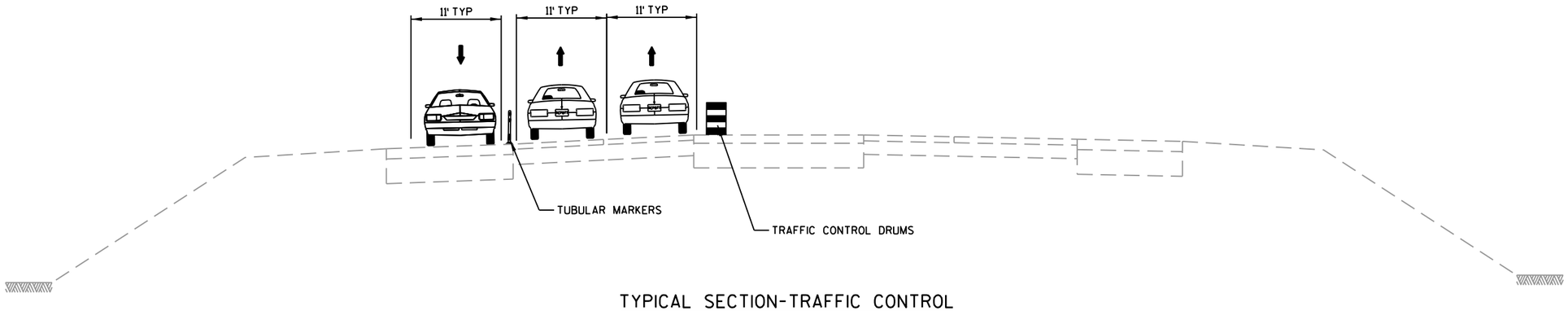
- B-5-685 EB

TRAFFIC

- TRAFFIC IN BOTH DIRECTIONS ON WIDENED LINEVILLE WB LANES

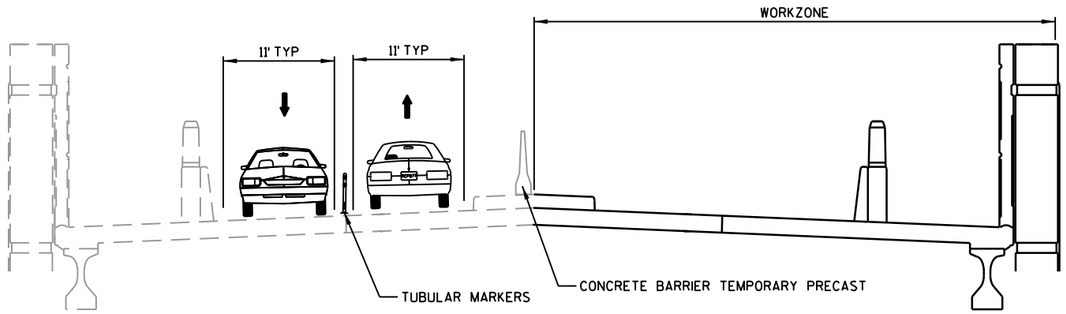


TYPICAL SECTION-TRAFFIC CONTROL
LINEVILLE RD-OVER BRIDGE



TYPICAL SECTION-TRAFFIC CONTROL
LINEVILLE RD

2



TYPICAL SECTION-TRAFFIC CONTROL
LINEVILLE RD-OVER BRIDGE

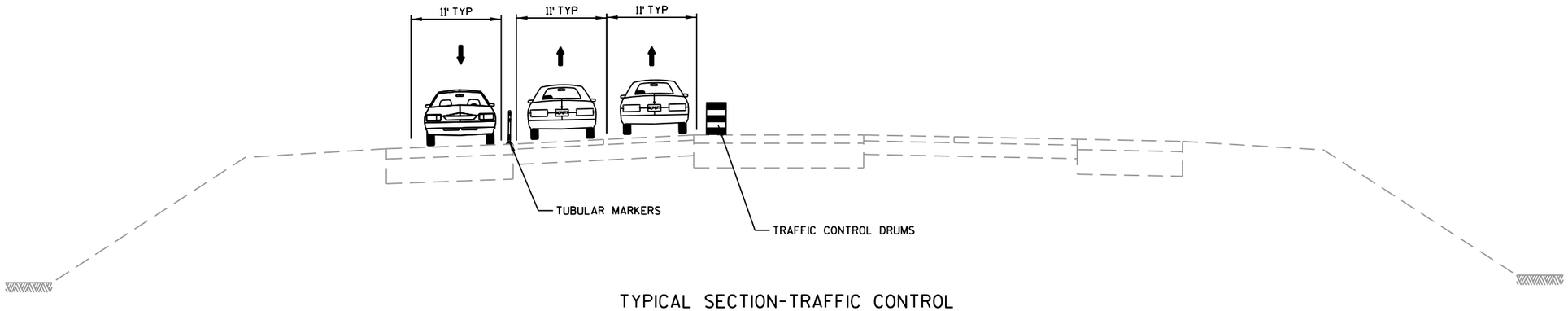
LINEVILLE TRAFFIC CONTROL STAGE 4A

CONSTRUCTION

- TEMPORARY EAST DEERFIELD

TRAFFIC

- TRAFFIC IN BOTH DIRECTIONS ON WIDENED LINEVILLE WB LANES



TYPICAL SECTION-TRAFFIC CONTROL
LINEVILLE RD

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL - TYPICAL SECTIONS STAGE 4A	SHEET 581	E

2

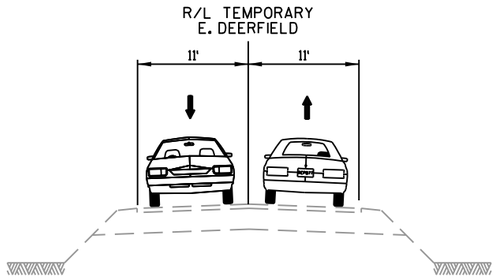
LINEVILLE TRAFFIC CONTROL STAGE 4B

CONSTRUCTION

- LINEVILLE INTERCHANGE

TRAFFIC

- TRAFFIC WILL ONLY BE ABLE TO TRAVEL ON THE TEMPORARY EAST DEERFIELD
- LOCAL TRAFFIC WILL BE MAINTAINED TO BUSINESSES AND RESIDENTIAL PROPERTIES ON LINEVILLE RD



TYPICAL SECTION-TRAFFIC CONTROL
TEMPORARY EAST DEERFIELD

2

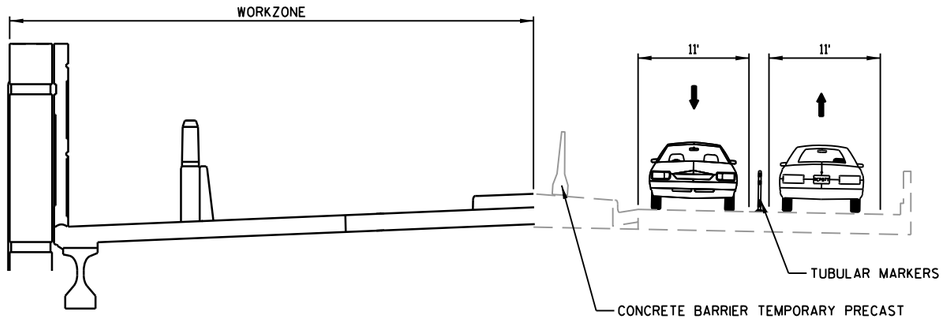
LINEVILLE TRAFFIC CONTROL STAGE 2

CONSTRUCTION

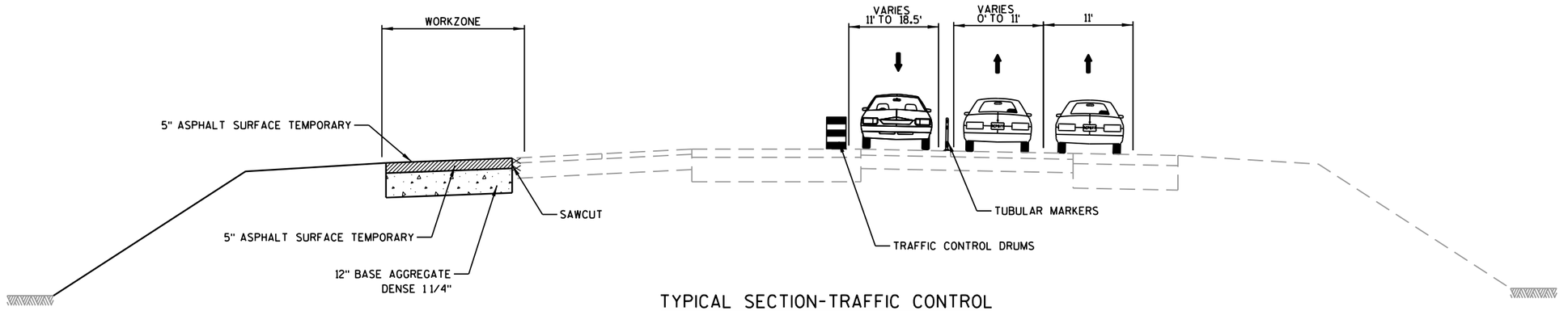
- B-5-685 WB
- LINEVILLE ROAD WB TEMPORARY WIDENING

TRAFFIC

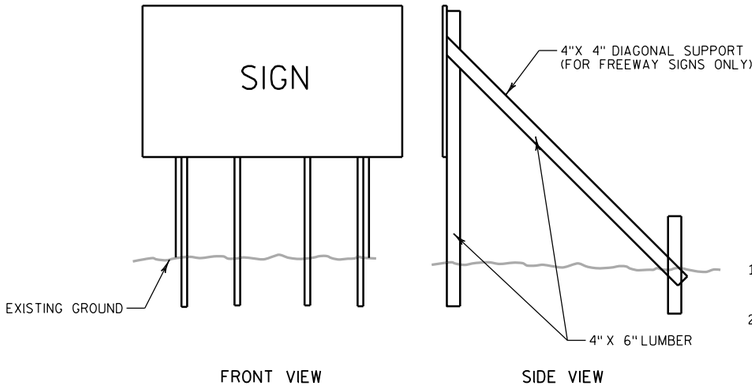
- TRAFFIC IN BOTH DIRECTIONS ON WIDENED LINEVILLE EB LANES



TYPICAL SECTION-TRAFFIC CONTROL
LINEVILLE RD-OVER BRIDGE



TYPICAL SECTION-TRAFFIC CONTROL
LINEVILLE RD



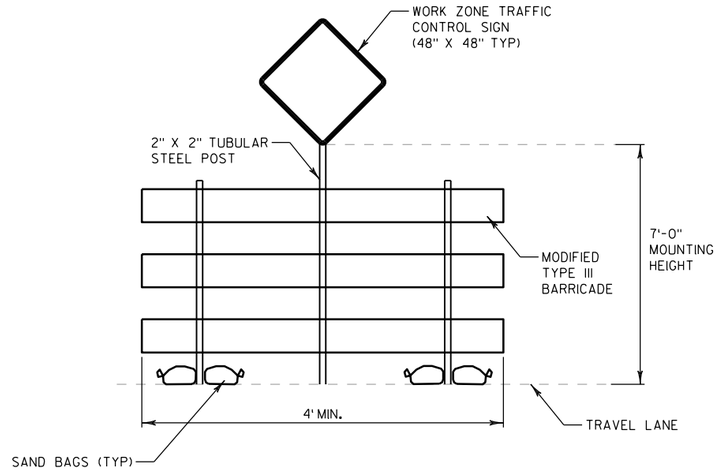
NOTES

1) SEE TRAFFIC CONTROL SHEETS FOR SIGN LOCATIONS.

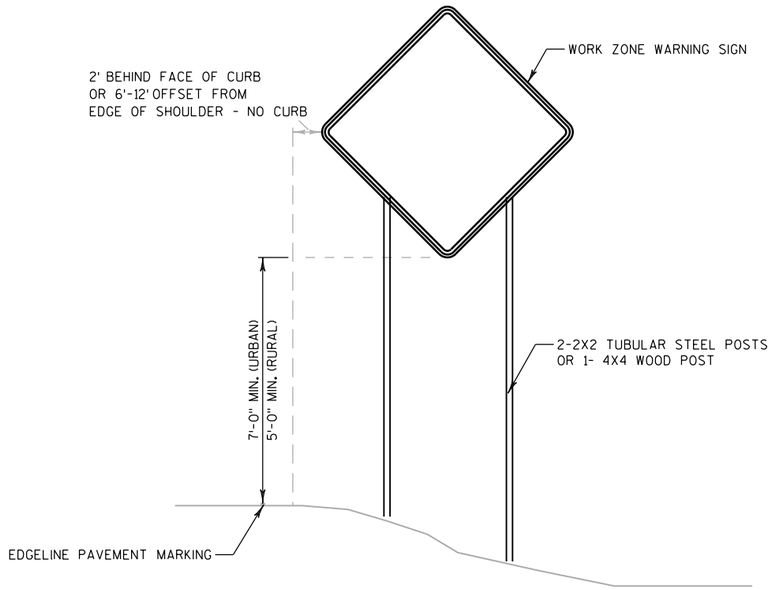
2) TWO DIAGONAL SUPPORTS TO BE INCLUDED FOR EACH EXISTING SIGN. DIAGONAL SUPPORTS TO BE AFFIXED TO THE OUTSIDE SUPPORTS AND TO BE INCIDENTAL TO "MOVING SIGN TYPE I SPECIAL".

3) SEE "TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS" SIGN PLATE FOR ADDITIONAL REQUIREMENTS.

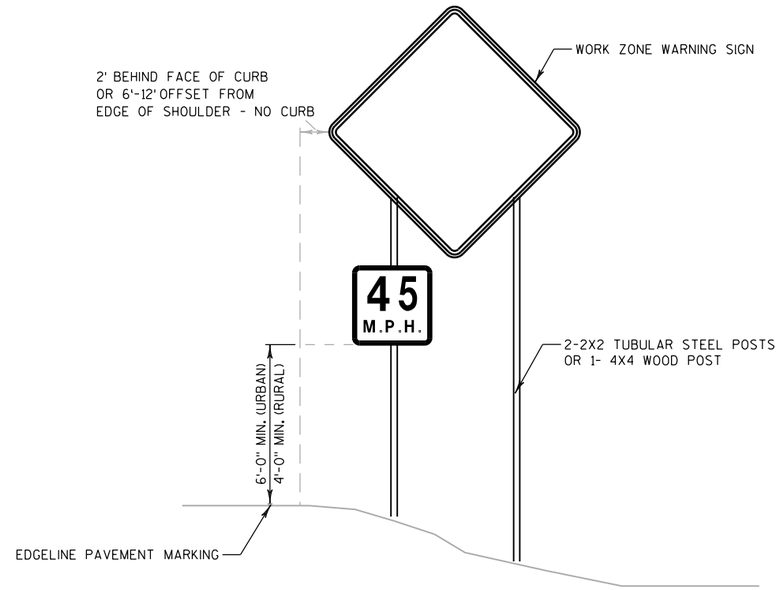
MOUNTING DETAIL FOR EXISTING SIGN OR FIXED MESSAGE SIGNS



TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL MOUNTING ON TEMPORARY SUPPORT



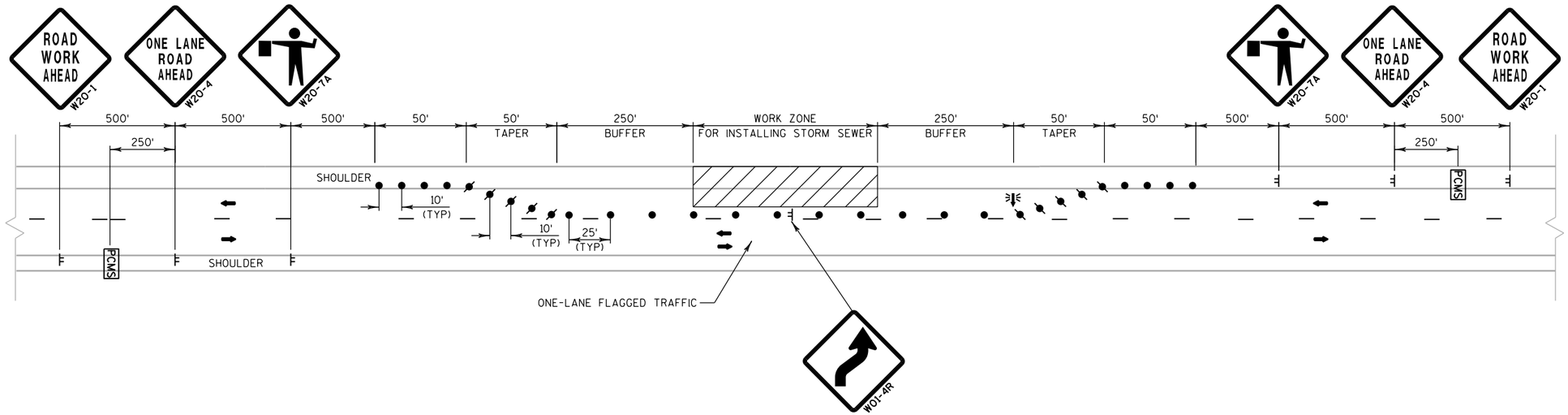
TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL MOUNTING ON FIXED SUPPORT



TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL MOUNTING ON FIXED SUPPORT

WITH ADVISORY SPEED PLATE SIGN

2



NOTES:

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

2) ALL DRUMS IN TAPERS SHALL HAVE A WARNING LIGHT, TYPE C (STEADY BURN)

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

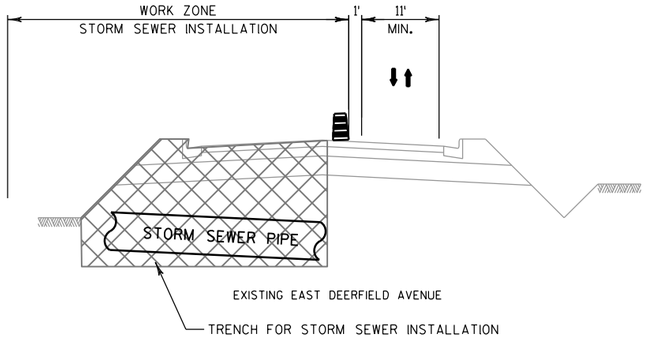
4) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

5) WHEN A RAMP OR INTERSECTION 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 DIRECTED BY THE ENGINEER.

6) ALL SHORT TERM LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL ARROWBOARDS AND DEVICES REMOVED BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

7) UTILIZE NIGHT TIME CLOSURE FOR INSTALLATION OF STORM SEWER UNDER EXISTING PAVEMENT. HOURS FOR NIGHT TIME CLOSURE SHALL ADHERE TO THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

8) MEDIAN SHOULDERS WITH FULL DEPTH TEMPORARY PAVEMENT TO ACCOMODATE TRAFFIC TO PROVIDE ADEQUATE WORKZONE WIDTH FOR STORM SEWER CROSSING CONSTRUCTION.



TYPICAL SECTION FOR TRAVELED WAY ALONG EAST DEERFIELD AVENUE

LEGEND

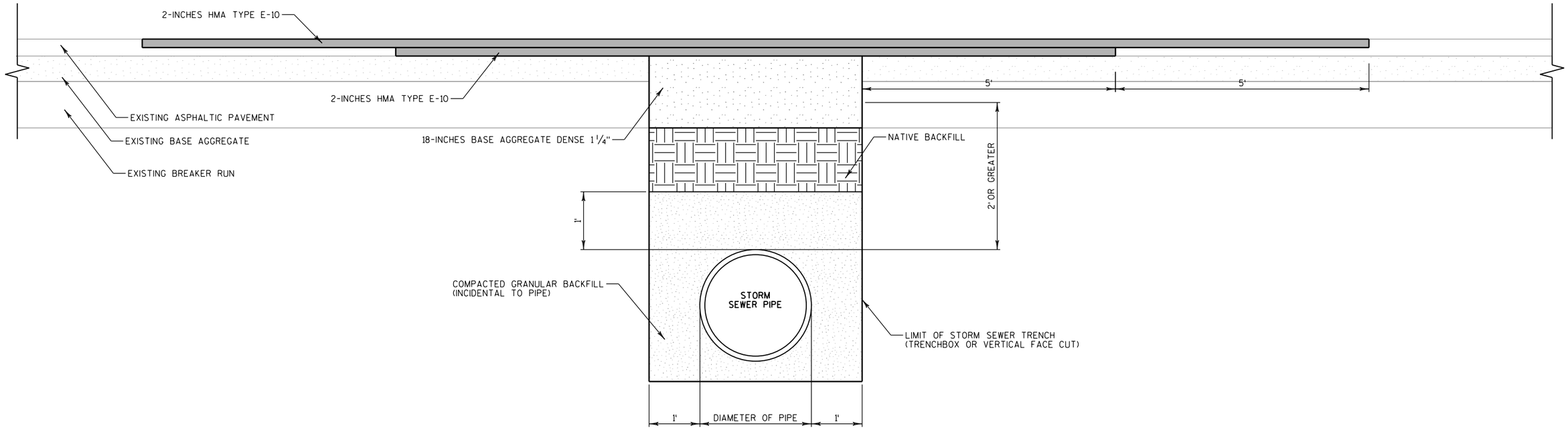
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- WORK ZONE
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHT TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL ARROW BOARD
- DIRECTION OF TRAFFIC
- PCMS TRAFFIC CONTROL SIGN PORTABLE CHANGEABLE MESSAGE

TYPICAL ONE-LANE NIGHT TIME CLOSURE FOR STORM SEWER INSTALLATION (FLAGGER NEEDED)

SHEET 1 OF 2

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL CONSTRUCTION DETAILS	SHEET 585	E

2



NOTES:

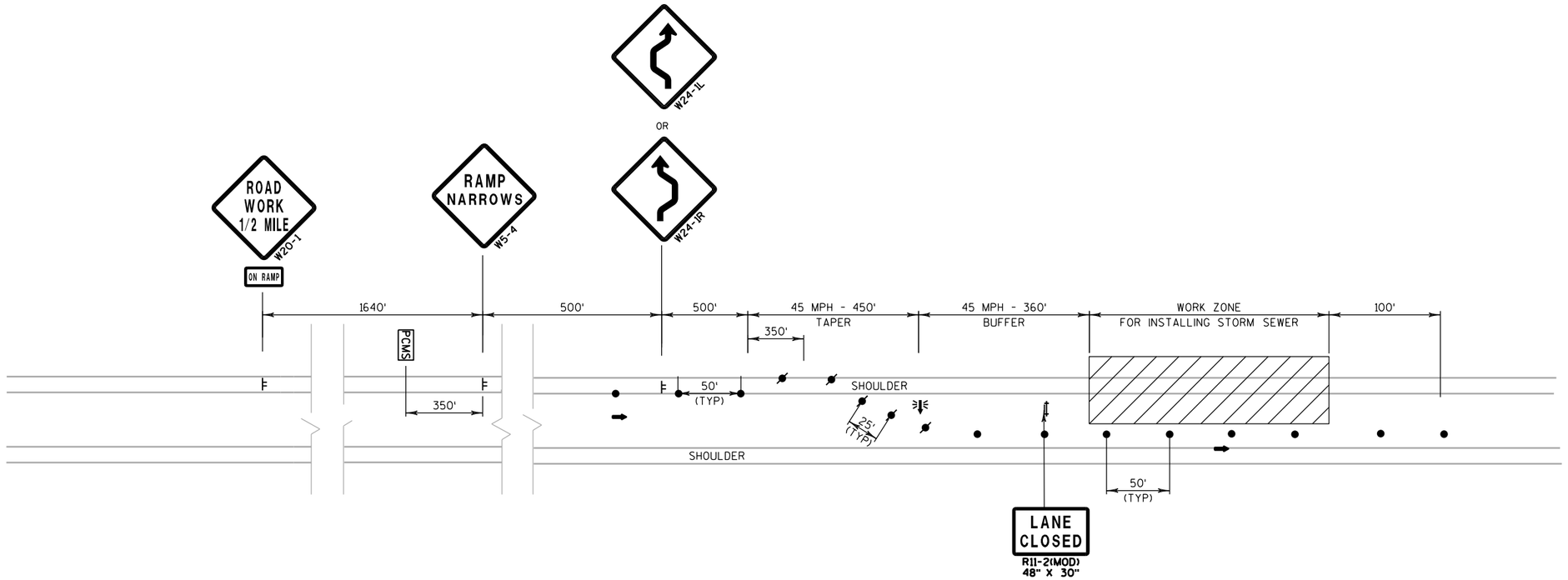
1) NATIVE BACKFILL SHALL BE FREE OF LARGE LUMPS, CLODS, OR ROCK.

2) HMA PAVEMENT AND BASE AGGREGATE DENSE WILL BE PAID FOR UNDER THEIR APPROPRIATE BID ITEMS.

TYPICAL ONE-LANE NIGHT TIME CLOSURE
FOR STORM SEWER INSTALLATION (FLAGGER NEEDED)

SHEET 2 OF 2

2



NOTES:

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

2) ALL DRUMS IN TAPERS SHALL HAVE A WARNING LIGHT, TYPE C (STEADY BURN)

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

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

5) ALL SHORT TERM LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL ARROWBOARDS AND DEVICES REMOVED BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

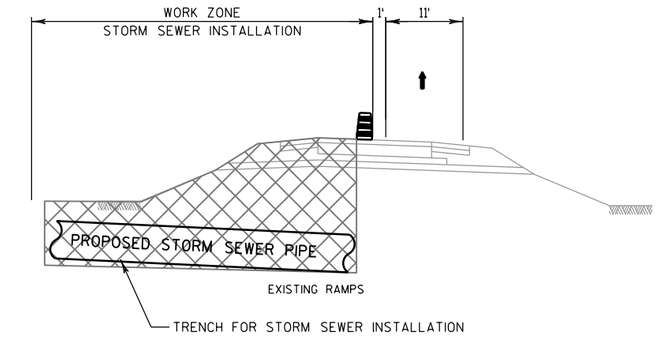
6) UTILIZE NIGHT TIME CLOSURE FOR INSTALLATION OF STORM SEWER UNDER EXISTING PAVEMENT. HOURS FOR NIGHT TIME CLOSURE SHALL ADHERE TO THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

7) MEDIAN SHOULDERS WITH FULL DEPTH TEMPORARY PAVEMENT TO ACCOMODATE TRAFFIC TO PROVIDE ADEQUATE WORKZONE WIDTH FOR STORM SEWER CROSSING CONSTRUCTION.

8) MEDIAN SHOULDERS WITH FULL DEPTH TEMPORARY PAVEMENT TO ACCOMODATE TRAFFIC TO PROVIDE ADEQUATE WORKZONE WIDTH FOR STORM SEWER CROSSING CONSTRUCTION.

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- WORK ZONE
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHT TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL ARROW BOARD
- DIRECTION OF TRAFFIC
- PCMS TRAFFIC CONTROL SIGN PORTABLE CHANGEABLE MESSAGE



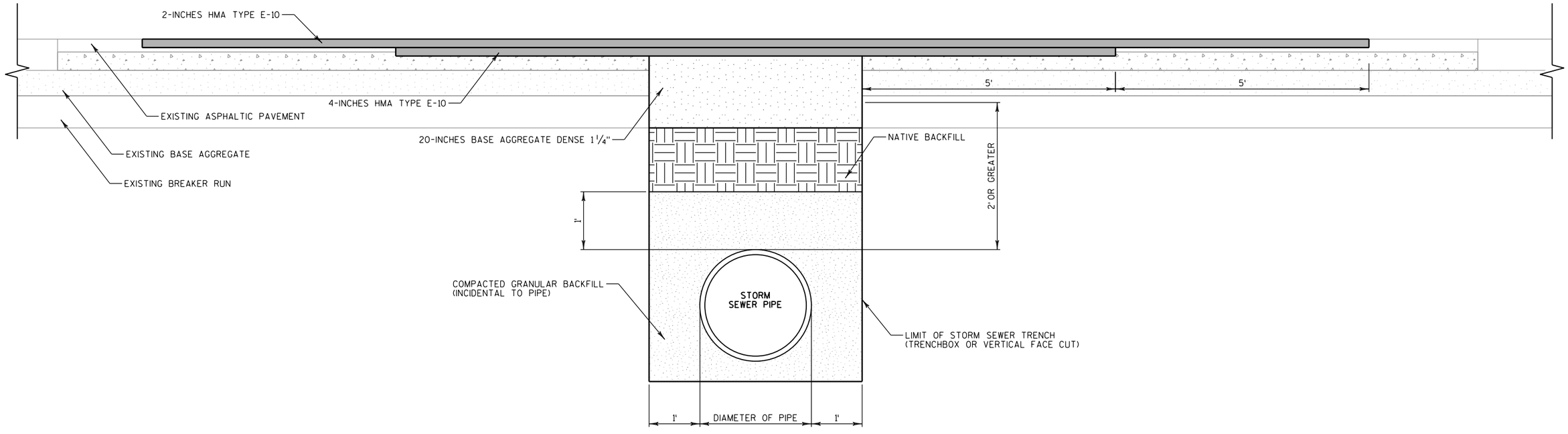
TYPICAL SECTION FOR TRAVELED WAY ALONG USH 41

TYPICAL ONE-LANE NIGHT TIME CLOSURE FOR STORM SEWER INSTALLATION / REMOVAL

SHEET 1 OF 2

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL CONSTRUCTION DETAILS	SHEET 587	E

2



NOTES:

1) NATIVE BACKFILL SHALL BE FREE OF LARGE LUMPS, CLODS, OR ROCK.

2) HMA PAVEMENT AND BASE AGGREGATE DENSE WILL BE PAID FOR UNDER THEIR APPROPRIATE BID ITEMS.

TYPICAL ONE-LANE NIGHT TIME CLOSURE FOR STORM SEWER INSTALLATION / REMOVAL

SHEET 2 OF 2

1) AFTER SIGNS HAVE BEEN LOCATED IN THE FIELD, BUT BEFORE INSTALLATION, THE SIGNING AND MARKING SUPERVISOR SHALL VERIFY EACH SIGN LOCATION.

2) ALL SIGNS TO BE MOUNTED ON WOODEN POSTS SUPPORTS (4" X 6") MAY BE USED FOR SIGNS ON SURFACE STREETS. SIGNS WHERE NO POSTS ARE SHOWN TO BE MOUNTED ON EXISTING SIGNS. FOR SIGNS MOUNTED ON POSTS, USE POSTS FROM FHWA LIST OF ACCEPTED BREAKAWAY SUPPORTS.

3) POSTS SHALL MEET THE BREAKAWAY REQUIREMENTS OF SECTION 643.2.9.1 OF THE STANDARD SPECIFICATIONS AND SIGN PLATE A4-11.

4) SIGNS ON THIS SHEET TO BE PAID UNDER THE ITEM "TRAFFIC CONTROL SIGNS FIXED MESSAGE".

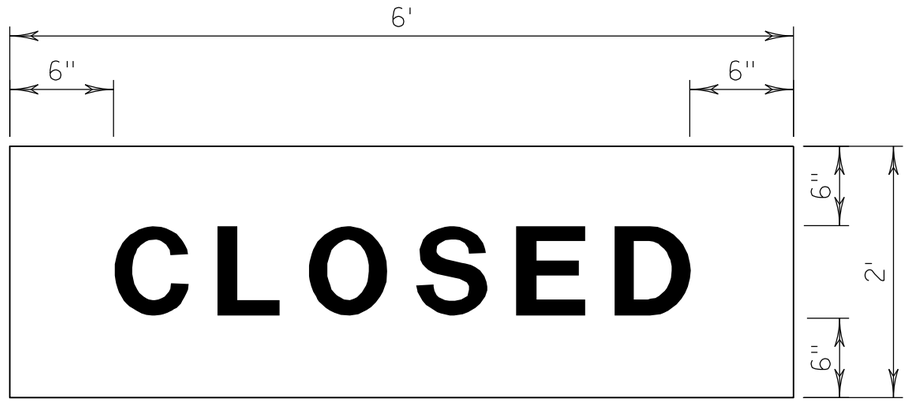
5) SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND PER STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS UNLESS OTHERWISE NOTED.

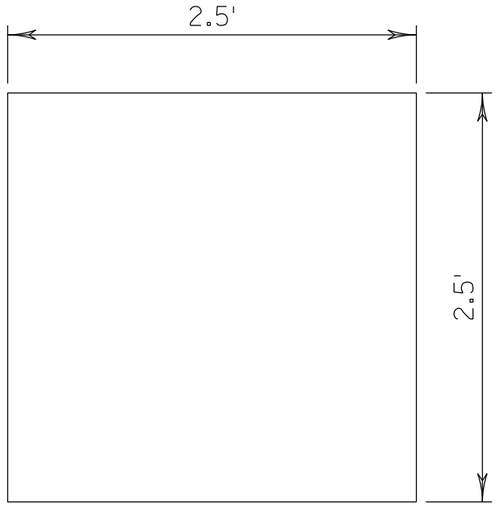
6) ALL SIGNS SHALL HAVE CAPITAL LETTERS AND NUMERALS: 12" CAPS SHALL BE SERIES "D", 6" CAPS SHALL BE SERIES "C".

7) CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER FOR REVIEW PRIOR TO MANUFACTURING.

8) SIGN BASE MATERIAL SHALL BE ACCORDING TO SECTION 637.2.1.2 AND 643.2.9.3.

9) DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.





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PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL FIXED MESSAGE SIGNS	SHEET 589	E

2

2

N

EAST DEERFIELD

LINEVILLE RD

BROOKFIELD AVE

WEST DEERFIELD

USH 41 SB

USH 41 NB

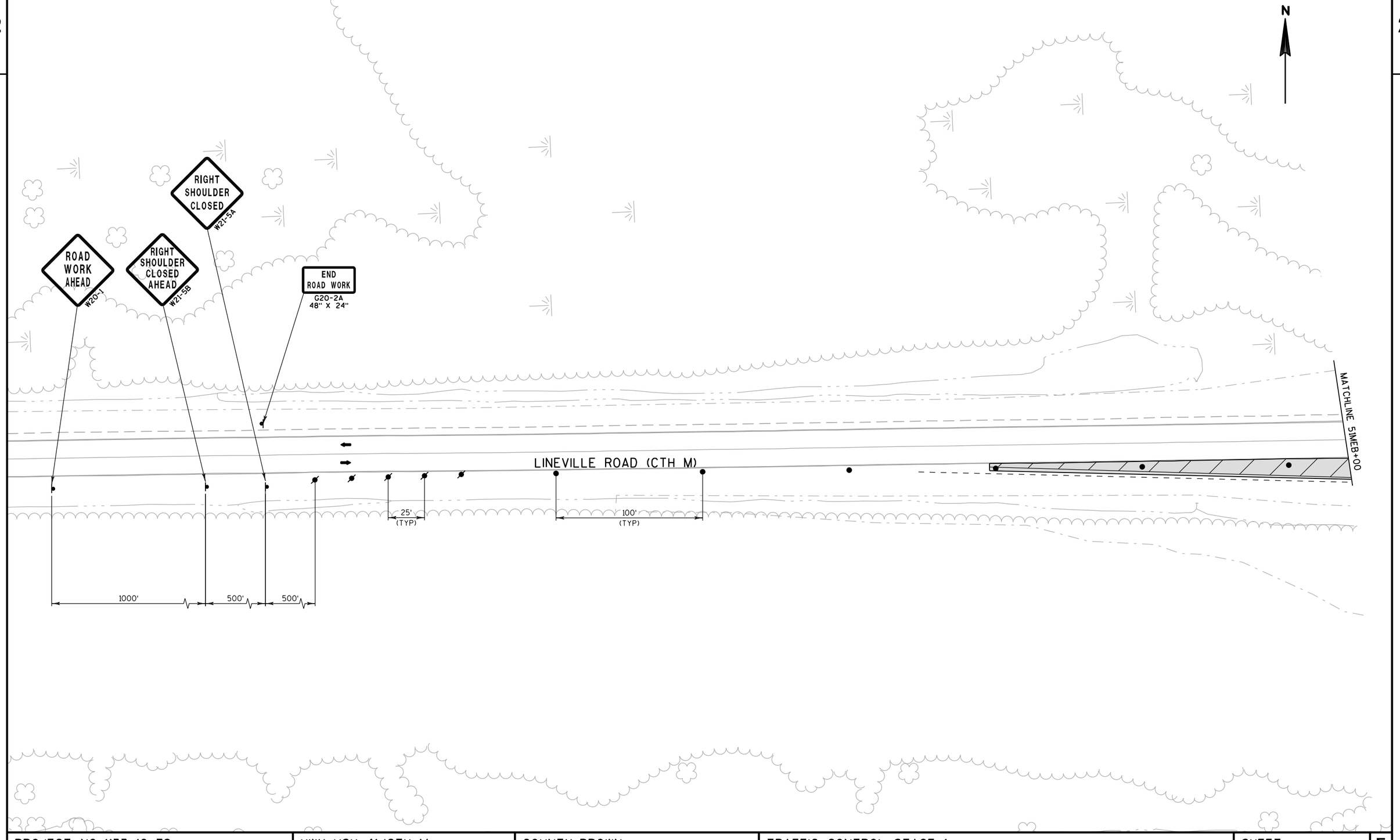
CTH J

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1 OVERVIEW	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026000_s1.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : $FILE$ PLOT SCALE : 400:1

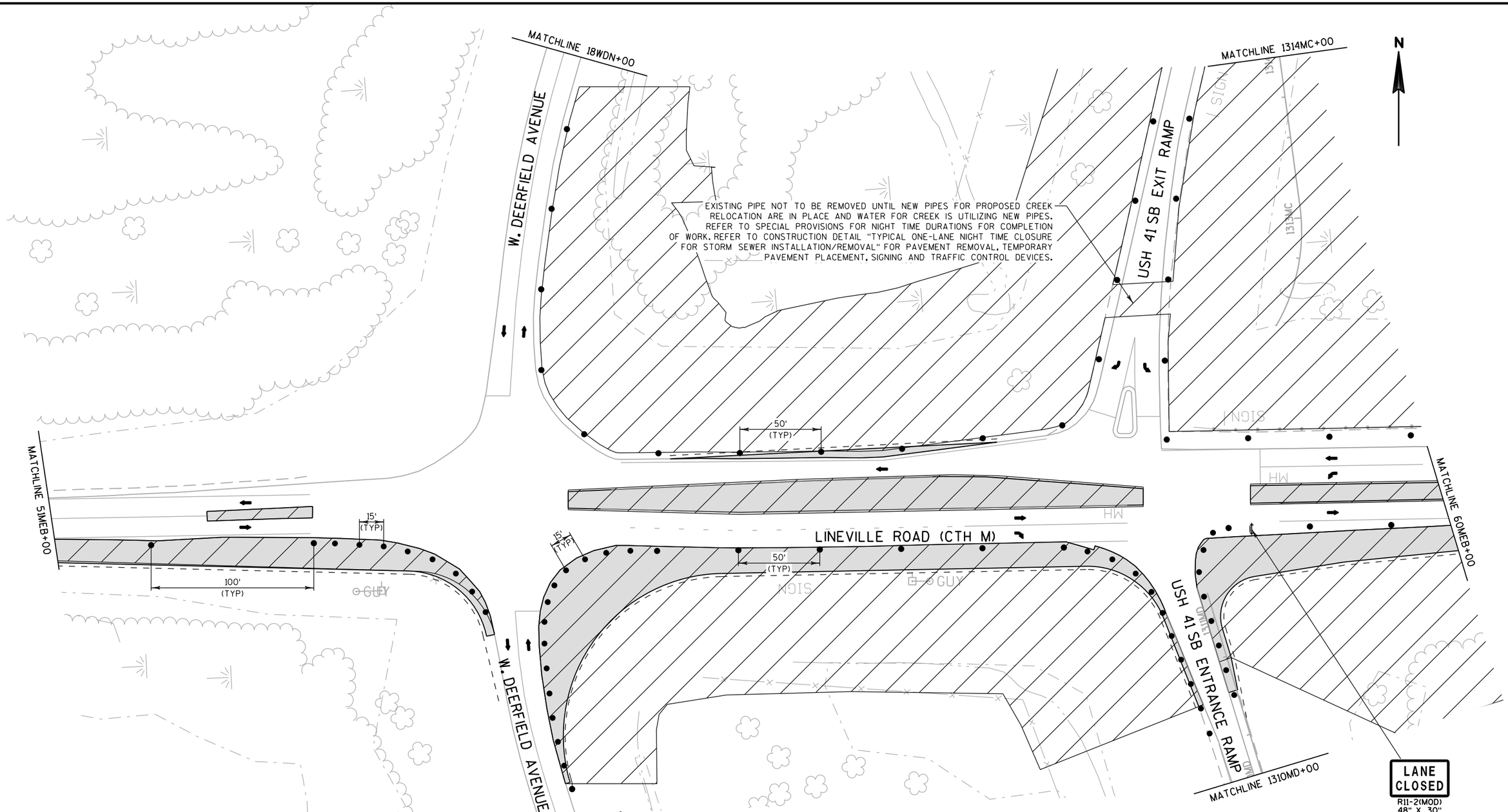
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1	SHEET 591	E

2



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FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026002_s1.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2

2

EXISTING PIPE NOT TO BE REMOVED UNTIL NEW PIPES FOR PROPOSED CREEK RELOCATION ARE IN PLACE AND WATER FOR CREEK IS UTILIZING NEW PIPES. REFER TO SPECIAL PROVISIONS FOR NIGHT TIME DURATIONS FOR COMPLETION OF WORK. REFER TO CONSTRUCTION DETAIL "TYPICAL ONE-LANE NIGHT TIME CLOSURE FOR STORM SEWER INSTALLATION/REMOVAL" FOR PAVEMENT REMOVAL, TEMPORARY PAVEMENT PLACEMENT, SIGNING AND TRAFFIC CONTROL DEVICES.

MATCHLINE 1313MB+00

USH 41 NB ENTRANCE RAMP

STOP
R1-1
30" X 30"

360' BUFFER

50'
(TYP)

15'
(TYP)

HW

MATCHLINE 60MEB+00

LINEVILLE ROAD (CTH M)

MATCHLINE 69MEB+00

USH 41 SB

USH 41 NB

USH 41 NB EXIT RAMP

MATCHLINE 1309MA+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1	SHEET 593 E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026003_s1.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

WISDOT/CADDS SHEET 42

2

MATCHLINE 48EDN+00

E. DEERFIELD AVENUE

CULVERT TO BE PLACED UNDER EAST DEERFIELD AVENUE; REFER TO SPECIAL PROVISIONS FOR NIGHT TIME DURATIONS FOR COMPLETION OF WORK. REFER TO CONSTRUCTION DETAIL "TYPICAL ONE-LANE NIGHT TIME CLOSURE FOR STORM SEWER INSTALLATION (FLAGGER NEEDED)" FOR PAVEMENT REMOVAL, TEMPORARY PAVEMENT PLACEMENT, SIGNING AND TRAFFIC CONTROL DEVICES.

EXISTING PIPE NOT TO BE REMOVED UNTIL NEW PIPES FOR PROPOSED CREEK RELOCATION ARE IN PLACE AND WATER FOR CREEK IS UTILIZING NEW PIPES. REFER TO SPECIAL PROVISIONS FOR NIGHT TIME DURATIONS FOR COMPLETION OF WORK. REFER TO CONSTRUCTION DETAIL "TYPICAL ONE-LANE NIGHT TIME CLOSURE FOR STORM SEWER INSTALLATION (FLAGGER NEEDED)"" FOR PAVEMENT REMOVAL, TEMPORARY PAVEMENT PLACEMENT, SIGNING AND TRAFFIC CONTROL DEVICES.

500'

500'

1000'

15' (TYP)

MATCHLINE 69MEB+00

50' (TYP)

LINEVILLE ROAD (CTH M)

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

RIGHT SHOULDER CLOSED
W21-5A

RIGHT SHOULDER CLOSED AHEAD
W21-5B

ROAD WORK AHEAD
W20-1

E. DEERFIELD AVENUE

MATCHLINE 43EDN+00

CANOPY

SIGN

SEPTIC

RIPRAP

FILLER CAPS

MH

HW

GUY

N

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1	SHEET 594	E

2

N

PARKFIELD CT

E. DEERFIELD AVENUE

ROAD WORK AHEAD
W20-1

RIGHT SHOULDER CLOSED AHEAD
W21-5B

RIGHT SHOULDER CLOSED
W21-5A

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

500'

500'

500'

MATCHLINE 48EDN+00

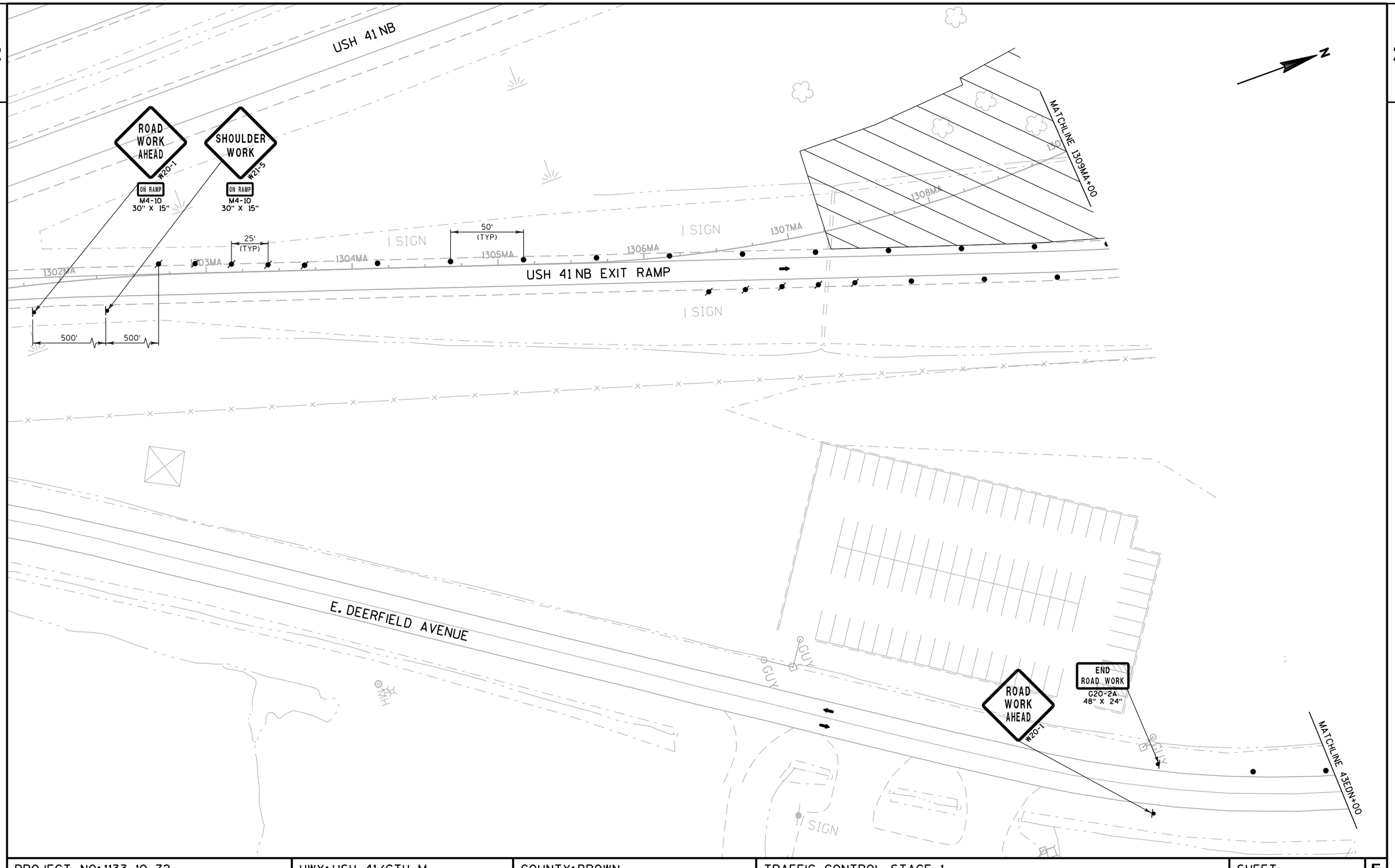
CULVERT TO BE PLACED UNDER USH 41 NB ENTRANCE RAMP; REFER TO SPECIAL PROVISIONS FOR NIGHT TIME DURATIONS FOR COMPLETION OF WORK. REFER TO CONSTRUCTION DETAIL "PROPOSED CULVERT PLACEMENT UNDER EXISTING PAVEMENT" FOR PAVEMENT REMOVAL, TEMPORARY PAVEMENT PLACEMENT, SIGNING AND TRAFFIC CONTROL DEVICES.

USH 41 NB ENTRANCE RAMP

MATCHLINE 1313MB+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1	SHEET 595	E

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026006_s1.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

WISDOT/CADDS SHEET 42

2

N

MATCHLINE 1310MD+00

1309MD 1308MD 1307MD 1306MD 1305MD 1304MD 1303MD

USH 41 SB ENTRANCE RAMP

500'

500'

500'

25' (TYP)

50' (TYP)

W. DEERFIELD AVENUE

ROAD WORK AHEAD W20-1

RIGHT SHOULDER CLOSED AHEAD W21-5B

RIGHT SHOULDER CLOSED W21-5A

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

MH

MATCHLINE 13WDN+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1	SHEET 597	E

2

N

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

ROAD WORK AHEAD
W20-1

MATCHLINE 18WDN+00

50'
(TYP)

500'

W. DEERFIELD AVENUE

CULVERT TO BE PLACED UNDER USH 41 SB EXIT RAMP; REFER TO SPECIAL PROVISIONS FOR NIGHT TIME DURATIONS FOR COMPLETION OF WORK. REFER TO CONSTRUCTION DETAIL "TYPICAL ONE-LANE NIGHT TIME CLOSURE FOR STORM SEWER INSTALLATION/REMOVAL" FOR PAVEMENT REMOVAL, TEMPORARY PAVEMENT PLACEMENT, SIGNING AND TRAFFIC CONTROL DEVICES.

50'
(TYP)

MATCHLINE 1314MC+00

1315MC
1316MC
1317MC
1318MC
1319MC
1320MC
1321MC
1322MC

SIGN

25'
(TYP)

USH 41 SB EXIT RAMP

25'
(TYP)

SIGN

500'
500'

SHOULDER WORK
W21-5

ON RAMP
M4-10
30" X 15"

ROAD WORK AHEAD
W20-1

ON RAMP
M4-10
30" X 15"

SIGN

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1	SHEET 598	E

2

2

N

EAST DEERFIELD

LINEVILLE RD

BROOKFIELD AVE

WEST DEERFIELD

USH 41 SB

USH 41 NB

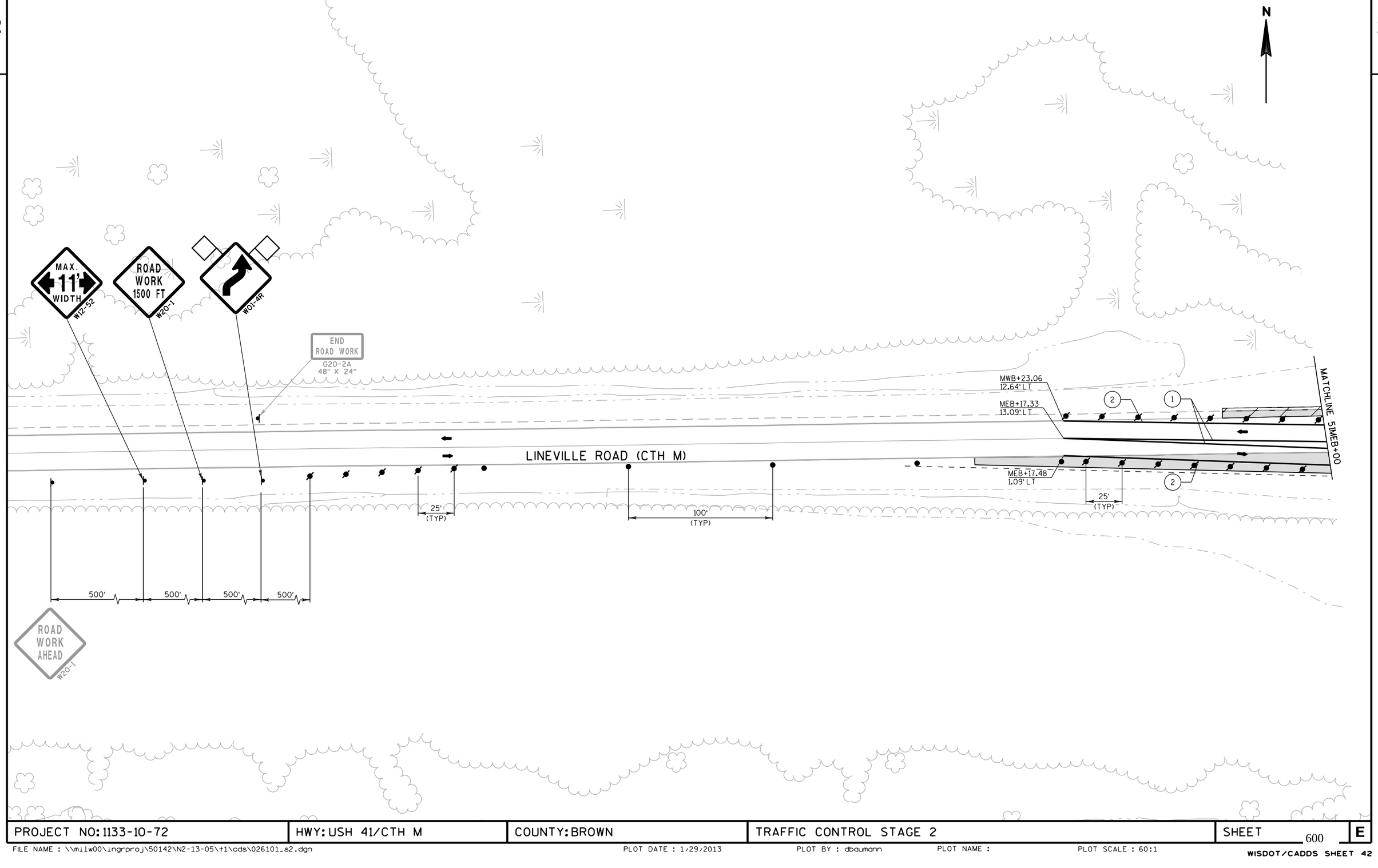
CTH J

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2 OVERVIEW	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026100_s2.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 400:1

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2	SHEET 600	E

2

N

W. DEERFIELD AVENUE

USH 41 SB EXIT RAMP

LINEVILLE ROAD (CTH M)

ROAD WORK AHEAD W20-1

STOP R1-1 30" X 30"

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

LANE CLOSED R11-2(MOD) 48" X 30"

ONLY ONLY R3-8E 36" X 30"

W01-6 48" X 24"

W01-4R

W01-4L

W03-1

MATCHLINE 5 MEB+00

MATCHLINE 60 MEB+00

MWB+07.67 35.97' LT

MWB+93.84 4.22' LT

MWB+88.31 11.35' RT

MWB+95.90 31.71' RT

MWB+73.80 7.08' RT

MEB+09.48 4.33' RT

MEB+21.36 10.89' RT

MEB+27.07 19.39' RT

MEB+32.96 28.68' RT

MEB+15.85 16.06' RT

MEB+91.27 13.30' LT

MEB+39.49 2.28' LT

MEB+55.68 34.31' LT

MEB+88.16 2.62' LT

MEB+87.91 1.78' LT

MEB+87.53 9.51' RT

MEB+36.86 8.40' RT

MEB+74.93 21.07' RT

MWB+75.91 21.91' LT

MWB+76.72 9.55' RT

MWB+58.55 9.76' RT

MEB+68.84 6.10' LT

MEB+98.99 13.79' RT

MWB+91.20 11.86' RT

MWB+06.49 8.90' RT

MWB+30.59 45.35' RT

MEB+98.73 20.48' LT

MWB+77.66 34.35' RT

MEB+96.43 3.43' RT

MEB+05.04 38.97' LT

MEB+97.83 17.26' LT

MEB+08.17 36.33' RT

MEB+97.67 16.27' LT

MEB+49.18 1.32' LT

MWB+55.57 53.13' RT

R = 60.00'

R = 36.50'

R = 70.00'

500'

25' (TYP)

15' (TYP)

16'

12'

1314MC

1313MC

1310MC

1309MD

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2	SHEET 601 E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026102_s2.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

WISDOT/CADDS SHEET 42

2

2

N

LINEVILLE ROAD (CTH M)

USH 41 SB

USH 41 NB

USH 41NB ENTRANCE RAMP

USH 41 NB EXIT RAMP

MATCHLINE 60MEB+00

MATCHLINE 69MEB+00

W03-1

W01-6
48" X 24"

W01-4L

LANE CLOSED
R11-2(MOD)
48" X 30"

R3-8E
36" X 30"

STOP
R1-1
30" X 30"

W20-1
ROAD WORK AHEAD

DOUBLE

25'
(TYP)

MEB+12.69
11.37' LT

MEB+36.27
11.88' RT

MEB+60.21
31.03' RT

MEB+87.56
30.59' RT

MEB+88.79
19.15' RT

MEB+59.69
42.53' RT

MEB+98.39
67.66' LT

MEB+98.46
22.35' LT

MEB+01.14
33.09' LT

MEB+98.44
21.91' LT

MEB+91.66
6.41' LT

MEB+63.62
10.57' LT

MEB+12.18
3.89' LT

MEB+95.74
10.73' LT

MEB+93.16
0.04' LT

MEB+61.70
0.34' RT

MWB+98.99
51.06' LT

MWB+72.89
5.27' LT

MWB+11.43
12.76' RT

MEB+07.22
18.60' RT

MEB+74.83
13.63' RT

1313MB

1312MB

1311MA

1310MA

1309MA

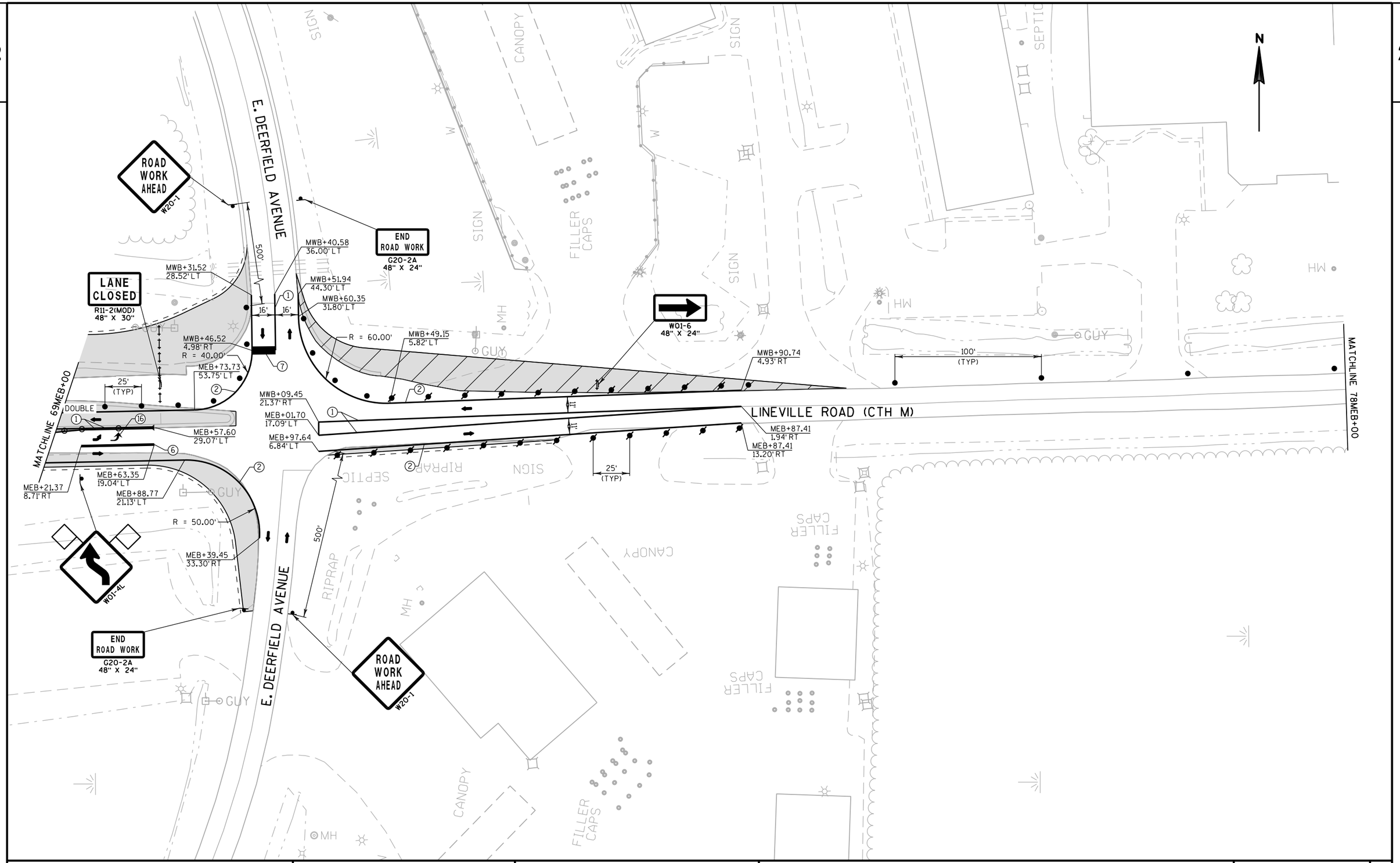
SIGN

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2	SHEET 602 E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026103_s2.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

WISDOT/CADDS SHEET 42

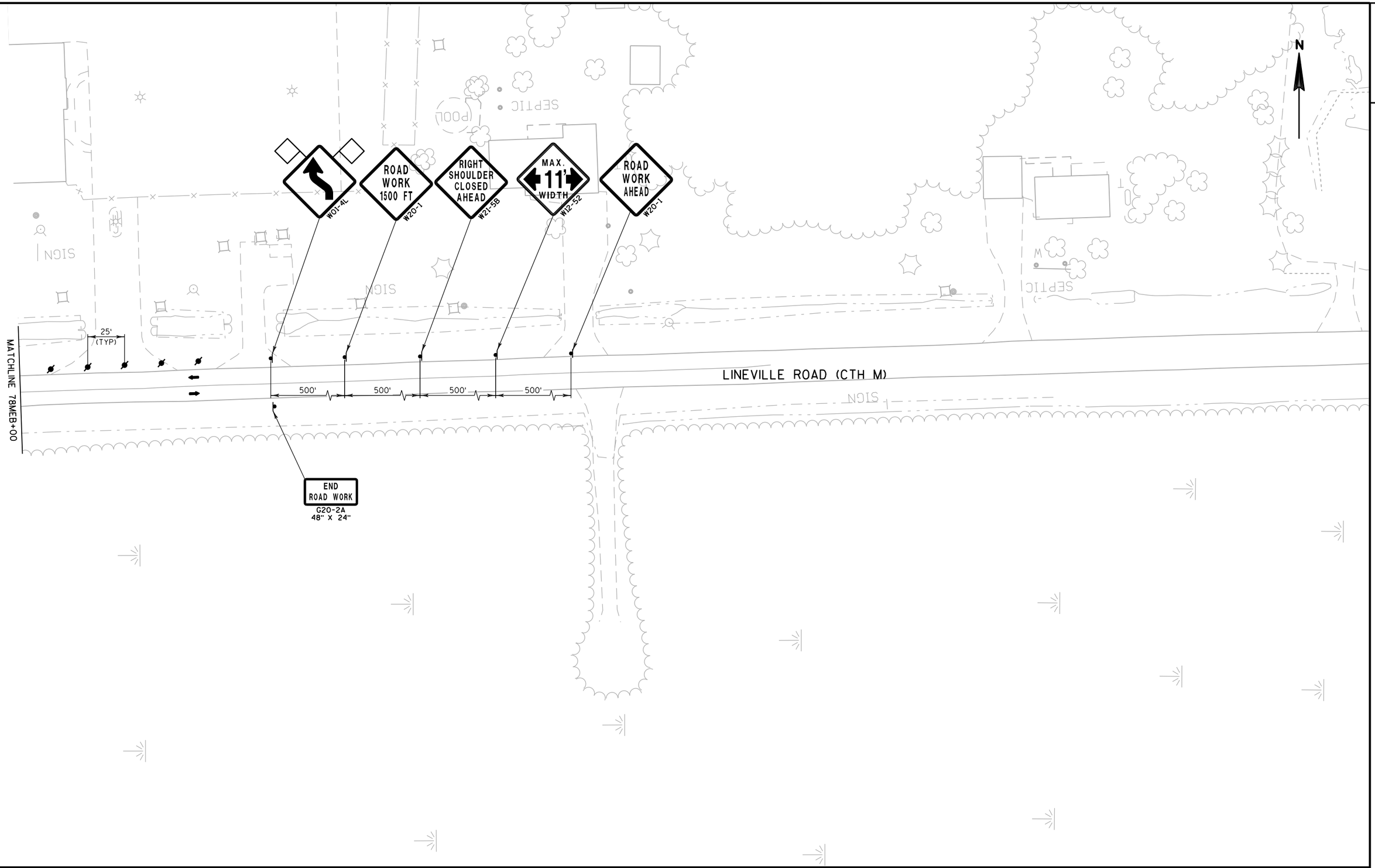
2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2	SHEET 603	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026104_s2.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2	SHEET 604	E

2

2

N

EAST DEERFIELD

LINEVILLE RD

BROOKFIELD AVE

WEST DEERFIELD

USH 41 SB

USH 41 NB

CTH J

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 3 OVERVIEW	SHEET 605 E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026200_s3.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 400:1

WISDOT/CADDS SHEET 42

2

N

MAX. 11' WIDTH
W12-52

ROAD WORK 1500 FT
W20-1

W01-4R

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

MEB+17.17
25.09' LT

MEB+17.30
13.09' LT

MEB+87.30
12.71' LT

MEB+17.94
23.04' LT

MATCHLINE 5MEB+00

E

46

45

11'

11'

LINEVILLE ROAD (CTH M)

MEB+17.20
1.10' LT

MEB+57.33
1.46' LT

50'
(TYP)

25'
(TYP)

100'
(TYP)

W01-6
48" X 24"

500'

500'

500'

500'

ROAD WORK AHEAD
W20-1

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 3	SHEET 606	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026201_s3.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2

N

W. DEERFIELD AVENUE

USH 41 SB EXIT RAMP

USH 41 SB ENTRANCE RAMP

LINEVILLE ROAD (CTH M)

MATCHLINE 5MEB+00

MATCHLINE 6OMEB+00

ROAD WORK AHEAD W20-1

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

ROAD CLOSED R11-2 48" X 30"

STOP R1-1 30" X 30"

W01-4L

W03-1

MWB+78.47 5.41' LT

MWB+06.24 12.89' LT

MEB+11.91 22.35' LT

MEB+16.86 12.96' LT

MEB+20.40 2.26' LT

MEB+92.03 24.23' LT

MEB+89.83 10.77' RT

MEB+03.86 16.91' RT

MEB+72.76 47.40' LT

MWB+73.21 17.57' RT

MEB+87.14 34.11' LT

MEB+15.73 9.94' RT

MWB+21.24 7.60' RT

MEB+84.19 0.91' RT

MEB+08.75 4.27' RT

MWB+73.94 18.32' LT

MWB+82.43 2.06' LT

MWB+07.56 3.94' RT

MWB+42.26 31.99' RT

MWB+39.01 42.50' RT

MWB+29.19 39.79' RT

MEB+29.98 53.07' LT

MEB+32.37 28.42' LT

MEB+29.63 52.13' LT

MEB+87.38 33.30' LT

MEB+26.01 41.74' LT

MEB+29.36 3.06' RT

MEB+83.00 106.22' RT

MEB+78.24 112.72' RT

R = 50.00'

R = 60.00'

R = 20.00'

500'

50' (TYP)

25' (TYP)

15' (TYP)

DOUBLE

CC

HH

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 3	SHEET 607	E

2

N

USH 41NB ENTRANCE RAMP

LINEVILLE ROAD (CTH M)

USH 41 SB

USH 41 NB

USH 41NB EXIT RAMP

MATCHLINE 60MEB+00

MATCHLINE 69MEB+00

W03-1

W01-4L

R3-8E
36" X 30"

R1-1
30" X 30"

R11-2
48" X 30"

W20-1

ROAD WORK AHEAD

ROAD CLOSED

STOP

ONLY ONLY

DOUBLE

150'

500'

R = 1500.00'

R = 1477.00'

R = 10.00'

R = 50.00'

R = 40.00'

R = 100.00'

MWB+46.93
12.99' LT

MWB+53.94
12.00' LT

MWB+51.48
23.99' LT

MWB+51.41
12.99' LT

MWB+20.09
14.04' RT

MWB+14.12
8.56' RT

MWB+16.15
24.31' RT

MWB+10.22
4.08' RT

MWB+04.73
22.11' LT

MWB+03.96
6.17' LT

MWB+10.29
44.58' LT

MWB+42.24
38.36' LT

MWB+78.75
42.58' LT

MWB+54.01
24.25' LT

MWB+16.51
13.14' RT

MWB+60.37
13.46' LT

MWB+21.92
9.49' LT

MWB+37.36
18.56' LT

MWB+75.14
10.47' LT

MWB+85.77
2.77' RT

MWB+98.44
0.56' RT

MWB+14.78
0.73' RT

MWB+10.71
9.24' RT

MEB+18.21
10.44' LT

MWB+15.79
25.25' RT

MEB+73.22
55.07' LT

MEB+89.45
63.83' LT

MWB+47.58
16.87' RT

MWB+71.26
5.04' RT

MEB+48.74
9.29' LT

MEB+55.38
40.58' RT

MEB+84.35
33.76' RT

MEB+72.14
24.51' RT

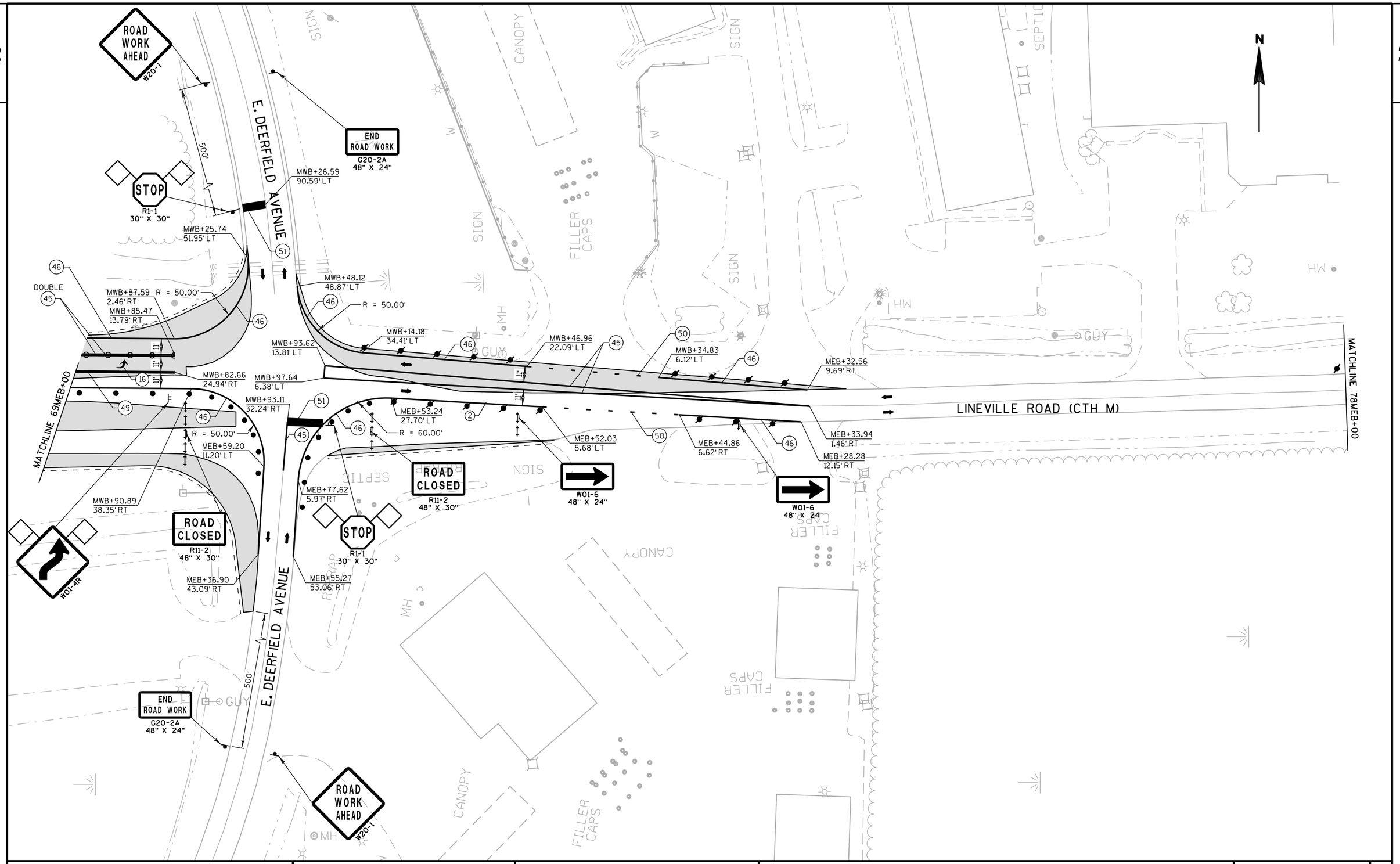
1313MB

1310MA

1309MA

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 3	SHEET 608 E

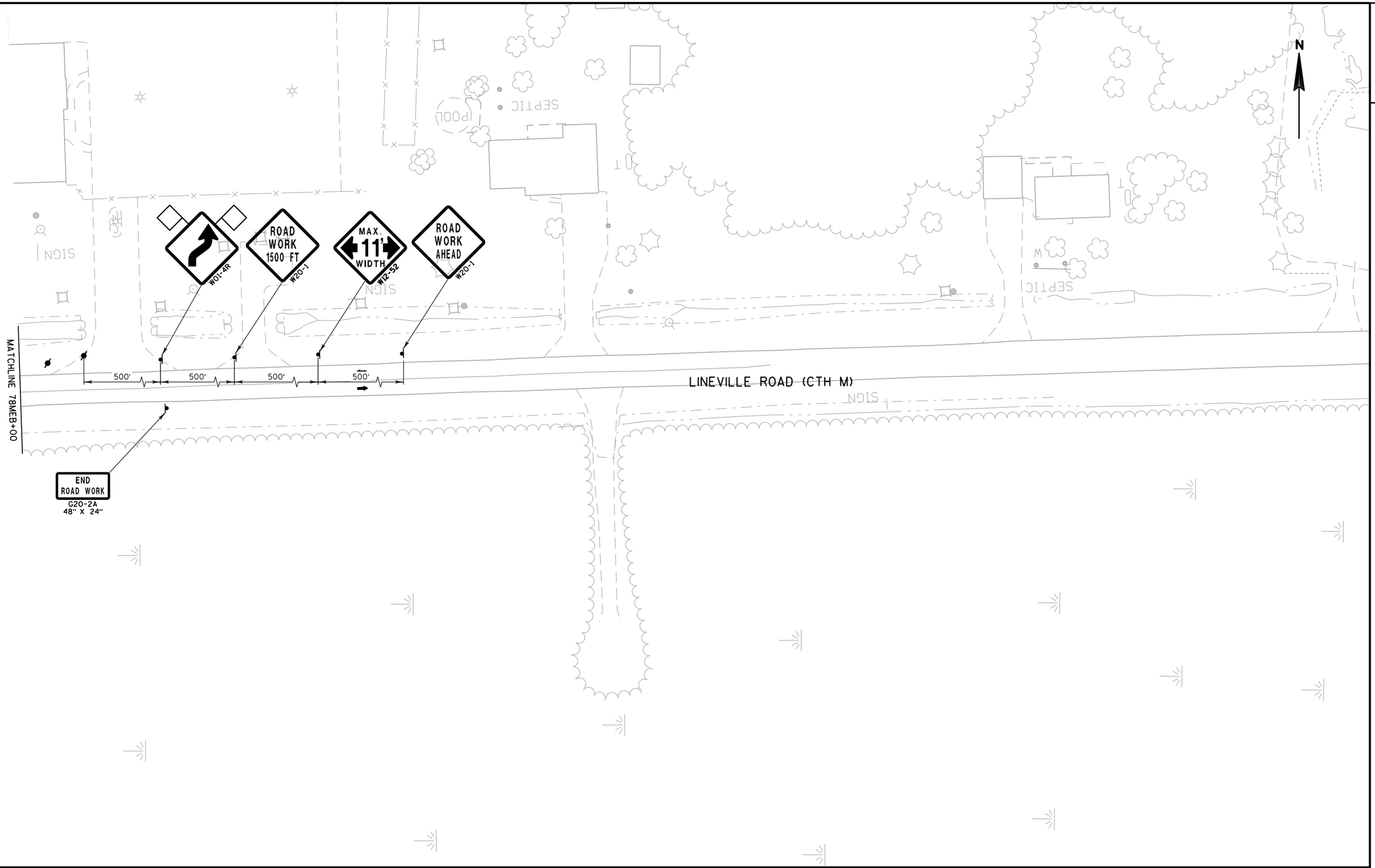
FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026203_s3.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 3	SHEET 609	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026204_s3.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

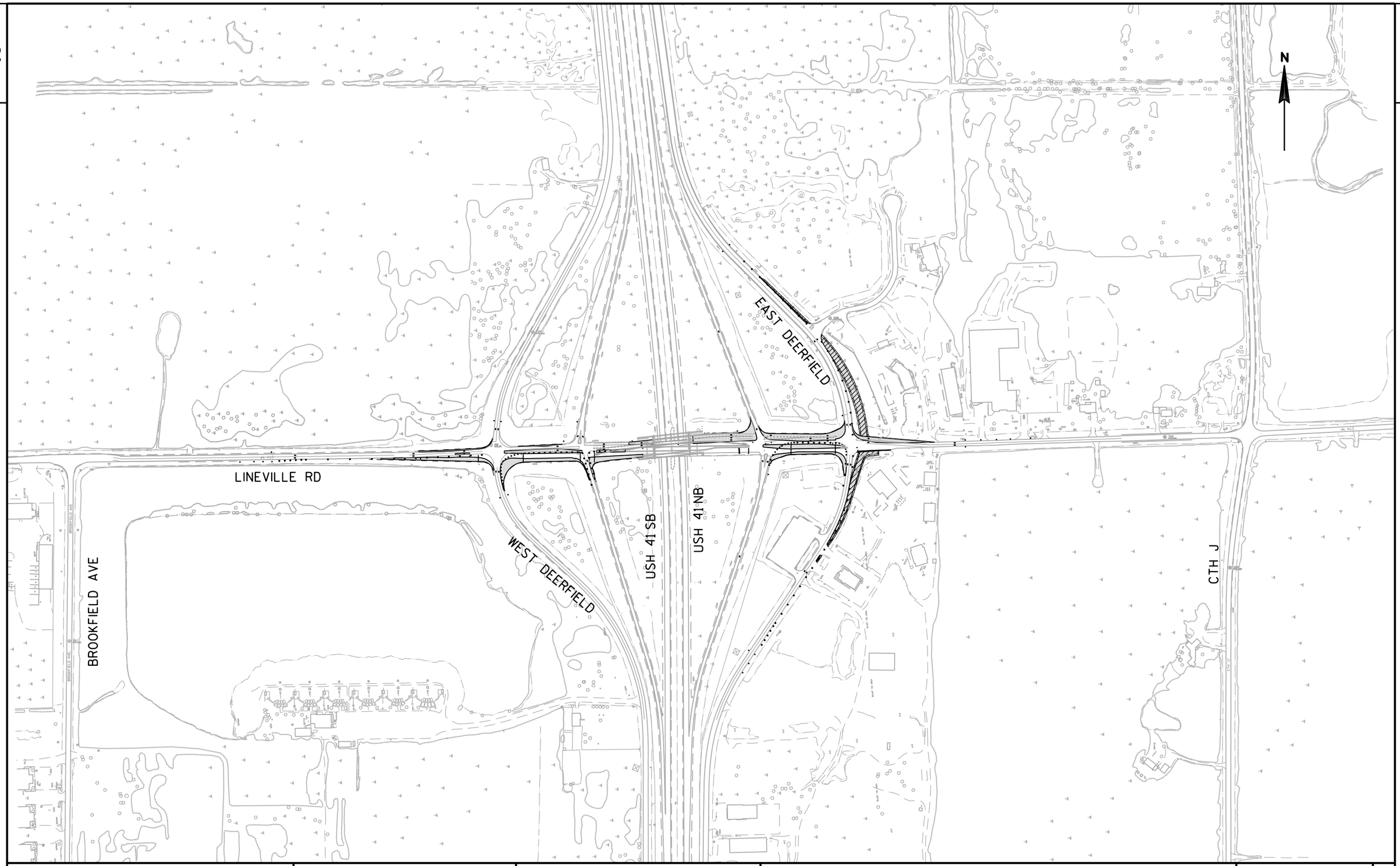
2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 3	SHEET 610	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026205_s3.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4A OVERVIEW	SHEET 611 E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026300_s4A.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 400:1

2

N

MAX. 11' WIDTH
W12-52

ROAD WORK 1500 FT
W20-1

W01-4R

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

MATCHLINE 51MEB+00

LINEVILLE ROAD (CTH M)

25' (TYP)

100' (TYP)

50' (TYP)

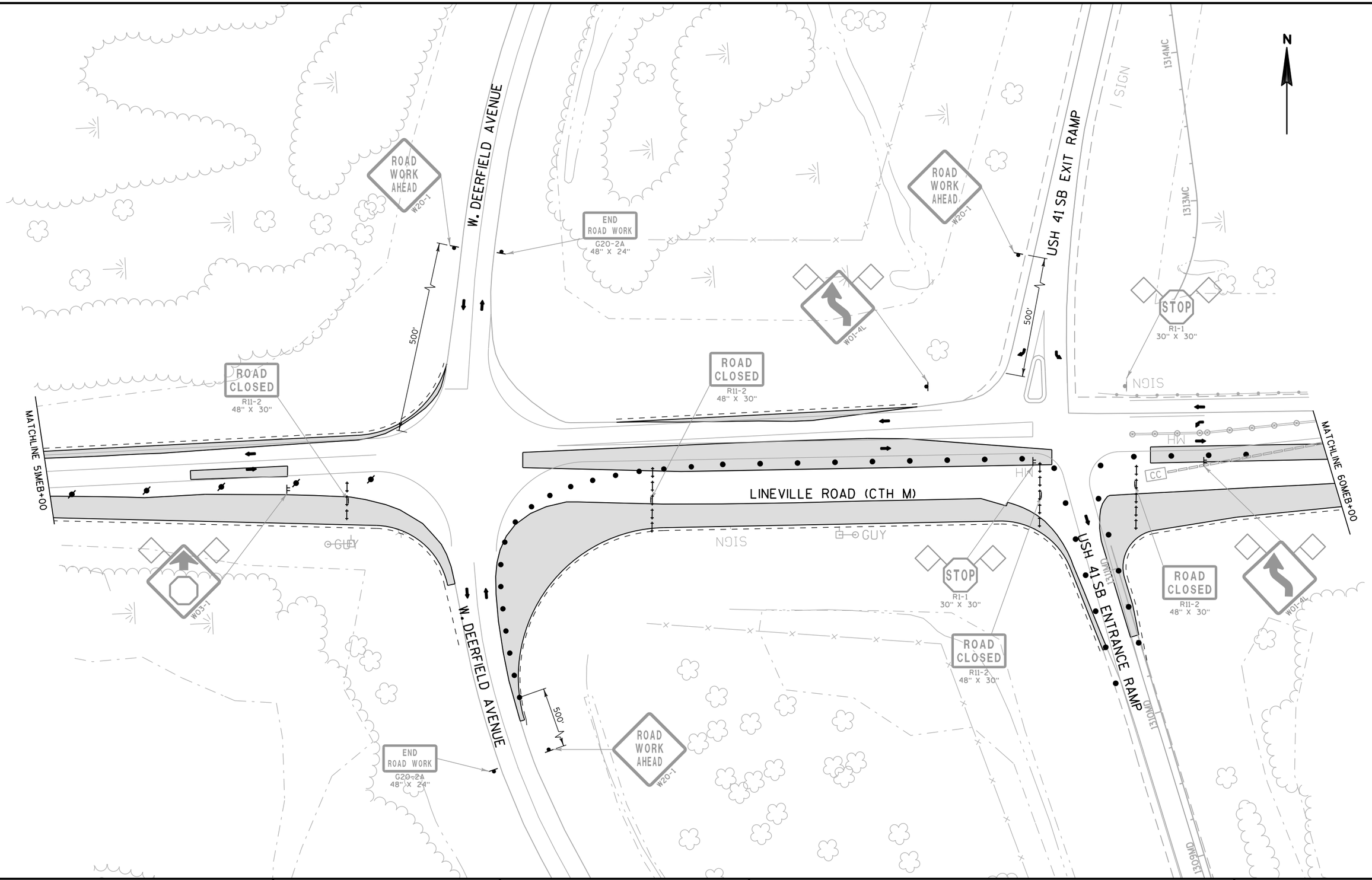
W01-6
48" X 24"

500' 500' 500' 500'

ROAD WORK AHEAD
W20-1

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4A	SHEET 612	E

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4A	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026302_s4A.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2

N

MATCHLINE 1313MB+00

USH 41NB ENTRANCE RAMP

1313MB

1312MB

W01-4L

W03-1

150'

ONLY ONLY
R3-8E
36" X 30"

I SIGN

CC

HW

MATCHLINE 69MEB+00

MATCHLINE 60MEB+00

LINEVILLE ROAD (CTH M)

ROAD CLOSED
R11-2
48" X 30"

STOP
R1-1
30" X 30"

ONLY ONLY
R3-8E
36" X 30"

STOP
R1-1
30" X 30"

ROAD CLOSED
R11-2
48" X 30"

W03-1

USH 41 SB

USH 41 NB

1311MA

1310MA

ROAD WORK AHEAD
W20-1

I SIGN

USH 41NB EXIT RAMP

MATCHLINE 1309MA+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4A	SHEET 614	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026303_s4A.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2

N

MATCHLINE 48EDN+00

E. DEERFIELD AVENUE

STOP
R1-1
30" X 30"

ROAD WORK 500 FT
W20-1

ROAD WORK 1000 FT
W20-1

MAX. 11' WIDTH
W12-52

ROAD WORK AHEAD
W20-1

500'

500'

500'

LINEVILLE ROAD (CTH M)

MATCHLINE 69MEB+00

ROAD CLOSED
R11-2
48" X 30"

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

STOP
R1-1
30" X 30"

E. DEERFIELD AVENUE

MATCHLINE 43EDN+00

CANOPY

SIGN

FILLER CAPS

GUY

MH

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4A	SHEET 615 E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026304_s4A.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2

N

GUY

GUY

MATCHLINE 48EDN+00

50'
(TYP)

E. DEERFIELD AVENUE

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

500'

ROAD
WORK
AHEAD
W20-1

USH 41 SB ENTRANCE RAMP

1320MB 1319MB 1318MB 1317MB 1316MB 1315MB 1314MB

MATCHLINE 1313MB+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4A	SHEET 616	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026307_s4A.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2

2

USH 41 NB

N

MATCHLINE 1309MA+00

1308MA

1307MA

1306MA

1305MA

1304MA

1303MA

1302MA

I SIGN

I SIGN

I SIGN

USH 41 NB EXIT RAMP

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

500'

500'

500'

ROAD WORK AHEAD
W20-1

RIGHT SHOULDER CLOSED AHEAD
W21-5B

RIGHT SHOULDER CLOSED
W21-5A

E. DEERFIELD AVENUE

25' (TYP)

50' (TYP)

GUY

GUY

GUY

I SIGN

MATCHLINE 43EDN+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4A	SHEET 617	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026308_s4A.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

WISDOT/CADDS SHEET 42

2

2

N

LINEVILLE RD

BROOKFIELD AVE

EAST DEERFIELD

WEST DEERFIELD

USH 41 SB

USH 41 NB

CTH J

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B OVERVIEW	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026400_s4B.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 400:1

WISDOT/CADDS SHEET 42

2

2

N

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

ROAD
CLOSED
R11-2
48" X 30"

ROAD
CLOSED
R11-2
48" X 30"

50'

LINEVILLE ROAD (CTH M)

1500'

1640'

500'

500'

ROAD
CLOSED
1 MILE
W20-3

ROAD
CLOSED
1/2 MILE
W20-3

ROAD
CLOSED
1000 FT
W20-3

ROAD
CLOSED
500 FT
W20-3

MATCHLINE 42MEB+00

SIGN

500'

ROAD
CLOSED
1 MILE
W20-3

AVE

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 619	E

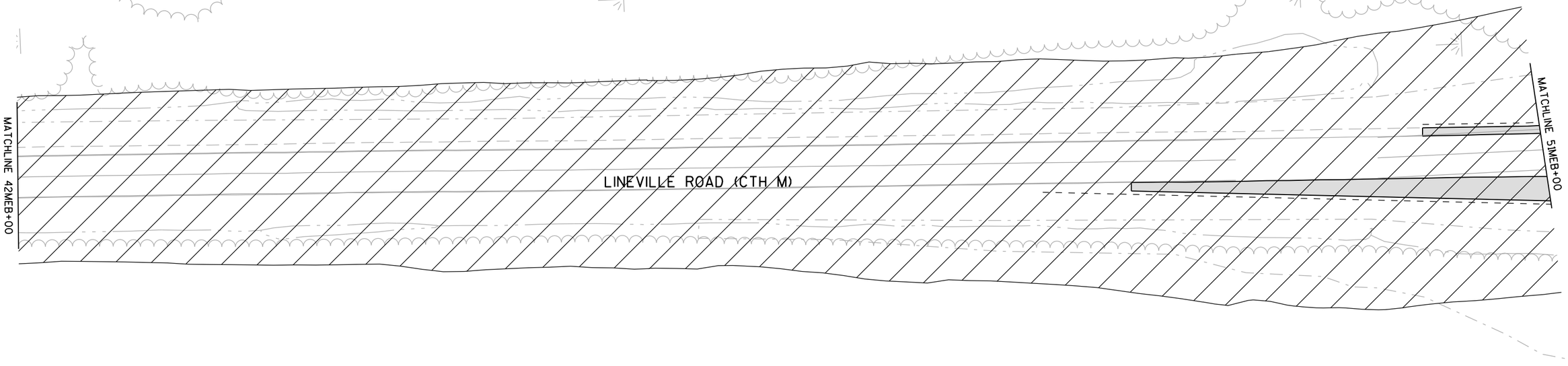
FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026401_s4B.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

WISDOT/CADDS SHEET 42

2

2

N

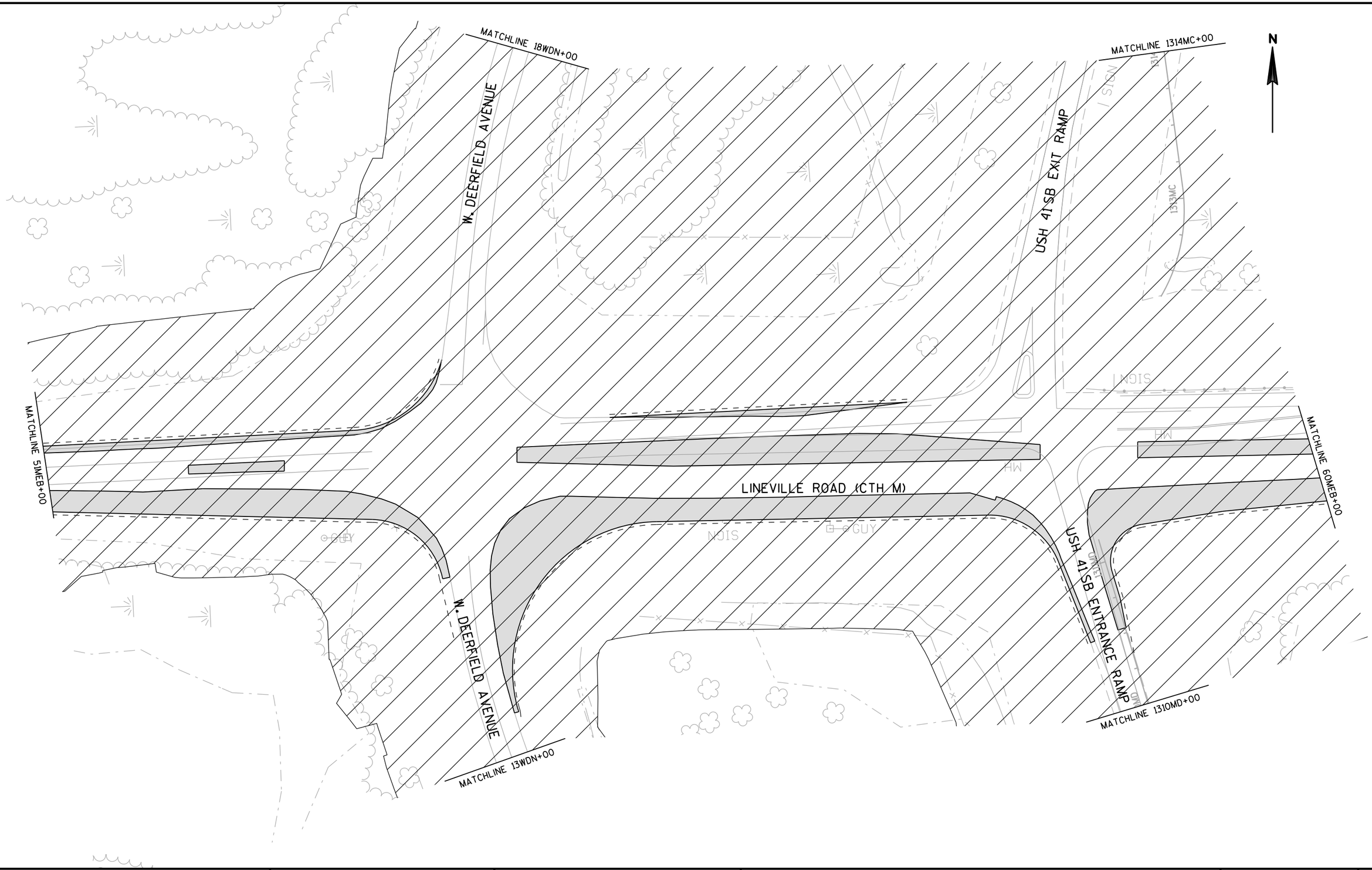


PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 620	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026402_s4B.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 621	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026403_s4B.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2

N

MATCHLINE 1313MB+00

USH 41NB ENTRANCE RAMP

LINEVILLE ROAD (CTH M)

MATCHLINE 60MEB+00

MATCHLINE 69MEB+00

USH 41 SB

USH 41 NB

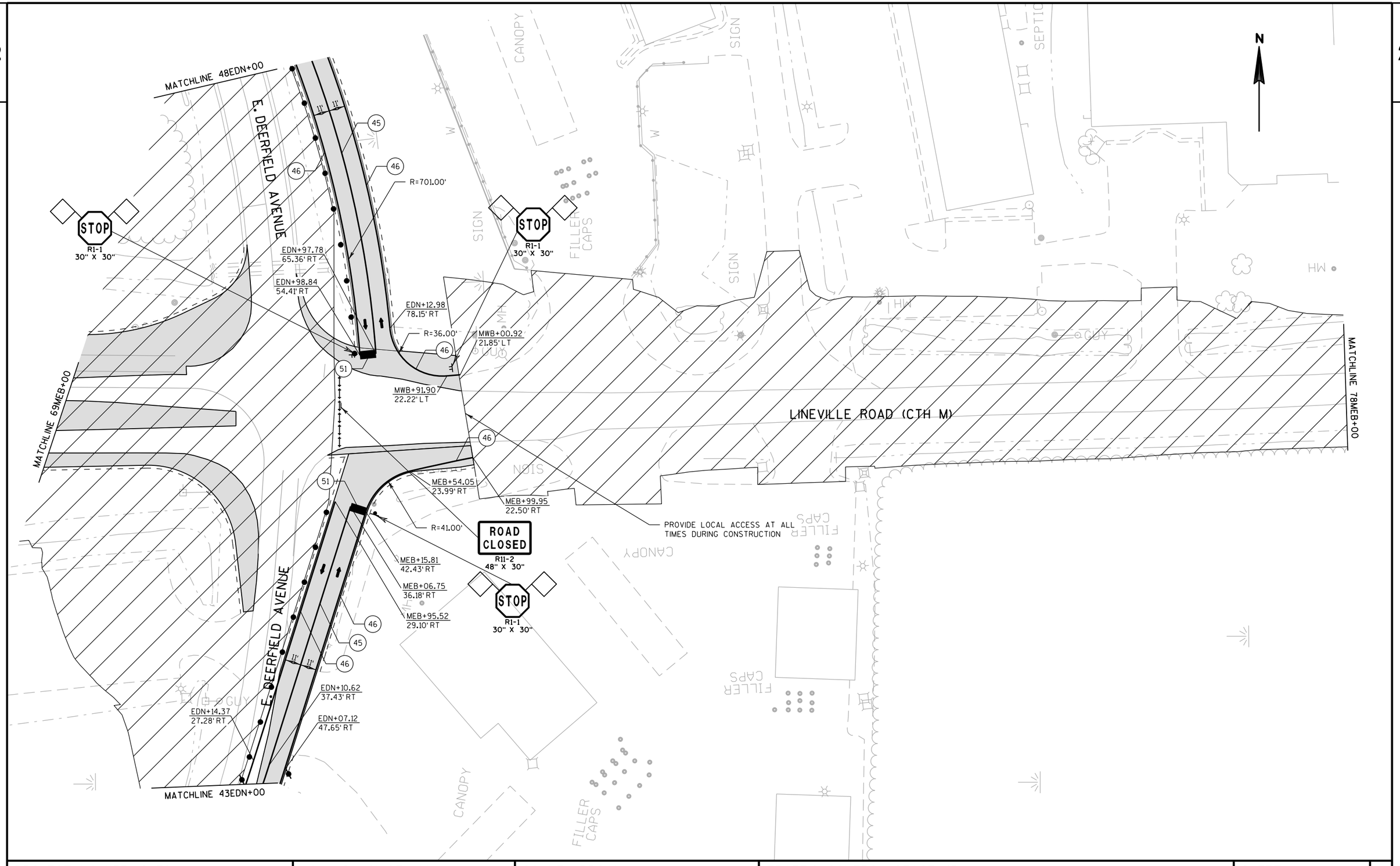
USH 41NB EXIT RAMP

MATCHLINE 1309MA+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 622	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026404_s4B.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

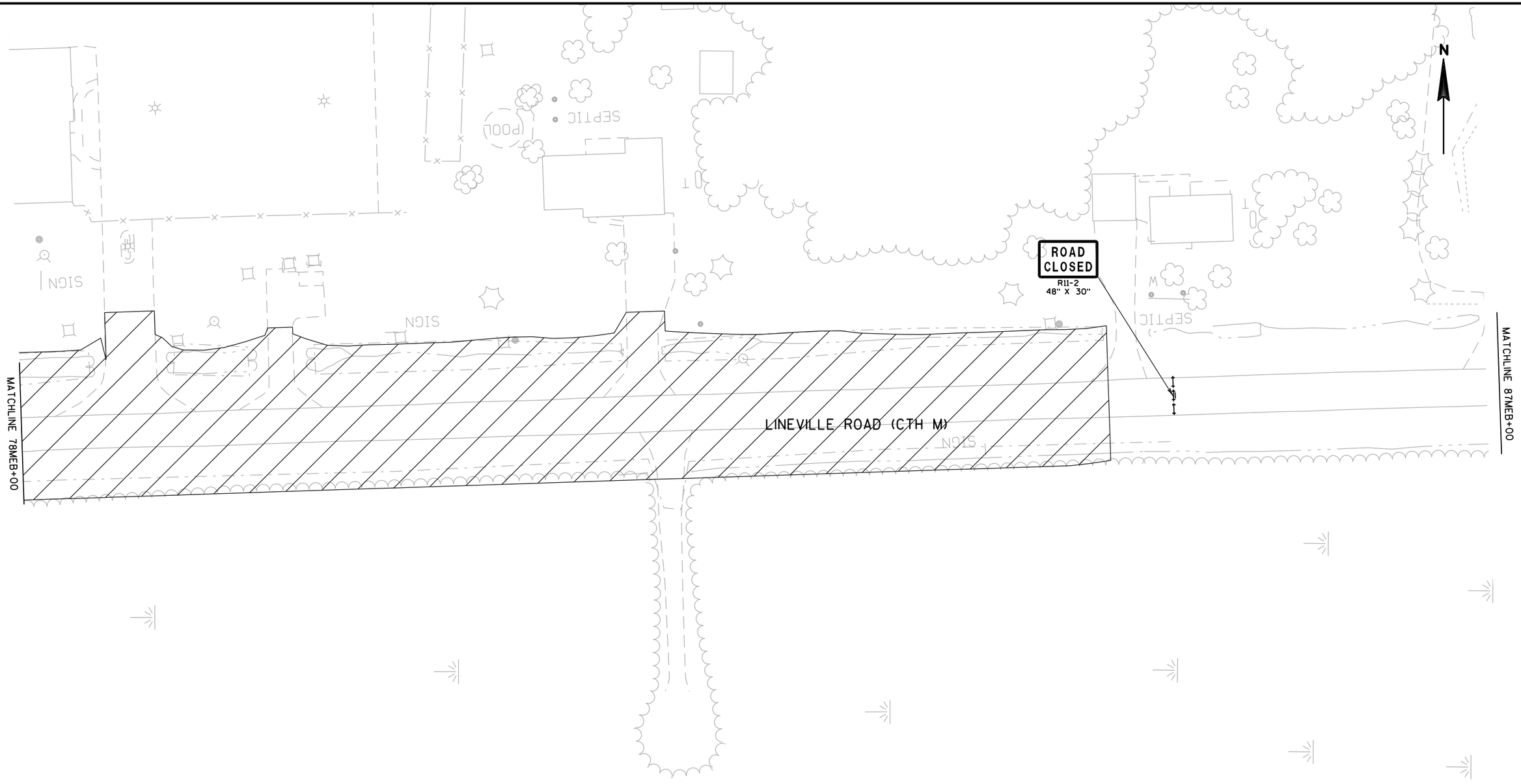
2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 623	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026405_s4B.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 624	E

2

N

ROAD WORK AHEAD W20-1

ROAD CLOSED AHEAD W20-3

LINEVILLE RD

500'

500'

ROAD CLOSED 500 FT W20-3

LINEVILLE RD

500'

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

ROAD CLOSED 1000 FT W20-3

LINEVILLE RD

ROAD CLOSED AHEAD W20-3

LINEVILLE RD

ROAD WORK AHEAD W20-1

500'

500'

LINEVILLE ROAD (CTH M)

CTH "M"

ROAD CLOSED TO THRU TRAFFIC R11-4 60" X 30"

50'

MATCHLINE 87MEB+00

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

LAKEVIEW DRIVE (CTH EB)

500'

ROAD CLOSED 1000 FT W20-3

LINEVILLE RD

500'

ROAD CLOSED AHEAD W20-3

LINEVILLE RD

500'

ROAD WORK AHEAD W20-1

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

4.5

4"

4"

3"

6"

3"

1'

LINEVILLE RD

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 625	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026407_s4B.dgn PLOT DATE : 1/31/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 60:1

2

2

N

T

SIGN

GUY

GUY

GUY

W. DEERFIELD AVENUE

USH 41 SB

USH 41 NB

MA+38.30
8.14' RT

1292MA

1293MA

1294MA

46

MATCHLINE 1295MA+00

1500'

1000'

25'
(TYP)

SIGN

RAMP
CLOSED
AHEAD
W20-3(MOD)

RAMP
CLOSED
1000 FT
W20-3(MOD)

E. DEERFIELD AVENUE

SIGN

SIGN

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 626	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026408_s4B.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

WISDOT/CADDS SHEET 42

2

N

W. DEERFIELD AVENUE

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

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

SIGN

MATCHLINE 1303MD+00

500'

500'

ROAD WORK AHEAD
W20-1

ROAD CLOSED 1000 FT
W20-3

1296MD 1297MD 1298MD 1299MD 1300MD 1301MD 1302MD 130

USH 41 SB

INL

MATCHLINE 1295MA+00

MA+34.21
21.70' LT

46

USH 41 NB

25'
(TYP)

1296MA 1297MA 1298MA 1299MA 1300MA 1301MA 130

RAMP CLOSED
R11-2(MOD)
48" X 30"

RAMP CLOSED
R11-2(MOD)
48" X 30"

RAMP WILL BE CLOSED
12 PM TO 10 PM
BEGINNING
XXX XX
R11-51
48" X 48"

SIGN

MATCHLINE 1302MA+00

E. DEERFIELD AVENUE

W01-4R

ROAD WORK AHEAD
W20-1

500'

500'

500'

MAX.
11'
WIDTH
W12-52

U/C

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 627	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026409_s4B.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

WISDOT/CADDS SHEET 42

2

N

W. DEERFIELD AVENUE

RAMP CLOSED
R11-2(MOD)
48" X 30"

RAMP CLOSED
R11-2(MOD)
48" X 30"

MATCHLINE 1322MC+00

MATCHLINE 1329MC+00

1323MC
1324MC
1325MC
1326MC
1327MC
1328MC

SIGN

25'
(TYP)

MC+97.87
26.30' RT

46

USH 41 SB

USH 41 NB

1325MB
1324MB
1323MB
1322MB
1321MB

MAX.
11'
WIDTH
W12-52

500'

RIGHT SHOULDER CLOSED AHEAD
W21-5B

ROAD WORK AHEAD
W20-1

E. DEERFIELD AVENUE

RIGHT SHOULDER CLOSED
W21-5A

500'

500'

MATCHLINE 1322MC+00

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

25'
(TYP)

50'
(TYP)

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 628	E

2

W. DEERFIELD AVENUE

RAMP CLOSED 1000 FT
W20-3(MOD)

RAMP CLOSED AHEAD
W20-3(MOD)

1000'

1500'

SIGN

46

25'
(TYP)

MATCHLINE 1329MC+00

MC+97.87
26.30' RT

USH 41 SB

USH 41 NB

E. DEERFIELD AVENUE

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 629	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026411_s4B.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2

N

EDN+09.78
23.31' RT

EDN+08.50
12.39' RT

R=701.00'

MATCHLINE 48EDN+00

350'

300' LANE SHIFT AND WIDTH TRANSITION

45

46

EDN+07.18
1.47' RT

W01-6
48" X 24"

W03-1

E. DEERFIELD AVENUE

W01-2R

USH 41 SB ENTRANCE RAMP

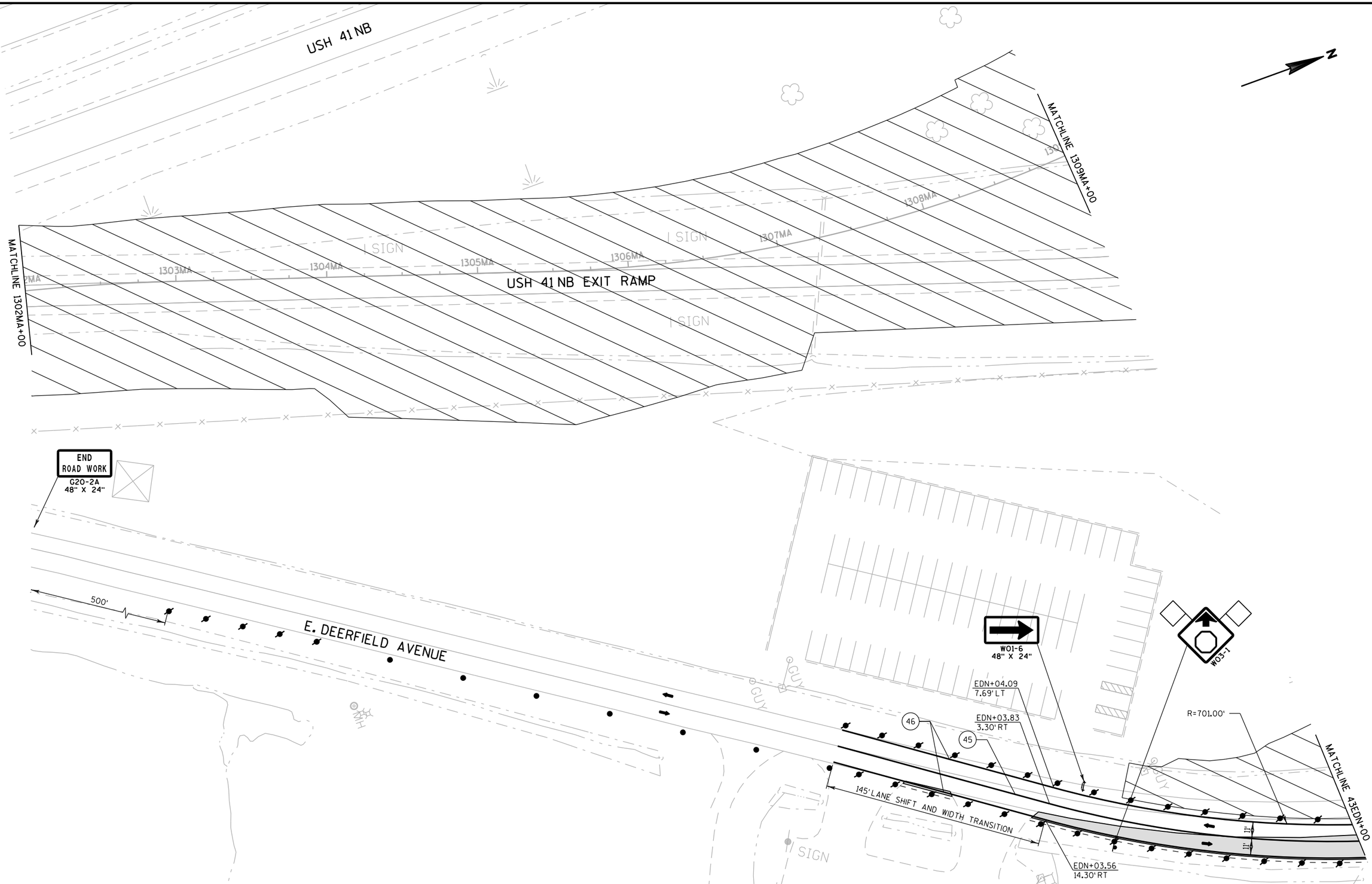
MATCHLINE 1322MC+00

MATCHLINE 1313MB+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 630 E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026412_s4B.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 631	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026413_s4B.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2

N

MATCHLINE 1310MD+00

USH 41 SB ENTRANCE RAMP

MATCHLINE 1303MD+00

ROAD CLOSED 500 FT
W20-3

500'

W. DEERFIELD AVENUE

ROAD CLOSED
R11-2
48" X 30"

MATCHLINE 13WDN+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET 632	E

2

N

MATCHLINE 18WDN+00

500'

ROAD CLOSED 500 FT
W20-3

500'

ROAD CLOSED 1000 FT
W20-3

W. DEERFIELD AVENUE

ROAD CLOSED
R11-2
48" X 30"

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

PLACE SIGN AND BARRICADES AT INTERSECTION OF HARBOR LIGHTS ROAD AND W. DEERFIELD AVENUE

ROAD WORK AHEAD
W20-1

50'

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

SIGN

SIGN

SIGN

1315MC

1316MC

1317MC

1318MC

1319MC

1320MC

1321MC

MATCHLINE 1314MC+00

MATCHLINE 1322MC+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4B	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026415_s4B.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2

2

N

EAST DEERFIELD

LINEVILLE RD

BROOKFIELD AVE

WEST DEERFIELD

USH 41 SB

USH 41 NB

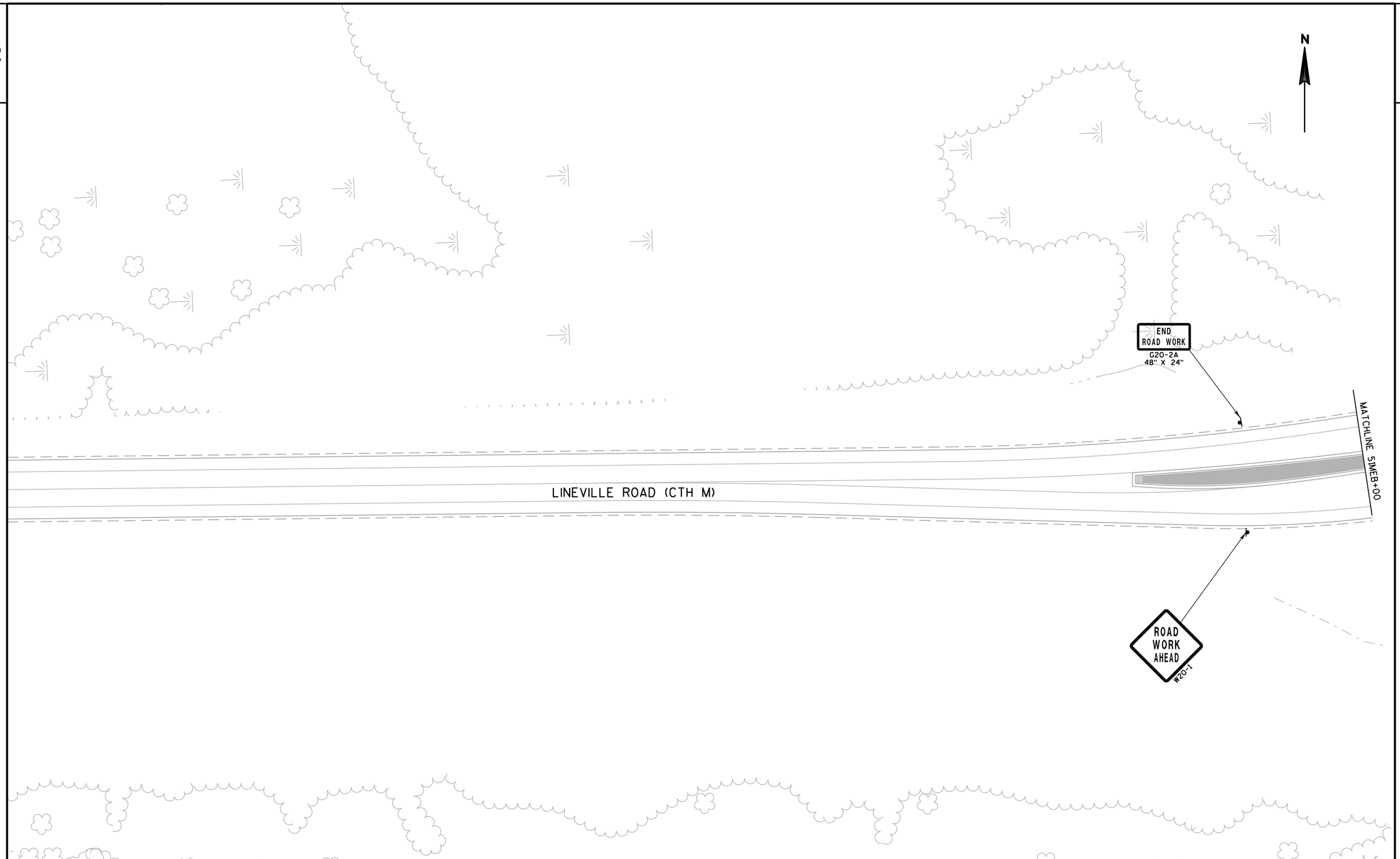
CTH J

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4C OVERVIEW	SHEET 634	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026500_s4C.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 400:1

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4C	SHEET 635	E

2

2

N

W. DEERFIELD AVENUE

USH 41 SB EXIT RAMP

1314MC

1313MC

MATCHLINE 5IMEB+00

LINEVILLE ROAD (CTH M)

MATCHLINE 60MEB+00

USH 41 SB ENTRANCE RAMP

1310MD

1309MD

ROAD CLOSED AHEAD W20-3

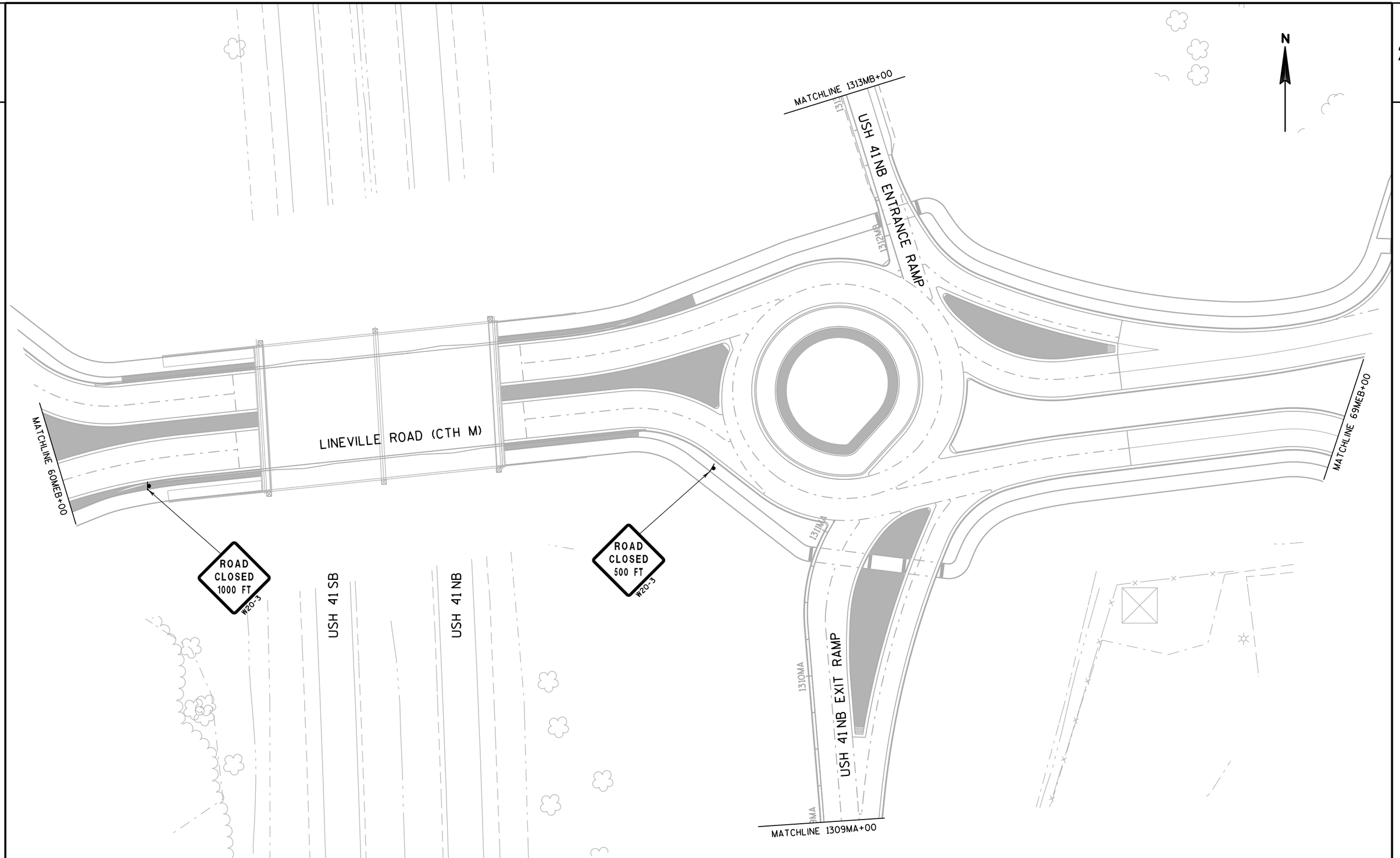
W. DEERFIELD AVENUE

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4C	SHEET E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026502_s4C.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4C	SHEET 637	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026503_s4C.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2

N

49

EDS+79.83
30.83' LT

MATCHLINE 48EDN+00

E. DEERFIELD AVENUE

46

EDS+79.44
16.01' LT

46

EDS+89.44
63.09' LT

EDS+04.84
41.45' RT

ONE LANE FOR NORTHBOUND TRAFFIC AND
ONE LANE FOR SOUTHBOUND TRAFFIC MUST
BE MAINTAINED FOR DURATION OF CONSTRUCTION
THROUGH E. DEERFIELD AVENUE/CTH M INTERSECTION.

CANOPY

SIGN

SIGN

SIGN

FILLER CAPS

SEPTIC

HW

ROAD CLOSED
500 FT
W20-3

MATCHLINE 78MEB+00

LINEVILLE ROAD (CTH M)

MATCHLINE 69MEB+00

LANE CLOSED
R11-2(MOD)
48" X 30"

15'
(TYP)

EDN+81.95
12.00' RT

EDS+26.89
16.81' LT

R=500.00'

EDS+84.39
15.00' LT

12'

EDN+71.69
12.00' RT

R=97.00'

45

EDN+98.46
24.00' RT

EDN+98.74
12.00' RT

46

25'
(TYP)

46

45

15'

EDS+98.32
15.00' LT

EDN+40.73
12.00' RT

R=262.00'

MATCHLINE 43EDN+00

E. DEERFIELD AVENUE

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

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

FILLER CAPS

CANOPY

MH

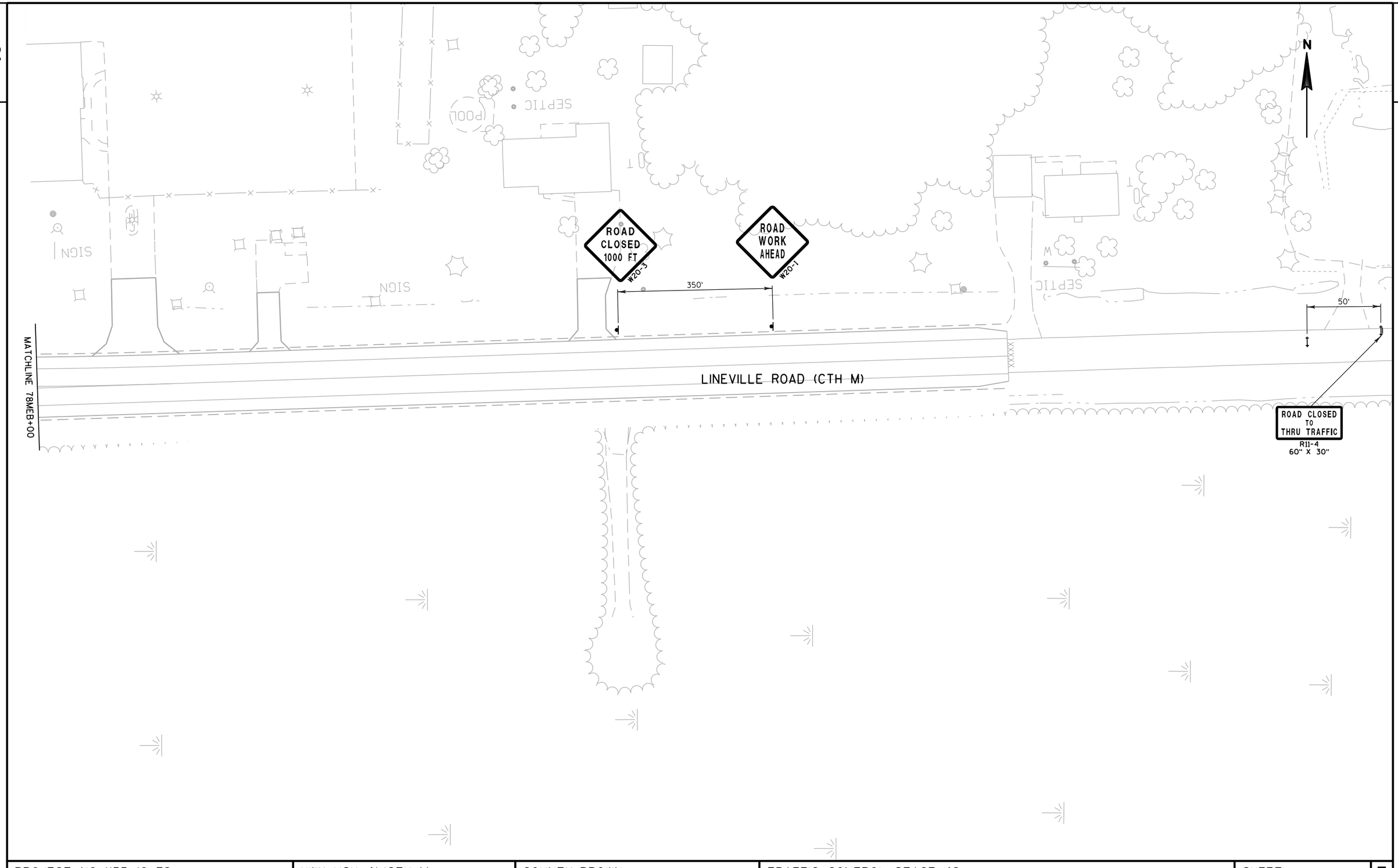
FILLER CAPS

CANOPY

FILLER CAPS

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4C	SHEET 638	E

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4C	SHEET 639	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026505_s4C.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

2

N

PARKFIELD COURT TO BE BUILT UNDER FLAGGED CONSTRUCTION. ACCESS MUST BE MAINTAINED AT ALL TIMES.

EDN+57.88
.00' RT

EDN+74.11
12.00' RT

EDN+08.46
.00' RT

EDN+19.13
12.00' LT

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

46

45

MATCH EXISTING

MATCH EXISTING

MATCH EXISTING

12'

12'

500'

ROAD WORK AHEAD
W20-1

E. DEERFIELD AVENUE

R=562.00'

R=650.00'

R=550.00'

EDN+20.08
.00' RT

EDN+48.19
12.00' RT

EDN+63.94
12.00' RT

EDN+68.26
11.90' LT

MATCHLINE 48EDN+00

EDN+11.61
18.80' LT

R=650.00'

R=456.00'

EDN+77.15
27.64' LT

16'

R=472.00'

49

R=650.00'

NIGHT CLOSURE REQUIRED TO COMPLETE TIE-IN CONSTRUCTION. REFER TO SPECIAL PROVISIONS FOR TIME DURATIONS AND OTHER RESTRICTIONS.

USH 41 SB ENTRANCE RAMP

13320MB 13319MB 13318MB 13317MB 13316MB 13315MB 13314MB

MATCHLINE 1313MB+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4C	SHEET 640	E

2

2

USH 41 NB

N

MATCHLINE 1309MA+00

1308MA

1307MA

1306MA

1305MA

1304MA

1303MA

1302MA

USH 41 NB EXIT RAMP

E. DEERFIELD AVENUE

NIGHT CLOSURE REQUIRED TO COMPLETE TIE-IN CONSTRUCTION. REFER TO SPECIAL PROVISIONS FOR TIME DURATIONS AND OTHER RESTRICTIONS.

MATCH EXISTING

MATCH EXISTING

MATCH EXISTING

GUY

GUY

EDN+71.36
12.00' LT

EDN+48.56
16.86' LT

EDN+18.07
.00' LT

EDN+81.00
8.38' RT

LANE CLOSED
R11-2(MOD)
48" X 30"

45

46

46

MATCHLINE 43EDN+00

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

500'

ROAD WORK AHEAD
W20-1

12'

12'

15'

25'
(TYP)

EDN+55.68
.36' RT

EDN+55.32
12.36' RT

EDN+80.24
20.35' RT

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	TRAFFIC CONTROL STAGE 4C	SHEET 641 E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\026507_s4C.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 60:1

TRAFFIC CONTROL NOTES:

CLOSE CTH B MEDIAN LANE (PARTIAL WIDTH) AND TURN BAY FOR SIGNAL WORK IN MEDIANS. FOLLOW S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE." CTH B IS NOT WIDE ENOUGH TO CLOSE A FULL LANE. PARTIAL LANE WIDTH CLOSURE REQUIRED TO PROVIDE LATERAL BUFFER TO WORK ZONE. SHIFT TRAFFIC TO ADJACENT PAVEMENT AND COMBINE THROUGH AND TURN LANES. SHIFTING TAPERS ARE 1/2 THE LENGTH OF MERGING TAPERS. ADJUST TAPER LENGTHS ACCORDINGLY.

CLOSE CTH B SHOULDERS FOR SIGNAL WORK ON OUTSIDES. FOLLOW S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." OMIT OPPOSING DIRECTION SIGNS.

USE FLAGGERS TO CONTROL CTH B AND RAMP TRAFFIC WHEN ERECTING SIGNAL MAST ARMS.

CLOSE CTH B SE RAMP FOR NIGHT WORK AND WHEN ERECTING SIGNAL MAST ARMS. CLOSE CTH B NW RAMP WHEN ERECTING SIGNAL MAST ARMS. FOLLOW S.D.D. "TRAFFIC CONTROL, EXIT RAMP CLOSURE." INCLUDE SIGN R11-51.

CLOSE CTH B EB SHOULDER FOR RAMP WORK. FOLLOW S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." OMIT OPPOSING DIRECTION SIGNS. COORDINATE RAMP WORK WITH SIGNAL WORK.

FOLLOW S.D.D. "MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY," AND "MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY" WHEN PERFORMING PAVEMENT MARKING.

ADJUST SIGN SPACING TO FIT FIELD CONDITIONS.

PCMS MESSAGES

SIGN 1, 2, 3 & 4		SIGN 2 & 3	
PHASE 1	PHASE 2	PHASE 1	PHASE 2
CTH B RAMP CLOSED	USE ALT ROUTE	CTH B ROAD WORK	FOLLOW SIGNS

PLACE PCMS PRIOR TO LINEVILLE ROAD EXIT RAMP. USE SIGN WHEN CTH B SE RAMP IS CLOSED.

PCMS SIGN 1

EXISTING RAMP SIGN

200' MIN.

PCMS SIGN 2

CHANGE MESSAGE DURING RAMP CLOSURE.

ROAD WORK AHEAD W20-1 48" X 48"

200' PRIOR TO STOP SIGN

WORK ZONE

500' PRIOR TO STOP SIGN

ROAD WORK AHEAD W20-1 48" X 48"

CTH B NW RAMP

PLACE PCMS PRIOR TO BROWN ROAD EXIT RAMP. USE SIGN WHEN CTH B NW RAMP IS CLOSED.

CHANGE MESSAGE DURING RAMP CLOSURE.

PCMS SIGN 3

200' MIN.

EXISTING RAMP SIGN

PCMS SIGN 4

USH 41 SB

USH 41 NB

CTH B SE RAMP

ROAD WORK AHEAD W20-1 48" X 48"

500' PRIOR TO STOP SIGN

ROAD WORK AHEAD W20-1 48" X 48"

200' PRIOR TO STOP SIGN

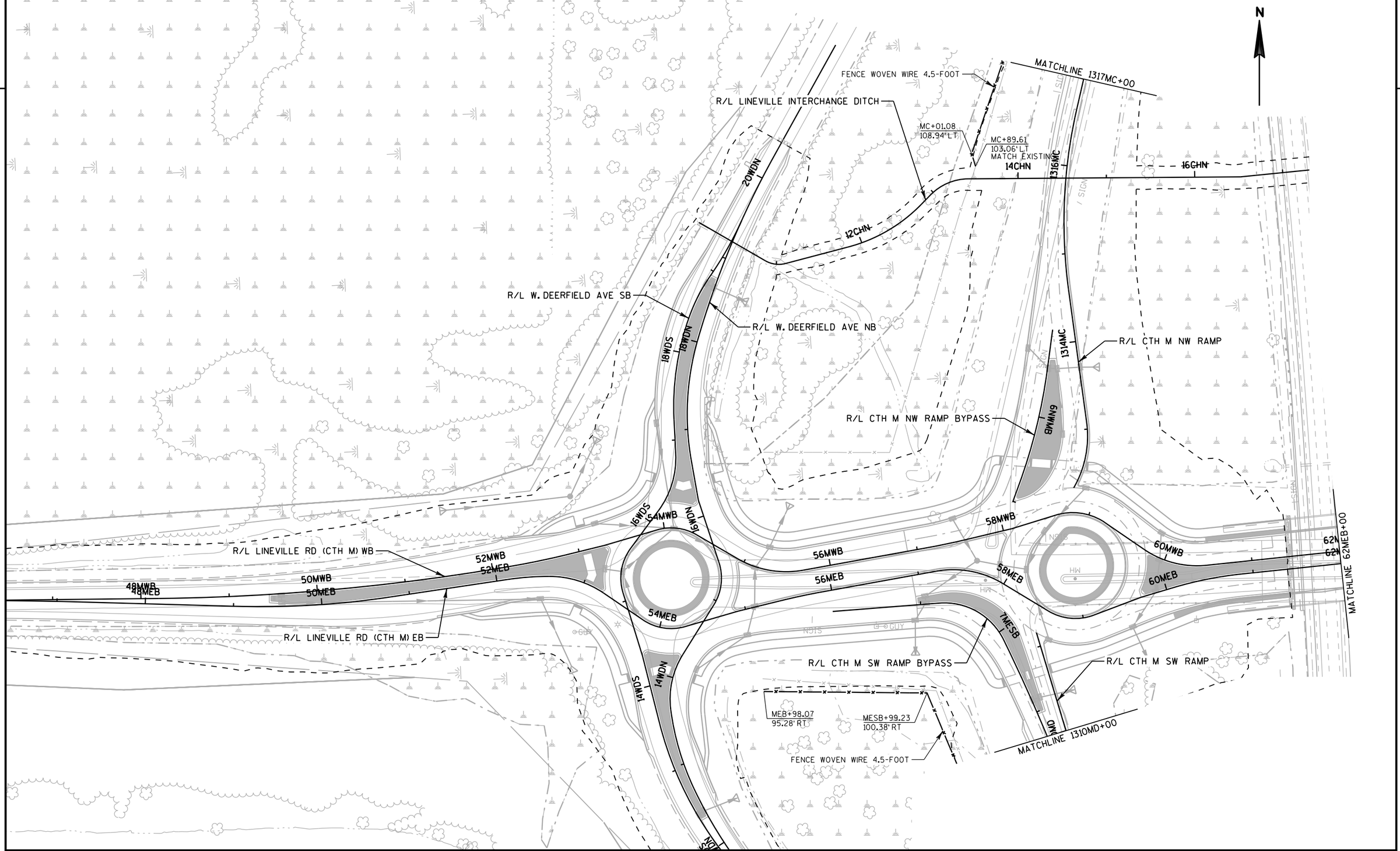
CTH B

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH B	COUNTY: BROWN	TRAFFIC CONTROL	SHEET 642	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_025001_tc.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:300

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	FENCING PLAN	SHEET 643	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\027101_fn.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 100:1

2

N

MATCHLINE 1317MB+00

R/L CTH M NE RAMP

MB+95.18
89.35' RT
MATCH EXISTING

MB+14.50
106.34' RT

13MB

18CHN

20CHN

13MB

22CHN

FENCE WOVEN WIRE 4.5-FOOT

R/L LINEVILLE INTERCHANGE DITCH

MB+11.04
108.83' RT

MWNB+09.92
156.93' LT

MWB+14.80
144.99' LT

24CHN

52EDN

6PFC

R/L PARKFIELD COURT

52EDNS

R/L E. DEERFIELD AVE SB

R/L E. DEERFIELD AVE NB

48EDS

48EDN

6EDSB

25CHN

R/L E. DEERFIELD AVE SB BYPASS

R/L CTH M NE RAMP BYPASS

6MWNB

13I2MB

66MWB

64MWB

64MEB

MATCHLINE 62MEB+00

68MWB

68MEB

66MEB

46EDS

70MWB

46EDN

70MEB

72MWB

72MEB

74MWB

74MEB

76MWB

76MEB

R/L LINEVILLE RD (CTH M) WB

R/L LINEVILLE RD (CTH M) EB

6SERB

13IOMA

R/L CTH M SE RAMP BYPASS

44EDS

44EDN

R/L CTH M SE RAMP

MATCHLINE 1309MA+00

SEPTIC

SIGN

CANOPY

A/C

FILLER CAPS

RIPRAP

MH

GUY

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	FENCING PLAN	SHEET 644	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\027102_fn.dgn | PLOT DATE : 1/29/2013 | PLOT BY : dbaumann | PLOT NAME : | PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

2

N

MD+01.10
118.83' LT

FENCE WOVEN WIRE 4.5-FOOT

R/L CTH M SW RAMP BYPASS

MATCHLINE 1310MD+00

1310MD

MD+80.61
87.27' LT

MD+79.42
99.67' LT

1308MD

MD+38.75
66.64' LT

MD+78.93
59.50' LT

1306MD

MD+76.28
58.53' LT

1304MD

R/L CTH M SW RAMP

1302MD

1300MD

1296MD

1298MD

SIGN

1296MA

1298MA

1300MA

1302MA

1304MA

1306MA

1308MA

SIGN

MA+99.62
75.36' RT

MA+26.44
63.30' RT

MA+14.88
73.72' RT
MATCH EXISTING

FENCE WOVEN WIRE 4.5-FOOT

R/L CTH M SE RAMP

MATCHLINE 1309MA+00

MA+07.17
91.04' RT
MATCH EXISTING

MA+14.82
97.33' RT

FENCE WOVEN WIRE 4.5-FOOT

MA+68.82
106.97' RT

MA+31.88
88.42' RT
MATCH EXISTING

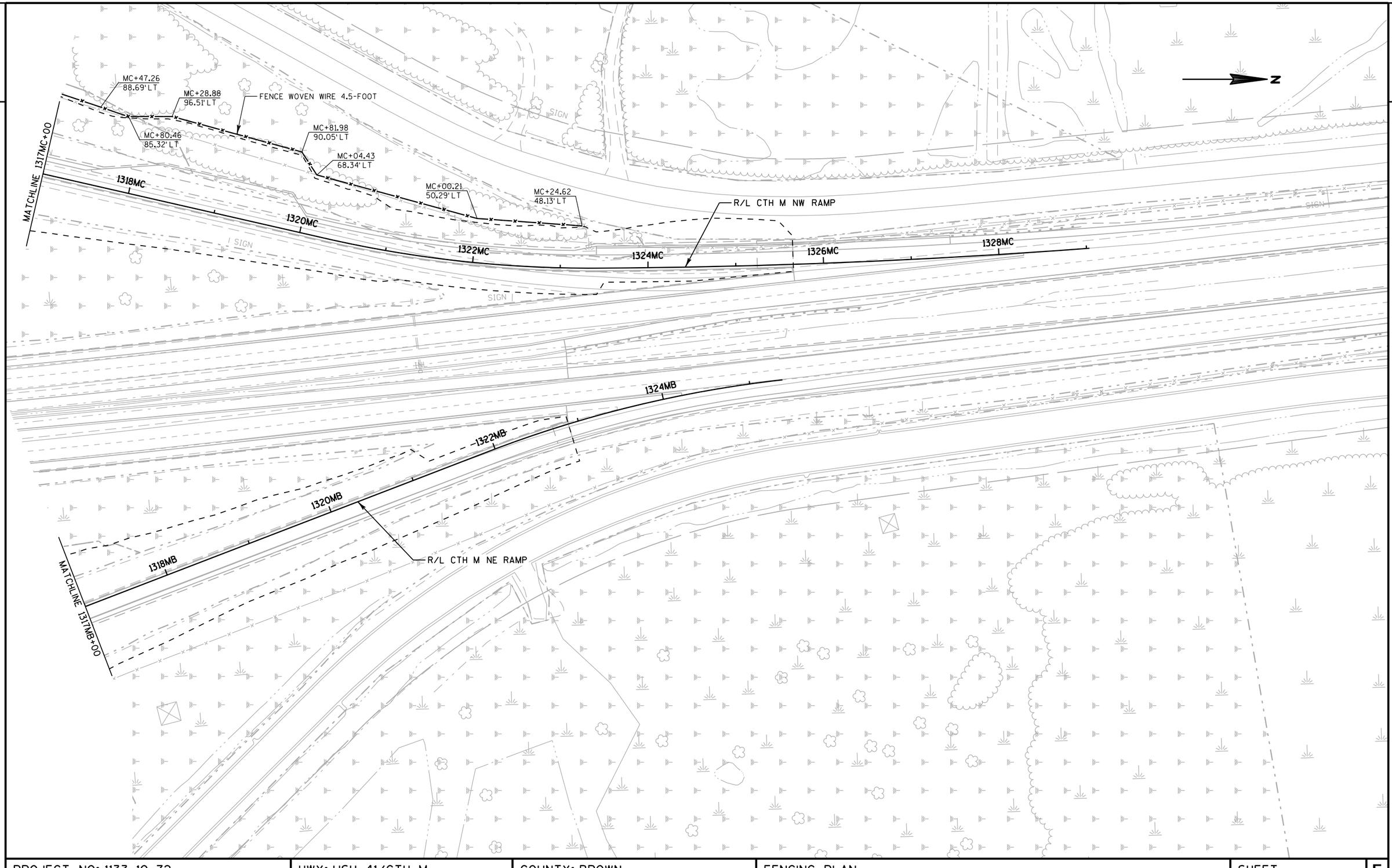
U/C

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	FENCING PLAN	SHEET 645	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\027103_fn.dgn PLOT DATE : 1/29/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 100:1

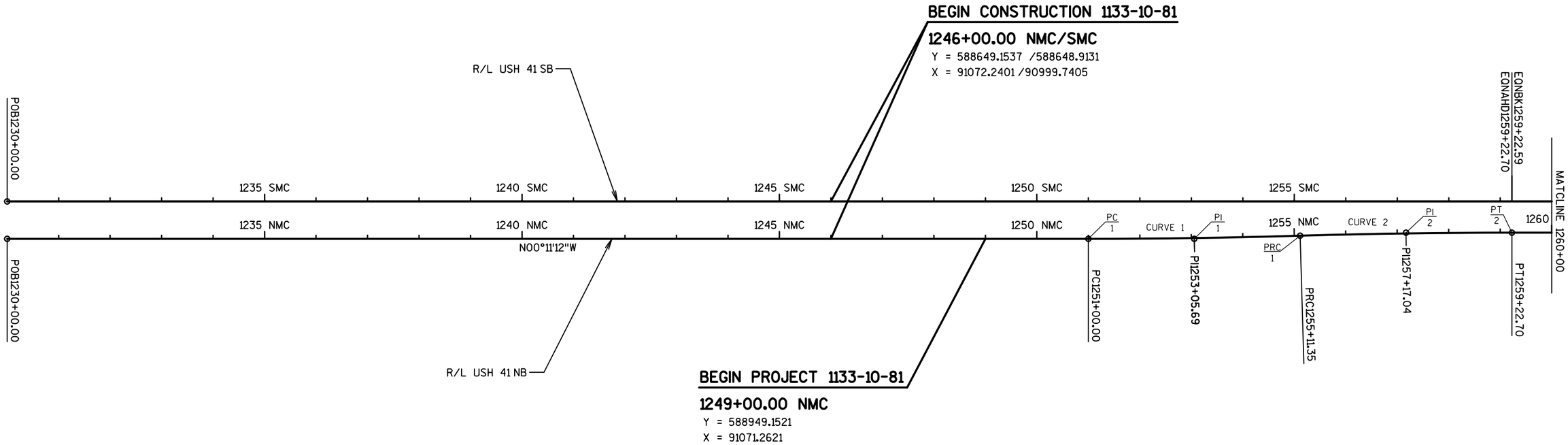
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	FENCING PLAN	SHEET 646	E

2

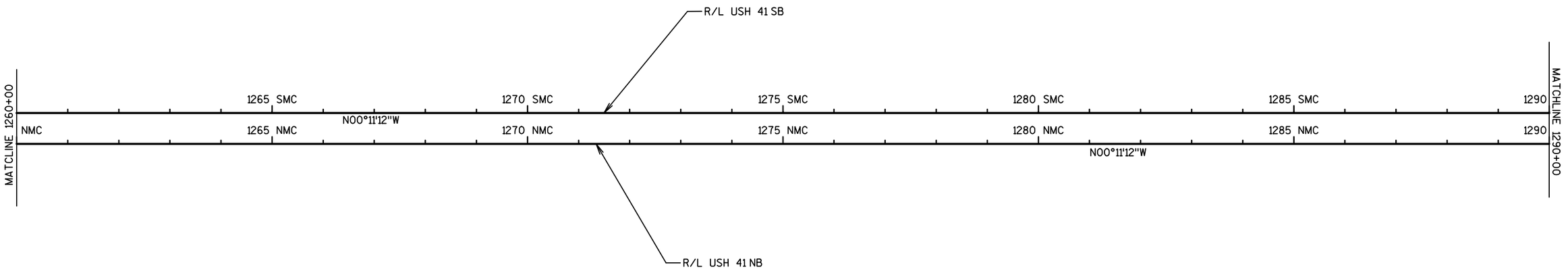


CURVE DATA

CURVE NO.	PI	PI COORDINATES									
		X	Y	Δ	D	T	L	E	R	PC	PRC/PT
1	1253+05.69	91069.94	589354.84	1°40'18" LT	0°24'23"	205.69	411.35	1.50	14100.00	1251+00.00	1255+11.35
2	1257+17.04	91056.60	589766.00	1°40'18" RT	0°24'23"	205.69	411.35	1.50	14100.00	1255+11.35	1259+22.70

2

N

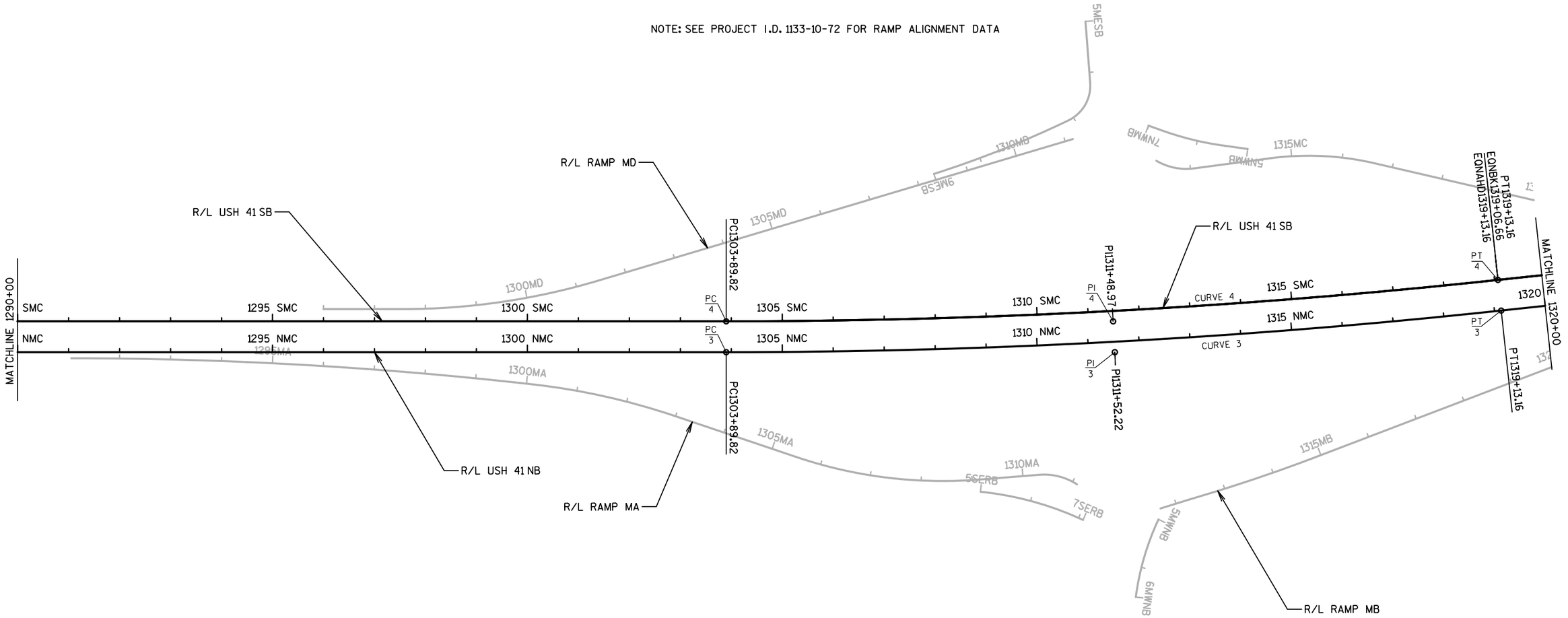


PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ALIGNMENT DIAGRAM- USH 41	SHEET 648	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_027202_ad.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:200

2

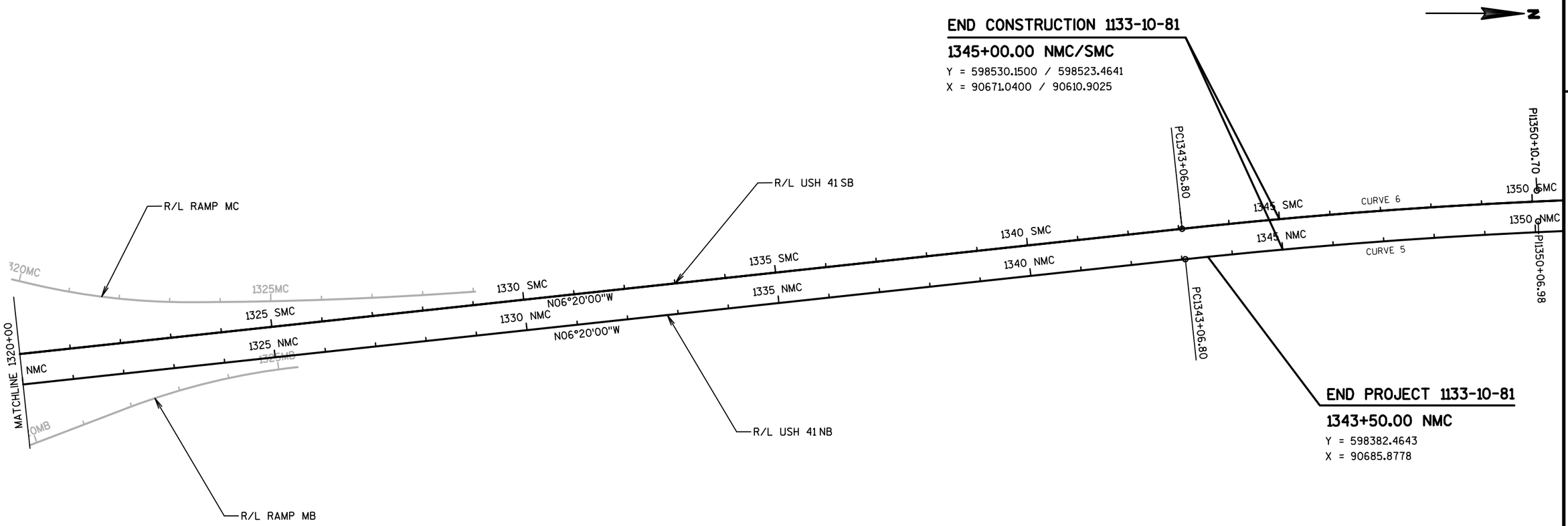
NOTE: SEE PROJECT I.D. 1133-10-72 FOR RAMP ALIGNMENT DATA



CURVE DATA

CURVE NO.	PI	PI COORDINATES									
		X	Y	Δ	D	T	L	E	R	PC	PT
3	1311+52.22	91038.88	595201.18	6°08'48" LT	0°24'13"	762.40	1523.34	20.45	14200.00	1303+89.82	1319+13.16
4	1311+48.97	90978.39	595197.74	6°08'48" LT	0°24'19"	759.15	1516.85	20.36	14139.50	1303+89.82	1319+06.66 BK/1319+13.16 AHD

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ALIGNMENT DIAGRAM- USH 41	SHEET 649	E



NOTE: SEE PROJECT I.D. 1133-10-72 FOR RAMP ALIGNMENT DATA

CURVE DATA

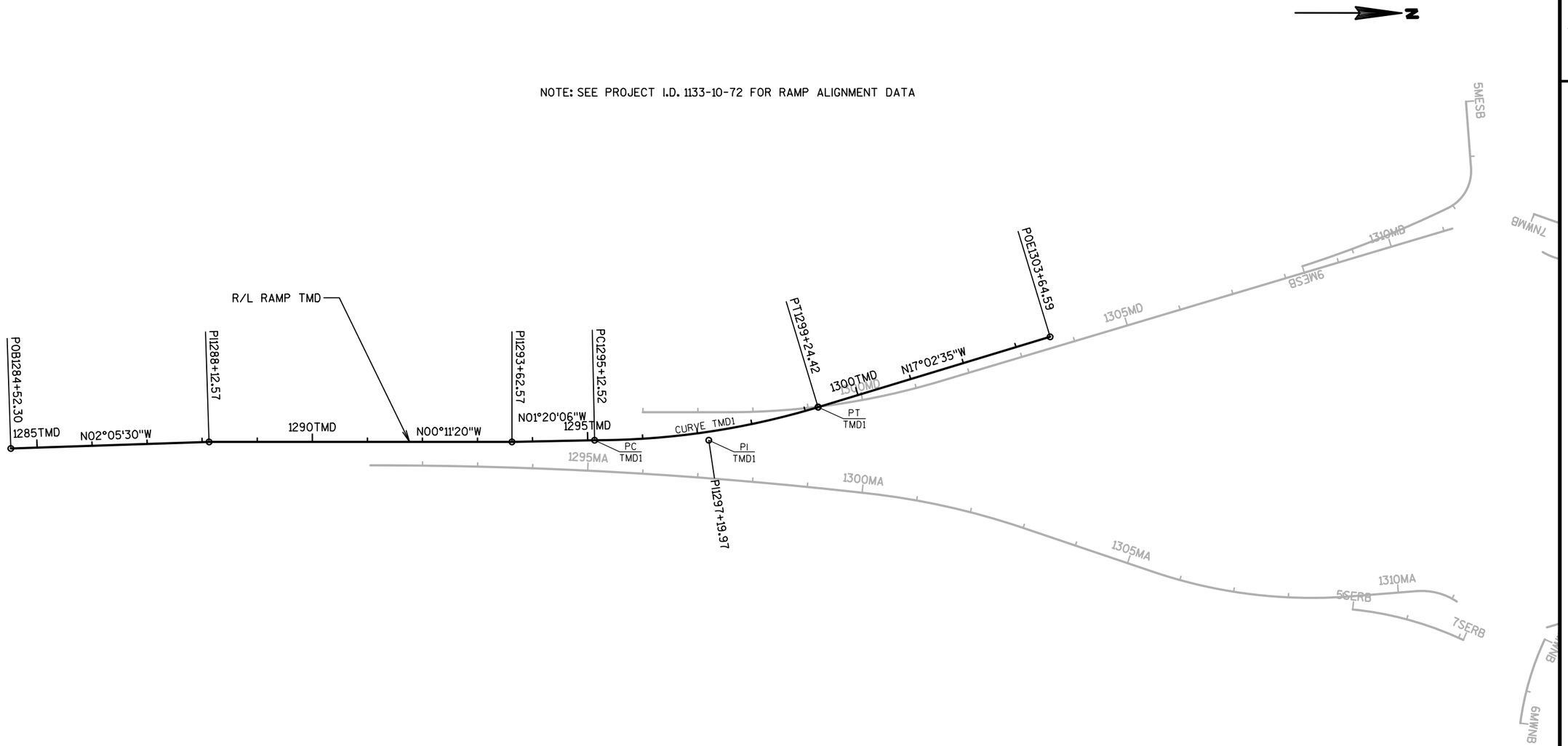
CURVE NO.	PI	PI COORDINATES									
		X	Y	Δ	D	T	L	E	R	PC	PT
5	1350+06.98	90613.49	599033.87	7°00'39" RT	0°30'05"	700.18	1398.62	21.43	11430.00	1343+06.80	1357+05.41
6	1350+10.69	90552.95	599030.88	7°00'39" RT	0°29'55"	703.89	1406.02	21.54	11490.50	1343+06.80	1357+12.83

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ALIGNMENT DIAGRAM- USH 41	SHEET 650	E

2

2

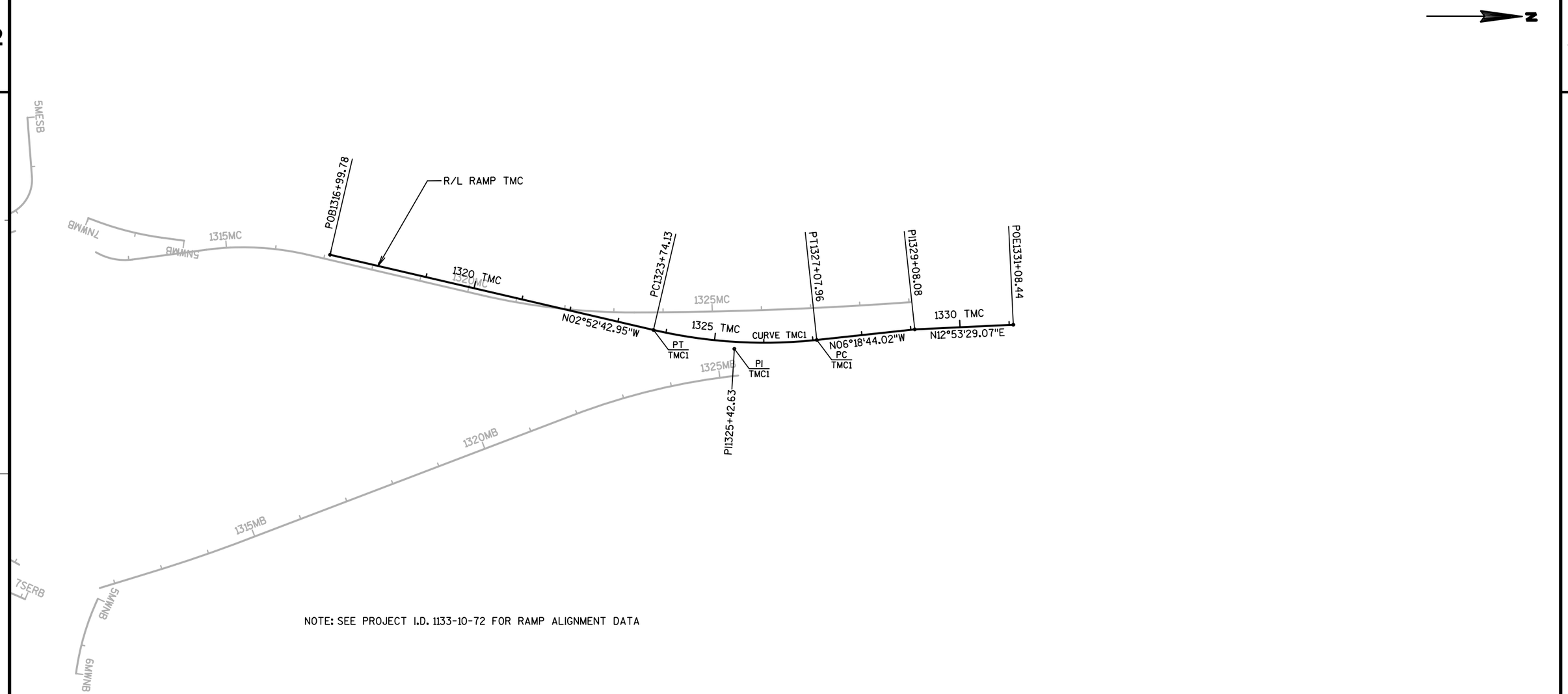
NOTE: SEE PROJECT I.D. 1133-10-72 FOR RAMP ALIGNMENT DATA



CURVE DATA

CURVE NO.	PI	PI COORDINATES									
		X	Y	Δ	D	T	L	E	R	PC	PT
TMD1	1297+19.97	91009.88	593768.61	16°51'26.68" LT	4°5'33.19"	207.45	411.90	15.29	1400.00	1295+12.52	1299+24.42

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ALIGNMENT DIAGRAM - TEMPORARY RAMPS	SHEET 651	E

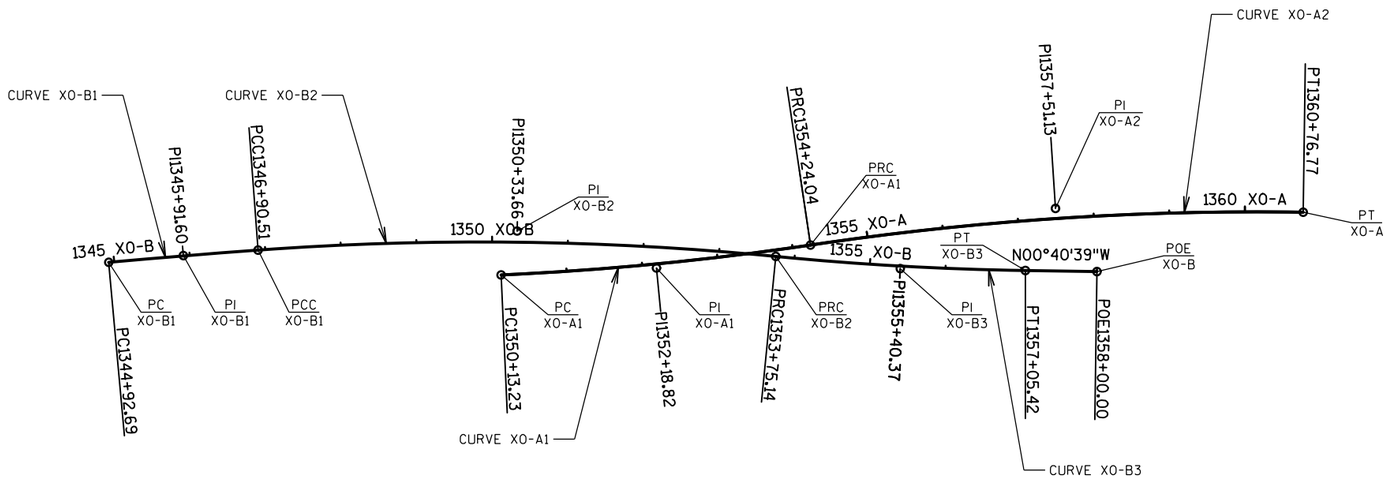


NOTE: SEE PROJECT I.D. 1133-10-72 FOR RAMP ALIGNMENT DATA

CURVE DATA

CURVE NO.	PI	PI COORDINATES									
		X	Y	Δ	D	T	L	E	R	PC	PT
TMC1	1325+42.63	90855.02	596578.60	19°12'13.09" LT	5°45'09.32"	168.49	333.83	14.15	996	1323+74.13	1327+07.96

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ALIGNMENT DIAGRAM - TEMPORARY RAMPS	SHEET 652	E

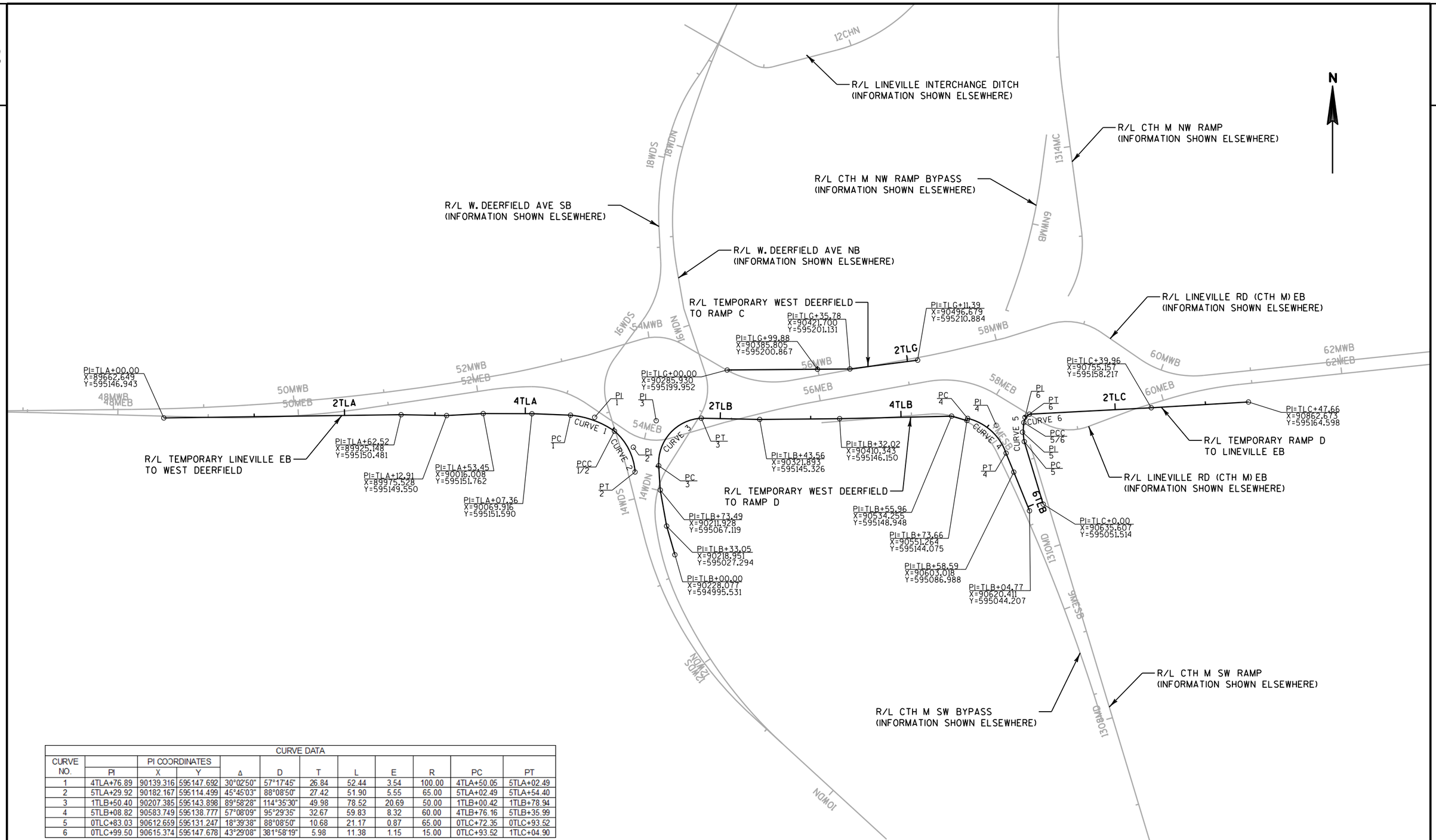


CURVE DATA

CURVE NO.	PI	PI COORDINATES									
		X	Y	Δ	D	T	L	E	R	PC	PT
XO-A1	1352+18.82	90615.96	599246.96	05°53'25.06" LT	01°26'01.78"	205.59	410.81	5.28	3996.00	1350+13.23	1354+24.04
XO-A2	1357+51.13	90535.73	599773.56	09°20'25.45" RT	01°26'01.78"	237.09	652.74	13.34	4004.00	1354+24.04	1360+76.77
XO-B1	1345+91.60	90601.65	598621.94	00°59'10.98" RT	00°29'55.09"	98.91	197.82	0.43	11490.50	1344+92.69	1346+90.51
XO-B2	1350+33.66	90567.86	599062.71	09°47'48.69" RT	01°25'51.47"	343.15	684.63	14.68	4004.00	1346+90.51	1353+75.14
XO-B3	1355+40.37	90615.82	599568.83	04°44'08.20" LT	01°26'01.78"	165.23	330.28	3.41	3996.00	1353+75.14	1357+05.42

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	ALIGNMENT DIAGRAM - CROSS OVERS	SHEET 653	E

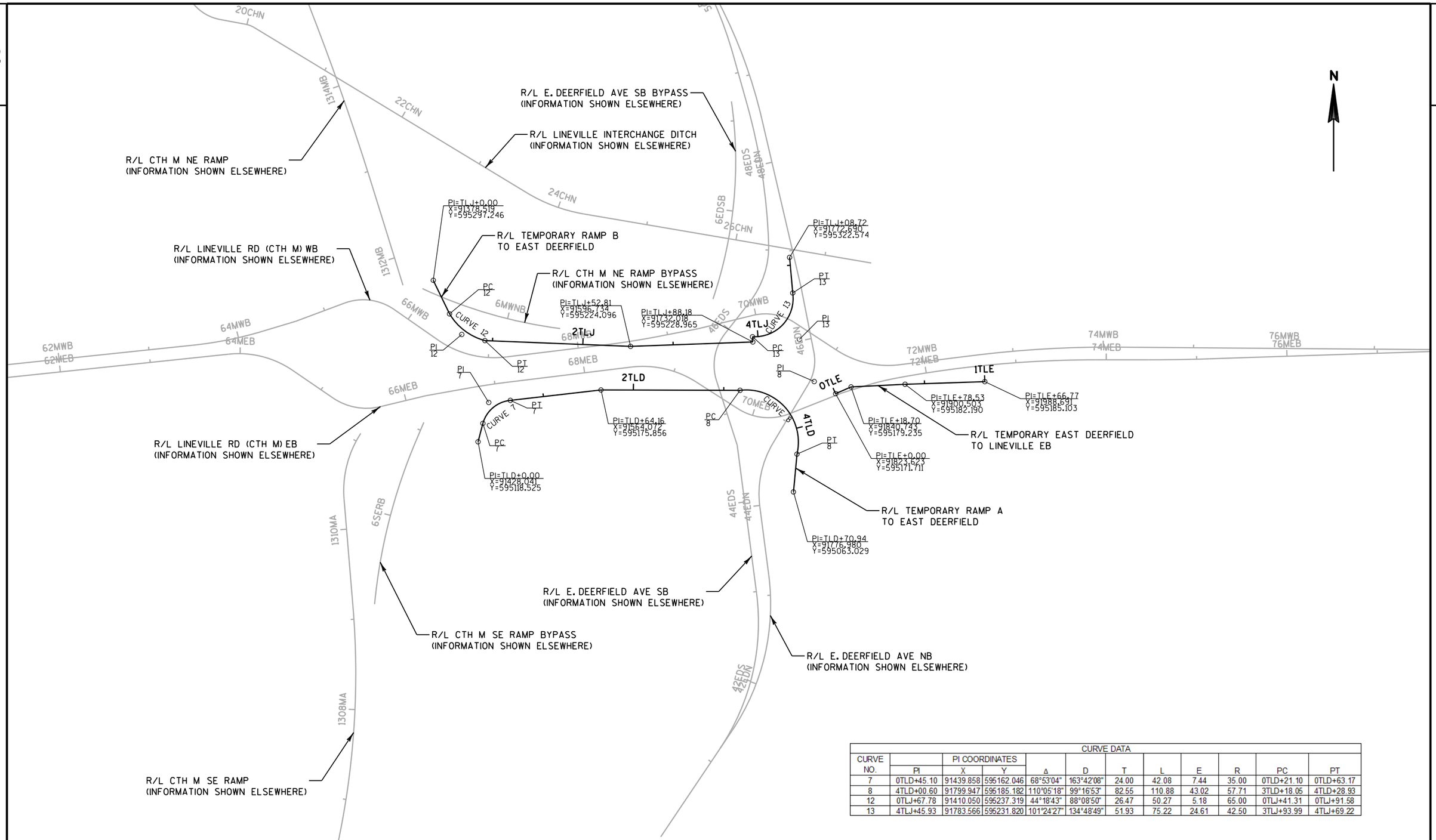
2



CURVE DATA											
CURVE NO.	PI	PI COORDINATES X	PI COORDINATES Y	Δ	D	T	L	E	R	PC	PT
1	4TLA+76.89	90139.316	595147.692	30°02'50"	57°17'45"	26.84	52.44	3.54	100.00	4TLA+50.05	5TLA+02.49
2	5TLA+29.92	90182.167	595114.499	45°45'03"	88°08'50"	27.42	51.90	5.55	65.00	5TLA+02.49	5TLA+54.40
3	1TLB+50.40	90207.385	595143.898	89°58'28"	114°35'30"	49.98	78.52	20.69	50.00	1TLB+00.42	1TLB+78.94
4	5TLB+08.82	90583.749	595138.777	57°08'09"	95°29'35"	32.67	59.83	8.32	60.00	4TLB+76.16	5TLB+35.99
5	0TLC+83.03	90612.659	595131.247	18°39'38"	88°08'50"	10.68	21.17	0.87	65.00	0TLC+72.35	0TLC+93.52
6	0TLC+99.50	90615.374	595147.678	43°29'08"	381°58'19"	5.98	11.38	1.15	15.00	0TLC+93.52	1TLC+04.90

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	ALIGNMENT PLAN STAGE 1 - TEMPORARY	SHEET 654	E

2

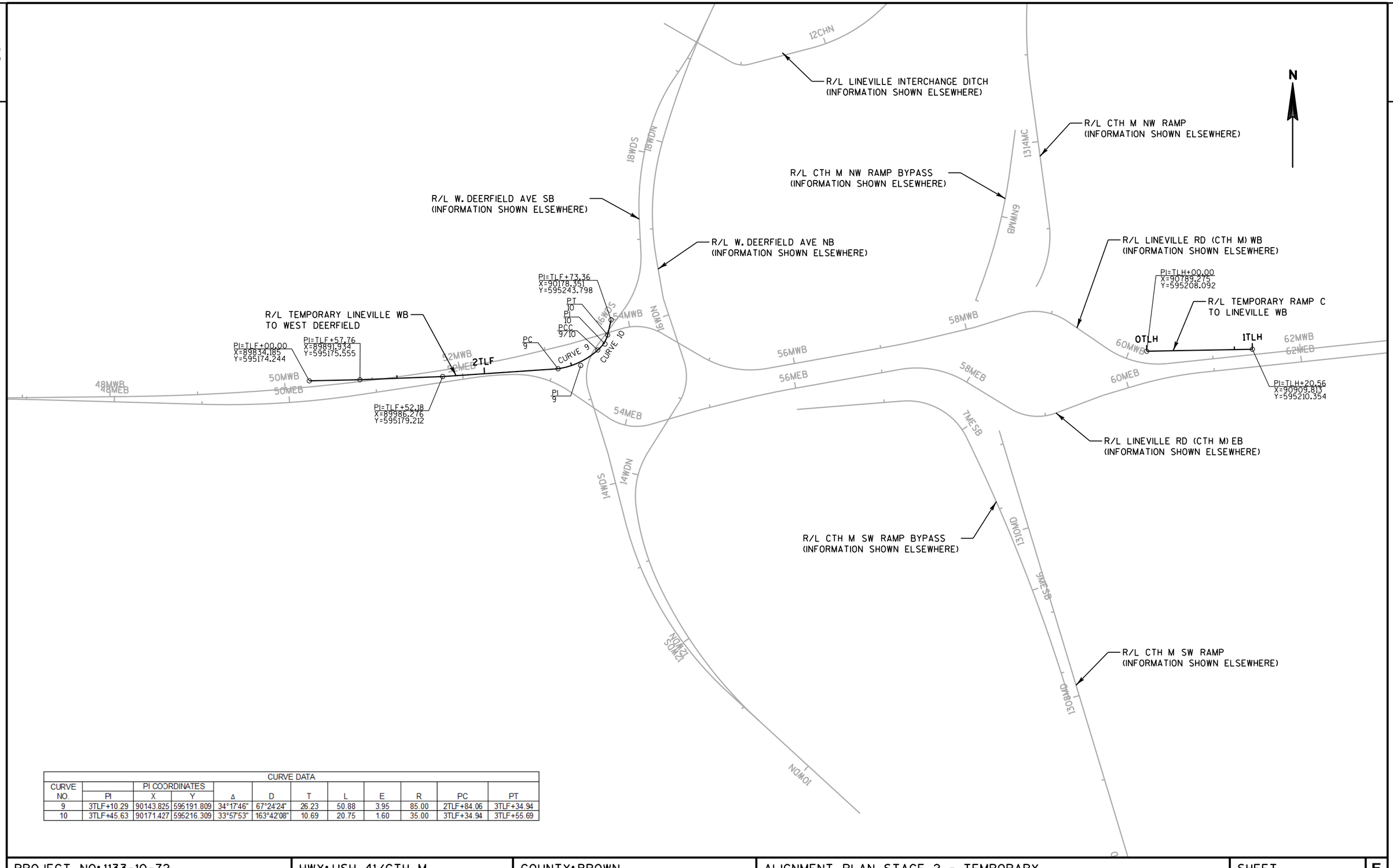


CURVE DATA

CURVE NO.	PI	PI COORDINATES X	PI COORDINATES Y	Δ	D	T	L	E	R	PC	PT
7	0TLD+45.10	91439.858	595162.046	68°53'04"	163°42'08"	24.00	42.08	7.44	35.00	0TLD+21.10	0TLD+63.17
8	4TLD+00.60	91799.947	595185.182	110°05'18"	99°16'53"	82.55	110.88	43.02	57.71	3TLD+18.05	4TLD+28.93
12	0TLJ+67.78	91410.050	595237.319	44°18'43"	88°08'50"	26.47	50.27	5.18	65.00	0TLJ+41.31	0TLJ+91.58
13	4TLJ+45.93	91783.566	595231.820	101°24'27"	134°48'49"	51.93	75.22	24.61	42.50	3TLJ+93.99	4TLJ+69.22

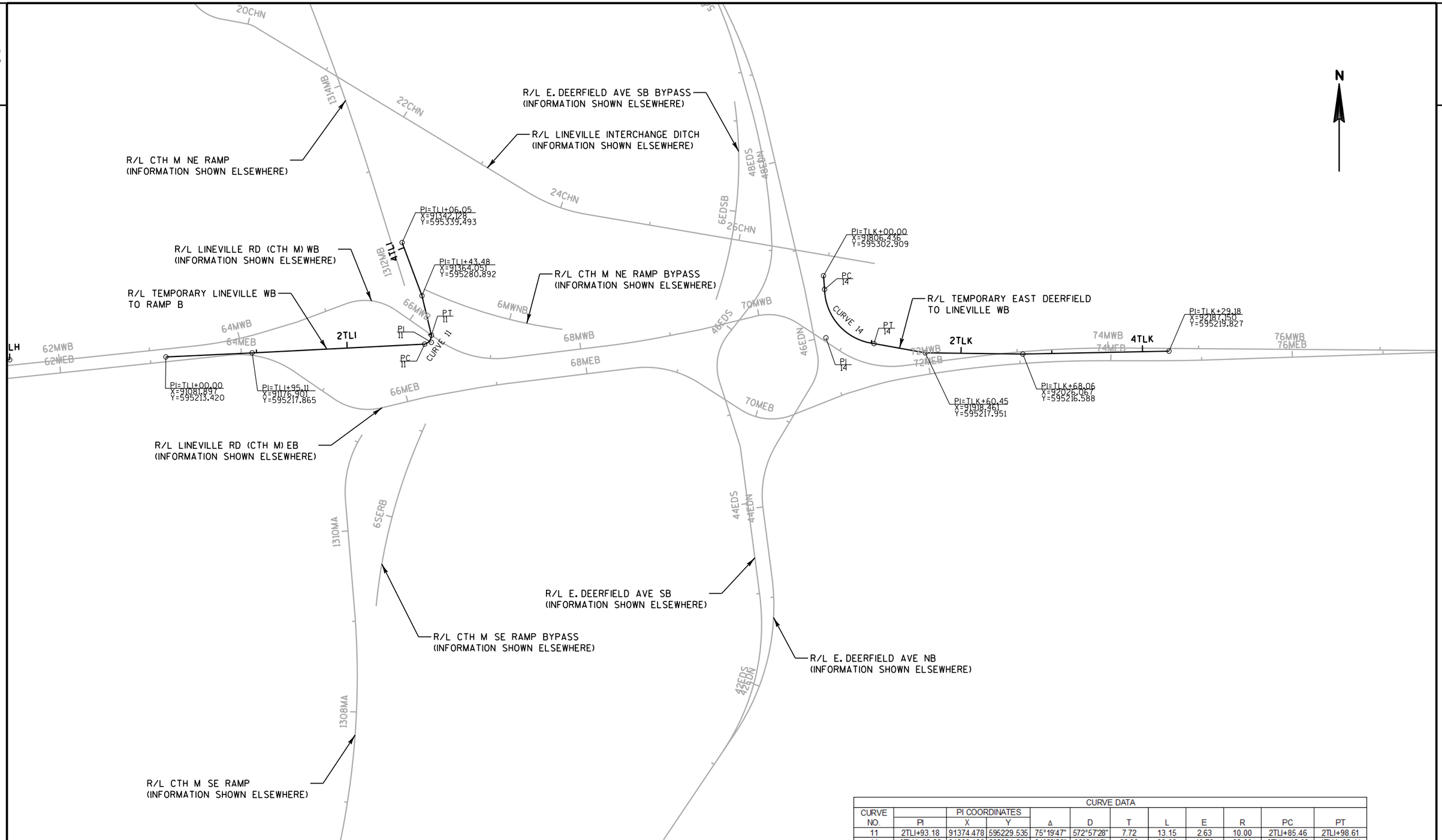
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	ALIGNMENT PLAN STAGE 1 - TEMPORARY	SHEET 655	E

2



CURVE DATA											
CURVE NO.	PI	PI COORDINATES X	PI COORDINATES Y	Δ	D	T	L	E	R	PC	PT
9	3TLF+10.29	90143.825	595191.809	34°17'46"	67°24'24"	26.23	50.88	3.95	85.00	2TLF+84.06	3TLF+34.94
10	3TLF+45.63	90171.427	595216.309	33°57'53"	163°42'08"	10.69	20.75	1.60	35.00	3TLF+34.94	3TLF+55.69

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	ALIGNMENT PLAN STAGE 2 - TEMPORARY	SHEET 656	E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13SIMA
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13SKMA
13SLMA
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13SVMA
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13TFMA
13TGMA
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13TJMA
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R/L LINEVILLE RD (CTH M) EB
(INFORMATION SHOWN ELSEWHERE)

R/L LINEVILLE RD (CTH M) WB
(INFORMATION SHOWN ELSEWHERE)

1306MA

1308MA

1310MA

1312MB

1314MB

1316MB

1318MB

R/L CTH M SE RAMP
(INFORMATION SHOWN ELSEWHERE)

6SERB

R/L CTH M SE RAMP BYPASS
(INFORMATION SHOWN ELSEWHERE)

64MEB

64MWB

66MEB

66MWB

68MEB

68MWB

20CHN

22CHN

24CHN

26CHN

R/L CTH M NE RAMP
(INFORMATION SHOWN ELSEWHERE)

R/L LINEVILLE INTERCHANGE DITCH
(INFORMATION SHOWN ELSEWHERE)

R/L CTH M NE RAMP BYPASS
(INFORMATION SHOWN ELSEWHERE)

PI=EDB+77.65
X=91751.891
Y=596083.369

1056EDB

PI=TEB+10.54
X=91386.945
Y=595970.354

1054EDB
21EB

R/L TEMPORARY
EAST DEERFIELD WIDENING

PI=TEB+02.25
X=91534.198
Y=595823.035

1052EDB

PI 17

PT 17

CURVE 17

PC 17

PI=EDB+46.58
X=91604.578
Y=594642.367

1040EDB
0TRA
0TEA

PI=TEA+40.56
X=91663.375
Y=594710.729

PI=TEA+0.00
X=91641.206
Y=594676.765

R/L E. DEERFIELD AVE SB
(INFORMATION SHOWN ELSEWHERE)

R/L E. DEERFIELD AVE NB
(INFORMATION SHOWN ELSEWHERE)

R/L E. DEERFIELD AVE SB BYPASS
(INFORMATION SHOWN ELSEWHERE)

PC 15

42EDS

42EDN

44EDS

44EDN

1042EDB

CURVE 15

PI 15

PT 15

46EDS

46EDN

48EDS

48EDN

50EDS

50EDN

6EDSB

70MWB

70MEB

72MWB

72MEB

1044EDB

1046EDB

1048EDB

CURVE 16

1050EDB

PT 16

6PFC

R/L PARKFIELD COURT
(INFORMATION SHOWN ELSEWHERE)

R/L TEMPORARY
EAST DEERFIELD WIDENING

R/L EAST DEERFIELD BYPASS

PI=EDB+65.00
X=91863.580
Y=595198.043

PC 16

PI 16

CURVE DATA

CURVE NO.	PI	PI COORDINATES X	PI COORDINATES Y	Δ	D	T	L	E	R	PC	PT
15	1042EDB+13.15	91757.297	594860.854	17°27'29"	8°02'50"	109.32	216.95	8.34	712.00	1041EDB+03.83	1043EDB+20.78
16	1048EDB+77.32	91848.385	595509.994	43°14'43"	8°02'50"	282.23	537.40	53.90	712.00	1045EDB+95.10	1051EDB+32.50
17	0TEB+12.24	91599.376	595760.583	23°03'37"	95°29'35"	12.24	24.15	1.24	60.00	0TEB+00.00	0TEB+24.15

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	ALIGNMENT PLAN STAGE 4A - TEMPORARY	SHEET 658	E

CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
1	46MEB+49.40	89461.191	595154.586	2°14'13"	1°25'57"	78.10	156.17	0.76	4000.00	45MEB+71.31	47MEB+27.48
21	48MWB+85.24	89692.094	595157.149	2°58'31"	2°17'31"	64.92	129.82	0.84	2500.00	48MWB+20.31	49MWB+50.13

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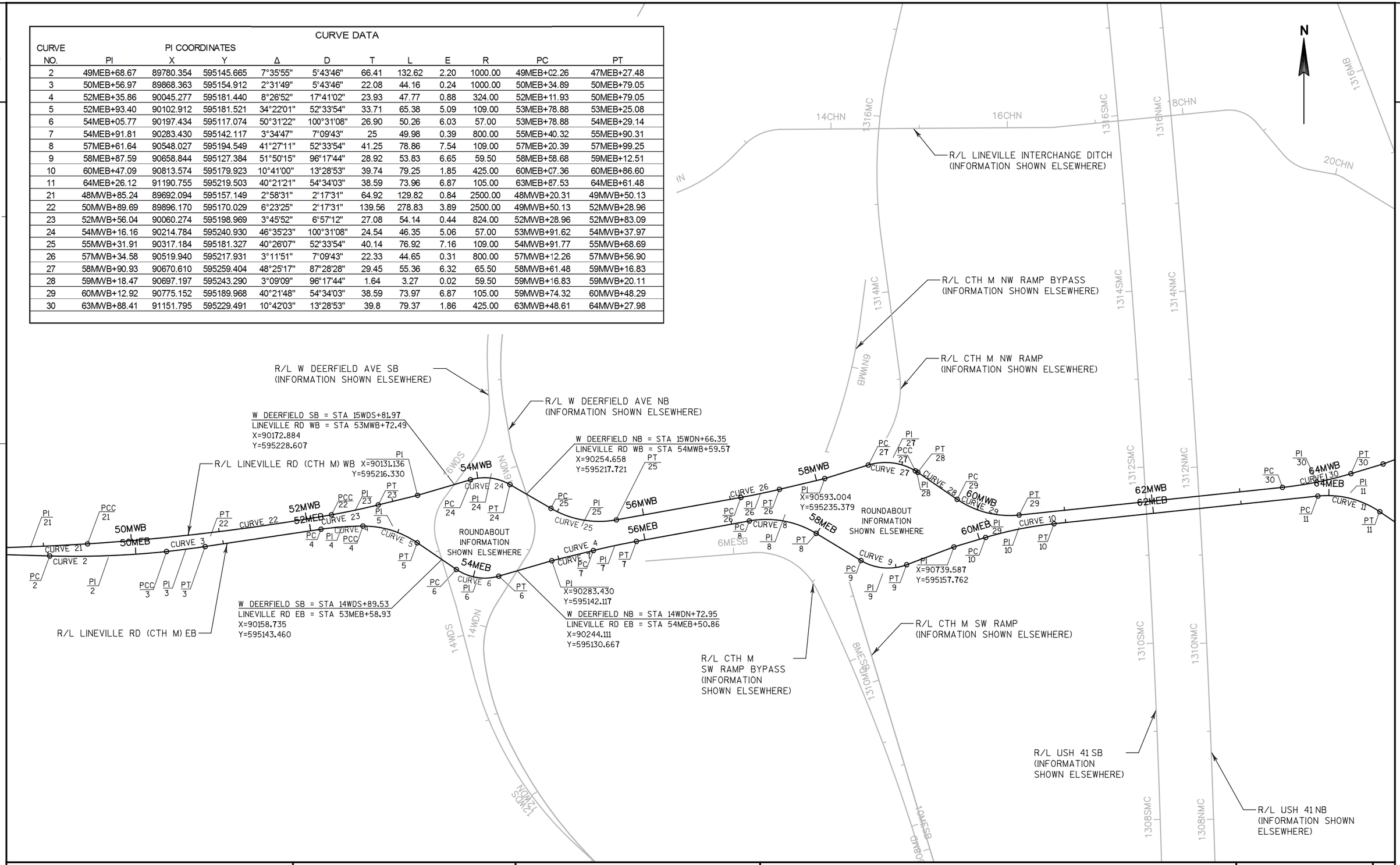
PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 659	E

CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
2	49MEB+68.67	89780.354	595145.665	7°35'55"	5°43'46"	66.41	132.62	2.20	1000.00	49MEB+02.26	47MEB+27.48
3	50MEB+56.97	89868.363	595154.912	2°31'49"	5°43'46"	22.08	44.16	0.24	1000.00	50MEB+34.89	50MEB+79.05
4	52MEB+35.86	90045.277	595181.440	8°26'52"	17°41'02"	23.93	47.77	0.88	324.00	52MEB+11.93	50MEB+79.05
5	52MEB+93.40	90102.912	595181.521	34°22'01"	52°33'54"	33.71	65.38	5.09	109.00	53MEB+78.88	53MEB+25.08
6	54MEB+05.77	90197.434	595117.074	50°31'22"	100°31'08"	26.90	50.26	6.03	57.00	53MEB+78.88	54MEB+29.14
7	54MEB+91.81	90283.430	595142.117	3°34'47"	7°09'43"	25	49.98	0.39	800.00	55MEB+40.32	55MEB+90.31
8	57MEB+61.64	90548.027	595194.549	41°27'11"	52°33'54"	41.25	78.86	7.54	109.00	57MEB+20.39	57MEB+99.25
9	58MEB+87.59	90658.844	595127.384	51°50'15"	96°17'44"	28.92	53.83	6.65	59.50	58MEB+58.68	59MEB+12.51
10	60MEB+47.09	90813.574	595179.923	10°41'00"	13°28'53"	39.74	79.25	1.85	425.00	60MEB+07.36	60MEB+86.60
11	64MEB+26.12	91190.755	595219.503	40°21'21"	54°34'03"	38.59	73.96	6.87	105.00	63MEB+87.53	64MEB+61.48
21	48MWB+85.24	89692.094	595157.149	2°58'31"	2°17'31"	64.92	129.82	0.84	2500.00	48MWB+20.31	49MWB+50.13
22	50MWB+89.69	89896.170	595170.029	6°23'25"	2°17'31"	139.56	278.83	3.89	2500.00	49MWB+50.13	52MWB+28.96
23	52MWB+56.04	90060.274	595198.969	3°45'52"	6°57'12"	27.08	54.14	0.44	824.00	52MWB+28.96	52MWB+83.09
24	54MWB+16.16	90214.784	595240.930	46°35'23"	100°31'08"	24.54	46.35	5.06	57.00	53MWB+91.62	54MWB+37.97
25	55MWB+31.91	90317.184	595181.327	40°26'07"	52°33'54"	40.14	76.92	7.16	109.00	54MWB+91.77	55MWB+68.69
26	57MWB+34.58	90519.940	595217.931	3°11'51"	7°09'43"	22.33	44.65	0.31	800.00	57MWB+12.26	57MWB+56.90
27	58MWB+90.93	90670.610	595259.404	48°25'17"	87°28'28"	29.45	55.36	6.32	65.50	58MWB+61.48	59MWB+16.83
28	59MWB+18.47	90697.197	595243.290	3°09'09"	96°17'44"	1.64	3.27	0.02	59.50	59MWB+16.83	59MWB+20.11
29	60MWB+12.92	90775.152	595189.968	40°21'48"	54°34'03"	38.59	73.97	6.87	105.00	59MWB+74.32	60MWB+48.29
30	63MWB+88.41	91151.795	595229.491	10°42'03"	13°28'53"	39.8	79.37	1.86	425.00	63MWB+48.61	64MWB+27.98



PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 660	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\027203_ad.dgn PLOT DATE : 2/28/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 42

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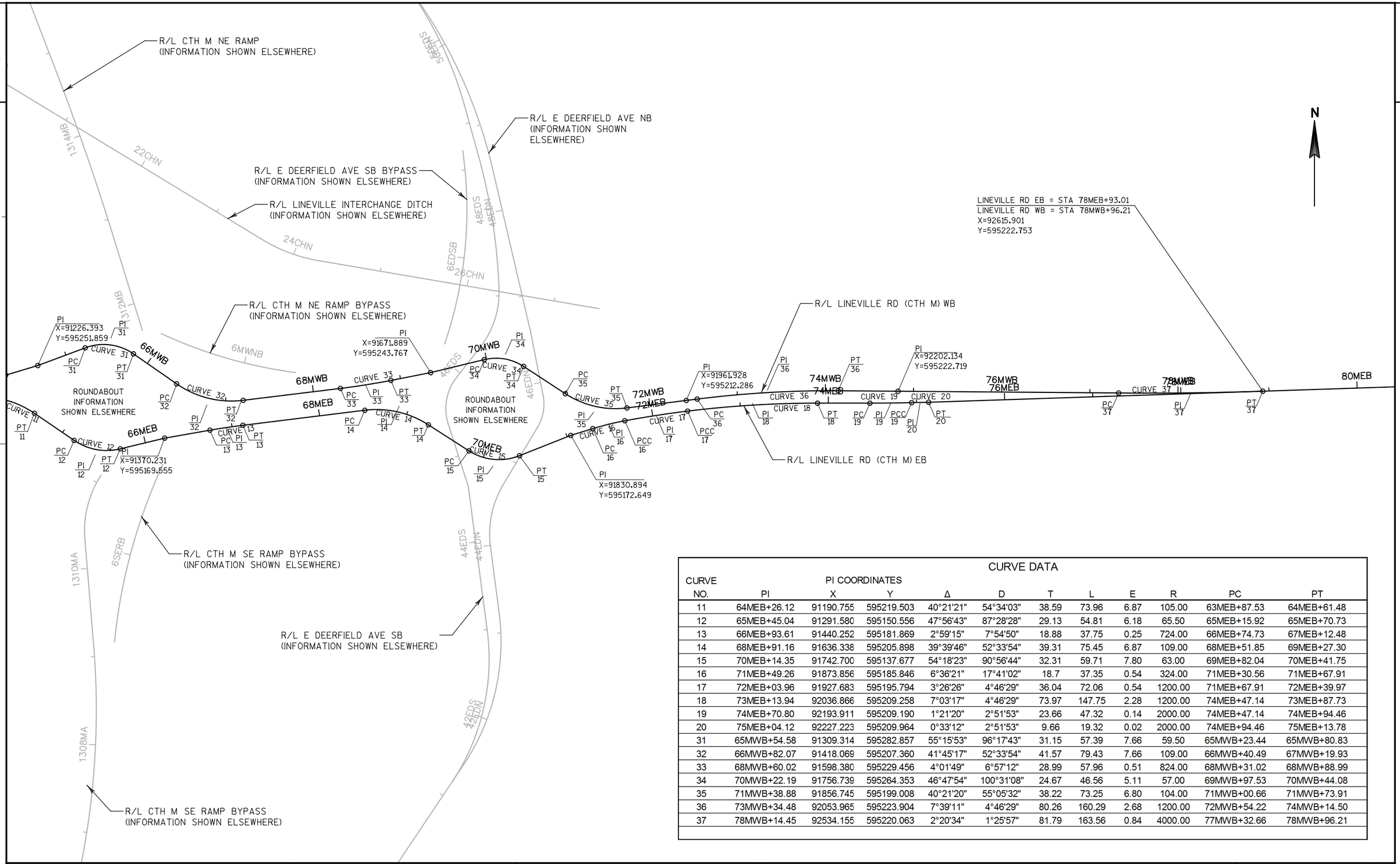

CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
11	64MEB+26.12	91190.755	595219.503	40°21'21"	54°34'03"	38.59	73.96	6.87	105.00	63MEB+87.53	64MEB+61.48
12	65MEB+45.04	91291.580	595150.556	47°56'43"	87°28'28"	29.13	54.81	6.18	65.50	65MEB+15.92	65MEB+70.73
13	66MEB+93.61	91440.252	595181.869	2°59'15"	7°54'50"	18.88	37.75	0.25	724.00	66MEB+74.73	67MEB+12.48
14	68MEB+91.16	91636.338	595205.898	39°39'46"	52°33'54"	39.31	75.45	6.87	109.00	68MEB+51.85	69MEB+27.30
15	70MEB+14.35	91742.700	595137.677	54°18'23"	90°56'44"	32.31	59.71	7.80	63.00	69MEB+82.04	70MEB+41.75
16	71MEB+49.26	91873.856	595185.846	6°36'21"	17°41'02"	18.7	37.35	0.54	324.00	71MEB+30.56	71MEB+67.91
17	72MEB+03.96	91927.683	595195.794	3°26'26"	4°46'29"	36.04	72.06	0.54	1200.00	71MEB+67.91	72MEB+39.97
18	73MEB+13.94	92036.866	595209.258	7°03'17"	4°46'29"	73.97	147.75	2.28	1200.00	74MEB+47.14	73MEB+87.73
19	74MEB+70.80	92193.911	595209.190	1°21'20"	2°51'53"	23.66	47.32	0.14	2000.00	74MEB+47.14	74MEB+94.46
20	75MEB+04.12	92227.223	595209.964	0°33'12"	2°51'53"	9.66	19.32	0.02	2000.00	74MEB+94.46	75MEB+13.78
31	65MWB+54.58	91309.314	595282.857	55°15'53"	96°17'43"	31.15	57.39	7.66	59.50	65MWB+23.44	65MWB+80.83
32	66MWB+82.07	91418.069	595207.360	41°45'17"	52°33'54"	41.57	79.43	7.66	109.00	66MWB+40.49	67MWB+19.93
33	68MWB+60.02	91598.380	595229.456	4°01'49"	6°57'12"	28.99	57.96	0.51	824.00	68MWB+31.02	68MWB+88.99
34	70MWB+22.19	91756.739	595264.353	46°47'54"	100°31'08"	24.67	46.56	5.11	57.00	69MWB+97.53	70MWB+44.08
35	71MWB+38.88	91856.745	595199.008	40°21'20"	55°05'32"	38.22	73.25	6.80	104.00	71MWB+00.66	71MWB+73.91
36	73MWB+34.48	92053.965	595223.904	7°39'11"	4°46'29"	80.26	160.29	2.68	1200.00	72MWB+54.22	74MWB+14.50
37	78MWB+14.45	92534.155	595220.063	2°20'34"	1°25'57"	81.79	163.56	0.84	4000.00	77MWB+32.66	78MWB+96.21

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 661	E

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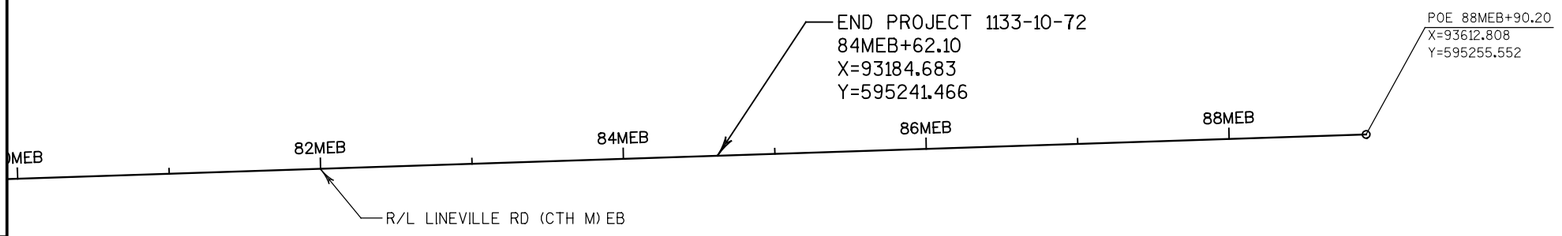


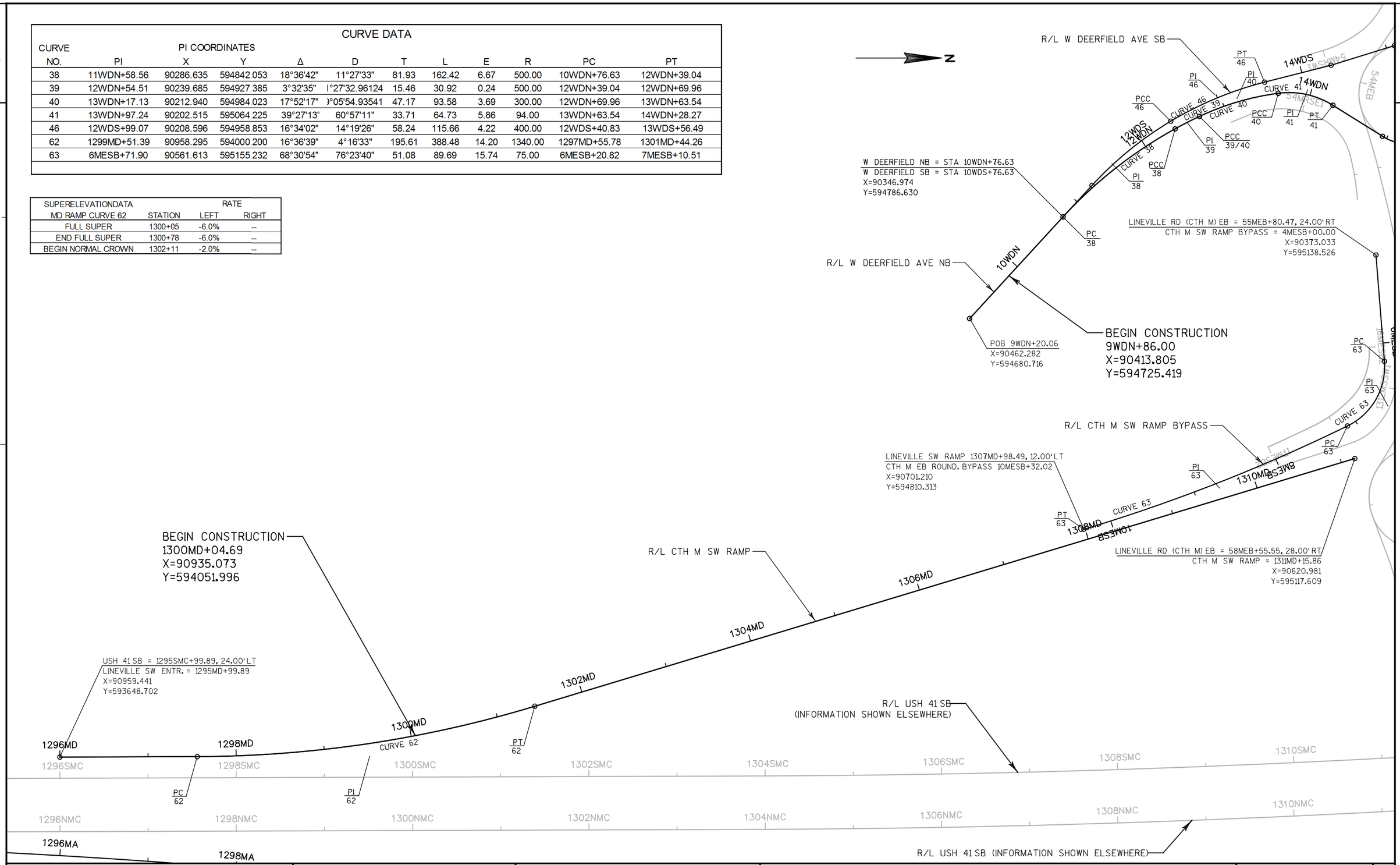
PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 662	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\027205_ad.dgn PLOT DATE : 2/28/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
38	11WDN+58.56	90286.635	594842.053	18°36'42"	11°27'33"	81.93	162.42	6.67	500.00	10WDN+76.63	12WDN+39.04
39	12WDN+54.51	90239.685	594927.385	3°32'35"	I°27'32.96124	15.46	30.92	0.24	500.00	12WDN+39.04	12WDN+69.96
40	13WDN+17.13	90212.940	594984.023	17°52'17"	}°05'54.93541	47.17	93.58	3.69	300.00	12WDN+69.96	13WDN+63.54
41	13WDN+97.24	90202.515	595064.225	39°27'13"	60°57'11"	33.71	64.73	5.86	94.00	13WDN+63.54	14WDN+28.27
46	12WDS+99.07	90208.596	594958.853	16°34'02"	14°19'26"	58.24	115.66	4.22	400.00	12WDS+40.83	13WDS+56.49
62	1299MD+51.39	90958.295	594000.200	16°36'39"	4°16'33"	195.61	388.48	14.20	1340.00	1297MD+55.78	1301MD+44.26
63	6MESB+71.90	90561.613	595155.232	68°30'54"	76°23'40"	51.08	89.69	15.74	75.00	6MESB+20.82	7MESB+10.51

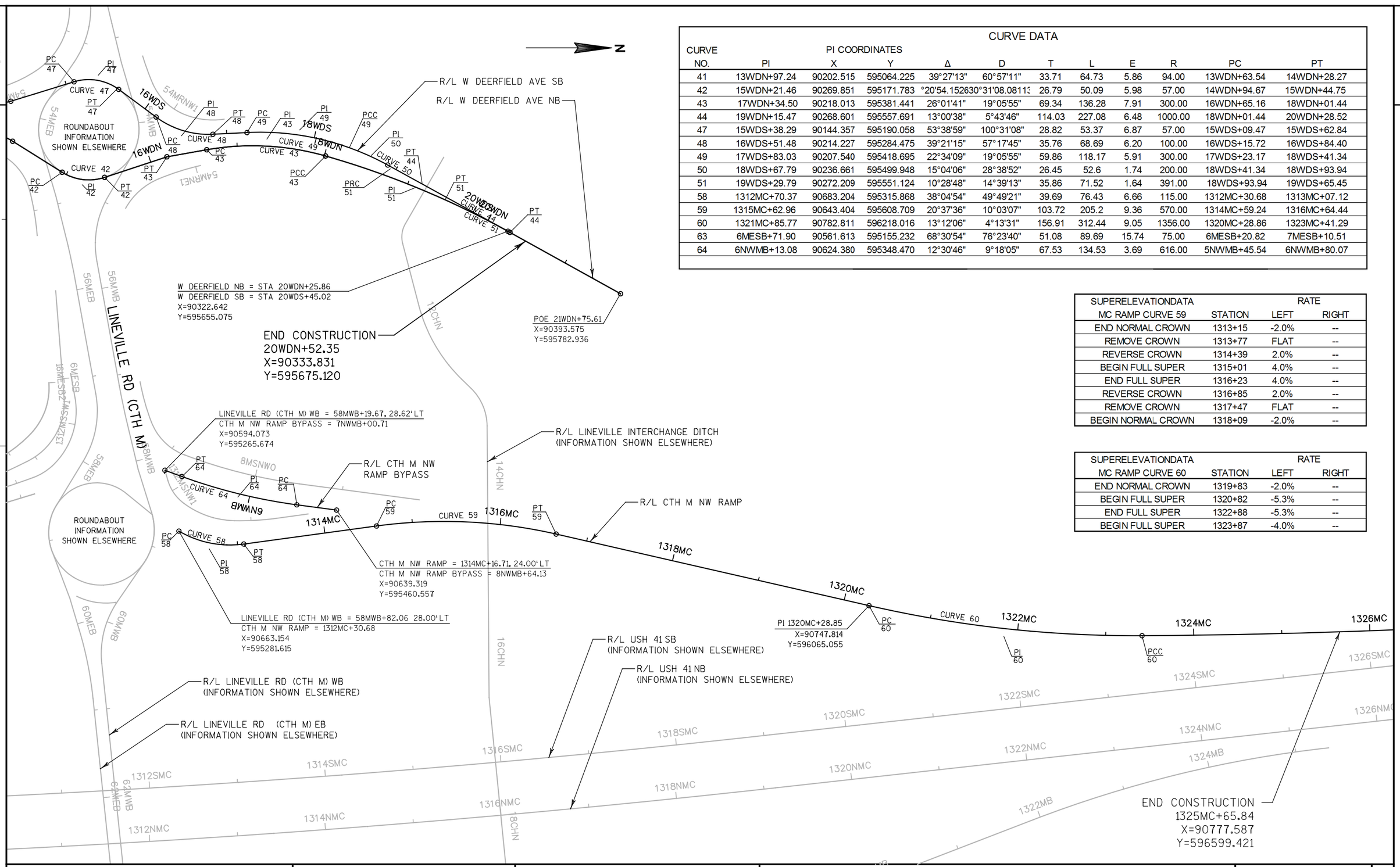
SUPERELEVATIONDATA MD RAMP CURVE 62	STATION	RATE LEFT	RIGHT
FULL SUPER	1300+05	-6.0%	--
END FULL SUPER	1300+78	-6.0%	--
BEGIN NORMAL CROWN	1302+11	-2.0%	--



PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 663	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\027206_ad.dgn PLOT DATE : 2/28/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 42



CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
41	13WDN+97.24	90202.515	595064.225	39°27'13"	60°57'11"	33.71	64.73	5.86	94.00	13WDN+63.54	14WDN+28.27
42	15WDN+21.46	90269.851	595171.783	°20'54.152630	°31'08.08113	26.79	50.09	5.98	57.00	14WDN+94.67	15WDN+44.75
43	17WDN+34.50	90218.013	595381.441	26°01'41"	19°05'55"	69.34	136.28	7.91	300.00	16WDN+65.16	18WDN+01.44
44	19WDN+15.47	90268.601	595557.691	13°00'38"	5°43'46"	114.03	227.08	6.48	1000.00	18WDN+01.44	20WDN+28.52
47	15WDS+38.29	90144.357	595190.058	53°38'59"	100°31'08"	28.82	53.37	6.87	57.00	15WDS+09.47	15WDS+62.84
48	16WDS+51.48	90214.227	595284.475	39°21'15"	57°17'45"	35.76	68.69	6.20	100.00	16WDS+15.72	16WDS+84.40
49	17WDS+83.03	90207.540	595418.695	22°34'09"	19°05'55"	59.86	118.17	5.91	300.00	17WDS+23.17	18WDS+41.34
50	18WDS+67.79	90236.661	595499.948	15°04'06"	28°38'52"	26.45	52.6	1.74	200.00	18WDS+41.34	18WDS+93.94
51	19WDS+29.79	90272.209	595551.124	10°28'48"	14°39'13"	35.86	71.52	1.64	391.00	18WDS+93.94	19WDS+65.45
58	1312MC+70.37	90683.204	595315.868	38°04'54"	49°49'21"	39.69	76.43	6.66	115.00	1312MC+30.68	1313MC+07.12
59	1315MC+62.96	90643.404	595608.709	20°37'36"	10°03'07"	103.72	205.2	9.36	570.00	1314MC+59.24	1316MC+64.44
60	1321MC+85.77	90782.811	596218.016	13°12'06"	4°13'31"	156.91	312.44	9.05	1356.00	1320MC+28.86	1323MC+41.29
63	6MESB+71.90	90561.613	595155.232	68°30'54"	76°23'40"	51.08	89.69	15.74	75.00	6MESB+20.82	7MESB+10.51
64	6NWMB+13.08	90624.380	595348.470	12°30'46"	9°18'05"	67.53	134.53	3.69	616.00	5NWMB+45.54	6NWMB+80.07

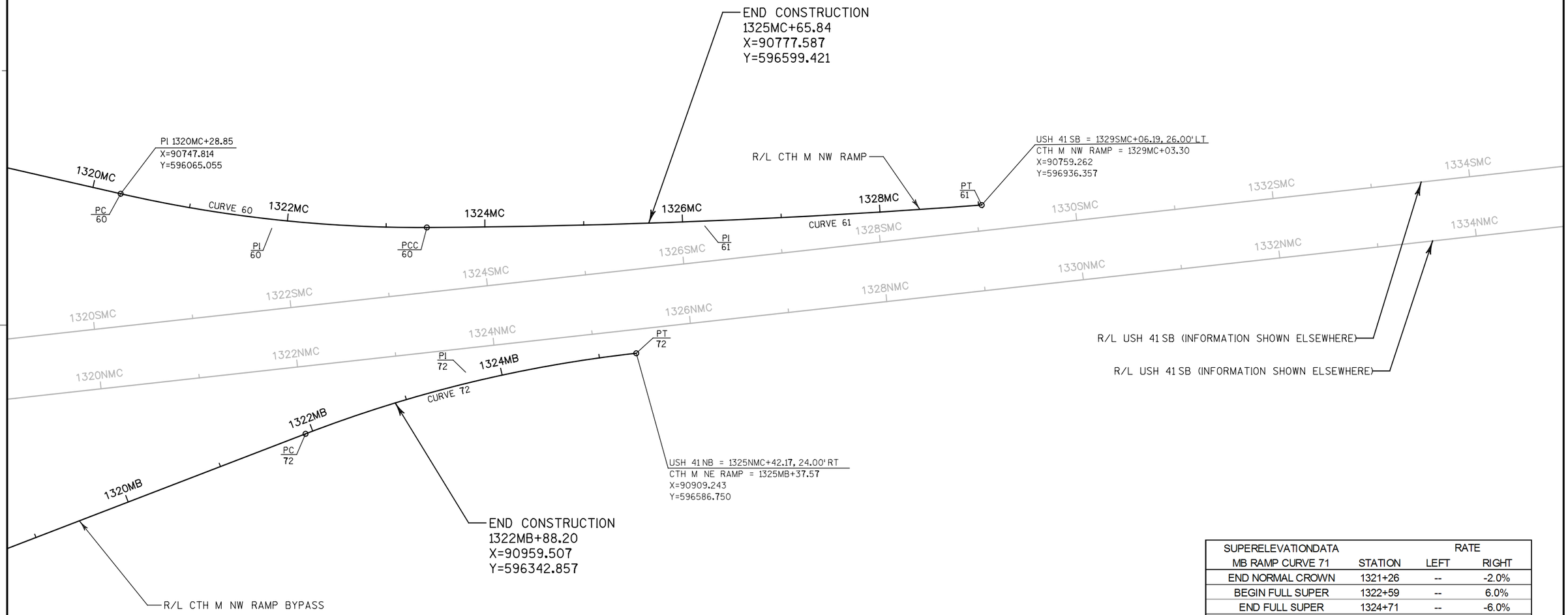
SUPERELEVATIONDATA MC RAMP CURVE 59	STATION	RATE LEFT	RIGHT
END NORMAL CROWN	1313+15	-2.0%	--
REMOVE CROWN	1313+77	FLAT	--
REVERSE CROWN	1314+39	2.0%	--
BEGIN FULL SUPER	1315+01	4.0%	--
END FULL SUPER	1316+23	4.0%	--
REVERSE CROWN	1316+85	2.0%	--
REMOVE CROWN	1317+47	FLAT	--
BEGIN NORMAL CROWN	1318+09	-2.0%	--

SUPERELEVATIONDATA MC RAMP CURVE 60	STATION	RATE LEFT	RIGHT
END NORMAL CROWN	1319+83	-2.0%	--
BEGIN FULL SUPER	1320+82	-5.3%	--
END FULL SUPER	1322+88	-5.3%	--
BEGIN FULL SUPER	1323+87	-4.0%	--

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 664	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\027207_ad.dgn PLOT DATE : 2/28/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

SUPERELEVATIONDATA		RATE	
MC RAMP CURVE 60	STATION	LEFT	RIGHT
END NORMAL CROWN	1319+83	-2.0%	--
BEGIN FULL SUPER	1320+82	-5.3%	--
END FULL SUPER	1322+88	-5.3%	--
BEGIN FULL SUPER	1323+87	-4.0%	--

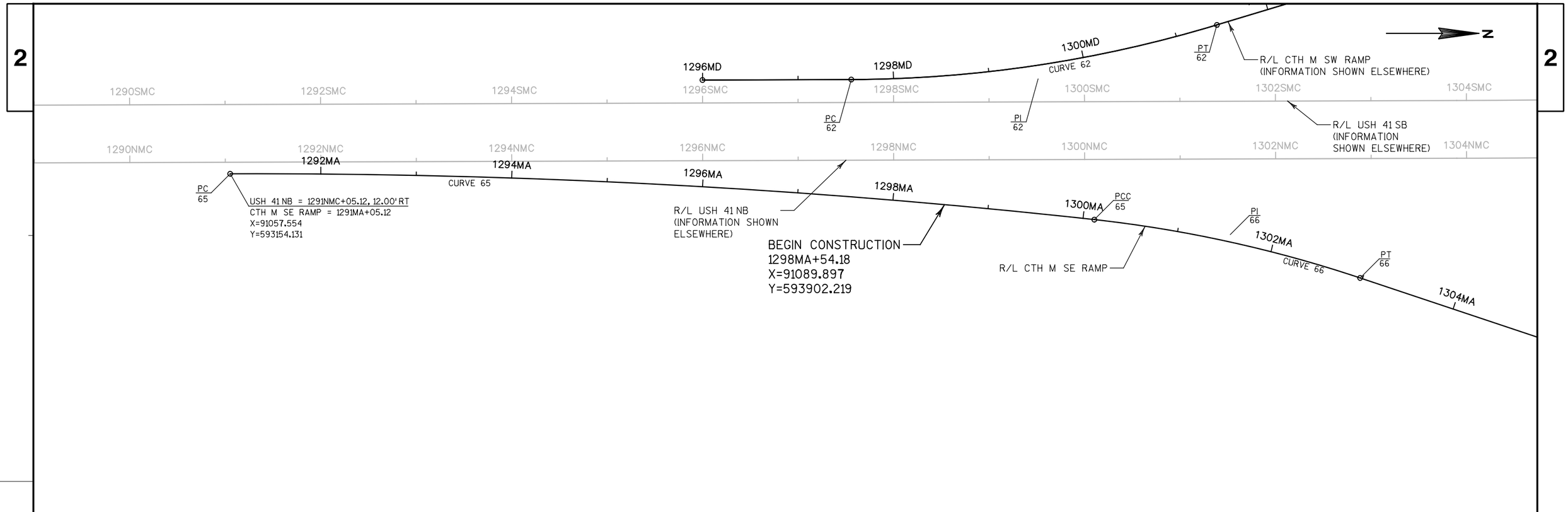


SUPERELEVATIONDATA		RATE	
MB RAMP CURVE 71	STATION	LEFT	RIGHT
END NORMAL CROWN	1321+26	--	-2.0%
BEGIN FULL SUPER	1322+59	--	6.0%
END FULL SUPER	1324+71	--	-6.0%
BEGIN NORMAL CROWN	1326+21	--	-2.0%

CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
60	1321MC+85.77	90782.811	596218.016	13°12'06"	4°13'31"	156.91	312.44	9.05	1356.00	1320MC+28.86	1323MC+41.29
61	1326MC+22.41	90780.408	596656.038	3°59'58"	0°42'42"	281.11	562	4.91	8051.00	1323MC+41.29	1329MC+03.30
72	1323MB+65.85	90928.397	596414.180	14°42'42"	4°15'36"	173.63	345.35	11.16	1345.00	1321MB+92.22	1325MB+37.57

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 665	E



SUPERELEVATION DATA		RATE	
MA RAMP CURVE 65	STATION	LEFT	RIGHT
END NORMAL CROWN	1291+20	--	-2.0%
FULL SUPER	1291+43	--	-2.5%

SUPERELEVATIONDATA		RATE	
MA RAMP CURVE 66	STATION	LEFT	RIGHT
END SUPER CURVE 1	1299+74	--	-2.5%
BEGIN FULL SUPER	1300+83	--	-5.3%
END FULL SUPER	1302+34	--	-5.3%
NORMAL CROWN	1303+90	--	-2.0%

CURVE DATA

CURVE		PI COORDINATES									
NO.	PI	X	Y	Δ	D	T	L	E	R	PC	PT
62	1299MD+51.39	90958.295	594000.200	16°36'39"	4°16'33"	195.61	388.48	14.20	1340.00	1297MD+55.78	1301MD+44.26
65	1295MA+58.97	91056.074	593607.982	6°26'45"	0°42'39"	453.85	906.75	12.77	8060.00	1291MAMA+05.12	1300MA+11.87
66	1301MA+55.15	91121.175	594201.554	12°12'23"	4°16'33"	143.28	285.47	7.64	1340.00	1300MA+11.87	1302MA+97.34

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 666	E

SUPERELEVATIONDATA		RATE	
MA RAMP CURVE 67	STATION	LEFT	RIGHT
NORMAL CROWN	1303+90	--	-2.0%
REMOVE CROWN	1304+68	--	FLAT
REVERSE CROWN	1305+46	--	2.0%
FULL SUPER	1306+08	--	3.6%

CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
67	1307MA+34.19	91304.918	594751.814	23°12'17"	6°21'58"	184.78	364.5	18.77	900.00	1305MA+49.41	1309MA+13.91
68	1310MA+73.10	91276.496	595094.613	38°04'54"	49°49'21"	39.69	76.43	6.66	115.00	1310MA+33.41	1311MA+09.84
69	5SERB+94.38	91322.603	595032.730	17°25'16"	9°18'05"	94.38	187.3	7.19	616.00	5SERB+00.00	6SERB+87.30
70	5MWNB+80.26	91439.287	595254.119	17°40'54"	11°06'14"	80.26	159.24	6.20	516.00	5MWNB+00.00	6MWNB+59.24
71	1313MB+82.74	91281.460	595496.569	3°48'24"	1°54'35"	99.70	199.32	1.66	3000.00	1312MB+83.04	1314MB+82.36
73	42EDN+36.55	91761.920	594877.722	41°18'38"	22°55'06"	94.24	180.25	17.17	250.00	41EDN+42.30	43EDN+22.55
74	44EDN+36.64	91734.860	595084.285	38°20'44"	52°33'54"	37.9	72.95	6.40	109.00	43EDN+98.74	44EDN+71.69
75	45EDN+67.22	91803.346	595198.799	42°03'05"	112°20'41"	19.60	37.43	3.64	51.00	45EDN+47.61	45EDN+85.05
76	50EDN+07.97	91705.914	595630.429	32°05'60"	10°25'03"	158.23	308.14	22.31	550.00	48EDN+49.75	51EDN+57.88
77	42EDS+12.31	91748.420	594857.592	41°18'38"	22°55'06"	94.24	180.25	17.17	250.00	41EDS+18.07	42EDS+98.32
78	45EDS+68.14	91682.712	595214.442	55°47'34"	100°31'08"	30.18	55.5	7.49	57.00	45EDS+37.96	45EDS+93.47
79	46EDS+73.83	91750.747	595301.569	39°54'30"	57°17'45"	36.31	69.65	6.39	100.00	46EDS+37.53	47EDS+07.18
80	47EDS+85.32	91746.907	595415.950	13°42'35"	8°48'53"	78.14	155.53	4.68	650.00	47EDS+07.18	48EDS+62.71
81	50EDS+18.62	91683.839	595641.342	25°45'49"	13°19'29"	98.34	193.35	11.10	430.00	49EDS+20.28	51EDS+13.64
82	6PFCPFC+51.38	91736.295	595810.485	33°35'18"	27°24'51"	63.08	122.52	9.31	209.00	5PFC+88.30	7PFC+10.82
83	6EDSB+12.93	91724.308	595383.438	26°54'41"	12°08'20"	112.93	221.69	13.32	472.00	5EDSB+00.00	7EDSB+21.69

SUPERELEVATIONDATA		RATE	
MB RAMP CURVE 71	STATION	LEFT	RIGHT
END NORMAL CROWN	1321+26	--	-2.0%
BEGIN FULL SUPER	1322+59	--	6.0%
END FULL SUPER	1324+71	--	-6.0%
BEGIN NORMAL CROWN	1326+21	--	-2.0%

N

R/L LINEVILLE RD (CTH M) WB
(INFORMATION SHOWN ELSEWHERE)

R/L LINEVILLE RD (CTH M) EB
(INFORMATION SHOWN ELSEWHERE)

R/L CTH M SE RAMP

ROUNDABOUT
INFORMATION
SHOWN ELSEWHERE

LINEVILLE RD (CTH M)

CTH M SE RAMP = 1309MA+14.75, 24.00'RT
CTH M SE RAMP BYPASS = 5SERB+00.00
X=91313.498
Y=594938.792

LINEVILLE RD (CTH M) EB = 65MEB+50.86, 28.00'RT
CTH M SE RAMP = 1311MA+09.84
X=91298.311
Y=595127.769

R/L CTH M SE
RAMP BYPASS

LINEVILLE RD (CTH M) EB = 66MEB+13.46, 28.20'RT
CTH M SE RAMP BYPASS = 7SERB+09.43
X=91368.048
Y=595140.014

LINEVILLE RD (CTH M) WB = 67MWB+82.87, 24.00'LT
CTH M NE RAMP BYPASS = 6MWNB+59.24
X=91518.892
Y=595243.894

R/L CTH M NE
RAMP BYPASS

LINEVILLE RD (CTH M) WB = 65MWB+76.08, 28.00'LT
CTH M NE RAMP = 1311MB+68.38
X=91344.983
Y=595291.844

LINEVILLE RD (CTH M) WB = 65MWB+93.74, 36.90'LT
CTH M NE RAMP BYPASS = 5MWNB+00.00
X=91366.549
Y=595288.038

R/L LINEVILLE INTERCHANGE DITCH
(INFORMATION SHOWN ELSEWHERE)

R/L CTH M NE RAMP

BEGIN CONSTRUCTION
40EDN+00.00
X=91630.169
Y=594681.263

R/L E DEERFIELD AVE NB

R/L E DEERFIELD AVE SB

E DEERFIELD NB = STA 41EDN+18.07
E DEERFIELD SB = STA 41EDS+18.07
X=91695.929
Y=594779.320

E DEERFIELD SB = STA 45EDS+17.49
LINEVILLE RD EB = STA 69MEB+61.49
X=91698.201
Y=595166.219

PI X=91714.73 Y=595114.76

E DEERFIELD NB = STA 45EDN+10.59
LINEVILLE RD EB = STA 70MEB+43.41
X=91774.281
Y=595150.200

PI X=91785.51 Y=595289.13

E DEERFIELD NB = STA 46EDN+06.52
LINEVILLE RD WB = STA 70MWB+65.59
X=91795.389
Y=595239.099

LINEVILLE RD (CTH M) WB = 69MWB+58.17, 28.07'LT
E DEERFIELD SB BYPASS = 5EDSB+00.00
X=91687.898
Y=595276.538

E DEERFIELD SB = STA 46EDS+13.30
LINEVILLE RD WB = STA 69MWB+77.69
X=91713.492
Y=595253.860

R/L E DEERFIELD
SB BYPASS

E DEERFIELD AVE SB = 48EDS+71.31, 15.73'LT
E DEERFIELD SB BYPASS = 7EDSB+56.58
X=91708.390
Y=595495.241

POE 52EDN+64.54
X=91517.869
Y=595816.986

END CONSTRUCTION
52EDN+27.63
X=91544.070
Y=595790.994

E DEERFIELD SB = STA 51EBS+43.89
E DEERFIELD NB = STA 51EBN+52.93
X=91598.044
Y=595737.447

PARKFIELD CT = STA 5PFC+00.00
E DEERFIELD NB = STA 51EBN+10.28
X=91625.8862
Y=595706.9236

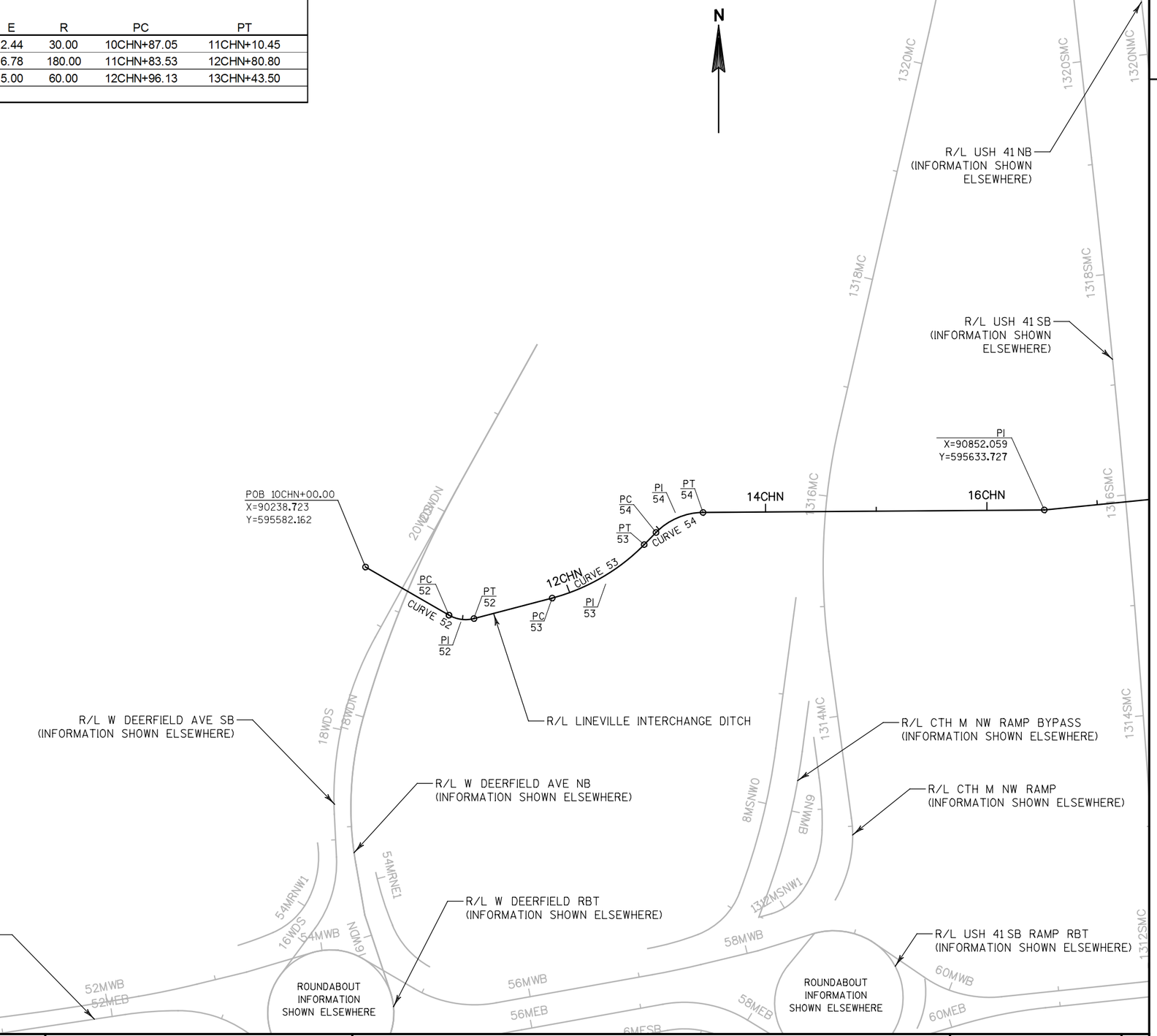
R/L PARKFIELD CT

END CONSTRUCTION
7PFC+10.82
X=91798.493
Y=595820.981

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 667	E

CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
52	10CHN+99.38	595532.468	90324.783	44°41'41.10"	190°59'09.35"	12.333	23.402	2.44	30.00	10CHN+87.05	11CHN+10.45
53	12CHN+33.38	595566.768	90455.632	30°57'52.58"	31°49'51.56"	49.86	97.278	6.78	180.00	11CHN+83.53	12CHN+80.80
54	13CHN+21.13	595631.259	90518.668	45°13'44.53"	95°29'34.68"	24.993	47.364	5.00	60.00	12CHN+96.13	13CHN+43.50



PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 668	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\027213_ad.dgn PLOT DATE : 2/28/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 42

CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
55	18CHN+69.85	595655.341	91068.934	55°23'51.91"	143°14'22.02"	21.00	38.675	5.18	40.00	18CHN+48.85	18CHN+87.53
56A	19CHN+53.48	595589.018	91125.168	39°19'49.13"	114°35'29.61"	17.868	34.322	3.10	50.00	19CHN+35.62	19CHN+69.94
56B	20CHN+03.50	595579.755	91175.755	20°51'30.01"	190°59'09.35"	5.52	10.921	0.50	30.00	19CHN+97.98	20CHN+08.90
57	23CHN+95.31	595376.519	91510.883	21°32'47.13"	31°49'51.56"	34.25	67.69	3.23	180.00	23CHN+61.06	24CHN+28.75

R/L PARKFIELD CT
(INFORMATION SHOWN ELSEWHERE)

R/L USH 41 NB
(INFORMATION SHOWN ELSEWHERE)

R/L USH 41 SB
(INFORMATION SHOWN ELSEWHERE)

R/L LINEVILLE INTERCHANGE DITCH

R/L E DEERFIELD AVE NB
(INFORMATION SHOWN ELSEWHERE)

R/L E DEERFIELD AVE SB BYPASS
(INFORMATION SHOWN ELSEWHERE)

R/L E DEERFIELD AVE SB
(INFORMATION SHOWN ELSEWHERE)

R/L CTH M NE RAMP
(INFORMATION SHOWN ELSEWHERE)

R/L USH 41 NB RAMP RBT
(INFORMATION SHOWN ELSEWHERE)

R/L CTH M NE RAMP BYPASS
(INFORMATION SHOWN ELSEWHERE)

R/L E DEERFIELD AVE RBT
(INFORMATION SHOWN ELSEWHERE)

R/L LINEVILLE RD (CTH M) WB
(INFORMATION SHOWN ELSEWHERE)

R/L LINEVILLE RD (CTH M) EB
(INFORMATION SHOWN ELSEWHERE)

ROUNDABOUT INFORMATION SHOWN ELSEWHERE

ROUNDABOUT INFORMATION SHOWN ELSEWHERE

18CHN
PC 55
CURVE 55
PI 55
PT 55

20CHN
PC 56A
PI 56A
PT 56A
PC 56B
CURVE 56
PC 56B
CURVE 56B
PC 56B

22CHN

CURVE 57
PC 57
PI 57
PT 57

24CHN

26CHN

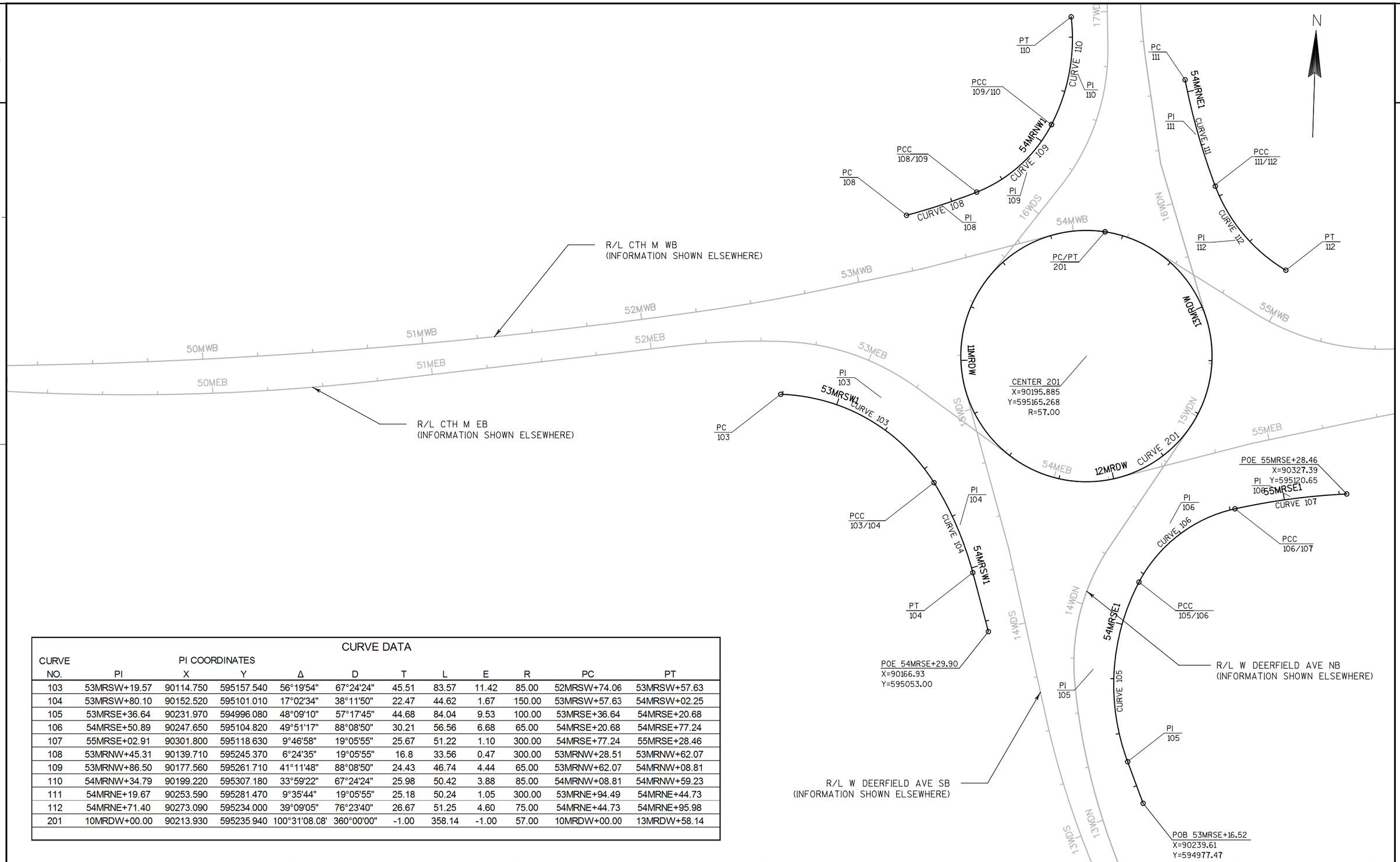
POE 27CHN+51.77
X=91863.055
Y=595316.397

N

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 669	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\027214_ad.dgn PLOT DATE : 2/28/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 42

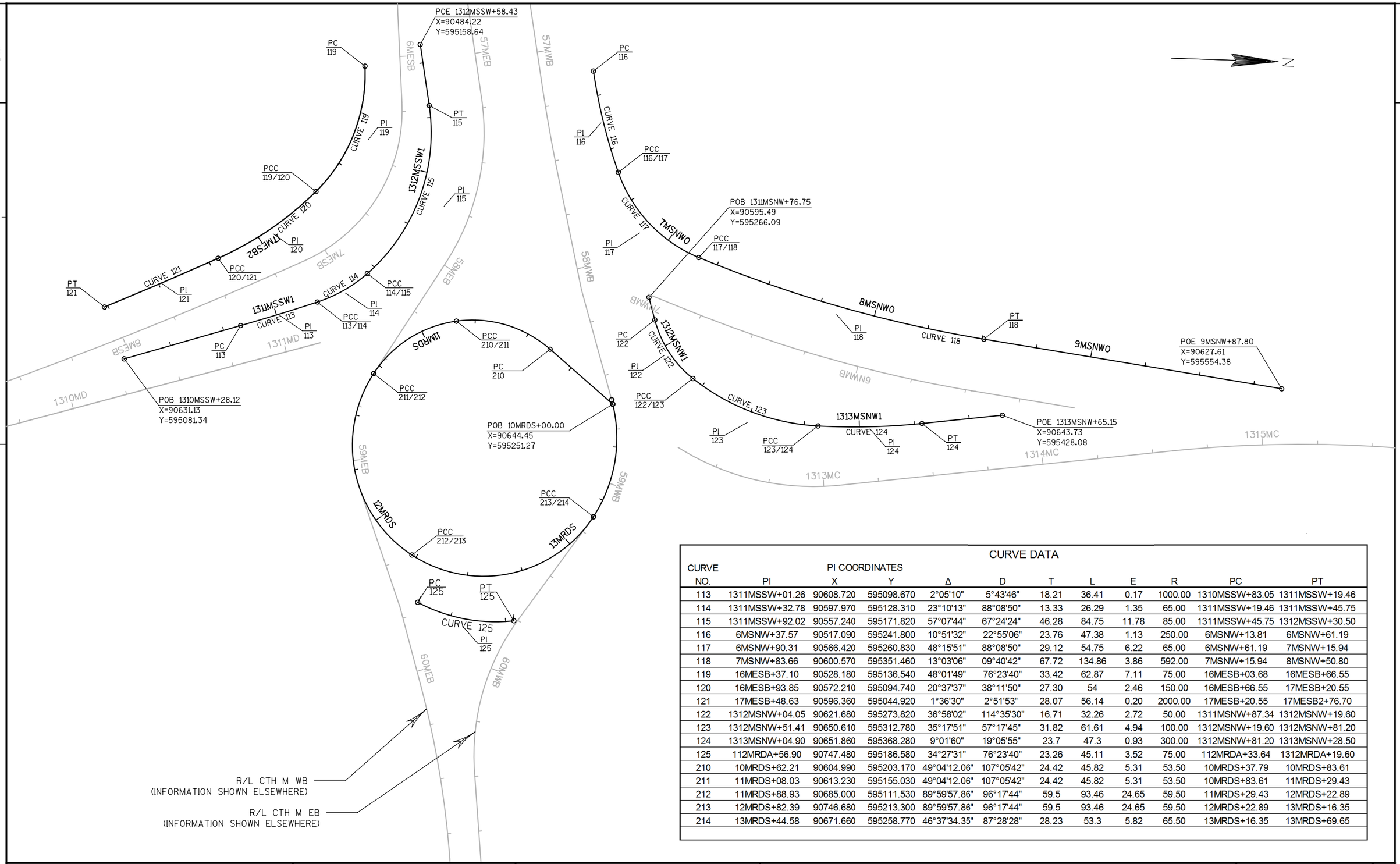


CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
103	53MRSW+19.57	90114.750	595157.540	56°19'54"	67°24'24"	45.51	83.57	11.42	85.00	52MRSW+74.06	53MRSW+57.63
104	53MRSW+80.10	90152.520	595101.010	17°02'34"	38°11'50"	22.47	44.62	1.67	150.00	53MRSW+57.63	54MRSW+02.25
105	53MRSE+36.64	90231.970	594996.080	48°09'10"	57°17'45"	44.68	84.04	9.53	100.00	53MRSE+36.64	54MRSE+20.68
106	54MRSE+50.89	90247.650	595104.820	49°51'17"	88°08'50"	30.21	56.56	6.68	65.00	54MRSE+20.68	54MRSE+77.24
107	55MRSE+02.91	90301.800	595118.630	9°46'58"	19°05'55"	25.67	51.22	1.10	300.00	54MRSE+77.24	55MRSE+28.46
108	53MRNW+45.31	90139.710	595245.370	6°24'35"	19°05'55"	16.8	33.56	0.47	300.00	53MRNW+28.51	53MRNW+62.07
109	53MRNW+86.50	90177.560	595261.710	41°11'48"	88°08'50"	24.43	46.74	4.44	65.00	53MRNW+62.07	54MRNW+08.81
110	54MRNW+34.79	90199.220	595307.180	33°59'22"	67°24'24"	25.98	50.42	3.88	85.00	54MRNW+08.81	54MRNW+59.23
111	54MRNE+19.67	90253.590	595281.470	9°35'44"	19°05'55"	25.18	50.24	1.05	300.00	53MRNE+94.49	54MRNE+44.73
112	54MRNE+71.40	90273.090	595234.000	39°09'05"	76°23'40"	26.67	51.25	4.60	75.00	54MRNE+44.73	54MRNE+95.98
201	10MRDW+00.00	90213.930	595235.940	100°31'08.08'	360°00'00"	-1.00	358.14	-1.00	57.00	10MRDW+00.00	13MRDW+58.14

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 670	E

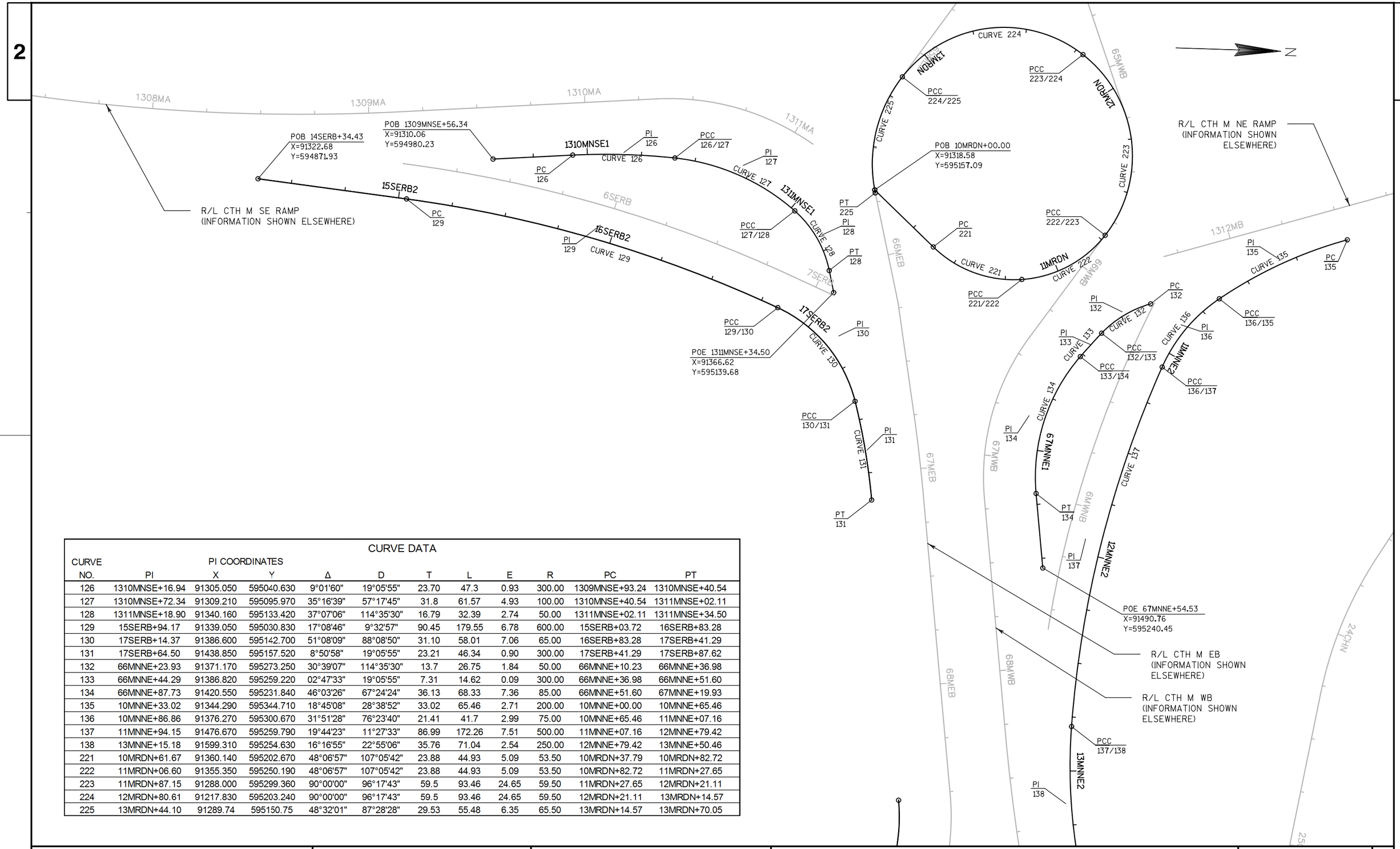
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\027217_ad.dgn PLOT DATE : 2/28/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -



CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
113	1311MSSW+01.26	90608.720	595098.670	2°05'10"	5°43'46"	18.21	36.41	0.17	1000.00	1310MSSW+83.05	1311MSSW+19.46
114	1311MSSW+32.78	90597.970	595128.310	23°10'13"	88°08'50"	13.33	26.29	1.35	65.00	1311MSSW+19.46	1311MSSW+45.75
115	1311MSSW+92.02	90557.240	595171.820	57°07'44"	67°24'24"	46.28	84.75	11.78	85.00	1311MSSW+45.75	1312MSSW+30.50
116	6MSNW+37.57	90517.090	595241.800	10°51'32"	22°55'06"	23.76	47.38	1.13	250.00	6MSNW+13.81	6MSNW+61.19
117	6MSNW+90.31	90566.420	595260.830	48°15'51"	88°08'50"	29.12	54.75	6.22	65.00	6MSNW+61.19	7MSNW+15.94
118	7MSNW+83.66	90600.570	595351.460	13°03'06"	09°40'42"	67.72	134.86	3.86	592.00	7MSNW+15.94	8MSNW+50.80
119	16MESB+37.10	90528.180	595136.540	48°01'49"	76°23'40"	33.42	62.87	7.11	75.00	16MESB+03.68	16MESB+66.55
120	16MESB+93.85	90572.210	595094.740	20°37'37"	38°11'50"	27.30	54	2.46	150.00	16MESB+66.55	17MESB+20.55
121	17MESB+48.63	90596.360	595044.920	1°36'30"	2°51'53"	28.07	56.14	0.20	2000.00	17MESB+20.55	17MESB2+76.70
122	1312MSNW+04.05	90621.680	595273.820	36°58'02"	114°35'30"	16.71	32.26	2.72	50.00	1311MSNW+87.34	1312MSNW+19.60
123	1312MSNW+51.41	90650.610	595312.780	35°17'51"	57°17'45"	31.82	61.61	4.94	100.00	1312MSNW+19.60	1312MSNW+81.20
124	1313MSNW+04.90	90651.860	595368.280	9°01'60"	19°05'55"	23.7	47.3	0.93	300.00	1312MSNW+81.20	1313MSNW+28.50
125	112MRDA+56.90	90747.480	595186.580	34°27'31"	76°23'40"	23.26	45.11	3.52	75.00	112MRDA+33.64	1312MRDA+19.60
210	10MRDS+62.21	90604.990	595203.170	49°04'12.06"	107°05'42"	24.42	45.82	5.31	53.50	10MRDS+37.79	10MRDS+83.61
211	11MRDS+08.03	90613.230	595155.030	49°04'12.06"	107°05'42"	24.42	45.82	5.31	53.50	10MRDS+83.61	11MRDS+29.43
212	11MRDS+88.93	90685.000	595111.530	89°59'57.86"	96°17'44"	59.5	93.46	24.65	59.50	11MRDS+29.43	12MRDS+22.89
213	12MRDS+82.39	90746.680	595213.300	89°59'57.86"	96°17'44"	59.5	93.46	24.65	59.50	12MRDS+22.89	13MRDS+16.35
214	13MRDS+44.58	90671.660	595258.770	46°37'34.35"	87°28'28"	28.23	53.3	5.82	65.50	13MRDS+16.35	13MRDS+69.65

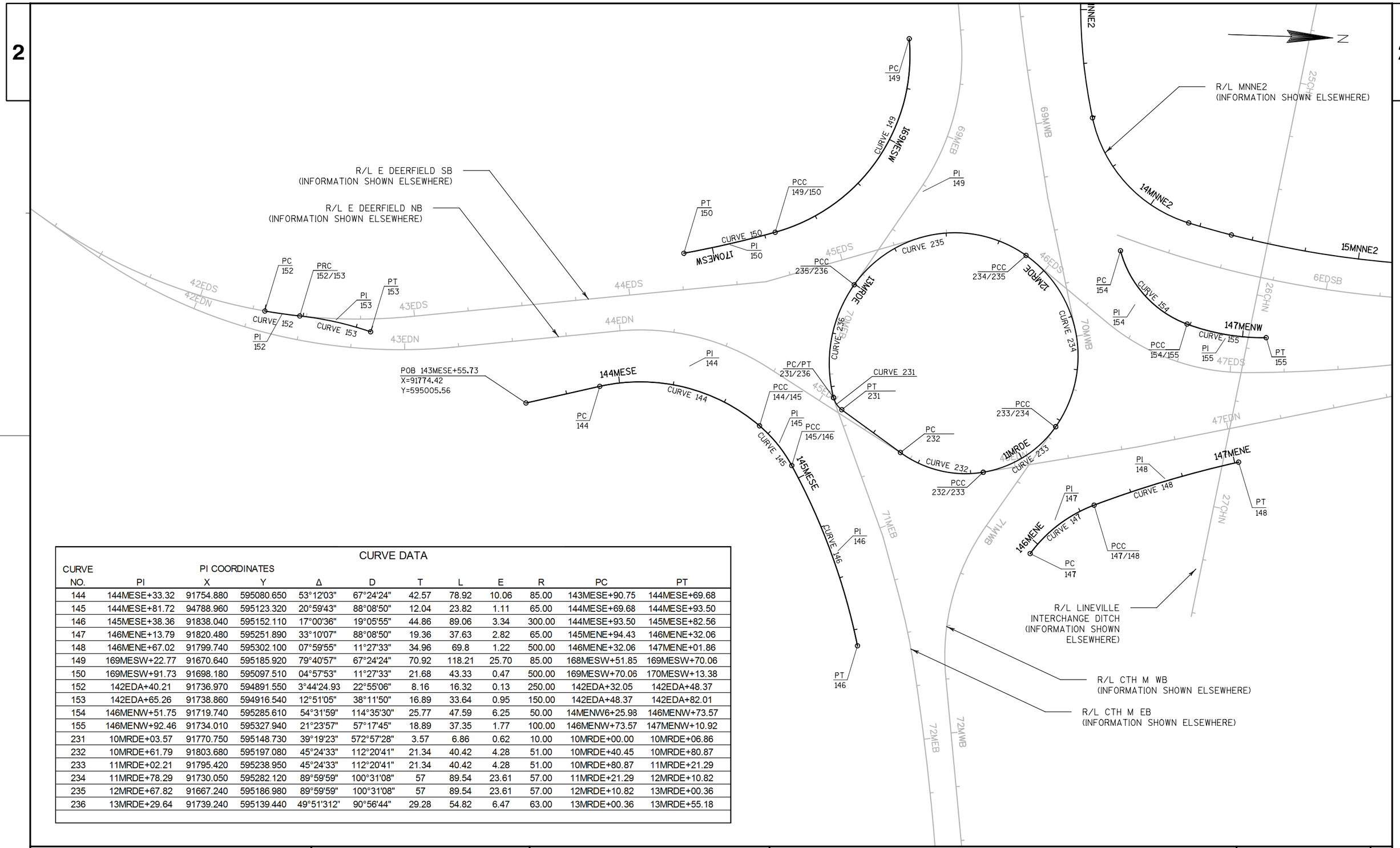
PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 671	E



CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
126	1310MNSE+16.94	91305.050	595040.630	9°01'60"	19°05'55"	23.70	47.3	0.93	300.00	1309MNSE+93.24	1310MNSE+40.54
127	1310MNSE+72.34	91309.210	595095.970	35°16'39"	57°17'45"	31.8	61.57	4.93	100.00	1310MNSE+40.54	1311MNSE+02.11
128	1311MNSE+18.90	91340.160	595133.420	37°07'06"	114°35'30"	16.79	32.39	2.74	50.00	1311MNSE+02.11	1311MNSE+34.50
129	15SERB+94.17	91339.050	595030.830	17°08'46"	9°32'57"	90.45	179.55	6.78	600.00	15SERB+03.72	16SERB+83.28
130	17SERB+14.37	91386.600	595142.700	51°08'09"	88°08'50"	31.10	58.01	7.06	65.00	16SERB+83.28	17SERB+41.29
131	17SERB+64.50	91438.850	595157.520	8°50'58"	19°05'55"	23.21	46.34	0.90	300.00	17SERB+41.29	17SERB+87.62
132	66MNNE+23.93	91371.170	595273.250	30°39'07"	114°35'30"	13.7	26.75	1.84	50.00	66MNNE+10.23	66MNNE+36.98
133	66MNNE+44.29	91386.820	595259.220	02°47'33"	19°05'55"	7.31	14.62	0.09	300.00	66MNNE+36.98	66MNNE+51.60
134	66MNNE+87.73	91420.550	595231.840	46°03'26"	67°24'24"	36.13	68.33	7.36	85.00	66MNNE+51.60	67MNNE+19.93
135	10MNNE+33.02	91344.290	595344.710	18°45'08"	28°38'52"	33.02	65.46	2.71	200.00	10MNNE+00.00	10MNNE+65.46
136	10MNNE+86.86	91376.270	595300.670	31°51'28"	76°23'40"	21.41	41.7	2.99	75.00	10MNNE+65.46	11MNNE+07.16
137	11MNNE+94.15	91476.670	595259.790	19°44'23"	11°27'33"	86.99	172.26	7.51	500.00	11MNNE+07.16	12MNNE+79.42
138	13MNNE+15.18	91599.310	595254.630	16°16'55"	22°55'06"	35.76	71.04	2.54	250.00	12MNNE+79.42	13MNNE+50.46
221	10MRDN+61.67	91360.140	595202.670	48°06'57"	107°05'42"	23.88	44.93	5.09	53.50	10MRDN+37.79	10MRDN+82.72
222	11MRDN+06.60	91355.350	595250.190	48°06'57"	107°05'42"	23.88	44.93	5.09	53.50	10MRDN+82.72	11MRDN+27.65
223	11MRDN+87.15	91288.000	595299.360	90°00'00"	96°17'43"	59.5	93.46	24.65	59.50	11MRDN+27.65	12MRDN+21.11
224	12MRDN+80.61	91217.830	595203.240	90°00'00"	96°17'43"	59.5	93.46	24.65	59.50	12MRDN+21.11	13MRDN+14.57
225	13MRDN+44.10	91289.74	595150.75	48°32'01"	87°28'28"	29.53	55.48	6.35	65.50	13MRDN+14.57	13MRDN+70.05

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 672	E



CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
144	144MESE+33.32	91754.880	595080.650	53°12'03"	67°24'24"	42.57	78.92	10.06	85.00	143MESE+90.75	144MESE+69.68
145	144MESE+81.72	94788.960	595123.320	20°59'43"	88°08'50"	12.04	23.82	1.11	65.00	144MESE+69.68	144MESE+93.50
146	145MESE+38.36	91838.040	595152.110	17°00'36"	19°05'55"	44.86	89.06	3.34	300.00	144MESE+93.50	145MESE+82.56
147	146MENE+13.79	91820.480	595251.890	33°10'07"	88°08'50"	19.36	37.63	2.82	65.00	145MENE+94.43	146MENE+32.06
148	146MENE+67.02	91799.740	595302.100	07°59'55"	11°27'33"	34.96	69.8	1.22	500.00	146MENE+32.06	147MENE+01.86
149	169MESW+22.77	91670.640	595185.920	79°40'57"	67°24'24"	70.92	118.21	25.70	85.00	168MESW+51.85	169MESW+70.06
150	169MESW+91.73	91698.180	595097.510	04°57'53"	11°27'33"	21.68	43.33	0.47	500.00	169MESW+70.06	170MESW+13.38
152	142EDA+40.21	91736.970	594891.550	3°44'24.93	22°55'06"	8.16	16.32	0.13	250.00	142EDA+32.05	142EDA+48.37
153	142EDA+65.26	91738.860	594916.540	12°51'05"	38°11'50"	16.89	33.64	0.95	150.00	142EDA+48.37	142EDA+82.01
154	146MENW+51.75	91719.740	595285.610	54°31'59"	114°35'30"	25.77	47.59	6.25	50.00	14MENW6+25.98	146MENW+73.57
155	146MENW+92.46	91734.010	595327.940	21°23'57"	57°17'45"	18.89	37.35	1.77	100.00	146MENW+73.57	147MENW+10.92
231	10MRDE+03.57	91770.750	595148.730	39°19'23"	572°57'28"	3.57	6.86	0.62	10.00	10MRDE+00.00	10MRDE+06.86
232	10MRDE+61.79	91803.680	595197.080	45°24'33"	112°20'41"	21.34	40.42	4.28	51.00	10MRDE+40.45	10MRDE+80.87
233	11MRDE+02.21	91795.420	595238.950	45°24'33"	112°20'41"	21.34	40.42	4.28	51.00	10MRDE+80.87	11MRDE+21.29
234	11MRDE+78.29	91730.050	595282.120	89°59'59"	100°31'08"	57	89.54	23.61	57.00	11MRDE+21.29	12MRDE+10.82
235	12MRDE+67.82	91667.240	595186.980	89°59'59"	100°31'08"	57	89.54	23.61	57.00	12MRDE+10.82	13MRDE+00.36
236	13MRDE+29.64	91739.240	595139.440	49°51'312"	90°56'44"	29.28	54.82	6.47	63.00	13MRDE+00.36	13MRDE+55.18

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 673	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\027220_ad.dgn PLOT DATE : 2/28/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 42

2

1NSE1
7SER82
17SER82
11MRDN
1312MB
66MEB
66MWB
R/L MRDN ROUNDABOUT
(INFORMATION SHOWN ELSEWHERE)
R/L MNSE
(INFORMATION SHOWN ELSEWHERE)
R/L CTH M SE RAMP BYPASS
(INFORMATION SHOWN ELSEWHERE)
CURVE 135
PC
135
CURVE 136
PCC
136/135
11MNNE2
PCC
136/137
97MNNE1
R/L MNNE1
(INFORMATION SHOWN ELSEWHERE)
67MEB
67MWB
68MNB
12MNNE2
22CHN
R/L LINEVILLE INTERCHANGE DITCH
(INFORMATION SHOWN ELSEWHERE)
N
CURVE 138
68MWB
68MEB
R/L CTH M EB
(INFORMATION SHOWN
ELSEWHERE)
R/L CTH M WB
(INFORMATION SHOWN
ELSEWHERE)
PCC
137/138
13MNNE2
R/L MESW
(INFORMATION
SHOWN ELSEWHERE)
PCC
138/139
25CHN
69MWB
69MEB
169MESW
CURVE 139
14MNNE2
PCC
139/140
PCC
140/141
CURVE 140
15MNNE2
16MNNE2
17MNNE2
CURVE 141
PT
141
18MNNE2
51EDNEDS
45EDS
46EDS
50EDS
50EDNE
6EDSP

CURVE DATA

CURVE NO.	PI	PI COORDINATES X	Y	Δ	D	T	L	E	R	PC	PT
135	10MNNE+33.02	91344.290	595344.710	18°45'08"	28°38'52"	33.02	65.46	2.71	200.00	10MNNE+00.00	10MNNE+65.46
136	10MNNE+86.86	91376.270	595300.670	31°51'28"	76°23'40"	21.41	41.7	2.99	75.00	10MNNE+65.46	11MNNE+07.16
137	11MNNE+94.15	91476.670	595259.790	19°44'23"	11°27'33"	86.99	172.26	7.51	500.00	11MNNE+07.16	12MNNE+79.42
138	13MNNE+15.18	91599.310	595254.630	16°16'55"	22°55'06"	35.76	71.04	2.54	250.00	12MNNE+79.42	13MNNE+50.46
139	13MNNE+88.71	91671.170	595272.370	60°56'47"	88°08'50"	38.25	69.14	10.42	65.00	13MNNE+50.46	14MNNE+19.61
140	14MNNE+29.87	91683.870	595319.190	02°34'46"	12°33'54"	10.27	20.53	0.12	456.00	14MNNE+19.61	14MNNE+40.13
141	16MNNE+46.47	91731.140	595530.570	48°41'36"	12°33'54"	206.34	387.54	44.51	456.00	14MNNE+40.13	18MNNE+27.67

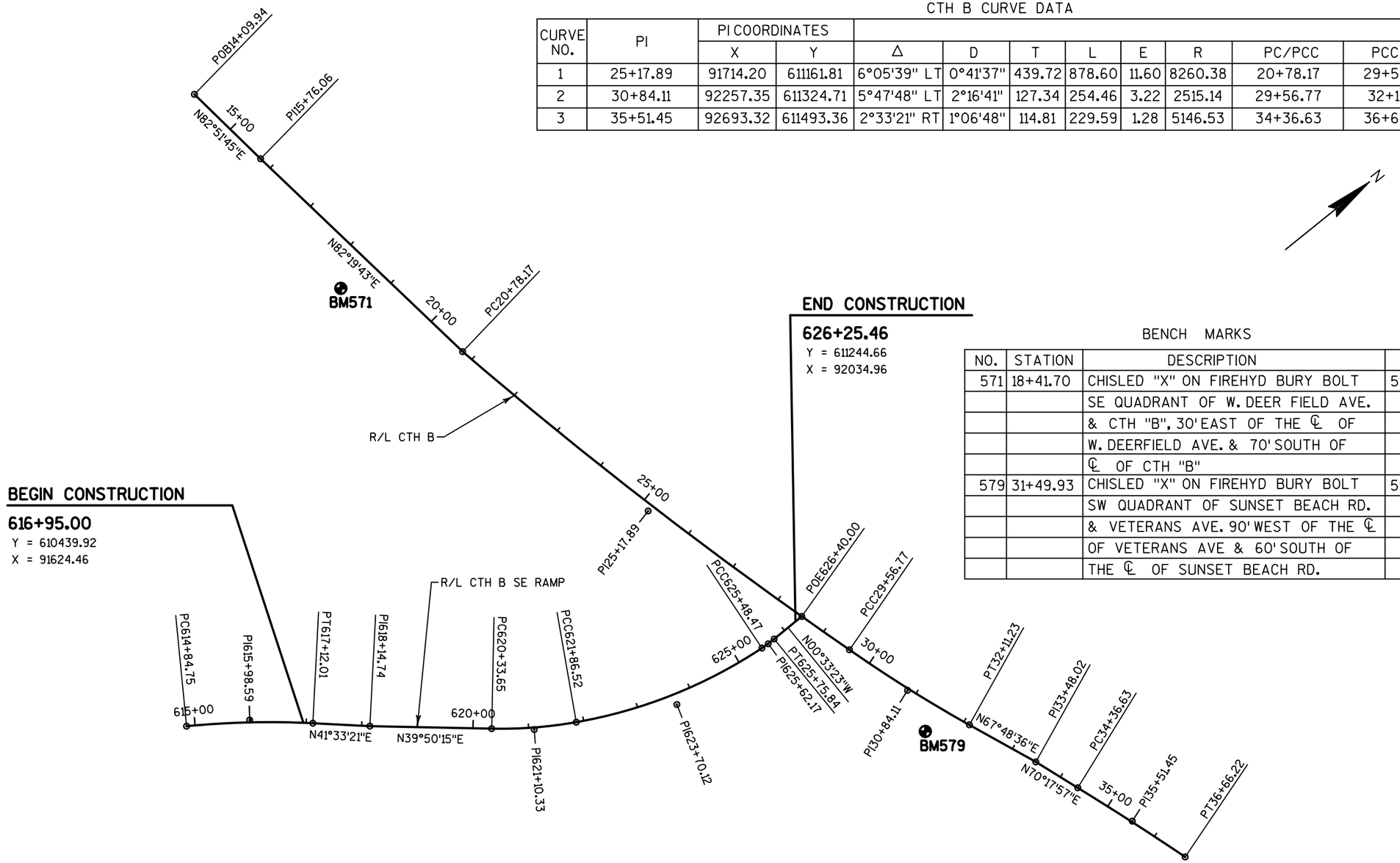
PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 674	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\027221_ad.dgn
PLOT DATE : 2/28/2013
PLOT BY : Richard_K
PLOT NAME : $FILE$
PLOT SCALE : -

2

CTH B CURVE DATA

CURVE NO.	PI	PI COORDINATES									
		X	Y	Δ	D	T	L	E	R	PC/PCC	PCC/PT
1	25+17.89	91714.20	611161.81	6°05'39" LT	0°41'37"	439.72	878.60	11.60	8260.38	20+78.17	29+56.77
2	30+84.11	92257.35	611324.71	5°47'48" LT	2°16'41"	127.34	254.46	3.22	2515.14	29+56.77	32+11.23
3	35+51.45	92693.32	611493.36	2°33'21" RT	1°06'48"	114.81	229.59	1.28	5146.53	34+36.63	36+66.22



END CONSTRUCTION

626+25.46
Y = 611244.66
X = 92034.96

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
571	18+41.70	CHISLED "X" ON FIREHYD BURY BOLT	598.99
		SE QUADRANT OF W. DEER FIELD AVE.	
		& CTH "B", 30' EAST OF THE ℄ OF	
		W. DEERFIELD AVE. & 70' SOUTH OF	
		℄ OF CTH "B"	
579	31+49.93	CHISLED "X" ON FIREHYD BURY BOLT	597.57
		SW QUADRANT OF SUNSET BEACH RD.	
		& VETERANS AVE. 90' WEST OF THE ℄	
		OF VETERANS AVE & 60' SOUTH OF	
		THE ℄ OF SUNSET BEACH RD.	

CTH B SE RAMP CURVE DATA

CURVE NO.	PI	PI COORDINATES									
		X	Y	Δ	D	T	L	E	R	PC/PCC	PCC/PT
1	615+98.59	91560.16	610367.53	8°30'38" RT	3°44'41"	113.84	227.26	4.23	1530.00	614+84.75	617+12.01
2	621+10.33	91893.18	610756.56	11°07'14" LT	7°16'29"	76.67	152.87	3.72	787.59	620+33.65	621+86.52
3	623+70.12	92018.23	610984.52	23°40'27" LT	6°32'26"	193.60	361.96	19.03	876.00	621+86.52	625+48.47
4	625+62.17	92035.58	611181.35	5°35'57" LT	20°27'27"	13.70	27.37	0.33	280.07	625+48.47	625+75.84

DATE 21MAR13 — 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	1133-10-72 QUANTITY	1133-10-78 QUANTITY	1133-10-81 QUANTITY
0010	201.0105	CLEARING **P**	STA	51.000	51.000		
0020	201.0120	CLEARING	ID	306.000	306.000		
0030	201.0205	GRUBBING **P**	STA	51.000	51.000		
0040	201.0220	GRUBBING	ID	306.000	306.000		
0050	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	26.000	23.000		3.000
0060	203.0200	REMOVING OLD STRUCTURE (STATION) 01. STATION 62+24 MEB	LS	1.000	1.000		
0070	203.0225.S	DEBRIS CONTAINMENT (STRUCTURE) 01. B-5-130	LS	1.000	1.000		
0080	204.0100	REMOVING PAVEMENT **P**	SY	64,580.000	8,380.000		56,200.000
0090	204.0105	REMOVING PAVEMENT BUTT JOINTS	SY	350.000	350.000		
0100	204.0125	REMOVING ASPHALTIC SURFACE MILLING	TON	1,289.000			1,289.000
0110	204.0150	REMOVING CURB & GUTTER **P**	LF	4,361.000	4,361.000		
0120	204.0155	REMOVING CONCRETE SIDEWALK **P**	SY	2,610.000	2,610.000		
0130	204.0170	REMOVING FENCE **P**	LF	19,643.000	3,063.000		16,580.000
0140	204.0180	REMOVING DELINEATORS AND MARKERS	EACH	20.000	20.000		
0150	204.0210	REMOVING MANHOLES	EACH	5.000	4.000		1.000
0160	204.0220	REMOVING INLETS	EACH	15.000	2.000		13.000
0170	204.0245	REMOVING STORM SEWER (SIZE) 01. 18-INCH **P**	LF	1,907.000			1,907.000
0180	204.0245	REMOVING STORM SEWER (SIZE) 02. 21-INCH - 30-INCH **P**	LF	119.000	119.000		
0190	204.0245	REMOVING STORM SEWER (SIZE) 03. 30-INCH **P**	LF	173.000			173.000
0200	204.0270	ABANDONING CULVERT PIPES	EACH	2.000			2.000
0210	205.0100	EXCAVATION COMMON 01. 1133-10-72 **P**	CY	47,583.000	47,583.000		
0220	205.0100	EXCAVATION COMMON 02. 1133-10-81	CY	215,849.000			215,849.000
0230	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 01. B-5-685	LS	1.000	1.000		
0240	206.6000.S	TEMPORARY SHORING	SF	2,002.000	2,002.000		
0250	208.0100	BORROW **P**	CY	186,134.000	186,134.000		
0260	208.1100	SELECT BORROW	CY	17,608.000			17,608.000
0270	209.0300.S	BACKFILL COARSE AGGREGATE (SIZE) 01. SIZE NO. 1	CY	1,119.000			1,119.000
0280	210.0100	BACKFILL STRUCTURE **P**	CY	290.000	290.000		
0290	213.0100	FINISHING ROADWAY (PROJECT) 01. 1133-10-72	EACH	1.000	1.000		
0300	213.0100	FINISHING ROADWAY (PROJECT) 02. 1133-10-78	EACH	1.000		1.000	
0310	213.0100	FINISHING ROADWAY (PROJECT) 03. 1133-10-81	EACH	1.000			1.000
0320	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	11,260.000	4,096.000		7,164.000
0330	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	168,880.000	61,051.000		107,829.000
0340	305.0500	SHAPING SHOULDERS	STA	107.000			107.000
0350	311.0110	BREAKER RUN	TON	223,491.000	50,094.000		173,397.000
0360	315.0100	ASPHALTIC BASE	TON	26,292.000	3,689.000		22,603.000
0370	315.0200	ASPHALTIC BASE WIDENING	TON	395.000	395.000		
0380	320.0115	CONCRETE BASE 5-INCH **P**	SY	611.000			611.000
0390	320.0150	CONCRETE BASE 8 1/2-INCH **P**	SY	904.000			904.000
0400	390.0201	BASE PATCHING ASPHALTIC	TON	10.000	10.000		
0410	405.0100	COLORING CONCRETE RED	CY	545.000	545.000		
0420	415.0090	CONCRETE PAVEMENT 9-INCH **P**	SY	20,194.000	20,194.000		
0430	415.0105	CONCRETE PAVEMENT 10 1/2-INCH **P**	SY	140,544.000			140,544.000
0440	415.0410	CONCRETE PAVEMENT APPROACH SLAB	SY	168.000	168.000		
0450	416.0512	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH	SY	1,637.000	1,637.000		

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1133-10-72 QUANTITY	1133-10-78 QUANTITY	1133-10-81 QUANTITY
0460	416.0620	DRILLED DOWEL BARS	EACH	139.000	85.000		54.000
0470	440.4410.S	INCENTIVE IRI RIDE	DOL	34,542.000	8,500.000		26,042.000
0480	455.0105	ASPHALTIC MATERIAL PG58-28	TON	865.000	611.000		254.000
0490	455.0605	TACK COAT	GAL	4,474.000	2,744.000		1,730.000
0500	460.1100	HMA PAVEMENT TYPE E-0.3	TON	2,873.000	613.000		2,260.000
0510	460.1101	HMA PAVEMENT TYPE E-1	TON	2,250.000	2,250.000		
0520	460.1103	HMA PAVEMENT TYPE E-3	TON	5,564.000	5,564.000		
0530	460.1110	HMA PAVEMENT TYPE E-10	TON	4,100.000	1,756.000		2,344.000
0540	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	9,647.000	6,700.000		2,947.000
0550	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	505.000	505.000		
0560	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	19,769.000	3,983.000		15,786.000
0570	465.0315	ASPHALTIC FLUMES **P**	SY	81.000	67.000		14.000
0580	502.3200	PROTECTIVE SURFACE TREATMENT **P**	SY	1,764.000	1,764.000		
0590	502.6110	MASONRY ANCHORS TYPE S 3/4-INCH **P**	EACH	36.000	36.000		
0600	503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH **P**	LF	1,964.000	1,964.000		
0610	504.0500	CONCRETE MASONRY RETAINING WALLS **P**	CY	178.000	178.000		
0620	505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	25,590.000	25,590.000		
0630	505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	212,650.000	212,650.000		
0640	505.0615	BAR STEEL REINFORCEMENT HS COATED RETAINING WALLS	LB	20,930.000	20,930.000		
0650	505.0908	BAR COUPLERS NO. 8	EACH	12.000	12.000		
0660	505.0909	BAR COUPLERS NO. 9	EACH	8.000	8.000		
0670	506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED **P**	EACH	48.000	48.000		
0680	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 01.	EACH	44.000	44.000		
0690	516.0500	RUBBERIZED MEMBRANE WATERPROOFING **P** B-5-685 **P**	SY	74.000	74.000		
0700	520.4030	CULVERT PIPE TEMPORARY 30-INCH	LF	66.000	66.000		
0710	520.8000	CONCRETE COLLARS FOR PIPE	EACH	3.000			3.000
0720	521.0118	CULVERT PIPE CORRUGATED STEEL 18-INCH	LF	85.000			85.000
0730	521.1018	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH	EACH	1.000			1.000
0740	521.1618	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 10 TO 1	EACH	1.000			1.000
0750	521.2005.S	SURFACE DRAIN PIPE CORRUGATED METAL SLOTTED (INCH) 01. 18-INCH	LF	971.000			971.000
0760	522.0118	CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	393.000	311.000		82.000
0770	522.0124	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	351.000	351.000		
0780	522.0130	CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	1,151.000	1,151.000		
0790	522.0330	CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH	LF	384.000	384.000		
0800	522.1012	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	EACH	6.000	6.000		
0810	522.1015	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH	EACH	6.000	6.000		
0820	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	19.000	10.000		9.000
0830	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	27.000	7.000		20.000
0840	522.1030	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	EACH	29.000	24.000		5.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1133-10-72 QUANTITY	1133-10-78 QUANTITY	1133-10-81 QUANTITY
0850	522.1042	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH	EACH	3.000			3.000
0860	522.1048	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH	EACH	1.000			1.000
0870	523.0124	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24X38-INCH	LF	383.000	183.000		200.000
0880	523.0414	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH	LF	120.000	120.000		
0890	523.0424	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH	LF	238.000	238.000		
0900	523.0514	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 14X23-INCH	EACH	8.000	8.000		
0910	523.0524	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH	EACH	10.000	8.000		2.000
0920	523.0529	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH	EACH	1.000			1.000
0930	523.0534	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34X53-INCH	EACH	1.000			1.000
0940	532.0700.S	WALL WIRE FACED MECHANICALLY STABILIZED EARTH	SF	6,060.000	6,060.000		
0950	532.0750.S	TEMPORARY WALL WIRE FACED MECHANICALLY STABILIZED EARTH	SF	2,000.000	2,000.000		
0960	550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	690.000			690.000
0970	550.1120	PILING STEEL HP 12-INCH X 53 LB	LF	10,700.000	9,740.000		960.000
0980	601.0557	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D **P**	LF	846.000	846.000		
0990	601.0600	CONCRETE CURB PEDESTRIAN **P**	LF	504.000	504.000		
1000	602.0410	CONCRETE SIDEWALK 5-INCH **P**	SF	37,868.000	37,868.000		
1010	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW **P**	SF	720.000	720.000		
1020	603.1132	CONCRETE BARRIER TYPE S32	LF	1,056.000	1,056.000		
1030	603.1156	CONCRETE BARRIER TYPE S56 **P**	LF	1,434.000			1,434.000
1040	603.1342	CONCRETE BARRIER TYPE S42B **P**	LF	10,672.000			10,672.000
1050	603.3559	CONCRETE BARRIER TRANSITION TYPE S42 TO S56	EACH	1.000			1.000
1060	603.8000	CONCRETE BARRIER TEMPORARY PRECAST DELIVERED	LF	80,667.000	1,263.000		79,404.000
1070	603.8125	CONCRETE BARRIER TEMPORARY PRECAST INSTALLED	LF	81,501.000	1,263.000		80,238.000
1080	604.0400	SLOPE PAVING CONCRETE **P**	SY	346.000	256.000		90.000
1090	606.0100	RIPRAP LIGHT	CY	2,560.000	42.000		2,518.000
1100	606.0200	RIPRAP MEDIUM	CY	33.000	33.000		
1110	606.0300	RIPRAP HEAVY	CY	2.000	2.000		
1120	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	2,987.000	2,987.000		
1130	608.0315	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH	LF	1,450.000	1,450.000		
1140	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	146.000	146.000		
1150	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	221.000	221.000		

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1133-10-72 QUANTITY	1133-10-78 QUANTITY	1133-10-81 QUANTITY
1160	608.0342	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH	LF	3,228.000			3,228.000
1170	608.0348	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH	LF	785.000			785.000
1180	608.0415	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH	LF	1,006.000			1,006.000
1190	608.0418	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH	LF	604.000			604.000
1200	608.0424	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH	LF	2,004.000			2,004.000
1210	608.0430	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH	LF	501.000			501.000
1220	610.0429	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29X45-INCH	LF	166.000			166.000
1230	610.0434	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 34X53-INCH	LF	28.000			28.000
1240	611.0430	RECONSTRUCTING INLETS	EACH	3.000			3.000
1250	611.0530	MANHOLE COVERS TYPE J	EACH	4.000	4.000		
1260	611.0535	MANHOLE COVERS TYPE J-SPECIAL	EACH	25.000	1.000		24.000
1270	611.0606	INLET COVERS TYPE B	EACH	4.000			4.000
1280	611.0624	INLET COVERS TYPE H	EACH	75.000	75.000		
1290	611.0642	INLET COVERS TYPE MS	EACH	28.000			28.000
1300	611.0652	INLET COVERS TYPE T	EACH	8.000	8.000		
1310	611.0654	INLET COVERS TYPE V	EACH	142.000			142.000
1320	611.2004	MANHOLES 4-FT DIAMETER	EACH	13.000	12.000		1.000
1330	611.2006	MANHOLES 6-FT DIAMETER	EACH	22.000	2.000		20.000
1340	611.2007	MANHOLES 7-FT DIAMETER	EACH	1.000			1.000
1350	611.2008	MANHOLES 8-FT DIAMETER	EACH	6.000			6.000
1360	611.3004	INLETS 4-FT DIAMETER	EACH	74.000	74.000		
1370	611.3253	INLETS 2.5X3-FT	EACH	136.000			136.000
1380	611.3901	INLETS MEDIAN 1 GRATE	EACH	8.000			8.000
1390	611.3902	INLETS MEDIAN 2 GRATE	EACH	3.000			3.000
1400	611.3903	INLETS MEDIAN 3 GRATE	EACH	4.000			4.000
1410	611.8110	ADJUSTING MANHOLE COVERS	EACH	2.000	2.000		
1420	611.8120.S	COVER PLATES TEMPORARY	EACH	2.000	2.000		
1430	611.9800.S	PIPE GRATES	EACH	27.000	23.000		4.000
1440	612.0106	PIPE UNDERDRAIN 6-INCH	LF	14,715.000			14,715.000
1450	612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	385.000	205.000		180.000
1460	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	695.000	695.000		
1470	612.0806	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH	EACH	6.000			6.000
1480	614.0905	CRASH CUSHIONS TEMPORARY	EACH	21.000	3.000		18.000
1490	614.0920	SALVAGED RAIL	LF	1,668.000	924.000		744.000
1500	614.0925	SALVAGED GUARDRAIL END TREATMENTS	EACH	4.000	4.000		
1510	614.2300	MGS GUARDRAIL 3	LF	650.000			650.000
1520	614.2500	MGS THRIE BEAM TRANSITION	LF	159.000	39.000		120.000
1530	614.2610	MGS GUARDRAIL TERMINAL EAT	EACH	6.000	1.000		5.000
1540	616.0100	FENCE WOVEN WIRE (HEIGHT) 001. 4.5-FT	LF	9,212.000	2,605.000		6,607.000
1550	616.0700.S	FENCE SAFETY	LF	2,520.000	2,520.000		
1560	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1133-10-72	EACH	1.000	1.000		
1570	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 02. 1133-10-81	EACH	1.000			1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1133-10-72 QUANTITY	1133-10-78 QUANTITY	1133-10-81 QUANTITY
1580	619.1000	MOBILIZATION	EACH	1.000	0.400	0.100	0.500
1590	620.0200	CONCRETE MEDIAN BLUNT NOSE **P**	SF	1,129.000	1,129.000		
1600	620.0300	CONCRETE MEDIAN SLOPED NOSE **P**	SF	1,148.000	1,148.000		
1610	624.0100	WATER	MGAL	100.000	50.000		50.000
1620	625.0100	TOPSOIL	SY	283,921.000	162,297.000		121,624.000
1630	627.0200	MULCHING	SY	84,896.000	84,896.000		
1640	628.1104	EROSION BALES	EACH	3,778.000	800.000		2,978.000
1650	628.1504	SILT FENCE	LF	55,007.000	18,078.000		36,929.000
1660	628.1520	SILT FENCE MAINTENANCE	LF	55,007.000	18,078.000		36,929.000
1670	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	19.000	3.000		16.000
1680	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	16.000	6.000		10.000
1690	628.2002	EROSION MAT CLASS I TYPE A	SY	68,067.000	68,067.000		
1700	628.2004	EROSION MAT CLASS I TYPE B	SY	67,106.000	2,515.000		64,591.000
1710	628.2006	EROSION MAT URBAN CLASS I TYPE A	SY	57,033.000			57,033.000
1720	628.2008	EROSION MAT URBAN CLASS I TYPE B	SY	2,918.000	2,918.000		
1730	628.7005	INLET PROTECTION TYPE A	EACH	242.000	83.000		159.000
1740	628.7010	INLET PROTECTION TYPE B	EACH	101.000			101.000
1750	628.7015	INLET PROTECTION TYPE C	EACH	83.000	83.000		
1760	628.7020	INLET PROTECTION TYPE D	EACH	63.000			63.000
1770	628.7504	TEMPORARY DITCH CHECKS	LF	525.000	100.000		425.000
1780	628.7555	CULVERT PIPE CHECKS	EACH	6.000			6.000
1790	628.7560	TRACKING PADS	EACH	24.000	2.000		22.000
1800	628.7570	ROCK BAGS	EACH	901.000	272.000		629.000
1810	629.0210	FERTILIZER TYPE B	CWT	167.000	99.000		68.000
1820	630.0120	SEEDING MIXTURE NO. 20	LB	5,992.000	4,248.000		1,744.000
1830	630.0160	SEEDING MIXTURE NO. 60	LB	839.000	69.000		770.000
1840	630.0200	SEEDING TEMPORARY	LB	6,053.000	4,408.000		1,645.000
1850	632.0101	TREES (SPECIES, ROOT, SIZE) 01. ELM, 'REGAL', B&B, 2-1/2 INCH CAL.	EACH	5.000	5.000		
1860	632.0101	TREES (SPECIES, ROOT, SIZE) 02. GINKGO, 'PRINCETON SENTRY', B&B, 2-1/2 INCH CAL.	EACH	12.000	12.000		
1870	632.0101	TREES (SPECIES, ROOT, SIZE) 03. HONEYLOCUST, THORNLESS 'SKYLINE', B&B, 2-1/2 INCH CAL.	EACH	10.000	10.000		
1880	632.0101	TREES (SPECIES, ROOT, SIZE) 04. CRABAPPLE, 'DONALD WYMAN' (SHRUB FORM TREE), B&B, 10-FOOT HT.	EACH	13.000	13.000		
1890	632.0101	TREES (SPECIES, ROOT, SIZE) 05. JAPANESE TREE LILAC, 'IVORY SILK', B&B, 2-INCH CAL.	EACH	2.000	2.000		
1900	632.0101	TREES (SPECIES, ROOT, SIZE) 06. JAPANESE TREE LILAC, 'IVORY SILK', B&B, 8-FOOT HT.	EACH	16.000	16.000		
1910	632.0101	TREES (SPECIES, ROOT, SIZE) 07. JUNIPER, KALLAY PFITZER, CONTAINER, 18-INCH SP.	EACH	28.000	28.000		
1920	632.0101	TREES (SPECIES, ROOT, SIZE) 08. JUNIPER, 'MOUNTBATTEN', B&B, 5-FOOT HT.	EACH	44.000	44.000		
1930	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 01. JUNIPER, 'GOLD COAST', CONTAINER, 18-INCH SP.	EACH	24.000	24.000		
1940	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 02. BARBERRY, JAPANESE 'GOLDEN NUGGET', CONTAINER, 12-INCH SP.	EACH	16.000	16.000		
1950	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 03. BARBERRY, JAPANESE 'HELMOND PILLAR', CONTAINER, 12-INCH HT.	EACH	36.000	36.000		

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1960	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 04. BARBERRY, JAPANESE 'ROSE GLOW', CONTAINER, 12-INCH HT.	EACH	40.000	40.000		
1970	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 05. HYDRANGEA, 'LIMELIGHT', CONTAINER OR B&B, 3-FOOT HT.	EACH	12.000	12.000		
1980	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 06. HYDRANGEA, 'LITTLE LIME', CONTAINER, 24-INCH HT.	EACH	36.000	36.000		
1990	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 07. ROSE, 'DWARF PAVEMENT', CONTAINER, 18-INCH SP.	EACH	22.000	22.000		
2000	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 08. SPIREA, 'RENAISSANCE', CONTAINER, 4-FOOT HT.	EACH	18.000	18.000		
2010	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 09. ST. JOHN'S WORT, 'AMES', CONTAINER, 12-INCH HT.	EACH	14.000	14.000		
2020	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 10. VIBURNUM, 'BLUE MUFFIN', CONTAINER, 24-INCH HT.	EACH	18.000	18.000		
2030	632.9101	LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES	EACH	26.000	26.000		
2040	633.0100	DELINEATOR POSTS STEEL	EACH	93.000	34.000		59.000
2050	633.0500	DELINEATOR REFLECTORS	EACH	231.000	42.000		189.000
2060	633.1000	DELINEATOR BRACKETS	EACH	71.000			71.000
2070	633.5200	MARKERS CULVERT END	EACH	109.000	63.000		46.000
2080	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	6.000	6.000		
2090	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	81.000	81.000		
2100	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	56.000	50.000		6.000
2110	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	13.000	4.000		9.000
2120	634.0814	POSTS TUBULAR STEEL 2X2-INCH X 14-FT	EACH	40.000	40.000		
2130	634.0816	POSTS TUBULAR STEEL 2X2-INCH X 16-FT	EACH	10.000	10.000		
2140	635.0200	SIGN SUPPORTS STRUCTURAL STEEL HS	LB	3,864.000			3,864.000
2150	636.0100	SIGN SUPPORTS CONCRETE MASONRY **P**	CY	384.000	194.000		190.000
2160	636.0500	SIGN SUPPORTS STEEL REINFORCEMENT	LB	430.000			430.000
2170	636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	13,036.000	10,350.000		2,686.000
2180	636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	45,980.000	20,970.000		25,010.000
2190	637.0101	SIGNS TYPE I	SF	3,093.000	1,644.000		1,449.000
2200	637.0202	SIGNS REFLECTIVE TYPE II	SF	2,221.770	2,012.520		209.250
2210	637.0402	SIGNS REFLECTIVE FOLDING TYPE II	SF	81.440	81.440		
2220	638.2101	MOVING SIGNS TYPE I	EACH	5.000	1.000		4.000
2230	638.2601	REMOVING SIGNS TYPE I	EACH	6.000	1.000		5.000
2240	638.2602	REMOVING SIGNS TYPE II	EACH	246.000	215.000		31.000
2250	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	149.000	119.000		30.000
2260	638.3100	REMOVING STRUCTURAL STEEL SIGN SUPPORTS	EACH	8.000	2.000		6.000
2270	641.1200	SIGN BRIDGE CANTILEVERED (STRUCTURE) 01. S-5-231	LS	1.000			1.000
2280	641.6600	SIGN BRIDGE (STRUCTURE) 01. S-5-108	LS	1.000			1.000
2290	641.6600	SIGN BRIDGE (STRUCTURE) 02. S-5-197	LS	1.000			1.000
2300	641.6600	SIGN BRIDGE (STRUCTURE) 03. S-5-198	LS	1.000			1.000
2310	641.6600	SIGN BRIDGE (STRUCTURE) 04. S-5-208	LS	1.000	1.000		
2320	641.6600	SIGN BRIDGE (STRUCTURE) 05. S-5-287	LS	1.000	1.000		
2330	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 01. S-5-209	LS	1.000	1.000		
2340	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 02. S-5-212	LS	1.000	1.000		

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1133-10-72 QUANTITY	1133-10-78 QUANTITY	1133-10-81 QUANTITY
2350	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 03. S-5-285	LS	1.000	1.000		
2360	642.5401	FIELD OFFICE TYPE D	EACH	1.000	0.400	0.100	0.500
2370	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01. 1133-10-72	DAY	240.000	240.000		
2380	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 02. 1133-10-81	DAY	357.000			357.000
2390	643.0300	TRAFFIC CONTROL DRUMS	DAY	109,414.000	41,395.000		68,019.000
2400	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	8,268.000	6,955.000		1,313.000
2410	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	177.000	177.000		
2420	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	177.000	177.000		
2430	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	15,911.000	13,286.000		2,625.000
2440	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	25,081.000	13,741.000		11,340.000
2450	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	574.000	220.000		354.000
2460	643.0900	TRAFFIC CONTROL SIGNS	DAY	51,807.000	12,857.000		38,950.000
2470	643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II	EACH	5.000	5.000		
2480	643.1000	TRAFFIC CONTROL SIGNS FIXED MESSAGE	SF	58.000	58.000		
2490	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	391.000	291.000		100.000
2500	645.0111	GEOTEXTILE FABRIC TYPE DF SCHEDULE A	SY	6,818.000			6,818.000
2510	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	106.000	106.000		
2520	645.0130	GEOTEXTILE FABRIC TYPE R	SY	880.000	174.000		706.000
2530	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	123,546.000	32,971.000		90,575.000
2540	646.0123	PAVEMENT MARKING PAINT 8-INCH	LF	6,804.000			6,804.000
2550	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	4,348.000	788.000		3,560.000
2560	646.0600	REMOVING PAVEMENT MARKINGS	LF	59,990.000	16,415.000		43,575.000
2570	646.0841.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH	LF	5,219.000	390.000		4,829.000
2580	646.0843.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH	LF	6,385.000	2,825.000		3,560.000
2590	646.0881.S	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH	LF	120.000	120.000		
2600	646.0883.S	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH	LF	1,419.000	1,419.000		
2610	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	8.000	8.000		
2620	647.0456	PAVEMENT MARKING CURB EPOXY	LF	182.000	182.000		
2630	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	154.000	154.000		
2640	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	10.000	10.000		
2650	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	372.000	372.000		
2660	647.0746	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH	LF	38.000			38.000
2670	649.0200	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH	LF	131,565.000			131,565.000
2680	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	28,683.000	18,708.000		9,975.000
2690	649.0801	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH	LF	620.000	620.000		
2700	649.1200	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH	LF	247.000	247.000		
2710	652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	608.000	215.000	318.000	75.000
2720	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	6,599.000	2,176.000	3,328.000	1,095.000
2730	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	10,088.000	310.000	3,205.000	6,573.000
2740	652.0325	CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH	LF	390.000			390.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1133-10-72 QUANTITY	1133-10-78 QUANTITY	1133-10-81 QUANTITY
2750	652.0615	CONDUIT SPECIAL 3-INCH	LF	1,265.000	765.000	250.000	250.000
2760	653.0135	PULL BOXES STEEL 24X36-INCH	EACH	3.000			3.000
2770	653.0140	PULL BOXES STEEL 24X42-INCH	EACH	71.000	26.000	38.000	7.000
2780	653.0180	PULL BOXES STEEL COMMUNICATIONS (INCH) 01. (24X36-INCH)	EACH	17.000			17.000
2790	653.0220	JUNCTION BOXES 18X6X6-INCH	EACH	2.000	2.000		
2800	653.0905	REMOVING PULL BOXES	EACH	4.000	4.000		
2810	654.0101	CONCRETE BASES TYPE 1	EACH	12.000	12.000		
2820	654.0102	CONCRETE BASES TYPE 2	EACH	6.000	6.000		
2830	654.0105	CONCRETE BASES TYPE 5	EACH	34.000		26.000	8.000
2840	654.0215	CONCRETE CONTROL CABINET BASES TYPE 9	EACH	2.000	2.000		
2850	654.0217	CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL	EACH	3.000		3.000	
2860	654.0220	CONCRETE CONTROL CABINET BASES TYPE 10	EACH	2.000			2.000
2870	655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	LF	2,130.000	2,130.000		
2880	655.0240	CABLE TRAFFIC SIGNAL 7-14 AWG	LF	540.000	540.000		
2890	655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	LF	1,590.000	1,590.000		
2900	655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	LF	1,270.000	1,270.000		
2910	655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	LF	5,380.000	5,380.000		
2920	655.0610	ELECTRICAL WIRE LIGHTING 12 AWG	LF	8,947.000	2,275.000	6,672.000	
2930	655.0615	ELECTRICAL WIRE LIGHTING 10 AWG	LF	3,356.000		2,723.000	633.000
2940	655.0625	ELECTRICAL WIRE LIGHTING 6 AWG	LF	10,651.000		10,651.000	
2950	655.0630	ELECTRICAL WIRE LIGHTING 4 AWG	LF	25,973.000		24,073.000	1,900.000
2960	655.0635	ELECTRICAL WIRE LIGHTING 2 AWG	LF	1,640.000			1,640.000
2970	656.0100	ELECTRICAL SERVICE METER SOCKET (LOCATION) 01. (INTERIM CCTV-05-0048)	LS	1.000			1.000
2980	656.0100	ELECTRICAL SERVICE METER SOCKET (LOCATION) 02. (INTERIM CCTV-05-0049)	LS	1.000			1.000
2990	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 001. (CB 100)	LS	1.000		1.000	
3000	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 002. (CB 200)	LS	1.000		1.000	
3010	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 003. (CB 300)	LS	1.000		1.000	
3020	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 004. USH 41 NB & CTH B	LS	1.000	1.000		
3030	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 005. USH 41 SB & CTH B	LS	1.000	1.000		
3040	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 006. (DMS-05-0005)	LS	1.000			1.000
3050	656.0500	ELECTRICAL SERVICE BREAKER DISCONNECT BOX (LOCATION) 01. (DMS-05-0005)	LS	1.000			1.000
3060	657.0100	PEDESTAL BASES	EACH	12.000	12.000		
3070	657.0255	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	EACH	10.000	6.000		4.000
3080	657.0322	POLES TYPE 5-ALUMINUM	EACH	4.000			4.000
3090	657.0420	TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT	EACH	8.000	8.000		
3100	657.0425	TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT	EACH	4.000	4.000		
3110	658.0110	TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL	EACH	12.000	12.000		
3120	658.0115	TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL	EACH	4.000	4.000		
3130	658.0155	TRAFFIC SIGNAL FACE 3-12 INCH HORIZONTAL	EACH	6.000	6.000		
3140	658.0215	BACKPLATES SIGNAL FACE 3 SECTION 12-INCH	EACH	18.000	18.000		
3150	658.0220	BACKPLATES SIGNAL FACE 4 SECTION 12-INCH	EACH	4.000	4.000		

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3160	658.0600	LED MODULES 12-INCH RED BALL	EACH	18.000	18.000		
3170	658.0605	LED MODULES 12-INCH YELLOW BALL	EACH	18.000	18.000		
3180	658.0610	LED MODULES 12-INCH GREEN BALL	EACH	16.000	16.000		
3190	658.0615	LED MODULES 12-INCH RED ARROW	EACH	4.000	4.000		
3200	658.0620	LED MODULES 12-INCH YELLOW ARROW	EACH	8.000	8.000		
3210	658.0625	LED MODULES 12-INCH GREEN ARROW	EACH	6.000	6.000		
3220	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 001. USH 41 SB & CTH B	LS	1.000	1.000		
3230	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 002. USH 41 NB & CTH B	LS	1.000	1.000		
3240	659.0802	PLAQUES SEQUENCE IDENTIFICATION	EACH	6.000			6.000
3250	670.0100	FIELD SYSTEM INTEGRATOR	LS	1.000			1.000
3260	670.0200	ITS DOCUMENTATION	LS	1.000			1.000
3270	672.0100	BASE ITS CONTROLLER CABINET	EACH	1.000			1.000
3280	672.0250	BASE CAMERA POLE 50-FT	EACH	1.000			1.000
3290	673.0105	COMMUNICATION VAULT TYPE 1	EACH	10.000			10.000
3300	673.0200.S	INSTALL ITS FIELD CABINET	EACH	1.000			1.000
3310	673.0225.S	INSTALL POLE MOUNTED CABINET	EACH	3.000			3.000
3320	674.0200	CABLE MICROWAVE DETECTOR	LF	6,465.000			6,465.000
3330	675.0300	INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY	EACH	5.000			5.000
3340	675.0400.S	INSTALL ETHERNET SWITCH	EACH	3.000			3.000
3350	677.0100	INSTALL CAMERA POLE	EACH	1.000			1.000
3360	677.0200	INSTALL CAMERA ASSEMBLY	EACH	3.000			3.000
3370	677.0300.S	INSTALL VIDEO ENCODER	EACH	3.000			3.000
3380	678.0100.S	INSTALL OVERHEAD FREEWAY DMS FULL MATRIX	EACH	1.000			1.000
3390	678.0500	COMMUNICATION SYSTEM TESTING	LS	1.000			1.000
3400	690.0150	SAWING ASPHALT	LF	37,692.000	7,575.000		30,117.000
3410	690.0250	SAWING CONCRETE	LF	236.000	135.000		101.000
3420	715.0415	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	48,476.000	5,857.000		42,619.000
3430	715.0502	INCENTIVE STRENGTH CONCRETE STRUCTURES	DOL	178.000	178.000		
3440	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5.00/HR	HRS	2,100.000	2,100.000		
3450	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	5,760.000	5,760.000		
3460	SPV.0035	SPECIAL 001. EXCAVATION OF PHRAGMITES SOIL	CY	27,629.000			27,629.000
3470	SPV.0035	SPECIAL 002. TOPSOIL SPECIAL	CY	178.000	178.000		
3480	SPV.0035	SPECIAL 500. PLANTING MIXTURE	CY	2,234.000	2,234.000		
3490	SPV.0035	SPECIAL 700. HPC MASONRY STRUCTURES **p**	CY	1,300.000	1,300.000		
3500	SPV.0060	SPECIAL 001. CPM BASELINE SCHEDULE	EACH	1.000	1.000		
3510	SPV.0060	SPECIAL 002. CPM MONTHLY SCHEDULE UPDATES	EACH	17.000	17.000		
3520	SPV.0060	SPECIAL 003. UTILITY LINE OPENING	EACH	10.000	10.000		
3530	SPV.0060	SPECIAL 004. TRACKING PAD MAINTENANCE	EACH	2.000	2.000		
3540	SPV.0060	SPECIAL 005. ADJUSTING SANITARY MANHOLES	EACH	1.000	1.000		
3550	SPV.0060	SPECIAL 006. RECONSTRUCTING SANITARY MANHOLES	EACH	4.000	4.000		
3560	SPV.0060	SPECIAL 007. ADJUSTING WATER VALVE BOX	EACH	4.000	4.000		
3570	SPV.0060	SPECIAL 008. RECONSTRUCTING WATER VALVE BOX	EACH	2.000	2.000		
3580	SPV.0060	SPECIAL 010. ADJUSTING FIRE HYDRANT	EACH	1.000	1.000		
3590	SPV.0060	SPECIAL 021. SETTLEMENT GAUGES	EACH	3.000	3.000		
3600	SPV.0060	SPECIAL 030. CONCRETE BARRIER TRANSITION TYPE V56 TO S56 (36-INCH WIDE BASE)	EACH	9.000			9.000

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3610	SPV.0060	SPECIAL 031. CONC. BARRIER TRANSITION TYPE S56 (54-INCH W BASE) TO S56 (36-INCH W BASE)	EACH	1.000			1.000
3620	SPV.0060	SPECIAL 100. SEALING PIPE STUBS	EACH	1.000			1.000
3630	SPV.0060	SPECIAL 101. DRAIN SLOTTED VANE - TYPE A 3-FOOT	EACH	8.000			8.000
3640	SPV.0060	SPECIAL 102. DRAIN SLOTTED VANE - TYPE B 6-FOOT	EACH	8.000			8.000
3650	SPV.0060	SPECIAL 150. INLET PROTECTION TYPE A-SPECIAL	EACH	4.000			4.000
3660	SPV.0060	SPECIAL 151. SEDIMENTATION BASIN	EACH	12.000			12.000
3670	SPV.0060	SPECIAL 152. TRACKING PAD MAINTENANCE	EACH	4.000			4.000
3680	SPV.0060	SPECIAL 202. CRASH CUSIONS TEMPORARY LEFT IN PLACE	EACH	7.000			7.000
3690	SPV.0060	SPECIAL 203. MAINTENANCE AND REMOVAL OF CRASH CUSHIONS TEMP. LEFT IN PLACE BY OTHERS	EACH	2.000			2.000
3700	SPV.0060	SPECIAL 250. V-LOC SIGN ANCHORS	EACH	54.000	54.000		
3710	SPV.0060	SPECIAL 304. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 1	EACH	17.000	17.000		
3720	SPV.0060	SPECIAL 305. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2	EACH	12.000	12.000		
3730	SPV.0060	SPECIAL 306. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2R	EACH	5.000	5.000		
3740	SPV.0060	SPECIAL 307. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3	EACH	20.000	20.000		
3750	SPV.0060	SPECIAL 308. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3R	EACH	15.000	15.000		
3760	SPV.0060	SPECIAL 309. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 6	EACH	1.000	1.000		
3770	SPV.0060	SPECIAL 310. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC WORDS	EACH	35.000	35.000		
3780	SPV.0060	SPECIAL 352. CONCRETE BASE MEDIAN BARRIER, TYPE 1	EACH	19.000			19.000
3790	SPV.0060	SPECIAL 353. CONCRETE BASE MEDIAN BARRIER, TYPE 2	EACH	2.000			2.000
3800	SPV.0060	SPECIAL 354. CONCRETE BASES TYPE W	EACH	15.000		15.000	
3810	SPV.0060	SPECIAL 355. POLES TYPE 5-ALUMINUM BLACK	EACH	28.000		28.000	
3820	SPV.0060	SPECIAL 356. TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK	EACH	26.000		26.000	
3830	SPV.0060	SPECIAL 357. LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT BLACK	EACH	28.000		28.000	
3840	SPV.0060	SPECIAL 358. LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT BLACK	EACH	2.000		2.000	
3850	SPV.0060	SPECIAL 359. LUMINAIRES UTILITY LED CATEGORY A	EACH	4.000		4.000	
3860	SPV.0060	SPECIAL 360. LUMINAIRES UTILITY LED CATEGORY C	EACH	27.000		27.000	
3870	SPV.0060	SPECIAL 361. LIGHTING CONTROL CABINET	EACH	2.000		2.000	
3880	SPV.0060	SPECIAL 362. FIBERGLASS STREET LIGHT POLE - INSTALL ONLY	EACH	15.000		15.000	
3890	SPV.0060	SPECIAL 363. STREET LIGHT MAST ARM 10 FOOT - INSTALL ONLY	EACH	17.000		17.000	
3900	SPV.0060	SPECIAL 364. BOX STYLE LUMINAIRE LED - INSTALL ONLY	EACH	17.000		17.000	
3910	SPV.0060	SPECIAL 365. ANCHOR BOLT COVER SHROUD	EACH	21.000			21.000

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3920	SPV.0060	SPECIAL 367. LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 12-FT BLACK	EACH	1.000		1.000	
3930	SPV.0060	SPECIAL 400. RAMP CLOSURE GATES SOLAR POWERED 24-FT	EACH	2.000			2.000
3940	SPV.0060	SPECIAL 401. RAMP CLOSURE GATES SOLAR POWERED 30-FT	EACH	1.000			1.000
3950	SPV.0060	SPECIAL 402. RAMP CLOSURE GATES SOLAR POWERED 37-FOOT	EACH	1.000			1.000
3960	SPV.0060	SPECIAL 403. PEDESTAL BASES BLACK	EACH	2.000			2.000
3970	SPV.0060	SPECIAL 404. TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK	EACH	4.000			4.000
3980	SPV.0060	SPECIAL 405. TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT BLACK	EACH	2.000			2.000
3990	SPV.0060	SPECIAL 406. 65-FT WOOD POLE	EACH	2.000			2.000
4000	SPV.0060	SPECIAL 407. TRACER TEST STATION	EACH	6.000			6.000
4010	SPV.0060	SPECIAL 408. INSTALL FIBER OPTIC CABLE MARKER	EACH	38.000			38.000
4020	SPV.0060	SPECIAL 409. INSTALL IP RADIO	EACH	10.000			10.000
4030	SPV.0060	SPECIAL 410. SALVAGE CAMERA ASSEMBLY	EACH	1.000			1.000
4040	SPV.0060	SPECIAL 411. SALVAGE POLE MOUNTED CABINET	EACH	1.000			1.000
4050	SPV.0060	SPECIAL 412. SALVAGE ETHERNET SWITCH	EACH	1.000			1.000
4060	SPV.0060	SPECIAL 413. SALVAGE VIDEO ENCODER	EACH	1.000			1.000
4070	SPV.0060	SPECIAL 414. SALVAGE IP RADIO	EACH	1.000			1.000
4080	SPV.0060	SPECIAL 415. REMOVE WOOD POLE	EACH	1.000			1.000
4090	SPV.0060	SPECIAL 450. INSTALL POLE TYPE 3	EACH	6.000	6.000		
4100	SPV.0060	SPECIAL 451. INSTALL 20-FT TROMBONE ARM	EACH	6.000	6.000		
4110	SPV.0060	SPECIAL 452. INSTALL 12-FT LUMINAIRE ARM	EACH	6.000	6.000		
4120	SPV.0060	SPECIAL 453. LED LUMINAIRE LED-A	EACH	6.000	6.000		
4130	SPV.0060	SPECIAL 500. ALLIUM, 'SUMMER BEAUTY', POT, 4"	EACH	571.000	571.000		
4140	SPV.0060	SPECIAL 501. ALUM ROOT, CONTAINER, 1 GAL.	EACH	163.000	163.000		
4150	SPV.0060	SPECIAL 502. ASTER, NEW YORK 'BLUE AUTUMN', CONTAINER, 1 GAL.	EACH	153.000	153.000		
4160	SPV.0060	SPECIAL 503. BEE BALM, 'JACOB CLINE', CONTAINER, 1 GAL.	EACH	70.000	70.000		
4170	SPV.0060	SPECIAL 504. BLUE OAT GRASS, 'BLUE SAPPHIRE', CONTAINER, 1 GAL.	EACH	83.000	83.000		
4180	SPV.0060	SPECIAL 505. CATMINT, 'WALKER'S LOW', CONTAINER, 1 GAL.	EACH	66.000	66.000		
4190	SPV.0060	SPECIAL 506. DAYLILY, 'HYPERION', CONTAINER, 1 GAL.	EACH	102.000	102.000		
4200	SPV.0060	SPECIAL 507. FEATHER REED GRASS, 'KARL FOERSTER' , CONTAINER, 1 GAL.	EACH	248.000	248.000		
4210	SPV.0060	SPECIAL 508. LITTLE BLUESTEM, 'BLUE HEAVEN', CONTAINER, 1 GAL.	EACH	26.000	26.000		
4220	SPV.0060	SPECIAL 509. PRAIRIE DROPSEED, 'TARA', CONTAINER, 1 GAL.	EACH	186.000	186.000		
4230	SPV.0060	SPECIAL 510. SALVIA, 'MAY NIGHT', CONTAINER, 1 GAL.	EACH	406.000	406.000		
4240	SPV.0060	SPECIAL 511. SALVIA, 'SNOW HILL', CONTAINER, 1 GAL.	EACH	9.000	9.000		
4250	SPV.0060	SPECIAL 512. SEA HOLLY, 'BIG BLUE', CONTAINER, 1 GAL.	EACH	18.000	18.000		
4260	SPV.0060	SPECIAL 513. SEDUM, 'AUTUMN JOY', CONTAINER, 1 GAL.	EACH	149.000	149.000		

DATE 21MAR13 — 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	1133-10-72 QUANTITY	1133-10-78 QUANTITY	1133-10-81 QUANTITY
4270	SPV.0060	SPECIAL 514. SEDUM, 'RED CAULI', CONTAINER, 1 GAL.	EACH	119.000	119.000		
4280	SPV.0060	SPECIAL 515. SIDEOATS GRAMMA, 'BLONDE AMBITION', CONTAINER, 1 GAL.	EACH	186.000	186.000		
4290	SPV.0060	SPECIAL 516. SWITCHGRASS, 'DALLAS BLUES', CONTAINER, 1 GAL.	EACH	165.000	165.000		
4300	SPV.0060	SPECIAL 517. YUCCA, 'GOLDEN SWORD', CONTAINER, 1 GAL.	EACH	9.000	9.000		
4310	SPV.0060	SPECIAL 525. BULBS, TULIPS, PERENNIAL MIX, MULTICOLOR, BULB, 12+ CM	EACH	800.000	800.000		
4320	SPV.0060	SPECIAL 550. IRRIGATION CONTROL PANEL	EACH	2.000	2.000		
4330	SPV.0060	SPECIAL 551. LANDSCAPE RECEPTACLE SPECIAL	EACH	2.000	2.000		
4340	SPV.0060	SPECIAL 552. YARD HYDRANT, NORTHBOUND USH 41 ROUNDABOUT	EACH	1.000	1.000		
4350	SPV.0060	SPECIAL 553. YARD HYDRANT, EAST DEERFIELD AVENUE ROUNDABOUT	EACH	1.000	1.000		
4360	SPV.0060	SPECIAL 701. ANCHOR BOLT ASSEMBLY OVERHEAD SIGN SUPPORTS	EACH	2.000	2.000		
4370	SPV.0060	SPECIAL 702. ANCHOR BOLT ASSEMBLY LIGHT POLES	EACH	2.000	2.000		
4380	SPV.0075	SPECIAL 150. STREET SWEEPING	HRS	500.000	100.000		400.000
4390	SPV.0075	SPECIAL 200. TRUCK MOUNTED ATTENUATOR WITH OPERATOR	HRS	100.000			100.000
4400	SPV.0075	SPECIAL 201. TRUCK MOUNTED ATTENUATOR WITHOUT OPERATOR	HRS	100.000			100.000
4410	SPV.0085	SPECIAL 500. FINE FESCUE SEED	LB	67.000	67.000		
4420	SPV.0090	SPECIAL 004. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH **P**	LF	740.000	740.000		
4430	SPV.0090	SPECIAL 005. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE T FULL DEPTH **P**	LF	713.000	713.000		
4440	SPV.0090	SPECIAL 006. CONCRETE CURB & GUTTER AND BARRIER, COLD WEATHER COVERING PLASTIC 1 LAYER	LF	1,000.000			1,000.000
4450	SPV.0090	SPECIAL 007. CONCRETE CURB & GUTTER AND BARRIER, COLD WEATHER COVERING PLASTIC 2 LAYERS	LF	1,000.000			1,000.000
4460	SPV.0090	SPECIAL 008. CONCRETE CURB & GUTTER AND BARRIER, COLD WEATHER COVRING PLASTIC/HAY/PLASTIC	LF	1,000.000			1,000.000
4470	SPV.0090	SPECIAL 010. CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE), **P**	LF	5,548.000			5,548.000
4480	SPV.0090	SPECIAL 011. JOINT & CRACK REPAIR	LF	100.000	100.000		
4490	SPV.0090	SPECIAL 012. CURB AND GUTTER 30-INCH TYPE A FULL DEPTH **P**	LF	5,388.000	5,388.000		
4500	SPV.0090	SPECIAL 013. CURB AND GUTTER 30-INCH TYPE D FULL DEPTH **P**	LF	7,828.000	7,828.000		
4510	SPV.0090	SPECIAL 014. CURB AND GUTTER 18-INCH TYPE A FULL DEPTH **P**	LF	1,074.000	1,074.000		
4520	SPV.0090	SPECIAL 200. REMOVAL OF CONCRETE BARRIER TEMPORARY LEFT IN PLACE	LF	825.000			825.000
4530	SPV.0090	SPECIAL 201. CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE	LF	18,897.000			18,897.000
4540	SPV.0090	SPECIAL 202. CONCRETE BARRIER TEMPORARY PRECAST ANCHORING	LF	170.000			170.000
4550	SPV.0090	SPECIAL 302. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC 8-INCH	LF	462.000	462.000		

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DATE 21MAR13 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	1133-10-72 QUANTITY	1133-10-78 QUANTITY	1133-10-81 QUANTITY
4560	SPV.0090	SPECIAL 303. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC 18-INCH	LF	461.000	461.000		
4570	SPV.0090	SPECIAL 311. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH	LF	837.000	837.000		
4580	SPV.0090	SPECIAL 332. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 8-INCH	LF	503.000	503.000		
4590	SPV.0090	SPECIAL 344. PVMNT MRKING GROOVED WET REFLECTIVE CONTRAST TAPE DIAGONAL 12-INCH	LF	84.000	84.000		
4600	SPV.0090	SPECIAL 366. PULLBOX DRAIN DUCT	LF	362.000		287.000	75.000
4610	SPV.0090	SPECIAL 400. CONDUIT HDPE 3-DUCT 2-INCH	LF	4,960.000			4,960.000
4620	SPV.0090	SPECIAL 401. CONDUIT HDPE DIRECTIONAL BORE 3-DUCT 2-INCH	LF	80.000			80.000
4630	SPV.0090	SPECIAL 402. CONDUIT HDPE 4-DUCT 2-INCH	LF	2,700.000			2,700.000
4640	SPV.0090	SPECIAL 500. ALUMINUM EDGING	LF	507.000	507.000		
4650	SPV.0090	SPECIAL 501. FENCE DECORATIVE BRIDGE B-5-685	LF	118.000	118.000		
4660	SPV.0105	SPECIAL 001. CONCRETE PAVEMENT JOINT LAYOUT PROJECT 1133-10-72	LS	1.000	1.000		
4670	SPV.0105	SPECIAL 002. CONCRETE PAVEMENT JOINT LAYOUT PROJECT 1133-10-81	LS	1.000			1.000
4680	SPV.0105	SPECIAL 004. SURVEY PROJECT 1133-10-72	LS	1.000	1.000		
4690	SPV.0105	SPECIAL 005. SURVEY PROJECT 1133-10-78	LS	1.000		1.000	
4700	SPV.0105	SPECIAL 006. SURVEY PROJECT 1133-10-81	LS	1.000			1.000
4710	SPV.0105	SPECIAL 020. GEOTECHNICAL INSTRUMENTATION	LS	1.000	1.000		
4720	SPV.0105	SPECIAL 550. IRRIGATION SYSTEM, DRIP TYPE, WEST DEERFIELD ROUNDABOUT	LS	1.000	1.000		
4730	SPV.0105	SPECIAL 551. IRRIGATION SYSTEM, DRIP TYPE, SB USH 41 ROUNDABOUT	LS	1.000	1.000		
4740	SPV.0105	SPECIAL 950. OVERHEAD SIGN SUPPORT BLACK FINISH STRUCTURES S-5-206	LS	1.000	1.000		
4750	SPV.0105	SPECIAL 951. OVERHEAD SIGN SUPPORT BLACK FINISH STRUCTURE S-5-228	LS	1.000	1.000		
4760	SPV.0105	SPECIAL 952. OVERHEAD SIGN SUPPORT BLACK FINISH STRUCTURE S-5-229	LS	1.000	1.000		
4770	SPV.0120	SPECIAL 150. WATER FOR SEEDED AREAS	MGAL	1,746.000			1,746.000
4780	SPV.0165	SPECIAL 251. PERMANENT COVERING TYPE I SIGNS	SF	2.000			2.000
4790	SPV.0165	SPECIAL 500. ARCHITECTURAL SURFACE TREATMENT	SF	14,930.000	13,135.000		1,795.000
4800	SPV.0165	SPECIAL 501. STAINING CONCRETE	SF	24,346.000	21,502.000		2,844.000
4810	SPV.0165	SPECIAL 502. STAINING CONCRETE BRICK	SF	10,766.000	8,971.000		1,795.000
4820	SPV.0165	SPECIAL 503. ARCHITECTURAL SURFACE TREATMENT SPECIAL	SF	214.000	214.000		
4830	SPV.0165	SPECIAL 700. LONGITUDINAL GROOVING BRIDGE DECK **P**	SF	16,101.000	16,101.000		
4840	SPV.0165	SPECIAL 850. PRESTRESSED PRECAST CONCRETE WALL PANEL **P**	SF	6,060.000	6,060.000		
4850	SPV.0165	SPECIAL 950. SIGN BLANKS LEFT IN-PLACE	SF	229.000			229.000
4860	SPV.0180	SPECIAL 003. GEOGRID REINFORCEMENT	SY	30,000.000			30,000.000
4870	SPV.0180	SPECIAL 007. COLORED AND STAMPED CONCRETE 5-INCH	SY	4,150.000	4,150.000		
4880	SPV.0180	SPECIAL 010. COLORED AND STAMPED CONCRETE 9-INCH	SY	128.000	128.000		
4890	SPV.0180	SPECIAL 011. COLORED CONCRETE 9-INCH	SY	368.000	368.000		

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DATE 21MAR13 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	1133-10-72 QUANTITY	1133-10-78 QUANTITY	1133-10-81 QUANTITY
4900	SPV.0180	SPECIAL 500. SHREDDED HARDWOOD BARK MULCH	SY	2,062.000	2,062.000		
4910	SPV.0195	SPECIAL 001. REMOVING CONCRETE SURFACE MILLING	TON	35.000	35.000		

EARTHWORK SUMMARY

(See "Pavement Removal/Earthwork Detail" in construction details for excavation limits/classifications)

From/To Station	Location	205.0100 Common Excavation (1)			Salvaged/ Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (6) Factor 1.15	Mass Ordinate +/- (7)	Waste (10)	Borrow 208.0100*	Select Borrow (8) 208.1100	Breaker Run (TONS) 311.0110*	Comment:
		Cut (2)	EBS Excavation (3)**	Concrete Pavement (9)										
STAGE 1A-1B														
STA 1231+00 - STA 1360+71	USH 41 NB	33,704	3,370	0	0	33,704	4,384	5,041	28,663	33,704	0	5,041	5,898	TEMPORARY NB WIDENING, N. CROSSOVER CONSTRUCTION
STAGE 2A-2B														
STA 1235+20 - STA 1345+00	USH 41 SB	63,775	6,378	9,460	11,425	52,350	6,758	7,771	44,579	52,350	0	7,919	11,161	CONSTRUCTION OF SB LANES, DITCHING SOUTH
STAGE 3A-3B														
STA 1235+20 - STA 1345+00	USH 41 NB	70,828	7,083	9,538	11,368	59,460	3,061	3,521	55,939	59,460	0	3,804	12,395	CONSTRUCTION OF NB LANES, DITCHING SOUTH
STAGE 4														
STA 1233+44 - STA 1248+12	USH 41	2,245	0	0	590	1,655	54	62	1,593	1,655	0	62	0	SOUTH CROSSOVER REMOVAL
STA 1315+46 - STA 1345+00	USH 41	5,968	597	0	1,112	4,856	9	10	4,846	4,856	0	10	1,044	SB TEMPORARY WIDENING REMOVAL/MEDIAN RESTORATION
STA 1345+00 - STA 1360+71	USH 41	2,902	0	0	780	2,122	672	773	1,349	2,122	0	773	0	NORTH CROSSOVER REMOVAL
UNDISTRIBUTED		0	0	0	0	0	0	0	0	0	0	0	0	
		179,423	17,428	18,998	25,276	154,147	14,937	17,178	136,970	154,147	0	17,608	30,498	
Total (0010)		**215,849**												

All quantities shown are in cubic yards (CY) unless otherwise noted

1) Common Excavation is the sum of the Cut, EBS Excavation, and Concrete Pavement columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation outside of existing concrete pavement areas to be backfilled with Breaker Run
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Expanded Fill Factor = 1.15 for Select Borrow Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor
7) 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.
8) Select borrow = Expanded Fill + concrete pavement removal areas below subgrade
9) Existing concrete pavement removal also included in Common Excavation total
10) Waste = Available Material

* QUANTITIES LISTED ELSEWHERE (SEE EARTHWORK SUMMARY - CROSS OVER, AGGREGATE ITEMS - CROSS OVER)
** UNDISTRIBUTED QUANTITY

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

3

REMOVING SMALL PIPE CULVERTS

STATION	-	STATION	OFFSET	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH
STAGE 2					
		1258+09	LT-RT	SB USH 41	1
		1261+34	LT-RT	SB USH 41	1
SUBTOTAL STAGE 2					2
STAGE 3					
		1312+62	LT-RT	NB USH 41	1
SUBTOTAL STAGE 3					1
PROJECT 1133-10-81 TOTAL					**3**

REMOVING ASPHALTIC SURFACE MILLING

STATION	-	STATION	LOCATION	204.0125 REMOVING ASPHALTIC SURFACE MILLING SY
STAGE 2				
1343+50		1345+00	SB USH 41	645
SUBTOTAL STAGE 2				645
STAGE 3				
1343+50		1345+00	NB USH 41	644
SUBTOTAL STAGE 3				644
PROJECT 1133-10-81 TOTAL				**1289**

REMOVING PAVEMENT

STATION	-	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY
STAGE 2				
1245+00	-	1250+00	SB USH 41	1066
1250+00	-	1255+00	SB USH 41	1329
1255+00	-	1260+00	SB USH 41	1333
1260+00	-	1265+00	SB USH 41	1322
1265+00	-	1270+00	SB USH 41	1328
1270+00	-	1275+00	SB USH 41	1328
1275+00	-	1280+00	SB USH 41	1329
1280+00	-	1285+00	SB USH 41	1335
1285+00	-	1290+00	SB USH 41	1336
1290+00	-	1295+00	SB USH 41	1747
1295+00	-	1300+00	SB USH 41	2097
1300+00	-	1305+00	SB USH 41	1365
1305+00	-	1310+00	SB USH 41	1318
1310+00	-	1315+00	SB USH 41	1327
1315+00	-	1320+00	SB USH 41	1334
1320+00	-	1325+00	SB USH 41	1734
1325+00	-	1330+00	SB USH 41	1728
1330+00	-	1335+00	SB USH 41	1346
1335+00	-	1340+00	SB USH 41	1338
1340+00	-	1345+00	SB USH 41	939
SUBTOTAL STAGE 2				27979

REMOVING PAVEMENT (CONTINUED)

STATION	-	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY
STAGE 3				
1245+00	-	1250+00	NB USH 41	1070
1250+00	-	1255+00	NB USH 41	1333
1255+00	-	1260+00	NB USH 41	1329
1260+00	-	1265+00	NB USH 41	1313
1265+00	-	1270+00	NB USH 41	1333
1270+00	-	1275+00	NB USH 41	1329
1275+00	-	1280+00	NB USH 41	1333
1280+00	-	1285+00	NB USH 41	1333
1285+00	-	1290+00	NB USH 41	1339
1290+00	-	1295+00	NB USH 41	1384
1295+00	-	1300+00	NB USH 41	1964
1300+00	-	1305+00	NB USH 41	1448
1305+00	-	1310+00	NB USH 41	1333
1310+00	-	1315+00	NB USH 41	1333
1315+00	-	1320+00	NB USH 41	1334
1320+00	-	1325+00	NB USH 41	1696
1325+00	-	1330+00	NB USH 41	2109
1330+00	-	1335+00	NB USH 41	1660
1335+00	-	1340+00	NB USH 41	1325
1340+00	-	1345+00	NB USH 41	923
SUBTOTAL STAGE 3				28221
PROJECT 1133-10-81 TOTAL				**56200**

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MISC. ITEMS

	213.0100 FINISHING ROADWAY (01. 1133-10-81)	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (02. 1133-10-81)	619.1000 MOBILIZATION	SPV.0105.006 SURVEY PROJECT 1133-10-81	SPV.0105.002 CONCRETE JOINT LAYOUT 1133-10-82
	EACH	EACH	EACH	LS	LS
PROJECT I.D. 1133-10-81	**1**	**1**	**0.5**	**1**	**1**

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

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REMOVING FENCE

	STATION	-	STATION	OFFSET	LOCATION	204.0170 REMOVING FENCE LF
STAGE 2						
	1235+00	-	1240+00	LT	SB USH 41	500
	1240+00	-	1245+00	LT	SB USH 41	500
	1245+00	-	1250+00	LT	SB USH 41	500
	1250+00	-	1255+00	LT	SB USH 41	500
	1255+00	-	1260+00	LT	SB USH 42	450
	1260+00	-	1265+00	LT	SB USH 43	500
	1265+00	-	1270+00	LT	SB USH 44	500
	1270+00	-	1275+00	LT	SB USH 45	500
	1275+00	-	1280+00	LT	SB USH 46	500
	1280+00	-	1285+00	LT	SB USH 47	500
	1285+00	-	1290+00	LT	SB USH 48	500
	1290+00	-	1295+00	LT	SB USH 49	500
	1295+00	-	1300+00	LT	SB USH 50	500
	1300+00	-	1305+00	LT	SB USH 51	--
	1305+00	-	1310+00	LT	SB USH 52	--
	1310+00	-	1315+00	LT	SB USH 53	--
	1315+00	-	1320+00	LT	SB USH 54	--
	1320+00	-	1325+00	LT	SB USH 55	--
	1325+00	-	1330+00	LT	SB USH 41	430
	1330+00	-	1335+00	LT	SB USH 41	500
	1335+00	-	1340+00	LT	SB USH 41	500
	1340+00	-	1345+00	LT	SB USH 41	400
SUBTOTAL STAGE 2						8280
STAGE 3						
	1235+00	-	1240+00	RT	NB USH 41	480
	1240+00	-	1245+00	RT	NB USH 41	500
	1245+00	-	1250+00	RT	NB USH 41	500
	1250+00	-	1255+00	RT	NB USH 41	500
	1255+00	-	1260+00	RT	NB USH 41	450
	1260+00	-	1265+00	RT	NB USH 41	500
	1265+00	-	1270+00	RT	NB USH 41	500
	1270+00	-	1275+00	RT	NB USH 41	500
	1275+00	-	1280+00	RT	NB USH 41	500
	1280+00	-	1285+00	RT	NB USH 41	500
	1285+00	-	1290+00	RT	NB USH 41	500
	1290+00	-	1295+00	RT	NB USH 41	500
	1295+00	-	1300+00	RT	NB USH 41	350
	1300+00	-	1305+00	RT	NB USH 41	--
	1305+00	-	1310+00	RT	NB USH 41	--
	1310+00	-	1315+00	RT	NB USH 41	--
	1315+00	-	1320+00	RT	NB USH 41	--
	1320+00	-	1325+00	RT	NB USH 41	220
	1325+00	-	1330+00	RT	NB USH 41	500
	1330+00	-	1335+00	RT	NB USH 41	500
	1335+00	-	1340+00	RT	NB USH 41	500
	1340+00	-	1345+00	RT	NB USH 41	300
SUBTOTAL STAGE 3						8300
PROJECT 1133-10-81 TOTAL						**16580**

REMOVING TEMPORARY WIDENING

	STATION	-	STATION	LOCATION	305.0500 SHAPING SHOULDERS STA
STAGE 3A					
	1230+00	-	1235+00	NB USH 41	4
	1235+00	-	1240+00	NB USH 41	5
	1240+00	-	1245+00	NB USH 41	5
	1345+00	-	1350+00	NB USH 41	5
	1350+00	-	1355+00	NB USH 41	3
SUBTOTAL STAGE 3A					22
STAGE 4					
	1230+00	-	1235+00	NB USH 41	4
	1235+00	-	1240+00	NB USH 41	10
	1240+00	-	1245+00	NB USH 41	10
	1245+00	-	1250+00	NB USH 41	4
	1315+00	-	1320+00	NB USH 41	4
	1320+00	-	1325+00	NB USH 41	5
	1325+00	-	1330+00	NB USH 41	5
	1330+00	-	1335+00	NB USH 41	5
	1335+00	-	1340+00	NB USH 41	5
	1340+00	-	1345+00	NB USH 41	5
	1345+00	-	1350+00	NB USH 41	10
	1350+00	-	1355+00	NB USH 41	10
	1355+00	-	1360+00	NB USH 41	7
	1360+00	-	1365+00	NB USH 41	1
SUBTOTAL STAGE 4					85
PROJECT 1133-10-81 TOTAL					**107**

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

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REMOVING STORM SEWER

STATION -	STATION	OFFSET	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220* REMOVING INLETS EACH	204.0245*+ REMOVING STORM SEWER 18-INCH LF	204.0245* REMOVING STORM SEWER 30-INCH LF	204.0270 ABANDONING CULVERT PIPES EACH
STAGE 2								
1258+80	1260+70	RT	SB USH 41	0	0	0	0	1
	1271+31	RT	SB USH 41	0	1	95	0	0
	1283+31	RT	SB USH 41	0	1	95	0	0
	1295+32	RT	SB USH 41	0	1	100	0	0
	1312+62	RT	SB USH 41	0	1	0	84	0
	1321+32	RT	SB USH 41	0	1	84	0	0
SUBTOTAL STAGE 2				0	5	374	84	1
STAGE 3								
1259+10	1260+70	RT	NB USH 41	0	0	0	0	1
	1267+00	RT	NB USH 41	0	1	9	0	0
	1301+00	RT	NB USH 41	0	1	6	0	0
	1305+50	LT	NB USH 41	0	1	18	0	0
	1312+62	LT	NB USH 41	0	0	0	89	0
	1313+00	RT	NB USH 41	0	1	14	0	0
	1317+00	RT	NB USH 41	0	1	14	0	0
	1321+34	RT	NB USH 41	0	1	15	0	0
	1344+05	RT	NB USH 41	0	1	0	0	0
SUBTOTAL STAGE 3				0	7	76	89	1
STAGE 4								
1238+00	1241+40	LT	NB USH 41	1	0	330	0	0
1241+40	1246+10	LT	NB USH 41	0	1	460	0	0
1246+10	1246+50	LT	NB USH 41	0	0	45	0	0
1345+00	1350+00	LT	NB USH 41	0	0	150	0	0
1350+00	1355+00	LT	NB USH 41	0	0	472	0	0
SUBTOTAL STAGE 4				1	1	1457	0	0
PROJECT 1133-10-81 TOTAL				**1**	**13**	**1907**	**173**	**2**

*ADDITIONAL ITEMS SHOWN ELSEWHERE

+ SLOTTED DRAIN VAIN REMOVAL INCIDENTAL TO REMOVING STORM SEWER 18-INCH

AGGREGATE ITEMS

STATION -	STATION	OFFSET	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4 -INCH TON	311.0110* BREAKER RUN TON
STAGE 1A						
1245+00 -	1250+00	MEDIAN WIDENING	USH 41 NB	0	341	348
1250+00 -	1255+00	MEDIAN WIDENING	USH 41 NB	0	502	486
1255+00 -	1260+00	MEDIAN WIDENING	USH 41 NB	0	502	486
1260+00 -	1265+00	MEDIAN WIDENING	USH 41 NB	0	461	447
1265+00 -	1270+00	MEDIAN WIDENING	USH 41 NB	0	0	0
1270+00 -	1275+00	MEDIAN WIDENING	USH 41 NB	0	433	416
1275+00 -	1280+00	MEDIAN WIDENING	USH 41 NB	0	860	775
1280+00 -	1285+00	MEDIAN WIDENING	USH 41 NB	0	904	811
1285+00 -	1290+00	MEDIAN WIDENING	USH 41 NB	0	1032	915
1290+00 -	1295+00	MEDIAN WIDENING	USH 41 NB	0	1381	1196
1295+00 -	1300+00	MEDIAN WIDENING	USH 41 NB	0	1566	1346
1300+00 -	1305+00	MEDIAN WIDENING	USH 41 NB	0	1869	1655
1305+00 -	1310+00	MEDIAN WIDENING	USH 41 NB	0	1488	1336
1310+00 -	1315+00	MEDIAN WIDENING	USH 41 NB	0	902	810
1315+00 -	1320+00	MEDIAN WIDENING	USH 41 NB	0	1162	810
1320+00 -	1325+00	MEDIAN WIDENING	USH 41 NB	0	1371	1228
1325+00 -	1330+00	MEDIAN WIDENING	USH 41 NB	0	1463	1263
1330+00 -	1335+00	MEDIAN WIDENING	USH 41 NB	0	931	833
1335+00 -	1340+00	MEDIAN WIDENING	USH 41 NB	0	903	810
1340+00 -	1345+00	MEDIAN WIDENING	USH 41 NB	0	816	740
1345+00 -	1350+00	MEDIAN WIDENING	USH 41 NB	0	2800	1777
1350+00 -	1355+00	MEDIAN WIDENING	USH 41 NB	0	2693	1691
1355+00 -	1360+00	MEDIAN WIDENING	USH 41 NB	0	1179	772
1360+00 -	1365+00	MEDIAN WIDENING	USH 41 NB	0	52	36
SUBTOTAL STAGE 1A				0	25611	20987

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

AGGREGATE ITEMS (CONTINUED)

	STATION	-	STATION	OFFSET	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4 -INCH TON	311.0110* BREAKER RUN TON
STAGE 1B								
	1230+00	-	1235+00	OUTSIDE WIDENING	USH 41 NB	0	270	383
	1235+00	-	1240+00	OUTSIDE WIDENING	USH 41 NB	0	952	850
	1240+00	-	1245+00	OUTSIDE WIDENING	USH 41 NB	0	1128	992
	1245+00	-	1250+00	OUTSIDE WIDENING	USH 41 NB	0	1134	997
	1250+00	-	1255+00	OUTSIDE WIDENING	USH 41 NB	0	1148	1008
	1255+00	-	1260+00	OUTSIDE WIDENING	USH 41 NB	0	1149	1009
	1260+00	-	1265+00	OUTSIDE WIDENING	USH 41 NB	0	1143	1004
	1265+00	-	1270+00	OUTSIDE WIDENING	USH 41 NB	0	1142	1003
	1270+00	-	1275+00	OUTSIDE WIDENING	USH 41 NB	0	1124	989
	1275+00	-	1280+00	OUTSIDE WIDENING	USH 41 NB	0	788	717
	1280+00	-	1285+00	OUTSIDE WIDENING	USH 41 NB	0	745	683
	1285+00	-	1290+00	OUTSIDE WIDENING	USH 41 NB	0	751	687
	1290+00	-	1295+00	OUTSIDE WIDENING	USH 41 NB	0	1103	972
	1295+00	-	1300+00	OUTSIDE WIDENING	USH 41 NB	0	877	790
	1300+00	-	1305+00	OUTSIDE WIDENING	USH 41 NB	0	929	864
	1305+00	-	1310+00	OUTSIDE WIDENING	USH 41 NB	0	784	715
	1310+00	-	1315+00	OUTSIDE WIDENING	USH 41 NB	0	809	735
	1315+00	-	1320+00	OUTSIDE WIDENING	USH 41 NB	0	744	682
	1320+00	-	1325+00	OUTSIDE WIDENING	USH 41 NB	0	751	667
	1325+00	-	1330+00	OUTSIDE WIDENING	USH 41 NB	0	660	614
	1330+00	-	1335+00	OUTSIDE WIDENING	USH 41 NB	0	988	879
	1335+00	-	1340+00	OUTSIDE WIDENING	USH 41 NB	0	901	809
	1340+00	-	1345+00	OUTSIDE WIDENING	USH 41 NB	0	806	732
	1345+00	-	1350+00	OUTSIDE WIDENING	USH 41 NB	0	1124	988
	1350+00	-	1355+00	OUTSIDE WIDENING	USH 41 NB	0	801	728
	1355+00	-	1360+00	OUTSIDE WIDENING	USH 41 NB	0	146	138
SUBTOTAL STAGE 1B						0	22897	20635

AGGREGATE ITEMS (CONTINUED)

	STATION	-	STATION	OFFSET	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4 -INCH TON	311.0110* BREAKER RUN TON
STAGE 2A								
	1245+00	-	1250+00		USH 41 SB	204	2342	2763
	1250+00	-	1255+00		USH 41 SB	0	1889	3305
	1255+00	-	1260+00		USH 41 SB	0	1721	3012
	1260+00	-	1265+00		USH 41 SB	0	1693	2963
	1265+00	-	1270+00		USH 41 SB	0	1694	2965
	1270+00	-	1275+00		USH 41 SB	0	1694	2965
	1275+00	-	1280+00		USH 41 SB	0	1695	2966
	1280+00	-	1285+00		USH 41 SB	0	1694	2965
	1285+00	-	1290+00		USH 41 SB	0	1532	2681
	1290+00	-	1295+00		USH 41 SB	0	1433	2507
	1295+00	-	1300+00		USH 41 SB	0	909	1590
	1300+00	-	1305+00		USH 41 SB	72	1488	2735
	1305+00	-	1310+00		USH 41 SB	329	1545	2847
	1310+00	-	1315+00		USH 41 SB	115	1498	2651
	1315+00	-	1320+00		USH 41 SB	329	1385	2228
	1320+00	-	1325+00		USH 41 SB	245	1024	1697
	1325+00	-	1330+00		USH 41 SB	154	818	1548
	1330+00	-	1335+00		USH 41 SB	241	907	1586
	1335+00	-	1340+00		USH 41 SB	241	904	1581
	1340+00	-	1345+00		USH 41 SB	259	635	1109
SUBTOTAL STAGE 2A						2189	28500	48664
STAGE 2B								
	1290+00	-	1295+00		USH 41 SB	0	190	332
	1295+00	-	1300+00		USH 41 SB	0	701	1227
	1300+00	-	1305+00		USH 41 SB	0	45	121
	1320+00	-	1325+00		USH 41 SB	85	300	525
	1325+00	-	1330+00		USH 41 SB	0	0	62
SUBTOTAL STAGE 2B						85	1236	2267

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

AGGREGATE ITEMS (CONTINUED)

STATION	-	STATION	OFFSET	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4 -INCH TON	311.0110* BREAKER RUN TON
STAGE 3A							
1240+00		1245+00		USH 41 NB	80	377	541
1245+00	-	1250+00		USH 41 NB	122	2297	2526
1250+00	-	1255+00		USH 41NB	0	1389	2431
1255+00	-	1260+00		USH 41 NB	0	1384	2421
1260+00	-	1265+00		USH 41 NB	0	1387	2427
1265+00	-	1270+00		USH 41 NB	0	1389	2431
1270+00	-	1275+00		USH 41 NB	0	1389	2430
1275+00	-	1280+00		USH 41 NB	0	1389	2431
1280+00	-	1285+00		USH 41NB	0	1389	2431
1285+00	-	1290+00		USH 41 NB	0	1261	2207
1290+00	-	1295+00		USH 41 NB	0	942	1649
1295+00	-	1300+00		USH 41 NB	0	1090	2028
1300+00	-	1305+00		USH 41 NB	329	1246	2325
1305+00	-	1310+00		USH 41 NB	263	1247	2235
1310+00	-	1315+00		USH 41NB	186	1200	2183
1315+00	-	1320+00		USH 41 NB	329	1299	2421
1320+00	-	1325+00		USH 41 NB	423	875	1616
1325+00	-	1330+00		USH 41 NB	482	1117	1955
1330+00	-	1335+00		USH 41NB	483	1304	2186
1335+00	-	1340+00		USH 41 NB	481	1188	1982
1340+00	-	1345+00		USH 41 NB	479	752	1248
SUBTOTAL STAGE 3A					3657	25911	44104

AGGREGATE ITEMS (CONTINUED)

STATION	-	STATION	OFFSET	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4 -INCH TON	311.0110* BREAKER RUN TON
STAGE 3B							
1285+00	-	1290+00		USH 41 NB	0	290	508
1290+00	-	1295+00		USH 41 NB	0	573	1002
1295+00	-	1300+00		USH 41NB	45	484	968
1320+00	-	1325+00		USH 41 NB	35	384	830
1325+00	-	1330+50		USH 41 NB	0	163	286
SUBTOTAL STAGE 3B					80	1894	3594
STAGE 4							
1285+00	-	1290+00		USH 41 SB	0	163	284
1290+00	-	1295+00		USH 41 SB	0	72	126
1315+00	-	1320+00		USH 41 SB	0	147	257
1320+00	-	1325+00		USH 41 SB	131	205	301
1325+00	-	1330+00		USH 41 SB	241	347	459
1330+00	-	1335+00		USH 41 SB	241	314	453
1335+00	-	1340+00		USH 41 SB	241	313	452
1340+00	-	1345+00		USH 41 SB	299	219	316
SUBTOTAL STAGE 4					1153	1780	2648
PROJECT 1133-10-81 TOTAL					**7164**	**107829**	**142899**

* ADDITIONAL QUANTITIES ELSEWHERE: SEE EARTHWORK SUMMARY

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

3

CONCRETE PAVEMENT ITEMS

				320.0115 CONCRETE BASE 5-INCH	320.0150 CONCRETE BASE 8 1/2-INCH	415.0105 CONCRETE PAVEMENT 10 1/2-INCH	416.0620 DRILLED DOWEL BARS
STATION	- STATION	OFFSET	LOCATION	SY	SY	SY	EACH
STAGE 2A							
1245+00	- 1250+00		USH 41 SB	0	0	1117	0
1250+00	- 1255+00		USH 41 SB	0	0	5499	0
1255+00	- 1260+00		USH 41 SB	0	0	4907	0
1260+00	- 1265+00		USH 41 SB	0	0	4754	0
1265+00	- 1270+00		USH 41 SB	0	0	4750	0
1270+00	- 1275+00		USH 41 SB	0	0	4750	0
1275+00	- 1280+00		USH 41 SB	0	0	4750	0
1280+00	- 1285+00		USH 41 SB	0	0	4750	0
1285+00	- 1290+00		USH 41 SB	0	0	4412	0
1290+00	- 1295+00		USH 41 SB	0	0	4131	0
1295+00	- 1300+00		USH 41 SB	0	0	2603	0
1300+00	- 1305+00		USH 41 SB	0	0	4001	0
1305+00	- 1310+00		USH 41 SB	0	0	4122	0
1310+00	- 1315+00		USH 41 SB	0	0	4267	0
1315+00	- 1320+00		USH 41 SB	0	0	3611	0
1320+00	- 1325+00		USH 41 SB	0	0	2385	0
1325+00	- 1330+00		USH 41 SB	0	300	2497	0
1330+00	- 1335+00		USH 41 SB	0	0	2018	0
1335+00	- 1340+00		USH 41 SB	0	0	1787	0
1340+00	- 1345+00		USH 41 SB	0	0	1013	27
SUBTOTAL STAGE 2A				0	300	72124	27
STAGE 2B							
1290+00	- 1295+00		USH 41 SB	0	0	569	0
1295+00	- 1300+00		USH 41 SB	0	160	2104	0
1300+00	- 1305+00		USH 41 SB	0	0	129	0
1320+00	- 1325+00		USH 41 SB	0	0	653	0
SUBTOTAL STAGE 2B				0	160	3455	0

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

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CONCRETE PAVEMENT ITEMS (CONTINUED)

				320.0115 CONCRETE BASE 5-INCH	320.0150 CONCRETE BASE 8 1/2-INCH	415.0105 CONCRETE PAVEMENT 10 1/2-INCH	416.0620 DRILLED DOWEL BARS
STATION	STATION	OFFSET	LOCATION	SY	SY	SY	EACH
STAGE 3A							
1245+00	1250+00		USH 41 NB	0	0	800	0
1250+00	1255+00		USH 41 NB	0	0	4000	0
1255+00	1260+00		USH 41 NB	0	0	4001	0
1260+00	1265+00		USH 41 NB	0	0	4000	0
1265+00	1270+00		USH 41 NB	0	0	4000	0
1270+00	1275+00		USH 41 NB	0	0	4000	0
1275+00	1280+00		USH 41 NB	0	0	4000	0
1280+00	1285+00		USH 41 NB	0	0	4000	0
1285+00	1290+00		USH 41 NB	0	0	3616	0
1290+00	1295+00		USH 41 NB	0	0	2540	0
1295+00	1300+00		USH 41 NB	0	0	2996	0
1300+00	1305+00		USH 41 NB	0	0	3222	0
1305+00	1310+00		USH 41 NB	0	0	3224	0
1310+00	1315+00		USH 41 NB	0	0	3265	0
1315+00	1320+00		USH 41 NB	0	0	3384	0
1320+00	1325+00		USH 41 NB	0	0	2085	0
1325+00	1330+00		USH 41 NB	0	0	1838	0
1330+00	1335+00		USH 41 NB	0	0	2000	0
1335+00	1340+00		USH 41 NB	0	0	1789	0
1340+00	1345+00		USH 41 NB	0	0	1409	27
SUBTOTAL STAGE 3A				0	0	60169	27
STAGE 3B							
1285+00	1290+00		USH 41 NB	0	0	384	0
1290+00	1295+00		USH 41 NB	0	0	1502	0
1295+00	1300+00		USH 41 NB	0	284	1153	0
1320+00	1325+00		USH 41 NB	0	160	737	0
1325+00	1330+00		USH 41 NB	0	0	209	0
SUBTOTAL STAGE 3B				0	444	3985	0

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

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CONCRETE PAVEMENT ITEMS (CONTINUED)

STATION	-	STATION	OFFSET	LOCATION	320.0115 CONCRETE BASE 5-INCH SY	320.0150 CONCRETE BASE 8 1/2-INCH SY	415.0105 CONCRETE PAVEMENT 10 1/2-INCH SY	416.0620 DRILLED DOWEL BARS EACH
STAGE 4								
1285+00	-	1290+00		USH 41 NB	0	0	338	0
1290+00	-	1295+00		USH 41 NB	0	0	150	0
1315+00	-	1320+00		USH 41 NB	228	0	189	0
1320+00	-	1325+00		USH 41 NB	383	0	134	0
SUBTOTAL STAGE 4					611	0	811	0
PROJECT 1133-10-81 TOTAL					**611**	**904**	**140544**	**54**

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

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ASPHALT PAVEMENT ITEMS

STATION - STATION	LOCATION	315.0100 ASPHALTIC BASE TON	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0600 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1110 HMA PAVEMENT TYPE E-10 TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
STAGE 1A							
1245+00 - 1250+00	USH 41 NB	0	0	6	0	0	71
1250+00 - 1255+00	USH 41 NB	0	0	11	0	0	128
1255+00 - 1260+00	USH 41 NB	0	0	11	0	0	128
1260+00 - 1265+00	USH 41 NB	0	0	11	0	0	125
1265+00 - 1270+00	USH 41 NB	0	0	11	0	0	131
1270+00 - 1275+00	USH 41 NB	0	0	12	0	0	139
1275+00 - 1280+00	USH 41 NB	0	0	24	0	0	270
1280+00 - 1285+00	USH 41 NB	0	0	25	0	0	288
1285+00 - 1290+00	USH 41 NB	0	0	29	0	0	339
1290+00 - 1295+00	USH 41 NB	0	0	42	0	0	478
1295+00 - 1300+00	USH 41 NB	0	0	48	0	0	552
1300+00 - 1305+00	USH 41 NB	0	0	53	0	0	615
1305+00 - 1310+00	USH 41 NB	0	0	41	0	0	474
1310+00 - 1315+00	USH 41 NB	0	0	25	0	0	287
1315+00 - 1320+00	USH 41 NB	0	0	25	0	0	361
1320+00 - 1325+00	USH 41 NB	0	0	38	0	0	439
1325+00 - 1330+00	USH 41 NB	0	0	44	0	0	511
1330+00 - 1335+00	USH 41 NB	0	0	26	0	0	299
1335+00 - 1340+00	USH 41 NB	0	0	25	0	0	288
1340+00 - 1345+00	USH 41 NB	0	0	22	0	0	253
1345+00 - 1350+00	USH 41 NB	0	0	84	0	0	970
1350+00 - 1355+00	USH 41 NB	0	0	76	0	0	869
1355+00 - 1360+71	USH 41 NB	0	0	39	0	0	447
SUBTOTAL STAGE 1A		0	0	728	0	0	8462

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

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ASPHALT PAVEMENT ITEMS (CONTINUED)

				315.0100 ASPHALTIC BASE	455.0105 ASPHALTIC MATERIAL PG58-28	455.0600 TACK COAT	460.1100 HMA PAVEMENT TYPE E-0.3	460.1110 HMA PAVEMENT TYPE E-10	465.0125 ASPHALTIC SURFACE TEMPORARY
	STATION - STATION	LOCATION		TON	TON	GAL	TON	TON	TON
STAGE 1B									
	1230+00 - 1235+00	USH 41 NB		0	0	7	0	0	77
	1235+00 - 1240+00	USH 41 NB		0	0	27	0	0	307
	1240+00 - 1245+00	USH 41 NB		0	0	33	0	0	377
	1245+00 - 1250+00	USH 41 NB		0	0	33	0	0	380
	1250+00 - 1255+00	USH 41 NB		0	0	33	0	0	385
	1255+00 - 1260+00	USH 41 NB		0	0	34	0	0	385
	1260+00 - 1265+00	USH 41 NB		0	0	33	0	0	383
	1265+00 - 1270+00	USH 41 NB		0	0	33	0	0	383
	1270+00 - 1275+00	USH 41 NB		0	0	33	0	0	376
	1275+00 - 1280+00	USH 41 NB		0	0	21	0	0	242
	1280+00 - 1285+00	USH 41 NB		0	0	20	0	0	225
	1285+00 - 1290+00	USH 41 NB		0	0	20	0	0	227
	1290+00 - 1295+00	USH 41 NB		0	0	32	0	0	367
	1295+00 - 1300+00	USH 41 NB		0	0	29	0	0	329
	1300+00 - 1305+00	USH 41 NB		0	0	30	0	0	344
	1305+00 - 1310+00	USH 41 NB		0	0	21	0	0	240
	1310+00 - 1315+00	USH 41 NB		0	0	22	0	0	250
	1315+00 - 1320+00	USH 41 NB		0	0	20	0	0	224
	1320+00 - 1325+00	USH 41 NB		0	0	30	0	0	344
	1325+00 - 1330+00	USH 41 NB		0	0	17	0	0	191
	1330+00 - 1335+00	USH 41 NB		0	0	28	0	0	321
	1335+00 - 1340+00	USH 41 NB		0	0	25	0	0	287
	1340+00 - 1345+00	USH 41 NB		0	0	22	0	0	249
	1345+00 - 1350+00	USH 41 NB		0	0	19	0	0	213
	1350+00 - 1355+00	USH 41 NB		0	0	14	0	0	162
	1355+00 - 1360+00	USH 41 NB		0	0	5	0	0	56
SUBTOTAL STAGE 1B				0	0	641	0	0	7324

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

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ASPHALT PAVEMENT ITEMS (CONTINUED)

STATION	-	STATION	LOCATION	315.0100 ASPHALTIC BASE TON	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0600 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1110 HMA PAVEMENT TYPE E-10 TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
STAGE 2A									
1245+00	-	1250+00	USH 41 SB	171	34	56	0	611	0
1250+00	-	1255+00	USH 41 SB	804	0	0	0	0	0
1255+00	-	1260+00	USH 41 SB	743	0	0	0	0	0
1260+00	-	1265+00	USH 41 SB	743	0	0	0	0	0
1265+00	-	1270+00	USH 41 SB	743	0	0	0	0	0
1270+00	-	1275+00	USH 41 SB	742	0	0	0	0	0
1275+00	-	1280+00	USH 41 SB	743	0	0	0	0	0
1280+00	-	1285+00	USH 41 SB	99	0	0	0	0	0
1285+00	-	1290+00	USH 41 SB	718	0	0	0	0	0
1290+00	-	1295+00	USH 41 SB	684	0	0	0	0	0
1295+00	-	1300+00	USH 41 SB	420	0	0	0	0	0
1300+00	-	1305+00	USH 41 SB	572	0	0	0	0	0
1305+00	-	1310+00	USH 41 SB	593	0	0	0	0	0
1310+00	-	1315+00	USH 41 SB	616	0	0	0	0	0
1315+00	-	1320+00	USH 41 SB	612	0	0	0	0	0
1320+00	-	1325+00	USH 41 SB	419	3	5	55	0	0
1325+00	-	1330+00	USH 41 SB	513	10	16	180	0	0
1330+00	-	1335+00	USH 41 SB	388	11	19	209	0	0
1335+00	-	1340+00	USH 41 SB	349	12	19	212	0	0
1340+00	-	1345+00	USH 41 SB	205	21	35	212	176	0
SUBTOTAL STAGE 2A				10877	91	150	868	787	0
STAGE 2B									
1290+00	-	1295+00	USH 41 SB	48	0	0	0	0	0
1295+00	-	1300+00	USH 41 SB	337	2	4	44	0	0
1300+00	-	1305+00	USH 41 SB	25	0	0	0	0	0
1320+00	-	1325+00	USH 41 SB	120	4	7	78	0	0
13250+00	-	1330+00	USH 41 SB	3	1	1	15	0	0
SUBTOTAL STAGE 2B				533	7	12	137	0	0

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

3

ASPHALT PAVEMENT ITEMS (CONTINUED)

STATION	- STATION	LOCATION	315.0100 ASPHALTIC BASE TON	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0600 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1110 HMA PAVEMENT TYPE E-10 TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
STAGE 3A								
1240+00	- 1245+00	USH 41 SB	0	39	8	0	704	0
1245+00	- 1250+00	USH 41 SB	138	37	61	0	676	0
1250+00	- 1255+00	USH 41 SB	688	0	0	0	0	0
1255+00	- 1260+00	USH 41 SB	688	0	0	0	0	0
1260+00	- 1265+00	USH 41 SB	688	0	0	0	0	0
1265+00	- 1270+00	USH 41 SB	688	0	0	0	0	0
1270+00	- 1275+00	USH 41 SB	687	0	0	0	0	0
1275+00	- 1280+00	USH 41 SB	688	0	0	0	0	0
1280+00	- 1285+00	USH 41 SB	688	0	0	0	0	0
1285+00	- 1290+00	USH 41 SB	624	0	0	0	0	0
1290+00	- 1295+00	USH 41 SB	437	0	0	0	0	0
1295+00	- 1300+00	USH 41 SB	514	0	0	0	0	0
1300+00	- 1305+00	USH 41 SB	559	0	0	0	0	0
1305+00	- 1310+00	USH 41 SB	560	0	0	0	0	0
1310+00	- 1315+00	USH 41 SB	567	0	0	0	0	0
1315+00	- 1320+00	USH 41 SB	584	0	0	0	0	0
1320+00	- 1325+00	USH 41 SB	377	11	18	194	0	0
1325+00	- 1330+00	USH 41 SB	347	11	18	194	0	0
1330+00	- 1335+00	USH 41 SB	385	12	19	214	0	0
1335+00	- 1340+00	USH 41 SB	350	12	19	211	0	0
1340+00	- 1345+00	USH 41 SB	205	22	36	218	177	0
SUBTOTAL STAGE 3A			10462	144	179	1031	1557	0

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

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3

ASPHALT PAVEMENT ITEMS (CONTINUED)

STATION	-	STATION	LOCATION	315.0100 ASPHALTIC BASE TON	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0600 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1110 HMA PAVEMENT TYPE E-10 TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
STAGE 3B									
1285+00	-	1290+00	USH 41 SB	63	0	0	0	0	0
1290+00	-	1295+00	USH 41 SB	248	0	0	0	0	0
1295+00	-	1300+00	USH 41 SB	240	4	7	78	0	0
1320+00	-	1325+00	USH 41 SB	71	1	2	25	0	0
13250+00	-	1330+00	USH 41 SB	46	4	6	64	0	0
SUBTOTAL STAGE 3B				668	9	15	167	0	0
STAGE 4									
1285+00	-	1290+00	USH 41 SB	25	0	0	0	0	0
1290+00	-	1295+00	USH 41 SB	11	0	0	0	0	0
1316+00	-	1320+00	USH 41 SB	16	0	0	0	0	0
1320+00	-	1325+00	USH 41 SB	11	0	0	0	0	0
1340+00	-	1345+00	USH 41 SB	0	3	5	57	0	0
SUBTOTAL STAGE 4				63	3	5	57	0	0
PROJECT 1133-10-81 TOTAL				**22603**	**254**	**1730**	**2260**	**2344**	**15786**

FLUMES

STATION	-	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY
STAGE 2A				
1245+00		1250+00	USH 41 SB	7
SUBTOTAL STAGE 2				7
STAGE 3A				
1245+00		1250+00	USH 41 NB	7
SUBTOTAL STAGE 3				7
PROJECT 1133-10-81 TOTAL				**14**

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

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SLOTTED SURFACE DRAIN

STATION			LOCATION	521.2005.S SURFACE DRAIN PIPE CORRUGATED METAL SLOTTED 18-INCH LF	521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	521.1618 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 10 TO 1 EACH
USH 41						
1345+00	-	1348+00	N. CROSSOVER	300	0	0
1348+00	-	1350+37	N. CROSSOVER	237	0	0
1350+37	-	1354+71	N. CROSSOVER	434	85	1
PROJECT 1133-10-81 TOTAL				**971**	**85**	**1**

3

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

CONCRETE BARRIER AND GUARDRAIL ITEMS

STATION	- STATION	LOCATION	603.1156 CONCRETE BARRIER TYPE S56 LF	603.1342 CONCRETE BARRIER TYPE S42B LF	603.3559 CONCRETE BARRIER TRANSITION S42 TO S56 EACH	SPV.0060.030 CONCRETE BARRIER TRANSITION TYPE V56 TO S56 (36-INCH WIDE BASE) EACH	SPV.0060.031 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO S56 (36-INCH WIDE BASE) EACH	SPV.0090.010 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE) LF
STAGE 2A								
1249+00	1250+00	SB USH 41	0	100	0	0	0	0
1250+00	1255+00	SB USH 41	0	500	0	0	0	0
1255+00	1260+00	SB USH 41	0	500	0	1	0	305
1260+00	1265+00	SB USH 41	0	500	0	1	0	467
1265+00	1270+00	SB USH 41	0	500	0	0	0	500
1270+00	1275+00	SB USH 41	0	500	0	0	0	500
1275+00	1280+00	SB USH 41	0	500	0	2	0	450
1280+00	1285+00	SB USH 41	0	500	0	0	0	500
1285+00	1290+00	SB USH 41	0	500	0	0	0	50
1290+00	1295+00	SB USH 41	0	500	0	3	0	0
1295+00	1300+00	SB USH 41	0	370	0	0	0	150
1300+00	1305+00	SB USH 41	0	0	0	0	0	500
1305+00	1310+00	SB USH 41	0	0	0	0	0	500
1310+00	1315+00	SB USH 41	0	220	0	2	0	345
1315+00	1320+00	SB USH 41	0	0	0	0	0	51
1320+00	1325+00	SB USH 41	0	0	1	0	0	0
1325+00	1330+00	SB USH 41	0	180	0	0	0	0
SUBTOTAL STAGE 2A			0	5370	1	9	0	4318
STAGE 2B								
1290+00	1295+00	NB USH 41	0	0	0	0	0	230
1295+00	1300+00	NB USH 41	0	0	0	0	0	350
1315+00	1320+00	NB USH 41	0	0	0	0	0	0
SUBTOTAL STAGE 2B			0	0	0	0	0	580

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

CONCRETE BARRIER AND GUARDRAIL ITEMS (CONTINUED)

STATION	- STATION	LOCATION	603.1156 CONCRETE BARRIER TYPE S56 LF	603.1342 CONCRETE BARRIER TYPE S42B LF	603.3559 CONCRETE BARRIER TRANSITION S42 TO S56 EACH	SPV.0060.030 CONCRETE BARRIER TRANSITION TYPE V56 TO S56 (36-INCH WIDE BASE) EACH	SPV.0060.031 CONCRETE BARRIER TRANSITION TYPE S56 (54-INCH WIDE BASE) TO S56 (36-INCH WIDE BASE) EACH	SPV.0090.010 CONCRETE BARRIER TYPE S56 (36-INCH WIDE BASE) LF
STAGE 3A								
1249+00	1250+00	NB USH 41	0	100	0	0	0	0
1250+00	1255+00	NB USH 41	0	500	0	0	0	0
1255+00	1260+00	NB USH 41	0	500	0	0	0	0
1260+00	1265+00	NB USH 41	0	500	0	0	0	0
1265+00	1270+00	NB USH 41	0	500	0	0	0	0
1270+00	1275+00	NB USH 41	0	500	0	0	0	0
1275+00	1280+00	NB USH 41	0	500	0	0	0	0
1280+00	1285+00	NB USH 41	0	500	0	0	0	0
1285+00	1290+00	NB USH 41	0	500	0	0	0	0
1290+00	1295+00	NB USH 41	0	501	0	0	0	0
1295+00	1300+00	NB USH 41	0	351	0	0	0	0
1300+00	1305+00	NB USH 41	0	0	0	0	0	0
1305+00	1310+00	NB USH 41	0	0	0	0	0	0
1310+00	1315+00	NB USH 41	0	220	0	0	0	0
1315+00	1320+00	NB USH 41	0	0	0	0	0	0
1320+00	1325+00	NB USH 41	0	0	0	0	0	0
1325+00	1330+00	NB USH 41	0	0	0	0	0	0
1330+00	1335+00	NB USH 41	0	0	0	0	0	0
1335+00	1340+00	NB USH 41	0	0	0	0	0	0
1340+00	1345+00	NB USH 41	0	0	0	0	0	0
SUBTOTAL STAGE 3A			0	5172	0	0	0	0
STAGE 4								
1285+00	1290+00	NB USH 41	0	0	0	0	0	450
1290+00	1295+00	NB USH 41	0	0	0	0	0	200
1295+00	1300+00	SB USH 41	0	130	0	0	0	0
1315+00	1320+00	NB USH 41	858	0	0	0	1	0
1320+00	1325+00	NB USH 41	576	0	0	0	0	0
1325+00	1330+00	NB USH 41	0	0	0	0	0	0
SUBTOTAL STAGE 4			1434	130	0	0	1	650

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

TEMPORARY CONCRETE BARRIER

STATION	-	STATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	SPV.0060.203 MAINTENANCE AND REMOVAL OF CRASH CUSHIONS TEMPORARY LEFT IN PLACE BY OTHERS EACH	SPV.0090.200 REMOVAL OF CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE LF	SPV.0090.202 CONCRETE BARRIER TEMPORARY PRECAST ACHORING LF
STAGE 2A								
1230+00		1235+00	325	325	1			
1235+00		1240+00	1504	1504	0	0	0	0
1240+00		1245+00	1501	1501	0	0	0	0
1245+00		1250+00	1500	1500	0	0	0	0
1250+00		1255+00	1500	1500	0	0	0	0
1255+00		1260+00	1057	1500	0	1	443	0
1260+00		1265+00	1118	1500	0	1	382	0
1265+00		1270+00	1500	1500	0	0	0	0
1270+00		1275+00	1500	1500	0	0	0	0
1275+00		1280+00	1500	1500	0	0	0	0
1280+00		1285+00	1500	1500	0	0	0	0
1285+00		1290+00	1500	1500	0	0	0	0
1290+00		1295+00	1500	1500	0	0	0	0
1295+00		1300+00	2277	2277	0	0	0	0
1300+00		1305+00	1901	1901	2	0	0	0
1305+00		1310+00	1500	1500	0	0	0	0
1310+00		1315+00	1501	1501	0	0	0	170
1315+00		1320+00	1501	1501	0	0	0	0
1320+00		1325+00	2025	2025	1	0	0	0
1325+00		1330+00	1678	1678	0	0	0	0
1330+00		1335+00	1492	1492	0	0	0	0
1335+00		1340+00	1500	1500	0	0	0	0
1340+00		1345+00	1500	1500	0	0	0	0
1345+00		1350+00	1500	1500	0	0	0	0
1350+00		1355+00	1197	1197	0	0	0	0
1355+00		1360+00	1005	1005	0	0	0	0
1360+00		1365+00	159	168	2	0	0	0
SUBTOTAL STAGE 2A			38241	39075	6	2	825	170

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

TEMPORARY CONCRETE BARRIER (CONTINUED)

STATION	STATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	SPV.0060.203 MAINTENANCE AND REMOVAL OF CRASH CUSHIONS TEMPORARY LEFT IN PLACE BY OTHERS EACH	SPV.0090.200 REMOVAL OF CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE LF	SPV.0090.202 CONCRETE BARRIER TEMPORARY PRECAST ACHORING LF
STAGE 2B							
1285+00	1290+00	26	26	1	0	0	0
1290+00	1295+00	1000	1000	0	0	0	0
1295+00	1300+00	623	623	0	0	0	0
1300+00	1305+00	392	392	1	0	0	0
1305+00	1310+00	0	0	0	0	0	0
1310+00	1315+00	0	0	0	0	0	0
1315+00	1320+00	0	0	0	0	0	0
1320+00	1325+00	400	400	0	0	0	0
1325+00	1330+00	910	910	0	0	0	0
1330+00	1335+00	436	436	1	0	0	0
1335+00	1340+00	200	200	0	0	0	0
SUBTOTAL STAGE 2B		3987	3987	3	0	0	0
STAGE 3A							
1230+00	1235+00	510	510	2	0	0	0
1235+00	1240+00	1003	1003	0	0	0	0
1240+00	1245+00	994	994	0	0	0	0
1245+00	1250+00	1000	1000	0	0	0	0
1250+00	1255+00	1000	1000	0	0	0	0
1255+00	1260+00	625	625	0	0	0	0
1260+00	1265+00	500	500	0	0	0	0
1265+00	1270+00	500	500	0	0	0	0
1270+00	1275+00	500	500	0	0	0	0
1275+00	1280+00	500	500	0	0	0	0
1280+00	1285+00	500	500	0	0	0	0
1285+00	1290+00	850	850	0	0	0	0
1290+00	1295+00	1300	1300	1	0	0	0
1295+00	1300+00	1216	1216	0	0	0	0
1300+00	1305+00	500	500	0	0	0	0
1305+00	1310+00	497	497	0	0	0	0
1310+00	1315+00	498	498	0	0	0	0
1315+00	1320+00	945	945	0	0	0	0
1320+00	1325+00	1694	1694	0	0	0	0
1325+00	1330+00	1378	1378	0	0	0	0
1330+00	1335+00	1000	1000	2	0	0	0
1335+00	1340+00	1000	1000	0	0	0	0
1340+00	1345+00	1000	1000	0	0	0	0
1345+00	1350+00	1000	1000	0	0	0	0
1350+00	1355+00	1000	1000	0	0	0	0
1355+00	1360+00	415	415	0	0	0	0
SUBTOTAL STAGE 3A		21925	21925	5	0	0	0

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

TEMPORARY CONCRETE BARRIER (CONTINUED)

STATION	STATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	SPV.0060.203 MAINTENANCE AND REMOVAL OF CRASH CUSHIONS TEMPORARY LEFT IN PLACE BY OTHERS EACH	SPV.0090.200 REMOVAL OF CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE LF	SPV.0090.202 CONCRETE BARRIER TEMPORARY PRECAST ACHORING LF
STAGE 3B							
1285+00	1290+00	261	261	0	0	0	0
1290+00	1295+00	149	149	0	0	0	0
1325+00	1330+00	313	313	0	0	0	0
1330+00	1335+00	500	500	0	0	0	0
1335+00	1340+00	52	52	0	0	0	0
SUBTOTAL STAGE 3B		1275	1275	0	0	0	0
STAGE 4							
1225+00	1230+00	156	156	1	0	0	0
1230+00	1235+00	757	757	0	0	0	0
1235+00	1240+00	1000	1000	0	0	0	0
1240+00	1245+00	1000	1000	0	0	0	0
1245+00	1250+00	641	641	0	0	0	0
1250+00	1255+00	0	0	0	0	0	0
1280+00	1285+00	350	350	1	0	0	0
1285+00	1290+00	950	950	0	0	0	0
1290+00	1295+00	800	800	0	0	0	0
1295+00	1300+00	273	273	1	0	0	0
1300+00	1305+00	0	0	0	0	0	0
1305+00	1310+00	0	0	0	0	0	0
1310+00	1315+00	0	0	0	0	0	0
1315+00	1320+00	0	0	0	0	0	0
1320+00	1325+00	673	673	0	0	0	0
1325+00	1330+00	1000	1000	0	0	0	0
1330+00	1335+00	1000	1000	0	0	0	0
1335+00	1340+00	1000	1000	0	0	0	0
1340+00	1345+00	1000	1000	0	0	0	0
1345+00	1350+00	1000	1000	0	0	0	0
1350+00	1355+00	1000	1000	0	0	0	0
1355+00	1360+00	806	806	0	0	0	0
1360+00	1365+00	500	500	0	0	0	0
1365+00	1370+00	70	70	1	0	0	0
SUBTOTAL STAGE 4		13976	13976	4	0	0	0
UNDISTRIBUTED							0
PROJECT 1133-10-81 TOTAL		**79404**	**80238**	**18**	**2**	**825**	**170**

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

PIPE UNDERDRAIN ITEMS

STATION	-	STATION	LOCATION	209.0300.S BACKFILL COURSE AGGREGATE SIZE NO. 1 TON	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	633.5200 MARKERS CULVERT END EACH	645.0111 GEOTEXTILE FABRIC TYPE DF SCHEDULE A SY
STAGE 2A									
1245+00	-	1250+00	USH 41 SB	15	194	-	-	-	90
1250+00	-	1255+00	USH 41 SB	74	972	-	-	-	450
1255+00	-	1260+00	USH 41 SB	76	1006	30	1	1	466
1260+00	-	1265+00	USH 41 SB	77	1016	-	-	-	471
1265+00	-	1270+00	USH 41 SB	75	986	-	-	-	457
1270+00	-	1275+00	USH 41 SB	75	986	-	-	-	457
1275+00	-	1280+00	USH 41 SB	74	972	-	-	-	450
1280+00	-	1285+00	USH 41 SB	74	972	-	-	-	450
1285+00	-	1290+00	USH 41 SB	41	543	-	-	-	252
1290+00	-	1295+00	USH 41 SB	24	313	-	-	-	145
1295+00	-	1300+00	USH 41 SB	21	278	-	-	-	129
1300+00	-	1305+00	USH 41 SB	75	986	-	-	-	457
1305+00	-	1310+00	USH 41 SB	74	972	-	-	-	450
1310+00	-	1315+00	USH 41 SB	83	1089	30	1	1	505
SUBTOTAL STAGE 2A				858	11285	60	2	2	5229
STAGE 2B									
12900	-	13400	USH 41 SB	31	407	-	-	-	189
13400	-	13900	USH 41 SB	49	646	-	-	-	299
SUBTOTAL STAGE 2B				80	1053	0	0	0	488
STAGE 3A									
126500	-	127000	USH 41 NB	6	80	30	1	1	37
13100	-	13600	USH 41 NB	8	103	30	1	1	48
13600	-	14100	USH 41 NB	37	490	0	0	0	227
14100	-	14600	USH 41 NB	23	298	30	1	1	138
SUBTOTAL STAGE 3A				74	971	90	3	3	450
STAGE 4									
128500	-	129000	USH 41 NB	34	443	0	0	0	205
129000	-	129500	USH 41 NB	13	175	0	0	0	81
131500	-	132000	USH 41 NB	37	490	0	0	0	227
132000	-	132500	USH 41 NB	23	298	30	1	1	138
SUBTOTAL STAGE 4				107	1406	30	1	1	651
PROJECT 1133-10-81 TOTAL				**1119**	**14715**	**180**	**6**	**6**	**6818**

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

3

DELINEATORS

BEGIN STATION		END STATION		LOCATION	633.0100 POSTS STEEL EACH	633.0500 REFLECTORS EACH	633.1000 BRACKETS EACH	DELINEATOR COLOR	MOUNT TYPE	NOTE
STAGE 4										
1249+00	NMC	1251+00	NMC	USH 41 NB	---	1	1	WHITE	CONC. BAR.	---
1251+00	NMC	1259+53	NMC	USH 41 NB	---	9	9	WHITE	CONC. BAR.	RADIUS
1259+53	NMC	1293+58	NMC	USH 41 NB	---	9	9	WHITE	CONC. BAR.	CONCRETE BARRIER
1293+58	NMC	1298+53	NMC	USH 41 NB	5	10	---	WHITE	SHLDR.	DBL DELIN.; OFF-RAMP
1298+53	NMC	1322+94	NMC	USH 41 NB	12	12	---	WHITE	SHLDR.	BTWN LINEVILLE RD
1322+94	NMC	1326+92	NMC	USH 41 NB	4	8	---	WHITE	SHLDR.	DBL DELIN., ON-RAMP
1326+92	NMC	1339+50	NMC	USH 41 NB	13	26	---	WHITE	SHLDR.	ACCEL. LANE
1339+50	NMC	1345+00	NMC	USH 41 NB	1	1	---	WHITE	SHLDR.	---
1256+24	NMC	1259+23	NMC	MEDIAN	---	12	6	YELLOW	CONC. BAR.	DBL DELIN.; RADIUS
1259+23	NMC	1303+90	NMC	MEDIAN	---	22	11	YELLOW	CONC. BAR.	DBL DELIN.
1303+90	NMC	1315+51	NMC	MEDIAN	---	24	12	YELLOW	CONC. BAR.	DBL DELIN.; RADIUS
1315+51	NMC	1319+13	NMC	MEDIAN	---	8	8	YELLOW	CONC. BAR.	DBL BARRIERS; RADIUS
1319+13	NMC	1323+00	NMC	MEDIAN	---	1	1	YELLOW	CONC. BAR.	DBL BARRIERS
1323+00	NMC	1345+00	NMC	MEDIAN	12	12	---	YELLOW	SHLDR.	SEP. MEDIAN
1249+00	SMC	1298+07	SMC	USH 41 SB	---	12	12	WHITE	CONC. BAR.	---
1298+07	SMC	1300+03	SMC	USH 41 SB	2	4	---	WHITE	SHLDR.	DBL DELIN., ON-RAMP
1300+03	SMC	1325+69	SMC	USH 41 SB	6	12	---	WHITE	SHLDR.	DBL DELIN.
1325+69	SMC	1327+50	SMC	USH 41 SB	---	2	2	WHITE	CONC. BAR.	DBL DELIN.; OFF-RAMP
1327+50	SMC	1345+00	SMC	USH 41 SB	4	4	---	WHITE	SHLDR.	DBL DELIN.
				SUBTOTAL STAGE 4	59	189	71			
				PROJECT 1133-10-81 TOTAL	**59**	**189**	**71**			

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

3

COLD WEATHER COVERING

	SPV.0090.006 CONCRETE CURB AND GUTTER AND BARRIER, COLD WEATHER COVERING, PLASTIC 1 LAYER	SPV.0090.007 CONCRETE CURB AND GUTTER AND BARRIER, COLD WEATHER COVERING, PLASTIC 2 LAYERS	SPV.0090.008 CONCRETE CURB AND GUTTER AND BARRIER, COLD WEATHER COVERING, PLASTIC/HAY/PLASTIC OR BLANKETS
	LF	LF	LF
UNDISTRIBUTED	1000	1000	1000
PROJECT 1133-10-81 TOTAL	**1000**	**1000**	**1000**

SLOPE PAVING

STATION	-	STATION	LOCATION	604.0400 SLOPE PAVING CONCRETE SY
STAGE 2				
1259+45	-	1260+10	R-05-248	45
SUBTOTAL STAGE 2				45
STAGE 3				
1259+50	-	1260+15	R-05-249	45
SUBTOTAL STAGE 3				45
PROJECT 1133-10-81 TOTAL				**90**

SALVAGE GUARDRAIL

STATION	-	STATION	OFFSET	LOCATION	614.0920 SALVAGED RAIL LF
STAGE 2A					
1259+00	-	1260+00	RT	SB USH 41	205
1260+00	-	1260+68	RT	SB USH 41	142
1310+50	-	1312+40	RT	SB USH 41	397
SUBTOTAL STAGE 2A					744
PROJECT 1133-10-81 TOTAL					**744**

FENCING

STATION	-	STATION	LOCATION	616.0100** FENCE WOVEN WIRE (001. 4.5-FT) LF
STAGE 4				
1235+00	-	1240+00	USH 41 SB	450
1240+00	-	1245+00	USH 41 SB	500
1245+00	-	1250+00	USH 41 SB	460
1320+00	-	1325+00	USH 41 SB	0
1325+00	-	1330+00	USH 41 SB	280
1330+00	-	1335+00	USH 41 SB	500
1335+00	-	1340+00	USH 41 SB	502
1340+00	-	1345+00	USH 41 SB	354
SUBTOTAL STAGE 4				3046
STAGE 4				
1235+00	-	1240+00	USH 41 NB	480
1240+00	-	1245+00	USH 41 NB	540
1245+00	-	1250+00	USH 41 NB	490
1320+00	-	1325+00	USH 41 NB	240
1325+00	-	1330+00	USH 41 NB	500
1330+00	-	1335+00	USH 41 NB	505
1335+00	-	1340+00	USH 41 NB	502
1340+00	-	1345+00	USH 41 NB	304
SUBTOTAL STAGE 4				3561
PROJECT 1133-10-81 TOTAL				**6607**

** END, CORNER, BRACER, OR VERTICAL ANGLE POSTS SHALL HAVE A MINIMUM POST LENGTH OF 10 FEET. LINE POSTS SHALL HAVE A MINIMUM POST LENGTH OF 9 FEET.

EROSION CONTROL

LOCATION	624.0100 WATER MGAL	SPV.0060.152 TRACKING PAD MAINTENANCE EACH	SPV.0075.150 STREET SWEEPING HRS
UNDISTRIBUTED	50	4	400
PROJECT 1133-10-81 TOTAL	50	4	400

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

3

STORM SEWER ITEMS

NOTES

1) JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL CONCRETE APRON ENDWALLS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.
2) STATIONS ARE TO THE CENTER OF STRUCTURES OR TO THE APRON END OF ENDWALLS. OFFSETS ARE TO THE FLANGE LINE FOR STRUCTURES IN THE ROADWAY WITH INLET GRATES, AND TO THE CENTER OF STRUCTURE FOR FIELD INLETS AND MANHOLES WITH SOLID LIDS.
3) PIPE LENGTHS AND SLOPES ARE MEASURED TO THE CENTER OF STRUCTURE OR THE APRON END OF ENDWALLS (INCLUDES LENGTH OF AEW)
4) RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE COVER FOR MANHOLES
5) STRUCTURE DEPTH = RIM ELEVATION - INVERT
6) FLAT TOP SLAB WITH CENTERED 21" X 24" RECTANGULAR OPENING REQUIRED ON ALL MANHOLES WITH TYPE V INLET COVERS
7) FLAT TOP SLAB WITH CENTERED 21" X 24" RECTANGULAR OPENING REQUIRED ON INLETS 2.5X3-FT WITH TYPE V INLET COVERS
8) REMOVAL OF SEALING PIPE (BRICK, BLOCK, MORTAR, PLASTER) TO BE INCIDENTAL TO STORM SEWER INSTALLATION
9) BOLT GRATE TO FRAME PER MANUFACTURERS RECOMMENDATION.
10) NO CASTING / NO OPENING IN TOP SLAB, INLET BURIED
11) STRUCTURE INVERT ELEVATION LOWER THAN OUTLET PIPE INVERT ELEVATION IN ORDER TO INCREASE STRUCTURE DEPTH AND MINIMIZE FROST HEAVE IMPACTS. FILL BOTTOM OF INLET WITH GRADE A CONCRETE UP TO OUTLET PIPE INVERT ELEVATION. ALL WORK AND MATERIALS INCIDENTAL TO STORM SEWER STRUCTURE ITEM.

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	611.2004 MANHOLES 4-FT Dia EACH	611.2006 MANHOLES 6-FT Dia EACH	611.2007 MANHOLES 7-FT Dia EACH	611.2008 MANHOLE 8-FT Dia EACH	611.3253 INLETS 2.5x3-FT EACH	611.3903 INLETS Median 3 Grate EACH	611.0430 RECONTRUCTING INLETS EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 INLET COVERS TYPE B EACH	611.0654 INLET COVERS TYPE V EACH	611.0642 INLET COVERS TYPE MS EACH	RIM OR FLANGE ELEV	STR DEPTH FT	FROM STR	TO STR
1	102	1315+92	69.40	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	--	102	102A
1	102A	1316+01	69.60	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	102A	OUTFALL
STAGE 1 SUBTOTAL						0	0	0	0	0	0	0	0	0	0	0				
2	103	1313+04	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	595.42	4.34	103	103A
2	104	1310+17	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	594.43	4.12	104	104B
2	104A	1309+87	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	594.43	4.12	104A	104B
2	104B	1310+02	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	594.42	4.77	104B	105B
2	107	1308+02	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	595.01	4.07	107	107A
2	108	1305+50	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	596.01	4.07	108	108A
2	109	1301+15	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	595.47	4.07	109	109A
2	109A	1301+00	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	595.41	4.34	109A	110A
2	114	1298+65	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	594.46	4.06	114	114A
2	114A	1298+50	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	594.41	4.34	114A	115A
2	118	1296+15	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	593.47	4.14	118	118A
2	118A	1296+00	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	593.41	4.41	118A	119A
2	152	1285+00	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	594.21	4.19	152	152A
2	153	1282+00	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	593.01	4.25	153	153A
2	154	1279+30	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	591.93	3.93	154	154A
2	154A	1279+15	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	591.87	4.23	154A	155A
2	158	1276+15	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	590.72	4.04	158	158B
2	158A	1275+85	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	590.72	4.04	158A	158B
2	158B	1276+00	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	590.70	4.68	158B	159B
2	162	1272+85	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	591.87	3.95	162	162A
2	162A	1273+00	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	591.81	4.22	162A	163A
2	166	1267+00	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	591.80	4.24	166	166A
2	168	1264+00	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	590.59	4.74	168	168A
2	170	1261+15	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	589.44	3.99	170	170A
2	170A	1261+00	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	589.38	4.26	170A	171A
2	178	1259+15	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	588.79	4.37	178	178B
2	178A	1258+85	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	588.79	4.37	178A	178B
2	178B	1259+00	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	588.78	4.16	178B	179B
2	183	1256+50	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	589.46	4.29	183	183A
2	187	1252+00	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	589.88	4.25	187	187A
2	188	1249+03	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	588.75	4.35	188	188A
2	101A	1321+34	25.00	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	--	--	595.40	--	101A	101B
2	101B	1321+32	64.52	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	101B	OUTFALL
2	103A	1313+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	595.42	4.88	103A	103B
2	103B	1313+00	56.73	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	103B	OUTFALL
2	105	1310+15	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	594.43	4.16	105	105B
2	105A	1309+85	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	594.43	4.16	105A	105B
2	105B	1310+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	594.42	4.81	105B	106
2	106	1310+00	63.70	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	106	OUTFALL
2	107A	1308+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	595.01	4.86	107A	107B
2	107B	1308+00	65.73	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	107B	OUTFALL
2	108A	1305+50	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	596.01	4.86	108A	108B
2	108B	1305+50	64.70	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	108B	OUTFALL
2	110	1301+15	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	595.47	4.11	110	110A
2	110A	1301+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	595.41	4.88	110A	111

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	611.2004 MANHOLES 4-FT Dia EACH	611.2006 MANHOLES 6-FT Dia EACH	611.2007 MANHOLES 7-FT Dia EACH	611.2008 MANHOLE 8-FT Dia EACH	611.3253 INLETS 2.5x3-FT EACH	611.3903 INLETS Median 3 Grate EACH	611.0430 RECONTRUCTING INLETS EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 INLET COVERS TYPE B EACH	611.0654 INLET COVERS TYPE V EACH	611.0642 INLET COVERS TYPE MS EACH	RIM OR FLANGE ELEV	STR DEPTH FT	FROM STR	TO STR
2	111	1301+00	41.79	LT	USH 41 SB	1	--	--	--	--	--	--	1	--	--	--	594.59	4.40	111	111A
2	111A	1301+74	60.10	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	111A	OUTFALL
2	115	1298+65	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	594.46	4.11	115	115A
2	115A	1298+50	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	594.41	4.89	115A	116A
2	116	1298+65	50.40	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.73	4.25	116	116A
2	116A	1298+50	49.30	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.73	4.58	116A	117
2	117	1298+50	68.00	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	117	OUTFALL
2	119	1296+15	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.47	4.18	119	119A
2	119A	1296+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.41	4.95	119A	120A
2	120	1296+15	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.22	4.29	120	120A
2	120A	1296+00	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.16	5.06	120A	121
2	121	1296+00	67.50	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	121	OUTFALL
2	141	1293+65	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	592.52	4.00	141	141B
2	141A	1293+35	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	592.52	4.00	141A	141B
2	141B	1293+50	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	592.50	4.81	141B	142B
2	142	1293+65	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	592.22	4.06	142	142B
2	142A	1293+35	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	592.22	4.06	142A	142B
2	142B	1293+50	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	592.18	4.85	142B	143
2	143	1293+50	67.50	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	143	OUTFALL
2	145	1291+60	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.17	4.00	145	145A
2	145A	1291+75	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.11	4.75	145A	146A
2	146	1291+60	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	592.92	4.08	146	146A
2	146A	1291+75	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	592.86	4.85	146A	147
2	147	1291+75	67.30	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	147	OUTFALL
2	149	1289+40	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	594.05	3.98	149	149A
2	149A	1289+55	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.99	4.77	149A	150A
2	150	1289+40	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.80	4.10	150	150A
2	150A	1289+55	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.74	4.89	150A	151
2	151	1289+55	67.50	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	151	OUTFALL
2	152A	1285+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	594.21	4.73	152A	152B
2	152B	1285+00	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.96	4.84	152B	152C
2	152C	1285+00	67.50	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	152C	OUTFALL
2	153A	1282+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	593.01	4.81	153A	153B
2	153B	1282+00	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	592.76	4.92	153B	153C
2	153C	1282+00	67.60	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	153C	OUTFALL
2	155	1279+30	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	591.93	3.98	155	155A
2	155A	1279+15	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	591.87	4.84	155A	156A
2	156	1279+30	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	591.68	4.05	156	156A
2	156A	1279+15	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	591.62	4.96	156A	157
2	157	1279+15	67.60	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	157	OUTFALL
2	159	1276+15	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	590.72	4.08	159	159B
2	159A	1275+85	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	590.72	4.08	159A	159B
2	159B	1276+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	590.70	4.72	159B	160B
2	160	1276+15	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	590.42	4.14	160	160B
2	160A	1275+85	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	590.42	4.14	160A	160B

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	MISCELLANEOUS QUANTITIES	SHEET:	E

FILE NAME : PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	611.2004 MANHOLES 4-FT Dia EACH	611.2006 MANHOLES 6-FT Dia EACH	611.2007 MANHOLES 7-FT Dia EACH	611.2008 MANHOLE 8-FT Dia EACH	611.3253 INLETS 2.5x3-FT EACH	611.3903 INLETS Median 3 Grate EACH	611.0430 RECONTRUCTING INLETS EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 INLET COVERS TYPE B EACH	611.0654 INLET COVERS TYPE V EACH	611.0642 INLET COVERS TYPE MS EACH	RIM OR FLANGE ELEV	STR DEPTH FT	FROM STR	TO STR
2	160B	1276+00	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	590.38	4.76	160B	161
2	161	1276+00	67.50	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	161	OUTFALL
2	163	1272+85	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	591.87	3.98	163	163A
2	163A	1273+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	591.81	4.77	163A	164A
2	164	1272+85	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	591.62	4.10	164	164A
2	164A	1273+00	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	591.56	4.88	164A	165
2	165	1273+00	67.50	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	165	OUTFALL
2	166A	1267+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	591.80	4.78	166A	166B
2	166B	1267+00	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	591.55	4.90	166B	166C
2	166C	1267+00	67.50	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	166C	OUTFALL
2	168A	1264+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	590.59	5.30	168A	168B
2	168B	1264+00	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	590.34	5.42	168B	168C
2	168C	1264+00	69.20	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	168C	OUTFALL
2	171	1261+15	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	589.44	4.02	171	171A
2	171A	1261+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	589.38	4.80	171A	172A
2	172	1261+15	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	589.19	4.12	172	172A
2	172A	1261+00	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	589.13	4.91	172A	173
2	173	1261+00	67.50	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	173	OUTFALL
2	177	1260+55	68.37	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	--	177	177A
2	177A	1260+35	45.23	LT	USH 41 SB	--	--	1	--	--	--	--	1	--	--	--	588.99	6.11	177A	180
2	179	1259+15	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	588.79	4.43	179	179B
2	179A	1258+85	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	588.79	4.43	179A	179B
2	179B	1259+00	27.75	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	588.78	4.70	179B	180B
2	180	1259+15	47.00	LT	USH 41 SB	--	--	--	1	--	--	--	--	--	1	--	588.54	5.77	180	180B
2	180A	1258+85	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	588.54	4.36	180A	180B
2	180B	1259+00	47.00	LT	USH 41 SB	--	--	--	1	--	--	--	--	--	1	--	588.53	5.85	180B	181
2	181	1258+87	70.65	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	181	OUTFALL
2	183A	1256+50	30.40	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	589.46	4.84	183A	183B
2	183B	1256+50	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	589.32	5.07	183B	183C
2	183C	1256+50	68.10	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	183C	OUTFALL
2	187A	1252+00	39.40	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	589.88	4.80	187A	187B
2	187B	1252+00	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	589.92	5.26	187B	187C
2	187C	1252+00	68.30	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	187C	OUTFALL
2	188A	1249+03	39.70	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	588.75	4.91	188A	188B
2	188B	1249+03	47.00	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	588.73	5.31	188B	188C
2	188C	1249+03	69.40	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	188C	OUTFALL
2	189A	1316+95	26.00	RT	USH 41 SB	--	--	--	--	1	--	--	--	--	--	--	595.70	4.24	189A	189B
2	189B	1316+95	65.60	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	189B	OUTFALL
2	900	1326+20	33.25	LT	USH 41 SB	--	--	--	--	1	--	--	--	1	--	--	595.84	3.82	900	900C
2	900A	1326+35	62.20	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	595.44	4.08	900A	900C
2	900B	1326+05	64.30	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	595.43	4.07	900B	900C
2	900C	1326+20	63.30	LT	USH 41 SB	--	--	--	--	1	--	--	--	--	1	--	595.42	4.29	900C	900D
2	900D	1326+20	78.30	LT	USH 41 SB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	900D	OUTFALL
2	902	1299+00	28.90	LT	USH 41 SB	--	--	--	--	1	--	--	--	1	--	--	594.89	4.70	902	116
STAGE 2 SUBTOTAL						1	0	1	2	98	0	0	2	2	102	0				

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	611.2004 MANHOLES 4-FT Dia EACH	611.2006 MANHOLES 6-FT Dia EACH	611.2007 MANHOLES 7-FT Dia EACH	611.2008 MANHOLE 8-FT Dia EACH	611.3253 INLETS 2.5x3-FT EACH	611.3903 INLETS Median 3 Grate EACH	611.0430 RECONTRUCTING INLETS EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 INLET COVERS TYPE B EACH	611.0654 INLET COVERS TYPE V EACH	611.0642 INLET COVERS TYPE MS EACH	RIM OR FLANGE ELEV	STR DEPTH FT	FROM STR	TO STR
3	100S	1333+83	29.17	LT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	--	100S	100A
3	100A	1333+83	77.20	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	100A	OUTFALL
3	101	1321+34	18.50	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	597.81	4.34	101	--
3	104C	1310+01	35.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	594.41	4.34	104C	104D
3	104D	1309+93	67.00	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	104D	OUTFALL
3	113	1298+95	100.84	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	--	113	113A
3	113A	1298+50	92.87	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	591.42	4.42	113A	113B
3	113B	1297+48	78.14	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	593.04	6.14	113B	122B
3	122	1296+15	59.30	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	592.88	3.93	122	122A
3	122A	1296+00	58.40	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	592.84	4.22	122A	122B
3	122B	1296+00	71.07	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	592.51	5.74	122B	124A
3	123	1293+65	47.20	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	592.09	4.03	123	123B
3	123A	1293+35	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	592.11	4.03	123A	123B
3	123B	1293+50	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	592.05	4.05	123B	124A
3	124	1293+50	69.90	RT	USH 41 NB	--	--	--	--	--	1	--	--	--	--	3	589.43	1.50	124	124A
3	124A	1293+50	59.08	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	591.90	5.32	124A	125
3	125	1292+87	57.64	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	592.08	5.66	125	125A
3	125A	1292+65	42.85	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	592.51	6.11	125A	125B
3	125B	1292+35	42.83	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	592.62	6.25	125B	127
3	126	1291+60	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	592.85	3.85	126	126A
3	126A	1291+74	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	592.79	4.12	126A	127
3	127	1291+74	57.90	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	591.25	4.94	127	129
3	128	1289+41	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	593.80	3.93	128	128A
3	128A	1289+56	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	593.74	4.20	128A	129
3	129	1289+56	57.33	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	592.11	6.01	129	130
3	130	1287+25	57.11	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	592.87	7.00	130	131A
3	131	1285+00	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	593.96	4.35	131	131A
3	131A	1285+00	56.62	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	592.57	6.92	131A	132A
3	132	1282+00	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	592.76	4.37	132	132A
3	132A	1282+00	56.60	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	591.38	6.02	132A	133B
3	133	1279+30	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	591.68	3.92	133	133A
3	133A	1279+15	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	591.62	4.19	133A	133B
3	133B	1279+15	56.45	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	590.30	5.21	133B	135B
3	134	1276+15	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	590.42	4.01	134	134B
3	134A	1275+85	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	590.42	4.01	134A	134B
3	134B	1276+00	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	590.38	4.03	134B	135B
3	135	1276+07	66.67	RT	USH 41 NB	--	--	--	--	--	1	--	--	--	--	3	588.30	1.50	135	135A
3	135A	1276+00	66.67	RT	USH 41 NB	--	--	--	--	--	1	--	--	--	--	3	588.26	1.50	135A	135B
3	135B	1276+00	56.35	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	590.00	5.22	135B	136B
3	136	1272+85	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	591.62	3.97	136	136A

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	611.2004 MANHOLES 4-FT Dia EACH	611.2006 MANHOLES 6-FT Dia EACH	611.2007 MANHOLES 7-FT Dia EACH	611.2008 MANHOLE 8-FT Dia EACH	611.3253 INLETS 2.5x3-FT EACH	611.3903 INLETS Median 3 Grate EACH	611.0430 RECONTRUCTING INLETS EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 INLET COVERS TYPE B EACH	611.0654 INLET COVERS TYPE V EACH	611.0642 INLET COVERS TYPE MS EACH	RIM OR FLANGE ELEV	STR DEPTH FT	FROM STR	TO STR
3	136A	1273+00	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	591.56	4.19	136A	136B
3	136B	1273+00	55.60	RT	USH 41 NB	--	--	--	1	--	--	--	1	--	--	--	590.43	6.41	136B	137
3	137	1270+00	55.90	RT	USH 41 NB	--	--	--	1	--	--	--	1	--	--	--	591.44	7.69	137	138A
3	138	1267+00	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	591.55	4.10	138	138A
3	138A	1267+00	55.73	RT	USH 41 NB	--	--	--	1	--	--	--	1	--	--	--	590.46	6.98	138A	139
3	139	1265+52	55.62	RT	USH 41 NB	--	--	--	1	--	--	--	1	--	--	--	589.90	6.54	139	139A
3	139A	1265+17	67.80	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	139A	OUTFALL
3	140	1293+65	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	592.52	4.06	140	140B
3	140A	1293+35	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	592.52	4.06	140A	140B
3	140B	1293+50	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	592.50	4.77	140B	141B
3	144	1291+60	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	593.17	3.95	144	144A
3	144A	1291+75	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	593.11	4.22	144A	145A
3	148	1289+41	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	594.05	3.95	148	148A
3	148A	1289+56	27.75	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	593.99	4.21	148A	149A
3	167	1264+00	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	590.34	4.34	167	167A
3	167A	1264+00	65.60	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	167A	OUTFALL
3	169	1261+15	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	589.19	3.96	169	169A
3	169A	1261+00	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	589.13	4.23	169A	169B
3	169B	1261+00	64.80	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	169B	OUTFALL
3	174	1260+67	68.98	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	--	174	174A
3	174A	1260+34	45.22	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	588.99	6.14	174A	175A
3	175	1258+85	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	588.54	4.48	175	175B
3	175A	1259+15	47.00	RT	USH 41 NB	--	1	--	--	--	--	--	--	--	1	--	588.54	5.83	175A	175B
3	175B	1259+00	47.00	RT	USH 41 NB	--	1	--	--	--	--	--	--	--	1	--	588.53	5.83	175B	176
3	176	1258+99	68.36	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	176	OUTFALL
3	182	1256+50	47.00	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	589.32	5.32	182	182A
3	182A	1256+50	70.10	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	182A	OUTFALL
3	184	1254+86	75.86	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	--	184	184A
3	184A	1254+00	56.99	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	588.71	6.61	184A	185A
3	185	1252+00	46.90	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	589.92	5.95	185	185A
3	185A	1252+00	56.25	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	588.65	6.77	185A	186A
3	186	1249+03	48.40	RT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	588.73	5.08	186	186A
3	186A	1249+03	58.40	RT	USH 41 NB	--	1	--	--	--	--	--	1	--	--	--	587.20	5.65	186A	186B
3	186B	1248+68	75.40	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	186B	OUTFALL
3	189	1317+00	24.90	LT	USH 41 NB	--	--	--	--	1	--	--	--	--	1	--	597.17	4.42	189	189A
3	901	1324+00	28.79	RT	USH 41 NB	--	--	--	--	1	--	--	--	1	--	--	596.88	4.32	901	901A
3	901A	1324+03	72.70	RT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	N/A	901A	OUTFALL
3	903	1296+75	29.10	RT	USH 41 NB	--	--	--	--	1	--	--	--	1	--	--	594.00	4.72	903	122
STAGE 3 SUBTOTAL						0	20	0	4	38	3	0	22	2	38	9				
4	100	1333+83	29.17	LT	USH 41 NB	--	--	--	--	--	1	--	--	--	--	3	592.66	1.50	100	100S
4	101	1321+34	18.50	LT	USH 41 NB	--	--	--	--	--	--	--	--	--	--	--	--	--	101	101A
4	101A	1321+34	25.00	RT	USH 41 SB	--	--	--	--	--	--	1	--	--	1	--	597.81	--	101A	--
4	189A	1316+95	26.00	RT	USH 41 SB	--	--	--	--	--	--	1	--	--	1	--	597.17	--	189	--
4	190	1344+06	23.30	LT	USH 41 NB	--	--	--	--	--	--	1	--	--	--	2	593.54	4.12	190	EX
STAGE 4 SUBTOTAL						0	0	0	0	0	1	3	0	0	2	5				
TOTALS (I.D. 1133-10-81)						1	20	1	6	136	4	3	24	4	142	14				

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	608.0342 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	608.0348 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	610.0429 STORM SEWER REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29x45-INCH LF	610.0434 STORM SEWER REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 34x53-INCH LF	523.0124 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24x38-INCH LF	SPV.0060.101 DRAIN SLOTTED VANE TYPE A 3-FOOT EACH	SPV.0060.102 DRAIN SLOTTED VANE TYPE B 6-FOOT EACH	NOTES
1	102	1315+92	69.40	LT	USH 41 SB	102	102A	589.16	589.06	0.05%	--	--	--	--	--	--	--	--	200	--	--	
1	102A	1316+01	69.60	RT	USH 41 NB	102A	OUTFALL	589.06	--	--	--	--	--	--	--	--	--	--	--	--	--	
STAGE 1 SUBTOTAL											0	0	0	0	0	0	0	0	200	0	0	
2	103	1313+04	27.75	LT	USH 41 NB	103	103A	591.08	591.04	0.50%	--	--	--	8	--	--	--	--	--	--	--	
2	104	1310+17	27.75	LT	USH 41 NB	104	104B	590.98	590.90	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
2	104A	1309+87	27.75	LT	USH 41 NB	104A	104B	590.98	590.90	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
2	104B	1310+02	27.75	LT	USH 41 NB	104B	105B	589.65	589.61	0.50%	--	--	--	--	--	8	--	--	--	1	--	
2	107	1308+02	27.75	LT	USH 41 NB	107	107A	590.94	590.90	0.50%	--	--	8	--	--	--	--	--	--	--	--	
2	108	1305+50	27.75	LT	USH 41 NB	108	108A	591.94	591.90	0.50%	--	--	8	--	--	--	--	--	--	--	--	
2	109	1301+15	27.75	LT	USH 41 NB	109	109A	591.40	591.32	0.53%	--	--	15	--	--	--	--	--	--	--	--	
2	109A	1301+00	27.75	LT	USH 41 NB	109A	110A	591.07	591.03	0.50%	--	--	--	8	--	--	--	--	--	--	--	
2	114	1298+65	27.75	LT	USH 41 NB	114	114A	590.40	590.32	0.53%	--	--	15	--	--	--	--	--	--	--	--	
2	114A	1298+50	27.75	LT	USH 41 NB	114A	115A	590.07	590.02	0.63%	--	--	--	8	--	--	--	--	--	--	--	
2	118	1296+15	27.75	LT	USH 41 NB	118	118A	589.33	589.25	0.53%	--	--	15	--	--	--	--	--	--	--	--	
2	118A	1296+00	27.75	LT	USH 41 NB	118A	119A	589.00	588.96	0.50%	--	--	--	8	--	--	--	--	--	--	--	
2	152	1285+00	27.75	LT	USH 41 NB	152	152A	590.02	589.97	0.63%	--	--	--	8	--	--	--	--	--	--	--	
2	153	1282+00	27.75	LT	USH 41 NB	153	153A	588.76	588.70	0.75%	--	--	--	8	--	--	--	--	--	--	--	
2	154	1279+30	27.75	LT	USH 41 NB	154	154A	588.00	587.92	0.53%	--	--	15	--	--	--	--	--	--	--	--	
2	154A	1279+15	27.75	LT	USH 41 NB	154A	155A	587.64	587.59	0.63%	--	--	--	8	--	--	--	--	--	--	--	
2	158	1276+15	27.75	LT	USH 41 NB	158	158B	587.35	587.27	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
2	158A	1275+85	27.75	LT	USH 41 NB	158A	158B	587.35	587.27	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
2	158B	1276+00	27.75	LT	USH 41 NB	158B	159B	586.02	585.98	0.50%	--	--	--	--	--	8	--	--	--	1	--	
2	162	1272+85	27.75	LT	USH 41 NB	162	162A	587.92	587.84	0.53%	--	--	15	--	--	--	--	--	--	--	--	
2	162A	1273+00	27.75	LT	USH 41 NB	162A	163A	587.59	587.54	0.63%	--	--	--	8	--	--	--	--	--	--	--	
2	166	1267+00	27.75	LT	USH 41 NB	166	166A	587.56	587.52	0.50%	--	--	--	8	--	--	--	--	--	--	--	
2	168	1264+00	27.75	LT	USH 41 NB	168	168A	585.85	585.81	0.50%	--	--	--	8	--	--	--	--	--	--	--	
2	170	1261+15	27.75	LT	USH 41 NB	170	170A	585.45	585.37	0.53%	--	--	15	--	--	--	--	--	--	--	--	
2	170A	1261+00	27.75	LT	USH 41 NB	170A	171A	585.12	585.08	0.50%	--	--	--	8	--	--	--	--	--	--	--	
2	178	1259+15	27.75	LT	USH 41 NB	178	178B	584.42	584.33	0.60%	--	--	15	--	--	--	--	--	--	--	--	
2	178A	1258+85	27.75	LT	USH 41 NB	178A	178B	584.42	584.33	0.60%	--	--	15	--	--	--	--	--	--	--	--	
2	178B	1259+00	27.75	LT	USH 41 NB	178B	179B	584.62	584.58	0.50%	--	--	--	8	--	--	--	--	--	1	--	
2	183	1256+50	27.75	LT	USH 41 NB	183	183A	585.17	585.12	0.63%	--	--	--	8	--	--	--	--	--	--	--	
2	187	1252+00	27.75	LT	USH 41 NB	187	187A	585.63	585.58	0.63%	--	--	--	8	--	--	--	--	--	--	--	
2	188	1249+03	27.75	LT	USH 41 NB	188	188A	584.40	584.34	0.75%	--	--	--	8	--	--	--	--	--	--	--	
2	101A	1321+34	25.00	RT	USH 41 SB	101A	101B	592.87	592.43	0.50%	--	--	--	--	88	--	--	--	--	--	--	SEE NOTE 10
2	101B	1321+32	64.52	LT	USH 41 SB	101B	OUTFALL	592.43	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	103A	1313+00	27.75	RT	USH 41 SB	103A	103B	590.54	590.12	0.51%	--	--	--	--	83	--	--	--	--	--	--	SEE NOTE 9
2	103B	1313+00	56.73	LT	USH 41 SB	103B	OUTFALL	590.12	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	105	1310+15	27.75	RT	USH 41 SB	105	105B	590.94	590.86	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9 & 11
2	105A	1309+85	27.75	RT	USH 41 SB	105A	105B	590.94	590.86	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9 & 11
2	105B	1310+00	27.75	RT	USH 41 SB	105B	106	589.61	589.13	0.53%	--	--	--	--	--	90	--	--	--	1	--	SEE NOTE 9
2	106	1310+00	63.70	LT	USH 41 SB	106	OUTFALL	589.13	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	107A	1308+00	27.75	RT	USH 41 SB	107A	107B	590.15	589.69	0.50%	--	--	--	--	92	--	--	--	--	--	--	SEE NOTE 9

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	608.0342 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	608.0348 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	610.0429 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29x45-INCH LF	610.0434 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 34x53-INCH LF	523.0124 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24x38-INCH LF	SPV.0060.101 DRAIN SLOTTED VANE TYPE A 3-FOOT EACH	SPV.0060.102 DRAIN SLOTTED VANE TYPE B 6-FOOT EACH	NOTES
2	107B	1308+00	65.73	LT	USH 41 SB	107B	OUTFALL	589.69	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	108A	1305+50	27.75	RT	USH 41 SB	108A	108B	591.15	590.69	0.51%	--	--	--	--	91	--	--	--	--	--	--	SEE NOTE 9
2	108B	1305+50	64.70	LT	USH 41 SB	108B	OUTFALL	590.69	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	110	1301+15	27.75	RT	USH 41 SB	110	110A	591.36	591.28	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9
2	110A	1301+00	27.75	RT	USH 41 SB	110A	111	590.53	590.19	0.50%	--	--	--	--	68	--	--	--	--	--	--	SEE NOTE 9
2	111	1301+00	41.79	LT	USH 41 SB	111	111A	590.19	589.82	0.49%	--	--	--	--	75	--	--	--	--	--	--	
2	111A	1301+74	60.10	LT	USH 41 SB	111A	OUTFALL	589.82	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	115	1298+65	27.75	RT	USH 41 SB	115	115A	590.35	590.27	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9
2	115A	1298+50	27.75	RT	USH 41 SB	115A	116A	589.52	589.15	0.50%	--	--	--	--	74	--	--	--	--	--	--	SEE NOTE 9
2	116	1298+65	50.40	LT	USH 41 SB	116	116A	589.98	589.90	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9 & 11
2	116A	1298+50	49.30	LT	USH 41 SB	116A	117	589.15	589.05	0.50%	--	--	--	--	20	--	--	--	--	--	--	SEE NOTE 9
2	117	1298+50	68.00	LT	USH 41 SB	117	OUTFALL	589.05	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	119	1296+15	27.75	RT	USH 41 SB	119	119A	589.29	589.21	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9
2	119A	1296+00	27.75	RT	USH 41 SB	119A	120A	588.46	588.10	0.50%	--	--	--	--	72	--	--	--	--	--	--	SEE NOTE 9
2	120	1296+15	47.00	LT	USH 41 SB	120	120A	588.93	588.85	0.53%	--	--	15	--	--	--	--	--	--	--	--	
2	120A	1296+00	47.00	LT	USH 41 SB	120A	121	588.10	587.99	0.50%	--	--	--	--	22	--	--	--	--	--	--	
2	121	1296+00	67.50	LT	USH 41 SB	121	OUTFALL	587.99	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	141	1293+65	27.75	RT	USH 41 SB	141	141B	589.02	588.94	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9 & 11
2	141A	1293+35	27.75	RT	USH 41 SB	141A	141B	589.02	588.94	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9 & 11
2	141B	1293+50	27.75	RT	USH 41 SB	141B	142B	587.69	587.33	0.50%	--	--	--	--	--	72	--	--	--	1	--	BULKHEAD EAST INV. SEE NOTE 9
2	142	1293+65	47.00	LT	USH 41 SB	142	142B	588.66	588.58	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
2	142A	1293+35	47.00	LT	USH 41 SB	142A	142B	588.66	588.58	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
2	142B	1293+50	47.00	LT	USH 41 SB	142B	143	587.33	587.22	0.50%	--	--	--	--	--	22	--	--	--	--	1	
2	143	1293+50	67.50	LT	USH 41 SB	143	OUTFALL	587.22	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	145	1291+60	27.75	RT	USH 41 SB	145	145A	589.17	589.09	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9
2	145A	1291+75	27.75	RT	USH 41 SB	145A	146A	588.36	588.01	0.49%	--	--	--	--	72	--	--	--	--	--	--	BULKHEAD EAST INV. SEE NOTE 9
2	146	1291+60	47.00	LT	USH 41 SB	146	146A	588.84	588.76	0.53%	--	--	15	--	--	--	--	--	--	--	--	
2	146A	1291+75	47.00	LT	USH 41 SB	146A	147	588.01	587.90	0.50%	--	--	--	--	22	--	--	--	--	--	--	
2	147	1291+75	67.30	LT	USH 41 SB	147	OUTFALL	587.90	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	149	1289+40	27.75	RT	USH 41 SB	149	149A	590.07	589.99	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9
2	149A	1289+55	27.75	RT	USH 41 SB	149A	150A	589.22	588.85	0.51%	--	--	--	--	72	--	--	--	--	--	--	BULKHEAD EAST INV, SEE NOTE 9
2	150	1289+40	47.00	LT	USH 41 SB	150	150A	589.70	589.62	0.53%	--	--	15	--	--	--	--	--	--	--	--	
2	150A	1289+55	47.00	LT	USH 41 SB	150A	151	588.85	588.74	0.50%	--	--	--	--	22	--	--	--	--	--	--	
2	151	1289+55	67.50	LT	USH 41 SB	151	OUTFALL	588.74	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	152A	1285+00	27.75	RT	USH 41 SB	152A	152B	589.48	589.12	0.50%	--	--	--	--	72	--	--	--	--	--	--	SEE NOTE 9
2	152B	1285+00	47.00	LT	USH 41 SB	152B	152C	589.12	589.01	0.50%	--	--	--	--	22	--	--	--	--	--	--	
2	152C	1285+00	67.50	LT	USH 41 SB	152C	OUTFALL	589.01	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	153A	1282+00	27.75	RT	USH 41 SB	153A	153B	588.20	587.84	0.50%	--	--	--	--	72	--	--	--	--	--	--	SEE NOTE 9
2	153B	1282+00	47.00	LT	USH 41 SB	153B	153C	587.84	587.73	0.50%	--	--	--	--	22	--	--	--	--	--	--	
2	153C	1282+00	67.60	LT	USH 41 SB	153C	OUTFALL	587.73	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	155	1279+30	27.75	RT	USH 41 SB	155	155A	587.95	587.87	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9
2	155A	1279+15	27.75	RT	USH 41 SB	155A	156A	587.03	586.66	0.51%	--	--	--	--	72	--	--	--	--	--	--	SEE NOTE 9
2	156	1279+30	47.00	LT	USH 41 SB	156	156A	587.63	587.53	0.67%	--	--	15	--	--	--	--	--	--	--	--	
2	156A	1279+15	47.00	LT	USH 41 SB	156A	157	586.66	586.55	0.50%	--	--	--	--	22	--	--	--	--	--	--	
2	157	1279+15	67.60	LT	USH 41 SB	157	OUTFALL	586.55	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	159	1276+15	27.75	RT	USH 41 SB	159	159B	587.31	587.23	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9 & 11
2	159A	1275+85	27.75	RT	USH 41 SB	159A	159B	587.31	587.23	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9 & 11
2	159B	1276+00	27.75	RT	USH 41 SB	159B	160B	585.98	585.62	0.50%	--	--	--	--	--	72	--	--	--	1	--	SEE NOTE 9
2	160	1276+15	47.00	LT	USH 41 SB	160	160B	586.95	586.87	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
2	160A	1275+85	47.00	LT	USH 41 SB	160A	160B	586.95	586.87	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
2	160B	1276+00	47.00	LT	USH 41 SB	160B	161	585.62	585.51	0.50%	--	--	--	--	--	22	--	--	--	--	1	
2	161	1276+00	67.50	LT	USH 41 SB	161	OUTFALL	585.51	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	163	1272+85	27.75	RT	USH 41 SB	163	163A	587.89	587.79	0.67%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9
2	163A	1273+00	27.75	RT	USH 41 SB	163A	164A	587.04	586.68	0.50%	--	--	--	--	72	--	--	--	--	--	--	SEE NOTE 9
2	164	1272+85	47.00	LT	USH 41 SB	164	164A	587.52	587.43	0.60%	--	--	15	--	--	--	--	--	--	--	--	

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	608.0342 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	608.0348 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	610.0429 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29x45-INCH LF	610.0434 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 34x53-INCH LF	523.0124 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24x38-INCH LF	SPV.0060.101 DRAIN SLOTTED VANE TYPE A 3-FOOT EACH	SPV.0060.102 DRAIN SLOTTED VANE TYPE B 6-FOOT EACH	NOTES
2	164A	1273+00	47.00	LT	USH 41 SB	164A	165	586.68	586.57	0.50%	--	--	--	--	22	--	--	--	--	--	--	
2	165	1273+00	67.50	LT	USH 41 SB	165	OUTFALL	586.57	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	166A	1267+00	27.75	RT	USH 41 SB	166A	166B	587.02	586.65	0.51%	--	--	--	--	72	--	--	--	--	--	--	SEE NOTE 9
2	166B	1267+00	47.00	LT	USH 41 SB	166B	166C	586.65	586.54	0.50%	--	--	--	--	22	--	--	--	--	--	--	
2	166C	1267+00	67.50	LT	USH 41 SB	166C	OUTFALL	586.54	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	168A	1264+00	27.75	RT	USH 41 SB	168A	168B	585.29	584.92	0.51%	--	--	--	--	72	--	--	--	--	--	--	SEE NOTE 9
2	168B	1264+00	47.00	LT	USH 41 SB	168B	168C	584.92	584.80	0.50%	--	--	--	--	24	--	--	--	--	--	--	
2	168C	1264+00	69.20	LT	USH 41 SB	168C	OUTFALL	584.80	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	171	1261+15	27.75	RT	USH 41 SB	171	171A	585.42	585.33	0.60%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9
2	171A	1261+00	27.75	RT	USH 41 SB	171A	172A	584.58	584.22	0.50%	--	--	--	--	72	--	--	--	--	--	--	SEE NOTE 9
2	172	1261+15	47.00	LT	USH 41 SB	172	172A	585.07	584.97	0.67%	--	--	15	--	--	--	--	--	--	--	--	
2	172A	1261+00	47.00	LT	USH 41 SB	172A	173	584.22	584.11	0.50%	--	--	--	--	22	--	--	--	--	--	--	
2	173	1261+00	67.50	LT	USH 41 SB	173	OUTFALL	584.11	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	177	1260+55	68.37	LT	USH 41 SB	177	177A	582.90	582.88	0.06%	--	--	--	--	--	--	31	--	--	--	--	
2	177A	1260+35	45.23	LT	USH 41 SB	177A	180	582.88	582.77	0.09%	--	--	--	--	--	--	120	--	--	--	--	
2	179	1259+15	27.75	RT	USH 41 SB	179	179B	584.36	584.28	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9
2	179A	1258+85	27.75	RT	USH 41 SB	179A	179B	584.36	584.28	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9
2	179B	1259+00	27.75	RT	USH 41 SB	179B	180B	584.08	583.72	0.50%	--	--	--	--	72	--	--	--	--	1	--	SEE NOTE 9
2	180	1259+15	47.00	LT	USH 41 SB	180	180B	582.77	582.75	0.13%	--	--	--	--	--	--	15	--	--	--	--	
2	180A	1258+85	47.00	LT	USH 41 SB	180A	180B	584.18	584.10	0.53%	--	--	15	--	--	--	--	--	--	--	--	
2	180B	1259+00	47.00	LT	USH 41 SB	180B	181	582.68	582.64	0.14%	--	--	--	--	--	--	--	28	--	--	1	
2	181	1258+87	70.65	LT	USH 41 SB	181	OUTFALL	582.64	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	183A	1256+50	30.40	RT	USH 41 SB	183A	183B	584.62	584.25	0.50%	--	--	--	--	74	--	--	--	--	--	--	SEE NOTE 9
2	183B	1256+50	47.00	LT	USH 41 SB	183B	183C	584.25	584.14	0.50%	--	--	--	--	22	--	--	--	--	--	--	
2	183C	1256+50	68.10	LT	USH 41 SB	183C	OUTFALL	584.14	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	187A	1252+00	39.40	RT	USH 41 SB	187A	187B	585.08	584.66	0.51%	--	--	--	--	83	--	--	--	--	--	--	
2	187B	1252+00	47.00	LT	USH 41 SB	187B	187C	584.66	584.54	0.52%	--	--	--	--	23	--	--	--	--	--	--	
2	187C	1252+00	68.30	LT	USH 41 SB	187C	OUTFALL	584.54	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	188A	1249+03	39.70	RT	USH 41 SB	188A	188B	583.84	583.42	0.50%	--	--	--	--	84	--	--	--	--	--	--	
2	188B	1249+03	47.00	LT	USH 41 SB	188B	188C	583.42	583.30	0.50%	--	--	--	--	24	--	--	--	--	--	--	
2	188C	1249+03	69.40	LT	USH 41 SB	188C	OUTFALL	583.30	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	189A	1316+95	26.00	RT	USH 41 SB	189A	189B	591.46	591.00	0.52%	--	--	--	--	89	--	--	--	--	--	--	SEE NOTE 10
2	189B	1316+95	65.60	LT	USH 41 SB	189B	OUTFALL	591.00	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	900	1326+20	33.25	LT	USH 41 SB	900	900C	592.02	591.88	0.50%	--	--	28	--	--	--	--	--	--	--	--	SEE NOTE 9
2	900A	1326+35	62.20	LT	USH 41 SB	900A	900C	591.96	591.88	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
2	900B	1326+05	64.30	LT	USH 41 SB	900B	900C	591.96	591.88	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
2	900C	1326+20	63.30	LT	USH 41 SB	900C	900D	591.63	591.55	0.50%	--	--	--	16	--	--	--	--	--	1	--	SEE NOTE 11
2	900D	1326+20	78.30	LT	USH 41 SB	900D	OUTFALL	591.55	--	--	--	--	--	--	--	--	--	--	--	--	--	
2	902	1299+00	28.90	LT	USH 41 SB	902	116	590.19	589.98	0.51%	--	--	41	--	--	--	--	--	--	--	--	SEE NOTE 9
	STAGE 2 SUBTOTAL										0	0	715	136	2,004	294	166	28	0	7	4	
3	100S	1333+83	29.17	LT	USH 41 NB	100S	100A	592.66	591.85	0.74%	--	--	--	109	--	--	--	--	--	--	--	SEAL PIPE AT 100S
3	100A	1333+83	77.20	RT	USH 41 NB	100A	OUTFALL	591.85	--	--	--	--	--	--	--	--	--	--	--	--	--	
3	101	1321+34	18.50	LT	USH 41 NB	101	--	593.47	--	--	--	--	--	--	--	--	--	--	--	--	--	BULKHEAD WEST INVERT
3	104C	1310+01	35.00	RT	USH 41 NB	104C	104D	590.07	589.90	0.50%	--	--	--	34	--	--	--	--	--	--	1	
3	104D	1309+93	67.00	RT	USH 41 NB	104D	OUTFALL	589.90	--	--	--	--	--	--	--	--	--	--	--	--	--	
3	113	1298+95	100.84	RT	USH 41 NB	113	113A	587.05	587.00	0.11%	46	--	--	--	--	--	--	--	--	--	--	
3	113A	1298+50	92.87	RT	USH 41 NB	113A	113B	587.00	586.90	0.10%	103	--	--	--	--	--	--	--	--	--	--	
3	113B	1297+48	78.14	RT	USH 41 NB	113B	122B	586.90	586.77	0.09%	148	--	--	--	--	--	--	--	--	--	--	
3	122	1296+15	59.30	RT	USH 41 NB	122	122A	588.95	588.87	0.53%	--	--	15	--	--	--	--	--	--	--	--	
3	122A	1296+00	58.40	RT	USH 41 NB	122A	122B	588.62	588.54	0.53%	--	--	--	15	--	--	--	--	--	--	--	
3	122B	1296+00	71.07	RT	USH 41 NB	122B	124A	586.77	586.58	0.08%	251	--	--	--	--	--	--	--	--	--	--	
3	123	1293+65	47.20	RT	USH 41 NB	123	123B	588.80	588.72	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
3	123A	1293+35	47.00	RT	USH 41 NB	123A	123B	588.80	588.72	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
3	123B	1293+50	47.00	RT	USH 41 NB	123B	124A	588.50	588.44	0.43%	--	--	--	14	--	--	--	--	--	--	1	SEE NOTE 11
3	124	1293+50	69.90	RT	USH 41 NB	124	124A	587.93	587.86	0.64%	--	--	--	11	--	--	--	--	--	--	--	
3	124A	1293+50	59.08	RT	USH 41 NB	124A	125	586.58	586.42	0.25%	63	--	--	--	--	--	--	--	--	--	--	
3	125	1292+87	57.64	RT	USH 41 NB	125	125A	586.42	586.40	0.08%	26	--	--	--	--	--	--	--	--	--	--	
3	125A	1292+65	42.85	RT	USH 41 NB	125A	125B	586.40	586.37	0.10%	30	--	--	--	--	--	--	--	--	--	--	
3	125B	1292+35	42.83	RT	USH 41 NB	125B	127	586.37	586.31	0.10%	63	--	--	--	--	--	--	--	--	--	--	
3	126	1291+60	47.00	RT	USH 41 NB	126	126A	589.00	588.92	0.53%	--	--	15	--	--	--	--	--	--	--	--	
3	126A	1291+74	47.00	RT	USH 41 NB	126A	127	588.67	588.57	0.77%	--	--	--	13	--	--	--	--	--	--	--	
3	127	1291+74	57.90	RT	USH 41 NB	127	129	586.31	586.10	0.10%	218	--	--	--	--	--	--	--	--	--	--	
3	128	1289+41	47.00	RT	USH 41 NB	128	128A	589.87	589.79	0.53%	--	--	15	--	--	--	--	--	--	--	--	
3	128A	1289+56	47.00	RT	USH 41 NB	128A	129	589.54	589.45	0.75%	--	--	--	12	--	--	--	--	--	--	--	
3	129	1289+56	57.33	RT	USH 41 NB	129	130	586.10	585.87	0.10%	231	--	--	--	--	--	--	--	--	--	--	

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	608.0342 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	608.0348 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	610.0429 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29x45-INCH LF	610.0434 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 34x53-INCH LF	523.0124 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24x38-INCH LF	SPV.0060.101 DRAIN SLOTTED VANE TYPE A 3-FOOT EACH	SPV.0060.102 DRAIN SLOTTED VANE TYPE B 6-FOOT EACH	NOTES
3	130	1287+25	57.11	RT	USH 41 NB	130	131A	585.87	585.65	0.10%	225	--	--	--	--	--	--	--	--	--	--	
3	131	1285+00	47.00	RT	USH 41 NB	131	131A	589.61	589.49	1.09%	--	--	--	11	--	--	--	--	--	--	--	
3	131A	1285+00	56.62	RT	USH 41 NB	131A	132A	585.65	585.36	0.10%	300	--	--	--	--	--	--	--	--	--	--	
3	132	1282+00	47.00	RT	USH 41 NB	132	132A	588.39	588.29	0.91%	--	--	--	11	--	--	--	--	--	--	--	
3	132A	1282+00	56.60	RT	USH 41 NB	132A	133B	585.36	585.09	0.09%	285	--	--	--	--	--	--	--	--	--	--	
3	133	1279+30	47.00	RT	USH 41 NB	133	133A	587.76	587.68	0.53%	--	--	15	--	--	--	--	--	--	--	--	
3	133A	1279+15	47.00	RT	USH 41 NB	133A	133B	587.43	587.37	0.55%	--	--	--	11	--	--	--	--	--	--	--	
3	133B	1279+15	56.45	RT	USH 41 NB	133B	135B	585.09	584.78	0.10%	315	--	--	--	--	--	--	--	--	--	--	
3	134	1276+15	47.00	RT	USH 41 NB	134	134B	587.16	587.08	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
3	134A	1275+85	47.00	RT	USH 41 NB	134A	134B	587.16	587.08	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
3	134B	1276+00	47.00	RT	USH 41 NB	134B	135B	586.85	586.78	0.64%	--	--	--	11	--	--	--	--	--	--	1	SEE NOTE 11
3	135	1276+07	66.67	RT	USH 41 NB	135	135A	586.80	586.76	0.57%	--	--	--	7	--	--	--	--	--	--	--	
3	135A	1276+00	66.67	RT	USH 41 NB	135A	135B	586.76	586.71	0.50%	--	--	--	10	--	--	--	--	--	--	--	
3	135B	1276+00	56.35	RT	USH 41 NB	135B	136B	584.78	584.52	0.09%	300	--	--	--	--	--	--	--	--	--	--	
3	136	1272+85	47.00	RT	USH 41 NB	136	136A	587.65	587.57	0.53%	--	--	15	--	--	--	--	--	--	--	--	
3	136A	1273+00	47.00	RT	USH 41 NB	136A	136B	587.37	587.25	1.20%	--	--	--	10	--	--	--	--	--	--	--	
3	136B	1273+00	55.60	RT	USH 41 NB	136B	137	584.02	583.75	0.09%	--	300	--	--	--	--	--	--	--	--	--	
3	137	1270+00	55.90	RT	USH 41 NB	137	138A	583.75	583.48	0.09%	--	300	--	--	--	--	--	--	--	--	--	
3	138	1267+00	47.00	RT	USH 41 NB	138	138A	587.45	587.37	0.80%	--	--	--	10	--	--	--	--	--	--	--	
3	138A	1267+00	55.73	RT	USH 41 NB	138A	139	583.48	583.36	0.08%	--	148	--	--	--	--	--	--	--	--	--	
3	139	1265+52	55.62	RT	USH 41 NB	139	139A	583.36	583.33	0.08%	--	37	--	--	--	--	--	--	--	--	--	
3	139A	1265+17	67.80	RT	USH 41 NB	139A	OUTFALL	583.33	--	--	--	--	--	--	--	--	--	--	--	--	--	
3	140	1293+65	27.75	LT	USH 41 NB	140	140B	589.06	588.98	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
3	140A	1293+35	27.75	LT	USH 41 NB	140A	140B	589.06	588.98	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 11
3	140B	1293+50	27.75	LT	USH 41 NB	140B	141B	587.73	587.69	0.50%	--	--	--	--	--	8	--	--	--	1	--	REMOVE BULKHEAD AT INL 141B
3	144	1291+60	27.75	LT	USH 41 NB	144	144A	589.22	589.14	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9
3	144A	1291+75	27.75	LT	USH 41 NB	144A	145A	588.89	588.84	0.63%	--	--	--	8	--	--	--	--	--	--	--	REM. BH AT INL 145A, SEE NOTE 9
3	148	1289+41	27.75	LT	USH 41 NB	148	148A	590.10	590.02	0.53%	--	--	15	--	--	--	--	--	--	--	--	SEE NOTE 9
3	148A	1289+56	27.75	LT	USH 41 NB	148A	149A	589.78	589.72	0.75%	--	--	--	8	--	--	--	--	--	--	--	REM. BH AT INL 149A, SEE NOTE 9
3	167	1264+00	47.00	RT	USH 41 NB	167	167A	586.00	585.90	0.50%	--	--	--	20	--	--	--	--	--	--	--	
3	167A	1264+00	65.60	RT	USH 41 NB	167A	OUTFALL	585.90	--	--	--	--	--	--	--	--	--	--	--	--	--	
3	169	1261+15	47.00	RT	USH 41 NB	169	169A	585.23	585.15	0.53%	--	--	15	--	--	--	--	--	--	--	--	
3	169A	1261+00	47.00	RT	USH 41 NB	169A	169B	584.90	584.80	0.53%	--	--	--	19	--	--	--	--	--	--	--	
3	169B	1261+00	64.80	RT	USH 41 NB	169B	OUTFALL	584.80	--	--	--	--	--	--	--	--	--	--	--	--	--	
3	174	1260+67	68.98	RT	USH 41 NB	174	174A	582.88	582.85	0.07%	--	--	--	--	--	41	--	--	--	--	--	
3	174A	1260+34	45.22	RT	USH 41 NB	174A	175A	582.85	582.71	0.12%	--	--	--	--	--	120	--	--	--	--	--	
3	175	1258+85	47.00	RT	USH 41 NB	175	175B	584.06	583.98	0.53%	--	--	15	--	--	--	--	--	--	--	--	
3	175A	1259+15	47.00	RT	USH 41 NB	175A	175B	582.71	582.70	0.07%	--	--	--	--	--	15	--	--	--	--	--	
3	175B	1259+00	47.00	RT	USH 41 NB	175B	176	582.70	582.68	0.09%	--	--	--	--	--	23	--	--	--	--	1	
3	176	1258+99	68.36	RT	USH 41 NB	176	OUTFALL	582.68	--	--	--	--	--	--	--	--	--	--	--	--	--	
3	182	1256+50	47.00	RT	USH 41 NB	182	182A	584.00	583.88	0.52%	--	--	--	23	--	--	--	--	--	--	--	
3	182A	1256+50	70.10	RT	USH 41 NB	182A	OUTFALL	583.88	--	--	--	--	--	--	--	--	--	--	--	--	--	
3	184	1254+86	75.86	RT	USH 41 NB	184	184A	582.20	582.10	0.11%	88	--	--	--	--	--	--	--	--	--	--	
3	184A	1254+00	56.99	RT	USH 41 NB	184A	185A	582.10	581.88	0.11%	201	--	--	--	--	--	--	--	--	--	--	
3	185	1252+00	46.90	RT	USH 41 NB	185	185A	583.97	583.88	0.82%	--	--	--	11	--	--	--	--	--	--	--	
3	185A	1252+00	56.25	RT	USH 41 NB	185A	186A	581.88	581.55	0.11%	297	--	--	--	--	--	--	--	--	--	--	
3	186	1249+03	48.40	RT	USH 41 NB	186	186A	583.65	583.55	0.83%	--	--	--	12	--	--	--	--	--	--	--	
3	186A	1249+03	58.40	RT	USH 41 NB	186A	186B	581.55	581.48	0.18%	38	--	--	--	--	--	--	--	--	--	--	
3	186B	1248+68	75.40	RT	USH 41 NB	186B	OUTFALL	581.48	--	--	--	--	--	--	--	--	--	--	--	--	--	
3	189	1317+00	24.90	LT	USH 41 NB	189	189A	592.75	592.68	0.50%	--	--	--	14	--	--	--	--	--	--	--	REMOVE TEMP INLET T99
3	901	1324+00	28.79	RT	USH 41 NB	901	901A	592.56	592.34	0.50%	--	--	--	44	--	--	--	--	--	--	--	SEE NOTE 9
3	901A	1324+03	72.70	RT	USH 41 NB	901A	OUTFALL	592.34	--	--	--	--	--	--	--	--	--	--	--	--	--	
3	903	1296+75	29.10	RT	USH 41 NB	903	122	589.28	588.95	0.50%	--	--	66	--	--	--	--	--	--	--	--	SEE NOTE 9
	STAGE 3 SUBTOTAL										3,228	785	291	448	0	207	0	0	0	1	4	
4	100	1333+83	29.17	LT	USH 41 NB	100	100S	592.66	592.66	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE PIPE SEAL
4	101	1321+34	18.50	LT	USH 41 NB	101	101A	593.47	593.37	0.50%	--	--	--	20	--	--	--	--	--	--	--	INL 101 EXISTING, REM BULKHEAD
4	101A	1321+34	25.00	RT	USH 41 SB	101A	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
4	189A	1316+95	26.00	RT	USH 41 SB	189	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
4	190	1344+06	23.30	LT	USH 41 NB	190	EX	589.42	589.42	--	--	--	--	--	--	--	--	--	--	--	--	RECONSTRUCT EX INLET
	STAGE 4 SUBTOTAL										0	0	0	20	0	0	0	0	0	0	0	
	TOTALS (I.D. 1133-10-81)										3,228	785	1,006	604	2,004	501	166	28	200	8	8	

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 24-INCH EACH	522.1030 30-INCH EACH	522.1042 42-INCH EACH	522.1048 48-INCH EACH	523.0524 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH EACH	523.0529 29x45-INCH EACH	523.0534 34x53-INCH EACH	SPV.0060.100 SEALING PIPE STUBS EACH	611.9800.S PIPE GRATES EACH	633.5200 MARKERS CULVERT END EACH
1	102	1315+92	69.40	LT	USH 41 SB	102	102A	589.16	589.06	0.05%	--	--	--	--	--	1	--	--	--	--	1
1	102A	1316+01	69.60	RT	USH 41 NB	102A	OUTFALL	589.06	--	--	--	--	--	--	--	1	--	--	--	--	1
STAGE 1 SUBTOTAL											0	0	0	0	0	2	0	0	0	0	2
2	103	1313+04	27.75	LT	USH 41 NB	103	103A	591.08	591.04	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	104	1310+17	27.75	LT	USH 41 NB	104	104B	590.98	590.90	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	104A	1309+87	27.75	LT	USH 41 NB	104A	104B	590.98	590.90	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	104B	1310+02	27.75	LT	USH 41 NB	104B	105B	589.65	589.61	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	107	1308+02	27.75	LT	USH 41 NB	107	107A	590.94	590.90	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	108	1305+50	27.75	LT	USH 41 NB	108	108A	591.94	591.90	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	109	1301+15	27.75	LT	USH 41 NB	109	109A	591.40	591.32	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	109A	1301+00	27.75	LT	USH 41 NB	109A	110A	591.07	591.03	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	114	1298+65	27.75	LT	USH 41 NB	114	114A	590.40	590.32	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	114A	1298+50	27.75	LT	USH 41 NB	114A	115A	590.07	590.02	0.63%	--	--	--	--	--	--	--	--	--	--	--
2	118	1296+15	27.75	LT	USH 41 NB	118	118A	589.33	589.25	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	118A	1296+00	27.75	LT	USH 41 NB	118A	119A	589.00	588.96	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	152	1285+00	27.75	LT	USH 41 NB	152	152A	590.02	589.97	0.63%	--	--	--	--	--	--	--	--	--	--	--
2	153	1282+00	27.75	LT	USH 41 NB	153	153A	588.76	588.70	0.75%	--	--	--	--	--	--	--	--	--	--	--
2	154	1279+30	27.75	LT	USH 41 NB	154	154A	588.00	587.92	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	154A	1279+15	27.75	LT	USH 41 NB	154A	155A	587.64	587.59	0.63%	--	--	--	--	--	--	--	--	--	--	--
2	158	1276+15	27.75	LT	USH 41 NB	158	158B	587.35	587.27	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	158A	1275+85	27.75	LT	USH 41 NB	158A	158B	587.35	587.27	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	158B	1276+00	27.75	LT	USH 41 NB	158B	159B	586.02	585.98	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	162	1272+85	27.75	LT	USH 41 NB	162	162A	587.92	587.84	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	162A	1273+00	27.75	LT	USH 41 NB	162A	163A	587.59	587.54	0.63%	--	--	--	--	--	--	--	--	--	--	--
2	166	1267+00	27.75	LT	USH 41 NB	166	166A	587.56	587.52	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	168	1264+00	27.75	LT	USH 41 NB	168	168A	585.85	585.81	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	170	1261+15	27.75	LT	USH 41 NB	170	170A	585.45	585.37	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	170A	1261+00	27.75	LT	USH 41 NB	170A	171A	585.12	585.08	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	178	1259+15	27.75	LT	USH 41 NB	178	178B	584.42	584.33	0.60%	--	--	--	--	--	--	--	--	--	--	--
2	178A	1258+85	27.75	LT	USH 41 NB	178A	178B	584.42	584.33	0.60%	--	--	--	--	--	--	--	--	--	--	--
2	178B	1259+00	27.75	LT	USH 41 NB	178B	179B	584.62	584.58	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	183	1256+50	27.75	LT	USH 41 NB	183	183A	585.17	585.12	0.63%	--	--	--	--	--	--	--	--	--	--	--
2	187	1252+00	27.75	LT	USH 41 NB	187	187A	585.63	585.58	0.63%	--	--	--	--	--	--	--	--	--	--	--
2	188	1249+03	27.75	LT	USH 41 NB	188	188A	584.40	584.34	0.75%	--	--	--	--	--	--	--	--	--	--	--
2	101A	1321+34	25.00	RT	USH 41 SB	101A	101B	592.87	592.43	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	101B	1321+32	64.52	LT	USH 41 SB	101B	OUTFALL	592.43	--	--	--	1	--	--	--	--	--	--	--	--	1
2	103A	1313+00	27.75	RT	USH 41 SB	103A	103B	590.54	590.12	0.51%	--	--	--	--	--	--	--	--	--	--	--
2	103B	1313+00	56.73	LT	USH 41 SB	103B	OUTFALL	590.12	--	--	--	1	--	--	--	--	--	--	--	--	1

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 24-INCH EACH	522.1030 30-INCH EACH	522.1042 42-INCH EACH	522.1048 48-INCH EACH	523.0524 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH EACH	523.0529 29x45-INCH EACH	523.0534 34x53-INCH EACH	SPV.0060.100 SEALING PIPE STUBS EACH	611.9800.S PIPE GRATES EACH	633.5200 MARKERS CULVERT END EACH
2	105	1310+15	27.75	RT	USH 41 SB	105	105B	590.94	590.86	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	105A	1309+85	27.75	RT	USH 41 SB	105A	105B	590.94	590.86	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	105B	1310+00	27.75	RT	USH 41 SB	105B	106	589.61	589.13	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	106	1310+00	63.70	LT	USH 41 SB	106	OUTFALL	589.13	--	--	--	--	1	--	--	--	--	--	--	--	1
2	107A	1308+00	27.75	RT	USH 41 SB	107A	107B	590.15	589.69	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	107B	1308+00	65.73	LT	USH 41 SB	107B	OUTFALL	589.69	--	--	--	1	--	--	--	--	--	--	--	--	1
2	108A	1305+50	27.75	RT	USH 41 SB	108A	108B	591.15	590.69	0.51%	--	--	--	--	--	--	--	--	--	--	--
2	108B	1305+50	64.70	LT	USH 41 SB	108B	OUTFALL	590.69	--	--	--	1	--	--	--	--	--	--	--	--	1
2	110	1301+15	27.75	RT	USH 41 SB	110	110A	591.36	591.28	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	110A	1301+00	27.75	RT	USH 41 SB	110A	111	590.53	590.19	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	111	1301+00	41.79	LT	USH 41 SB	111	111A	590.19	589.82	0.49%	--	--	--	--	--	--	--	--	--	--	--
2	111A	1301+74	60.10	LT	USH 41 SB	111A	OUTFALL	589.82	--	--	--	1	--	--	--	--	--	--	--	--	1
2	115	1298+65	27.75	RT	USH 41 SB	115	115A	590.35	590.27	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	115A	1298+50	27.75	RT	USH 41 SB	115A	116A	589.52	589.15	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	116	1298+65	50.40	LT	USH 41 SB	116	116A	589.98	589.90	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	116A	1298+50	49.30	LT	USH 41 SB	116A	117	589.15	589.05	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	117	1298+50	68.00	LT	USH 41 SB	117	OUTFALL	589.05	--	--	--	1	--	--	--	--	--	--	--	--	1
2	119	1296+15	27.75	RT	USH 41 SB	119	119A	589.29	589.21	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	119A	1296+00	27.75	RT	USH 41 SB	119A	120A	588.46	588.10	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	120	1296+15	47.00	LT	USH 41 SB	120	120A	588.93	588.85	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	120A	1296+00	47.00	LT	USH 41 SB	120A	121	588.10	587.99	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	121	1296+00	67.50	LT	USH 41 SB	121	OUTFALL	587.99	--	--	--	1	--	--	--	--	--	--	--	--	1
2	141	1293+65	27.75	RT	USH 41 SB	141	141B	589.02	588.94	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	141A	1293+35	27.75	RT	USH 41 SB	141A	141B	589.02	588.94	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	141B	1293+50	27.75	RT	USH 41 SB	141B	142B	587.69	587.33	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	142	1293+65	47.00	LT	USH 41 SB	142	142B	588.66	588.58	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	142A	1293+35	47.00	LT	USH 41 SB	142A	142B	588.66	588.58	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	142B	1293+50	47.00	LT	USH 41 SB	142B	143	587.33	587.22	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	143	1293+50	67.50	LT	USH 41 SB	143	OUTFALL	587.22	--	--	--	--	1	--	--	--	--	--	--	--	1
2	145	1291+60	27.75	RT	USH 41 SB	145	145A	589.17	589.09	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	145A	1291+75	27.75	RT	USH 41 SB	145A	146A	588.36	588.01	0.49%	--	--	--	--	--	--	--	--	--	--	--
2	146	1291+60	47.00	LT	USH 41 SB	146	146A	588.84	588.76	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	146A	1291+75	47.00	LT	USH 41 SB	146A	147	588.01	587.90	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	147	1291+75	67.30	LT	USH 41 SB	147	OUTFALL	587.90	--	--	--	1	--	--	--	--	--	--	--	--	1
2	149	1289+40	27.75	RT	USH 41 SB	149	149A	590.07	589.99	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	149A	1289+55	27.75	RT	USH 41 SB	149A	150A	589.22	588.85	0.51%	--	--	--	--	--	--	--	--	--	--	--
2	150	1289+40	47.00	LT	USH 41 SB	150	150A	589.70	589.62	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	150A	1289+55	47.00	LT	USH 41 SB	150A	151	588.85	588.74	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	151	1289+55	67.50	LT	USH 41 SB	151	OUTFALL	588.74	--	--	--	1	--	--	--	--	--	--	--	--	1
2	152A	1285+00	27.75	RT	USH 41 SB	152A	152B	589.48	589.12	0.50%	--	--	--	--	--	--	--	--	--	--	--

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	523.0524 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH EACH	523.0529 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29x45-INCH EACH	523.0534 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34x53-INCH EACH	SPV.0060.100 SEALING PIPE STUBS EACH	611.9800.S PIPE GRATES EACH	633.5200 MARKERS CULVERT END EACH
2	152B	1285+00	47.00	LT	USH 41 SB	152B	152C	589.12	589.01	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	152C	1285+00	67.50	LT	USH 41 SB	152C	OUTFALL	589.01	--	--	--	1	--	--	--	--	--	--	--	--	1
2	153A	1282+00	27.75	RT	USH 41 SB	153A	153B	588.20	587.84	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	153B	1282+00	47.00	LT	USH 41 SB	153B	153C	587.84	587.73	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	153C	1282+00	67.60	LT	USH 41 SB	153C	OUTFALL	587.73	--	--	--	1	--	--	--	--	--	--	--	--	1
2	155	1279+30	27.75	RT	USH 41 SB	155	155A	587.95	587.87	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	155A	1279+15	27.75	RT	USH 41 SB	155A	156A	587.03	586.66	0.51%	--	--	--	--	--	--	--	--	--	--	--
2	156	1279+30	47.00	LT	USH 41 SB	156	156A	587.63	587.53	0.67%	--	--	--	--	--	--	--	--	--	--	--
2	156A	1279+15	47.00	LT	USH 41 SB	156A	157	586.66	586.55	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	157	1279+15	67.60	LT	USH 41 SB	157	OUTFALL	586.55	--	--	--	1	--	--	--	--	--	--	--	--	1
2	159	1276+15	27.75	RT	USH 41 SB	159	159B	587.31	587.23	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	159A	1275+85	27.75	RT	USH 41 SB	159A	159B	587.31	587.23	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	159B	1276+00	27.75	RT	USH 41 SB	159B	160B	585.98	585.62	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	160	1276+15	47.00	LT	USH 41 SB	160	160B	586.95	586.87	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	160A	1275+85	47.00	LT	USH 41 SB	160A	160B	586.95	586.87	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	160B	1276+00	47.00	LT	USH 41 SB	160B	161	585.62	585.51	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	161	1276+00	67.50	LT	USH 41 SB	161	OUTFALL	585.51	--	--	--	--	1	--	--	--	--	--	--	--	1
2	163	1272+85	27.75	RT	USH 41 SB	163	163A	587.89	587.79	0.67%	--	--	--	--	--	--	--	--	--	--	--
2	163A	1273+00	27.75	RT	USH 41 SB	163A	164A	587.04	586.68	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	164	1272+85	47.00	LT	USH 41 SB	164	164A	587.52	587.43	0.60%	--	--	--	--	--	--	--	--	--	--	--
2	164A	1273+00	47.00	LT	USH 41 SB	164A	165	586.68	586.57	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	165	1273+00	67.50	LT	USH 41 SB	165	OUTFALL	586.57	--	--	--	1	--	--	--	--	--	--	--	--	1
2	166A	1267+00	27.75	RT	USH 41 SB	166A	166B	587.02	586.65	0.51%	--	--	--	--	--	--	--	--	--	--	--
2	166B	1267+00	47.00	LT	USH 41 SB	166B	166C	586.65	586.54	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	166C	1267+00	67.50	LT	USH 41 SB	166C	OUTFALL	586.54	--	--	--	1	--	--	--	--	--	--	--	--	1
2	168A	1264+00	27.75	RT	USH 41 SB	168A	168B	585.29	584.92	0.51%	--	--	--	--	--	--	--	--	--	--	--
2	168B	1264+00	47.00	LT	USH 41 SB	168B	168C	584.92	584.80	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	168C	1264+00	69.20	LT	USH 41 SB	168C	OUTFALL	584.80	--	--	--	1	--	--	--	--	--	--	--	--	1
2	171	1261+15	27.75	RT	USH 41 SB	171	171A	585.42	585.33	0.60%	--	--	--	--	--	--	--	--	--	--	--
2	171A	1261+00	27.75	RT	USH 41 SB	171A	172A	584.58	584.22	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	172	1261+15	47.00	LT	USH 41 SB	172	172A	585.07	584.97	0.67%	--	--	--	--	--	--	--	--	--	--	--
2	172A	1261+00	47.00	LT	USH 41 SB	172A	173	584.22	584.11	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	173	1261+00	67.50	LT	USH 41 SB	173	OUTFALL	584.11	--	--	--	1	--	--	--	--	--	--	--	--	1
2	177	1260+55	68.37	LT	USH 41 SB	177	177A	582.90	582.88	0.06%	--	--	--	--	--	--	1	--	--	1	1
2	177A	1260+35	45.23	LT	USH 41 SB	177A	180	582.88	582.77	0.09%	--	--	--	--	--	--	--	--	--	--	--
2	179	1259+15	27.75	RT	USH 41 SB	179	179B	584.36	584.28	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	179A	1258+85	27.75	RT	USH 41 SB	179A	179B	584.36	584.28	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	179B	1259+00	27.75	RT	USH 41 SB	179B	180B	584.08	583.72	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	180	1259+15	47.00	LT	USH 41 SB	180	180B	582.77	582.75	0.13%	--	--	--	--	--	--	--	--	--	--	--
2	180A	1258+85	47.00	LT	USH 41 SB	180A	180B	584.18	584.10	0.53%	--	--	--	--	--	--	--	--	--	--	--

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STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	523.0524 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH EACH	523.0529 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29x45-INCH EACH	523.0534 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34x53-INCH EACH	SPV.0060.100 SEALING PIPE STUBS EACH	611.9800.S PIPE GRATES EACH	633.5200 MARKERS CULVERT END EACH
2	180B	1259+00	47.00	LT	USH 41 SB	180B	181	582.68	582.64	0.14%	--	--	--	--	--	--	--	--	--	--	--
2	181	1258+87	70.65	LT	USH 41 SB	181	OUTFALL	582.64	--	--	--	--	--	--	--	--	--	1	--	--	1
2	183A	1256+50	30.40	RT	USH 41 SB	183A	183B	584.62	584.25	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	183B	1256+50	47.00	LT	USH 41 SB	183B	183C	584.25	584.14	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	183C	1256+50	68.10	LT	USH 41 SB	183C	OUTFALL	584.14	--	--	--	1	--	--	--	--	--	--	--	--	1
2	187A	1252+00	39.40	RT	USH 41 SB	187A	187B	585.08	584.66	0.51%	--	--	--	--	--	--	--	--	--	--	--
2	187B	1252+00	47.00	LT	USH 41 SB	187B	187C	584.66	584.54	0.52%	--	--	--	--	--	--	--	--	--	--	--
2	187C	1252+00	68.30	LT	USH 41 SB	187C	OUTFALL	584.54	--	--	--	1	--	--	--	--	--	--	--	--	1
2	188A	1249+03	39.70	RT	USH 41 SB	188A	188B	583.84	583.42	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	188B	1249+03	47.00	LT	USH 41 SB	188B	188C	583.42	583.30	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	188C	1249+03	69.40	LT	USH 41 SB	188C	OUTFALL	583.30	--	--	--	1	--	--	--	--	--	--	--	--	1
2	189A	1316+95	26.00	RT	USH 41 SB	189A	189B	591.46	591.00	0.52%	--	--	--	--	--	--	--	--	--	--	--
2	189B	1316+95	65.60	LT	USH 41 SB	189B	OUTFALL	591.00	--	--	--	1	--	--	--	--	--	--	--	--	1
2	900	1326+20	33.25	LT	USH 41 SB	900	900C	592.02	591.88	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	900A	1326+35	62.20	LT	USH 41 SB	900A	900C	591.96	591.88	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	900B	1326+05	64.30	LT	USH 41 SB	900B	900C	591.96	591.88	0.53%	--	--	--	--	--	--	--	--	--	--	--
2	900C	1326+20	63.30	LT	USH 41 SB	900C	900D	591.63	591.55	0.50%	--	--	--	--	--	--	--	--	--	--	--
2	900D	1326+20	78.30	LT	USH 41 SB	900D	OUTFALL	591.55	--	--	1	--	--	--	--	--	--	--	--	--	1
2	902	1299+00	28.90	LT	USH 41 SB	902	116	590.19	589.98	0.51%	--	--	--	--	--	--	--	--	--	--	--
	STAGE 2 SUBTOTAL										1	20	3	0	0	0	1	1	0	1	26
3	100S	1333+83	29.17	LT	USH 41 NB	100S	100A	592.66	591.85	0.74%	--	--	--	--	--	--	--	--	1	--	--
3	100A	1333+83	77.20	RT	USH 41 NB	100A	OUTFALL	591.85	--	--	1	--	--	--	--	--	--	--	--	--	1
3	101	1321+34	18.50	LT	USH 41 NB	101	--	593.47	--	--	--	--	--	--	--	--	--	--	--	--	--
3	104C	1310+01	35.00	RT	USH 41 NB	104C	104D	590.07	589.90	0.50%	--	--	--	--	--	--	--	--	--	--	--
3	104D	1309+93	67.00	RT	USH 41 NB	104D	OUTFALL	589.90	--	--	1	--	--	--	--	--	--	--	--	--	1
3	113	1298+95	100.84	RT	USH 41 NB	113	113A	587.05	587.00	0.11%	--	--	--	1	--	--	--	--	--	1	1
3	113A	1298+50	92.87	RT	USH 41 NB	113A	113B	587.00	586.90	0.10%	--	--	--	--	--	--	--	--	--	--	--
3	113B	1297+48	78.14	RT	USH 41 NB	113B	122B	586.90	586.77	0.09%	--	--	--	--	--	--	--	--	--	--	--
3	122	1296+15	59.30	RT	USH 41 NB	122	122A	588.95	588.87	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	122A	1296+00	58.40	RT	USH 41 NB	122A	122B	588.62	588.54	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	122B	1296+00	71.07	RT	USH 41 NB	122B	124A	586.77	586.58	0.08%	--	--	--	--	--	--	--	--	--	--	--
3	123	1293+65	47.20	RT	USH 41 NB	123	123B	588.80	588.72	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	123A	1293+35	47.00	RT	USH 41 NB	123A	123B	588.80	588.72	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	123B	1293+50	47.00	RT	USH 41 NB	123B	124A	588.50	588.44	0.43%	--	--	--	--	--	--	--	--	--	--	--
3	124	1293+50	69.90	RT	USH 41 NB	124	124A	587.93	587.86	0.64%	--	--	--	--	--	--	--	--	--	--	--
3	124A	1293+50	59.08	RT	USH 41 NB	124A	125	586.58	586.42	0.25%	--	--	--	--	--	--	--	--	--	--	--
3	125	1292+87	57.64	RT	USH 41 NB	125	125A	586.42	586.40	0.08%	--	--	--	--	--	--	--	--	--	--	--
3	125A	1292+65	42.85	RT	USH 41 NB	125A	125B	586.40	586.37	0.10%	--	--	--	--	--	--	--	--	--	--	--
3	125B	1292+35	42.83	RT	USH 41 NB	125B	127	586.37	586.31	0.10%	--	--	--	--	--	--	--	--	--	--	--
3	126	1291+60	47.00	RT	USH 41 NB	126	126A	589.00	588.92	0.53%	--	--	--	--	--	--	--	--	--	--	--

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 24-INCH EACH	522.1030 30-INCH EACH	522.1042 42-INCH EACH	522.1048 48-INCH EACH	523.0524 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH EACH	523.0529 29x45-INCH EACH	523.0534 34x53-INCH EACH	SPV.0060.100 SEALING PIPE STUBS EACH	611.9800.S PIPE GRATES EACH	633.5200 MARKERS CULVERT END EACH
3	126A	1291+74	47.00	RT	USH 41 NB	126A	127	588.67	588.57	0.77%	--	--	--	--	--	--	--	--	--	--	--
3	127	1291+74	57.90	RT	USH 41 NB	127	129	586.31	586.10	0.10%	--	--	--	--	--	--	--	--	--	--	--
3	128	1289+41	47.00	RT	USH 41 NB	128	128A	589.87	589.79	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	128A	1289+56	47.00	RT	USH 41 NB	128A	129	589.54	589.45	0.75%	--	--	--	--	--	--	--	--	--	--	--
3	129	1289+56	57.33	RT	USH 41 NB	129	130	586.10	585.87	0.10%	--	--	--	--	--	--	--	--	--	--	--
3	130	1287+25	57.11	RT	USH 41 NB	130	131A	585.87	585.65	0.10%	--	--	--	--	--	--	--	--	--	--	--
3	131	1285+00	47.00	RT	USH 41 NB	131	131A	589.61	589.49	1.09%	--	--	--	--	--	--	--	--	--	--	--
3	131A	1285+00	56.62	RT	USH 41 NB	131A	132A	585.65	585.36	0.10%	--	--	--	--	--	--	--	--	--	--	--
3	132	1282+00	47.00	RT	USH 41 NB	132	132A	588.39	588.29	0.91%	--	--	--	--	--	--	--	--	--	--	--
3	132A	1282+00	56.60	RT	USH 41 NB	132A	133B	585.36	585.09	0.09%	--	--	--	--	--	--	--	--	--	--	--
3	133	1279+30	47.00	RT	USH 41 NB	133	133A	587.76	587.68	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	133A	1279+15	47.00	RT	USH 41 NB	133A	133B	587.43	587.37	0.55%	--	--	--	--	--	--	--	--	--	--	--
3	133B	1279+15	56.45	RT	USH 41 NB	133B	135B	585.09	584.78	0.10%	--	--	--	--	--	--	--	--	--	--	--
3	134	1276+15	47.00	RT	USH 41 NB	134	134B	587.16	587.08	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	134A	1275+85	47.00	RT	USH 41 NB	134A	134B	587.16	587.08	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	134B	1276+00	47.00	RT	USH 41 NB	134B	135B	586.85	586.78	0.64%	--	--	--	--	--	--	--	--	--	--	--
3	135	1276+07	66.67	RT	USH 41 NB	135	135A	586.80	586.76	0.57%	--	--	--	--	--	--	--	--	--	--	--
3	135A	1276+00	66.67	RT	USH 41 NB	135A	135B	586.76	586.71	0.50%	--	--	--	--	--	--	--	--	--	--	--
3	135B	1276+00	56.35	RT	USH 41 NB	135B	136B	584.78	584.52	0.09%	--	--	--	--	--	--	--	--	--	--	--
3	136	1272+85	47.00	RT	USH 41 NB	136	136A	587.65	587.57	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	136A	1273+00	47.00	RT	USH 41 NB	136A	136B	587.37	587.25	1.20%	--	--	--	--	--	--	--	--	--	--	--
3	136B	1273+00	55.60	RT	USH 41 NB	136B	137	584.02	583.75	0.09%	--	--	--	--	--	--	--	--	--	--	--
3	137	1270+00	55.90	RT	USH 41 NB	137	138A	583.75	583.48	0.09%	--	--	--	--	--	--	--	--	--	--	--
3	138	1267+00	47.00	RT	USH 41 NB	138	138A	587.45	587.37	0.80%	--	--	--	--	--	--	--	--	--	--	--
3	138A	1267+00	55.73	RT	USH 41 NB	138A	139	583.48	583.36	0.08%	--	--	--	--	--	--	--	--	--	--	--
3	139	1265+52	55.62	RT	USH 41 NB	139	139A	583.36	583.33	0.08%	--	--	--	--	--	--	--	--	--	--	--
3	139A	1265+17	67.80	RT	USH 41 NB	139A	OUTFALL	583.33	--	--	--	--	--	--	1	--	--	--	--	--	1
3	140	1293+65	27.75	LT	USH 41 NB	140	140B	589.06	588.98	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	140A	1293+35	27.75	LT	USH 41 NB	140A	140B	589.06	588.98	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	140B	1293+50	27.75	LT	USH 41 NB	140B	141B	587.73	587.69	0.50%	--	--	--	--	--	--	--	--	--	--	--
3	144	1291+60	27.75	LT	USH 41 NB	144	144A	589.22	589.14	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	144A	1291+75	27.75	LT	USH 41 NB	144A	145A	588.89	588.84	0.63%	--	--	--	--	--	--	--	--	--	--	--
3	148	1289+41	27.75	LT	USH 41 NB	148	148A	590.10	590.02	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	148A	1289+56	27.75	LT	USH 41 NB	148A	149A	589.78	589.72	0.75%	--	--	--	--	--	--	--	--	--	--	--
3	167	1264+00	47.00	RT	USH 41 NB	167	167A	586.00	585.90	0.50%	--	--	--	--	--	--	--	--	--	--	--
3	167A	1264+00	65.60	RT	USH 41 NB	167A	OUTFALL	585.90	--	--	1	--	--	--	--	--	--	--	--	--	1
3	169	1261+15	47.00	RT	USH 41 NB	169	169A	585.23	585.15	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	169A	1261+00	47.00	RT	USH 41 NB	169A	169B	584.90	584.80	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	169B	1261+00	64.80	RT	USH 41 NB	169B	OUTFALL	584.80	--	--	1	--	--	--	--	--	--	--	--	--	1
3	174	1260+67	68.98	RT	USH 41 NB	174	174A	582.88	582.85	0.07%	--	--	1	--	--	--	--	--	--	1	1

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

STORM SEWER ITEMS

STAGE	STRUCTURE NUMBER	STATION	OFFSET FT		LOCATION	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 24-INCH EACH	522.1030 30-INCH EACH	522.1042 42-INCH EACH	522.1048 48-INCH EACH	523.0524 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH EACH	523.0529 29x45-INCH EACH	523.0534 34x53-INCH EACH	SPV.0060.100 SEALING PIPE STUBS EACH	611.9800.S PIPE GRATES EACH	633.5200 MARKERS CULVERT END EACH
3	174A	1260+34	45.22	RT	USH 41 NB	174A	175A	582.85	582.71	0.12%	--	--	--	--	--	--	--	--	--	--	--
3	175	1258+85	47.00	RT	USH 41 NB	175	175B	584.06	583.98	0.53%	--	--	--	--	--	--	--	--	--	--	--
3	175A	1259+15	47.00	RT	USH 41 NB	175A	175B	582.71	582.70	0.07%	--	--	--	--	--	--	--	--	--	--	--
3	175B	1259+00	47.00	RT	USH 41 NB	175B	176	582.70	582.68	0.09%	--	--	--	--	--	--	--	--	--	--	--
3	176	1258+99	68.36	RT	USH 41 NB	176	OUTFALL	582.68	--	--	--	--	1	--	--	--	--	--	--	--	1
3	182	1256+50	47.00	RT	USH 41 NB	182	182A	584.00	583.88	0.52%	--	--	--	--	--	--	--	--	--	--	--
3	182A	1256+50	70.10	RT	USH 41 NB	182A	OUTFALL	583.88	--	--	1	--	--	--	--	--	--	--	--	--	1
3	184	1254+86	75.86	RT	USH 41 NB	184	184A	582.20	582.10	0.11%	--	--	--	1	--	--	--	--	--	1	1
3	184A	1254+00	56.99	RT	USH 41 NB	184A	185A	582.10	581.88	0.11%	--	--	--	--	--	--	--	--	--	--	--
3	185	1252+00	46.90	RT	USH 41 NB	185	185A	583.97	583.88	0.82%	--	--	--	--	--	--	--	--	--	--	--
3	185A	1252+00	56.25	RT	USH 41 NB	185A	186A	581.88	581.55	0.11%	--	--	--	--	--	--	--	--	--	--	--
3	186	1249+03	48.40	RT	USH 41 NB	186	186A	583.65	583.55	0.83%	--	--	--	--	--	--	--	--	--	--	--
3	186A	1249+03	58.40	RT	USH 41 NB	186A	186B	581.55	581.48	0.18%	--	--	--	--	--	--	--	--	--	--	--
3	186B	1248+68	75.40	RT	USH 41 NB	186B	OUTFALL	581.48	--	--	--	--	--	1	--	--	--	--	--	--	1
3	189	1317+00	24.90	LT	USH 41 NB	189	189A	592.75	592.68	0.50%	--	--	--	--	--	--	--	--	--	--	--
3	901	1324+00	28.79	RT	USH 41 NB	901	901A	592.56	592.34	0.50%	--	--	--	--	--	--	--	--	--	--	--
3	901A	1324+03	72.70	RT	USH 41 NB	901A	OUTFALL	592.34	--	--	1	--	--	--	--	--	--	--	--	--	1
3	903	1296+75	29.10	RT	USH 41 NB	903	122	589.28	588.95	0.50%	--	--	--	--	--	--	--	--	--	--	--
STAGE 3 SUBTOTAL											6	0	2	3	1	0	0	0	1	3	12
4	100	1333+83	29.17	LT	USH 41 NB	100	100S	592.66	592.66	--	--	--	--	--	--	--	--	--	--	--	--
4	101	1321+34	18.50	LT	USH 41 NB	101	101A	593.47	593.37	0.50%	--	--	--	--	--	--	--	--	--	--	--
4	101A	1321+34	25.00	RT	USH 41 SB	101A	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
4	189A	1316+95	26.00	RT	USH 41 SB	189	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
4	190	1344+06	23.30	LT	USH 41 NB	190	EX	589.42	589.42	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 4 SUBTOTAL											0	0	0	0	0	0	0	0	0	0	0
TOTALS (I.D. 1133-10-81)											7	20	5	3	1	2	1	1	1	4	40

NOTES

1) JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL CONCRETE APRON ENDWALLS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.
2) STATIONS ARE TO THE CENTER OF STRUCTURES OR TO THE APRON END OF ENDWALLS. OFFSETS ARE TO THE FLANGE LINE FOR STRUCTURES IN THE ROADWAY WITH INLET GRATES, AND TO THE CENTER OF STRUCTURE FOR FIELD INLETS AND MANHOLES WITH SOLID LIDS.
3) PIPE LENGTHS AND SLOPES ARE MEASURED TO THE CENTER OF STRUCTURE OR THE APRON END OF ENDWALLS (INCLUDES LENGTH OF AEW)
4) RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE COVER FOR MANHOLES
5) STRUCTURE DEPTH = RIM ELEVATION - INVERT
6) FLAT TOP SLAB WITH CENTERED 21" X 24" RECTANGULAR OPENING REQUIRED ON ALL MANHOLES WITH TYPE V INLET COVERS
7) FLAT TOP SLAB WITH CENTERED 21" X 24" RECTANGULAR OPENING REQUIRED ON INLETS 2.5X3-FT WITH TYPE V INLET COVERS
8) REMOVAL OF SEALING PIPE (BRICK, BLOCK, MORTAR, PLASTER) TO BE INCIDENTAL TO STORM SEWER INSTALLATION
9) BOLT GRATE TO FRAME PER MANUFACTURERS RECOMMENDATION.
10) NO CASTING / NO OPENING IN TOP SLAB, INLET BURIED
11) STRUCTURE INVERT ELEVATION LOWER THAN OUTLET PIPE INVERT ELEVATION IN ORDER TO INCREASE STRUCTURE DEPTH AND MINIMIZE FROST HEAVE IMPACTS. FILL BOTTOM OF INLET WITH GRADE A CONCRETE UP TO OUTLET PIPE INVERT ELEVATION. ALL WORK AND MATERIALS INCIDENTAL TO STORM SEWER STRUCTURE ITEM.

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

TEMPORARY STORM SEWER ITEMS

STAGE	STR NO	STATION	OFFSET FT		LOCATION	611.3901 INLETS Median 1 Grate EACH	611.3902 INLETS Median 2 Grate EACH	611.0642* INLET COVERS TYPE MS EACH	RIM OR FLANGE ELEV	STR DEPTH FT	INLET ELEV	DISCH ELEV	SLOPE	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	522.1018* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	520.8000 CONCRETE COLLLARS FOR PIPE EACH	NOTES
1	T90	1305+34	20.1	LT	USH 41 NB	--	--	--	--	--	591.02	590.89	1.18%	11	1	1	
1	T91	1295+33	46.4	LT	USH 41 NB	--	1	2	590.10	2.10	588.00	--	--	--	--	--	REM EX INLET, INSTALL T91
1	T92	1283+33	33.4	LT	USH 41 NB	--	1	2	589.00	2.00	587.00	--	--	--	--	--	REM EX INLET, INSTALL T92
1	T93	1333+83	70.1	RT	USH 41 NB	--	--	--	--	--	589.56	589.52	0.67%	6	1	1	
1	T94	1343+91	63.1	RT	USH 41 NB	--	--	--	--	--	589.38	589.36	--	--	--	1	
STAGE 1 SUBTOTAL							2	4						17	2	3	
2	T95	1267+01	43.9	RT	USH 41 NB	1	--	1	589.44	1.77	587.67	587.56	1.22%	9	--	--	CONNECT TO STR 166
2	T96	1301+00	40.6	RT	USH 41 NB	1	--	1	594.87	3.74	591.13	591.07	1.00%	6	--	--	CONNECT TO STR 109A
2	T97	1305+50	41.3	RT	USH 41 NB	1	--	1	595.19	3.18	592.01	591.94	1.00%	7	--	--	CONNECT TO STR 108
2	T98	1313+00	41.5	RT	USH 41 NB	1	--	1	594.51	2.21	592.30	592.25	0.36%	14	--	--	CONNECT TO STR 103
2	T99	1317+00	38.5	RT	USH 41 NB	1	--	1	595.07	2.25	592.82	592.72	0.71%	14	--	--	CONNECT TO STR 189A
2	T100	1321+34	39.8	RT	USH 41 NB	1	--	1	595.24	1.72	593.52	593.37	1.00%	15	--	--	CONNECT TO STR 101A
2	T101	1344+05	38.6	RT	USH 41 NB	--	1	2	593.54	4.12	589.42	589.42	--	--	--	--	CONNECT TO EX. 42"
STAGE 2 SUBTOTAL						6	1	8						65	0	0	
4	T102	1241+34	41.4	RT	USH 41 NB	1	--	1	584.5	2.25	582.25	582.25	--	--	--	--	CONNECT TO EX. 18" RCP
4	T103	1354+30	30.3	LT	USH 41 NB	1	--	1	593.6	2.60	591.00	591.00	--	--	--	--	CONNECT TO EX. 18" RCP
STAGE 4 SUBTOTAL						2	0	2						0	0	0	
TOTALS (I.D. 1133-10-81)						8	3	14						82	2	3	

*ADDITIONAL QUANTITIES SHOW ELSEWHERE

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

EROSION CONTROL ITEMS

CATEGORY						1000	1000	1000	1000	1000	1000	1000	1000	1000			1000	1000	1000	1000	1000
						628.1504	628.1520	628.1104	628.2006	628.2004	628.7005	628.7010	628.7020	SPV.0060.150	628.7504	628.7555	628.1905	628.1910	628.7570	628.7560	SPV.0600.151
						SILT FENCE	SILT FENCE MAINTENANCE	EROSION BALES	EROSION MAT, URBAN CLASS I, TYPE A	EROSION MAT CLASS I, TYPE B	INLET PROTECTION TYPE A	INLET PROTECTION TYPE B	INLET PROTECTION TYPE D	INLET PROTECTION TYPE A-SPECIAL	TEMPORARY DITCH CHECKS	CULVERT PIPE CHECK	MOBILIZATIONS EROSION CONTROL	MOBILIZATIONS EMERGENCY EROSION CONTROL	ROCK BAGS	TRACKING PADS	SEDIMENTATION BASIN
STAGE	LOCATION	STRUCTURE	STATION	TO STATION	OFFSET	LF	LF	EACH	SY	SY	EACH	EACH	EACH	EACH	LF	EACH	EACH	EACH	EACH	EACH	EACH
1	US-41 NB	--	UNDISTRIBUTED		--	--	--	--	--	--	--	--	--	--	200	--	5	3	10	10	2
1	US-41 NB	--	1235+20	1254+00	RT	--	--	--	--	3,460	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1245+50	1297+40	LT	--	--	--	--	7,127	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1254+00	1259+50	RT	--	--	--	972	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1260+20	1264+00	RT	--	--	--	736	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1264+00	1298+50	RT	--	--	--	--	7,274	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1298+50	1302+30	RT	--	--	--	500	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1298+70	1325+60	LT	--	--	--	--	4,539	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1300+50	1323+00	RT	--	--	--	4,207	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1323+00	1356+25	RT	--	--	--	6,110	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1321+50	1323+30	RT	--	--	--	315	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1326+80	1351+50	LT	--	--	--	--	3,784	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1349+00	1355+80	LT	--	--	--	--	660	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1354+70	1360+80	LT	--	--	--	--	950	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1235+30	1259+50	55.0' RT	2,487	2,487	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1260+25	1302+50	75.0' RT	4,281	4,281	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1300+50	1311+00	65.0' RT	1,107	1,107	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1312+75	1322+40	60.0' RT	1,363	1,363	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1321+50	1356+20	65.0' RT	3,506	3,506	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1254+75	1259+85	65.0' RT	--	--	160	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1260+20	1264+60	80.0' RT	--	--	140	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1297+00	1302+50	85.0' RT	--	--	185	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1301+25	1311+00	75.0' RT	--	--	330	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1312+85	1315+65	70.0' RT	--	--	95	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1316+25	1322+00	70.0' RT	--	--	195	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1321+75	1342+75	80.0' RT	--	--	710	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1344+80	1356+00	80.0' RT	--	--	380	--	--	--	--	--	--	--	--	--	--	--	--	--
1	US-41 NB	--	1361+00	--	30.0' LT	--	--	--	--	--	--	--	--	--	25	--	--	--	--	--	--
1	US-41 NB	--	1231+60	--	40.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	3	--	--
1	US-41 NB	--	1246+55	--	40.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	3	--	--
1	US-41 NB	--	1258+10	--	35.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	3	--	--
1	US-41 NB	--	1261+35	--	35.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	3	--	--
1	US-41 NB	--	1305+35	--	25.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	3	--	--
1	US-41 NB	--	1362+30	--	30.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	3	--	--
1	US-41 NB	--	1235+20	--	40.0' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
1	US-41 NB	--	1271+35	--	30.0' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
1	US-41 NB	--	1283+35	--	33.0' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
1	US-41 NB	--	1295+35	--	45.0' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
1	US-41 NB	--	1321+35	--	30.0' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
1	US-41 NB	--	1333+80	--	30.0' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
1	US-41 NB	--	1344+10	--	30.0' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
	STAGE 1 SUBTOTAL					12,744	12,744	2,195	12,840	27,794	7	0	7	0	225	0	5	3	28	10	2
2	US-41 SB	--	UNDISTRIBUTED		--	--	--	--	--	--	--	--	--	--	100	--	5	3	5	5	4
2	US-41 SB	--	1344+15	--	70.0' LT	--	--	--	--	--	--	--	--	--	--	6	--	--	--	--	--
2	US-41 SB		1235+20	1245+75	LT	--	--	--	--	1180	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1245+75	1252+00	LT	--	--	--	--	1,160	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1246+00	1249+00	RT	--	--	--	--	370	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1252+00	1259+40	LT	--	--	--	2,425	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1260+10	1300+00	LT	--	--	--	12,520	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1300+00	1325+70	LT	--	--	--	6,210	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1325+70	1345+00	LT	--	--	--	--	6,074	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1235+25	--	60.0' LT	70	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1233+40	1255+50	90.0' LT	2,390	2,390	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1255+50	1259+30	50.0' LT	451	451	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1260+25	1262+25	77.0' LT	251	251	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1262+25	1268+50	70.0' LT	653	653	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1268+50	1275+00	100.0' LT	690	690	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1275+00	1283+00	95.0' LT	825	825	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1283+00	1288+25	90.0' LT	566	566	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1288+25	1293+40	90.0' LT	563	563	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1293+40	1301+00	90.0' LT	771	771	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1302+00	1305+50	95.0' LT	388	388	--	--	--	--	--	--	--	--	--	--	--	--	--	--

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

EROSION CONTROL ITEMS

CATEGORY						1000	1000	1000	1000	1000	1000	1000	1000	1000			1000	1000	1000	1000	1000
						628.1504	628.1520	628.1104	628.2006	628.2004	628.7005	628.7010	628.7020	SPV.0060.150	628.7504	628.7555	628.1905	628.1910	628.7570	628.7560	SPV.0600.151
						SILT	SILT	EROSION	EROSION	EROSION	INLET	INLET	INLET	INLET	TEMPORARY	CULVERT	MOBILIZATIONS	MOBILIZATIONS	ROCK	TRACKING	SEDIMENTATION
						FENCE	FENCE	BALES	MAT, URBAN	MAT	PROTECTION	PROTECTION	PROTECTION	PROTECTION	DITCH	PIPE	EROSION	EMERGENCY EROSION	BAGS	PADS	BASIN
STAGE	LOCATION	STRUCTURE	STATION	TO STATION	OFFSET	LF	LF	EACH	SY	SY	EACH	EACH	EACH	EACH	LF	EACH	EACH	EACH	EACH	EACH	EACH
2	US-41 SB	--	1305+50	1311+00	75.0' LT	585	585	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1312+25	1313+00	90.0' LT	103	103	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1313+00	1322+30	90.0' LT	1,461	1,461	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1324+00	1328+75	90.0' LT	544	544	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1328+75	1336+10	80.0' LT	770	770	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1336+10	1345+50	75.0' LT	974	974	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 SB	--	1312+25	1321+25	75.0' LT	--	--	240	--	--	--	--	--	--	--	--	--	--	--	--	--
2	US-41 NB	101	1321+34	--	18.5' LT	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--
2	US-41 NB	103	1313+03	--	27.70' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	104	1310+17	--	27.70' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 NB	104A	1309+87	--	27.70' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 NB	104B	1310+02	--	27.70' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 NB	107	1308+02	--	27.70' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	108	1305+50	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	109	1301+15	--	27.70' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	109A	1301+00	--	27.70' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	114	1298+65	--	27.70' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	114A	1298+50	--	27.70' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	118	1296+15	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	118A	1296+00	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	152	1285+00	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	153	1282+00	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	154	1279+30	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	154A	1279+15	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	158	1276+15	--	27.80' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 NB	158A	1275+85	--	27.80' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 NB	158B	1276+00	--	27.80' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 NB	162	1272+85	--	27.70' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	162A	1273+00	--	27.70' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	166	1267+00	--	27.80' LT	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--
2	US-41 NB	168	1264+00	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	170	1261+15	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	170A	1261+00	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	178	1259+15	--	27.70' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 NB	178A	1258+85	--	27.70' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 NB	178B	1259+00	--	27.70' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 NB	183	1256+50	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	187	1252+00	--	27.70' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	188	1249+03	--	26.4' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 NB	T190	1344+10	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--
2	US-41 NB	101A	1321+34	--	25.0' RT	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	189A	1316+95	--	26.0' RT	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	103A	1313+00	--	27.70' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	105	1310+15	--	27.70' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	105A	1309+85	--	27.70' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	105B	1310+00	--	27.70' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	107A	1308+00	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	108A	1305+50	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	110	1301+15	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	110A	1301+00	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	115	1298+65	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	115A	1298+50	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	116	1298+65	--	50.40' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	116A	1298+50	--	49.30' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	902	1299+00		28.9' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	119	1296+15	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	119A	1296+00	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	120	1296+15	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	120A	1296+00	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	141	1293+65	--	27.80' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	141A	1293+35	--	27.80' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	141B	1293+50	--	27.80' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	142	1293+65	--	47.00' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	142A	1293+35	--	47.00' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	142B	1293+50	--	47.00' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	145	1291+60	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	145A	1291+75	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	146	1291+60	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	146A	1291+75	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	149	1289+41	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	MISCELLANEOUS QUANTITIES	SHEET:	E

FILE NAME : PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

EROSION CONTROL ITEMS

CATEGORY						1000	1000	1000	1000	1000	1000	1000	1000	1000			1000	1000	1000	1000	1000
						628.1504	628.1520	628.1104	628.2006	628.2004	628.7005	628.7010	628.7020	SPV.0060.150	628.7504	628.7555	628.1905	628.1910	628.7570	628.7560	SPV.0600.151
						SILT FENCE	SILT FENCE MAINTENANCE	EROSION BALES	EROSION MAT, URBAN CLASS I, TYPE A	EROSION MAT CLASS I, TYPE B	INLET PROTECTION TYPE A	INLET PROTECTION TYPE B	INLET PROTECTION TYPE D	INLET PROTECTION TYPE A-SPECIAL	TEMPORARY DITCH CHECKS	CULVERT PIPE CHECK	MOBILIZATIONS EROSION CONTROL	MOBILIZATIONS EMERGENCY EROSION CONTROL	ROCK BAGS	TRACKING PADS	SEDIMENTATION BASIN
STAGE	LOCATION	STRUCTURE	STATION	TO STATION	OFFSET	LF	LF	EACH	SY	SY	EACH	EACH	EACH	EACH	LF	EACH	EACH	EACH	EACH	EACH	EACH
2	US-41 SB	149A	1289+56	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	150	1289+40	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	150A	1289+55	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	152A	1285+00	--	27.70' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	152B	1285+00	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	153A	1282+00	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	153B	1282+00	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	155	1279+30	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	155A	1279+15	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	156	1279+30	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	156A	1279+15	--	47.00'LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	159	1276+15	--	27.70' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	159A	1275+85	--	27.70' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	159B	1276+00	--	27.70' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	160	1276+15	--	47.00' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	160A	1275+85	--	47.00' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	160B	1276+00	--	47.00' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	163	1272+85	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	163A	1273+00	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	164	1272+85	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	164A	1273+00	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	166A	1267+00	--	27.70' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	166B	1267+00	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	168A	1264+00	--	27.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	168B	1264+00	--	46.90' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	171	1261+15	--	27.70' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	171A	1261+00	--	27.70' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	172	1261+15	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	172A	1261+00	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	179	1259+15	--	27.80' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	179A	1258+85	--	27.80' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	179B	1259+00	--	27.80' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	180	1259+15	--	47.00' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	180A	1258+85	--	47.00' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	180B	1259+00	--	47.00' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	183A	1256+50	--	30.4' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	183B	1256+50	--	47.0' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	187A	1252+00	--	39.40' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	187B	1252+00	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	188A	1249+03	--	39.70' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	188B	1249+03	--	47.00' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
2	US-41 SB	900	1326+20	--	33.25' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	900A	1326+35	--	62.2' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	900B	1326+05	--	64.3' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	900C	1326+20	--	63.3' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
2	US-41 SB	177	1260+56	--	68.37' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	7	--	--
2	US-41 SB	--	1234+30	--	160.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
2	US-41 SB	--	1255+50	--	100.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
2	US-41 SB	--	1262+25	--	125.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
2	US-41 SB	--	1268+50	--	100.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
2	US-41 SB	--	1275+00	--	95.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
2	US-41 SB	--	1283+00	--	90.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
2	US-41 SB	--	1288+25	--	90.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
2	US-41 SB	--	1293+40	--	90.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
2	US-41 SB	--	1305+50	--	95.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
2	US-41 SB	--	1313+00	--	90.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
2	US-41 SB	--	1328+75	--	80.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
2	US-41 SB	--	1336+10	--	75.0' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
	STAGE 2 SUBTOTAL					12,055	12,055	240	21,155	8,784	103	69	39	0	100	6	5	3	372	5	4

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

EROSION CONTROL ITEMS

CATEGORY						1000	1000	1000	1000	1000	1000	1000	1000	1000			1000	1000	1000	1000	1000
						628.1504	628.1520	628.1104	628.2006	628.2004	628.7005	628.7010	628.7020	SPV.0060.150	628.7504	628.7555	628.1905	628.1910	628.7570	628.7560	SPV.0600.151
						SILT FENCE	SILT FENCE MAINTENANCE	EROSION BALES	EROSION MAT, URBAN CLASS I, TYPE A	EROSION MAT CLASS I, TYPE B	INLET PROTECTION TYPE A	INLET PROTECTION TYPE B	INLET PROTECTION TYPE D	INLET PROTECTION TYPE A-SPECIAL	TEMPORARY DITCH CHECKS	CULVERT PIPE CHECK	MOBILIZATIONS EROSION CONTROL	MOBILIZATIONS EMERGENCY EROSION CONTROL	ROCK BAGS	TRACKING PADS	SEDIMENTATION BASIN
STAGE	LOCATION	STRUCTURE	STATION	TO STATION	OFFSET	LF	LF	EACH	SY	SY	EACH	EACH	EACH	EACH	LF	EACH	EACH	EACH	EACH	EACH	EACH
3	US-41 NB	--	UNDISTRIBUTED		--	--	--	--	--	--	--	--	--	--	50	--	5	3	5	5	4
3	US-41 NB	--	1235+20	1259+50	RT	--	--	--	7,530	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1260+00	1267+00	RT	--	--	--	2,550	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1267+00	1298+75	RT	--	--	--	--	6,900	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1298+50	1311+00	RT	--	--	--	3,560	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1312+00	1323+00	RT	--	--	--	3,360	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1323+00	1345+00	RT	--	--	--	6,038	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1235+00	1256+50	90.0' RT	2,160	2,160	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1256+50	1258+60	100.0' RT	269	269	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1260+70	1262+50	105.0' RT	229	229	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1262+50	1275+60	72.0' RT	1,356	1,356	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1275+60	1283+40	70.0' RT	815	815	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1283+40	1293+25	73.0' RT	1,027	1,027	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1293+25	1298+90	80.0' RT	622	622	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1301+55	1311+00	75.0' RT	1,060	1,060	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1312+20	1322+30	70.0' RT	1,147	1,147	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1322+80	1333+85	95.0' RT	1,141	1,141	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1333+85	1340+25	80.0' RT	688	688	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1340+25	1345+60	72.0' RT	616	616	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1312+25	1315+60	80.0' RT	--	--	97	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1316+30	1321+50	80.0' RT	--	--	182	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1336+20	1340+00	75.0' RT	--	--	112	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1340+40	1345+40	75.0' RT	--	--	152	--	--	--	--	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1235+25	--	52.0' RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--
3	US-41 NB	--	1235+25	--	143.0' LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--
3	US-41 NB	113	1299+01	--	100.8' RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--
3	US-41 NB	184	1254+86	--	81.0' RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--
3	US-41 NB	100	1333+83	--	29.17' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	104C	1310+01	--	35.0' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	122	1296+15	--	59.30' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	122A	1296+00	--	58.40' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	903	1296+75		29.1' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	123	1293+65	--	47.20' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	123A	1293+35	--	47.0' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	123B	1293+50	--	47.0' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	124	1293+50	--	69.9' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	126	1291+60	--	47.0' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	126A	1291+74	--	47.0' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	128	1289+41	--	47.0' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	128A	1289+56	--	47.0' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	131	1285+00	--	47.0' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	132	1282+00	--	47.0' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	133	1279+30	--	47.0' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	133A	1279+15	--	47.0' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	134	1276+15	--	47.0' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	134A	1275+85	--	47.0' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	134B	1276+00	--	47.0' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	135	1276+07	--	66.55' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	135A	1276+00	--	66.67' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	136	1272+85	--	47.00' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	136A	1273+00	--	47.00' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	138	1267+00	--	46.90' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	140	1293+65	--	27.80' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	140A	1293+35	--	27.80' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	140B	1293+50	--	27.80' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	144	1291+60	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	144A	1291+75	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	148	1289+41	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	148A	1289+56	--	27.80' LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	167	1264+00	--	47.00' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

EROSION CONTROL ITEMS

CATEGORY						1000	1000	1000	1000	1000	1000	1000	1000	1000			1000	1000	1000	1000	1000
						628.1504	628.1520	628.1104	628.2006	628.2004	628.7005	628.7010	628.7020	SPV.0060.150	628.7504	628.7555	628.1905	628.1910	628.7570	628.7560	SPV.0600.151
						SILT FENCE	SILT FENCE MAINTENANCE	EROSION BALES	EROSION MAT, URBAN CLASS I, TYPE A	EROSION MAT CLASS I, TYPE B	INLET PROTECTION TYPE A	INLET PROTECTION TYPE B	INLET PROTECTION TYPE D	INLET PROTECTION TYPE A-SPECIAL	TEMPORARY DITCH CHECKS	CULVERT PIPE CHECK	MOBILIZATIONS EROSION CONTROL	MOBILIZATIONS EMERGENCY EROSION CONTROL	ROCK BAGS	TRACKING PADS	SEDIMENTATION BASIN
STAGE	LOCATION	STRUCTURE	STATION	TO STATION	OFFSET	LF	LF	EACH	SY	SY	EACH	EACH	EACH	EACH	LF	EACH	EACH	EACH	EACH	EACH	EACH
3	US-41 NB	169	1261+15	--	47.00' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	169A	1261+00	--	47.00' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	175	1258+85	--	47.00' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	175A	1259+15	--	47.00' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	175B	1259+00	--	47.00' RT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
3	US-41 NB	182	1256+50	--	47.00' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	185	1252+00	--	46.90' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	186	1249+03	--	48.40' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	189	1317+00	--	24.9' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	901	1324+00	--	28.80' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
3	US-41 NB	--	1343+85	--	50.0' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	7	--	--
3	US-41 NB	174	1260+60	--	55.0' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	5	--	--
3	US-41 NB	--	1256+50	--	110.0' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
3	US-41 NB	--	1262+50	--	115.0' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
3	US-41 NB	--	1275+70	--	72.0' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
3	US-41 NB	--	1283+40	--	70.0' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
3	US-41 NB	--	1293+25	--	75.0' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
3	US-41 NB	--	1333+80	--	90.0' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
3	US-41 NB	--	1340+20	--	88.0' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--
	STAGE 3 SUBTOTAL					11,130	11,130	543	23,038	6,900	43	28	15	4	50	0	5	3	227	5	4
4	US-41 SB	--	UNDISTRIBUTED		--	--	--	--	--	--	--	--	--	--	50	--	1	1	2	2	2
4	US-41 SB	--	1233+50	1247+10	RT	--	--	--	--	7,825	--	--	--	--	--	--	--	--	--	--	--
4	US-41 SB	--	1298+71	1300+03	LT	--	--	--	--	220	--	--	--	--	--	--	--	--	--	--	--
4	US-41 SB	--	1323+00	1340+80	RT	--	--	--	--	4,838	--	--	--	--	--	--	--	--	--	--	--
4	US-41 SB	--	1341+05	1360+80	RT	--	--	--	--	8,230	--	--	--	--	--	--	--	--	--	--	--
4	US-41 SB	189A	1316+99	--	26.0' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
4	US-41 SB	101A	1321+34	--	25.0' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
4	US-41 NB	101	1321+34	--	18.50" LT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
4	US-41 SB	100	1333+83	--	29.12' RT	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--
4	US-41 NB	190	1344+06	--	23.30' LT	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
4	US-41 NB		1354+30	--		--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--
	STAGE 4 SUBTOTAL					0	0	0	0	21,113	6	4	2	0	50	0	1	1	2	2	2
	US-41		UNDISTRIBUTED			1,000	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS (I.D. 1133-10-81)					36,929	36,929	2,978	57,033	64,591	159	101	63	4	425	6	16	10	629	22	12

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

RESTORATION ITEMS

CATEGORY						1000	1000		1000	1000	1000	1000
						606.0100	625.0100	629.0210	630.0120	630.0160	645.0130	630.0200
						RIPRAP LIGHT	TOPSOIL	FERTILIZER TYPE B	SEEDING MIXTURE NO. 20	SEEDING MIXTURE NO. 60	GEOTEXTILE FABRIC TYPE R	SEEDING TEMPORARY
STAGE	LOCATION	STRUCTURE	STATION	TO STATION	OFFSET	CY	SY	CWT	LB	LB	SY	LB
1	US-41 NB	--	UNDISTRIBUTED		--	--	--	17	--	--	--	--
1	US-41 NB	--	UNDISTRIBUTED		--	--	--	--	--	--	--	737
1	US-41 NB	--	1235+20	1254+00	RT	--	3,460	--	93	--	--	--
1	US-41 NB	--	1245+50	1297+40	LT	--	7,127	--	192	--	--	--
1	US-41 NB	--	1254+00	1259+50	RT	--	972	--	--	13	--	--
1	US-41 NB	--	1260+20	1264+00	RT	--	736	--	--	10	--	--
1	US-41 NB	--	1264+00	1298+50	RT	--	7,274	--	196	--	--	--
1	US-41 NB	--	1298+50	1302+30	LT	--	500	--	--	7	--	--
1	US-41 NB	--	1298+70	1325+60	RT	--	4,539	--	123	--	--	--
1	US-41 NB	--	1300+50	1323+00	RT	--	4,207	--	--	57	--	--
1	US-41 NB	--	1323+00	1356+25	RT	--	6,110	--	--	82	--	--
1	US-41 NB	--	1321+50	1323+30	LT	--	315	--	--	4	--	--
1	US-41 NB	--	1326+80	1351+50	LT	--	3,784	--	102	--	--	--
1	US-41 NB	--	1349+00	1355+80	LT	--	660	--	18	--	--	--
1	US-41 NB	--	1354+70	1360+80	LT	--	950	--	26	--	--	--
1	US-41 NB	--	1333+83	--	70' RT	4	--	--	--	--	15	--
	STAGE 1 SUBTOTAL					4	40,634	17	750	173	15	737
2	US-41 NB	--	UNDISTRIBUTED		--	--	--	19	--	--	--	--
2	US-41 SB	--	1235+75	1245+75	LT	--	1,180	--	32	--	--	--
2	US-41 SB	--	1245+75	1252+00	LT	--	1,160	--	31	--	--	--
2	US-41 SB	--	1246+00	1249+00	RT	--	370	--	10	--	--	--
2	US-41 SB	--	1252+00	1259+40	LT	--	2,425	--	--	33	--	--
2	US-41 SB	--	1260+10	1300+00	LT	--	12,520	--	--	169	--	--
2	US-41 SB	--	1300+00	1325+70	LT	--	6,210	--	--	84	--	--
2	US-41 SB	--	1325+70	1345+00	LT	--	6,074	--	164	--	--	--
2	US-41 SB	101B	1321+32	--	64.5' LT	6	--	--	--	--	20	--
2	US-41 SB	106	1310+00	--	63.7' LT	8	--	--	--	--	26	--
2	US-41 SB	107B	1308+00	--	65.7' LT	6	--	--	--	--	20	--
2	US-41 SB	108B	1305+50	--	64.7' LT	6	--	--	--	--	20	--
2	US-41 SB	111A	1301+74	--	60.7' LT	6	--	--	--	--	20	--
2	US-41 SB	117	1298+50	--	68.0' LT	6	--	--	--	--	20	--
2	US-41 SB	121	1296+00	--	67.5' LT	6	--	--	--	--	20	--
2	US-41 SB	143	1293+50	--	67.5' LT	8	--	--	--	--	26	--
2	US-41 SB	147	1291+75	--	67.3' LT	6	--	--	--	--	20	--
2	US-41 SB	151	1289+56	--	67.5' LT	6	--	--	--	--	20	--
2	US-41 SB	152C	1285+00	--	67.5' LT	6	--	--	--	--	20	--
2	US-41 SB	153C	1282+00	--	67.6' LT	6	--	--	--	--	20	--
2	US-41 SB	157	1279+15	--	67.6' LT	6	--	--	--	--	20	--
2	US-41 SB	161	1276+00	--	67.5' LT	8	--	--	--	--	26	--
2	US-41 SB	165	1273+00	--	67.5' LT	6	--	--	--	--	20	--
2	US-41 SB	166C	1267+00	--	67.5' LT	6	--	--	--	--	20	--
2	US-41 SB	168C	1264+00	--	69.2' LT	6	--	--	--	--	20	--

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

RESTORATION ITEMS

CATEGORY						1000	1000		1000	1000	1000	1000
						606.0100	625.0100	629.0210	630.0120	630.0160	645.0130	630.0200
						RIPRAP LIGHT	TOPSOIL	FERTILIZER TYPE B	SEEDING MIXTURE NO. 20	SEEDING MIXTURE NO. 60	GEOTEXTILE FABRIC TYPE R	SEEDING TEMPORARY
STAGE	LOCATION	STRUCTURE	STATION	TO STATION	OFFSET	CY	SY	CWT	LB	LB	SY	LB
	US-41 SB	173	1261+00		67.5' LT	6	--	--	--	--	20	--
2	US-41 SB	181	1258+87	--	70.65' LT	16	--	--	--	--	44	--
2	US-41 SB	183C	1256+50	--	68.1' LT	6	--	--	--	--	20	--
2	US-41 SB	187C	1252+00	--	68.3' LT	6	--	--	--	--	20	--
2	US-41 SB	188C	1249+03	--	69.4' LT	6	--	--	--	--	20	--
2	US-41 SB	189B	1316+95	--	65.60' LT	6	--	--	--	--	20	--
2	US-41 SB	103B	1313+00	--	56.7' LT	6	--	--	--	--	20	--
2	US-41 SB	900D	1326+20	--	78.30' LT	4	--	--	--	--	15	--
2	US-41 SB	--	1235+20	1236+00	--	52	--	--	--	--	--	--
2	US-41 SB	--	1236+00	1237+00	--	59	--	--	--	--	--	--
2	US-41 SB	--	1237+00	1238+00	--	59	--	--	--	--	--	--
2	US-41 SB	--	1238+00	1239+00	--	63	--	--	--	--	--	--
2	US-41 SB	--	1239+00	1240+00	--	67	--	--	--	--	--	--
2	US-41 SB	--	1240+00	1241+00	--	70	--	--	--	--	--	--
2	US-41 SB	--	1241+00	1242+00	--	74	--	--	--	--	--	--
2	US-41 SB	--	1242+00	1243+00	--	74	--	--	--	--	--	--
2	US-41 SB	--	1243+00	1244+00	--	74	--	--	--	--	--	--
2	US-41 SB	--	1244+00	1245+00	--	78	--	--	--	--	--	--
2	US-41 SB	--	1245+00	1246+00	--	78	--	--	--	--	--	--
2	US-41 SB	--	1246+00	1247+00	--	74	--	--	--	--	--	--
2	US-41 SB	--	1247+00	1248+00	--	74	--	--	--	--	--	--
2	US-41 SB	--	1248+00	1249+00	--	74	--	--	--	--	--	--
2	US-41 SB	--	1249+00	1250+00	--	74	--	--	--	--	--	--
2	US-41 SB	--	1250+00	1251+00	--	78	--	--	--	--	--	--
2	US-41 SB	--	1251+00	1252+00	--	74	--	--	--	--	--	--
2	US-41 SB	--	1252+00	1253+00	--	74	--	--	--	--	--	--
	STAGE 2 SUBTOTAL					1,434	29,939	19	237	286	537	0
3	US-41 NB	--	UNDISTRIBUTED		--	--	--	19	--	--	--	--
3	US-41 NB		UNDISTRIBUTED		--	--	--	--	--	--	--	808
3	US-41 NB	--	1235+20	1248+80	RT	--	7,530	--	--	102	--	--
3	US-41 NB	--	1242+75	1259+50	RT	--	2,550	--	--	34	--	--
3	US-41 NB	--	1260+00	1266+00	RT	--	6,900	--	186	--	--	--
3	US-41 NB	--	1266+00	1298+75	RT	--	3,560	--		48	--	--
3	US-41 NB	--	1298+50	1323+00	RT	--	3,360	--	--	45	--	--
3	US-41 NB	--	1323+00	1345+00	RT	--	6,038	--	--	82	--	--
3	US-41 NB	100A	1333+83	--	77.2' RT	4	--	--	--	--	15	--
3	US-41 NB	901A	1324+03	--	72.7' RT	4	--	--	--	--	15	--

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

RESTORATION ITEMS

CATEGORY						1000	1000		1000	1000	1000	1000
						606.0100	625.0100	629.0210	630.0120	630.0160	645.0130	630.0200
						RIPRAP LIGHT	TOPSOIL	FERTILIZER TYPE B	SEEDING MIXTURE NO. 20	SEEDING MIXTURE NO. 60	GEOTEXTILE FABRIC TYPE R	SEEDING TEMPORARY
STAGE	LOCATION	STRUCTURE	STATION	TO STATION	OFFSET	CY	SY	CWT	LB	LB	SY	LB
3	US-41 NB	104D	1309+93	--	67.0' RT	4	--	--	--	--	15	--
3	US-41 NB	139A	1265+17	--	67.8' RT	14	--	--	--	--	40	--
3	US-41 NB	167A	1264+00	--	65.6' RT	4	--	--	--	--	15	--
3	US-41 NB	169B	1261+00	--	64.8' RT	4	--	--	--	--	15	--
3	US-41 NB	176	1258+99	--	68.36' RT	8	--	--	--	--	26	--
3	US-41 NB	182A	1256+50	--	70.1' RT	4	--	--	--	--	15	--
3	US-41 NB	--	1235+20	1236+00	80.00' RT	71	--	--	--	--	--	--
3	US-41 NB	--	1236+00	1237+00	80.00' RT	74	--	--	--	--	--	--
3	US-41 NB	--	1237+00	1238+00	80.00' RT	74	--	--	--	--	--	--
3	US-41 NB	--	1238+00	1239+00	80.00' RT	74	--	--	--	--	--	--
3	US-41 NB	--	1239+00	1240+00	80.00' RT	74	--	--	--	--	--	--
3	US-41 NB	--	1240+00	1241+00	80.00' RT	74	--	--	--	--	--	--
3	US-41 NB	--	1241+00	1242+00	80.00' RT	74	--	--	--	--	--	--
3	US-41 NB	--	1242+00	1243+00	80.00' RT	74	--	--	--	--	--	--
3	US-41 NB	--	1243+00	1244+00	80.00' RT	74	--	--	--	--	--	--
3	US-41 NB	--	1244+00	1245+00	80.00' RT	74	--	--	--	--	--	--
3	US-41 NB	--	1245+00	1246+00	80.00' RT	74	--	--	--	--	--	--
3	US-41 NB	--	1246+00	1247+00	80.00' RT	74	--	--	--	--	--	--
3	US-41 NB	--	1247+00	1248+00	80.00' RT	74	--	--	--	--	--	--
3	US-41 NB	--	1248+00	1249+00	80.00' RT	74	--	--	--	--	--	--
	STAGE 3 SUBTOTAL					1,080	29,938	19	186	311	154	808
4	US-41 SB	--	UNDISTRIBUTED		--	--	--	13	--	--	--	--
4	US-41 SB	--	UNDISTRIBUTED		--	--	--	--	--	--	--	150
4	US-41 SB	--	1235+20	1247+10	RT	--	7,825	--	211	--	--	--
4	US-41 SB	--	1298+71	1300+03	LT	--	220	--	6	--	--	--
4	US-41 SB	--	1323+00	1340+80	RT	--	4,838	--	131	--	--	--
4	US-41 SB	--	1341+05	1360+80	RT	--	8,230	--	222	--	--	--
	STAGE 4 SUBTOTAL					0	21,113	13	570	0	0	150
	TOTALS (I.D. 1133-10-81)					2,518	121,624	68	1,744	770	706	1,695

NOTE: ALL ITEMS ON THIS SHEET ARE PAID UNDER CATEGORY 1000

3

TRAFFIC CONTROL ITEMS

LOCATION	643.0200 TRAFFIC CONTROL SURVEILLANCE & MAINTENANCE 1133-10-81 DAY	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	SPV.0075.200 TRUCK MOUNTED ATTENUATOR WITH OPERATOR HRS	SPV.0075.201 TRUCK MOUNTED ATTENUATOR WITHOUT OPERATOR HRS
STAGE 1A										
USH 41 NB TRAFFIC	50	15050	250	500	1550	100	2900	0	0	0
USH 41 SB TRAFFIC		15150	250	500	1550	100	2900	0	0	0
SUBTOTAL STAGE 1A	50	30200	500	1000	3100	200	5800	0	0	0
STAGE 1B										
USH 41 NB TRAFFIC	50	18550	350	700	4650	50	2200	0	0	0
USH 41 SB TRAFFIC		7850	200	400	2850	0	2300	0	0	0
SUBTOTAL STAGE 1B	50	26400	550	1100	7500	50	4500	0	0	0
STAGE 2A/2B										
USH 41 NB TRAFFIC		0	0	0	0	0	9632	0	0	0
USH 41 SB TRAFFIC	112	7168	0	0	0	0	4704	0	0	0
UNDISTRIBUTED		100	100	200	100	0	0	0	0	0
SUBTOTAL STAGE 2A/2B	112	7268	100	200	100	0	14336	0	0	0
STAGE 3A/3B										
USH 41 NB TRAFFIC		0	0	0	0	0	6633	0	0	0
USH 41 SB TRAFFIC	99	0	0	0	0	0	3564	0	0	0
UNDISTRIBUTED		100	100	200	100	0	0	0	0	0
SUBTOTAL STAGE 3A/3B	99	100	100	200	100	0	10197	0	0	0
STAGE 4										
USH 41 NB TRAFFIC	29	0	0	0	0	58	1566	0	0	0
USH 41 SB TRAFFIC		812	0	0	0	29	696	0	0	0
SUBTOTAL STAGE 4	29	812	0	0	0	87	2262	0	0	0
UNDISTRIBUTED	17	3239	63	125	540	17	1855	100	100	100
PROJECT 1133-10-81 TOTAL	**357**	**68019**	**1313**	**2625**	**11340**	**354**	**38950**	**100**	**100**	**100**

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

PAVEMENT MARKING ITEMS

STATION	-	STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' LINE 37.5' SKIP)* LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE) LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH (YELLOW) LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH * USED FOR WINTER SHUTDOWN* (WHITE) LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH * USED FOR WINTER SHUTDOWN* (3' LINE 9' SKIP) LF	646.0841.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (12.5' LINE 37.5' SKIP) LF	646.0843.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) LF	646.0843.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (3' LINE 9' SKIP) LF	647.0746 PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE) LF	SPV.0060.202 CRASH CUSHIONS TEMPORARY LEFT IN PLACE EACH	SPV.0090.201 CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE LF
STAGE 4														
1231+00	-	1234+25	USH 41 NB	82	325	325	-	-	-	-	-	-	-	-
1234+25	-	1240+00	USH 41 NB	144	575	575	-	-	-	-	-	-	-	-
1240+00	-	1245+75	USH 41 NB	144	575	575	-	-	-	-	-	-	1	25
1245+75	-	1251+50	USH 41 NB	144	575	575	-	-	-	-	-	-	1	825
1251+50	-	1257+25	USH 41 NB	144	575	575	-	-	25	-	-	-	-	1050
1257+25	-	1262+75	USH 41 NB	138	550	550	-	-	138	-	-	-	-	550
1262+75	-	1268+50	USH 41 NB	144	575	575	-	-	144	-	-	-	-	575
1268+50	-	1274+25	USH 41 NB	144	575	575	-	-	144	-	-	-	-	575
1274+25	-	1280+00	USH 41 NB	144	575	575	-	90	144	-	90	-	-	575
1280+00	-	1285+50	USH 41 NB	138	550	550	-	138	138	-	138	-	-	550
1285+50	-	1291+25	USH 41 NB	144	575	575	246	83	144	246	83	-	-	325
1291+25	-	1297+00	USH 41 NB	144	615	595	1434		144	1434		16	1	20
1297+00	-	1302+75	USH 41 NB	144	884	730	-		144	-		-	-	575
1302+75	-	1308+50	USH 41 NB	144	575	575	-	-	57	-	-	-	1	922
1308+50	-	1314+00	USH 41 NB	138	550	550	-	-	-	-	-	-	-	1101
1314+00	-	1319+75	USH 41 NB	144	575	575	-	-	-	-	-	-	-	1150
1319+75	-	1325+50	USH 41 NB	144	657	658	330	-	132	330	-	-	-	100
1325+50	-	1331+50	USH 41 NB	150	600	600	-	63	150	-	63	-	-	-
1331+50	-	1337+25	USH 41 NB	144	575	575	-	-	144	-	-	-	-	-
1337+25	-	1343+25	USH 41 NB	150	600	600	-	-	150	-	-	-	-	-
1343+25	-	1349+00	USH 41 NB	144	575	575	-	-	144	-	-	-	-	-
1349+00	-	1354+75	USH 41 NB	144	575	575	-	-	144	-	-	-	-	-
1354+75	-	1360+50	USH 41 NB	144	575	575	-	-	144	-	-	-	-	-
1360+50	-	1366+50	USH 41 NB	150	600	600	-	-	150	-	-	-	-	-
1366+50	-	1368+00	USH 41 NB	38	150	150	-	-	38	-	-	-	-	-

*TO BE USED FOR 2014 TO 2015 WINTER SHUTDOWN IF PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRACT TAPE 4-INCH (12.5' LINE 37.5' SKIP) AND 8-INCH CANNOT BE PLACED IN ACCORDANCE TO SPECIFICATIONS DUE OT WEATHER

PAVEMENT MARKING ITEMS (CONTINUED)

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

STATION - STATION	LOCATION	(WHITE) (12.5' LINE 37.5' SKIP)* LF	(WHITE) LF	(YELLOW) LF	* USED FOR WINTER SHUTDOWN* (WHITE) LF	(3' LINE 9' SKIP) LF	REFLECTIVE CONTRAST TAPE 4-INCH (12.5' LINE 37.5' SKIP) LF	REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) LF	(3' LINE 9' SKIP) LF	EPOXY 24-INCH (WHITE) LF	LEFT IN PLACE EACH	TEMPORARY PRECAST LEFT IN PLACE LF
STAGE 4												
1231+00 - 1234+25	USH 41 SB	82	325	325	-	-	-	-	-	-	-	-
1234+25 - 1240+00	USH 41 SB	144	575	575	-	-	-	-	-	-	-	-
1240+00 - 1245+75	USH 41 SB	144	575	575	-	-	-	-	-	-	-	-
1245+75 - 1251+50	USH 41 SB	144	575	575	-	-	-	-	-	-	-	950
1251+50 - 1257+25	USH 41 SB	144	575	575	-	-	25	-	-	-	1	1025
1257+25 - 1262+75	USH 41 SB	138	550	550	-	-	138	-	-	-	-	550
1262+75 - 1268+50	USH 41 SB	144	575	575	-	-	144	-	-	-	-	575
1268+50 - 1274+25	USH 41 SB	144	575	575	-	-	144	-	-	-	-	575
1274+25 - 1280+00	USH 41 SB	144	575	575	-	-	144	-	-	-	-	575
1280+00 - 1285+50	USH 41 SB	138	550	550	-	-	138	-	-	-	-	550
1285+50 - 1291+25	USH 41 SB	144	575	575	-	-	144	-	-	-	-	572
1291+25 - 1297+00	USH 41 SB	144	575	575	25	79	144	25	79	-	-	579
1297+00 - 1302+75	USH 41 SB	144	660	660	421	-	144	421	-	-	-	483
1302+75 - 1308+50	USH 41 SB	144	575	575	-	-	-	-	-	-	-	1152
1308+50 - 1314+00	USH 41 SB	144	550	550	-	-	-	-	-	-	-	1096
1314+00 - 1319+75	USH 41 SB	144	575	575	-	-	44	-	-	-	1	971
1319+75 - 1325+50	USH 41 SB	144	575	575	-	-	144	-	-	-	1	326
1325+50 - 1331+50	USH 41 SB	150	813	813	428	33	150	428	33	22	-	-
1331+50 - 1337+25	USH 41 SB	144	575	575	-	144	144	-	144	-	-	-
1337+25 - 1343+25	USH 41 SB	150	600	600	-	46	150	-	46	-	-	-
1343+25 - 1349+00	USH 41 SB	144	575	575	-	-	144	-	-	-	-	-
1349+00 - 1354+75	USH 41 SB	144	575	575	-	-	144	-	-	-	-	-
1354+75 - 1360+50	USH 41 SB	144	575	575	-	-	144	-	-	-	-	-
1360+50 - 1366+50	USH 41 SB	144	600	600	-	-	144	-	-	-	-	-
1366+50 - 1368+00	USH 41 SB	38	150	150	-	-	38	-	-	-	-	-
STAGE 4 SUBTOTAL		6864	28129	27956	2884	676	4829	2884	676	38	7	18897
PROJECT 1133-10-81 TOTAL		**62949**			**3560**		**4829**	**3560**		**38**	**7**	**18897**

*TO BE USED FOR 2014 TO 2015 WINTER SHUTDOWN IF PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRACT TAPE 4-INCH (12.5' LINE 37.5' SKIP) AND 8-INCH CANNOT BE PLACED IN ACCORDANCE TO SPECIFICATIONS DUE OT WEATHER

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

TEMPORARY PAVEMENT MARKING

LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH YELLOW LF	646.0600 REMOVING PAVEMENT MARKINGS LF	649.0200 TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH WHITE LF	649.0200 TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH YELLOW LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH BLACK LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE LF	646.0123 PAVEMENT MARKING PAINT 8-INCH WHITE LF
STAGE 1A								
USH 41 NB TRAFFIC	0	11100	0	0	0	0	0	0
USH 41 SB TRAFFIC	0	1760	0	0	0	0	0	0
SUBTOTAL STAGE 1A	12860		0	0		0		0
STAGE 1B								
USH 41 NB TRAFFIC	13450	0	0	0	0	0	0	1530
USH 41 SB TRAFFIC	0	0	0	0	0	0	0	0
SUBTOTAL STAGE 1B	13450		0	0		0		1530
STAGE 2A								
USH 41 NB TRAFFIC	0	0	27800	19100	13300	0	0	1350
USH 41 SB TRAFFIC	0	0	2100	21300	13000	0	0	950
SUBTOTAL STAGE 2A	0		29900	66700		0		2300
STAGE 2B								
USH 41 NB TRAFFIC	0	0	0	0	0	0	0	0
USH 41 SB TRAFFIC	0	0	1400	0	0	0	7900	0
SUBTOTAL STAGE 2B	0		1400	0		7900		0
STAGE 3A								
USH 41 NB TRAFFIC	0	0	6500	20600	12800	200	0	1050
USH 41 SB TRAFFIC	0	0	3700	13700	11500	200	0	1600
SUBTOTAL STAGE 3A	0		10200	58600		400		2650
STAGE 3B								
USH 41 NB TRAFFIC	0	0	0	0	0	0	1200	0
USH 41 SB TRAFFIC	0	0	0	0	0	0	0	0
SUBTOTAL STAGE 3B	0		0	0		1200		0
STAGE 4								
USH 41 NB TRAFFIC	0	0	0	0	0	0	0	0
USH 41 SB TRAFFIC	0	0	0	0	0	0	0	0
SUBTOTAL STAGE 4	0		0	0		0		0
UNDISTRIBUTED	1316		2075	6265		475		324
PROJECT 1133-10-81 TOTAL	**27626**		**43575**	**131565**		**9975**		**6804**

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

SAW CUTTING

STATION	-	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
STAGE 1A					
1245+00	-	1250+00	USH 41 NB	400	0
1250+00	-	1255+00	USH 41 NB	500	0
1255+00	-	1260+00	USH 41 NB	500	0
1260+00	-	1265+00	USH 41 NB	500	0
1265+00	-	1270+00	USH 41 NB	500	0
1270+00	-	1275+00	USH 41 NB	500	0
1275+00	-	1280+00	USH 41 NB	500	0
1280+00	-	1285+00	USH 41 NB	500	0
1285+00	-	1290+00	USH 41 NB	500	0
1290+00	-	1295+00	USH 41 NB	500	0
1295+00	-	1300+00	USH 41 NB	733	0
1300+00	-	1305+00	USH 41 NB	858	0
1305+00	-	1310+00	USH 41 NB	500	0
1310+00	-	1315+00	USH 41 NB	500	0
1315+00	-	1320+00	USH 41 NB	676	0
1320+00	-	1325+00	USH 41 NB	885	0
1325+00	-	1330+00	USH 41 NB	500	0
1330+00	-	1335+00	USH 41 NB	500	0
1335+00	-	1340+00	USH 41 NB	500	0
1340+00	-	1345+00	USH 41 NB	500	0
1345+00	-	1350+00	USH 41 NB	933	0
1350+00	-	1355+00	USH 41 NB	500	0
1355+00	-	1360+00	USH 41 NB	598	0
1360+00	-	1365+00	USH 41 NB	80	0
SUBTOTAL STAGE 1A				13163	0

SAW CUTTING (CONTINUED)

STATION	-	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
STAGE 1B					
1225+00	-	1230+00	USH 41 NB	375	0
1230+00	-	1235+00	USH 41 NB	500	0
1235+00	-	1240+00	USH 41 NB	500	0
1240+00	-	1245+00	USH 41 NB	500	0
1245+00	-	1250+00	USH 41 NB	500	0
1250+00	-	1255+00	USH 41 NB	500	0
1255+00	-	1260+00	USH 41 NB	500	0
1260+00	-	1265+00	USH 41 NB	500	0
1265+00	-	1270+00	USH 41 NB	500	0
1270+00	-	1275+00	USH 41 NB	500	0
1275+00	-	1280+00	USH 41 NB	500	0
1280+00	-	1285+00	USH 41 NB	500	0
1285+00	-	1290+00	USH 41 NB	500	0
1290+00	-	1295+00	USH 41 NB	500	0
1295+00	-	1300+00	USH 41 NB	824	0
1300+00	-	1305+00	USH 41 NB	814	0
1305+00	-	1310+00	USH 41 NB	500	0
1310+00	-	1315+00	USH 41 NB	500	0
1315+00	-	1320+00	USH 41 NB	500	0
1320+00	-	1325+00	USH 41 NB	845	0
1325+00	-	1330+00	USH 41 NB	815	0
1330+00	-	1335+00	USH 41 NB	500	0
1335+00	-	1340+00	USH 41 NB	500	0
1340+00	-	1345+00	USH 41 NB	500	0
1345+00	-	1350+00	USH 41 NB	500	0
1350+00	-	1355+00	USH 41 NB	500	0
1355+00	-	1360+00	USH 41 NB	125	0
SUBTOTAL STAGE 1B				14298	0

SAW CUTTING (CONTINUED)

STATION	-	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
STAGE 2					
1240+00	-	1245+00	USH 41 SB	76	0
1245+00	-	1250+00	USH 41 SB	27	25
1299+50	-	1299+50	SB ON-RAMP	15	0
1321+75	-	1321+75	SB OFF-RAMP	15	0
1340+00	-	1345+00	USH 41 SB	12	26
SUBTOTAL STAGE 2				145	51
STAGE 3					
1240+00	-	1245+00	USH 41 NB	11	0
1245+00	-	1250+00	USH 41 NB	200	24
1250+00	-	1255+00	USH 41 NB	100	0
1340+00		1345+00	USH 41 NB	0	26
SUBTOTAL STAGE 3				311	50
STAGE 4					
1323+00	-	1325+00	USH 41 NB	200	0
1325+00	-	1330+00	USH 41 NB	500	0
1330+00	-	1335+00	USH 41 NB	500	0
1335+00	-	1340+00	USH 41 NB	500	0
1340+00	-	1345+00	USH 41 NB	500	0
SUBTOTAL STAGE 4				2200	0
PROJECT 1133-10-81				**30117**	**101**

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

EXCAVATION OF PHRAGMITES SOIL

STATION	-	STATION	LOCATION	SPV.0035.001 EXCAVATION OF PHRAGMITES SOIL CY
STAGE 1A				
1240+00	-	1245+00	USH 41 SB	271
1260+00	-	1265+00	USH 41 SB	189
1265+00	-	1270+00	USH 41 SB	223
1295+00	-	1300+00	USH 41 SB	124
1300+00	-	1305+00	USH 41 SB	1020
1305+00	-	1310+00	USH 41 SB	836
1315+00	-	1320+00	USH 41 SB	1101
1320+00	-	1325+00	USH 41 SB	1053
1325+00	-	1330+00	USH 41 SB	515
1330+00	-	1335+00	USH 41 SB	819
1335+00	-	1340+00	USH 41 SB	264
1340+00	-	1345+00	USH 41 SB	596
1345+00	-	1350+00	USH 41 SB	947
1350+00	-	1355+00	USH 41 SB	420
1355+00	-	1360+00	USH 41 SB	779
1360+00	-	1365+00	USH 41 SB	953
1365+00	-	1370+00	USH 41 SB	1063
SUBTOTAL STAGE 1A				11173

STATION	-	STATION	LOCATION	SPV.0035.001 EXCAVATION OF PHRAGMITES SOIL CY
STAGE 1B				
124000	-	124500	USH 41 NB	193
124500	-	125000	USH 41 NB	233
125000	-	125500	USH 41 NB	909
125500	-	126000	USH 41 NB	3151
126000	-	126500	USH 41 NB	2039
126500	-	127000	USH 41 NB	60
129000	-	129500	USH 41 NB	69
129500	-	130000	USH 41 NB	1444
130000	-	130500	USH 41 NB	1998
130500	-	131000	USH 41 NB	256
131000	-	131500	USH 41 NB	272
131500	-	132000	USH 41 NB	423
132000	-	132500	USH 41 NB	15
132500	-	133000	USH 41 NB	303
133000	-	133500	USH 41 NB	438
133500	-	134000	USH 41 NB	471
SUBTOTAL STAGE 1B				12274

STATION	-	STATION	LOCATION	SPV.0035.001 EXCAVATION OF PHRAGMITES SOIL CY
STAGE 2				
125500	-	126000	USH 41 NB	152
126000	-	126500	USH 41 NB	125
126500	-	127000	USH 41 NB	571
127000	-	127500	USH 41 NB	260
127500	-	128000	USH 41 NB	199
128000	-	128500	USH 41 NB	100
128500	-	129000	USH 41 NB	424
129000	-	129500	USH 41 NB	161
129500	-	130000	USH 41 NB	259
130500	-	131000	USH 41 NB	60
131000	-	131500	USH 41 NB	524
131500	-	132000	USH 41 NB	690
132000	-	132500	USH 41 NB	368
134000	-	134500	USH 41 NB	18
SUBTOTAL STAGE 2				3911
PROJECT 1133-10-81 TOTAL				**27358**

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

WATER FOR SEEDED AREAS

STATION	-	STATION	OFFSET	LOCATION	SPV.0120.150 WATER FOR SEEDED AREAS MGAL
1235+00	-	1248+75	RT	NB USH 41	698
1312+00	-	1322+00	RT	NB USH 41	499
1312+00	-	1322+00	LT	SB USH 41	549
PROJECT 1133-10-81 TOTAL					**1746**

GEOGRID REINFORCEMENT

	SPV.0180.003 GEOGRID REINFORCEMENT SY
UNDISTRIBUTED	30000
PROJECT 1133-10-81 TOTAL	**30000**

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

ITS PULL BOX & COMMUNICATION VAULT ITEMS

STATION	LOCATION	ITEM ID	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0180 PULL BOXES STEEL COMMUNICATIONS (24X36-INCH) EACH	673.0105 COMMUNICATION VAULT TYPE 1 EACH	SPV.0060.407 TRACER TEST STATION EACH
CATEGORY 1200						
1281+35 SMC	LT	PB-C1	---	1	---	---
1279+70 SMC	LT	PB-C2	---	1	---	---
1299MD+00	LT	PB-C3	---	1	---	---
1300+65 SMC	LT	PB-C4	---	1	---	---
1303+65 SMC	LT	PB-C5	---	1	---	---
1306+30 SMC	LT	PB-C6	---	1	---	---
1308+75 SMC	LT	PB-C7	---	1	---	---
60MEB+60	RT	PB-C8	---	1	---	---
60MWB+65	LT	PB-C9	---	1	---	---
1314+20 SMC	LT	PB-C10	---	1	---	---
1317+20 SMC	LT	PB-C11	---	1	---	---
1320+25 SMC	LT	PB-C12	---	1	---	---
1323+25 SMC	LT	PB-C13	---	1	---	---
1325MC+25	LT	PB-C14	---	1	---	---
1298MA+45	RT	PB-C15	---	1	---	---
1300MA+75	RT	PB-C16	---	1	---	---
1323MB+15	RT	PB-C17	---	1	---	---
1281+35 SMC	LT	PB-E1	1	---	---	---
1279+70 SMC	LT	PB-E2	1	---	---	---
6MESB+15	RT	PB-E3	SHARED PULL BOX (PAID FOR UNDER LIGHTING)			
7MESB+40	RT	PB-E4	SHARED PULL BOX (PAID FOR UNDER LIGHTING)			
7MESB+50	LT	PB-E5	SHARED PULL BOX (PAID FOR UNDER LIGHTING)			
60MEB+50	RT	PB-E6	SHARED PULL BOX (PAID FOR UNDER LIGHTING)			
60MWB+50	LT	PB-E7	SHARED PULL BOX (PAID FOR UNDER LIGHTING)			
60MWB+95	LT	PB-E8	1	---	---	---
1312MB+05	LT	PB-E9	SHARED PULL BOX (PAID FOR UNDER LIGHTING)			
1312MB+05	RT	PB-E10	SHARED PULL BOX (PAID FOR UNDER LIGHTING)			
6MWNB+05	LT	PB-E11	SHARED PULL BOX (PAID FOR UNDER LIGHTING)			
1249+20 SMC	LT	CV1	---	---	1	1
101LK+05	RT	CV2	---	---	1	---
101LK+05	LT	CV3	---	---	1	1
1281+85 SMC	LT	CV4	---	---	1	1
1299MD+00	LT	CV5	---	---	1	1
1300+65 SMC	LT	CV6	---	---	1	---
60MEB+60	RT	CV7	---	---	1	---
60MWB+65	LT	CV8	---	---	1	1
1323+25 SMC	LT	CV9	---	---	1	---
1325MC+25	LT	CV10	---	---	1	1
TOTALS			3	17	10	6

3

ITS CONDUIT ITEMS

FROM	TO	LINEAR DISTANCE	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF	SPV.0090.400 CONDUIT HDPE 3-DUCT 2-INCH LF	SPV.0090.401 CONDUIT HDPE DIRECTIONAL BORE 3-DUCT 2-INCH LF	SPV.0090.402 CONDUIT HDPE 4-DUCT 2-INCH LF
CATEGORY 1200							
CV1	CV2	1040	---	---	1040	---	---
CV2	CV3	80	---	---	---	80	---
CV3	CV4	2200	---	---	2200	---	---
S-05-0108 (DMS-05-0005)	PB-C2 / PB-E2	20	2-CONDUIT 2-INCH (SEE S-05-0108 PLANS FOR CONDUIT MATERIAL AND QUANTITY)				
PB-C2 / PB-E2	PB-C1 / PB-E1	170	340	---	---	---	---
DMS-05-0005 METER BREAKER PEDESTAL	PB-E1	20	20	---	---	---	---
PB-C1 / PB-E1	DMS-05-0005 (CABINET)	30	CONDUIT 4-DUCT 2-INCH (INCIDENTAL TO BASE ITS CONTROLLER CABINET)				
DMS-05-0005 (CABINET)	CV4	25	CONDUIT 2-DUCT 2-INCH (INCIDENTAL TO BASE ITS CONTROLLER CABINET)				
CV4	CV5	1720	---	---	1720	---	---
SDS-05-0020SW	PB-C3	20	20	---	---	---	---
CV5 / PB-C3	CV6 / PB-C4	185	---	---	---	---	185
SDS-05-0020SE	PB-C15	20	20	---	---	---	---
PB-C15	PB-C16	230	230	---	---	---	---
PB-C16	PB-C4	215	---	215	---	---	---
CV6 / PB-C4	PB-C5	290	---	---	---	---	290
PB-C5	PB-C6	270	---	---	---	---	270
PB-C6	PB-C7	245	---	---	---	---	245
PB-C7	CV7 / PB-C8	235	---	---	---	---	235
CV7 / PB-C8	CV8 / PB-C9	135	---	---	---	---	135
CV8 / PB-C9	CCTV-05-0049	55	165	---	---	---	---
CCTV-05-0049	PB-E8	25	25	---	---	---	---
PB-E8	PB-E7	50	50	---	---	---	---
PB-E7	PB-E6	90	SHARED CONDUIT (PAID FOR UNDER LIGHTING)				
PB-E6	PB-E5	190	SHARED CONDUIT (PAID FOR UNDER LIGHTING)				
G-05-0051	PB-E5	15	15	---	---	---	---
PB-E5	PB-E4	65	SHARED CONDUIT (PAID FOR UNDER LIGHTING)				
SB CONTROLLER CABINET	PB-E4	30	30	---	---	---	---
PB-E4	PB-E3	95	SHARED CONDUIT (PAID FOR UNDER LIGHTING)				
PB-E3	SOURCE OF POWER (LINEVILLE)	25	SHARED CONDUIT (PAID FOR UNDER LIGHTING)				
PB-E3	G-05-0050	15	15	---	---	---	---
G-05-0048	PB-E9	15	15	---	---	---	---
PB-E9	PB-E10	45	SHARED CONDUIT (PAID FOR UNDER LIGHTING)				
NB CONTROLLER CABINET	PB-E10	30	30	---	---	---	---
PB-E10	PB-E11	130	SHARED CONDUIT (PAID FOR UNDER LIGHTING)				
PB-E11	G-05-0049	25	SHARED CONDUIT (PAID FOR UNDER LIGHTING)				

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ITS CONDUIT ITEMS

FROM	TO	LINEAR DISTANCE	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF	SPV.0090.400 CONDUIT HDPE 3-DUCT 2-INCH LF	SPV.0090.401 CONDUIT HDPE DIRECTIONAL BORE 3-DUCT 2-INCH LF	SPV.0090.402 CONDUIT HDPE 4-DUCT 2-INCH LF
CATEGORY 1200							
CV8 / PB-C9	PB-C10	220	---	---	---	---	220
PB-C10	PB-C11	300	---	---	---	---	300
PB-C11	PB-C12	300	---	---	---	---	300
PB-C12	CV9 / PB-C13	300	---	---	---	---	300
SDS-05-0020NE	PB-C17	100	100	---	---	---	---
PB-C17	PB-C13	175	---	175	---	---	---
CV9 / PB-C13	CV10 / PB-C14	220	---	---	---	---	220
PB-C14	SDS-05-0020NW	20	20	---	---	---	---
TOTALS			1095	390	4960	80	2700

ITS CABLE ITEMS

FROM	TO	LINEAR DISTANCE	NUMBER OF ELECTRICAL WIRES LIGHTING 10 AWG	NUMBER OF ELECTRICAL WIRES LIGHTING 4 AWG	NUMBER OF ELECTRICAL WIRES LIGHTING 2 AWG	NUMBER OF CABLE MICROWAVE DETECTOR	CABLE SLACK ELECTRICAL AND/OR MICROWAVE DETECTOR	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF	674.0200 CABLE MICROWAVE DETECTOR LF	SPV.0060.408 INSTALL FIBER OPTIC CABLE MARKER EACH
CATEGORY 1200												
CV1	CV2	1040	---	---	---	---	---	---	---	---	---	---
CV2	CV3	80	---	---	---	---	---	---	---	---	---	---
CV3	CV4	2200	---	---	---	---	---	---	---	---	---	---
S-05-0108 (DMS-05-0005)	PB-C2 / PB-E2	20[A]	---	---	4	---	90	---	---	440	---	---
PB-C2 / PB-E2	PB-C1 / PB-E1	170[A]	---	---	4	---	12	---	---	730	---	---
DMS-05-0005 METER BREAKER PEDESTAL	PB-E1	20	---	---	4	---	12	---	---	130	---	---
PB-C1 / PB-E1	DMS-05-0005 (CABINET)	30[A]	---	---	8	---	12	---	---	340	---	---
DMS-05-0005 (CABINET)	CV4	25	---	---	---	---	---	---	---	---	---	---
CV4	CV5	1720	---	---	---	---	---	---	---	---	---	---
SDS-05-0020SW	PB-C3	20	---	---	---	1	30	---	---	---	50	---

A: DMS SIGNAL CABLE AND OUTDOOR RATED CATEGORY 5E CABLE INCIDENTAL
B: FLASHER POWER DISTRIBUTION CABLES INCIDENTAL TO RAMP CLOSURE GATES SPV ITEMS

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ITS CABLE ITEMS

FROM	TO	LINEAR DISTANCE	NUMBER OF ELECTRICAL WIRES LIGHTING 10 AWG	NUMBER OF ELECTRICAL WIRES LIGHTING 4 AWG	NUMBER OF ELECTRICAL WIRES LIGHTING 2 AWG	NUMBER OF CABLE MICROWAVE DETECTOR	CABLE SLACK ELECTRICAL AND/OR MICROWAVE DETECTOR	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF	674.0200 CABLE MICROWAVE DETECTOR LF	SPV.0060.408 INSTALL FIBER OPTIC CABLE MARKER EACH
CATEGORY 1200												
CV5 / PB-C3	CV6 / PB-C4	185	---	---	---	1	12	---	---	---	200	---
SDS-05-0020SE	PB-C15	20	---	---	---	1	30	---	---	---	50	---
PB-C15	PB-C16	230	---	---	---	1	12	---	---	---	245	---
PB-C16	PB-C4	215	---	---	---	1	12	---	---	---	230	---
CV6 / PB-C4	PB-C5	290	---	---	---	2	12	---	---	---	605	---
PB-C5	PB-C6	270	---	---	---	2	12	---	---	---	565	---
PB-C6	PB-C7	245	---	---	---	2	12	---	---	---	515	---
PB-C7	CV7 / PB-C8	235	---	---	---	2	12	---	---	---	495	---
CV7 / PB-C8	CV8 / PB-C9	135	---	---	---	2	12	---	---	---	295	---
CV8 / PB-C9	CCTV-05-0049	55	---	---	---	4	12	---	---	---	270	---
CCTV-05-0049	PB-E8	25	1	3	---	---	12	37	115	---	---	---
PB-E8	PB-E7	50	1	3	---	---	12	62	190	---	---	---
PB-E7	PB-E6	90	1	3	---	---	12	105	310	---	---	---
PB-E6	PB-E5	190	1	3	---	---	12	205	610	---	---	---
G-05-0051	PB-E5	15[B]					FOR INFORMATION ONLY					
PB-E5	PB-E4	65[B]	1	3	---	---	12	77	235	---	---	---
SB CONTROLLER CABINET	PB-E4	30[B]					FOR INFORMATION ONLY					
PB-E4	PB-E3	95[B]	1	3	---	---	12	110	325	---	---	---
PB-E3	SOURCE OF POWER (LINEVILLE)	25	1	3	---	---	12	37	115	---	---	---
PB-E3	G-05-0050	15[B]					FOR INFORMATION ONLY					
G-05-0048	PB-E9	15[B]					FOR INFORMATION ONLY					
PB-E9	PB-E10	45[B]					FOR INFORMATION ONLY					
NB CONTROLLER CABINET	PB-E10	30[B]					FOR INFORMATION ONLY					
PB-E10	PB-E11	130[B]					FOR INFORMATION ONLY					
PB-E11	G-05-0049	25[B]					FOR INFORMATION ONLY					
CV8 / PB-C9	PB-C10	220	---	---	---	2	12	---	---	---	465	---
PB-C10	PB-C11	300	---	---	---	2	12	---	---	---	625	---
PB-C11	PB-C12	300	---	---	---	2	12	---	---	---	625	---
PB-C12	CV9 / PB-C13	300	---	---	---	2	12	---	---	---	625	---
SDS-05-0020NE	PB-C17	100	---	---	---	1	30	---	---	---	130	---
PB-C17	PB-C13	175	---	---	---	1	12	---	---	---	190	---
CV9 / PB-C13	CV10 / PB-C14	220	---	---	---	1	12	---	---	---	235	---
PB-C14	SDS-05-0020NW	20	---	---	---	1	30	---	---	---	50	---
UNDISTRIBUTED	---	---	---	---	---	---	---	---	---	---	---	38
TOTALS								633	1900	1640	6465	38

A: DMS SIGNAL CABLE AND OUTDOOR RATED CATEGORY 5E CABLE INCIDENTAL
B: FLASHER POWER DISTRIBUTION CABLES INCIDENTAL TO RAMP CLOSURE GATES SPV ITEMS

3

ITS POWER CONNECTION ITEMS

STATION	LOCATION	ITEM ID	656.0100.001 ELECTRICAL SERVICE METER SOCKET (INTERIM CCTV-05-0048) LS	656.0100.002 ELECTRICAL SERVICE METER SOCKET (INTERIM CCTV-05-0049) LS	656.0200.006 ELECTRICAL SERVICE METER BREAKER PEDESTAL (DMS-05-0005) LS	656.0500.001 ELECTRICAL SERVICE BREAKER DISCONNECT BOX (DMS-05-0005) LS
CATEGORY 1200						
1244+50 NMC	RT	INTERIM CCTV-05-0048	1	---	---	---
1281+20 SMC	LT	DMS-05-0005 METER BREAKER PEDESTAL	---	---	1	---
1281+60 SMC	LT	DMS-05-0005 (CABINET)	---	---	---	1
1333+50 NMC	RT	INTERIM CCTV-05-0049	---	1	---	---
TOTALS			1	1	1	1

3

ITS RAMP CLOSURE GATE ITEMS

STATION	LOCATION	ITEM ID	654.0105* CONCRETE BASES TYPE 5 EACH	654.0220 CONCRETE CONTROL CABINET BASES TYPE 10 EACH	SPV.0060.400 RAMP CLOSURE GATES SOLAR POWERED 24-FT EACH	SPV.0060.401 RAMP CLOSURE GATES SOLAR POWERED 30-FT EACH	SPV.0060.402 RAMP CLOSURE GATES SOLAR POWERED 37-FT EACH	SPV.0060.403 PEDESTAL BASES BLACK EACH	SPV.0060.404 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK EACH	SPV.0060.405 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT BLACK EACH
CATEGORY 1200										
1311MB+90	LT	G-05-0048	1	---	---	---	1	---	1	---
6MWNB+30	LT	G-05-0049	1	---	1	---	---	---	1	---
1312MB+00	RT	NB CONTROLLER CABINET	---	1	---	---	---	1	---	1
6MESB+00	RT	G-05-0050	1	---	1	---	---	---	1	---
1310MD+90	RT	G-05-0051	1	---	---	1	---	---	1	---
7MESB+40	RT	SB CONTROLLER CABINET	---	1	---	---	---	1	---	1
TOTALS			4	2	2	1	1	2	4	2

* ADDITIONAL QUANTITY OF SAME ITEM SHOWN ELSEWHERE

ITS REMOVE & SALVAGE ITEMS

STATION	LOCATION	ITEM ID	SPV.0060.410 SALVAGE CAMERA ASSEMBLY EACH	SPV.0060.411 SALVAGE POLE MOUNTED CABINET EACH	SPV.0060.412 SALVAGE ETHERNET SWITCH EACH	SPV.0060.413 SALVAGE VIDEO ENCODER EACH	SPV.0060.414 SALVAGE IP RADIO EACH	SPV.0060.415 REMOVE WOOD POLE EACH
CATEGORY 1200								
1333+50 NMC	RT	INTERIM CCTV-05-0049	1	1	1	1	1	1
TOTALS			1	1	1	1	1	1

3

ITS MICROWAVE RADAR ITEMS

STATION	LOCATION	ITEM ID	654.0105* CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5-ALUMINUM EACH	675.0300 INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY EACH
CATEGORY 1200						
1244+50 NMC	RT	INTERIM SDS-05-0019	---	---	---	1
1298MD+75	LT	SDS-05-0020SW	1	1	1	1
1298MA+30	RT	SDS-05-0020SE	1	1	1	1
1324MB+15	RT	SDS-05-0020NE	1	1	1	1
1325MC+45	LT	SDS-05-0020NW	1	1	1	1
TOTALS			4	4	4	5

* ADDITIONAL QUANTITY OF SAME ITEM SHOWN ELSEWHERE

3

ITS CCTV, DMS & COMMUNICATION ITEMS

STATION	LOCATION	ITEM ID	659.0802 PLAQUES SEQUENCE IDENTIFICATION EACH	670.0100 FIELD SYSTEM INTEGRATOR LS	670.0200 ITS DOCUMENTATION LS	672.0100 BASE ITS CONTROLLER CABINET EACH	672.0250 BASE CAMERA POLE 50-FT EACH	673.0200.S INSTALL ITS FIELD CABINET EACH	673.0225.S INSTALL POLE MOUNTED CABINET EACH	675.0400.S INSTALL ETHERNET SWITCH EACH	677.0100 INSTALL CAMERA POLE EACH	677.0200 INSTALL CAMERA ASSEMBLY EACH	677.0300.S INSTALL VIDEO ENCODER EACH	678.0100.S INSTALL OVERHEAD FREEWAY DMS FULL MATRIX EACH	678.0500 COMMUNICATION SYSTEM TESTING LS	SPV.0060.406 65-FT WOOD POLE WITH EACH	SPV.0060.409 INSTALL IP RADIO EACH
CATEGORY 1200																	
1037SB+80	LT	CCTV-05-0044	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
N/A	USH 41 @ IH 43 INTERCHANGE	CCTV CAMERA TRAILER	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
1244+50 NMC	RT	INTERIM CCTV-05-0048	---	---	---	---	---	---	1	1	---	1	1	---	---	1	3
1279+50 SMC	ON ALIGNMENT	DMS-05-0005	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
1281+60 SMC	LT	DMS-05-0005 (CABINET)	2	---	---	1	---	1	---	---	---	---	---	---	---	---	---
1333+50 NMC	RT (EAST DEERFIELD AVENUE)	INTERIM CCTV-05-0049	---	---	---	---	---	---	1	1	---	1	1	---	---	1	1
61MWB+20	LT	CCTV-05-0049	4	---	---	---	1	---	1	1	1	1	1	---	---	---	1
902+65	LT (IH 43)	CCTV-05-0057	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2
UNDISTRIBUTED	---	---	---	1	1	---	---	---	---	---	---	---	---	---	1	---	---
TOTALS			6	1	1	1	1	1	3	3	1	3	3	1	1	2	10

3

ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	637.0202 SIGNS REFLECTIVE TYPE II S.F.	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1	USH 41 NB, S. OF CTH EB	R5-53A	42" X 54"	15.75	2	---	1	2	
2	"	W21-62	96" X 48"	32.00	1	1	1	2	
3	"	M1-94	---	---	---	---	1	2	
4	USH 41 SB, N. OF CTH EB	M1-94	---	---	---	---	1	2	
5	"	M1-93	---	---	---	---	1	1	
6	USH 41 NB, N. OF CTH EB	R5-56	---	---	---	---	1	1	
7	USH 41 SB, N. OF CTH EB	J4-2	---	---	---	---	3	1	
8	"	J4-3	108" X 57"	42.75	---	2	---	---	USH 41, USH 141, SEE PLAN SHEET
9	USH 41 NB, N. OF CTH EB	I56-54	---	---	---	---	1	2	
10	USH 41 SB, N. OF CTH EB	D12-3	---	---	---	---	1	2	
11	"	R8-7	48" X 36"	12.00	1	---	1	1	
12	USH 41 NB, N. OF CTH EB	R3-4	---	---	---	---	2	1	REMOVE R3-4A ALSO
13	"	R3-4	---	---	---	---	2	1	REMOVE R3-4A ALSO
14	USH 41 SB, N. OF CTH EB	D10-3	---	---	---	---	1	1	
15	USH 41 NB, N. OF CTH EB	D10-3	---	---	---	---	1	1	
16	USH 41 SB, N. OF CTH EB	R2-1	48" X 60"	20.00	---	2	1	1	65 MPH
17-21	VACANT								
22	USH 41 NB, N. OF CTH M	I55-56	---	---	---	---	1	1	
23	"	R2-1	---	---	---	---	1	1	
24	"	J4-3	108" X 57"	42.75	---	2	---	---	USH 41, USH 141, SEE PLAN SHEET
25	USH 41 MEDIAN, N. OF CTH M	R3-4	---	---	---	---	2	1	REMOVE R3-4A ALSO
26	USH 41 MEDIAN, N. OF CTH M	R3-4B	36" X 48"	12.00	1	---	---	---	
27	"	R3-4	---	---	---	---	2	1	REMOVE R3-4A ALSO
28	"	R3-4B	36" X 48"	12.00	1	---	---	---	
29	USH 41 NB, N. OF CTH M	J4-2	---	---	---	---	3	2	
30	"	R2-1	48" X 60"	20.00	---	2	---	---	65 MPH
31	USH 41 SB, N. OF CTH M	D10-3	---	---	---	---	1	1	
32	USH 41 NB, N. OF CTH M	D10-3	---	---	---	---	1	1	
33	"	M1-93	---	---	---	---	1	1	
	PROJECT TOTALS			**209.25**	**6**	**9**	**31**	**30**	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

3

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE I
ERECTING STRUCTURAL STEEL SIGN SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	637.0101 SIGNS, TYPE I W X H	637.0101 S.F.	635.0200 SIGN SUPPORTS STRUCT. STEEL HIGH-STRENGTH LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	TYPE/SIZE OF STEEL	638.2601 REMOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCT. STEEL SIGN SUPPORTS EACH	SPV.0165.251 PERMANENT COVERING TYPE I SIGNS S.F.	SPV.0165.950 SIGN BLANKS LEFT IN-PLACE S.F.	INFO ONLY - POST LENGTH TO BE VERIFIED BY CONTRACTOR: POST NO. 1 LENGTH FT	POST NO. 2 LENGTH FT	OFFSET DIST. FT	DIST. BETWEEN POSTS (S) FT	REMARKS
111	USH 41 NB, N. OF CTH EB	E9-1	144" X 54"	54.00	500	1.2	68	2-TYPE A	---	---	---	---	13.5	16	30	9.0	SEE SIGN DETAIL
112	USH 41 SB, N. OF CTH EB	E1-1A	---	---	---	---	---	---	2	---	---	---	---	---	---	---	REMOVE E1-5P ALSO
112A	"	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	
113	"	E9-1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	
113A	"	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	
114	USH 41 NB, N. OF CTH EB	BLANK	72" X 90"	---	---	---	---	---	---	---	---	45	---	---	---	---	MOUNT ON CANTILEVER S-05-108
115	USH 41 SB, N. OF CTH EB	BLANK	192" X 138"	---	---	---	---	---	---	---	---	184	---	---	---	---	MOUNT ON SIGN BRIDGE S-05-197
115A	"	SP	96" X 84"	56.00	---	---	---	---	---	---	---	---	---	---	---	---	BEGIN INTERSTATE 41 ON SIGN BRIDGE S-05-197
116	"	E6-51	144" X 162"	162.00	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGN BRIDGE S-05-197
116A	"	E1-5P	144" X 30"	30.00	---	---	---	---	---	---	2	---	---	---	---	---	MOUNT ON SIGN #116 WITH "A" COVERED
117	USH 41 NB, AT LINEVILLE EXIT	E4-1A	---	---	---	---	---	---	2	---	---	---	---	---	---	---	REMOVE E1-5P ALSO
117A	"	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	
118	USH 41 NB, N. OF CTH EB	E6-1	384" X 156"	416.00	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGN BRIDGE S-05-198
118A	"	E1-5P	120" X 30"	25.00	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGN #118
119-120	VACANT	E6-1	228" X 90"	142.50	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON CANTILEVER S-05-231, SEE SIGN DETAIL
121	"	E8-1	252" X 108"	189.00	937	1.6	98	2-TYPE B	---	---	---	---	16	19	20	12.6	SEE SIGN DETAIL
122	USH 41 NB, N. OF CTH EB	E8-1	204" X 108"	153.00	926	1.6	98	2-TYPE B	---	---	---	---	16	18	30	10.2	SEE SIGN DETAIL
123	USH 41 SB, N. OF CTH EB	E6-51	180" X 114"	142.50	1,001	1.6	98	2-TYPE B	---	---	---	---	16.5	19	25	9.0	SEE SIGN DETAIL
123A	"	E1-5P	120" X 30"	25.00	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGN #123
124	USH 41 SB, N. OF BROWN RD	E9-1	144" X 54"	54.00	500	1.2	68	2-TYPE A	---	---	---	---	13.5	16	30	9.0	SEE SIGN DETAIL
	PROJECT TOTALS			**1449.00**	**3864**	**7**	**430**		**5**	**6**	**2**	**229**					

3

MOVING SIGNS

SIGN	LOCATION	638.2101 MOVING SIGNS TYPE I EACH	REMARKS
2M-01	USH 41 SB, N. OF CTH EB	2	ADVANCED SIGN FOR I43 - MILWAUKEE
2M-02	USH 41 NB, AT EXIT GORE CTH M	2	EXIT GORE SIGN FOR CTH M - LINEVILLE
	PROJECT TOTALS	**4**	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

EARTHWORK SUMMARY

(All quantities shown are in cubic yards [CY] unless otherwise noted)

From/To Station	Location	205.0100 Common Excavation (1)			Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (6) Factor 1.25	Mass Ordinate +/- (7)	Waste (10)	Borrow 208.0100*
		Cut (2)	EBS Excavation (3)	Concrete Pavement (9)							
TEMPORARY WIDENING STAGE 1											
STA 0+05 - STA 5+49	TLA	509	0	0	0	509	3107	3,883	(3,374)	509	(3,374)
STA 0+05 - STA 6+00	TLB	256	0	0	0	256	12133	15,166	(14,909)	256	(14,909)
STA 0+05 - STA 3+43	TLC	216	0	0	0	216	7447	9,309	(9,093)	216	(9,093)
STA 0+05 - STA 4+66	TLD	194	0	0	0	194	2512	3,140	(2,946)	194	(2,946)
STA 0+05 - STA 1+62	TLE	20	0	0	0	20	524	655	(635)	20	(635)
STA 0+05 - STA 2+06	TLG	27	0	0	0	27	3961	4,951	(4,924)	27	(4,924)
STA 5+00 - STA 5+03	TLJ	398	0	0	0	398	3430	4,287	(3,889)	398	(3,889)
TEMPORARY WIDENING STAGE 2											
STA 0+05 - STA 3+68	TLF	105	0	0	0	105	5270	6,587	(6,482)	105	(6,482)
STA 0+05 - STA 1+16	TLH	155	0	0	0	155	1236	1,544	(1,389)	155	(1,389)
STA 0+05 - STA 4+01	TLI	213	0	0	0	213	12306	15,383	(15,170)	213	(15,170)
STA 0+05 - STA 4+24	TLK	897	0	0	0	897	940	1,175	(278)	897	(278)
TEMPORARY BYPASS 4A											
STA 1041+00 - STA 1050+96	EDB	590	0	0	0	590	1251	1,563	(974)	590	(974)
LINEVILLE RD											
STA 40+66 - STA 84+62	CTH M	14,143	0	0	838	13,305	23,529	29,411	(16,106)	13,305	(16,106)
RAMPS											
STA 1298+54 - STA 1310+70	RAMP MA	2,468	0	530	805	1,663	19,733	24,667	(23,004)	1,663	(23,004)
STA 1313+12 - STA 1322+88	RAMP MB	3,262	0	504	633	2,630	1,660	2,075	554	2,630	0
STA 1312+97 - STA 1325+65	RAMP MC	2,314	0	561	824	1,490	17,773	22,217	(20,727)	1,490	(20,727)
STA 1300+05 - STA 1309+98	RAMP MD	3,347	0	486	644	2,703	8,276	10,345	(7,641)	2,703	(7,641)
FRONTAGE ROADS											
STA 40+00 - STA 52+28	E. DEERFIELD	2,486	0	0	248	2,238	3,818	4,773	(2,534)	2,238	(2,534)
STA 9+86 - STA 19+52	W. DEERFIELD	2,462	0	0	0	2,462	6,441	8,052	(5,589)	2,462	(5,589)
STA 5+12 - STA 6+24	PARKFIELD CT.	581	0	0	37	544	30	38	506	544	0
ROUNDABOUTS											
STA 10+00 - STA 13+55	MRDE	767	0	0	0	767	7,388	9,235	(8,468)	767	(8,468)
STA 10+00 - STA 13+70	MRDN	3,417	0	0	0	3,417	10,287	12,859	(9,442)	3,417	(9,442)
STA 10+00 - STA 13+70	MRDS	2,431	0	0	0	2,431	19,167	23,958	(21,528)	2,431	(21,528)
STA 10+00 - STA 13+58	MRDW	2,628	0	0	0	2,628	7,719	9,649	(7,021)	2,628	(7,021)
LINEVILLE INTERCHANGE DITCH											
STA 10+00 - STA 27+52	CHN	1,616	0	0	0	1,616	0	0	1,616	1,616	0
UNDISTRIBUTED		0	0	0	0	0	0	0	0	0	0
		45,502	0	2,081	4,029	41,473	179,937	224,921	(183,448)	41,473	**(186,124)**
	Total	**47,583**									

1) Common Excavation is the sum of the Cut, EBS Excavation, and Concrete Pavement columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation outside of existing concrete pavement areas to be backfilled with Breaker Run
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusable Pavement Material
6) Expanded Fill Factor = 1.25 for Borrow Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor
7) 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.
8) Borrow = Expanded Fill + concrete pavement removal areas below subgrade; see "Pavement Removal/Earthwork Detail" in construction details for placement locations
9) Existing concrete pavement removal also included in Common Excavation total
10) Waste = Available Material
11) Volumes for breaker run are estimated under base quantities.
12) Structural excavation is estimated 1916 CY for walls R-05-236 and R-05-237. 1438 CY will be replaced in-kind and 478 CY will be available material.

CLEARING AND GRUBBING

STATION	OFFSET	LOCATION	201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID
STAGE 1						
59MEB+00 - 61MEB+00	RT	LINEVILLE EB	2	--	2	--
57MWB+26	LT	LINEVILLE WB	--	18	--	18
16WDN+00 - 18WDN+00	RT	W DEERFIELD NB	2	--	2	--
1308MA+00 - 1310MA+00	LT	RAMP MA	2	--	2	--
1310MA+50	LT	RAMP MA	--	18	--	18
1312MC+50	RT	RAMP MC	--	18	--	18
1312MC+55	RT	RAMP MC	--	18	--	18
5NWMB+53	RT	CTH M NW RAMP BYPASS	--	18	--	18
6NWMB+06	RT	CTH M NW RAMP BYPASS	--	18	--	18
10CHN+00 - 13CHN+00	LT/RT	CHANNEL	3	--	3	--
15CHN+47	LT	CHANNEL	--	18	--	18
23CHN+50 - 26CHN+50	LT/RT	CHANNEL	4	--	4	--
STAGE 1 SUBTOTAL			13	126	13	126
STAGE 2 SUBTOTAL						
63MWB+52	LT	LINEVILLE WB	--	18	--	18
63MWB+80	LT	LINEVILLE WB	--	18	--	18
STAGE 2 SUBTOTAL			--	36	--	36
STAGE 4B SUBTOTAL						
40MEB+00 - 53MEB+00	LT/RT	LINEVILLE EB	13	--	13	--
61MEB+00	RT	LINEVILLE EB	--	18	--	18
61MEB+18	RT	LINEVILLE EB	--	18	--	18
16WDN+00 - 21WDN+00	LT/RT	W DEERFIELD NB	5	--	5	--
10WDS+00 - 15WDS+00	LT	W DEERFIELD SB	5	--	5	--
1312MB+08	LT	RAMP MB	--	18	--	18
1312MB+41	LT	RAMP MB	--	18	--	18
1315MC+54	LT	RAMP MC	--	18	--	18
1317MC+28	LT	RAMP MC	--	18	--	18
1317MC+72	LT	RAMP MC	--	18	--	18
1318MC+00 - 1321MC+00	LT	RAMP MC	3	--	3	--
1307MD+00 - 1310MD+00	RT	RAMP MD	3	--	3	--
75MEB+00 - 77MEB+00	RT	LINEVILLE EB	2	--	2	--
78MEB+00 - 85MEB+00	RT	LINEVILLE EB	7	--	7	--
13CHN+75	RT	CHANNEL	--	18	--	18
STAGE 4B SUBTOTAL			38	144	38	144
PROJECT 1133-10-72 TOTALS			51	306	51	306

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

REMOVING SMALL PIPE CULVERTS

STATION	OFFSET	ROADWAY	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
STAGE 1				
57MWB+34 - 58MWB+82	77' LT - 49' LT	LINEVILLE WB	1	164 LF REINFORCED CONCRETE CULVERT PIPE, 30"
1311MB+69 - 1312MB+07	87' RT - 46' LT	RAMP MB	1	137 LF REINFORCED CONCRETE CULVERT PIPE, 30"
46EDN+72 - 46EDN+59	32' LT - 44' RT	E. DEERFIELD NB	2	77 LF REINFORCED CONCRETE CULVERT PIPE, 30"
43EDN+72 - 44EDN+23	1' RT - 9' RT	E. DEERFIELD NB	1	50 LF REINFORCED CONCRETE CULVERT PIPE, 18"
STAGE 1 SUBTOTAL			5	
STAGE 4A				
42EDN+94 - 43EDN+83	57' RT - 88' RT	E. DEERFIELD NB	1	101 LF REINFORCED CONCRETE CULVERT PIPE, 18"
STAGE 4A SUBTOTAL			1	
STAGE 4B				
49MEB+96 - 50MEB+00	29' LT - 53' LT	LINEVILLE EB	1	83 LF REINFORCED CONCRETE CULVERT PIPE, 30"
74MEB+06 - 74MEB+51	38' RT - 37' RT	LINEVILLE EB	1	45 LF REINFORCED CONCRETE CULVERT PIPE, 30"
72MWB+53 - 73MWB+48	56' LT - 42' LT	LINEVILLE WB	2	100 LF REINFORCED CONCRETE CULVERT PIPE, 30"
73MWB+79 - 74MWB+73	38' LT - 29' LT	LINEVILLE WB	2	95 LF REINFORCED CONCRETE CULVERT PIPE, 30"
76MWB+57 - 76MWB+93	25' LT - 26' LT	LINEVILLE WB	2	37 LF REINFORCED CONCRETE CULVERT PIPE, 30"
78MWB+48 - 78MWB+93	36' LT - 37' LT	LINEVILLE WB	2	44 LF REINFORCED CONCRETE CULVERT PIPE, 30"
79MEB+44 - 79MEB+75	37' LT - 37' LT	LINEVILLE EB	2	30 LF REINFORCED CONCRETE CULVERT PIPE, 30"
81MEB+68 - 81MEB+91	37' LT - 37' LT	LINEVILLE EB	2	24 LF REINFORCED CONCRETE CULVERT PIPE, 30"
81MEB+79 - 82MEB+08	36' RT - 36' RT	LINEVILLE EB	1	29 LF REINFORCED CONCRETE CULVERT PIPE, 30"
1304MD+29 - 1304MD+33	LT/RT	RAMP MD	1	107 LF REINFORCED CONCRETE CULVERT PIPE, 30"
1307MA+37 - 1307MA+08	LT/RT	RAMP MA	1	105 LF REINFORCED CONCRETE CULVERT PIPE, 30"
STAGE 4B SUBTOTAL			17	
PROJECT 1133-10-72 TOTAL			23	

REMOVING MANHOLES

STATION	OFFSET	ROADWAY	204.0210 REMOVING MANHOLES EACH	REMARK
STAGE 1				
66MEB+81	23.7' LT	LINEVILLE EB	1	LINEVILLE MEDIAN
STAGE 1 SUBTOTAL			1	
STAGE 4B				
65MEB+87	41.0' LT	LINEVILLE EB	1	LINEVILLE MEDIAN
57MEB+79	5.3' RT	LINEVILLE EB	1	LINEVILLE MEDIAN
58MEB+91	45.0' LT	LINEVILLE EB	1	LINEVILLE MEDIAN
STAGE 4B SUBTOTAL			3	
PROJECT 1133-10-72 TOTALS			4	

REMOVING INLETS

STATION	OFFSET	ROADWAY	204.0220 REMOVING INLETS EACH
STAGE 2			
63MWB+65	1.9' LT	LINEVILLE WB	1
STAGE 2 SUBTOTAL			1
STAGE 4B			
63MEB+58	54.1' RT	LINEVILLE EB	1
STAGE 4B SUBTOTAL			1
PROJECT 1133-10-72 TOTALS			2

REMOVING STORM SEWER

STATION	OFFSET	ROADWAY	204.0245.01 REMOVING STORM SEWER 21-INCH - 30-INCH LF
STAGE 2			
63MWB+65 - 63MWB+74	LT	LINEVILLE WB	64
STAGE 2 SUBTOTAL			64
STAGE 4B			
63MEB+53 - 63MEB+58	RT	LINEVILLE EB	55
STAGE 4B SUBTOTAL			55
PROJECT 1133-10-72 TOTAL			119

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

ROADWAY REMOVALS

FROM STATION	OFFSET	TO STATION	OFFSET	ROADWAY	204.0100 REMOVING PAVEMENT SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
STAGE 1							
51MEB+95	RT	52MEB+62	RT	LINEVILLE EB	--	143	43
54MEB+46	LT	57MEB+62	LT/RT	LINEVILLE EB	--	728	636
58MEB+54	LT	60MEB+11	LT	LINEVILLE EB	--	281	152
66MEB+60	LT	70MEB+52	LT	LINEVILLE EB	--	746	702
66MWB+27	LT	66MWB+81	LT	LINEVILLE WB	--	51	--
46EDN+17	LT	47EDN+22	LT	E. DEERFIELD NB	--	147	--
46EDN+54	RT	47EDN+05	RT	E. DEERFIELD NB	--	54	--
6MESB+64	LT	7MESB+19	LT	CTH M SW RAMP BYPASS	--	61	--
STAGE 1 SUBTOTAL					--	2,211	1,532
STAGE 2							
60MEB+17	LT	61MEB+65	LT	LINEVILLE EB	--	154	--
45EDN+86	RT	46EDN+54	RT	E. DEERFIELD NB	--	90	--
STAGE 2 SUBTOTAL					--	244	--
STAGE 3							
60MEB+11	RT	64MEB+22	RT	LINEVILLE EB	--	838	801
STAGE 3 SUBTOTAL					--	838	801
STAGE 4A							
45EDN+86	RT	46EDN+54	RT	E. DEERFIELD NB	--	90	--
51EDN+30	RT	52EDN+64	RT	E. DEERFIELD NB	--	367	--
49EDN+36	RT	50EDN+99	RT	E. DEERFIELD NB	--	211	--
STAGE 4A SUBTOTAL					--	668	--
STAGE 4B							
1300MA+09	LT	1311MA+10	RT	RAMP MA	2,137	--	--
1311MB+68	RT	1323MB+46	RT	RAMP MB	2,085	--	--
1312MC+31	LT	1324MC+98	RT	RAMP MC	2,110	--	--
1299MD+29	LT	1311MD+16	LT	RAMP MD	2,048	--	--
64MEB+22	RT	66MEB+02	RT	LINEVILLE EB	--	330	180
STAGE 4B SUBTOTAL					8,380	330	180
STAGE 4C							
51EDN+58	LT	52EDN+25	LT	LINEVILLE EB	--	70	--
STAGE 4C SUBTOTAL					--	70	--
PROJECT 1133-10-72 TOTAL					8,380	4,361	2,513

REMOVING FENCE

STATION	OFFSET	LOCATION	204.0170 REMOVING FENCE LF
STAGE 2			
55MEB+00 - 58MEB+32	RT	LINEVILLE EB	241
65MWB+60 - 68MWB+85	LT	LINEVILLE WB	340
STAGE 2 SUBTOTAL			581
STAGE 4B			
1304MA+10 - 1306MA+28	RT	RAMP MA	225
1313MB+58 - 1315MB+93	RT	RAMP MB	239
1315MC+90 - 1325MC+65	LT	RAMP MC	982
1300MD+05 - 1310MD+42	LT	RAMP MD	1,036
STAGE 4B SUBTOTAL			2,482
PROJECT 1133-10-72 TOTAL			3,063

REMOVING DELINEATORS AND MARKERS

LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH
UNDISTRIBUTED	20
PROJECT 1133-10-72 TOTAL	20

FINISHING ROADWAY

STATION	LOCATION	213.0100 FINISHING ROADWAY 01 1133-10-72 EACH
40MEB+66 - 84MEB+62	LINEVILLE RD	1
PROJECT 1133-10-72 TOTALS		1

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

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AGGREGATE ITEMS

STATION	OFFSET	LOCATION	305.0120* BASE AGGREGATE DENSE 1 1/4 INCH TON	305.0110 BASE AGGREGATE DENSE 3/4 INCH TON	311.0110 BREAKER RUN	REMARKS
STAGE 4B						
40MEB+66 - 53MEB+21	R/L	LINEVILLE EB	6,491	712	5,956	
54MEB+92 - 56MEB+92	R/L	LINEVILLE EB	1,059	22	796	
56MEB+92 - 57MEB+95	R/L	LINEVILLE EB	121	--	241	
59MEB+70 - 61MEB+23	R/L	LINEVILLE EB	240	--	391	
63MEB+20 - 64MEB+58	R/L	LINEVILLE EB	211	--	333	
66MEB+22 - 67MEB+50	R/L	LINEVILLE EB	156	--	312	
67MEB+50 - 69MEB+24	R/L	LINEVILLE EB	518	--	389	
49MWB+47 - 53MWB+28	R/L	LINEVILLE WB	2,024	99	1,511	
54MWB+96 - 56MWB+89	R/L	LINEVILLE WB	600	--	451	
56MWB+89 - 58MWB+10	R/L	LINEVILLE WB	149	--	297	
59MWB+78 - 61MWB+25	R/L	LINEVILLE WB	180	--	360	
63MWB+22 - 64MWB+66	R/L	LINEVILLE WB	185	--	369	
66MWB+45 - 67MWB+55	R/L	LINEVILLE WB	118	--	235	
67MWB+55 - 69MWB+35	R/L	LINEVILLE WB	699	--	525	
1298MA+54 - 1311MA+00	R/L	RAMP MA	2,737	378	3,650	
5SERB+41 - 7SERB+09	R/L	CTH M SE RAMP BYPASS	225	--	249	
1312MB+07 - 1322MB+88	R/L	RAMP MB	2,337	465	2,571	
5MWNB+01 - 6MWNB+31	R/L	CTH M NE RAMP BYPASS	155	--	233	
1312MC+52 - 1325MC+65	R/L	RAMP MC	2,978	530	3,723	
5NWMB+33 - 6NWMB+99	R/L	CTH M NW RAMP BYPASS	280	--	333	
1300MD+05 - 1311MD+16	R/L	RAMP MD	2,462	420	3,038	
5MESB+95 - 8MESB+02	R/L	CTH M SW RAMP BYPASS	241	--	300	
9WDN+86 - 14WDN+23	R/L	W. DEERFIELD NB	1,517	190	1,698	
16WDN+19 - 20WDN+46	R/L	W. DEERFIELD NB	1,402	117	1,479	
12WDS+36 - 14WDS+34	R/L	W. DEERFIELD SB	366	35	422	
16WDS+33 - 18WDS+95	R/L	W. DEERFIELD SB	500	--	500	
40EDN+00 - 43EDN+61	R/L	E. DEERFIELD NB	1,499	101	1,607	
43EDN+61 - 44EDN+69	R/L	E. DEERFIELD NB	536	--	480	
46EDN+52 - 49EDN+12	R/L	E. DEERFIELD NB	918	--	775	
49EDN+12 - 52EDN+28	R/L	E. DEERFIELD NB	1,196	--	1,196	
43EDS+85 - 44EDS+67	R/L	E. DEERFIELD SB	216	--	216	
46EDS+59 - 49EDS+03	R/L	E. DEERFIELD SB	899	--	797	
5EDSB+04 - 6EDSB+39	R/L	E. DEERFIELD SB BYPASS	292	--	292	
10MRDN+00 - 13MRDN+70	R/L	USH 41 NB RAMP ROUNDABOUT	839	--	1,625	
10MRDS+00 - 13MRDS+70	R/L	USH 41 SB RAMP ROUNDABOUT	911	--	1,771	

$ STRUCTURE INVERT ELEVATIONS LOWER T
CONCRETE UP TO OUTLET PIPE INVERT ELEV

3

AGGREGATE ITEMS (CONTINUED)

STATION			OFFSET	LOCATION	305.0120* BASE AGGREGATE DENSE 1 1/4 INCH TON	305.0110 BASE AGGREGATE DENSE 3/4 INCH TON	311.0110 BREAKER RUN	REMARKS
10MRDW+00	-	13MRDW+58	R/L	W. DEERFIELD AVE ROUNDABOUT	2,087	27	1,656	
10MRDE+00	-	13MRDE+55	R/L	E. DEERFIELD AVE ROUNDABOUT	1,890	26	1,507	
72MEB+00	-	84MEB+62	R/L	LINEVILLE EB	7,517	580	6,616	
72MEB+55	-	73MEB+18	LT	LINEVILLE EB	136	--	--	ASPHALTIC SURFACE DRIVEWAY
72MEB+68	-	73MEB+30	RT	LINEVILLE EB	103	--	--	ASPHALTIC SURFACE DRIVEWAY
73MEB+99	-	74MEB+58	RT	LINEVILLE EB	55	--	--	ASPHALTIC SURFACE DRIVEWAY
73MEB+86	-	74MEB+50	LT	LINEVILLE EB	104	--	--	ASPHALTIC SURFACE DRIVEWAY
76MEB+63	-	76MEB+87	LT	LINEVILLE EB	52	--	--	ASPHALTIC SURFACE DRIVEWAY
78MEB+53	-	78MEB+83	LT	LINEVILLE EB	78	--	--	ASPHALTIC SURFACE DRIVEWAY
79MEB+52	-	79MEB+67	LT	LINEVILLE EB	28	--	--	ASPHALTIC SURFACE DRIVEWAY
81MEB+70	-	81MEB+96	LT	LINEVILLE EB	38	--	--	ASPHALTIC SURFACE DRIVEWAY
STAGE 4B SUBTOTAL					47,344	3,703	48,902	
STAGE 4C								
71MEB+04	-	72MEB+00	R/L	LINEVILLE EB	653	--	428	
71MWB+12	-	72MWB+01	R/L	LINEVILLE WB	324	--	244	
40EDN+00	-	43EDN+61	R/L	E. DEERFIELD NB	--	33	67	
40EDN+53	-	40EDN+83	RT	E. DEERFIELD NB	48	--	--	ASPHALTIC SURFACE DRIVEWAY
40EDN+94	-	41EDN+20	LT	E. DEERFIELD NB	53	--	--	ASPHALTIC SURFACE DRIVEWAY
43EDN+03	-	43EDN+79	RT	E. DEERFIELD NB	113	--	--	ASPHALTIC SURFACE DRIVEWAY
5PFC+18	-	6PFC+24	R/L	PARKFIELD CT	406	25	454	
STAGE 4C SUBTOTAL					1,596	58	1,193	
PROJECT 1133-10-72 TOTAL					48,940	3,761	50,094	

* ADDITIONAL QUANTITES SHOWN ELSEWHERE IN PROJECT 1133-10-72
AGGREGATE CONVERSION (FOR INFORMATION ONLY) => 1 CY = 2 TON

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

PAVEMENT ITEMS

STATION	OFFSET	LOCATION	315.0100 ASPHALTIC BASE TON	405.0100 COLORING CONCRETE RED CY	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0410 APPROACH SLAB SY	416.0512 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH SY	SPV.0180.010 COLORED AND STAMPED CONCRETE 9-INCH SY	SPV.0180.011 COLORED CONCRETE 9-INCH SY	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0605 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1101 HMA PAVEMENT TYPE E-1 TON	460.1103 HMA PAVEMENT TYPE E-3 TON	460.1110 HMA PAVEMENT TYPE E-10 TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
STAGE 4B																	
40MEB+66 - 53MEB+21	R/L	LINEVILLE EB	--	--	--	--	--	7	20	113	410	--	--	1,883	--	--	--
54MEB+92 - 56MEB+92	R/L	LINEVILLE EB	--	--	--	--	--	--	--	19	69	--	--	313	--	--	--
56MEB+92 - 57MEB+95	R/L	LINEVILLE EB	--	--	262	--	--	--	--	--	--	--	--	--	--	--	--
59MEB+70 - 61MEB+23	R/L	LINEVILLE EB	--	--	420	--	--	--	--	--	--	--	--	--	--	--	--
61MEB+23 - 61MEB+39	R/L	LINEVILLE EB	--	--	--	42	--	--	--	--	--	--	--	--	--	--	--
63MEB+06 - 63MEB+20	R/L	LINEVILLE EB	--	--	--	42	--	--	--	--	--	--	--	--	--	--	--
63MEB+20 - 64MEB+58	R/L	LINEVILLE EB	--	--	359	--	--	--	--	--	--	--	--	--	--	--	--
66MEB+22 - 67MEB+50	R/L	LINEVILLE EB	--	--	358	--	--	--	--	--	--	--	--	--	--	--	--
67MEB+50 - 69MEB+24	R/L	LINEVILLE EB	--	--	--	--	--	--	--	10	35	--	--	164	--	--	--
71MEB+04 - 71MEB+43	R/L	LINEVILLE EB	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
72MEB+24 - 84MEB+62	R/L	LINEVILLE EB	--	--	--	--	--	--	--	131	473	--	--	2,176	--	--	--
72MEB+55 - 73MEB+18	LT	LINEVILLE EB	--	--	--	--	--	--	--	--	19	--	--	--	--	--	85
72MEB+68 - 73MEB+30	RT	LINEVILLE EB	--	--	--	--	--	--	--	--	15	--	--	--	--	--	64
73MEB+99 - 74MEB+58	RT	LINEVILLE EB	--	--	--	--	--	--	--	--	8	--	--	--	--	--	35
73MEB+86 - 74MEB+50	LT	LINEVILLE EB	--	--	--	--	--	--	--	--	15	--	--	--	--	--	65
76MEB+63 - 76MEB+87	LT	LINEVILLE EB	--	--	--	--	--	--	--	--	6	--	--	--	--	--	33
78MEB+53 - 78MEB+83	LT	LINEVILLE EB	--	--	--	--	--	--	--	--	11	--	--	--	--	--	48
79MEB+52 - 79MEB+67	LT	LINEVILLE EB	--	--	--	--	--	--	--	--	4	--	--	--	--	--	18
81MEB+70 - 81MEB+96	LT	LINEVILLE EB	--	--	--	--	--	--	--	--	4	--	--	--	--	--	24
49MWB+47 - 53MWB+28	R/L	LINEVILLE WB	--	--	--	--	--	6	16	23	85	--	--	384	--	--	--
54MWB+96 - 56MWB+89	R/L	LINEVILLE WB	--	--	--	--	--	--	--	11	38	--	--	179	--	--	--
56MWB+89 - 58MWB+10	R/L	LINEVILLE WB	--	--	346	--	--	--	--	--	--	--	--	--	--	--	--
59MWB+78 - 61MWB+25	R/L	LINEVILLE WB	--	--	387	--	--	--	--	--	--	--	--	--	--	--	--
61MWB+25 - 61MWB+41	R/L	LINEVILLE WB	--	--	--	42	--	--	--	--	--	--	--	--	--	--	--
63MWB+07 - 63MWB+22	R/L	LINEVILLE WB	--	--	--	42	--	--	--	--	--	--	--	--	--	--	--
63MWB+22 - 64MWB+66	R/L	LINEVILLE WB	--	--	396	--	--	--	--	--	--	--	--	--	--	--	--
66MWB+45 - 67MWB+55	R/L	LINEVILLE WB	--	--	270	--	--	--	--	--	--	--	--	--	--	--	--
67MWB+55 - 69MWB+35	R/L	LINEVILLE WB	--	--	--	--	--	--	--	15	54	--	--	242	--	--	--
71MWB+12 - 71MWB+46	R/L	LINEVILLE WB	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1298MA+54 - 1311MA+00	R/L	RAMP MA	1,076	--	4,368	--	--	9	25	8	153	128	--	--	--	--	--
5SERB+41 - 7SERB+09	R/L	CTH M SE RAMP BYPASS	56	--	303	--	--	5	13	--	8	--	--	--	--	--	--
1312MB+07 - 1322MB+88	R/L	RAMP MB	650	--	1,788	--	--	6	16	11	90	191	--	--	--	--	--
5MWNB+01 - 6MWNB+31	R/L	CTH M NE RAMP BYPASS	--	--	225	--	--	--	--	--	--	--	--	--	--	--	--
1312MC+52 - 1325MC+65	R/L	RAMP MC	926	--	3,643	--	--	9	25	8	131	134	--	--	--	--	--
5NWMB+33 - 6NWMB+99	R/L	CTH M NW RAMP BYPASS	77	--	451	--	--	7	20	--	12	--	--	--	--	--	--
1300MD+05 - 1311MD+16	R/L	RAMP MD	807	--	2,929	--	--	5	19	10	113	160	--	--	--	--	--
5MESB+95 - 8MESB+02	R/L	CTH M SW RAMP BYPASS	97	--	388	--	--	5	19	--	14	--	--	--	--	--	--
9WDN+86 - 14WDN+23	R/L	W. DEERFIELD NB	--	--	--	--	--	6	16	19	67	--	311	--	--	--	--
16WDN+19 - 20WDN+46	R/L	W. DEERFIELD NB	--	--	--	--	--	5	14	16	57	--	266	--	--	--	--
12WDS+36 - 14WDS+34	R/L	W. DEERFIELD SB	--	--	--	--	--	5	14	6	21	--	99	--	--	--	--

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

3

PAVEMENT ITEMS (CONTINUED)

STATION	OFFSET	LOCATION	315.0100 ASPHALTIC BASE TON	405.0100 COLORING CONCRETE RED CY	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0410 APPROACH SLAB SY	416.0512 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH SY	SPV.0180.010 COLORED AND STAMPED CONCRETE 9-INCH SY	SPV.0180.011 COLORED CONCRETE 9-INCH SY	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0605 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1101 HMA PAVEMENT TYPE E-1 TON	460.1103 HMA PAVEMENT TYPE E-3 TON	460.1110 HMA PAVEMENT TYPE E-10 TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
16WDS+33 - 18WDS+95	R/L	W. DEERFIELD SB	--	--	--	--	--	5	14	8	27	--	126	--	--	--	--
40EDN+00 - 43EDN+61	R/L	E. DEERFIELD NB	--	--	--	--	--	--	--	24	88	--	403	--	--	--	--
41EDN+62 - 43EDN+61	R/L	E. DEERFIELD NB	--	--	--	--	--	--	--	--	12	--	--	--	--	133	--
43EDN+61 - 44EDN+69	R/L	E. DEERFIELD NB	--	--	--	--	--	7	20	6	23	--	105	--	--	--	--
46EDN+52 - 49EDN+12	R/L	E. DEERFIELD NB	--	--	--	--	--	5	14	8	29	--	134	--	--	--	--
49EDN+12 - 52EDN+28	R/L	E. DEERFIELD NB	--	--	--	--	--	--	--	22	80	--	370	--	--	--	--
49EDN+13 - 50EDN+01	R/L	E. DEERFIELD NB	--	--	--	--	--	--	--	--	8	--	--	--	--	95	--
43EDS+85 - 44EDS+67	R/L	E. DEERFIELD SB	--	--	--	--	--	5	15	3	13	--	55	--	--	--	--
46EDS+59 - 49EDS+03	R/L	E. DEERFIELD SB	--	--	--	--	--	5	15	11	40	--	185	--	--	--	--
5EDSB+04 - 6EDSB+39	R/L	E. DEERFIELD SB BYPASS	--	--	--	--	--	5	13	5	17	--	75	--	--	--	--
10MRDN+00 - 13MRDN+70	R/L	USH 41 NB RAMP ROUNDABOUT	--	149	1,724	--	448	--	--	--	--	--	--	--	--	--	--
10MRDS+00 - 13MRDS+70	R/L	USH 41 SB RAMP ROUNDABOUT	--	149	1,577	--	448	--	--	--	--	--	--	--	--	--	--
10MRDW+00 - 13MRDW+58	R/L	W. DEERFIELD AVE ROUNDABOUT	--	124	--	--	372	--	--	36	129	--	--	--	597	--	--
10MRDE+00 - 13MRDE+55	R/L	E. DEERFIELD AVE ROUNDABOUT	--	123	--	--	369	--	--	33	120	--	--	--	549	--	--
STAGE 4B SUBTOTAL			3,689	545	20,194	168	1,637	107	308	556	2,498	613	2,129	5,341	1,146	228	372
STAGE 4C																	
71MEB+04 - 72MEB+25	R/L	LINEVILLE EB	--	--	--	--	--	7	20	7	25	--	--	122	--	--	--
71MWB+12 - 72MWB+25	R/L	LINEVILLE WB	--	--	--	--	--	7	20	6	22	--	--	101	--	--	--
40EDN+53 - 40EDN+83	RT	E. DEERFIELD NB	--	--	--	--	--	--	--	--	6	--	--	--	--	--	29
40EDN+94 - 41EDN+20	LT	E. DEERFIELD NB	--	--	--	--	--	--	--	--	6	--	--	--	--	--	34
43EDN+03 - 43EDN+79	RT	E. DEERFIELD NB	--	--	--	--	--	--	--	--	15	--	--	--	--	--	70
5PFC+18 - 6PFC+24	R/L	PARKFIELD CT	--	--	--	--	--	7	20	7	27	--	121	--	--	--	--
STAGE 4C SUBTOTAL			--	--	--	--	--	21	60	20	101	--	121	223	--	--	133
PROJECT 1133-10-72 TOTAL			3,689	545	20,194	168	1,637	128	368	576	2,599	613	2,250	5,564	1,146	228	505

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

FILE NAME: I:\50142\N2-13-05\t1\cds\030201_mq_ss.ppt PLOT DATE : 3/4/2013 12:17:34 PM PLOT BY : nspitzer PLOT NAME : PLOT SCALE : 1:1

3

GENERAL NOTES

1) JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL CONCRETE APRON ENDWALLS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.
2) STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE APRON END OF ENDWALLS UNLESS OTHERWISE NOTED.
3) RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE COVER FOR MANHOLES UNLESS OTHERWISE NOTED.
4) STRUCTURE DEPTH = RIM ELEVATION - INVERT
5) STRUCTURE CONSTRUCTED BY OTHERS WITH COVER PLATES LEFT IN PLACE. CONTRACTOR TO PROVIDE 0.5' ADJUSTING RINGS AND CASTING AS SPECIFIED
6) PROVIDE 0.5' ADJUSTING RINGS WHERE ONLY A NEW COVER IS CALLED FOR. INCIDENTAL TO COVER.
7) FOR TEMPORARY DRAINAGE, INLET COVER TYPE B HIGH SIDE FLANGES (SEE DETAIL) TO BE SAWED OFF FLUSH WITH FRAME BY MANUFACTURER TO ACCOMMODATE DRAIN SLOTTED VANE, TYPE A.

CULVERT PIPE ITEMS

STATION	INLET END OFFSET	ELEVATION	DISCHARGE END STATION	OFFSET	ELEVATION	SLOPE	520.4030 CULVERT PIPE TEMPORARY 30-INCH LF	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.0330 CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	523.0414 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	523.0124 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24X38-INCH LF	523.0424 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH LF	522.1018* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	523.0514 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 14X23-INCH EACH	523.0524 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH EACH	611.9800.S* PIPE GRATES EACH	633.5200* MARKERS CULVERT END EACH
STAGE 1A - WEST DEERFIELD AVENUE																					
19WDS+41	38.3' LT	589.99	19WDN+17	30.1' RT	589.69	0.34%	--	--	87	--	--	--	--	--	--	2	--	--	--	--	2
STAGE 1A - WEST DEERFIELD AVENUE SUBTOTALS							--	--	87	--	--	--	--	--	--	2	--	--	--	--	2
STAGE 1A - MAINLINE RAMPS																					
1315MC+78	100.7' LT	589.33	1315MC+95	81.1' RT	589.25	0.04%	--	--	--	183	--	--	--	--	--	--	2	--	--	--	2
1316MC+20	211.1' RT	589.16	1316MB+12	160.5' LT	589.06	0.05%	--	--	--	--	--	--	183	--	--	--	--	--	2	--	2
1314MB+95	66.0' LT	588.99	1312MB+90	103.8' RT	588.91	0.04%	--	--	--	267	--	--	--	--	--	--	2	--	--	--	2
STAGE 1A - MAINLINE RAMPS SUBTOTAL							--	--	--	450	--	--	183	--	--	--	4	--	2	--	6
STAGE 1A - EAST DEERFIELD AVENUE																					
47EDS+34	118.0' LT	588.64	46EDN+66	81.7' RT	588.58	0.03%	--	--	--	236	--	--	--	--	--	--	2	--	--	--	2
47EDS+34	118.0' LT	588.64	46EDN+66	81.7' RT	588.58	0.03%	--	--	--	236	--	--	--	--	--	--	2	--	--	--	2
STAGE 1A - EAST DEERFIELD AVENUE SUBTOTAL							--	--	--	472	--	--	--	--	--	--	4	--	--	--	4
STAGE 3A - EAST DEERFIELD AVENUE																					
46EDN+66	81.5' RT	588.58	46EDN+57	112.5' RT	588.56	0.06%	33	--	--	--	--	--	--	--	--	--	--	--	--	--	--
46EDN+66	81.5' RT	588.58	46EDN+57	112.5' RT	588.56	0.06%	33	--	--	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 4A - WEST DEERFIELD AVENUE SUBTOTALS							66	--	--	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 4B - CTH M																					
49MEB+89	61.8' RT	590.66	49MWB+94	75.7' LT	590.29	0.27%	--	--	138	--	--	--	--	--	--	2	--	--	--	2	2
72MEB+63	47.9' RT	590.21	73MEB+41	42.6' RT	589.72	0.59%	--	--	--	--	--	74	--	--	--	--	--	2	--	2	2
74MEB+10	40.3' RT	589.53	74MEB+55	39.5' RT	589.38	0.29%	--	--	--	--	--	46	--	--	--	--	--	2	--	2	2
79MEB+44	43.0' LT	587.49	79MEB+75	42.7' LT	587.46	0.10%	--	--	--	--	--	--	--	32	--	--	--	--	2	--	2
79MEB+44	43.0' LT	587.49	79MEB+75	42.7' LT	587.46	0.10%	--	--	--	--	--	--	--	32	--	--	--	--	2	--	2
81MEB+63	43.2' RT	587.28	81MEB+96	42.8' LT	587.26	0.07%	--	--	--	--	--	--	--	33	--	--	--	--	2	--	2
81MEB+63	43.2' RT	587.28	81MEB+96	42.8' LT	587.26	0.07%	--	--	--	--	--	--	--	33	--	--	--	--	2	--	2
72MWB+55	63.4' RT	588.12	73MWB+28	51.1' LT	588.05	0.08%	--	--	--	--	78	--	--	--	--	--	2	--	--	--	2
72MWB+55	63.4' RT	588.12	73MWB+28	51.1' LT	588.05	0.08%	--	--	--	--	78	--	--	--	--	--	2	--	--	--	2
73MWB+89	46.2' RT	588.01	74MWB+53	45.3' LT	587.95	0.09%	--	--	--	--	65	--	--	--	--	--	2	--	--	--	2
73MWB+89	46.2' RT	588.01	74MWB+53	45.3' LT	587.95	0.09%	--	--	--	--	65	--	--	--	--	--	2	--	--	--	2
76MWB+52	43.4' RT	587.77	77MWB+00	42.8' LT	587.73	0.10%	--	--	--	--	49	--	--	--	--	--	2	--	--	--	2
76MWB+52	43.4' RT	587.77	77MWB+00	42.8' LT	587.73	0.10%	--	--	--	--	49	--	--	--	--	--	2	--	--	--	2
78MWB+43	43.5' LT	587.59	78MEB+95	43.3' LT	587.54	0.11%	--	--	--	--	--	--	--	54	--	--	--	2	--	--	2
78MWB+43	43.5' LT	587.59	78MEB+95	43.3' LT	587.54	0.11%	--	--	--	--	--	--	--	54	--	--	--	2	--	--	2
STAGE 4B - CTH M SUBTOTALS							--	--	138	--	384	120	--	238	--	2	12	8	8	6	30
STAGE 4B - WEST DEERFIELD AVENUE																					
9WDN+87	39.1' LT	590.55	9WDN+86	38.4' RT	590.50	0.06%	--	77	--	--	--	--	--	--	2	--	--	--	--	2	2
STAGE 4B - WEST DEERFIELD AVENUE SUBTOTALS							--	77	--	--	--	--	--	--	2	--	--	--	--	2	2
STAGE 4B - EAST DEERFIELD AVENUE																					
40EDN+96	31.9' RT	589.15	40EDN+41	30.1' RT	588.98	0.31%	--	55	--	--	--	--	--	--	2	--	--	--	--	2	2
43EDN+77	79.2' RT	590.12	42EDN+99	61.4' RT	589.75	0.44%	--	85	--	--	--	--	--	--	2	--	--	--	--	2	2
41EDS+41	32.4' RT	589.42	40EDN+72	30.0' RT	589.16	0.39%	--	66	--	--	--	--	--	--	2	--	--	--	--	2	2
STAGE 4B - EAST DEERFIELD AVENUE SUBTOTALS							--	206	--	--	-- --	--	--	--	6	--	--	--	--	6	6
STAGE 4B - PARKFIELD COURT																					
5PFC+41	52.3' LT	589.80	5PFC+42	50.1' RT	589.60	0.20%	--	--	102	--	--	--	--	--	--	2	--	--	--	2	2
STAGE 4B - PARKFIELD COURT SUBTOTALS							--	--	102	--	--	--	--	--	--	2	--	--	--	2	2
STAGE 4B - MAINLINE RAMPS																					
1304MA+00	36.4' LT	589.10	1304MA+00	70.0' RT	588.73	0.35%	--	--	--	106	--	--	--	--	--	--	2	--	--	2	2
1304MD+31	50.0' RT	588.90	1304MD+31	72.6' LT	588.80	0.08%	--	--	--	123	--	--	--	--	--	--	2	--	--	2	2
STAGE 4B - MAINLINE RAMPS SUBTOTALS							--	--	--	229	--	--	--	--	--	--	4	--	--	4	4
UNDISTRIBUTED							--	28	24	--	--	--	--	--	--	--	--	--	--	--	--
PROJECT 1133-10-72 TOTALS							66	311	351	1,151	384	120	183	238	8	6	24	8	8	20	52

**EXISTING 24" CULVERT TO REMAIN
*ADDITIONAL QUANTITIES FOUND ELSEWHERE

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

STORM SEWER ITEMS

FROM STR	TO STR	INVERT ELEV FT	DISCH ELEV FT	SLOPE	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF
STAGE 4B - CTH M								
602	601	595.72	595.68	0.36%	11	--	--	--
601	603	595.68	594.24	0.49%	294	--	--	--
603	603E	594.24	593.75	0.54%	91	--	--	--
606	609	601.22	600.80	0.56%	75	--	--	--
605	606	601.64	601.22	0.91%	46	--	--	--
604	606	601.37	601.22	0.75%	20	--	--	--
607	609	600.77	600.31	0.52%	89	--	--	--
607I	607.1	590.20	590.13	0.05%	--	--	--	148
609	613	600.06	599.60	0.45%	--	102	--	--
610	611	600.94	600.59	0.51%	69	--	--	--
611	612	600.42	600.27	0.44%	--	34	--	--
612	613	600.27	599.97	0.70%	--	43	--	--
613	614	599.60	599.48	0.43%	--	28	--	--
614	614E	599.48	599.26	0.40%	--	55	--	--
615	616	612.44	611.87	0.85%	67	--	--	--
616	617	611.87	611.60	0.56%	48	--	--	--
617	619	611.60	611.41	0.61%	31	--	--	--
618	617	612.08	611.60	0.57%	84	--	--	--
619	619.1	611.41	611.23	0.69%	26	--	--	--
619.1	621	609.01	608.25	1.07%	--	71	--	--
620	619.1	609.57	609.26	0.55%	56	--	--	--
621	622	608.25	608.19	0.75%	--	8	--	--
622	623	608.19	608.00	0.83%	--	23	--	--
623	623E	608.00	607.69	0.79%	--	39	--	--
631	632	613.96	613.82	0.48%	29	--	--	--
632	633	613.82	613.59	0.62%	37	--	--	--
633	634	613.59	613.17	0.89%	47	--	--	--
634	634E	610.92	610.00	1.92%	48	--	--	--
635	636	609.29	609.04	0.93%	27	--	--	--
636	637	609.04	608.85	0.79%	24	--	--	--
637	638	608.85	608.57	0.62%	45	--	--	--
638	638E	608.32	607.95	0.84%	--	44	--	--
639	640	606.70	606.33	0.56%	66	--	--	--
640	641	606.33	606.15	0.55%	33	--	--	--
641	643	606.04	605.77	0.87%	31	--	--	--
642	641	606.92	606.06	0.80%	107	--	--	--
643	645.1	605.52	604.55	0.95%	--	102	--	--
644	645	601.99	601.72	1.00%	27	--	--	--
645	645.1	601.72	601.56	1.07%	15	--	--	--
645.1	646	597.72	597.68	0.36%	--	--	11	--

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

STORM SEWER ITEMS (CONTINUED)

FROM STR	TO STR	INVERT ELEV FT	DISCH ELEV FT	SLOPE	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF
646	647	597.68	597.58	0.36%	--	--	28	--
647	648	597.58	597.45	0.42%	--	--	31	--
648	648E	597.45	596.86	0.78%	--	--	76	--
660	661	598.77	598.67	0.36%	28	--	--	--
661	661.1	598.67	598.53	0.48%	29	--	--	--
661.1	645.1	598.53	597.72	0.49%	164	--	--	--
662	663	599.13	599.00	0.43%	30	--	--	--
663	661.1	599.00	598.90	0.50%	20	--	--	--
671	671.1	594.66	594.39	0.47%	--	58	--	--
672	671.1	594.58	594.03	0.59%	--	93	--	--
673	672	594.71	594.58	0.43%	--	30	--	--
674	675	591.93	591.77	0.57%	28	--	--	--
675	676	591.77	591.67	1.00%	10	--	--	--
676	679	591.07	589.57	1.27%	--	118	--	--
677	676	591.96	591.32	1.12%	57	--	--	--
678	679	589.83	589.57	0.47%	55	--	--	--
679	682	589.57	588.10	0.78%	--	188	--	--
680	681	588.59	588.54	0.56%	9	--	--	--
681	682	588.54	588.35	0.83%	23	--	--	--
682	682E	588.10	587.90	0.65%	--	31	--	--
STAGE 4B - CTH M SUBTOTALS					1,996	1,067	146	148
STAGE 4B - WEST DEERFIELD AVENUE								
607.1	607E	590.13	590.09	0.06%	--	--	--	73
608	609	600.72	600.31	0.34%	121	--	--	--
691	694	595.95	595.89	0.68%	9	--	--	--
692	693	596.29	596.27	0.28%	7	--	--	--
693	693E	596.27	596.10	0.41%	42	--	--	--
694	694E	595.89	595.61	0.67%	42	--	--	--
STAGE 4B - WEST DEERFIELD AVENUE SUBTOTALS					221	--	--	73
STAGE 4B - EAST DEERFIELD AVENUE								
649	650	593.75	593.38	0.94%	39	--	--	--
650	651	593.38	593.33	0.36%	--	14	--	--
651	652	593.33	593.23	0.45%	--	22	--	--
652	652E	593.23	592.92	1.00%	--	31	--	--
664	664E	591.99	591.74	0.89%	--	28	--	--
665	664	592.14	591.99	0.43%	--	35	--	--
666	665	592.19	592.14	0.37%	--	14	--	--
667	666	592.59	592.19	0.48%	84	--	--	--
668	669	594.58	594.36	0.46%	47	--	--	--
669	666	594.36	593.88	1.61%	30	--	--	--
670	667	593.27	592.59	2.33%	29	--	--	--
671.1	650	593.93	593.48	0.67%	--	67	--	--
STAGE 4B - EAST DEERFIELD AVENUE SUBTOTALS					229	211	--	--

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

3

STORM SEWER ITEMS (CONTINUED)

FROM STR	TO STR	INVERT ELEV FT	DISCH ELEV FT	SLOPE	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF
STAGE 4B - MAINLINE RAMPS								
624	627	611.22	610.82	0.54%	74	--	--	--
625	626	611.02	610.85	0.50%	34	--	--	--
626	627	610.85	610.82	0.31%	10	--	--	--
627	628	610.82	610.71	0.42%	26	--	--	--
628	628E	610.65	610.53	0.55%	22	--	--	--
629	630	610.69	610.65	0.50%	8	--	--	--
630	630E	610.65	610.29	0.87%	41	--	--	--
655	656	604.58	604.35	0.86%	27	--	--	--
656	657	604.35	604.30	0.58%	9	--	--	--
657	658	604.30	604.20	0.54%	18	--	--	--
658	658E	603.95	603.71	0.59%	--	40	--	--
STAGE 4B - MAINLINE RAMPS SUBTOTALS					269	40	--	--
UNDISTRIBUTED					272	132	--	--
PROJECT 1133-10-72 TOTALS					2,987	1,450	146	221

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

STORM SEWER STRUCTURES

STRUCTURE NUMBER	STATION	OFFSET	FLANGE OR RIM ELEV	LOWEST INVERT	DEPTH		522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0652 INLET COVERS TYPE T EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.9800.S* PIPE GRATES EACH	633.5200* MARKERS CULVERT END EACH
STAGE 4B - CTH M																			
601	49MEB+55	4.7' LT	599.38	595.38	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
602	49MWB+59	1.5' RT	599.17	595.17	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
603	52MEB+50	25.5' RT	603.26	594.24	9.02		--	--	--	--	--	--	1	--	--	--	1	--	--
604	10MRDW+88	19.5' RT	604.82	600.82	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
605	11MRDW+37	1.5' LT	605.09	601.09	4.00	$	--	--	--	--	--	--	--	1	--	--	1	--	--
606	10MRDW+88	1.5' LT	604.68	600.68	4.00	$	--	--	--	--	--	--	--	1	--	--	1	--	--
607	53MWB+25	26.6' LT	604.22	600.22	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
607.1	53MWB+05	63.1' LT	601.17	590.13	11.04		--	--	--	--	1	--	--	--	1	--	--	--	--
607I	51MWB+50	74.4' LT	--	590.20	--		--	--	1	--	--	--	--	--	--	--	--	1	1
609	10MRDW+04	1.5' LT	605.86	600.31	5.55		--	--	--	--	--	--	--	1	--	1	--	--	--
611	54MEB+95	29.2' RT	607.12	600.42	6.70		--	--	--	--	--	--	1	--	1	--	--	--	--
612	55MEB+11	1.5' LT	607.92	600.27	7.65		--	--	--	--	--	--	1	--	1	--	--	--	--
613	55MWB+14	1.5' RT	607.82	599.60	8.22		--	--	--	--	--	--	1	--	1	--	--	--	--
614	55MWB+25	25.5' LT	607.53	599.48	8.05		--	--	--	--	--	--	1	--	1	--	--	--	--
614E	55MWB+65	76.4' LT	--	599.26	--		--	1	--	--	--	--	--	--	--	--	--	--	1
615	13MRDS+41	29.5' RT	617.01	612.44	4.57		--	--	--	--	--	--	1	--	--	--	1	--	--
616	10MRDS+23	1.5' LT	616.00	611.87	4.13		--	--	--	--	--	--	--	1	--	--	1	--	--
617	10MRDS+73	1.5' LT	615.54	611.29	4.25		--	--	--	--	--	--	--	1	--	--	1	--	--
618	11MRDS+42	29.5' RT	616.22	612.08	4.14		--	--	--	--	--	--	1	--	--	--	1	--	--
619	10MRDS+71	29.5' RT	615.57	611.41	4.16		--	--	--	--	--	--	1	--	--	--	1	--	--
619.1	57MEB+64	13.2' LT	615.55	609.01	6.54		--	--	--	--	1	--	--	--	1	--	--	--	--
620	57MWB+47	27.0' LT	613.31	609.31	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
621	57MEB+03	25.5' RT	612.46	608.25	4.21		--	--	--	--	--	--	1	--	--	--	1	--	--
622	6MESB+06	1.5' LT	612.22	608.19	4.03		--	--	--	--	--	--	1	--	--	--	1	--	--
623	5MESB+92	17.5' RT	611.52	607.52	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
623E	5MESB+90	56.6' RT	--	607.69	--		--	1	--	--	--	--	--	--	--	--	--	--	1
631	59MWB+81	26.5' LT	618.30	613.96	4.34		--	--	--	--	--	--	1	--	--	--	1	--	--
632	59MWB+95	1.5' RT	618.83	613.82	5.01		--	--	--	--	--	--	1	--	--	--	1	--	--
633	59MEB+88	1.5' LT	618.71	613.59	5.12		--	--	--	--	--	--	1	--	--	--	1	--	--
634	59MEB+49	28.7' RT	617.85	610.92	6.93		--	--	--	--	--	--	1	--	--	--	1	--	--
634E	59MEB+53	75.7' RT	--	610.00	--		1	--	--	--	--	--	--	--	--	--	--	--	1
635	64MEB+20	26.5' RT	613.17	609.17	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
636	64MEB+20	1.5' LT	613.65	609.04	4.61		--	--	--	--	--	--	1	--	--	--	1	--	--
637	64MWB+26	1.5' RT	613.65	608.85	4.80		--	--	--	--	--	--	1	--	--	--	1	--	--
638	64MWB+61	27.8' LT	612.18	608.18	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
638E	64MWB+59	71.3' LT	--	607.95	--		--	1	--	--	--	--	--	--	--	--	--	--	1
640	10MRDN+28	1.5' LT	609.88	605.88	4.00		--	--	--	--	--	--	--	1	--	--	1	--	--
641	10MRDN+63	1.5' LT	609.62	605.62	4.00		--	--	--	--	--	--	--	1	--	1	--	--	--
643	10MRDN+63	29.5' RT	609.54	605.52	4.02		--	--	--	--	--	--	1	--	--	--	1	--	--

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

$ STRUCTURE INVERT ELEVATIONS LOWER THAN OUTLET PIPE INVERT ELEVATION (SEE PIPE SCHEDULE) TO MINIMIZE RISK FOR FROST HEAVE. FILL BOTTOM OF INLET WITH GRADE A CONCRETE UP TO OUTLET PIPE INVERT ELEVATION. ALL WORK AND MATERIALS INCIDENTAL TO STORM SEWER STRUCTURE ITEM.

INVERTS SHOWN ON PLANS ARE PIPE INVERTS ONLY. REFER TO STRUCTURE MQ TABLE FOR STRUCTURE ELEVATION

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE NUMBER	STATION	OFFSET	FLANGE OR RIM ELEV	LOWEST INVERT	DEPTH		522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0652 INLET COVERS TYPE T EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.9800.S* PIPE GRATES EACH	633.5200* MARKERS CULVERT END EACH
644	67MEB+46	25.5' RT	605.38	601.38	4.00		--	--	--	--	--	--	1	--	--	--	1	--	--
645	67MEB+47	1.5' LT	605.83	601.72	4.11		--	--	--	--	--	--	1	--	--	--	1	--	--
645.1	67MWB+46	12.0' RT	607.50	597.72	9.78		--	--	--	--	1	--	--	--	1	--	--	--	--
646	67MWB+44	1.5' RT	606.69	597.68	9.01		--	--	--	--	--	--	1	--	1	--	--	--	--
647	67MWB+34	25.5' LT	606.46	597.58	8.88		--	--	--	--	--	--	1	--	1	--	--	--	--
648	6MWNB+17	17.5' LT	605.95	597.45	8.50		--	--	--	--	--	--	1	--	1	--	--	--	--
648E	6MWNB+15	96.6' LT	--	596.86	--		--	--	1	--	--	--	--	--	--	--	--	1	1
660	69MEB+29	25.5' RT	601.53	597.53	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
661	69MEB+16	1.5' LT	602.22	598.22	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
661.1	69MWB+08	21.1' RT	603.69	598.53	5.16		--	--	--	--	1	--	--	--	1	--	--	--	--
662	69MWB+04	28.0' LT	602.09	598.09	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
663	69MWB+08	1.5' RT	602.56	598.56	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
671	70MEB+73	28.3' RT	599.23	594.66	4.57		--	--	--	--	--	--	1	--	--	--	1	--	--
672	10MRDE+58	1.5' LT	599.45	594.58	4.87		--	--	--	--	--	--	--	1	--	--	1	--	--
673	10MRDE+63	29.5' RT	599.28	594.71	4.57		--	--	--	--	--	--	1	--	--	--	1	--	--
674	72MEB+47	27.2' RT	594.36	590.36	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
675	72MEB+45	1.7' LT	594.90	590.90	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
676	72MWB+47	1.7' RT	595.30	591.07	4.23		--	--	--	--	--	--	1	--	--	--	1	--	--
677	71MWB+97	24.5' LT	596.25	591.96	4.29		--	--	--	--	--	--	1	--	--	--	1	--	--
678	73MEB+67	22.5' RT	592.95	588.95	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
679	73MWB+62	19.7' LT	593.14	589.14	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
680	75MEB+36	1.5' LT	592.94	588.59	4.35		--	--	--	--	--	--	1	--	--	--	1	--	--
681	75MWB+39	3.0' RT	592.76	588.54	4.22		--	--	--	--	--	--	1	--	--	--	1	--	--
682	75MWB+50	18.5' LT	592.46	588.10	4.36		--	--	--	--	--	--	1	--	--	--	1	--	--
682E	75MWB+67	43.6' LT	--	587.90	--		--	1	--	--	--	--	--	--	--	--	--	--	1
STAGE 4B - CTH M SUBTOTALS							1	4	2	--	4	--	45	8	11	2	44	2	7
STAGE 4B - WEST DEERFIELD AVENUE SUBTOTALS																			
607E	17WDS+06	88.1' LT	--	590.09	--		--	--	--	1	--	--	--	--	--	--	--	1	1
608	17WDS+20	20.1' LT	603.62	599.62	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
610	14WDN+20	21.3' RT	605.48	600.94	4.54		--	--	--	--	--	--	1	--	--	--	1	--	--
691	18WDS+84	3.0' RT	600.29	595.95	4.34		--	--	--	--	--	--	1	--	--	--	1	--	--
692	12WDS+44	1.5' RT	601.46	596.29	5.17		--	--	--	--	--	--	1	--	--	--	1	--	--
693	12WDN+42	1.5' LT	601.25	596.27	4.98		--	--	--	--	--	--	1	--	--	--	1	--	--
693E	12WDN+36	39.7' RT	--	596.10	--		1	--	--	--	--	--	--	--	--	--	--	--	--
694	18WDN+65	1.5' LT	600.11	595.89	4.22		--	--	--	--	--	--	1	--	--	--	1	--	--
694E	18WDN+61	40.1' RT	--	595.61	--		1	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 4B - WEST DEERFIELD AVENUE SUBTOTALS							2	--	--	1	--	--	6	--	--	--	6	1	1

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

$ STRUCTURE INVERT ELEVATIONS LOWER THAN OUTLET PIPE INVERT ELEVATION (SEE PIPE SCHEDULE) TO MINIMIZE RISK FOR FROST HEAVE. FILL BOTTOM OF INLET WITH GRADE A CONCRETE UP TO OUTLET PIPE INVERT ELEVATION. ALL WORK AND MATERIALS INCIDENTAL TO STORM SEWER STRUCTURE ITEM.

INVERTS SHOWN ON PLANS ARE PIPE INVERTS ONLY. REFER TO STRUCTURE MQ TABLE FOR STRUCTURE ELEVATION

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE NUMBER	STATION	OFFSET	FLANGE OR RIM ELEV	LOWEST INVERT	DEPTH		522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0652 INLET COVERS TYPE T EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.9800.S* PIPE GRATES EACH	633.5200* MARKERS CULVERT END EACH
STAGE 4B - EAST DEERFIELD AVENUE																			
649	43EDN+71	28.4' RT	597.01	593.01	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
650	44EDN+00	1.5' LT	597.86	593.38	4.48		--	--	--	--	--	--	1	--	--	--	1	--	--
651	43EDS+94	1.5' RT	597.94	593.33	4.61		--	--	--	--	--	--	1	--	--	--	1	--	--
652	43EDS+96	20.8' LT	597.40	593.23	4.17		--	--	--	--	--	--	1	--	--	--	1	--	--
652E	43EDS+94	51.7' LT	--	592.92	--		1	--	--	--	--	--	--	--	--	--	--	--	--
664	6EDSB+56	21.5' LT	595.57	591.57	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
664E	48EDS+33	64.2' LT	--	591.74	--		--	1	--	--	--	--	--	--	--	--	--	--	--
665	6EDSB+29	1.5' RT	596.89	592.14	4.75		--	--	--	--	--	--	1	--	--	--	1	--	--
666	47EDS+75	17.5' LT	596.88	592.19	4.69		--	--	--	--	--	--	1	--	--	--	1	--	--
667	48EDS+58	1.5' RT	595.59	591.59	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
668	47EDN+37	20.6' RT	597.88	593.88	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
669	47EDN+79	1.5' LT	597.36	593.36	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
670	48EDN+71	17.5' RT	596.27	592.27	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
671.1	44EDN+70	6.0' RT	599.94	593.93	6.01		--	--	--	--	--	1	--	--	1	--	--	--	--
STAGE 4B - EAST DEERFIELD AVENUE SUBTOTALS							1	1	--	--	--	1	11	--	1	--	11	--	--
STAGE 4B - MAINLINE RAMPS																			
624	1312MC+95	29.1' LT	615.47	611.22	4.25		--	--	--	--	--	--	1	--	--	--	1	--	--
625	5NWMB+24	25.5' RT	614.73	610.73	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
626	5NWMB+44	1.5' LT	615.32	610.85	4.47		--	--	--	--	--	--	1	--	--	--	1	--	--
627	1313MC+73	25.5' LT	615.21	610.82	4.39		--	--	--	--	--	--	1	--	--	--	1	--	--
628	1313MC+71	1.5' RT	615.26	610.65	4.61		--	--	--	--	--	--	1	--	--	--	1	--	--
628E	1313MC+68	22.8' RT	--	610.53	--		1	--	--	--	--	--	--	--	--	--	--	--	1
629	7MESB+85	1.5' LT	615.00	610.69	4.31		--	--	--	--	--	--	1	--	--	--	1	--	--
630	1310MD+45	17.7' LT	615.24	610.65	4.59		--	--	--	--	--	--	1	--	--	--	1	--	--
630E	1310MD+42	23.4' RT	--	610.29	--		1	--	--	--	--	--	--	--	--	--	--	--	1
639	13MRDN+69	44.6' RT	609.90	605.90	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
642	1311MB+91	4.0' LT	610.29	606.29	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
655	1309MA+71	1.5' LT	608.18	604.18	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
656	1309MA+67	25.5' RT	607.87	603.87	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
657	5SERB+52	1.5' LT	607.66	603.66	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
658	5SERB+54	17.5' RT	607.34	603.34	4.00	$	--	--	--	--	--	--	1	--	--	--	1	--	--
658E	5SERB+58	57.1' RT	--	603.71	--		--	1	--	--	--	--	--	--	--	--	--	--	1
STAGE 4B - MAINLINE RAMPS SUBTOTALS							2	1	--	--	--	--	13	--	--	--	13	--	3
PROJECT 1133-10-72 TOTALS							6	6	2	1	4	1	75	8	12	2	74	3	11

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

$ STRUCTURE INVERT ELEVATIONS LOWER THAN OUTLET PIPE INVERT ELEVATION (SEE PIPE SCHEDULE) TO MINIMIZE RISK FOR FROST HEAVE. FILL BOTTOM OF INLET WITH GRADE A CONCRETE UP TO OUTLET PIPE INVERT ELEVATION. ALL WORK AND MATERIALS INCIDENTAL TO STORM SEWER STRUCTURE ITEM.

INVERTS SHOWN ON PLANS ARE PIPE INVERTS ONLY. REFER TO STRUCTURE MQ TABLE FOR STRUCTURE ELEVATION

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

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CURB & GUTTER ITEMS

STATION				LOCATION	601.0557 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	SPV.0090.012 CONCRETE CURB AND GUTTER 30-INCH TYPE A FULL DEPTH LF	SPV.0090.013 CONCRETE CURB AND GUTTER 30-INCH TYPE D FULL DEPTH LF	SPV.0090.004 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH LF	SPV.0090.005 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE T FULL DEPTH LF	SPV.0090.014 CONCRETE CURB AND GUTTER 18-INCH TYPE A FULL DEPTH LF	620.0200 CONCRETE MEDIAN BLUNT NOSE SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
STAGE 4A												
70MEB+89.33	RT	72MEB+25.00	RT	LINEVILLE RD EB	--	--	--	--	--	--	--	66
70MEB+89.33	RT	74MEB+77.84	RT	LINEVILLE EB	--	--	274	--	--	--	--	--
70MWB+94.91	LT	77MWB+3.69	LT	LINEVILLE WB	--	--	507	--	--	--	--	--
71MEB+4.31	LT	72MEB+48.93	LT	LINEVILLE EB	--	--	49	--	--	--	--	--
71MWB+11.70	RT	72MWB+50.69	RT	LINEVILLE WB	--	--	50	--	--	--	--	--
74MEB+80.48	LT	75MEB+39.43	--	LINEVILLE EB	--	--	59	--	--	--	--	66
74MWB+83.64	RT	75MWB+43.08	RT	LINEVILLE WB	--	--	60	--	--	--	--	62
STAGE 4A SUBTOTAL					--	--	999	--	--	--	--	194
STAGE 4B												
49MEB+47.54	LT	51MEB+60.59	--	LINEVILLE EB	213	--	--	--	--	--	--	69
49MWB+52.48	--	51MWB+63.36	--	LINEVILLE WB	211	--	--	--	--	--	--	--
51MEB+60.59	--	53MEB+20.55	--	LINEVILLE EB	--	--	160	--	--	--	17	--
51MWB+63.36	--	53MWB+28.97	--	LINEVILLE WB	--	--	166	--	--	--	35	--
10MRDW+73.63	RT	11MRDW+4.06	RT	W. DEERFIELD AVE ROUNDABOUT	--	--	40	--	--	--	--	--
51MEB+27.43	RT	13WDS+31.69	LT	LINEVILLE EB	--	--	354	--	--	--	--	--
20WDS+19.16	LT	52MWB+19.28	LT	W. DEERFIELD SB	--	--	567	--	--	--	--	--
12WDN+41.13	--	14WDN+23.46	--	W. DEERFIELD NB	--	--	182	--	--	--	16	70
12WDS+42.92	--	14WDS+34.41	--	W. DEERFIELD SB	--	--	192	--	--	--	33	--
11MRDW+68.83	RT	11MRDW+90.27	RT	W. DEERFIELD AVE ROUNDABOUT	--	--	32	--	--	--	--	--
13MRDW+49.01	RT	10MRDW+7.86	RT	W. DEERFIELD AVE ROUNDABOUT	--	--	25	--	--	--	--	--
16WDN+19.21	--	17WDN+64.47	--	W. DEERFIELD AVE	--	--	145	--	--	--	31	--
16WDS+32.62	--	17WDS+78.91	--	W. DEERFIELD SB	--	--	146	--	--	--	15	--
17WDN+64.47	--	18WDN+68.56	--	W. DEERFIELD NB	104	--	--	--	--	--	--	68
17WDS+78.91	--	18WDS+87.94	--	W. DEERFIELD SB	109	--	--	--	--	--	--	--
10MRDW+0.00	--	13MRDW+58.14	--	W. DEERFIELD AVE ROUNDABOUT	--	--	--	--	358	270	--	--
12WDN+55.12	RT	56MEB+90.40	RT	W. DEERFIELD NB	--	--	416	--	--	--	--	--
56MWB+88.90	LT	17WDN+29.08	RT	LINEVILLE WB	--	--	350	--	--	--	--	--
12MRDW+52.55	RT	12MRDW+87.19	RT	W. DEERFIELD AVE ROUNDABOUT	--	--	46	--	--	--	--	--
54MEB+91.81	--	56MEB+92.46	--	LINEVILLE EB	--	--	201	--	--	--	35	--
54MWB+96.30	--	56MWB+88.90	--	LINEVILLE WB	--	--	193	--	--	--	17	--
56MEB+92.46	--	57MEB+89.62	--	LINEVILLE EB	--	97	--	--	--	--	27	--
56MWB+88.90	--	57MWB+98.40	--	LINEVILLE WB	--	110	--	--	--	--	76	--
10MRDS+49.96	RT	10MRDS+78.76	RT	USH 41 SB RAMP ROUNDABOUT	--	44	--	--	--	--	--	--
56MEB+90.40	RT	8MESB+2.64	RT	LINEVILLE EB	--	181	--	--	--	--	--	--
6MESB+2.50	--	7MESB+95.38	--	CTH M SW RAMP BYPASS	--	193	--	--	--	--	--	69
1310MD+35.15	LT	56MEB+99.47	RT	RAMP MD	--	216	--	--	--	--	--	68
1310MD+28.14	--	1311MD+2.20	--	RAMP MD	--	74	--	--	--	--	101	--
56MWB+88.90	LT	1315MC+9.12	LT	LINEVILLE WB	--	397	--	--	--	--	--	--
5NWMB+39.84	--	6NWMB+92.77	--	CTH M NW RAMP BYPASS	--	153	--	--	--	--	--	68

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

CURB & GUTTER ITEMS (CONTINUED)

STATION				LOCATION	601.0557 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	SPV.0090.012 CONCRETE CURB AND GUTTER 30-INCH TYPE A FULL DEPTH LF	SPV.0090.013 CONCRETE CURB AND GUTTER 30-INCH TYPE D FULL DEPTH LF	SPV.0090.004 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH LF	SPV.0090.005 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE T FULL DEPTH LF	SPV.0090.014 CONCRETE CURB AND GUTTER 18-INCH TYPE A FULL DEPTH LF	620.0200 CONCRETE MEDIAN BLUNT NOSE SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
5NWMB+38.42	LT	6NWMB+95.98	LT	CTH M NW RAMP BYPASS	--	175	--	--	--	--	29	--
1312MC+36.98	--	1315MC+7.81	--	RAMP MC	--	271	--	--	--	--	--	--
10MRDS+00.00	--	13MRDS+69.65	--	USH 41 SB RAMP ROUNDABOUT	--	--	--	370	--	268	--	--
58MEB+68.76	RT	61MEB+37.95	RT	LINEVILLE EB	--	283	--	--	--	--	--	--
58MWB+86.45	LT	61MWB+40.97	LT	LINEVILLE WB	--	252	--	--	--	--	23	--
12MRDS+35.34	RT	12MRDS+62.82	RT	USH 41 SB RAMP ROUNDABOUT	--	37	--	--	--	--	--	--
59MEB+75.86	--	61MEB+39.13	--	LINEVILLE EB	--	163	--	--	--	--	45	--
59MWB+83.11	--	61MWB+39.79	--	LINEVILLE WB	--	157	--	--	--	--	29	--
63MEB+5.89	--	64MEB+52.73	--	LINEVILLE EB	--	147	--	--	--	--	29	--
63MWB+6.55	--	64MWB+60.06	--	LINEVILLE WB	--	154	--	--	--	--	45	--
12MRDN+38.54	RT	12MRDN+66.14	RT	USH 41 NB RAMP ROUNDABOUT	--	37	--	--	--	--	--	--
63MEB+4.71	RT	65MEB+46.46	RT	LINEVILLE EB	--	237	--	--	--	--	23	--
63MWB+7.73	LT	65MWB+67.00	LT	LINEVILLE WB	--	273	--	--	--	--	--	--
1308MA+49.46	--	1311MA+3.55	--	RAMP MA	--	254	--	--	--	--	--	--
1309MA+63.39	RT	10MRDN+14.19	RT	RAMP MA	--	175	--	--	--	--	29	--
5SERB+48.47	--	7SERB+1.54	--	CTH M SE RAMP BYPASS	--	153	--	--	--	--	--	68
1308MA+49.46	RT	67MEB+50.86	RT	RAMP MA	--	392	--	--	--	--	--	--
10MRDN+0.00	--	13MRDN+70.05	--	USH 41 NB RAMP ROUNDABOUT	--	--	--	370	--	269	--	--
1311MB+82.18	--	1312MB+27.19	--	RAMP MB	--	45	--	--	--	--	118	--
67MWB+60.56	LT	1312MB+52.10	RT	LINEVILLE WB	--	209	--	--	--	--	--	--
67MWB+47.76	LT	66MWB+2.23	LT	LINEVILLE WB	--	129	--	--	--	--	38	62
5MWNB+9.77	--	6MWNB+24.37	--	CTH M NE RAMP BYPASS	--	115	--	--	--	--	--	--
10MRDN+49.41	RT	10MRDN+78.24	RT	USH 41 NB RAMP ROUNDABOUT	--	44	--	--	--	--	--	--
66MEB+33.85	--	67MEB+50.86	--	LINEVILLE EB	--	117	--	--	--	--	77	--
66MWB+50.04	--	67MWB+54.53	--	LINEVILLE WB	--	104	--	--	--	--	27	--
67MEB+50.86	--	69MEB+23.57	--	LINEVILLE EB	--	--	173	--	--	--	17	--
67MWB+54.53	--	69MWB+34.88	--	LINEVILLE WB	--	--	180	--	--	--	35	--
12MRDE+18.82	RT	12MRDE+53.56	RT	E. DEERFIELD AVE ROUNDABOUT	--	--	46	--	--	--	--	--
67MEB+50.86	RT	43EDS+57.11	LT	LINEVILLE EB	--	--	332	--	--	--	--	--
51EDS+11.06	LT	67MWB+60.56	LT	E. DEERFIELD SB	--	--	656	--	--	--	--	--
42EDN+39.69	--	42EDN+75.66	--	E. DEERFIELD NB	--	--	36	--	--	--	--	62
42EDS+37.55	--	42EDS+72.98	RT	E. DEERFIELD SB	--	--	36	--	--	--	--	69
43EDN+97.74	--	44EDN+65.39	--	E. DEERFIELD NB	--	--	68	--	--	--	15	112
43EDS+91.71	--	44EDS+63.43	--	E. DEERFIELD SB	--	--	72	--	--	--	30	--
13MRDE+18.11	RT	13MRDE+35.91	RT	E. DEERFIELD AVE ROUNDABOUT	--	--	26	--	--	--	--	--

CURB & GUTTER ITEMS (CONTINUED)

STATION				LOCATION	601.0557 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	SPV.0090.012 CONCRETE CURB AND GUTTER 30-INCH TYPE A FULL DEPTH LF	SPV.0090.013 CONCRETE CURB AND GUTTER 30-INCH TYPE D FULL DEPTH LF	SPV.0090.004 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R FULL DEPTH LF	SPV.0090.005 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE T FULL DEPTH LF	SPV.0090.014 CONCRETE CURB AND GUTTER 18-INCH TYPE A FULL DEPTH LF	620.0200 CONCRETE MEDIAN BLUNT NOSE SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
5EDSB+7.03	--	6EDSB+31.48	--	E. DEERFIELD SB BYPASS	--	--	124	--	--	--	17	--
46EDS+21.11	LT	47EDS+77.84	LT	E. DEERFIELD SB	--	--	144	--	--	--	--	100
11MRDE+33.09	RT	11MRDE+55.60	RT	E. DEERFIELD AVE ROUNDABOUT	--	--	47	--	--	--	--	--
46EDN+57.52	--	48EDN+12.71	--	E. DEERFIELD NB	--	--	155	--	--	--	34	--
46EDS+61.92	--	48EDS+7.66	--	E. DEERFIELD SB	--	--	146	--	--	--	15	--
48EDN+12.71	--	49EDN+17.87	--	E. DEERFIELD NB	105	--	--	--	--	--	--	69
48EDS+7.66	--	49EDS+11.72	--	E. DEERFIELD SB	104	--	--	--	--	--	--	--
10MRDE+0.00	--	13MRDE+55.18	--	E. DEERFIELD AVE ROUNDABOUT	--	--	--	--	355	267	--	--
43EDN+53.45	RT	45EDN+31.53	RT	E. DEERFIELD NB	--	--	190	--	--	--	--	--
71MWB+8.50	LT	49EDN+12.97	RT	LINEVILLE WB	--	--	371	--	--	--	--	--
10MRDE+52.69	RT	10MRDE+72.58	RT	LINEVILLE RD MEDIAN	--	--	31	--	--	--	--	--
70MEB+89.33	RT	72MEB+25.00	RT	LINEVILLE RD EB	--	--	--	--	--	--	35	--
70MWB+94.91	LT	72MWB+29.24	LT	LINEVILLE RD WB	--	--	--	--	--	--	16	--
STAGE 4B SUBTOTAL					846	5388	6048	740	713	1074	1129	954
STAGE 4C												
71MEB+4.31	--	72MEB+48.93	LT	LINEVILLE RD MEDIAN	--	--	96	--	--	--	--	--
71MWB+11.70	--	72MWB+50.69	RT	LINEVILLE RD MEDIAN	--	--	91	--	--	--	--	--
70MEB+89.33	RT	72MEB+25.00	RT	LINEVILLE RD EB	--	--	103	--	--	--	--	--
70MWB+94.91	LT	72MWB+29.24	LT	LINEVILLE RD WB	--	--	89	--	--	--	--	--
42EDN+89.20	RT	43EDN+53.45	RT	E DEERFIELD NB	--	--	46	--	--	--	--	--
49EDN+12.97	RT	5PFC+68.13	RT	E DEERFIELD NB TO PARKFIELD CT	--	--	163	--	--	--	--	--
5PFC+72.38	LT	52EDN+27.56	RT	PARKFIELD CT TO E DEERFIELD NB	--	--	127	--	--	--	--	--
49EDN+11.00	LT	51EDN+11.06	LT	E DEERFIELD SB	--	--	66	--	--	--	--	--
STAGE 4C SUBTOTAL					--	--	781	--	--	--	--	--
PROJECT 1133-10-72 TOTAL					846	5388	7828	740	713	1074	1129	1148

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

SIDEWALK ITEMS

STATION		OFFSET	LOCATION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	SPV.0180.007 COLORED AND STAMPED CONCRETE 5 INCH SY	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON
STAGE 4B								
49MEB+47.61 -	53MEB+21.65	--	LINEVILLE EB	72	398	36	459	16
51MEB+53.66 -	54MEB+03.54	RT	LINEVILLE EB	--	1,918	36	--	36
52MWB+38.25 -	54MWB+02.58	LT	LINEVILLE WB	--	1,751	36	--	32
12WDN+41.08 -	14WDN+23.46	--	W. DEERFIELD NB	55	275	36	222	12
16WDN+17.18 -	18WDN+68.93	--	W. DEERFIELD NB	45	222	36	318	17
10MRDW+0.00 -	13MRDW+58.14	--	W. DEERFIELD AVE ROUNDABOUT	--	--	--	161	6
54MEB+23.39 -	58MEB+60.36	RT	LINEVILLE EB	--	4,294	18	--	80
54MWB+20.20 -	58MWB+25.58	LT	LINEVILLE WB	--	4,209	36	--	78
56MEB+99.09 -	1310MD+34.72	--	LINEVILLE EB	--	92	18	231	6
1312MC+31.21 -	1313MC+77.21	--	RAMP MC	57	285	36	315	11
1310MD+67.56 -	1310MD+78.19	-	RAMP MD	19	--	36	--	--
10MRDS+00.00 -	13MRDS+69.65	--	USH 41 SB RAMP ROUNDABOUT	--	--	--	160	3
59MEB+73.23 -	61MEB+39.25	--	LINEVILLE EB	--	--	--	273	5
58MEB+77.76 -	61MEB+37.17	RT	LINEVILLE EB	--	2,837	18	--	53
58MWB+89.60 -	61MWB+41.76	LT	LINEVILLE WB	--	2,507	18	--	46
63MEB+06.01	64MEB+52.73	--	LINEVILLE EB	--	--	--	264	5
63MEB+03.92 -	65MEB+43.32	RT	LINEVILLE EB	--	2,350	18	--	44
63MWB+08.52 -	65MWB+57.80	LT	LINEVILLE WB	--	2,735	18	--	51
1309MA+63.08 -	1311MA+07.57	--	RAMP MA	57	285	36	315	11
5MWNB+09.77 -	6MWNB+24.37	--	CTH M NE RAMP BYPASS	--	--	--	193	4
10MRDN+0.00 -	13MRDN+70.05	--	USH 41 NB RAMP ROUNDABOUT	--	--	--	160	3
66MEB+00.53 -	70MEB+03.46	RT	LINEVILLE EB	--	4,188	36	--	78
65MWB+66.51 -	69MWB+82.58	LT	LINEVILLE WB	--	3,890	36	--	72
70MEB+28.05 -	72MEB+12.27	RT	LINEVILLE EB	--	1,897	36	--	35
71MEB+04.31 -	72MEB+48.91	--	LINEVILLE EB	49	246	36	179	5
70MWB+22.87 -	72MWB+47.63	LT	LINEVILLE WB	--	1,864	36	--	35
74MEB+80.86 -	75MEB+39.59	--	LINEVILLE EB	--	--	--	43	4
42EDN-39.60 -	42EDN+75.92	--	E. DEERFIELD NB	--	--	--	23	0
43EDN+97.74 -	44EDN+66.68	--	E. DEERFIELD NB	46	229	36	117	6
46EDS+22.55 -	47EDS+78.09	LT	E. DEERFIELD SB	49	248	36	233	9
46EDN+54.37 -	49EDN+17.98	--	E. DEERFIELD NB	55	275	36	323	11
10MRDE+0.00 -	13MRDE+55.18	-	E. DEERFIELD AVE ROUNDABOUT	--	--	--	159	3
STAGE 4B SUBTOTAL				504	36,995	720	4,150	775
PROJECT 1133-10-72 TOTAL				504	36,995	720	4,150	775

* ADDITIONAL QUANTITES SHOWN ELSEWHERE IN PROJECT 1133-10-72

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

3

TEMPORARY ROADWAY ITEMS

ROADWAY	STATION	OFFSET	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0125* ASPHALTIC SURFACE TEMPORARY TON	COMMENTS
STAGE 1					
LINEVILLE EB	48MEB+46 - 53MEB+97	LT	501	227	TEMPORARY WIDENING
LINEVILLE EB	51MEB+95 - 52MEB+62	LT	31	14	TEMPORARY WIDENING
LINEVILLE EB	54MEB+15 - 58MEB+73	LT	659	298	TEMPORARY WIDENING
LINEVILLE EB	54MEB+46 - 57MEB+99	RT/LT	424	192	TEMPORARY WIDENING
LINEVILLE EB	58MEB+41 - 60MEB+89	RT/LT	389	176	TEMPORARY WIDENING
LINEVILLE EB	58MEB+54 - 60MEB+11	LT	101	46	TEMPORARY WIDENING
LINEVILLE EB	66MEB+73 - 70MEB+43	RT/LT	394	179	TEMPORARY WIDENING
LINEVILLE EB	66MEB+60 - 70MEB+52	RT/LT	468	212	TEMPORARY WIDENING
LINEVILLE WB	55MWB+00 - 57MWB+05	RT/LT	43	19	TEMPORARY WIDENING
LINEVILLE WB	66MWB+03 - 70MWB+24	RT/LT	890	403	TEMPORARY WIDENING
LINEVILLE WB	71MWB+02 - 72MEB+58	RT/LT	31	14	TEMPORARY WIDENING
RAMP MB	1311MB+77 - 1312MB+03	RT	58	22	REMOVING CULVERT
RAMP MC	6NWMB+58 - 6NWMB+82	RT	84	31	REMOVING CULVERT
EAST DEERFIELD	46EDN+55 - 46EDN+87	RT/LT	125	46	REMOVING CULVERT
STAGE 1 SUBTOTALS			4,198	1,879	
STAGE 2					
LINEVILLE WB	50MWB+33 - 53MWB+80	RT/LT	104	47	TEMPORARY WIDENING
LINEVILLE WB	60MWB+28 - 61MWB+41	LT	128	58	TEMPORARY WIDENING
LINEVILLE WB	63MWB+22 - 66MWB+31	RT/LT	922	418	TEMPORARY WIDENING
LINEVILLE WB	70MWB+44 - 74MWB+62	RT/LT	402	182	TEMPORARY WIDENING
STAGE 2 SUBTOTALS			1,556	705	
STAGE 4A					
TEMP EAST DEERFIELD	40EDN+06 - 40EDN+40	RT	6	3	TEMPORARY EAST DEERFIELD BYPASS
TEMP EAST DEERFIELD	40EDN+98 - 50EDN+80	RT	1,765	799	TEMPORARY EAST DEERFIELD BYPASS
TEMP EAST DEERFIELD	51EDN+61 - 1317MB+82	RT	62	28	TEMPORARY EAST DEERFIELD BYPASS
STAGE 4A SUBTOTALS			1,833	830	
UNDISTRIBUTED			759	341	
PROJECT 1133-10-72 TOTALS			8,346	3,755	

* ADDITIONAL QUANTITES SHOWN ELSEWHERE IN PROJECT 1133-10-72

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

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DRILLED DOWEL BARS

STATION	LOCATION	416.0620 DRILLED DOWEL BARS LF
STAGE 4B		
1298MA+54	RAMP MA	29
1322MB+88	RAMP MB	14
1325MC+65	RAMP MC	21
1300MD+05	RAMP MD	21
STAGE 4B SUBTOTAL		85
PROJECT 1133-10-72 TOTAL		85

FLUMES

STATION	OFFSET	LOCATION	465.0315 ASPHALTIC FLUME SY
STAGE 4B			
74MEB+82	17.3' RT	LINEVILLE RD EB	13
77MWB+08	17.0' LT	LINEVILLE RD WB	14
17WDN+33	19.5' RT	WEST DEERFIELD AVE	24
20WDN+04	14.2' LT	WEST DEERFIELD AVE	17
STAGE 4B SUBTOTAL			67
PROJECT 1133-10-72 TOTAL			67

CONCRETE BARRIER

STATION	OFFSET	LOCATION	603.1132 CONCRETE BARRIER TYPE S32 LF
STAGE 4B			
1298MA+54.18 - 1300MA+13.98	RT	RAMP MA	159
1323MC+41.29 - 1325MC+65.48	LT	RAMP MC	224
1300MD+04.69 - 1304MD+86.74	LT	RAMP MD	480
60MEB+35.24 - 61MEB+37.86	RT	LINEVILLE RD EB	100
63MWB+07.83 - 64MWB+04.10	LT	LINEVILLE RD WB	93
STAGE 4B SUBTOTAL			1,056
PROJECT 1133-10-72 TOTAL			1,056

3

SALVAGED RAIL

STATION	OFFSET	LOCATION	614.0920 SALVAGED RAIL LF	614.0925 SALVAGED GUARDRAIL END TREATMENTS EACH
STAGE 1				
58MEB+61 - 61MEB+07	RT	LINEVILLE EB	218	1
STAGE 1 SUBTOTAL			218	1
STAGE 2				
65MEB+54 - 66MEB+10	RT	LINEVILLE EB	235	1
58MWB+24 - 60MWB+93	LT	LINEVILLE WB	243	1
63MWB+60 - 66MWB+13	LT	LINEVILLE WB	228	1
STAGE 2 SUBTOTAL			706	3
PROJECT 1133-10-72 TOTAL			924	4

GUARDRAIL ITEMS

FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	ROADWAY	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
STAGE 2 PHASE 3						
1303MD+36.70	23.00' LT	1304MD+31.30	23.20' LT	RAMP MD	39	1
STAGE 2 PHASE 3 SUBTOTAL					39	1
PROJECT 1133-10-72 TOTAL					39	1

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

ADJUSTING MANHOLE COVERS

ROADWAY	STATION	OFFSET	611.8110 ADJUSTING MANHOLE COVERS EACH
STAGE 1			
LINEVILLE RD	57MEB+79	5.3' RT	1
LINEVILLE RD	58MEB+91	45.0' LT	1
PROJECT 1133-10-72 TOTALS			2

TEMPORARY DRAINAGE ITEMS

STATION	OFFSET	611.8120.S COVER PLATE TEMPORARY EACH
STAGE 2		
63MEB+60	54.0' RT	1
STAGE 2 SUBTOTALS		1
STAGE 3		
63MEB+65	1.3' RT	1
STAGE 3 SUBTOTALS		1
PROJECT 1133-10-72 TOTALS		2

RIPRAP

ROADWAY	STATION	OFFSET	STRUCTURE	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY	645.0130 GEOTEXTILE FABRIC TYPE R SY
STAGE 4B								
LINEVILLE EB	59MEB+53	75.7' RT	634E	5	--	--	--	22
LINEVILLE EB	73MEB+48	51.7' RT	CV20	--	1	--	3	--
LINEVILLE EB	74MEB+59	49.0' RT	CV21	--	1	--	3	--
LINEVILLE WB	49MWB+99	65.1' LT	CV1	--	1	--	3	--
LINEVILLE WB	55MWB+65	76.4' LT	614E	--	5	--	16	--
LINEVILLE WB	64MWB+59	71.3' LT	638E	8	--	--	--	34
LINEVILLE WB	75MWB+67	43.6' LT	682E	--	--	1	1	--
RAMP MD BYPASS	5MESB+90	56.6' RT	623E	--	6	--	19	--
RAMP MB BYPASS	6MWNB+16	73.2' LT	648E	--	1	--	2	--
RAMP MA	1304MA+00	70.0' RT	CV26	--	1	--	3	--
RAMP MA	5SERB+58	57.1' RT	658E	6	--	--	--	26
RAMP MC	1313MC+68	22.8' RT	628E	7	--	--	--	28
RAMP MD	1304MD+31	66.2' LT	CV25	--	1	--	3	--
RAMP MD	1310MD+42	23.4' RT	630E	9	--	--	--	37
EAST DEERFIELD	40EDN+41	32.1' RT	CV22	--	1	--	3	--
EAST DEERFIELD	40EDN+72	34.0' LT	CV23	--	1	--	3	--
EAST DEERFIELD	42EDN+93	66.2' RT	CV24	--	1	--	3	--
EAST DEERFIELD	43EDS+94	51.7' LT	652E	--	3	--	10	--
EAST DEERFIELD	48EDS+33	64.2' LT	664E	2	--	--	--	9
WEST DEERFIELD	9WDN+86	38.6' RT	CV3	--	1	--	3	--
WEST DEERFIELD	12WDN+36	39.7' RT	693E	--	2	--	7	--
WEST DEERFIELD	14WDS+40	80.0' LT	603E	1	--	--	--	2
WEST DEERFIELD	17WDS+06	88.1' LT	607E	--	--	1	3	--
WEST DEERFIELD	18WDN+61	40.1' RT	694E	--	3	--	8	--
PARKFIELD COURT	5PFC+42	50.1' RT	CV28	--	1	--	3	--
STAGE 4B SUBTOTALS				38	30	2	96	158
UNDISTRIBUTED				4	3		10	16
PROJECT 1133-10-72 TOTALS				42	33	2	106	174

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

MAINTENANCE AND REPAIR OF HAUL ROADS

LOCATION	618.0100.001 MAINTENANCE AND REPAIR OF HAUL ROADS 01. 1133-10-72 EACH
PROJECT 1133-10-72	1
PROJECT 1133-10-72 TOTAL	1

MOBILIZATION

LOCATION	619.1000 MOBILIZATION EACH
PROJECT 1133-10-72	0.4
PROJECT 1133-10-72 TOTAL	0.4

3

FENCE SAFETY

LOCATION	616.0700.S FENCE SAFETY LF
UNDISTRIBUTED	2,000
PROJECT 1133-10-72 TOTAL	2,000

WATER

STATION	624.0100 WATER MGAL
UNDISTRIBUTED	50
PROJECT 1133-10-72 TOTAL	50

NOTE: FOR USE IN DUST CONTROL

FENCE WOVEN WIRE (4.5-FOOT)

STATION	OFFSET	LOCATION	616.0100** FENCE WOVEN WIRE 4.5-FOOT LF
STAGE 4B			
54MEB+98 - 5MESB+99.23	RT	LINEVILLE RD EB	185
65MWB+69 - 69MWB+15	LT	LINEVILLE RD WB	235
1299MA+26 - 1300MA+15	RT	RAMP MA	89
1304MA+07 - 1306MA+32	RT	RAMP MA	239
1313MB+11 - 1315MB+95	RT	RAMP MB	292
1315MC+90 - 1323MC+25	LT	RAMP MC	750
1302MD+76 - 1310MD+86	LT	RAMP MD	815
STAGE 4B SUBTOTAL			2,605
PROJECT 1133-10-72 TOTAL			2,605

** END, CORNER, BRACER, OR VERTICAL ANGLE POSTS SHALL HAVE A MINIMUM POST LENGTH OF 10 FEET. LINE POSTS SHALL HAVE A MINIMUM POST LENGTH OF 9 FEET.

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

FILE NAME: I:\50142\N2-13-05\t1\cds\030201_mq_ss.ppt PLOT DATE : 3/4/2013 12:17:35 PM PLOT BY : nspitzer PLOT NAME : PLOT SCALE : 1:1

FINISHING MATERIALS

START STATION	START OFFSET	END STATION	END OFFSET	ROADWAY	625.0100 TOPSOIL SY	SPV.0035.002 TOPSOIL SPECIAL CY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0160 SEEDING MIXTURE NO. 60 LB	630.0200 SEEDING TEMPORARY LB	627.0200 MULCHING SY	SPV.0085.500 FINE FESCUE SEED LB
STAGE 1												
54MEB+20	RIGHT	58MEB+71	RIGHT	LINEVILLE RD EB	3,481	--	2.2	94	--	94	1,286	--
58MEB+71	RIGHT	60MEB+88	RIGHT	LINEVILLE RD EB	2,155	--	1.4	58	--	58	708	--
63MEB+30	RIGHT	66MEB+40	RIGHT	LINEVILLE RD EB	7,362	--	4.6	199	--	199	3,625	--
66MEB+82	RIGHT	70MEB+29	RIGHT	LINEVILLE RD EB	3,446	--	2.2	93	--	93	1,803	--
54MWB+10	LEFT	61MWB+13	LEFT	LINEVILLE RD WB	12,009	--	7.6	324	--	324	5,373	--
65MWB+73	LEFT	70MWB+24	LEFT	LINEVILLE RD WB	7,482	--	4.7	202	--	202	3,113	--
11CHN+01	LT/RT	13CHN+57	LT/RT	CHANNEL	662	--	--	--	9	18	--	--
15CHN+32	LT/RT	16CHN+67	LT/RT	CHANNEL	417	--	--	--	6	11	--	--
18CHN+55	LT/RT	20CHN+05	LT/RT	CHANNEL	423	--	--	--	6	11	--	--
22CHN+77	LT/RT	25CHN+15	LT/RT	CHANNEL	778	--	--	--	11	21	--	--
STAGE 1 TOTALS					38,215	--	23	970	15	1,031	15,908	--
STAGE 2												
63MWB+22	LEFT	65MWB+74	RIGHT	LINEVILLE RD EB	1,147	--	0.7	31	--	31	--	--
STAGE 2 TOTALS					1,147	--	1	31	--	31	--	--
STAGE 4												
40MEB+67	RIGHT	51MEB+11	RIGHT	LINEVILLE RD EB	812	--	0.5	22	--	22	812	--
40MEB+67	RIGHT	51MEB+69	RIGHT	LINEVILLE RD EB	3,186	--	2.0	86	--	86	2,240	--
42MEB+84	RIGHT	51MEB+02	RIGHT	LINEVILLE RD EB	605	--	0.4	16	--	16	--	--
51MEB+63	RIGHT	52MEB+98	RIGHT	LINEVILLE RD EB	149	--	0.1	4	--	4	--	--
53MEB+12	RIGHT	14WDS+20	LEFT	LINEVILLE RD EB	80	--	0.1	2	--	2	--	--
54MEB+89	LEFT	57MWB+91	LEFT	LINEVILLE RD EB	648	26	--	--	--	17	--	29
12WDN+96	RIGHT	7MESB+24	RIGHT	LINEVILLE RD EB	1,810	11	1.1	49	--	49	363	--
14WDN+13	RIGHT	7MESB+49	RIGHT	LINEVILLE RD EB	343	--	0.2	9	--	9	--	--
58MEB+69	RIGHT	61MEB+38	RIGHT	LINEVILLE RD EB	246	--	0.2	7	--	7	--	--
66MEB+31	LEFT	69MEB+24	LEFT	LINEVILLE RD EB	654	22	--	18	--	18	--	29
59MEB+11	RIGHT	61MEB+37	RIGHT	LINEVILLE RD EB	1,185	7	0.7	32	--	32	1,185	--
63MEB+04	RIGHT	65MEB+11	RIGHT	LINEVILLE RD EB	947	--	0.6	26	--	26	947	--
63MEB+05	RIGHT	65MEB+47	RIGHT	LINEVILLE RD EB	175	--	0.1	5	--	5	--	--
73MEB+36	RIGHT	74MEB+07	RIGHT	LINEVILLE RD EB	205	--	0.1	6	--	6	--	--
74MEB+54	RIGHT	84MEB+62	RIGHT	LINEVILLE RD EB	2,103	--	1.3	57	--	57	2,103	--
6SERB+72	RIGHT	44EDS+47	LEFT	LINEVILLE RD EB	341	--	0.2	9	--	9	--	--
6SERB+76	RIGHT	43EDS+69	LEFT	LINEVILLE RD EB	1,758	--	1.1	47	--	47	369	--
43EDN+51	RIGHT	72MEB+64	RIGHT	LINEVILLE RD EB	1,021	--	0.6	28	--	28	853	--
44EDN+54	RIGHT	71MEB+23	RIGHT	LINEVILLE RD EB	94	--	0.1	3	--	3	29	--
71MEB+33	RIGHT	71MEB+81	RIGHT	LINEVILLE RD EB	27	--	--	1	--	1	--	--
40MEB+66	LEFT	51MWB+68	LEFT	LINEVILLE RD WB	4,732	--	3.0	128	--	128	3,500	--
78MEB+95	LEFT	79MEB+47	LEFT	LINEVILLE RD WB	210	--	0.1	--	3	6	210	--
79MEB+67	LEFT	81MEB+70	LEFT	LINEVILLE RD WB	602	--	0.4	--	8	16	602	--
81MEB+89	LEFT	84MEB+62	LEFT	LINEVILLE RD WB	702	--	0.4	--	9	19	702	--
52MWB+59	LEFT	53MWB+03	LEFT	LINEVILLE RD WB	46	--	--	1	--	1	--	--

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

FINISHING MATERIALS (CONTINUED)

START STATION	OFFSET	END STATION	OFFSET	ROADWAY	625.0100 TOPSOIL SY	SPV.0035.002 TOPSOIL SPECIAL CY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0160 SEEDING MIXTURE NO. 60 LB	630.0200 SEEDING TEMPORARY LB	627.0200 MULCHING SY	SPV.0085.500 FINE FESCUE SEED LB
53MWB+13	LEFT	16WDS+44	LEFT	LINEVILLE RD WB	81	--	0.1	2	--	2	--	--
16WDN+35	RIGHT	6NWMB+65	RIGHT	LINEVILLE RD WB	344	--	0.2	9	--	9	--	--
16WDN+47	RIGHT	6NWMB+56	RIGHT	LINEVILLE RD WB	1,923	15	1.2	52	--	52	322	--
58MWB+86	LEFT	61MWB+41	LEFT	LINEVILLE RD WB	190	--	0.1	5	--	5	--	--
63MWB+08	LEFT	65MWB+66	LEFT	LINEVILLE RD WB	232	--	0.1	6	--	6	--	--
71MWB+36	LEFT	72MWB+45	LEFT	LINEVILLE RD WB	118	--	0.1	3	--	3	80	--
73MWB+28	LEFT	73MWB+90	LEFT	LINEVILLE RD WB	326	--	0.2	--	4	9	--	--
74MWB+53	LEFT	76MWB+61	LEFT	LINEVILLE RD WB	971	--	0.6	--	13	26	--	--
76MWB+93	LEFT	78MWB+43	LEFT	LINEVILLE RD WB	571	--	0.4	--	8	15	114	--
1312MB+87	RIGHT	69MWB+27	LEFT	LINEVILLE RD WB	3,049	11	1.9	82	--	82	1,660	--
1312MD+07	RIGHT	5EDSB+29	LEFT	LINEVILLE RD WB	316	--	0.2	9	--	9	--	--
9WDN+86	LEFT	51MEB+63	RIGHT	W. DEERFIELD AVE	2,913	7	1.8	79	--	79	887	--
9WDN+86	RIGHT	12WDN+96	RIGHT	W. DEERFIELD AVE	1,089	--	0.7	29	--	29	483	--
12WDN+92	RIGHT	14WDN+00	RIGHT	W. DEERFIELD AVE	110	--	0.1	3	--	3	--	--
16WDN+45	RIGHT	17WDN+07	RIGHT	W. DEERFIELD AVE	57	--	--	2	--	2	--	--
16WDN+47	RIGHT	20WDN+46	RIGHT	W. DEERFIELD AVE	1,734	--	1.1	47	--	47	475	--
16WDS+57	LEFT	17WDS+38	LEFT	W. DEERFIELD AVE	88	--	0.1	2	--	2	--	--
52MWB+68	LEFT	20WDN+46	LEFT	W. DEERFIELD AVE	2,340	11	1.5	63	--	63	534	--
13WDS+51	LEFT	14WDS+10	LEFT	W. DEERFIELD AVE	66	--	--	2	--	2	--	--
6NWMB+54	RIGHT	1325MC+65	LEFT	LINEVILLE NW RAMP	7,035	--	4.4	190	--	190	2,758	--
1312MC+63	RIGHT	1325MC+65	RIGHT	LINEVILLE NW RAMP	7,788	--	4.9	210	--	210	2,714	--
1300MD+05	LEFT	1311MD+00	LEFT	LINEVILLE SW RAMP	6,244	--	3.9	169	--	169	683	--
1300MD+05	RIGHT	1310MD+68	RIGHT	LINEVILLE SW RAMP	6,935	7	4.4	187	--	187	1,356	--
1298MA+54	RIGHT	6SERB+76	RIGHT	LINEVILLE SE RAMP	6,621	--	4.2	179	--	179	6,448	--
1298MA+55	LEFT	1310MA+78	LEFT	LINEVILLE SE RAMP	6,081	--	3.8	164	--	164	6,416	--
1312MB+17	LEFT	1322MB+88	LEFT	LINEVILLE NE RAMP	7,635	19	4.8	206	--	206	7,875	--
1312MB+87	RIGHT	1322MB+90	RIGHT	LINEVILLE NE RAMP	5,280	--	3.3	143	--	143	5,317	--
40EDN+00	LEFT	40EDN+72	LEFT	E. DEERFIELD AVE	--	19	--	--	--	--	--	--
40EDN+00	RIGHT	40EDN+47	RIGHT	E. DEERFIELD AVE	125	--	0.1	3	--	3	125	--
40EDN+00	LEFT	40EDN+81	LEFT	E. DEERFIELD AVE	159	--	0.1	4	--	4	159	--
40EDN+89	RIGHT	43EDN+16	RIGHT	E. DEERFIELD AVE	708	--	0.4	19	--	19	708	--
43EDN+54	RIGHT	44EDN+40	RIGHT	E. DEERFIELD AVE	88	--	0.1	2	--	2	--	--
43EDS+78	LEFT	44EDS+37	LEFT	E. DEERFIELD AVE	64	--	--	2	--	2	--	--
71MWB+23	LEFT	46EDN+82	RIGHT	E. DEERFIELD AVE	89	--	0.1	2	--	2	25	--
72MWB+58	LEFT	6PFC+24	RIGHT	E. DEERFIELD AVE	3,035	--	1.9	82	--	82	2,708	--
41EDS+35	LEFT	43EDS+69	LEFT	E. DEERFIELD AVE	362	--	0.2	10	--	10	364	--
46EDN+92	RIGHT	47EDN+43	RIGHT	E. DEERFIELD AVE	47	--	--	1	--	1	--	--
5EDSB+11	LEFT	52EDN+28	LEFT	E. DEERFIELD AVE	1,654	--	1.0	45	--	45	1,497	--
5EDSB+40	LEFT	5EDSB+94	LEFT	E. DEERFIELD AVE	50	--	--	1	--	1	--	--
6PFC+24	LEFT	52EDN+28	RIGHT	E. DEERFIELD AVE	380	--	0.2	10	--	10	292	--
STAGE 4 TOTALS					99,579	155	62	2,580	45	2,688	57,915	58
UNDISTRIBUTED					20,841	23	13	537	9	563	11,073	9
1133-10-72 TOTALS					159,782	178	99	4,118	69	4,313	84,896	67

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

EROSION CONTROL

ROADWAY	START STATION	START OFFSET	END STATION	END OFFSET	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2002 EROSION MAT CLASS I TYPE A SY	628.7504 TEMPORARY DITCH CHECKS LF
STAGE 1											
LINEVILLE RD	40MEB+67	56.9' RT	53MEB+04	94.1' RT	--	1,205	1,205	--	--	--	--
LINEVILLE RD	40MEB+67	51.0' LT	52MWB+71	122.3' LT	--	1,261	1,261	--	--	--	--
LINEVILLE RD	54MEB+26	126.6' RT	58MEB+68	79.7' RT	--	--	--	--	--	2,190	--
LINEVILLE RD	54MEB+73	96.0' RT	56MEB+83	131.4' RT	--	202	202	--	--	--	--
LINEVILLE RD	58MEB+81	61.6' RT	60MEB+88	41.7' RT	--	--	--	--	--	1,447	--
LINEVILLE RD	66MEB+78	45.6' RT	70MEB+03	132.9' RT	--	--	--	--	--	1,584	--
LINEVILLE RD	67MEB+01	103.3' RT	69MEB+30	88.2' RT	--	164	164	--	--	--	--
LINEVILLE RD	71MEB+12	71.6' RT	72MEB+68	57.0' RT	--	145	145	--	--	--	--
LINEVILLE RD	73MEB+31	49.2' RT	73MEB+97	45.4' RT	--	64	64	--	--	--	--
LINEVILLE RD	74MEB+61	46.6' RT	84MEB+61	40.7' RT	--	1,001	1,001	--	--	--	--
LINEVILLE RD	78MEB+85	58.8' LT	79MEB+50	58.5' LT	--	70	70	--	--	--	--
LINEVILLE RD	79MEB+69	57.3' LT	81MEB+68	61.5' LT	--	206	206	--	--	--	--
LINEVILLE RD	81MEB+96	61.4' LT	84MEB+61	46.1' LT	--	273	273	--	--	--	--
LINEVILLE RD	54MWB+18	196.3' LT	58MWB+64	197.2' LT	--	--	--	--	--	3,426	--
LINEVILLE RD	54MWB+96	96.0' LT	57MWB+25	113.3' LT	--	163	163	--	--	--	--
LINEVILLE RD	65MWB+60	251.2' LT	69MWB+30	167.0' LT	--	281	281	--	--	--	--
LINEVILLE RD	65MWB+61	227.5' LT	69MWB+78	124.4' LT	--	--	--	--	--	525	--
LINEVILLE RD	65MWB+72	85.7' LT	69MWB+43	74.2' LT	--	--	--	--	--	2,143	--
LINEVILLE RD	71MWB+80	93.8' LT	72MWB+57	86.6' LT	--	82	82	--	--	--	--
LINEVILLE RD	73MWB+25	67.9' LT	74MWB+06	91.5' LT	--	116	116	--	--	--	--
LINEVILLE RD	74MWB+33	60.5' LT	76MWB+60	59.9' LT	--	228	228	--	--	--	--
LINEVILLE RD	76MWB+88	61.0' LT	78MWB+52	58.0' LT	--	174	174	--	--	--	--
RAMP MA	1298MA+54	70.1' RT	6SERB+91	190.8' RT	--	1,256	1,256	--	--	--	--
RAMP MA	1307MA+25	4.0' LT	1310MA+95	101.0' LT	--	--	--	--	--	3,866	--
RAMP MB	1313MB+70	101.8' RT	1322MB+88	47.0' RT	--	924	924	--	--	--	--
RAMP MC	1312MC+31	180.6' LT	1324MC+10	70.1' LT	--	1,130	1,130	--	--	--	--
RAMP MC	1312MC+43	114.0' RT	1315MC+00	2.5' RT	--	--	--	--	--	3,202	--
RAMP MD	1303MD+97	99.3' LT	1310MD+89	141.1' LT	--	650	650	--	--	--	--
EAST DEERFIELD	40EDN+00	42.5' RT	40EDN+53	39.3' RT	--	60	60	--	--	--	--
EAST DEERFIELD	40EDN+00	34.2' LT	40EDN+94	43.8' LT	--	95	95	--	--	--	--
EAST DEERFIELD	40EDN+83	39.3' RT	43EDN+03	84.4' RT	--	264	264	--	--	--	--
EAST DEERFIELD	43EDN+79	98.6' RT	45EDN+16	95.1' RT	--	69	69	--	--	--	--
EAST DEERFIELD	46EDN+46	103.0' RT	50EDN+60	55.0' RT	--	447	447	--	--	--	--
EAST DEERFIELD	51EDN+49	66.9' RT	52EDN+27	42.0' RT	--	87	87	--	--	--	--
EAST DEERFIELD	41EDS+22	49.4' LT	44EDS+86	88.3' LT	--	334	334	--	--	--	--
EAST DEERFIELD	47EDS+94	106.6' LT	52EDN+28	44.0' LT	--	394	394	--	--	--	--
WEST DEERFIELD	9WDN+84	45.5' LT	14WDS+59	96.7' LT	--	525	525	--	--	--	--
WEST DEERFIELD	9WDN+92	51.4' RT	13WDN+95	85.6' RT	--	334	334	--	--	--	--
WEST DEERFIELD	16WDN+06	93.6' RT	20WDN+46	39.2' RT	--	397	397	--	--	--	--
WEST DEERFIELD	15WDS+94	108.6' LT	20WDN+48	45.9' LT	--	398	398	--	--	--	--
PARKFIELD COURT	5PFC+50	57.6' RT	6PFC+25	39.5' RT	--	75	75	--	--	--	--
PARKFIELD COURT	5PFC+68	40.1' LT	6PFC+36	40.4' LT	--	78	78	--	--	--	--
STAGE 1 SUBTOTALS					--	13,152	13,152	--	--	18,383	--

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

EROSION CONTROL (CONTINUED)

ROADWAY	START STATION	START OFFSET	END STATION	END OFFSET	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2002 EROSION MAT CLASS I TYPE A SY	628.7504 TEMPORARY DITCH CHECKS LF
STAGE 2											
LINEVILLE RD	63MWB+22	27.0' LT	65MWB+71	46.2' LT	--	--	--	--	--	1,138	--
STAGE 2 SUBTOTALS					--	--	--	--	--	1,138	--
STAGE 4B											
LINEVILLE RD	42MEB+75	50.5' RT	51MEB+02	78.3' RT	--	--	--	--	--	619	--
LINEVILLE RD	43MEB+00	40.6' RT	51MEB+64	49.7' RT	--	--	--	--	--	928	--
LINEVILLE RD	43MEB+00	40.0' LT	52MWB+68	51.3' LT	--	--	--	--	--	1,273	--
LINEVILLE RD	43MEB+00	47.6' LT	49MWB+09	60.7' LT	--	--	--	--	--	283	--
LINEVILLE RD	51MEB+63	31.5' RT	52MEB+98	26.5' RT	--	--	--	--	--	149	--
LINEVILLE RD	53MEB+12	26.5' RT	53MEB+89	61.2' RT	--	--	--	--	--	80	--
LINEVILLE RD	54MEB+27	55.0' RT	7MESB+49	19.2' RT	--	--	--	--	--	343	--
LINEVILLE RD	54MEB+27	153.3' RT	58MEB+18	101.0' RT	--	--	--	--	--	1,456	--
LINEVILLE RD	58MEB+69	35.9' RT	61MEB+38	27.5' RT	--	--	--	--	--	245	--
LINEVILLE RD	63MEB+05	27.5' RT	65MEB+47	32.6' RT	--	--	--	--	--	180	--
LINEVILLE RD	66MEB+06	69.2' RT	69MEB+90	62.0' RT	--	--	--	--	--	341	--
LINEVILLE RD	66MEB+36	78.8' RT	43EDS+65	29.8' LT	--	--	--	--	--	1,365	--
LINEVILLE RD	70MEB+29	56.2' RT	70MEB+91	27.9' RT	--	--	--	--	--	65	--
LINEVILLE RD	71MEB+33	26.5' RT	71MEB+81	29.4' RT	--	--	--	--	--	27	--
LINEVILLE RD	72MEB+00	30.0' RT	72MEB+64	27.6' RT	--	--	--	--	--	169	--
LINEVILLE RD	73MEB+36	24.7' RT	74MEB+07	22.0' RT	--	--	--	--	--	214	--
LINEVILLE RD	78MEB+85	58.8' LT	79MEB+50	58.5' LT	--	70	70	--	--	--	--
LINEVILLE RD	79MEB+69	57.3' LT	81MEB+68	61.5' LT	--	206	206	--	--	--	--
LINEVILLE RD	81MEB+96	61.4' LT	84MEB+61	46.1' LT	--	273	273	--	--	--	--
LINEVILLE RD	52MWB+59	29.3' LT	53MWB+03	26.8' LT	--	--	--	--	--	46	--
LINEVILLE RD	53MWB+13	27.1' LT	53MWB+98	53.5' LT	--	--	--	--	--	81	--
LINEVILLE RD	54MWB+32	61.3' LT	58MWB+20	72.5' LT	--	--	--	--	--	344	--
LINEVILLE RD	54MWB+37	86.3' LT	58MWB+02	92.1' LT	--	--	--	--	--	1,603	--
LINEVILLE RD	58MWB+86	32.6' LT	61MWB+41	27.5' LT	--	--	--	--	--	195	--
LINEVILLE RD	63MWB+08	27.5' LT	65MWB+66	35.9' LT	--	--	--	--	--	240	--
LINEVILLE RD	65MWB+70	71.6' LT	69MWB+57	62.2' LT	--	--	--	--	--	316	--
LINEVILLE RD	72MWB+00	25.8' LT	72MWB+45	27.7' LT	--	--	--	--	--	38	--
LINEVILLE RD	72MWB+00	42.4' LT	72MWB+58	26.4' LT	--	--	--	--	--	330	--
LINEVILLE RD	73MWB+28	22.6' LT	73MWB+90	19.8' LT	--	--	--	--	--	340	--
LINEVILLE RD	74MWB+33	60.5' LT	76MWB+60	59.9' LT	--	228	228	--	--	--	--
LINEVILLE RD	74MWB+53	19.5' LT	76MWB+61	19.5' LT	--	--	--	--	--	971	--
LINEVILLE RD	76MWB+88	61.0' LT	78MWB+52	58.0' LT	--	174	174	--	--	--	--
LINEVILLE RD	76MWB+93	19.5' LT	78MWB+12	30.0' LT	--	--	--	--	--	393	--
LINEVILLE RD	78MWB+49	30.0' LT	78MWB+51	30.0' LT	--	--	--	--	--	12	--
RAMP MA	1308MA+49	2.5' LT	1310MA+78	2.5' LT	--	--	--	--	--	204	--
RAMP MA	1308MA+49	32.5' RT	6SERB+61	18.5' RT	--	--	--	--	--	197	--
RAMP MC	1312MC+46	131.9' RT	1320MC+00	16.0' RT	--	--	--	--	--	5,469	--
RAMP MC	6NWMB+55	47.6' RT	1320MC+00	41.7' LT	--	--	--	--	--	4,390	--
RAMP MD	1300MD+25	28.0' LT	7MESB+23	47.6' RT	--	--	--	--	--	5,663	--
RAMP MD	1300MD+38	14.8' RT	1310MD+60	14.8' RT	--	--	--	--	--	5,657	--

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EROSION CONTROL (CONTINUED)

ROADWAY	START STATION	START OFFSET	END STATION	END OFFSET	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2002 EROSION MAT CLASS I TYPE A SY	628.7504 TEMPORARY DITCH CHECKS LF
EAST DEERFIELD	43EDN+54	31.5' RT	44EDN+40	26.5' RT	--	--	--	--	--	88	--
EAST DEERFIELD	46EDN+08	37.1' RT	46EDN+82	19.4' RT	--	--	--	--	--	64	--
EAST DEERFIELD	46EDN+92	18.8' RT	47EDN+43	21.5' RT	--	--	--	--	--	45	--
EAST DEERFIELD	47EDN+52	21.2' RT	49EDN+68	18.5' RT	--	--	--	--	--	183	--
EAST DEERFIELD	43EDS+78	22.5' LT	44EDS+37	20.3' LT	--	--	--	--	--	64	--
EAST DEERFIELD	46EDS+59	64.9' LT	47EDS+46	60.5' LT	--	--	--	--	--	50	--
EAST DEERFIELD	47EDS+56	58.5' LT	52EDS+28	18.5' LT	--	--	--	--	--	399	--
WEST DEERFIELD	9WDN+86	30.9' RT	12WDS+93	35.4' RT	--	--	--	--	--	603	--
WEST DEERFIELD	9WDN+86	30.0' LT	51MEB+64	49.7' RT	--	--	--	--	--	1,975	--
WEST DEERFIELD	12WDN+92	21.8' RT	14WDN+00	22.4' RT	--	--	--	--	--	110	--
WEST DEERFIELD	16WDN+45	19.5' RT	17WDN+07	22.7' RT	--	--	--	--	--	57	--
WEST DEERFIELD	16WDN+48	45.6' RT	20WDN+46	27.6' RT	--	--	--	--	--	1,287	--
WEST DEERFIELD	13WDS+51	22.6' LT	14WDS+10	20.1' LT	--	--	--	--	--	66	--
WEST DEERFIELD	15WDS+53	106.5' LT	20WDN+46	26.8' LT	--	--	--	--	--	1,865	--
WEST DEERFIELD	16WDS+57	41.6' LT	17WDS+25	37.0' LT	--	--	--	--	--	88	--
STAGE 4B SUBTOTALS					--	951	951	--	--	41,170	--
STAGE 4C											
LINEVILLE RD	70MEB+29	56.2' RT	71MEB+23	26.6' RT	--	--	--	--	--	94	--
LINEVILLE RD	71MEB+33	26.5' RT	71MEB+81	29.4' RT	--	--	--	--	--	27	--
LINEVILLE RD	71MWB+36	26.5' LT	72MWB+45	27.6' LT	--	--	--	--	--	118	--
EAST DEERFIELD	43EDN+54	31.5' RT	44EDN+40	26.5' RT	--	--	--	--	--	88	--
EAST DEERFIELD	45EDN+91	56.6' RT	46EDN+82	19.4' RT	--	--	--	--	--	89	--
EAST DEERFIELD	46EDN+92	18.8' RT	47EDN+43	21.5' RT	--	--	--	--	--	47	--
EAST DEERFIELD	47EDN+23	32.0' RT	5PFC+68	16.8' RT	--	--	--	--	--	433	--
EAST DEERFIELD	51EDN+31	72.0' RT	52EDN+28	18.5' RT	--	--	--	--	--	292	--
STAGE 4C SUBTOTALS					--	--	--	--	--	1,188	--
UNDISTRIBUTED					100	1,410	1,410	2	4	6,188	100
PROJECT 1133-10-72 TOTALS					100	15,513	15,513	2	4	68,067	100

EROSION MAT URBAN CLASS I

ROADWAY	START STATION	START OFFSET	END STATION	END OFFSET	628.2008 EROSION MAT URBAN CLASS I TYPE B SY
STAGE 1					
CHANNEL	10CHN+94	LT/RT	13CHN+45	LT/RT	667
CHANNEL	15CHN+40	LT/RT	16CHN+60	LT/RT	362
CHANNEL	18CHN+54	LT/RT	19CHN+92	LT/RT	437
CHANNEL	22CHN+80	LT/RT	25CHN+09	LT/RT	1,187
STAGE 1 SUBTOTALS					2,653
UNDISTRIBUTED					265
PROJECT 1133-10-72 TOTALS					2,918

INLET PROTECTION

ROADWAY	STATION	OFFSET	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH
STAGE 4B				
LINEVILLE EB	49MEB+55	4.4' LT	1	1
LINEVILLE EB	52MEB+49	25.2' RT	1	1
LINEVILLE EB	53MEB+66	3.7' LT	1	1
LINEVILLE EB	54MEB+95	28.5' RT	1	1
LINEVILLE EB	55MEB+11	1.0' LT	1	1
LINEVILLE EB	57MEB+03	24.4' RT	1	1
LINEVILLE EB	58MEB+70	29.1' RT	1	1
LINEVILLE EB	59MEB+49	27.9' RT	1	1
LINEVILLE EB	59MEB+88	2.4' LT	1	1
LINEVILLE EB	64MEB+20	25.9' RT	1	1
LINEVILLE EB	64MEB+20	.9' LT	1	1
LINEVILLE EB	67MEB+46	25.2' RT	1	1
LINEVILLE EB	67MEB+47	1.1' LT	1	1
LINEVILLE EB	69MEB+16	1.1' LT	1	1
LINEVILLE EB	69MEB+29	24.7' RT	1	1
LINEVILLE EB	70MEB+73	27.4' RT	1	1
LINEVILLE EB	72MEB+45	1.1' LT	1	1
LINEVILLE EB	72MEB+46	26.2' RT	1	1
LINEVILLE EB	73MEB+66	21.9' RT	1	1
LINEVILLE EB	75MEB+36	.6' RT	1	1
LINEVILLE WB	49MWB+59	.6' RT	1	1
LINEVILLE WB	53MWB+25	26.8' LT	1	1
LINEVILLE WB	54MWB+11	.5' RT	1	1
LINEVILLE WB	55MWB+14	1.2' RT	1	1
LINEVILLE WB	55MWB+25	25.8' LT	1	1
LINEVILLE WB	57MWB+47	26.7' LT	1	1
LINEVILLE WB	58MWB+92	29.2' LT	1	1
LINEVILLE WB	59MWB+94	2.2' RT	1	1
LINEVILLE WB	59MWB+81	26.3' LT	1	1
LINEVILLE WB	64MWB+25	1.4' RT	1	1
LINEVILLE WB	64MWB+61	26.9' LT	1	1
LINEVILLE WB	67MWB+34	25.3' LT	1	1
LINEVILLE WB	67MWB+44	.8' RT	1	1
LINEVILLE WB	69MWB+04	27.2' LT	1	1
LINEVILLE WB	69MWB+08	.7' RT	1	1
LINEVILLE WB	71MWB+97	24.4' LT	1	1
LINEVILLE WB	72MWB+47	.2' LT	1	1
LINEVILLE WB	73MWB+62	19.2' LT	1	1
LINEVILLE WB	75MWB+40	1.7' RT	1	1
LINEVILLE WB	75MWB+50	17.9' LT	1	1
RAMP MA	1309MA+67	24.4' RT	1	1
RAMP MA	1309MA+70	.8' LT	1	1
RAMP MA	1311MA+10	29.9' RT	1	1
RAMP MB	1311MB+91	3.9' LT	1	1
RAMP MC	1312MC+95	28.5' LT	1	1

INLET PROTECTION (CONTINUED)

ROADWAY	STATION	OFFSET	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH
RAMP MC	1313MC+71	1.3' RT	1	1
RAMP MC	1313MC+73	24.8' LT	1	1
RAMP MD	1310MD+45	16.6' LT	1	1
EAST DEERFIELD	43EDN+70	28.1' RT	1	1
EAST DEERFIELD	43EDN+99	1.3' LT	1	1
EAST DEERFIELD	47EDN+37	20.2' RT	1	1
EAST DEERFIELD	47EDN+79	1.1' LT	1	1
EAST DEERFIELD	48EDN+71	17.2' RT	1	1
EAST DEERFIELD	43EDS+94	1.6' RT	1	1
EAST DEERFIELD	43EDS+95	21.4' LT	1	1
EAST DEERFIELD	47EDS+75	17.2' LT	1	1
EAST DEERFIELD	48EDS+57	2.0' RT	1	1
WEST DEERFIELD	12WDN+42	.4' RT	1	1
WEST DEERFIELD	14WDN+21	21.8' RT	1	1
WEST DEERFIELD	18WDN+65	.5' LT	1	1
WEST DEERFIELD	12WDS+44	.8' RT	1	1
WEST DEERFIELD	17WDS+20	20.2' LT	1	1
WEST DEERFIELD	18WDS+84	1.6' RT	1	1
WEST DEERFIELD ROUNDABOUT	10MRDW+88	19.1' RT	1	1
WEST DEERFIELD ROUNDABOUT	10MRDW+88	1.7' LT	1	1
USH 41 SB RAMP ROUNDABOUT	10MRDS+23	.6' LT	1	1
USH 41 SB RAMP ROUNDABOUT	10MRDS+70	29.2' RT	1	1
USH 41 SB RAMP ROUNDABOUT	10MRDS+73	1.2' LT	1	1
USH 41 NB RAMP ROUNDABOUT	10MRDN+29	1.1' LT	1	1
USH 41 NB RAMP ROUNDABOUT	10MRDN+63	29.2' RT	1	1
USH 41 NB RAMP ROUNDABOUT	10MRDN+63	1.2' LT	1	1
EAST DEERFIELD ROUNDABOUT	10MRDE+58	.1' LT	1	1
EAST DEERFIELD ROUNDABOUT	10MRDE+62	29.2' RT	1	1
EAST DEERFIELD SB BYPASS	6EDSB+29	1.8' RT	1	1
EAST DEERFIELD SB BYPASS	6EDSB+56	20.2' LT	1	1
RAMP MA BYPASS	5SERB+53	.3' LT	1	1
RAMP MA BYPASS	5SERB+54	16.6' RT	1	1
RAMP MC BYPASS	5NWMB+24	25.0' RT	1	1
RAMP MC BYPASS	5NWMB+44	1.3' LT	1	1
CTH M EB BYPASS	5MESB+92	17.2' RT	1	1
CTH M EB BYPASS	6MESB+06	.4' LT	1	1
CTH M EB BYPASS	7MESB+86	.4' LT	1	1
CTH M WB BYPASS	6MWNB+17	17.5' RT	1	1
STAGE 4B SUBTOTALS			83	83
PROJECT 1133-10-72 TOTALS			83	83

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

TRACKING PADS

LOCATION	628.7560 TRACKING PADS EACH
PROJECT 1133-10-72	2
PROJECT 1133-10-72 TOTAL	2

ROCK BAGS

ROADWAY	STATION	OFFSET	628.7570 ROCK BAGS EACH
STAGE 1			
LINEVILLE EB	79MEB+28	38.5' LT	4
LINEVILLE EB	81MEB+54	37.0' LT	4
LINEVILLE WB	84MWB+45	34.9' LT	4
LINEVILLE WB	72MWB+39	59.7' LT	4
LINEVILLE WB	73MWB+67	43.2' LT	4
LINEVILLE WB	76MWB+41	28.9' LT	4
LINEVILLE WB	78MWB+31	38.1' LT	4
STAGE 1 SUBTOTALS			28
STAGE 4B			
LINEVILLE EB	49MEB+89	66.8' RT	4
LINEVILLE EB	72MEB+46	46.0' RT	4
LINEVILLE EB	73MEB+93	40.3' RT	4
LINEVILLE WB	51MWB+38	74.6' LT	4
RAMP MA	1303MA+98	52.6' LT	4
RAMP MD	1304MD+32	93.6' LT	4
EAST DEERFIELD	41EDN+13	32.8' RT	4
EAST DEERFIELD	43EDN+93	83.0' RT	4
EAST DEERFIELD	51EDN+78	41.7' RT	4
EAST DEERFIELD	41EDS+60	32.7' LT	4
WEST DEERFIELD	9WDN+84	54.9' LT	4
STAGE 4B SUBTOTALS			44
PROJECT 1133-10-72 TOTALS			72

DELINEATORS

STATION			LOCATION	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH
STAGE 4B					
1298MA+54	-	1308MA+49	RAMP MA	8	10
1312MB+52	-	1322MB+88	RAMP MA	11	11
1315MC+10	-	1325MC+65	RAMP MB	8	10
1300MD+05	-	1310MD+28	RAMP MC	7	11
STAGE 4B SUBTOTAL				34	42
PROJECT 1133-10-72 TOTAL				34	42

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

ROADWAY SAWING

ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	690.0150 SAWING ASPHALT LF	COMMENTS
STAGE 1						
LINEVILLE RD	48MEB+56	1.8' RT	53MEB+97	33.0' RT	544	TEMP WIDENING
LINEVILLE RD	13WDN+29	13.7' RT	1310MD+51	22.3' LT	595	TEMP WIDENING
LINEVILLE RD	1310MD+53	5.1' LT	60MEB+89	20.1' RT	338	TEMP WIDENING
LINEVILLE RD	66MEB+73	55.7' RT	44EDN+24	38.3' RT	461	TEMP WIDENING
LINEVILLE RD	71MEB+02	2.3' LT	72MEB+58	17.5' RT	157	TEMP WIDENING
LINEVILLE RD	66MWB+03	48.8' LT	46EDN+88	5.5' LT	498	TEMP WIDENING
LINEVILLE RD	51MEB+95	7.8' RT	52MEB+62	10.7' LT	143	MEDIAN
LINEVILLE RD	54MEB+46	41.0' LT	57MEB+93	7.4' LT	731	MEDIAN
LINEVILLE RD	58MEB+55	32.1' LT	60MEB+11	5.1' LT	285	MEDIAN
LINEVILLE RD	66MEB+60	21.8' LT	70MEB+52	43.8' LT	761	MEDIAN
STAGE 1 SUBTOTALS					4,513	
STAGE 2						
LINEVILLE RD	50MWB+33	6.5' LT	53MWB+80	8.7' LT	364	TEMP WIDENING
LINEVILLE RD	50MWB+33	6.5' LT	50MWB+34	11.3' LT	11	TEMP WIDENING
LINEVILLE RD	60MWB+26	25.61' LT	60MWB+28	14.4' LT	11	TEMP WIDENING
LINEVILLE RD	60MWB+28	14.4' LT	61MWB+41	6.7' LT	111	TEMP WIDENING
LINEVILLE RD	61MWB+41	6.7' LT	61MWB+41	18.9' LT	12	TEMP WIDENING
LINEVILLE RD	63MWB+22	3.21' LT	63MWB+22	9.0' RT	12	TEMP WIDENING
LINEVILLE RD	63MWB+22	9.0' RT	66MWB+28	1.6' LT	396	TEMP WIDENING
LINEVILLE RD	70MWB+44	55.2' LT	74MWB+62	3.2' RT	419	TEMP WIDENING
STAGE 2 SUBTOTALS					1,337	
STAGE 4A						
LINEVILLE RD	45EDN+58	47.9' RT	72MEB+00	14.3' RT	83	TEMP WIDENING
LINEVILLE RD	72MEB+00	14.3' RT	72MEB+00	27.5' RT	13	TEMP WIDENING
EAST DEERFIELD	40EDN+07	11.6' RT	40EDN+38	11.2' RT	31	TEMP WIDENING
EAST DEERFIELD	40EDN+98	10.3' RT	45EDN+58	47.9' RT	446	TEMP WIDENING
EAST DEERFIELD	45EDN+97	81.2' RT	46EDN+05	54.1' RT	28	TEMP WIDENING
EAST DEERFIELD	49EDN+74	20.5' RT	50EDN+80	28.2' RT	113	TEMP WIDENING
EAST DEERFIELD	51EDN+61	21.4' RT			301	TEMP WIDENING
STAGE 4A SUBTOTALS					1,015	

ROADWAY SAWING (CONTINUED)

ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	690.0150 SAWING ASPHALT LF	COMMENTS
STAGE 4B						
LINEVILLE RD	40MEB+66	17.4' LT	40MEB+66	17.1' RT	35	
LINEVILLE RD	84MEB+62	16.9' LT	84MEB+62	17.2' RT	34	
LINEVILLE EB	73MEB+68	63.5' RT	73MEB+30	67.1' RT	58	DRIVEWAY
LINEVILLE EB	74MEB+00	55.2' RT	74MEB+58	53.1' LT	59	DRIVEWAY
LINEVILLE WB	72MWB+58	86.4' LT	73MWB+22	73.6' LT	70	DRIVEWAY
LINEVILLE WB	74MWB+08	89.6' LT	74MWB+30	90.5' LT	22	DRIVEWAY
LINEVILLE WB	76MWB+63	66.7' LT	76MWB+88	67.7' LT	24	DRIVEWAY
LINEVILLE WB	78MWB+55	72.4' LT	78MWB+86	72.6' LT	30	DRIVEWAY
LINEVILLE WB	79MEB+52	60.0' LT	79MEB+67	60.0' LT	15	DRIVEWAY
LINEVILLE WB	81MEB+70	62.3' LT	81MEB+94	62.3' LT	22	DRIVEWAY
WEST DEERFIELD	20WDN+46	11.0' LT	20WDN+46	11.0' RT	22	
WEST DEERFIELD	9WDN+86	15.8' LT	9WDN+86	13.7' RT	30	
STAGE 4B SUBTOTALS					420	
STAGE 4C						
EAST DEERFIELD	40EDN+00	16.0' LT	40EDN+00	12.0' RT	28	
EAST DEERFIELD	40EDN+00	12.0' RT	40EDN+16	12.0' RT	16	
EAST DEERFIELD	40EDN+53	48.7' RT	40EDN+83	48.7' RT	30	DRIVEWAY
EAST DEERFIELD	40EDN+94	51.8' LT	41EDN+20	52.0' LT	26	DRIVEWAY
EAST DEERFIELD	43EDN+03	84.4' LT	43EDN+79	98.6' RT	85	DRIVEWAY
EAST DEERFIELD	54EDN+28	18.5' LT	52EDN+28	18.5' LT	37	
PARKFIELD COURT	6PFC+24	16.5' LT	6PFC+24	16.5' RT	33	
STAGE 4C SUBTOTALS					255	
PROJECT 1133-10-72 TOTALS					7,540	

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

TRAFFIC CONTROL ITEMS

STAGE	STAGE DURATION DAYS	643.0200 TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE 01. 1133-10-72 DAYS	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	643.0300 TRAFFIC CONTROL DRUMS EACH	DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	DAYS	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH	DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH	DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	DAYS
1	20	20	--	--	--	218	20	--	20	--	--	35	20	--	20	--	--	26	20	--	--	--	--
2	90	90	450	450	--	128	90	19	90	75	75	64	90	38	90	--	--	47	90	--	--	--	--
3	60	60	813	813	3	126	60	38	60	86	86	32	60	76	60	--	--	46	60	--	--	--	--
4A	10	10	--	--	--	119	10	32	10	--	--	10	10	64	10	--	--	39	10	--	--	--	--
4B	53	53	--	--	--	200	53	34	53	--	--	66	53	68	53	--	--	59	53	--	58	--	--
4C	7	7	--	--	--	8	7	12	7	--	--	8	7	24	7	--	--	17	7	--	--	--	--
SUBTOTALS		240	1,263	1,263	3	35,286		6,196		161	161	12,034		12,392		--		11,146		--	58	--	
UNDISTRIBUTED			--	--	--	3,529		620		16	16	1,203		1,239		220		1,115		3	--	220	
PROJECT 1133-10-72 TOTALS		240	1,263	1,263	3	38,815		6,816		177	177	13,237		13,631		220		12,261		3	58	220	

TEMPORARY PAVEMENT MARKING ITEMS

STAGE	646.0106* PAVEMENT MARKING EPOXY 4-INCH WHITE LF	646.0106* PAVEMENT MARKING EPOXY 4-INCH YELLOW LF	646.0126* PAVEMENT MARKING EPOXY 8-INCH WHITE LF	646.0600 REMOVING PAVEMENT MARKINGS LF	647.0166 PAVEMENT MARKING ARROWS EPOXY TYPE 2 EACH	647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH 3 FT LINE WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH 3 FT LINE YELLOW LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH WHITE LF	649.1200 TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH LF
2	4,651	4,031	348	7,231	4	154	--	--	--	--	--	--
3	103	--	--	9,184	4	--	5,029	4,114	210	16	440	225
4B	--	--	--	--	--	--	4,131	1,386	--	--	--	22
4C	--	--	--	--	--	--	2,188	1,634	--	--	180	--
PROJECT 1133-10-72 TOTALS	8,785		348	16,415	8	154	18,708				620	247

* ADDITIONAL QUANTITES SHOWN ELSEWHERE IN PROJECT 1133-10-72

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

3

PAVEMENT MARKING

STATION			ROADWAY	646.0106* PAVEMENT MARKING EPOXY 4-INCH YELLOW LF	646.0106* PAVEMENT MARKING EPOXY 4-INCH WHITE LF	647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	647.0456 PAVEMENT MARKING CURB EPOXY YELLOW LF	647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY EACH	646.0841.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH WHITE LF	646.0843.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE LF	SPV.0090.344 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE DIAGONAL 12-INCH WHITE LF	646.0881.S PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH WHITE LF	646.0883.S PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH WHITE LF	SPV.0090.332 PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 8-INCH WHITE LF
40MEB+66	-	53MEB+11	LINEVILLE EB	1,464	2,281	98	10	1	--	--	--	36	201	--
53MEB+11	-	54MEB+79	LINEVILLE EB	--	--	--	--	--	--	--	--	--	27	--
53MWB+13	-	54MWB+73	LINEVILLE WB	--	--	--	--	--	--	--	--	--	25	--
54MEB+79	-	57MEB+97	LINEVILLE EB	--	--	--	--	--	--	82	--	18	386	10
54MWB+73	-	58MWB+13	LINEVILLE WB	--	--	--	--	--	--	--	--	34	136	34
57MEB+97	-	59MEB+81	LINEVILLE EB	--	--	--	--	--	--	30	--	--	--	166
58MWB+13	-	59MWB+75	LINEVILLE WB	--	--	--	--	--	--	70	--	--	--	112
59MEB+81	-	64MEB+61	LINEVILLE EB	--	--	--	--	--	--	362	--	--	--	--
59MWB+75	-	64MWB+55	LINEVILLE WB	--	--	--	--	--	--	306	--	--	--	--
64MEB+61	-	66MEB+39	LINEVILLE EB	--	--	--	--	--	--	60	--	--	--	10
64MWB+55	-	66MWB+42	LINEVILLE WB	--	--	--	--	--	--	68	--	--	--	170
66MEB+39	-	69MEB+19	LINEVILLE EB	--	--	--	--	--	--	53	--	--	158	--
66MWB+42	-	69MWB+48	LINEVILLE WB	--	--	--	--	--	--	94	--	32	120	--
69MEB+19	-	71MEB+09	LINEVILLE EB	--	--	--	--	--	--	--	--	--	34	--
69MWB+48	-	71MWB+04	LINEVILLE WB	--	--	--	--	--	--	--	--	--	96	--
71MEB+09	-	84MEB+62	LINEVILLE EB	1,892	2,525	73	30	3	--	155	--	--	--	--
9WDN+86	-	14WDN+19	W. DEERFIELD NB	417	714	46	10	1	--	--	--	--	17	--
16WDN+24	-	20WDN+46	W. DEERFIELD NB	381	699	25	10	1	--	--	--	--	15	--
40EDN+00	-	44EDN+74	E. DEERFIELD NB	678	774	24	72	3	--	65	--	--	73	--
46EDN+63	-	52EDN+28	E. DEERFIELD NB	735	875	106	10	1	390	--	--	--	131	--
1298MA+54	-	1311MA+01	RAMP MA	996	1,207	--	--	--	--	554	42	--	--	--
1311MB+87	-	1322MB+88	RAMP MB	1,061	1,036	--	--	--	--	19	--	--	--	--
1312MC+39	-	1325MC+65	RAMP MC	1,058	1,192	--	--	--	--	556	42	--	--	--
1300MD+04	-	1310MD+78	RAMP MD	1,023	1,020	--	--	--	--	353	--	--	--	--
PROJECT 1133-10-72 TOTAL				22,026		372	142	10	390	2,825	84	120	1,419	503

* ADDITIONAL QUANTITES SHOWN ELSEWHERE IN PROJECT 1133-10-72

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

3

PAVEMENT MARKING (CONTINUED)

STATION			ROADWAY	SPV.0090.302 PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC 8-INCH WHITE LF	SPV.0060.304 ARROWS TYPE 1 EACH	SPV.0060.306 ARROWS TYPE 2R EACH	SPV.0060.305 ARROWS TYPE 2 EACH	SPV.0060.308 ARROWS TYPE 3R EACH	SPV.0060.307 ARROWS TYPE 3 EACH	SPV.0060.309 ARROWS TYPE 6 EACH	SPV.0060.310 WORDS EACH	SPV.0090.311 CROSSWALK 6-INCH LF	SPV.0090.341 YIELD LINE 18-INCH WHITE LF
40MEB+66	-	53MEB+11	LINEVILLE EB	--	--	--	--	2	2	--	2	97	--
53MEB+11	-	54MEB+79	LINEVILLE EB	101	1	--	--	--	1	--	--	--	46
53MWB+13	-	54MWB+73	LINEVILLE WB	90	1	--	--	--	1	--	--	--	47
54MEB+79	-	57MEB+97	LINEVILLE EB	--	2	--	1	2	--	--	2	--	23
54MWB+73	-	58MWB+13	LINEVILLE WB	--	--	--	--	2	2	--	2	--	25
57MEB+97	-	59MEB+81	LINEVILLE EB	--	2	--	--	--	--	--	--	--	--
58MWB+13	-	59MWB+75	LINEVILLE WB	--	1	--	1	--	2	--	--	--	44
59MEB+81	-	64MEB+61	LINEVILLE EB	--	2	--	--	2	--	--	2	--	--
59MWB+75	-	64MWB+55	LINEVILLE WB	--	2	--	--	2	--	--	2	--	--
64MEB+61	-	66MEB+39	LINEVILLE EB	--	1	--	1	--	2	--	--	--	132
64MWB+55	-	66MWB+42	LINEVILLE WB	--	2	--	--	--	--	--	--	--	21
66MEB+39	-	69MEB+19	LINEVILLE EB	--	--	--	--	2	2	--	2	--	--
66MWB+42	-	69MWB+48	LINEVILLE WB	11	1	--	1	1	--	--	3	--	20
69MEB+19	-	71MEB+09	LINEVILLE EB	112	1	--	--	--	1	--	--	--	45
69MWB+48	-	71MWB+04	LINEVILLE WB	147	1	--	1	--	2	--	--	--	38
71MEB+09	-	84MEB+62	LINEVILLE EB	--	--	--	--	1	1	--	2	96	--
9WDN+86	-	14WDN+19	W. DEERFIELD NB	--	--	--	--	--	--	--	--	76	--
16WDN+24	-	20WDN+46	W. DEERFIELD NB	--	--	--	--	--	--	--	--	71	--
40EDN+00	-	44EDN+74	E. DEERFIELD NB	--	--	1	--	--	--	1	3	85	--
46EDN+63	-	52EDN+28	E. DEERFIELD NB	--	--	--	1	1	--	--	3	103	--
1298MA+54	-	1311MA+01	RAMP MA	--	--	2	2	--	2	--	5	94	--
1311MB+87	-	1322MB+88	RAMP MB	--	--	--	--	--	--	--	--	38	23
1312MC+39	-	1325MC+65	RAMP MC	--	--	2	4	--	2	--	7	110	--
1300MD+04	-	1310MD+78	RAMP MD	--	--	--	--	--	--	--	--	67	--
PROJECT 1133-10-72 TOTAL				462	17	5	12	15	20	1	35	837	461

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

3

CPM PROGRESS SCHEDULE

LOCATION	SPV.0060.001 CPM BASELINE SCHEDULE EACH	SPV.0060.002 CPM BASELINE SCHEDULE AND ACCEPTED REVISIONS EACH
PROJECT 1133-10-72	1	17
PROJECT 1133-10-72 TOTAL	1	17

UTILITY LINE OPENING

LOCATION	SPV.0060.003 UTILITY LINE OPENING EACH
UNDISTRIBUTED	10
PROJECT 1133-10-72 TOTAL	10

SETTLEMENT GAUGES

STATION	OFFSET	LOCATION	SPV.0060.021 SETTLEMENT GAUGES EACH
1310MA+00	33' RT	NB ROUNDABOUT	1
1313MC+25	10' RT	SB ROUNDABOUT	1
16WDN+90	27' RT	W. DEERFIELD ROUNDABOUT	1
PROJECT 1133-10-72 TOTAL			3

3

STREET SWEEPING

LOCATION	SPV.0075.150 STREET SWEEPING HRS
UNDISTRIBUTED	100
PROJECT 1133-10-72 TOTAL	100

SURVEY PROJECT

LOCATION	SPV.0105.004 SURVEY PROJECT (1133-10-72) LS
UNDISTRIBUTED	1
PROJECT 1133-10-72 TOTAL	1

GEOTECHNICAL INSTRUMENTATION

LOCATION	SPV.0105.020 GEOTECHNICAL INSTRUMENTATION LS
UNDISTRIBUTED	1
PROJECT 1133-10-72 TOTAL	1

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED.

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ADDITIONAL WORK TO BE INCLUDED

STATION	OFFSET	LOCATION	SPV.0060.005 ADJUSTING SANITARY MANHOLES EACH	SPV.0060.006 RECONSTRUCTING SANITARY MANHOLES EACH	SPV.0060.007 ADJUSTING WATER VALVE BOX EACH	SPV.0060.008 RECONSTRUCTING WATER VALVE BOX EACH	SPV.0060.010 ADJUSTING FIRE HYDRANT EACH	COMMENTS
48EDS+65	4.6' LT	EAST DEERFIELD	--	1	--	--	--	RAISE SANITARY MH 3.42'
50EDN+77	27.2' LT	EAST DEERFIELD	1	--	--	--	--	RAISE SANITARY MH 0.9' - VERIFY CURB CLEARANCE WITH CONE
14WDS+57	38.5' LT	WEST DEEFIELD	--	1	--	--	--	RAISE AIR RELEASE MH APPROX 9.05'
70MWB+07	8.6' RT	LINEVILLE	--	1	--	--	--	RAISE SANITARY MH 3.73'
67MEB+44	64.9' LT	LINEVILLE	--	1	--	--	--	RAISE AIR RELEASE MH 4.43'
71MWB+06	35.6' LT	LINEVILLE	--	--	--	1	--	RAISE VALVE BOX 4.43'
72MWB+31	32.4' LT	LINEVILLE	--	--	--	1	--	RAISE VALVE BOX 1.22'
5PFC+26	20.9' LT	PARKFIELD COURT	--	--	1	--	--	RAISE VALVE BOX 0.38'
5PFC+27	30.4' LT	PARKFIELD COURT	--	--	1	--	--	RAISE VALVE BOX 0.29'
5PFC+32	25.8' LT	PARKFIELD COURT	--	--	1	--	--	RAISE VALVE BOX 0.34'
5PFC+73	35.1' LT	PARKFIELD COURT	--	--	1	--	--	LOWER VALVE BOX 0.05'
72MWB+31	32.4' LT	LINEVILLE	--	--	--	--	1	RAISE HYDRANT 2.14'
PROJECT 1133-10-72 TOTALS			1	4	4	2	1	

ALL ITEMS ARE CATEGORY 1700 UNLESS OTHERWISE SPECIFIED.

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LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

CATEGORY	ROADWAY	LOCATION	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE EACH
1400	LINEVILLE RD / CTH M	ALL	13
		SUBTOTAL	13
1410	LINEVILLE RD / CTH M	ALL	13
		SUBTOTAL	13
		TOTALS	26

ALUMINUM EDGING

CATEGORY	ROADWAY	LOCATION	SPV.0090.500 ALUMINUM EDGING LF
1400	LINEVILLE RD / CTH M	BED 2	143
	LINEVILLE RD / CTH M	BED 3	109
		SUBTOTAL	252
1410	LINEVILLE RD / CTH M	BED 6	131
	LINEVILLE RD / CTH M	BED 7	124
		SUBTOTAL	255
		TOTALS	507

PLANTING MIXTURE

CATEGORY	ROADWAY	LOCATION	SPV.0035.500 PLANTING MIXTURE CY
1400	LINEVILLE RD / CTH M	BED 1	514
	LINEVILLE RD / CTH M	BED 2	68
	LINEVILLE RD / CTH M	BED 3	48
	LINEVILLE RD / CTH M	BED 4	497
		SUBTOTAL	1127
1410	LINEVILLE RD / CTH M	BED 5	499
	LINEVILLE RD / CTH M	BED 6	58
	LINEVILLE RD / CTH M	BED 7	60
	LINEVILLE RD / CTH M	BED 8	490
		SUBTOTAL	1107
		TOTALS	2234

SHREDDED HARDWOOD BARK MULCH

CATEGORY	ROADWAY	LOCATION	SPV.0180.500 SHREDDED HARDWOOD BARK MULCH SY
1400	LINEVILLE RD / CTH M	BED 1	440
	LINEVILLE RD / CTH M	BED 2	103
	LINEVILLE RD / CTH M	BED 3	72
	LINEVILLE RD / CTH M	BED 4	425
		SUBTOTAL	1040
1410	LINEVILLE RD / CTH M	BED 5	426
	LINEVILLE RD / CTH M	BED 6	87
	LINEVILLE RD / CTH M	BED 7	90
	LINEVILLE RD / CTH M	BED 8	419
		SUBTOTAL	1022
		TOTALS	2062

NOTES

CATEGORY 1400 AND 1410 ARE FOR SMA TRACKING PURPOSES ONLY.

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	* 652.0225 LF
1000	WEST DEERFIELD RAB	PB204	PB-11	188
	SB USH 41 RAB	PB-22	PB-23	132
	NB USH 41 RAB	PB-30	PB-31	150
	EAST DEERFIELD RAB	PB400	PB-40	256
		PB-40	PB-405	242
		SUBTOTAL (CATEGORY 1000)		968
1500	WEST DEERFIELD RAB	PB-11	IC-10	27
	SB USH 41 RAB	CB200	PB-20	47
		PB-20	PB-21	74
		PB-20	POINT WELL	16
		PB-21	PB-22	126
		PB-23	IC-20	22
		SUBTOTAL (CATEGORY 1500)		312
1510	NB USH 41 RAB	PB-30	LR-10	9
		PB-31	PB405	225
	EAST DEERFIELD RAB	PB-40	LR-20	5
		SUBTOTAL (CATEGORY 1510)		239
				1519

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

NOTES

CATEGORY 1500 AND 1510 ARE FOR SMA TRACKING PURPOSES ONLY.

PULL BOXES STEEL 24x42-INCH

CATEGORY	LOCATION	PULL BOX NO.	STATION	LOCATION	* 653.0140 EACH
1000	WEST DEERFIELD RAB	PB-11	13MRDW+03	41.2' LT	1
	SB USH 41 RAB	PB-22	57MWB+90	10.7' LT	1
		PB-23	10MRDS+33	42.3' LT	1
	NB USH 41 RAB	PB-30	10MRDN+69	37.5' LT	1
		PB-31	66MWB+18	9.8' LT	1
	EAST DEERFIELD RAB	PB-40	70MWB+23	43.1' RT	1
			SUBTOTAL (CATEGORY 1000)		6
1500	SB USH 41 RAB	PB-20	56MWB+65	30.0' LT	1
		PB-21	56MWB+65	6.5' RT	1
			SUBTOTAL (CATEGORY 1500)		2
				TOTAL	8

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING 12 AWG

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	DIST L.F.	* 665.0610 LF
1500	WEST DEERFIELD RAB	CB200	PB204	62	74
		PB204	PB-11	94	100
		PB-11	IC-10	27	33
	SB USH 41 RAB	CB200	PB-20	47	59
		PB-20	PB-21	37	43
		PB-20	POINT WELL	16	22
		PB-21	PB-22	126	132
		PB-22	PB-23	66	72
		PB-23	IC-20	22	28
		SUBTOTAL (CATEGORY 1500)			563
1510	NB USH 41 RAB	LR-10	PB-30	9	21
		PB-30	PB-31	75	81
		PB-31	PB405	225	231
	EAST DEERFIELD RAB	PB405	PB-40	121	127
		PB-40	LR-20	10	32
		PB-40	PB400	128	268
		PB400	CB400	20	52
		SUBTOTAL (CATEGORY 1510)			812
				TOTAL	1375

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

V-LOC SIGN ANCHORS

CATEGORY	LOCATION	* SPV.0060.250 EACH
1500	IC-10	2
	IC-20	2
	SUBTOTAL (CATEGORY 1500)	4
1510	LR-10	1
	LR-20	1
	SUBTOTAL (CATEGORY 1510)	2
	TOTAL	6

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

IRRIGATION CONTROL PANEL

CATEGORY	LOCATION	SPV.0060.550 EACH
1500	IC-10	1
	IC-20	1
	TOTAL	2

LANDSCAPE RECEPTACLE SPECIAL

CATEGORY	LOCATION	SPV.0060.551 EACH
1510	NB USH 41 ROUNDABOUT	1
	EAST DEERFIELD ROUNDABOUT	1
	TOTAL	2

NOTES

CATEGORY 1500 AND 1510 ARE FOR SMA TRACKING PURPOSES ONLY.

YARD HYDRANT (LOCATION)

CATEGORY	LOCATION	SPV.0060.552 EACH	SPV.0060.553 EACH
1510	NORTHBOUND USH 41 ROUNDABOUT	1	---
	EAST DEERFIELD AVENUE ROUNDABOUT	---	1
	TOTAL	1	1

IRRIGATION SYSTEM, DRIP TYPE, (LOCATION)

CATEGORY	LOCATION	SPV.0105.550 LS	SPV.0105.551 LS
1500	WEST DEERFIELD RAB	1	---
	SB USH 41 RAB	---	1
	TOTALS	1	1

3

REMOVING, TYPE II SIGNS AND REMOVING SMALL SIGN SUPPORTS

SIGN	LOCATION	SIGN CODE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
201	USH 41 SE RAMP	W3-1	1	1	
202	"	R5-1A	1		
203	"	D1-3	1	2	
204	"	R5-1A	1		
205	"	M1-86	1	1	
206	"	M1-88A	1		
207	"	J3-2	4	2	
208	"	R5-1A	1		
209	"	D1-3	1	2	
210	"	R5-1A	1		
211	USH 41 NE RAMP	R5-57	1	1	
212	USH 41 NW RAMP	W3-1	1	1	
213	"	D1-3	1	2	
214	"	R5-1A	1		
215	"	J3-2	4	1	
216	"	R5-1A	1		
217	"	D1-3	1	2	
218	"	R5-1A	1		
219	USH 41 SW RAMP	R5-57	1	1	
220	CTH M EB	J1-2	3	1	
221	CTH M WB	W14-3	1	1	
222	W. DEERFIELD AVE., N OF CTH M	R1-1	1	1	
223	"	R5-2	1	1	
224	"	R12-3	1		
225	"	R2-1	1	1	
226	"	SP	1	1	
227	"	SP	1	1	
228	W. DEERFIELD AVE., S OF CTH M	R1-1	1	1	
229	"	SP	1	1	
230	"	R2-1	1	1	
231	"	D11-6	1		
232	CTH M MEDIAN	R4-7	1	1	
233	CTH M EB	R2-1	1	1	
234	CTH M WB	R5-1	1	1	
235	"	W6-3	1		
236	CTH M EB	D1-3	1	2	
	PAGE SUBTOTAL		44	31	

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REMOVING, TYPE II SIGNS AND REMOVING SMALL SIGN SUPPORTS

SIGN	LOCATION	SIGN CODE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
236A	CTH M EB	R5-1A	1		
237	CTH M WB	R5-1A	1	1	
238	CTH M EB	J3-2	5	1	
239	"	R5-1	1		
240	USH 41 NW RAMP	R1-1	1	1	
241	USH 41 NW RAMP ISLAND	R6-2R	1	1	
242	"	R5-1	1		
243	"	R1-1	1	1	
244	"	R6-2L	1		
245	USH 41 SW RAMP	R6-2L	1	1	
246	CTH M MEDIAN	R3-2	1	1	
247	USH 41 NW RAMP	R1-1	1	1	
248	"	D4-2L	1	1	
249	"	R5-1	1		
250	CTH M EB	W3-1	1	1	
251	"	R6-2L	1		
252	CTH M MEDIAN	R4-7	1	1	
253	CTH M WB	R3-1	1	1	
254	"	J3-2	5	1	
255	"	R5-1	1	1	
256	CTH M EB	J3-2	5	1	
257	CTH M MEDIAN	R3-56L	1	1	
258	CTH M WB	R5-1A	1	2	
259	"	D1-3	1		
260	CTH M EB	D1-2	1	2	
261	"	R5-1A	1		
262	CTH M MEDIAN	R3-56L	1	1	
263	CTH M WB	J3-2	5	1	
264	CTH M MEDIAN	R1-1	1	1	
265	"	R1-3P	1		
266	"	R4-7	1		
267	CTH M EB	R1-1	1		REMOVE FROM TRAFFIC SIGNAL
268	"	R1-1	1		REMOVE FROM TRAFFIC SIGNAL
269	"	R1-3P	1		REMOVE FROM TRAFFIC SIGNAL
270	"	J3-2	5	1	
271	"	R3-1	1		
272	"	R5-1	1		
	PAGE SUBTOTAL		57	24	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

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REMOVING, TYPE II SIGNS AND REMOVING SMALL SIGN SUPPORTS

SIGN	LOCATION	SIGN CODE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
273	USH 41 SE RAMP	R5-1	1	1	
274	"	R1-1	1	1	
275	"	R1-3P	1		
276	USH 41 NE RAMP	R6-2L	1	1	
277	CTH M MEDIAN	R3-2	1	1	
278	USH 41 SE RAMP ISLAND	R6-2L	1	1	
279	"	R1-1	1		
280	"	R1-3P	1		
281	"	R6-2R	1	1	
282	"	R5-1	1		
283	USH 41 NE RAMP	R6-2L	1	1	
284	USH 41 SE RAMP	R1-1	1	1	
285	"	D4-2R	1	1	
286	CTH M WB	R1-1	1		REMOVE FROM TRAFFIC SIGNAL
287	"	R1-1	1		REMOVE FROM TRAFFIC SIGNAL
288		R1-3P	1		REMOVE FROM TRAFFIC SIGNAL
289	"	R5-1	1	1	
290	"	J3-2	5		
291	"	R5-1A	1	1	
292	CTH M EB	D4-2R	1	1	
293	"	R5-1A	1		
294	CTH M WB	D1-3	1	2	
295	CTH M EB	W6-3	1	1	
296	"	R5-1	1		
297	CTH M MEDIAN	R3-4	1	1	
298	"	R4-7	1		
299	E. DEERFIELD AVE., S. OF CTH M	R2-1	1	1	
300	E. DEERFIELD AVE., N. OF CTH M	SP	1	1	
301	"	SP	1		
302	"	R2-1	1	1	
303	"	SP	1	1	
304	CTH M EB	R2-1	1	1	
305	CTH M WB	J1-2	3	1	
306	"	W3-1	1	1	
	PAGE SUBTOTAL		40	23	
	PROJECT TOTALS		**141**	**78**	

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ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	637.0202 SIGNS REFLECTIVE TYPE II S.F.	637.0402 SIGNS TYPE II FOLDING S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	634.0814 POSTS TUBULAR STEEL 2x2x14 EACH	634.0816 POSTS TUBULAR STEEL 2x2x16 EACH	SPV.0060.250 V-LOCK EACH	REMARKS
1	USH 41/141 NB. AT SE RAMP TO CTH M (LINEVILLE RD)	E5-1A	90" X 60"	37.50	---	---	---	2	---	---	---	---	
2	USH 41/141 SE RAMP TO CTH M (LINEVILLE RD)	W2-6	36" X 36"	9.00	---	---	---	1	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
2A	"	W13-1	24" X 24"	4.00	---	---	---	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING, 15 MPH, MOUNT BELOW SIGN #2
2B	"	W2-6	36" X 36"	9.00	---	---	---	1	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
2C	"	W13-1	24" X 24"	4.00	---	---	---	---	---	---	---	---	FLUORSCENT REFLECIVE SHEETING, 15 MPH, MOUNT BELOW SIGN #2B
3	"	D4-56L	36" X 36"	9.00	---	---	1	---	---	---	---	---	
4	USH 41/141 SB, S. OF CTH M (LINEVILLE RD)	W4-3R	48" X 48"	16.00	---	---	---	---	2	---	---	---	
5	E. DEERFIELD AVE., S. OF CTH M (LINEVILLE RD)	W2-6	30" X 30"	6.25	---	---	---	1	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
5A	"	W13-1	18" X 18"	2.25	---	---	---	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING, 15 MPH, MOUNT BELOW SIGN #5
6	CTH M (LINEVILLE RD), W. OF W. DEERFIELD AVE	J1-2	48" X 39"	13.00	---	---	1	---	---	---	---	---	USH 41, USH 141, SEE PLAN SHEET
7	"	R2-1	24" X 30"	5.00	---	---	1	---	---	---	---	---	45 MPH
8	"	W2-6	30" X 30"	6.25	---	---	---	1	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
8A	"	W13-1	18" X 18"	2.25	---	---	---	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING, 15 MPH, MOUNT BELOW SIGN #8A
9	"	J4-1	24" X 36"	6.00	---	---	1	---	---	---	---	---	CTH M, SEE PLAN SHEET
10	"	R4-7	36" X 48"	12.00	---	---	1	---	---	---	---	---	
11	"	W3-2	36" X 36"	9.00	---	---	1	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
12	"	R3-6R	42" X 48"	14.00	---	---	---	---	---	---	---	---	MOUNT ON SIGN BRIDGE S-05-206
13	"	R3-6X	42" X 48"	14.00	---	---	---	---	---	---	---	---	"
14	W. DEERFIELD AVE ROUNDABOUT	D1-1	84" X 15"	8.75	---	---	---	---	---	2	---	2	SEE SIGN DETAIL
15	"	R1-2	36" X 31"	3.88	---	---	---	---	---	---	1	1	
15A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #15
16	IN ROUNDABOUT	R6-1R	54" X 18"	6.75	---	---	2	---	---	---	---	---	
16A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #16
17	W. DEERFIELD AVE ROUNDABOUT	R1-2	36" X 31"	3.88	---	---	---	---	---	1	---	1	
17A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #17
18	IN ROUNDABOUT	R6-1R	54" X 18"	6.75	---	---	---	---	---	2	---	2	
18A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #18
19	W. DEERFIELD AVE ROUNDABOUT	R1-2	36" X 31"	3.88	---	---	---	---	---	---	1	1	
19A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #19
20	"	D1-3	78" X 30"	16.25	---	---	---	---	---	2	---	2	SEE SIGN DETAIL
21	CTH M (LINEVILLE RD), E. OF W. DEERFIELD AVE	R3-6R	42" X 48"	14.00	---	---	---	---	---	---	---	---	MOUNT ON SIGN BRIDGE S-05-209
22	"	R3-6X	42" X 48"	14.00	---	---	---	---	---	---	---	---	MOUNT ON SIGN BRIDGE S-05-209
23	"	R3-8X	54" X 30"	11.25	---	---	2	---	---	---	---	---	
24	"	R3-8X	54" X 30"	11.25	---	---	---	---	---	---	---	---	
	PAGE SUBTOTAL			311.64	0	0	10	6	2	7	2	9	

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ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	637.0202 SIGNS REFLECTIVE TYPE II S.F.	637.0402 SIGNS TYPE II FOLDING S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	634.0814 POSTS TUBULAR STEEL 2x2x14 EACH	634.0816 POSTS TUBULAR STEEL 2x2x16 EACH	SPV.0060.250 V-LOCK EACH	REMARKS
25	W. DEERFIELD AVE., S. OF CTH M (LINEVILLE RD)	W2-6	30" X 30"	6.25	---	---	---	1	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
25A	"	W13-1	18" X 18"	2.25	---	---	---	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING, 15 MPH, MOUNT BELOW SIGN #25
26	"	W3-2	36" X 36"	9.00	---	---	1	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
27	"	R4-7	36" X 48"	12.00	---	---	1	---	---	---	---	---	
27A	"	R2-1	24" X 30"	5.00	---	---	1	---	---	---	---	---	35 MPH
28	W. DEERFIELD AVE ROUNDABOUT	D1-1	84" X 15"	8.75	---	---	2	---	---	---	---	---	SEE SIGN DETAIL
29	"	R1-2	36" X 31"	3.88	---	---	---	1	---	---	---	---	
29A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #29
30	"	R1-2	36" X 31"	3.88	---	---	1	---	---	---	---	---	
30A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #30
31		R1-2	36" X 31"	3.88	---	---	---	---	---	1	---	1	
31A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #31
32	IN ROUNDABOUT	R6-1R	54" X 18"	6.75	---	---	---	---	---	2	---	2	
32A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #32
33	"	R6-1R	54" X 18"	6.75	---	---	---	---	---	2	---	2	
33A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #33
34	W. DEERFIELD AVE ROUNDABOUT	R1-2	36" X 31"	3.88	---	---	1	---	---	---	---	---	
34A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #34
35	"	R1-2	36" X 31"	3.88	---	---	---	1	---	---	---	---	
35A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #35
36	"	D1-1	84" X 15"	8.75	---	---	2	---	---	---	---	---	SEE SIGN DETAIL
36A	"	R2-1	24" X 30"	5.00	---	---	1	---	---	---	---	---	45 MPH
37	W. DEERFIELD AVE., N. OF CTH M (LINEVILLE RD)	R4-7	36" X 48"	12.00	---	---	1	---	---	---	---	---	
38	"	W3-2	36" X 36"	9.00	---	---	1	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
39	CTH M (LINEVILLE RD) W. OF USH 41/141 SW RAMP	W12-1D	24" X 24"	4.00	---	1	---	---	---	---	---	---	
40	"	R11-54F	48" X 30"	---	10.00	---	1	---	---	---	---	---	
41	USH 41/141 W. RAMPS ROUNDABOUT	R1-2	48" X 42"	7.00	---	---	---	---	---	---	1	1	
41A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #41
42	"	D1-2	84" X 42"	24.50	---	---	---	---	---	2	---	2	SEE SIGN DETAIL
43	IN ROUNDABOUT	R6-1R	54" X 18"	6.75	---	---	---	---	---	2	---	2	
43A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #43
44	"	R6-1R	54" X 18"	6.75	---	---	2	---	---	---	---	---	
44A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #44
45	USH 41/141 W. RAMPS ROUNDABOUT	R3-1	24" X 24"	4.00	---	---	---	---	---	---	---	---	MOUNT PREPENDICULAR TO SIGN #60
46		R1-2	48" X 42"	7.00	---	---	---	---	---	1	---	1	
46A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #46
47		R1-2	48" X 42"	7.00	---	---	---	---	---	---	1	1	
47A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #47
	PAGE SUBTOTAL			247.90	10.00	1	15	3	0	10	2	12	

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ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	637.0202 SIGNS REFLECTIVE TYPE II S.F.	637.0402 SIGNS TYPE II FOLDING S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	634.0814 POSTS TUBULAR STEEL 2x2x14 EACH	634.0816 POSTS TUBULAR STEEL 2x2x16 EACH	SPV.0060.250 V-LOCK EACH	REMARKS
48	VACANT	---	---	---	---	---	---	---	---	---	---	---	
49	USH 41/141 W. RAMPS ROUNDABOUT	D1-3	84" X 30"	17.50	---	---	---	---	---	2	---	2	SEE SIGN DETAIL
50	VACANT	---	---	---	---	---	---	---	---	---	---	---	
51	USH 41/141 SW RAMP	R5-57	36" X 36"	9.00	---	---	1	---	---	---	---	---	
52	VACANT	---	---	---	---	---	---	---	---	---	---	---	
53	USH 41/141 W. RAMPS ROUNDABOUT	D1-2	72" X 30"	15.00	---	---	---	2	---	---	---	---	SEE SIGN DETAIL
54	"	R11-54F	48" X 30"	---	10.00	---	---	---	---	---	---	---	MOUNT BELOW SIGN #53
55	IN ROUNDABOUT	R6-1R	54" X 18"	6.75	---	---	---	---	---	2	---	2	
55A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #55
56	USH 41/141 W. RAMPS ROUNDABOUT	R1-2	48" X 42"	7.00	---	---	---	---	---	1	---	1	
56A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #56
57	"	R1-2	48" X 42"	7.00	---	---	---	---	---	---	1	1	
57A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #57
57B	"	R5-1	30" X 30"	6.25	---	---	---	---	---	1	---	1	
58	"	R1-2	42" X 42"	7.00	---	---	---	---	---	1	---	1	
58A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #58
59	"	R1-2	48" X 42"	7.00	---	---	---	---	---	---	1	1	
59A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #59
60	"	R5-1	30" X 30"	6.25	---	---	---	---	---	1	---	1	
61	USH 41/141 NW RAMP, N. OF CTH M (LINEVILLE RD)	W12-1D	30" X 30"	6.25	---	1	---	---	---	---	---	---	
62	"	R5-1A	36" X 24"	6.00	---	---	---	---	---	---	---	---	MOUNT ON LEG OF SIGN BRIDGE S-05-208
63	"	R5-1A	36" X 24"	6.00	---	---	---	---	---	---	---	---	MOUNT ON LEG OF SIGN BRIDGE S-05-208
64	"	R3-8MM	36" X 30"	7.50	---	---	---	---	---	---	---	---	MOUNT ON LEG OF SIGN BRIDGE S-05-208
65	"	R3-8OO	36" X 30"	7.50	---	---	---	---	---	---	---	---	MOUNT ON LEG OF SIGN BRIDGE S-05-208
66	VACANT												
67	VACANT												
68	CTH M (LINEVILLE RD) E. OF USH 41/141 W. RAMP	R3-8GG	36" X 30"	7.50	---	---	---	---	---	1	---	---	CONTACT DOT TO OBTAIN STATE OWNED BRACKET FOR MOUNTING
69	"	R3-8GG	36" X 30"	7.50	---	---	---	---	---	1	---	---	CONTACT DOT TO OBTAIN STATE OWNED BRACKET FOR MOUNTING
70	VACANT												
71	USH 41/141 E. RAMPS ROUNDABOUT	R1-2	48" X 42"	7.00	---	---	---	---	---	1	---	1	
71A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #71
72	"	D1-3	84" X 30"	17.50	---	---	---	---	---	2	---	2	SEE SIGN DETAIL
73	"	R1-2	36" X 31"	7.00	---	---	---	---	---	---	1	1	
73A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #73
74	"	R3-1	24" X 24"	4.00	---	---	---	---	---	---	---	---	MOUNT PERPENDICULAR TO SIGN #89
75	IN ROUNDABOUT	R6-1R	54" X 18"	6.75	---	---	---	---	---	2	---	2	
75A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #75
	PAGE SUBTOTAL			221.75	10.00	1	1	2	0	15	3	16	

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ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	637.0202 SIGNS REFLECTIVE TYPE II S.F.	637.0402 SIGNS TYPE II FOLDING S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	634.0814 POSTS TUBULAR STEEL 2x2x14 EACH	634.0816 POSTS TUBULAR STEEL 2x2x16 EACH	SPV.0060.250 V-LOCK EACH	REMARKS
76	IN ROUNDABOUT	R6-1R	54" X 18"	6.75	---	---	---	---	---	2	---	2	
76A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #76
77	USH 41/141 E. RAMPS ROUNDABOUT	R1-2	48" X 42"	7.00	---	---	---	2	---	---	---	---	
77A	"	R11-54F	48" X 30"	---	10.00	---	---	---	---	---	---	---	MOUNT BELOW SIGN #77
78	"	R1-2	48" X 42"	7.00	---	---	1	---	---	---	---	---	
78A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #78
79	"	R1-2	36" X 31"	7.00	---	---	---	1	---	---	---	---	
79A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #79
80	"	D1-2	84" X 42"	24.50	---	---	---	---	---	2	---	2	SEE SIGN DETAIL
81	"	R1-2	48" X 42"	7.00	---	---	1	---	---	---	---	---	
82	"	W12-1D	24" X 24"	4.00	---	1	---	---	---	---	---	---	
83	USH 41/141 SE RAMP	D4-2R	36" X 48"	12.00	---	---	---	1	---	---	---	---	
84	VACANT	---	---	---	---	---	---	---	---	---	---	---	
85	"	R3-8OO	36" X 30"	7.50	---	---	---	---	---	---	---	---	MOUNT ON LEG OF SIGN BRIDGE S-05-287
86	"	R5-1A	36" X 24"	6.00	---	---	---	---	---	---	---	---	MOUNT ON LEG OF SIGN BRIDGE S-05-287
87	"	R5-1A	36" X 24"	6.00	---	---	---	---	---	---	---	---	MOUNT ON LEG OF SIGN BRIDGE S-05-287
88	"	W12-1D	30" X 30"	6.25	---	1	---	---	---	---	---	---	
89	USH 41/141 E. RAMPS ROUNDABOUT	R5-1	30" X 30"	6.25	---	---	1	---	---	---	---	---	
90	"	R1-2	48" X 42"	7.00	---	---	---	---	---	---	1	1	
90A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #90
91		R1-2	48" X 42"	7.00	---	---	---	---	---	1	---	1	
91A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #91
92	"	R5-1	30" X 30"	6.25	---	---	---	---	---	1	---	1	
93	IN ROUNDABOUT	R6-1R	54" X 18"	6.75	---	---	---	---	---	2	---	2	
93A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #93
94	USH 41/141 E. RAMPS ROUNDABOUT	D1-2	72" X 30"	15.00	---	---	---	---	---	---	2	2	SEE SIGN DETAIL
95	"	R11-54F	48" X 30"	---	10.00	---	---	---	---	---	---	---	MOUNT BELOW SIGN #94
96	USH 41/141 NE RAMP	R5-57	36" X 36"	9.00	---	---	1	---	---	---	---	---	
97	CTH M (LINEVILLE RD), W. OF E. DEERFIELD AVE	R3-6X	42" X 48"	14.00	---	---	---	---	---	---	---	---	MOUNT ON SIGN BRIDGE S-05-212
98	"	R3-6R	42" X 48"	14.00	---	---	---	---	---	---	---	---	MOUNT ON SIGN BRIDGE S-05-212
99		R3-8X	54" X 30"	11.25	---	---	2	---	---	---	---	---	
100		R3-8X	54" X 30"	11.25	---	---	---	---	---	---	---	---	MOUNT ON LEG OF SIGN BRIDGE S-05-212
101		D4-2R	36" X 48"	12.00	---	---	1	---	---	---	---	---	
102	E. DEERFIELD AVE ROUNDABOUT	D1-3	78" X 30"	16.25	---	---	2	---	---	---	---	---	SEE SIGN DETAIL
	PAGE SUBTOTAL			272.00	20.00	2	9	4	0	8	3	11	

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ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	637.0202 SIGNS REFLECTIVE TYPE II S.F.	637.0402 SIGNS TYPE II FOLDING S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	634.0814 POSTS TUBULAR STEEL 2x2x14 EACH	634.0816 POSTS TUBULAR STEEL 2x2x16 EACH	SPV.0060.250 V-LOCK EACH	REMARKS
103	E. DEERFIELD AVE ROUNDABOUT	R1-2	36" X 31"	3.88	---	---	---	1	---	---	---	---	
103A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #103
104		R1-2	36" X 31"	3.88	---	---	1	---	---	---	---	---	
104A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #104
105		R1-2	36" X 31"	3.88	---	---	1	---	---	---	---	---	
105A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #105
106	IN ROUNDABOUT	R6-1R	54" X 18"	6.75	---	---	2	---	---	---	---	---	
106A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #106
107	"	R6-1R	54" X 18"	6.75	---	---	2	---	---	---	---	---	
107A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #107
108	E. DEERFIELD AVE ROUNDABOUT	R1-2	36" X 31"	3.88	---	---	1	---	---	---	---	---	
108A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #108
109	"	R1-2	36" X 31"	3.88	---	---	---	1	---	---	---	---	
109A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #109
110	"	D1-1	84" X 15"	8.75	---	---	2	---	---	---	---	---	SEE SIGN DETAIL
111	CTH M (LINEVILLE RD), E. OF E. DEERFIELD AVE	R3-6R	42" X 48"	14.00	---	---	---	---	---	---	---	---	MOUNT ON SIGN BRIDGE S-05-229
112	"	R3-6X	42" X 48"	14.00	---	---	---	---	---	---	---	---	MOUNT ON SIGN BRIDGE S-05-229
113	"	R4-7	24" X 30"	5.00	---	---	1	---	---	---	---	---	
114	"	J4-1	24" X 36"	6.00	---	---	1	---	---	---	---	---	CTH M, SEE PLAN SHEET
115	"	W3-2	36" X 36"	9.00	---	---	1	---	---	---	---	---	
116	"	R4-7	24" X 30"	5.00	---	---	1	---	---	---	---	---	
117	"	R2-1	24" X 30"	5.00	---	---	1	---	---	---	---	---	35 MPH
118	"	R4-7	36" X 48"	12.00	---	---	1	---	---	---	---	---	
119	"	W2-6	30" X 30"	6.25	---	---	---	1	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
119A	"	W13-1	18" X 18"	2.25	---	---	---	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING, 15 MPH, MOUNT BELOW SIGN #119
120	"	J1-2	48" X 39"	13.00	---	---	1	---	---	---	---	---	USH 41, USH 141, SEE PLAN SHEET
121	VACANT	---	---	---	---	---	---	---	---	---	---	---	
122	E. DEERFIELD AVE, S. OF CTH M (LINEVILLE RD)	D4-2R	36" X 48"	12.00	---	---	1	---	---	---	---	---	
123	"	W3-2	36" X 36"	9.00	---	---	1	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
124	"	R4-7	36" X 48"	12.00	---	---	1	---	---	---	---	---	
125	"	R4-7	24" X 30"	5.00	---	---	1	---	---	---	---	---	
125A	"	R2-1	24" X 30"	5.00	---	---	1	---	---	---	---	---	35 MPH
126	"	R4-7	24" X 30"	5.00	---	---	1	---	---	---	---	---	
127	"	R3-5X	42" X 48"	14.00	---	---	---	---	---	---	---	---	MOUNT ON CANTILEVER S-05-228
128	"	R3-6V	42" X 48"	14.00	---	---	---	---	---	---	---	---	MOUNT ON CANTILEVER S-05-228
129	E. DEERFIELD AVE ROUNDABOUT	D1-1	84" X 15"	8.75	---	---	2	---	---	---	---	---	SEE SIGN DETAIL
	PAGE SUBTOTAL			255.40	0.00	0	24	3	0	0	0	0	

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ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	637.0202 SIGNS REFLECTIVE TYPE II S.F.	637.0402 SIGNS TYPE II FOLDING S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	634.0814 POSTS TUBULAR STEEL 2x2x14 EACH	634.0816 POSTS TUBULAR STEEL 2x2x16 EACH	SPV.0060.250 V-LOCK EACH	REMARKS
130	E. DEERFIELD AVE ROUNDABOUT	R1-2	36" X 31"	3.88	---	---	---	1	---	---	---	---	
130A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #130
131	"	R1-2	36" X 31"	3.88	---	---	---	---	---	---	---	---	
131A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #131
132	IN ROUNDABOUT	R6-1R	54" X 18"	6.75	---	---	2	---	---	---	---	---	
132A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #132
133	"	R6-1R	54" X 18"	6.75	---	---	2	---	---	---	---	---	
133A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #133
134	VACANT	---	---	---	---	---	---	---	---	---	---	---	
135	E. DEERFIELD AVE ROUNDABOUT	R1-2	36" X 31"	3.88	---	---	1	---	---	---	---	---	
136	"	R1-2	36" X 31"	3.88	---	---	---	1	---	---	---	---	
136A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN #136
137	"	D1-1	84" X 15"	8.75	---	---	2	---	---	---	---	---	SEE SIGN DETAIL
137A	E. DEERFIELD AVE, N. OF CTH M (LINEVILLE RD)	R2-1	24" X 30"	5.00	---	---	1	---	---	---	---	---	45 MPH
138	"	W12-1D	24" X 24"	4.00	---	1	---	---	---	---	---	---	
139	"	R3-8DD	36" X 30"	7.50	---	---	1	---	---	---	---	---	
140	"	R4-7	36" X 48"	12.00	---	---	1	---	---	---	---	---	
141	W. DEERFIELD AVE, N. OF CTH M (LINEVILLE RD)	W2-6	30" X 30"	6.25	---	---	---	1	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
141A	"	W13-1	18" X 18"	2.25	---	---	---	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING, 15 MPH, MOUNT BELOW SIGN #141
142	USH 41/141 NW RAMP	W3-2	36" X 36"	9.00	---	---	1	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
143	"	D4-2L	36" X 48"	12.00	---	---	---	1	---	---	---	---	
144	"	D4-56L	36" X 36"	9.00	---	---	1	---	---	---	---	---	
145	"	W2-6	36" X 36"	9.00	---	---	---	1	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
145A	"	W13-1	24" X 24"	4.00	---	---	---	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING, 15 MPH, MOUNT BELOW SIGN #145
145B	"	W2-6	36" X 36"	9.00	---	---	---	1	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
145C	"	W13-1	24" X 24"	4.00	---	---	---	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING, 15 MPH, MOUNT BELOW SIGN #145B
146	"	E5-1A	90" X 60"	37.50	---	---	---	---	2	---	---	---	SEE SIGN DETAIL
147	E. DEERFIELD AVE, N. OF CTH M (LINEVILLE RD)	W3-2	36" X 36"	9.00	---	---	1	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
148	PARKFIELD CT AT E. DEERFIELD AVE	R1-1	30" X 30"	5.18	---	---	1	---	---	---	---	---	
149	E. DEERFIELD AVE, N. OF CTH M (LINEVILLE RD)	W2-6	30" X 30"	6.25	---	---	---	1	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING
149A	"	W13-1	18" X 18"	2.25	---	---	---	---	---	---	---	---	FLUORSCENT REFLECTIVE SHEETING, 15 MPH, MOUNT BELOW SIGN #149
150	USH 41/141 NB., N. OF CTH M (LINEVILLE RD)	W4-1	48" X 48"	16.00	---	---	---	2	---	---	---	---	
150A	USH 41/141 SB., N. OF CTH M (LINEVILLE RD)	I2-3A	78" X 30"	16.25	---	---	---	2	---	---	---	---	SEE SIGN DETAIL
	PAGE SUBTOTAL			255.70	0.00	1	14	11	2	0	0	0	
	PROJECT CTH M TOTALS			**1564.39**	**40.00**	**5**	**73**	**29**	**4**	**40**	**10**	**48**	

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ERECTION OF PERMANENT SIGNING, TYPE I

SIGN NO.	LOCATION	SIGN CODE	637.0101 SIGNS, TYPE I W	X	H	S.F.	638.2601 REMOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	REMARKS
400	CTH M, W. OF USH 41/141 W. RAMPS	E6-2	168"	X	132"	154.00	---	---	MOUNT ON SIGN STRUCTURE S-05-209, SEE SIGN DETAIL
401	"	E6-2	120"	X	90"	75.00	---	---	"
402	"	E6-54R	108"	X	102"	76.50	---	---	"
403	USH 41/141 NW RAMP, N. OF CTH M	E6-54R	192"	X	90"	120.00	---	---	MOUNT ON SIGN STRUCTURE S-05-208, SEE SIGN DETAIL
404	"	E6-54L	192"	X	90"	120.00	---	---	"
405	CTH M, BETWEEN USH 41/141 E. AND W. RAMPS	E6-2	300"	X	114"	237.50	---	---	MOUNT ON SIGN STRUCTURE S-05-285, SEE SIGN DETAIL
406	"	E6-2	264"	X	114"	209.00	---	---	"
407	USH 41/141 SE RAMP, S. OF CTH M	E6-54L	192"	X	90"	120.00	---	---	MOUNT ON SIGN STRUCTURE S-05-287, SEE SIGN DETAIL
408	"	E6-54R	120"	X	90"	75.00	---	---	"
409	CTH M, E. OF USH 41/141 E. RAMPS	E6-54R	132"	X	120"	110.00	---	---	MOUNT ON SIGN STRUCTURE S-05-212, SEE SIGN DETAIL
410	"	E6-2	120"	X	90"	75.00	---	---	"
411	"	E6-2	132"	X	114"	104.50	---	---	"
412	USH 41/141 SB AT NW RAMP TO CTH M	E6-1	228"	X	90"	142.50	---	---	MOUNT ON CANTILEVER S-05-231, SEE SIGN DETAIL
412A	"	E1-5P	120"	X	30"	25.00	---	---	MOUNT ON SIGN #412
413	"	E9-1	---			---	1	---	
413A	"	---	---			---	---	2	
PROJECT TOTALS						**1644.00**	**1**	**2**	

MOVING SIGNS

SIGN	LOCATION	638.2101 MOVING SIGNS TYPE I EACH	REMARKS
2M-01	USH 41 SB, AT EXIT GORE	1	LINEVILLE RD
	PROJECT TOTALS	**1**	

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ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	637.0202 SIGNS REFLECTIVE TYPE II S.F.	637.0402 SIGNS REFLECTIVE FOLDING TYPE II S.F.	634.0612 POSTS WOOD 4X6X12 EACH	634.0614 POSTS WOOD 4X6X14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
501	CTH B, WEST OF USH 41 / USH 141	J1-2	48" X 39"	13.00				1			4	1	JCT STH 41, JCT STH 141, SEE PLAN SHEET
502	VACANT												
503	CTH B, WEST OF USH 41 / USH 141	J2-2	48" X 57"	19.00				1			6	1	SOUTH USH 41, SOUTH USH 141, SEE PLAN SHEET
504	"	D1-3	84" X 36"	21.00				2			1	2	SEE SIGN DETAIL SHEET
505	CTH B, SB RAMP INTERSECTION	R3-2	24" X 24"	4.00							1	1	MOUNT TO TRAFFIC SIGNAL, FACING WEST
506	"	R1-1F	30" X 30"		5.18								
507	"	R3-2	24" X 24"	4.00							1	1	MOUNT TO TRAFFIC SIGNAL, FACING WEST
508	"	R1-1F	30" X 30"		5.18								
509	"	R5-1	30" X 30"	6.25							1	1	MOUNT TO TRAFFIC SIGNAL, FACING EAST
510	"	R10-50	30" X 36"	7.50									MOUNT TO TRAFFIC SIGNAL, FACING EAST
511	"	R4-7	24" X 30"	5.00							1	1	MOUNT TO TRAFFIC SIGNAL, FACING WEST
512	VACANT												
513	VACANT												
514	"	J2-2	48" X 57"	19.00				1			6		SOUTH USH 41, SOUTH USH 141, SEE PLAN SHEET
515	USH 41/USH 141 SB - CTH B, EXIT RAMP	J13-1									2	1	CTH B
516	"	R1-2	36" X 31"	3.88			1						
517	"	R1-1									1	1	
518	"	R5-1	30" X 30"	6.25							1	1	MOUNT TO TRAFFIC SIGNAL, FACING SOUTH
519	"	J2-1									3		TO CTH J, SEE PLAN SHEET
520	"	R5-1A	36" X 24"	6.00							1		MOUNT ON BACKSIDE OF SIGN #54
521	"	J2-2	48" X 57"	19.00				1			5	1	CTH B, TO CTH HS, SEE PLAN SHEET
522	"	R1-1F	30" X 30"		5.18						1	1	MOUNT TO TRAFFIC SIGNAL, FACING NORTH
523	"	R6-2L	24" X 30"	5.00							1		MOUNT TO TRAFFIC SIGNAL, FACING EAST
524	"	R1-1									1	1	
525	"	R5-1	30" X 30"	6.25			1				1	1	
526	"	R5-1A	36" X 24"	6.00			1				1	1	
527	"	R5-1A	36" X 24"	6.00							1		MOUNT ON BACKSIDE OF SIGN #61
528	"	D1-60	90" X 36"	22.50				2			1	2	SUAMICO, SUNSET BEACH RD EAST/WEST, SEE SIGN DETAIL SHEET
529	"	D7-77R	96" X 42"							1			NEW ZOO BROWN COUNTY REFORESTRATION CAMP, SEE SIGN DETAIL SHEET
530	"	W3-1									1	1	
531	"	W3-3	36" X 36"	9.00				1					
532	CTH B, NB RAMP INTERSECTION	R1-1F	30" X 30"		5.18								MOUNT TO TRAFFIC SIGNAL, FACING WEST
533	USH 41/USH 141 NB - CTH B, EXIT RAMP	R5-1	30" X 30"	6.25			1				1	1	
	PAGE SUBTOTALS			194.88	20.72	0	4	9	0	1	43	20	

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ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	637.0202 SIGNS REFLECTIVE TYPE II S.F.	637.0402 SIGNS REFLECTIVE FOLDING TYPE II S.F.	634.0612 POSTS WOOD 4X6X12 EACH	634.0614 POSTS WOOD 4X6X14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
534	USH 41/USH 141 NB - CTH B, EXIT RAMP	R1-1									1	1	
535	CTH B, NB RAMP INTERSECTION	R1-1F	30" X 30"		5.18								MOUNT TO TRAFFIC SIGNAL, FACING WEST
536	VACANT												
537	VACANT												
538	CTH B, NB RAMP INTERSECTION	R4-7	24" X 30"	5.00							1	1	MOUNT TO TRAFFIC SIGNAL, FACING EAST
539	"	R10-50	30" X 36"	7.50									MOUNT TO TRAFFIC SIGNAL, FACING WEST
540	"	R5-1	30" X 30"	6.25							1	1	MOUNT TO TRAFFIC SIGNAL, FACING EAST
541	"	R3-2	24" X 24"	4.00									MOUNT TO TRAFFIC SIGNAL
542	"	R1-1F	30" X 30"		5.18								MOUNT BELOW SIGN #74 ON TRAFFIC SIGNAL
543	"	R3-2	24" X 24"	4.00									MOUNT TO TRAFFIC SIGNAL
544	"	R1-1F	30" X 30"		5.18								MOUNT BELOW SIGN #76 ON TRAFFIC SIGNAL
545	CTH B, EAST OF USH 41 / USH 141	D1-3	84" X 36"	21.00				2			1	2	SEE SIGN DETAIL SHEET
546	"	J2-2	48" X 57"	19.00				1			6	1	NORTH USH 41, NORTH USH 141. SEE PLAN SHEET
547	"	J1-2	48" X 39"	13.00				1			4	1	JCT USH 41, JCT USH 141, SEE PLAN SHEET
548	VACANT												
549	USH 41/USH 141 NB - CTH B, EXIT RAMP	R5-1A	36" X 24"	6.00							1		MOUNT ON BACKSIDE OF SIGN #92
550	"	R5-1	30" X 30"	6.25							1	1	MOUNT TO TRAFFIC SIGNAL, FACING NORTH
551	"	R1-2	36" X 31"	7.75									
552	"	R1-1									1	1	
553	"	J2-1									3		TO CTH J, SEE PLAN SHEET
554	"	R1-1F	30" X 30"		5.18						1	1	MOUNT TO TRAFFIC SIGNAL, FACING SOUTH
555	"	R6-2L	24" X 30"	5.00							1		MOUNT TO TRAFFIC SIGNAL, FACING WEST
556	"	W12-1D	24" X 24"	4.00		1					1	1	
557	"	R5-1A	36" X 24"	6.00							1	1	MOUNT ON BACKSIDE OF SIGN #91
558	"	J2-2	48" X 57"	19.00				1			1		TO CTH HS, CTH B, SEE PLAN SHEET
559	"	D1-2	66" X 24"	11.00			2				1	2	FLINTVILLE, PULASKI, SEE SIGN DETAIL SHEET
560	"	D1-60	90" X 36"	22.50				2			1	2	SUAMICO, SUNSET BEACH RD WEST/EAST, SEE SIGN DETAIL SHEET
561	"	R3-8	36" X 30"	7.50			1						
562	"	R3-8	36" X 30"	7.50			1						
563	"	D7-77L	96" X 42"							1			NEW ZOO BROWN COUNTY REFORESTRATION CAMP, SEE SIGN DETAIL SHEET
564	"	R5-1A	36" X 24"	6.00							1		MOUNT ON BACKSIDE OF SIGN #96
565	"	W3-3	36" X 36"	9.00				1					
566	"	W3-1									1	1	
PAGE SUBTOTALS				197.25	20.72	1	4	8	0	1	29	17	
PROJECT CTH B TOTALS				**392.13**	**41.44**	**1**	**8**	**17**	**0**	**2**	**72**	**37**	

	637.0202 SIGNS REFLECTIVE TYPE II S.F.	637.0402 SIGNS TYPE II FOLDING S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	634.0814 POSTS TUBULAR STEEL 2x2x14 EACH	634.0816 POSTS TUBULAR STEEL 2x2x16 EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SPV.0060.250 V-LOCK EACH
PROJECT 1133-10-72 TOTALS	**2012.52**	**81.44**	**6**	**81**	**50**	**4**	**40**	**10**	**215**	**119**	**48**

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

3

ROADWAY REMOVALS

FROM STATION	TO STATION	ROADWAY	204.0105 REMOVING PAVEMENT BUTT JOINTS SY	SPV.0195.001 REMOVING CONCRETE SURFACE MILLING TON
616+95	617+45	CTH B SE RAMP	145	--
625+08	625+58	CTH B SE RAMP	205	--
625+58	626+25	CTH B SE RAMP	--	35
PROJECT 1133-10-72 TOTAL			350	35

FENCE SAFETY

FROM STATION	TO STATION	ROADWAY	616.0700.S* FENCE SAFETY LF
616+95	626+25	CTH B SE RAMP	520
PROJECT 1133-10-72 TOTAL			520

*ADDITIONAL ITEMS ELSEWHERE

ROADWAY SAWING

FROM STATION	TO STATION	ROADWAY	690.0150* SAWING ASPHALT LF	690.0250* SAWING CONCRETE LF
616+95	626+25	CTH B SE RAMP	35	85
PROJECT 1133-10-72 TOTAL			35	85

*ADDITIONAL ITEMS ELSEWHERE

3

AGGREGATE ITEMS

FROM STATION	TO STATION	ROADWAY	305.0110* BASE AGGREGATE DENSE 3/4-INCH TON	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON
616+95	626+25	CTH B SE RAMP	335	2970
PROJECT 1133-10-72 TOTAL			335	2970

* ADDITIONAL QUANTITIES ELSEWHERE: SEE TRAFFIC SIGNAL INSTALLATION

PAVEMENT ITEMS

FROM STATION	TO STATION	ROADWAY	315.0200 ASPHALTIC BASE WIDENING TON	455.0105* ASPHALTIC MATERIAL PG58-28 TON	455.0605* TACK COAT GAL	460.1110* HMA PAVEMENT TYPE E-10 TON
616+95	626+25	CTH B SE RAMP	395	35	145	610
PROJECT 1133-10-72 TOTAL			395	35	145	610

* ADDITIONAL ITEMS ELSEWHERE

PATCHING AND REPAIR ITEMS

FROM STATION	TO STATION	ROADWAY	390.0201 BASE PATCHING ASPHALTIC TON	SPV.0090.11 JOINT & CRACK REPAIR LF
616+95	626+25	CTH B SE RAMP	10	100
PROJECT 1133-10-72 TOTAL			10	100

TRAFFIC SIGNAL INSTALLATION

LOCATION	204.0155* REMOVING CONCRETE SIDEWALK SY	208.0100* BORROW EXCAVATION CY	305.0120* BASE AGGREGATE DENSE 1-1/4-INCH TON	602.0410* CONCRETE SIDEWALK 5-INCH SF	625.0100* TOPSOIL SY	628.2004* EROSION MAT CLASS I TYPE B SY	630.0120* SEEDING MIXTURE NO. 20 LB	690.0250* SAWING CONCRETE LF
USH 41 NB RAMP TERMINI WITH CTH B	49		10	441	640	640	18	25
USH 41 SB RAMP TERMINI WITH CTH B	48	10	10	432	630	630	17	25
PROJECT 1133-10-72 TOTAL (1300)	**97**	**10**	**20**	**873**	**1270**	**1270**	**35**	**50**

*QUANTITIES LISTED ELSEWHERE: SEE AGGREGATE ITEMS

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

3

FINISHING MATERIALS

FROM STATION	TO STATION	ROADWAY	625.0100* TOPSOIL SY	630.0120* SEEDING MIXTURE NO. 20 LB	630.0200* SEEDING TEMPORARY LB
616+95	626+25	CTH B SE RAMP	995	75	75
UNDISTRIBUTED			250	20	20
PROJECT 1133-10-72 TOTAL			1245	95	95

*ADDITIONAL ITEMS ELSEWHERE

EROSION CONTROL

FROM STATION	TO STATION	ROADWAY	628.1104* EROSION BALES EACH	628.1504* SILT FENCE LF	628.1520* SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.7570* ROCK BAGS EACH	628.1905* MOBILIZATIONS EROSION CONTROL EACH	628.1910* MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
616+95	626+25	CTH B SE RAMP	560	2050	2050	995	160	1	2
UNDISTRIBUTED			140	515	515	250	40	0	0
PROJECT 1133-10-72 TOTAL			700	2565	2565	1245	200	1	2

*ADDITIONAL ITEMS ELSEWHERE

3

TRAFFIC CONTROL ITEMS

ROADWAY	STAGE	STAGE DURATION DAYS	643.0300* TRAFFIC CONTROL DRUMS EACH	DAYS	643.0420* TRAFFIC CONTROL BARRICADES TYPE III EACH	DAYS	643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	DAYS	643.0715* TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	DAYS	643.0900* TRAFFIC CONTROL SIGNS EACH	DAYS	643.0920* TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050* TRAFFIC CONTROL SIGNS PCMS EACH	DAYS
CTH B SE RAMP	RAMP CLOSURE	10	45	450	4	40	4	40	0	0	11	110	1	1	10
CTH B NW RAMP	RAMP CLOSURE	1	45	45	4	4	4	4	0	0	11	11	1	1	1
CTH B	MEDIAN LANE CLOSURE	10	75	750	8	80	0	0	10	100	16	160	0	0	0
CTH B	SHOULDER CLOSURE	10	110	1100	0	0	0	0	0	0	8	80	0	0	0
CTH B INTERCHANGE	ADVANCED WARNING	30	0	0	0	0	0	0	0	0	6	180	0	2	60
UNDISTRIBUTED		--	--	235	--	15	--	5	--	10	--	55	--	--	--
PROJECT 1133-10-72 TOTAL				2580		139		49		110		596	2		71

*ADDITIONAL ITEMS ELSEWHERE

PAVEMENT MARKING

FROM STATION	TO STATION	ROADWAY	646.0106* PAVEMENT MARKING EPOXY 4-INCH WHITE LF	646.0106* PAVEMENT MARKING EPOXY 4-INCH YELLOW LF	646.0126* PAVEMENT MARKING EPOXY 8-INCH WHITE LF	647.0456* PAVEMENT MARKING CURB EPOXY LF
616+95	626+25	CTH B SE RAMP	1090	1070	440	40
PROJECT 1133-10-72 TOTAL			2160		440	40

*ADDITIONAL ITEMS ELSEWHERE

ALL ITEMS ARE CATEGORY 1000 UNLESS OTHERWISE SPECIFIED

3

3

Electrical Service	
	656.0200.005
	Meter Breaker
	Pedestal
	(USH 41 SB & CTH B)
LOCATION	LS
USH 41 SB & CTH B	1
TOTALS	1

Pull Boxes Steel	
	653.0140
	24x42-Inch
LOCATION	EACH
USH 41 SB & CTH B	9
TOTALS	9

Conduit Rigid Nonmetallic Schedule 40				
LOCATION				652.0615
USH 41 SB & CTH B		652.0225	652.0235	Special
		2-Inch	3-Inch	3-Inch
FROM	TO	LF	LF	LF
CB1	PB1		30	
PB1	SB1	10		
PB1	PB2			40
PB2	SB2	10		
PB2	PB3			35
PB3	SB3	10		
PB3	PB4		60	
PB4	SB4	10		
PB4	PB5			70
PB5	SB5	40		
PB5	SB6	10		
PB5	PB6			45
PB6	SB7	15		
PB6	PB7			45
PB7	SB8	30		
PB7	PB8			45
PB8	SB9	10		
PB8	PB9			35
PB9	CB1		20	
CONDUIT FOR UTILITY USE				50
	TOTAL	145	110	365

Removing Pull Box	
	653.0905
LOCATION	EACH
USH 41 SB & CTH B	2
TOTALS	2

Concrete Bases			
			654.0215
	654.0101	654.0102	Control
	Type 1	Type 2	Cabinet
			Type 9
LOCATION	EACH	EACH	EACH
USH 41 SB & CTH B	6	3	1
TOTALS	6	3	1

PLAN SHEET PRODUCED

BY WisDOT - NE Region Traffic Unit

All Items are Category 1300

3

TRAFFIC SIGNALS

		657.0255	657.0420	657.0425			658.0110	658.0115
	657.0100	Transformer Bases Breakaway	Traffic Signal	Traffic Signal	SPV.0060.450	SPV.0060.451	Traffic Signal	Traffic Signal
	Pedestal	11 1/2-Inch	Standard	Standard	Install	Install	Face	Face
	Bases	Bolt Circle	Aluminum	Aluminum	Pole	20-FT	3-12 Inch	4-12 Inch
			13-FT	15-FT	Type 3	Trombone Arm	Vertical	Vertical
LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
USH 41 SB & CTH B	6	3	4	2	3	3	6	2
TOTALS	6	3	4	2	3	3	6	2

TRAFFIC SIGNALS

	658.0155	658.0600	658.0605	658.0610	658.0615	658.0620	658.0625	658.5069.001
	Traffic Signal Face 3-12 Inch Horizontal	LED Modules 12-Inch Red Ball	LED Modules 12-Inch Yellow Ball	LED Modules 12-Inch Green Ball	LED Modules 12-Inch Red Arrow	LED Modules 12-Inch Yellow Arrow	LED Modules 12-Inch Green Arrow	Signal Mounting Hardware (USH 41 SB & CTH B)
LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LS
USH 41 SB & CTH B	3	9	9	8	2	4	3	1
TOTALS	3	9	9	8	2	4	3	1

Lighting Summary

	SPV.0060.452	SPV.0060.453
	Install 12-FT Luminaire Arm	LED Luminaire LED-A
LOCATION	EACH	EACH
USH 41 SB & CTH B	3	3
TOTALS	3	3

Signal Lighting Cable

		655.0305
LOCATION		Type UF
USH 41 SB & CTH B		2-12 AWG
		Grounded
FROM	TO	LF
CB1	SB3	170
SB3	SB5	230
CB1	SB8	190
	TOTALS	590

Electrical Wire Lighting 12 AWG

LOCATION		
USH 41 SB & CTH B		
120 Volt System		655.0610
FROM	TO	LF
SB3	Luminaire	150
SB5	Luminaire	150
SB8	Luminaire	150
	TOTALS	450

PLAN SHEET PRODUCED

BY WisDOT - NE Region Traffic Unit

All Items are Category 1300

TRAFFIC SIGNAL CABLE

USH 41 SB & CTH B			655.0230	655.0260		655.0230	655.0240	658.0215	658.0220
						Base to Head	Base to Head	Blackplates	Blackplates
			5-14	12-14	HEAD	5-14	7-14	Signal Face	Signal Face
			AWG	AWG	NO.	AWG	AWG	3 Section	4 Section
								12-Inch	12-Inch
LOCATION	FROM	TO	LF	LF		LF	LF	EACH	EACH
USH 41 SB Ramp	CB1	SB9	110		11	15		1	
	SB9	SB5	260		10	50		1	
	CB1	SB4	240		9	15		1	
CTH B	CB1	SB1		70	5	15		1	
(east side)	SB1	SB2	100		6	15		1	
	SB2	SB3	100		7	50		1	
CTH B	CB1	SB8		190	4	50		1	
(west side)	SB8	SB7		140	3	20		1	
	SB7	SB6	120		8	20		1	
	CB1	SB7		240	2		20		1
	SB7	SB6		120	1		20		1
		Sub Total	930	760		250	40	9	2
		TOTALS	1,180	760			40	9	2

NB & EB

Red	=	Red
Yellow	=	Orange
Green	=	Green
Left Red	=	Red
Left Yellow	=	Black
Left Flashing Yellow	=	White
Left Green	=	Blue

SB & WB

Red	=	Red w/Black
Yellow	=	Orange w/Black
Green	=	Green w/Black
Left Red	=	Red w/Black
Left Yellow	=	Black w/White
Left Flashing Yellow	=	White w/Black
Left Green	=	Blue w/Black

RAMP

Red	=	Red
Yellow	=	Orange
Green	=	Green

Electrical Wire Traffic Signals 10 AWG

LOCATION		655.0515	655.0515
USH 41 SB & CTH B			
		(Grounded Conductor)	(Equipment Grounding Conductor)
		(White)	(Green)
		LF	LF
FROM	TO		
CB1	SB1	70	70
SB1	PB1		30
SB1	SB2	100	100
SB2	PB2		30
SB2	SB3	100	100
SB3	PB3		30
SB3	SB4	120	120
SB4	PB4		30
SB4	SB5	160	160
SB5	SB6	80	80
SB6	PB5		30
SB6	SB7	120	120
SB7	PB6		40
SB7	SB8	140	140
SB8	PB7		50
SB8	SB9	130	130
SB9	PB8		30
SB9	CB1	110	110
CB1	PB9		40
	Subtotals	1,130	1,440
	TOTALS	2,570	

PLAN SHEET PRODUCED

BY WisDOT - NE Region Traffic Unit

All Items are Category 1300

3

3

Electrical Service	
	656.0200.004
	Meter Breaker
	Pedestal
	(USH 41 NB & CTH B)
LOCATION	LS
USH 41 NB & CTH B	1
TOTALS	1

Pull Boxes Steel	
	653.0140
	24x42-Inch
LOCATION	EACH
USH 41 NB & CTH B	9
TOTALS	9

Conduit Rigid Nonmetallic Schedule 40				
LOCATION				652.0615
USH 41 NB & CTH B		652.0225	652.0235	Special
		2-Inch	3-Inch	3-Inch
FROM	TO	LF	LF	LF
CB1	PB1		40	
CB1	PB1		40	
PB1	SB1	20		
PB1	PB2			40
PB2	SB2	5		
PB2	PB3			40
PB3	SB3	10		
PB3	PB4		70	
PB4	SB4	10		
PB4	PB5			70
PB5	SB5	30		
PB5	SB6	20		
PB5	PB6			50
PB6	SB7	20		
PB6	PB7			50
PB7	SB8	20		
PB7	PB8			60
PB8	SB9	5		
PB8	PB9			40
PB9	PB1		50	
CONDUIT FOR UTILITY USE				50
	TOTAL	140	200	400

Removing Pull Box	
	653.0905
LOCATION	EACH
USH 41 NB & CTH B	2
TOTALS	2

Concrete Bases			
			654.0215
	654.0101	654.0102	Control
	Type 1	Type 2	Cabinet
			Type 9
LOCATION	EACH	EACH	EACH
USH 41 NB & CTH B	6	3	1
TOTALS	6	3	1

PLAN SHEET PRODUCED

BY WisDOT - NE Region Traffic Unit

All Items are Category 1300

3

TRAFFIC SIGNALS

		657.0255	657.0420	657.0425				
		Transformer					658.0110	658.0115
	657.0100	Bases	Traffic	Traffic	SPV.0060.450	SPV.0060.451	Traffic	Traffic
		Breakaway	Signal	Signal			Signal	Signal
	Pedestal	11 1/2-Inch	Standard	Standard	Install	Install	Face	Face
	Bases	Bolt Circle	Aluminum	Aluminum	Pole	20-FT	3-12 Inch	4-12 Inch
			13-FT	15-FT	Type 3	Trombone Arm	Vertical	Vertical
LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
USH 41 NB & CTH B	6	3	4	2	3	3	6	2
TOTALS	6	3	4	2	3	3	6	2

TRAFFIC SIGNALS

	658.0155	658.0600	658.0605	658.0610	658.0615	658.0620	658.0625	658.5069.002
	Traffic							Signal
	Signal	LED Modules	LED Modules	LED Modules	LED Modules	LED Modules	LED Modules	Mounting
	Face	12-Inch	12-Inch	12-Inch	12-Inch	12-Inch	12-Inch	Hardware
	3-12 Inch	Red Ball	Yellow Ball	Green Ball	Red Arrow	Yellow Arrow	Green Arrow	(USH 41 NB & CTH B)
	Horizontal							
LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LS
USH 41 NB & CTH B	3	9	9	8	2	4	3	1
TOTALS	3	9	9	8	2	4	3	1

Lighting Summary

	SPV.0060.452	SPV.0060.453
	Install	LED
	12-FT	Luminaire
	Luminaire Arm	LED-A
LOCATION	EACH	EACH
USH 41 NB & CTH B	3	3
TOTALS	3	3

Signal Lighting Cable

		655.0305
LOCATION		Type UF
USH 41 NB & CTH B		2-12 AWG
		Grounded
FROM	TO	LF
CB1	SB3	180
SB3	SB5	230
CB1	SB8	270
	TOTALS	680

Electrical Wire Lighting 12 AWG

LOCATION		
USH 41 NB & CTH B		
120 Volt System		655.0610
FROM	TO	LF
SB3	Luminaire	150
SB5	Luminaire	150
SB8	Luminaire	150
	TOTALS	450

PLAN SHEET PRODUCED

BY WisDOT - NE Region Traffic Unit

All Items are Category 1300

3

3

TRAFFIC SIGNAL CABLE

USH 41 NB & CTH B			655.0230	655.0240	655.0260		655.0230	655.0240	658.0215	658.0220
							Base to Head	Base to Head	Blackplates	Blackplates
			5-14	7-14	12-14	HEAD	5-14	7-14	Signal Face	Signal Face
			AWG	AWG	AWG	NO.	AWG	AWG	3 Section	4 Section
									12-Inch	12-Inch
LOCATION	FROM	TO	LF	LF	LF		LF	LF	EACH	EACH
USH 41 NB Ramp	CB1	SB9	190			11	15		1	
	SB9	SB5	260			10	50		1	
	CB1	SB4	250			9	15		1	
CTH B	CB1	SB8			270	7	50		1	
(east side)	SB8	SB7			130	6	20		1	
	SB7	SB6			130	3	20		1	
	CB1	SB7		330		5		20		1
	SB7	SB6		130		4		20		1
CTH B	CB1	SB1			90	8	15		1	
(west side)	SB1	SB2			110	1	15		1	
	SB2	SB3			100	2	50		1	
		Sub Total	700	460	830		250	40	9	2
		TOTALS	950	500	830				9	2

NB & EB

Red	=	Red
Yellow	=	Orange
Green	=	Green
Left Red	=	Red
Left Yellow	=	Black
Left Flashing Yellow	=	White
Left Green	=	Blue

SB & WB

Red	=	Red w/Black
Yellow	=	Orange w/Black
Green	=	Green w/Black
Left Red	=	Red w/Black
Left Yellow	=	Black w/White
Left Flashing Yellow	=	White w/Black
Left Green	=	Blue w/Black

RAMP

Red	=	Red
Yellow	=	Orange
Green	=	Green

Electrical Wire Traffic Signals 10 AWG

LOCATION		655.0515	655.0515
USH 41 NB & CTH B			
		(Grounded Conductor)	(Equipment Grounding Conductor)
		(White)	(Green)
		LF	LF
FROM	TO		
CB1	SB1	90	90
SB1	PB1		40
SB1	SB2	110	110
SB2	PB2		20
SB2	SB3	100	100
SB3	PB3		30
SB3	SB4	130	130
SB4	PB4		30
SB4	SB5	150	150
SB5	SB6	80	80
SB6	PB5		40
SB6	SB7	130	130
SB7	PB6		40
SB7	SB8	130	130
SB8	PB7		40
SB8	SB9	130	130
SB9	PB8		20
SB9	PB9		70
SB9	CB1	190	190
	Subtotals	1,240	1,570
	TOTALS	2,810	

PLAN SHEET PRODUCED

BY WisDOT - NE Region Traffic Unit

All Items are Category 1300

LIGHTING CONDUIT AND WIRE

FROM	-	TO	652.0125 * CONDUIT RIGID METALLIC 2-INCH LF	652.0225 * CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 * CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 * CONDUIT SPECIAL 3-INCH LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	REMARKS
PROJECT ID 1133-10-78										
ALL ITEMS ARE CATEGORY 1100										
PB100	-	SL100	--	--	20	--	35	180	--	--
PB100	-	SL101	--	86	--	--	--	480	--	--
SL101	-	PB101	--	64	--	--	80	375	--	--
PB101	-	PB102	--	--	69	--	--	400	--	--
PB102	-	SL102	--	--	47	--	--	232	--	--
PB102	-	SL103	--	72	--	--	87	249	--	--
SL103	-	PB103	--	61	--	--	76	--	--	--
PB103	-	PB104	--	--	102	--	--	--	--	--
PB104	-	CB100	--	--	78	--	93	445	--	--
PB104	-	CB100	--	--	73	--	--	--	--	--
PB104	-	CB100	--	--	71	--	--	--	--	--
PB104	-	SL104	--	--	16	--	--	168	--	--
PB104	-	SL105	--	82	--	--	--	465	--	--
SL105	-	PB105	--	42	--	--	57	265	--	--
PB105	-	PB106	--	--	64	--	--	380	--	--
PB106	-	SL106	--	--	53	--	68	390	--	--
PB106	-	SL107	--	78	--	--	93	450	--	--
SL107	-	PB107	--	70	--	--	85	410	--	--
PB107	-	PB100	--	--	83	--	--	475	--	--
CB200	-	PB200	--	--	25	--	40	--	180	--
CB200	-	PB200	--	--	25	--	--	--	180	--
CB200	-	PB200	--	--	25	--	--	--	--	--
CB200	-	PB200	--	--	25	--	--	--	--	--
PB200	-	SL200	--	--	43	--	--	--	330	--
PB200	-	PB201	--	--	94	--	--	--	--	--
PB200	-	SL201	--	--	70	--	--	--	410	--
SL201	-	PB201	--	24	--	--	39	--	252	--
PB201	-	SL202	--	--	65	--	--	--	231	--
PB201	-	PB202	--	--	65	--	--	--	385	--
PB201	-	PB202	--	65	--	--	--	--	--	--
PB202	-	PB203	--	--	188	--	203	--	--	--
PB202	-	SL203	--	41	--	--	--	--	265	--
SL203	-	SL204	--	133	--	--	--	--	725	--
SL204	-	PB203	--	13	--	--	28	--	125	--
PB203	-	PB204	--	--	91	--	--	--	515	--
PB203	-	PB204	--	--	91	--	--	--	--	--
PB204	-	SL205	--	23	--	--	38	--	210	--
PB204	-	SL206	--	96	--	--	111	--	540	--
SL206	-	PB205	--	77	--	--	92	--	445	--
PB205	-	PB206	--	--	51	--	--	--	305	--
PB206	-	SL207	--	--	14	--	29	--	360	--
PB206	-	PB207	--	--	47	--	--	--	570	--
PB207	-	SL208	--	--	197	--	212	--	1,035	--
SL208	-	SL223	--	192	--	--	--	--	1,020	--
SL223	-	SL224	--	176	--	--	--	--	940	--
SL224	-	SL225	--	133	--	--	--	--	435	--
PB207	-	PB208	--	--	136	--	--	--	740	--
PB208	-	SL209	--	--	10	--	25	--	120	--
PB208	-	PB209	--	--	43	--	--	--	265	--
PB209	-	SL210	--	--	75	--	90	--	510	--
PB209	-	PB200	--	75	--	--	--	--	425	--
PB203	-	SL211	95	--	--	--	--	--	715	--
PB204	-	SL222	92	--	--	--	--	--	1,150	--
SUBTOTALS			**187**	**1603**	**2056**	**0**	**1581**	**5364**	**13383**	

LIGHTING CONDUIT AND WIRE - CONTINUED

FROM	-	TO	652.0125 * CONDUIT RIGID METALLIC 2-INCH LF	652.0225 * CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 * CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 * CONDUIT SPECIAL 3-INCH LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	REMARKS
ALL ITEMS ARE CATEGORY 1100										
SUBTOTALS FROM PREVIOUS SHEET			187	1603	2056	0	1581	5364	13383	
SL211	-	PB210	66	--	--	--	--	--	1,005	--
PB210	-	SL212	--	18	--	--	33	--	140	--
SL212	-	SL213	--	89	--	--	--	--	495	--
SL213	-	PB211	--	62	--	--	77	--	360	--
PB211	-	PB212	--	--	51	--	--	--	305	--
PB212	-	SL214	--	--	14	--	29	--	360	--
PB212	-	PB213	--	--	39	--	--	--	440	--
PB213	-	SL215	--	174	--	--	68	--	895	--
SL215	-	SL226	--	174	--	--	--	--	920	--
SL226	-	SL227	--	170	--	--	--	--	900	--
SL227	-	SL228	--	133	--	--	--	--	429	--
PB213	-	PB214	--	118	--	--	--	--	640	--
PB214	-	SL216	--	--	16	--	31	--	104	--
PB214	-	PB215	--	--	44	--	--	--	162	--
PB215	-	SL217	--	--	43	--	58	--	159	--
PB215	-	PB216	--	--	90	--	--	--	--	--
PB216	-	SL218	--	--	24	--	39	--	87	--
PB216	-	PB217	--	--	129	--	--	--	423	--
PB217	-	SL219	--	89	--	--	--	--	303	--
PB217	-	PB218	--	--	41	--	80	--	318	--
PB218	-	SL220	--	23	--	--	38	--	210	--
SL220	-	SL221	--	132	--	--	--	--	720	--
SL221	-	PB219	--	48	--	--	63	--	300	--
PB219	-	PB210	--	--	75	--	--	--	435	--
PB219	-	SL222	65	--	--	--	--	--	580	--
CB300	-	PB300	--	--	31	--	46	215	--	--
CB300	-	PB300	--	--	31	--	--	--	--	--
CB300	-	PB300	--	--	31	--	--	--	--	--
PB300	-	SL300	--	--	37	--	--	294	--	--
PB300	-	SL301	--	77	--	--	--	445	--	--
SL301	-	PB301	--	47	--	--	62	295	--	--
PB301	-	PB302	--	--	86	--	--	480	--	--
PB302	-	SL302	--	--	20	--	35	300	--	--
PB302	-	PB303	--	--	38	--	73	240	--	--
PB303	-	PB304	--	92	--	--	--	515	--	--
PB304	-	PB305	--	--	46	--	76	290	--	--
PB305	-	SL303	--	--	15	--	30	260	--	--
PB305	-	PB306	--	--	50	--	--	305	--	--
PB306	-	SL304	--	76	--	--	80	435	--	--
SL304	-	PB307	--	50	--	--	65	300	--	--
PB307	-	PB308	--	--	72	--	--	410	--	--
PB308	-	SL305	--	--	50	--	65	248	--	--
PB308	-	SL306	--	74	--	--	--	255	--	--
SL306	-	PB309	--	79	--	--	94	--	--	--
PB309	-	PB300	--	--	76	--	--	--	--	--
UNDISTRIBUTED			--	--	--	250	--	--	--	--
PROJECT ID 1133-10-78 TOTALS			**318**	**3328**	**3205**	**250**	**2723**	**10651**	**24073**	

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LIGHTING CONDUIT AND WIRE - CONTINUED

FROM	-	TO	652.0125 * CONDUIT RIGID METALLIC 2-INCH LF	652.0225 * CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 * CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 * CONDUIT SPECIAL 3-INCH LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	REMARKS
PROJECT ID 1133-10-81										
ALL ITEMS ARE CATEGORY 1100										
--	-	--	--	--	--	--	--	--	--	--
--	-	--	--	--	--	--	--	--	--	--
--	-	--	--	--	--	--	--	--	--	--
STUB	-	LB103	--	--	175	--	--	--	--	--
LB103	-	LB104	--	--	283	--	--	--	--	--
LB104	-	LB105	--	--	272	--	--	--	--	--
LB105	-	LB106	--	--	275	--	--	--	--	--
LB106	-	LB107	--	--	275	--	--	--	--	--
LB107	-	LB108	--	--	275	--	--	--	--	--
LB108	-	LB109	--	--	275	--	--	--	--	--
LB109	-	LB110	--	--	275	--	--	--	--	--
LB110	-	LB111	--	--	287	--	--	--	--	--
LB111	-	LB112	--	--	265	--	--	--	--	--
LB112	-	LB113	--	--	275	--	--	--	--	--
LB113	-	LB114	--	--	290	--	--	--	--	--
LB114	-	LB115	--	--	291	--	--	--	--	--
LB115	-	LB116	--	--	310	--	--	--	--	--
LB116	-	LB117	--	--	295	--	--	--	--	--
LB117	-	LB118	--	--	280	--	--	--	--	--
LB118	-	LB119	--	--	260	--	--	--	--	--
LB119	-	LB120	--	--	283	--	--	--	--	--
LB120	-	LB121	--	--	268	--	--	--	--	--
LB121	-	LB122	--	--	270	--	--	--	--	--
LB122	-	LB123	--	--	285	--	--	--	--	--
LB123	-	LPB108	--	--	285	--	--	--	--	--
--	-	--	--	--	--	--	--	--	--	--
--	-	--	--	--	--	--	--	--	--	--
LB109	-	LPB102	--	--	87	--	--	--	--	--
LB109	-	LPB103	--	--	96	--	--	--	--	--
LPB104	-	LPB105	--	--	94	--	--	--	--	--
LPB105	-	LB119	--	--	75	--	--	--	--	--
LB119	-	LPB106	--	--	75	--	--	--	--	--
LPB106	-	LPB107	--	--	97	--	--	--	--	--
UNDISTRIBUTED			--	--	--	250	--	--	--	--
PROJECT ID 1133-10-81 TOTALS			**0**	**0**	**6573**	**250**	**0**	**0**	**0**	
CONTRACT TOTALS			**318**	**3328**	**9778**	**500**	**2723**	**10651**	**24073**	

LIGHTING PULLBOXES

PULLBOX NUMBER	STATION	OFFSET	R/L	653.0140 * PULLBOXES STEEL 24X42-INCH EACH	SPV.0090.366 PULLBOX DRAIN DUCT LF
PROJECT ID 1133-10-78					
ALL ITEMS ARE CATEGORY 1100					
PB 100	52+60.6'MEB'	29.6'	RT	1	12
PB 101	13+77.9'WDN'	43.6'	LT	1	20
PB 102	13+83.9'WDN'	24.8'	RT	1	--
PB 103	55+37.3'MEB'	38.6'	RT	1	--
PB 104	55+53.1'MEB'	61.8'	LT	1	--
PB 105	16+52.7'WDN'	22.1'	RT	1	--
PB 106	16+66.6'WDN'	40.7'	LT	1	25
PB 107	52+61.2'MEB'	53.3'	LT	1	50
PB 200	57+8.1'MEB'	58.5'	RT	1	23
PB 201	1310+84.3'MD'	56.1'	LT	1	20
PB 202	1310+84.3'MD'	8.5'	RT	1	--
PB 203	60+44.3'MEB'	45.2'	RT	1	--
PB 204	60+53.7'MEB'	45.0'	LT	1	--
PB 205	1312+78.7'MC'	5.9'	RT	1	--
PB 206	1312+77.3'MC'	44.8'	LT	1	--
PB 207	1312+70.8'MC'	91.8'	LT	1	20
PB 208	57+22.9'MEB'	57.8'	LT	1	25
PB 209	57+12.9'MEB'	15.2'	LT	1	--
PB 210	63+69.5'MEB'	29.8'	RT	1	--
PB 211	1310+71.8'MA'	5.7'	LT	1	--
PB 212	1310+73.2'MA'	45.1'	RT	1	--
PB 213	1310+78.2'MA'	84.4'	RT	1	--
PB 214	66+89.9'MEB'	30.3'	RT	1	27
PB 215	66+89.3'MEB'	5.3'	LT	1	--
PB 216	67+36.0'MEB'	89.0'	LT	1	12
PB 217	1312+3.9'MB'	37.2'	RT	1	--
PB 218	1312+3.4'MB'	13.9'	LT	1	--
PB 219	63+72.9'MEB'	30.2'	LT	1	--
PB 300	71+65.8'MEB'	44.6'	LT	1	33
PB 301	46+77.9'EDN'	23.0'	RT	1	--
PB 302	47+7.8'EDN'	57.6'	LT	1	--
PB 303	47+17.0'EDN'	95.0'	LT	1	--
PB 304	68+71.0'MEB'	64.1'	LT	1	--
PB 305	68+75.0'MEB'	27.3	LT	1	--
PB 306	68+87.8'MEB'	29.6'	RT	1	--
PB 307	44+21.3'EDN'	42.1'	LT	1	--
PB 308	44+24.3'EDN'	29.8'	RT	1	--
PB 309	71+53.4'MEB'	30.1'	RT	1	20
PROJECT ID 1133-10-78 TOTALS				**38**	**287**
PROJECT ID 1133-10-81					
ALL ITEMS ARE CATEGORY 1100					
LPB 100	NOT	USED		--	--
LPB 101	NOT	USED		--	--
LPB 102	1274+25'NMC'	114.5'	LT	1	15
LPB 103	1274+25'NMC'	54.0'	RT	1	15
LPB 104	1302+12'MD'	31.5'	LT	1	15
LPB 105	1302+21'NMC'	101.5'	LT	1	--
LPB 106	1302+21'NMC'	40.0'	RT	1	--
LPB 107	1302+10'MA'	35.0'	RT	1	15
LPB 108	1315+90'NMC'	28.5'	LT	1	15
PROJECT ID 1133-10-81 TOTALS				**7**	**75**
CONTRACT TOTALS				**45**	**362**

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING BASES

LIGHT NUMBER	STATION	OFFSET	R/L	654.0105 CONCRETE BASES TYPE 5 EACH	SPV.0060.356 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK EACH	SPV.0060.354 CONCRETE BASES TYPE W EACH	SPV.0060.352 CONCRETE BASE TYPE 1 EACH	SPV.0060.353 MEDIAN BARRIER TYPE 2 EACH	SPV.0060.365 ANCHOR BOLT COVER SHROUD EACH
PROJECT ID 1133-10-78									
ALL ITEMS ARE CATEGORY 1100									
SL 100	52+39.0'MEB'	33.5'	RT	--	--	1	--	--	--
SL 101	53+63.5'MEB'	43.5'	RT	--	--	1	--	--	--
SL 102	13+29.0'WDN'	25.9'	RT	--	--	1	--	--	--
SL 103	54+77.0'MEB'	48.8'	RT	--	--	1	--	--	--
SL 104	55+67.5'MEB'	62.1'	LT	--	--	1	--	--	--
SL 105	16+7.0'WDN'	30.1'	RT	--	--	1	--	--	--
SL 106	17+13.5'WDN'	39.6'	LT	--	--	1	--	--	--
SL 107	52+99.0'MEB'	86.5'	LT	--	--	1	--	--	--
SL 200	56+65.0'MEB'	56.4'	RT	1	1	--	--	--	--
SL 201	58+24.0'MEB'	83.2'	RT	1	1	--	--	--	--
SL 202	1309+43.0'MD'	45.9'	LT	1	1	--	--	--	--
SL 203	58+99.5'MEB'	37.5'	RT	1	1	--	--	--	--
SL 204	60+29.5'MEB'	43.4'	RT	1	1	--	--	--	--
SL 205	60+70.5'MEB'	57.5'	LT	1	1	--	--	--	--
SL 206	60+3.0'MEB'	110.8'	LT	1	1	--	--	--	--
SL 207	1312+99.0'MC'	43.1'	LT	1	1	--	--	--	--
SL 208	1314+86.5'MC'	38.7'	LT	1	1	--	--	--	--
SL 209	57+14.5'MEB'	61.5'	LT	1	1	--	--	--	--
SL 210	57+77.0'MEB'	34.4'	LT	1	1	--	--	--	--
SL 211	61+76.5'MEB'	28.4'	RT	--	--	--	--	--	--
SL 212	63+81.0'MEB'	43.2'	RT	1	1	--	--	--	--
SL 213	65+3.5'MEB'	49.0'	RT	1	1	--	--	--	--
SL 214	1310+51.0'MA'	44.2'	RT	1	1	--	--	--	--
SL 215	1308+79.0'MA'	42.6'	RT	1	1	--	--	--	--
SL 216	67+6.0'MEB'	33.5'	RT	1	1	--	--	--	--
SL 217	66+48.0'MEB'	21.2'	LT	1	1	--	--	--	--
SL 218	67+59.0'MEB'	81.1'	LT	--	--	--	--	--	--
SL 219	1312+93.0'MB'	29.0'	RT	1	1	--	--	--	--
SL 220	65+88.0'MEB'	156.1'	LT	1	1	--	--	--	--
SL 221	64+4.0'MEB'	66.9'	LT	1	1	--	--	--	--
SL 222	62+69.5'MEB'	42.4'	LT	--	--	--	--	--	--
SL 223	1316+68.5'MC'	29.0'	LT	1	1	--	--	--	--
SL 224	1318+41.5'MC'	49.0'	LT	1	1	--	--	--	--
SL 225	1319+73.5'MC'	49.0'	LT	1	1	--	--	--	--
SL 226	1307+13.0'MA'	38.0'	RT	1	1	--	--	--	--
SL 227	1305+53.5'MA'	58.0'	RT	1	1	--	--	--	--
SL 228	1304+21.0'MA'	58.0'	RT	1	1	--	--	--	--
SL 300	72+1.5'MEB'	44.0'	LT	--	--	1	--	--	--
SL 301	71+25.5'MEB'	97.2'	LT	--	--	1	--	--	--
SL 302	47+27.0'EDN'	51.5'	LT	--	--	1	--	--	--
SL 303	68+67.5'MEB'	15.2'	LT	--	--	1	--	--	--
SL 304	69+66.5'MEB'	59.6'	RT	--	--	1	--	--	--
SL 305	43+69.0'EDN'	35.3'	RT	--	--	1	--	--	--
SL 306	70+69.5'MEB'	36.7'	RT	--	--	1	--	--	--
PROJECT ID 1133-10-78 TOTALS				**26**	**26**	**15**	**0**	**0**	**0**

3

3

LIGHTING BASES - CONTINUED

LIGHT NUMBER	STATION	OFFSET	R/L	654.0105 CONCRETE BASES TYPE 5 EACH	SPV.0060.356 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK EACH	SPV.0060.354 CONCRETE BASES TYPE W EACH	SPV.0060.352 CONCRETE BASE TYPE 1 EACH	SPV.0060.353 MEDIAN BARRIER TYPE 2 EACH	SPV.0060.365 ANCHOR BOLT COVER SHROUD EACH
PROJECT ID 1133-10-81									
ALL ITEMS ARE CATEGORY 1100									
LB 100	NOT USED			--	--	--	--	--	--
LB 101	NOT USED			--	--	--	--	--	--
LB 102	NOT USED			--	--	--	--	--	--
LB 103	1257+71.0'NMC'	29.4'	LT	--	--	--	1	--	1
LB 104	1260+46.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 105	1263+18.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 106	1265+93.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 107	1268+67.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 108	1271+42.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 109	1274+17.0'NMC'	30.2'	LT	--	--	--	--	1	1
LB 110	1276+92.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 111	1279+78.5'NMC'	30.2'	LT	--	--	--	1	--	1
LB 112	1282+42.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 113	1285+17.5'NMC'	30.2'	LT	--	--	--	1	--	1
LB 114	1288+7.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 115	1290+97.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 116	1293+99.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 117	1296+93.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 118	1299+72.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 119	1302+31.0'NMC'	30.2'	LT	--	--	--	--	1	1
LB 120	1305+15.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 121	1307+84.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 122	1310+54.0'NMC'	30.2'	LT	--	--	--	1	--	1
LB 123	1313+29.0'NMC'	30.2'	LT	--	--	--	1	--	1
PROJECT ID 1133-10-81 TOTALS				**0**	**0**	**0**	**19**	**2**	**21**
CONTRACT TOTALS				**26**	**26**	**15**	**19**	**2**	**21**

LIGHTING CONTROL

CABINET NUMBER	STATION	OFFSET	R/L	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	SPV.0060.361 LIGHTING CONTROL CABINET EACH	656.0200.001 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	656.0200.002 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	656.0200.003 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS
PROJECT ID 1133-10-78								
ALL ITEMS ARE CATEGORY 1100								
CB100	56+19.0'MEB'	77.0'	RT	1	1	1	--	--
CB200	56+89.3'MEB'	74.4'	RT	1	--	--	1	--
CB300	71+92.0'MEB'	59.7'	LT	1	1	--	--	1
PROJECT ID 1133-10-78 TOTALS				**3**	**2**	**1**	**1**	**1**
CONTRACT TOTALS				**3**	**2**	**1**	**1**	**1**

ROUNDABOUT LIGHTING

LIGHT NUMBER	STATION	OFFSET	R/L	SPV.0060.355 POLES TYPE 5 ALUMINUM BLACK EACH	SPV.0060.357 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT BLACK EACH	SPV.0060.367 LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 12-FT BLACK EACH	SPV.0060.358 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT BLACK EACH	SPV.0060.362 FIBERGLASS STREET LIGHT POLE INSTALL ONLY EACH	SPV.0060.363 STREET LIGHT MAST ARM 10 FOOT INSTALL ONLY EACH	SPV.0060.364 BOX STYLE LUMINAIRE LED INSTALL ONLY EACH	SPV.0060.359 LUMINAIRES UTILITY LED CATEGORY A EACH	SPV.0060.360 LUMINAIRES UTILITY LED CATEGORY C EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
PROJECT ID 1133-10-78													
ALL ITEMS ARE CATEGORY 1100													
SL 100	52+39.0'MEB'	33.5'	RT	--	--	--	--	1	1	1	--	--	132
SL 101	53+63.5'MEB'	43.5'	RT	--	--	--	--	1	1	1	--	--	132
SL 102	13+29.0'WDN'	25.9'	RT	--	--	--	--	1	1	1	--	--	132
SL 103	54+77.0'MEB'	48.8'	RT	--	--	--	--	1	1	1	--	--	132
SL 104	55+67.5'MEB'	62.1'	LT	--	--	--	--	1	1	1	--	--	132
SL 105	16+7.0'WDN'	30.1'	RT	--	--	--	--	1	1	1	--	--	132
SL 106	17+13.5'WDN'	39.6'	LT	--	--	--	--	1	1	1	--	--	132
SL 107	52+99.0'MEB'	86.5'	LT	--	--	--	--	1	1	1	--	--	132
SL 200	56+65.0'MEB'	56.4'	RT	1	1	--	--	--	--	--	--	1	144
SL 201	58+24.0'MEB'	83.2'	RT	1	1	--	--	--	--	--	--	1	144
SL 202	1309+43.0'MD'	45.9'	LT	1	1	--	--	--	--	--	--	1	144
SL 203	58+99.5'MEB'	37.5'	RT	1	1	--	--	--	--	--	--	1	144
SL 204	60+29.5'MEB'	43.4'	RT	1	1	--	--	--	--	--	--	1	144
SL 205	60+70.5'MEB'	57.5'	LT	1	1	--	--	--	--	--	--	1	144
SL 206	60+3.0'MEB'	110.8'	LT	1	1	--	--	--	--	--	--	1	144
SL 207	1312+99.0'MC'	43.1'	LT	1	2	--	--	--	--	--	--	2	288
SL 208	1314+86.5'MC'	38.7'	LT	1	1	--	--	--	--	--	--	1	144
SL 209	57+14.5'MEB'	61.5'	LT	1	1	--	--	--	--	--	--	1	144
SL 210	57+77.0'MEB'	34.4'	LT	1	1	--	--	--	--	--	--	1	144
SL 211	61+76.5'MEB'	28.4'	RT	1	--	--	1	--	--	--	--	1	126
SL 212	63+81.0'MEB'	43.2'	RT	1	1	--	--	--	--	--	--	1	144
SL 213	65+3.5'MEB'	49.0'	RT	1	1	--	--	--	--	--	--	1	144
SL 214	1310+51.0'MA'	44.2'	RT	1	2	--	--	--	--	--	--	2	288
SL 215	1308+79.0'MA'	42.6'	RT	1	1	--	--	--	--	--	--	1	144
SL 216	67+6.0'MEB'	33.5'	RT	1	1	--	--	--	--	--	--	1	144
SL 217	66+48.0'MEB'	21.2'	LT	1	1	--	--	--	--	--	--	1	144
SL 218	67+59.0'MEB'	81.1'	LT	--	--	1	--	--	--	--	--	1	144
SL 219	1312+93.0'MB'	29.0'	RT	1	1	--	--	--	--	--	--	1	144
SL 220	65+88.0'MEB'	156.1'	LT	1	1	--	--	--	--	--	--	1	144
SL 221	64+4.0'MEB'	66.9'	LT	1	1	--	--	--	--	--	--	1	144
SL 222	62+69.5'MEB'	42.4'	LT	1	--	--	1	--	--	--	--	1	126
SL 223	1316+68.5'MC'	29.0'	LT	1	1	--	--	--	--	--	--	1	144
SL 224	1318+41.5'MC'	49.0'	LT	1	1	--	--	--	--	--	1	--	144
SL 225	1319+73.5'MC'	49.0'	LT	1	1	--	--	--	--	--	1	--	144
SL 226	1307+13.0'MA'	38.0'	RT	1	1	--	--	--	--	--	--	1	144
SL 227	1305+53.5'MA'	58.0'	RT	1	1	--	--	--	--	--	1	--	144
SL 228	1304+21.0'MA'	58.0'	RT	1	1	--	--	--	--	--	1	--	144
SL 300	72+1.5'MEB'	44.0'	LT	--	--	--	--	1	1	1	--	--	132
SL 301	71+25.5'MEB'	97.2'	LT	--	--	--	--	1	1	1	--	--	132
SL 302	47+27.0'EDN'	51.5'	LT	--	--	--	--	1	2	2	--	--	264
SL 303	68+67.5'MEB'	15.2'	LT	--	--	--	--	1	2	2	--	--	264
SL 304	69+66.5'MEB'	59.6'	RT	--	--	--	--	1	1	1	--	--	132
SL 305	43+69.0'EDN'	35.3'	RT	--	--	--	--	1	1	1	--	--	132
SL 306	70+69.5'MEB'	36.7'	RT	--	--	--	--	1	1	1	--	--	132
PROJECT ID 1133-10-78 TOTALS				**28**	**28**	**1**	**2**	**15**	**17**	**17**	**4**	**27**	**6672**
CONTRACT TOTALS				**28**	**28**	**1**	**2**	**15**	**17**	**17**	**4**	**27**	**6672**

W. DEERFIELD AVE.

N

SIGN

R/L USH 41 SB

1232+00 SMC | USH 41 SB | 1234+00 SMC | 1236+00 SMC | 1238+00 SMC | 1240+00 SMC | 1242+00 SMC

PHRAGMITES SOIL (TYP.)

MATCHLINE 1242+50 NMC

1232+00 NMC | 1234+00 NMC | 1236+00 NMC | 1238+00 NMC | 1240+00 NMC | 1242+00 NMC

USH 41 NB

R/L USH 41 NB

E. DEERFIELD AVE.

SLOPE INTERCEPT

5

5

620 610 600 590 580 570 560 550

EXISTING PROFILE AT ℄ USH 41

G = 0.13%

BEGIN DITCH PROFILE

PVI 1235+20.00 NMC
Elev 579.00

EXISTING PROFILE ELEVATIONS

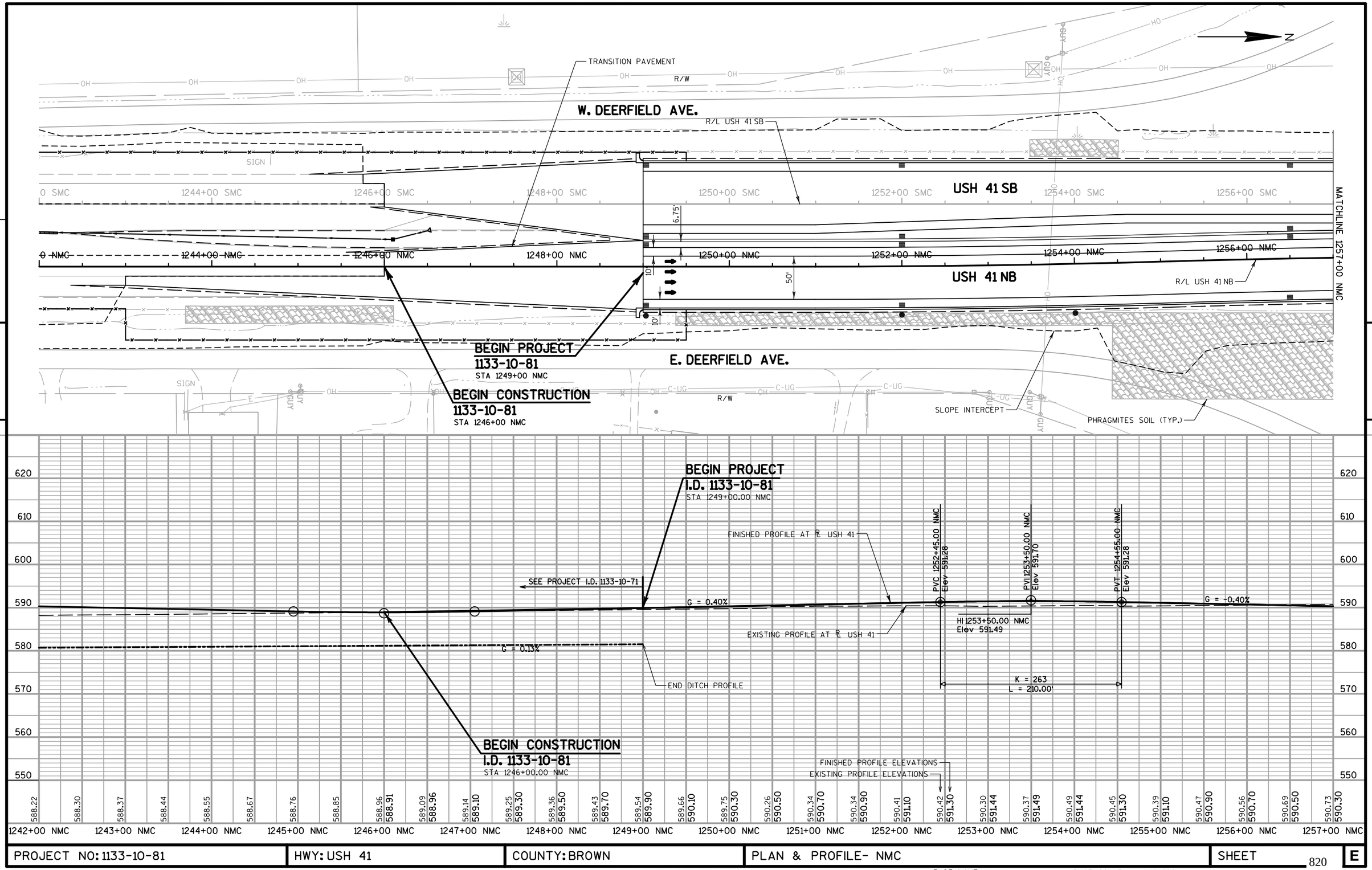
590.40 590.25 590.01 589.89 589.63 589.38 589.25 589.01 588.77 588.57 588.35 588.32 588.24 588.06 588.00 587.96 587.95 587.95 587.94 587.94 587.97 588.02 588.08 588.15 588.22

1227+00 NMC 1228+00 NMC 1229+00 NMC 1230+00 NMC 1231+00 NMC 1232+00 NMC 1233+00 NMC 1234+00 NMC 1235+00 NMC 1236+00 NMC 1237+00 NMC 1238+00 NMC 1239+00 NMC 1240+00 NMC 1241+00 NMC 1242+00 NMC

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- NMC	SHEET 819	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050101a_pp_NMC.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.026

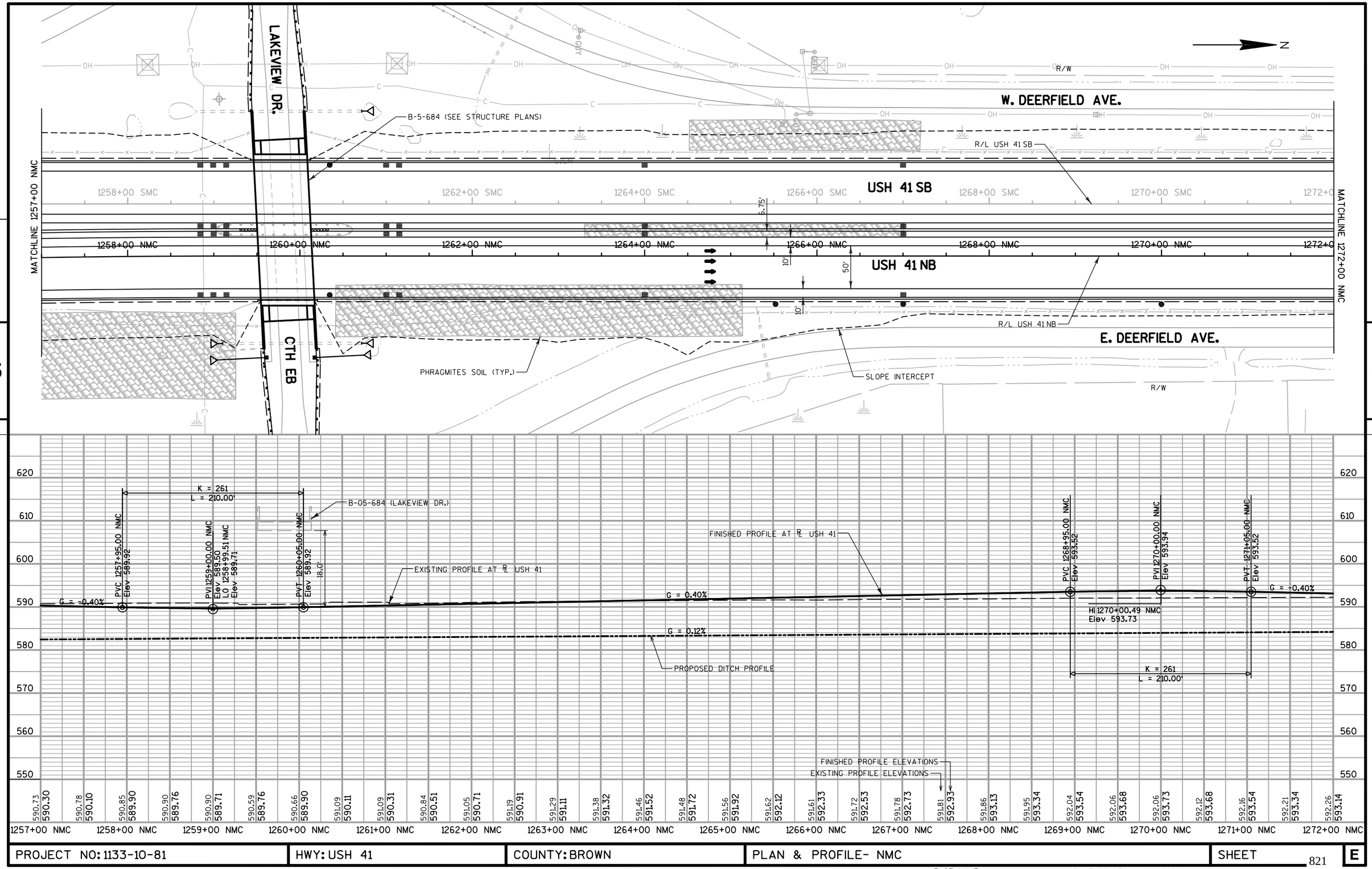
WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- NMC	SHEET 820	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050101b_pp_NMC.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.026

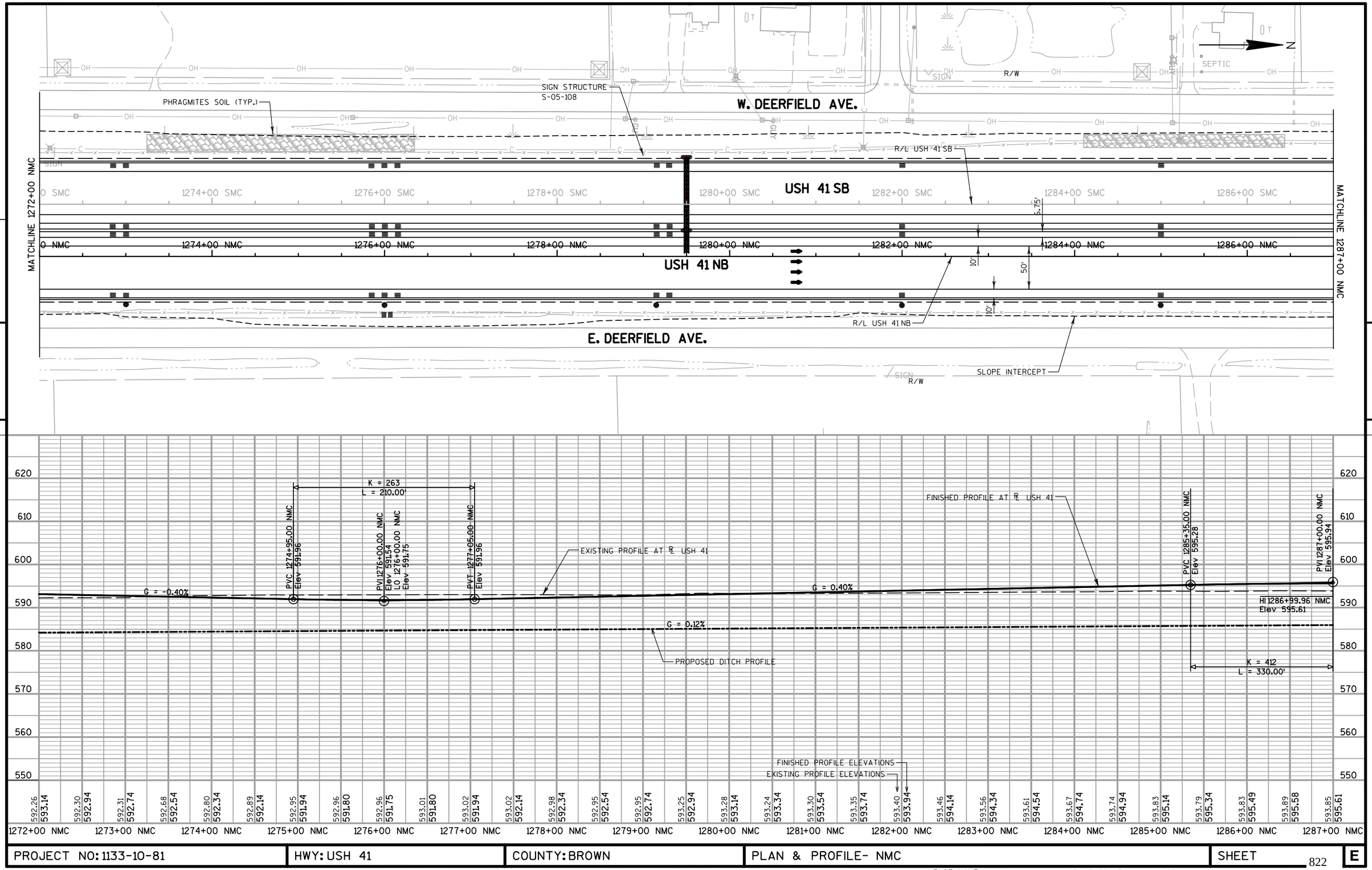
WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- NMC	SHEET 821	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050102_pp_NMC.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.026

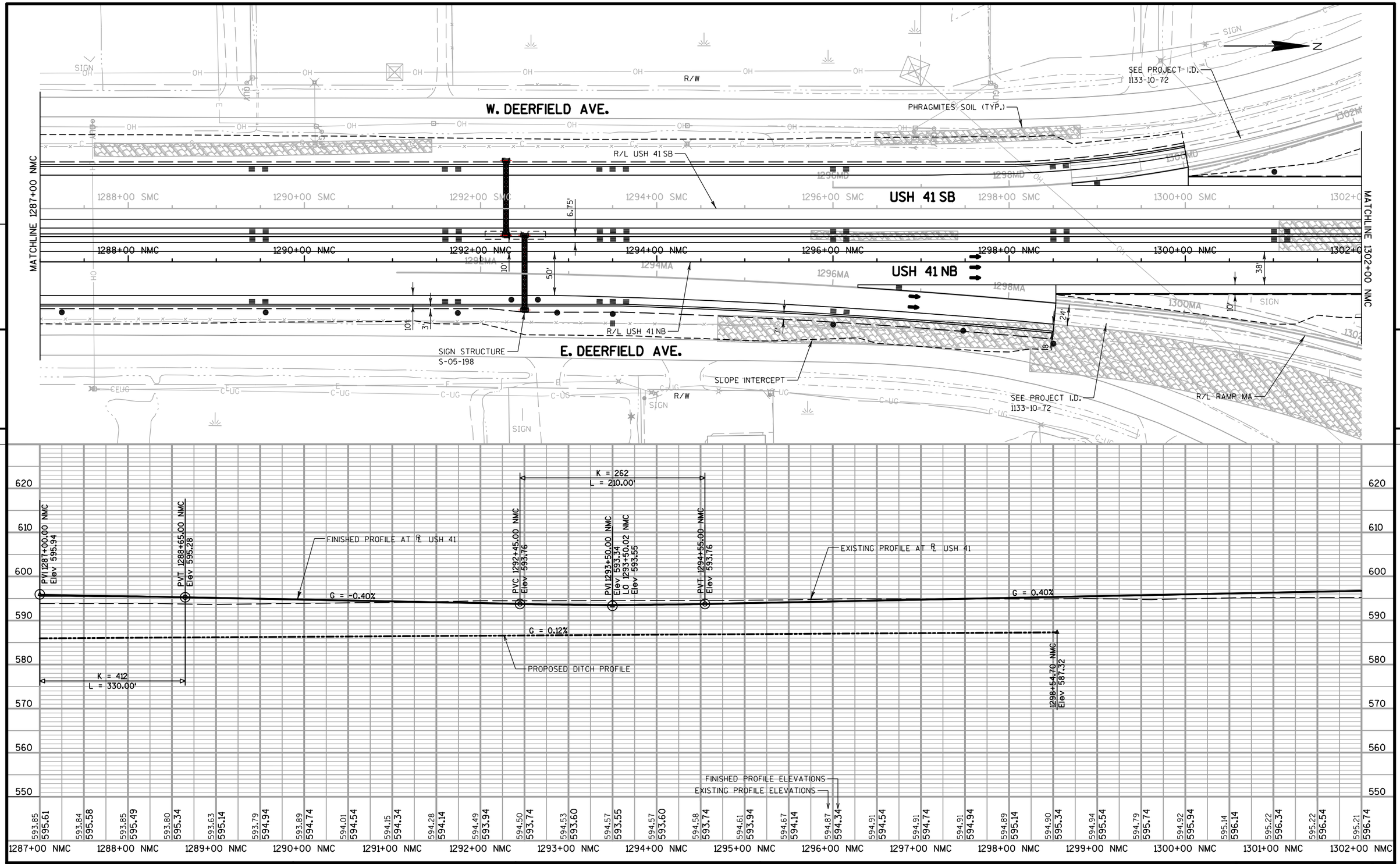
WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- NMC	SHEET 822	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050103_pp_NMC.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.026

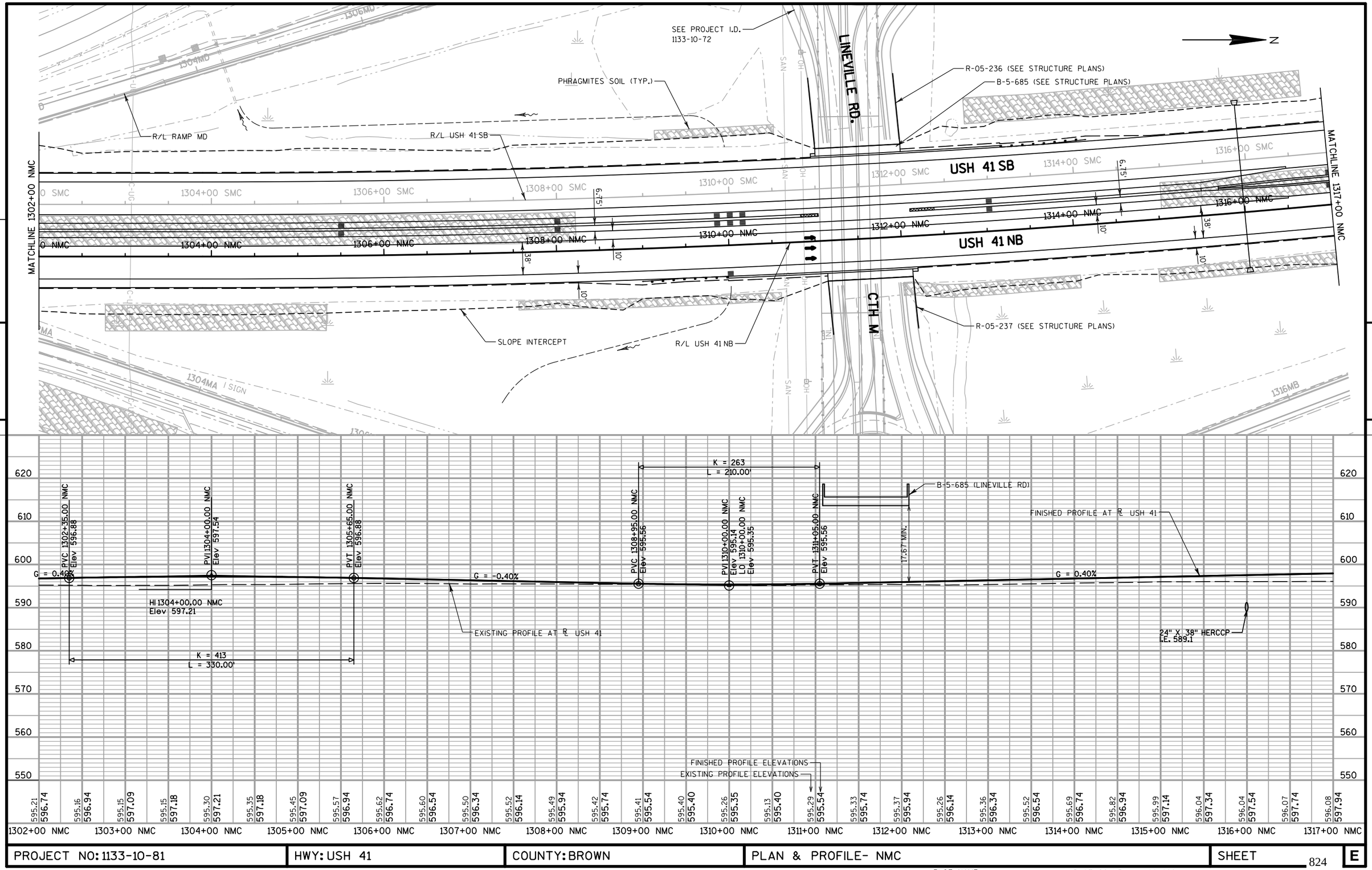
WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- NMC	SHEET 823	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050104_pp_NMC.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.026

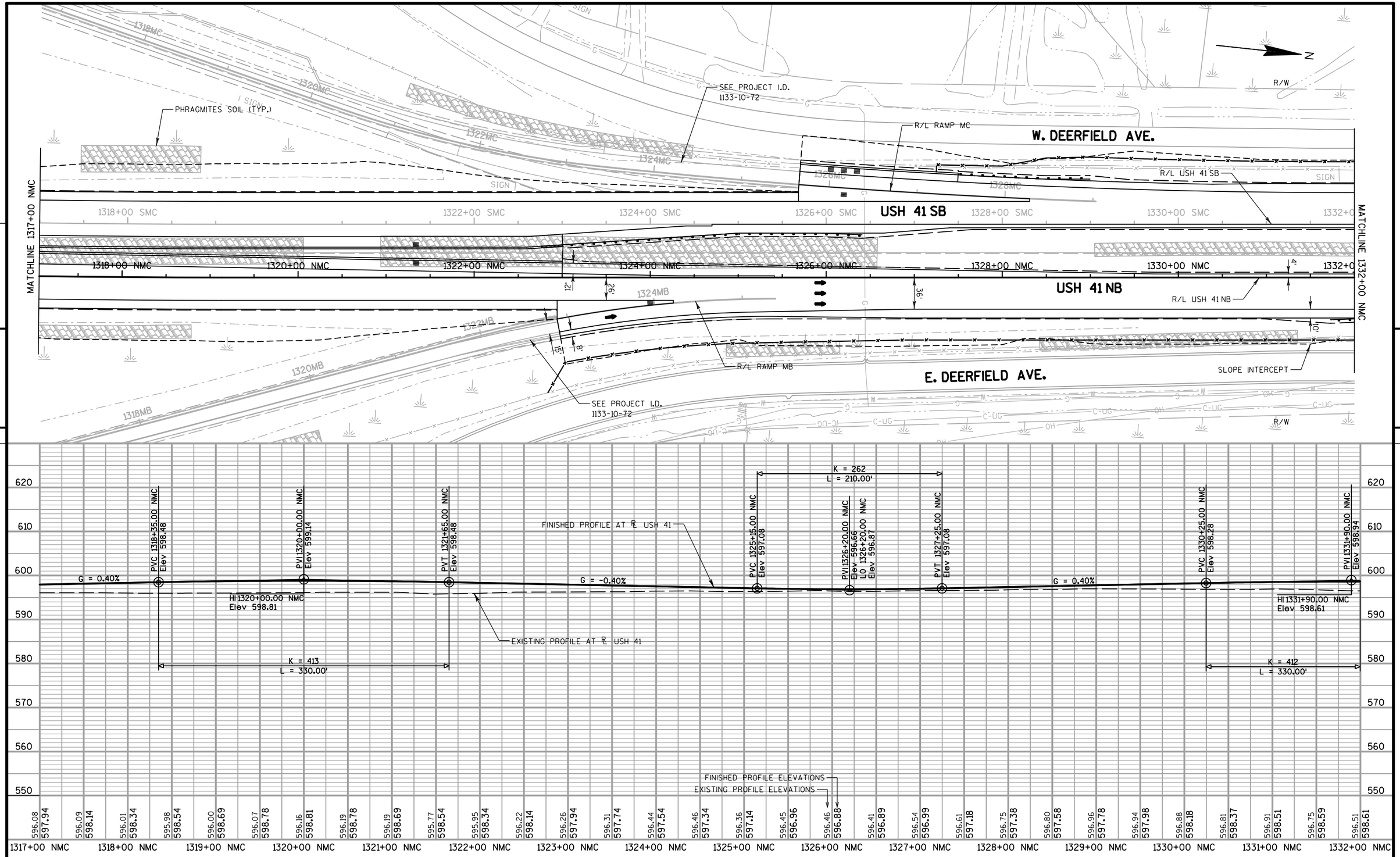
WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- NMC	SHEET 824	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050105_pp_NMC.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.026

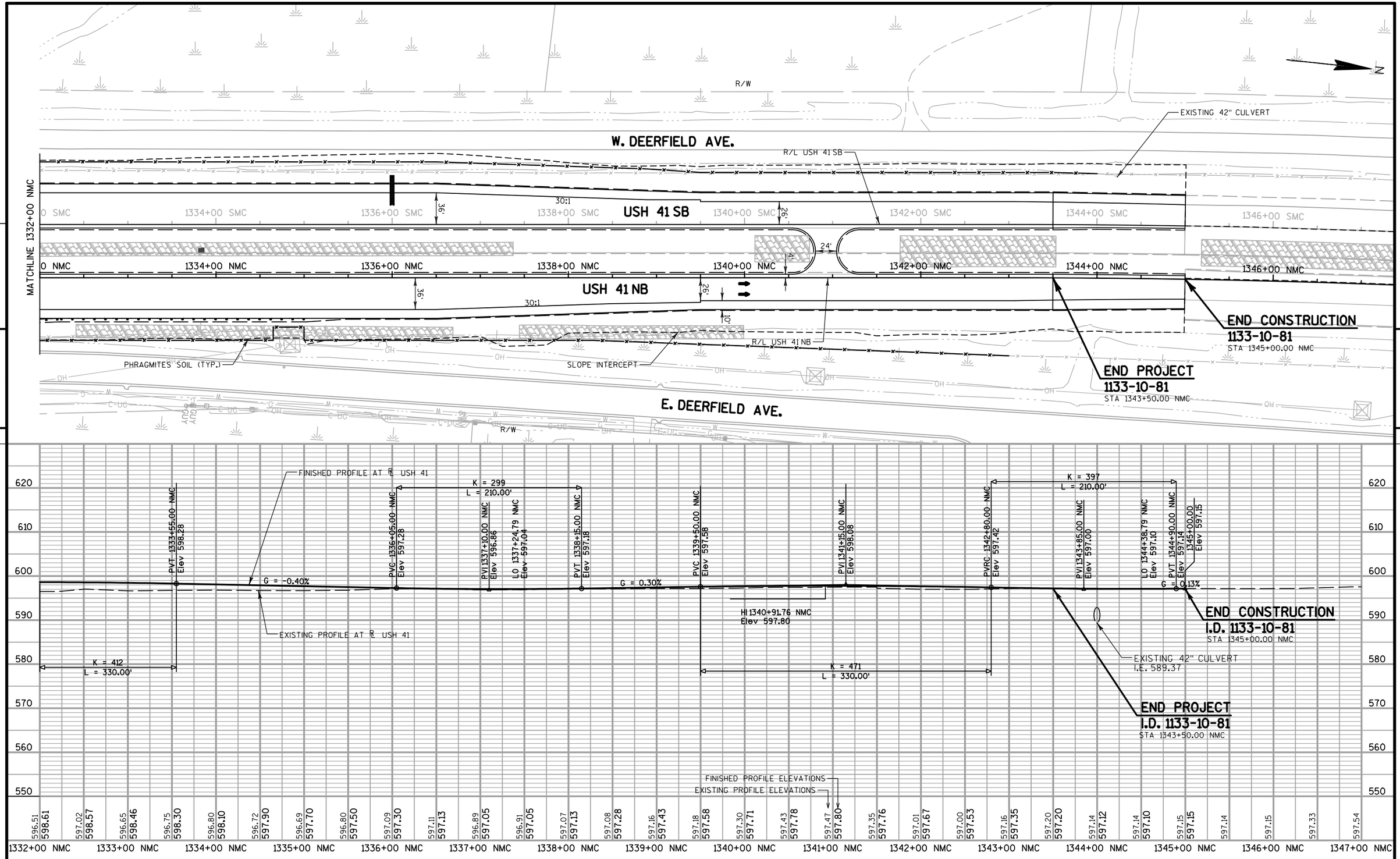
WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- NMC	SHEET 825	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050106_pp_NMC.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.022

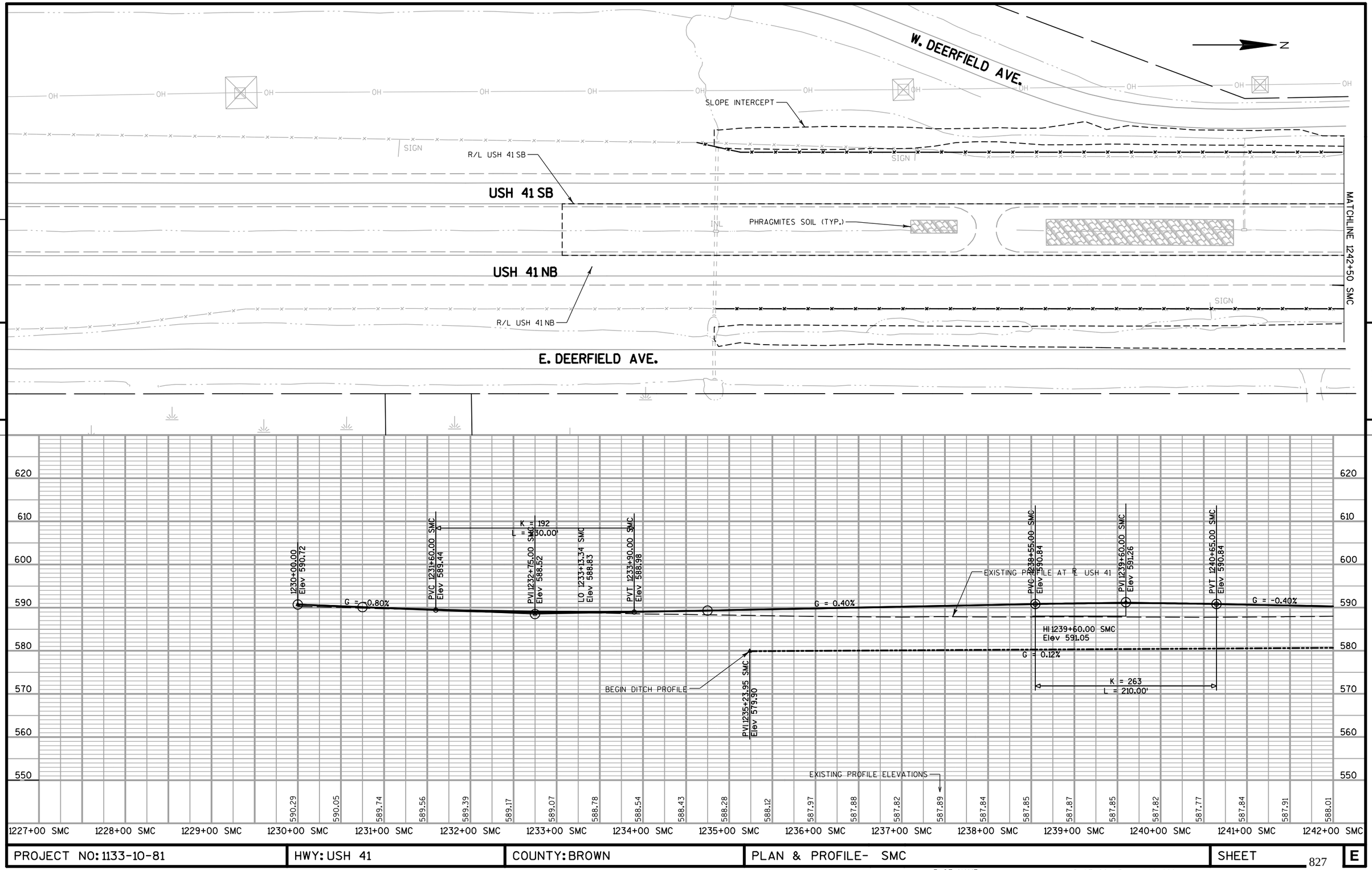
WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- NMC	SHEET 826	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050107_pp_NMC.dgn | PLOT DATE : 1/31/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:100.022

WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- SMC	SHEET 827	E

BEGIN CONSTRUCTION
1133-10-81
STA 1246+00.00 SMC

W. DEERFIELD AVE.

TRANSITION PAVEMENT

SLOPE INTERCEPT

R/L USH 41 SB

USH 41 SB

MATCHLINE 1257+00 SMC

R/L USH 41 NB

USH 41 NB

E. DEERFIELD AVE.

PHRAGMITES SOIL (TYP.)

SEE PROJECT I.D. 1133-10-71

FINISHED PROFILE AT ℄ USH 41

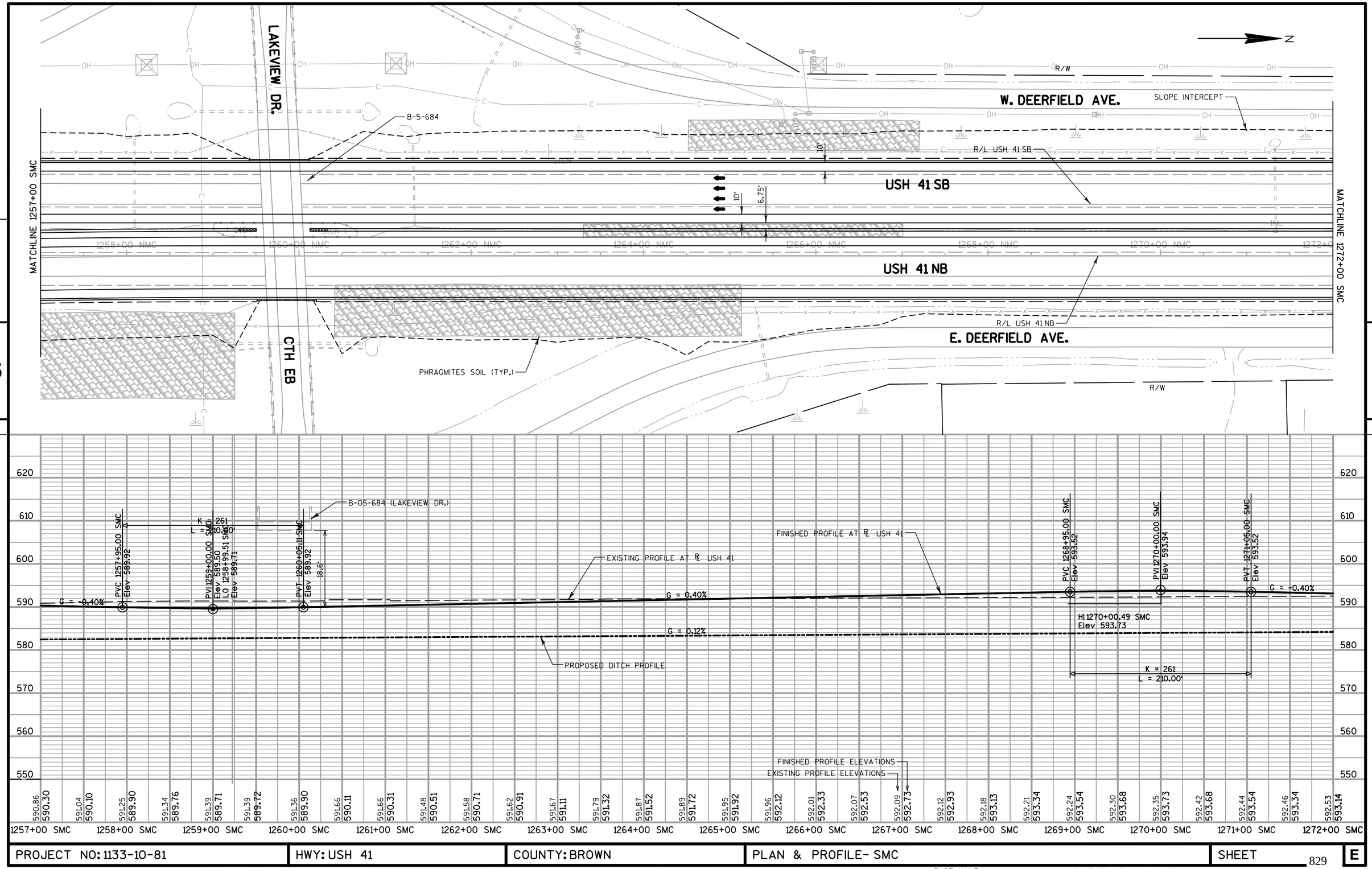
EXISTING PROFILE AT ℄ USH 41

PROPOSED DITCH PROFILE

BEGIN CONSTRUCTION
I.D. 1133-10-81
STA 1246+00.00 SMC

FINISHED PROFILE ELEVATIONS
EXISTING PROFILE ELEVATIONS

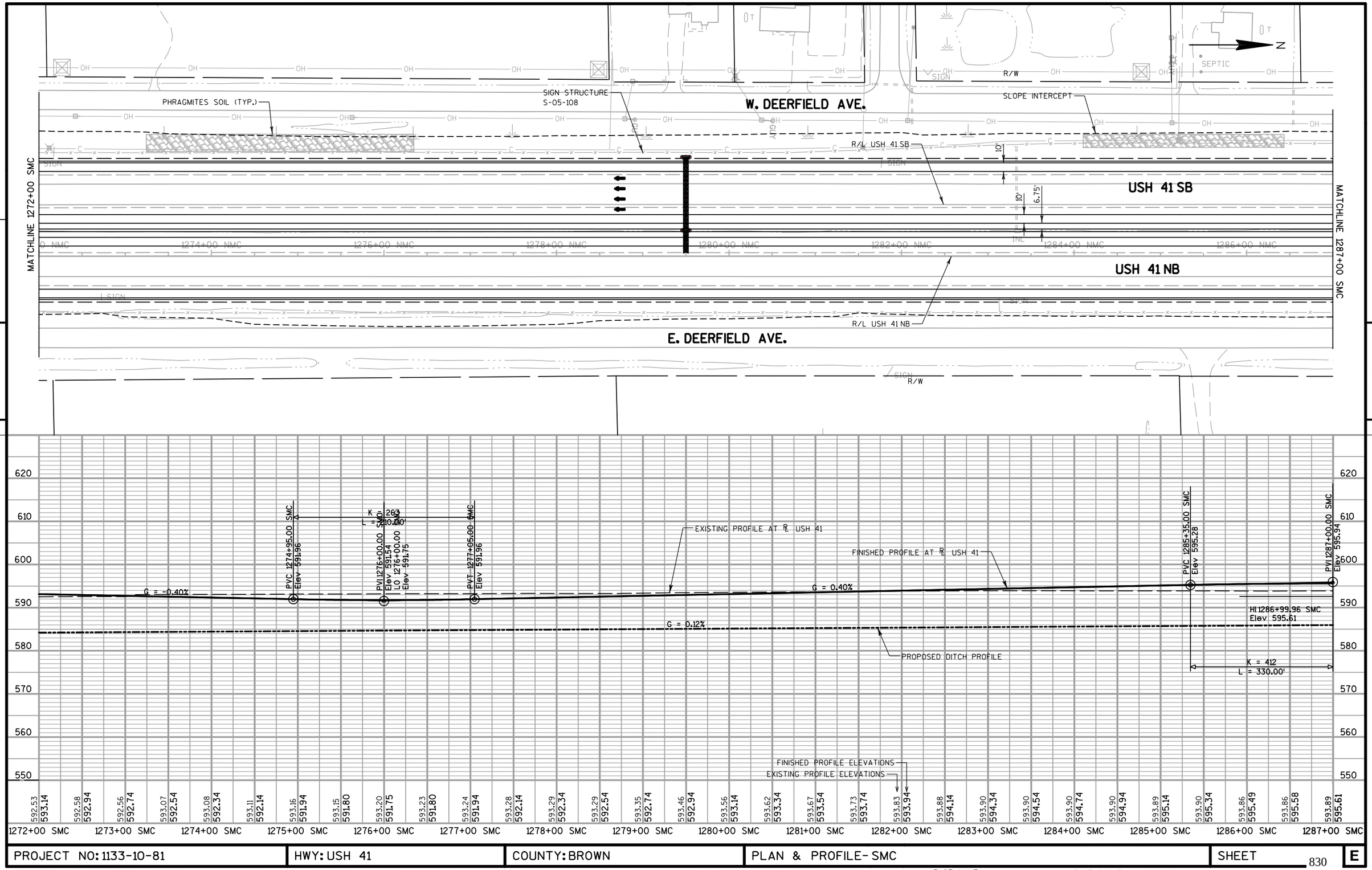
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE-SMC	SHEET 828	E



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- SMC	SHEET 829	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050109_pp_SMC.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.026

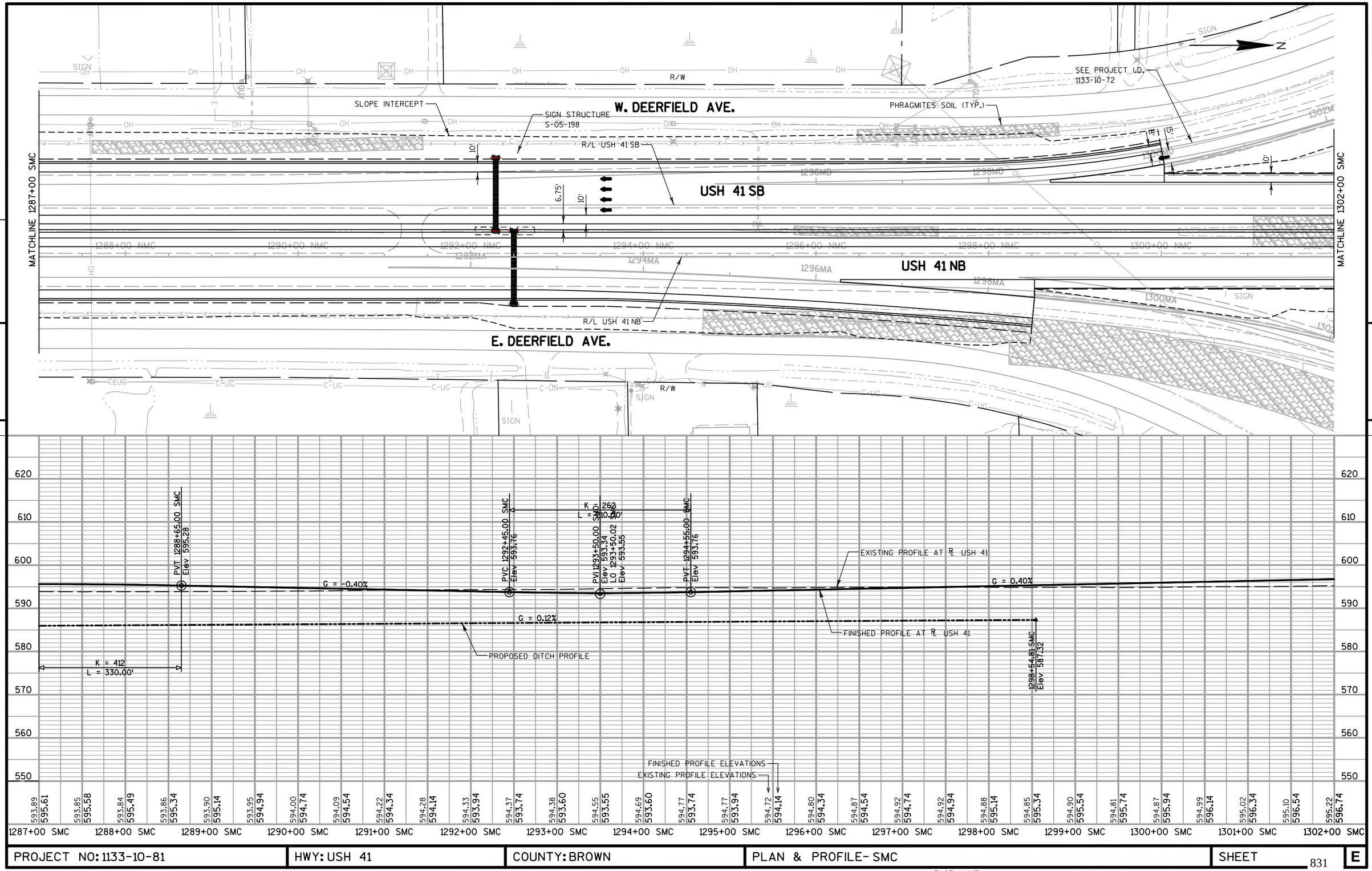
WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- SMC	SHEET 830	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050110_pp_SMC.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.026

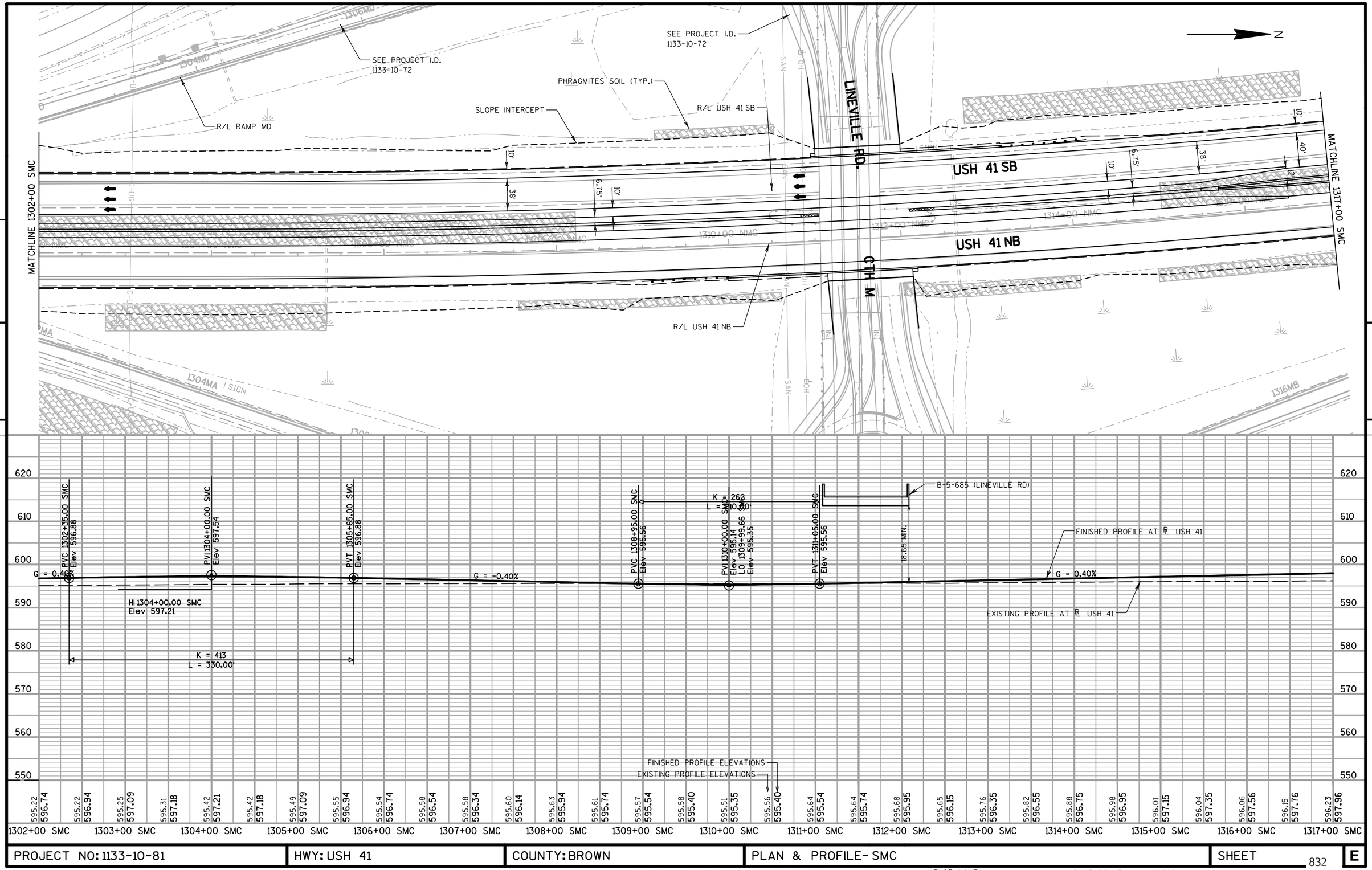
WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- SMC	SHEET 831	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050111_pp_SMC.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.026

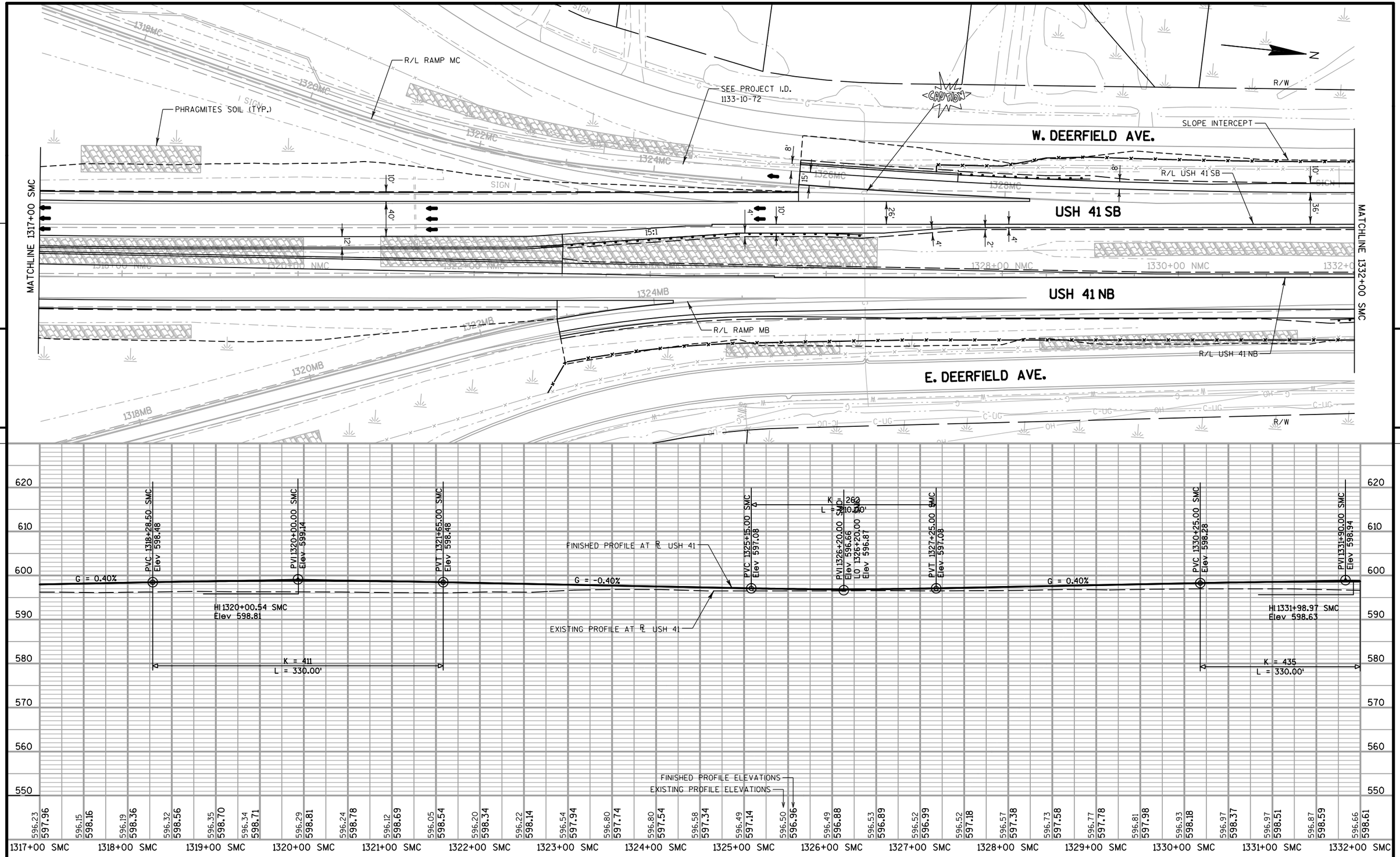
WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- SMC	SHEET 832	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050112_pp_SMC.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.026

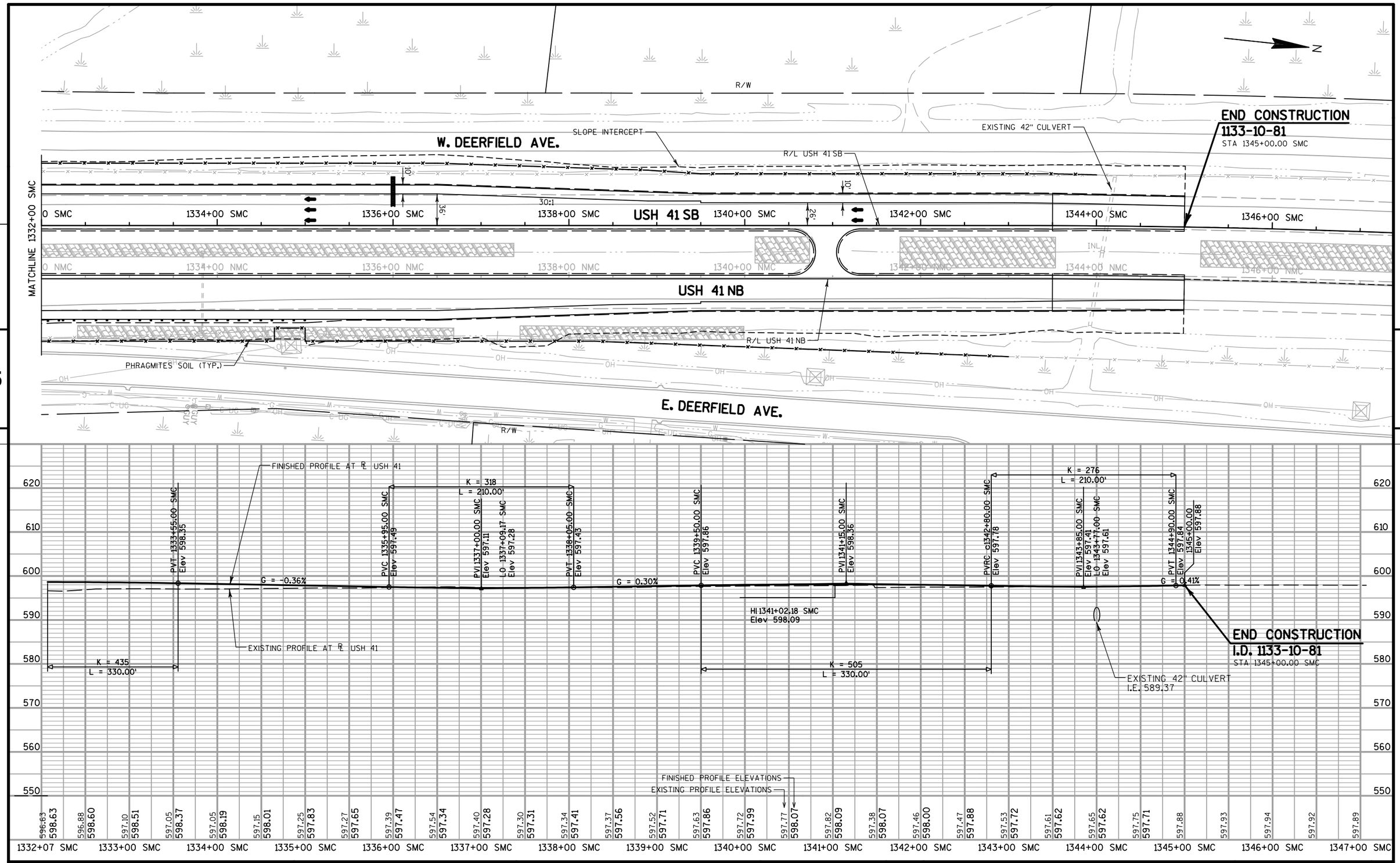
WISDOT/CADDS SHEET 40



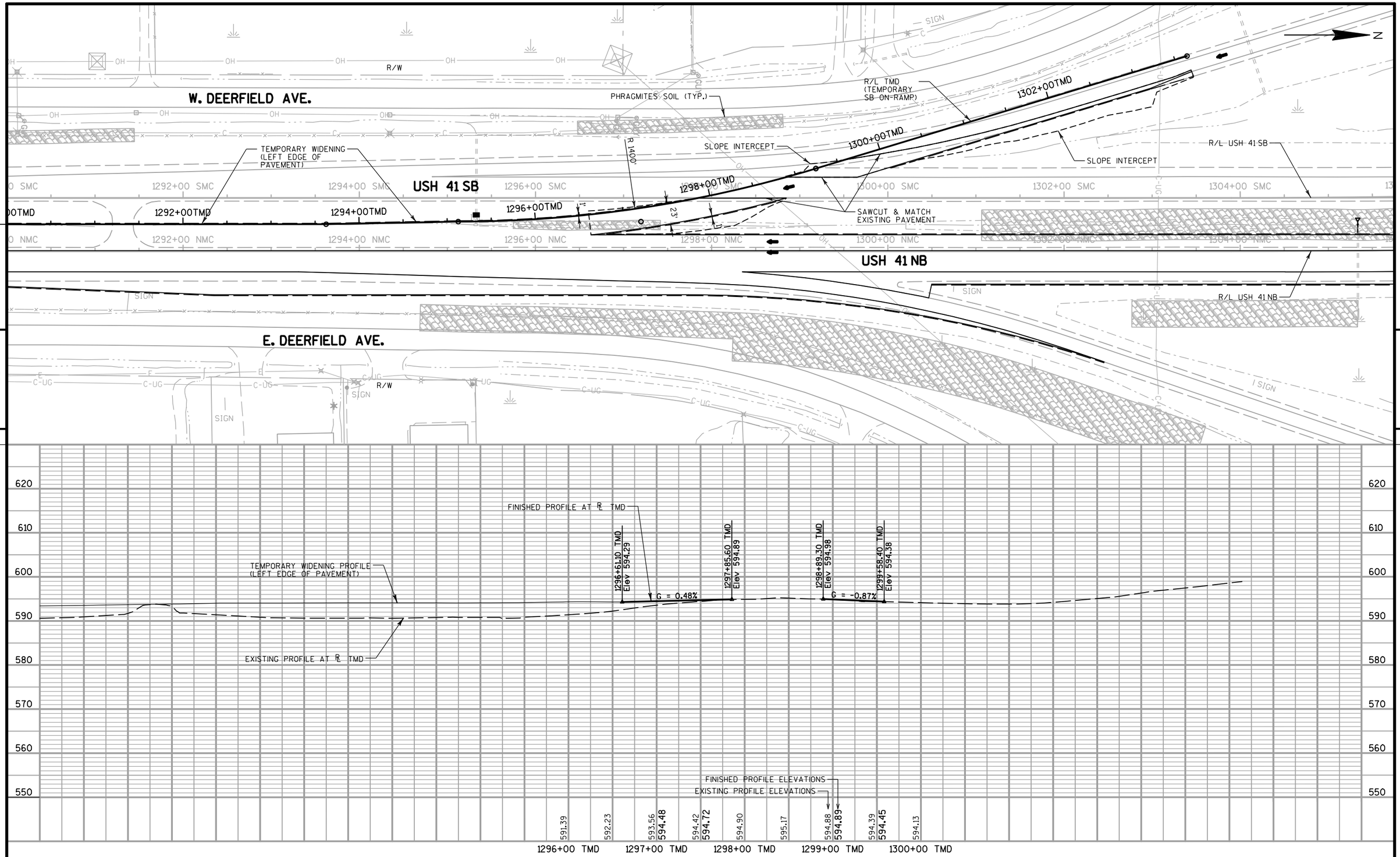
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- SMC	SHEET 833	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050113_pp_SMC.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.022

WISDOT/CADDS SHEET 40

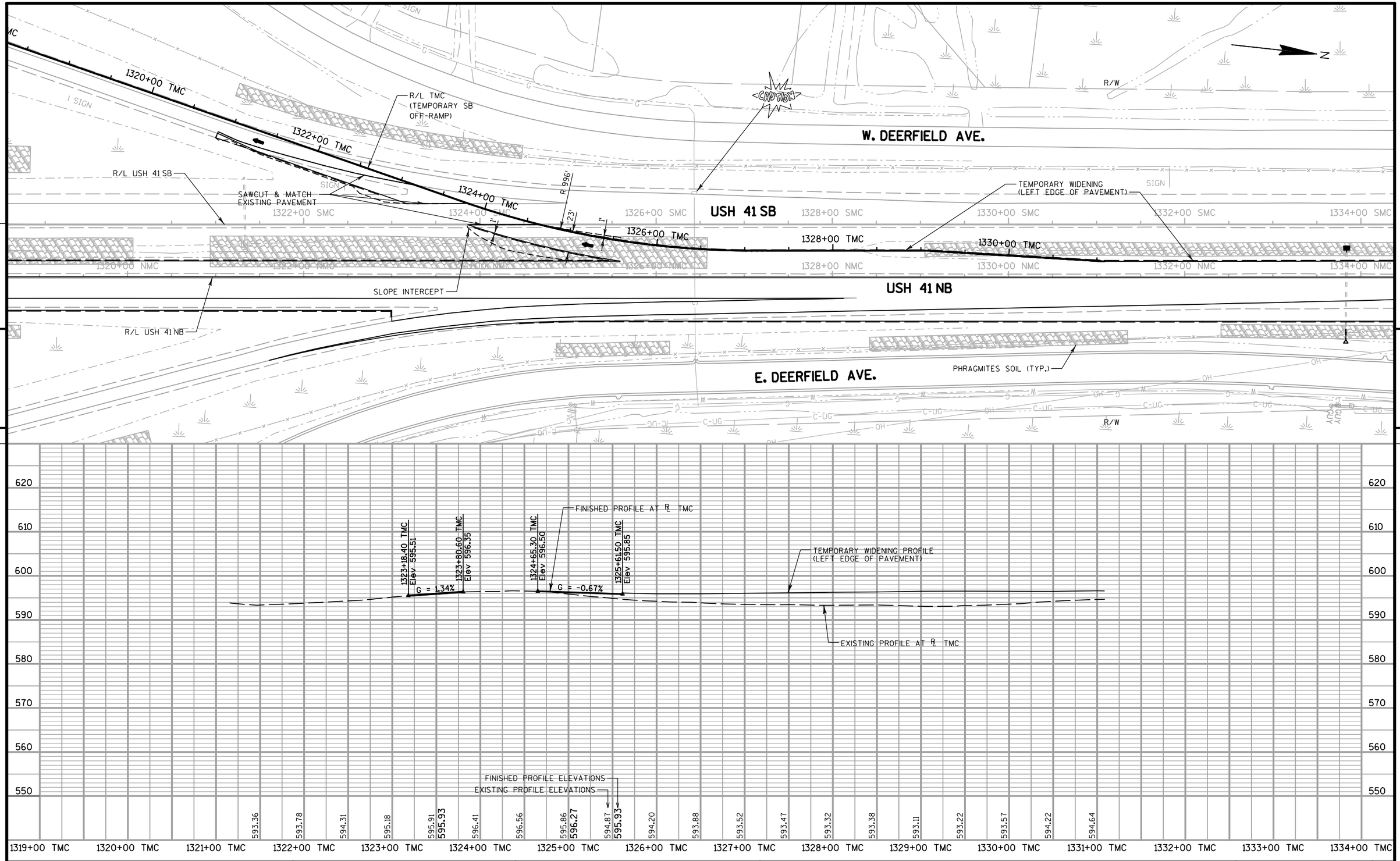


PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- SMC	SHEET 834	E



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- TMD (TEMPORARY SB ON-RAMP)	SHEET 835 E

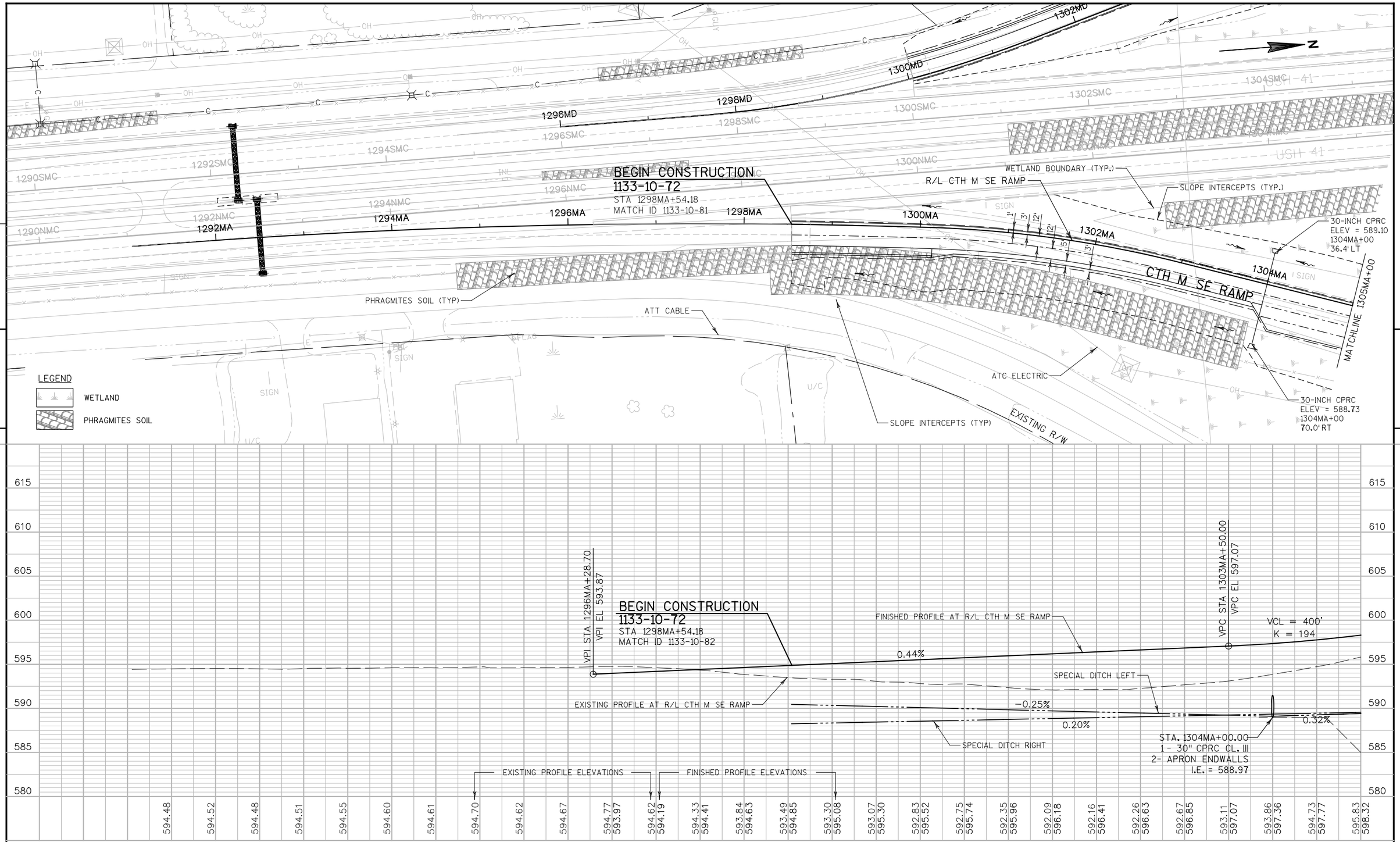
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050301_pp_TMD.dgn PLOT DATE : 1/31/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:100.026



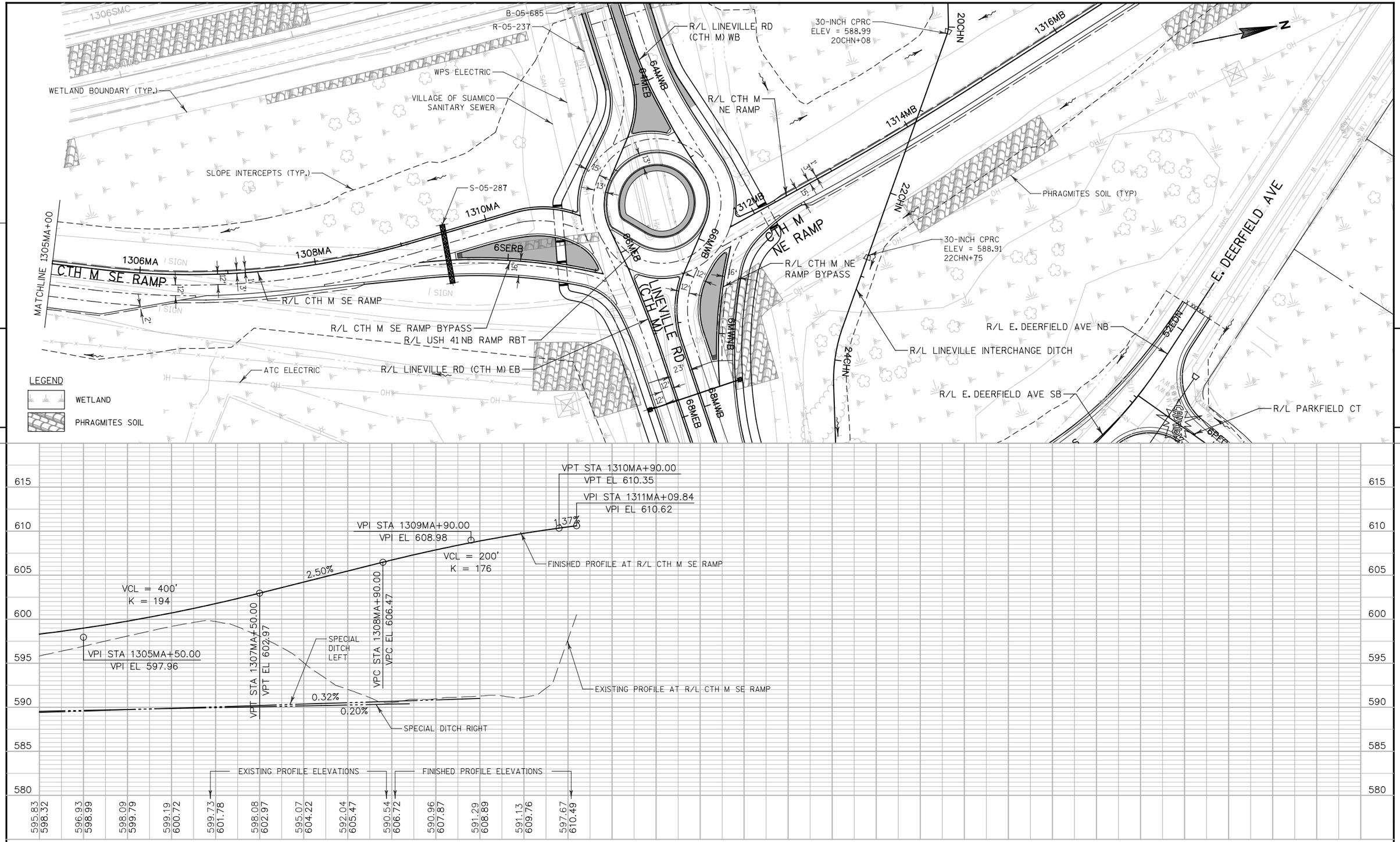
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PLAN & PROFILE- TMC (TEMPORARY SB OFF-RAMP)	SHEET 836	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_050302_pp_TMC.dgn | PLOT DATE : 1/31/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:100.022

WISDOT/CADDS SHEET 40

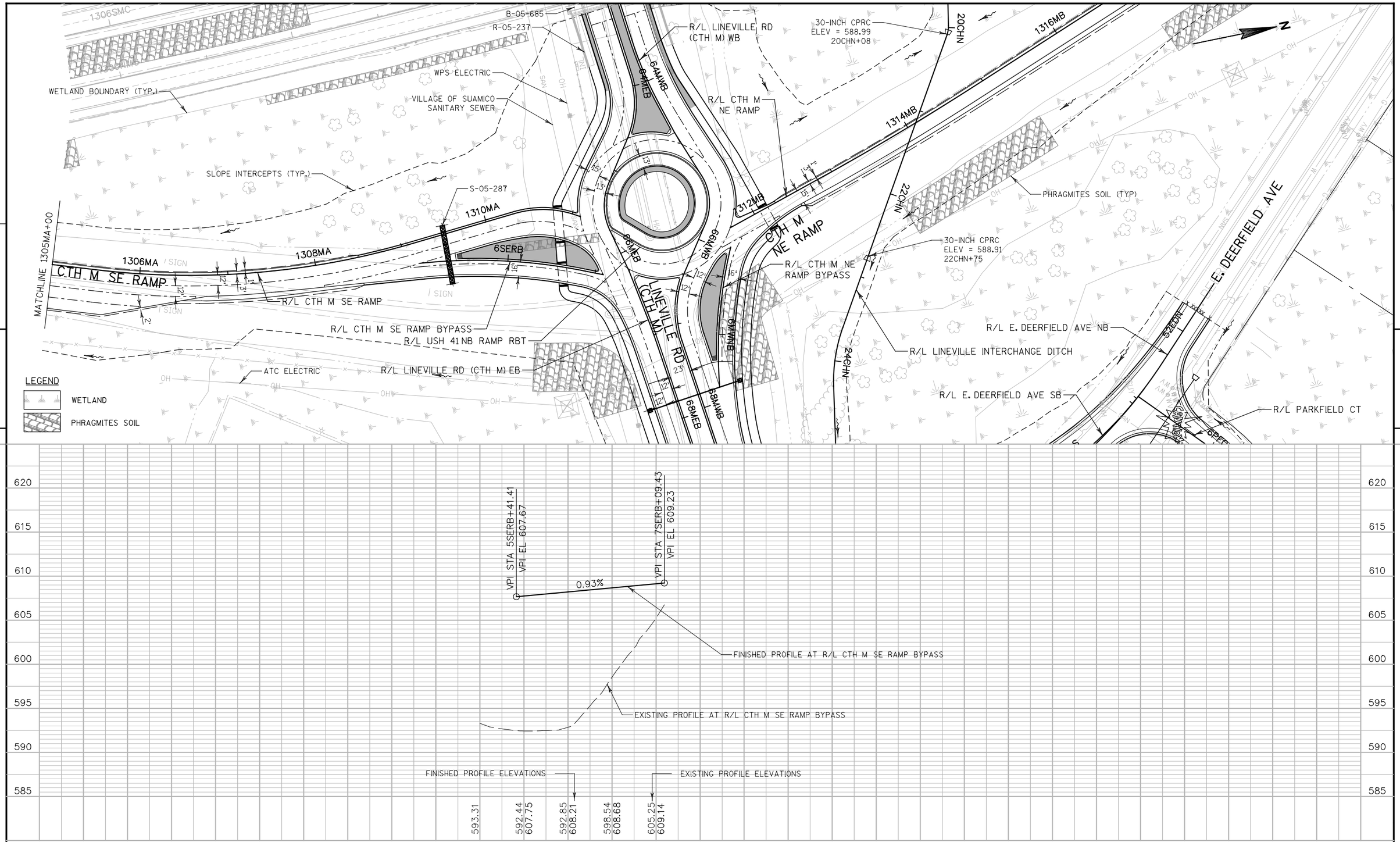


PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: CTH M SE RAMP	SHEET 837	E



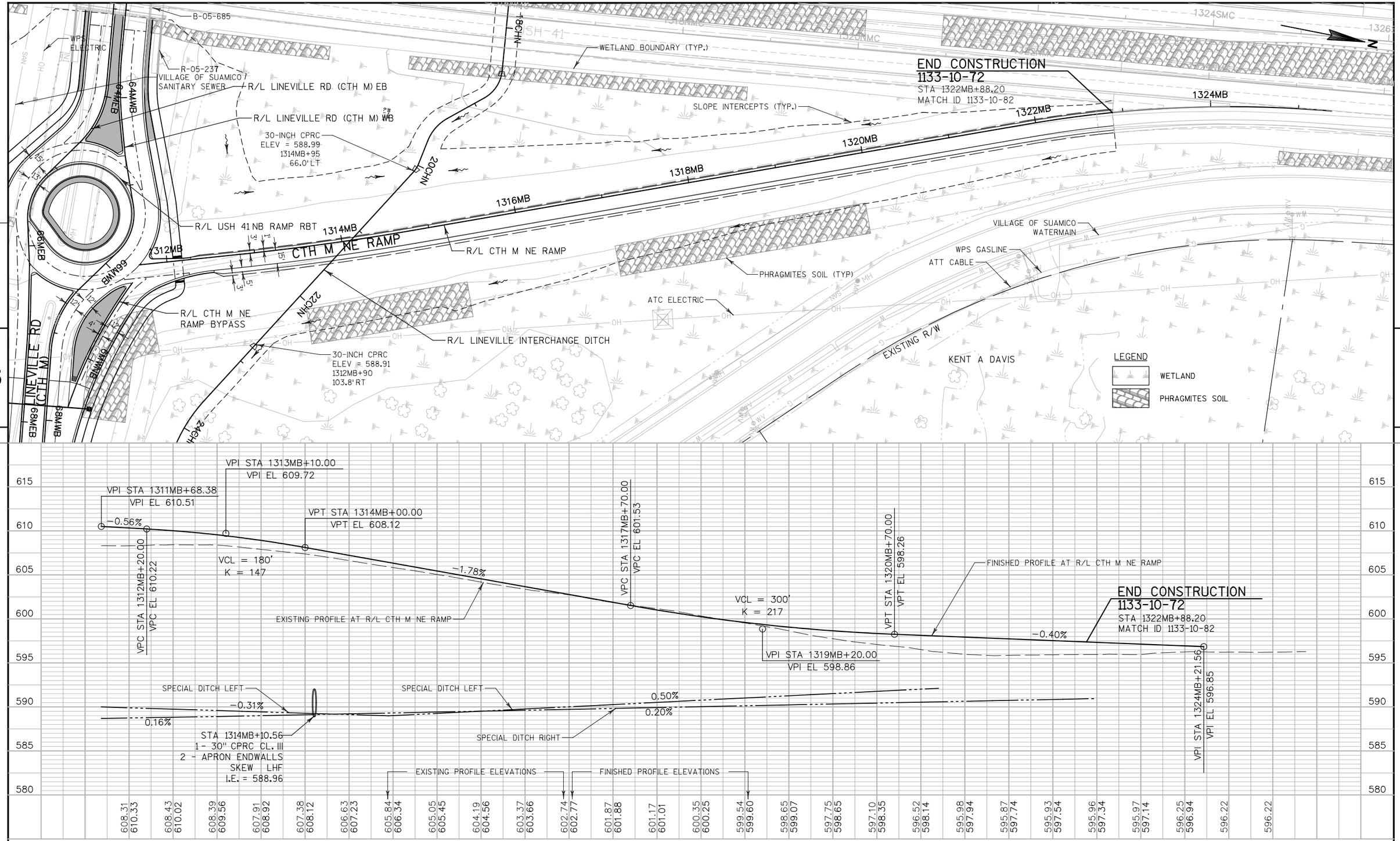
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: CTH M SE RAMP	SHEET 838	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050102_pp-MA.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: CTH M SE RAMP BYPASS	SHEET 839	E

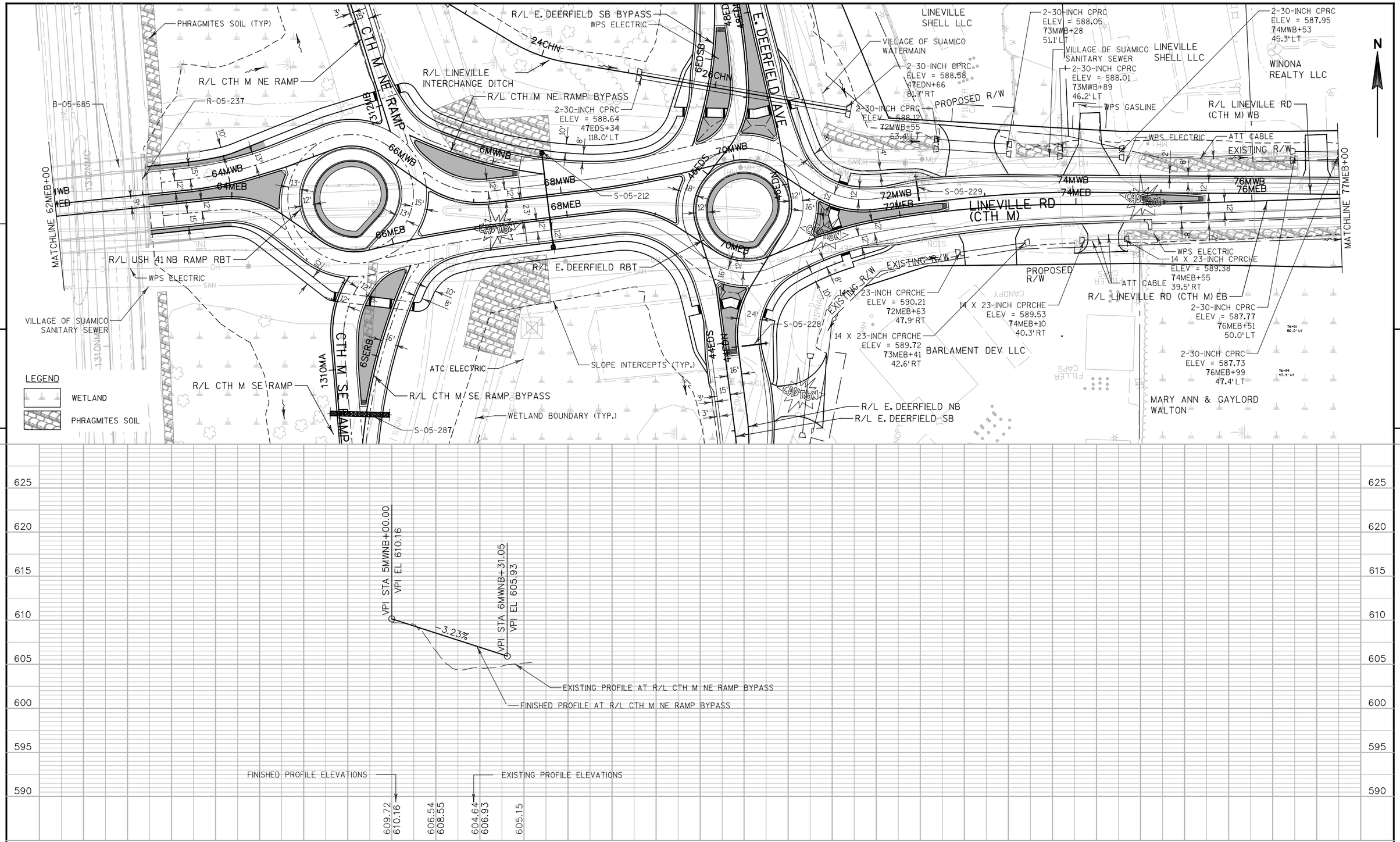
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050103_pp-SERB.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -



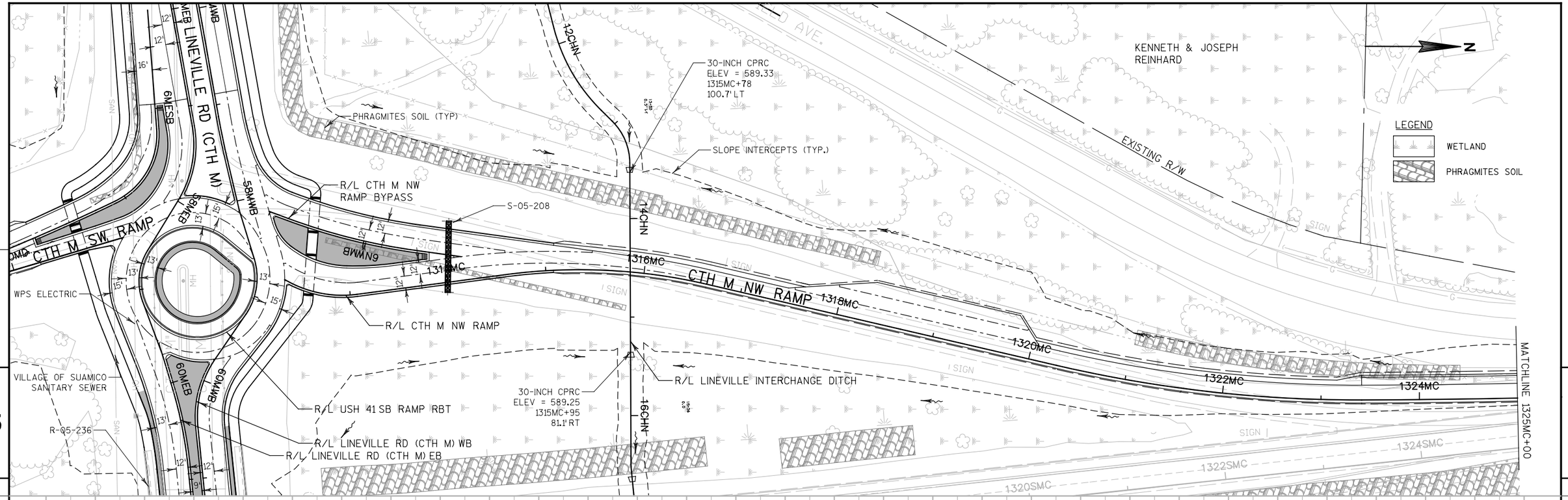
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: CTH M NE RAMP	SHEET 840	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050104_pp-MB.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: CTH M NE RAMP BYPASS	SHEET 841	E



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: CTH M NW RAMP	SHEET 842	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050106_pp-MC.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 40

WETLAND BOUNDARY (TYP.)

LEGEND
WETLAND
PHRAGMITES SOIL

N

EXISTING R/W

END CONSTRUCTION
1133-10-72
STA 1325MC+65.48
MATCH ID 1133-10-82

MATCHLINE 1325MC+00

1326MC

R/L CTH M NW RAMP

1328MC

W. DEERFIELD AVE.

SIGN

1326SMC 1328SMC 1330SMC 1332SMC 1334SMC 1336SMC 1338SMC 1340SMC

1328NMC 1330NMC 1332NMC 1334NMC 1336NMC 1338NMC 1340NMC

USH 41

ATT CABLE

WPS GASLINE

VILLAGE OF SUAMICO
WATERMAIN

OH

E. DEERFIELD AVE.

5

5

615

610

605

600

595

590

585

580

END CONSTRUCTION
1133-10-72
1325MC+65.48
MATCH ID 1133-10-82

0.34%

1.06%

VPI STA 1328MC+28.11
VPI EL 596.92

EXISTING PROFILE AT R/L CTH M NW RAMP

FINISHED PROFILE AT R/L CTH M NW RAMP

SPECIAL DITCH LEFT

EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

594.51	595.03	595.58	596.16	596.42	596.61	596.62	596.59	596.67	
595.81	595.98	596.15	596.32	596.49	596.66	596.83			

1325MC+00 1326MC+00 1327MC+00 1328MC+00 1329MC+00 1330MC+00 1331MC+00 1332MC+00 1333MC+00 1334MC+00 1335MC+00 1336MC+00 1337MC+00 1338MC+00 1339MC+00 1340MC+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: CTH M NW RAMP	SHEET 843	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050107_pp-MC.dgn
PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -
WISDOT/CADDS SHEET 40

SLOPE INTERCEPTS (TYP.)

R/L LINEVILLE INTERCHANGE DITCH

16CHN

30-INCH CPRC
ELEV = 589.25
15CHN+36

R/L LINEVILLE RD (CTH M) EB

R/L LINEVILLE RD (CTH M) WB

R/L USH 41 SB RAMP, RBT

6NWMB

6SWMB

6SMEB

6NEMB

R/L CTH M NW RAMP

CTH M NW RAMP

VILLAGE OF SUAMICO
SANITARY SEWER

WPS ELECTRIC

13NWMB

S-05-208

R/L CTH M NW
RAMP BYPASS

SBWMB

CTH M SW RAMP SB

13OWMB

LINEVILLE RD (CTH M)

6MESB

6MWEB

14CHN

PHRAGMITES SOIL (TYP)

SLOPE INTERCEPTS (TYP.)

30-INCH CPRC
ELEV = 589.33
13CHN+53

12CHN

EXISTING R/W

LEGEND

WETLAND

PHRAGMITES SOIL

KENNETH & JOSEPH
REINHARD

5

5

625
620
615
610
605
600
595
590

HP STA 6+31.70
HP EL 615.81

VPI STA 5+32.78
VPI EL 615.39

VPI STA 6+50.00
VPI EL 615.98

VPI STA 7+00.71
VPI EL 615.43

0.50%

-1.08%

VCL = 100'
K = 63

FINISHED PROFILE AT R/L CTH M NW RAMP BYPASS

EXISTING PROFILE AT R/L CTH M NW RAMP BYPASS

VPC STA 6+00.00
VPC EL 615.73

VPT STA 7+00.00
VPT EL 615.44

FINISHED PROFILE ELEVATIONS

EXISTING PROFILE ELEVATIONS

607.66
607.98
615.48
608.71
615.73
611.82
615.78
615.06
615.44

4NWMB+00 5NWMB+00 6NWMB+00 7NWMB+00 8NWMB+00 9NWMB+00 10NWMB+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: CTH M NW RAMP BYPASS	SHEET 844	E

LEGEND

WETLAND

PHRAGMITES SOIL

W. DEERFIELD AVE.

ATT CABLE

EXISTING R/W

30-INCH CPRC
ELEV = 588.80
1304MD+31
72.7' LT

30-INCH CPRC
ELEV = 588.90
1304MD+31
50.0' RT

SLOPE INTERCEPTS (TYP.)

R/L CTH M SW RAMP BYPASS

CTH M SW RAMP

R/L CTH M SW RAMP

BEGIN CONSTRUCTION
1133-10-72
STA 1300MD+04.69
MATCH ID 1133-10-82

1300MD
1302MD
1304MD
1306MD
1308MD
1310MD

SLOPE INTERCEPTS (TYP.)

PHRAGMITES SOIL (TYP)

WPS ELECTRIC

VILLAGE OF SUAMICO
SANITARY SEWER

R/L USH 41 SB RAMP RBT

R-05-236

LILLE RD (CTH M)

6NESB

6NWSB

6NWMB

6NEMB

60MEB

60MWB

S-05-208

R/L CTH M NW
RAMP BYPASS

1314SMC

R/L CTH M NW RAMP

R/L LINEVILLE RD (CTH M) WB

R/L LINEVILLE RD (CTH M) EB

1312SMC

VPI STA 1298+71.57
VPI EL 594.85

VPC STA 1300+75.00
VPC EL 595.74

VCL = 400'
K = 179

0.44%

VPI STA 1302+75.00
VPI EL 596.63

SPECIAL DITCH RIGHT

-0.58%

0.17%

SPECIAL DITCH LEFT

STA. 1304MD+31.15
1- 30" CPRC CL. III
2- APRON ENDWALLS
SKEW LHF
I.E. = 588.85

VPT STA 1304+75.00
VPT EL 601.99

2.68%

VPC STA 1308+50.00
VPC EL 612.04

VPI STA 1309+75.00
VPI EL 615.39

VCL = 250'
K = 121

0.61%

VPT STA 1311+00.00
VPT EL 616.16

VPI STA 1311+13.86
VPI EL 616.24

FINISHED PROFILE AT R/L CTH M SW RAMP

EXISTING PROFILE AT R/L CTH M SW RAMP

SPECIAL DITCH RIGHT
0.38%
0.45%

SPECIAL DITCH LEFT

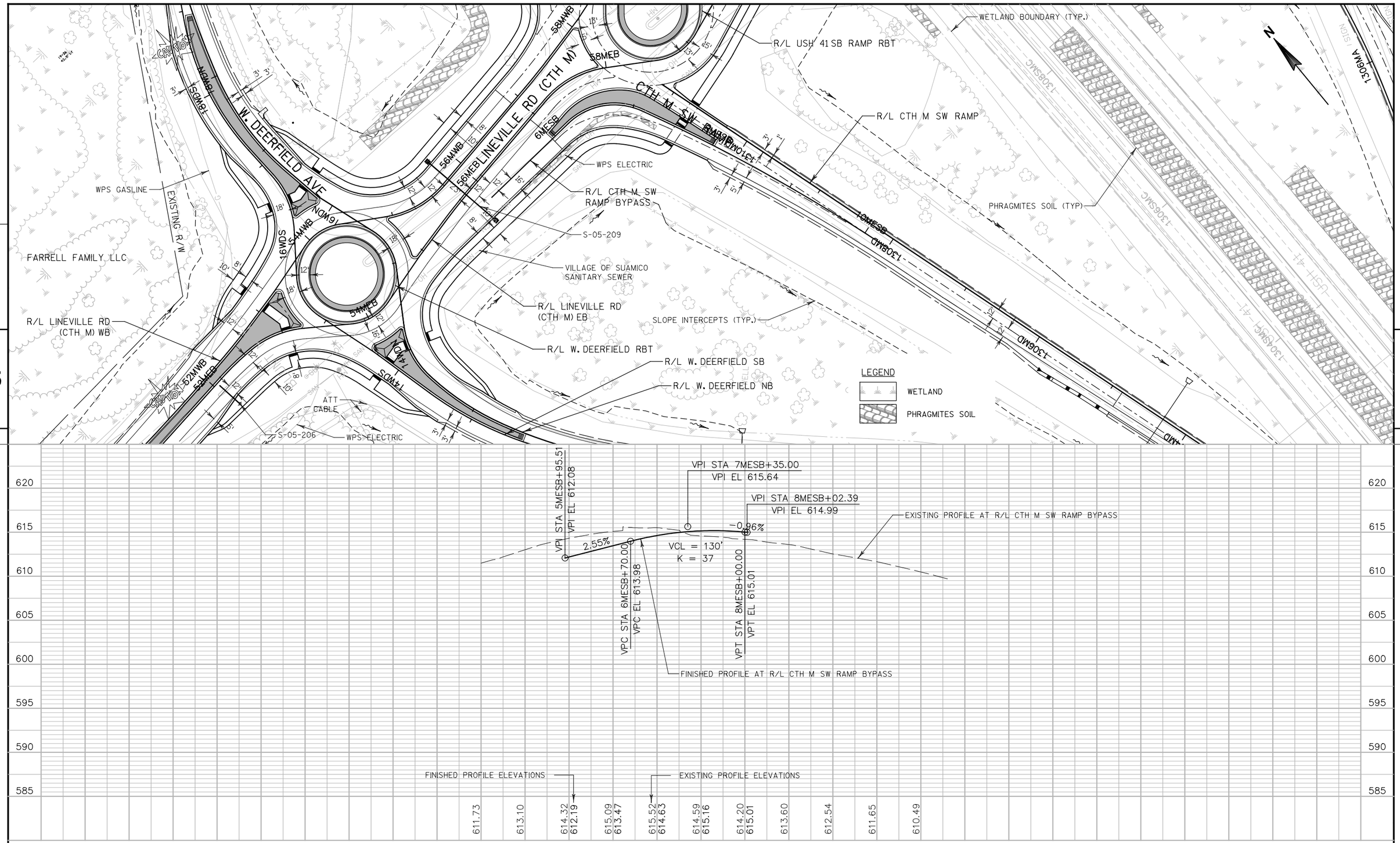
EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

1298MD+00	1299MD+00	1300MD+00	1301MD+00	1302MD+00	1303MD+00	1304MD+00	1305MD+00	1306MD+00	1307MD+00	1308MD+00	1309MD+00	1310MD+00	1311MD+00	1312MD+00	1313MD+00
594.91	594.92	594.70 / 594.97	594.55 / 595.19	594.65 / 595.41	594.79 / 595.63	594.96 / 595.87	595.51 / 596.23	596.17 / 596.73	596.76 / 597.37	597.72 / 598.15	598.91 / 599.07	600.23 / 600.13	601.48 / 601.33	602.52 / 602.66	603.78 / 604.00	604.94 / 605.34	606.13 / 606.68	607.30 / 608.02	608.52 / 609.36	609.69 / 610.70	610.79 / 612.04	611.92 / 613.28	612.92 / 614.31	613.75 / 615.13	614.44 / 615.75	615.10 / 616.16

615 610 605 600 595 590 585 580

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: CTH M SW RAMP	SHEET 845	E



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: CTH M SW RAMP BYPASS	SHEET 846	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050110_pp-MESB.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 40

LEGEND

WETLAND

PHRAGMITES SOIL

WISCONSIN DEPT OF NATURAL RESOURCES

KENNETH & JOSEPH REINHARD

N

WETLAND BOUNDARY (TYP.)

EXISTING R/W

PROPOSED R/W

36MEB

38MEB

40MEB

42MEB

44MEB

46MEB

WPS GASLINE

R/L LINEVILLE RD (CTH M) WB

LINEVILLE RD (CTH M)

R/L LINEVILLE RD (CTH M) EB

MATCHLINE 47MEB+00

ATT CABLE

EXISTING R/W

WPS ELECTRIC

VILLAGE OF SUAMICO SANITARY SEWER

SLOPE INTERCEPTS (TYP.)

ATT CABLE

PROPOSED R/W

BEGIN PROJECT
1133-10-72
STA 40MEB+66.36

PHRAGMITES SOIL (TYP)

ATT CABLE

ATT CABLE

SIGN

SEPTIC

BROWN COUNTY SPORTSMAN CLUB

5

5

615

615

610

610

605

605

600

600

595

595

590

590

585

585

580

580

VPI STA 40MEB+66.36
VPI EL 594.57

VPC STA 40MEB+75.00
VPC EL 594.54

VPC STA 46MEB+85.00
VPC EL 596.39

FINISHED PROFILE AT R/L LINEVILLE RD (CTH M) EB

EXISTING PROFILE AT R/L LINEVILLE RD (CTH M) EB

VCL = 150'
K = 218

VCL = 160'
K = 147

-0.30%

0.39%

BEGIN PROJECT
1133-10-72
STA 40MEB+66.36

VPI STA 41MEB+50.00
VPI EL 594.32

VPT STA 42MEB+25.00
VPT EL 594.61

EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

596.12 595.95 595.87 595.77 595.46 595.19 595.24 595.03 595.02 594.98 595.05 594.85 594.61 594.49 594.48 594.43 594.45 594.41 594.53 594.21 594.71 594.10 594.90 594.02 595.09 593.92 595.29 593.76 595.48 593.71 595.67 593.66 595.87 593.63 596.06 593.40 596.25 593.41 596.46

32MEB+00 33MEB+00 34MEB+00 35MEB+00 36MEB+00 37MEB+00 38MEB+00 39MEB+00 40MEB+00 41MEB+00 42MEB+00 43MEB+00 44MEB+00 45MEB+00 46MEB+00 47MEB+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: LINEVILLE RD EB (CTH M)	SHEET 847	E

LEGEND

WETLAND

PHRAGMITES SOIL

FARRELL FAMILY LLC

KENNETH & JOSEPH REINHARD

R/L LINEVILLE RD (CTH M) WB

24-INCH CPRC
ELEV = 590.29
49MWB+99
60.1' LT

PHRAGMITES SOIL (TYP)

PROPOSED R/W

EXISTING R/W

WPS GASLINE

MATCHLINE 47MEB+00

48MWB
48MEB
50MWB
50MEB
52MWB
52MEB
54MWB
54MEB
56MWB
56MEB
58MWB
60MWB
60MEB
6MESB

R/L LINEVILLE RD (CTH M) EB

S-05-206

S-05-209

R/L LINEVILLE RD (CTH M)

N. DEERFIELD AVE

R/L W. DEERFIELD RBT

R/L CTH M NW RAMP BYPASS

CTH M NW RAMP

R/L CTH M NW RAMP

B-05-685

R-05-236

MATCHLINE 62MEB+00

R/L USH 41 SB RAMP RBT

WPS ELECTRIC

CTH M SW RAMP

R/L CTH M SW RAMP BYPASS

WETLAND BOUNDARY (TYP.)

VILLAGE OF SUAMICO SANITARY SEWER

R/L CTH M SW RAMP

WPS ELECTRIC

EXISTING R/W

PROPOSED R/W

SLOPE INTERCEPTS (TYP.)

24-INCH CPRC
ELEV = 590.66
49MEB+89
61.8' RT

ATT CABLE

BROWN COUNTY SPORTSMANS CLUB

R/L W. DEERFIELD SB

R/L W. DEERFIELD NB

1310SMC

N

5

5

EXISTING PROFILE AT R/L LINEVILLE RD (CTH M) EB

FINISHED PROFILE AT R/L LINEVILLE RD (CTH M) EB

VPI STA 47MEB+65.00
VPI EL 596.70

VCL = 160'
K = 147

1.48%

VPT STA 48MEB+45.00
VPT EL 597.88

STA 49MEB+90.86
1 - 24" CPRC CL. III
2 - APRON ENDWALLS
I.E. = 590.49

VPI STA 53MEB+30.13
VPI EL 605.04

VPI STA 54MEB+77.88
VPI EL 607.39

VPC STA 54MEB+82.91
VPC EL 607.49

VCL = 120'
K = 137

1.89%

2.77%

VPI STA 55MEB+42.91
VPI EL 608.63

VPT STA 56MEB+02.91
VPT EL 610.29

EXCEPTION TO VERTICAL PROFILE
SEE W. DEERFIELD RBT PROFILE

VPI STA 57MEB+97.21
VPI EL 615.66

EXCEPTION TO VERTICAL PROFILE
SEE USH 41 SB RBT PROFILE

VPI STA 59MEB+59.83
VPI EL 618.31

1.92%

VPC STA 59MEB+80.00
VPC EL 618.69

VCL = 360'
K = 70

VPI STA 61MEB+60.00
VPI EL 622.15

HP STA 61MEB+14.48
HP EL 619.99

18" - 7¾" MIN.

STATION 61MEB+39.80 - 63MEB+05.22
STRUCTURE B-05-685
2 SPAN - 36W PRESTRESSED GIRDERS
29.0'EB / 29.0'WB CLEAR ROADWAY
SKEW 2°42'08" LHF

625 620 615 610 605 600 595 590

EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

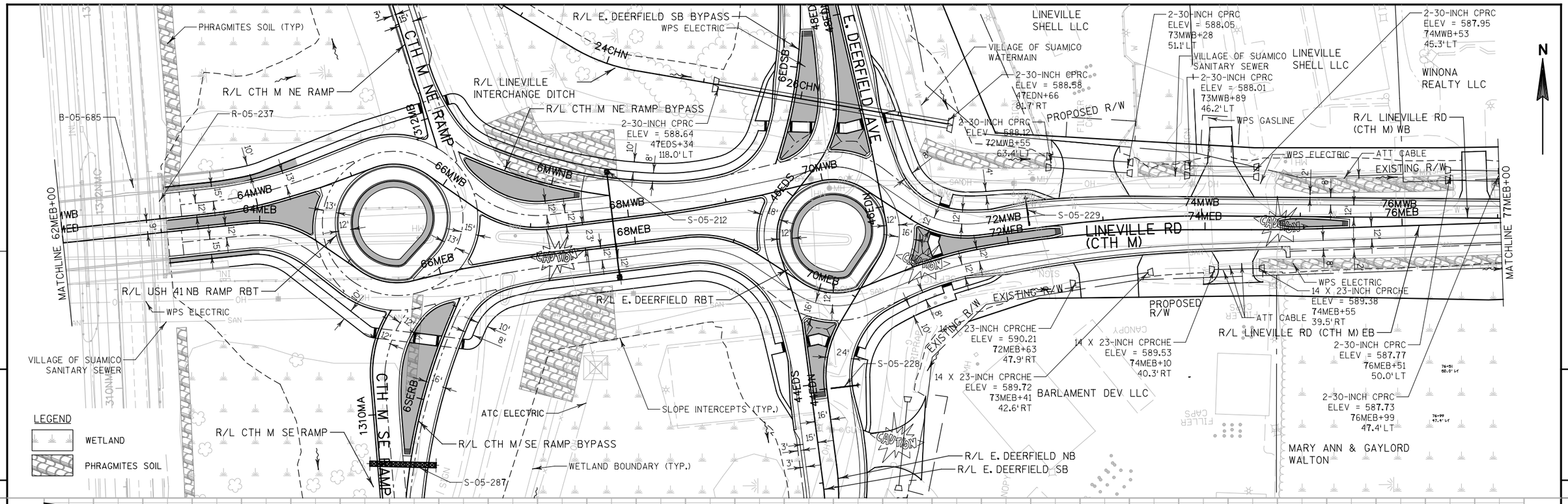
47MEB+00	48MEB+00	49MEB+00	50MEB+00	51MEB+00	52MEB+00	53MEB+00	54MEB+00	55MEB+00	56MEB+00	57MEB+00	58MEB+00	59MEB+00	60MEB+00	61MEB+00	62MEB+00
593.41	593.43	593.56	593.95	594.52	595.17	596.08	596.99	598.17	599.46	600.68	602.16	603.84	604.89	605.94	606.81
596.46	596.79	597.29	597.95	598.69	599.43	600.17	600.91	601.64	602.38	603.12	603.86	604.60			

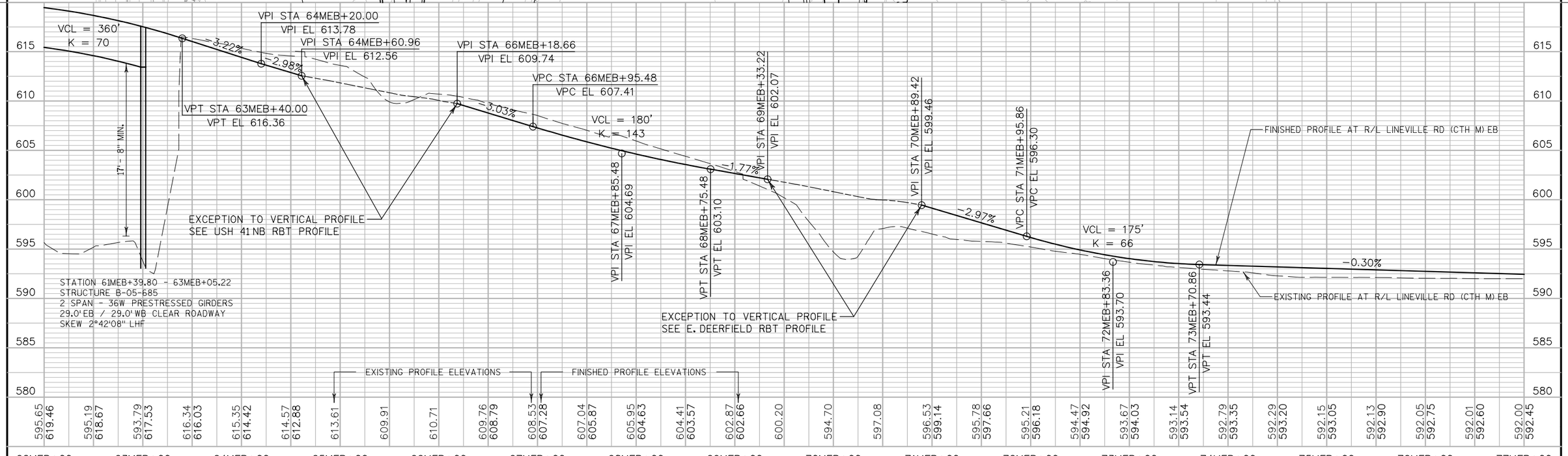
609.22	610.76	612.22	614.09	615.25	615.55	616.26	616.24	613.20	617.23	617.90	618.68	618.66	592.77	595.65
607.82	608.92	610.20	611.59	612.97	614.35					619.05	619.69	619.97	619.90	619.46

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: LINEVILLE RD EB (CTH M)	SHEET 848	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050112_pp-MEB.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

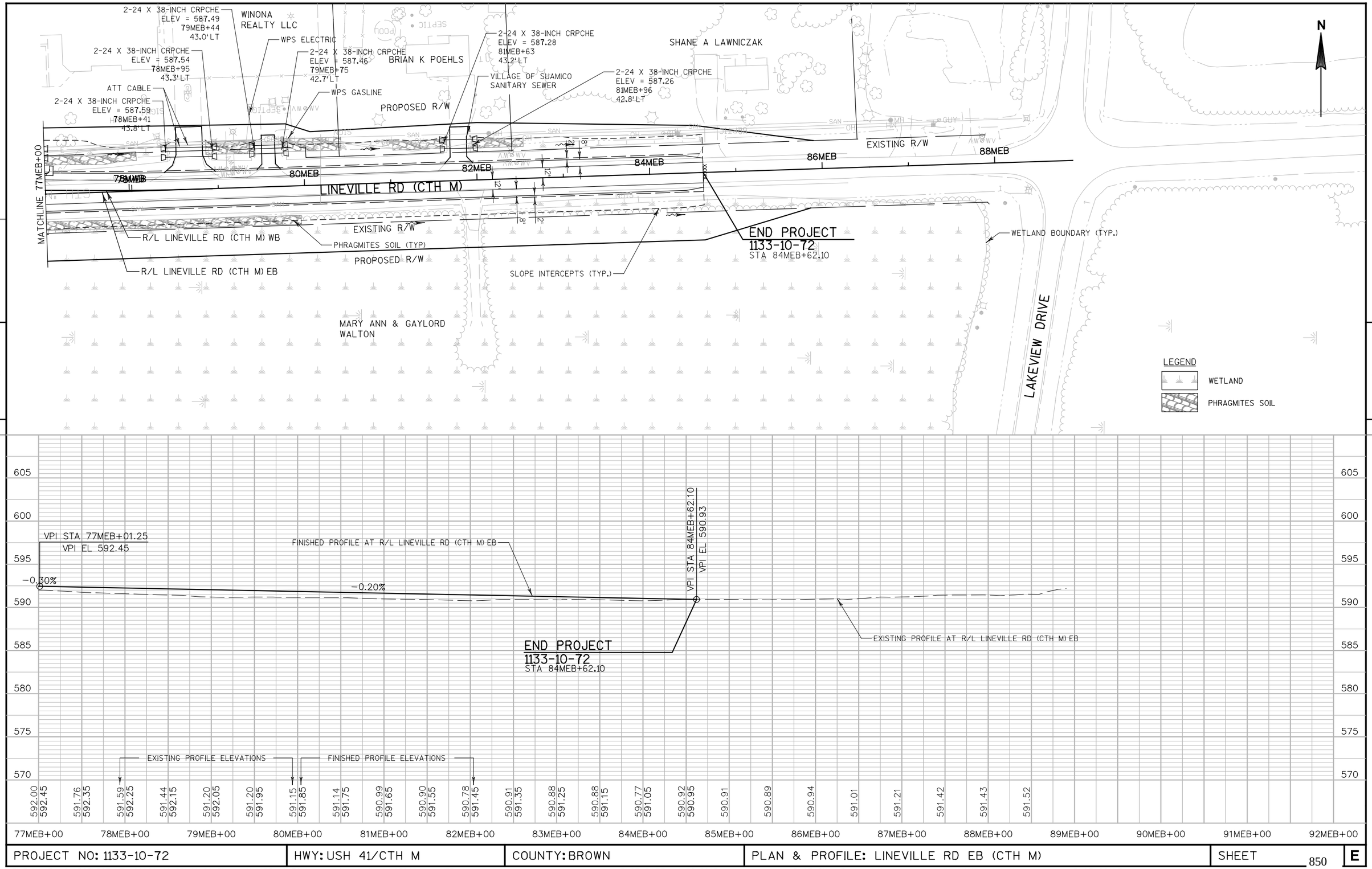
WISDOT/CADDS SHEET 40





PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: LINEVILLE RD EB (CTH M)	SHEET 849	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050113_pp-MEB.dgn
PLOT DATE : 1/30/2013
PLOT BY : Richard_K
PLOT NAME : $FILE$
PLOT SCALE : -
WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: LINEVILLE RD EB (CTH M)	SHEET 850	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050114_pp-MEB.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 40

LEGEND

WETLAND

PHRAGMITES SOIL

FARRELL FAMILY LLC

KENNETH & JOSEPH REINHARD

R/L LINEVILLE RD (CTH M) WB

24-INCH CPRC
ELEV = 590.29
49MWB+99
60.1' LT

PHRAGMITES SOIL (TYP)

PROPOSED R/W

EXISTING R/W

WPS GASLINE

MATCHLINE 47MEB+00

48MWB
48MEB
50MWB
50MEB
52MWB
52MEB

R/L LINEVILLE RD (CTH M) EB

S-05-206

WPS ELECTRIC

EXISTING R/W

PROPOSED R/W

SLOPE INTERCEPTS (TYP.)

24-INCH CPRC
ELEV = 590.66
49MEB+89
61.8' RT

ATT CABLE

BROWN COUNTY SPORTSMANS CLUB

R/L W. DEERFIELD SB

R/L W. DEERFIELD NB

N. DEERFIELD AVE

16WDS
16WDN
54MWB
54MEB
14WDS
14WDN

R/L W. DEERFIELD RBT

R/L CTH M NW RAMP BYPASS

CTH M NW RAMP

19WMB

R/L CTH M NW RAMP

B-05-685

R-05-236

58MWB
56MWB
56MEB
LINEVILLE RD (CTH M)
6MESB

60MWB
60MEB

MATCHLINE 62MEB+00

R/L USH 41 SB RAMP RBT

WPS ELECTRIC

S-05-209

R/L CTH M SW RAMP BYPASS

WETLAND BOUNDARY (TYP.)

VILLAGE OF SUAMICO
SANITARY SEWER

CTH M SW RAMP

13WDS

R/L CTH M SW RAMP

1310SMC

FINISHED PROFILE AT R/L LINEVILLE RD (CTH M) WB

VPI STA 49MWB+45.46
VPI EL 599.07

1.51%

VPI STA 53MWB+42.88
VPI EL 605.09

VPI STA 54MWB+86.72
VPI EL 607.43

VPC STA 55MWB+23.28
VPC EL 608.12

1.88%

VCL = 120'
K = 121

VPI STA 55MWB+83.28
VPI EL 609.25

VPT STA 56MWB+43.28
VPT EL 610.97

2.87%

VPI STA 58MWB+12.98
VPI EL 615.85

EXCEPTION TO VERTICAL PROFILE
SEE USH 41 SB RBT PROFILE

VPI STA 59MWB+75.02
VPI EL 618.60

1.92%

VPC STA 59MWB+80.00
VPC EL 618.69

VPI STA 61MWB+60.00
VPI EL 622.15

VCL = 360'
K = 70

18' - 7¾" MIN.

EXISTING PROFILE AT R/L LINEVILLE RD (CTH M) WB

STA 49MWB+95.49
1 - 24" CPRC CL. III
2 - APRON ENDWALLS
I.E. = 590.45

EXCEPTION TO VERTICAL PROFILE
SEE W. DEERFIELD RBT PROFILE

EXISTING PROFILE ELEVATIONS

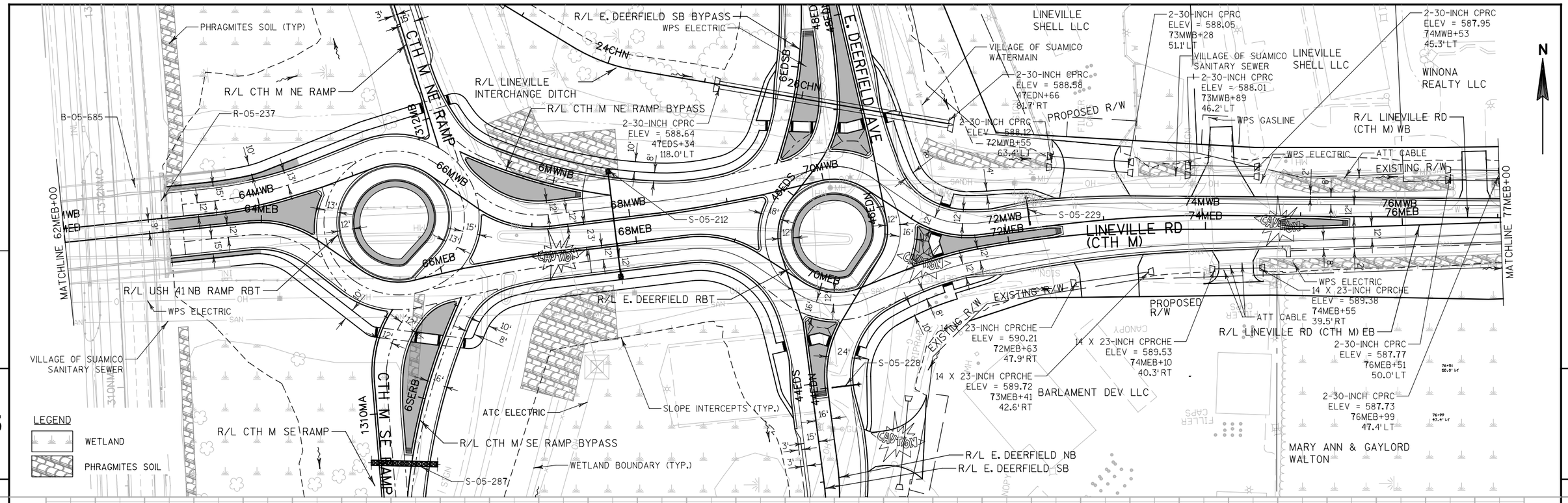
FINISHED PROFILE ELEVATIONS

47MWB+00	48MWB+00	49MWB+00	50MWB+00	51MWB+00	52MWB+00	53MWB+00	54MWB+00	55MWB+00	56MWB+00	57MWB+00	58MWB+00	59MWB+00	60MWB+00	61MWB+00	62MWB+00
593.42	593.49	593.62	594.12	594.69	595.35 / 599.14	596.11 / 599.90	596.84 / 600.66	597.91 / 601.41	599.06 / 602.17	599.91 / 602.93	600.41 / 603.68	600.17 / 604.44	602.47	605.75	605.14	609.39 / 607.68	610.94 / 608.65	612.17 / 609.81	613.22 / 611.16	614.06 / 612.60	614.96 / 614.04	615.77 / 615.48	611.01	607.15	615.95	617.97 / 619.05	618.29 / 619.69	618.21 / 619.97	592.93 / 619.90	595.71 / 619.47

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: LINEVILLE RD WB (CTH M)	SHEET 851	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050115_pp-MWB.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: LINEVILLE RD WB (CTH M)	SHEET 852	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050116_pp-MWB.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

LEGEND
WETLAND
PHRAGMITES SOIL

BEGIN CONSTRUCTION
1133-10-72
STA 40EDN+00.00

END CONSTRUCTION
1133-10-72
STA 52EDN+27.63

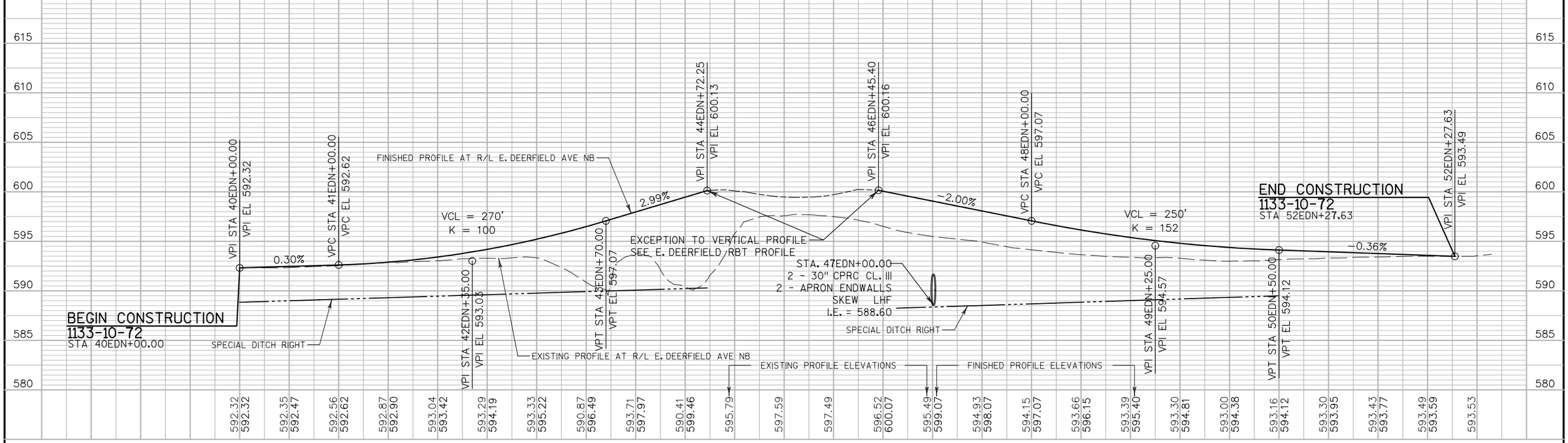
END CONSTRUCTION
1133-10-72
STA 6PFC+23.67

EXISTING R/W
PROPOSED R/W
ATT CABLE
WPS ELECTRIC
WPS GASLINE
VILLAGE OF SUAMICO SANITARY SEWER
VILLAGE OF SUAMICO WATERMAIN
SLOPE INTERCEPTS (TYP.)
PHRAGMITES SOIL (TYP)
WETLAND BOUNDARY (TYP.)
S-05-212
S-05-228

18-INCH CPRC ELEV = 589.16 40EDN+72 30.0' LT
18-INCH CPRC ELEV = 589.42 41EDN+38 33.3' LT
18-INCH CPRC ELEV = 588.98 40EDN+41 30.1' RT
18-INCH CPRC ELEV = 589.15 40EDN+96 31.9' RT
18-INCH CPRC ELEV = 589.75 42EDN+99 61.4' RT
18-INCH CPRC ELEV = 590.12 43EDN+77 79.2' RT
24-INCH CPRC ELEV = 589.60 50EDN+66 46.5' RT
24-INCH CPRC ELEV = 589.80 51EDN+61 40.4' RT
2-30-INCH CRPC ELEV = 588.64 47EDS+34.25 118.0' LT
2-30-INCH CRPC ELEV = 588.58 46EDN+66 81.7' RT

R/L LINEVILLE RD (CTH M) EB
R/L LINEVILLE RD (CTH M) WB
R/L LINEVILLE INTERCHANGE DITCH
R/L CTH M NE RAMP BYPASS
R/L E. DEERFIELD RBT
R/L E. DEERFIELD SB
R/L E. DEERFIELD NB
R/L E. DEERFIELD AVE NB
R/L E. DEERFIELD AVE SB
R/L E. DEERFIELD SB BYPASS
R/L PARKFIELD CT
E. DEERFIELD AVE

BARLAMENT DEV LLC
BOBBIB RUDOLPH
LINEVILLE SHELL LLC
KENT A DAVIS



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: EAST DEERFIELD AVE NB	SHEET 853	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050117_pp-EDN.dgn
PLOT DATE : 1/30/2013
PLOT BY : Richard_K
PLOT NAME : $FILE$
PLOT SCALE : -

WISDOT/CADDS SHEET 40

LEGEND

WETLAND

PHRAGMITES SOIL

BEGIN CONSTRUCTION
1133-10-72
STA 40EDN+00.00

END CONSTRUCTION
1133-10-72
STA 52EDN+27.63

END CONSTRUCTION
1133-10-72
STA 6PFC+23.67

SLOPE INTERCEPTS (TYP.)

18-INCH CPRC
ELEV = 589.16
40EDN+72
30.0' LT

18-INCH CPRC
ELEV = 589.42
41EDN+38
33.3' LT

18-INCH CPRC
ELEV = 588.98
40EDN+41
30.1' RT

18-INCH CPRC
ELEV = 589.15
40EDN+96
31.9' RT

18-INCH CPRC
ELEV = 589.75
42EDN+99
61.4' RT

18-INCH CPRC
ELEV = 590.12
43EDN+77
79.2' RT

24-INCH CPRC
ELEV = 589.60
50EDN+66
46.5' RT

24-INCH CPRC
ELEV = 589.80
51EDN+61
40.4' RT

2-30-INCH CRPC
ELEV = 588.64
47EDS+34.25
118.0' LT

2-30-INCH CRPC
ELEV = 588.58
46EDN+66
81.7' RT

R/L CTH M NE RAMP BYPASS

R/L LINEVILLE INTERCHANGE DITCH

R/L LINEVILLE RD (CTH M) WB

R/L LINEVILLE RD (CTH M) EB

R/L E. DEERFIELD RBT

R/L E. DEERFIELD SB BYPASS

R/L E. DEERFIELD AVE SB

R/L E. DEERFIELD AVE NB

R/L E. DEERFIELD SB

R/L E. DEERFIELD NB

R/L PARKFIELD CT

E. DEERFIELD AVE

LINEVILLE RD (CTH M)

EXISTING R/W

PROPOSED R/W

PHRAGMITES SOIL (TYP)

S-05-212

S-05-228

ATT CABLE

WPS ELECTRIC

WPS GASLINE

VILLAGE OF SUAMICO SANITARY SEWER

VILLAGE OF SUAMICO WATERMAIN

WETLAND BOUNDARY (TYP.)

BARLAMENT DEV LLC

BOBBIB RUDOLPH

LINEVILLE SHELL LLC

KENT A DAVIS

68MEB

68MWB

24CHN

52EDN

50EDS

50EDN

6PFC

6EDSB

28CHN

48EDS

48EDN

44EDS

44EDN

42EDS

42EDN

46EDN

40EDN

72MWB

72MEB

FINISHED PROFILE AT R/L E. DEERFIELD AVE SB

VPI STA 42EDS+30.54
VPI EL 593.51

VPC STA 42EDS+50.00
VPC EL 593.85

VPI STA 43EDS+00.00
VPI EL 594.72

VPT STA 43EDS+50.00
VPT EL 596.48

VPI STA 44EDS+74.81
VPI EL 600.86

VPI STA 46EDS+55.17
VPI EL 600.86

VPC STA 47EDS+50.00
VPC EL 598.01

VPI STA 48EDS+00.00
VPI EL 596.51

VPT STA 48EDS+50.00
VPT EL 595.82

VPI STA 49EDS+11.45
VPI EL 594.97

VCL = 100'
K = 57

VCL = 100'
K = 62

3.51%

-3.00%

-1.38%

.75%

EXCEPTION TO VERTICAL PROFILE SEE E. DEERFIELD ROUNDABOUT PROFILE

EXISTING PROFILE AT R/L E. DEERFIELD AVE SB

STA. 47EDS+05.09
2 - 30" CPRC CL. III
4- APRON ENDWALLS
SKEW 10°24'56" LHF
I.E. = 588.61

EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

592.82
592.85
592.72 593.85
590.51 594.94
590.58 596.48
593.45 598.23
592.96 599.99
595.92
601.43
599.74
591.60
591.56 599.51
592.00 598.01
592.34 596.71
592.84 595.82
592.91 595.13
592.91
592.90
593.17
593.32

615 610 605 600 595 590 585 580

38EDS+00 39EDS+00 40EDS+00 41EDS+00 42EDS+00 43EDS+00 44EDS+00 45EDS+00 46EDS+00 47EDS+00 48EDS+00 49EDS+00 50EDS+00 51EDS+00 52EDS+00 53EDS+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: EAST DEERFIELD AVE SB	SHEET 854	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050118_pp-EDS.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 40

LEGEND
WETLAND
PHRAGMITES SOIL

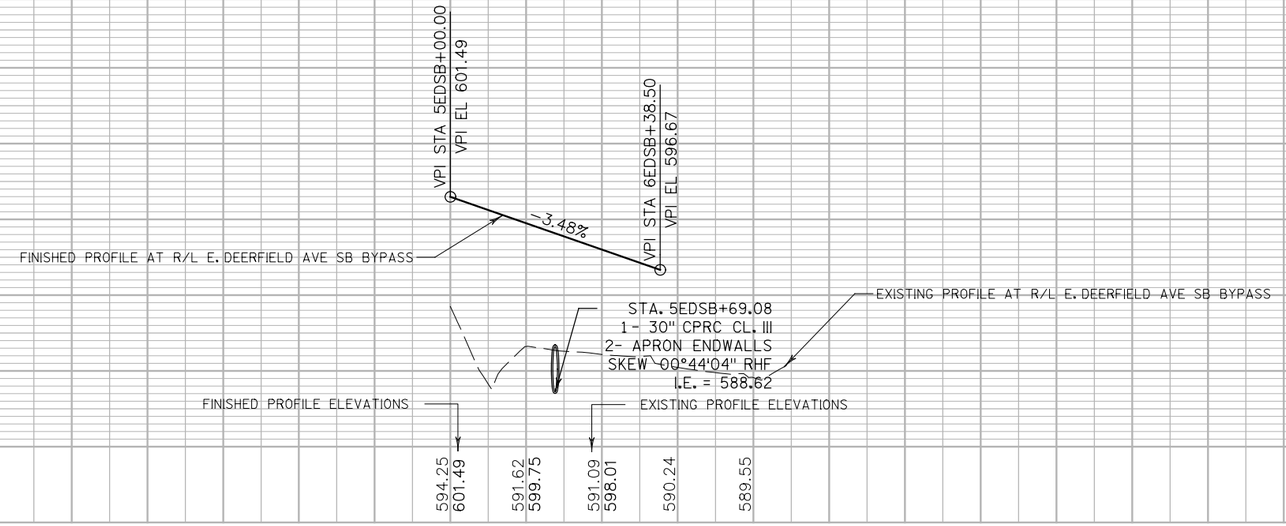
BEGIN CONSTRUCTION
1133-10-72
STA 40EDN+00.00

END CONSTRUCTION
1133-10-72
STA 52EDN+27.63

END CONSTRUCTION
1133-10-72
STA 6PFC+23.67

SLOPE INTERCEPTS (TYP.)
18-INCH CPRC
ELEV = 589.16
40EDN+72
30.0' LT
18-INCH CPRC
ELEV = 589.42
41EDN+38
33.3' LT
18-INCH CPRC
ELEV = 588.98
40EDN+41
30.1' RT
18-INCH CPRC
ELEV = 589.15
40EDN+96
31.9' RT
18-INCH CPRC
ELEV = 589.75
42EDN+99
61.4' RT
18-INCH CPRC
ELEV = 590.12
43EDN+77
79.2' RT
24-INCH CPRC
ELEV = 589.60
50EDN+66
46.5' RT
24-INCH CPRC
ELEV = 589.80
51EDN+61
40.4' RT
2-30-INCH CPRC
ELEV = 588.64
47EDS+34.25
118.0' LT
2-30-INCH CPRC
ELEV = 588.58
46EDN+66
81.7' RT

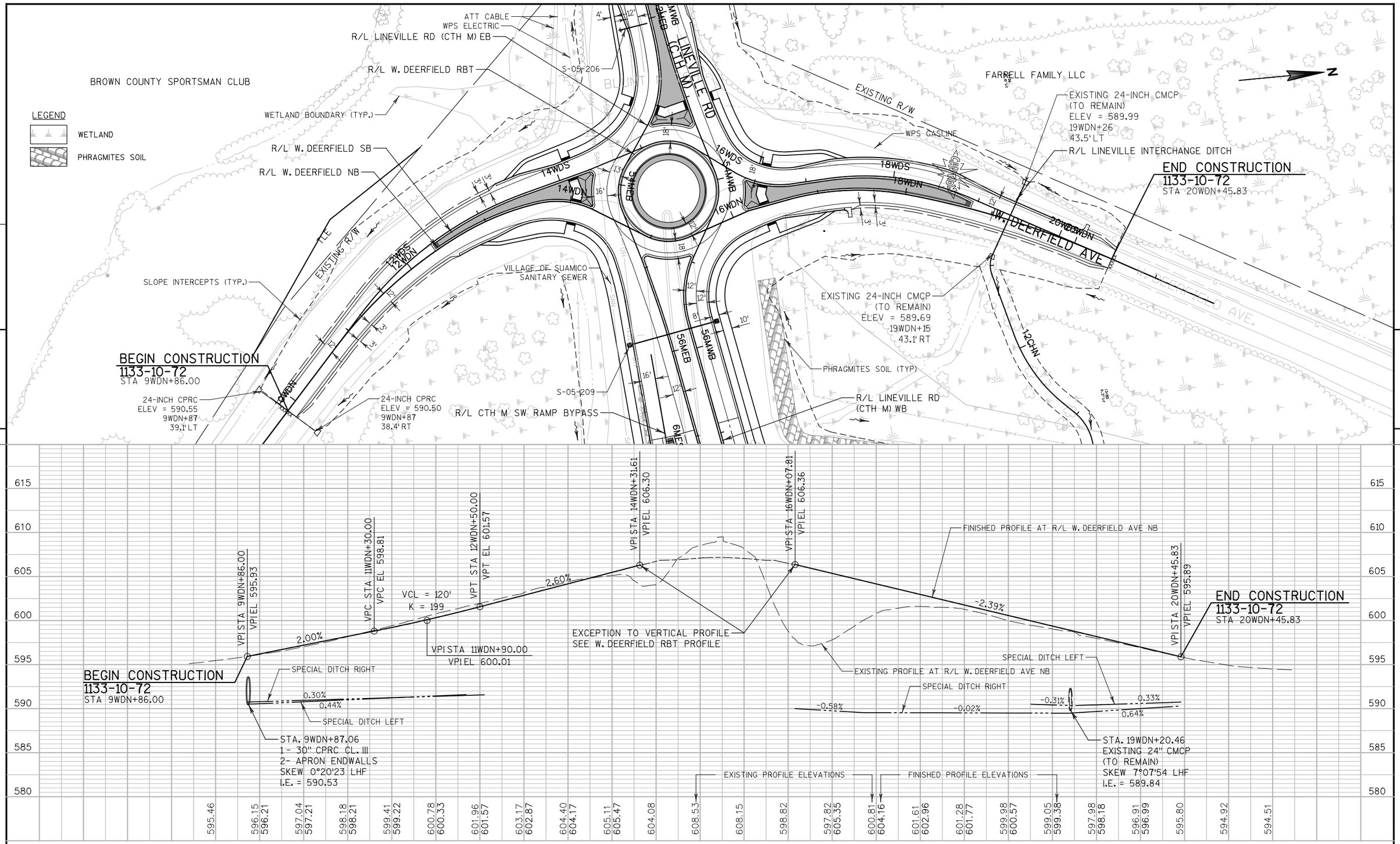
R/L CTH M NE RAMP BYPASS
R/L LINEVILLE INTERCHANGE DITCH
R/L LINEVILLE RD (CTH M) WB
R/L LINEVILLE RD (CTH M) EB
R/L E. DEERFIELD RBT
R/L E. DEERFIELD SB
R/L E. DEERFIELD NB
R/L E. DEERFIELD SB BYPASS
R/L E. DEERFIELD AVE SB
R/L E. DEERFIELD AVE NB
R/L PARKFIELD CT
E. DEERFIELD AVE
LINEVILLE RD (CTH M)
KENT A DAVIS
LINEVILLE SHELL LLC
BARLAMENT DEV LLC
BOBBIB RUDOLPH
EXISTING R/W
PROPOSED R/W
ATT CABLE
WPS ELECTRIC
WPS GASLINE
VILLAGE OF SUAMICO SANITARY SEWER
VILLAGE OF SUAMICO WATERMAIN
WETLAND BOUNDARY (TYP.)
PHRAGMITES SOIL (TYP)
S-05-212
S-05-228
68MEB
68MWB
72MEB
72MWB
24CHN
26CHN
6PFC
52EDN
50EDS
48EDS
48EDN
46EDN
44EDS
44EDN
42EDS
42EDN
6EDSB



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: EAST DEERFIELD AVE SB BYPASS	SHEET 855	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050119_pp-EDSB.dgn
PLOT DATE : 1/30/2013
PLOT BY : Richard_K
PLOT NAME : $FILE$
PLOT SCALE : -

WISDOT/CADDS SHEET 40



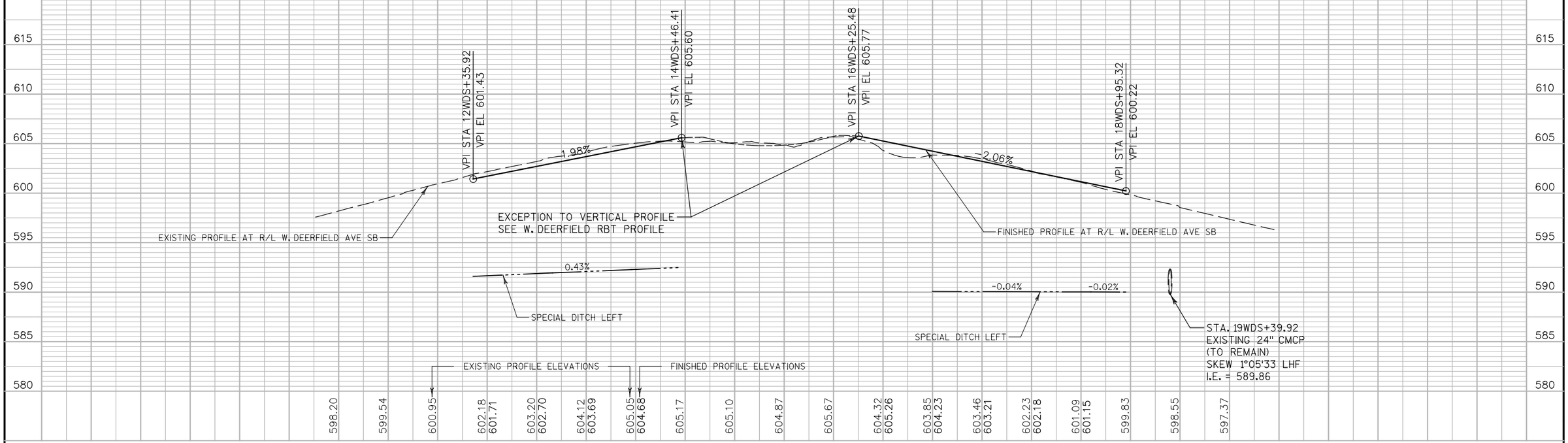
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: WEST DEERFIELD AVE NB	SHEET 856	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050120_pp-WDN.dgn
PLOT DATE : 1/30/2013
PLOT BY : Richard_K
PLOT NAME : $FILE$
PLOT SCALE : -
WISDOT/CADDS SHEET 40

BROWN COUNTY SPORTSMAN CLUB

LEGEND
WETLAND
PHRAGMITES SOIL

ATT CABLE
WPS ELECTRIC
R/L LINEVILLE RD (CTH M) EB
R/L W. DEERFIELD RBT
WETLAND BOUNDARY (TYP.)
R/L W. DEERFIELD SB
R/L W. DEERFIELD NB
S-05-206
LINEVILLE RD (CTH M)
EXISTING R/W
WPS GASLINE
FARRELL FAMILY LLC
EXISTING 24-INCH CMCP
(TO REMAIN)
ELEV = 589.99
19WDN+26
43.5' LT
R/L LINEVILLE INTERCHANGE DITCH
END CONSTRUCTION
1133-10-72
STA 20WDN+45.83
W. DEERFIELD AVE
SLOPE INTERCEPTS (TYP.)
VILLAGE OF SUAMICO
SANITARY SEWER
EXISTING 24-INCH CMCP
(TO REMAIN)
ELEV = 589.69
19WDN+15
43.1' RT
PHRAGMITES SOIL (TYP)
BEGIN CONSTRUCTION
1133-10-72
STA 9WDN+86.00
24-INCH CPRC
ELEV = 590.55
9WDN+87
39.1' LT
24-INCH CPRC
ELEV = 590.50
9WDN+87
38.4' RT
S-05-209
R/L CTH M SW RAMP BYPASS
R/L LINEVILLE RD
(CTH M) WB



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: WEST DEERFIELD AVE SB	SHEET 857	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050121_pp-WDS.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 40

LEGEND
WETLAND
PHRAGMITES SOIL

30-INCH CPRC
ELEV = 588.99
20CHN+08

END CONSTRUCTION
1133-10-72
STA 52EDN+27.63

KENT A DAVIS

PHRAGMITES SOIL (TYP)

R/L E. DEERFIELD AVE NB

30-INCH CPRC
ELEV = 588.91
22CHN+75

24-INCH CPRC
ELEV = 589.80
5PFC+41
52.3'LT

END CONSTRUCTION
1133-10-72
STA 6PFC+23.67

R/L PARKFIELD CT

6PFC

SLOPE INTERCEPTS (TYP)

R/L E. DEERFIELD AVE SB

R/L LINEVILLE INTERCHANGE DITCH

PARKFIELD COURT

ATT CABLE

PROPOSED R/W

24-INCH CPRC
ELEV = 589.60
5PFC+42
50.1'RT

WPS
ELECTRIC

R/L E. DEERFIELD
SB BYPASS

E. DEERFIELD AVE

ATT CABLE

WPS
ELECTRIC

VILLAGE OF SUAMICO
WATERMAIN

FINISHED PROFILE AT R/L PARKFIELD CT

VPI STA 5PFC+50.00
VPI EL 595.43

VPT STA 5PFC+83.00
VPT EL 595.60

VPI STA 6PFC+23.67
VPI EL 595.82

END CONSTRUCTION
1133-10-72
STA 6PFCPFC+23.67

VPI STA 5PFC+12.00
VPI EL 594.36

2.80%

0.54%

VCL = 66'
K = 29

VPC STA 5PFC+17.00
VPC EL 594.50

EXISTING PROFILE AT R/L PARKFIELD CT

STA. 5PFC+41.38
1- 24" CPRC CL. III
2- APRON ENDWALLS
SKEW 0°48'56 RHF
I.E. = 589.70

EXISTING PROFILE ELEVATIONS
FINISHED PROFILE ELEVATIONS

593.33
594.55 595.24
595.39 595.69
595.76
595.71

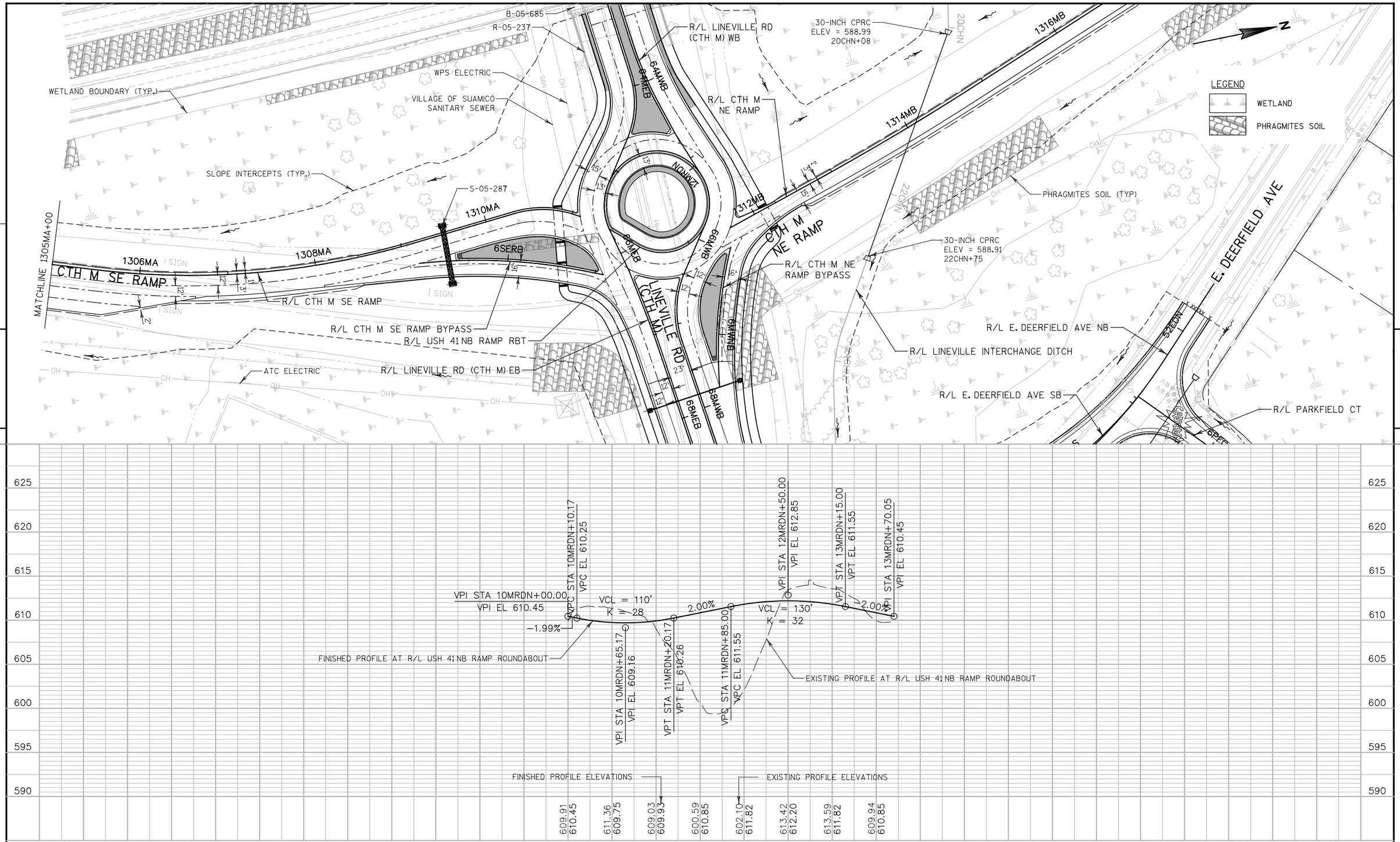
615 610 605 600 595 590 585 580 575

0PFC+00 1PFC+00 2PFC+00 3PFC+00 4PFC+00 5PFC+00 6PFC+00 7PFC+00 8PFC+00 9PFC+00 10PFC+00 11PFC+00 12PFC+00 13PFC+00 14PFC+00 15PFC+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: PARKFIELD COURT	SHEET 858	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050122_pp-PFC.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 40



PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: USH 41 NB RAMP ROUNDABOUT	SHEET 859	E

BROWN COUNTY SPORTSMAN CLUB

LEGEND
WETLAND
PHRAGMITES SOIL

W. DEERFIELD AVE.
EXISTING R/W
ATT CABLE
SLOPE INTERCEPTS (TYP.)
R/L CTH M SW RAMP BYPASS
CTH M SW RAMP
R/L CTH M SW RAMP
30-INCH CPRC
ELEV = 588.80
1304MD+31
72.7' LT
30-INCH CPRC
ELEV = 588.90
1304MD+31
50.0' RT
1304MD
1306MD
1308MD
1310MD
SS-SWG1
SS-SWB1
WPS ELECTRIC
VILLAGE OF SUAMICO
SANITARY SEWER
R/L USH 41 SB RAMP RBT
R-05-236
LINEVILLE RD (CTH M)
6MESB
6MWSB
12MRDS
60MEB
60MWB
R/L LINEVILLE RD (CTH M) EB
R/L LINEVILLE RD (CTH M) WB
PHRAGMITES SOIL (TYP)
R/L CTH M NW RAMP BYPASS
6NWMB
S-05-208
R/L CTH M NW RAMP
1316MC
1318MC
CTH M NW RAMP
I SIGN
T SIGN
HH
WELL
SAN
CPRC
CMP
18"CM
24"CM

5 5

625 620 615 610 605 600 595 590

VPI STA 10MRDS+00.00
VPI EL 616.62
VPC STA 10MRDS+19.35
VPC EL 616.24
VPT STA 13MRDS+24.18
VPT EL 617.53
VPI STA 12MRDS+59.18
VPI EL 618.83
VPI STA 13MRDS+69.65
VPI EL 616.62
VCL = 110'
K = 28
2.00%
-2.00%
VCL = 130'
K = 33
-2.00%
FINISHED PROFILE AT R/L USH 41 SB RAMP RBT
VPI STA 10MRDS+74.35
VPI EL 615.14
VPT STA 11MRDS+29.35
VPT EL 616.24
VPC STA 11MRDS+94.18
VPC EL 617.53
EXISTING PROFILE AT R/L USH 41 SB RAMP RBT

EXISTING PROFILE ELEVATIONS
FINISHED PROFILE ELEVATIONS

608.33 616.62
616.52 615.79
616.44 615.80
613.61 616.65
616.30 617.64
617.78 618.17
614.10 617.93
606.02 617.02

4MRDS+00 5MRDS+00 6MRDS+00 7MRDS+00 8MRDS+00 9MRDS+00 10MRDS+00 11MRDS+00 12MRDS+00 13MRDS+00 14MRDS+00 15MRDS+00 16MRDS+00 17MRDS+00 18MRDS+00 19MRDS+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: USH 41 SB RAMP ROUNDABOUT	SHEET 860	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050124_pp-MRDS.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

LEGEND
WETLAND
PHRAGMITES SOIL

BEGIN CONSTRUCTION
1133-10-72
STA 40EDN+00.00

END CONSTRUCTION
1133-10-72
STA 52EDN+27.63

END CONSTRUCTION
1133-10-72
STA 6PFC+23.67

SLOPE INTERCEPTS (TYP.)
18-INCH CPRC
ELEV = 589.16
40EDN+72
30.0' LT
18-INCH CPRC
ELEV = 589.42
41EDN+38
33.3' LT
18-INCH CPRC
ELEV = 588.98
40EDN+41
30.1' RT
18-INCH CPRC
ELEV = 589.15
40EDN+96
31.9' RT
18-INCH CPRC
ELEV = 589.75
42EDN+99
61.4' RT
18-INCH CPRC
ELEV = 590.12
43EDN+77
79.2' RT
24-INCH CPRC
ELEV = 589.60
50EDN+66
46.5' RT
24-INCH CPRC
ELEV = 589.80
51EDN+61
40.4' RT
2-30-INCH CRPC
ELEV = 588.64
47EDS+34.25
118.0' LT
2-30-INCH CRPC
ELEV = 588.58
46EDN+66
81.7' RT

R/L CTH M NE RAMP BYPASS
R/L LINEVILLE INTERCHANGE DITCH
R/L LINEVILLE RD (CTH M) WB
R/L LINEVILLE RD (C.T.H. M)
R/L E. DEERFIELD RBT
R/L E. DEERFIELD SB BYPASS
R/L E. DEERFIELD AVE SB
R/L E. DEERFIELD AVE NB
R/L E. DEERFIELD SB
R/L E. DEERFIELD NB
R/L LINEVILLE RD (CTH M) EB
R/L PARKFIELD CT
E. DEERFIELD AVE
KENT A DAVIS
LINEVILLE SHELL LLC
BARLAMENT DEV LLC
BOBBIB RUDOLPH
PROPOSED R/W
EXISTING R/W
ATT CABLE
WPS ELECTRIC
WPS GASLINE
VILLAGE OF SUAMICO SANITARY SEWER
VILLAGE OF SUAMICO WATERMAIN
WETLAND BOUNDARY (TYP.)
PHRAGMITES SOIL (TYP)
S-05-212
S-05-228
68MEB
68MWB
70MWB
72MWB
72MEB
6PFC
6EDSB
42EDS
42EDN
44EDS
44EDN
46EDN
48EDS
48EDN
50EDS
50EDN
52EDN

FINISHED PROFILE AT R/L E. DEERFIELD AVE ROUNDABOUT
EXISTING PROFILE AT R/L E. DEERFIELD AVE ROUNDABOUT
VPI STA 10MRDE+00.00 VPI EL 600.09
VPC STA 10MRDE+05.00 VPC EL 599.99
VCL = 110'
K = 27
2.00%
-2.00%
VPI STA 10MRDE+60.00 VPI EL 598.89
VPT STA 11MRDE+15.00 VPT EL 599.99
VPC STA 11MRDE+72.59 VPC EL 601.15
VPI STA 12MRDE+37.59 VPI EL 602.45
VCL = 130'
K = 33
VPT STA 13MRDE+02.59 VPT EL 601.15
VPI STA 13MRDE+55.18 VPI EL 600.09

FINISHED PROFILE ELEVATIONS
EXISTING PROFILE ELEVATIONS
596.04 600.09
597.63 599.46
597.56 599.74
596.33 600.69
599.81 601.58
601.43 601.77
597.12 601.20
595.18 600.20

615 610 605 600 595 590 585 580

4MRDE+00 5MRDE+00 6MRDE+00 7MRDE+00 8MRDE+00 9MRDE+00 10MRDE+00 11MRDE+00 12MRDE+00 13MRDE+00 14MRDE+00 15MRDE+00 16MRDE+00 17MRDE+00 18MRDE+00 19MRDE+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: EAST DEERFIELD AVE ROUNDABOUT	SHEET 861	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050125_pp-MRDE.dgn
PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 40

BROWN COUNTY SPORTSMAN CLUB

LEGEND
WETLAND
PHRAGMITES SOIL

ATT CABLE
WPS ELECTRIC
R/L LINEVILLE RD (CTH M) EB
R/L W. DEERFIELD RBT
WETLAND BOUNDARY (TYP.)
R/L W. DEERFIELD SB
R/L W. DEERFIELD NB
S-05-206
LINEVILLE RD (CTH M)
EXISTING R/W
WPS GASLINE
FARRELL FAMILY LLC
EXISTING 24-INCH CMCP
(TO REMAIN)
ELEV = 589.99
19WDN+26
43.5' LT
R/L LINEVILLE INTERCHANGE DITCH
END CONSTRUCTION
1133-10-72
STA 20WDN+45.83
W. DEERFIELD AVE
SLOPE INTERCEPTS (TYP.)
VILLAGE OF SUAMICO
SANITARY SEWER
EXISTING 24-INCH CMCP
(TO REMAIN)
ELEV = 589.69
19WDN+15
43.1' RT
PHRAGMITES SOIL (TYP)
R/L LINEVILLE RD
(CTH M) WB
BEGIN CONSTRUCTION
1133-10-72
STA 9WDN+86.00
24-INCH CPRC
ELEV = 590.55
9WDN+87
39.1' LT
24-INCH CPRC
ELEV = 590.50
9WDN+87
38.4' RT
S-05-209
R/L CTH M SW RAMP BYPASS

FINISHED PROFILE AT R/L W. DEERFIELD AVE ROUNDABOUT
EXISTING PROFILE AT R/L W. DEERFIELD AVE ROUNDABOUT
VPI STA 10MRDW+00.00 VPI EL 606.06
VPC STA 10MRDW+35.93 VPC EL 605.34
VCL = 110'
K = 28
-2.00%
2.00%
VPI STA 10MRDW+90.93 VPI EL 604.24
VPT STA 11MRDW+45.93 VPT EL 605.34
VPC STA 12MRDW+05.00 VPC EL 606.52
VCL = 130'
K = 33
VPI STA 12MRDW+70.00 VPI EL 607.82
VPT STA 13MRDW+35.00 VPT EL 606.52
VPI STA 13MRDW+58.14 VPI EL 606.06

FINISHED PROFILE ELEVATIONS: 606.05 606.06 | 605.14 605.09 | 605.10 604.80 | 605.70 605.42 | 606.48 606.42 | 608.57 607.11 | 608.03 607.03 | 604.95 606.22
EXISTING PROFILE ELEVATIONS

625 620 615 610 605 600 595 590

4MRDW+00 5MRDW+00 6MRDW+00 7MRDW+00 8MRDW+00 9MRDW+00 10MRDW+00 11MRDW+00 12MRDW+00 13MRDW+00 14MRDW+00 15MRDW+00 16MRDW+00 17MRDW+00 18MRDW+00 19MRDW+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: WEST DEERFIELD AVE ROUNDABOUT	SHEET 862	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\050126_pp-MRDW.dgn PLOT DATE : 1/30/2013 PLOT BY : Richard_K PLOT NAME : $FILE$ PLOT SCALE : -

WISDOT/CADDS SHEET 40

LEGEND

WETLAND

PHRAGMITES SOIL

N

W. DEERFIELD AVE

EXISTING R/W

EXISTING 24-INCH CMCP (TO REMAIN) ELEV = 589.99 19WDN+26 43.5' LT

R/L W. DEERFIELD NB

R/L W. DEERFIELD SB

WPS GASLINE

18WDS

18WDN

12

3'

30-INCH CPRC ELEV = 589.33 13CHN+53

R/L LINEVILLE INTERCHANGE DITCH

12CHN

14CHN

16CHN

18CHN

EXISTING 24-INCH CMCP (TO REMAIN) ELEV = 589.69 19WDN+15 43.1' RT

SLOPE INTERCEPTS (TYP.)

R/L CTH M NW RAMP BYPASS

S-05-208

CTH M NW RAMP

6NMAB

WETLAND BOUNDARY (TYP.)

30-INCH CPRC ELEV = 589.25 15CHN+36

24 X 38-INCH CPRC ELEV = 589.06 18CHN+50

MATCHLINE 19CHN+00

24 X 38-INCH CPRC ELEV = 589.16 16CHN+67

R/L CTH M NW RAMP

PHRAGMITES SOIL (TYP)

1314SMC

1314NMC

1314ANMC

SIGN

610

605

600

595

590

585

580

575

570

EXISTING PROFILE AT R/L LINEVILLE INTERCHANGE DITCH

VPI STA 10CHN+00.00 VPI EL 589.99

VPI STA 10CHN+87.05 VPI EL 589.69

VPI STA 13CHN+53.13 VPI EL 589.33

VPI STA 15CHN+35.68 VPI EL 589.25

VPI STA 16CHN+67.09 VPI EL 589.16

VPI STA 18CHN+49.93 VPI EL 589.06

-0.34%

-0.14%

-0.04%

-0.07%

-0.05%

-0.04%

INVERT IN
STA. 13CHN+53.11
1 - 30" CPRC CL. III
2 - APRON ENDWALLS
I.E. = 589.33

INVERT OUT
STA. 15CHN+35.67
1 - 30" CPRC CL. III
2 - APRON ENDWALLS
I.E. = 589.25

INVERT IN
STA. 16CHN+67.09
1 - 24 X 38-INCH
CPRC CL. III
2 - APRON ENDWALLS
I.E. = 589.16

INVERT OUT
STA. 18CHN+49.93
1 - 24 X 38-INCH CPRC CL. III
2 - APRON ENDWAL
I.E. = 589.06

FINISHED PROFILE AT R/L LINEVILLE INTERCHANGE DITCH

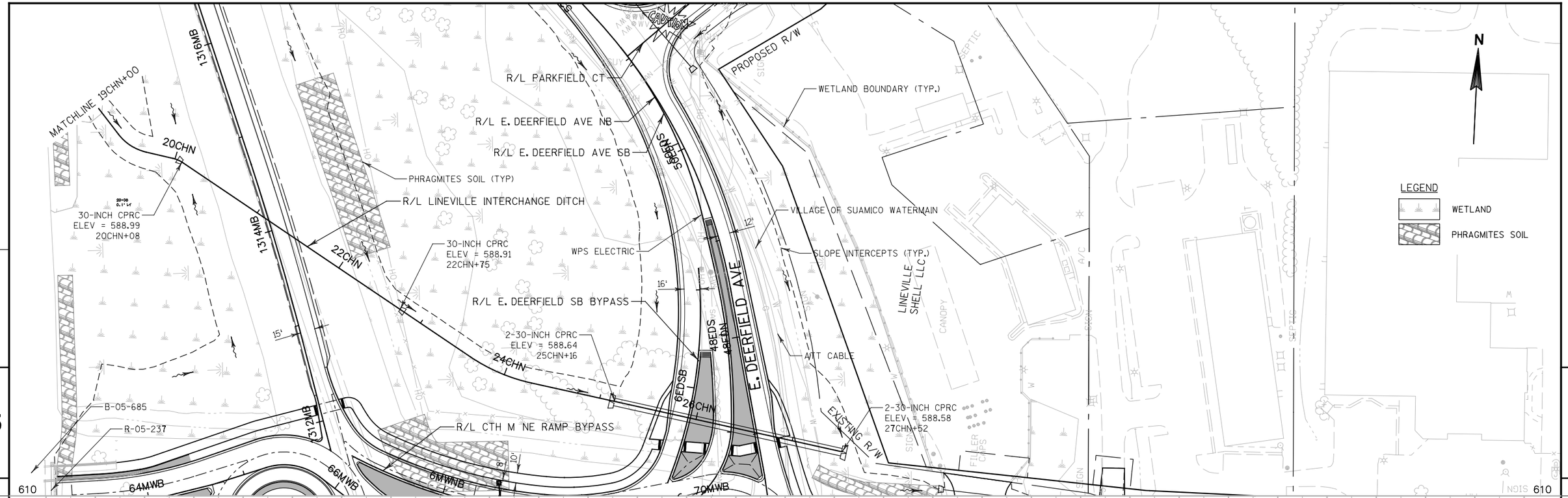
EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

591.08	589.99	598.57	589.82	590.77	589.67	591.43	589.60	590.95	589.54	591.05	589.47	591.17	589.40	591.42	589.33	594.46	589.31	606.72	589.29
595.70	589.27	591.33	589.24	591.16	589.21	591.35	589.17	595.81	589.14	593.60	589.11	595.94	589.09	591.43	589.06	590.82	589.04		

4CHN+00 5CHN+00 6CHN+00 7CHN+00 8CHN+00 9CHN+00 10CHN+00 11CHN+00 12CHN+00 13CHN+00 14CHN+00 15CHN+00 16CHN+00 17CHN+00 18CHN+00 19CHN+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	PLAN & PROFILE: LINEVILLE INTERCHANGE DITCH	SHEET 863	E


MATCHLINE 19CHN+00
20CHN
30-INCH CPRC
ELEV = 588.99
20CHN+08
22CHN
30-INCH CPRC
ELEV = 588.91
22CHN+75
2-30-INCH CPRC
ELEV = 588.64
25CHN+16
24CHN
26CHN
2-30-INCH CPRC
ELEV = 588.58
27CHN+52
R/L PARKFIELD CT
R/L E. DEERFIELD AVE NB
R/L E. DEERFIELD AVE SB
R/L E. DEERFIELD SB BYPASS
R/L LINEVILLE INTERCHANGE DITCH
R/L CTH M NE RAMP BYPASS
PHRAGMITES SOIL (TYP)
PROPOSED R/W
WETLAND BOUNDARY (TYP.)
VILLAGE OF SUAMICO WATERMAIN
SLOPE INTERCEPTS (TYP.)
WPS ELECTRIC
ATT CABLE
E. DEERFIELD AVE
LINEVILLE SHELL LLC
EXISTING R/W
B-05-685
R-05-237
131WB
131MWB
131MWB
131MW

Standard Detail Drawing List

08A05-18A	INLET COVERS TYPE A, H, A-S, & H-S
08A05-18B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-18C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-18D	INLET COVER, TYPE BW, Z MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08B10-01	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08C09-01	INLETS MEDIAN 3 AND 4 GRATE
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
08D14-01	SLOTTED VANE DRAIN
08D15-04A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08D15-04B	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08D15-04C	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
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
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
08F07-03	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SIDE DRAINS SLOPED SECTION
09B02-07	CONDUIT
09B04-09	PULL BOX
09C02-06	CONCRETE BASES, TYPES 1, 2 & 5
09C03-03	TRANSFORMER/PEDESTAL BASES
09C05-07	CONCRETE CONTROL CABINET BASES
09C06-05	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09D01-04	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-02	SIGNAL OR LIGHTING CONTROL CABINET
09E01-11B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-11D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-11G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-04	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-04	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
11A01-04	MAINTENANCE CROSSOVER FOR FREEWAYS
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A03-05	CONCRETE PAVEMENT SHOULDERS
13B02-06	CONCRETE PAVEMENT APPROACH SLAB
13C01-15	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-10A	RURAL DOWELED CONCRETE PAVEMENT
13C11-10B	RURAL DOWELED CONCRETE PAVEMENT
13C13-07	URBAN DOWELED CONCRETE PAVEMENT
13C15-05A	CONCRETE BASE
13C15-05B	CONCRETE BASE
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
14A02-01	TREE PLANTING DETAIL
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"
14B07-13E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

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Standard Detail Drawing List

14B07-13F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-01A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B32-01A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-01B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-01C	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-01D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B34-01A	32", 36" & 42" CONCRETE BARRIER SINGLE SLOPE CLASS B
14B34-01B	56" CONCRETE BARRIER SINGLE SLOPE CLASS B
14B39-01E	42-INCH SSCB TO 56-INCH SSCB HEIGHT TRANSITION
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)
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)
15A02-07	DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A06-02	DELINEATOR LAYOUT
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C02-04A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04C	DETOUR SIGNING 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)
15C08-15F	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C10-10	PAVEMENT MARKINGS FOR DROP LANES FREEWAY/EXPRESSWAY
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-03	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C19-01A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-01B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-01C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C24-02	36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C29-02A	BICYCLE LANE MARKING
15C29-02B	BICYCLE LANE MARKING
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
15D03-01	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D04-01	TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING
15D06-02	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D07-03	TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER
15D08-03	TRAFFIC CONTROL, TEMPORARY ENTRANCE RAMP CROSSOVER
15D09-02	TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT
15D10-02	TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT WITH BARRIER
15D11-03	TRAFFIC CONTROL, SINGLE LANE CROSSOVER

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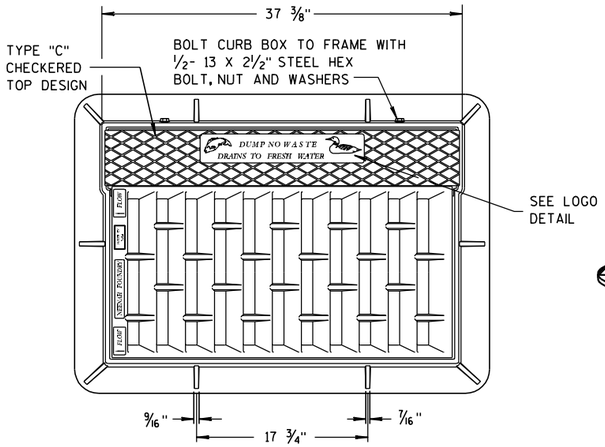
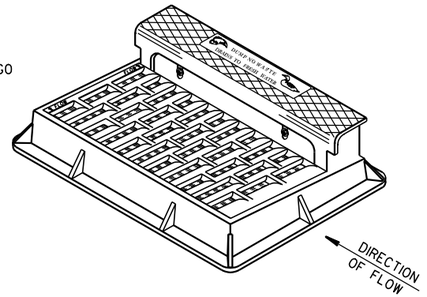
Standard Detail Drawing List

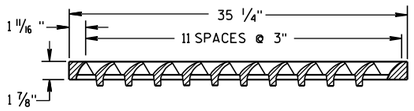
15D12-02	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D16-01	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-01	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-01	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-01	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D27-01	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-01	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-02	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D31-01	TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY

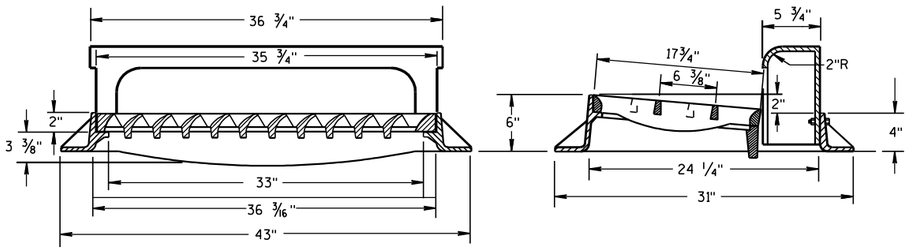


NOTE:
GRATE IS REVERSIBLE.



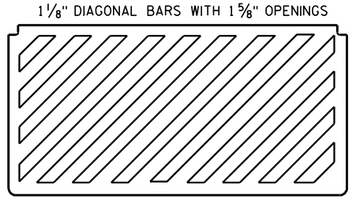
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"





TYPE "H"

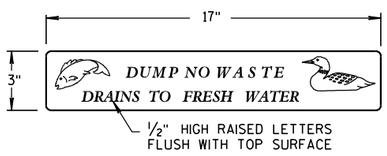
(APPROXIMATE WEIGHT 441 LBS.)
FRAME..... 181 LBS.
GRATE..... 146 LBS.
CURB BOX..... 114 LBS.



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

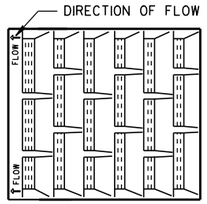
GENERAL NOTES

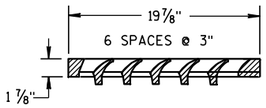
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

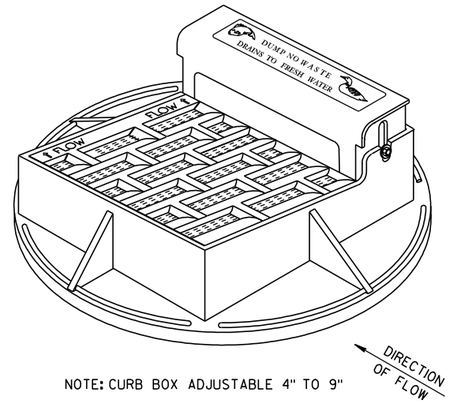
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

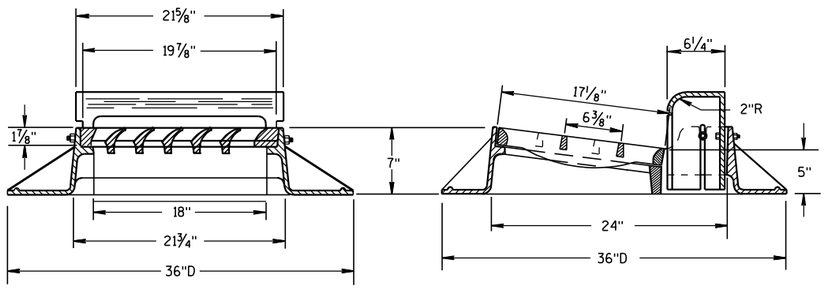
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





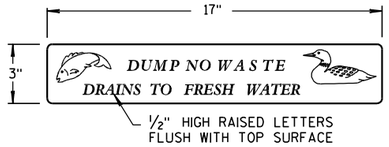


NOTE: CURB BOX ADJUSTABLE 4" TO 9"



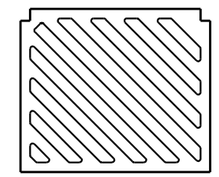
TYPE "A"

(APPROXIMATE WEIGHT 340 LBS.)
FRAME..... 185 LBS.
GRATE..... 71 LBS.
CURB BOX..... 84 LBS.



LOGO DETAIL

NOTE:
GRATE IS REVERSIBLE.



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

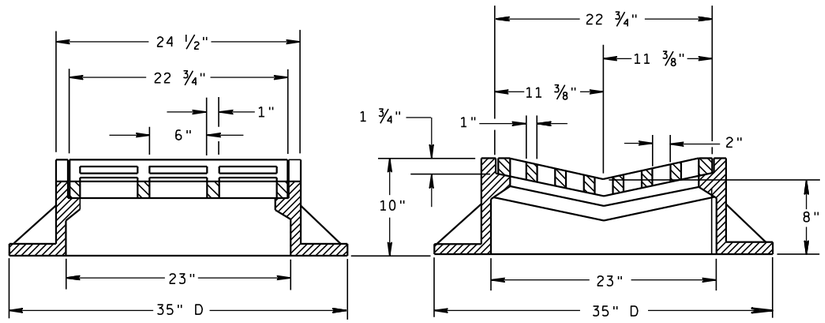
APPROVED
6/5/2012 DATE
/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
868
FHWA

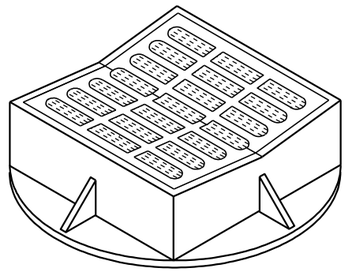
6

S.D.D. 8 A 5-18a

6

S.D.D. 8 A 5-18a

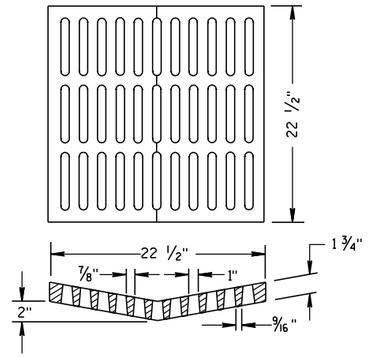




TYPE "B"

(APPROXIMATE WEIGHT 405 LBS.)

FRAME..... 294 LBS.
GRATE..... 111 LBS.

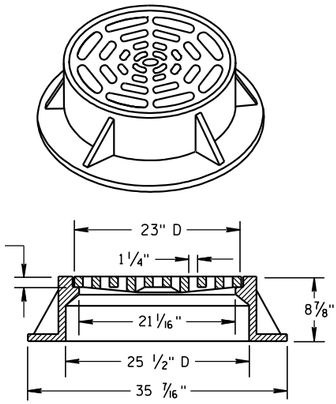


ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 134 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 259 LBS.)

FRAME..... 152 LBS.
GRATE..... 107 LBS.

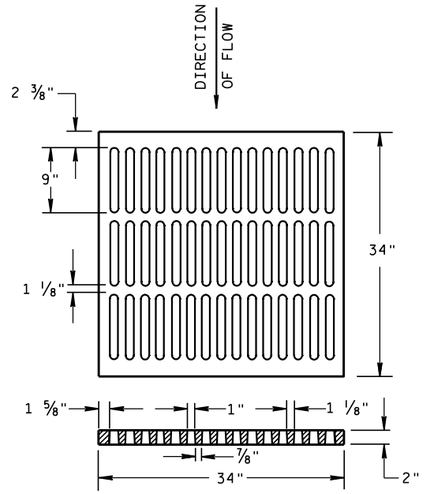
GENERAL NOTES

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

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

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

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

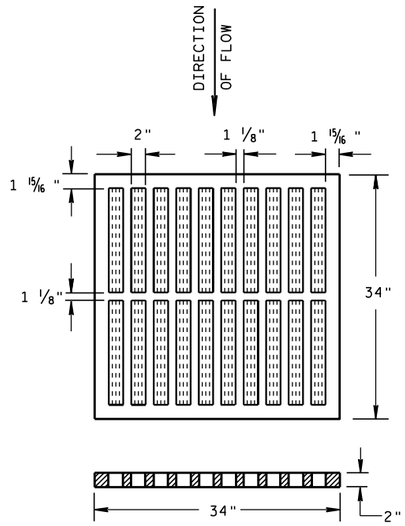


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 329 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

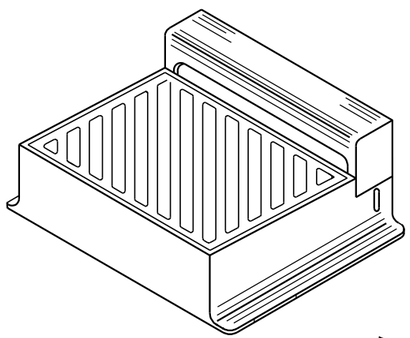


TYPE "MS"

(APPROXIMATE GRATE WEIGHT 268 LBS.)

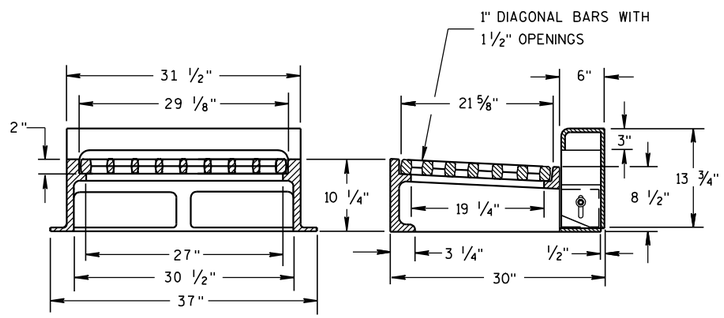
USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



DIRECTION OF FLOW

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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 648 LBS.)

FRAME..... 355 LBS.
GRATE..... 156 LBS.
CURB BOX..... 137 LBS.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012 — DATE

/S/ Jerry H. Zaas — ROADWAY STANDARDS ENGINEER

869 ENT

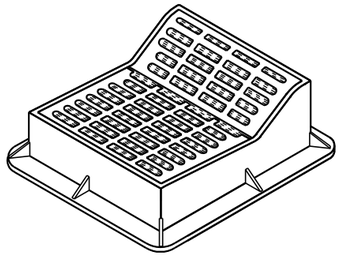
FHWA

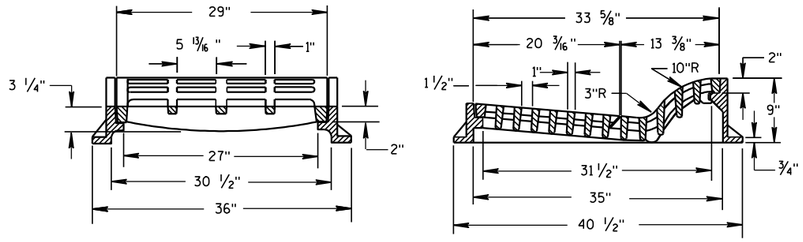
6

S.D.D. 8 A 5-18b

6

S.D.D. 8 A 5-18b



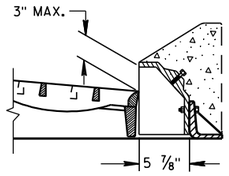


TYPE "F"

(APPROXIMATE WEIGHT 644 LBS.)

FRAME.....302 LBS.
GRATE.....160 LBS.
GRATE.....182 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

(APPROXIMATE WEIGHT CURB BOX 68 LBS.)

USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

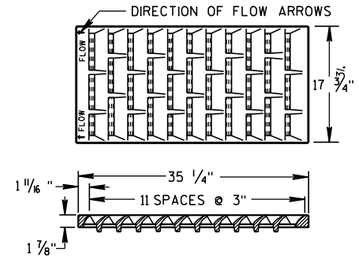
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

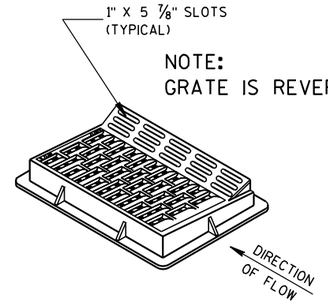
GENERAL NOTES

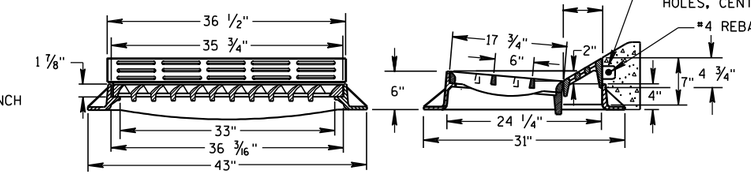
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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





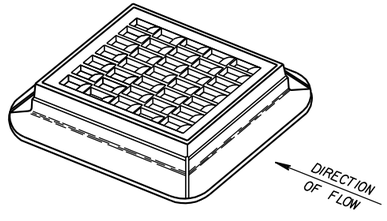


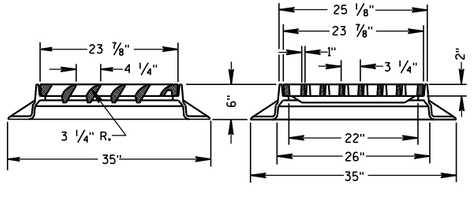
TYPE "HM"

(APPROXIMATE WEIGHT 414 LBS.)
FRAME..... 181 LBS.
GRATE..... 159 LBS.
CURB BOX..... 74 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE

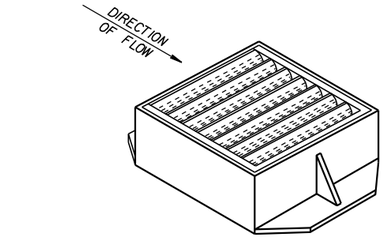


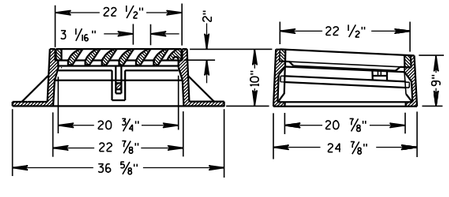


TYPE "S"

(APPROXIMATE WEIGHT 333 LBS.)

FRAME.....164 LBS.
GRATE..... 169 LBS.

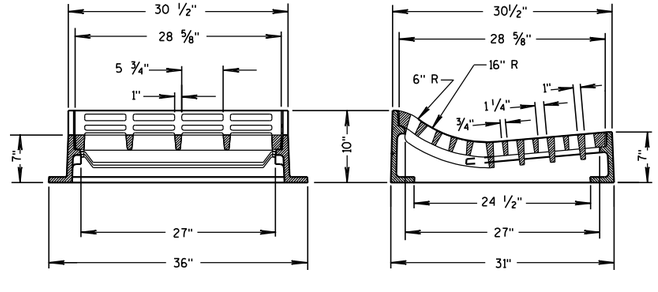




TYPE "V"

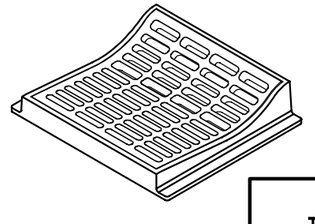
(APPROXIMATE WEIGHT 410 LBS.)

FRAME..... 269 LBS.
GRATE..... 136 LBS.
SAFETY BAR..... 5 LBS.



TYPE "T"

(APPROXIMATE WEIGHT 530 LBS.)
FRAME.....270 LBS.
GRATE.....260 LBS.
USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

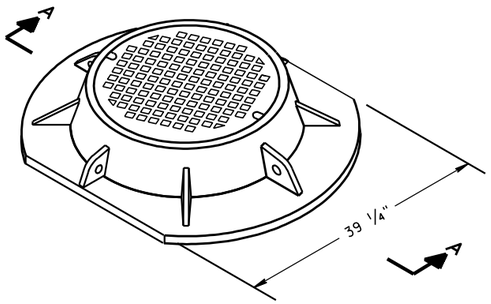
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER 870 — MENT
FHWA

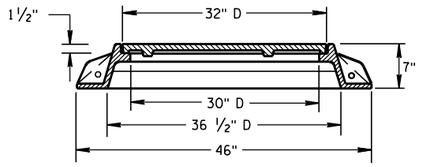
6

S.D.D. 8 A 5-18c

6

S.D.D. 8 A 5-18c



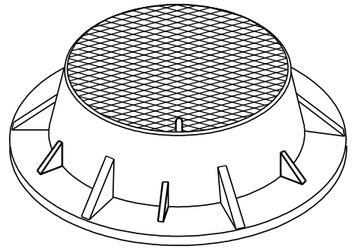


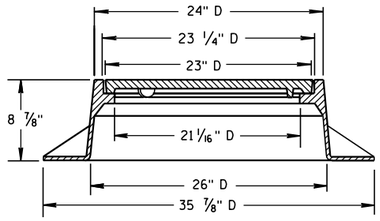
SECTION A-A

TYPE "K"

(APPROXIMATE WEIGHT 439 LBS.)

FRAME.....216 LBS.
LID.....223 LBS.

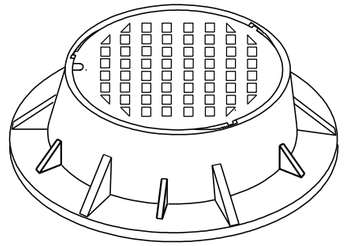


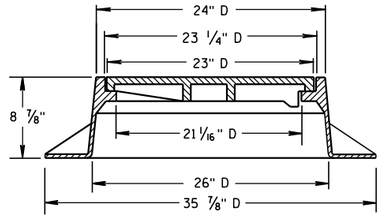


TYPE "J"

(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)

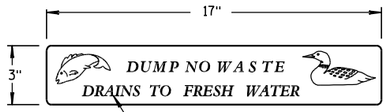
GENERAL NOTES

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

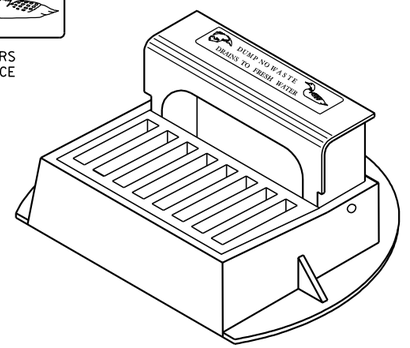
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

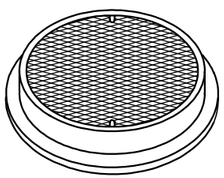
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

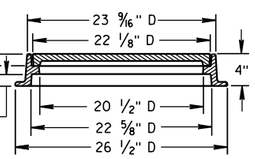
THE ACTUAL WEIGHT OF COVERS MAY VARY WITH 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



LOGO DETAIL



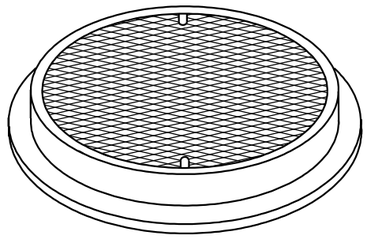


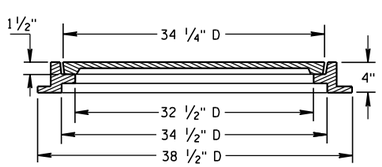


TYPE "L"

(APPROXIMATE WEIGHT 158 LBS.)

FRAME.....81 LBS.
LID.....77 LBS.

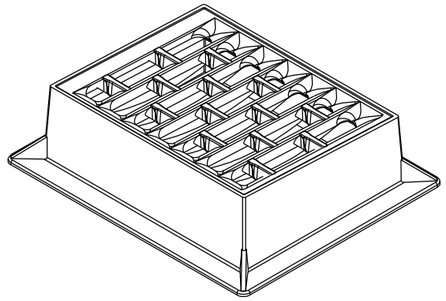


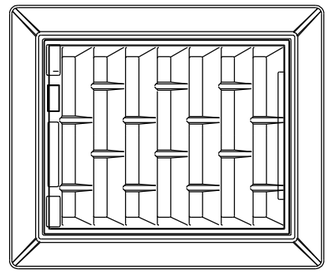


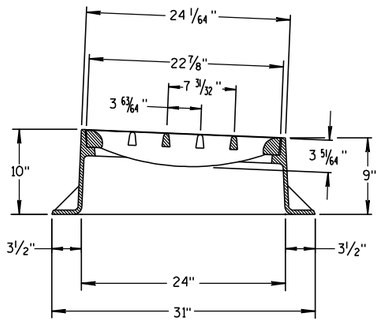
TYPE "M"

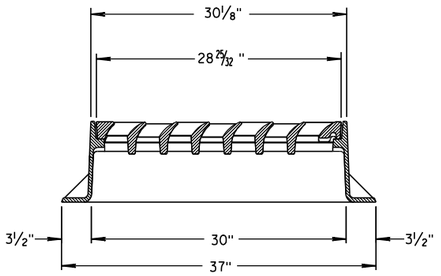
(APPROXIMATE WEIGHT 377 LBS.)

FRAME..... 125 LBS.
LID..... 252 LBS.

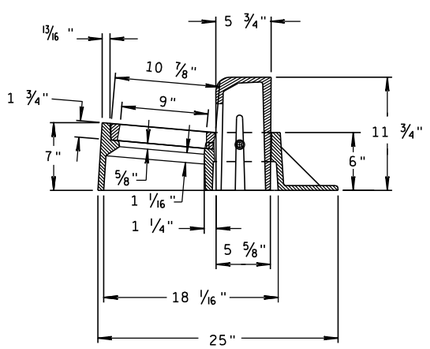


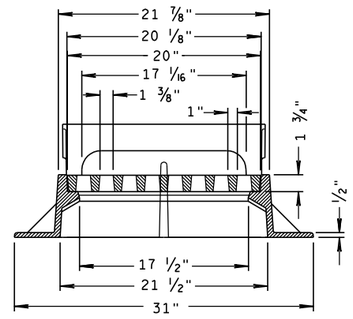






INLET COVER TYPE "BW"





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. Zaas
ROADWAY STANDARDS ENGINEER

871

FHWA

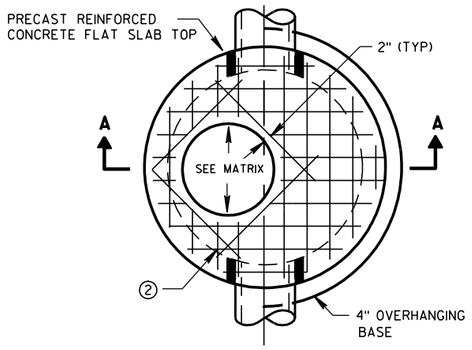
NT

6

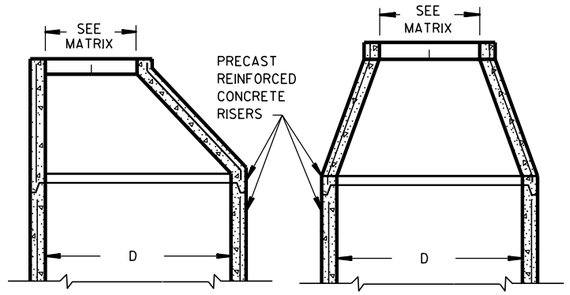
S.D.D. 8 A 5-18d

6

S.D.D. 8 A 5-18d

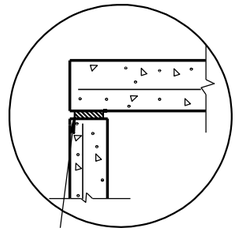


PLAN VIEW CIRCULAR OPENING

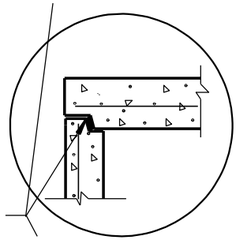


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

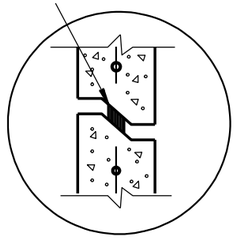


TOP WITH PLAIN END JOINT



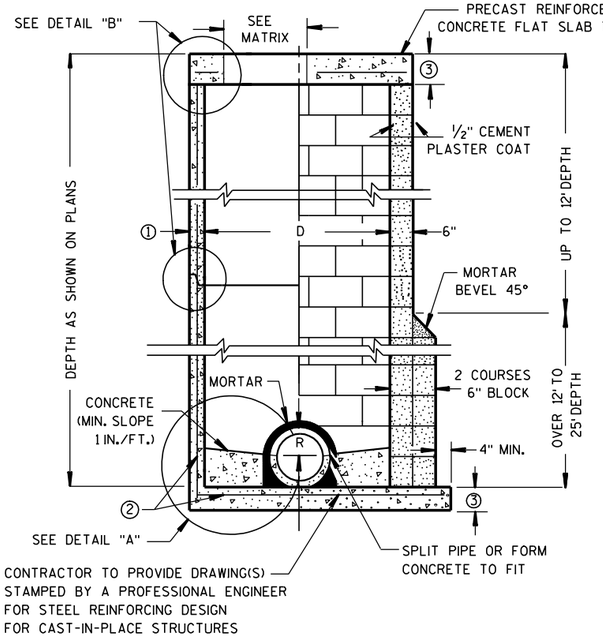
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



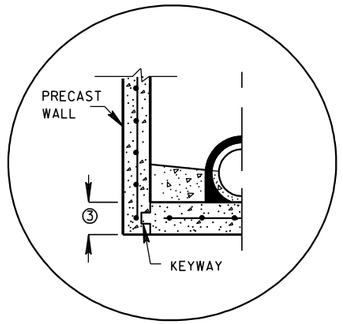
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

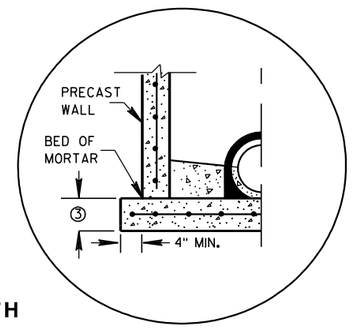


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

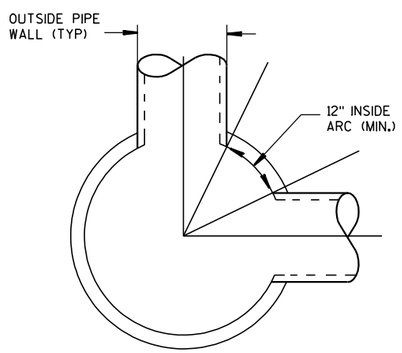


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

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

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

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER 872

FHWA

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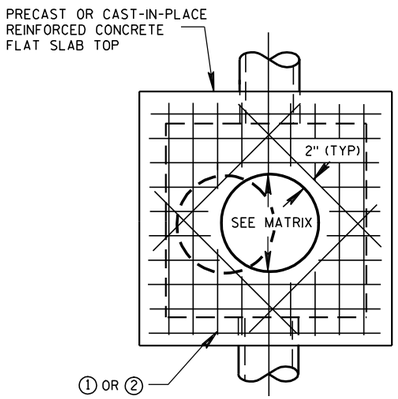
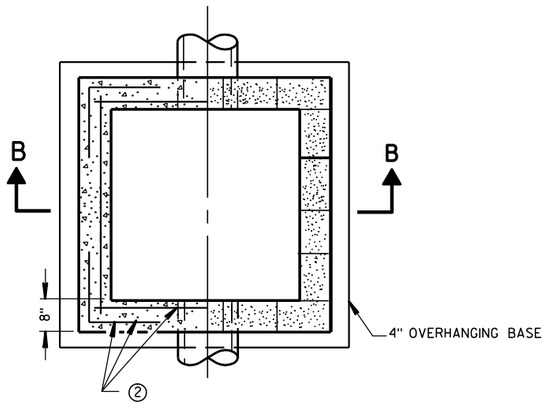
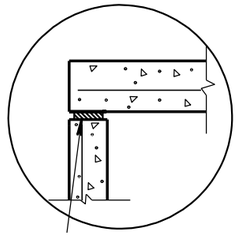
S.D.D. 8 B 9-1



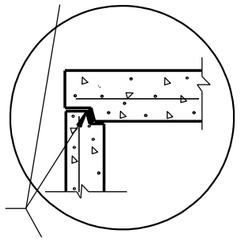
PLAN VIEW
CIRCULAR OPENING



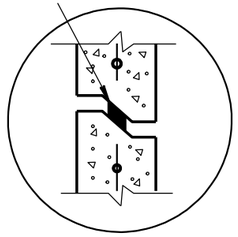
SECTION A-A
PLAN VIEW



TOP WITH PLAIN END JOINT

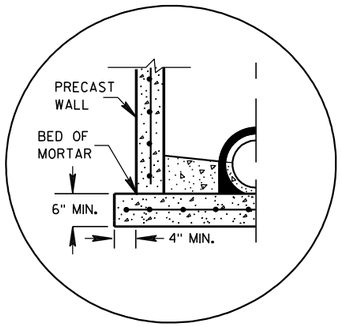


TOP WITH TONGUE AND GROOVE JOINT



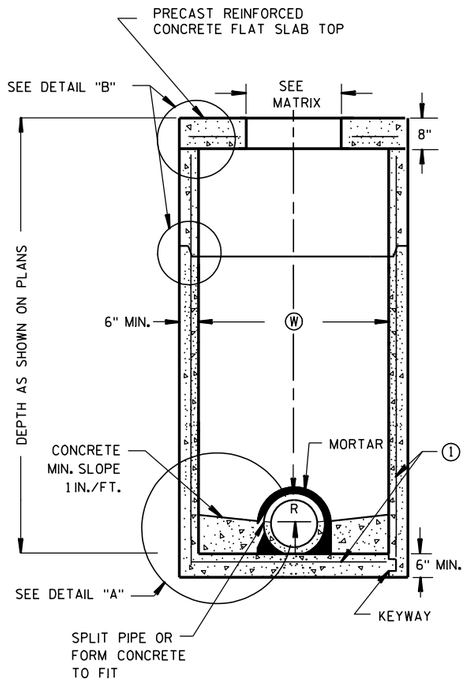
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

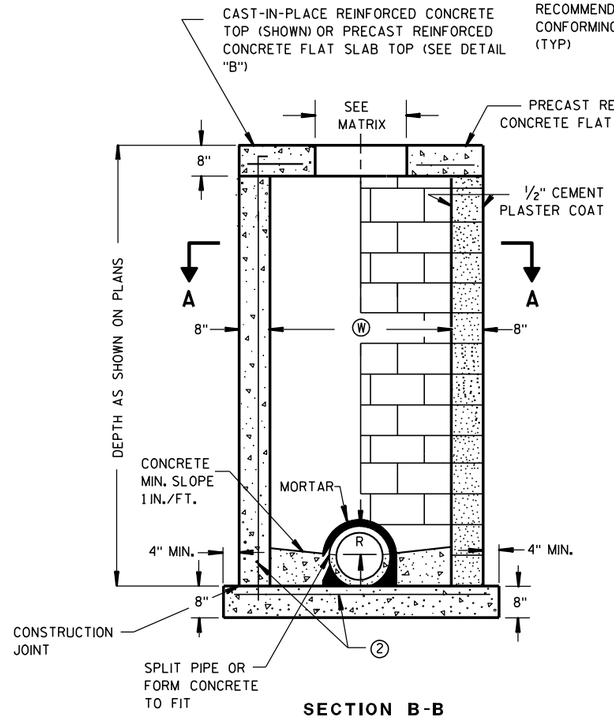


SEPERATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE



SECTION B-B

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

CAST-IN-PLACE REINFORCED CONCRETE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "C". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

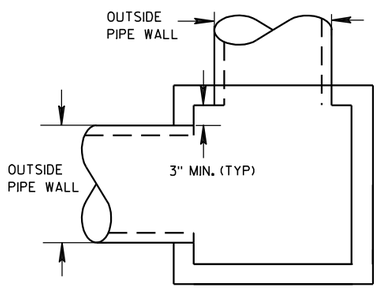
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH Ⓦ (IN)	LENGTH Ⓛ (IN)
3X3-FT	24	24
4X4-FT	30	30
5X5-FT	42	42
6X6-FT	54	54



DETAIL "C"

SQUARE MANHOLES W/ FLAT TOP

MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT

MANHOLES 3X3-FT, 4X4-FT
5X5-FT AND 6X6-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012
DATE
/S/ Jerry H. Zaas
ROADWAY STANDARDS ENGINEER

FHWA

6

S.D.D. 8 B 10-1

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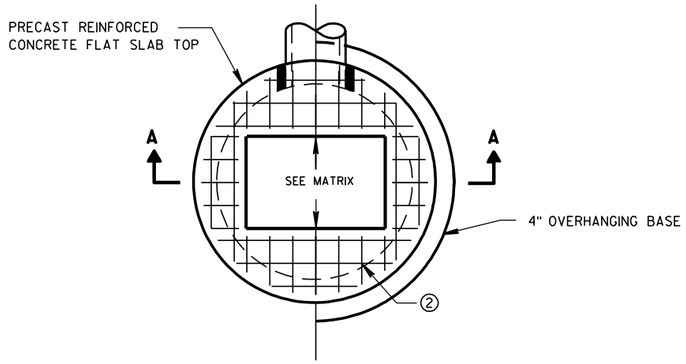
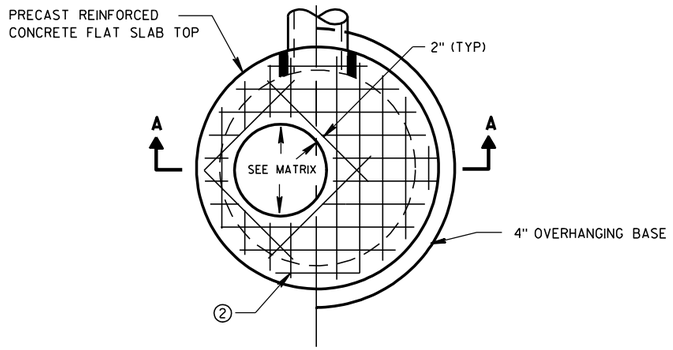
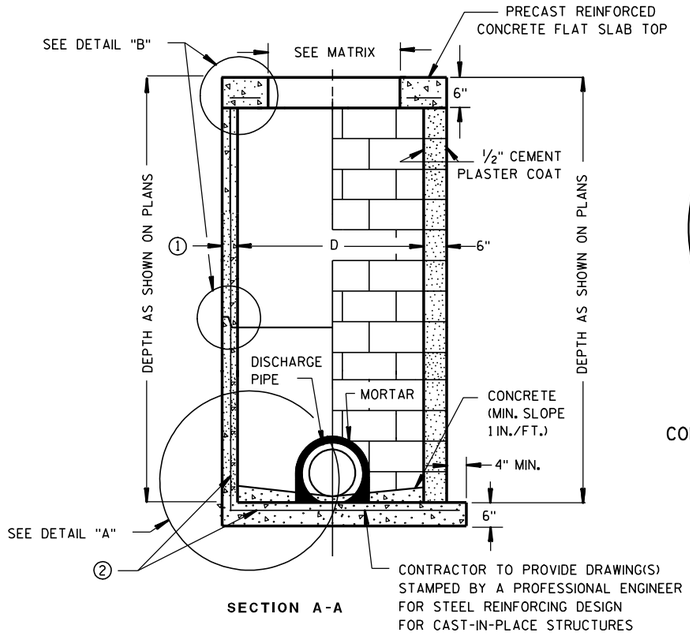
S.D.D. 8 B 10-1



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

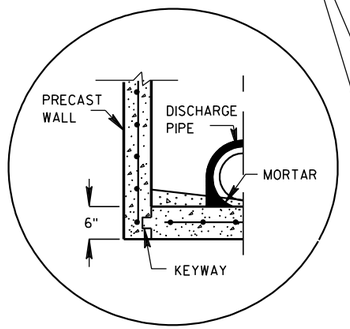


SECTION A-A

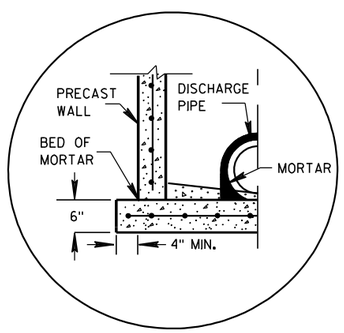
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

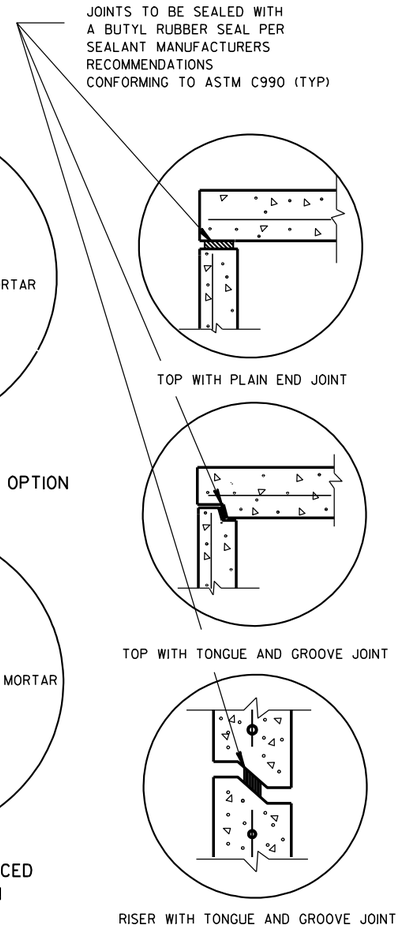


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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.

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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.

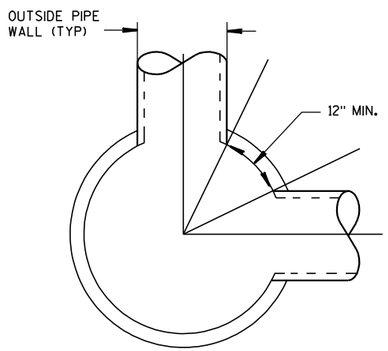
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

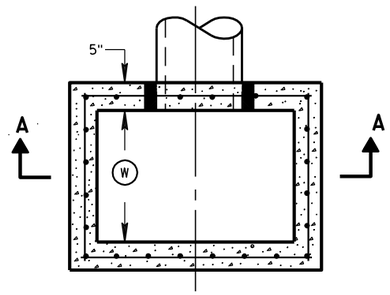
INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

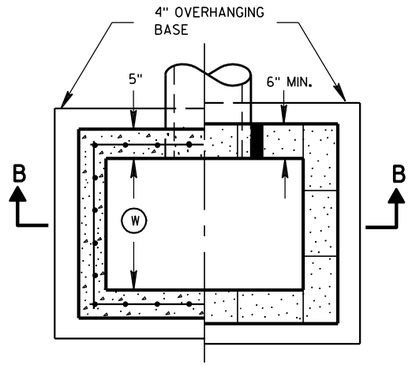
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

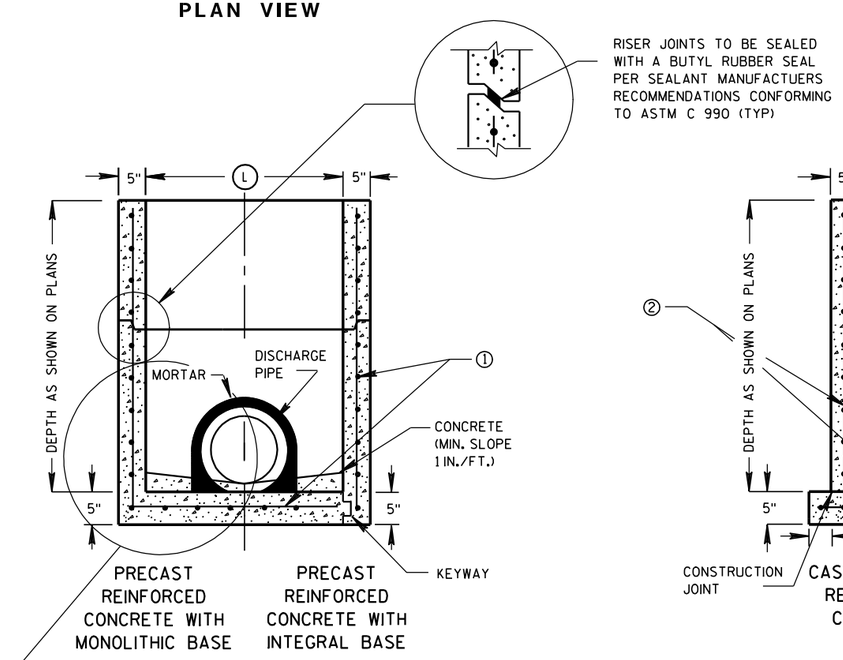
6
S.D.D. 8 C 6-1



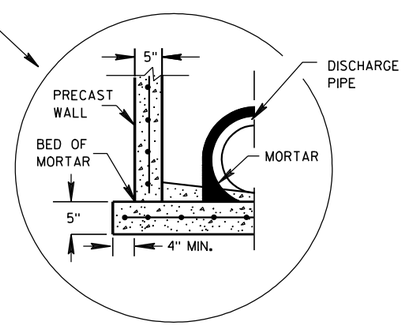
PLAN VIEW



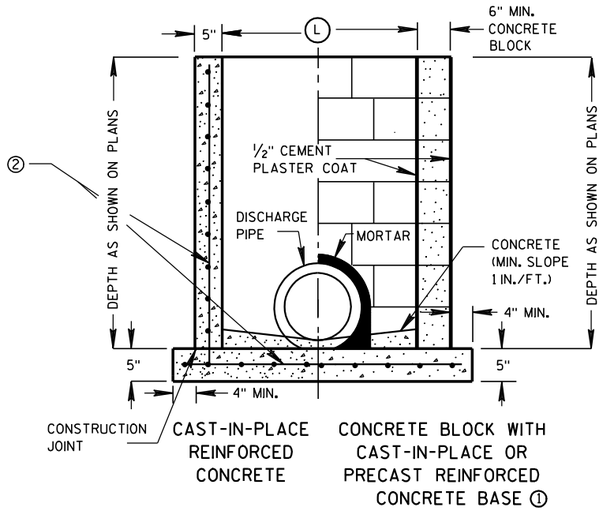
PLAN VIEW



SECTION A-A



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION



SECTION B-B

GENERAL NOTES

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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.

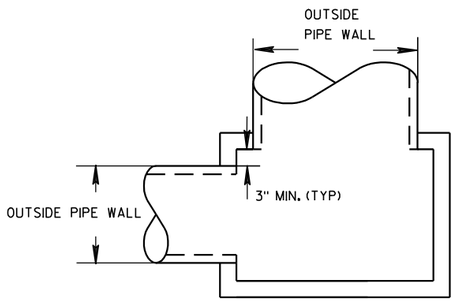
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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

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 875 IT
ENGINEER
FHWA

6

S.D.D. 8 C 7-1

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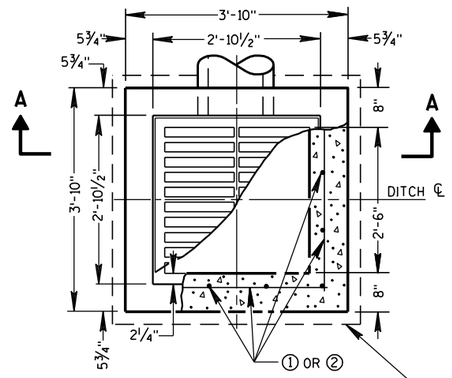
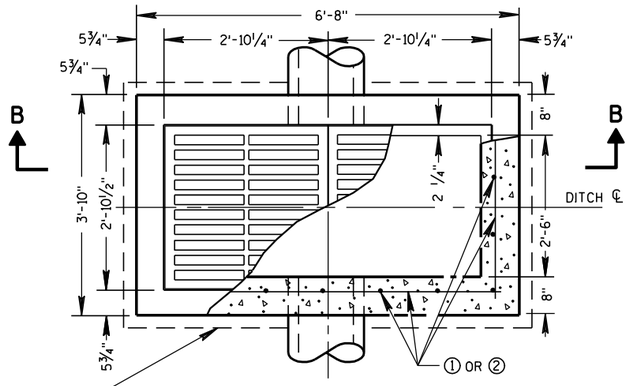
S.D.D. 8 C 7-1

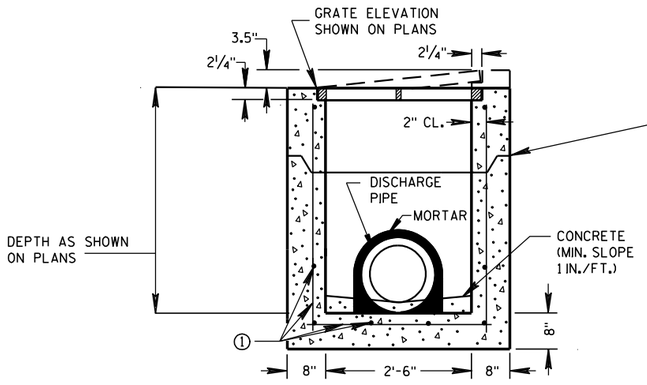


PLAN VIEW

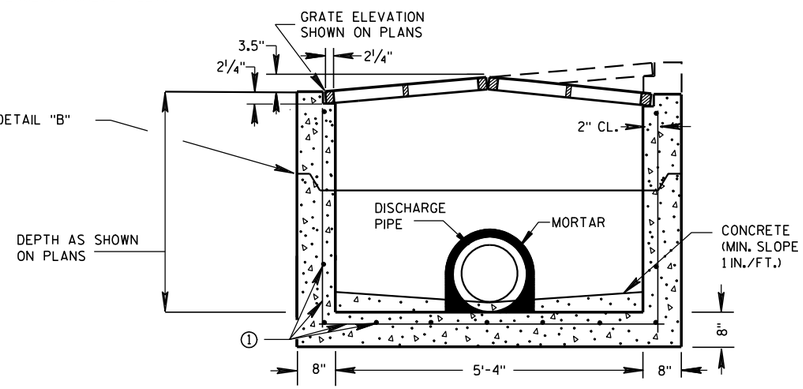


PLAN VIEW

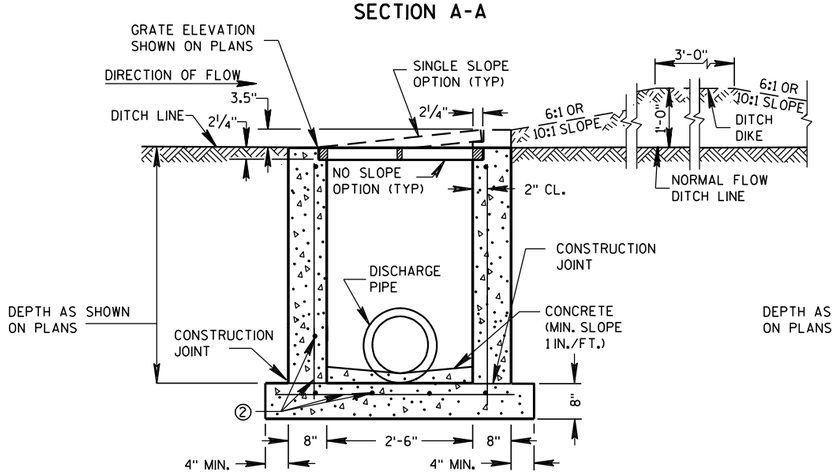
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



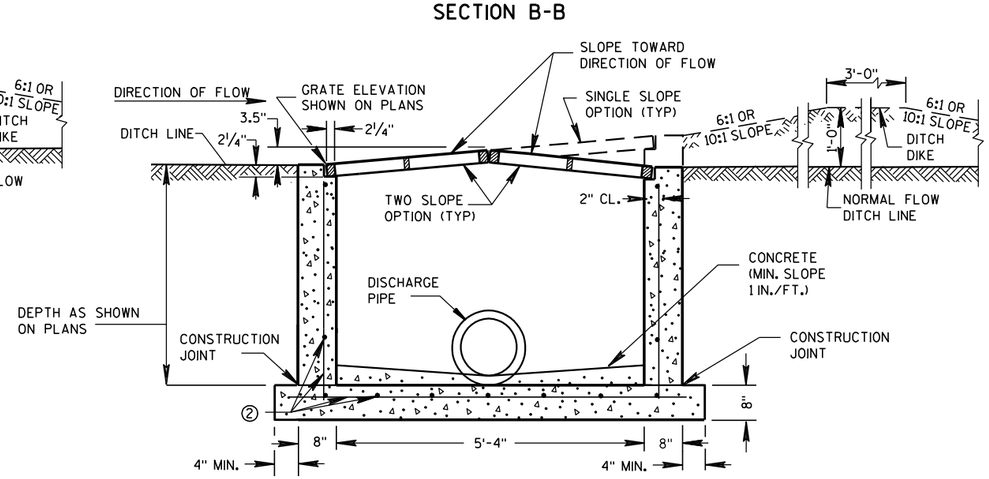
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

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 INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

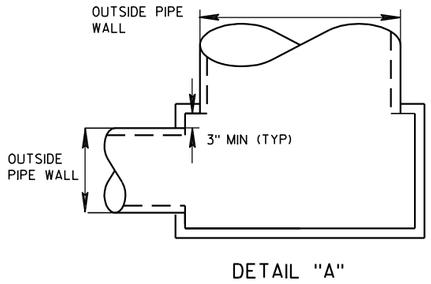
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

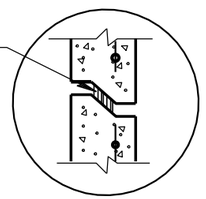
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

876

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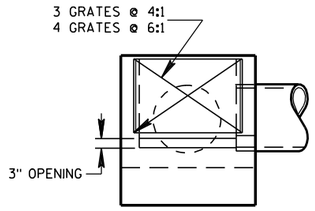
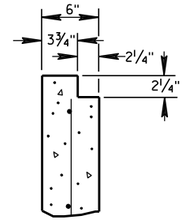


SECTION B-B



SECTION C-C

GENERAL NOTES

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

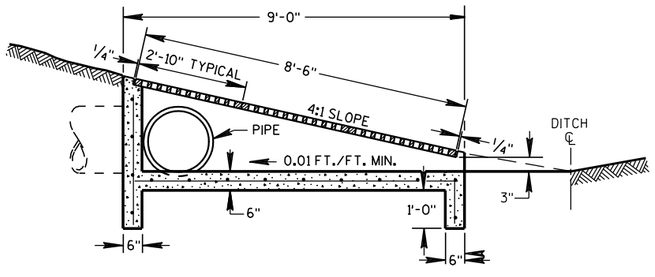
UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

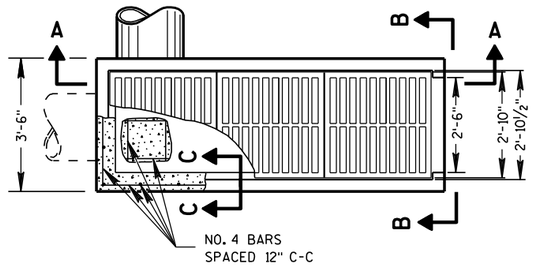
ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 3G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

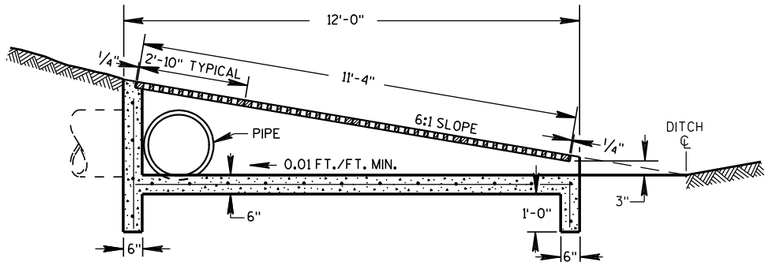


SECTION A-A

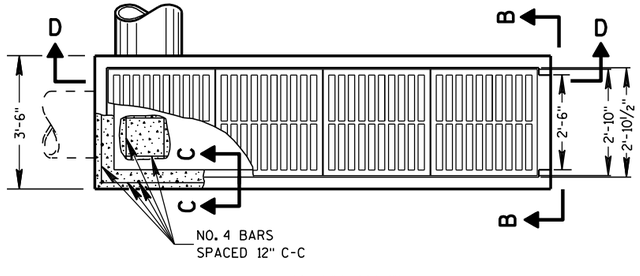


PLAN VIEW

INLETS MEDIAN 3 GRATE



SECTION D-D



PLAN VIEW

INLETS MEDIAN 4 GRATE

INLETS MEDIAN 3 AND 4 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEV ENGINEER

FHWA

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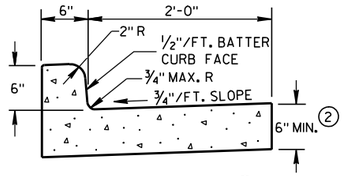
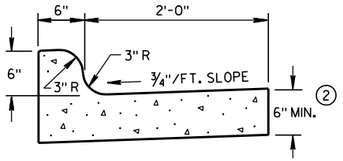
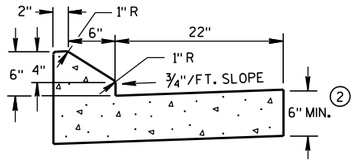
S.D.D. 8 C 9-1



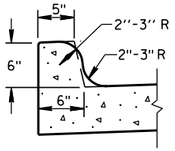
TYPES A & D (1)



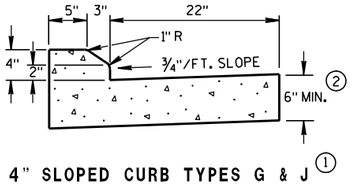
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

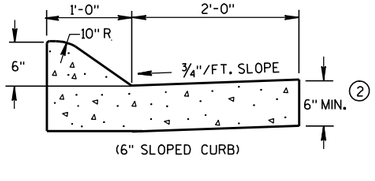


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

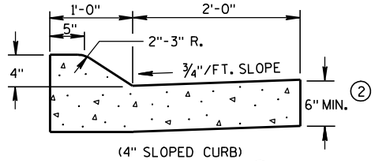


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

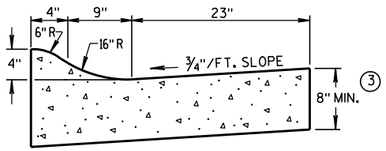


(6" SLOPED CURB)



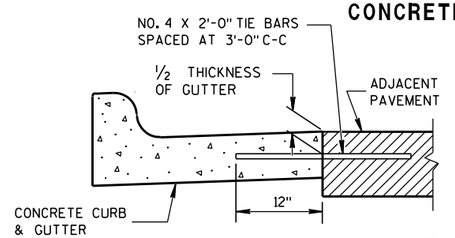
(4" SLOPED CURB)

TYPES A & D (1)

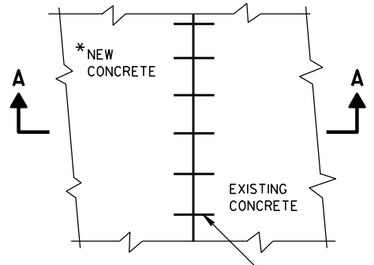


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

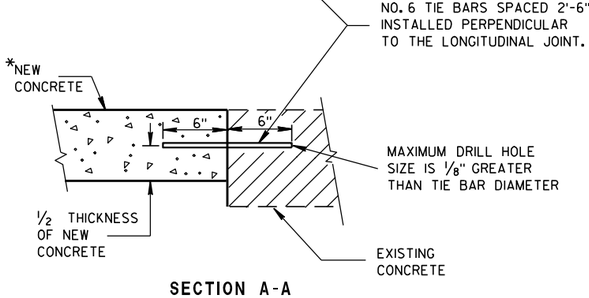


TYPICAL TIE BAR LOCATION (1)



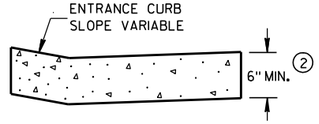
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW



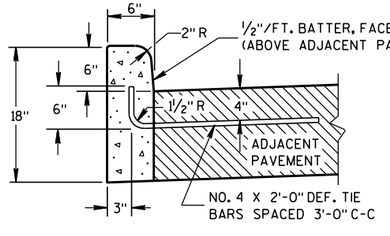
SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

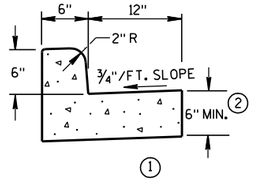


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

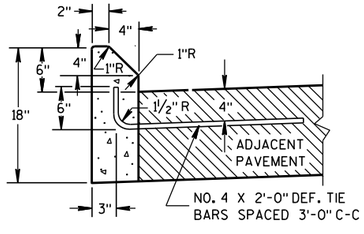


(1)
TYPES A & D



(1)
TYPES A & D

CONCRETE CURB & GUTTER 18"



(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.

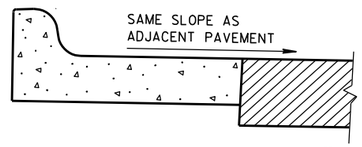
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

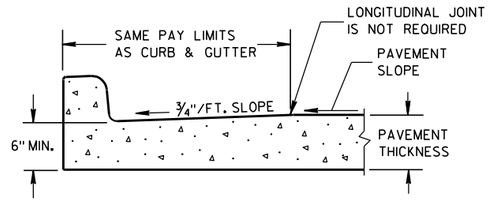
(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

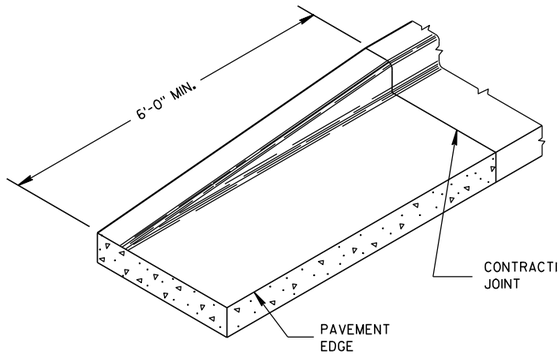


REVERSE SLOPE GUTTER (5)

(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

878

FHWA

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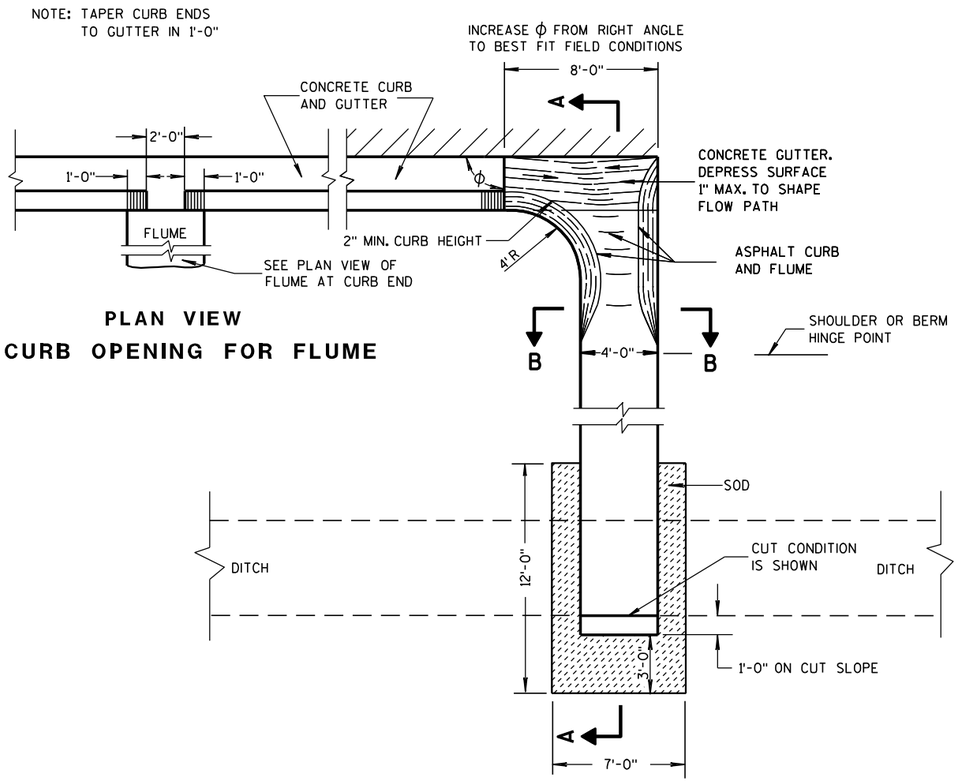
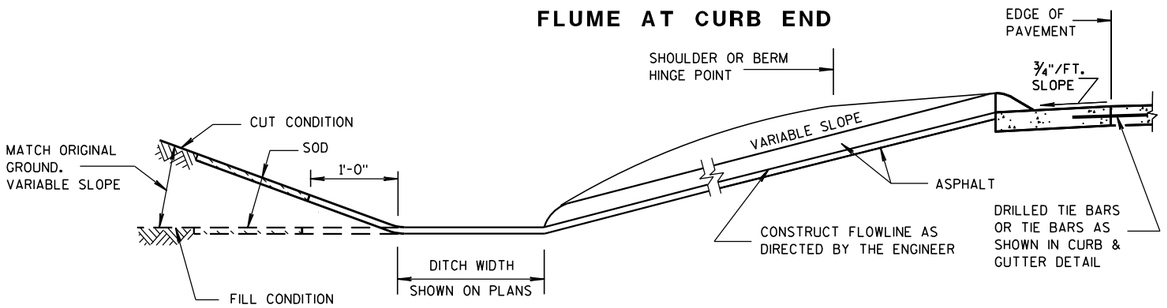
S.D.D. 8 D 1-17

ASPHALTIC FLUME

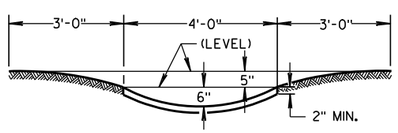


PLAN VIEW
CURB OPENING FOR FLUME

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.

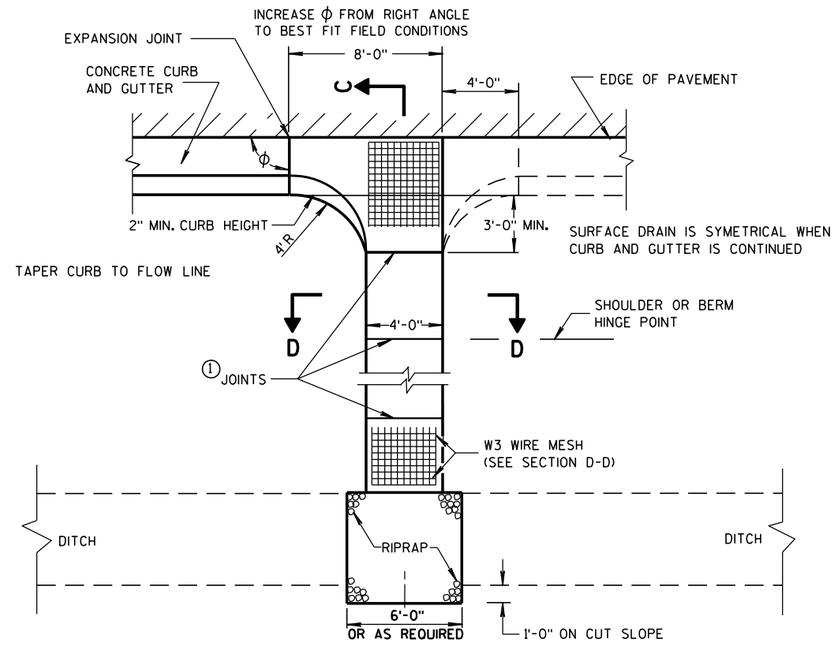
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

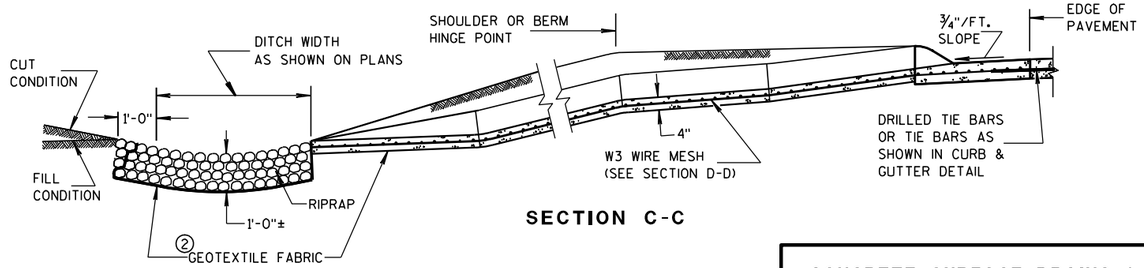
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

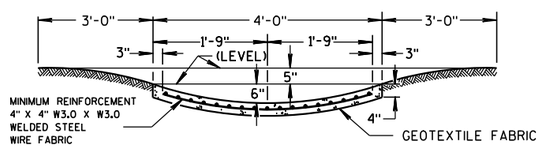
③ CONCRETE SURFACE DRAIN



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. Zogg
ROADWAY STANDARDS ENGINEER
879
MENT
FHWA

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S.D.D. 8 D 4-5

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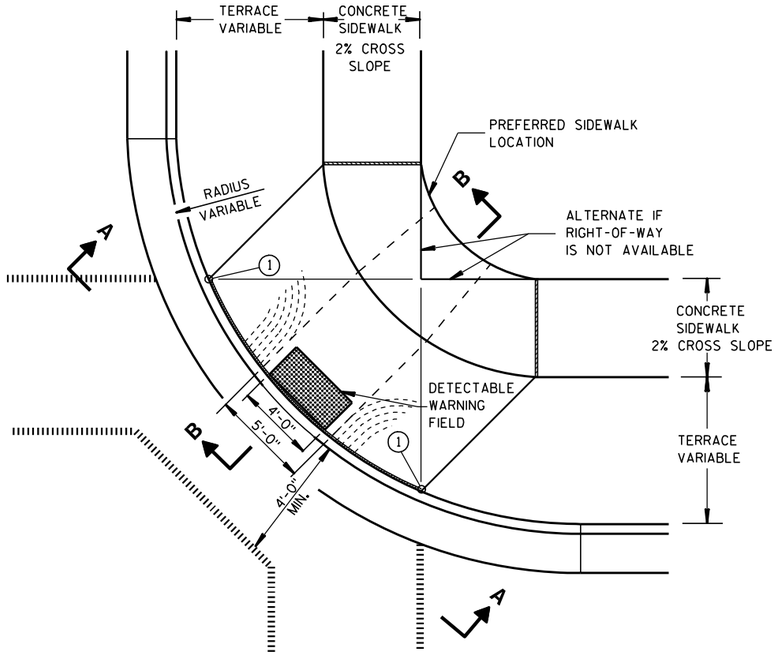
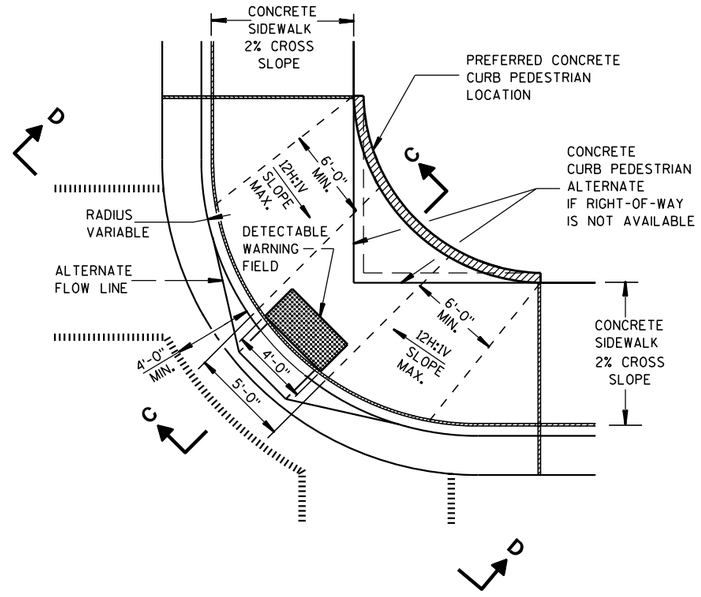
S.D.D. 8 D 4-5



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".

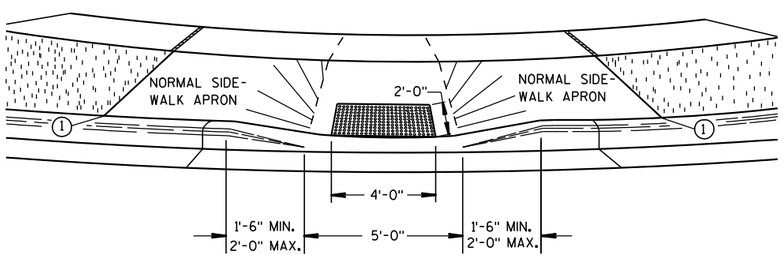
SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

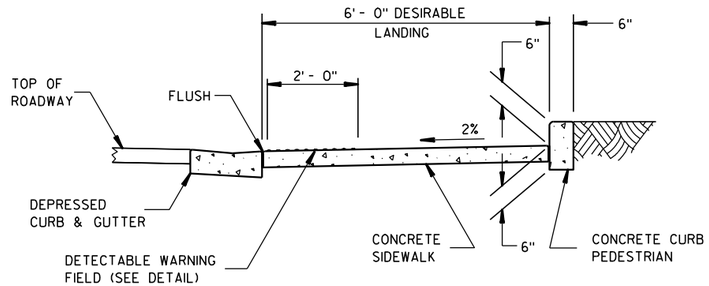
(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

LEGEND

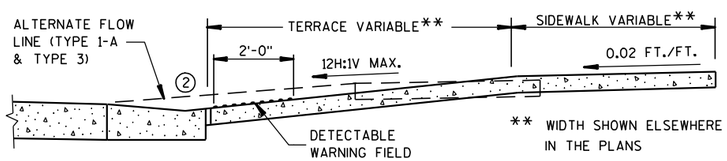
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



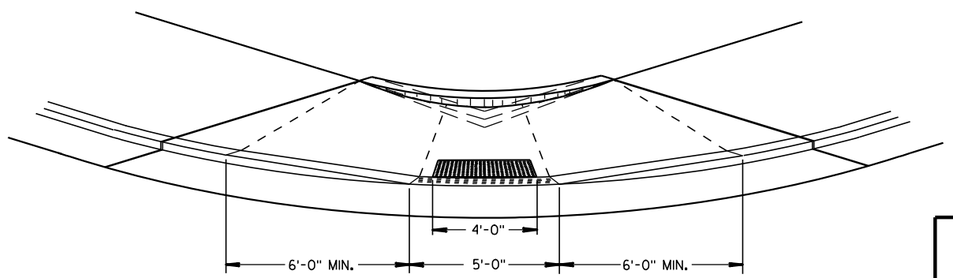
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

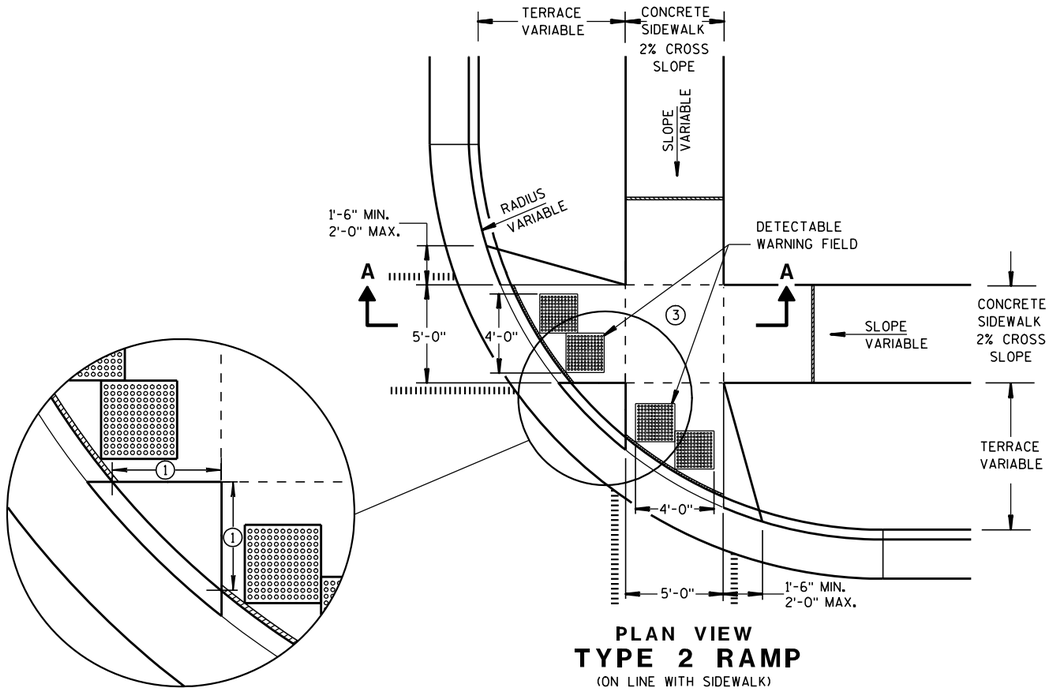
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

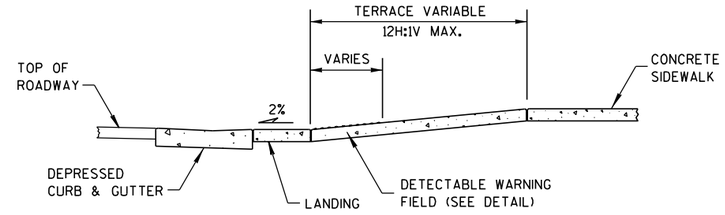
S.D.D. 8 D 5-14a

6

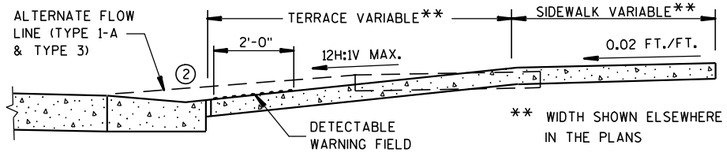
S.D.D. 8 D 5-14a



PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

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

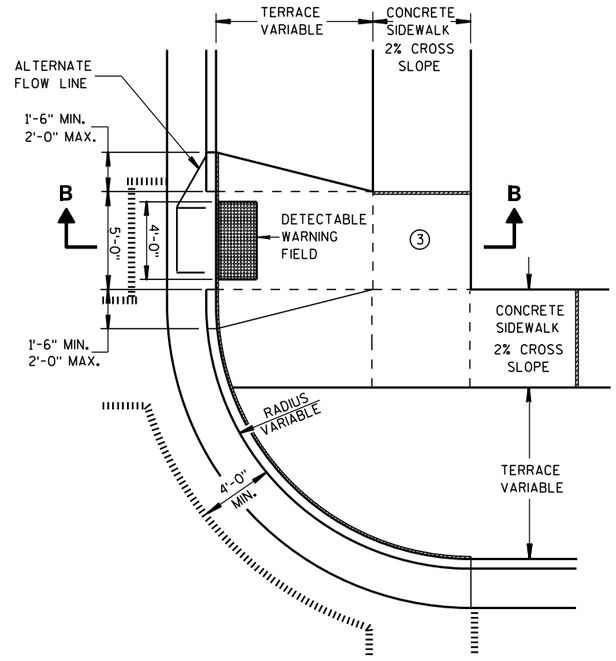
(1) WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

(3) PROVIDE LANDING AT TOP OF RAMP WITH NO MORE THAN 2% SLOPE IN ANY DIRECTION.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

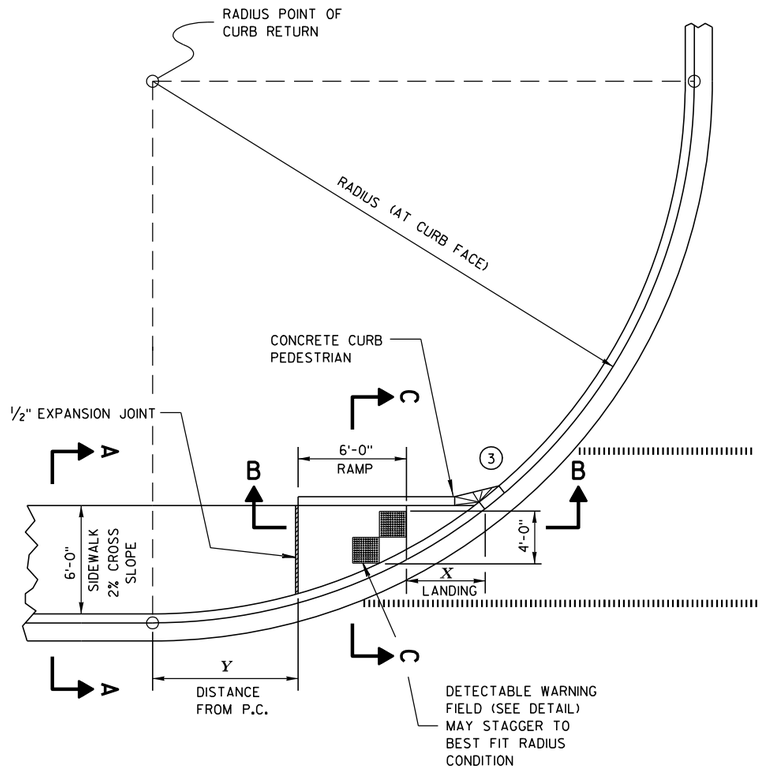


PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

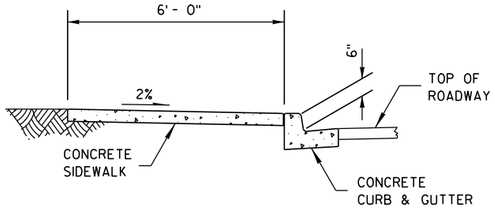
6
S.D.D. 8 D 5-14b



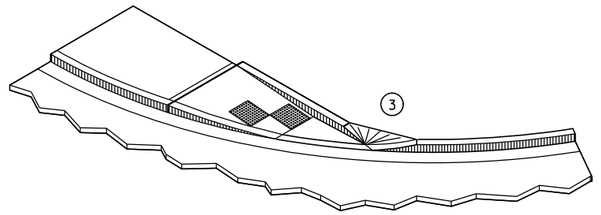
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

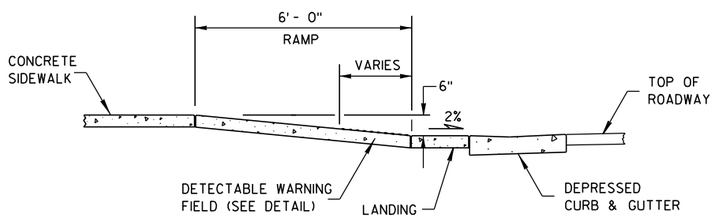
INTERMEDIATE RADII CAN BE INTERPOLATED



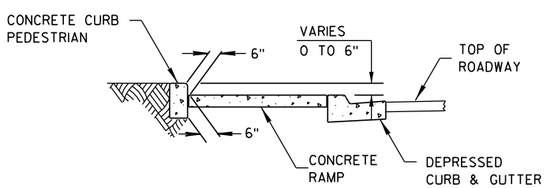
SECTION A-A



ISOMETRIC VIEW



SECTION B-B



SECTION C-C

GENERAL NOTES

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

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

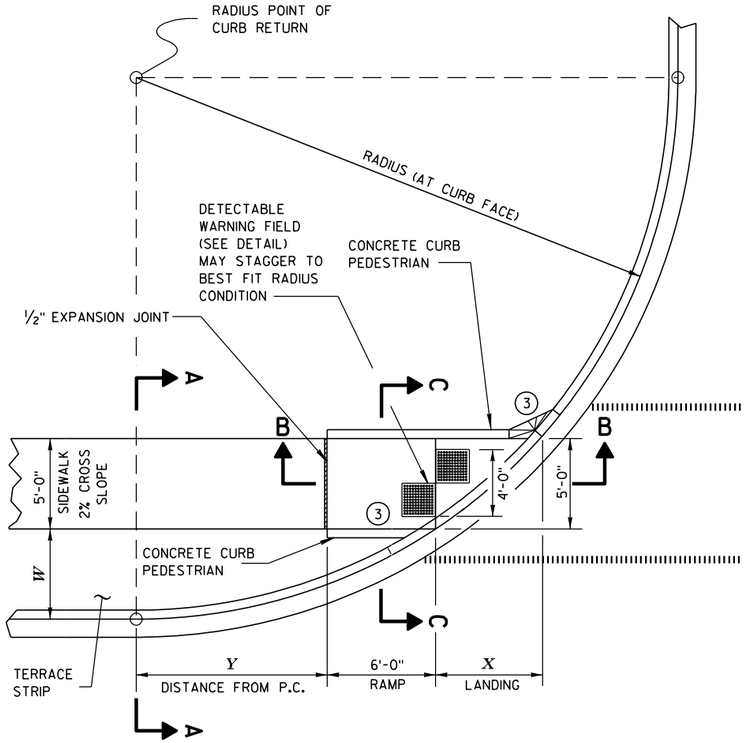
LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 8 D 5-14c



CURB RAMP TYPE 4B
PLAN VIEW

GENERAL NOTES

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

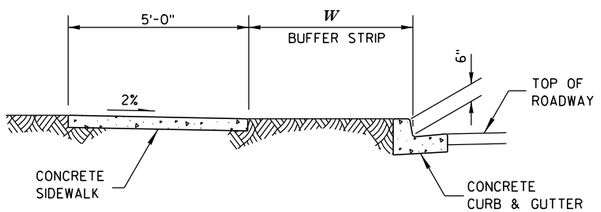
RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

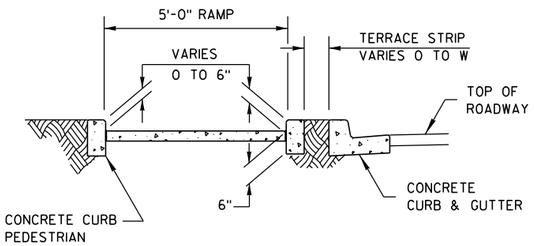
(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

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

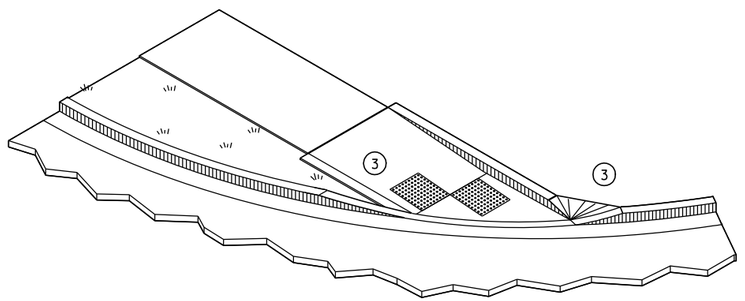
INTERMEDIATE RADII CAN BE INTERPOLATED



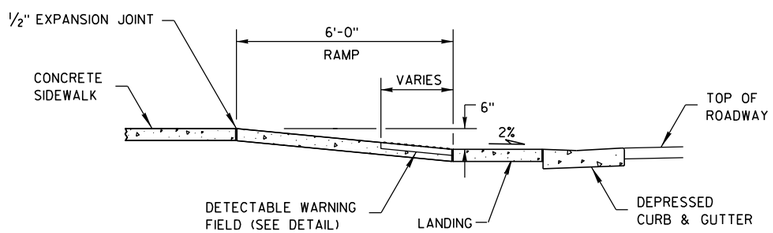
SECTION A-A



SECTION C-C



ISOMETRIC VIEW



SECTION B-B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

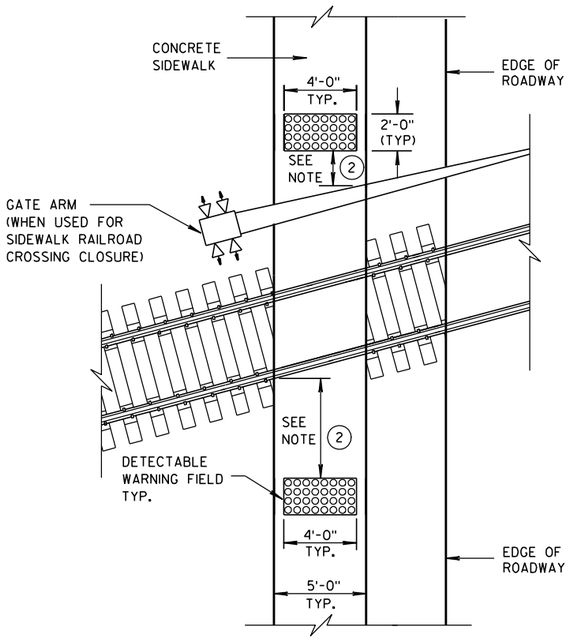
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B

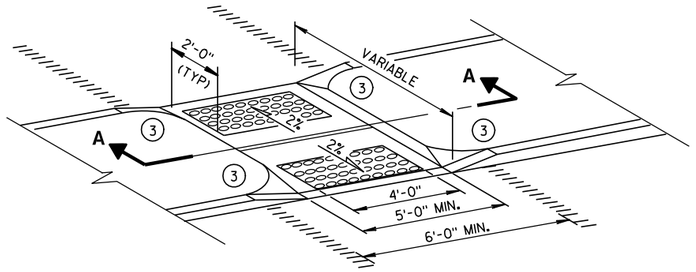
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

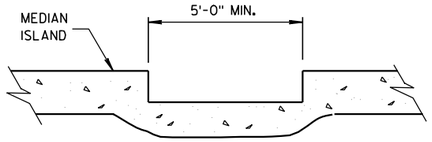
S.D.D. 8 D 5-14d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5



SECTION A-A

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

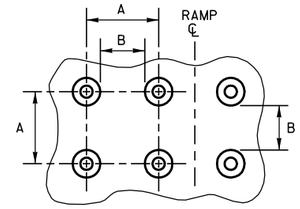
(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

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

LEGEND

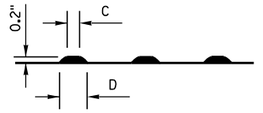
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



PLAN VIEW

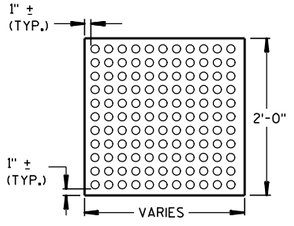
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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



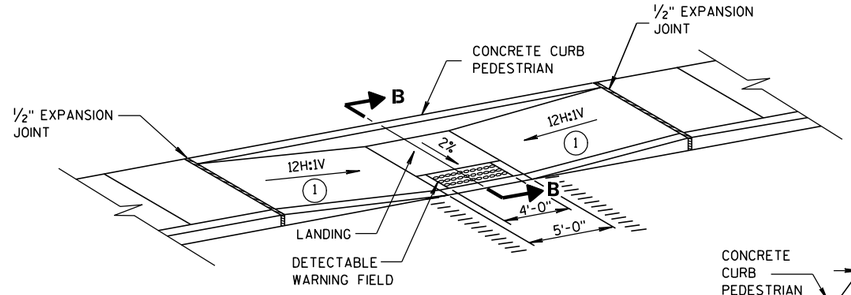
ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

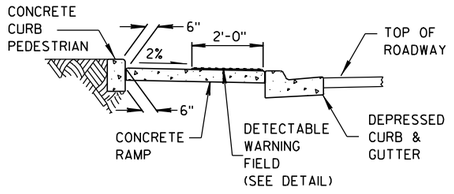


PLAN VIEW

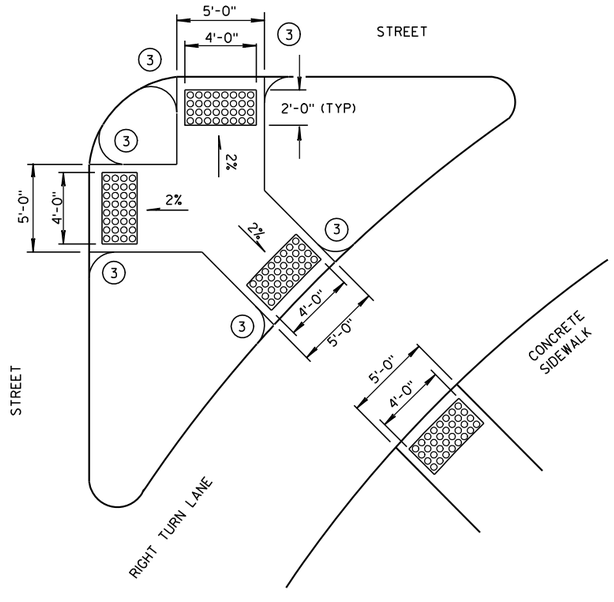
DETECTABLE WARNING FIELD (TYPICAL)



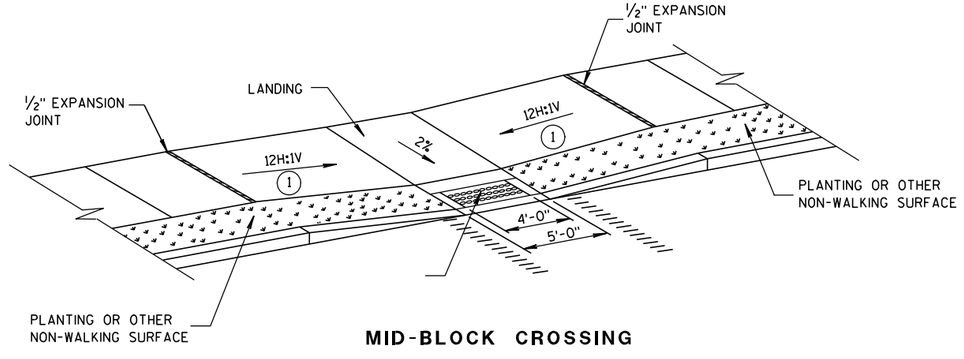
MID-BLOCK CROSSING
TYPE 7A



SECTION B-B



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

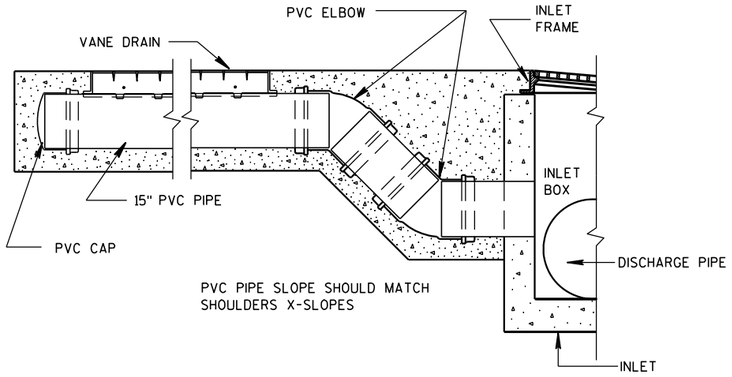
NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

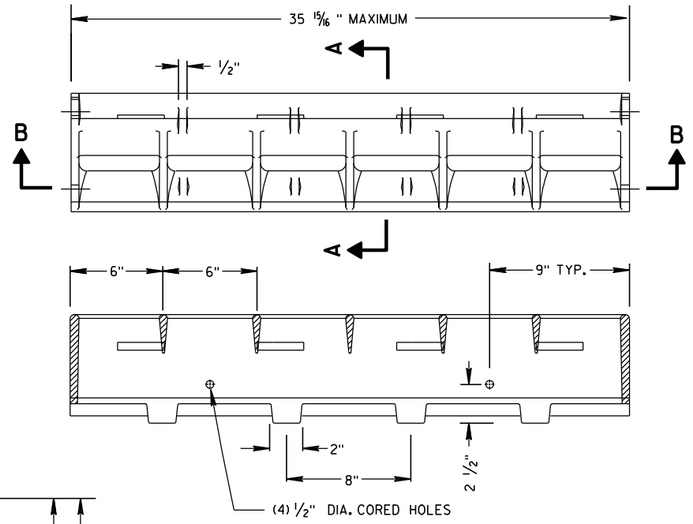
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-9-10 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER 884 ENT
FHWA

6
S.D.D. 8 D 5-14e



TYPICAL SLOTTED VANE DRAIN CONFIGURATION



SECTION B-B

SLOTTED VANE DRAIN DETAIL

(APPROXIMATE WEIGHT 87 LBS.)

GENERAL NOTES

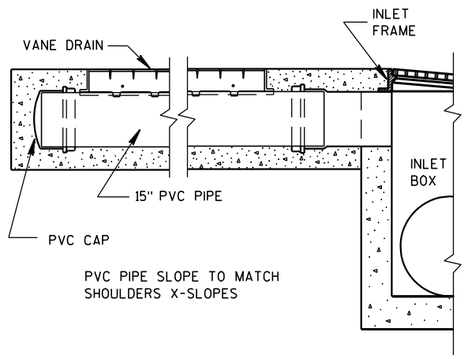
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ENCASEMENT: THE ENCASING MATERIAL AROUND THE PIPE SHALL BE IN ACCORDANCE WITH SPECIFICATIONS OF 501.4.3.3 FOR CONCRETE PAVEMENT.

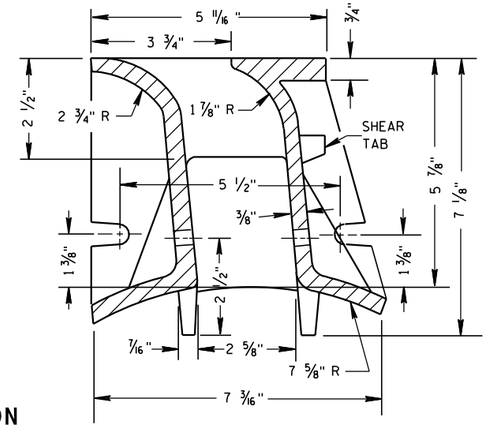
THE PIPE USED SHALL BE A 15" DIAMETER SDR-35 POLYVINYL CHLORIDE SEWER PIPE. THE PIPE SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN STANDARD SPECIFICATION 612.2.6

SURFACE DRAIN: BEFORE PAVING OVER THE DRAIN, COVER THE TOP OF THE DRAIN TO KEEP MATERIAL OUT OF THE PIPE. THE FINISHED GRADE SHOULD BE FLUSH WITH THE TOP OF THE DRAIN.

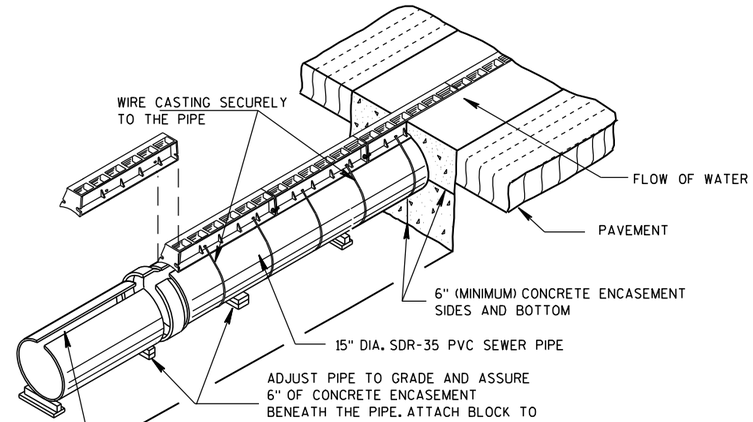
THE ANGLE OF THE DRAIN TO THE FLOW OF WATER SHOULD BE AS CLOSE TO 90° AS POSSIBLE.



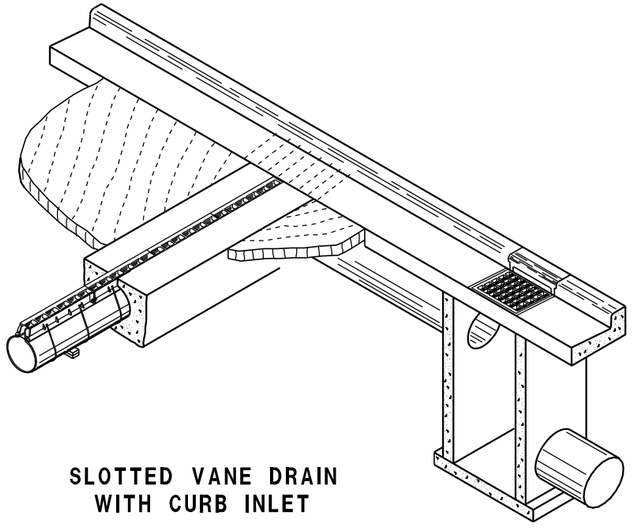
TYPICAL SLOTTED VANE DRAIN CONFIGURATION



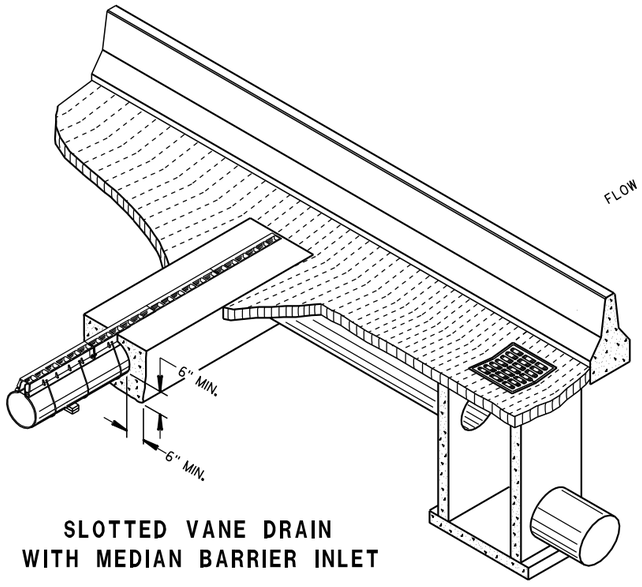
SECTION A-A



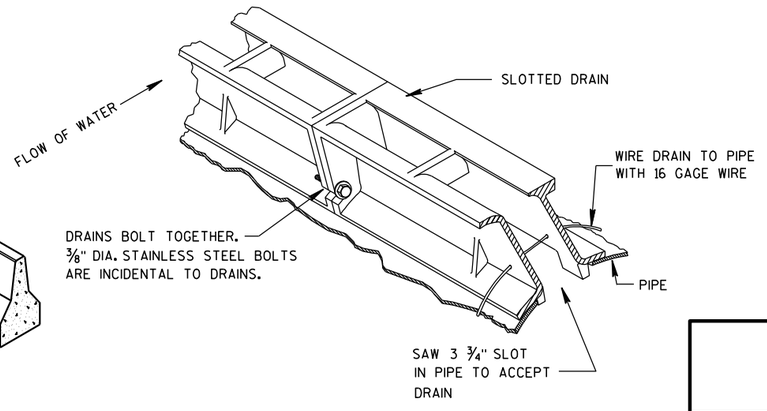
INSTALLATION OF SLOTTED VANE DRAIN



SLOTTED VANE DRAIN WITH CURB INLET



SLOTTED VANE DRAIN WITH MEDIAN BARRIER INLET



ISOMETRIC VIEW

SLOTTED VANE DRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/13/00 DATE

/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

885

6

S.D.D. 8 D 14-1

6

S.D.D. 8 D 14-1

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

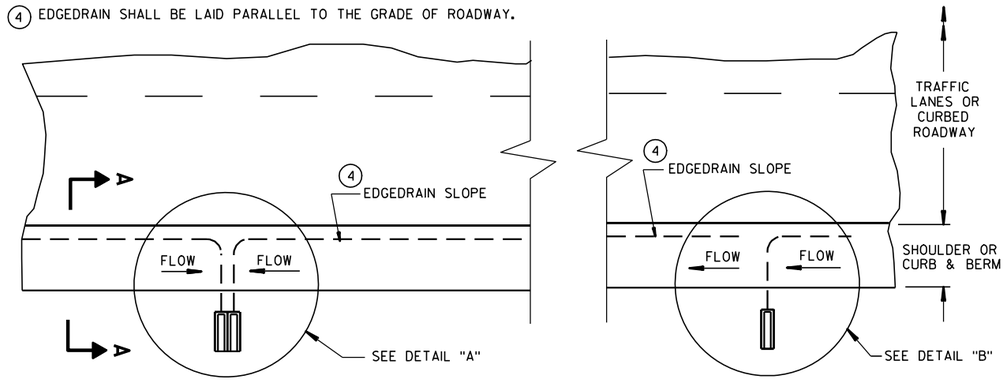
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

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

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

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

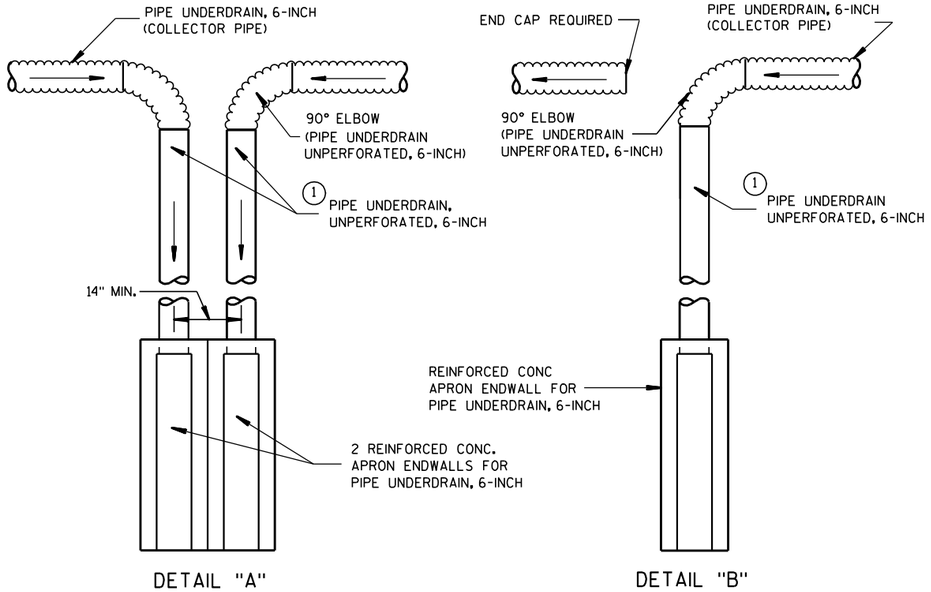
(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS

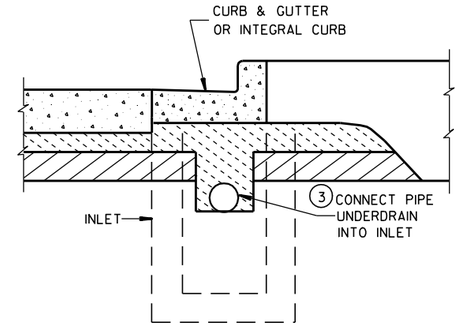
(EDGEDRAIN OUTLETS TO ROADSIDE) (2)



DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS

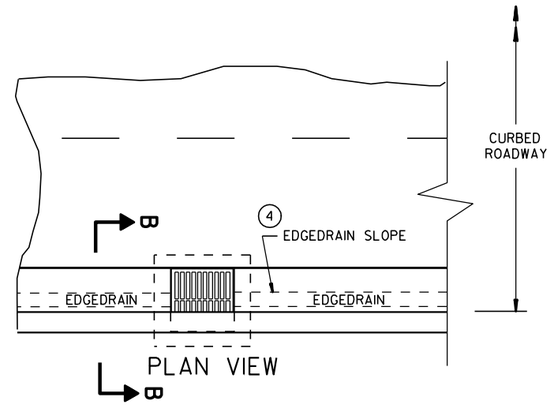
DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



SECTION B-B

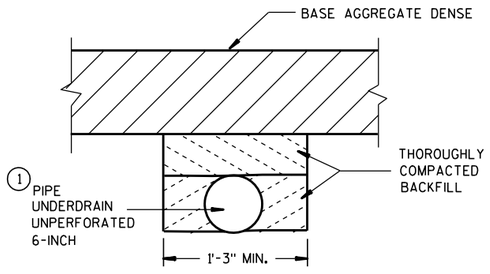
URBAN CROSS SECTION



PLAN VIEW

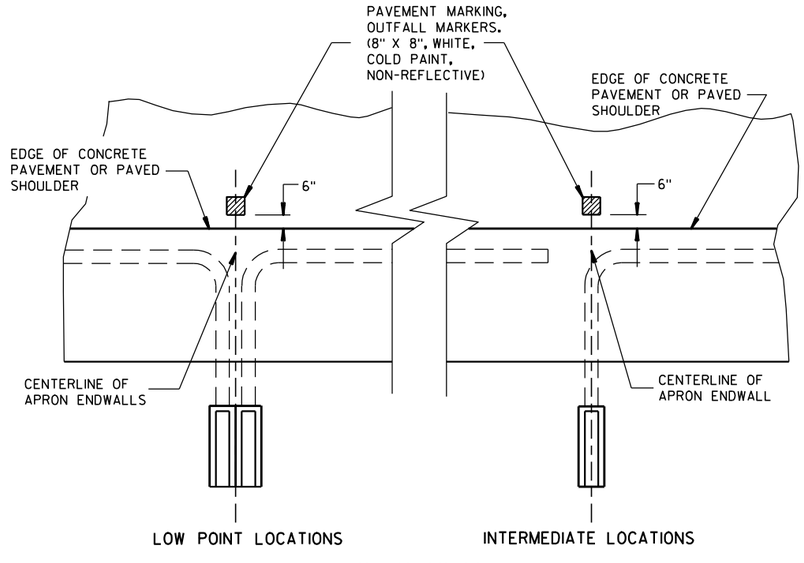
ROADWAY WITH CURBS

(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)



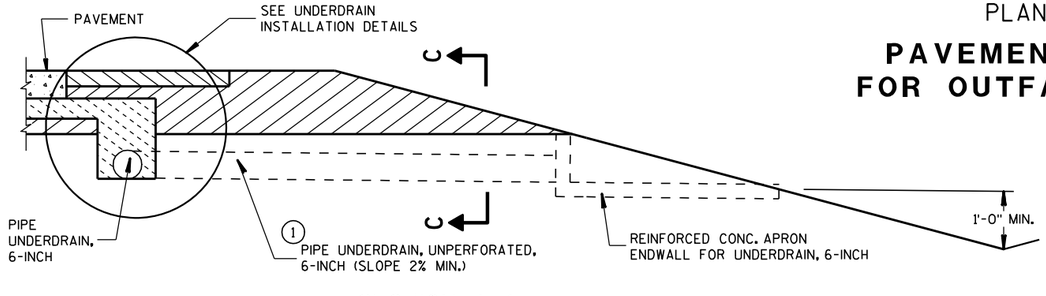
SECTION C-C

(TRENCH FOR OUTFALL PIPE)



PLAN VIEW

PAVEMENT MARKING FOR OUTFALL MARKERS



SECTION A-A

RURAL CROSS SECTION

EDGEDRAIN OUTLET AND OUTFALL MARKERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 8 D 15-4a

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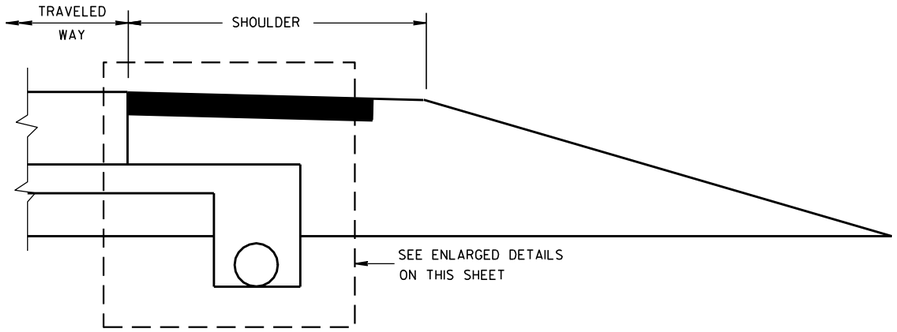
S.D.D. 8 D 15-4a



RURAL CROSS SECTION

GENERAL NOTES

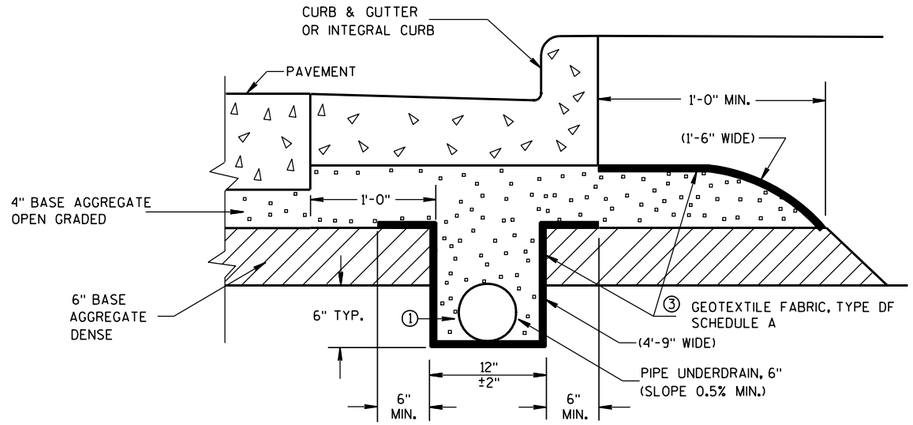
THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

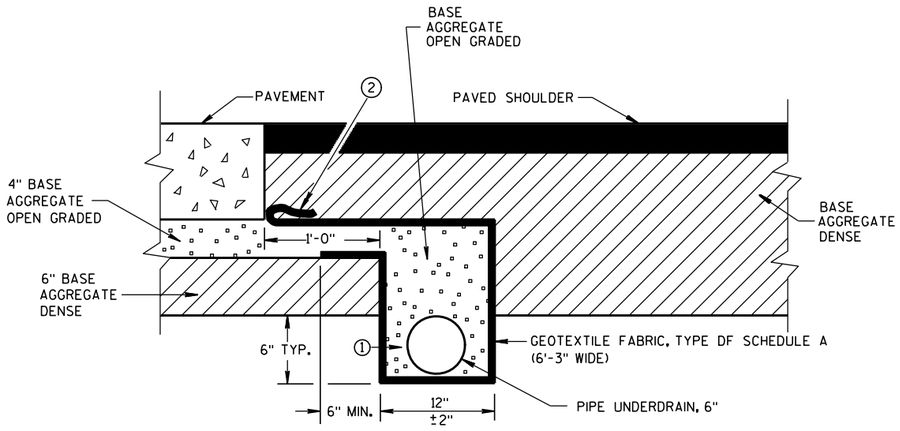
① TRENCH BACKFILL WILL BE PAID FOR AS BASE AGGREGATE OPEN GRADED.

② FOLD OVER EXCESS GEOTEXTILE FABRIC AT THIS LOCATION.

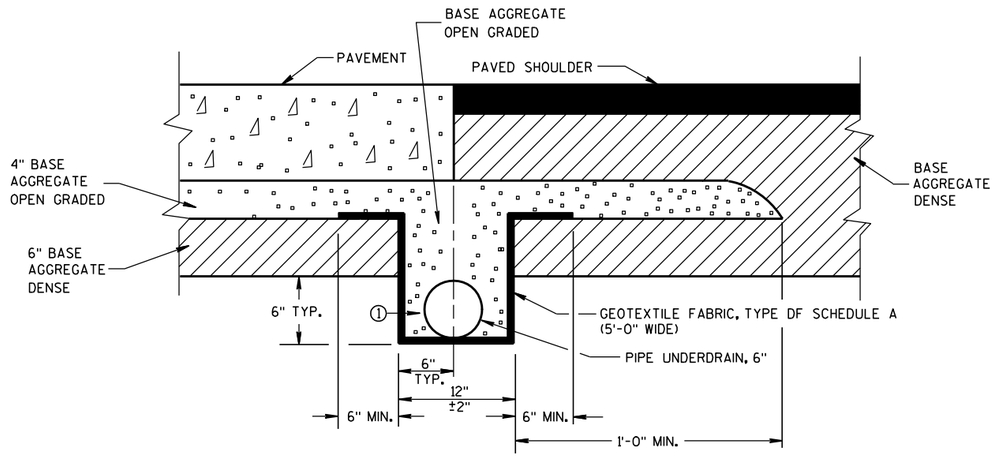
③ TOTAL FABRIC WIDTH IS 6'-3" FOR PAYMENT.



EDGEDRAIN IN URBAN ROADWAY



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATE

EDGEDRAIN IN RURAL ROADWAY

EDGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/21/07 DATE — /S/ Steven W. [illegible] CHIEF MATERIALS MANAGER

FHWA

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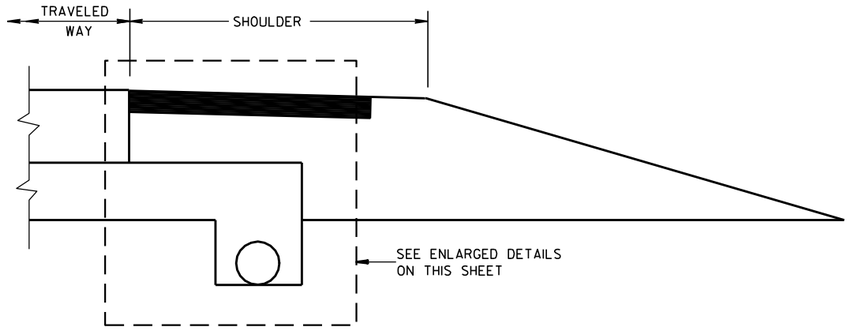
S.D.D. 8 D 15-4b



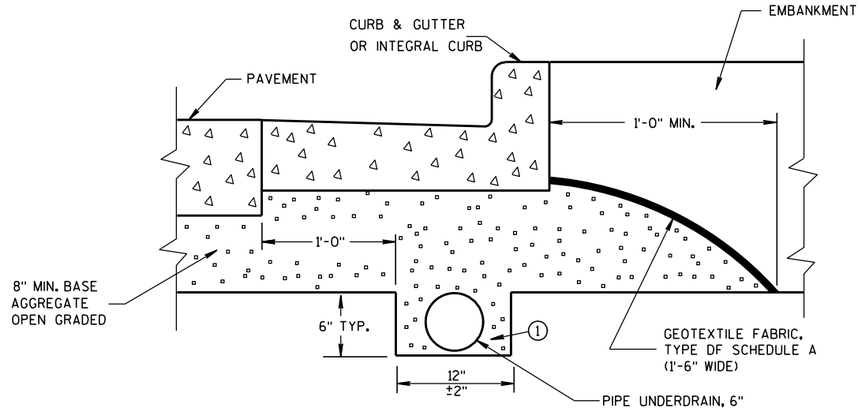
RURAL CROSS SECTION

GENERAL NOTES

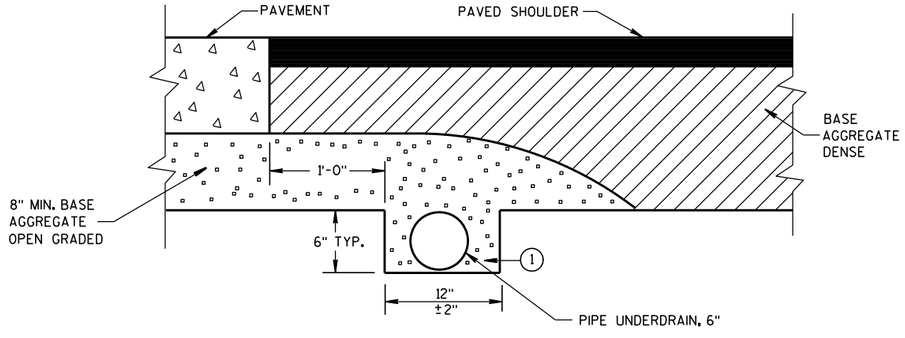
THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

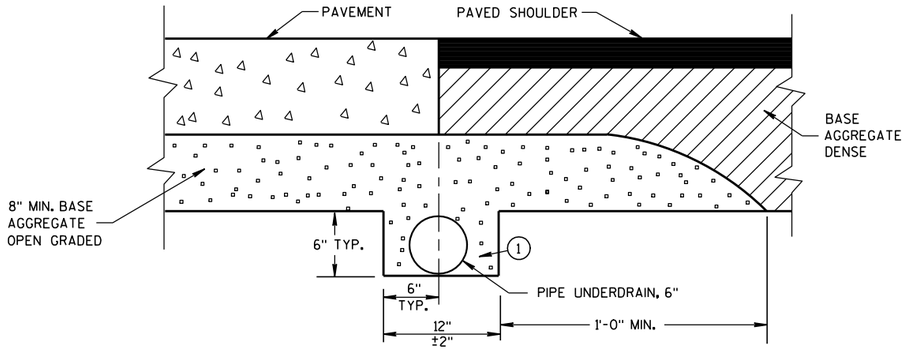
(1) TRENCH BACKFILL WILL BE PAID FOR AS BASE AGGREGATE OPEN GRADED.



EDGEDRAIN IN URBAN ROADWAY



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

EDGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/21/07 DATE
/S/ Steven W. Krebs
CHIEF MATERIALS MANAGI 888 GINEER
FHWA

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S.D.D. 8 D 15-4c

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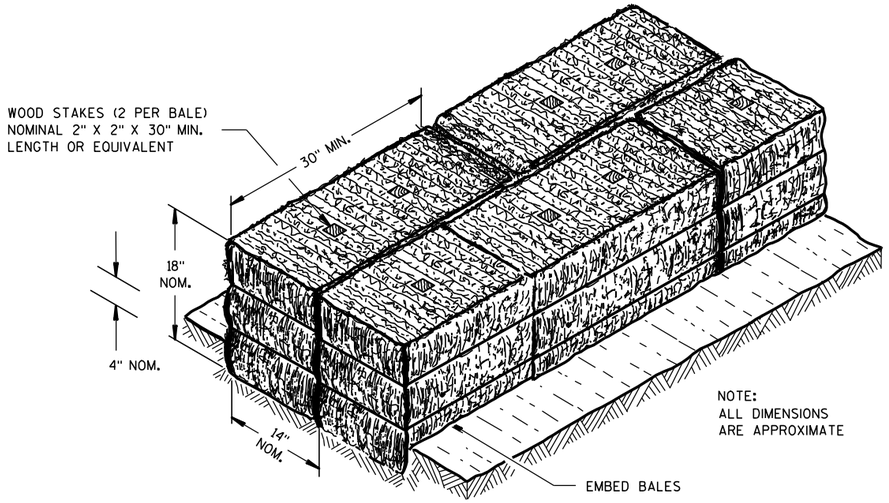
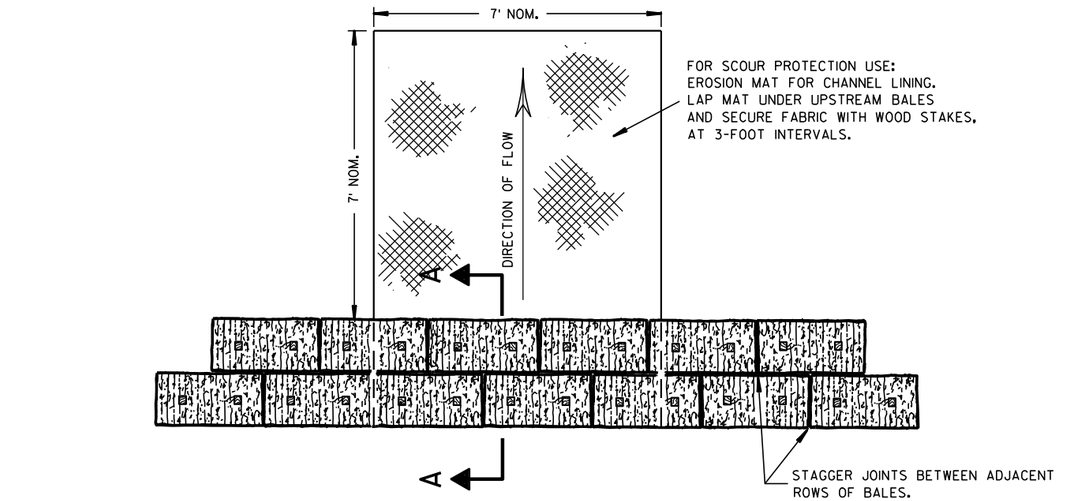
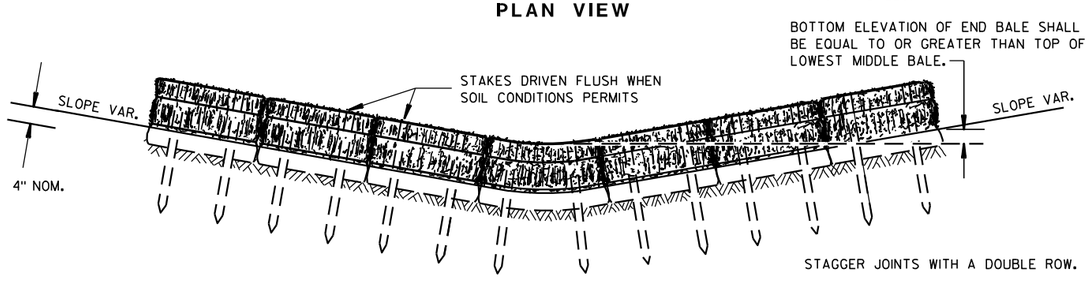
S.D.D. 8 D 15-4c



SECTION A-A



PLAN VIEW



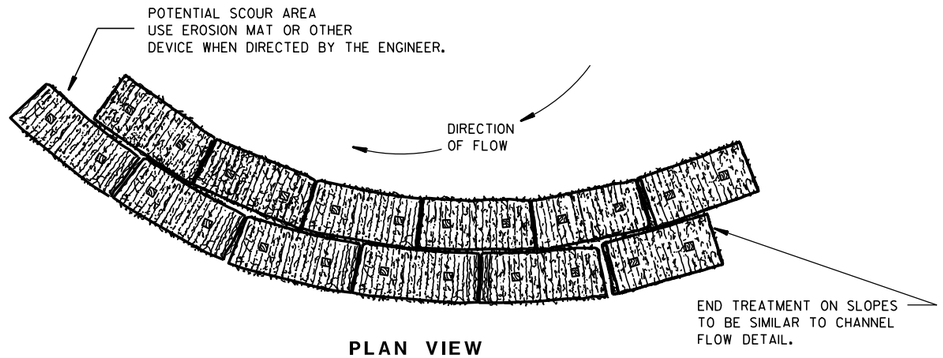
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

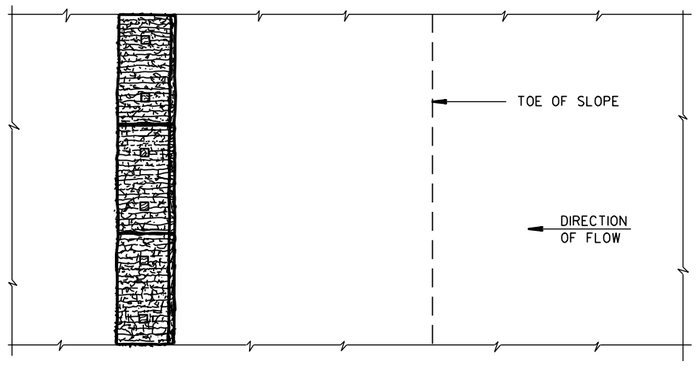
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

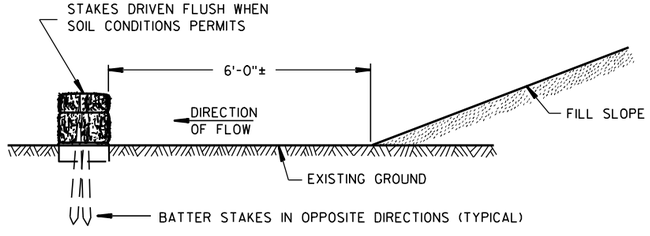


PLAN VIEW

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

889

6

S.D.D. 8 E 8-3

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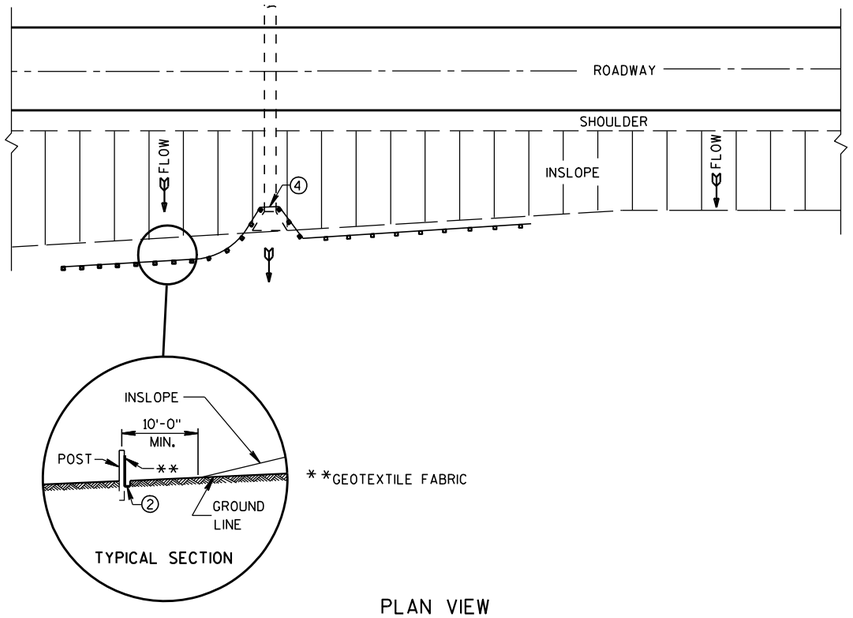
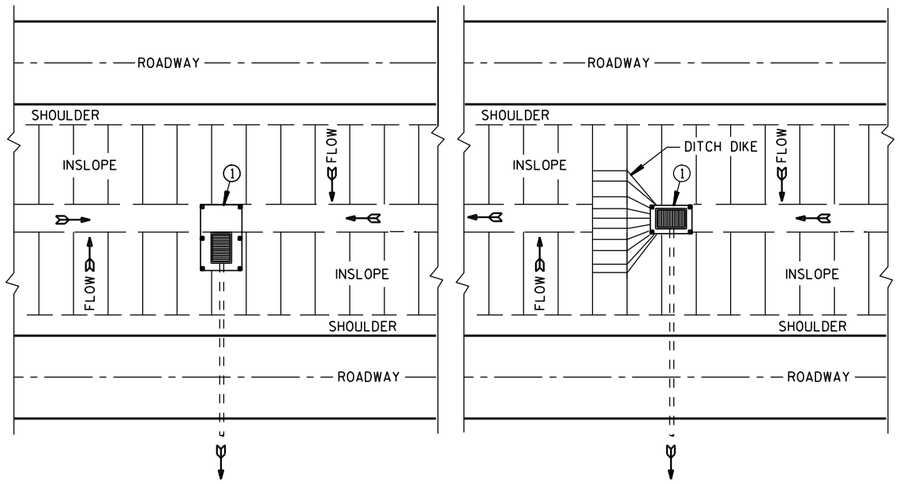
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



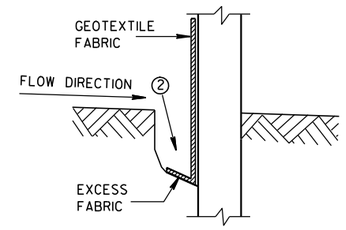
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

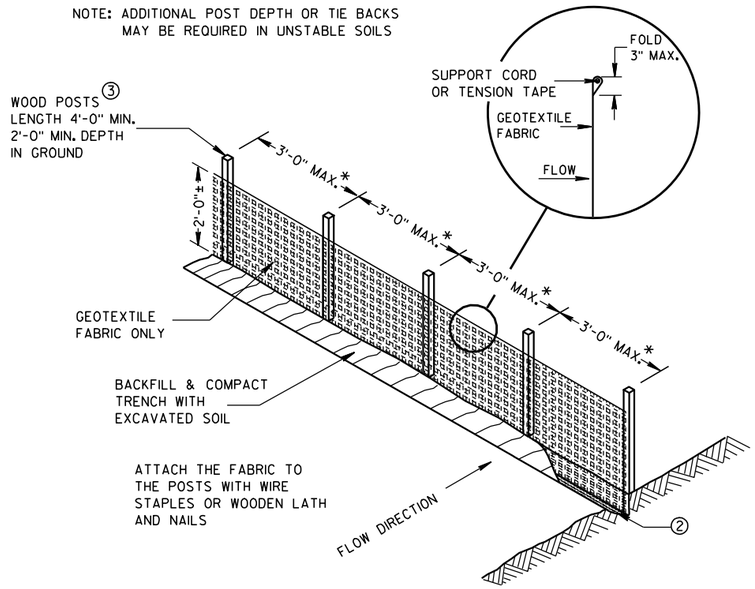
GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

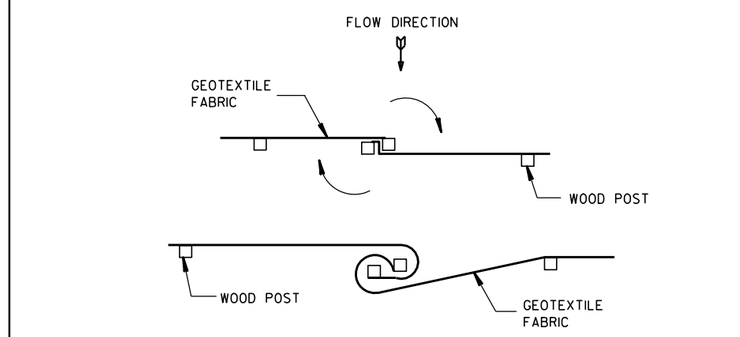


TRENCH DETAIL

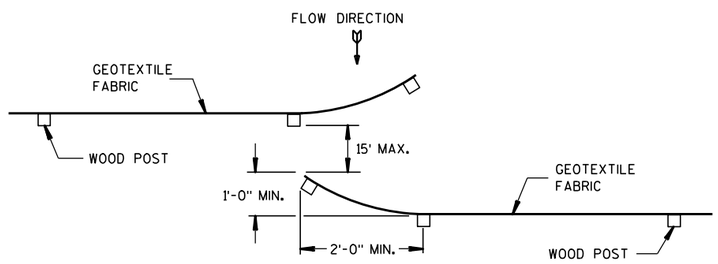


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

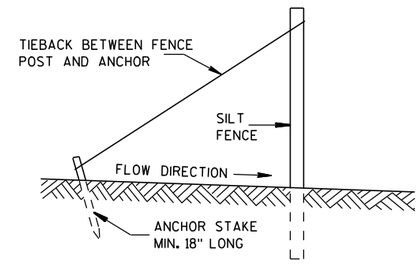


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

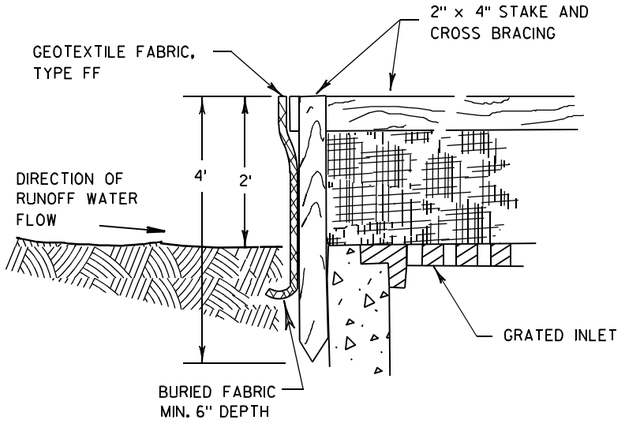
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

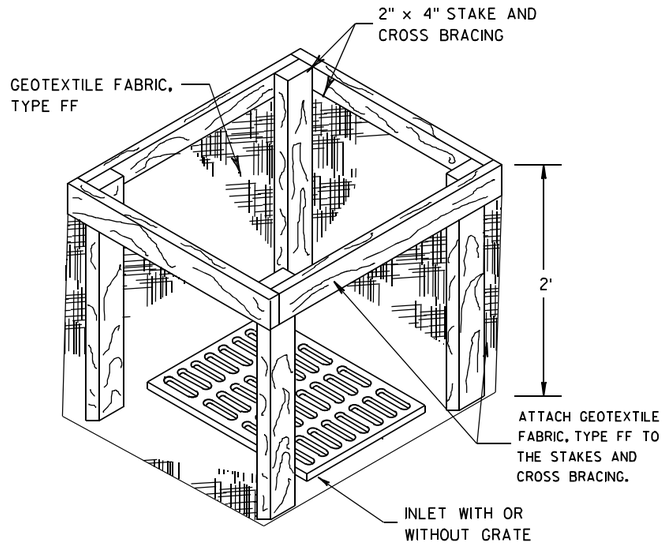
6

S.D.D. 8 E 9-6

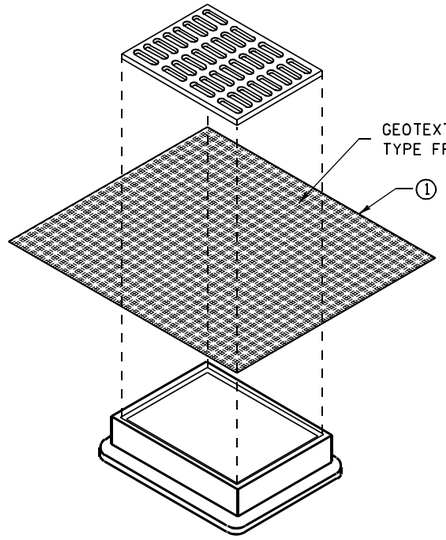
6

S.D.D. 8 E 9-6



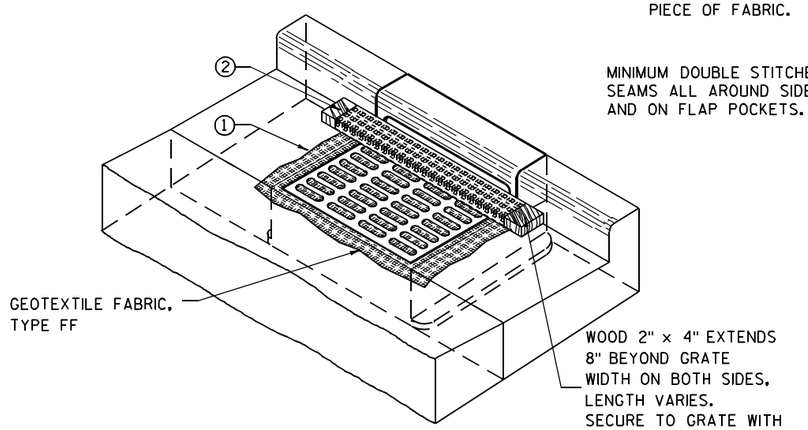


INLET PROTECTION, TYPE A

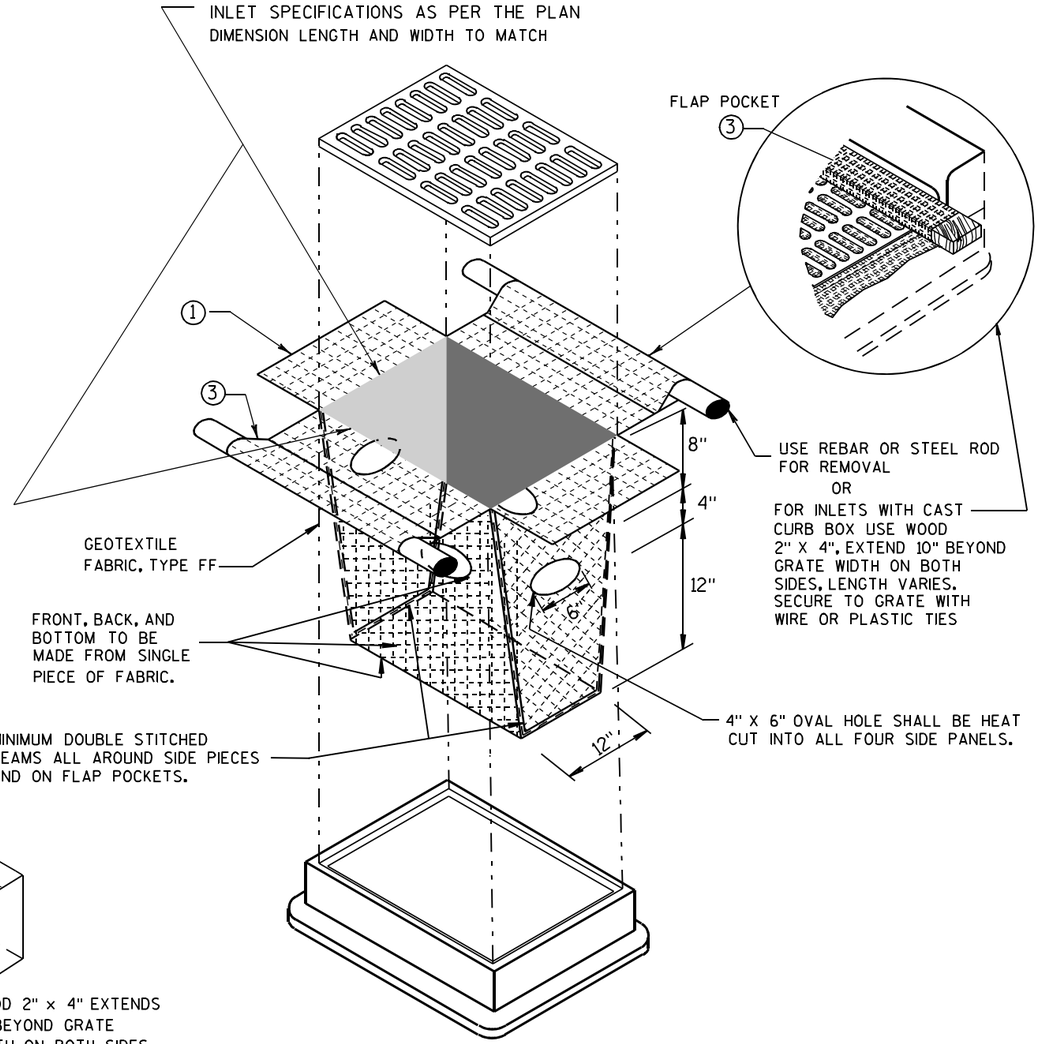


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

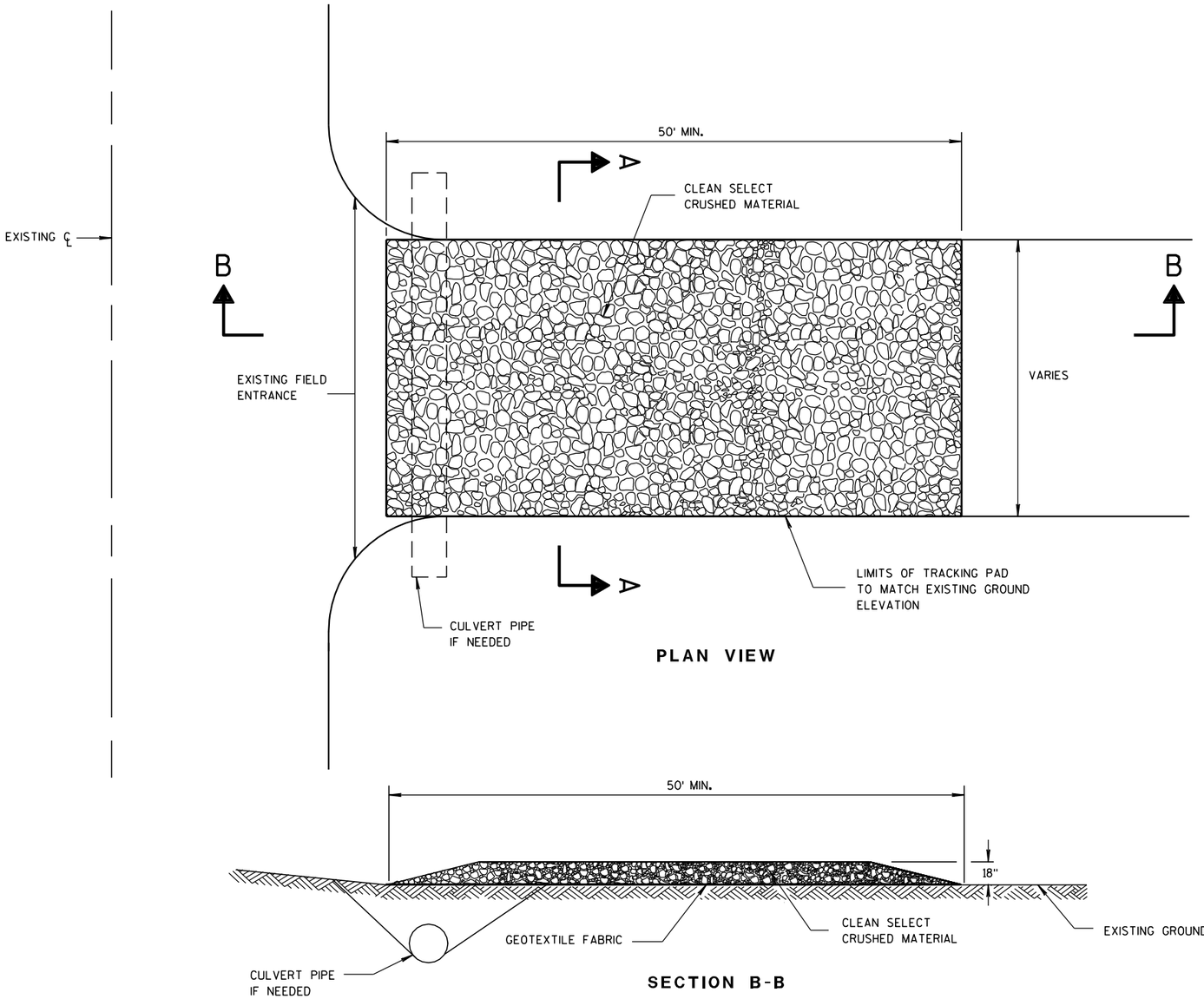
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

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

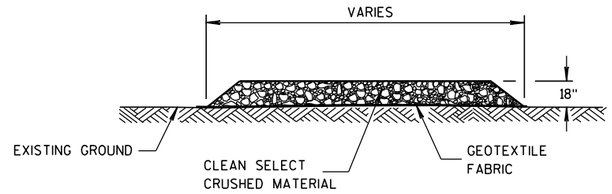
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A-A

TRACKING PAD

TRACKING PAD	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/24/2011 DATE FHWA	/S/ Jerry H. Zoda ROADWAY STANDARDS ENGINEER 892 ENT

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

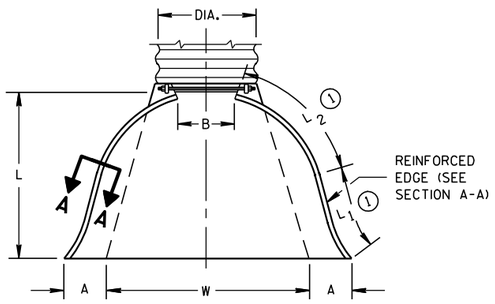
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

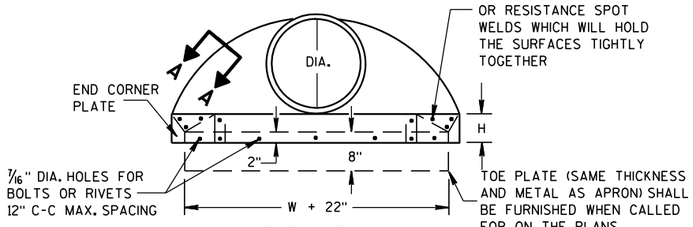
REINFORCED CONCRETE APRON ENDWALLS

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

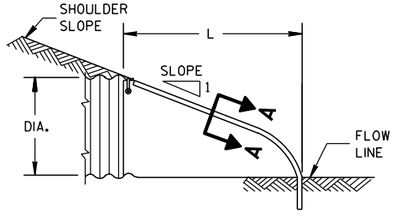
*MINIMUM
**MAXIMUM



PLAN VIEW

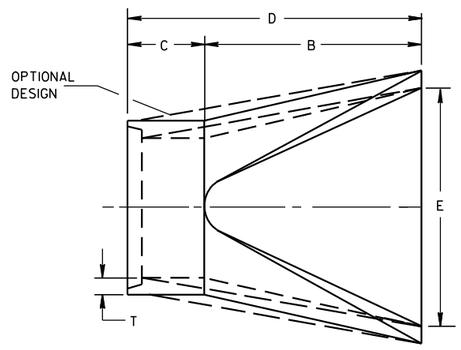


END VIEW

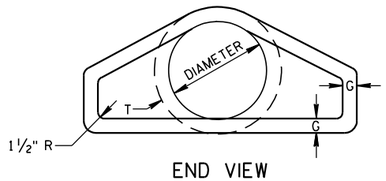


SIDE ELEVATION

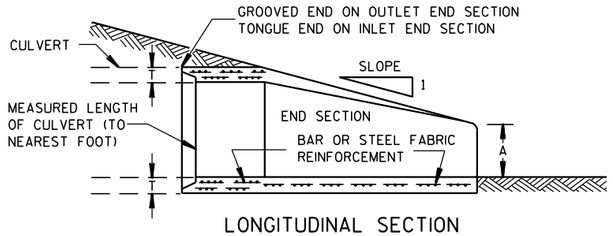
METAL ENDWALLS



PLAN

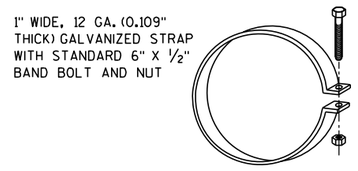


END VIEW



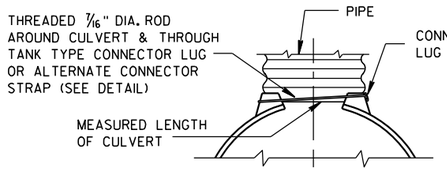
LONGITUDINAL SECTION

CONCRETE ENDWALLS

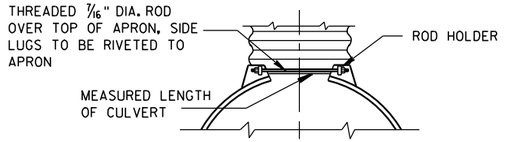


ALTERNATE FOR TYPE 1 CONNECTION

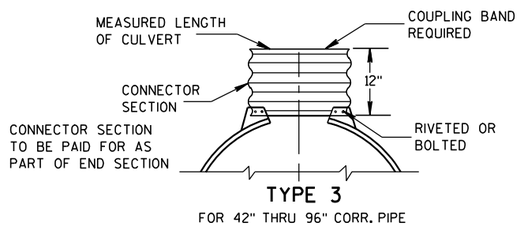
END SECTION CONNECTOR STRAP



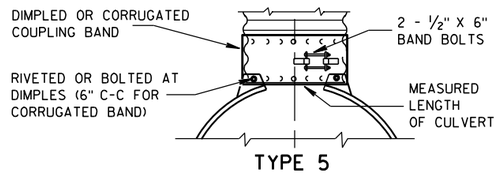
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

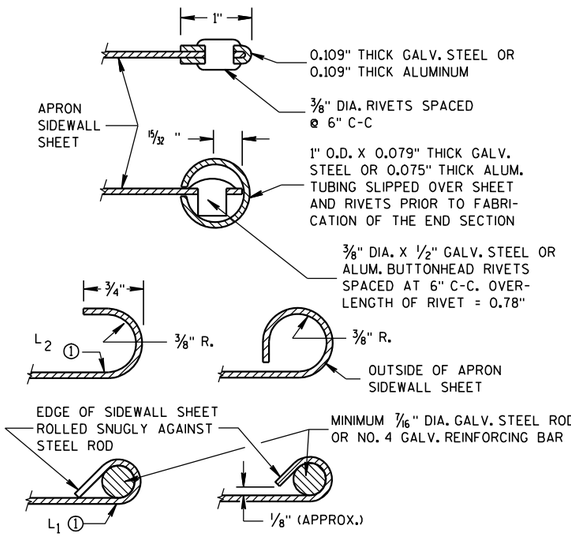
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

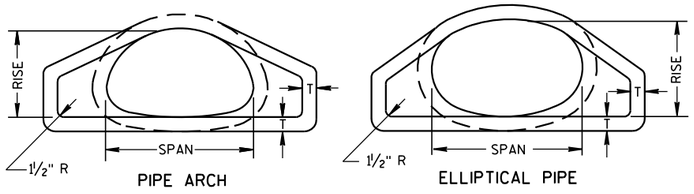
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

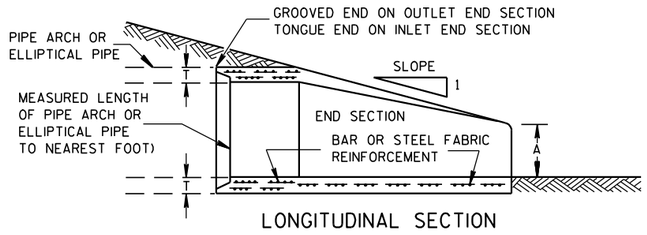
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 893 NEER
FHWA

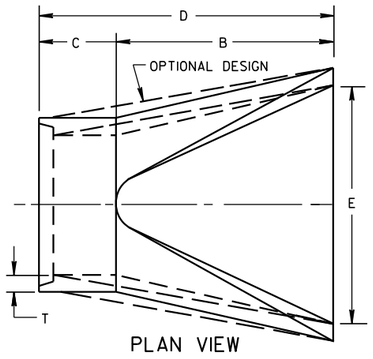
6
S.D.D. 8 F 1-11



END VIEW

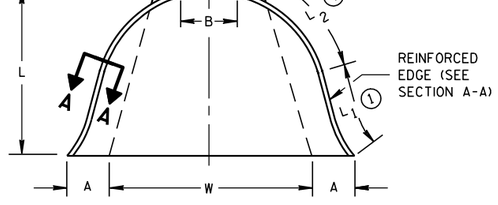


LONGITUDINAL SECTION

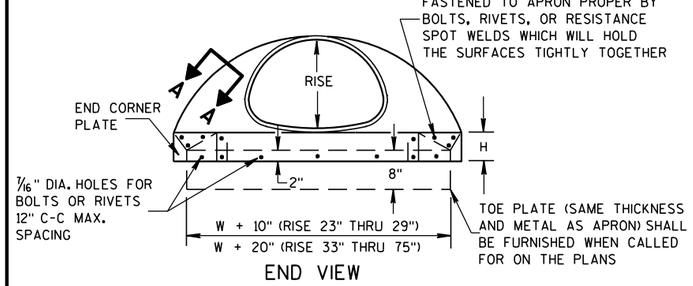


PLAN VIEW

CONCRETE ENDWALLS

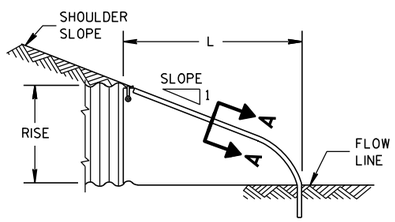


PLAN VIEW



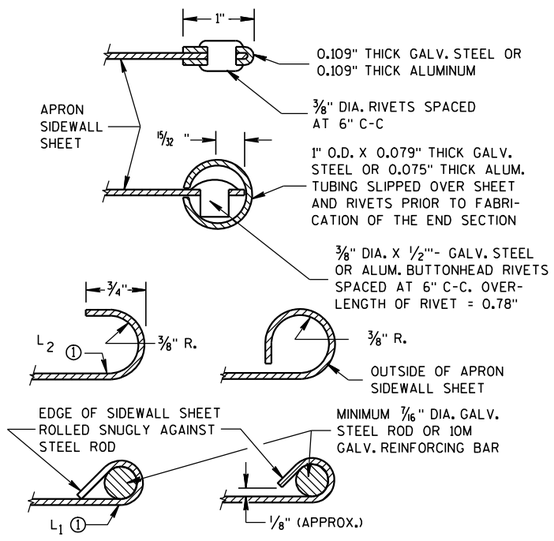
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

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

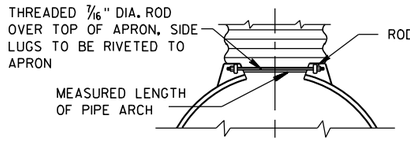
REINFORCED CONCRETE PIPE ARCH

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

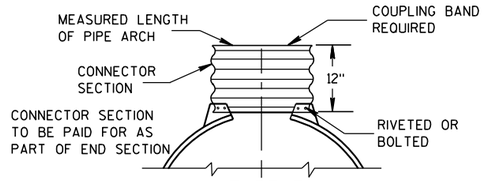
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



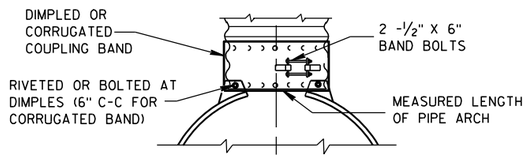
TYPE 2

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

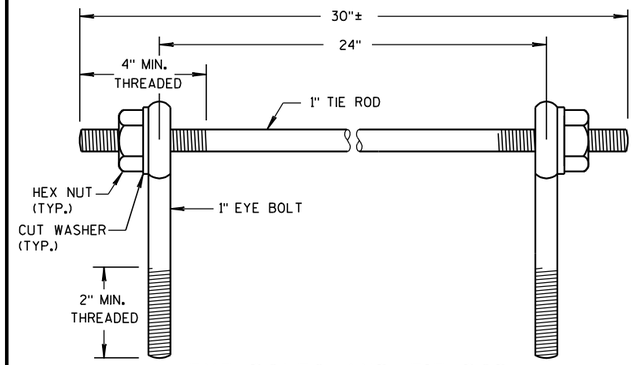
FHWA

6

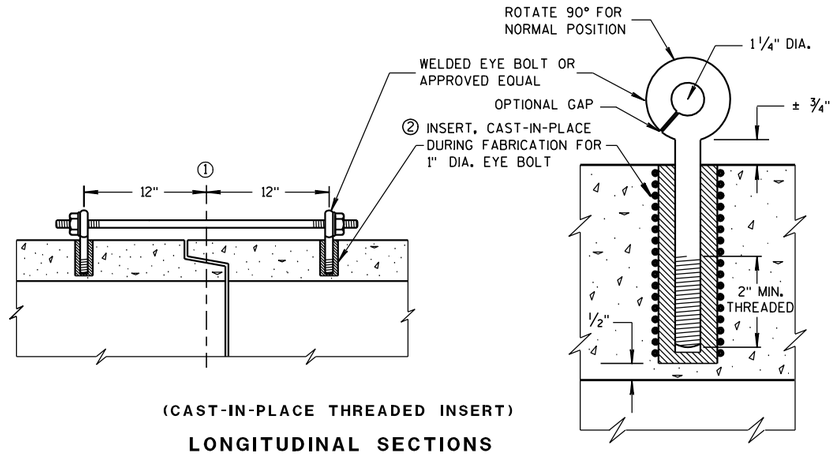
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

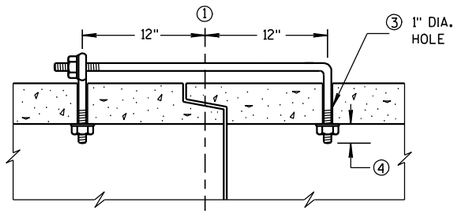
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

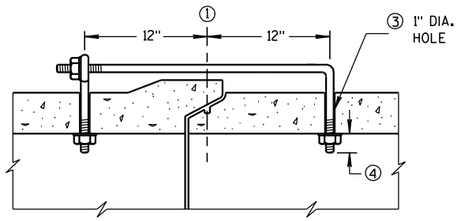
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

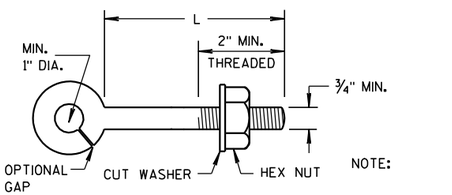


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

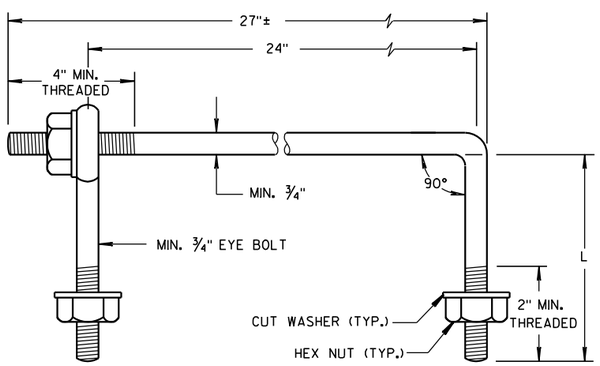
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

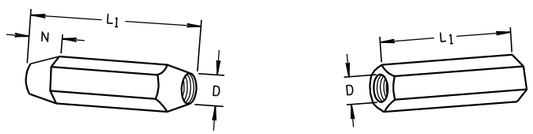
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

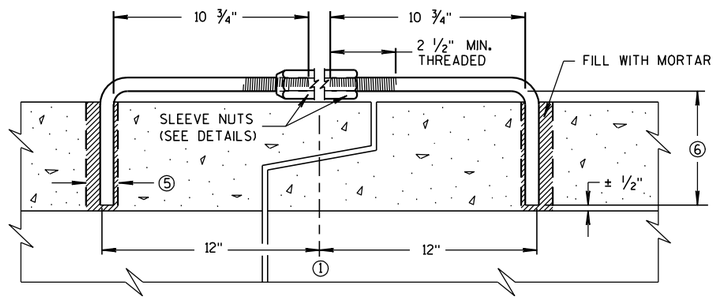
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

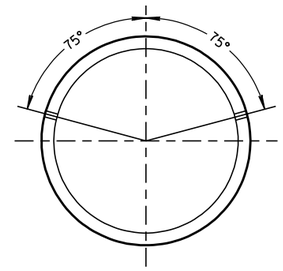
SLEEVE NUTS



LONGITUDINAL SECTION

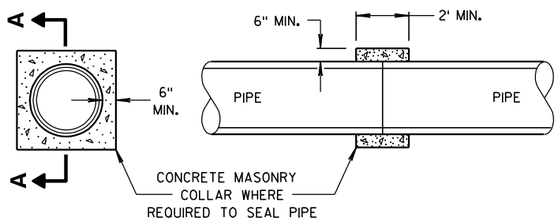
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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
895 'MENT
FHWA

6

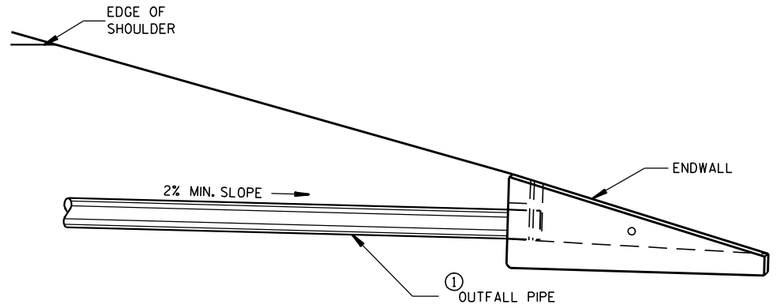
S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

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

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



INSTALLATION DETAIL

GENERAL NOTES

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

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

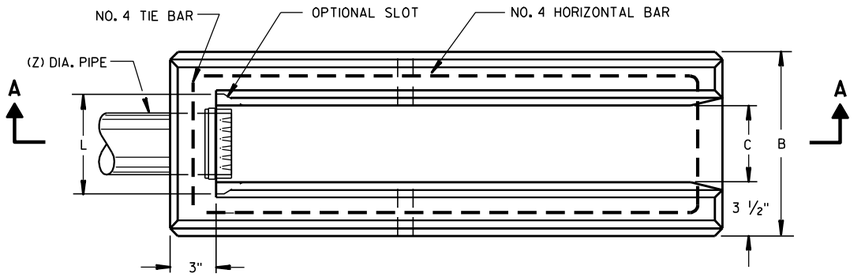
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

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

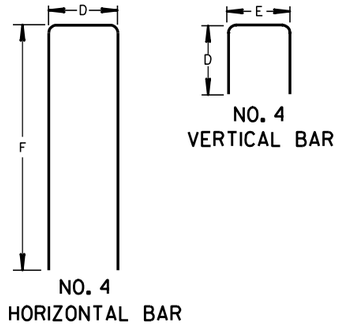
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE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

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

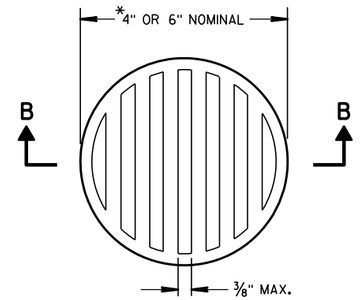
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL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

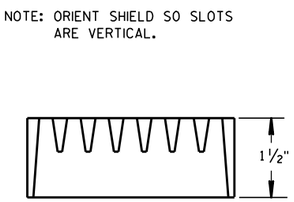


PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

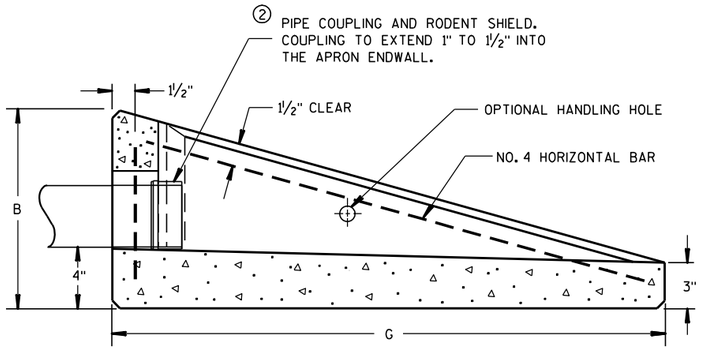




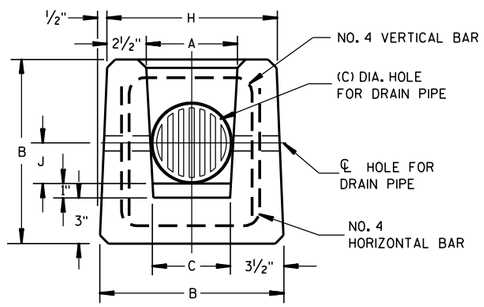
SECTION B-B

② RODENT SHIELD

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



SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

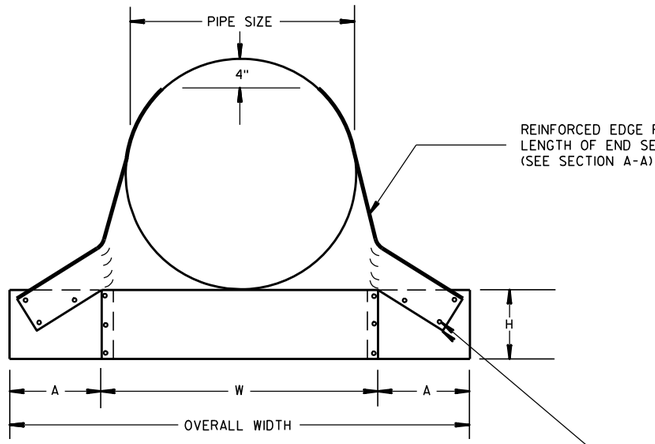
REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

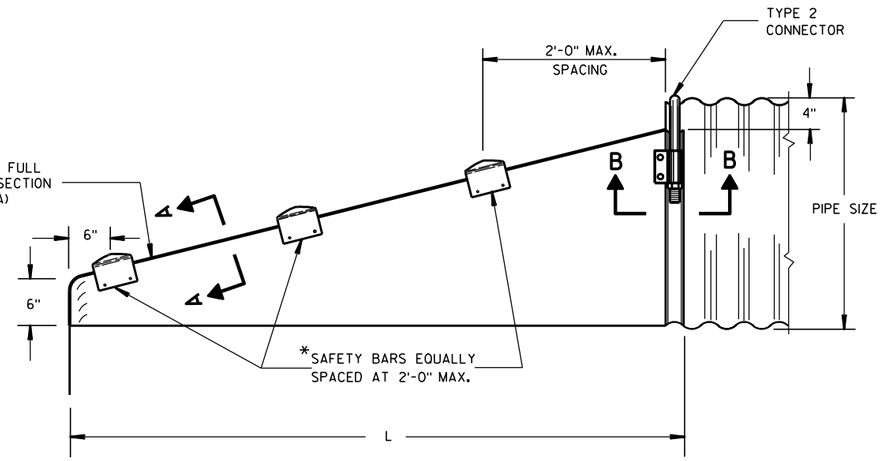
6

S.D.D. 8 F 6-4



FRONT VIEW

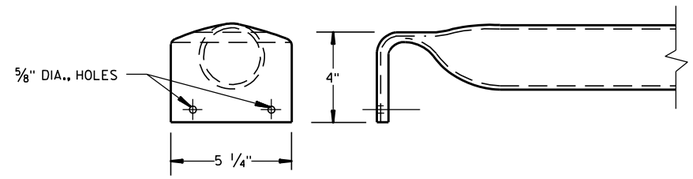
BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



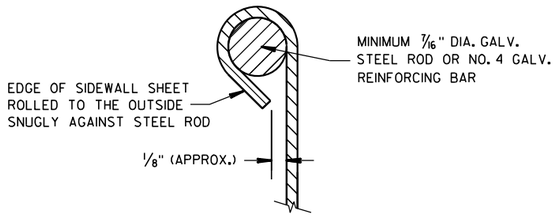
SIDE VIEW

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

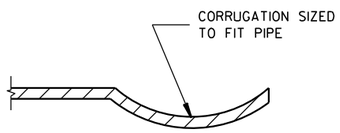
3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.



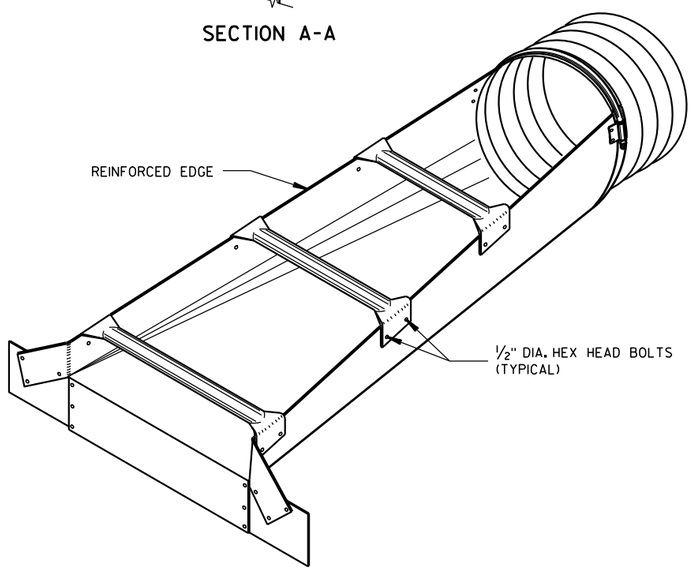
DETAIL OF SAFETY BAR



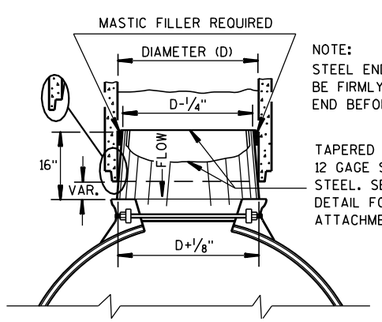
SECTION A-A



SECTION B-B



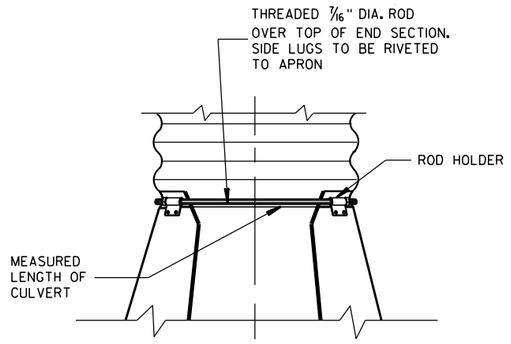
ISOMETRIC VIEW



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

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

PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS	
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	6:1	30
18	.064	8	6	24	40	6:1	48
21	.064	8	6	27	43	6:1	66
24	.064	8	6	30	46	6:1	84
30	.109	12	9	36	60	6:1	120
36	.109	12	9	42	66	6:1	156
42	.109	16	12	48	80	5.63 TO 1	180
48	.109	16	12	54	86	4.74 TO 1	180
54	.109	16	12	60	92	——	——

STEEL APRON ENDWALLS FOR PIPE ARCH

EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS	
	SPAN	RISE		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES
15	17	13	.064	8	6	23	39	6:1	18
18	21	15	.064	8	6	27	43	6:1	30
21	24	18	.064	8	6	30	46	6:1	48
24	28	20	.064	8	6	34	50	6:1	60
30	35	24	.079	12	9	41	65	6:1	84
36	42	29	.109	12	9	48	72	6:1	114
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	5.45 TO 1	180

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/17/95 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 897 INEER
FHWA

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S.D.D. 8 F 7-3

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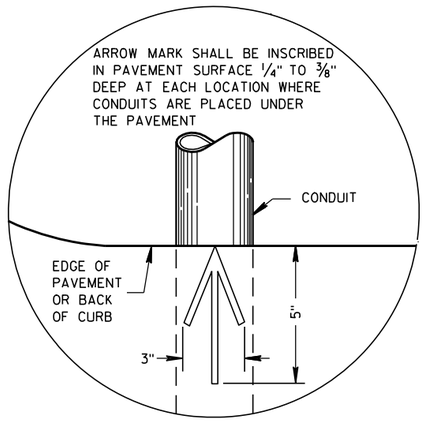
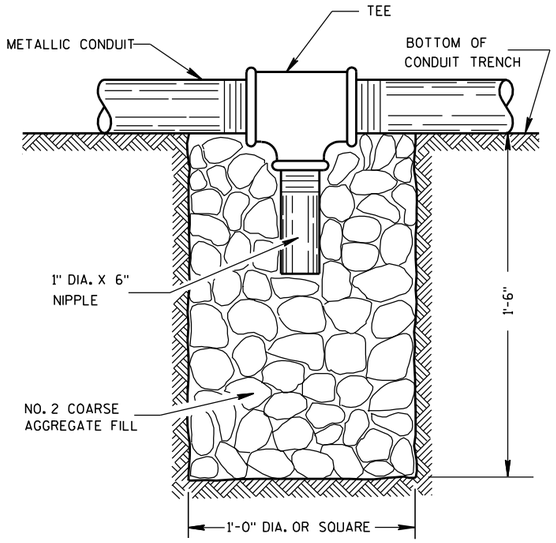
S.D.D. 8 F 7-3



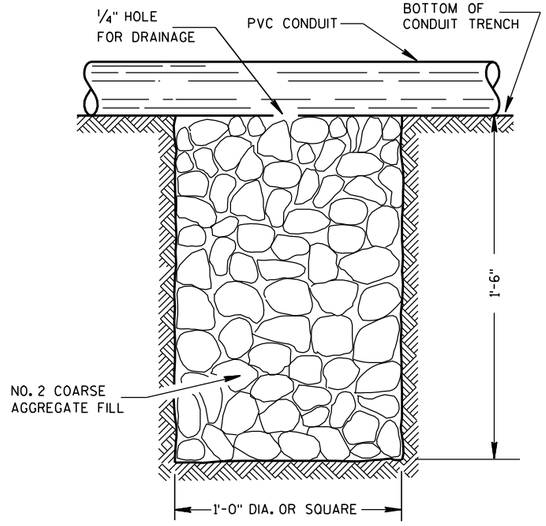
PLAN VIEW

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.

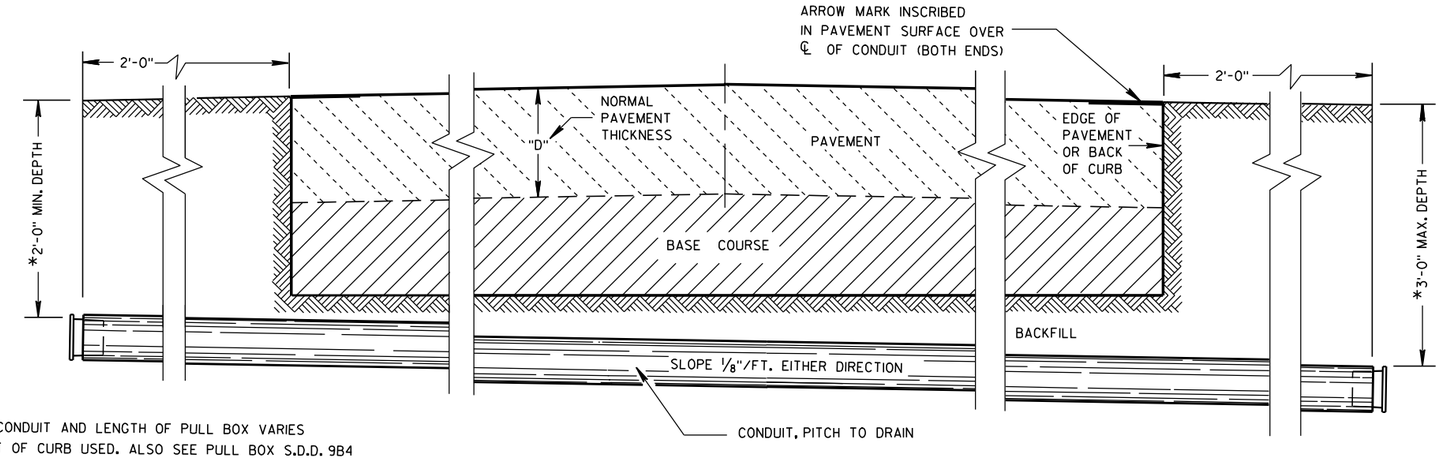
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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 898 HWYS

FHWA

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.

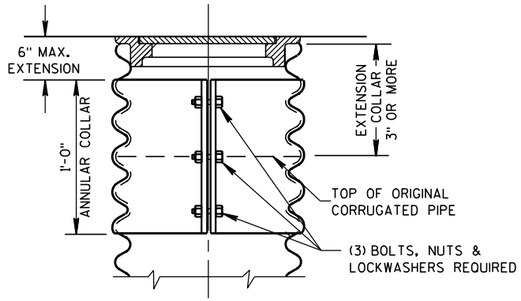
GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

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

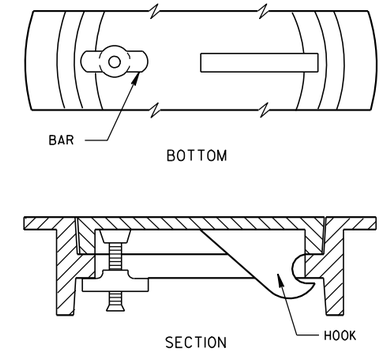
S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

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.

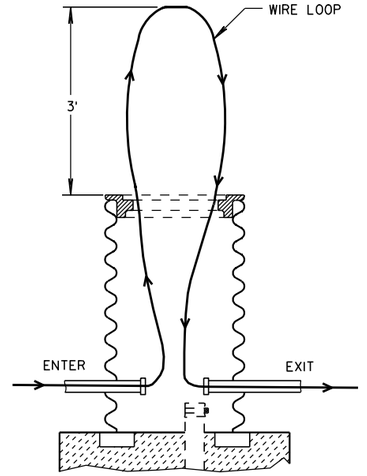


CORRUGATED PIPE EXTENDER

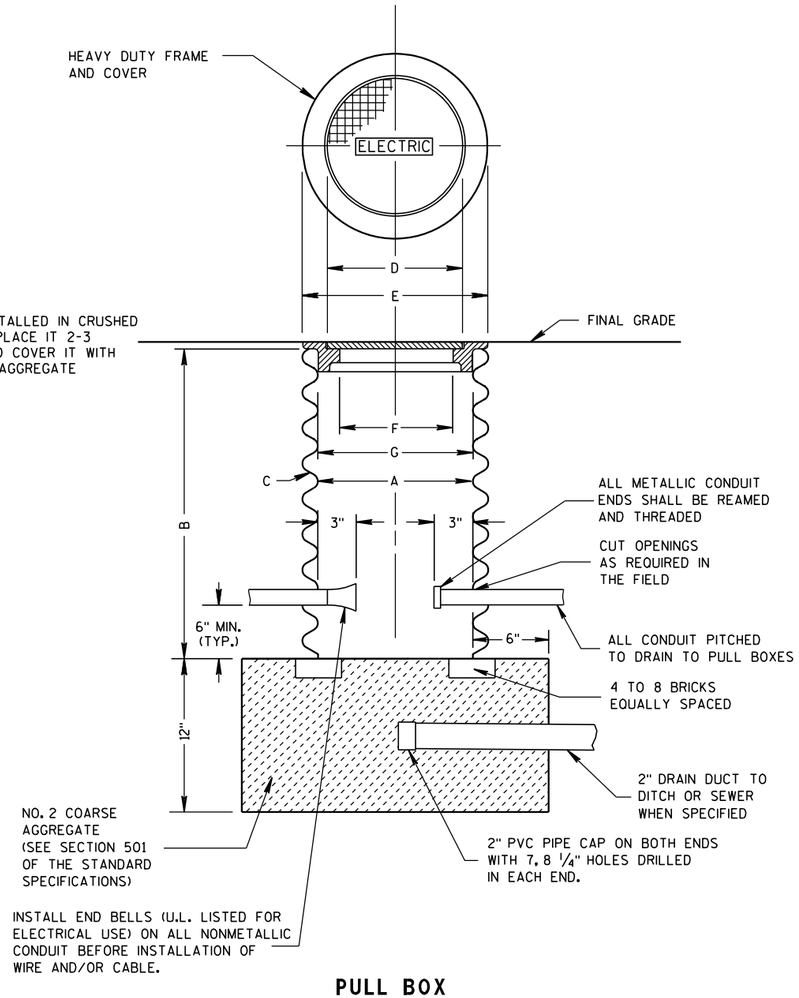


ALTERNATE COVER (LOCKING)

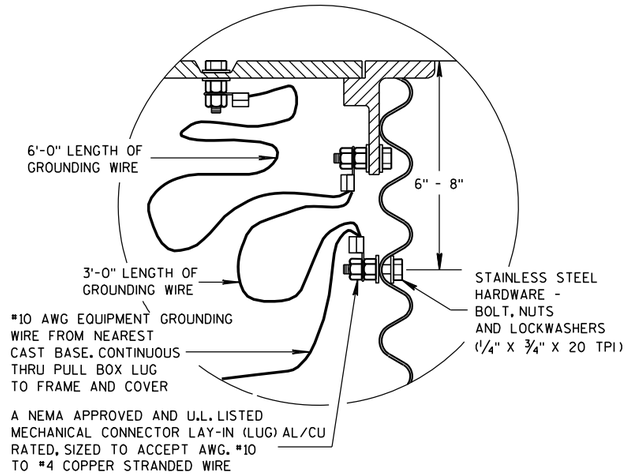
TIGHTENING BAR TYPE



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 899 HWYS
FHWA

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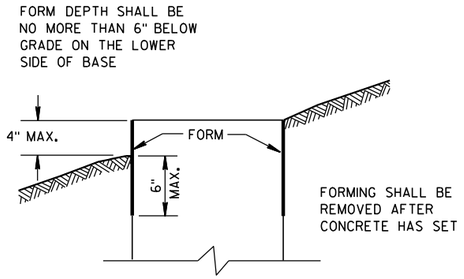
S.D.D. 9 B 4-9



FORMING DETAIL

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

GENERAL NOTES

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

GENERAL NOTES (CONTINUED)

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) FOR TYPE 2 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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.

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

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

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

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

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

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

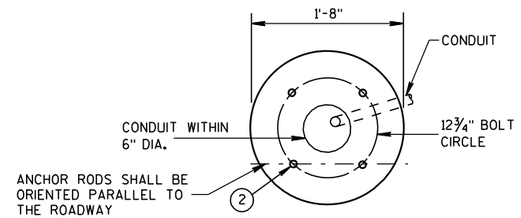
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

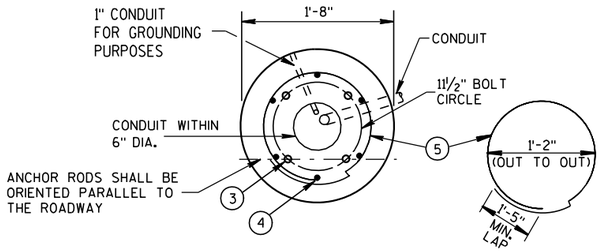
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

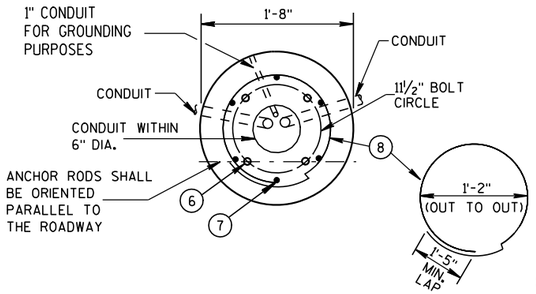
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

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

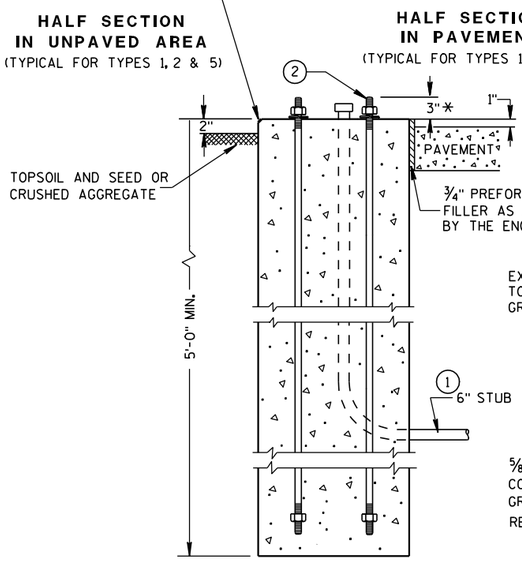






FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

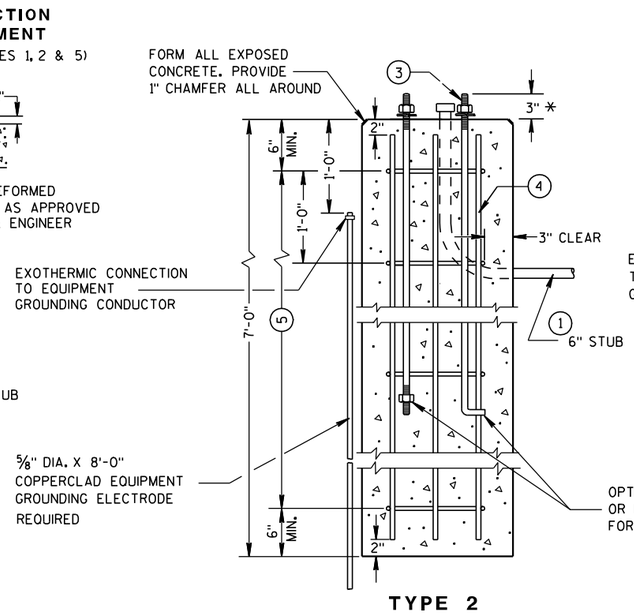
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2 & 5)



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

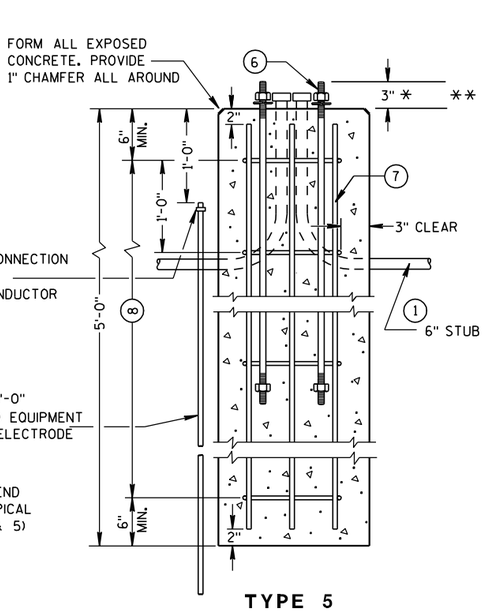
TYPE 1

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



TYPE 2

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



TYPE 5

CONCRETE BASES

* 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 NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/3/10 — DATE
/S/ Joanna L. Rush — STATE ELECTRICAL ENGI 900 — HWYS
FHWA

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S.D.D. 9 C 2-6

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.

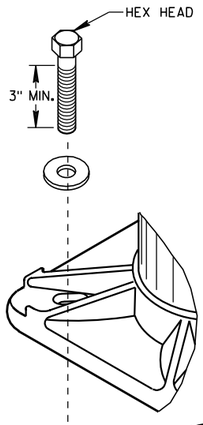
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

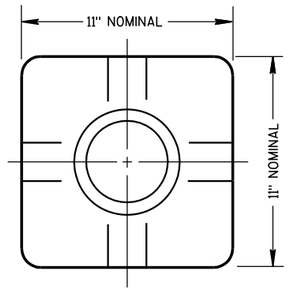
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

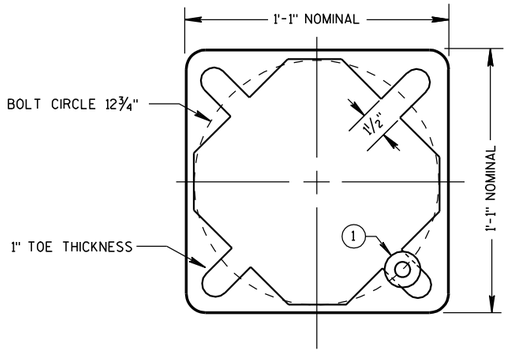
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

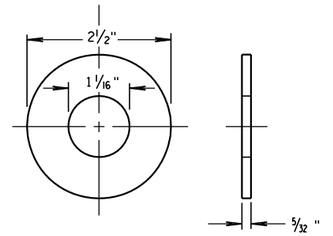




TOP VIEW
(PEDESTAL BASE)

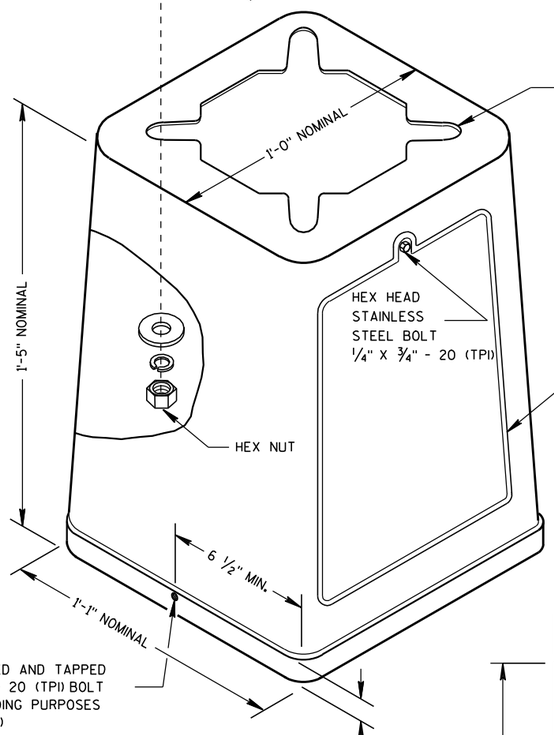


BOTTOM VIEW
(PEDESTAL BASE)

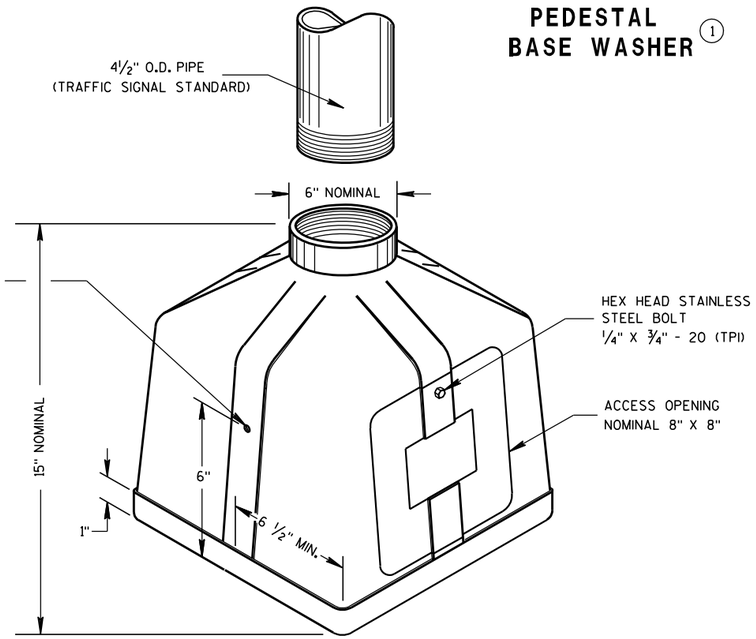


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

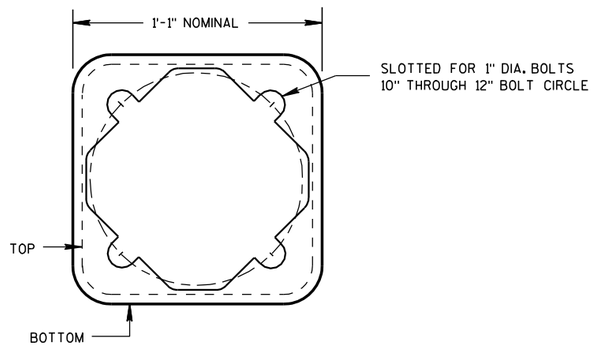


ISOMETRIC VIEW

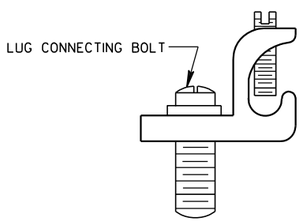


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

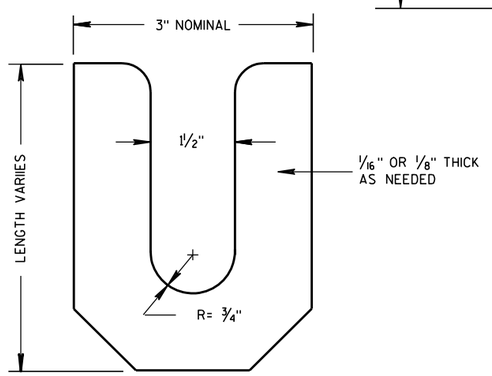


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/27/09 — DATE
/S/ Joanna L. Rich — STATE ELECTRICAL ENGI
901 — HWYS
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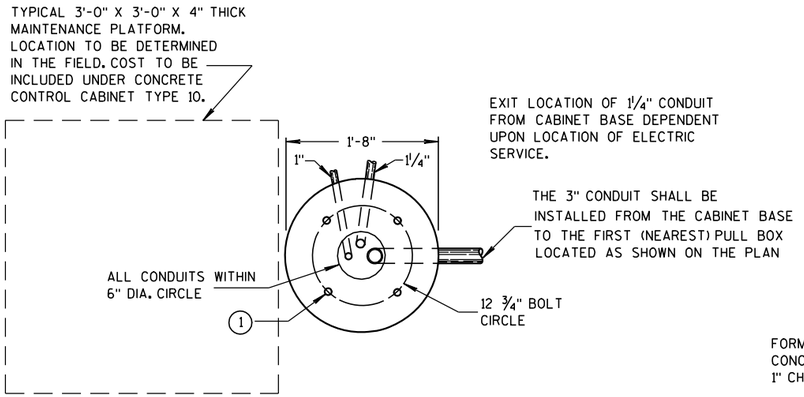
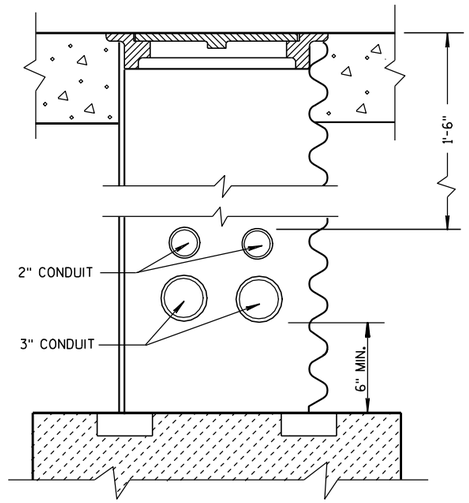
S.D.D. 9 C 3-3

S.D.D. 9 C 3-3

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

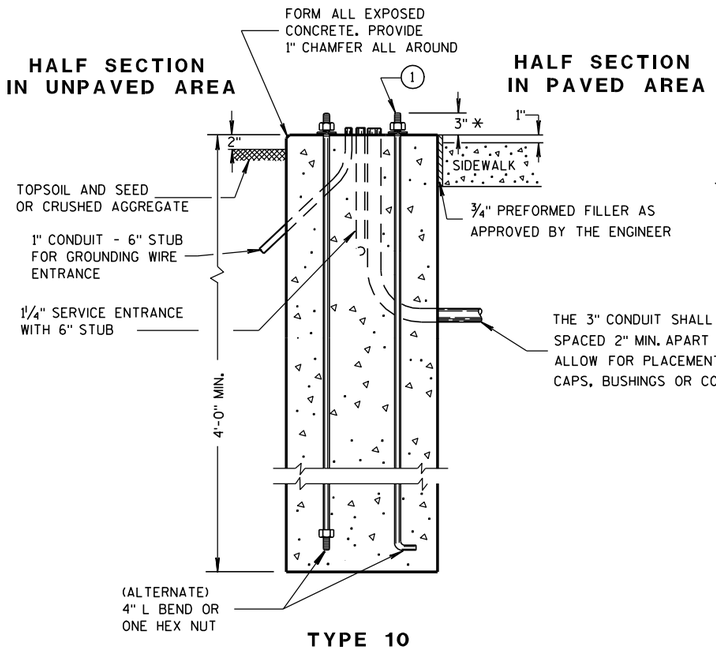
* INCLUDES MAINTENANCE PLATFORM.

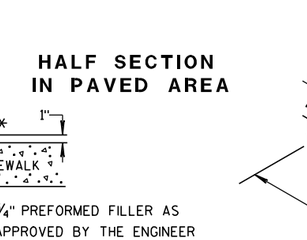




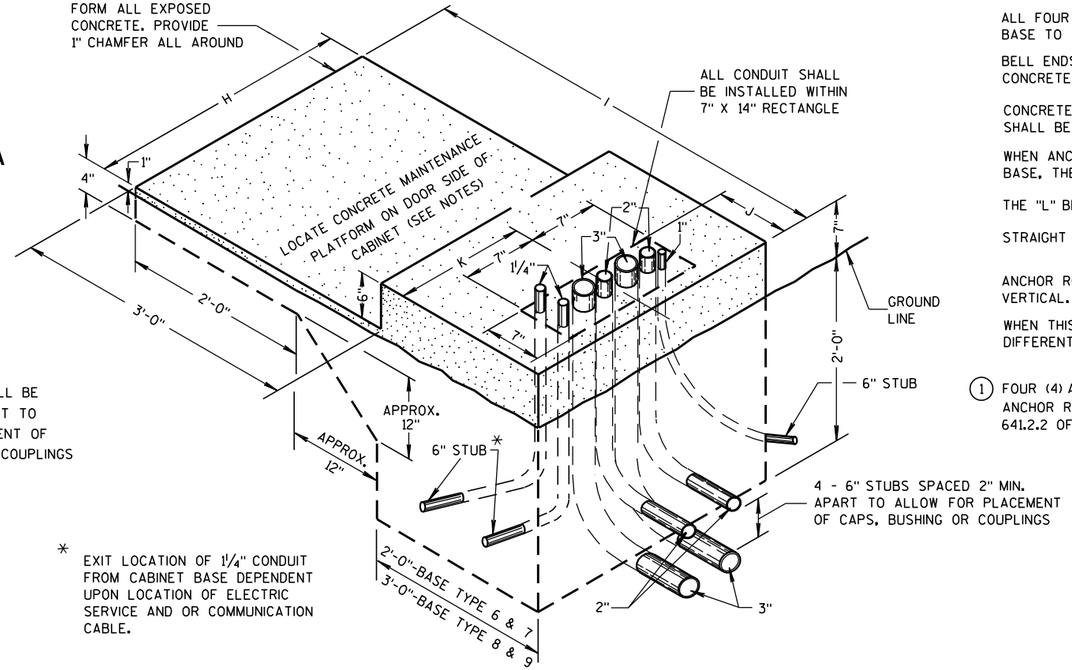
CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)





TYPE 10



TYPE 6,7,8 AND 9
(ISOMETRIC VIEW)

* EXIT LOCATION OF 1¼" CONDUIT FROM CABINET BASE DEPENDENT UPON LOCATION OF ELECTRIC SERVICE AND OR COMMUNICATION CABLE.

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

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 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 SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND 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.

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.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

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

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

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

WHEN THIS DRAWING IS USED FOR STREET LIGHTING CABINET BASES, CONDUIT MAY BE DIFFERENT AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6"
ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS.

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/3/10 DATE
/S/ Joanna L. [illegible]
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FHWA

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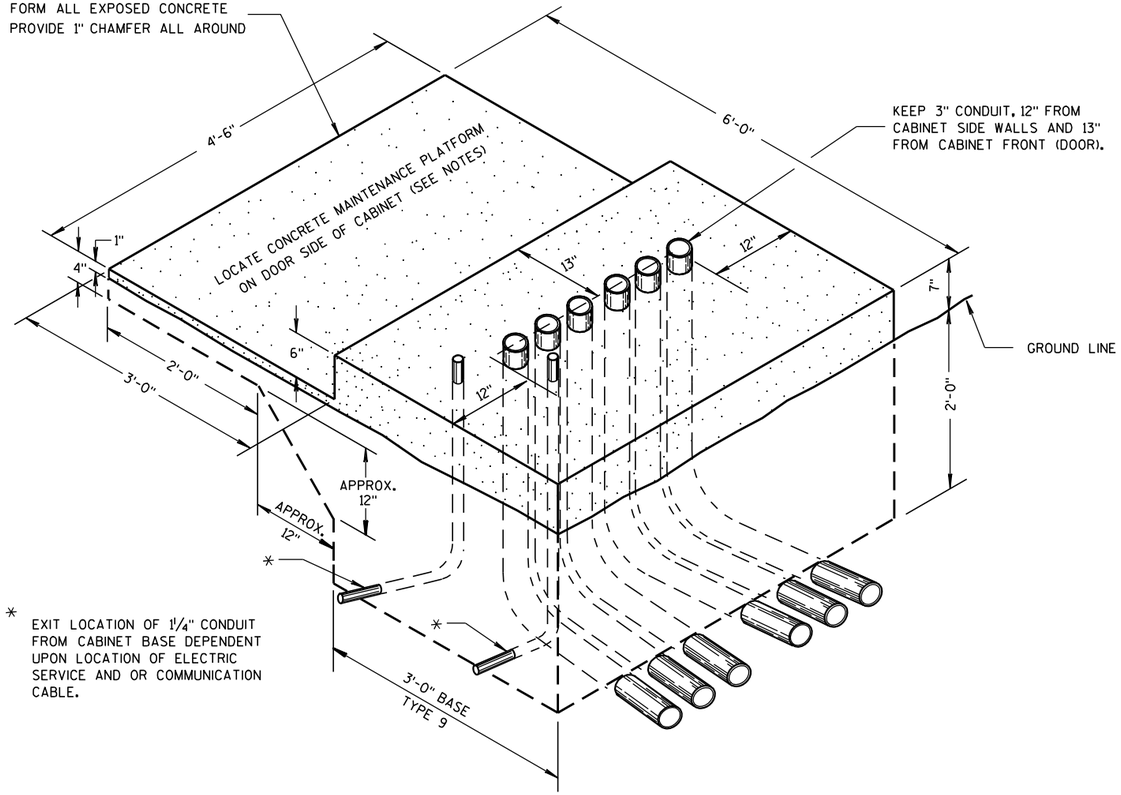
S.D.D. 9 C 5-7

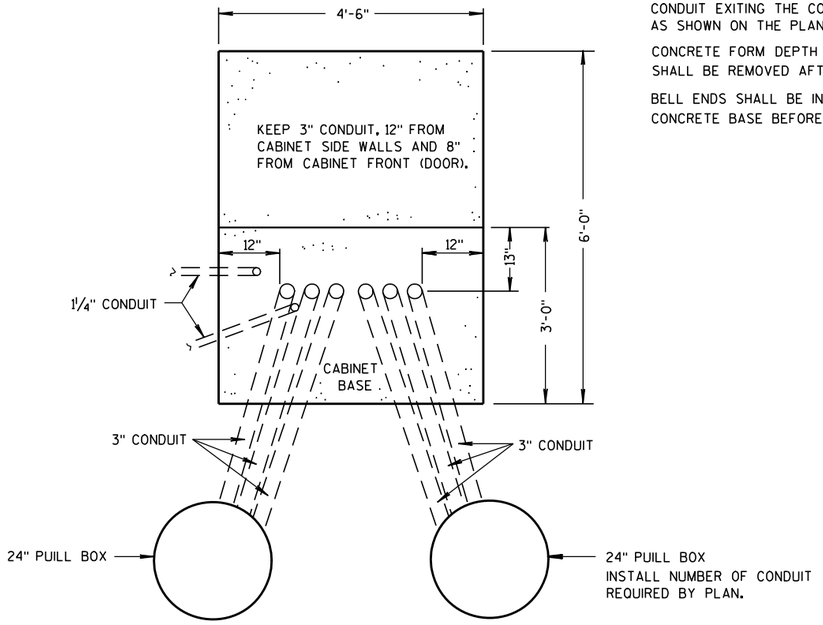


* EXIT LOCATION OF 1¼" CONDUIT FROM CABINET BASE DEPENDENT UPON LOCATION OF ELECTRIC SERVICE AND OR COMMUNICATION CABLE.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/27/07 DATE
/S/ Balu Ananthapadmanabhan STATE ELECTRICAL ENGI 903 HWYS
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S.D.D. 9 C 6-5

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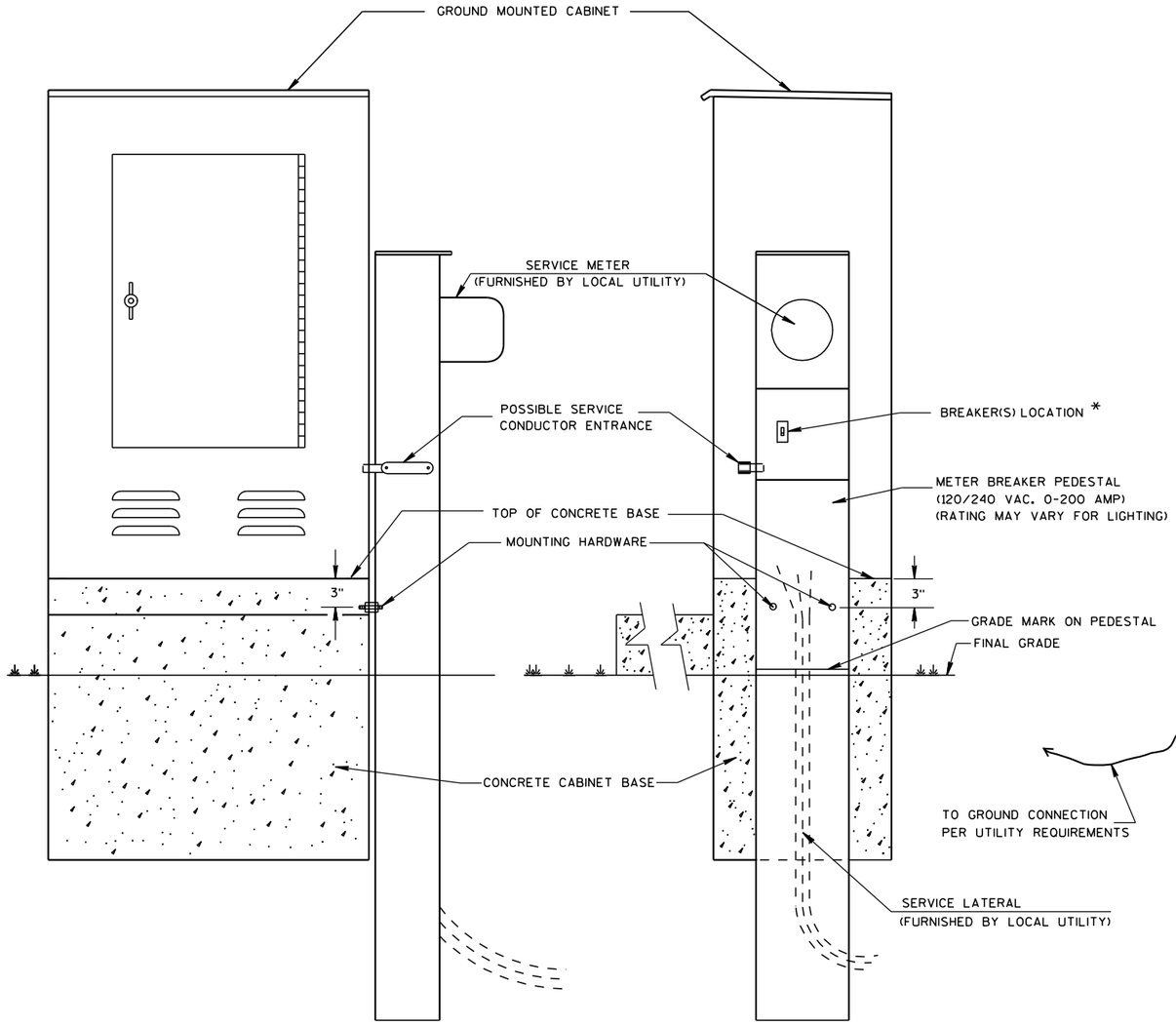

TYPICAL CABINET SERVICE INSTALLATION

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
DEPARTMENT OF TRANSPORTATION

APPROVED

10/27/09 — DATE

/S/ Joanna L. Bush — STATE ELECTRICAL ENGI

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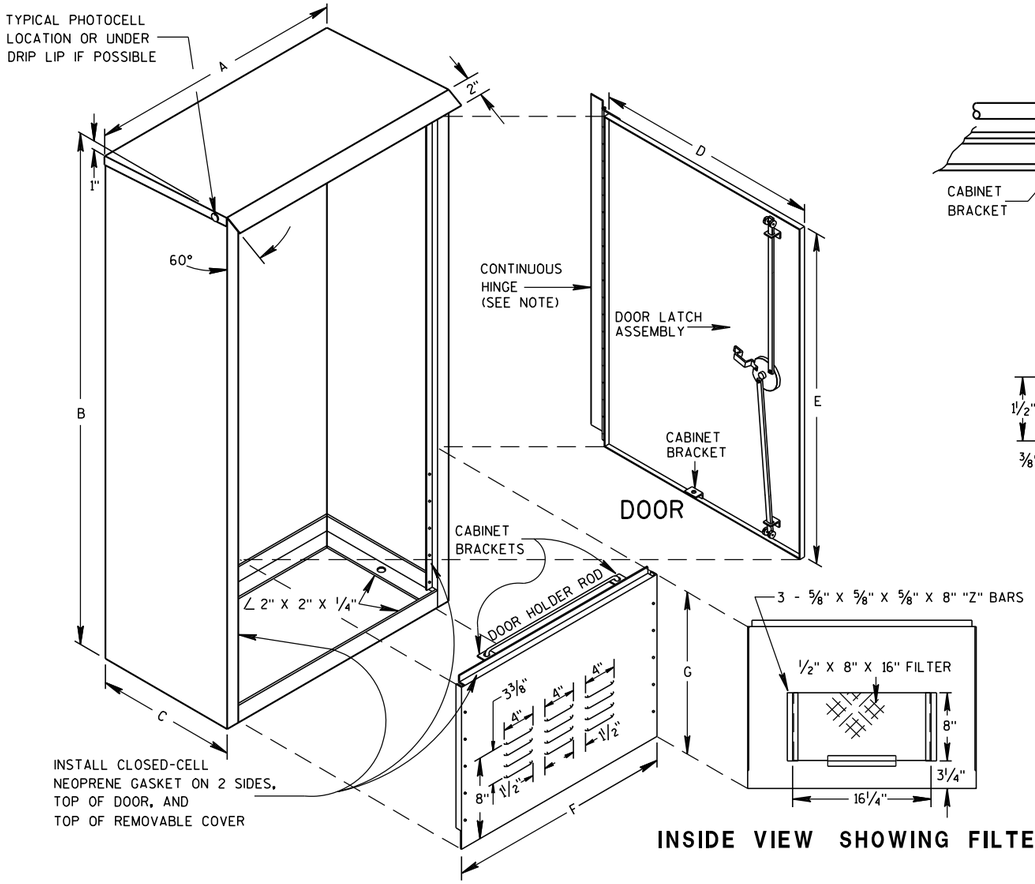
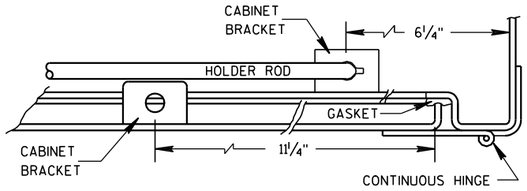


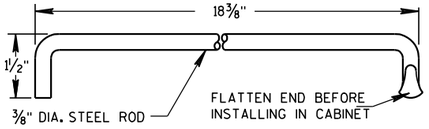
DOOR

REMOVABLE COVER

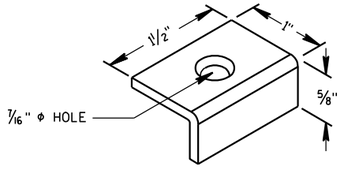
INSIDE VIEW SHOWING FILTER



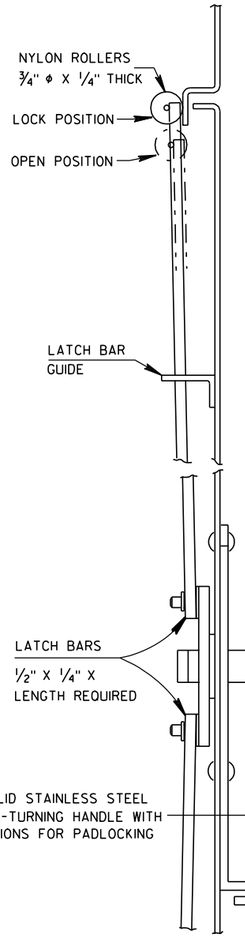
HINGE & DOOR HOLDER



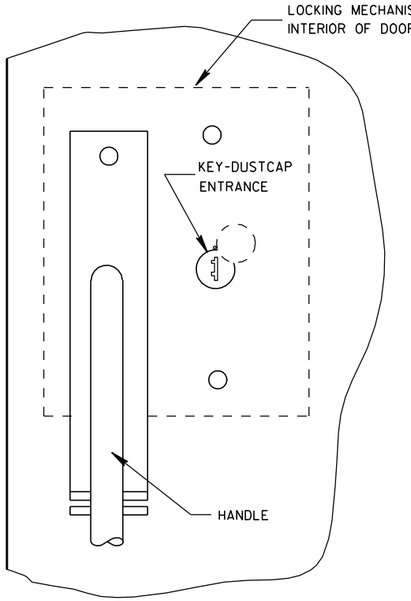
HOLDER ROD



CABINET BRACKET

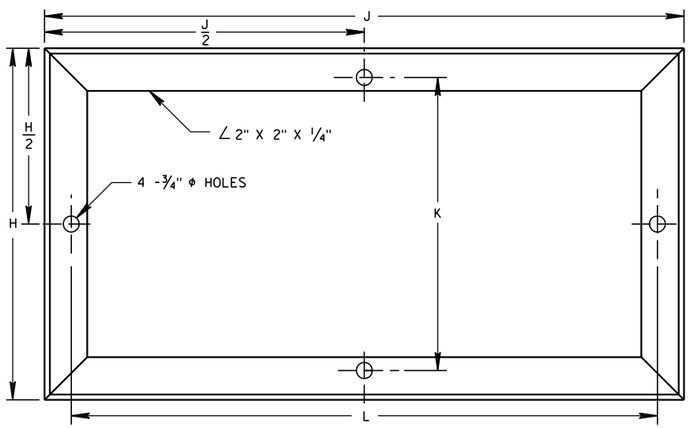


SIDE VIEW



FRONT VIEW

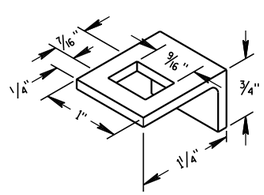
LATCH ASSEMBLY



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



LATCH BAR GUIDE

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.

SIGNAL OR LIGHTING CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96 — DATE
/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI
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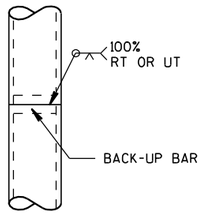
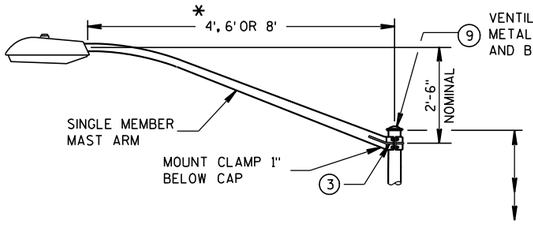
FOR MANUFACTURERS USE ONLY

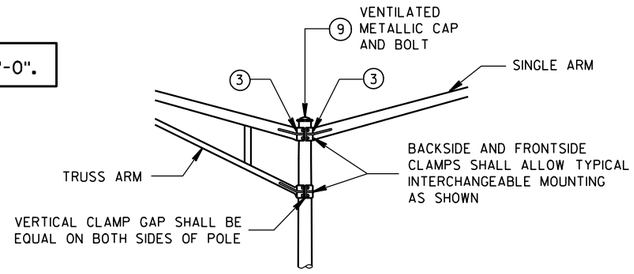
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

* RISE FOR 4' ARM SHALL BE 2'-0".





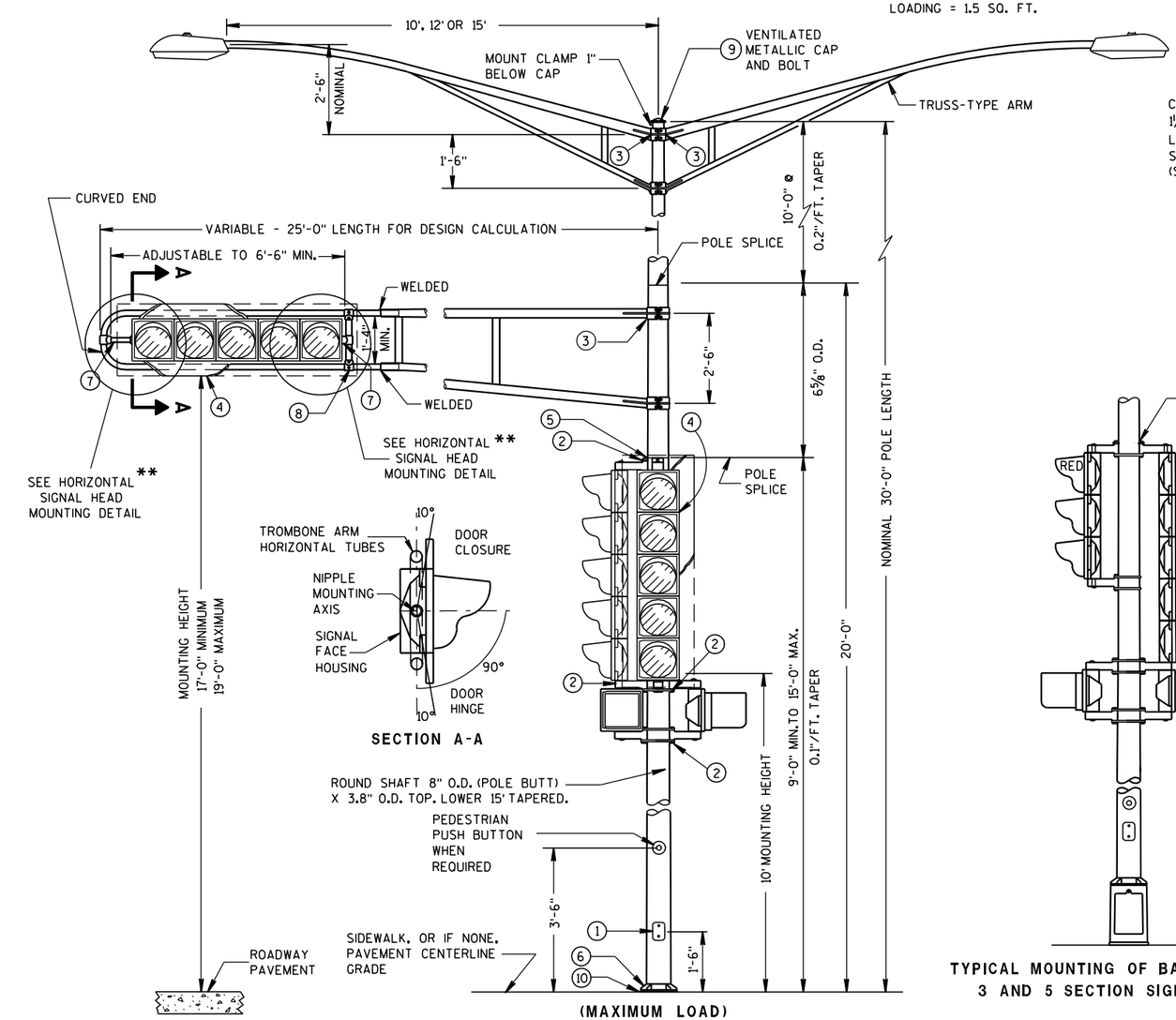
POLE SPLICE DETAIL

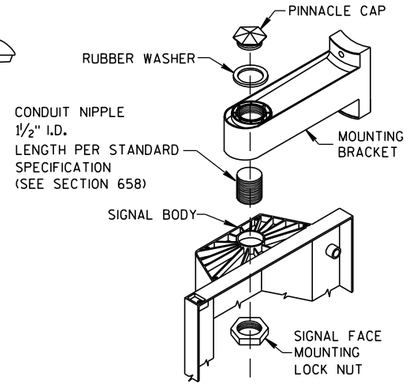


INTERCHANGEABLE MOUNTING DETAIL

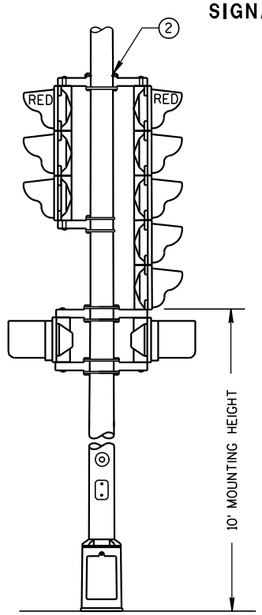
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

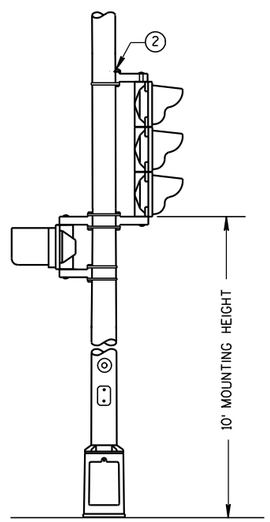




SIGNAL FACE MOUNTING DETAIL (BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

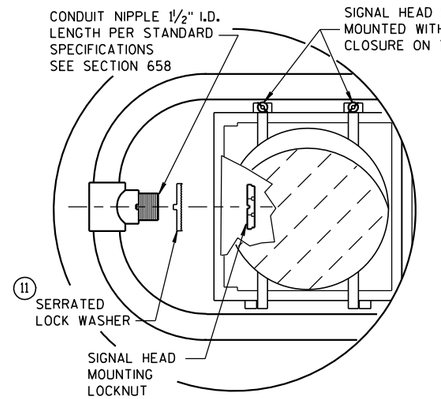
SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

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 MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

1. 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)
3. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
4. SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.
5. POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.
6. TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.
7. MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)
8. VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.
9. FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
10. SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.
11. USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
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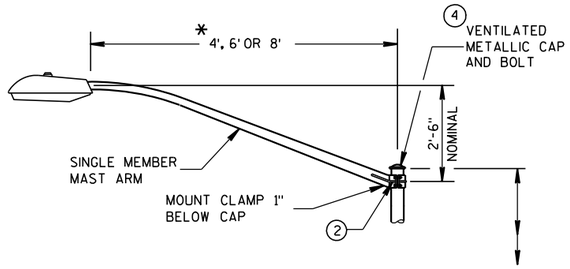
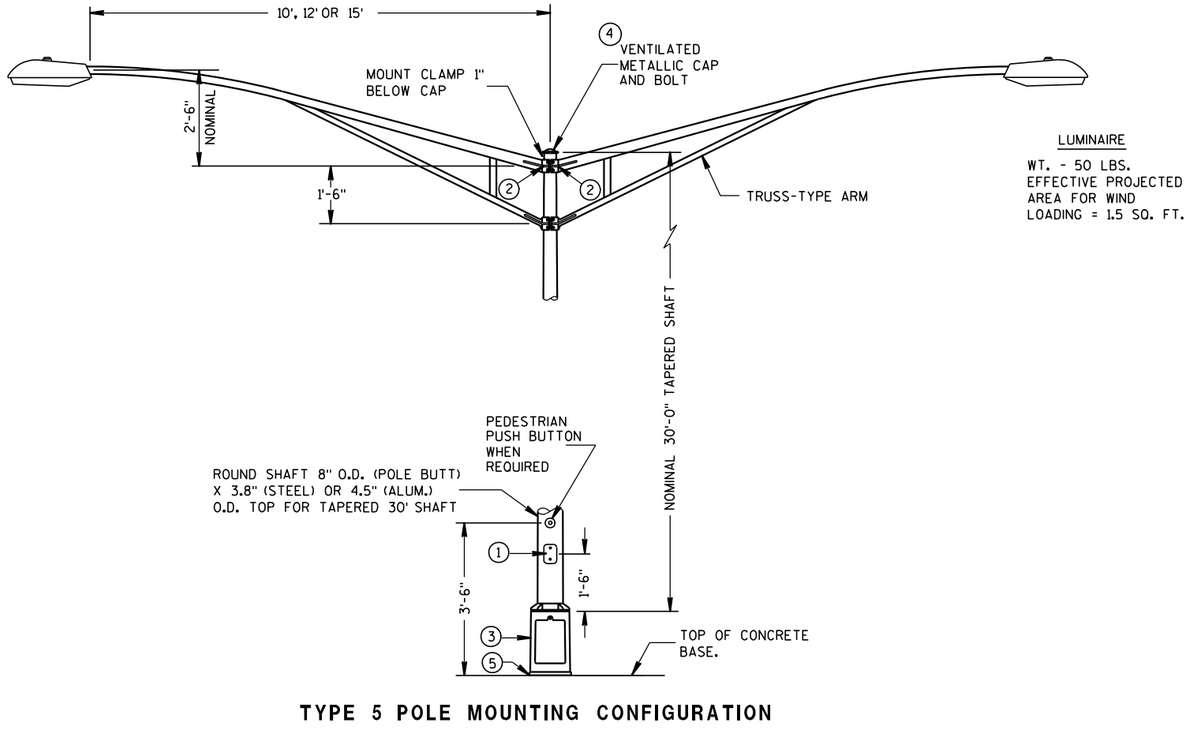
*RISE FOR 4' ARM SHALL BE 2'-0".





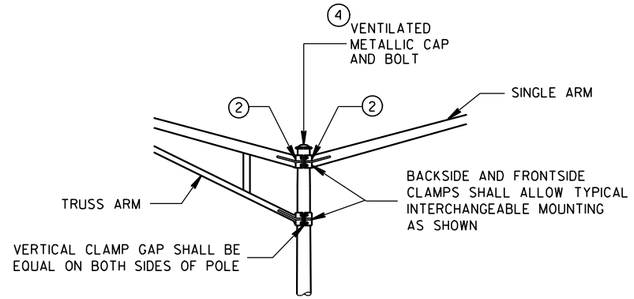
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

TYPE 5 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 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 CONEECTIONS 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 MONTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

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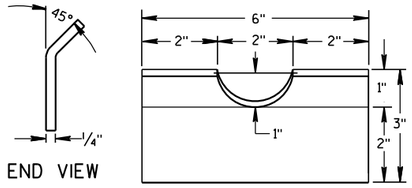
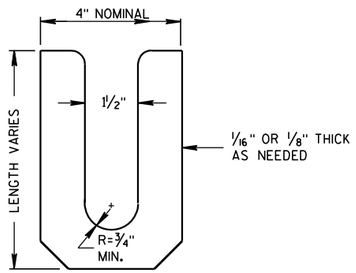


END VIEW

FRONT VIEW

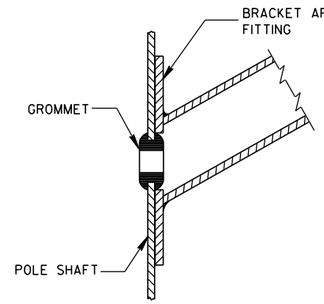
RECTANGULAR CLAMP SHIM

(4 TO A SET)

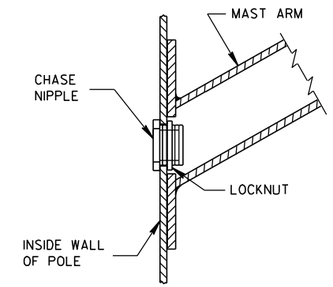


LEVELING SHIM (15)

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".

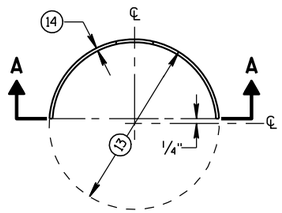
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

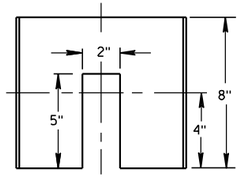
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(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.



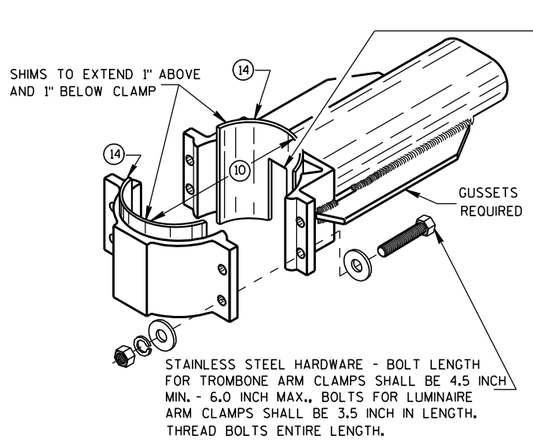
PLAN VIEW



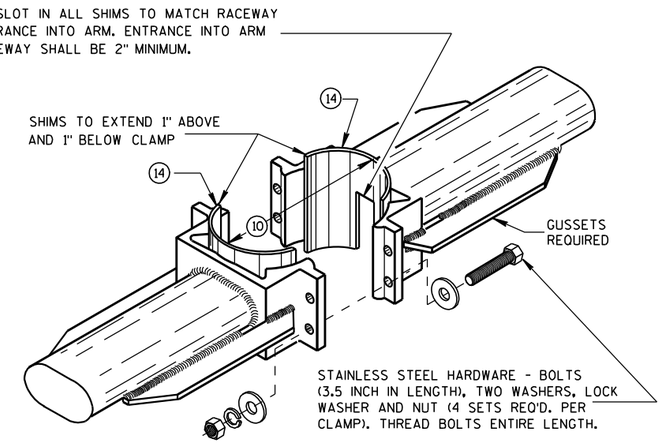
SECTION A-A

CIRCULAR CLAMP SHIM

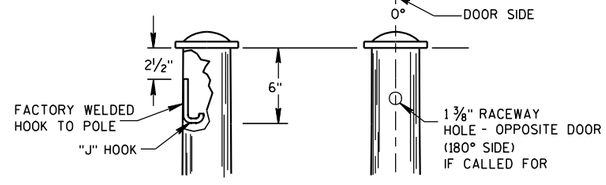
(2 TO A SET)



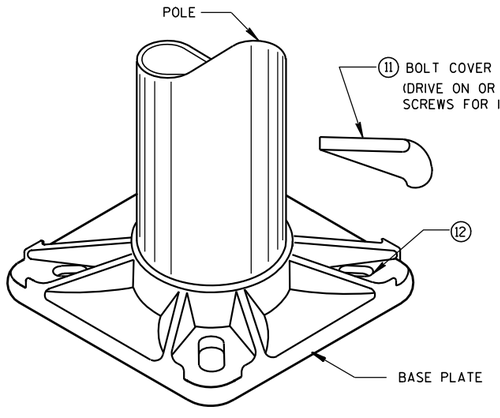
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



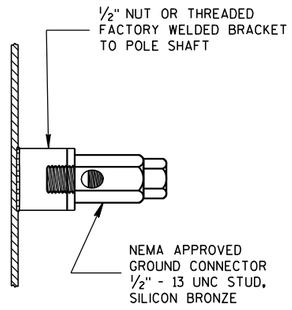
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

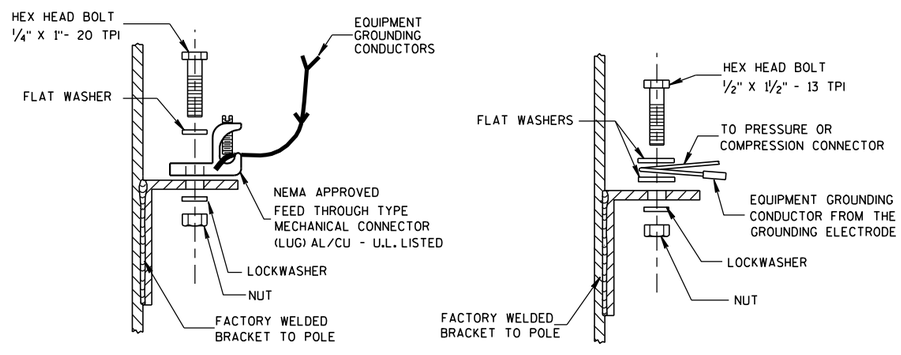


TYPICAL "J" HOOK LOCATION



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

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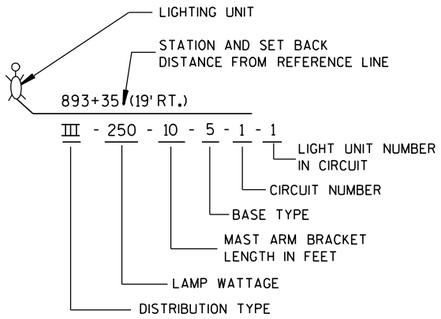
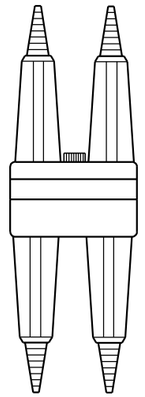
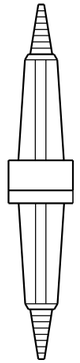


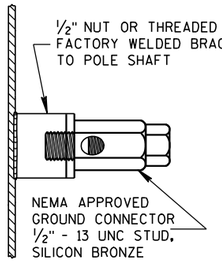
LIGHTING UNIT CODE
(TYPICAL)

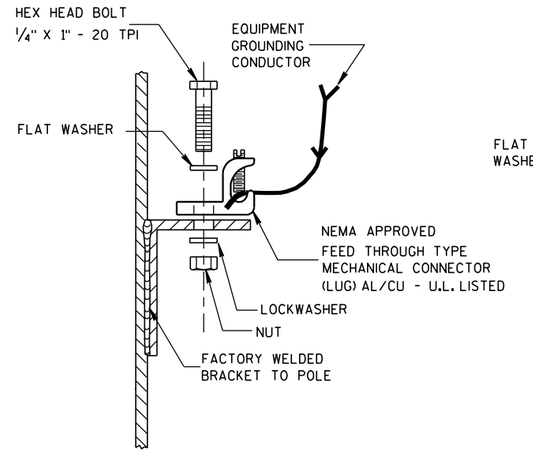


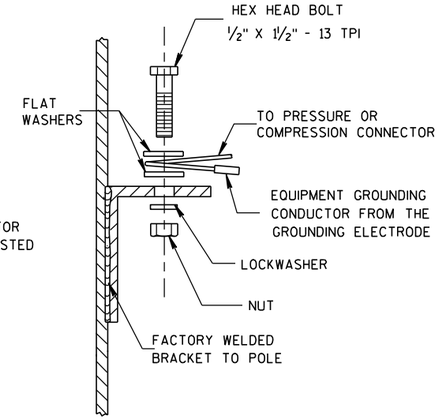
DETAIL "A"
BREAKAWAY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



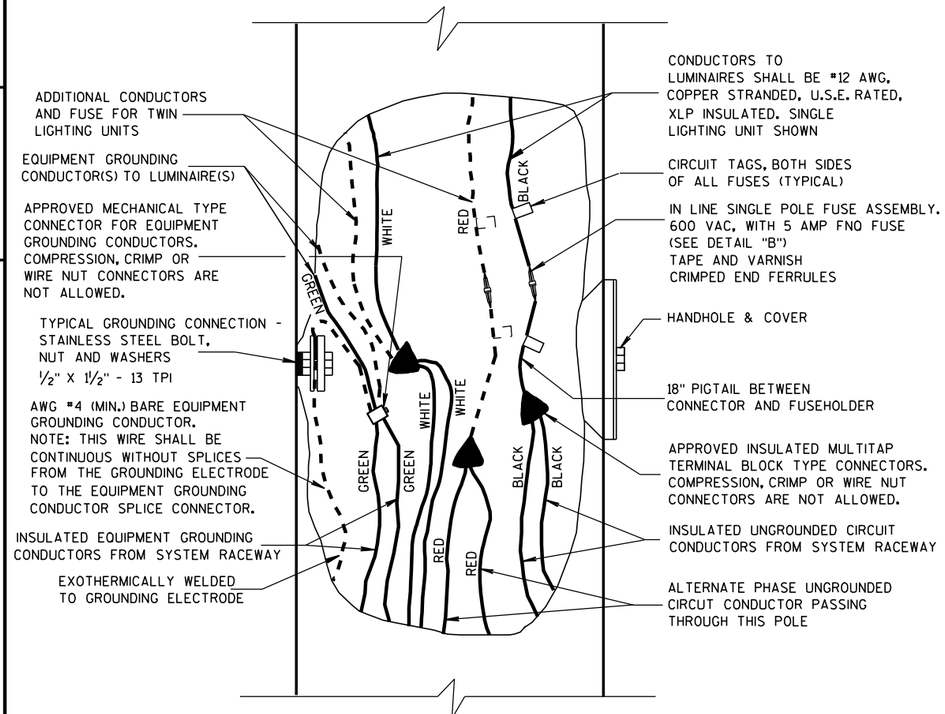
DETAIL "B"
BREAKAWAY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



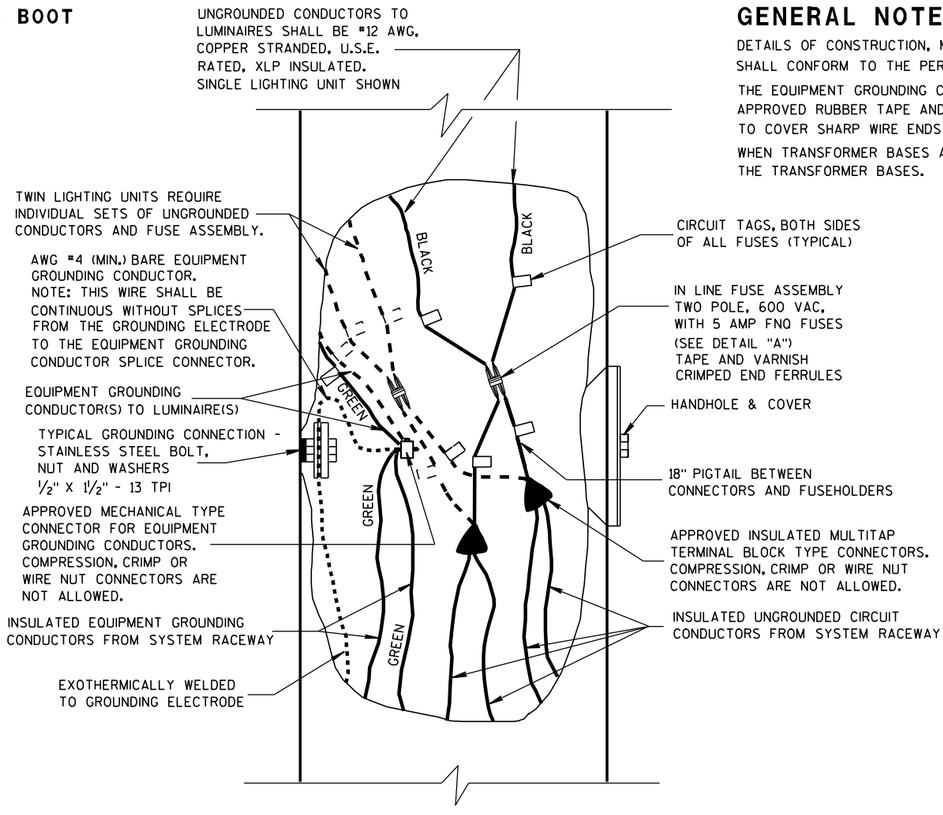




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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

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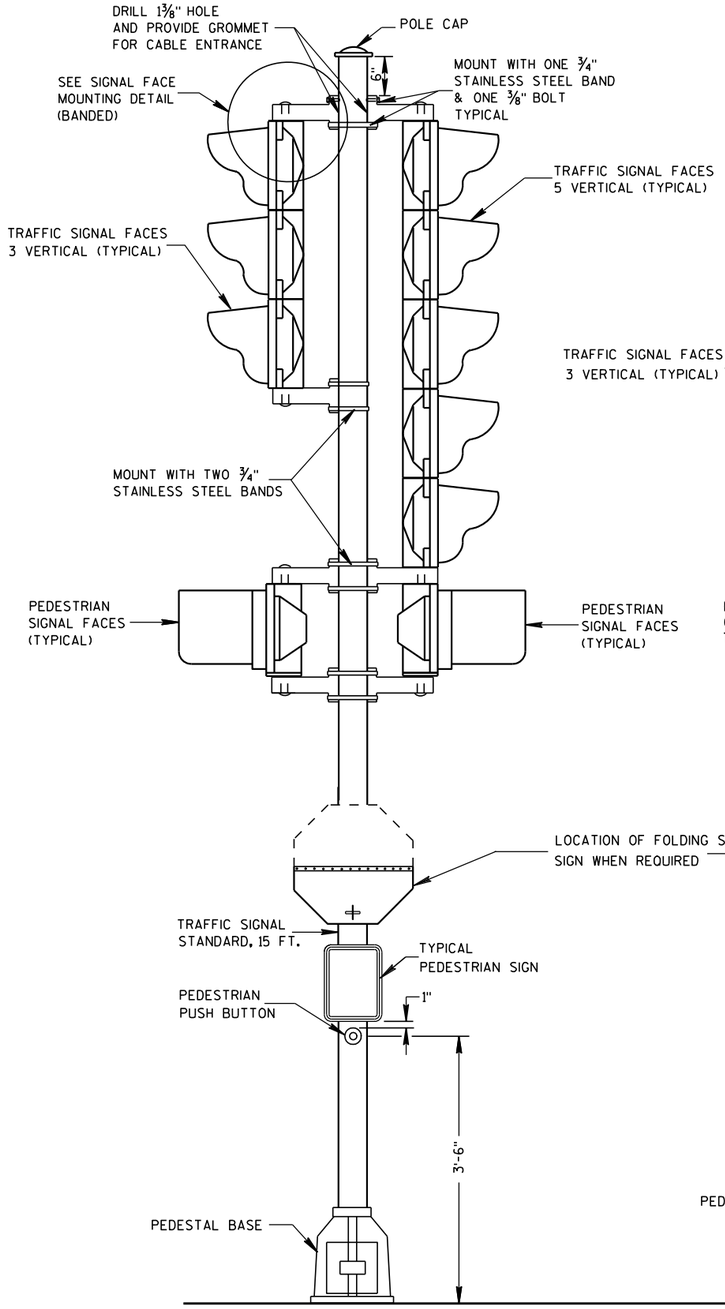
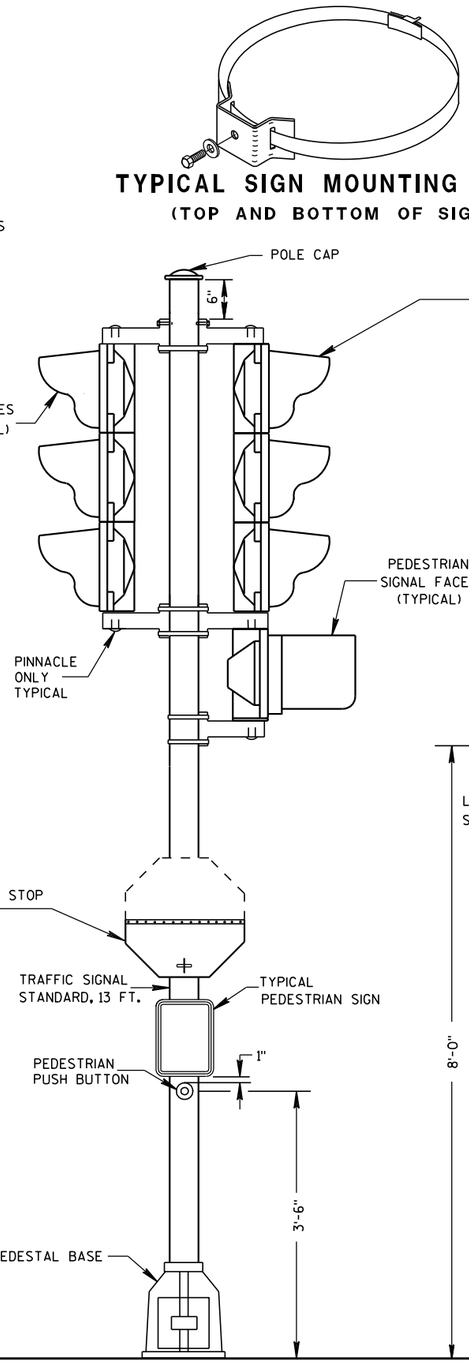
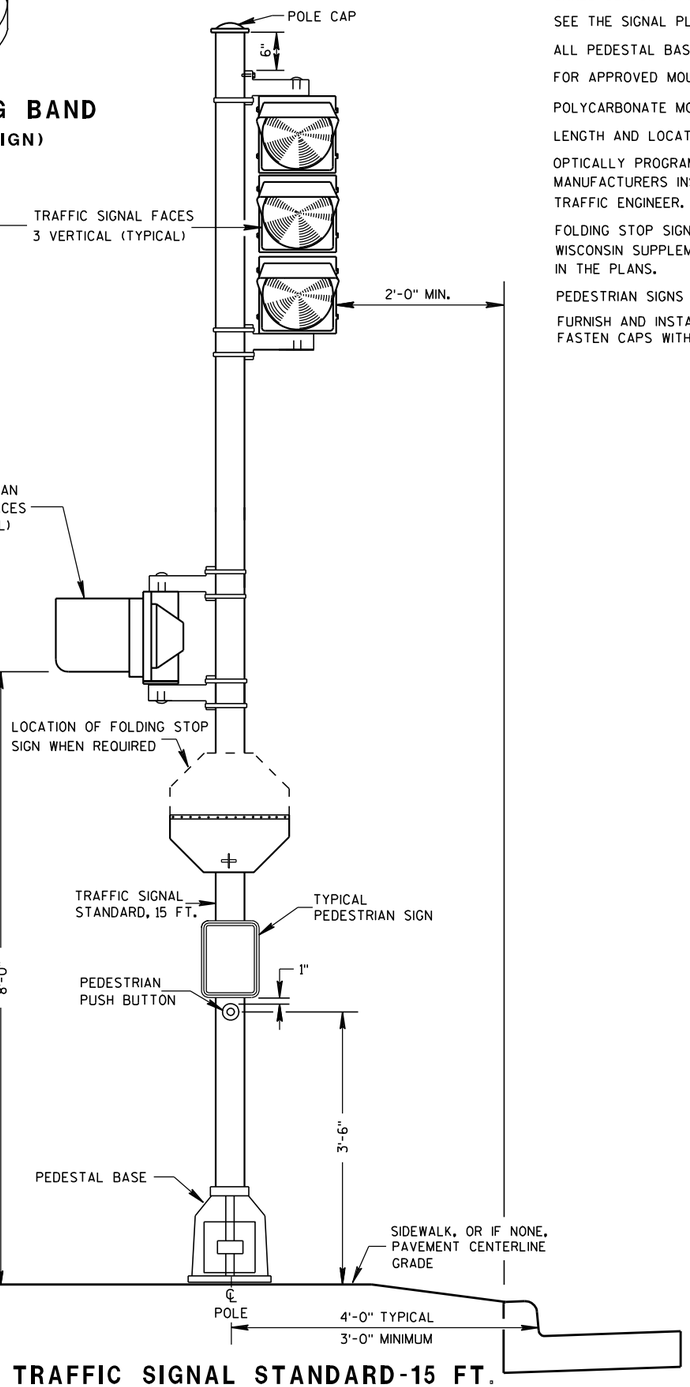


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

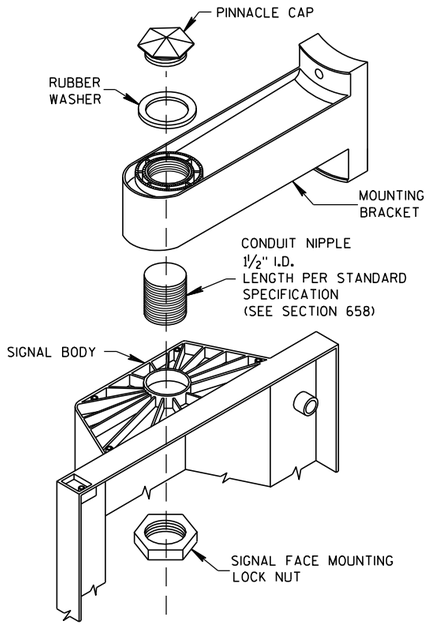
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

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

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/11/10 DATE

/S/ John Corbin
STATE ELECTRICAL ENGI

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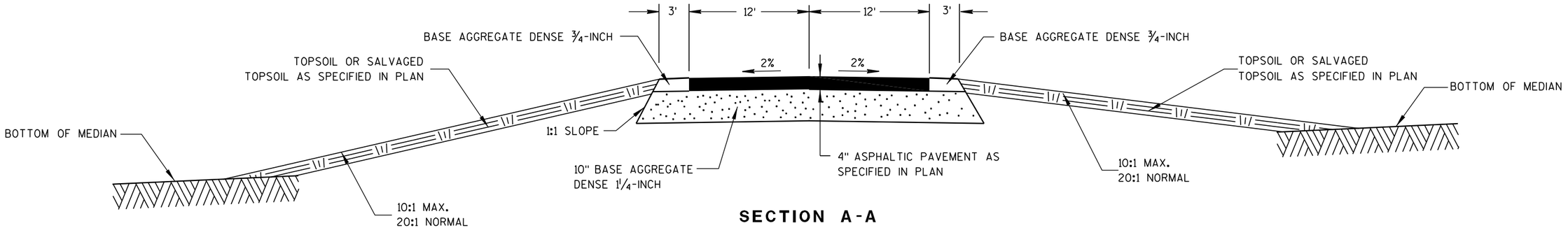
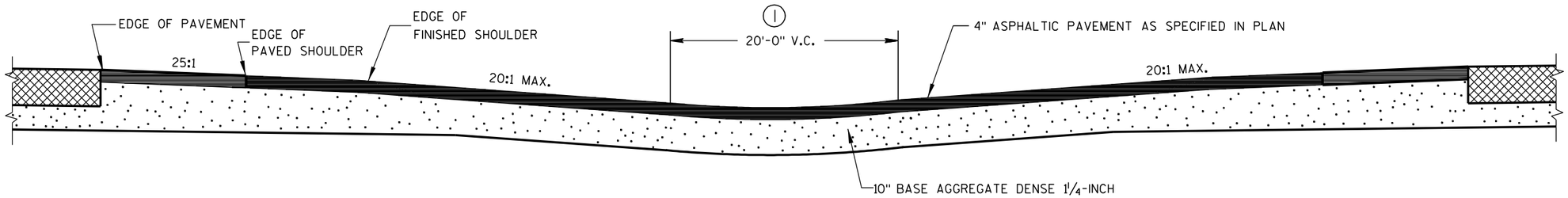
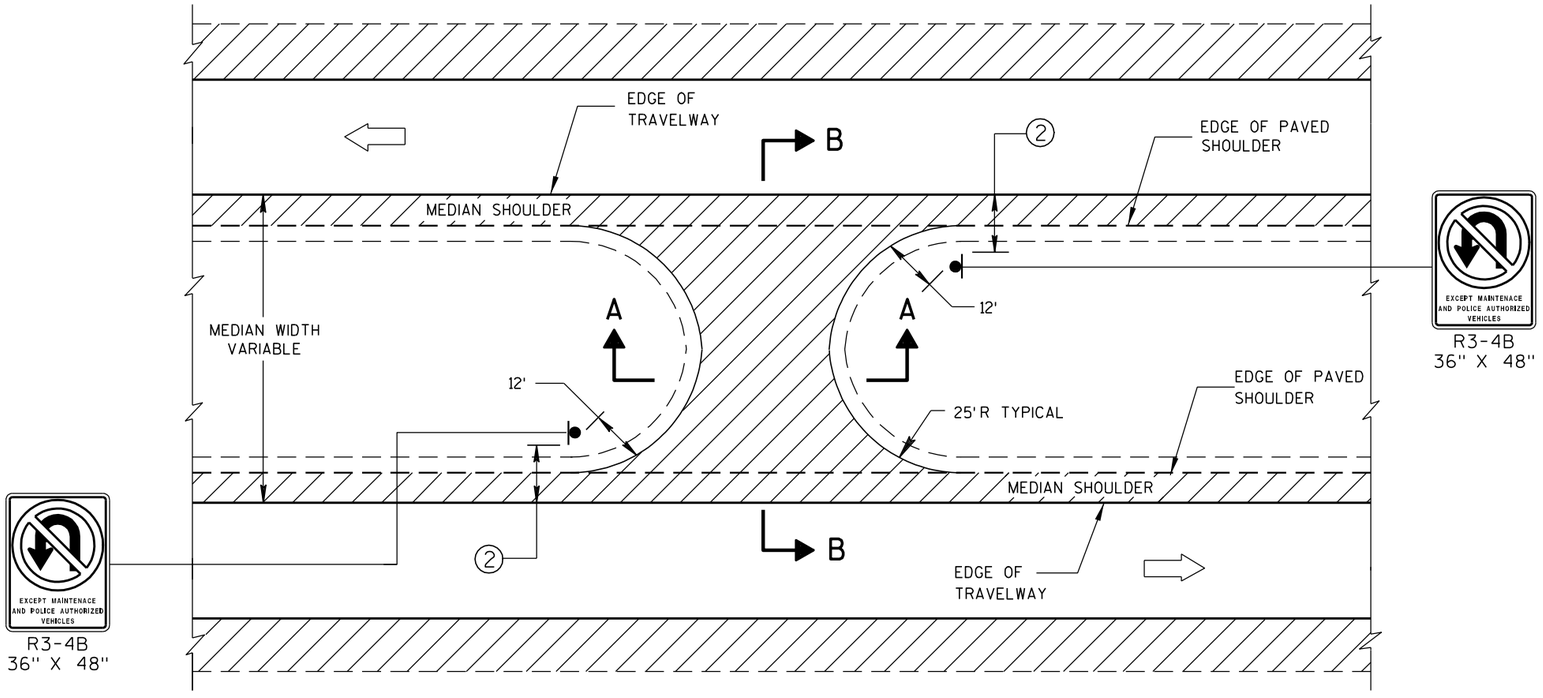


SECTION A-A



SECTION B-B



PLAN 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.

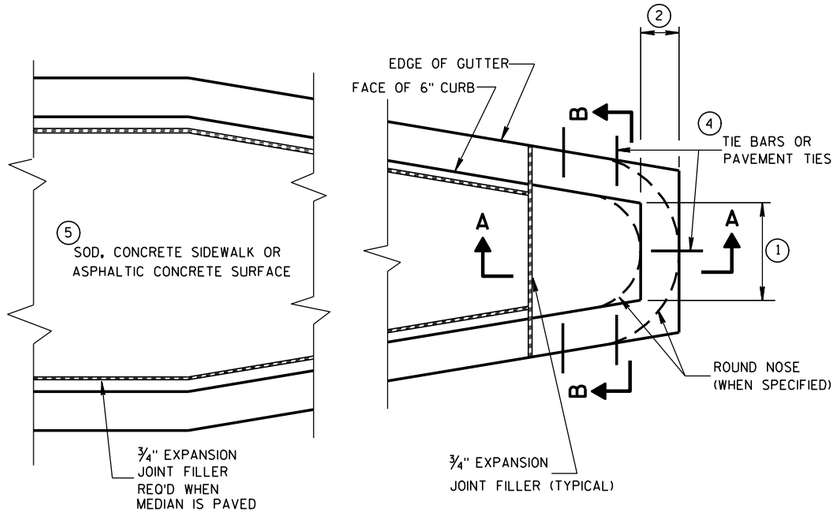
(1) ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.

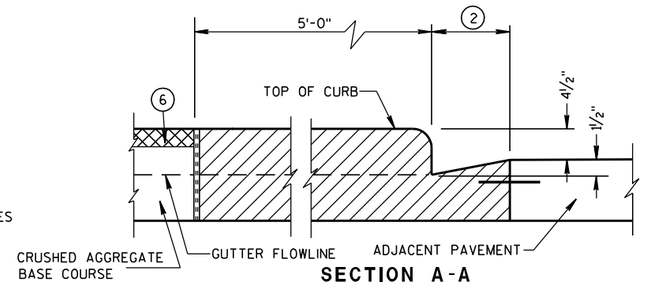
(2) SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

MAINTENANCE CROSSOVER FOR FREEWAYS

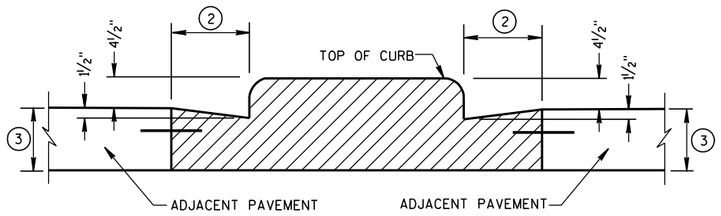
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/01/2011
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA





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.

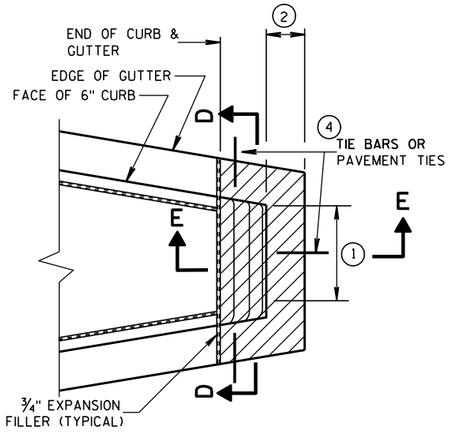
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

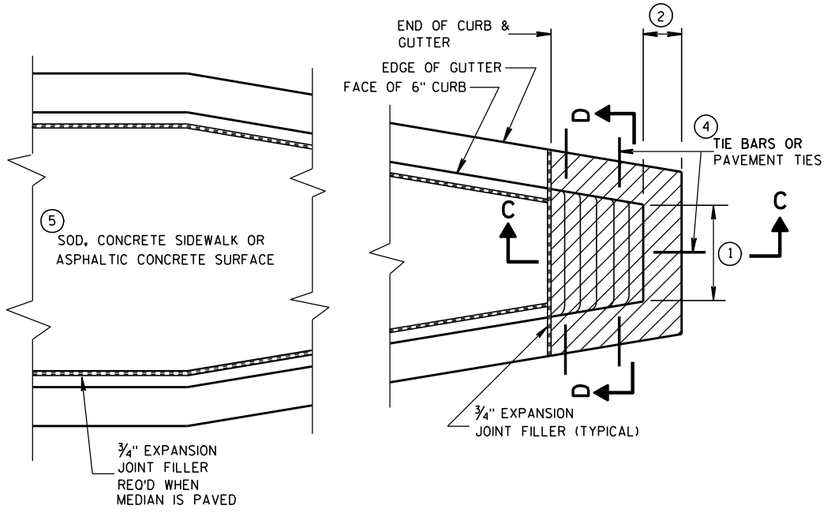
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

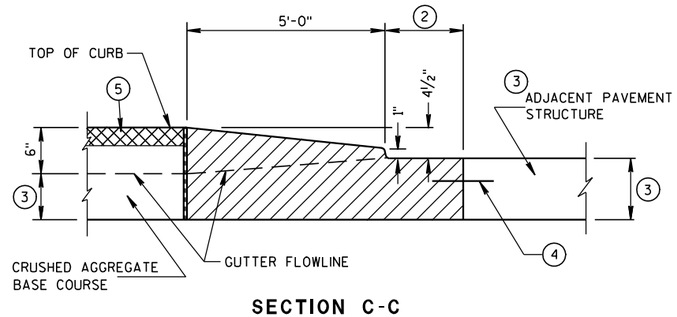
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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.

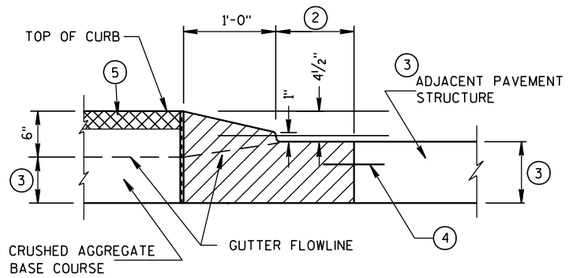
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.







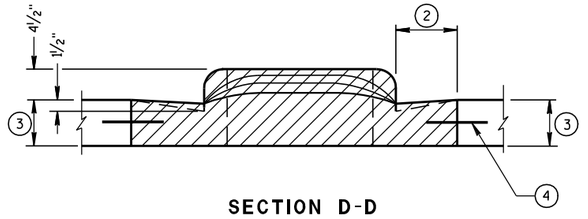
SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 1

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

FHWA

6

S.D.D. 11 B 2-2

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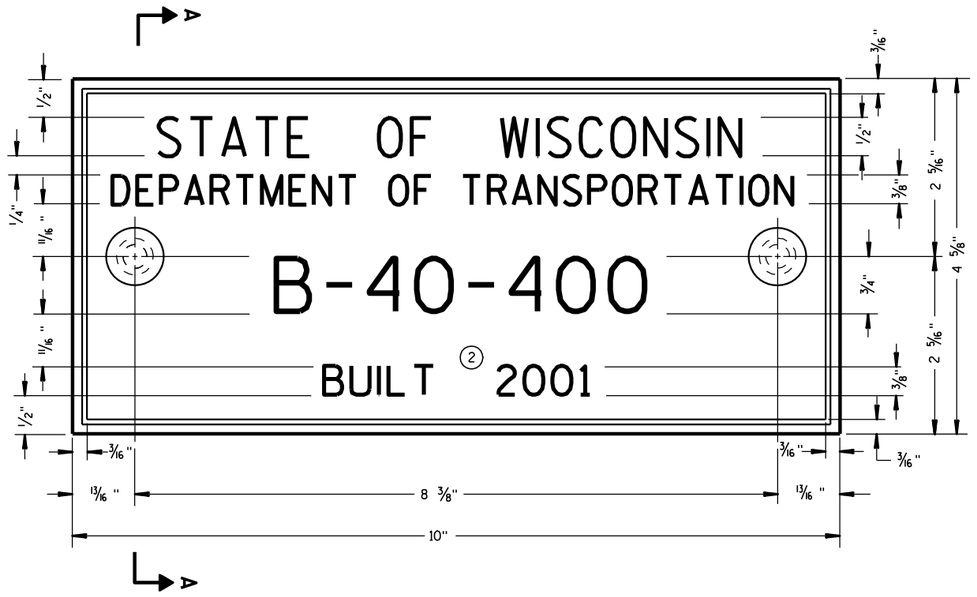
S.D.D. 11 B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

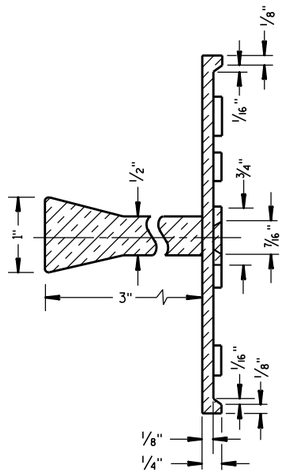
GENERAL NOTES

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.

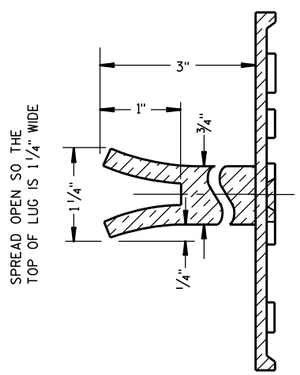
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(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

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

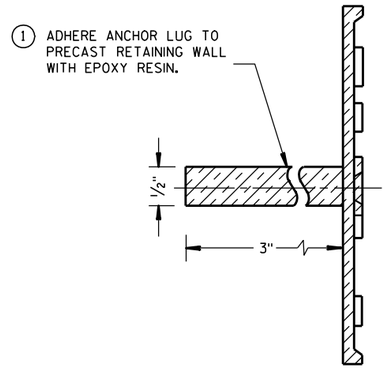
COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

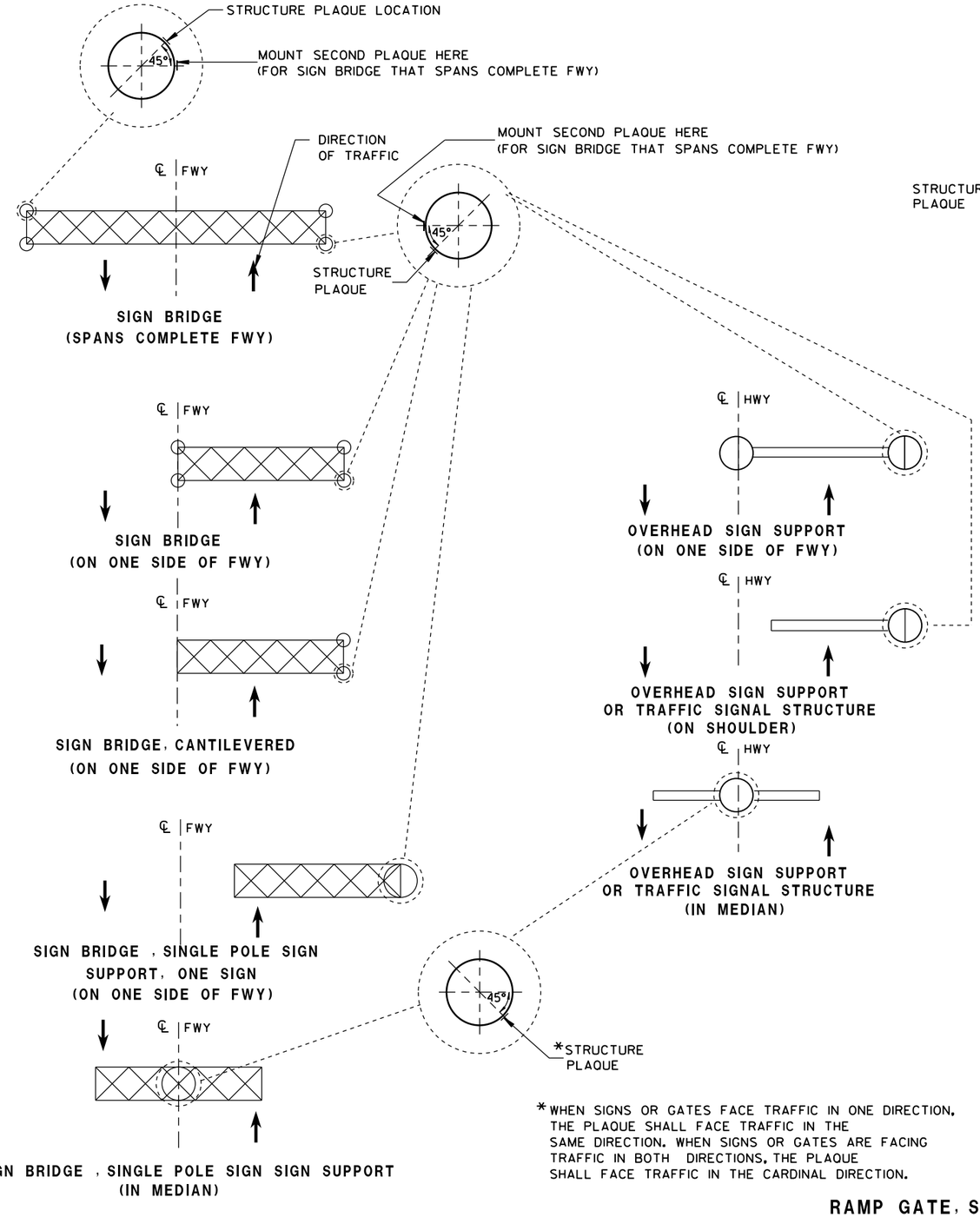
3/26/10 DATE

/S/ Scot Beck CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

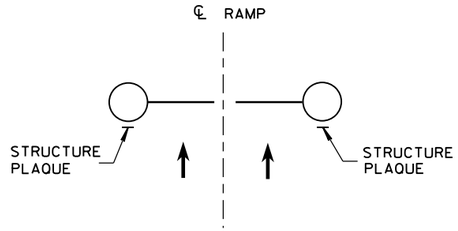
6

S.D.D. 12 A 3-10

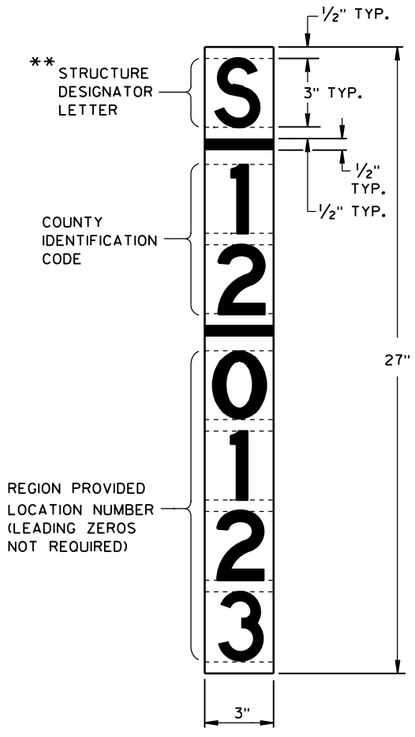


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

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.

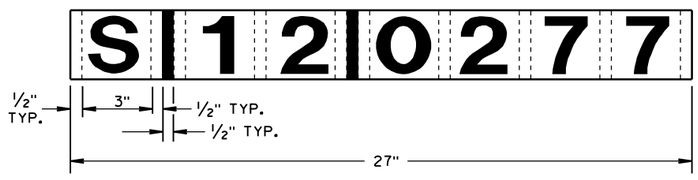
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

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

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S.D.D. 12 A 4-3

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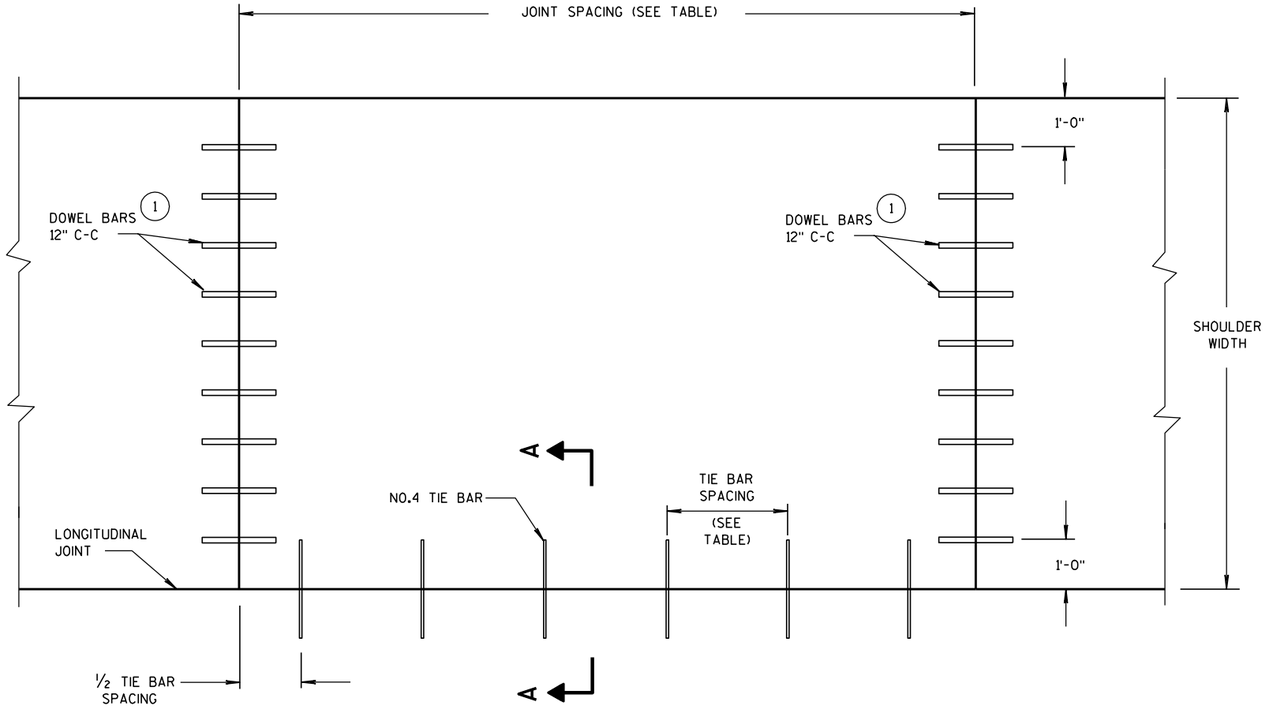
S.D.D. 12 A 4-3



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

PAVEMENT TYPE OF TRAFFIC LANES	TIE BAR SPACING	SHOULDER JOINT SPACING
NON-REINFORCED	30"	MATCH JOINT SPACING OF ADJACENT TRAFFIC LANE
CONTINUOUSLY REINFORCED	30"	15' FOR 6' TO 10' WIDE SHOULDERS
CONTINUOUSLY REINFORCED	36"	12' FOR 3' WIDE SHOULDERS

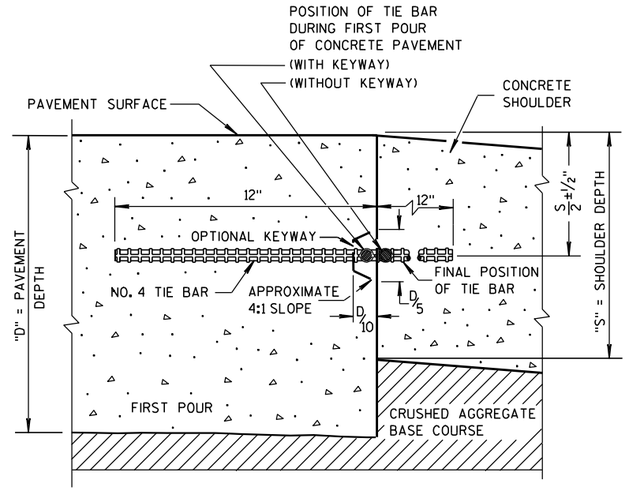
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT

(1)

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

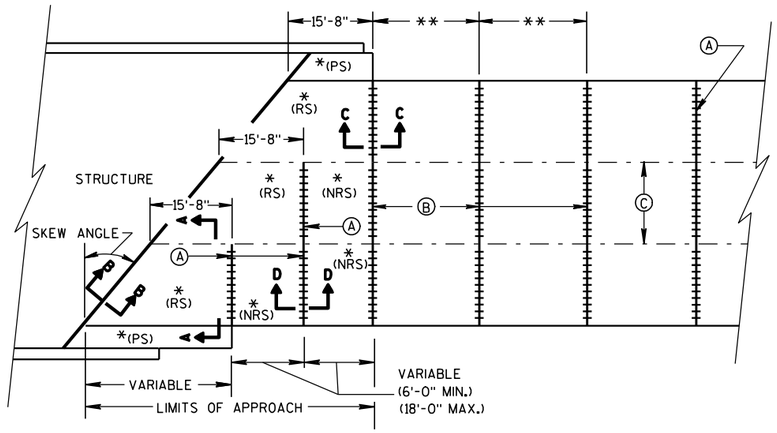
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FOR THE AVERAGE THICKNESS OF THE CROSS SECTION.

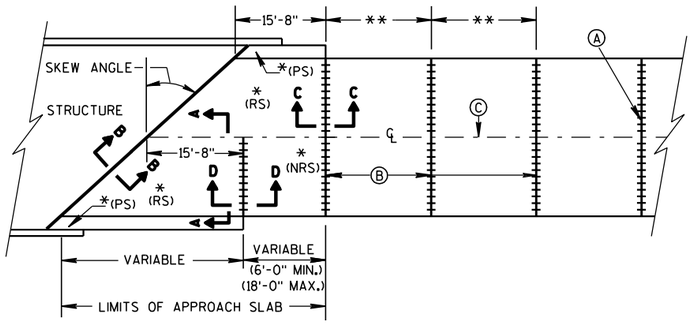
CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

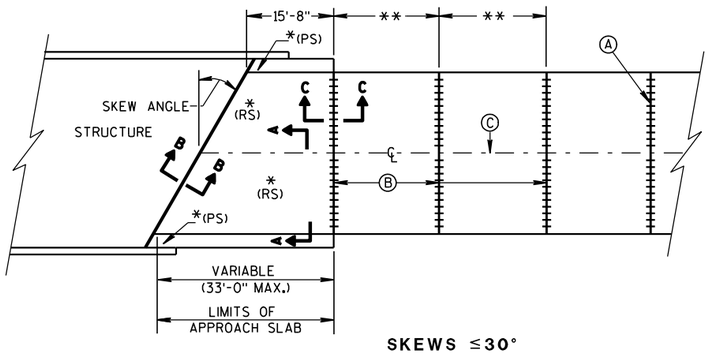
APPROVED
8/15/2011
DATE
/S/ Deb Bischoff
PAVEMENT POLICY & D 915 INEER
FHWA



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



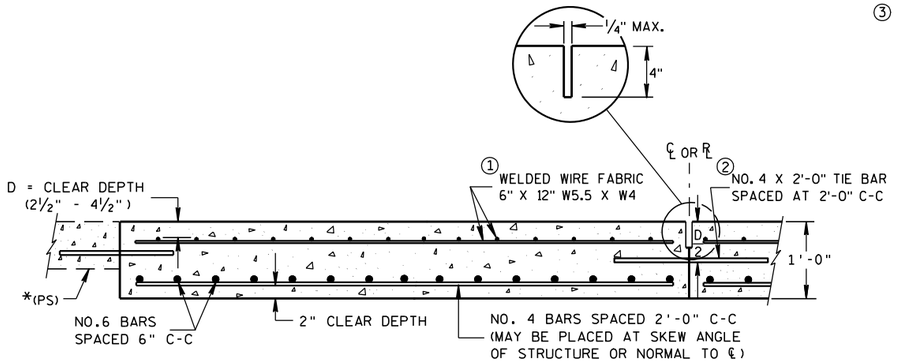
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

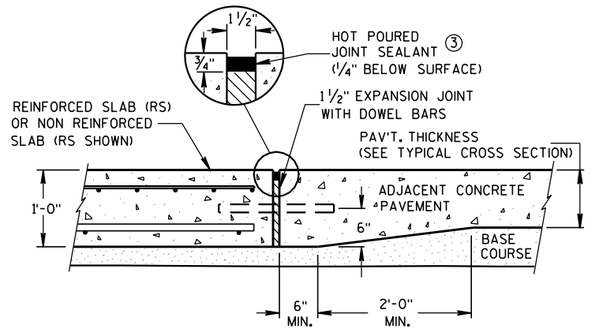
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING
(SEE SDD 13C4, SDD 13C11, & SDD 13C13)

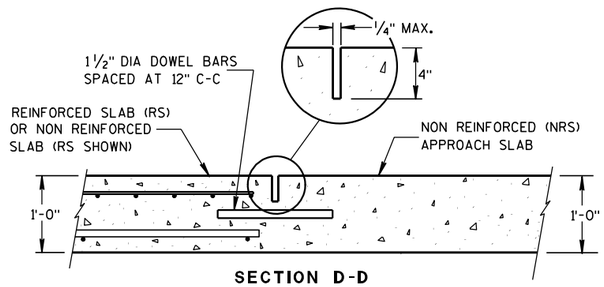
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄
(C) STANDARD LONGITUDINAL JOINT AND TIE BARS.



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



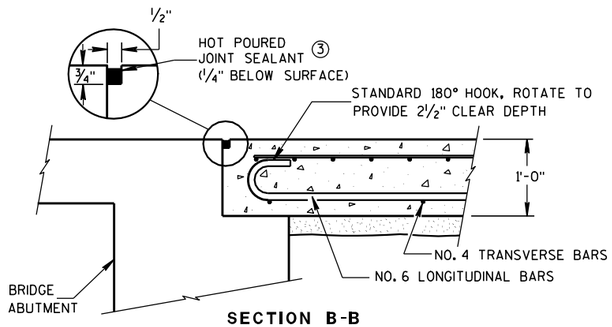
SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

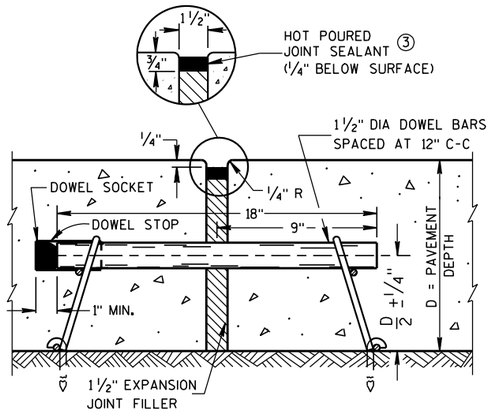
APPROACH SLABS ABUTTING AN HMA PAVEMENT OVER BASE COURSE DO NOT NEED TO BE DOWELED.

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 & DE916 — NEER
FHWA

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S.D.D. 13 B 2-6

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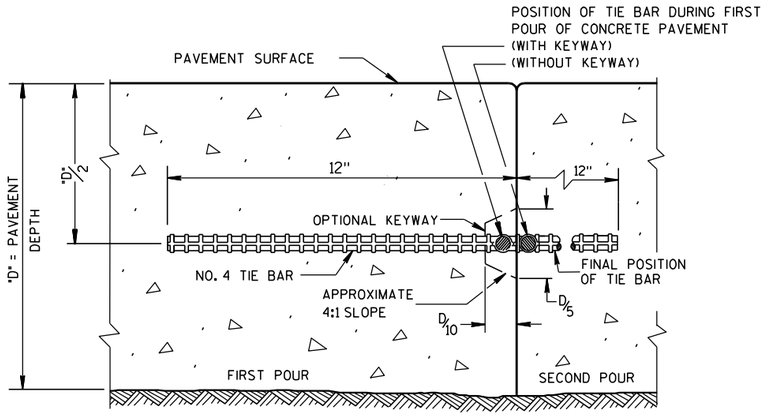
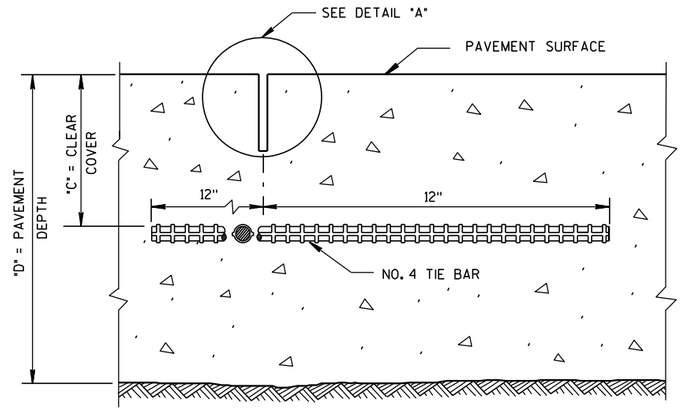
S.D.D. 13 B 2-6



CONSTRUCTION JOINT



SAWED JOINT

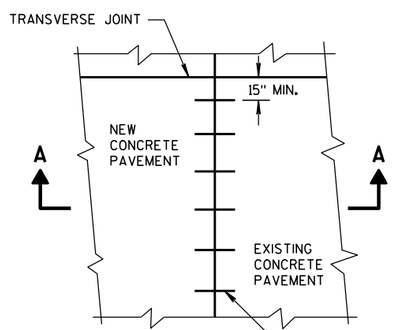
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

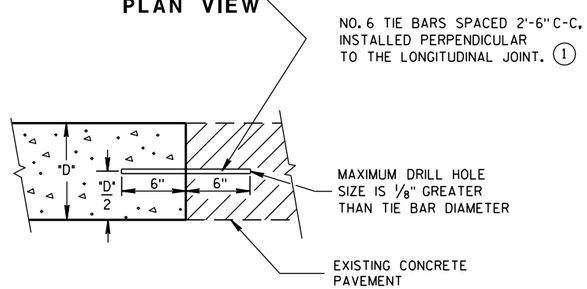
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

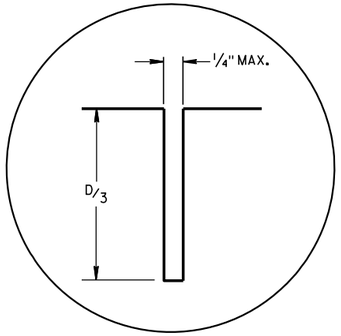
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

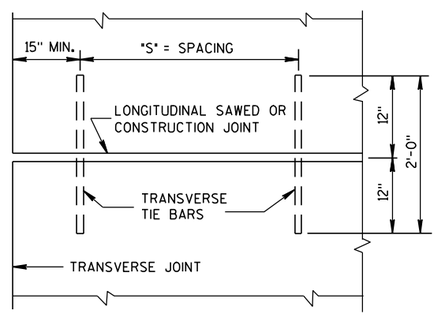


SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



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 & DI917 INEER

FHWA

6

S.D.D. 13 C 1-15

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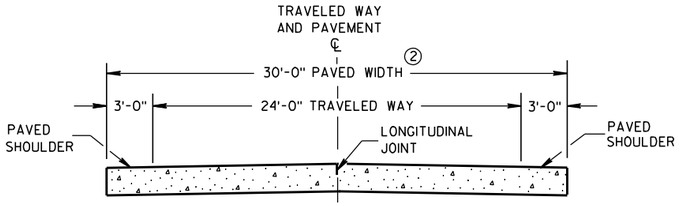
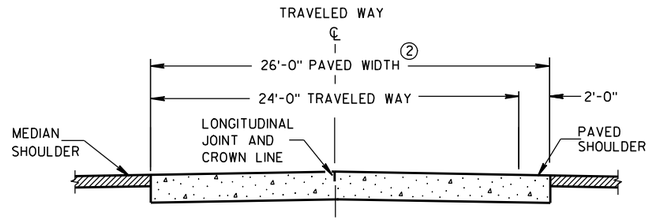
S.D.D. 13 C 1-15

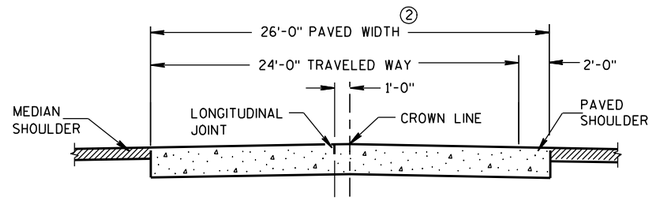


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B

①

DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, CENTER THE DOWEL ASSEMBLY ACROSS THE LANES. LOCATE THE INNER AND OUTER MOST DOWEL BARS SO THAT THE CENTER OF THE BARS ARE A MINIMUM OF 6 INCHES AND A MAXIMUM OF 12 INCHES FROM THE LONGITUDINAL JOINT AND THE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

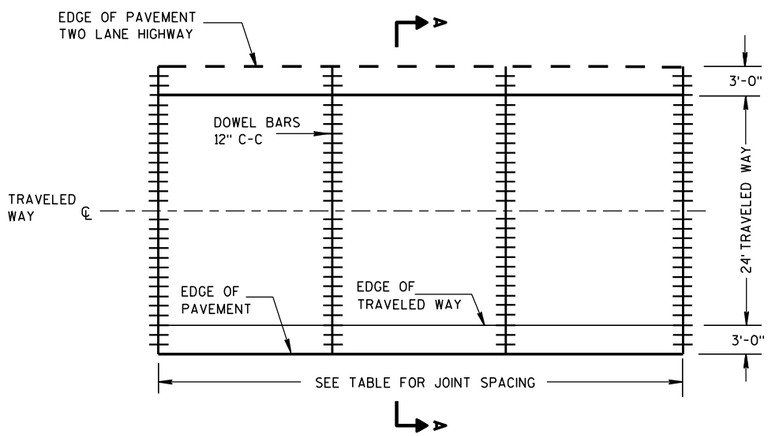
THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

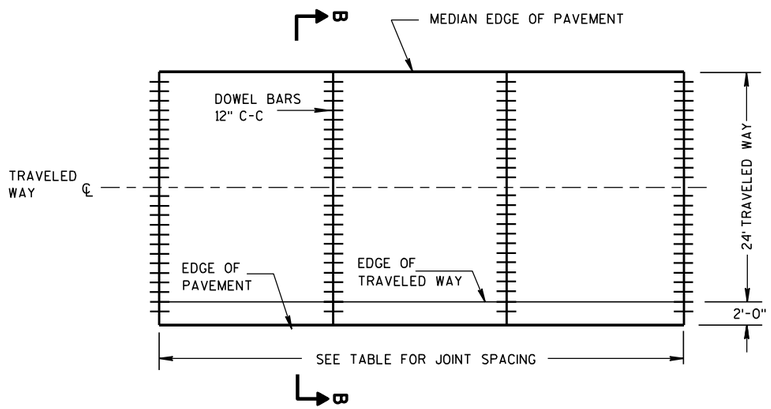
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



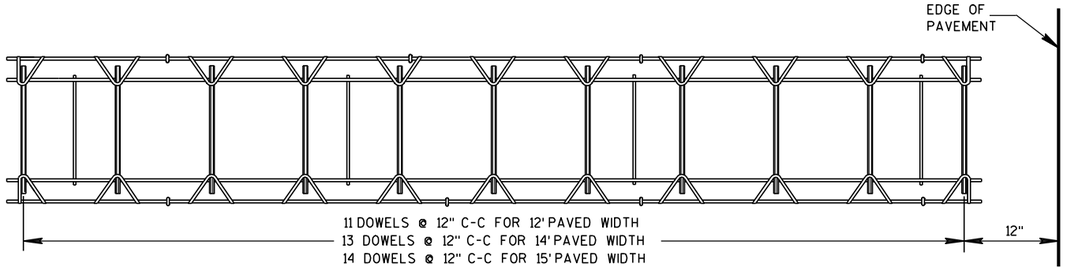
CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY



CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



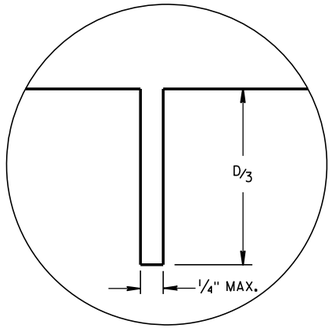
PLAN VIEW

⑤

SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① THE ENGINEER MAY APPROVE THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. THE CONTRACTOR MAY USE MECHANICAL DOWEL BAR INSERTERS INSTEAD OF DOWEL ASSEMBLIES.

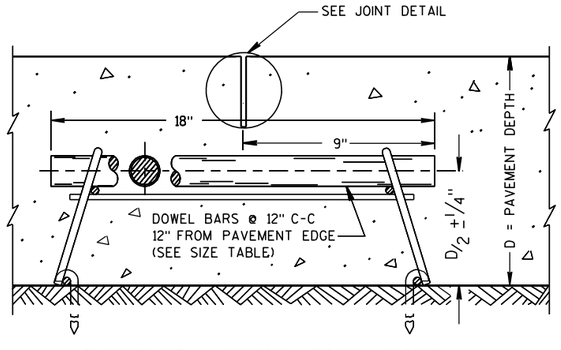
② ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

③ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

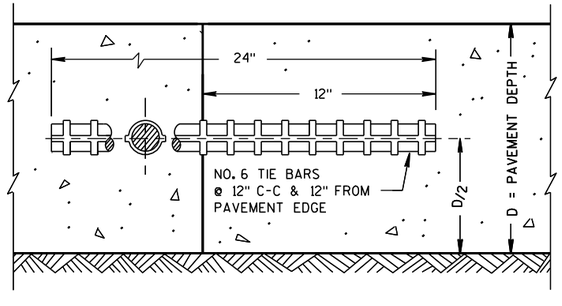
④ SPACE DOWEL BARS INSTALLED BY DRILLING 1'-3" ON CENTER. CENTER THE GROUPING OF DOWEL BARS INSIDE THE SLAB BASED ON ALL THE FOLLOWING SITUATIONS:

BETWEEN THE EDGES OF PAVEMENTS WITHOUT LONGITUDINAL JOINTS OR BETWEEN THE EDGE OF PAVEMENT AND NEAREST LONGITUDINAL JOINT OR BETWEEN TWO ADJACENT LONGITUDINAL JOINTS.

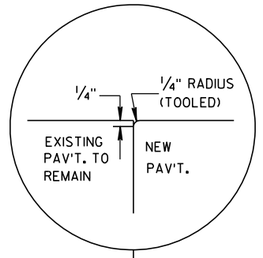
⑤ SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

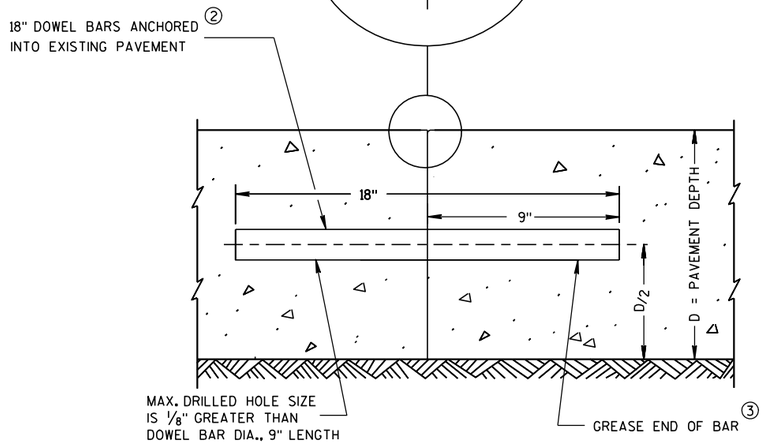


DOWELED CONTRACTION JOINT



CONSTRUCTION JOINT





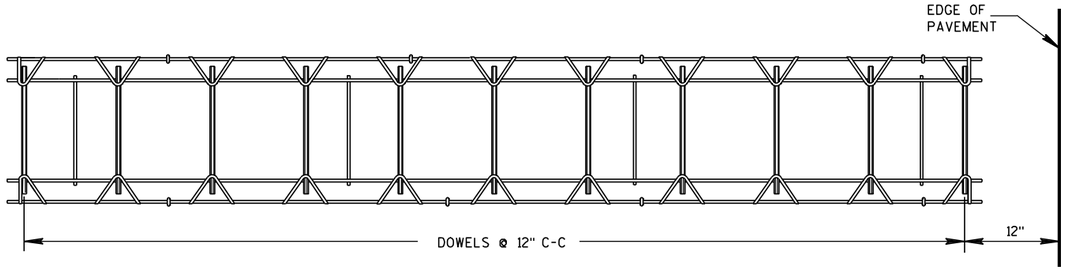
TRANSVERSE CONTRACTION JOINTS ABUTTING EXISTING PAVEMENT

④ DOWEL BAR DETAIL

RIRAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

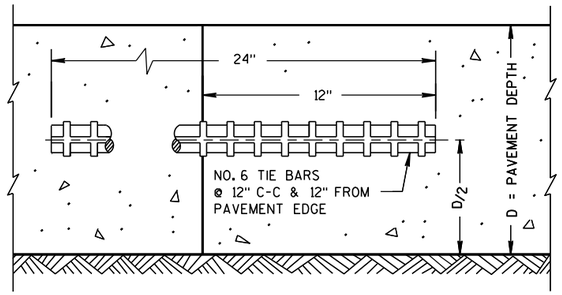
APPROVED
12/11/09 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DESIGNER
FHWA



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



TRANSVERSE CONSTRUCTION JOINT

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, CENTER THE DOWEL ASSEMBLY ACROSS THE LANES. LOCATE THE INNER AND OUTER MOST DOWEL BARS SO THAT THE CENTER OF THE BARS ARE A MINIMUM OF 6 INCHES AND A MAXIMUM OF 12 INCHES FROM THE LONGITUDINAL JOINT AND THE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

① THE ENGINEER MAY APPROVE THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. THE CONTRACTOR MAY USE MECHANICAL DOWEL BAR INSERTERS INSTEAD OF DOWEL ASSEMBLIES.

② ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

③ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

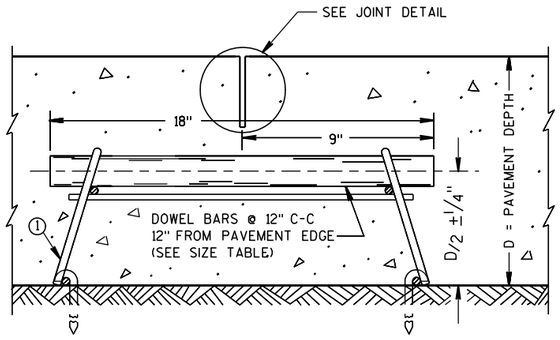
④ SPACE DOWEL BARS INSTALLED BY DRILLING 1'-3" ON CENTER. CENTER THE GROUPING OF DOWEL BARS INSIDE THE SLAB BASED ON ALL THE FOLLOWING SITUATIONS:

BETWEEN THE EDGES OF PAVEMENTS WITHOUT LONGITUDINAL JOINTS OR BETWEEN THE EDGE OF PAVEMENT AND NEAREST LONGITUDINAL JOINT OR BETWEEN TWO ADJACENT LONGITUDINAL JOINTS.

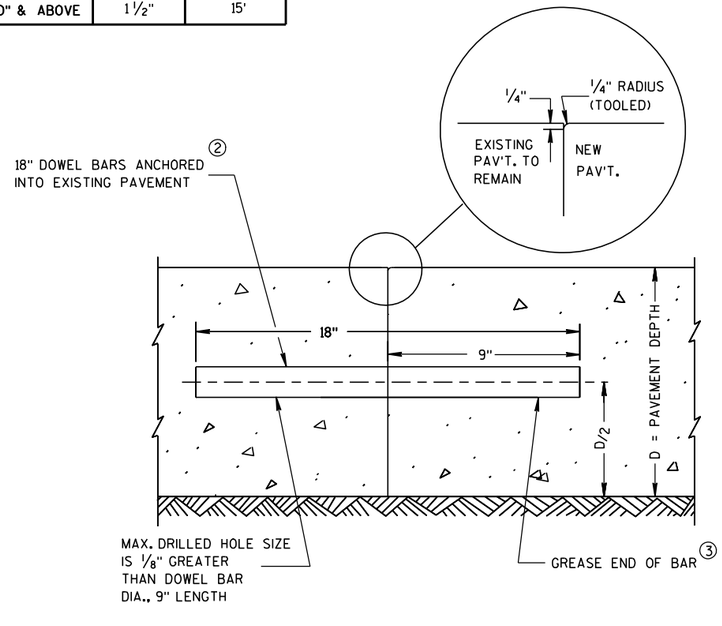
⑤ SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6",6 1/2"	NONE	12'
7",7 1/2"	1"	14'
8",8 1/2"	1 1/4"	15'
9",9 1/2"	1 1/4"	15'
10" & ABOVE	1 1/2"	15'

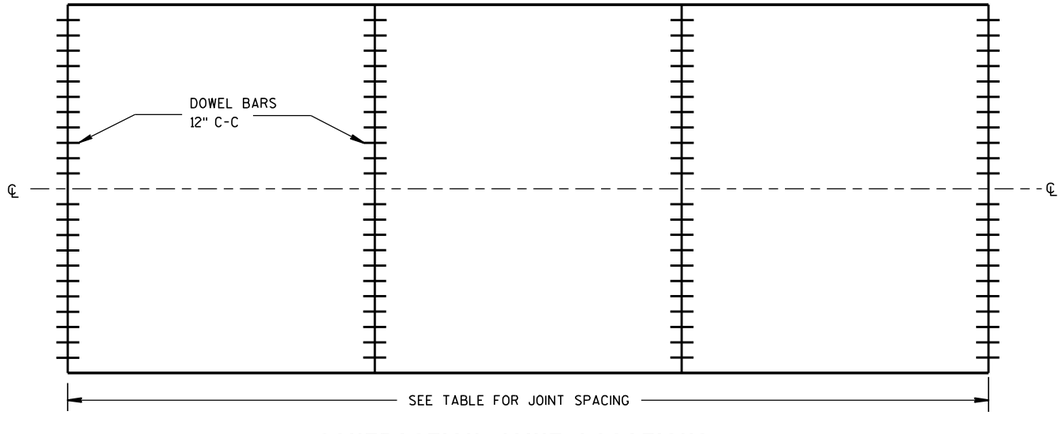


DOWELED CONTRACTION JOINT

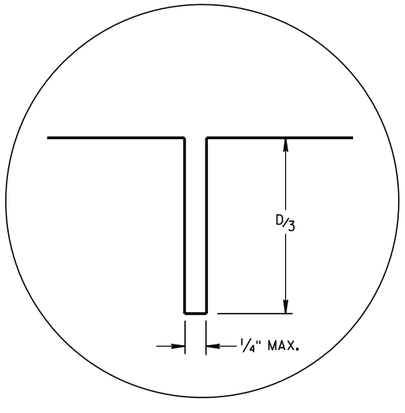


TRANSVERSE CONTRACTION JOINTS ABUTTING EXISTING PAVEMENT

④ DOWEL BAR DETAIL



CONTRACTION JOINT LOCATIONS



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

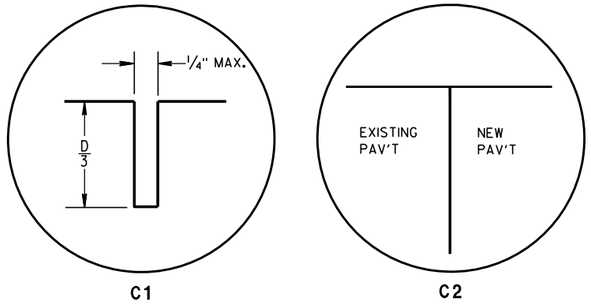
NEER

6

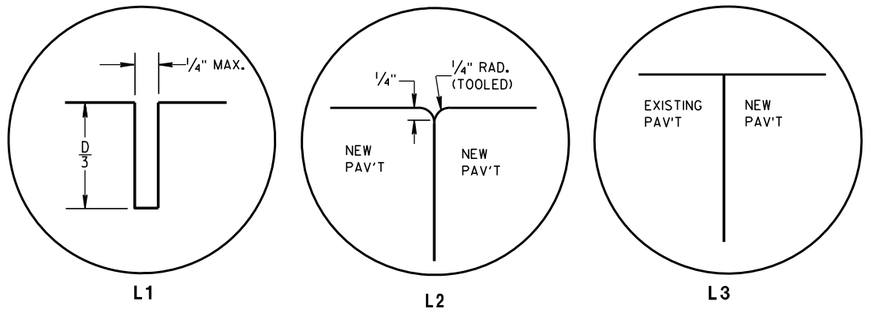
S.D.D. 13 C 13-7

6

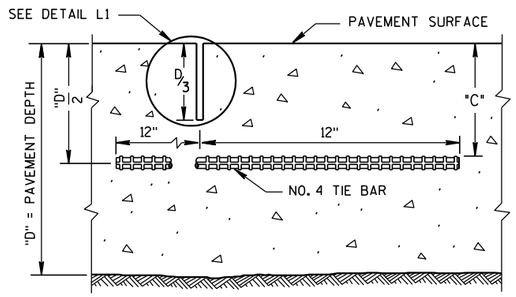
S.D.D. 13 C 13-7



TRANSVERSE JOINTS

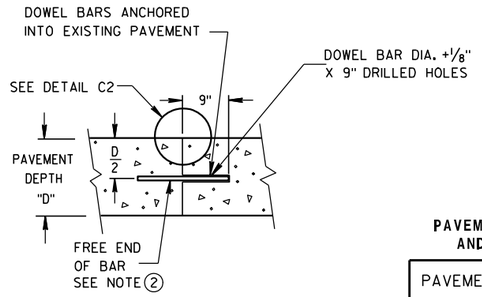


LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

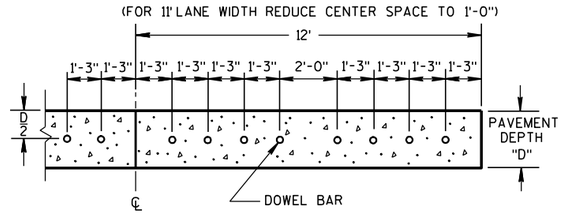
GENERAL NOTES

ANCHOR TIE BARS AND DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 24 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



SECTION E-E

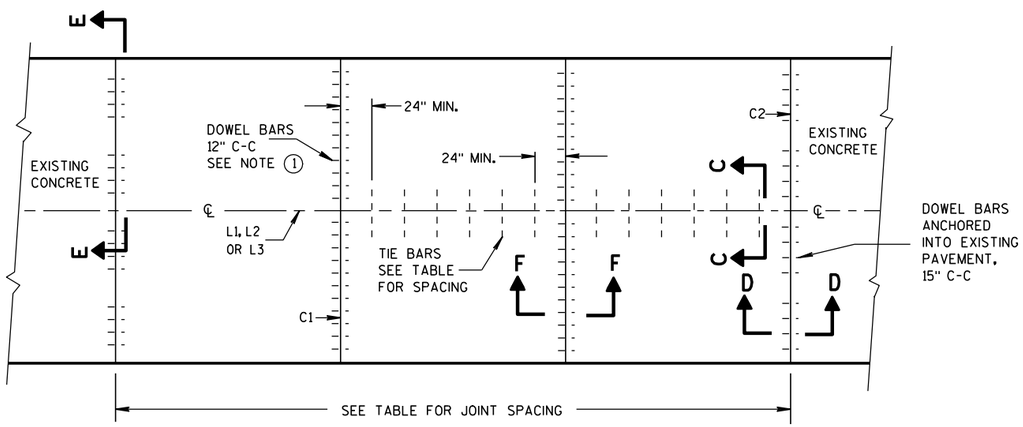
SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH "D"	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 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'

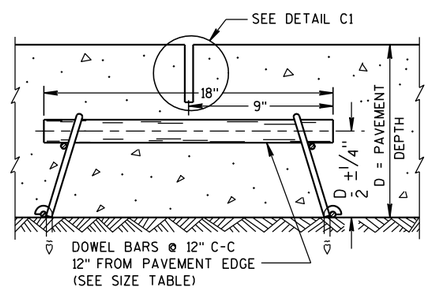
TIE BAR LOCATION TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING C-C	
		PAVEMENT WIDTH	
		24' OR 26'	≥ 30'
6, 6 ½"	3"±½"	48"	42"
7, 7 ½"	3 ¼"±1"	45"	36"
8, 8 ½"	3 ¾"±1"	39"	30"
9, 9 ½"	4 ¼"±1"	33"	27"
10, 10 ½"	4 ¾"±1"	30"	24"
11, 11 ½"	5 ¼"±1"	27"	21"
12"	5 ¾"±1"	24"	21"



PLAN VIEW

CONCRETE BASE CONTRACTION JOINT LOCATIONS



SECTION F-F

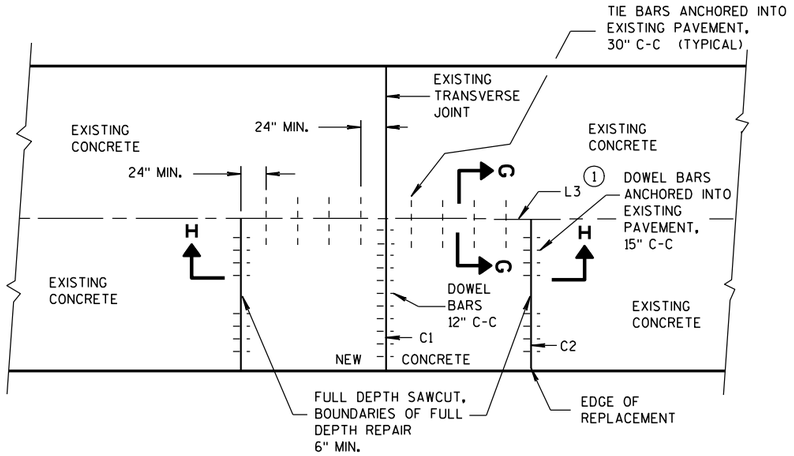
CONTRACTION JOINT

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 15-5a

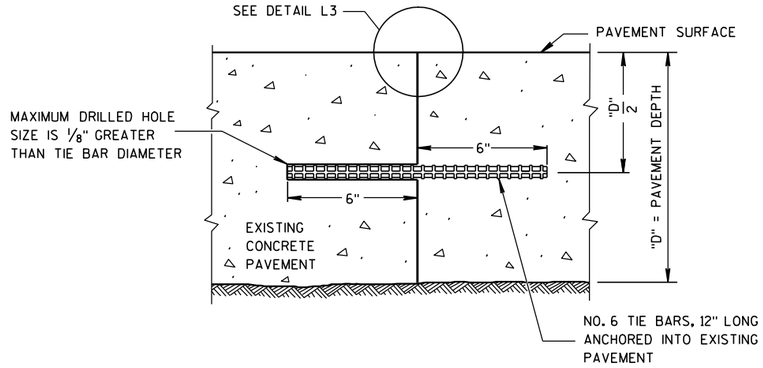


PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR

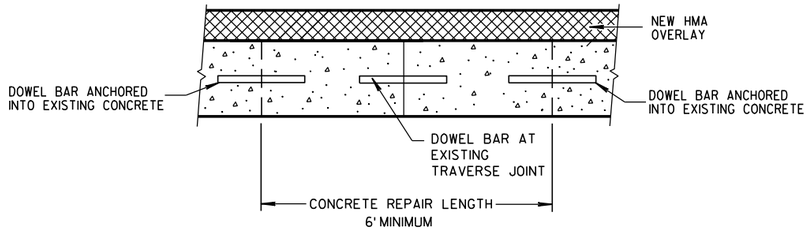
GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.



SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H-H

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

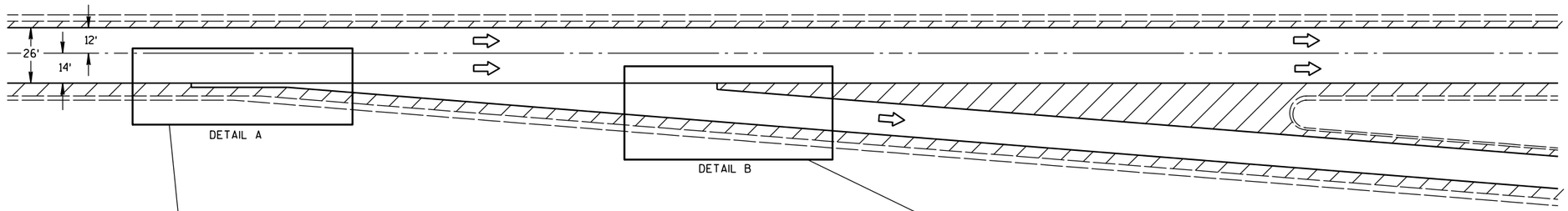
12-11-2009
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & D922 ENGINEER

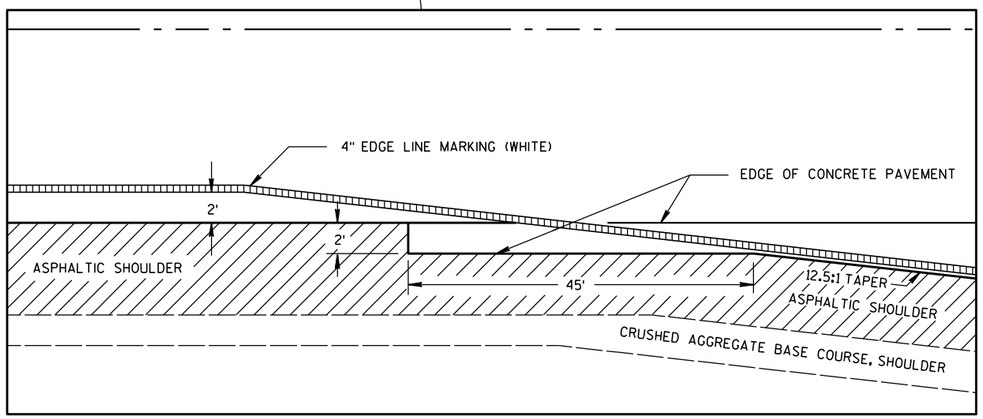
FHWA

6

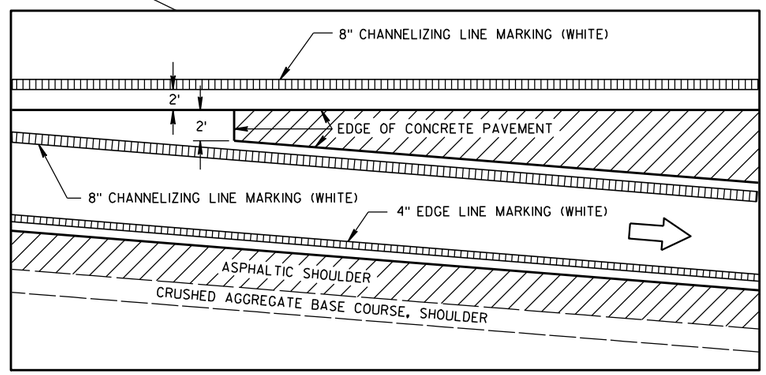
S.D.D. 13 C 15-5b



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

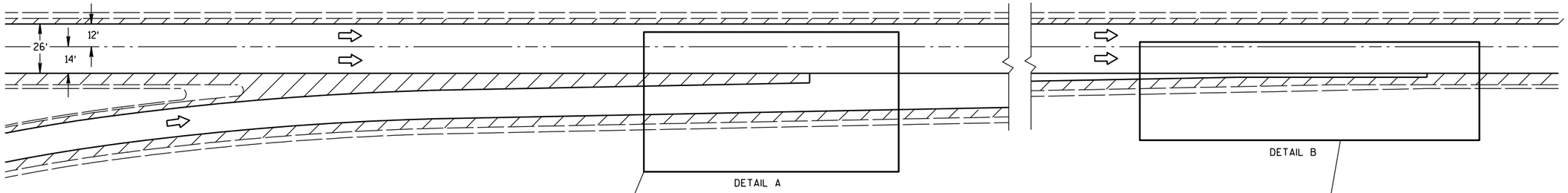
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

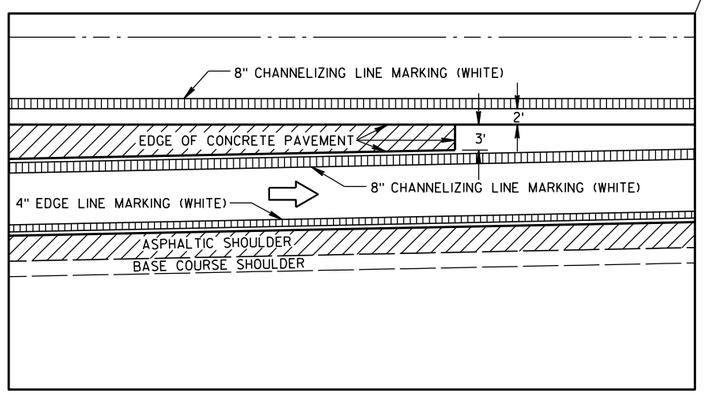
S.D.D. 13 C 17-1a

6

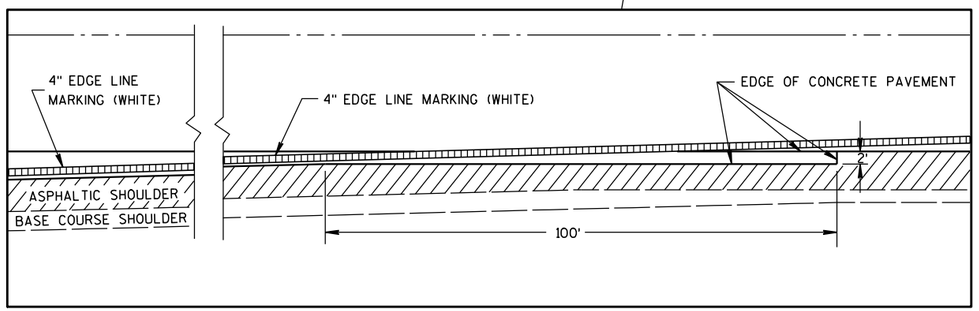
S.D.D. 13 C 17-1a



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

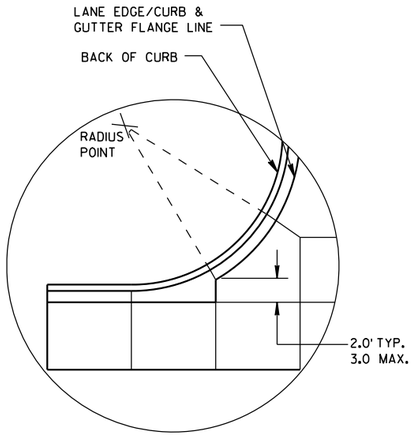
924

6

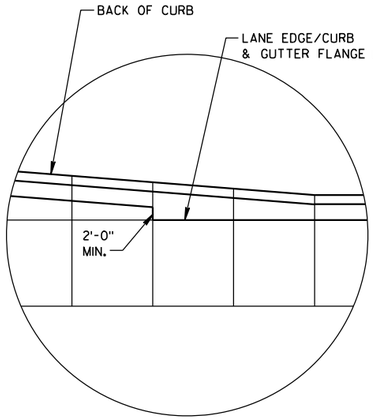
S.D.D. 13 C 17-1b

6

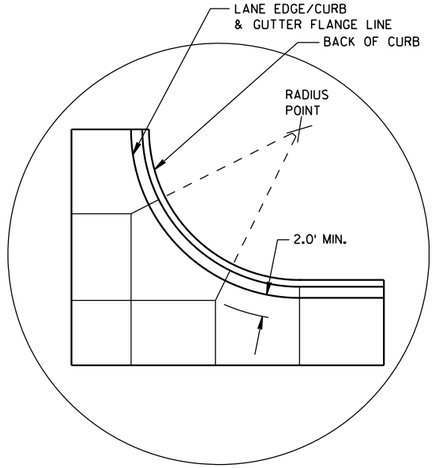
S.D.D. 13 C 17-1b



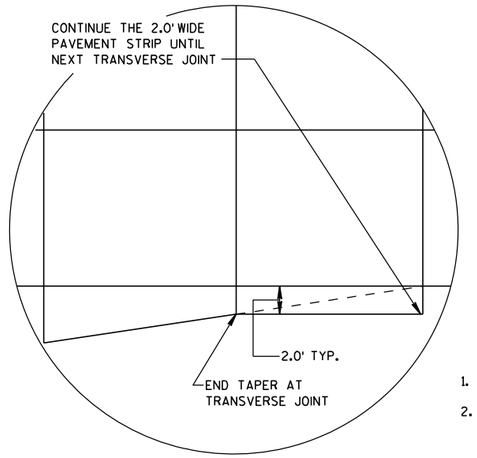
DETAIL "A"



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.

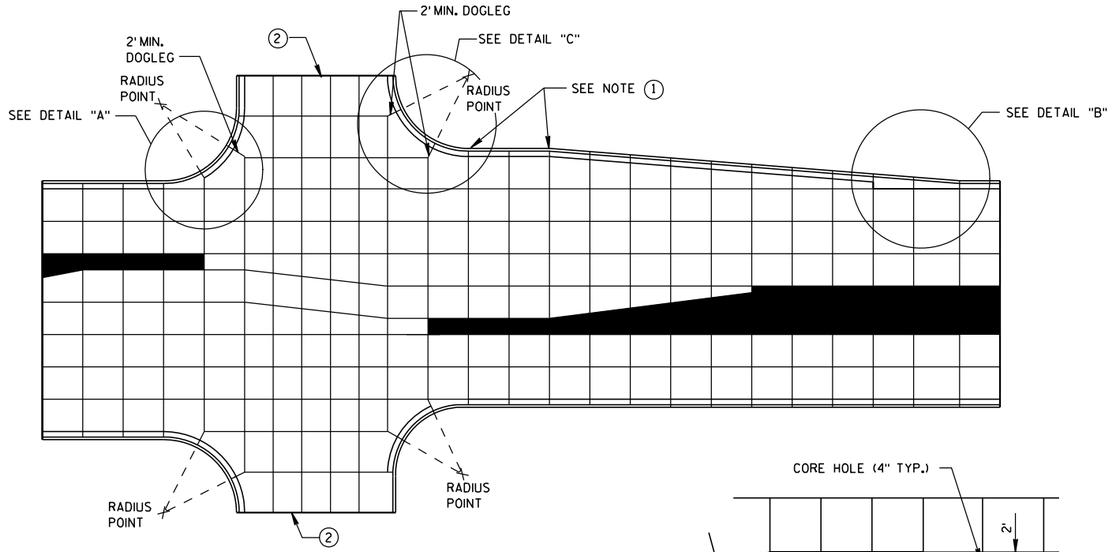
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

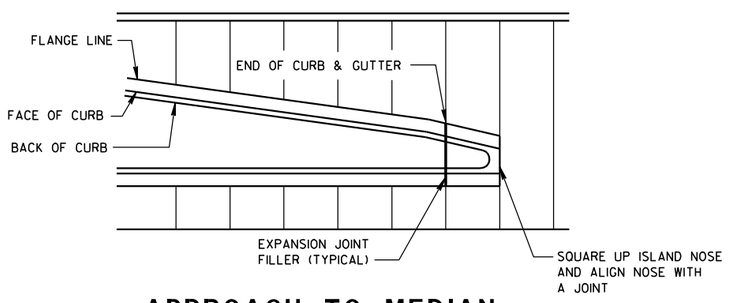
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



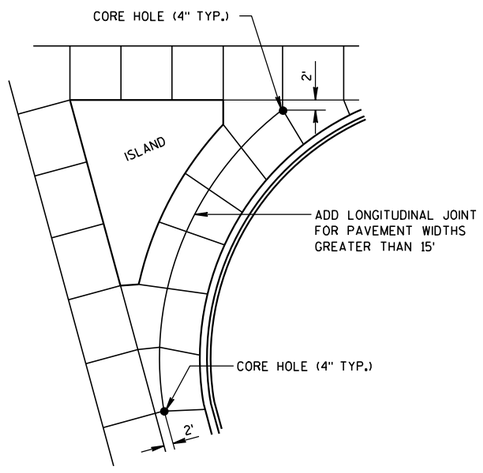
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

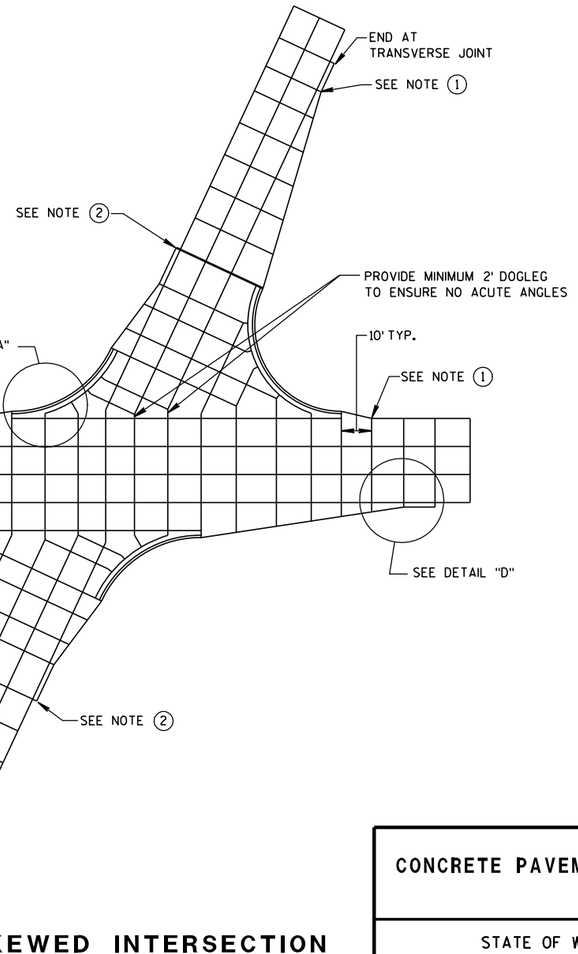
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

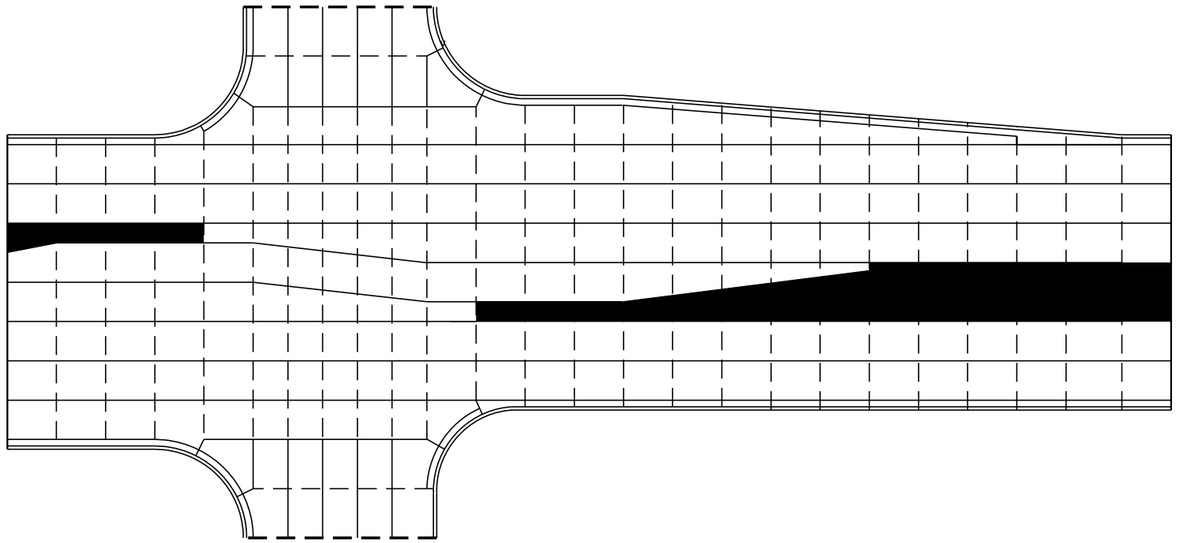
S.D.D. 13 C 18-1a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

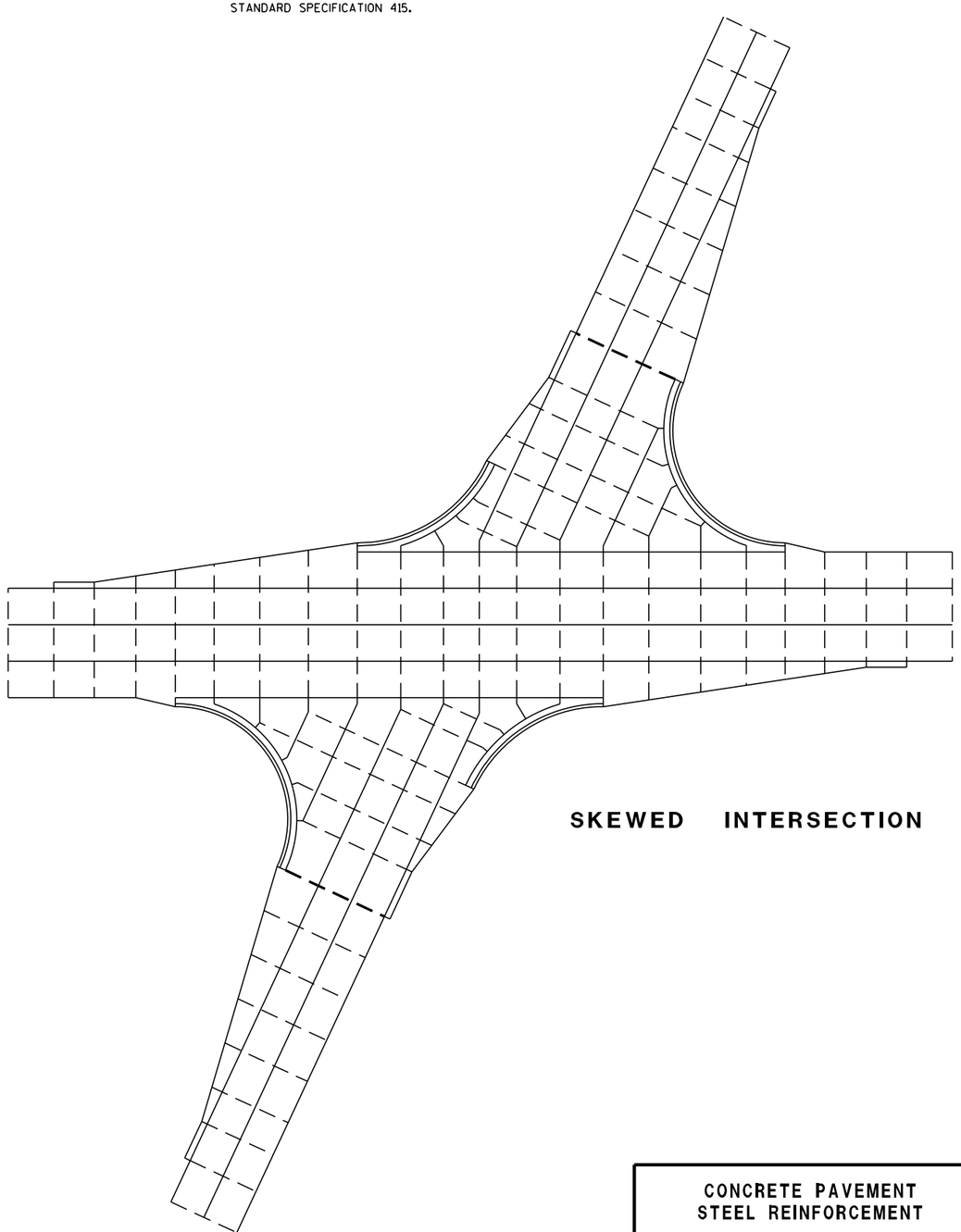
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

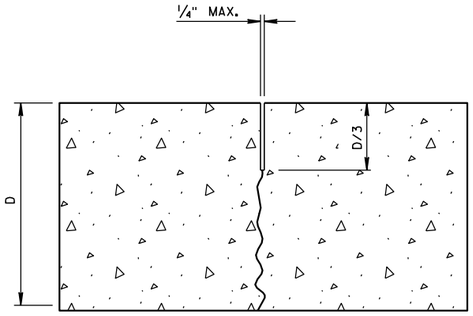
S.D.D. 13 C 18-1b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

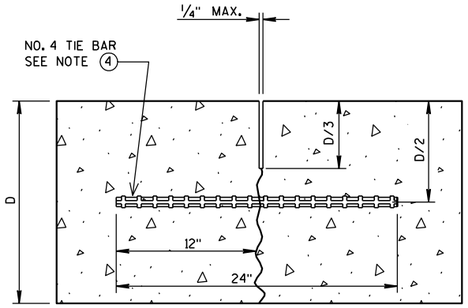
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 18-1b



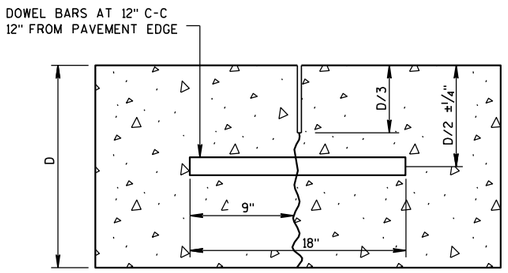
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

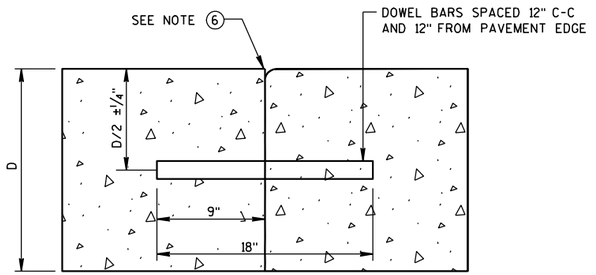
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



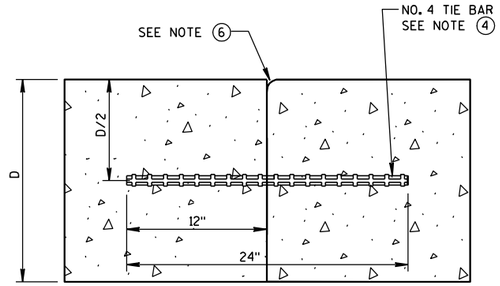
DOWELED-TRANSVERSE

CONTRACTION JOINTS

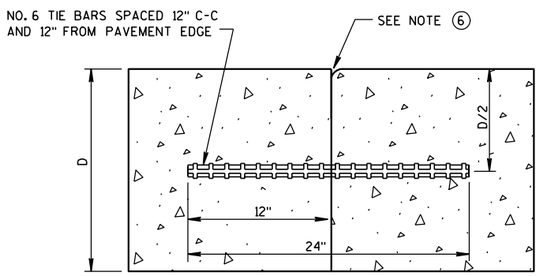
SEE NOTE (2)



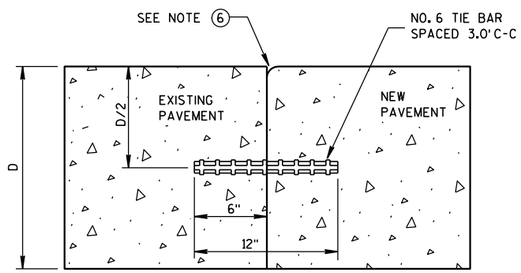
DOWELED TRANSVERSE



TIED LONGITUDINAL



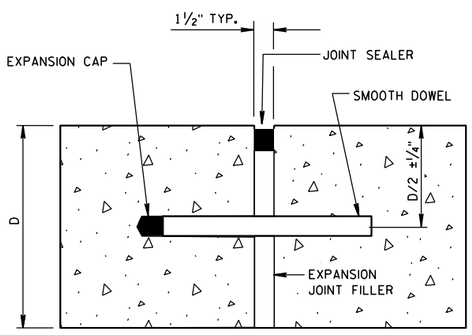
TIED TRANSVERSE
SEE NOTE (3)



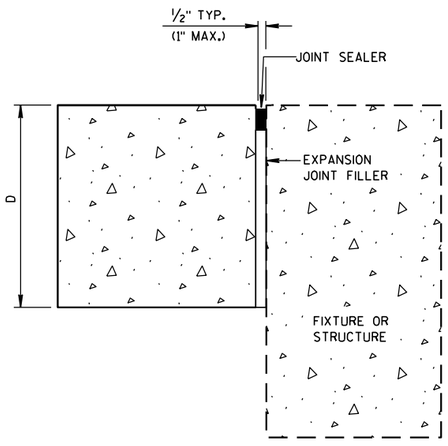
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE
SEE NOTE (1)



UNTIED-LONGITUDINAL

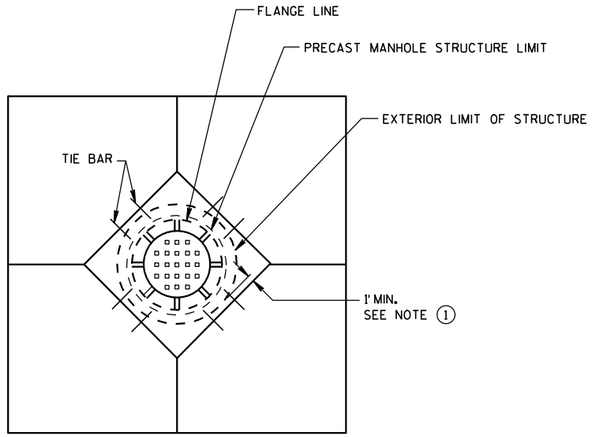
EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

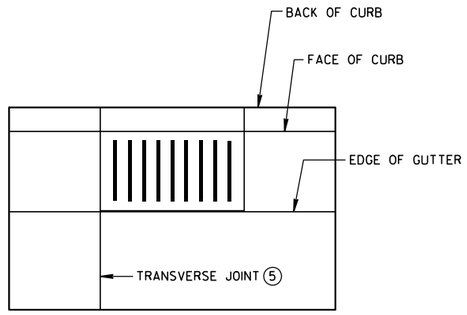
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

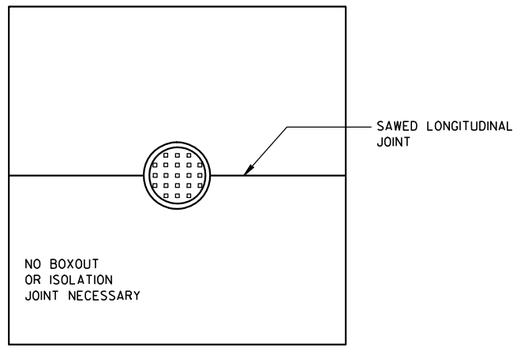
S.D.D. 13 C 18-1c



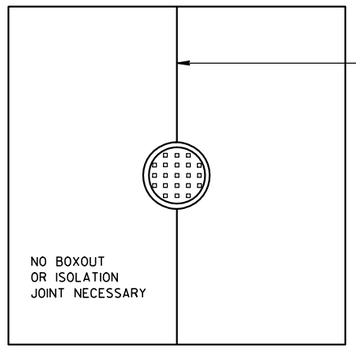
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



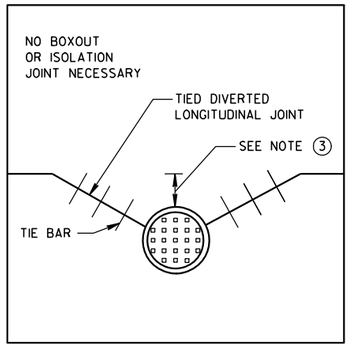
INLET WITH TRANSVERSE JOINT



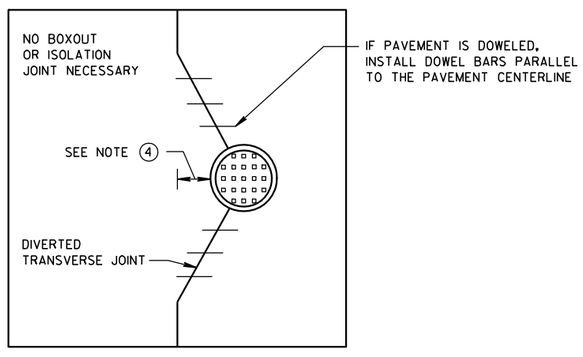
MANHOLE WITH LONGITUDINAL JOINT



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 928 INEER
FHWA

6
S.D.D. 13 C 18-1d

LEGEND

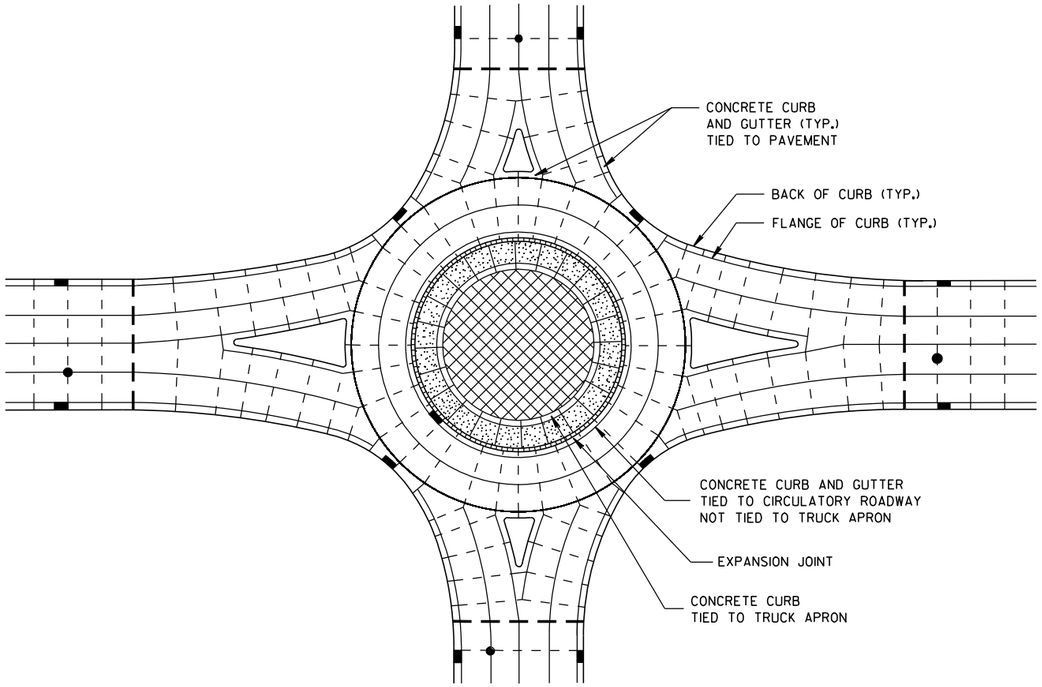
- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

GENERAL NOTES

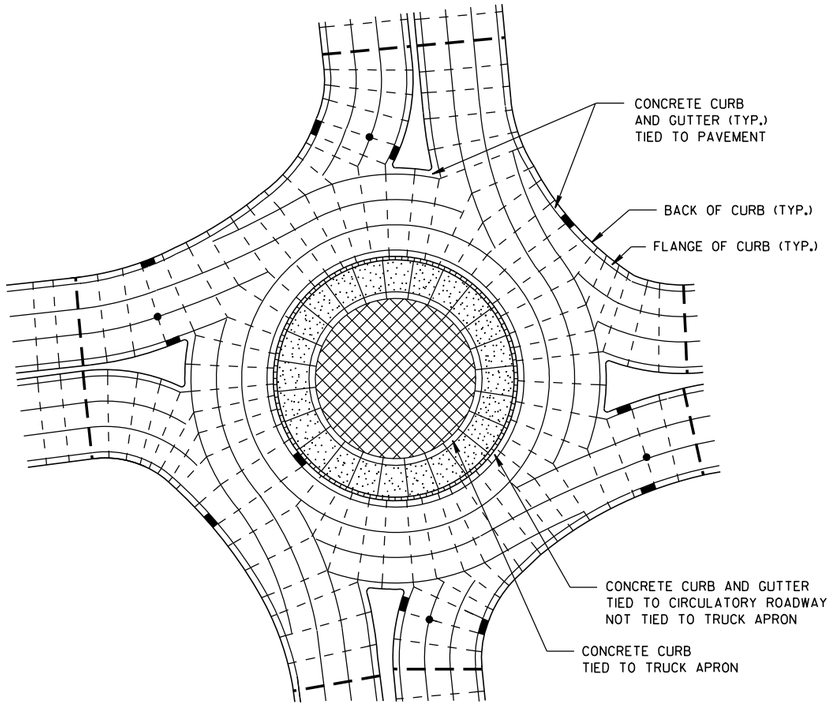
MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18-1a.

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

6

S.D.D. 13 C 18-1e

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

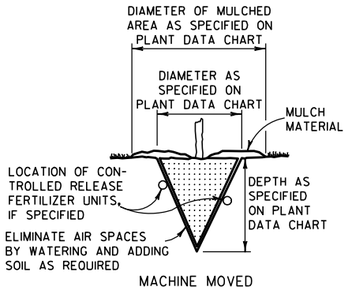
10-5-2010
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DI 929 INEER

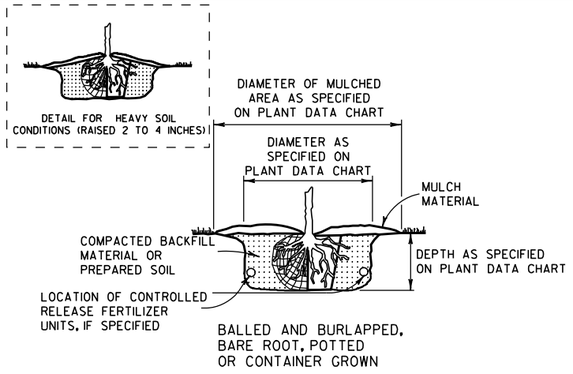
FHWA

6

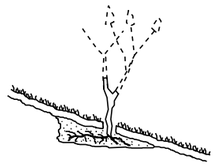
S.D.D. 13 C 18-1e



MACHINE MOVED

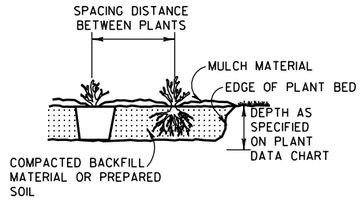


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



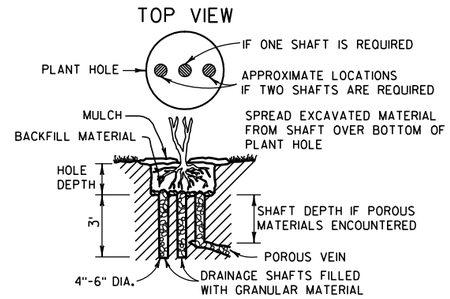
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



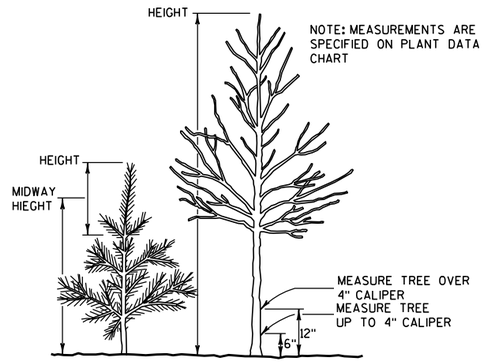
PREPARED BED (BARE ROOT AND POTTED)

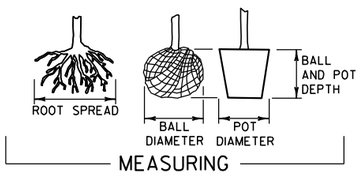
PLANTING



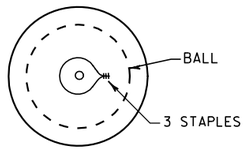
NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

DRAINING

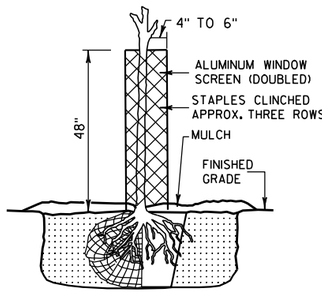




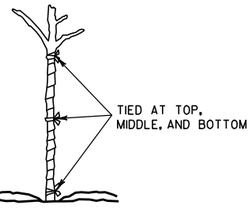
MEASURING



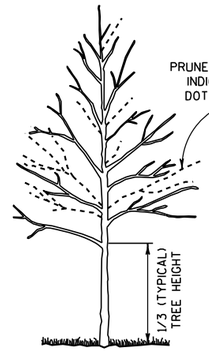
TOP VIEW



RODENT PROTECTION



WRAPPING



TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

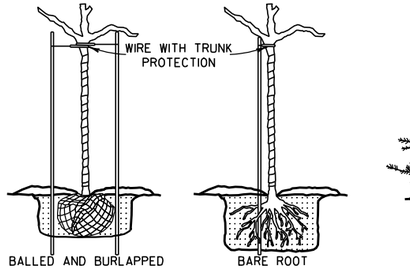
NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

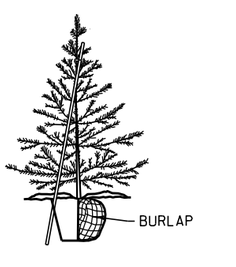
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

SUMAC

TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

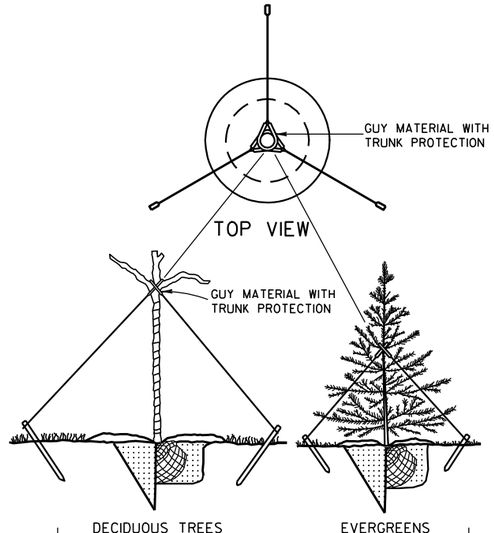
PRUNING



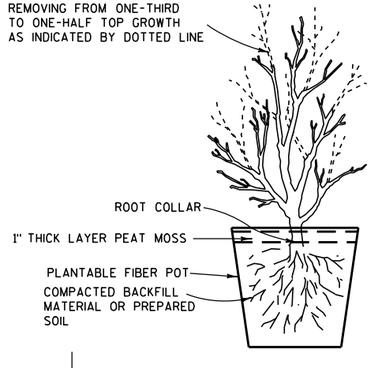


NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING



POTTING

NOTES

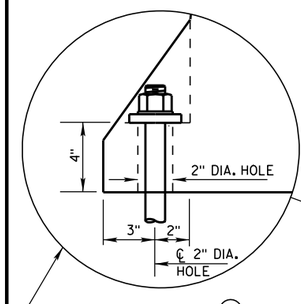
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

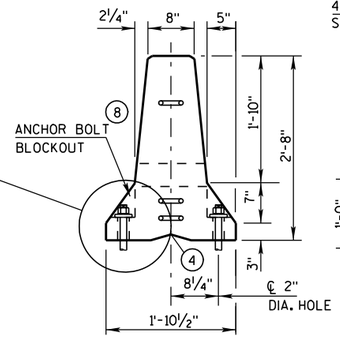
TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

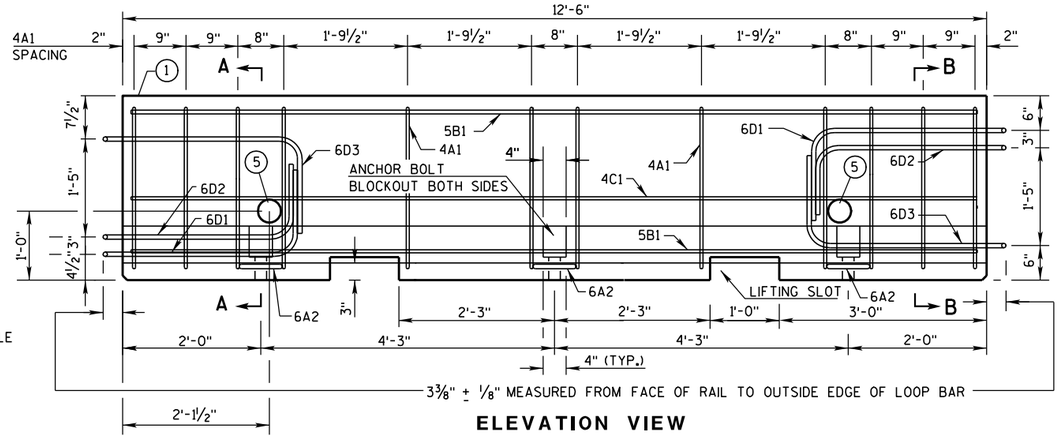
APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
930
FHWA



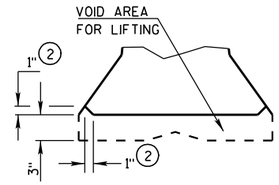
ANCHOR ON TRAFFIC SIDE (8) ONLY WHEN REQUIRED (SEE SHEET D FOR ADDITIONAL ANCHOR DETAIL)



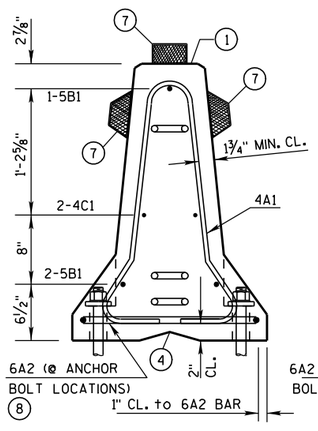
END VIEW



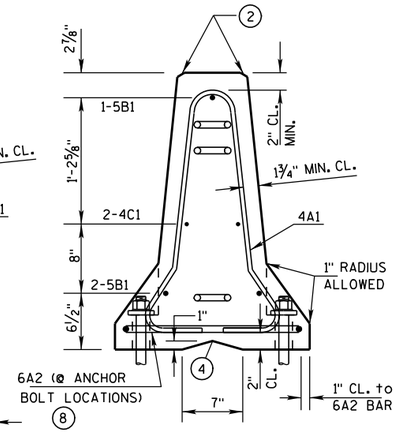
ELEVATION VIEW



DETAIL "B"
LIFTING SLOT DETAIL



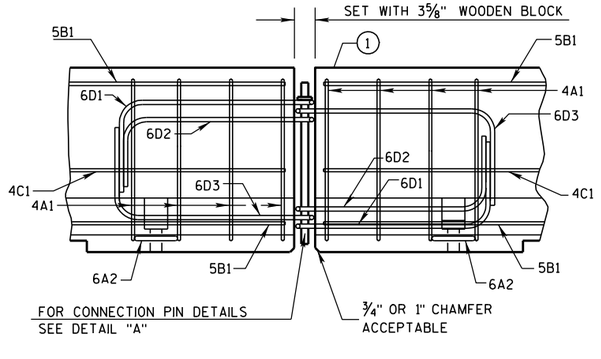
SECTION A-A
(STIRRUP PLACEMENT)



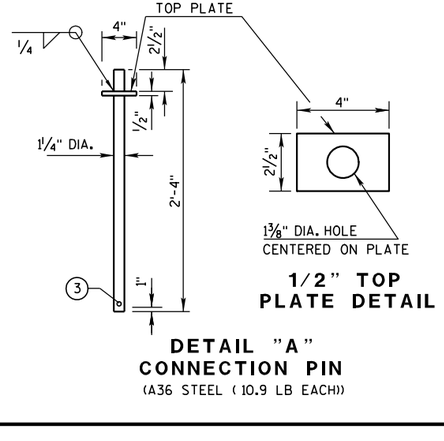
SECTION B-B
(STIRRUP PLACEMENT)

PLAN VIEW

DETAILS OF BARRIER SECTION

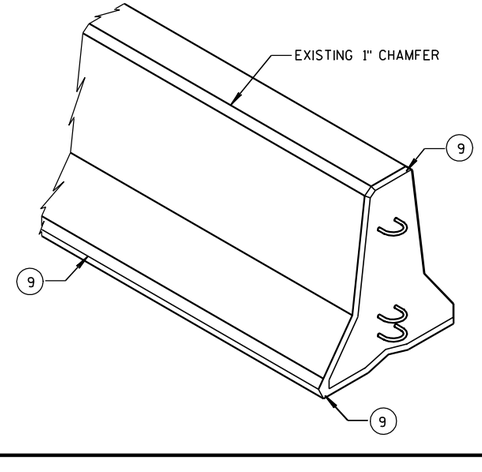


DETAILS OF BARRIER CONNECTION



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...

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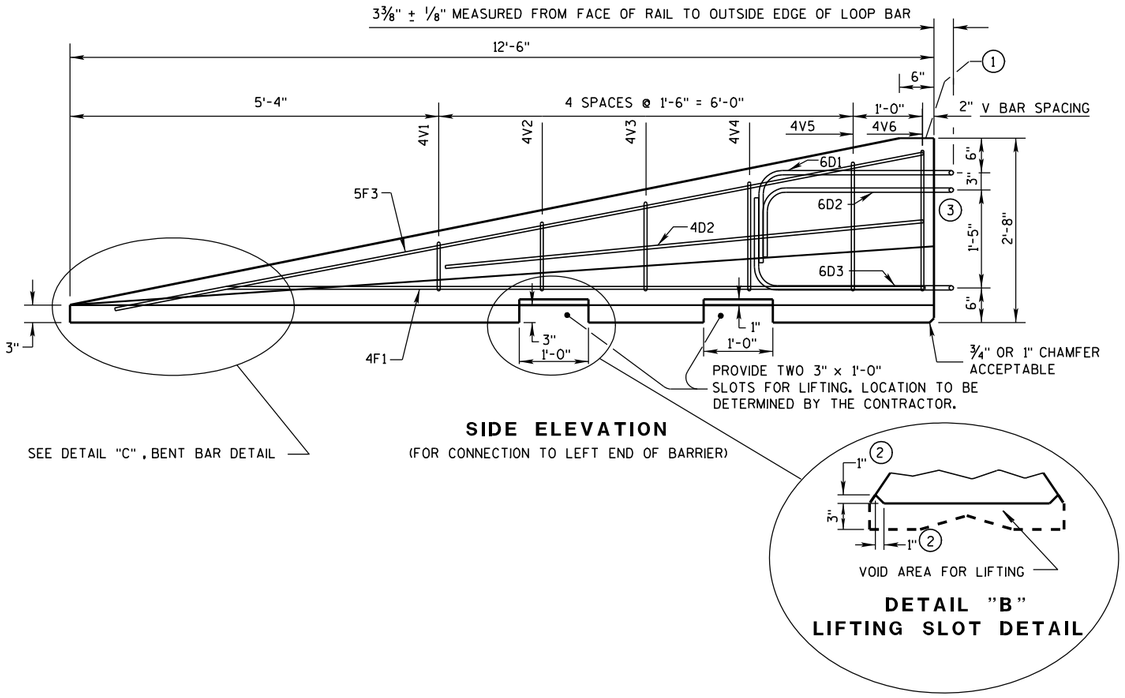
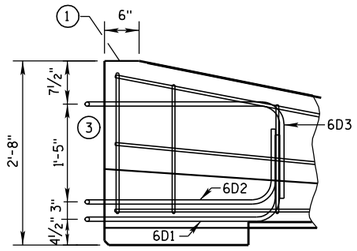
S.D.D. 14 B 7-13a



SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)

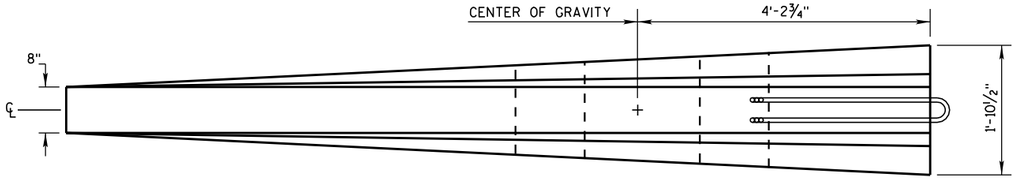
DETAIL "B"
LIFTING SLOT DETAIL



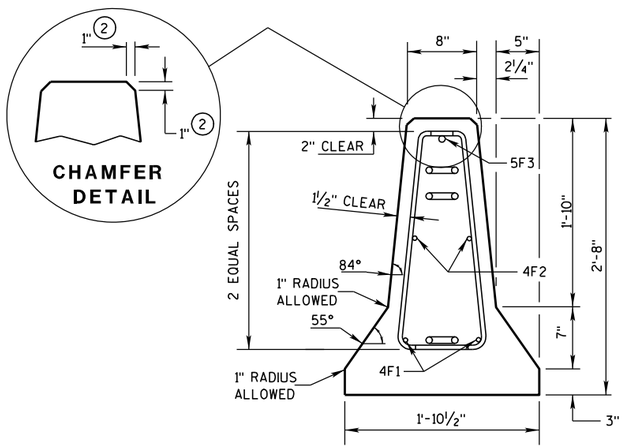
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

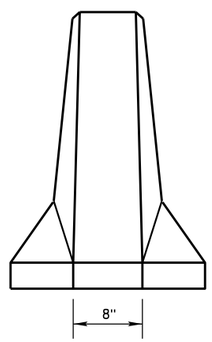
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



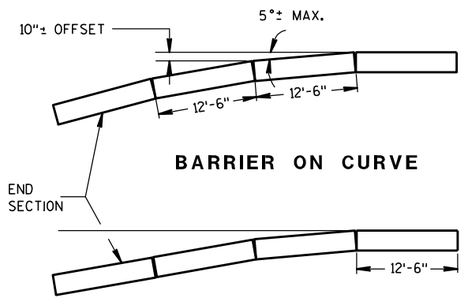
PLAN VIEW



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

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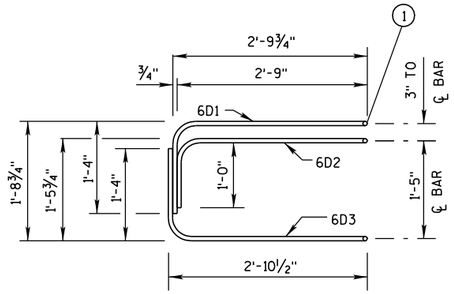
S.D.D. 14 B 7-13b

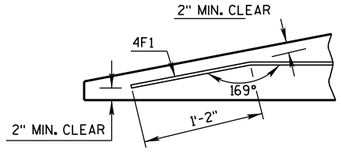
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

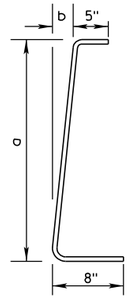
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



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

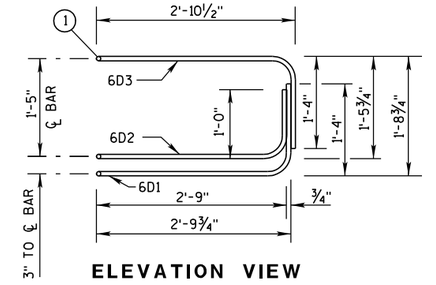
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

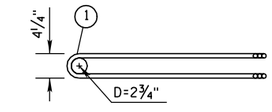
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

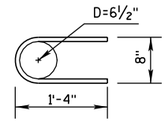
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



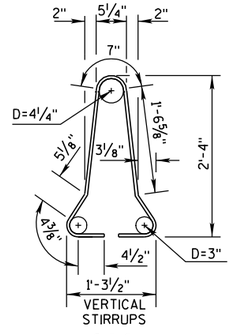
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



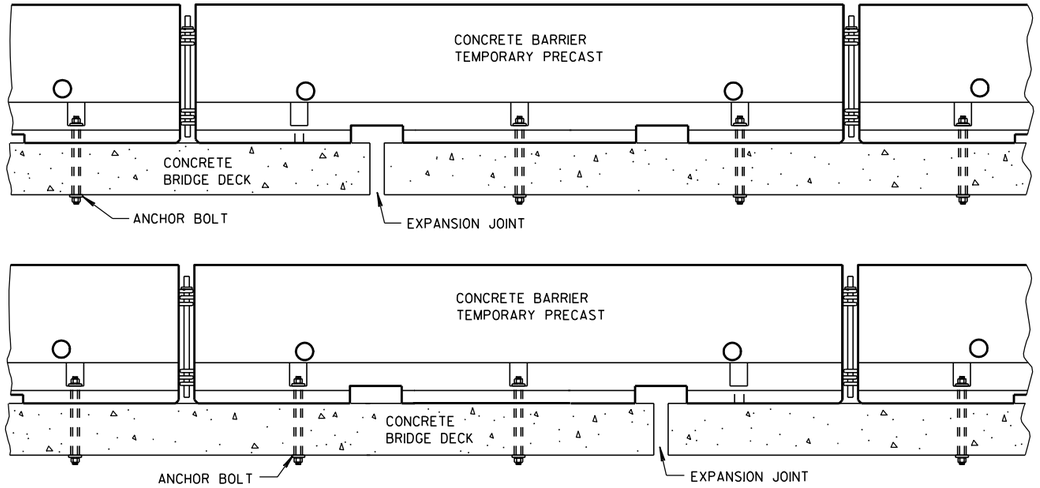
4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

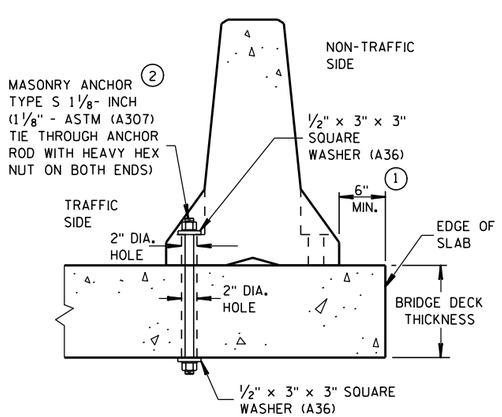
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 7-13c



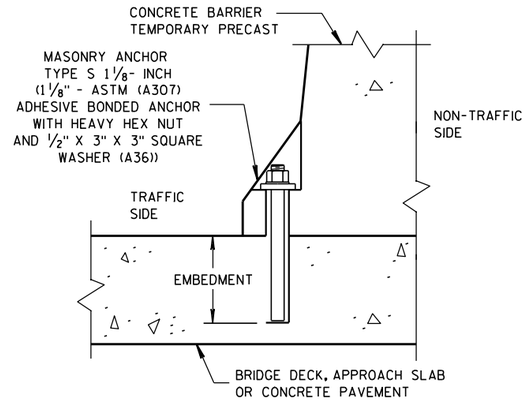
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(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 (2) INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

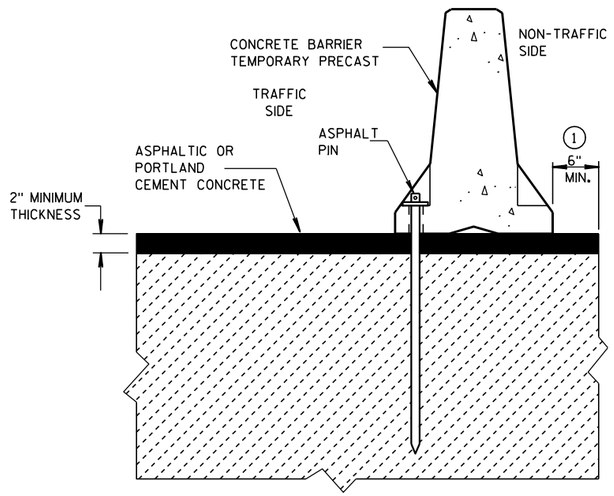
(1) CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

(2) ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

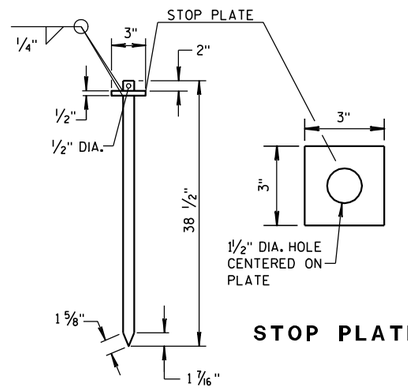
WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

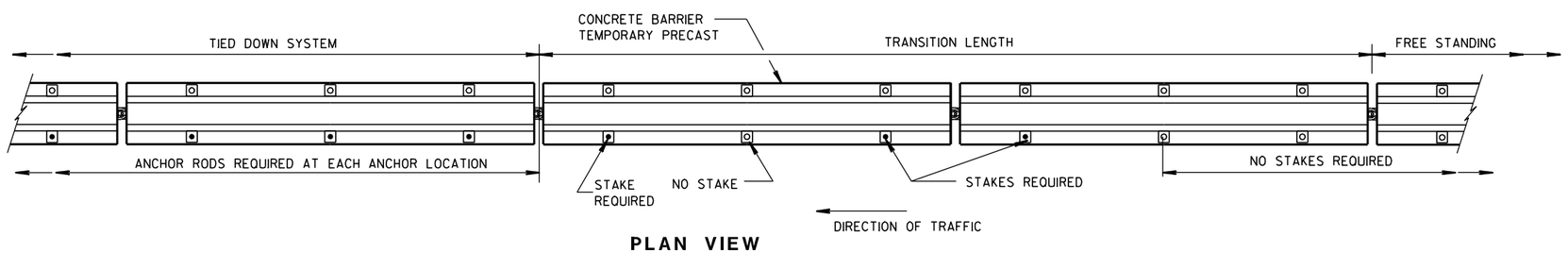
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



ASPHALT PIN

(ASTM A36 STEEL)

STOP PLATE



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...

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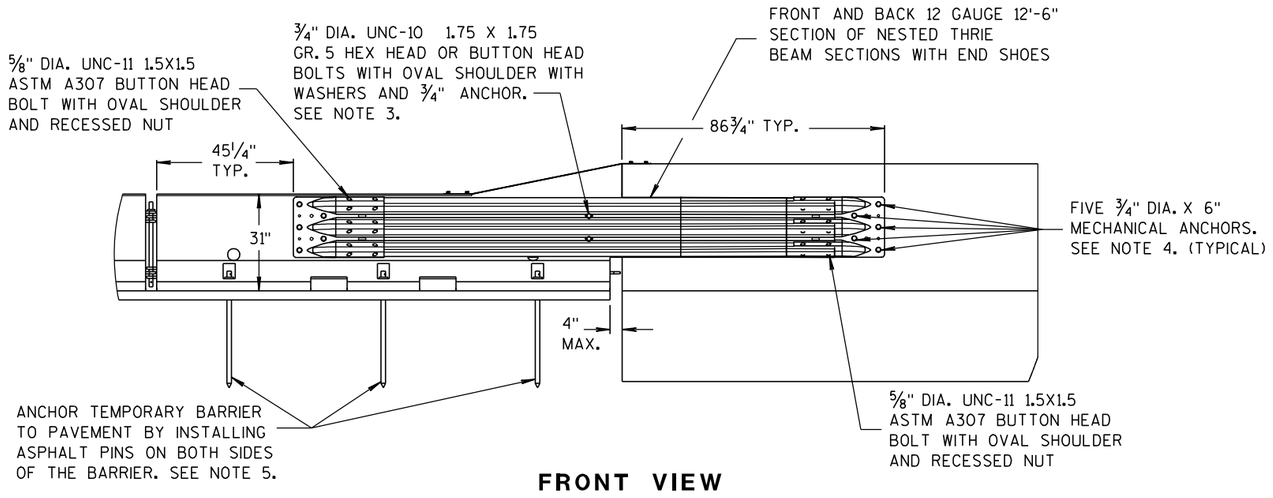
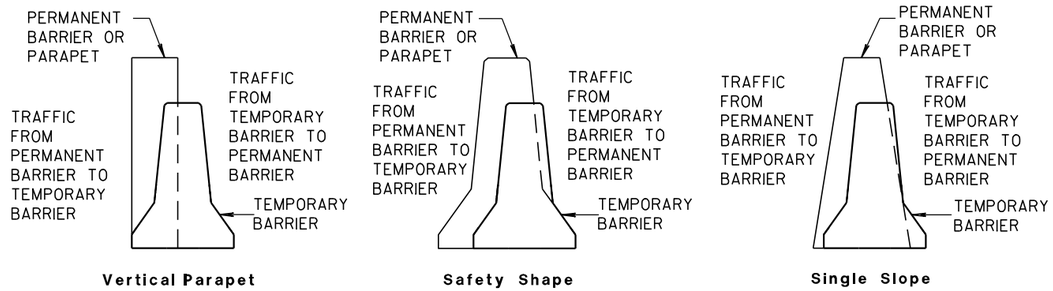
S.D.D. 14 B 7-13d



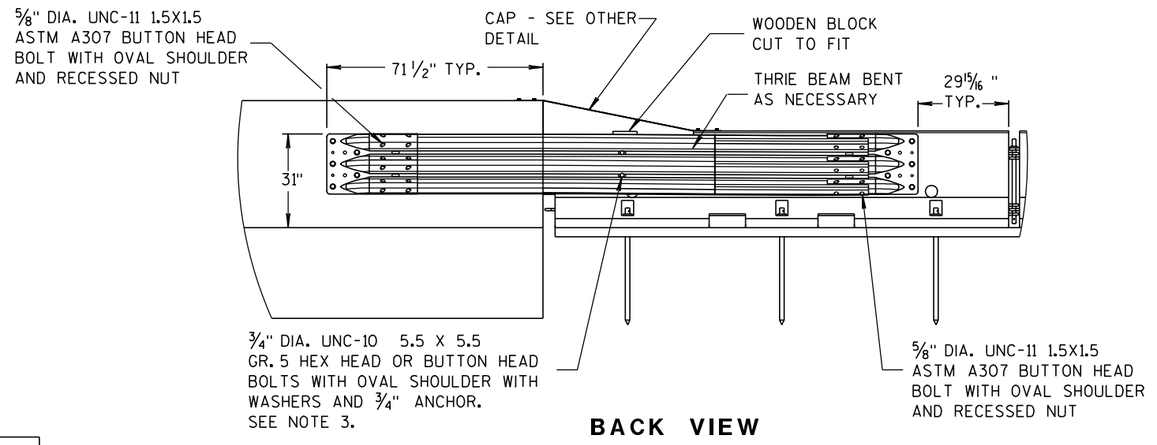
FRONT VIEW

NOTES

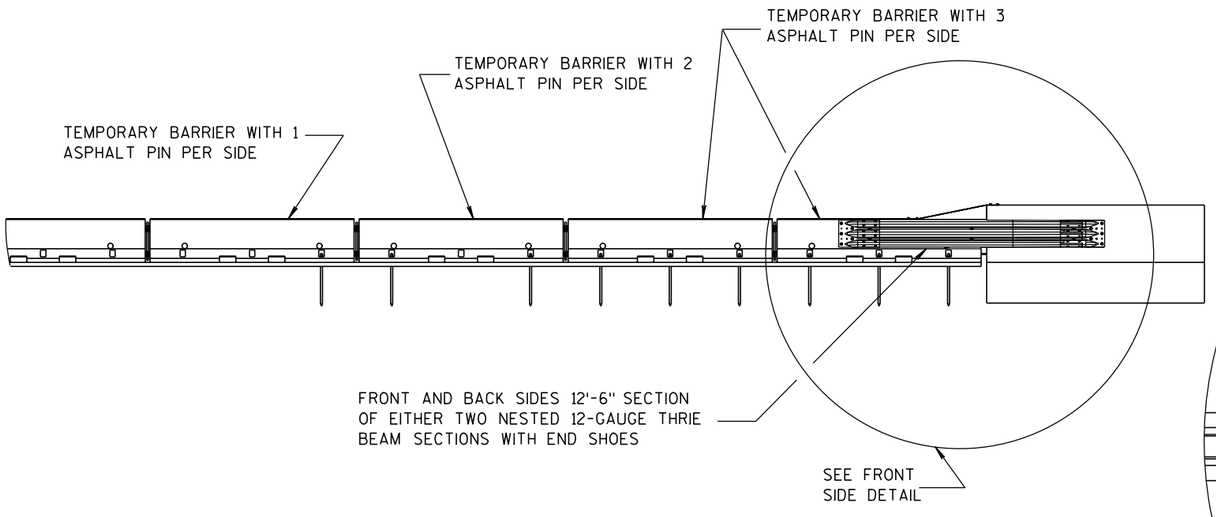
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



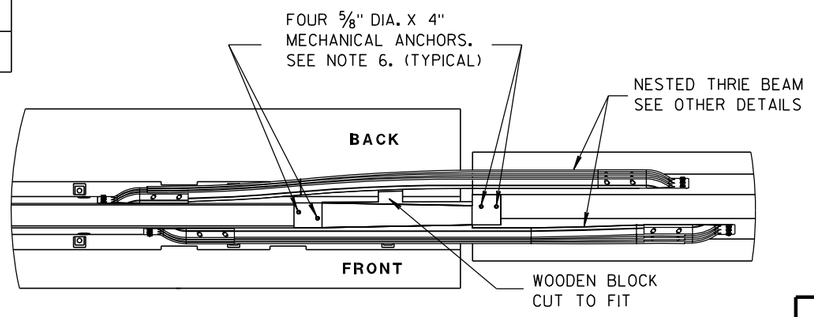
TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM



BACK VIEW



FRONT VIEW



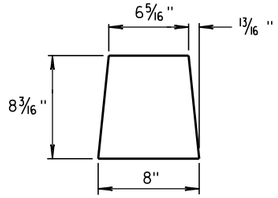
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

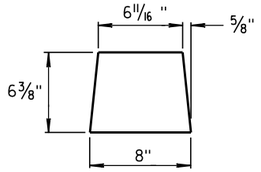
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 7-13e



GUSSET 1



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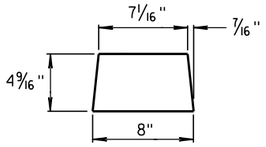

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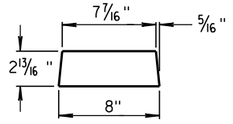
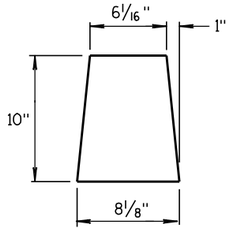
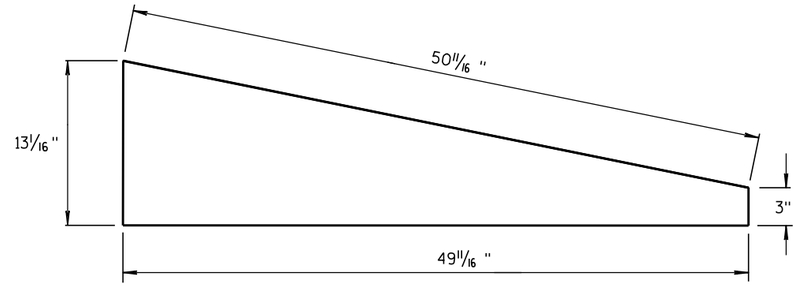


GUSSET 4

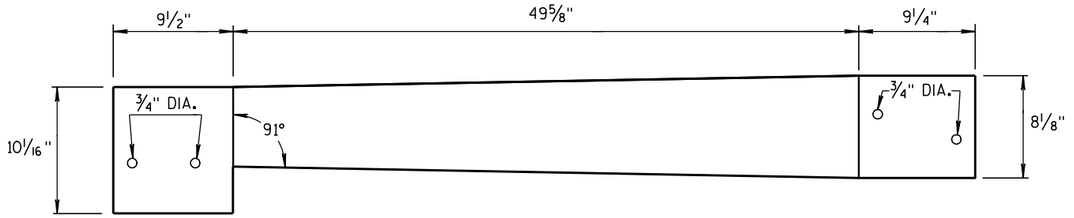
GUSSETS

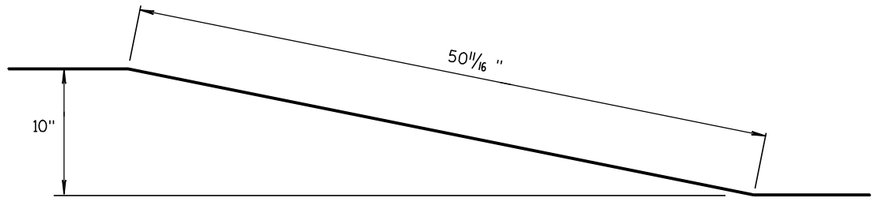


END PLATE

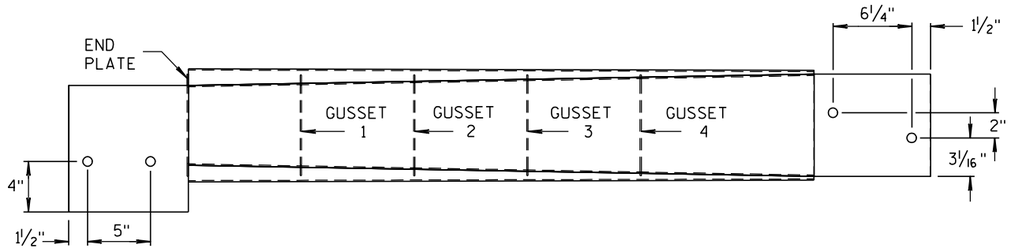


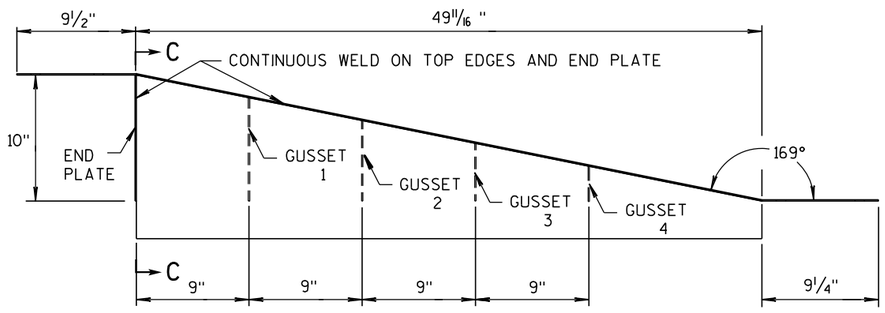
SIDE PLATE

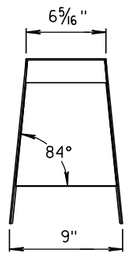




TOP PLATE







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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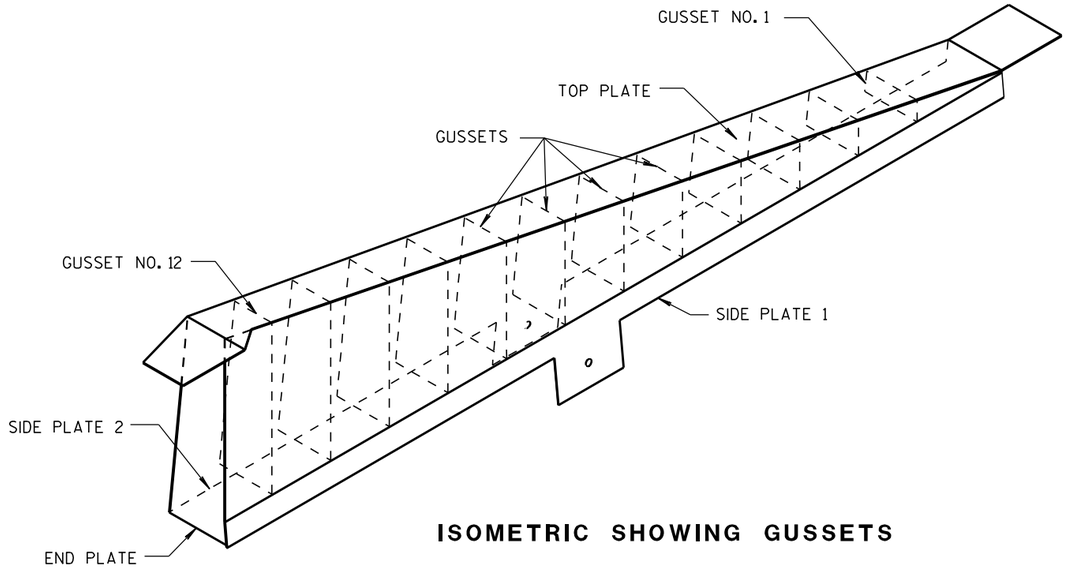
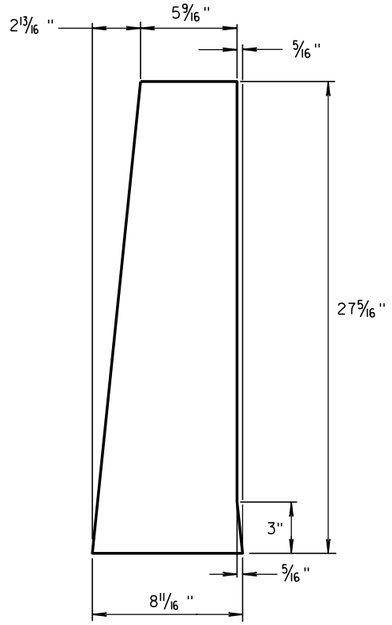
S.D.D. 14 B 7-13f

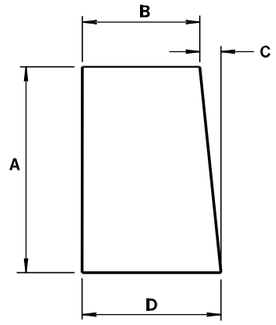


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



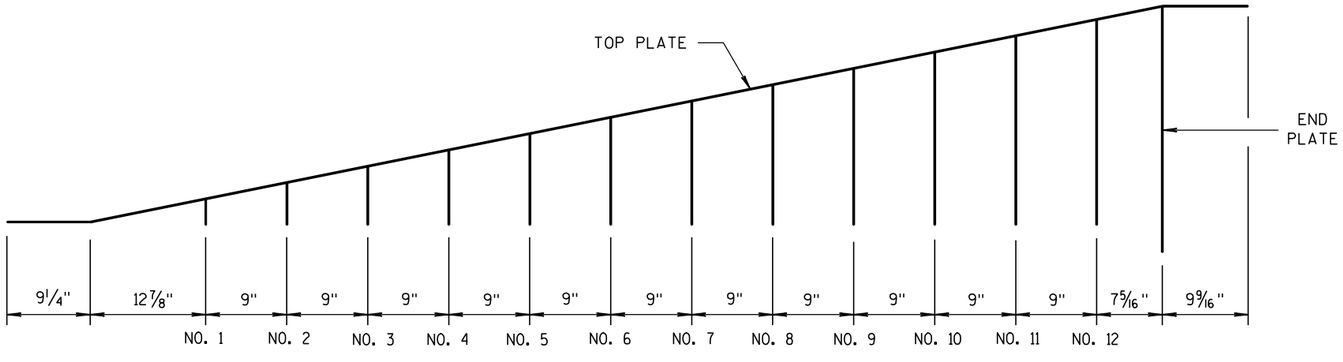
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

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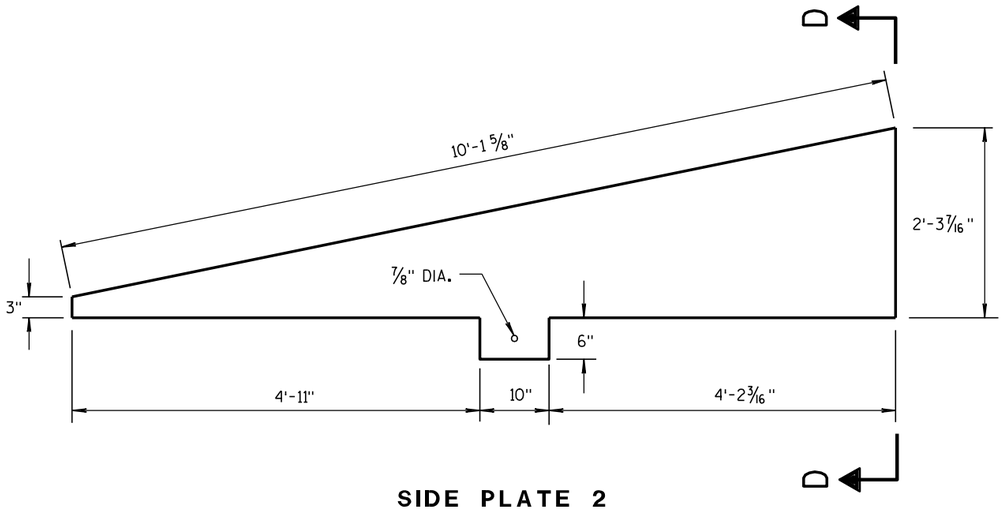
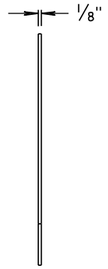
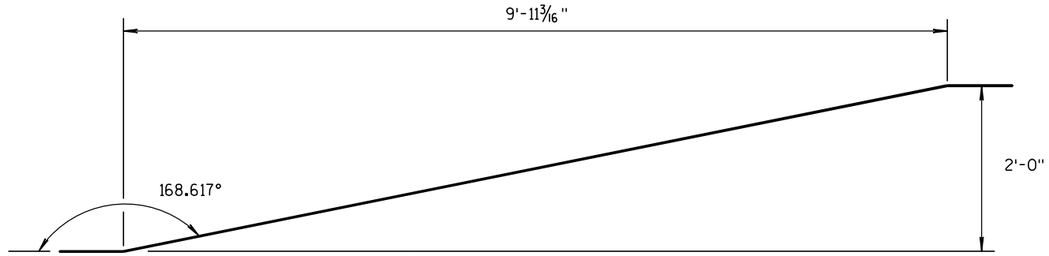
S.D.D. 14 B 7-13g



SIDE PLATE 2

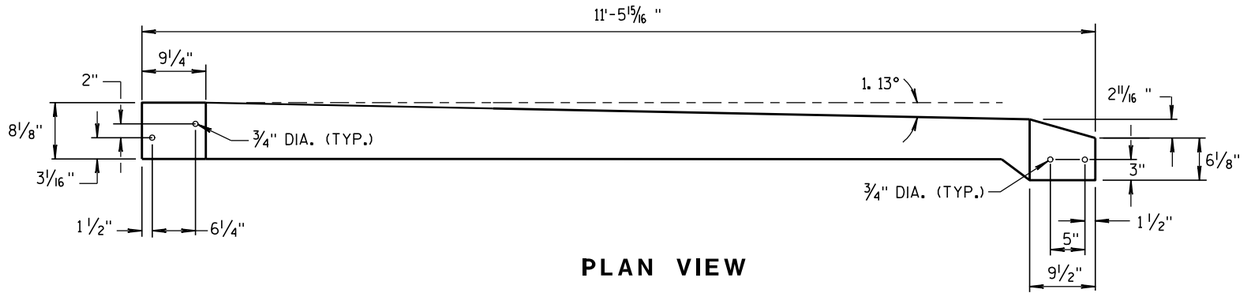


END VIEW



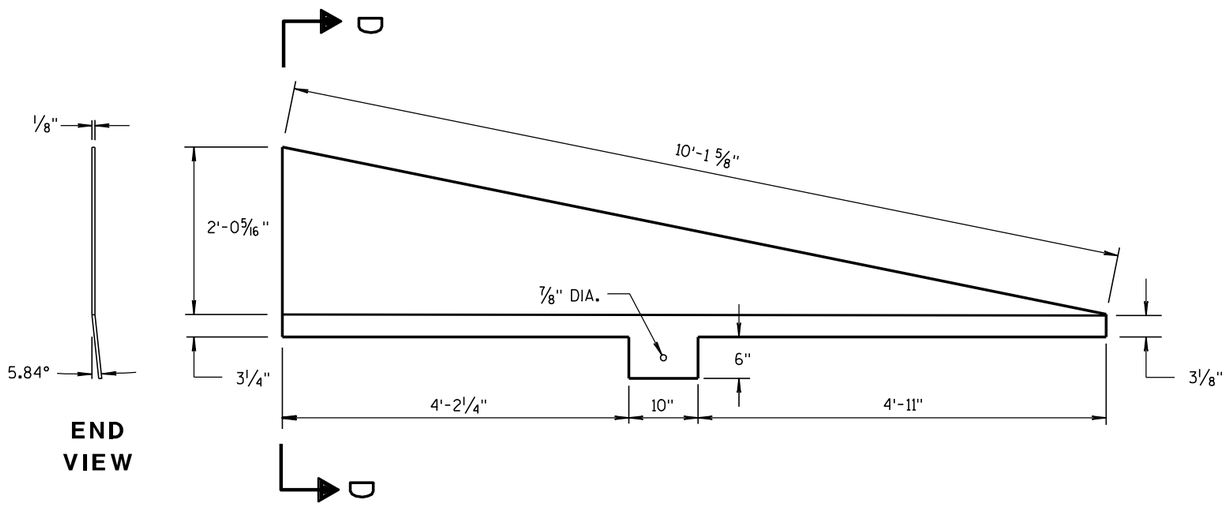
SIDE VIEW

TOP PLATE



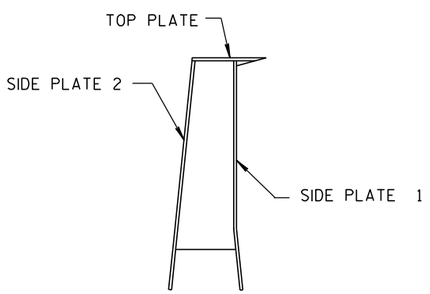
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 DATE
/S/ Jerry H. ---- ROADWAY STANDARDS ENGINEER
938 ENT
FHWA

6

S.D.D. 14 B 7-13h

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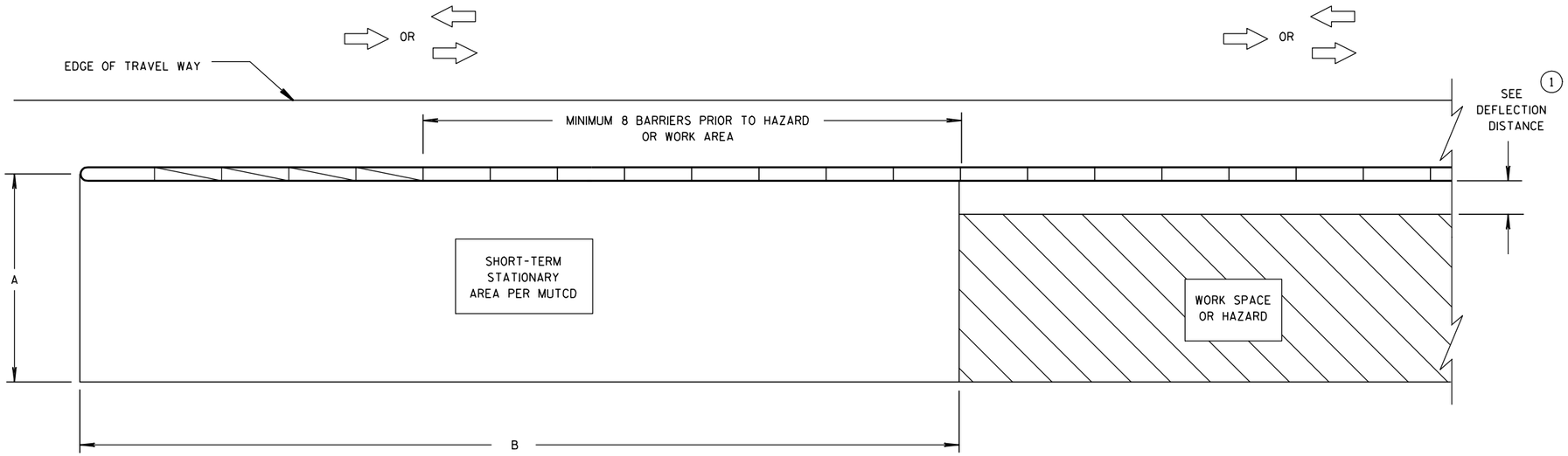
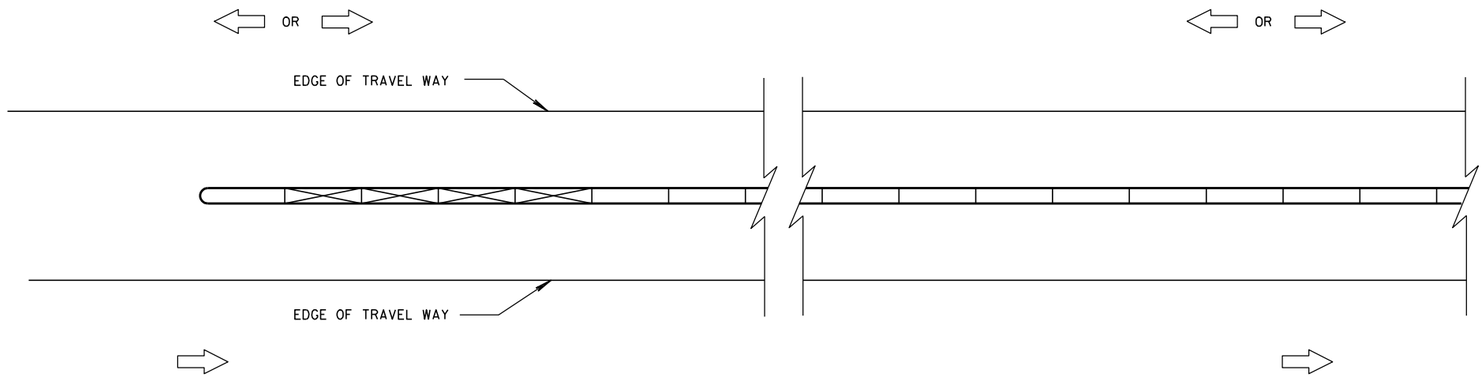
S.D.D. 14 B 7-13h



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

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

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

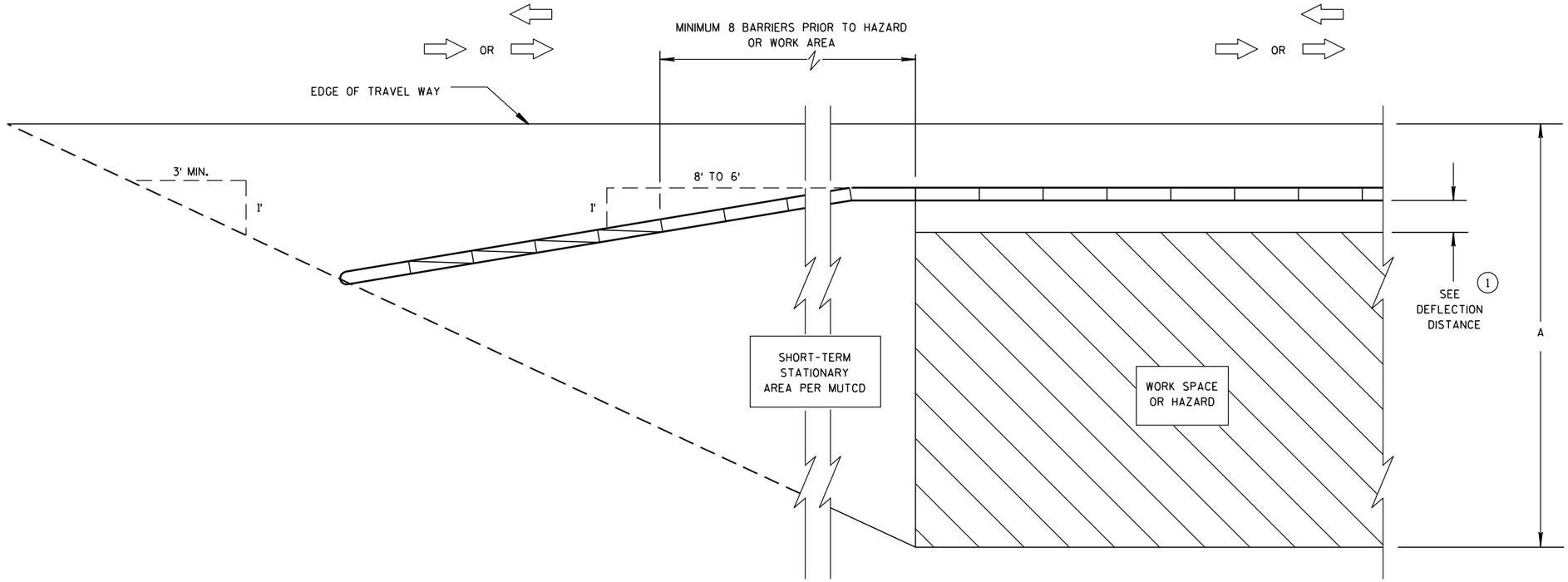
(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

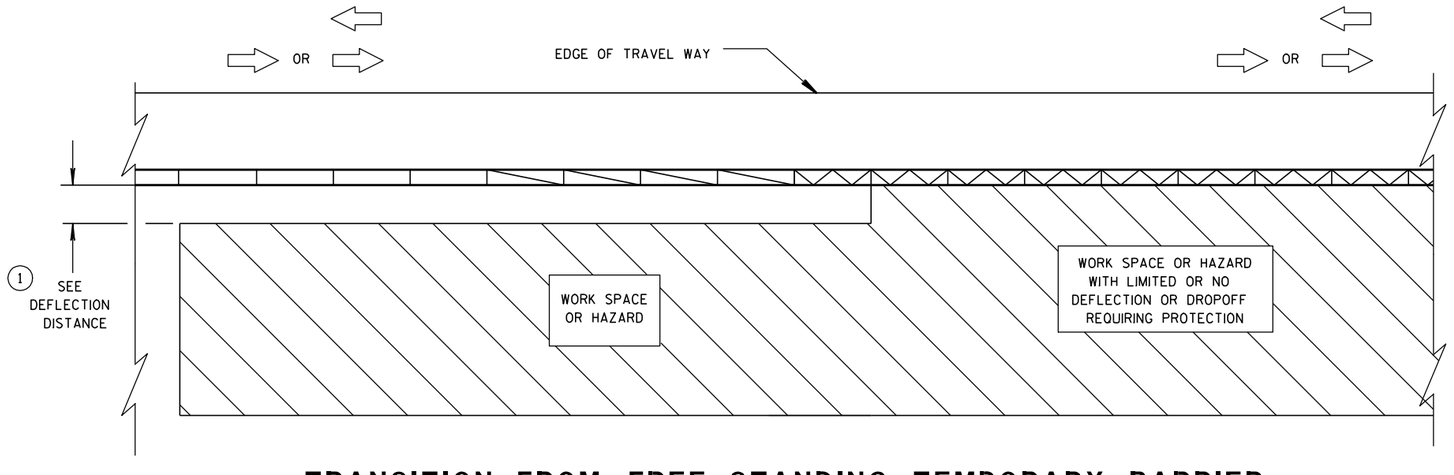
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 8-1a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

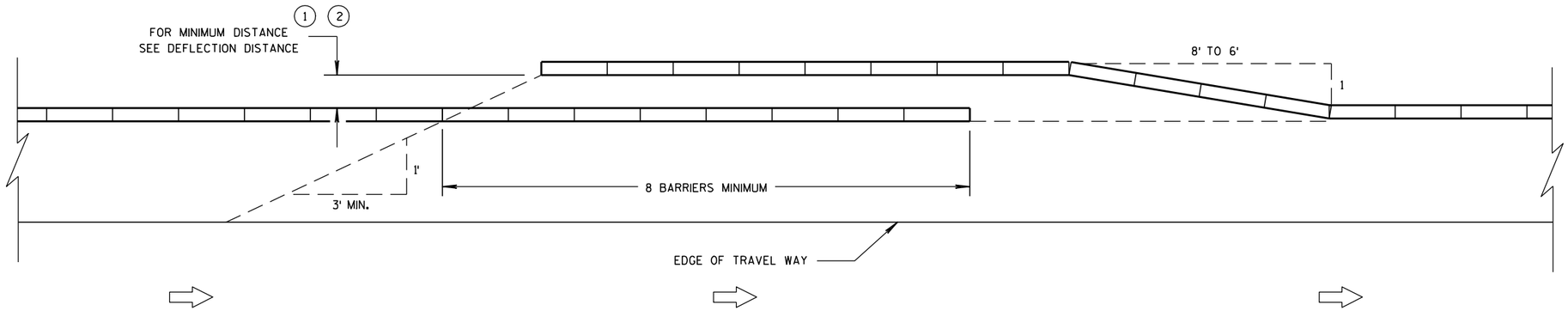
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

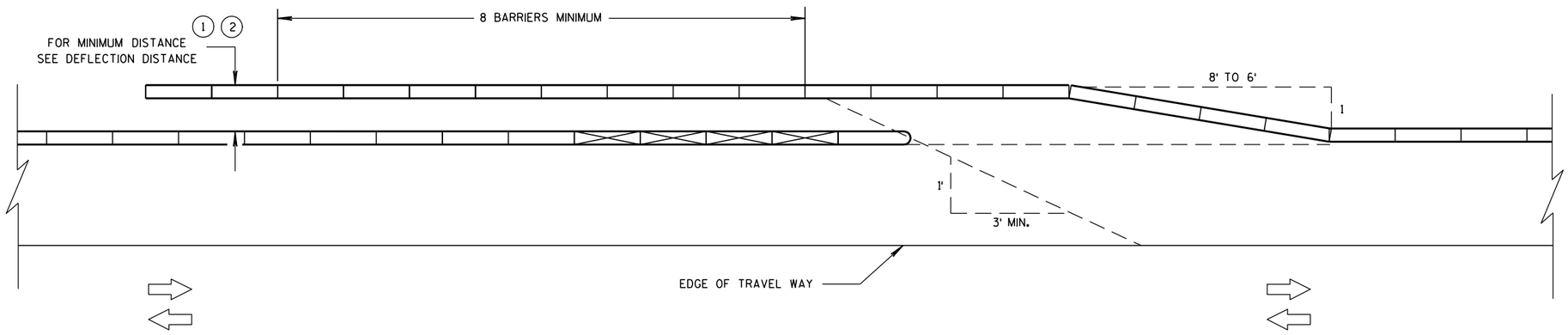
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

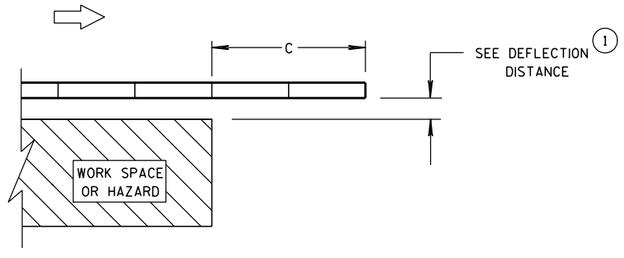
S.D.D. 14 B 8-1b



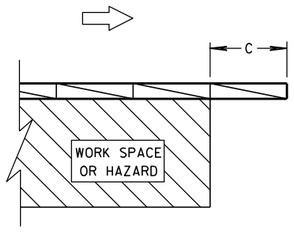
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

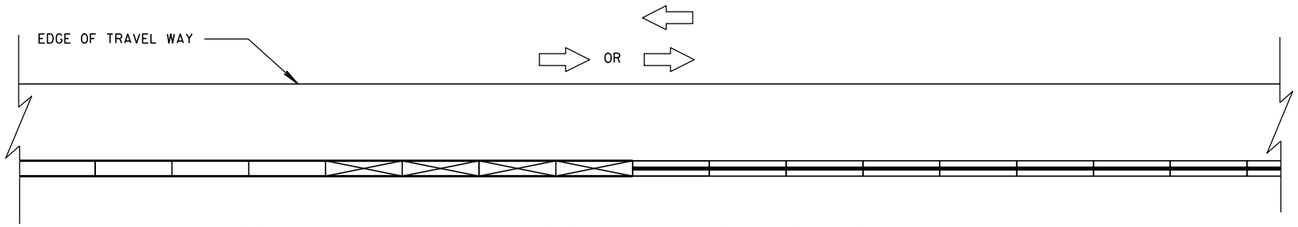
LEGEND

- 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

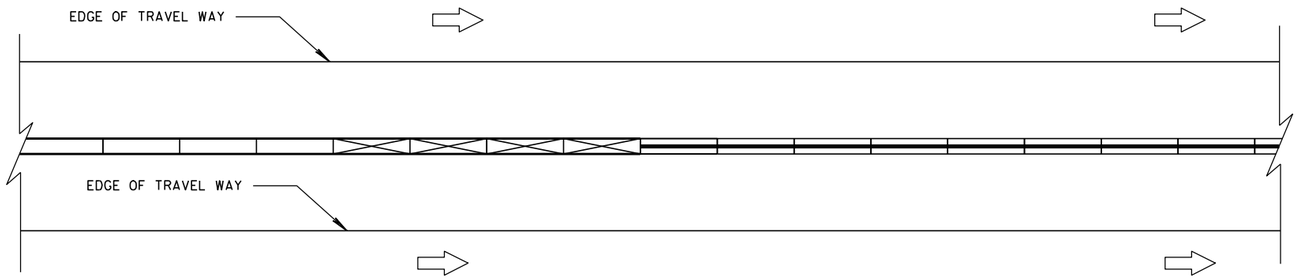
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 8-1c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

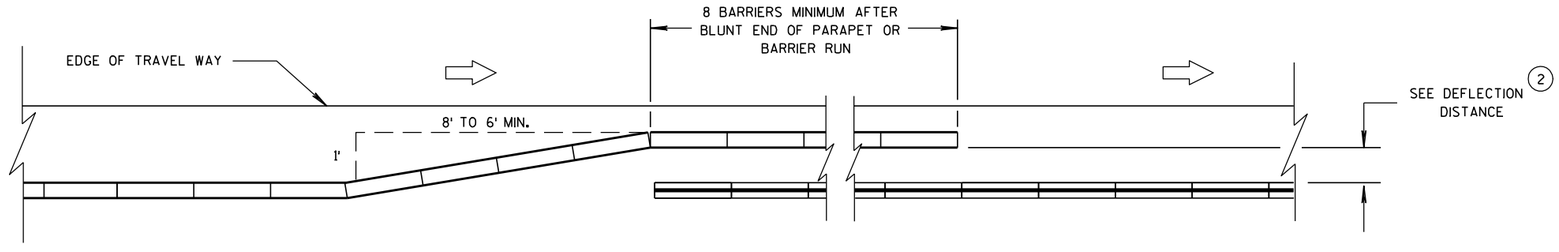
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

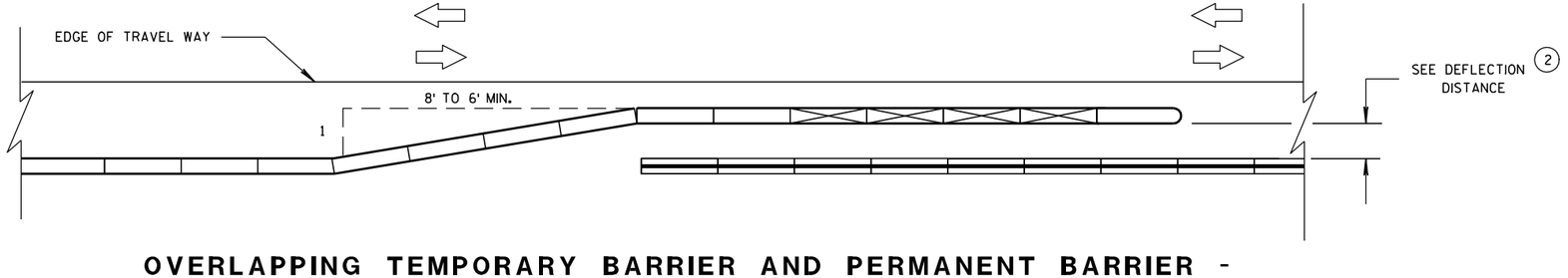
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 8-1d

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

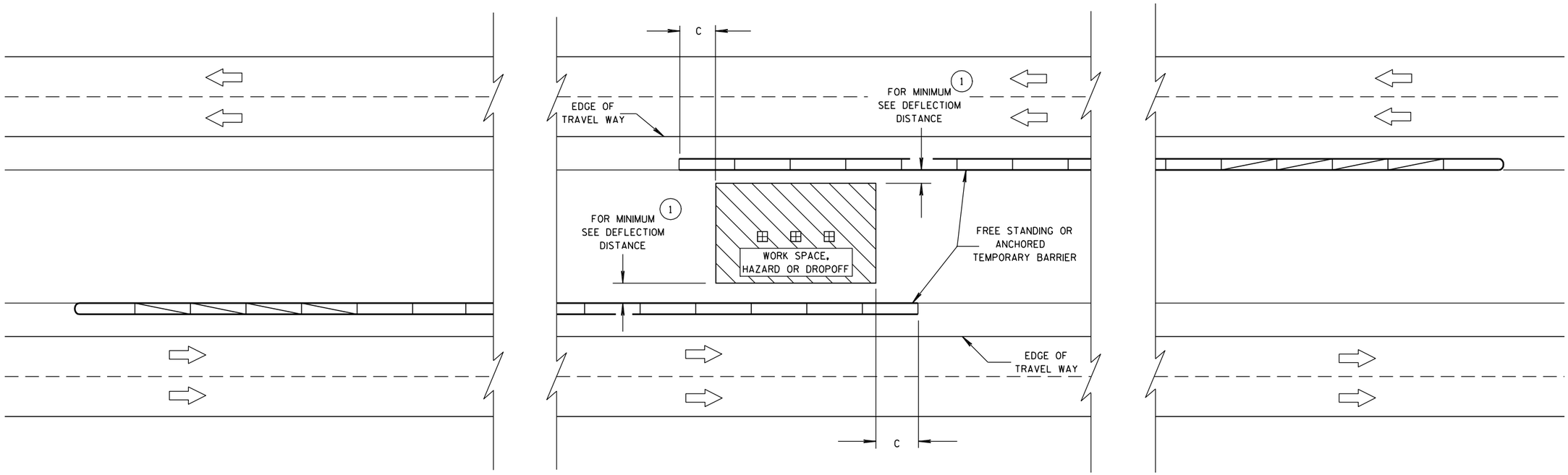
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

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

943

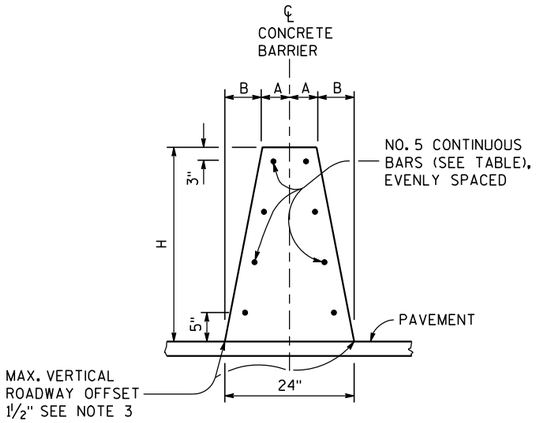
FHWA

6

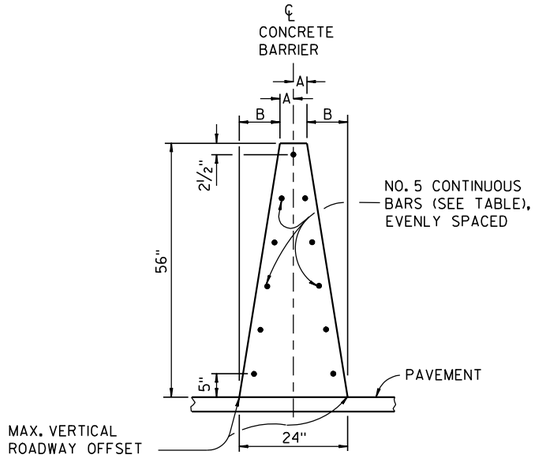
S.D.D. 14 B 8-1e

6

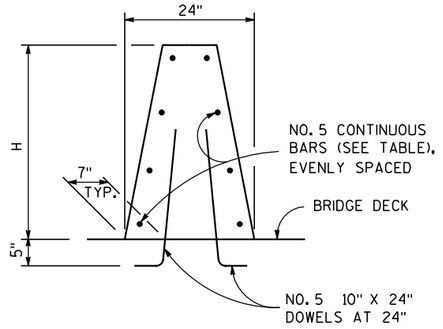
S.D.D. 14 B 8-1e



32-INCH, 36-INCH OR 42-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S32, TYPE S36, AND TYPE S42)



56-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S56)



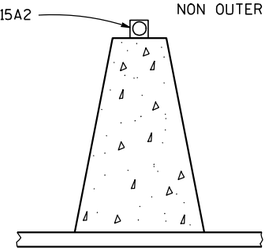
SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

NON OUTER PARAPET APPLICATION

GENERAL NOTES

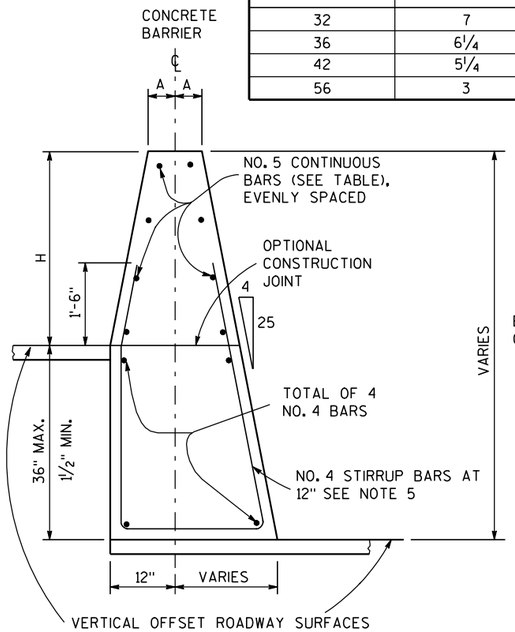
1. WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
2. EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK, PAVEMENT AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OR ½" MINIMUM.
3. WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1½", USE TYPE A
4. PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
5. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
6. FOR TYPE S32, TYPE S36, TYPE S42, AND S56 MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
7. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
8. 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
9. WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
10. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
11. 2" CLEAR COVER TYPICAL.
12. COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED
13. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 NO ADDITIONAL VERTICAL STEEL NEEDED. IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A REQUIRES VERTICAL STEEL. SEE OTHER DETAIL
14. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 DEPTH OF FOOTING 10". IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A MATCH TOTAL HEIGHT OF SINGLE SLOPE BARRIER RETAINING WALL.
15. FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. 14B33. ANCHORS INCIDENTAL TO CBSS.

SEE STANDARD DETAIL DRAWING 15A2 FOR DELINEATOR DETAILS



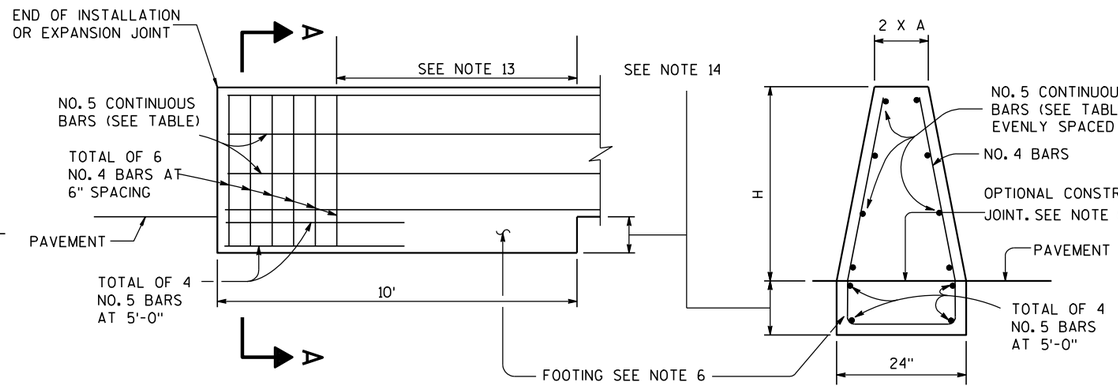
DELINEATION

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6¼	5¾	8
42	5¼	6¾	10
56	3	9	11



SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)

(BETWEEN ADJACENT ROADWAYS)



END ANCHOR SINGLE SLOPE CONCRETE BARRIER

AT CONSTRUCTION JOINT

SECTION A-A

DELINEATOR SPACING ON HORIZONTAL CURVES

RADIUS OF CURVE	APPROXIMATE SPACING ON CURVE
50 FEET	20 FEET
115 FEET	25 FEET
180 FEET	35 FEET
250 FEET	40 FEET
300 FEET	50 FEET
400 FEET	55 FEET
500 FEET	65 FEET
600 FEET	70 FEET
700 FEET	75 FEET
800 FEET	80 FEET
900 FEET	85 FEET
1000 FEET	90 FEET

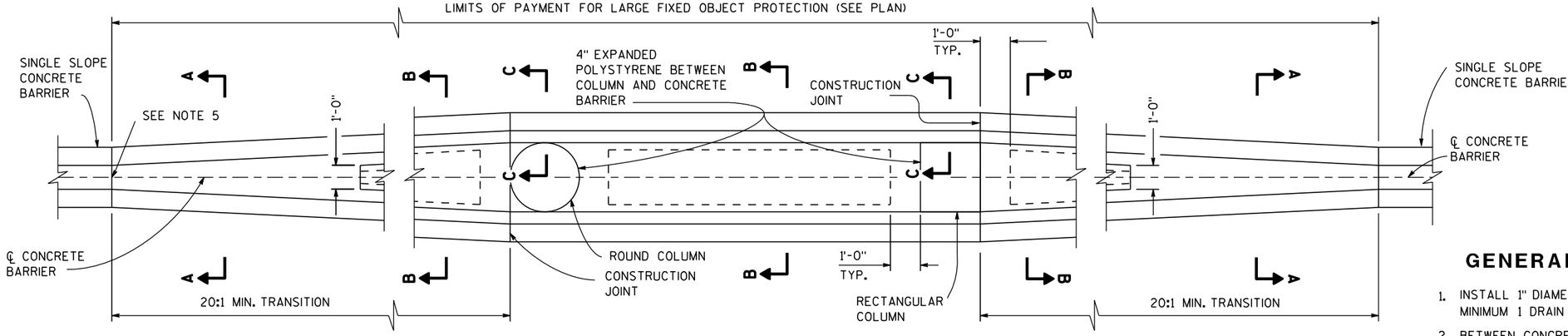
DELINEATOR SPACING ON RADIUS GREATER THAN 1000 FEET OR TANGENT SECTIONS

	LENGTH OF BARRIER	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2	

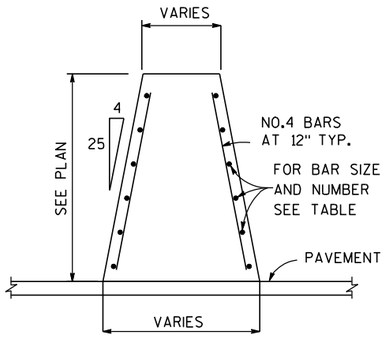
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

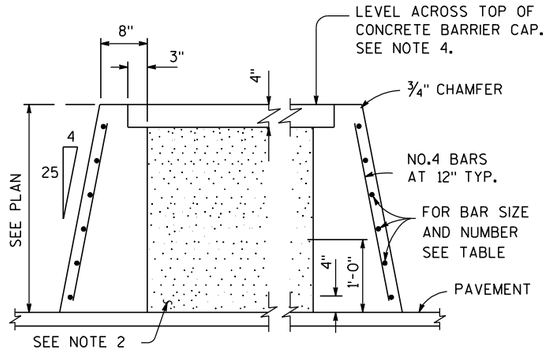
6
S.D.D. 14 B 32-1a



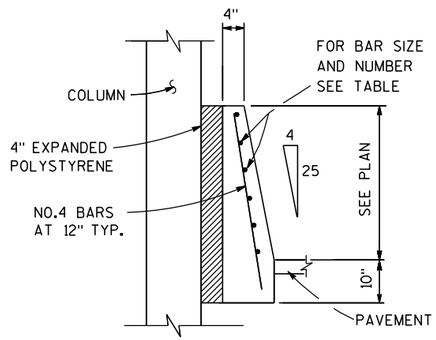
LARGE FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56



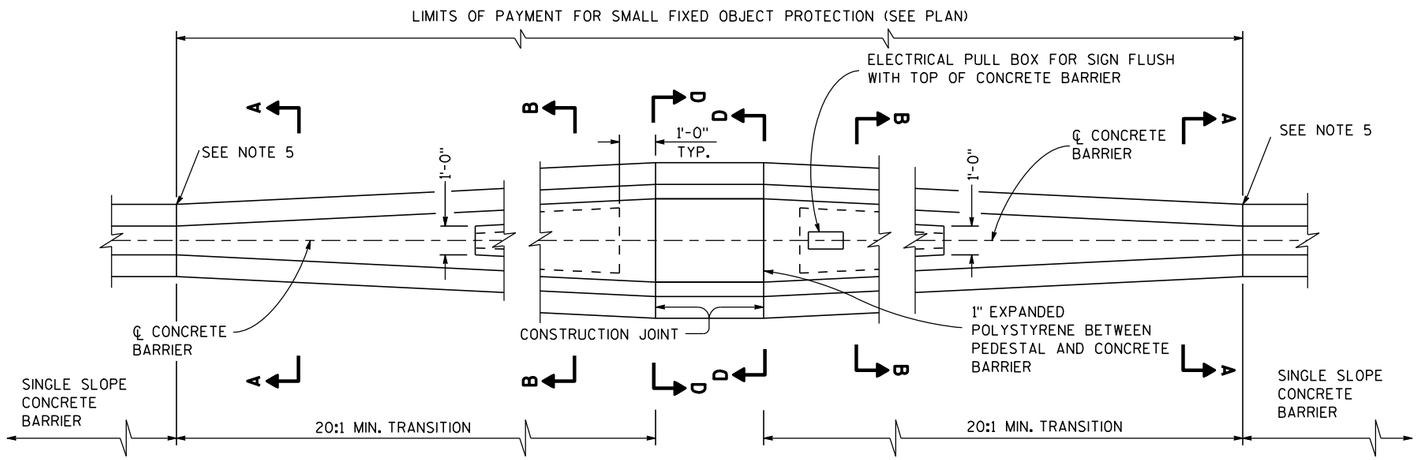
SECTION A-A



SECTION B-B



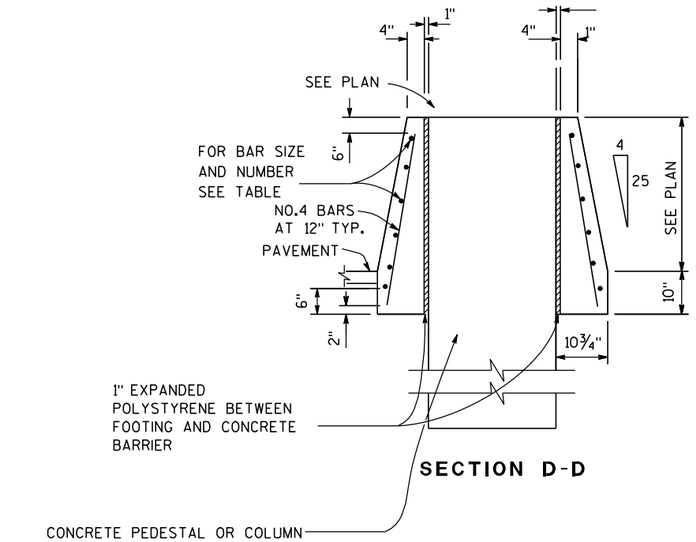
SECTION C-C



SMALL FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56

GENERAL NOTES

1. INSTALL 1" DIAMETER DRAIN PIPE EVERY 20' OF CROSS SECTION B-B. MINIMUM 1 DRAIN PER CAVITY.
2. BETWEEN CONCRETE BARRIER WALLS FILL WITH GRANULAR BACKFILL GRADE 2
3. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS.
4. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.
5. IF FIXED OBJECT PROTECTION IS INSTALLED FIRST, USE COLD JOINTS. IF CBSS PLACED FIRST, USE EXPANSION JOINT.



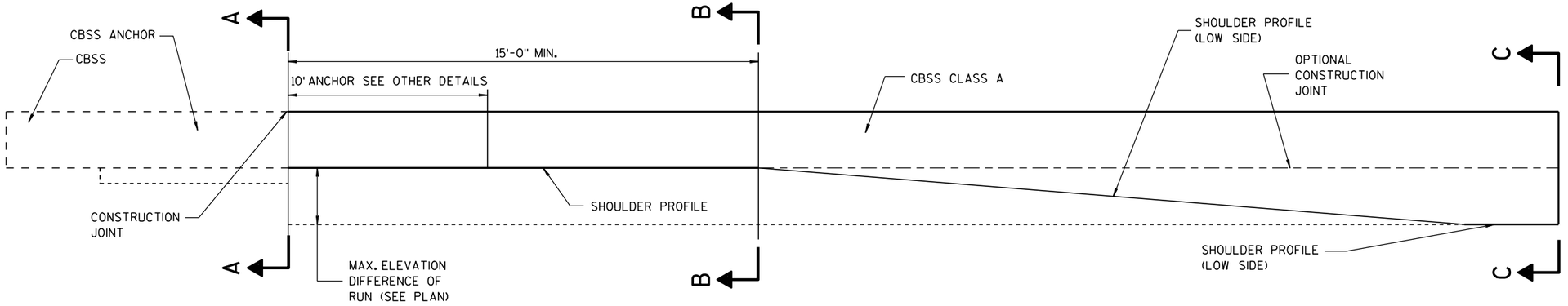
SECTION D-D

BARRIER HEIGHT H INCHES	BAR SIZE	NUMBER OF BARS EACH
32	4	6
36	4	6
42	5	6
56	5	9

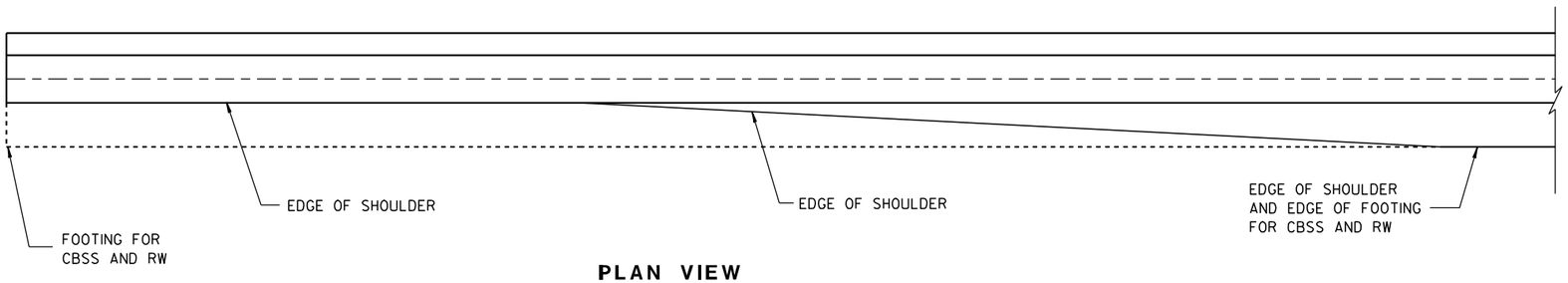
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

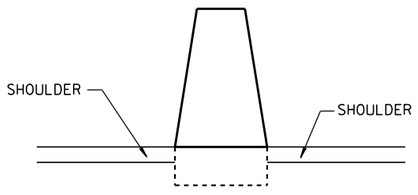
6
S.D.D. 14 B 32-1b



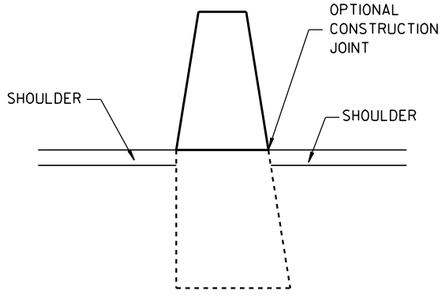
ELEVATION VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



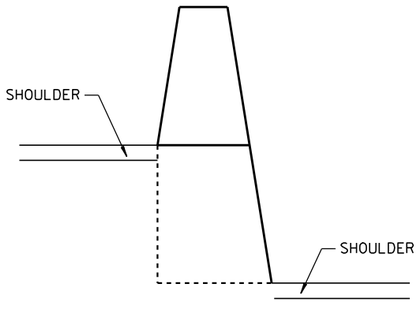
PLAN VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



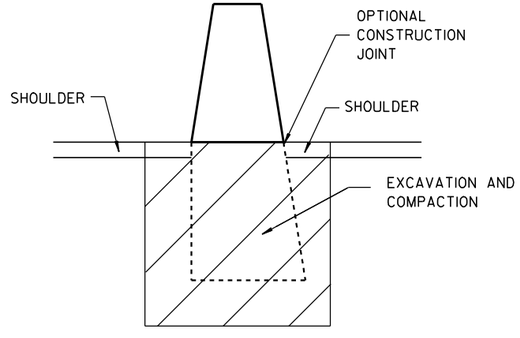
SECTION A-A



SECTION B-B



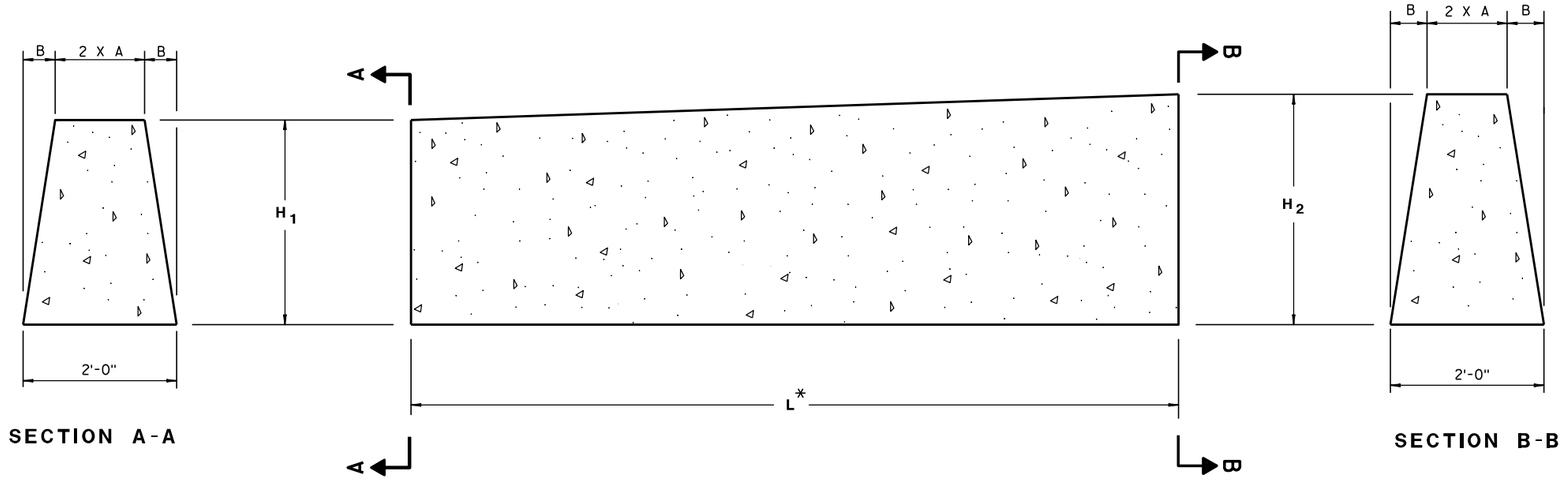
SECTION C-C



CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 32-1c



SECTION A-A

SECTION B-B

DOUBLE COLD JOINT HEIGHT TRANSITION

BARRIER DIMENSIONS

BARRIER HEIGHT INCHES	A INCHES	B INCHES
32	7	5
36	6 1/4	5 3/4
42	5 1/4	6 3/4
56	3	9

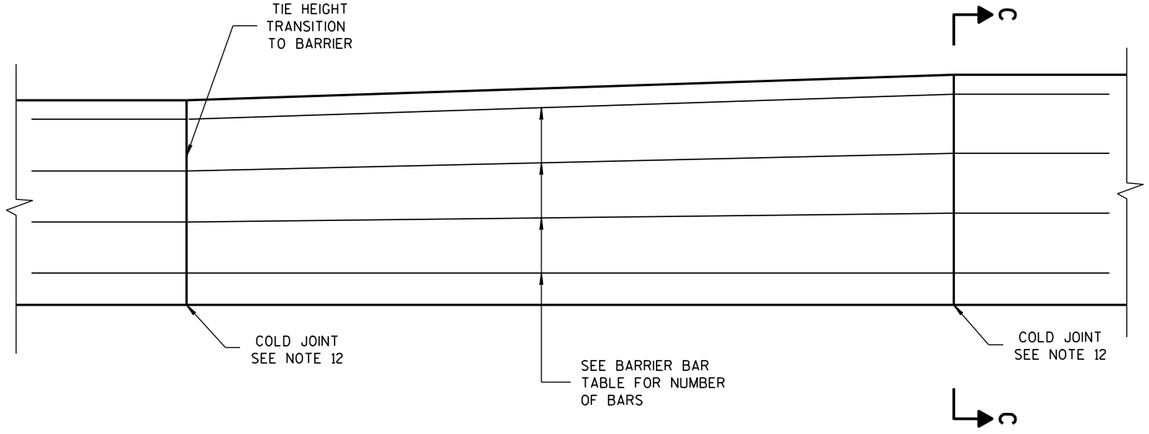
MULTIPLE HEIGHT TRANSITIONS MAY BE USED IN SEQUENCE TO GET TO APPROPRIATE HEIGHT.

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

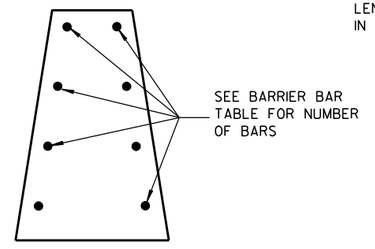
BARRIER BARS

H_1	H_2	L*	NUMBER OF NO. 5 BARS
32"	36"	10'-0"	8
36"	42"	10'-6"	10
42"	56"	24'-6"	11

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.



STEEL REINFORCEMENT DETAIL



SECTION C-C

CONCRETE BARRIER SINGLE SLOPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6-3-2010
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

947

ENT

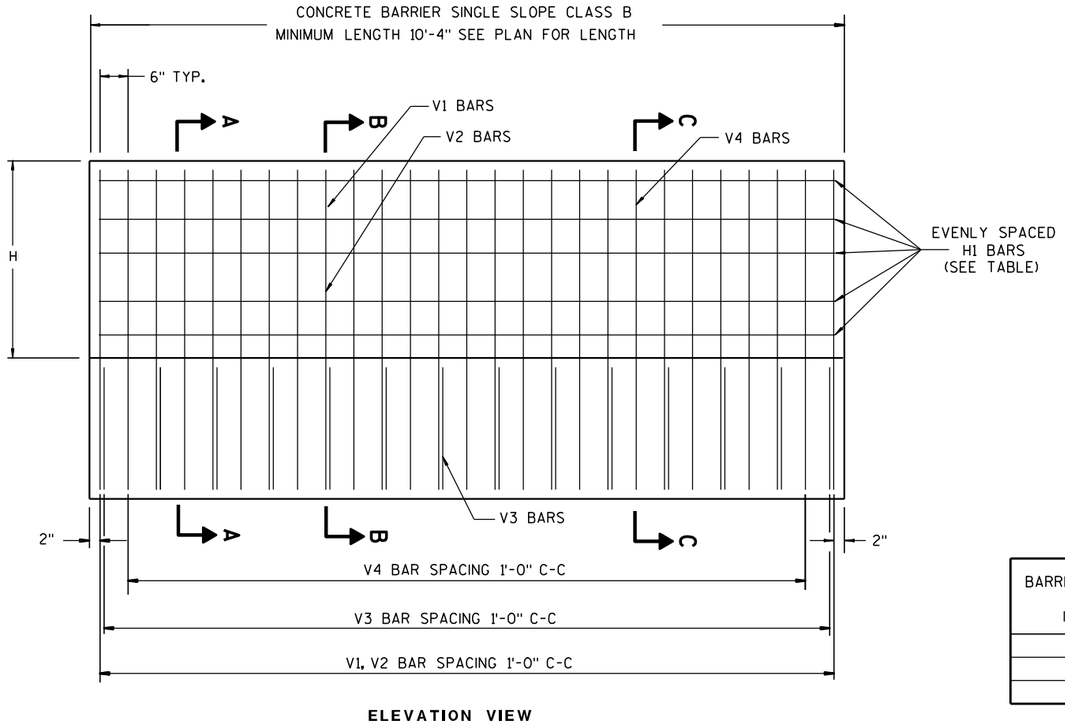
FHWA

6

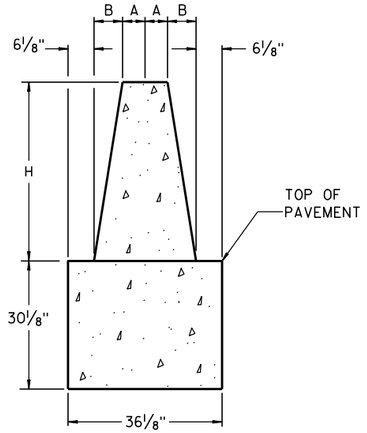
S.D.D. 14 B 32-1d

6

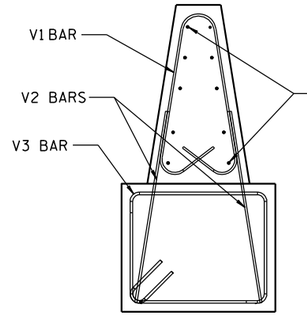
S.D.D. 14 B 32-1d



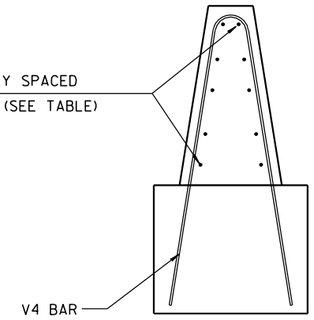
ELEVATION VIEW



SECTION A-A



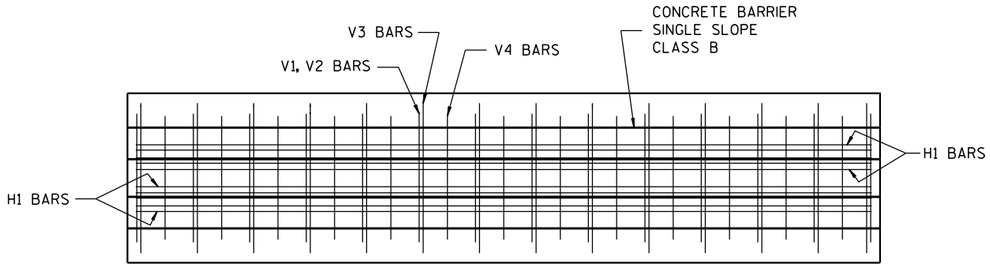
SECTION B-B



SECTION C-C

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF H1 BARS EACH
32	7	5	8
36	6¼	5¾	8
42	5¼	6¾	10

BARRIER HEIGHT H INCHES	V1 BAR		V4 BAR	
	C RAD. INCHES	D INCHES	E RAD. INCHES	F INCHES
32	5⅝	18¾	5½	53¾
36	4¾	23¾	4⅞	58⅜
42	3⅝	30½	3⅝	65⅜



PLAN VIEW

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

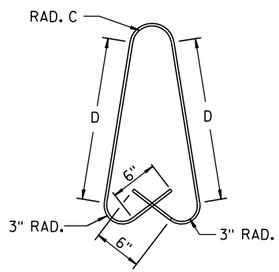
WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.

PAVEMENT AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL

PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.

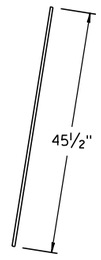
WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.

IF REQUIRED USE THRIE BEAM ANCHOR. NO OTHER ANCHOR REQUIRED.



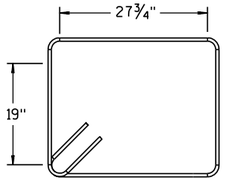
V1 BAR BENDING DETAIL

V1 BARS ARE NO. 4 BARS



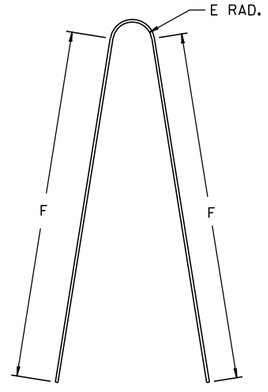
V2 BAR BENDING DETAIL

V2 BARS ARE NO. 5 BARS



V3 BAR BENDING DETAIL

V3 BARS ARE NO. 6 BARS



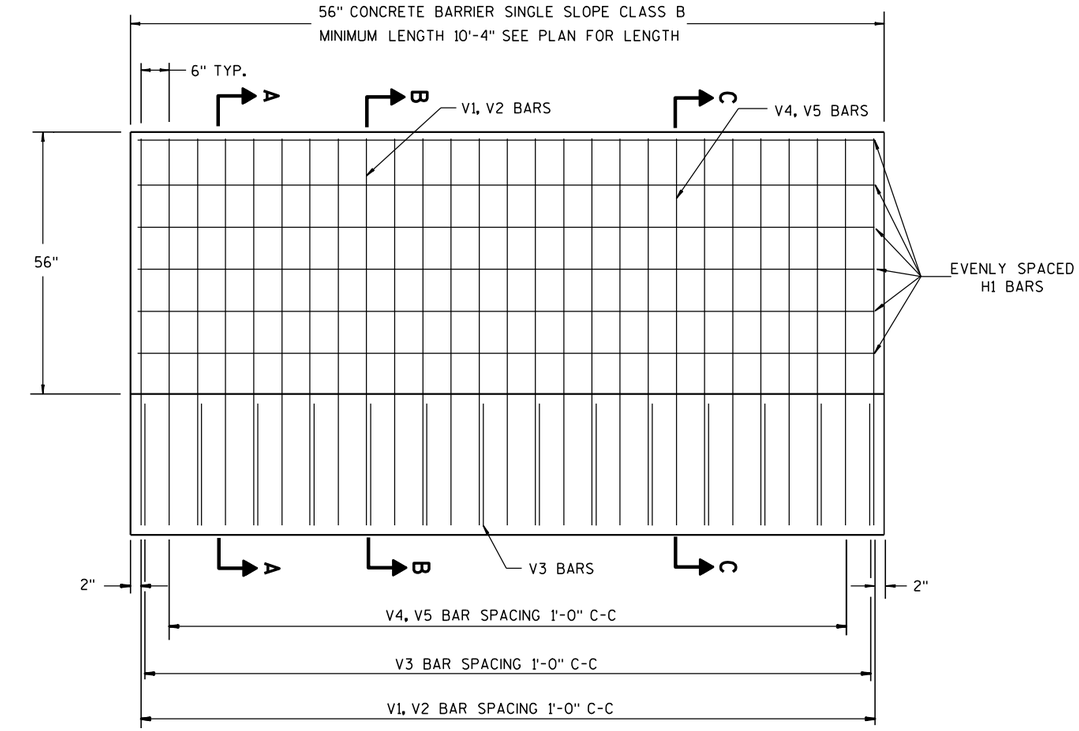
V4 BAR BENDING DETAIL

V4 BARS ARE NO. 6 BARS

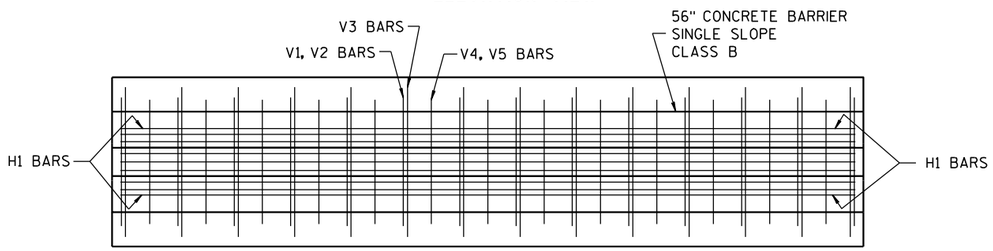
32", 36" & 42"
CONCRETE BARRIER
SINGLE SLOPE CLASS B

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 34-1a



ELEVATION VIEW



PLAN VIEW

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

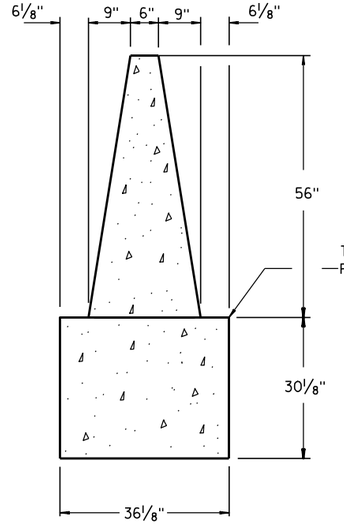
WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.

PAVEMENT AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL

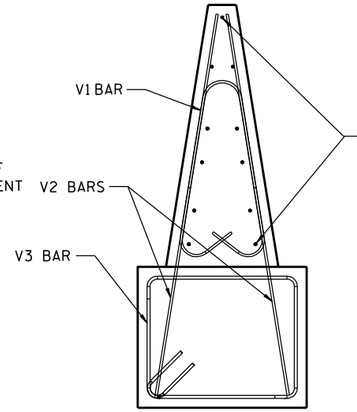
PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.

WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCMENT. LAPS TO BE FIRMLY TIED.

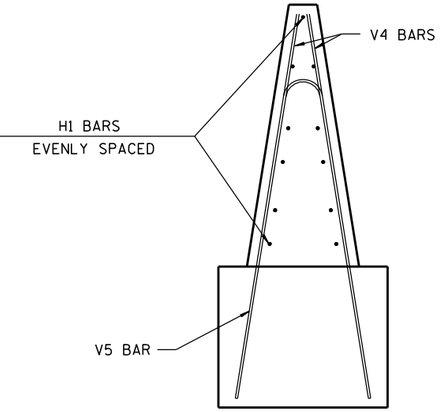
IF REQUIRED USE THRIE BEAM ANCHOR. NO OTHER ANCHOR REQUIRED.



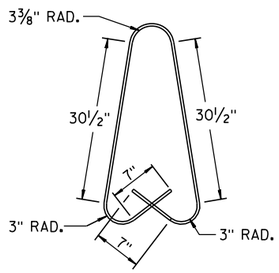
SECTION A-A



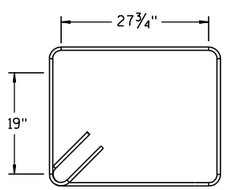
SECTION B-B



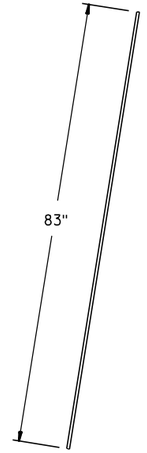
SECTION C-C



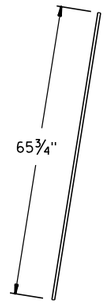
V1 BAR BENDING DETAIL
V1 BARS ARE NO. 4 BARS



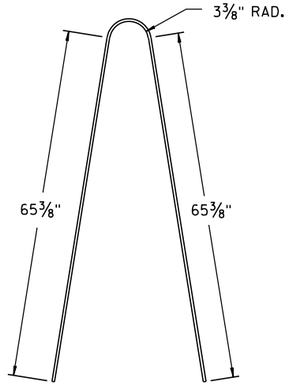
V3 BAR BENDING DETAIL
V3 BARS ARE NO. 6 BARS



V2 BAR BENDING DETAIL
V2 BARS ARE NO. 5 BARS



V4 BAR BENDING DETAIL
V4 BARS ARE NO. 5 BARS



V5 BAR BENDING DETAIL
V4 BARS ARE NO. 6 BARS

56" CONCRETE BARRIER SINGLE SLOPE CLASS B

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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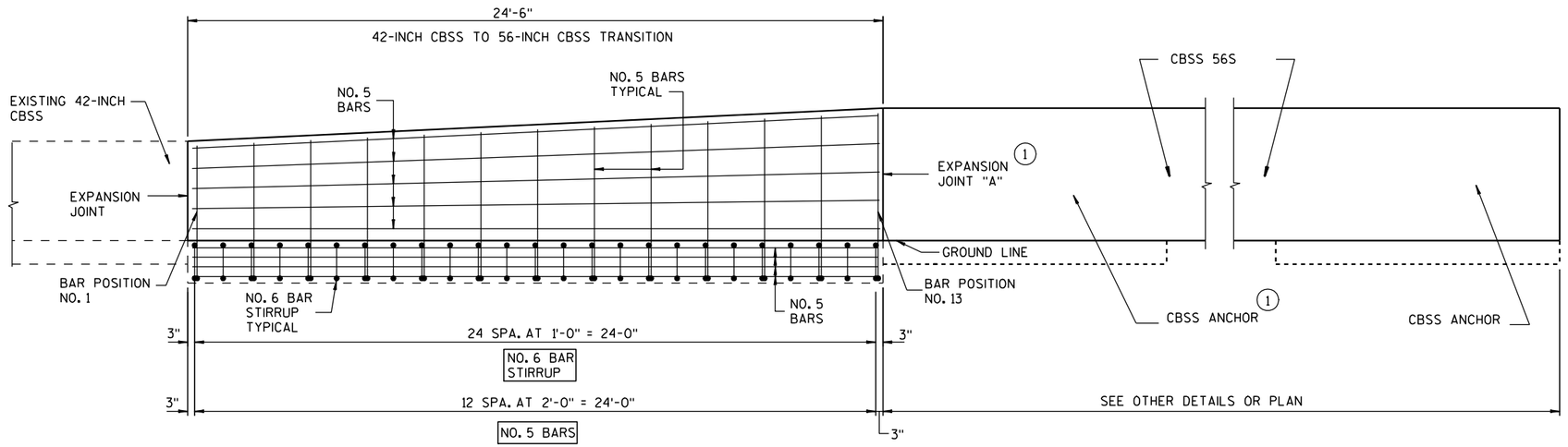
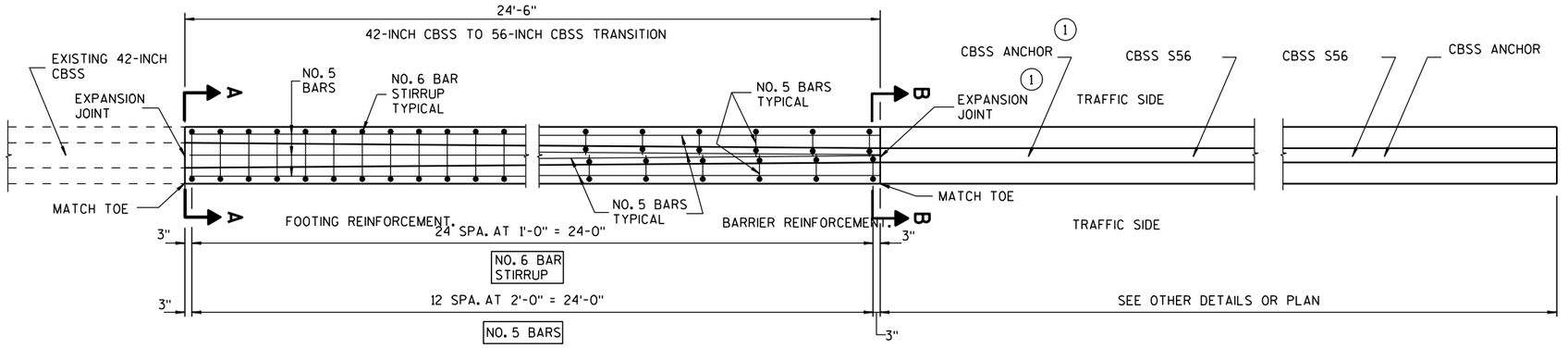
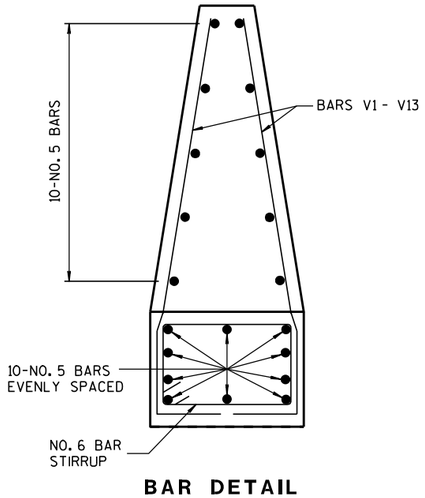
S.D.D. 14 B 34-1b



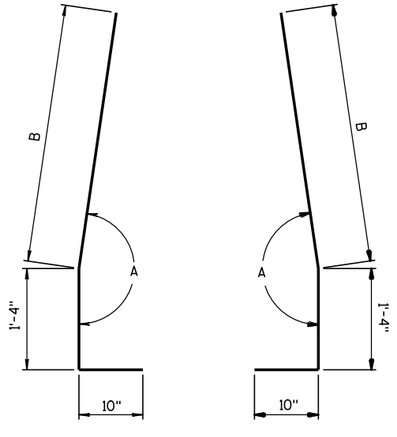
ELEVATION VIEW



PLAN VIEW



BAR DETAIL
BAR POSITION NO. 1 - NO. 13



BAR BENDING DETAIL
FOR BARS V1 - V13

BAR CHART SECTIONS V1 - V13

BAR	A	B
V1	170°-50'	3'-4½"
V2	170°-50'	3'-6"
V3	170°-55'	3'-7"
V4	171°	3'-8"
V5	170°-55'	3'-9½"
V6	170°-50'	3'-10½"
V7	170°-50'	3'-11½"

BAR	A	B
V8	170°-55'	4'-0½"
V9	170°-50'	4'-2"
V10	170°-50'	4'-3"
V11	170°-50'	4'-4½"
V12	170°-55'	4'-5½"
V13	170°-50'	4'-6½"

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

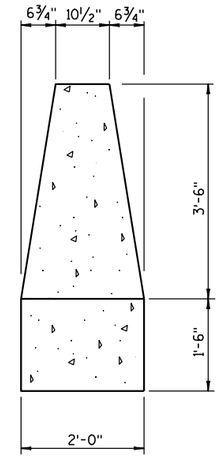
4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

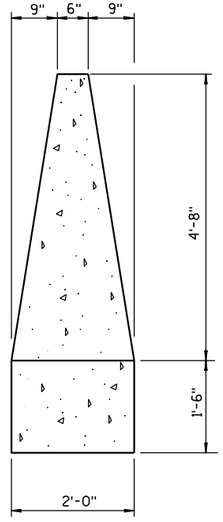
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

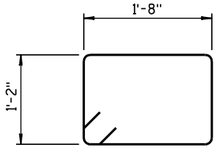
(1) EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD-JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD-JOINT IS USED ANCHOR NOT REQUIRED.



SECTION A-A



SECTION B-B



STIRRUP BAR
BENDING DETAIL

42-INCH SINGLE SLOPE CONCRETE BARRIER TO 56-INCH SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-3-2010 DATE
/S/ Jerry H. Zaa
ROADWAY STANDARDS ENGINEER
950 ENT
FHWA

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S.D.D. 14 B 39-1e

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S.D.D. 14 B 39-1e

GENERAL NOTES

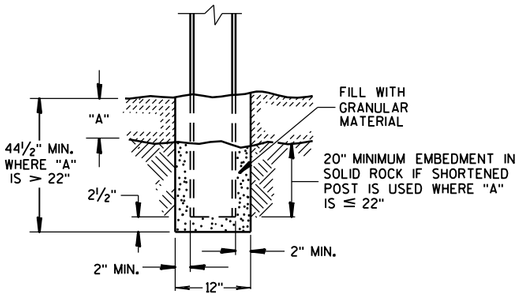
1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

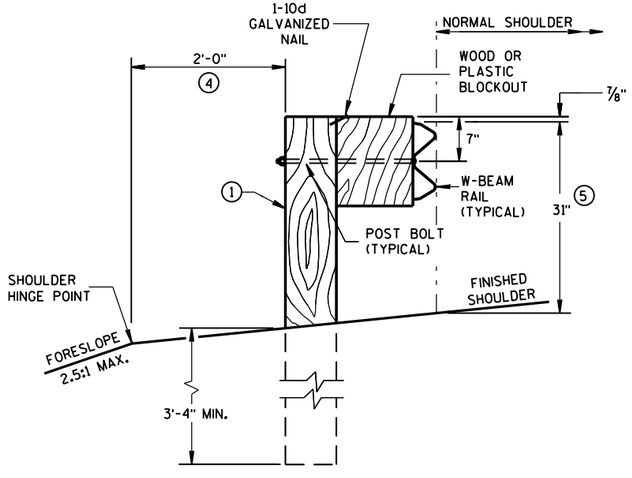
3. IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

4. WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

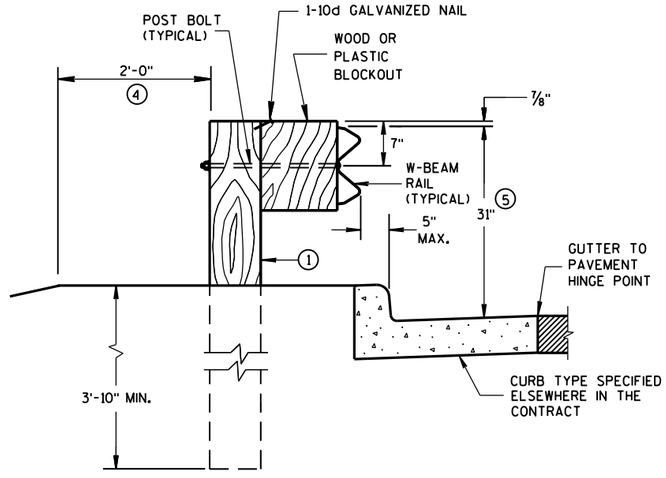
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".



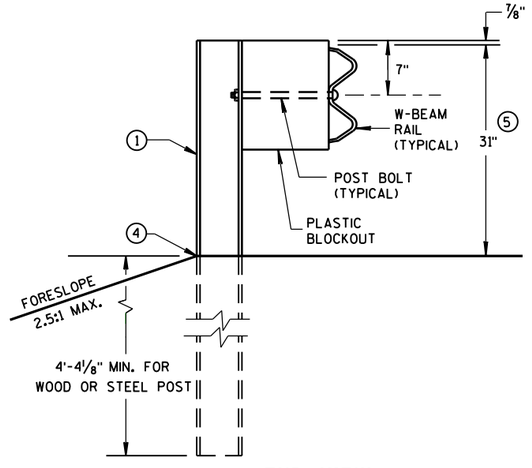
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



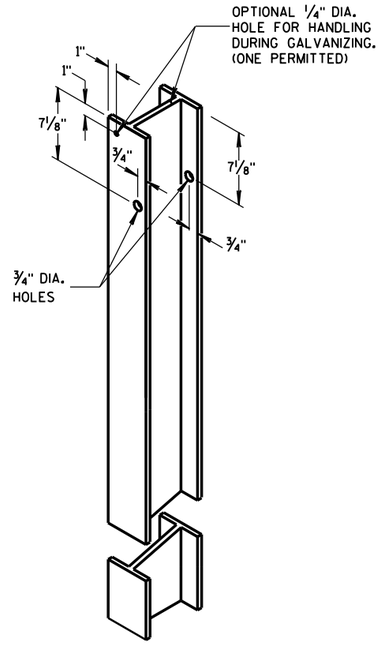
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



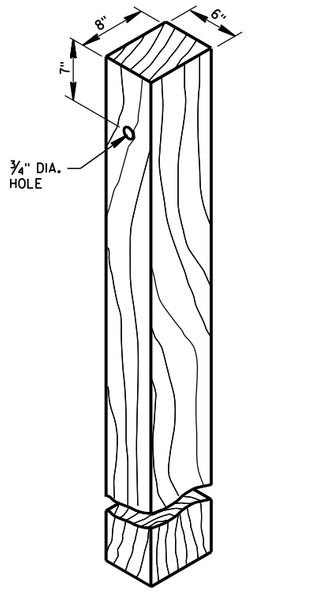
END VIEW
LOCATED ALONG A CURBED ROADWAY



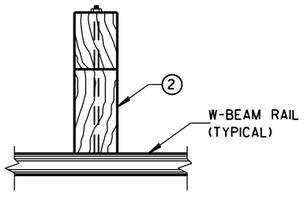
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



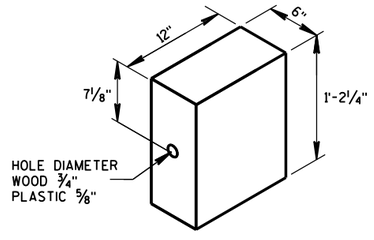
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



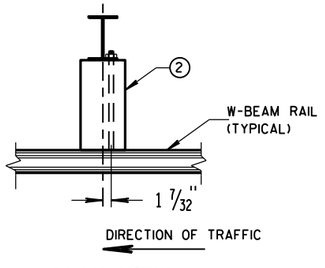
WOOD POST
(6" X 8") NOMINAL (1)



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 TRANSPO

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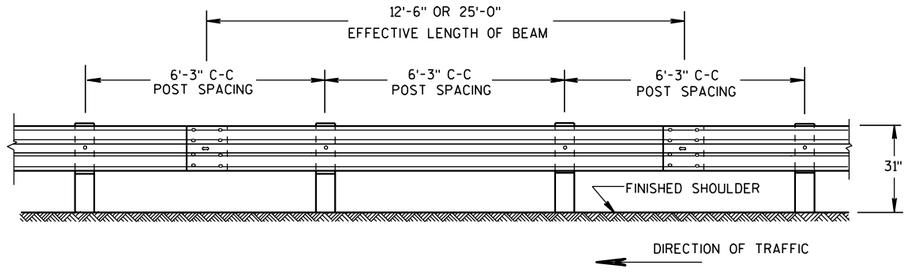
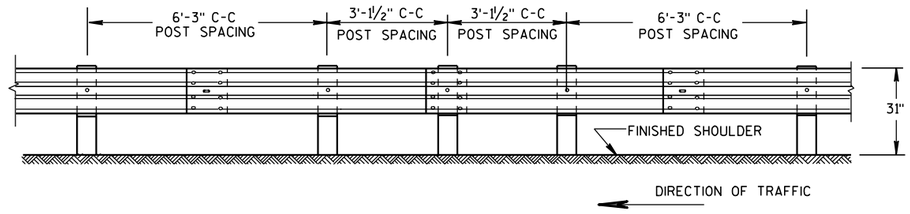


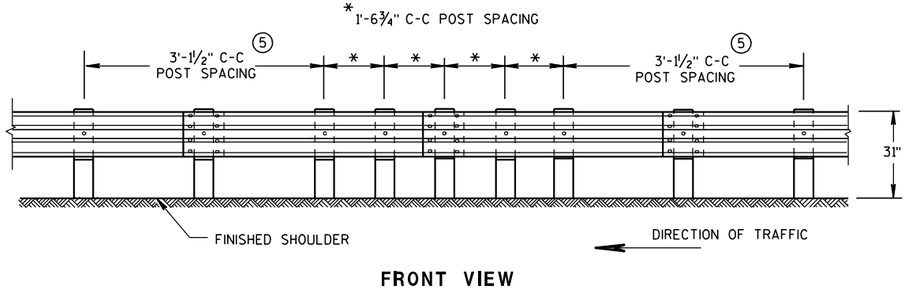
FRONT VIEW

POST SPACING STANDARD INSTALLATION



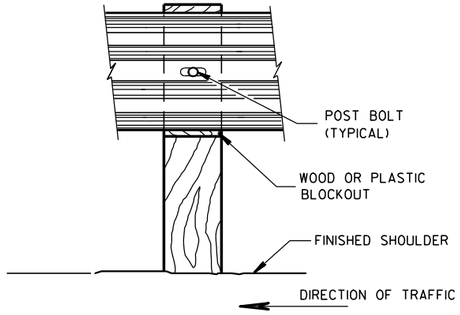
FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

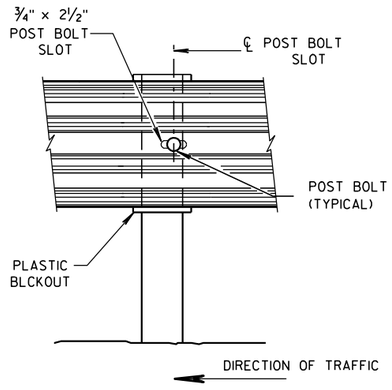


FRONT VIEW

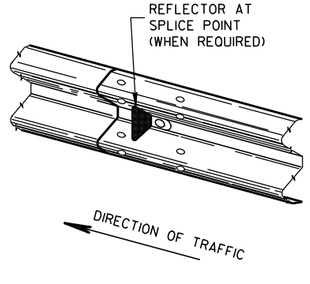
QUARTER POST SPACING (QS)

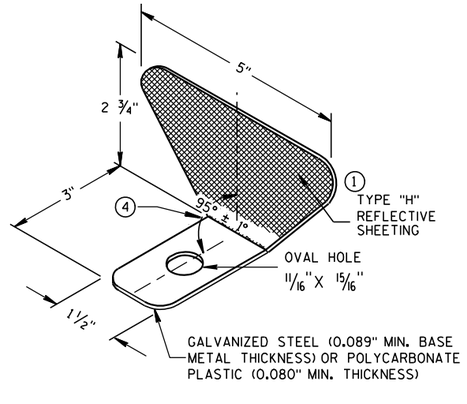


FRONT VIEW AT WOOD POST

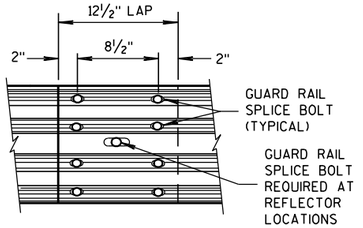


FRONT VIEW AT STEEL POST



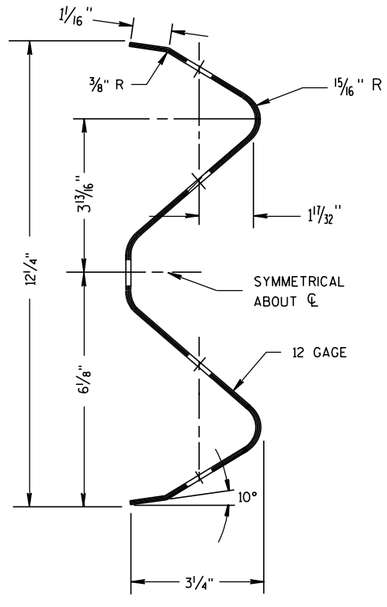


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ①



FRONT VIEW

MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL

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 ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

REFLECTOR SPACING ②

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 ③ 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 ④ 2	3

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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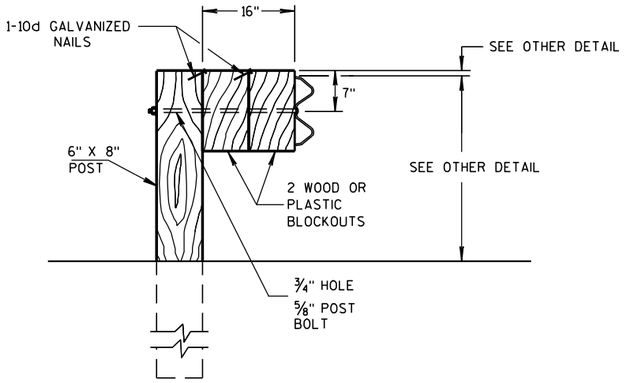
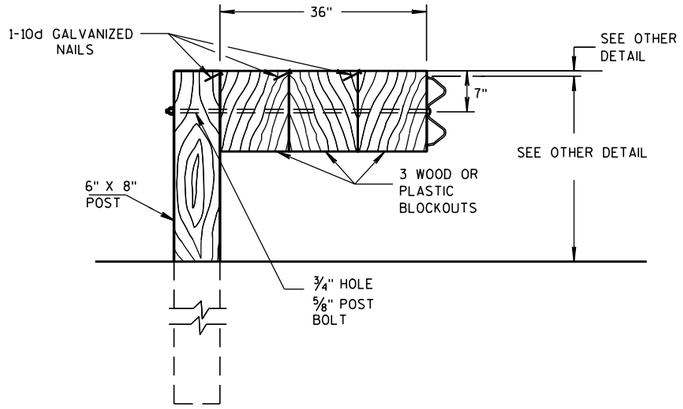


DETAIL FOR 16" BLOCKOUT DEPTH

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.

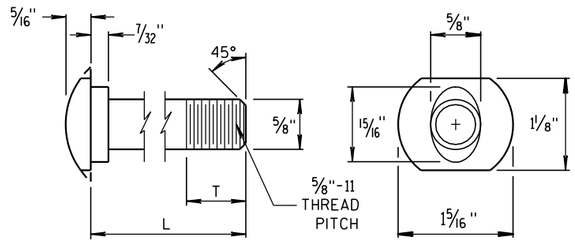


DETAIL FOR 36" BLOCKOUT DEPTH

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.

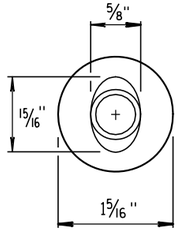
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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.

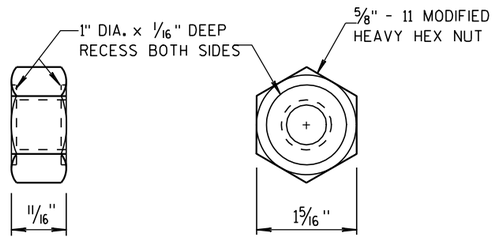


POST BOLT TABLE

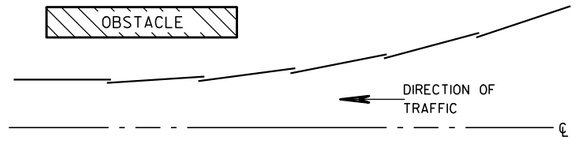
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

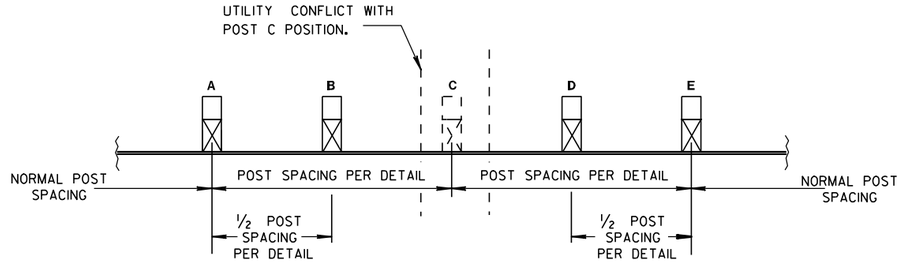


POST BOLT AND RECESS NUT

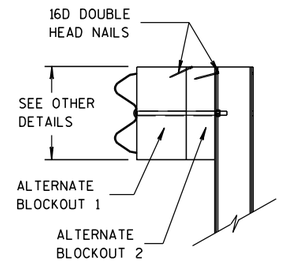


PLAN VIEW

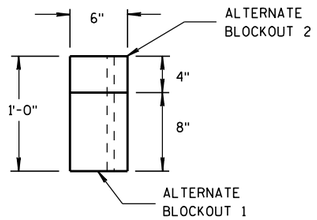
BEAM LAPPING DETAIL



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

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FHWA

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S.D.D. 14 B 42-2c

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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.

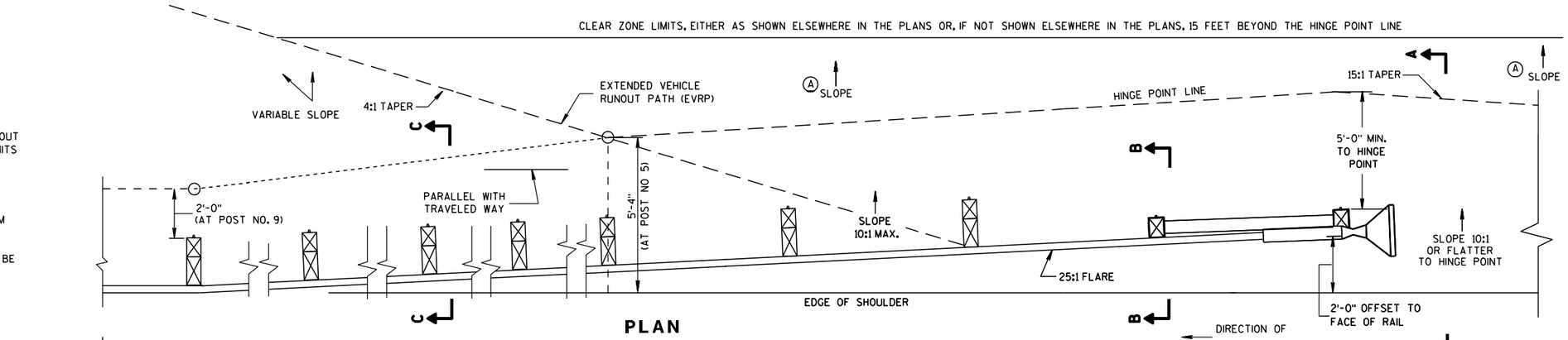
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

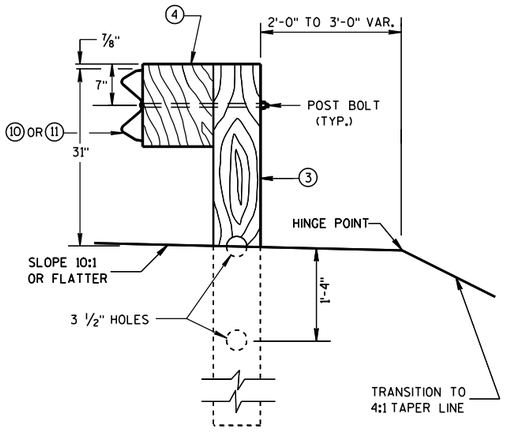
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

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.

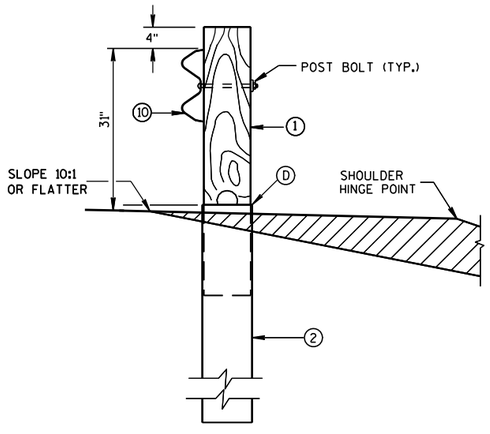
THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE (± ¾")



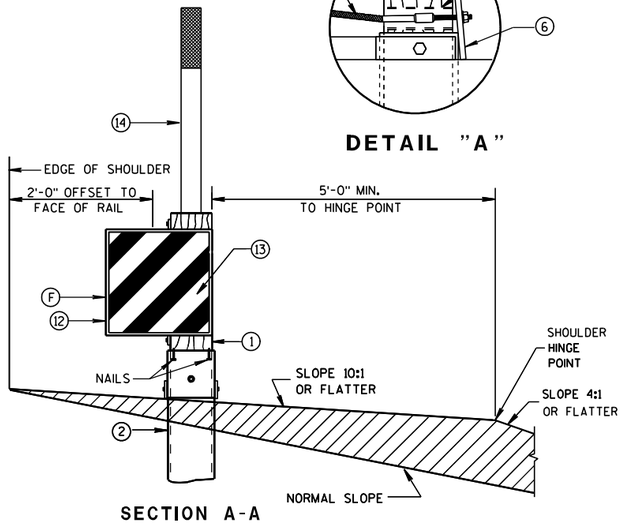
ELEVATION



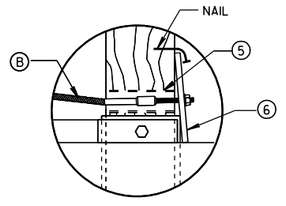
SECTION C-C
TYPICAL AT POST NOS. 3-9



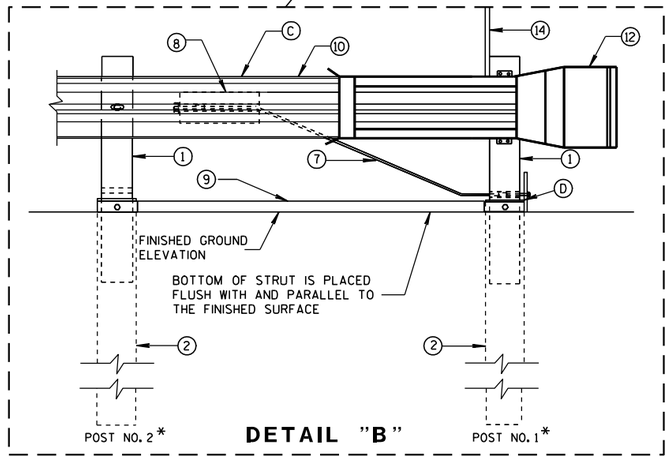
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



DETAIL "B"

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

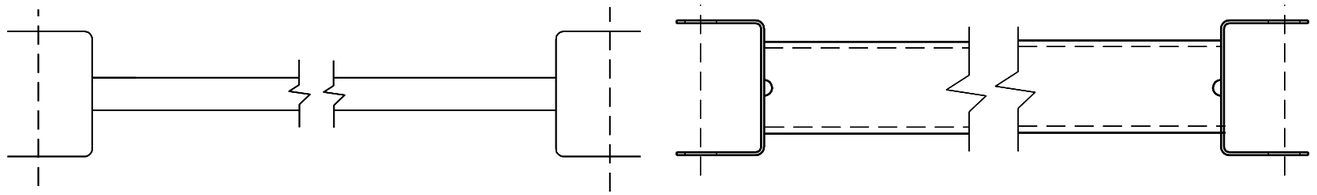
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 44-1a

6

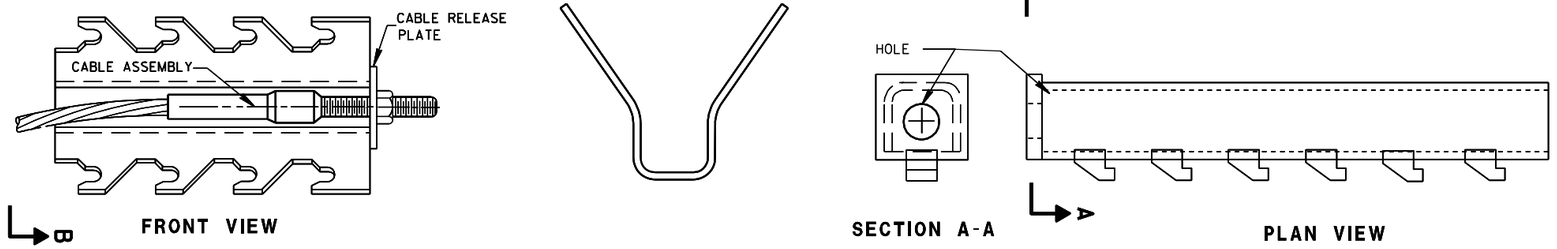
S.D.D. 14 B 44-1a



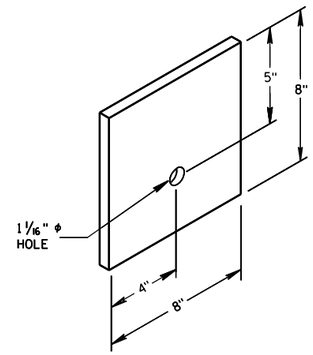
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE H (ONLY THE SHEETING IS SUPPLIED BY THE MANUFACTURER)
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)



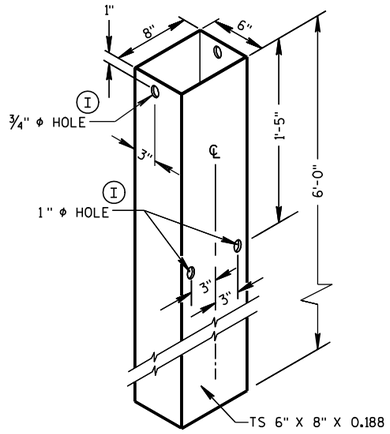
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

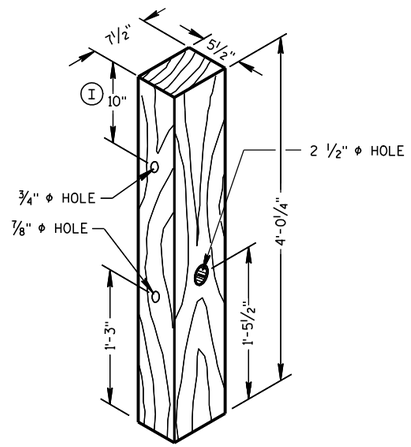
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 44-1b

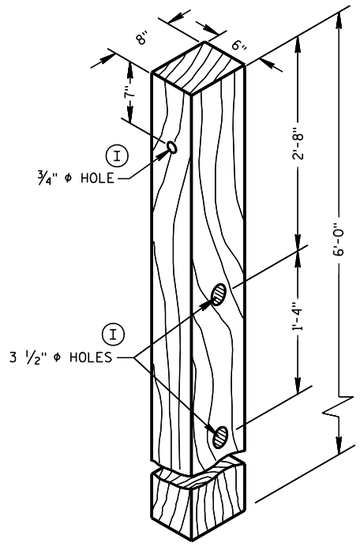


FOUNDATION TUBE (2)



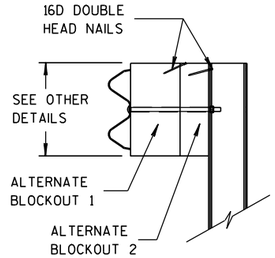
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

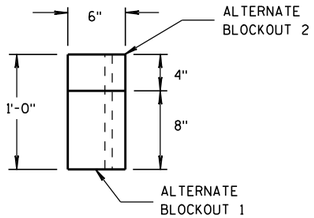


POSTS NUMBER 3-9

WOOD CRT POST (3)

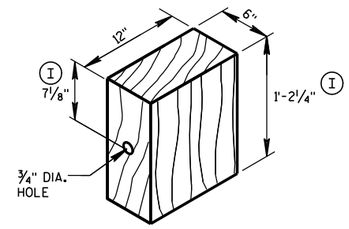


SIDE VIEW



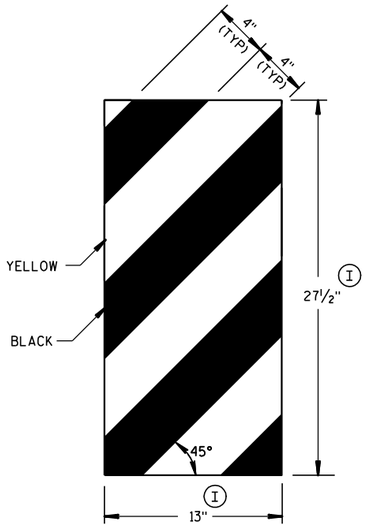
TOP VIEW

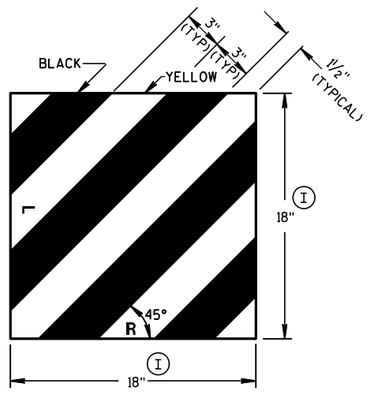
ALTERNATE WOOD BLOCKOUT DETAIL



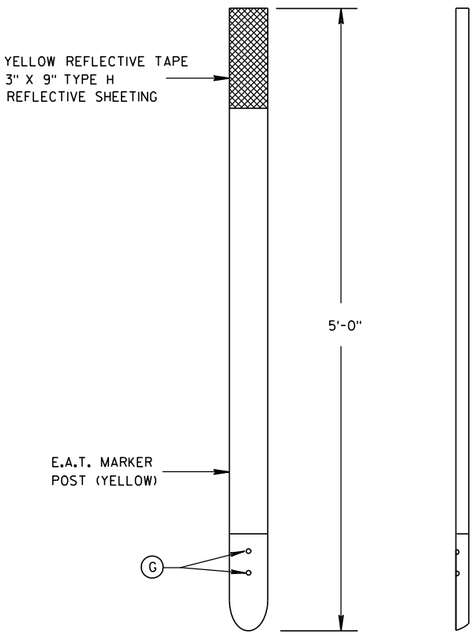
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



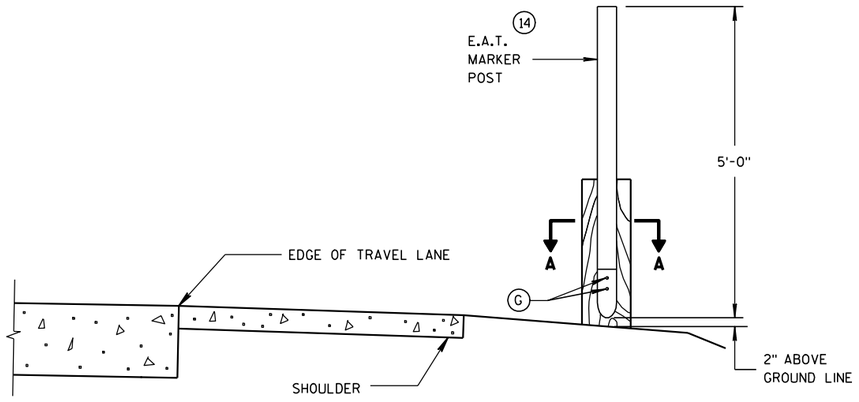


GENERIC REFLECTIVE SHEETING (13) (H)



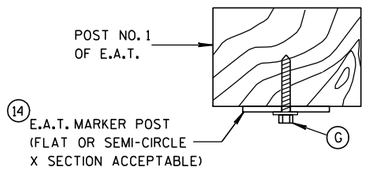
FRONT VIEW **SIDE VIEW**

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

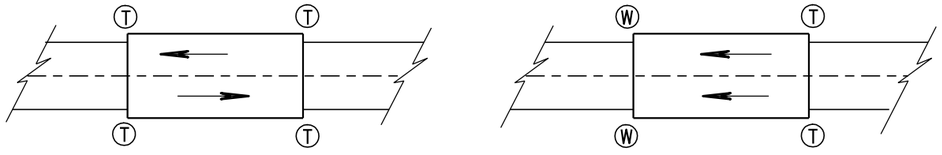
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/2011
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS 956
ENGINEER
FHWA

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

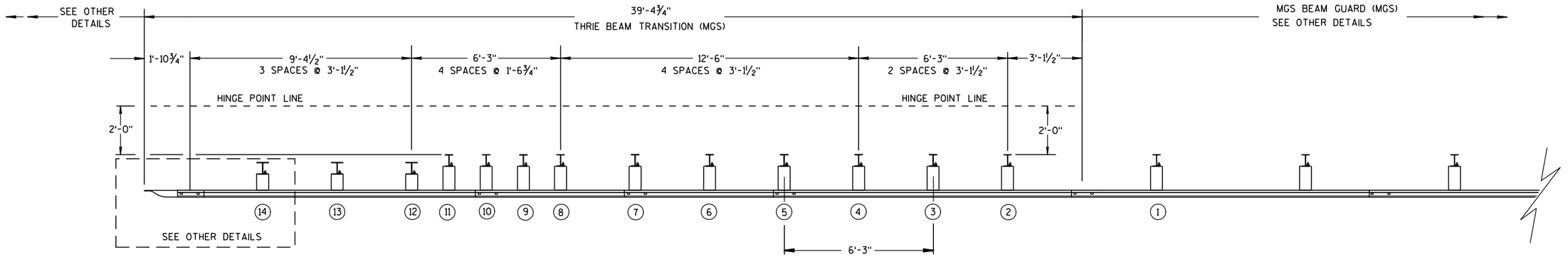
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

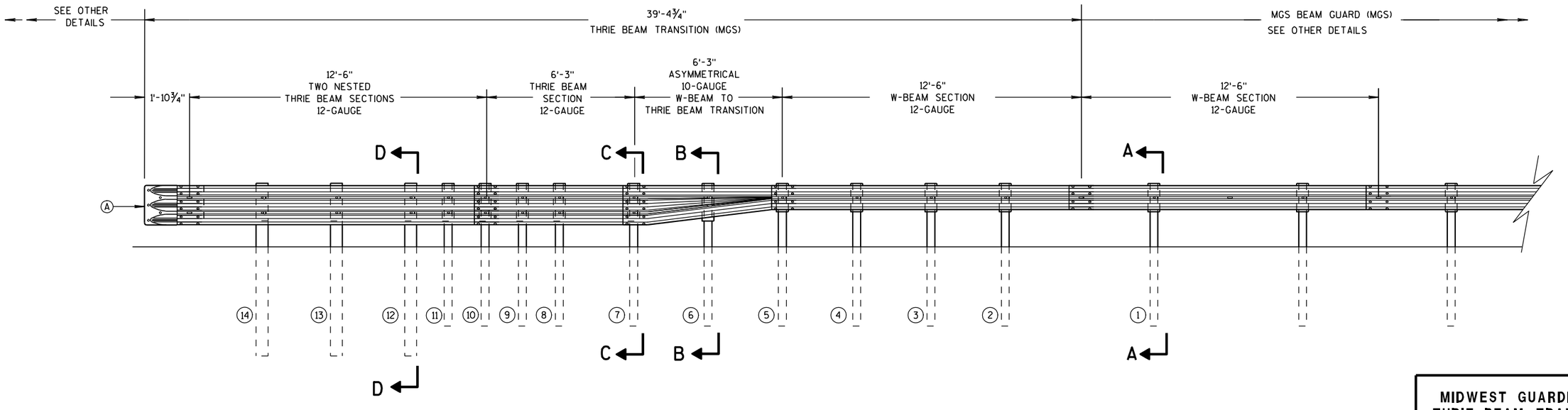
TRANSITION USES STEEL POSTS ONLY.

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

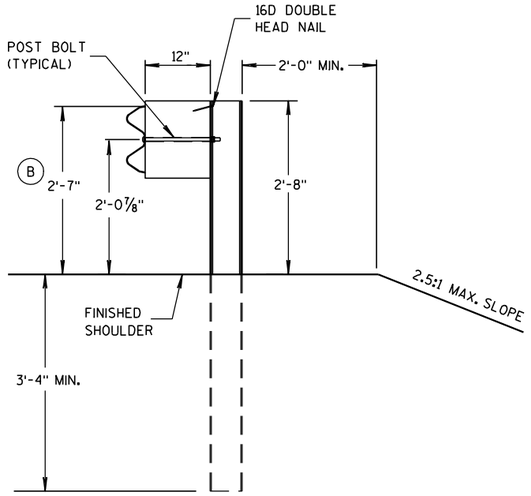
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 45-3a

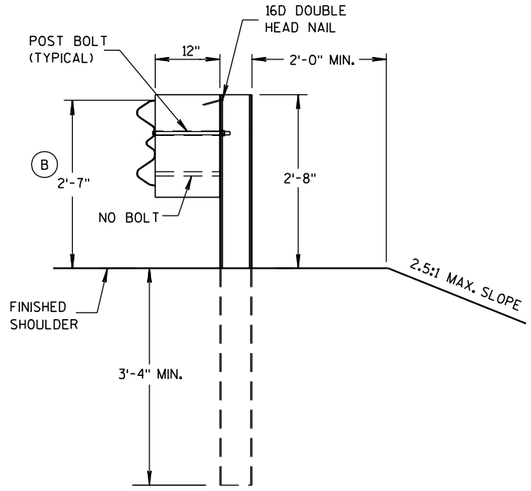
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



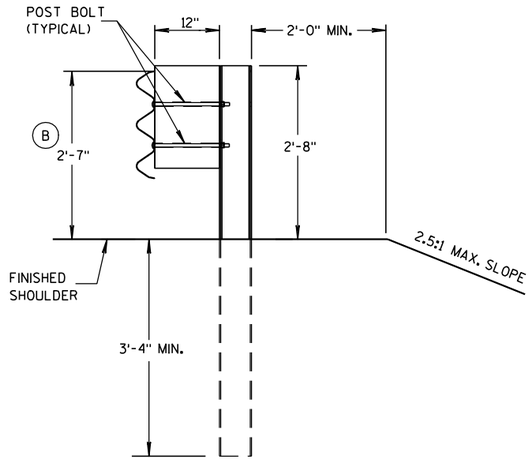
SECTION A-A

POSTS 1-5



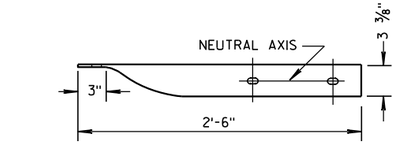
SECTION B-B

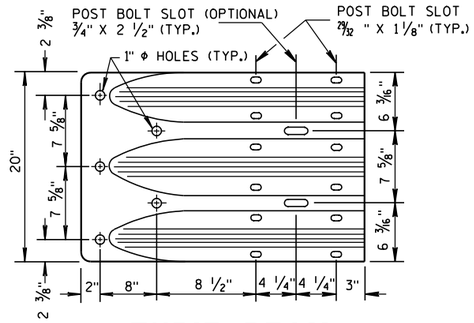
POST 6



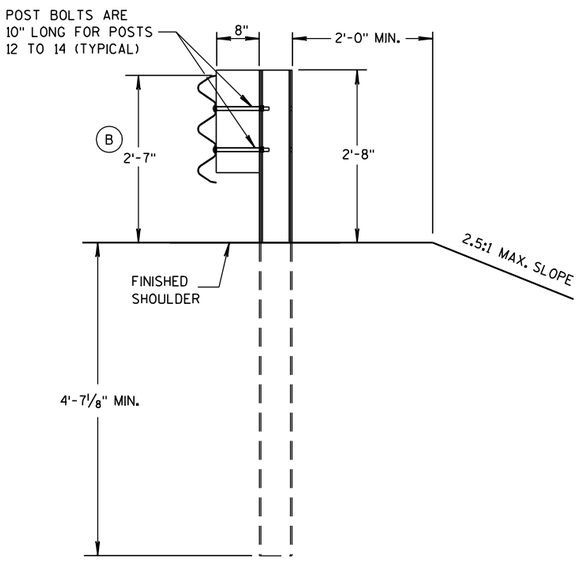
SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-14

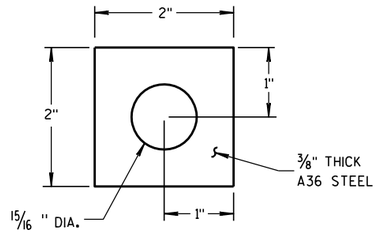
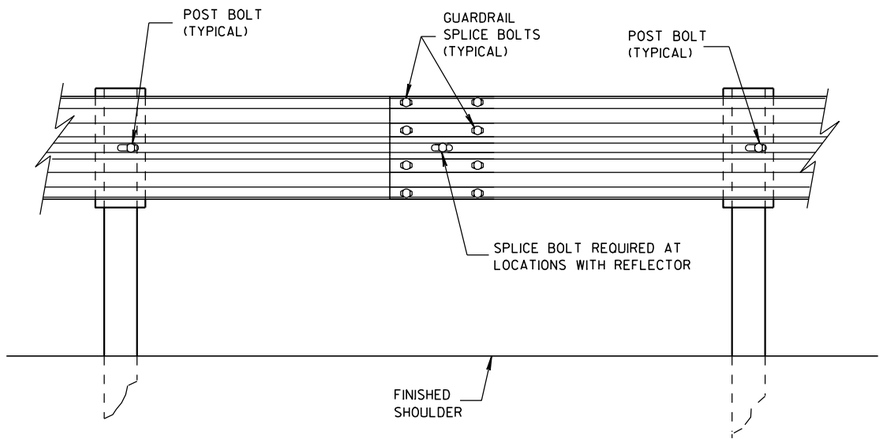
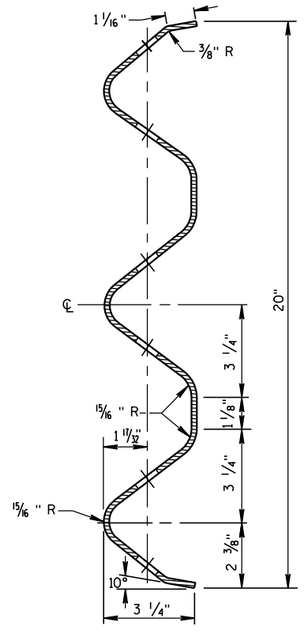


PLATE WASHER DETAIL



SPLICE DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

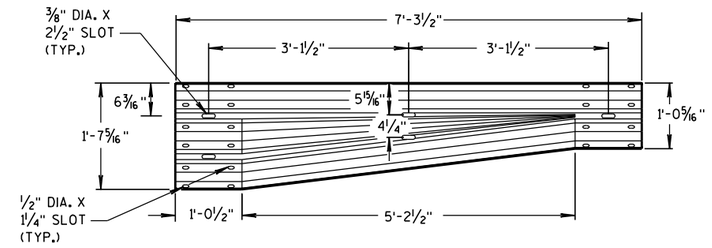
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

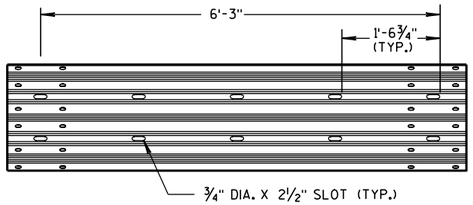
S.D.D. 14 B 45-3b

6

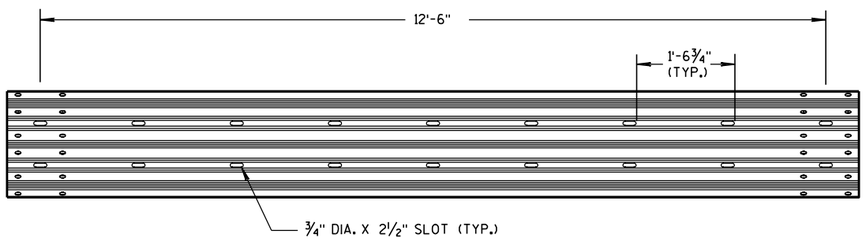
S.D.D. 14 B 45-3b



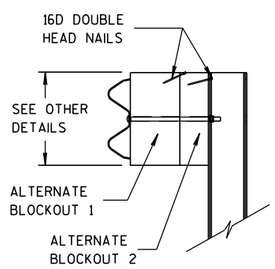
W-BEAM TO THRIE BEAM TRANSITION SECTION



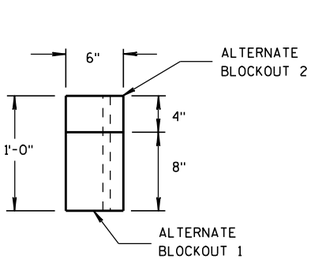
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

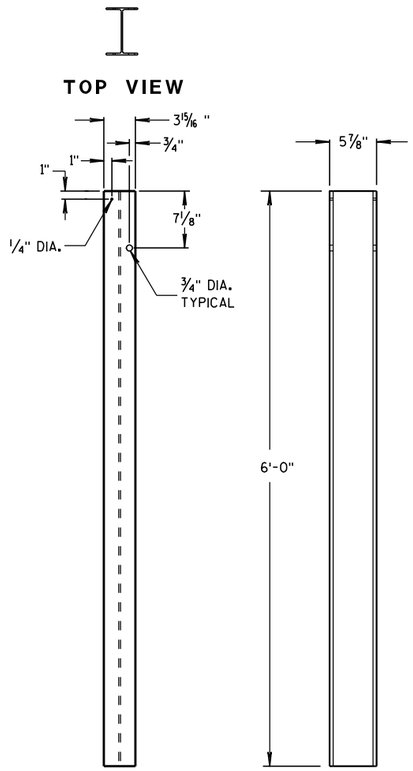


SIDE VIEW

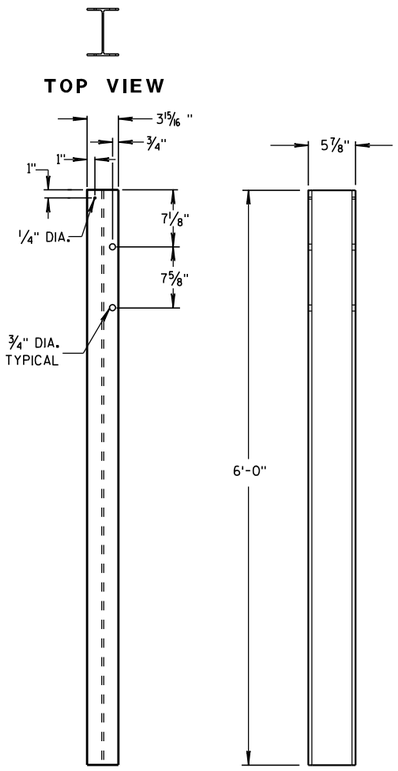


TOP VIEW

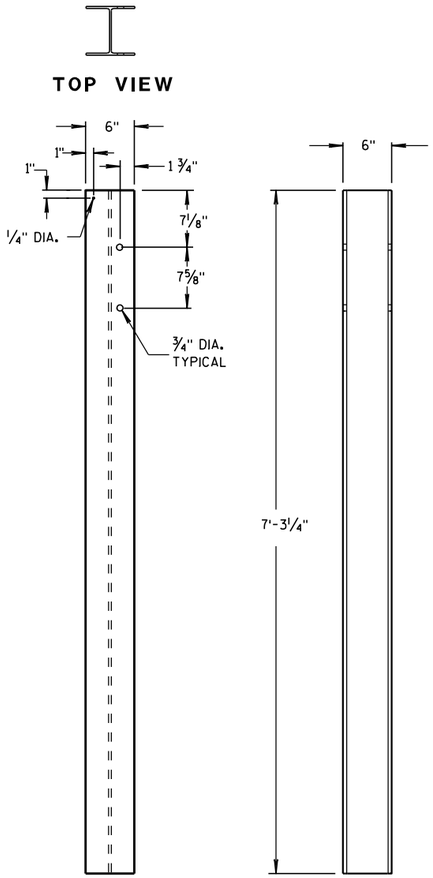
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

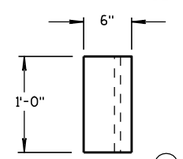


STEEL POSTS 6-11

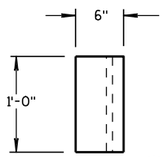


STEEL POSTS 12-14

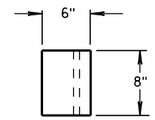
1 WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



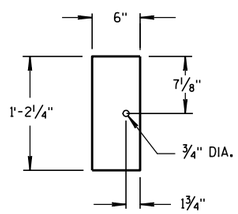
TOP VIEW (1)



TOP VIEW (1)

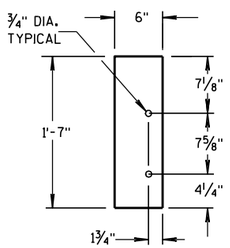


TOP VIEW



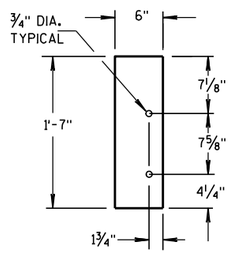
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

BLOCKOUT POSTS 12-14

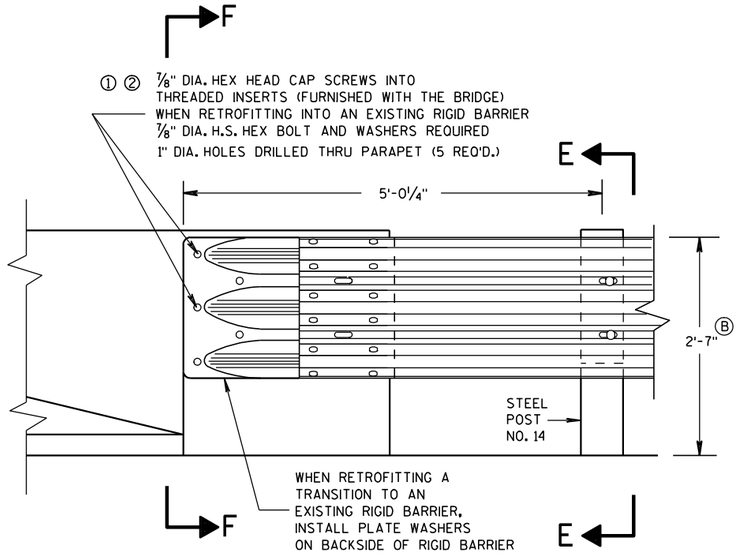
STEEL POST SIZES

POST NUMBER	SECTION TYPE	LENGTH
1	W6x9	72"
2	W6x9	72"
3	W6x9	72"
4	W6x9	72"
5	W6x9	72"
6	W6x9	72"
7	W6x9	72"
8	W6x9	72"
9	W6x9	72"
10	W6x9	72"
11	W6x9	72"
12	W6x15	87 1/8"
13	W6x15	87 1/8"
14	W6x15	87 1/8"

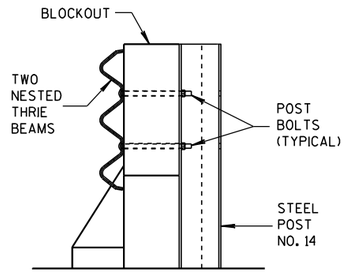
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 45-3c



FRONT VIEW



SECTION E-E

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

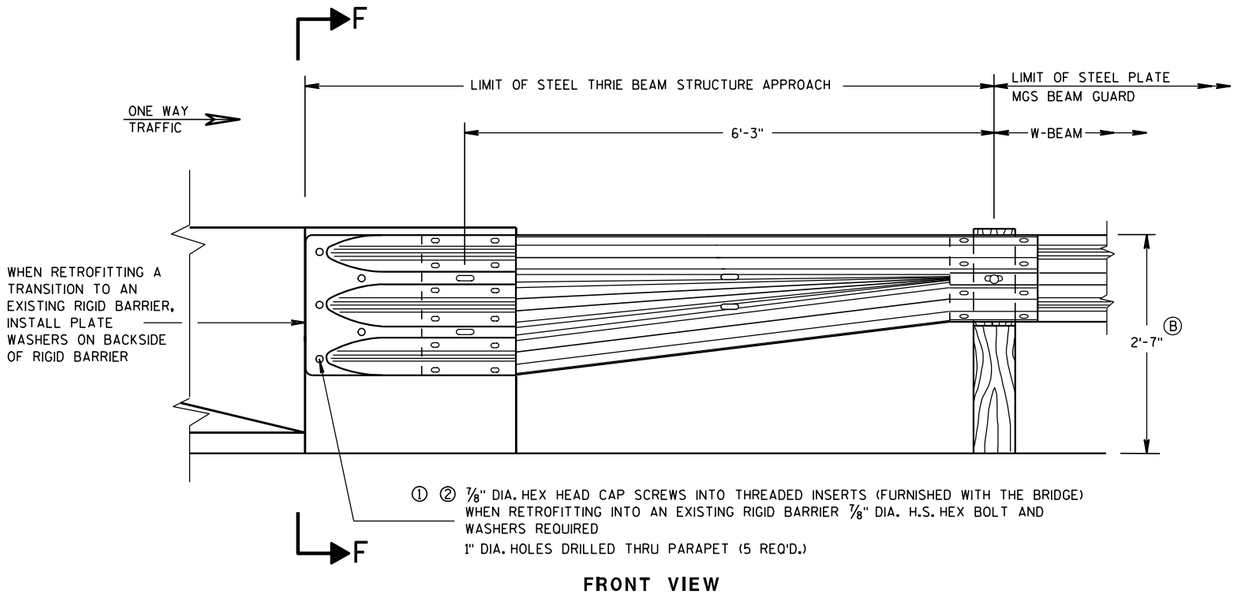
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

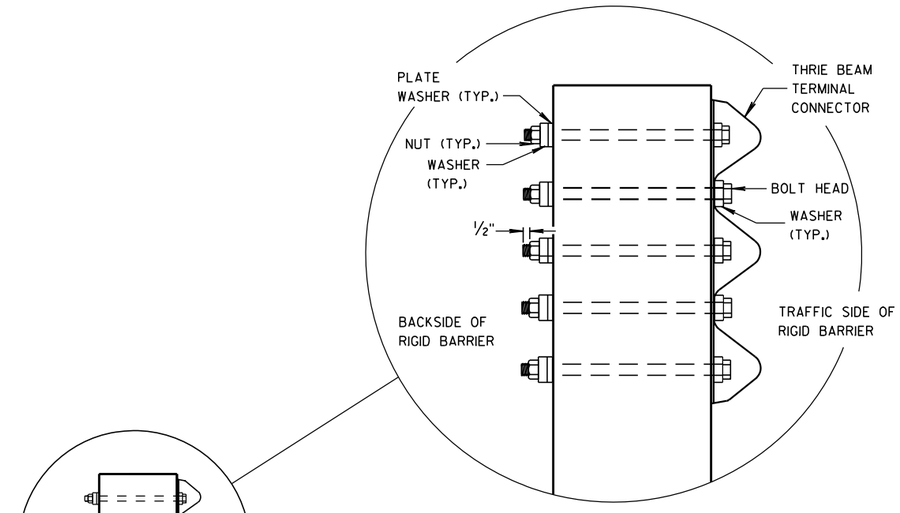
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

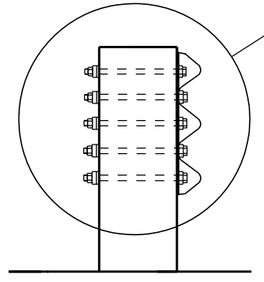
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



FRONT VIEW





SECTION F-F

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. [illegible] — ROADWAY STANDARDS (960) — 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.

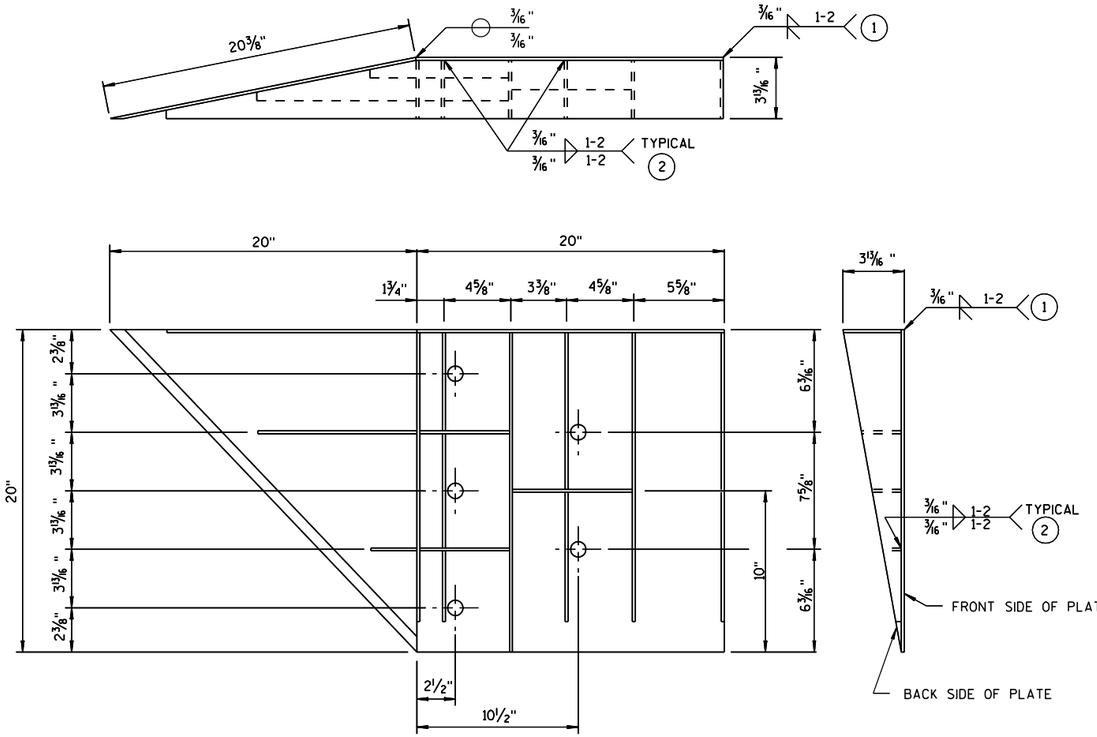
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

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)

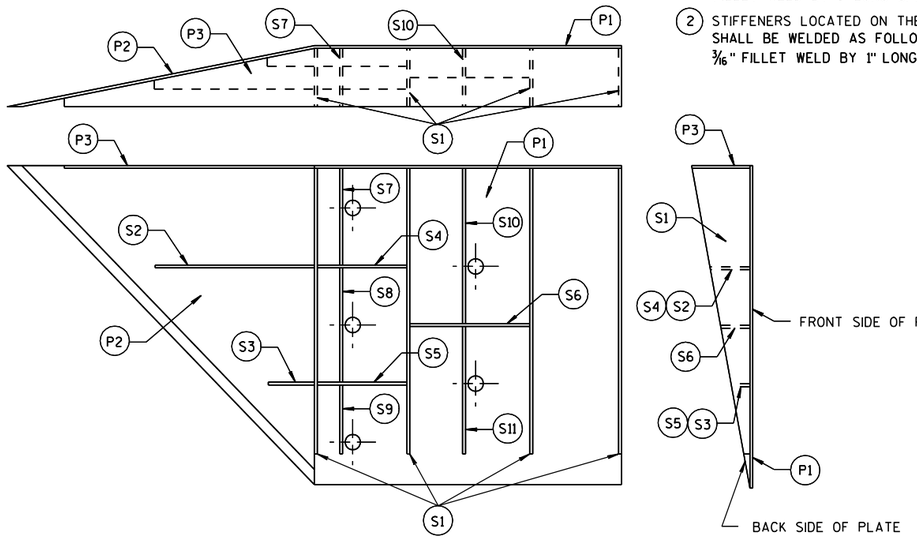


PLATE AND STIFFENER IDENTIFICATION

(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

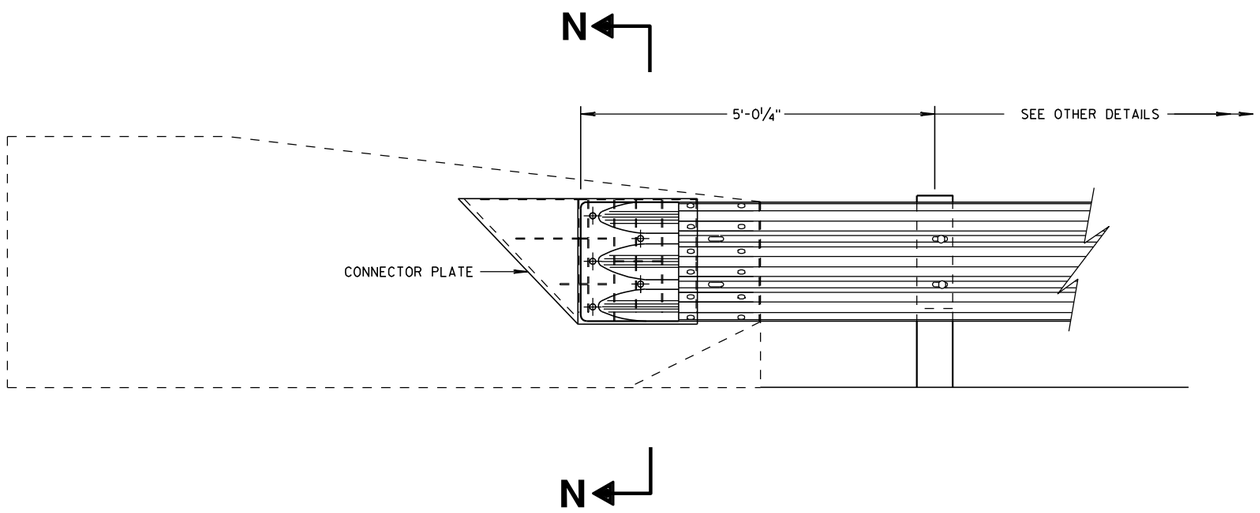
APPROVED
8/31/2012 DATE
/S/ Jerry H ---- ROADWAY STANDARDS ENGINEER
961 ...MENT
FHWA

6

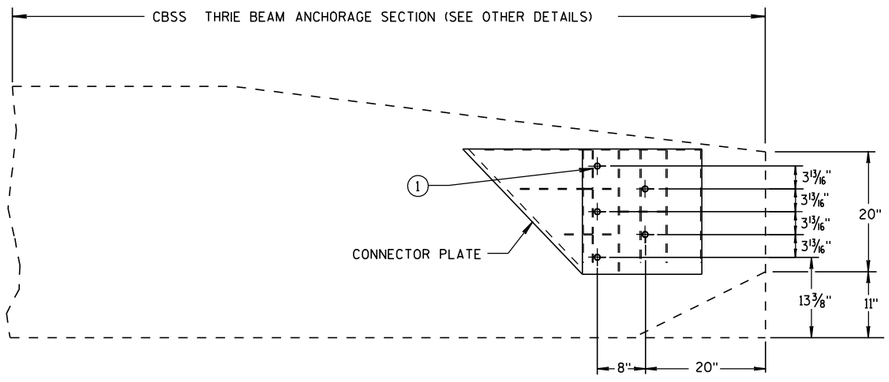
S.D.D. 14 B 45-3i

6

S.D.D. 14 B 45-3i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

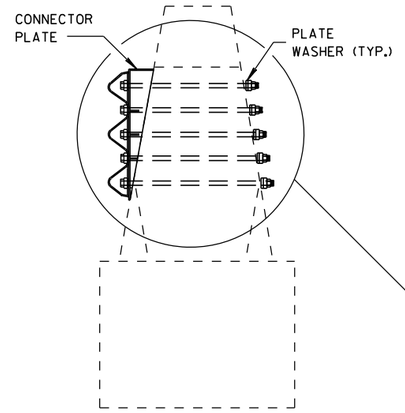


SINGLE SLOPE CONNECTION PLATE PLACEMENT

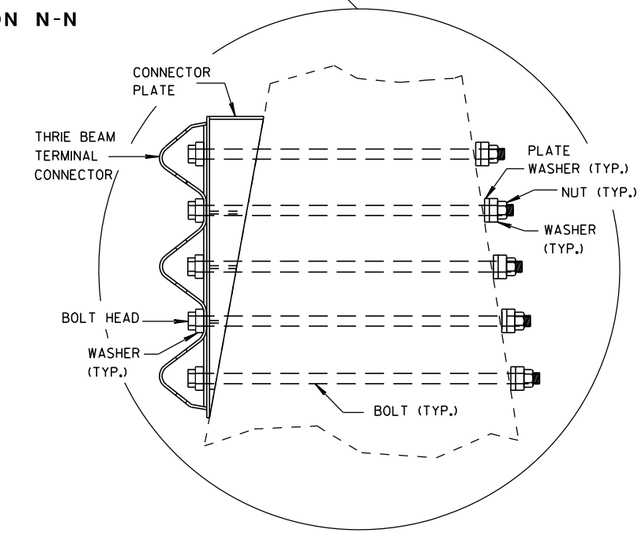
GENERAL NOTES

CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

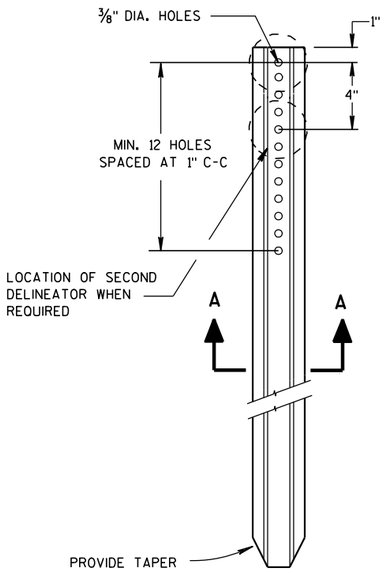
FHWA

6

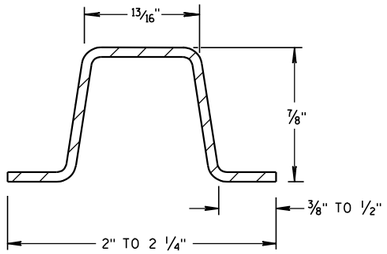
S.D.D. 14 B 45-3j

6

S.D.D. 14 B 45-3j

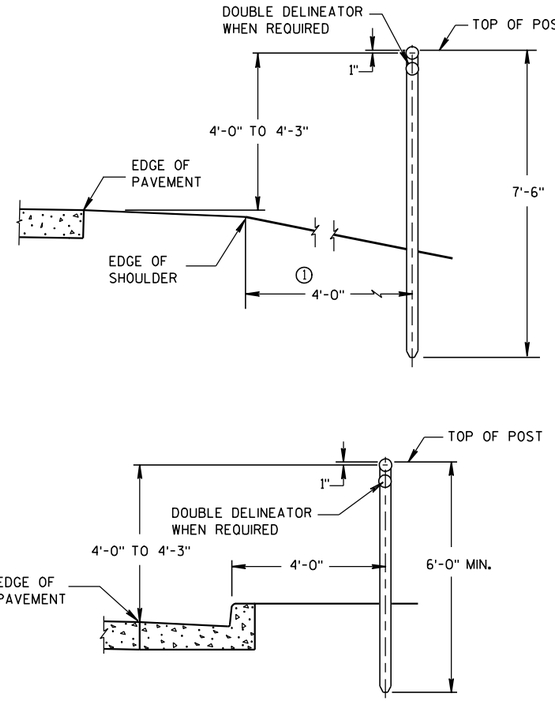


DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.

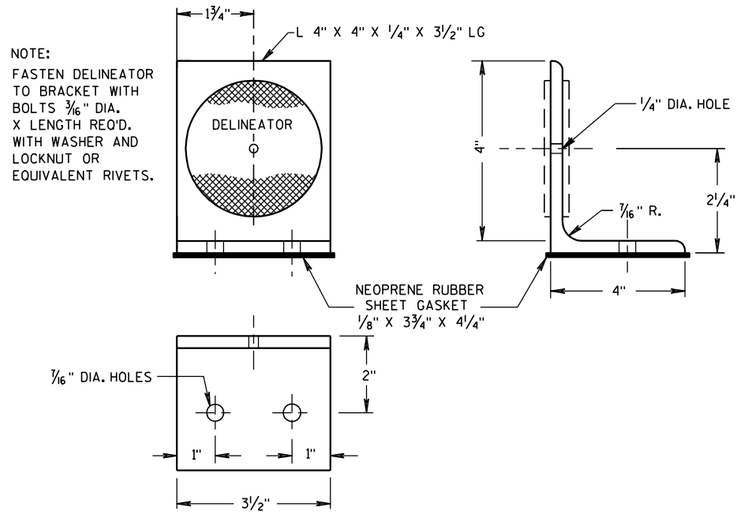


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

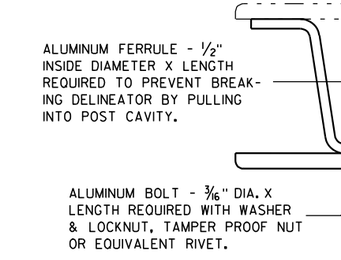
GENERAL NOTES

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

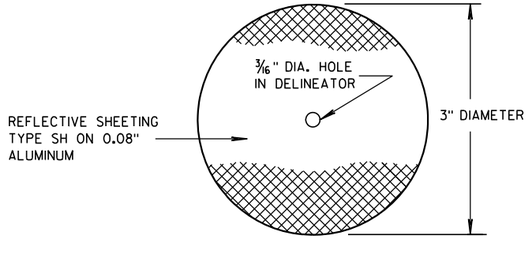
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



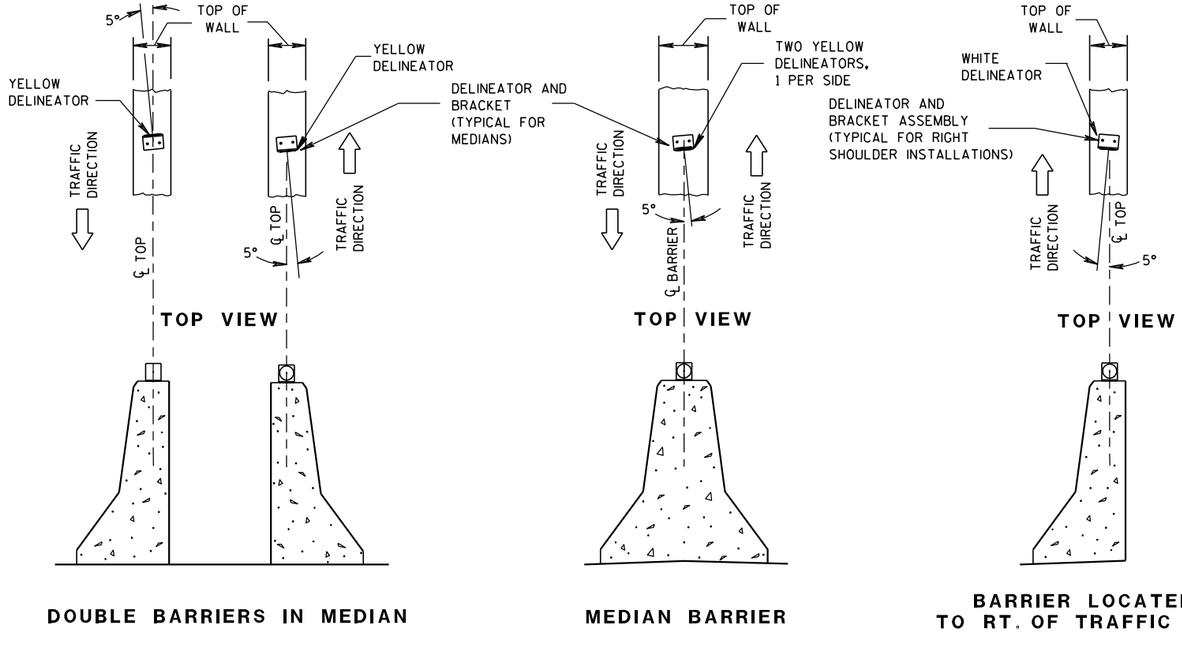
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR



DELINEATOR

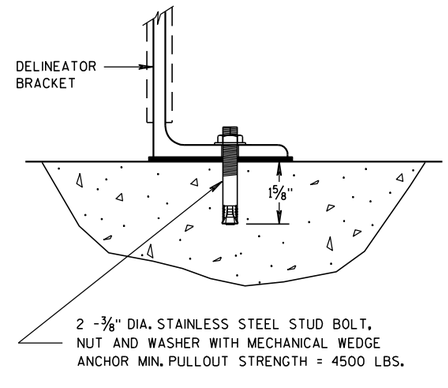


DOUBLE BARRIERS IN MEDIAN

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

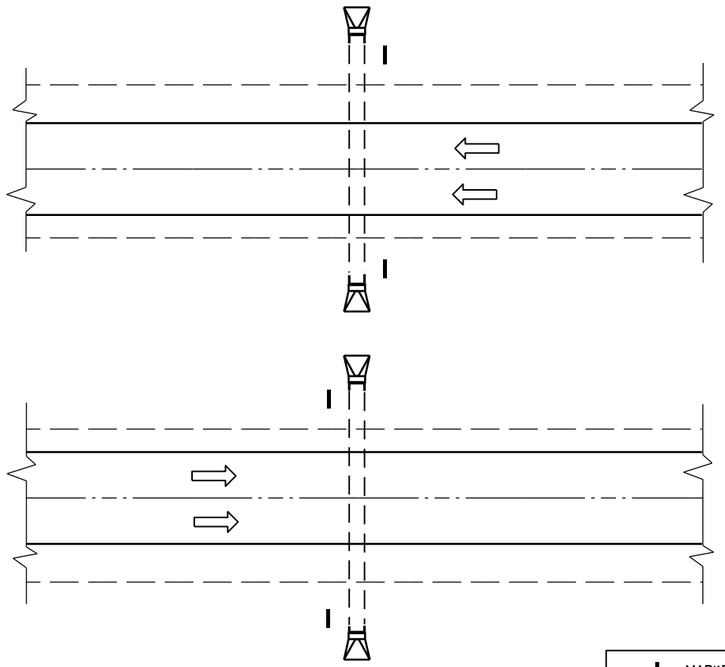
APPROVED
1/25/2011
DATE
/S/ Thomas N. Nothdurft
STATE TRAFFIC ENGINEER
963
DESIGN
FHWA

6

S.D.D. 15 A 2-7

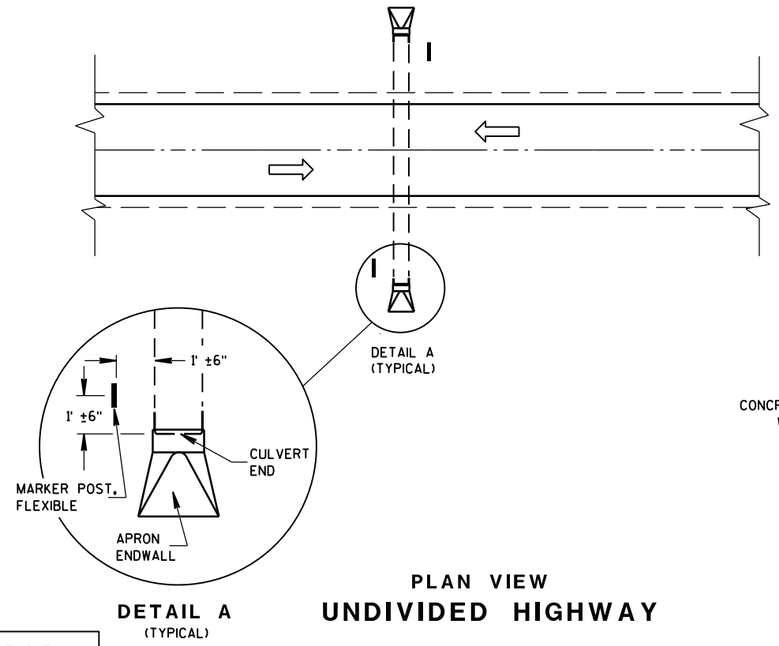
6

S.D.D. 15 A 2-7



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

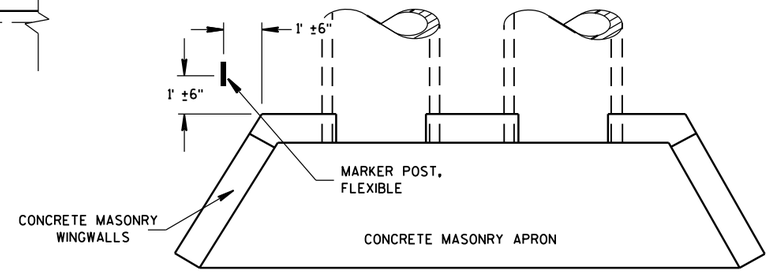
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

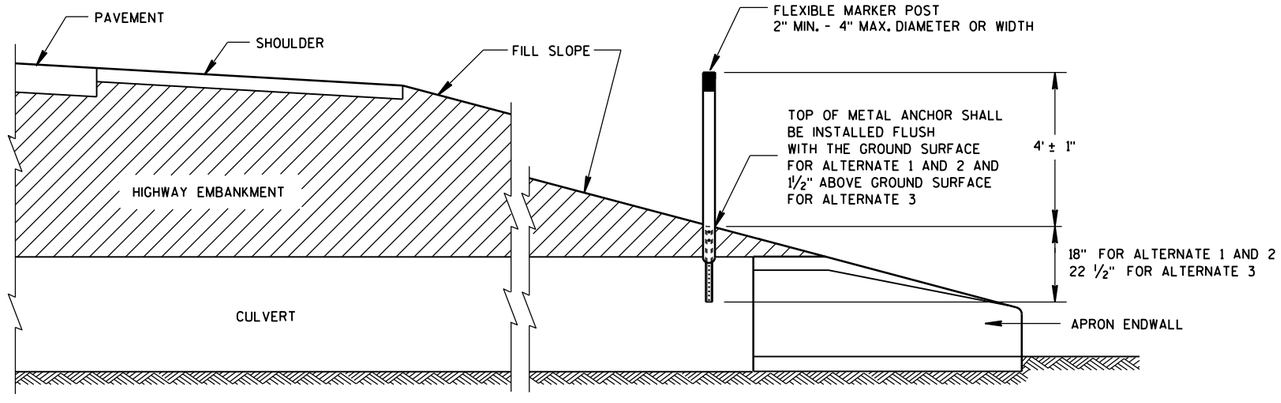
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

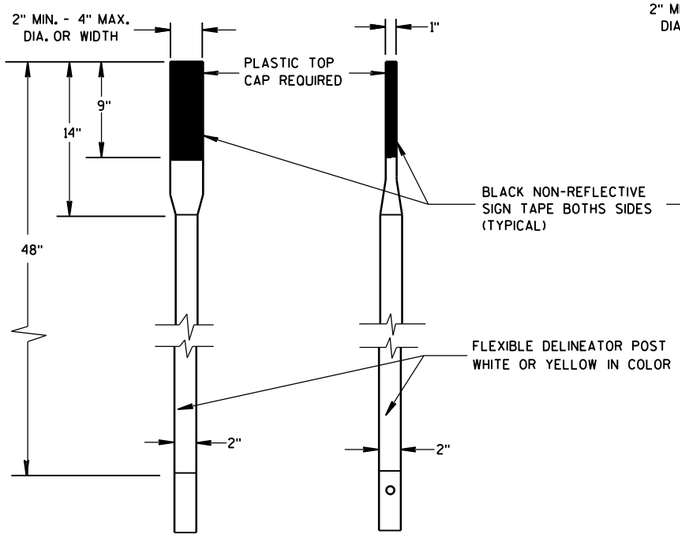
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 964

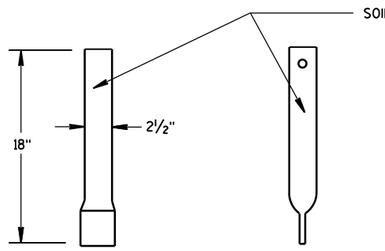
6

S.D.D. 15 A 3-2a

6

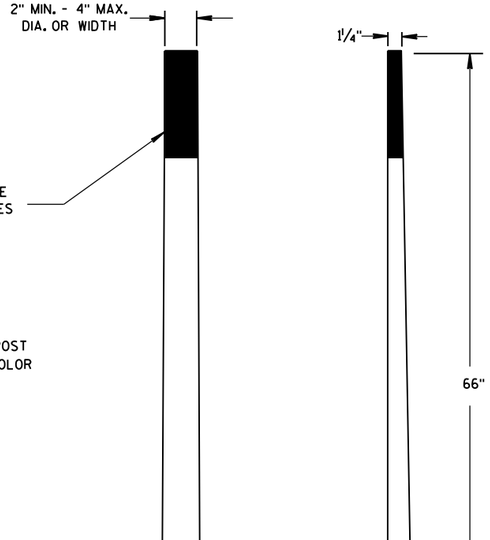
S.D.D. 15 A 3-2a





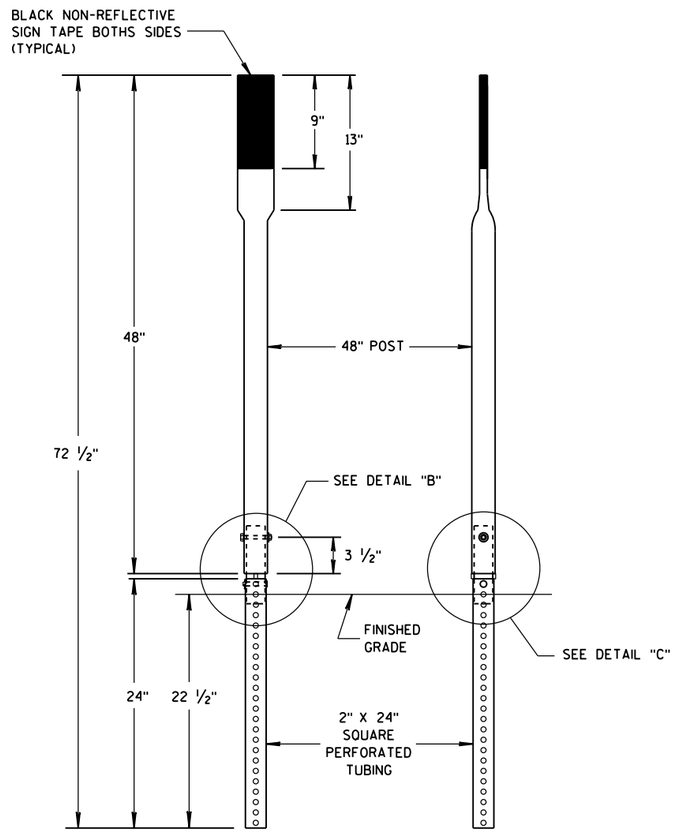
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

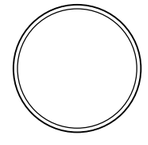
ALTERNATE 2



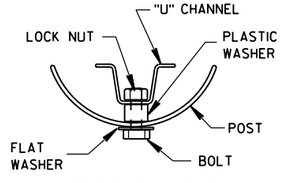
FRONT VIEW SIDE VIEW

ALTERNATE 3

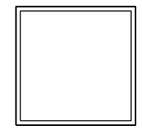
FLEXIBLE MARKER POSTS



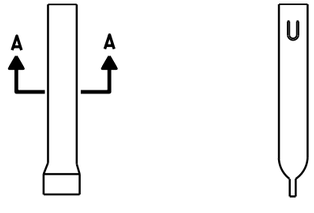
SECTION A-A



SECTION B-B

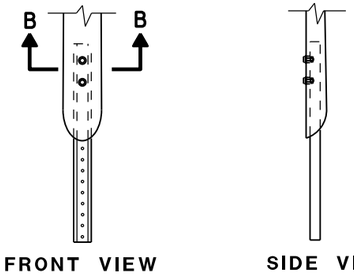


SECTION C-C



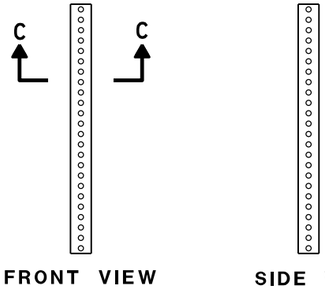
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

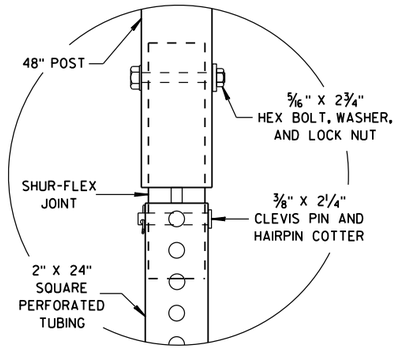
ALTERNATE 2



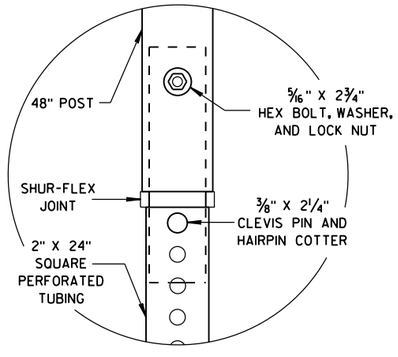
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
965
IGN
FHWA

6

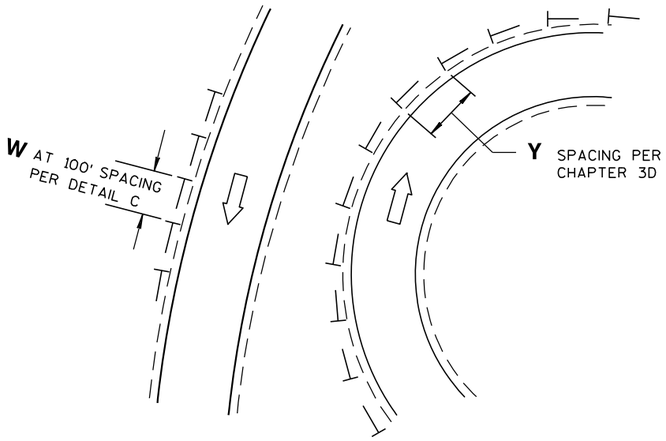
S.D.D. 15 A 3-2b

6

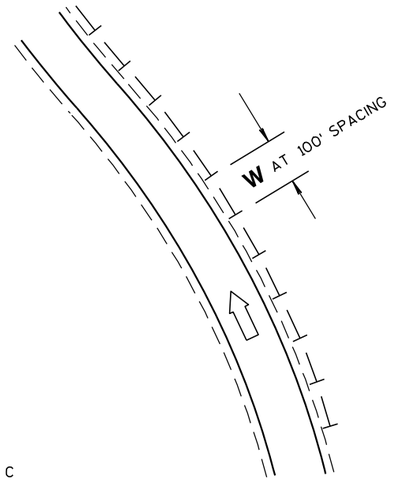
S.D.D. 15 A 3-2b

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



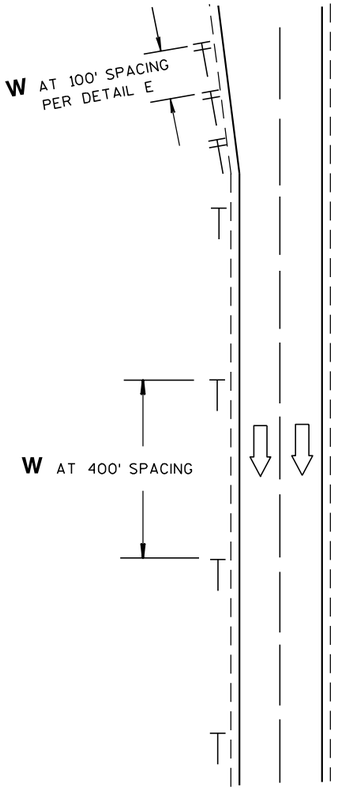
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



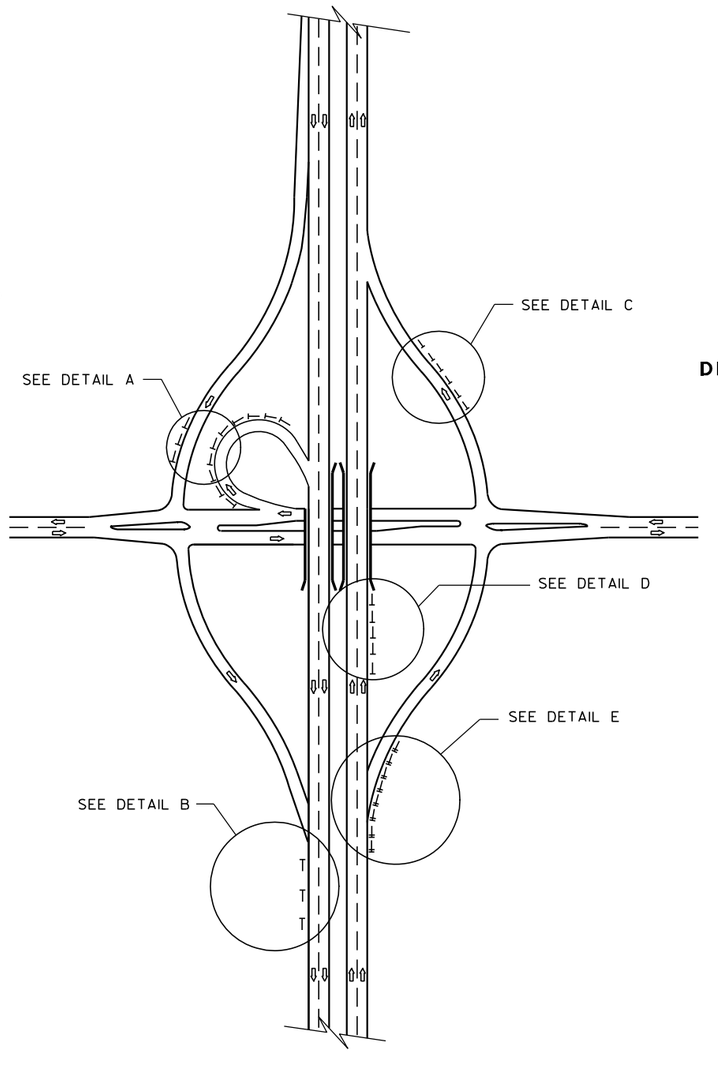
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

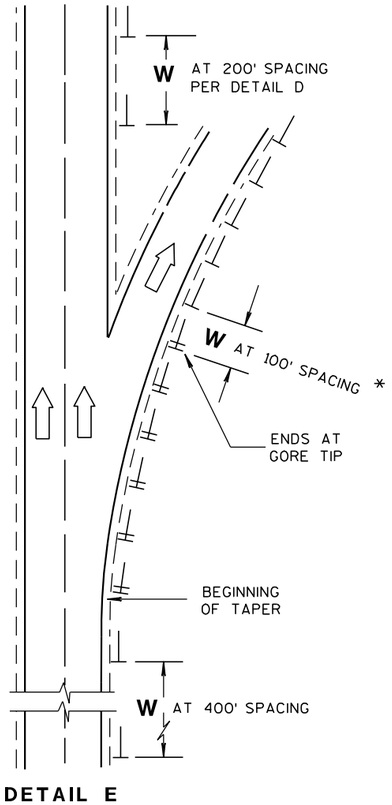
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



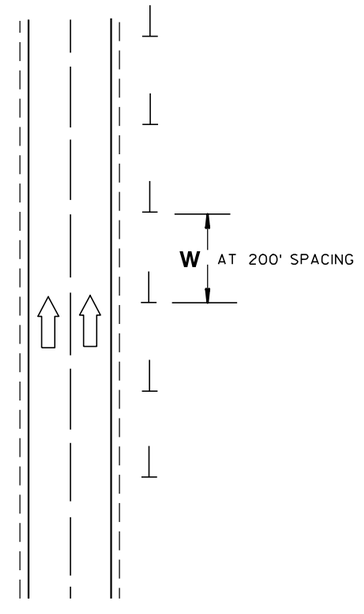
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



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. Nothnagel STATE TRAFFIC ENGINEER
FHWA

966

6

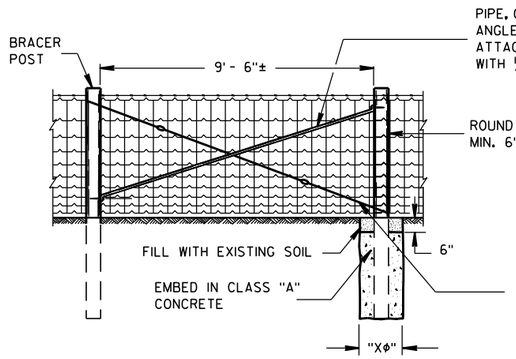
S.D.D. 15 A 6-2

6

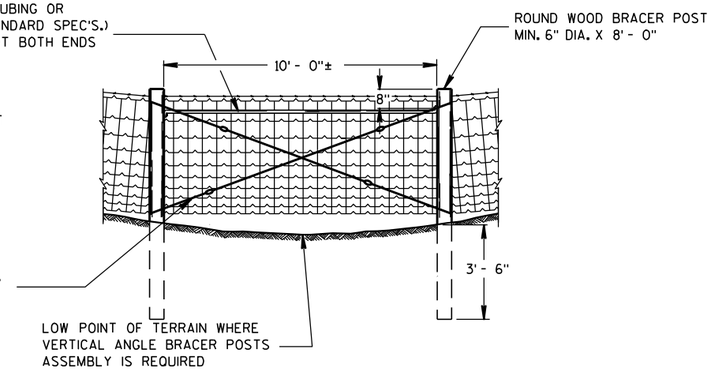
S.D.D. 15 A 6-2

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

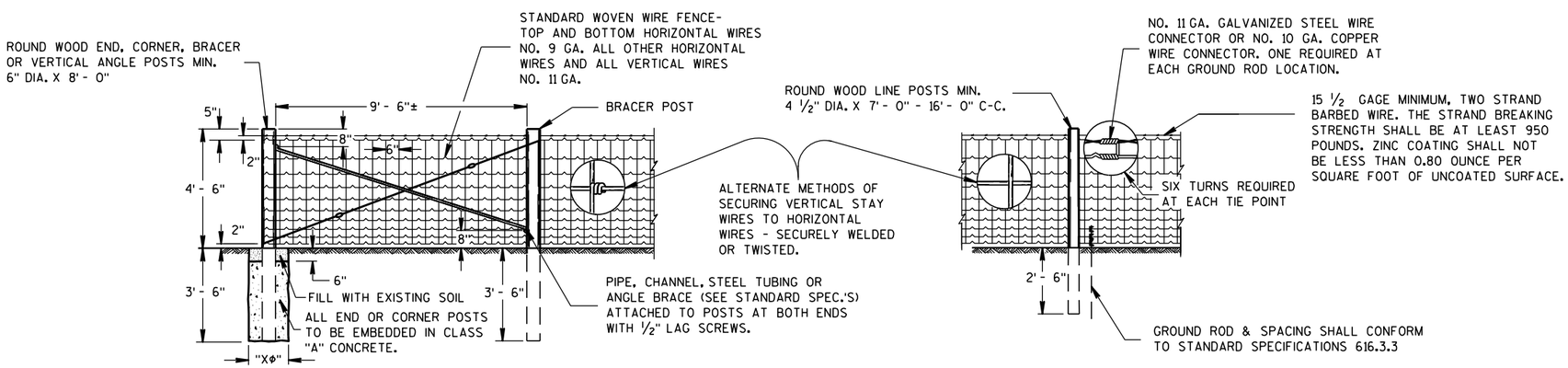
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.

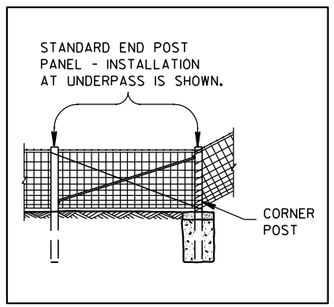


NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

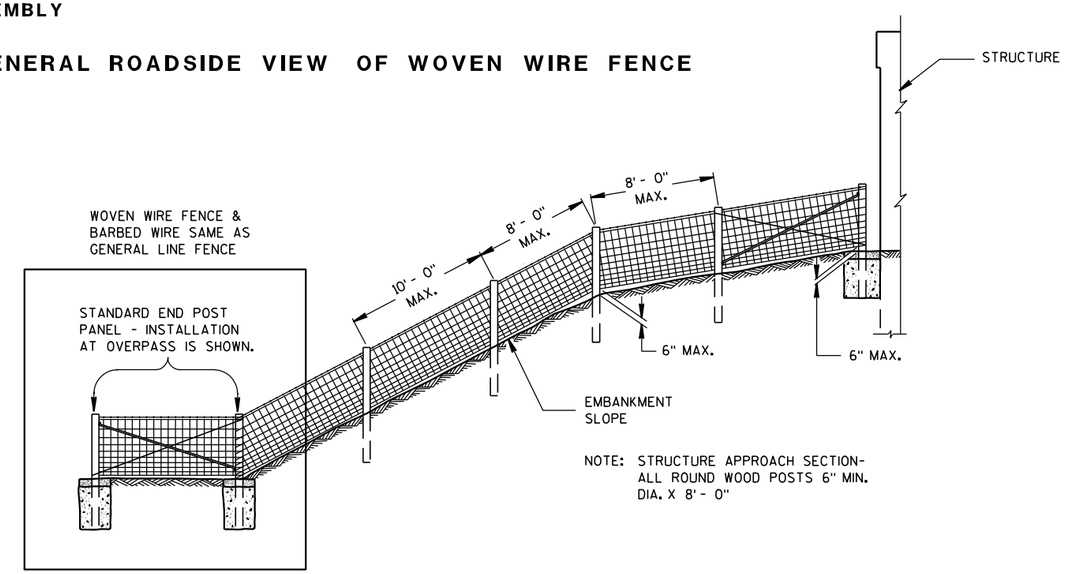
END OR CORNER POSTS ASSEMBLY

LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



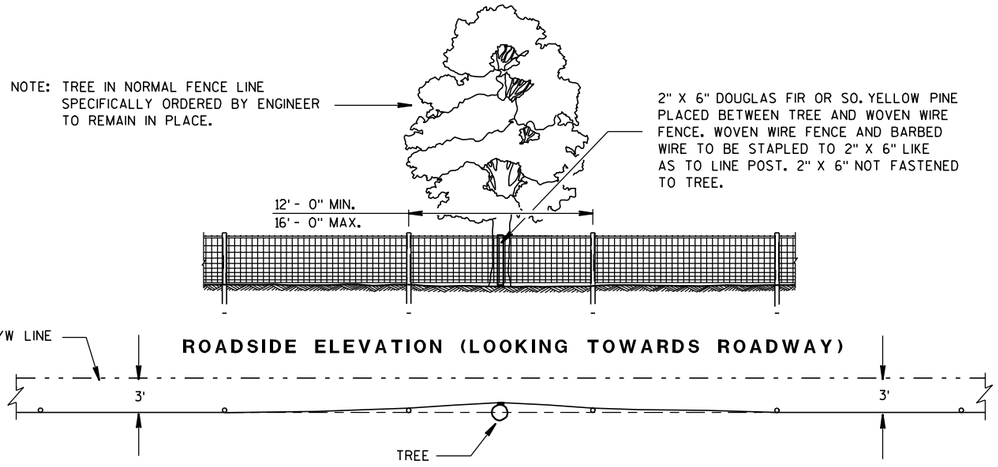
FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

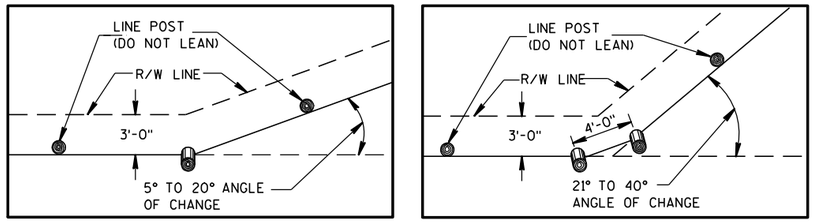
6

S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



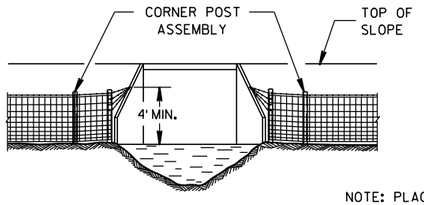
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

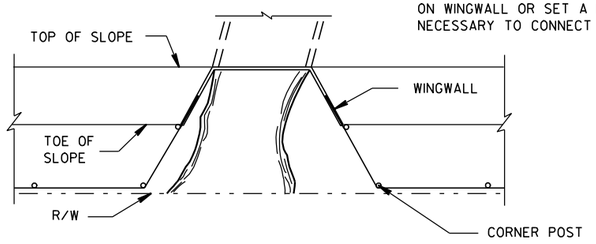
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

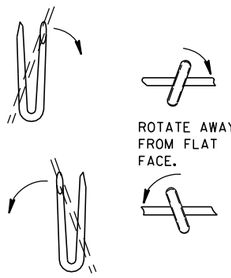
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



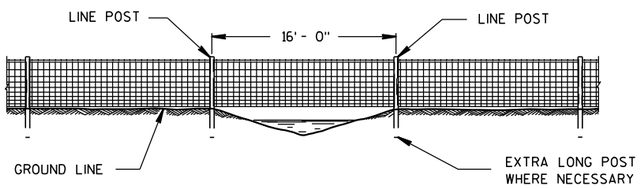
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



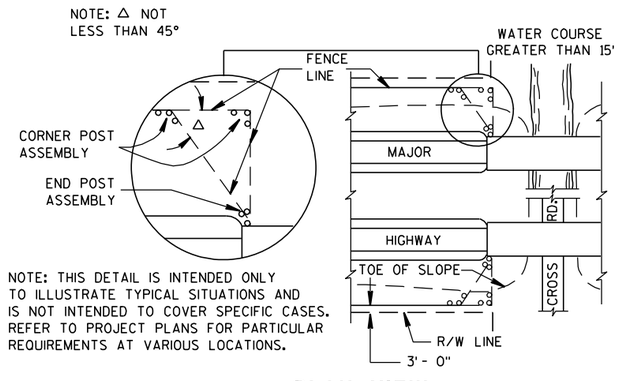
FENCE INSTALLATION TO WINGWALLS



LINE POST

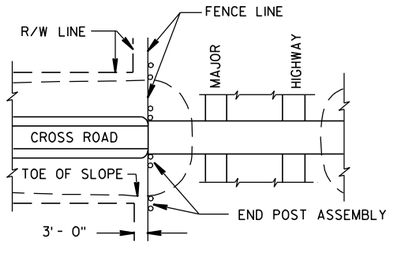


FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



PLAN VIEW

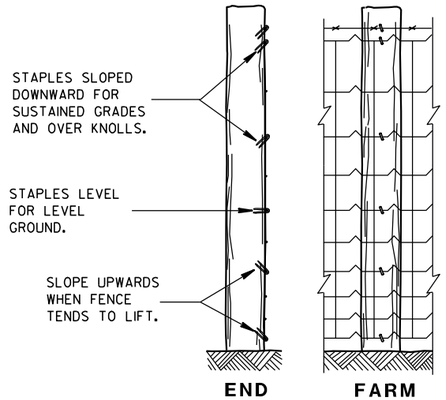
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW

MAJOR HIGHWAY UNDERPASS

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL

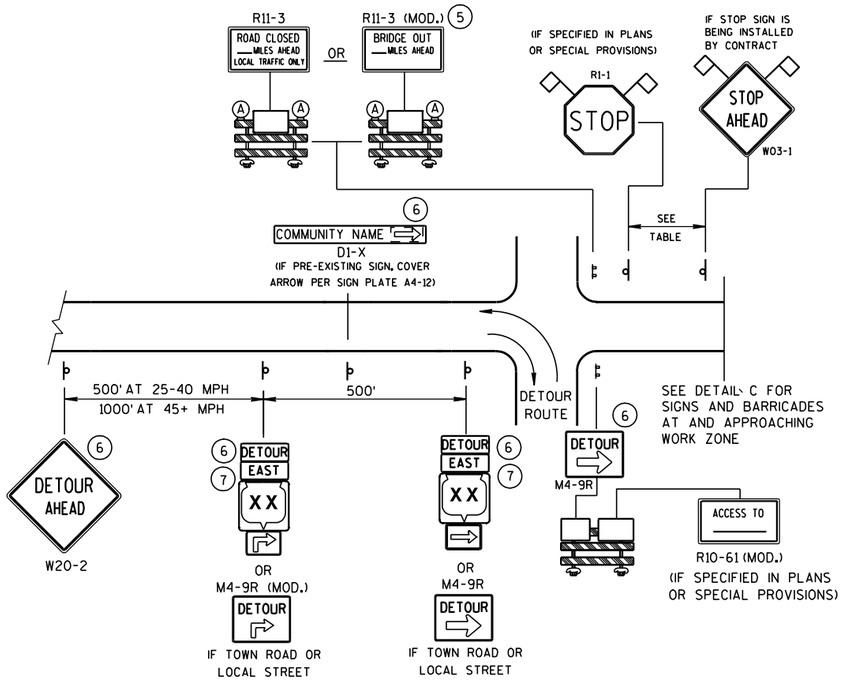
FENCE LOCATION AT STRUCTURES

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008
DATE
/S/ Jerry H. Zinn
ROADWAY STANDARDS [968]
ENGINEER
FHWA

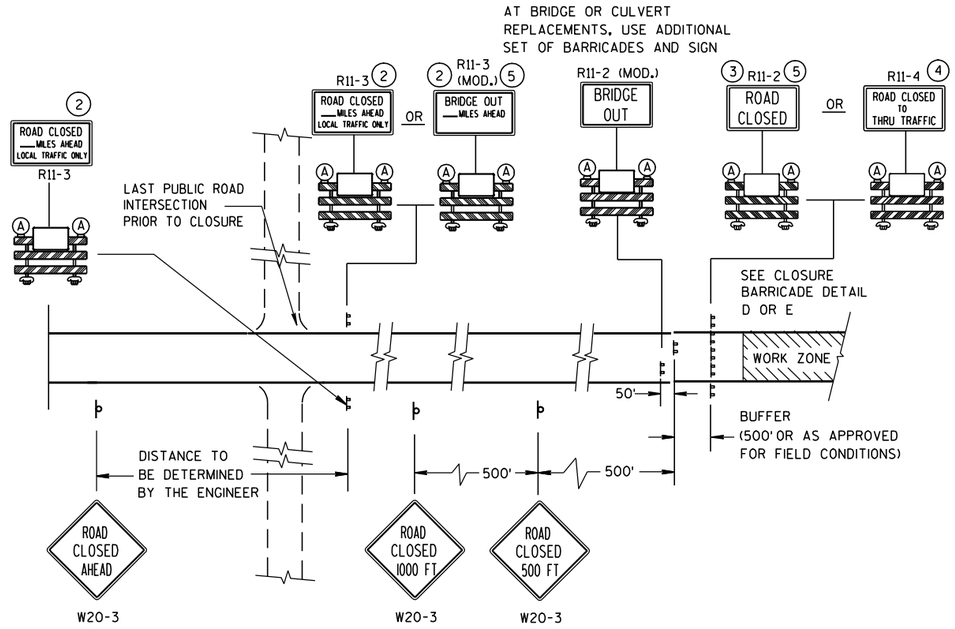
6
S.D.D. 15 B 1-8b



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

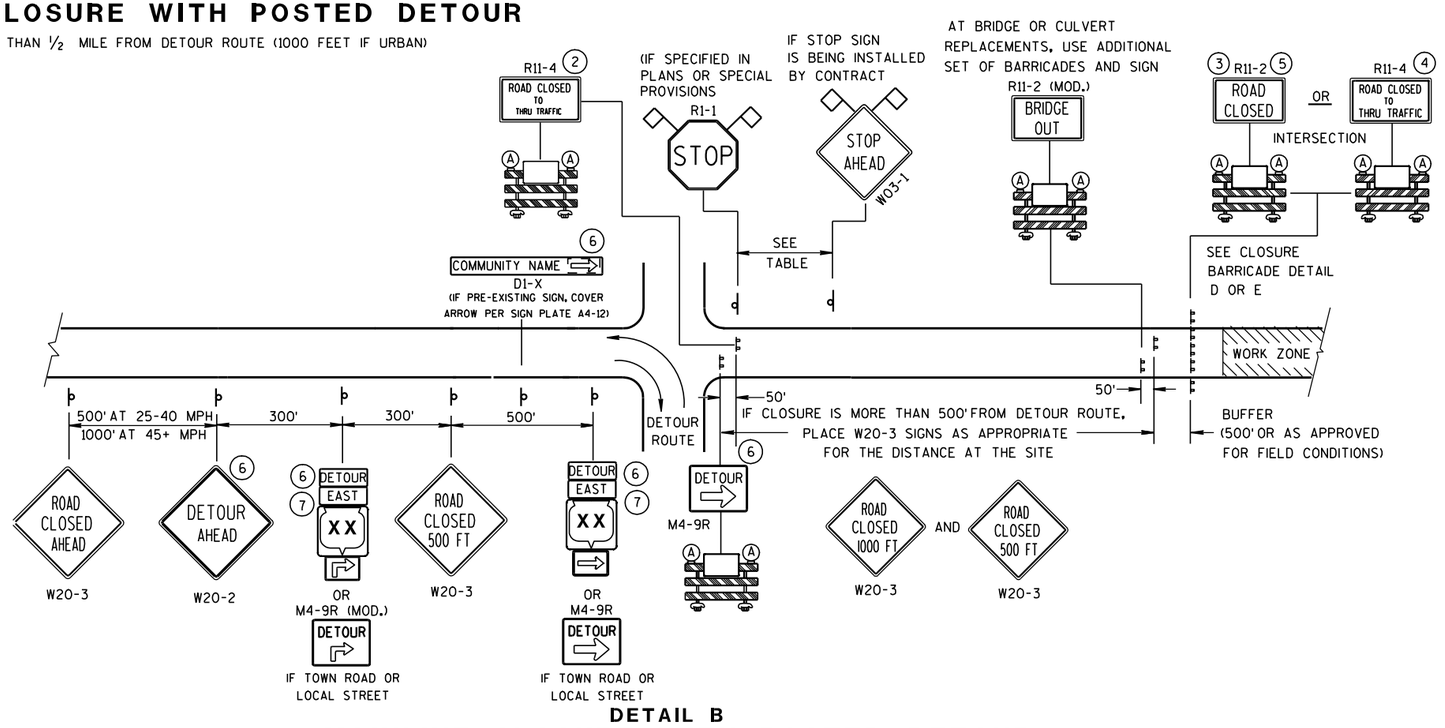


DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

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

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



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

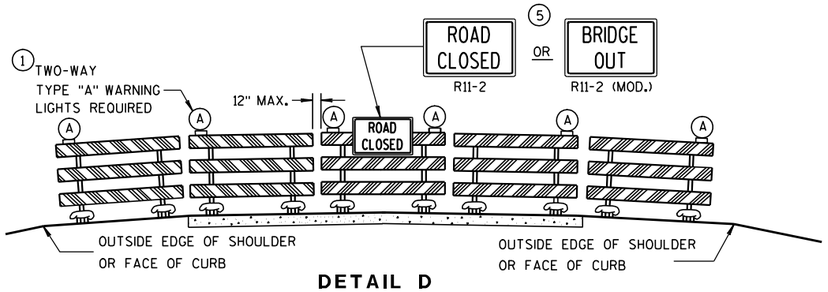
- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

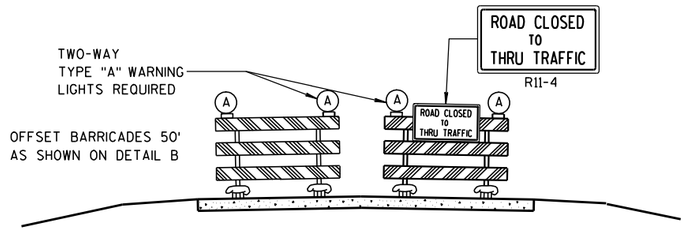
S.D.D. 15 C 2-4a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/16/03
DATE

/S/ Thomas N. N[illegible]
CHIEF SIGNS AND MAR970 INEER

FHWA

6

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

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

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

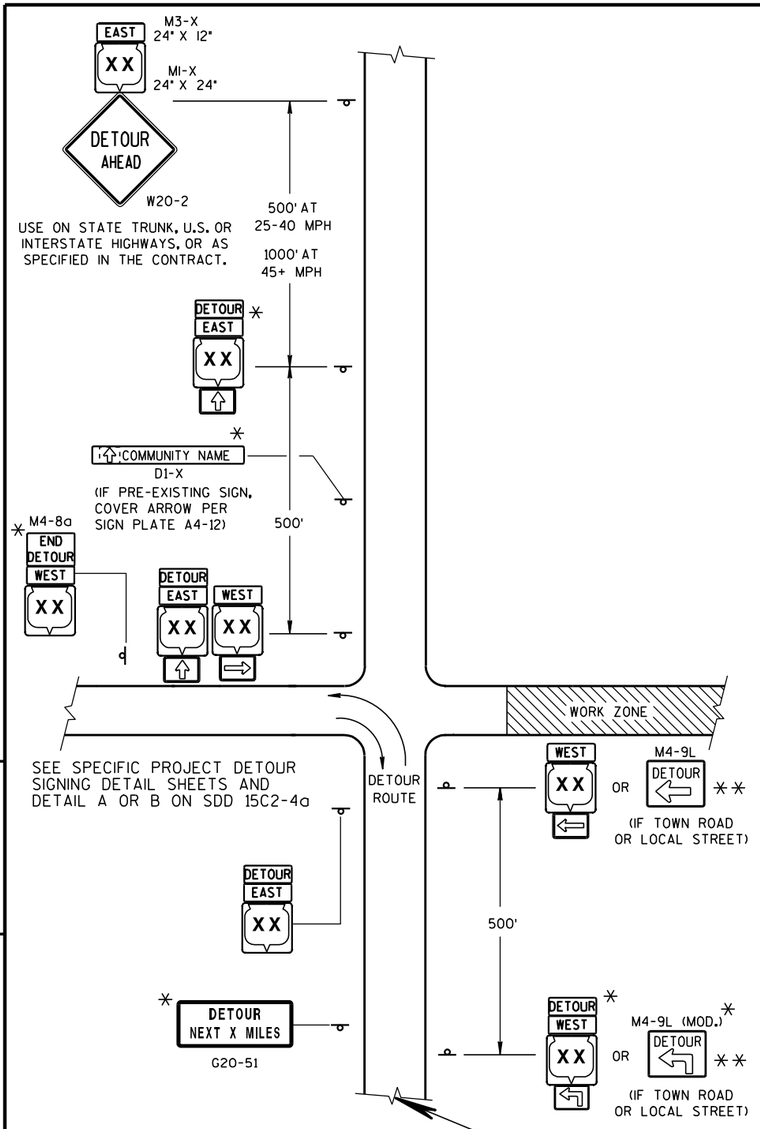
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

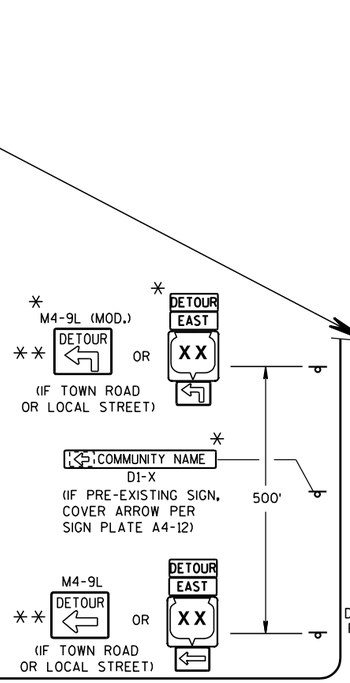
M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
M4-9 SHALL BE 30" X 24".
M4-8a SHALL BE 24" X 18".
G20-51 SHALL BE 60" X 24".
W20-2 SHALL BE 48" X 48".
D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

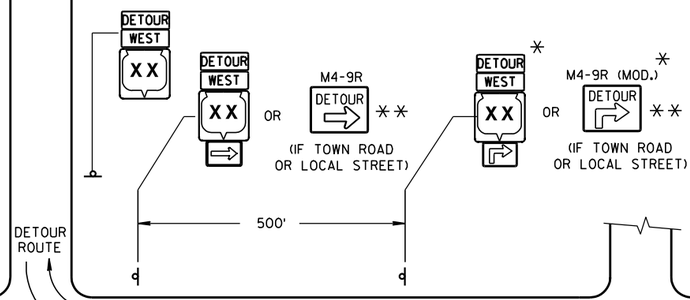
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

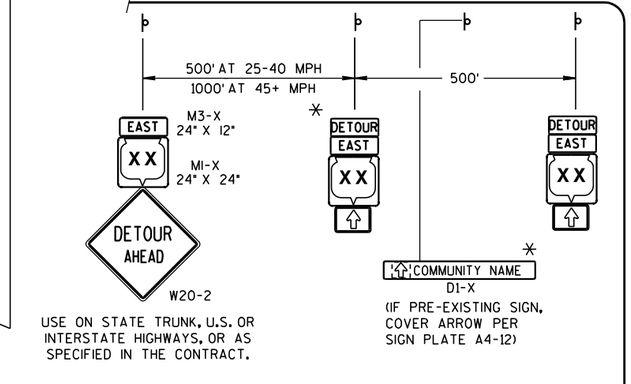
** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

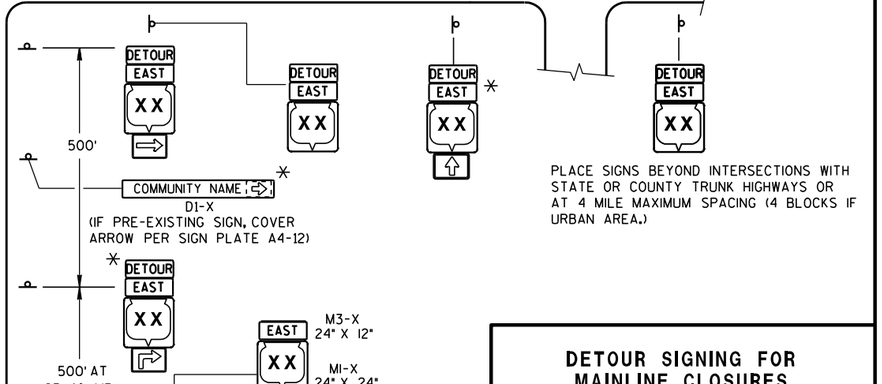


MATCH POINT









LEGEND

- POST MOUNTED SIGN
- WORK ZONE
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- M05-1 OR M06-1 OR M06-1

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-16-03 DATE
/S/ Thomas N. [illegible] CHIEF SIGNS AND MAR 971 INEER
FHWA

6

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

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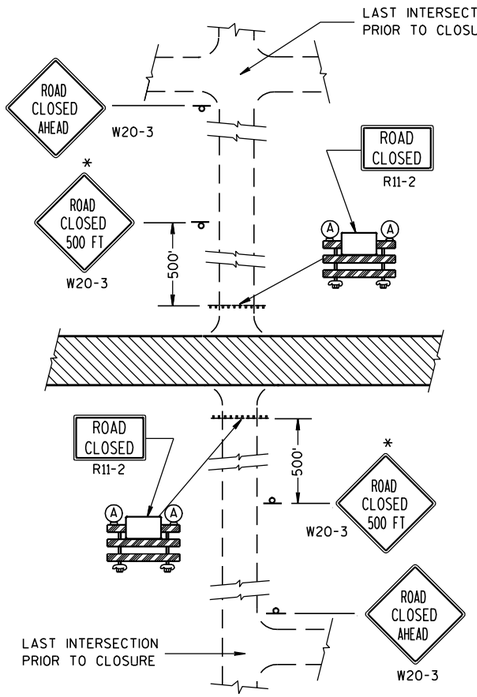
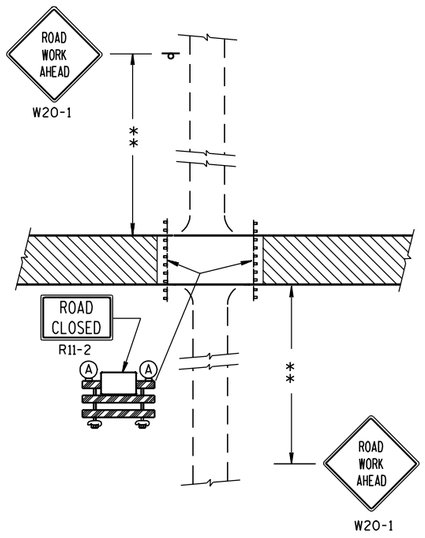
S.D.D. 15 C 2-4c



DETAIL 1

(NO ACCESS TO PROJECT)



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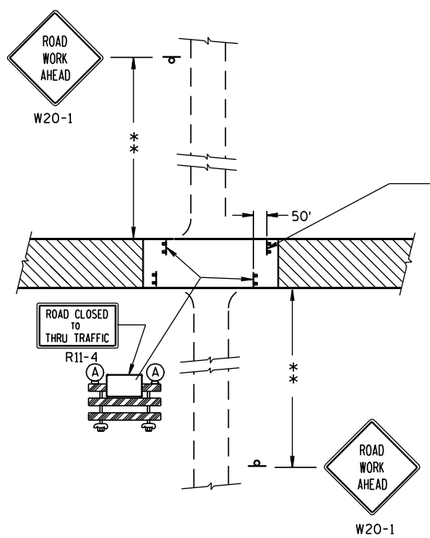
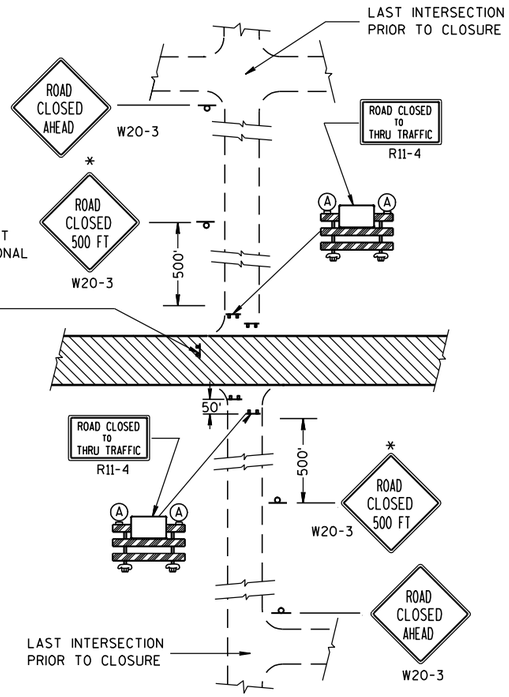
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

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

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-16-03 DATE

/S/ Thomas N. N[illegible] CHIEF SIGNS AND MAR[illegible] 972 INEER

FHWA

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S.D.D. 15 C 3-1

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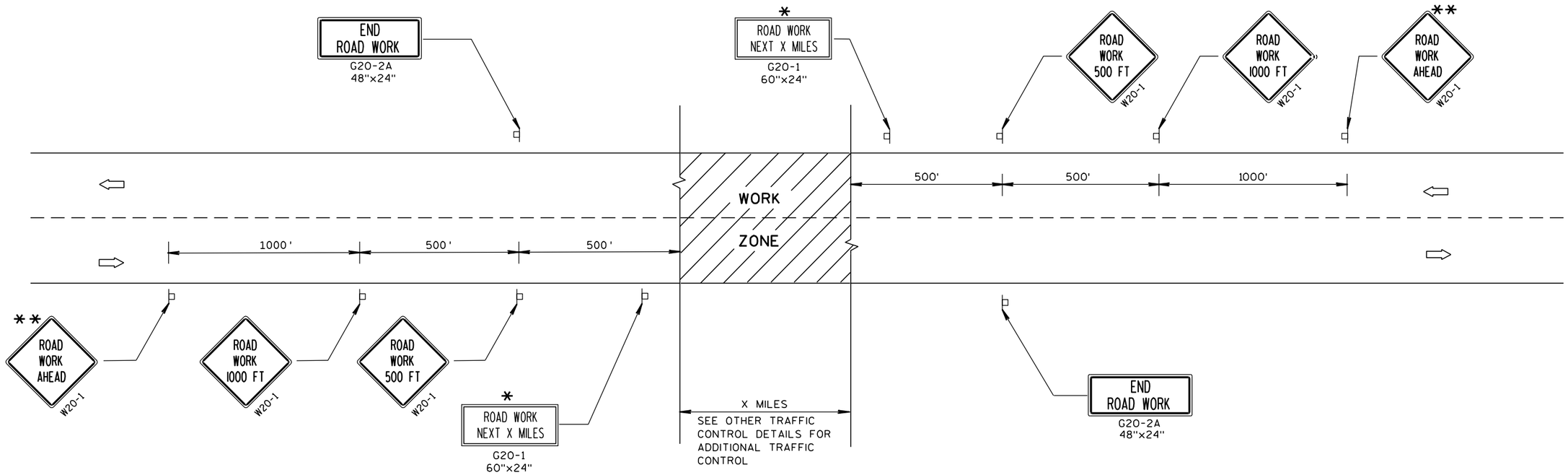
S.D.D. 15 C 3-1



GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

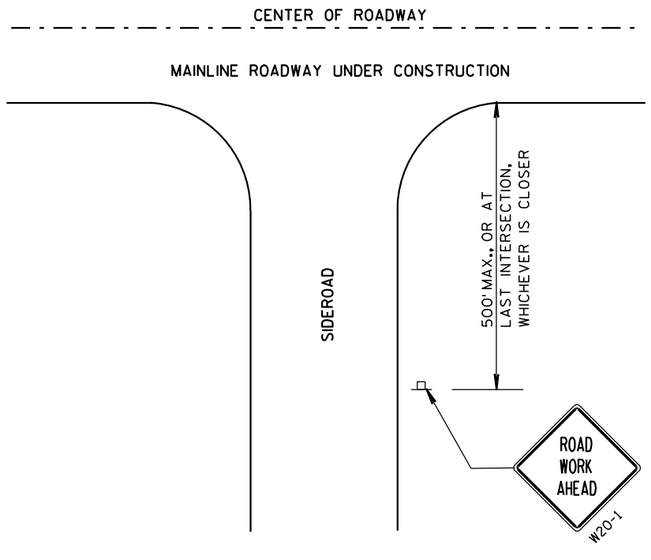
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

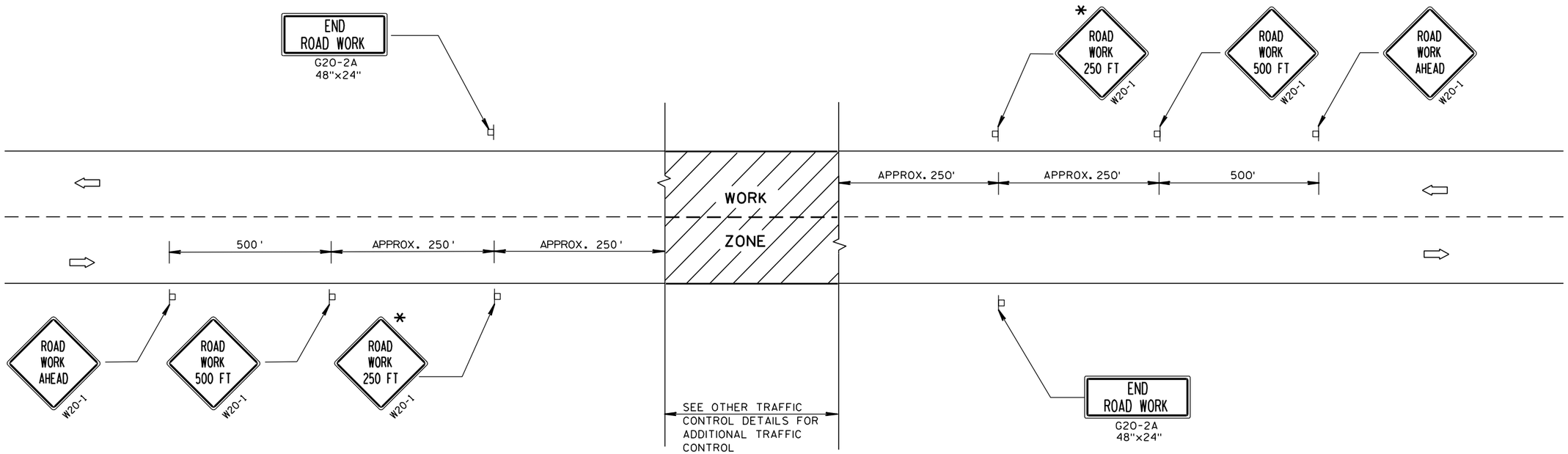
5/23/00 DATE

/S/ Chester J. [illegible] 973 NEER
CHIEF SIGNS AND MARK

FHWA

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.

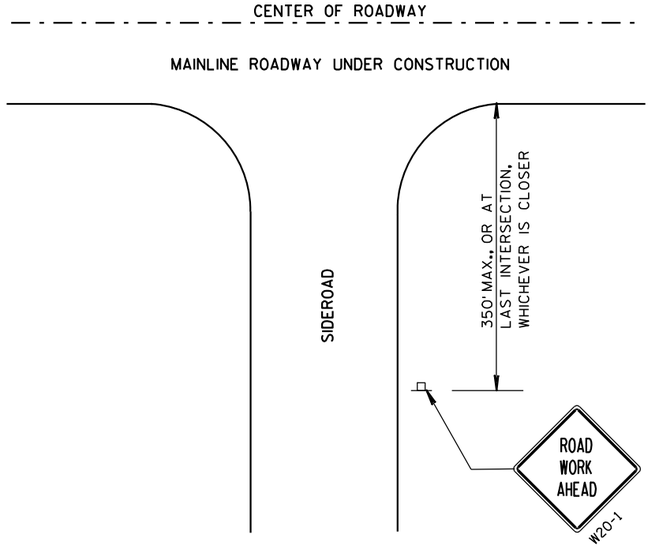
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

974

6

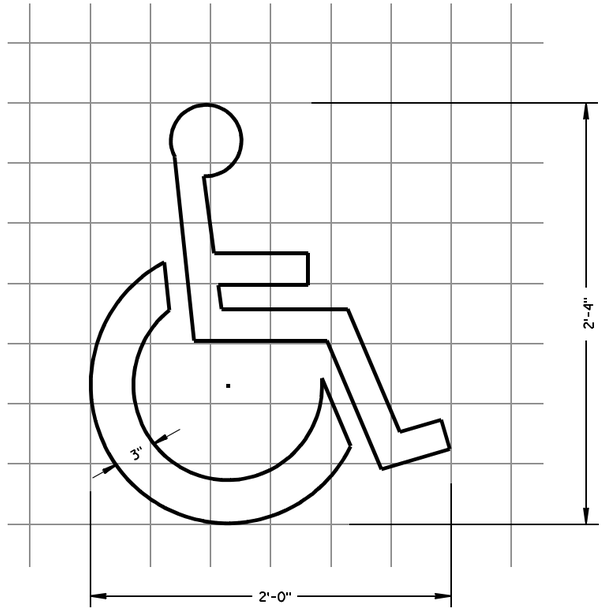
S.D.D. 15 C 5-1

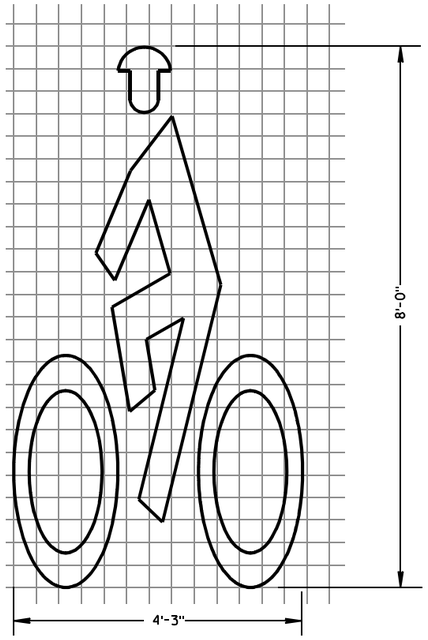
GENERAL NOTES

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

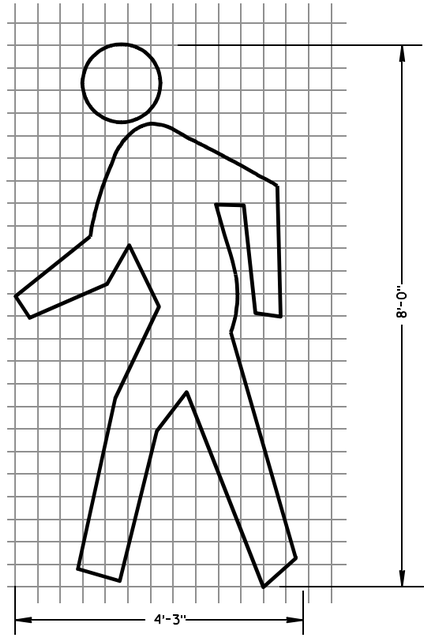
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.





BIKE CROSSING SYMBOL



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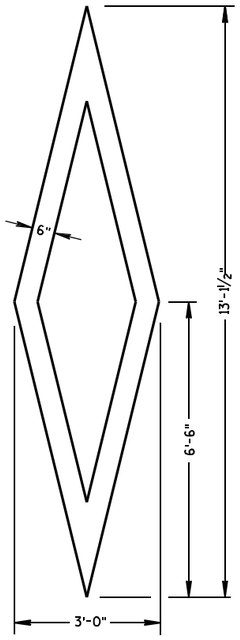

PREFERENTIAL LANE SYMBOL

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S.D.D. 15 C 7-12a

S.D.D. 15 C 7-12a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 DATE

/S/ Thomas N Nathan STATE TRAFFIC ENGINEER

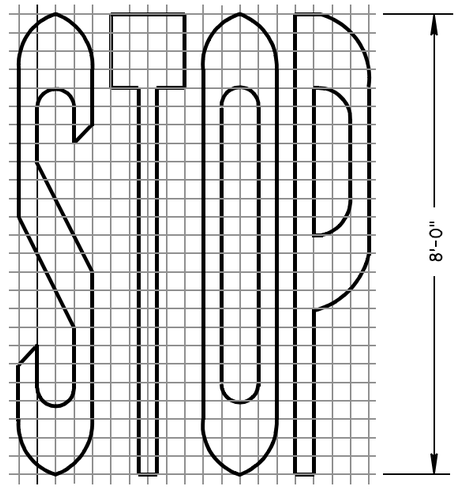
975 IGN

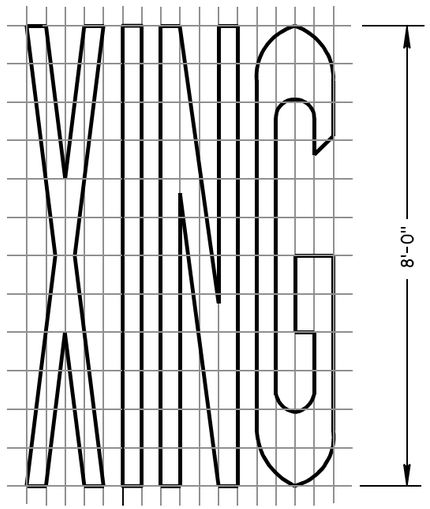
FHWA

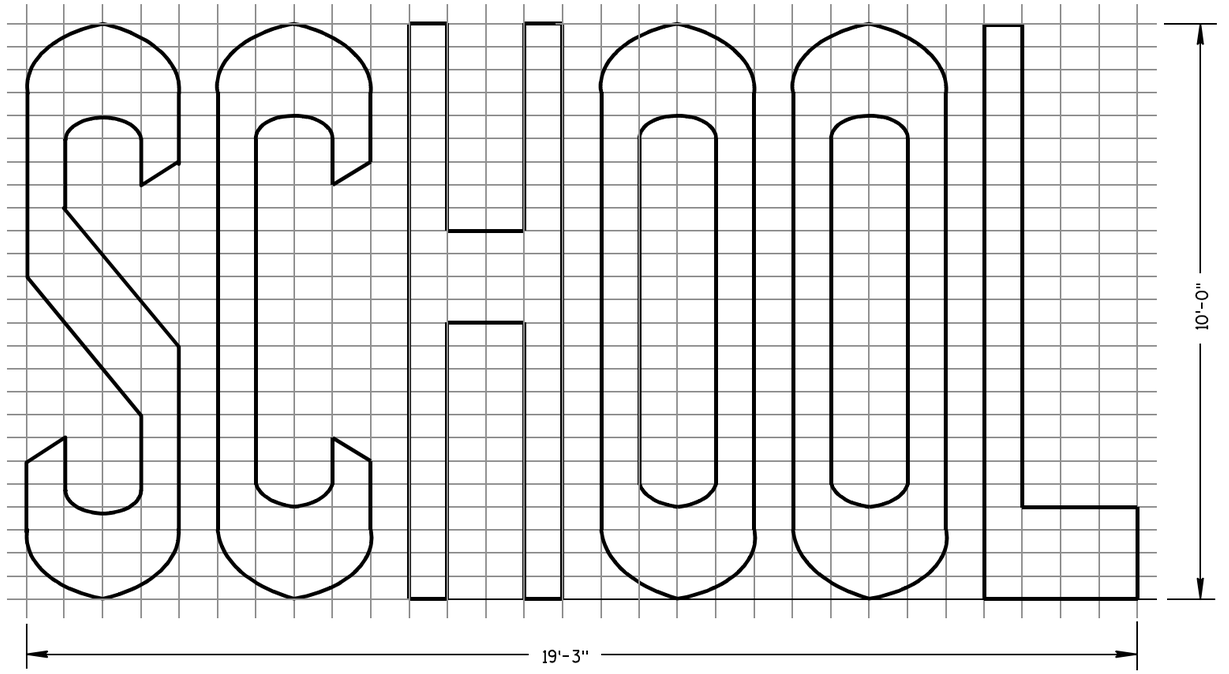
GENERAL NOTES

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

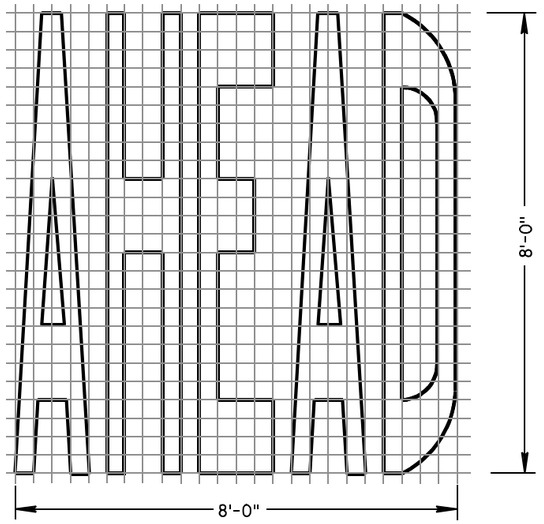
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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

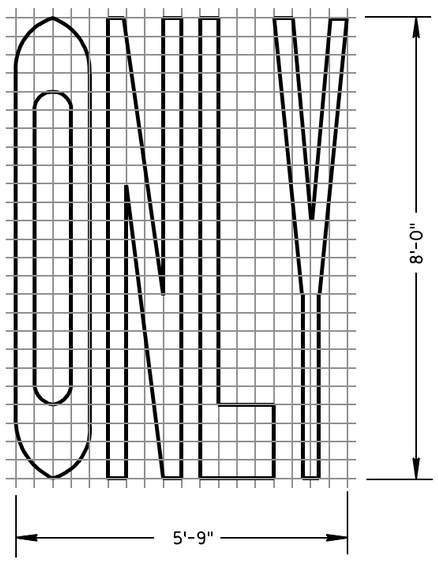


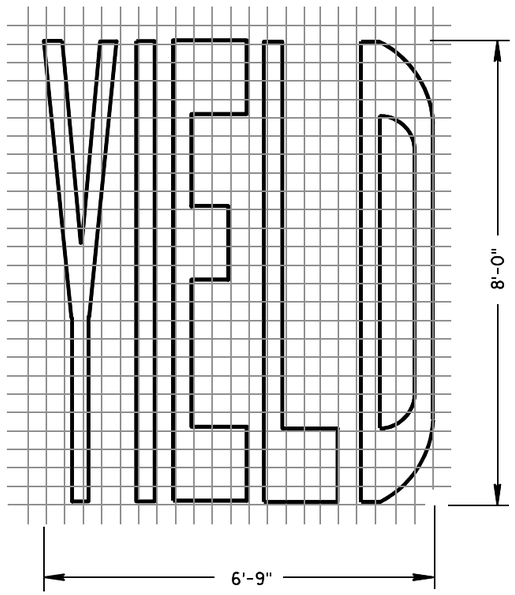


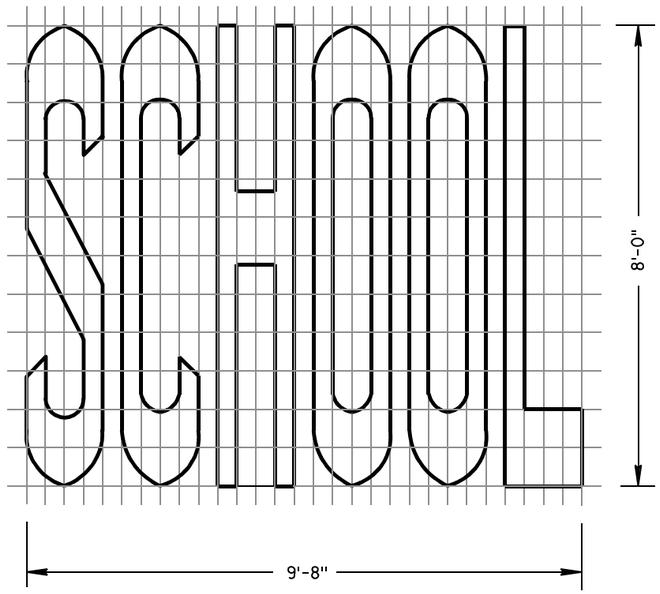


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 — DATE

/S/ Thomas N. Nothohm — STATE TRAFFIC ENGINEER

976 — IGN

FHWA

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S.D.D. 15 C 7-12b

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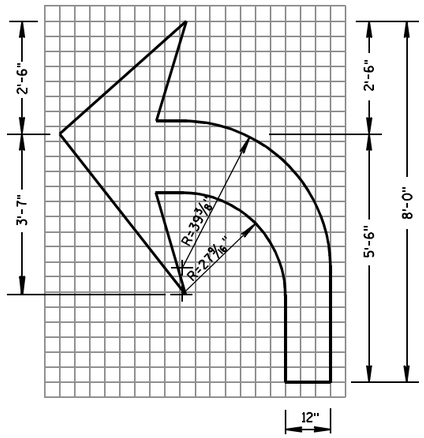
S.D.D. 15 C 7-12b

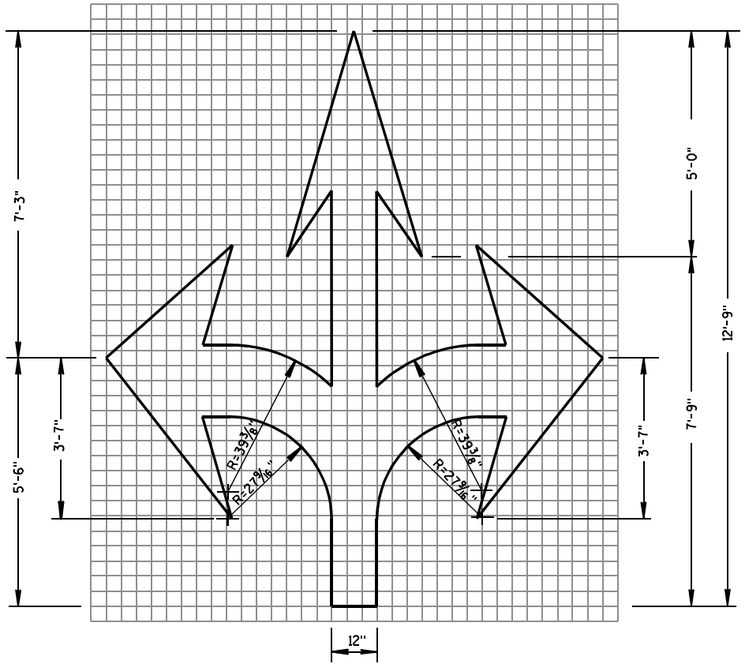
GENERAL NOTES

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.

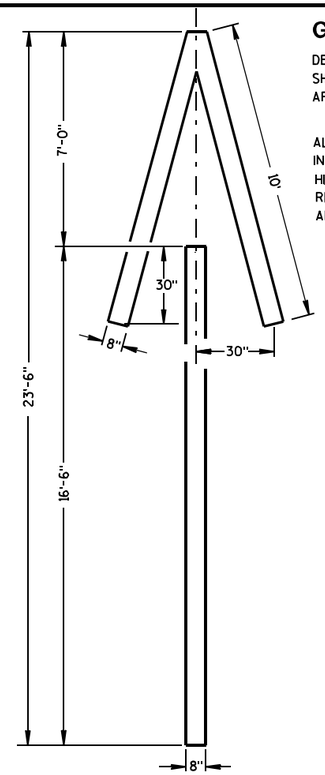
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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



TYPE 2



TYPE 6



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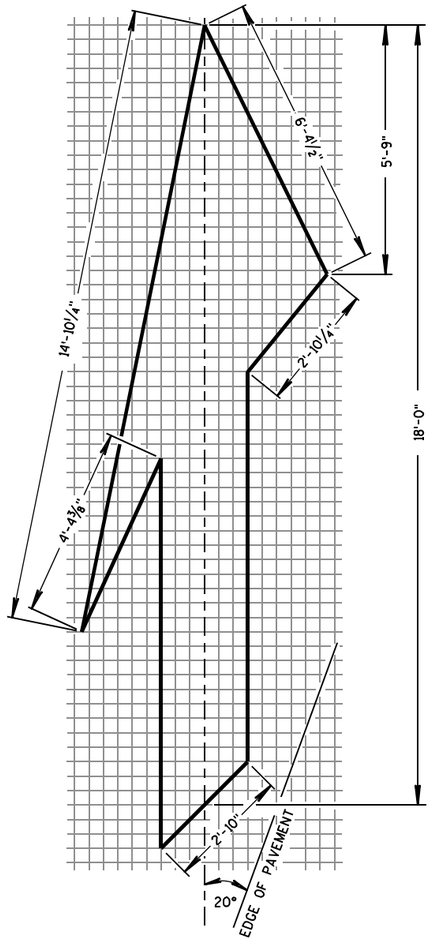
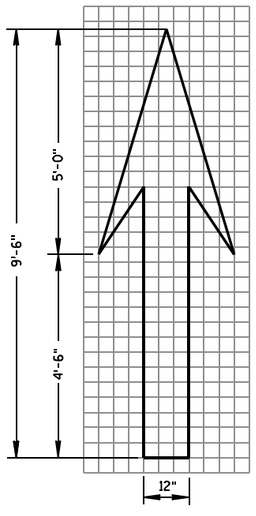
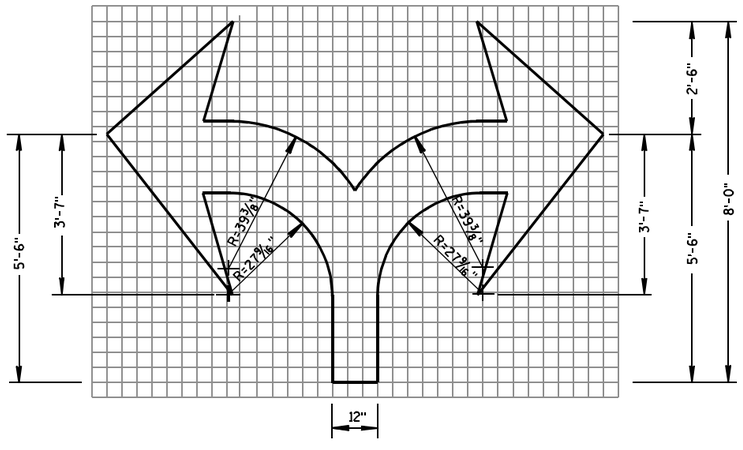


TYPE 5 LANE DROP ARROW



TYPE 1



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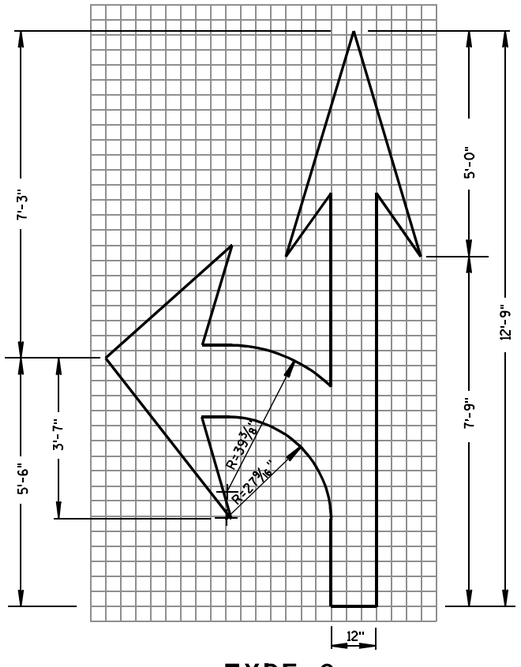

TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

FHWA

977

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S.D.D. 15 C 7-12c

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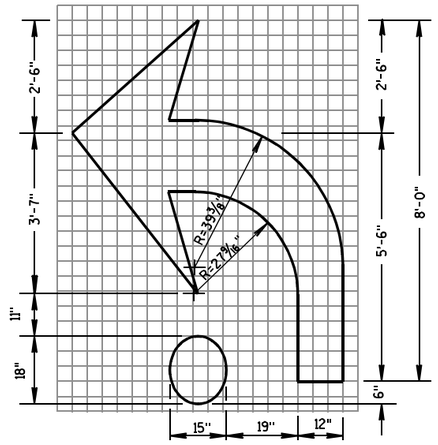
S.D.D. 15 C 7-12c

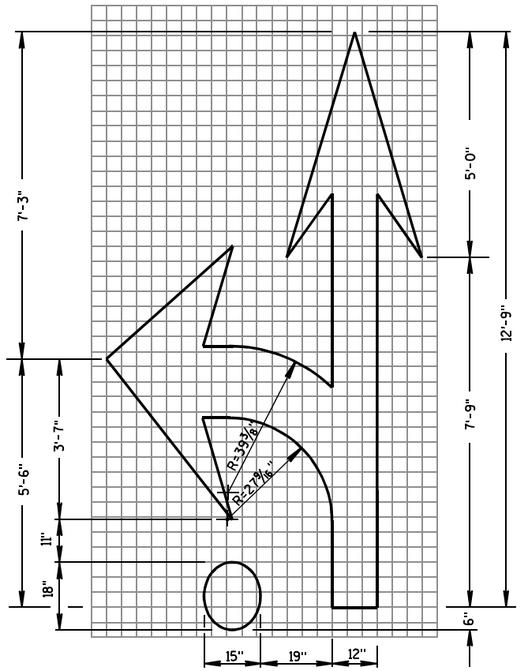
GENERAL NOTES

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



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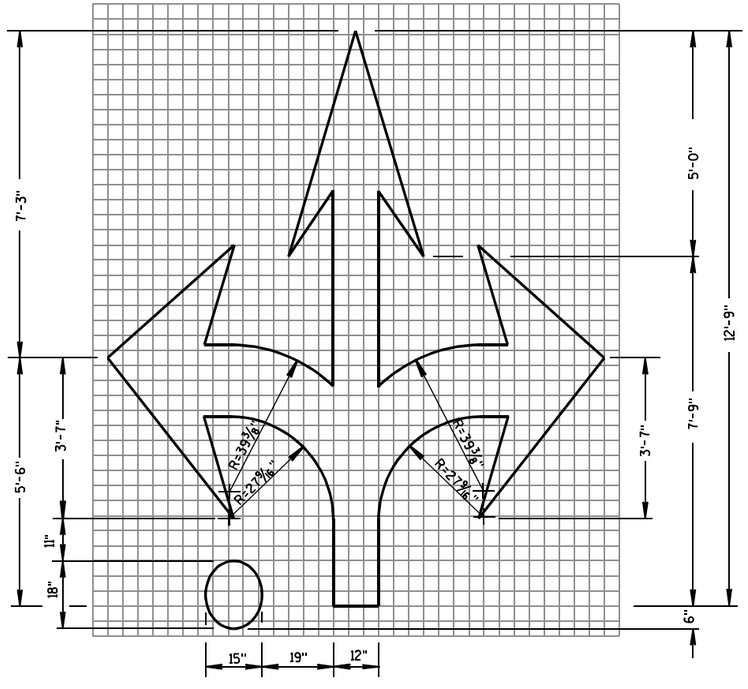
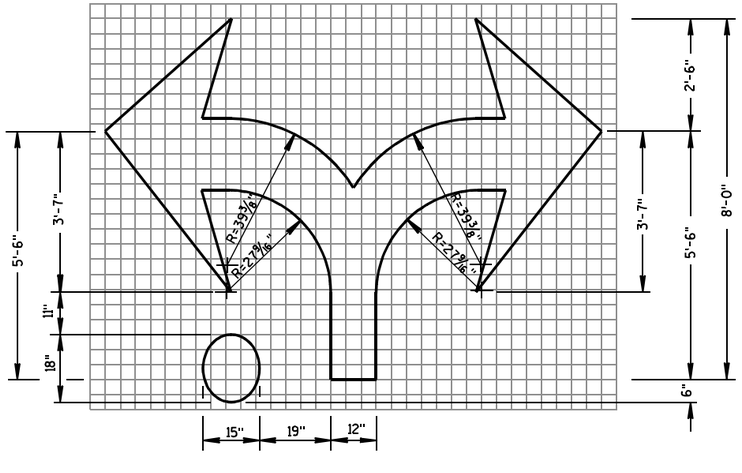


TYPE 6R



TYPE 7R

ROUNDABOUT ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nottbohm — STATE TRAFFIC ENGINEER

978

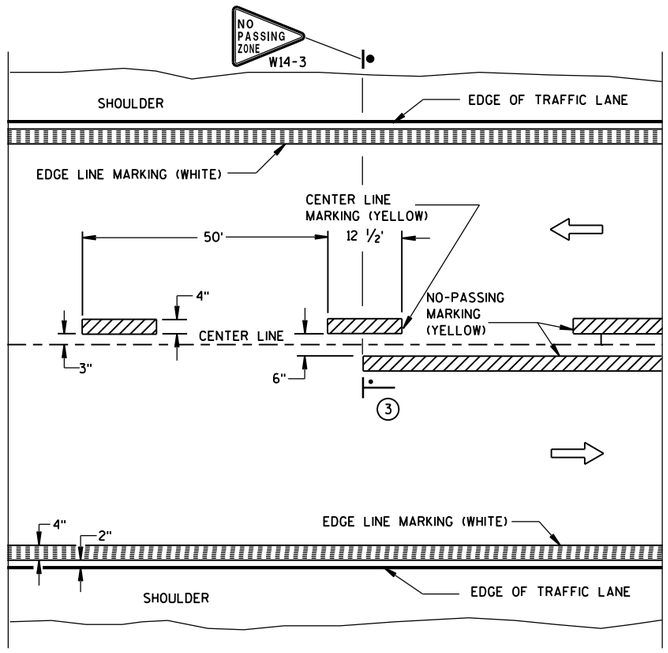
FHWA

6

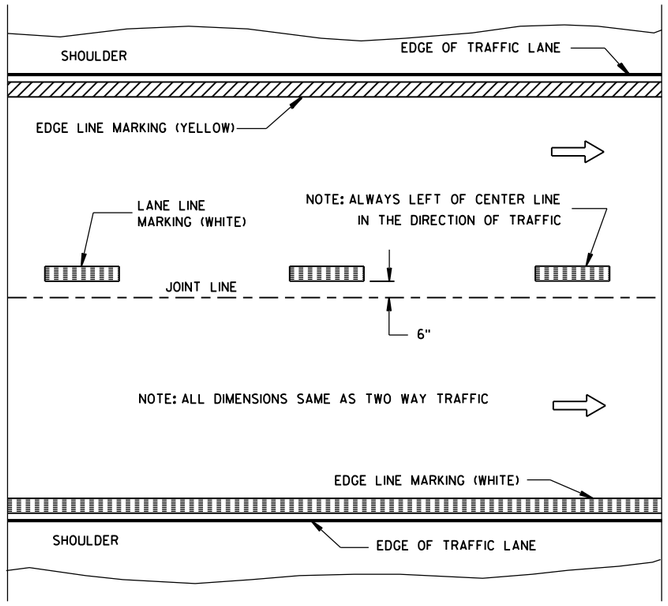
S.D.D. 15 C 7-12d

6

S.D.D. 15 C 7-12d

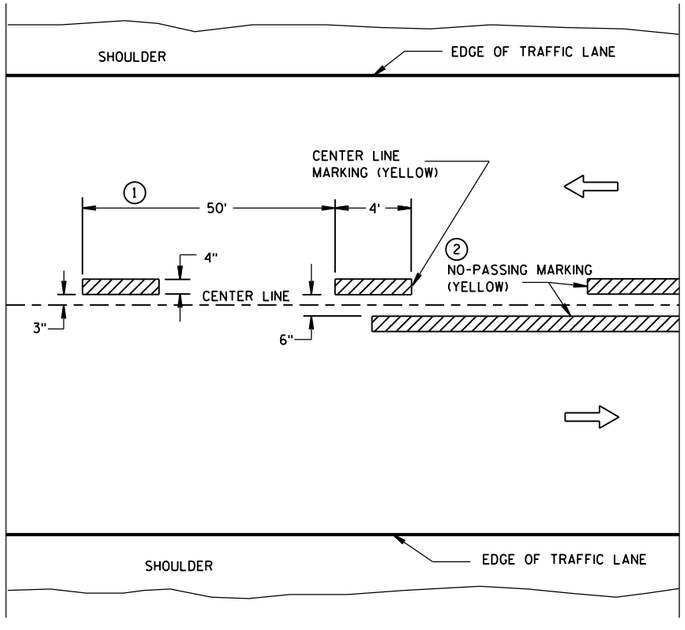


TWO WAY TRAFFIC

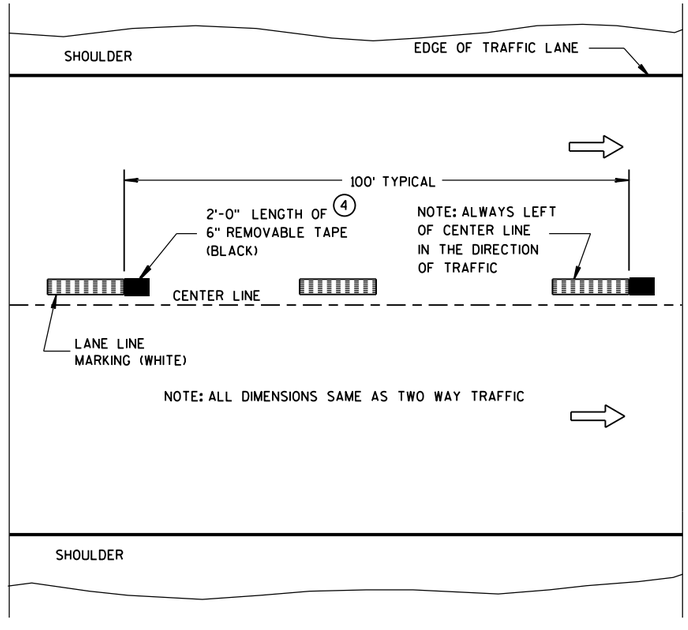


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

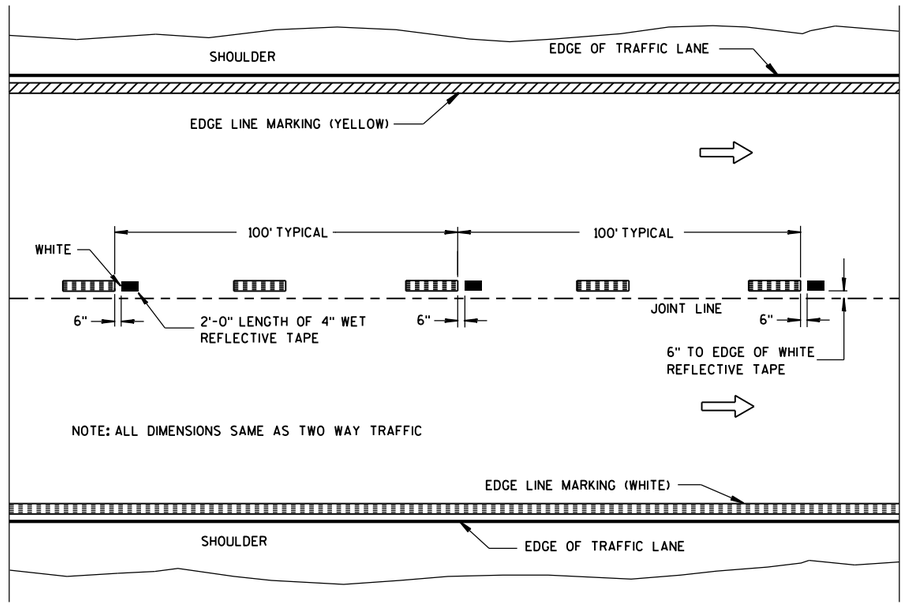
GENERAL NOTES

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

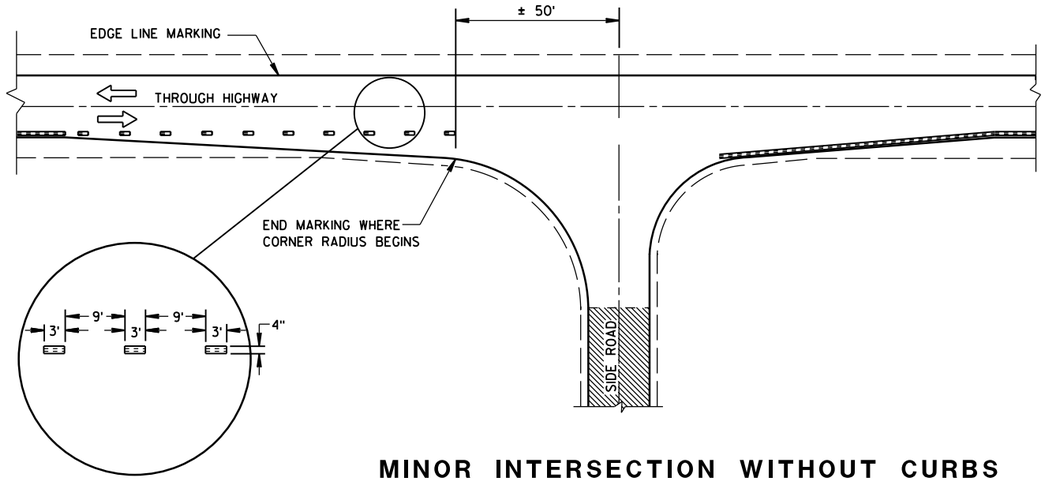
APPROVED
10-1-2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
979 — SIGN
FHWA

6

S.D.D. 15 C 8-15a

6

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.

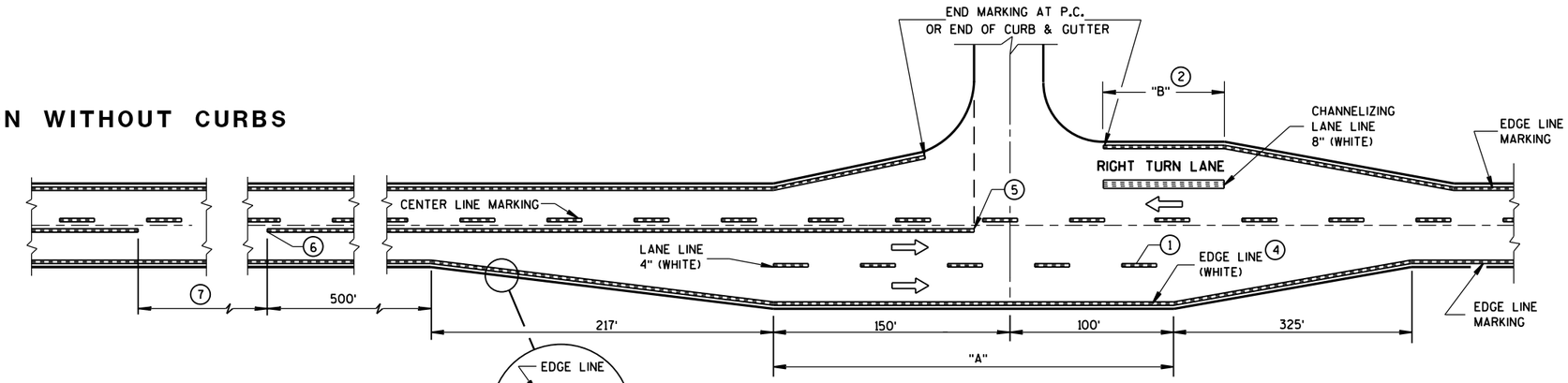
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

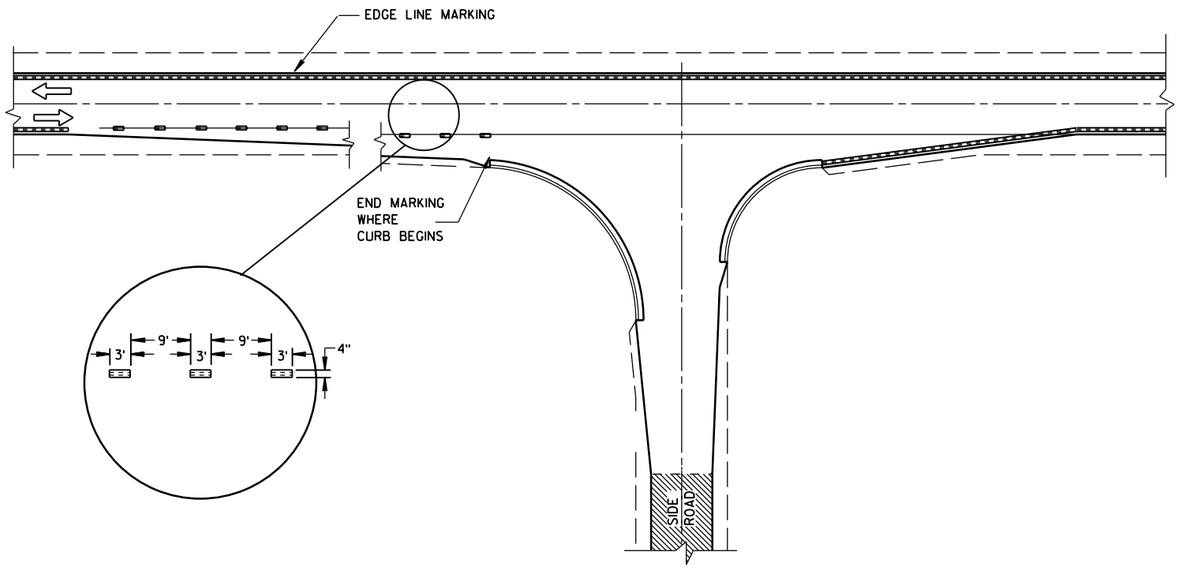
(7)

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



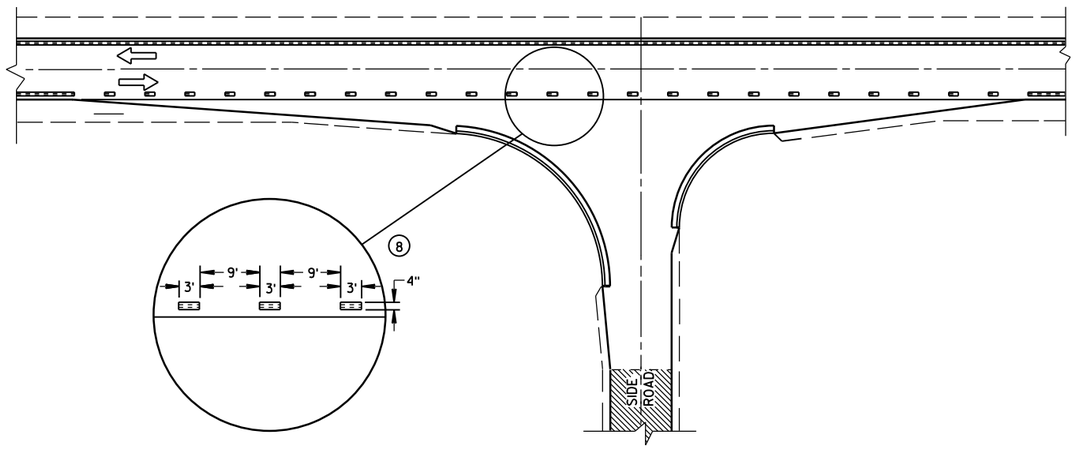
MAJOR INTERSECTIONS

(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)

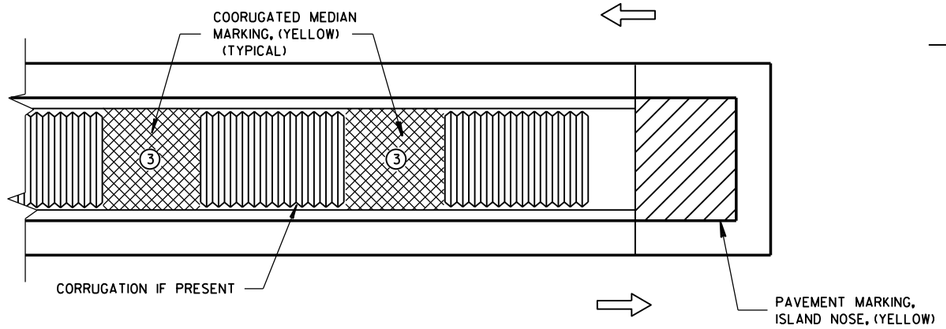
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 980

6

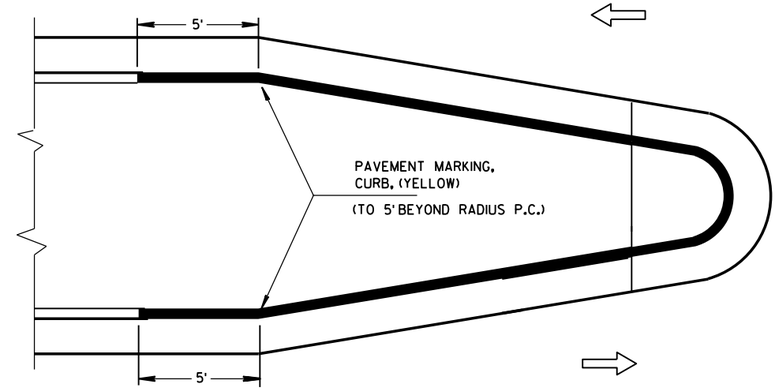
S.D.D. 15 C 8-15b

6

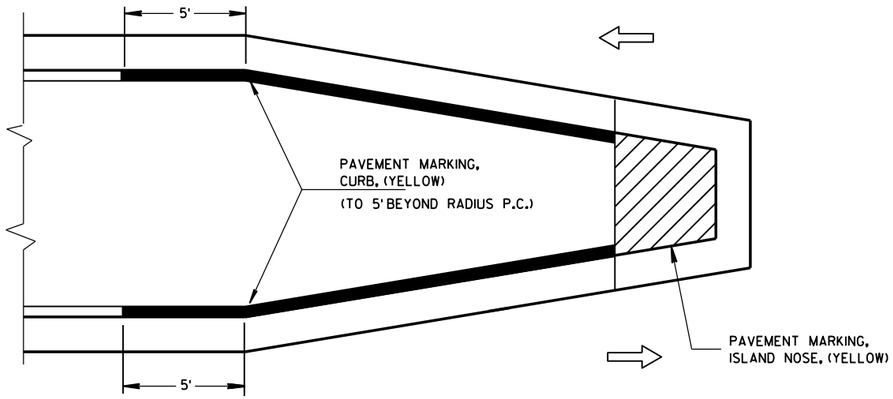
S.D.D. 15 C 8-15b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

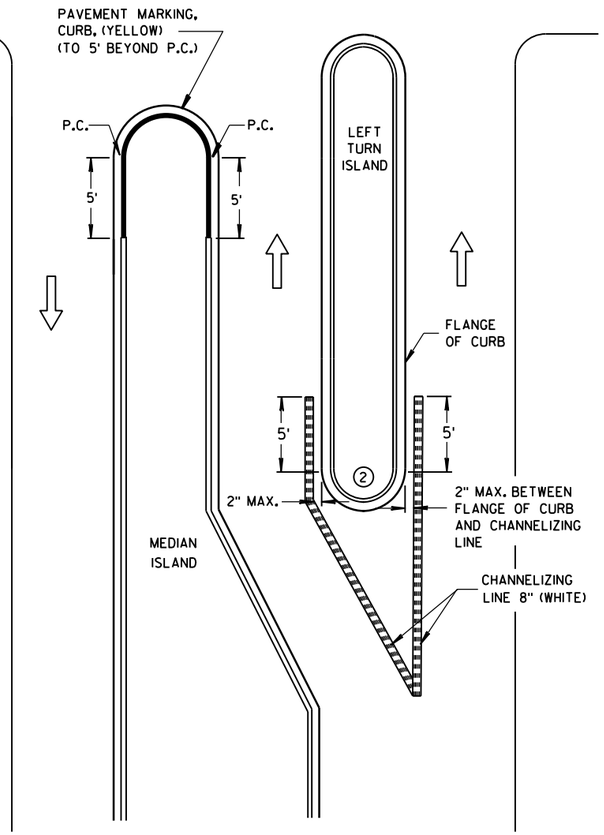


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

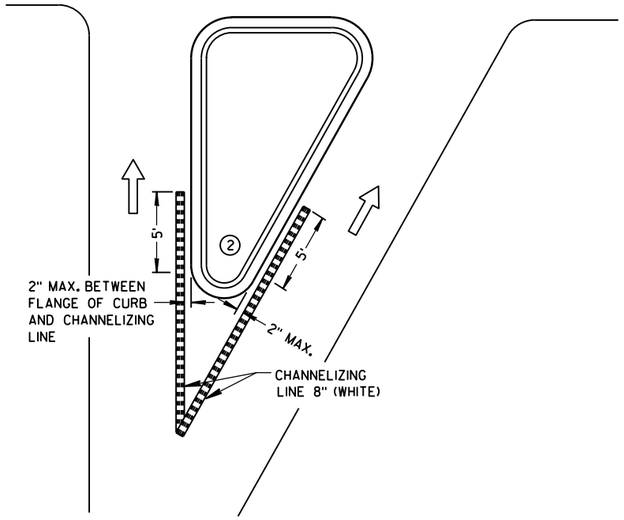
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



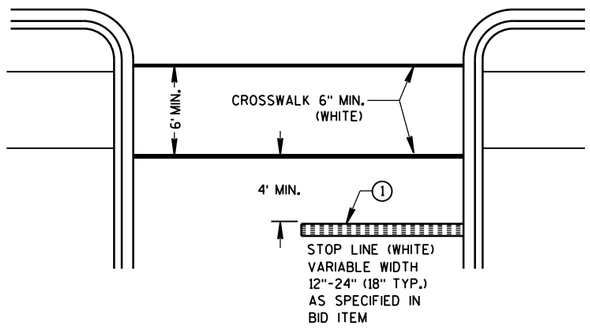
LEFT TURN & MEDIAN ISLAND

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

6

S.D.D. 15 C 8-15f

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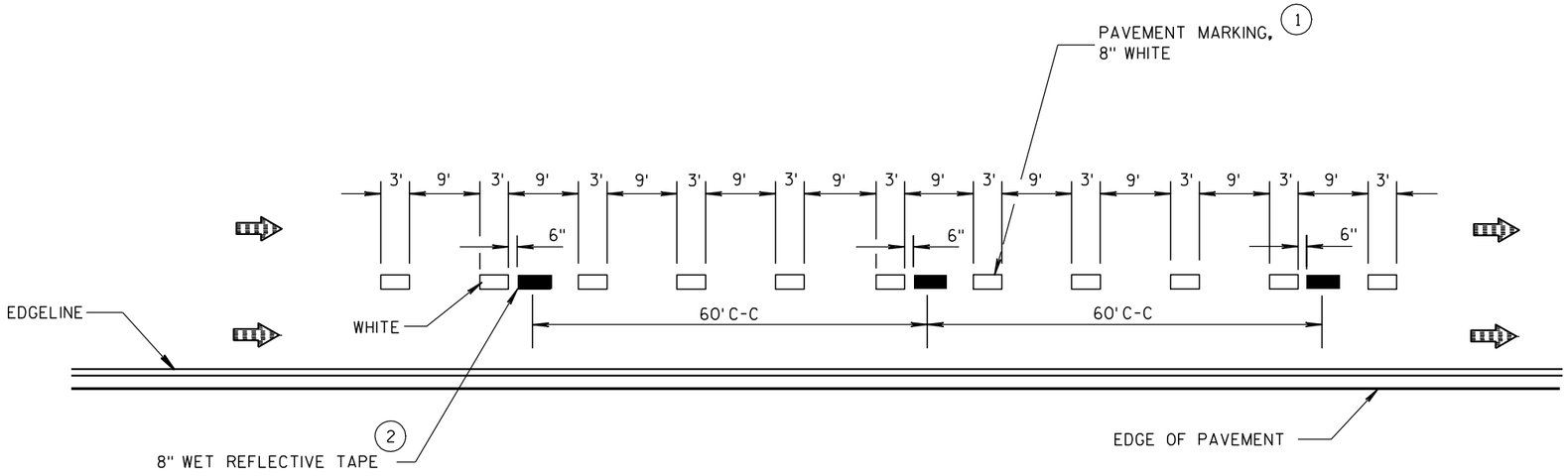
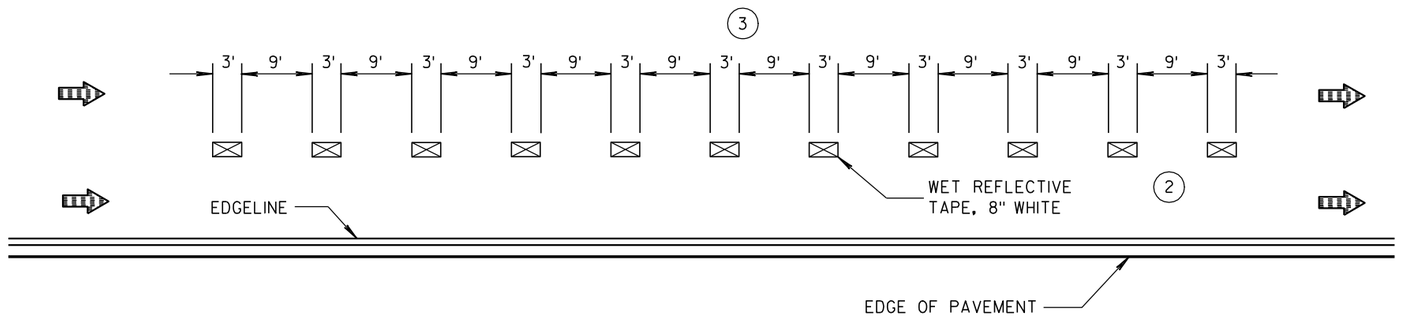
S.D.D. 15 C 8-15f



SPRAYED OR NON WET REFLECTIVE DROP LANE LINE SUPPLEMENTED BY WET REFLECTIVE TAPE SEGMENT

GENERAL NOTES

1. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE. RETRACE EXISTING 4" MARKING WITH 8" MARKING.
2. REPLACE SAME 4" WET REFLECTIVE TAPE WHERE EXISTING 4" TAPE IS IN PLACE.
3. 3' LINE 9' GAP, EXCEPT REPLACE THE EXISTING LINE - GAP PATTERN AND WIDTH OF TAPE WHERE EXISTING TAPE IS IN PLACE.



DROP LANE DETAIL FOR NEW WET REFLECTIVE TAPE INSTALLATIONS

LEGEND

- 2.0' LENGTH OF WET REFLECTIVE TAPE
- 3.0' LENGTH OF WET REFLECTIVE TAPE
- DROP LANE MARKING SPRAYED OR NON WET REFLECTIVE TAPE
- DIRECTION OF TRAFFIC

PAVEMENT MARKINGS FOR DROP LANES FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

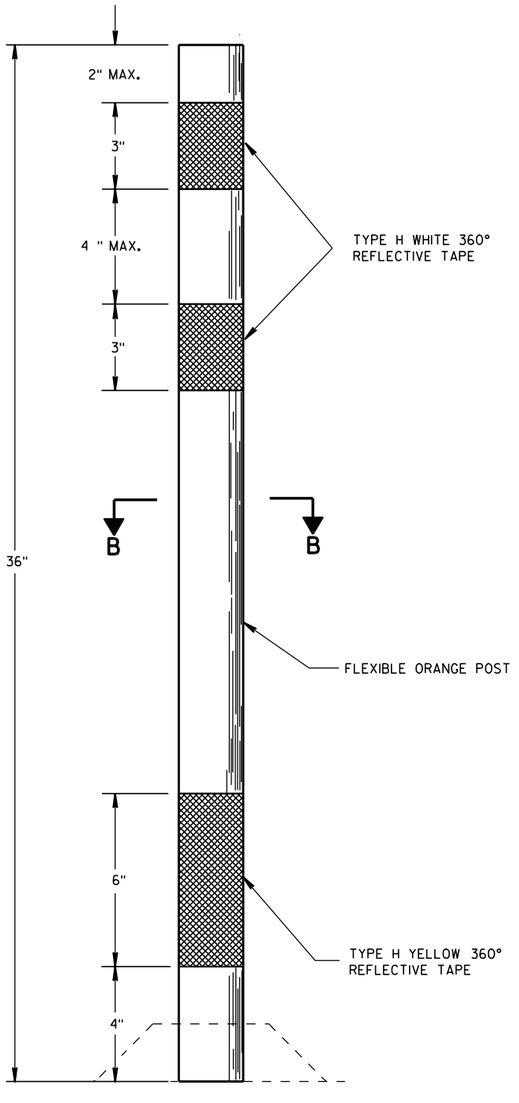
5/13/10 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

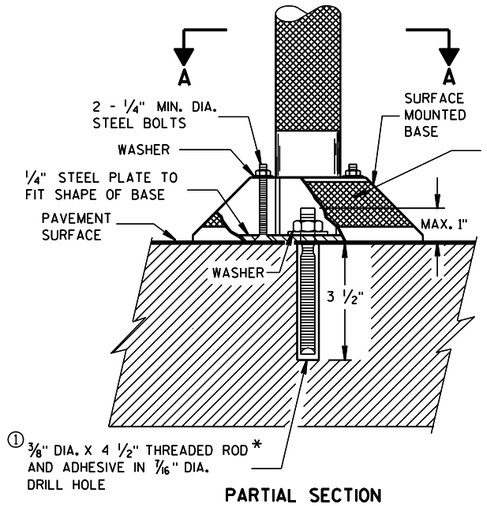
FHWA

6

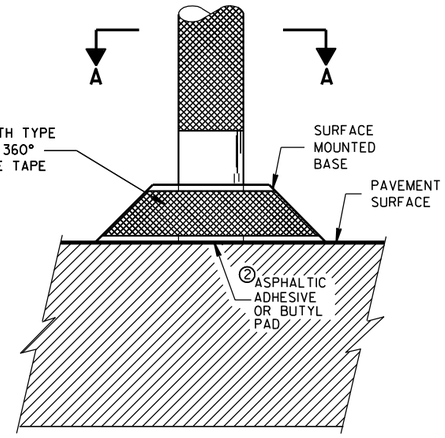
S.D.D. 15 C 10-10



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

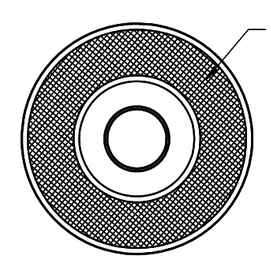
GENERAL NOTES

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

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

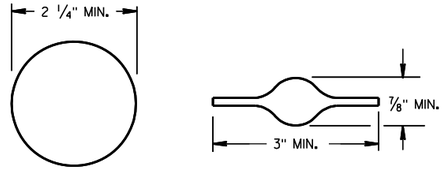
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



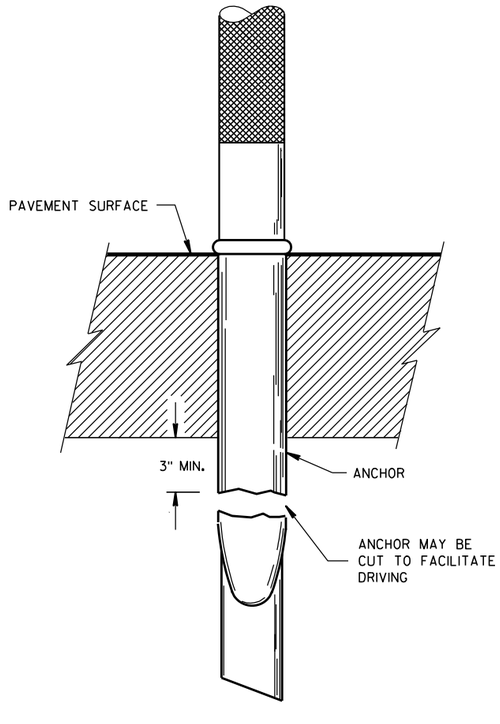
SECTION A-A

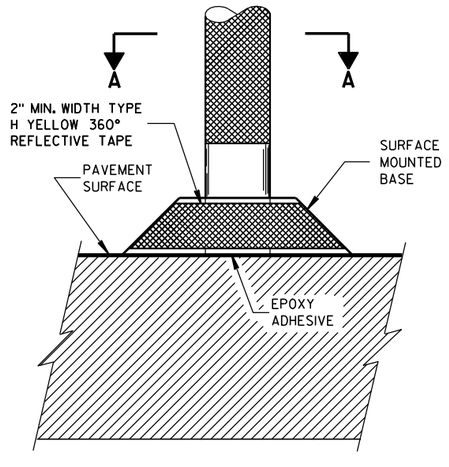
SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/17/94
DATE

/S/ Chester J. [illegible]
DIRECTOR, OFFICE O

FHWA

983

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S.D.D. 15 C 11-5

6

S.D.D. 15 C 11-5

TWO-LANE ROADWAY

SYMBOLS

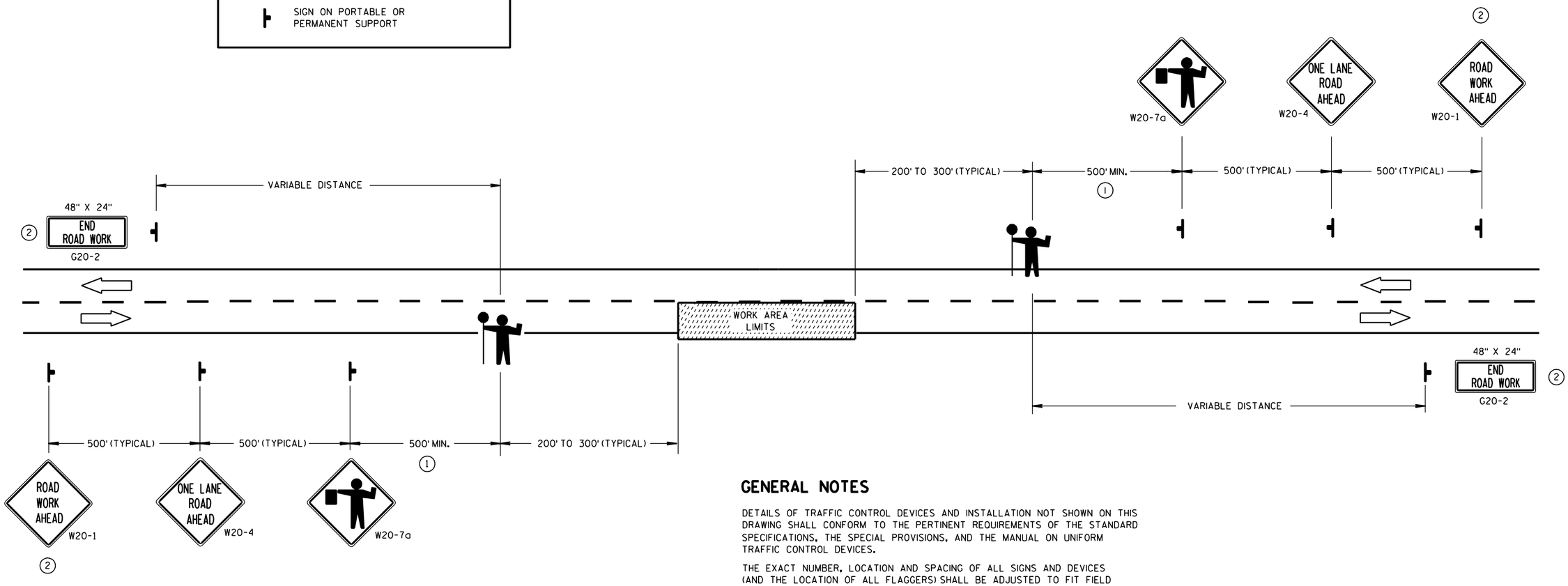
WORK AREA

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

984

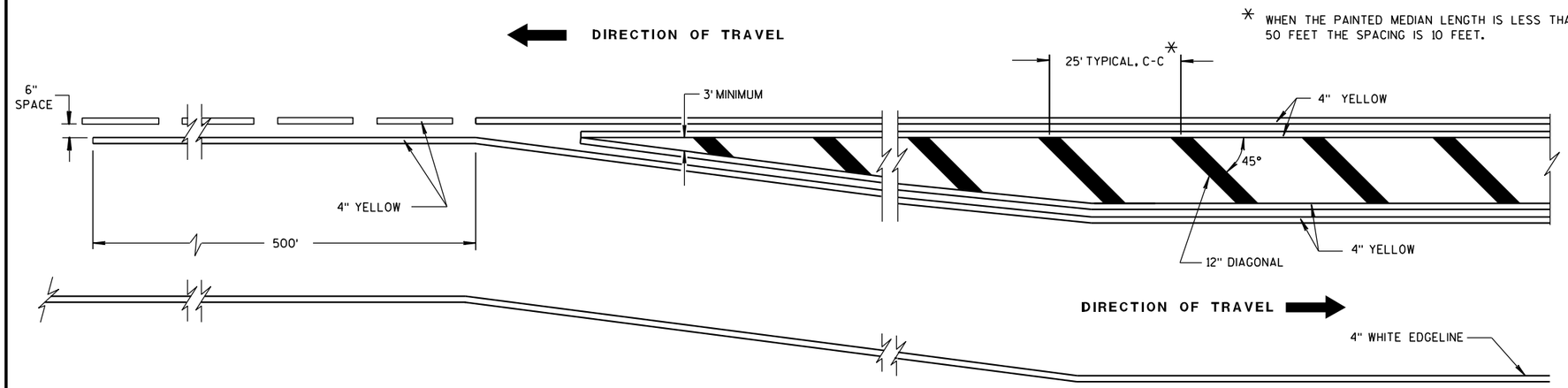
FHWA

6

S.D.D. 15 C 12-3

6

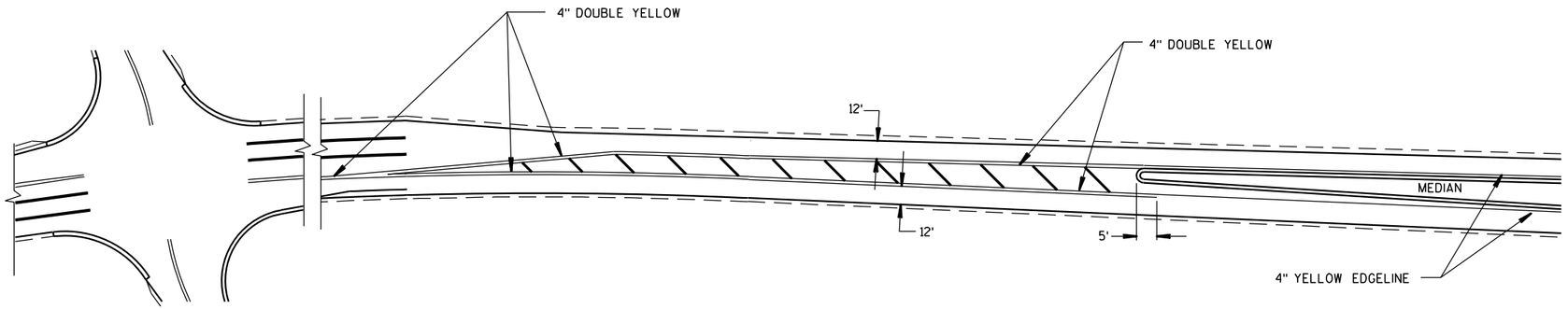
S.D.D. 15 C 12-3



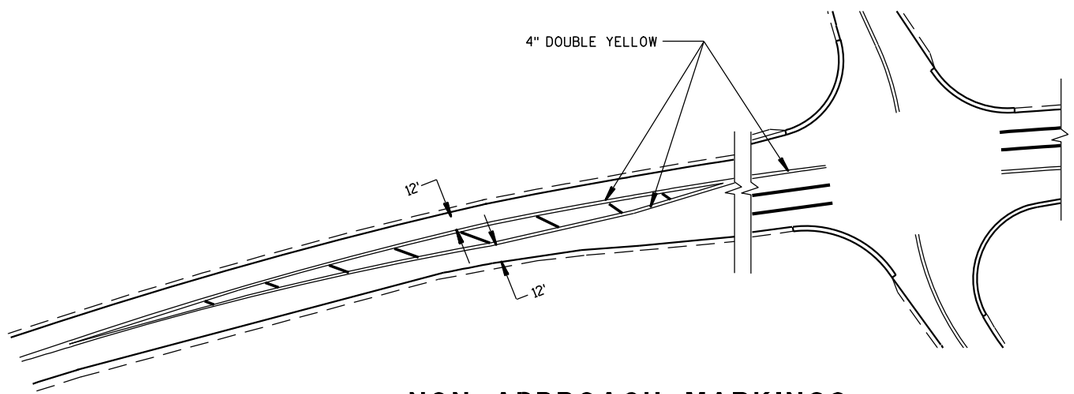
MEDIAN ISLAND DETAIL

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

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER 985 IGN
FHWA	

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S.D.D. 15 C 18-3

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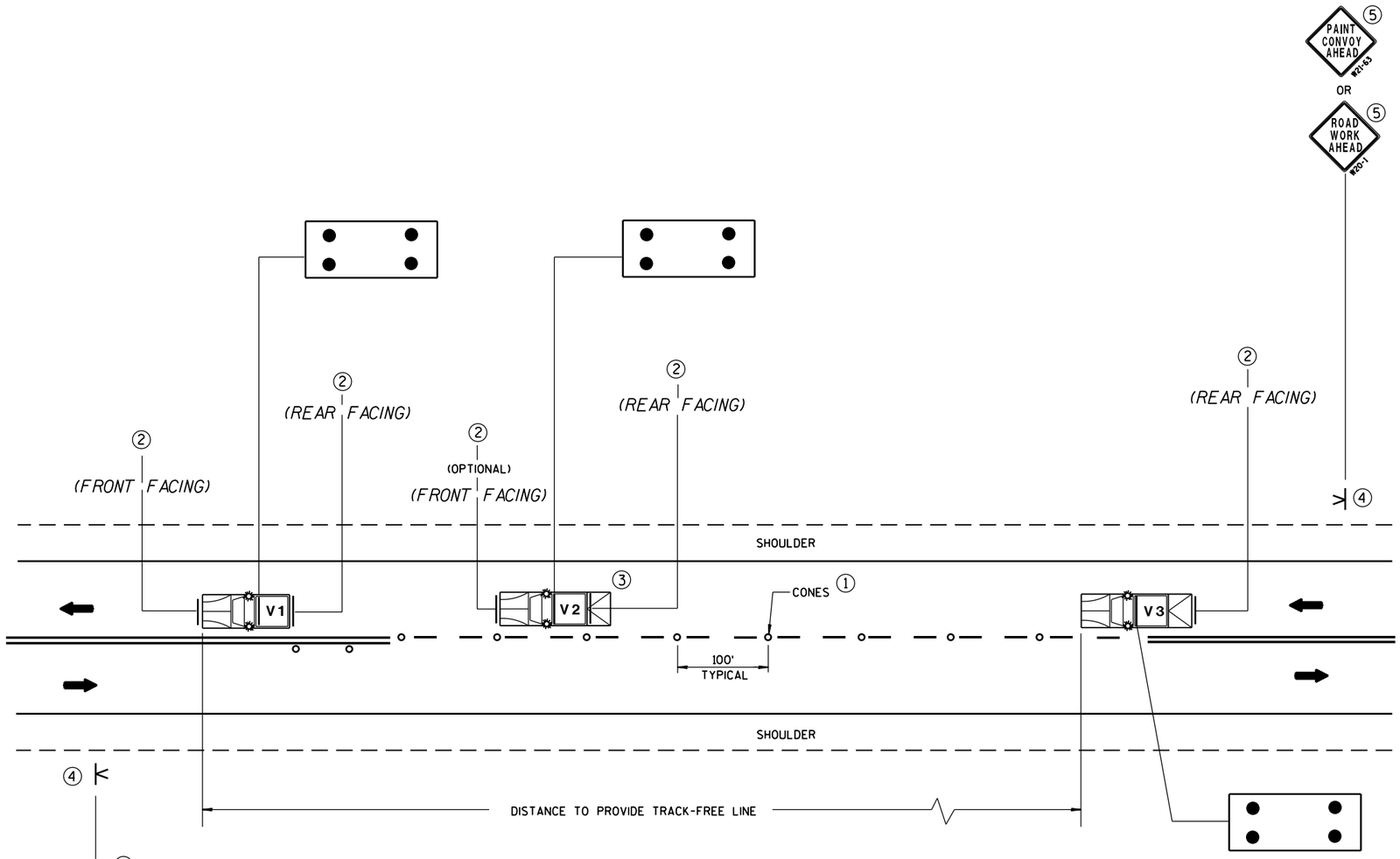
S.D.D. 15 C 18-3



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT ↙ W21-64 OR WET PAINT ↘ W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON PORTABLE SUPPORT
	DIRECTION OF TRAVEL
	CONES
	FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
12/6/2011 DATE	/S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER
FHWA	

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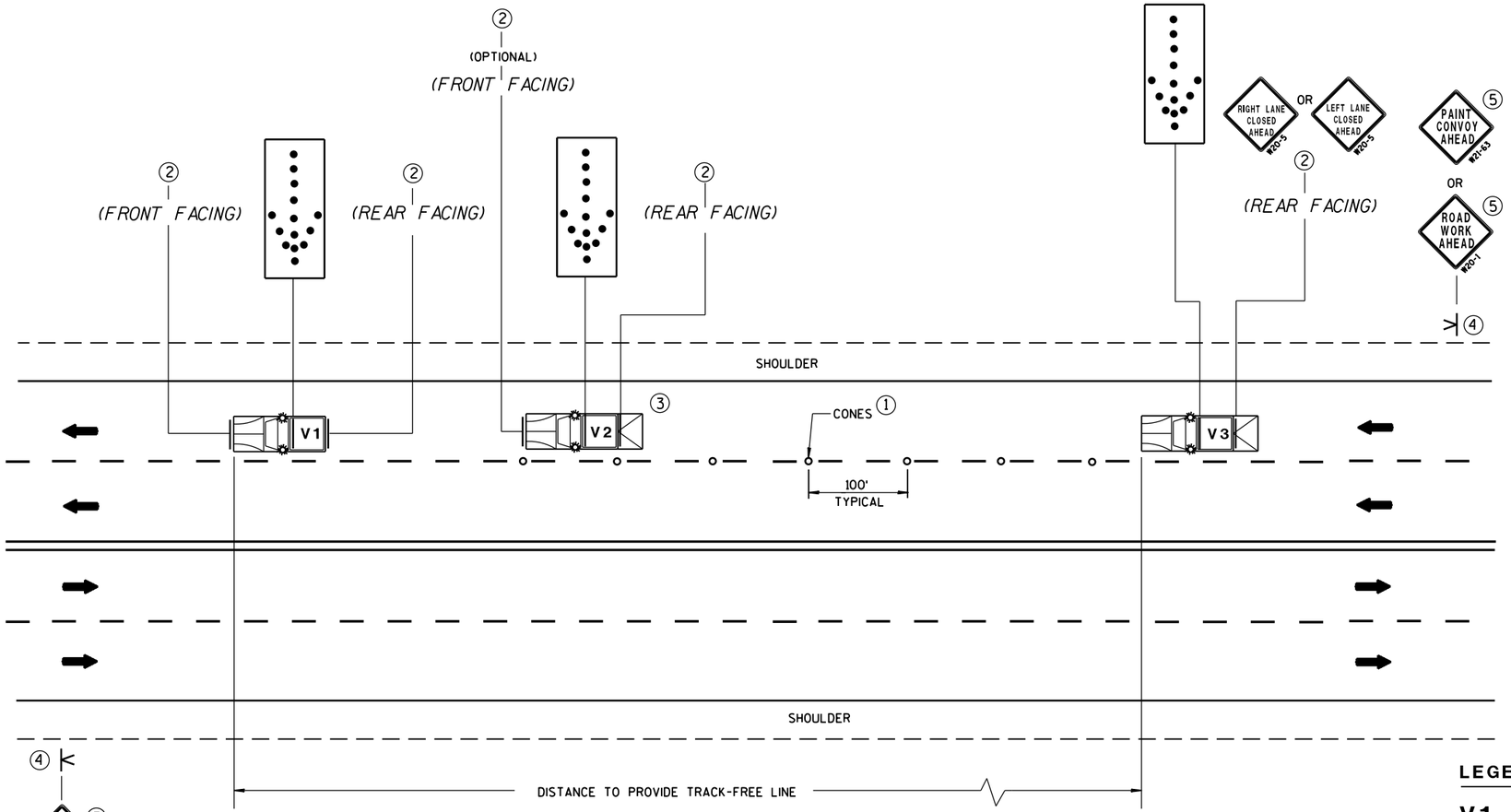
S.D.D. 15 C 19-1a



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE UNDIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE OR LANELINE MARKING FOR MULTILANE UNDIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON PORTABLE SUPPORT
	DIRECTION OF TRAVEL
	CONES
	FLASHING ARROW PANEL (MERGE)

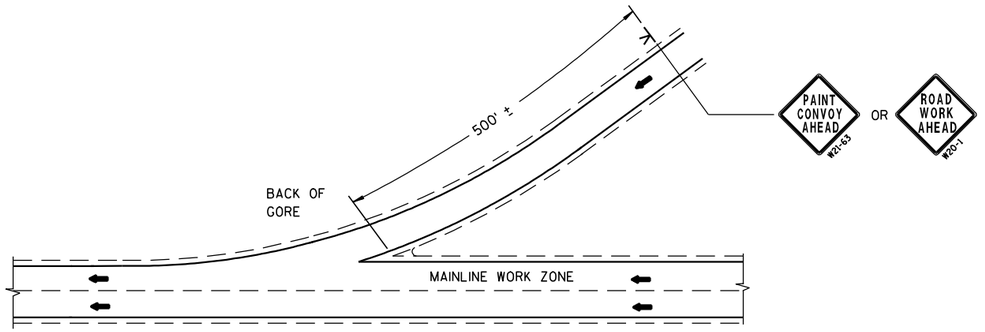
MOVING PAVEMENT MARKING OPERATION
MULTI-LANE UNDIVIDED ROADWAY

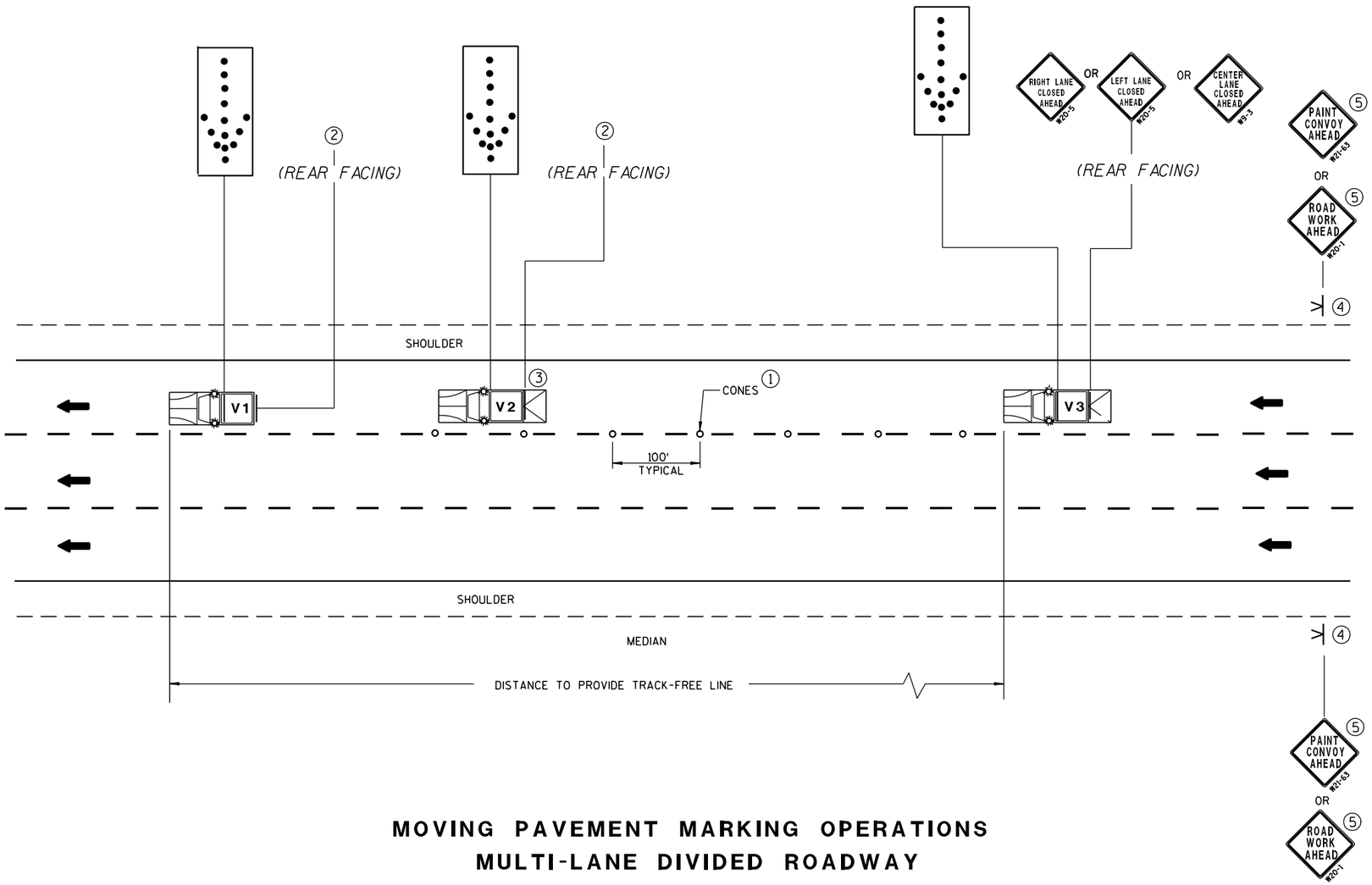
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/6/2011 DATE
/S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 19-1b





MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON PORTABLE SUPPORT
	DIRECTION OF TRAVEL
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/6/2011 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

988 SIGN

FHWA

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S.D.D. 15 C 19-1c

6

S.D.D. 15 C 19-1c

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.

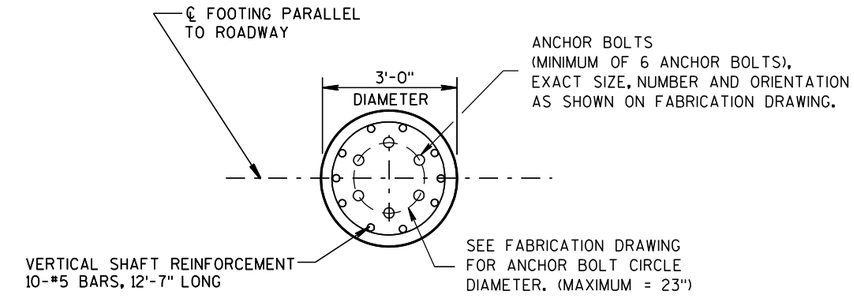
IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

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.

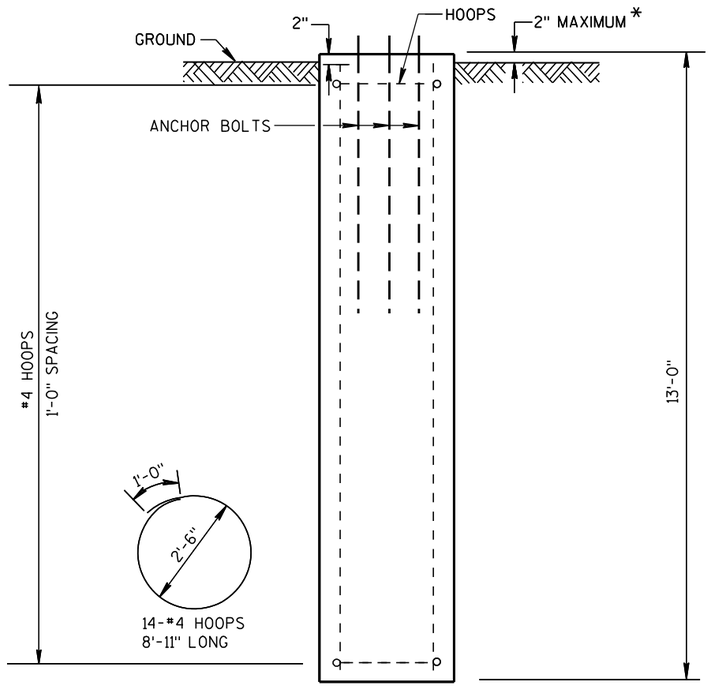
CONCRETE MASONRY ---------- fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ------ fy=60,000 p.s.i.
ANCHOR BOLTS ---------- AASHTO M314 GRADE 55

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

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.



ELEVATION VIEW

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/17/2009 DATE
/S/ Thomas N. N[illegible] STATE TRAFFIC ENGINEE 989 IGN
FHWA

6

S.D.D. 15 C 24-2

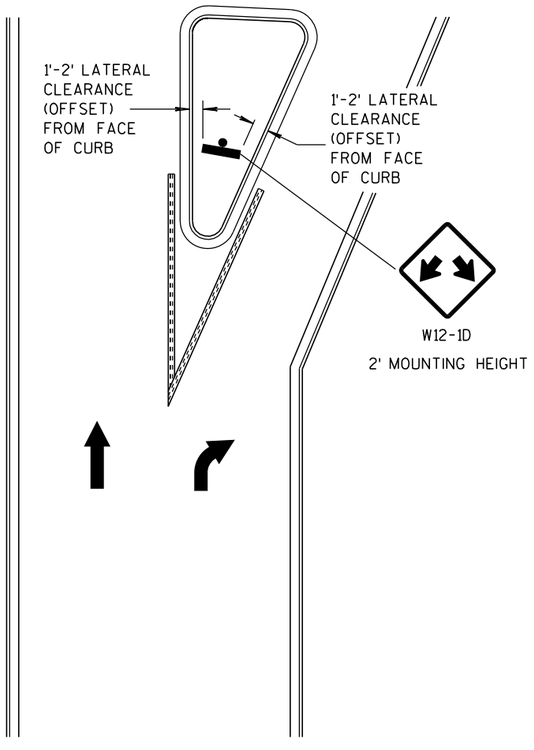
6

S.D.D. 15 C 24-2

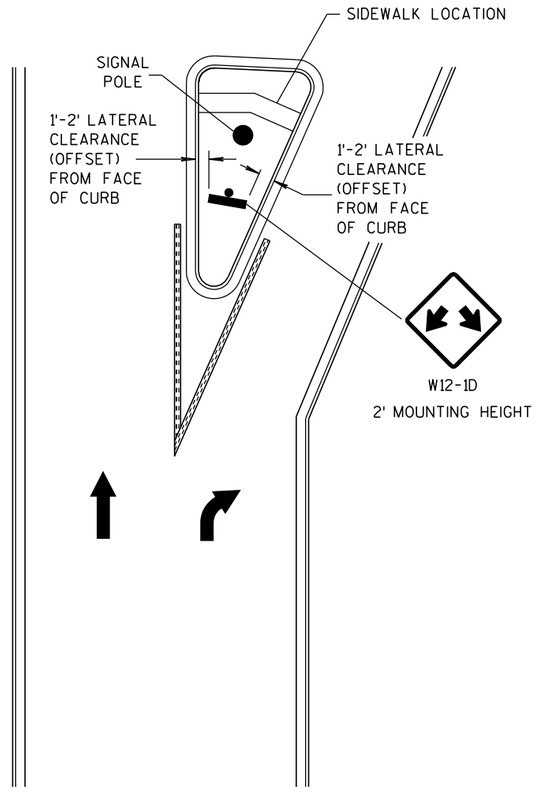
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

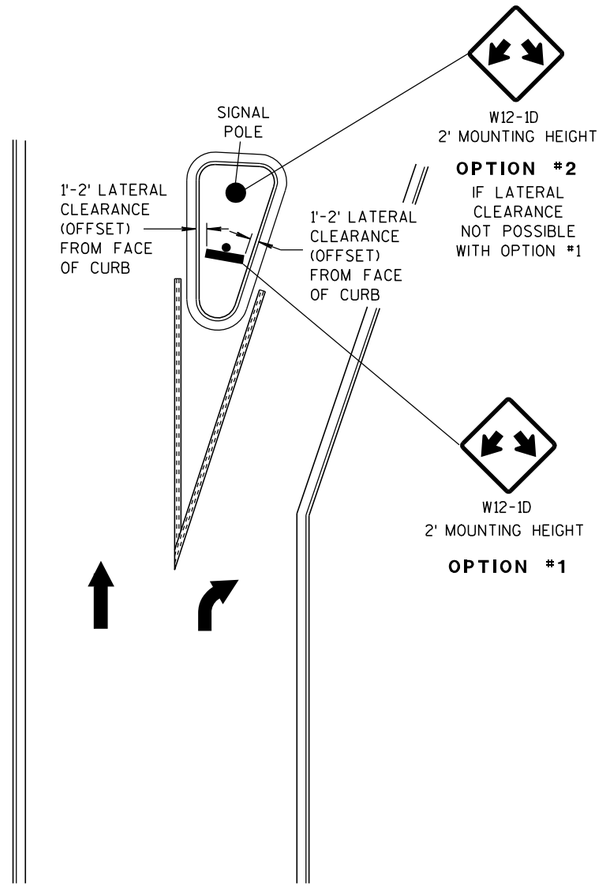
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA	990 IGN

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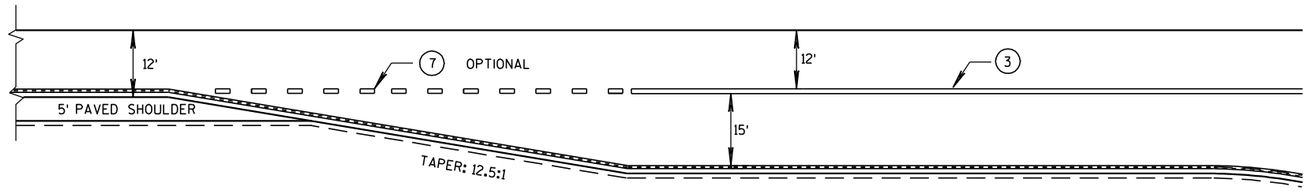
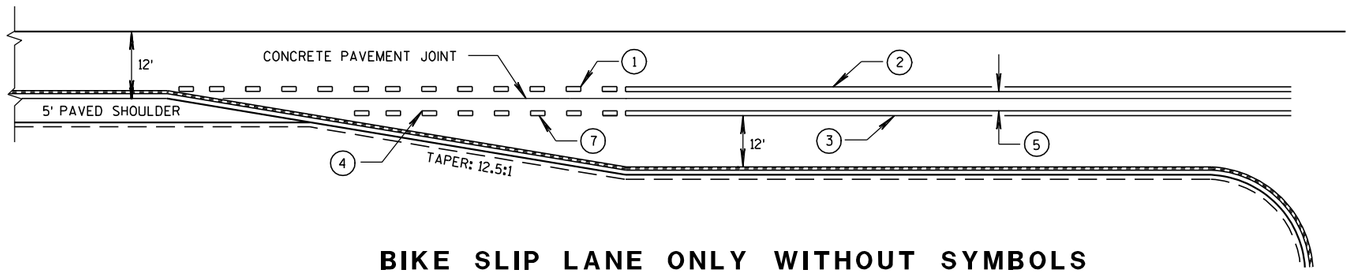
S.D.D. 15 C 27-1

6

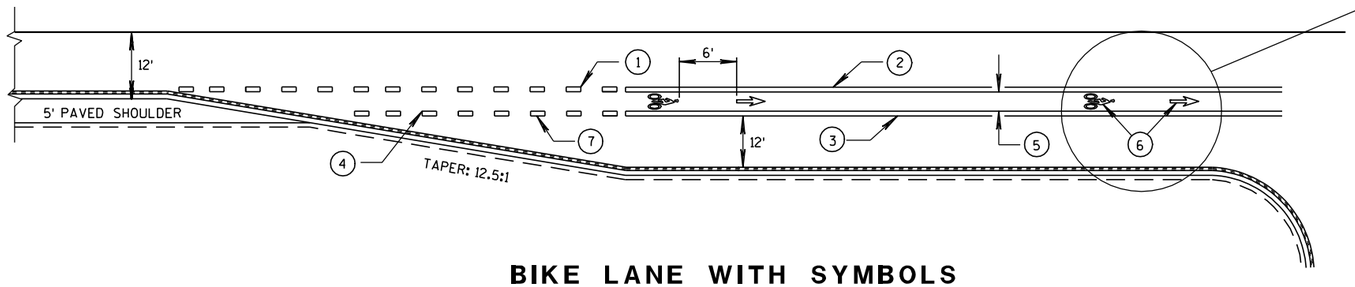
S.D.D. 15 C 27-1



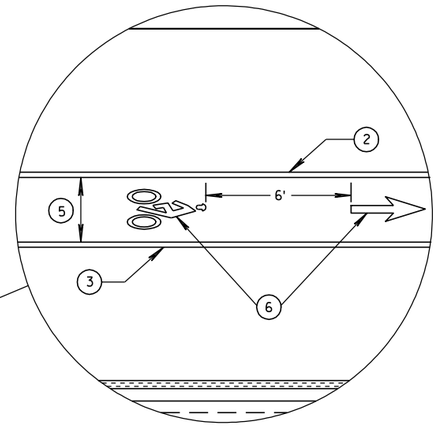
WIDER TURN LANE



BIKE SLIP LANE ONLY WITHOUT SYMBOLS



BIKE LANE WITH SYMBOLS



GENERAL NOTES

1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMMODATION FOR CONCRETE PAVEMENT IS 5' WIDE.
   2 LANE (3' LEFT, 2' RIGHT OF JOINT).
   4 LANE (2' LEFT, 3' RIGHT OF JOINT).
   BIKE ACCOMMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4', 5' AT ≥45 MPH.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/6/2012
DATE

/S/ Thomas N. N[illegible]
STATE TRAFFIC ENGINE 991 SIGN

FHWA

6

S.D.D. 15 C 29-2a

6

S.D.D. 15 C 29-2a

GENERAL NOTES

(1) 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.

(2) 4-INCH, WHITE.

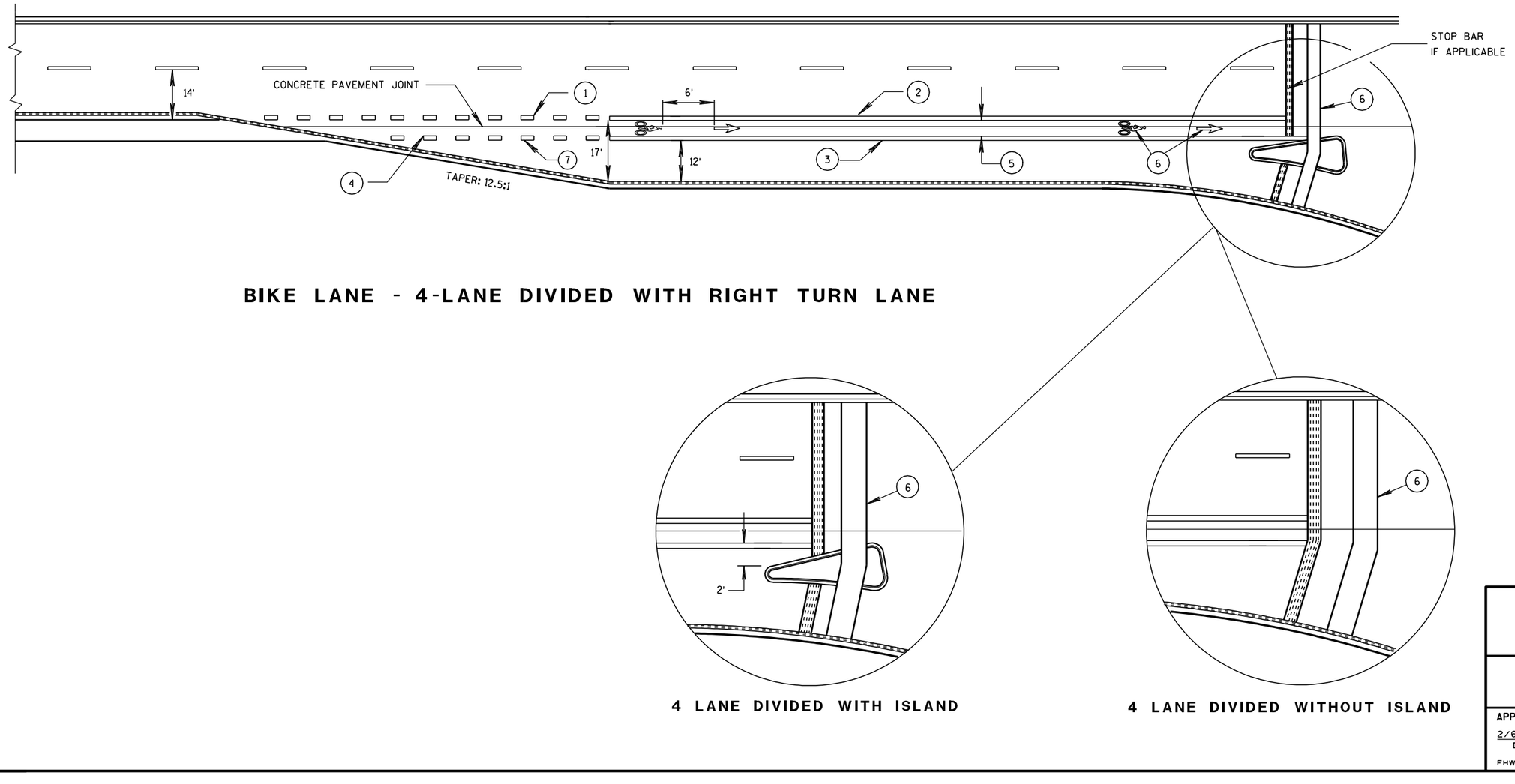
(3) 8-INCH, WHITE.

(4) IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.

(5) BIKE ACCOMMODATION FOR CONCRETE PAVEMENT IS 5' WIDE.
2 LANE (3' LEFT, 2' RIGHT OF JOINT).
4 LANE (2' LEFT, 3' RIGHT OF JOINT).
BIKE ACCOMMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4', 5' AT ≥ 45 MPH.

(6) REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

(7) 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.



BIKE LANE - 4-LANE DIVIDED WITH RIGHT TURN LANE

4 LANE DIVIDED WITH ISLAND

4 LANE DIVIDED WITHOUT ISLAND

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/6/2012 DATE
/S/ Thomas N. [illegible] 992
STATE TRAFFIC ENGINEER SIGN
FHWA

6

S.D.D. 15 C 29-2b

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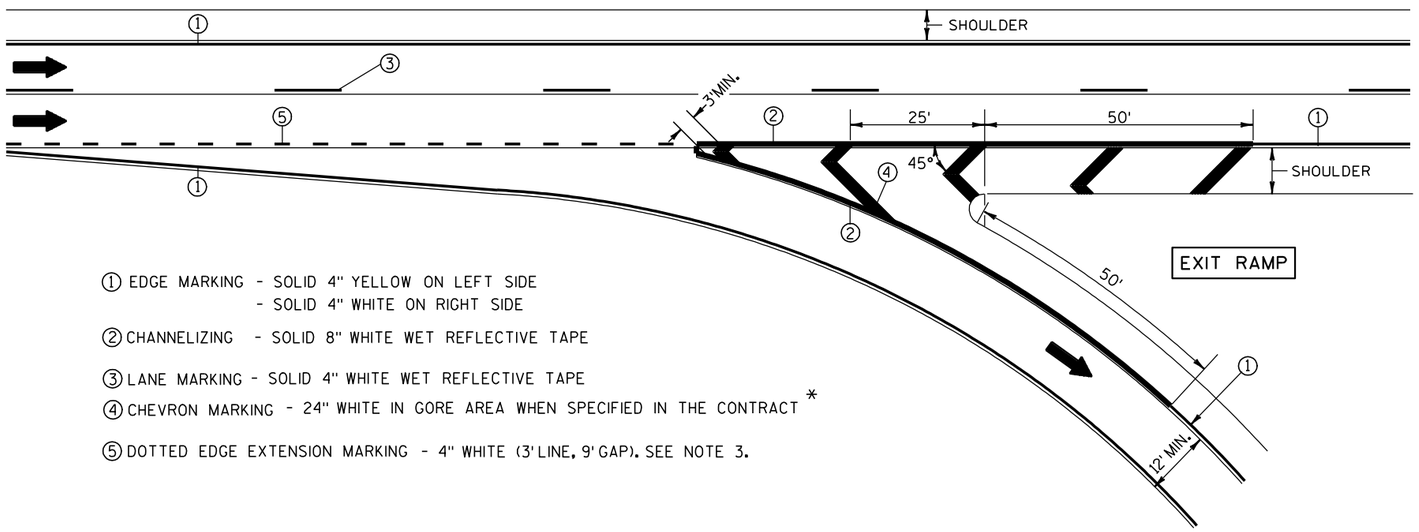
S.D.D. 15 C 29-2b



① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *

⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 9' GAP). SEE NOTE 3.

NOTES:

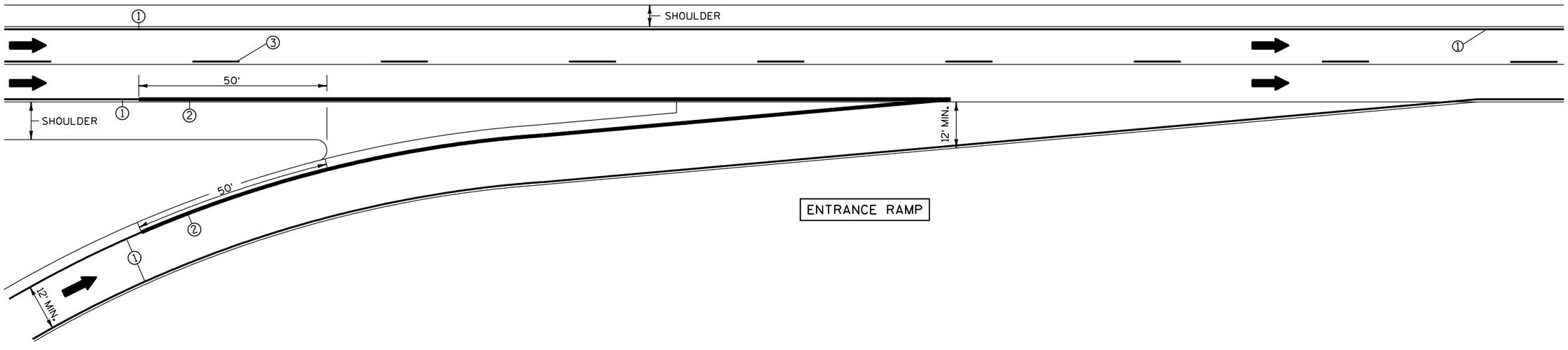
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.

3. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



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S.D.D. 15 C 31-1a

S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

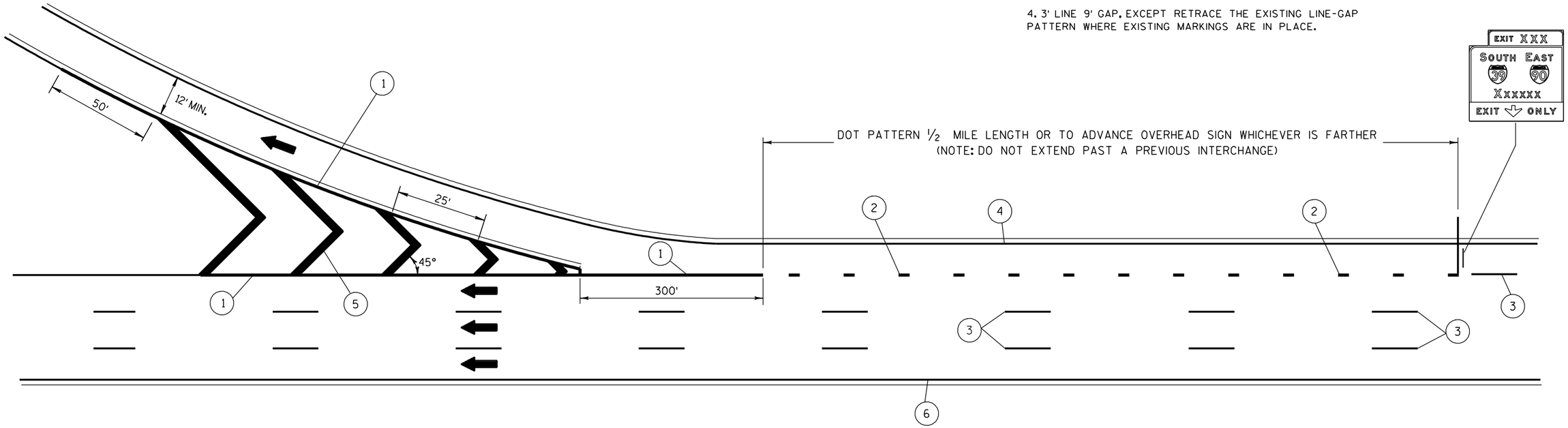
NOTES:

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

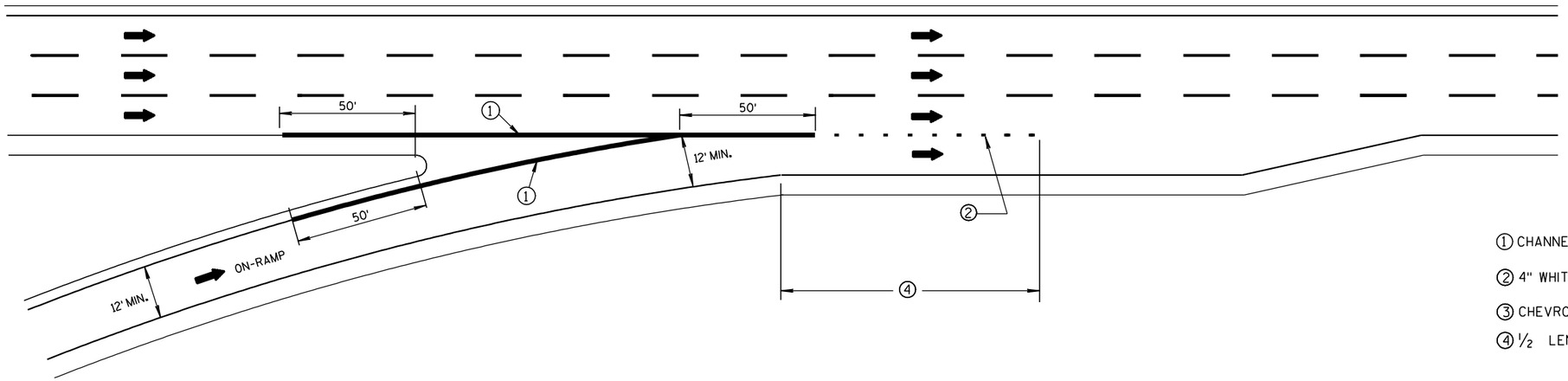
S.D.D. 15 C 31-1b

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.



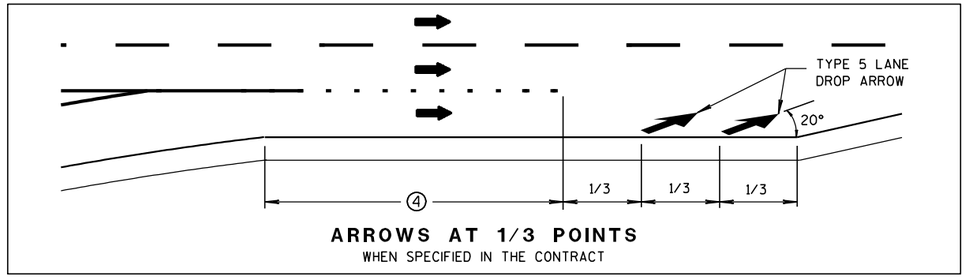
① CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN GORE AREA.

② 4" WHITE (3' LINE, 9' GAP).

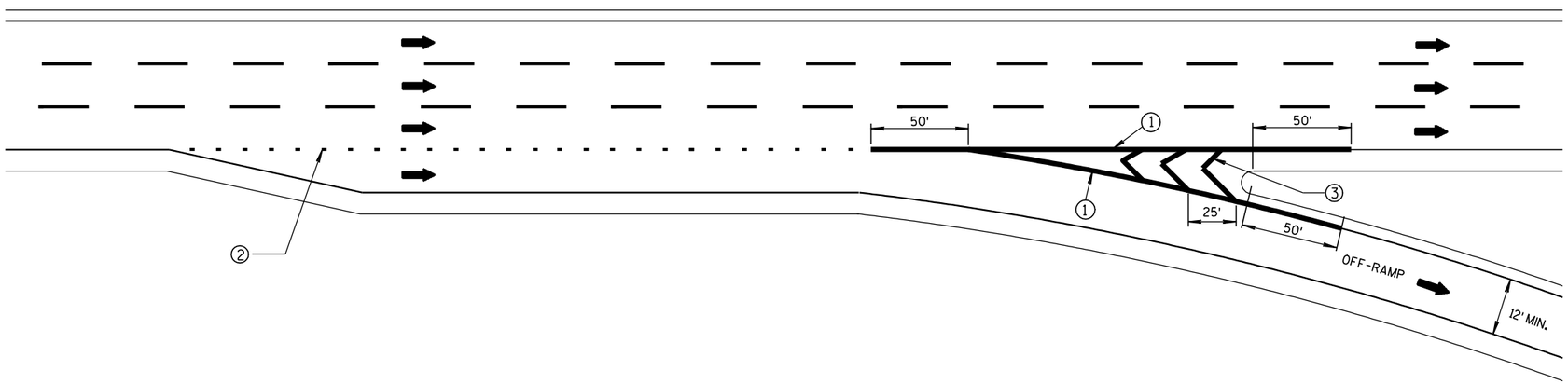
③ CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT.

④ 1/2 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 995 SIGN
FHWA

6
S.D.D. 15 C 31-1d

LEGEND

- POST WITH ATTACHED SIGN
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- ARROW BOARD
- REMOVING PAVEMENT MARKING
- TEMPORARY PRECAST CONCRETE BARRIER
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES :

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

(1) CONSIDER ROADWAY 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.

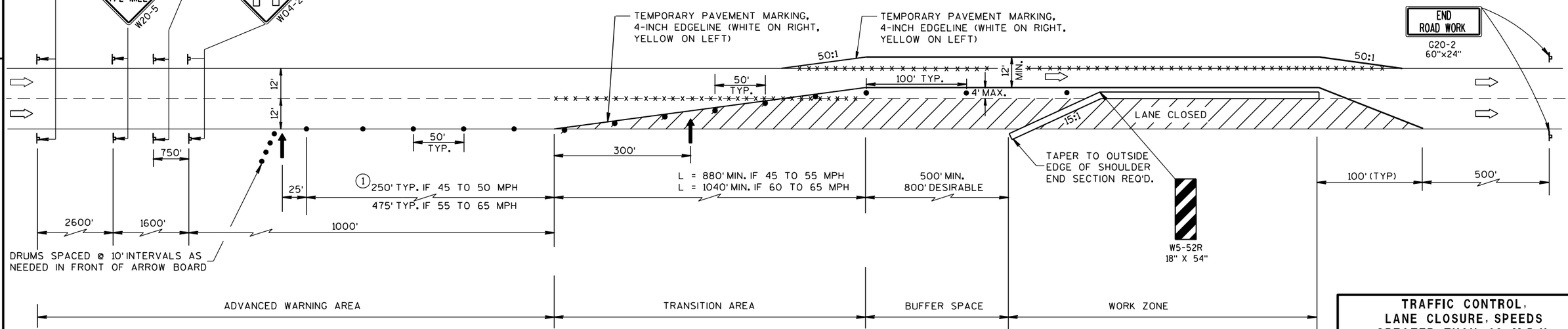
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 7 CONTINUOUS DAYS AND NIGHTS.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE 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.

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED WITHIN THE WORK ZONE OTHER THAN BEHIND THE PRECAST CONCRETE BARRIER.



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-94
DATE

/S/ Chester J. [illegible]
DIRECTOR, OFFICE OF [illegible]

FHWA

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S.D.D. 15 D 3-1

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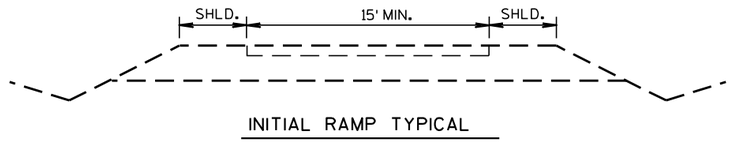
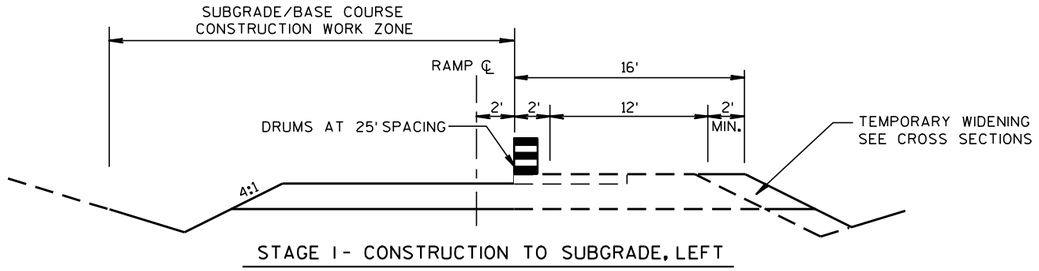
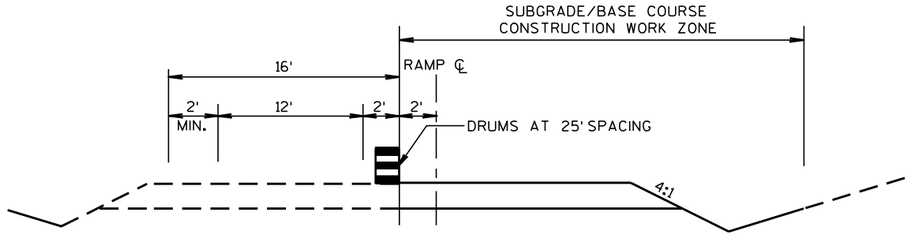
S.D.D. 15 D 3-1



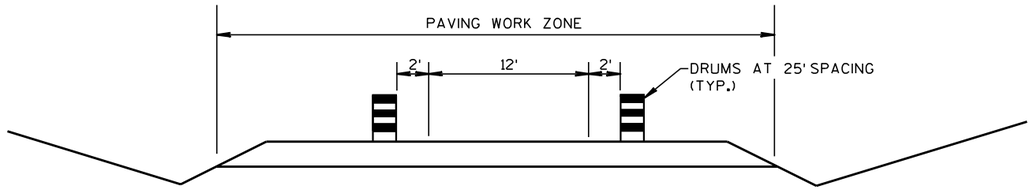
INITIAL RAMP TYPICAL



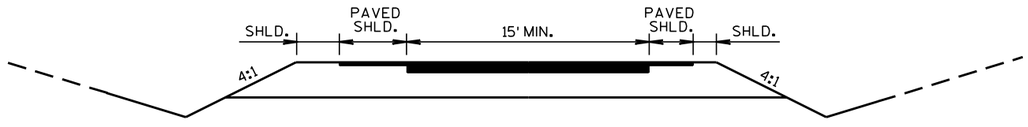
STAGE I - CONSTRUCTION TO SUBGRADE, LEFT



STAGE II - CONSTRUCTION TO SUBGRADE, RIGHT



STAGE III - TRAFFIC ON BASE COURSE



STAGE IV - PAVING

GENERAL NOTES :

WORK SHALL BE SCHEDULED FOR ALL STAGES TO MINIMIZE INCONVENIENCE TO THE TRAFFIC USING THE RAMP WHILE IT IS ONLY BASE COURSE.

IN STAGE III, A MINIMUM 12' LANE WIDTH SHALL BE DELINEATED WITH DRUMS ALONG BOTH EDGES AT ALL TIMES UNTIL PAVED AND PAVEMENT MARKINGS ARE PLACED.

TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-94
DATE

/S/ Chester J. [illegible]
DIRECTOR, OFFICE [illegible]997 [illegible]IC

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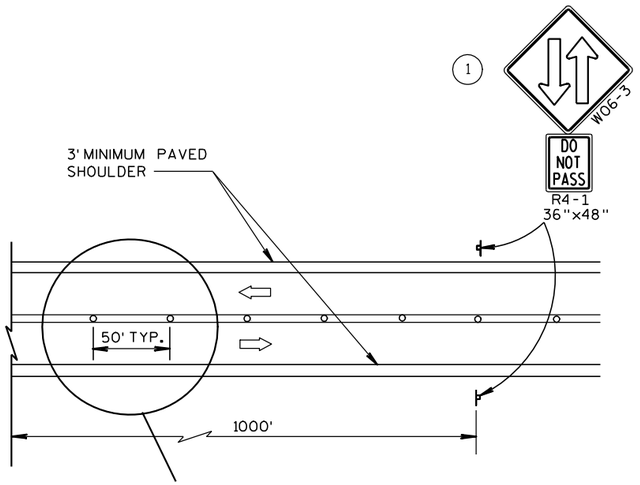
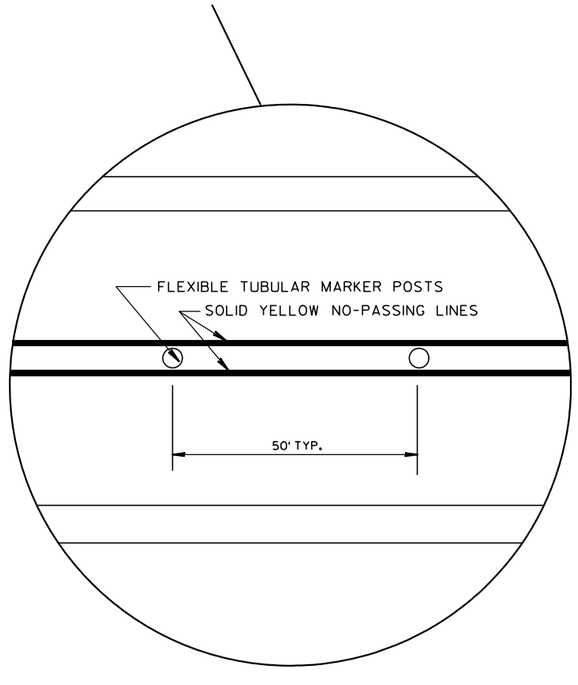


TWO LANE, TWO WAY OPERATION



LEGEND

- POST WITH ATTACHED SIGN
- FLEXIBLE TUBULAR MARKER AND BASE
- DIRECTION OF TRAFFIC

GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

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

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

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

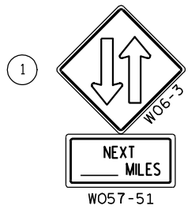
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC @ 50' SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.

R2-1
48"x60"
(BLACK AND WHITE)

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD **BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY** 2 OR 3 MILES.



W057-51
48"x24"

R4-1
36"x48"

THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200' BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500' BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000' BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-4-95
DATE

/S/ Chester J. [illegible]
DIRECTOR, OFFICE OF 998

FHWA

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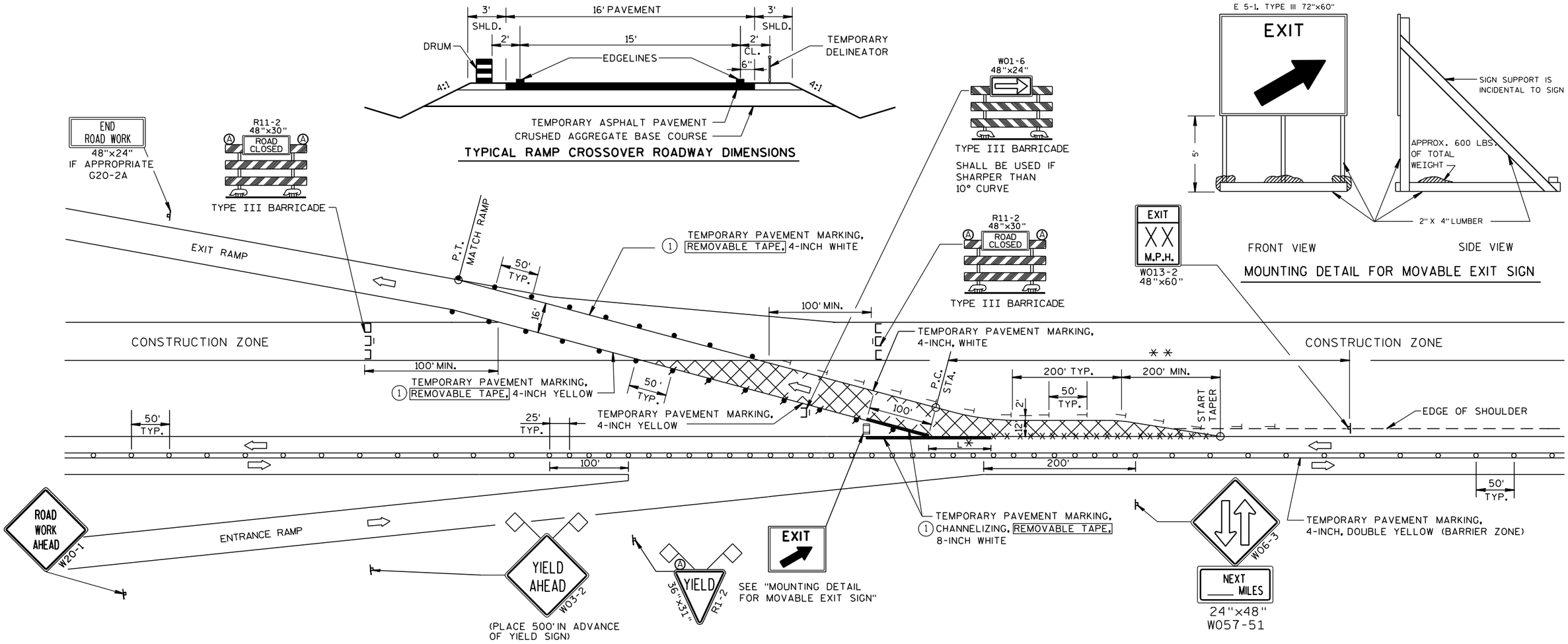

LEGEND

- 8' TYPE III BARRICADE WITHOUT/WITH ATTACHED SIGN
- POST WITH ATTACHED SIGN
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- TEMPORARY DELINEATOR - WHITE (STEEL POST W/SINGLE DELINEATOR)
- (A) WARNING LIGHT, TYPE A
- TEMPORARY CROSSOVER ASPHALTIC PAVEMENT
- REMOVING PAVEMENT MARKINGS
- FLEXIBLE TUBULAR MARKER POST AND BASE
- FLAGS, 12" X 12", RED
- DIRECTION OF TRAFFIC

GENERAL NOTES :

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

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

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

TRAFFIC CONTROL FOR RAMP CROSSOVERS ARE TYPICAL FOR ALL CONSTRUCTION PHASES.

* LENGTH L SHALL BE REQUIRED WHEN TANGENT LENGTH OF EXIT RAMP PARALLEL TO MAINLINE EXCEEDS 300'. LENGTH SHALL BE EQUAL TO THE EXIT RAMP TANGENT LENGTH MINUS 300' OR AS APPROVED BY THE ENGINEER AND SHALL CHANGE TO ACCOMODATE PAVING GAPS.

** ADJUST EXIT RAMP SPEED AS NEEDED IN THE FIELD. DISTANCE TO SIGN LOCATION SHALL ALSO BE PLACED ACCORDING TO TABLE.

WORK ALONG EDGES OF RAMP SHALL MAINTAIN A 10 FOOT AREA CLEAR OF PHYSICAL OBSTRUCTIONS SUCH AS DROP OFFS FROM PAVEMENT REMOVAL OR BROKEN CONCRETE CHUNKS DURING PAVEMENT REMOVAL. THESE AREAS SHALL BE LEVELED WITH TEMPORARY FILL TO PROTECT THE TRAVELING PUBLIC WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE CROSSOVER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

** TABLE FOR ADVANCE WARNING SIGN PLACEMENT DISTANCE

POSTED SPEED MPH	DESIRED SPEED AT CONDITION (MPH)				
	10	20	30	40	50
45	350	300	250		
50	425	400	325	225	
55	500	475	400	300	
60	575	550	500	400	300
65	650	625	575	500	375

TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-4-95 DATE
/S/ Chester J. [illegible] DIRECTOR, OFFICE O 999 C
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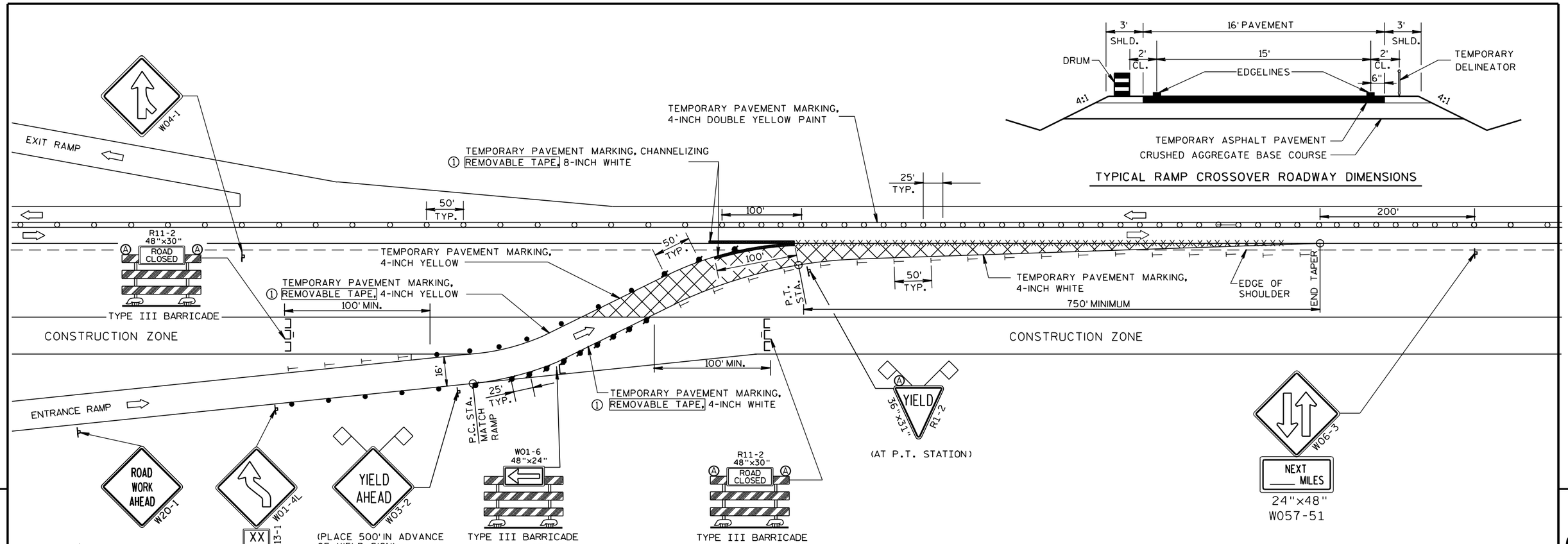


TYPICAL RAMP CROSSOVER ROADWAY DIMENSIONS

LEGEND

- ⊏/I⊏ 8' TYPE III BARRICADE WITHOUT/WITH ATTACHED SIGN
- POST WITH ATTACHED SIGN
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- Ⓐ WARNING LIGHT, TYPE A (SAME COLOR AS SIGN IT SUPPLEMENTS)
- TEMPORARY CROSSOVER ASPHALTIC PAVEMENT
- ~~XXXX~~ REMOVING PAVEMENT MARKINGS
- FLEXIBLE TUBULAR MARKER POST AND BASE
- FLAGS, 12" X 12", RED
- DIRECTION OF TRAFFIC

GENERAL NOTES :

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

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

① TEMPORARY PAVEMENT MARKING REMOVABLE, TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

TRAFFIC CONTROL FOR RAMP CROSSOVERS ARE TYPICAL FOR ALL CONSTRUCTION PHASES.

WORK ALONG EDGES OF RAMP SHALL MAINTAIN A 10 FOOT AREA CLEAR OF PHYSICAL OBSTRUCTIONS SUCH AS DROP OFFS FROM PAVEMENT REMOVAL OR BROKEN CONCRETE CHUNKS DURING PAVEMENT REMOVAL. THESE AREAS SHALL BE LEVELED WITH TEMPORARY FILL TO PROTECT THE TRAVELING PUBLIC WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE CROSSOVER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

TRAFFIC CONTROL, TEMPORARY ENTRANCE RAMP CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

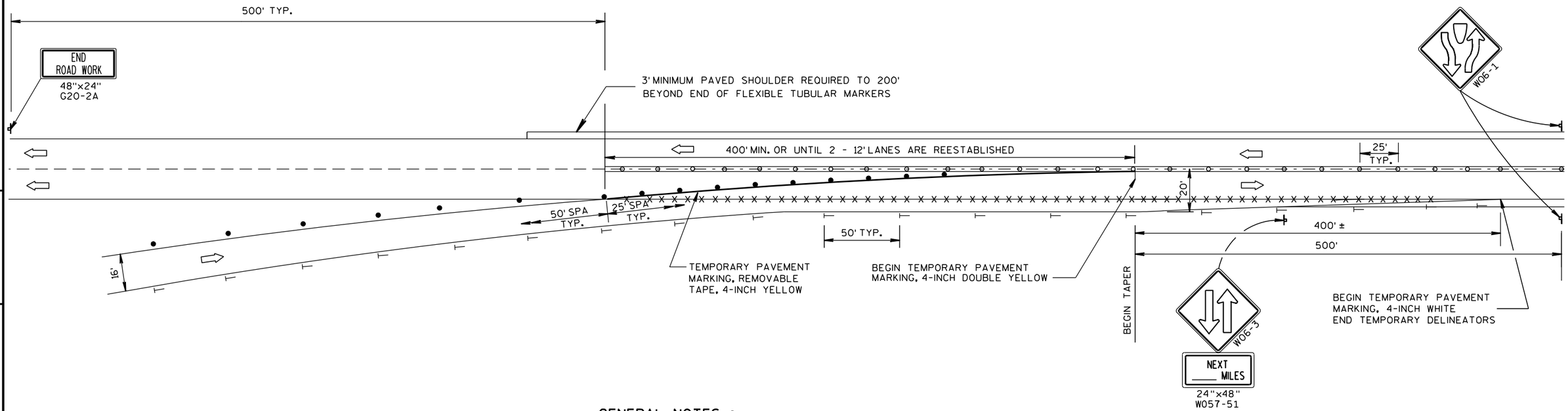
12-4-95
DATE

/S/ Chester J. [illegible]
DIRECTOR, OFFICE OF 1000

FHWA

LEGEND

- POST WITH ATTACHED SIGN
- DRUM
- FLEXIBLE TUBULAR MARKER POST AND BASE
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC



GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-7-95 DATE
/S/ Chester J. [illegible]
DIRECTOR, OFFICE C 1001 IC
FHWA

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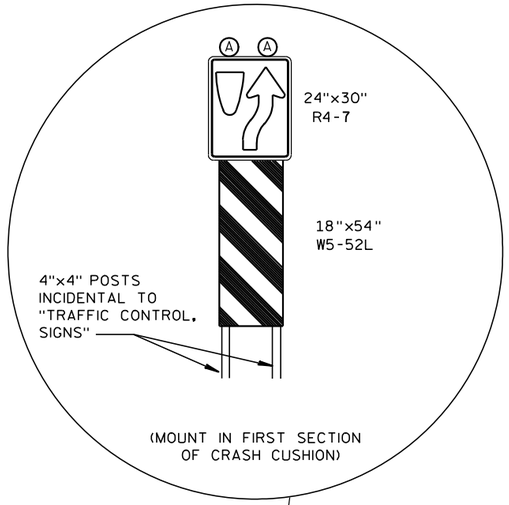
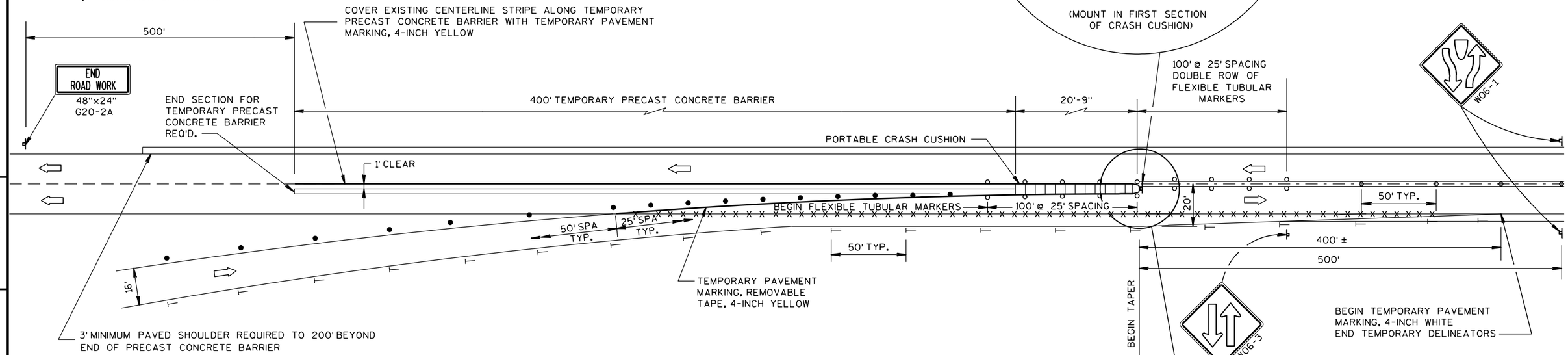
S.D.D. 15 D 9-2

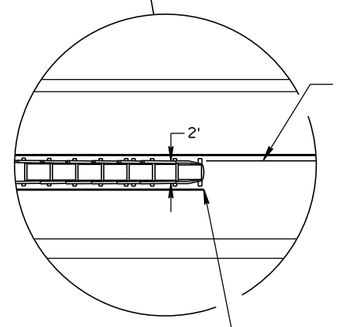
LEGEND

- POST WITH ATTACHED SIGN
- DRUM
- FLEXIBLE TUBULAR MARKER POST AND BASE
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- (A) WARNING LIGHT, TYPE A
- PORTABLE CRASH CUSHION
- TEMPORARY PRECAST CONCRETE BARRIER
- ××××× REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC



(MOUNT IN FIRST SECTION OF CRASH CUSHION)





GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

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

TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-7-95
DATE

/S/ Chester J. [illegible]
DIRECTOR, OFFICE OF 1002

FHWA

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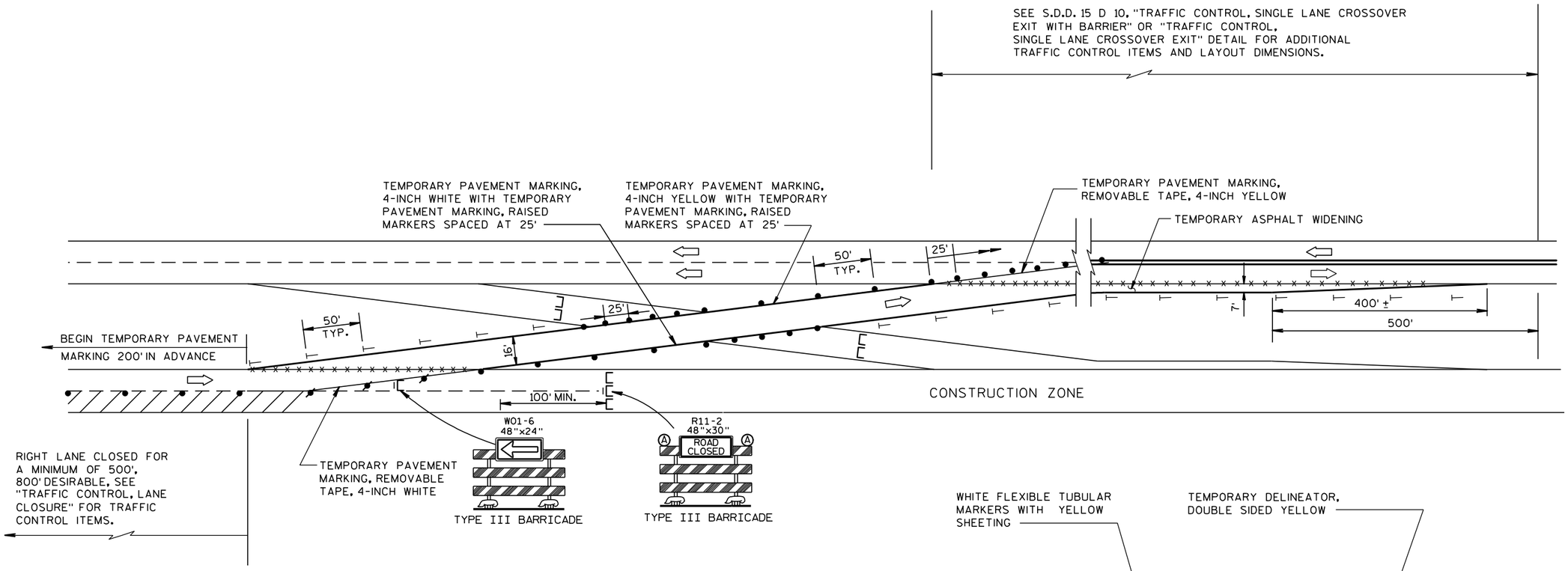
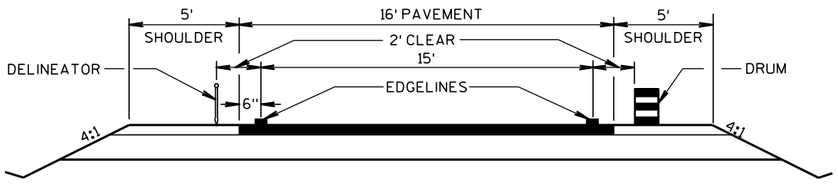




TYPICAL CROSSOVER ROADWAY DIMENSIONS

LEGEND

- ⊏/I⊏ 8' TYPE III BARRICADE WITHOUT/WITH ATTACHED SIGN
- DRUM WITH WARNING LIGHTS, TYPE C
- DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE PAINT
- Ⓐ WARNING LIGHT, TYPE A
- REMOVING PAVEMENT MARKINGS
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- FLEXIBLE TUBULAR MARKER AND BASE
- DIRECTION OF TRAFFIC

GENERAL NOTES :

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

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

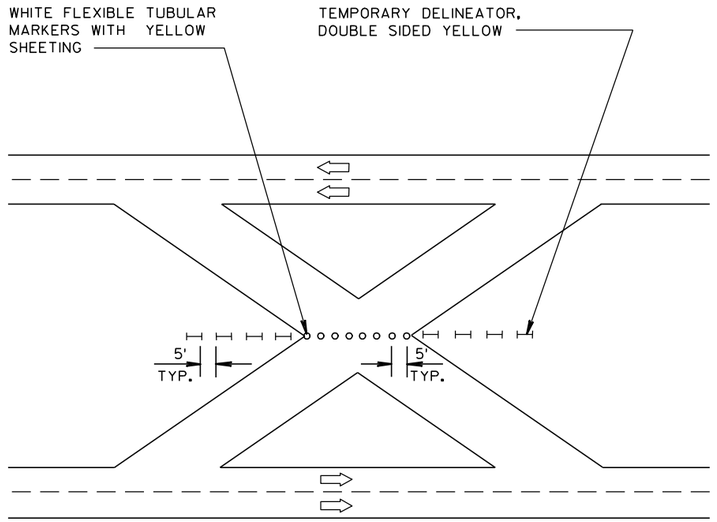
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.



PROTECTION OF CROSSOVER NOT IN USE WHEN CONSTRUCTION IS NOT TAKING PLACE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-22-96 DATE
/S/ Chester J. [illegible]
STATE TRAFFIC E 1003
FHWA

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S.D.D. 15 D 11-3

LEGEND

- POST WITH ATTACHED SIGN
- POST WITH ATTACHED SIGN IN DRUM
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- ARROW BOARD
- 8' TYPE III BARRICADE
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC

GENERAL NOTES :

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

(1) CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

GENERAL NOTES CONTINUED:

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 7 CONTINUOUS DAYS AND NIGHTS.

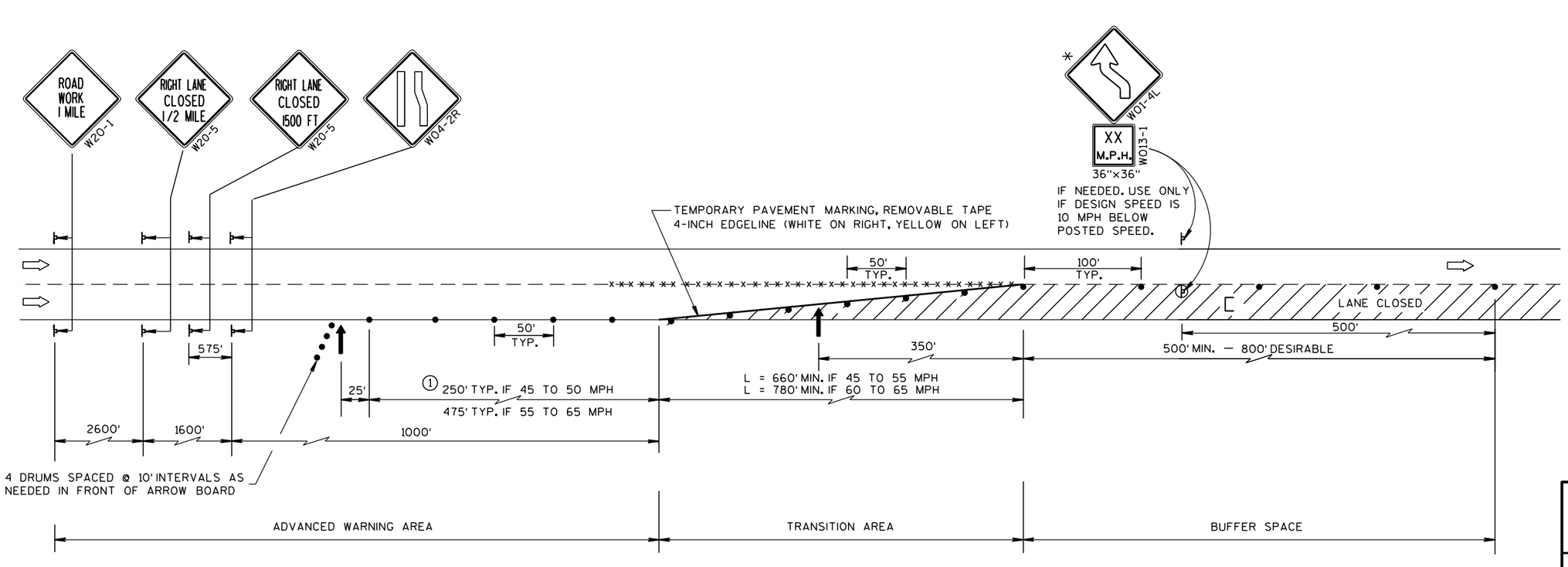
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-7-95 DATE
/S/ Chester J. [illegible]
DIRECTOR, OFFICE O 1004 C
FHWA

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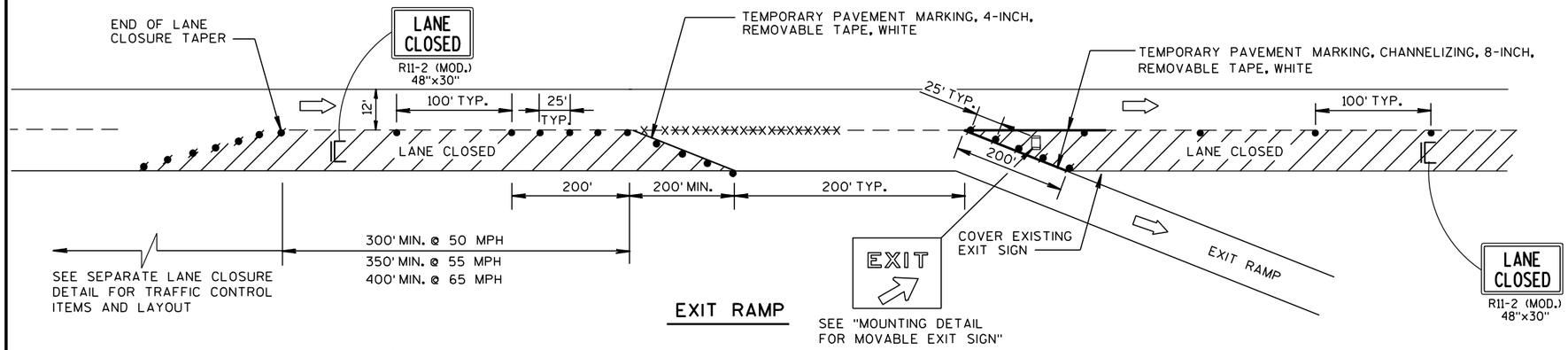
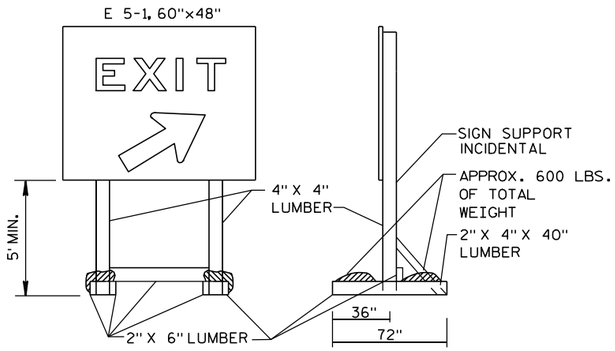
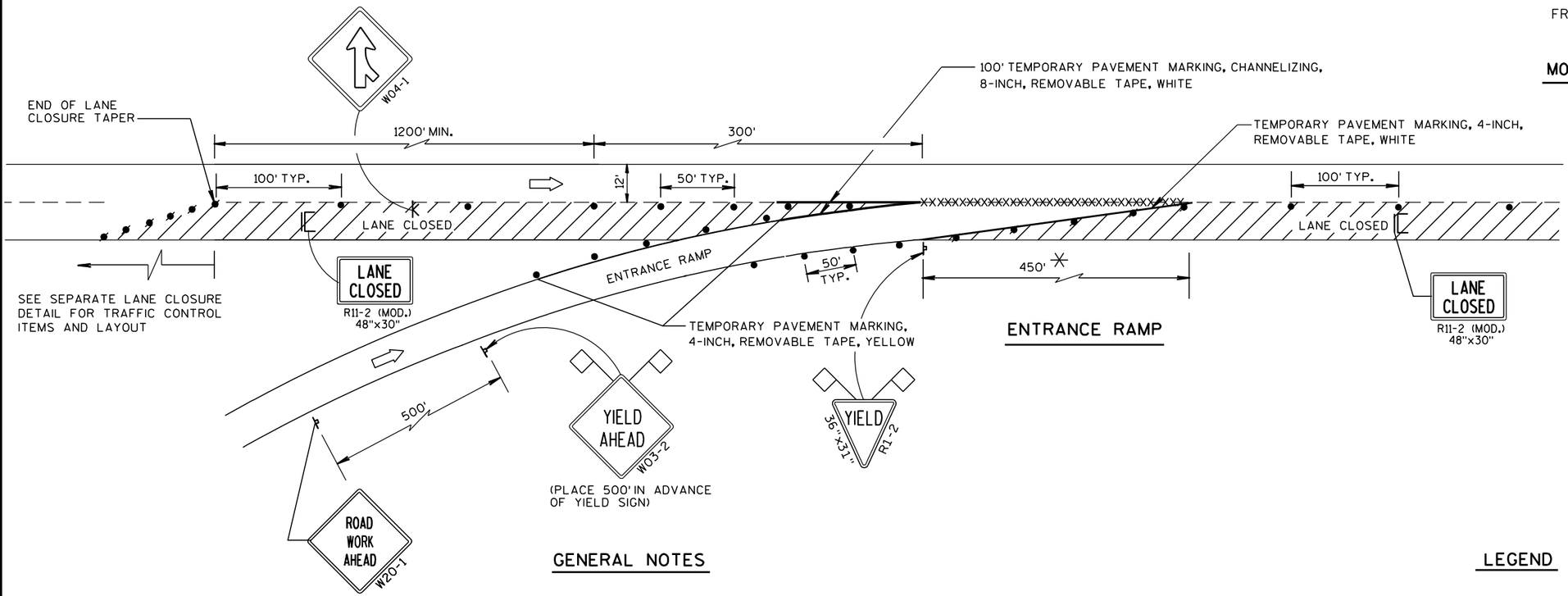


EXIT RAMP



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 MARKINGS ENGINEER
FHWA

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S.D.D. 15 D 15-1

SYMBOLS

IC/C	TYPE III BARRICADE (8' EQUIVALENT) WITH/WITHOUT SIGN
•	DRUM
⊢	POST MOUNTED SIGN
(A)	WARNING LIGHT, TYPE A (FLASHING)
⇨	DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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" X 48" UNLESS OTHERWISE NOTED.

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.

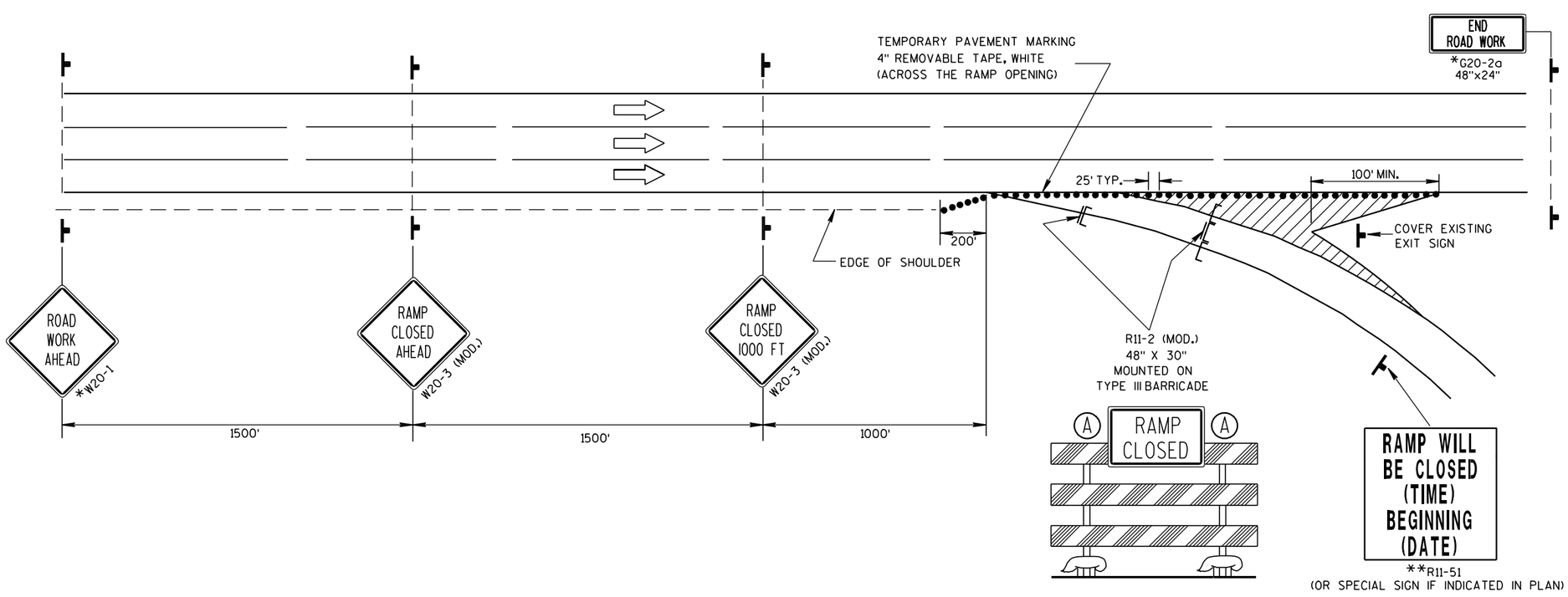
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

*W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

**USE THE "RAMP WILL BE CLOSED" SIGN IF INDICATED IN MISCELLANEOUS QUANTITIES. PLACE 10 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



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S.D.D. 15 D 16-1

TRAFFIC CONTROL, EXIT RAMP CLOSURE

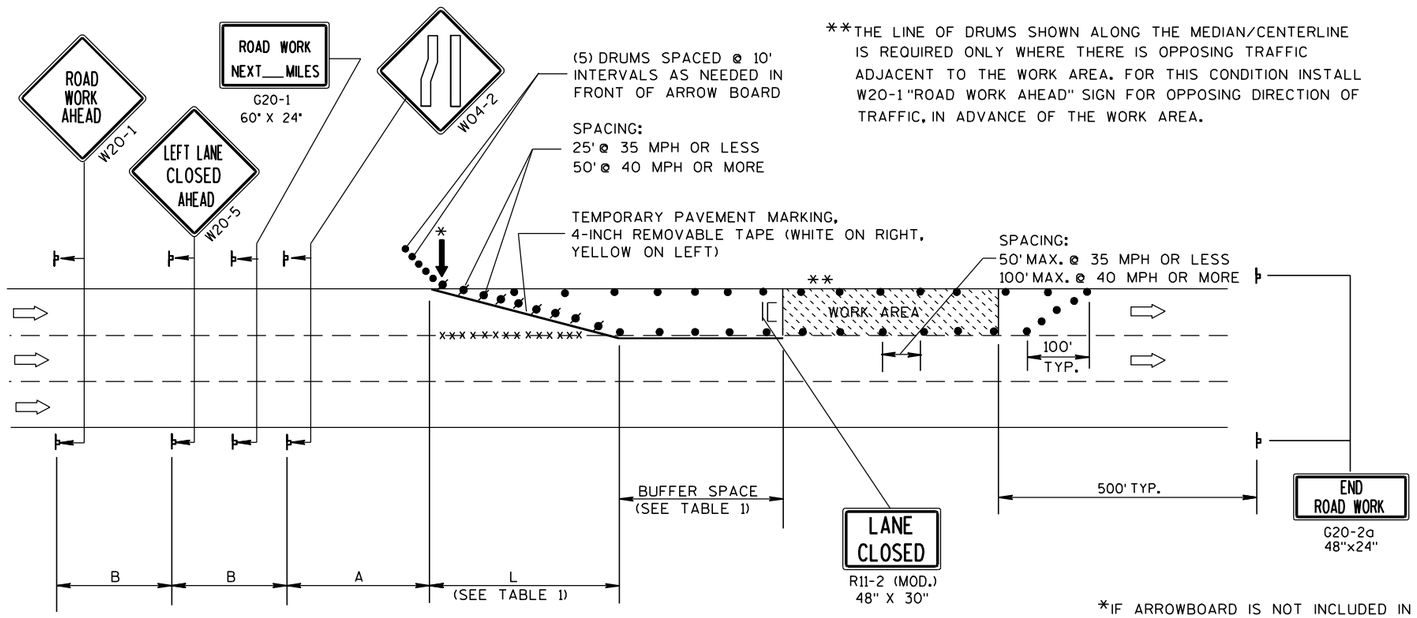
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/2000
DATE

/S/ Chester J. [illegible]
CHIEF SIGNS AND MAR 1006 INEER

FHWA



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

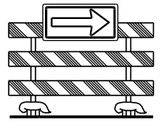


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY-BURN)
- POST MOUNTED SIGN
- ARROW BOARD
- TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHTS, TYPE A (FLASHING) WITH/WITHOUT SIGN
- DIRECTION OF TRAFFIC FLOW
- xxxx REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00
DATE

/S/ Chester J. [illegible]
CHIEF SIGNS AND MARKINGS ENGINEER

FHWA

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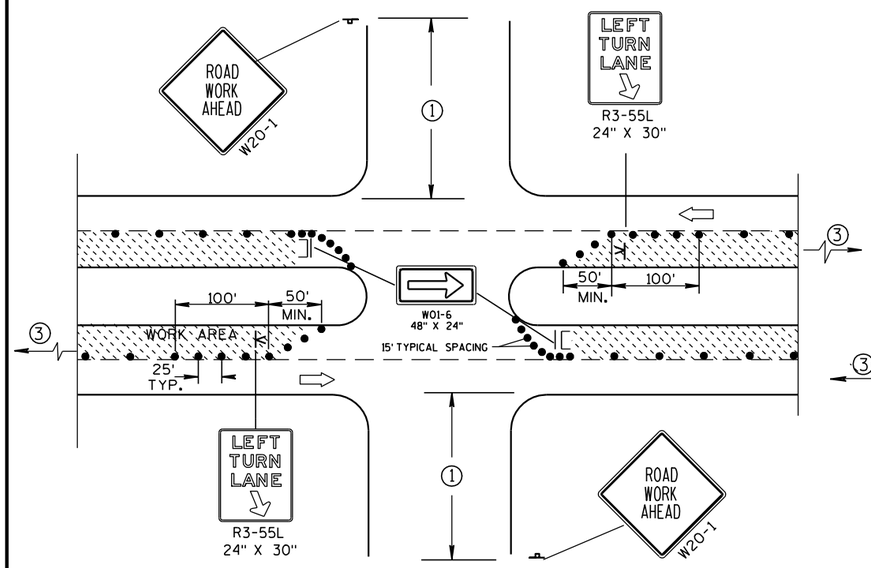
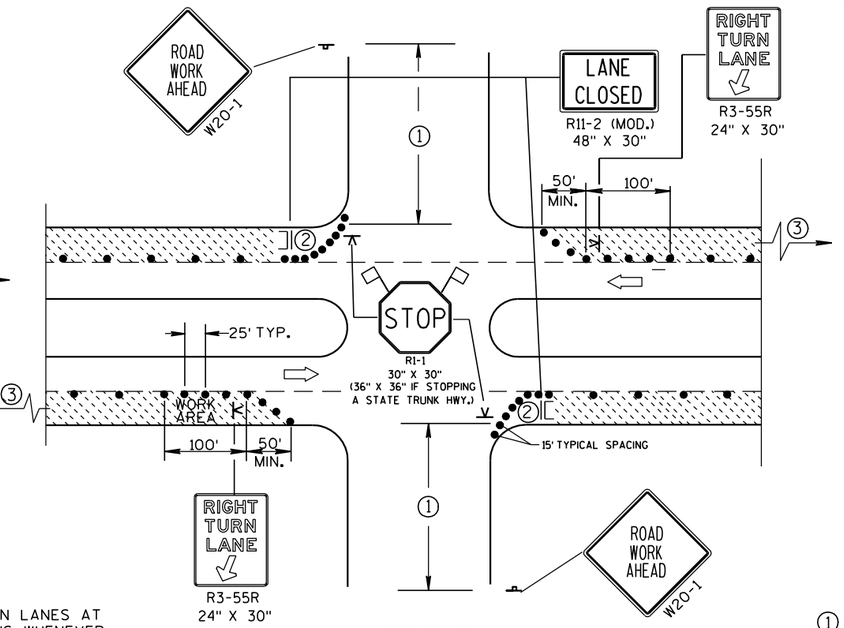


DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

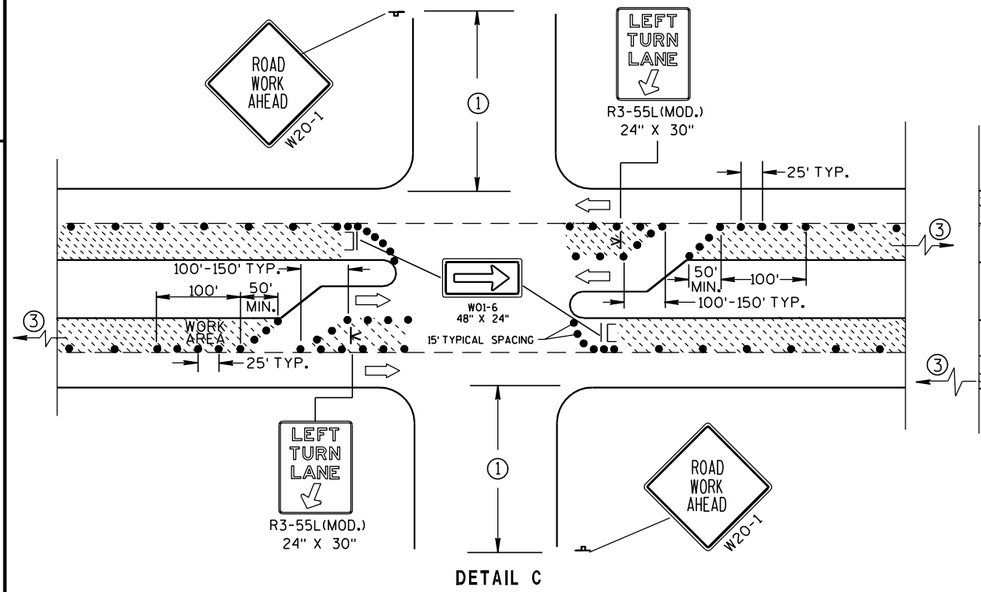
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

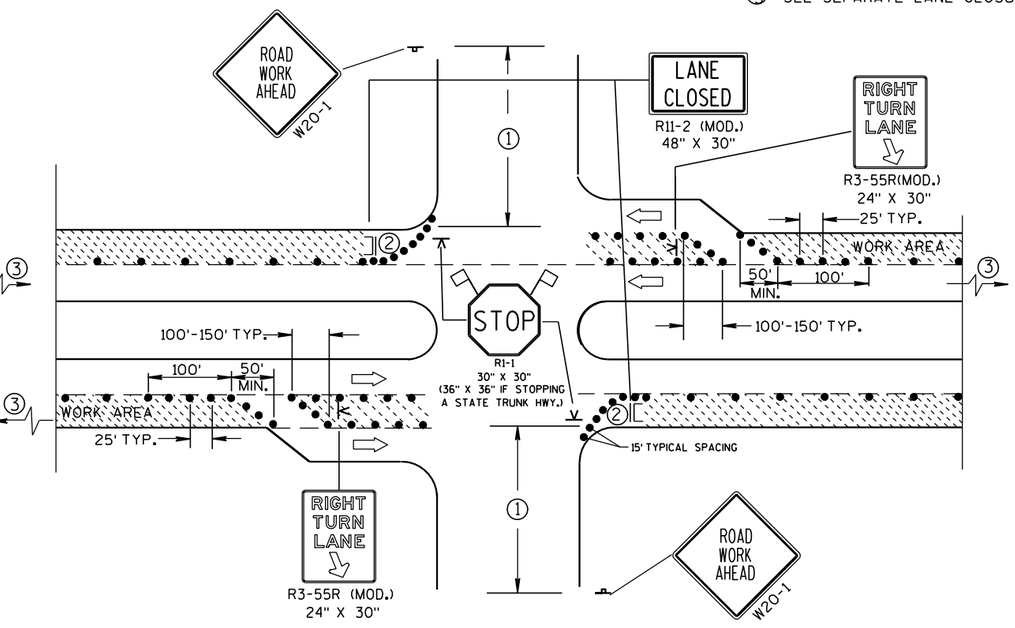
② ALSO USE BARRICADE AND 15' TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- DRUM
- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHT, TYPE A (FLASHING) WITH SIGN
- DIRECTION OF TRAFFIC FLOW
- FLAGS, 16" X 16" MIN., ORANGE

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00 — DATE

/S/ Chester J. Spang — CHIEF SIGNS AND MARKINGS ENGINEER

FHWA

TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

L = $\frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY-BURN)
- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT
- ARROW BOARD
- TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHTS, TYPE A (FLASHING) WITH/WITHOUT SIGN
- DIRECTION OF TRAFFIC FLOW
- xxxx REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE 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, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

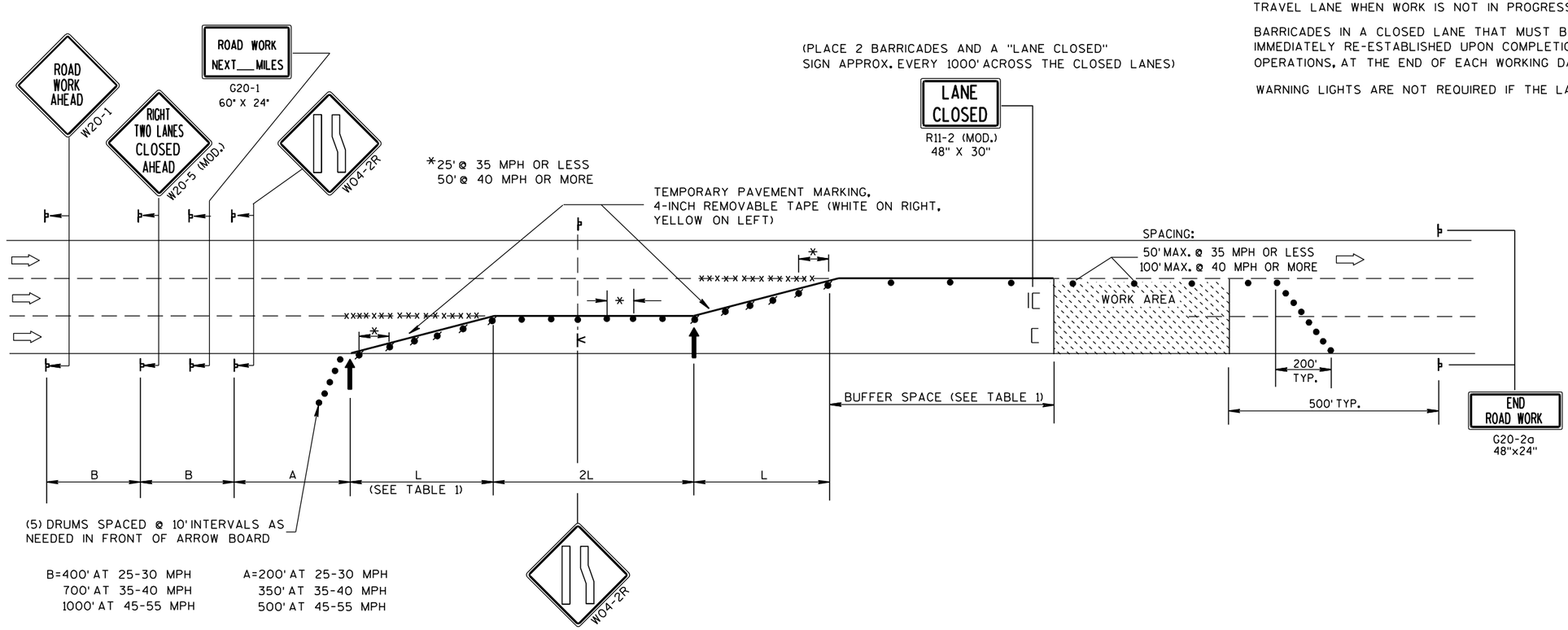
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO LOCATE THE ARROWBOARD AS SHOWN, PLACE THE ARROWBOARD IN THE LANE CLOSURE TAPER AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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



B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 DATE
/S/ Cester J. [illegible] 1009
CHIEF SIGNS AND MARI NEER
FHWA

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S.D.D. 15 D 22-1

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S.D.D. 15 D 22-1

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.

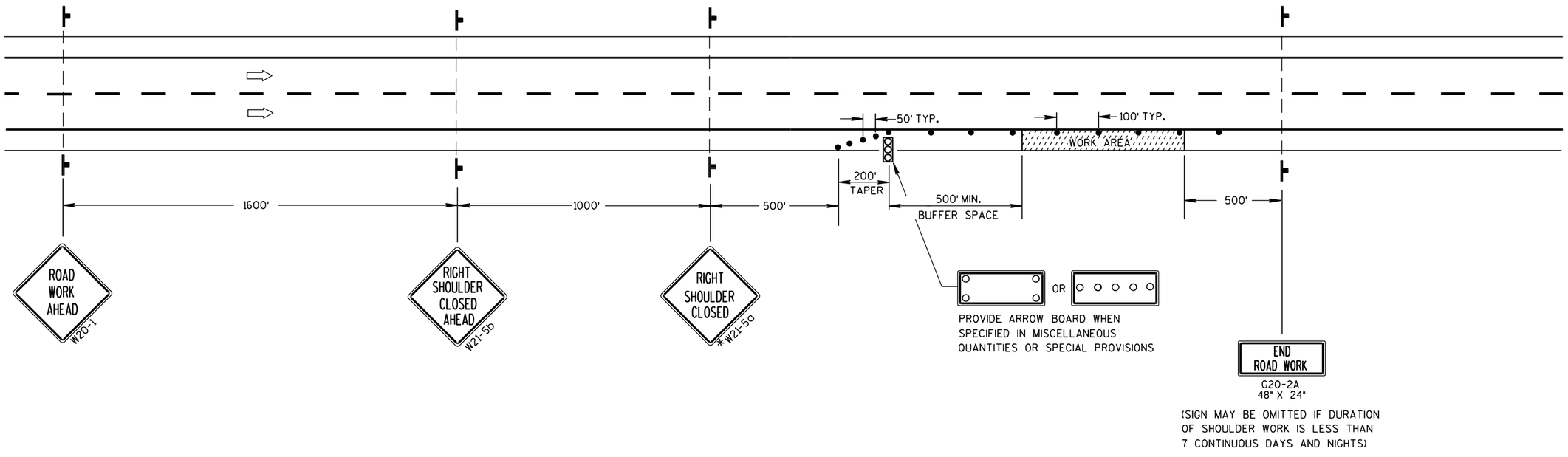
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 Sasse
CHIEF SIGNS AND MARKINGS ENGINEER

FHWA

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.

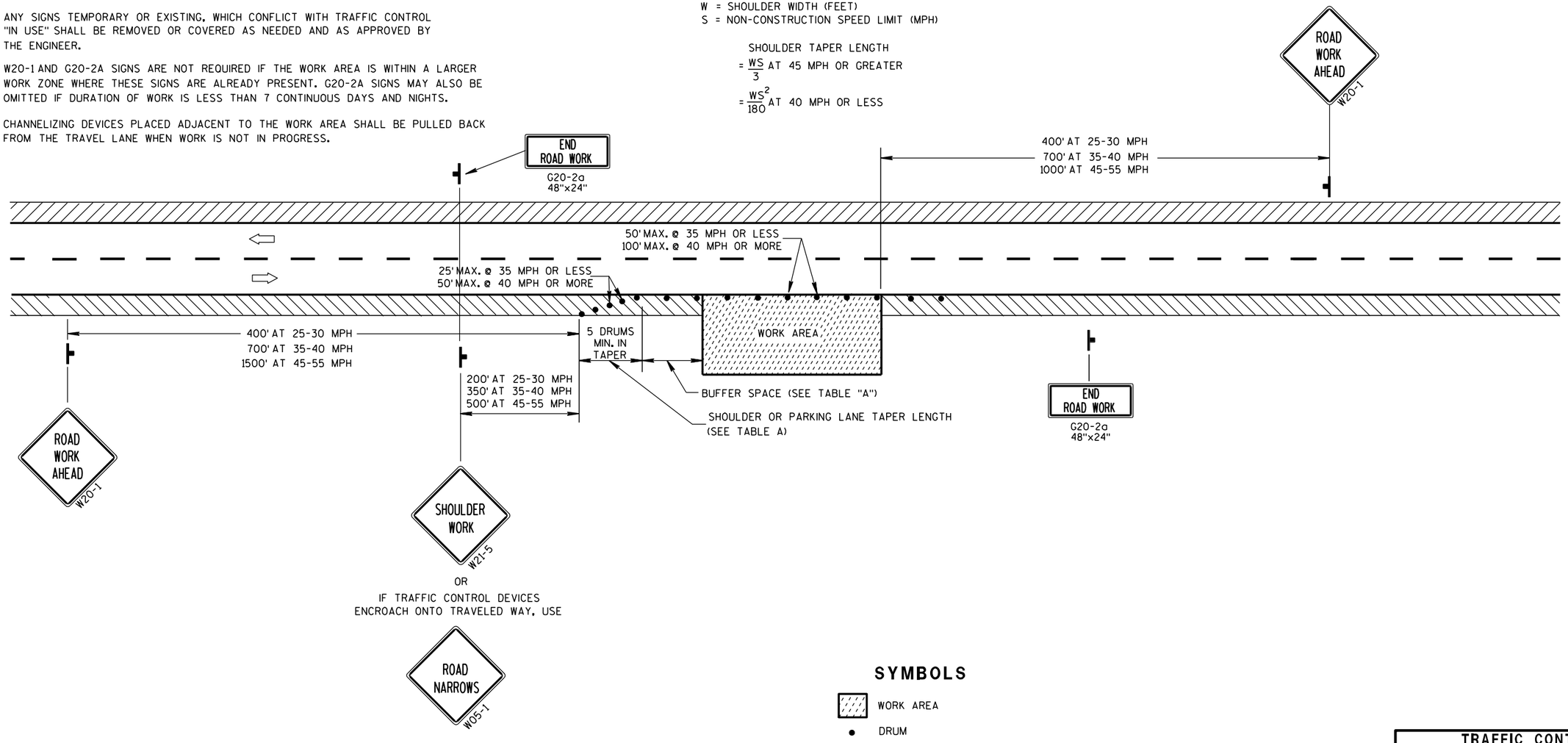
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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] 1011 [illegible]NNEER
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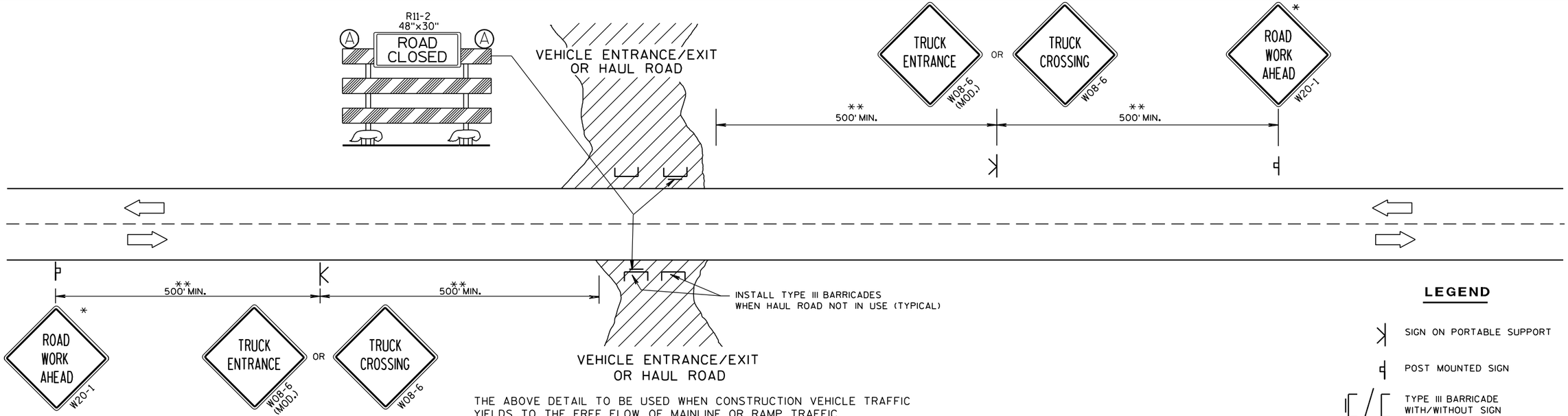


THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE **ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES** FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500' SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350'. FOR 25-30 MPH, USE 200'. USE 1000'/1500' FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

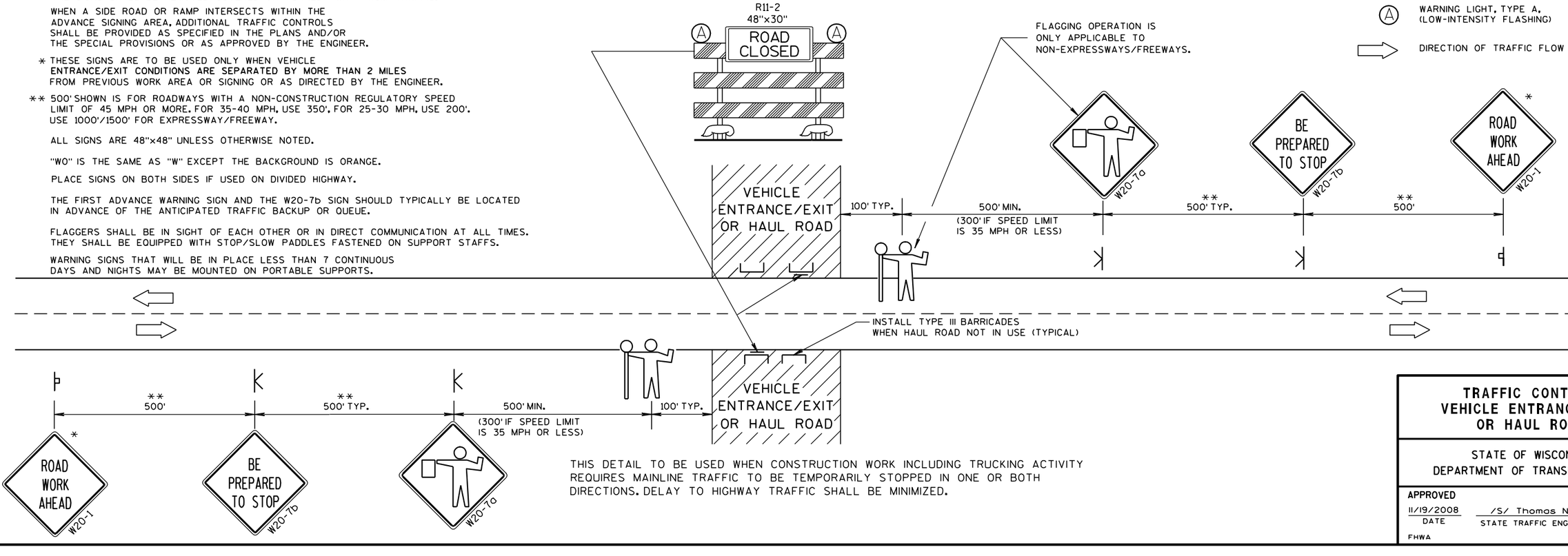
THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

LEGEND

- SIGN ON PORTABLE SUPPORT
- POST MOUNTED SIGN
- TYPE III BARRICADE WITH/WITHOUT SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) WARNING LIGHT, TYPE A, (LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC FLOW



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/19/2008
DATE

/S/ Thomas N. N[illegible]
STATE TRAFFIC ENGINE[illegible] 1012 SIGN

FHWA

6

S.D.D. 15 D 29-2

6

S.D.D. 15 D 29-2

S	BUFFER SPACE (DESIRABLE)
25	55'
30	85'
35	120'
40	170'
45	220'
50	280'
55	335'

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

END ROAD WORK
G20-2A
48"x24"

BEGIN TEMPORARY PAVEMENT MARKING, 4-INCH SOLID YELLOW CENTERLINE ✳✳

NO PASSING ZONE
W14-3
48"x36"

1000'
500'
500'
200'
50'
50'
25' TYP.

W01-6
48"x24"
✳✳✳

R11-2
48"x30"
ROAD CLOSED
TYPE III BARRICADE

FOR BRIDGE OR CULVERT REPLACEMENTS SUBSTITUTE
BRIDGE OUT
R11-2 (MOD)
48"x30"

ROAD CLOSURE OR BRIDGE/CULVERT REPLACEMENT

BUFFER SPACE (SEE TABLE)

WORK AREA

TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT WHEN INCLUDED IN THE CONTRACT. FOR LAYOUT, SEE DETAILS ELSEWHERE IN THE PLAN.

W5-52L
12"x36"

W5-52R
12"x36"

25' TYP.

W01-1L
W013-1
XX M.P.H.
24"x24"

OR

W01-1R
W013-1
XX M.P.H.
24"x24"

ROAD WORK 1000 FT
W20-1

ROAD WORK AHEAD
W20-1

END TEMPORARY PAVEMENT MARKING, 4-INCH SOLID YELLOW CENTERLINE ✳✳

END TEMPORARY PAVEMENT MARKING, 4-INCH WHITE EDGELINE

TEMPORARY PAVEMENT MARKING, 4-INCH WHITE EDGELINES. (USE REMOVABLE TAPE WHERE TEMPORARY MARKING CROSSES PERMANENT PAVEMENT)

TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW CENTERLINE AND 2-WAY YELLOW RAISED PAVEMENT MARKERS AT 25' SPACING. (USE REMOVABLE TAPE WHERE TEMPORARY MARKING CROSSES PERMANENT PAVEMENT)

BEGIN TEMPORARY PAVEMENT MARKING, 4-INCH WHITE EDGELINE

ROAD WORK AHEAD
W20-1

ROAD WORK 1000 FT
W20-1

W01-4R
W013-1
XX M.P.H.
24"x24"

OR

W01-3R
W013-1
XX M.P.H.
24"x24"

W01-4L
W013-1
XX M.P.H.
24"x24"

OR

W01-3L
W013-1
XX M.P.H.
24"x24"

NO PASSING ZONE
W14-3
48"x36"

END ROAD WORK
G20-2A
48"x24"

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.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

EQUIPMENT, VEHICLES, OR MATERIAL SHOULD NOT BE STORED IN BUFFER SPACE.

✳ INDICATE THE ADVISORY SPEED PLATE LEGEND IN THE MISCELLANEOUS QUANTITIES. IF ADVISORY SPEED IS GREATER THAN 30 MPH, USE THE W01-4 SIGN. IF ADVISORY SPEED IS 30 MPH OR LESS, USE THE W01-3 SIGN.

✳✳ WHEN THE DISTANCE TO/FROM THE NEXT CLOSEST NO-PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

✳✳✳ OMIT THESE W01-6 SIGNS IF THE ADVISORY SPEED OF THE CURVE IS GREATER THAN 30 MPH.

LEGEND

- POST MOUNTED SIGN
- DRUM WITH WARNING LIGHT, TYPE C (STEADY-BURN)
- DRUM
- TYPE III BARRICADE (8' EQUIVALENT) WITHOUT / WITH SIGN
- (A) WARNING LIGHT, TYPE A (LOW-INTENSITY FLASHING)
- TEMPORARY DELINEATOR, CRYSTAL (WHITE) (SINGLE DELINEATOR)
- TEMPORARY RAISED PAVEMENT MARKERS (TWO-WAY YELLOW)
- XXX REMOVE PAVEMENT MARKING
- DIRECTION OF TRAFFIC FLOW
- TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT

TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/2000
DATE

/S/ Chester J. [illegible]
CHIEF SIGNS AND MAR 1013 INEER

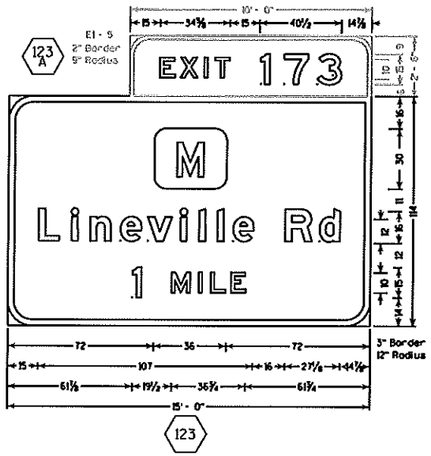
FHWA

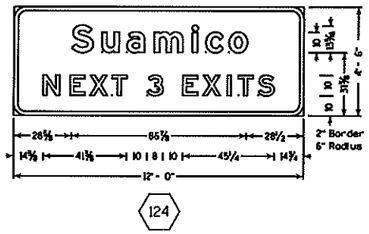
6

S.D.D. 15 D 31-1

6

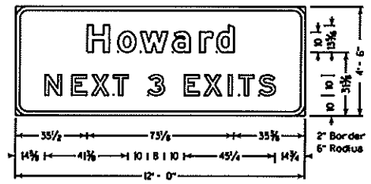
S.D.D. 15 D 31-1

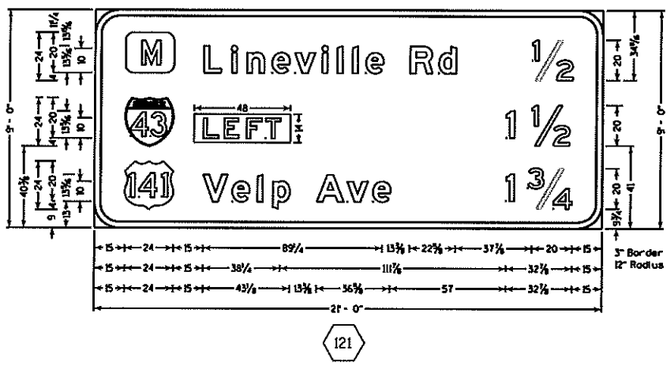


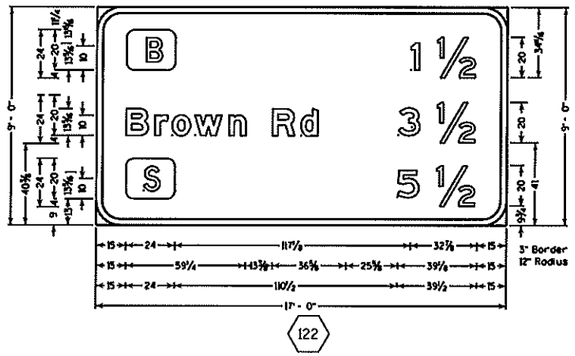


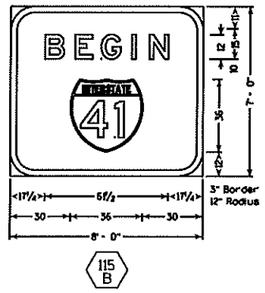
NOTES

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 see Note 4
   Message - White see Note 4
3. Message Series - E Modified except all CAP Words are Series E
4. LEFT & ONLY plaques are Yellow background with Black Message







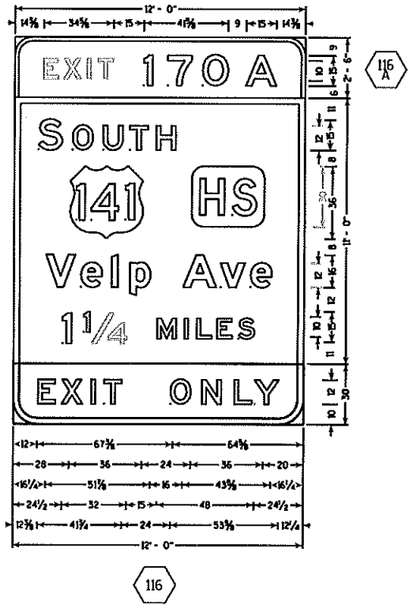


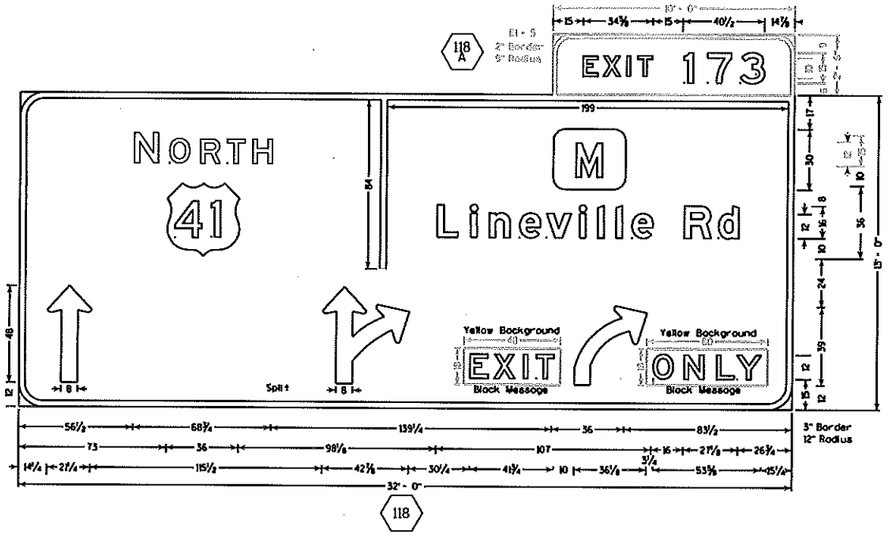
PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING	SHEET NO: 1014 E

NOTES

1. All Signs areType I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green see Note 4
   Message - White see Note 4
3. Message Series - E Modified except all CAP Words are Series E
4. LEFT & ONLY plaques are Yellow background with Black Message





PLAN SHEET PRODUCED BY WisDOT-NE REGION

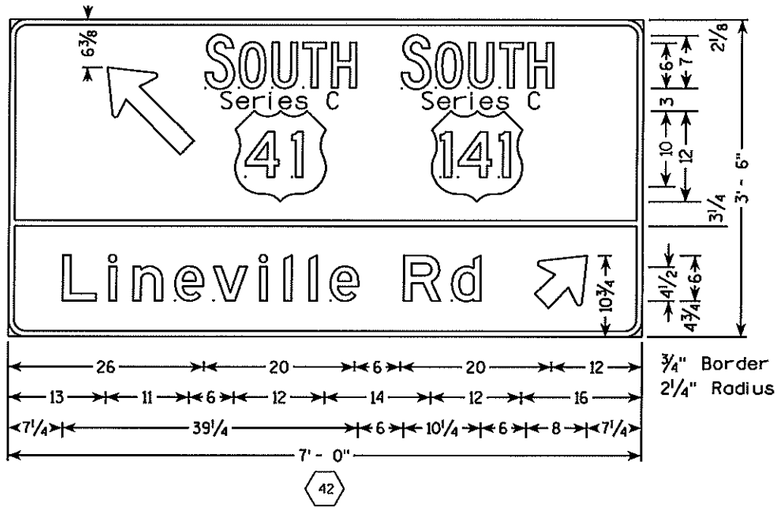
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	SIGN DETAILS	SHEET NO: 1015 E

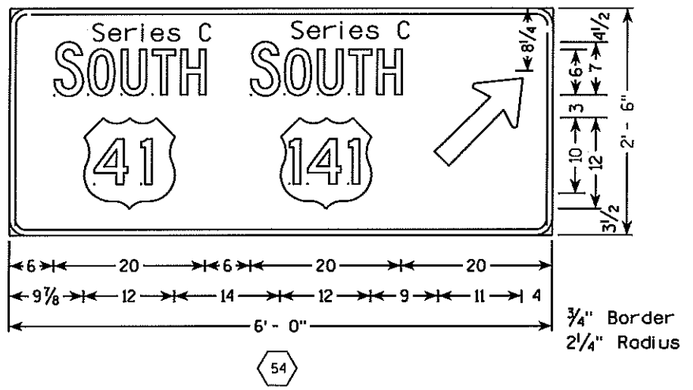
FILE NAME : N:\spo\traffic\SIGNING\Projects\USH 41 Brown County\1133-10-81 Duck Creek - Lineville Mainline\070103_sd.dgn PLOT DATE : 28-AUG-2012 12:00 PLOT BY : dotjlf PLOT NAME : PLOT SCALE : 75:1

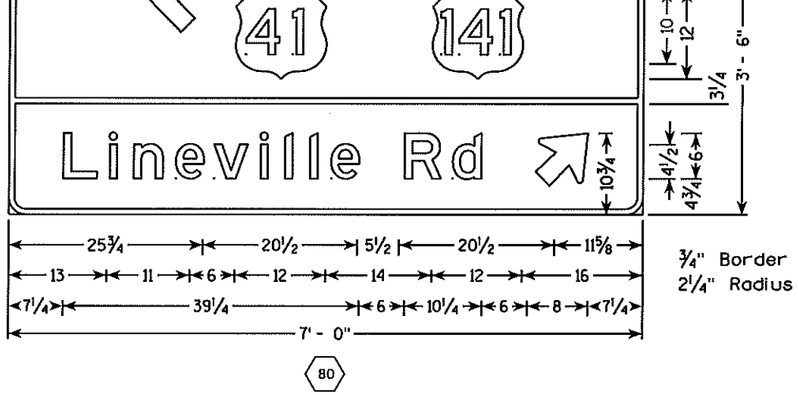
WISDOT/CADDS SHEET 42

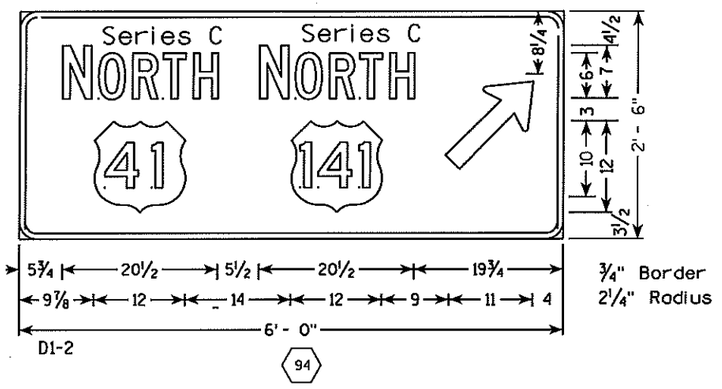
NOTES

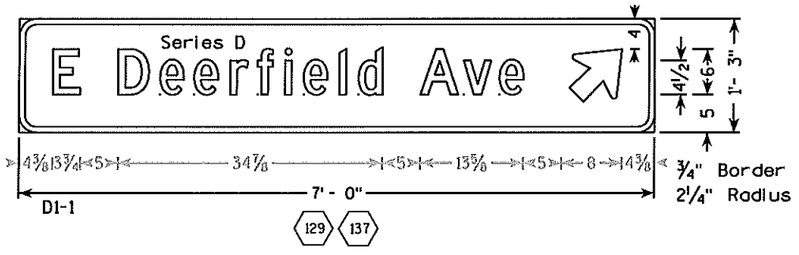
1. All Signs Type II Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted











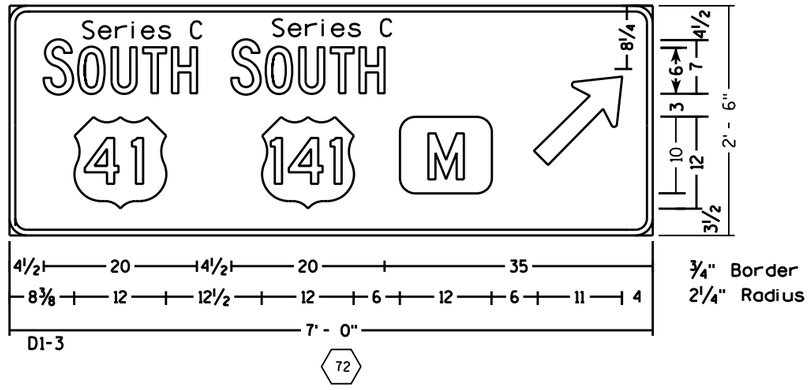
PLAN SHEET PRODUCED BY WisDOT-NE REGION

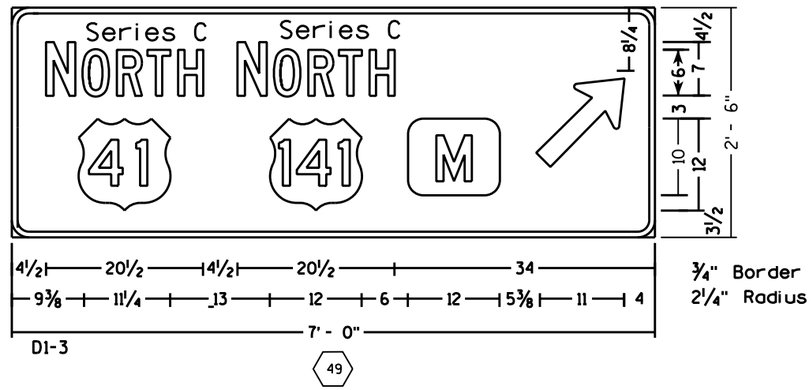
PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	SIGN DETAILS	SHEET NO: 1016

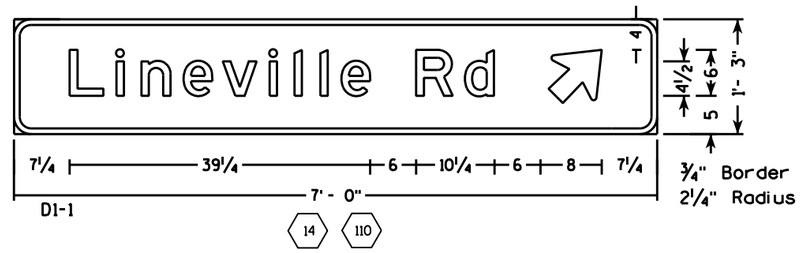
FILE NAME : N:\spo\traffic\SIGNING\Projects\USH 41 Brown County\1133-10-72 Lineville Interchange\070101_sd.dgn PLOT DATE : 30-JAN-2013 16:17 PLOT BY : dotjlf PLOT NAME : PLOT SCALE : 20:1 WISDOT/CADDS SHEET 42

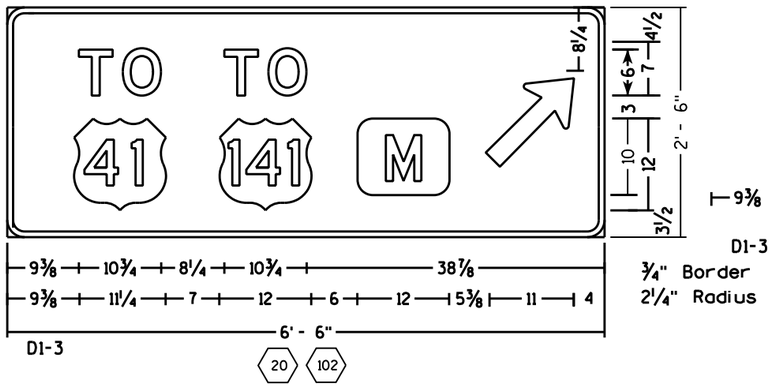
NOTES

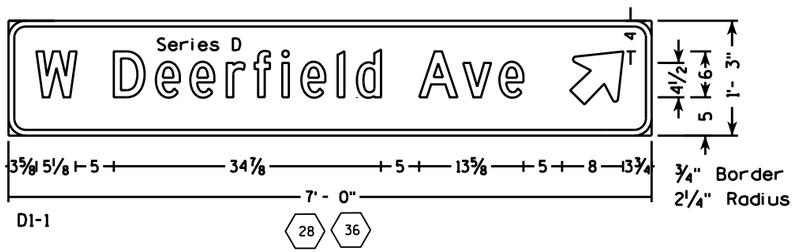
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted









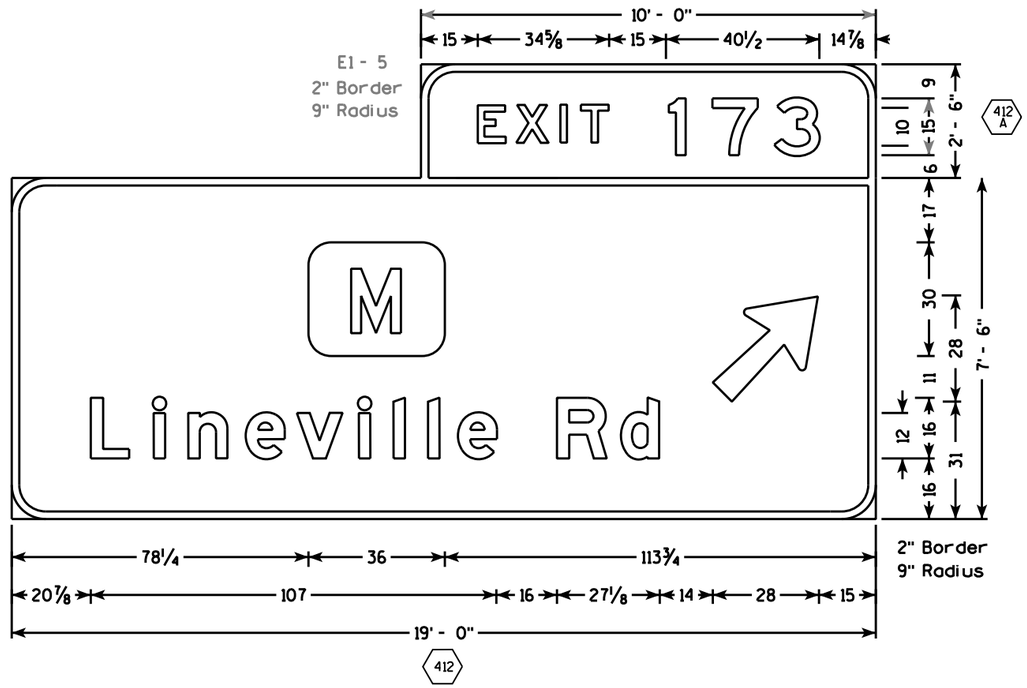


PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	SIGN DETAILS	SHEET NO: 1017	E

NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green except as noted
   Message - White except as noted
3. Message Series - E Modified except as noted



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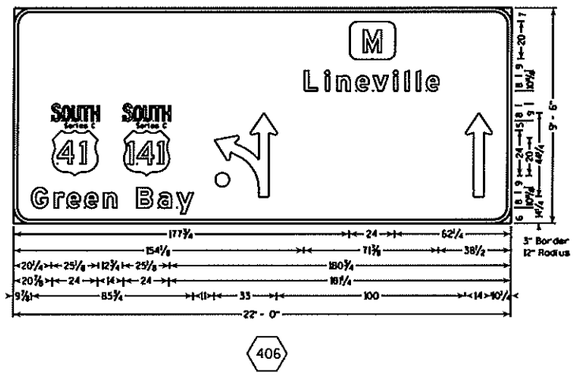
7

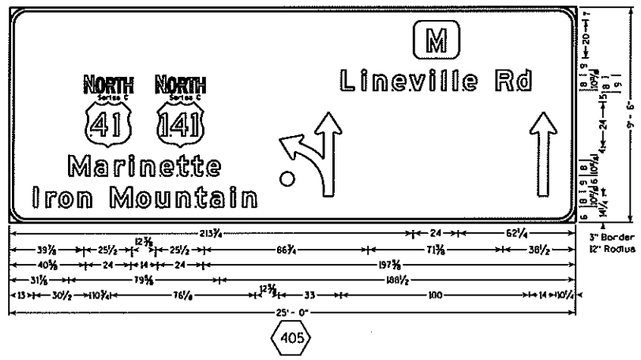
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

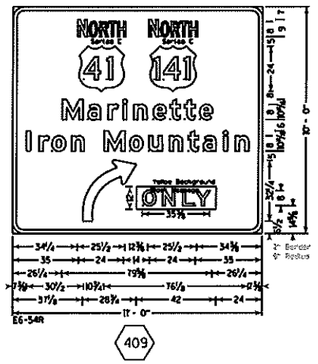
PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	SIGN DETAILS	SHEET NO: 1018	E

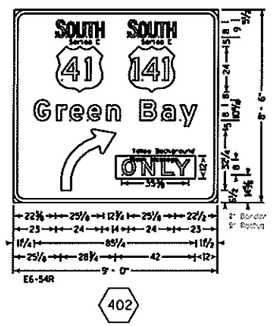
NOTES

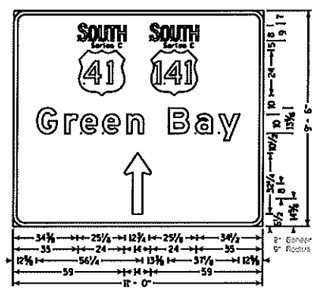
1. All Signs are Type I Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green except as noted
   Message - White except as noted
3. Message Series - E Modified except as noted

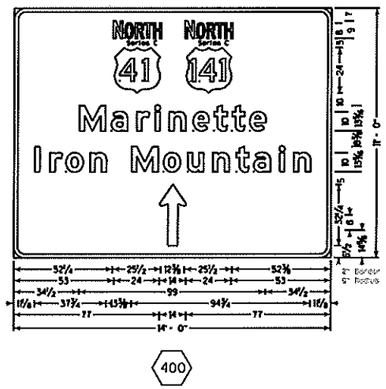






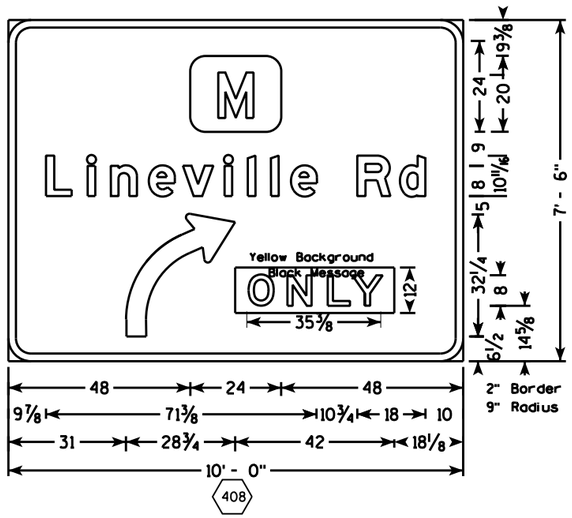


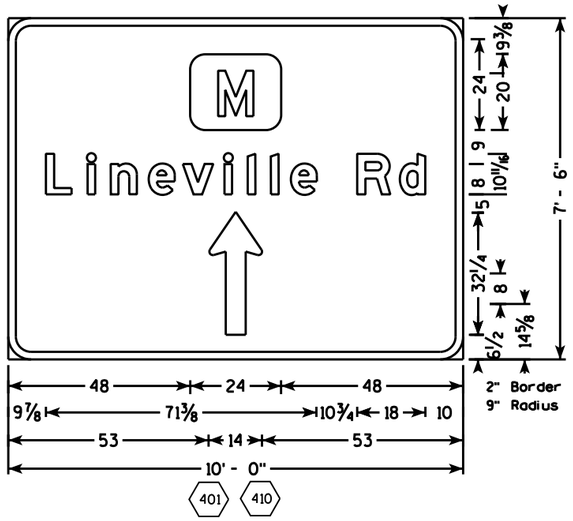




PLAN SHEET PRODUCED BY WisDOT-NE REGION

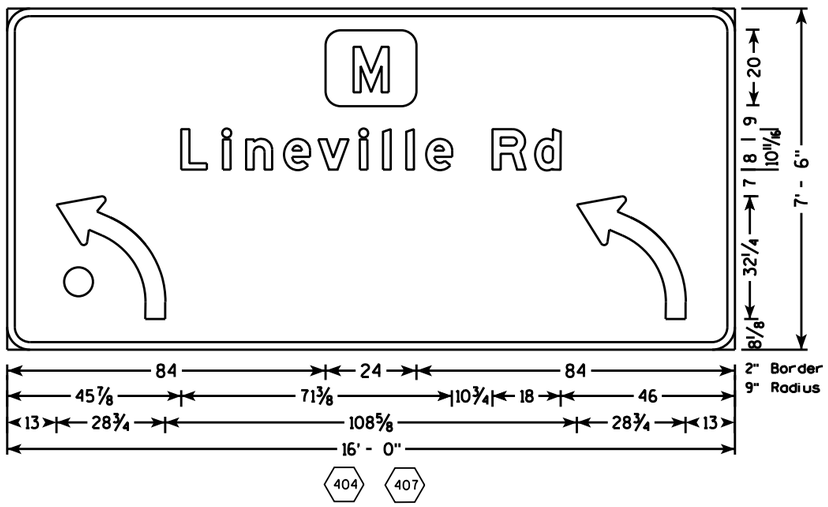
PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	SIGN DETAILS	SHEET NO: 1019 E

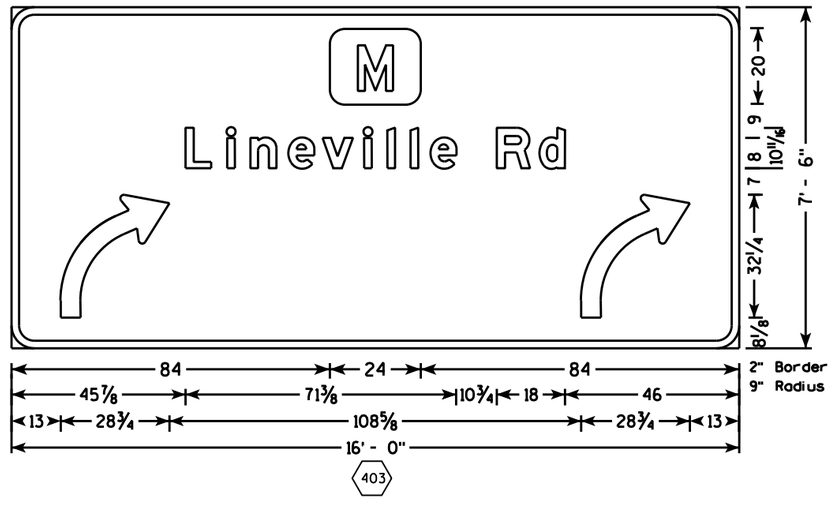




NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green except as noted
   Message - White except as noted
3. Message Series - E Modified except as noted



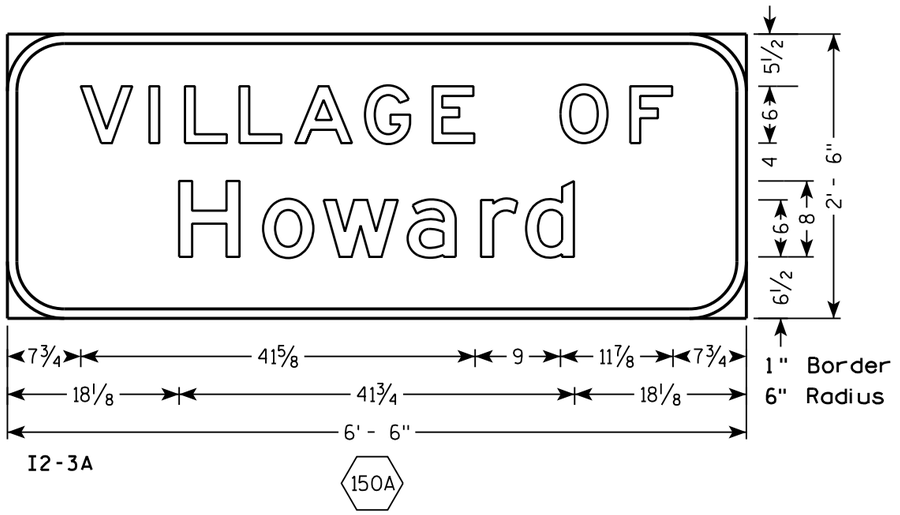


PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	SIGN DETAILS	SHEET NO: 1020	E

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 except as noted



I2-3A

150A

7

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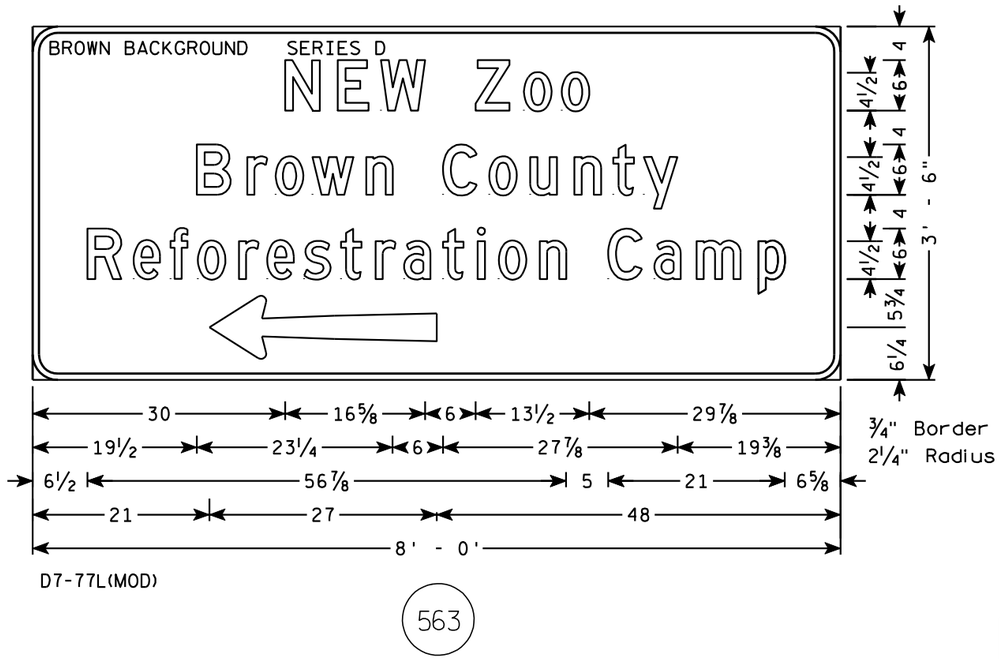
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	SIGN DETAILS	SHEET NO: 1021	E

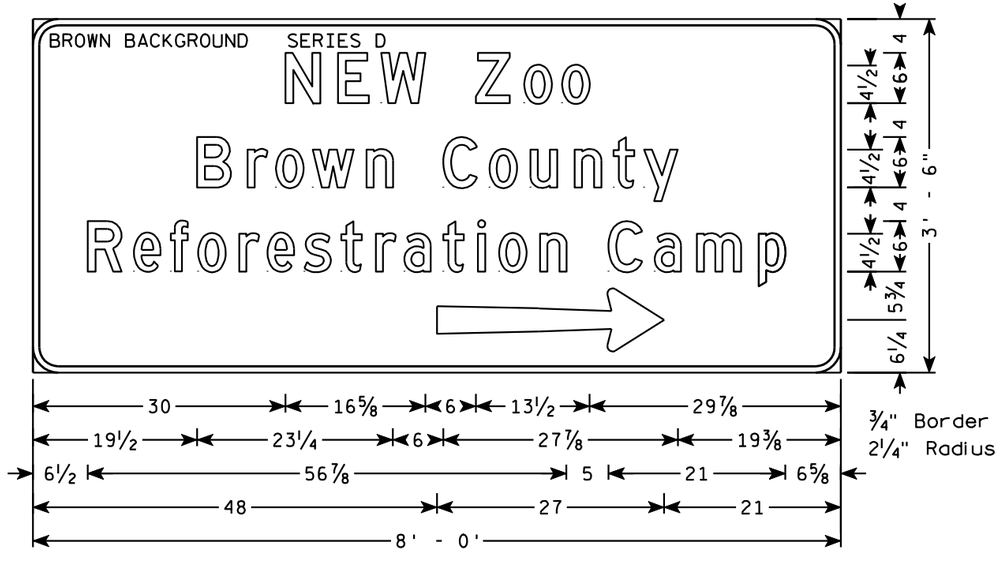
NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BROWN
   Message - WHITE
3. Message Series - D



D7-77L(MOD)

563



D7-77R(MOD)

529

7

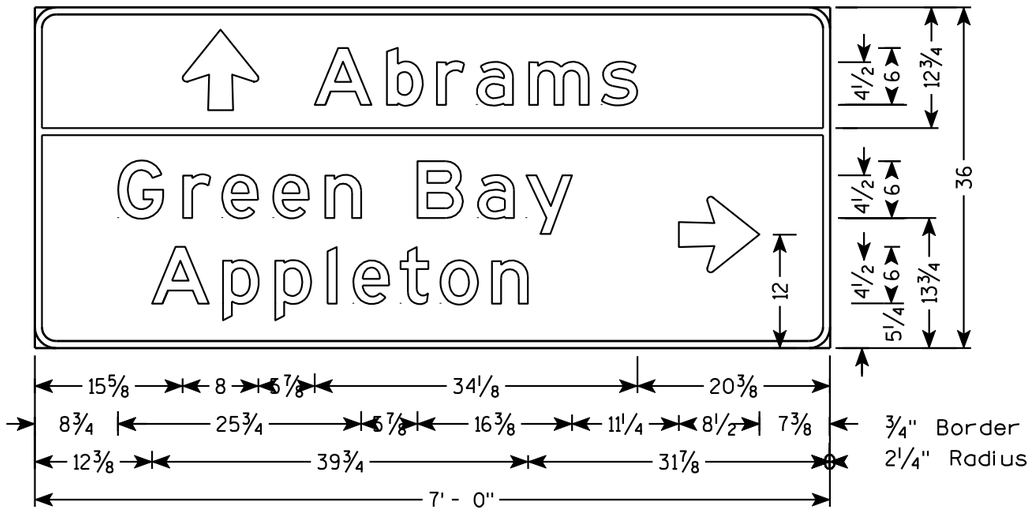
7

PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING	SHEET NO:

FILE NAME : N:\spo\traffic\SIGNING\Projects\USH 41 Brown County\1133-10-72 Lineville Interchange\070109_sd.dgn PLOT DATE : 29-JAN-2013 07:20 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 18:1

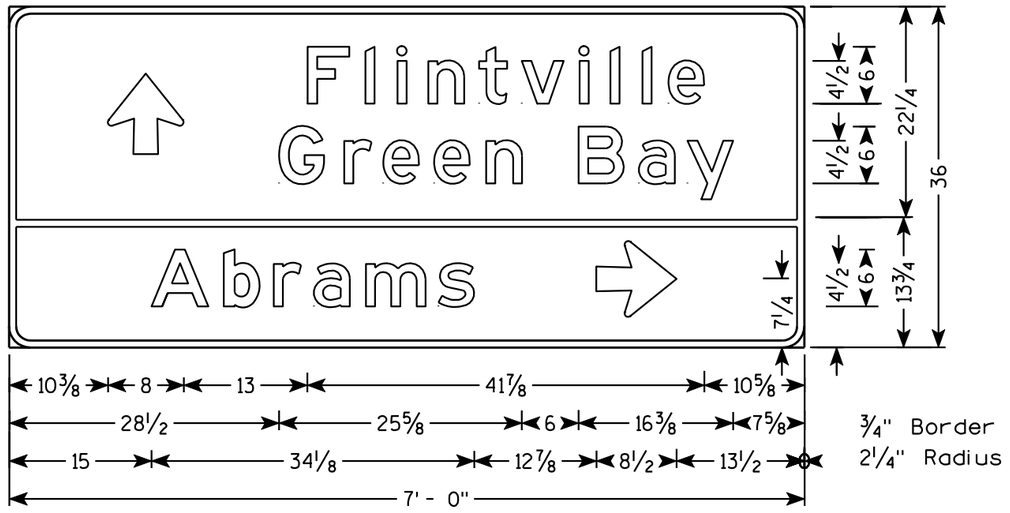
NOTES

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 except as Shown



D1-3

504



D1-3

545

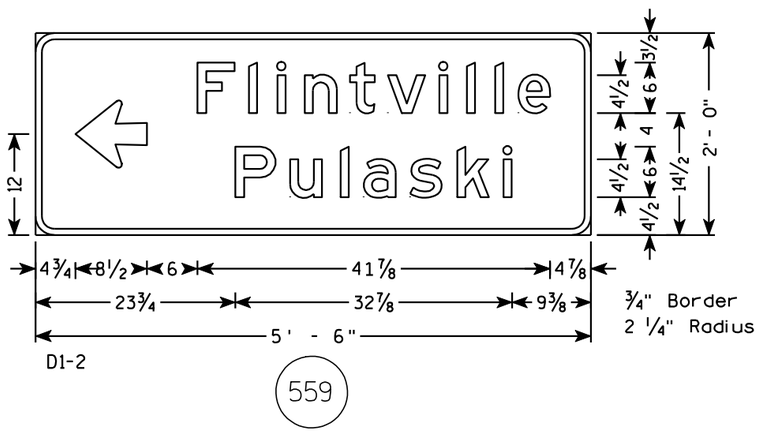
7

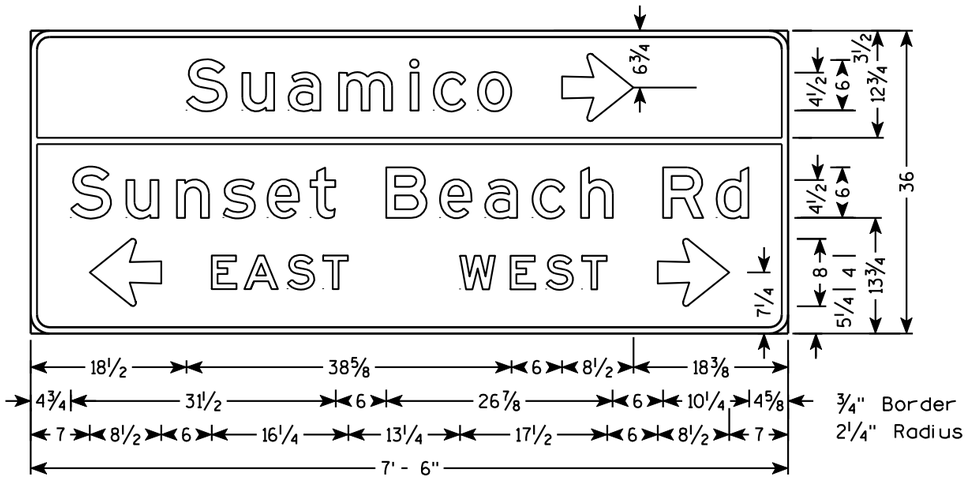
7

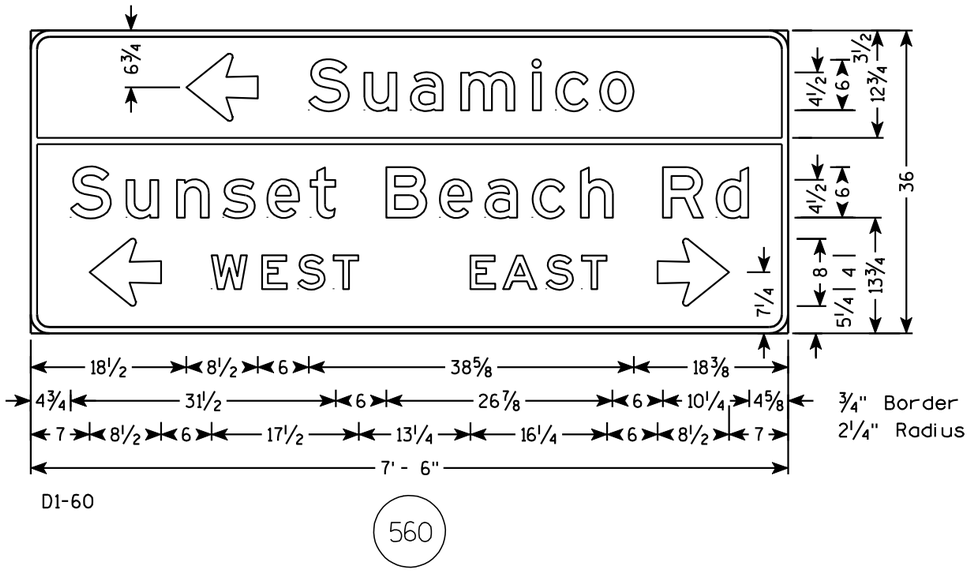
PROJECT NO: 1133-10-72	HWY: USH 41	COUNTY: BROWN	PERMANENT SIGNING	SHEET NO: 1023	E

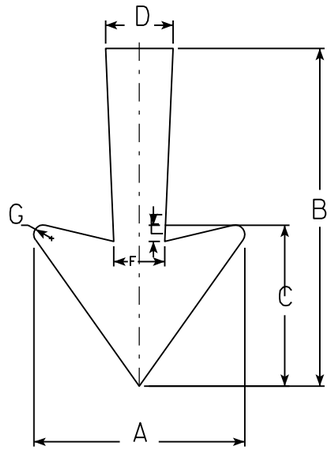
NOTES

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









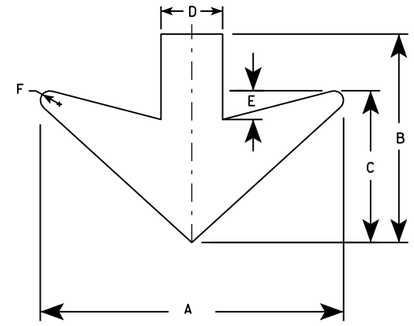
Type "A" & "B"

Type "A"

Copy Size	A	B	C	D	E	F	G
13.33 u.c. 10", 12" Caps	18 1/4	29 1/4	14	6	1 1/2	4 1/2	3/4
16" U. C.	22 1/4	35 5/8	17	7 1/8	1 3/4	5 3/8	1

Type "B"

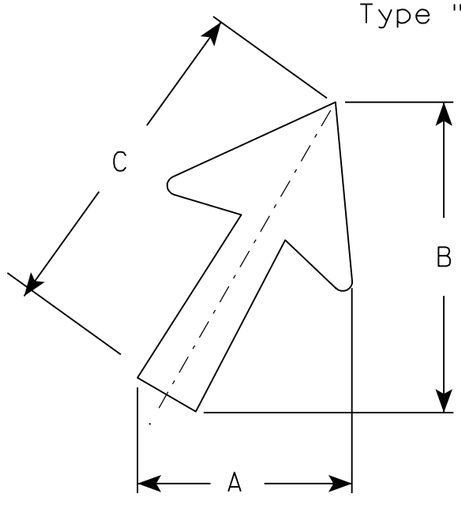
Copy Size	A	B	C	D	E	F	G
10" Caps	14 1/4	17 1/4	9 7/8	4 1/2	1 3/8	3 3/8	3/4
13.33 u.c. 12" Caps	17 1/2	20 1/4	11 3/4	5 5/8	1 1/2	4 3/8	7/8
16" U. C.	21 7/8	25	14 1/4	6 3/4	1 3/4	5	1



Type "C"

Type "C"

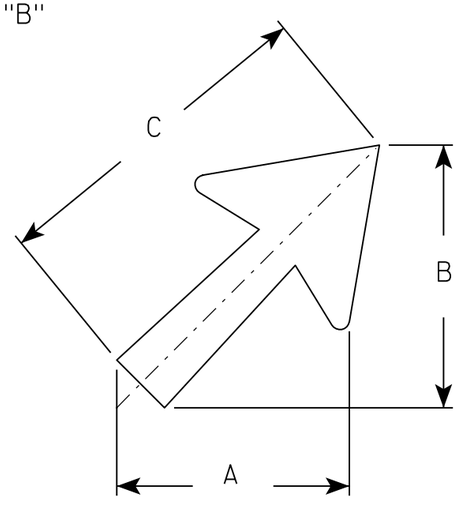
Copy Size	A	B	C	D	E	F
Overhead	32	22	16	6 1/2	3	1
Minimum	24	16	12 1/4	5	1 5/8	3/4



60°

Type "A"

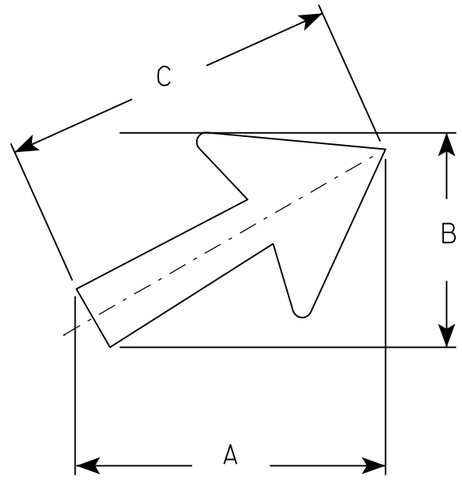
Angle	Arrow Size	A	B	C
60°	10.67" - 13" U.C. 10"- 12" Caps	18 1/2	27	29 1/4
	15" Caps - 16" U.C.	22 5/8	32 3/4	35 5/8
45°	10.67" - 13" U.C. 10"- 12" Caps	23	23	29 1/4
	15" Caps - 16" U.C.	28	28	35 5/8
30°	10.67" - 13" U.C. 10"- 12" Caps	27	18 1/2	29 1/4
	15" Caps - 16" U.C.	32 3/4	22 5/8	35 5/8



45°

Type "B"

Angle	Arrow Size	A	B	C
60°	8" - 10" Caps, 10.67 U.C.	12 1/2	16 1/8	17 1/4
	12" Caps - 13" U.C.	15 1/2	19	20 1/4
	15" Caps - 16" U.C.	19 1/8	23 1/2	25
45°	8" - 10" Caps, 10.67 U.C.	14	14	17 1/4
	12" Caps - 13" U.C.	16 5/8	16 5/8	20 1/4
	15" Caps - 16" U.C.	20 3/8	20 3/8	25
30°	8" - 10" Caps, 10.67 U.C.	16 1/8	12 1/2	17 1/4
	12" Caps - 13" U.C.	19	15 1/2	20 1/4
	15" Caps - 16" U.C.	23 1/2	19 1/8	25



30°

NOTES

1. Arrows to be of same material as other message units on each sign.
2. Taper should be held constant for longer or shorter shaft lengths on Type "A" & "B" arrows.

STANDARD ARROWS
FOR LARGE GUIDE SIGNS

WISCONSIN DEPT OF TRANSPORTATION

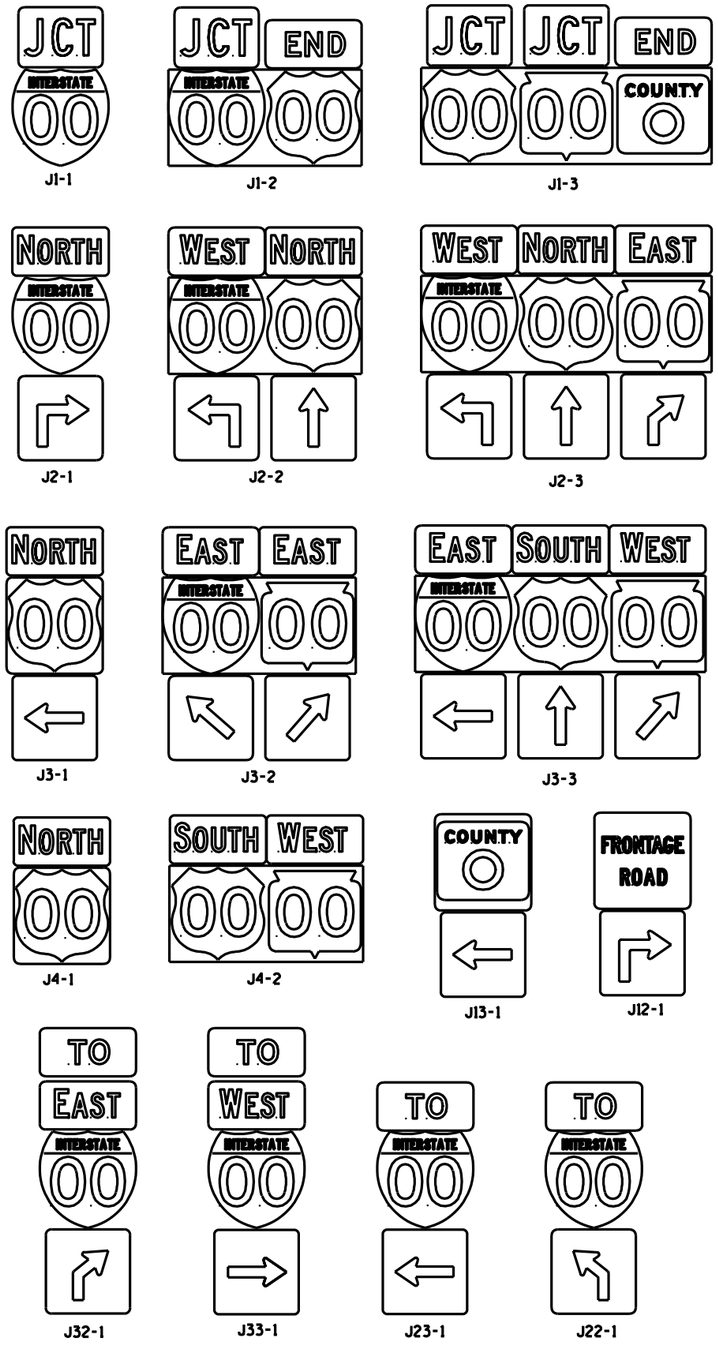
APPROVED Chester J Spang for State Traffic Engineer

DATE 10/8/82 PLATE NO. A1-1.4

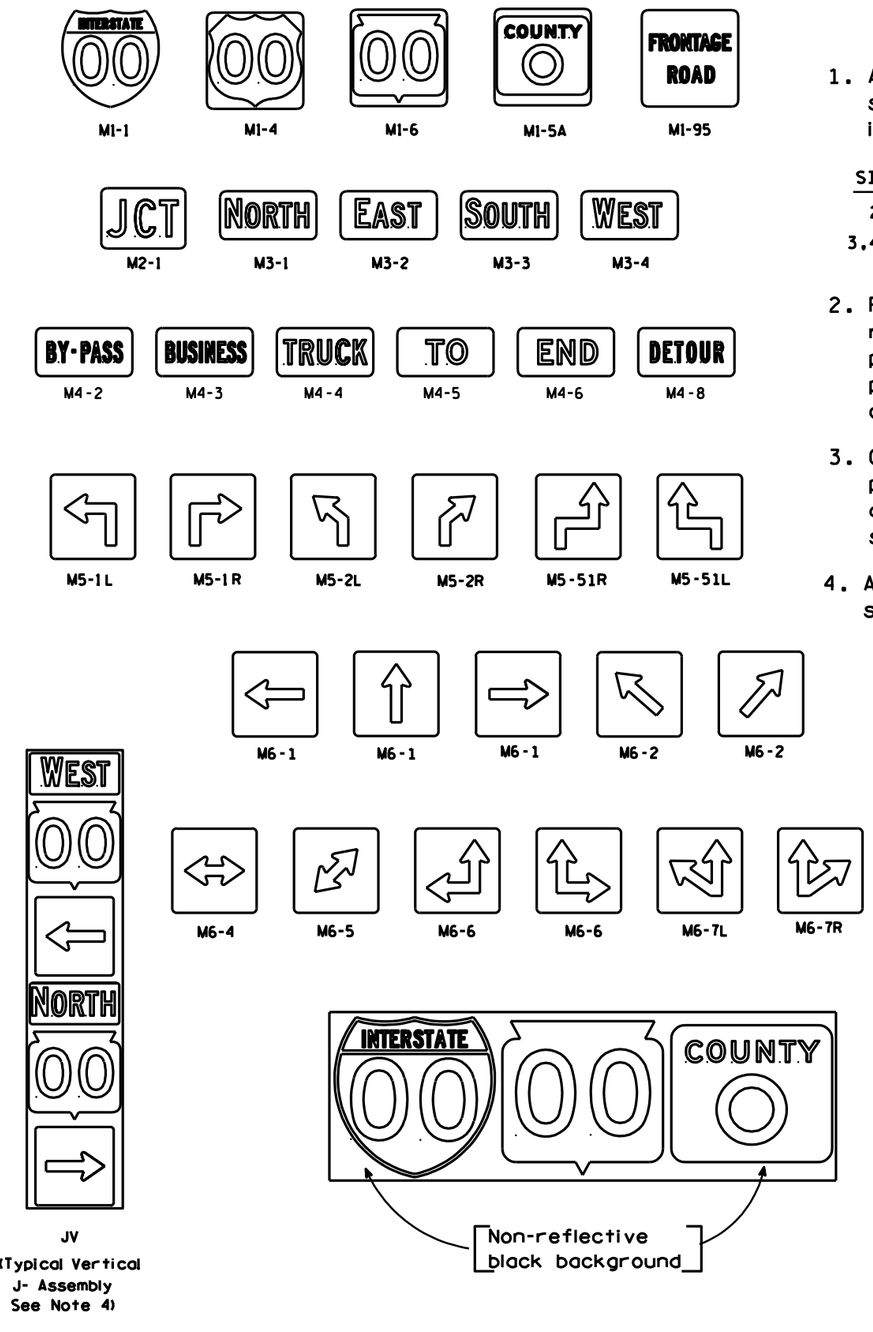
PROJECT NO:

SHEET NO: 1025 E

TYPICAL ASSEMBLIES



INDIVIDUAL COMPONENTS OF ASSEMBLIES



GENERAL NOTES

1. All components within any individual assembly shall be the same "size". The following table illustrates that situation:

SIZE	M1'S	M2	M3'S & M4'S	M5'S & M6'S
2	24 X 24	21 X 15	24 X 12	21 X 21
3,4-5	36 X 36	30 X 21	30 X 15	30 X 30

2. For any assembly containing two or more route markers, the route markers SHALL be placed on a single high density overlay PLYWOOD panel. All other materials within the assembly can be either plywood or aluminum.

3. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 marker shall be blue.

4. All vertical J assemblies are given a sign code of JV.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

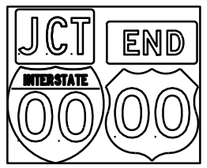
APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/06/00 A2-1.6

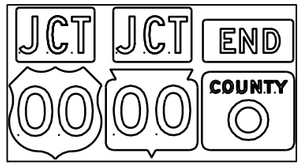
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1026	E

TYPICAL ASSEMBLIES

J1-1

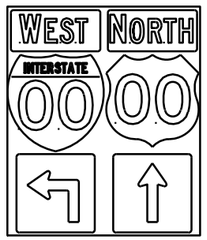


J1-2

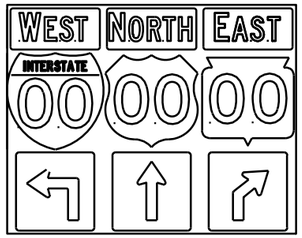


J1-3

J2-1

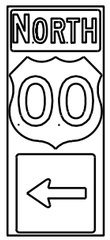


J2-2

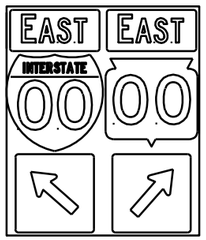


J2-3

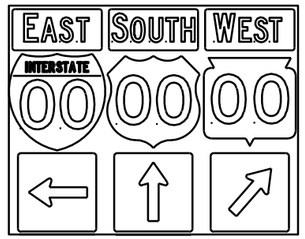
JV



J3-1

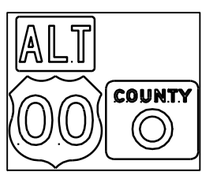


J3-2

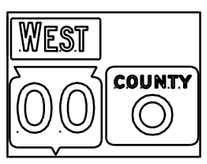


J3-3

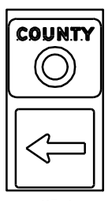
J4-1



J4-2



J4-2



J13-1

J12-1

J32-1

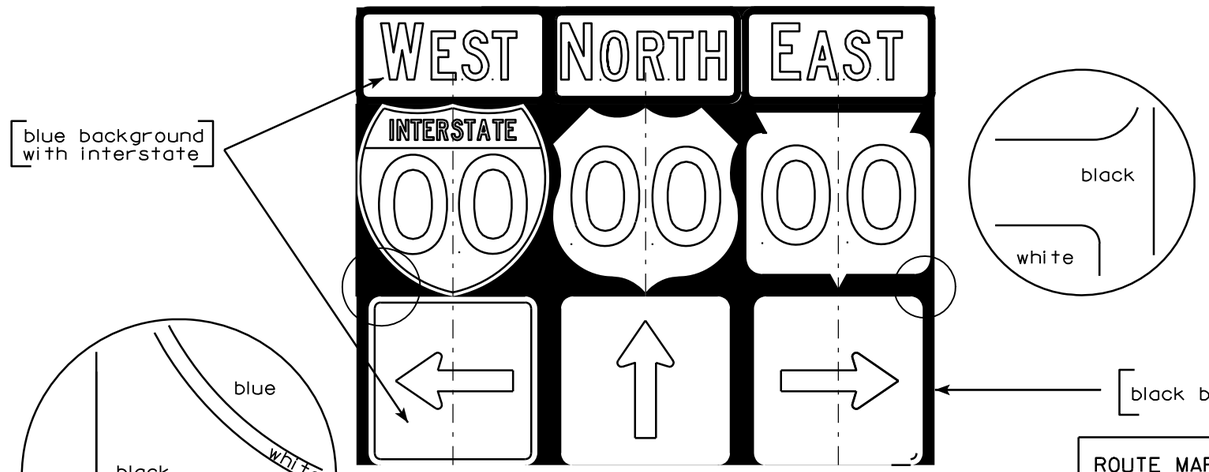
J33-1

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

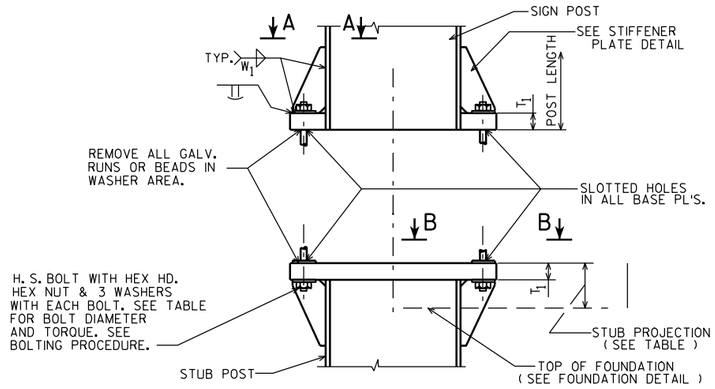
7

PROJECT NO:

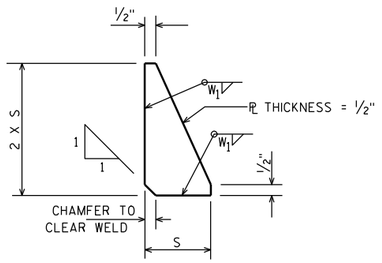
SHEET NO: 1027 E

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

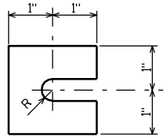


SIGN POST AND STUB POST ELEVATION



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

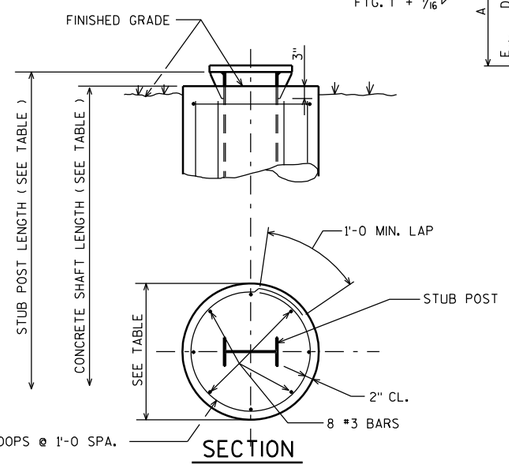
	QUANTITIES FOR 1 FOOTING	
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
E	1.0	62

⑦

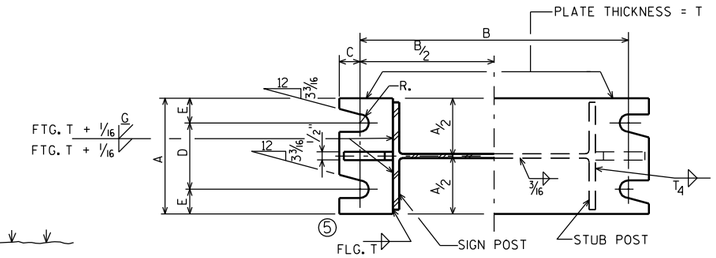
REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3

⑦

POST DETAIL

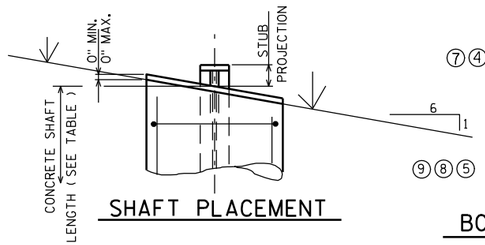


SECTION

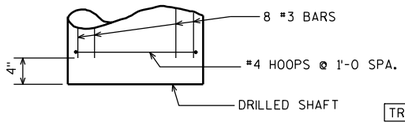


FTG. T + 1/16 ⓒ
FTG. T + 1/16

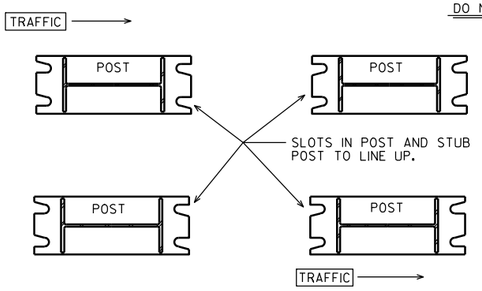
SECTION A-A SECTION B-B



SHAFT PLACEMENT



FOUNDATION DETAIL



POST SLOT ORIENTATION ⑦

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.

	TYPE	DIMENSION: POST SIZE	BASE CONNECTION DATA TABLE: BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	FOUNDATION DATA: STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	② 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

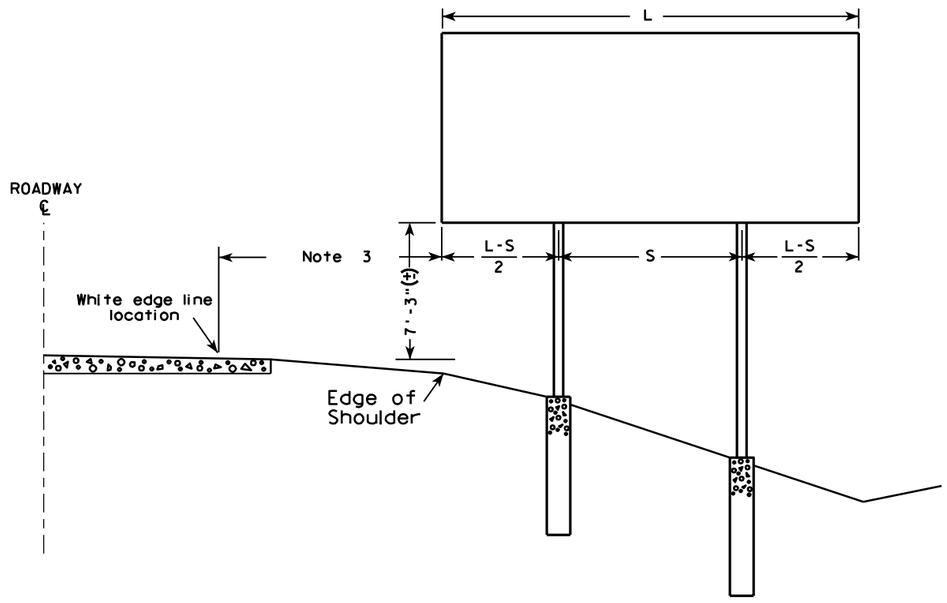
TYPE A, B, C, D, & E

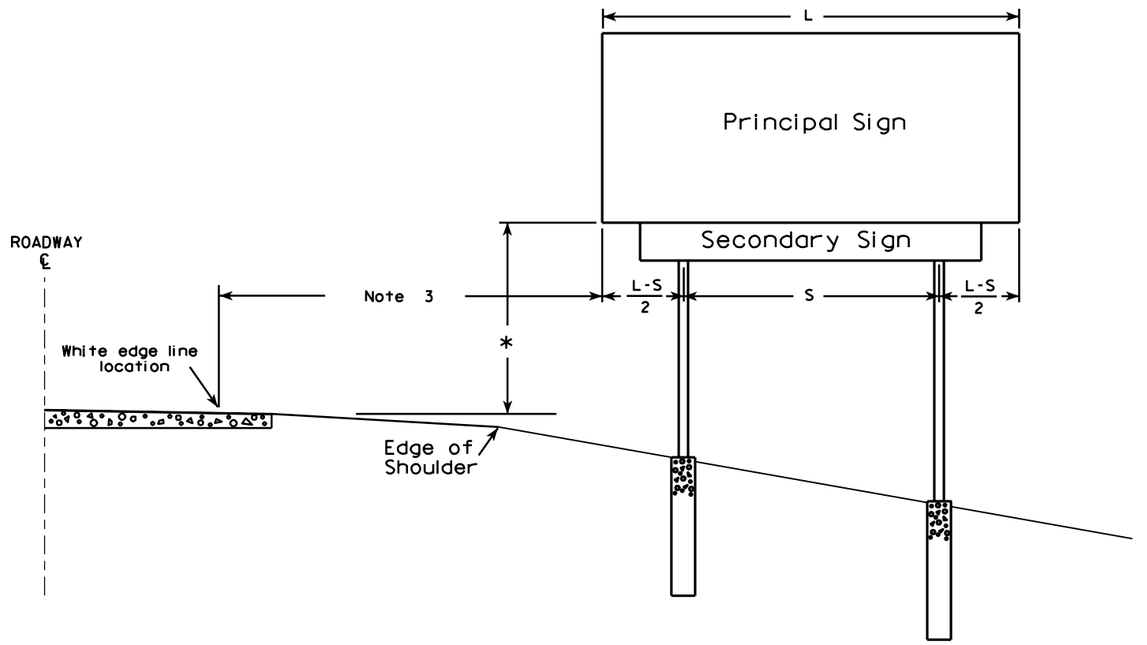
CONST. SPEC. 2011 | DRAWN BY JPH | PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

SHEET

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1028 | 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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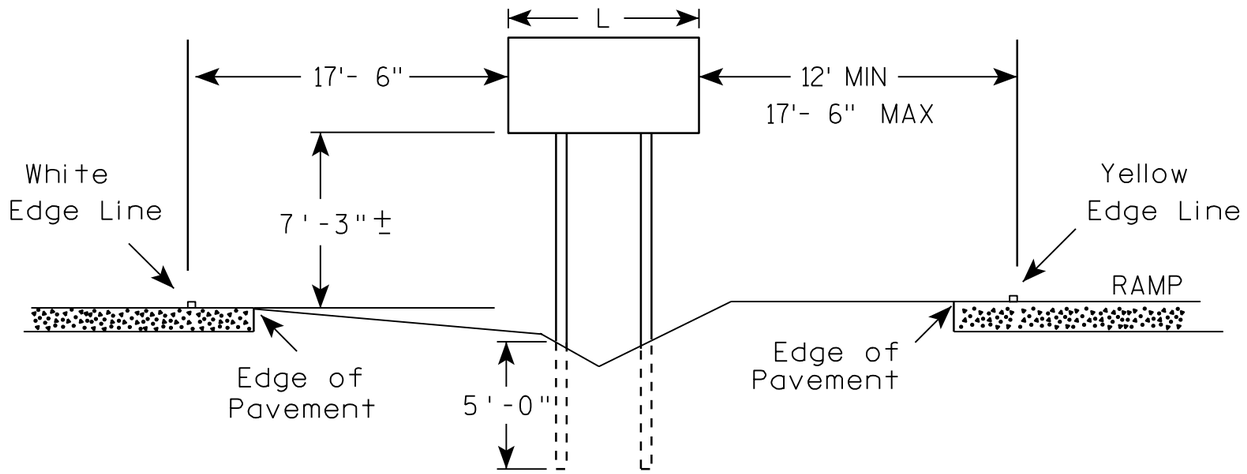
TYPICAL INSTALLATION OF TYPE I SIGNS

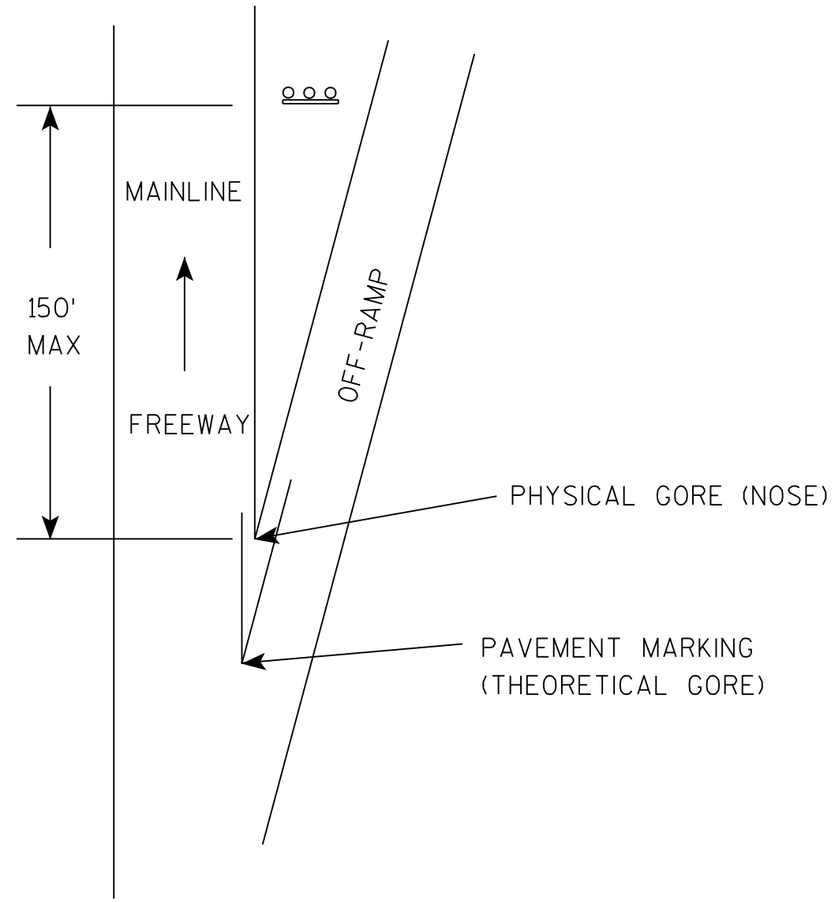
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 1029	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

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

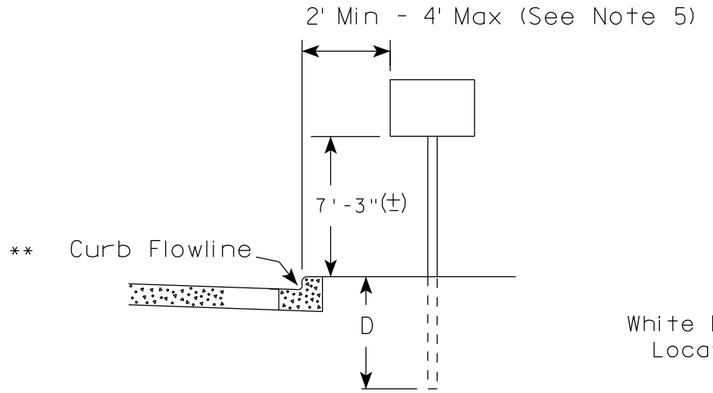
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

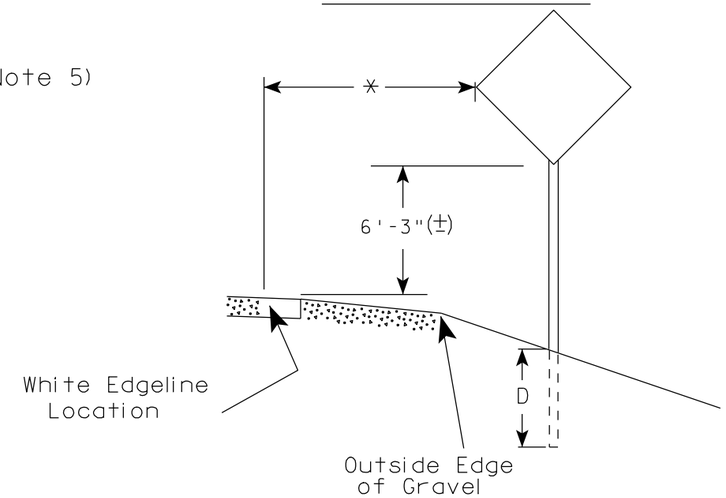
DATE 4/4/00 PLATE NO. A4-2.2

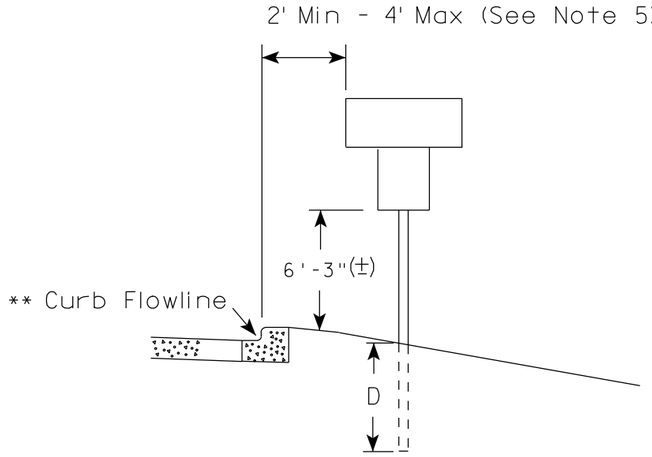
PROJECT NO:				SHEET NO: 1030	E

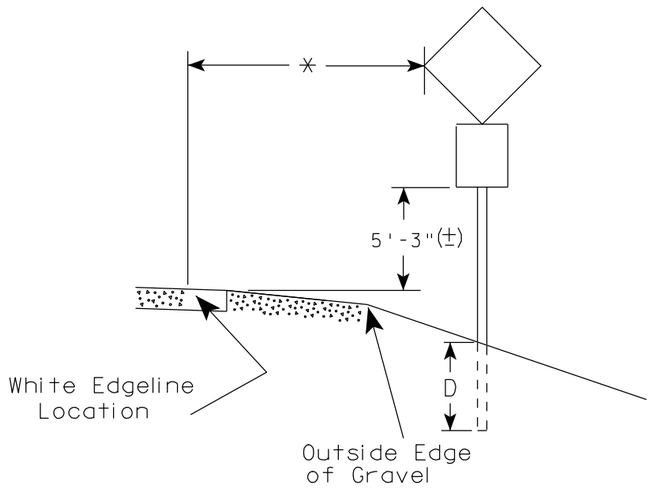
URBAN AREA



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

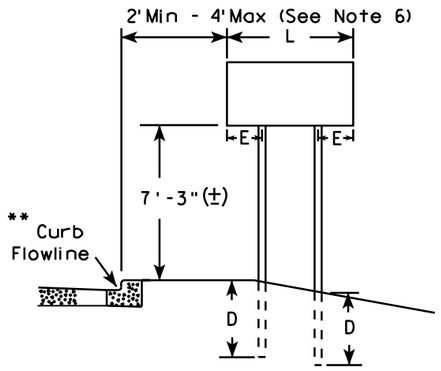
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

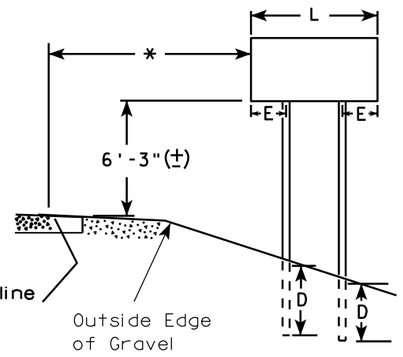
DATE 9/21/2011 PLATE NO. A4-3.16

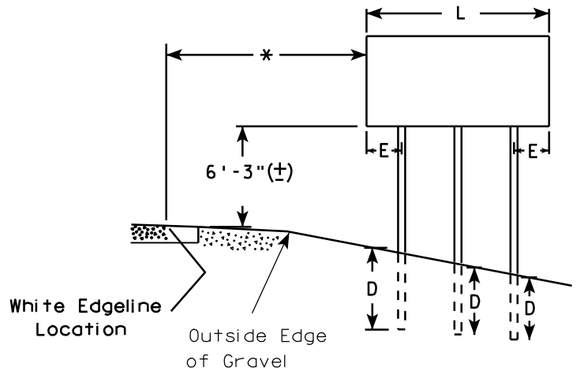
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1031	E

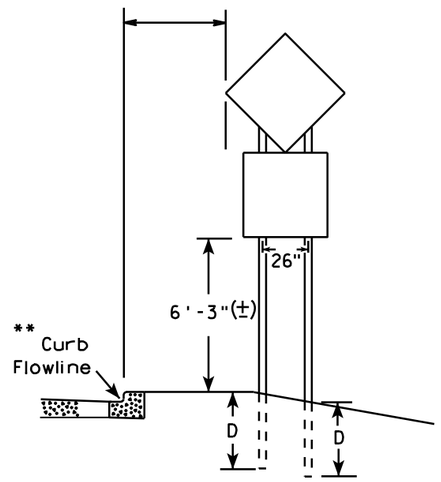
URBAN AREA



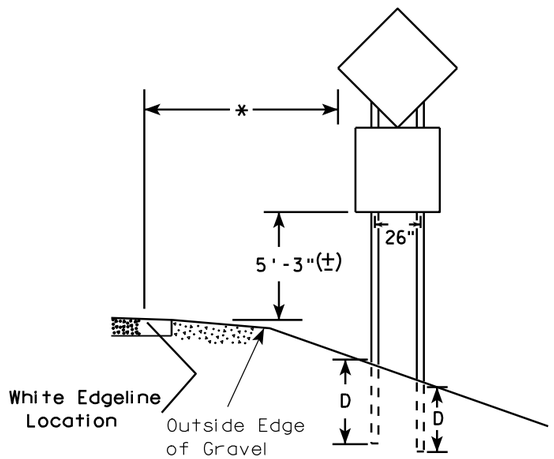
RURAL AREA (See Note 3)







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

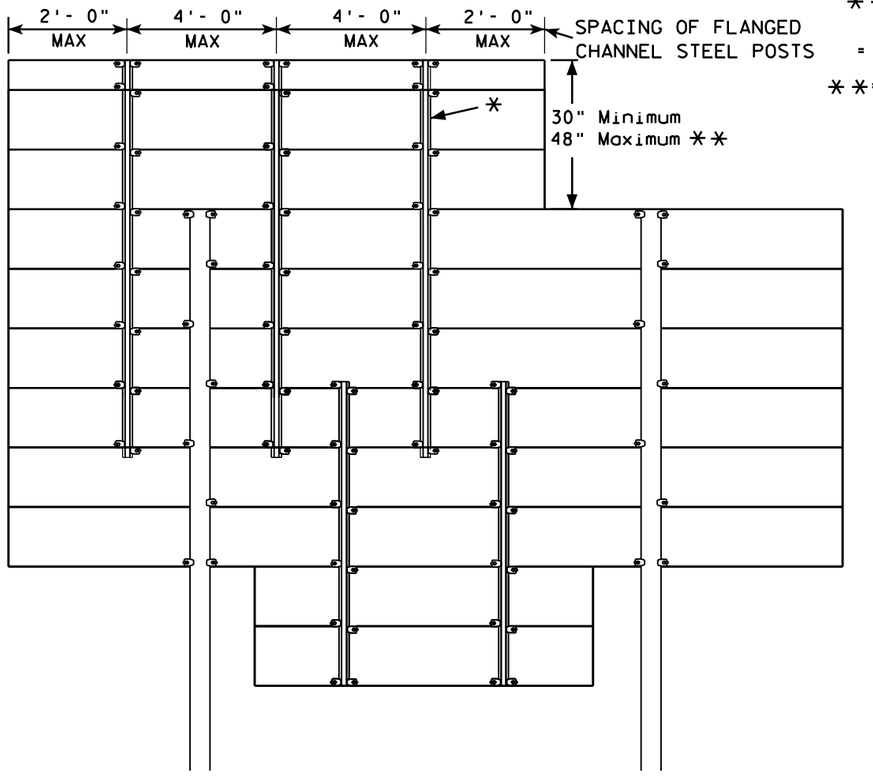
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/21/2011 PLATE NO. A4-4.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1032	E

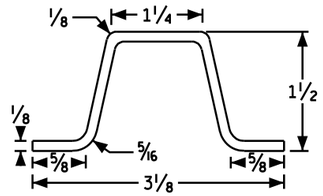
GROUND MOUNTED SIGN



*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

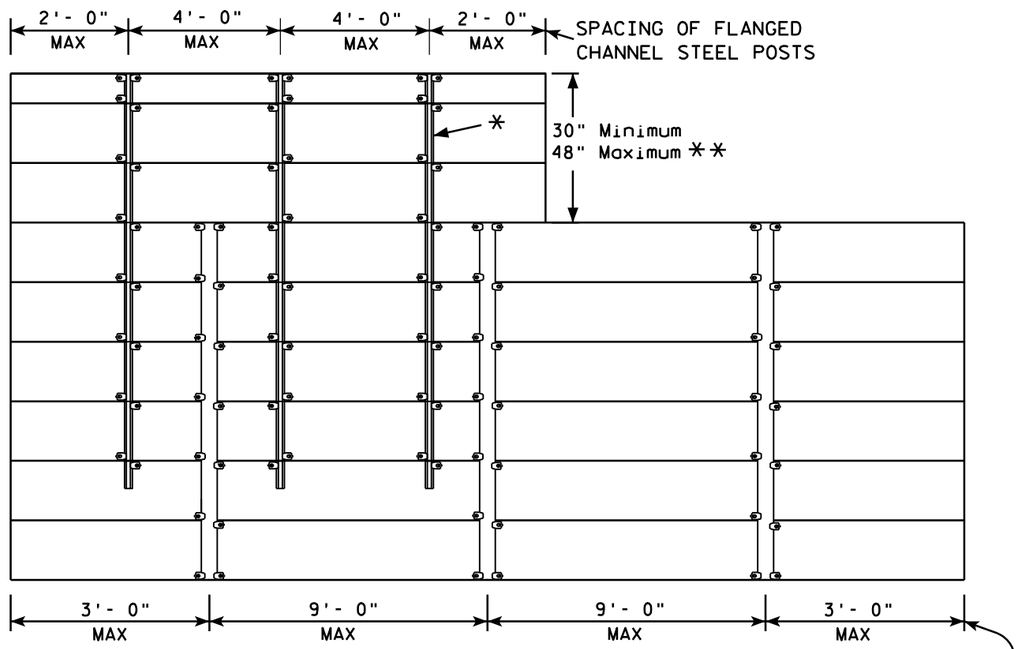
**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)

7

7

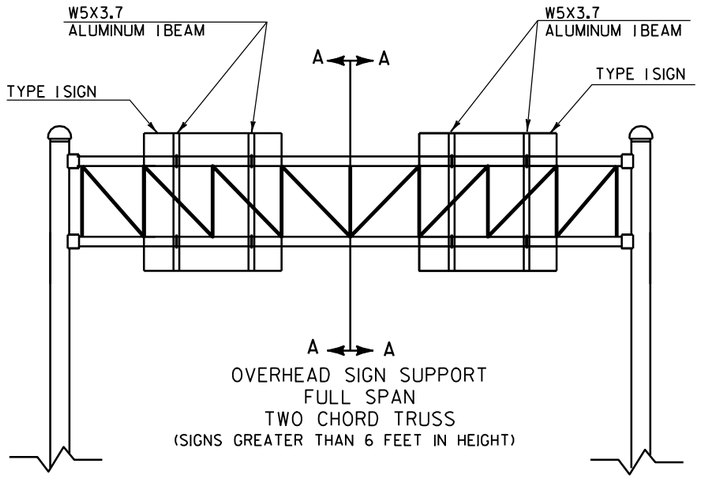
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

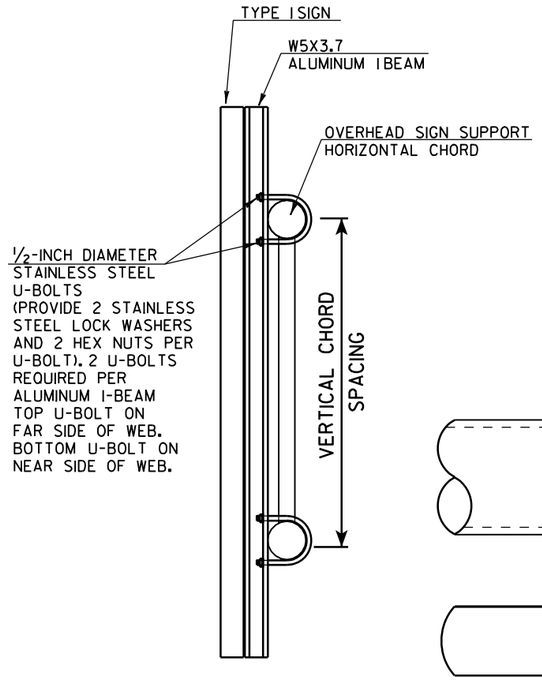
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. A4-6.11

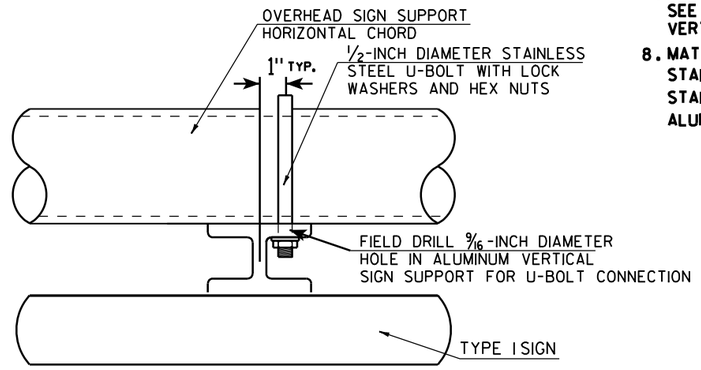
PROJECT NO:				SHEET NO: 1033	E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



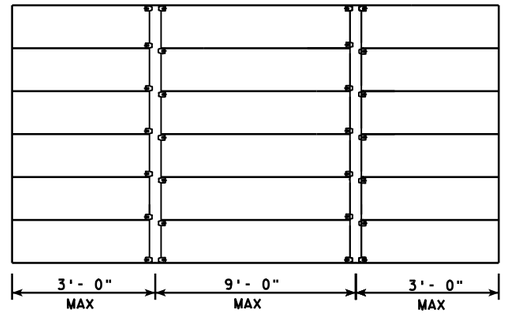
CUT SECTION A-A



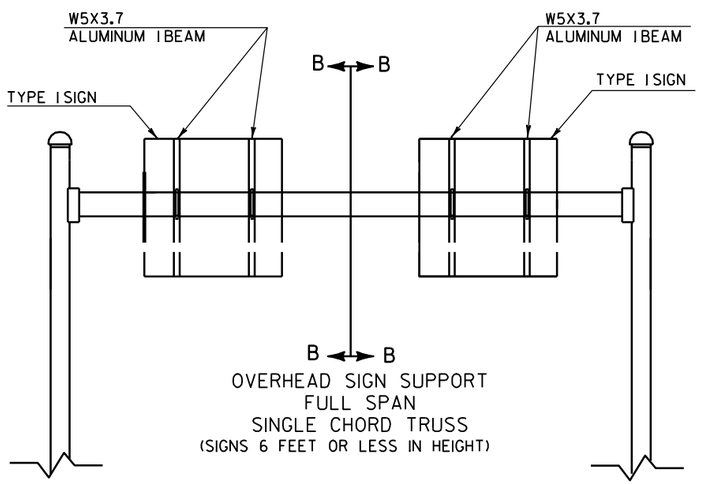
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

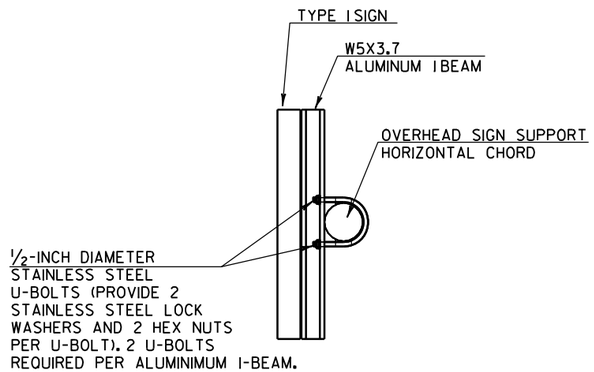
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE 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.



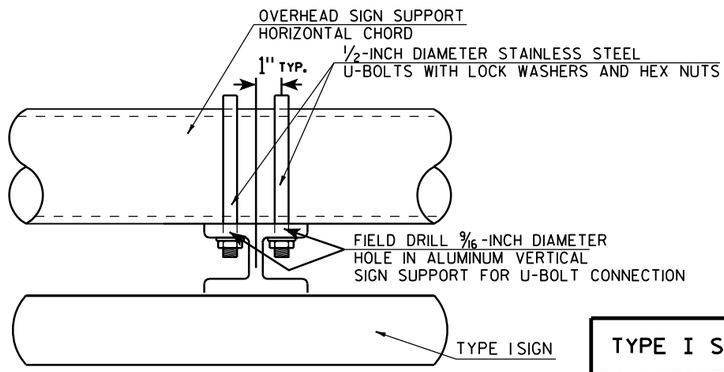
SPACING OF W5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



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

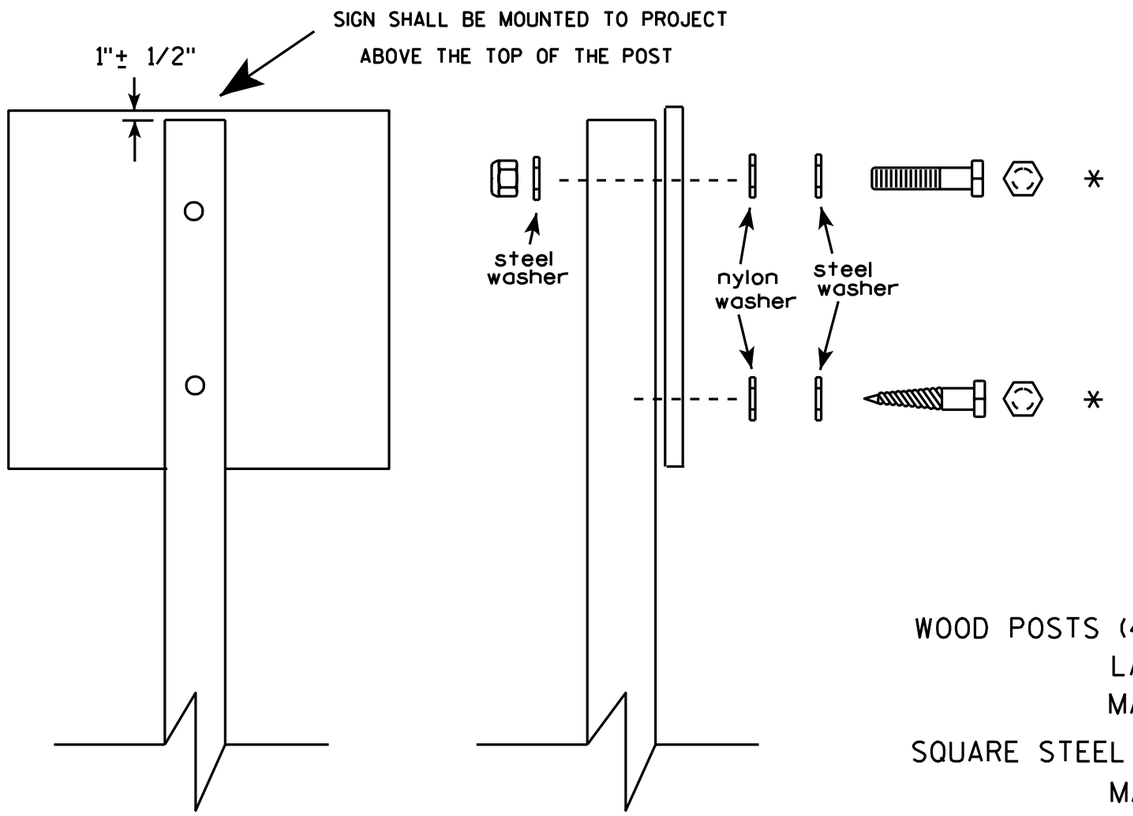
TYPE I SIGN CONNECTION TO OVERHEAD SIGN SUPPORT

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: 1034	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

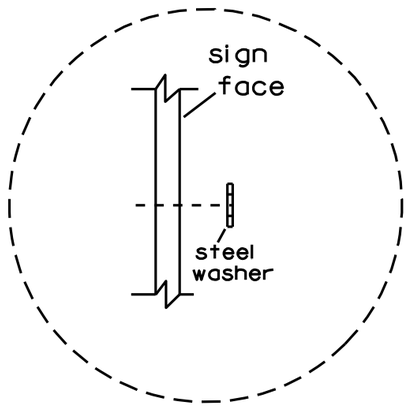
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

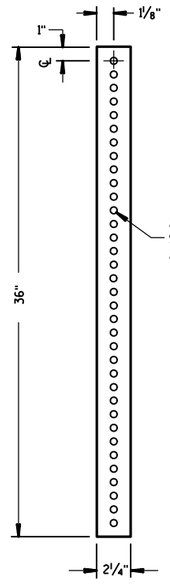
7

7

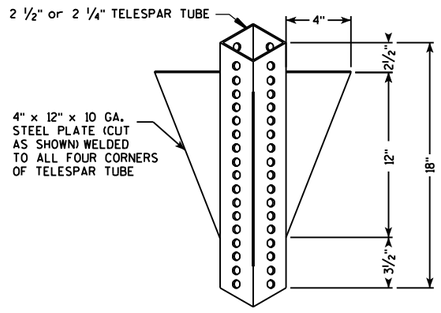
PROJECT NO: | SHEET NO: 1035 | E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

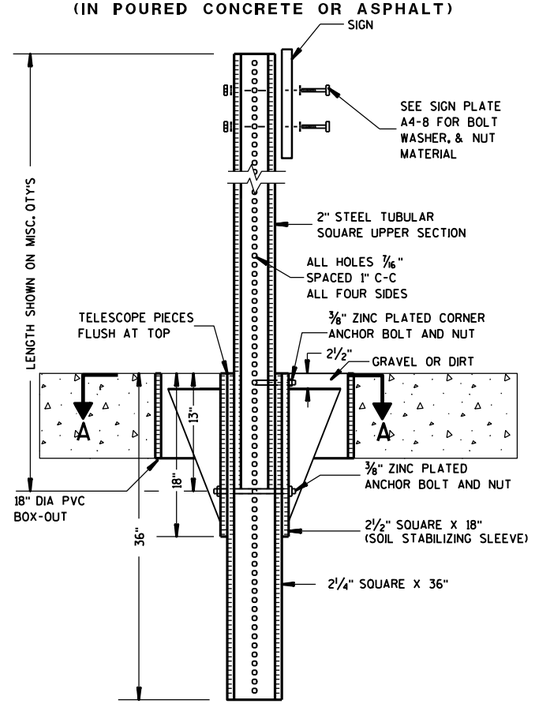
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



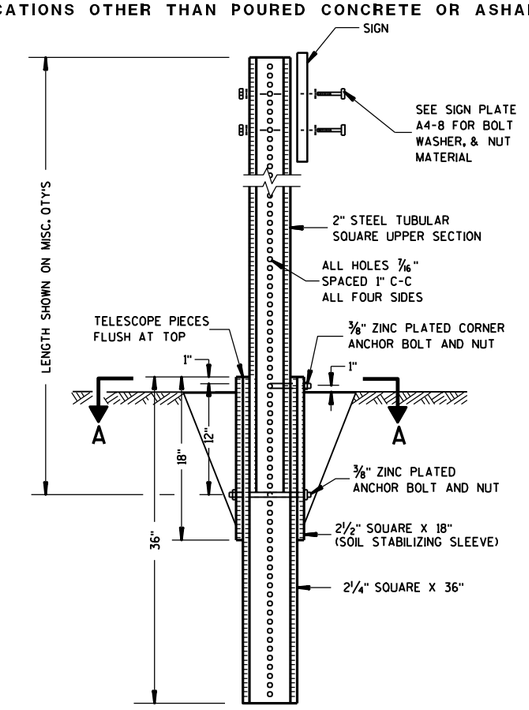
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

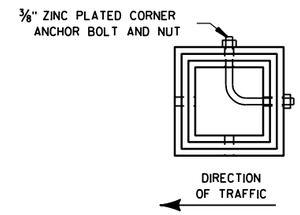


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

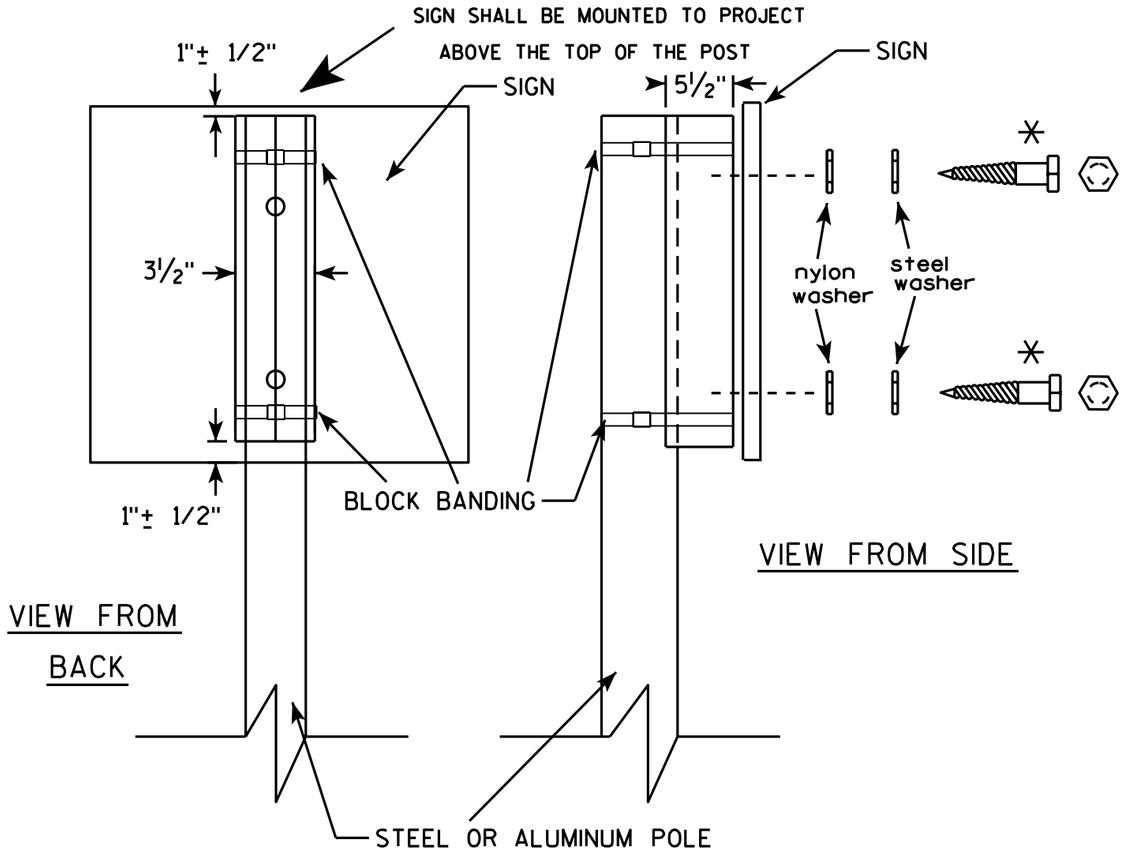
TUBULAR STEEL SIGN POST A4-9

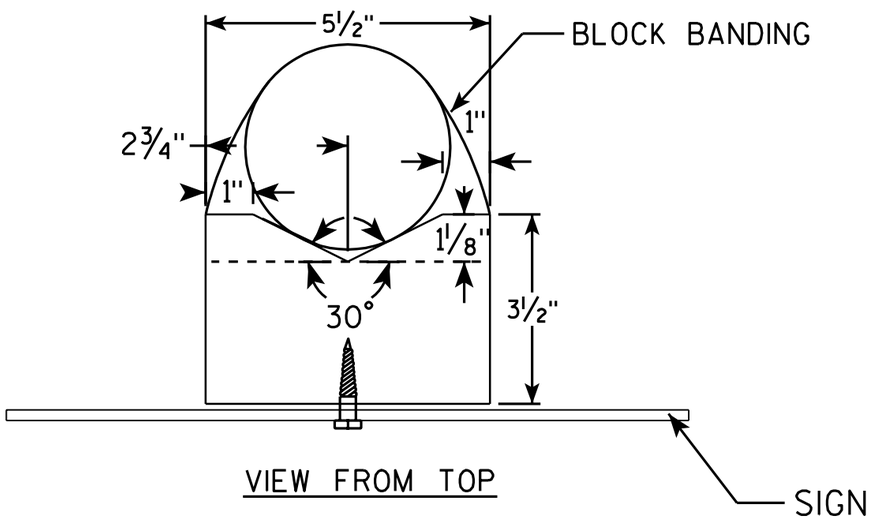
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1036	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

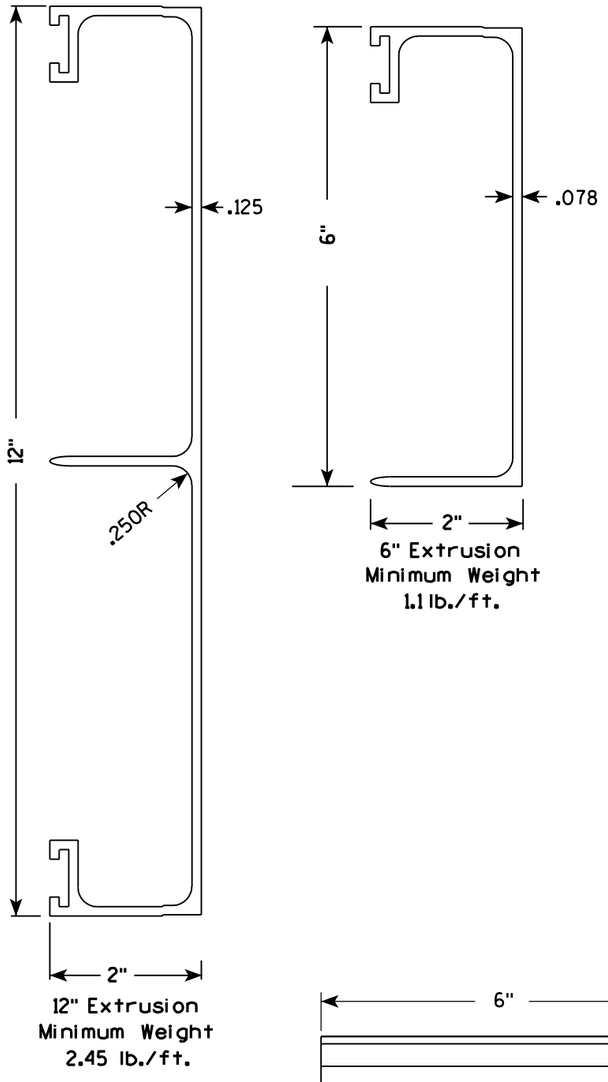
APPROVED Matthew R Rauch
for State Traffic Engineer

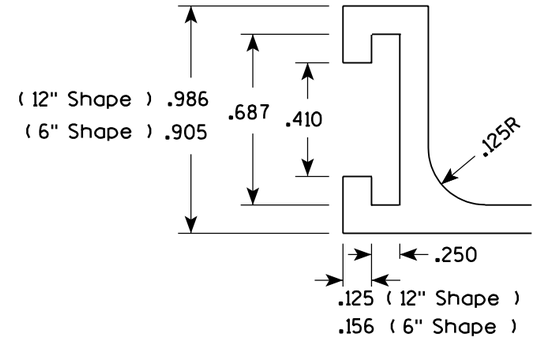
DATE 7/12/07 PLATE NO. A5-10.1

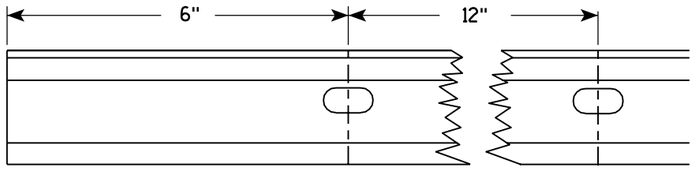
PROJECT NO:

SHEET NO: 1037 E

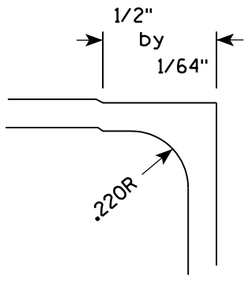
Extruded Shape







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.

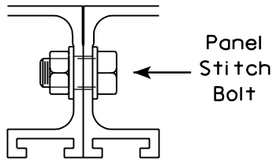


Hardware

STITCH BOLT, WASHER & NUT

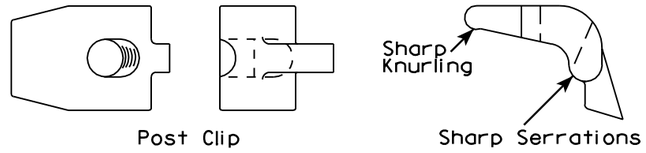
The hardware includes:

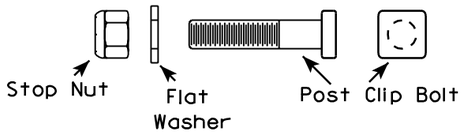
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



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

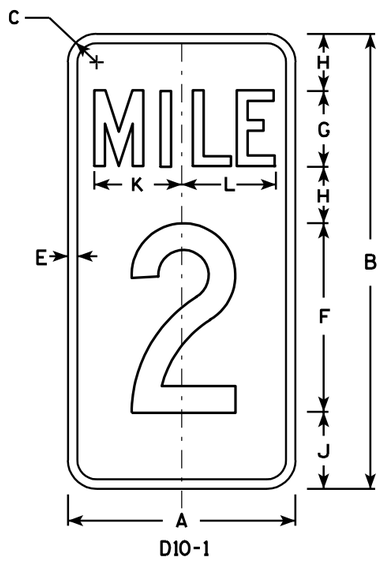
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

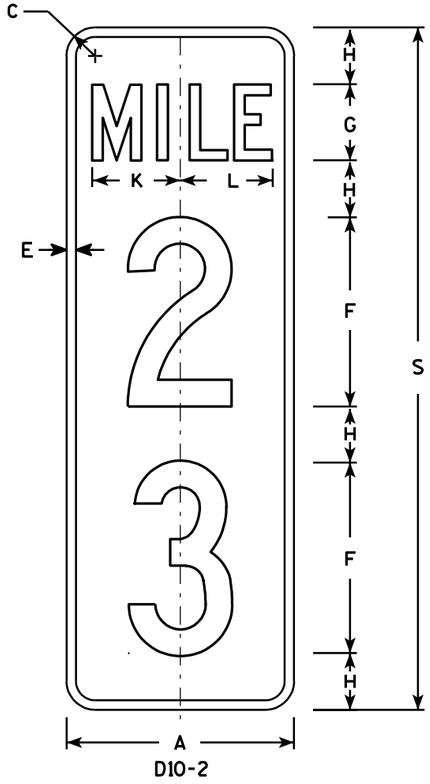
DATE 11/18/99 PLATE NO. A5-2.9

PROJECT NO:

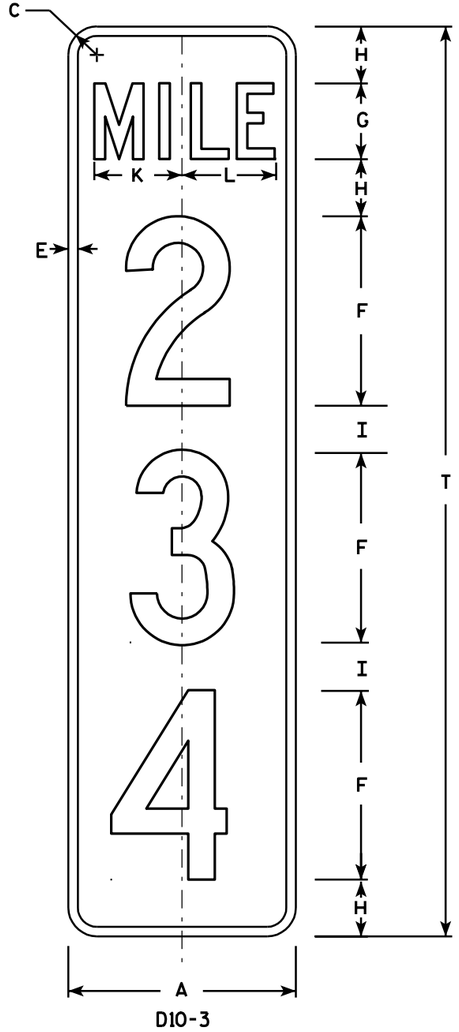
SHEET NO: 1038 E



D10-1



D10-2



D10-3

NOTES

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

7

Metric equivalent for this sign is:

PHY. SIZE	
12 X 24	300 mm X 600 mm
12 X 36	300 mm X 900 mm
12 X 48	300 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1																										
2																										
3																										
4	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						
5	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						

D10-1	D10-2	D10-3
Area sq. ft.	Area sq. ft.	Area sq. ft.
2.0	3.0	4.0
Area m2	Area m2	Area m2
.19	.28	.38

STANDARD SIGN
D10-1 , D10-2 & D10-3

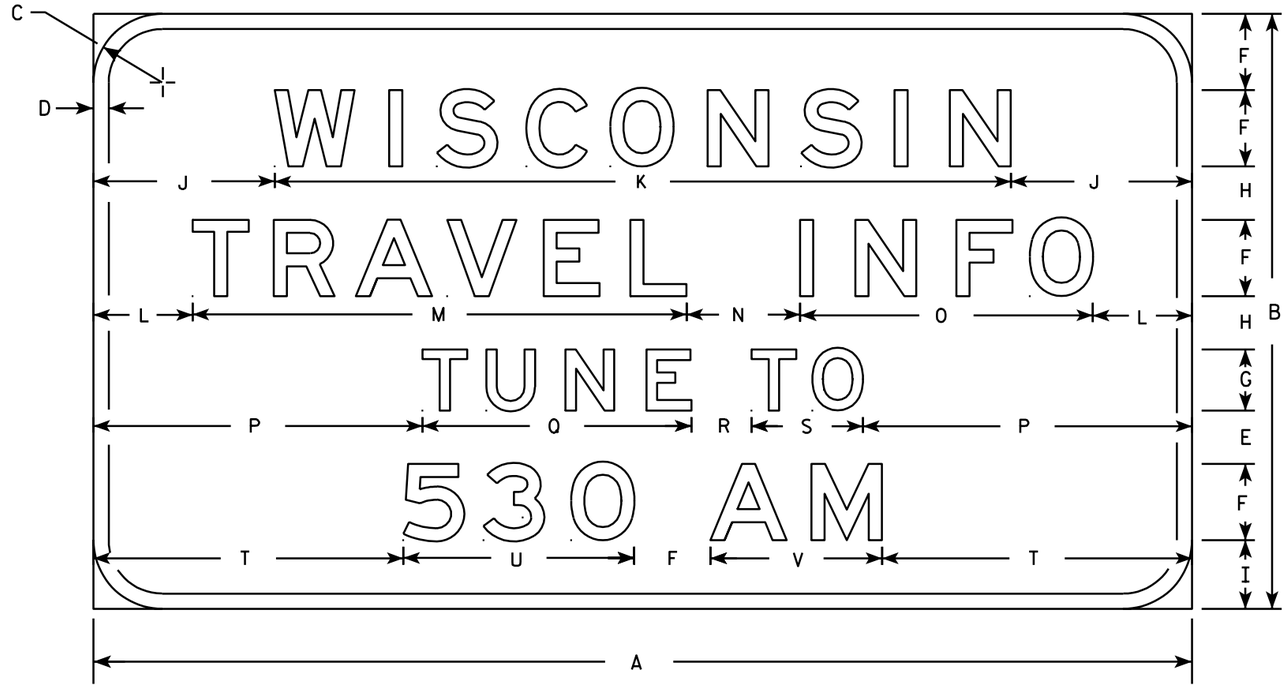
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for Director, Office of Traffic

DATE 1/16/02 PLATE NO. D10-3.2

PROJECT NO:

SHEET NO: 1039 E



NOTES

1. Sign Type as noted- Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
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. Sign is Type II for size 2 and Type I for size 4 & 5.
6. For any other radio frequency, Substitute appropriate numerals and adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	
2	2250 mm X 1050 mm
3	
4	3000 mm X 1500 mm
5	3600 mm X 1950 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z		
1		9																										
2	90	42	6	1	3	6	4	3½	4	16	58	35⅝	39	8⅞	23⅛	30½	17⅝	3⅞	7⅜	26¼	18	13½					26.25	2.44
3																												
4	120	60	6	1	5	8	6	5	7	21⅜	77¼	12¾	51⅞	11⅞	30¾	38¼	26½	5⅞	11⅛	25⅛	24¼	18					50	4.64
5	144	78	9	2	7	10	8	7	9	23¾	96½	13	64¾	14⅞	38⅜	43⅛	35¼	7⅞	14⅝	40⅝	30¼	22½					78	7.25

STANDARD SIGN
D12 - 3

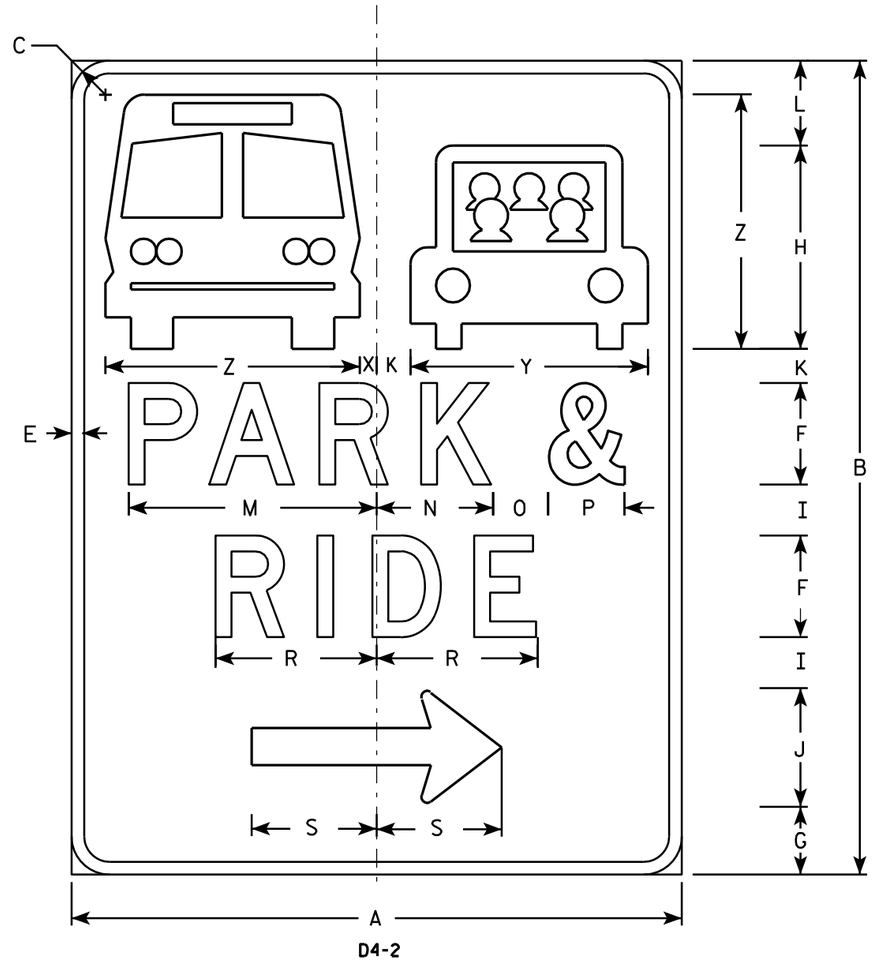
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for Director, Office of Traffic

DATE 1/17/02 PLATE NO. D12-3.5

PROJECT NO:

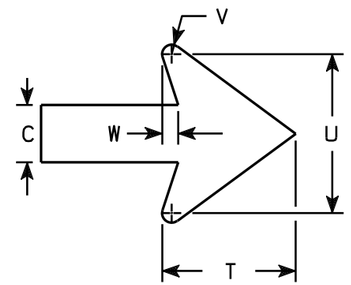
SHEET NO: 1040 E



D4-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The D4-2L is the same as a D4-2R except the arrow is reversed.
6. The D4-2 sign may have either symbol or both symbols at the same time.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	30	1 1/8		1/2	4	1 5/8	7 1/2	1 1/2	4 5/8	1 3/8	3 7/8	9 3/4	4	2 3/4	3		6 3/8	4 7/8	3 1/2	4 1/8	1/4	3/8	5/8	9 3/8	10	5.0
2	30	36	1 3/8		5/8	5	2	9	1 5/8	5 1/2	1 5/8	4 5/8	12 1/4	5 1/8	3 3/8	3 3/4		8	6 1/8	4 3/8	5 1/4	3/8	1/2	7/8	11 3/4	12 1/2	7.50
3	36	48	2 1/4		3/4	6	4	12	3	7	2	5	14 5/8	6 7/8	3 1/4	4 1/2		9 1/2	7 1/2	5 1/4	6 1/4	3/8	5/8	1	14	15	12.0
4																											
5																											

STANDARD SIGN
D4-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. D4-2.5

PROJECT NO:

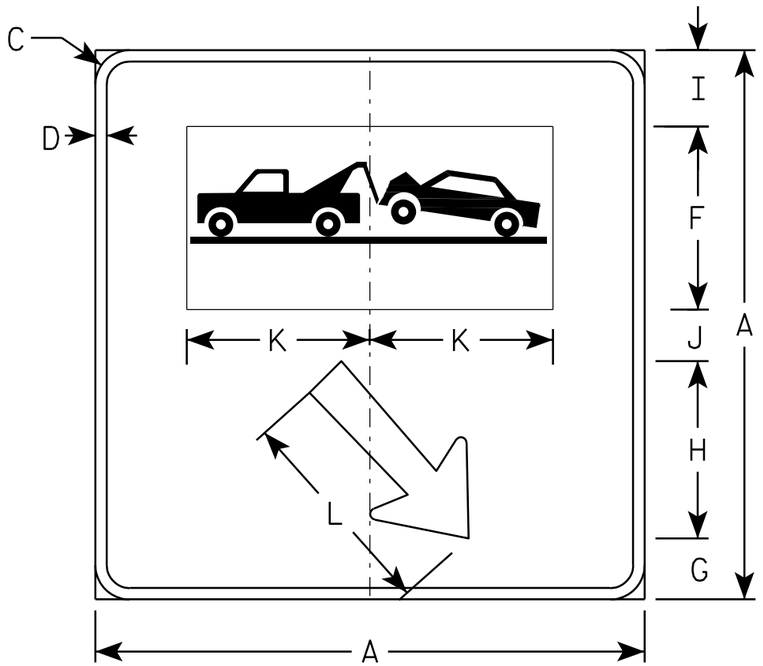
SHEET NO: 1041 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\D42.dgn PLOT DATE : 10-FEB-2011 14:21 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

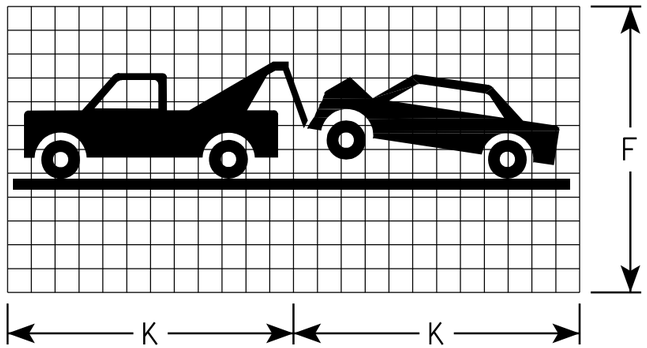
7



D4-56R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLUE
   Message - WHITE
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. D4-56L is same as D4-56R except arrow is reversed.
6. Arrow is from A1-2 Lower Case 4½ Series D & E, with a modified length.



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	36		2 1/4	3/4		12	4	11 5/8	5	3 3/8	12	14															9.0
3																											
4																											
5																											

STANDARD SIGN
D4-56 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

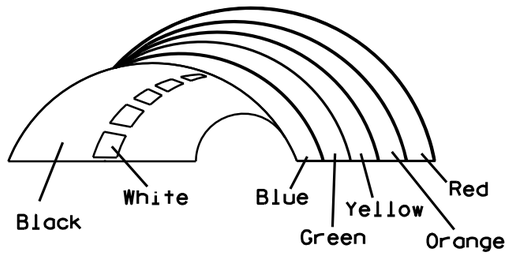
DATE 4/14/2011 PLATE NO. D4-56.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1042	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 - (See Note 5)
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. Border - Blue
   Line 1 - Red
   Line 2 - Black
   Line 3-5 - Blue
6. Line 1 - Dutch 8011L
   Line 2 - Series E
   Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

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	30	36	1 1/2	1/2	5/8	3	2	3 1/2	2 7/8	1	8	2 1/8	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2							7.5
3																											
4																											
5																											

STANDARD SIGN
I55-56

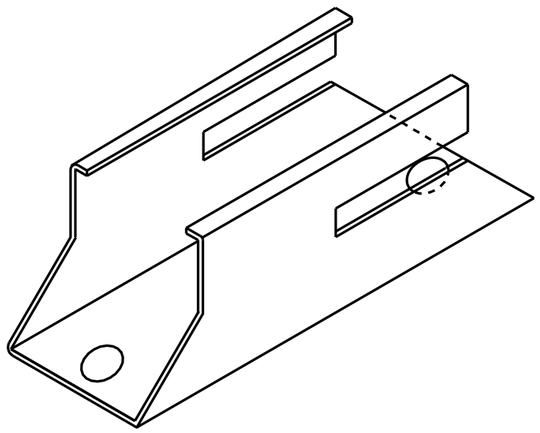
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/27/11 PLATE NO. 155-56.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1043

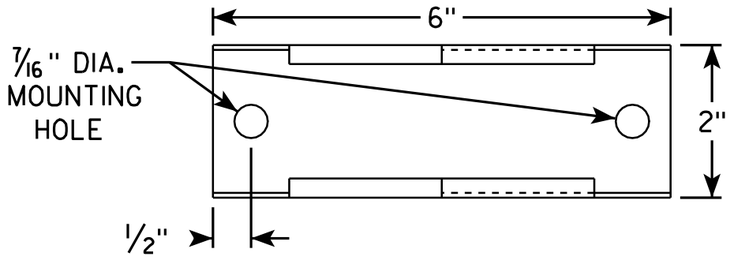
ISOMETRIC VIEW



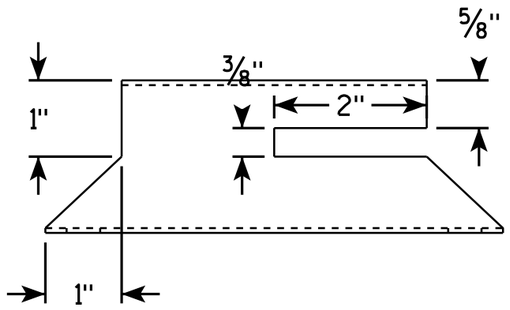
NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

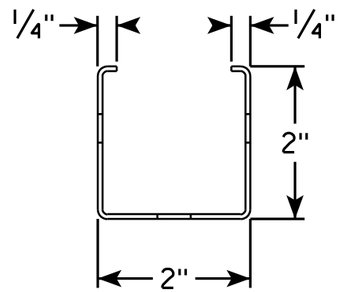
TOP VIEW



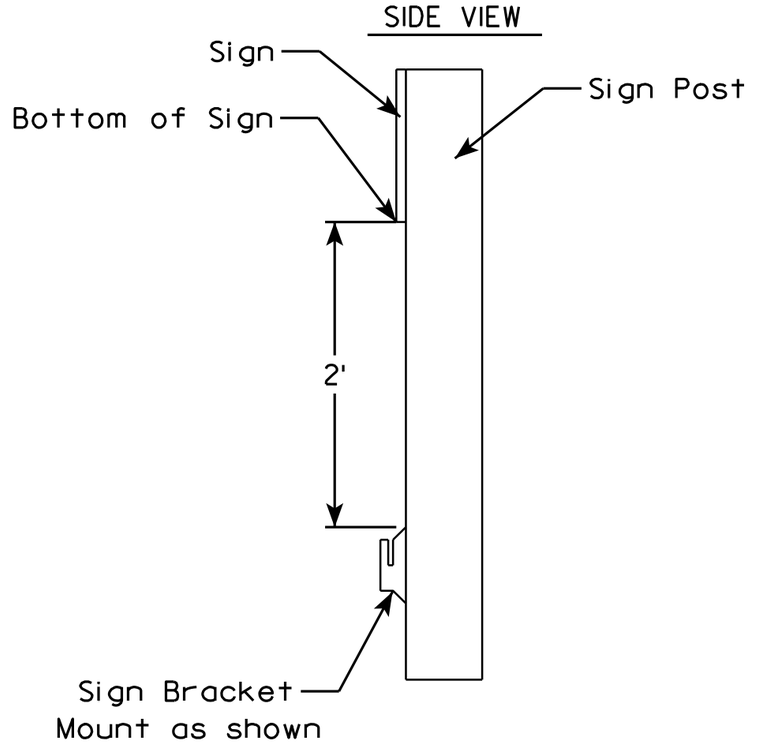
SIDE VIEW



END VIEW



SIDE VIEW



7

7

ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

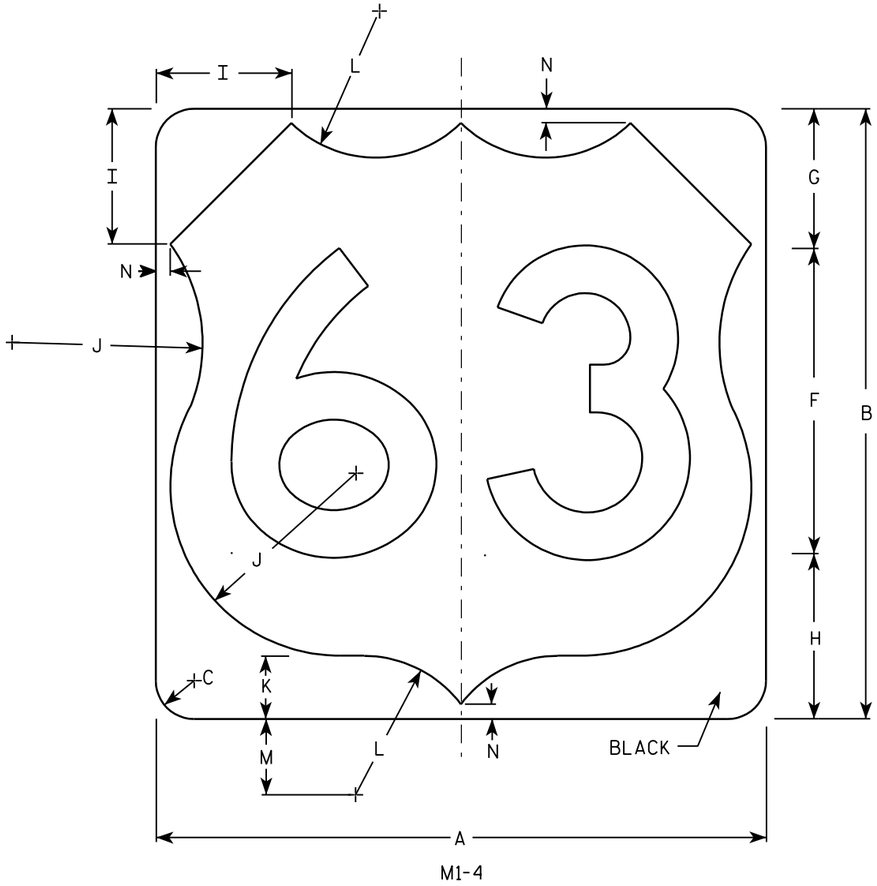
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/10 PLATE NO. I55-56B.1

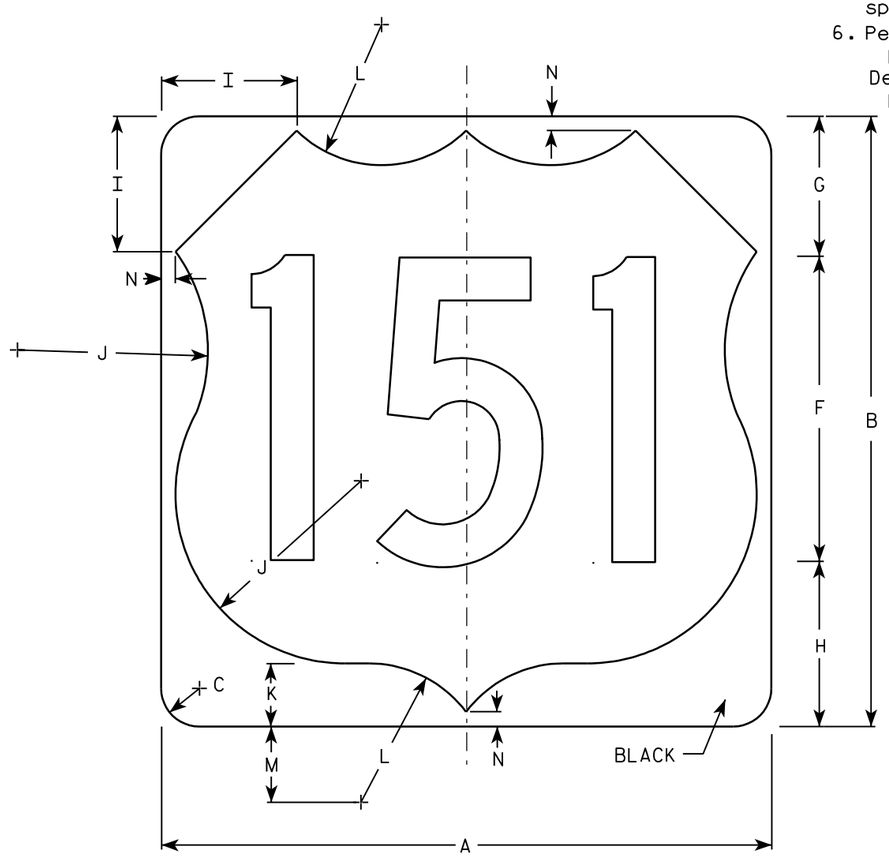
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1044	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

7

7

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq sq. ft.	Area m2
1																												
2	24	24	1 ½			12	5 ½	6 ½	5	7 ½	2 ½	5 ½	3	½													4.0	.36
3	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0	.81
4	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0	.81
5	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0	.81

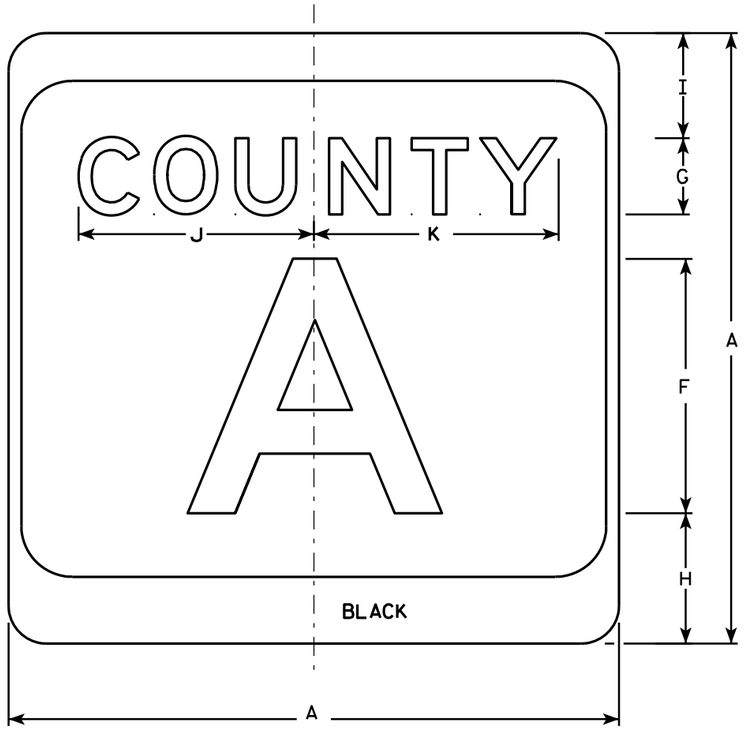
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

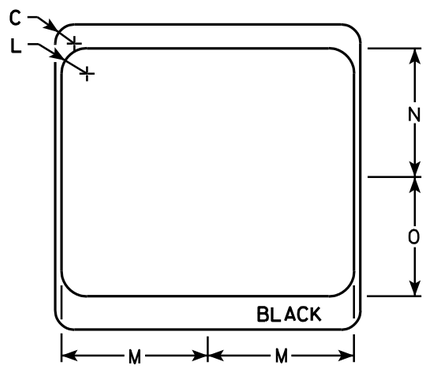
APPROVED Matthew R Rauch
for State Traffic Engineer

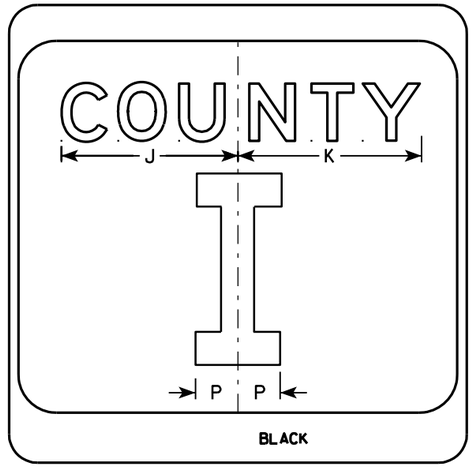
DATE 08/25/05 PLATE NO. M1-4.9

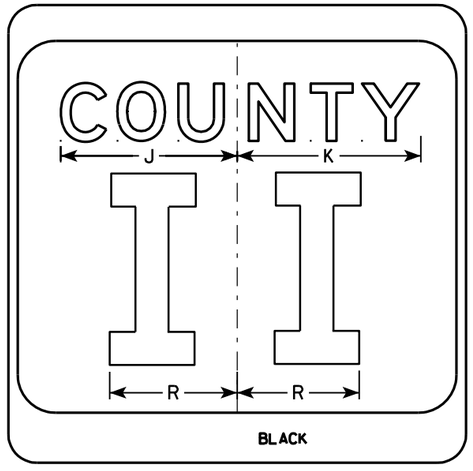
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1045	E



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

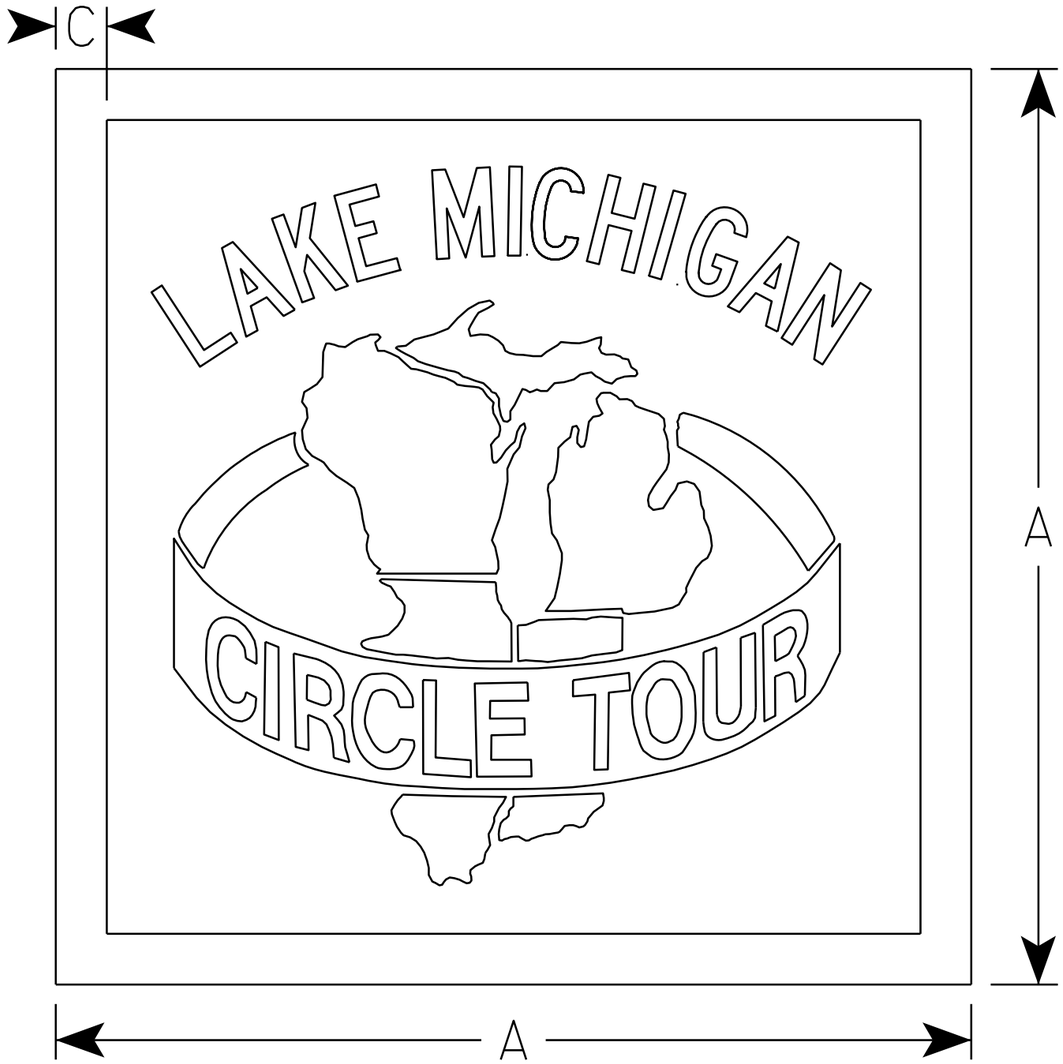
CTH MARKER
M1-5A FOR ASSEMBLIES

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: 1046	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 - Green
   Message - White - Graphics - White
   Circle Tour Message is Green
3. Message Series - Special
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.	Area m2
1																												
2	24		1 ½																								4.0	.36
3																												
4	36		2																								9.0	.81
5																												

STANDARD SIGN
M1-93

WISCONSIN DEPT OF TRANSPORTATION

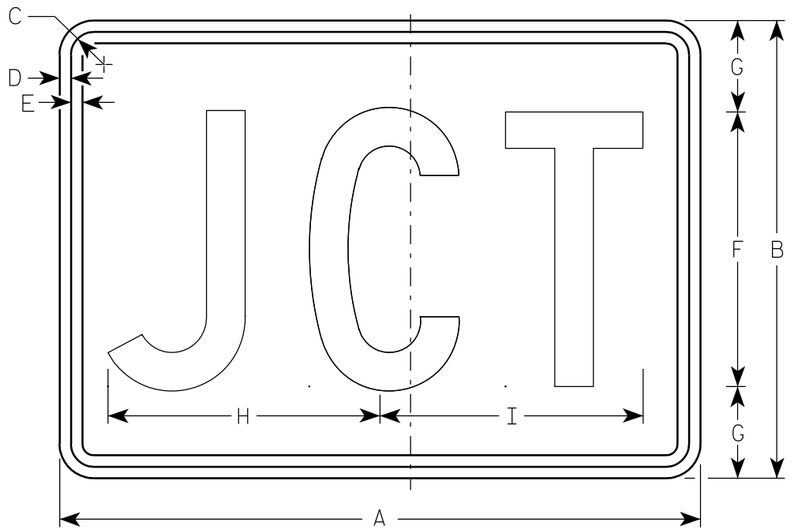
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 10/05/09 PLATE NO. M1-93.1

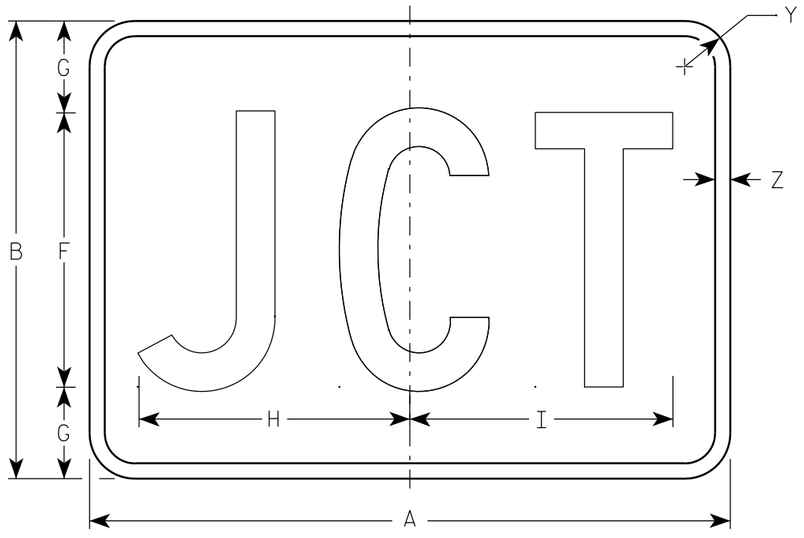
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1047 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M193.DGN PLOT DATE : 05-OCT-2009 13:39 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42



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

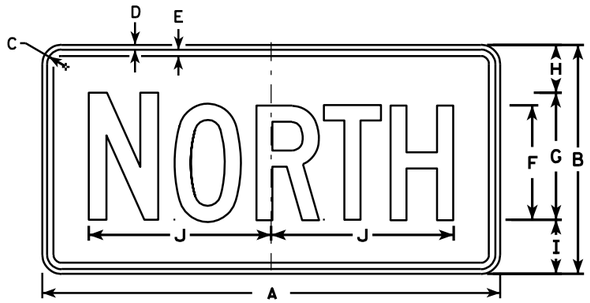
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

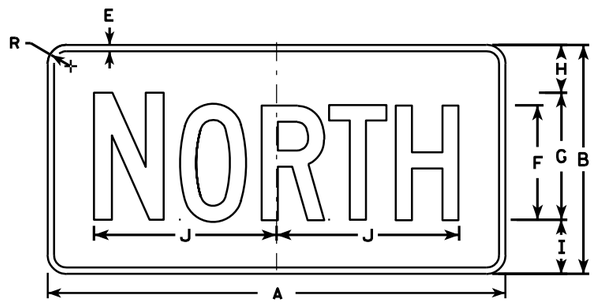
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M2-1.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1048	E



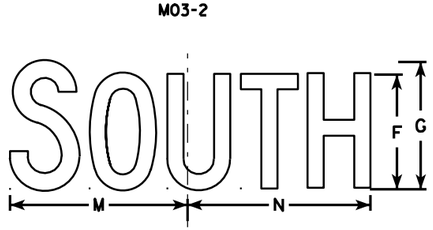
M3-1
MK3-1
MO3-1



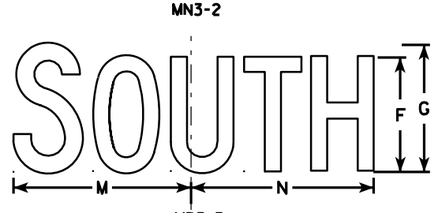
MB3-1
MG3-1
MM3-1
MN3-1

M3-2
MK3-2
MO3-2

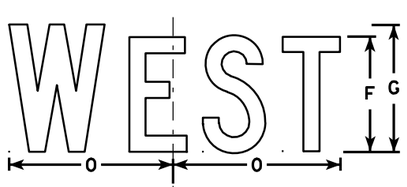
MB3-2
MG3-2
MM3-2
MN3-2



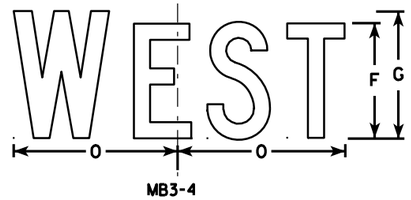
M3-3
MK3-3
MO3-3



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

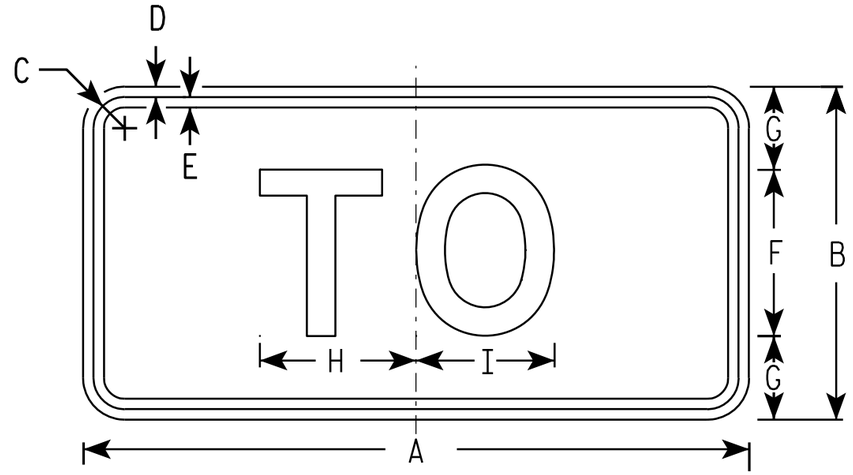
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

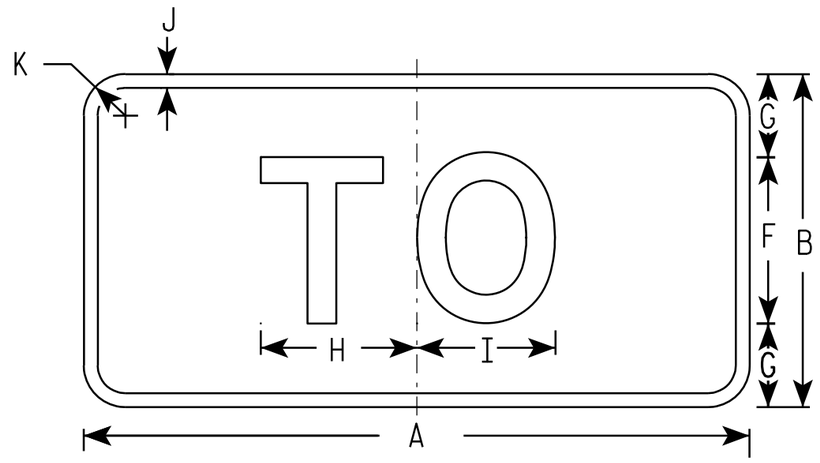
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/10 PLATE NO. M3-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1049	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

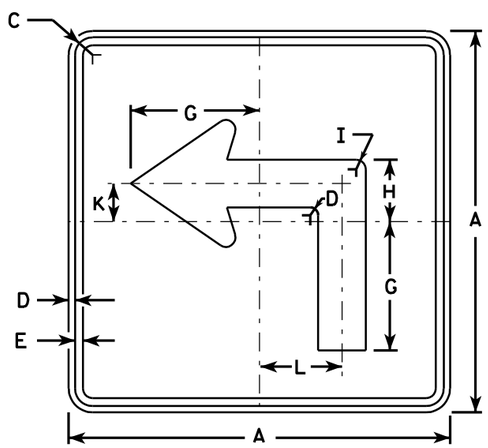
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

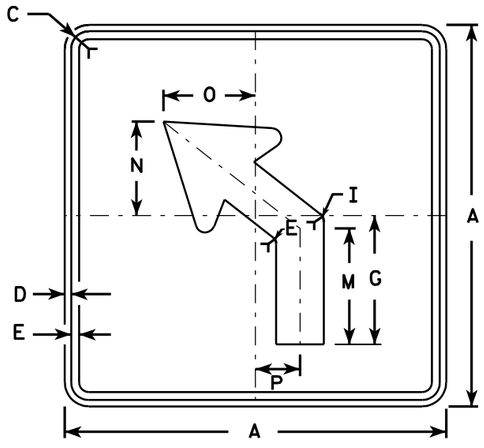
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-5.6

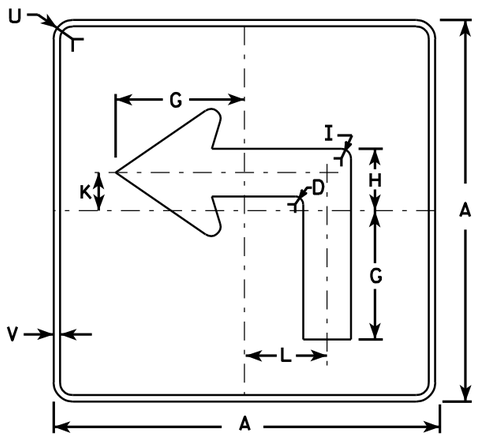
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1050 | E



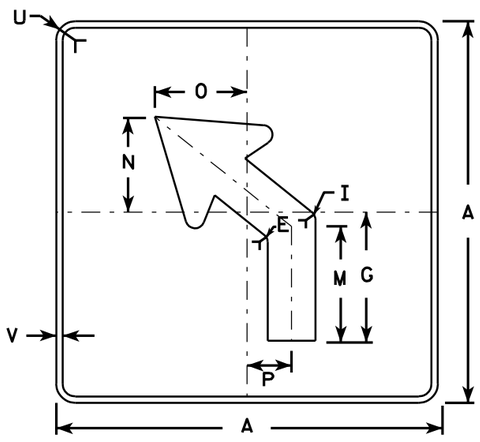
M5-1L
MK5-1L
MM5-1L
MO5-1L
MR5-1L



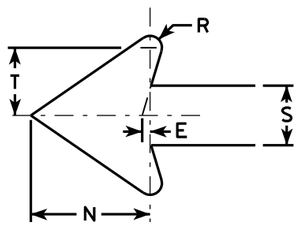
M5-2L
MK5-2L
MM5-2L
MO5-2L
MR5-2L



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

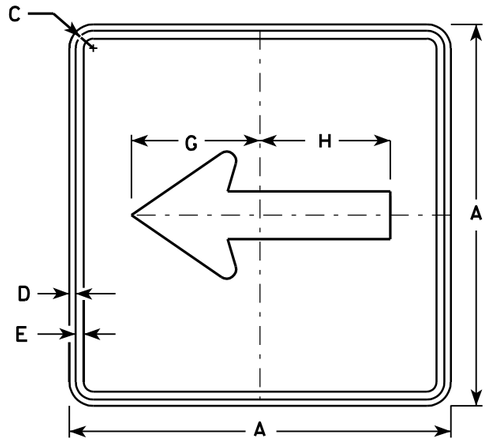
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

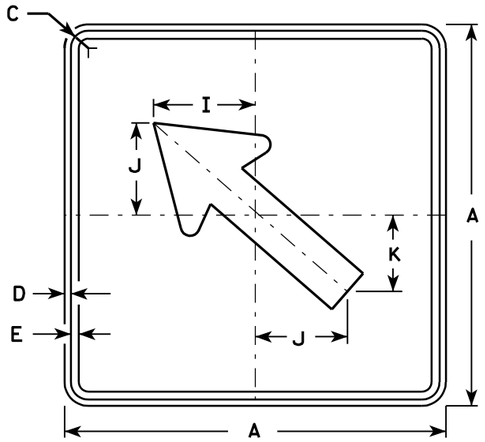
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M5-1.11

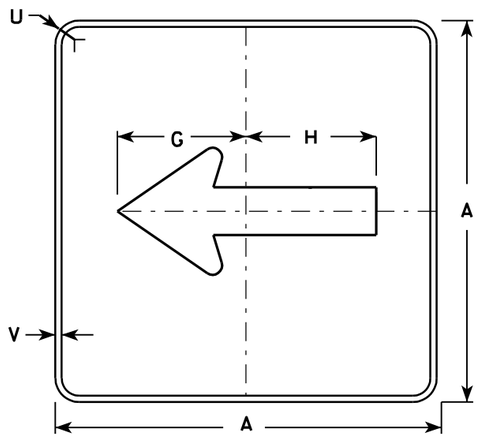
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1051	E



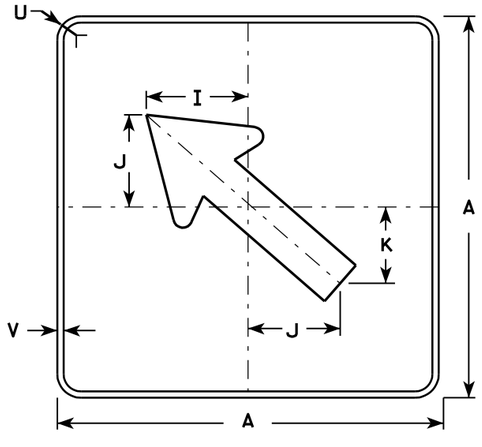
M6-1
MK6-1
MM6-1
MO6-1
MR6-1



M6-2
MK6-2
MM6-2
MO6-2
MR6-2



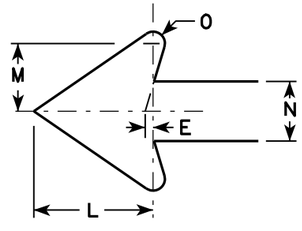
MB6-1
MG6-1
MN6-1



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

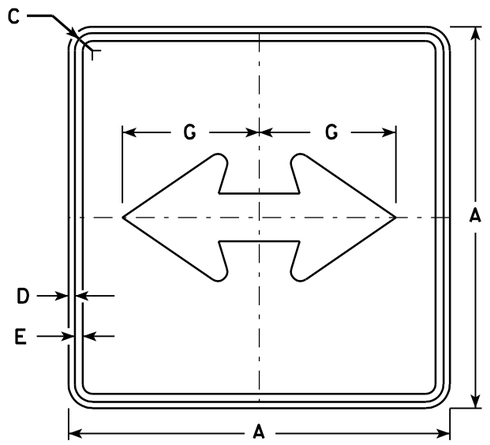
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

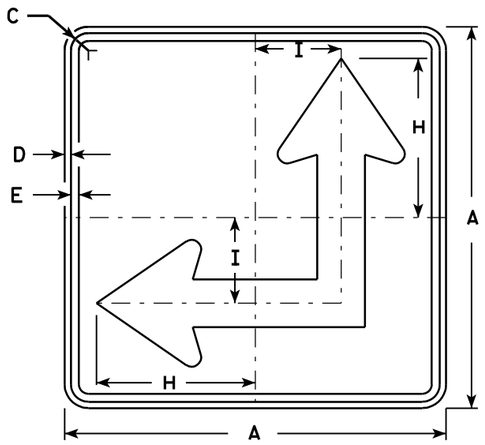
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M6-1.12

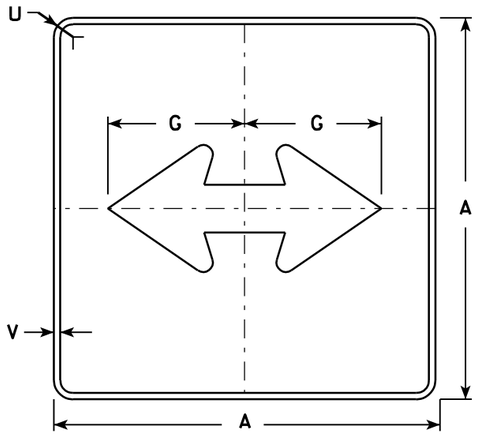
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1052	E



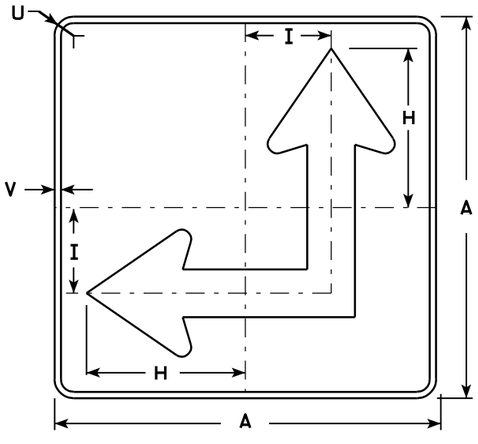
M6-4
MK6-4
MM6-4
MO6-4
MR6-4



M6-6
MK6-6
MM6-6
MO6-6
MR6-6



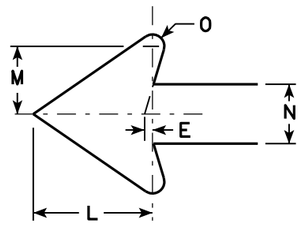
MB6-4
MG6-4
MN6-4



MB6-6
MG6-6
MN6-6

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG6-4 and MG6-6 Background - Green
   Message - White - Type H Reflective
   MK6-4 and MK6-6 Background - Green
   Message - White - Type H Reflective
   MM6-4 and MM6-6 Background - White - Type H Reflective
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White - Type H Reflective
   MO6-4 and MO6-6 Background - Orange - Reflective
   Message - Black
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow - Type H Reflective
5. M6-6R same as M6-6L except arrow points ahead and right.



Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56

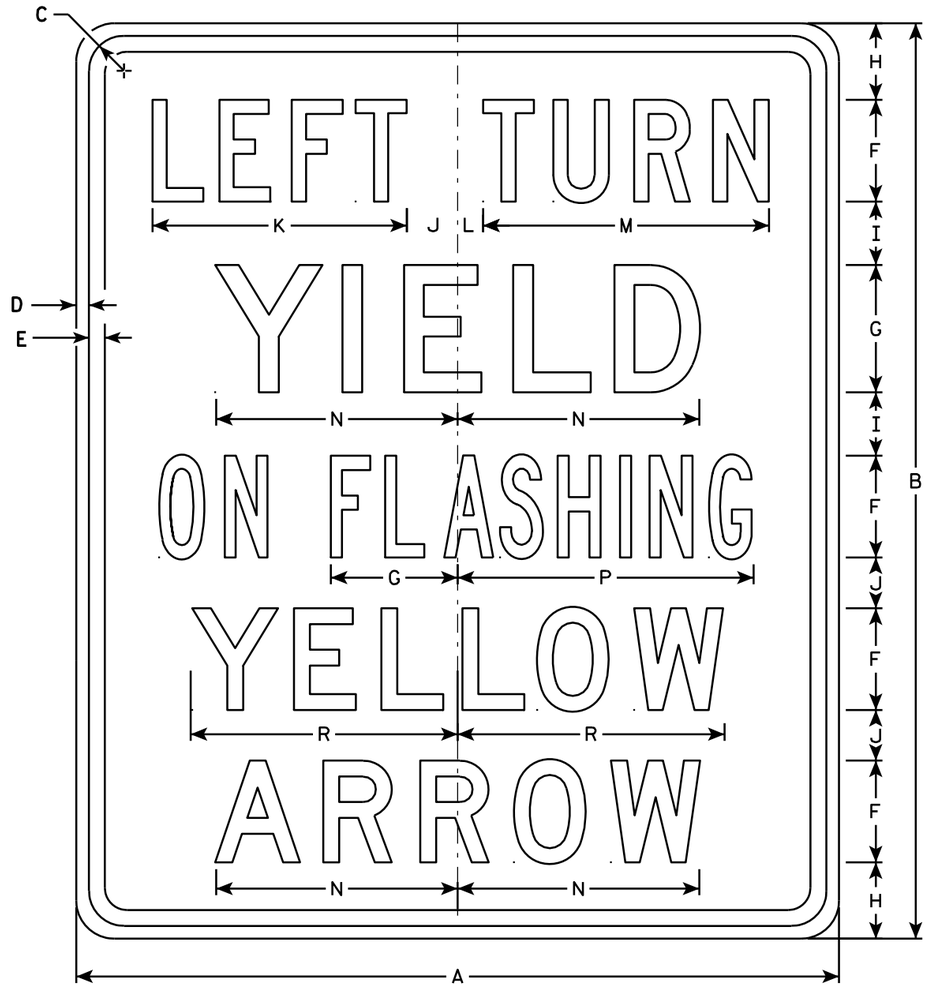
STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/10 PLATE NO. M6-4.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1053	E



R10-50

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C.
   Lines 2, 4 and 5 are Series D.
   Line 3 is Series B.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2									7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2									7.5
3																											
4																											
5																											

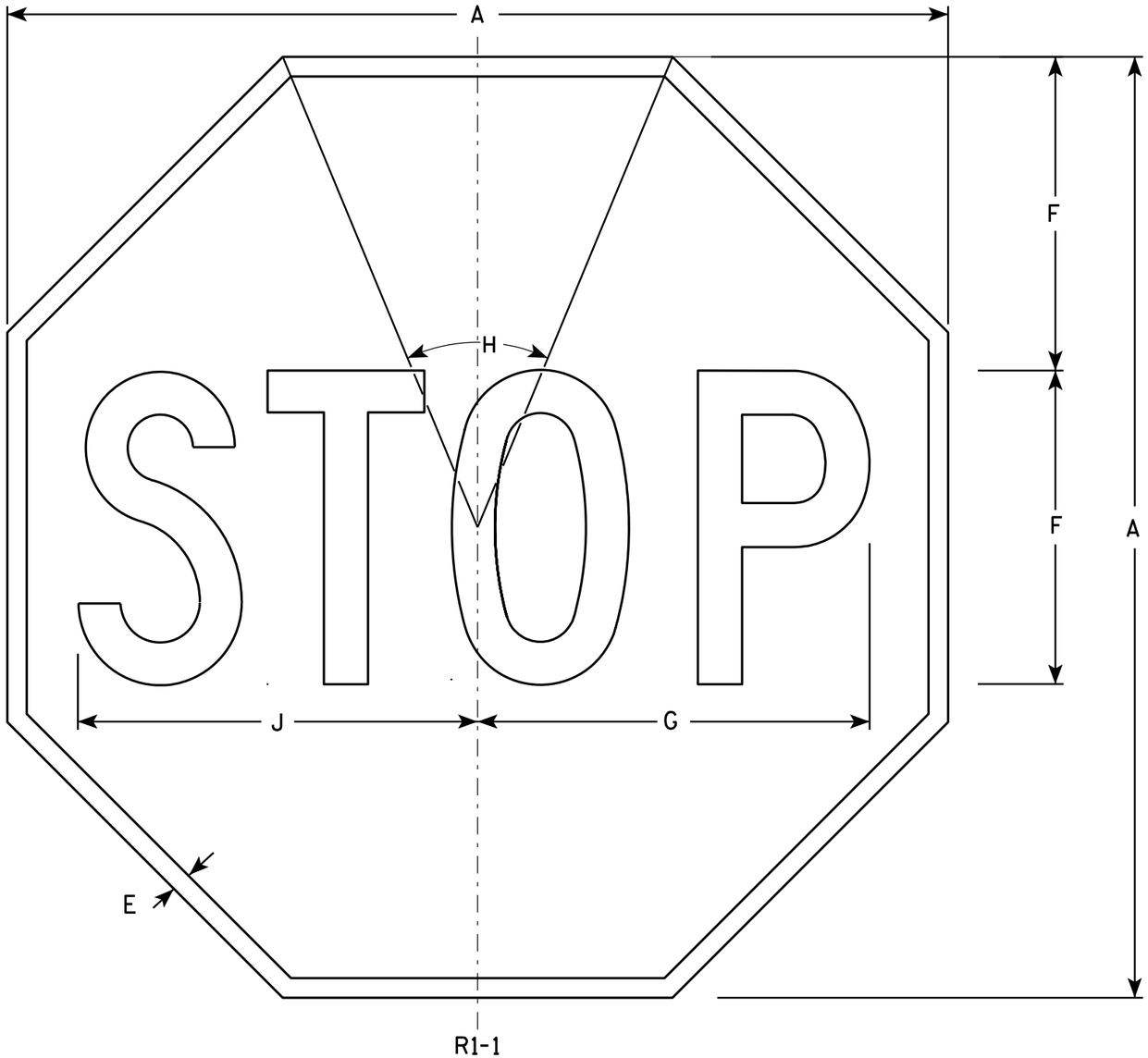
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/21/10 PLATE NO. R10-50.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1054	E



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

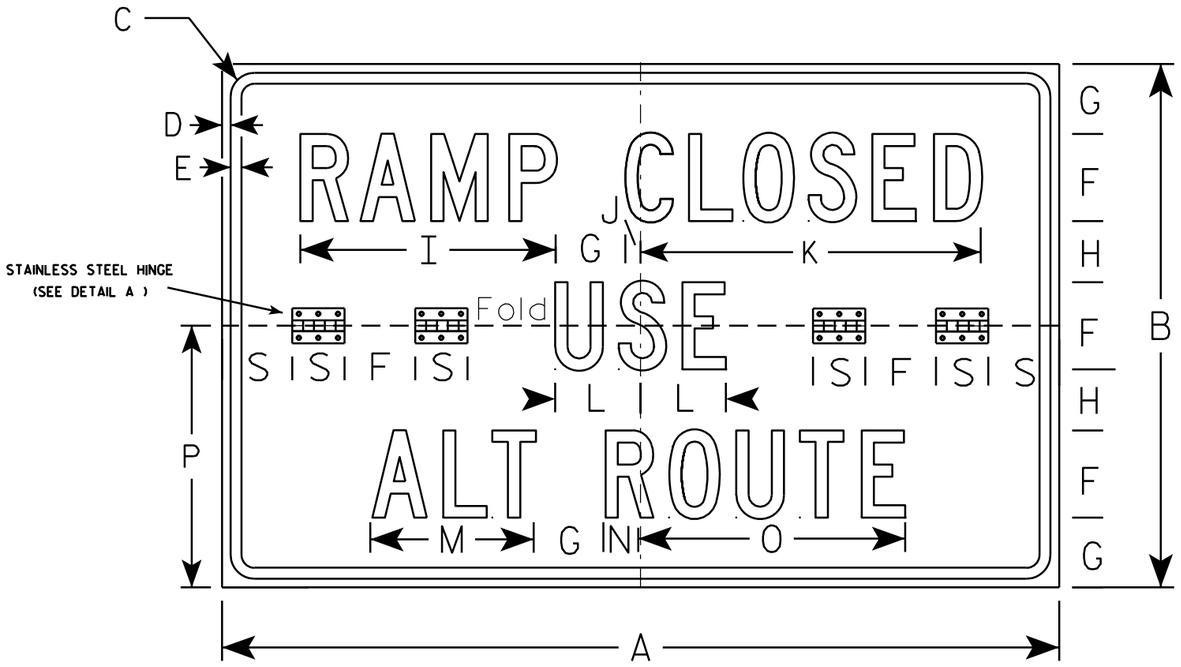
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

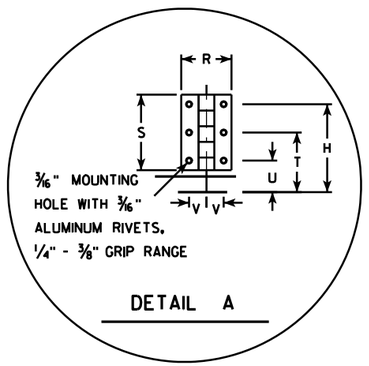
APPROVED Matthew R Rauch
for State Traffic Engineer

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

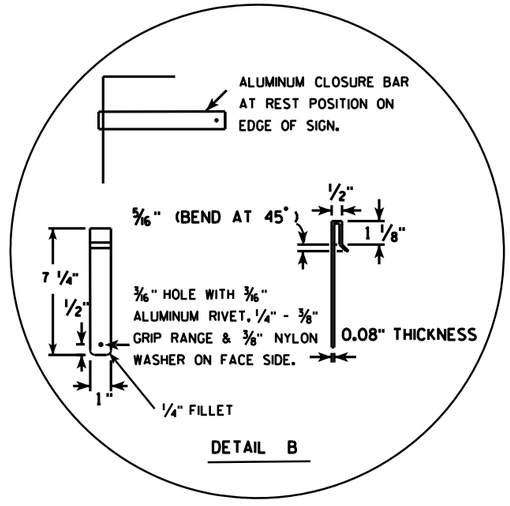
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1055	E



R11-54F



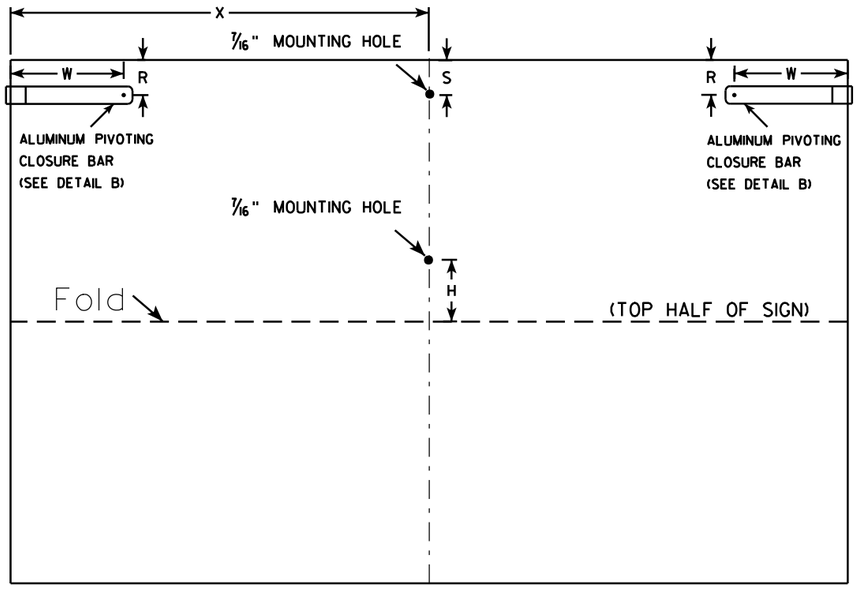
DETAIL A



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																											

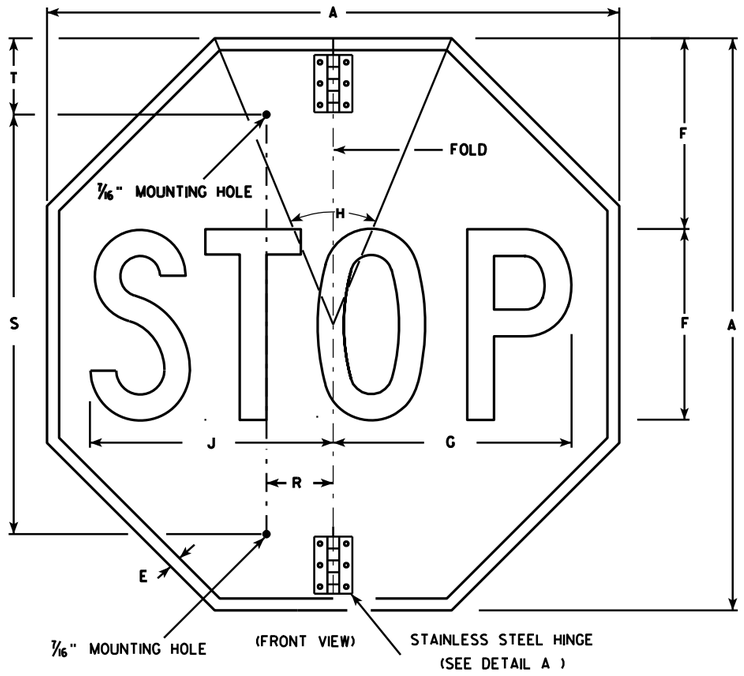
STANDARD SIGN
R11-54F

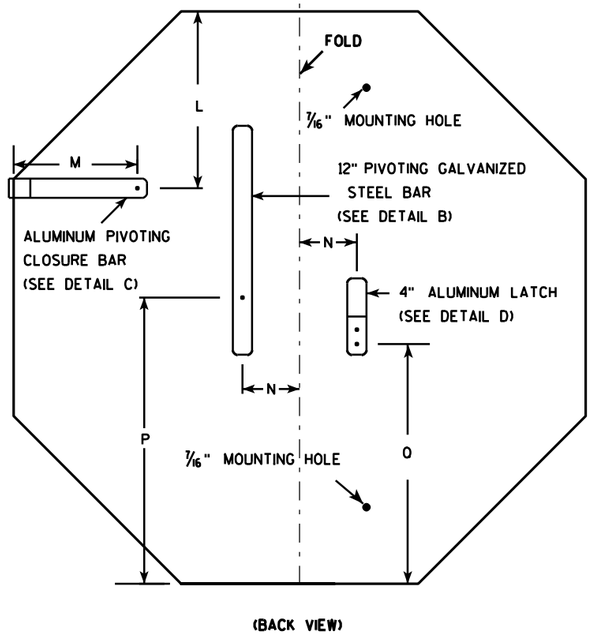
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-54F.2

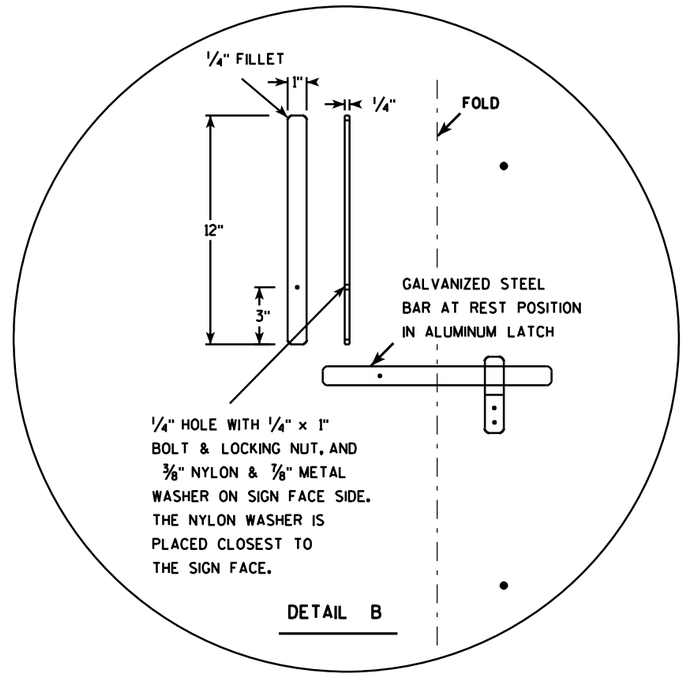
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1056	E



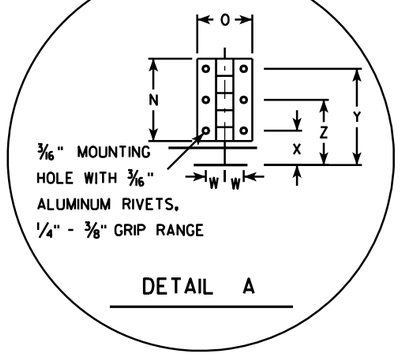


NOTES

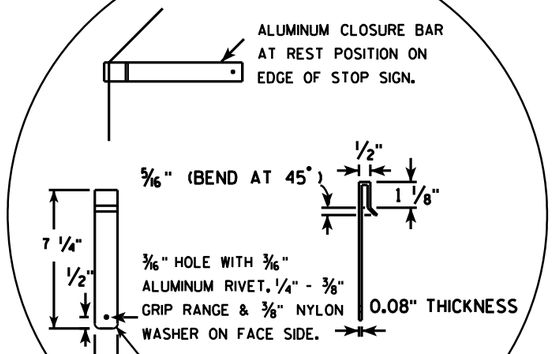
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



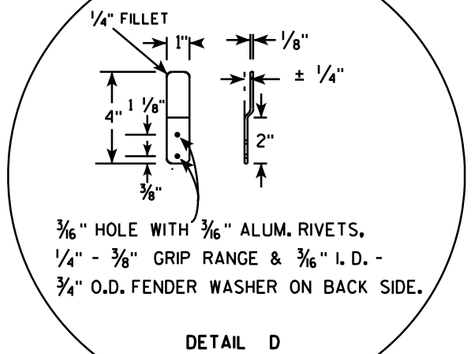
DETAIL B



DETAIL A



DETAIL C



DETAIL D

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				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

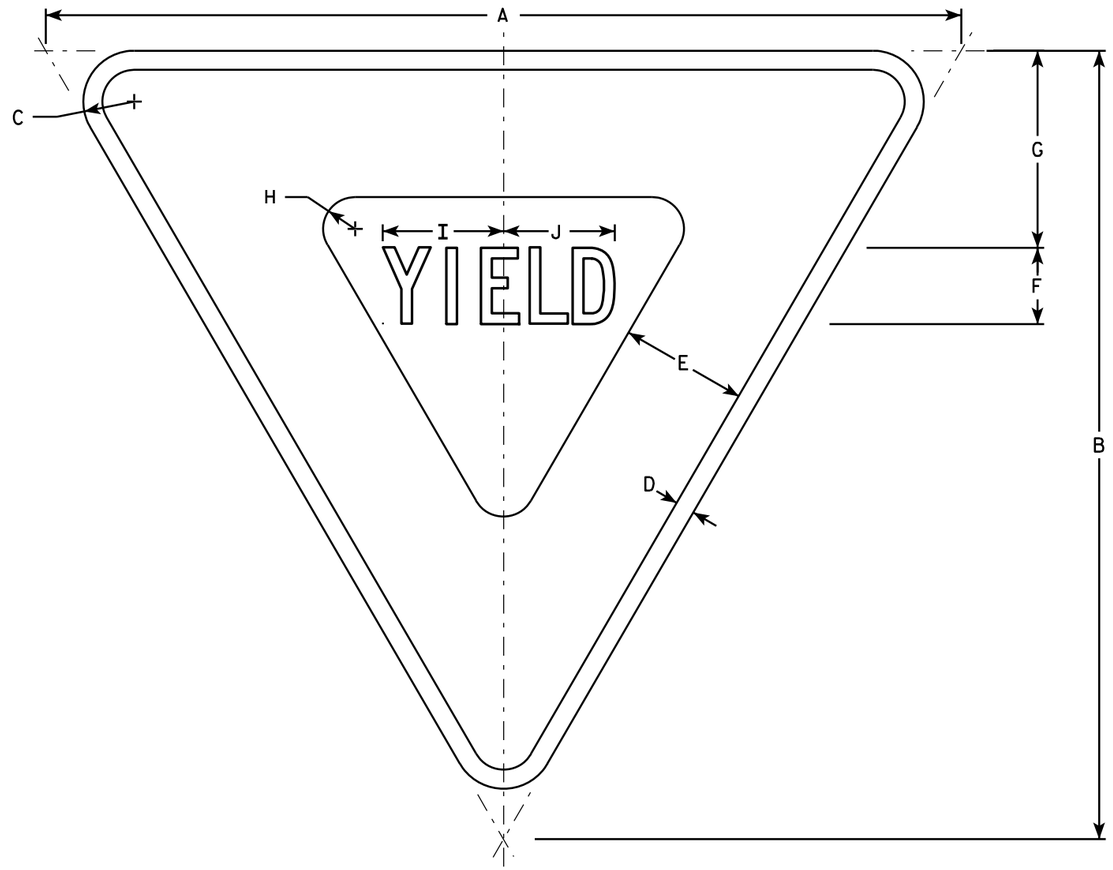
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1057	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

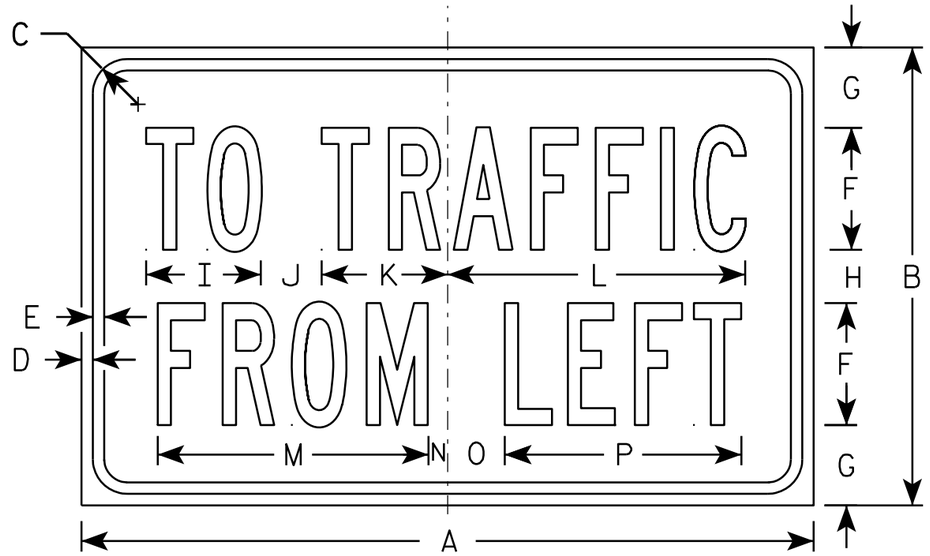
STANDARD SIGN
R1-2

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: 1058 | 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

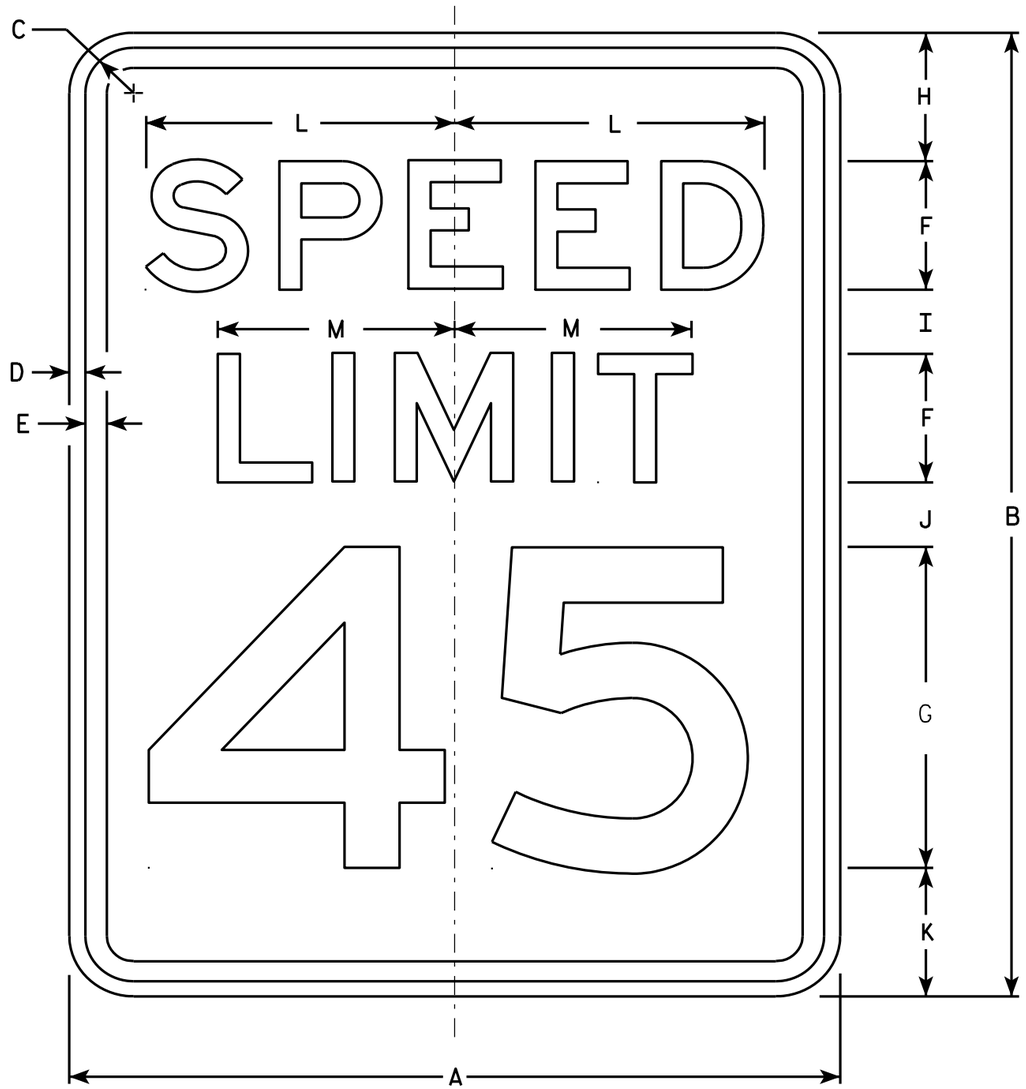
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1059	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R154.DGN PLOT DATE : 03-DEC-2010 08:47 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 4.965868:1.000000

WISDOT/CADDS SHEET 42

7

7



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

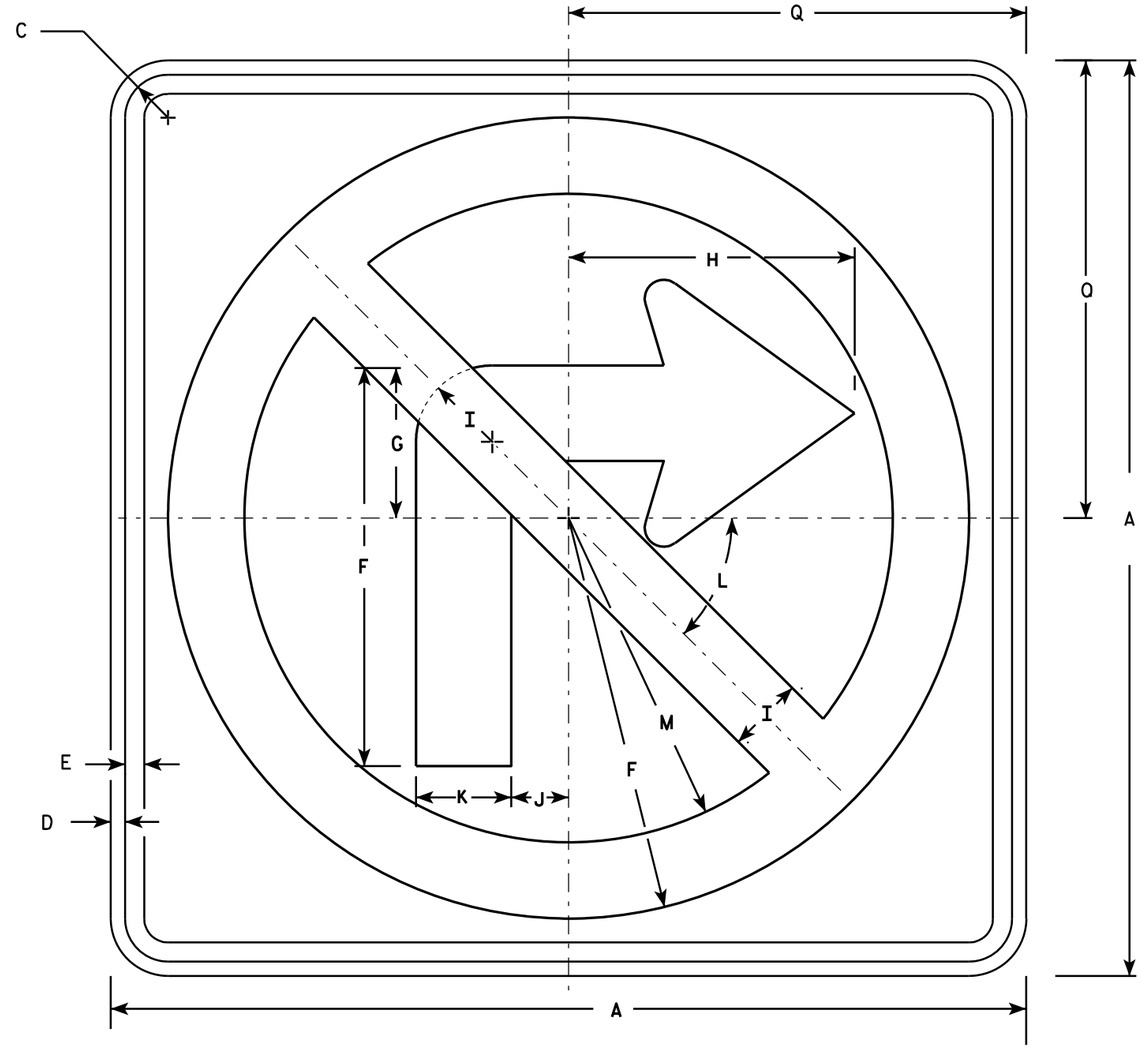
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1060	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000

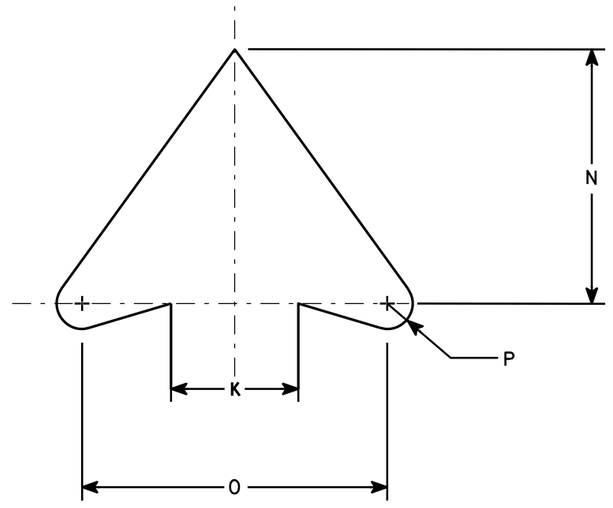
7



R3-1

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 - 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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

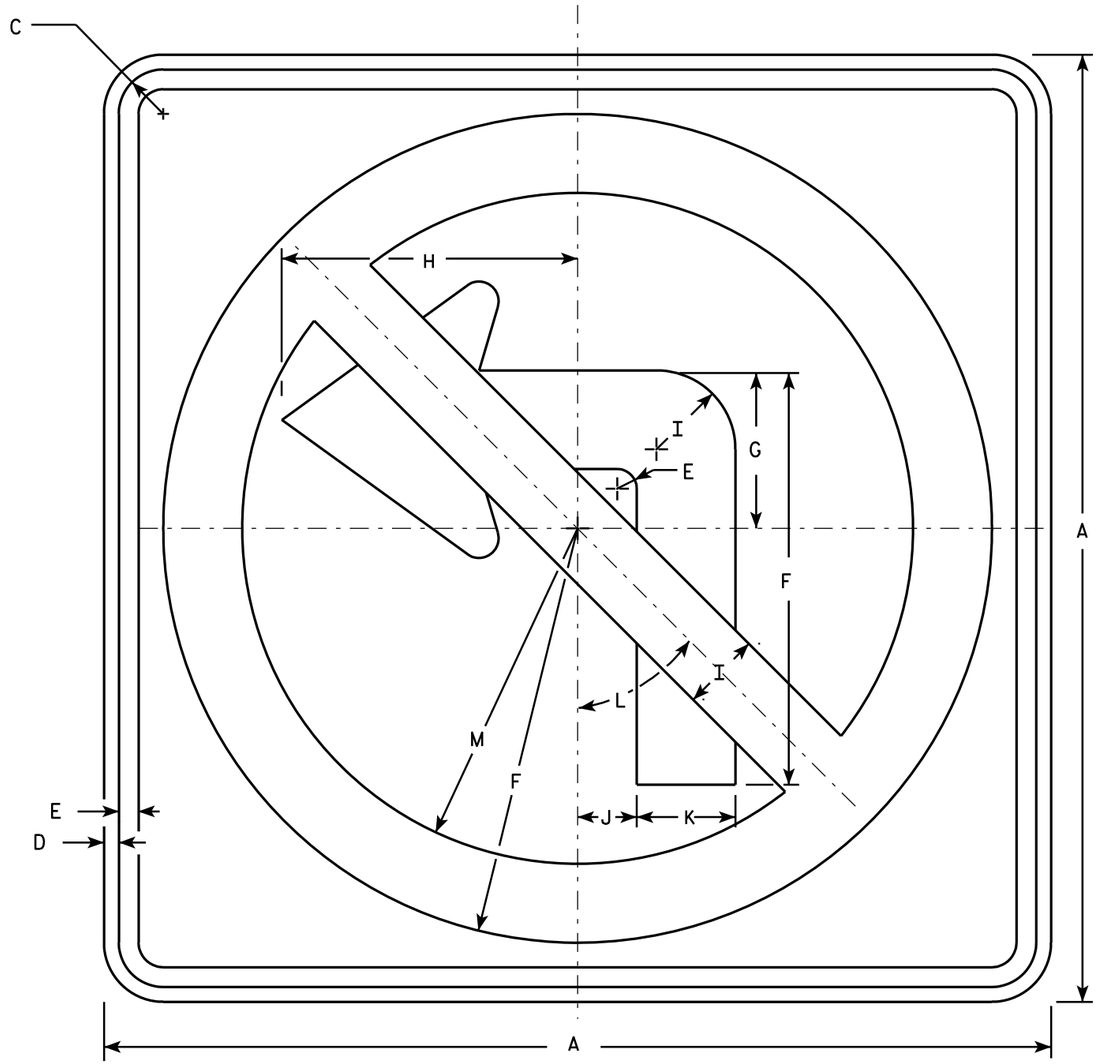
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

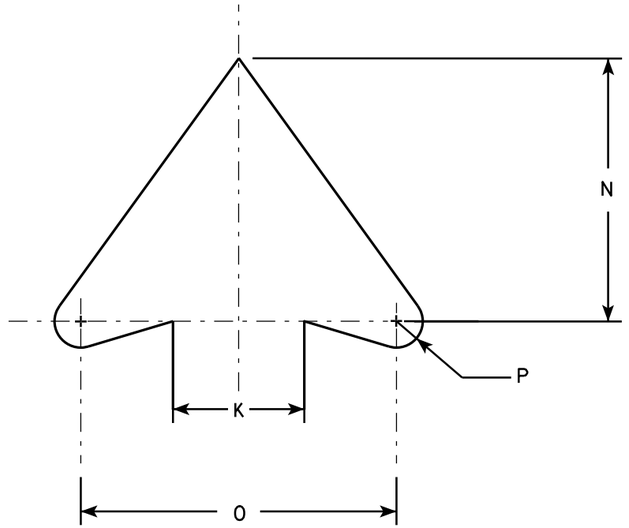
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1061	E



R3-2

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 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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

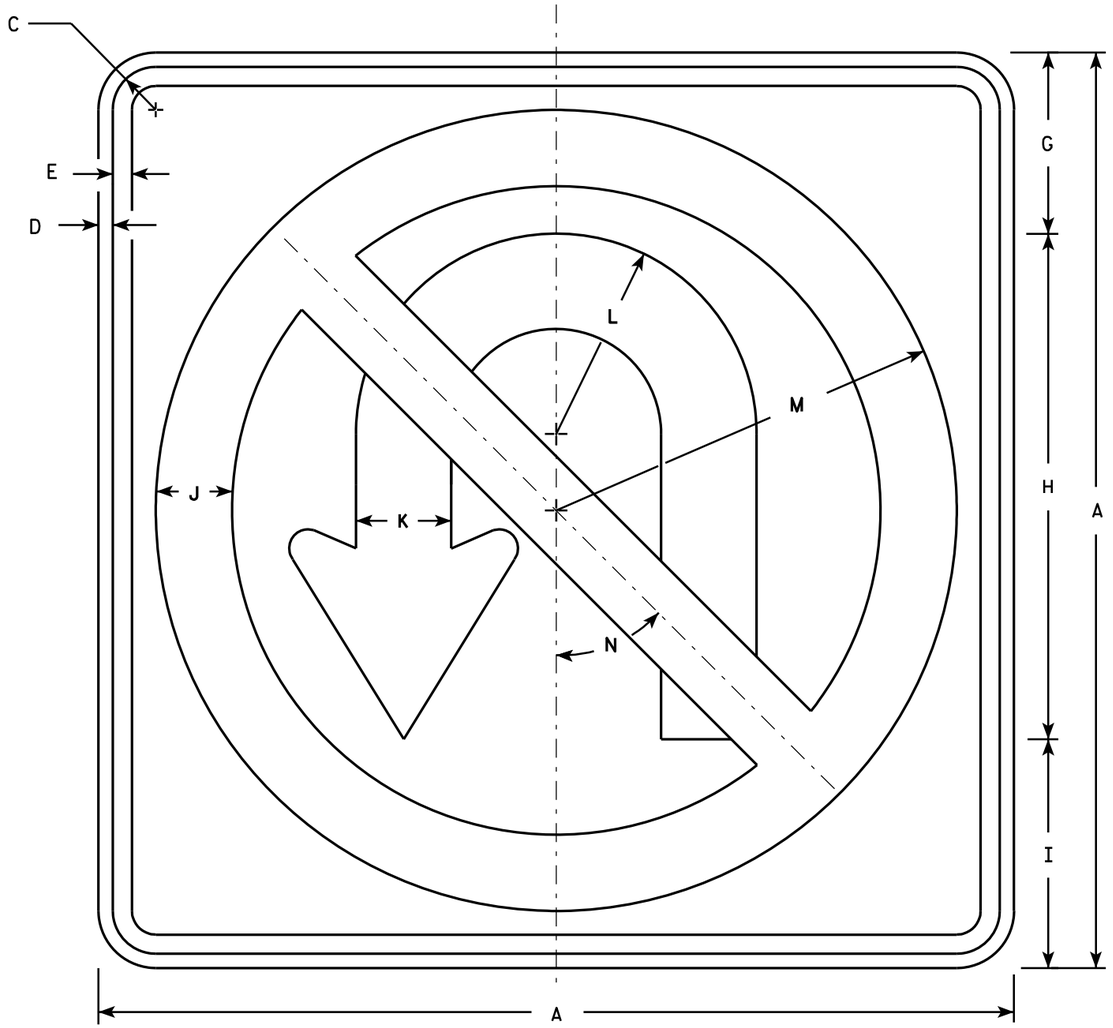
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1062	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R32.DGN PLOT DATE : 08-DEC-2010 14:41 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.760408:1.000000

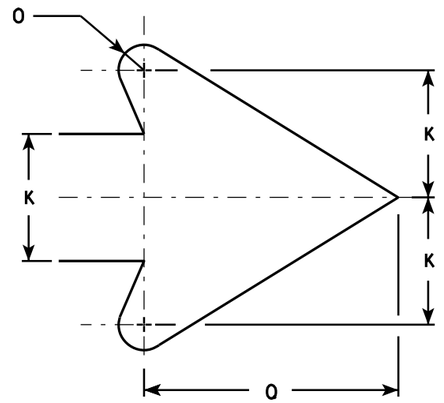
WISDOT/CADDS SHEET 42



R3-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - 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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

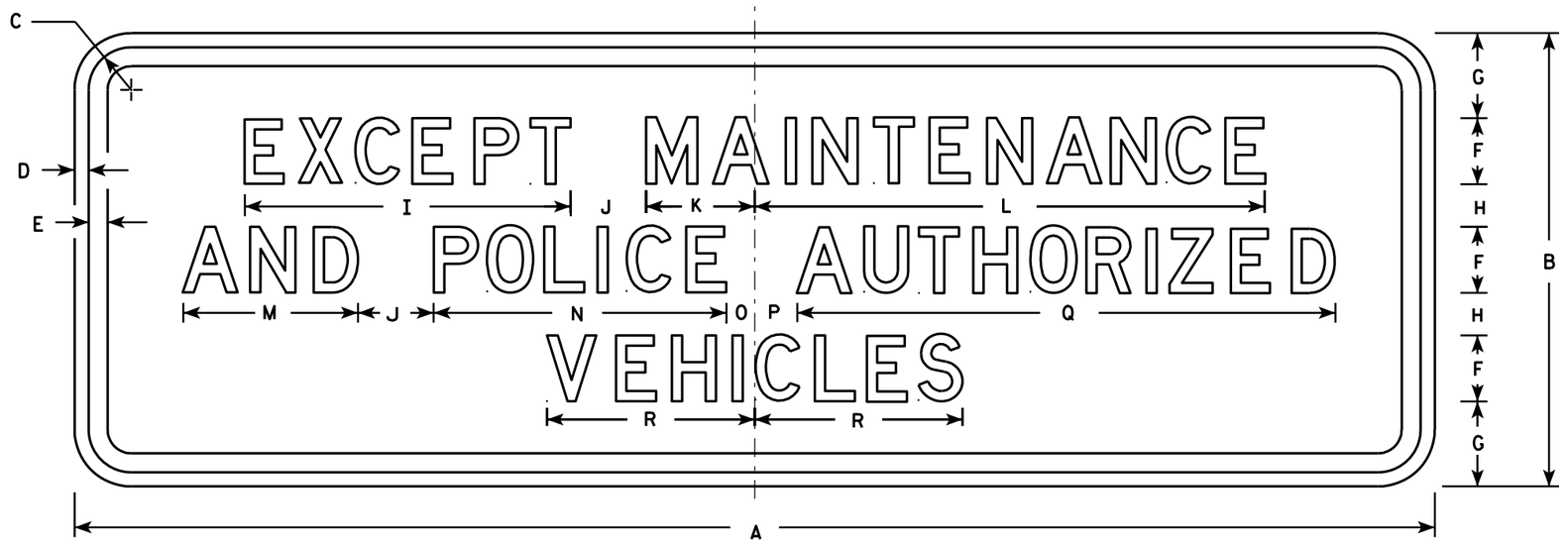
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1063	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. 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.



R3-4A

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																											
2M																											
3																											
4	36	12	1 3/8	1/2	3/8	1 3/4	2 1/4	1 1/8	8 5/8	2	2 7/8	13 1/2	4 5/8	7 3/4	3/4	1 1/8	14 1/4	5 1/2									3.0
5	36	12	1 3/8	1/2	3/8	1 3/4	2 1/4	1 1/8	8 5/8	2	2 7/8	13 1/2	4 5/8	7 3/4	3/4	1 1/8	14 1/4	5 1/2									3.0

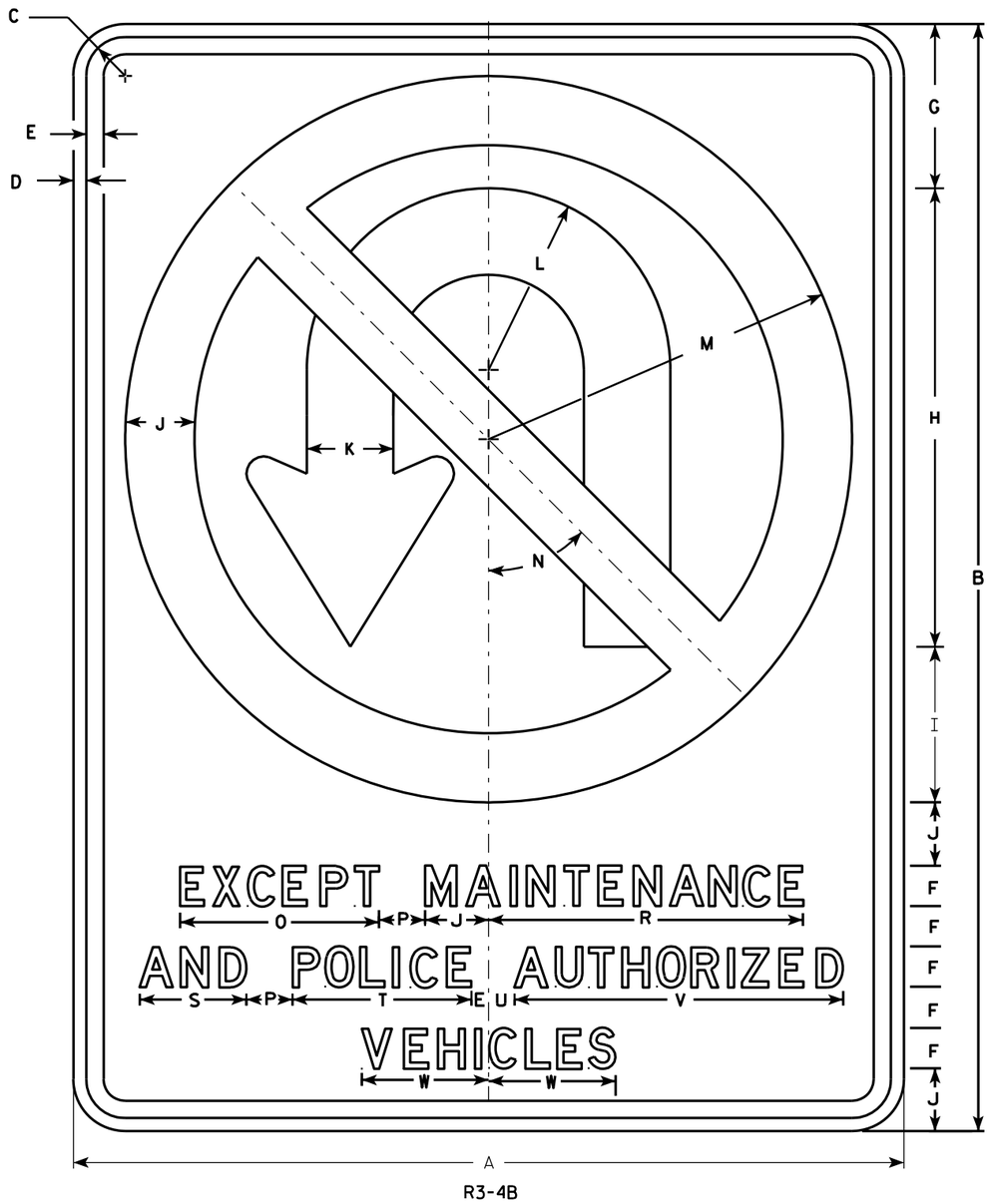
STANDARD SIGN
R3-4A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4A.10

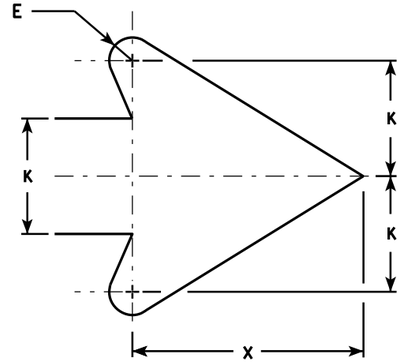
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1064	E



R3-4B

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 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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

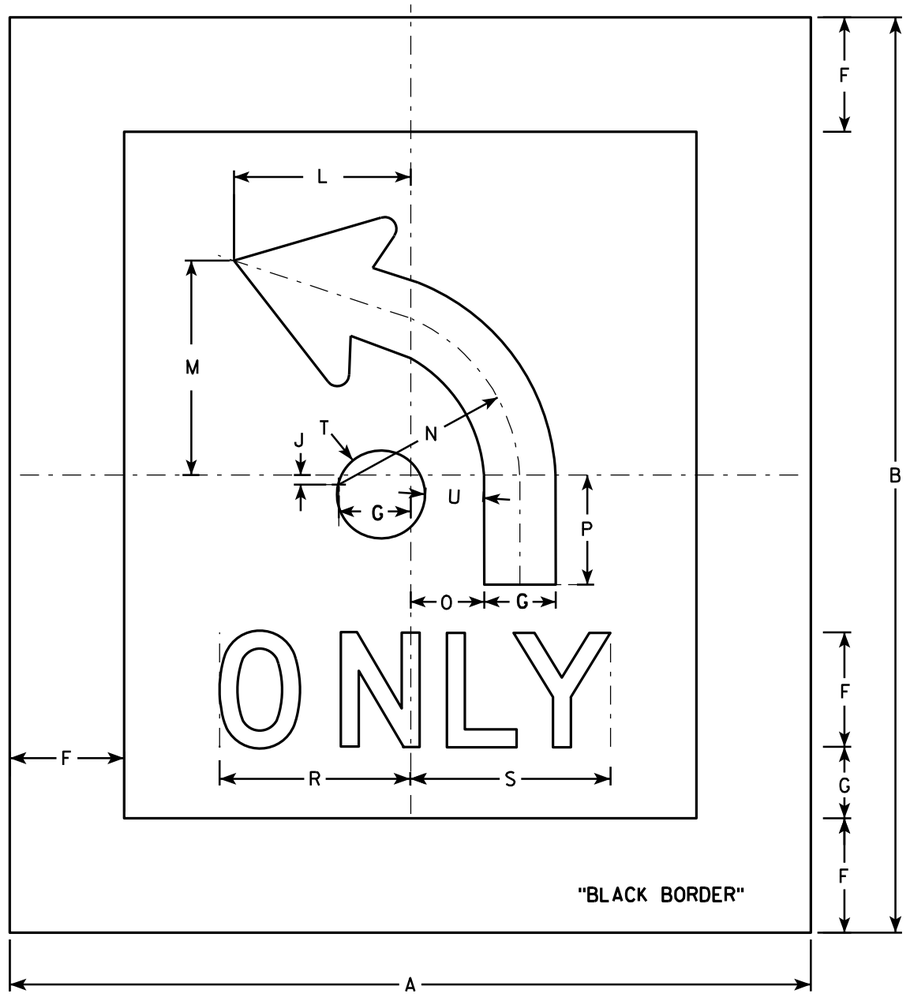
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

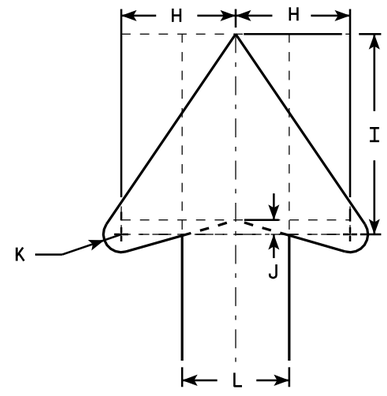
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1065	E



R3-5XL

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48				6	3 3/4	4	7	1/2	5/8	9 1/4	11 1/4	9 1/2	3 7/8	5 3/4		10	10 1/2	4 1/2	3						14.0
2M	42	48				6	3 3/4	4	7	1/2	5/8	9 1/4	11 1/4	9 1/2	3 7/8	5 3/4		10	10 1/2	4 1/2	3						14.0
3																											
4																											
5																											

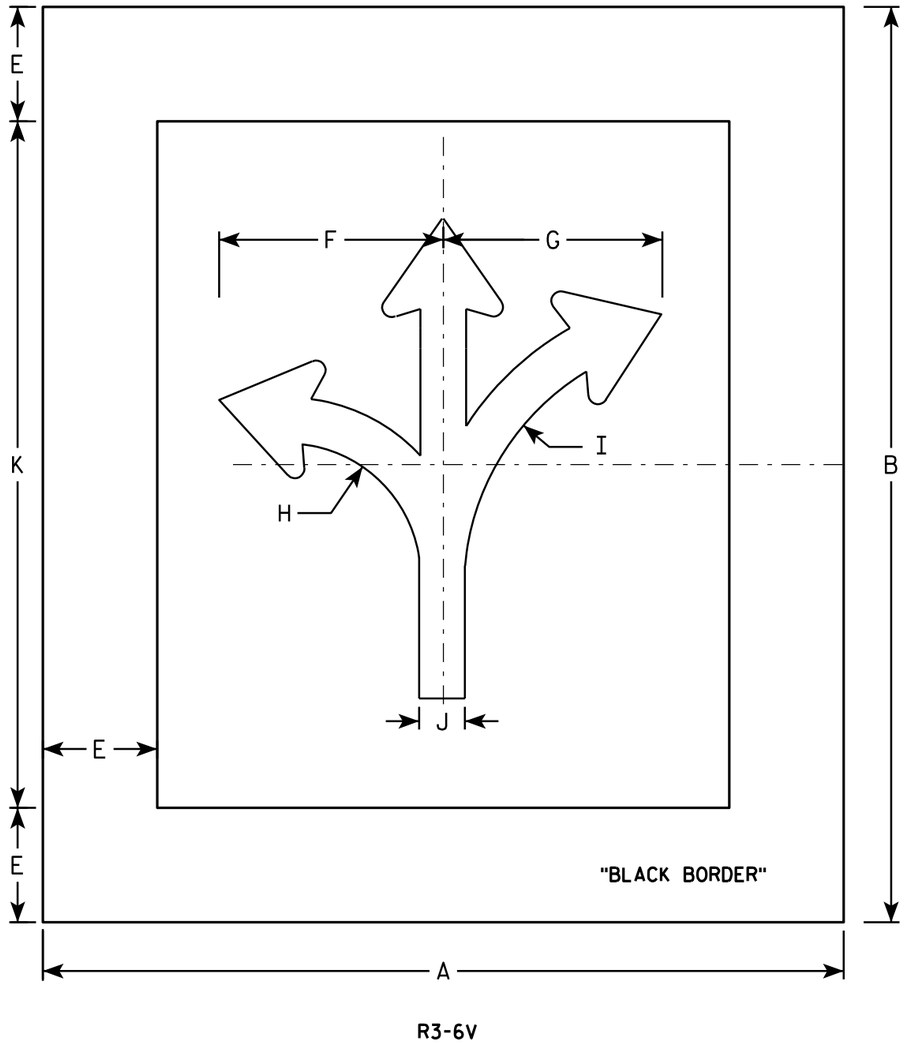
STANDARD SIGN
R3-5XL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-5XL.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1066 | E



R3-6V

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. When base material is metal, the corners shall be rounded.
5. The 6" border is non-reflective black.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48			6	11 3/4	11 1/2	7	13 1/4	2 3/8	36																14.0
2M	42	48			6	11 3/4	11 1/2	7	13 1/4	2 3/8	36																14.0
3																											
4																											
5																											

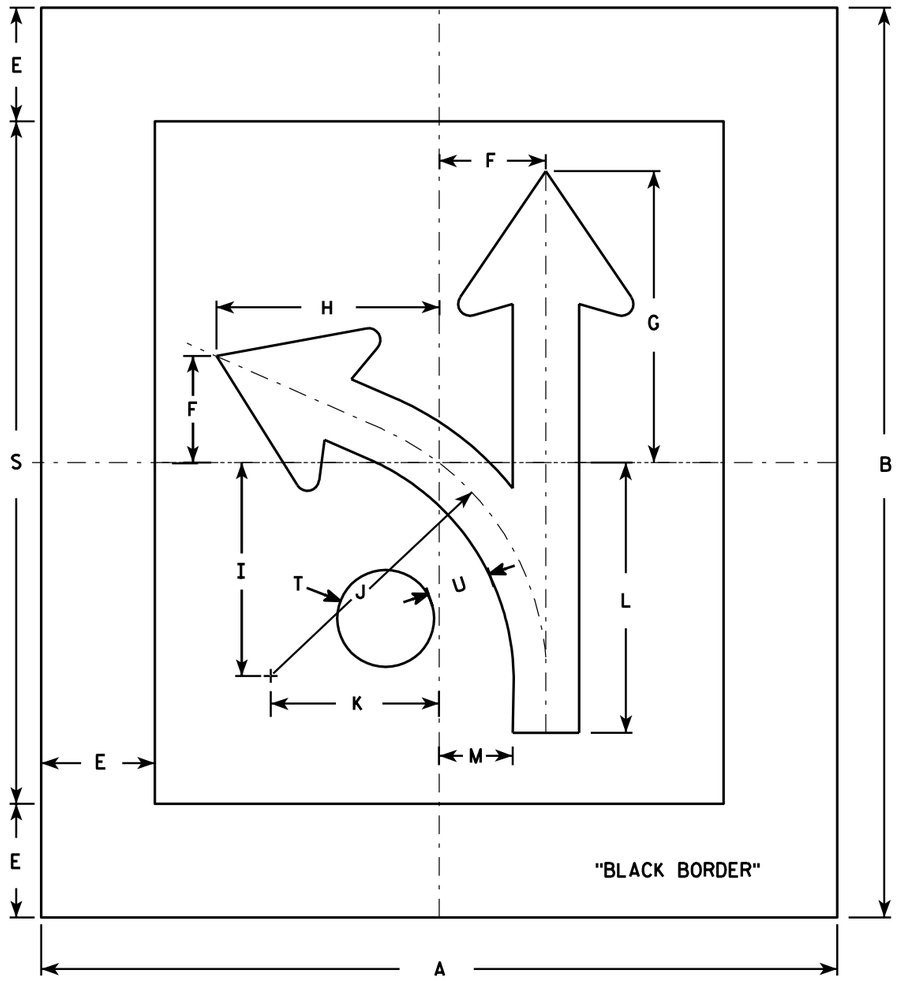
STANDARD SIGN
R3-6V

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-6V.2

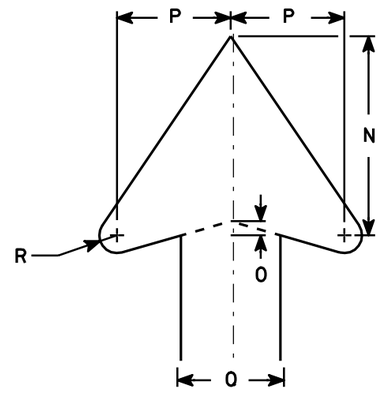
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1067	E



R3-6XL

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. When base material is metal, the corners shall be rounded.
4. R3-6XR is the same as R3-6XL except curved portion of arrow points right.
5. The 6" border is non-reflective black.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	1050 mm X 1200 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4	3 1/2	5/8	36	5	3 1/2						14.0	1.26
3																												
4																												
5																												

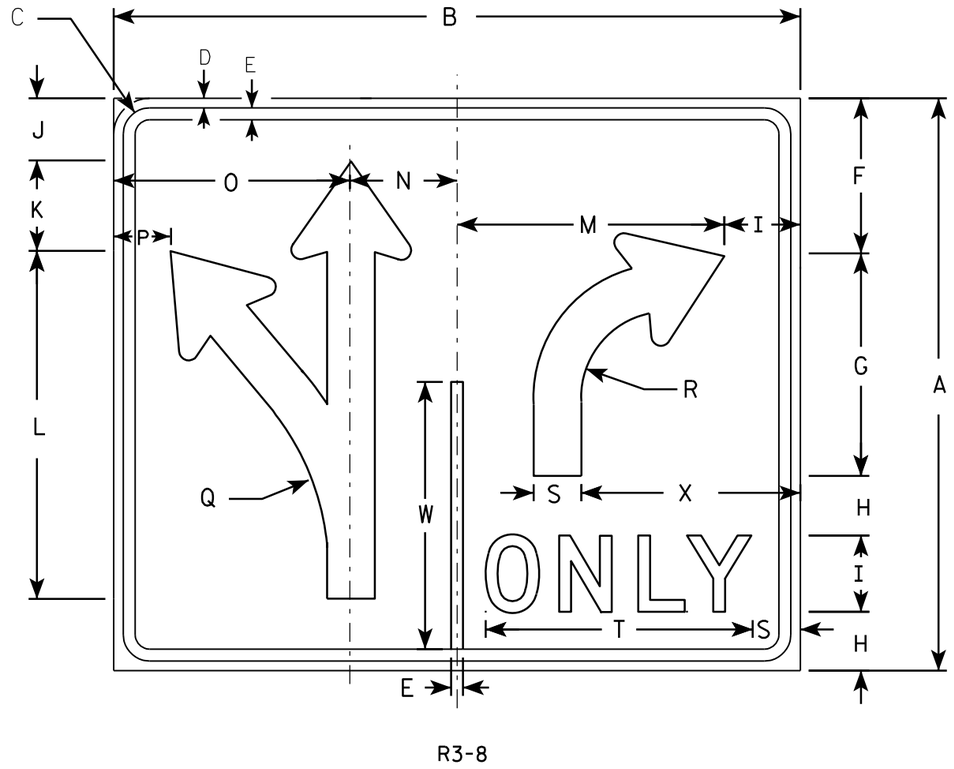
STANDARD SIGN
R3-6X

WISCONSIN DEPT OF TRANSPORTATION

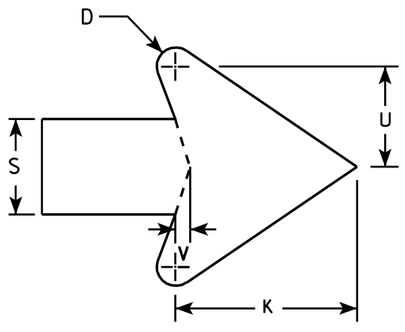
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/13/08 PLATE NO. R3-6X.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1068	E



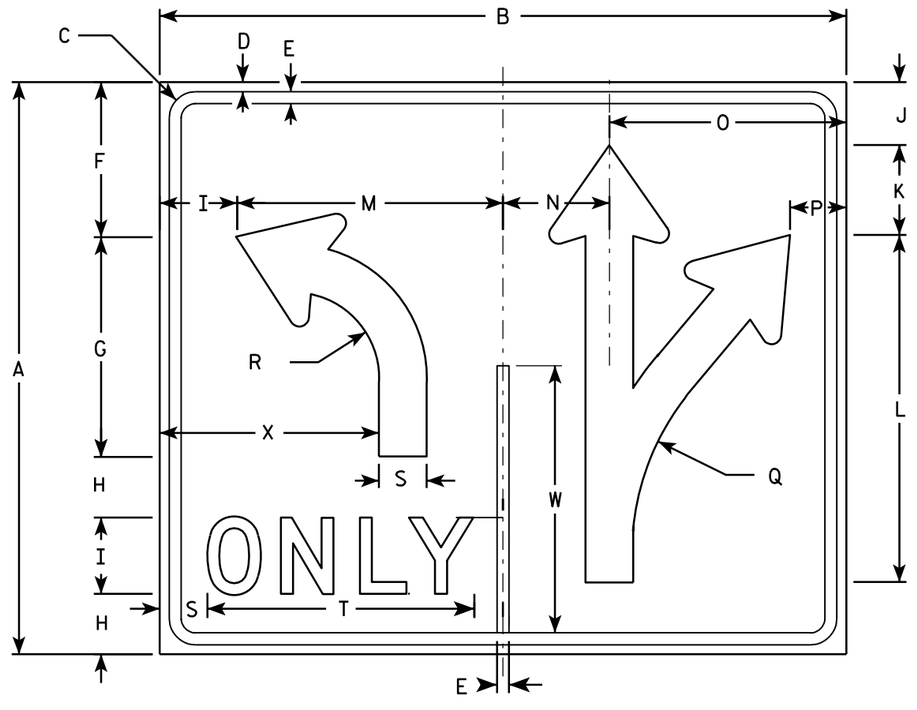
R3-8



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.



R3-8A

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	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			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	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0

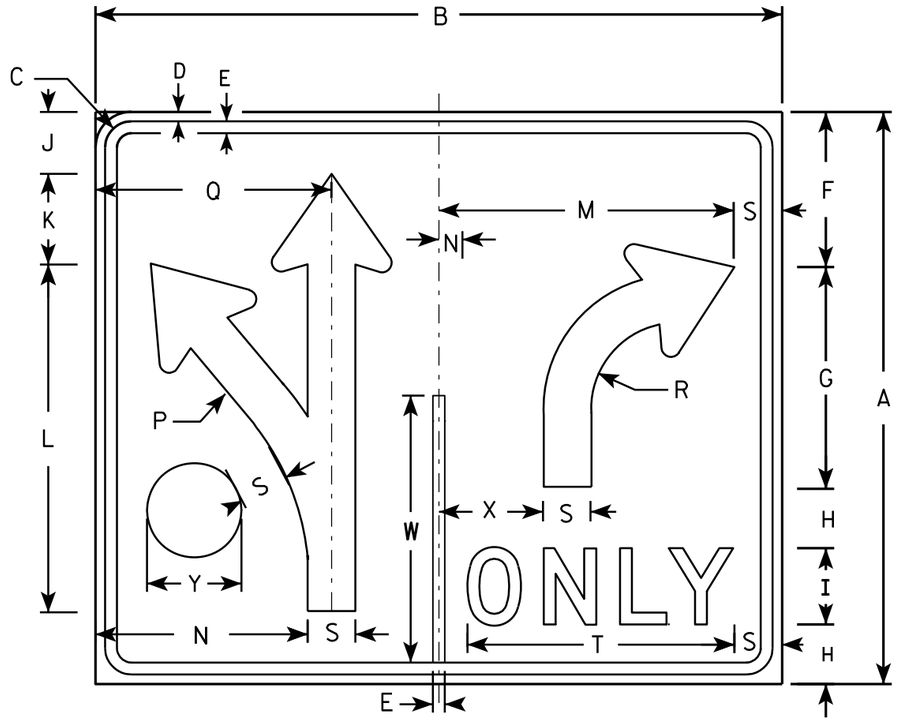
STANDARD SIGN
R3-8 & R3-8A

WISCONSIN DEPT OF TRANSPORTATION

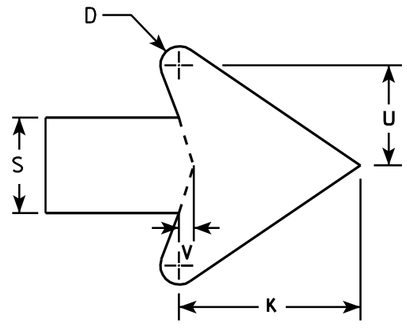
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1069	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																											

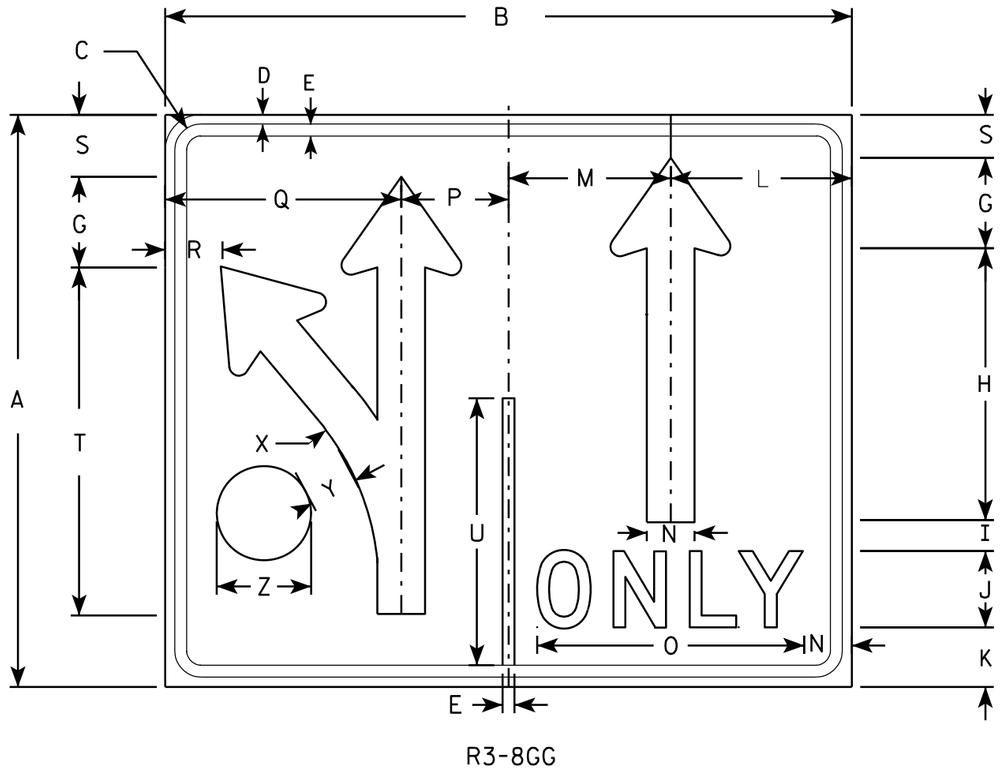
STANDARD SIGN
R3-8DD

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8DD.2

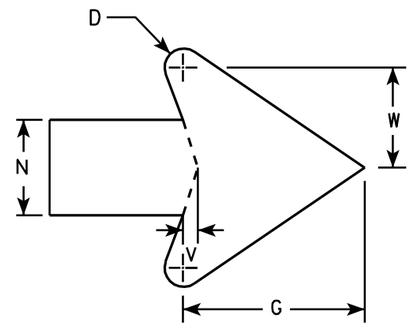
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1070 | E



R3-8GG

NOTES

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



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	2 1/4	4 3/4	14 1/4	1 5/8	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 5/8	12 3/8	3	3 1/4	18 1/4	14	3/8	2 5/8	13 1/4	2 1/2	5	7.5
2M	30	36	1 3/8	1/2	5/8	2 1/4	4 3/4	14 1/4	1 5/8	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 5/8	12 3/8	3	3 1/4	18 1/4	14	3/8	2 5/8	13 1/4	2 1/2	5	7.5
3																											
4																											
5																											

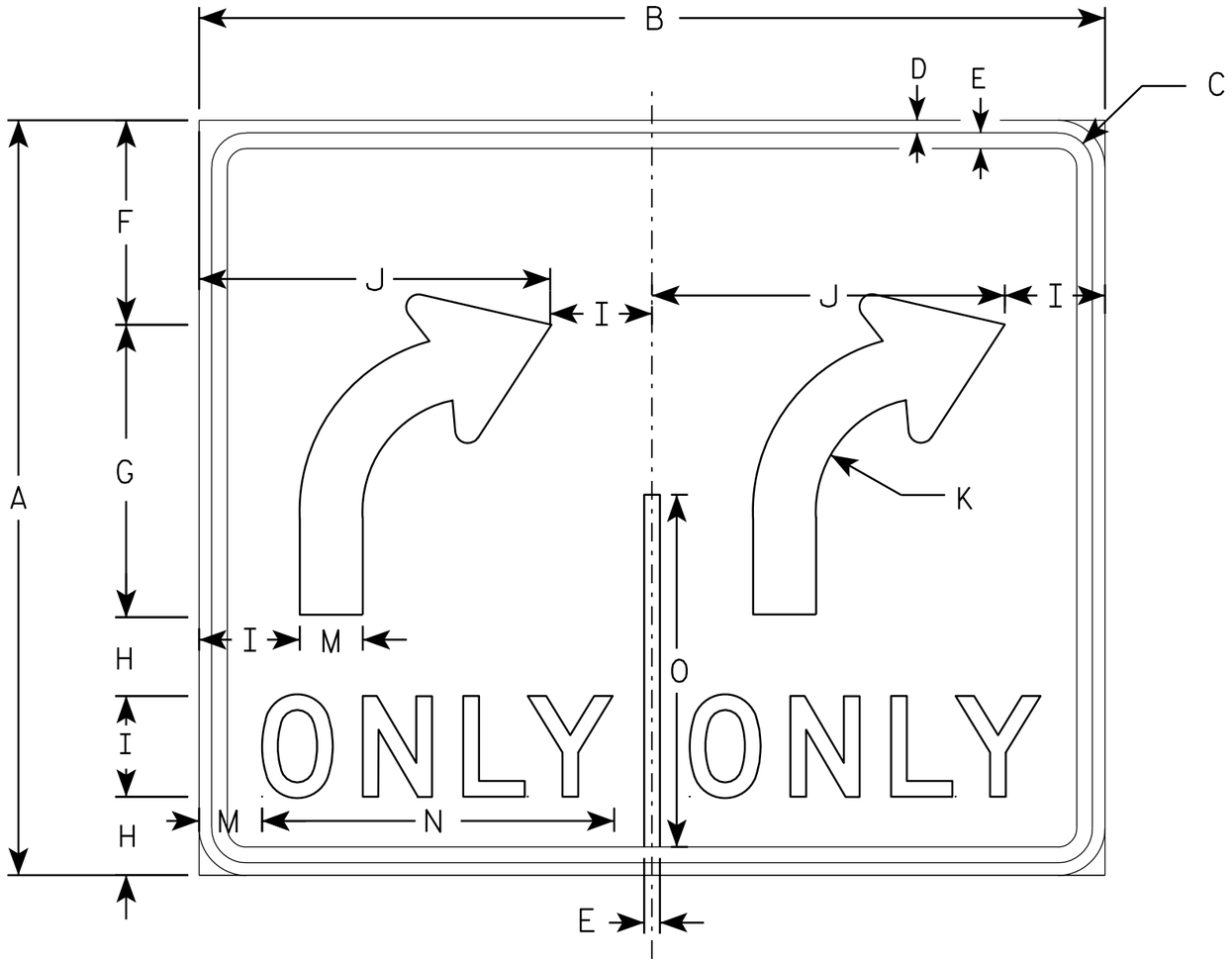
STANDARD SIGN
R3-8GG

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO R3-8GG.2

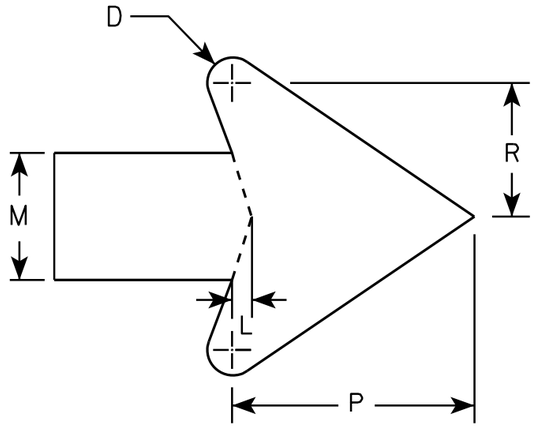
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1071	E



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

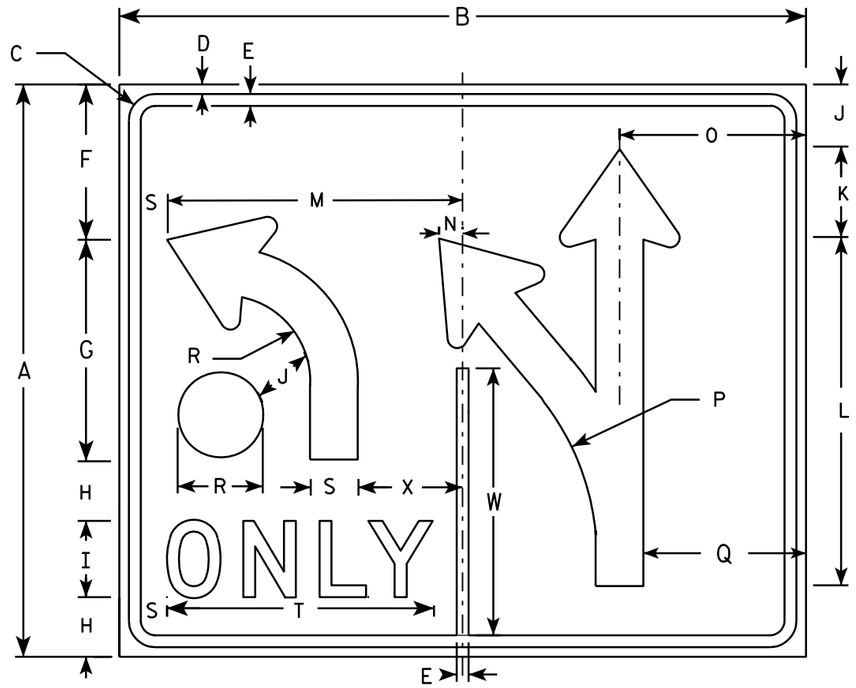
STANDARD SIGN
R3-8MM

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/2011 PLATE NO. R3-8MM.2

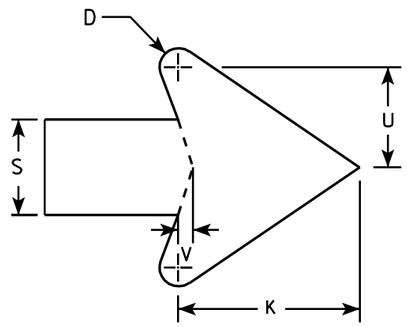
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1072 | E



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																											

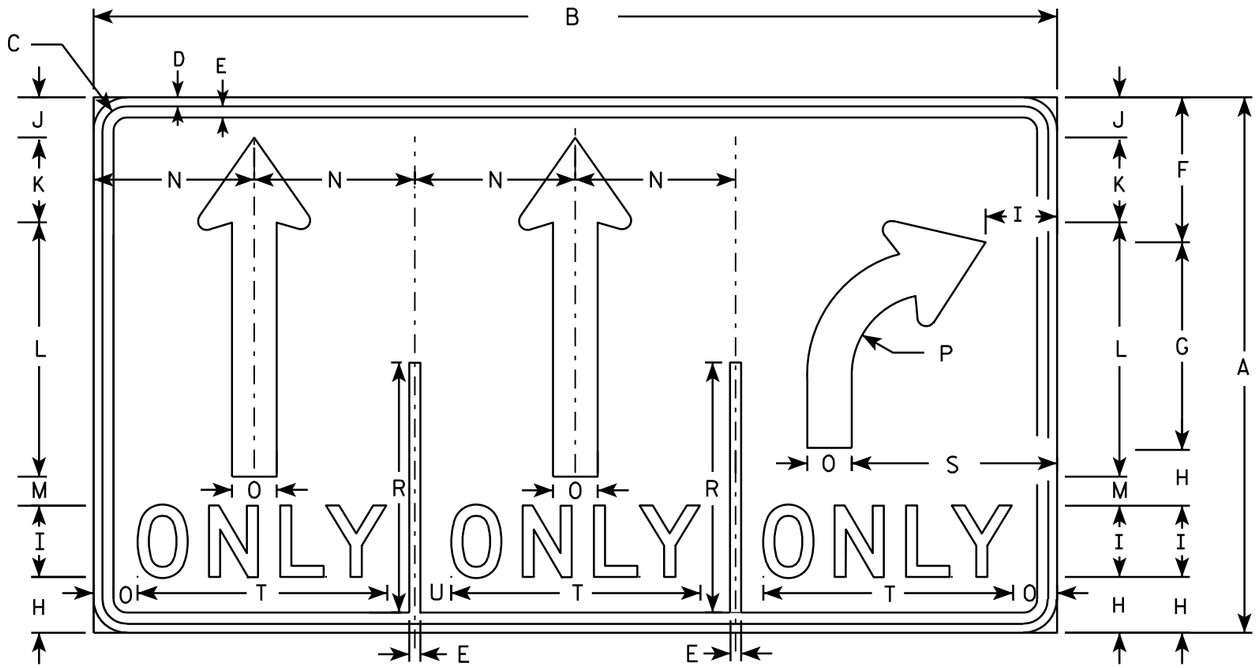
STANDARD SIGN
R3-800

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-800.2

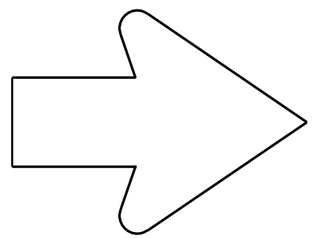
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1073 | E



R3-8X

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.



SEE R3-8 FOR 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	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
3																											
4	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0
5	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0

STANDARD SIGN
R3-8X

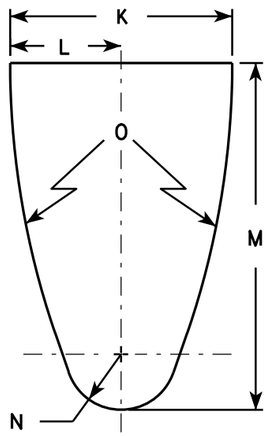
WISCONSIN DEPT OF TRANSPORTATION

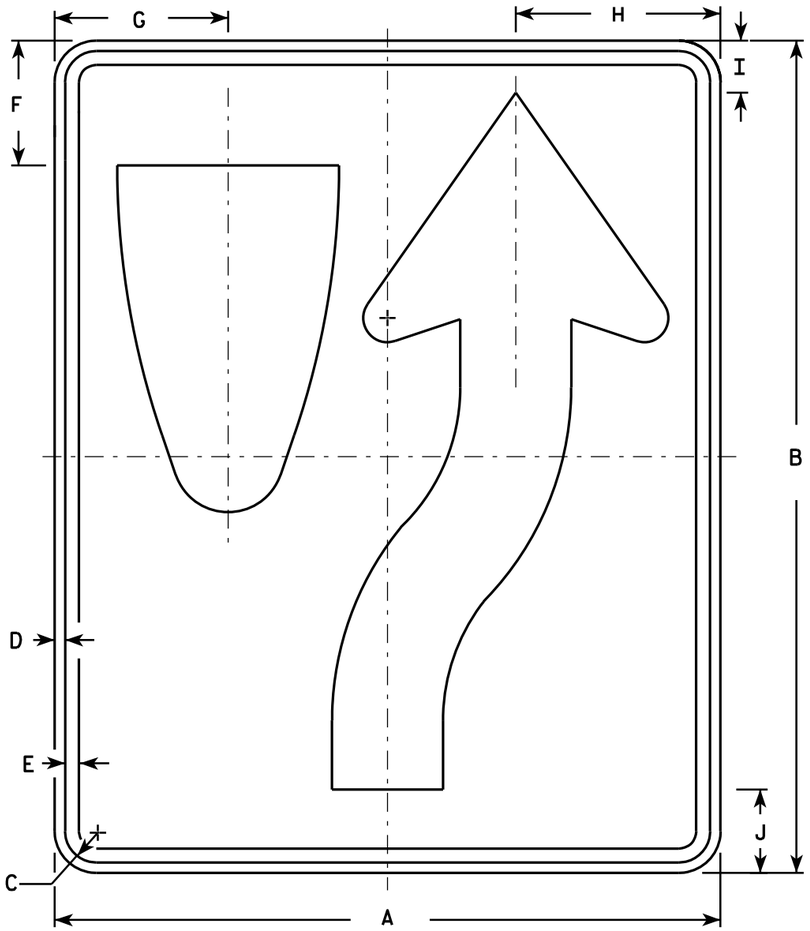
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8X.2

PROJECT NO:

SHEET NO: 1074 E

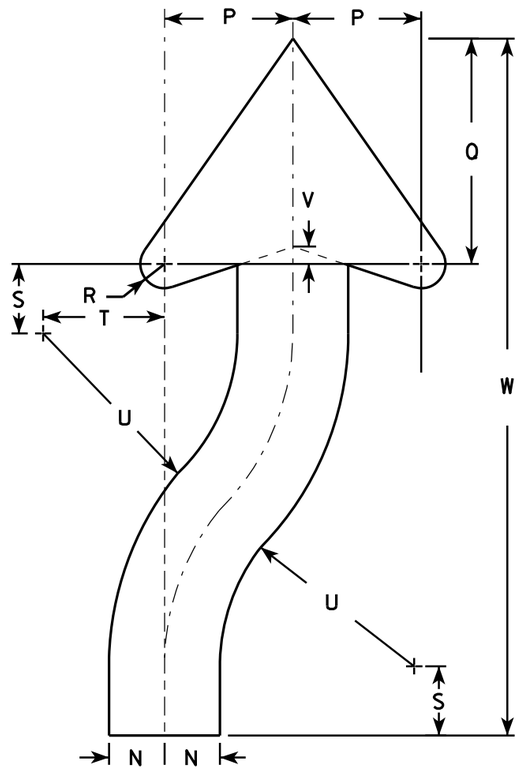




R4-7

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

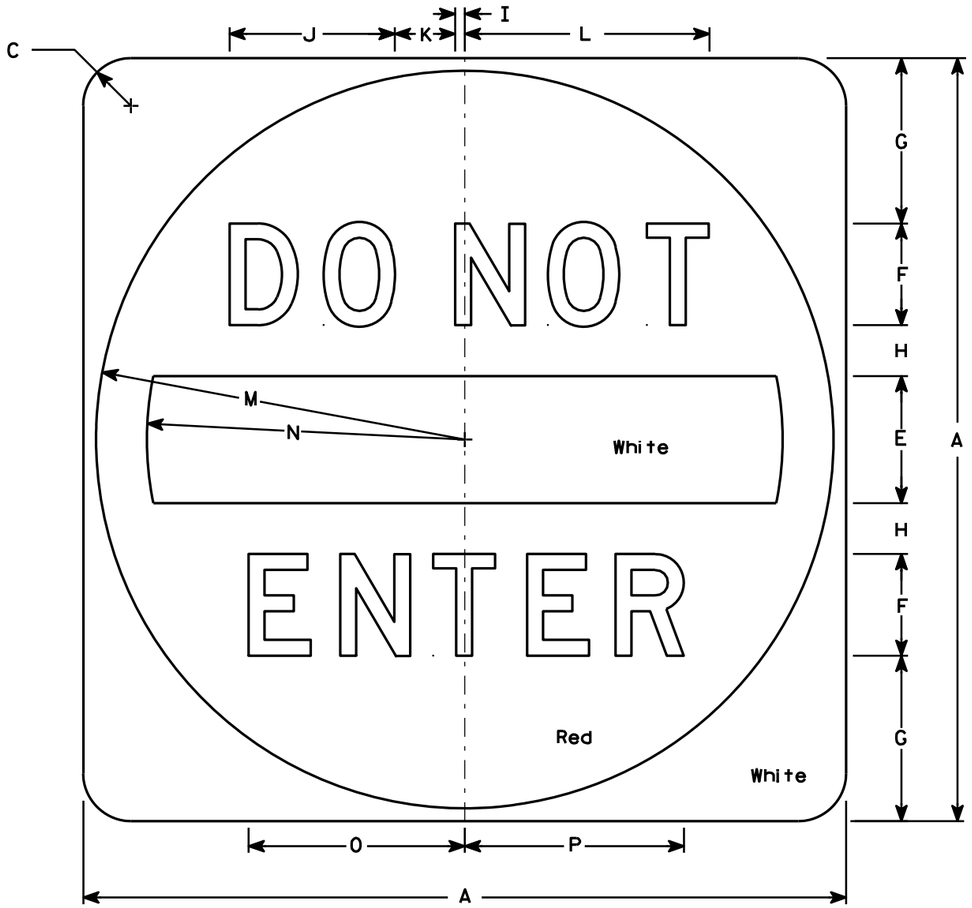
STANDARD SIGN
R4-7 & R4-8

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: 1075	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

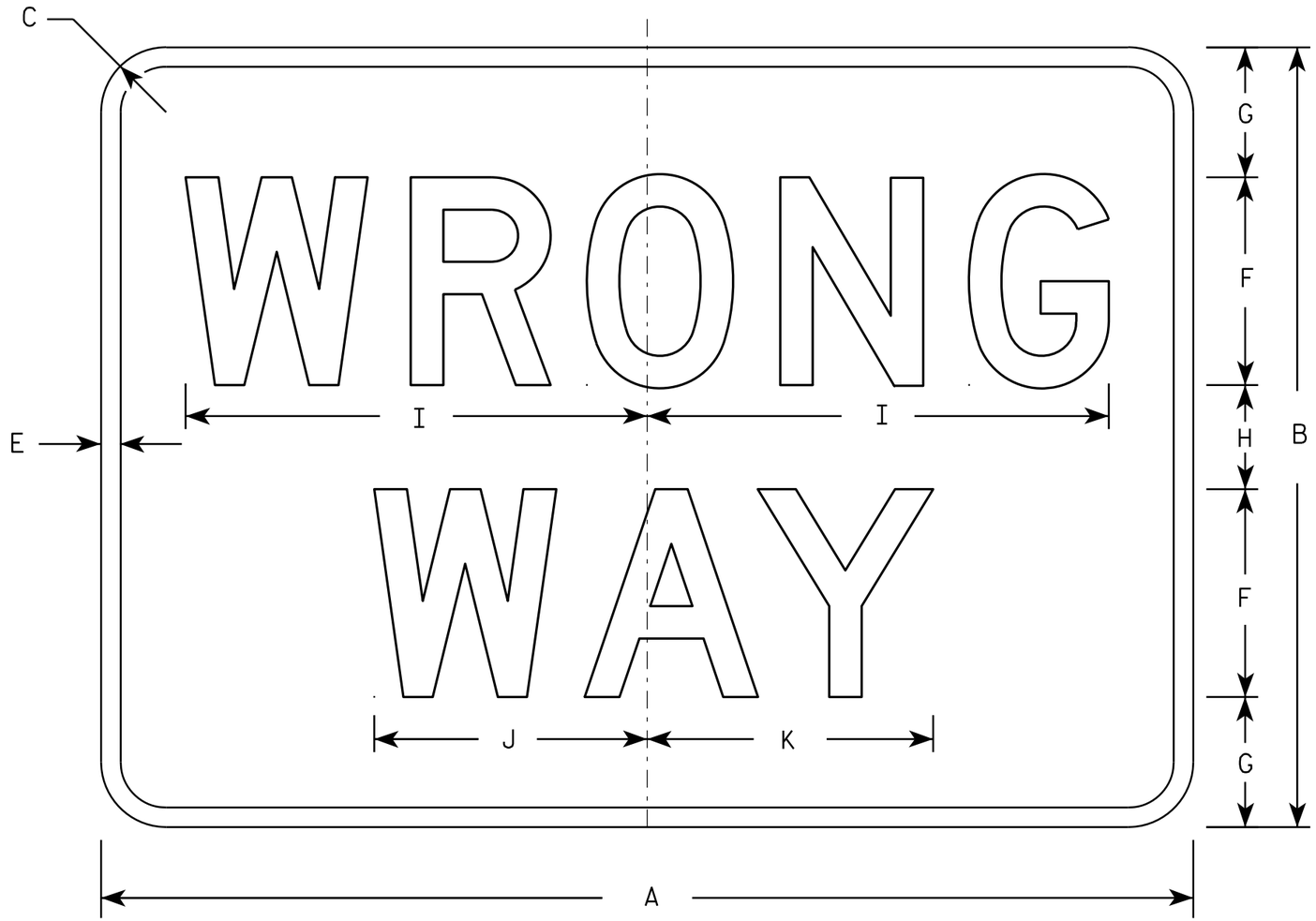
STANDARD SIGN
R5-1

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: 1076 | 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

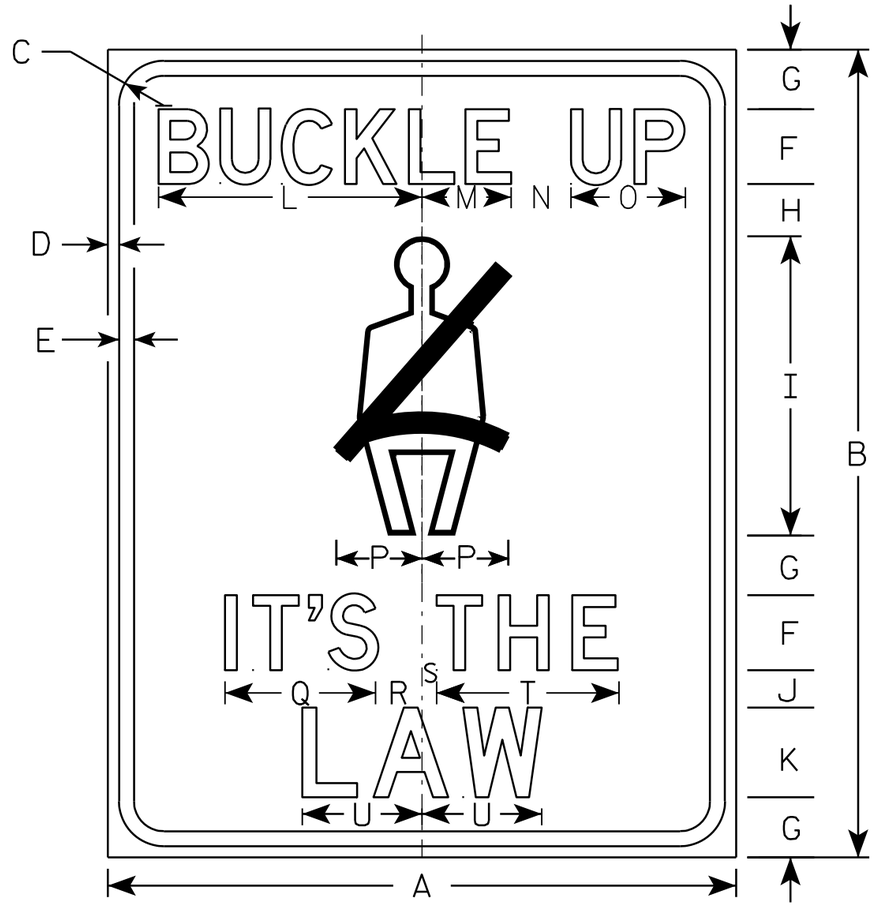
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

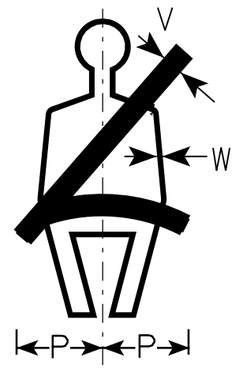
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1077 | E



R5-53A

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	24	1 1/8	3/8	3/8	2	1 3/4	1 1/2	9	1 1/4	3	6 3/4	2 1/4	1 1/2	2 7/8	2 1/2	3 7/8	1 1/4	3/8	4 5/8	3 7/8	5/8	1/8				3.00
2M	18	24	1 1/8	3/8	3/8	2	1 3/4	1 1/2	9	1 1/4	3	6 3/4	2 1/4	1 1/2	2 7/8	2 1/2	3 7/8	1 1/4	3/8	4 5/8	3 7/8	5/8	1/8				3.00
3																											
4																											
5	42	54	2 1/4	3/4	1	5	4	3 1/2	20	2 1/2	6	17 5/8	6	4	7 5/8	5 3/4	10	3 1/2	1	12 1/4	8	1 1/2	3/8				15.75

STANDARD SIGN
R5-53A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-53A.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1078	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

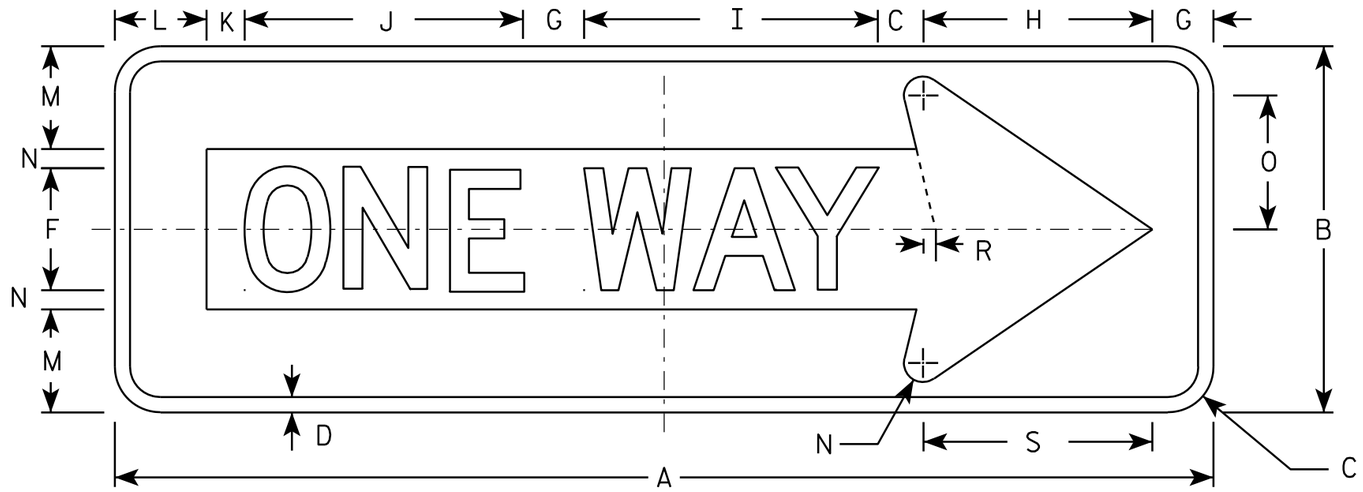
STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

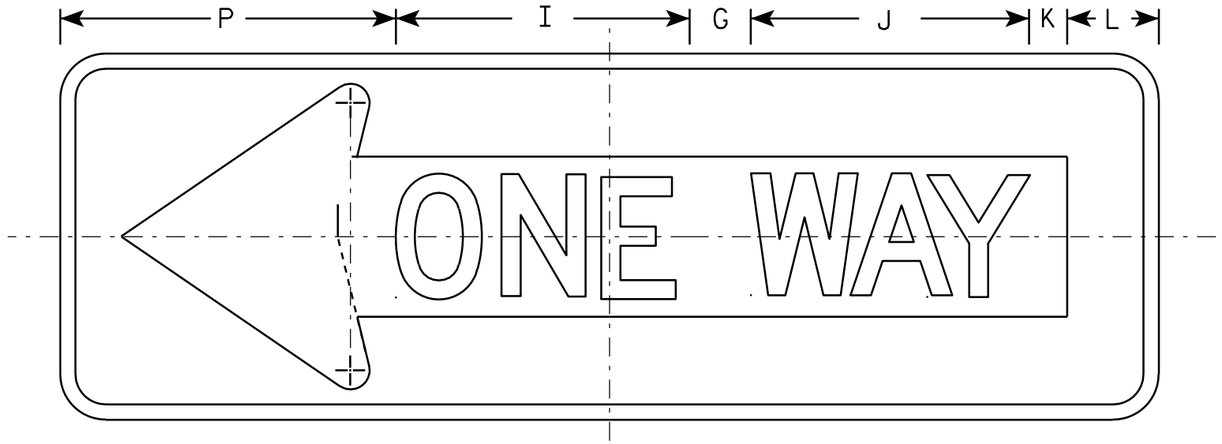
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1079	E



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

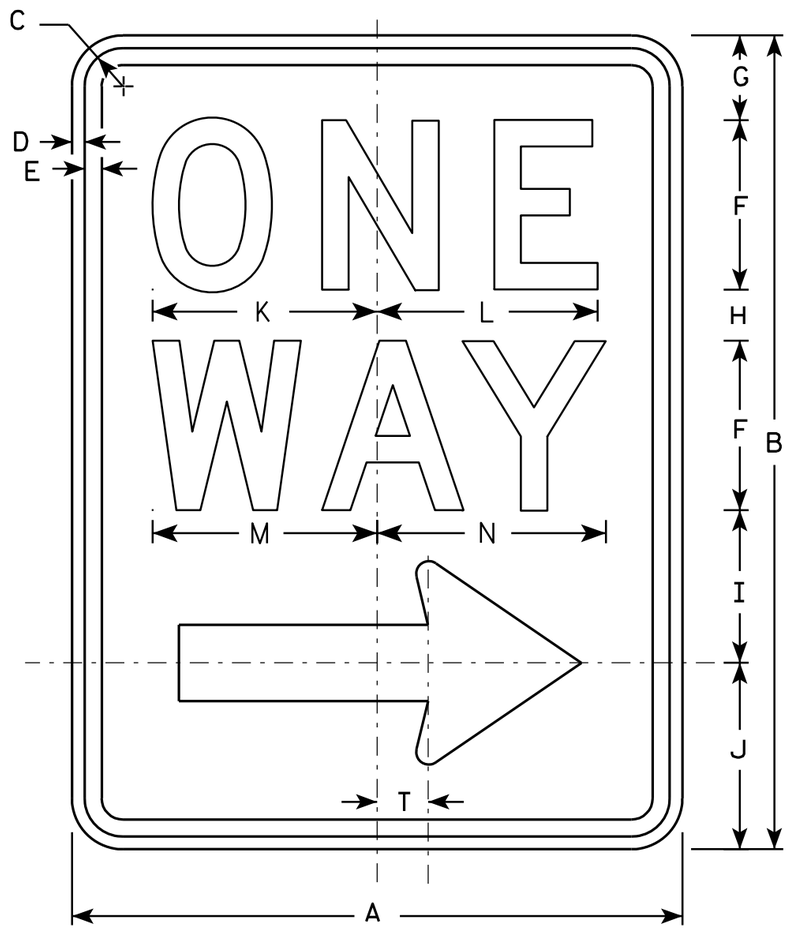
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

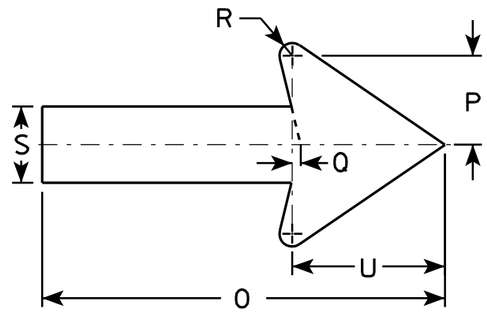
SHEET NO: 1080 E



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

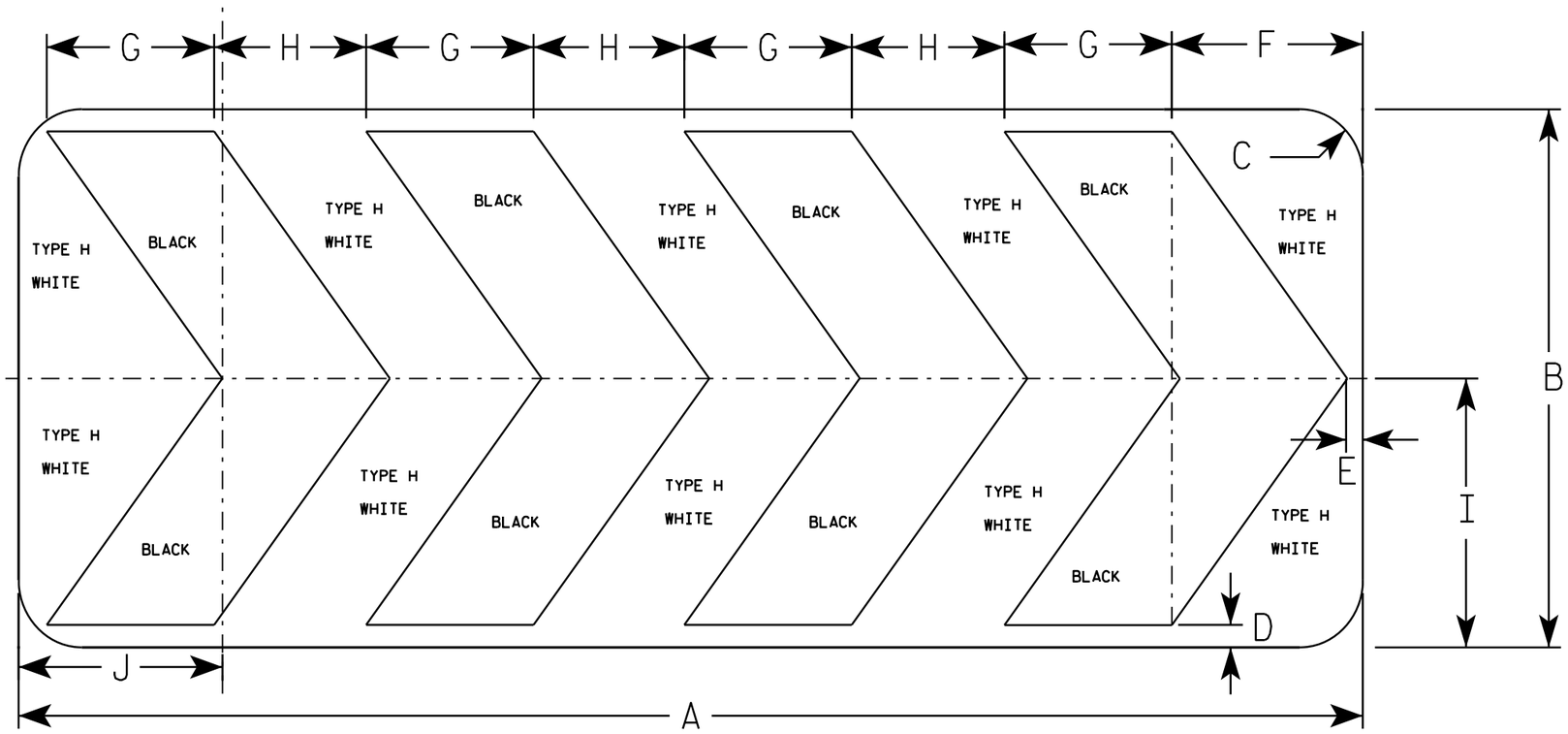
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1081	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: 1082 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R64B.DGN PLOT DATE : 03-JAN-2011 14:30 PLOT BY : dotsja

WISDOT/CADDS SHEET 42

7

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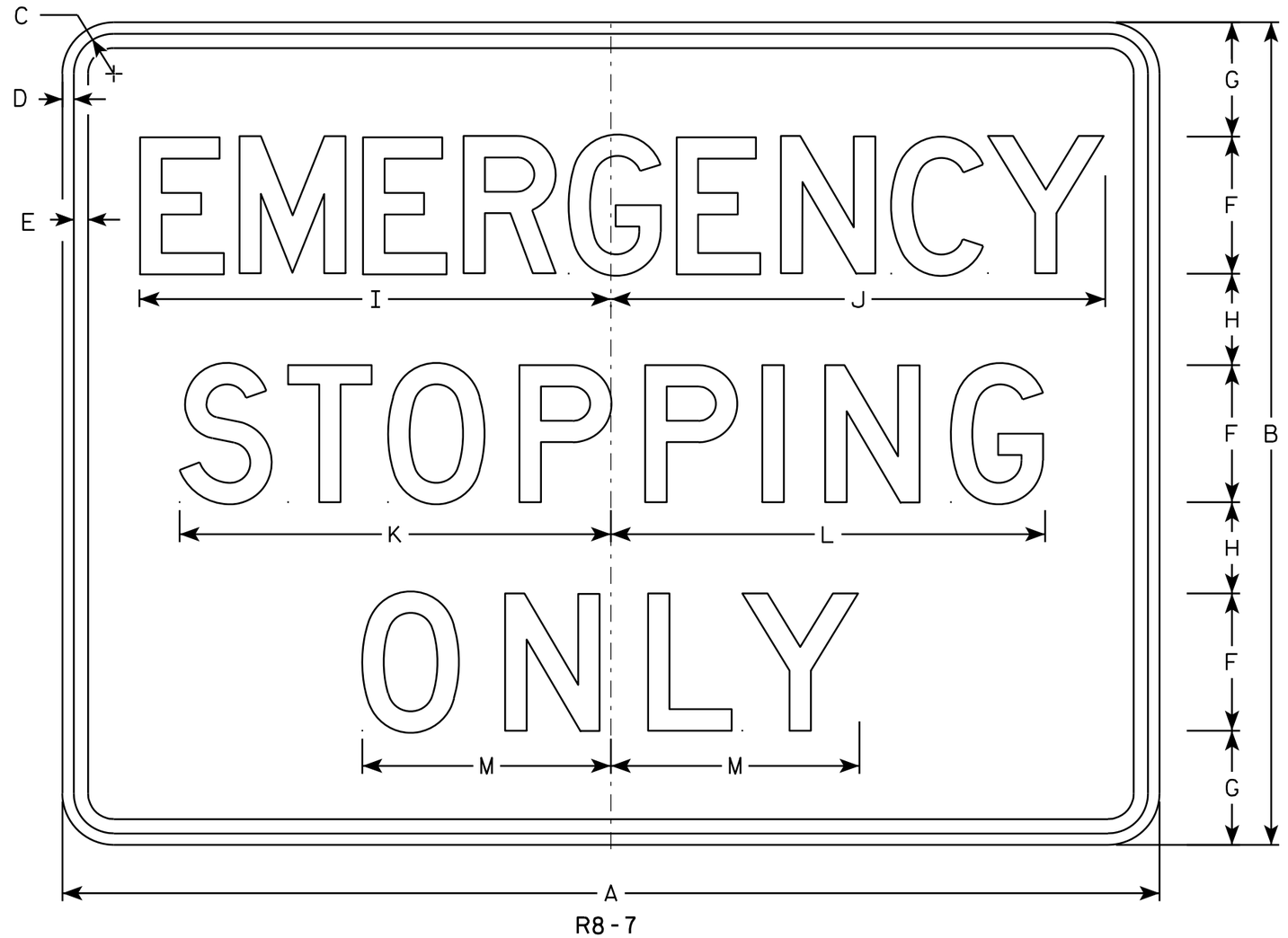


R8-7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0

STANDARD SIGN
R8-7

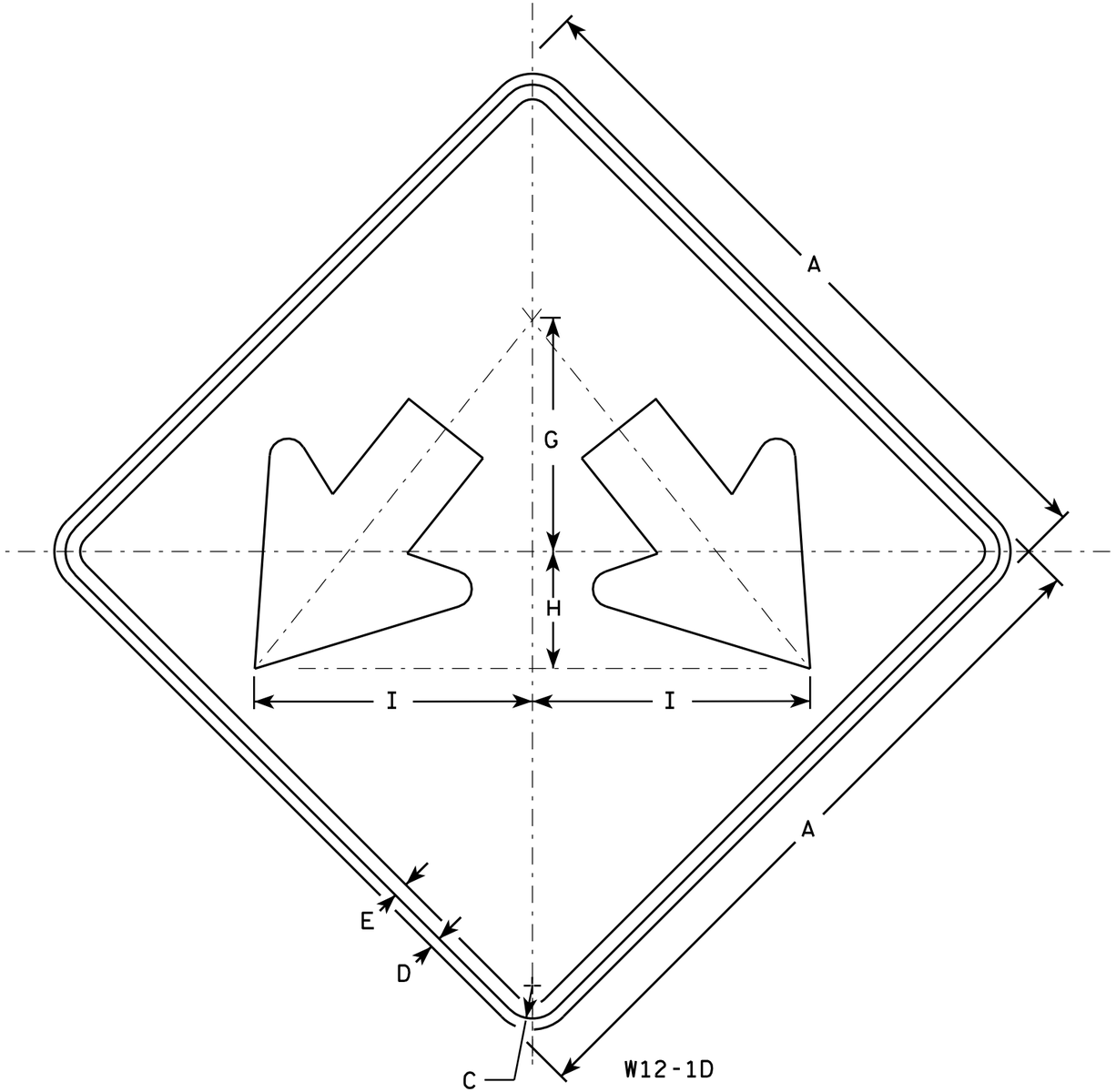
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R8-7.6

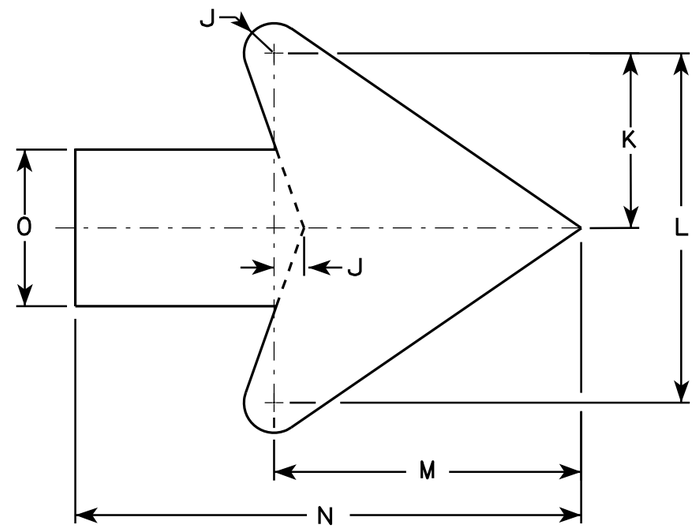
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1083 | E

7



NOTES

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

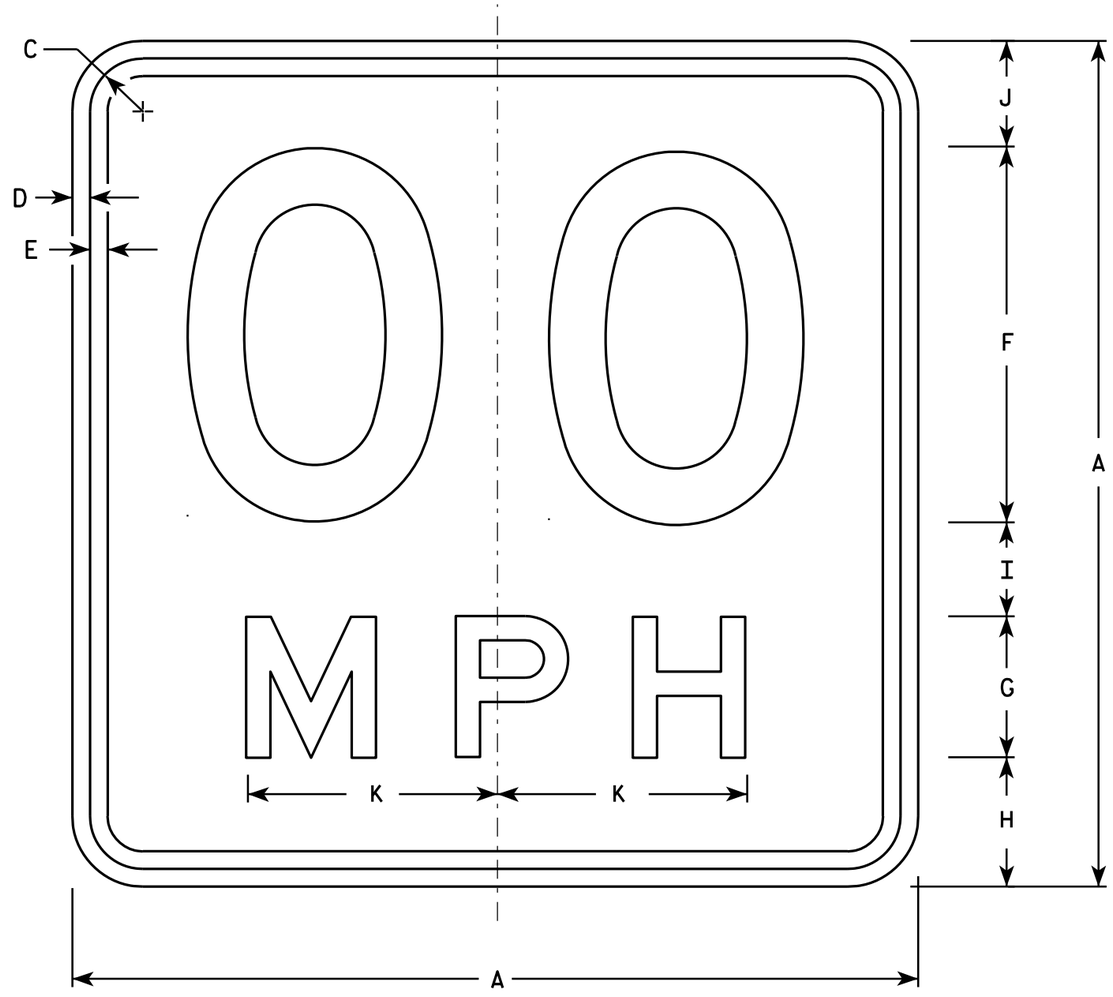
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1084	E

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

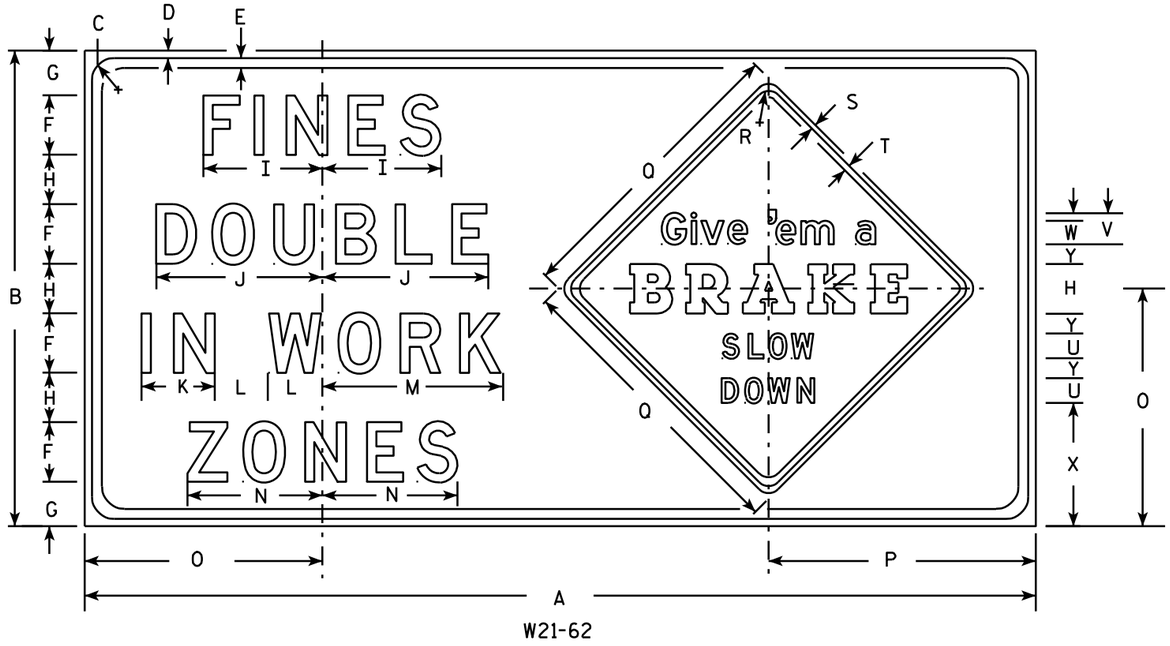
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

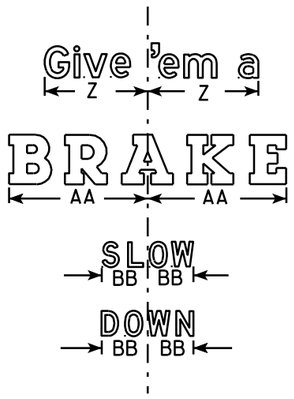
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1085 | E



W21-62

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 - (See Note 5)
   Message - Black
3. Message Series -
   Fines Double Message - All lines are Series D
   Give 'em a Brake -
   Line one is Series E, line two is a Special Graphic Series and lines three and four are Series D.
4. The base material shall be plywood. Corners may be square or rounded, but borders shall be rounded as shown. The base material for Give 'em a Brake sign can be a seperate sheet of aluminum with the corners and borders rounded as shown. This seperate panel shall then be attached to the plywood with aluminum or stainless steel sheet metal screws.
5. Background for the Give 'em a Brake sign shall be Type F reflective orange.



W21-62P

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	AA	BB	CC	DD	Area sq. ft.
1																															
2S																															
2M																															
3	96	48	2 1/4	3/4	1	6	4 1/2	5	12	16 3/4	7 3/8	5 1/2	18 1/4	13 5/8	24	27	30	1 3/8	1/2	5/8	2 1/2	3 1/8	2 3/8	12 1/2	2	10 3/4	14	4 5/8	34 1/2	4	32.0
4																															
5																															

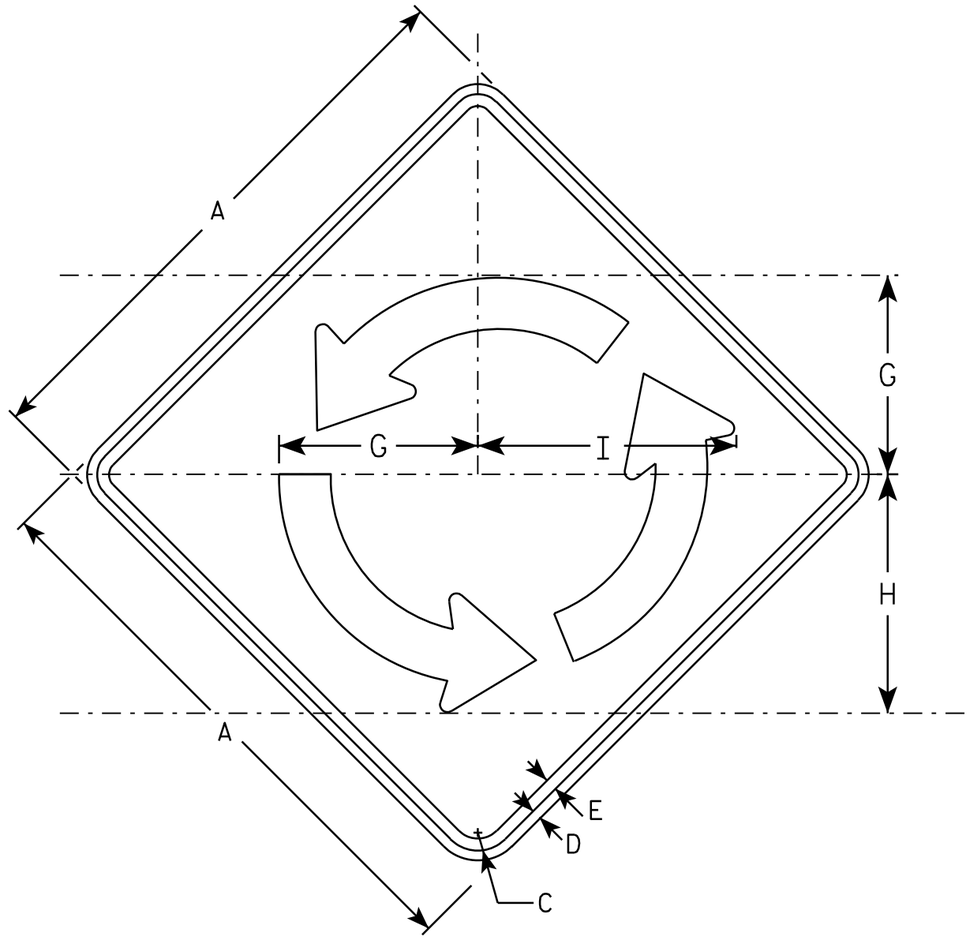
STANDARD SIGN
W21-62

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-62.5

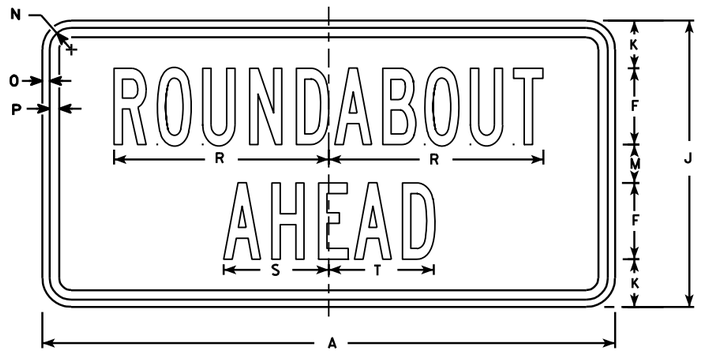
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 1086	E



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: 1087 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W26.DGN PLOT DATE : 29-JUN-2012 10:15 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

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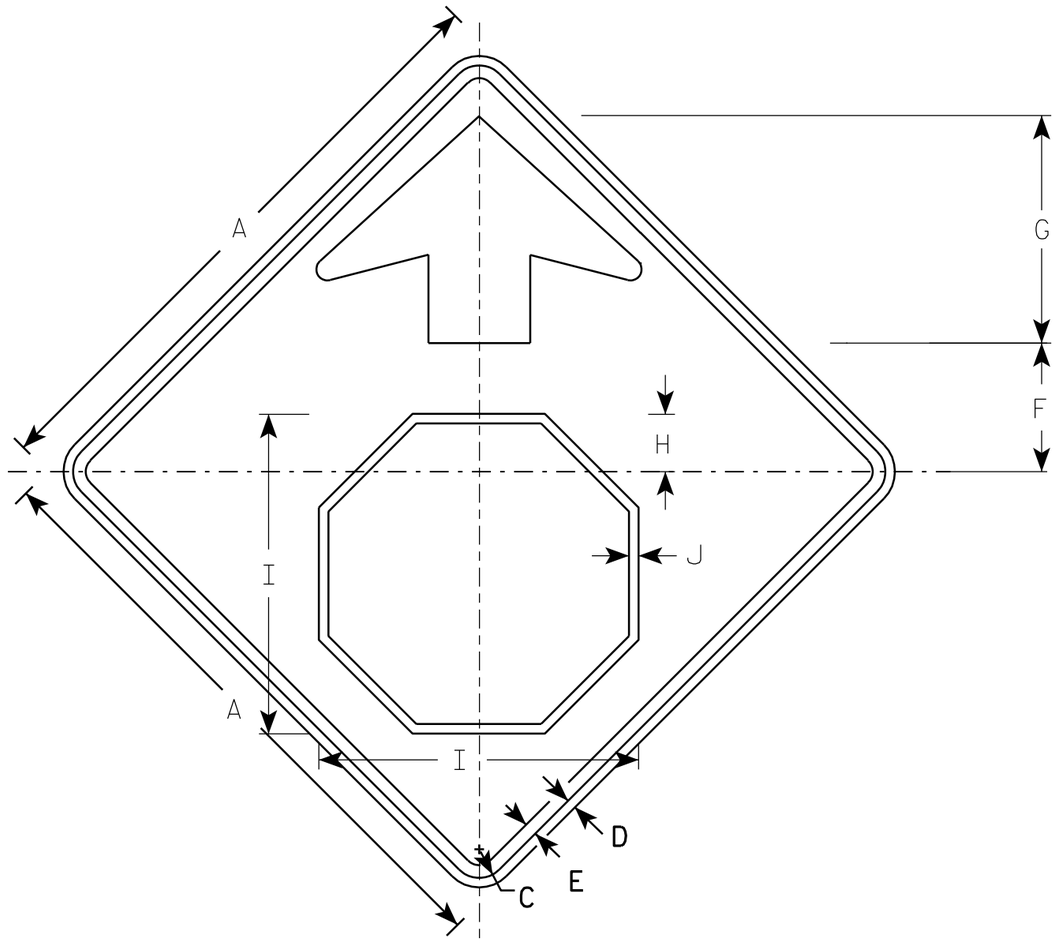
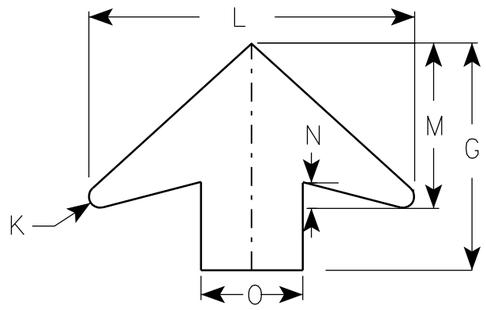


W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

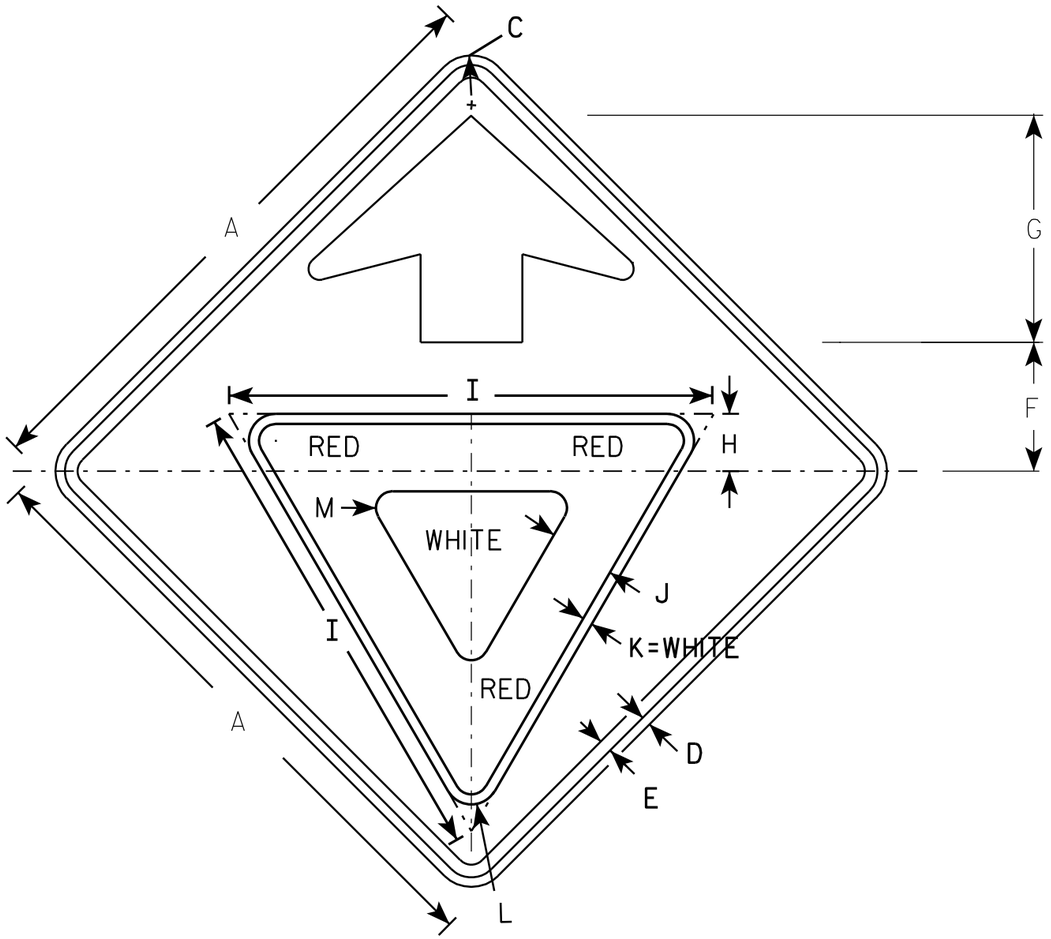
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

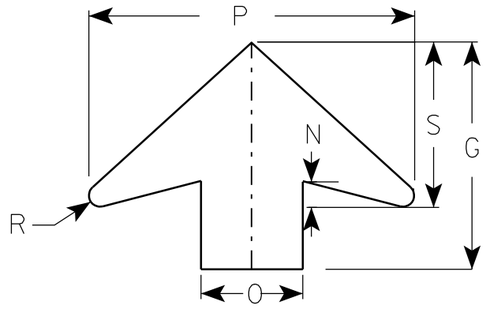
SHEET NO: 1088 E



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: 1089 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

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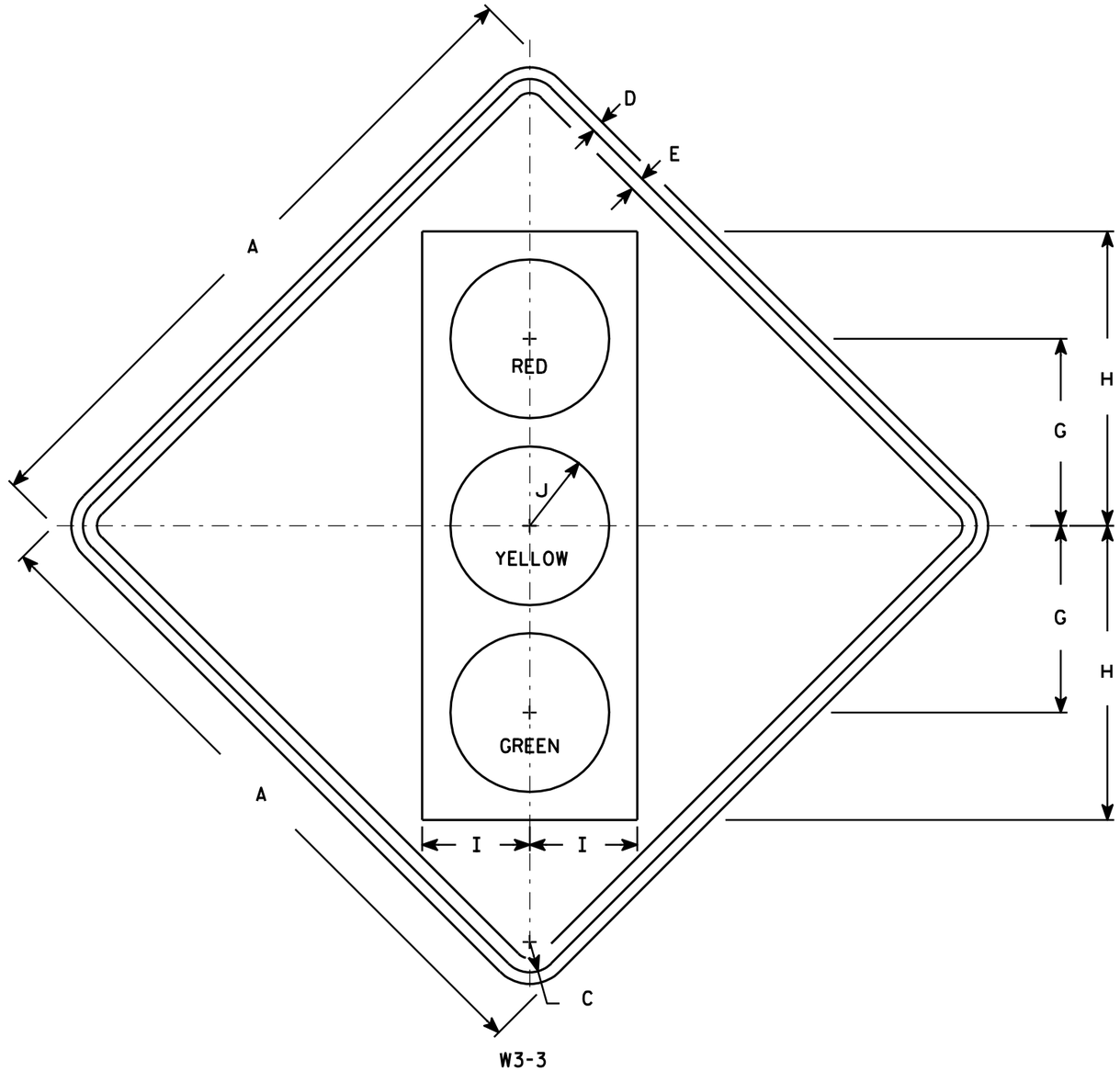


NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

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		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

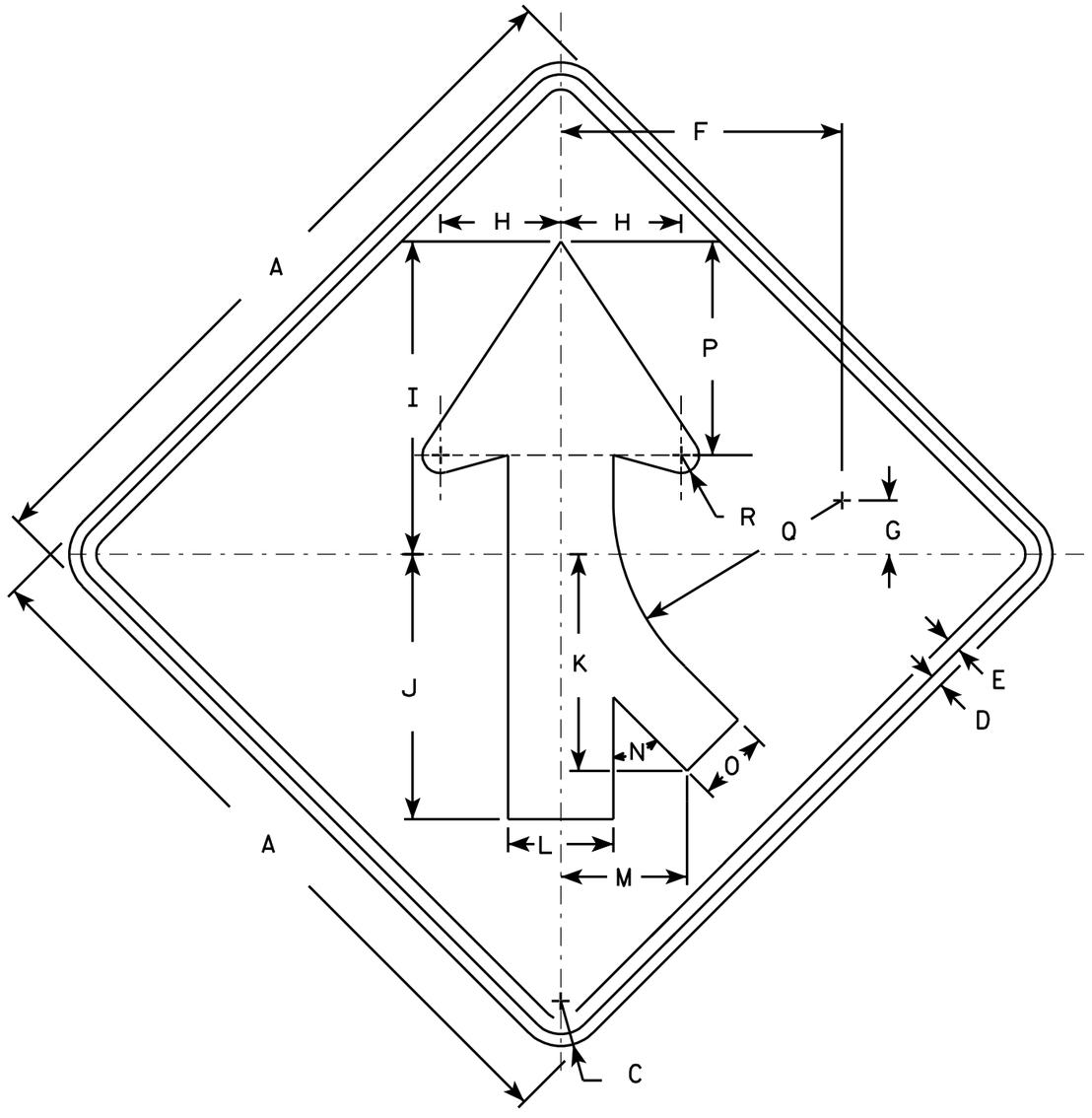
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1090 | E



W4-1 R

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

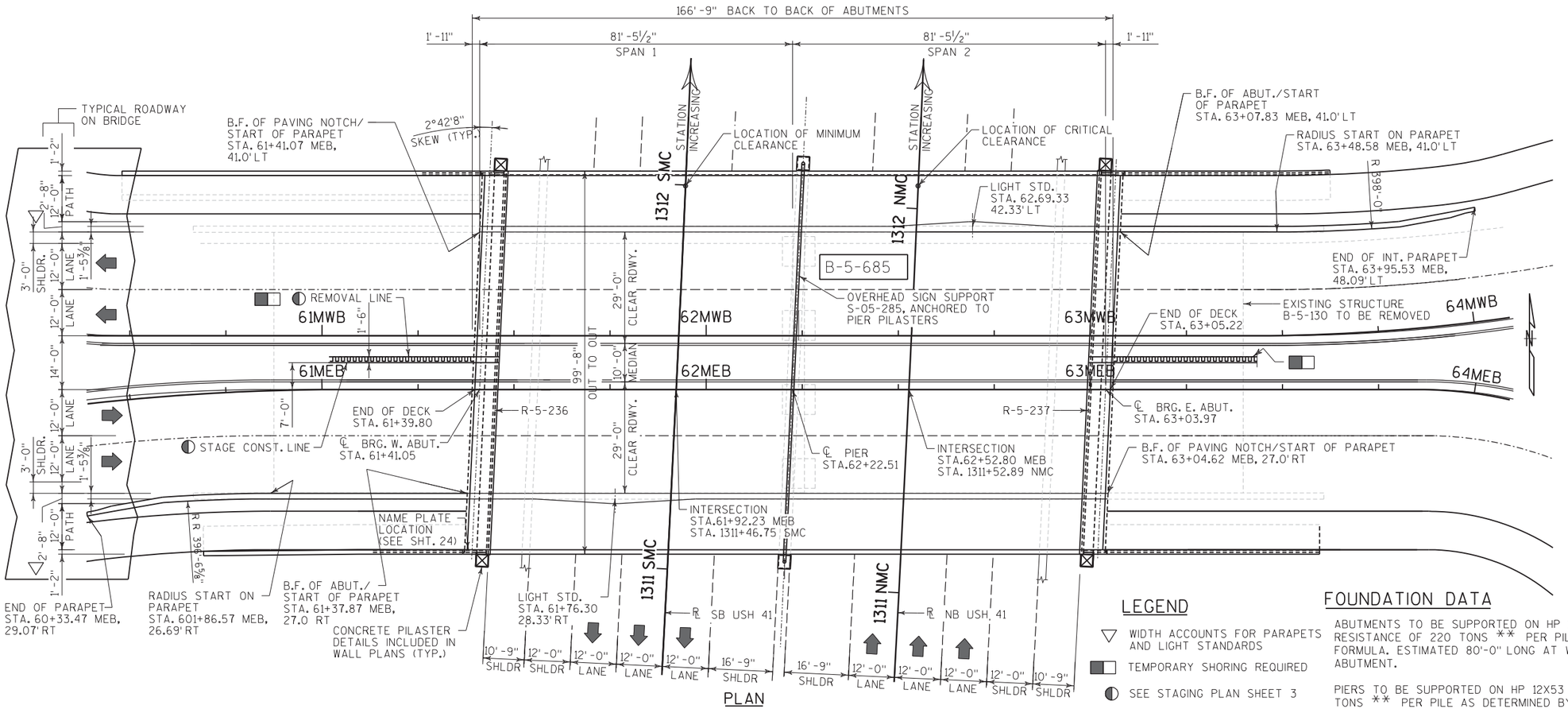
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/21/11 PLATE NO. W4-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1091 | E

STATE PROJECT NUMBER

1133-10-72



PLAN

2 SPAN - 36W PRESTRESSED GIRDERS

DESIGN DATA

LIVE LOAD:
- DESIGN LOAD HL-93
- INVENTORY RATING FACTOR 1.12
- OPERATING RATING FACTOR 1.08
- WIS-SPV RATING ..... 250 KIPS

THE STRUCTURE IS DESIGNED FOR A 1½" SACRIFICIAL WEARING SURFACE PLACED AT INITIAL CONSTRUCTION INTEGRAL WITH THE DECK. THE DESIGN DOES NOT PROVIDE FOR ADDITIONAL LOADS DUE TO FUTURE WEARING SURFACE.

ULTIMATE DESIGN STRESSES:
- CONCRETE MASONRY (HPC) ..... f'c = 4,000 PSI

HIGH STRENGTH BAR STEEL REINFORCEMENT GRADE 60 ..... fy = 60,000 PSI

45W-INCH PRESTRESSED GIRDERS
- CONCRETE MASONRY ..... f'c = 8,000 PSI

PRESTRESSING STRANDS = 0.6 INCH DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 PSI

INTERIM VERTICAL CLEARANCES

▲1 = 16'-4" AT USH 41 SB

▲2 = 15'-10" AT USH 41 NB

INTERIM CLEARANCES ARE TO THE EXISTING USH 41 PROFILE AND ALIGNMENT.

LEGEND

- ▽ WIDTH ACCOUNTS FOR PARAPETS AND LIGHT STANDARDS
- TEMPORARY SHORING REQUIRED
- ◐ SEE STAGING PLAN SHEET 3

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 12X53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 80'-0" LONG AT WEST ABUTMENT. ESTIMATED 80'-0" LONG AT EAST ABUTMENT.

PIERS TO BE SUPPORTED ON HP 12X53 PILING DRIVEN TO A REQUIRED RESISTANCE OF 220 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 65'-0" LONG.

** 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.

EXISTING ABUTMENT PILING SHALL BE CUT-OFF AT THE BOTTOM OF WALL ELEVATION FOR R-5-236 AND R-5-237.
THIS WORK TO BE INCLUDED IN THE "REMOVING OLD STRUCTURE" BID ITEM.

THE EXISTING ABUTMENT PILINGS HAVE BATTERED PILES IN THE FRONT ROW. IF IT IS DETERMINED THAT THE BATTERED PILINGS WILL CONFLICT WITH PROPOSED PILING, THE ENGINEER SHALL BE NOTIFIED TO DETERMINE AN ADJUSTED PILE SPACING.

LINEVILLE RD. MEB-1

P.I. =60+42.48
△ =12°06'21"
T =63.62
L =126.77
R =600.00
P.C.=59+78.86
P.T.=61+05.63

LINEVILLE RD. MEB-2

P.I. =64+24.77
△ =39°50'13"
T =39.50
L =75.79
R =109.00
P.C.=63+85.27
P.T.=64+61.06

HORIZONTAL CURVE DATA

USH 41 NB

P.I. =1311+52.22
△ =6°08'48"
T =762.40
L =1523.34
R =14200.00
P.C.=1303+89.82
P.T.=1319+13.16

USH 41 SB

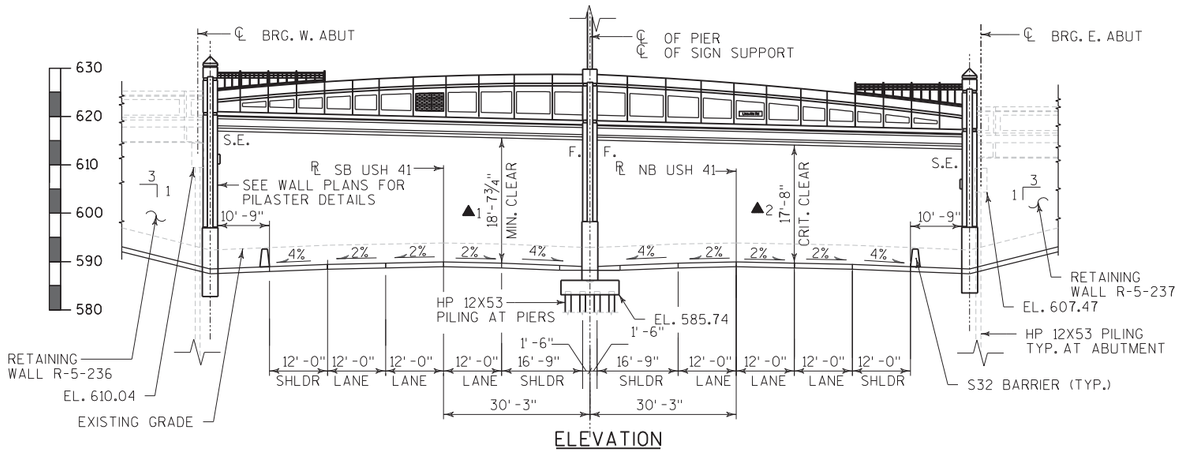
P.I. =1311+48.97
△ =6°08'48"
T =759.15
L =1516.85
R =14139.50
P.C.=1303+89.82
P.T.=1319+06.66

TRAFFIC DATA USH 41

ADT = 50,200 (2005)
ADT = 80,500 (2035)
RDS = 70 MPH

TRAFFIC DATA LINEVILLE ROAD

ADT = 2005 (12,500)
ADT = 2035 (18,800)
RDS = 45 MPH



ELEVATION

LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. CROSS SECTION & QUANTITIES
3. STAGING
4. SUBSURFACE EXPLORATION
5. EAST ABUTMENT
6. EAST ABUTMENT DETAILS
7. WEST ABUTMENT
8. WEST ABUTMENT DETAILS
9. PIER LAYOUT
10. PIER DETALS
11. PIER PILE CAP PLAN
12. PIER BARRIER WALL DETAILS
13. PIER PILASTERS
14. PIER PILASTER REINFORCEMENT
15. PIER SIGN SUPPORT
16. 36W" PRESTRESSED GIRDER
17. 36W" PRESTRESSED GIRDER DETAILS
18. STEEL DIAPHRAGM
19. SUPERSTRUCTURE
20. SUPERSTRUCTURE CROSS SECTION
21. SUPERSTRUCTURE DETAILS
22. ABUTMENT & PIER DIAPHRAGM DETAILS
23. EXTERIOR PARAPET OUTSIDE ELEVATION
24. EXTERIOR PARAPET INSIDE ELEVATION
25. EXTERIOR PARAPET LAYOUT & REINFORCEMENT
26. EXTERIOR PARAPET DETAILS
27. INTERIOR "32" SLOPE FACE MOD. PARAPET LAYOUT/REINF.
28. NE/SW INTERIOR PARAPET LAYOUT/REINF.
29. PARAPET LIGHTING DETAILS
30. INTERIOR PARAPET TRANSITION DETAILS
31. DECORATIVE FENCE ELEVATION - 1
32. DECORATIVE FENCE ELEVATION - 2
33. DECORATIVE FENCE DETAILS - 1
34. DECORATIVE FENCE DETAILS - 2
35. ARCHITECTURAL DETAILS - 1
36. ARCHITECTURAL DETAILS - 2

WISCONSIN
JOHN F. RUBLEIN
E-38700
MADISON
WI
PROFESSIONAL ENGINEER
3/14/13

BUREAU OF STRUCTURES CONTACT:
WILLIAM DREHER (608) 266-8489

CONSULTANT CONTACT:
JOHN RUBLEIN (608) 229-1434

NE REGION CONTACT:
PAUL VRANEY (920) 492-2232

NO.	DATE	REVISION	BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Madison, WI 53703
608-249-6140

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 03/07/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-5-685

LINEVILLE ROAD OVER USH 41

COUNTY	VILLAGE
BROWN	HOWARD

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
ACT	JFR	TRW	JFR

GENERAL PLAN & ELEVATION

SHEET 1 OF 36
1092

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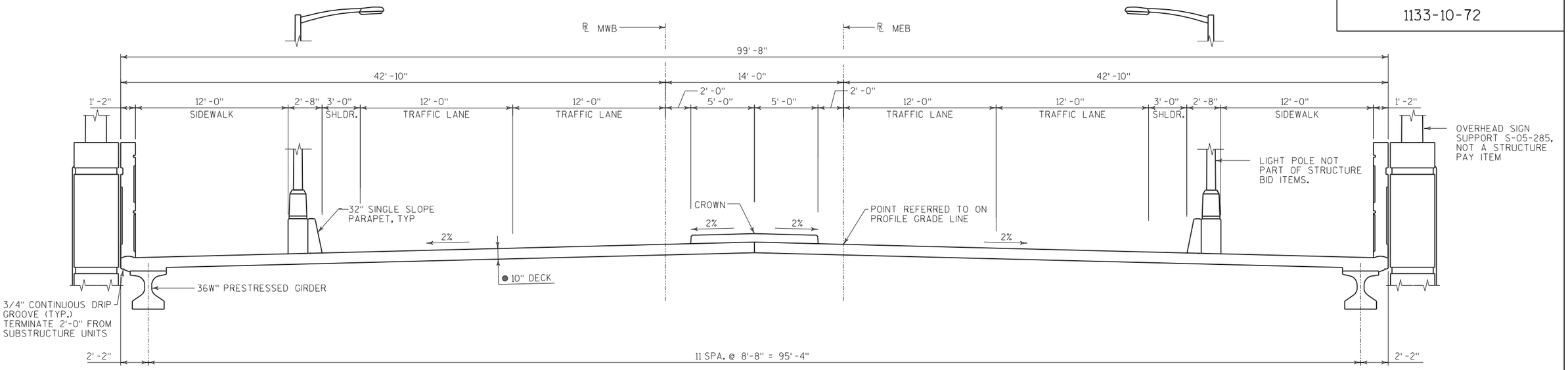
3/4/2013

STATE PROJECT NUMBER
1133-10-72



TYPICAL SECTION

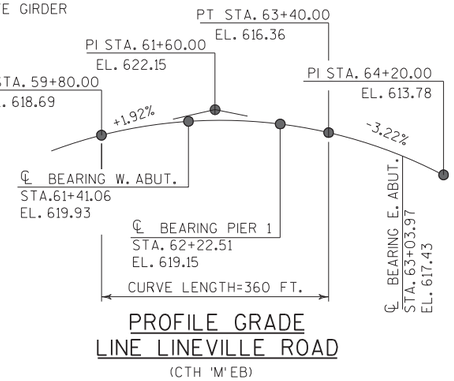
36W" PRESTRESSED CONCRETE GIRDER (LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	WEST ABUT.	PIER	EAST ABUT.	SUPER.	TOTALS
203.0200	REMOVE OLD STRUCTURE STA. 62+24 MEB	LS	-	-	-	-	1
203.0225.S	DEBRIS CONTAINMENT STRUCTURE B-05-130	LS	-	-	-	-	1
206.1000	EXCAVATION FOR STRUCTURE, BRIDGES B-05-685	LS	-	-	-	-	1
206.6000.S	TEMPORARY SHORING	SF	876	250	876	-	2002
210.0100	BACKFILL STRUCTURE	CY	144	-	146	-	290
502.3200	PROTECTIVE SURFACE TREATMENT	SY	-	-	-	1750	1750
502.6110	MASONRY ANCHORS TYPE S 3/4-INCH	EACH	18	-	18	-	36
503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	-	-	-	1964	1964
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	5970	13680	5940	-	25590
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	-	49370	-	163280	212650
505.0908	BAR COUPLERS NO. 8	EACH	-	12	-	-	12
505.0909	BAR COUPLERS NO. 9	EACH		8	-	-	8
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	12	24	12	-	48
506.4000.01	STEEL DIAPHRAGMS B-05-685	EACH	-	-	-	44	44
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	20	-	20	-	40
550.1120	PILING STEEL HP 12-INCH X 53 LB	LF	1120	6720	1120	-	8960
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	100	-	100	-	200
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	-	-	-	215	215
652.0225	CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH	LF	-	-	-	312	312
653.0220	JUNCTION BOX 18X6X6-INCH	EACH	-	-	-	2	2
SPV.0035.700	HPC MASONRY STRUCTURES	CY	64	308	65	863	1300
SPV.0060.701	ANCHOR BOLT ASSEMBLY OVERHEAD SIGN SUPPORTS	EACH	-	-	-	2	2
SPV.0060.702	ANCHOR BOLT ASSEMBLY LIGHT POLE	EACH	-	-	-	2	2
SPV.0090.501	FENCE DECORATIVE BRIDGE B-05-685	LF	-	-	-	118	118
SPV.0165.500	ARCHITECTURAL SURFACE TREATMENT	SF	-	903	-	2828	3730
SPV.0165.501	STAINING CONCRETE	SF	42	2709	43	8868	11662
SPV.0165.502	STAINING CONCRETE BRICK	SF	-	-	-	2806	2806
SPV.0165.503	ARCHITECTURAL SURFACE TREATMENT SPECIAL	SF	-	-	-	214	214
SPV.0165.700	LONGITUDINAL GROOVING BRIDGE DECK	SF	-	-	-	16101	16101
	NON-BID ITEMS						
	FILLER	SIZE	----	----	----	----	1/2" & 3/4"

ALL ITEMS ARE CATEGORY 2000

THE CONCRETE AND REINFORCEMENT OF THE PARAPET ON THE DECK ARE INCLUDED IN THE SUPERSTRUCTURE QUANTITIES. THESE QUANTITIES ARE INCLUDED WITH THE ABUTMENT QUANTITIES FOR PORTIONS OF THE PARAPET OFF OF THE DECK.



PROFILE GRADE LINE LINEVILLE ROAD

(CTH 'M' EB)

LEGEND

● 10" DECK THICKNESS INCLUDES A 1½" SACRIFICIAL WEARING SURFACE PLACED WITH THE DECK AT INITIAL CONSTRUCTION.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES. ALL STATIONS AND ELEVATIONS ARE IN FEET.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED. THE TOP LAYER OF BAR STEEL REINFORCEMENT IN THE DECK SHALL BE PLACED WITH 3½" CLEAR COVER.

THE FIRST DIGIT OF A THREE DIGIT AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

STRUCTURE BACKFILL AT THE ABUTMENTS AND CONCRETE SLOPE PAVING DETAILS AND QUANTITIES ARE INCLUDED WITH MSE RETAINING WALLS R-5-236 AND R-5-237.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

THE EXISTING STRUCTURE, B-5-130, IS A TWO SPAN HAUNCHED STEEL GIRDER BRIDGE WITH AN OVERALL WIDTH OF 71'-0" AND AN OVERALL LENGTH OF 231'-4" AND IS TO BE REMOVED.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE ROADWAY DECK, AND SIDEWALKS. DO NOT SEAL SURFACES WHERE THE PLANS OR SPECIAL PROVISIONS REQUIRE STAINING OR OTHER TREATMENT.

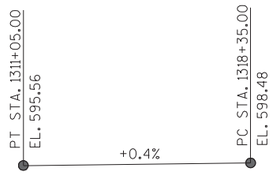
BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS NOTED OTHERWISE.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE HAUNCH CONCRETE QUANTITY IS BASED ON AN AVERAGE DEPTH OF 3.19", WHICH IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.

BENCH MARKS

NO.	DESCRIPTION	ELEVATION
760	NW BOLT AT BP GAS STATION/SUBWAY SIGN SE QUAD OF LINEVILLE RD. AND E. DEERFIELD AVE	591.47
762	RR SPIKE IN TREE, 2'E OF AMERITECH TPED #1839 S OF LINEVILLE RD. 0.2 MILE W OF W. DEERFIELD AVE.	594.75



PROFILE GRADE LINE USH 41 SB(SMC)

PROFILE GRADE LINE USH 41 NB(NMC)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

DRAWN BY TRW | PLANS CK'D. JFR

CROSS SECTION & QUANTITIES

SHEET 2 OF 36
1093

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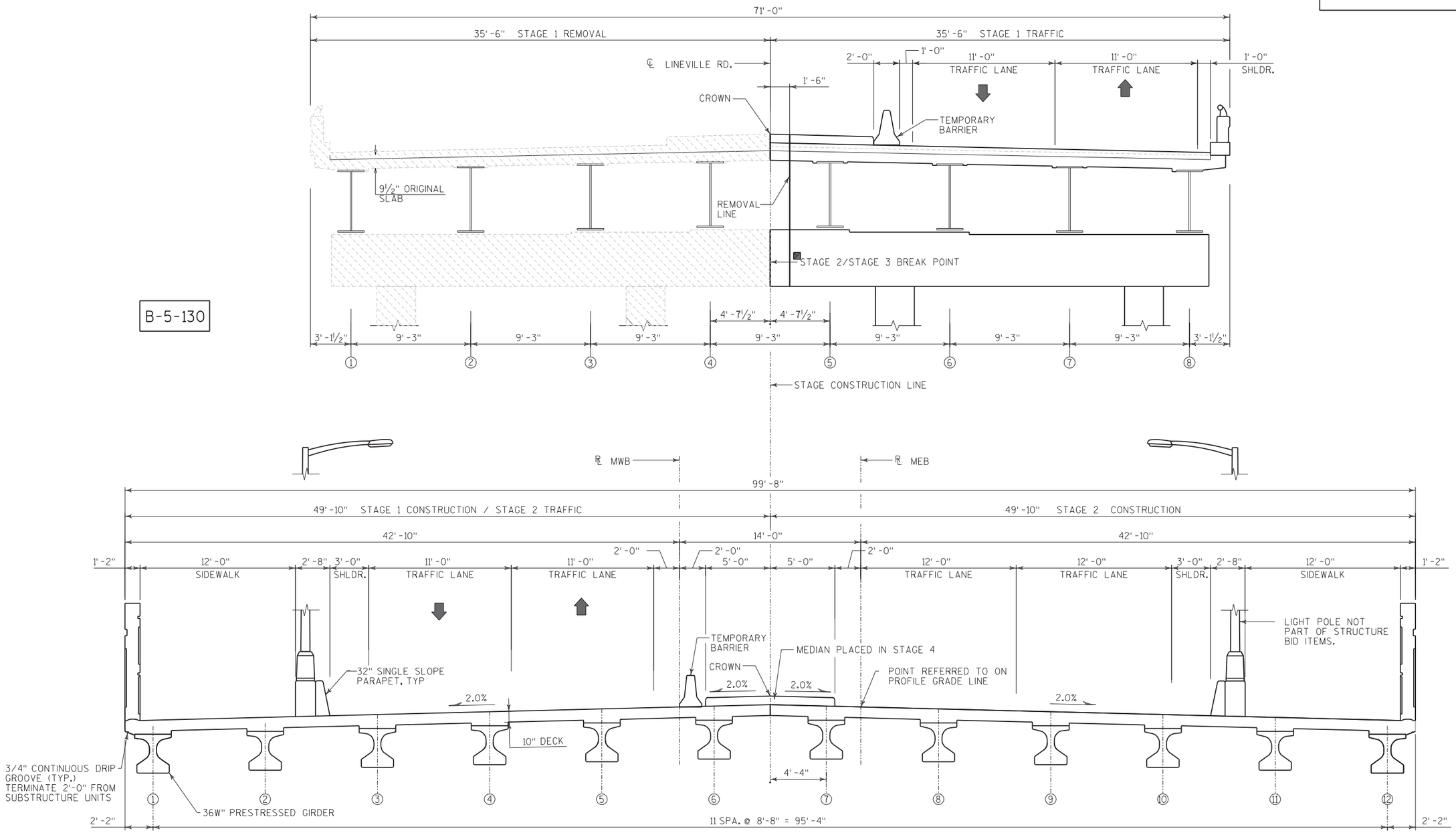
3/4/2013

STATE PROJECT NUMBER

1133-10-72



B-5-130

B-5-685

TYPICAL STAGING SECTION

B-5-130/B-5-685 LOOKING EAST

LEGEND

▨ TEMPORARY SUPPORT OF THE DECK AND PIER IS REQUIRED. THE CONTRACTOR IS TO DESIGN A TEMPORARY SUPPORT SYSTEM FOR USE DURING THE STAGED REMOVAL OF BRIDGE B-5-130. THE PROPOSED SUPPORT SYSTEM DESIGN SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF WISCONSIN, AND SUBMITTED TO THE DEPARTMENT FOR APPROVAL PRIOR TO INSTALLATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

DRAWN BY	TRW	PLANS CK'D.	JFR

STAGING

SHEET 3 OF 36
1094

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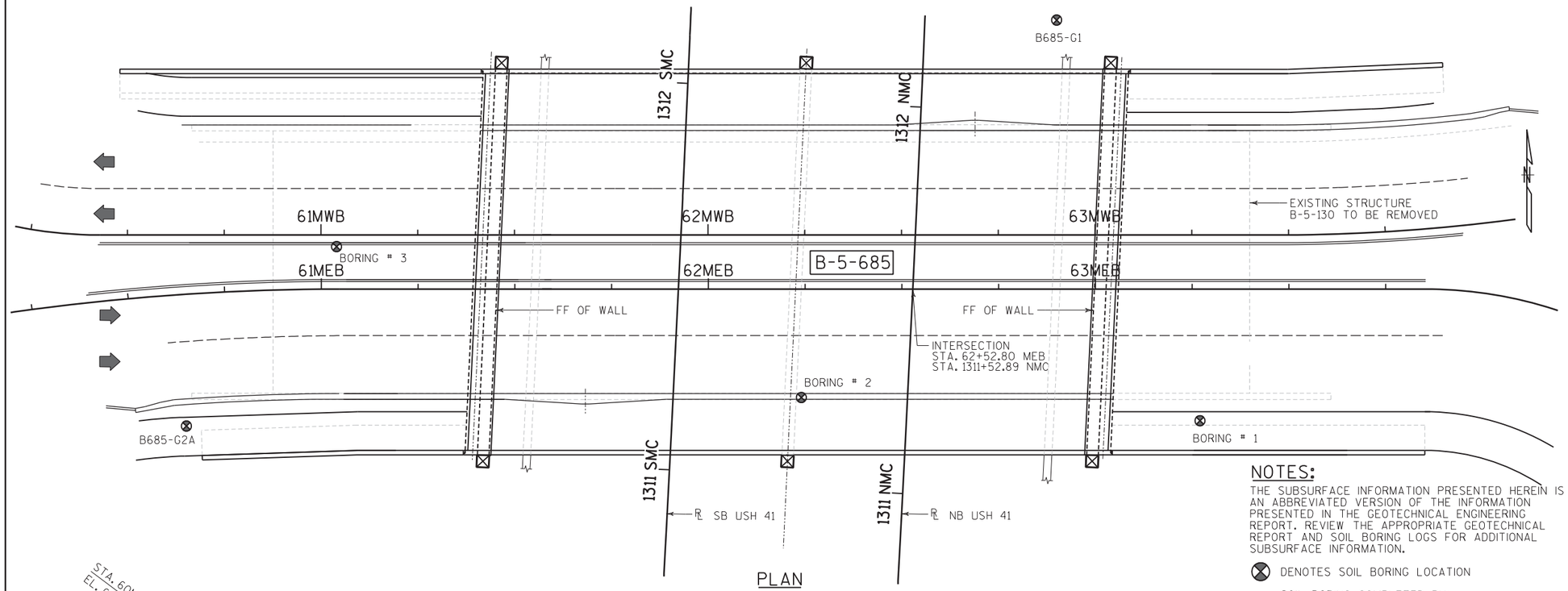
3/4/2013



PLAN

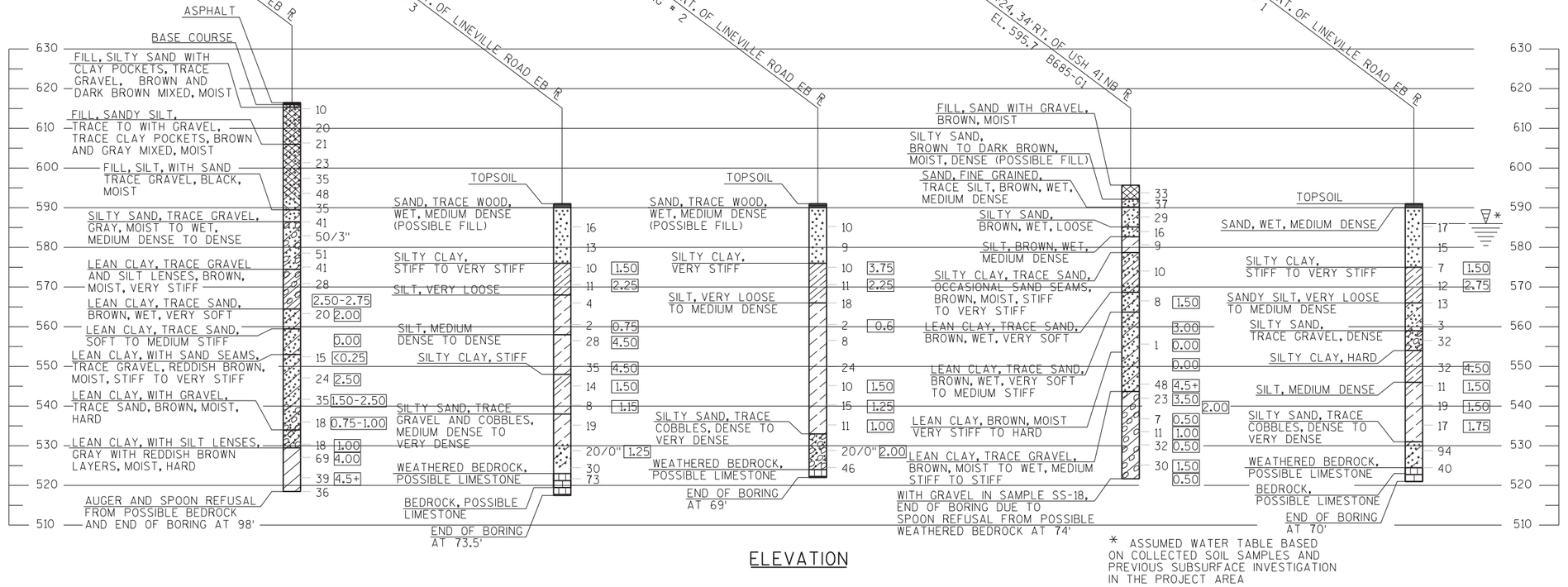
NOTES:

THE SUBSURFACE INFORMATION PRESENTED HEREIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.

⊗ DENOTES SOIL BORING LOCATION

SOIL BORING COMPLETED BY:
GESTRA ENGINEERING, INC.

SOIL BORING TAKEN:
B685-G1 - 6/27/2011
B685-G2A - 8/3/2011
BORING #1 - PREVIOUS CONSTRUCTION
BORING #2 - PREVIOUS CONSTRUCTION
BORING #3 - PREVIOUS CONSTRUCTION



ELEVATION

* ASSUMED WATER TABLE BASED ON COLLECTED SOIL SAMPLES AND PREVIOUS SUBSURFACE INVESTIGATION IN THE PROJECT AREA

STATE PROJECT NUMBER

1133-10-72

ABBREVIATIONS

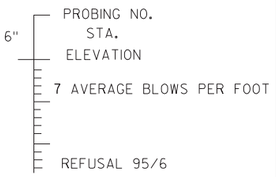
F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

MATERIAL SYMBOLS

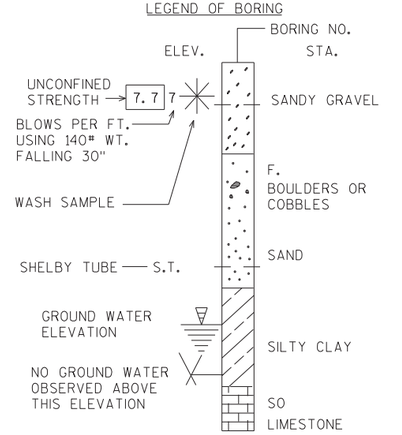
TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING

95/6=95 BLOWS FOR 6" PENETRATION
PROBING TAKEN WITH A 350# WT. FALLING 18" ON A 2" O.D. POINT.



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, 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

STRUCTURE B-5-685

DRAWN BY TRW | PLANS CK'D. JFR

SUBSURFACE EXPLORATION

SHEET 1095 OF 36

SCALE = 31.16 7/8 " :" / IN.

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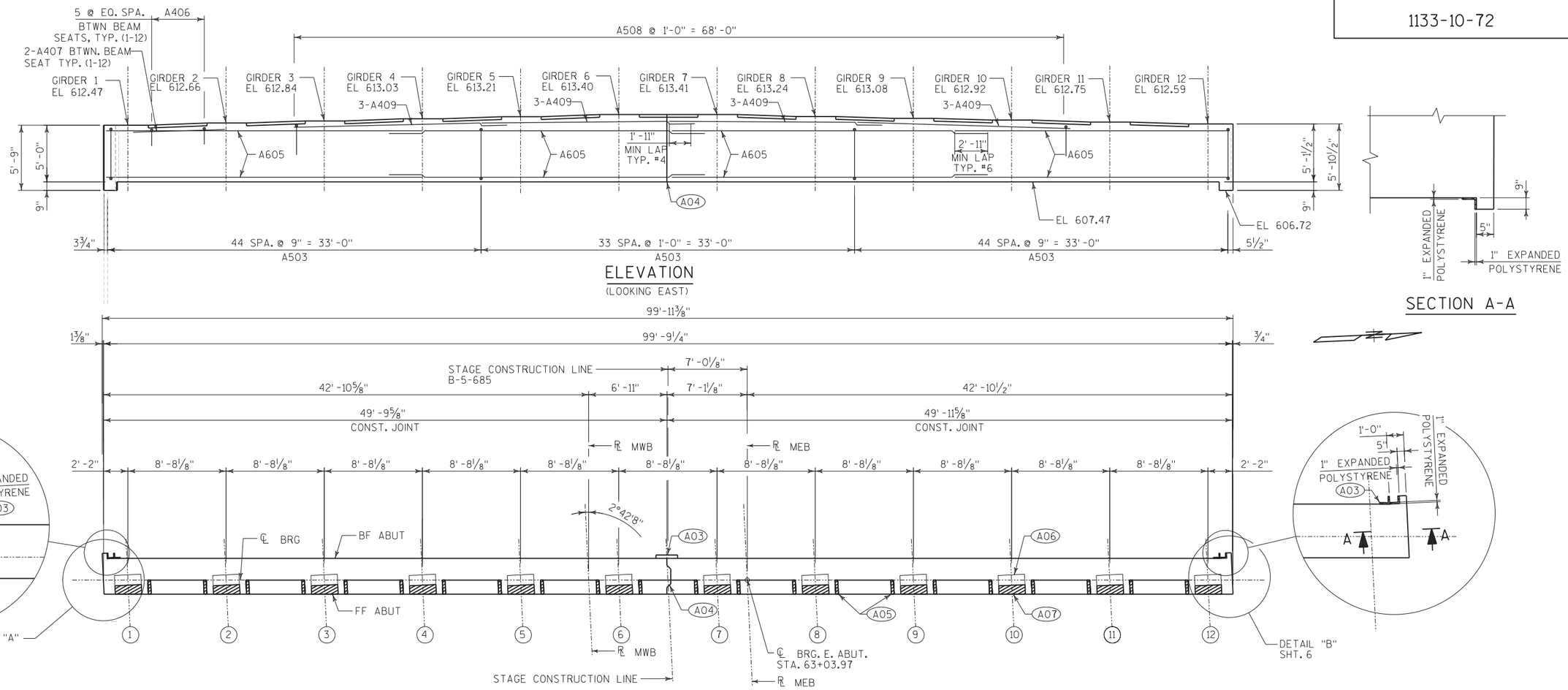
STATE PROJECT NUMBER

1133-10-72

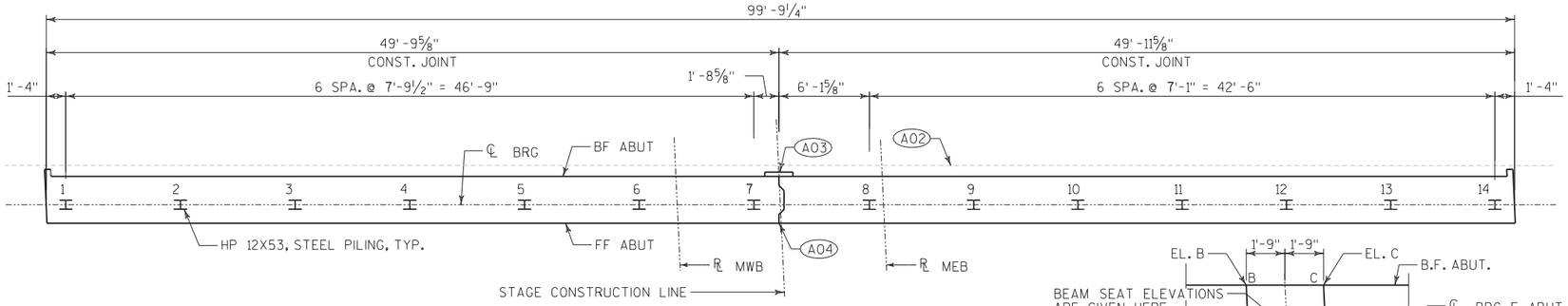


ELEVATION

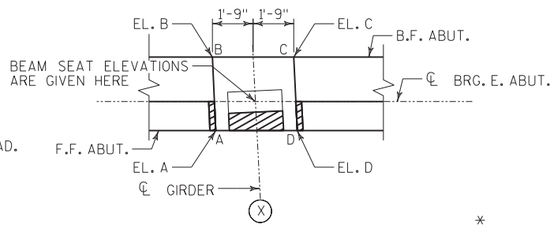
(LOOKING EAST)

SECTION A-A

PLAN



PILE PLAN



LEGEND:

(A02) PIPE UNDERDRAIN, WRAPPED 6-INCH. SLOPE 0.5% MIN TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT END AND CAP UPPER END. THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THE DETAIL SHOWN ON SHEET 6. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS SHEET METAL SCREWS AND SHALL BE INCLUDED IN BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(A03) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS AT BACKFACE.

(A04) KEYED CONST JOINT FORMED BY BEVELED 2" X 8" WITH ¾" V-GROOVE. SEE SHEET 6 FOR ALTERNATE CONSTRUCTION JOINT DETAIL. RUN BAR STEEL THRU JOINT.

(A05) ¾" CORK FILLER UP VERT BEAM SEAT FACES THAT RUN PARALLEL TO GIRDER, TYP.

PILE PLAN

(A06) ½"×8"×2'-10" NON-LAMINATED ELASTIC BEARING PAD.

(A07) ¾" PREFORMED FILLER (TYP.).

NOTES:

SEE SHEET 21 FOR BEARING DETAIL.

SEE SHEET 6 FOR DETAIL "A" AND "B".

SEE SHEET 6 FOR BILL OF BARS AND BENDING DIAGRAMS.

SEE SHEET 6 FOR PILE SPLICE DETAILS.

SEAT ELEVATION CORRECTIONS*

* VALUES ARE IN FEET. ADD THESE VALUES TO THE SEAT ELEVATION TO OBTAIN ELEVATION OF POINTS A, B, C, & D.

GIRDER	EL. A	EL. B	EL. C	EL. D
1 - 12	0.03	-0.06	-0.05	0.04

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STRUCTURE B-5-685

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EAST ABUTMENT

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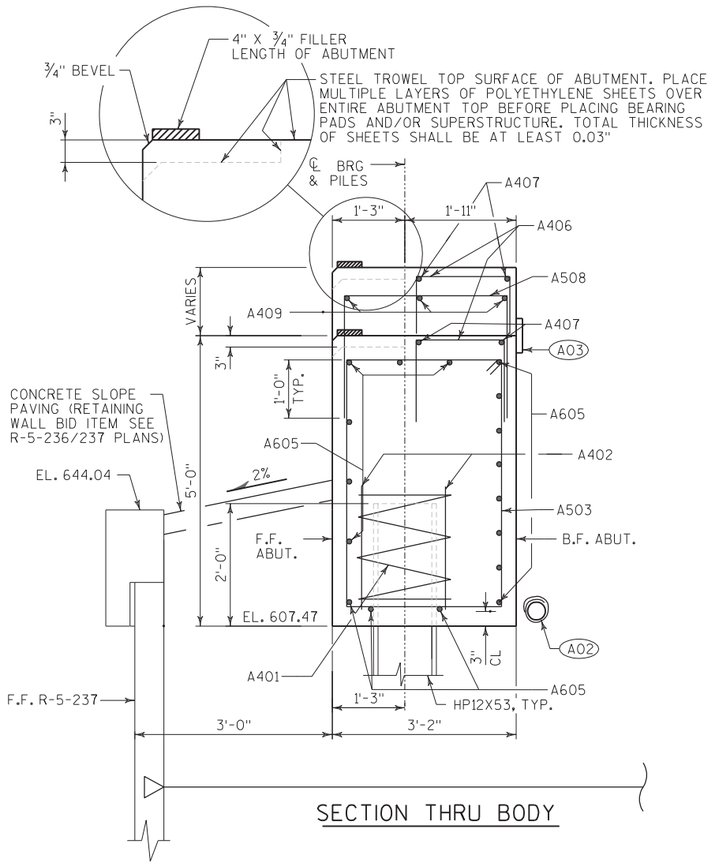
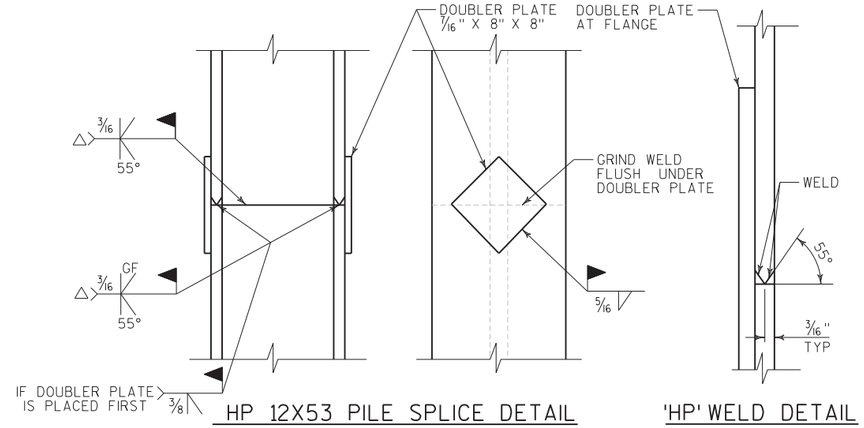


SECTION THRU BODY

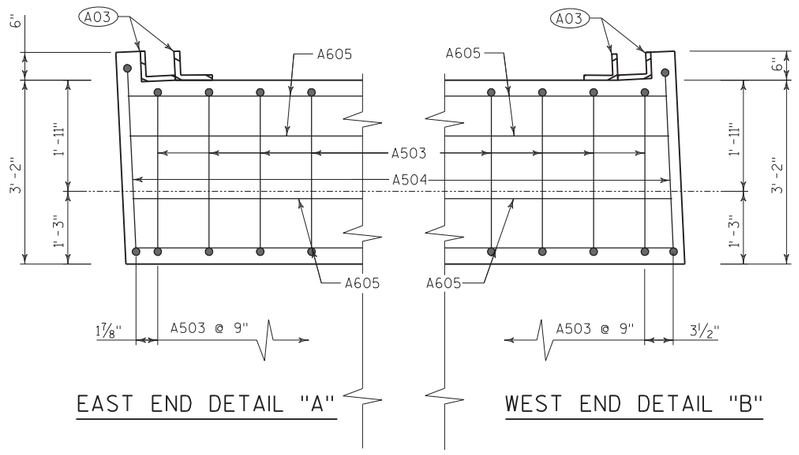


HP 12X53 PILE SPLICE DETAIL

△ SEE HP WELD DETAIL

'HP' WELD DETAIL

FLANGE SHOWN, WEB SIMILAR



EAST END DETAIL "A"

WEST END DETAIL "B"

LEGEND

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY ½" DEEP.

(A02) PIPE UNDERDRAIN, WRAPPED 6-INCH. SLOPE 0.5% MIN TO R-5-237 RISER CONNECTION. CAP ABUTMENT UNDERDRAIN AT ENDS. SEE R-5-237 PLANS.

(A03) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS AT BACKFACE.

(A06) 1" EXPANDED POLYSTYRENE FILLER BETWEEN ABUTMENT AND RETAINING WALL.

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.

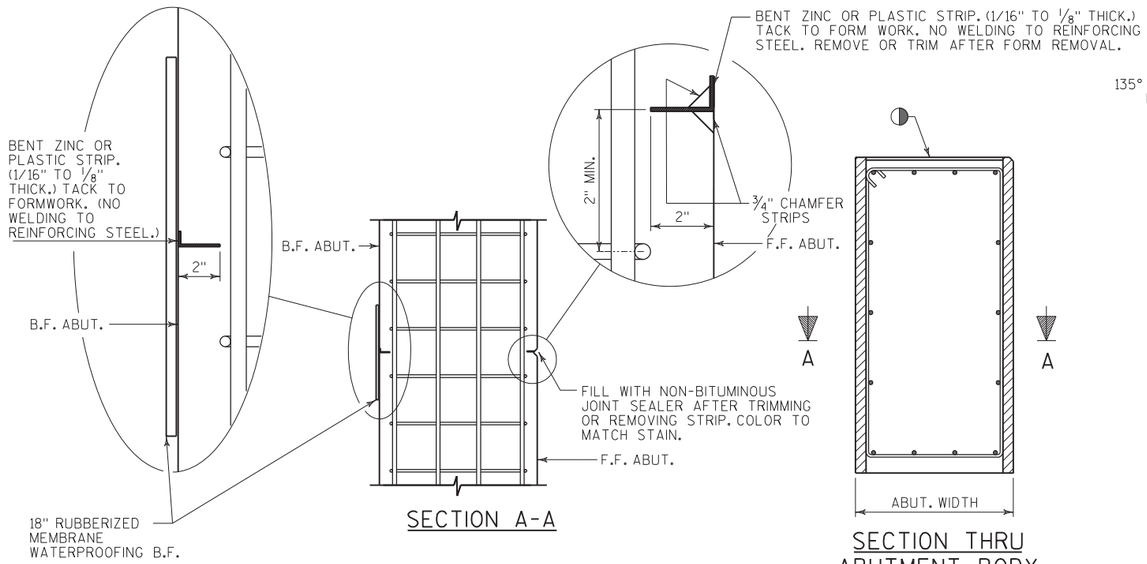
CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD AND TO ENSURE PROPER CONCRETE CONSOLIDATION.

SEE SHEET 5 FOR DETAIL "A" AND ""B" LOCATION.

SEE SHEET 5 FOR ABUTMENT PLAN AND ELEVATION.

SEE SHEET 21 FOR BEARING PAD DETAIL.

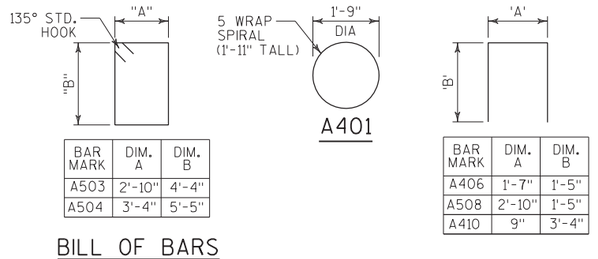
SEE SHEET 8 FOR FALL PROTECTION DETAIL.



SECTION A-A

SECTION THRU ABUTMENT BODY

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

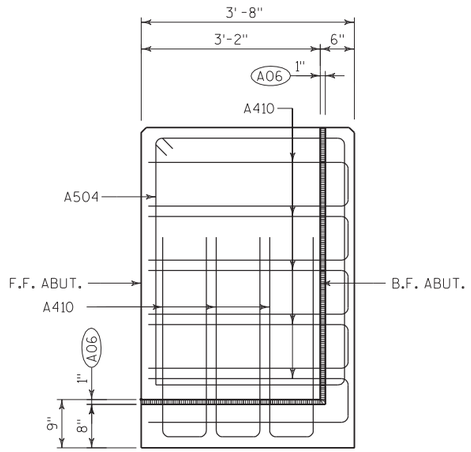


BAR MARK	DIM. A	DIM. B
A503	2'-10"	4'-4"
A504	3'-4"	5'-5"

BAR MARK	DIM. A	DIM. B
A406	1'-7"	1'-5"
A508	2'-10"	1'-5"
A410	9"	3'-4"

BILL OF BARS

BAR MARK	COAT	NO REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
A401		14	28'-0"	X		ABUTMENT PILES - 1 PER PILE	VERTICAL
A402		28	2'-3"	-		ABUTMENT PILES - 2 PER PILE	VERTICAL
A503		122	14'-11"	X		ABUTMENT BODY STIRRUPS	VERTICAL
A504		2	18'-1"	X		ABUTMENT BODY STIRRUPS - ENDS	VERTICAL
A605		68	27'-11"	-		ABUTMENT BODY	HORIZONTAL
A406		55	4'-3"	X		ABUTMENT BODY - TOP BTWN SEATS 1-12	VERTICAL
A407		22	6'-10"	-		ABUTMENT BODY - BTWN SEATS 1-12	HORIZONTAL
A508		69	5'-5"	X		ABUTMENT BODY	VERTICAL
A409		12	18'-10"	-		ABUTMENT BODY	HORIZONTAL
A410		16	7'-3"	X		ABUTMENT BODY - ENDS	



ABUTMENT END VIEW

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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EAST ABUTMENT DETAILS

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STATE PROJECT NUMBER

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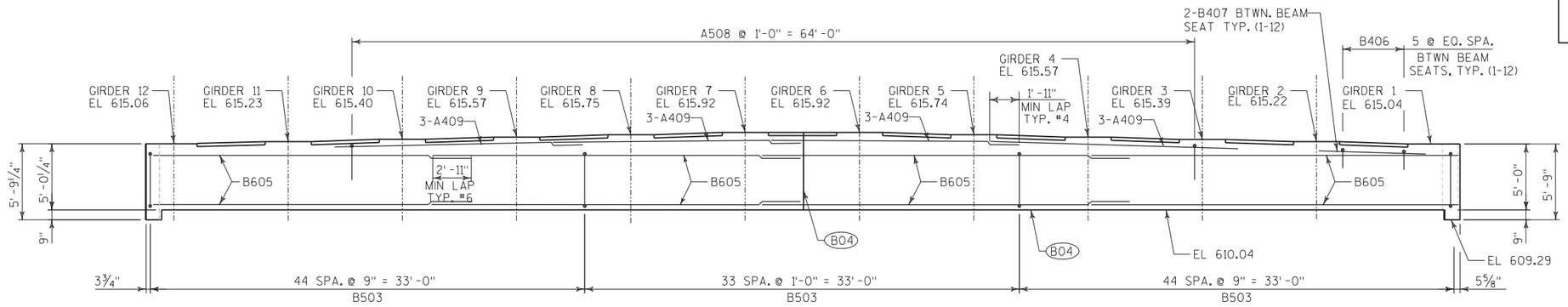
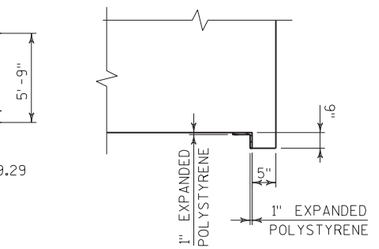
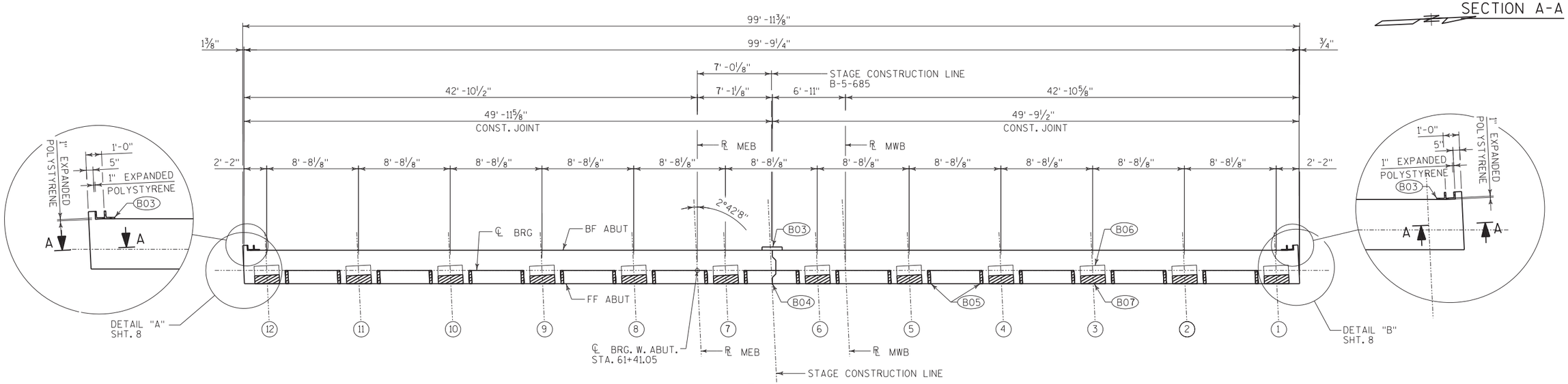


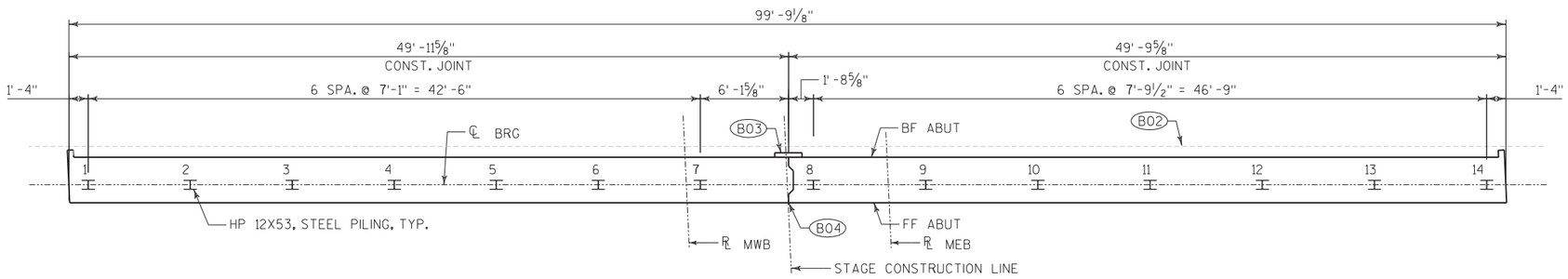
ELEVATION



SECTION A-A



PLAN



PILE PLAN

LEGEND:

(B02) PIPE UNDERDRAIN, WRAPPED 6-INCH. SLOPE 0.5% MIN TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT END AND CAP UPPER END. THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THE DETAIL SHOWN ON SHEET 6. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS SHEET METAL SCREWS AND SHALL BE INCLUDED IN BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(B03) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS AT BACKFACE.

(B04) KEYED CONST JOINT FORMED BY BEVELED 2" X 8" WITH ¾" V-GROOVE. SEE SHEET 6 FOR ALTERNATE CONSTRUCTION JOINT DETAIL. RUN BAR STEEL THRU JOINT.

(B05) ¾" CORK FILLER UP VERT BEAM SEAT FACES THAT RUN PARALLEL TO GIRDER, TYP.

(B06) ½"x8"x2'-10" NON-LAMINATED ELASTIC BEARING PAD.

(B07) ¾" PREFORMED FILLER (TYP.).

NOTES:

SEE SHEET 21 FOR BEARING DETAIL.

SEE SHEET 8 FOR DETAIL "A" AND "B".

SEE SHEET 6 FOR BILL OF BARS AND BENDING DIAGRAMS.

SEE SHEET 6 FOR PILE SPLICE DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE B-5-685

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WEST ABUTMENT

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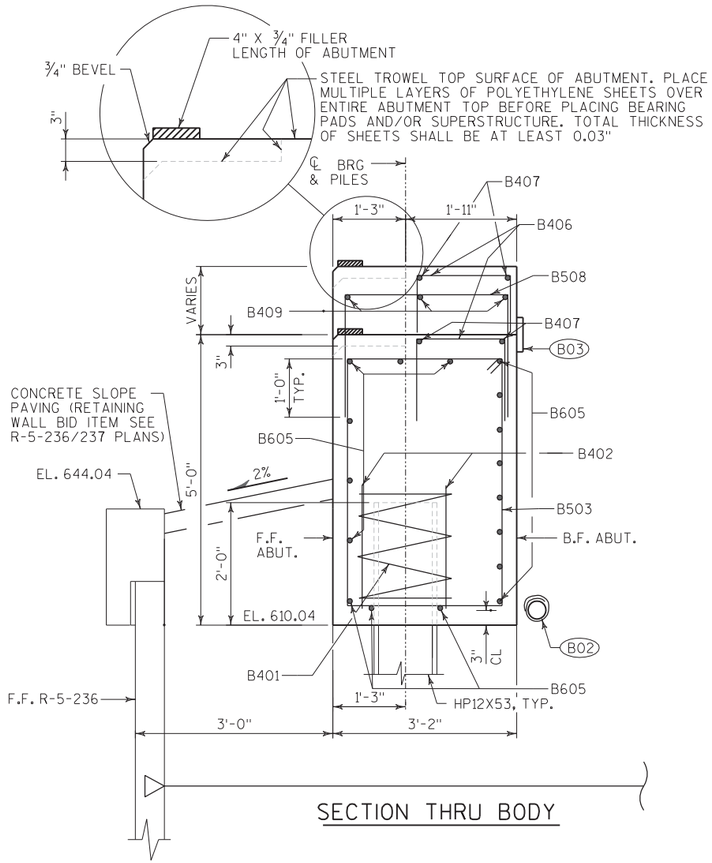
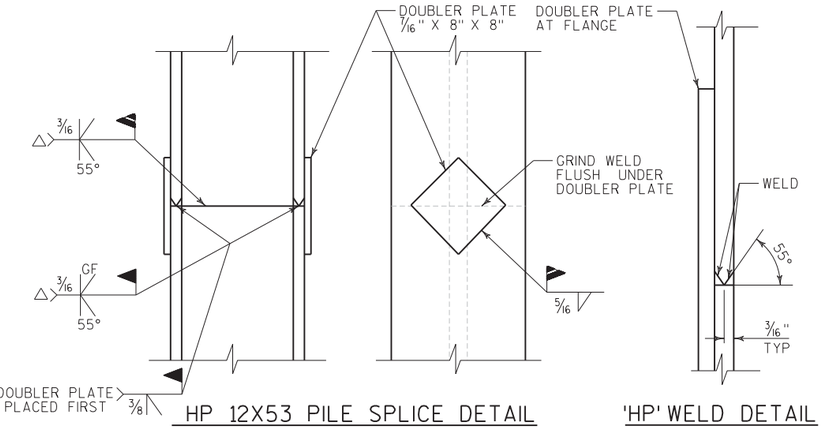


SECTION THRU BODY

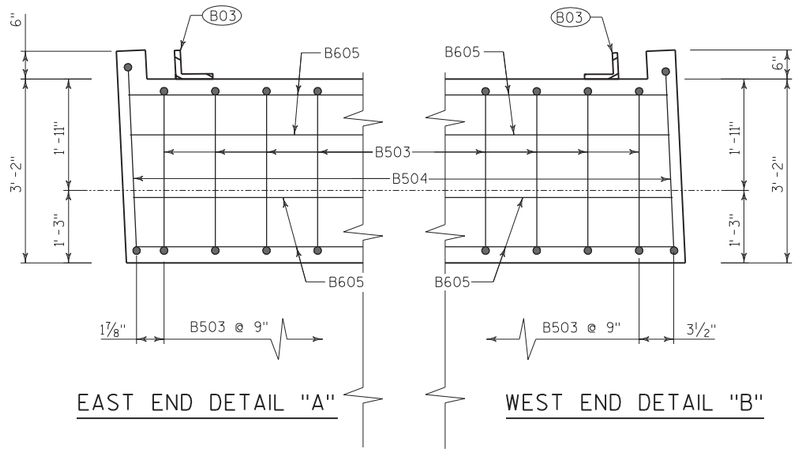


HP 12X53 PILE SPLICE DETAIL

△ SEE HP WELD DETAIL

'HP' WELD DETAIL

FLANGE SHOWN, WEB SIMILAR



EAST END DETAIL "A"

WEST END DETAIL "B"

LEGEND

(B02) PIPE UNDERDRAIN, WRAPPED 6-INCH. SLOPE 0.5% MIN TO R-5-236 RISER CONNECTION. CAP ABUTMENT UNDERDRAIN AT ENDS. SEE R-5-236 PLANS.

(B03) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS AT BACKFACE.

(B06) 1" EXPANDED POLYSTYRENE FILLER BETWEEN ABUTMENT AND RETAINING WALL.

NOTES

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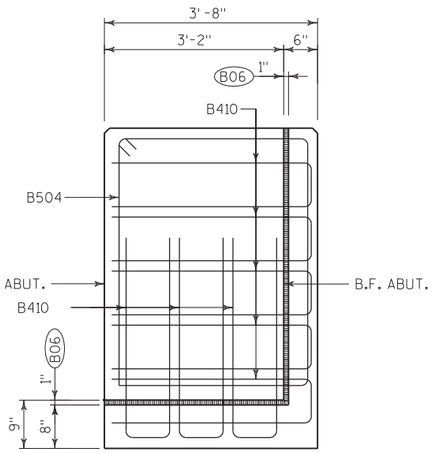
SEE SHEET 7 FOR DETAIL "A" AND "B" LOCATION.

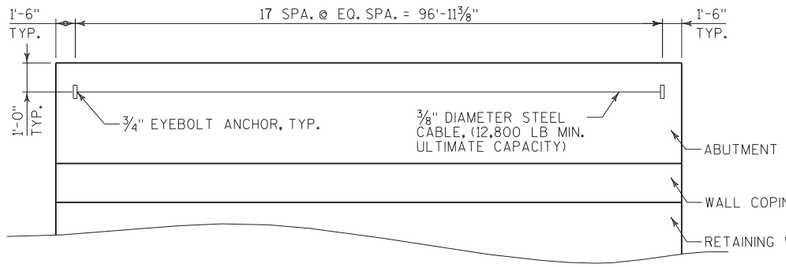
SEE SHEET 7 FOR ABUTMENT PLAN AND ELEVATION.

SEE SHEET 21 FOR BEARING PAD DETAIL.

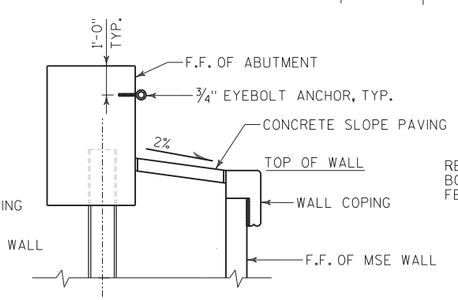
SEE SHEET 6 FOR ALTERNATE CONSTRUCTION JOINT.



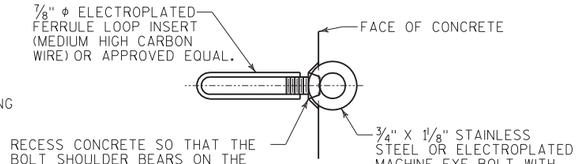
ABUTMENT END VIEW



FRONT VIEW OF ABUTMENT

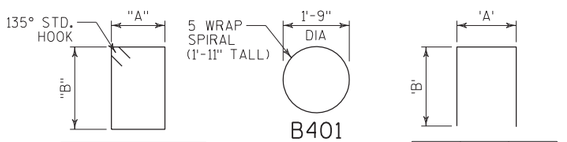


CROSS SECTION THRU ABUTMENT AT MSE WALL



EYE BOLT DETAIL

ONE EYE BOLT AND ONE FERRULE LOOP INSERT TOGETHER COMPRISE A SINGLE UNIT TO BE PAID AS "MASONRY ANCHORS TYPE S ¾- INCH"



BAR MARK	DIM. A	DIM. B
B503	2'-10"	4'-4"
B504	3'-4"	5'-5"

BAR MARK	DIM. A	DIM. B
B406	1'-7"	1'-5"
B508	2'-10"	1'-5"
B410	9"	3'-4"

BILL OF BARS

BAR MARK	COAT	NO REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
B401		14	28'-0"	X		ABUTMENT PILES - 1 PER PILE	VERTICAL
B402		28	2'-3"	-		ABUTMENT PILES - 2 PER PILE	VERTICAL
B503		122	14'-11"	X		ABUTMENT BODY STIRRUPS	VERTICAL
B504		2	18'-1"	X		ABUTMENT BODY STIRRUPS - ENDS	VERTICAL
B605		68	27'-11"	-		ABUTMENT BODY	HORIZONTAL
B406		55	4'-3"	X		ABUTMENT BODY - TOP BTWN SEATS 1-12	VERTICAL
B407		22	6'-10"	-		ABUTMENT BODY - BTWN SEATS 1-12	HORIZONTAL
B508		65	5'-5"	X		ABUTMENT BODY	VERTICAL
B409		12	18'-2"	-		ABUTMENT BODY	HORIZONTAL
B410		16	7'-3"	X		ABUTMENT BODY - ENDS	

FALL PROTECTION DETAILS

(TYPICAL BOTH ABUTMENTS)

ALL LABOR AND MATERIAL (EYE BOLTS, CABLE, AND CLAMPS) INCIDENTAL TO BID ITEM "MASONRY ANCHORS TYPE S ¾-INCH

ALL HARDWARE AND CABLE TO BE GALVANIZED OR STAINLESS STEEL.

USE EYEBOLTS FOR TYPE S ANCHOR HARDWARE

MASONRY ANCHORS TYPE S ¾-INCH. MINIMUM ULTIMATE PULLOUT CAPACITY OF 26 KIPS. FOR ADHESIVE ANCHORS, EMBED A MINIMUM OF 7" IN CONCRETE.

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WEST ABUTMENT DETAILS

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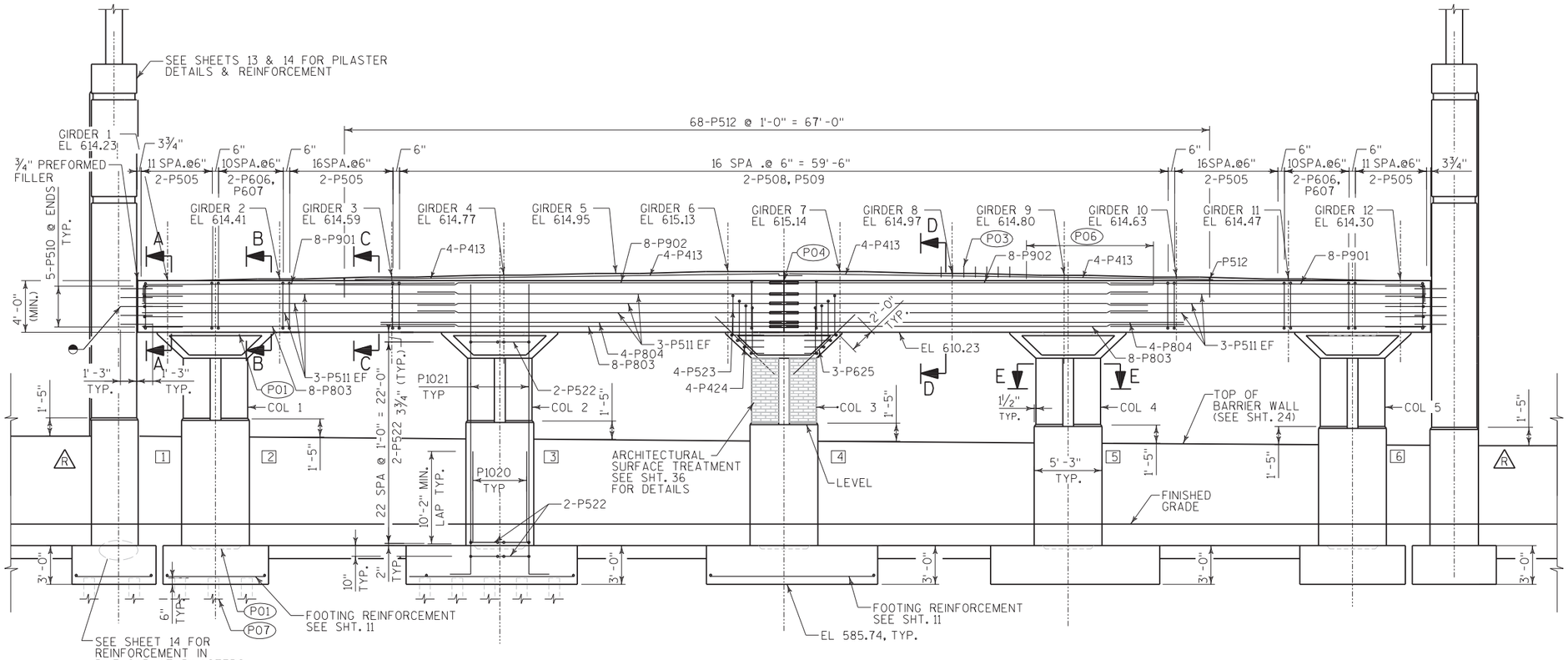
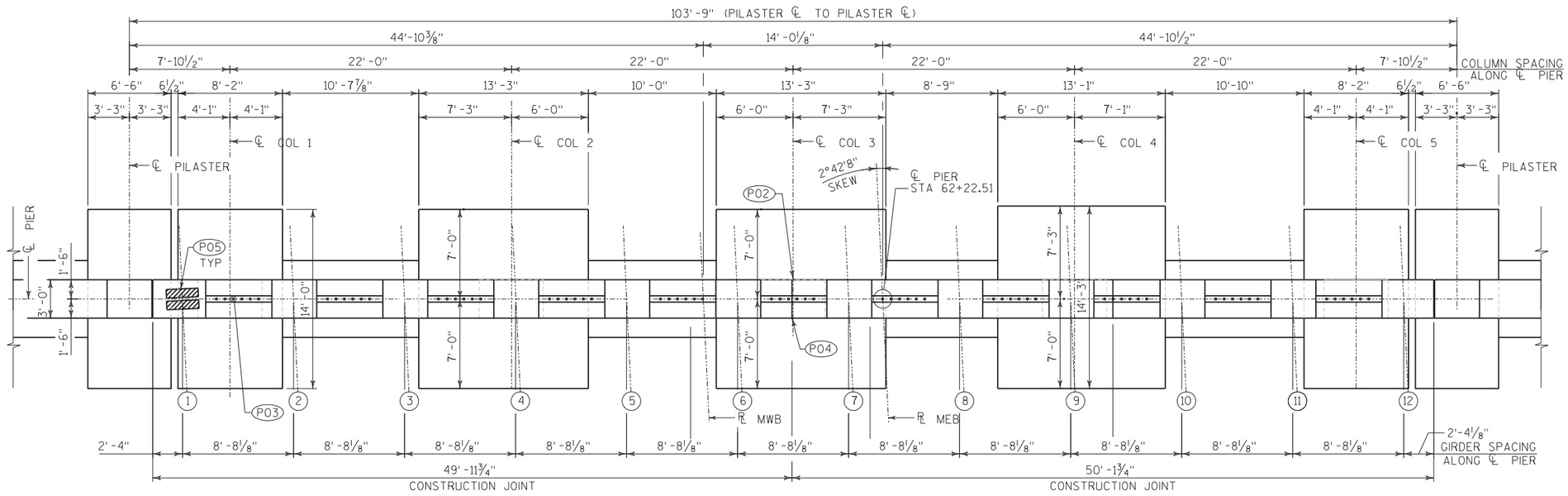


ELEVATION

(LOOKING EAST)



PLAN

LEGEND

(P01) KEYED CONSTRUCTION JOINT FORMED BY SURFACED BEVELED 1'-3"X1'-3"X2", TYPICAL TOP AND BOTTOM OF ALL COLUMNS.

(P02) KEYED CONSTRUCTION JOINT FORMED BY A SURFACED BEVELED 2'X6" BETWEEN BEAM SEATS.

(P03) P514 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-7" INTO CONCRETE)

(P04) VERT. CONST. JOINT FORMED BY SURFACED BEVELED 2" X 6" X 2'-6" KEYWAY

(P05) 1/2" THICK ELASTOMERIC BEARING PAD, SEE 'SUPERSTRUCTURE DETAILS' SHEET FOR DETAILS.

(P06) MIMIMUM LAP LENGTHS SHALL BE:
2'-4" FOR #4 BARS
2'-11" FOR #5 BARS
6'-4" FOR #8 BARS
9'-1" FOR #10 BARS

(P07) PIER TO BE SUPPORTED ON HP 12 X 53 STEEL PILING WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 65'LONG. 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.

EXTISTING PILING WILL BE INCORPORATED INTO THE NEW PIER. IF THE DISTANCE BETWEEN THE TOP OF THE FOOTING AND THE TOP OF THE EXISTING PILING IS LESS THAN 2'-0", THEN THE EXISTING PILING SHALL BE CUT 6" ABOVE THE BOTTOM OF THE FOOTING. IF THE EXISTING PILING EXTENDS LESS THAN 6" ABOVE THE BOTTOM OF THE PROPOSED FOOTING, THEN THE FOOTING ELEVATION WILL NEED TO BE LOWERED AND THE PLANS ADJUSTED ACCORDINGLY.

* ELEVATIONS ARE GIVEN AT THE TOP OF THE CONCRETE AT THE INTERSECTION OF THE ℄ OF GIRDER AND ℄ OF PIER.

☒ DENOTES BARRIER PANEL NUMBER. SEE SHEET 12 FOR DETAILS.

◓ COST OF ITEMS ARE INCLUDED IN BID ITEM "HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES" PLACE 1"Φ PLAIN (SMOOTH) ROUND DOWEL BAR, 2'-6" LONG BETWEEN PIER CAP AND PILASTER. USE DEBONDER ON EXTENSION INTO PILASTER. ASTM A36 MATERIAL MAY BE SUBSTITUTED FOR AASHTO M31.

Ⓡ ROADWAY BARRIER BY OTHERS

NOTES

SEE ARCHITECTURAL DETAIL SHEETS FOR AESTHETIC DETAILS.

SEE SHEET 10 FOR SECTION VIEWS.

SEE SHEET 6 FOR PILE SPLICE DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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PIER LAYOUT

SHEET 9 OF 36
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STATE PROJECT NUMBER

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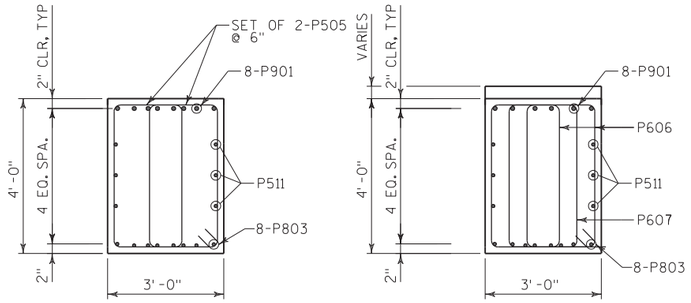
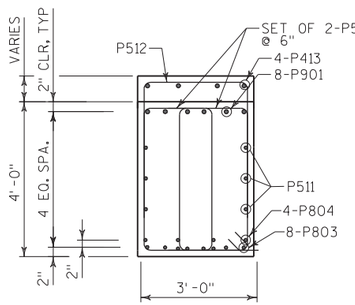
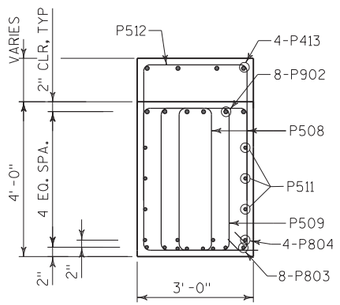


SECTION A-A

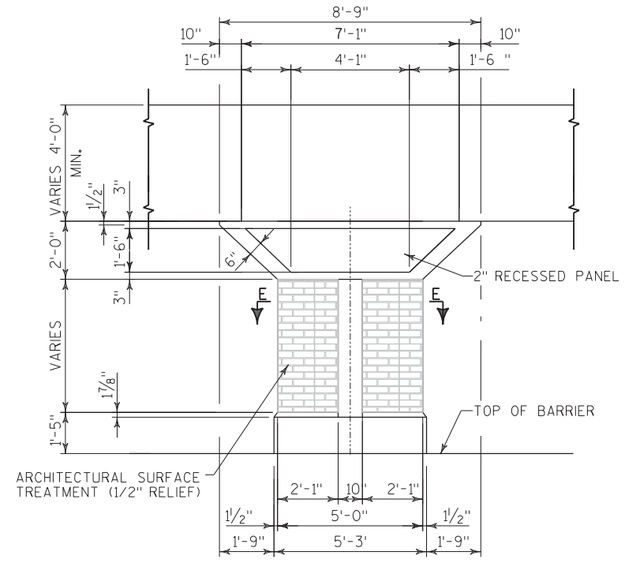
SECTION B-B



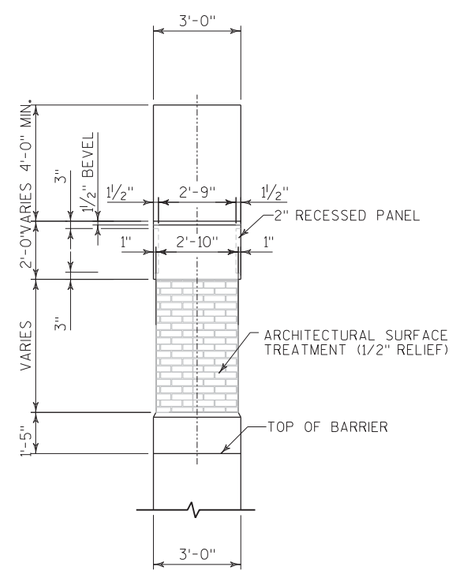
SECTION C-C



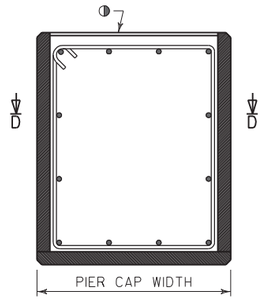
SECTION D-D



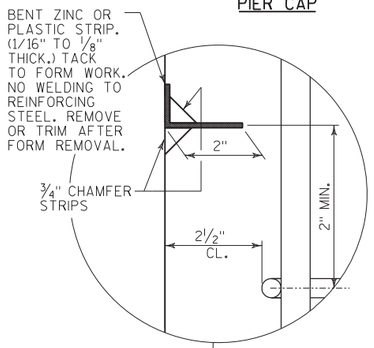
PIER ELEVATION VIEW

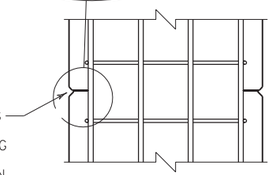


PIER END VIEW

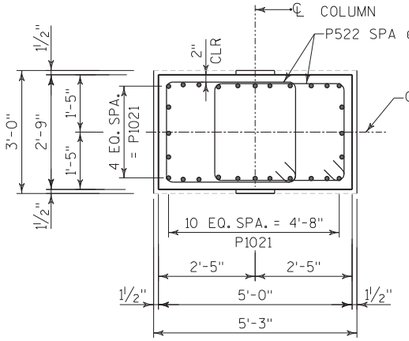


SECTION THRU PIER CAP





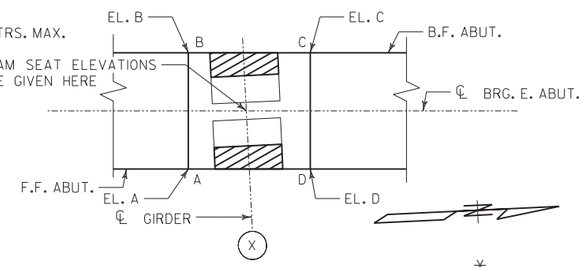
SECTION D-D



SECTION E-E

TYPICAL COLUMN SECTION

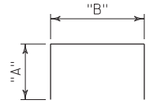
* 2" CLEAR WIDTH IS FROM INSIDE OF ARCHITECTURAL SURFACE TREATMENT RELIEF (3½" FROM OUTSIDE FACE). SEE SHEET 36 FOR FURTHER DETAILS.



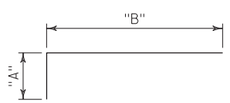
SEAT ELEVATION CORRECTIONS *

* VALUES ARE IN FEET. ADD THESE VALUES TO THE SEAT ELEVATIONS SHOWN ON SHEET 9 TO OBTAIN ELEVATIONS OF POINTS A, B, C, & D.

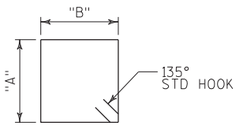
GIRDER	EL. A	EL. B	EL. C	EL. D
1	-0.02	0.03	0.03	-0.02
2 - 11	-0.02	0.03	0.02	-0.02
12	-0.02	0.03	0.03	-0.02



MARK	"A"	"B"
P512	2'-7"	1'-11"
P424	⚠	2'-3"
P510	2'-7"	3'-0"



MARK	"A"	"B"
P901	3'-0"	29'-6"
P1020	2'-0"	12'-9"



MARK	"A"	"B"
P505	1'-9"	3'-8"
P606	1'-1"	3'-8"
P607	1'-5"	3'-8"
P508	1'-1"	3'-8"
P509	1'-5"	3'-8"
P522	2'-11"	2'-5"
P523	3'-3"	2'-2"

BAR SERIES ⚠

MARK	NO. REQ'D	"A"	LENGTH	LOCATION
P424	10 SERIES OF 4	1'-9" TO 3'-9"	5'-7" TO 9'-7"	COLUMN TAPERS - HORIZ.

BUNDLE AND TAG EACH SERIES SEPARATELY

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	
P901	X	16	32'-3"	X		PIER CAP - TOP	LONGITUDINAL
P902	X	16	29'-6"	-		PIER CAP - TOP	LONGITUDINAL
P803	X	16	28'-2"	-		PIER CAP - BOTT	LONGITUDINAL
P804	X	8	39'-9"	-		PIER CAP - BOTT	LONGITUDINAL
P505	X	116	11'-5"	X		PIER CAP - STIRRUP	VERTICAL
P606	X	44	10'-4"	X		PIER CAP - STIRRUP	VERTICAL
P607	X	22	11'-0"	X		PIER CAP - STIRRUP	VERTICAL
P508	X	240	10'-1"	X		PIER CAP - STIRRUP	VERTICAL
P509	X	120	10'-9"	X		PIER CAP - STIRRUP	VERTICAL
P510	X	10	8'-4"	X		PIER CAP - STIRRUP ENDS	HORIZONTAL
P511	X	24	26'-6"	-		PIER CAP - SIDES	LONGITUDINAL
P512	X	68	4'-2"	X		PIER CAP - STIRRUP	VERTICAL
P413	X	16	19'-1"	-		PIER CAP	HORIZONTAL
P514	X	77	3'-4"	-		PIER CAP - DOWELS INTO DIAPHRAGM	VERTICAL
P1020	X	140	14'-7"	X		COLUMNS - VERTICAL	VERTICAL
P1021	X	140	24'-10"	-		COLUMNS - VERTICAL	VERTICAL
P522	X	230	15'-1"	X		COLUMNS - STIRRUPS	HORIZONTAL
P523	X	40	11'-5"	X		COLUMNS - @ TAPERS	VERTICAL
P424	X	40	7'-7"	X	⚠	COLUMNS - @ TAPERS	HORIZONTAL
P625	X	30	6'-10"	-		COLUMNS - @ TAPERS	VERTICAL
P1030		48	13'-8"	-		PILE CAP #1 & #5	LONGITUDINAL
P931		48	7'-10"	-		PILE CAP #1 & #5	TRANSVERSE
P932		64	13'-8"	-		PILE CAP #2 & #3	LONGITUDINAL
P933		48	12'-11"	-		PILE CAP #2 & #3	TRANSVERSE
P934		32	13'-11"	-		PILE CAP #4	LONGITUDINAL
P935		24	12'-9"	-		PILE CAP #4	TRANSVERSE

BILL OF BARS CONTINUES ON SHEET 12.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

NOTE

THE FOOTING BAR STEEL IS DEPENDENT ON VERIFICATION OF THE EXISTING PILE LOCATION. THE EXISTING PILE LOCATIONS AND PROPOSED FOOTING GEOMETRY SHALL BE FINALIZED PRIOR TO FABRICATION OF THE FOOTING STEEL.

ALTERNATE CONSTRUCTION JOINT AT PIER CAP

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 APPROXIMATLY ½" DEEP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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PIER DETAILS

SHEET 10 OF 36
1101

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STATE PROJECT NUMBER

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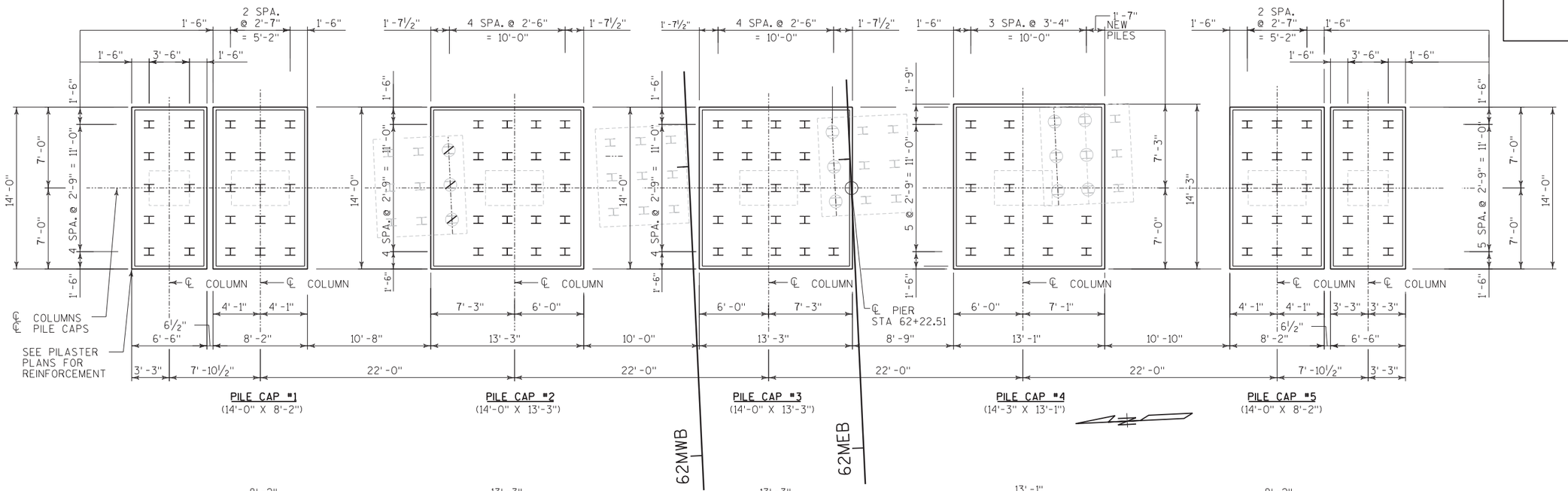
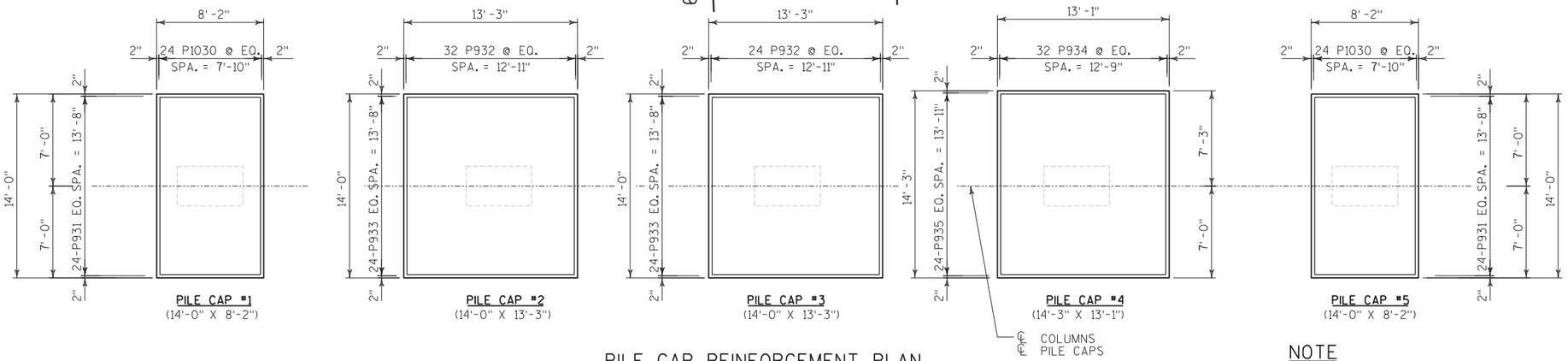
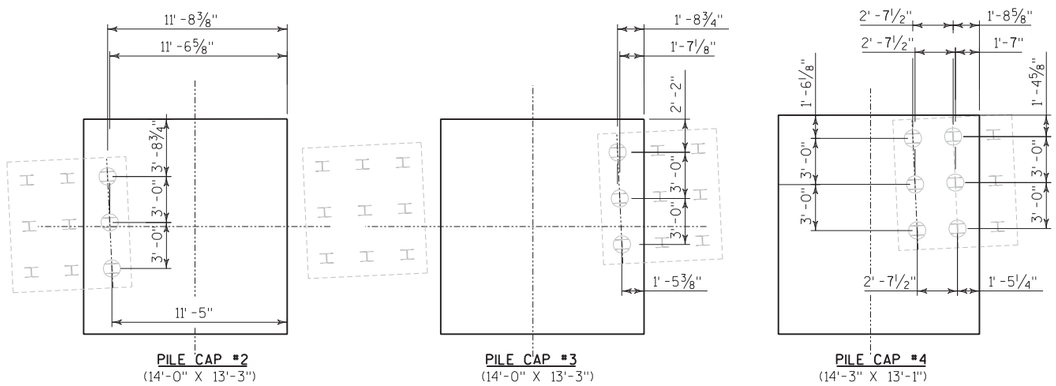




PILE CAP REINFORCEMENT PLAN



EXISTING PILES INTERFERENCE PLAN

NOTE

PIER TO BE SUPPORTED ON HP 12 X 53 STEEL PILING WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 65'LONG. 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.

EXTISTING PILING WILL BE INCORPORATED INTO THE NEW PIER AS SHOWN. IF THE DISTANCE BETWEEN THE TOP OF THE FOOTING AND THE TOP OF THE EXISTING PILING IS LESS THAN 2'-0", THEN THE EXISTING PILING SHALL BE CUT 6" ABOVE THE BOTTOM OF THE FOOTING. IF THE EXISTING PILING EXTENDS LESS THAN 6" ABOVE THE BOTTOM OF THE PROPOSED FOOTING. THEN THE FOOTING ELEVATION WILL NEED TO BE LOWERED AND THE PLANS ADJUSTED ACCORDINGLY.

THE EXISTING PILE SPACING & LOCATION ARE BASED ON THE EXISTING PLANS. THE ENGINEER SHALL APPROVE ALL ADJUSTMENTS REQUIRED IF THE EXISTING PILE LOCATIONS DO NOT MATCH THE LOCATIONS SHOWN IN THESE PLANS.

SEE SHEET 6 FOR PILE SPLICE DETAILS.

SEE SHEET 10 FOR BILL OF BARS.

LEGEND

I - HP 12 X 53

(I) - EXISTING PILES (ASSUMED TO BE HP 10 X 42)

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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PIER PILE CAP PLAN

SHEET 11 OF 36

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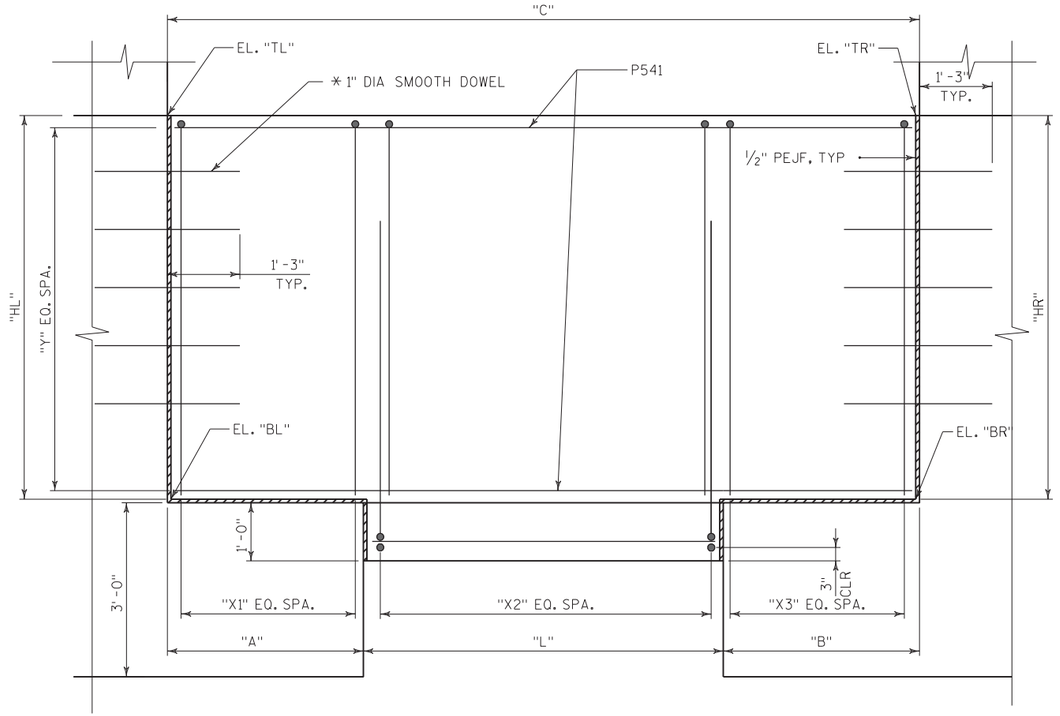
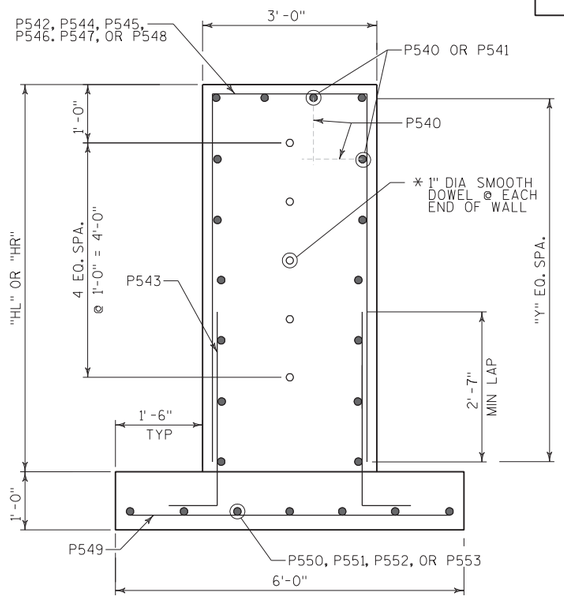


ELEVATION OF TYPICAL BARRIER WALL

* COST OF ITEMS ARE INCLUDED IN BID ITEM "HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES" (LOOKING EAST)



SECTION OF BARRIER WALL

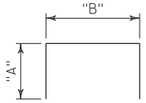
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

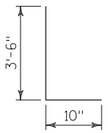
BAR MARK	COAT	NO REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
P540	X	30	4'-6"	X		BARRIER WALL 1 & 6	HORIZONTAL
P541	X	58	16'-4"	-		BARRIER WALL 2 TO 5	HORIZONTAL
P542	X	8	12'-10"	X		BARRIER WALL 1	VERTICAL
P543	X	68	4'-3"	X		BARRIER WALL 1 TO 6	VERTICAL
P544	X	28	12'-8"	X		BARRIER WALL 2	VERTICAL
P545	X	28	12'-6"	X		BARRIER WALL 3	VERTICAL
P546	X	30	12'-4"	X		BARRIER WALL 4	VERTICAL
P547	X	28	12'-2"	X		BARRIER WALL 5	VERTICAL
P548	X	8	12'-0"	X		BARRIER WALL 6	VERTICAL
P549	X	66	5'-8"	-		BARRIER WALL 1 TO 6 FOOTINGS	LONGITUDINAL
P550	X	7	9'-11"	-		BARRIER WALL 2	TRANSVERSE
P551	X	7	9'-3"	-		BARRIER WALL 3	TRANSVERSE
P552	X	7	8'-0"	-		BARRIER WALL 4	TRANSVERSE
P553	X	7	10'-1"	-		BARRIER WALL 5	TRANSVERSE

BILL OF BARS CONTINUES ON SHEET 10

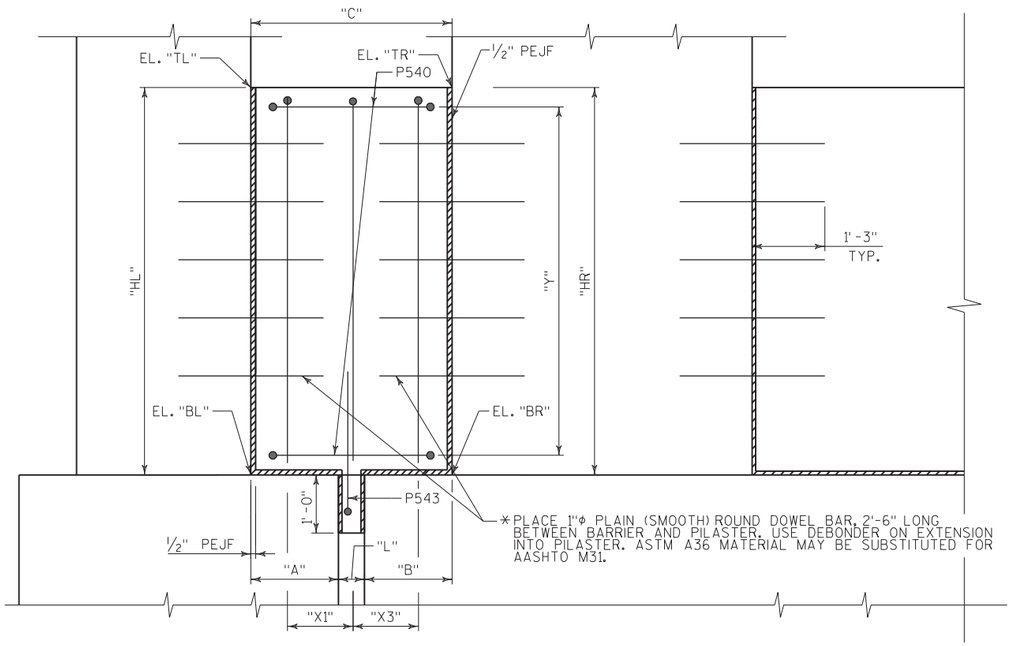
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



VERTICAL U-BAR		
MARK	"A"	"B"
P540	3'-1"	10"
P542	2'-7"	5'-3"
P544	2'-7"	5'-2"
P545	2'-7"	5'-1"
P546	2'-7"	5'-0"
P547	2'-7"	4'-11"
P548	2'-7"	4'-10"



P543



ELEVATION OF BARRIER WALL AT END OF PIER

BARRIER GEOMETRY AND REINFORCEMENT TABLE

	ELEVATIONS				PANEL GEOMETRY						REINFORCEMENT							
BARRIER PANEL #	"TL"	"TR"	"BL"	"BR"	"HL"	"HR"	"L"	"A"	"B"	"C"	X1 EQ. SPA.	BAR MK.	X2 EQ. SPA.	BAR MK.	X3 EQ. SPA.	BAR MK.	"Y"	BAR MK.
1	594.40	594.39	588.78	588.78	5'-7 3/8"	5'-7 1/4"	0'-6 1/2"	1'-6"	1'-5 1/2"	3'-6"	2	P541	-	P541, P542, P549	3	P541	6	P540
2	594.37	594.30	588.78	588.78	5'-7"	5'-6 1/4"	10'-8"	1'-5 1/2"	4'-7 1/2"	16'-9"	3	P543	15	P543, P542, P549	7	P543	6	P541
3	594.28	594.21	588.78	588.78	5'-6"	5'-5 1/8"	10'-0"	3'-4 1/2"	3'-4 1/2"	16'-9"	5	P544	15	P544, P542, P549	5	P544	5	P541
4	594.19	594.12	588.78	588.78	5'-4 7/8"	5'-4 1/8"	8'-9"	4'-7 1/2"	3'-4 1/2"	16'-9"	7	P545	15	P545, P542, P549	5	P545	5	P541
5	594.10	594.03	588.78	588.78	5'-3 7/8"	5'-3"	10'-10"	4'-5 1/2"	1'-5 1/2"	16'-9"	7	P546	15	P546, P542, P549	3	P546	5	P541
6	594.01	594.00	588.78	588.78	5'-2 3/4"	5'-2 5/8"	0'-6 1/2"	1'-5 1/2"	1'-6"	3'-6"	3	P547	-	P547, P542, P549	2	P547	5	P540

NOTE

TOP OF BARRIER ELEVATIONS ARE BASED ON FUTURE USH 41 PROFILES

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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PIER BARRIER WALL DETAILS

SHEET 12 OF 36
1103

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STATE PROJECT NUMBER
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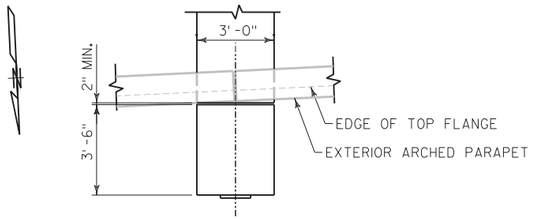
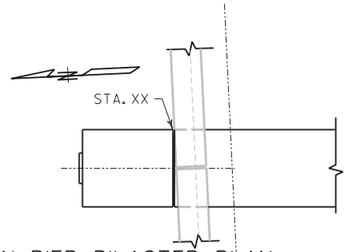
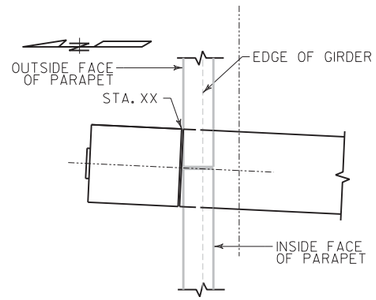


N PIER PILASTER PLAN



N PIER PILASTER PLAN



N PIER PILASTER PLAN

PIER PILASTER ELEVATIONS

LOCATION	N SIDE PIER	S SIDE PIER
EL. A	585.74	585.74
EL. B	588.74	588.74
EL. C	598.82	598.42
EL. D	617.45	617.52
** EL. E	618.28	618.35
EL. F	627.28	627.35
STA. XX	STA. 62+26.70 MEB	STA. 62+21.98 MEB

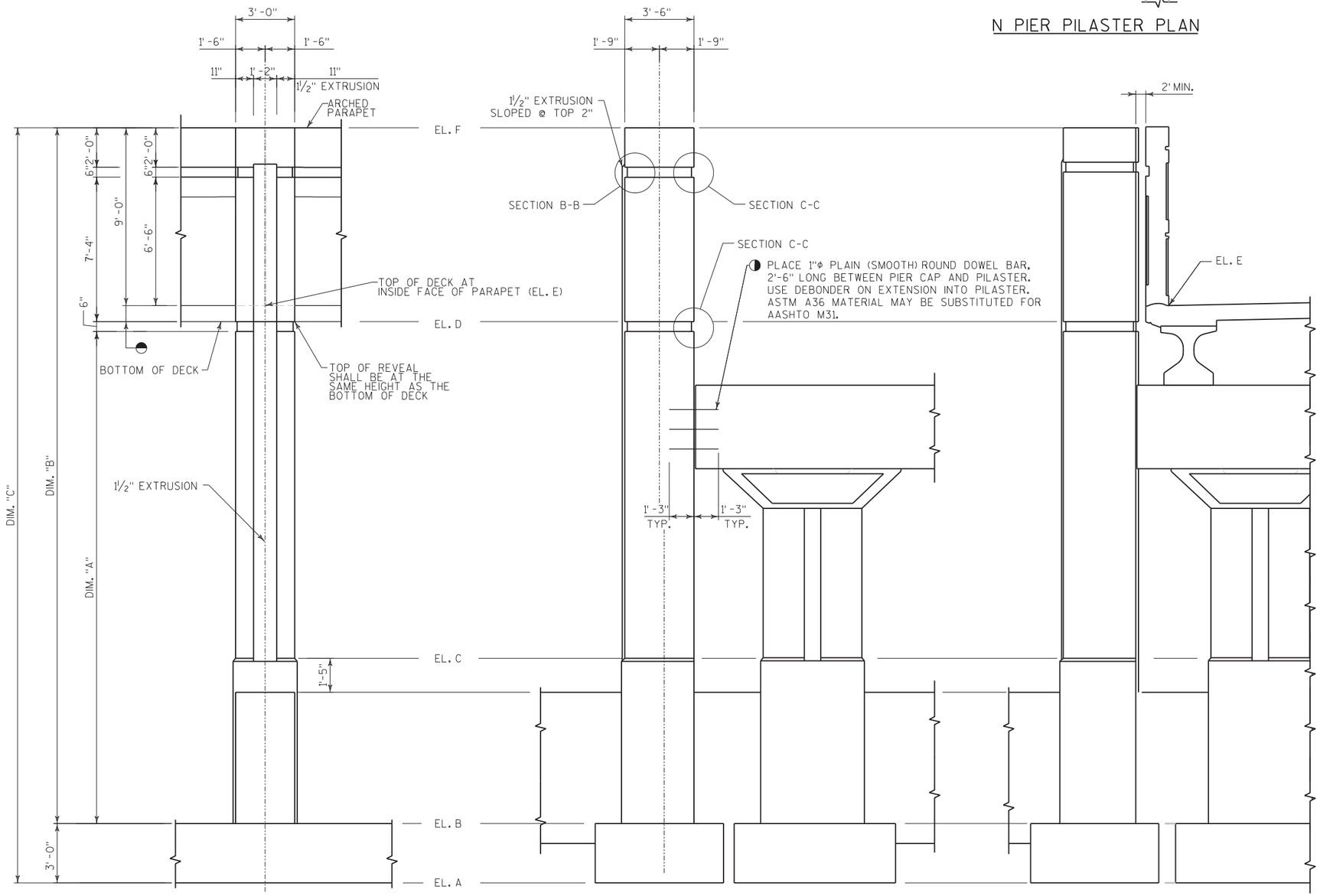
** EL. E = TOP OF SLAB @ INSIDE OF ARCHED PARAPET WALL

PIER PILASTER DIMENSIONS

	N SIDE PIER	S SIDE PIER
DIM. "A"	28'-2½"	28'-3⅜"
DIM. "B"	38'-6½"	38'-7⅜"
DIM. "C"	41'-6½"	41'-7⅜"

LEGEND

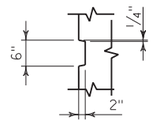
- ◓ DISTANCE IS FROM TOP OF DECK AT FACE OF PARAPET TO BOTTOM OF DECK AT OUTSIDE EDGE = APPROX. 10". THIS HEIGHT WILL VARY BASED ON ACTUAL PRESTRESS CAMBER AND RESULTING HAUNCH THICKNESS AND SHALL BE FIELD VERIFIED.
- ✳ NORTH SIDE PIER PILASTER SHOWN, SOUTH SIDE PIER PILASTER SIMILAR
- ◑ COST OF ITEMS ARE INCLUDED IN BID ITEM "HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES"
- ◭ SEAL ALL HORIZ. AND VERTICAL SUFFACES OF FILLER WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SUFFACE). COLOR TO MATCH STAIN.



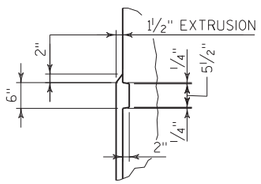
✳ ELEVATION A
(LOOKING SOUTH)

✳ ELEVATION B
(LOOKING EAST)

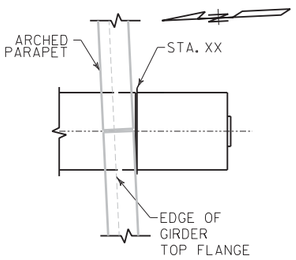
✳ SECTION A-A
(LOOKING EAST)



SECTION C-C



SECTION B-B



S PIER PILASTER PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

DRAWN BY	TRW	PLANS CK'D.	JFR

PIER PILASTERS

SHEET 13 OF 36
1104

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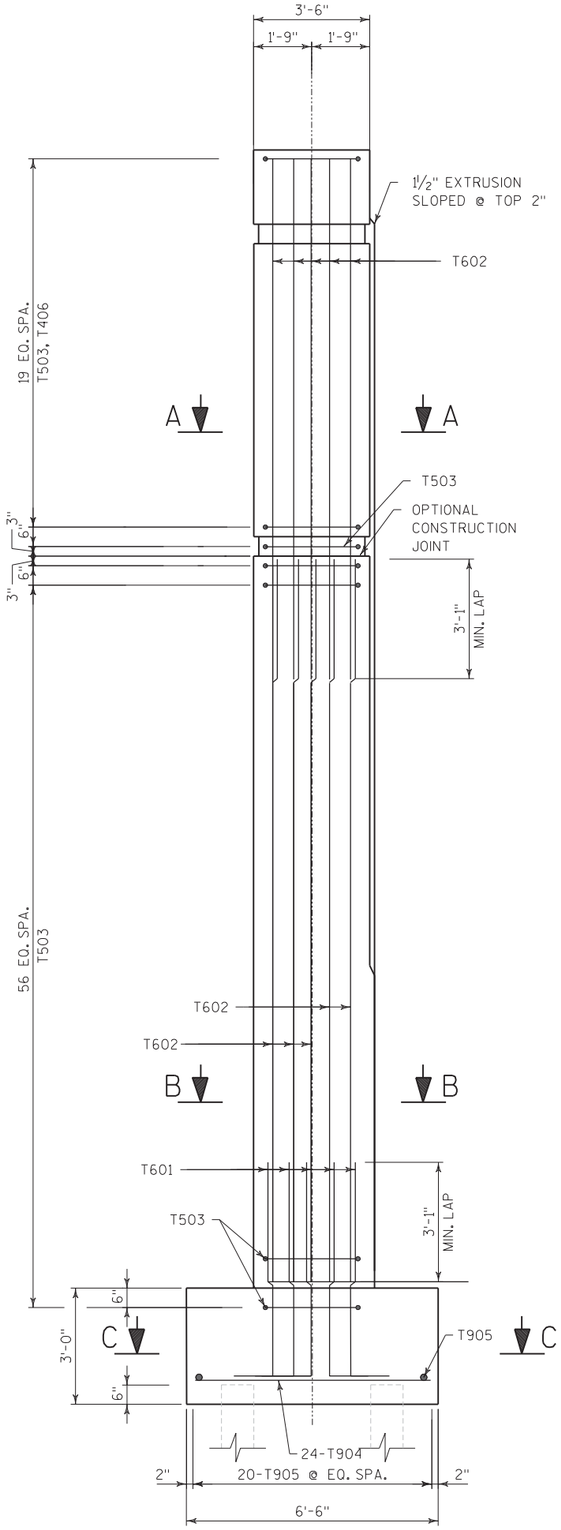
3/4/2013

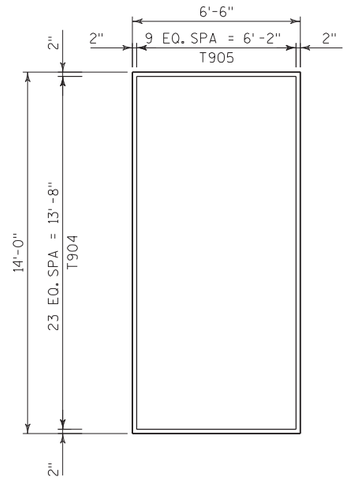
STATE PROJECT NUMBER

1133-10-72

BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	
T601	X	28	7'-9"	X		COLUMN	VERTICAL
T602	X	56	22'-1"	-		COLUMN	VERTICAL
T503	X	158	10'-10"	X		COLUMN	HORIZONTAL
T904		48	6'-2"	-		PILE CAP	LONGITUDINAL
T905		20	13'-8"	-		PILE CAP	TRANSVERSE
T406	X	20	3'-6"	X		COLUMN TOP	HORIZONTAL





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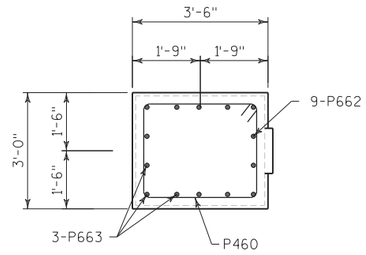
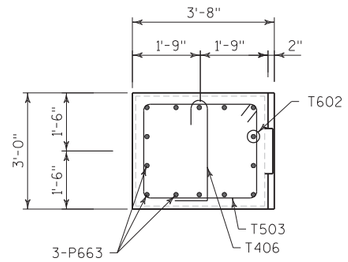


SECTION A-A



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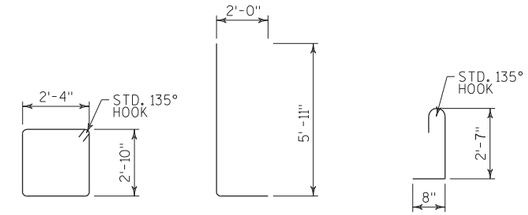

T503 T601 T406

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

DRAWN BY TRW | PLANS CK'D. JFR

PIER PILASTER REINFORCEMENT

SHEET 14 OF 36
1105

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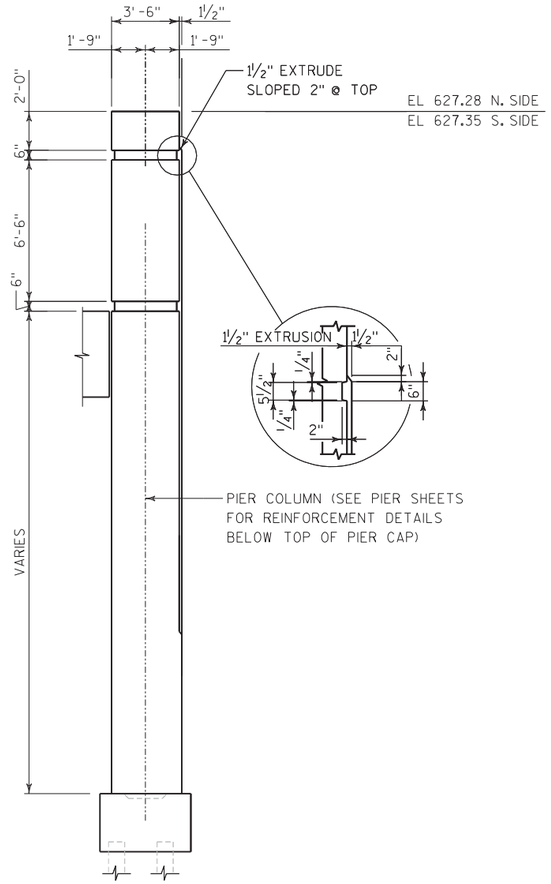
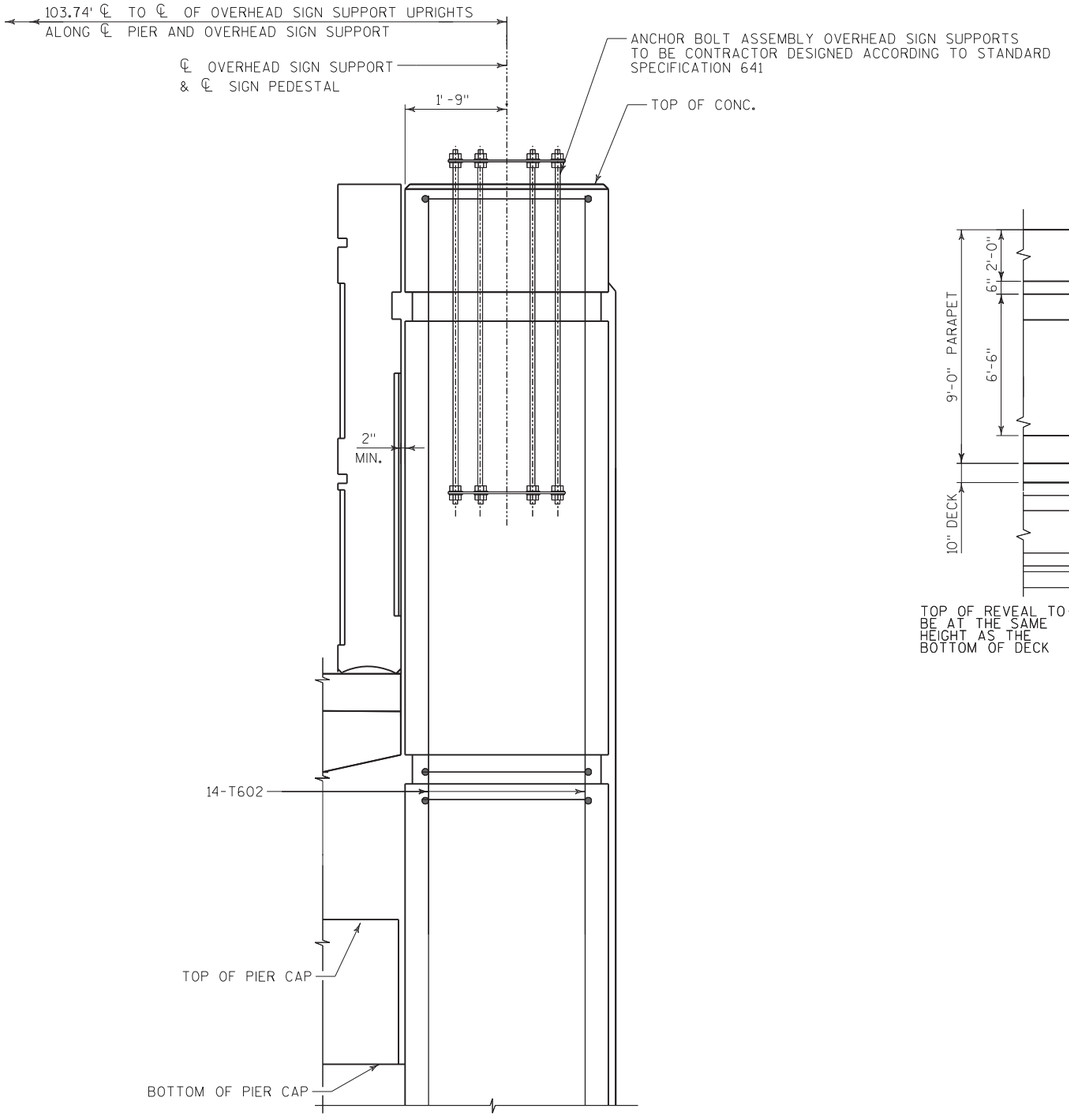
3/4/2013

STATE PROJECT NUMBER

1133-10-72

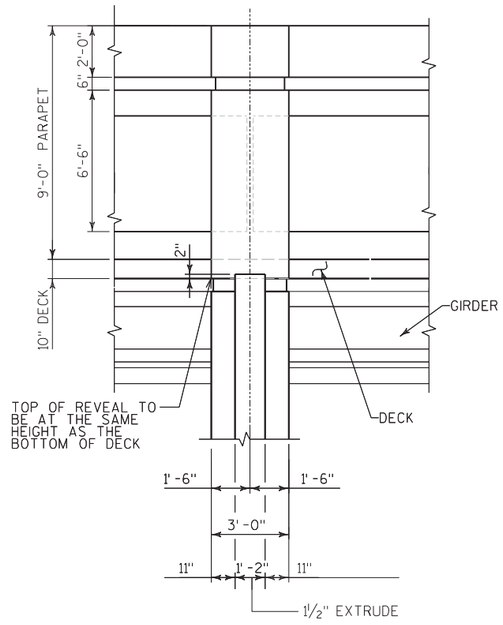


END VIEW

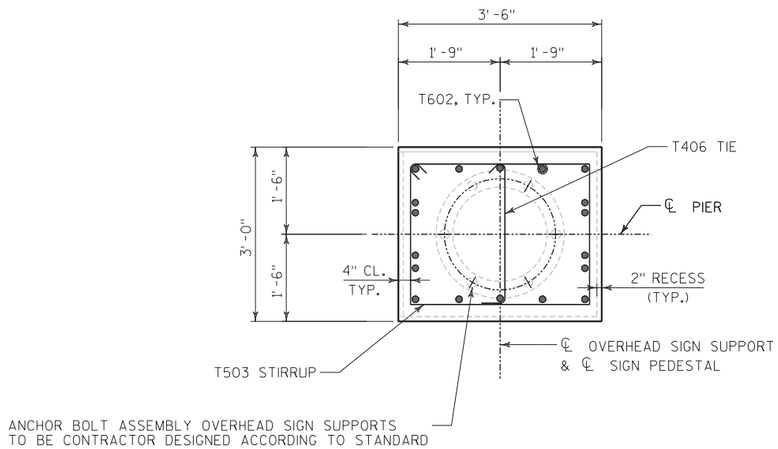


SIGN PEDESTAL DETAIL

(PIER CAP REINFORCEMENT NOT SHOWN FOR CLARITY)



SIDE VIEW



SECTION C-C

LEGEND

SEE SHT. 14 FOR BILL OF BARS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

DRAWN BY TRW | PLANS CK'D. JFR

PIER
SIGN SUPPORT

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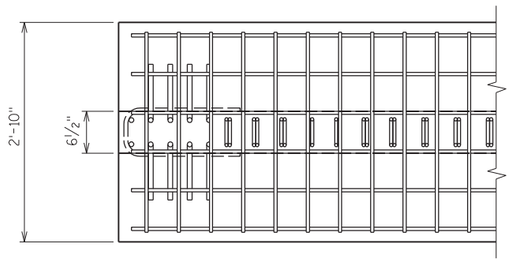
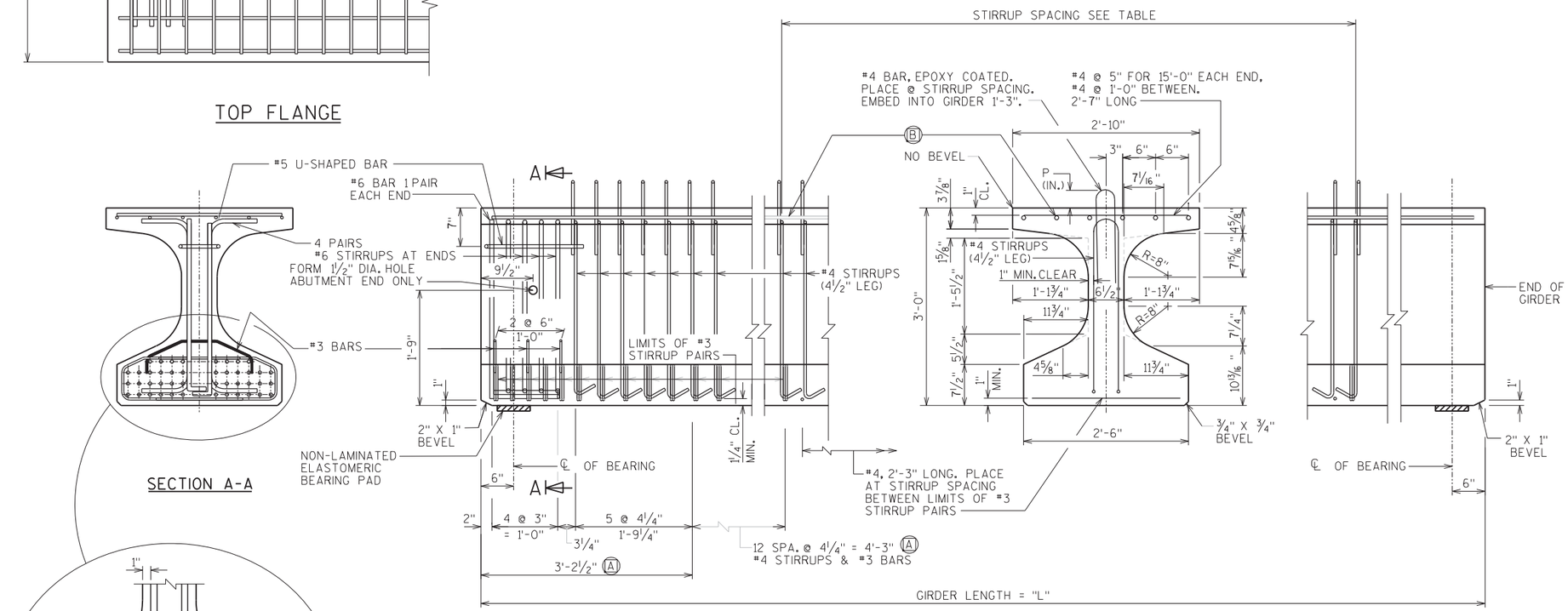
3/4/2013

STATE PROJECT NUMBER

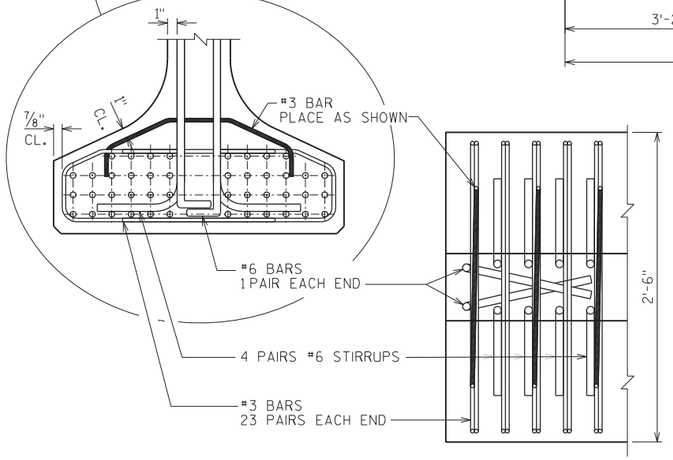
1133-10-72



TOP FLANGE



SECTION A-A



BOTTOM FLANGE

SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 2'-5"

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE 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.

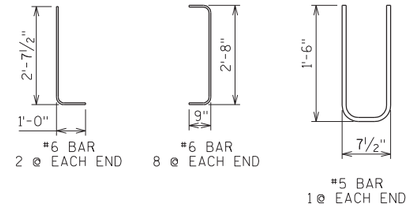
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

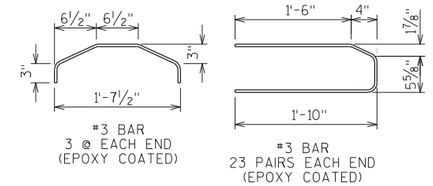
USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

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.





STIRRUP SPACING		
LOCATION	BAR SIZE	SPACING
FORM END TO 7'-5½"	AS SHOWN	AS SHOWN
FROM 7'-5½" TO 24'-7"	#4	6"
FROM 24'-7" TO MIDSPAN	#4	10"

SPACING IS SYMETRICAL ABOUT MIDSPAN OF GIRDER

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	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"
1 & 2	1	81'-10"	0.5	0.9	1.3	1.5	1.6	8,000	7	7.25	7	0.6	28	6,000	32	11	14	4
	2-11	81'-10"	0.6	1.1	1.5	1.8	1.8	8,000	7	7.25	7	0.6	28	6,000	32	11	14	4
	12	81'-10"	0.5	0.9	1.3	1.5	1.6	8,000	7	7.25	7	0.6	28	6,000	32	11	14	4

* MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

DRAWN BY TRW | PLANS CK'D. JFR

36W" PRESTRESSED GIRDER

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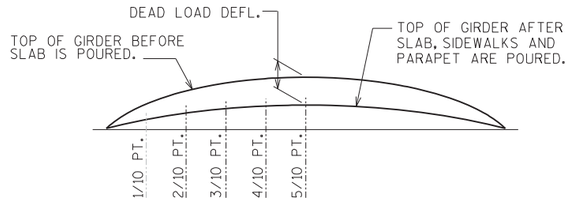
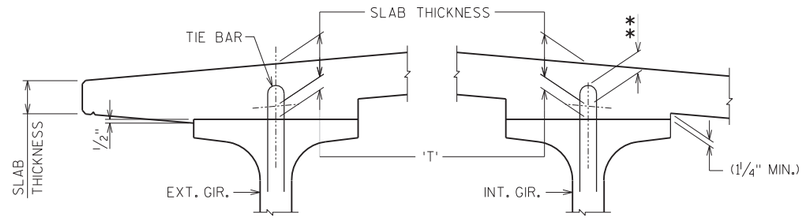
STATE PROJECT NUMBER
1133-10-72



DEAD LOAD DEFLECTION DIAGRAM



SLAB HAUNCH DETAIL

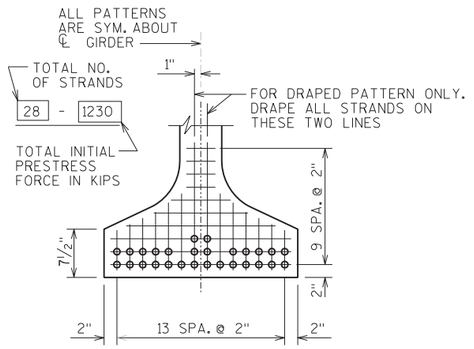
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 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
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3.19" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



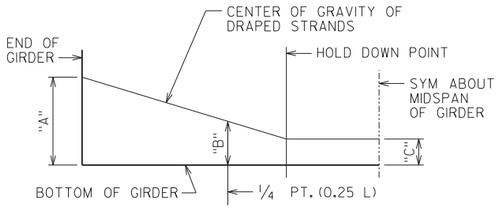
TYP. STRAND PATTERN

* 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.

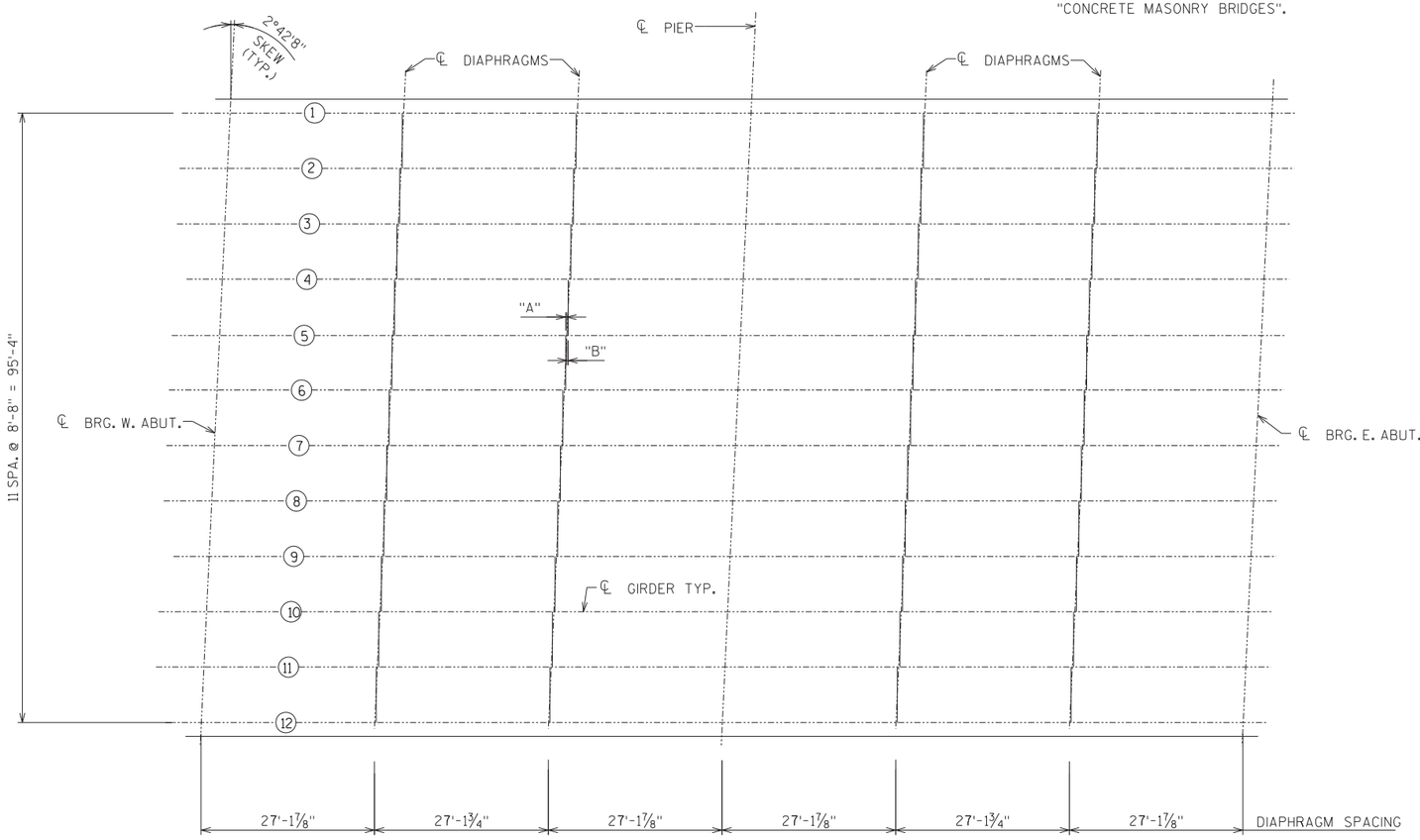
SPAN	CAMBER (IN.) *
1	2.9
2	2.9

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



DRAPED STRAND PROFILE



FRAMING PLAN

DIAPHRAGM OFFSET DIM.

GIRDER	"A"	"B"
1	2½"	---
2-11	2½"	2½"
12	---	2½"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

DRAWN BY TRW | PLANS CK'D. JFR

36W" PRESTRESSED GIRDER DETAILS

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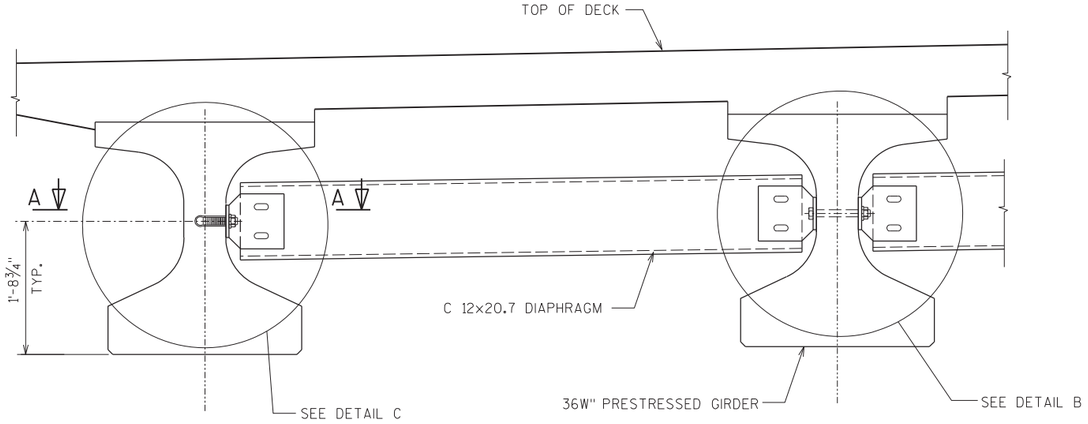
STATE PROJECT NUMBER

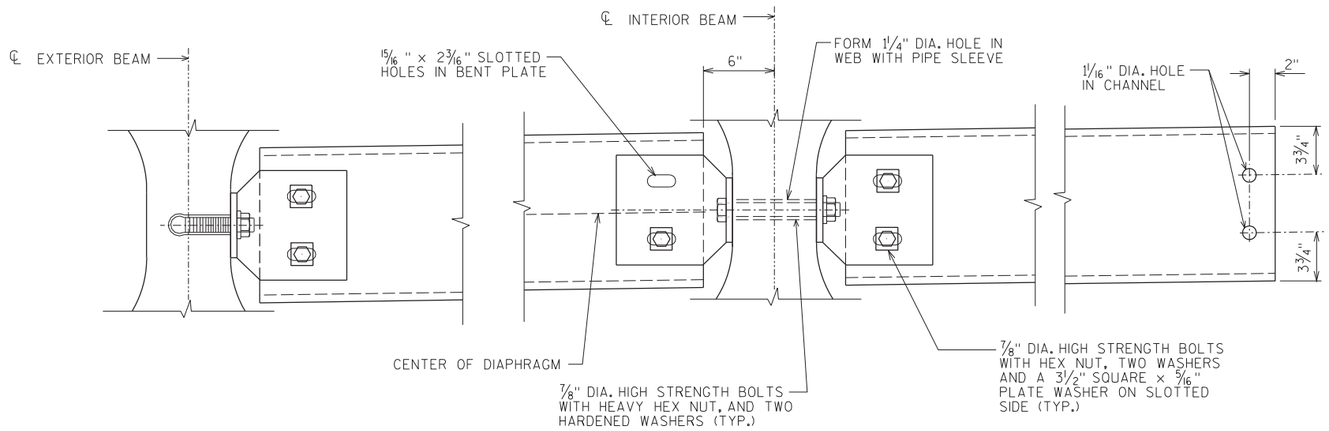
1133-10-72



EXTERIOR GIRDER

INTERIOR GIRDER

PART TRANSVERSE SECTION AT DIAPHRAGM



DETAIL C

DETAIL B

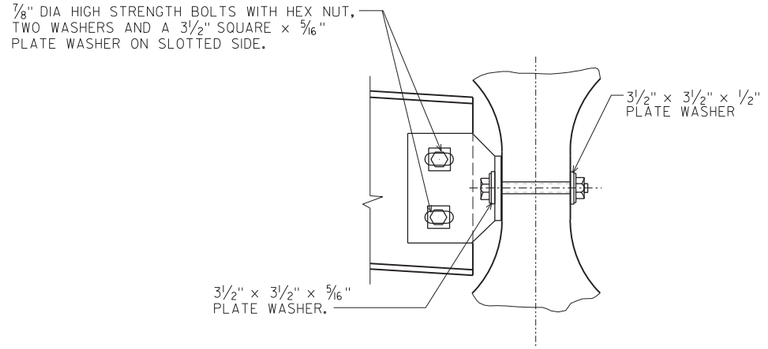
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-5-685, EACH.

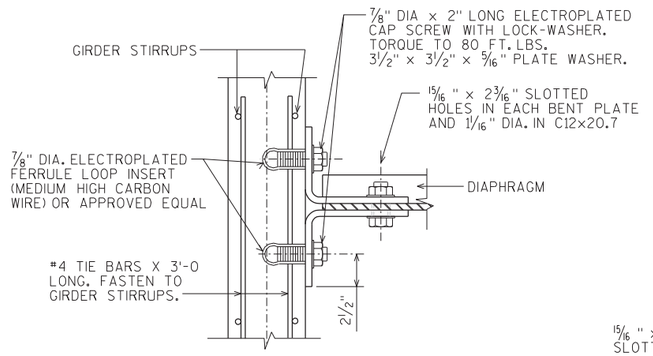
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

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 OVERSIZE 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.

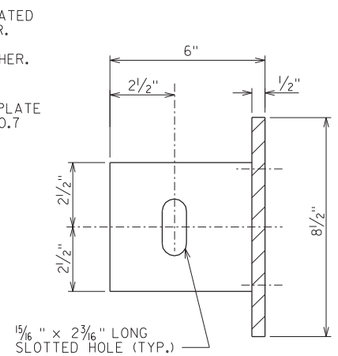


SECTION AT INTERIOR GIRDERS THRU DIAPHRAGM FOR SKEW ANGLES > 10°

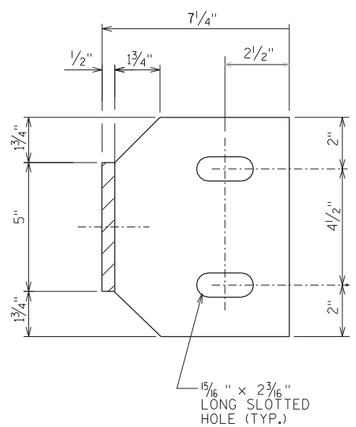


SECTION A-A

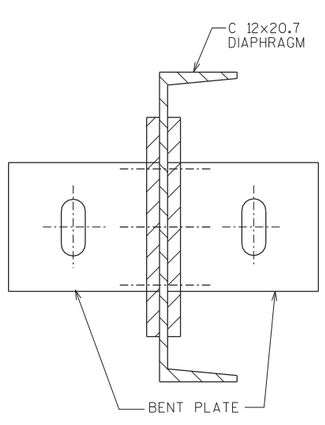
(FOR EXTERIOR ATTACHMENT)



BEAM FACE



DIAPHRAGM FACE



ATTACHMENT TO CHANNEL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

DRAWN BY	TRW	PLANS CK'D.	JFR

STEEL DIAPHRAGM

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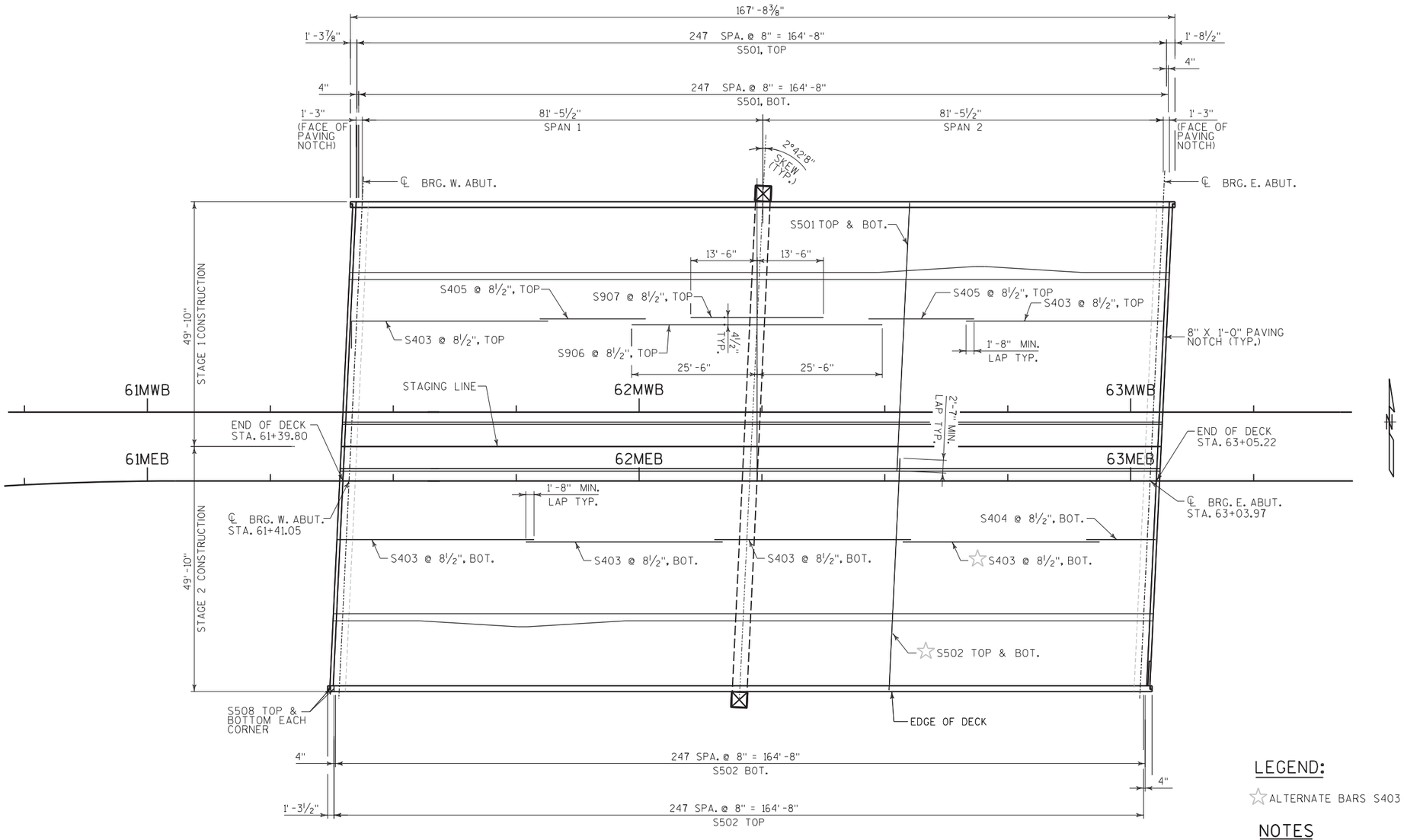

TOP OF DECK ELEVATIONS

LOCATION	W. ABUT.	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	PIER	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	E. ABUT.
FF PARAPET	619.09	619.05	619.00	618.95	618.88	618.80	618.72	618.62	618.52	618.40	618.28	618.15	618.00	617.85	617.69	617.52	617.34	617.15	616.95	616.74	616.52
G1	619.11	619.07	619.02	618.97	618.90	618.82	618.74	618.64	618.54	618.42	618.30	618.17	618.02	617.87	617.71	617.54	617.36	617.17	616.97	616.76	616.54
G2	619.29	619.25	619.20	619.14	619.08	619.00	618.92	618.82	618.72	618.60	618.48	618.35	618.21	618.05	617.89	617.72	617.54	617.35	617.15	616.95	616.73
G3	619.46	619.42	619.38	619.32	619.25	619.18	619.09	619.00	618.90	618.78	618.66	618.53	618.39	618.24	618.07	617.90	617.72	617.54	617.34	617.13	616.91
G4	619.64	619.60	619.55	619.50	619.43	619.36	619.27	619.18	619.07	618.96	618.84	618.71	618.57	618.42	618.26	618.09	617.91	617.72	617.52	617.31	617.10
G5	619.81	619.77	619.73	619.67	619.61	619.53	619.45	619.36	619.25	619.14	619.02	618.89	618.75	618.60	618.44	618.27	618.09	617.90	617.70	617.50	617.28
PLG WB	619.93	619.90	619.85	619.80	619.73	619.66	619.57	619.48	619.38	619.27	619.14	619.01	618.87	618.72	618.56	618.39	618.22	618.03	617.83	617.62	617.41
G6	619.99	619.95	619.90	619.85	619.78	619.71	619.63	619.53	619.43	619.32	619.20	619.07	618.93	618.78	618.62	618.45	618.27	618.08	617.89	617.68	617.47
CROWN	620.07	620.04	619.99	619.94	619.87	619.80	619.72	619.62	619.52	619.41	619.29	619.16	619.02	618.87	618.71	618.54	618.36	618.18	617.98	617.77	617.56
G7	619.99	619.95	619.91	619.85	619.79	619.71	619.63	619.54	619.44	619.33	619.21	619.08	618.94	618.79	618.63	618.46	618.28	618.09	617.90	617.69	617.48
PLG EB	619.93	619.90	619.85	619.80	619.74	619.66	619.58	619.49	619.39	619.27	619.15	619.02	618.88	618.74	618.58	618.41	618.23	618.04	617.85	617.64	617.43
G8	619.82	619.78	619.74	619.68	619.62	619.54	619.46	619.37	619.27	619.16	619.04	618.91	618.77	618.62	618.46	618.29	618.11	617.93	617.73	617.53	617.31
G9	619.64	619.61	619.56	619.51	619.45	619.38	619.29	619.20	619.10	618.99	618.87	618.74	618.60	618.45	618.29	618.13	617.95	617.76	617.57	617.36	617.15
G10	619.47	619.44	619.39	619.34	619.28	619.21	619.12	619.03	618.93	618.82	618.70	618.57	618.43	618.29	618.13	617.96	617.79	617.60	617.40	617.20	616.99
G11	619.30	619.27	619.22	619.17	619.11	619.04	618.96	618.86	618.76	618.65	618.54	618.41	618.27	618.12	617.96	617.80	617.62	617.44	617.24	617.04	616.82
G12	619.13	619.09	619.05	619.00	618.94	618.87	618.79	618.70	618.60	618.49	618.37	618.24	618.10	617.96	617.80	617.63	617.46	617.27	617.08	616.87	616.66
FF PARAPET	619.11	619.08	619.03	618.98	618.92	618.85	618.77	618.68	618.58	618.47	618.35	618.22	618.08	617.94	617.78	617.61	617.44	617.25	617.06	616.86	616.64

LEGEND:

☆ ALTERNATE BARS S403 & S404 TO RANDOMIZE SPLICE LOCATION.

NOTES

1. ALL TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE PLACED ALONG THE SKEW.
2. THE BOTTOM TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS WITH A CENTER TO CENTER SPACING NOT TO EXCEED 4'-0". ONE LINE OF CONTINUOUS BAR CHAIRS SHALL BE PLACED NEAR EACH EDGE OF SLAB TO SUPPORT THE ENDS OF THE BOTTOM TRANSVERSE BAR STEEL.
3. THE TOP LONGITUDINAL BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS IN TRANSVERSE DIRECTION ON 4'-0" CENTERS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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SUPERSTRUCTURE

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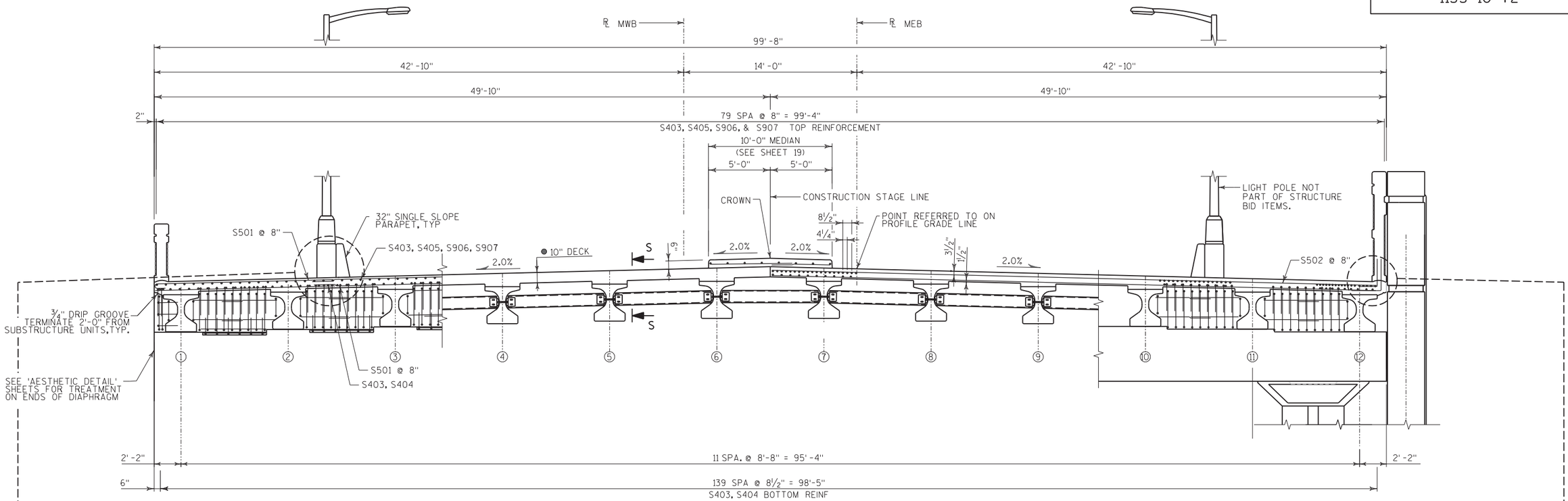


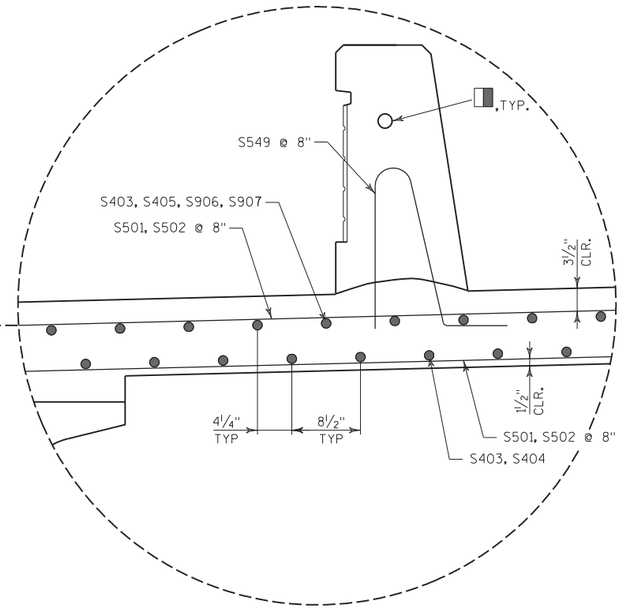
CONC DIAPH AT ABUT

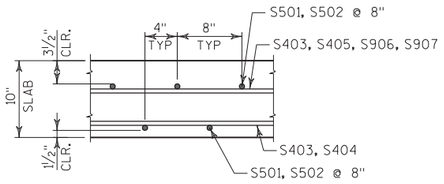
IN SPAN DIAPH

CONC DIAPH AT PIER

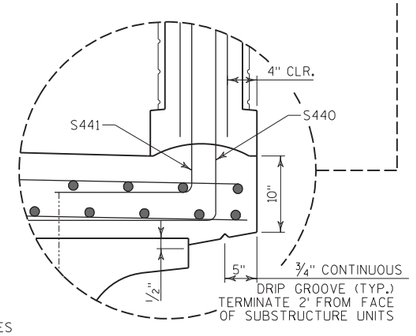
CROSS SECTION THRU ROADWAY

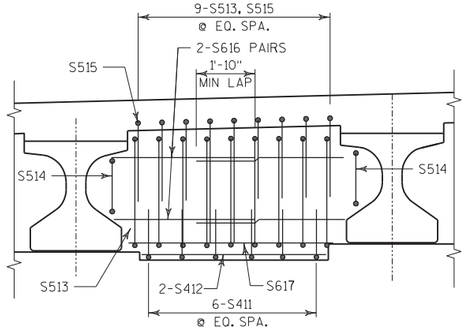
(LOOKING EAST)





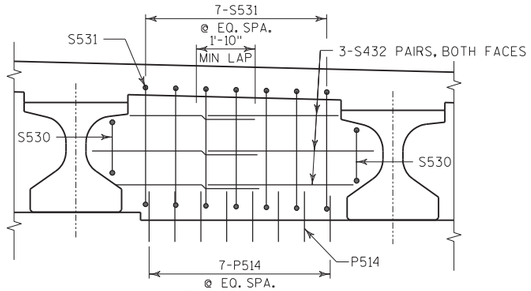
SECTION S-S





TYP. SECTION

ABUTMENT DIAPHRAGM DETAILS



TYP. SECTION

PIER DIAPHRAGM DETAILS

LEGEND

● 10" DECK THICKNESS INCLUDES A 1½" SACRIFICIAL WEARING SURFACE PLACED INTEGRAL WITH THE DECK AT INITIAL CONSTRUCTION.

CONDUIT, SEE SHEET 29 FOR FURTHER INFORMATION

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE B-5-685

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SUPERSTRUCTURE CROSS SECTION

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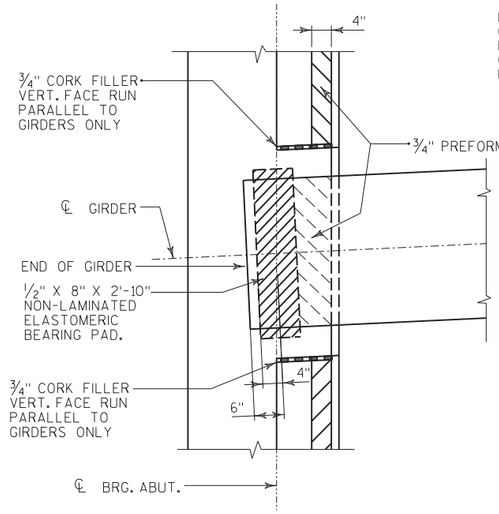
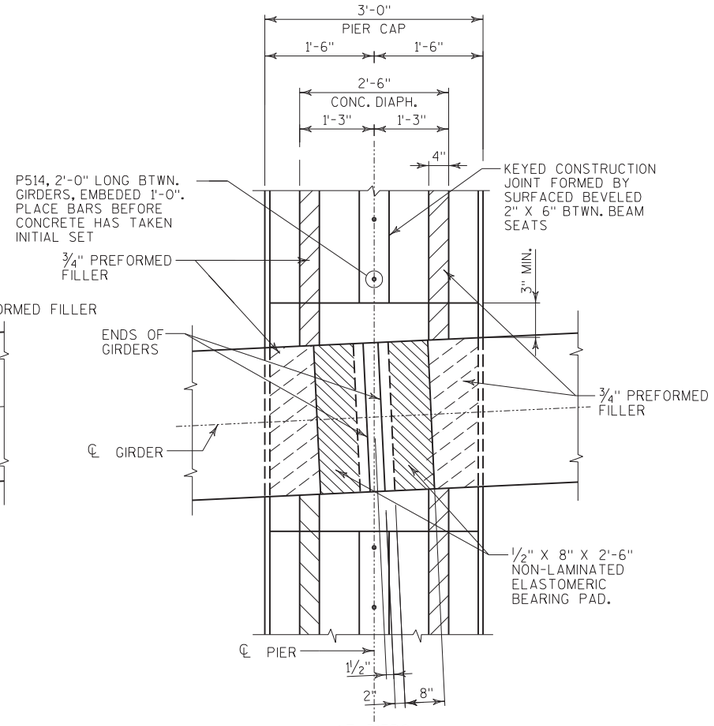
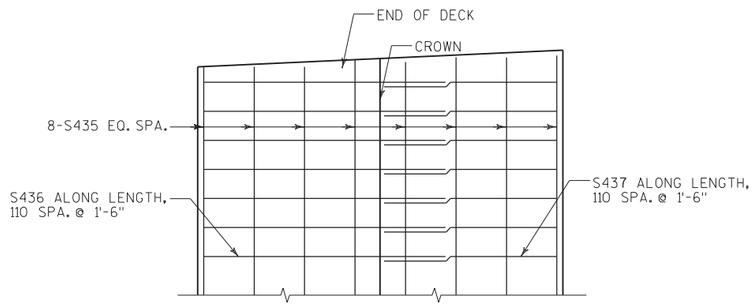


AT ABUTMENTS

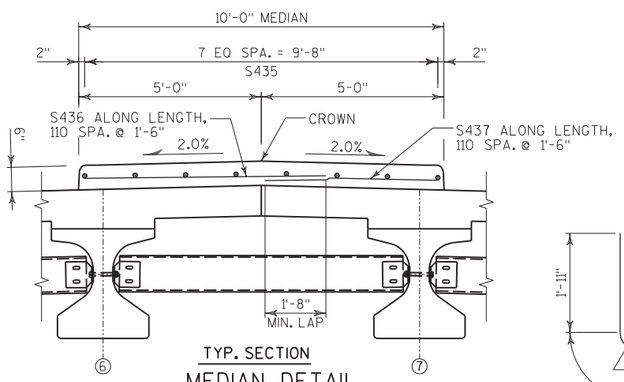


AT PIERS

BEARING PAD DETAILS



TOP VIEW



TYP. SECTION

MEDIAN DETAIL

BILL OF BARS

BAR MARK	COAT	NO.	LENGTH	BENT	BAR SERIES	LOCATION	
S501	X	496	56'-9"	-	-	SLAB - N. EDGE, TOP & BOTT	TRANSVERSE
S502	X	496	49'-5"	-	-	SLAB - S. EDGE, TOP & BOTT	TRANSVERSE
S403	X	852	40'-0"	-	-	SLAB - TOP & BOTT	LONGITUDINAL
S404	X	142	14'-1"	-	-	SLAB - BOTT	LONGITUDINAL
S405	X	284	21'-6"	-	-	SLAB - TOP	LONGITUDINAL
S906	X	142	51'-0"	-	-	SLAB - OVER PIER	LONGITUDINAL
S907	X	142	27'-0"	-	-	SLAB - OVER PIER	LONGITUDINAL
S508	X	16	0'-10"	-	-	SLAB - CORNERS	TRANSVERSE
S411	X	132	3'-5"	X	-	ABUT DIAPHRAGM @ NOTCH	VERTICAL
S412	X	44	4'-10"	-	-	ABUT DIAPHRAGM @ NOTCH	HORIZONTAL
S513	X	202	11'-7"	X	-	ABUT DIAPHRAGM - E&W STIRRUPS	VERTICAL
S514	X	48	9'-1"	X	-	ABUT DIAPHRAGM - E&W GIRDER STIRRUPS	VERTICAL
S515	X	198	5'-11"	X	-	ABUT DIAPHRAGM - E&W STIRRUPS	VERTICAL
S616	X	88	5'-1"	-	-	ABUT DIAPHRAGM - E&W FF BTWN GIRDERS	HORIZONTAL
S617	X	22	5'-10"	-	-	ABUT DIAPHRAGM - E&W FF BTWN GIRDERS	HORIZONTAL
S518	X	4	12'-7"	X	-	ABUT DIAPHRAGM - ENDS	VERTICAL
S519	X	4	7'-1"	X	-	ABUT DIAPHRAGM - ENDS	VERTICAL
S620	X	4	4'-10"	X	-	ABUT DIAPHRAGM - NE & SW ENDS	HORIZONTAL
S621	X	2	3'-11"	X	-	ABUT DIAPHRAGM - NE & SW ENDS	HORIZONTAL
S622	X	4	4'-10"	X	-	ABUT DIAPHRAGM - NW & SE ENDS	HORIZONTAL
S623	X	2	3'-11"	X	-	ABUT DIAPHRAGM - NW & SE ENDS	HORIZONTAL
S424	X	8	3'-3"	-	-	ABUT DIAPHRAGM - ENDS	VERTICAL
S525	X	48	6'-0"	-	-	ABUT DIAPHRAGM - THRU GIRDER	HORIZONTAL
S626	X	96	28'-1"	-	-	ABUT DIAPHRAGM - E&W BF & TOP	HORIZONTAL
S530	X	22	7'-9"	X	-	PIER DIAPHRAGM - GIRDER STIRRUPS	VERTICAL
S531	X	77	10'-0"	X	-	PIER DIAPHRAGM - STIRRUPS	VERTICAL
S432	X	132	4'-5"	-	-	PIER DIAPHRAGM - BTWN GIRDERS	HORIZONTAL
S435	X	40	34'-5"	-	-	MEDIAN	LONGITUDINAL
S436	X	111	6'-9"	-	-	MEDIAN	TRANSVERSE
S437	X	111	4'-7"	-	-	MEDIAN	TRANSVERSE
S540	X	516	4'-5"	X	-	PARAPET - EXTERIOR	VERTICAL
S541	X	516	6'-5"	X	-	PARAPET - EXTERIOR	VERTICAL
S542	X	98	16'-9"	-	-	PARAPET - INTERIOR	HORIZONTAL
S443	X	64	20'-0"	-	-	LIGHT STANDARD	HORIZONTAL
S544	X	8	6'-11"	X	-	LIGHT STANDARD	VERTICAL
S645	X	10	49'-6"	X	-	LIGHT STANDARD	HORIZONTAL
S546	X	8	5'-3"	X	-	LIGHT STANDARD	VERTICAL
S547	X	88	3'-0"	X	-	LIGHT STANDARD	VERTICAL
S548	X	88	3'-4"	X	-	LIGHT STANDARD	VERTICAL
S549	X	348	4'-5"	X	-	PARAPET - INTERIOR	VERTICAL
S550	X	348	5'-0"	X	-	PARAPET - INTERIOR	VERTICAL
S551	X	34	4'-9"	X	-	PARAPET - INTERIOR	VERTICAL
S552	X	12	4'-10"	X	-	PARAPET - INTERIOR	VERTICAL
S553	X	24	2'-9"	X	-	PARAPET - INTERIOR	VERTICAL
S554	X	22	4'-4"	X	-	PARAPET - INTERIOR	VERTICAL
S555	X	2	11'-9"	X	-	PARAPET - INTERIOR	HORIZONTAL
S456	X	96	20'-6"	-	-	PARAPET - EXTERIOR	HORIZONTAL
S457	X	140	21'-3"	-	-	PARAPET - EXTERIOR	HORIZONTAL
S458	X	44	8'-8"	X	-	PARAPET - EXTERIOR	VERTICAL
S459	X	88	17'-5"	X	-	PARAPET - EXTERIOR	VERTICAL
S460	X	384	5'-2"	X	-	PARAPET - EXTERIOR	VERTICAL
S461	X	768	5'-7"	-	⚠	PARAPET - EXTERIOR	VERTICAL

⚠ 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

BAR MARK	NO. REQ'D	LENGTH
S461	768	3'-5" TO 7'-9"

BUNDLE & TAG EACH SERIES SEPARATELY.

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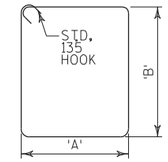
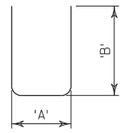
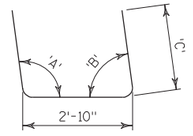


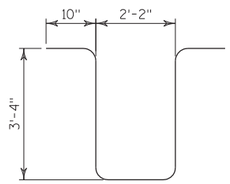
BAR MARK	DIM. 'A'	DIM. 'B'
S513	2'-10"	2'-8"
S514	2'-10"	1'-5"
S518	3'-4"	2'-8"
S530	2'-2"	1'-5"



BAR MARK	DIM. 'A'	DIM. 'B'
S411	11"	1'-4"
S515	2'-2"	2'-0"
S519	3'-4"	2'-0"
S546	1'-0"	2'-3"
S548	1'-7"	1'-0"
S458	6"	4'-2"
S459	6"	8'-6"
S460	6"	2'-5"



BAR MARK	DIM. 'A'	DIM. 'B'	DIM. 'C'
S620	87.3°	92.7°	1'-6"
S621	87.3°	92.7°	7"
S622	92.7°	87.3°	1'-6"
S623	92.7°	87.3°	7"



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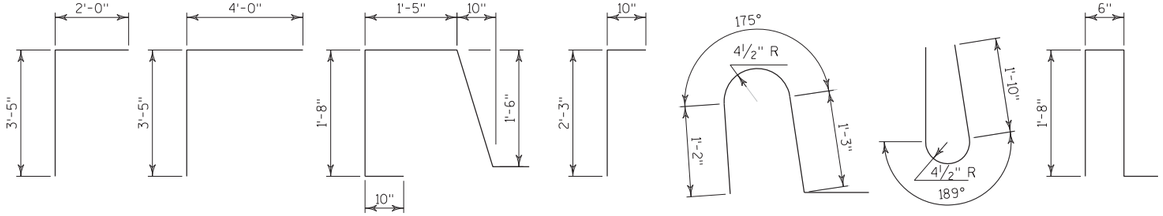
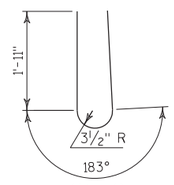


S540 S541 S544 S547 S549 S550 S551



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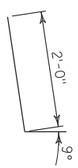

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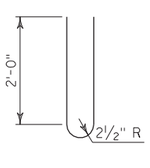

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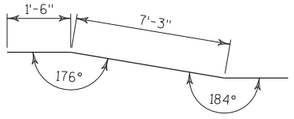

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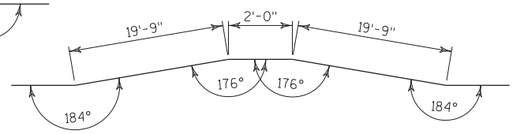

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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SUPERSTRUCTURE DETAILS

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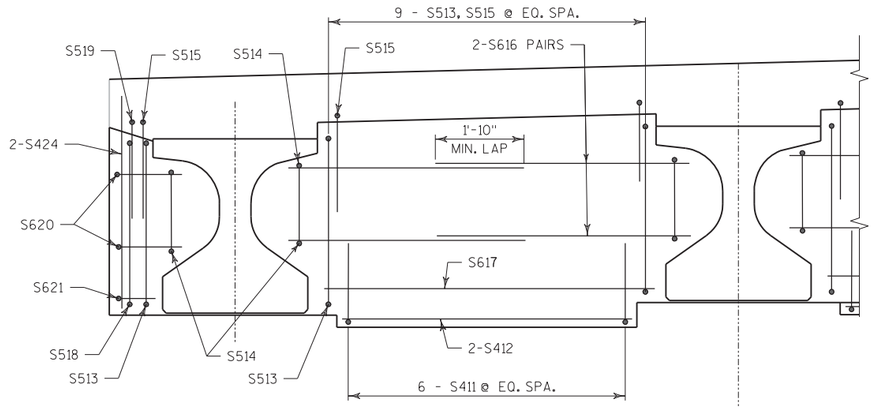
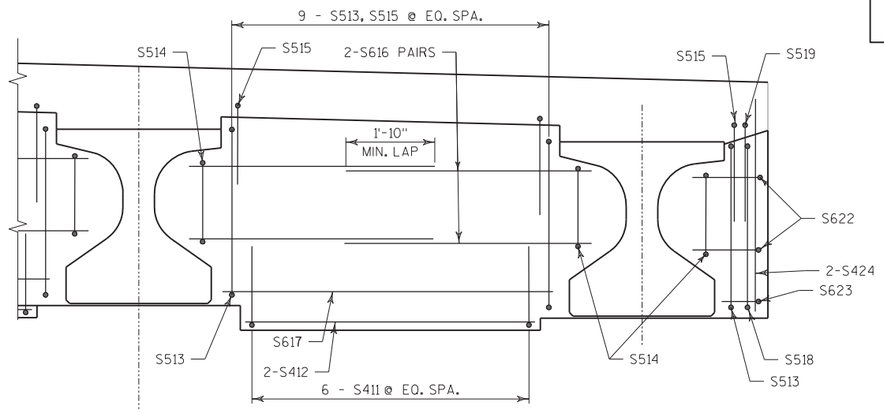
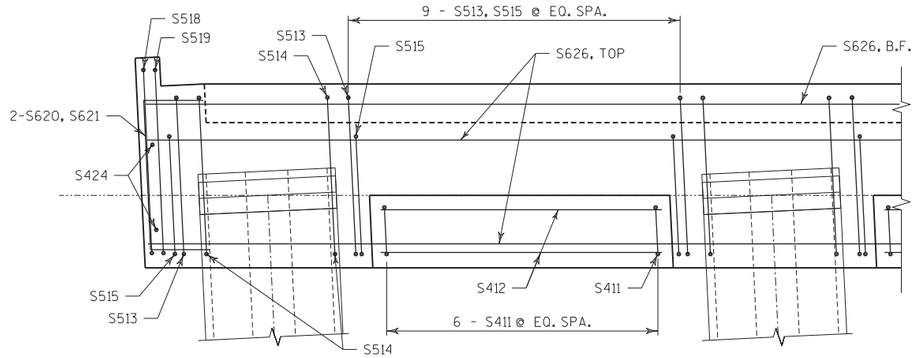
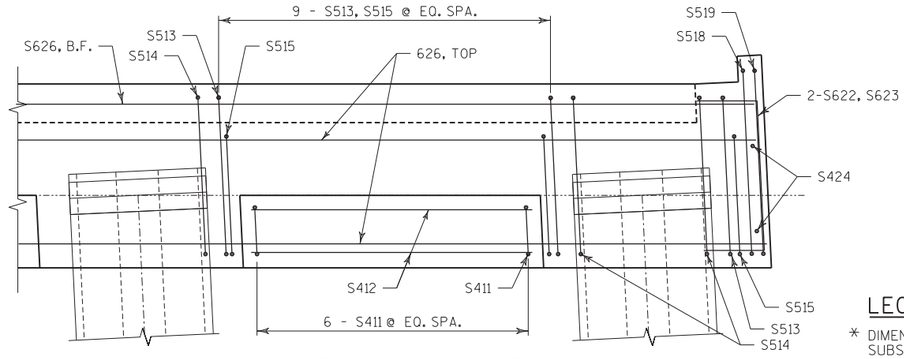






SOUTH-WEST AND NORTH-EAST



NORTH-WEST AND SOUTH-EAST

LEGEND

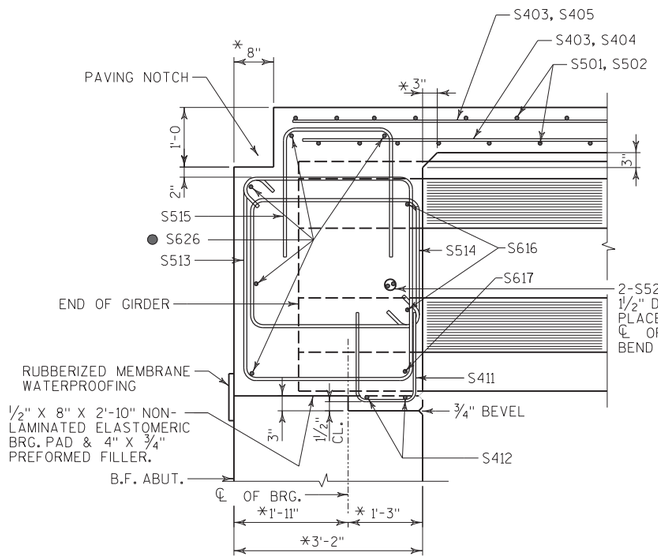
* DIMENSIONS ARE NORMAL TO ℄ OF SUBSTRUCTURE UNITS

** DIMENSIONS ARE PARALLEL TO THE GIRDER

● LAP BARS 3'-1" MIN.

NOTES

ALL VERTICAL BAR STEEL REINFORCMENT IN CONCRETE DIAPHRAGMS SHALL BE PLACED PARALLEL TO THE GIRDERS.



DIAPHRAGM AT ABUTMENTS

(BTWN. GIRDERS, TYP.)

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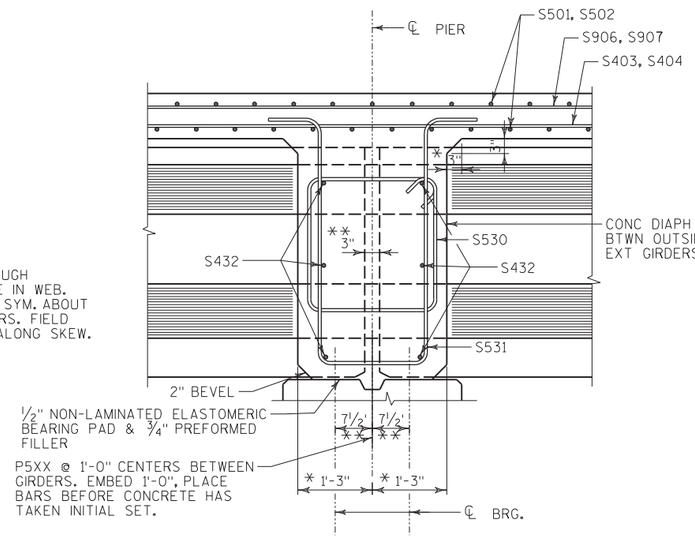
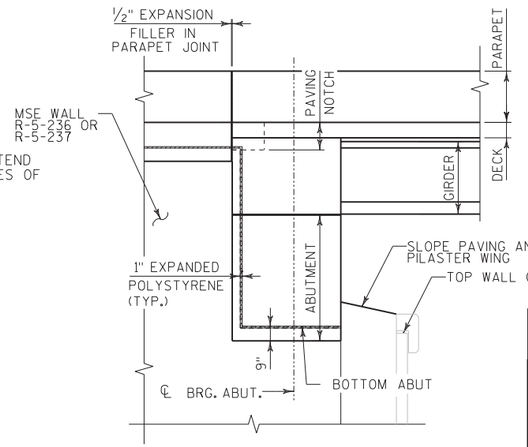


DIAPHRAGM AT PIERS

(BTWN. GIRDERS, TYP.)



END VIEW AT ABUTMENT DIAPHARGM

(TYPICAL AT WEST EDGE OF BRIDGE, 2 LOCATIONS.)

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STATE OF WISCONSIN
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STRUCTURE B-5-685

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ABUTMENT & PIER DIAPHRAGM DETAILS

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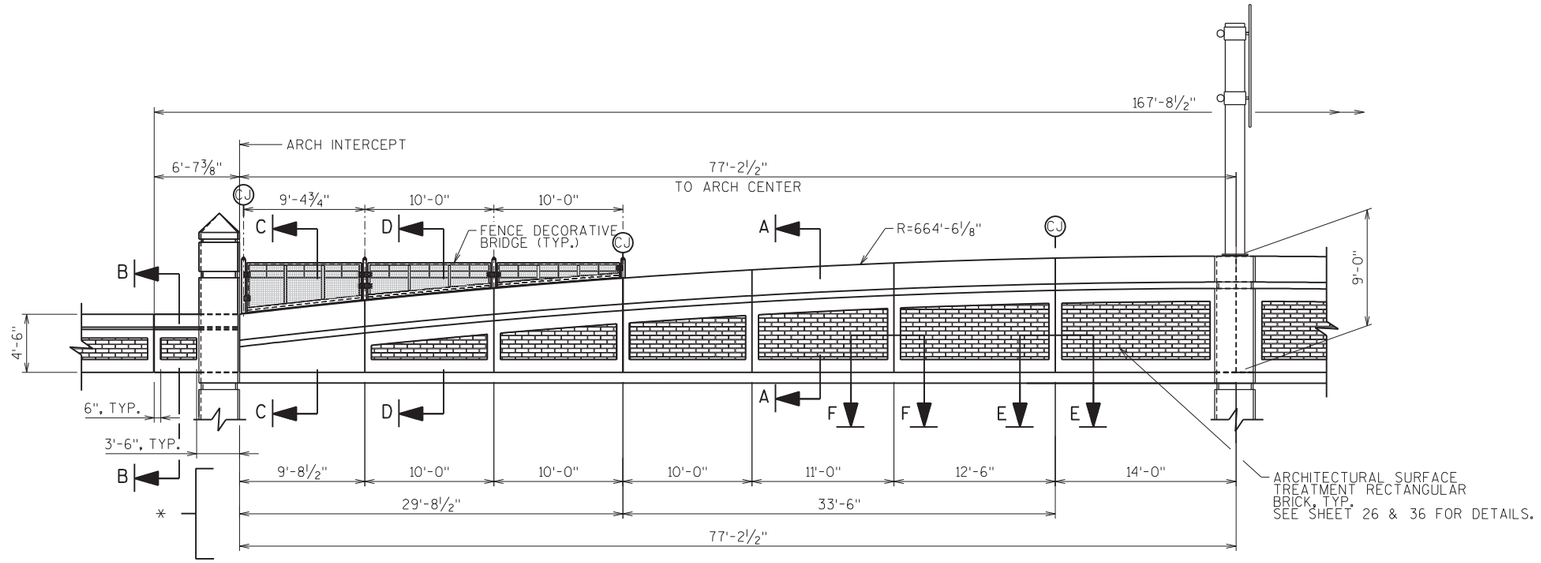
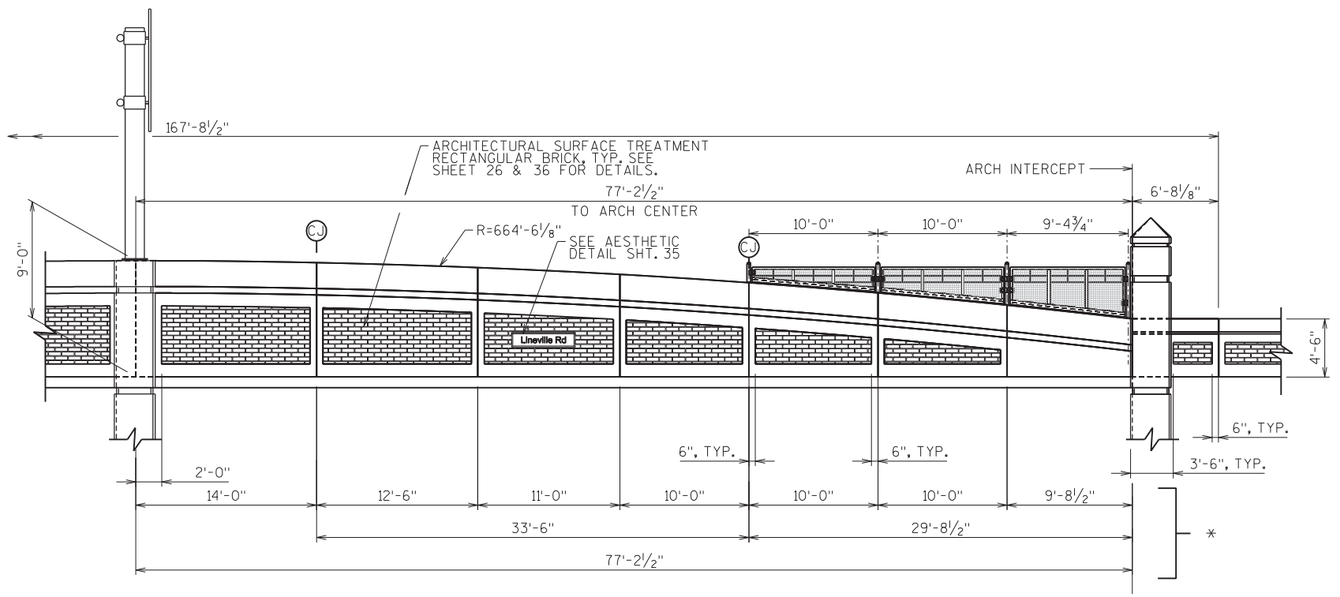
STATE PROJECT NUMBER
1133-10-72





OUTSIDE ELEVATION

SOUTH SIDE LOOKING NORTH,
NORTH SIDE LOOKING SOUTH

LEGEND

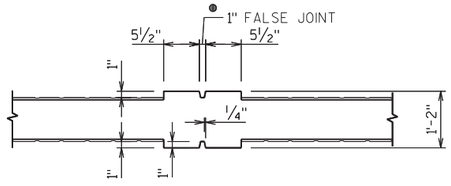
C.J. CONTRACTION JOINT

* DIMENSIONS ARE MEASURED PARALLEL TO DECK EDGE.

● FALSE JOINT MAY BE OFFSET BETWEEN INSIDE & OUTSIDE FACES. FOLLOW LAYOUT SHOWN ON ELEVATIONS.

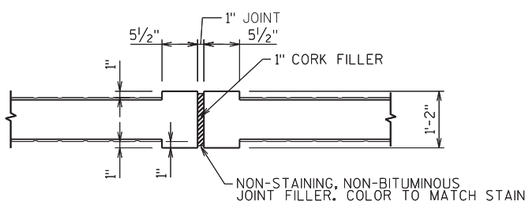
NOTE

SEE SHEET 26 FOR SECTIONS A-A, B-B, C-C & D-D



SECTION F-F

TYP. AT FALSE JOINTS



SECTION E-E

TYP. AT CONTRACTION JOINTS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

DRAWN BY TRW | PLANS CK'D. JFR

EXTERIOR PARAPET OUTSIDE ELEVATION

SHEET 23 OF 36
1114

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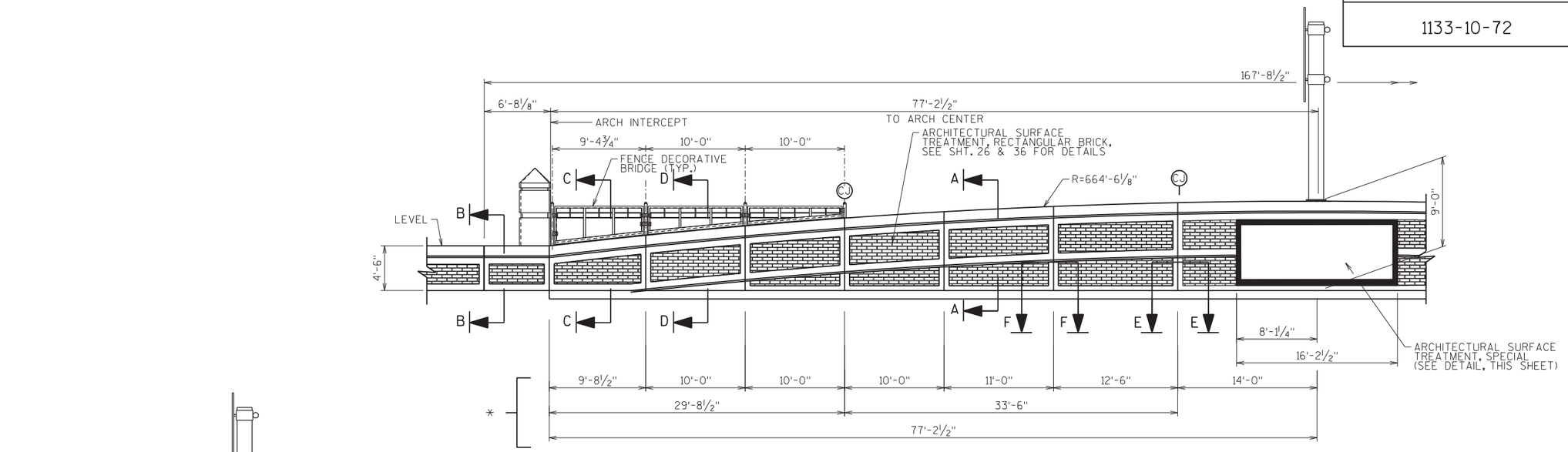
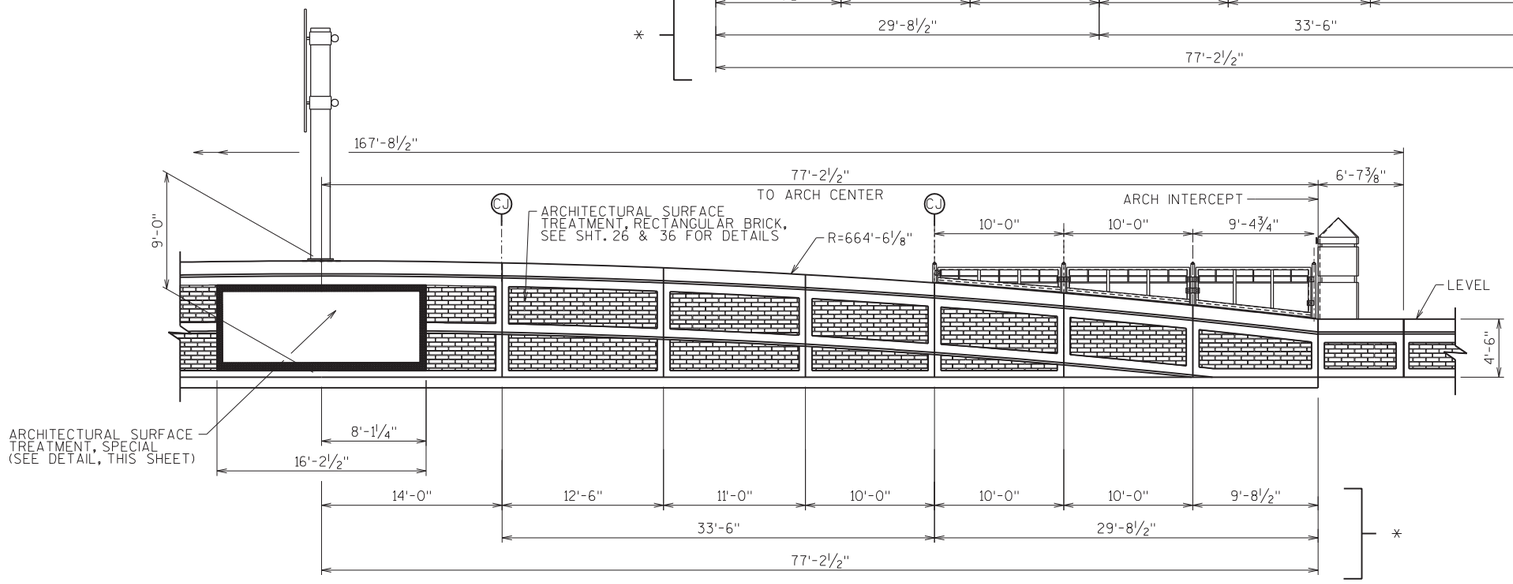
3/4/2013

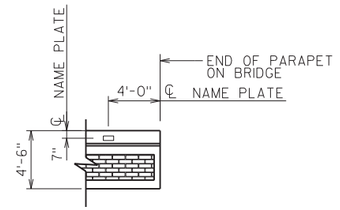
STATE PROJECT NUMBER

1133-10-72





INSIDE ELEVATION



NAME PLATE PLACEMENT DETAIL
SW QUADRANT ONLY

LEGEND

(C.J.) CONTRACTION JOINT

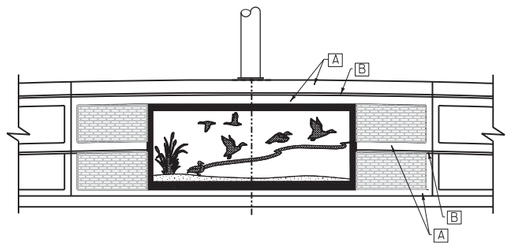
* DIMENSIONS ARE MEASURED PARALLEL TO DECK EDGE.

● FALSE JOINT MAY BE OFFSET BETWEEN INSIDE & OUTSIDE FACES. FOLLOW LAYOUT SHOWN ON ELEVATIONS.

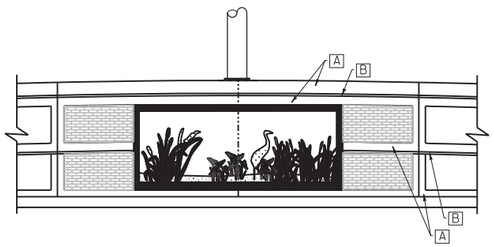
NOTE

SEE SPECIAL PROVISIONS FOR ARCHETECTURAL SURFACE TREATMENT, SPECIAL REQUIREMENTS.

SEE SHT. 26 FOR SECTIONS A-A, B-B, C-C, & D-D, AND SHT. 23 FOR SECTIONS E-E & F-F.



AESTHETIC DETAILS
SOUTH PARAPET



AESTHETIC DETAILS
NORTH PARAPET

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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EXTERIOR PARAPET INSIDE ELEVATION

SHEET 24 OF 36
1115

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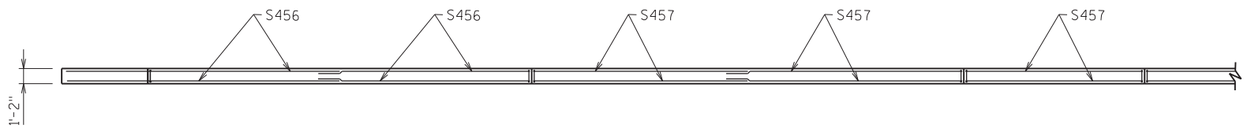
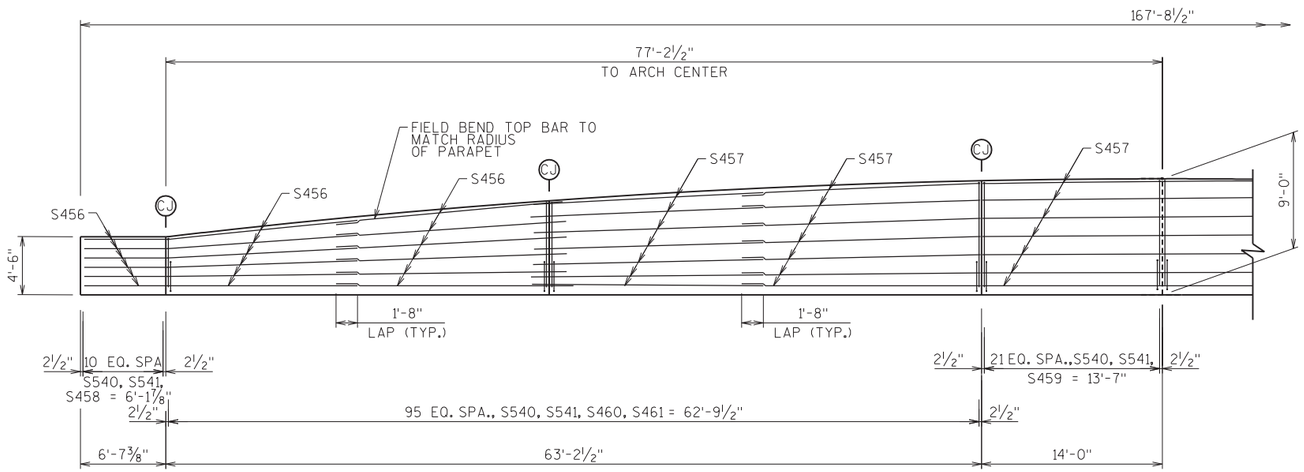
STATE PROJECT NUMBER

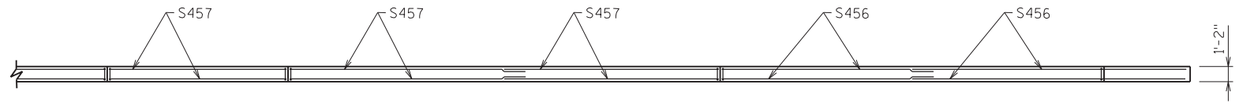
1133-10-72



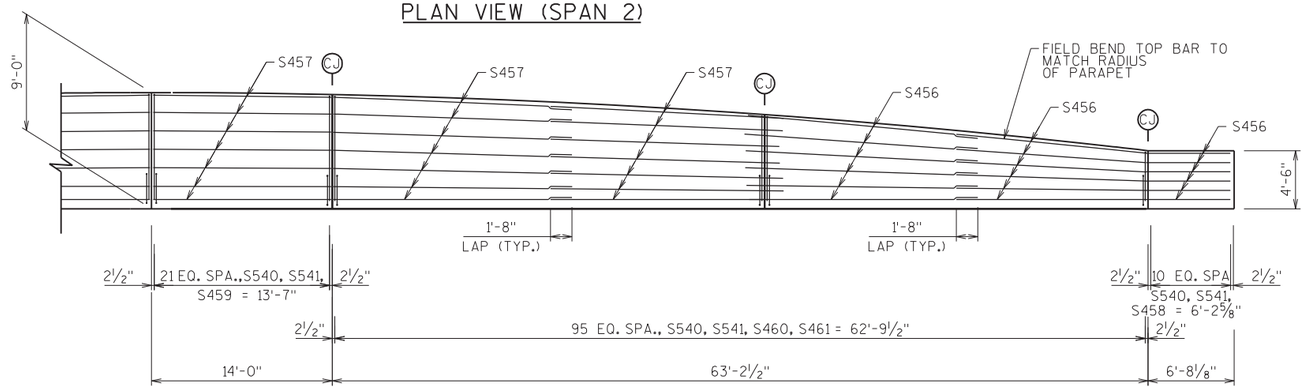
PLAN VIEW (SPAN 1)



OUTSIDE ELEVATION (SPAN 1)



PLAN VIEW (SPAN 2)



OUTSIDE ELEVATION (SPAN 2)

LEGEND

CJ CONTRACTION JOINT

NOTE

SEE "SECTION A" ON SHEET 26 FOR HORIZONTAL BAR SPACING.

* THESE BARS ARE INCLUDED IN THE SUPERSTRUCTURE BILL OF BARS ON SHEET 21. SEE SHEET 26, SECTION A FOR FURTHER DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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EXTERIOR PARAPET LAYOUT & REINFORCEMENT

SHEET 25 OF 36
1116

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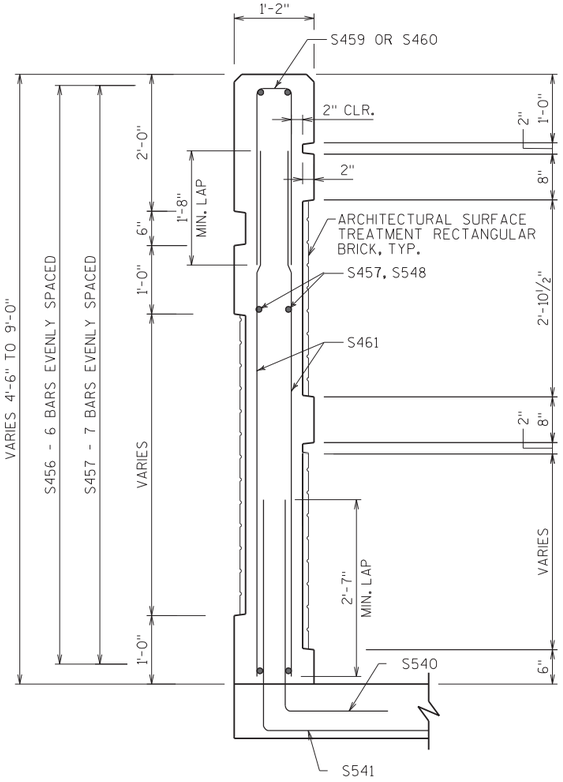
3/4/2013

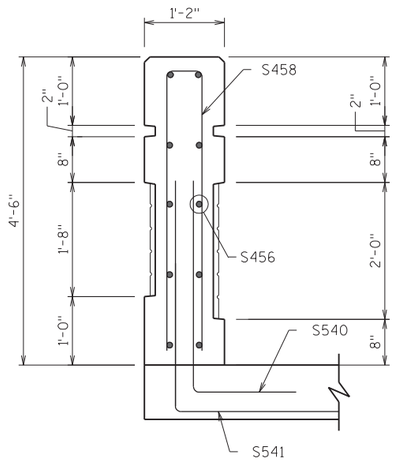
STATE PROJECT NUMBER

1133-10-72



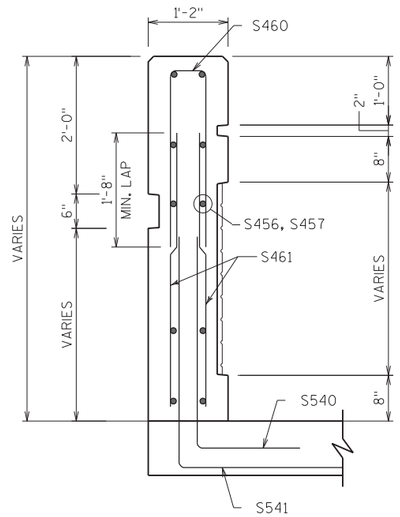
SECTION A-A

EXTERIOR PARAPET ON BRIDGE



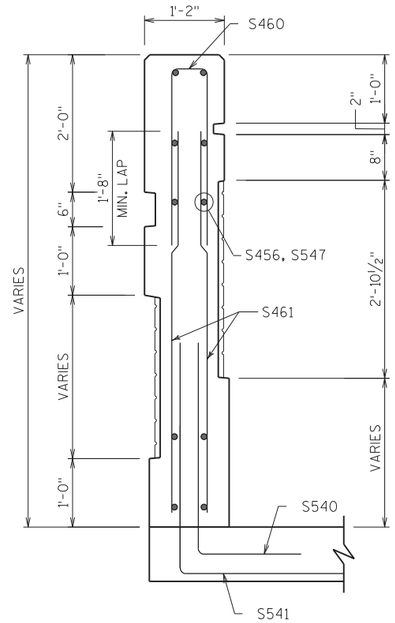
SECTION B-B

EXTERIOR PARAPET
ON BRIDGE



SECTION C-C

EXTERIOR PARAPET
ON BRIDGE



SECTION D-D

EXTERIOR PARAPET
ON BRIDGE

NOTES

ALL BARS ARE INCLUDED IN THE SUPERSTRUCTURE BILL OF BARS ON SHEET 21

SEE SHEETS 23 & 24 FOR ELEVATION VIEWS

TIE S540 AND S541 INTO BOTTOM OF DECK STEEL

SEE SHEET 21 FOR BILL OF BARS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

DRAWN BY TRW | PLANS CK'D. JFR

EXTERIOR PARAPET DETAILS

SHEET 26 OF 36
1117

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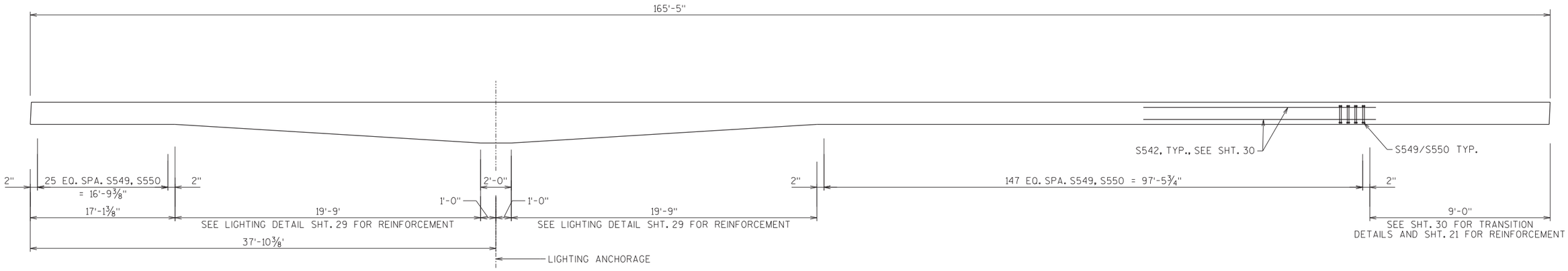
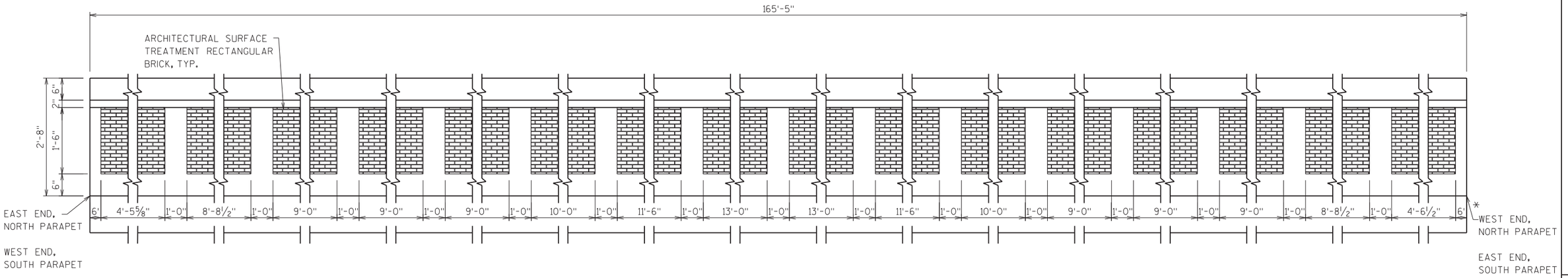
STATE PROJECT NUMBER
1133-10-72



INTERIOR PARAPET - ON BRIDGE

(NORTH AND SOUTH SIDES SIMILAR)



OUTSIDE FACE INTERIOR AESTHETIC DETAILS

* ALL DIMENSIONS SHOWN ALONG REFERENCE LINE, AND DO NOT INCLUDE TAPER AT LIGHTING BLISTERS.

NORTH AND SOUTH SDES SIMILAR

SEE BILL OF BARS SHT. 21 & 30

SEE DETAILS ON SHTS 29 AND 30.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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INTERIOR "32" SLOPE FACE MOD. PARAPET LAYOUT/REINF.

SHEET 27 OF 36
1118

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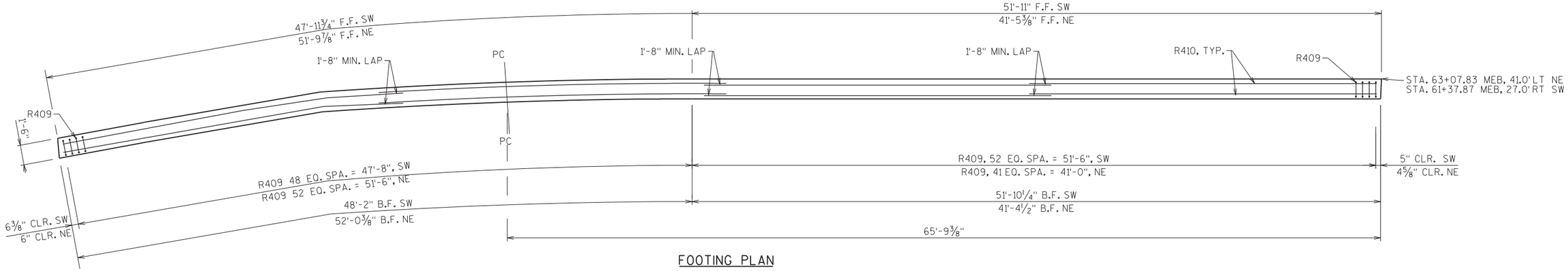
STATE PROJECT NUMBER
1133-10-72

INTERIOR PARAPET - OFF BRIDGE

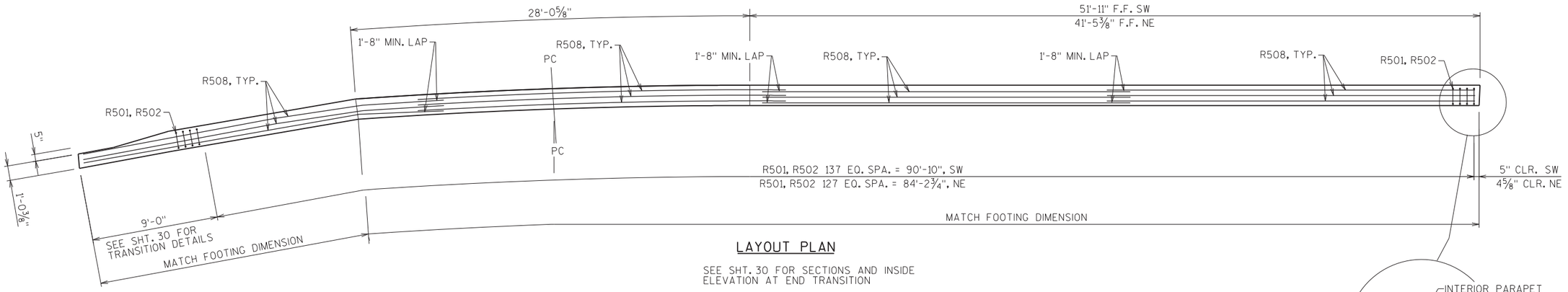


FOOTING PLAN

SEE ROADWAY PLAN FOR ALIGNMENT

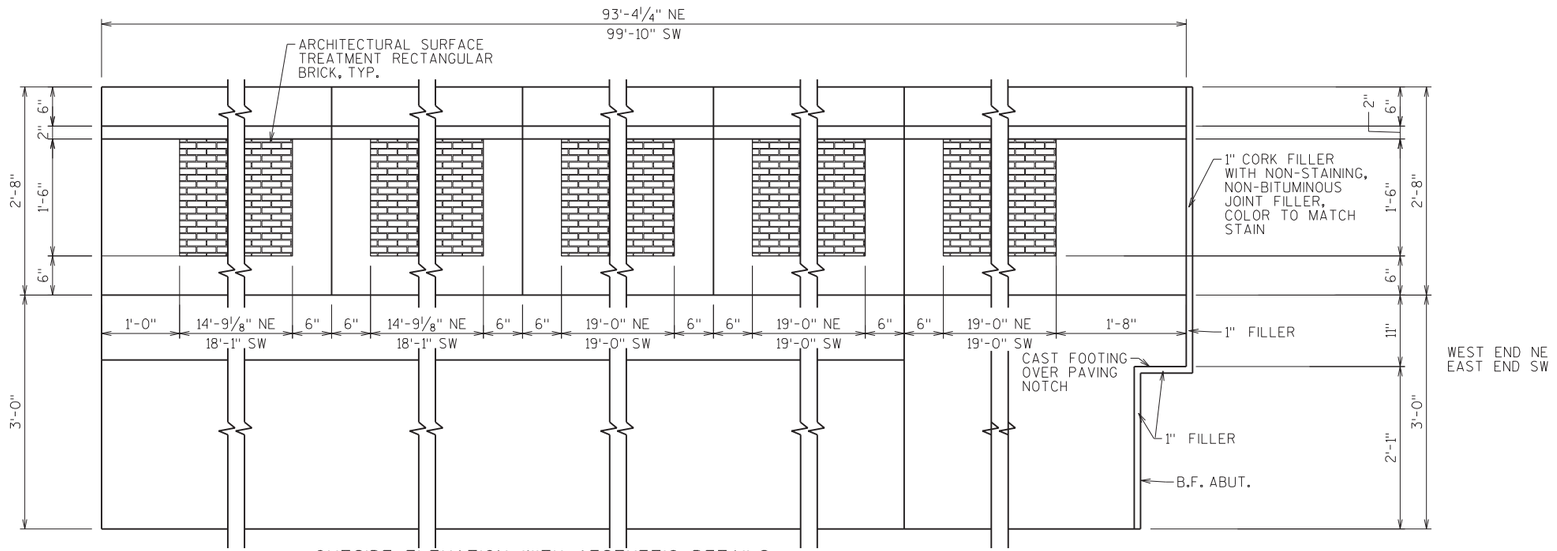
FIELD BEND R401 TO FIT CURVE, TYP.

DIMENSIONS SHOWN ALONG ELEMENTS



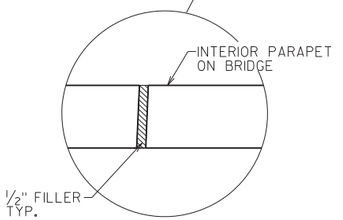
LAYOUT PLAN

SEE SHT. 30 FOR SECTIONS AND INSIDE ELEVATION AT END TRANSITION



OUTSIDE ELEVATION WITH AESTHETIC DETAILS

SEE SHT. 30 FOR CROSS-SECTIONS



NOTE:

SEE BILL OF BARS ON SHT. 30

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

DRAWN BY	TRW	PLANS CK'D.	JFR

NE/SW INTERIOR PARAPET LAYOUT/REINF.

SHEET 28 OF 36
.1119

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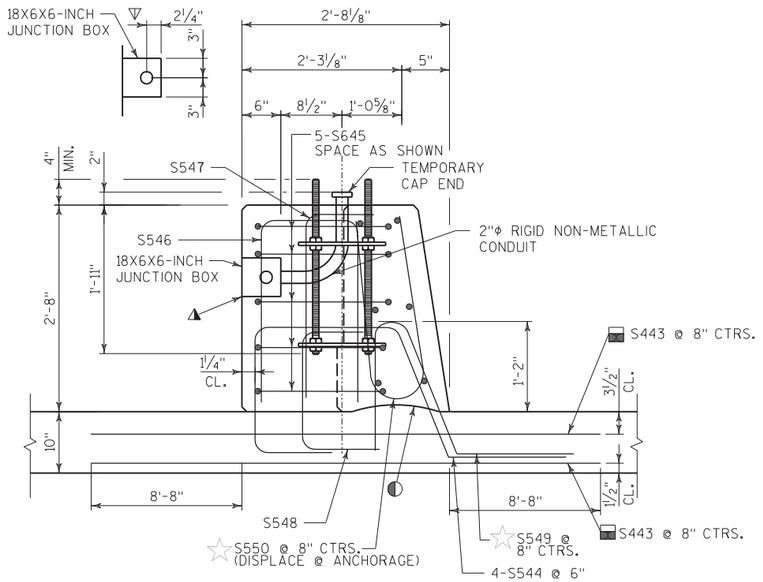
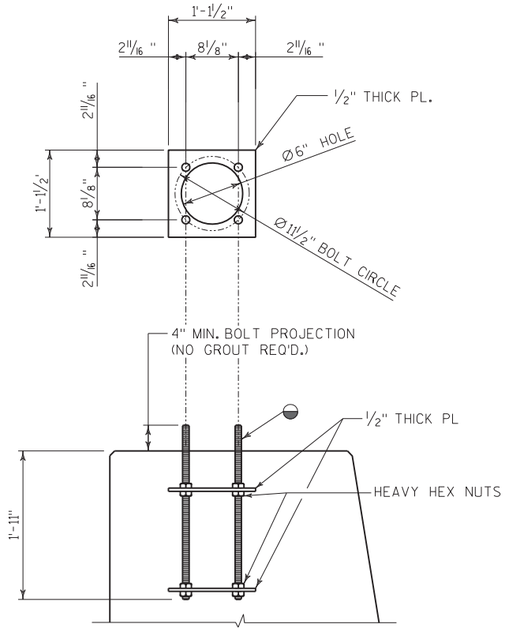
3/4/2013

STATE PROJECT NUMBER

1133-10-72

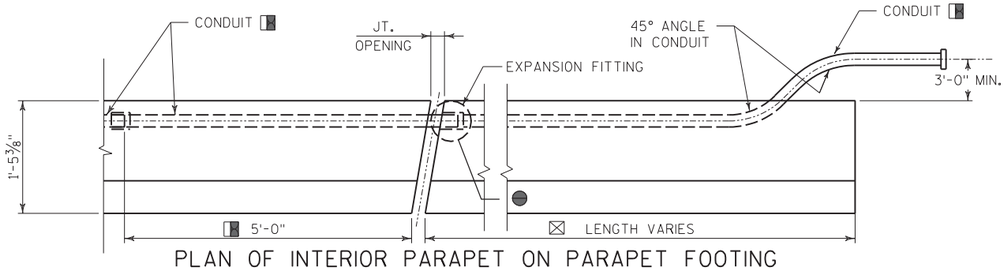


SECTION A-A

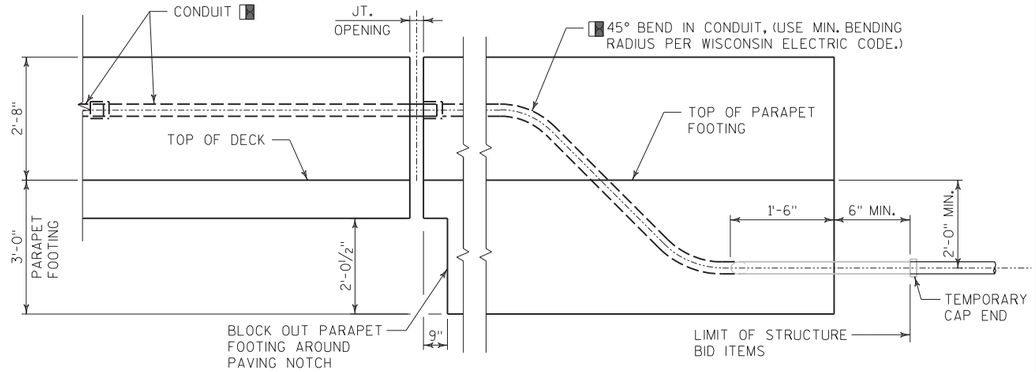


ANCHORAGE DETAIL

(2 REQ'D.)

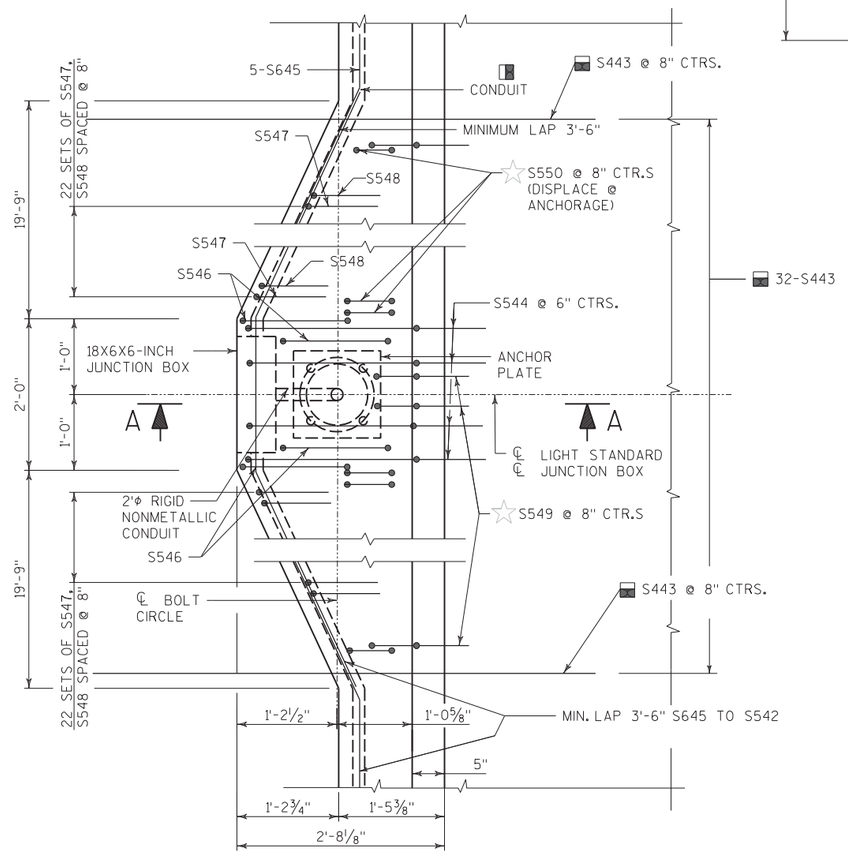


PLAN OF INTERIOR PARAPET ON PARAPET FOOTING



OUTSIDE ELEVATION OF INTERIOR PARAPET TO PARAPET ON FOOTING TRANSITION

CONDUIT TO EXIT ABUTMENT DIAPHRAGM SIMILAR TO THIS DETAIL AT SE AND NW QUADRANTS



PLAN AT LIGHT STANDARD

LEGEND

- POSITION MOVABLE END OF CONDUIT INSIDE EXPANSION FITTING, SUCH THAT IT WILL HAVE THE SAME ALLOWANCE FOR MOVEMENT (EXPANSION/CONTRACTION) AS THE EXPANSION DEVICE SET IN PLACE IN THE DECK BELOW IT. TAKE CARE TO INSTALL EXPANSION FITTING AND CONDUIT EXACTLY PARALLEL TO BRIDGE MOVEMENT.
- 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.
- USE 2"ϕ RIGID NON-METALLIC CONDUIT EXCEPT AT EXPANSION FITTING. AT EXPANSION FITTING, USE RIGID METALLIC CONDUIT 5'-0" INTO PARAPET ON DECK AND IN THE PARAPET ON FOOTING TO A MIN. OF 6" BEYOND END OF WINGWALL. (FOR GROUNDING PURPOSES)
- THESE BARS ARE IN ADDITION TO THE STANDARD TRANSVERSE BARS IN DECK. BUNDLE S443 BARS ONTO TRANSVERSE DECK STEEL BAR WITHIN LIMITS OF LIGHT STANDARD.
- 1"ϕ THREADED ANCHOR BOLTS ASTM A449 OR ASHTO 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 SHT. 21 FOR ADDITIONAL BAR STEEL DETAILS.
- ☒ SEE SHT. 28 FOR PLAN DIMENSIONS OF PARAPET ON FOOTING.

NOTES

BID ITEMS SHALL BE:
(653.0222) "JUNCTION BOXES 18X6X6-INCH", EACH.
(657.6005.S) "ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES", EACH.
(652.0225) "CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
(652.0125) "CONDUIT RIGID METALLIC 2-INCH".

REINFORCEMENT SHOWN ON THIS SHEET IS INCLUDED IN THE BILL OF BARS ON SHEET 21.

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APROVED MATERIAL LIST.

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).
O-Z/GEDNEY TYPE AX-8-200 AND BONDING JUMPER (8" TOTAL CONDUIT MOVEMENT).
O-Z/GEDNEY TYPE EX-200 WITH PBS-200-12S AND BONDING JUMPER (10" TOTAL CONDUIT MOVEMENT).

EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".

WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. LISTED FOR ELECTRICAL USE SHALL BE USED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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PARAPET LIGHTING DETAILS

SHEET 29 OF 36
1120

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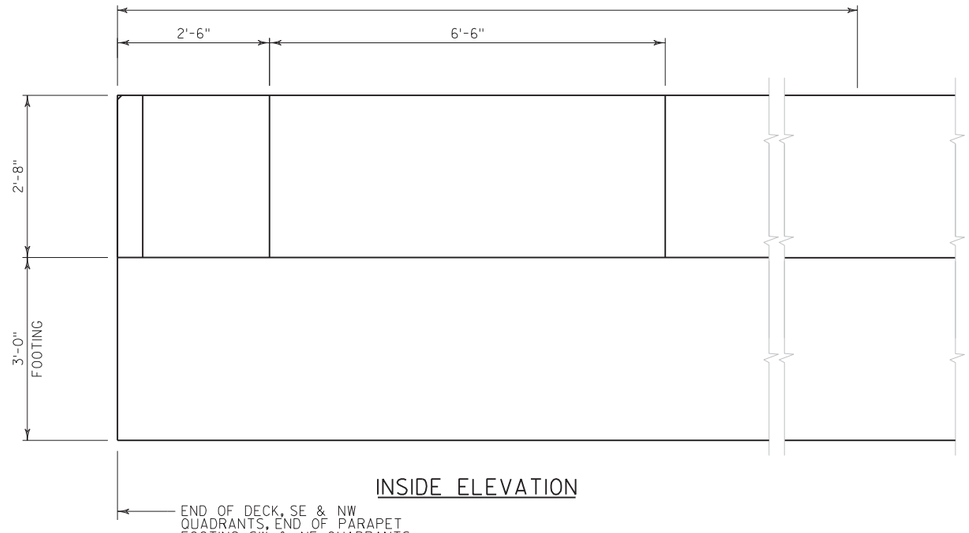
3/4/2013

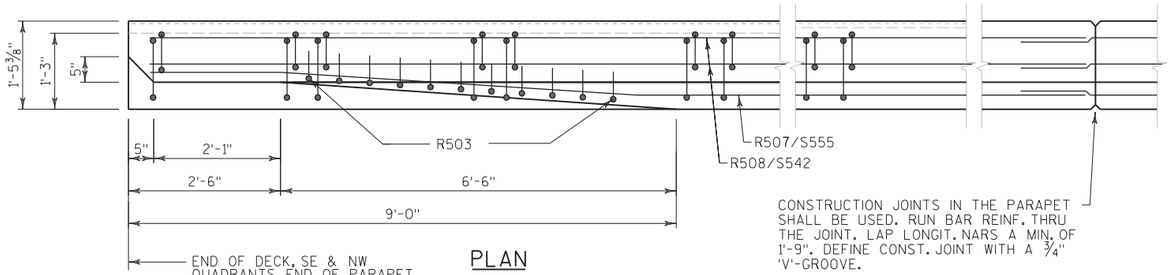
STATE PROJECT NUMBER

1133-10-72



INSIDE ELEVATION

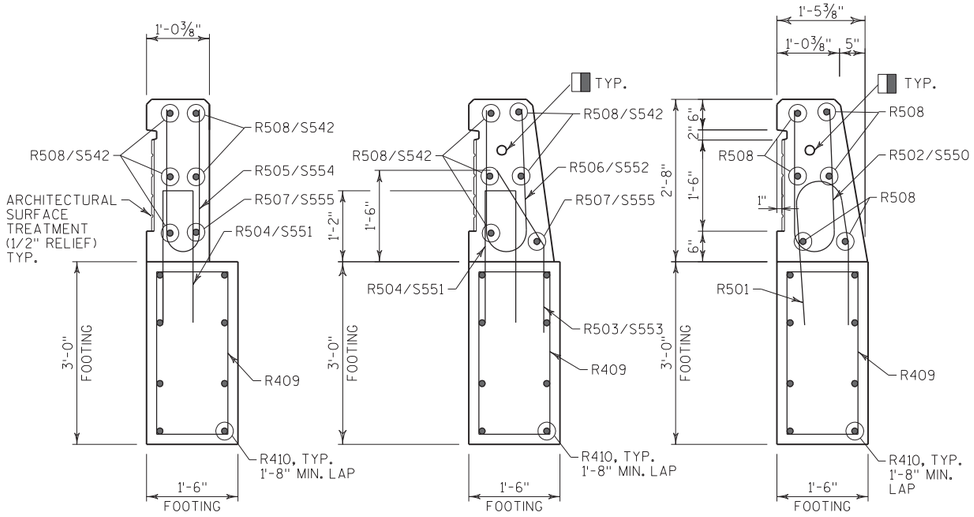
END OF DECK, SE & NW QUADRANTS, END OF PARAPET FOOTING SW & NE QUADRANTS SEE SHT. 27.



END OF DECK, SE & NW QUADRANTS, END OF PARAPET FOOTING SW & NE QUADRANTS SEE SHT. 27.

PLAN

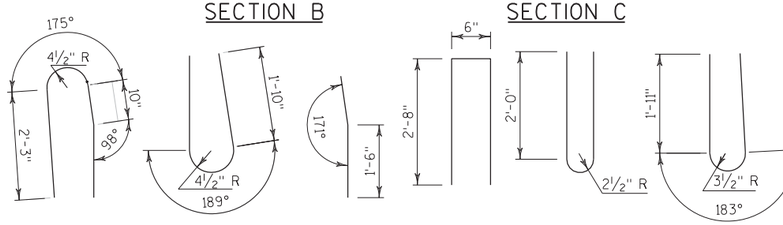
CONSTRUCTION JOINTS IN THE PARAPET SHALL BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. NARS A MIN. OF 1'-9". DEFINE CONST. JOINT WITH A ¾" 'V'-GROOVE.



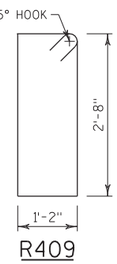
SECTION A

SECTION B

SECTION C



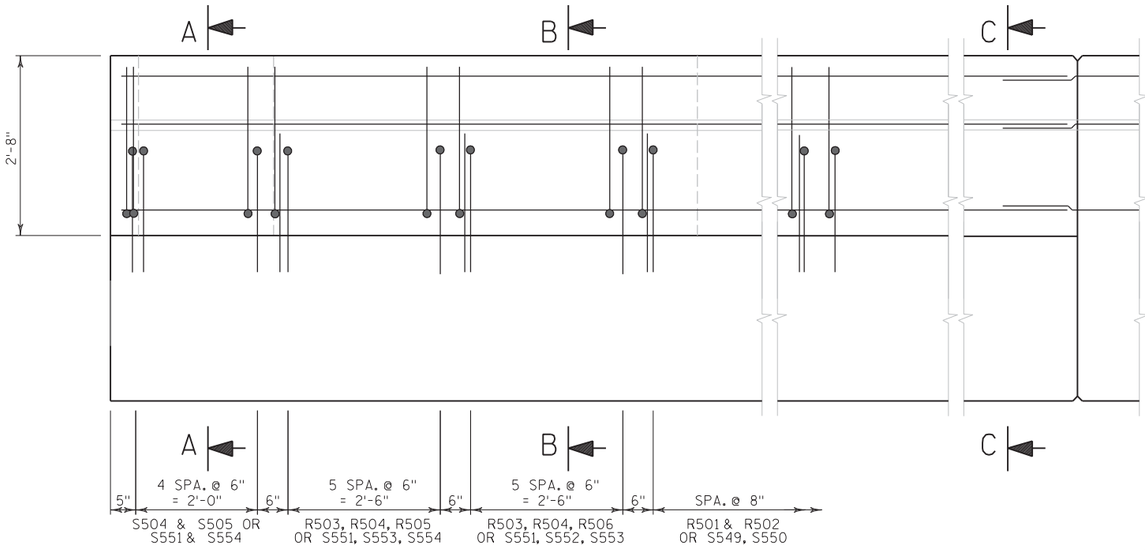
R501 R502 R503 R504 R505 R506 R507



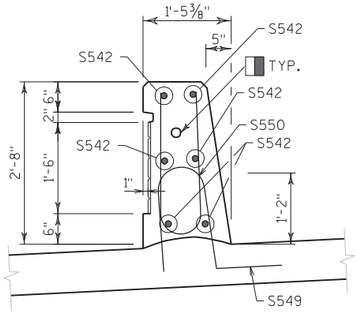
R409

BILL OF BARS

BAR MARK	COAT	NO.	LENGTH	BENT	BAR SERIES	LOCATION	
R501	X	266	5'-10"	X	-	PARAPET - FOOTING TIES	VERTICAL
R502	X	266	5'-0"	X	-	PARAPET - TIES	VERTICAL
R503	X	24	3'-0"	X	-	PARAPET - FOOTING TIES	VERTICAL
R504	X	34	5'-7"	X	-	PARAPET - FOOTING TIES	VERTICAL
R505	X	22	4'-9"	X	-	PARAPET - TIES	VERTICAL
R506	X	12	4'-10"	X	-	PARAPET - TIES	VERTICAL
R507	X	2	15'-0"	X	-	PARAPET - LONGITUDINAL AT END	HORIZONTAL
R508	X	46	26'-2"	-	-	PARAPET - LONGITUDINAL	HORIZONTAL
R409	X	195	8'-2"	X	-	PARAPET FOOTING - STIRRUPS	VERTICAL
R410	X	64	26'-2"	-	-	PARAPET FOOTING - LONGITUDINAL	HORIZONTAL



OUTSIDE ELEVATION



SECTION C-C THRU PARAPET ON BRIDGE

USE DETAILS THIS SHEET FOR PARAPET TRANSITIONS ON BRIDGE

NOTE

CONDUIT, SEE SHEET 29 FOR FURTHER INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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INTERIOR PARAPET TRANSITION DETAILS

SHEET 30 OF 36

1121

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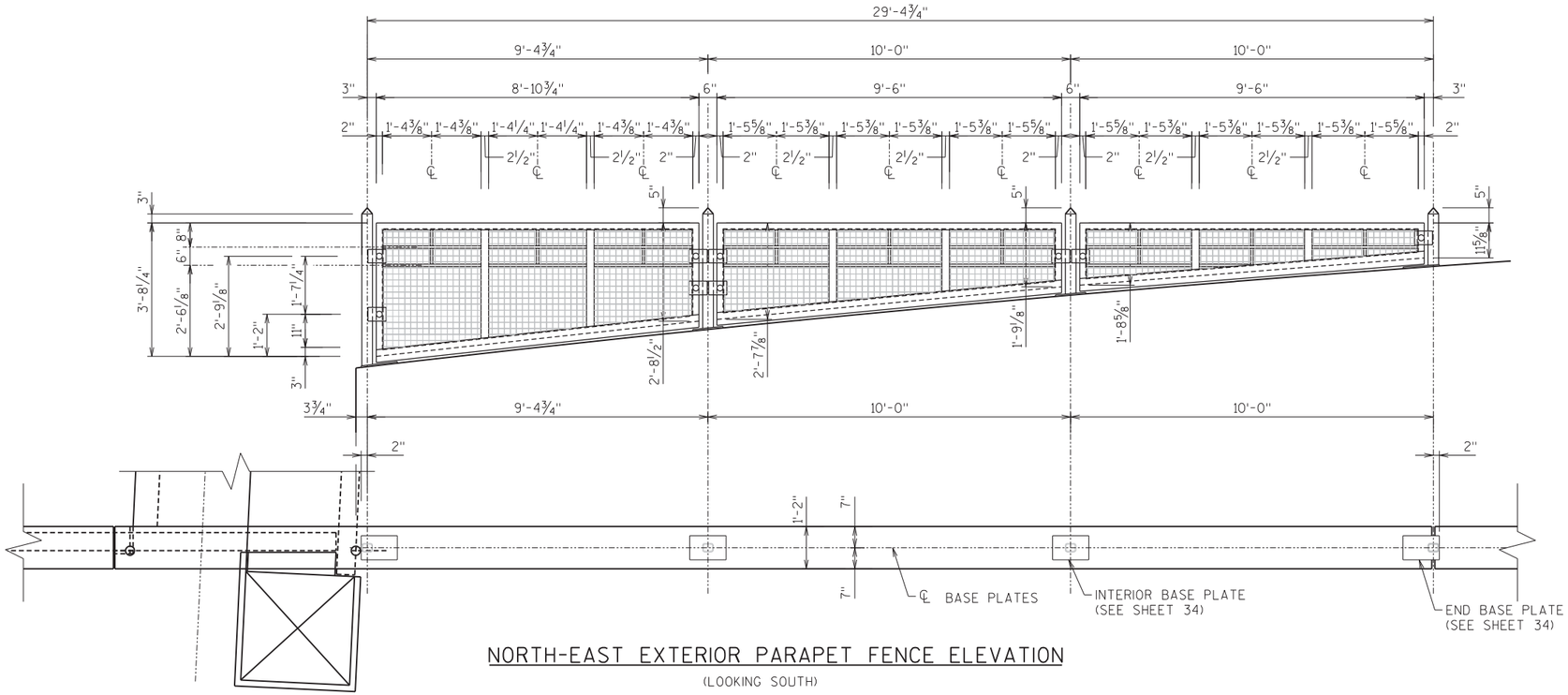
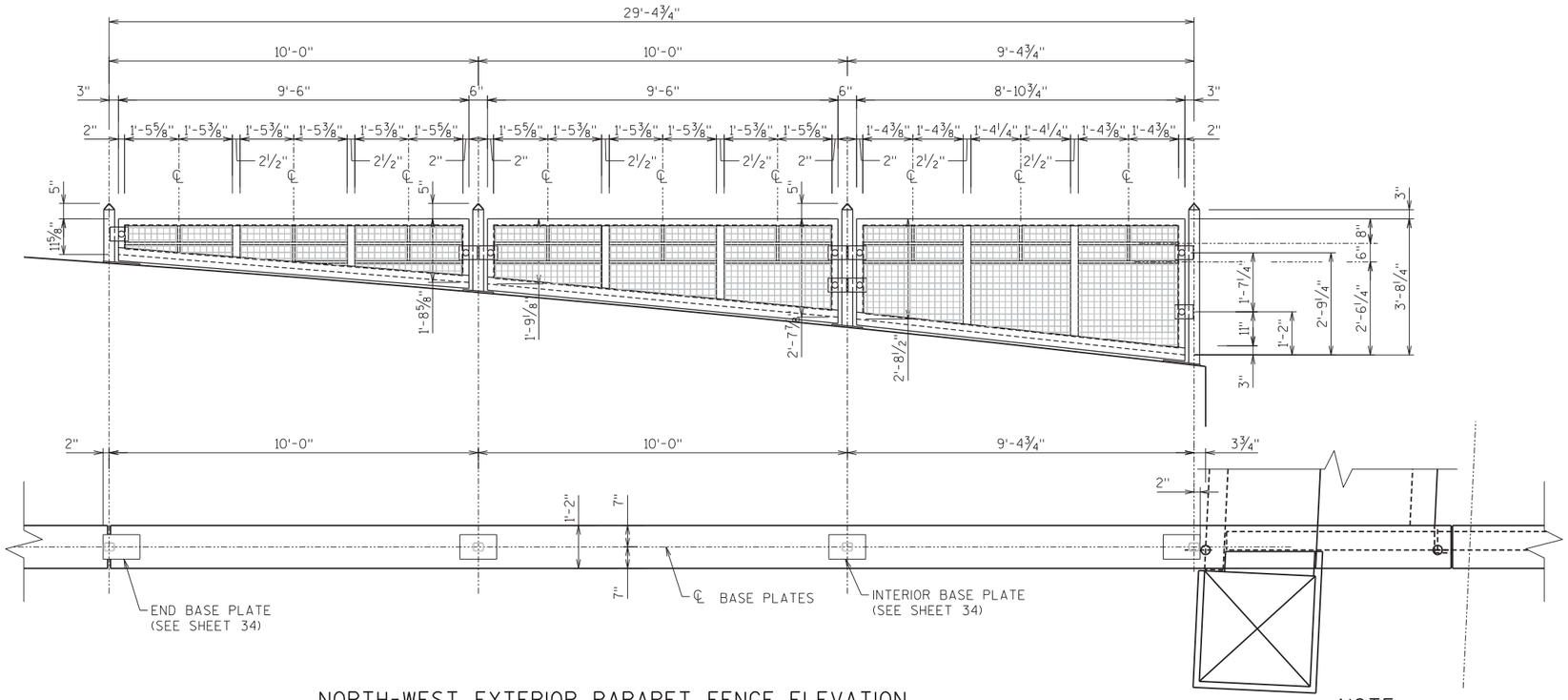


NORTH-EAST EXTERIOR PARAPET FENCE ELEVATION

(LOOKING SOUTH)



NORTH-WEST EXTERIOR PARAPET FENCE ELEVATION

(LOOKING SOUTH)

NOTE

BOTTOM PLATE NOT SHOWN.
SEE SHEET 34 FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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DECORATIVE FENCE ELEVATION - 1

SHEET 1122 31 OF 36

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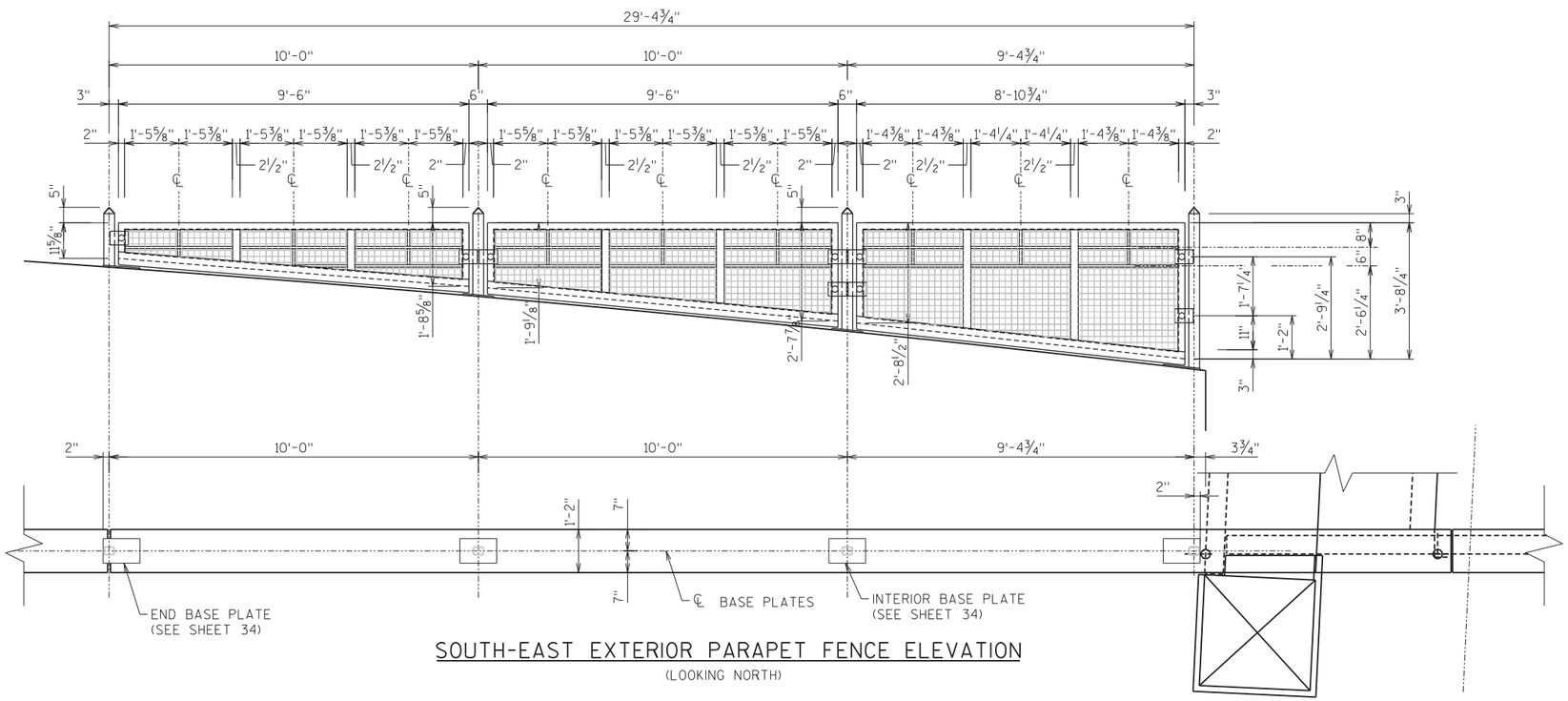
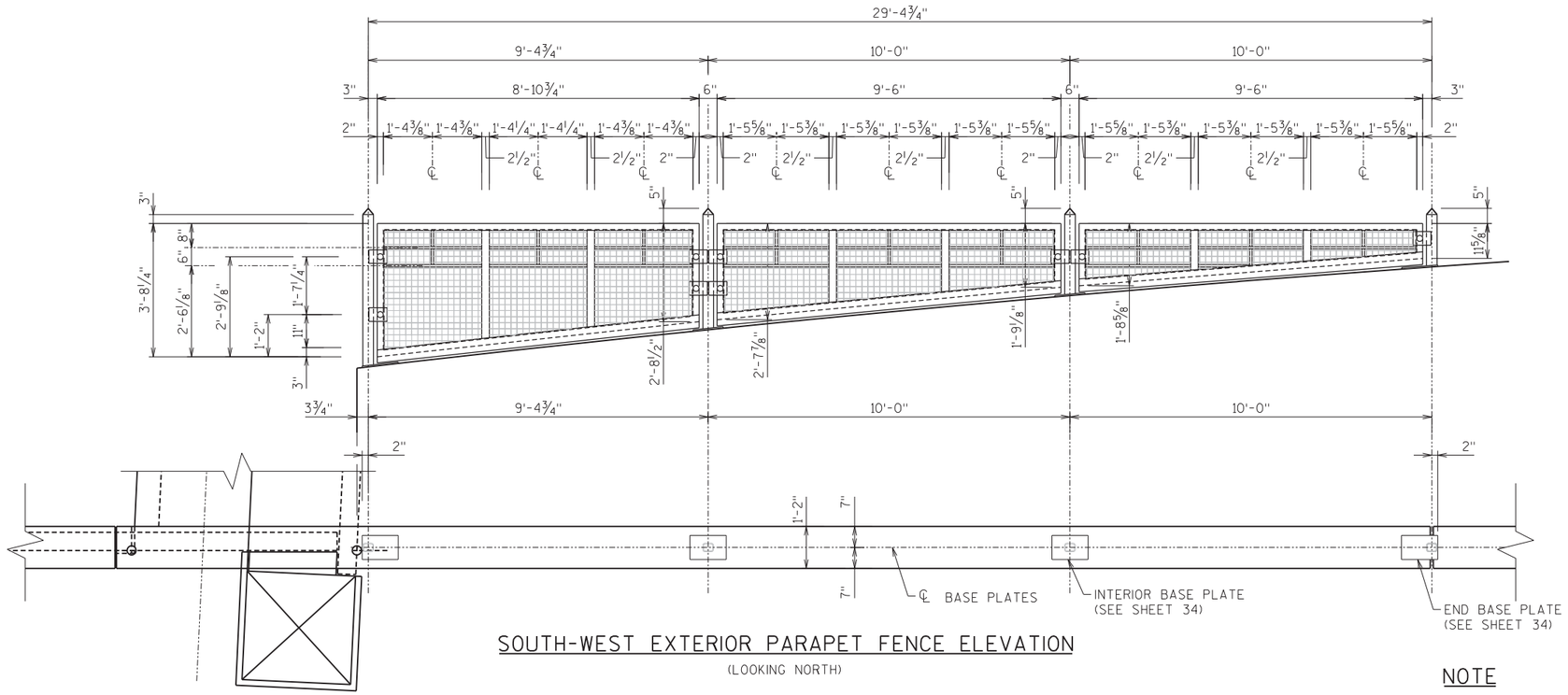
STATE PROJECT NUMBER

1133-10-72



SOUTH-EAST EXTERIOR PARAPET FENCE ELEVATION

(LOOKING NORTH)



SOUTH-WEST EXTERIOR PARAPET FENCE ELEVATION

(LOOKING NORTH)

NOTE

BOTTOM PLATE NOT SHOWN.
SEE SHEET 34 FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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DECORATIVE FENCE ELEVATION - 2

SHEET 32 OF 36
1123

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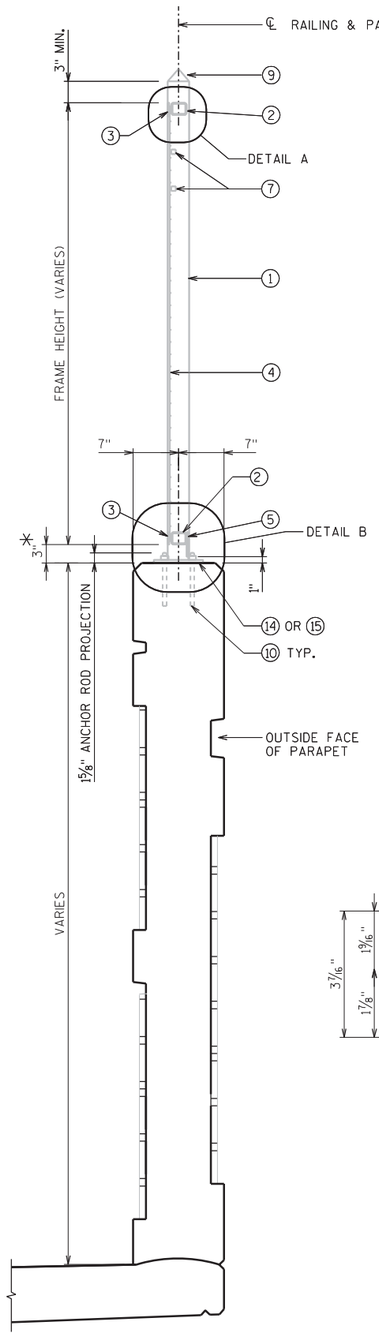
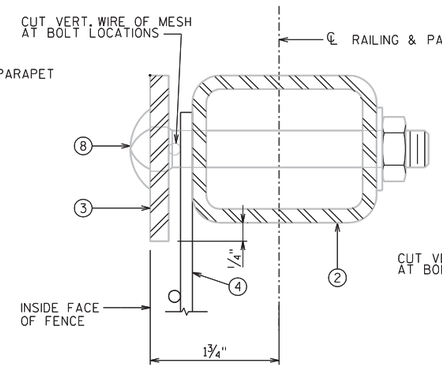
3/4/2013

STATE PROJECT NUMBER

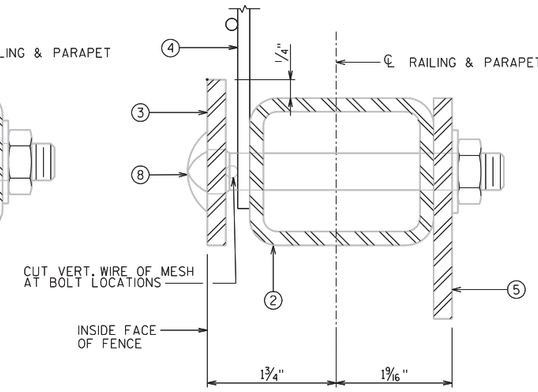
1133-10-72



SECTION THRU PARAPET



DETAIL A



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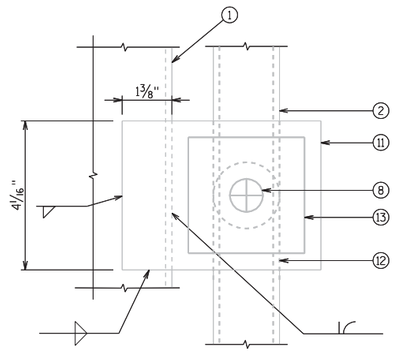
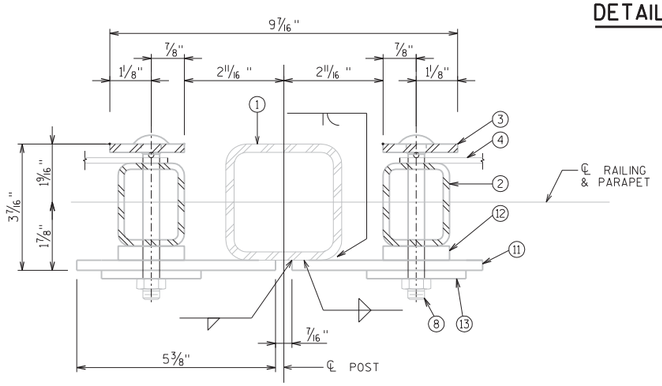
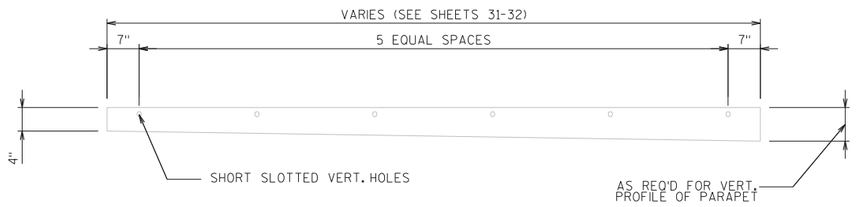


DETAIL C



SECTION A-A



¼" PLATE (NO. 5)

LEGEND

1. HSS 3½ X 3½ X 3⁄16 POST WITH ¼" DIA. VENT HOLES TOP & BOTTOM ON OUTSIDE FACE. RESIZE AS NECESSARY FOR GALVANIZING PROCESS. WELD TO NO. 9 & BASE PLATE, TYP.
2. HSS 2½" X 2" X 3⁄16". WELD TO NO. 6 & 7.
3. PL 2¼" X ¼" WELDED FRAME. WELD TO NO. 4. BOLT TO NO. 2 WITH NO. 8 AFTER PAINTING.
4. STEEL MESH 2" X 2" X 0.162 (8 GA.). PLACE VERTICAL WIRES ON INSIDE FACE OF PARAPET. WELD TO NO. 3.
5. PL ¼" X WIDTH VARIES. PROVIDE SHORT SLOTTED VERT. HOLES FOR NO. 8.
6. 2½" × 2½" ×3⁄16" WELD TO No. 2, 6 & 7
7. ¾" × ¾" BAR. WELD TO NO. 2, 6 & 7.
8. ½" DIA. CARRIAGE BOLT, WASHER & NUT. PROVIDE ⅝" X ⅝" SQUARE HOLE IN NO. 3 & NO. 2
9. 3½" X 3½" PYRAMIDAL CAP. WELD TO NO. 1.
10. ⅝" DIA. CONCRETE MASONRY ANCHOR TYPE S EPOXY, 7" MINIMUM EMBEDMENT WITH A MINIMUM PULLOUT OF 20 KIPS.
11. PL 5⁄16" X 4½" X 0'-6" CONNECTION WITH 2" DIA. HOLE FOR NO. 8. USE NO. 12 TO COVER 2" DIA. ADJUSTMENT HOLES.
12. PL ⅜" X 2" X 4½".
13. PL WASHER ¼" X 3½" X 3½".
14. PL ½" X 8" X 10" BASE PLATE. WELD TO NO. 1.
15. PL ½" X 8" X 1'-0" BASE PLATE. WELD TO NO. 1.
16. ½" DIA. BOLT, WASHER & NUT. TACK WELD NUT TO NO. 2.

✳ THE DIMENSION BETWEEN THE BOTTOM OF THE WELDED FRAME AND THE TOP OF THE PARAPET VARIES DUE TO THE VERTICAL PROFILE OF THE STRUCTURE. SET THIS DIMENSION TO 3" ADJACENT TO THE POST WHERE NO. 5 HAS THE SMALLEST VERTICAL DIMENSION.

▲ 11" TYPICAL. PLACE ONE @ MID HEIGHT WHEN PANEL DEPTH < 3'-0".

NOTES

THE BID ITEM SHALL BE "FENCE DECORATIVE BRIDGE" WHICH SHALL INCLUDE ALL ITEMS SHOWN.

FOR ELEVATIONS OF FENCE PANELS, SEE SHEET 60 & 61.

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.

STRUCTURAL TUBING SHALL BE A.S.T.M. A500, GRADE B. ROLLED SHAPES, PLATES, BARS AND SHIMS SHALL BE A.S.T.M. A709, GRADE 36.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (COLOR TO MATCH CONCRETE STAIN).

CUT BOTTOM OF POST TO MAKE POST VERTICAL.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE A.S.T.M. A307 AND SHALL BE GALVANIZED.

STANDARD WASHERS SHALL BE USED TO SHIM BASE PLATES IF REQUIRED. ALL WASHERS SHALL BE GALVANIZED.

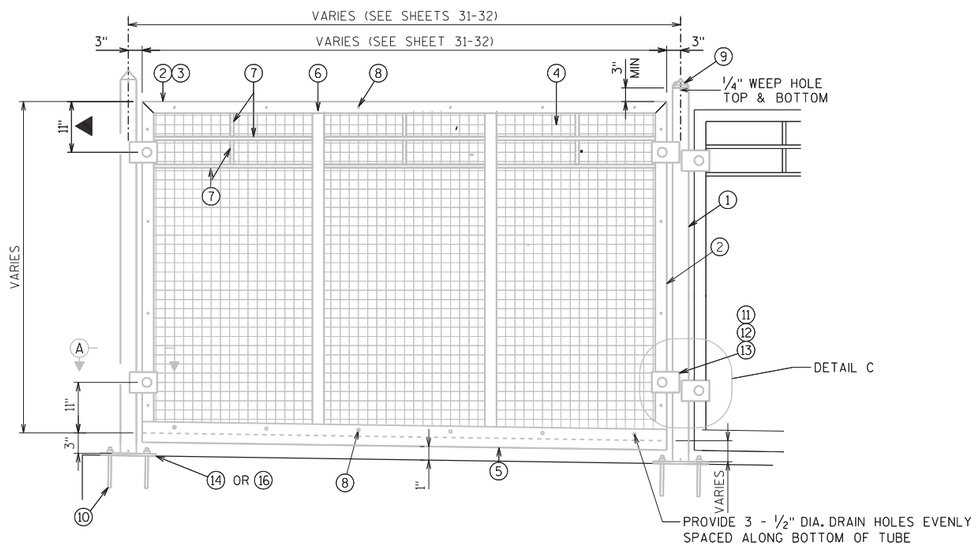
THE STEEL MESH SHALL BE TACK WELDED TO THE 2¼" X ¼" WELDED FRAME. THE MESH SHALL BE STRETCHED TO REMOVE SLACK.

VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

PRIOR TO FABRICATION, STEEL SHALL BE BLAST CLEANED PER SSPC-SP 6 AND GALVANIZED ACCORDING TO ASTM A 123. REPAIR ZINC COATING DAMAGED DURING FABRICATION AS SPECIFIED IN 635.3.4.

ALL WELDS SHALL BE PREQUALIFIED ACCORDING TO THE "STRUCTURAL WELDING CODE - STEEL" (AWS D1.1). THE MINIMUM SIZE OF FILLET WELDS IS 5⁄16".

COAT THE RAILING WITH AN EPOXY PAINT SYSTEM. TOUCH UP DAMAGED PORTIONS OF PAINT AFTER PANEL ERECTION. SEE SPECIAL PROVISIONS FOR REQUIREMENTS.



OUTSIDE ELEVATION OF PANEL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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DECORATIVE FENCE DETAILS-1

SHEET 1124 33 OF 36

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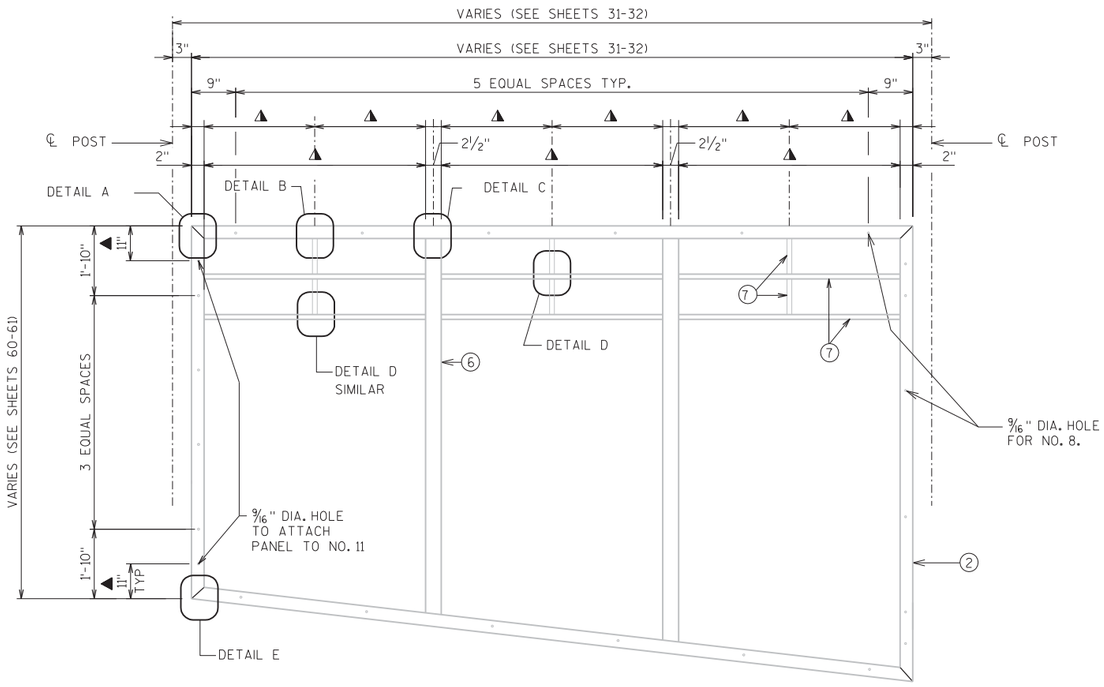
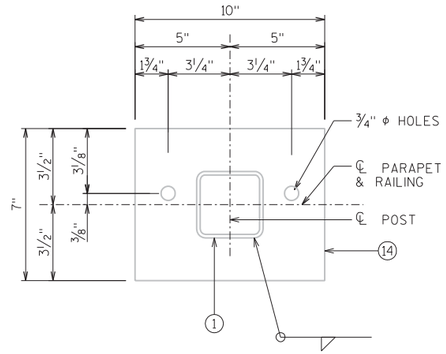
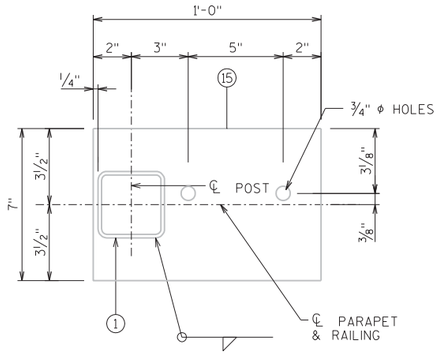


DECORATIVE FENCE BRIDGE PANEL DETAILS

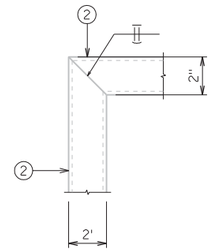


BASE PLATE

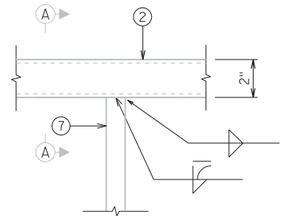


END BASE PLATE

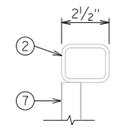
VERTICAL FACE PARAPET BASE PLATE DETAILS



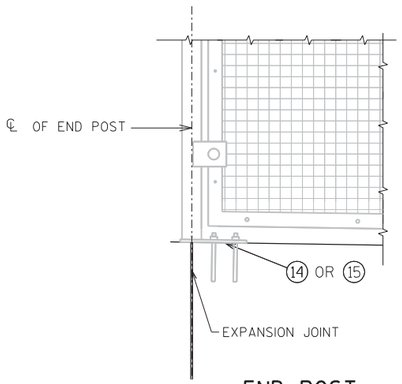
DETAIL A



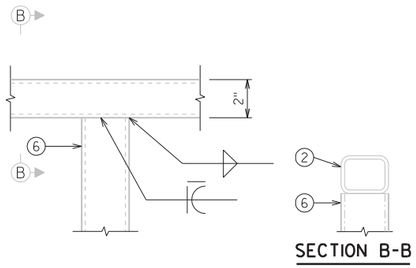
DETAIL B



SECTION A-A

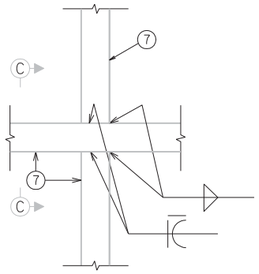


END POST
DETAIL @ EXP. JOINT

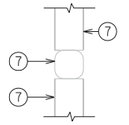


SECTION B-B

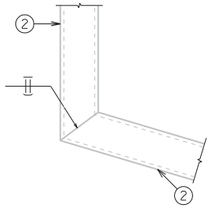
DETAIL C



DETAIL D



SECTION C-C



DETAIL E

LEGEND

SEE SHEET 33 FOR (X) DETAILS

◭ EQUAL SPACES, TOTAL NUMBER OF SPACES AS SHOWN

▲ 11" TYPICAL, PLACE ONE @ MID HEIGHT WHEN PANEL DEPTH < 3'-0".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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DECORATIVE FENCE DETAILS - 2

SHEET 34 OF 36
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STATE PROJECT NUMBER

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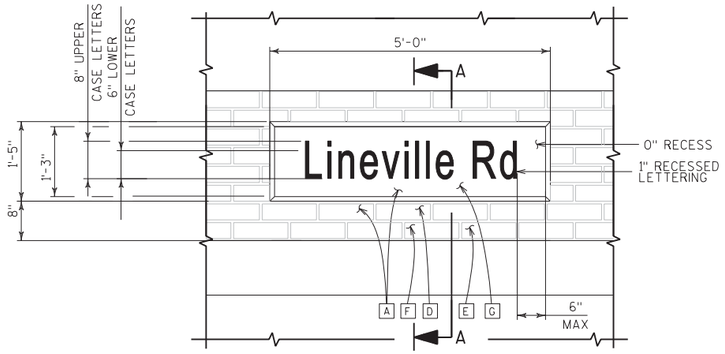
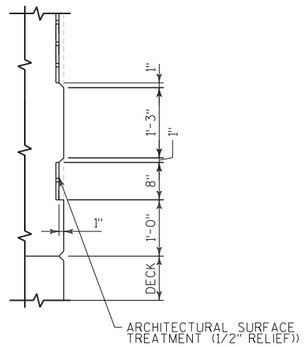
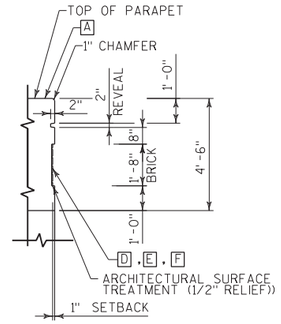


INDENTED TEXT

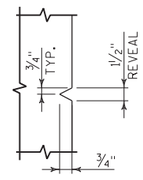
(OUTSIDE FACE OF EXTERIOR PARAPET @ SE & NW LOCATIONS ONLY)



SECTION A-A



SECTION B-B



SECTION C-C

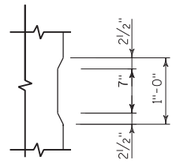
CONCRETE STAINING SCHEDULE

MARK	COLOR	FEDERAL COLOR	LOCATION
A	BASE COLOR	33522	BRIDGES, PARAPETS, WALLS
B	ACCENT COLOR #1	33303	REVEALS, OUTSIDE OF CONC. GIRDER
C	ACCENT COLOR #2	10076	VERTICAL PILASTER CENTER ELEMENT
D	ACCENT COLOR #3	12160	BRICK COLOR (70% OF BRICK)
E	ACCENT COLOR #4	10091	BRICK COLOR (15% OF BRICK)
F	ACCENT COLOR #5	10219	BRICK COLOR (15% OF BRICK)
G	ACCENT COLOR #6	37038	LETTERING AT ROADWAY NAME

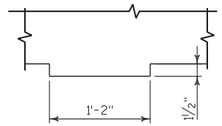
NOTE: 1. ALL COLOR DESIGNATIONS ARE FEDERAL STANDARD COLORS.
2. FINISH ON COLORS IS FLAT (LUSTERLESS)
3. LETTERING SHALL BE HELVETICA. 8" UPPER CASE AND 6" LOWER CASE.
4. LETTERING IS ONLY ON OUSTIDE FACE OF PARAPET.

NOTES:
LETTERING SHALL BE HELVETICA.
8" UPPER CASE AND 6" LOWER CASE.

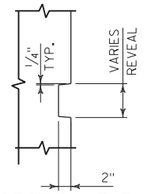
LETTERING IS ONLY ON OUSTIDE FACE OF PARAPET.



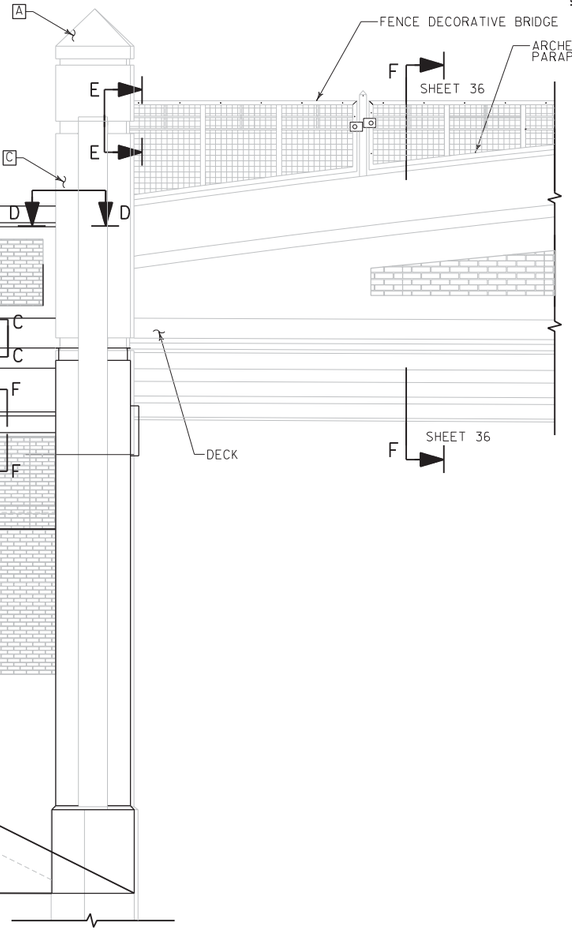
SECTION F-F

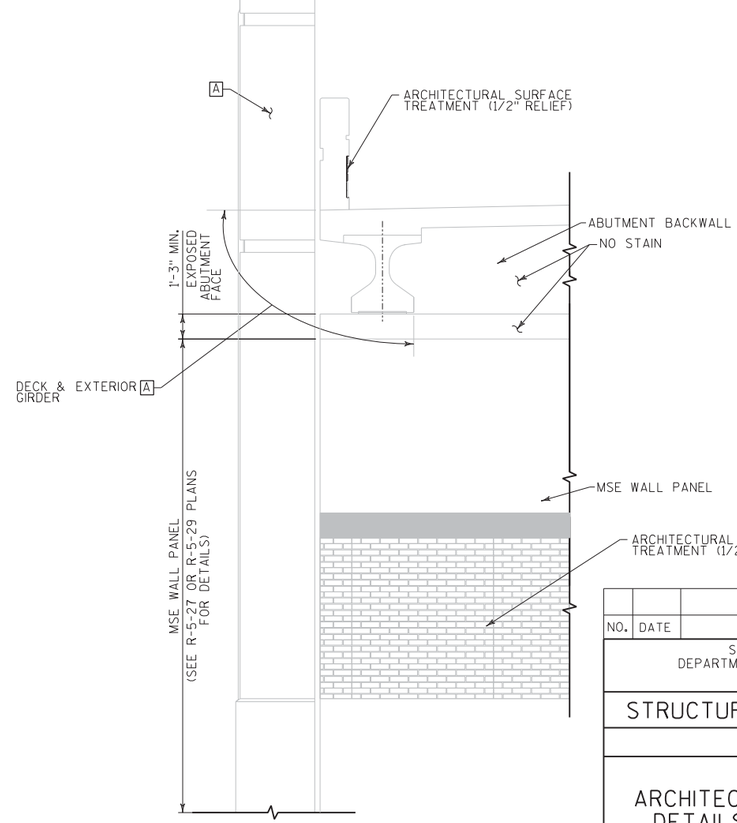


SECTION D-D



SECTION E-E





LEGEND

* EDGE OF DECK THICKNESS VARIES BASED ON HAUNCH HEIGHT. DEPTH SHALL MATCH EDGE OF DECK THICKNESS AT ADJACENT SIDE OF EXPANSION JOINT. ANTICIPATED DEPTH IS 1'-2 1/2". HOWEVER, ACTUAL DEPTH MAY VARY BASED ON VARIATIONS IN GIRDER CAMBER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

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ARCHITECTURAL DETAILS - 1

SHEET 35 OF 36
1126

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STATE PROJECT NUMBER

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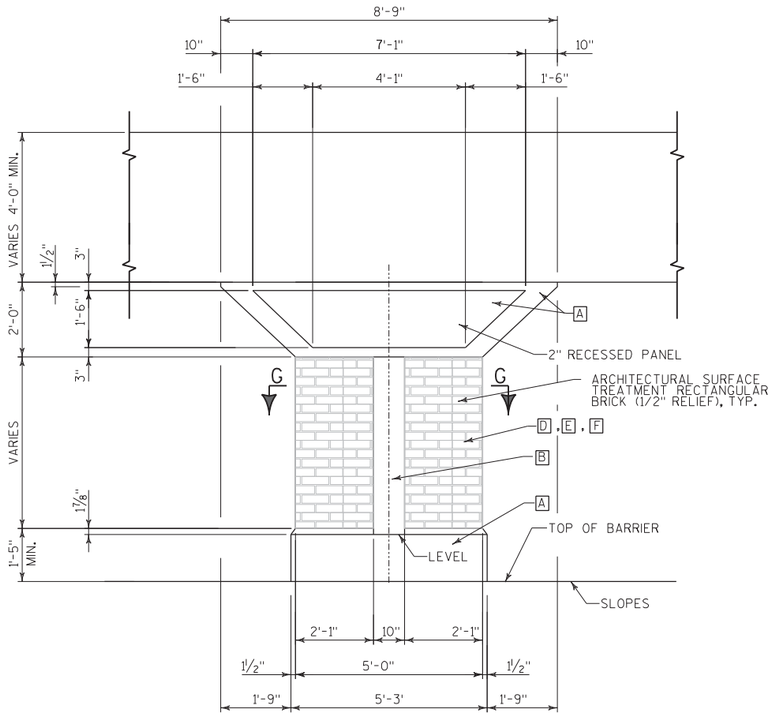
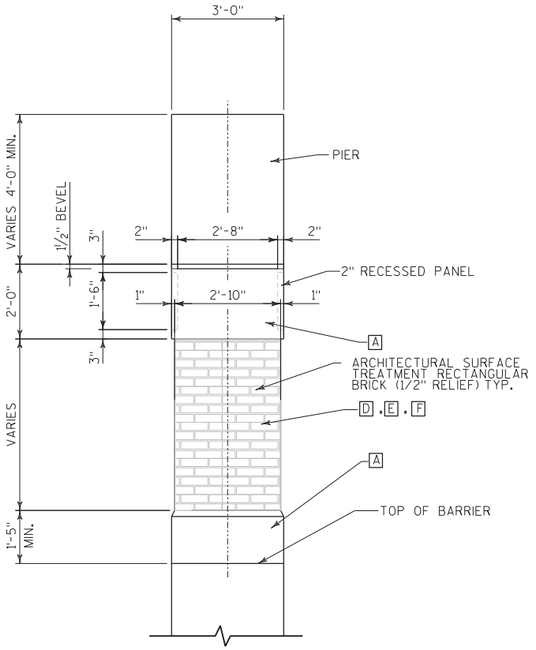
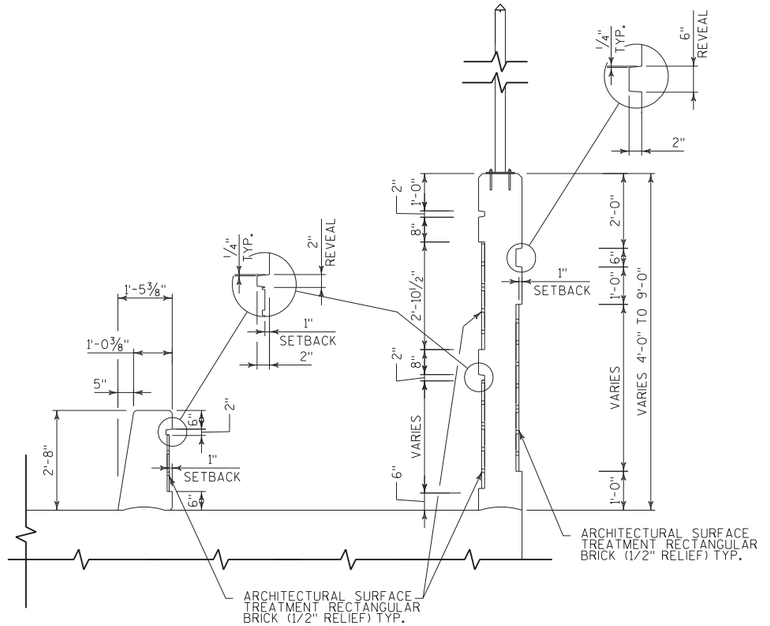


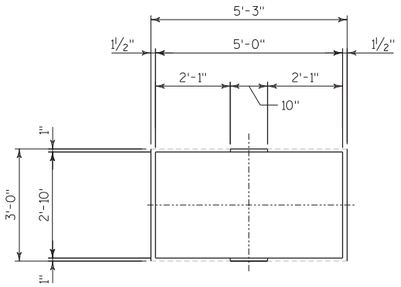
PIER ELEVATION VIEW



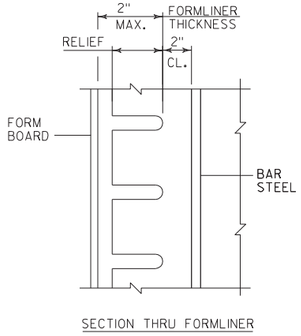
PIER END VIEW



SECTION F-F

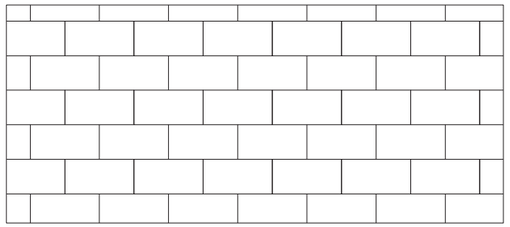


SECTION G-G



SECTION THRU FORMLINER

* USE 2½" CLEAR AT PIERS



ARCHITECTURAL SURFACE TREATMENT RECTANGULAR BRICK

SIZE = 2¼" TO 2⅜" X 7⅝" TO 8"
RELIEF = ½"

CONCRETE STAINING SCHEDULE

MARK	COLOR	FEDERAL COLOR	LOCATION
A	BASE COLOR	33522	BRIDGES, PARAPETS, WALLS
B	ACCENT COLOR #1	33303	REVEALS, OUTSIDE OF CONC. GIRDER
C	ACCENT COLOR #2	10076	VERTICAL PILASTER CENTER ELEMENT
D	ACCENT COLOR #3	12160	BRICK COLOR (70% OF BRICK)
E	ACCENT COLOR #4	10091	BRICK COLOR (15% OF BRICK)
F	ACCENT COLOR #5	10219	BRICK COLOR (15% OF BRICK)
G	ACCENT COLOR #6	37038	LETTERING AT ROADWAY NAME

NOTE: 1. ALL COLOR DESIGNATIONS ARE FEDERAL STANDARD COLORS.
2. FINISH ON COLORS IS FLAT (LUSTERLESS)

ABUTMENT NOTES

FORMLINER COURSING ON WINGS SHALL BE LEVEL.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

PIER NOTES

FORMLINER COURSING ON PIERS SHALL BE LEVEL.

THE FORMLINER COURSING ON ALL FACES OF EACH COLUMN SHALL BE VERTICALLY ALIGNED.

SPACE ADJACENT PORTIONS OF FORMLINER ON SLOPED FACE SO THAT COURSING IS ALIGNED VERTICALLY WITH COURSING ON VERTICAL FACE.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS

PARAPET NOTES

FORMLINER COURSING ON PARAPETS SHALL BE LEVEL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-5-685

DRAWN BY TRW | PLANS CK'D. JFR

ARCHITECTURAL DETAILS - 2

SHEET 1127 36 OF 36

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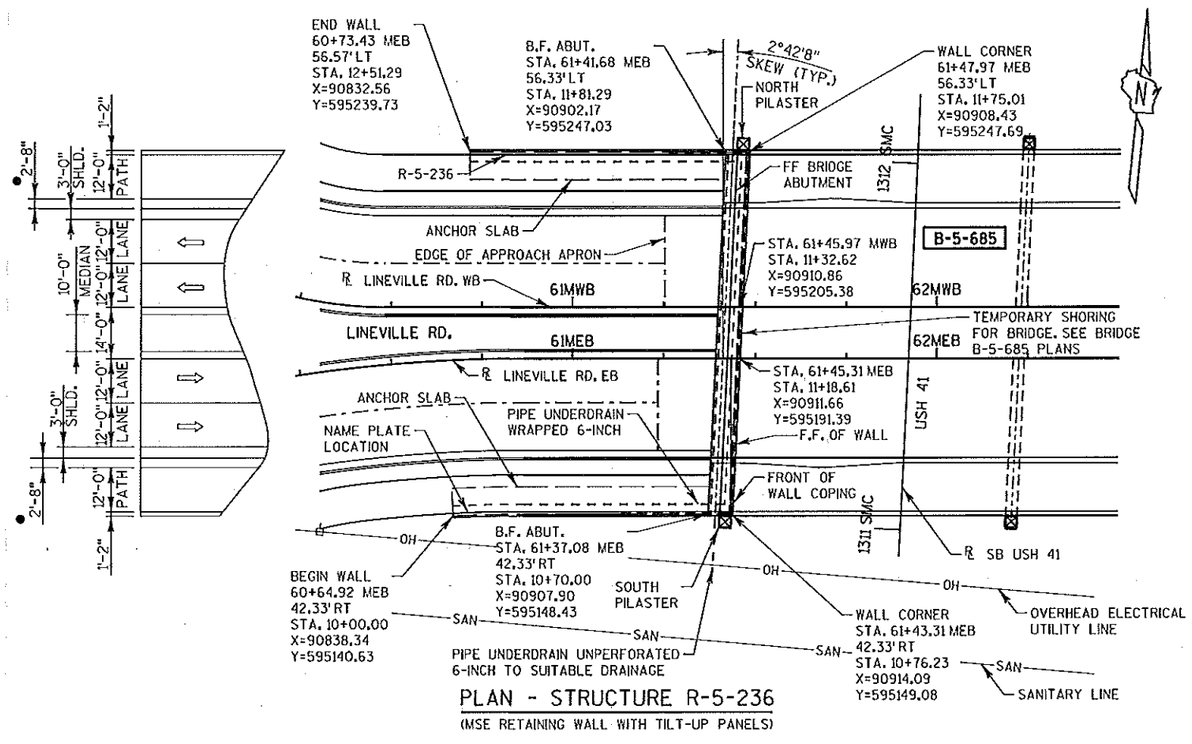
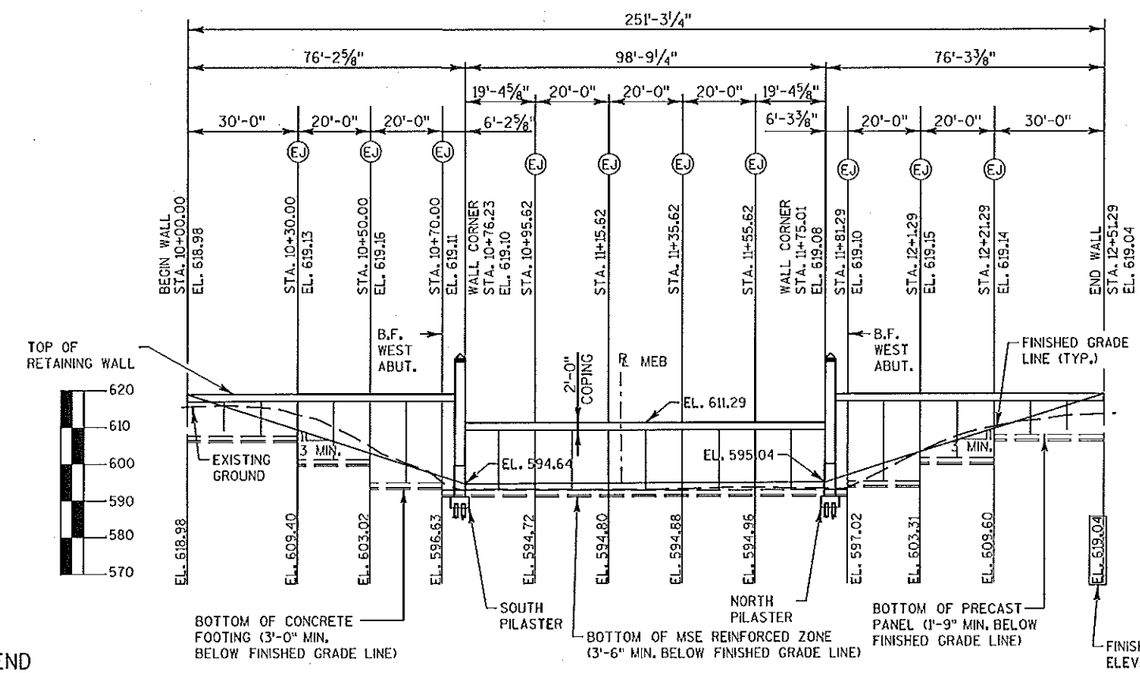
3/4/2013



PLAN - STRUCTURE R-5-236

(MSE RETAINING WALL WITH TILT-UP PANELS)



ELEVATION - STRUCTURE R-5-236

(UNFOLDED ELEVATION LOOKING AT F.F. OF WALL)

LEGEND

(EJ) EXPANSION JOINT LOCATION IN COPING OR ANCHOR SLAB

● WIDTH ACCOUNTS FOR PARAPETS AND LIGHT STANDARDS

F.F. = FRONT FACE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL STATIONS AND ELEVATIONS ARE IN FEET.

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

THE FIRST DIGIT OF A THREE DIGIT BAR MARK AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALL IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL WIRE FACED MECHANICALLY STABILIZED EARTH."

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

COORDINATE THE CONSTRUCTION OF WALL R-5-236 WITH WEST ABUTMENT CONSTRUCTION FOR BRIDGE B-5-685.

THE COST OF FURNISHING AND PLACING THE FOOTING UNDER THE MSE PRECAST WALL PANELS IS INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL".

THE QUANTITY OF CONCRETE MASONRY FOR THE CAST-IN-PLACE PILASTERS, ANCHOR SLAB AND PARAPETS IS INCLUDED IN THE BID ITEM "CONCRETE MASONRY RETAINING WALLS."

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEETS 1 AND 2.

ALL STATIONS ARE ALONG THE REFERENCE LINE FOR R-5-236 ALONG THE FRONT FACE OF WALL UNLESS SHOWN OTHERWISE.

DO NOT ALLOW CONCRETE OR FILL TO DROP OR ACCUMULATE INTO WALL PANEL CAVITY.

HOT DIP GALVANIZE ALL STRUCTURAL STEEL CARBON IN ACCORDANCE WITH ASTM A123 WHERE SHOWN.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS NOTED OTHERWISE

PROVIDE A RUBBED SURFACE TREARMENT IN ACCORDANCE WITH SECTION 502.3.7.3 TO ALL PERMANENTLY EXPOSED SURFACES OF CONCRETE MASONRY RETAINING WALLS.

AT THE END AND BEGINNING OF WALL, CLOSE GAP BETWEEN WIRE-FACED WALL AND PRECAST CONCRETE PANEL WITH 1'-6" WIDE COLUMN OF CONCRETE.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M153, TYPE I, II OR III OR AASHTO DESIGNATION M213.

OPTIONAL TRANSVERSE CONSTRUCTION JOINTS ARE PERMITTED IN THE FOOTING WITH A MINIMUM SPACING OF TWO PANEL LENGTHS. FOOTING JOINTS SHOULD BE OFFSET A MINIMUM OF 1'-0" FROM WALL JOINTS. BAR STEEL SHALL BE RUN THRU FOOTING JOINTS.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30 DEGREES WITHOUT CERTIFIED TEST VALUES.

DESIGN THE RETAINING WALL FOR HORIZONTAL FINISHED GRADE BEHIND THE WALL AND A LIVE LOAD SURCHARGE OF 240 PSF.

DESIGN MSE WALL FOR A SUCTION LOAD OF 20 PSF ACTING ON THE PRECAST WALL PANELS.

DESIGN THE MSE WALL IN FRONT OF THE ABUTMENT BODY TO RESIST THE FORCE FROM ALL HORIZONTAL EARTH PRESSURES ACTING ON THE BACK OF THE ABUTMENT BELOW THE BEAM SEATS.

SEE SPECIAL PROVISIONS FOR AESTHETIC TREATMENT TO WALL.

IN ACCORDANCE WITH THE SPECIAL PROVISIONS BID ITEM "STAINING CONCRETE" IS REQUIRED FOR BRICK SURFACES PRIOR TO BID ITEM "STAINING CONCRETE BRICK".

APPLY PROTECTIVE SURFACE TREATMENT TO THE EXPOSED SURFACE OF THE ANCHOR SLAB.

DESIGN FOR RETAINING WALL TO PROVIDE FOR A FINISHED GRADE SLOPE BEHIND THE WALL AS SHOWN IN THESE PLANS AND THE ROADWAY CROSS SECTIONS.

AN ALTERNATE WALL PANEL ANCHOR AND PANEL CONSTRUCTION SYSTEM MAY BE SUBMITTED FOR REVIEW AND POSSIBLE ACCEPTANCE BY THE ENGINEER.

TILT UP PANEL ANCHOR SYSTEM MAY BE TRENCHED IN IF THE GEOMETRY OF THE ANCHOR SYSTEM LOCATION ALLOWS.

EXISTING STRUCTURE B-5-130 IS A 2-SPAN-HAUNCHED STEEL GIRDER BRIDGE SUPPORTED ON CONC. ABUTMENTS AND PIERS TO BE REMOVED AS PART OF STRUCTURE B-5-685 WORK. OVERALL WIDTH=71'-0". OVERALL LENGTH=231'-4".

PROPOSED STRUCTURE B-5-685 IS A 2-SPAN - 36W PRESTRESSED GIRDER BRIDGE. OVERALL WIDTH=99'-8". OVERALL LENGTH=166'-9".

WALL REFERENCE LINE IN FRONT OF WEST ABUTMENT OF B-5-685 IS PARALLEL TO THE WEST ABUTMENT ℄ BEARING.

BASED ON CONTRACTOR MEANS AND METHODS, ANY GAPS BETWEEN THE PRESTRESSED PRECAST CONCRETE WALL PANEL AND THE PRESTRESSED PRECAST CONCRETE PANEL FOOTING THAT EXPOSE THE MSE WALL SHALL BE FILLED WITH MASONRY MATERIAL OR AS APPROVED BY THE ENGINEER. ALL LABOR AND MATERIALS NECESSARY TO COMPLETE THIS WORK ARE CONSIDERED INCIDENTAL TO THE WALL CONSTRUCTION.

WISCONSIN
MAHMOUD N. MALAS
E-27922
MILWAUKEE, WI
PROFESSIONAL ENGINEER
2/15/2013

LIST OF DRAWINGS

1. GENERAL PLAN
2. NOTES & QUANTITIES
3. SUBSURFACE EXPLORATION
4. WALL DETAILS 1
5. WALL DETAILS 2
6. WALL DETAILS 3
7. WALL DETAILS 4
8. SECTION & DETAILS
9. PARAPET & ANCHOR SLAB DETAILS
10. PILASTER DETAILS
11. PILASTER REINFORCEMENT
12. AESTHETIC DETAILS 1
13. AESTHETIC DETAILS 2

STRUCTURES DESIGN CONTACTS

NE REGION CONTACT:
PAUL VRANEY (920) 492-2232

BUREAU OF STRUCTURES CONTACT:
WILLIAM DREHER (608) 266-8489

CONSULTANT CONTACT:
MAC MALAS (262) 821-1171

STATE PROJECT NUMBER

1133-10-72

NO.	DATE	REVISION	BY

K. Singh & Associates, Inc.
Engineers, Scientists and Environmental Management Consultants

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 2/19/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-5-236

RETAINING WALL AT WEST ABUTMENT OF B-5-685

COUNTY BROWN ~~TOWN/CITY/VILLAGE~~ HOWARD

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DRJ	DESIGN CK'D.	MNM	DRAWN BY	DRJ	PLANS CK'D.	MNM

GENERAL PLAN

SHEET 1 OF 13

1128

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8

STATE PROJECT NUMBER
1133-10-72

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	TOTAL
502.3200	PROTECTIVE SURFACE TREATMENT	SY	8
504.0500	CONCRETE MASONRY RETAINING WALLS	CY	105
505.0615	BAR STEEL REINFORCEMENT HS COATED RETAINING WALLS	LB	11,570
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	25
532.0700.S	WALL WIRE FACED MECHANICALLY STABILIZED EARTH (LRFD)	SF	3,360
532.0750.S	TEMPORARY WALL WIRE FACED MECHANICALLY STABILIZED EARTH (LRFD)	SF	900
550.1120	PILING STEEL PILE HP 12 INCH X 53 LB.	LF	420
604.0400	SLOPE PAVING CONCRETE	SY	128
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	85
612.0406	PIPE UNDERDRAIN 6-INCH WRAPPED	LF	255
SPV.0165.500	ARCHITECTURAL SURFACE TREATMENT	SF	4,900
SPV.0165.501	STAINING CONCRETE	SF	3,460
SPV.0165.502	STAINING CONCRETE BRICK	SF	2,390
SPV.0165.850	PRESTRESSED PRECAST CONCRETE WALL PANEL	SF	3,360
	NON-BID ITEMS		
	PREFORMED FILLER	SIZE	3/4", 1"
	CORK FILLER	SIZE	1/2"
	EXPANDED POLYSTYRENE	SIZE	1"

GEOMETRY TABLE

WALL STATION	MEB STATION	OFFSET TO F.F. WALL	TOP OF WALL	FINISHED GRADE	EXISTING GRADE
10+00.00	60+64.92	42.33' RT	618.98	618.98'	615.58'
10+30.00	60+97.08	42.33' RT	619.13'	609.40'	613.49'
10+50.00	61+17.08	42.33' RT	619.16'	603.02'	604.91'
10+70.00	61+37.08	42.33' RT	619.11'	596.63'	595.14'
10+76.23	61+43.31	42.33' RT	619.10'	594.64'	592.96'
10+95.62	61+44.22	22.97' RT	611.29'	594.72'	593.14'
11+15.62	61+45.17	2.99' RT	611.29'	594.80'	593.00'
11+35.62	61+46.11	16.99' LT	611.29'	594.88'	593.24'
11+55.62	61+47.05	36.97' LT	611.29'	594.96'	593.64'
11+75.01	61+47.97	56.33' LT	619.08'	595.04'	593.31'
11+81.29	61+41.68	56.33' LT	619.10'	597.02'	593.58'
12+1.29	61+21.68	56.33' LT	619.15	603.31'	603.29'
12+21.29	61+1.68	56.33' LT	619.14'	609.60'	610.22'
12+51.29	60+73.43	56.57' LT	619.04'	619.04'	613.54'

TRAFFIC DATA USH 41 (NB/SB)

A.D.T. = 29,900 / 30,400 (2015)
= 40,000 / 40,500 (2035)

R.D.S. = 70 MPH

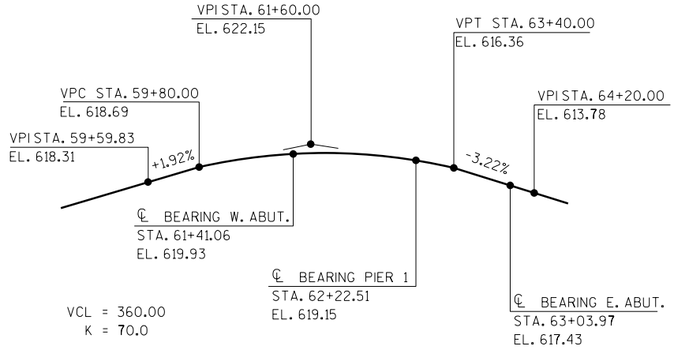
TRAFFIC DATA LINEVILLE RD.

A.D.T. = 14,600 / 9,000 (2015)
= 18,800 / 12,800 (2035)

R.D.S. = 50 / 40 MPH

BENCH MARK TABLE

NO.	DESCRIPTION	ELEVATION
760	NW BOLT AT BP GAS STATION/SUBWAY SIGN SE QUAD OF LINEVILLE RD. AND E. DEERFIELD AVE.	591.47
762	RR SPIKE IN TREE, 2' E. OF AMERITECH TPED #1839 S. OF LINEVILLE RD. 0.2 MILE W. OF 2. DEERFIELD AVE.	594.75



PROFILE GRADE LINE - LINEVILLE ROAD

(CTH 'M' EB)

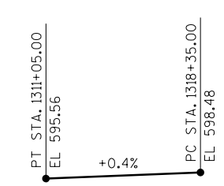
HORIZONTAL CURVE DATA

LINVILLE RD. MEB-2

PI STA. 64+24.77
PC STA. 63+85.27
PT STA. 64+61.06
△ = 39°50'13"
T = 39.50
R = 109.00
L = 75.79

USH 41 SB

PI STA. 1311+48.97
PC STA. 1303+89.82
PT STA. 1319+06.66
△ = 6°08'48"
T = 759.15
R = 14139.50
L = 1516.85



PROFILE GRADE LINE -
US 41 NB (NMC)/ SB (SMC)

SAFETY FACTORS & DIMENSIONS

DIMENSION			
BEGIN STA. (WALL STATION)	10+00.00	10+70.00	11+81.29
END STA. (WALL STATION)	10+70.00	11+81.29	12+51.29
WALL HEIGHT[1] (FEET)	26.1	19.6	25.7
FILL BELOW WALL (FEET)	VARIES	0	VARIES
REINFORCEMENT LENGTH[2] (FEET)	21.0	22.0	21.0
LENGTH OF REIN./WALL HEIGHT	0.8	1.2	0.8
CAPACITY TO DEMAND RATIO			
SLIDING	1.42	1.05	1.42
OVERTURNING	1.18	1.24	1.18
GLOBAL STABILITY	1.15[3]	1.13[4]	1.15[3]
BEARING CAPACITY	1.00	1.22	1.00
ULT. BEARING CAPACITY (psf)	4,000	4,000	4,000

Notes
1. WALL HEIGHT SHOWS ONLY THE MAXIMUM HEIGHT IN THE SECTION AND INCLUDES 3.5 FEET OF EMBEDMENT PER US 41 BROWN COUNTY CORRIDOR MANUAL.
2. THE LENGTH OF REINFORCEMENT IS THE MINIMUM REQUIRED LENGTH FOR THE MAXIMUM WALL HEIGHT AT THE EVALUATED SECTION.
3. A RESISTANCE FACTOR OF 0.75 WAS USED FOR DETERMINING CDR FOR THE SLOPES NOT INCLUDING STRUCTURAL ELEMENTS.
4. A RESISTANCE FACTOR OF 0.65 WAS USED FOR DETERMINING CDR FOR THE SLOPE INCLUDING STRUCTURAL ELEMENTS.

FINAL DESIGN FOR INTERNAL WALL STABILITY AND EXTERNAL SLIDING AND ECCENTRICITY AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

DESIGN DATA

LIVE LOAD SURCHARGE (ROADWAY) = 240 P.S.F.

ULTIMATE DESIGN STRESSES:

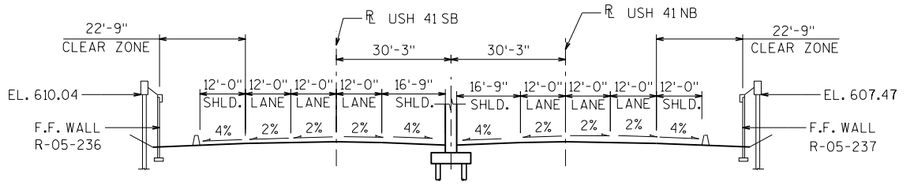
CONCRETE MASONARY - BARRIER & COPING----f'c= 4,000 P.S.I.
PRECAST CONCRETE WALL PANEL----------f'c= 5,000 P.S.I.
HIGH-STRENGTH BAR STEEL
REINFORCEMENT, GRADE 60----------fy = 60,000 P.S.I.
STRUCTURAL STEEL CARBON----------fy = 36,000 P.S.I.
(ASTM A709 GRADE 36)

FOUNDATION DATA:

ULTIMATE SOIL BEARING CAPACITY -
MSE WALL PANEL---------- SEE TABLE

SOIL PARAMETERS

SOIL UNIT	BOTTOM ELEVATION (FEET)	SOIL UNIT WEIGHT (psf)	UNDRAINED COHESION (psf)	UNDRAINED FRICTION ANGLE (DEGREES)	DRAINED COHESION (psf)	DRAINED FRICTION ANGLE (DEGREES)
EXISTING GRANULAR FILL	587.0	120	--	30	--	30
MEDIUM DENSE TO DENSE SILTY SAND	574.5	120	--	32	--	32
VERY STIFF LEAN CLAY	564.5	130	2,000	--	100	28
VERY SOFT LEAN CLAY	559.5	125	250	--	0	20
VERY SOFT TO MEDIUM STIFF CLAY	553.0	125	750	--	50	24
STIFF TO VERY STIFF LEAN CLAY	534.0	130	1,000	--	80	25
HARD LEAN CLAY	518.5	135	4,000	--	200	32
APPARENT BEDROCK	-	150	200,000	--	200,000	--



TYPICAL SECTION THRU USH 41

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-236

DRAWN BY DRJ | PLANS CK'D. MNM

NOTES & QUANTITIES

SHEET 2 OF 13
1129

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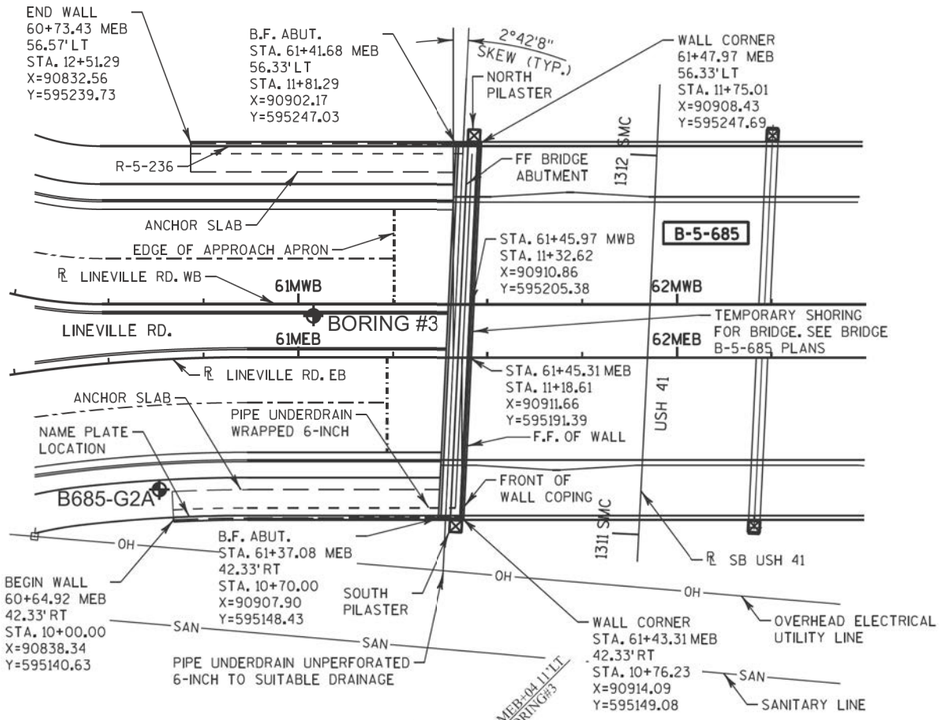
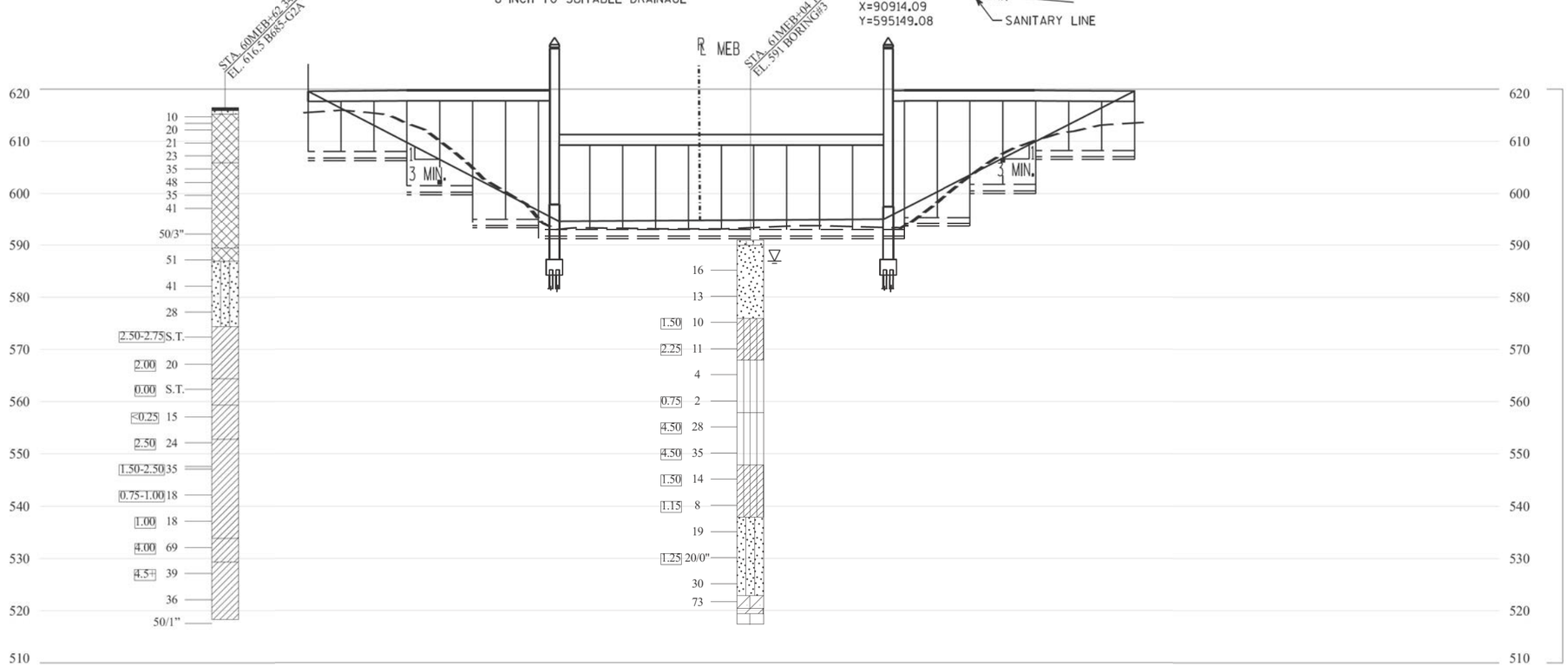
USH-41 (R-5-236)
05-BROWN, WI





NOTE: BORING #3 WAS PERFORMED BY WISDOT IN 1970 OR BEFORE FOR EXISTING BRIDGE B-05-130

STATE PROJECT NUMBER

1133-10-72

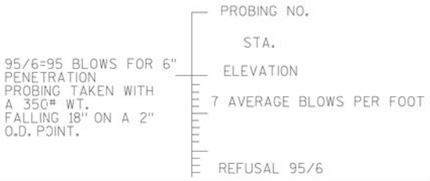
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

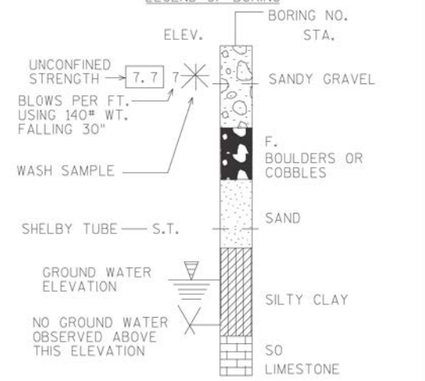
MATERIAL SYMBOLS

TOPSOIL, SILT, FAT CLAY, SAND, PEAT, DOLOMITE, GRAVEL, CLAY, FILL

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 R-5-236

DRAWN BY RE | PLANS CK'D. DB

SUBSURFACE EXPLORATION

SHEET 3 OF 13

1130

SCALE 1"=40'

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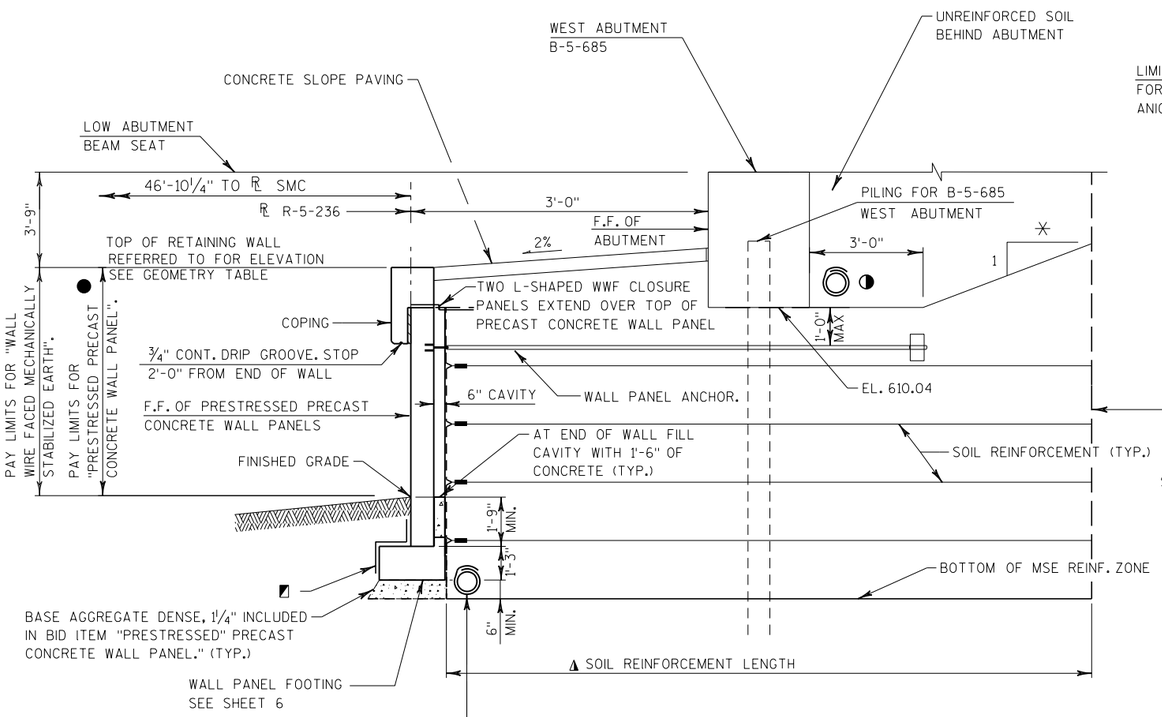
STATE PROJECT NUMBER

133-10-72

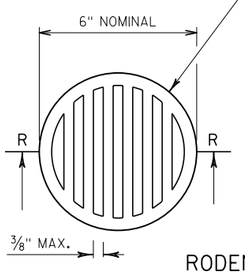


NOTES

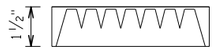
1. INSTALL BRIDGE PILING BEFORE MSE WALL. PLACE REINFORCING MAT AROUND PILING FOR BRIDGE ABUTMENT.
2. INSTALLATION OF BRIDGE PILING IS NOT A RETAINING WALL ITEM.

SECTION THRU RETAINING WALL AT WEST ABUTMENT

LOOKING SOUTH THRU WALL



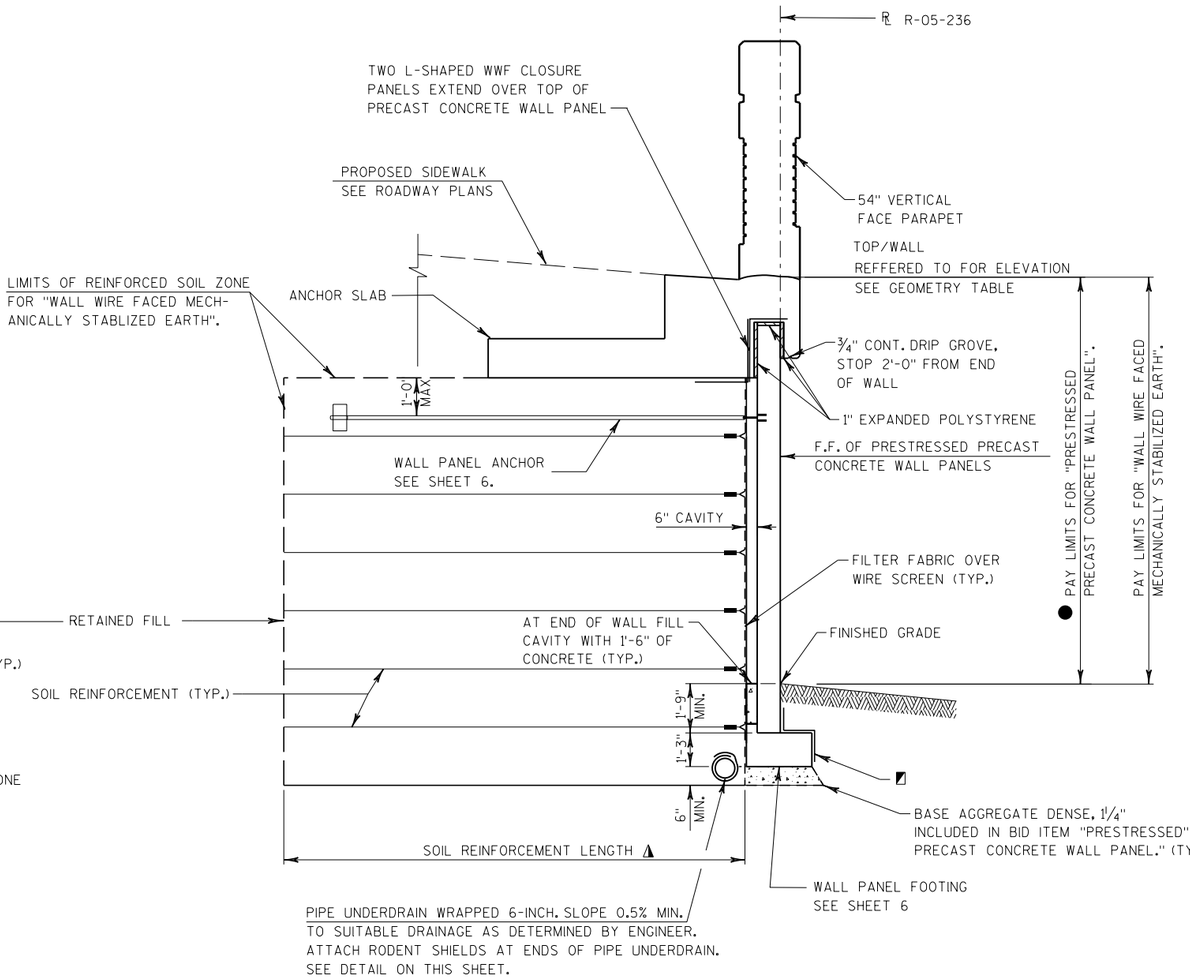
THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS. COST OF RODENT SHIELD AND ALL FITTINGS TO BE INCLUDED IN BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".



SECTION R-R

NOTE:
ORIENT RODENT SHIELD SO SLOTS ARE VERTICAL.

RODENT SHIELD



SECTION THRU RETAINING WALL

LOOKING EAST THRU WALL

LEGEND

- ● THE PLAN QUANTITY FOR THE BID ITEMS "PRESTRESSED PRECAST CONCRETE WALL PANEL" IS BASED ON A WALL HEIGHT MEASURED FROM THE FINISHED GRADE AT THE FRONT FACE OF THE WALL TO THE TOP OF THE WALL AS SHOWN. THE TOP OF THE FOOTING IS ASSUMED TO BE A CONSTANT 1'-9" BELOW FINISHED GRADE. COPING CONCRETE AND COPING REINFORCEMENT ARE TO BE INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL."
- ◮ PER WISDOT, MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS MUST BE 70% THE TOTAL WALL HEIGHT (EXPOSED HEIGHT PLUS EMBEDMENT DEPTH) OR 8.0 FEET, WHICHEVER IS GREATER. SOIL REINFORCEMENT MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.
- ⤫ EXCAVATED SLOPE PER OSHA REQUIREMENTS.
- ◩ GEOTEXTILE FABRIC TYPE DF, 2'-0" WIDE, LENGTH OF FOOTING.
- ◑ PROVIDE VERTICAL PIPE UNDERDRAIN UNPERFORATED 6-INCH TO CONNECT R-5-236 WALL UNDERDRAIN TO B-5-685 ABUTMENT UNDERDRAIN. COORDINATE LOCATION OF VERTICAL PIPE CONNECTION TO ABUTMENT UNDERDRAIN WITH BRIDGE CONTRACTOR. CAP THE UNPERFORATED UNDERDRAIN AT ELEVATION 610.04 FOR CONNECTION TO THE ABUTMENT UNDERDRAIN.

NO.	DATE	REVISION	BY

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STRUCTURE R-5-236

DRAWN BY DRJ | PLANS CK'D. MNM

WALL DETAILS 1

SHEET 4 OF 13
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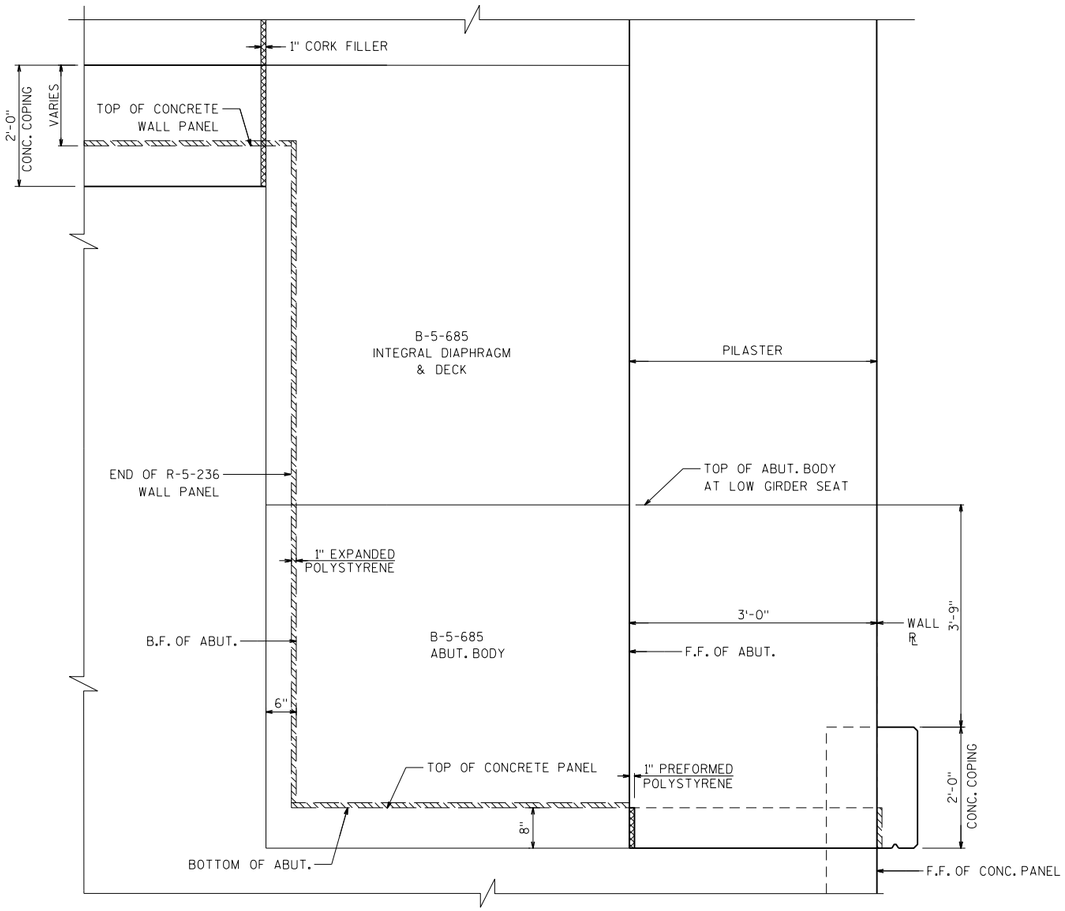
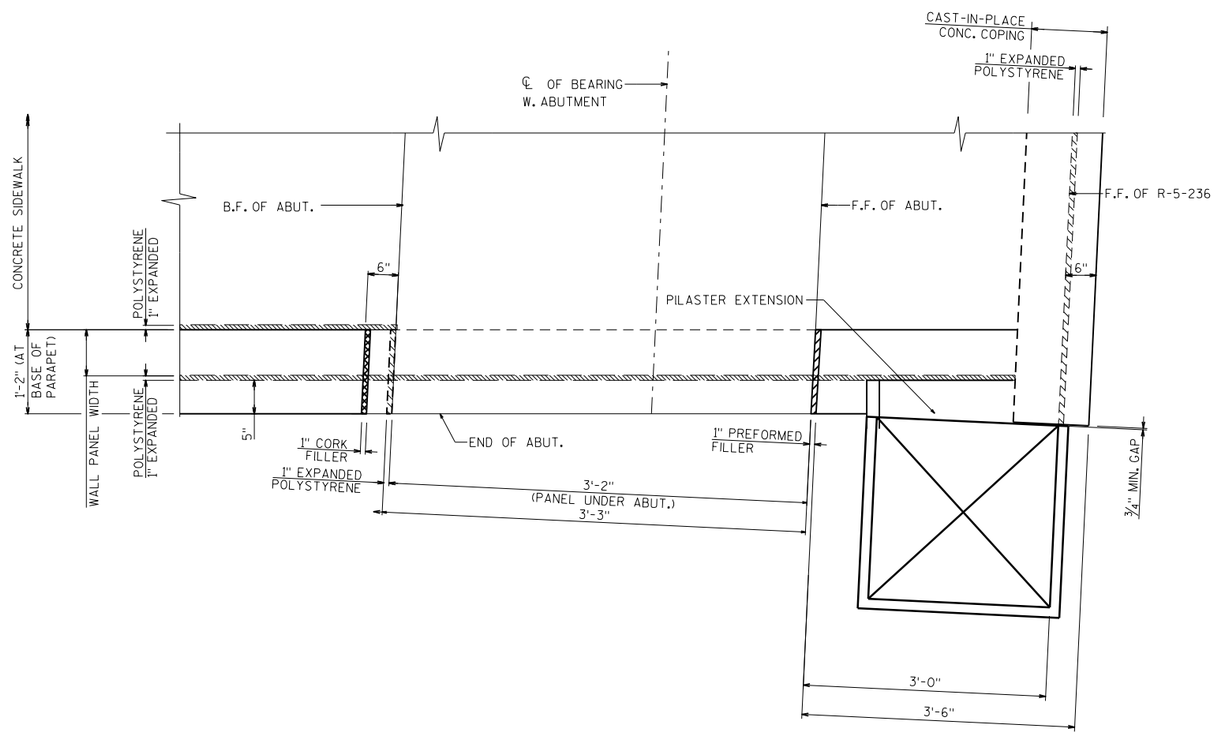


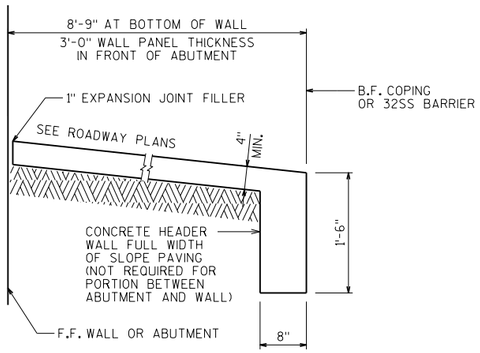
PARTIAL ELEVATION - END VIEW

SEE SHEET 12 & 13 FOR AESTHETIC DETAILS
SEE SHEET 7, 10 & 11 FOR PILASTER DETAILS.

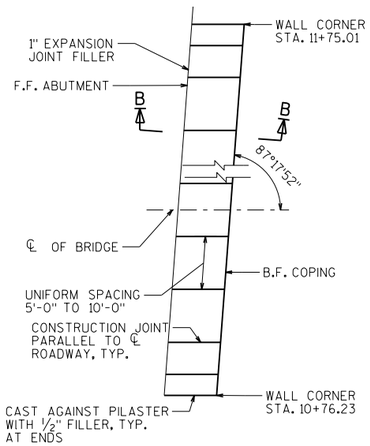


PARTIAL PLAN - TYPICAL CORNER DETAIL

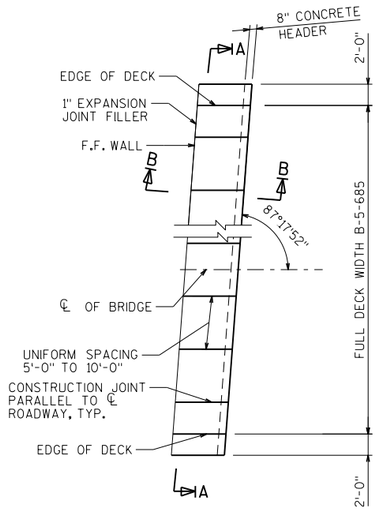
(SHOWN AT S.W. CORNER OF B-5-685, N.W. CORNER SIMILAR)
SEE SHEETS 7, 10 & 11 FOR PILASTER DETAILS.



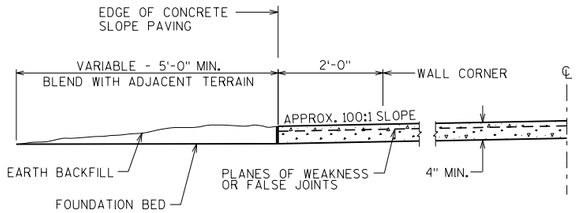
SECTION B-B



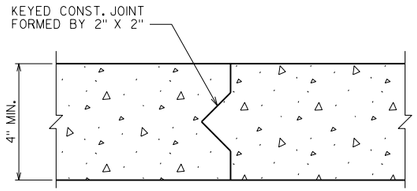
PLAN AT TOP OF WALL



PLAN AT BOTTOM OF WALL



SECTION A-A



CONSTRUCTION JOINT

SLOPE PAVING CONCRETE DETAILS

LEGEND

◪ INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL"

F.F. = FRONT FACE

B.F. = BACK FACE

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STRUCTURE R-5-236

DRAWN BY	DRJ	PLANS CK'D.	MM

WALL DETAILS 2

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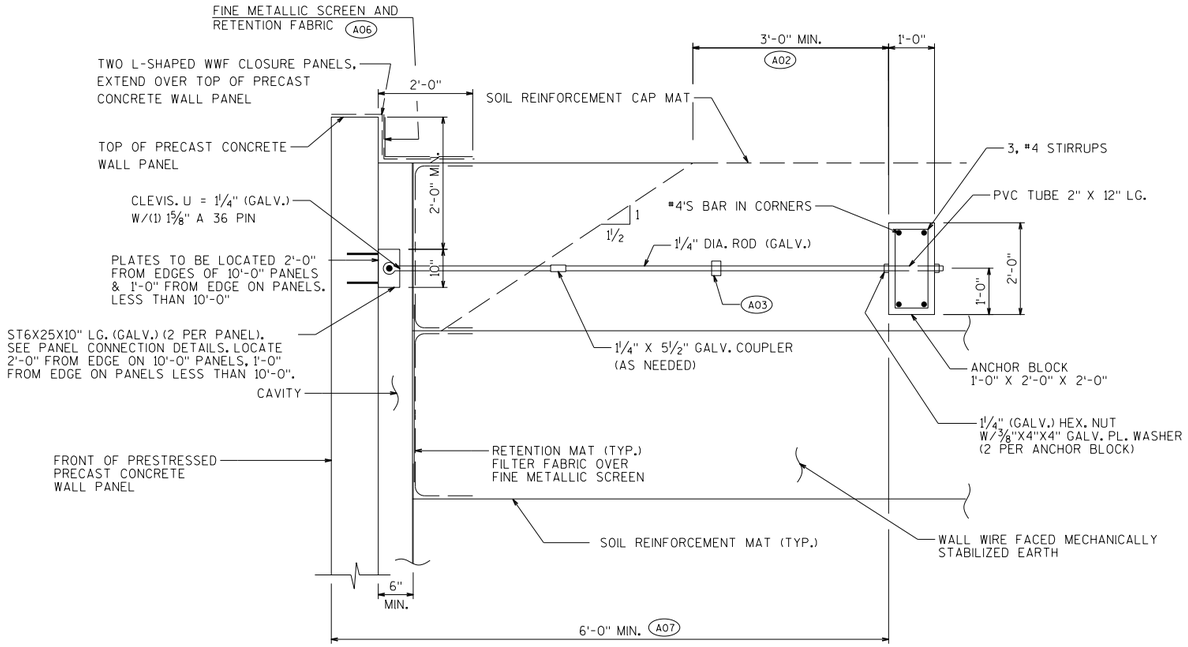


WALL PANEL ANCHOR DETAIL

(A01)

LEGEND

(A01) WALL PANEL ANCHOR SYSTEM INCLUDES ANCHOR BLOCK COUPLER, 1¼" DIA. ANCHOR ROD, CLEVIS, AND OTHER PANEL CONNECTION COMPONENTS. DESIGN, DETAILING, AND FURNISHING OF THESE ITEMS IS INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL." INSTALLATION OF THESE ITEMS IS INCLUDED IN THE BID ITEM "WALL WIRE FACED MECHANICALLY STABILIZED EARTH."

(A02) DESIGN LENGTH TO PROVIDE REQUIRED HORIZONTAL CAPACITY ANCHOR ASSEMBLY. MINIMUM OF 3'-0" OF COMPACTED FILL IN FRONT OF ANCHOR BLOCK PRIOR TO WALL PANEL ERECTION. ROD MIN. 2'-0" BELOW FINISH GRADE.

(A03) OPTIONAL MULTIDIRECTIONAL CONNECTOR MAY BE USED TO FACILITATE ALIGNMENT AT THE CONNECTION (CONNECTOR TO BE CORROSION RESISTANT AND DEVELOP 100% OF THE ULTIMATE STRENGTH OF 1¼" DIAM. BAR)

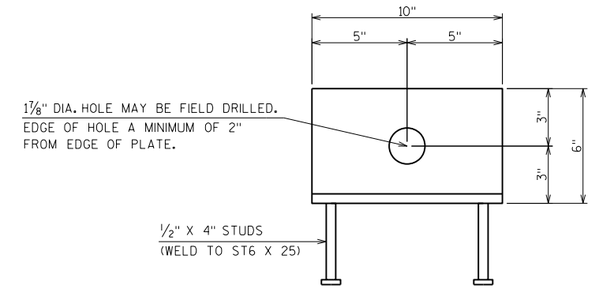
(A04) BASE AGGREGATE OPEN GRADED, 6" MIN. INCIDENTAL TO BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL".

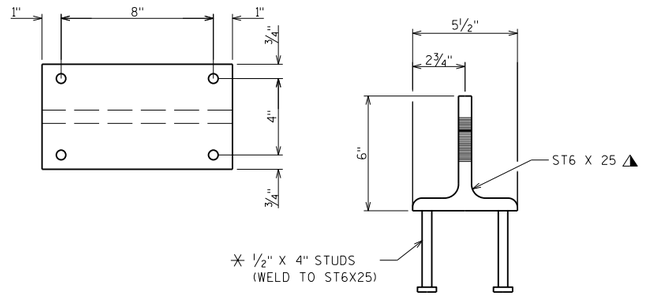
(A05) MINIMUM DIMENSION FROM FINISHED GRADE AT FRONT FACE OF WALL TO BOTTOM OF WALL PANEL FOOTING IS SHOWN. THE FOOTING MAY BE CONSTRUCTED ON A SLOPE PARALLEL TO THE PROPOSED GRADE, OR MAY BE STEPPED. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OF THE WALL PANEL FOOTING WITH FABRICATION OF THE PRECAST PANELS.

(A06) ALTERNATE METHODS OF SEALING OFF THE 6" VOID IN FRONT OF THE MSE WALL MAY BE SUBMITTED TO WISDOT FOR CONSIDERATION.

(A07) LENGTH MAY BE INCREASED TO AVOID OBSTRUCTIONS, SUCH AS ABUTMENT PILES

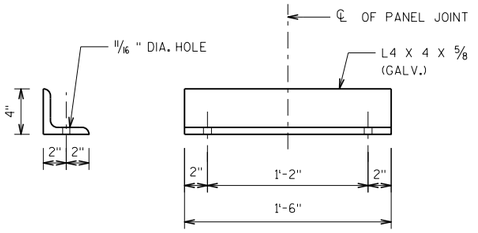
◪ INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL"





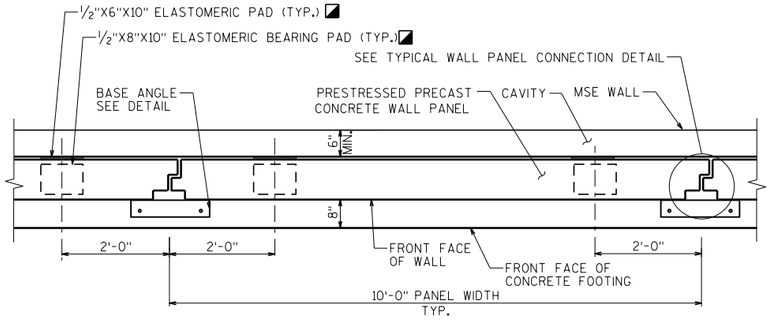
PANEL CONNECTION DETAILS

(2 PER PANEL)

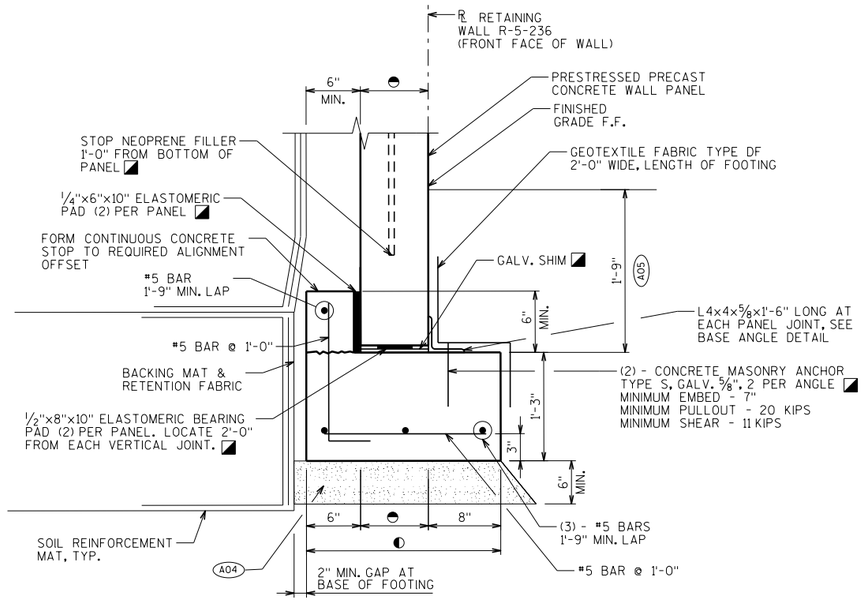


BASE ANGLE DETAIL

◪ ONE AT EACH PANEL JOINT



TYPICAL WALL PANEL CONNECTION



WALL PANEL FOOTING DETAIL

CONCRETE AND REINFORCEMENT INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL"

◓ = 7½" OR 9½"

◐ FOOTING DIMENSION EQUALS PANEL THICKNESS PLUS 1'-2"

◭ S12X50 (GALV.) CUT IN ½ TO FORM "T" SECTION. BF = 5.477" TW = 0.687"

✳ AS AN ALTERNATE, ½" TYPE "S" ANCHORS MAY BE USED IN PLACE OF THE 4" STUDS.

ST6 X 25 MAY BE WELDED TO ¾" THICK PLATE WITH (4) ½" X 4" STUDS ANCHORED IN PRECAST PANEL. RESTORE ZINC COATING AROUND ANY WELDED AREAS. SUBMIT DETAILS FOR APPROVAL BY ENGINEER. AS AN ALTERNATE, ½" TYPE "S" ANCHORS MAY BE USED IN PLACE OF THE 4" STUDS.

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STRUCTURE R-5-236

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WALL DETAILS 3

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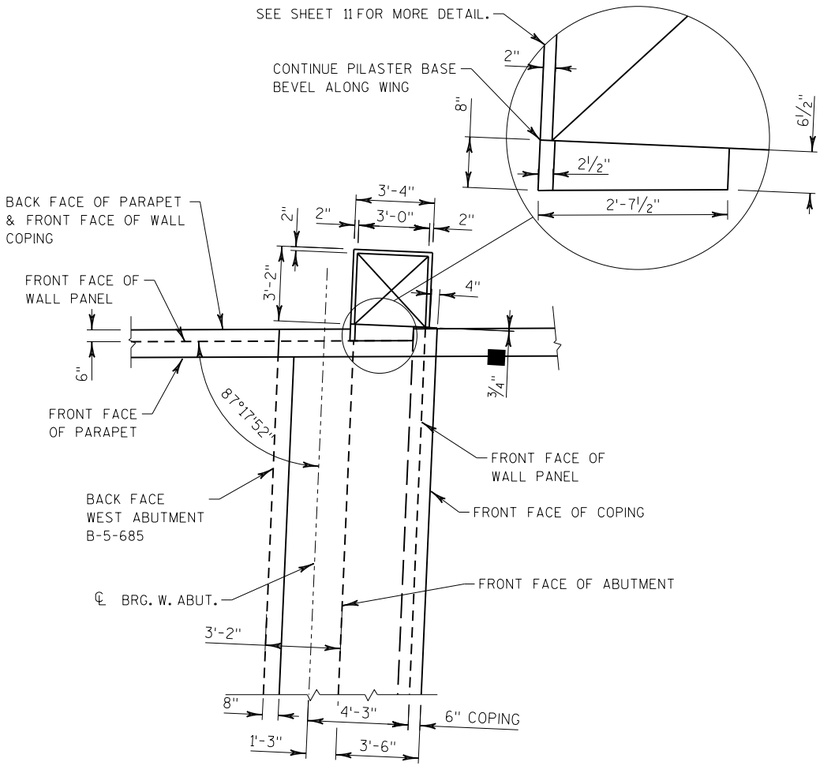
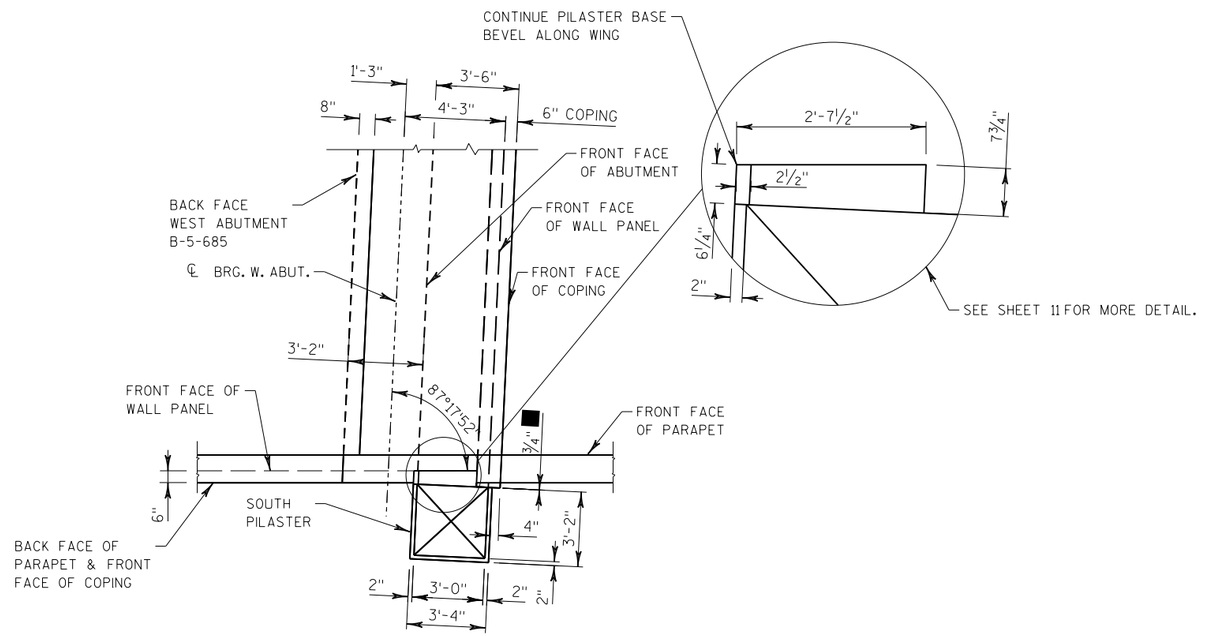
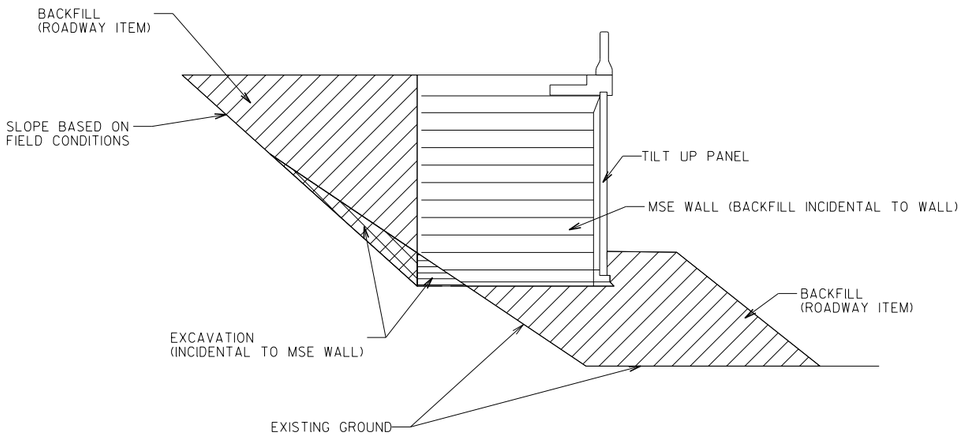


NORTHWEST QUADRANT



SOUTHWEST QUADRANT



EXCAVATION/BACKFILL DETAIL

LEGEND

■ MINIMUM CLEARANCE FROM PARAPET TO PILASTER

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WALL DETAILS 4

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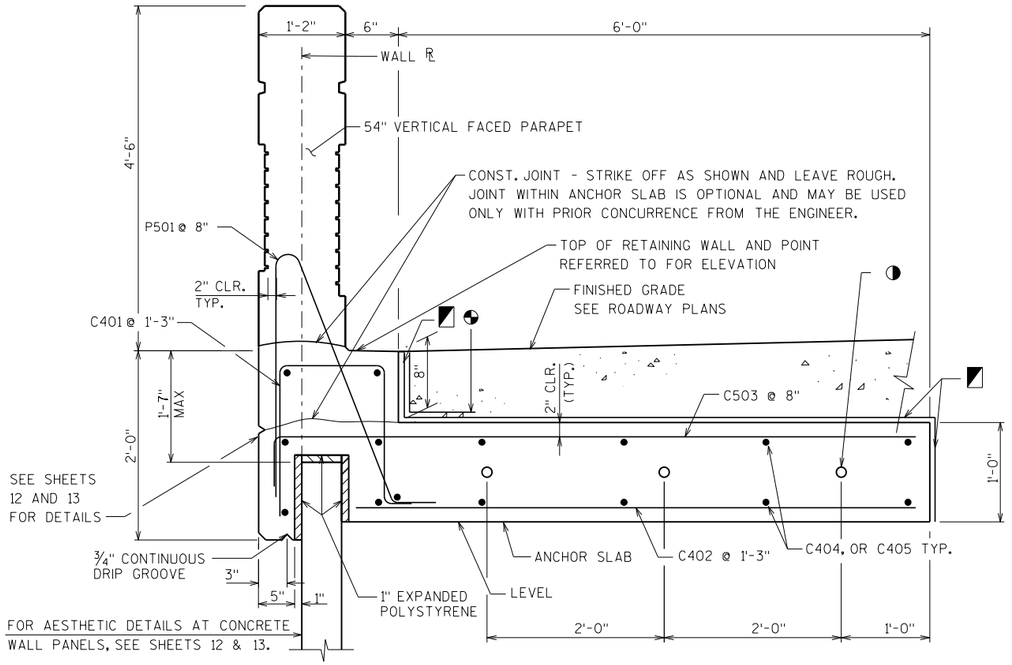
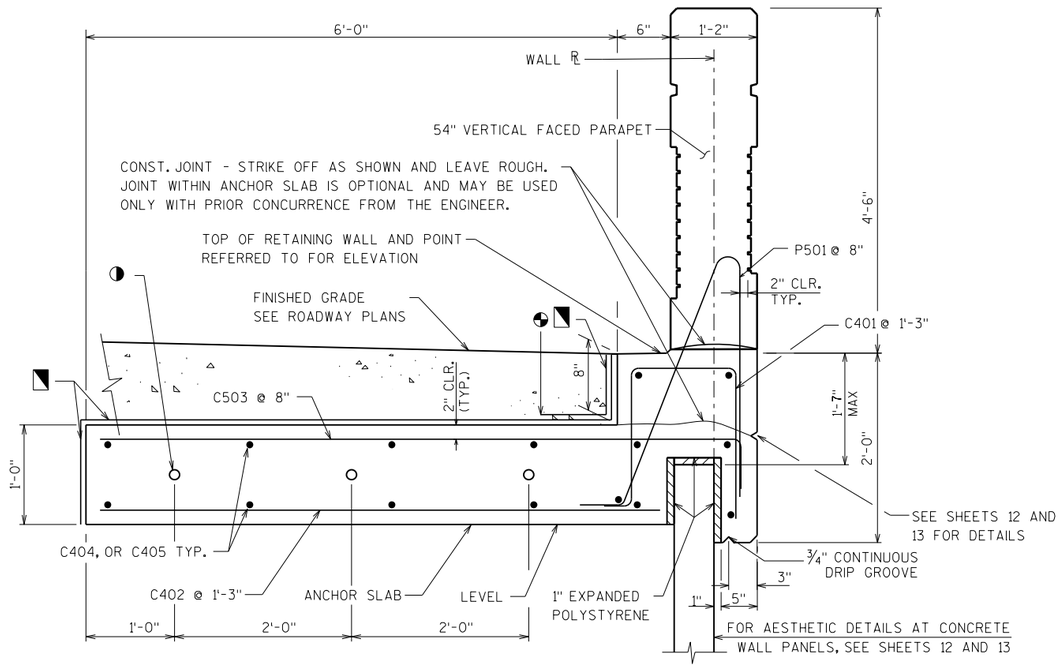


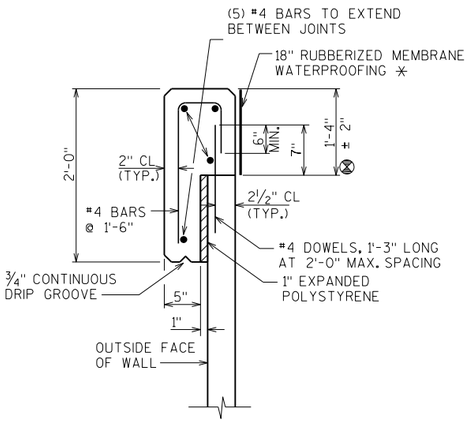
ANCHOR SLAB AND PARAPET DETAIL- NORTH SIDE

(LOOKING EAST)
STA. 11+81.29 TO STA. 12+51.29 ℄, LT.

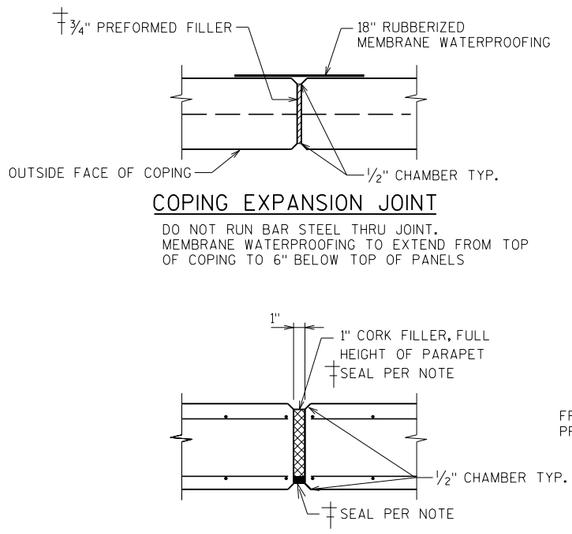


ANCHOR SLAB AND PARAPET DETAIL- SOUTH SIDE

(LOOKING EAST)
STA. 10+00.00 TO STA. 10+70.00 ℄, RT.



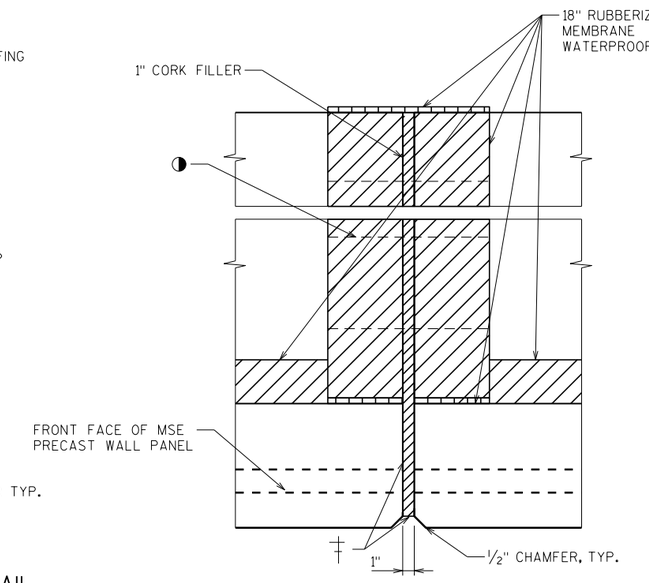
CAST-IN-PLACE CONCRETE COPING DETAIL



COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT. MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANELS

⊛ PARAPET EXPANSION JOINT DETAIL



⊛ANCHOR SLAB EXPANSION JOINT DETAIL

LEGEND

◪ 18" RUBBERIZED MEMBRANE WATERPROOFING - SEAL ALL HORIZONTAL & VERTICAL JOINTS IN ANCHOR SLAB. TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANELS.

⊛ EXPANSION JOINTS TO BE SPACED AT A MINIMUM OF 20' AND A MAXIMUM OF 30'. LOCATE EXPANSION JOINTS OVER WALL JOINTS. DO NOT RUN BAR STEEL THRU JOINT, EXCEPT FOR DOWEL BARS. JOINT TO EXTEND FULL DEPTH OF PARAPET AND ANCHOR SLAB.

‡ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)

◑ PLACE (3) - ¾" ⌀ SMOOTH DOWEL BARS, 1'-6" LONG, AT EXPANSION JOINT. EMBED 9". USE APPROVED DEBONDER ON ½ OF BAR LENGTH. COST INCLUDED IN "CONCRETE MASONRY RETAINING WALLS".

◔ IF THE OPT. CONST. JOINT IS USED. PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPTIONAL CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.

⊛ AT WALL COPING AND ABUTMENT INTERFACE. PLACE 18" RUBBERIZED MEMBRANE ON TOP AND ALONG BACK OF COPING

⊠ MUST BE 1'-4" AT EXPANSION JOINT LOCATIONS BETWEEN WALL STA. 10+70.00 TO 11+81.29.

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SECTIONS & DETAILS

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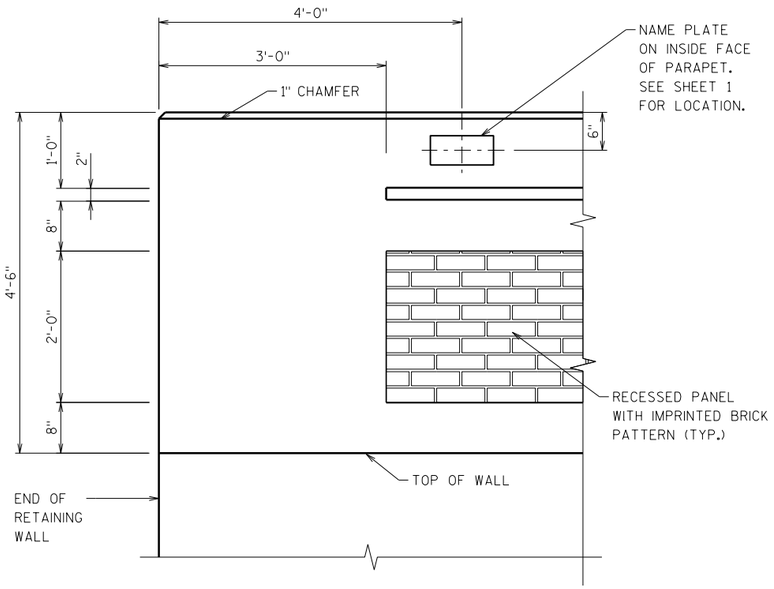
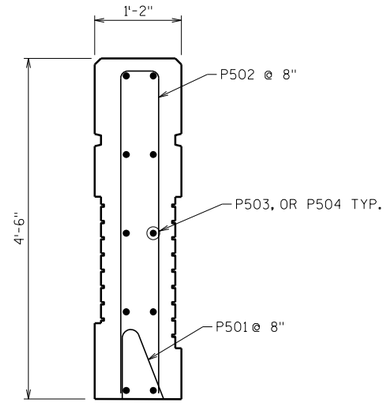


PARTIAL INSIDE ELEVATION



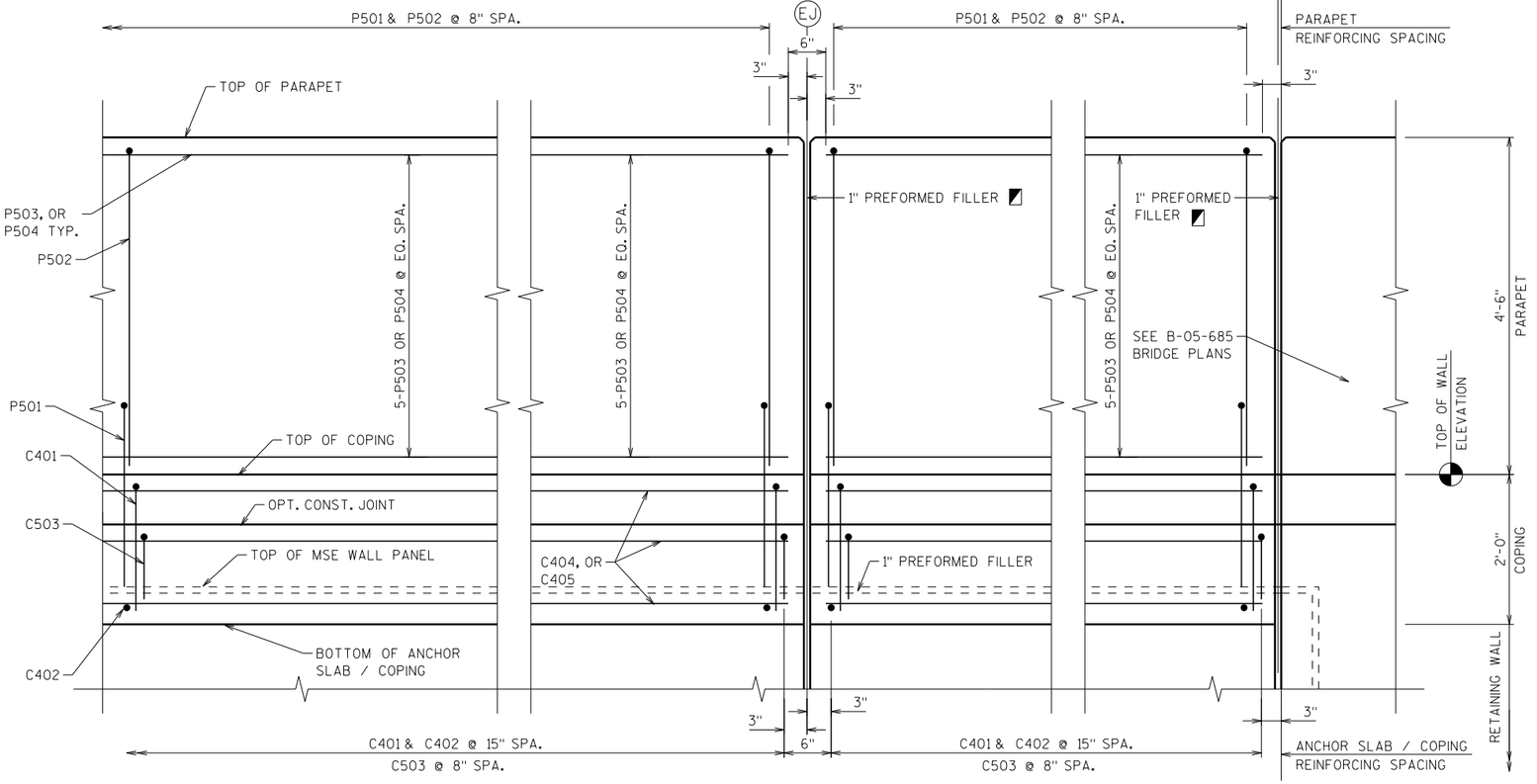
TYP. PARAPET SECTION

BILL OF BARS - PARAPET

BAR MARK	COAT	NO.	LENGTH	BENT	BAR SERIES	LOCATION
P501	X	186	6'-0"	X	-	PARAPET TIE TO ANCHOR SLAB - VERTICAL
P502	X	186	8'-7"	X	-	PARAPET - VERTICAL
P503	X	40	19'-8"	-	-	PARAPET - HORIZONTAL
P504	X	20	29'-8"	-	-	PARAPET - HORIZONTAL

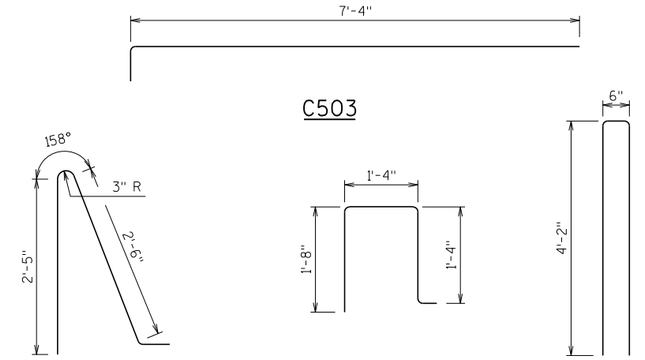
BILL OF BARS - ANCHOR SLAB

	BAR MARK	COAT	NO.	LENGTH	BENT	BAR SERIES	LOCATION
✳	C401	X	118	4'-10"	X	-	COPING TIES - TRANSVERSE
✳	C402	X	118	6'-2"	-	-	ANCHOR SLAB - TRANSVERSE BAR (BOTTOM)
✳	C503	X	216	8'-2"	X	-	ANCHOR SLAB - TRANSVERSE (TOP)
	C404	X	60	19'-8"	-	-	ANCHOR SLAB - LONGITUDINAL (TOP & BOTTOM)
	C405	X	30	29'-8"	-	-	ANCHOR SLAB - LONGITUDINAL (TOP & BOTTOM)



PARAPET & ANCHOR SLAB ELEVATION

(LOOKING AT FRONT FACE OF WALL)
LOOKING NORTH AT SOUTH SIDE OF WALL. NORTH SIDE SIMILAR



BENDING DIAGRAMS

LEGEND & NOTES

◪ SEAL ALL HORIZONTAL & VERTICAL SURFACES OF FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. COLOR TO MATCH CONCRETE STAIN (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONC.)

✳ PLACE TRANSVERSE ANCHOR SLAB REINFORCEMENT PARALLEL TO ABUTMENT BACKWALL FOR BARS ADJACENT TO BACKWALL. FAN OUT UNTIL BARS ARE PERPENDICULAR WITH THE ROADWAY.

CONTRACTOR SHALL FIELD BEND STEEL REINFORCEMENT TO MATCH WALL INFLECTION POINTS TO ENSURE APPROPRIATE CLEAR DISTANCES AND SPACINGS.

(EJ) EXPANSION JOINT LOCATION

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STRUCTURE R-5-236

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PARAPET & ANCHOR SLAB DETAILS

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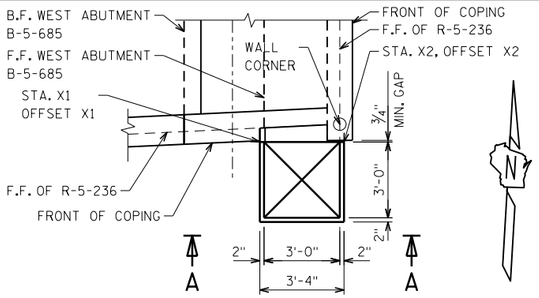
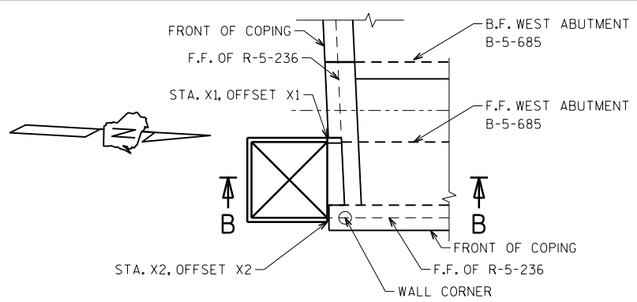
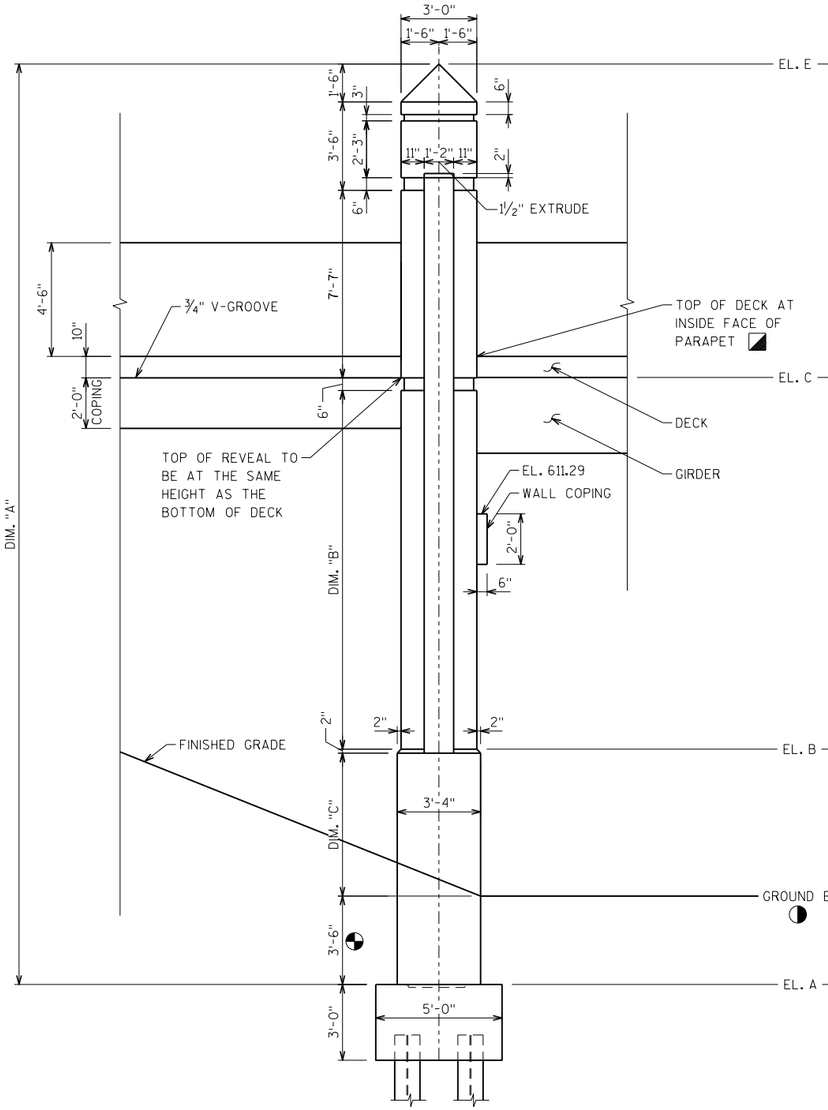


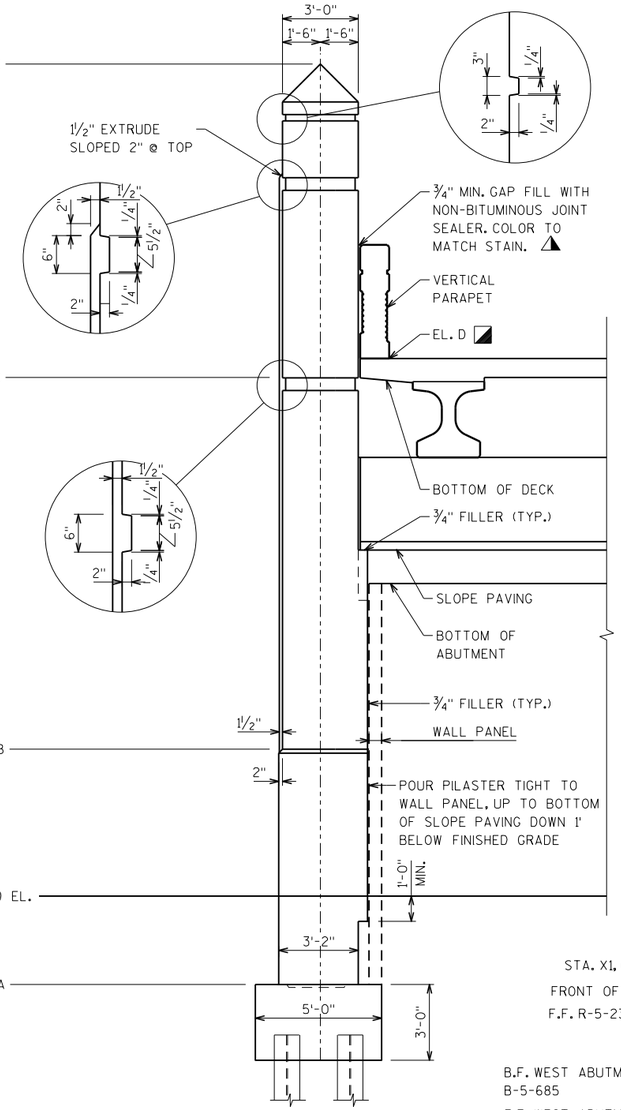
SOUTHWEST PILASTER PLAN



SOUTHWEST PILASTER PLAN



SECTION A-A



SECTION B-B

PILASTER ELEVATIONS

LOCATION	SOUTHWEST	NORTHWEST
EL. A	591.14	591.54
EL. B	600.04	600.04
EL. C	618.27	618.25
EL. D	619.10	619.08
EL. E	630.85	630.83
GROUND EL. @ FACE CLOSEST TO USH 41	594.64	595.04
LINEVILLE RD. STATION X1	61+40.11 MEB	61+44.83 MWB
OFFSET X1 FROM ℄ OF LINEVILLE RD.	42.89'	43.05'
LINEVILLE RD. STATION X2	61+43.44 MEB	61+48.16 MWB
OFFSET X2 FROM ℄ OF LINEVILLE RD.	43.04'	42.89'

PILASTER DIMENSIONS

LOCATION	SOUTH	NORTH
DIM. "A"	39'-8½"	39'-3½"
DIM. "B"	17'-8¾"	17'-8½"
DIM. "C"	5'-3"	4'-10"

LEGEND

- EL. "D" = TOP OF DECK @ BOTTOM OF PARAPET
- GROUND ELEVATION IS FINISHED GRADE.
- SOUTH PILASTER SHOWN. NORTH SIMILAR
- SEAL ALL HORIZ. AND VERTICAL SURFACES OF FILLER WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE). COLOR TO MATCH STAIN.
- IF WALL EMBEDMENT IS MORE THAN 3'-6", THEN PILASTER FOOTING EMBEDMENT AND REINFORCEMENT SHALL BE ADJUSTED ACCORDINGLY. IF EMBEDMENT IS MORE THAN 6" BELOW PLAN EMBEDMENT THE DESIGNER SHALL BE NOTIFIED.

PILASTER FOUNDATION DATA

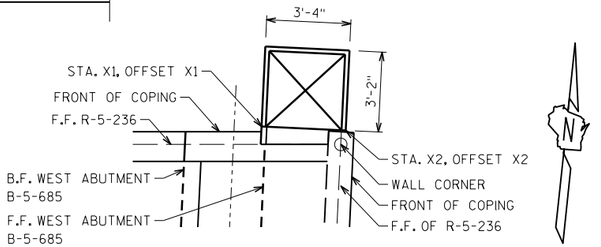
PILASTER TO BE SUPPORTED ON (4)-HP12X53 STEEL PILES DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 37 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. THE REQUIRED UPLIFT IS 17 TONS ** PER PILE. ESTIMATED LENGTH = 52 FEET.

** 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. THE FACTORED AXIAL RESISTANCE OF PILES IN TENSION USED FOR DESIGN IS REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.25 USING STATIC ANALYSIS-ALPHA METHOD TO DETERMINE DRIVEN PILE CAPACITY.

DESIGN DATA

PILASTER AND FOUNDATION WERE DESIGNED PER AASHTO LRFD 5TH EDITION DESIGN SPECIFICATION.

DESIGN WIND LOAD = 47 PSF



NORTHWEST PILASTER PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-236

DRAWN BY AJC | PLANS CK'D. MM

PILASTER DETAILS

SHEET 10 OF 13
1137

STATE PROJECT NUMBER
1133-10-72

8

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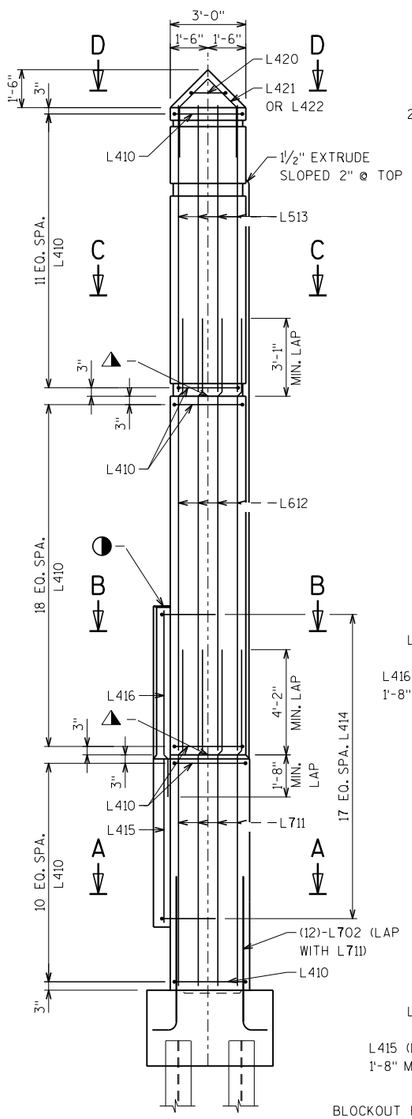
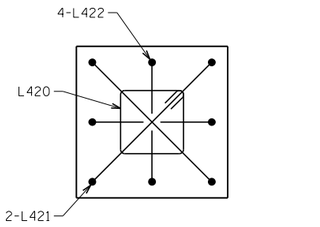
STATE PROJECT NUMBER

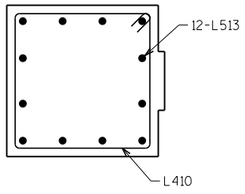
1133-10-72



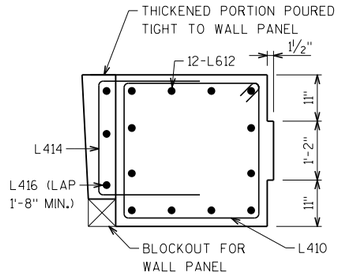
PILASTER ELEVATION



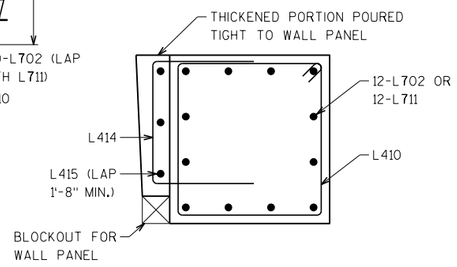
SECTION D-D



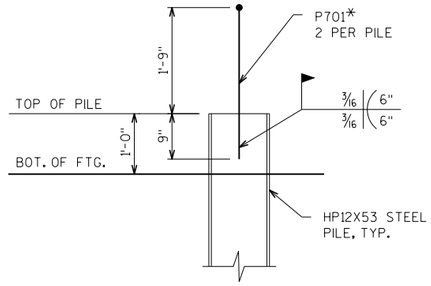
SECTION C-C



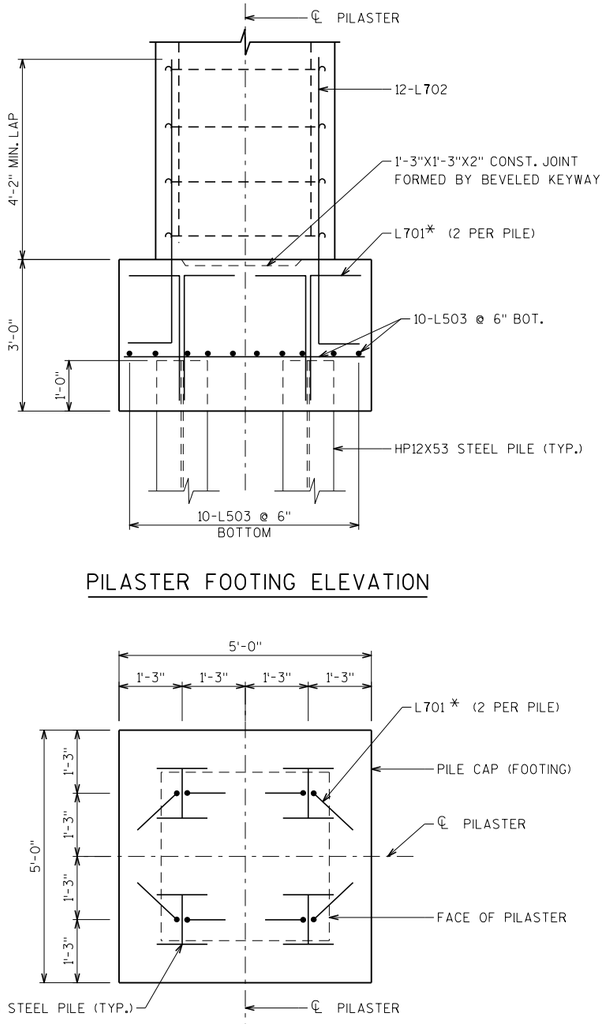
SECTION B-B



SECTION A-A



PILE HEAD DETAIL



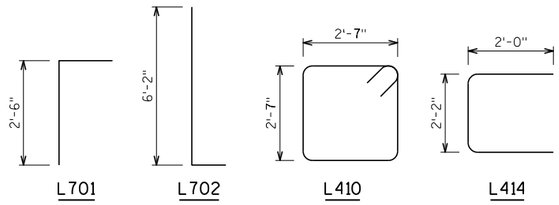
PILASTER FOOTING ELEVATION

PILASTER FOOTING PLAN

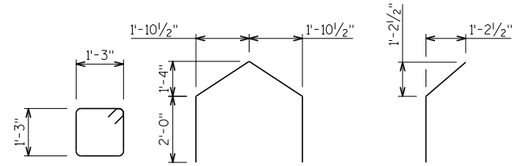
BILL OF BARS- PILASTERS

BAR MARK	COAT	NO.	LENGTH	BENT	BAR SERIES	LOCATION
L701	X	16	3'-6"	X	-	BAR WELDED TO PILE
L702	X	24	7'-2"	X	-	FOOTING VERTICAL DOWELS
L503	X	40	4'-8"	-	-	FOOTING BOTTOM BARS
L410	X	84	10'-10"	X	-	COLUMN - STIRRUPS
L711	X	24	12'-11"	-	-	COLUMN - VERT.
L612	X	24	20'-10"	-	-	COLUMN - VERT.
L513	X	24	11'-5"	-	-	COLUMN - VERT.
L414	X	36	6'-0"	X	-	COLUMN @ WALL PANELS HORIZ.
L415	X	6	6'-6"	-	-	COLUMN @ WALL PANELS VERT.
L416	X	6	12'-1"	-	-	COLUMN @ WALL PANELS VERT.
L420	X	2	5'-6"	X	-	PILASTER CAP - HORIZ.
L421	X	4	8'-6"	X	-	PILASTER CAP - VERT.
L422	X	8	3'-8"	X	-	PILASTER CAP - VERT.

NOTE: QUANTITIES ARE FOR BOTH PILASTERS



L701 L702 L410 L414



L420 L421 L422

BENDING DIAGRAMS

LEGEND & NOTES

✳ REINFORCEMENT WELDED TO PILE SHALL CONFORM TO ASTM A706.

◭ OPTIONAL CONSTRUCTION JOINT FORMED BY 1'-6" X 1'-6" X 2" BEVELED KEYWAY.

◑ MATCH SLOPE FOR TOP OF PILASTER WING WITH SLOPE PAVING AT 2%. CAST SLOPE PAVING AGAINST WING END WITH ¾" FILLER IN BETWEEN.

THE PILASTER CAP MAY BE PRECAST. DETAILS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

SEE AESTHETIC DETAIL SHEETS FOR ASTHETIC INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-236

DRAWN BY AJC | PLANS CK'D. MM

PILASTER REINFORCEMENT

SHEET 11 OF 13
1138

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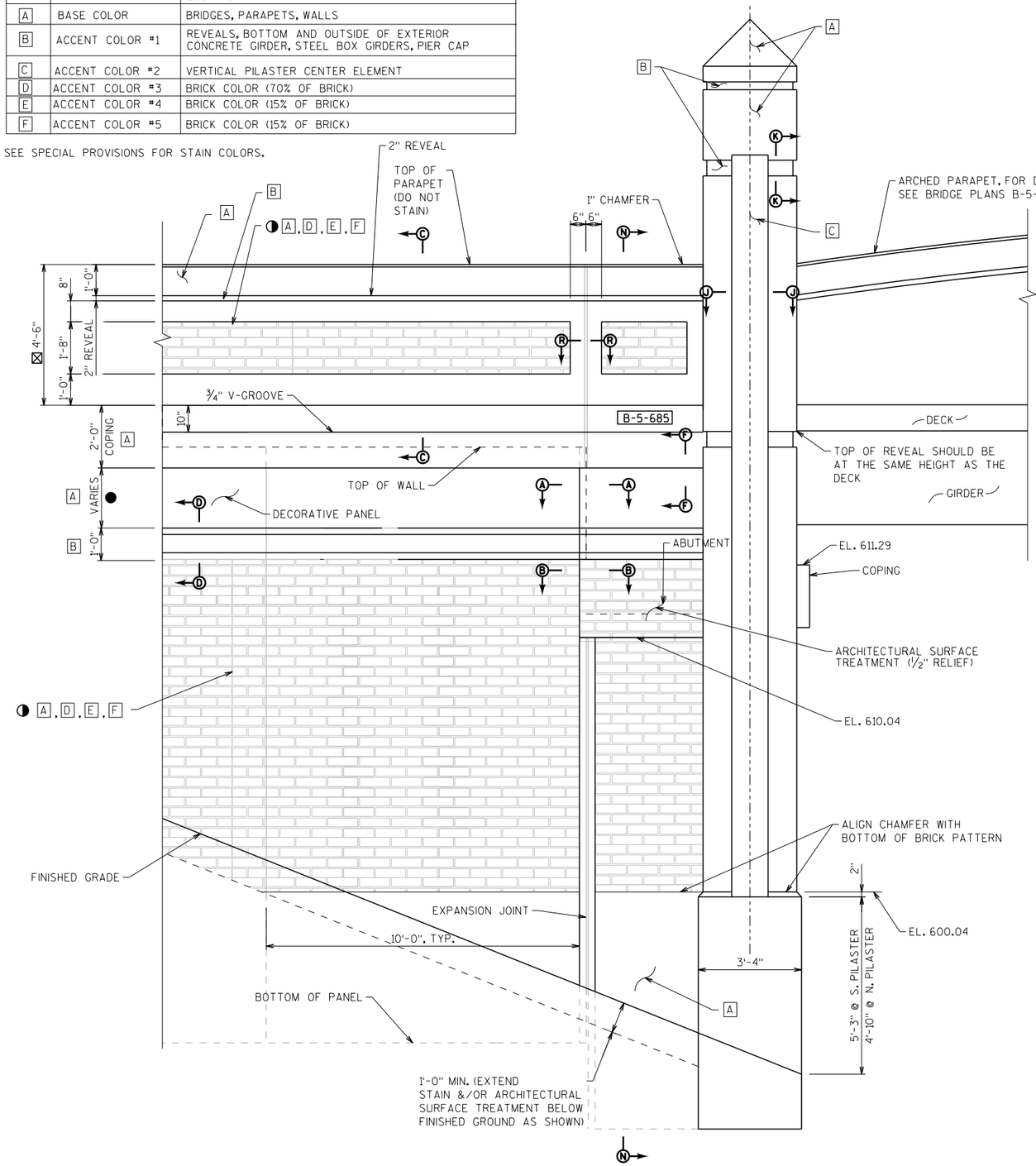
STATE PROJECT NUMBER

1133-10-72

CONCRETE STAINING SCHEDULE

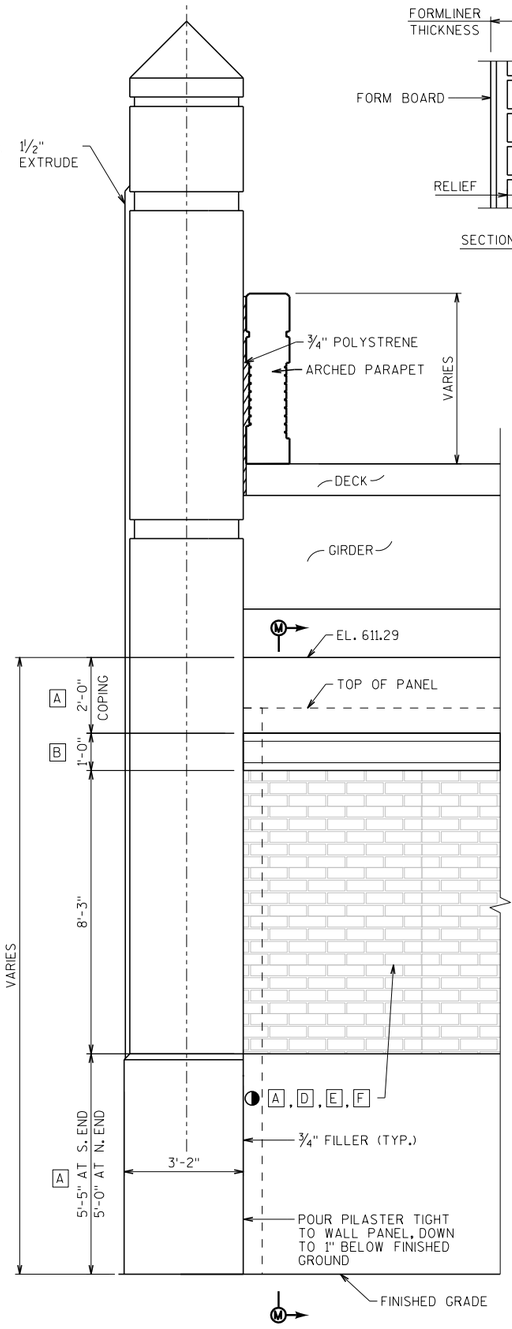
MARK	COLOR	LOCATION
A	BASE COLOR	BRIDGES, PARAPETS, WALLS
B	ACCENT COLOR #1	REVEALS, BOTTOM AND OUTSIDE OF EXTERIOR CONCRETE GIRDER, STEEL BOX GIRDERS, PIER CAP
C	ACCENT COLOR #2	VERTICAL PILASTER CENTER ELEMENT
D	ACCENT COLOR #3	BRICK COLOR (70% OF BRICK)
E	ACCENT COLOR #4	BRICK COLOR (15% OF BRICK)
F	ACCENT COLOR #5	BRICK COLOR (15% OF BRICK)

SEE SPECIAL PROVISIONS FOR STAIN COLORS.



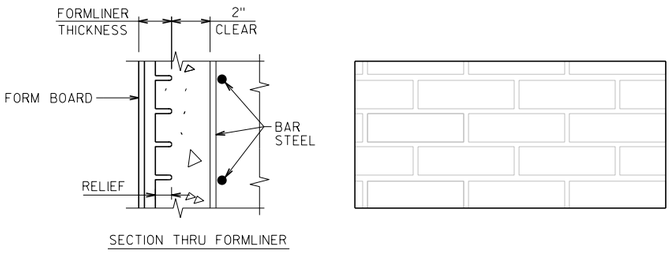
PARTIAL ELEVATION R-5-236

(LOOKING NORTH AT SOUTH SIDE OF WALL. NORTH SIDE SIMILAR.)



PARTIAL ELEVATION R-5-236

(LOOKING EAST)



SECTION THRU FORMLINER

ARCHITECTURAL SURFACE TREATMENT

RECTANGULAR BRICK

SIZE = 2 1/4" TO 2 3/8" X 7 5/8" TO 8"
MAX. RELIEF = 1/2"

LEGEND & NOTES

◑ STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS. APPLICATION OF ALL FOUR STAIN COLORS AT BRICK PATTERN AREAS PAID FOR AS "STAINING CONCRETE BRICK."

● AT THE NORTH SIDE, THE DIMENSION VARIES FROM 1'-6" TO 1'-7 3/8". AT THE SOUTH SIDE, THE DIMENSION VARIES FROM 1'-6" TO 1'-6 1/8".

⊠ PAY LIMIT FOR "ARCHITECTURAL SURFACE TREATMENT" FOR THE PARAPETS IS THE TOTAL PARAPET HEIGHT. SEE SPECIAL PROVISIONS FOR DESCRIPTION OF FORMLINER AND DETAILS ON THIS SHEET.

NOTE - SEE SHEET 13 FOR CROSS SECTIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-236

DRAWN BY DRJ | PLANS CK'D. MM

AESTHETIC DETAILS 1

SHEET 12 OF 13

1139

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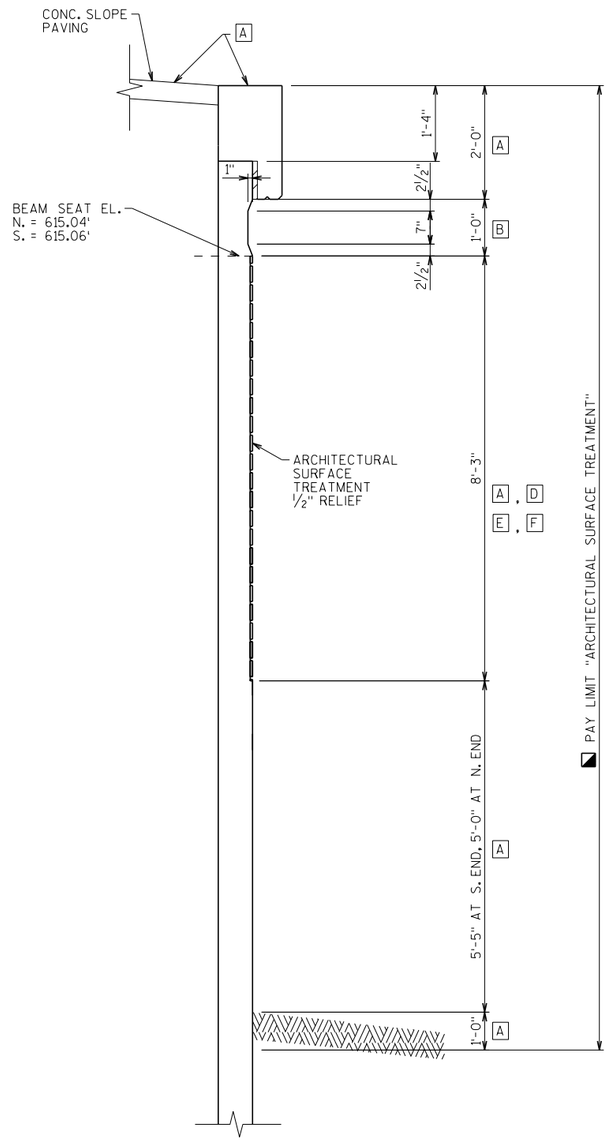
STATE PROJECT NUMBER

1133-10-72

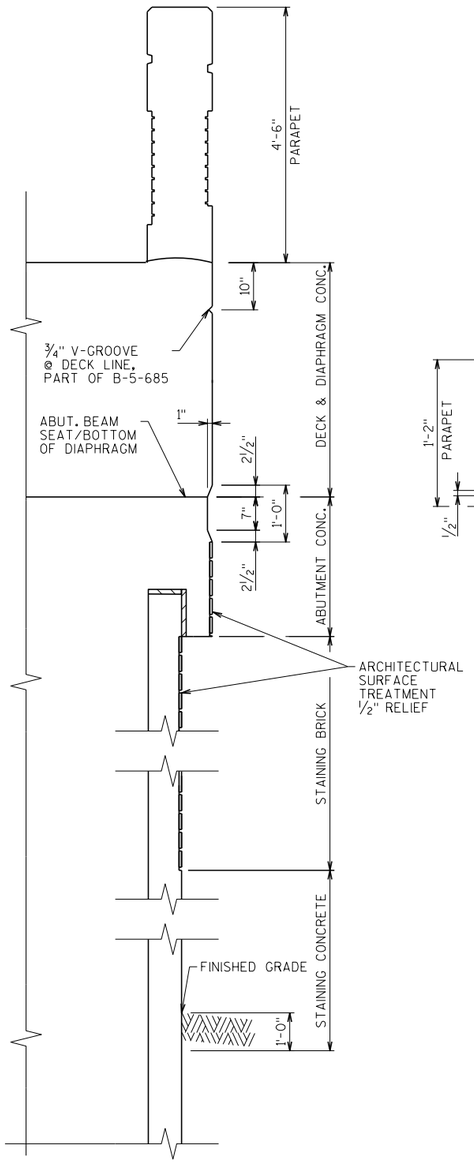
CONCRETE STAINING SCHEDULE

MARK	COLOR	LOCATION
A	BASE COLOR	BRIDGES, PARAPETS, WALLS
B	ACCENT COLOR #1	REVEALS, BOTTOM AND OUTSIDE OF EXTERIOR CONCRETE GIRDER, STEEL BOX GIRDERS, PIER CAP
C	ACCENT COLOR #2	VERTICAL PILASTER CENTER ELEMENT
D	ACCENT COLOR #3	BRICK COLOR (70% OF BRICK)
E	ACCENT COLOR #4	BRICK COLOR (15% OF BRICK)
F	ACCENT COLOR #5	BRICK COLOR (15% OF BRICK)

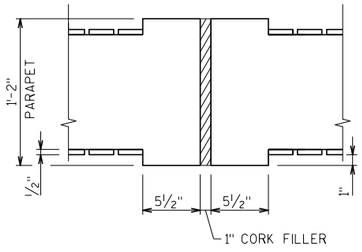
SEE SPECIAL PROVISIONS FOR STAIN COLORS.



SECTION M-M



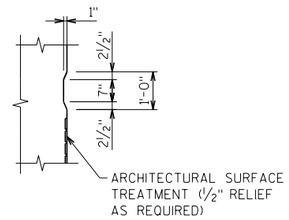
SECTION N-N



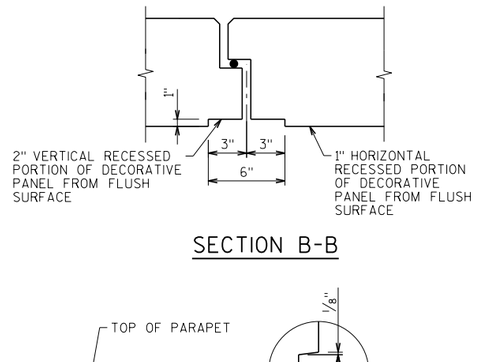
SECTION R-R

SECTION A-A

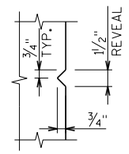
CHAMFER REVEALS 1/16" PER INCH OF DEPTH



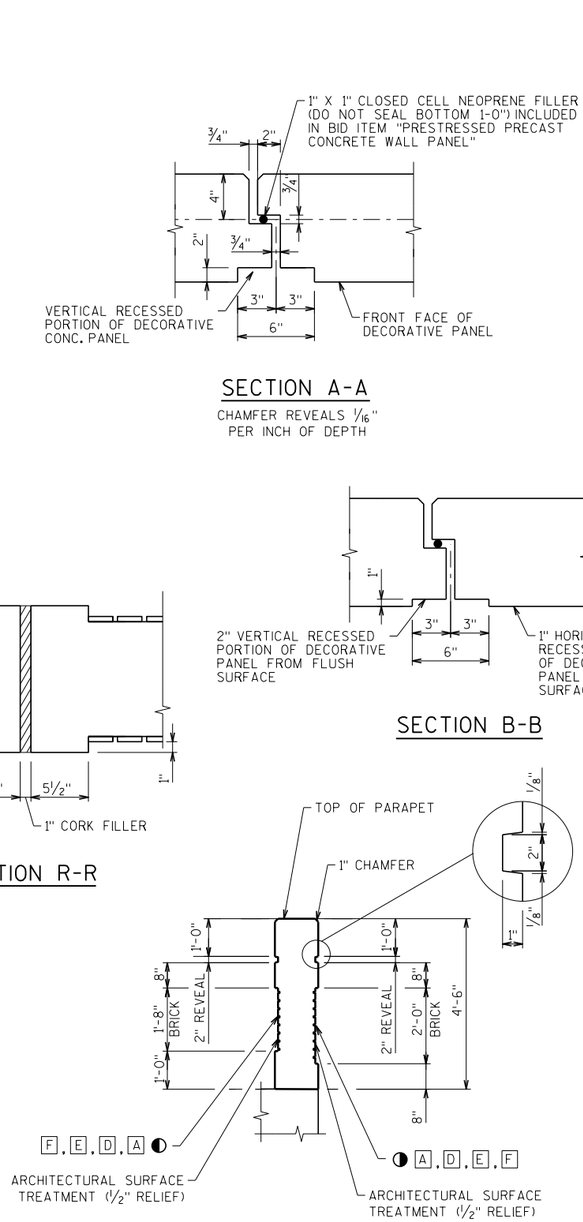
SECTION D-D



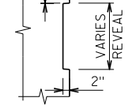
SECTION B-B



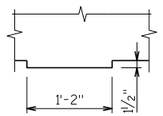
SECTION F-F



SECTION C-C



SECTION K-K



SECTION J-J

LEGEND

◑ STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS. APPLICATION OF ALL FOUR STAIN COLORS AT BRICK PATTERN AREAS PAID FOR AS "STAINING CONCRETE BRICK."

◪ PAY LIMIT FOR "ARCHITECTURAL SURFACE TREATMENT" FOR THE WALL PANELS IS FROM TOP OF WALL TO 1'-0" BELOW GRADE. SEE SHEET 12 AND SPECIAL PROVISIONS FOR FORMLINER DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-236

DRAWN BY	DRJ	PLANS CK'D.	MM

AESTHETIC DETAILS 2

SHEET 13 OF 13

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8

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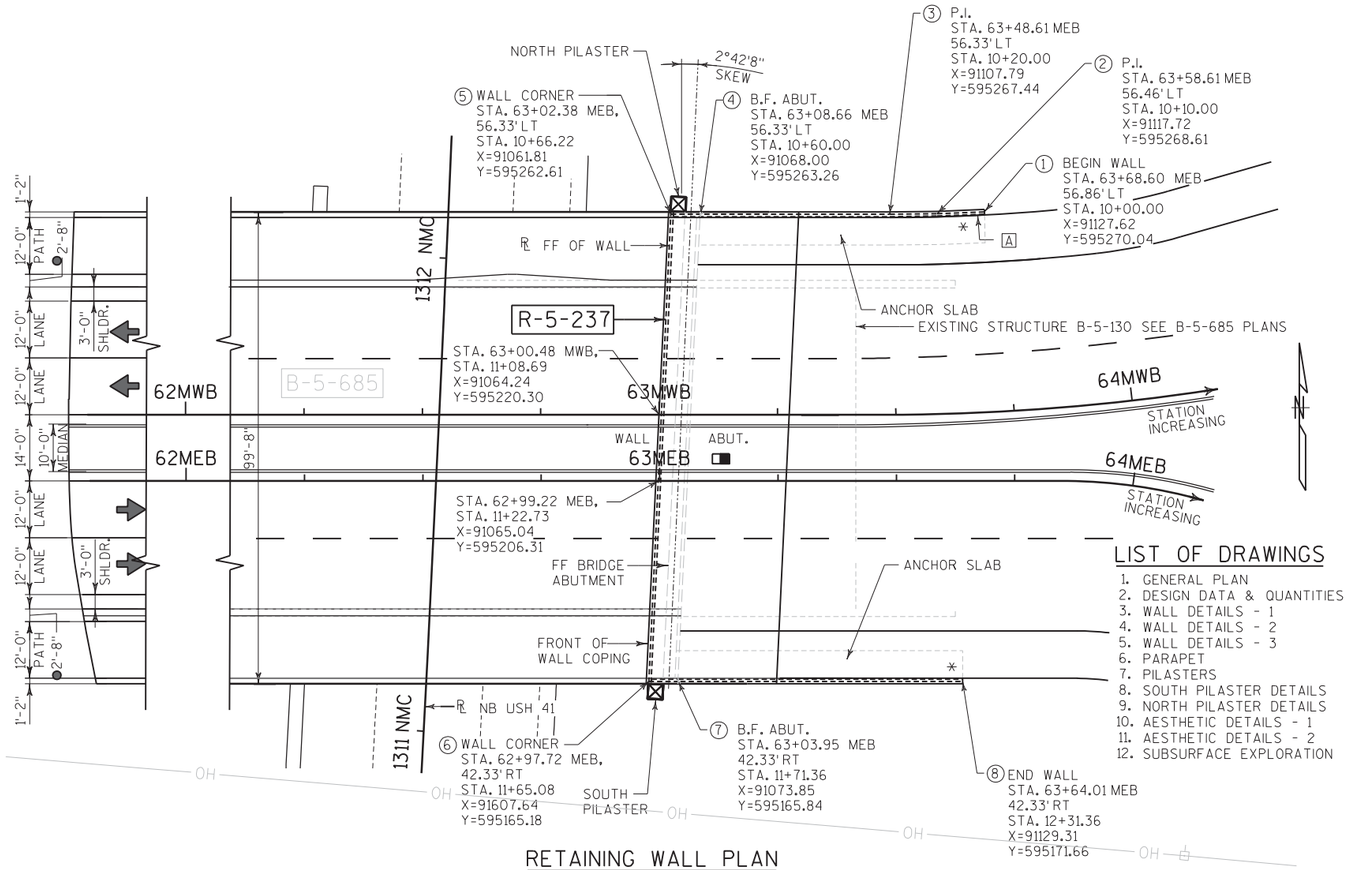
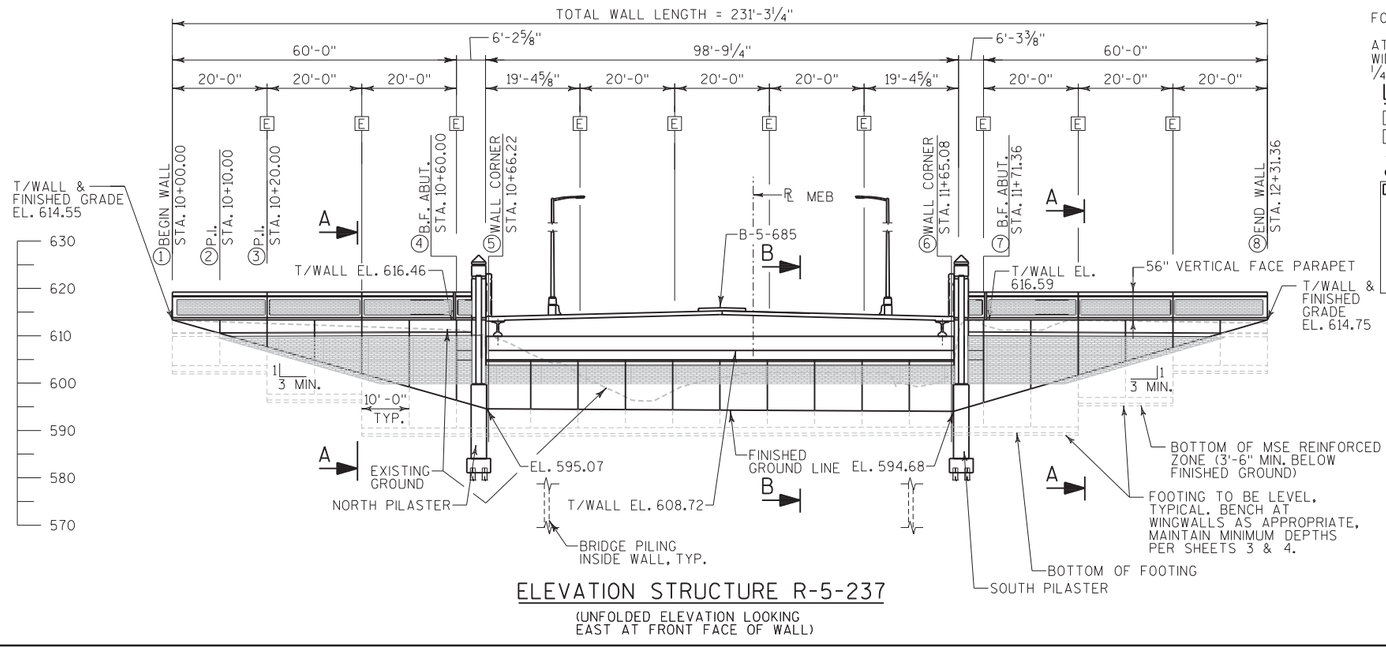


RETAINING WALL PLAN

WIRE-FACED MSE WALL WITH TILT-UP PANELS



ELEVATION STRUCTURE R-5-237

(UNFOLDED ELEVATION LOOKING EAST AT FRONT FACE OF WALL)

LIST OF DRAWINGS

1. GENERAL PLAN
2. DESIGN DATA & QUANTITIES
3. WALL DETAILS - 1
4. WALL DETAILS - 2
5. WALL DETAILS - 3
6. PARAPET
7. PILASTERS
8. SOUTH PILASTER DETAILS
9. NORTH PILASTER DETAILS
10. AESTHETIC DETAILS - 1
11. AESTHETIC DETAILS - 2
12. SUBSURFACE EXPLORATION

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL STATIONS AND ELEVATIONS ARE IN FEET.

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

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALL IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL WIRE FACED MECHANICALLY STABILIZED EARTH."

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN IN THE GEOMETRY TABLE.

THE CONTRACTOR MUST COORDINATE CONSTRUCTION OF THIS WALL WITH CONSTRUCTION OF EAST ABUTMENT OF BRIDGE B-5-685.

DESIGN THE MSE WALL IN FRONT OF THE ABUTMENT BODY TO RESIST THE FORCE FROM ALL HORIZONTAL EARTH PRESSURES ACTING ON THE ABUTMENT BELOW THE BEAM SEATS.

APPLY PROTECTIVE SURFACE TREATMENT TO THE EXPOSED SURFACE OF THE ANCHOR SLAB. DO NOT APPLY PROTECTIVE SURFACE TREATMENT TO APRONS INTENDED TO BE STAINED.

THE COST OF FURNISHING AND PLACING THE FOOTING UNDER THE PRECAST WALL PANELS IS INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL."

THE QUANTITY OF CONCRETE MASONRY FOR THE CAST-IN-PLACE ANCHOR SLAB, PARAPETS, AND PILASTERS IS INCLUDED IN THE ITEM "CONCRETE MASONRY RETAINING WALLS."

WALL STATIONS ARE GIVEN AT THE FRONT FACE OF WALL PANEL (UNLESS SHOWN OTHERWISE).

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

THE FIRST DIGIT OF A THREE DIGIT BAR NO. AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR NO. SIGNIFY THE BAR SIZE.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M 153, TYPE I, II OR III OR AASHTO DESIGNATION M213.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS NOTED OTHERWISE.

OPTIONAL TRANSVERSE CONSTRUCTION JOINTS ARE PERMITTED IN THE FOOTING WITH A MINIMUM SPACING OF TWO PANEL JOINTS. FOOTING JOINTS SHOULD BE OFFSET A MINIMUM OF 1'-0" FROM WALL JOINTS. RUN BAR STEEL THRU FOOTING JOINTS.

DO NOT ALLOW CONCRETE OR FILL TO DROP OR ACCUMULATE IN WALL PANEL CAVITY.

HOT DIP GALVANIZE ALL STRUCTURAL STEEL CARBON IN ACCORDANCE WITH ASTM A123 WHERE SHOWN.

PROVIDE A RUBBED SURFACE TREATMENT IN ACCORDANCE WITH SECTION 502.3.7.3 TO ALL PERMANENTLY EXPOSED SURFACES OF CONCRETE MASONRY RETAINING WALLS.

SEE SPECIAL PROVISIONS FOR AESTHETIC TREATMENT TO WALL.

DESIGN THE MSE WALL FOR A SUCTION LOAD OF 20 PSF ACTING ON THE PRECAST WALL PANELS.

DESIGN FOR RETAINING WALL TO PROVIDE FOR A FINISHED GRADE SLOPE BEHIND THE WALL AS SHOWN IN THESE PLANS AND THE ROADWAY CROSS SECTIONS.

ALL STATIONS ARE REFERENCED TO THE USH 41 NMC ALIGNMENT.

FOR UTILITY OWNERSHIP AND CONTACT INFORMATION SEE ROADWAY PLAN.

AT ENDS OF WALL, SEAL CAVITY BETWEEN WIRE-FACED WALL AND PRECAST CONCRETE PANEL WITH COLUMN OF CONCRETE 1'-6" WIDE. INCIDENTAL TO BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANELS." "FINE METALLIC SCREEN" TO HAVE A MAXIMUM ¼" X ¼" MESH AND 0.025" WIRE WELDING.

LEGEND

- [A] = NAME PLATE LOCATION, SEE SHEET 11 FOR DETAILS
- [E] = EXPANSION JOINT LOCATION
- ✳ = PROVIDE FOR STEEL THRIE BEAM ATTACHMENT
- ● = WIDTH ACCOUNTS FOR PARAPET AND LIGHT STANDARDS
- ▭ = TEMPORARY SHORING LIMITS AND LOCATIONS TO BE DETERMINED. QUANTITY TO BE INCLUDED IN BRIDGE QUANTITIES. SEE B-5-685 PLANS FOR STAGING REQUIREMENTS. TEMPORARY WALL, WIRE FACED MECHANICALLY STABILIZED EARTH REQUIRED ADJACENT TO SHORING LOCATIONS. CONTRACTOR TO DETERMINE FINAL EXTENT AND LOCATION BASED ON B-5-685 STAGING.

BUREAU OF STRUCTURES CONTACT:
WILLIAM DREHER (608) 266-8489

NE REGION CONTACT:
PAUL VRANEY (920) 492-2232

CONSULTANT CONTACT:
JOHN RUBLEIN (608) 229-1434

WISCONSIN
JOHN F. RUBLEIN E-38700 MADISON WI
PROFESSIONAL ENGINEER
2/15/13

NO.	DATE	REVISION	BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Madison, WI 53703
608-249-0140

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher — CHIEF STRUCTURES DESIGN ENGINEER — 2/19/13 DATE

STATE PROJECT NUMBER: 1133-10-72

STRUCTURE R-5-237

EAST RETAINING WALL @ LINEVILLE RD. & USH 41

COUNTY	VILLAGE
BROWN	HOWARD

DESIGN SPEC. AASHTO LRFD, 5th EDITION

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JFR	ACT	TRW	JFR

GENERAL PLAN

SHEET 1 OF 12

1141

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I.D.

DATE: 2/15/2013

SCALE = 32:10 ' :" / IN.

STATE PROJECT NUMBER

1133-10-72

SOIL PARAMETERS

SOIL UNIT	BOTTOM ELEVATION (FEET)	SOIL UNIT WEIGHT (pcf)	UNDRAINED COHESION (psf)	UNDRAINED FRICTION ANGLE (DEGREES)	DRAINED COHESION (psf)	DRAINED FRICTION ANGLE (DEGREES)
EXISTING GRANULAR FILL/POSSIBLE FILL/ NEW GRANULAR FILL*	590.2	120	---	30	---	30
LOOSE TO MEDIUM DENSE SAND, SILTY SAND AND SILT	578.7	120	---	32	---	32
STIFF TO VERY STIFF LEAN CLAY	568.7	130	1,750	---	100	28
VERY SOFT LEAN CLAY	563.7	125	250	---	0	20
VERY SOFT TO MEDIUM STIFF LEAN CLAY	558.7	125	750	---	50	24
VERY STIFF TO HARD LEAN CLAY	543.7	130	3,000	---	200	30
MEDIUM STIFF TO STIFF LEAN CLAY	521.7	130	1,000	---	80	25
POSSIBLE BEDROCK	---	150	200,000#	---	200,000#	---

GEOMETRY TABLE

WORKING POINT	WALL STATION	LINEVILLE RD. STATION	OFFSET TO F.F. WALL PANEL	TOP OF WALL	FINISHED GRADE	EXISTING GRADE	X	Y
①	10+00.00	63+68.60	56.86'LT	614.55	614.55	600.53	91121.63	595270.36
②	10+10.00	63+58.60	56.46'LT	614.91	611.61	600.32	91111.73	595269.06
③	10+20.00	63+48.60	56.33'LT	615.25	608.67	598.59	91101.78	595267.99
④	10+60.00	63+08.60	56.33'LT	616.47/608.72	596.90	593.67	91068.22	595264.54
⑤X	---	63+02.41	57.00'LT	608.72	595.07	594.49	91061.99	595263.80
⑤	10+66.23	63+02.38	56.33'LT	608.72	595.07	594.49	91061.99	595263.80
⑥	11+65.01	62+97.72	42.33'RT	608.72	594.68	593.63	91607.64	595165.19
⑥X	---	62+97.69	42.85'RT	608.72	594.68	593.63	91607.64	595165.19
⑦	11+71.30	63+04.00	42.33'RT	608.72/616.60	596.58	592.71	91073.85	595165.84
⑧	12+31.30	63+64.00	42.33'RT	614.75	614.75	616.13	91129.31	595171.65

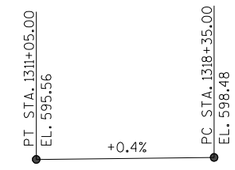
BENCH MARKS

NO.	DESCRIPTION	ELEVATION
760	NW BOLT AT BP GAS STATION/SUBWAY SIGN SE QUAD OF LINEVILLE RD. AND E. DEERFIELD AVE	591.47
762	RR SPIKE IN TREE, 2'E OF AMERITECH TPED #1839 S OF LINEVILLE RD. 0.2 MILE W OF W. DEERFIELD AVE.	594.75

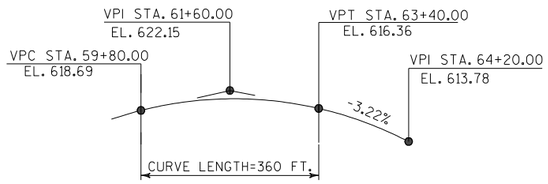
TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	BID - ITEMS	UNIT	QUANTITY
502.3200	PROTECTIVE SURFACE TREATMENT	SY	6
504.0500	CONCRETE MASONRY RETAINING WALLS	CY	73
505.0615	BAR STEEL REINFORCEMENT HS COATED RETAINING WALLS	LB	9360
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	9
532.0700.S	WALL WIRE FACED MECHANICALLY STABILIZED EARTH LRFD	SF	2700
532.0750.S	TEMPORARY WALL WIRE FACED MECHANICALLY STABILIZED EARTH LRFD	SF	1100
550.1120	PILING STEEL HP 12 INCH X 53 LB.	LF	360
604.0400	SLOPE PAVING CONCRETE	SY	128
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	120
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	240
SPV.0165.500	ARCHITECTURAL SURFACE TREATMENT	SF	2700
SPV.0165.501	STAINING CONCRETE	SF	3500
SPV.0165.502	STAINING CONCRETE BRICK	SF	1970
SPV.0165.850	PRESTRESSED PRECAST CONCRETE WALL PANEL	SF	2700
	NON BID - ITEMS		
	PREFORMED FILLER	SIZE	¾" & 1"
	CORK FILLER	SIZE	½"
	EXPANDED POLYSTYRENE	SIZE	1"

ALL ITEMS ARE CATEGORY 4010.



PROFILE GRADE LINE - USH 41 NB (NMC)



PROFILE GRADE LINE - LINEVILLE ROAD
(CTH 'M' EB)

DESIGN DATA

LIVE LOAD:
LIVE LOAD SURCHARGE (ROADWAY) = ——— 240 PSF
MATERIAL PROPERTIES:
CONCRETE MASONRY RETAINING WALLS ——— f'c = 4,000 PSI
PRECAST CONCRETE WALL PANEL ——— f'c = 5,000 PSI
BAR STEEL REINFORCEMENT ——— fy = 60,000 PSI
STRUCTURAL CARBON STEEL ——— fy = 36,000 PSI
(ASTM A709 GR. 36)

FOUNDATION DATA:
SEE TABLE

THE WALL HAS BEEN DESIGNED FOR LIVE LOAD SURCHARGES AS NOTED. IF LIVE LOAD SURCHARGES EXCEEDING 240 PSF ARE EXPECTED, THE CONTRACTOR IS RESPONSIBLE FOR EVALUATING THEIR EFFECTS ON THE WALL DESIGN.

SUMMARY OF STABILITY ANALYSES RESULTS

WALL STATION	DRAIN CONDITION	CRITICAL CONDITION	MAXIMUM WALL HEIGHT#, FT.	REINFORCEMENT LENGTH, FT	MINIMUM REINFORCEMENT /LENGTH RATIO	CDR
10+00.00 TO 10+26.00 AND 12+31.36 TO 11+94.36	DRAINED/ UNDRAINED	GLOBAL STABILITY	9	9	1.0	1.23*
		ECCENTRICITY	9	9	1.0	1.15
		SLIDING	9	9	1.0	**1.10**
		BEARING	9	9	1.0	3.08
10+26.00 TO 10+46.00 AND 11+71.36 TO 11+94.36	DRAINED/ UNDRAINED	**GLOBAL STABILITY**	16	15	0.9	**1.02***
		ECCENTRICITY	16	15	0.9	1.04
		SLIDING	16	15	0.9	1.17
		BEARING	16	15	0.9	2.13
10+46.00 TO 10+66.22 AND 11+65.08 TO 11+71.36	DRAINED/ UNDRAINED	GLOBAL STABILITY	24	18	0.8	1.19**
		ECCENTRICITY	24	18	0.8	**1.05**
		SLIDING	24	18	0.8	1.20
		BEARING	24	18	0.8	1.43
10+66.22 TO 11+65.08	DRAINED/ UNDRAINED	**GLOBAL STABILITY**	16	20	1.3	**1.02****
		ECCENTRICITY	16	20	1.3	1.24
		SLIDING	16	20	1.3	1.04
		BEARING	16	20	1.3	1.57

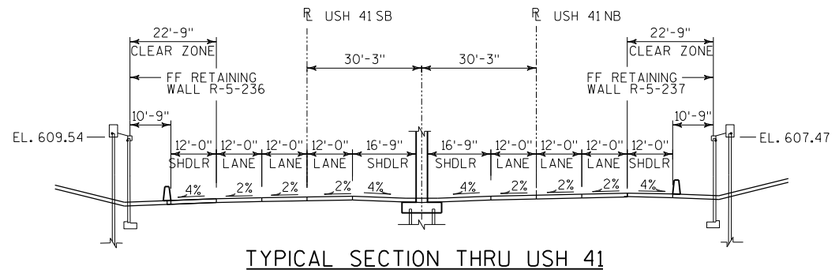
NOTES:
INCLUDES 3.5 FT. EMBEDMENT DEPTH BELOW FINISHED GRADE IN FRONT OF THE WALL.

* A RESISTANCE FACTOR OF 0.75 WAS USED FOR DETERMINING CDR FOR THE SLOPES NOT INCLUDING STRUCTURAL ELEMENTS.

** A RESISTANCE FACTOR OF 0.65 WAS USED FOR DETERMINING CDR FOR THE SLOPE INCLUDING STRUCTURAL ELEMENTS.

GOVERNING CONDITIONS ARE PRESENTED AS BOLD.

FINAL DESIGN FOR INTERNAL STABILITY IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER



TYPICAL SECTION THRU USH 41

TRAFFIC DATA:

LINEVILLE ROAD	USH 41 NB
ADT = 2005 (12,500)	ADT = 50,200 (2005)
ADT = 2035 (18,800)	ADT = 80,500 (2035)
RDS = 45 MPH	RDS = 70 MPH

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-237

DRAWN BY TRW | PLANS CK'D. JFR

DESIGN DATA & QUANTITIES

SHEET 2 OF 12
1142

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2/15/2013

STATE PROJECT NUMBER

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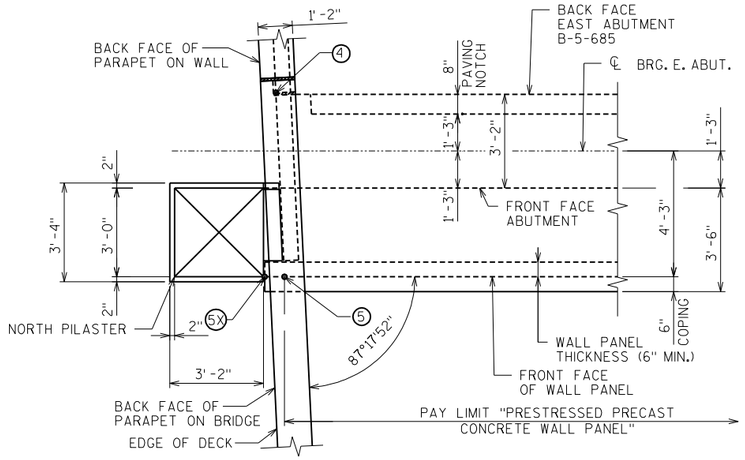
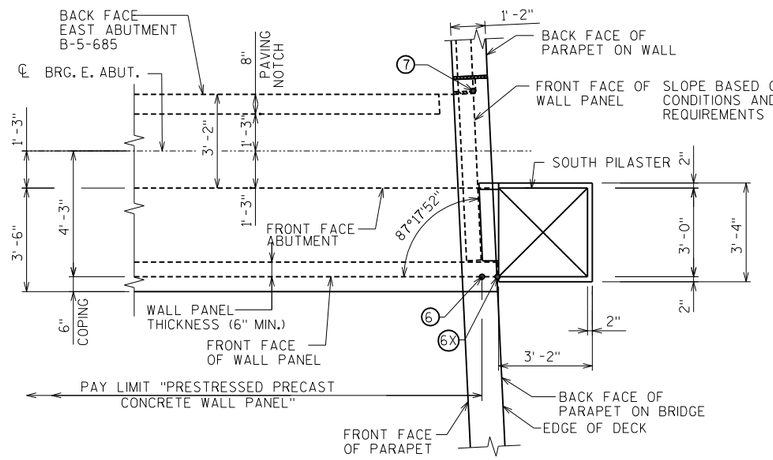
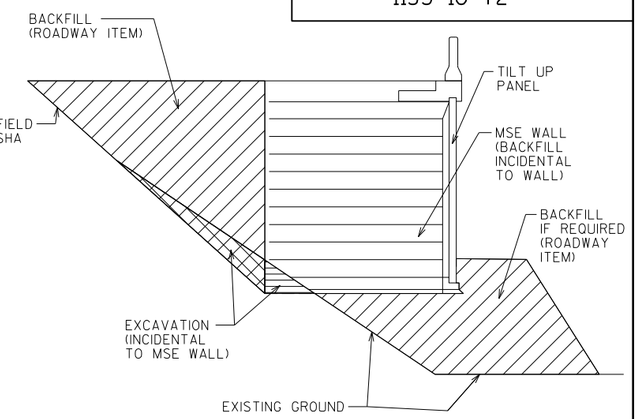


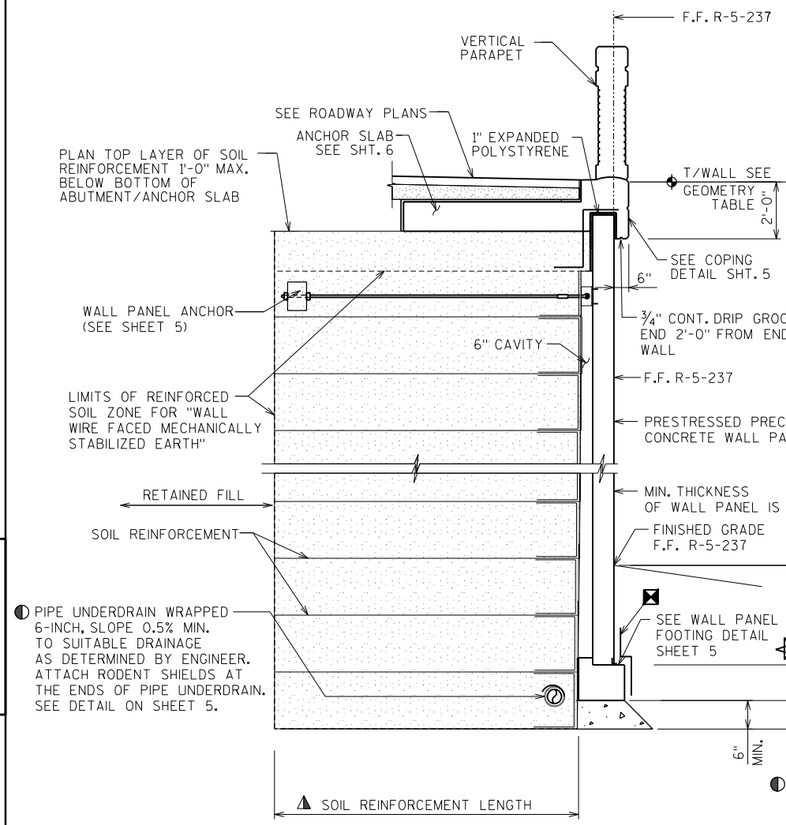
NORTHEAST QUADRANT



SOUTHEAST QUADRANT

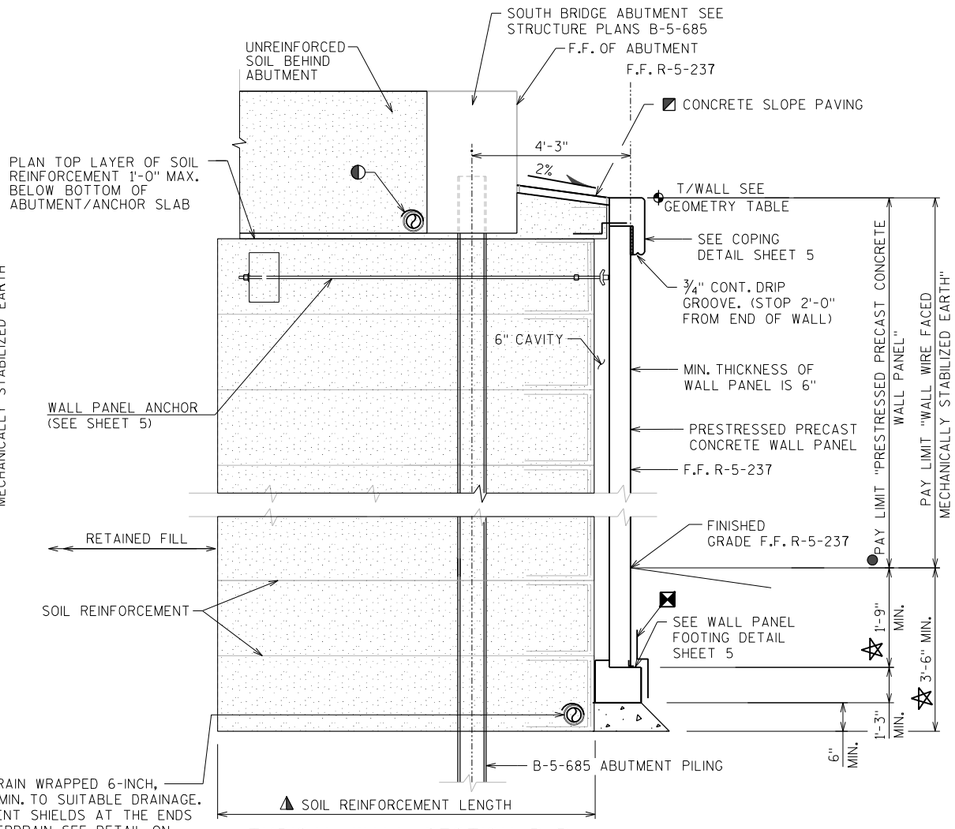


EXCAVATION/BACKFILL DETAIL



TYPICAL WALL SECTION A-A

LOOKING EAST AT SOUTH SIDE OF WALL, NORTH SIDE MIRROR IMAGE
W.P.① TO W.P.④ AND W.P.⑦ TO W.P.⑧ .



TYPICAL WALL SECTION B-B

LOOKING SOUTH AT EAST ABUTMENT W.P.③ TO W.P.④
INSTALL BRIDGE PILING BEFORE MSE WALL. PLACE REINFORCING MAT AROUND PILING FOR BRIDGE ABUTMENT.

INSTALLATION OF BRIDGE PILING IS NOT A RETAINING WALL BID ITEM.

LEGEND

- THE PLAN QUANTITY FOR THE BID ITEMS "WALL WIRE FACED MECHANICALLY STABILIZED EARTH" AND "PRESTRESSED PRECAST CONCRETE WALL PANEL" ARE BASED ON A WALL HEIGHT MEASURED FROM THE FINISHED GRADE AT THE FRONT FACE OF THE WALL TO THE TOP OF THE WALL AS SHOWN. THE TOP OF THE FOOTING IS ASSUMED TO BE A CONSTANT 1'-9" BELOW FINISHED GRADE. COPING CONCRETE AND COPING REINFORCEMENT ARE TO BE INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL."
- ⚠ SEE SHT. 2 FOR SOIL REINFORCEMENT REQUIREMENTS.
- ✱ MINIMUM EMBEDMENT DEPTHS SHALL BE BASED ON FINISHED GRADE NOTED IN "GEOMETRY TABLE" ON SHEET 2.
- ■ MINIMUM CLEARANCE FROM PARAPET TO PILASTER.
- ◪ CONCRETE SLOPE PAVING TO BE A MIN. OF 4" THICK. PLACE CONSTRUCTION JOINTS EVERY 10' MAX. SEE SLOPE PAVING CONSTRUCTION JOINT DETAIL ON SHEET 5.
- ◐ PROVIDE VERTICAL PIPE UNDERDRAIN UNPERFORATED 6-INCH TO CONNECT R-5-237 WALL UNDERDRAIN TO B-5-685 ABUTMENT UNDERDRAIN. LOCATE THE VERTICAL PIPE APPROXIMATELY 7 FEET FROM THE SOUTH CORNER OF THE RETAINING WALL. CAP THE UNPERFORATED UNDERDRAIN AT ELEVATION 607.47 FOR CONNECTION TO THE ABUTMENT UNDERDRAIN.
- Ⓧ WORKING POINT
- ◪ GEOTEXTILE FABRIC TYPE DF, 2'-0" WIDE, LENGTH OF FOOTING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-237

DRAWN BY TRW | PLANS CK'D. JFR

WALL DETAILS-1

SHEET 3 OF 12
1143

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SCALE = 5:1 1/2 " :" / IN.

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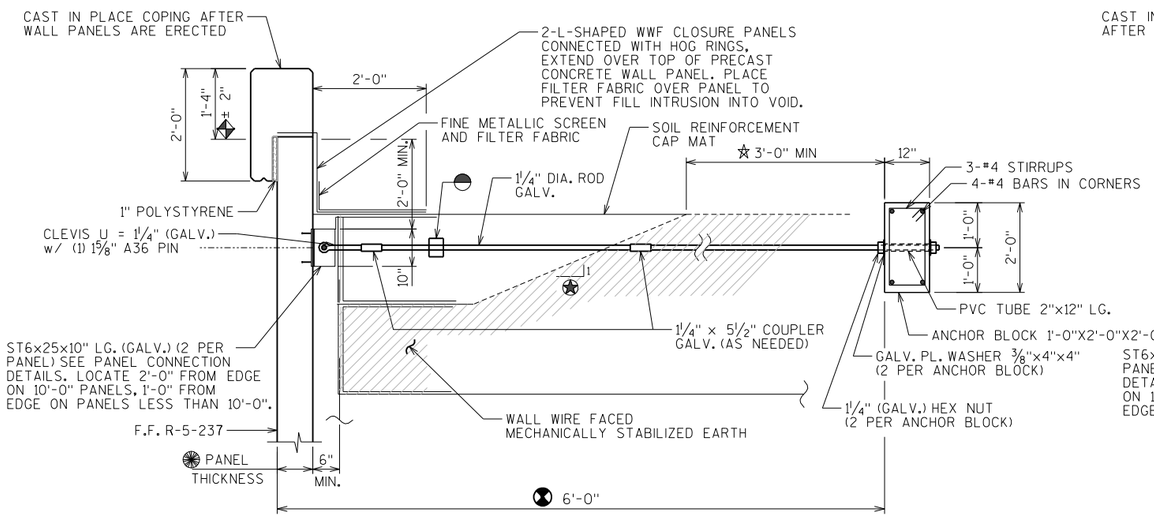
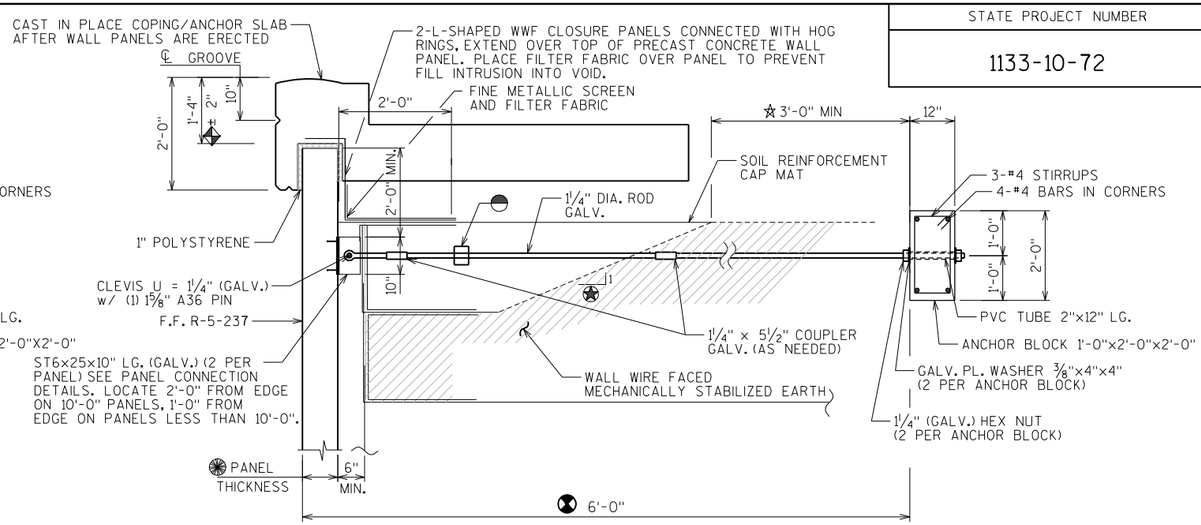
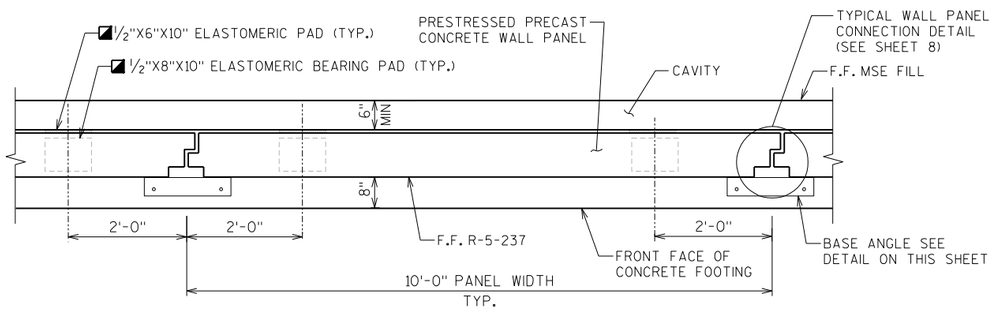


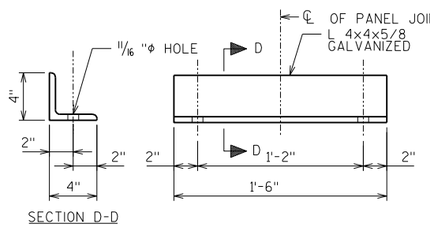
WALL PANEL ANCHOR DETAIL SECTION B-B ▲



WALL PANEL ANCHOR DETAIL SECTION A-A ▲



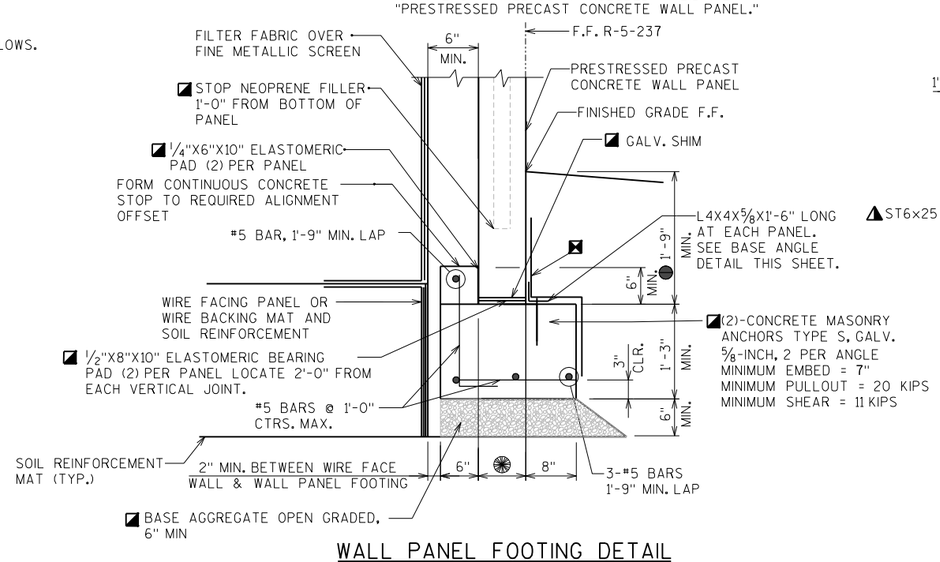
PLAN VIEW WALL PANEL CONNECTION



SECTION D-D

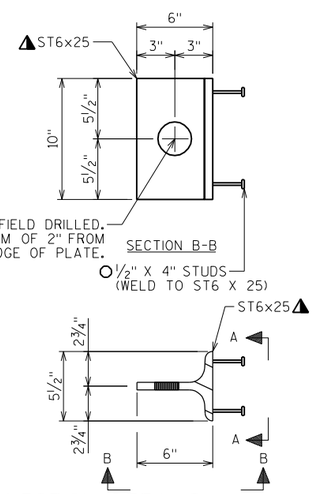
BASE ANGLE DETAIL

(1) AT EACH PANEL JOINT INCLUDED IN BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL."



WALL PANEL FOOTING DETAIL

(NOTE: FOOTING CONCRETE AND REINFORCEMENT INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL")



PANEL CONNECTION DETAILS

ST6 X 25 MAY BE WELDED TO ¾" THICK PLATE ANCHORED IN TILT UP PANEL. DETAILS SUBJECT TO APPROVAL BY THE ENGINEER.

NOTES

AN ALTERNATE WALL PANEL ANCHOR AND PANEL CONNECTION SYSTEM MAY BE SUBMITTED FOR REVIEW BY THE ENGINEER.

TILT UP PANEL ANCHOR SYSTEM MAY BE TRENCHED IN IF THE GEOMETRY OF THE ANCHOR SYSTEM LOCATION ALLOWS.

LEGEND

▲ WALL PANEL ANCHOR SYSTEM INCLUDES ANCHOR BLOCK, ANCHOR BLOCK COUPLER, 1¼" DIA. ANCHOR ROD, CLEVIS AND OTHER PANEL CONNECTION COMPONENTS. DETAILING, AND FURNISHING OF THESE ITEMS IS INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL." INSTALLATION OF THESE ITEMS IS INCLUDED IN THE THE BID ITEM "WALL WIRE FACED MECHANICALLY STABILIZED EARTH.")

EXCAVATED SLOPE PER OSHA REQUIREMENTS.

= WALL PANEL THICKNESS AS DETERMINED IN ACCORDANCE WITH THE DESIGN REQUIREMENTS DEFINED IN THE SPECIAL PROVISIONS. (6" MINIMUM)

▲ S12X50 (GALV.) CUT IN HALF TO FORM "T" SECTION BF=5.477", TW=0.687.

OPTIONAL MULTIDIRECTIONAL CONNECTOR MAY BE USED TO FACILITATE ALIGNMENT AT THE CONNECTION. (CONNECTOR TO BE CORROSION RESISTANT AND DEVELOP 100% OF THE ULTIMATE STRENGTH OF 1¼ DIAM. BAR)

DESIGN LENGTH TO PROVIDE REQUIRED HORIZONTAL CAPACITY OF ANCHOR ASSEMBLY. MINIMUM OF 3'-0" OF COMPACTED FILL IN FRONT OF ANCHOR BLOCK PRIOR TO WALL PANEL ERECTION AND ROD TO BE 2'-0" MIN. BELOW FINISHED GRADE.

AS AN ALTERNATE, ½" TYPE "S" ANCHORS MAY BE USED IN PLACE OF THE 4" STUDS.

LENGTH MAY BE INCREASED TO AVOID OBSTRUCTIONS, SUCH AS ABUTMENT PILING.

MINIMUM DIMENSION FROM FINISHED GRADE AT FRONT FACE OF WALL TO BOTTOM OF WALL PANEL FOOTING IS SHOWN. THE FOOTING MAY BE CONSTRUCTED ON A SLOPE PARALLEL TO THE PROPOSED GRADE, OR MAY BE STEPPED. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OF THE WALL PANEL FOOTING WITH FABRICATION OF THE PRECAST PANELS.

◪ INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL."

◪ GEOTEXTILE FABRIC TYPE DF, 2'-0" WIDE, LENGTH OF FOOTING.

MUST BE 1'-4" AT W.P. ②, ③, ④, & ⑤.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-237

DRAWN BY TRW | PLANS CK'D. JFR

WALL DETAILS - 2

SHEET 4 OF 12
1144

SCALE = 10:0 " : " / IN.

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STATE PROJECT NUMBER

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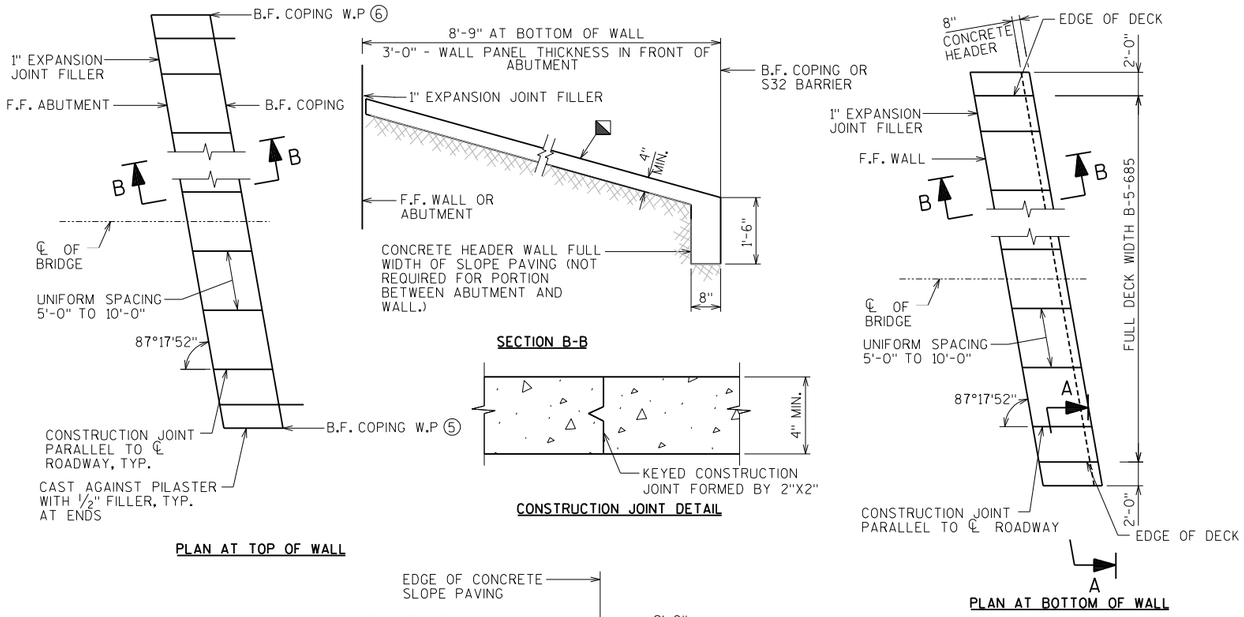
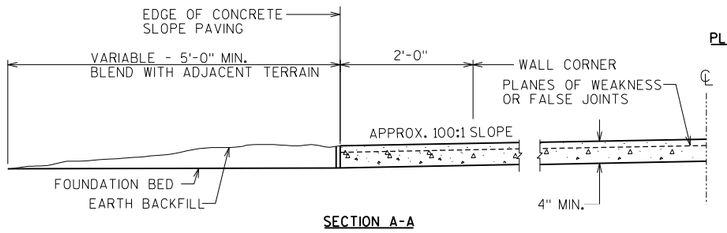


PLAN AT TOP OF WALL

PLAN AT BOTTOM OF WALL



SECTION A-A

SLOPE PAVING CONCRETE DETAILS

LEGEND & NOTES

△ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

● PLACE (3) -¾"ϕ (SMOOTH) DOWEL BARS, 1'-6" LONG BETWEEN EXPANSION SEGMENTS. EMBED 9", SPACE EQUALLY, 6" MIN. CLR. FROM EDGE, 1'-6" MIN. SPACING. USE APPROVED DEBONDER ON 1/2 OF BAR LENGTH. ASTM A36 MATERIAL MAY BE SUBSTITUTED FOR AASHTO M31. COST OF ITEMS ARE INCLUDED IN BID ITEM "CONCRETE MASONRY RETAINING WALLS."

☆ SEE SHEET 9 & 10 FOR AESTHETIC DETAILS.

┼ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. COLOR TO MATCH STAIN. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONC.)

✺ EXPANSION JOINTS TO BE SPACED AS SHOWN ON SHEET 1. LOCATE EXPANSION JOINTS OVER WALL JOINTS. DO NOT RUN BAR STEEL THRU JOINT. EXCEPT FOR DOWEL BARS. JOINT TO EXTEND FULL DEPTH OF PARAPET AND ANCHOR SLAB.

◹ 2% AT TOP OF WALL, SEE ROADWAY PLANS FOR SLOPE AT BOTTOM OF WALL.

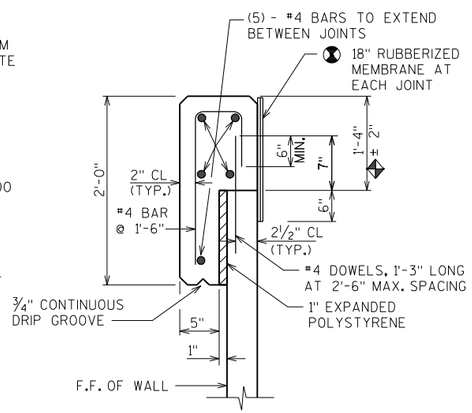
⊗ AT WALL COPING AND ABUTMENT INTERFACE, PLACE 18" RUBBERIZED MEMBRANE ON TOP AND ALONG BACK OF COPING.

● 18" RUBBERIZED MEMBRANE WATERPROOFING (RMW), USE AT FULL WIDTH OF ALL EXPANSION JOINTS.

⊠ PLACE REINFORCEMENT ALONG SKEW AT APPROACH APRON INTERFACE. FAN REINFORCEMENT TO MAINTAIN EQUAL SPACING ACROSS SLAB.

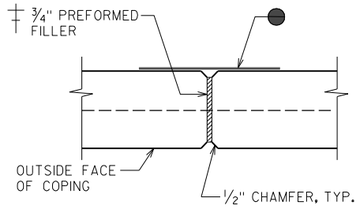
◆ MUST BE 1'-4" AT W.P. 4, 5, 6, & 7.

★ DIMENSIONS ARE APPROXIMATE, GRATE TO BE SIZED TO FIT INTO A PIPE COUPLING. ORIENT RODENT SHIELD SO SLOTS ARE VERTICAL. COST OF RODENT SHIELD AND ALL FITTINGS TO BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN UNPERFORATED 6-INCH." THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL . THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



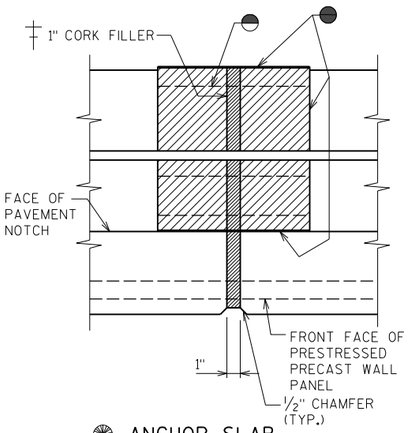
CAST-IN-PLACE CONCRETE COPING DETAIL

(NOTE: COPING CONCRETE AND REINFORCEMENT INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL.")

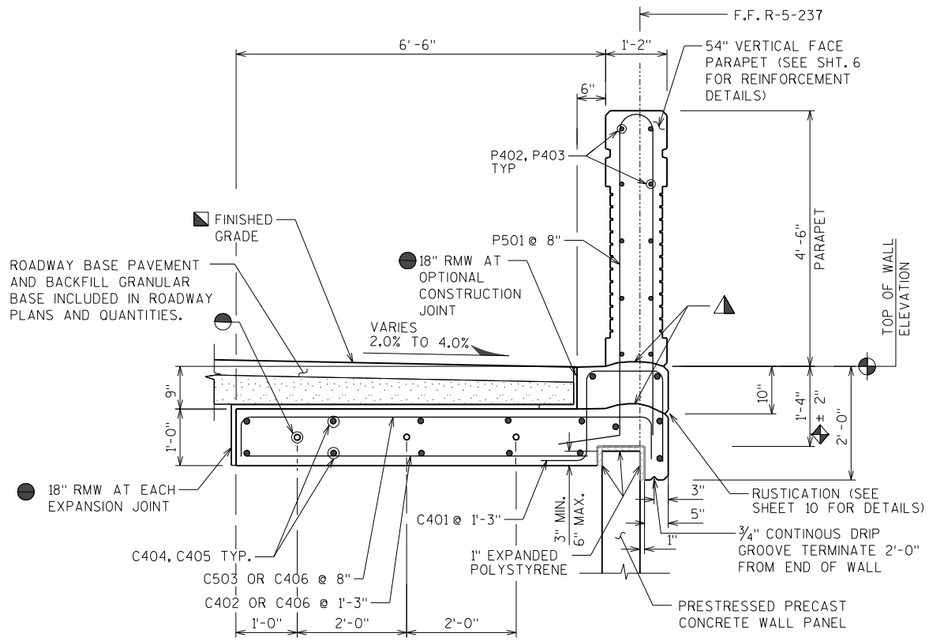


✺ COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.
MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANELS.



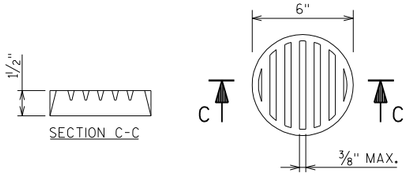
✺ ANCHOR SLAB EXPANSION JOINT DETAIL



CAST-IN-PLACE CONCRETE TRAFFIC BARRIER DETAIL

LOOKING EAST AT SOUTH SIDE OF WALL, NORTH SIDE MIRROR IMAGE
(SEE PLAN VIEW ON SHEET 7 FOR LAYOUT)

SEE SHT. 6 FOR BILL OF BARS



★ RODENT SHIELD

(FOR PIPE UNDERDRAIN)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-237

DRAWN BY TRW | PLANS CK'D. JFR

WALL DETAILS-3

SHEET 5 OF 12
1145

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SCALE = 2:8 - :" / IN.

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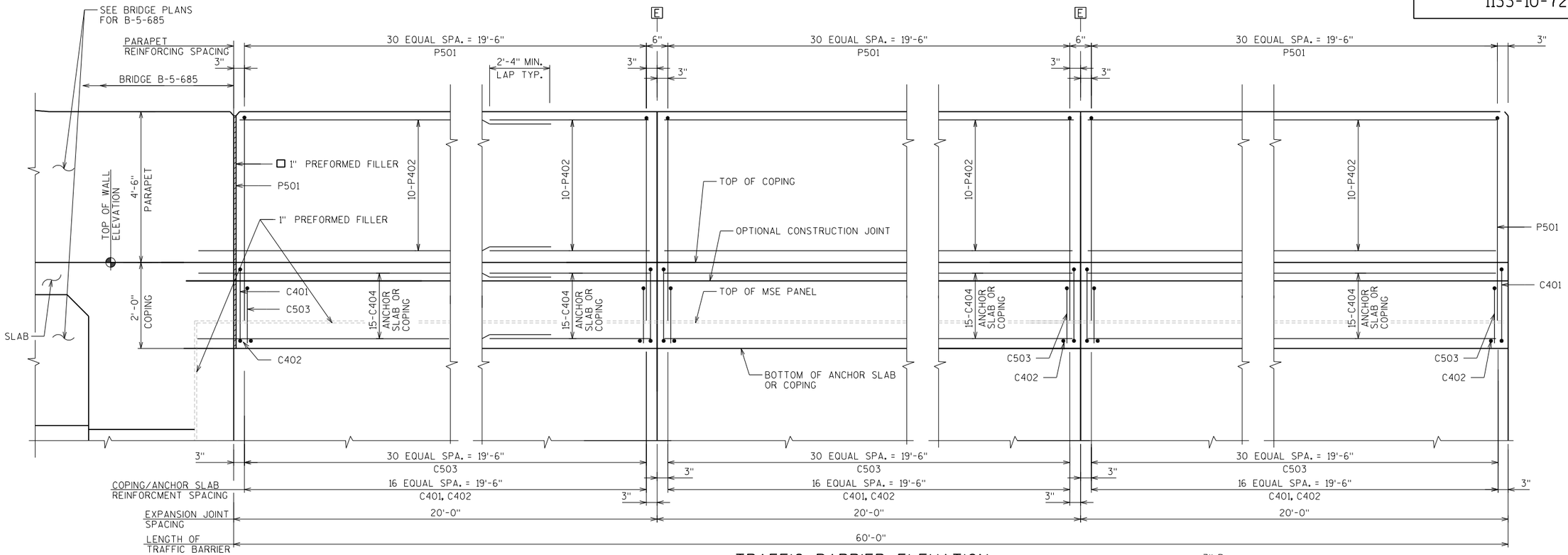
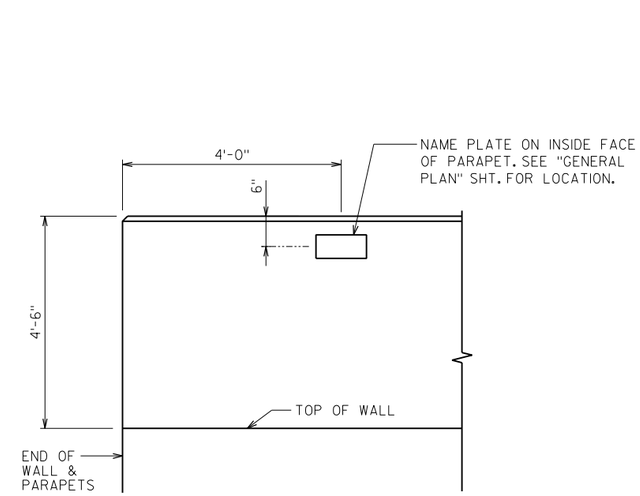
STATE PROJECT NUMBER

1133-10-72

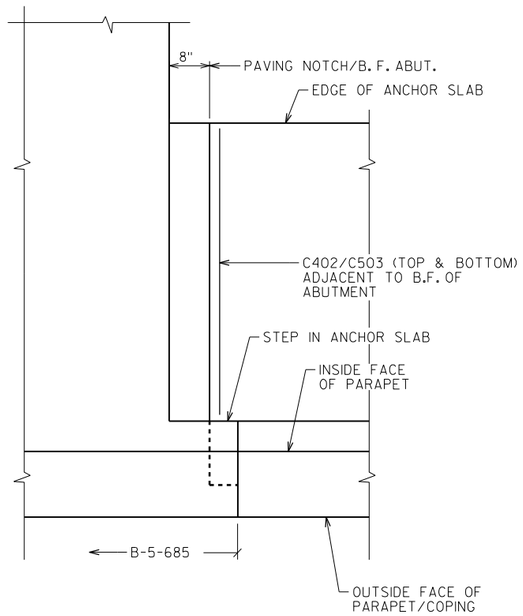


TRAFFIC BARRIER ELEVATION

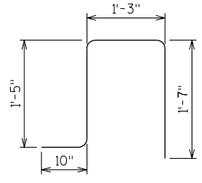
(LOOKING AT FRONT FACE OF WALL)
LOOKING NORTH AT SOUTH SIDE OF WALL, NORTH SIDE MIRROR IMAGE



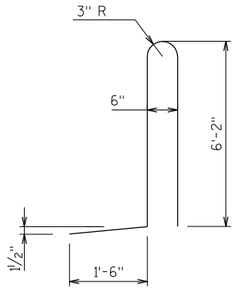
PARTIAL INSIDE ELEVATION



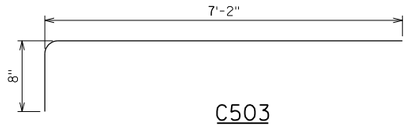
PARTIAL PLAN AT ABUTMENT



C401



P501



C503

BILL OF BARS - TRAFFIC BARRIER

MARK	COATED	NO. REQ'D.	LENGTH	BENT	LOCATION
C401	X	102	4'-10"	X	COPING TIE - TRANSVERSE
C402	X	102	5'-11"		ANCHOR SLAB BOTTOM - TRANSVERSE
C503	X	186	7'-9"	X	ANCHOR SLAB TOP - TRANSVERSE
C404	X	90	19'-8"		ANCHOR SLAB - LONGITUDINAL

BILL OF BARS - PARAPET

MARK	COATED	NO. REQ'D.	LENGTH	BENT	LOCATION
P501	X	186	12'-2"	X	PARAPET TIE TO ANCHOR SLAB - VERTICAL
P402	X	60	19'-8"		PARAPET - LONGITUDINAL

LEGEND

□ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. COLOR TO MATCH CONCRETE STAIN (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONC.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-237

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PARAPET & ANCHOR SLAB DETAILS

SHEET 6 OF 12
1146

SCALE = 2:16 " : " / IN.

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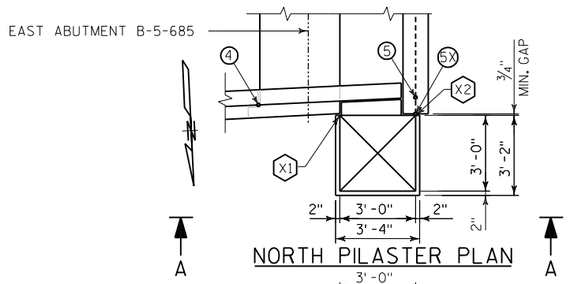
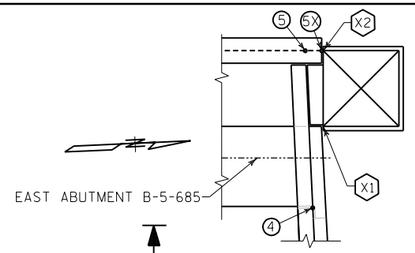


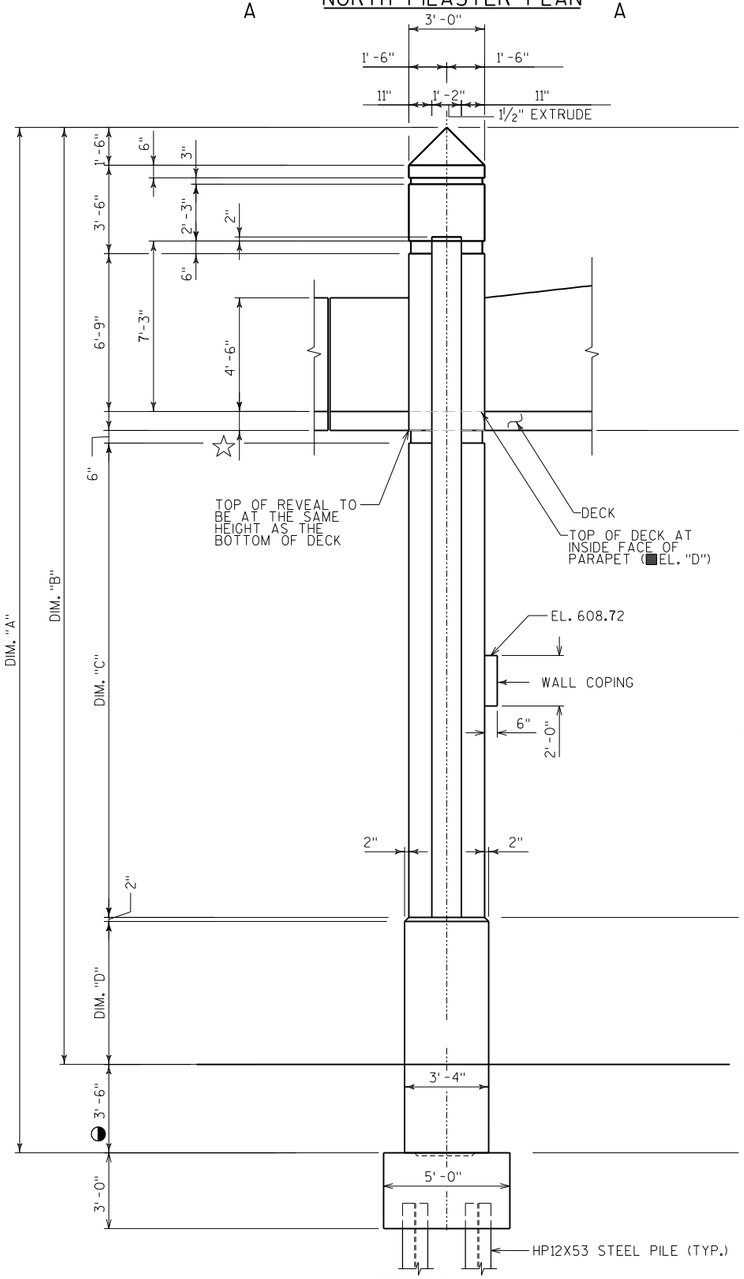
NORTH PILASTER PLAN

A A

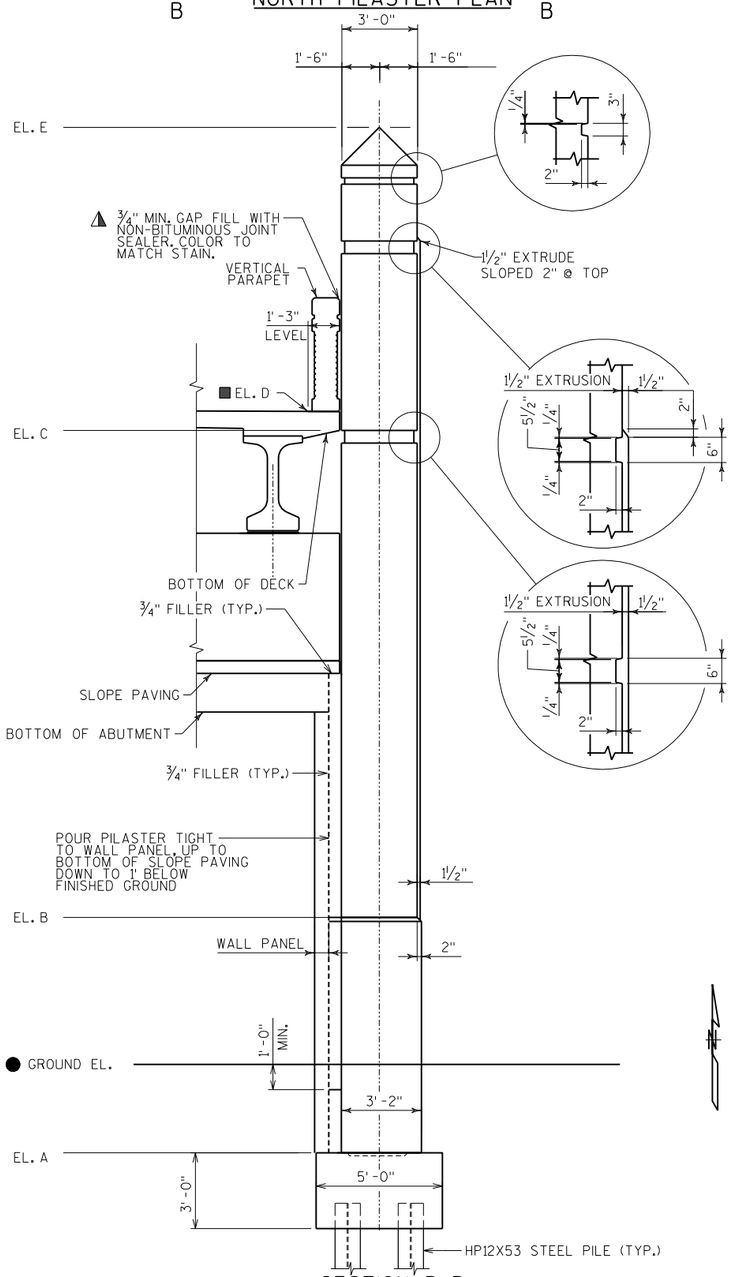


NORTH PILASTER PLAN

B B



* SECTION A-A



* SECTION B-B

PILASTER DIMENSIONS

LOCATION	NORTH	SOUTH
DIM. "A"	36'-9¾"	37'-4"
DIM. "B"	33'-3¾"	33'-10"
DIM. "C"	15'-2¾"	15'-4⅜"
DIM. "D"	4'-10"	5'-2⅝"

PILASTER ELEVATIONS

LOCATION	NORTH	SOUTH
EL. A	591.57	591.18
EL. B	600.07	600.07
EL. C	615.80	615.93
■ EL. D	616.63	616.76
EL. E	628.38	628.51
● GROUND EL. @ FACE CLOSEST TO CORMIER RD.	595.07	594.68

PILASTER LOCATIONS

LOCATION		41 MEB STA.	OFFSET
NORTH	X1	63+05.41	56.90' LT
	X2	63+05.55	95.90' LT
SOUTH	X3	62+97.69	42.90' RT
	X4	62+97.55	45.90 RT

■ EL. "D" = TOP OF DECK @ INSIDE FACE OF PARAPET

● GROUND ELEVATION IS FINISHED GRADE.

✳ NORTH PILASTER SHOWN, SOUTH SIMILAR

◭ SEAL ALL HORIZ. AND VERTICAL SURFACES OF FILLER WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE). COLOR TO MATCH STAIN.

◑ IF WALL EMBEDMENT IS MORE THAN 3'-6", THEN PILASTER FOOTING EMBEDMENT AND REINFORCEMENT SHALL BE ADJUSTED ACCORDINGLY. IF EMBEDMENT IS MORE THAN 6" BELOW PLAN EMBEDMENT THE DESIGNER SHALL BE NOTIFIED.

☆ DISTANCE FROM TOP OF DECK AT FACE OF PARAPET TO BOTTOM OF DECK AT OUTSIDE EDGE = 10"

PILASTER FOUNDATION DATA

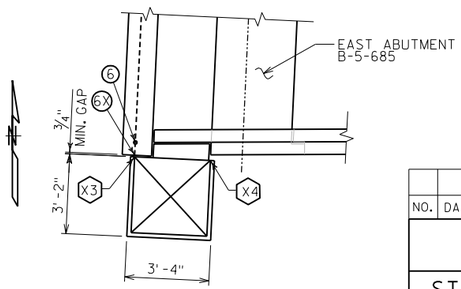
PILASTER TO BE SUPPORTED ON 4- HP12X53 STEEL PILES DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 37 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. THE REQUIRED UPLIFT IS 17 TONS ** PER PILE. ESTIMATED LENGTH = 45 FEET.

** 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. THE FACTORED AXIAL RESISTANCE OF PILES IN TENSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.25 USING STATIC ANALYSIS-ALPHA METHOD TO DETERMINE DRIVEN PILE CAPACITY.

DESIGN DATA

PILASTER AND FOUNDATION WERE DESIGNED PER AASHTO LRFD 5TH EDITION DESIGN SPECIFICATION.

DESIGN WIND LOAD = 47 PSF



SOUTH PILASTER PLAN

STATE PROJECT NUMBER

1133-10-72

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-237

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PILASTERS

SHEET 7 OF 12
1147

SCALE = 6:0 " : " / IN.

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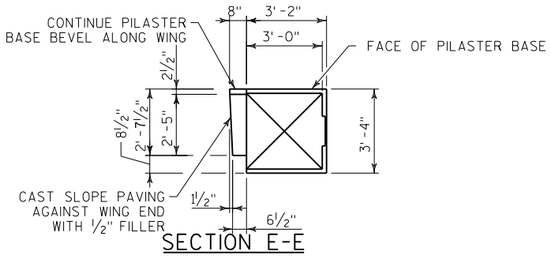
STATE PROJECT NUMBER

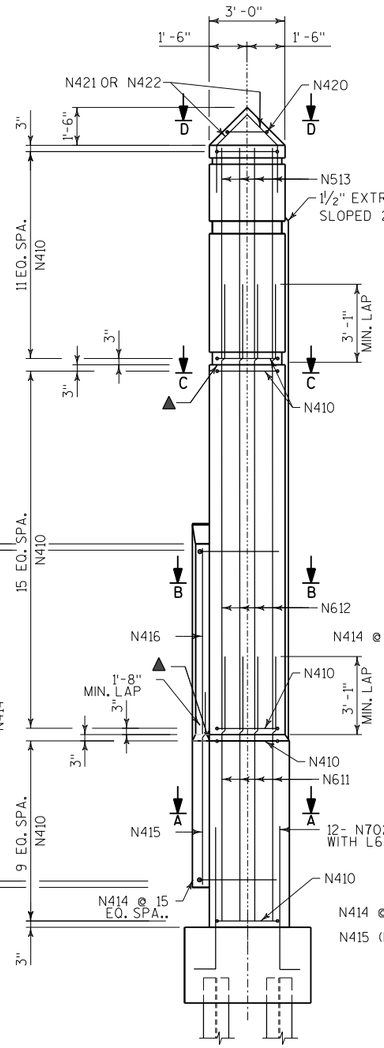
1133-10-72



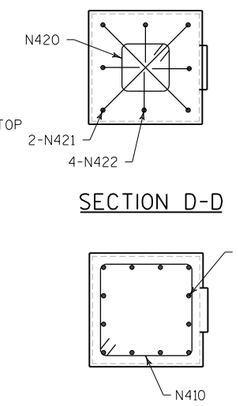
SECTION E-E

BILL OF BARS - PILASTERS					
MARK	COATED	NO. REQ'D.	LENGTH	BENT	LOCATION
N701	X	16	3'-4"	X	BAR WELDED TO PILE
N702	X	24	6'-11"	X	FOOTING VERTICAL DOWELS
N503	X	40	4'-8"		FOOTING BOTTOM BARS
N410	X	75	9'-9"	X	COLUMN - STIRRUPS
N611	X	24	11'-10"		COLUMN - VERT.
N612	X	24	18'-7"		COLUMN - VERT.
N513	X	24	11'-3"		COLUMN - VERT.
N414	X	32	12'-6"	X	COLUMN @ WALL PANELS - HORIZ.
N415	X	8	8'-9"		COLUMN @ LOWER WALL PANELS - VERT.
N416	X	8	7'-8"		COLUMN @ WALL PANELS - VERT.
N420	X	2	5'-5"	X	PILASTER CAP - HORIZ.
N421	X	4	8'-5"	X	PILASTER CAP - VERT.
N422	X	8	3'-8"	X	COLUMN @ UPPER WALL PANELS - VERT.

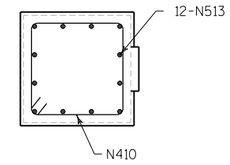
NOTE: QUANTITIES IN BILL OF BARS ARE FOR BOTH PILASTERS



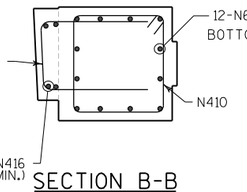
WEST ELEVATION
WITH REINFORCEMENT



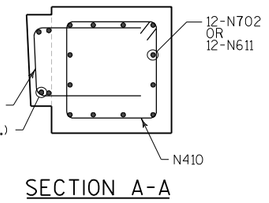
SECTION D-D



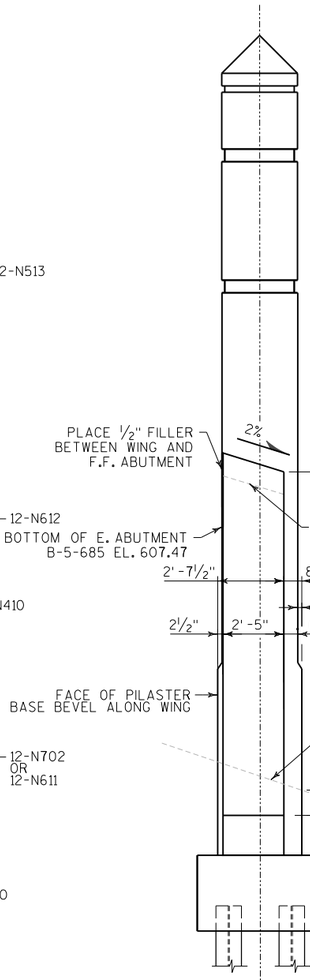
SECTION C-C



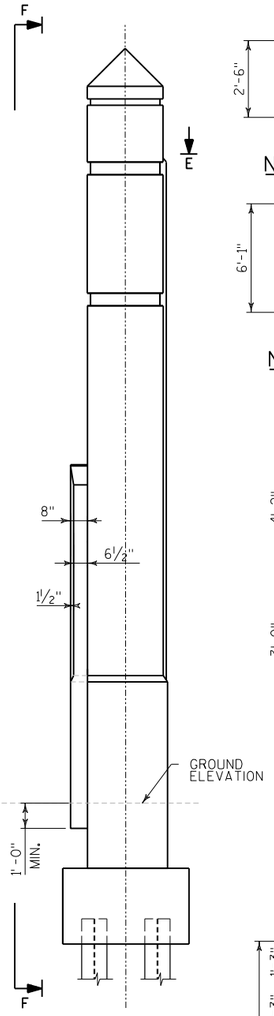
SECTION B-B



SECTION A-A

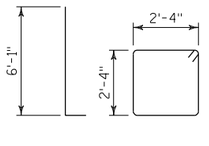


SECTION F-F

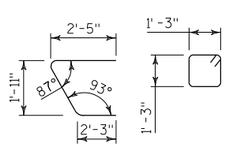


WEST ELEVATION

N701

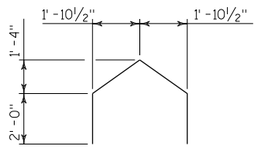


N702 N410



N414

N420



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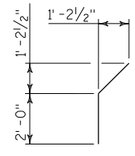

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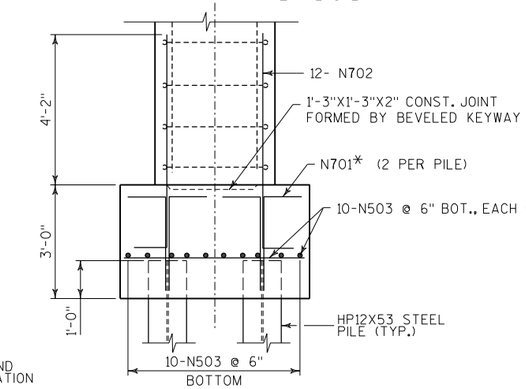
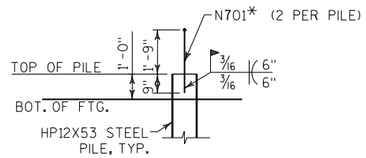
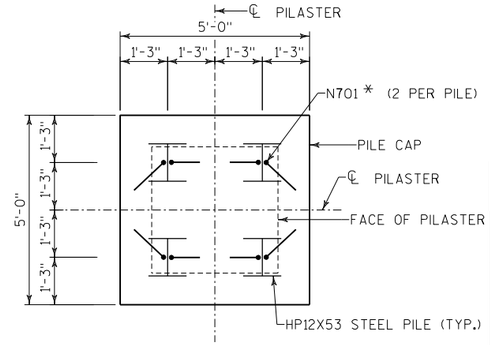


PILE CAP ELEVATION



PILE HEAD DETAIL



PILE CAP PLAN

LEGEND & NOTES

* REINFORCEMENT WELDED TO PILE SHALL CONFORM TO ASTM A706.

SEE AESTHETIC DETAIL SHEETS FOR AESTHETIC INFORMATION

▲ OPTIONAL CONSTRUCTION JOINT FORMED BY 1'-6" x 1'-6" x 2" BEVELED KEYWAY.

THE PILASTER CAP MAY BE PRECAST. DETAILS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-237

DRAWN BY TRW | PLANS CK'D. JFR

SOUTH PILASTER

SHEET 8 OF 12
1148

SCALE = 6:0 " / IN.

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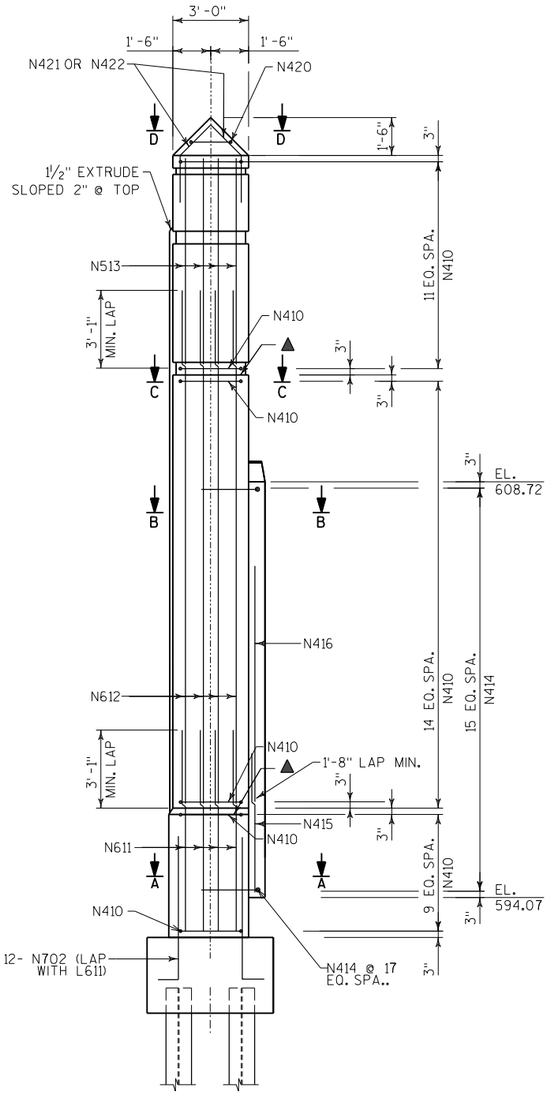
STATE PROJECT NUMBER

1133-10-72



WEST ELEVATION
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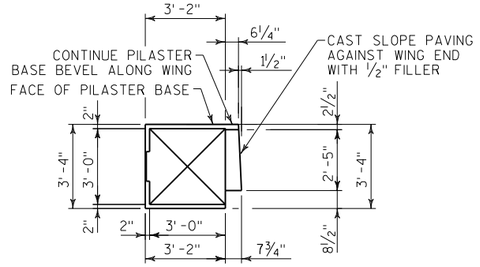
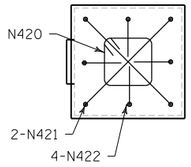


SECTION E-E



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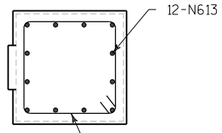

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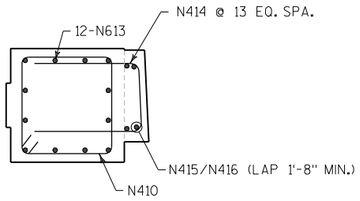
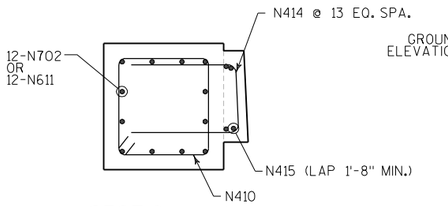
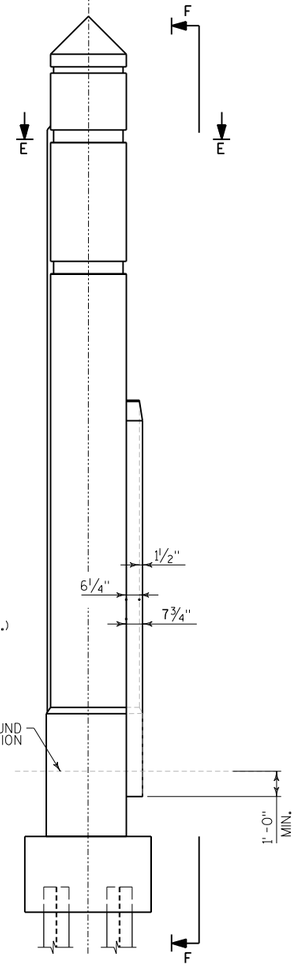


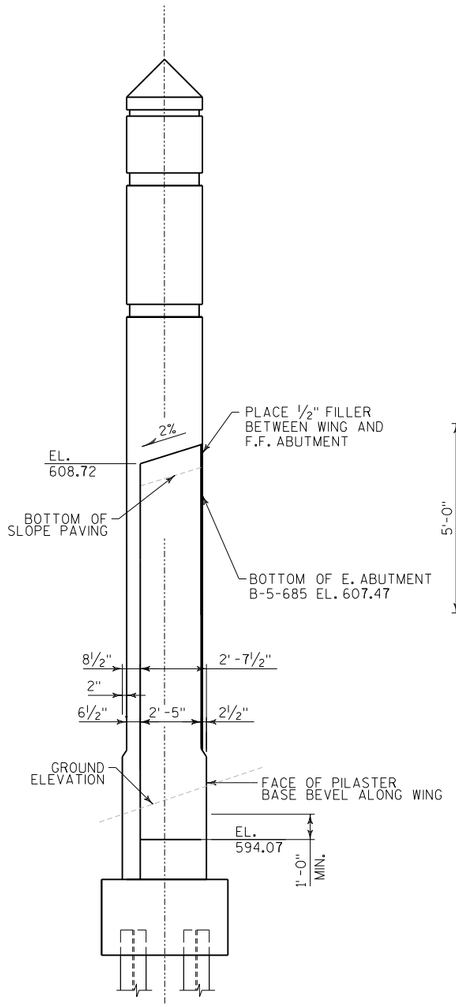
SECTION B-B



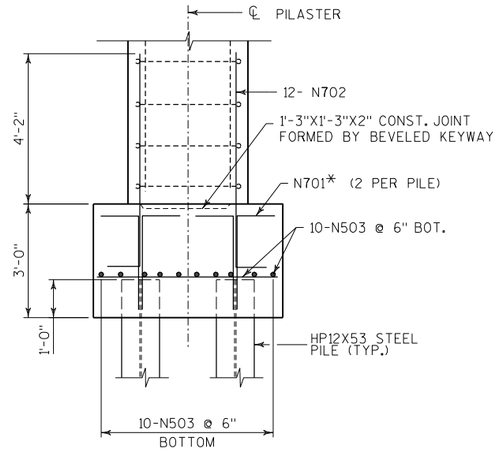
SECTION A-A



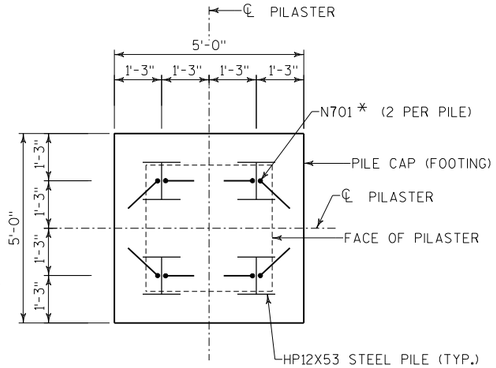
WEST ELEVATION



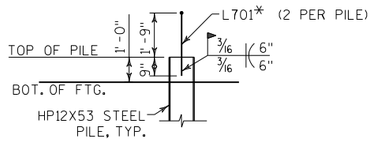
SECTION F-F



PILE CAP ELEVATION



PILE CAP PLAN



PILE HEAD DETAIL

LEGEND & NOTES

* REINFORCEMENT WELDED TO PILE SHALL CONFORM TO ASTM A706.
SEE AESTHETIC DETAIL SHEETS FOR AESTHETIC INFORMATION

▲ OPTIONAL CONSTRUCTION JOINT FORMED BY 1'-6" x 1'-6" x 2" BEVELED KEYWAY.
THE PILASTER CAP MAY BE PRECAST. DETAILS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
SEE SHT. 8 FOR BILL OF REINFORCEMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-237

DRAWN BY TRW | PLANS CK'D. JFR

NORTH PILASTER

SHEET 9 OF 12
1149

8

8

SCALE = 6:0 " / IN.

m:\cad\active\ne\1133-XX-00 Lineville\STRUCTURES\FINAL\R-05-0237\R-05-237_pln-09-NORTH PILASTER REINF.dgn

$$...plottingtime...$$

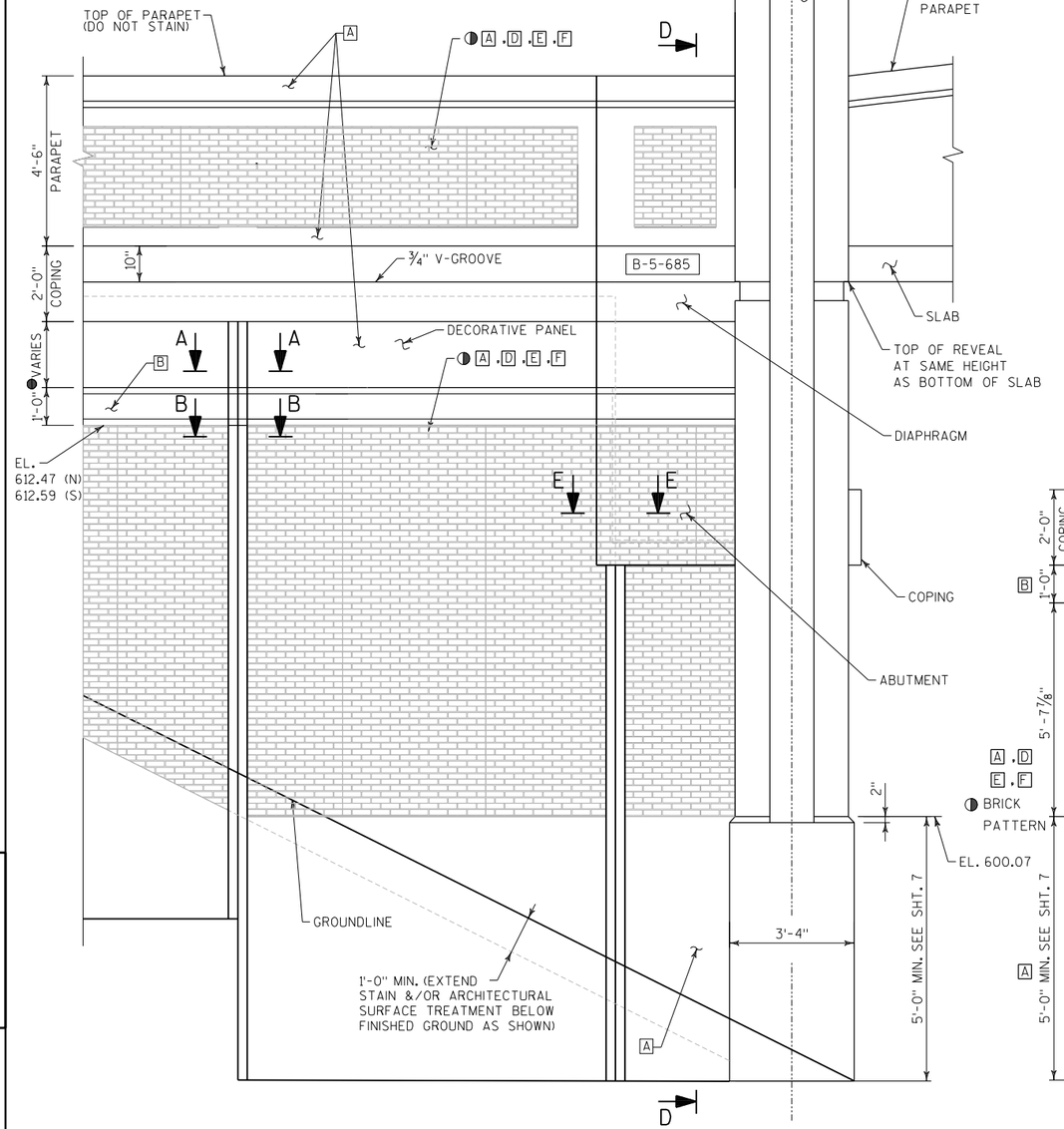
1/25/2013

STATE PROJECT NUMBER

1133-10-72

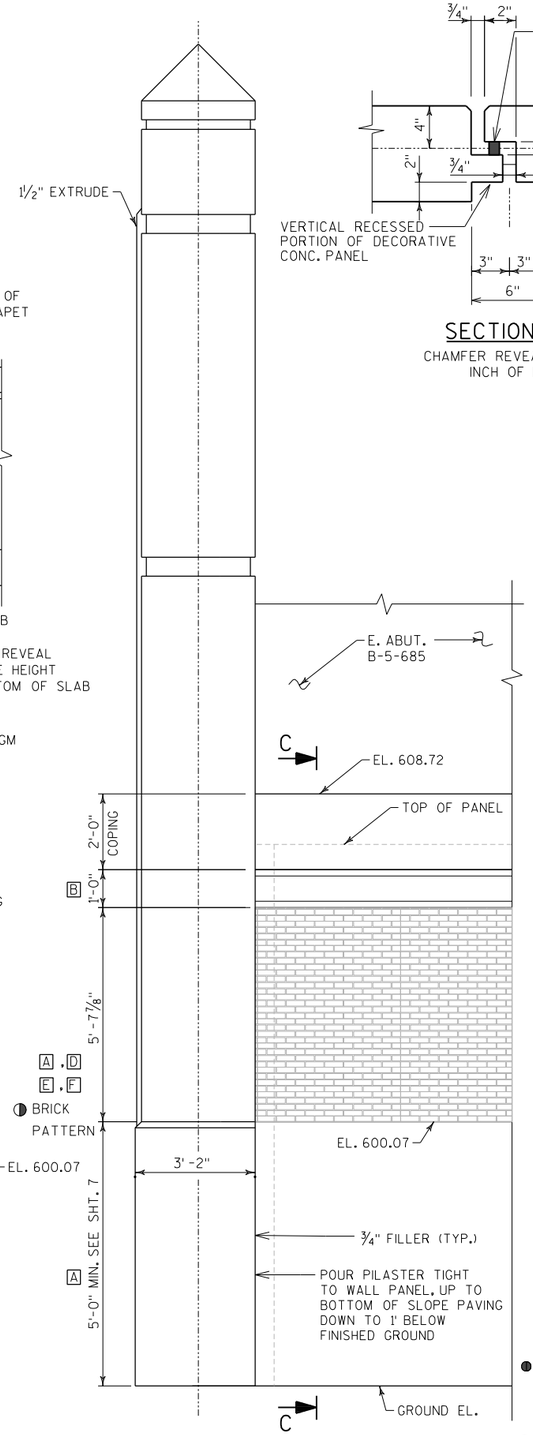
CONCRETE STAINING SCHEDULE

MARK	COLOR	LOCATION
A	BASE COLOR	BRIDGES, PARAPETS, WALLS, PILASTERS
B	ACCENT COLOR #1	REVEALS, OUTSIDE OF CONC. GIRDER, STEEL BOX GIRDERS
C	ACCENT COLOR #2	VERTICAL PILASTER CENTER ELEMENT
D	ACCENT COLOR #3	BRICK COLOR (70% OF BRICK)
E	ACCENT COLOR #4	BRICK COLOR (15% OF BRICK)
F	ACCENT COLOR #5	BRICK COLOR (15% OF BRICK)
G	ACCENT COLOR #6	NOT USED



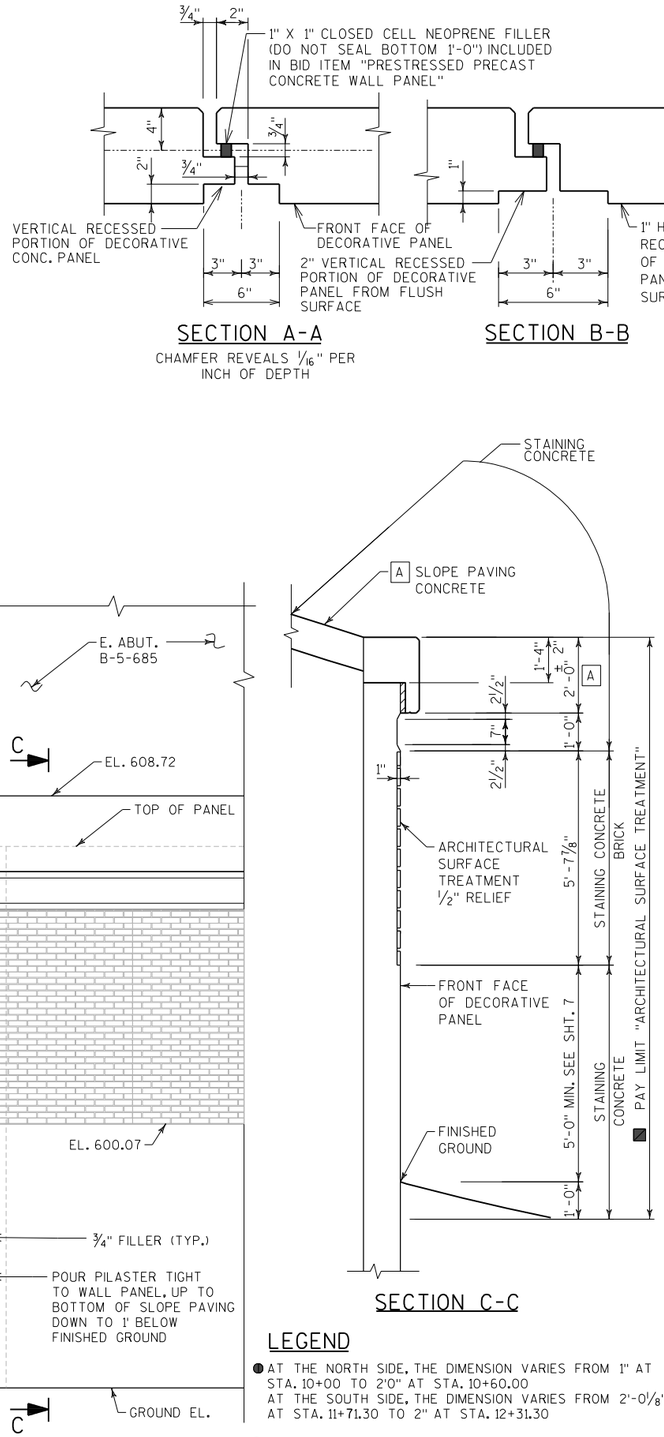
PARTIAL ELEVATION R-5-237

(LOOKING SOUTH AT NORTH SIDE OF WALL, SOUTH SIDE MIRROR IMAGE)

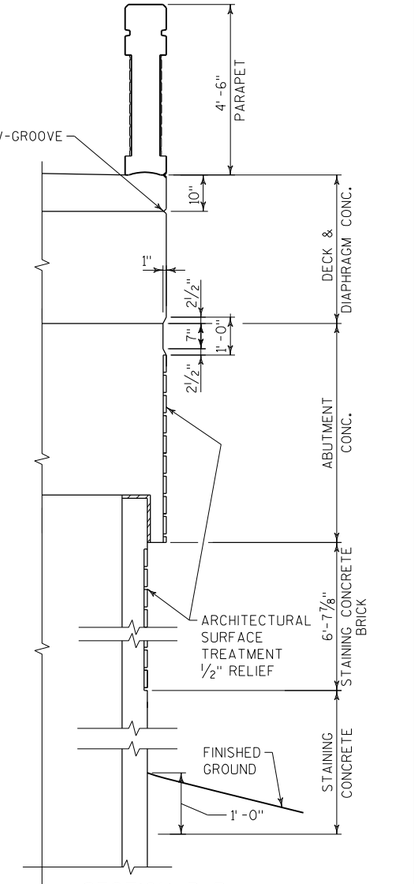


PARTIAL ELEVATION R-5-237

(LOOKING EAST)



SECTION C-C



SECTION D-D

LEGEND

● AT THE NORTH SIDE, THE DIMENSION VARIES FROM 1" AT STA. 10+00 TO 2'0" AT STA. 10+60.00
AT THE SOUTH SIDE, THE DIMENSION VARIES FROM 2'-0⅛" AT STA. 11+71.30 TO 2" AT STA. 12+31.30

◑ STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS. APPLICATION OF ALL FOUR STAIN COLORS AT BRICK PATTERN AREAS PAID FOR AS "STAINING CONCRETE BRICK."

▩ PAY LIMIT FOR "ARCHITECTURAL SURFACE TREATMENT" FOR THE WALL PANELS IS FROM TOP OF WALL TO 1'-0" BELOW GRADE. SEE SHEET 11 AND SPECIAL PROVISIONS FOR FORMLINER DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-237

DRAWN BY TRW | PLANS CK'D. JFR

AESTHETIC DETAILS-1

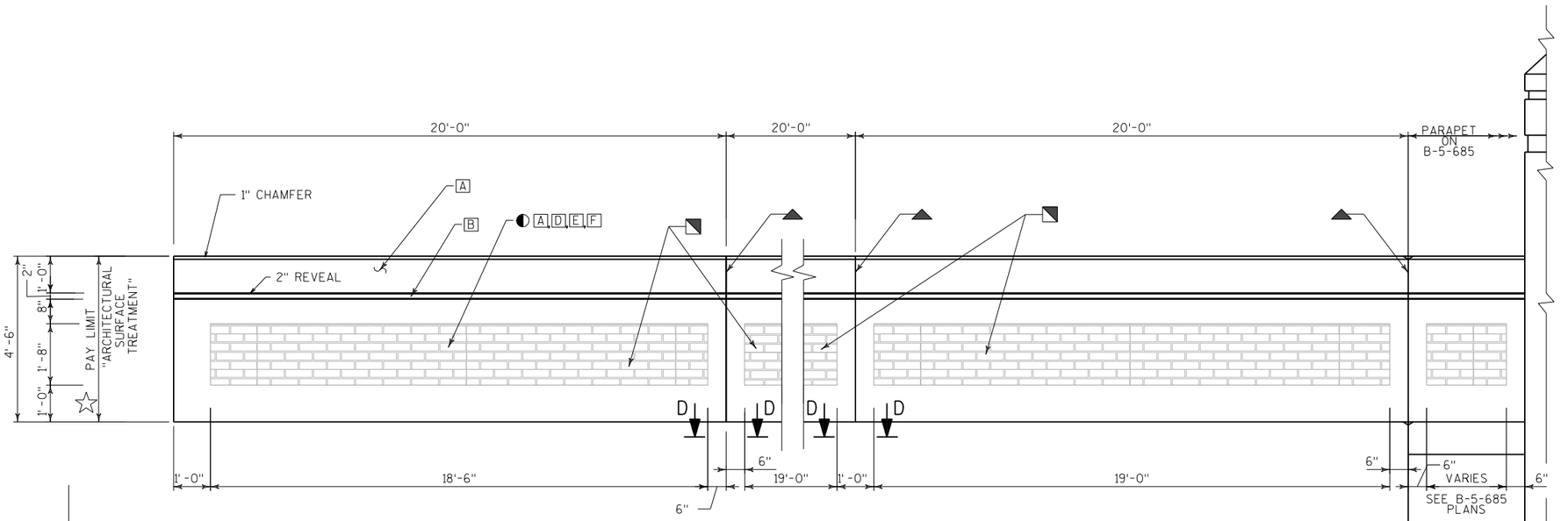
SHEET 10 OF 12
1150

8

8

SCALE = 4:0 " :" / IN.

STATE PROJECT NUMBER
1133-10-72

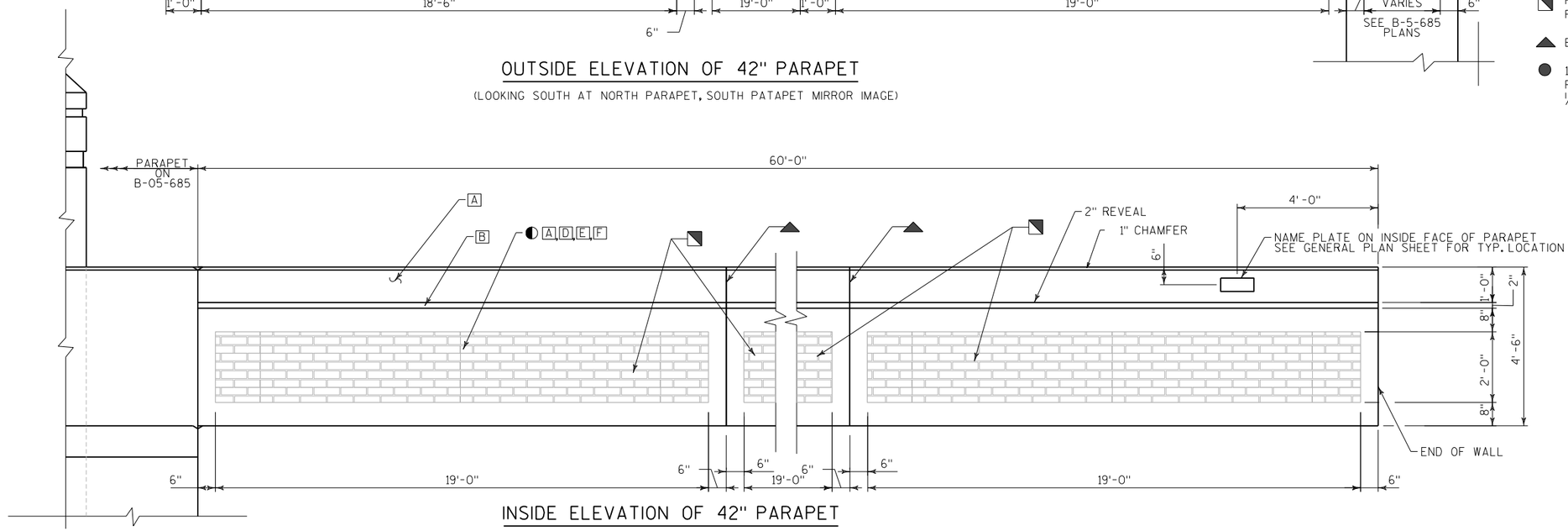


OUTSIDE ELEVATION OF 42" PARAPET

(LOOKING SOUTH AT NORTH PARAPET, SOUTH PATAPET MIRROR IMAGE)

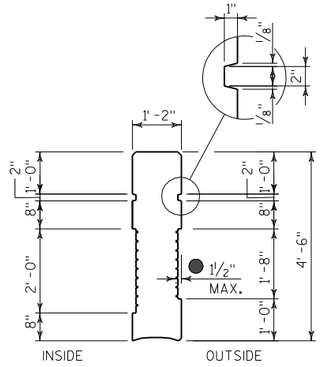
NOTES & LEGEND

- ☆ PAY LIMIT FOR "ARCHITECTURAL SURFACE TREATMENT" FOR THE PARAPETS IS THE TOTAL PARAPET HEIGHT. SEE SPECIAL PROVISIONS FOR DESCRIPTION OF FORMLINER AND DETAILS ON THIS SHEET.
- ◐ STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS. APPLICATION OF ALL FOUR STAIN COLORS AT BRICK PATTERN AREAS PAID AS "STAINING CONCRETE BRICK"
- ◪ RECESSED PANEL WITH IMPRINTED BRICK PATTERN (TYP.)
- ▲ EXPANSION JOINT
- ● 1½" DIMENSION IS TO INSIDE OF FORMLINER RELIEF. 1" SETBACK AND ½" RELIEF

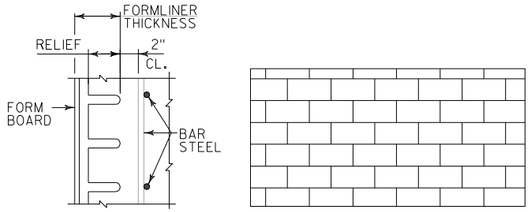


INSIDE ELEVATION OF 42" PARAPET

(LOOKING NORTH AT NORTH PARAPET, SOUTH PARAPET MIRROR IMAGE)



42" VERTICAL FACE PARAPET



SECTION THRU FORMLINER

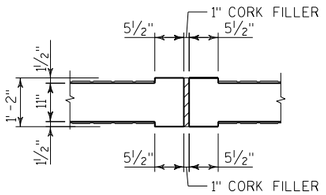
ARCHITECTURAL SURFACE TREATMENT RECTANGULAR BRICK

SIZE = 2¼" to 2⅜" x 7⅝" to 8"
MAX. RELIEF = ½"

CONCRETE STAINING SCHEDULE

MARK	COLOR	LOCATION
A	BASE COLOR	BRIDGES, PARAPETS, WALLS, PILASTERS
B	ACCENT COLOR #1	REVEALS, OUTSIDE OF CONC. GIRDER, STEEL BOX GIRDERS
C	ACCENT COLOR #2	VERTICAL PILASTER CENTER ELEMENT
D	ACCENT COLOR #3	BRICK COLOR (70% OF BRICK)
E	ACCENT COLOR #4	BRICK COLOR (15% OF BRICK)
F	ACCENT COLOR #5	BRICK COLOR (15% OF BRICK)
G	ACCENT COLOR #6	NOT USED

NOTE: 1. ALL COLOR DESIGNATIONS ARE FEDERAL STANDARD COLORS.
2. FINISH ON COLORS IS FLAT (LUSTERLESS)



SECTION D-D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-237

DRAWN BY TRW | PLANS CK'D. JFR

AESTHETIC DETAILS-2

SHEET 11 OF 12
1151

SCALE = 3:1 1/4 " :" / IN.

8

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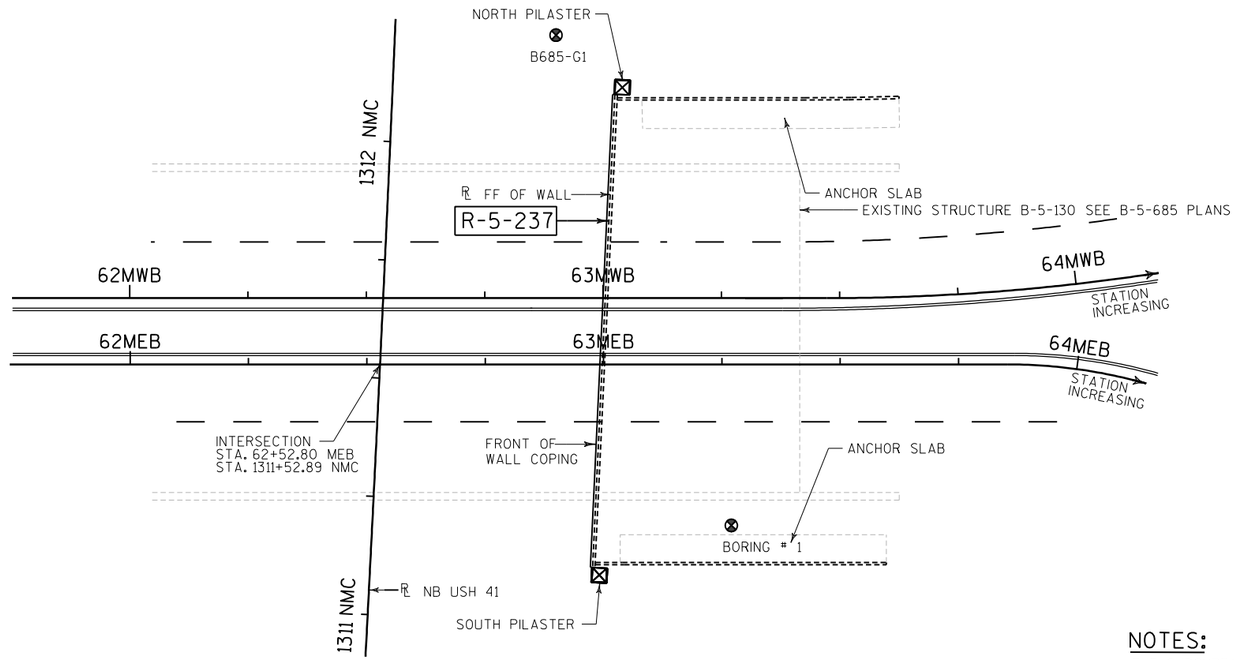
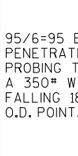


RETAINING WALL PLAN

WIRE-FACED MSE WALL WITH TILT-UP PANELS



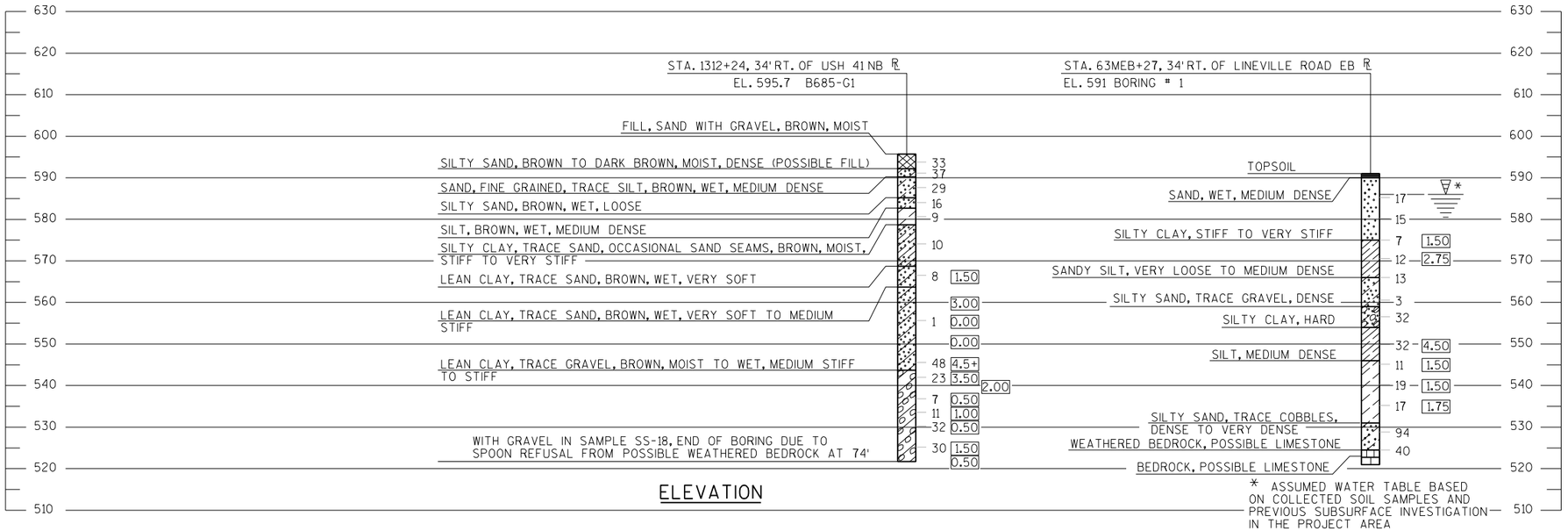
NOTES:

THE SUBSURFACE INFORMATION PRESENTED HEREIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.

⊗ DENOTES SOIL BORING LOCATION

SOIL BORING WAS COMPLETED BY GESTRA

SOIL BORING TAKEN:
JUNE 27, 2011 - BOR-B685-G1
ORIGINAL PROJECT (BORING #1)



ELEVATION

* ASSUMED WATER TABLE BASED ON COLLECTED SOIL SAMPLES AND PREVIOUS SUBSURFACE INVESTIGATION IN THE PROJECT AREA

STATE PROJECT NUMBER

1133-10-72

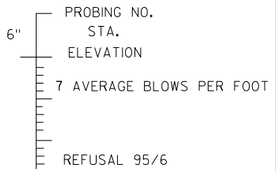
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

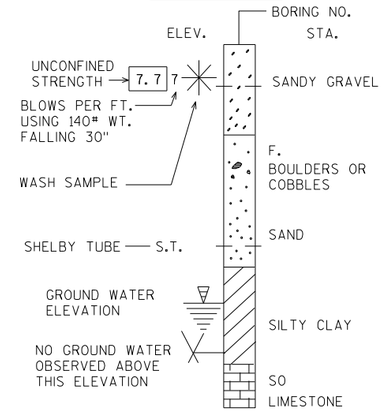
MATERIAL SYMBOLS

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 R-5-237

DRAWN BY TRW | PLANS CK'D. JFR

SUBSURFACE EXPLORATION

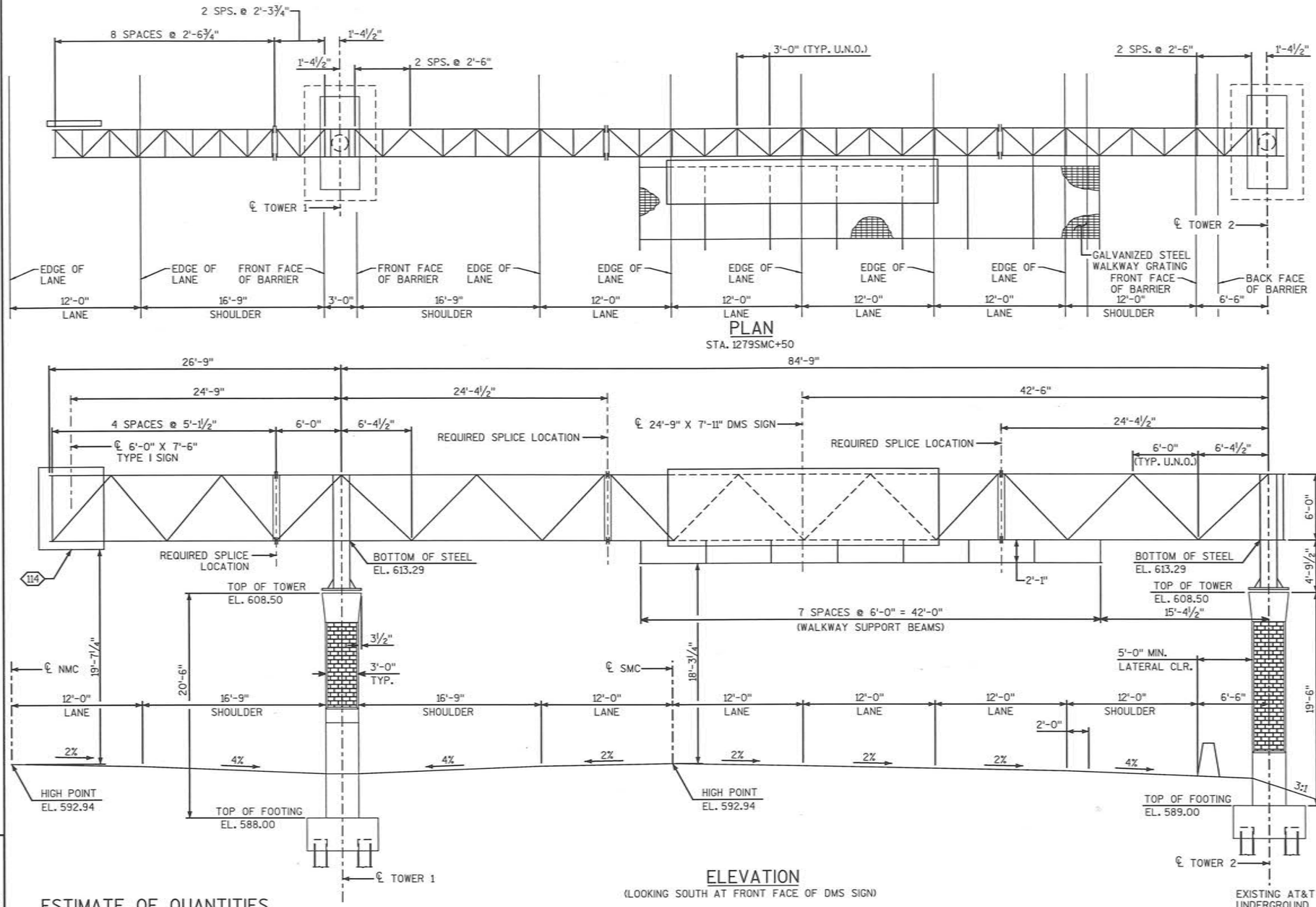
SHEET 12 OF 12
1152

8

8

SCALE = 32:0 " :" / IN.

STATE PROJECT NUMBER
1133-10-81



PLAN
STA. 1279SMC+50

ELEVATION
(LOOKING SOUTH AT FRONT FACE OF DMS SIGN)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

EXCAVATION REQUIRED TO CONSTRUCT THE CONCRETE TOWER FOUNDATION ABOVE THE PILING SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".

THE LOCATION OF EXISTING OR PROPOSED UTILITIES AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITY SERVICES ARE NOT SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR THE SIGN BRIDGE IN ACCORDANCE WITH SDD 12A4. FASTEN THE INDENTIFICATION PLAQUE TO THE TOWER USING 3 - ¼" DIAMETER BY 1¾" LONG STAINLESS STEEL CONCRETE SCREWS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN BRIDGE S-05-108".

SIGNS OR BLANKS SHALL BE INSTALLED ON THE TRUSS AT THE TIME OF ERECTION. BLANKS SHALL BE ¼ THE LENGTH OF THE BRIDGE, 2'-0" DEEPER THAN CENTER TO CENTER OF CHORDS & SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED IN PLANS.

THE SIGN SUPPORTS CONCRETE MASONRY QUANTITY IS BASED ON THE OUT-TO-OUT CONCRETE DIMENSIONS. NO DEDUCTIONS IN QUANTITY FOR THE ARCHITECTURAL SURFACE TREATMENT RELIEF HAVE BEEN MADE.

PROVIDE A ¾" CHAMFER OR 1" RADIUS ON ALL EXPOSED CONCRETE EDGES.

PROVIDE ONE HANDHOLE AND TWO CONDUIT FLANGES ON THE TOWER 2 POST OF THE SIGN BRIDGE.

SUPPLYING AND INSTALLING THE SIGN MOUNTING POSTS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN BRIDGE S-05-108"

U.N.O. DENOTES UNLESS NOTED OTHERWISE.

⟨***⟩ INDICATES SIGN NO., REFER TO THE PERMANENT SIGNING SHEETS.

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
550.1100	PILING STEEL DELIVERED AND DRIVEN HP 10-INCH X 42 LB	LF	440
636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	48
636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	926
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	6310
641.6600	SIGN BRIDGE S-05-108	LS	1
652.0125	CONDUIT RIGID METALLIC 2 - INCH	LF	75
SPV.0165.500	ARCHITECTURAL SURFACE TREATMENT	SF	340
SPV.0165.501	STAINING CONCRETE	SF	600
SPV.0165.502	STAINING CONCRETE BRICK	SF	340

WISCONSIN
JAMISON M. BEISSWENGER
E-40664
MINNEAPOLIS, MN
PROFESSIONAL ENGINEER
3/4/13

LIST OF DRAWINGS

1. PLAN & ELEVATION
2. DESIGN & GENERAL NOTES
3. CONCRETE TOWER 1 FOUNDATION DETAILS
4. CONCRETE TOWER 1 DETAILS
5. CONCRETE TOWER 2 FOUNDATION DETAILS
6. CONCRETE TOWER 2 DETAILS
7. SIGN BRIDGE DETAILS
8. SIGN BRIDGE DETAILS
9. SIGN BRIDGE DETAILS
10. SIGN BRIDGE WALKWAY
11. SAFETY CABLE DETAILS
12. SIGN PANEL MOUNTING DETAILS
13. CONCRETE TOWER AESTHETIC DETAILS

BUREAU OF STRUCTURES CONTACT:
WILLIAM DREHER
(608)-266-8489

CONSULTANT CONTACT:
JAMISON BEISSWENGER
(763)-475-0010

NO.	DATE	REVISION	BY

SRF CONSULTING GROUP, INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 03/08/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-05-0108

DE PERE - SUAMICO

COUNTY BROWN | TOWN/CITY/VILLAGE HOWARD

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DAP	DESIGN CK'D.	JMB	DRAWN BY	JEH	PLANS CK'D.	DAP

PLAN & ELEVATION

SHEET 1153 OF 13

STATE PROJECT NUMBER
1133-10-81

SIGN BRIDGE NOTES:

1. SIGN STRUCTURE MATERIALS SHALL BE AS FOLLOWS:
   POST (STEEL PIPE) ..... A.P.I. SPEC 5L GRADE X42

   CHORDS, WEBS AND SPLICES (STEEL ANGLES) ..... ASTM A709 GRADE 36
   (STEEL PLATES) ..... ASTM A709 GRADE 36
   (WELD METAL) E70XX

   WALKWAY SUPPORT BRACKET & PANEL MOUNTING POSTS.. ASTM A709 GRADE 50

   BOLTS, NUTS AND WASHERS (EXCEPT ANCHOR BOLTS) ..... ASTM A325
   RAILING CONNECTORS (WASHERS AND NUTS) ..... ASTM A307
   ALUMINUM RAILING ..... ASTM B221 ALLOY 6061-T6 OR 6351-T5
   STAINLESS STEEL ROD ..... ASTM A276 TYPE 304

   FOUNDATION PILES..... ASTM A572, FY=50,000 PSI

2. STEEL ANCHOR BOLTS SHALL BE AASHTO M 314-90 GRADE 55. NUTS FOR ANCHOR BOLTS SHALL BE ASTM A563 GRADE 'A' HEAVY HEX. ANCHOR BOLTS SHALL HAVE DOUBLE NUTS.

3. ALL STEEL ITEMS (EXCEPT STAINLESS STEEL) SHALL BE GALVANIZED AS FOLLOWS:
   STRUCTURAL SHAPES AND PLATES ..... ASTM A123
   ALL NUTS, BOLTS AND WASHERS ..... ASTM A153 CLASS C

   BEARING SURFACES MUST BE SMOOTH. THE UPPER 18" OF ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE AASHTO SPECIFICATION AS STATED IN SECTION 641 OF THE WISDOT STANDARD SPECIFICATIONS.

4. ALL HIGH STRENGTH BOLTS, NUTS, AND WASHERS, EXCEPT ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATIONS 506.2.5 AND BE INSTALLED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 506.3.12.

5. CONCRETE SHALL CONFORM TO WISDOT 636 GRADE 'A' WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH (F'C) OF 3500 PSI FOR ALL ENVIRONMENTAL CLASSIFICATIONS.

6. REINFORCING STEEL SHALL CONFORM TO AASHTO M31 GRADE 60. REINFORCEMENT TO BE WELEDED TO THE FOUNDATION PILING SHALL ALSO CONFORM TO ASTM A706.

7. DO NOT GROUT THE SPACE BETWEEN TOP OF CONCRETE TOWER AND BOTTOM OF BASE PLATE.

8. SHOP DRAWINGS FOR THE STRUCTURE ARE REQUIRED AND FABRICATION SHALL NOT BEGIN UNTIL THESE SHOP DRAWINGS ARE APPROVED.

9. THE STRUCTURE MUST BE ASSEMBLED AFTER GALVANIZING AND PRIOR TO SHIPMENT TO THE SITE TO ASSURE FIT UP. IT MAY BE DISASSEMBLED FOR SHIPPING.

10. INSPECTION BEFORE AND AFTER GALVANIZING SHALL BE PER WISDOT 105.9.

11. PROVIDE A CAMBER WITH THE UPWARD DEFLECTION AS CALLED FOR IN THE CAMBER TABLE. INDICATE ON THE SHOP DRAWINGS THE METHOD TO BE USED TO PROVIDE THE REQUIRED CAMBER.

12. EXCEPT FOR ANCHOR BOLTS, ALL BOLT HOLE DIAMETERS SHALL BE EQUAL TO THE BOLT DIAMETER PLUS 1/16", PRIOR TO GALVANIZING. HOLE DIAMETERS FOR ANCHOR BOLTS SHALL NOT EXCEED THE BOLT DIAMETER PLUS 1/2".

13. ANCHOR BOLTS SHALL BE PROVIDED WITH TEMPLATES TOP AND BOTTOM TO MAINTAIN VERTICAL ALIGNMENT AND SPACING DURING CONCRETE PLACEMENT. TEMPLATES SHALL NOT BE WELDED TO THE ANCHOR BOLTS.

14. TEST WELDS PER AWS D1.1.

15. FABRICATION OF STRUCTURAL METALS SHALL BE IN ACCORDANCE WTIH WISDOT 506, 635 AND 641 EXCEPT AS MODIFIED IN THESE PLANS. ALL WELDING TO BE CONTINUOUS. ALL CONTACT SURFACES MUST BE COMPLETELY SEALED.

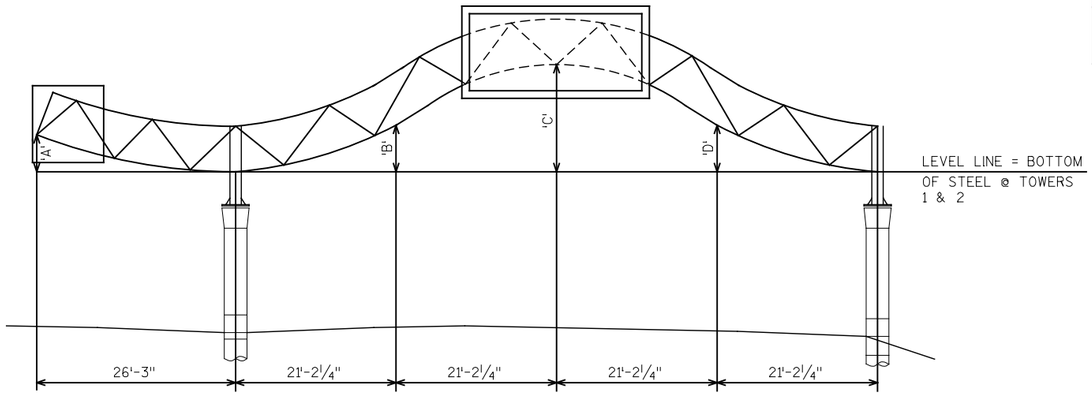
16. THE L 6" X 6" X 1/2" MAIN CHORD ANGLES SHALL MEET A CHARPY V-NOTCH IMPACT STRENGTH REQUIREMENT OF 15 FT-LBS @ 40°F.

DMS UNIT NOTES:

THE CONTRACTOR SHALL VERIFY THAT THE FOLLOWING DESIGN PARAMETERS ARE NOT EXCEEDED:
DMS UNIT DIMENSIONS = 24'-9" WIDE X 7'-11" TALL X 4'-0" DEEP
DMS UNIT WEIGHT = 3,400 LBS. MAX.
DMS HANGER ATTACHMENT WEIGHT = 1,000 LBS. MAX.

TYPE I SIGN NOTES:

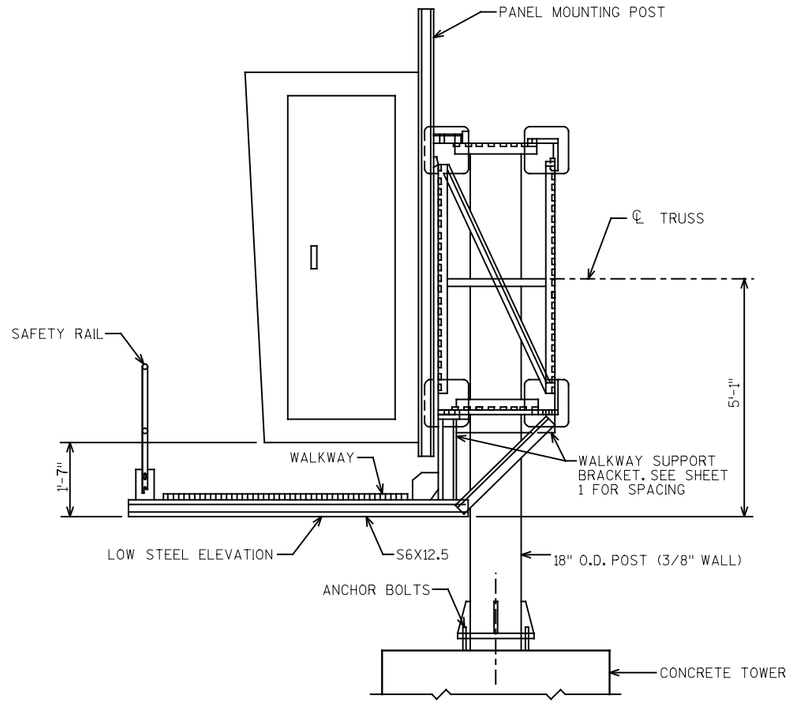
THE CONTRACTOR SHALL VERIFY THAT THE FOLLOWING DESIGN PARAMETERS ARE NOT EXCEEDED:
TYPE I SIGN MAXIMUM AREA = 45 SQ. FT.
TYPE I SIGN MAXIMUM DEPTH = 7'-6"



CAMBER DETAIL
NOT TO SCALE

CAMBER TABLE				
POINT	A	B	C	D
TOTAL CAMBER	1/4"	1 3/8"	1 3/4"	1 3/8"
DL DEFLECTION	-1/8"*	3/8"	1/2"	3/8"
RESIDUAL CAMBER	3/8"	1"	1 1/4"	1"

*INDICATES UPWARD DEFLECTION



TYPICAL SECTION

DESIGN DATA:

DEAD LOAD - WT. OF SIGN, SUPPORTING STRUCTURE, CATWALK AND RAILINGS.
LIVE LOAD - SINGLE LINE LOAD OF 500 LBS. DISTRIBUTED OVER 2'-0" OF CATWALK.
ICE LOAD - 3 P.S.F. TO 1 FACE OF STATIC SIGN, ALL FACES OF DMS SIGN & AROUND SURFACE OF MEMBERS.
WIND PRESSURE - 90 M.P.H. (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD + WIND	133
3. DEAD + ICE + 1/2 (WIND*)	133

*MIN. VALUE OF 25 PSF FOR GROUP III

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0108

DRAWN BY JEH | PLANS CK'D. DAP

DESIGN AND GENERAL NOTES

SHEET 2 OF 13
1154

SRF CONSULTING GROUP, INC.

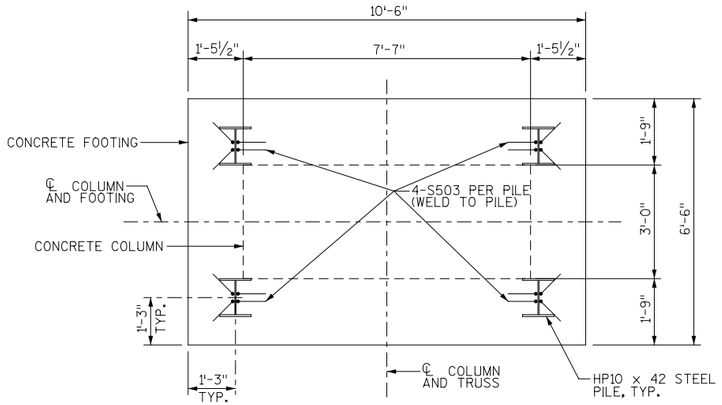
FILE= SCALE =

8

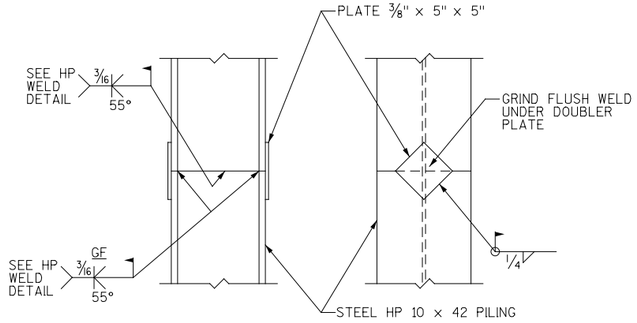
8

STATE PROJECT NUMBER

1133-10-81



TOWER 1 FOOTING PLAN



PILE SPLICE DETAIL

BILL OF BARS - TOWER 1

NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.

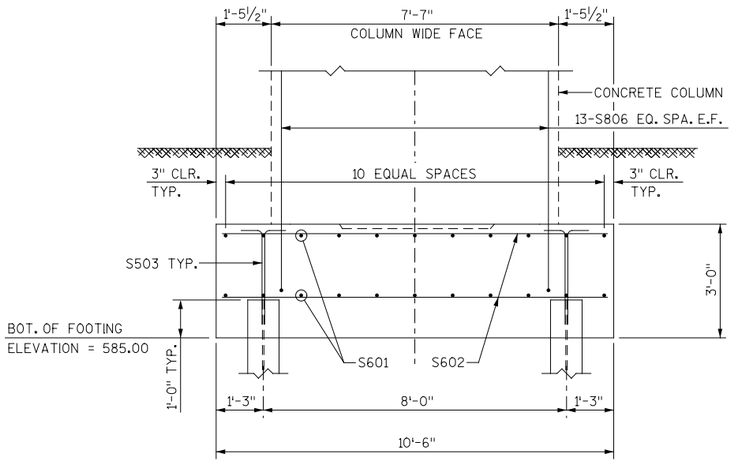
	BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
	S601		22	6'-0"			FOOTING TRANSVERSE T&B BARS
	S602		14	10'-0"			FOOTING LONGITUDINAL T&B BARS
④	S503		16	3'-3"	X		WELDED TO PILES
	S404	X	39	2'-11"	X		HORIZONTAL CROSS TIE, MIDDLE OF TOWER
	S405	X	8	3'-7"	X	X	HORIZONTAL CROSS TIE, TOP OF TOWER
	S806	X	30	13'-1"	X		FOOTING DOWEL BARS INTO TOWER
	S407	X	24	11'-6"	X		HORIZONTAL STIRRUP IN BOTTOM OF TOWER
	S808	X	30	20'-4"			VERTICAL REINFORCEMENT IN TOWER
	S409	X	4	7'-4"			VERTICAL REINFORCEMENT IN TOWER
	S410	X	26	10'-7"	X		HORIZONTAL STIRRUP, MIDDLE OF TOWER
	S411	X	18	5'-1"	X		HORIZONTAL STIRRUP, MIDDLE OF TOWER
	S412	X	8	12'-7"	X	X	HORIZONTAL STIRRUPS, TOP OF TOWER
	S413	X	4	5'-0"	X		VERTICAL REINFORCEMENT, TOP OF TOWER
	S414	X	20	2'-4"			VERTICAL REINFORCEMENT, TOP OF TOWER
	S415	X	33	3'-4"	X		HORIZONTAL CROSS TIE, BOTTOM OF TOWER

LENGTH SHOWN FOR SERIES BARS IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

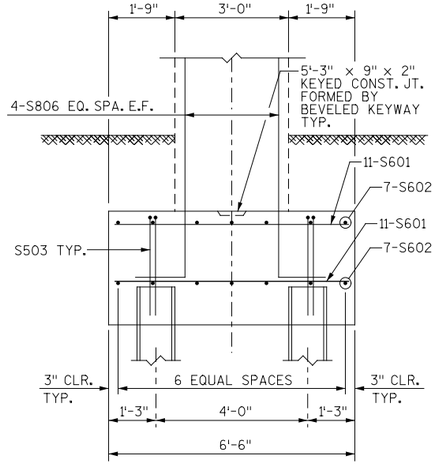
BAR SERIES TABLE

BAR MARK	NO REQ'D	LENGTH
S405	2 SERIES OF 4	3'-4" TO 3'-10"
S412	2 SERIES OF 4	12'-4" TO 12'-10"

BUNDLE AND TAG EACH SERIES SEPARATELY



ELEVATION VIEW



END VIEW

PILE NOTES:

1. STEEL HP PILE MATERIAL SHALL BE ASTM A572, Fy = 50,000 psi.
2. PILE SPLICES (IF REQUIRED) SHALL BE MADE BY A CERTIFIED WELDER USING LOW HYDROGEN ELECTRODES.

③ PILES SHALL BE DRIVEN TO A MINIMUM DEPTH OF 33 FEET BELOW BOTTOM OF FOOTING TO ACHIEVE REQUIRED UPLIFT CAPACITY.

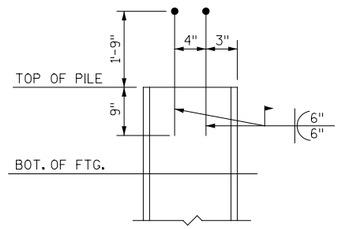
④ REINFORCEMENT TO BE WELDED TO THE FOUNDATION PILING SHALL CONFORM TO ASTM A706.

FOUNDATION DATA

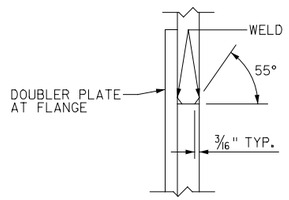
FOUNDATION TO BE SUPPORTED ON HP10x42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 100 TONS* PER PILE.

ESTIMATED LENGTH 55 FEET. ③

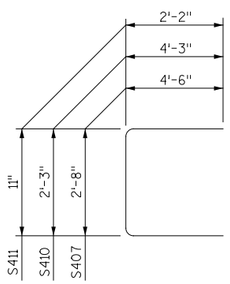
*THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING THE MODIFIED GATES TO DETERMINE PILE CAPACITY.



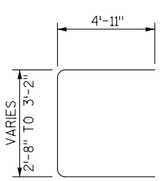
PILE HEAD DETAIL



HP WELD DETAIL



S407, S410, S411



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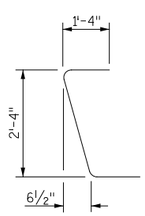

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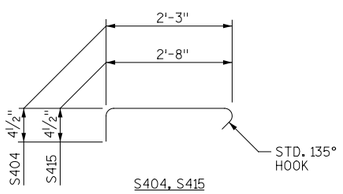
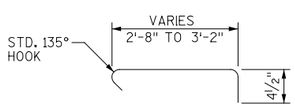


S404, S415



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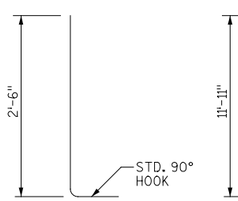

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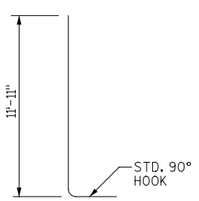


S806

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0108

DRAWN BY JEH | PLANS CK'D. DAP

CONCRETE TOWER 1 FOUNDATION DETAILS

SHEET 3 OF 13
1155

SRF CONSULTING GROUP, INC.

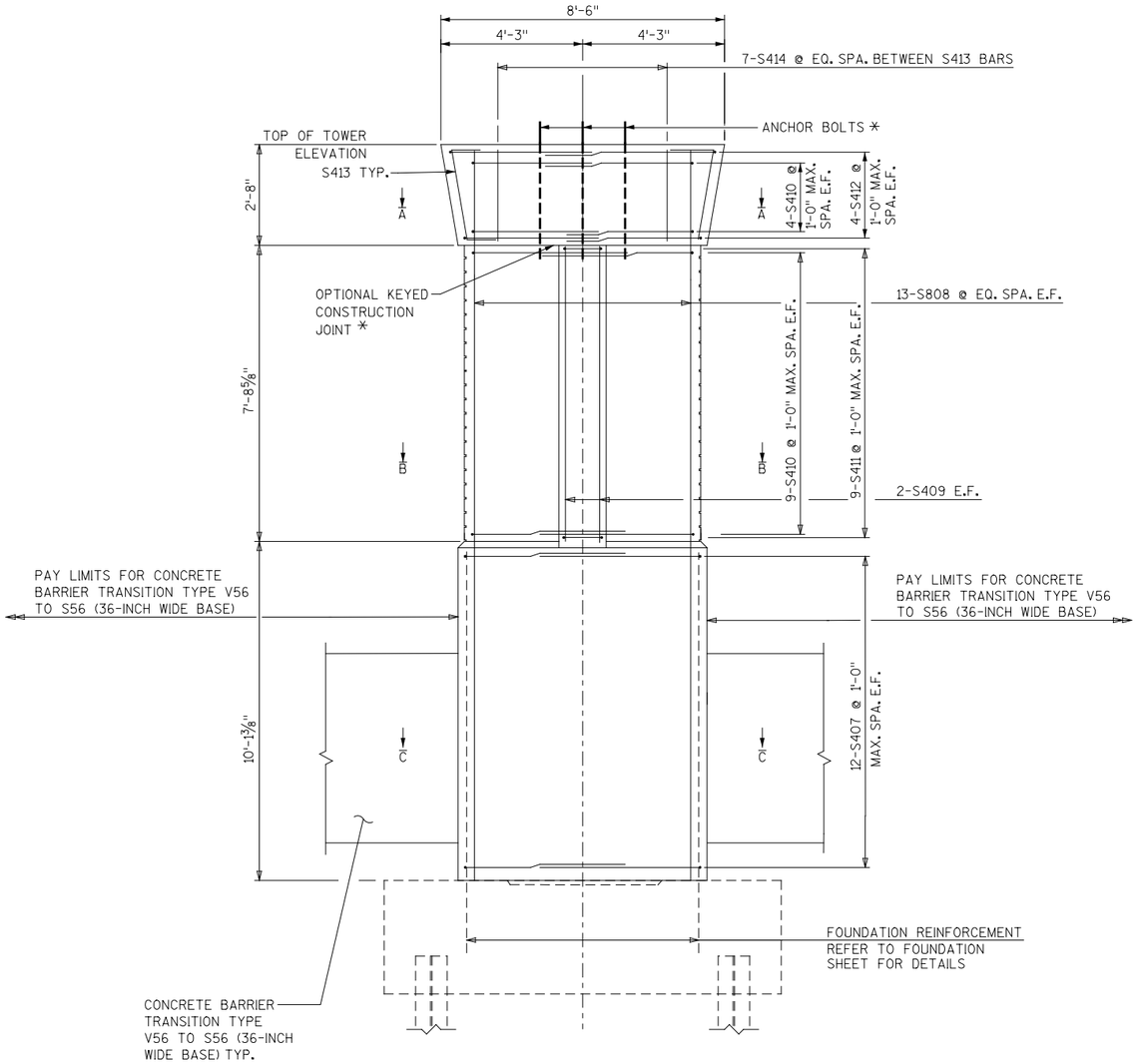
8

8

FILE=
SCALE =

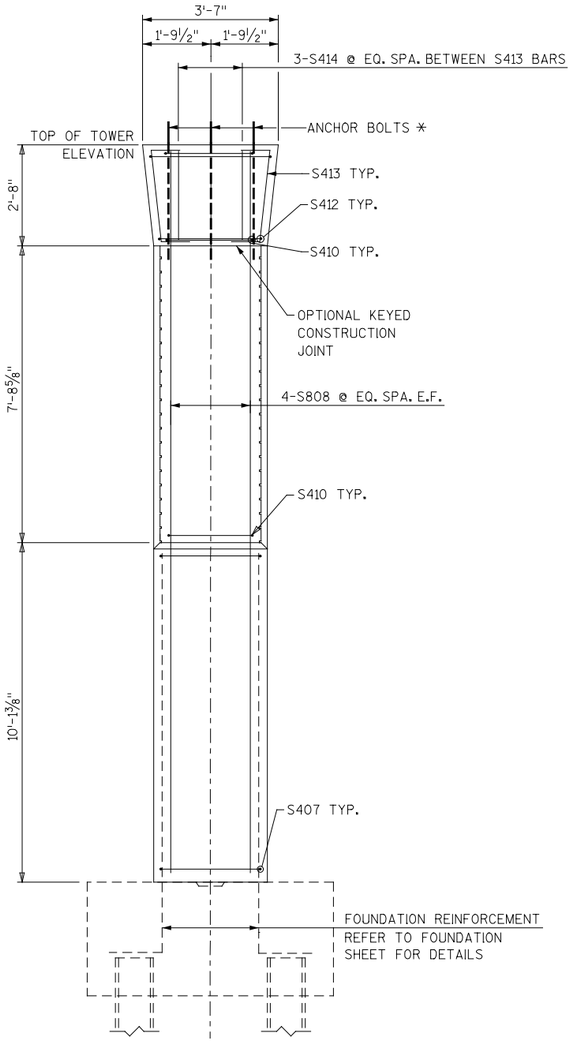
STATE PROJECT NUMBER

1133-10-81



ELEVATION VIEW

S415, S404 AND S405 NOT SHOWN FOR CLARITY. REFER TO SECTIONS



END VIEW

S411, S415, S404 AND S405 NOT SHOWN FOR CLARITY. REFER TO SECTIONS

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

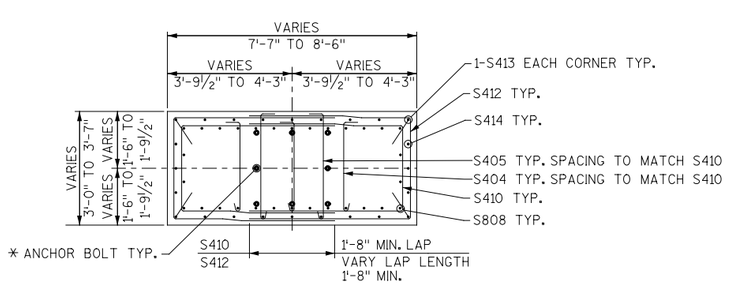
"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR FROM THE FACE OF THE SMOOTH CONCRETE AND 2½" FROM THE FACE OF THE ARCHITECTURAL SURFACE TREATMENT, UNLESS OTHERWISE NOTED.

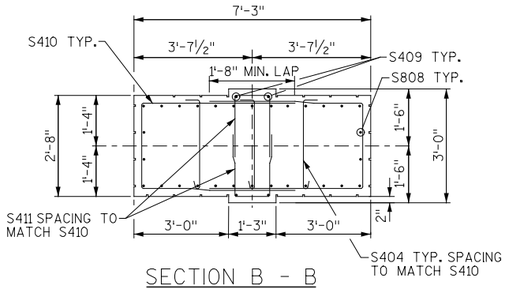
REFER TO THE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" x 6" x 1'-6" LONG BEVELED KEYWAY.

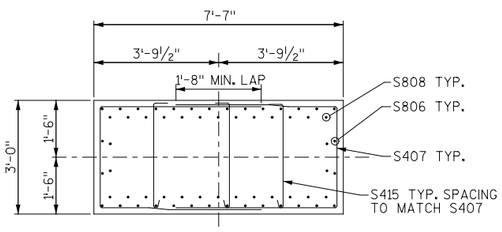
* PLACE ANCHOR BOLTS PRIOR TO POURING MIDDLE SECTION OF CONCRETE TOWER. OPTIONAL KEYED CONSTRUCTION JOINT MAY BE LOCATED AT A GROUT LINE BELOW THE ANCHOR ASSEMBLIES. THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS THE CONSTRUCTION JOINT. OMIT JOINT BEVELED EDGES.



SECTION A - A



SECTION B - B



SECTION C - C

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0108

DRAWN BY JEH | PLANS CK'D. DAP

CONCRETE TOWER 1 DETAILS

SHEET 4 OF 13
1156

SRF CONSULTING GROUP, INC.

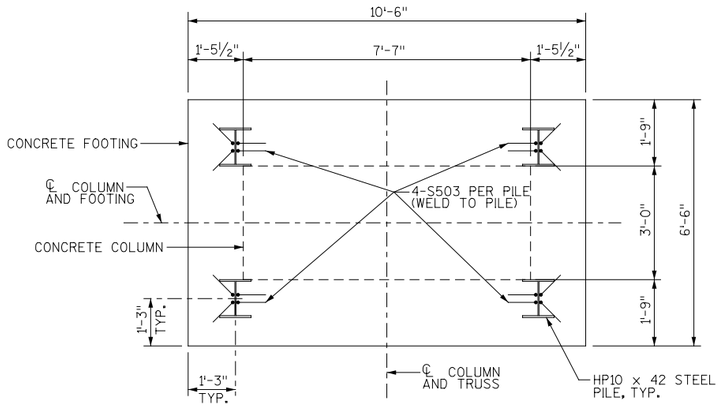
FILE=
SCALE =

8

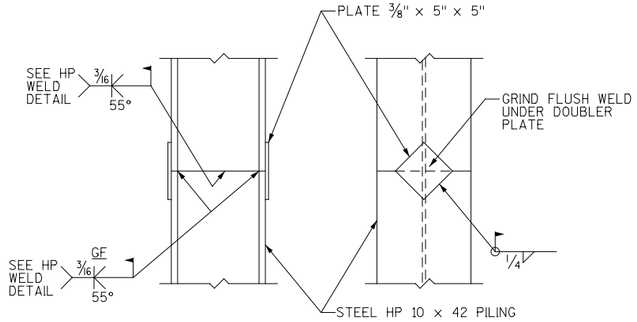
8

STATE PROJECT NUMBER

1133-10-81



TOWER 2 FOOTING PLAN



PILE SPLICE DETAIL

BILL OF BARS - TOWER 2

NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.

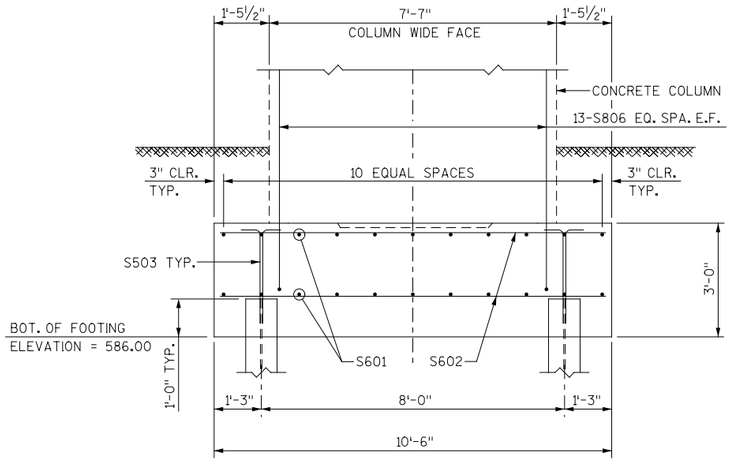
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
S601		22	6'-0"			FOOTING TRANSVERSE T&B BARS
S602		14	10'-0"			FOOTING LONGITUDINAL T&B BARS
④ S503		16	3'-3"	X		WELDED TO PILES
S404	X	51	2'-11"	X		HORIZONTAL CROSS TIE, MIDDLE OF TOWER
S405	X	8	3'-7"	X	X	HORIZONTAL CROSS TIE, TOP OF TOWER
S806	X	30	7'-11"	X		FOOTING DOWEL BARS INTO TOWER
S407	X	12	11'-6"	X		HORIZONTAL STIRRUP IN BOTTOM OF TOWER
S808	X	30	19'-4"			VERTICAL REINFORCEMENT IN TOWER
S409	X	4	11'-5"			VERTICAL REINFORCEMENT IN TOWER
S410	X	34	10'-7"	X		HORIZONTAL STIRRUP, MIDDLE OF TOWER
S411	X	26	5'-1"	X		HORIZONTAL STIRRUP, MIDDLE OF TOWER
S412	X	8	12'-7"	X	X	HORIZONTAL STIRRUPS, TOP OF TOWER
S413	X	4	5'-0"	X		VERTICAL REINFORCEMENT, TOP OF TOWER
S414	X	20	2'-4"			VERTICAL REINFORCEMENT, TOP OF TOWER
S415	X	18	3'-4"	X		HORIZONTAL CROSS TIE, BOTTOM OF TOWER

LENGTH SHOWN FOR SERIES BARS IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

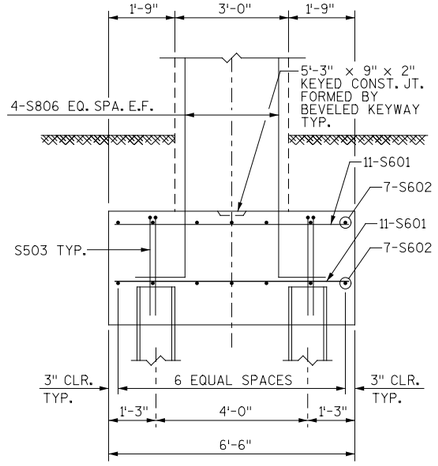
BAR SERIES TABLE

BAR MARK	NO REQ'D	LENGTH
S405	2 SERIES OF 4	3'-4" TO 3'-10"
S412	2 SERIES OF 4	12'-4" TO 12'-10"

BUNDLE AND TAG EACH SERIES SEPARATELY



ELEVATION VIEW



END VIEW

PILE NOTES:

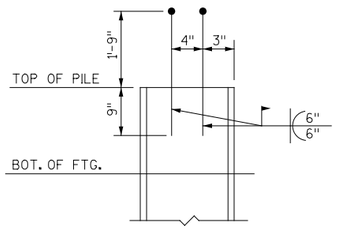
1. STEEL HP PILE MATERIAL SHALL BE ASTM A572, Fy = 50,000 psi.
2. PILE SPLICES (IF REQUIRED) SHALL BE MADE BY A CERTIFIED WELDER USING LOW HYDROGEN ELECTRODES.
3. ③ PILES SHALL BE DRIVEN TO A MINIMUM DEPTH OF 33 FEET BELOW BOTTOM OF FOOTING TO ACHIEVE REQUIRED UPLIFT CAPACITY.
4. ④ REINFORCEMENT TO BE WELDED TO THE FOUNDATION PILING SHALL CONFORM TO ASTM A706.

FOUNDATION DATA

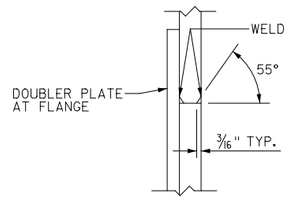
FOUNDATION TO BE SUPPORTED ON HP10x42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 100 TONS* PER PILE.

ESTIMATED LENGTH 55 FEET. ③

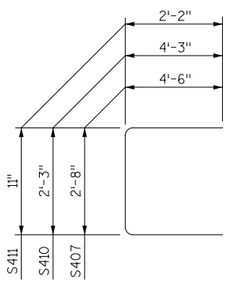
*THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING THE MODIFIED GATES TO DETERMINE PILE CAPACITY.



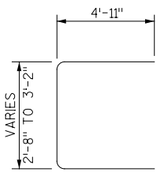
PILE HEAD DETAIL



HP WELD DETAIL



S407, S410, S411



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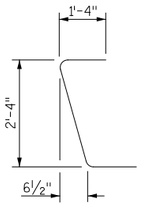

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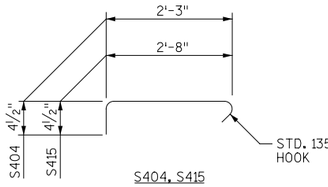
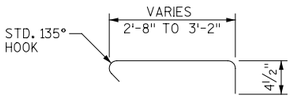
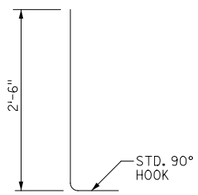


S404, S415



S405



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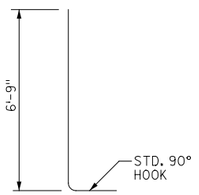

S806

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0108

DRAWN BY JEH | PLANS CK'D. DAP

CONCRETE TOWER 2 FOUNDATION DETAILS

SHEET 5 OF 13
1157

SRF CONSULTING GROUP, INC.

FILE= SCALE =

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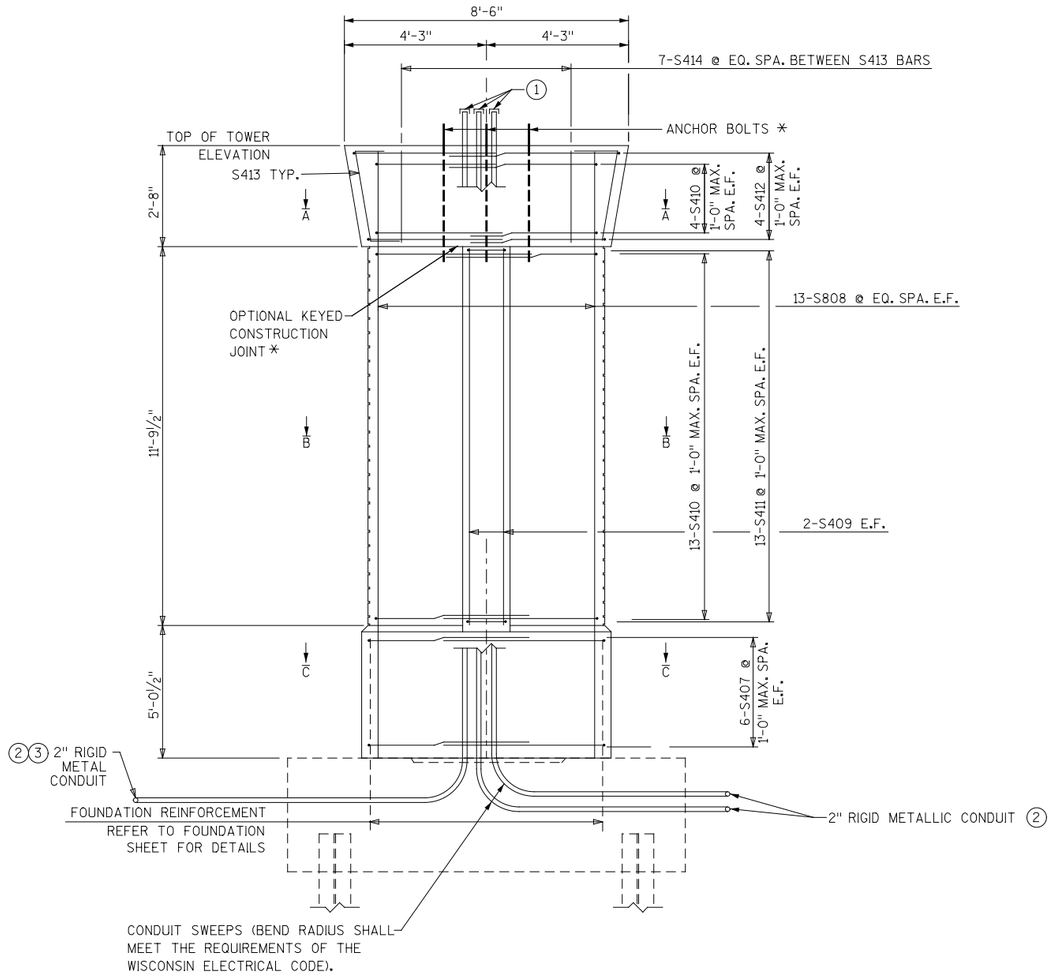
8

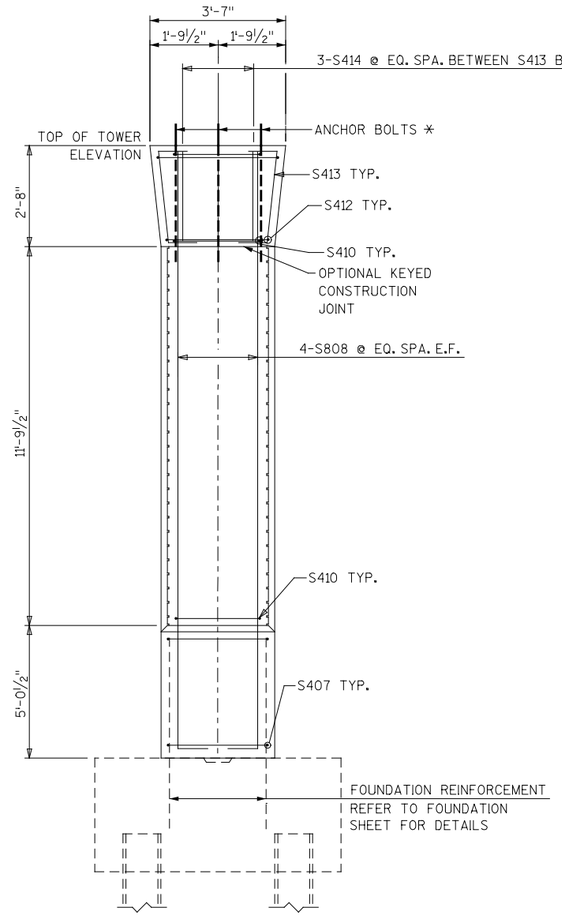
STATE PROJECT NUMBER

1133-10-81



ELEVATION VIEW

S415, S404 AND S405 NOT SHOWN FOR CLARITY, REFER TO SECTIONS



END VIEW

S411, S415, S404 AND S405 NOT SHOWN FOR CLARITY, REFER TO SECTIONS

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR FROM THE FACE OF THE SMOOTH CONCRETE AND 2½" FROM THE FACE OF THE ARCHITECTURAL SURFACE TREATMENT, UNLESS OTHERWISE NOTED.

REFER TO THE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

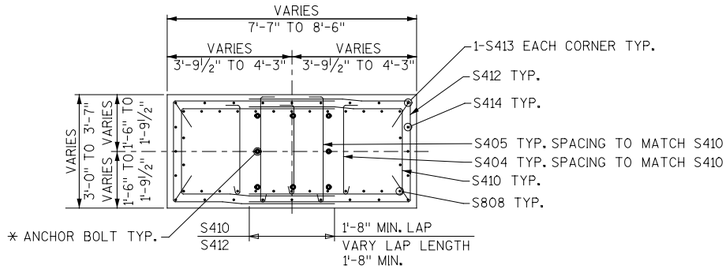
ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

* PLACE ANCHOR BOLTS PRIOR TO POURING MIDDLE SECTION OF CONCRETE TOWER. OPTIONAL KEYED CONSTRUCTION JOINT MAY BE LOCATED AT A GROUT LINE BELOW THE ANCHOR ASSEMBLIES. THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS THE CONSTRUCTION JOINT. OMIT JOINT BEVELED EDGES.

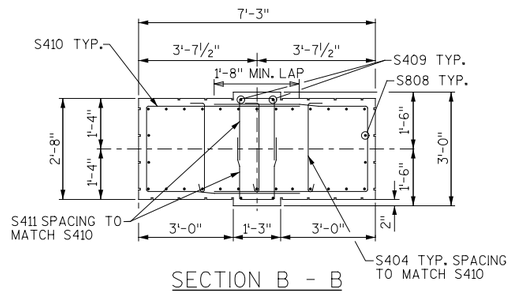
(1) EXTEND CONDUIT 12" AND CAP ENDS.

(2) CONDUIT SHALL BE PLACED TO HAVE A MINIMUM SOIL COVER OF 3'-0".

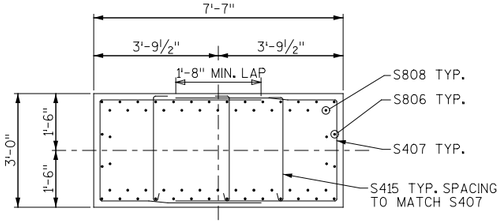
(3) FOR SIGN BRIDGE GROUNDING - GROUNDING MATERIAL BY OTHERS



SECTION A - A



SECTION B - B



SECTION C - C

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0108

DRAWN BY JEH | PLANS CK'D. DAP

CONCRETE TOWER 2 DETAILS

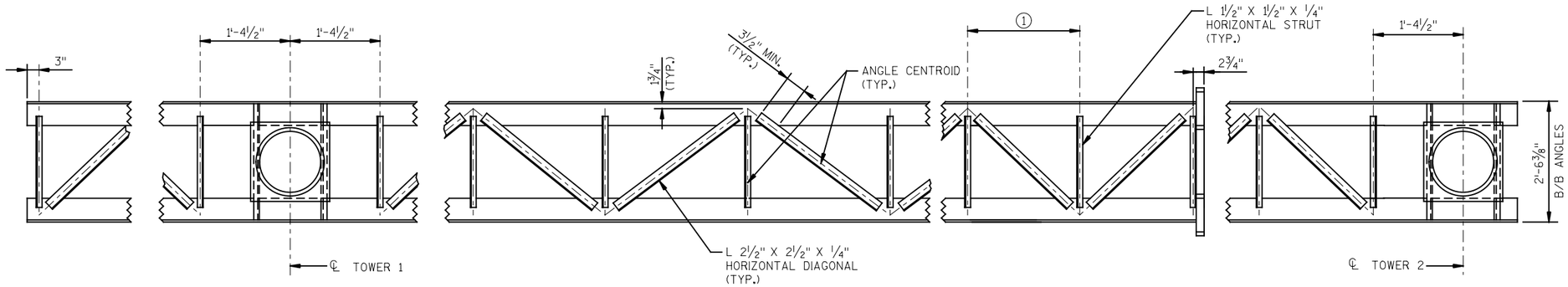
SHEET 6 OF 13
1158

SRF CONSULTING GROUP, INC.

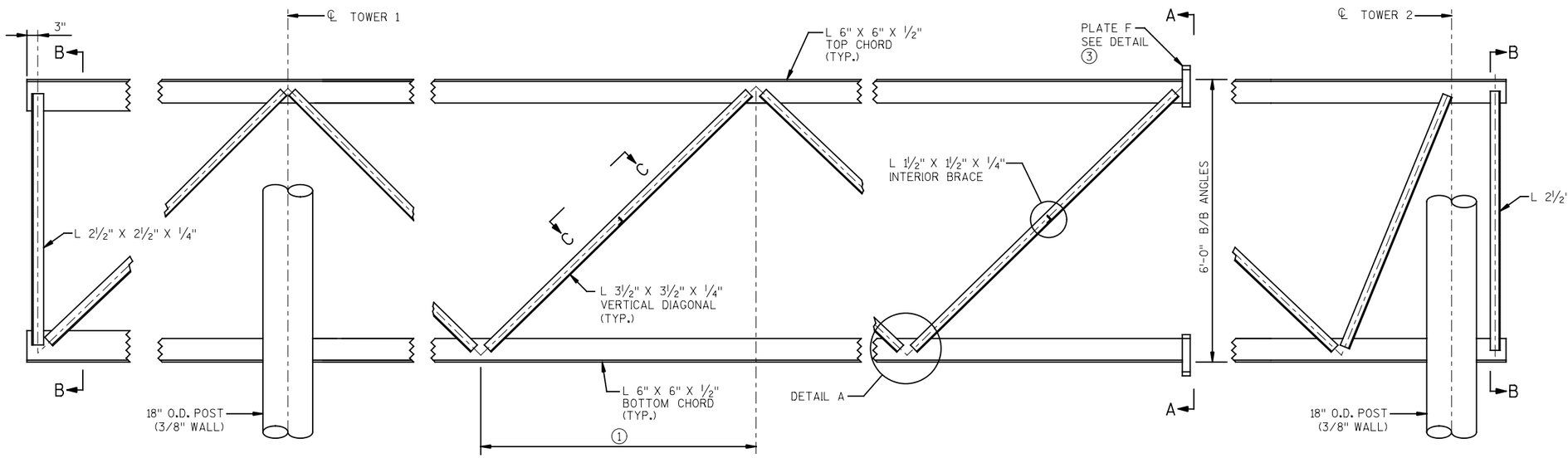
FILE=
SCALE =

STATE PROJECT NUMBER

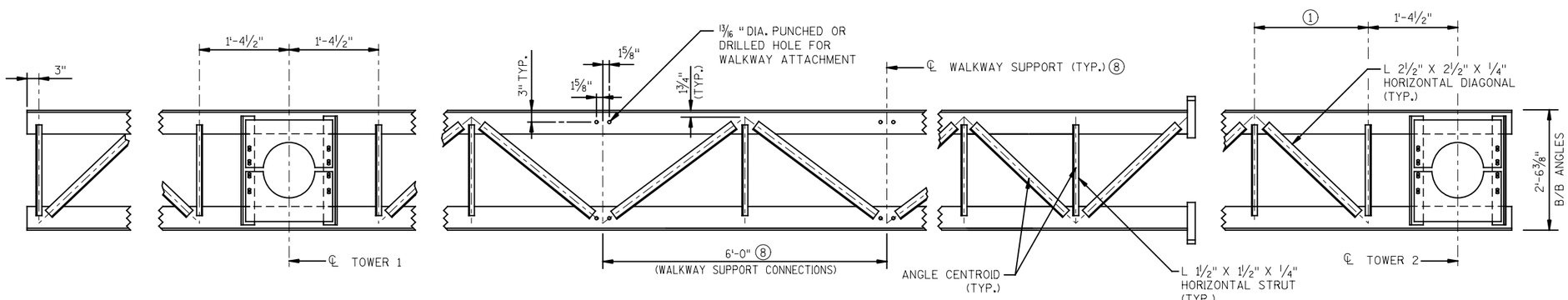
1133-10-81



TOP VIEW



ELEVATION



BOTTOM VIEW

GENERAL NOTES:

① SEE SHEET NO. 1 FOR TRUSS MEMBER SPACING.

2. UNLESS OTHERWISE SHOWN, ALL WELDS SHALL BE ¼" FILLET WELDS ALL AROUND.

③ REQUIRED LOCATION OF FLANGE PLATE BOLTED SPLICES IS SHOWN ON SHEET 1. CONTRACTOR MAY DETERMINE ALL OTHER SPLICE LOCATIONS AS NEEDED (40'-0" MAX. SPACING BETWEEN SPLICES). BOLTED SPLICES SHALL NOT BE LOCATED BEHIND THE DMS SIGN.

4. PROVIDE 2- 1/16" BRASS, STAINLESS STEEL OR GALVANIZED STEEL SHIMS AT EACH FLANGE SPLICE TO BRING TRUSS INTO CORRECT CAMBER AND ALIGNMENT.

5. TRUSSES SHALL BE SHOP ASSEMBLED AND MATCH MARKED.

6. ALL VIEWS OF THE TRUSSES ARE DRAWN FROM THE INSIDE OF THE TRUSS LOOKING OUT.

7. SEE SHEET 9 FOR POST CONNECTION DETAILS.

⑧ THE BOTTOM VIEW IS DETAILED TO PROVIDE FOR WALKWAY ATTACHMENT. WHERE THE WALKWAY IS OMITTED, PROVIDE HORIZONTAL STRUT AS INDICATED IN THE TOP VIEW.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0108

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SRF CONSULTING GROUP, INC.

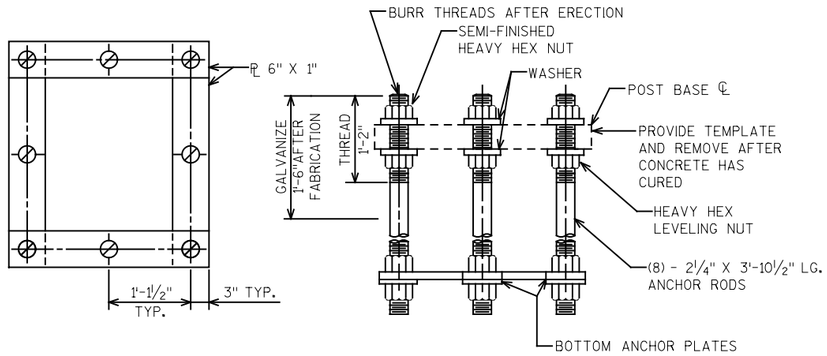
SIGN BRIDGE DETAILS

SHEET 7 OF 13
1159

FILE=
SCALE =

STATE PROJECT NUMBER

1133-10-81



ANCHOR PLATE PLAN ELEVATION

ANCHOR ROD DETAILS

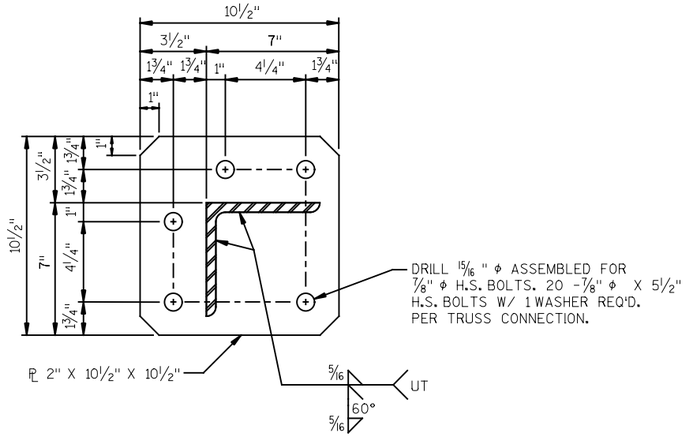
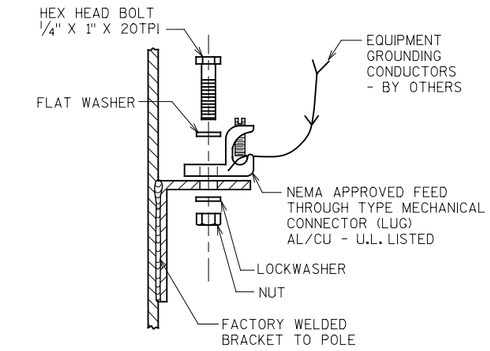
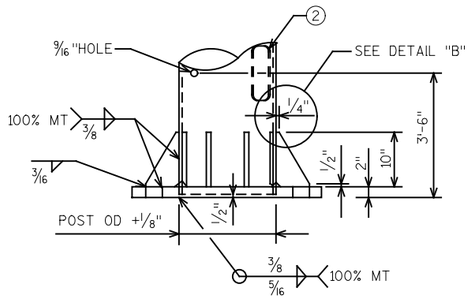


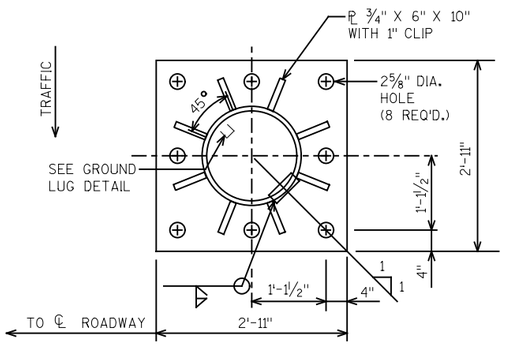
PLATE F



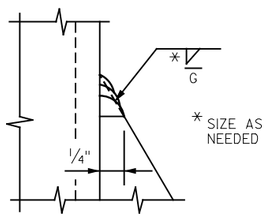
GROUNDING LUG DETAIL

(NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL)

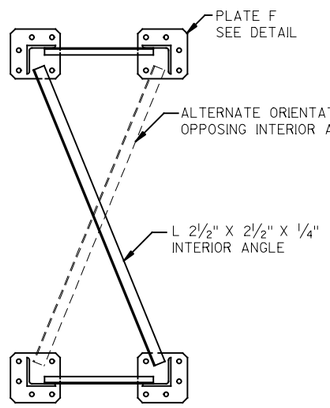




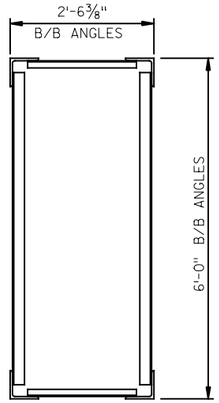
PLAN & ELEVATION - BASEPLATE



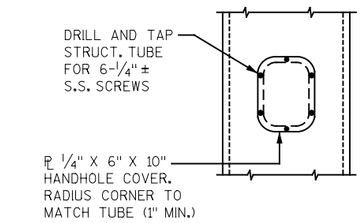
DETAIL "B"



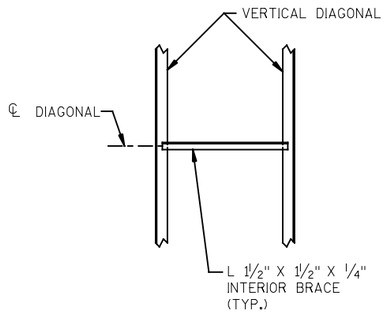
SECTION A-A



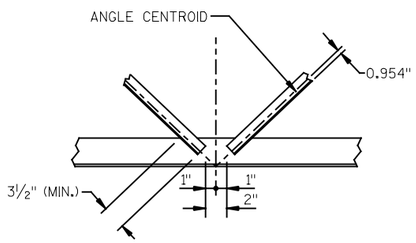
SECTION B-B



HANDHOLE & COVER PLATE DETAIL



SECTION C-C



DETAIL "A"

(TYP. ALL VERTICAL DIAGONAL MEMBERS)

GENERAL NOTES:

1. A TORQUE OF 375 (FT-LBS.) SHALL BE USED WHEN INSTALLING ALL ANCHOR NUTS FOR OVERHEAD SIGN STRUCTURES:

   THE CONTRACTOR SHALL UPSET THE THREAD AT THE FACE OF THE NUTS BY CENTER PUNCHING TO PREVENT BACK-OFF AFTER TORQUEING NUTS.

② HANDHOLE REQUIRED @ TOWER 2 ONLY. LOCATE 45° AWAY FROM TRAFFIC. 10" X 6" X ¼" X 0'-2" STRUCTURAL TUBE OR EQUAL W/ ¼" RUBBER GASKET. HANDHOLE COVER SHALL BE GALVANIZED SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0108

DRAWN BY JEH | PLANS CK'D. DAP

SIGN BRIDGE DETAILS

SHEET 8 OF 13
1160

SRF CONSULTING GROUP, INC.

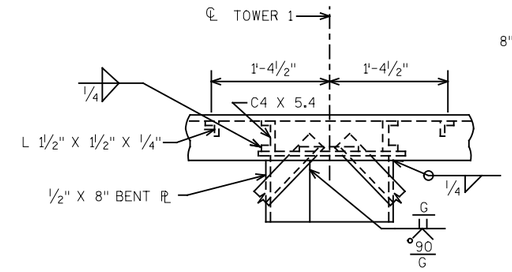
FILE= SCALE =

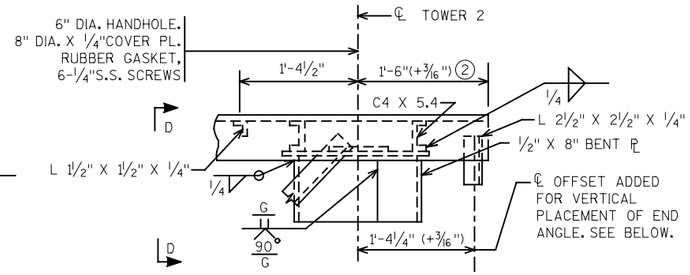
8

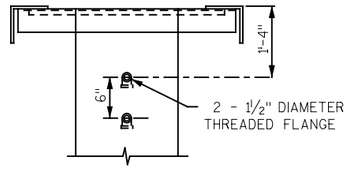
8

STATE PROJECT NUMBER

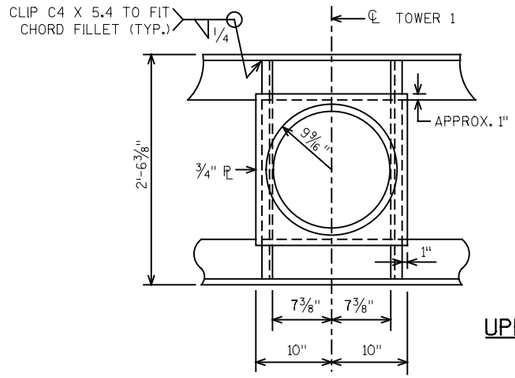
1133-10-81

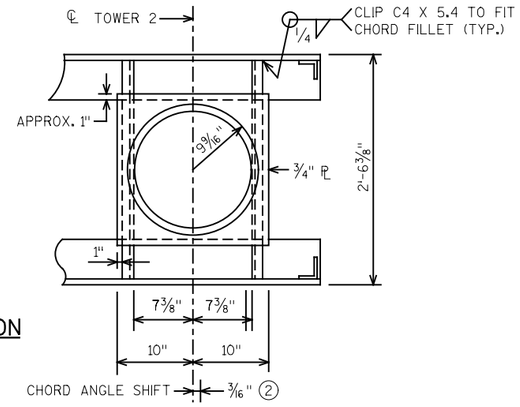




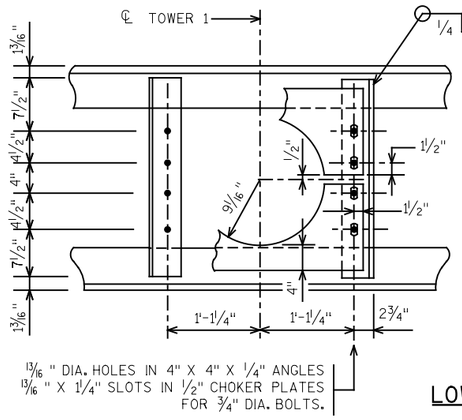


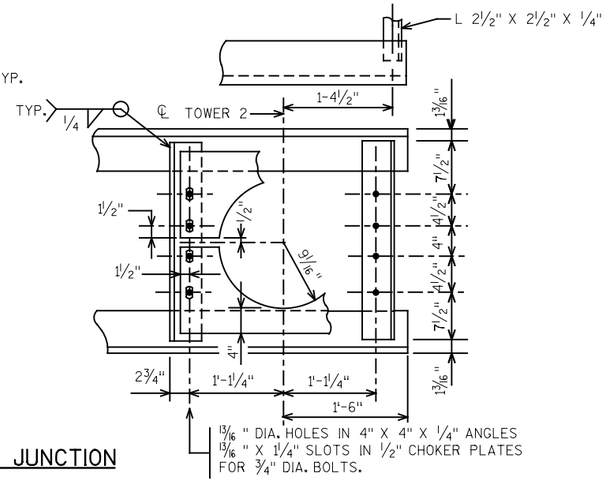
VIEW D-D





UPPER JUNCTION





LOWER JUNCTION

TOWER #1

TOWER #2

GENERAL NOTES:

1. CHOKER PLATES AND HANDHOLE COVERS SHALL BE GALVANIZED SEPARATELY.
2. ② OR AS REQUIRED BY CAMBER.
3. ALL VIEWS OF THE TRUSSES ARE DRAWN FROM THE INSIDE OF THE TRUSS LOOKING OUT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0108

DRAWN BY JEH | PLANS CK'D. DAP

SIGN BRIDGE DETAILS

SHEET 9 OF 13
1161

SRF CONSULTING GROUP, INC.

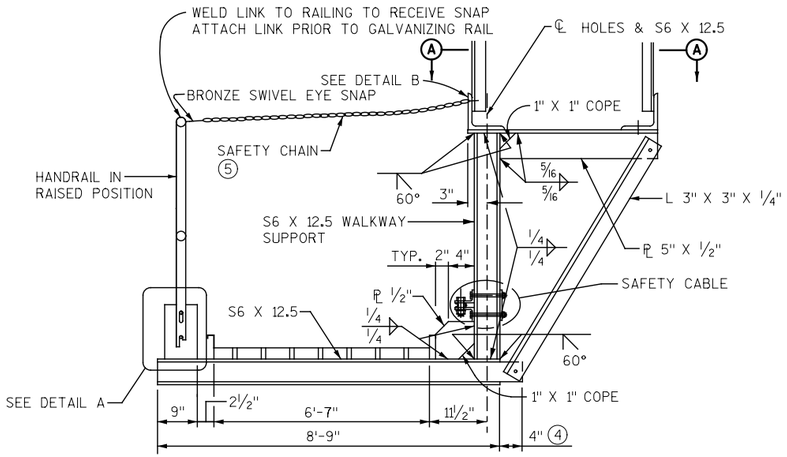
FILE=
SCALE =

8

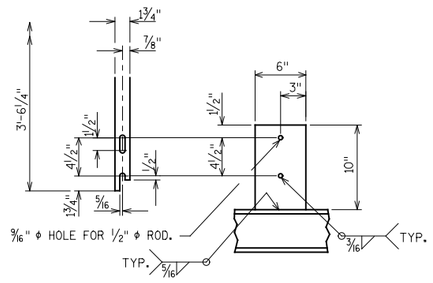
8

STATE PROJECT NUMBER

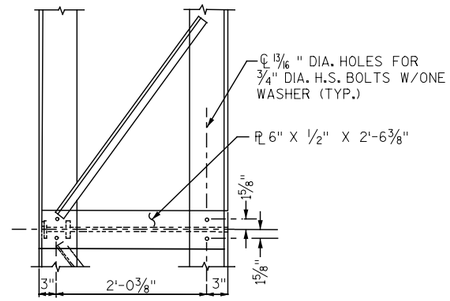
1133-10-81



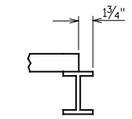
TYPICAL WALKWAY DETAILS



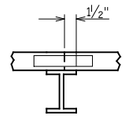
DETAIL "A"



VIEW A-A



CATWALK TERMINATION DETAIL



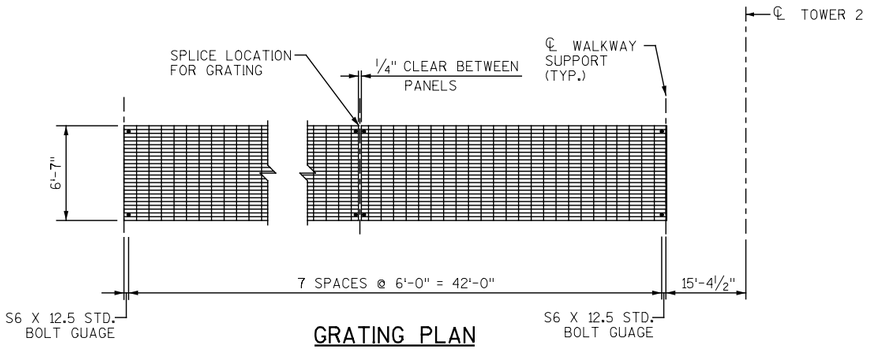
CATWALK SPLICE LOCATION DETAIL

GENERAL NOTES:

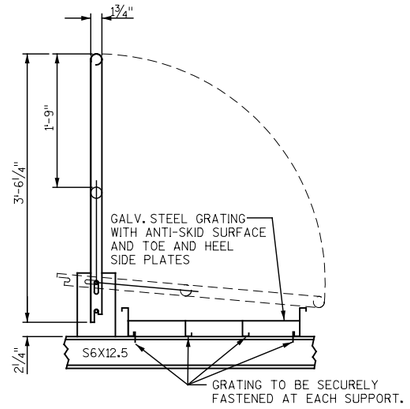
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE LENGTH OF GRATING AND HANDRAIL PANELS REQUIRED WHERE THE SPECIFIED LENGTH DOES NOT AGREE WITH THE DETAILS.
2. PROVIDE ADEQUATE WEEP HOLES FOR HOT-DIP GALVANIZING.
3. GRATING SHALL BE GALVANIZED.

④ EXTEND S6 X 12.5 BY 4" AND COPE FLANGES.

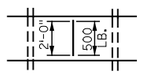
⑤ THE SAFETY CHAIN SHALL BE ATTACHED AT EACH END OF THE HANDRAIL. THE CHAIN SHALL BE 3/16" STAINLESS STEEL STRAIGHT LENGTH CHAIN WITH APPROXIMATELY 12 LINKS PER FOOT. THE CHAIN AND ITS CONNECTIONS SHALL HAVE A MINIMUM RATED WORK LOAD OF 700 LBS.



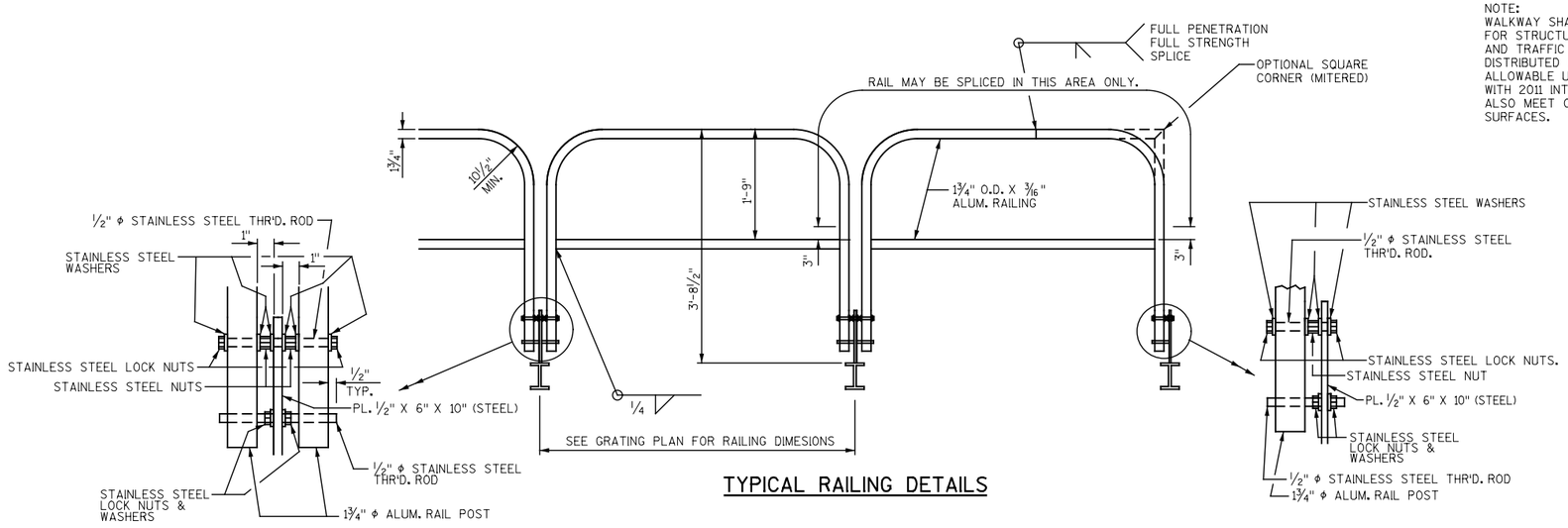
GRATING PLAN



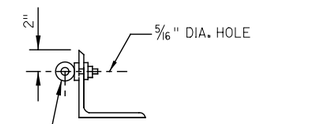
RAIL POST DETAIL



NOTE:
WALKWAY SHALL MEET A.A.S.H.T.O. "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" 2009 WITH 2011 INTERIMS. (500 LB. DISTRIBUTED OVER 2'-0" TRANSVERSELY WITH THE BASIC ALLOWABLE UNIT STRESS - A.A.S.H.T.O. HIGHWAY SIGNS 2009 WITH 2011 INTERIMS). MAX. SPAN IS 8'-0". CATWALK SHALL ALSO MEET O.S.H.A. 1970 STD'S. FOR WALKING-WORKING SURFACES.



TYPICAL RAILING DETAILS



DETAIL "B"

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0108

DRAWN BY JEH | PLANS CK'D. DAP

SIGN BRIDGE WALKWAY

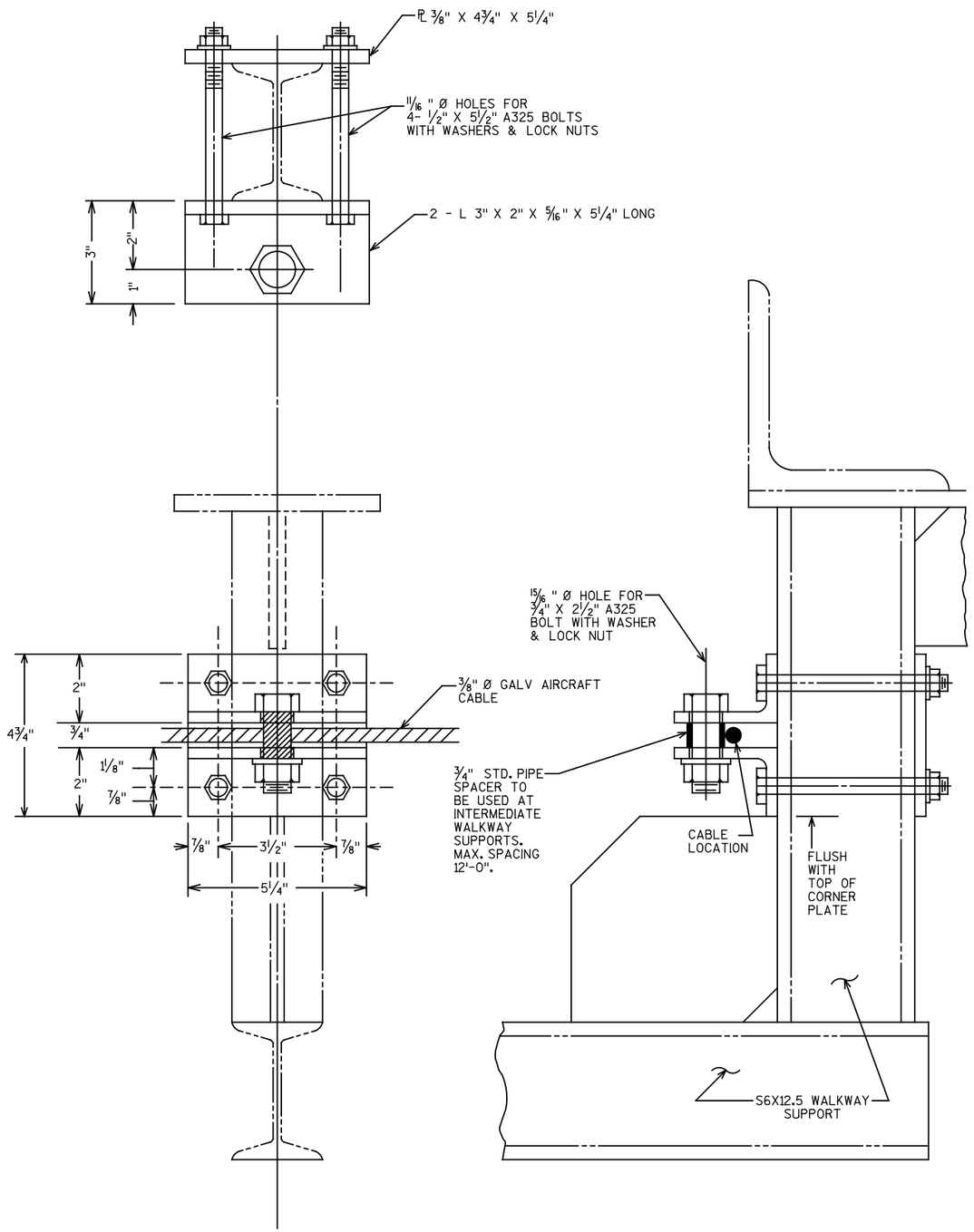
SHEET 10 OF 13
1162

SRF CONSULTING GROUP, INC.

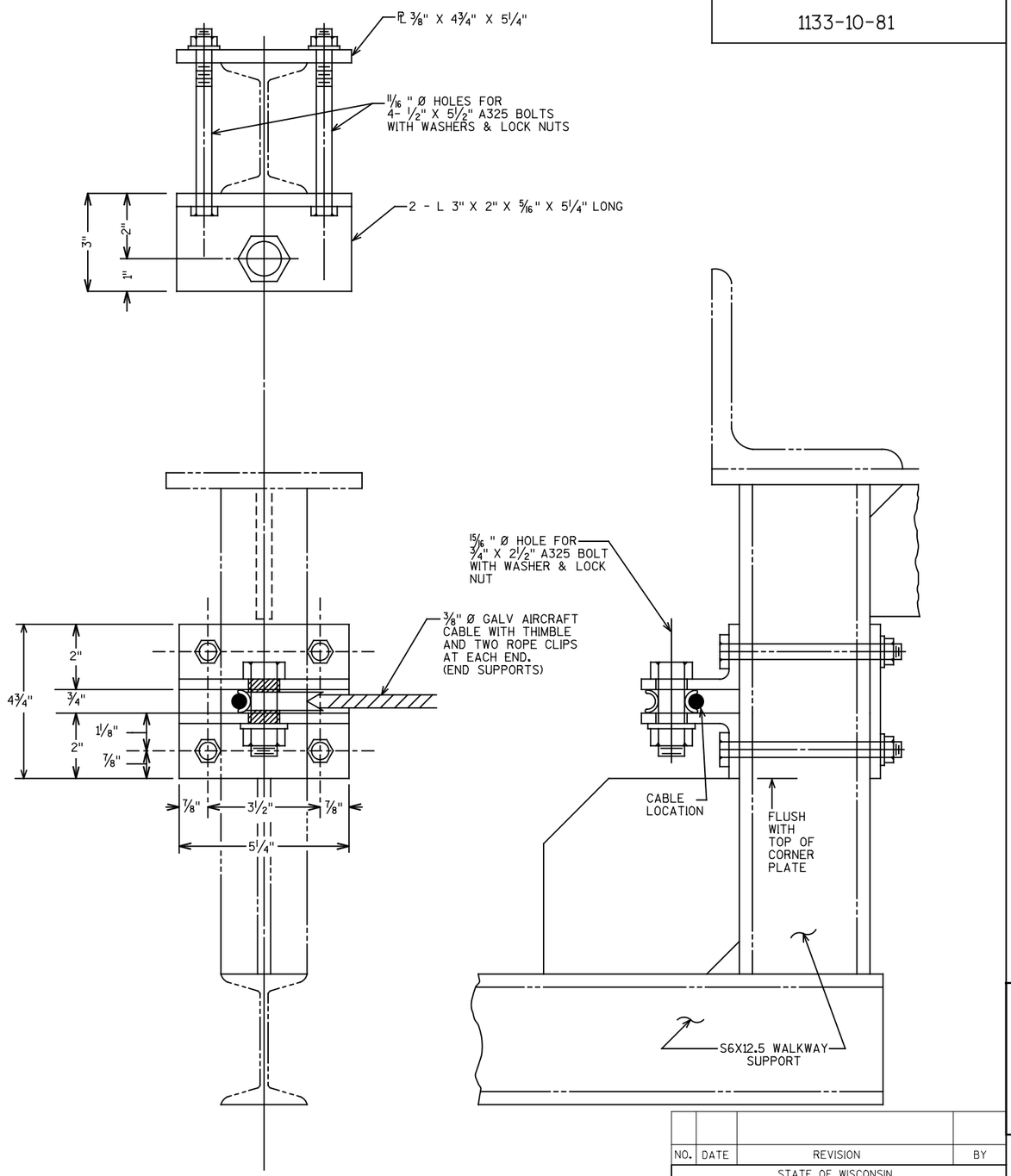
FILE=
SCALE =

STATE PROJECT NUMBER

1133-10-81



MIDDLE CONNECTION



END CONNECTION

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0108

DRAWN BY JEH | PLANS CK'D. DAP

SRF CONSULTING GROUP, INC.

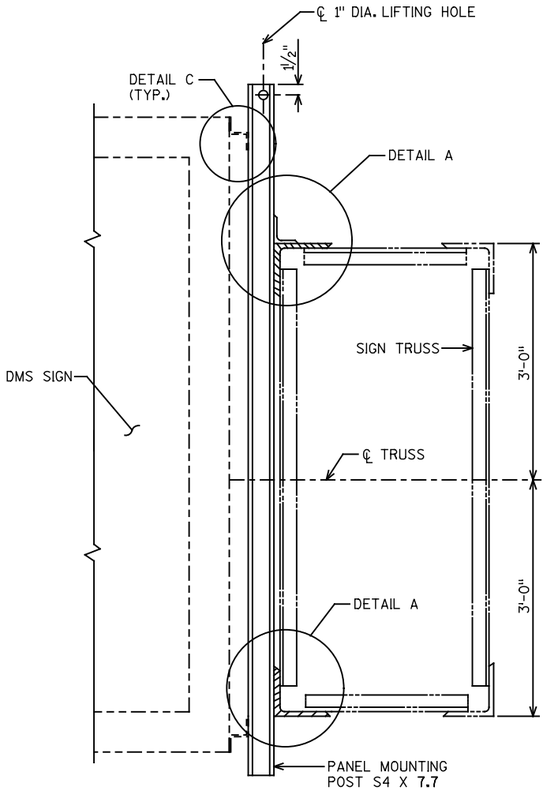
SAFETY CABLE DETAILS

SHEET 11 OF 13
1163

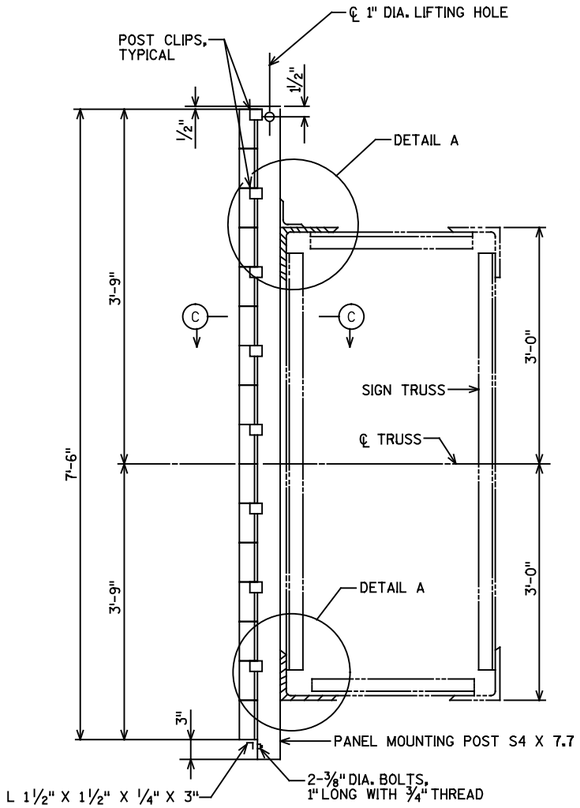
FILE=
SCALE =

STATE PROJECT NUMBER

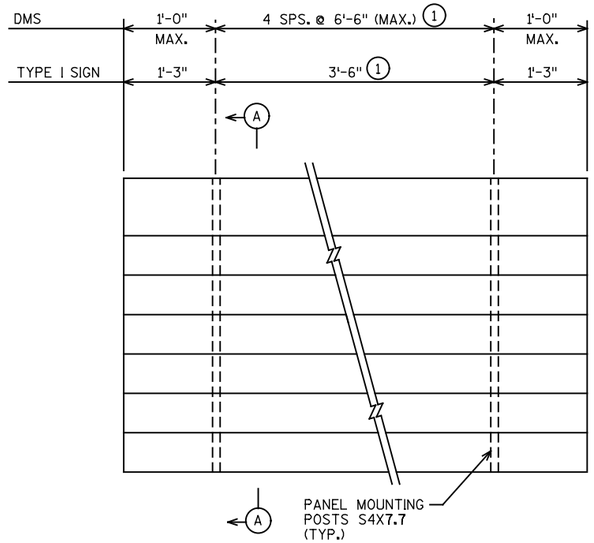
1133-10-81



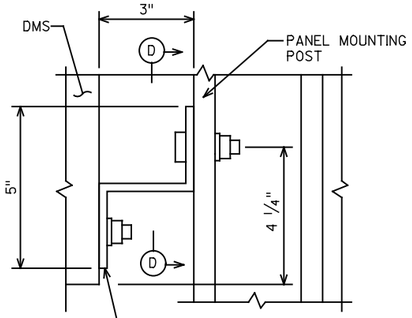
SECTION A-A
(℄ DMS)



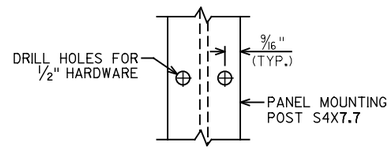
SECTION A-A
(℄ TYPE I SIGN)



SIGN PANEL ELEVATION



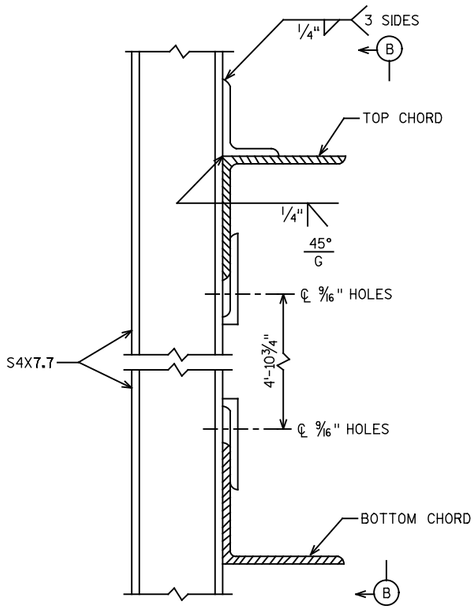
DETAIL C
(DMS SIGN ATTACHMENT)



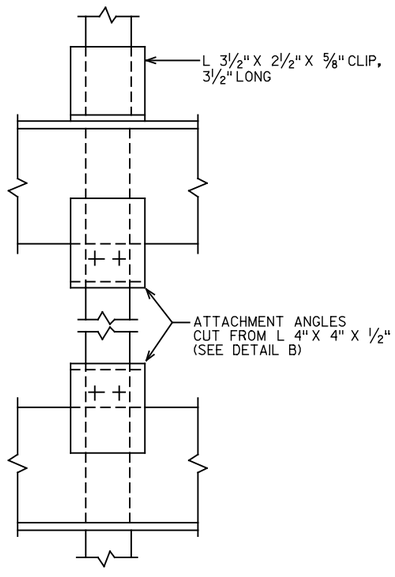
VIEW D-D

NOTES:

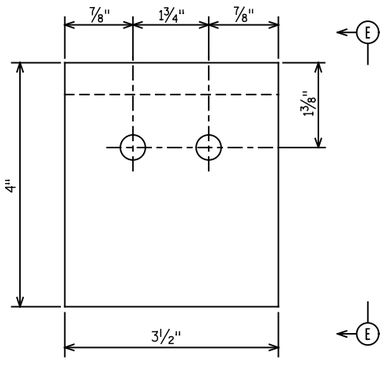
(1) DIMENSIONS MAY VARY SLIGHTLY TO AVOID INTERFERENCE WITH TRUSS MEMBERS.



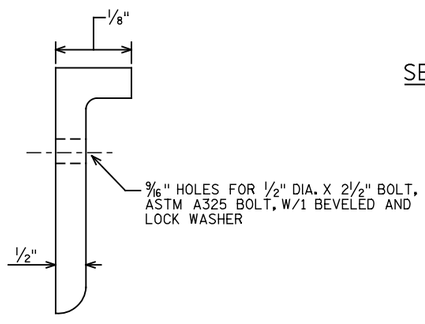
DETAIL A



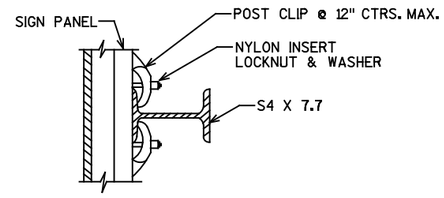
VIEW B-B



DETAIL B



VIEW E-E



SECTION C-C

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0108

DRAWN BY JEH | PLANS CK'D. DAP

SRF CONSULTING GROUP, INC.

SIGN PANEL MOUNTING DETAILS

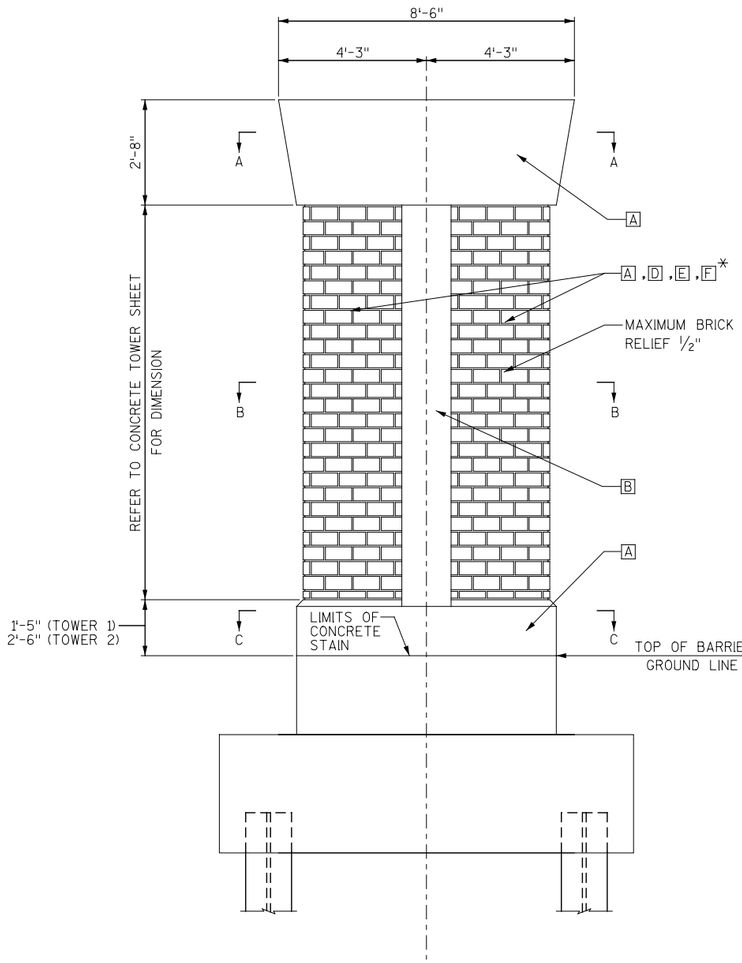
SHEET 12 OF 13
1164

FILE=
SCALE =

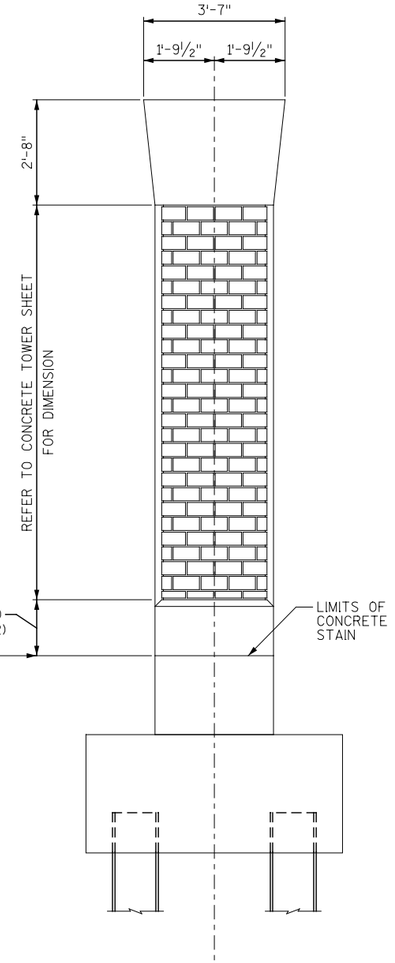
8

8

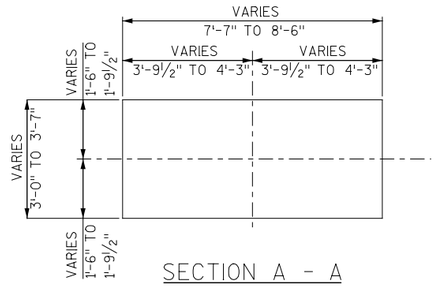
STATE PROJECT NUMBER
1133-10-81



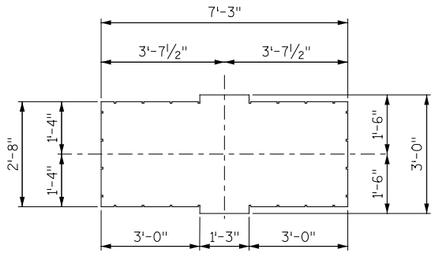
ELEVATION VIEW



END VIEW



SECTION A - A



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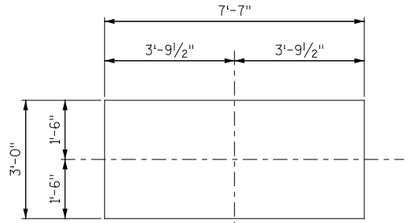


SECTION C - C

CONCRETE STAINING SCHEDULE

MARK	COLOR
A	BASE COLOR
B	ACCENT COLOR #1
D	ACCENT COLOR #3
E	ACCENT COLOR #4
F	ACCENT COLOR #5

* STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0108

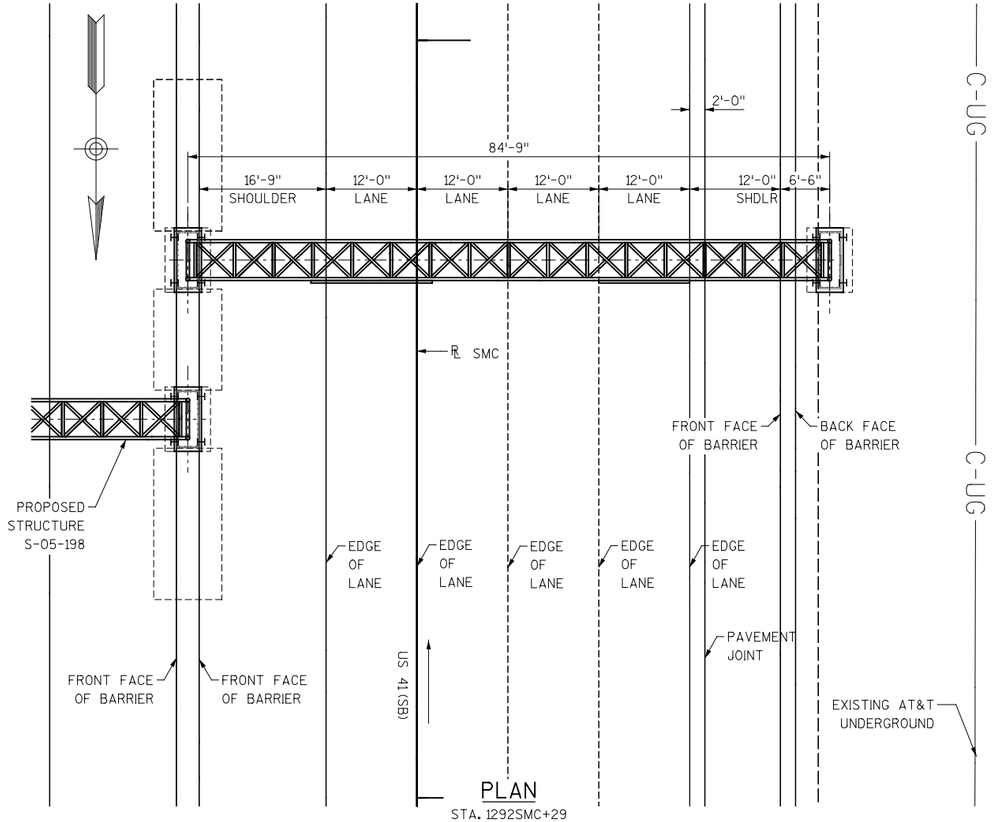
DRAWN BY JEH | PLANS CK'D. DAP

CONCRETE TOWER AESTHETIC DETAILS

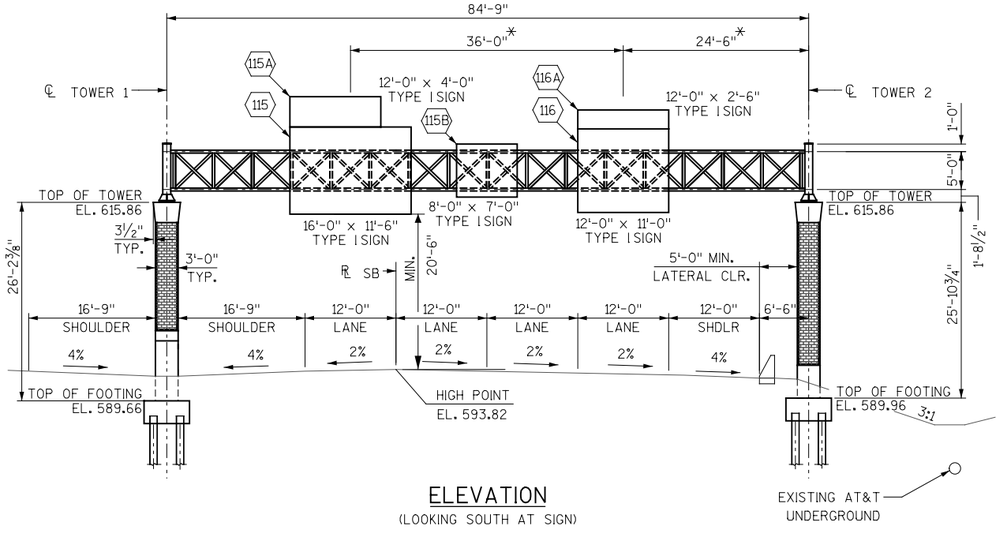
SHEET 13 OF 13
1165

SRF CONSULTING GROUP, INC.

FILE=
SCALE =



PLAN
STA. 1292SMC+29



ELEVATION
(LOOKING SOUTH AT SIGN)

WISCONSIN
STEVEN J. MILLER
36937
MILWAUKEE, WI
PROFESSIONAL ENGINEER
Steven J. Miller
03/05/2013

LIST OF DRAWINGS

1. PLAN & ELEVATION
2. CONCRETE TOWER 1 FOUNDATION DETAILS
3. CONCRETE TOWER 1 DETAILS
4. CONCRETE TOWER 2 FOUNDATION DETAILS
5. CONCRETE TOWER 2 DETAILS
6. GALVANIZED STEEL SIGN BRIDGE
7. SIGN BRIDGE DETAILS
8. CONCRETE TOWER 1 AESTHETIC DETAILS
9. CONCRETE TOWER 2 AESTHETIC DETAILS
10. SUBSURFACE EXPLORATION

ULTIMATE DESIGN STRESSES:

TOWER
CONCRETE: .....f'c = 3,500 psi
HIGH STRENGTH BAR
STEEL REINFORCEMENT: .....fy = 60,000 psi

SIGN BRIDGE
STEEL COLUMN PIPE: .....fy = 42,000 psi
A.P.I. SPEC 5L GRADE X42
STEEL PIPE MEMBERS OF TRUSS: .....fy = 42,000 psi
A.P.I. SPEC 5L GRADE X42
PLATES, BARS, STRUCTURAL ANGLES: .....fy = 36,000 psi
A.S.T.M. A709 GRADE 36
STEEL ANCHOR BOLTS: .....fy = 55,000 psi
A.A.S.H.T.O. M314-90 GRADE 55
ALL BOLTED CONNECTIONS: ¾" ϕ A325 BOLTS,
GALVANIZED A.S.T.M. A153, CLASS C

DESIGN DATA

DEAD LOAD - WT. OF SIGN AND SUPPORTING STRUCTURE. NO PROVISIONS HAVE BEEN INCLUDED FOR A CATWALK OR LIGHTING.
LIVE LOAD - NONE.
ICE LOAD - 3 P.S.F. TO 1 FACE OF SIGN & AROUND SURFACE OF MEMBERS.
WIND PRESSURE - 90 M.P.H. (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD + WIND	133
3. DEAD + ICE + ½ (WIND‡)	133

‡ MIN. VALUE OF 25 PSF FOR GR. 3

TYPE I SIGN DESIGN DATA

MAX DESIGN SIGN AREA (SQ. FT.)	MAX. TYPE I SIGN DEPTH
960	16'-0"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

ALL STRUCTURAL STEEL MEMBERS SHALL BE GALVANIZED.

CENTER SIGNS VERTICALLY ON CHORD/TRUSS.

CONTRACTOR SHALL VERIFY DIMENSIONS PRIOR TO FABRICATION OF CONCRETE TOWERS AND SIGN BRIDGE.

EXCAVATION REQUIRED TO CONSTRUCT THE CONCRETE TOWER FOUNDATION ABOVE THE DRILLED SHAFTS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".

THE LOCATION OF EXISTING OR PROPOSED UTILITIES AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITY SERVICES ARE NOT SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR THE SIGN BRIDGE IN ACCORDANCE WITH SDD STRUCTURE IDENTIFICATION PLAQUES, SIGN BRIDGES AND OVERHEAD SIGN SUPPORT. FASTEN THE IDENTIFICATION PLAQUE TO THE TOWER USING 3 - ¼" DIAMETER BY 1¾" LONG STAINLESS STEEL CONCRETE SCREWS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN BRIDGE S-05- 197 "

SIGNS OR BLANKS SHALL BE INSTALLED ON THE TRUSS AT THE TIME OF ERECTION. BLANKS SHALL BE ¼ THE LENGTH OF THE BRIDGE, 2'-0" DEEPER THAN CENTER TO CENTER OF CHORDS & SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED IN PLANS. SIGN BLANKS AND MOUNTING HARDWARE SHALL BE INCIDENTAL TO "SIGN BRIDGE S-05- 197 "

THE UPPER 12" OF ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE A.A.S.H.T.O. SPECIFICATION AS STATED IN SECTION 641. OF THE WISDOT STANDARD SPECIFICATIONS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF UNIT CAN BE GALVANIZED IN ONE PIECE.

THE SIGN SUPPORTS CONCRETE MASONRY QUANTITY IS BASED ON THE OUT-TO-OUT CONCRETE DIMENSIONS. NO DEDUCTIONS IN QUANTITY FOR THE ARCHITECTURAL SURFACE TREATMENT RELIEF HAVE BEEN MADE.

PROVIDE A ¾" CHAMFER OR 1" RADIUS ON ALL EXPOSED CONCRETE EDGES.

⬡ ## - REPRESENTS THE SIGN NO. REFER TO THE PERMANENT SIGNING SHEETS.

* SIGN PANEL DIMENSIONS ARE TO THE CENTER OF THE SIGN PANEL. CONTRACTOR TO FIELD VERIFY SIGN PANEL DISPLAYS CORRELATE WITH ROADWAY LANE LAYOUT.

CONTACTS

BUREAU OF STRUCTURES CONTACT
BILL DREHER: (608)266-8489

CONSULTANT CONTACT, COLLINS ENGINEERS, INC.
STEVE J. MILLER: (414)282-6905

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
550.1120	PILING STEEL HP 12-INCH X 53 LB	LF	450
636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	53
636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	730
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	7660
641.6600	SIGN BRIDGE S-05-197	LS	1
SPV.0165.500	ARCHITECTURAL SURFACE TREATMENT	SF	570
SPV.0165.501	STAINING CONCRETE	SF	880
SPV.0165.502	STAINING CONCRETE BRICK	SF	570

STATE PROJECT NUMBER
1133-10-81

NO.	DATE	REVISION	BY

COLLINS ENGINEERS INC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 03/08/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-05-197

DE PERE - SUAMICO

COUNTY: BROWN
TOWN/CITY/VILLAGE: HOWARD

DESIGN SPEC.: AASHTO 2001 THRU 2006 INTERIM

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
CES	SJM	DW	VC

PLAN & ELEVATION

SHEET 1 OF 10
1166

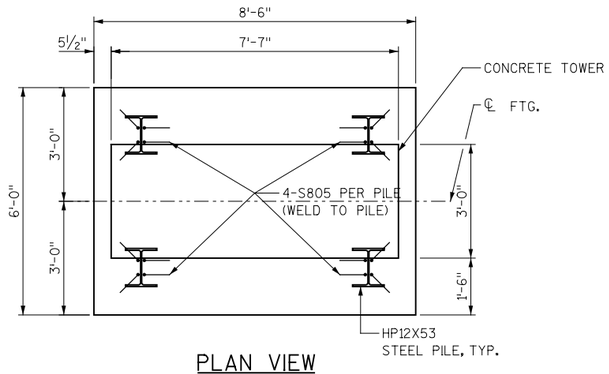
8

8

FILE NAME: 15-05-197.dgn
PLOT DATE: 13/5/2013 4:32:16 PM PLOT BY: Veronica Chavez-VE DRV: Pdf_bw_HS.by level.plt PEN: CEL.TextSub.ScreenControlByLevel.tbl

STATE PROJECT NUMBER

1133-10-81

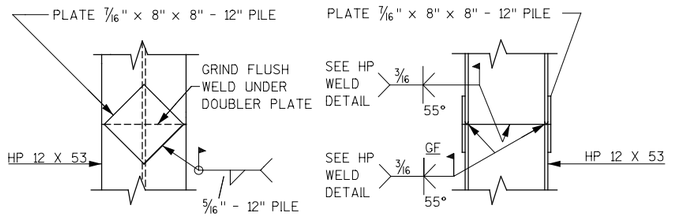


PLAN VIEW

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
S412	2 SERIES OF 4	12'-3" TO 12'-10"
S417	2 SERIES OF 4	3'-4" TO 3'-10"

BUNDLE AND TAG EACH SERIES SEPARATELY



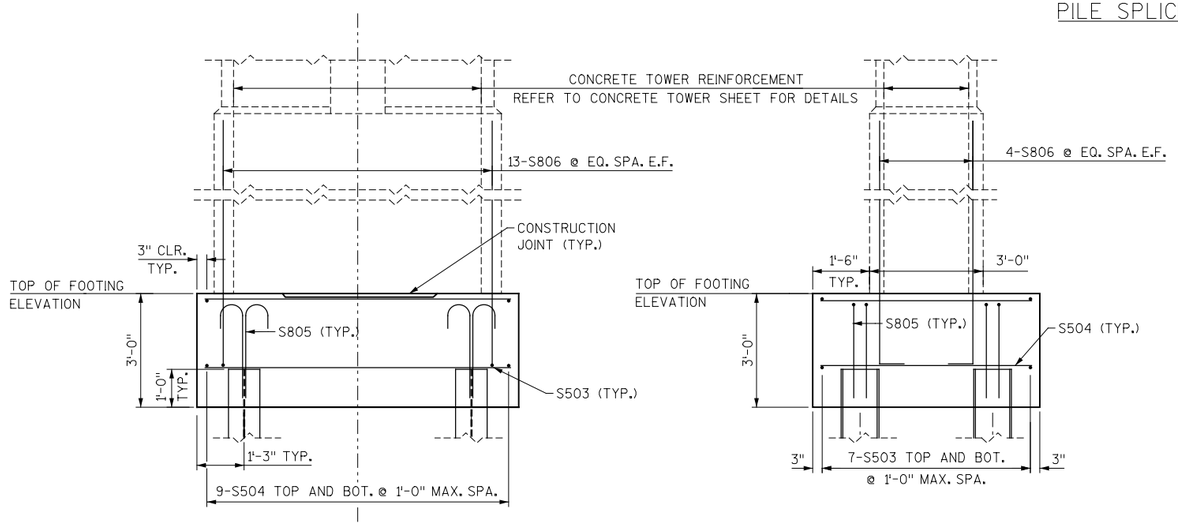
PILE SPLICE DETAIL

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

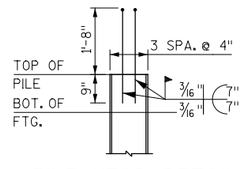
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
S503		14	8'-0"			CAP LONGITUDINAL
S504		18	5'-6"			CAP TRANSVERSE
S805		16	3'-4"	▲		WELDED TO PILES
S806	X	30	12'-1"	▲		CAP BEAM VERTICAL
S407	X	20	11'-6"	▲		HORZ. STIRRUP, BOTTOM OF TOWER
S808	X	30	26'-0"			VERT. REINF., MIDDLE OF TOWER
S409	X	4	14'-1"			VERT. REINF., MIDDLE OF TOWER
S410	X	38	10'-7"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S411	X	30	5'-1"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S412	X	8	12'-7"	▲	△	HORZ. STIRRUP, TOP OF TOWER
S413	X	4	5'-0"	▲		VERT. REINF., TOP OF TOWER
S414	X	20	2'-4"			VERT. REINF., TOP OF TOWER
S415	X	30	3'-4"	▲		HORZ. CROSSTIE, BOTTOM OF TOWER
S416	X	57	2'-11"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S417	X	8	3'-7"	▲	△	HORZ. CROSSTIE, TOP OF TOWER

△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WIEGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

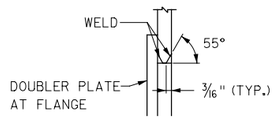


ELEVATION VIEW

END VIEW



PILE HEAD DETAIL



HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

FOUNDATION NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF FOOTING ELEVATIONS.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" x 6" x 1'-6" LONG BEVELED KEYWAY.

FOUNDATION DATA

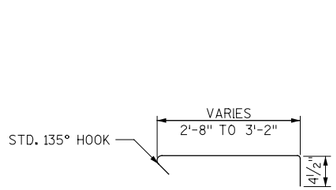
SIGN BRIDGE TO BE SUPPORTED ON HP12X53 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. A MINIMUM PILE LENGTH OF 55'IS REQUIRED FOR UPLIFT.

**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 THE MODIFIED GATES FORMULA TO DETERMINE DRIVEN PILE CAPACITY.

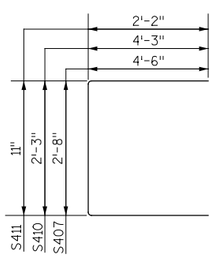
IF THE PILE OBTAINS A CAPACITY AT A LENGTH THAT IS MORE THAN 10 FEET SHORTER THAN THE ESTIMATED LENGTH, THE CONTRACTOR MUST NOTIFY THE ENGINEER FOR APPROVAL.

STEEL HP PILE MATERIAL SHALL BE A.S.T.M. A572. Fy=50,000 psi. PILE SPLICES (IF REQUIRED) SHALL BE MADE BY A CERTIFIED WELDER USING LOW HYDROGEN ELECTRODES.

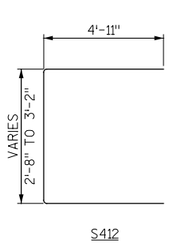
WELDING OF THE REINFORCEMENT BARS TO THE PILES SHALL BE MADE BY A CERTIFIED WELDER USING LOW HYDROGEN ELECTRODES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PILING STEEL HP 12-INCH X 53 LB".



S417



S407,S410,S411



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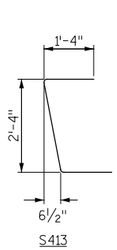

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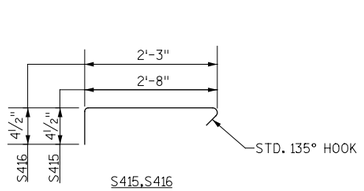
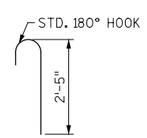


S415,S416

S806



S805

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-197

DRAWN BY VC | PLANS CK'D. CES

CONCRETE TOWER 1 FOUNDATION DETAILS

SHEET 2 OF 10

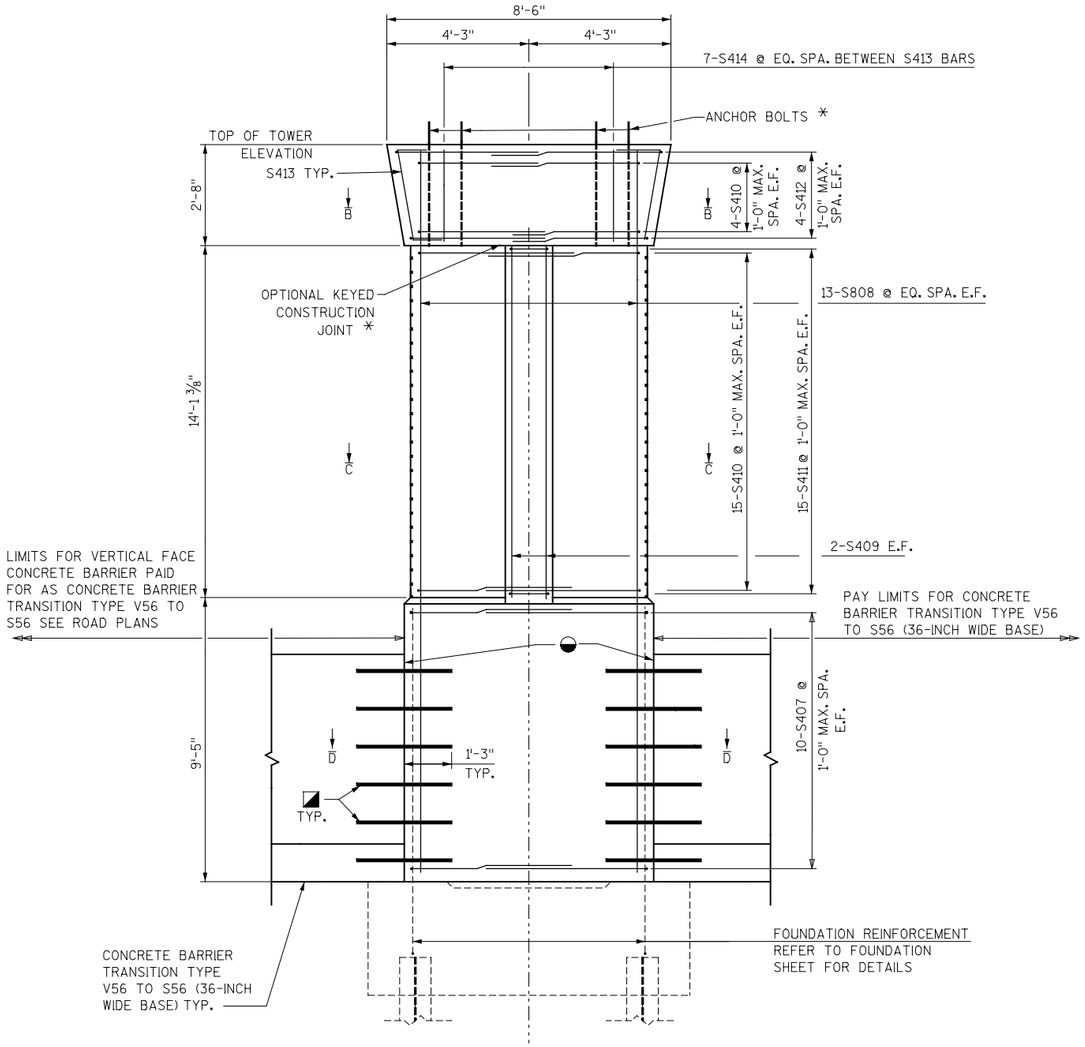
1167

8

8

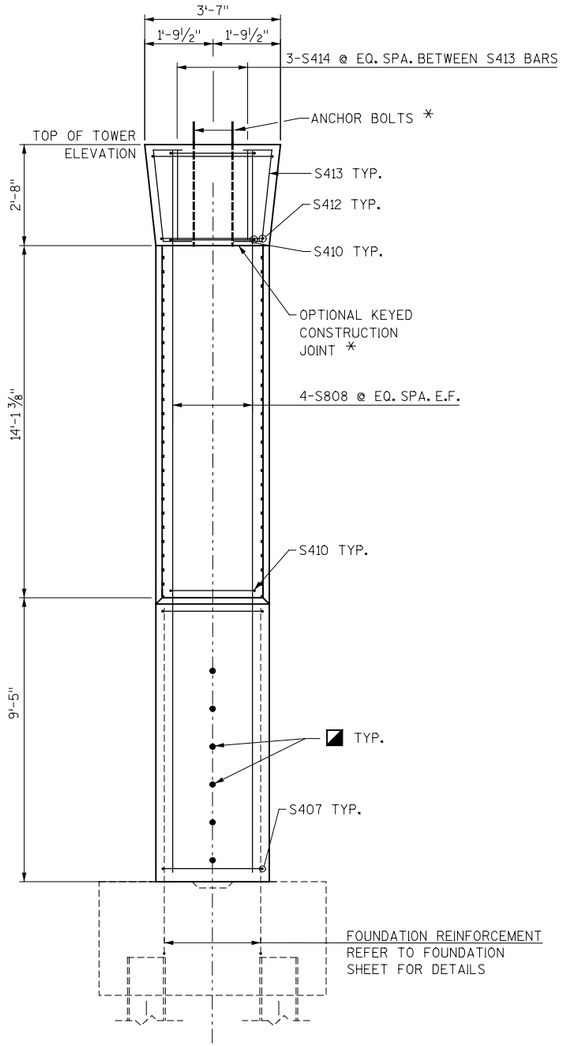
FILE NAME :S-05-197.dgn
PLOT DATE :3/6/2013 4:32:18 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by levelplt PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER
1133-10-81



ELEVATION VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS



END VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS

TOWER NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR FROM THE FACE OF THE SMOOTH CONCRETE AND 2½" FROM THE FACE OF THE ARCHITECTURAL SURFACE TREATMENT, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

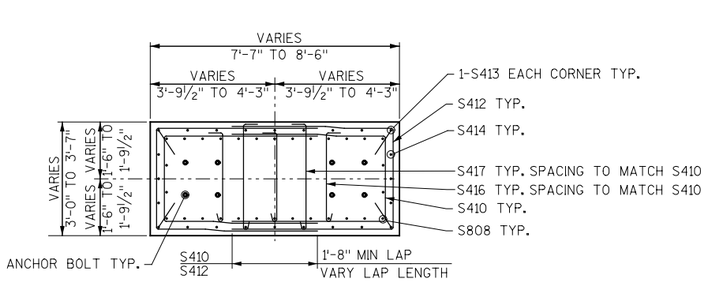
ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

COORDINATE THE LOCATION OF THE ELECTRICAL CONDUIT IN THE TOWER TO MATCH THE LOCATION OF THE CONDUIT IN THE CONCRETE BARRIER.

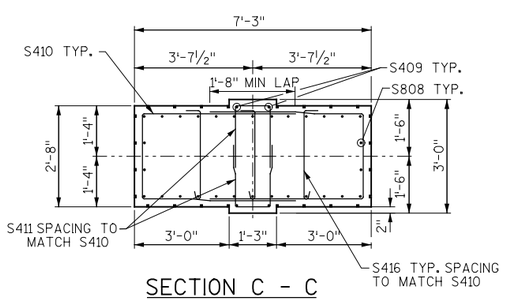
* PLACE ANCHOR BOLTS PRIOR TO POURING MIDDLE SECTION OF CONCRETE TOWER. OPTIONAL KEYED CONSTRUCTION JOINT MAY BE LOCATED AT A GROUT LINE BELOW THE ANCHOR ASSEMBLIES. THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS THE CONSTRUCTION JOINT. OMIT JOINT BEVELED EDGES.

◪ PLACE 1" ϕ PLAIN (SMOOTH) ROUND DOWEL BARS, 2'-6" LONG BETWEEN BARRIER AND CONCRETE TOWER. USE DEBONDER ON EXTENSION INTO BARRIER. ASTM A36 MATERIAL MAY BE SUBSTITUTED FOR AASHTO M31. SPACE DOWELS AT 1'-0". COST OF ITEMS ARE TO BE INCLUDED IN THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".

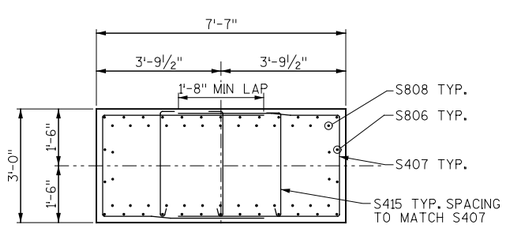
◒ PLACE 1/2" EXPANSION JOINT FILLLER BETWEEN TOWER AND BARRIER WALL, TYP. THE JOINT FILLER SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".



SECTION B - B



SECTION C - C



SECTION D - D

(DOWEL BARS OMITTED FOR CLARITY)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-197

DRAWN BY VC | PLANS CK'D. CES

CONCRETE TOWER 1 DETAILS

SHEET 3 OF 10
1168

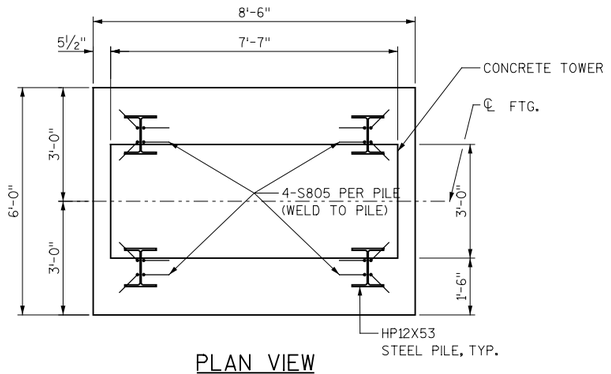
8

8

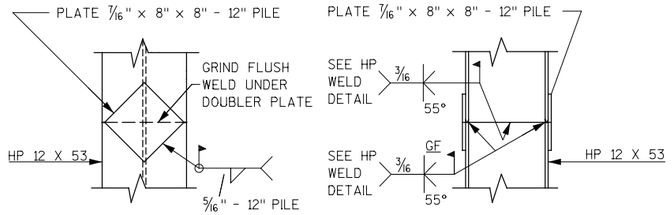
FILE NAME :S-05-197.dgn
PLOT DATE :3/6/2013 4:32:20 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by level.plt PEN :CEL.TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

1133-10-81



PLAN VIEW



PILE SPLICE DETAIL

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
S412	2 SERIES OF 4	12'-3" TO 12'-10"
S417	2 SERIES OF 4	3'-4" TO 3'-10"

BUNDLE AND TAG EACH SERIES SEPARATELY

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
S503		14	8'-0"			CAP LONGITUDINAL
S504		18	5'-6"			CAP TRANSVERSE
S805		16	3'-4"	▲		WELDED TO PILES
S806	X	30	8'-6"	▲		CAP BEAM VERTICAL
S407	X	10	11'-6"	▲		HORZ. STIRRUP, BOTTOM OF TOWER
S808	X	30	26'-10"	▲		VERT. REINF., MIDDLE OF TOWER
S409	X	4	18'-8"			VERT. REINF., MIDDLE OF TOWER
S410	X	48	10'-7"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S411	X	40	5'-1"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S412	X	8	12'-7"	▲	△	HORZ. STIRRUP, TOP OF TOWER
S413	X	4	5'-0"	▲		VERT. REINF., TOP OF TOWER
S414	X	20	2'-4"			VERT. REINF., TOP OF TOWER
S415	X	15	3'-4"	▲		HORZ. CROSSTIE, BOTTOM OF TOWER
S416	X	72	2'-11"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S417	X	8	3'-7"	▲	△	HORZ. CROSSTIE, TOP OF TOWER

△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WIEGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

FOUNDATION NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF FOOTING ELEVATIONS.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" x 6" x 1'-6" LONG BEVELED KEYWAY.

FOUNDATION DATA

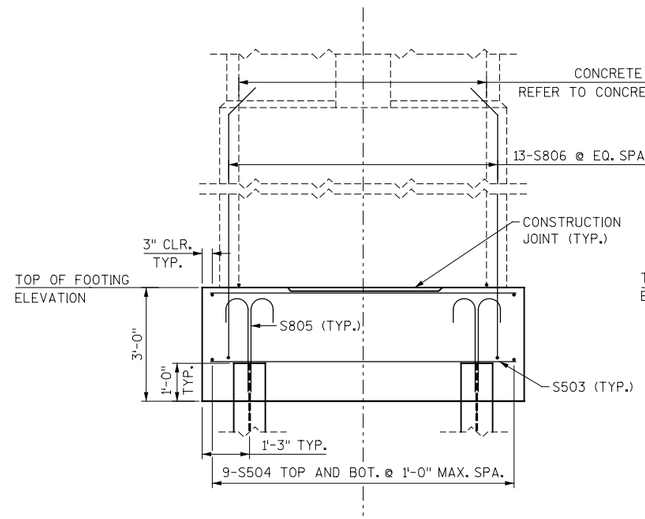
SIGN BRIDGE TO BE SUPPORTED ON HP12X53 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. A MINIMUM PILE LENGTH OF 54' IS REQUIRED FOR UPLIFT.

**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 THE MODIFIED GATES FORMULA TO DETERMINE DRIVEN PILE CAPACITY.

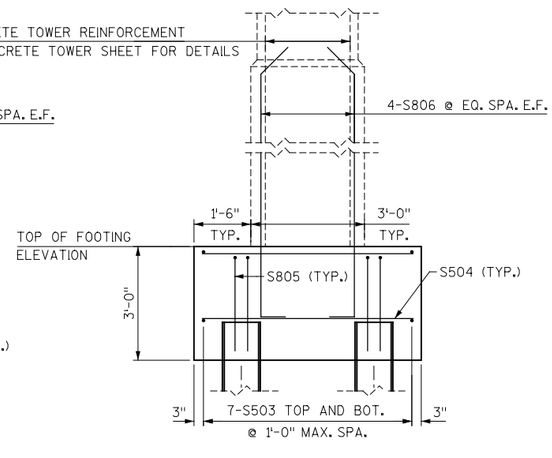
IF THE PILE OBTAINS A CAPACITY AT A LENGTH THAT IS MORE THAN 10 FEET SHORTER THAN THE ESTIMATED LENGTH, THE CONTRACTOR MUST NOTIFY THE ENGINEER FOR APPROVAL.

STEEL HP PILE MATERIAL SHALL BE A.S.T.M. A572. Fy=50,000 psi. PILE SPLICES (IF REQUIRED) SHALL BE MADE BY A CERTIFIED WELDER USING LOW HYDROGEN ELECTRODES.

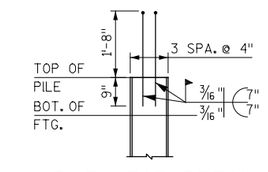
WELDING OF THE REINFORCEMENT BARS TO THE PILES SHALL BE MADE BY A CERTIFIED WELDER USING LOW HYDROGEN ELECTRODES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PILING STEEL HP 12-INCH X 53 LB".



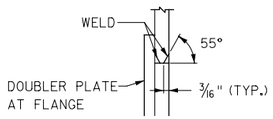
ELEVATION VIEW



END VIEW

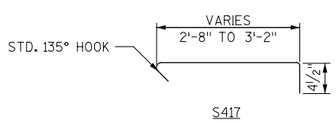


PILE HEAD DETAIL

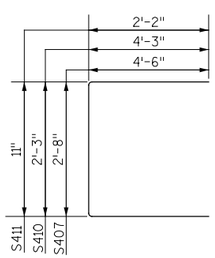


HP WELD DETAIL

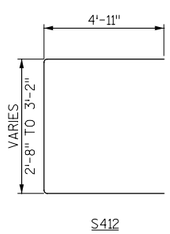
FLANGE SHOWN, WEB SIMILAR



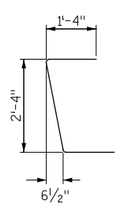
S417



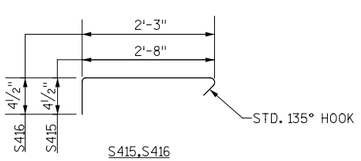
S407,S410,S411



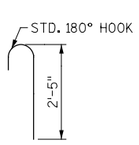
S412



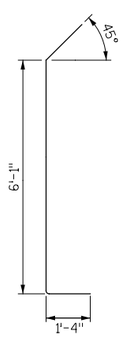
S413



S415,S416



S805



S806

S808

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-197

DRAWN BY VC | PLANS CK'D. CES

CONCRETE TOWER 2 FOUNDATION DETAILS

SHEET 4 OF 10

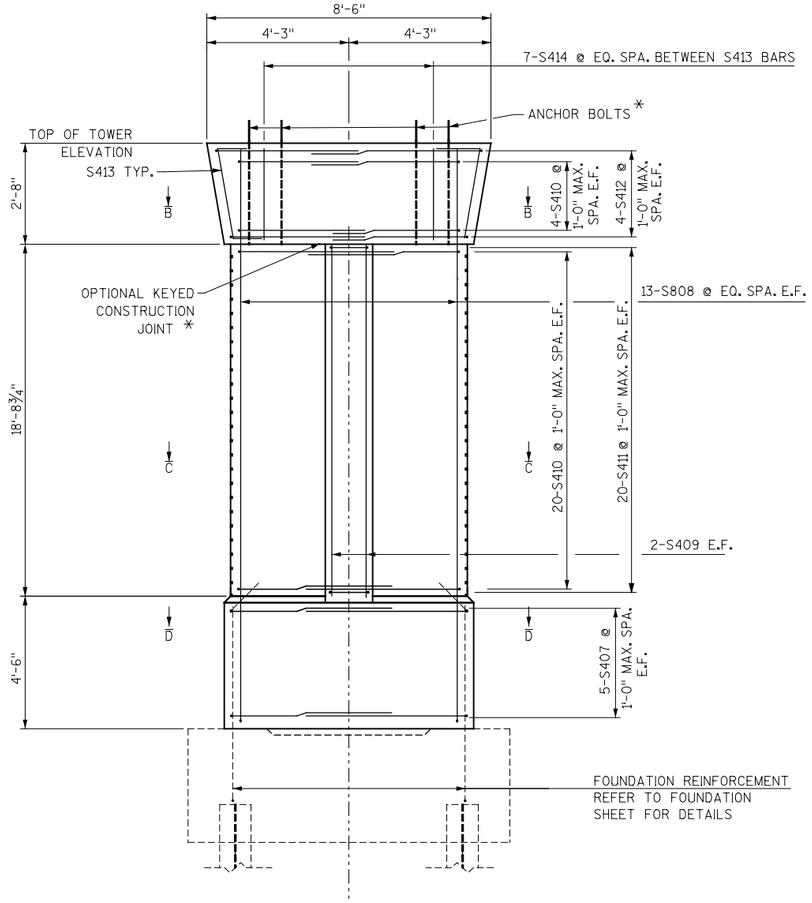
1169

8

8

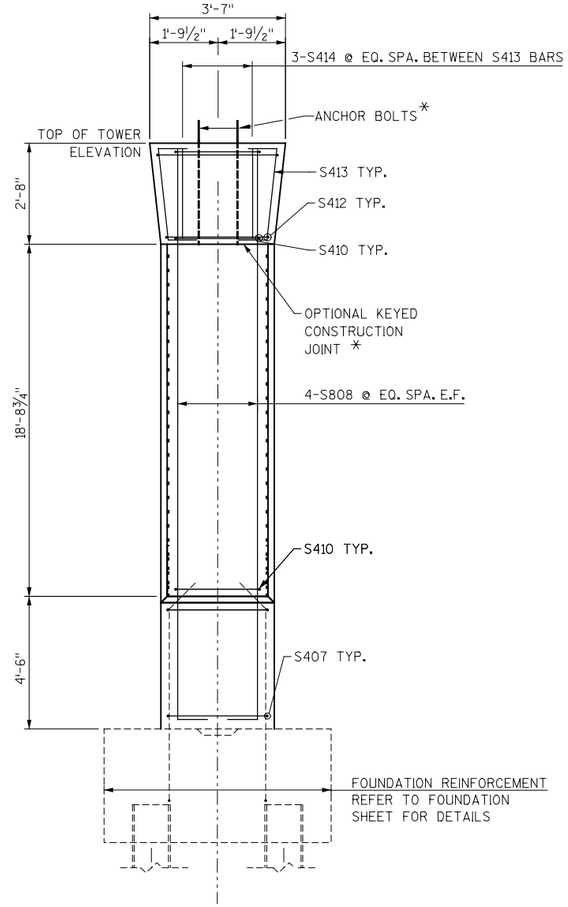
FILE NAME :S-05-197.dgn
PLOT DATE :3/6/2013 4:32:23 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by levelplt PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER
1133-10-81



ELEVATION VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS



END VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS

TOWER NOTES

DRAWING SHALL NOT BE SCALED.

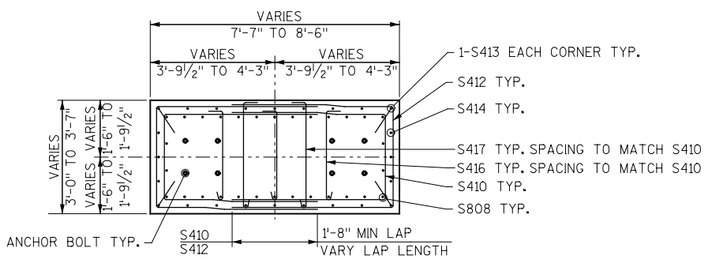
"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR FROM THE FACE OF THE SMOOTH CONCRETE AND 2½" FROM THE FACE OF THE ARCHITECTURAL SURFACE TREATMENT, UNLESS OTHERWISE NOTED.

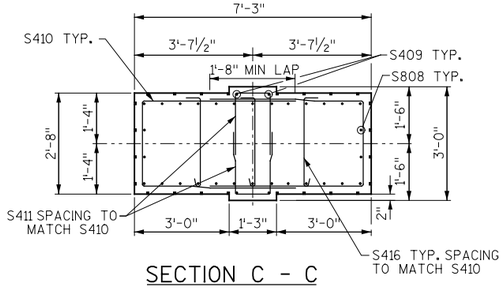
REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

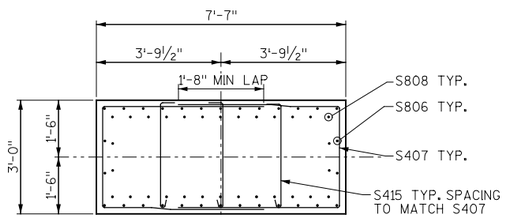
* PLACE ANCHOR BOLTS PRIOR TO POURING MIDDLE SECTION OF CONCRETE TOWER. OPTIONAL KEYED CONSTRUCTION JOINT MAY BE LOCATED AT A GROUT LINE BELOW THE ANCHOR ASSEMBLIES. THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS THE CONSTRUCTION JOINT. OMIT JOINT BEVELED EDGES.



SECTION B - B



SECTION C - C



SECTION D - D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-197

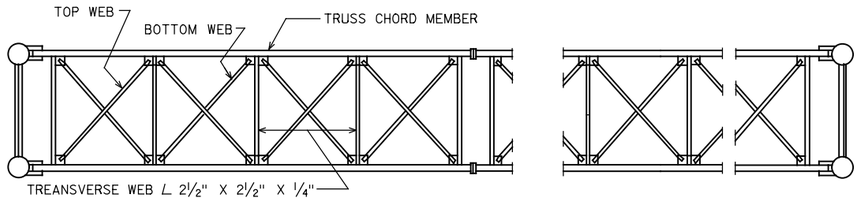
DRAWN BY VC | PLANS CK'D. CES

CONCRETE TOWER 2 DETAILS 1170

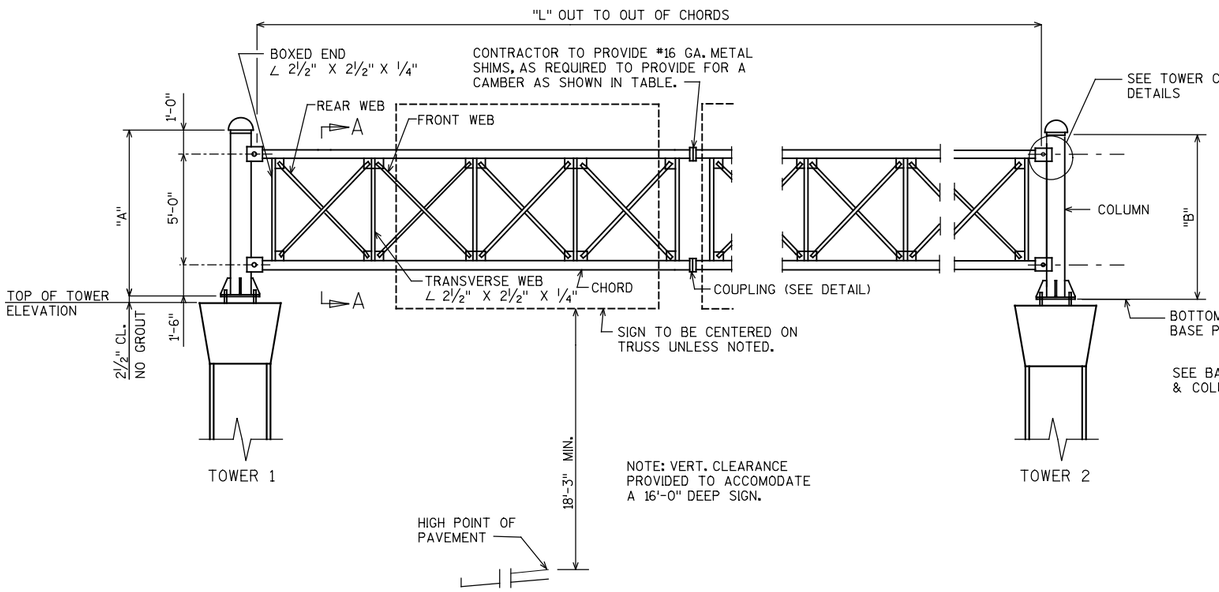
SHEET 5 OF 10

FILE NAME :S-05-197.dgn
PLOT DATE :3/6/2013 4:32:24 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by level.plt PEN :CEL_TextSub_ScreenControlByLevel.tbl

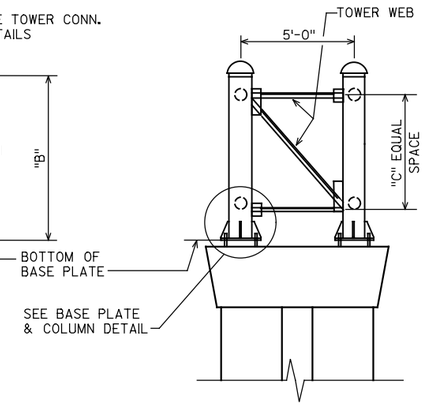
STATE PROJECT NUMBER
1133-10-81



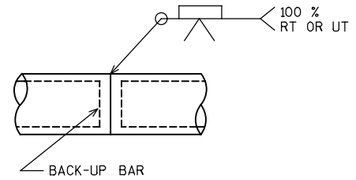
PLAN



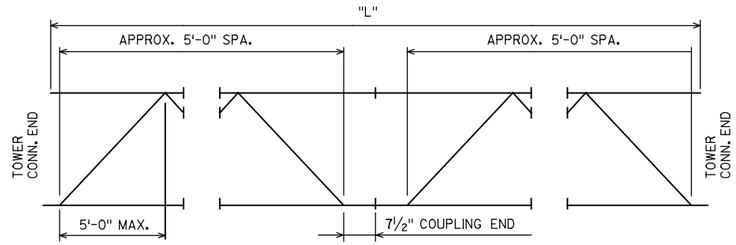
ELEVATION



TOWER 2 END VIEW
(TOWER 1 OPPOSITE HAND)

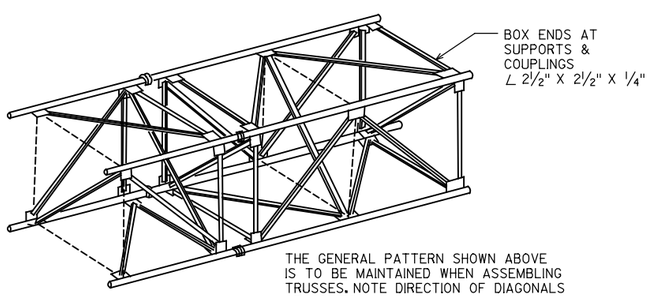


OPTIONAL COLUMN OR CHORD SPLICE DETAIL

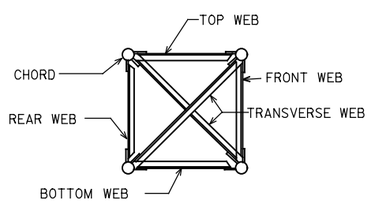


TRUSS ARRANGEMENT

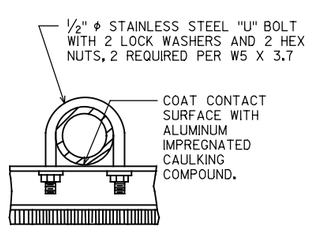
FABRICATOR MAY MAKE TRUSSES ANY LENGTH KEEPING A SECTION A MINIMUM OF 20'-0" & A MULTPLE OF 5'-0". CHORD FIELD SPLICES SHALL BE MADE WITH COUPLINGS. CHORD SHOP SPLICE SHALL BE THE WELDED SPLICE SHOWN ABOVE.



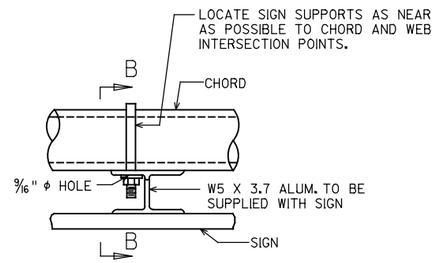
TYPICAL TRUSS SECTION



SECTION A



SECTION B



TYPICAL SIGN CONNECTION

GENERAL NOTES

DRAWING SHALL NOT BE SCALED

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

STRUCTURE MEMBER TABLE

A	B	C	CHORDS O.D. X THK.	TOP & BOTTOM WEB	FRONT & REAR WEB	COUPLING PLATE D1 & "T"	BOLT CIRCLE DIA. "D2"	NO. OF BOLTS IN COUPLING	CAMBER	COLUMN O.D. X THK.	TOWER WEBS	"L"
7'-6"	7'-6"	1	4"x0.226"	3"x3"x1/4"	3"x3"x1/4"	10.5" x 1"	7.5"	6	1⅜"	10.75"x0.365"	3"x3"x3/16"	83'-7¼"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-197

DRAWN BY VC | PLANS CK'D. CES

GALVANIZED STEEL SIGN BRIDGE 1171

SHEET 6 OF 10

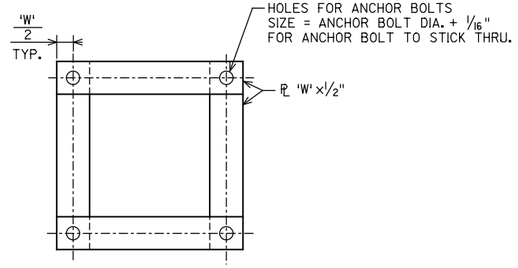
8

8

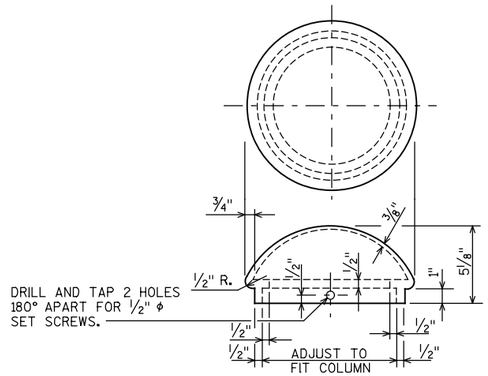
FILE NAME :S-05-197.dgn
PLOT DATE :3/6/2013 4:32:26 PM
PLOT BY : Veronica Chavez-Vil
DRV :Pdf_bw_HS.by level.plt PEN :CEL.TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

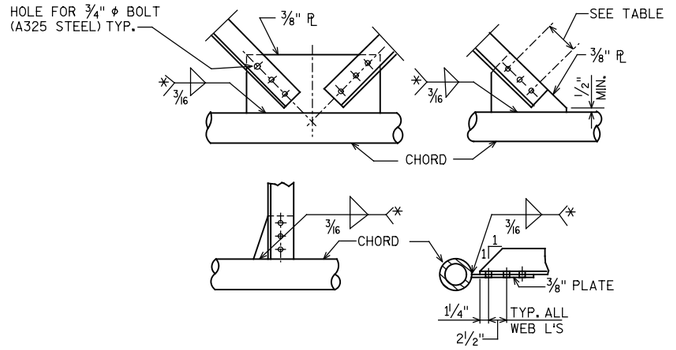
1133-10-81



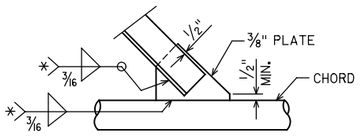
ANCHOR PLATE/TEMPLATE PLAN



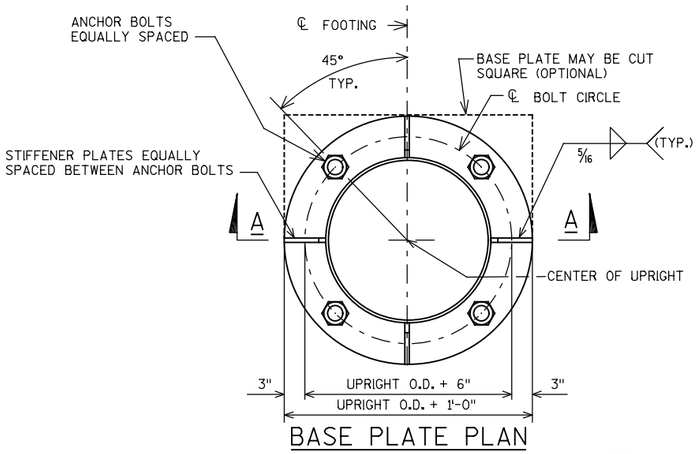
TOWER CAP DETAIL



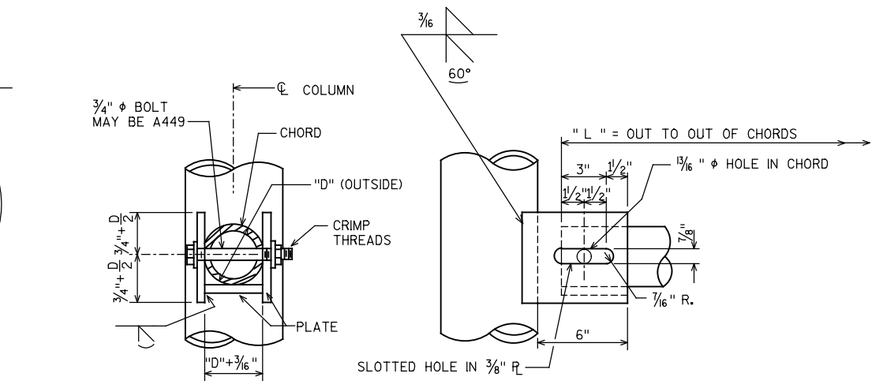
TYPICAL TRUSS CONNECTION DETAILS



TYPICAL WELDED ALTERNATE



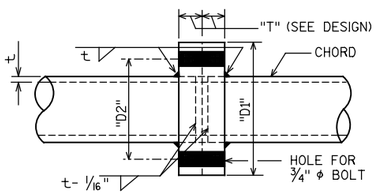
BASE PLATE PLAN



TOWER CONNECTION DETAIL

*ANGLE	WELD LENGTH	NO. OF BOLTS
● 2 1/2"x2 1/2"x1/4"	11"	3
3"x3"x3/16"	10"	3
3"x3"x1/4"	13"	4
3"x3"x5/16"	16 1/2"	5
3"x3"x3/8"	19 1/2"	6
4"x4"x1/4"	18"	5
4"x4"x5/16"	22"	6
4"x4"x3/8"	26"	8
4"x4"x7/16"	30"	9
4"x4"x1/2"	34"	10

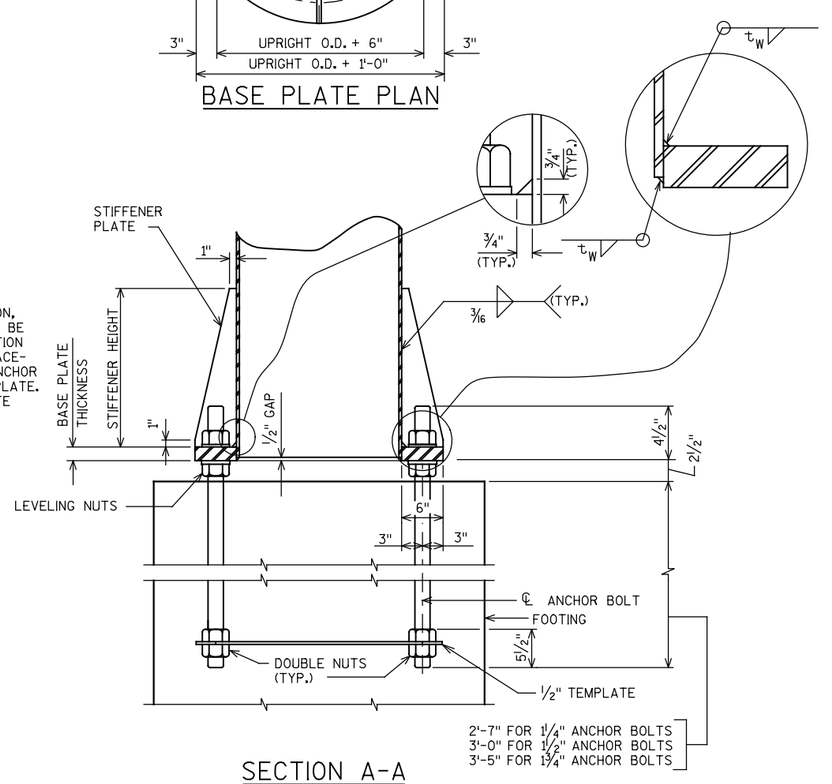
● ONLY USED FOR BOXED END AND TRANSVERSE BRACING.



COUPLING DETAIL

(CONNECTION BOLTS OMITTED FOR CLARITY)

NOTE:
PRIOR TO INSTALLATION, ANCHOR BOLTS SHALL BE RIGIDLY HELD IN POSITION DURING CONCRETE PLACEMENT USING STEEL ANCHOR PLATE AND TOP TEMPLATE. REMOVE TOP TEMPLATE (NOT SHOWN) AFTER CONCRETE SETS.



SECTION A-A

BASE PLATE & UPRIGHT COLUMN DETAILS

COLUMN O.D. X THK.	ANCHOR BOLTS	BASE PLATE THICKNESS (IN.)	STIFFENER PLATE THICKNESS (IN.)	STIFFENER PLATE HEIGHT (IN.)	t_W (IN.)
10.75"X0.365"	1 3/4"	1 3/4"	5/8"	10"	5/16"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-197

DRAWN BY VC | PLANS CK'D. CES

GALVANIZED STEEL SIGN BRIDGE DETAILS

SHEET 7 OF 10

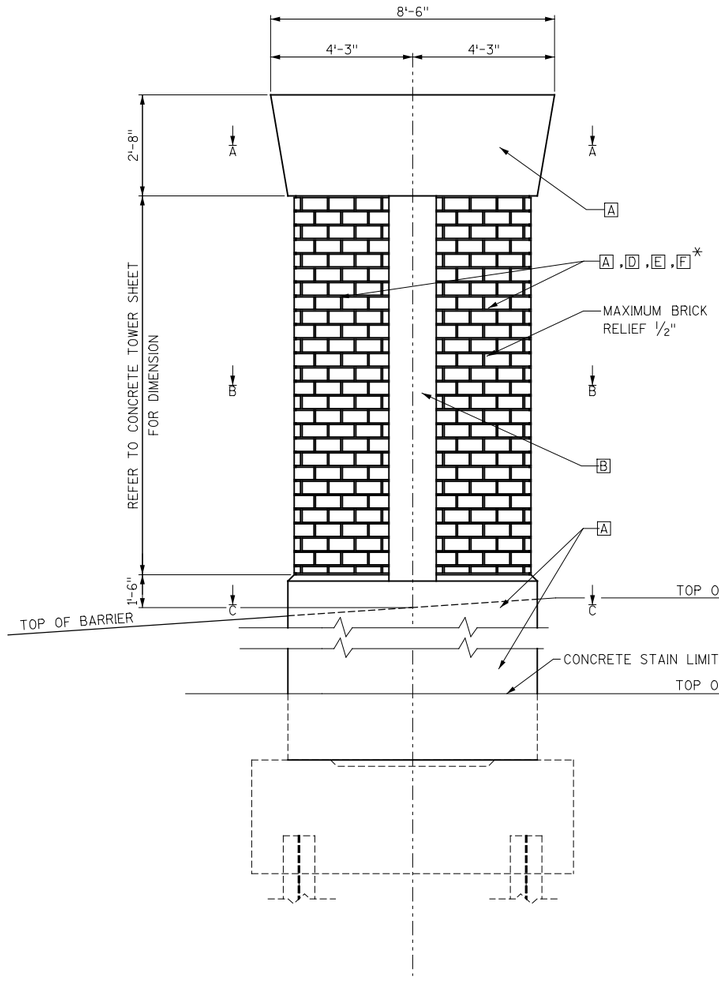
1172

8

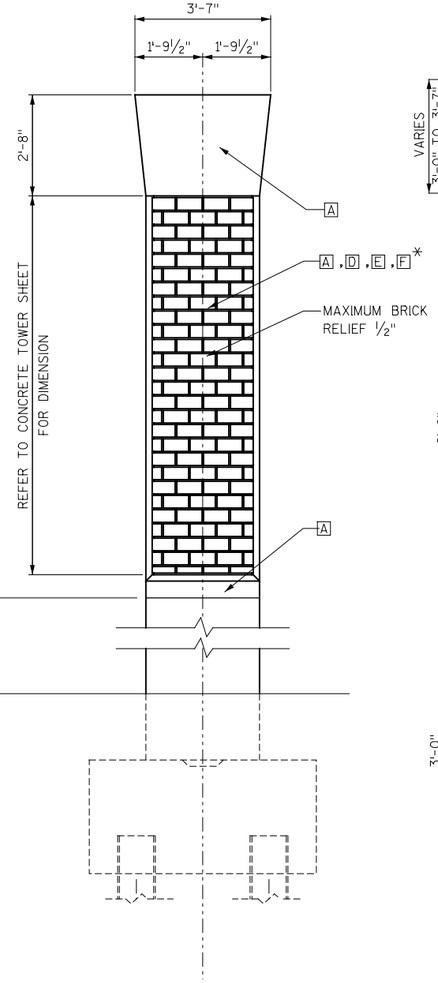
8

FILE NAME :S-05-197.dgn
PLOT DATE :3/6/2013 4:32:26 PM
PLOT BY : Veronica Chavez-Vil
DRV :Pdf_bw_HS.by levelplt PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER
1133-10-81



ELEVATION VIEW



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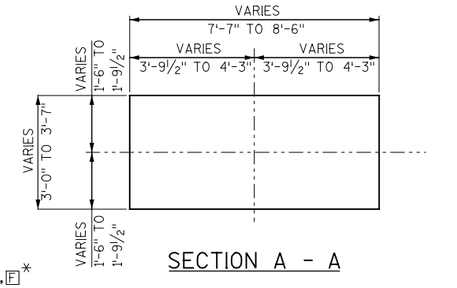
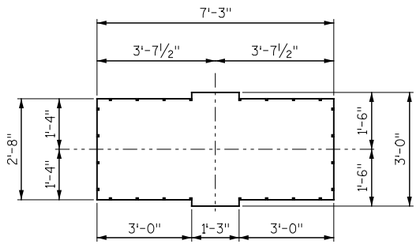


SECTION A - A



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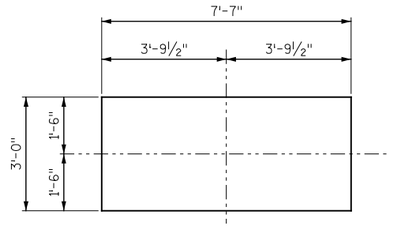


SECTION C - C

CONCRETE STAINING SCHEDULE

MARK	COLOR
A	BASE COLOR
B	ACCENT COLOR #1
D	ACCENT COLOR #3
E	ACCENT COLOR #4
F	ACCENT COLOR #5

* STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-197

DRAWN BY VC | PLANS CK'D. CES

CONCRETE TOWER 1 AESTHETIC DETAILS

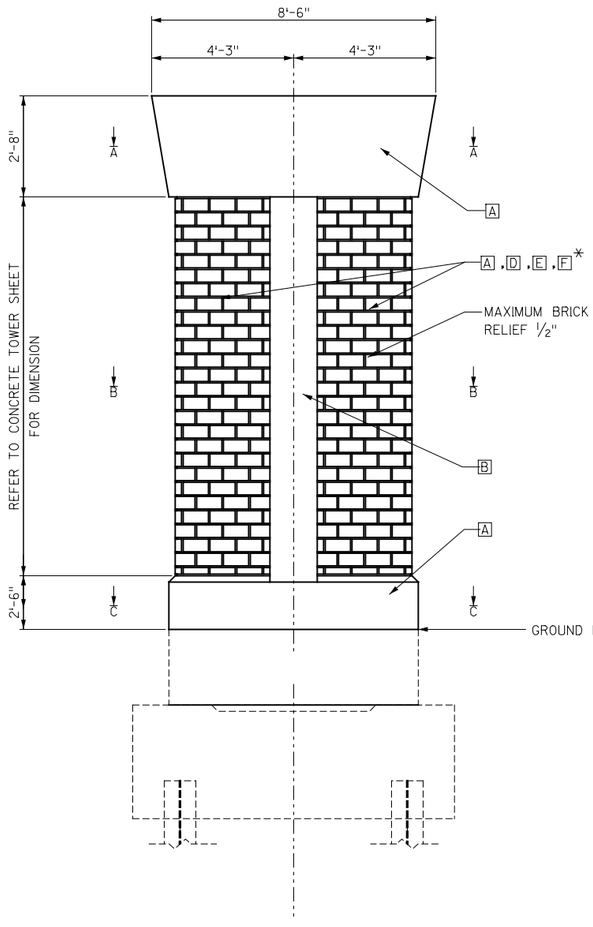
SHEET 8 OF 10

1173

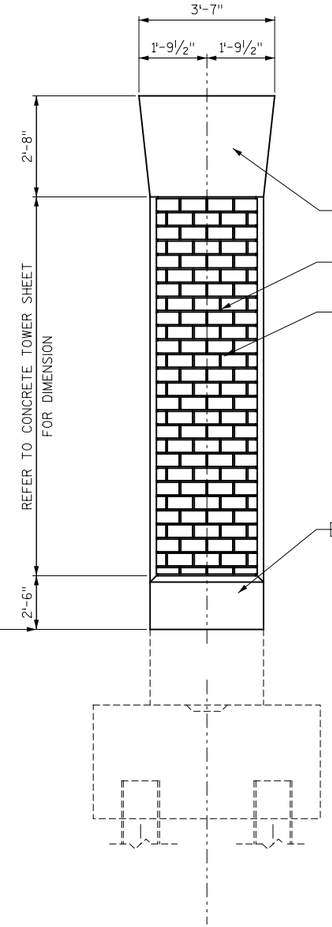
FILE NAME :S-05-197.dgn
PLOT DATE :3/6/2013 4:32:27 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by levelplt PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

1133-10-81



ELEVATION VIEW



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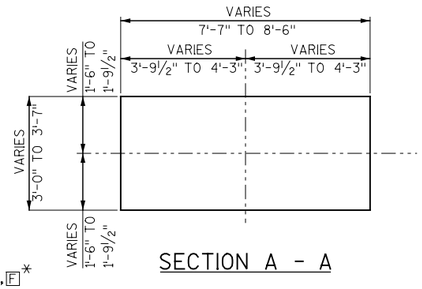
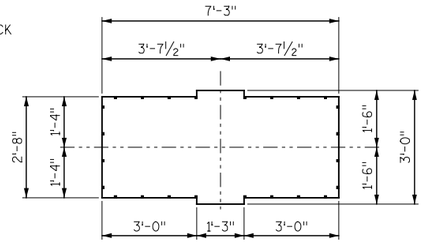


SECTION A - A



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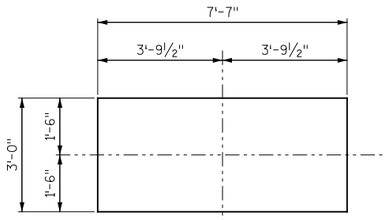


SECTION C - C

CONCRETE STAINING SCHEDULE

MARK	COLOR
A	BASE COLOR
B	ACCENT COLOR #1
D	ACCENT COLOR #3
E	ACCENT COLOR #4
F	ACCENT COLOR #5

* STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-197

DRAWN BY VC | PLANS CK'D. CES

CONCRETE TOWER 2 AESTHETIC DETAILS

SHEET 9 OF 10

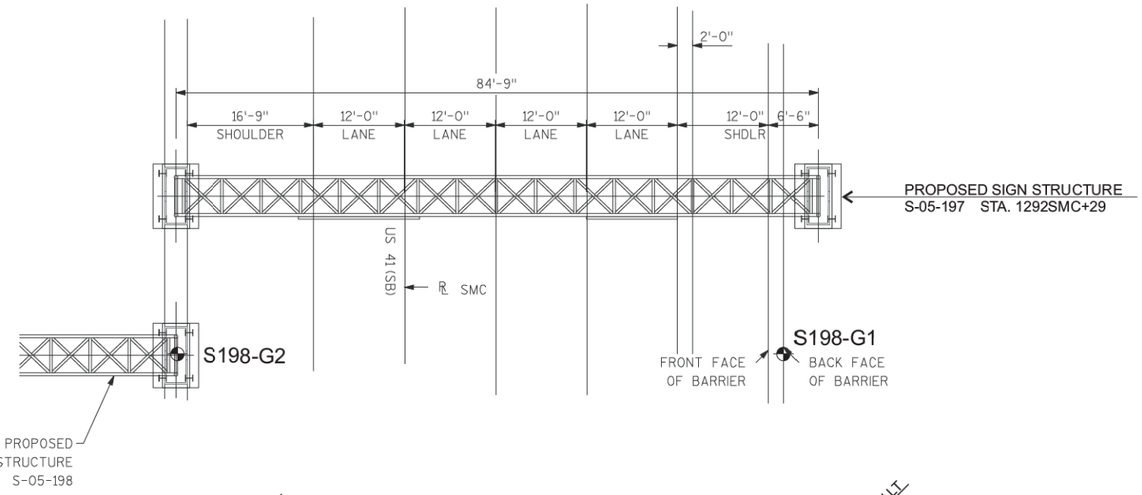
1174

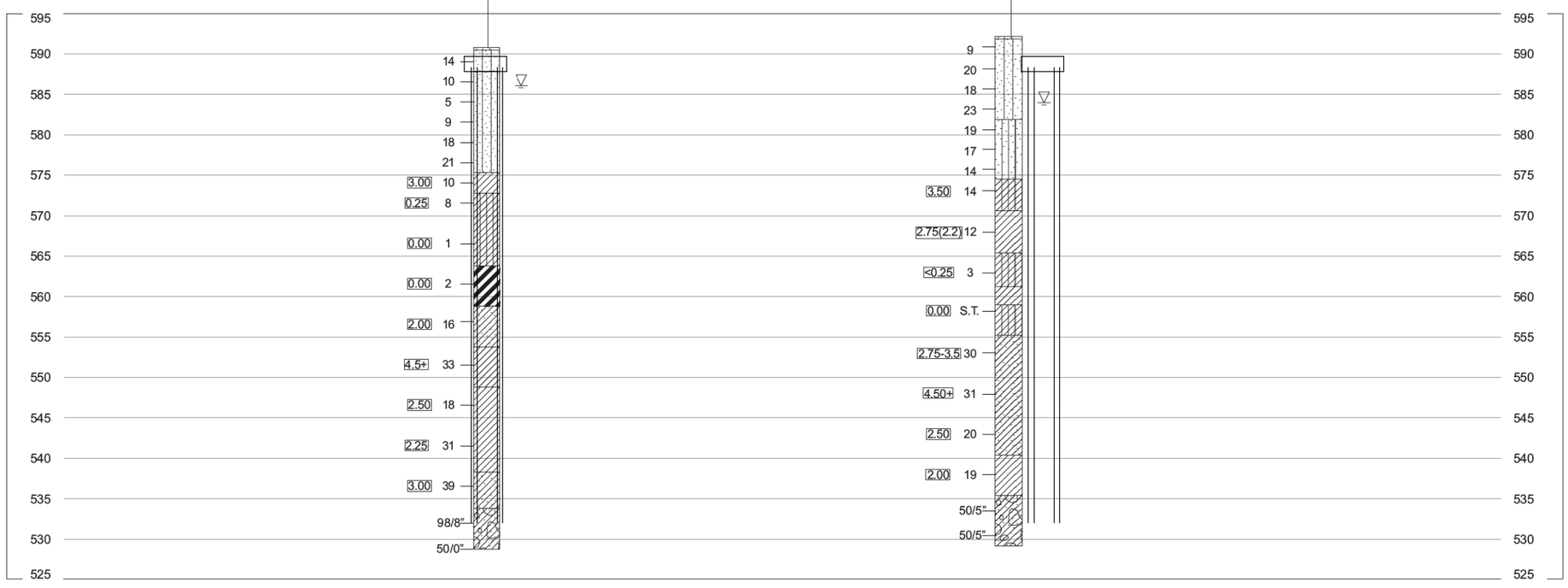
8

8

FILE NAME :S-05-197.dgn
PLOT DATE :3/6/2013 4:32:29 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by levels.plt PEN :CEL_TextSub_ScreenControlByLevel.tbl

USH-41 (S-05-197)
05-BROWN, WI





NOTE: ▽ -WATER LEVEL DURING DRILLING

STATE PROJECT NUMBER

1133-10-81

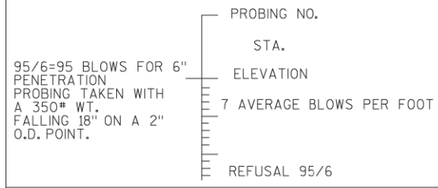
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

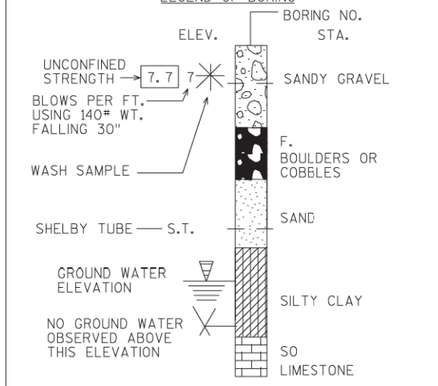
MATERIAL SYMBOLS

TOPSOIL SILT FAT CLAY
SAND PEAT DOLOMITE
GRAVEL CLAY FILL

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 S-05-197

DRAWN BY RE | PLANS CK'D. DB

SUBSURFACE EXPLORATION

SHEET OF
1175

SCALE 1"=20'

8

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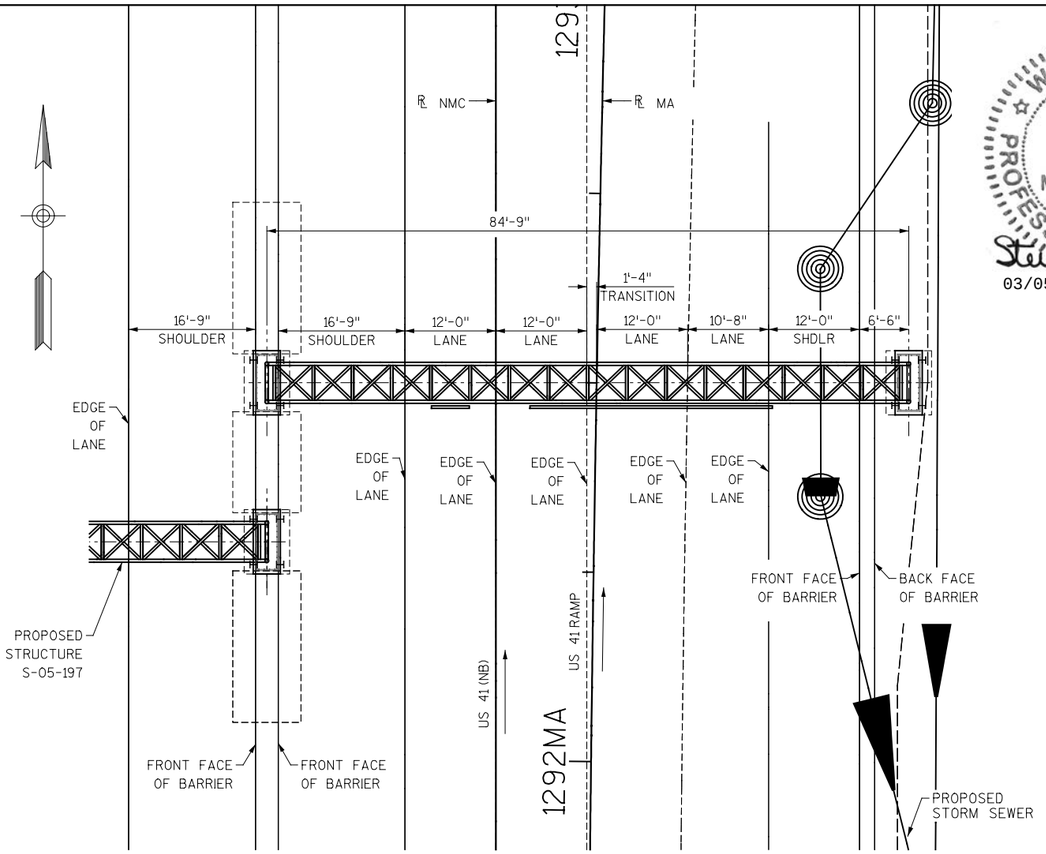
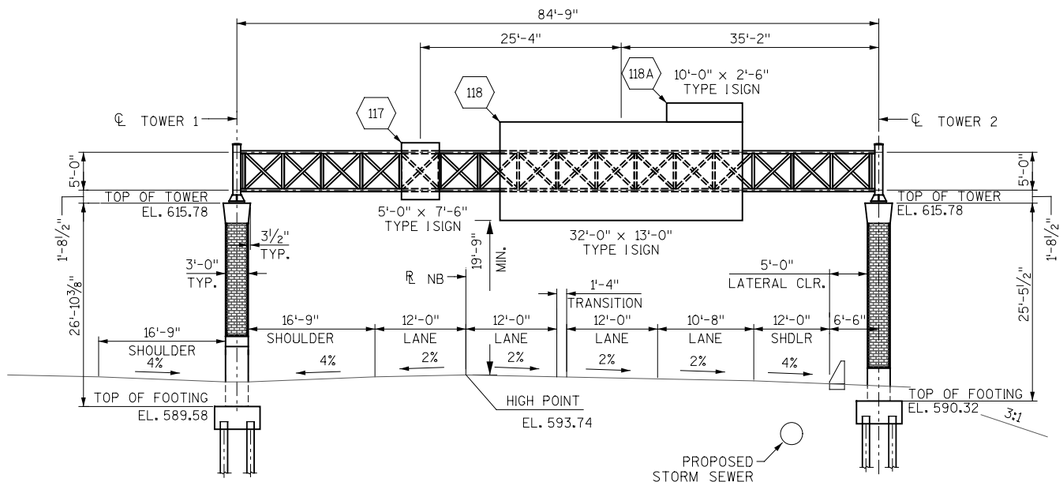


PLAN

STA. 1292NMC+50



ELEVATION

(LOOKING NORTH AT SIGN)

WISCONSIN
STEVEN J. MILLER
36937
MILWAUKEE, WI
PROFESSIONAL ENGINEER
Steven J. Miller
03/05/2013

LIST OF DRAWINGS

1. PLAN & ELEVATION
2. CONCRETE TOWER 1 FOUNDATION DETAILS
3. CONCRETE TOWER 1 DETAILS
4. CONCRETE TOWER 2 FOUNDATION DETAILS
5. CONCRETE TOWER 2 DETAILS
6. GALVANIZED STEEL SIGN BRIDGE
7. SIGN BRIDGE DETAILS
8. CONCRETE TOWER 1 AESTHETIC DETAILS
9. CONCRETE TOWER 2 AESTHETIC DETAILS
10. SUBSURFACE EXPLORATION

ULTIMATE DESIGN STRESSES:

TOWER

CONCRETE: .....f'c = 3,500 psi

HIGH STRENGTH BAR
STEEL REINFORCEMENT: .....fy = 60,000 psi

SIGN BRIDGE

STEEL COLUMN PIPE: .....fy = 42,000 psi
A.P.I. SPEC 5L GRADE X42

STEEL PIPE MEMBERS OF TRUSS: .....fy = 42,000 psi
A.P.I. SPEC 5L GRADE X42

PLATES, BARS, STRUCTURAL ANGLES: .....fy = 36,000 psi
A.S.T.M. A709 GRADE 36

STEEL ANCHOR BOLTS: .....fy = 55,000 psi
A.A.S.H.T.O. M314-90 GRADE 55

ALL BOLTED CONNECTIONS: ¾" ϕ A325 BOLTS,
GALVANIZED A.S.T.M. A153, CLASS C

DESIGN DATA

DEAD LOAD - WT. OF SIGN AND SUPPORTING STRUCTURE. NO PROVISIONS HAVE BEEN INCLUDED FOR A CATWALK OR LIGHTING.

LIVE LOAD - NONE.

ICE LOAD - 3 P.S.F. TO 1 FACE OF SIGN & AROUND SURFACE OF MEMBERS.

WIND PRESSURE - 90 M.P.H. (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD + WIND	133
3. DEAD + ICE + ½ (WIND†)	133

† MIN. VALUE OF 25 PSF FOR GR. 3

TYPE I SIGN DESIGN DATA

MAX DESIGN SIGN AREA (SQ. FT.)	MAX. TYPE I SIGN DEPTH
960	16'-0"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

ALL STRUCTURAL STEEL MEMBERS SHALL BE GALVANIZED.

CENTER SIGNS VERTICALLY ON CHORD/TRUSS.

CONTRACTOR SHALL VERIFY DIMENSIONS PRIOR TO FABRICATION OF CONCRETE TOWERS AND SIGN BRIDGE.

EXCAVATION REQUIRED TO CONSTRUCT THE CONCRETE TOWER FOUNDATION ABOVE THE DRILLED SHAFTS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".

THE LOCATION OF EXISTING OR PROPOSED UTILITIES AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITY SERVICES ARE NOT SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR THE SIGN BRIDGE IN ACCORDANCE WITH SDD STRUCTURE IDENTIFICATION PLAQUES, SIGN BRIDGES AND OVERHEAD SIGN SUPPORT. FASTEN THE IDENTIFICATION PLAQUE TO THE TOWER USING 3 - ¼" DIAMETER BY 1¾" LONG STAINLESS STEEL CONCRETE SCREWS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN BRIDGE S-05-198 "

SIGNS OR BLANKS SHALL BE INSTALLED ON THE TRUSS AT THE TIME OF ERECTION. BLANKS SHALL BE ¼ THE LENGTH OF THE BRIDGE, 2'-0" DEEPER THAN CENTER TO CENTER OF CHORDS & SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED IN PLANS. SIGN BLANKS AND MOUNTING HARDWARE SHALL BE INCIDENTAL TO "SIGN BRIDGE S-05-198 "

THE UPPER 12" OF ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE A.A.S.H.T.O. SPECIFICATION AS STATED IN SECTION 641. OF THE WISDOT STANDARD SPECIFICATIONS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF UNIT CAN BE GALVANIZED IN ONE PIECE.

THE SIGN SUPPORTS CONCRETE MASONRY QUANTITY IS BASED ON THE OUT-TO-OUT CONCRETE DIMENSIONS. NO DEDUCTIONS IN QUANTITY FOR THE ARCHITECTURAL SURFACE TREATMENT RELIEF HAVE BEEN MADE.

PROVIDE A ¾" CHAMFER OR 1" RADIUS ON ALL EXPOSED CONCRETE EDGES.

⬡ ## - REPRESENTS THE SIGN NO. REFER TO THE PERMANENT SIGNING SHEETS.

* SIGN PANEL DIMENSIONS ARE TO THE CENTER OF THE SIGN PANEL. CONTRACTOR TO FIELD VERIFY SIGN PANEL DISPLAYS CORRELATE WITH ROADWAY LANE LAYOUT.

CONTACTS

BUREAU OF STRUCTURES CONTACT
BILL DREHER: (608)266-8489

CONSULTANT CONTACT, COLLINS ENGINEERS, INC.
STEVE J. MILLER: (414)282-6905

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
550.1120	PILING STEEL HP 12-INCH X 53 LB	LF	510
636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	53
636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	730
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	7670
641.6600	SIGN BRIDGE S-05-198	LS	1
SPV.0165.500	ARCHITECTURAL SURFACE TREATMENT	SF	570
SPV.0165.501	STAINING CONCRETE	SF	880
SPV.0165.502	STAINING CONCRETE BRICK	SF	570

STATE PROJECT NUMBER

1133-10-81

NO.	DATE	REVISION	BY

COLLINS ENGINEERS INC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 03/08/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-05-198

DE PERE - SUAMICO

COUNTY	TOWN/CITY/VILLAGE
BROWN	

DESIGN SPEC. AASHTO 2001 THRU 2006 INTERIM

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
CES	SJM	DW	VC

PLAN & ELEVATION

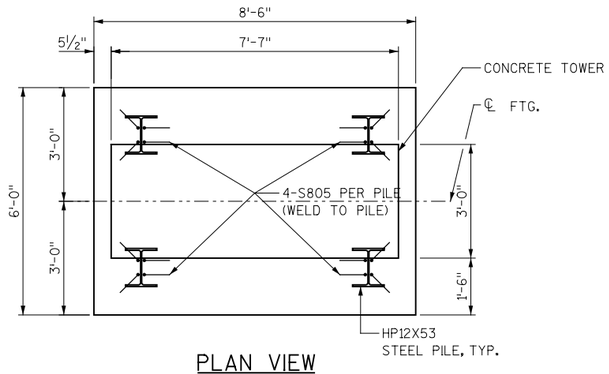
SHEET 1 OF 10
1176

8

8

FILE NAME: 15-05-198.dgn
PLOT DATE: 13/5/2013 4:38:51 PM PLOT BY: Veronica Chavez-VE DRV: Pdf_bw_HS.by level.pit PEN: CEL.TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER
1133-10-81

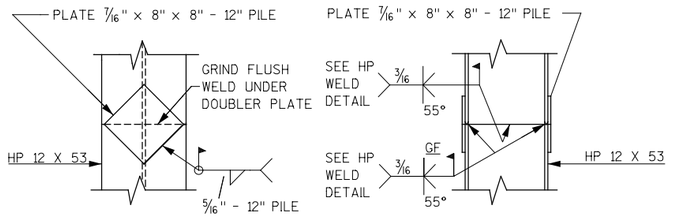


PLAN VIEW

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
S412	2 SERIES OF 4	12'-3" TO 12'-10"
S417	2 SERIES OF 4	3'-4" TO 3'-10"

BUNDLE AND TAG EACH SERIES SEPARATELY



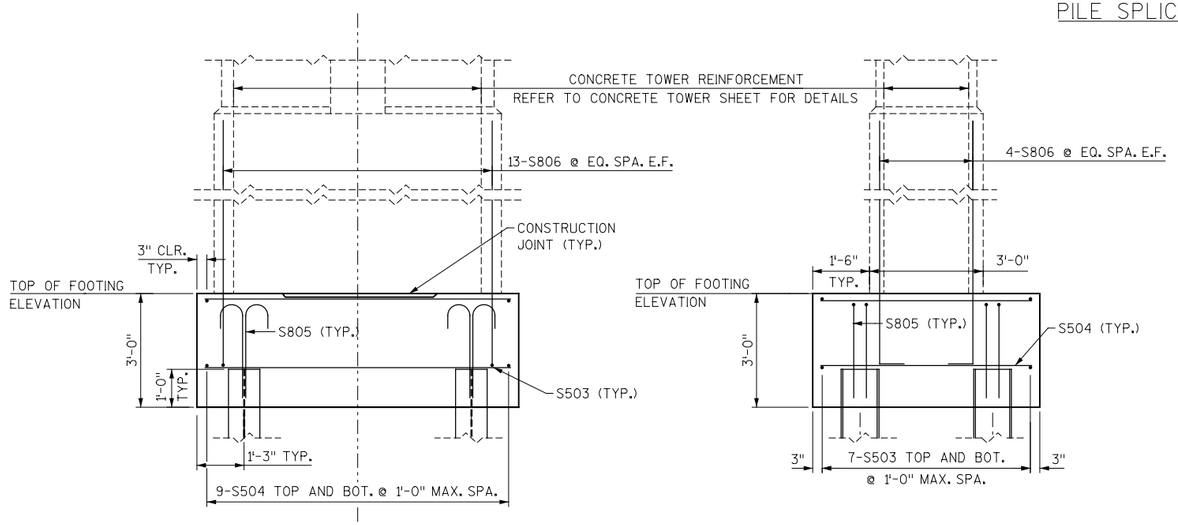
PILE SPLICE DETAIL

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

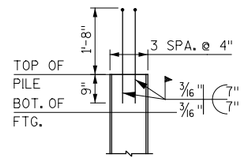
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
S503		14	8'-0"			CAP LONGITUDINAL
S504		18	5'-6"			CAP TRANSVERSE
S805		16	3'-4"	▲		WELDED TO PILES
S806	X	30	12'-1"	▲		CAP BEAM VERTICAL
S407	X	20	11'-6"	▲		HORZ. STIRRUP, BOTTOM OF TOWER
S808	X	30	26'-8"			VERT. REINF., MIDDLE OF TOWER
S409	X	4	14'-9"			VERT. REINF., MIDDLE OF TOWER
S410	X	40	10'-7"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S411	X	32	5'-1"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S412	X	8	12'-7"	▲	△	HORZ. STIRRUP, TOP OF TOWER
S413	X	4	5'-0"	▲		VERT. REINF., TOP OF TOWER
S414	X	20	2'-4"			VERT. REINF., TOP OF TOWER
S415	X	30	3'-4"	▲		HORZ. CROSSTIE, BOTTOM OF TOWER
S416	X	60	2'-11"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S417	X	8	3'-7"	▲	△	HORZ. CROSSTIE, TOP OF TOWER

△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WIEGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

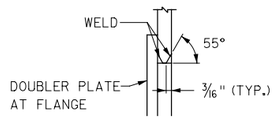


ELEVATION VIEW

END VIEW



PILE HEAD DETAIL



HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

FOUNDATION NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF FOOTING ELEVATIONS.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" x 6" x 1'-6" LONG BEVELED KEYWAY.

FOUNDATION DATA

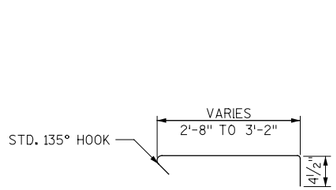
SIGN BRIDGE TO BE SUPPORTED ON HP12X53 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH 55 FEET LONG.

**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 THE MODIFIED GATES FORMULA TO DETERMINE DRIVEN PILE CAPACITY.

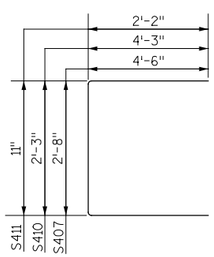
IF THE PILE OBTAINS A CAPACITY AT A LENGTH THAT IS MORE THAN 10 FEET SHORTER THAN THE ESTIMATED LENGTH, THE CONTRACTOR MUST NOTIFY THE ENGINEER FOR APPROVAL.

STEEL HP PILE MATERIAL SHALL BE A.S.T.M. A572. Fy=50,000 psi. PILE SPLICES (IF REQUIRED) SHALL BE MADE BY A CERTIFIED WELDER USING LOW HYDROGEN ELECTRODES.

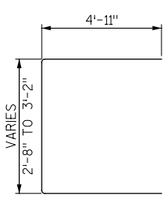
WELDING OF THE REINFORCEMENT BARS TO THE PILES SHALL BE MADE BY A CERTIFIED WELDER USING LOW HYDROGEN ELECTRODES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PILING STEEL HP 12-INCH X 53 LB".



S417



S407,S410,S411



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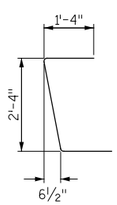
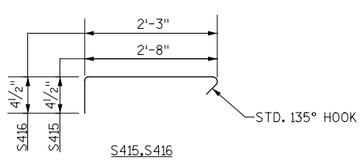
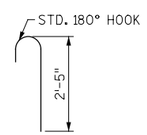


S413



S415,S416

S806



S805

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-198

DRAWN BY VC | PLANS CK'D. CES

CONCRETE TOWER 1 FOUNDATION DETAILS

SHEET 2 OF 10

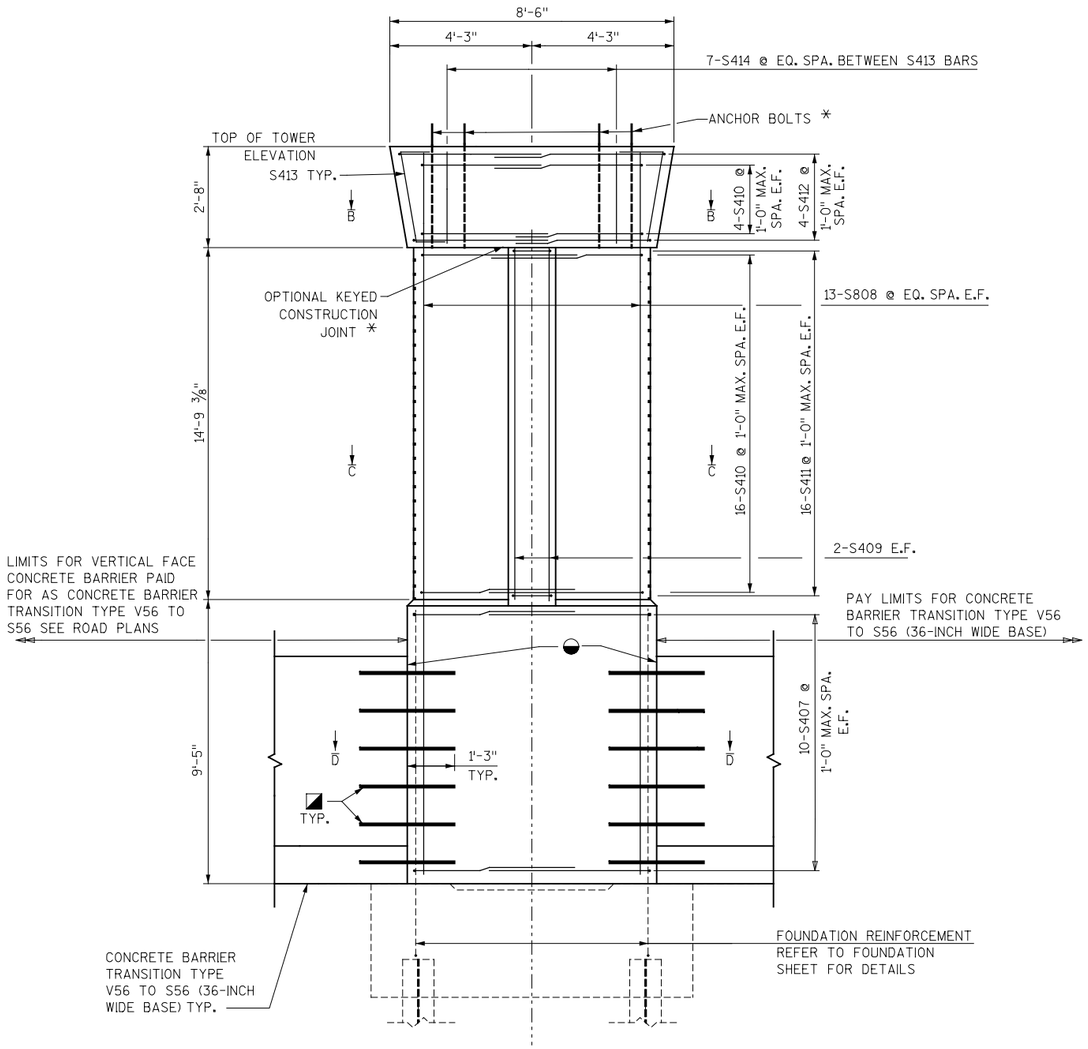
1177

8

8

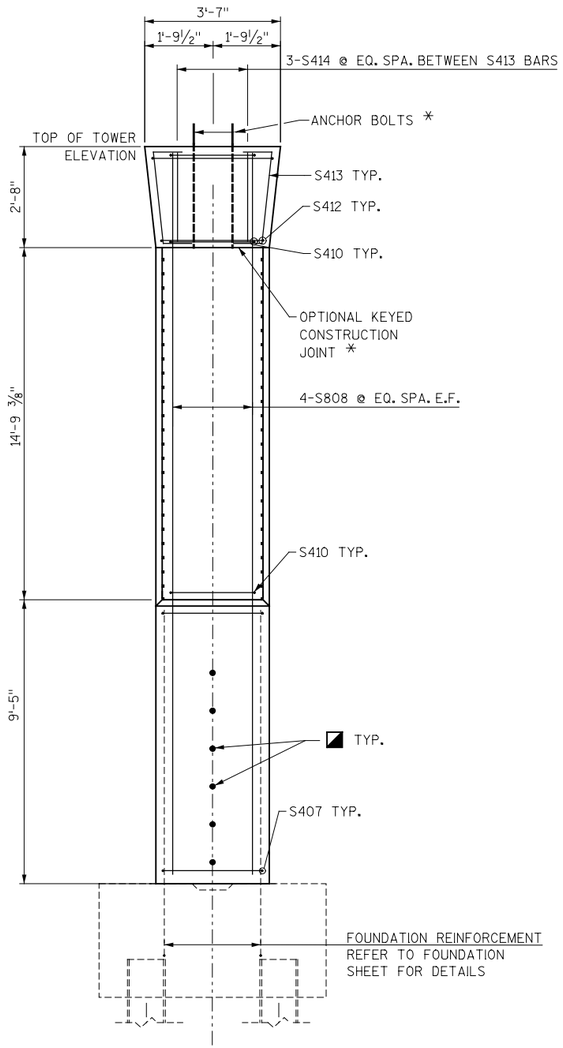
FILE NAME :S-05-198.dgn
PLOT DATE :3/6/2013 4:38:53 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by levelplt PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER
1133-10-81



ELEVATION VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS



END VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS

TOWER NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR FROM THE FACE OF THE SMOOTH CONCRETE AND 2½" FROM THE FACE OF THE ARCHITECTURAL SURFACE TREATMENT, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

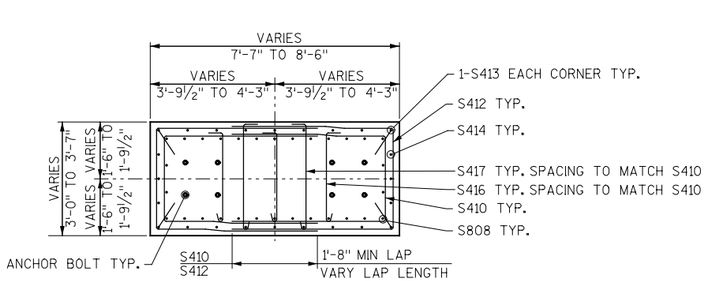
ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

COORDINATE THE LOCATION OF THE ELECTRICAL CONDUIT IN THE TOWER TO MATCH THE LOCATION OF THE CONDUIT IN THE CONCRETE BARRIER.

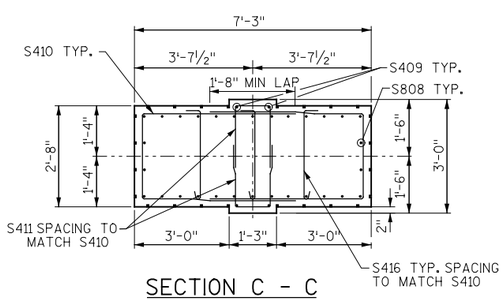
* PLACE ANCHOR BOLTS PRIOR TO POURING MIDDLE SECTION OF CONCRETE TOWER. OPTIONAL KEYED CONSTRUCTION JOINT MAY BE LOCATED AT A GROUT LINE BELOW THE ANCHOR ASSEMBLIES. THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS THE CONSTRUCTION JOINT. OMIT JOINT BEVELED EDGES.

◪ PLACE 1" ϕ PLAIN (SMOOTH) ROUND DOWEL BARS, 2'-6" LONG BETWEEN BARRIER AND CONCRETE TOWER. USE DEBONDER ON EXTENSION INTO BARRIER. ASTM A36 MATERIAL MAY BE SUBSTITUTED FOR AASHTO M31. SPACE DOWELS AT 1'-0". COST OF ITEMS ARE TO BE INCLUDED IN THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".

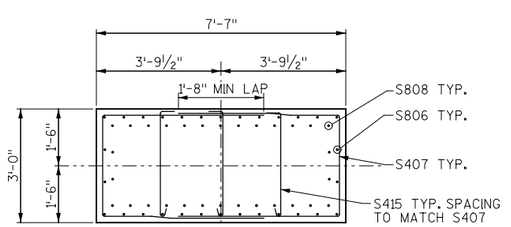
◒ PLACE 1/2" EXPANSION JOINT FILLLER BETWEEN TOWER AND BARRIER WALL, TYP. THE JOINT FILLER SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".



SECTION B - B



SECTION C - C



SECTION D - D

(DOWEL BARS OMITTED FOR CLARITY)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-198

DRAWN BY VC | PLANS CK'D. CES

CONCRETE TOWER 1 DETAILS

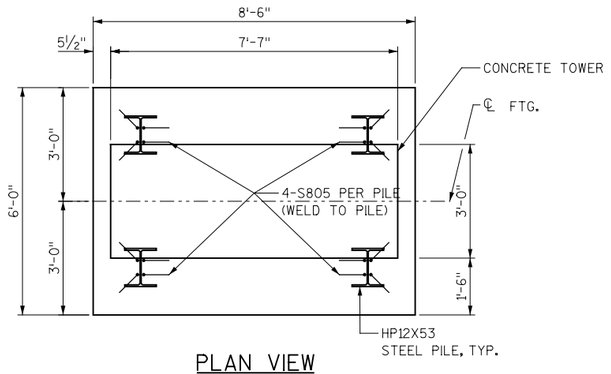
SHEET 3 OF 10
1178

8

8

FILE NAME :S-05-198.dgn
PLOT DATE :23/6/2013 4:38:56 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by level.plt PEN :CEL.TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER
1133-10-81

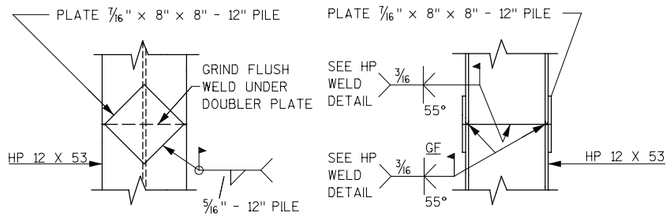


PLAN VIEW

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
S412	2 SERIES OF 4	12'-3" TO 12'-10"
S417	2 SERIES OF 4	3'-4" TO 3'-10"

BUNDLE AND TAG EACH SERIES SEPARATELY



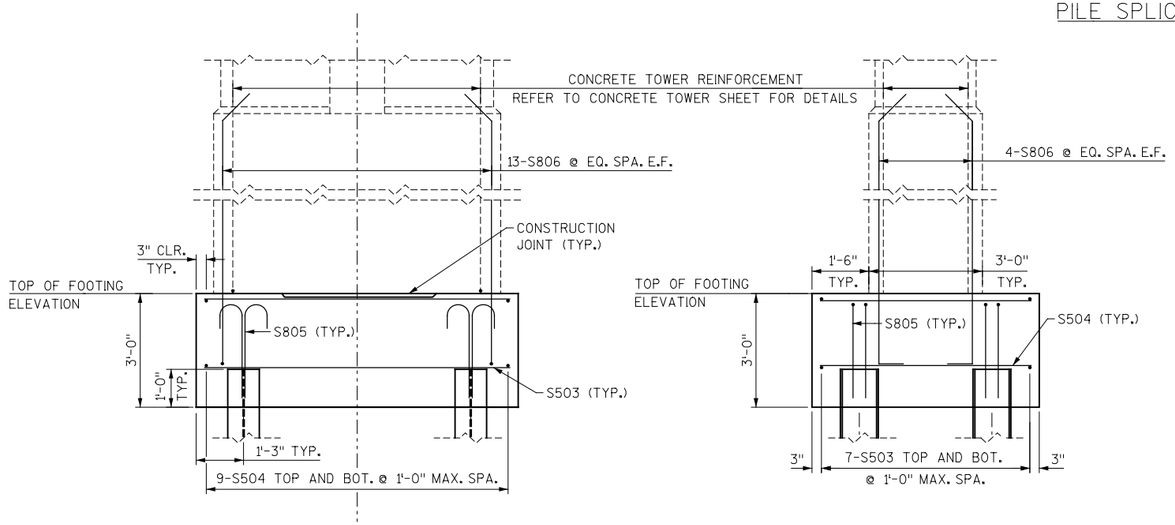
PILE SPLICE DETAIL

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

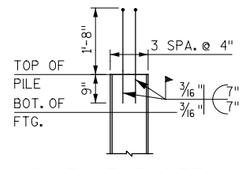
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
S503		14	8'-0"			CAP LONGITUDINAL
S504		18	5'-6"			CAP TRANSVERSE
S805		16	3'-4"	▲		WELDED TO PILES
S806	X	30	8'-6"	▲		CAP BEAM VERTICAL
S407	X	10	11'-6"	▲		HORZ. STIRRUP, BOTTOM OF TOWER
S808	X	30	26'-4"	▲		VERT. REINF., MIDDLE OF TOWER
S409	X	4	18'-3"			VERT. REINF., MIDDLE OF TOWER
S410	X	46	10'-7"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S411	X	38	5'-1"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S412	X	8	12'-7"	▲	△	HORZ. STIRRUP, TOP OF TOWER
S413	X	4	5'-0"	▲		VERT. REINF., TOP OF TOWER
S414	X	20	2'-4"			VERT. REINF., TOP OF TOWER
S415	X	15	3'-4"	▲		HORZ. CROSSTIE, BOTTOM OF TOWER
S416	X	69	2'-11"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S417	X	8	3'-7"	▲	△	HORZ. CROSSTIE, TOP OF TOWER

△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WIEGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

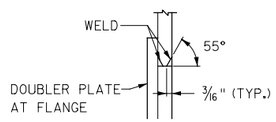


ELEVATION VIEW

END VIEW



PILE HEAD DETAIL



HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

FOUNDATION NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF FOOTING ELEVATIONS.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" x 6" x 1'-6" LONG BEVELED KEYWAY.

FOUNDATION DATA

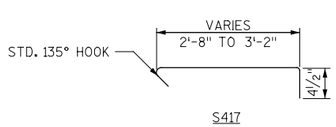
SIGN BRIDGE TO BE SUPPORTED ON HP12X53 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH 71 FEET LONG.

**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 THE MODIFIED GATES FORMULA TO DETERMINE DRIVEN PILE CAPACITY.

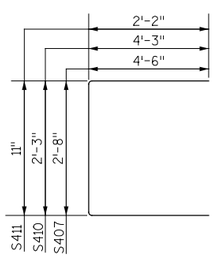
IF THE PILE OBTAINS A CAPACITY AT A LENGTH THAT IS MORE THAN 10 FEET SHORTER THAN THE ESTIMATED LENGTH, THE CONTRACTOR MUST NOTIFY THE ENGINEER FOR APPROVAL.

STEEL HP PILE MATERIAL SHALL BE A.S.T.M. A572. Fy=50,000 psi. PILE SPLICES (IF REQUIRED) SHALL BE MADE BY A CERTIFIED WELDER USING LOW HYDROGEN ELECTRODES.

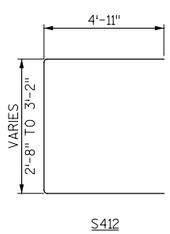
WELDING OF THE REINFORCEMENT BARS TO THE PILES SHALL BE MADE BY A CERTIFIED WELDER USING LOW HYDROGEN ELECTRODES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PILING STEEL HP 12-INCH X 53 LB".



S417



S407,S410,S411



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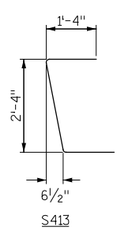

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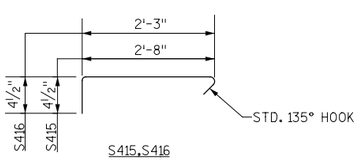
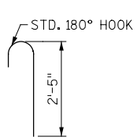
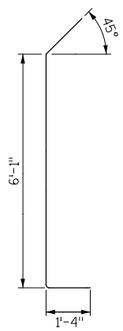


S415,S416



S805



S806

S808

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-198

DRAWN BY VC | PLANS CK'D. CES

CONCRETE TOWER 2 FOUNDATION DETAILS

SHEET 4 OF 10

1179

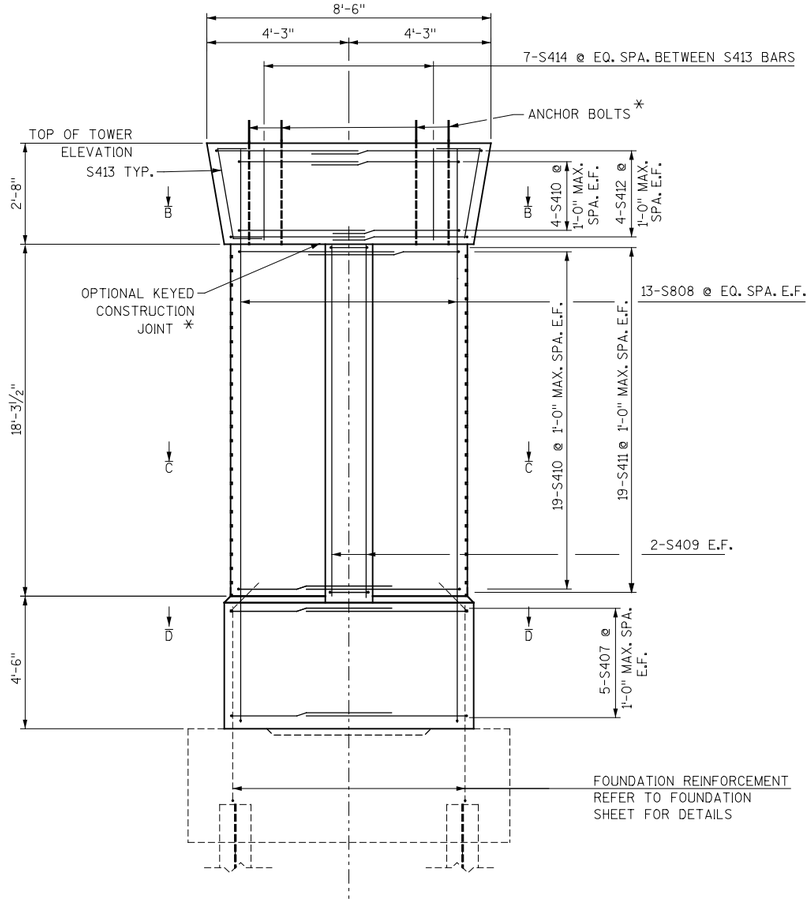
8

8

FILE NAME :S-05-198.dgn
PLOT DATE :3/6/2013 4:38:58 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by levelplt PEN :CEL_TextSub_ScreenControlByLevel.tbl

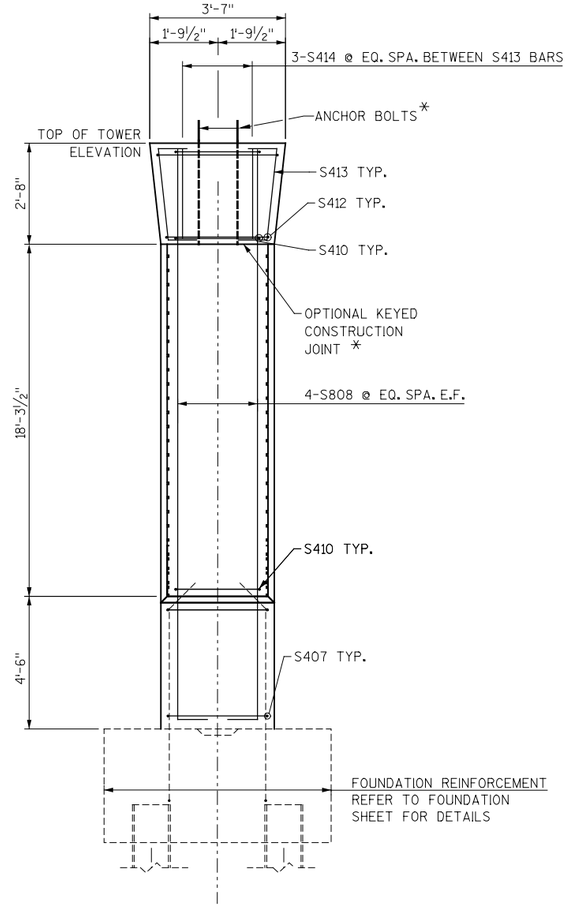
STATE PROJECT NUMBER

1133-10-81



ELEVATION VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS



END VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS

TOWER NOTES

DRAWING SHALL NOT BE SCALED.

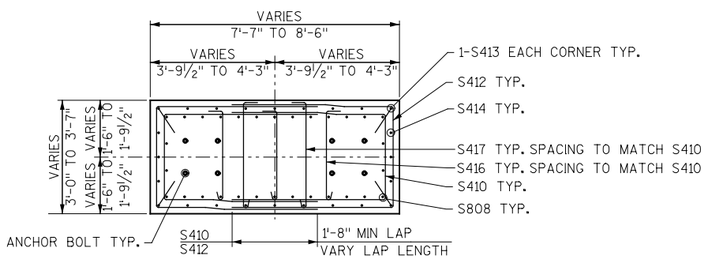
"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR FROM THE FACE OF THE SMOOTH CONCRETE AND 2½" FROM THE FACE OF THE ARCHITECTURAL SURFACE TREATMENT, UNLESS OTHERWISE NOTED.

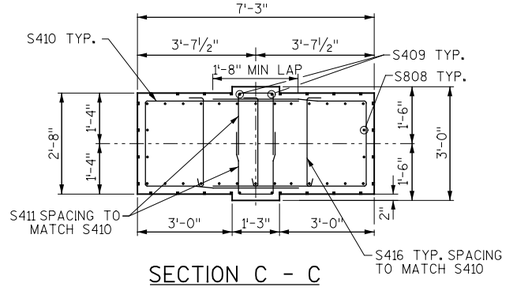
REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

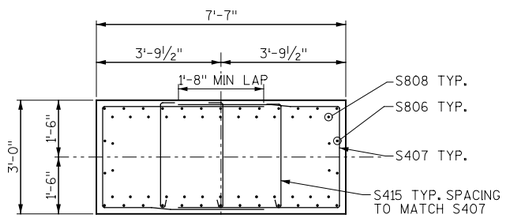
* PLACE ANCHOR BOLTS PRIOR TO POURING MIDDLE SECTION OF CONCRETE TOWER. OPTIONAL KEYED CONSTRUCTION JOINT MAY BE LOCATED AT A GROUT LINE BELOW THE ANCHOR ASSEMBLIES. THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS THE CONSTRUCTION JOINT. OMIT JOINT BEVELED EDGES.



SECTION B - B



SECTION C - C



SECTION D - D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-198

DRAWN BY VC | PLANS CK'D. CES

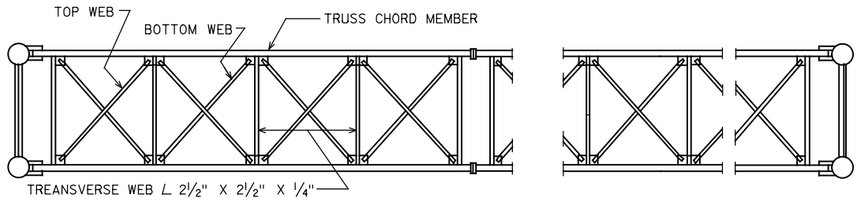
CONCRETE TOWER 2 DETAILS 1180

SHEET 5 OF 10

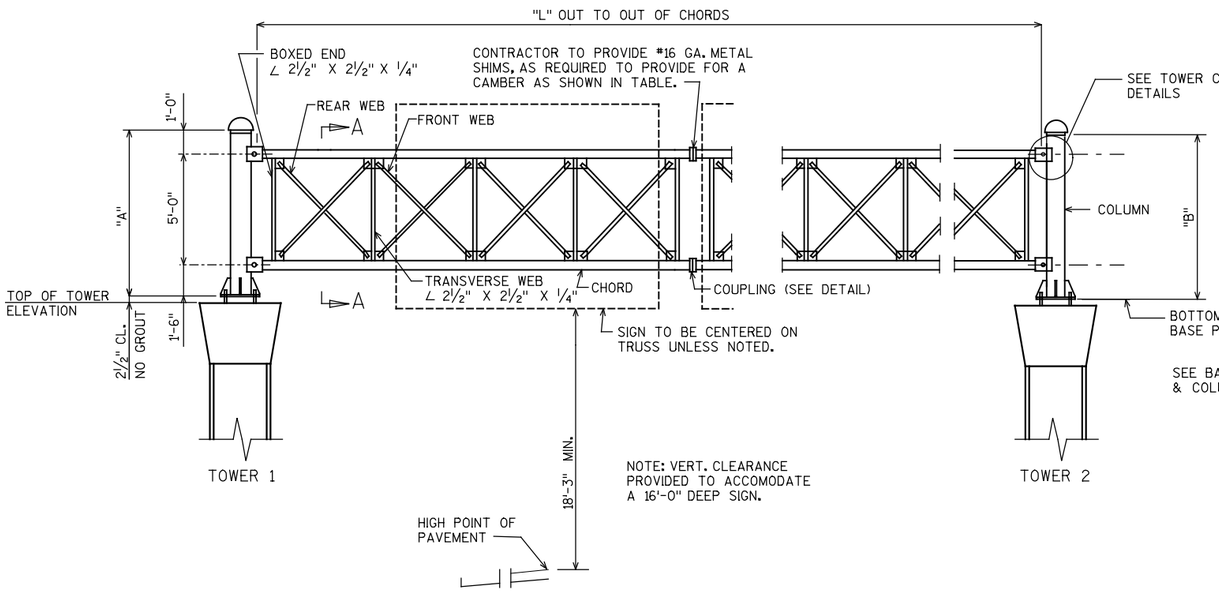
8

FILE NAME :S-05-198.dgn
PLOT DATE :3/6/2013 4:38:59 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by level.plt PEN :CEL_TextSub_ScreenControlByLevel.tbl

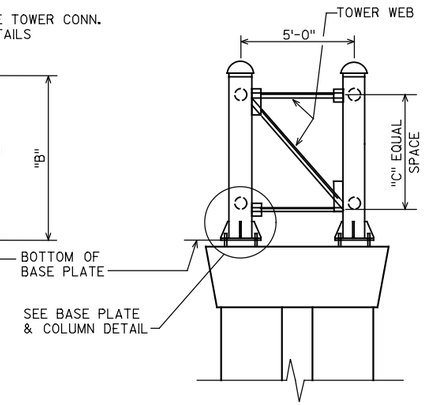
STATE PROJECT NUMBER
1133-10-81



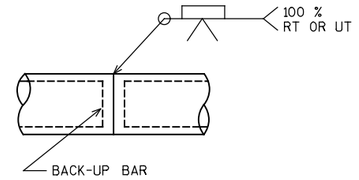
PLAN



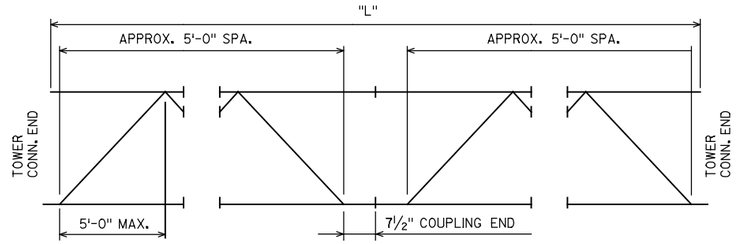
ELEVATION



TOWER 2 END VIEW
(TOWER 1 OPPOSITE HAND)

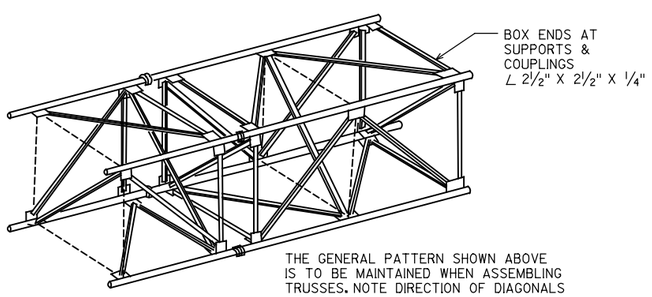


OPTIONAL COLUMN OR CHORD SPLICE DETAIL

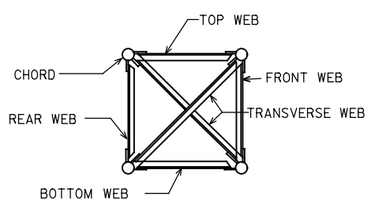


TRUSS ARRANGEMENT

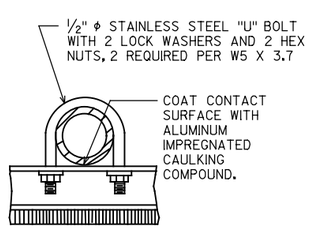
FABRICATOR MAY MAKE TRUSSES ANY LENGTH KEEPING A SECTION A MINIMUM OF 20'-0" & A MULTPLE OF 5'-0". CHORD FIELD SPLICES SHALL BE MADE WITH COUPLINGS. CHORD SHOP SPLICE SHALL BE THE WELDED SPLICE SHOWN ABOVE.



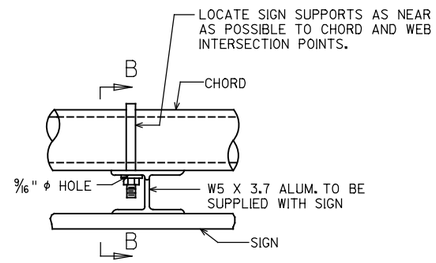
TYPICAL TRUSS SECTION



SECTION A



SECTION B



TYPICAL SIGN CONNECTION

GENERAL NOTES

DRAWING SHALL NOT BE SCALED

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

STRUCTURE MEMBER TABLE

A	B	C	CHORDS O.D. X THK.	TOP & BOTTOM WEB	FRONT & REAR WEB	COUPLING PLATE D1 & "T"	BOLT CIRCLE DIA. "D2"	NO. OF BOLTS IN COUPLING	CAMBER	COLUMN O.D. X THK.	TOWER WEBS	"L"
7'-6"	7'-6"	1	4"x0.226"	3"x3"x1/4"	3"x3"x1/4"	10.5" x 1"	7.5"	6	1⅜"	10.75"x0.365"	3"x3"x3/16"	83'-7¼"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-198

DRAWN BY VC | PLANS CK'D. CES

GALVANIZED STEEL SIGN BRIDGE 1181

SHEET 6 OF 10

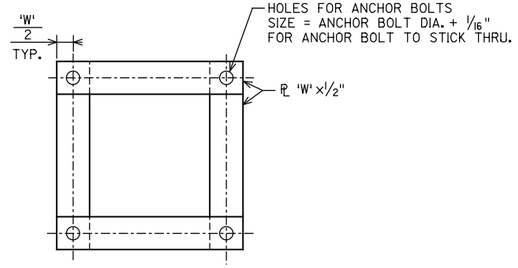
8

8

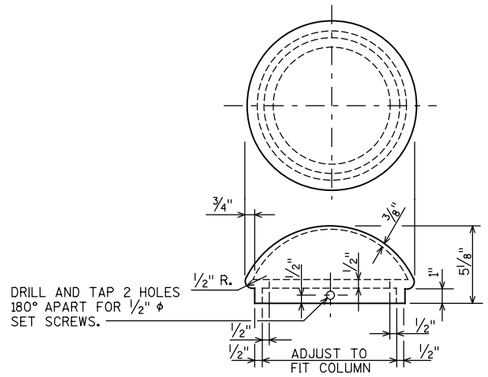
FILE NAME :S-05-198.dgn
PLOT DATE :3/6/2013 4:39:00 PM
PLOT BY : Veronica Chavez-Vil
DRV :Pdf_bw_HS.by level.plt PEN :CEL.TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

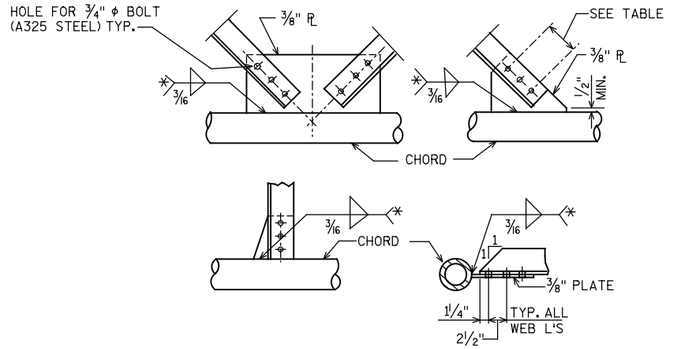
1133-10-81



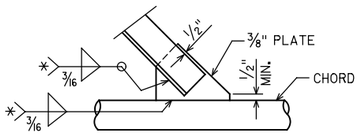
ANCHOR PLATE/TEMPLATE PLAN



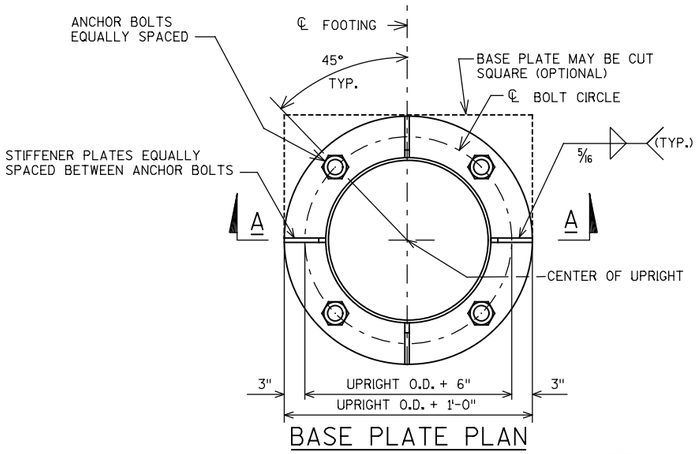
TOWER CAP DETAIL



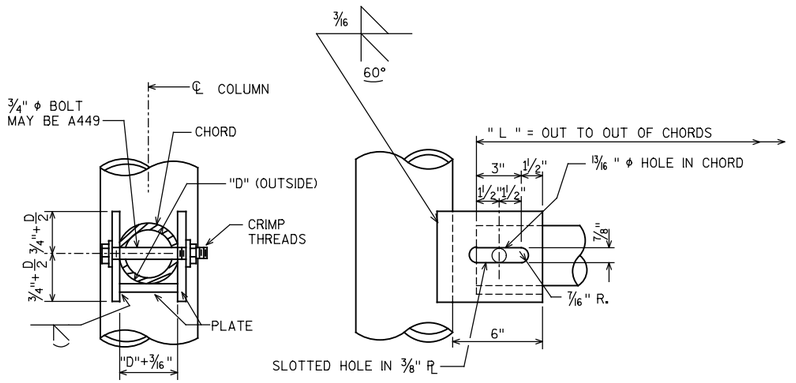
TYPICAL TRUSS CONNECTION DETAILS



TYPICAL WELDED ALTERNATE



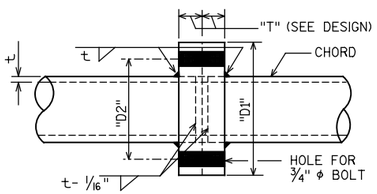
BASE PLATE PLAN



TOWER CONNECTION DETAIL

*ANGLE	WELD LENGTH	NO. OF BOLTS
● 2 1/2"x2 1/2"x1/4"	11"	3
3"x3"x3/16"	10"	3
3"x3"x1/4"	13"	4
3"x3"x5/16"	16 1/2"	5
3"x3"x3/8"	19 1/2"	6
4"x4"x1/4"	18"	5
4"x4"x5/16"	22"	6
4"x4"x3/8"	26"	8
4"x4"x7/16"	30"	9
4"x4"x1/2"	34"	10

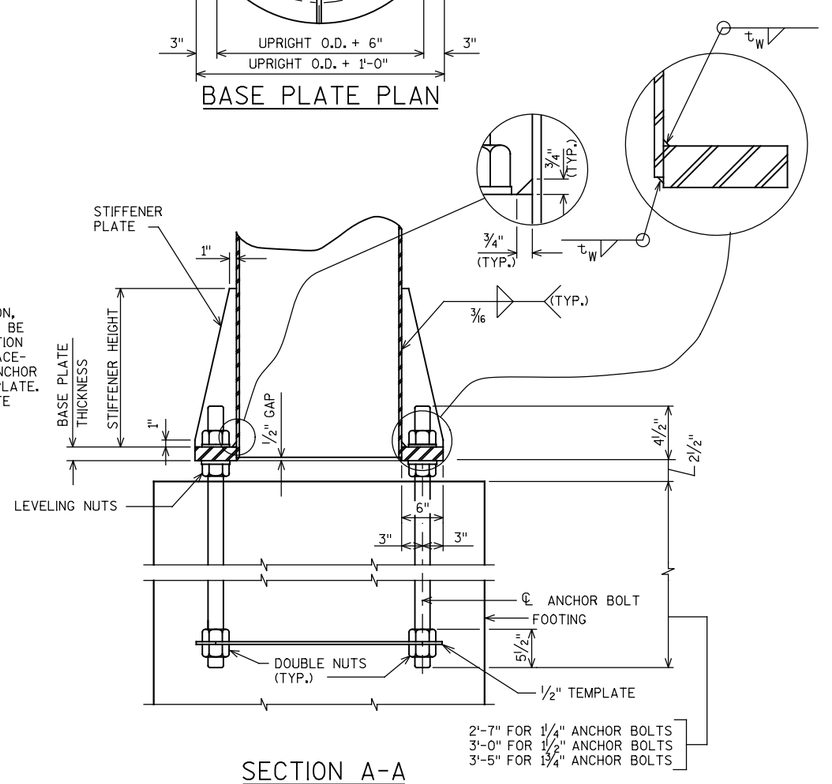
● ONLY USED FOR BOXED END AND TRANSVERSE BRACING.



COUPLING DETAIL

(CONNECTION BOLTS OMITTED FOR CLARITY)

NOTE:
PRIOR TO INSTALLATION, ANCHOR BOLTS SHALL BE RIGIDLY HELD IN POSITION DURING CONCRETE PLACEMENT USING STEEL ANCHOR PLATE AND TOP TEMPLATE. REMOVE TOP TEMPLATE (NOT SHOWN) AFTER CONCRETE SETS.



SECTION A-A

BASE PLATE & UPRIGHT COLUMN DETAILS

COLUMN O.D. X THK.	ANCHOR BOLTS	BASE PLATE THICKNESS (IN.)	STIFFENER PLATE THICKNESS (IN.)	STIFFENER PLATE HEIGHT (IN.)	t_W (IN.)
10.75"X0.365"	1 3/4"	1 3/4"	5/8"	10"	5/16"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-198

DRAWN BY VC | PLANS CK'D. CES

GALVANIZED STEEL SIGN BRIDGE DETAILS

SHEET 7 OF 10

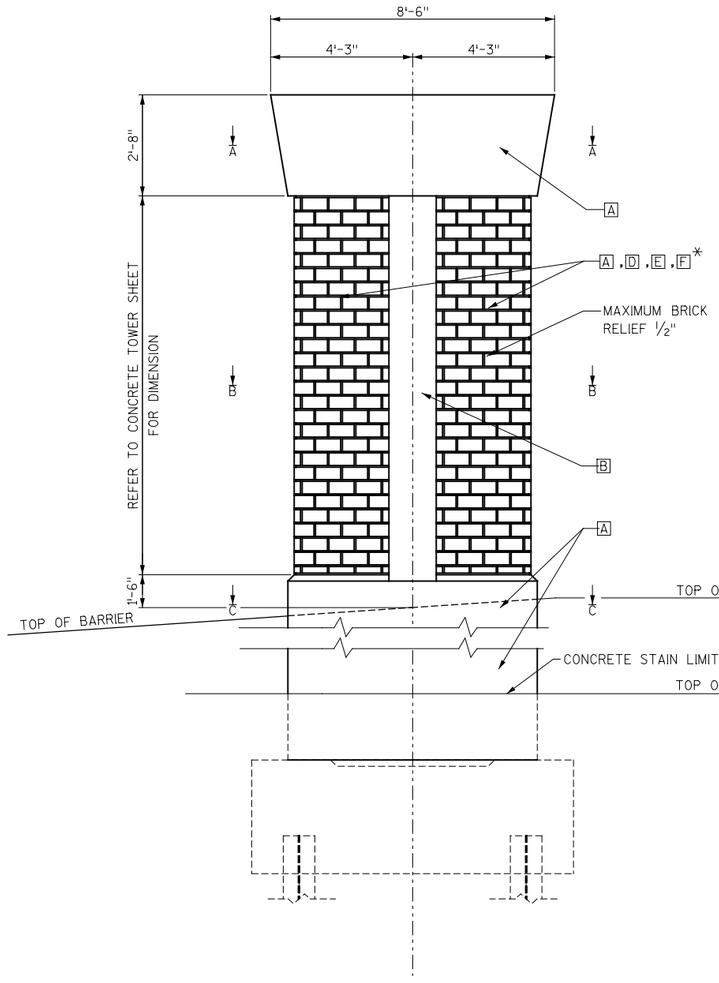
1182

8

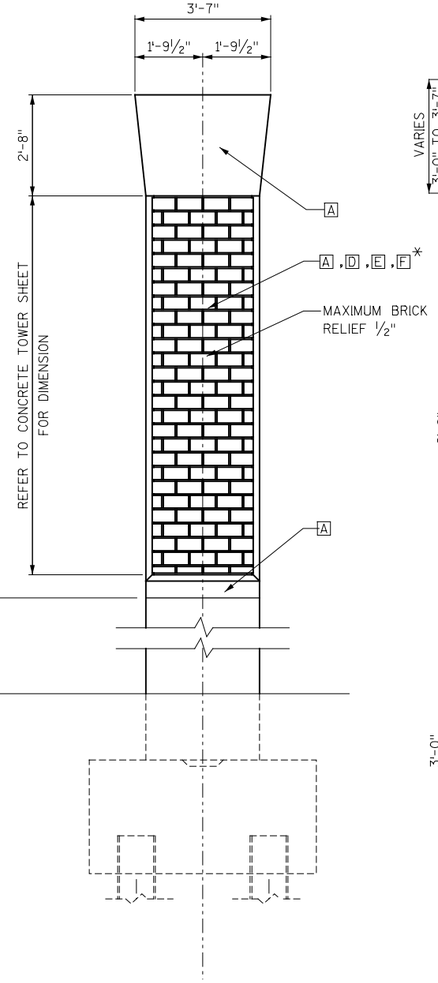
8

FILE NAME :S-05-198.dgn
PLOT DATE :3/6/2013 4:39:00 PM
PLOT BY : Veronica Chavez-Vil
DRV :Pdf_bw_HS.by levelplt PEN :CEL_TextSub_ScreenControlByLevel.tbl

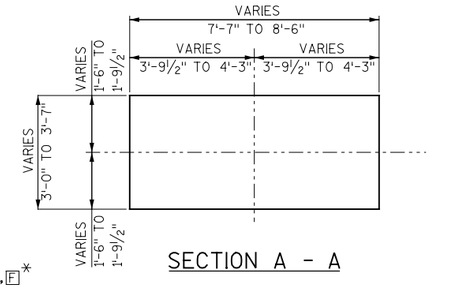
STATE PROJECT NUMBER
1133-10-81



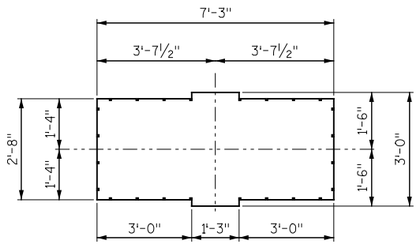
ELEVATION VIEW



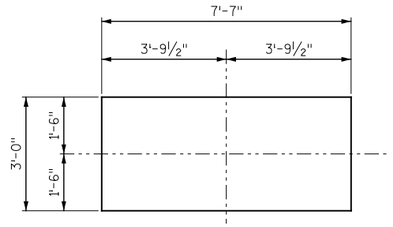
END VIEW



SECTION A - A



SECTION B - B



SECTION C - C

CONCRETE STAINING SCHEDULE

MARK	COLOR
A	BASE COLOR
B	ACCENT COLOR #1
D	ACCENT COLOR #3
E	ACCENT COLOR #4
F	ACCENT COLOR #5

* STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-198

DRAWN BY VC | PLANS CK'D. CES

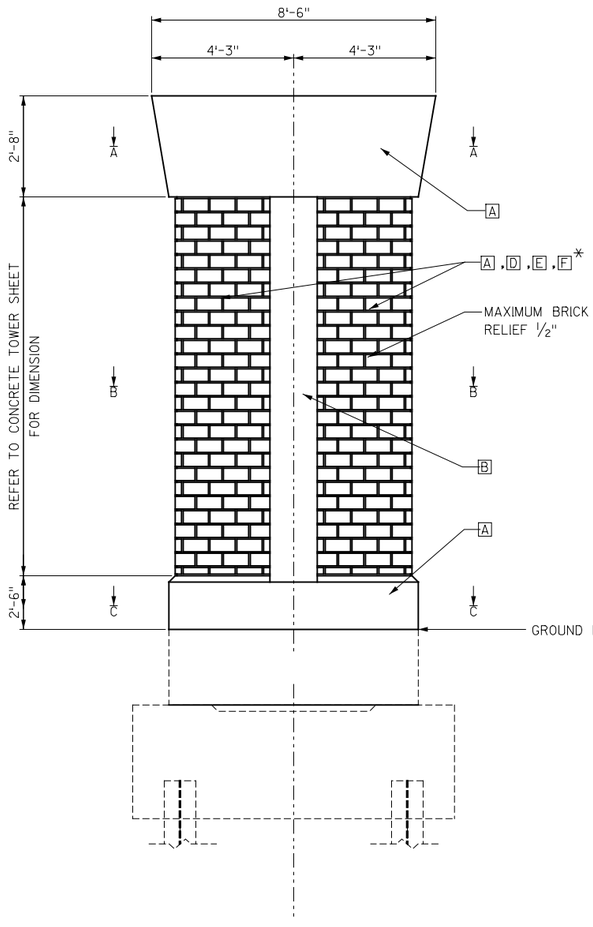
CONCRETE TOWER 1 AESTHETIC DETAILS

SHEET 8 OF 10

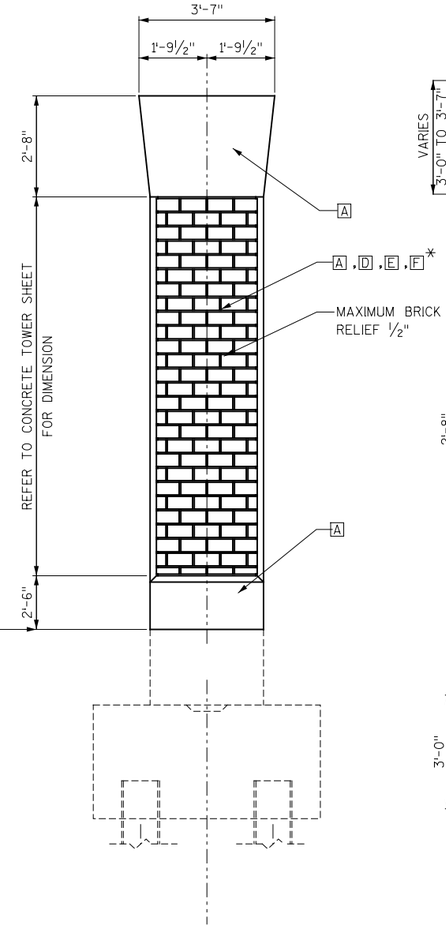
1183

FILE NAME :S-05-198.dgn
PLOT DATE :3/6/2013 4:39:02 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by levelplt PEN :CEL_TextSub_ScreenControlByLevel.tbl

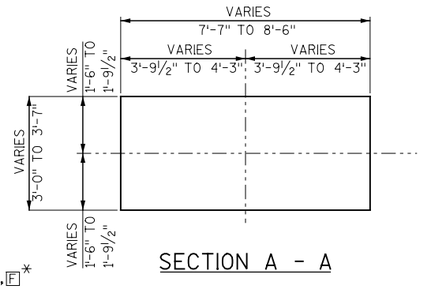
STATE PROJECT NUMBER
1133-10-81



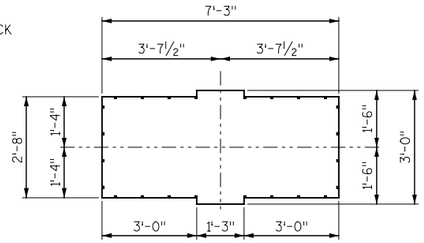
ELEVATION VIEW



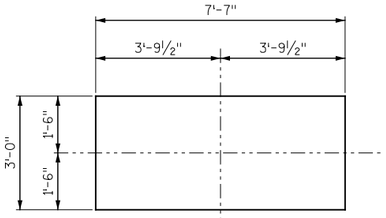
END VIEW



SECTION A - A



SECTION B - B



SECTION C - C

CONCRETE STAINING SCHEDULE

MARK	COLOR
A	BASE COLOR
B	ACCENT COLOR #1
D	ACCENT COLOR #3
E	ACCENT COLOR #4
F	ACCENT COLOR #5

* STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-198

DRAWN BY	VC	PLANS CK'D.	CES

CONCRETE TOWER 2 AESTHETIC DETAILS

SHEET 9 OF 10

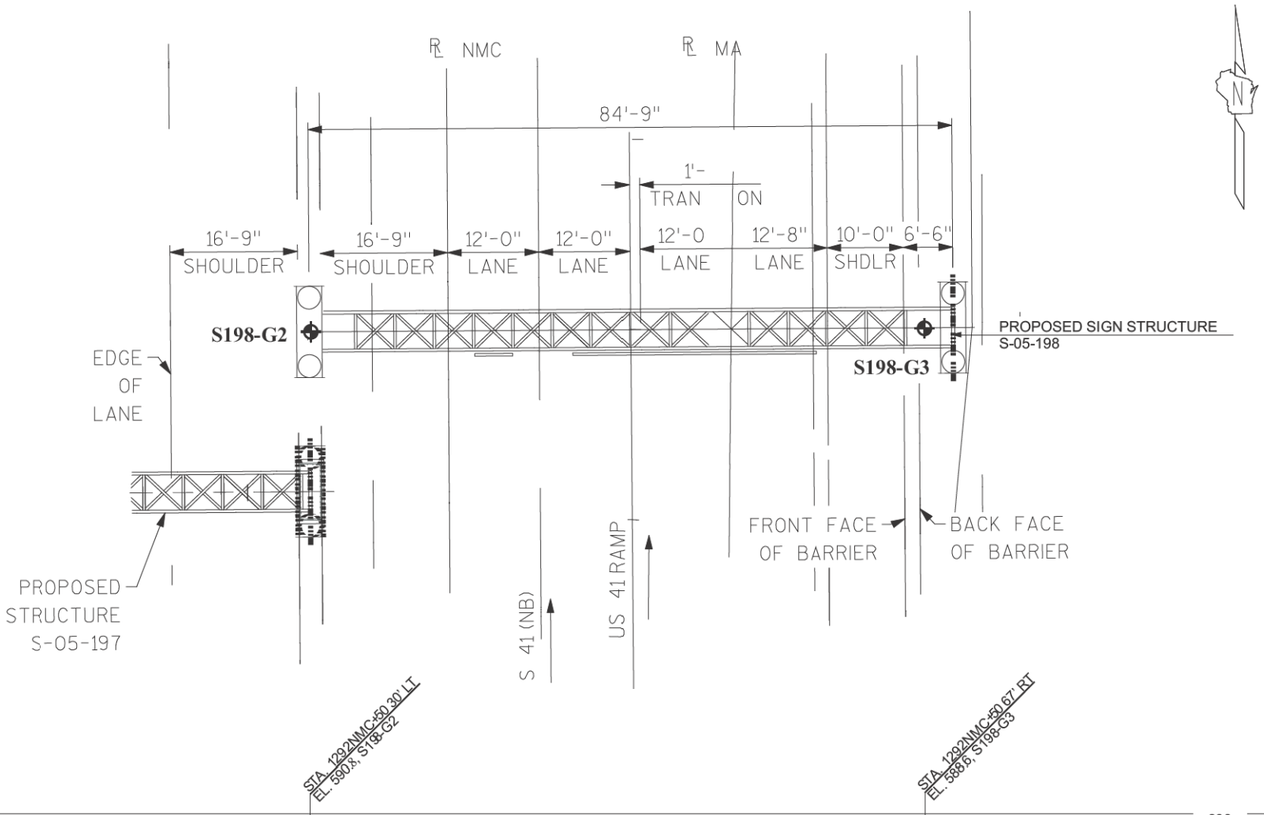
1184

8

8

FILE NAME :S-05-198.dgn
PLOT DATE :3/6/2013 4:39:04 PM PLOT BY : Veronica Chavez-Ri DRV :Pdf_bw_HS.by levelplt PEN :CEL_TextSub_ScreenControlByLevel.tbl

USH-41 (S-05-198)
05-BROWN, WI



DRILLING REFUSAL ON APPARENT BEDROCK @ ELEV. 513.8 FT (S198-G2) AND 528.8 FT (S198-G3)

STATE PROJECT NUMBER

1133-10-81

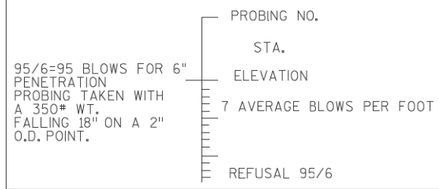
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

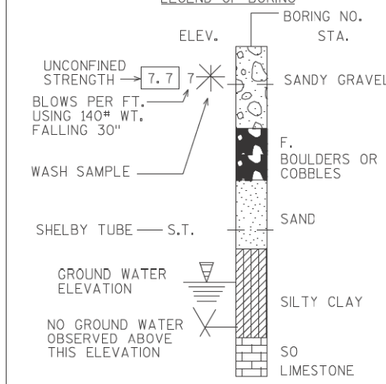
MATERIAL SYMBOLS

TOPSOIL SILT FAT CLAY
SAND PEAT DOLOMITE
GRAVEL CLAY FILL

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 S-05-198

DRAWN BY RH PLANS CK'D. DB

SUBSURFACE EXPLORATION

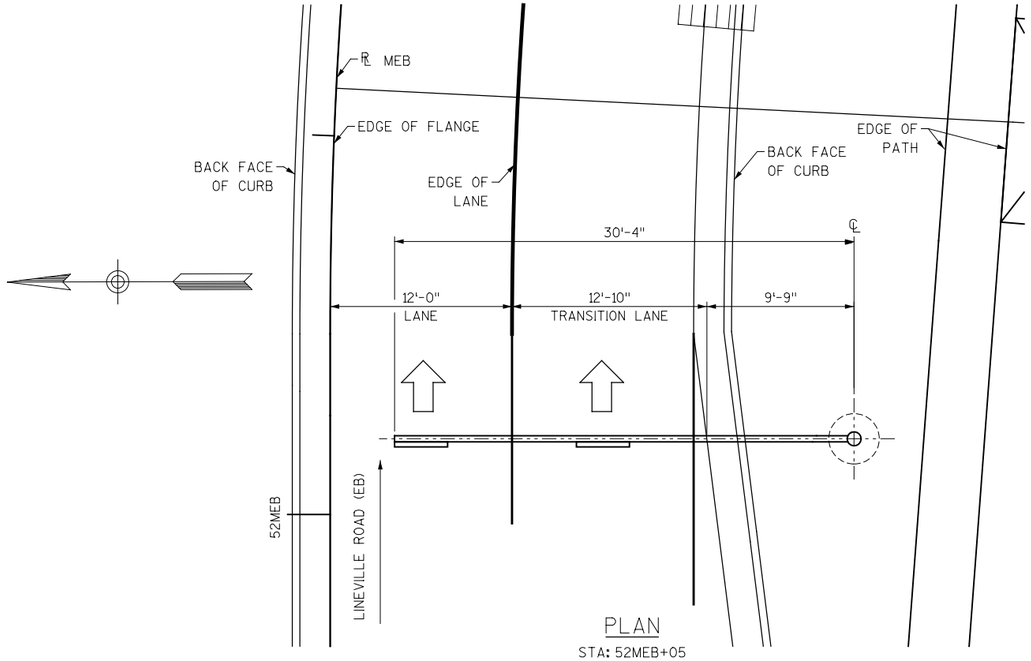
SHEET OF
1185

SCALE 1"=20'

8

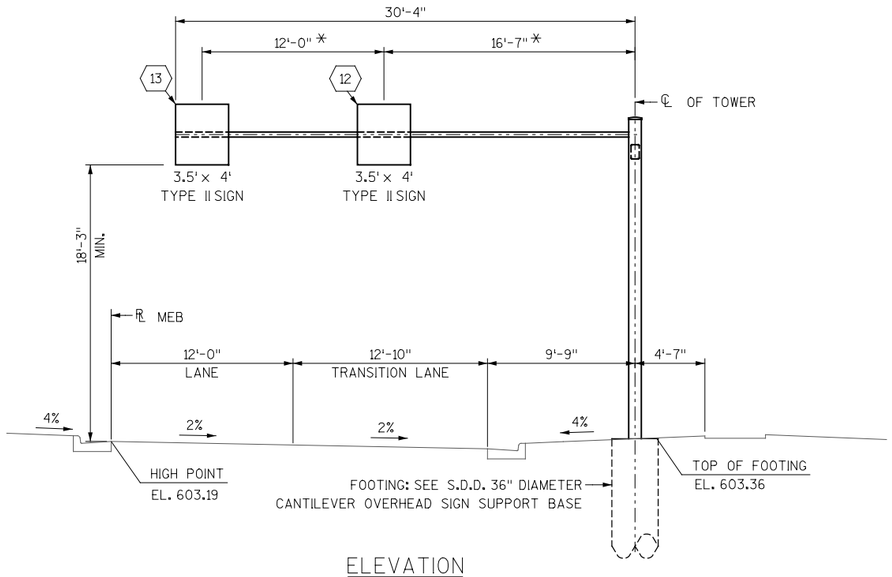
8

STATE PROJECT NUMBER
1133-10-72



PLAN

STA: 52MEB+05



ELEVATION

(LOOKING EAST AT FRONT FACE OF SIGNS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

OVERHEAD SIGN SUPPORTS SHALL BE DESIGNED AND FABRICATED USING STEEL.

CENTER SIGNS VERTICALLY ON CHORD/TRUSS.

THE LOCATION OF EXISTING OR PROPOSED UTILITIES AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITY SERVICES ARE NOT SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR THE OVERHEAD SIGN SUPPORT, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT BLACK FINISH STRUCTURE S-05-206""

DESIGN NEW OVERHEAD SIGN SUPPORT 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." THE OVERHEAD SIGN SHALL BE DESIGNED FOR FATIGUE CATEGORY I.

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

SIZE THE ANCHOR BOLT / TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS 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. SIGN BLANKS AND MOUNTING HARDWARE SHALL BE INCIDENTAL TO "OVERHEAD SIGN SUPPORT BLACK FINISH STRUCTURE S-05-206 "

⟨##⟩ - REPRESENTS THE SIGN NO. REFER TO THE PERMANENT SIGNING SHEETS.

* SIGN PANEL DIMENSIONS ARE TO THE CENTER OF THE SIGN PANEL. CONTRACTOR TO FIELD VERIFY SIGN PANEL DISPLAYS CORRELATE WITH ROADWAY LANE LAYOUT. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGN SHOWN.

FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT TO: WISDOT NE REGION.

CONTACTS

BUREAU OF STRUCTURES CONTACT
BILL DREHER: (608)266-8489

CONSULTANT CONTACT, COLLINS ENGINEERS, INC.
STEVE J. MILLER: (414)282-6905

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
SPV.0105.950	OVERHEAD SIGN SUPPORT BLACK FINISH STRUCTURE S-05-206	LS	1

NO.	DATE	REVISION	BY

COLLINS ENGINEERS INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 2/19/13
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE S-05-206

DE PERE - SUAMICO

COUNTY	TOWN/CITY/VILLAGE
BROWN	HOWARD

DESIGN SPEC.
AASHTO 2001 THRU 2006 INTERIM

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
CES	SJM	DW	VC

PLAN & ELEVATION

SHEET 1 OF 1
1186

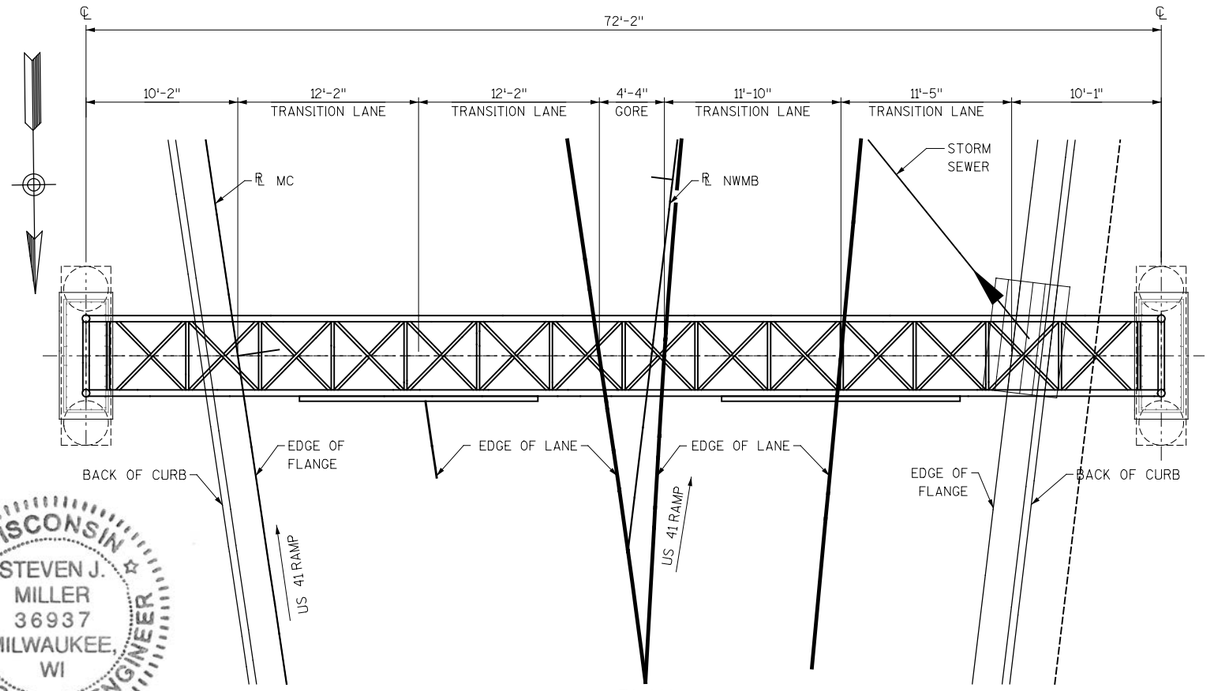
8

8

FILE NAME: S-05-206.dgn
PLOT DATE: 12/5/2012 2:27:41 PM PLOT BY: MatthewWeigandt DRV: Pdf_bw_HS.drv level.plt PEN: CEL.TEXTSUB_SCREENCONTROLBYLEVEL.TBL

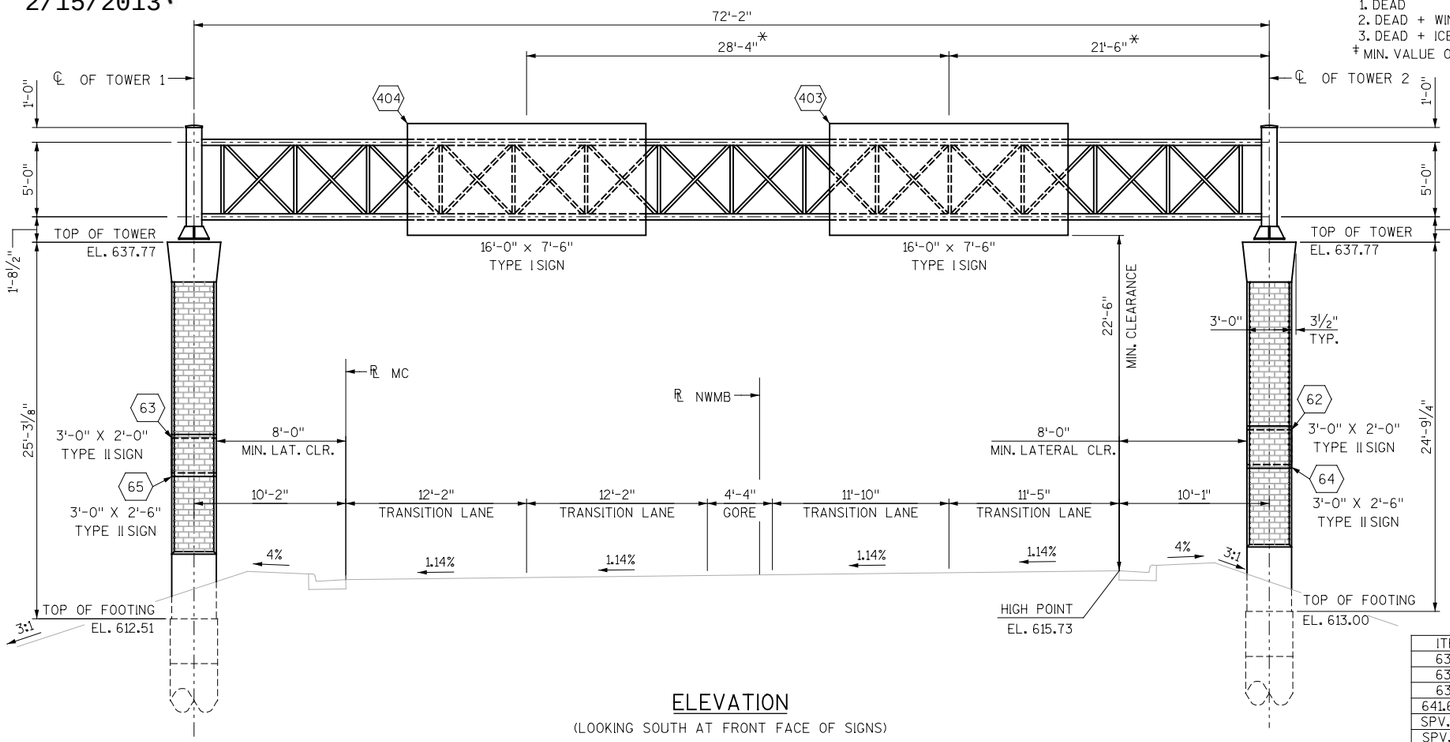
STATE PROJECT NUMBER

1133-10-72



PLAN

STA: 1314MC+00



ELEVATION

(LOOKING SOUTH AT FRONT FACE OF SIGNS)

WISCONSIN
STEVEN J. MILLER
36937
MILWAUKEE, WI
PROFESSIONAL ENGINEER

Steven J. Miller

2/15/2013

LIST OF DRAWINGS

1. PLAN & ELEVATION
2. CONCRETE TOWER 1 FOUNDATION DETAILS
3. CONCRETE TOWER 1 DETAILS
4. CONCRETE TOWER 2 FOUNDATION DETAILS
5. CONCRETE TOWER 2 DETAILS
6. GALVANIZED STEEL SIGN BRIDGE
7. SIGN BRIDGE DETAILS
8. CONCRETE TOWER 1 AESTHETIC DETAILS
9. CONCRETE TOWER 2 AESTHETIC DETAILS

ULTIMATE DESIGN STRESSES:

TOWER

CONCRETE: .....f'c = 3,500 psi

HIGH STRENGTH BAR STEEL REINFORCEMENT: .....fy = 60,000 psi

SIGN BRIDGE

STEEL COLUMN PIPE: .....fy = 42,000 psi
A.P.I. SPEC 5L GRADE X42

STEEL PIPE MEMBERS OF TRUSS: .....fy = 42,000 psi
A.P.I. SPEC 5L GRADE X42

PLATES, BARS, STRUCTURAL ANGLES: .....fy = 36,000 psi
A.S.T.M. A709 GRADE 36

STEEL ANCHOR BOLTS: .....fy = 55,000 psi
A.A.S.H.T.O. M314-90 GRADE 55

ALL BOLTED CONNECTIONS: ¾" ϕ A325 BOLTS, GALVANIZED A.S.T.M. A153, CLASS C

DESIGN DATA

DEAD LOAD - WT. OF SIGN AND SUPPORTING STRUCTURE. NO PROVISIONS HAVE BEEN INCLUDED FOR A CATWALK OR LIGHTING

LIVE LOAD - NONE.

ICE LOAD - 3 P.S.F. TO 1 FACE OF SIGN & AROUND SURFACE OF MEMBERS.

WIND PRESSURE - 90 M.P.H. (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD + WIND	133
3. DEAD + ICE + ½ (WIND‡)	133

‡ MIN. VALUE OF 25 PSF FOR GR. 3

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

ALL STRUCTURAL STEEL MEMBERS SHALL BE GALVANIZED.

CENTER SIGNS VERTICALLY ON CHORD/TRUSS.

CONTRACTOR SHALL VERIFY DIMENSIONS PRIOR TO FABRICATION OF CONCRETE TOWERS AND SIGN BRIDGE.

EXCAVATION REQUIRED TO CONSTRUCT THE CONCRETE TOWER FOUNDATION ABOVE THE DRILLED SHAFTS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".

THE LOCATION OF EXISTING OR PROPOSED UTILITIES AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITY SERVICES ARE NOT SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR THE SIGN BRIDGE IN ACCORDANCE WITH SDD STRUCTURE IDENTIFICATION PLAQUES, SIGN BRIDGES AND OVERHEAD SIGN SUPPORT. FASTEN THE IDENTIFICATION PLAQUE TO THE TOWER USING 3 - ¼" DIAMETER BY 1¾" LONG STAINLESS STEEL CONCRETE SCREWS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN BRIDGE S-05-208"

SIGNS OR BLANKS SHALL BE INSTALLED ON THE TRUSS AT THE TIME OF ERECTION. BLANKS SHALL BE ¼ THE LENGTH OF THE BRIDGE, 2'-0" DEEPER THAN CENTER TO CENTER OF CHORDS & SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED IN PLANS. SIGN BLANKS AND MOUNTING HARDWARE SHALL BE INCIDENTAL TO "SIGN BRIDGE S-05-208"

THE UPPER 12" OF ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE A.A.S.H.T.O. SPECIFICATION AS STATED IN SECTION 641 OF THE WISDOT STANDARD SPECIFICATIONS. WELD TEST AS PER AWS D1.1.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF UNIT CAN BE GALVANIZED IN ONE PIECE.

THE SIGN SUPPORTS CONCRETE MASONRY QUANTITY IS BASED ON THE OUT-TO-OUT CONCRETE DIMENSIONS. NO DEDUCTIONS IN QUANTITY FOR THE ARCHITECTURAL SURFACE TREATMENT RELIEF HAVE BEEN MADE.

PROVIDE A ¾" CHAMFER OR 1" RADIUS ON ALL EXPOSED CONCRETE EDGES.

(##) - REPRESENTS THE SIGN NO. REFER TO THE PERMANENT SIGNING SHEETS.

* SIGN PANEL DIMENSIONS ARE TO THE CENTER OF THE SIGN PANEL. CONTRACTOR TO FIELD VERIFY SIGN PANEL DISPLAYS CORRELATE WITH ROADWAY LANE LAYOUT.

CONTACTS

BUREAU OF STRUCTURES CONTACT
BILL DREHER: (608)266-8489

CONSULTANT CONTACT, COLLINS ENGINEERS, INC.
STEVE J. MILLER: (414)282-6905

TYPE I SIGN DESIGN DATA

MAX DESIGN SIGN AREA (SQ. FT.)	MAX. TYPE I SIGN DEPTH
960	16'-0"

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	70
636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	3530
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT	LB	7550
641.6600.956	SIGN BRIDGE S-05-208	LS	1
SPV.0165.500	ARCHITECTURAL SURFACE TREATMENT	SF	620
SPV.0165.501	STAINING CONCRETE	SF	960
SPV.0165.502	STAINING CONCRETE BRICK	SF	620

NO.	DATE	REVISION	BY

COLLINS ENGINEERS INC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 2/19/13
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE S-05-208

DE PERE - SUAMICO

COUNTY: BROWN — ~~TOWN/CITY~~/VILLAGE: HOWARD

DESIGN SPEC. AASHTO STANDARD SPECIFICATIONS

DESIGNED BY	CES	DESIGN CK'D.	SJM	DRAWN BY	DW	PLANS CK'D.	VC

PLAN & ELEVATION

SHEET 1 OF 9

1187

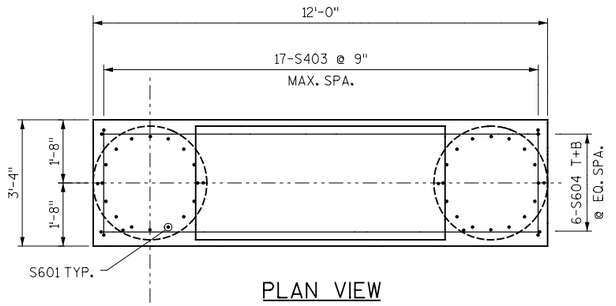
8

8

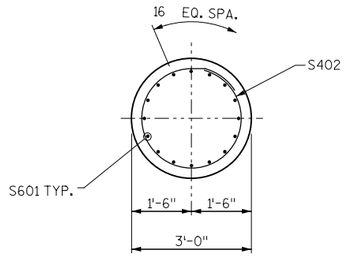
FILE NAME: S-05-208.dgn
PLOT DATE: 12/13/2013 8:40:48 AM PLOT BY: MatthewHoldridge DRV: Pdf_bw_HS.plt PEN: CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

1133-10-72



PLAN VIEW



SECTION A-A

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
S412	2 SERIES OF 4	12'-3" TO 12'-10"
S417	**2 SERIES OF 4**	**3'-4" TO 3'-10"**

BUNDLE AND TAG EACH SERIES SEPARATELY

FOUNDATION DATA CONT.

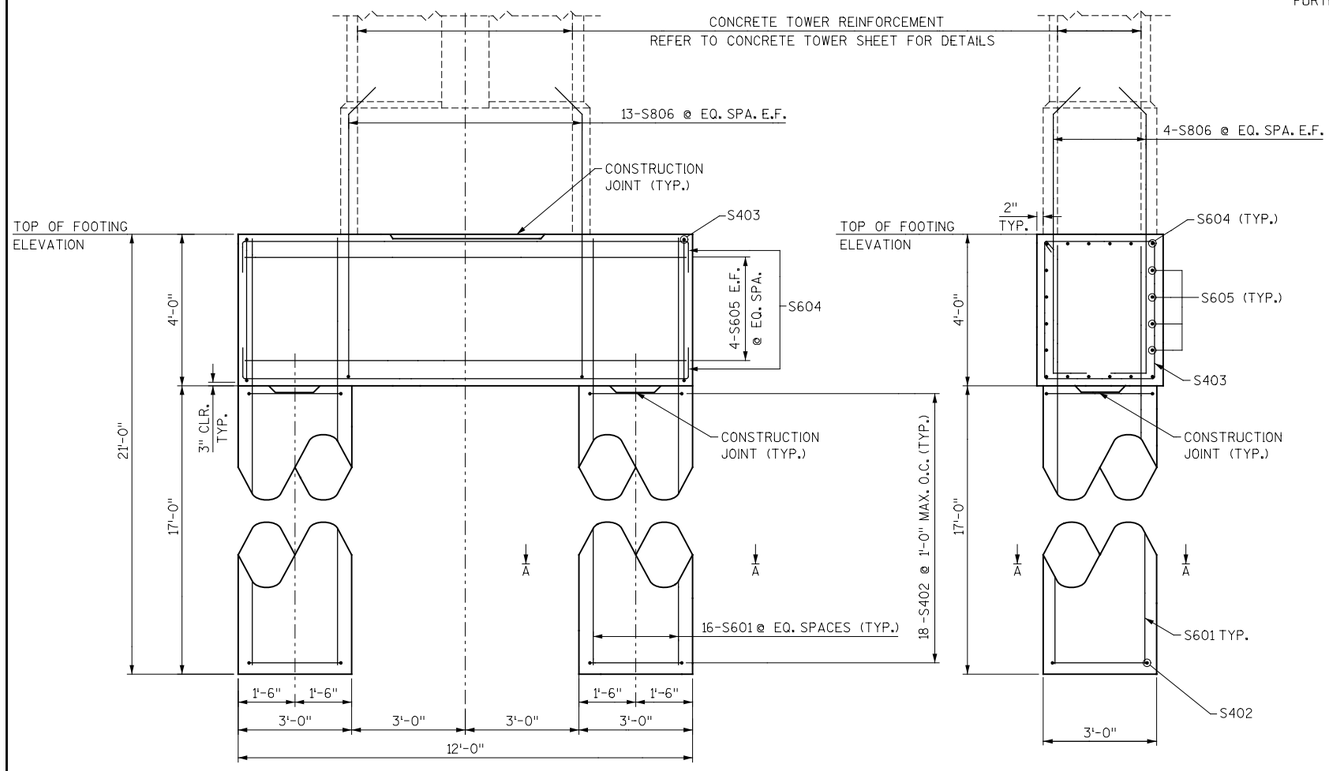
PROVIDE 9 MONTHS IN THE SCHEDULE BETWEEN EMBANKMENT COMPLETION. AND SIGN FOUNDATION CONSTRUCTION. SEE GEOTECHNICAL REPORT FOR FURTHER DETAILS.

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
S601		32	20'-6"			DRILLED SHAFT VERTICAL
S402		36	9'-4"	▲		DRILLED SHAFT HOOP
S403		17	13'-2"	▲		CAP BEAM STIRRUP
S604		12	13'-2"	▲		CAP BEAM LONGITUDINAL
S605		8	11'-6"			CAP BEAM LONGITUDINAL
S806	X	30	10'-3"	▲		CAP BEAM VERTICAL
S407	X	10	11'-6"	▲		HORZ. STIRRUP, BOTTOM OF TOWER
S808	X	30	26'-2"	▲		VERT. REINF., MIDDLE OF TOWER
S409	X	4	18'-1"			VERT. REINF., MIDDLE OF TOWER
S410	X	46	10'-7"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S411	X	38	5'-1"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S412	X	8	12'-7"	▲	△	HORZ. STIRRUP, TOP OF TOWER
S413	X	4	5'-0"	▲		VERT. REINF., TOP OF TOWER
S414	X	20	2'-4"			VERT. REINF., TOP OF TOWER
S415	X	15	3'-4"	▲		HORZ. CROSSTIE, BOTTOM OF TOWER
S416	X	69	2'-11"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S417	X	8	3'-7"	▲	△	HORZ. CROSSTIE, TOP OF TOWER

△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WIEGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



ELEVATION VIEW

END VIEW

FOUNDATION NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF FOOTING ELEVATIONS.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

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.

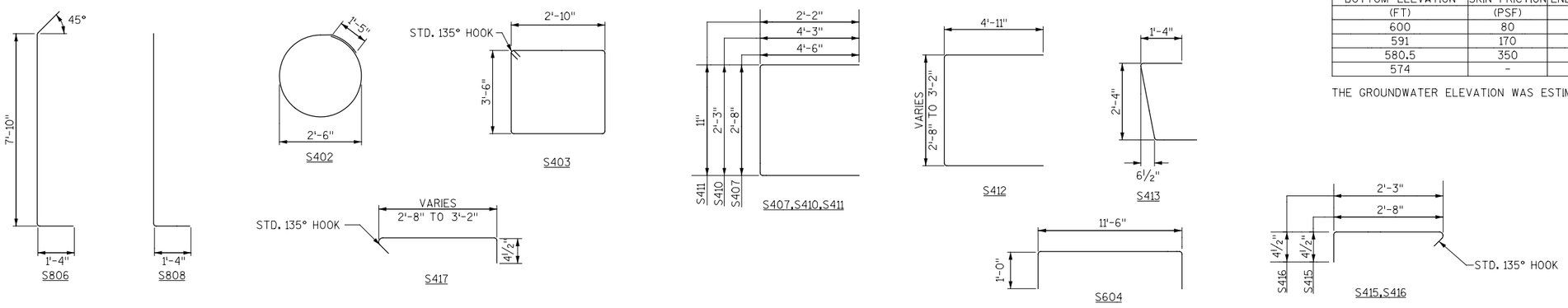
IF THE ENGINEER DETERMINES THE POSSIBILITY OF CAVE-INS, OR SOIL DISPLACEMENT FROM THE WALLS EXISTS, OR IF NECESSARY TO SHUT OFF SEEPAGE WATER, THEN LINE THE REMAINING DEPTH OF THE FOOTING SHAFT WITH A SUITABLE TEMPORARY CASING. PROVIDE, INSTALL AND REMOVE THE TEMPORARY CASING ACCORDING TO SECTION 636 OF THE STANDARD SPECIFICATIONS.

FOUNDATION DATA

THE FOLLOWING SOIL PARAMETERS WERE USED FOR THE DESIGN OF THE FOUNDATION SYSTEM. IF VARIATIONS IN THE SOIL PARAMETERS ARE FOUND DURING CONSTRUCTION NOTIFY PROJECT ENGINEER FOR REQUIRED MODIFICATION TO THE FOUNDATION SYSTEM.

APPROXIMATE BOTTOM ELEVATION	ALLOWABLE SKIN FRICTION	ALLOWABLE END BEARING	UNDRAINED COHESION	UNDRAINED FRICTION ANGLE	DRAINED COHESION	DRAINED FRICTION ANGLE
(FT)	(PSF)	(PSF)	(PSF)	(DEGREE)	(PSF)	(DEGREE)
600	80	7,000	-	28	-	28
591	170	9,000	-	28	-	28
580.5	350	15,000	-	30	-	30
574	-	-	500	-	-	-

THE GROUNDWATER ELEVATION WAS ESTIMATED AT 588.9 FEET DURING SUBSURFACE EXPLORATION.



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-208

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER 1 FOUNDATION DETAILS

SHEET 2 OF 9

1188

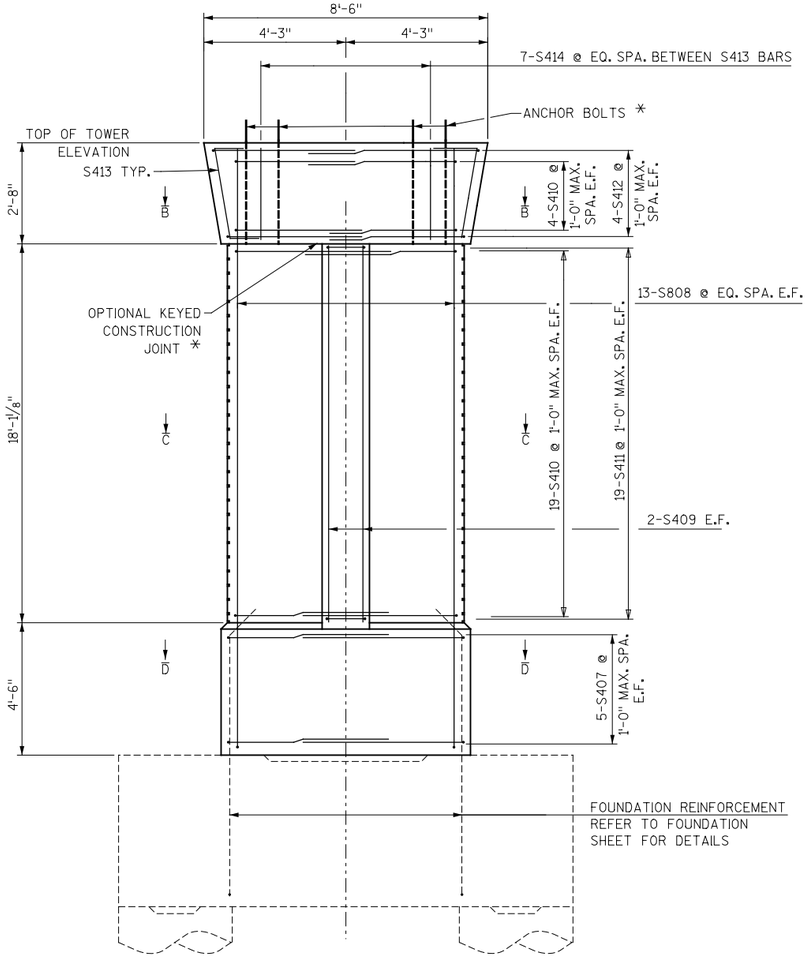
8

8

FILE NAME :S-05-208.dgn
PLOT DATE :12/15/2015 8:40:51 AM PLOT BY : MatthewHeiland-V8i DRV :Pdf_bw_HS.pit PEN :CEL_TextSub_ScreenControlByLevel.tbl

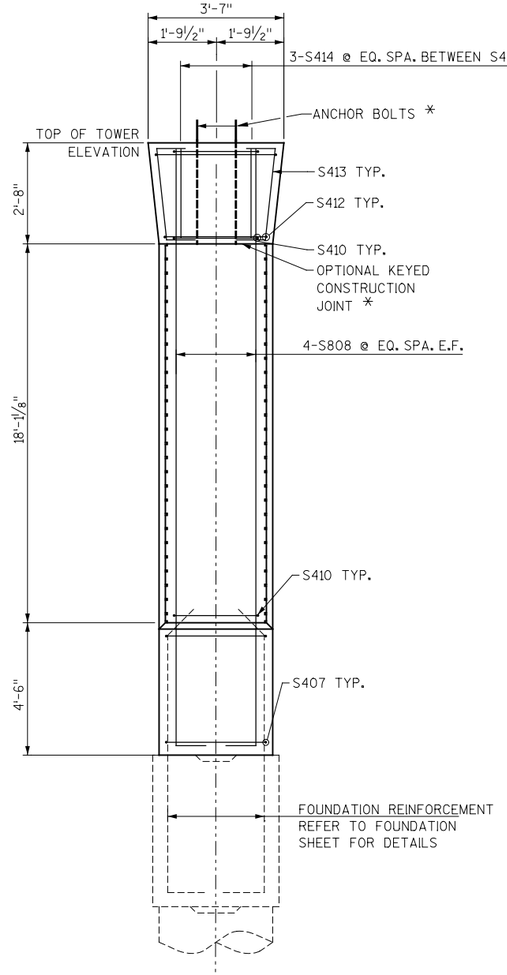
STATE PROJECT NUMBER

1133-10-72



ELEVATION VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS



END VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS

TOWER NOTES

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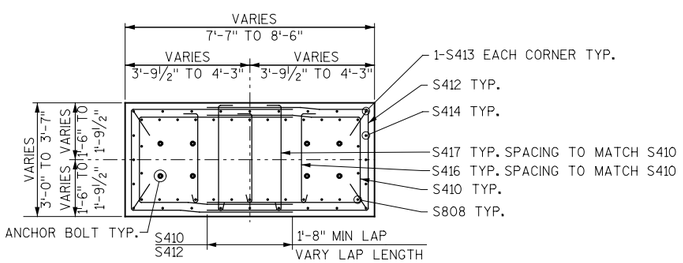
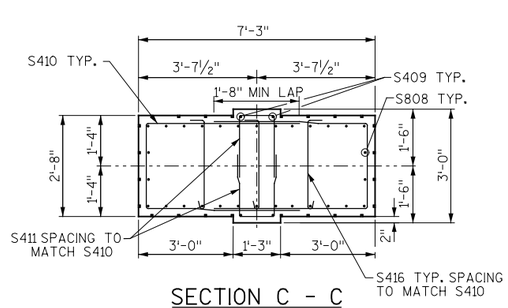
REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

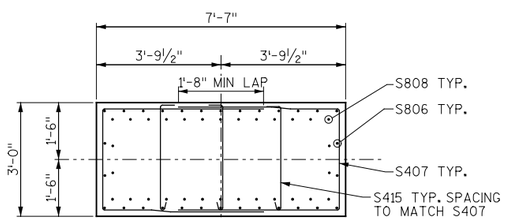
* PLACE ANCHOR BOLTS PRIOR TO POURING MIDDLE SECTION OF CONCRETE TOWER. OPTIONAL KEYED CONSTRUCTION JOINT MAY BE LOCATED AT A GROUT LINE BELOW THE ANCHOR ASSEMBLIES. THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS THE CONSTRUCTION JOINT. OMIT JOINT BEVELED EDGES.



SECTION B - B



SECTION C - C



SECTION D - D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-208

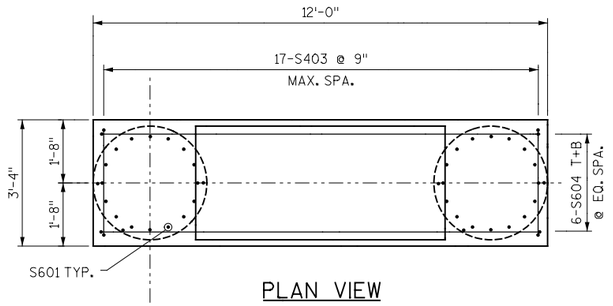
DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER 1 DETAILS

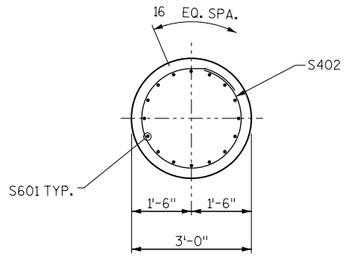
SHEET 3 OF 9

1189

FILE NAME 15-05-208.dgn
PLOT DATE 12/25/2013 8:40:52 AM PLOT BY : MatthewHeiland48 DRV :Pdf_bw_HS.plt PEN :CEL_TextSub_ScreenControlByLevel.tbl



PLAN VIEW



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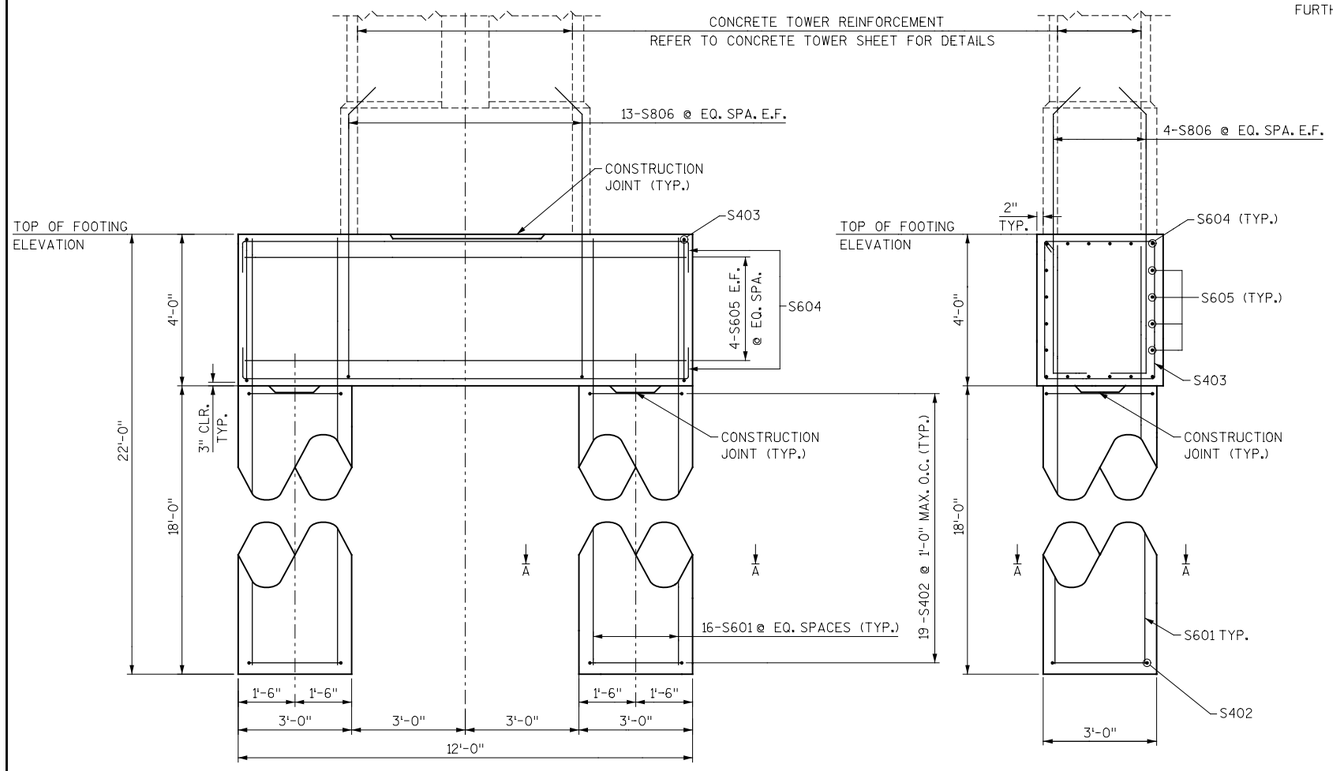
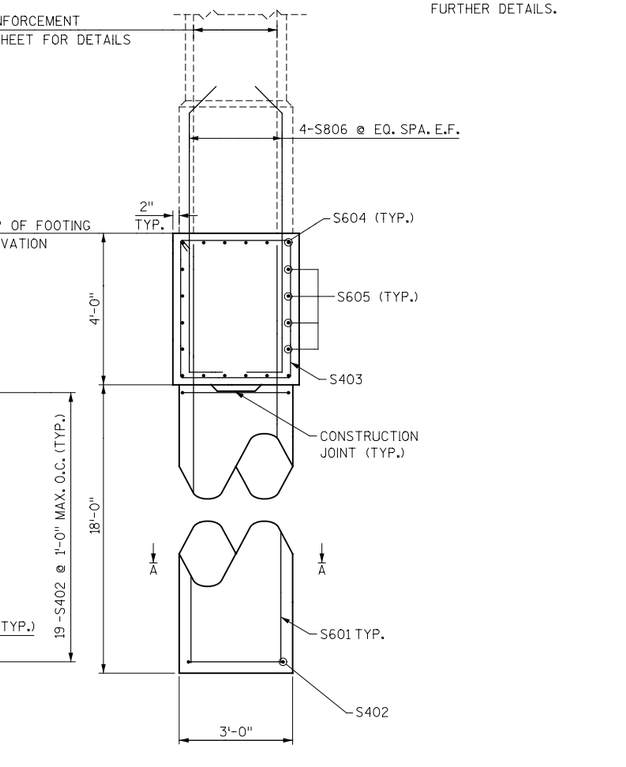


ELEVATION VIEW



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			UNDRAINED		DRAINED	
APPROXIMATE BOTTOM ELEVATION	ALLOWABLE SKIN FRICTION	ALLOWABLE END BEARING	COHESION	FRICTION ANGLE	COHESION	FRICTION ANGLE
(FT)	(PSF)	(PSF)	(PSF)	(DEGREE)	(PSF)	(DEGREE)
600	90	8,000	-	30	-	30
591	180	10,000	-	30	-	30
580.5	350	15,000	-	30	-	30
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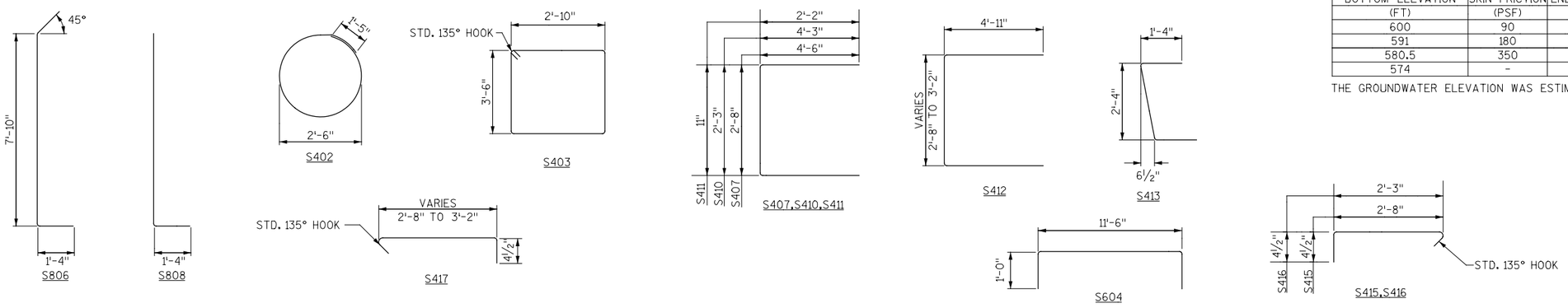


NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-208

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER 2 FOUNDATION DETAILS

SHEET 4 OF 9
1190

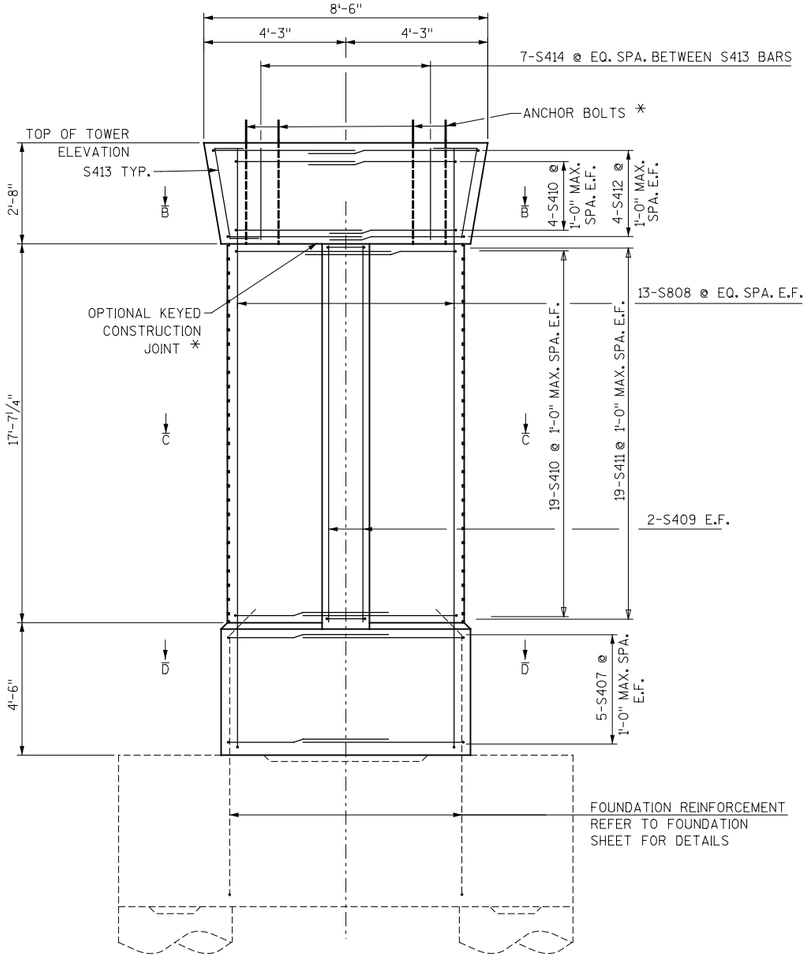
8

8

FILE NAME :S-05-208.dgn
PLOT DATE :2/15/2013 8:40:54 AM PLOT BY : MatthewHeiland-v8i DRV :Pdf_bw_HS.pit PEN :CEL_TextSub_ScreenControlByLevel.tbl

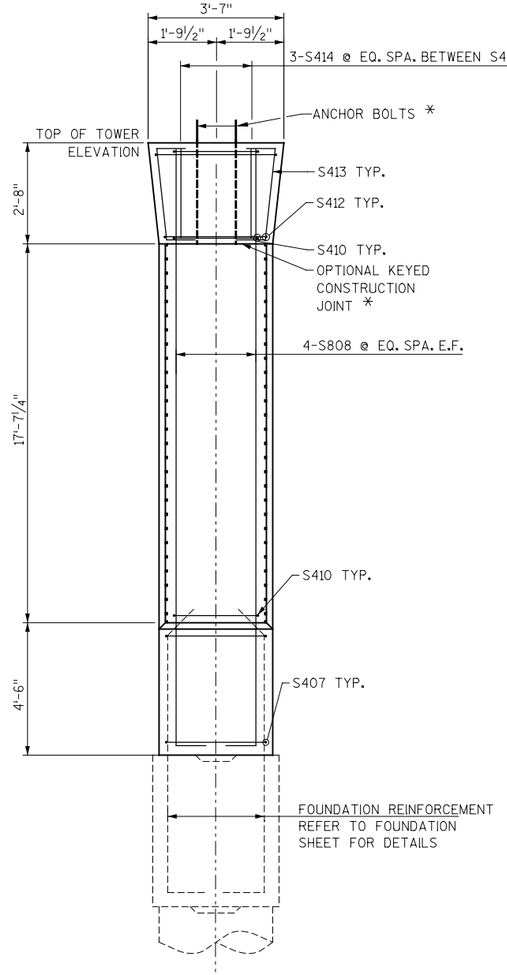
STATE PROJECT NUMBER

1133-10-72



ELEVATION VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS



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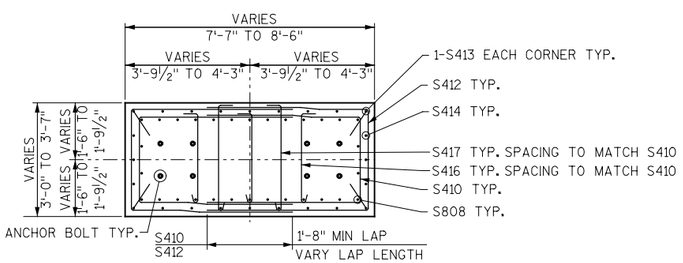
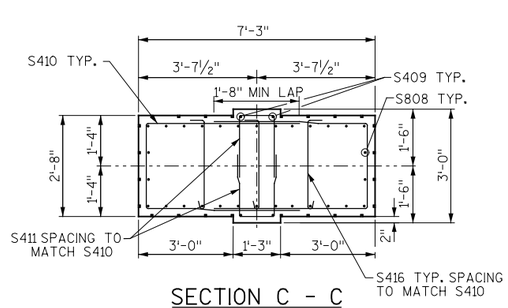
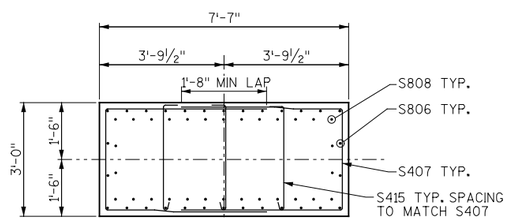


SECTION B - B



SECTION C - C



SECTION D - D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-208

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER 2 DETAILS

SHEET 5 OF 9

1191

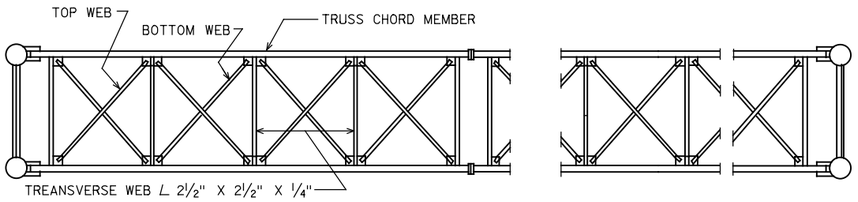
8

8

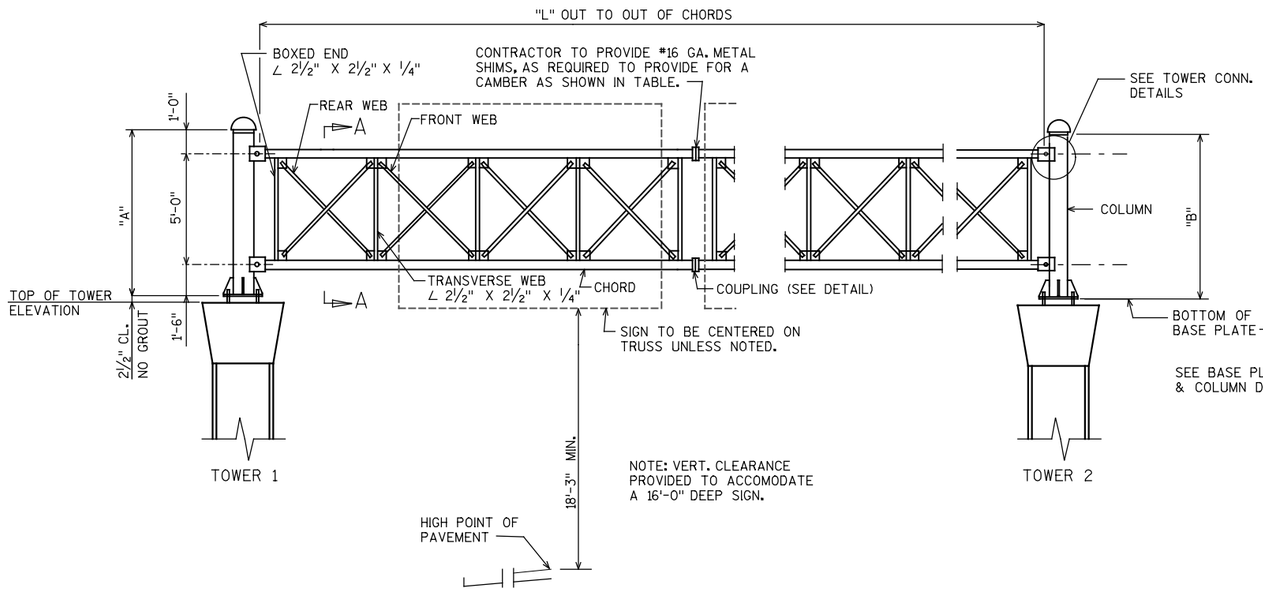
FILE NAME 15-05-208.dgn
PLOT DATE 12/25/2013 8:40:56 AM PLOT BY : MatthewHeiland48 DRV :Pdf_bw_HS.plt PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

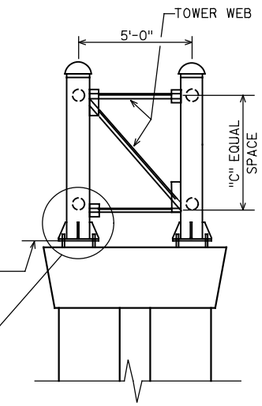
1133-10-72



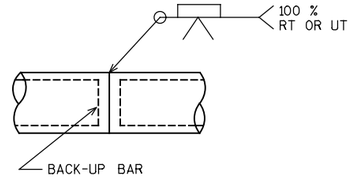
PLAN



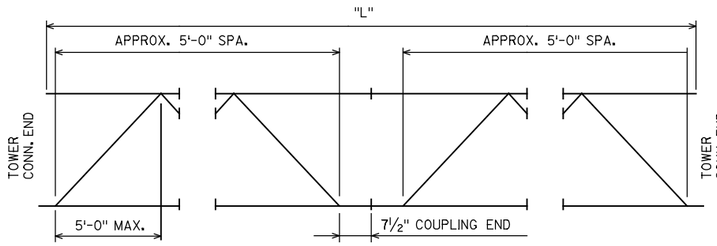
ELEVATION



TOWER 2 END VIEW
(TOWER 1 OPPOSITE HAND)

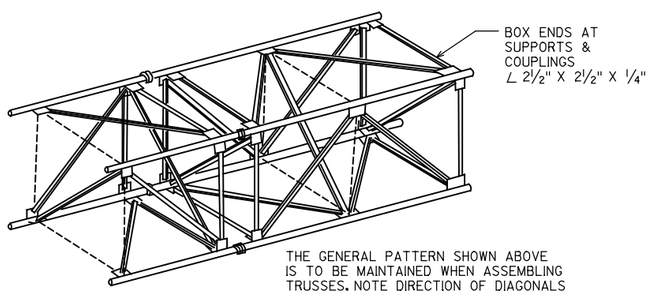


OPTIONAL COLUMN OR CHORD SPLICE DETAIL

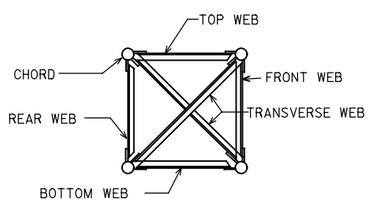


TRUSS ARRANGEMENT

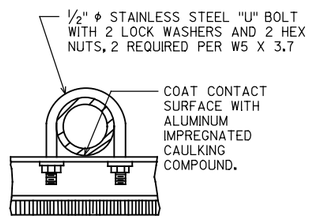
FABRICATOR MAY MAKE TRUSSES ANY LENGTH KEEPING A SECTION A MINIMUM OF 20'-0" & A MULTPLE OF 5'-0". CHORD FIELD SPLICES SHALL BE MADE WITH COUPLINGS. CHORD SHOP SPLICE SHALL BE THE WELDED SPLICE SHOWN ABOVE.



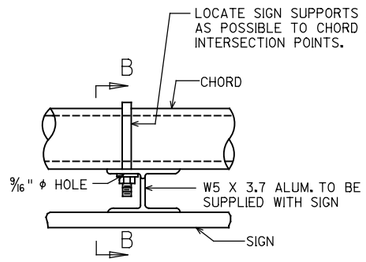
TYPICAL TRUSS SECTION



SECTION A



SECTION B



TYPICAL SIGN CONNECTION

GENERAL NOTES

DRAWING SHALL NOT BE SCALED

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

STRUCTURE MEMBER TABLE

A	B	C	CHORDS O.D. X THK.	TOP & BOTTOM WEB	FRONT & REAR WEB	COUPLING PLATE D1 & "T"	BOLT CIRCLE DIA. "D2"	NO. OF BOLTS IN COUPLING	CAMBER	COLUMN O.D. X THK.	TOWER WEBS	"L"
7'-6"	7'-6"	1	4"x0.226"	3"x3"x1/4"	3"x3"x1/4"	10.5" x 1"	7.5"	6	1"	10.75"x0.365"	3"x3"x3/16"	71'-0¼"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-208

DRAWN BY VC | PLANS CK'D. SJM

GALVANIZED STEEL SIGN BRIDGE

SHEET 6 OF 9
1192

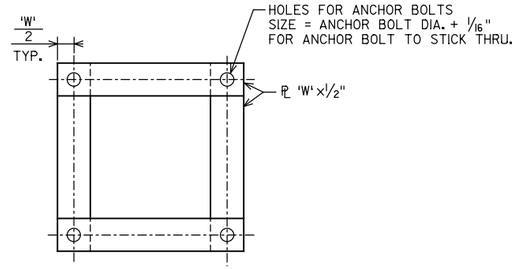
8

8

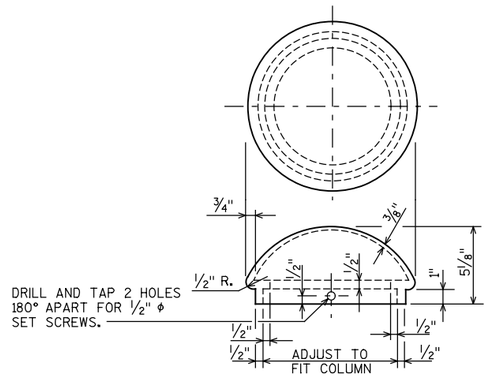
FILE NAME :S-05-208.dgn
PLOT DATE :2/15/2013 8:40:56 AM
75*
PLOT BY : MatthewH@sandv81
DRV :Pdf_bw_HS.plt
PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

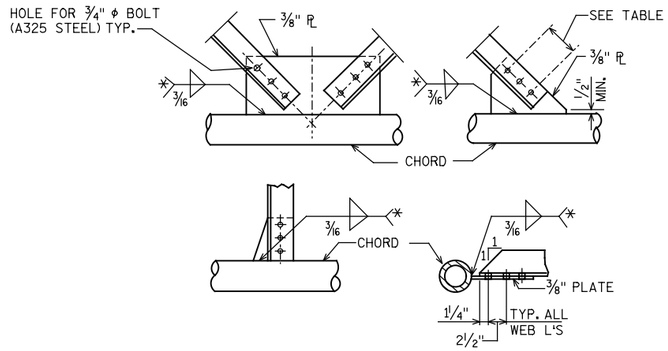
1133-10-72



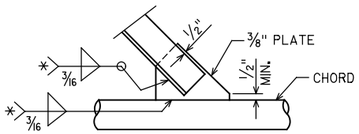
ANCHOR PLATE/TEMPLATE PLAN



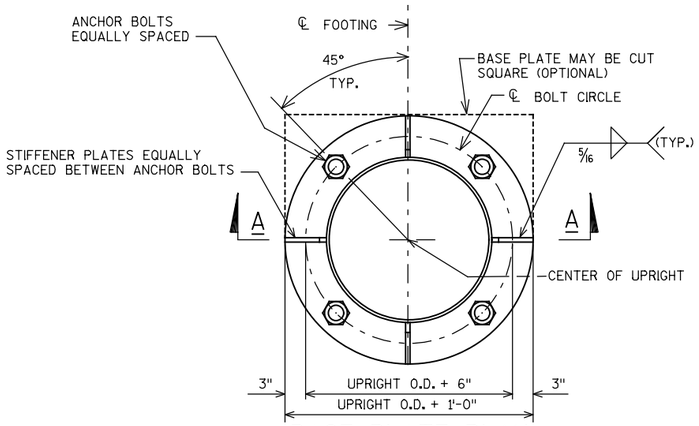
TOWER CAP DETAIL



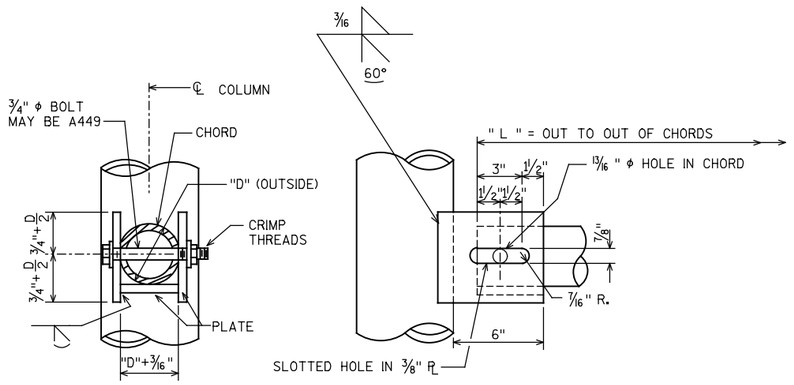
TYPICAL TRUSS CONNECTION DETAILS



TYPICAL WELDED ALTERNATE



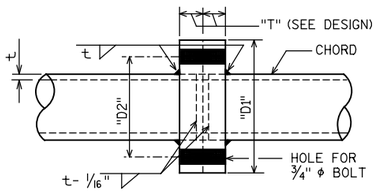
BASE PLATE PLAN



TOWER CONNECTION DETAIL

*ANGLE	WELD LENGTH	NO. OF BOLTS
● 2 1/2"x2 1/2"x1/4"	11"	3
3"x3"x3/16"	10"	3
3"x3"x1/4"	13"	4
3"x3"x5/16"	16 1/2"	5
3"x3"x3/8"	19 1/2"	6
4"x4"x1/4"	18"	5
4"x4"x5/16"	22"	6
4"x4"x3/8"	26"	8
4"x4"x7/16"	30"	9
4"x4"x1/2"	34"	10

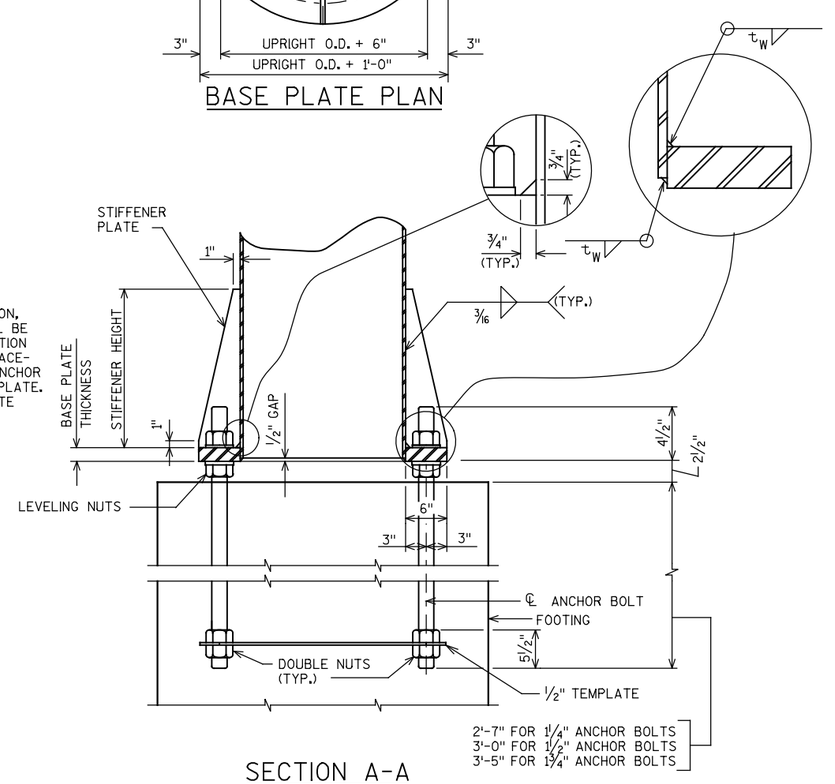
● ONLY USED FOR BOXED END AND TRANSVERSE BRACING.



COUPLING DETAIL

(CONNECTION BOLTS OMITTED FOR CLARITY)

NOTE:
PRIOR TO INSTALLATION, ANCHOR BOLTS SHALL BE RIGIDLY HELD IN POSITION DURING CONCRETE PLACEMENT USING STEEL ANCHOR PLATE AND TOP TEMPLATE. REMOVE TOP TEMPLATE (NOT SHOWN) AFTER CONCRETE SETS.



SECTION A-G

BASE PLATE & UPRIGHT COLUMN DETAILS

COLUMN O.D. X THK.	ANCHOR BOLTS	BASE PLATE THICKNESS (IN.)	STIFFENER PLATE THICKNESS (IN.)	STIFFENER PLATE HEIGHT (IN.)	t_W (IN.)
10.75"X0.365"	1 1/2"	1 1/2"	1/2"	10"	5/16"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-208

DRAWN BY VC | PLANS CK'D. SJM

GALVANIZED STEEL SIGN BRIDGE DETAILS

SHEET 7 OF 9

1193

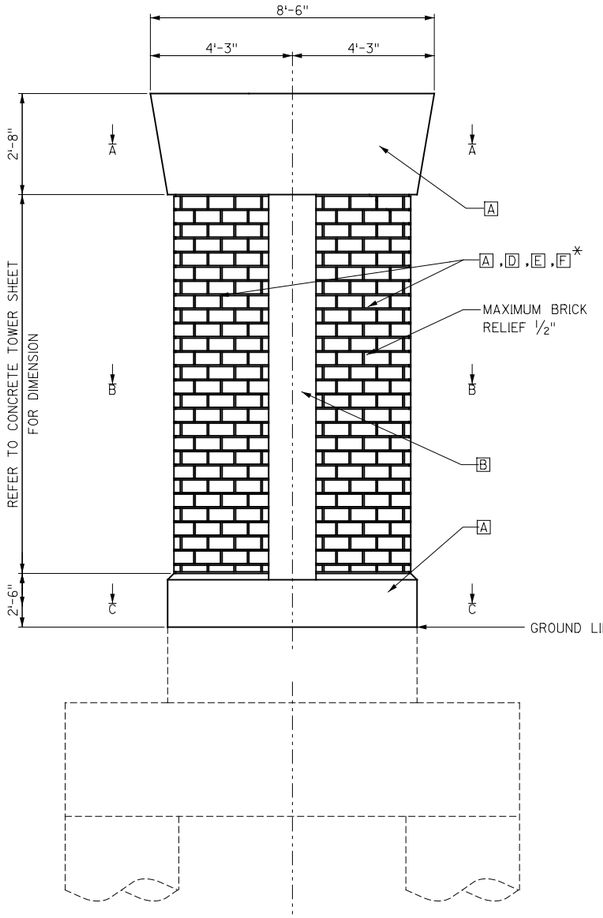
8

8

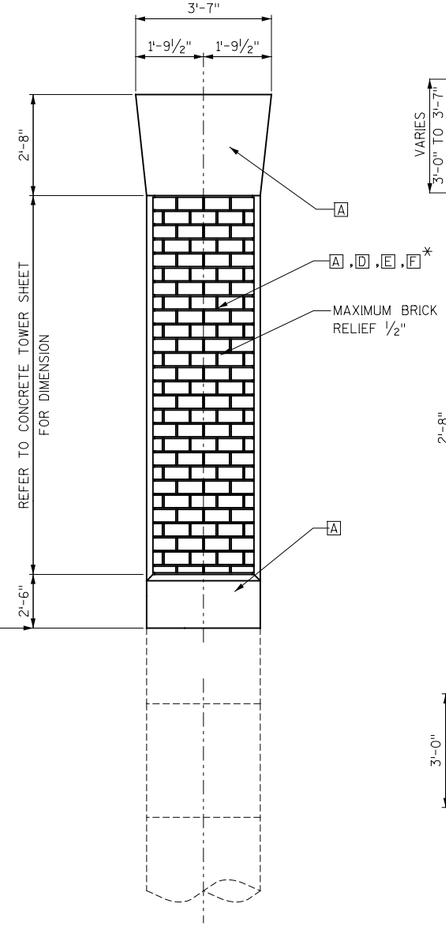
FILE NAME 15-05-208.dgn
PLOT DATE 12/15/2013 8:40:56 AM
PLOT BY : MatthewHeland48
DRV :Pdf_bw_HS.plt
PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

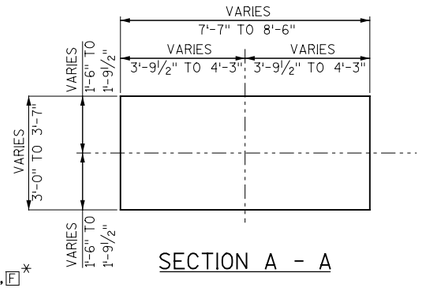
1133-10-72



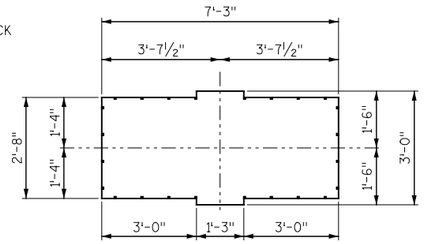
ELEVATION VIEW



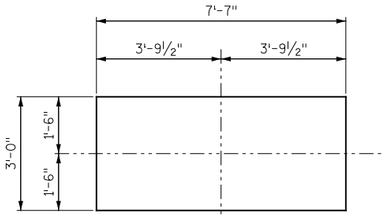
END VIEW



SECTION A - A



SECTION B - B



SECTION C - C

CONCRETE STAINING SCHEDULE

MARK	COLOR
A	BASE COLOR
B	ACCENT COLOR #1
D	ACCENT COLOR #3
E	ACCENT COLOR #4
F	ACCENT COLOR #5

*STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-208

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER 1 AESTHETIC DETAILS

SHEET 8 OF 9

1194

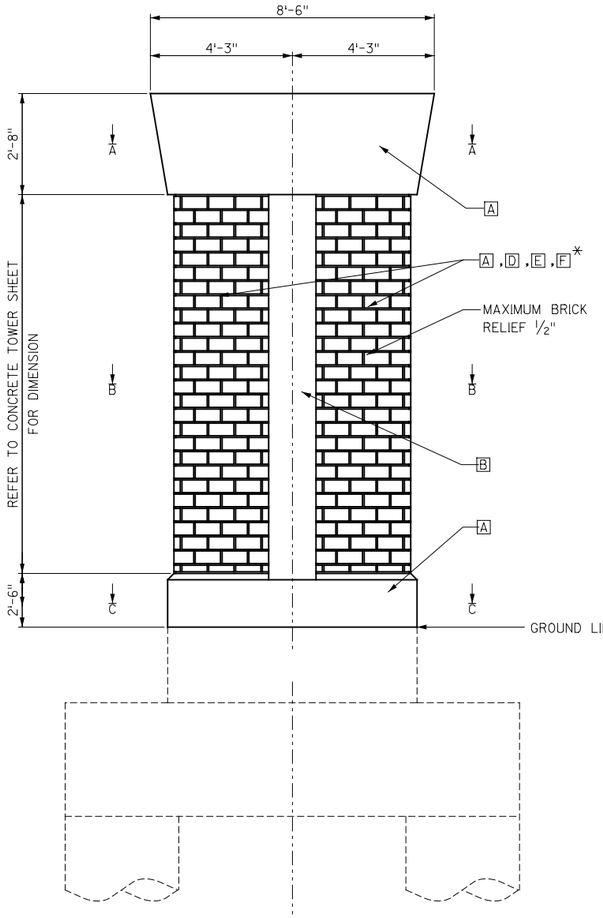
8

8

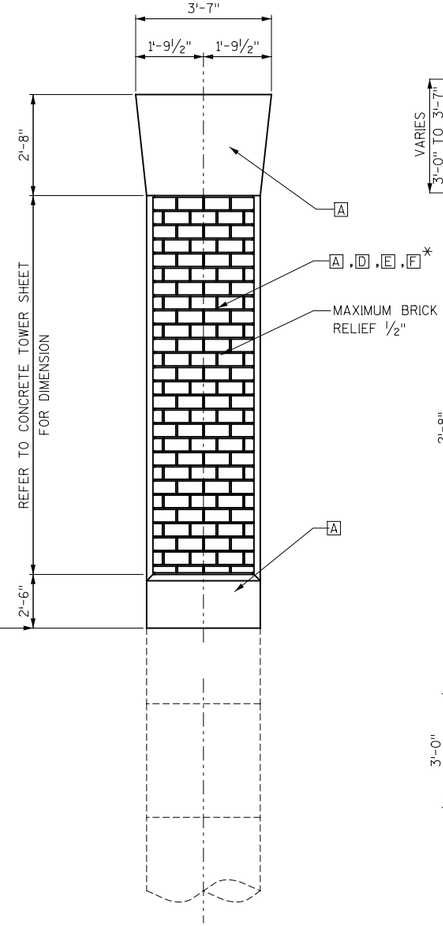
FILE NAME :S-05-208.dgn
PLOT DATE :12/15/2013 8:40:57 AM PLOT BY : MatthewHeiland48 DRV :Pdf_bw_HS.plt PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

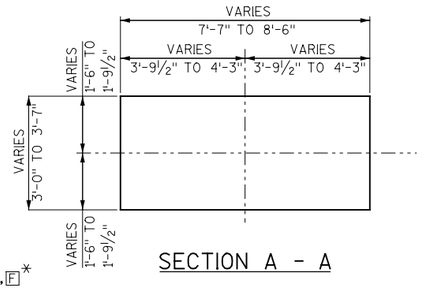
1133-10-72



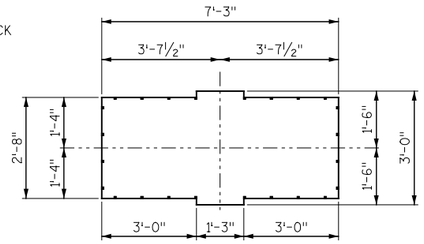
ELEVATION VIEW



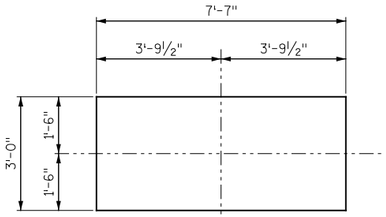
END VIEW



SECTION A - A



SECTION B - B



SECTION C - C

CONCRETE STAINING SCHEDULE

MARK	COLOR
A	BASE COLOR
B	ACCENT COLOR #1
D	ACCENT COLOR #3
E	ACCENT COLOR #4
F	ACCENT COLOR #5

*STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-208

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER 2 AESTHETIC DETAILS

SHEET 9 OF 9

1195

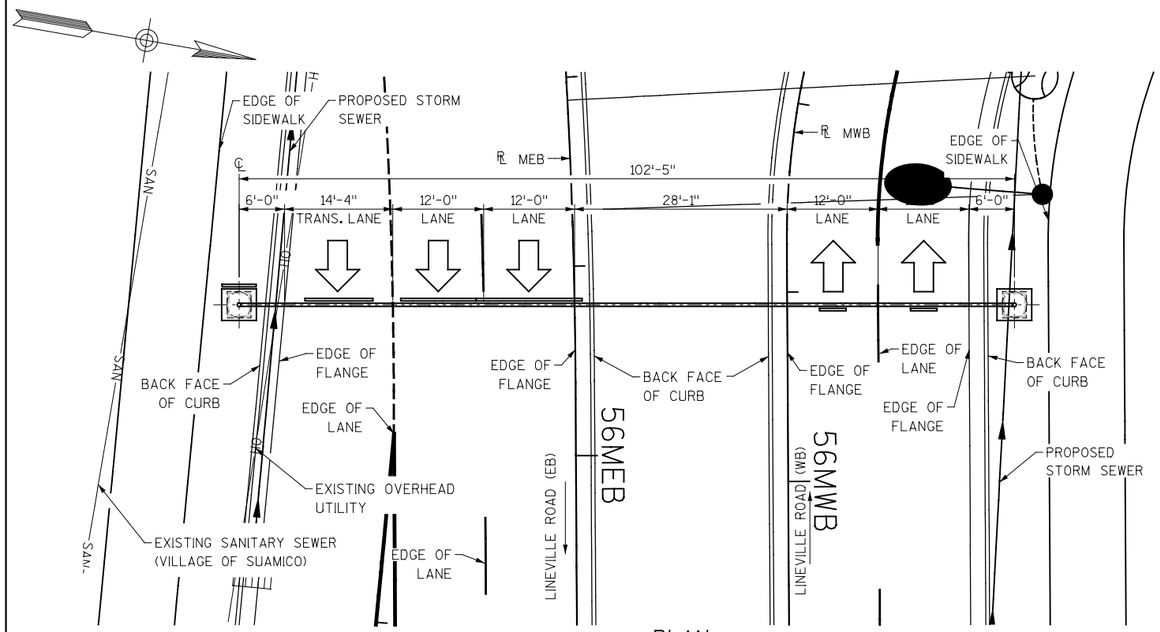
8

8

FILE NAME :S-05-208.dgn
PLOT DATE :12/15/2013 8:40:59 AM PLOT BY : MatthewHeiland48 DRV :Pdf_bw_HS.plt PEN :CEL_TextSub_ScreenControlByLevel.tbl

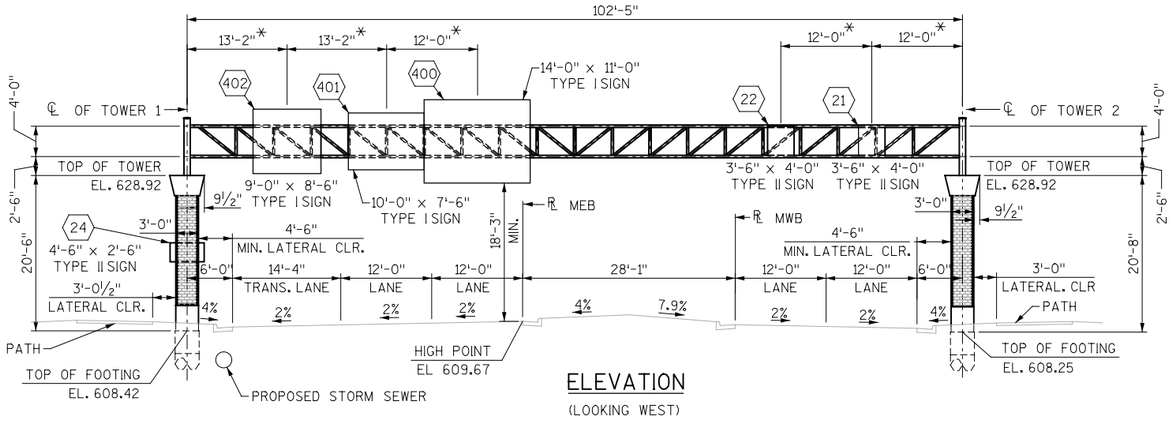
STATE PROJECT NUMBER

1133-10-72



PLAN

STA. 55MEB+80



ELEVATION

(LOOKING WEST)

LIST OF DRAWINGS

1. PLAN & ELEVATION
2. CONCRETE TOWER FOUNDATION DETAILS
3. CONCRETE TOWER DETAILS
4. CONCRETE TOWER AESTHETIC DETAILS

ULTIMATE DESIGN STRESSES:

CONCRETE: .....f'c = 3,500 psi
HIGH STRENGTH BAR
STEEL REINFORCEMENT: .....fy = 60,000 psi

FOUNDATION DATA

THE FOLLOWING SOIL PARAMETERS WERE USED FOR THE DESIGN OF THE FOUNDATION SYSTEM. IF VARIATIONS IN THE SOIL PARAMETERS ARE FOUND DURING CONSTRUCTION NOTIFY PROJECT ENGINEER FOR REQUIRED MODIFICATION TO THE FOUNDATION SYSTEM.

APPROXIMATE BOTTOM ELEVATION (FEET)	ULTIMATE SKIN FRICTION (PSF)	ULTIMATE END BEARING (PSF)	SOIL UNIT WEIGHT (PCF)	COHESION, C (PSF)	FRICTION ANGLE (DEGREE)
599.2	980	15,000	125	2,000	--
587.7	220	25,000	120	--	30
577.7	555	40,000	125	--	30
562.7	525	6,500	135	750	--
552.7	1100	15,000	135	2,000	--
527.7			130	750	--
-			150	200,000#	--

Reference to uni-axial compressive strength of concrete.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

OVERHEAD SIGN SUPPORTS SHALL BE DESIGNED AND FABRICATED USING STEEL.

CENTER SIGNS VERTICALLY ON CHORD/TRUSS.

CONTRACTOR SHALL VERIFY DIMENSIONS PRIOR TO FABRICATION OF CONCRETE TOWERS AND OVERHEAD SIGN SUPPORT.

EXCAVATION REQUIRED TO CONSTRUCT THE CONCRETE TOWER FOUNDATION ABOVE THE DRILLED SHAFTS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".

THE LOCATION OF EXISTING OR PROPOSED UTILITIES AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITY SERVICES ARE NOT SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR THE OVERHEAD SIGN SUPPORT IN ACCORDANCE WITH SDD STRUCTURE IDENTIFICATION PLAQUES, SIGN BRIDGES AND OVERHEAD SIGN SUPPORT. FASTEN THE IDENTIFICATION PLAQUE TO THE TOWER USING 3 -¼" DIAMETER BY 1-¾" LONG STAINLESS STEEL CONCRETE SCREWS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT S-05-209".

DESIGN NEW OVERHEAD SIGN SUPPORT 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."

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

SIZE THE ANCHOR BOLT / TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE TOWER SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION. PROVIDE A TOP AND BOTTOM ANCHOR BOLT TEMPLATE. THE BOTTOM ANCHOR BOLT TEMPLATE SHALL BE PERMANENT WITH A MAXIMUM O.D. OF 22".

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. SIGN BLANKS AND MOUNTING HARDWARE SHALL BE INCIDENTAL TO "OVERHEAD SIGN SUPPORT S-05-209 "

THE SIGN SUPPORTS CONCRETE MASONRY QUANTITY IS BASED ON THE OUT-TO-OUT CONCRETE DIMENSIONS. NO DEDUCTIONS IN QUANTITY FOR THE ARCHITECTURAL SURFACE TREATMENT RELIEF HAVE BEEN MADE.

PROVIDE A ¾" CHAMFER OR 1" RADIUS ON ALL EXPOSED CONCRETE EDGES.

(##) - REPRESENTS THE SIGN NO. REFER TO THE PERMANENT SIGNING SHEETS.

PROVIDE ROUND CHORDS WITH WEB MEMBERS ATTACHED BY GUSSET PLATES.

* SIGN PANEL DIMENSIONS ARE TO THE CENTER OF THE SIGN PANEL. CONTRACTOR TO FIELD VERIFY SIGN PANEL DISPLAYS CORRELATE WITH ROADWAY LANE LAYOUT.

WISCONSIN
STEVEN J. MILLER
36937
MILWAUKEE, WI
PROFESSIONAL ENGINEER

Steven J. Miller

11/28/2012

CONTACTS

BUREAU OF STRUCTURES CONTACT
BILL DREHER: (608)266-8489

CONSULTANT CONTACT, COLLINS ENGINEERS, INC.
STEVE J. MILLER: (414)282-6905

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	23
636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	1310
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	3030
641.8100	OVERHEAD SIGN SUPPORT S-05-209	LS	1
SPV.0165.500	ARCHITECTURAL SURFACE TREATMENT	SF	300
SPV.0165.501	STAINING CONCRETE	SF	500
SPV.0165.502	STAINING CONCRETE BRICK	SF	300

NO.	DATE	REVISION	BY

COLLINS ENGINEERS INC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher DVS 2/19/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-05-209

DE PERE - SUAMICO

COUNTY	TOWN/CITY/VILLAGE
BROWN	HOWARD

DESIGN SPEC. AASHTO 2001 THRU 2006 INTERIM

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
CES	SJM	DW	VC

PLAN & ELEVATION

SHEET 1 OF 4
1196

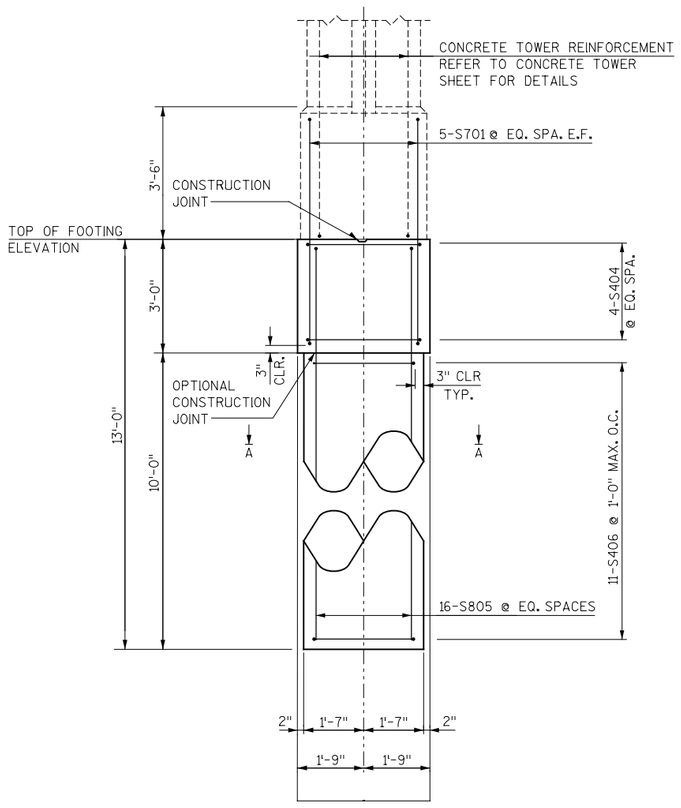
8

8

FILE NAME: 15-05-209.dgn
PLOT DATE: 12/28/2012 2:12:57 PM PLOT BY: Veronica Chavez-VE DRV: PdfDrv_BW_HS.pltt PEN: CEL_TextSub_ScreenControlByLevel.tbl

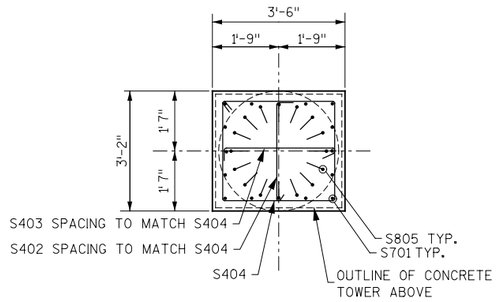
STATE PROJECT NUMBER

1133-10-72



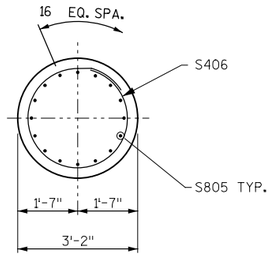
ELEVATION VIEW

S402 AND S403 NOT SHOWN FOR CLARITY. REFER TO PLAN VIEW

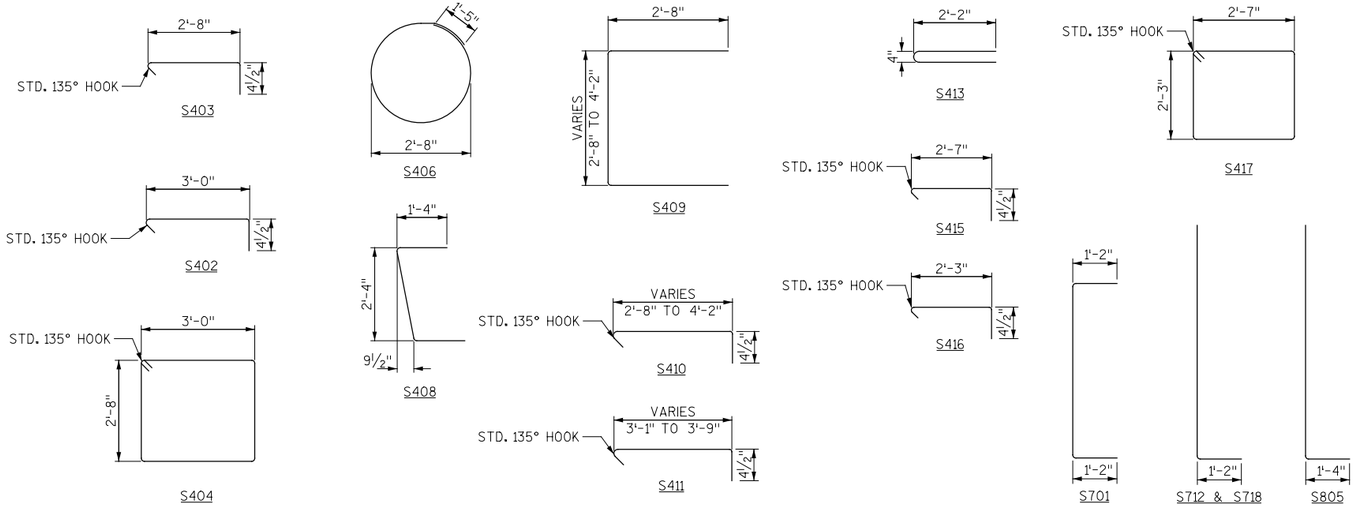


PLAN VIEW

CONCRETE TOWER REINFORCEMENT OMITTED FOR CLARITY



SECTION A - A



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
S701	X	32	7'-11"	▲		CAP BEAM VERTICAL
S402	X	16	3'-8"	▲		HORZ. CROSSTIE, BOTTOM OF TOWER
S403	X	16	4'-0"	▲		HORZ. CROSSTIE, BOTTOM OF TOWER
S404	X	16	11'-10"	▲		CAP BEAM STIRRUP
S805		32	13'-7"	▲		DRILLED SHAFT VERTICAL
S406		22	9'-10"	▲		DRILLED SHAFT HOOP
S407	X	24	2'-4"			VERT. REINF., TOP OF TOWER
S408	X	8	5'-0"	▲		VERT. REINF., TOP OF TOWER
S409	X	16	8'-7"	▲	△	HORZ. STIRRUP, TOP OF TOWER
S410	X	8	4'-2"	▲	△	HORZ. CROSSTIE, TOP OF TOWER
S411	X	8	4'-1"	▲	△	HORZ. CROSSTIE, TOP OF TOWER
S712	X	16	21'-3"	▲		VERT. REINF., MIDDLE OF TOWER 1
S413	X	64	4'-6"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S414	X	4	14'-3"			VERT. REINF., MIDDLE OF TOWER 1
S415	X	40	3'-3"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S416	X	40	2'-11"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S417	X	40	10'-2"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S718	X	16	21'-5"	▲		VERT. REINF., MIDDLE OF TOWER 2
S419	X	4	14'-5"			VERT. REINF., MIDDLE OF TOWER 2

△ 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

MARK	NO. REQ'D	LENGTH
S409	4 SERIES OF 4	7'-10" TO 9'-4"
S410	2 SERIES OF 4	3'-4" TO 4'-11"
S411	2 SERIES OF 4	3'-9" TO 4'-5"

BUNDLE AND TAG EACH SERIES SEPARATELY

FOUNDATION NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF FOOTING ELEVATIONS.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" x 6" x 1'-6" LONG BEVELED KEYWAY.

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.

IF THE ENGINEER DETERMINES THE POSSIBILITY OF CAVE-INS, OR SOIL DISPLACEMENT FROM THE WALLS EXISTS, OR IF NECESSARY TO SHUT OFF SEEPAGE WATER, THEN LINE THE REMAINING DEPTH OF THE FOOTING SHAFT WITH A SUITABLE TEMPORARY CASING. PROVIDE, INSTALL AND REMOVE THE TEMPORARY CASING ACCORDING TO SECTION 636 OF THE STANDARD SPECIFICATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-209

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER FOUNDATION DETAILS

SHEET 2 OF 4

1197

8

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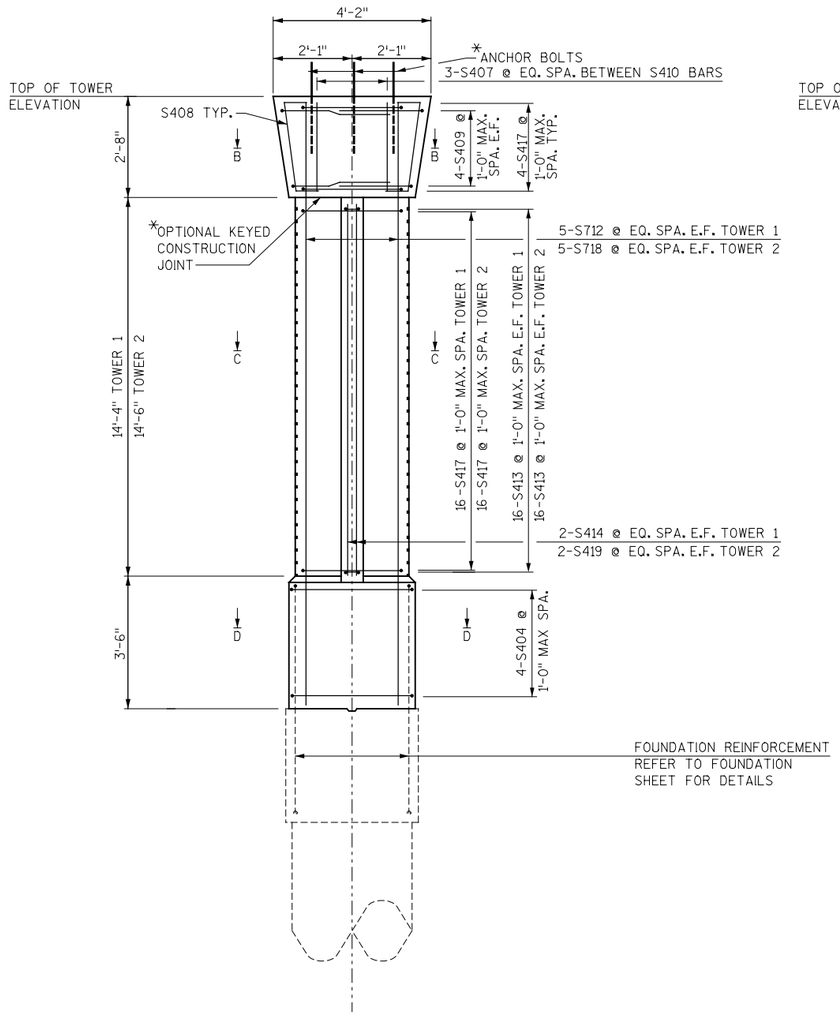
FILE NAME :S-05-209.dgn
PLOT DATE :11/28/2012 212258 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.plt PEN :CEL_TextSub_ScreenControlByLevel.tbl

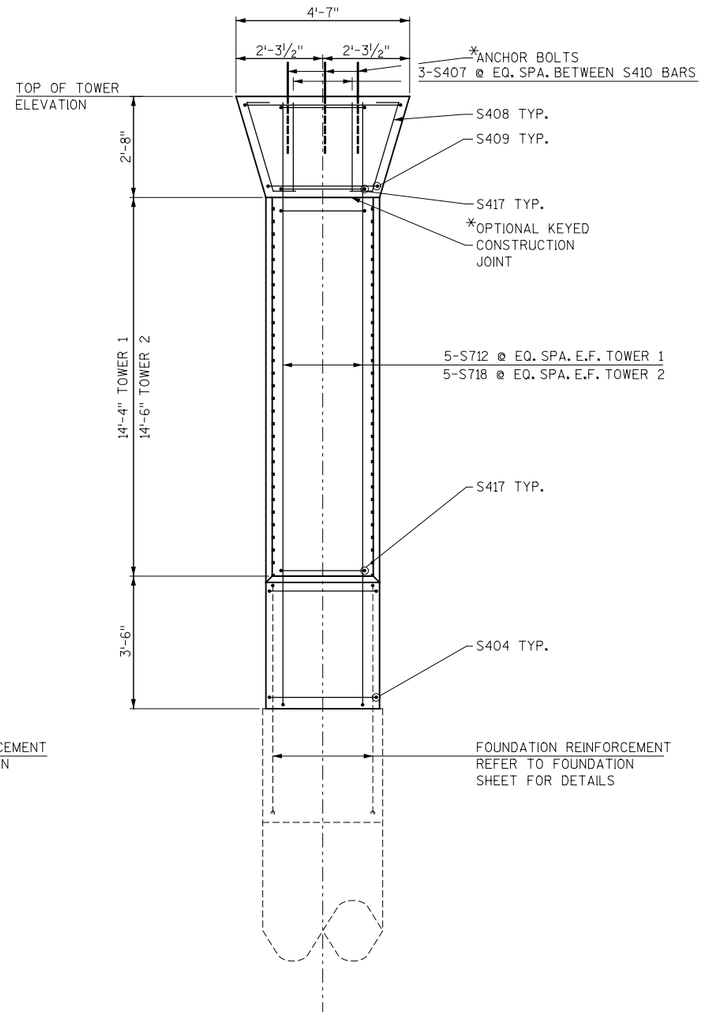
STATE PROJECT NUMBER

1133-10-72



ELEVATION VIEW

S402, S403, S410, S411, S415 AND S416 NOT SHOWN FOR CLARITY. REFER TO SECTIONS



END VIEW

S402, S403, S410, S411, S415 AND S416 NOT SHOWN FOR CLARITY. REFER TO SECTIONS

TOWER NOTES

DRAWING SHALL NOT BE SCALED.

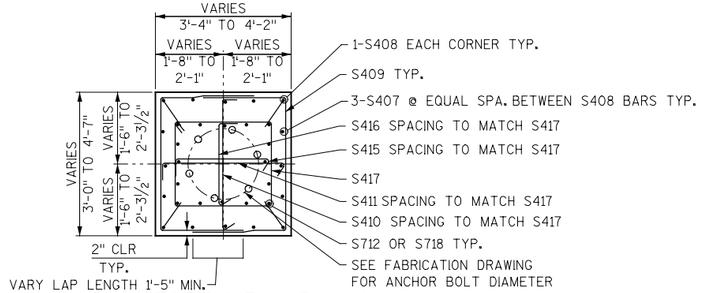
"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR FROM THE FACE OF THE SMOOTH CONCRETE AND 2½" FROM THE FACE OF THE ARCHITECTURAL SURFACE TREATMENT, UNLESS OTHERWISE NOTED.

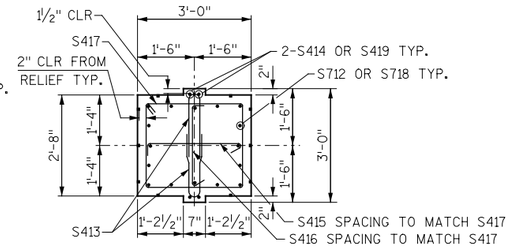
REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" x 6" x 1'-6" LONG BEVELED KEYWAY.

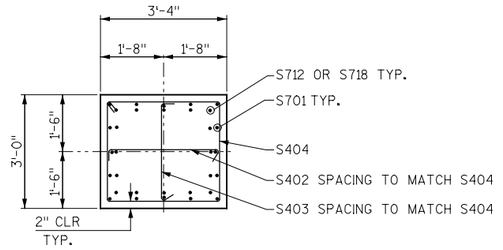
* PLACE ANCHOR BOLTS PRIOR TO POURING MIDDLE SECTION OF CONCRETE TOWER.



SECTION B - B



SECTION C - C



SECTION D - D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-209

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER DETAILS

SHEET 3 OF 4

1198

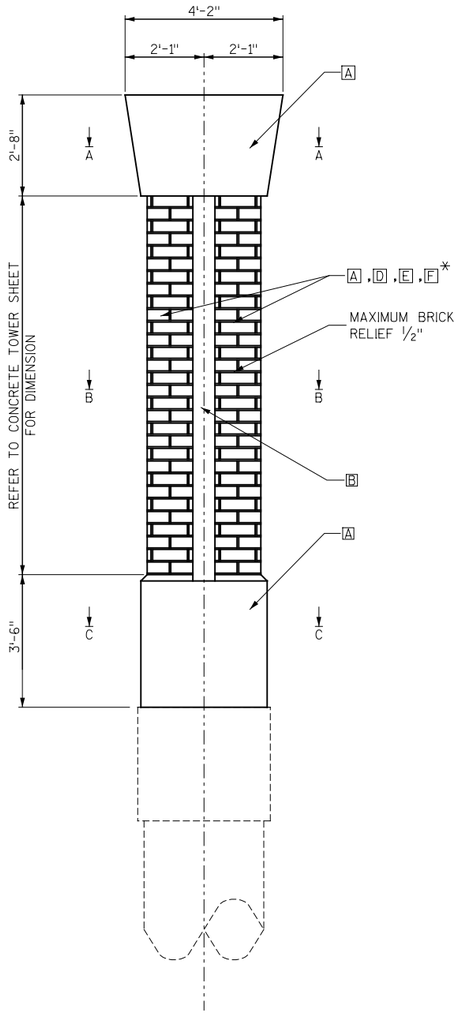
8

8

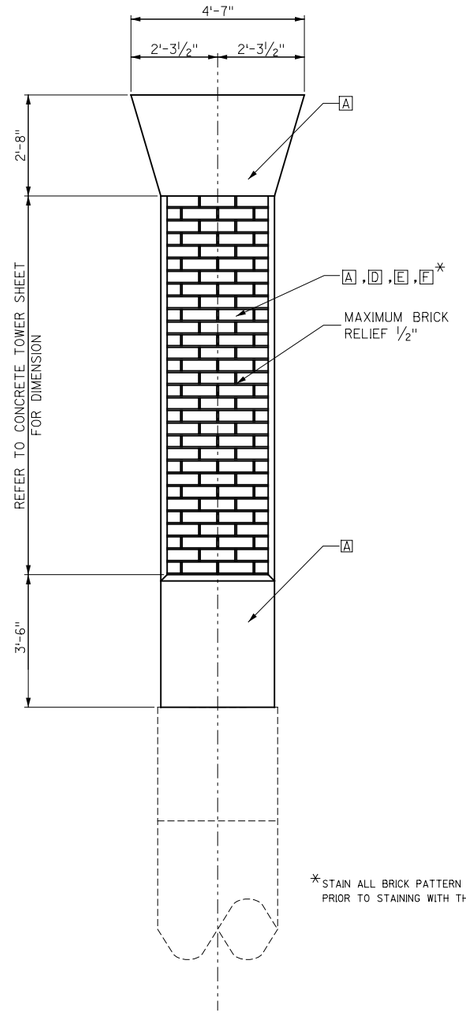
FILE NAME :S-05-209.dgn
PLOT DATE :11/28/2012 21:200 PM PLOT BY : Veronica Chavezvill DRV :Pdf_bw_HS.plt PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

1133-10-72

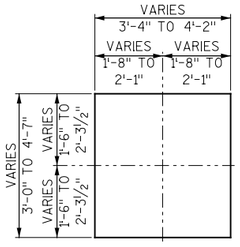


ELEVATION VIEW

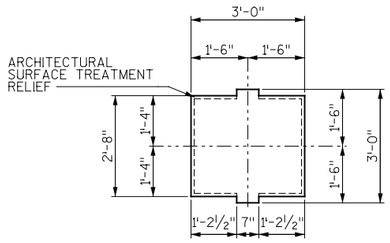


END VIEW

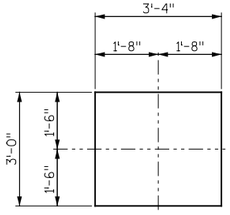
*STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.



SECTION A - A



SECTION B - B



SECTION C - C

CONCRETE STAINING SCHEDULE

MARK	COLOR
A	BASE COLOR
B	ACCENT COLOR #1
D	ACCENT COLOR #3
E	ACCENT COLOR #4
F	ACCENT COLOR #5

*STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-209

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER AESTHETIC DETAILS

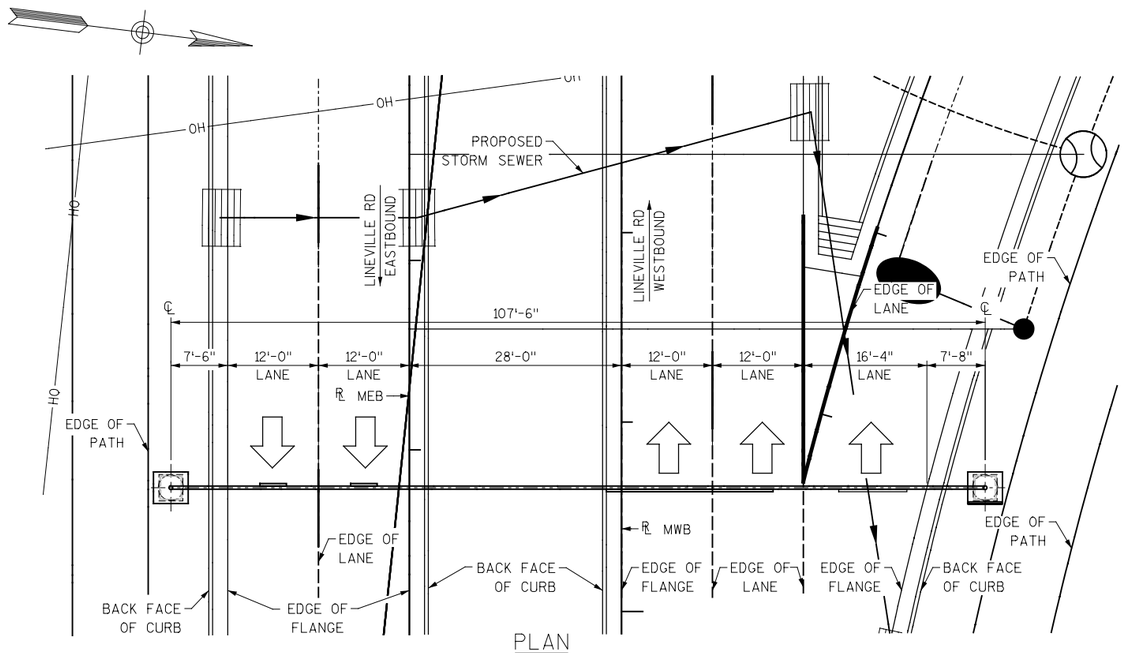
SHEET 4 OF 4

1199

8

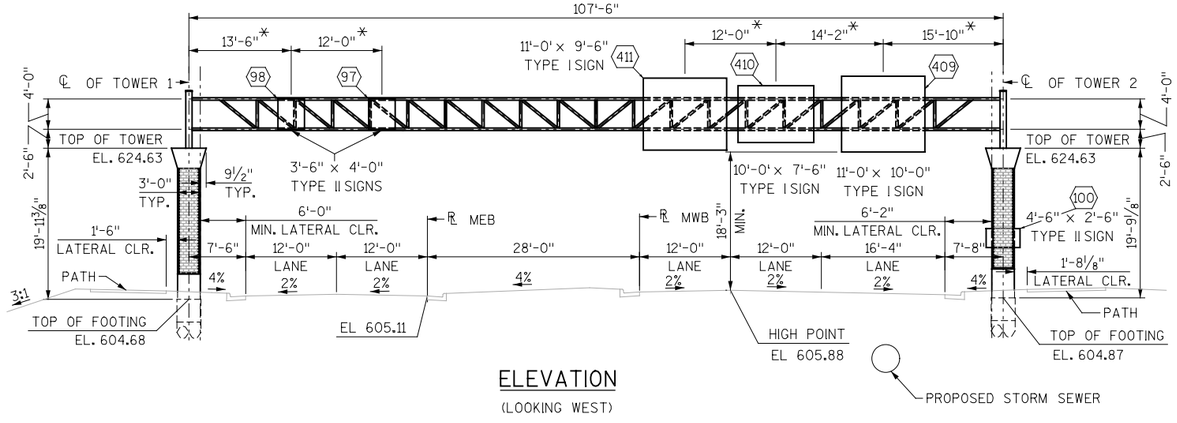
8

FILE NAME :S-05-209.dgn
PLOT DATE :11/28/2012 2:51:01 PM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.plt PEN :CEL_Text_Sub_ScreenControlByLevel.tbl



PLAN

STA. 67MEB+80



ELEVATION

(LOOKING WEST)

LIST OF DRAWINGS

1. PLAN & ELEVATION
2. CONCRETE TOWER FOUNDATION DETAILS
3. CONCRETE TOWER DETAILS
4. CONCRETE TOWER AESTHETIC DETAILS

ULTIMATE DESIGN STRESSES:

CONCRETE: .....f'c = 3,500 psi
HIGH STRENGTH BAR
STEEL REINFORCEMENT: .....fy = 60,000 psi

FOUNDATION DATA

THE FOLLOWING SOIL PARAMETERS WERE USED FOR THE DESIGN OF THE FOUNDATION SYSTEM. IF VARIATIONS IN THE SOIL PARAMETERS ARE FOUND DURING CONSTRUCTION NOTIFY PROJECT ENGINEER FOR REQUIRED MODIFICATION TO THE FOUNDATION SYSTEM.

APPROXIMATE BOTTOM ELEVATION (FEET)	ALLOW. SKIN FRICTION (PSF)	ALLOW. END BEARING (PSF)	SOIL UNIT WEIGHT (PCF)	COHESION, C (PSF)	FRICTION ANGLE (DEGREE)
590	80	6,000	120	--	30
583.5	183	10,000 ‡	125	--	32

‡ AT TOWER 2 DESIGN MUST USE 6,000 FOR ALLOWABLE END BEARING DUE TO THE UNDERLYING SILT.

GROUNDWATER WAS ENCOUNTERED AT ELEVATION 588.0 FEET AT THE TIME OF SUBSURFACE EXPLORATION.

REFER TO GEOTECHNICAL REPORT FOR FURTHER INFORMATION.

TYPE I SIGN DESIGN DATA

MAX DESIGN SIGN AREA (SQ. FT.)	MAX. TYPE I SIGN DEPTH
317.5	10'-0"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

OVERHEAD SIGN SUPPORTS SHALL BE DESIGNED AND FABRICATED USING STEEL.

CENTER SIGNS VERTICALLY ON CHORD/TRUSS.

CONTRACTOR SHALL VERIFY DIMENSIONS PRIOR TO FABRICATION OF CONCRETE TOWERS AND OVERHEAD SIGN SUPPORT.

EXCAVATION REQUIRED TO CONSTRUCT THE CONCRETE TOWER FOUNDATION ABOVE THE DRILLED SHAFTS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".

THE LOCATION OF EXISTING OR PROPOSED UTILITIES AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITY SERVICES ARE NOT SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR THE OVERHEAD SIGN SUPPORT IN ACCORDANCE WITH SDD STRUCTURE IDENTIFICATION PLAQUES, SIGN BRIDGES AND OVERHEAD SIGN SUPPORT. FASTEN THE IDENTIFICATION PLAQUE TO THE TOWER USING 3 -¼" DIAMETER BY 1-¾" LONG STAINLESS STEEL CONCRETE SCREWS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT S-05-212 ".

DESIGN NEW OVERHEAD SIGN SUPPORT 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."

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

SIZE THE ANCHOR BOLT / TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE TOWER SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION. PROVIDE A TOP AND BOTTOM ANCHOR BOLT TEMPLATE. THE BOTTOM ANCHOR BOLT TEMPLATE SHALL BE PERMANENT WITH A MAXIMUM O.D. OF 22".

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. SIGN BLANKS AND MOUNTING HARDWARE SHALL BE INCIDENTAL TO "OVERHEAD SIGN SUPPORT S-05-212 "

THE SIGN SUPPORTS CONCRETE MASONRY QUANTITY IS BASED ON THE OUT-TO-OUT CONCRETE DIMENSIONS. NO DEDUCTIONS IN QUANTITY FOR THE ARCHITECTURAL SURFACE TREATMENT RELIEF HAVE BEEN MADE.

PROVIDE A ¾" CHAMFER OR 1" RADIUS ON ALL EXPOSED CONCRETE EDGES.

⬡ ## - REPRESENTS THE SIGN NO. REFER TO THE PERMANENT SIGNING SHEETS.

PROVIDE ROUND CHORDS WITH WEB MEMBERS ATTACHED BY GUSSET PLATES.

* SIGN PANEL DIMENSIONS ARE TO THE CENTER OF THE SIGN PANEL. CONTRACTOR TO FIELD VERIFY SIGN PANEL DISPLAYS CORRELATE WITH ROADWAY LANE LAYOUT.

WISCONSIN
STEVEN J. MILLER
36937
MILWAUKEE, WI
PROFESSIONAL ENGINEER

Steven J. Miller

2/15/2013

CONTACTS

BUREAU OF STRUCTURES CONTACT
BILL DREHER: (608) 266-8489

CONSULTANT CONTACT, COLLINS ENGINEERS, INC.
STEVE J. MILLER: (414) 282-6905

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	26
636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	1870
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	2950
641.8100	OVERHEAD SIGN SUPPORT S-05-212	LS	1
SPV.0165.500	ARCHITECTURAL SURFACE TREATMENT	SF	280
SPV.0165.501	STAINING CONCRETE	SF	480
SPV.0165.502	STAINING CONCRETE BRICK	SF	280

STATE PROJECT NUMBER

1133-10-72

NO.	DATE	REVISION	BY

COLLINS ENGINEERS INC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 2/19/13
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE S-05-212

DE PERE - SUAMICO

COUNTY: BROWN — ~~TOWN/CITY~~/VILLAGE: HOWARD

DESIGN SPEC. AASHTO STANDARD SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
CES	SJM	DW	VC

PLAN & ELEVATION

SHEET 1 OF 4

1200

8

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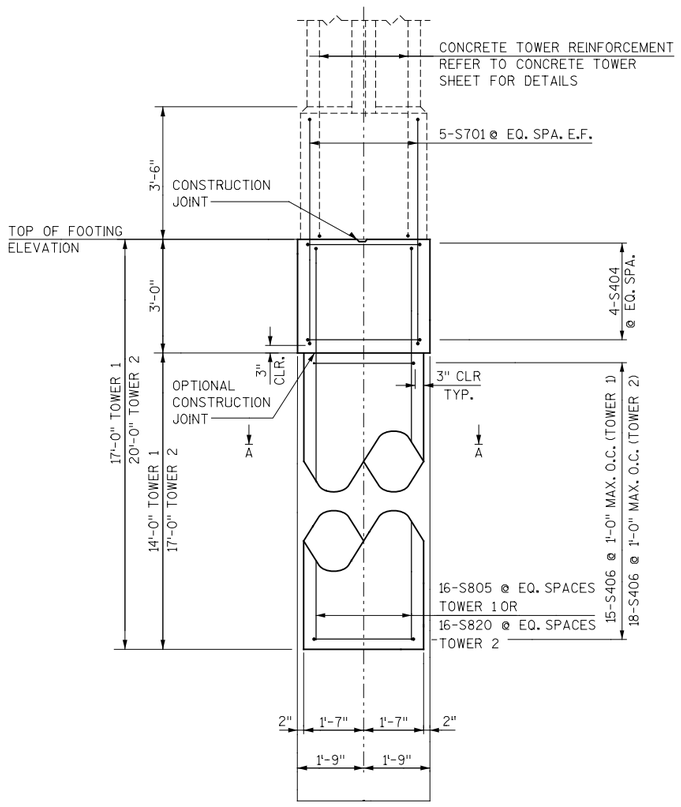
FILE NAME :S-05-212.dgn
PLOT DATE :2/15/2013 8:59:11 AM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.plt PEN :OEL.TextSub_ScreenControlByLevel.tbl

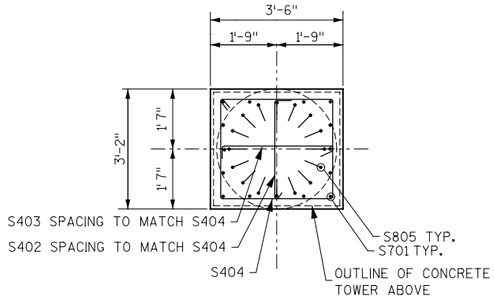
STATE PROJECT NUMBER

1133-10-72



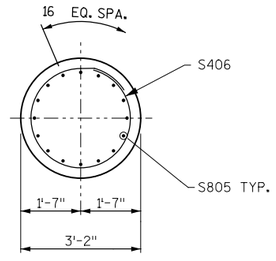
ELEVATION VIEW

S402 AND S403 NOT SHOWN FOR CLARITY. REFER TO PLAN VIEW



PLAN VIEW

CONCRETE TOWER REINFORCEMENT OMITTED FOR CLARITY



SECTION A - A

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
S701	X	32	7'-11"	▲		CAP BEAM VERTICAL
S402	X	16	3'-8"	▲		HORZ. CROSSTIE, BOTTOM OF TOWER
S403	X	16	4'-0"	▲		HORZ. CROSSTIE, BOTTOM OF TOWER
S404	X	16	11'-10"	▲		CAP BEAM STIRRUP
S805		16	17'-10"	▲		DRILLED SHAFT VERTICAL TOWER 1
S406		33	9'-10"	▲		DRILLED SHAFT HOOP
S407	X	24	2'-4"			VERT. REINF., TOP OF TOWER
S408	X	8	5'-0"	▲		VERT. REINF., TOP OF TOWER
S409	X	16	8'-7"	▲	△	HORZ. STIRRUP, TOP OF TOWER
S410	X	8	4'-2"	▲	△	HORZ. CROSSTIE, TOP OF TOWER
S411	X	8	4'-1"	▲	△	HORZ. CROSSTIE, TOP OF TOWER
S712	X	16	20'-9"	▲		VERT. REINF., MIDDLE OF TOWER 1
S413	X	60	4'-6"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S414	X	4	13'-9"			VERT. REINF., MIDDLE OF TOWER 1
S415	X	38	3'-3"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S416	X	38	2'-11"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S417	X	38	10'-2"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S718	X	16	20'-7"	▲		VERT. REINF., MIDDLE OF TOWER 2
S419	X	4	13'-7"			VERT. REINF., MIDDLE OF TOWER 2
S820		16	20'-10"	▲		DRILLED SHAFT VERTICAL TOWER 2

△ 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

MARK	NO. REQ'D	LENGTH
S409	4 SERIES OF 4	7'-10" TO 9'-4"
S410	2 SERIES OF 4	3'-4" TO 4'-11"
S411	2 SERIES OF 4	3'-9" TO 4'-5"

BUNDLE AND TAG EACH SERIES SEPARATELY

FOUNDATION NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR, UNLESS OTHERWISE NOTED.

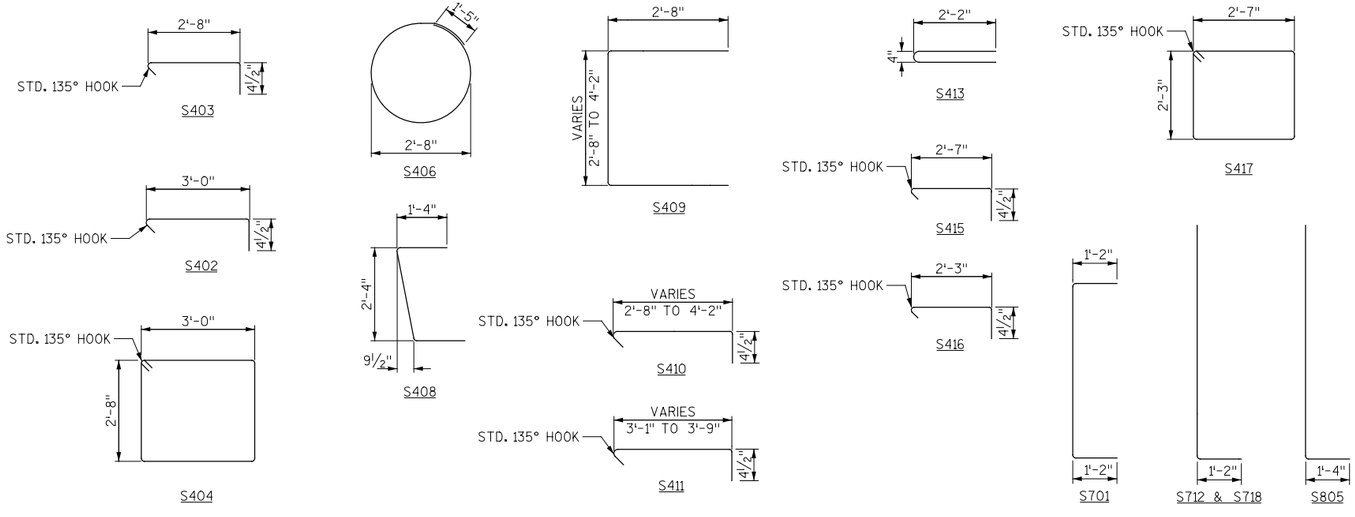
REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF FOOTING ELEVATIONS.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

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.

IF THE ENGINEER DETERMINES THE POSSIBILITY OF CAVE-INS, OR SOIL DISPLACEMENT FROM THE WALLS EXISTS, OR IF NECESSARY TO SHUT OFF SEEPAGE WATER, THEN LINE THE REMAINING DEPTH OF THE FOOTING SHAFT WITH A SUITABLE TEMPORARY CASING. PROVIDE, INSTALL AND REMOVE THE TEMPORARY CASING ACCORDING TO SECTION 636 OF THE STANDARD SPECIFICATIONS.



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-212

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER FOUNDATION DETAILS

SHEET 2 OF 4

1201

8

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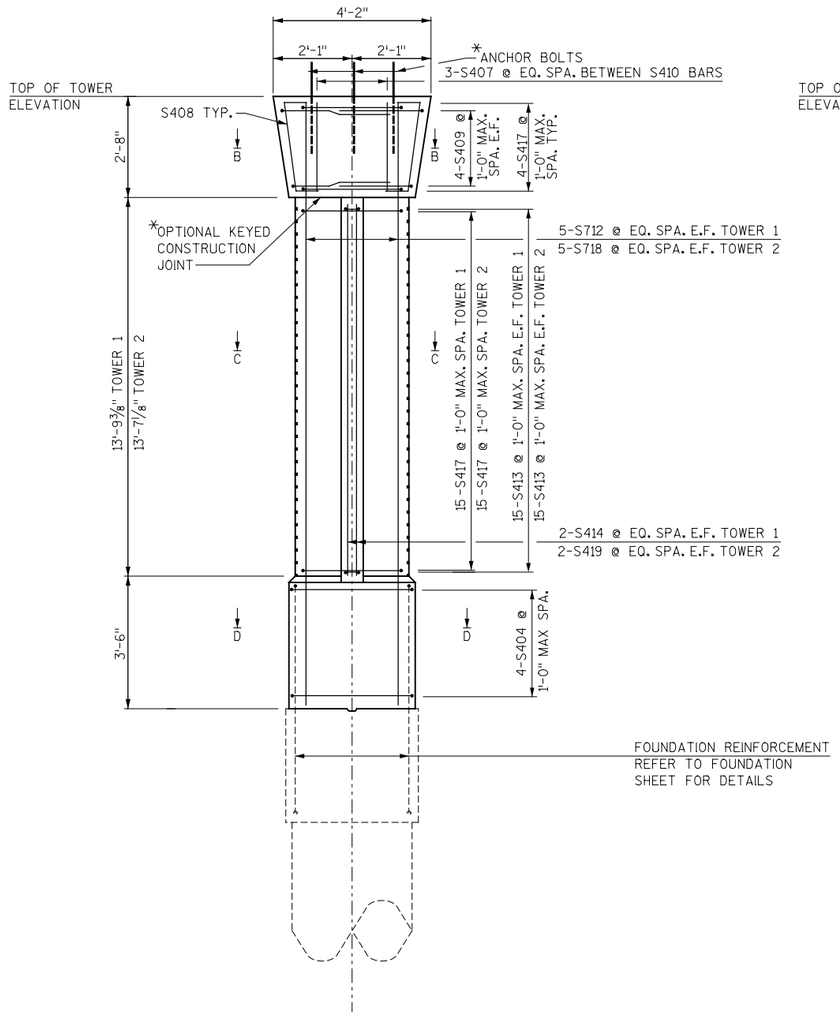
FILE NAME :S-05-212.dgn
PLOT DATE :12/31/2013 8:39:13 AM PLOT BY : Veronica Chavez-Vil DRV :PDF_bw_HS.pit PEN :CEL_TextSub_ScreenControlByLevel.tbl

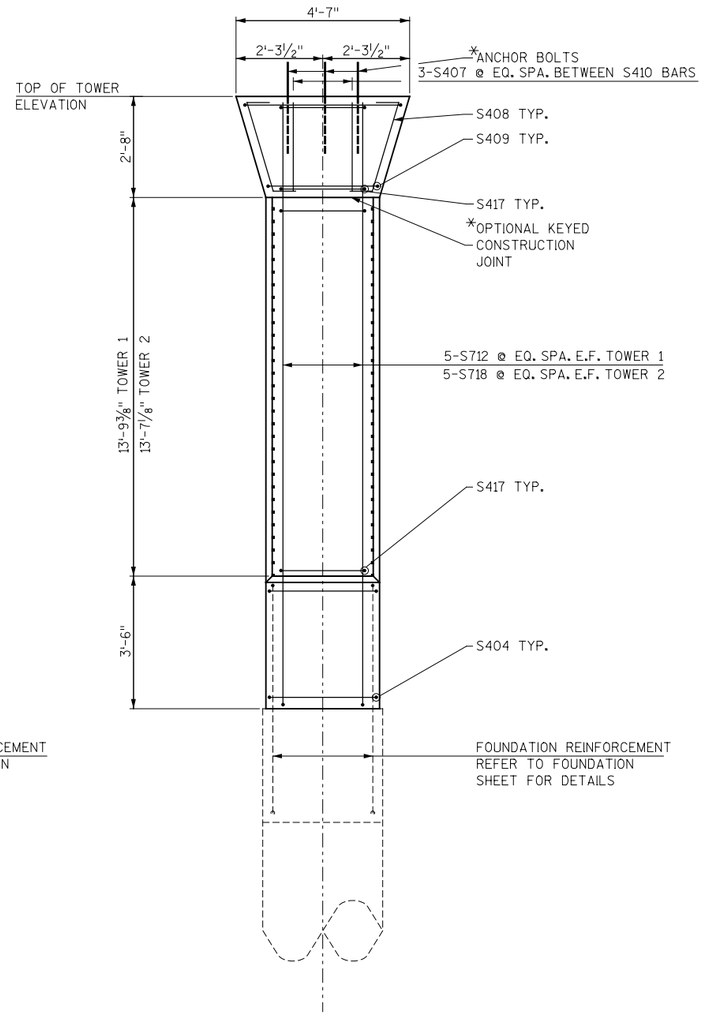
STATE PROJECT NUMBER

1133-10-72



ELEVATION VIEW

S402, S403, S410, S411, S415 AND S416 NOT SHOWN FOR CLARITY. REFER TO SECTIONS



END VIEW

S402, S403, S410, S411, S415 AND S416 NOT SHOWN FOR CLARITY. REFER TO SECTIONS

TOWER NOTES

DRAWING SHALL NOT BE SCALED.

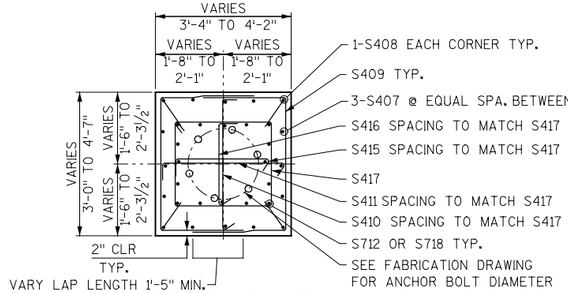
"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR FROM THE FACE OF THE SMOOTH CONCRETE AND 2½" FROM THE FACE OF THE ARCHITECTURAL SURFACE TREATMENT, UNLESS OTHERWISE NOTED.

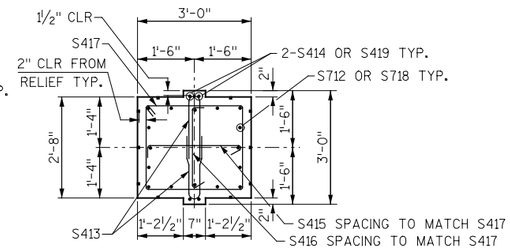
REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" x 6" x 1'-6" LONG BEVELED KEYWAY.

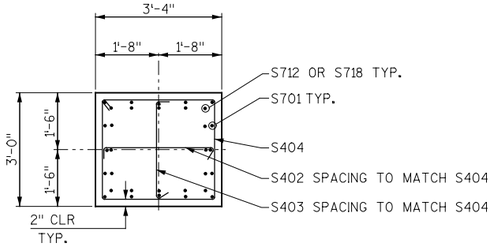
* PLACE ANCHOR BOLTS PRIOR TO POURING MIDDLE SECTION OF CONCRETE TOWER. OPTIONAL KEYED CONSTRUCTION JOINT MAY BE LOCATED AT A GROUT LINE BELOW THE ANCHOR ASSEMBLIES. THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS THE CONSTRUCTION JOINT. OMIT JOINT BEVELED EDGES.



SECTION B - B



SECTION C - C



SECTION D - D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-212

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER DETAILS

SHEET 3 OF 4

1202

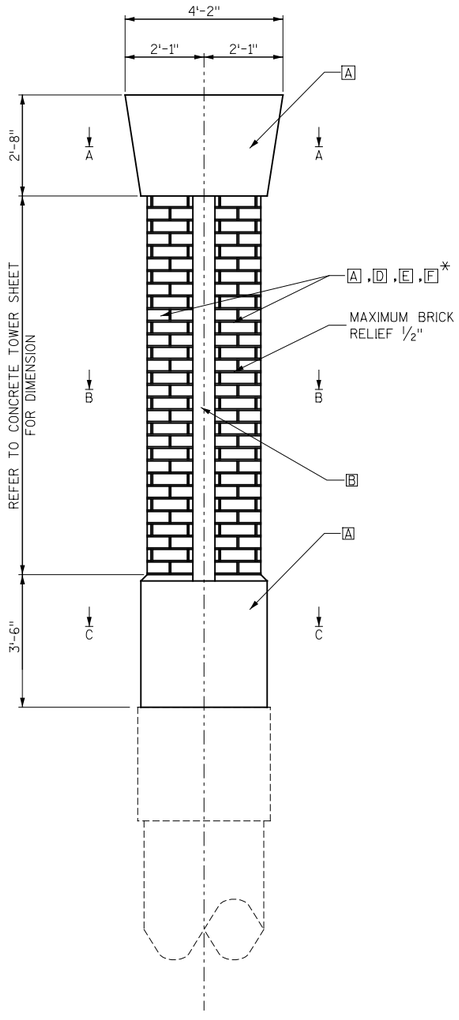
8

8

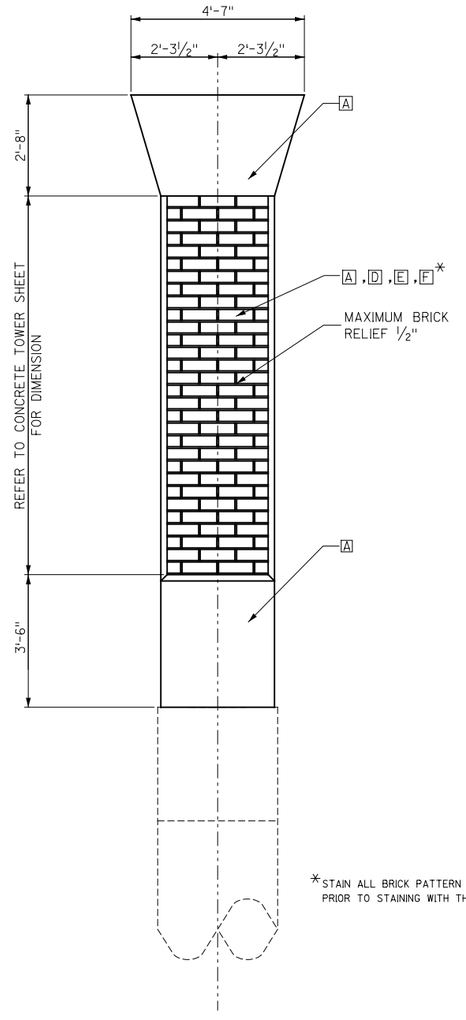
FILE NAME :S-05-212.dgn
PLOT DATE :2/15/2013 8:39:25 AM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.plt PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

1133-10-72

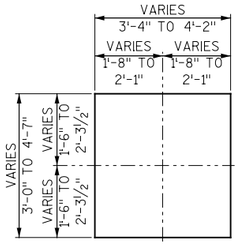


ELEVATION VIEW

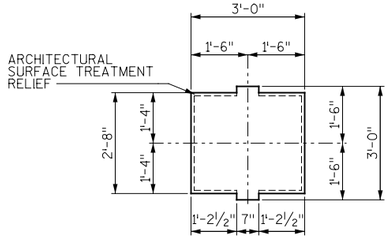


END VIEW

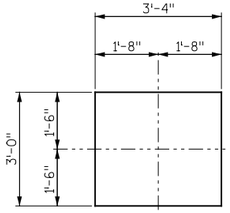
*STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.



SECTION A - A



SECTION B - B



SECTION C - C

CONCRETE STAINING SCHEDULE

MARK	COLOR
A	BASE COLOR
B	ACCENT COLOR #1
D	ACCENT COLOR #3
E	ACCENT COLOR #4
F	ACCENT COLOR #5

*STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-212

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER AESTHETIC DETAILS

SHEET 4 OF 4

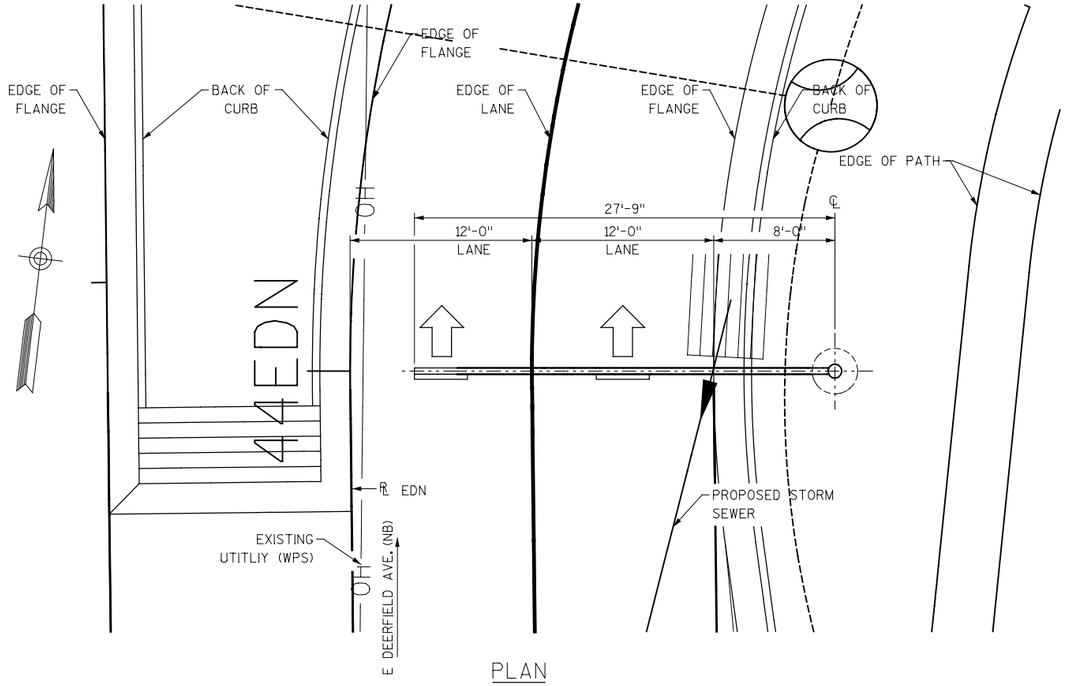
1203

8

8

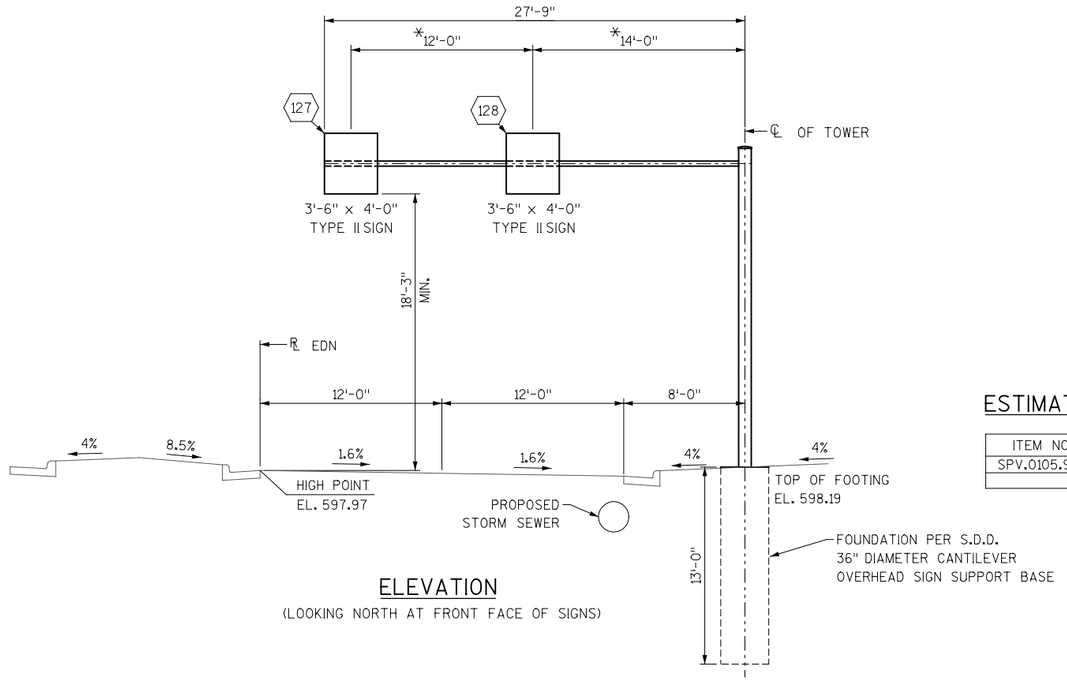
FILE NAME :S-05-212.dgn
PLOT DATE :2/25/2013 8:39:15 AM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.plt PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER
1133-10-72



PLAN

44EDN+00



ELEVATION

(LOOKING NORTH AT FRONT FACE OF SIGNS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

OVERHEAD SIGN SUPPORTS SHALL BE DESIGNED AND FABRICATED USING STEEL.

CENTER SIGNS VERTICALLY ON CHORD/TRUSS.

THE LOCATION OF EXISTING OR PROPOSED UTILITIES AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITY SERVICES ARE NOT SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR THE OVERHEAD SIGN SUPPORT, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT BLACK FINISH STRUCTURE S-05-228 "

DESIGN NEW OVERHEAD SIGN SUPPORT 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." THE OVERHEAD SIGN SHALL BE DESIGNED FOR FATIGUE CATEGORY I.

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

SIZE THE ANCHOR BOLT / TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS 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. SIGN BLANKS AND MOUNTING HARDWARE SHALL BE INCIDENTAL TO "OVERHEAD SIGN SUPPORT BLACK FINISH STRUCTURE S-05-228"

⬡ ## - REPRESENTS THE SIGN NO. REFER TO THE PERMANENT SIGNING SHEETS.

* SIGN PANEL DIMENSIONS ARE TO THE CENTER OF THE SIGN PANEL. CONTRACTOR TO FIELD VERIFY SIGN PANEL DISPLAYS CORRELATE WITH ROADWAY LANE LAYOUT.

CONTACTS

BUREAU OF STRUCTURES CONTACT
BILL DREHER: (608)266-8489

CONSULTANT CONTACT, COLLINS ENGINEERS, INC.
STEVE J. MILLER: (414)282-6905

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
SPV.0105.951	OVERHEAD SIGN SUPPORT BLACK FINISH STRUCTURE S-05-228	LS	1

NO.	DATE	REVISION	BY

COLLINS ENGINEERS INC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SVR 2/19/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-05-228

DE PERE - SUAMICO

COUNTY	TOWN/CITY/VILLAGE
BROWN	HOWARD

DESIGN SPEC. AASHTO 2001 THRU 2006 INTERIM

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
CES	SJM	DW	VC

PLAN & ELEVATION

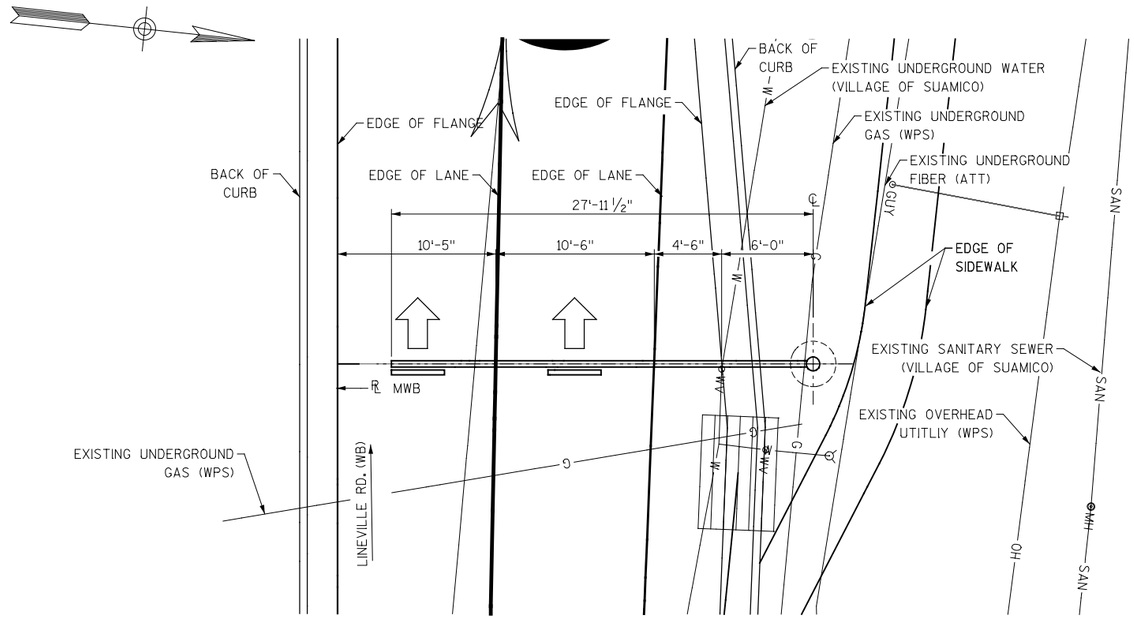
SHEET 1 OF 1
1204

8

8

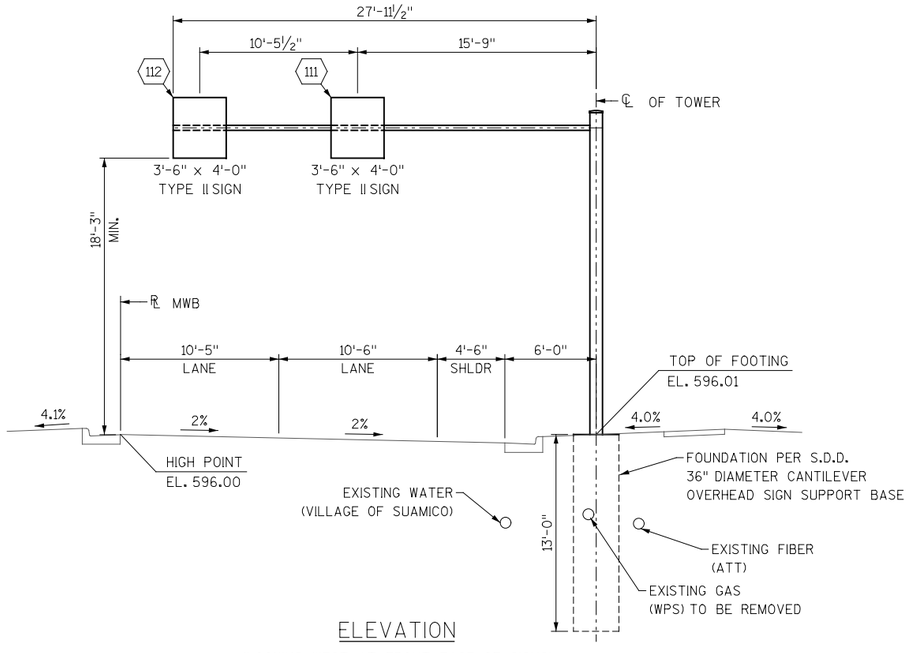
FILE NAME: 1S-05-228.dgn
PLOT DATE: 12/5/2012 2:27:36 PM PLOT BY: Matthew Weiland VSI DRV: Pdf_bw_HS.drv level.plt PEN: CEL.TEXTSUB_SCREENCONTROLBYLEVEL.TBL

STATE PROJECT NUMBER
1133-10-72



PLAN

72MWB+25



ELEVATION

(LOOKING WEST AT FRONT FACE OF SIGNS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

OVERHEAD SIGN SUPPORTS SHALL BE DESIGNED AND FABRICATED USING STEEL.

CENTER SIGNS VERTICALLY ON CHORD/TRUSS.

THE LOCATION OF EXISTING OR PROPOSED UTILITIES AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITY SERVICES ARE NOT SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR THE OVERHEAD SIGN SUPPORT, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT BLACK FINISH STRUCTURE S-05-229 "

DESIGN NEW OVERHEAD SIGN SUPPORT 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." THE OVERHEAD SIGN SHALL BE DESIGNED FOR FATIGUE CATEGORY I.

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

SIZE THE ANCHOR BOLT / TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS 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. SIGN BLANKS AND MOUNTING HARDWARE SHALL BE INCIDENTAL TO "OVERHEAD SIGN SUPPORT BLACK FINISH STRUCTURE S-05-229 "

⬡ ## - REPRESENTS THE SIGN NO. REFER TO THE PERMANENT SIGNING SHEETS.

* SIGN PANEL DIMENSIONS ARE TO THE CENTER OF THE SIGN PANEL. CONTRACTOR TO FIELD VERIFY SIGN PANEL DISPLAYS CORRELATE WITH ROADWAY LANE LAYOUT.

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
SPV.0105.952	OVERHEAD SIGN SUPPORT BLACK FINISH STRUCTURE S-05-229	LS	1

CONTACTS

BUREAU OF STRUCTURES CONTACT
BILL DREHER: (608)266-8489

CONSULTANT CONTACT, COLLINS ENGINEERS, INC.
STEVE J. MILLER: (414)282-6905

NO.	DATE	REVISION	BY

COLLINS ENGINEERS INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 2/19/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-05-229

DE PERE - SUAMICO

COUNTY	TOWN/CITY/VILLAGE
BROWN	HOWARD

DESIGN SPEC.
AASHTO 2001 THRU 2006 INTERIM

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
CES	SJM	DW	VC

PLAN & ELEVATION

SHEET 1 OF 1
1205

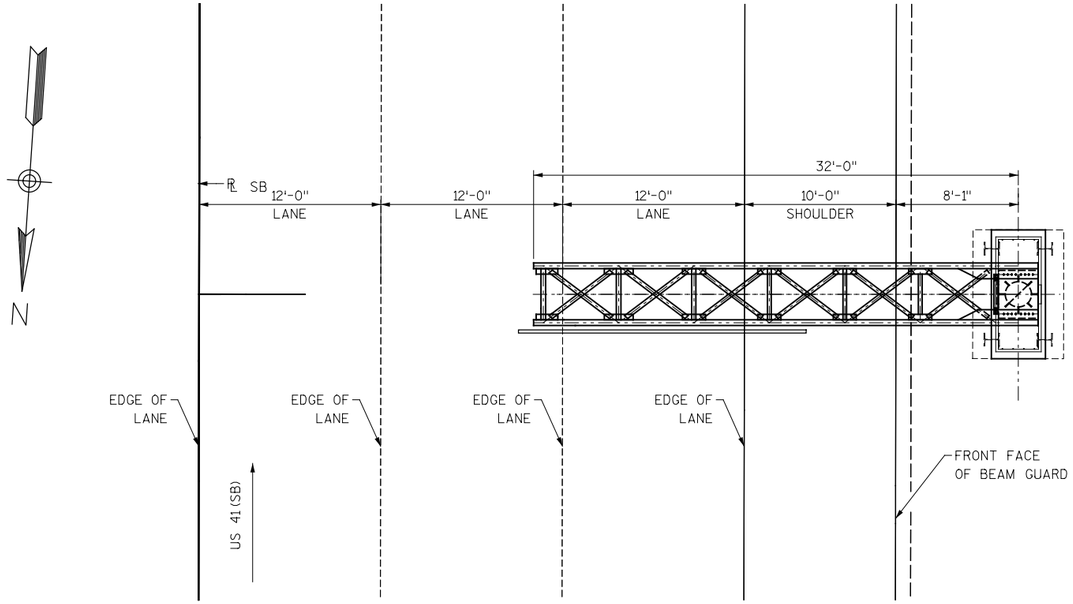
8

8

FILE NAME : S-05-229.dgn
PLOT DATE : 12/5/2012 2:26:25 PM PLOT BY : MatthewHeiland v8i DRV : Pdf_bw_HS.by level.plt PEN : CEL.TEXTSUB_SCREENCONTROLBYLEVEL.TBL

STATE PROJECT NUMBER

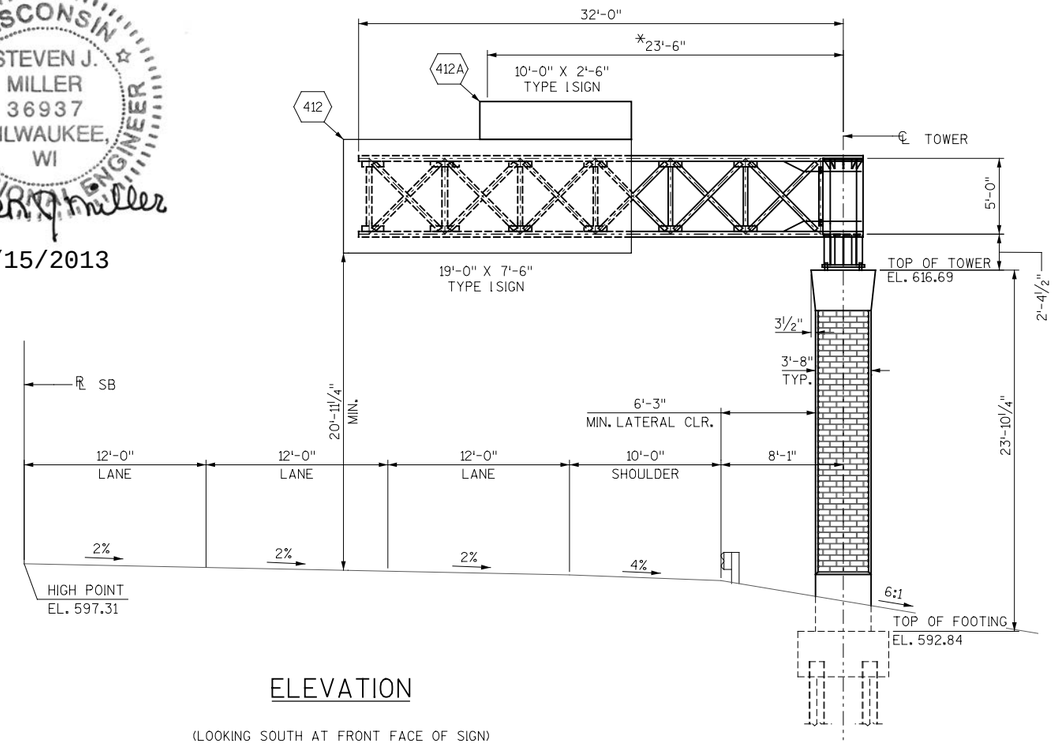
1133-10-81



PLAN

STA. 1336MC+00

2/15/2013



ELEVATION

(LOOKING SOUTH AT FRONT FACE OF SIGN)

LIST OF DRAWINGS

1. PLAN & ELEVATION
2. CONCRETE TOWER FOUNDATION DETAILS
3. CONCRETE TOWER DETAILS
4. GALVANIZED STEEL CANTILEVER SIGN TRUSS
5. SIGN TRUSS DETAILS
6. CONCRETE TOWER AESTHETIC DETAILS
7. SUBSURFACE EXPLORATION

ULTIMATE DESIGN STRESSES:

TOWER

CONCRETE: .....f'c = 3,500 psi
HIGH STRENGTH BAR
STEEL REINFORCEMENT: .....fy = 60,000 psi

SIGN BRIDGE

STEEL COLUMN & CHORDS: .....fy = 42,000 psi
A.P.I. SPEC 5L GRADE X42
PLATES, BARS, STRUCTURAL ANGLES: .....fy = 36,000 psi
A.S.T.M. A709 GRADE 36
STEEL ANCHOR BOLTS: .....fy = 55,000 psi
A.A.S.H.T.O. M314 GRADE 55
HIGH STRENGTH BOLTS A325 .....fy=92,000 psi
STRUCTURAL MEMBERS GALVANIZED A123
HARDWARE GALVANIZED .....A153 CLASS C

DESIGN DATA

DEAD LOAD - WT. OF SIGN AND SUPPORTING STRUCTURE. NO PROVISIONS HAVE BEEN INCLUDED FOR A CATWALK OR LIGHTING.
LIVE LOAD - NONE.
ICE LOAD - 3 P.S.F. TO 1 FACE OF SIGN & AROUND SURFACE OF MEMBERS.
WIND PRESSURE - 90 M.P.H. (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD + WIND	133
3. DEAD + ICE + ½ (WIND‡)	133

‡ MIN. VALUE OF 25 PSF FOR GR. 3

TYPE I SIGN DESIGN DATA

MAX DESIGN SIGN AREA (SQ. FT.)	MAX. TYPE I SIGN DEPTH
264	12'-0"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

ALL STRUCTURAL STEEL MEMBERS SHALL BE GALVANIZED.

CENTER SIGNS VERTICALLY ON CHORD/TRUSS.

CONTRACTOR SHALL VERIFY DIMENSIONS PRIOR TO FABRICATION OF CONCRETE TOWERS AND SIGN BRIDGE.

EXCAVATION REQUIRED TO CONSTRUCT THE CONCRETE TOWER FOUNDATION ON THE PILES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".

THE LOCATION OF EXISTING OR PROPOSED UTILITIES AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITY SERVICES ARE NOT SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR THE SIGN BRIDGE IN ACCORDANCE WITH SDD STRUCTURE IDENTIFICATION PLAQUES, SIGN BRIDGES AND OVERHEAD SIGN SUPPORT. FASTEN THE IDENTIFICATION PLAQUE TO THE TOWER USING 3 - ¼" DIAMETER BY 1¾" LONG STAINLESS STEEL CONCRETE SCREWS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN BRIDGE CANTILEVERED S-05-231"

SIGNS OR BLANKS SHALL BE INSTALLED ON THE TRUSS AT THE TIME OF ERECTION. BLANKS SHALL BE ¼ THE LENGTH OF THE BRIDGE, 2'-0" DEEPER THAN CENTER TO CENTER OF CHORDS & SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED IN PLANS. SIGN BLANKS AND MOUNTING HARDWARE SHALL BE INCIDENTAL TO "SIGN BRIDGE CANTILEVERED S-05-231 "

THE UPPER 12" OF ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE A.A.S.H.T.O. SPECIFICATION AS STATED IN SECTION 641. OF THE WISDOT STANDARD SPECIFICATIONS. WELD TEST AS PER AWS D1.1.

THE SIGN SUPPORTS CONCRETE MASONRY QUANTITY IS BASED ON THE OUT-TO-OUT CONCRETE DIMENSIONS. NO DEDUCTIONS IN QUANTITY FOR THE ARCHITECTURAL SURFACE TREATMENT RELIEF HAVE BEEN MADE.

PROVIDE A ¾" CHAMFER OR 1" RADIUS ON ALL EXPOSED CONCRETE EDGES.

(##) - REPRESENTS THE SIGN NO. REFER TO THE PERMANENT SIGNING SHEETS.

* SIGN PANEL DIMENSIONS ARE TO THE CENTER OF THE SIGN PANEL. CONTRACTOR TO FIELD VERIFY SIGN PANEL DISPLAYS CORRELATE WITH ROADWAY LANE LAYOUT.

CONTACTS

BUREAU OF STRUCTURES CONTACT
BILL DREHER: (608)266-8489

CONSULTANT CONTACT, COLLINS ENGINEERS, INC.
STEVE J. MILLER: (414)282-6905

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	250
636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	29
636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	300
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	3370
641.1200	SIGN BRIDGE CANTILEVERED S-05-231	LS	1
SPV.0165.500	ARCHITECTURAL SURFACE TREATMENT	SF	315
SPV.0165.501	STAINING CONCRETE	SF	484
SPV.0165.502	STAINING CONCRETE BRICK	SF	315

NO.	DATE	REVISION	BY

COLLINS ENGINEERS INC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 2/19/13
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE S-05-231

DE PERE - SUAMICO

COUNTY: BROWN — TOWN/CITY/VILLAGE: SUAMICO

DESIGN SPEC. AASHTO 2001 THRU 2006 INTERIM

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
CES	SJM	DW	VC

PLAN & ELEVATION

SHEET 1 OF 7

1206

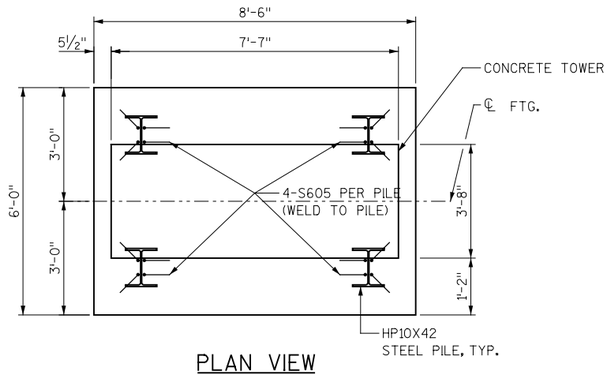
8

8

FILE NAME: 15-05-231.dgn
PLOT DATE: 12/18/2013 8:50:43 AM PLOT BY: Veronica Chavez-VE DRV: PDF.bw_HS.by level.plt PEN: CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

1133-10-81

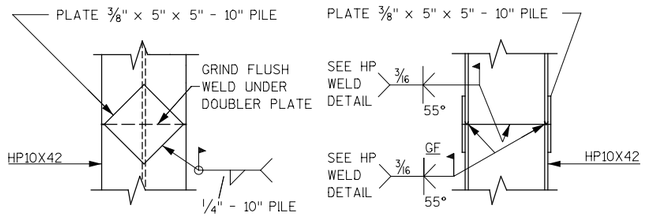


PLAN VIEW

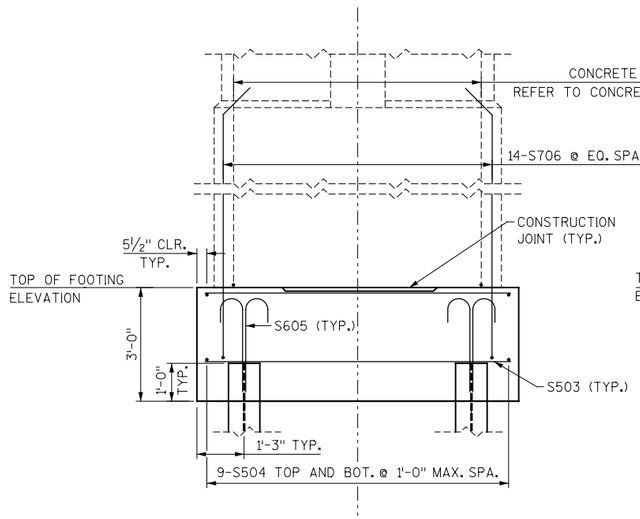
BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
S412	2 SERIES OF 4	13'-0" TO 13'-7"
S417	2 SERIES OF 4	4'-0" TO 4'-7"

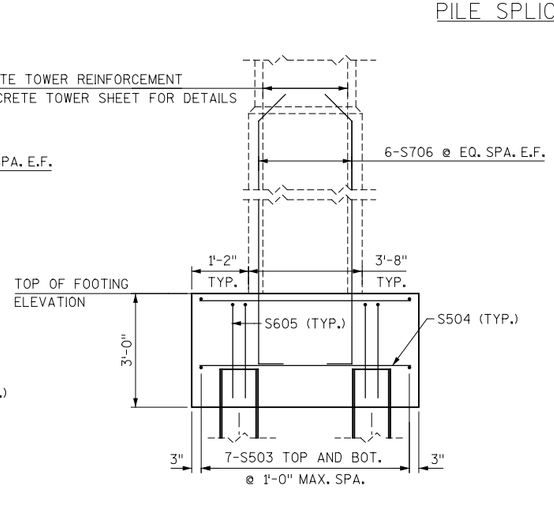
BUNDLE AND TAG EACH SERIES SEPARATELY



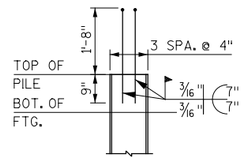
PILE SPLICE DETAIL



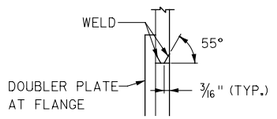
ELEVATION VIEW



END VIEW



PILE HEAD DETAIL



HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

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
S503		14	8'-0"			CAP LONGITUDINAL
S504		18	5'-6"			CAP TRANSVERSE
S605		16	3'-1"	▲		WELDED TO PILES
S706	X	36	8'-5"	▲		CAP BEAM VERTICAL
S407	X	10	12'-2"	▲		HORZ. STIRRUP, BOTTOM OF TOWER
S708	X	36	24'-8"	▲		VERT. REINF., MIDDLE OF TOWER
S409	X	4	16'-8"			VERT. REINF., MIDDLE OF TOWER
S410	X	44	11'-3"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S411	X	36	5'-9"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S412	X	8	13'-4"	▲	△	HORZ. STIRRUP, TOP OF TOWER
S413	X	4	5'-0"	▲		VERT. REINF., TOP OF TOWER
S414	X	20	2'-5"			VERT. REINF., TOP OF TOWER
S415	X	15	4'-0"	▲		HORZ. CROSSTIE, BOTTOM OF TOWER
S416	X	66	3'-7"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S417	X	8	4'-4"	▲	△	HORZ. CROSSTIE, TOP OF TOWER

△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WIEGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

FOUNDATION NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF FOOTING ELEVATIONS.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

FOUNDATION DATA

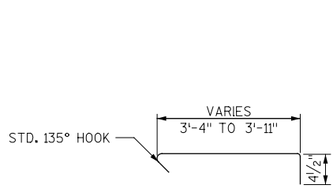
TOWER TO BE SUPPORTED ON HP10X42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 100 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH 60 FEET LONG.

**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 THE MODIFIED GATES FORMULA TO DETERMINE DRIVEN PILE CAPACITY.

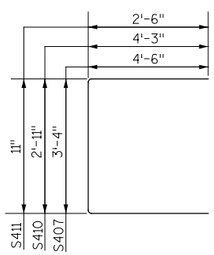
IF THE PILE OBTAINS A CAPACITY AT A LENGTH THAT IS MORE THAN 10 FEET SHORTER THAN THE ESTIMATED LENGTH, THE CONTRACTOR MUST NOTIFY THE ENGINEER FOR APPROVAL.

STEEL HP PILE MATERIAL SHALL BE A.S.T.M. A572. Fy = 50,000 psi. PILE SPLICES (IF REQUIRED) SHALL BE MADE BY A CERTIFIED WELDER USING LOW HYDROGEN ELECTRODES.

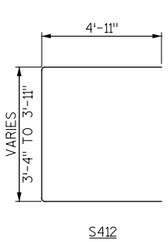
WELDING OF THE REINFORCEMENT BARS TO THE PILES SHALL BE MADE BY A CERTIFIED WELDER USING LOW HYDROGEN ELECTRODES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PILING STEEL HP 10-INCH X 42 LB".



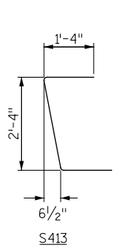
S417



S407,S410,S411



S412



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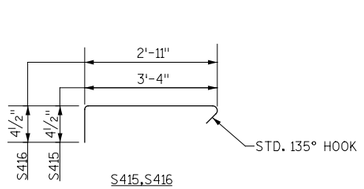
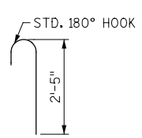


S415,S416



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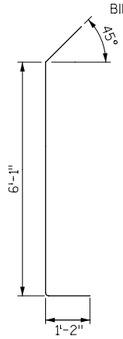


S706

S708

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-231

DRAWN BY VC | PLANS CK'D. CES

CONCRETE TOWER 2 FOUNDATION DETAILS

SHEET 2 OF 7

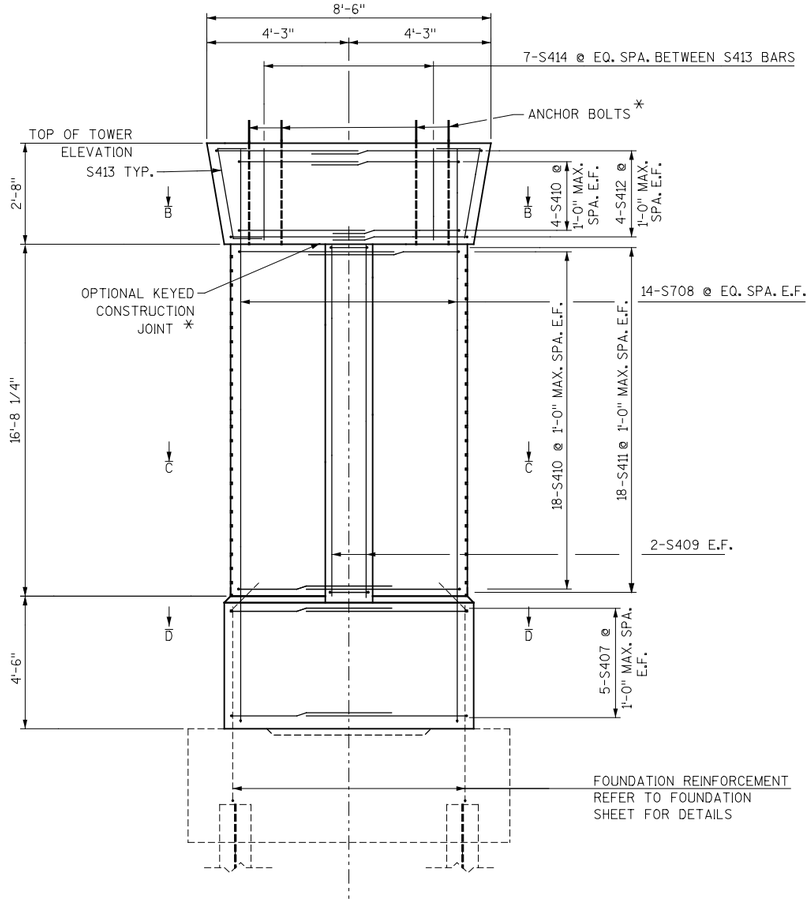
1207

8

8

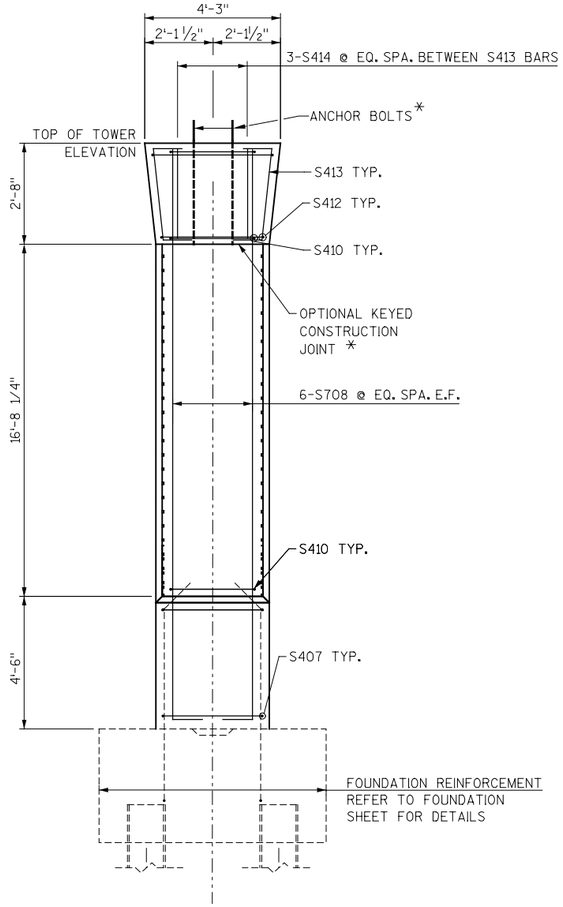
FILE NAME :S-05-231.dgn
PLOT DATE :2/15/2023 8:50:45 AM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS_by level.plt PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER
1133-10-81



ELEVATION VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS



END VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS

TOWER NOTES

DRAWING SHALL NOT BE SCALED.

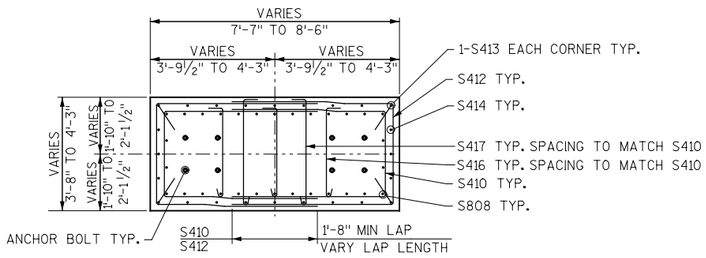
"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR FROM THE FACE OF THE SMOOTH CONCRETE AND 2½" FROM THE FACE OF THE ARCHITECTURAL SURFACE TREATMENT, UNLESS OTHERWISE NOTED.

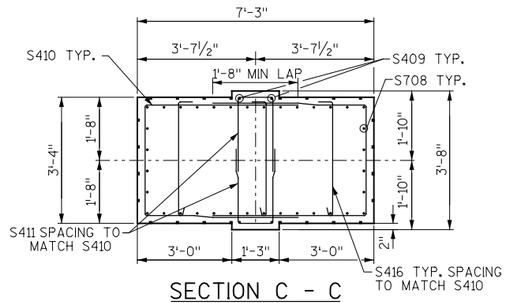
REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

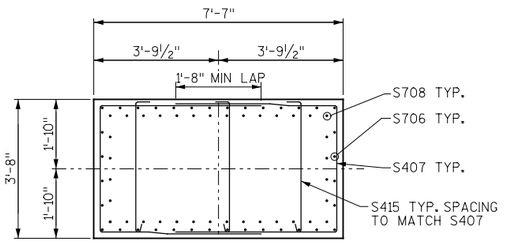
* PLACE ANCHOR BOLTS PRIOR TO POURING MIDDLE SECTION OF CONCRETE TOWER. OPTIONAL KEYED CONSTRUCTION JOINT MAY BE LOCATED AT A GROUT LINE BELOW THE ANCHOR ASSEMBLIES. THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS THE CONSTRUCTION JOINT. OMIT JOINT BEVELED EDGES.



SECTION B - B



SECTION C - C



SECTION D - D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-231

DRAWN BY VC | PLANS CK'D. CES

CONCRETE TOWER DETAILS

SHEET 3 OF 7

1208

FILE NAME : S-05-231.dgn
PLOT DATE : 2/15/2013 8:50:46 AM PLOT BY : Veronica Chavez-Vil DRV : Pdf_bw_HS.by level.plt PEN : CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER
1133-10-81

GENERAL NOTES

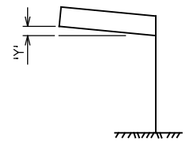
DRAWINGS SHALL NOT BE SCALED.

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.

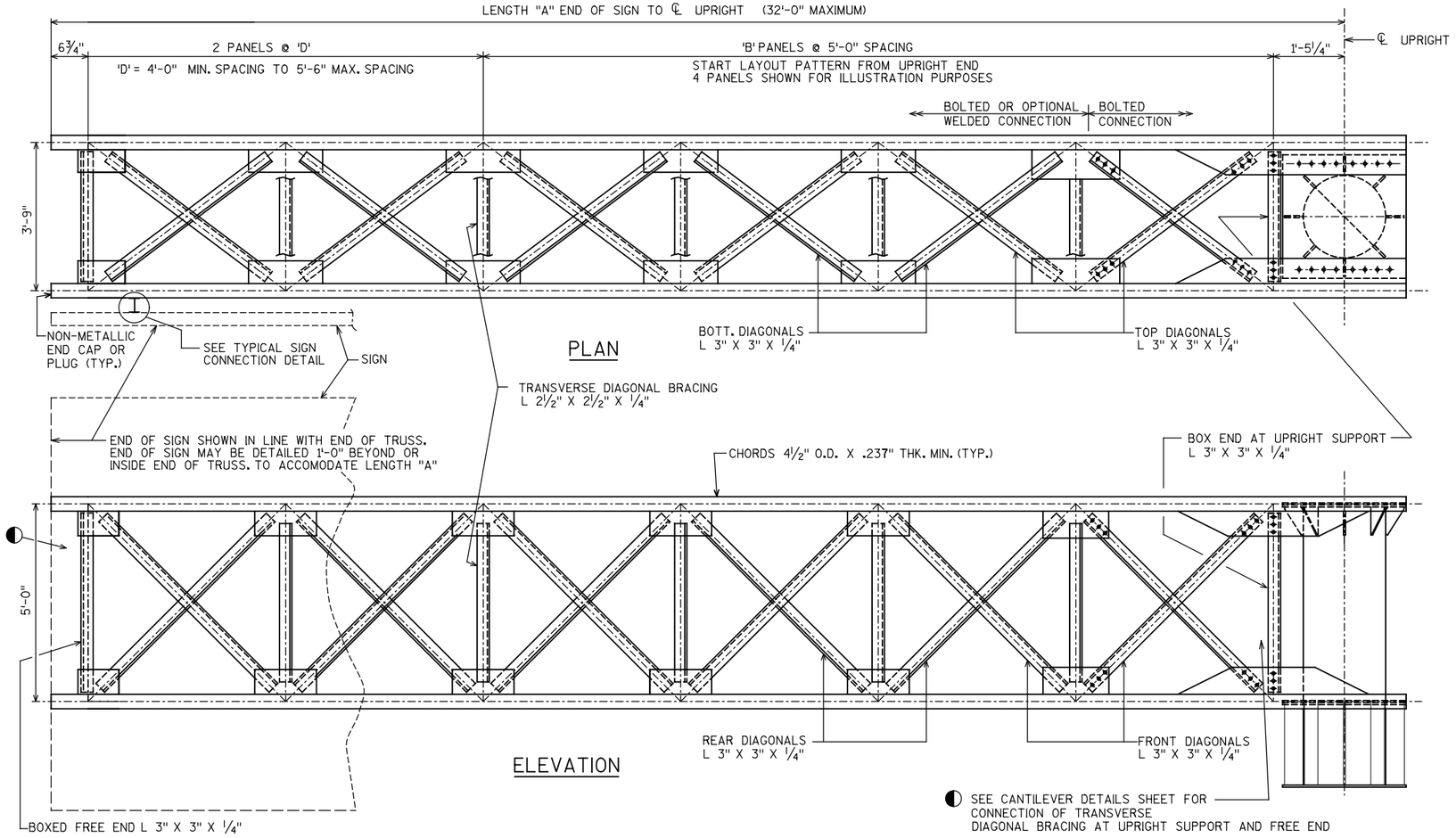
REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

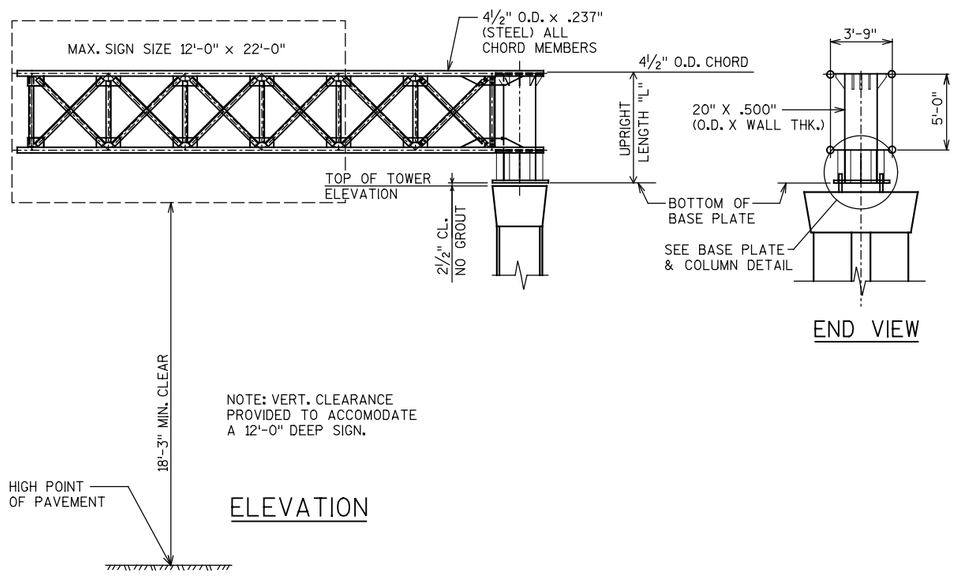
STRUCTURE MEMBER TABLE

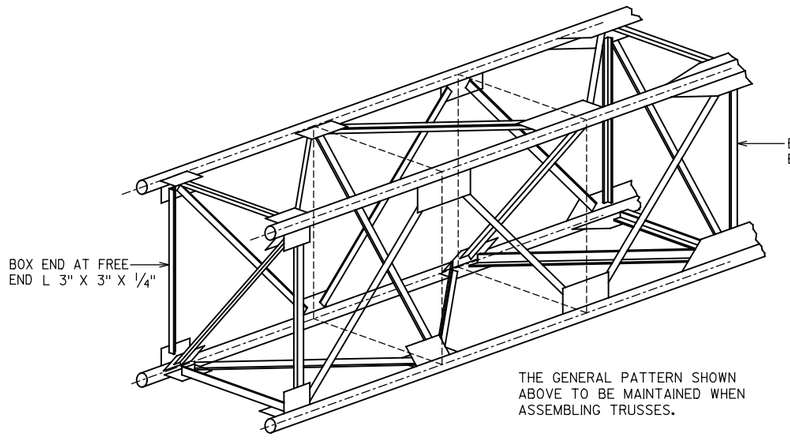
"A"	"L"	"B"	"D"	"Y"
32'-0"	7'-2"	4	5	1"



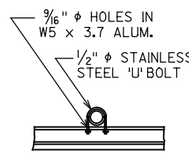
CAMBER DIAGRAM



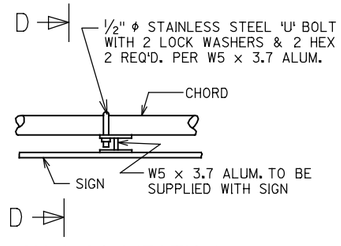




TYPICAL TRUSS SECTION



SECTION D-D



TYPICAL SIGN CONNECTION

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-231

DRAWN BY	VC	PLANS CK'D.	CES

GALVANIZED STEEL CANTILEVER SIGN TRUSS

SHEET 4 OF 7

1209

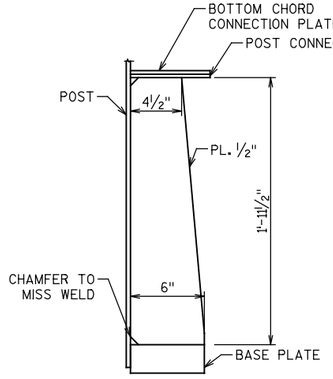
8

8

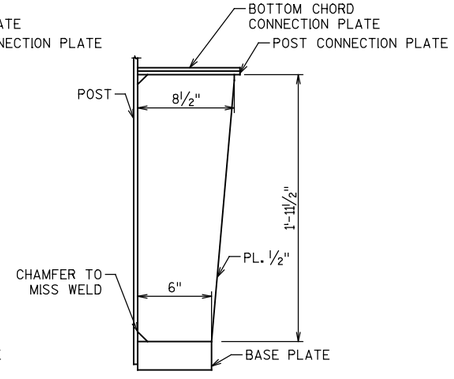
FILE NAME :S-05-231.dgn
PLOT DATE :2/15/2013 8:50:46 AM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by levelplt PEN :CEL_TextSub_ScreenControlByLevel.tbl

STATE PROJECT NUMBER

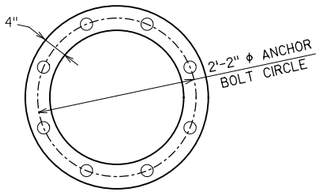
1133-10-81



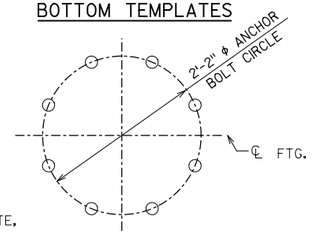
BASE PLATE - ½" PLATE PARALLEL ARM

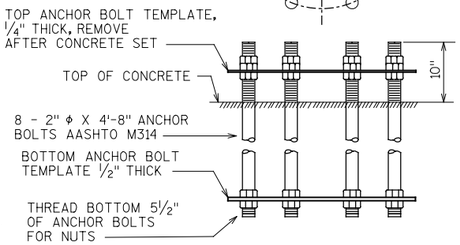


BASE PLATE - ½" PLATE OTHERS
(CHORD OMITTED FOR CLARITY)

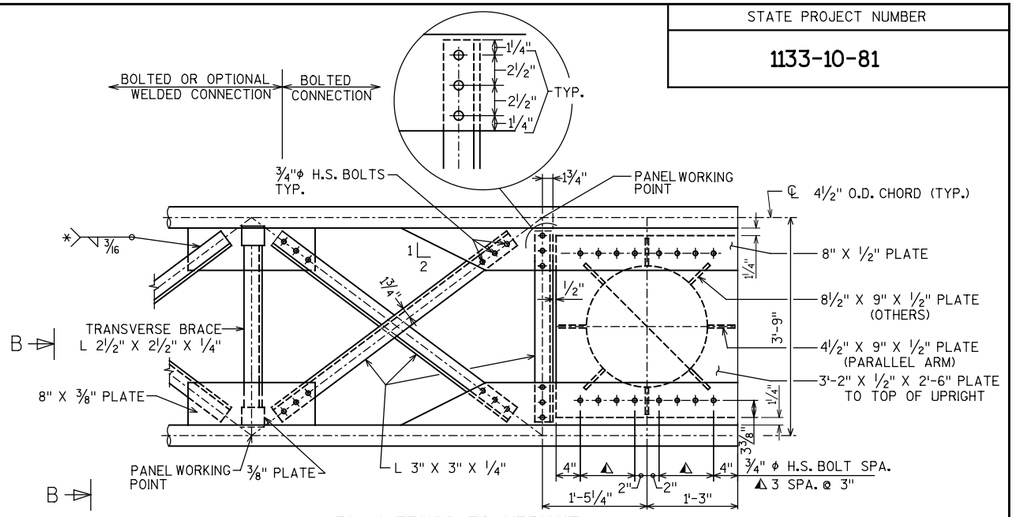


TOP VIEW OF TOP & BOTTOM TEMPLATES



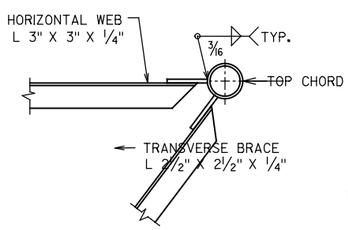


ANCHOR BOLT DETAILS

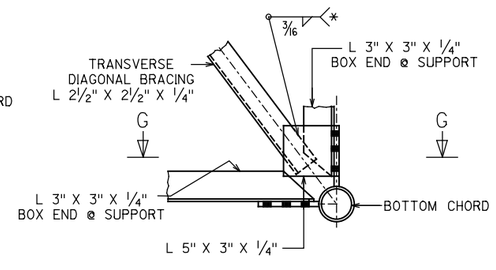


PLAN TRUSS TO UPRIGHT

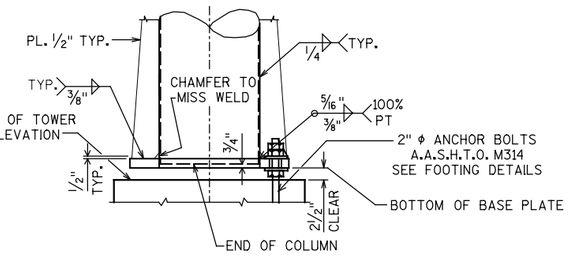
*ANGLE	WELD LENGTH (MIN.)
L 2½" X 2½" X ¼"	7"
L 3" X 3" X ¼"	8"



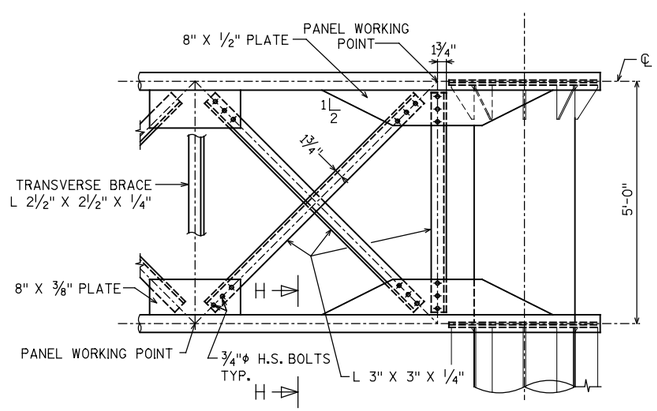
SECTION B-B



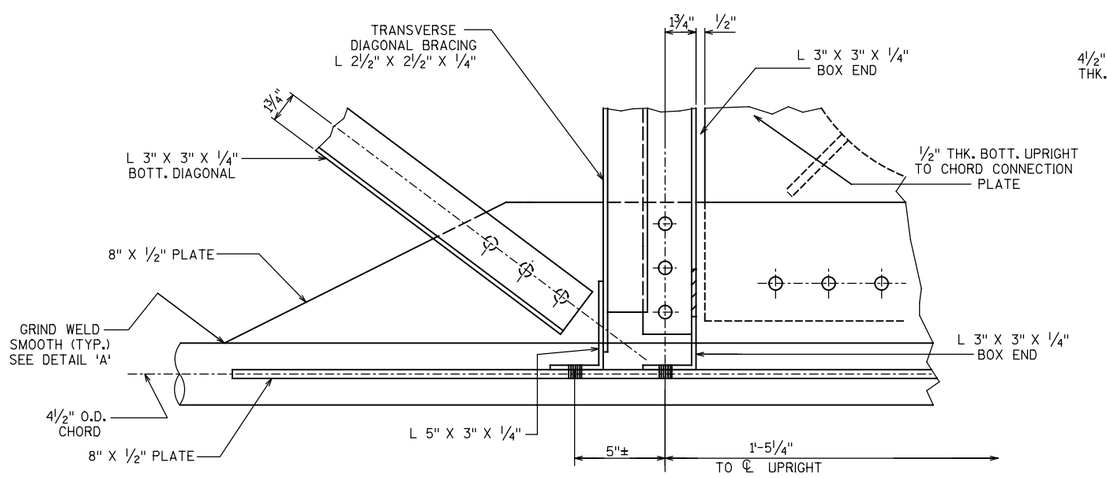
SECTION H-H



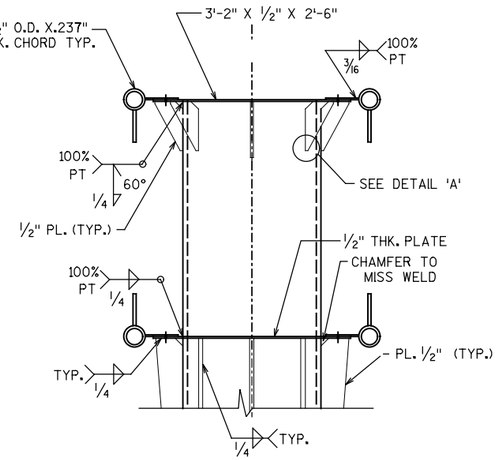
SECTION I-I



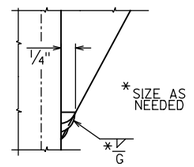
ELEVATION TRUSS TO UPRIGHT



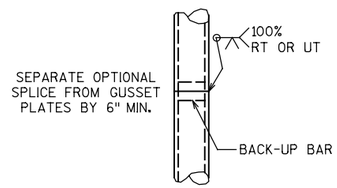
SECTION G-G
(LOOKING DOWN @ BOTT. HORIZ. PLANE @ FRONT CHORD)



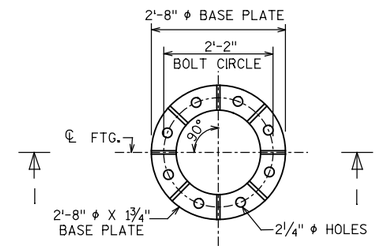
END VIEW
TRUSS TO UPRIGHT



DETAIL 'A'



OPTIONAL COLUMN OR CHORD SPLICE DETAIL



BASE PLATE PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-231

DRAWN BY VC | PLANS CK'D. CES

SIGN TRUSS DETAILS

SHEET 5 OF 7
1210

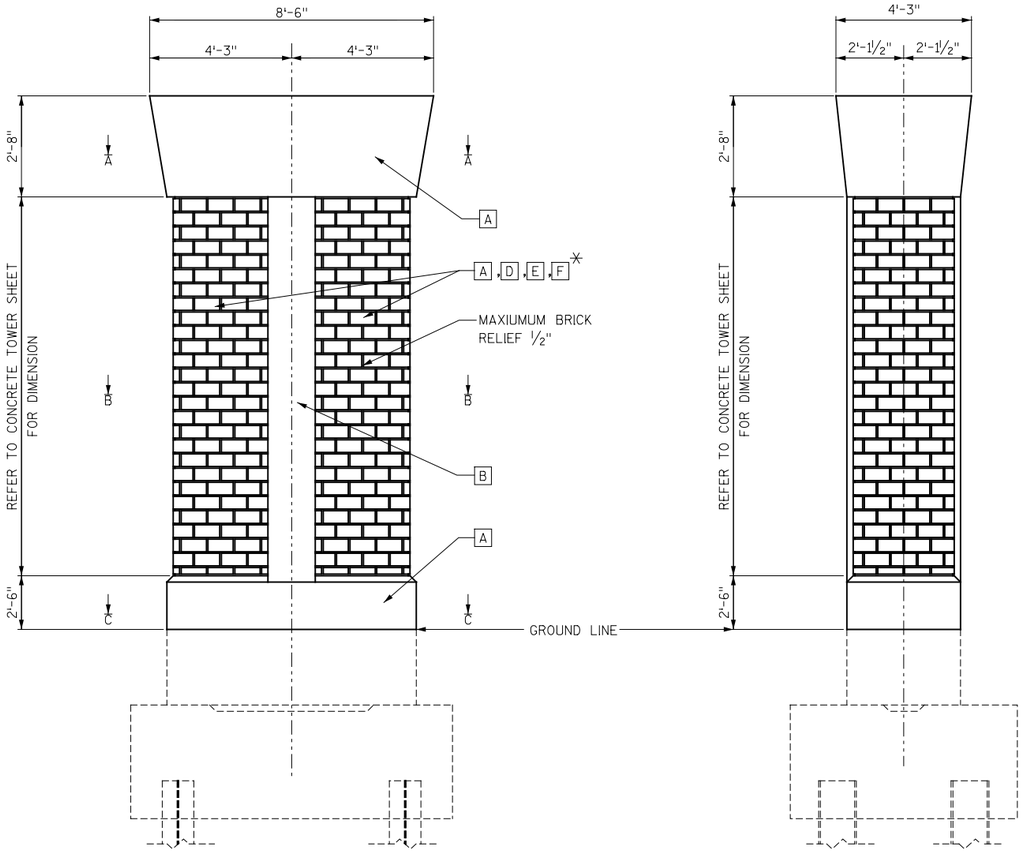
8

8

FILE NAME :S-05-231.dgn
PLOT DATE :2/15/2013 8:50:47 AM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by level.plt PEN :CEL.TextSub.ScreenControlByLevel.tbl

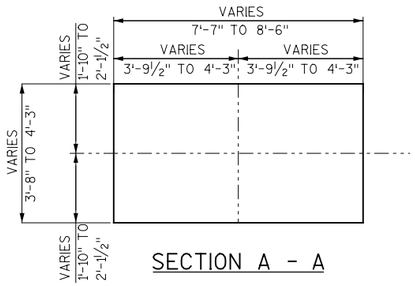
STATE PROJECT NUMBER

1133-10-81

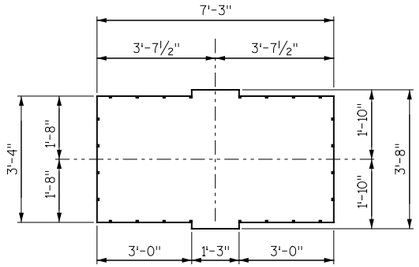


ELEVATION VIEW

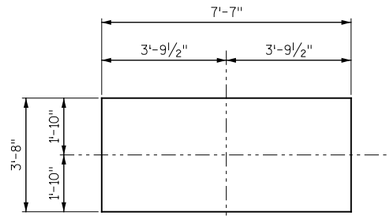
END VIEW



SECTION A - A



SECTION B - B



SECTION C - C

CONCRETE STAINING SCHEDULE

MARK	COLOR
A	BASE COLOR
B	ACCENT COLOR #1
D	ACCENT COLOR #3
E	ACCENT COLOR #4
F	ACCENT COLOR #5

* STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-231

DRAWN BY VC | PLANS CK'D. CES

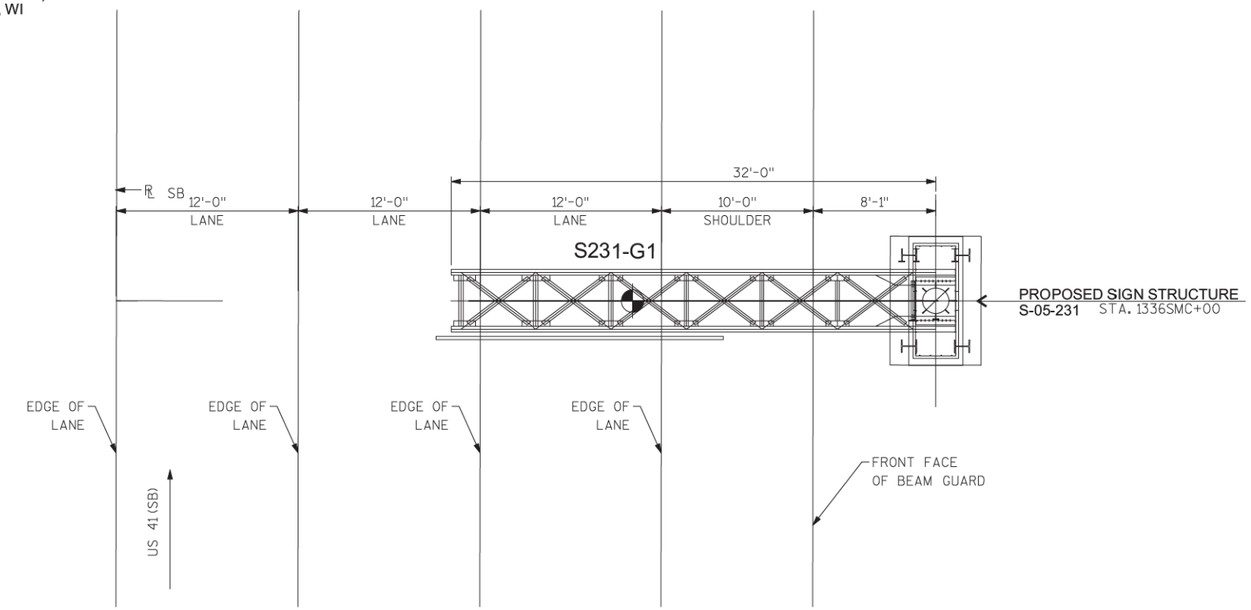
CONCRETE TOWER 2 AESTHETIC DETAILS

SHEET 6 OF 7

1211

FILE NAME :S-05-231.dgn
PLOT DATE :2/15/2013 8:50:47 AM PLOT BY : Veronica Chavez-Vil DRV :Pdf_bw_HS.by levelplt PEN :CEL_TextSub_ScreenControlByLevel.tbl

USH-41 (S-05-231)
05-BROWN, WI



STATE PROJECT NUMBER

1133-10-81

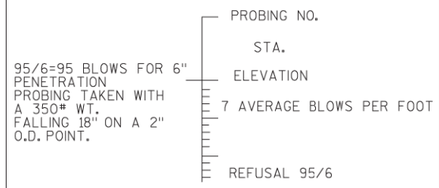
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

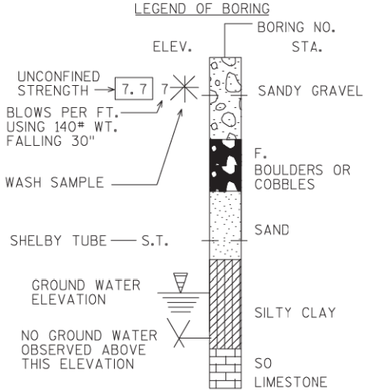
MATERIAL SYMBOLS

TOPSOIL SILT FAT CLAY
SAND PEAT DOLOMITE
GRAVEL CLAY FILL

LEGEND OF PROBING



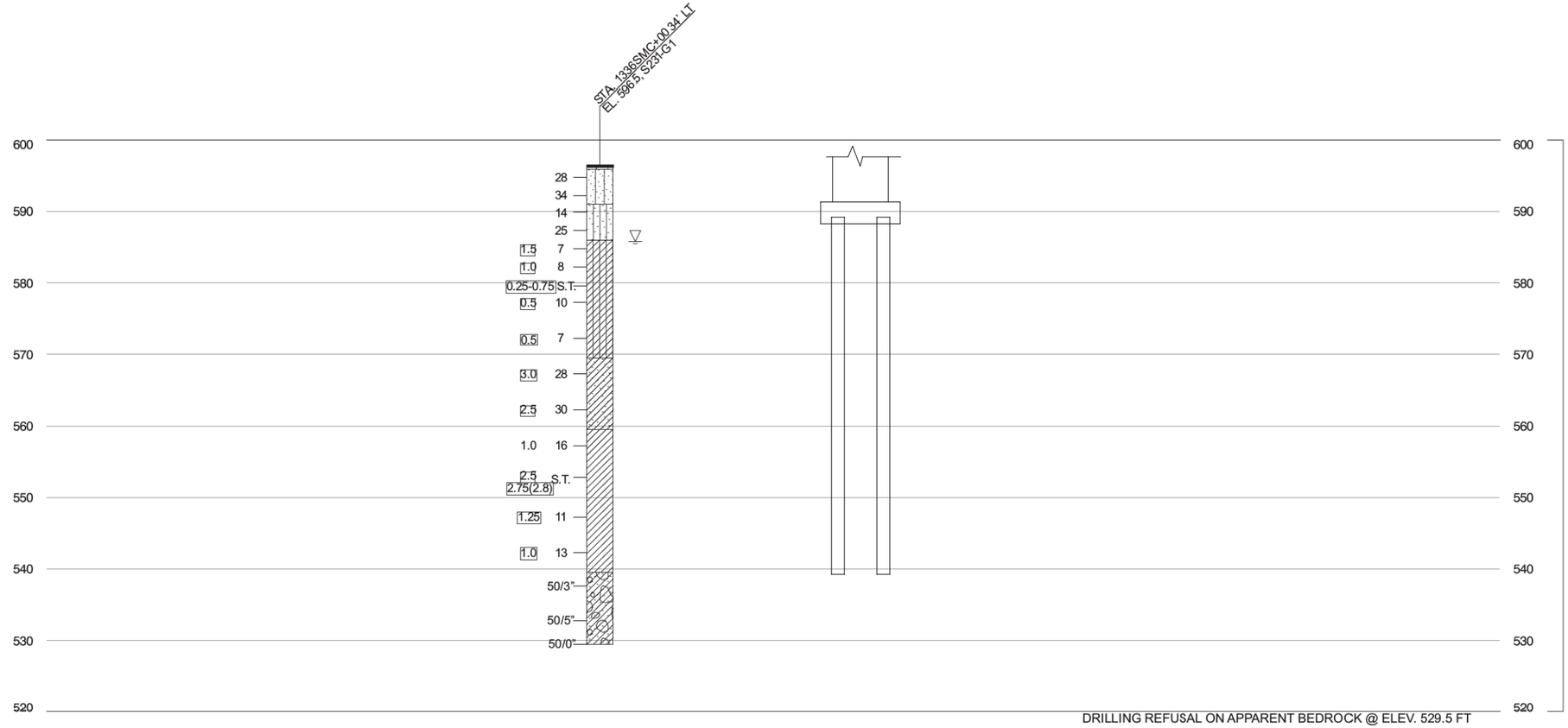
LEGEND OF BORING



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.



DRILLING REFUSAL ON APPARENT BEDROCK @ ELEV. 529.5 FT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-231

DRAWN BY RH | PLANS CK'D. DB

SUBSURFACE EXPLORATION

SHEET 7 OF 7

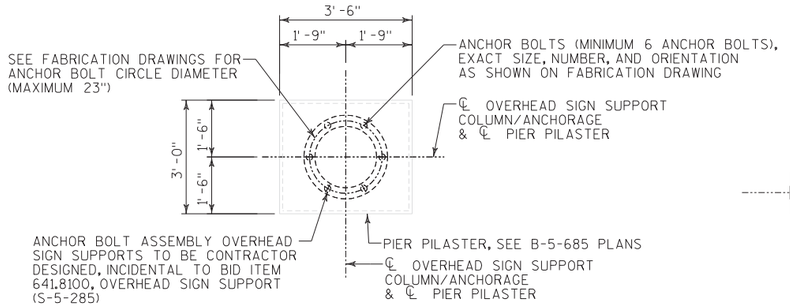
1212

SCALE 1"=10'

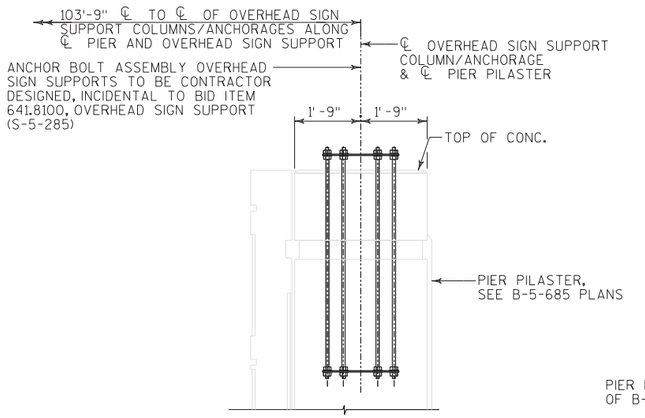
8

8

STATE PROJECT NUMBER
1133-10-72



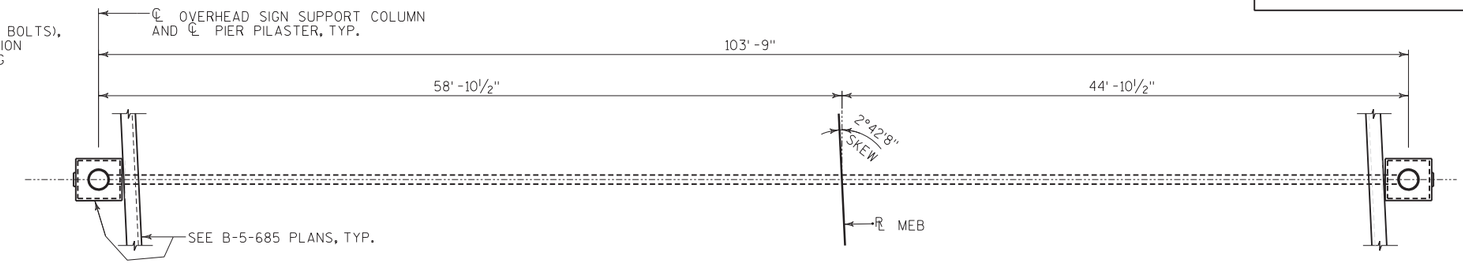
PLAN



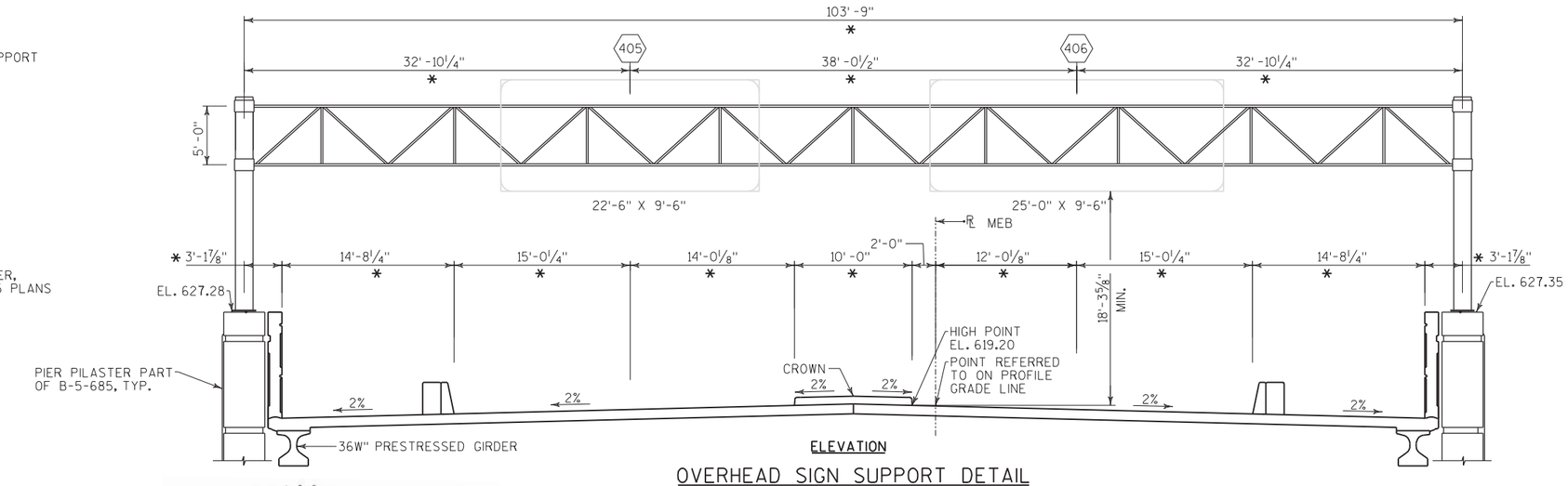
ELEVATION

OVERHEAD SIGN SUPPORT ANCHORAGE

(SEE B-5-685 PLANS FOR PIER PILASTER REINFORCEMENT)



PLAN



ELEVATION

OVERHEAD SIGN SUPPORT DETAIL
S-5-285
STA. 62+22.51 'MEB'
LINEVILLE ROAD (CTH M) BRIDGE OVER USH 41

FOR ADDITIONAL INFORMATION SEE B-5-685 PLANS

✳ DIMENSIONS SHOWN ALONG SIGN SUPPORT COLUMN ℄.

DESIGN DATA

OVERHEAD SIGN SUPPORT	DESIGN SIGN AREA (SQ. FT.)	MAX. SIGN DEPTH
S-5-285	452	9'-6"

WIND VELOCITY = 90 MPH (3-SECOND GUST SPEED)
DEADLOAD = WEIGHT OF SIGNAGE + WEIGHT OF SUPPORTED STRUCTURE
ICE LOAD = 3 P.S.F. TO ONE FACE OF SIGN AND AROUND SURFACE OF MEMBERS
HEIGHT AND EXPOSURE FACTOR, Kz = 1.13

GENERAL NOTES:

1.) DO NOT SCALE DRAWINGS

2.) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS. TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT.

3.) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LASTEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTSFOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS."

4.) SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

5.) 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.

6.) DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBERS	BID ITEMS	UNIT	QTY	TOTAL
641.8100	OVERHEAD SIGN SUPPORT (S-5-285)	LS	1	1

ALL ITEMS ARE CATEGORY 6100

BUREAU OF STRUCTURES CONTACT:
WILLIAM DREHER (608) 266-8489

CONSULTANT CONTACT:
JOHN RUBLEIN (608) 229-1434

NE REGION CONTACT:
PAUL VRANEY (920) 492-2232

NO.	DATE	REVISION	BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Madison, WI 53703
608-249-8140

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 02/13/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-5-285

COUNTY	VILLAGE
BROWN	HOWARD

DESIGN SPEC. AASHTO STANDARD SPEC.

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JFR	ACT	TRW	JFR

OVERHEAD SIGN SUPPORT LAYOUT

SHEET 1 OF 1

1213

FILE= SCALE = 12:0 - :" / IN.

M:\CAD\Active\NE\1133-XX-00 Lineville\STRUCTURES\FINAL\S-05-0285\01-S-05-285.dgn

I.D.

DATE: 1/29/2013

8

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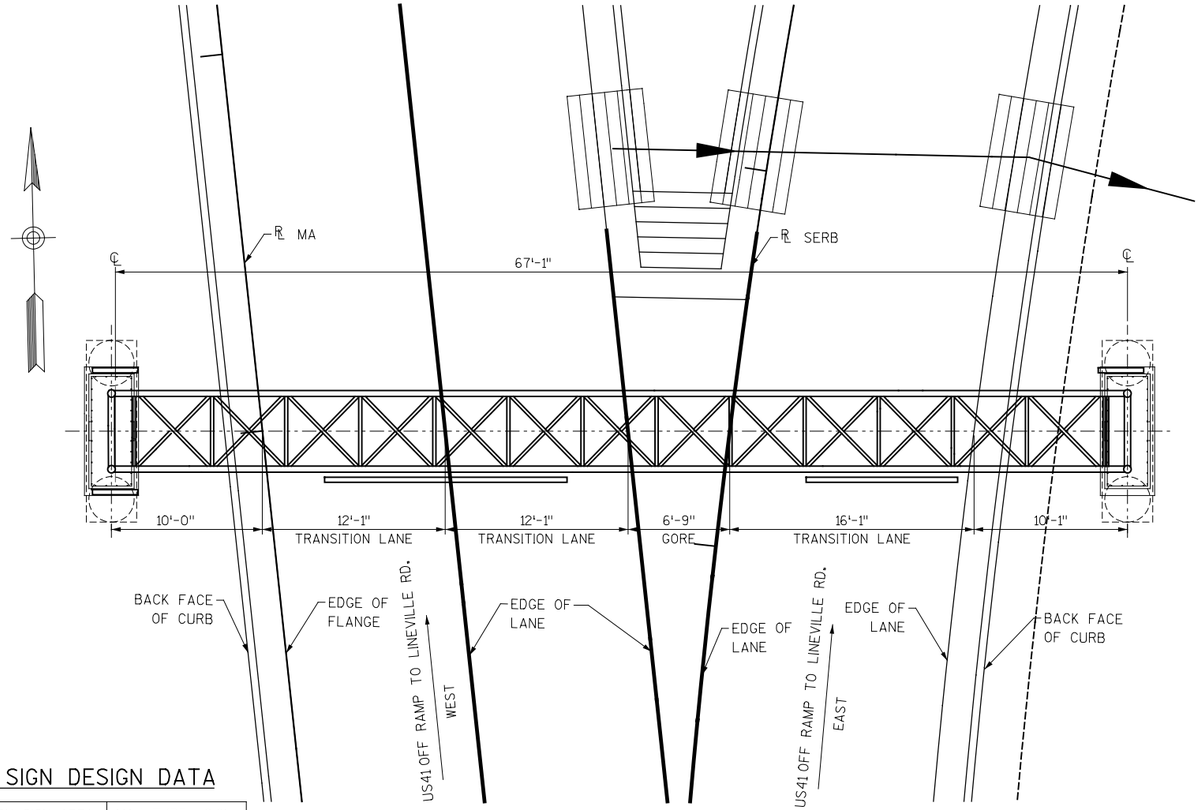
STATE PROJECT NUMBER

1133-10-72

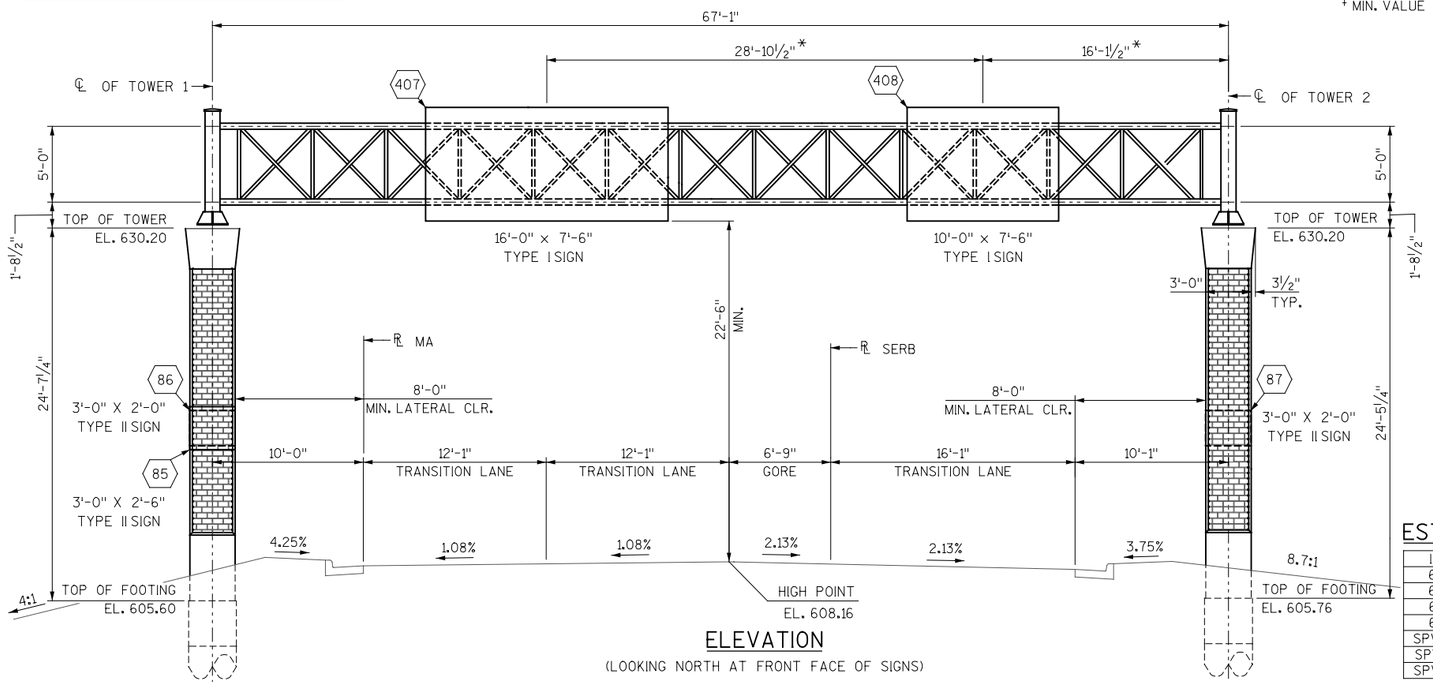


PLAN

STA. 1309MA+50

TYPE I SIGN DESIGN DATA

MAX DESIGN SIGN AREA (SQ. FT.)	MAX. TYPE I SIGN DEPTH
960	16'-0"



ELEVATION

(LOOKING NORTH AT FRONT FACE OF SIGNS)

LIST OF DRAWINGS

1. PLAN & ELEVATION
2. CONCRETE TOWER 1 FOUNDATION DETAILS
3. CONCRETE TOWER 1 DETAILS
4. CONCRETE TOWER 2 FOUNDATION DETAILS
5. CONCRETE TOWER 2 DETAILS
6. GALVANIZED STEEL SIGN BRIDGE
7. SIGN BRIDGE DETAILS
8. CONCRETE TOWER 1 AESTHETIC DETAILS
9. CONCRETE TOWER 2 AESTHETIC DETAILS

ULTIMATE DESIGN STRESSES:

TOWER

CONCRETE: .....f'c = 3,500 psi

HIGH STRENGTH BAR STEEL REINFORCEMENT: .....fy = 60,000 psi

SIGN BRIDGE

STEEL COLUMN PIPE: .....fy = 42,000 psi
A.P.I. SPEC 5L GRADE X42

STEEL PIPE MEMBERS OF TRUSS: .....fy = 42,000 psi
A.P.I. SPEC 5L GRADE X42

PLATES, BARS, STRUCTURAL ANGLES: .....fy = 36,000 psi
A.S.T.M. A709 GRADE 36

STEEL ANCHOR BOLTS: .....fy = 55,000 psi
A.A.S.H.T.O. M314-90 GRADE 55

ALL BOLTED CONNECTIONS: ¾" ϕ A325 BOLTS, GALVANIZED A.S.T.M. A153, CLASS C

DESIGN DATA

DEAD LOAD - WT. OF SIGN AND SUPPORTING STRUCTURE. NO PROVISIONS HAVE BEEN INCLUDED FOR A CATWALK OR LIGHTING.

LIVE LOAD - NONE.

ICE LOAD - 3 P.S.F. TO 1 FACE OF SIGN & AROUND SURFACE OF MEMBERS.

WIND PRESSURE - 90 M.P.H. (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD + WIND	133
3. DEAD + ICE + ½ (WIND‡)	133

‡ MIN. VALUE OF 25 PSF FOR GR. 3

CONTACTS

BUREAU OF STRUCTURES CONTACT
BILL DREHER: (608)266-8489

CONSULTANT CONTACT, COLLINS ENGINEERS, INC.
STEVE J. MILLER: (414)282-6905

WISCONSIN
STEVEN J. MILLER
36937
MILWAUKEE, WI
PROFESSIONAL ENGINEER

Steven J. Miller

2/15/2013

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	75
636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	3640
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT	LB	7440
641.6600	SIGN BRIDGE S-05-287	LS	1
SPV.0165.500	ARCHITECTURAL SURFACE TREATMENT	SF	605
SPV.0165.501	STAINING CONCRETE	SF	940
SPV.0165.502	STAINING CONCRETE BRICK	SF	605

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

ALL STRUCTURAL STEEL MEMBERS SHALL BE GALVANIZED.

CENTER SIGNS VERTICALLY ON CHORD/TRUSS.

CONTRACTOR SHALL VERIFY DIMENSIONS PRIOR TO FABRICATION OF CONCRETE TOWERS AND SIGN BRIDGE.

EXCAVATION REQUIRED TO CONSTRUCT THE CONCRETE TOWER FOUNDATION ABOVE THE DRILLED SHAFTS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".

THE LOCATION OF EXISTING OR PROPOSED UTILITIES AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. UTILITY SERVICES ARE NOT SHOWN.

PROVIDE AN IDENTIFICATION PLAQUE FOR THE SIGN BRIDGE IN ACCORDANCE WITH SDD STRUCTURE IDENTIFICATION PLAQUES, SIGN BRIDGES AND OVERHEAD SIGN SUPPORT. FASTEN THE IDENTIFICATION PLAQUE TO THE TOWER USING 3 - ¼" DIAMETER BY 1¾" LONG STAINLESS STEEL CONCRETE SCREWS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN BRIDGE S-05-287 "

SIGNS OR BLANKS SHALL BE INSTALLED ON THE TRUSS AT THE TIME OF ERECTION. BLANKS SHALL BE ¼ THE LENGTH OF THE BRIDGE, 2'-0" DEEPER THAN CENTER TO CENTER OF CHORDS & SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED IN PLANS. SIGN BLANKS AND MOUNTING HARDWARE SHALL BE INCIDENTAL TO "SIGN BRIDGE S-05-287 "

THE UPPER 12" OF ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE A.A.S.H.T.O. SPECIFICATION AS STATED IN SECTION 641. OF THE WISDOT STANDARD SPECIFICATIONS. WELD TEST AS PER AWS D1.1.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF UNIT CAN BE GALVANIZED IN ONE PIECE.

THE SIGN SUPPORTS CONCRETE MASONRY QUANTITY IS BASED ON THE OUT-TO-OUT CONCRETE DIMENSIONS. NO DEDUCTIONS IN QUANTITY FOR THE ARCHITECTURAL SURFACE TREATMENT RELIEF HAVE BEEN MADE.

PROVIDE A ¾" CHAMFER OR 1" RADIUS ON ALL EXPOSED CONCRETE EDGES.

(##) - REPRESENTS THE SIGN NO. REFER TO THE PERMANENT SIGNING SHEETS.

* SIGN PANEL DIMENSIONS ARE TO THE CENTER OF THE SIGN PANEL. CONTRACTOR TO FIELD VERIFY SIGN PANEL DISPLAYS CORRELATE WITH ROADWAY LANE LAYOUT.

NO.	DATE	REVISION	BY

COLLINS ENGINEERS INC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 2/19/13
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE S-05-287

DE PERE - SUAMICO

COUNTY: BROWN — ~~TOWN/CITY~~/VILLAGE: HOWARD

DESIGN SPEC. AASHTO STANDARD SPECIFICATIONS

DESIGNED BY	CES	DESIGN CK'D.	SJM	DRAWN BY	DW	PLANS CK'D.	VC

PLAN & ELEVATION

SHEET 1 OF 9

1214

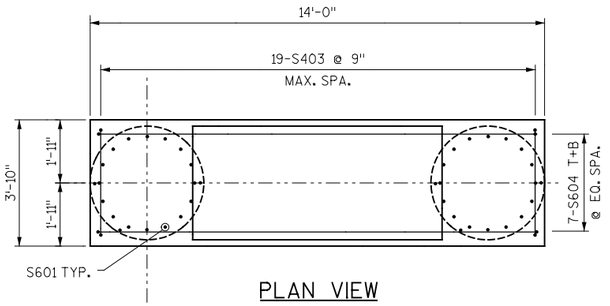
8

8

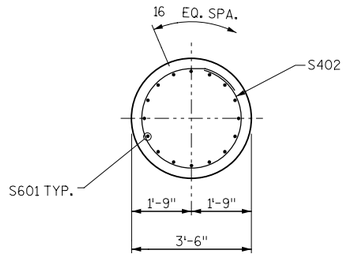
FILE NAME: S-05-287.dgn
PLOT DATE: 12/19/2013 8:52:36 AM PLOT BY: MatthewWeiland:RI DRV: Pdf_bw_HS.by levelplt PEN: CEL.TEXTSUB_SCREENCONTROLBYLEVEL.TBL

STATE PROJECT NUMBER

1133-10-72



PLAN VIEW



SECTION A-A

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
S412	2 SERIES OF 4	12'-3" TO 12'-10"
S417	2 SERIES OF 4	3'-4" TO 3'-10"

BUNDLE AND TAG EACH SERIES SEPARATELY

FOUNDATION DATA CONT.

PROVIDE 9 MONTHS IN THE SCHEDULE BETWEEN EMBANKMENT COMPLETION. AND SIGN FOUNDATION CONSTRUCTION. SEE GEOTECHNICAL REPORT FOR FURTHER DETAILS.

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
S601		32	17'-6"			DRILLED SHAFT VERTICAL
S402		38	10'-11"	▲		DRILLED SHAFT HOOP
S403		19	14'-2"	▲		CAP BEAM STIRRUP
S604		14	15'-2"	▲		CAP BEAM LONGITUDINAL
S605		10	13'-6"			CAP BEAM LONGITUDINAL
S806	X	30	10'-3"	▲		CAP BEAM VERTICAL
S407	X	10	11'-6"	▲		HORZ. STIRRUP, BOTTOM OF TOWER
S808	X	30	25'-6"	▲		VERT. REINF., MIDDLE OF TOWER
S409	X	4	17'-5"			VERT. REINF., MIDDLE OF TOWER
S410	X	46	10'-7"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S411	X	38	5'-1"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S412	X	8	12'-7"	▲	△	HORZ. STIRRUP, TOP OF TOWER
S413	X	4	5'-0"	▲		VERT. REINF., TOP OF TOWER
S414	X	20	2'-4"			VERT. REINF., TOP OF TOWER
S415	X	15	3'-4"	▲		HORZ. CROSSTIE, BOTTOM OF TOWER
S416	X	69	2'-11"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S417	X	8	3'-7"	▲	△	HORZ. CROSSTIE, TOP OF TOWER

△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WIEGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

FOUNDATION NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF FOOTING ELEVATIONS.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

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.

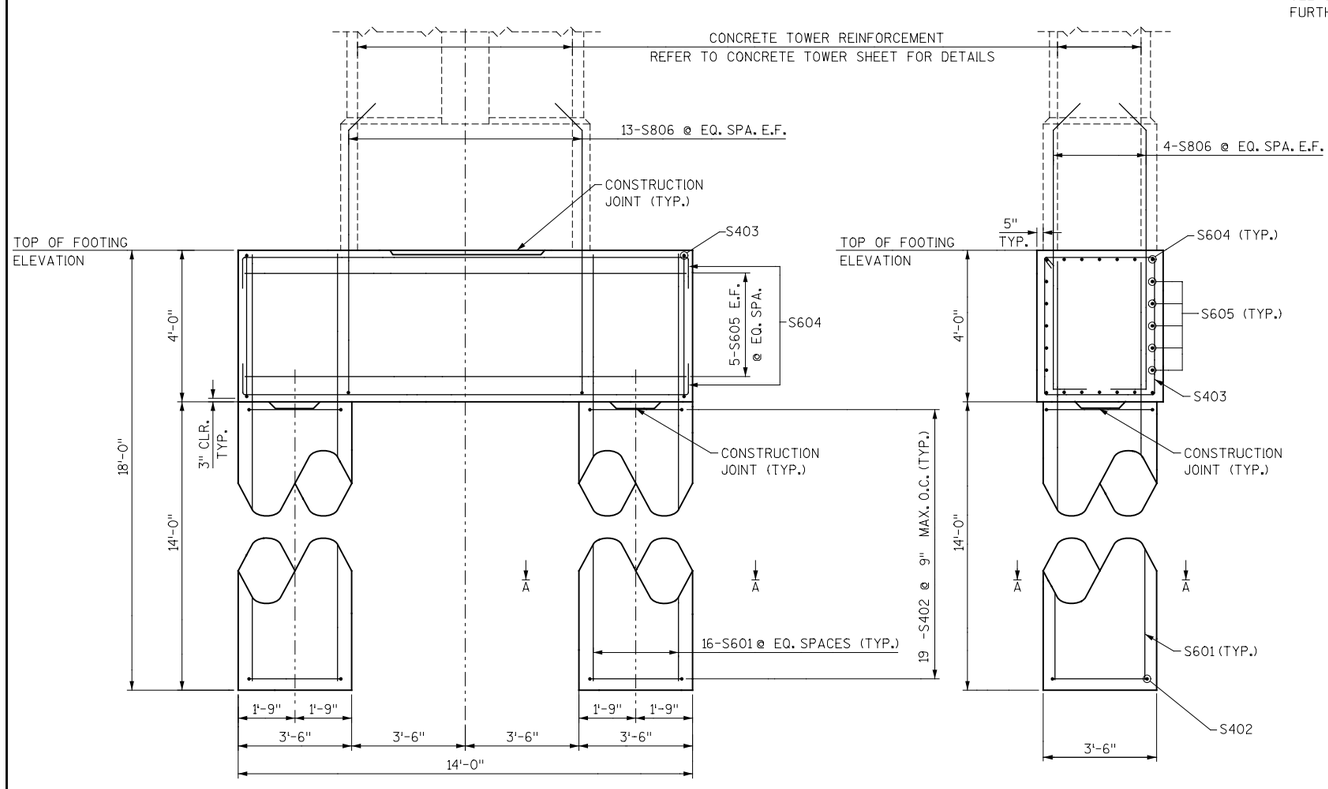
IF THE ENGINEER DETERMINES THE POSSIBILITY OF CAVE-INS, OR SOIL DISPLACEMENT FROM THE WALLS EXISTS, OR IF NECESSARY TO SHUT OFF SEEPAGE WATER, THEN LINE THE REMAINING DEPTH OF THE FOOTING SHAFT WITH A SUITABLE TEMPORARY CASING. PROVIDE, INSTALL AND REMOVE THE TEMPORARY CASING ACCORDING TO SECTION 636 OF THE STANDARD SPECIFICATIONS.

FOUNDATION DATA

THE FOLLOWING SOIL PARAMETERS WERE USED FOR THE DESIGN OF THE FOUNDATION SYSTEM. IF VARIATIONS IN THE SOIL PARAMETERS ARE FOUND DURING CONSTRUCTION NOTIFY PROJECT ENGINEER FOR REQUIRED MODIFICATION TO THE FOUNDATION SYSTEM.

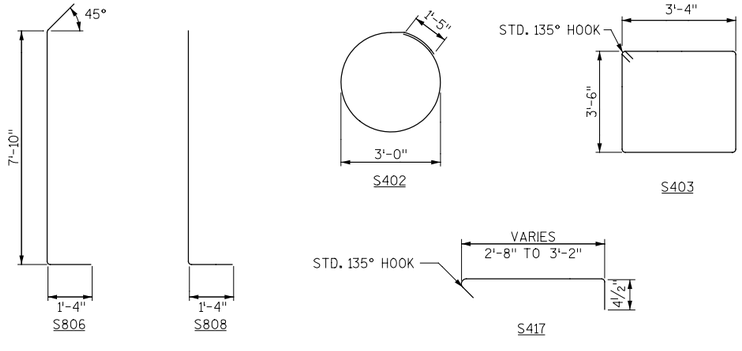
APPROXIMATE BOTTOM ELEVATION	ALLOWABLE SKIN FRICTION	ALLOWABLE END BEARING	UNDRAINED COHESION	UNDRAINED FRICTION ANGLE	DRAINED COHESION	DRAINED FRICTION ANGLE
(FT)	(PSF)	(PSF)	(PSF)	(DEGREE)	(PSF)	(DEGREE)
591	72	5,500	-	28	-	28
579	160	9,600	-	28	-	28
570	410	5,400	1,500	-	-	-
565	140	1,440	400	-	-	-
559	70	720	200	-	-	-
554	275	3,600	1,000	-	-	-
522	800	14,400	4,000	-	-	-

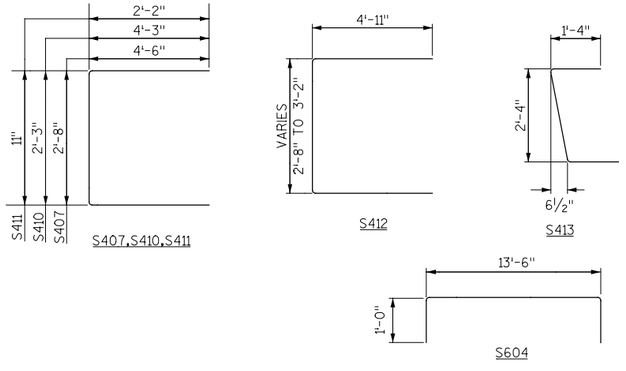
THE GROUNDWATER ELEVATION WAS ESTIMATED AT 587.00 FEET DURING SUBSURFACE EXPLORATION.

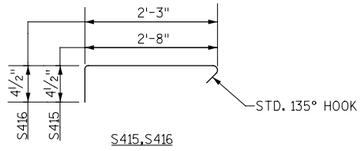


ELEVATION VIEW

END VIEW







NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-287

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER 1 FOUNDATION DETAILS

SHEET 2 OF 9

1215

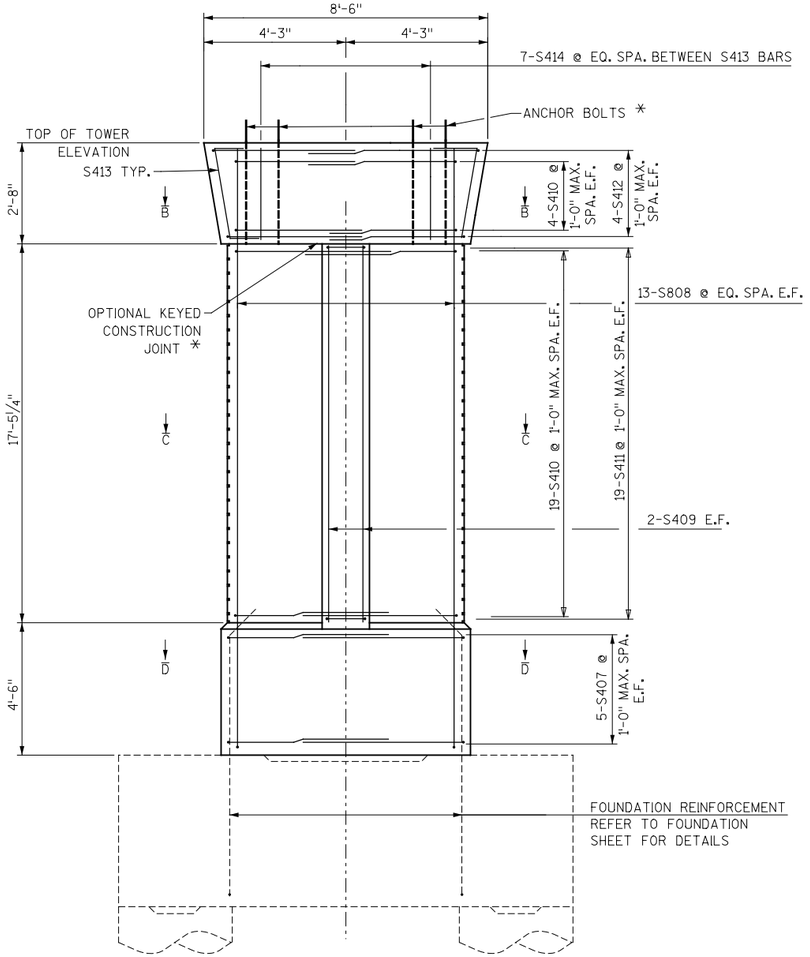
8

8

FILE NAME :S-05-287.dgn
PLOT DATE :12/25/2013 8:52:38 AM PLOT BY : MatthewHe@sandv81 DRV :Pdf_bw_HS.by level.pit PEN :CEL_TEXTSUB_SCREENCONTROLBYLEVEL.TBL

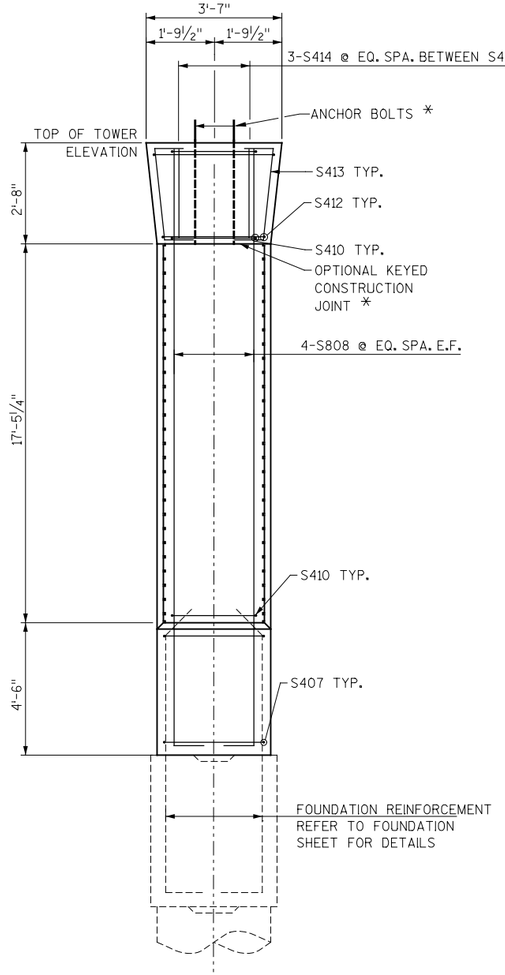
STATE PROJECT NUMBER

1133-10-72



ELEVATION VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS



END VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS

TOWER NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR FROM THE FACE OF THE SMOOTH CONCRETE AND 2½" FROM THE FACE OF THE ARCHITECTURAL SURFACE TREATMENT, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

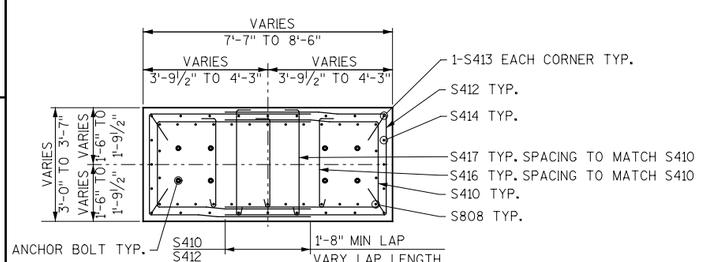
ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

APPROVED EXPANSION FITTING SHALL BE CAST INTO THE BARRIER OR TOWER CONCRETE, WHICH EVER ELEMENT IS CAST FIRST.

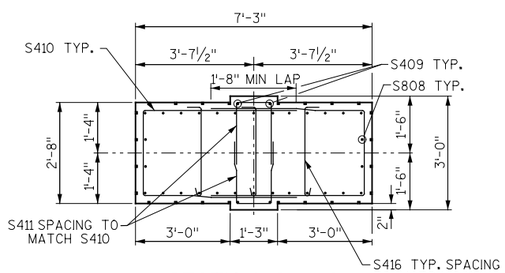
COORDINATE THE LOCATION OF THE ELECTRICAL CONDUIT IN THE TOWER TO MATCH THE LOCATION OF THE CONDUIT IN THE CONCRETE BARRIER.

SPACE S407 BARS TO MISS CONDUIT.

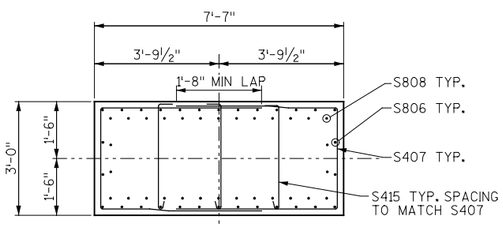
* PLACE ANCHOR BOLTS PRIOR TO POURING MIDDLE SECTION OF CONCRETE TOWER. OPTIONAL KEYED CONSTRUCTION JOINT MAY BE LOCATED AT A GROUT LINE BELOW THE ANCHOR ASSEMBLIES. THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS THE CONSTRUCTION JOINT. OMIT JOINT BEVELED EDGES.



SECTION B - B



SECTION C - C



SECTION D - D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-287

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER 1 DETAILS

SHEET 3 OF 9

1216

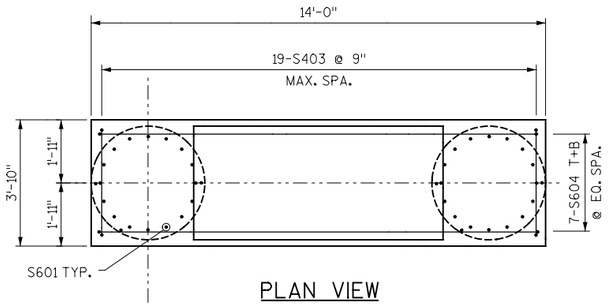
8

8

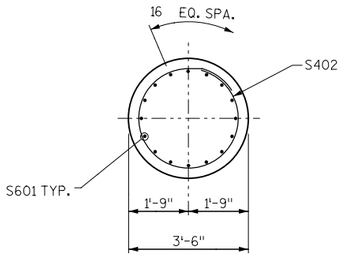
FILE NAME 15-05-287.dgn
PLOT DATE 12/15/2013 8:52:40 AM PLOT BY : MatthewHeiland48 DRV :Pdf_bw_HS.by level.plt PEN :CEL.TEXTSUB_SCREENCONTROLBYLEVEL.TBL

STATE PROJECT NUMBER

1133-10-72



PLAN VIEW



SECTION A-A

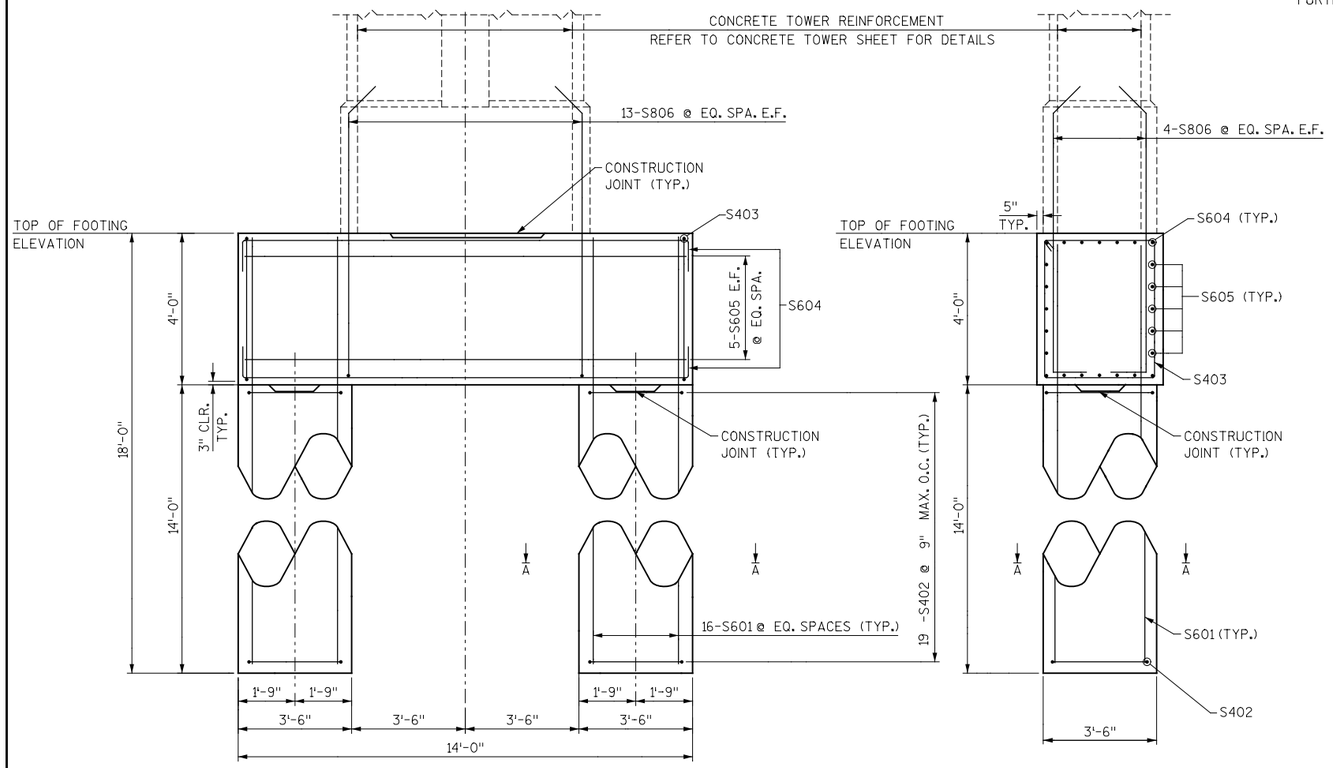
BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
S412	2 SERIES OF 4	12'-3" TO 12'-10"
S417	2 SERIES OF 4	3'-4" TO 3'-10"

BUNDLE AND TAG EACH SERIES SEPARATELY

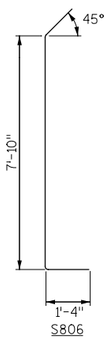
FOUNDATION DATA CONT.

PROVIDE 9 MONTHS IN THE SCHEDULE BETWEEN EMBANKMENT COMPLETION. AND SIGN FOUNDATION CONSTRUCTION. SEE GEOTECHNICAL REPORT FOR FURTHER DETAILS.



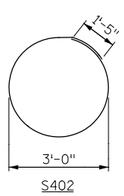
ELEVATION VIEW

END VIEW

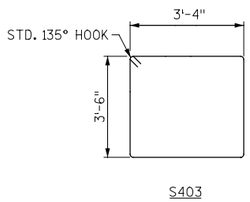


S806

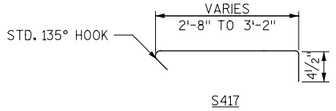
S808



S402



S403



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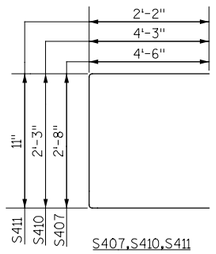
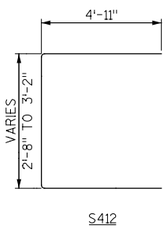


S407,S410,S411



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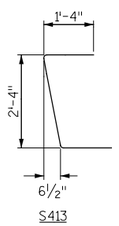
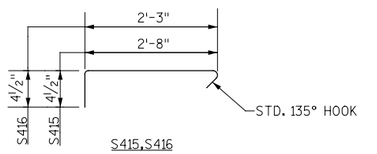


S413

S604



S415,S416

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
S601		32	17'-6"			DRILLED SHAFT VERTICAL
S402		38	10'-11"	▲		DRILLED SHAFT HOOP
S403		19	14'-2"	▲		CAP BEAM STIRRUP
S604		14	15'-2"	▲		CAP BEAM LONGITUDINAL
S605		10	13'-6"			CAP BEAM LONGITUDINAL
S806	X	30	10'-3"	▲		CAP BEAM VERTICAL
S407	X	10	11'-6"	▲		HORZ. STIRRUP, BOTTOM OF TOWER
S808	X	30	25'-4"	▲		VERT. REINF., MIDDLE OF TOWER
S409	X	4	17'-3"			VERT. REINF., MIDDLE OF TOWER
S410	X	44	10'-7"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S411	X	36	5'-1"	▲		HORZ. STIRRUP, MIDDLE OF TOWER
S412	X	8	12'-7"	▲	△	HORZ. STIRRUP, TOP OF TOWER
S413	X	4	5'-0"	▲		VERT. REINF., TOP OF TOWER
S414	X	20	2'-4"			VERT. REINF., TOP OF TOWER
S415	X	15	3'-4"	▲		HORZ. CROSSTIE, BOTTOM OF TOWER
S416	X	66	2'-11"	▲		HORZ. CROSSTIE, MIDDLE OF TOWER
S417	X	8	3'-7"	▲	△	HORZ. CROSSTIE, TOP OF TOWER

△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WIEGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

FOUNDATION NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF FOOTING ELEVATIONS.

ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

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.

IF THE ENGINEER DETERMINES THE POSSIBILITY OF CAVE-INS, OR SOIL DISPLACEMENT FROM THE WALLS EXISTS, OR IF NECESSARY TO SHUT OFF SEEPAGE WATER, THEN LINE THE REMAINING DEPTH OF THE FOOTING SHAFT WITH A SUITABLE TEMPORARY CASING. PROVIDE, INSTALL AND REMOVE THE TEMPORARY CASING ACCORDING TO SECTION 636 OF THE STANDARD SPECIFICATIONS.

FOUNDATION DATA

THE FOLLOWING SOIL PARAMETERS WERE USED FOR THE DESIGN OF THE FOUNDATION SYSTEM. IF VARIATIONS IN THE SOIL PARAMETERS ARE FOUND DURING CONSTRUCTION NOTIFY PROJECT ENGINEER FOR REQUIRED MODIFICATION TO THE FOUNDATION SYSTEM.

APPROXIMATE BOTTOM ELEVATION	ALLOWABLE SKIN FRICTION	ALLOWABLE END BEARING	UNDRAINED COHESION	UNDRAINED FRICTION ANGLE	DRAINED COHESION	DRAINED FRICTION ANGLE
(FT)	(PSF)	(PSF)	(PSF)	(DEGREE)	(PSF)	(DEGREE)
598	26	2,200	-	28	-	28
591	97	8,700	-	30	-	30
579	160	9,600	-	28	-	28
570	410	5,400	1,500	-	-	-
565	140	1,440	400	-	-	-
559	70	720	200	-	-	-
554	275	3,600	1,000	-	-	-
522	800	14,400	4,000	-	-	-

THE GROUNDWATER ELEVATION WAS ESTIMATED AT 587.00 FEET DURING SUBSURFACE EXPLORATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-287

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER 2 FOUNDATION DETAILS

SHEET 4 OF 9

1217

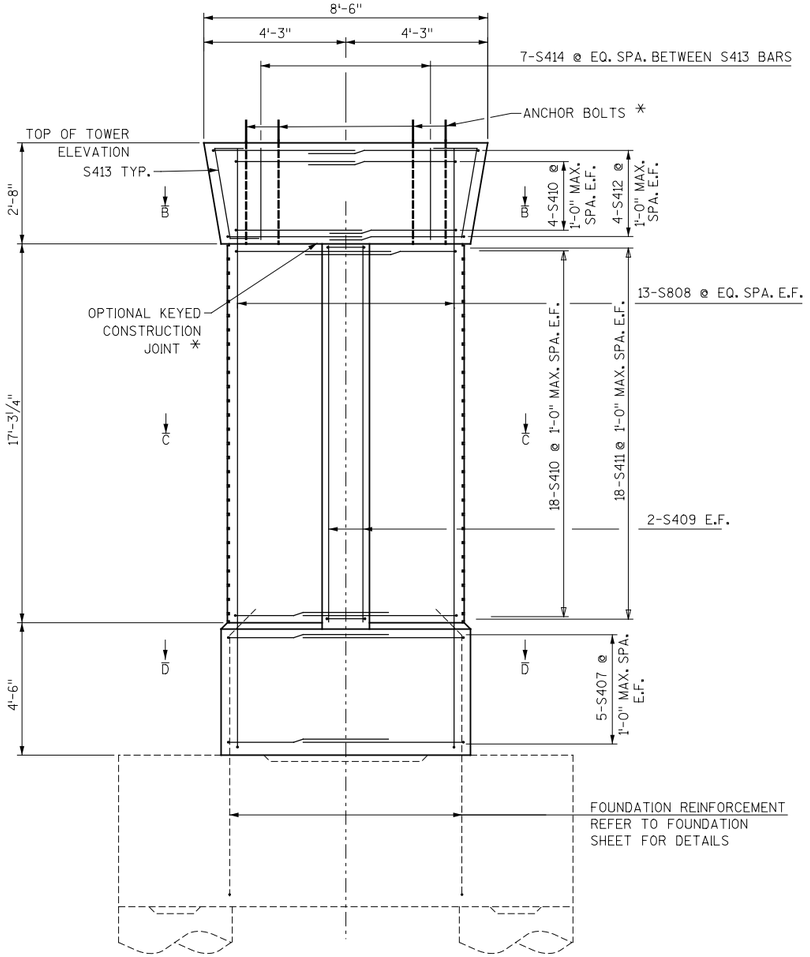
8

8

FILE NAME 15-05-287.dgn
PLOT DATE 12/25/2013 8:52:41 AM PLOT BY : MatthewHeZandvlt DRV :Pdf_bw_HS.by levelplt PEN :CEL.TEXTSUB.SCREENCONTROLBYLEVEL.TBL

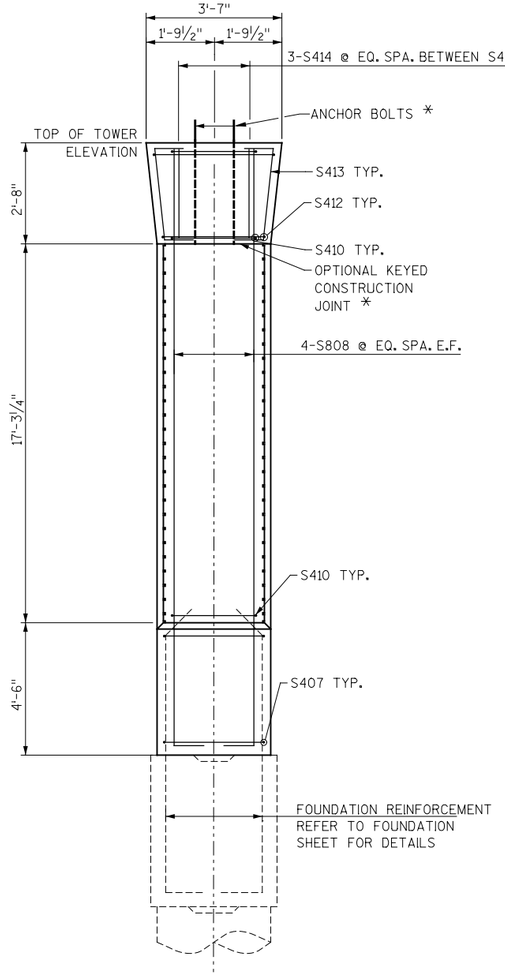
STATE PROJECT NUMBER

1133-10-72



ELEVATION VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS



END VIEW

S411, S415, S416, AND S417 NOT SHOWN FOR CLARITY. REFER TO SECTIONS

TOWER NOTES

DRAWING SHALL NOT BE SCALED.

"E.F." SIGNIFIES EACH FACE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR FROM THE FACE OF THE SMOOTH CONCRETE AND 2½" FROM THE FACE OF THE ARCHITECTURAL SURFACE TREATMENT, UNLESS OTHERWISE NOTED.

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

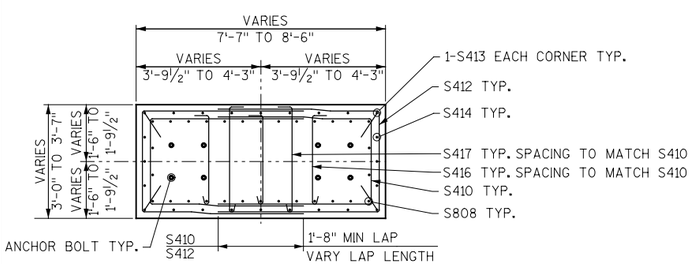
ALL CONSTRUCTION JOINTS SHALL BE FORMED BY A 2" × 6" × 1'-6" LONG BEVELED KEYWAY.

APPROVED EXPANSION FITTING SHALL BE CAST INTO THE BARRIER OR TOWER CONCRETE, WHICH EVER ELEMENT IS CAST FIRST.

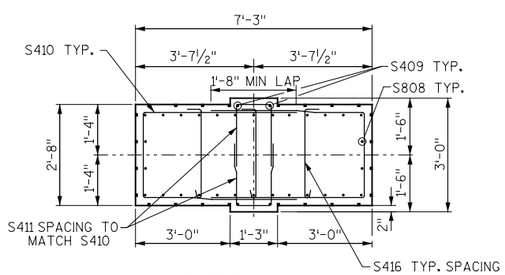
COORDINATE THE LOCATION OF THE ELECTRICAL CONDUIT IN THE TOWER TO MATCH THE LOCATION OF THE CONDUIT IN THE CONCRETE BARRIER.

SPACE S407 BARS TO MISS CONDUIT.

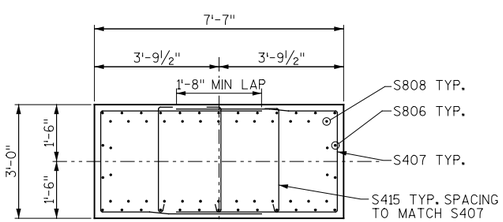
* PLACE ANCHOR BOLTS PRIOR TO POURING MIDDLE SECTION OF CONCRETE TOWER. OPTIONAL KEYED CONSTRUCTION JOINT MAY BE LOCATED AT A GROUT LINE BELOW THE ANCHOR ASSEMBLIES. THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS THE CONSTRUCTION JOINT. OMIT JOINT BEVELED EDGES.



SECTION B - B



SECTION C - C



SECTION D - D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-287

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER 2 DETAILS

SHEET 5 OF 9

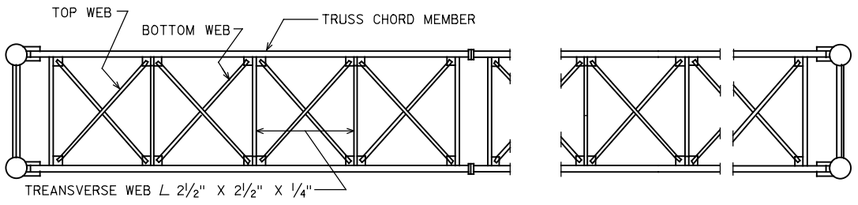
1218

8

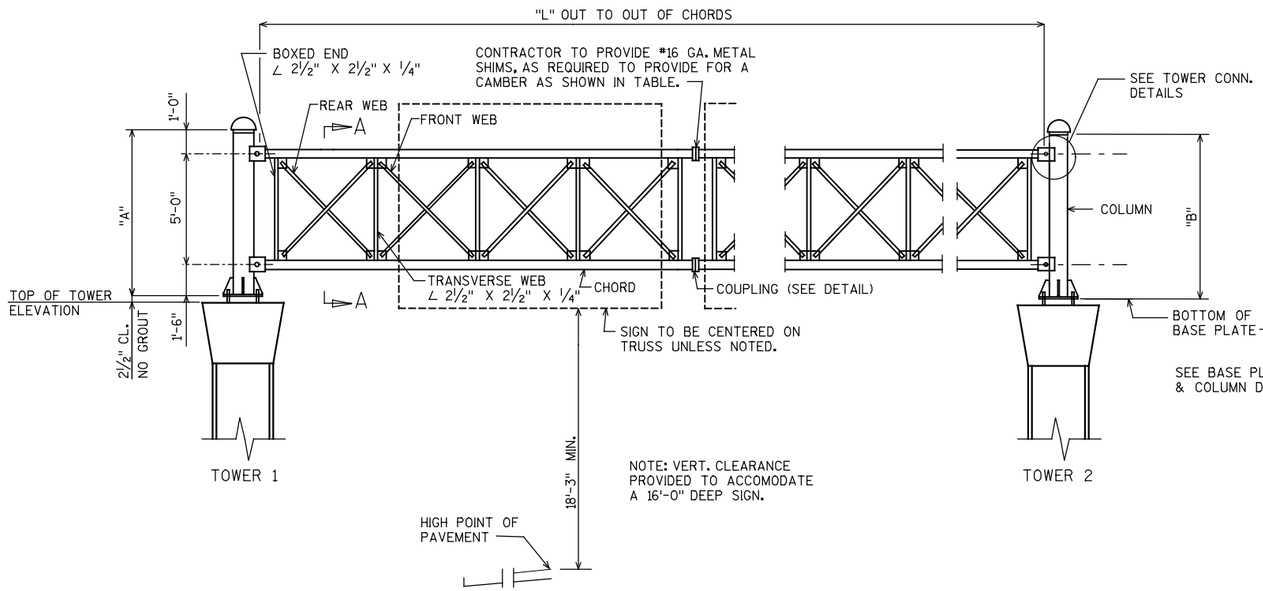
8

FILE NAME 15-05-287.dgn
PLOT DATE 12/15/2013 8:52:43 AM PLOT BY : MatthewHeiland48 DRV :Pdf_bw.HS.by level.plt PEN :CEL.TEXTSUB..SCREENCONTROLBYLEVEL.TBL

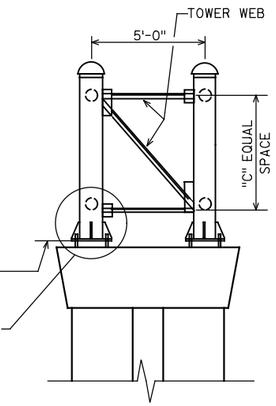
STATE PROJECT NUMBER
1133-10-72



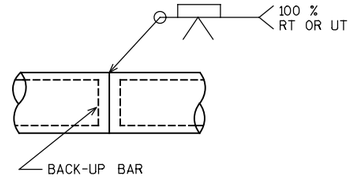
PLAN



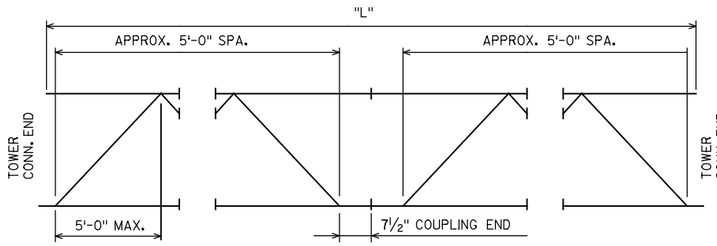
ELEVATION



TOWER 2 END VIEW
(TOWER 1 OPPOSITE HAND)

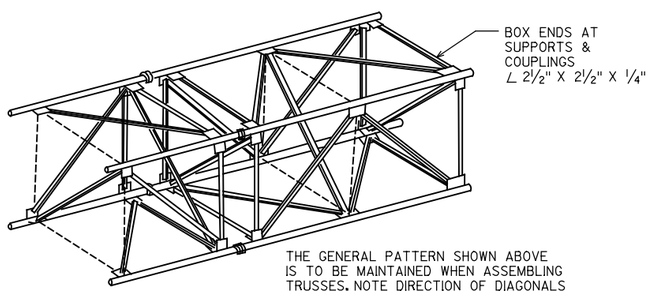


OPTIONAL COLUMN OR CHORD SPLICE DETAIL

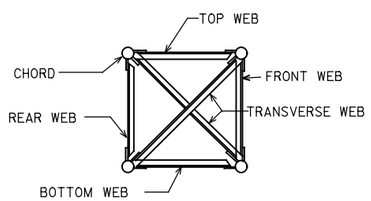


TRUSS ARRANGEMENT

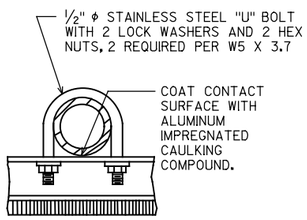
FABRICATOR MAY MAKE TRUSSES ANY LENGTH KEEPING A SECTION A MINIMUM OF 20'-0" & A MULTPLE OF 5'-0". CHORD FIELD SPLICES SHALL BE MADE WITH COUPLINGS. CHORD SHOP SPLICE SHALL BE THE WELDED SPLICE SHOWN ABOVE.



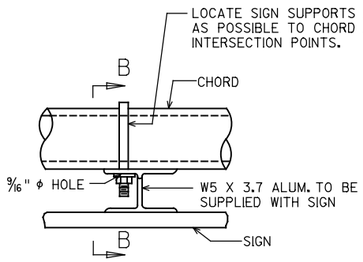
TYPICAL TRUSS SECTION



SECTION A



SECTION B



TYPICAL SIGN CONNECTION

STRUCTURE MEMBER TABLE

A	B	C	CHORDS O.D. X THK.	TOP & BOTTOM WEB	FRONT & REAR WEB	COUPLING PLATE D1 & "T"	BOLT CIRCLE DIA. "D2"	NO. OF BOLTS IN COUPLING	CAMBER	COLUMN O.D. X THK.	TOWER WEBS	"L"
7'-6"	7'-6"	1	4"x0.226"	3"x3"x1/4"	3"x3"x1/4"	10.5" x 1"	7.5"	6	1"	10.75"x0.365"	3"x3"x3/16"	65'-11¼"

GENERAL NOTES

DRAWING SHALL NOT BE SCALED

REFER TO THE RESPECTIVE PLAN AND ELEVATION SHEET FOR TOP OF TOWER ELEVATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

S-05-287

DRAWN BY VC | PLANS CK'D. SJM

GALVANIZED STEEL SIGN BRIDGE

SHEET 6 OF 9
1219

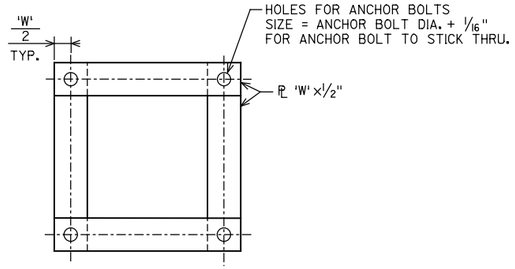
8

8

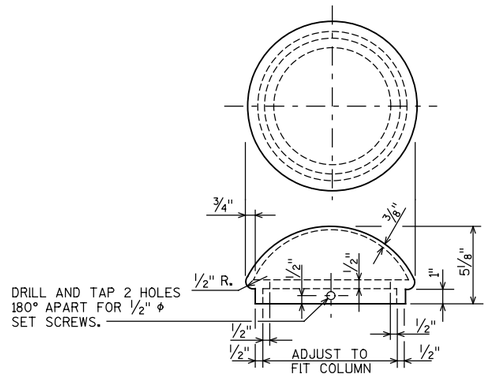
FILE NAME :S-05-287.dgn
PLOT DATE :2/15/2013 8:52:43 AM
75*
PLOT BY : MatthewH@sandv81
DRV :Pdf_bw_HS.by levels.pit PEN :CEL.TEXTSUB_SCREENCONTROLBYLEVEL.TBL

STATE PROJECT NUMBER

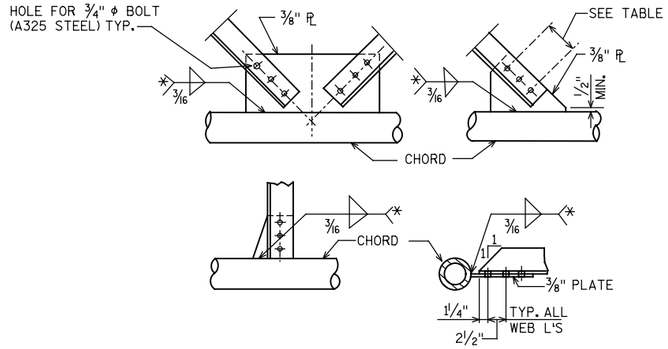
1133-10-72



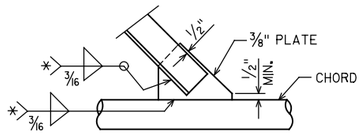
ANCHOR PLATE/TEMPLATE PLAN



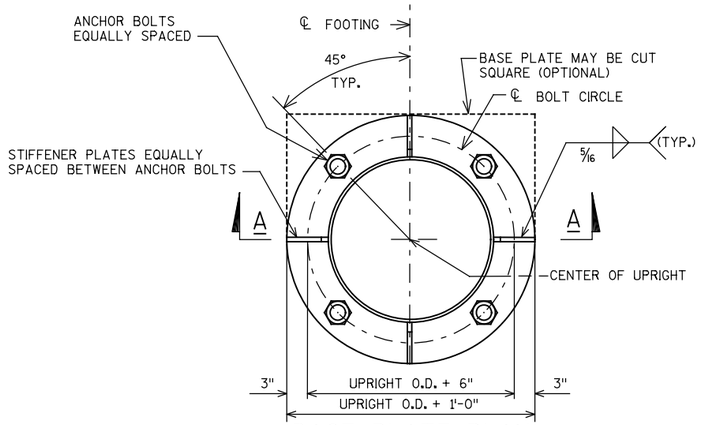
TOWER CAP DETAIL



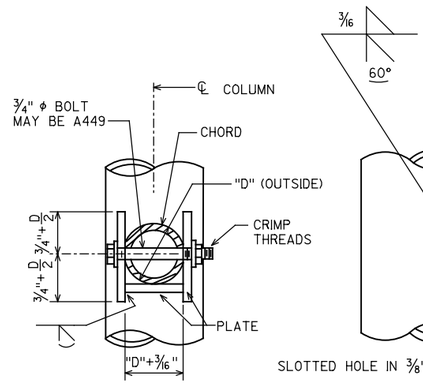
TYPICAL TRUSS CONNECTION DETAILS

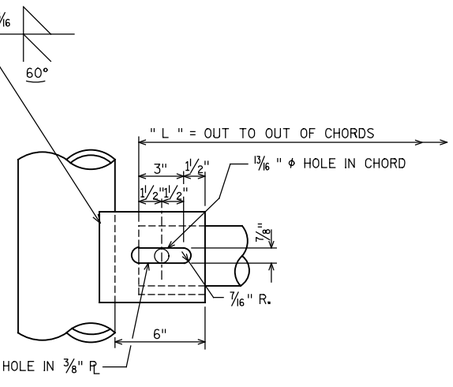


TYPICAL WELDED ALTERNATE



BASE PLATE PLAN

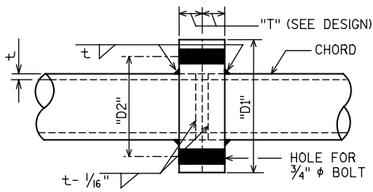




TOWER CONNECTION DETAIL

*ANGLE	WELD LENGTH	NO. OF BOLTS
● 2 1/2"x2 1/2"x1/4"	11"	3
3"x3"x3/16"	10"	3
3"x3"x1/4"	13"	4
3"x3"x5/16"	16 1/2"	5
3"x3"x3/8"	19 1/2"	6
4"x4"x1/4"	18"	5
4"x4"x5/16"	22"	6
4"x4"x3/8"	26"	8
4"x4"x7/16"	30"	9
4"x4"x1/2"	34"	10

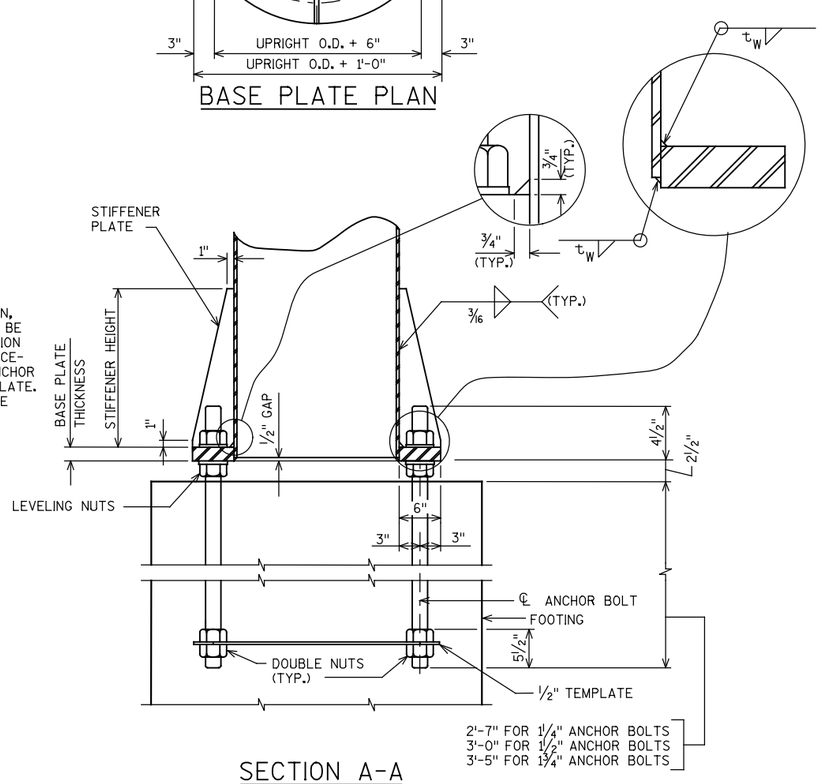
● ONLY USED FOR BOXED END AND TRANSVERSE BRACING.



COUPLING DETAIL

(CONNECTION BOLTS OMITTED FOR CLARITY)

NOTE:
PRIOR TO INSTALLATION, ANCHOR BOLTS SHALL BE RIGIDLY HELD IN POSITION DURING CONCRETE PLACEMENT USING STEEL ANCHOR PLATE AND TOP TEMPLATE. REMOVE TOP TEMPLATE (NOT SHOWN) AFTER CONCRETE SETS.



SECTION A-G

BASE PLATE & UPRIGHT COLUMN DETAILS

COLUMN O.D. X THK.	ANCHOR BOLTS	BASE PLATE THICKNESS (IN.)	STIFFENER PLATE THICKNESS (IN.)	STIFFENER PLATE HEIGHT (IN.)	t_W (IN.)
10.75"X0.365"	1 1/2"	1 1/2"	1/2"	10"	5/16"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

S-05-287

DRAWN BY VC | PLANS CK'D. SJM

GALVANIZED STEEL SIGN BRIDGE DETAILS

SHEET 7 OF 9

1220

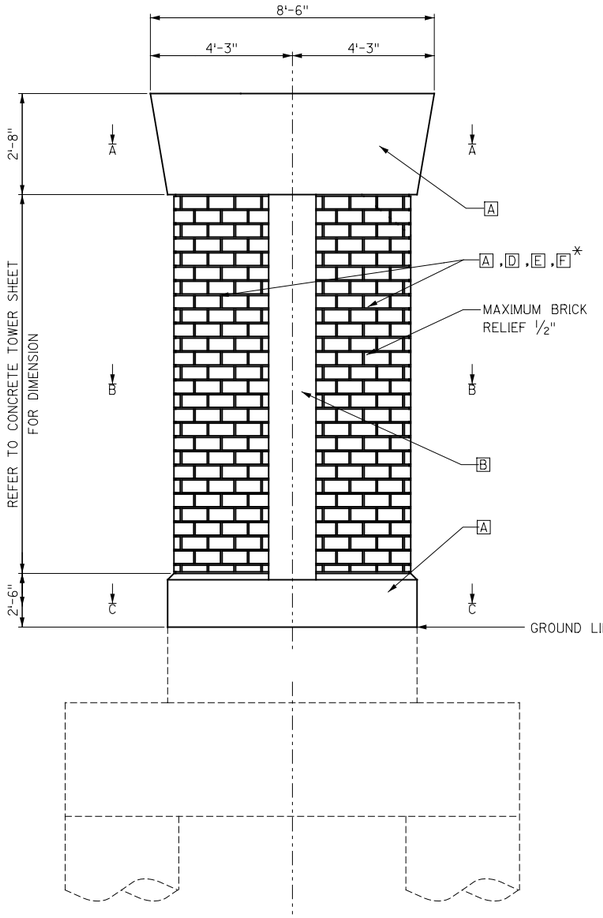
8

8

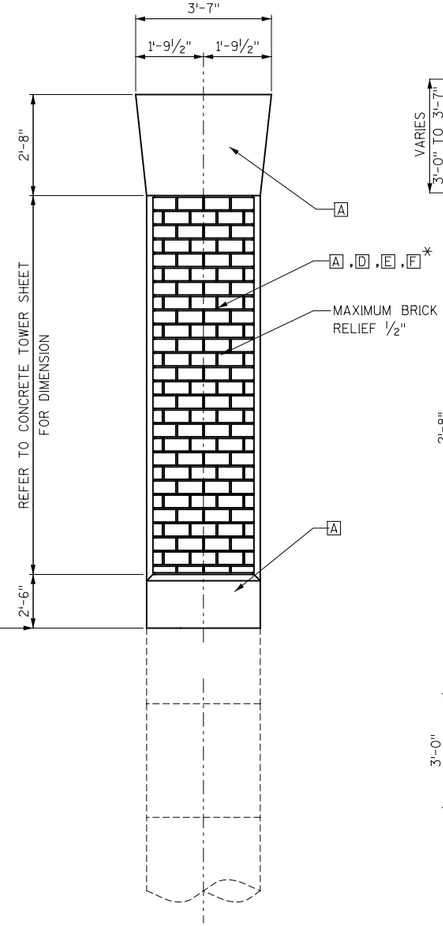
FILE NAME 15-05-287.dgn
PLOT DATE 12/15/2015 8:52:44 AM
PLOT BY : MatthewHeiland
DRV :Pdf_bw_HS.by levels.plt PEN :CEL.TEXTSUB_SCREENCONTROLBYLEVEL.TBL

STATE PROJECT NUMBER

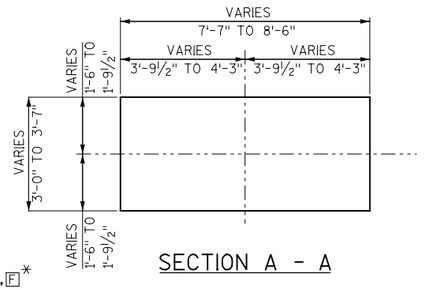
1133-10-72



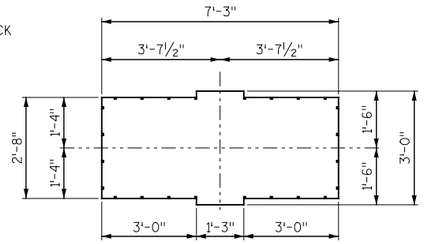
ELEVATION VIEW



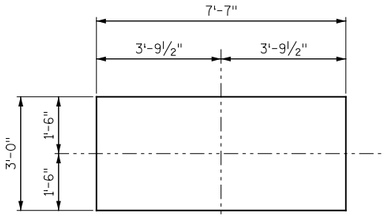
END VIEW



SECTION A - A



SECTION B - B



SECTION C - C

CONCRETE STAINING SCHEDULE

MARK	COLOR
A	BASE COLOR
B	ACCENT COLOR #1
D	ACCENT COLOR #3
E	ACCENT COLOR #4
F	ACCENT COLOR #5

* STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-287

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER 1 AESTHETIC DETAILS

SHEET 8 OF 9

1221

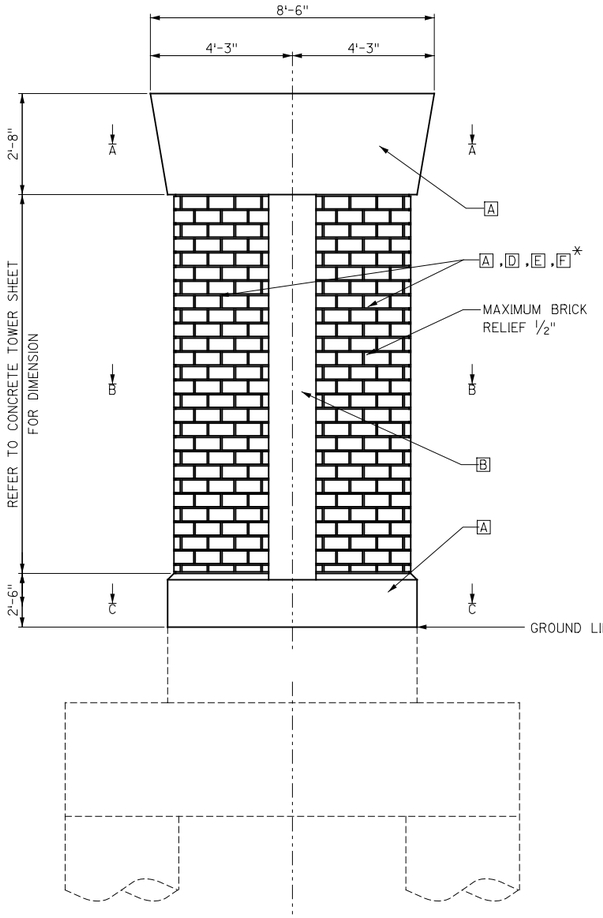
8

8

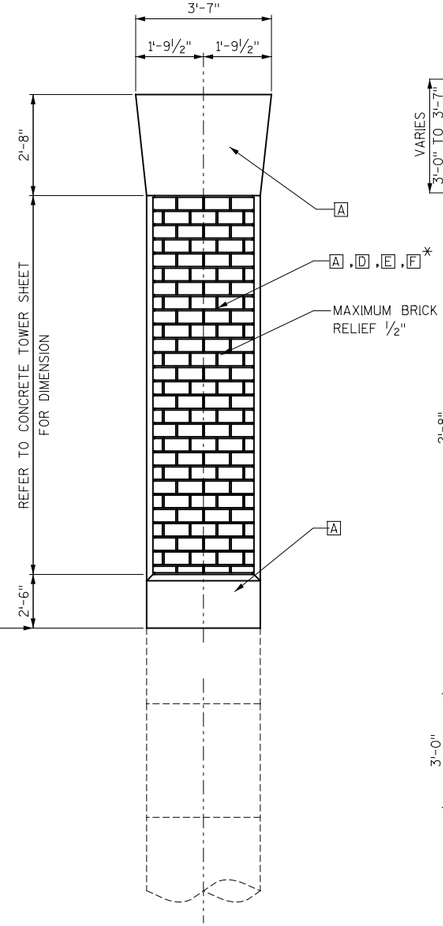
FILE NAME 15-05-287.dgn
PLOT DATE 12/15/2013 8:52:45 AM PLOT BY : MatthewHeiland48 DRV :Pdf_bw_HS.by levelplt PEN :CEL.TEXTSUB_SCREENCONTROLBYLEVEL.TBL

STATE PROJECT NUMBER

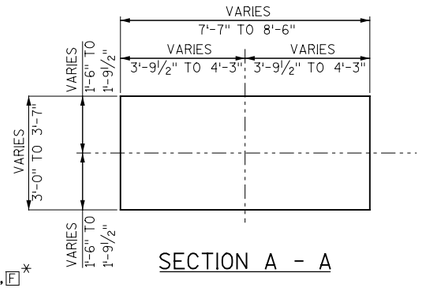
1133-10-72



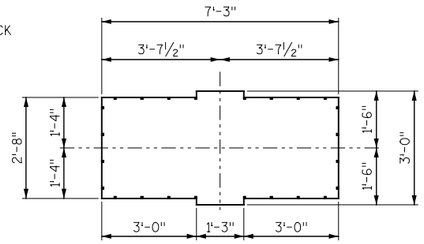
ELEVATION VIEW



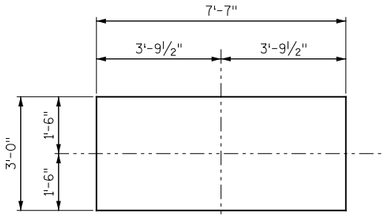
END VIEW



SECTION A - A



SECTION B - B



SECTION C - C

CONCRETE STAINING SCHEDULE

MARK	COLOR
A	BASE COLOR
B	ACCENT COLOR #1
D	ACCENT COLOR #3
E	ACCENT COLOR #4
F	ACCENT COLOR #5

*STAIN ALL BRICK PATTERN AREAS WITH BASE COLOR PRIOR TO STAINING WITH THE THREE BRICK ACCENT COLORS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-287

DRAWN BY VC | PLANS CK'D. SJM

CONCRETE TOWER 2 AESTHETIC DETAILS

SHEET 9 OF 9

1222

FILE NAME 15-05-287.dgn
PLOT DATE 12/15/2013 8:52:47 AM PLOT BY : MatthewHeiland\e8 DRV :Pdf_bw_HS.by levelplt PEN :CEL.TEXTSUB_SCREENCONTROLBYLEVEL.TBL

8

8

EARTHWORK STATION-BY-STATION (STAGE 1A-1B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
123100	123100		1.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
123150	123150	50	50.2	0.0	0.0	47.4	0.0	0.2	47.4	0.2	47.2
123200	123200	50	44.7	0.0	0.0	87.9	0.0	0.0	135.3	0.2	135.0
123250	123250	50	50.3	0.0	0.0	88.0	0.0	0.0	223.2	0.2	223.0
123300	123300	50	54.0	0.0	0.0	96.6	0.0	0.0	319.8	0.2	319.6
123350	123350	50	49.2	0.0	0.0	95.6	0.0	0.0	415.4	0.2	415.1
123400	123400	50	52.4	0.0	0.0	94.1	0.0	0.0	509.4	0.2	509.2
123450	123450	50	51.7	0.0	0.0	96.4	0.0	0.0	605.8	0.2	605.6
123500	123500	50	57.5	0.0	0.0	101.1	0.0	0.0	706.9	0.2	706.7
123550	123550	50	53.8	0.0	0.0	103.1	0.0	0.0	810.0	0.2	809.8
123600	123600	50	50.1	0.0	0.0	96.2	0.0	0.0	906.2	0.2	906.0
123650	123650	50	51.3	0.0	0.0	93.9	0.0	0.0	1000.1	0.2	999.9
123700	123700	50	50.9	0.0	0.0	94.6	0.0	0.0	1094.7	0.2	1094.5
123750	123750	50	51.8	0.0	1.6	95.1	0.0	1.5	1189.8	2.1	1187.7
123800	123800	50	55.1	0.0	4.3	99.0	0.0	5.5	1288.8	8.9	1279.9
123850	123850	50	57.5	0.0	2.1	104.3	0.0	5.9	1393.1	16.3	1376.7
123900	123900	50	54.7	0.0	3.5	103.9	0.0	5.2	1496.9	22.8	1474.1
123950	123950	50	54.4	0.0	2.3	101.0	0.0	5.4	1598.0	29.5	1568.4
124000	124000	50	52.9	0.0	2.3	99.4	0.0	4.3	1697.3	34.8	1662.5
124050	124050	50	54.2	0.0	1.8	99.2	0.0	3.8	1796.5	39.6	1756.9
124100	124100	50	53.2	0.0	3.2	99.4	0.0	4.6	1895.9	45.4	1850.6
124150	124150	50	51.5	0.0	8.8	96.9	0.0	11.1	1992.9	59.3	1933.6
124200	124200	50	55.3	0.0	6.0	98.9	0.0	13.7	2091.8	76.4	2015.4
124250	124250	50	59.0	0.0	6.3	105.8	0.0	11.4	2197.6	90.6	2107.0
124300	124300	50	56.6	0.0	5.4	107.0	0.0	10.8	2304.6	104.2	2200.5
124350	124350	50	55.4	0.0	4.7	103.7	0.0	9.4	2408.3	115.9	2292.5
124400	124400	50	53.4	0.0	8.5	100.7	0.0	12.2	2509.1	131.1	2377.9
124450	124450	50	54.0	0.0	6.2	99.4	0.0	13.6	2608.5	148.1	2460.4
124500	124500	50	54.5	0.0	7.2	100.5	0.0	12.4	2709.0	163.7	2545.3
124550	124550	50	51.1	0.0	5.9	97.8	0.0	12.1	2806.8	178.8	2627.9
124600	124600	50	78.6	0.0	5.1	120.1	0.0	10.2	2926.9	191.6	2735.3
124650	124650	50	76.7	0.0	5.3	143.8	0.0	9.6	3070.6	203.6	2867.1
124700	124700	50	80.2	0.0	5.1	145.3	0.0	9.6	3215.9	215.6	3000.3
124750	124750	50	82.6	0.0	3.6	150.7	0.0	8.1	3366.7	225.7	3141.0
124800	124800	50	80.9	0.0	4.1	151.4	0.0	7.1	3518.1	234.6	3283.4
124850	124850	50	81.1	0.0	4.6	150.0	0.0	8.1	3668.1	244.7	3423.4
124900	124900	50	83.0	0.0	5.6	151.9	0.0	9.4	3820.0	256.5	3563.5
124950	124950	50	83.2	0.0	4.9	153.9	0.0	9.7	3973.9	268.6	3705.3
125000	125000	50	86.0	0.0	3.9	156.7	0.0	8.1	4130.6	278.8	3851.7
125050	125050	50	84.4	0.0	2.9	157.8	0.0	6.3	4288.3	286.7	4001.6
125100	125100	50	84.7	0.0	2.0	156.6	0.0	4.5	4444.9	292.4	4152.5
125150	125150	50	87.4	0.0	2.3	159.4	0.0	4.0	4604.3	297.3	4306.9
125200	125200	50	91.2	0.0	1.7	165.4	0.0	3.7	4769.6	302.0	4467.7
125250	125250	50	87.4	0.0	5.1	165.4	0.0	6.3	4935.0	309.8	4625.2
125300	125300	50	89.0	0.0	4.6	163.3	0.0	9.0	5098.3	321.1	4777.3
125350	125350	50	90.3	0.0	4.2	166.0	0.0	8.1	5264.4	331.3	4933.1
125400	125400	50	84.2	0.0	3.6	161.6	0.0	7.2	5425.9	340.3	5085.6
125450	125450	50	73.1	0.0	9.2	145.6	0.0	11.9	5571.6	355.1	5216.5
125500	125500	50	69.3	0.0	7.9	131.9	0.0	15.8	5703.4	374.9	5328.5
125550	125550	50	72.4	0.0	9.3	131.2	0.0	15.9	5834.6	394.8	5439.8
125600	125600	50	80.0	0.0	7.3	141.1	0.0	15.4	5975.7	414.0	5561.7

CONTINUED NEXT PAGE

EARTHWORK STATION-BY-STATION (STAGE 1A-1B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
125650	125650	50	78.4	0.0	8.9	146.7	0.0	15.0	6122.4	432.8	5689.7
125700	125700	50	83.4	0.0	10.0	149.8	0.0	17.5	6272.2	454.6	5817.6
125750	125750	50	84.3	0.0	10.6	155.3	0.0	19.1	6427.5	478.5	5949.0
125800	125800	50	87.8	0.0	5.8	159.4	0.0	15.2	6586.9	497.5	6089.4
125850	125850	50	99.9	0.0	3.1	173.8	0.0	8.2	6760.6	507.8	6252.9
125900	125900	50	109.1	0.0	3.0	193.5	0.0	5.6	6954.2	514.8	6439.4
125950	125950	50	118.9	0.0	0.0	211.1	0.0	2.8	7165.3	518.3	6647.0
126000	126000	50	117.5	0.0	0.1	218.9	0.0	0.1	7384.2	518.4	6865.8
126050	126050	50	128.8	0.0	1.2	228.1	0.0	1.2	7612.2	519.9	7092.3
126100	126100	50	95.4	0.0	9.7	207.6	0.0	10.1	7819.8	532.5	7287.3
126150	126150	50	83.0	0.0	13.1	165.2	0.0	21.1	7985.0	558.9	7426.1
126200	126200	50	84.1	0.0	13.7	154.7	0.0	24.8	8139.7	589.9	7549.8
126250	126250	50	82.7	0.0	18.4	154.4	0.0	29.7	8294.2	627.1	7667.1
126300	126300	50	80.3	0.0	20.9	150.9	0.0	36.4	8445.1	672.6	7772.5
126350	126350	50	78.4	0.0	20.7	146.9	0.0	38.5	8592.0	720.7	7871.3
126400	126400	50	76.5	0.0	20.8	143.4	0.0	38.4	8735.5	768.8	7966.7
126450	126450	50	74.9	0.0	23.5	140.2	0.0	41.0	8875.6	820.0	8055.6
126500	126500	50	75.6	0.0	26.4	139.4	0.0	46.2	9015.0	877.8	8137.2
126550	126550	50	71.7	0.0	26.3	136.4	0.0	48.8	9151.4	938.8	8212.6
126600	126600	50	73.6	0.0	21.0	134.5	0.0	43.8	9285.9	993.5	8292.4
126650	126650	50	73.5	0.0	20.8	136.2	0.0	38.7	9422.1	1041.9	8380.2
126700	126700	50	72.9	0.0	24.8	135.6	0.0	42.2	9557.7	1094.7	8463.0
126750	126750	50	66.8	0.0	29.1	129.4	0.0	49.9	9687.0	1157.1	8530.0
126800	126800	50	69.2	0.0	29.7	125.9	0.0	54.4	9813.0	1225.1	8587.8
126850	126850	50	74.8	0.0	30.5	133.3	0.0	55.7	9946.3	1294.8	8651.5
126900	126900	50	70.4	0.0	28.9	134.4	0.0	55.0	10080.7	1363.5	8717.2
126950	126950	50	70.1	0.0	24.5	130.1	0.0	49.4	10210.8	1425.3	8785.5
127000	127000	50	65.9	0.0	27.5	125.9	0.0	48.1	10336.8	1485.5	8851.2
127050	127050	50	65.6	0.0	27.2	121.8	0.0	50.6	10458.5	1548.8	8909.7
127100	127100	50	66.5	0.0	26.1	122.3	0.0	49.4	10580.8	1610.5	8970.3
127150	127150	50	65.7	0.0	26.4	122.4	0.0	48.6	10703.2	1671.3	9031.9
127200	127200	50	68.7	0.0	21.5	124.4	0.0	44.4	10827.7	1726.7	9100.9
127250	127250	50	67.8	0.0	16.0	126.4	0.0	34.7	10954.1	1770.1	9183.9
127300	127300	50	69.1	0.0	11.3	126.8	0.0	25.3	11080.8	1801.7	9279.1
127350	127350	50	72.8	0.0	10.7	131.4	0.0	20.4	11212.2	1827.2	9385.0
127400	127400	50	73.4	0.0	9.6	135.4	0.0	18.8	11347.6	1850.7	9496.9
127450	127450	50	73.4	0.0	4.6	135.9	0.0	13.1	11483.5	1867.1	9616.4
127500	127500	50	70.9	0.0	5.1	133.6	0.0	9.0	11617.1	1878.4	9738.8
127550	127550	50	69.7	0.0	4.1	130.2	0.0	8.5	11747.3	1889.0	9858.3
127600	127600	50	71.3	0.0	2.4	130.6	0.0	6.0	11877.9	1896.5	9981.3
127650	127650	50	73.7	0.0	1.7	134.3	0.0	3.8	12012.1	1901.3	10110.9
127700	127700	50	78.1	0.0	1.4	140.6	0.0	2.9	12152.7	1904.9	10247.8
127750	127750	50	78.6	0.0	1.5	145.1	0.0	2.7	12297.8	1908.2	10389.6
127800	127800	50	79.0	0.0	1.9	145.9	0.0	3.1	12443.7	1912.2	10531.6

CONTINUED NEXT PAGE

EARTHWORK STATION-BY-STATION (STAGE 1A-1B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
127850	127850	50	82.2	0.0	1.5	149.3	0.0	3.1	12593.0	1916.1	10676.9
127900	127900	50	81.3	0.0	1.7	151.4	0.0	3.0	12744.4	1919.8	10824.6
127950	127950	50	77.1	0.0	2.8	146.7	0.0	4.2	12891.0	1925.0	10966.0
128000	128000	50	78.8	0.0	2.8	144.4	0.0	5.2	13035.4	1931.5	11103.9
128050	128050	50	80.6	0.0	2.3	147.6	0.0	4.7	13183.0	1937.4	11245.6
128100	128100	50	75.8	0.0	3.7	144.8	0.0	5.6	13327.8	1944.3	11383.4
128150	128150	50	73.0	0.0	5.4	137.8	0.0	8.4	13465.6	1954.9	11510.7
128200	128200	50	72.4	0.0	7.2	134.6	0.0	11.7	13600.2	1969.4	11630.7
128250	128250	50	73.8	0.0	10.7	135.4	0.0	16.6	13735.6	1990.2	11745.4
128300	128300	50	73.7	0.0	11.7	136.6	0.0	20.7	13872.1	2016.1	11856.0
128350	128350	50	73.2	0.0	11.5	136.0	0.0	21.5	14008.1	2042.9	11965.2
128400	128400	50	73.4	0.0	9.5	135.7	0.0	19.4	14143.9	2067.2	12076.6
128450	128450	50	74.4	0.0	10.8	136.9	0.0	18.8	14280.7	2090.7	12190.0
128500	128500	50	73.0	0.0	12.1	136.5	0.0	21.2	14417.2	2117.2	12300.0
128550	128550	50	73.3	0.0	10.9	135.5	0.0	21.3	14552.7	2143.9	12408.8
128600	128600	50	72.8	0.0	12.3	135.3	0.0	21.5	14688.0	2170.7	12517.2
128650	128650	50	73.7	0.0	13.5	135.6	0.0	23.9	14823.6	2200.6	12623.0
128700	128700	50	73.9	0.0	11.3	136.7	0.0	23.0	14960.3	2229.3	12731.0
128750	128750	50	79.1	0.0	8.8	141.7	0.0	18.6	15101.9	2252.5	12849.4
128800	128800	50	77.0	0.0	5.8	144.5	0.0	13.5	15246.5	2269.4	12977.0
128850	128850	50	71.4	0.0	5.5	137.4	0.0	10.5	15383.9	2282.5	13101.4
128900	128900	50	77.1	0.0	3.3	137.5	0.0	8.1	15521.4	2292.7	13228.7
128950	128950	50	79.3	0.0	3.9	144.8	0.0	6.7	15666.2	2301.0	13365.2
129000	129000	50	83.1	0.0	3.2	150.4	0.0	6.6	15816.6	2309.3	13507.3
129050	129050	50	84.4	0.0	5.7	155.1	0.0	8.2	15971.7	2319.6	13652.1
129100	129100	50	140.9	0.0	12.3	208.6	0.0	16.7	16180.3	2340.4	13839.9
129150	129150	50	171.3	0.0	12.9	289.1	0.0	23.3	16469.4	2369.6	14099.8
129200	129200	50	87.1	0.0	15.1	239.3	0.0	25.9	16708.6	2402.0	14306.6
129250	129250	50	83.3	0.0	22.6	157.8	0.0	34.9	16866.4	2445.6	14420.8
129300	129300	50	83.7	0.0	23.3	154.6	0.0	42.5	17021.0	2498.7	14522.3
129350	129350	50	85.1	0.0	22.9	156.3	0.0	42.8	17177.3	2552.2	14625.1
129400	129400	50	87.0	0.0	17.7	159.4	0.0	37.6	17336.7	2599.2	14737.5
129450	129450	50	84.2	0.0	17.6	158.5	0.0	32.7	17495.2	2640.0	14855.1
129500	129500	50	81.8	0.0	24.4	153.7	0.0	38.9	17648.9	2688.7	14960.2
129550	129550	50	77.9	0.0	28.7	147.9	0.0	49.2	17796.8	2750.1	15046.6
129600	129600	50	121.7	0.0	27.6	184.8	0.0	52.1	17981.6	2815.3	15166.3
129650	129650	50	119.5	0.0	26.3	223.3	0.0	49.9	18204.9	2877.7	15327.2
129700	129700	50	77.3	0.0	18.8	182.2	0.0	41.8	18387.1	2929.9	15457.3
129750	129750	50	82.8	0.0	17.0	148.2	0.0	33.1	18535.4	2971.3	15564.1
129800	129800	50	84.1	0.0	20.6	154.5	0.0	34.8	18689.9	3014.8	15675.1
129850	129850	50	90.3	0.0	12.6	161.5	0.0	30.7	18851.4	3053.2	15798.1
129900	129900	50	87.6	0.0	10.2	164.7	0.0	21.1	19016.1	3079.6	15936.5
129950	129950	50	87.7	0.0	8.3	162.3	0.0	17.1	19178.4	3101.0	16077.4
130000	130000	50	137.0	0.0	4.3	208.1	0.0	11.7	19386.5	3115.6	16270.9
130050	130050	50	133.8	0.0	7.0	250.7	0.0	10.5	19637.2	3128.7	16508.5

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EARTHWORK STATION-BY-STATION (STAGE 1A-1B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
130100	130100	50	129.5	0.0	9.0	243.8	0.0	14.8	19881.0	3147.2	16733.8
130150	130150	50	127.7	0.0	9.5	238.1	0.0	17.1	20119.2	3168.6	16950.5
130200	130200	50	126.9	0.0	8.4	235.7	0.0	16.6	20354.9	3189.4	17165.6
130250	130250	50	69.3	0.0	6.3	181.7	0.0	13.6	20536.6	3206.4	17330.2
130300	130300	50	71.8	0.0	5.3	130.6	0.0	10.7	20667.2	3219.8	17447.4
130350	130350	50	72.4	0.0	5.2	133.5	0.0	9.7	20800.7	3231.9	17568.8
130400	130400	50	67.4	0.0	7.0	129.4	0.0	11.3	20930.2	3246.1	17684.1
130450	130450	50	62.3	0.0	10.7	120.1	0.0	16.4	21050.3	3266.6	17783.7
130500	130500	50	58.6	0.0	20.2	111.9	0.0	28.6	21162.2	3302.3	17859.9
130550	130550	50	58.4	0.0	24.2	108.3	0.0	41.1	21270.6	3353.7	17916.9
130600	130600	50	59.6	0.0	29.4	109.3	0.0	49.6	21379.8	3415.7	17964.1
130650	130650	50	62.3	0.0	27.1	112.9	0.0	52.3	21492.7	3481.1	18011.6
130700	130700	50	64.1	0.0	23.3	117.0	0.0	46.7	21609.7	3539.5	18070.3
130750	130750	50	66.7	0.0	18.9	121.1	0.0	39.1	21730.8	3588.3	18142.5
130800	130800	50	66.6	0.0	15.5	123.4	0.0	31.9	21854.3	3628.1	18226.1
130850	130850	50	68.7	0.0	9.9	125.3	0.0	23.5	21979.5	3657.5	18322.0
130900	130900	50	71.6	0.0	8.4	129.9	0.0	16.9	22109.4	3678.7	18430.7
130950	130950	50	77.3	0.0	7.5	137.9	0.0	14.7	22247.3	3697.1	18550.2
131000	131000	50	101.6	0.0	5.5	165.6	0.0	12.0	22413.0	3712.2	18700.8
131050	131050	50	123.0	0.0	1.9	208.0	0.0	6.9	22620.9	3720.7	18900.2
131100	131100	50	132.0	0.0	5.8	236.1	0.0	7.1	22857.0	3729.6	19127.4
131150	131150	50	127.3	0.0	5.0	240.1	0.0	10.0	23097.1	3742.1	19355.0
131200	131200	50	119.8	0.0	1.1	228.8	0.0	5.6	23325.9	3749.2	19576.7
131250	131250	50	78.5	0.0	0.6	183.6	0.0	1.6	23509.5	3751.2	19758.4
131300	131300	50	70.5	0.0	4.6	138.0	0.0	4.8	23647.5	3757.2	19890.3
131350	131350	50	70.9	0.0	6.0	130.9	0.0	9.8	23778.4	3769.4	20009.0
131400	131400	50	68.4	0.0	7.6	129.0	0.0	12.6	23907.4	3785.2	20122.2
131450	131450	50	70.8	0.0	10.1	128.9	0.0	16.4	24036.3	3805.7	20230.6
131500	131500	50	67.0	0.0	11.6	127.6	0.0	20.1	24163.9	3830.8	20333.1
131550	131550	50	67.0	0.0	10.9	124.1	0.0	20.8	24288.0	3856.8	20431.1
131600	131600	50	69.0	0.0	10.3	125.9	0.0	19.6	24413.9	3881.4	20532.5
131650	131650	50	73.0	0.0	6.9	131.5	0.0	15.9	24545.4	3901.3	20644.1
131700	131700	50	75.3	0.0	7.1	137.3	0.0	13.0	24682.7	3917.5	20765.2
131750	131750	50	79.8	0.0	6.0	143.6	0.0	12.1	24826.3	3932.6	20893.7
131800	131800	50	77.1	0.0	4.9	145.3	0.0	10.1	24971.6	3945.3	21026.3
131850	131850	50	74.7	0.0	7.0	140.6	0.0	11.0	25112.1	3959.0	21153.1
131900	131900	50	73.0	0.0	7.3	136.8	0.0	13.2	25248.9	3975.6	21273.3
131950	131950	50	73.2	0.0	6.5	135.4	0.0	12.8	25384.3	3991.6	21392.7
132000	132000	50	71.1	0.0	5.7	133.6	0.0	11.3	25517.9	4005.7	21512.2
132050	132050	50	69.2	0.0	5.8	129.9	0.0	10.6	25647.8	4019.0	21628.8
132100	132100	50	66.6	0.0	6.4	125.7	0.0	11.3	25773.5	4033.1	21740.4
132150	132150	50	98.5	0.0	2.1	152.9	0.0	7.9	25926.4	4042.9	21883.4
132200	132200	50	119.5	0.0	4.2	201.9	0.0	5.8	26128.2	4050.2	22078.0
132250	132250	50	132.9	0.0	7.1	233.7	0.0	10.5	26361.9	4063.3	22298.6
132300	132300	50	192.9	0.0	6.5	301.7	0.0	12.6	26663.6	4079.1	22584.6

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EARTHWORK STATION-BY-STATION (STAGE 1A-1B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
132350	132350	50	134.9	0.0	4.8	303.5	0.0	10.5	26967.1	4092.1	22875.0
132400	132400	50	106.9	0.0	4.9	223.9	0.0	9.0	27191.0	4103.4	23087.7
132450	132450	50	102.7	0.0	9.8	194.1	0.0	13.6	27385.1	4120.4	23264.7
132500	132500	50	99.7	0.0	3.2	187.4	0.0	12.0	27572.5	4135.4	23437.1
132550	132550	50	92.1	0.0	2.3	177.6	0.0	5.1	27750.1	4141.8	23608.3
132600	132600	50	136.6	0.0	0.3	211.8	0.0	2.4	27961.9	4144.8	23817.1
132650	132650	50	134.3	0.0	0.0	250.8	0.0	0.3	28212.7	4145.1	24067.5
132700	132700	50	83.0	0.0	0.2	201.2	0.0	0.2	28413.9	4145.4	24268.5
132750	132750	50	80.2	0.0	1.0	151.1	0.0	1.1	28565.0	4146.8	24418.2
132800	132800	50	79.3	0.0	2.1	147.7	0.0	2.9	28712.7	4150.3	24562.3
132850	132850	50	35.1	0.0	3.6	105.9	0.0	5.3	28818.6	4156.9	24661.7
132900	132900	50	26.5	0.0	9.7	57.0	0.0	12.3	28875.6	4172.3	24703.3
132950	132950	50	26.1	0.0	12.9	48.7	0.0	20.9	28924.4	4198.5	24725.9
133000	133000	50	26.4	0.0	12.3	48.6	0.0	23.3	28973.0	4227.7	24745.3
133050	133050	50	31.1	0.0	9.1	53.2	0.0	19.8	29026.2	4252.4	24773.8
133100	133100	50	27.7	0.0	8.7	54.4	0.0	16.5	29080.6	4273.0	24807.6
133150	133150	50	29.3	0.0	7.2	52.8	0.0	14.7	29133.4	4291.4	24842.0
133200	133200	50	33.6	0.0	7.4	58.2	0.0	13.5	29191.7	4308.3	24883.3
133250	133250	50	24.1	0.0	17.3	53.4	0.0	22.9	29245.1	4336.9	24908.2
133300	133300	50	32.3	0.0	10.6	52.2	0.0	25.8	29297.3	4369.2	24928.1
133350	133350	50	32.9	0.0	9.7	60.4	0.0	18.8	29357.7	4392.7	24965.0
133400	133400	50	36.0	0.0	9.6	63.8	0.0	17.9	29421.5	4415.0	25006.4
133450	133450	50	38.1	0.0	7.2	68.6	0.0	15.6	29490.1	4434.5	25055.6
133500	133500	50	40.0	0.0	5.5	72.3	0.0	11.8	29562.4	4449.2	25113.2
133550	133550	50	37.1	0.0	5.0	71.4	0.0	9.7	29633.8	4461.3	25172.5
133600	133600	50	29.4	0.0	7.2	61.6	0.0	11.3	29695.4	4475.5	25219.9
133650	133650	50	29.1	0.0	7.5	54.2	0.0	13.6	29749.5	4492.5	25257.1
133700	133700	50	34.1	0.0	5.3	58.5	0.0	11.9	29808.1	4507.3	25300.8
133750	133750	50	32.1	0.0	5.3	61.3	0.0	9.8	29869.4	4519.6	25349.8
133800	133800	50	29.2	0.0	7.0	56.8	0.0	11.4	29926.1	4533.8	25392.3
133850	133850	50	30.0	0.0	6.2	54.8	0.0	12.2	29980.9	4549.1	25431.9
133900	133900	50	30.0	0.0	6.5	55.6	0.0	11.8	30036.5	4563.8	25472.7
133950	133950	50	28.3	0.0	6.1	54.0	0.0	11.7	30090.5	4578.4	25512.1
134000	134000	50	26.3	0.0	6.8	50.6	0.0	11.9	30141.0	4593.3	25547.7
134050	134050	50	26.9	0.0	4.6	49.3	0.0	10.6	30190.3	4606.5	25583.8
134100	134100	50	77.3	0.0	0.0	96.5	0.0	4.3	30286.8	4611.8	25675.0
134150	134150	50	28.3	0.0	5.5	97.8	0.0	5.1	30384.5	4618.2	25766.4
134200	134200	50	31.5	0.0	8.1	55.4	0.0	12.6	30439.9	4633.9	25806.0
134250	134250	50	33.0	0.0	7.1	59.7	0.0	14.1	30499.6	4651.5	25848.1
134300	134300	50	34.4	0.0	7.0	62.4	0.0	13.1	30562.0	4667.8	25894.2
134350	134350	50	32.0	0.0	7.0	61.5	0.0	13.0	30623.5	4684.0	25939.5
134400	134400	50	34.9	0.0	3.0	61.9	0.0	9.3	30685.5	4695.6	25989.9
134450	134450	50	31.7	0.0	2.5	61.7	0.0	5.1	30747.1	4702.0	26045.2
134500	134500	50	53.8	0.0	22.3	79.2	0.0	23.0	30826.3	4730.7	26095.6
134550	134550	50	58.7	0.0	18.1	104.2	0.0	37.4	30930.5	4777.4	26153.0

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EARTHWORK STATION-BY-STATION (STAGE 1A-1B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
134600	134600	50	61.0	0.0	16.4	110.8	0.0	31.9	31041.3	4817.4	26223.9
134650	134650	50	58.7	0.0	14.0	110.8	0.0	28.1	31152.1	4852.5	26299.6
134700	134700	50	57.7	0.0	11.8	107.8	0.0	23.9	31259.9	4882.4	26377.5
134750	134750	50	58.4	0.0	12.0	107.5	0.0	22.0	31367.4	4910.0	26457.5
134800	134800	50	62.4	0.0	9.7	111.9	0.0	20.1	31479.3	4935.1	26544.2
134850	134850	50	65.4	0.0	7.6	118.3	0.0	16.0	31597.6	4955.1	26642.5
134900	134900	50	65.2	0.0	7.5	120.9	0.0	14.0	31718.5	4972.6	26745.9
134950	134950	50	78.1	0.0	8.2	132.7	0.0	14.5	31851.2	4990.7	26860.5
135000	135000	50	68.2	0.0	9.9	135.5	0.0	16.8	31986.7	5011.7	26975.0
135050	135050	50	59.6	0.0	11.1	118.3	0.0	19.4	32105.0	5036.0	27069.0
135100	135100	50	48.3	0.0	13.6	99.9	0.0	22.9	32204.9	5064.6	27140.3
135150	135150	50	35.2	0.0	16.0	77.3	0.0	27.4	32282.2	5098.8	27183.4
135200	135200	50	32.8	0.0	15.5	63.0	0.0	29.2	32345.2	5135.3	27209.9
135250	135250	50	31.0	0.0	18.2	59.1	0.0	31.2	32404.3	5174.3	27230.0
135300	135300	50	30.6	0.0	19.5	57.0	0.0	34.9	32461.3	5217.9	27243.4
135350	135350	50	32.4	0.0	19.5	58.3	0.0	36.1	32519.6	5263.1	27256.6
135400	135400	50	34.9	0.0	23.7	62.3	0.0	40.0	32581.9	5313.1	27268.9
135450	135450	50	41.7	0.0	16.4	70.9	0.0	37.1	32652.9	5359.5	27293.4
135500	135500	50	63.8	0.0	8.6	97.7	0.0	23.1	32750.6	5388.4	27362.1
135550	135550	50	84.1	0.0	8.4	136.9	0.0	15.7	32887.5	5408.1	27479.4
135600	135600	50	71.1	0.0	9.3	143.7	0.0	16.4	33031.2	5428.6	27602.6
135650	135650	50	73.6	0.0	8.4	134.0	0.0	16.4	33165.2	5449.1	27716.1
135700	135700	50	68.5	0.0	5.9	131.6	0.0	13.2	33296.8	5465.6	27831.1
135750	135750	50	31.4	0.0	2.5	92.5	0.0	7.8	33389.3	5475.3	27913.9
135800	135800	50	28.9	0.0	0.5	55.8	0.0	2.8	33445.1	5478.8	27966.3
135850	135850	50	27.2	0.0	0.0	51.9	0.0	0.5	33497.0	5479.4	28017.6
135900	135900	50	25.2	0.0	0.0	48.5	0.0	0.0	33545.6	5479.4	28066.2
135950	135950	50	27.6	0.0	0.0	48.9	0.0	0.0	33594.4	5479.4	28115.0
136000	136000	50	28.2	0.0	0.0	51.7	0.0	0.0	33646.1	5479.4	28166.7
136050	136050	50	24.4	0.0	0.0	48.7	0.0	0.0	33694.8	5479.4	28215.4
136071	136071	21	0.0	0.0	0.0	9.5	0.0	0.0	33704.3	5479.4	28224.9
					Totals	**17012.1**	**0.0**	**4383.5**			

NOTES:

1 Cut includes Salvaged/Unusable Pavement material
2 This does not show up in cross sections
3 Does not include Unusable Pavement Exc volume
4 Will be backfilled with Granular Backfill
5 If excavated Marsh can be used outside the 1:1 in fill slopes
6 [(Cut + EBS + Marsh Exc) - ((Fill - (Reduced Marsh in Fill) - (Reduced EBS in Fill) - (Expanded Rock)) * Fill Facto

EARTHWORK STATION-BY-STATION (STAGE 2A-2B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
123520	123520		24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
123550	123550	30	40.7	0.0	0.0	36.3	0.0	0.0	36.3	0.0	36.3
123600	123600	50	49.8	0.0	0.0	83.8	0.0	0.0	120.1	0.0	120.1
123650	123650	50	55.1	0.0	0.0	97.1	0.0	0.0	217.3	0.0	217.3
123700	123700	50	54.3	0.0	0.0	101.3	0.0	0.0	318.6	0.0	318.6
123750	123750	50	43.4	0.0	0.0	90.5	0.0	0.0	409.0	0.0	409.0
123800	123800	50	17.6	0.0	0.0	56.5	0.0	0.0	465.5	0.0	465.5
123850	123850	50	16.9	0.0	0.0	31.9	0.0	0.0	497.4	0.0	497.4
123900	123900	50	19.9	0.0	0.0	34.1	0.0	0.0	531.5	0.0	531.5
123950	123950	50	27.1	0.0	0.0	43.5	0.0	0.0	575.0	0.0	575.0
124000	124000	50	20.8	0.0	0.0	44.4	0.0	0.0	619.4	0.0	619.4
124050	124050	50	18.8	0.0	0.0	36.7	0.0	0.0	656.1	0.0	656.1
124100	124100	50	18.7	0.0	0.0	34.7	0.0	0.0	690.8	0.0	690.8
124150	124150	50	15.2	0.0	0.0	31.4	0.0	0.0	722.2	0.0	722.2
124200	124200	50	12.9	0.0	0.0	26.0	0.0	0.0	748.2	0.0	748.2
124250	124250	50	12.1	0.0	0.0	23.1	0.0	0.0	771.3	0.0	771.3
124300	124300	50	11.7	0.0	0.0	22.0	0.0	0.0	793.4	0.0	793.4
124350	124350	50	10.4	0.0	0.0	20.5	0.0	0.0	813.8	0.0	813.8
124400	124400	50	10.3	0.0	0.0	19.2	0.0	0.0	833.0	0.0	833.0
124450	124450	50	9.7	0.0	0.0	18.5	0.0	0.0	851.5	0.0	851.5
124500	124500	50	11.0	30.8	0.0	19.2	28.5	0.0	870.7	0.0	842.2
124550	124550	50	11.6	30.8	0.0	20.9	57.0	0.0	891.6	0.0	806.1
124600	124600	50	239.9	30.8	0.0	232.9	57.0	0.0	1124.5	0.0	982.0
124650	124650	50	179.1	30.8	1.1	388.0	57.0	1.0	1512.4	1.3	1311.7
124700	124700	50	180.4	30.8	5.7	332.9	57.0	6.3	1845.3	9.1	1579.7
124750	124750	50	178.7	30.8	6.6	332.5	57.0	11.4	2177.8	23.4	1841.0
124800	124800	50	168.7	30.8	8.4	321.7	57.0	13.9	2499.5	40.7	2088.4
124850	124850	50	304.4	30.8	9.2	438.1	57.0	16.3	2937.5	61.1	2449.1
124900	124900	50	185.8	30.8	5.0	453.9	57.0	13.1	3391.4	77.5	2829.5
124950	124950	50	181.2	30.8	5.5	339.8	57.0	9.7	3731.2	89.7	3100.2
125000	125000	50	173.8	30.8	8.4	328.7	57.0	12.9	4059.9	105.8	3355.8
125050	125050	50	172.7	30.8	7.0	320.8	57.0	14.3	4380.8	123.6	3601.9
125100	125100	50	168.2	30.8	8.4	315.6	57.0	14.3	4696.4	141.4	3842.7
125150	125150	50	142.1	30.8	16.2	287.3	57.0	22.8	4983.7	169.9	4044.6
125200	125200	50	124.0	30.8	24.9	246.4	57.0	38.1	5230.1	217.5	4186.4
125250	125250	50	109.9	30.8	32.3	216.6	57.0	53.0	5446.7	283.7	4279.8
125300	125300	50	107.8	30.8	34.9	201.6	57.0	62.2	5648.3	361.5	4346.6
125350	125350	50	109.1	30.8	41.6	200.8	57.0	70.8	5849.1	450.0	4401.9
125400	125400	50	102.2	30.8	43.4	195.6	57.0	78.7	6044.8	548.4	4442.2
125450	125450	50	113.4	30.8	38.5	199.6	57.0	75.8	6244.4	643.2	4490.0
125500	125500	50	127.2	30.8	24.1	222.8	57.0	58.0	6467.2	715.6	4583.4
125550	125550	50	151.8	30.8	20.3	258.3	57.0	41.1	6725.5	767.0	4733.4
125600	125600	50	181.7	30.8	12.4	308.8	57.0	30.3	7034.3	804.9	4947.3
125650	125650	50	207.0	30.8	7.4	359.9	57.0	18.3	7394.2	827.8	5227.3
125700	125700	50	232.7	30.8	2.9	407.1	57.0	9.5	7801.3	839.7	5565.6
125750	125750	50	284.5	30.8	2.1	478.9	57.0	4.6	8280.2	845.5	5981.7
125800	125800	50	321.3	30.8	1.8	560.9	57.0	3.6	8841.1	850.0	6481.1
125850	125850	50	374.1	30.8	1.6	643.9	57.0	3.1	9485.0	853.9	7064.1
125900	125900	50	637.8	30.8	1.6	936.9	57.0	3.0	10422.0	857.6	7940.3
126000	126000	100	319.3	30.8	2.8	1772.4	114.0	8.1	12194.4	867.8	9588.6
126050	126050	50	619.9	30.8	2.9	869.6	57.0	5.3	13064.0	874.4	10394.6

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EARTHWORK STATION-BY-STATION (STAGE 2A-2B)

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 6)
126100	126100	50	369.7	30.8	2.6	916.3	57.0	5.1	13980.3	880.8	11247.6
126150	126150	50	288.4	30.8	3.8	609.4	57.0	5.9	14589.7	888.2	11792.5
126200	126200	50	279.2	30.8	4.5	525.6	57.0	7.7	15115.2	897.8	12251.5
126250	126250	50	259.1	30.8	8.0	498.4	57.0	11.6	15613.6	912.3	12678.5
126300	126300	50	245.7	30.8	9.9	467.4	57.0	16.6	16081.1	933.0	13068.2
126350	126350	50	236.2	30.8	9.2	446.2	57.0	17.7	16527.3	955.1	13435.3
126400	126400	50	219.6	30.8	11.2	422.0	57.0	18.9	16949.3	978.7	13776.7
126450	126450	50	188.2	30.8	12.5	377.6	57.0	21.9	17326.9	1006.1	14069.9
126500	126500	50	173.1	30.8	17.7	334.5	57.0	28.0	17661.4	1041.1	14312.5
126550	126550	50	157.9	30.8	13.0	306.5	57.0	28.4	17967.9	1076.6	14526.5
126600	126600	50	145.8	30.8	17.9	281.2	57.0	28.6	18249.1	1112.4	14714.9
126650	126650	50	131.0	30.8	32.7	256.3	57.0	46.9	18505.4	1170.9	14855.7
126700	126700	50	121.2	30.8	41.5	233.5	57.0	68.7	18738.9	1256.8	14946.4
126750	126750	50	118.5	30.8	45.1	221.9	57.0	80.2	18960.9	1357.1	15011.1
126800	126800	50	109.5	30.8	39.1	211.1	57.0	78.0	19172.0	1454.5	15067.8
126850	126850	50	100.0	30.8	59.3	194.0	57.0	91.1	19366.0	1568.4	15090.9
126900	126900	50	94.3	30.8	48.4	179.9	57.0	99.7	19545.9	1693.1	15089.1
126950	126950	50	84.0	30.8	70.8	165.1	57.0	110.4	19711.0	1831.0	15059.3
127000	127000	50	83.1	30.8	70.2	154.7	57.0	130.6	19865.7	1994.2	14993.8
127050	127050	50	90.3	30.8	63.2	160.6	57.0	123.5	20026.2	2148.6	14943.0
127100	127100	50	102.6	30.8	63.6	178.6	57.0	117.4	20204.9	2295.4	14917.9
127150	127150	50	118.6	30.8	53.7	204.8	57.0	108.6	20409.7	2431.1	14929.9
127200	127200	50	142.7	30.8	21.6	241.9	57.0	69.7	20651.6	2518.3	15027.7
127250	127250	50	167.5	30.8	11.5	287.2	57.0	30.6	20938.8	2556.6	15219.7
127300	127300	50	195.4	30.8	5.9	336.0	57.0	16.1	21274.9	2576.7	15478.6
127350	127350	50	233.7	30.8	2.9	397.3	57.0	8.1	21672.2	2586.9	15808.7
127400	127400	50	257.5	30.8	1.2	454.8	57.0	3.8	22127.0	2591.7	16201.8
127450	127450	50	291.3	30.8	0.0	508.1	57.0	1.1	22635.1	2593.1	16651.6
127500	127500	50	315.5	30.8	0.0	561.9	57.0	0.0	23197.0	2593.1	17156.5
127550	127550	50	328.7	30.8	0.0	596.5	57.0	0.0	23793.5	2593.1	17696.0
127600	127600	50	339.2	30.8	0.0	618.4	57.0	0.0	24411.9	2593.1	18257.4
127650	127650	50	344.9	30.8	0.0	633.4	57.0	0.0	25045.3	2593.1	18833.8
127700	127700	50	341.3	30.8	0.0	635.4	57.0	0.0	25680.7	2593.1	19412.2
127750	127750	50	311.9	30.8	0.0	604.8	57.0	0.0	26285.5	2593.1	19960.1
127800	127800	50	291.1	30.8	0.2	558.3	57.0	0.2	26843.8	2593.3	20461.2
127850	127850	50	271.6	30.8	1.7	521.0	57.0	1.8	27364.9	2595.5	20923.0
127900	127900	50	257.2	30.8	1.9	489.6	57.0	3.3	27854.5	2599.7	21351.5
127950	127950	50	242.0	30.8	4.9	462.2	57.0	6.3	28316.7	2607.5	21748.9
128000	128000	50	228.3	30.8	5.1	435.5	57.0	9.3	28752.2	2619.1	22115.8
128050	128050	50	219.1	30.8	5.6	414.3	57.0	9.9	29166.4	2631.5	22460.7
128100	128100	50	200.1	30.8	7.1	388.1	57.0	11.8	29554.6	2646.2	22777.1
128150	128150	50	187.2	30.8	7.3	358.6	57.0	13.3	29913.2	2662.8	23062.1
128200	128200	50	174.3	30.8	10.5	334.7	57.0	16.5	30247.9	2683.4	23319.2
128250	128250	50	160.7	30.8	17.8	310.2	57.0	26.2	30558.1	2716.2	23539.7
128300	128300	50	148.9	30.8	24.0	286.7	57.0	38.7	30844.8	2764.6	23721.0

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EARTHWORK STATION-BY-STATION (STAGE 2A-2B)

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 6)
128350	128350	50	135.7	30.8	29.2	263.5	57.0	49.3	31108.3	2826.2	23865.9
128400	128400	50	121.6	30.8	33.9	238.2	57.0	58.4	31346.5	2899.2	23974.2
128450	128450	50	106.1	30.8	37.1	210.8	57.0	65.7	31557.4	2981.4	24045.8
128500	128500	50	96.3	30.8	39.5	187.4	57.0	70.9	31744.8	3070.0	24087.6
128550	128550	50	80.2	30.8	50.9	163.4	57.0	83.7	31908.2	3174.7	24089.4
128600	128600	50	73.6	30.8	51.5	142.4	57.0	94.8	32050.6	3293.2	24056.3
128650	128650	50	71.2	30.8	43.2	134.1	57.0	87.7	32184.7	3402.8	24023.8
128700	128700	50	70.7	30.8	39.2	131.4	57.0	76.3	32316.1	3498.1	24002.8
128750	128750	50	74.0	30.8	35.8	134.0	57.0	69.4	32450.0	3585.0	23993.0
128800	128800	50	81.4	30.8	28.2	143.9	57.0	59.3	32593.9	3659.0	24005.9
128850	128850	50	90.7	30.8	21.3	159.4	57.0	45.8	32753.3	3716.3	24050.9
128900	128900	50	108.4	30.8	12.5	184.4	57.0	31.3	32937.6	3755.4	24139.2
128950	128950	50	132.4	30.8	5.7	223.0	57.0	16.9	33160.6	3776.5	24284.1
129000	129000	50	161.9	30.8	1.6	272.5	57.0	6.8	33433.1	3785.0	24491.2
129050	129050	50	200.4	30.8	0.0	335.5	57.0	1.5	33768.6	3786.8	24767.8
129100	129100	50	202.7	30.8	5.9	373.2	57.0	5.5	34141.8	3793.6	25077.2
129150	129150	50	232.9	30.8	3.1	403.3	57.0	8.3	34545.1	3804.1	25413.2
129200	129200	50	332.3	30.8	0.0	523.3	57.0	2.9	35068.5	3807.6	25875.9
129250	129250	50	360.1	30.8	0.0	641.1	57.0	0.0	35709.6	3807.6	26460.1
129300	129300	50	385.0	30.8	0.0	689.9	57.0	0.0	36399.5	3807.6	27093.0
129350	129350	50	405.8	30.8	0.0	732.2	57.0	0.0	37131.7	3807.6	27768.2
129400	129400	50	411.6	30.8	0.0	756.9	57.0	0.0	37888.6	3807.6	28468.1
129450	129450	50	404.1	30.8	0.0	755.3	57.0	0.0	38643.8	3807.6	29166.4
129500	129500	50	388.1	30.8	0.0	733.5	57.0	0.0	39377.4	3807.6	29842.9
129550	129550	50	373.6	30.8	0.0	705.3	57.0	0.0	40082.6	3807.6	30491.2
129600	129600	50	328.4	30.8	2.1	650.0	57.0	1.9	40732.6	3810.1	31081.8
129650	129650	50	313.4	30.8	2.5	594.3	57.0	4.3	41326.9	3815.4	31613.8
129700	129700	50	297.2	30.8	0.0	565.4	57.0	2.3	41892.3	3818.3	32119.2
129750	129750	50	283.6	30.8	0.1	537.8	57.0	0.1	42430.0	3818.4	32599.9
129800	129800	50	284.5	30.8	0.6	526.0	57.0	0.6	42956.1	3819.2	33068.2
129850	129850	50	233.2	30.8	2.2	479.4	57.0	2.6	43435.4	3822.5	33487.3
129900	129900	50	193.0	30.8	2.4	394.6	57.0	4.3	43830.0	3827.8	33819.6
129950	129950	50	153.4	30.8	6.1	320.7	57.0	7.9	44150.8	3837.6	34073.5
130000	130000	50	176.8	30.8	6.9	305.7	57.0	12.0	44456.5	3852.7	34307.2
130050	130050	50	110.0	30.8	8.3	265.6	57.0	14.1	44722.1	3870.3	34498.2
130100	130100	50	97.4	30.8	11.0	192.0	57.0	17.9	44914.1	3892.6	34610.9
130150	130150	50	89.1	30.8	14.7	172.7	57.0	23.8	45086.8	3922.3	34696.9
130200	130200	50	82.9	30.8	17.9	159.3	57.0	30.2	45246.1	3960.1	34761.4
130250	130250	50	64.5	30.8	23.2	136.5	57.0	38.1	45382.5	4007.6	34793.4
130300	130300	50	55.1	30.8	31.5	110.7	57.0	50.6	45493.3	4070.9	34783.8
130350	130350	50	54.8	30.8	34.2	101.8	57.0	60.8	45595.0	4147.0	34752.5
130400	130400	50	56.2	30.8	33.8	102.8	57.0	63.0	45697.8	4225.7	34719.6
130450	130450	50	59.8	30.8	32.8	107.4	57.0	61.7	45805.2	4302.8	34693.0
130500	130500	50	62.0	30.8	33.3	112.8	57.0	61.2	45918.0	4379.3	34672.3
130550	130550	50	69.5	30.8	30.5	121.8	57.0	59.1	46039.8	4453.1	34663.2

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EARTHWORK STATION-BY-STATION (STAGE 2A-2B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
130600	130600	50	80.9	30.8	20.1	139.3	57.0	46.9	46179.0	4511.7	34686.9
130650	130650	50	96.9	30.8	11.1	164.6	57.0	28.9	46343.6	4547.8	34758.4
130700	130700	50	116.6	30.8	6.2	197.7	57.0	16.0	46541.3	4567.8	34879.1
130750	130750	50	137.8	30.8	3.2	235.6	57.0	8.7	46776.9	4578.7	35046.8
130800	130800	50	157.1	30.8	1.5	273.1	57.0	4.4	47049.9	4584.1	35257.4
130850	130850	50	180.7	30.8	1.0	312.8	57.0	2.3	47362.7	4587.0	35510.3
130900	130900	50	205.5	30.8	0.8	357.6	57.0	1.7	47720.3	4589.1	35808.9
130950	130950	50	214.2	30.8	0.7	388.6	57.0	1.4	48108.9	4590.9	36138.8
131000	131000	50	206.1	30.8	0.9	389.2	57.0	1.5	48498.1	4592.7	36469.1
131050	131050	50	207.8	30.8	1.6	383.2	57.0	2.3	48881.3	4595.6	36792.5
131100	131100	50	406.0	30.8	2.4	568.3	57.0	3.7	49449.7	4600.2	37299.2
131150	131150	50	158.9	30.8	3.7	523.1	57.0	5.6	49972.7	4607.3	37758.2
131200	131200	50	150.2	30.8	5.1	286.2	57.0	8.1	50258.9	4617.5	37977.2
131250	131250	50	162.3	30.8	2.6	289.4	57.0	7.1	50548.3	4626.4	38200.7
131300	131300	50	133.0	30.8	5.8	273.4	57.0	7.8	50821.7	4636.1	38407.4
131350	131350	50	116.9	30.8	11.3	231.4	57.0	15.8	51053.1	4655.9	38562.0
131400	131400	50	111.0	30.8	11.6	211.0	57.0	21.2	51264.1	4682.4	38689.6
131450	131450	50	93.6	30.8	22.4	189.4	57.0	31.5	51453.6	4721.8	38782.7
131500	131500	50	84.8	30.8	22.0	165.2	57.0	41.1	51618.7	4773.1	38839.5
131550	131550	50	79.9	30.8	17.9	152.5	57.0	36.9	51771.2	4819.3	38888.8
131600	131600	50	70.5	30.8	20.9	139.3	57.0	35.9	51910.5	4864.2	38926.2
131650	131650	50	62.1	30.8	17.8	122.8	57.0	35.8	52033.3	4909.0	38947.2
131700	131700	50	52.8	30.8	25.2	106.4	57.0	39.8	52139.7	4958.8	38946.8
131750	131750	50	42.2	30.8	43.0	88.0	57.0	63.1	52227.6	5037.7	38898.9
131800	131800	50	34.7	30.8	52.3	71.2	57.0	88.2	52298.8	5148.0	38802.8
131850	131850	50	30.8	30.8	54.0	60.6	57.0	98.4	52359.5	5271.1	38683.4
131900	131900	50	24.5	30.8	64.6	51.2	57.0	109.8	52410.7	5408.3	38540.4
132000	132000	100	18.7	30.8	76.4	80.0	114.0	261.1	52490.7	5734.7	38180.0
132050	132050	50	17.1	30.8	74.7	33.1	57.0	139.9	52523.8	5909.6	37981.3
132100	132100	50	18.9	30.8	83.6	33.3	57.0	146.6	52557.2	6092.8	37774.4
132150	132150	50	27.5	30.8	64.9	43.0	57.0	137.5	52600.1	6264.7	37588.5
132200	132200	50	47.5	30.8	35.4	69.4	57.0	92.9	52669.6	6380.8	37484.9
132250	132250	50	55.8	30.8	26.3	95.6	57.0	57.1	52765.2	6452.2	37452.2
132300	132300	50	53.5	30.8	18.9	101.2	57.0	41.9	52866.4	6504.5	37444.1
132350	132350	50	84.7	30.8	11.4	128.0	57.0	28.1	52994.4	6539.6	37480.0
132400	132400	50	106.6	30.8	5.8	177.1	57.0	15.9	53171.5	6559.5	37580.2
132450	132450	50	153.1	30.8	1.7	240.5	57.0	6.9	53412.0	6568.2	37755.0
132500	132500	50	123.3	30.8	0.5	255.9	57.0	2.0	53667.9	6570.7	37951.4
132550	132550	50	136.1	30.8	0.0	240.2	57.0	0.5	53908.1	6571.3	38134.0
132600	132600	50	167.4	30.8	13.7	281.0	57.0	12.7	54189.1	6587.2	38342.2
132650	132650	50	171.6	30.8	12.8	313.9	57.0	24.5	54503.0	6617.8	38568.5
132700	132700	50	190.3	30.8	3.7	335.1	57.0	15.3	54838.1	6636.9	38827.5
132750	132750	50	167.3	30.8	4.9	331.1	57.0	8.0	55169.2	6646.9	39091.6
132800	132800	50	144.1	30.8	4.3	288.3	57.0	8.5	55457.5	6657.5	39312.3

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EARTHWORK STATION-BY-STATION (STAGE 2A-2B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
132850	132850	50	130.4	30.8	7.3	254.2	57.0	10.7	55711.7	6670.9	39496.1
132900	132900	50	109.6	30.8	12.8	222.2	57.0	18.6	55933.9	6694.2	39638.1
132950	132950	50	109.7	30.8	18.6	203.1	57.0	29.1	56137.0	6730.6	39747.8
133000	133000	50	90.8	30.8	25.9	185.6	57.0	41.2	56322.6	6782.1	39825.0
133050	133050	50	76.1	30.8	36.3	154.5	57.0	57.6	56477.2	6854.1	39850.5
133100	133100	50	67.9	30.8	45.1	133.3	57.0	75.4	56610.5	6948.3	39832.7
133150	133150	50	63.8	30.8	51.5	121.9	57.0	89.4	56732.4	7060.1	39785.8
133200	133200	50	56.4	30.8	62.7	111.3	57.0	105.7	56843.7	7192.2	39708.0
133250	133250	50	57.1	30.8	56.2	105.1	57.0	110.1	56948.8	7329.9	39618.5
133300	133300	50	71.2	30.8	50.9	118.8	57.0	99.2	57067.6	7453.8	39556.3
133350	133350	50	85.6	30.8	40.6	145.2	57.0	84.7	57212.8	7559.7	39538.6
133400	133400	50	101.3	30.8	33.3	173.1	57.0	68.4	57385.9	7645.3	39569.1
133450	133450	50	118.4	30.8	26.9	203.4	57.0	55.7	57589.3	7714.9	39645.9
133500	133500	50	139.2	30.8	20.2	238.5	57.0	43.6	57827.8	7769.4	39772.9
133550	133550	50	163.5	30.8	13.3	280.3	57.0	31.0	58108.1	7808.2	39957.5
133600	133600	50	189.0	30.8	8.2	326.4	57.0	19.9	58434.5	7833.1	40202.0
133650	133650	50	205.6	30.8	6.9	365.4	57.0	14.0	58799.9	7850.6	40492.9
133700	133700	50	210.6	30.8	4.6	385.4	57.0	10.6	59185.2	7863.9	40808.0
133750	133750	50	216.3	30.8	3.2	395.3	57.0	7.2	59580.5	7872.9	41137.2
133800	133800	50	210.9	30.8	4.0	395.6	57.0	6.7	59976.1	7881.3	41467.5
133850	133850	50	199.9	30.8	2.7	380.4	57.0	6.2	60356.4	7889.0	41783.1
133900	133900	50	181.6	30.8	3.9	353.2	57.0	6.1	60709.7	7896.6	42071.7
133950	133950	50	165.6	30.8	2.6	321.5	57.0	6.0	61031.1	7904.2	42328.7
134000	134000	50	151.7	30.8	6.5	293.8	57.0	8.4	61324.9	7914.7	42555.0
134050	134050	50	143.2	30.8	10.1	273.1	57.0	15.4	61598.0	7933.9	42751.8
134100	134100	50	146.2	30.8	15.9	268.0	57.0	24.1	61866.0	7964.0	42932.7
134150	134150	50	118.1	30.8	18.6	244.7	57.0	31.9	62110.7	8003.9	43080.5
134200	134200	50	108.3	30.8	25.4	209.6	57.0	40.7	62320.3	8054.9	43182.3
134250	134250	50	122.7	30.8	23.0	213.9	57.0	44.8	62534.2	8110.9	43283.1
134300	134300	50	134.1	30.8	21.2	237.8	57.0	40.9	62772.0	8162.0	43412.8
134350	134350	50	136.5	30.8	29.6	250.6	57.0	47.0	63022.5	8220.8	43547.6
134400	134400	50	139.3	30.8	35.0	255.4	57.0	59.8	63277.9	8295.6	43671.2
134450	134450	50	135.3	30.8	32.2	254.3	57.0	62.2	63532.2	8373.4	43790.7
134500	134500	50	127.2	30.8	31.4	243.1	57.0	58.9	63775.2	8447.0	43903.1
					Totals	**63775.2**	**11425.1**	**6757.6**			

NOTES:

1. Cut includes Salvaged/Unusable Pavement material
2. This does not show up in cross sections
3. Does not include Unusable Pavement Exc volume
4. Will be backfilled with Granular Backfill
5. If excavated Marsh can be used outside the 1:1 in fill slopes
6. [(Cut + EBS + Marsh Exc) - ((Fill - (Reduced Marsh in Fill) - (Reduced EBS in Fill) - (Expanded Rock)) * Fill Factc

EARTHWORK STATION-BY-STATION (STAGE 3A-3B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
123520	123520		19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
123550	123550	30	24.9	0.0	0.0	24.7	0.0	0.0	24.7	0.0	24.7
123600	123600	50	31.9	0.0	0.0	52.6	0.0	0.0	77.3	0.0	77.3
123650	123650	50	30.8	0.0	0.0	58.1	0.0	0.0	135.3	0.0	135.3
123700	123700	50	28.2	0.0	0.0	54.6	0.0	0.0	189.9	0.0	189.9
123750	123750	50	28.5	0.0	0.0	52.5	0.0	0.0	242.4	0.0	242.4
123800	123800	50	27.2	0.0	0.0	51.6	0.0	0.0	294.0	0.0	294.0
123850	123850	50	28.5	0.0	0.0	51.6	0.0	0.0	345.6	0.0	345.6
123900	123900	50	35.2	0.0	0.0	59.0	0.0	0.0	404.6	0.0	404.6
123950	123950	50	38.3	0.0	0.0	68.1	0.0	0.0	472.6	0.0	472.6
124000	124000	50	42.4	0.0	0.0	74.7	0.0	0.0	547.4	0.0	547.4
124050	124050	50	45.8	0.0	0.0	81.7	0.0	0.0	629.0	0.0	629.0
124100	124100	50	44.5	0.0	0.0	83.6	0.0	0.0	712.6	0.0	712.6
124150	124150	50	49.6	0.0	0.0	87.1	0.0	0.0	799.8	0.0	799.8
124200	124200	50	46.8	0.0	0.0	89.3	0.0	0.0	889.0	0.0	889.0
124250	124250	50	53.7	0.0	0.0	93.1	0.0	0.0	982.1	0.0	982.1
124300	124300	50	140.4	0.0	1.4	179.7	0.0	1.3	1161.8	1.6	1160.2
124350	124350	50	158.4	0.0	0.0	276.7	0.0	1.3	1438.5	3.2	1435.2
124400	124400	50	147.7	0.0	0.0	283.4	0.0	0.0	1721.9	3.2	1718.6
124450	124450	50	145.3	0.0	0.0	271.3	0.0	0.0	1993.2	3.2	1989.9
124500	124500	50	144.6	0.0	0.0	268.4	0.0	0.0	2261.6	3.2	2258.4
124550	124550	50	142.7	30.8	0.0	266.0	28.5	0.0	2527.6	3.2	2495.9
124600	124600	50	248.5	30.8	0.0	362.2	57.0	0.0	2889.9	3.2	2801.1
124650	124650	50	265.9	30.8	0.6	476.3	57.0	0.6	3366.1	3.9	3219.8
124700	124700	50	260.9	30.8	1.7	487.8	57.0	2.1	3853.9	6.6	3647.9
124750	124750	50	258.2	30.8	5.7	480.6	57.0	6.9	4334.6	15.2	4063.0
124800	124800	50	253.0	30.8	8.8	473.3	57.0	13.4	4807.9	31.9	4462.6
124850	124850	50	250.1	30.8	13.3	465.8	57.0	20.5	5273.7	57.5	4845.8
124900	124900	50	169.7	30.8	9.0	388.7	57.0	20.6	5662.4	83.3	5151.7
124950	124950	50	162.9	30.8	8.6	308.0	57.0	16.3	5970.4	103.7	5382.3
125000	125000	50	152.1	30.8	9.7	291.7	57.0	16.9	6262.1	124.9	5595.9
125050	125050	50	153.8	30.8	10.3	283.2	57.0	18.5	6545.3	148.0	5799.0
125100	125100	50	148.4	30.8	11.2	279.8	57.0	19.9	6825.1	172.9	5996.9
125150	125150	50	141.0	30.8	15.2	268.0	57.0	24.4	7093.1	203.5	6177.3
125200	125200	50	128.8	30.8	15.8	249.8	57.0	28.7	7342.9	239.4	6334.3
125250	125250	50	120.2	30.8	21.6	230.6	57.0	34.6	7573.5	282.6	6464.6
125300	125300	50	110.6	30.8	24.0	213.7	57.0	42.2	7787.2	335.4	6568.5
125350	125350	50	117.6	30.8	19.8	211.3	57.0	40.6	7998.5	386.1	6672.1
125400	125400	50	126.2	30.8	15.6	225.7	57.0	32.8	8224.2	427.1	6799.9
125450	125450	50	303.7	30.8	8.2	398.1	57.0	22.0	8622.3	454.6	7113.4
125500	125500	50	248.3	30.8	5.0	511.1	57.0	12.2	9133.4	469.9	7552.3
125550	125550	50	256.3	30.8	2.6	467.2	57.0	7.0	9600.6	478.7	7953.7
125600	125600	50	283.2	30.8	0.7	499.5	57.0	3.1	10100.1	482.5	8392.5
125650	125650	50	306.0	30.8	0.0	545.6	57.0	0.6	10645.7	483.3	8880.2
125700	125700	50	330.0	30.8	0.0	588.9	57.0	0.0	11234.6	483.3	9412.1
125750	125750	50	348.6	30.8	0.0	628.3	57.0	0.0	11862.9	483.3	9983.5
125800	125800	50	371.5	30.8	0.0	666.8	57.0	0.0	12529.7	483.3	10593.3
125850	125850	50	391.8	30.8	0.0	706.8	57.0	0.0	13236.4	483.3	11243.0
125900	125900	50	385.2	30.8	0.0	719.4	57.0	0.0	13955.9	483.3	11905.5
125950	125950	50	556.0	30.8	0.0	871.5	57.0	0.0	14827.4	483.3	12720.0
126000	126000	50	253.2	30.8	0.0	749.3	57.0	0.0	15576.6	483.3	13412.3

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EARTHWORK STATION-BY-STATION (STAGE 3A-3B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
126050	126050	50	493.9	30.8	0.0	691.8	57.0	0.0	16268.4	483.3	14047.1
126100	126100	50	365.5	30.8	0.0	795.7	57.0	0.0	17064.1	483.3	14785.8
126150	126150	50	356.5	30.8	0.0	668.5	57.0	0.0	17732.6	483.3	15397.3
126200	126200	50	352.0	30.8	0.0	656.0	57.0	0.0	18388.6	483.3	15996.4
126250	126250	50	339.0	30.8	0.0	639.8	57.0	0.0	19028.5	483.3	16579.2
126300	126300	50	330.0	30.8	0.0	619.4	57.0	0.0	19647.9	483.3	17141.7
126350	126350	50	310.1	30.8	0.0	592.7	57.0	0.0	20240.6	483.3	17677.4
126400	126400	50	288.9	30.8	0.0	554.6	57.0	0.0	20795.2	483.3	18175.0
126450	126450	50	327.7	30.8	0.1	570.9	57.0	0.1	21366.1	483.4	18688.9
126500	126500	50	287.8	30.8	0.3	569.9	57.0	0.4	21936.1	483.9	19201.3
126550	126550	50	249.4	30.8	0.0	497.4	57.0	0.3	22433.5	484.3	19641.4
126600	126600	50	165.3	30.8	0.5	384.0	57.0	0.5	22817.4	484.8	19967.8
126650	126650	50	149.6	30.8	2.0	291.6	57.0	2.3	23109.0	487.7	20199.5
126700	126700	50	133.7	30.8	4.6	262.3	57.0	6.1	23371.3	495.4	20397.2
126750	126750	50	131.7	30.8	3.7	245.7	57.0	7.7	23617.1	505.0	20576.4
126800	126800	50	122.5	30.8	4.1	235.4	57.0	7.2	23852.4	514.0	20745.7
126850	126850	50	114.1	30.8	7.8	219.1	57.0	11.0	24071.5	527.8	20894.0
126900	126900	50	101.3	30.8	8.6	199.4	57.0	15.2	24271.0	546.8	21017.5
126950	126950	50	92.0	30.8	12.1	179.0	57.0	19.2	24449.9	570.7	21115.6
127000	127000	50	96.7	30.8	10.6	174.7	57.0	21.0	24624.7	597.0	21207.0
127050	127050	50	105.5	30.8	8.2	187.2	57.0	17.4	24811.9	618.8	21315.5
127100	127100	50	117.5	30.8	6.3	206.5	57.0	13.4	25018.4	635.5	21448.2
127150	127150	50	138.9	30.8	3.5	237.4	57.0	9.1	25255.8	646.9	21617.3
127200	127200	50	158.0	30.8	2.7	274.9	57.0	5.7	25530.7	654.1	21828.0
127250	127250	50	180.1	30.8	2.9	313.1	57.0	5.2	25843.7	660.5	22077.6
127300	127300	50	196.4	30.8	2.9	348.6	57.0	5.4	26192.4	667.2	22362.5
127350	127350	50	222.3	30.8	2.6	387.7	57.0	5.1	26580.0	673.6	22686.9
127400	127400	50	242.6	30.8	2.2	430.5	57.0	4.4	27010.5	679.2	23054.8
127450	127450	50	258.5	30.8	1.2	464.0	57.0	3.1	27474.5	683.1	23457.9
127500	127500	50	285.1	30.8	0.1	503.3	57.0	1.2	27977.8	684.6	23902.7
127550	127550	50	300.0	30.8	0.0	541.8	57.0	0.1	28519.6	684.7	24387.4
127600	127600	50	309.9	30.8	0.0	564.7	57.0	0.0	29084.3	684.7	24895.1
127650	127650	50	311.8	30.8	0.0	575.6	57.0	0.0	29659.9	684.7	25413.8
127700	127700	50	298.5	30.8	0.0	565.1	57.0	0.0	30225.0	684.7	25921.9
127750	127750	50	276.2	30.8	0.1	532.1	57.0	0.1	30757.2	684.8	26396.9
127800	127800	50	255.6	30.8	0.7	492.4	57.0	0.7	31249.6	685.8	26831.4
127850	127850	50	235.2	30.8	1.1	454.4	57.0	1.7	31704.0	687.8	27226.8
127900	127900	50	222.2	30.8	1.3	423.5	57.0	2.2	32127.5	690.6	27590.6
127950	127950	50	218.2	30.8	1.4	407.8	57.0	2.5	32535.3	693.8	27938.2
128000	128000	50	204.5	30.8	1.8	391.4	57.0	3.0	32926.7	697.5	28268.9
128050	128050	50	189.7	30.8	2.5	365.0	57.0	4.0	33291.7	702.4	28572.0
128100	128100	50	180.1	30.8	4.0	342.4	57.0	6.0	33634.1	710.0	28849.9
128150	128150	50	169.2	30.8	6.5	323.4	57.0	9.7	33957.5	722.1	29104.2
128200	128200	50	157.0	30.8	9.7	302.0	57.0	15.0	34259.6	740.9	29330.5

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EARTHWORK STATION-BY-STATION (STAGE 3A-3B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
128250	128250	50	145.9	30.8	12.3	280.5	57.0	20.4	34540.0	766.3	29528.5
128300	128300	50	137.8	30.8	15.7	262.7	57.0	25.9	34802.7	798.7	29701.8
128350	128350	50	127.8	30.8	17.7	245.9	57.0	30.9	35048.6	837.4	29852.1
128400	128400	50	115.7	30.8	19.7	225.5	57.0	34.6	35274.1	880.7	29977.3
128450	128450	50	103.0	30.8	22.2	202.5	57.0	38.8	35476.6	929.2	30074.3
128500	128500	50	97.0	30.8	24.8	185.2	57.0	43.5	35661.8	983.6	30148.1
128550	128550	50	86.9	30.8	28.9	170.3	57.0	49.7	35832.1	1045.7	30199.2
128600	128600	50	77.9	30.8	32.5	152.6	57.0	56.9	35984.7	1116.8	30223.8
128650	128650	50	74.6	30.8	35.6	141.2	57.0	63.1	36125.9	1195.6	30229.2
128700	128700	50	74.1	30.8	36.5	137.7	57.0	66.8	36263.6	1279.1	30226.4
128750	128750	50	71.7	30.8	35.7	135.0	57.0	66.9	36398.6	1362.6	30220.9
128800	128800	50	78.6	30.8	34.5	139.2	57.0	65.0	36537.7	1443.9	30221.8
128850	128850	50	88.3	30.8	30.0	154.5	57.0	59.7	36692.3	1518.5	30244.7
128900	128900	50	93.8	30.8	23.2	168.6	57.0	49.3	36860.9	1580.1	30294.8
128950	128950	50	114.4	30.8	16.6	192.8	57.0	36.9	37053.6	1626.2	30384.5
129000	129000	50	138.6	30.8	15.1	234.3	57.0	29.4	37287.9	1662.8	30525.1
129050	129050	50	168.9	30.8	10.0	284.7	57.0	23.2	37572.6	1691.9	30723.8
129100	129100	50	200.2	30.8	3.2	341.8	57.0	12.2	37914.4	1707.2	30993.3
129150	129150	50	239.4	30.8	0.2	407.0	57.0	3.1	38321.4	1711.1	31339.4
129200	129200	50	278.9	30.8	0.0	479.9	57.0	0.2	38801.3	1711.3	31762.1
129250	129250	50	315.2	30.8	0.0	550.1	57.0	0.0	39351.4	1711.3	32255.2
129300	129300	50	338.9	30.8	0.0	605.6	57.0	0.0	39957.1	1711.3	32803.9
129350	129350	50	350.8	30.8	0.0	638.6	57.0	0.0	40595.7	1711.3	33385.5
129400	129400	50	346.4	30.8	0.0	645.6	57.0	0.0	41241.2	1711.3	33974.1
129450	129450	50	334.7	30.8	0.0	630.6	57.0	0.0	41871.9	1711.3	34547.7
129500	129500	50	323.7	30.8	0.4	609.6	57.0	0.4	42481.5	1711.8	35099.9
129550	129550	50	314.7	30.8	0.8	591.1	57.0	1.1	43072.6	1713.2	35632.6
129600	129600	50	305.3	30.8	2.0	574.1	57.0	2.6	43646.7	1716.4	36146.5
129650	129650	50	287.4	30.8	4.5	548.8	57.0	6.0	44195.5	1724.0	36630.8
129700	129700	50	249.8	30.8	9.8	497.4	57.0	13.2	44692.9	1740.5	37054.7
129750	129750	50	231.1	30.8	21.6	445.3	57.0	29.1	45138.2	1776.9	37406.6
129800	129800	50	192.6	30.8	47.1	392.3	57.0	63.6	45530.5	1856.4	37662.4
129850	129850	50	169.4	30.8	69.9	335.2	57.0	108.3	45865.7	1991.8	37805.2
129900	129900	50	157.3	30.8	0.0	302.5	57.0	64.7	46168.2	2072.7	37969.8
129950	129950	50	139.7	30.8	0.0	275.0	57.0	0.0	46443.2	2072.7	38187.8
130000	130000	50	139.6	30.8	0.0	258.6	57.0	0.0	46701.8	2072.7	38389.5
130050	130050	50	133.1	30.8	0.0	252.5	57.0	0.0	46954.3	2072.7	38585.0
130100	130100	50	119.1	30.8	0.6	233.5	57.0	0.6	47187.8	2073.4	38760.8
130150	130150	50	100.9	30.8	4.4	203.7	57.0	4.6	47391.5	2079.2	38901.8
130200	130200	50	84.0	30.8	7.6	171.2	57.0	11.1	47562.7	2093.1	39002.1
130250	130250	50	69.4	30.8	16.7	142.0	57.0	22.5	47704.8	2121.2	39059.0
130300	130300	50	56.7	30.8	22.0	116.8	57.0	35.8	47821.5	2166.0	39074.0
130350	130350	50	55.3	30.8	22.6	103.7	57.0	41.3	47925.2	2217.6	39069.1
130400	130400	50	65.4	30.8	20.3	111.8	57.0	39.7	48037.0	2267.2	39074.2

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EARTHWORK STATION-BY-STATION (STAGE 3A-3B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
130450	130450	50	80.9	30.8	19.0	135.5	57.0	36.4	48172.4	2312.7	39107.2
130500	130500	50	101.9	30.8	14.6	169.3	57.0	31.1	48341.7	2351.6	39180.6
130550	130550	50	117.7	30.8	10.4	203.3	57.0	23.1	48545.0	2380.6	39298.0
130600	130600	50	138.5	30.8	6.2	237.2	57.0	15.4	48782.3	2399.8	39459.1
130650	130650	50	155.9	30.8	3.5	272.6	57.0	9.0	49054.9	2411.0	39663.4
130700	130700	50	168.7	30.8	1.8	300.6	57.0	4.9	49355.4	2417.1	39900.9
130750	130750	50	184.7	30.8	0.1	327.2	57.0	1.8	49682.6	2419.3	40168.9
130800	130800	50	205.1	30.8	0.0	360.9	57.0	0.1	50043.6	2419.4	40472.7
130850	130850	50	221.8	30.8	0.0	395.3	57.0	0.0	50438.8	2419.4	40811.0
130900	130900	50	234.8	30.8	0.0	422.8	57.0	0.0	50861.6	2419.4	41176.8
130950	130950	50	243.2	30.8	0.0	442.6	57.0	0.0	51304.2	2419.4	41562.4
131000	131000	50	252.6	30.8	0.0	459.1	57.0	0.0	51763.3	2419.4	41964.5
131050	131050	50	251.7	30.8	0.0	466.9	57.0	0.0	52230.2	2419.4	42374.5
131100	131100	50	382.0	30.8	0.0	586.8	57.0	0.0	52817.0	2419.4	42904.3
131150	131150	50	186.8	30.8	0.0	526.7	57.0	0.0	53343.6	2419.4	43374.0
131200	131200	50	175.5	30.8	0.0	335.5	57.0	0.0	53679.1	2419.4	43652.4
131250	131250	50	195.3	30.8	0.0	343.3	57.0	0.0	54022.4	2419.4	43938.8
131300	131300	50	174.0	30.8	0.0	341.9	57.0	0.0	54364.4	2419.4	44223.7
131350	131350	50	167.1	30.8	0.0	315.8	57.0	0.0	54680.2	2419.4	44482.6
131400	131400	50	159.3	30.8	0.0	302.2	57.0	0.0	54982.4	2419.4	44727.8
131450	131450	50	149.4	30.8	0.6	285.8	57.0	0.6	55268.3	2420.1	44956.0
131500	131500	50	140.0	30.8	2.8	268.0	57.0	3.1	55536.2	2424.1	45163.0
131550	131550	50	126.6	30.8	4.9	246.9	57.0	7.1	55783.1	2433.0	45344.0
131600	131600	50	112.3	30.8	7.3	221.2	57.0	11.3	56004.3	2447.1	45494.1
131650	131650	50	92.7	30.8	9.4	189.8	57.0	15.5	56194.1	2466.4	45607.6
131700	131700	50	75.3	30.8	19.6	155.6	57.0	26.9	56349.7	2500.0	45672.6
131750	131750	50	62.1	30.8	25.9	127.2	57.0	42.1	56476.9	2552.7	45690.2
131800	131800	50	45.7	30.8	32.4	99.8	57.0	54.0	56576.7	2620.1	45665.5
131850	131850	50	29.1	30.8	42.5	69.3	57.0	69.4	56646.0	2706.8	45591.1
131900	131900	50	22.3	30.8	49.1	47.6	57.0	84.8	56693.6	2812.8	45475.7
131950	131950	50	15.7	30.8	50.0	35.2	57.0	91.8	56728.7	2927.5	45339.2
132000	132000	50	15.2	30.8	47.9	28.6	57.0	90.6	56757.4	3040.9	45197.5
132050	132050	50	22.3	30.8	37.8	34.7	57.0	79.4	56792.1	3140.0	45076.1
132100	132100	50	29.4	30.8	23.8	47.9	57.0	57.0	56839.9	3211.3	44995.7
132150	132150	50	9.5	30.8	10.1	36.0	57.0	31.4	56876.0	3250.6	44935.5
132200	132200	50	42.2	30.8	0.0	47.9	57.0	9.4	56923.8	3262.3	44914.7
132250	132250	50	64.3	30.8	1.0	98.6	57.0	0.9	57022.4	3263.4	44955.1
132300	132300	50	111.3	30.8	11.7	162.6	57.0	11.8	57185.0	3278.1	45046.1
132350	132350	50	131.9	30.8	10.4	225.2	57.0	20.5	57410.2	3303.7	45188.7
132400	132400	50	151.9	30.8	5.6	262.8	57.0	14.8	57673.0	3322.2	45376.0
132450	132450	50	166.2	30.8	1.9	294.5	57.0	6.9	57967.5	3330.9	45604.8
132500	132500	50	176.6	30.8	0.2	317.4	57.0	1.9	58284.9	3333.3	45862.8
132550	132550	50	198.3	30.8	0.0	347.1	57.0	0.2	58632.1	3333.6	46152.7
132600	132600	50	223.7	30.8	0.0	390.7	57.0	0.0	59022.8	3333.6	46486.5

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EARTHWORK STATION-BY-STATION (STAGE 3A-3B)

			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	REAL STATION	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 6)
132650	132650	50	231.1	30.8	0.0	421.1	57.0	0.0	59443.9	3333.6	46850.6
132700	132700	50	229.9	30.8	0.0	426.9	57.0	0.0	59870.8	3333.6	47220.5
132750	132750	50	218.9	30.8	0.0	415.6	57.0	0.0	60286.3	3333.6	47579.1
132800	132800	50	203.6	30.8	0.0	391.2	57.0	0.0	60677.5	3333.6	47913.3
132850	132850	50	183.1	30.8	0.2	358.1	57.0	0.2	61035.6	3333.8	48214.1
132900	132900	50	163.3	30.8	3.2	320.7	57.0	3.1	61356.3	3337.7	48473.9
132950	132950	50	143.8	30.8	8.2	284.4	57.0	10.6	61640.7	3350.9	48688.1
133000	133000	50	122.2	30.8	15.7	246.3	57.0	22.1	61887.0	3378.6	48849.8
133050	133050	50	104.8	30.8	20.3	210.2	57.0	33.3	62097.2	3420.3	48961.3
133100	133100	50	96.9	30.8	25.2	186.8	57.0	42.1	62283.9	3472.9	49038.4
133150	133150	50	78.1	30.8	31.8	162.0	57.0	52.8	62446.0	3538.9	49077.5
133200	133200	50	66.3	30.8	8.9	133.7	57.0	37.7	62579.7	3586.0	49107.1
133250	133250	50	96.8	30.8	7.5	151.0	57.0	15.2	62730.7	3605.0	49182.2
133300	133300	50	96.9	30.8	7.3	179.4	57.0	13.7	62910.0	3622.1	49287.4
133350	133350	50	119.0	30.8	8.0	199.9	57.0	14.2	63109.9	3639.8	49412.6
133400	133400	50	121.3	30.8	13.2	222.5	57.0	19.6	63332.4	3664.4	49553.6
133450	133450	50	136.4	30.8	3.8	238.6	57.0	15.7	63571.1	3684.0	49715.6
133500	133500	50	152.6	30.8	4.8	267.6	57.0	8.0	63838.6	3694.0	49916.2
133550	133550	50	167.8	30.8	8.5	296.7	57.0	12.3	64135.3	3709.4	50140.5
133600	133600	50	187.0	30.8	6.5	328.5	57.0	13.9	64463.8	3726.7	50394.7
133650	133650	50	206.0	30.8	3.9	363.9	57.0	9.6	64827.7	3738.8	50689.5
133700	133700	50	210.6	30.8	1.3	385.7	57.0	4.8	65213.5	3744.8	51012.3
133750	133750	50	221.8	30.8	0.3	400.4	57.0	1.5	65613.8	3746.6	51353.8
133800	133800	50	216.6	30.8	0.2	405.9	57.0	0.5	66019.8	3747.2	51702.2
133850	133850	50	209.6	30.8	0.3	394.6	57.0	0.5	66414.4	3747.8	52039.3
133900	133900	50	196.5	30.8	0.7	376.0	57.0	0.9	66790.4	3749.0	52357.1
133950	133950	50	187.7	30.8	0.5	355.7	57.0	1.1	67146.1	3750.3	52654.5
134000	134000	50	179.9	30.8	2.2	340.4	57.0	2.5	67486.5	3753.5	52934.8
134050	134050	50	176.4	30.8	3.7	329.9	57.0	5.5	67816.4	3760.3	53200.9
134100	134100	50	166.7	30.8	4.6	317.7	57.0	7.7	68134.1	3769.9	53452.0
134150	134150	50	168.2	30.8	8.8	310.1	57.0	12.4	68444.2	3785.4	53689.6
134200	134200	50	149.0	30.8	6.0	293.7	57.0	13.7	68737.9	3802.5	53909.1
134250	134250	50	158.9	30.8	3.5	285.1	57.0	8.8	69023.0	3813.5	54126.3
134300	134300	50	177.2	30.8	1.3	311.2	57.0	4.4	69334.2	3819.1	54374.9
134350	134350	50	202.8	30.8	0.0	351.9	57.0	1.2	69686.1	3820.6	54668.3
134400	134400	50	198.0	30.8	2.7	371.1	57.0	2.5	70057.2	3823.7	54979.3
134450	134450	50	198.9	30.8	0.0	367.5	57.0	2.5	70424.7	3826.9	55286.7
134500	134500	50	236.5	30.8	0.0	403.1	57.0	0.0	70827.8	3826.9	55632.8
					Totals	**33291.7**	**4017.3**	**3061.5**			

NOTES:

1. Cut includes Salvaged/Unusable Pavement material
2. This does not show up in cross sections
3. Does not include Unusable Pavement Exc volume
4. Will be backfilled with Granular Backfill
5. If excavated Marsh can be used outside the 1:1 in fill slopes
6. [(Cut + EBS + Marsh Exc) - ((Fill - (Reduced Marsh in Fill) - (Reduced EBS in Fill) - (Expanded Rock)) * Fill Fact

EARTHWORK STATION-BY-STATION (STAGE 4)

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 6)
131546	131546		5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
131550	131550	4	5.8	4.2	0.0	0.8	0.3	0.0	0.8	0.0	0.5
131600	131600	50	13.9	5.4	0.0	18.2	8.9	0.0	19.1	0.0	9.9
131650	131650	50	21.1	6.7	0.0	32.4	11.2	0.0	51.5	0.0	31.1
131700	131700	50	20.8	7.5	0.0	38.8	13.1	0.0	90.3	0.0	56.8
131750	131750	50	21.3	7.5	0.0	39.0	13.9	0.0	129.2	0.0	81.9
131800	131800	50	22.0	7.5	0.0	40.1	13.9	0.0	169.3	0.0	108.1
131850	131850	50	22.9	7.5	0.0	41.6	13.9	0.0	210.9	0.0	135.8
131900	131900	50	21.1	7.5	0.0	40.7	13.9	0.0	251.6	0.0	162.6
132000	132000	100	20.8	7.5	0.0	77.6	27.8	0.0	329.2	0.0	212.4
132050	132050	50	21.3	7.5	0.0	39.0	13.9	0.0	368.2	0.0	237.5
132100	132100	50	22.0	7.5	0.0	40.1	13.9	0.0	408.3	0.0	263.7
132150	132150	50	22.9	7.5	0.0	41.6	13.9	0.0	449.9	0.0	291.4
132200	132200	50	23.8	7.5	0.0	43.2	13.9	0.0	493.1	0.0	320.8
132250	132250	50	25.2	7.5	0.0	45.4	13.9	0.0	538.5	0.0	352.2
132300	132300	50	25.6	7.5	0.0	47.0	13.9	0.0	585.5	0.0	385.4
132350	132350	50	27.2	7.9	0.0	48.9	14.3	0.0	634.4	0.0	420.0
132400	132400	50	27.8	8.3	0.0	50.9	15.0	0.0	685.4	0.0	455.9
132450	132450	50	25.8	8.8	0.6	49.6	15.8	0.6	735.0	0.7	489.0
132500	132500	50	27.6	9.2	0.7	49.4	16.6	1.2	784.4	2.2	520.3
132550	132550	50	55.8	9.6	0.0	77.2	17.4	0.6	861.6	3.0	579.4
132600	132600	50	62.9	10.0	0.0	109.9	18.1	0.0	971.6	3.0	671.2
132650	132650	50	70.8	10.4	0.0	123.8	18.9	0.0	1095.4	3.0	776.1
132700	132700	50	62.1	10.8	1.1	123.1	19.7	1.0	1218.4	4.3	878.2
132750	132750	50	59.4	11.3	1.1	112.5	20.4	2.0	1330.9	6.8	967.7
132800	132800	50	52.5	11.7	1.1	103.6	21.2	2.0	1434.5	9.4	1047.5
132850	132850	50	34.8	11.7	0.0	80.8	21.6	1.0	1515.4	10.6	1105.5
132900	132900	50	43.9	11.7	0.0	72.9	21.6	0.0	1588.2	10.6	1156.7
132950	132950	50	62.7	11.7	0.0	98.7	21.6	0.0	1686.9	10.6	1233.8
133000	133000	50	81.2	11.7	0.0	133.2	21.6	0.0	1820.2	10.6	1345.5
133050	133050	50	82.2	11.7	0.0	151.3	21.6	0.0	1971.5	10.6	1475.2
133100	133100	50	80.5	11.7	0.0	150.6	21.6	0.0	2122.1	10.6	1604.2
133150	133150	50	43.9	11.7	0.0	115.2	21.6	0.0	2237.3	10.6	1697.8
133200	133200	50	62.7	11.7	0.0	98.7	21.6	0.0	2336.0	10.6	1774.9
133250	133250	50	81.2	11.7	0.0	133.2	21.6	0.0	2469.2	10.6	1886.5
133300	133300	50	82.2	11.7	0.0	151.3	21.6	0.0	2620.5	10.6	2016.2
133350	133350	50	80.5	11.7	0.0	150.6	21.6	0.0	2771.2	10.6	2145.3
133400	133400	50	81.3	11.7	0.0	149.8	21.6	0.0	2921.0	10.6	2273.5
133450	133450	50	83.1	11.7	0.0	152.2	21.6	0.0	3073.2	10.6	2404.1
133500	133500	50	83.5	11.7	0.0	154.3	21.6	0.0	3227.5	10.6	2536.7
133550	133550	50	83.5	11.7	0.0	154.6	21.6	0.0	3382.1	10.6	2669.8
133600	133600	50	83.5	11.7	0.0	154.6	21.6	0.0	3536.7	10.6	2802.8
133650	133650	50	83.5	11.7	0.0	154.6	21.6	0.0	3691.4	10.6	2935.8
133700	133700	50	83.5	11.7	0.0	154.6	21.6	0.0	3846.0	10.6	3068.8
133750	133750	50	83.5	11.7	0.0	154.6	21.6	0.0	4000.6	10.6	3201.9
133800	133800	50	83.5	11.7	0.0	154.6	21.6	0.0	4155.3	10.6	3334.9
133850	133850	50	83.6	11.7	0.0	154.7	21.6	0.0	4310.0	10.6	3468.0
133900	133900	50	83.6	11.7	0.0	154.8	21.6	0.0	4464.8	10.6	3601.2
133950	133950	50	83.6	11.7	0.0	154.8	21.6	0.0	4619.6	10.6	3734.4
134000	134000	50	83.6	11.7	0.0	154.8	21.6	0.0	4774.4	10.6	3867.6
134050	134050	50	59.4	11.7	0.0	132.4	21.6	0.0	4906.8	10.6	3978.4

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EARTHWORK STATION-BY-STATION (STAGE 4)

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 6)
134100	134100	50	59.4	11.7	0.0	110.0	21.6	0.0	5016.8	10.6	4066.8
134150	134150	50	59.4	11.7	0.0	110.0	21.6	0.0	5126.8	10.6	4155.2
134200	134200	50	59.4	11.7	0.0	110.0	21.6	0.0	5236.8	10.6	4243.6
134250	134250	50	59.4	11.7	0.0	110.0	21.6	0.0	5346.8	10.6	4332.0
134300	134300	50	59.4	11.7	0.0	110.0	21.6	0.0	5456.8	10.6	4420.4
134350	134350	50	59.4	11.7	0.0	110.0	21.6	0.0	5566.8	10.6	4508.8
134400	134400	50	59.4	11.7	0.0	110.0	21.6	0.0	5676.8	10.6	4597.2
134450	134450	50	85.1	11.7	0.0	133.8	21.6	0.0	5810.6	10.6	4709.4
134500	134500	50	85.2	11.7	0.0	157.7	21.6	0.0	5968.3	10.6	4845.5
					Totals	**5968.3**	**1112.2**	**8.5**			

N. CROSSOVER REMOVAL

134500	134500		53.8	0	26.4	0.0	0.0	0.0	0.0	0.0	0.0
134550	134550	50	58.5	0	23.9	104.0	0.0	46.6	104.0	58.2	45.8
134600	134600	50	61	0	21	110.6	0.0	41.6	214.6	110.2	104.4
134650	134650	50	58.7	0	17.9	110.8	0.0	36.0	325.5	155.2	170.3
134700	134700	50	57.9	0	14.4	108.0	0.0	29.9	433.4	192.6	240.8
134750	134750	50	58.4	0	14.5	107.7	0.0	26.8	541.1	226.0	315.1
134800	134800	50	62.5	0	11.1	111.9	0.0	23.7	653.1	255.7	397.4
134850	134850	50	65.8	0	9.6	118.8	0.0	19.2	771.9	279.6	492.2
134900	134900	50	66.2	0	9.8	122.2	0.0	18.0	894.1	302.1	592.0
134950	134950	50	72.5	0	10	128.4	0.0	18.3	1022.5	325.0	697.5
135000	135000	50	62.9	0	12.1	125.4	0.0	20.5	1147.9	350.6	797.3
135050	135050	50	54.5	0	13.2	108.7	0.0	23.4	1256.6	379.9	876.7
135100	135100	50	61.6	0	13.6	107.5	0.0	24.8	1364.1	410.9	953.2
135150	135150	50	57.3	0	16.1	110.1	0.0	27.5	1474.2	445.3	1028.9
135200	135200	50	33	0	15.4	83.6	0.0	29.2	1557.8	481.7	1076.1
135250	135250	50	31.2	0	17.9	59.4	0.0	30.8	1617.2	520.3	1097.0
135300	135300	50	30.2	0	19.4	56.9	0.0	34.5	1674.1	563.4	1110.6
135350	135350	50	32.4	0	19.2	58.0	0.0	35.7	1732.0	608.1	1123.9
135400	135400	50	34.6	0	23	62.0	0.0	39.1	1794.1	656.9	1137.1
135450	135450	50	41	0	16.1	70.0	0.0	36.2	1864.1	702.2	1161.9
135500	135500	50	57.1	0	13.5	90.8	0.0	27.4	1954.9	736.5	1218.4
135550	135550	50	78.3	0	8.8	125.4	0.0	20.6	2080.3	762.3	1318.0
135600	135600	50	70.5	0	10.6	137.8	0.0	18.0	2218.1	784.7	1433.3
135650	135650	50	72.9	0	8.7	132.8	0.0	17.9	2350.8	807.1	1543.8
135700	135700	50	69.5	0	6.2	131.9	0.0	13.8	2482.7	824.3	1658.4
135750	135750	50	31.9	0	3.1	93.9	0.0	8.6	2576.6	835.1	1741.5
135800	135800	50	29.5	0	0.6	56.9	0.0	3.4	2633.4	839.4	1794.1
135850	135850	50	27.2	0	0	52.5	0.0	0.6	2685.9	840.0	1845.9
135900	135900	50	25.5	0	0	48.8	0.0	0.0	2734.7	840.0	1894.7
135950	135950	50	26.9	0	0	48.5	0.0	0.0	2783.2	840.0	1943.2
136000	136000	50	28.1	0	0	50.9	0.0	0.0	2834.2	840.0	1994.1
136050	136050	50	24.7	0	0	48.9	0.0	0.0	2883.1	840.0	2043.0
136071	136071	21	24.4	0	0	19.1	0.0	0.0	2902.2	840.0	2062.1
					Totals	**2902.2**	**780.3**	**672.0**			

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EARTHWORK STATION-BY-STATION (STAGE 4)

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 6)
S. CROSSOVER REMOVAL											
123344	123344		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
123350	123350	6	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
123400	123400	50	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
123450	123450	50	0.4	0	0.6	0.4	0.0	0.6	0.4	0.7	-0.3
123500	123500	50	0.4	0	0.4	0.7	0.0	0.9	1.1	1.9	-0.7
123550	123550	50	0.5	0	0.5	0.8	0.0	0.8	1.9	2.9	-0.9
123600	123600	50	2.2	1	0.5	2.5	0.9	0.9	4.4	4.1	-0.5
123650	123650	50	6.2	2	0.2	7.8	2.8	0.6	12.2	4.9	3.7
123700	123700	50	16.9	3	0.5	21.4	4.6	0.6	33.6	5.7	19.6
123750	123750	50	21	4	0.9	35.1	6.5	1.3	68.7	7.3	46.6
123800	123800	50	37.1	5	0	53.8	8.3	0.8	122.5	8.3	91.0
123850	123850	50	49.3	6	0	80.0	10.2	0.0	202.5	8.3	160.8
123900	123900	50	59.4	7	10.6	100.6	12.0	9.8	303.1	20.6	237.2
123950	123950	50	64.4	8	0	114.6	13.9	9.8	417.8	32.9	325.6
124000	124000	50	69.7	9	0	124.2	15.7	0.0	541.9	32.9	434.1
124050	124050	50	75.6	10	0	134.5	17.6	0.0	676.5	32.9	551.0
124100	124100	50	90.3	11	0	153.6	19.4	0.0	830.1	32.9	685.2
124150	124150	50	95.7	12	0	172.2	21.3	0.0	1002.3	32.9	836.1
124200	124200	50	96.1	13	0	177.6	23.1	0.0	1179.9	32.9	990.6
124250	124250	50	88.4	14	9.1	170.8	25.0	8.4	1350.7	43.4	1125.9
124300	124300	50	78.1	15	4.5	154.2	26.9	12.6	1504.9	59.1	1237.4
124350	124350	50	59.1	16	0.2	127.0	28.7	4.4	1631.9	64.6	1330.3
124400	124400	50	55.7	17	0.1	106.3	30.6	0.3	1738.2	64.9	1405.7
124450	124450	50	61.8	18	0.1	108.8	32.4	0.2	1847.0	65.2	1481.9
124500	124500	50	55.1	19	0	108.2	34.3	0.1	1955.3	65.3	1555.7
124550	124550	50	57.3	20	0	104.1	36.1	0.0	2059.4	65.3	1623.7
124600	124600	50	54.8	21	0.2	103.8	38.0	0.2	2163.1	65.5	1689.3
124650	124650	50	17	22	0.7	66.5	39.8	0.8	2229.6	66.6	1714.9
124700	124700	50	0	23	0	15.7	41.7	0.6	2245.4	67.4	1688.2
124750	124750	50	0	24	0	0.0	43.5	0.0	2245.4	67.4	1644.7
124800	124800	50	0	25	0	0.0	45.4	0.0	2245.4	67.4	1599.3
124812	124812	12	0	26	0	0.0	11.3	0.0	2245.4	67.4	1588.0
					Totals	**2245.4**	**590.0**	**53.9**			

NOTES:

1 Cut includes Salvaged/Unusable Pavement material
2 This does not show up in cross sections
3 Does not include Unusable Pavement Exc volume
4 Will be backfilled with Granular Backfill
5 If excavated Marsh can be used outside the 1:1 in fill slopes
6 [(Cut + EBS + Marsh Exc) - ((Fill - (Reduced Marsh in Fill) - (Reduced EBS in Fill) - (Expanded Rock)) * Fill Facto

NOTES:

1 Cut end areas include the difference in the existing surface to the bottom of proposed subgrade as shown in the cross sections; cut includes Salvaged/Unusable Pavement material

2 Includes concrete pavement and asphaltic shoulder removal areas; this does not show up in cross sections; see "Pavement Removal/Earthwork Detail" in construction details

3 Fill end areas include the difference in the bottom of the proposed subgrade and the existing surface as shown in the cross section does not include Unusable Pavement Exc volume

4 [(Cut + EBS + Marsh Exc) - ((Fill - (Reduced Marsh in Fill) - (Reduced EBS in Fill) - (Expanded Rock)) * Fill Factor))]

STAGE 1 - TLA

STATION	REAL STATION	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
0+05	5		39.9	0.0	45.5	0.0	0.0	0.0	0.0	0.0	0.0
0+50	50	45	54.0	0.0	63.6	78.2	0.0	90.9	78.2	113.7	-35.5
1+00	100	50	46.4	0.0	87.7	92.9	0.0	140.1	171.1	288.8	-117.7
1+50	150	50	35.6	0.0	128.6	75.9	0.0	200.3	246.9	539.1	-292.2
2+00	200	50	25.4	0.0	146.7	56.4	0.0	254.9	303.4	857.8	-554.4
2+50	250	50	22.3	0.0	155.3	44.1	0.0	279.6	347.5	1207.3	-859.9
3+00	300	50	16.1	0.0	99.3	35.5	0.0	235.8	382.9	1502.0	-1119.1
3+50	350	50	18.5	0.0	121.2	32.0	0.0	204.2	414.9	1757.2	-1342.3
4+00	400	50	14.4	0.0	98.5	30.4	0.0	203.4	445.4	2011.5	-1566.1
4+50	450	50	11.8	0.0	284.6	24.3	0.0	354.7	469.6	2454.9	-1985.2
5+00	500	50	12.4	0.0	478.3	22.4	0.0	706.4	492.0	3337.8	-2845.8
5+49	549.25	49.25	6.6	0.0	0.2	17.3	0.0	436.4	509.3	3883.3	-3374.0
					Totals	**509.3**	**0.0**	**3106.6**			

STAGE 1 - TLB

STATION	REAL STATION	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
0+05	5		3.93	0	216	0.0	0.0	0.0	0.0	0.0	0.0
0+50	50	45	8.35	0	352.3	10.2	0.0	473.6	0.0	0.0	10.2
1+00	100	50	10.74	0	206.79	17.7	0.0	517.7	0.0	0.0	27.9
1+50	150	50	17.32	0	545.74	26.0	0.0	696.8	0.0	0.0	53.9
2+00	200	50	13.66	0	602.11	28.7	0.0	1062.8	0.0	0.0	82.6
2+50	250	50	13.94	0	564.4	25.6	0.0	1080.1	0.0	0.0	108.1
3+00	300	50	12.88	0	560.92	24.8	0.0	1042.0	0.0	0.0	133.0
3+50	350	50	12.41	0	551.66	23.4	0.0	1030.2	0.0	0.0	156.4
4+00	400	50	11.51	0	570.86	22.1	0.0	1039.4	0.0	0.0	178.5
4+50	450	50	14.59	0	682.41	24.2	0.0	1160.4	0.0	0.0	202.7
5+00	500	50	15.56	0	767.75	27.9	0.0	1342.7	0.0	0.0	230.6
5+50	550	50	3.93	0	784.37	18.0	0.0	1437.1	0.0	0.0	248.7
6+00	599.85	49.85	4.53	0	569.4	7.8	0.0	1249.7	0.0	0.0	256.5
					Totals	**256.5**	**0.0**	**12132.5**			

STAGE 1 - TLC

STATION	REAL STATION	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
0+05	5		43.8	0	129.4	0.0	0.0	0.0	0.0	0.0	0.0
0+50	50	45	10.39	0	57.15	45.2	0.0	155.5	0.0	0.0	45.2
1+00	100	50	24.52	0	656.75	32.3	0.0	661.0	0.0	0.0	77.5
1+50	150	50	11.25	0	457.48	33.1	0.0	1031.7	0.0	0.0	110.6
2+00	200	50	13.2	0	1270.78	22.6	0.0	1600.2	0.0	0.0	133.2
2+50	250	50	16.06	0	919.11	27.1	0.0	2027.7	0.0	0.0	160.3
3+00	300	50	16.77	0	553.44	30.4	0.0	1363.5	0.0	0.0	190.7
3+43	342.78	42.78	14.6	0	213.2	24.9	0.0	607.3	0.0	0.0	215.6
					Totals	**215.6**	**0.0**	**7446.9**			

STAGE 1 - TLD

STATION	REAL STATION	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
0+05	5		10.57	0	691.64	0.0	0.0	0.0	0.0	0.0	0.0
0+50	50	45	16.85	0	162.17	22.9	0.0	711.5	0.0	0.0	22.9
1+00	100	50	8.56	0	227.87	23.5	0.0	361.1	0.0	0.0	46.4
1+50	150	50	10.24	0	192.25	17.4	0.0	389.0	0.0	0.0	63.8
2+00	200	50	11.71	0	124.19	20.3	0.0	293.0	0.0	0.0	84.1
2+50	250	50	11.13	0	92.76	21.1	0.0	200.9	0.0	0.0	105.3
3+00	300	50	10.84	0	78.04	20.3	0.0	158.1	0.0	0.0	125.6
3+50	350	50	14.59	0	80.42	23.5	0.0	146.7	0.0	0.0	149.1
4+00	400	50	9.04	0	68.21	21.9	0.0	137.6	0.0	0.0	171.0
4+50	450	50	9.55	0	40.08	17.2	0.0	100.3	0.0	0.0	188.2
4+66	465.5	15.5	11.48	0	7.06	6.0	0.0	13.5	0.0	0.0	194.3
					Totals	**194.3**	**0.0**	**2511.8**			

STAGE 1 - TLE

STATION	REAL STATION	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
0+05	4.98		0.14	0	125.52	0.0	0.0	0.0	0.0	0.0	0.0
0+50	50	45.02	4.81	0	145.33	4.1	0.0	225.8	0.0	0.0	4.1
1+00	100	50	3.55	0	68.24	7.7	0.0	197.8	0.0	0.0	11.9
1+50	150	50	3.2	0	30.17	6.3	0.0	91.1	0.0	0.0	18.1
1+62	161.84	11.84	4.92	0	11.64	1.8	0.0	9.2	0.0	0.0	19.9
					Totals	**19.9**	**0.0**	**523.8**			

STAGE 1 - TLG

STATION	REAL STATION	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
0+05	5		0	0	583.73	0.0	0.0	0.0	0.0	0.0	0.0
0+50	50	45	3.01	0	263.13	2.5	0.0	705.7	0.0	0.0	2.5
1+00	100	50	5.31	0	440.44	7.7	0.0	651.5	0.0	0.0	10.2
1+50	150	50	5.78	0	640.57	10.3	0.0	1000.9	0.0	0.0	20.5
2+00	200	50	0.71	0	865.37	6.0	0.0	1394.4	0.0	0.0	26.5
2+06	206.39	6.39	0	0	895.3	0.1	0.0	208.3	0.0	0.0	26.6
					Totals	**26.6**	**0.0**	**3960.8**			

STAGE 1 - TLJ

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
0+05	4.98		0	0	151.15	0.0	0.0	0.0	0.0	0.0	0.0
0+50	50	45.02	16.53	0	118.34	13.8	0.0	224.7	0.0	0.0	13.8
1+00	100	50	21.26	0	213.35	35.0	0.0	307.1	0.0	0.0	48.8
1+50	150	50	22.67	0	203.28	40.7	0.0	385.8	0.0	0.0	89.4
2+00	200	50	26.35	0	428.55	45.4	0.0	585.0	0.0	0.0	134.8
2+50	250	50	29.76	0	393.38	52.0	0.0	761.0	0.0	0.0	186.8
3+00	300	50	26.71	0	87.75	52.3	0.0	445.5	0.0	0.0	239.1
3+50	350	50	26.65	0	99.95	49.4	0.0	173.8	0.0	0.0	288.5
4+00	400	50	22.09	0	174.19	45.1	0.0	253.8	0.0	0.0	333.6
4+50	450	50	21.74	0	70.65	40.6	0.0	226.7	0.0	0.0	374.2
5+00	500	50	3.25	0	0.81	23.1	0.0	66.2	0.0	0.0	397.3
5+03	503.31	3.31	2.71	0	0.25	0.4	0.0	0.1	0.0	0.0	397.7
					Totals	**397.7**	**0.0**	**3429.7**			

STAGE 2 - TLF

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
0+05	5		12.1	0.0	113.7	0.0	0.0	0.0	0.0	0.0	0.0
0+50	50	45	13.4	0.0	145.0	21.2	0.0	215.6	21.2	269.5	-248.3
1+00	100	50	15.5	0.0	206.8	26.7	0.0	325.7	47.9	676.7	-628.7
1+50	150	50	7.2	0.0	302.3	21.0	0.0	471.3	68.9	1265.8	-1196.9
2+00	200	50	6.2	0.0	348.2	12.4	0.0	602.2	81.3	2018.6	-1937.3
2+50	250	50	4.5	0.0	516.0	9.9	0.0	800.1	91.2	3018.8	-2927.6
3+00	300	50	2.9	0.0	582.2	6.8	0.0	1016.8	98.0	4289.8	-4191.8
3+50	350	50	3.4	0.0	776.4	5.9	0.0	1257.9	103.9	5862.2	-5758.4
3+68	368.49	18.49	0.0	0.0	917.3	1.2	0.0	579.9	105.0	6587.1	-6482.1
					Totals	**105.0**	**0.0**	**5269.7**			

STAGE 2 - TLH

STATION	REAL STATION	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
0+05	5		14.94	0	536.43	0.0	0.0	0.0	0.0	0.0	0.0
0+50	50	45	17.45	0	445.66	27.0	0.0	818.4	0.0	0.0	27.0
1+00	100	50	82.67	0	3.69	92.7	0.0	416.1	0.0	0.0	119.7
1+16	115.56	15.56	39.78	0	0	35.3	0.0	1.1	0.0	0.0	155.0
				Totals		**155.0**	**0.0**	**1235.5**			

STAGE 2 - TLI

STATION	REAL STATION	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
0+05	5.01		47.57	0	131.02	0.0	0.0	0.0	0.0	0.0	0.0
0+50	50	44.99	20.32	0	1149.98	56.6	0.0	1067.3	0.0	0.0	56.6
1+00	100	50	15.34	0	1493.28	33.0	0.0	2447.5	0.0	0.0	89.6
1+50	150	50	12.41	0	1824.08	25.7	0.0	3071.6	0.0	0.0	115.3
2+00	200	50	11.99	0	1737.08	22.6	0.0	3297.4	0.0	0.0	137.9
2+50	250	50	12.54	0	228.9	22.7	0.0	1820.4	0.0	0.0	160.6
3+00	300	50	4.14	0	0	15.4	0.0	211.9	0.0	0.0	176.0
3+50	350	50	17.48	0	205.15	20.0	0.0	190.0	0.0	0.0	196.0
4+00	400	50	0.55	0	1.99	16.7	0.0	191.8	0.0	0.0	212.7
4+01	401.42	1.42	0.46	0	317.11	0.0	0.0	8.4	0.0	0.0	212.8
					Totals	**212.8**	**0.0**	**12306.2**			

STAGE 2 - TLK

STATION	REAL STATION	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 4)
0+05	5		13.49	0	193.45	0.0	0.0	0.0	0.0	0.0	0.0
0+50	50	45	14	0	160.55	22.9	0.0	295.0	0.0	0.0	22.9
1+00	100	50	26.66	0	138.57	37.6	0.0	277.0	0.0	0.0	60.6
1+50	150	50	39.48	0	93.06	61.2	0.0	214.5	0.0	0.0	121.8
2+00	200	50	34.98	0	36.37	68.9	0.0	119.8	0.0	0.0	190.7
2+50	250	50	126.74	0	0	149.7	0.0	33.7	0.0	0.0	340.5
3+00	300	50	77.24	0	0	188.9	0.0	0.0	0.0	0.0	529.4
3+50	350	50	66.65	0	0.02	133.2	0.0	0.0	0.0	0.0	662.6
4+00	400	50	93.81	0	0	148.6	0.0	0.0	0.0	0.0	811.2
4+24	424.03	24.03	100.19	0	0	86.3	0.0	0.0	0.0	0.0	897.5
					Totals	**897.5**	**0.0**	**940.0**			

STAGE 4A - EDB

STATION	REAL STATION	Distance	AREA (SF) Cut	Salvaged/ Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Salvaged/ Unusable Pavement Material (Note 2)	Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Expanded Fill 1.25	Mass Ordinate (Note 4)
1041+00	104100		9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1041+50	104150	50	10.3	0.0	1.4	18.7	0.0	1.3	18.7	1.6	17.1
1042+00	104200	50	12.0	0.0	3.2	20.6	0.0	4.3	39.3	7.0	32.3
1042+50	104250	50	11.7	0.0	10.0	21.9	0.0	12.3	61.2	22.3	38.9
1043+00	104300	50	11.9	0.0	18.5	21.8	0.0	26.4	83.0	55.3	27.7
1043+50	104350	50	25.8	0.0	0.0	34.8	0.0	17.1	117.8	76.7	41.1
1044+00	104400	50	12.7	0.0	17.4	35.6	0.0	16.1	153.4	96.8	56.6
1044+50	104450	50	3.6	0.0	44.4	15.0	0.0	57.2	168.4	168.3	0.1
1045+00	104500	50	0.7	0.0	20.9	3.9	0.0	60.5	172.3	243.9	-71.6
1045+40	104540	40	28.1	0.0	0.2	21.3	0.0	15.6	193.7	263.5	-69.8
1046+00	104600	60	123.3	0.0	0.0	168.2	0.0	0.2	361.9	263.7	98.2
1046+50	104650	50	3.3	0.0	119.0	117.1	0.0	110.2	479.0	401.4	77.6
1047+00	104700	50	2.1	0.0	83.3	4.9	0.0	187.3	483.9	635.6	-151.7
1047+50	104750	50	5.6	0.0	61.6	7.1	0.0	134.2	491.1	803.3	-312.3
1048+00	104800	50	4.0	0.0	56.1	8.9	0.0	109.0	500.0	939.5	-439.5
1048+50	104850	50	0.0	0.0	48.7	3.7	0.0	97.0	503.7	1060.8	-557.1
1049+00	104900	50	5.6	0.0	55.8	5.2	0.0	96.7	508.9	1181.7	-672.8
1049+50	104950	50	7.8	0.0	56.3	12.4	0.0	103.8	521.4	1311.5	-790.2
1050+00	105000	50	11.6	0.0	48.0	18.0	0.0	96.6	539.3	1432.3	-893.0
1050+50	105050	50	9.3	0.0	31.1	19.4	0.0	73.3	558.7	1523.8	-965.2
1050+96	105096	46	27.3	0.0	6.1	31.2	0.0	31.7	589.9	1563.5	-973.6
					Totals	**589.9**	**0.0**	**1250.8**			

MEB

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
40+66	4066.4		181.4	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
41+00	4100	33.6	185.9	6.0	0.0	228.5	7.5	0.0	228.5	0.0	221.1
41+50	4150	50	177.3	6.0	0.1	336.3	11.1	0.1	564.8	0.1	546.1
42+00	4200	50	159.4	6.0	0.0	311.8	11.1	0.1	876.6	0.2	846.7
42+50	4250	50	129.6	6.0	0.4	267.6	11.1	0.4	1144.2	0.7	1102.7
43+00	4300	50	118.4	6.0	3.3	229.6	11.1	3.4	1373.8	5.0	1316.9
43+50	4350	50	94.6	6.0	12.6	197.2	11.1	14.7	1571.0	23.4	1484.6
44+00	4400	50	81.2	6.0	16.8	162.8	11.1	27.2	1733.8	57.4	1602.3
44+50	4450	50	86.2	6.0	16.3	155.0	11.1	30.6	1888.8	95.7	1707.9
45+00	4500	50	60.6	6.0	29.5	135.9	11.1	42.4	2024.7	148.7	1779.7
45+50	4550	50	47.3	6.0	40.3	99.9	11.1	64.6	2124.7	229.5	1787.7
46+00	4600	50	39.0	6.0	48.4	79.9	11.1	82.1	2204.6	332.2	1753.8
46+50	4650	50	40.8	6.0	60.9	73.9	11.1	101.2	2278.4	458.7	1690.1
47+00	4700	50	59.4	6.0	76.6	92.8	11.1	127.3	2371.2	617.8	1612.6
47+50	4750	50	43.2	6.0	104.1	95.0	11.1	167.3	2466.2	827.0	1487.3
48+00	4800	50	36.2	6.0	143.9	73.5	11.1	229.6	2539.7	1114.0	1262.7
48+50	4850	50	32.8	6.0	200.1	63.9	11.1	318.5	2603.6	1512.2	917.3
49+00	4900	50	68.5	6.0	165.8	93.8	11.1	338.8	2697.4	1935.6	576.5
49+50	4950	50	61.9	6.0	220.9	120.7	11.1	358.1	2818.2	2383.2	238.6
50+00	5000	50	61.0	6.0	252.1	113.8	11.1	438.0	2932.0	2930.7	-206.2
50+50	5050	50	23.7	6.0	310.1	78.4	11.1	520.6	3010.4	3581.4	-789.5
51+00	5100	50	22.9	6.0	263.0	43.1	11.1	530.6	3053.5	4244.7	-1420.8
51+50	5150	50	2.4	7.0	297.1	23.4	12.0	518.6	3077.0	4892.9	-2057.7
52+00	5200	50	25.8	7.5	400.8	26.1	13.4	646.2	3103.1	5700.7	-2852.8
52+45	5245.2	45.2	47.7	7.5	424.5	61.5	12.6	690.8	3164.6	6564.2	-3667.3
55+65	5565		339.2	13.8	529.9	0.0	0.0	0.0	3164.6	6564.2	-3667.3
56+00	5600	35	345.2	13.8	650.0	443.6	17.8	764.8	3608.2	7520.1	-4197.5
56+50	5650	50	344.6	14.5	665.0	638.7	26.2	1217.6	4246.9	9042.1	-5106.9
56+99	5699.3	49.3	313.9	15.3	1037.5	601.2	27.2	1554.3	4848.1	10985.0	-6475.8
60+33	6033.3		68.0	17.5	1675.8	0.0	0.0	0.0	4848.1	10985.0	-6475.8
60+50	6050	16.7	56.6	17.5	1301.1	38.5	10.8	920.6	4886.6	12135.8	-7598.9
61+00	6100	50	75.5	17.5	346.9	122.3	32.4	1525.9	5008.9	14043.2	-9416.4
61+39	6139.1	39.1	0.3	17.5	2363.7	54.9	25.3	1962.7	5063.8	16496.6	-11840.2
63+07	6306.6		0.0	17.5	2253.6	0.0	0.0	0.0	5063.8	16496.6	-11840.2
63+50	6350	43.4	235.7	17.5	894.8	189.4	28.1	2530.4	5253.3	19659.6	-14841.9
63+88	6387.5	37.5	171.8	17.5	866.0	283.0	24.3	1222.8	5536.2	21188.0	-16111.6
67+01	6701		233.5	16.8	1487.4	0.0	0.0	0.0	5536.2	21188.0	-16111.6
67+50	6750	49	184.3	14.8	1259.4	379.1	28.6	2492.5	5915.4	24303.6	-18876.7
68+00	6800	50	182.4	12.5	817.0	339.5	25.2	1922.6	6254.9	26706.8	-20965.6
68+50	6850	50	162.6	12.5	576.0	319.4	23.1	1289.8	6574.3	28319.1	-22281.6
68+65	6865.1	15.1	162.2	12.5	462.3	90.8	7.0	290.3	6665.2	28682.0	-22560.7

MEB (CONTINUED)

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
71+81	7180.92		128.5	10.0	139.1	0.0	0.0	0.0	6665.2	28682.0	-22560.7
72+00	7200	19.08	134.5	8.8	119.6	92.9	6.6	91.4	6758.1	28796.3	-22588.7
72+50	7250	50	219.5	8.0	34.1	327.8	15.5	142.3	7085.9	28974.2	-22454.3
73+00	7300	50	310.9	6.3	6.8	491.1	13.2	37.9	7577.0	29021.5	-22023.7
73+50	7350	50	164.2	6.1	16.6	439.9	11.5	21.7	8016.9	29048.6	-21622.3
74+00	7400	50	213.6	6.0	12.6	349.8	11.2	27.0	8366.7	29082.4	-21317.5
74+50	7450	50	197.7	6.0	8.8	380.8	11.1	19.8	8747.5	29107.2	-20972.6
75+00	7500	50	152.9	6.0	28.1	324.6	11.1	34.2	9072.2	29149.9	-20701.8
75+50	7550	50	156.3	6.0	22.8	286.3	11.1	47.1	9358.5	29208.8	-20485.5
76+00	7600	50	140.8	6.0	23.4	275.1	11.1	42.8	9633.5	29262.3	-20275.0
76+50	7650	50	164.4	6.0	22.7	282.6	11.1	42.7	9916.1	29315.6	-20056.9
77+00	7700	50	161.2	6.0	25.5	301.5	11.1	44.6	10217.6	29371.4	-19822.3
77+50	7750	50	138.9	6.0	0.1	277.9	11.1	23.7	10495.5	29401.0	-19585.2
78+00	7800	50	110.7	6.0	1.2	231.1	11.1	1.2	10726.6	29402.5	-19366.7
78+50	7850	50	177.5	6.0	0.0	266.9	11.1	1.1	10993.5	29403.9	-19112.3
79+00	7900	50	109.9	6.0	0.2	266.1	11.1	0.2	11259.6	29404.2	-18857.5
79+50	7950	50	180.3	6.0	0.0	268.7	11.1	0.2	11528.3	29404.4	-18600.2
80+00	8000	50	120.8	6.0	0.2	278.8	11.1	0.2	11807.1	29404.6	-18332.7
80+50	8050	50	121.8	6.0	1.1	224.6	11.1	1.2	12031.7	29406.1	-18120.7
81+00	8100	50	121.6	6.0	0.4	225.4	11.1	1.4	12257.1	29407.9	-17908.2
81+50	8150	50	127.1	6.0	0.6	230.3	11.1	0.9	12487.3	29409.0	-17690.2
82+00	8200	50	135.8	6.0	0.0	243.4	11.1	0.6	12730.8	29409.7	-17458.6
82+50	8250	50	136.0	6.0	0.0	251.7	11.1	0.0	12982.4	29409.7	-17218.0
83+00	8300	50	138.4	6.0	0.0	254.1	11.1	0.0	13236.5	29409.7	-16975.0
83+50	8350	50	152.3	6.0	0.0	269.2	11.1	0.0	13505.7	29409.7	-16717.0
84+00	8400	50	151.6	6.0	0.2	281.4	11.1	0.2	13787.1	29410.0	-16446.9
84+50	8450	50	158.7	6.0	0.6	287.3	11.1	0.7	14074.4	29410.9	-16171.7
84+62	8462.05	12.05	148.8	6.0	0.0	68.6	2.7	0.1	14143.0	29411.0	-16105.9
				Totals		**14143.0**	**837.8**	**23528.8**			

MA

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
1298+54	129854.18		26.8	17.5	151.1	0.0	0.0	0.0	0.0	0.0	0.0
1299+00	129900	45.82	29.2	17.5	95.5	47.5	29.7	209.2	47.5	261.6	-243.7
1299+50	129950	50	25.0	17.5	114.3	50.2	32.4	194.3	97.7	504.4	-468.8
1300+00	130000	50	23.2	17.5	130.7	44.6	32.4	226.9	142.3	787.9	-740.1
1300+50	130050	50	19.4	17.5	116.5	39.4	32.4	228.9	181.8	1074.1	-1019.2
1301+00	130100	50	19.6	17.5	126.3	36.1	32.4	224.8	217.9	1355.1	-1296.5
1301+50	130150	50	16.4	17.5	138.9	33.3	32.4	245.6	251.2	1662.0	-1602.5
1302+00	130200	50	30.8	17.5	161.7	43.7	32.4	278.3	294.9	2009.9	-1939.2
1302+50	130250	50	26.8	17.5	171.1	53.3	32.4	308.1	348.3	2395.1	-2303.4
1303+00	130300	50	28.5	17.5	174.4	51.2	32.4	319.9	399.5	2795.0	-2684.5
1303+50	130350	50	31.5	17.5	167.2	55.6	32.4	316.3	455.0	3190.4	-3056.7
1304+00	130400	50	36.3	17.5	184.8	62.8	32.4	325.9	517.8	3597.8	-3433.8
1304+50	130450	50	29.7	17.5	253.0	61.1	32.4	405.4	578.9	4104.5	-3911.8
1305+00	130500	50	26.4	17.5	269.8	51.9	32.4	484.1	630.9	4709.6	-4497.3
1305+50	130550	50	25.5	17.5	302.1	48.1	32.4	529.5	678.9	5371.5	-5143.6
1306+00	130600	50	21.2	17.5	243.1	43.2	32.4	504.8	722.1	6002.5	-5763.8
1306+50	130650	50	19.9	17.5	151.8	38.1	32.4	365.6	760.2	6459.6	-6215.2
1307+00	130700	50	13.9	17.5	145.9	31.3	32.4	275.6	791.5	6804.1	-6560.9
1307+50	130750	50	25.4	17.5	250.9	36.4	32.4	367.4	827.9	7263.4	-7016.1
1308+00	130800	50	62.6	17.5	446.6	81.5	32.4	645.8	909.4	8070.7	-7774.4
1308+50	130850	50	87.5	17.5	799.8	139.0	32.4	1154.1	1048.4	9513.3	-9110.4
1309+00	130900	50	145.6	17.5	1085.1	215.8	32.4	1745.3	1264.2	11694.9	-11108.6
1309+50	130950	50	221.7	17.5	1408.8	340.1	32.4	2309.2	1604.3	14581.3	-13687.3
1310+00	131000	50	276.9	20.6	1750.7	461.7	35.3	2925.5	2065.9	18238.2	-16917.8
1310+50	131050	50	33.5	23.8	2152.4	287.4	41.1	3614.0	2353.4	22755.7	-21188.9
1310+70	131069.6	19.6	282.0	26.9	2059.7	114.5	18.4	1528.8	2467.9	24666.7	-23003.9
					Totals	**2467.9**	**805.0**	**19733.4**			

MB

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
1313+12	131311.97		72.1	17.5	273.8	0.0	0.0	0.0	0.0	0.0	0.0
1313+50	131350	38.03	76.9	17.5	229.2	104.9	24.6	354.2	104.9	442.8	-362.5
1314+00	131400	50	89.5	17.5	177.5	154.1	32.4	376.6	259.0	913.5	-711.6
1314+50	131450	50	118.6	17.5	123.2	192.7	32.4	278.4	451.7	1261.6	-899.3
1315+00	131500	50	155.5	17.5	83.7	253.8	32.4	191.6	705.5	1501.0	-917.4
1315+50	131550	50	129.3	17.5	86.0	263.7	32.4	157.1	969.2	1697.4	-882.5
1316+00	131600	50	117.4	17.5	42.8	228.4	32.4	119.3	1197.6	1846.5	-835.6
1316+50	131650	50	122.0	17.5	16.6	221.7	32.4	55.0	1419.3	1915.3	-715.1
1317+00	131700	50	126.2	17.5	7.4	229.8	32.4	22.2	1649.1	1943.0	-545.4
1317+50	131750	50	125.7	17.5	2.7	233.2	32.4	9.4	1882.3	1954.7	-356.3
1318+00	131800	50	145.0	17.5	0.0	250.6	32.4	2.5	2133.0	1957.8	-141.2
1318+50	131850	50	116.8	17.5	0.8	242.4	32.4	0.7	2375.4	1958.8	67.9
1319+00	131900	50	114.2	17.5	0.9	213.9	32.4	1.6	2589.3	1960.7	247.4
1319+50	131950	50	107.0	17.5	1.6	204.8	32.4	2.3	2794.1	1963.6	416.9
1320+00	132000	50	72.0	17.5	2.0	165.7	32.4	3.3	2959.8	1967.8	546.1
1320+50	132050	50	49.9	17.5	2.9	112.9	32.4	4.5	3072.7	1973.5	620.9
1321+00	132100	50	25.2	17.5	10.0	69.5	32.4	11.9	3142.2	1988.4	643.1
1321+50	132150	50	9.6	17.5	16.1	32.2	32.4	24.2	3174.5	2018.6	612.7
1322+00	132200	50	12.1	17.5	11.0	20.1	32.4	25.1	3194.6	2050.0	569.0
1322+50	132250	50	23.8	17.5	3.8	33.2	32.4	13.7	3227.8	2067.1	552.7
1322+88	132288.1	38.1	25.0	17.5	5.3	34.4	24.7	6.4	3262.2	2075.1	554.4
					Totals	**3262.2**	**632.7**	**1660.1**			

MC

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
1312+97	131297.4		10.1	22.7	1993.4	0.0	0.0	0.0	0.0	0.0	0.0
1313+00	131300	2.6	9.8	19.6	1985.3	1.0	2.0	191.6	1.0	239.5	-240.5
1313+50	131350	50	0.4	17.5	1669.2	9.4	34.3	3383.8	10.4	4469.2	-4495.2
1314+00	131400	50	0.0	17.5	1342.2	0.4	32.4	2788.3	10.8	7954.6	-8012.6
1314+50	131450	50	0.5	17.5	1088.0	0.5	32.4	2250.2	11.2	10767.4	-10857.3
1315+00	131500	50	3.1	17.5	888.9	3.3	32.4	1830.5	14.6	13055.4	-13174.5
1315+50	131550	50	7.0	17.5	806.8	9.4	32.4	1570.1	23.9	15018.0	-15160.1
1316+00	131600	50	15.1	17.5	663.4	20.5	32.4	1361.3	44.4	16719.7	-16873.7
1316+50	131650	50	32.9	17.5	483.4	44.4	32.4	1061.9	88.8	18047.0	-18189.0
1317+00	131700	50	57.6	17.5	316.8	83.8	32.4	740.9	172.6	18973.1	-19063.7
1317+50	131750	50	76.3	17.5	211.3	124.0	32.4	489.0	296.6	19584.4	-19583.4
1318+00	131800	50	95.1	17.5	215.7	158.7	32.4	395.4	455.3	20078.6	-19951.3
1318+50	131850	50	98.7	17.5	221.6	179.4	32.4	404.9	634.8	20584.7	-20310.4
1319+00	131900	50	97.3	17.5	172.3	181.5	32.4	364.7	816.2	21040.6	-20617.2
1319+50	131950	50	93.2	17.5	130.7	176.4	32.4	280.6	992.6	21391.3	-20823.9
1320+00	132000	50	80.0	17.5	50.4	160.4	32.4	167.7	1153.0	21600.9	-20905.6
1320+50	132050	50	82.2	17.5	18.8	150.2	32.4	64.1	1303.2	21681.0	-20867.9
1321+00	132100	50	49.6	17.5	20.4	122.0	32.4	36.3	1425.2	21726.4	-20823.6
1321+50	132150	50	42.4	17.5	24.8	85.2	32.4	41.9	1510.4	21778.7	-20823.2
1322+00	132200	50	57.1	17.5	22.9	92.1	32.4	44.2	1602.5	21833.9	-20818.7
1322+50	132250	50	66.3	17.5	18.3	114.3	32.4	38.1	1716.8	21881.6	-20784.5
1323+00	132300	50	77.7	17.5	21.3	133.3	32.4	36.7	1850.1	21927.4	-20729.4
1323+50	132350	50	21.6	17.5	37.9	91.9	32.4	54.8	1942.1	21995.9	-20738.4
1324+00	132400	50	34.6	17.5	30.8	52.0	32.4	63.6	1994.1	22075.5	-20798.3
1324+50	132450	50	47.3	17.5	24.2	75.8	32.4	50.9	2069.9	22139.1	-20818.5
1325+00	132500	50	61.6	17.5	13.1	100.8	32.4	34.5	2170.8	22182.3	-20793.3
1325+50	132550	50	61.0	17.5	10.5	113.5	32.4	21.9	2284.3	22209.6	-20739.5
1325+65	132565.4	15.4	41.9	17.5	9.5	29.3	10.0	5.7	2313.6	22216.7	-20727.2
					Totals	**2313.6**	**824.1**	**17773.4**			

MD

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
1300+05	130004.69		126.6	17.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0
1300+50	130050	45.31	100.8	17.5	8.9	190.8	29.4	7.6	190.8	9.4	152.0
1301+00	130100	50	78.0	17.5	12.7	165.6	32.4	20.0	356.4	34.4	260.1
1301+50	130150	50	70.1	17.5	17.9	137.1	32.4	28.3	493.5	69.9	329.5
1302+00	130200	50	79.6	17.5	15.6	138.6	32.4	31.0	632.1	108.6	396.9
1302+50	130250	50	81.4	17.5	7.5	149.1	32.4	21.4	781.2	135.4	486.8
1303+00	130300	50	99.6	17.5	12.2	167.6	32.4	18.2	948.8	158.2	599.2
1303+50	130350	50	123.6	17.5	10.9	206.7	32.4	21.4	1155.4	184.9	746.7
1304+00	130400	50	131.7	17.5	12.1	236.4	32.4	21.3	1391.8	211.5	924.1
1304+50	130450	50	139.2	17.5	25.8	250.8	32.4	35.1	1642.7	255.4	1098.6
1305+00	130500	50	127.9	17.5	64.8	247.3	32.4	83.9	1890.0	360.2	1208.7
1305+50	130550	50	106.0	17.5	119.6	216.6	32.4	170.7	2106.5	573.7	1179.4
1306+00	130600	50	91.3	17.5	175.8	182.7	32.4	273.5	2289.2	915.6	987.8
1306+50	130650	50	89.0	17.5	229.0	166.9	32.4	374.8	2456.2	1384.1	653.8
1307+00	130700	50	86.2	17.5	324.0	162.2	32.4	512.0	2618.4	2024.1	143.6
1307+50	130750	50	82.9	17.5	385.7	156.6	32.4	657.1	2775.0	2845.6	-553.6
1308+00	130800	50	72.0	17.5	451.0	143.4	32.4	774.7	2918.4	3814.0	-1411.0
1308+50	130850	50	62.7	17.5	576.3	124.7	32.4	951.2	3043.1	5003.0	-2507.7
1309+00	130900	50	54.4	17.5	711.6	108.4	32.4	1192.5	3151.5	6493.6	-3922.3
1309+50	130950	50	55.5	17.5	842.1	101.8	32.4	1438.6	3253.3	8291.8	-5651.2
1309+98	130998.32	48.32	49.7	17.5	993.4	94.1	31.3	1642.4	3347.4	10344.9	-7641.5
					Totals	**3347.4**	**644.0**	**8275.9**			

EDN

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
40+00	4000.1		122.3	3.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0
40+50	4050	49.9	118.9	3.7	0.2	222.9	6.8	0.4	222.9	0.5	215.6
41+00	4100	50	142.1	3.7	4.2	241.7	6.8	4.1	464.6	5.6	445.4
41+50	4150	50	93.1	3.7	18.7	217.8	6.8	21.2	682.3	32.1	629.9
42+00	4200	50	77.6	3.7	30.6	158.1	6.8	45.6	840.4	89.1	724.1
42+50	4250	50	52.0	3.7	43.7	120.0	6.8	68.8	960.4	175.1	751.3
43+00	4300	50	50.1	3.7	109.0	94.5	6.8	141.4	1054.9	351.9	662.3
43+50	4350	50	75.0	3.7	233.6	115.8	6.8	317.2	1170.8	748.4	374.9
44+00	4400	50	59.0	3.7	295.8	124.1	6.8	490.2	1294.8	1361.1	-120.6
44+38	4437.5	37.5	68.1	3.7	550.7	88.3	5.1	587.8	1383.1	2095.9	-772.2
47+50	4750.39		49.8	10.7	622.9	0.0	0.0	0.0	1383.1	2095.9	-772.2
48+00	4800	49.61	61.9	10.7	275.4	102.6	19.6	825.3	1485.7	3127.5	-1720.8
48+50	4850	50	34.1	10.7	170.9	88.9	19.8	413.2	1574.6	3644.1	-2168.2
49+00	4900	50	31.3	10.7	130.9	60.6	19.8	279.4	1635.2	3993.4	-2476.7
49+50	4950	50	53.9	10.7	72.0	78.9	19.8	187.9	1714.0	4228.2	-2652.4
50+00	5000	50	68.6	10.7	69.3	113.4	19.8	130.8	1827.5	4391.7	-2722.3
50+50	5050	50	74.2	10.7	60.4	132.2	19.8	120.1	1959.7	4541.9	-2759.9
51+00	5100	50	74.7	10.7	22.5	137.9	19.8	76.8	2097.6	4637.8	-2737.8
51+50	5150	50	71.2	10.7	36.9	135.1	19.8	55.0	2232.7	4706.6	-2691.2
52+00	5200	50	94.3	10.7	10.2	153.2	19.8	43.6	2385.9	4761.1	-2612.2
52+28	5227.63	27.63	101.7	10.7	8.0	100.3	10.9	9.3	2486.2	4772.7	-2534.5
					Totals	**2486.2**	**247.9**	**3818.2**			

WDN

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
9+86	986		105.6	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0
10+00	1000	14	102.8	0.0	18.4	54.0	0.0	6.2	54.0	7.7	46.3
10+50	1050	50	92.7	0.0	42.2	181.0	0.0	56.1	235.0	77.9	157.2
11+00	1100	50	93.7	0.0	76.1	172.6	0.0	109.5	407.6	214.8	192.8
11+50	1150	50	101.4	0.0	110.5	180.6	0.0	172.8	588.3	430.8	157.5
12+00	1200	50	121.3	0.0	151.7	206.2	0.0	242.8	794.5	734.3	60.2
12+50	1250	50	118.4	0.0	166.4	221.9	0.0	294.5	1016.4	1102.4	-86.0
13+00	1300	50	111.1	0.0	285.4	212.5	0.0	418.3	1228.9	1625.3	-396.4
13+50	1350	50	106.2	0.0	536.9	201.2	0.0	761.4	1430.1	2577.1	-1146.9
13+85	1384.67	34.67	83.4	0.0	688.7	121.7	0.0	786.9	1551.9	3560.7	-2008.8
						0.0					
16+73	1672.54		57.2	0.0	1017.8	0.0	0.0	0.0	1551.9	3560.7	-2008.8
17+00	1700	27.46	87.2	0.0	709.2	73.4	0.0	878.2	1625.3	4658.4	-3033.1
17+50	1750	50	106.0	0.0	365.1	178.9	0.0	994.7	1804.2	5901.8	-4097.7
18+00	1800	50	93.7	0.0	298.6	184.9	0.0	614.5	1989.1	6670.0	-4680.9
18+50	1850	50	78.4	0.0	243.6	159.4	0.0	502.0	2148.4	7297.6	-5149.1
19+00	1900	50	84.8	0.0	154.5	151.1	0.0	368.6	2299.6	7758.3	-5458.8
19+50	1950	50	84.1	0.0	94.2	156.4	0.0	230.3	2455.9	8046.2	-5590.2
19+51	1951	1	87.8	0.0	60.3	3.2	0.0	2.9	2459.1	8049.7	-5590.6
19+52	1952	1	87.4	0.0	20.3	3.2	0.0	1.5	2462.4	8051.6	-5589.2
					Totals	**2462.4**	**0.0**	**6441.3**			

E. DEERFIELD AVE ROUNDABOUT

STATION	REAL STATION	Distance	AREA (SF) Salvaged/ Unusable Cut (Note 5)	AREA (SF) Pavement Material	AREA (SF) Fill (Note 5)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
10+00	1000		0.0	0.0	305.5	0.0	0.0	0.0	0.0	0.0	0.0
10+25	1025	25	17.7	0.0	399.1	11.6	0.0	454.4	11.6	568.0	-559.8
10+50	1050	25	28.5	0.0	333.7	30.2	0.0	472.6	41.7	1158.7	-1129.2
10+75	1075	25	97.3	0.0	153.0	82.1	0.0	313.9	123.8	1551.1	-1463.3
11+00	1100	25	38.8	0.0	367.2	88.8	0.0	335.5	212.7	1970.4	-1819.6
11+25	1125	25	21.7	0.0	550.6	39.5	0.0	591.9	252.2	2710.3	-2531.5
11+50	1150	25	0.0	0.0	573.9	14.2	0.0	725.2	266.3	3616.8	-3427.9
11+75	1175	25	0.0	0.0	852.2	0.0	0.0	919.7	266.3	4766.4	-4577.5
12+00	1200	25	0.0	0.0	876.7	0.0	0.0	1115.0	266.3	6160.2	-5971.3
12+25	1225	25	63.8	0.0	215.6	41.6	0.0	704.4	308.0	7040.7	-6822.3
12+50	1250	25	235.5	0.0	140.5	195.4	0.0	229.7	503.4	7327.8	-6970.8
12+75	1275	25	84.0	0.0	254.4	208.6	0.0	254.7	711.9	7646.1	-7141.2
13+00	1300	25	0.0	0.0	331.0	54.8	0.0	377.5	766.8	8118.0	-7574.2
13+25	1325	25	0.0	0.0	305.8	0.0	0.0	410.7	766.8	8631.4	-8087.6
13+50	1350	25	0.0	0.0	314.6	0.0	0.0	400.1	766.8	9131.5	-8587.7
13+55	1355.18	5.18	0.0	0.0	305.5	0.0	0.0	82.9	766.8	9235.1	-8691.3
					Totals	**766.8**	**0.0**	**7388.1**			

USH 41 NB RAMP ROUNDABOUT

STATION	REAL STATION	Distance	AREA (SF) Salvaged/ Unusable Cut (Note 5)	AREA (SF) Pavement Material	AREA (SF) Fill (Note 5)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
10+00	1000		319.1	0.0	224.1	0.0	0.0	0.0	0.0	0.0	0.0
10+25	1025	25	430.3	0.0	46.7	461.7	0.0	238.1	461.7	297.7	49.3
10+50	1050	25	417.0	0.0	59.7	522.1	0.0	93.6	983.8	414.6	324.6
10+75	1075	25	293.8	0.0	48.8	438.0	0.0	95.4	1421.8	533.9	534.4
11+00	1100	25	183.9	0.0	164.8	294.3	0.0	187.8	1716.1	768.6	520.8
11+25	1125	25	173.3	0.0	627.7	220.1	0.0	696.9	1936.2	1639.7	-184.9
11+50	1150	25	88.8	0.0	306.0	161.5	0.0	821.0	2097.7	2666.0	-1089.9
11+75	1175	25	0.2	0.0	1053.2	54.8	0.0	1195.2	2152.5	4160.0	-2542.6
12+00	1200	25	3.0	0.0	841.2	2.0	0.0	1665.8	2154.5	6242.3	-4623.4
12+25	1225	25	30.3	0.0	744.7	20.5	0.0	1394.5	2175.0	7985.4	-6351.2
12+50	1250	25	144.5	0.0	104.0	107.7	0.0	746.3	2282.7	8918.3	-7203.1
12+75	1275	25	408.9	0.0	49.2	341.0	0.0	134.7	2623.7	9086.7	-7115.3
13+00	1300	25	215.9	0.0	236.2	385.0	0.0	251.0	3008.6	9400.4	-7139.7
13+25	1325	25	108.0	0.0	598.0	199.6	0.0	733.5	3208.2	10317.3	-7906.7
13+50	1350	25	78.1	0.0	643.1	114.7	0.0	1091.3	3322.9	11681.5	-9184.7
13+70	1370.05	20.05	112.8	0.0	692.6	94.3	0.0	942.0	3417.2	12858.9	-10291.3
					Totals	**3417.2**	**0.0**	**10287.1**			

USH 41 SB RAMP ROUNDABOUT

STATION	REAL STATION	Distance	AREA (SF) Salvaged/ Unusable Cut (Note 5)	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Salvaged/ Unusable Fill (Note 5)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
10+00	1000		56.8	0.0	442.0	0.0	0.0	0.0	0.0	0.0	0.0
10+25	1025	25	140.7	0.0	366.1	140.6	0.0	687.5	140.6	859.4	-768.0
10+50	1050	25	285.8	0.0	901.8	303.5	0.0	1078.7	444.1	2207.8	-1918.9
10+75	1075	25	447.3	0.0	70.1	521.7	0.0	826.9	965.8	3241.4	-2613.1
11+00	1100	25	265.6	0.0	287.4	507.3	0.0	304.2	1473.1	3621.5	-2663.2
11+25	1125	25	166.4	0.0	766.9	307.4	0.0	897.0	1780.6	4742.8	-3584.4
11+50	1150	25	124.6	0.0	288.6	207.1	0.0	898.0	1987.7	5865.3	-4572.2
11+75	1175	25	13.5	0.0	1039.5	98.3	0.0	1129.9	2086.0	7277.7	-5920.7
12+00	1200	25	25.6	0.0	908.9	27.8	0.0	1657.7	2113.8	9349.7	-7974.6
12+25	1225	25	63.4	0.0	634.4	63.3	0.0	1313.0	2177.1	10991.0	-9574.7
12+50	1250	25	77.4	0.0	142.4	100.2	0.0	660.9	2277.3	11817.1	-10335.6
12+75	1275	25	66.7	0.0	181.7	102.6	0.0	275.7	2379.9	12161.8	-10613.6
13+00	1300	25	2.0	0.0	1225.2	48.9	0.0	1197.0	2428.8	13658.0	-12078.0
13+25	1325	25	0.0	0.0	2154.9	1.4	0.0	2875.7	2430.2	17252.6	-15671.7
13+50	1350	25	0.0	0.0	1932.7	0.0	0.0	3477.6	2430.2	21599.6	-20018.7
13+70	1369.65	19.65	0.6	0.0	889.0	0.3	0.0	1886.9	2430.5	23958.3	-22377.1
					Totals	**2430.5**	**0.0**	**19166.6**			

W. DEERFIELD AVE ROUNDABOUT

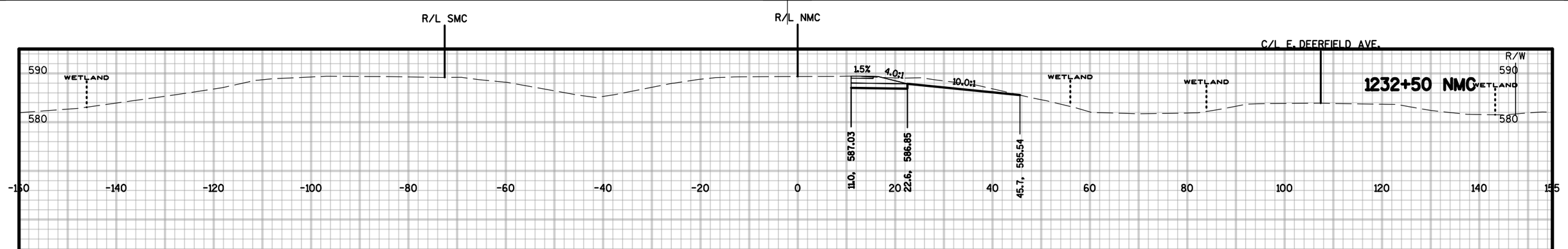
STATION	REAL STATION	Distance	AREA (SF) Salvaged/ Unusable Cut (Note 5)	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Salvaged/ Unusable Fill (Note 5)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
10+00	1000		73.1	0.0	275.9	0.0	0.0	0.0	0.0	0.0	0.0
10+25	1025	25	161.5	0.0	199.4	147.1	0.0	396.3	147.1	495.4	-386.8
10+50	1050	25	72.6	0.0	667.4	146.8	0.0	722.8	293.9	1398.9	-1181.9
10+75	1075	25	85.7	0.0	344.0	99.3	0.0	843.4	393.2	2453.1	-2162.8
11+00	1100	25	240.5	0.0	73.3	204.6	0.0	348.0	597.7	2888.0	-2446.7
11+25	1125	25	124.5	0.0	313.9	228.9	0.0	322.9	826.6	3291.6	-2681.3
11+50	1150	25	108.3	0.0	446.6	146.0	0.0	634.1	972.6	4084.3	-3366.3
11+75	1175	25	174.9	0.0	73.5	177.6	0.0	433.7	1150.2	4626.4	-3777.2
12+00	1200	25	89.7	0.0	201.9	165.9	0.0	229.6	1316.1	4913.5	-3941.8
12+25	1225	25	98.4	0.0	417.9	118.0	0.0	516.8	1434.1	5559.5	-4500.7
12+50	1250	25	301.5	0.0	205.2	250.8	0.0	519.6	1684.8	6209.0	-4965.1
12+75	1275	25	309.8	0.0	68.8	383.3	0.0	228.5	2068.2	6494.6	-4967.7
13+00	1300	25	206.9	0.0	267.1	324.0	0.0	280.1	2392.2	6844.7	-5078.6
13+25	1325	25	42.6	0.0	810.0	156.5	0.0	898.1	2548.6	7967.3	-6085.7
13+50	1350	25	44.9	0.0	538.2	54.9	0.0	1124.2	2603.5	9372.6	-7450.5
13+58	1358.14	8.14	73.1	0.0	275.9	24.1	0.0	221.0	2627.6	9648.9	-7709.0
					Totals	**2627.6**	**0.0**	**7719.1**			

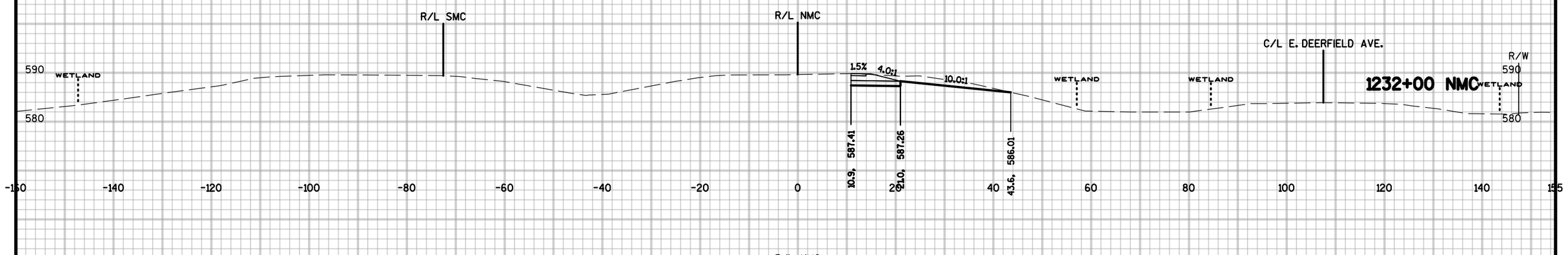
PFC

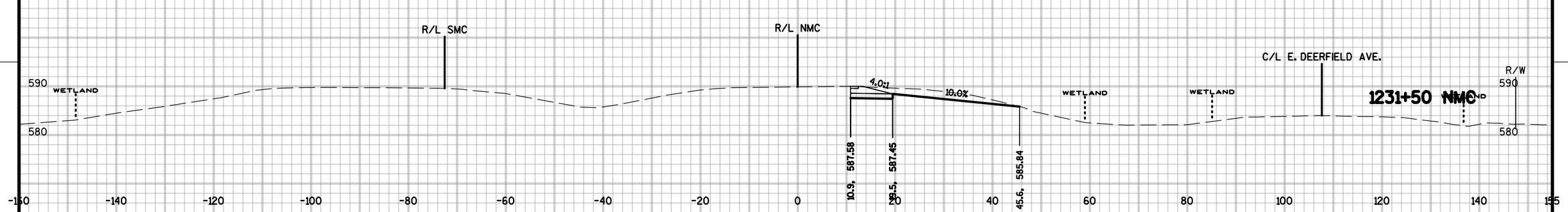
STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
5+12	512.1		299.5	22.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0
5+50	550	37.9	96.3	8.0	16.5	277.8	21.5	14.9	277.8	18.6	237.7
6+00	600	50	120.2	4.8	0.0	200.5	11.9	15.3	478.3	37.7	407.2
6+24	623.6	23.6	115.4	3.7	0.0	103.0	3.7	0.0	581.2	37.7	506.4
					Totals	**581.2**	**37.1**	**30.2**			

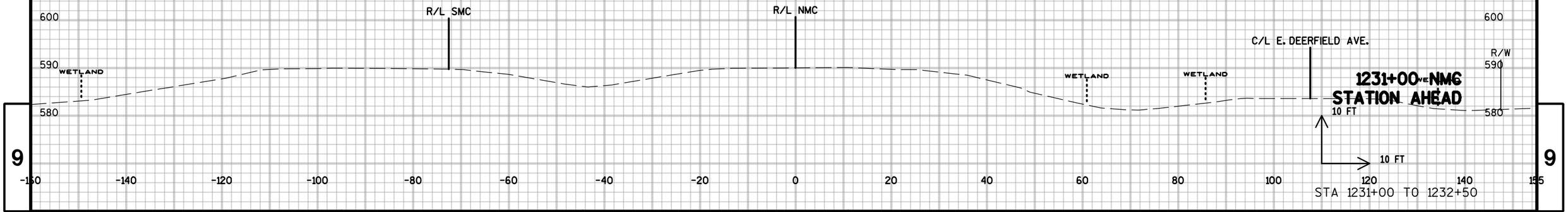
CHN

STATION	REAL STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut (Note 1)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material (Note 2)	Incremental Vol (CY) (Unadjusted) Fill (Note 3)	Cumulative Vol (CY) Cut 1.00 (Note 1)	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate (Note 4)
11+04	1103.97		12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11+50	1150	46.03	27.6	0.0	0.0	34.3	0.0	0.0	34.3	0.0	34.3
12+00	1200	50	19.1	0.0	0.0	43.2	0.0	0.0	77.5	0.0	77.5
12+50	1250	50	22.9	0.0	0.0	38.9	0.0	0.0	116.4	0.0	116.4
13+00	1300	50	26.9	0.0	0.0	46.1	0.0	0.0	162.5	0.0	162.5
13+50	1350	50	34.8	0.0	0.0	57.1	0.0	0.0	219.6	0.0	219.6
13+53	1353.06	3.06	36.4	0.0	0.0	4.0	0.0	0.0	223.7	0.0	223.7
15+34	1533.67		49.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15+50	1550	16.33	61.9	0.0	0.0	33.8	0.0	0.0	33.8	0.0	33.8
16+00	1600	50	34.1	0.0	0.0	88.9	0.0	0.0	122.7	0.0	122.7
16+50	1650	50	31.3	0.0	0.0	60.6	0.0	0.0	183.2	0.0	183.2
17+00	1700	50	53.9	0.0	0.0	78.9	0.0	0.0	262.1	0.0	262.1
17+50	1750	50	68.6	0.0	0.0	113.4	0.0	0.0	375.5	0.0	375.5
18+00	1800	50	74.2	0.0	0.0	132.2	0.0	0.0	507.8	0.0	507.8
18+50	1850	50	74.7	0.0	0.0	137.9	0.0	0.0	645.6	0.0	645.6
19+00	1900	50	71.2	0.0	0.0	135.1	0.0	0.0	780.7	0.0	780.7
19+50	1950	50	94.3	0.0	0.0	153.2	0.0	0.0	934.0	0.0	934.0
19+73	1972.96	22.96	101.7	0.0	0.0	83.3	0.0	0.0	1017.3	0.0	1017.3
22+60	2259.63		49.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23+00	2300	40.37	61.9	0.0	0.0	83.5	0.0	0.0	83.5	0.0	83.5
23+50	2350	50	34.1	0.0	0.0	88.9	0.0	0.0	172.4	0.0	172.4
24+00	2400	50	31.3	0.0	0.0	60.6	0.0	0.0	233.0	0.0	233.0
24+50	2450	50	32.3	0.0	0.0	58.9	0.0	0.0	291.8	0.0	291.8
25+00	2500	50	33.3	0.0	0.0	60.7	0.0	0.0	352.6	0.0	352.6
25+18	2517.86	17.86	34.3	0.0	0.0	22.4	0.0	0.0	374.9	0.0	374.9
					Totals	**1615.9**	**0.0**	**0.0**			









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STA 1231+00 TO 1232+50

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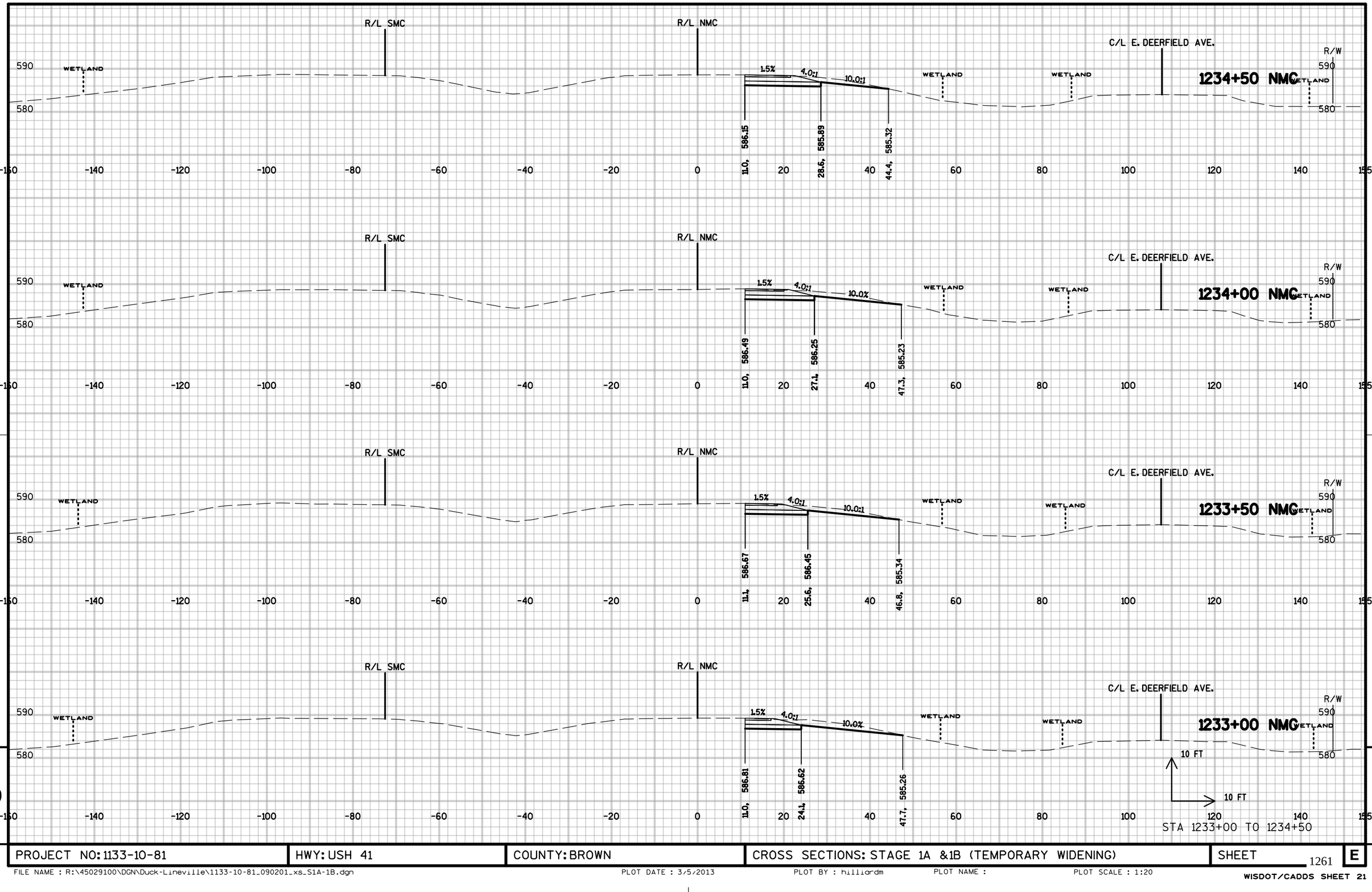

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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1261	E

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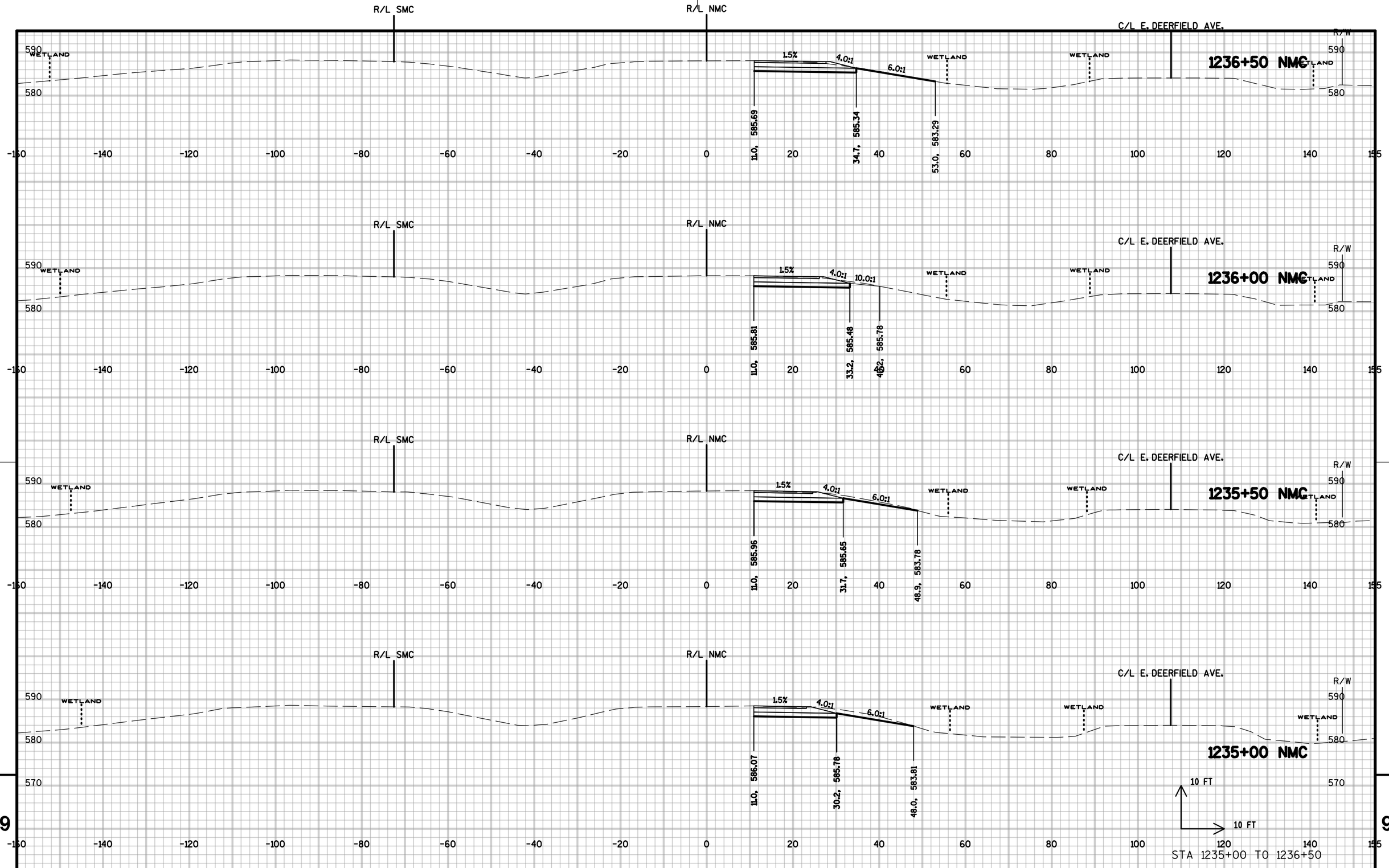
WISDOT/CADDS SHEET 21



STA 1235+00 TO 1236+50

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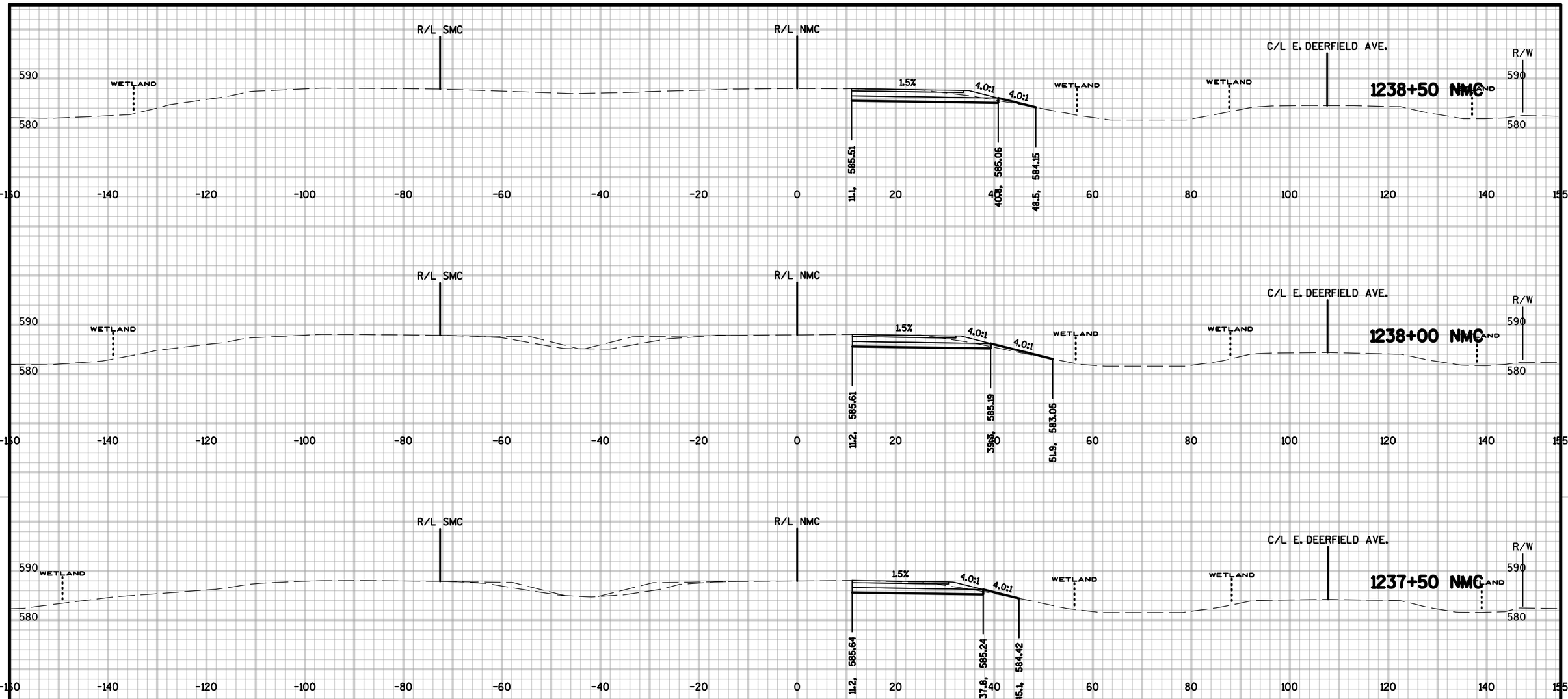

STA 1237+00 TO 1238+50

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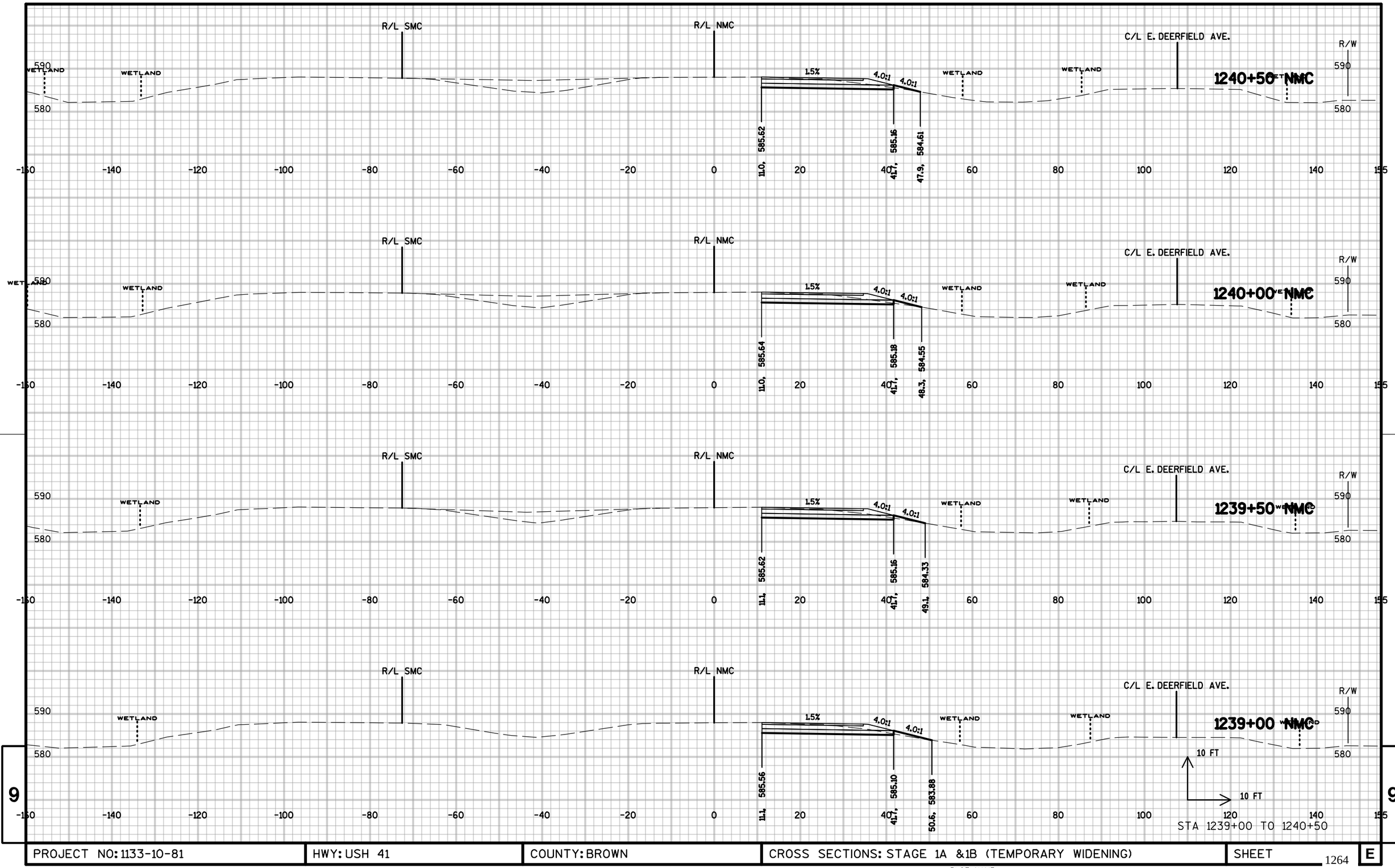

STA 1239+00 TO 1240+50

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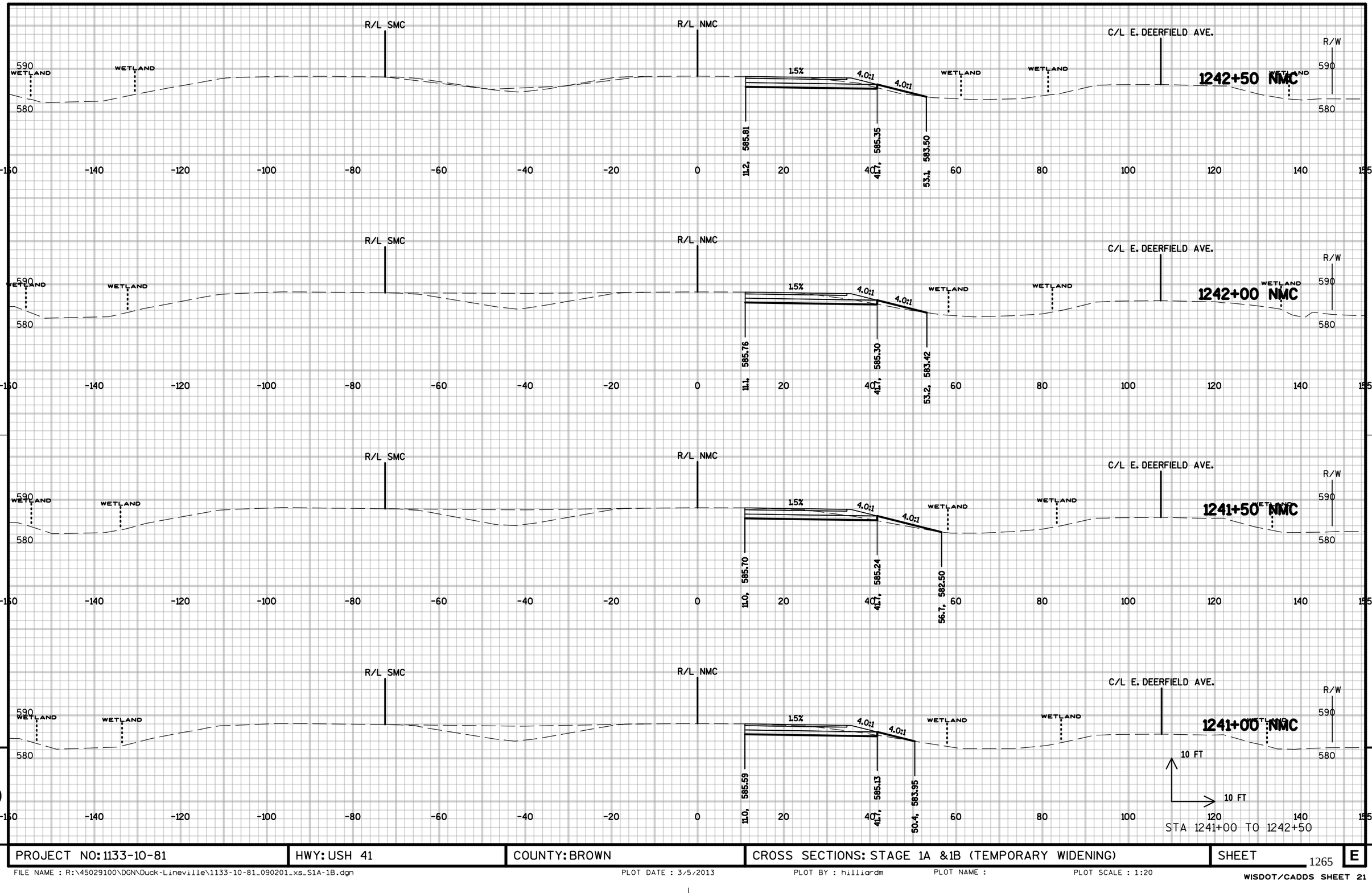

STA 1241+00 TO 1242+50

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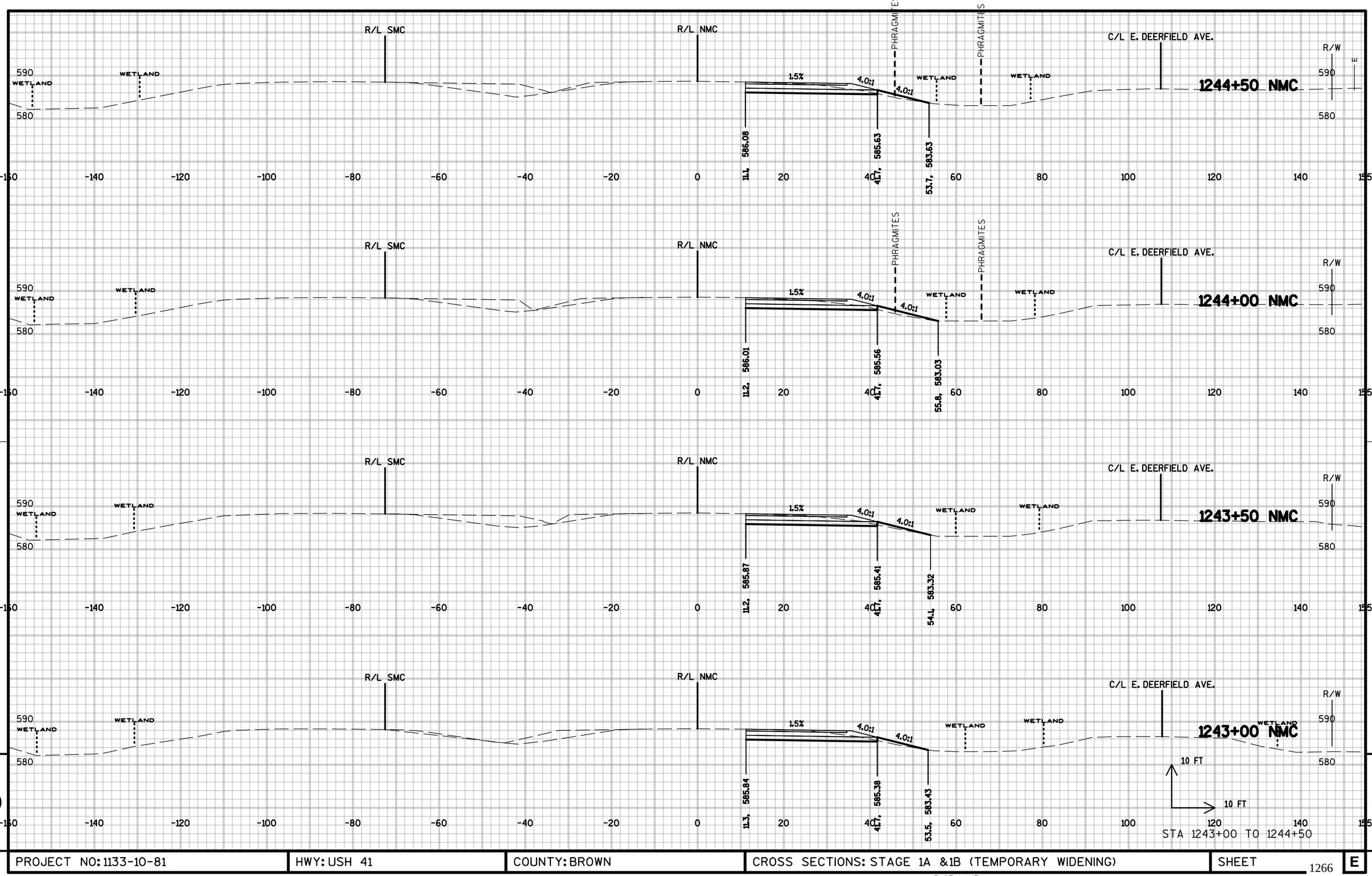

STA 1243+00 TO 1244+50

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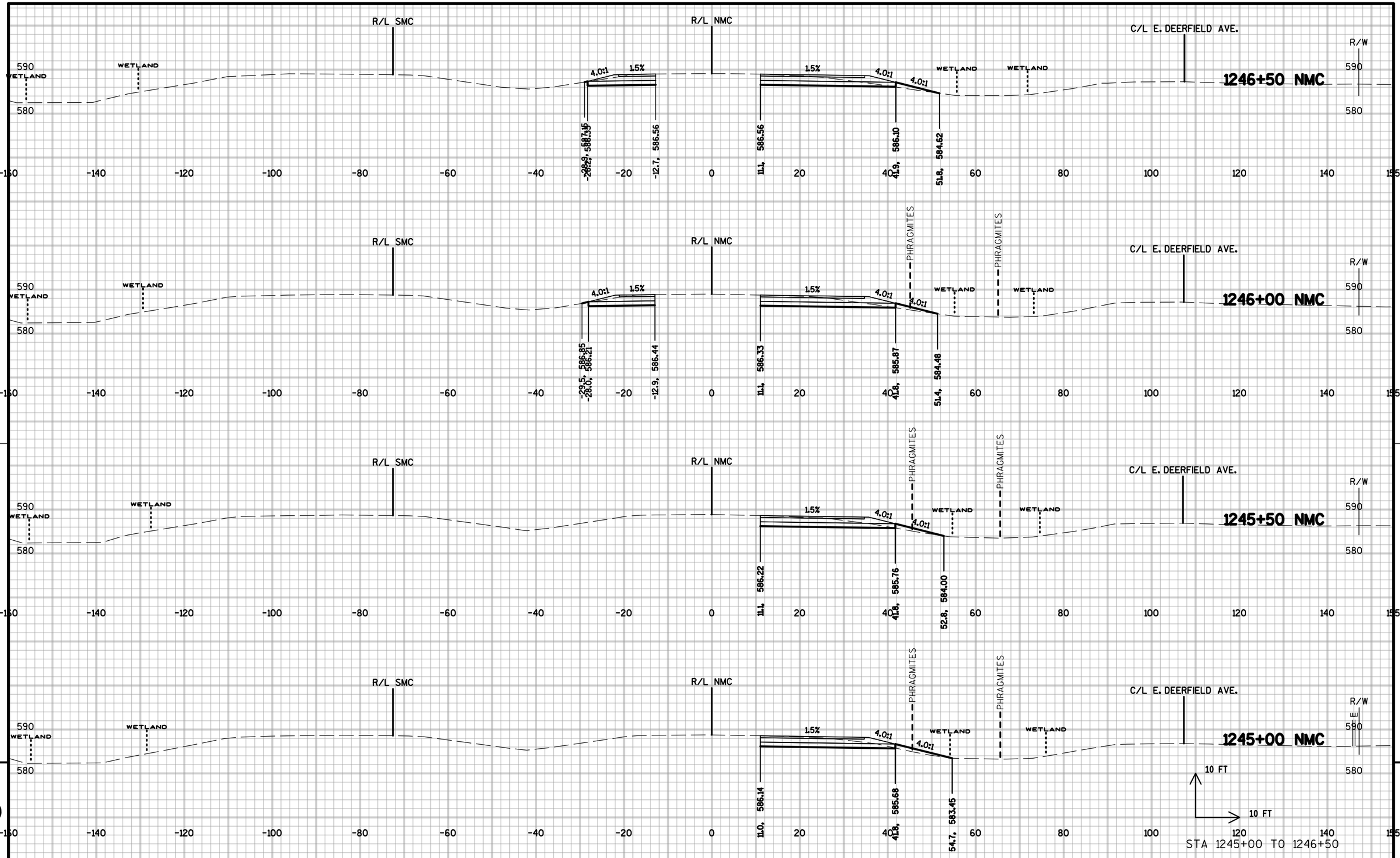

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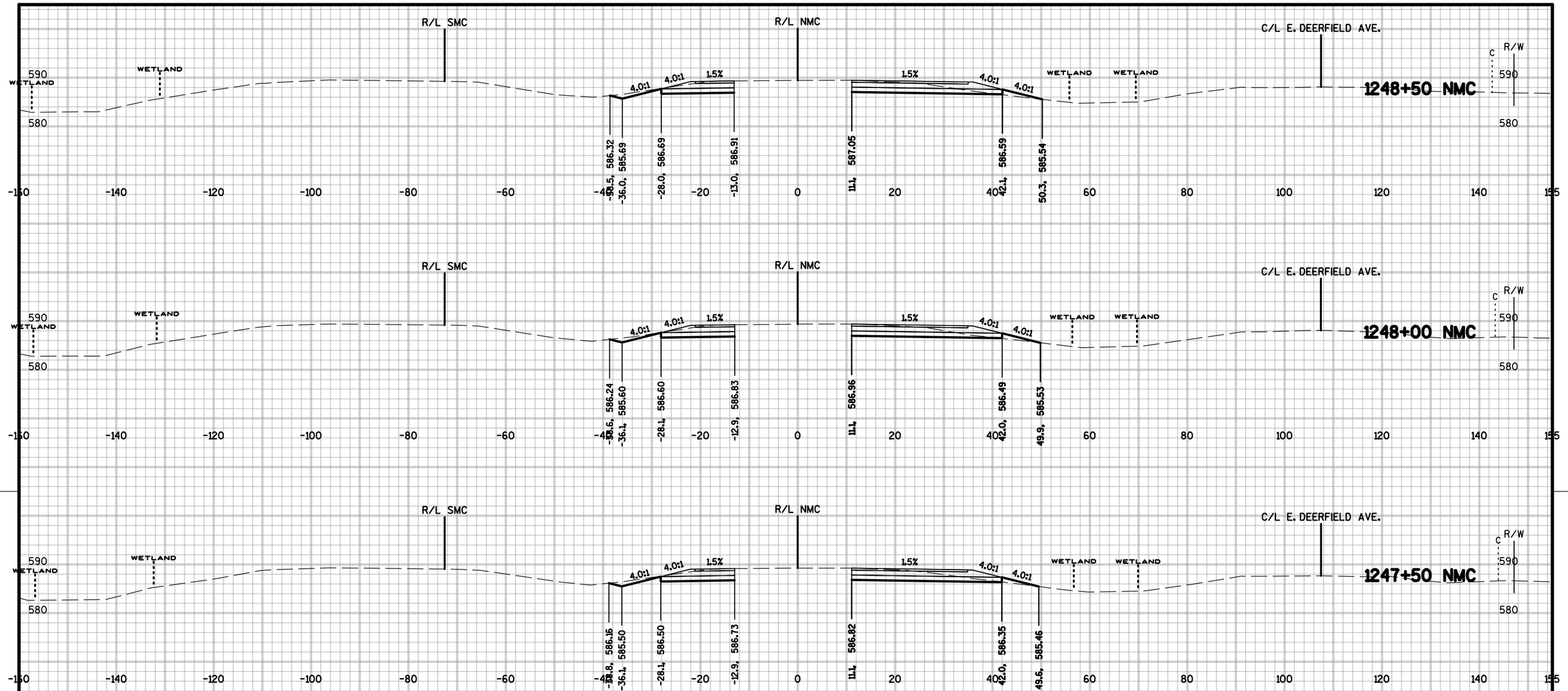
WISDOT/CADDS SHEET 21



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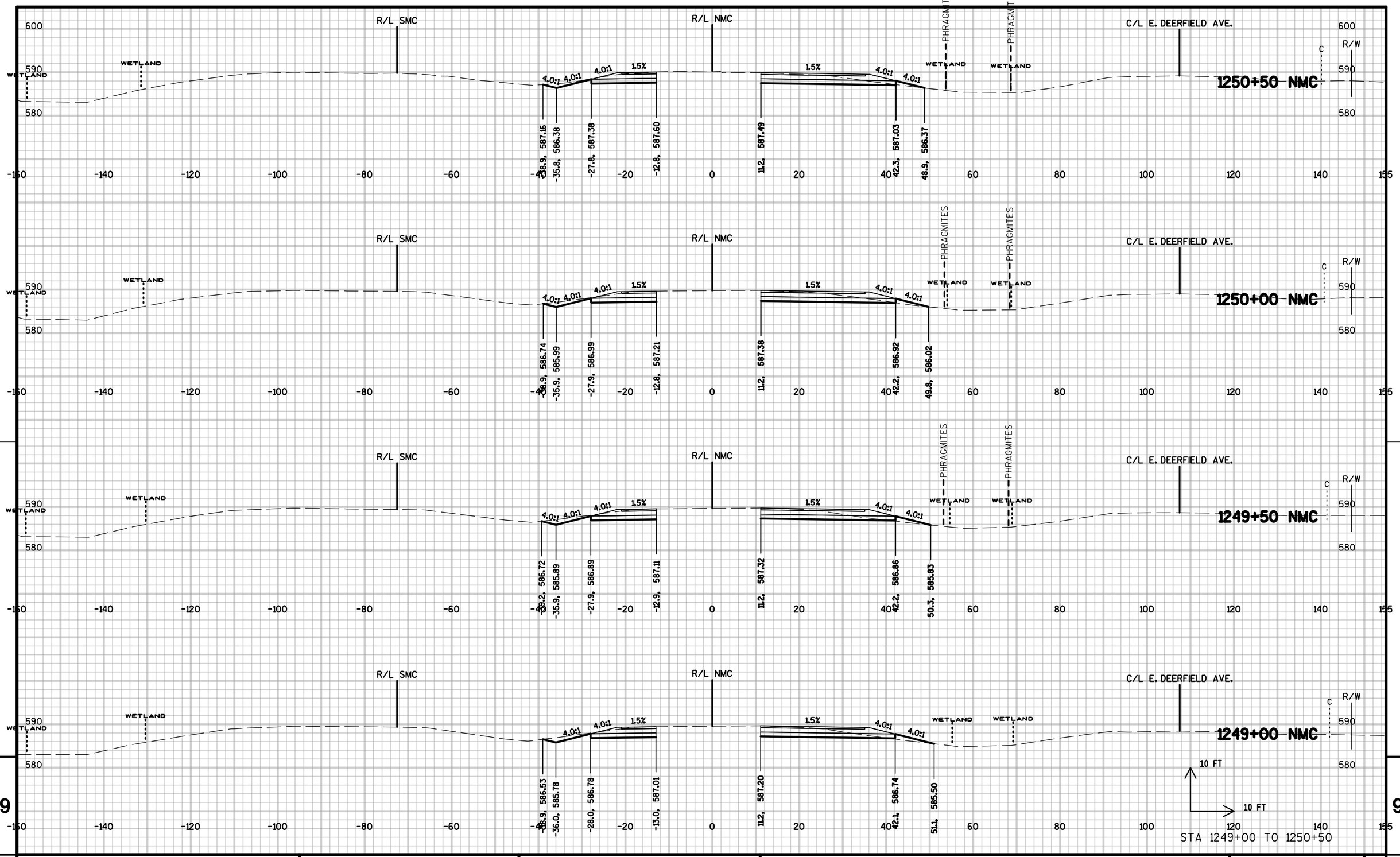
WISDOT/CADDS SHEET 21



STA 1249+00 TO 1250+50

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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1269	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn
PLOT DATE : 3/5/2013
PLOT BY : hilliardm
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

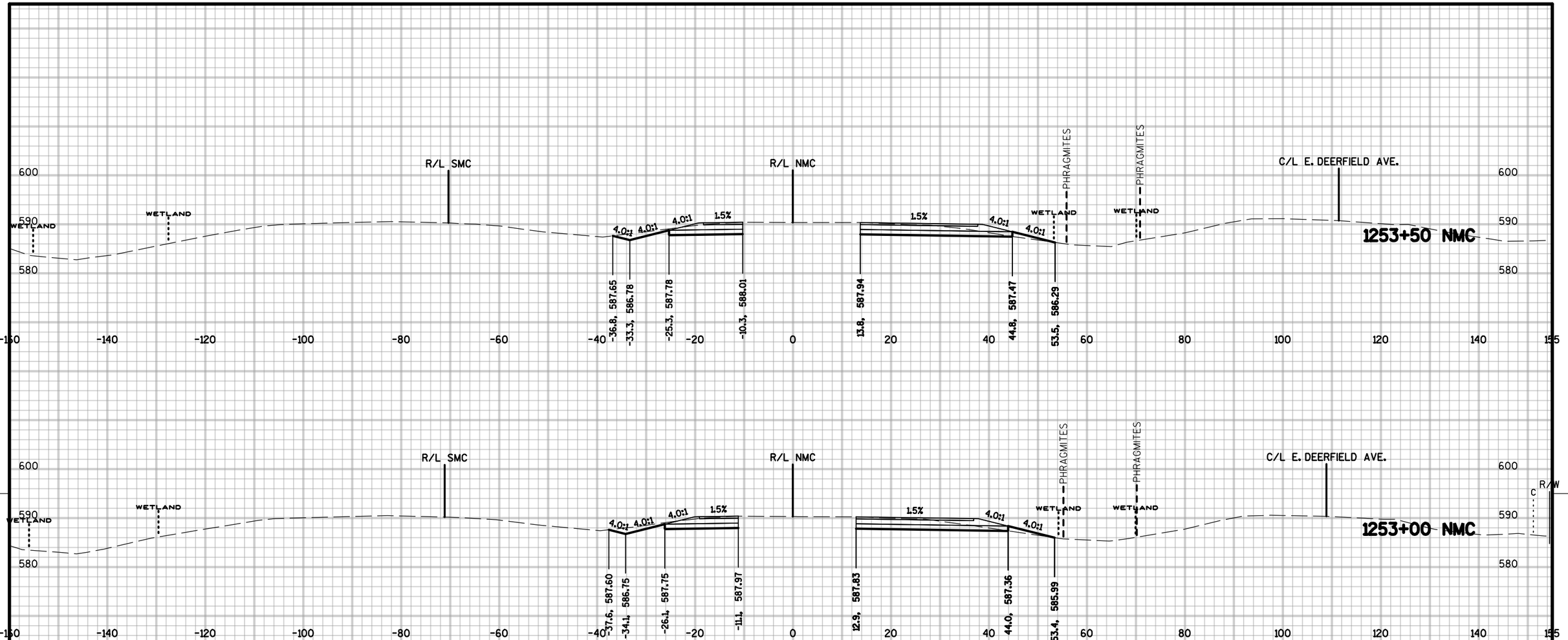
9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1270	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

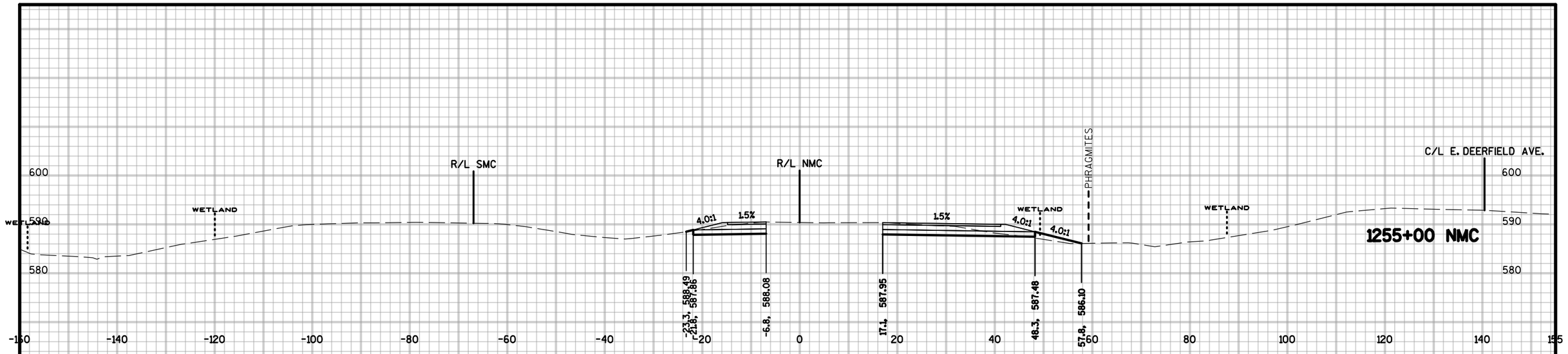
WISDOT/CADDS SHEET 21

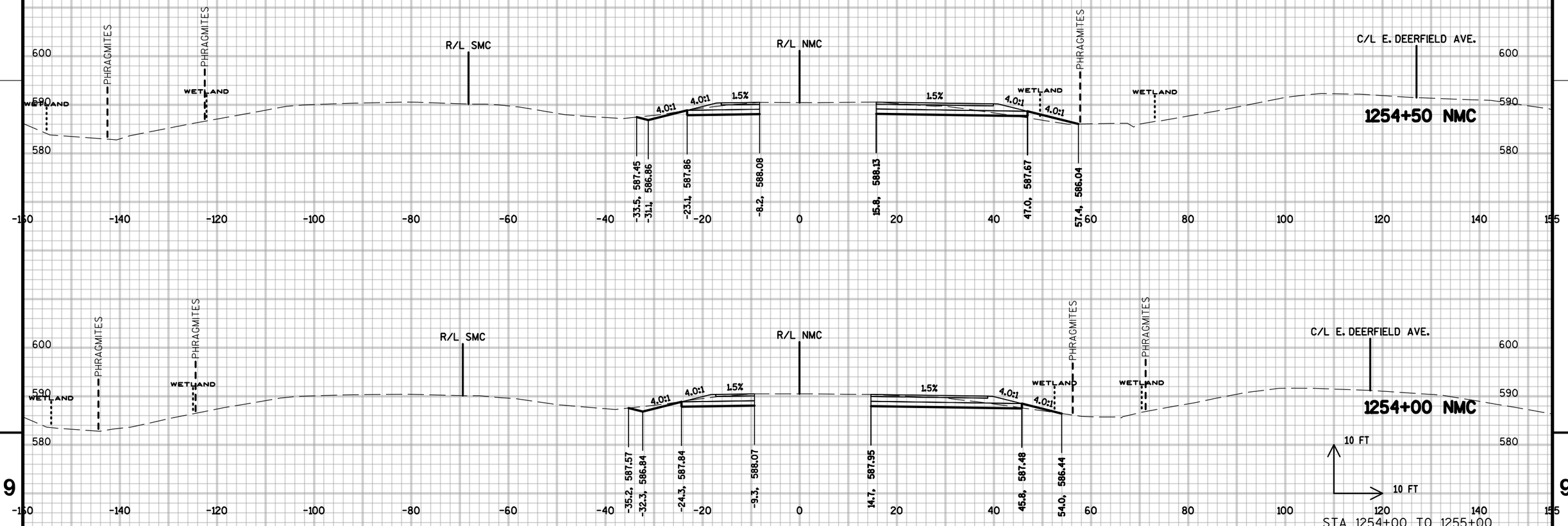


PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1271	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





STA 1254+00 TO 1255+00

9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1272	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

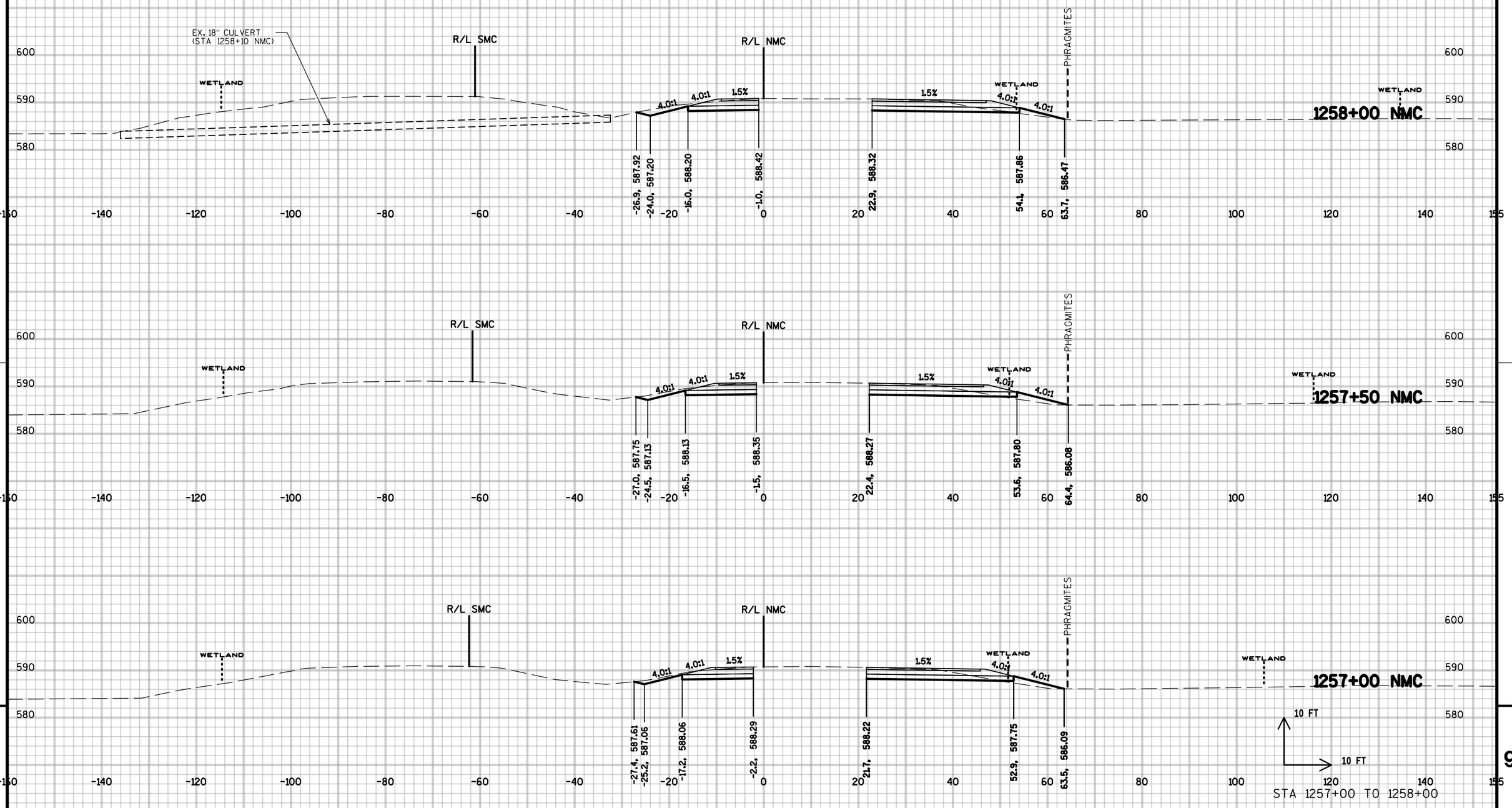
WISDOT/CADDS SHEET 21

9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1273	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn
PLOT DATE : 3/5/2013
PLOT BY : hilliardm
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



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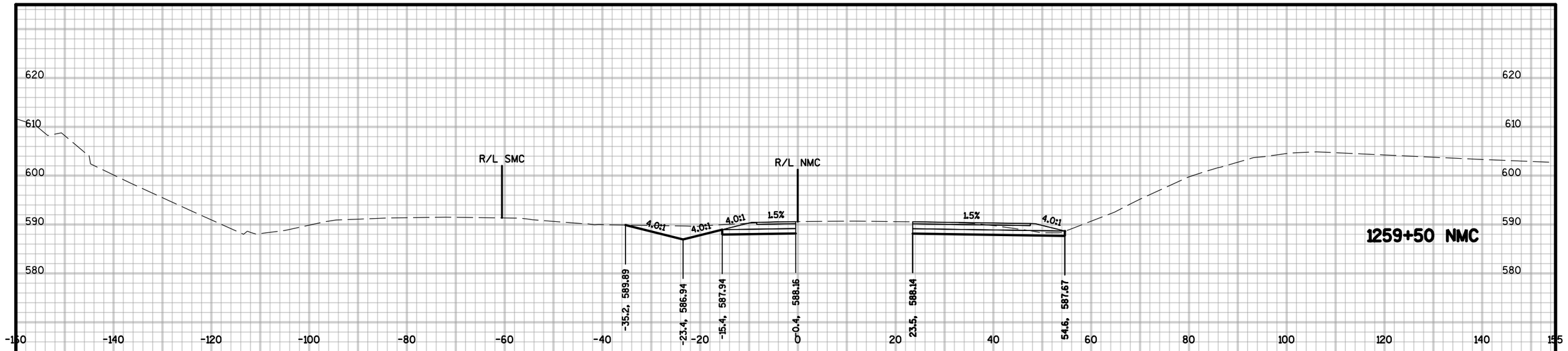
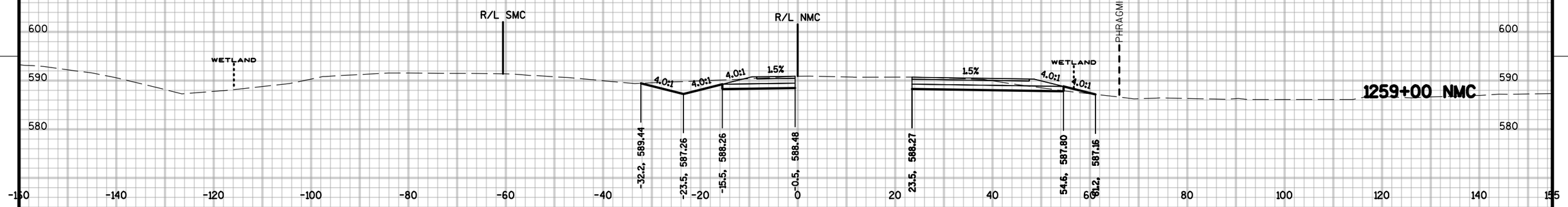
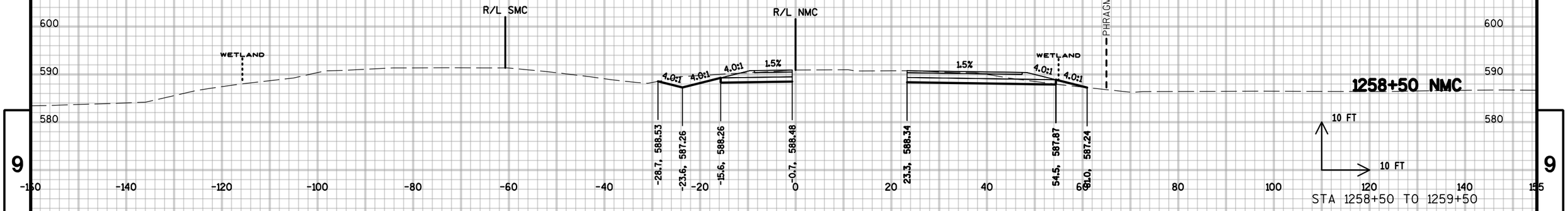
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1274	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1258+50 TO 1259+50

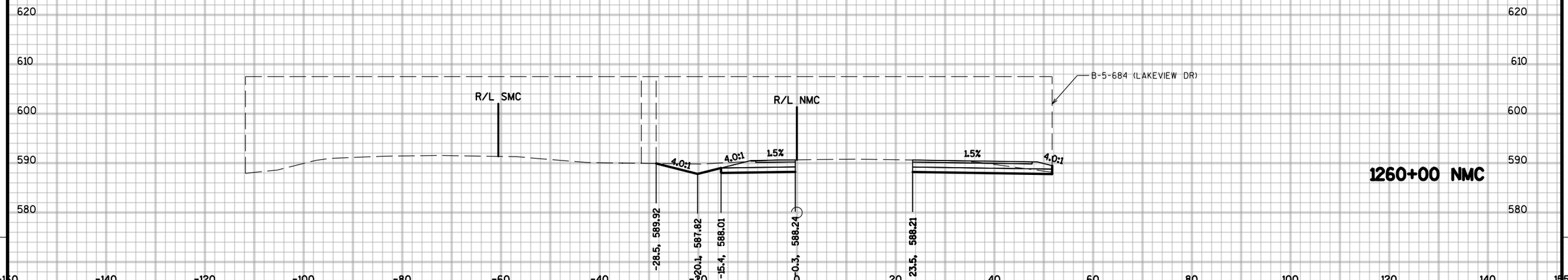
9

9

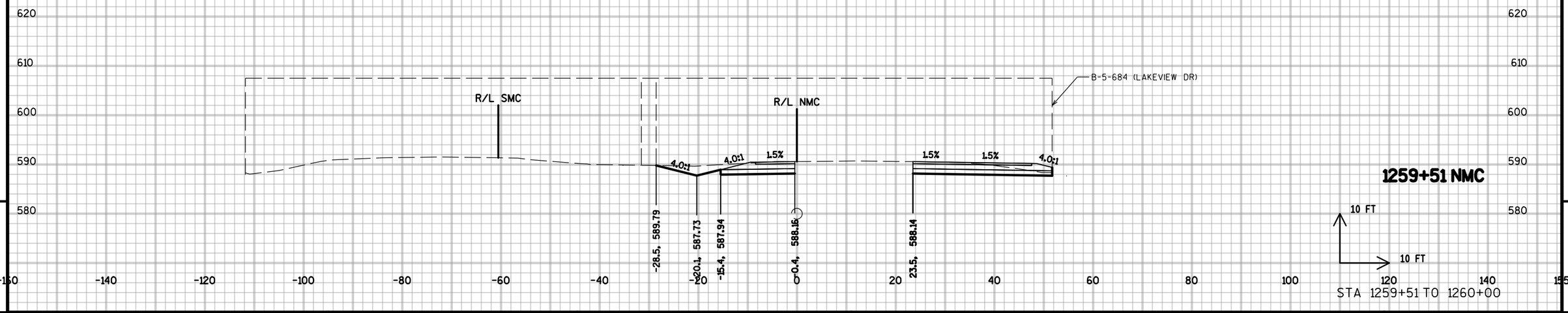
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1275	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



1260+00 NMC



1259+51 NMC

STA 1259+51 TO 1260+00

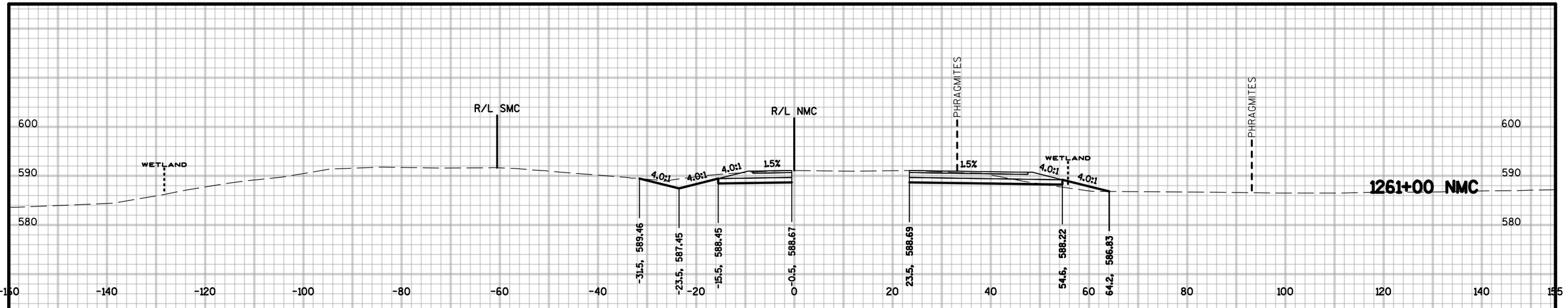
9

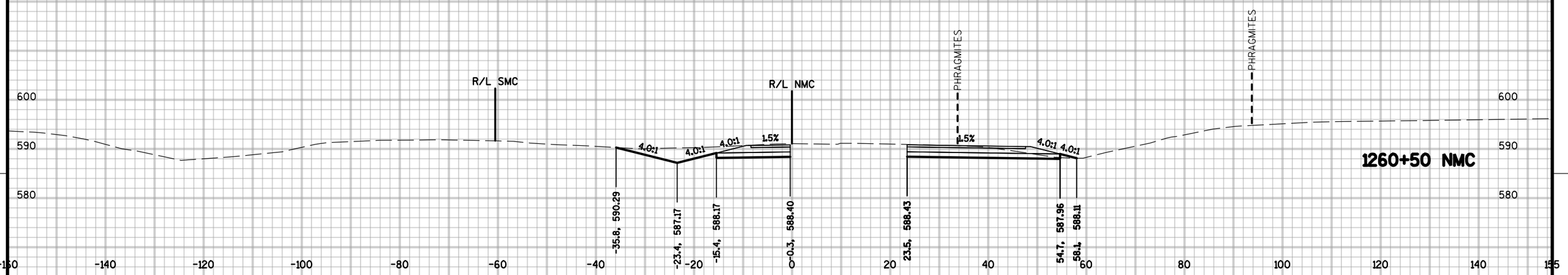
9

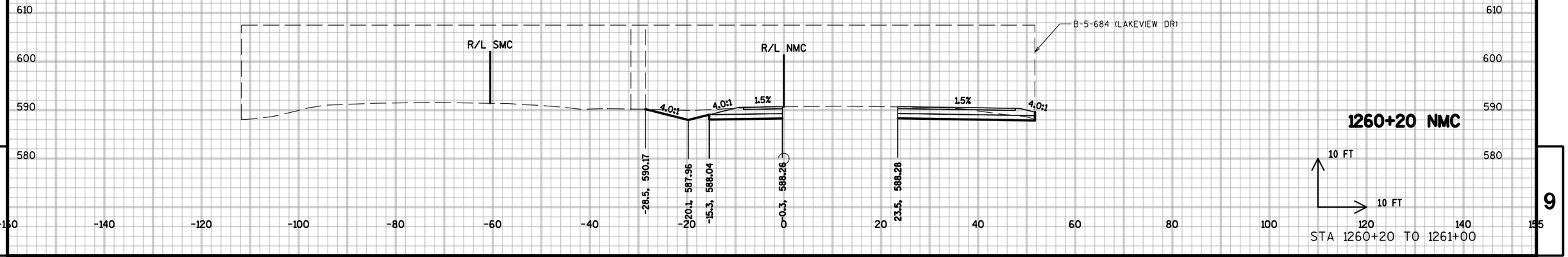
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1276	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







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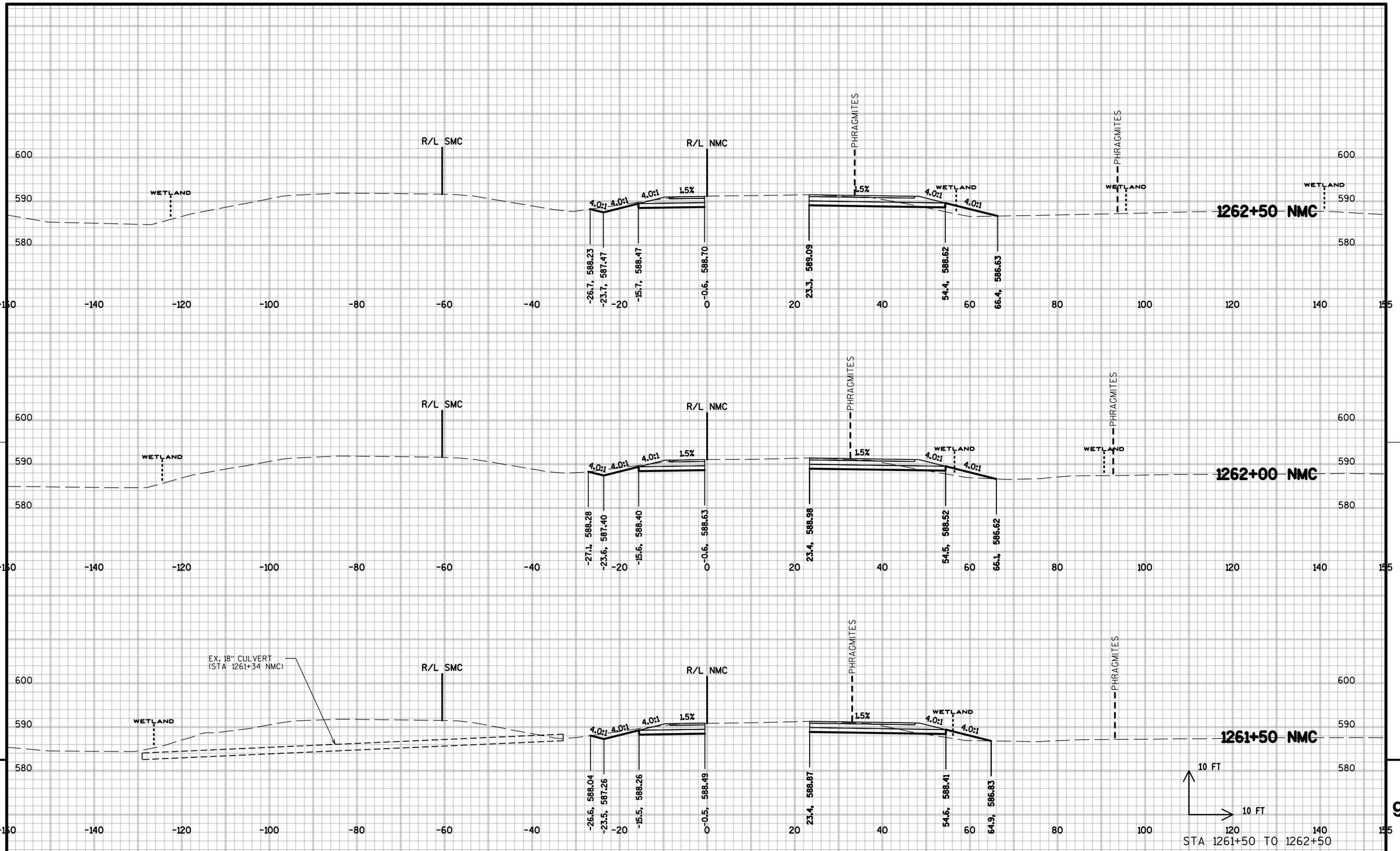
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1277	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

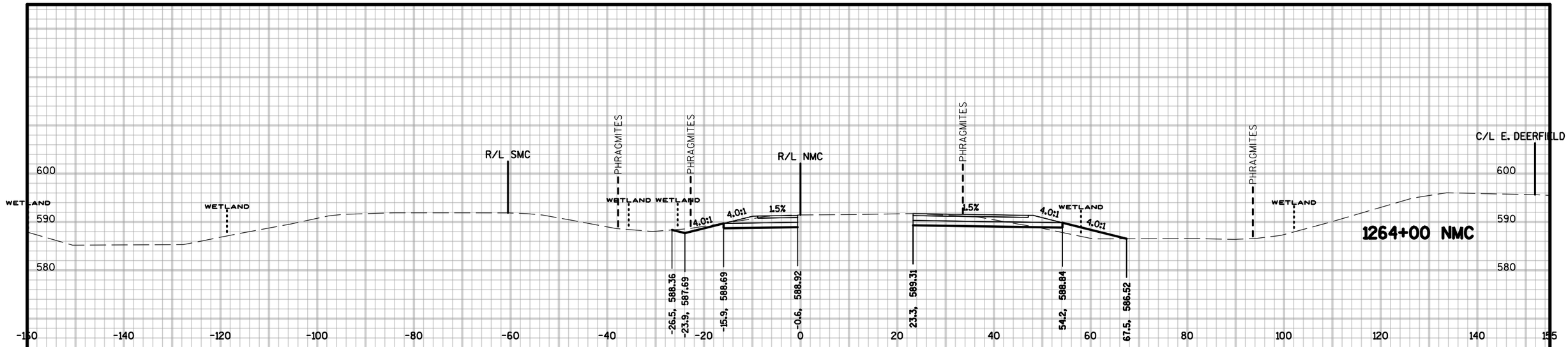
WISDOT/CADDS SHEET 21

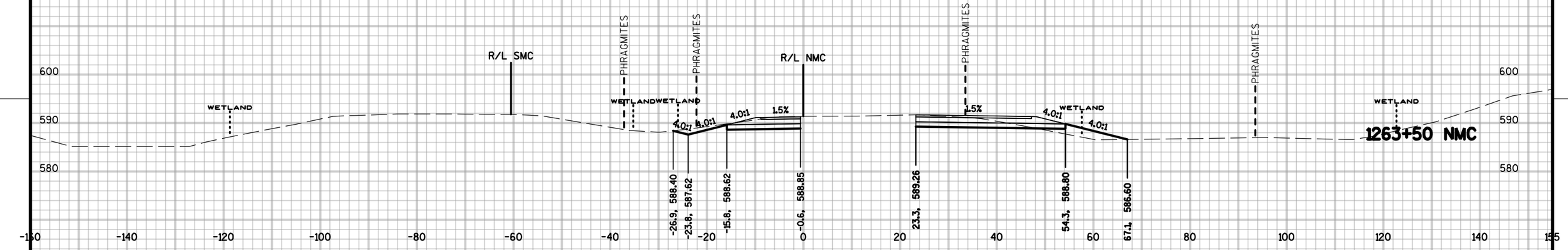


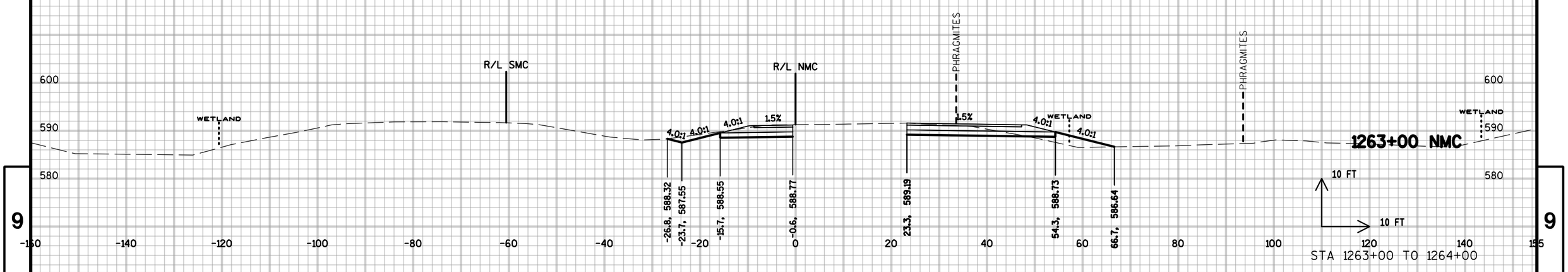
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1278	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1263+00 TO 1264+00

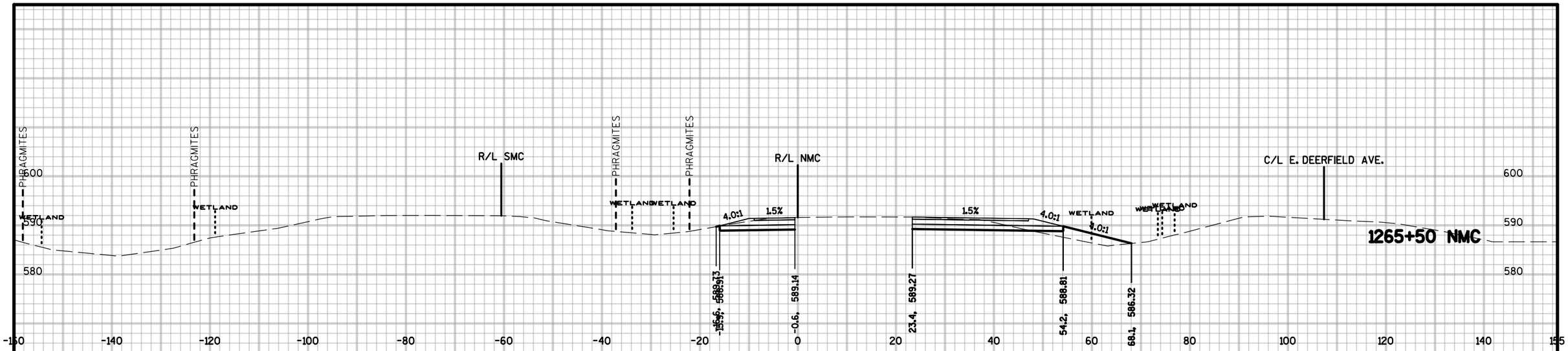
9

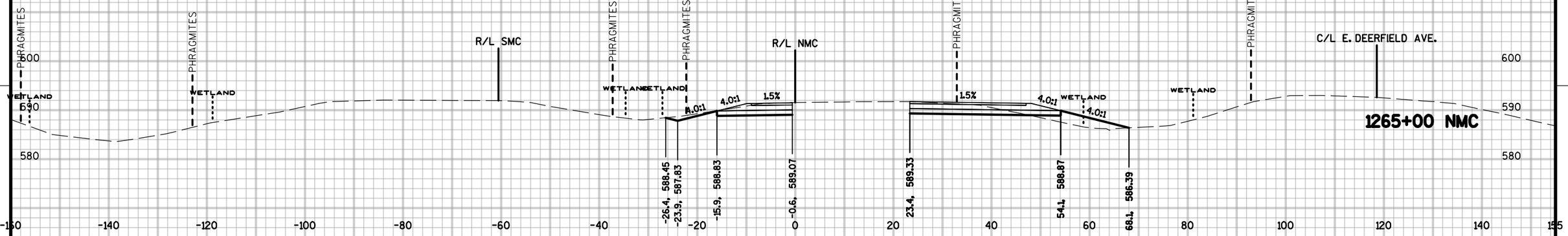
9

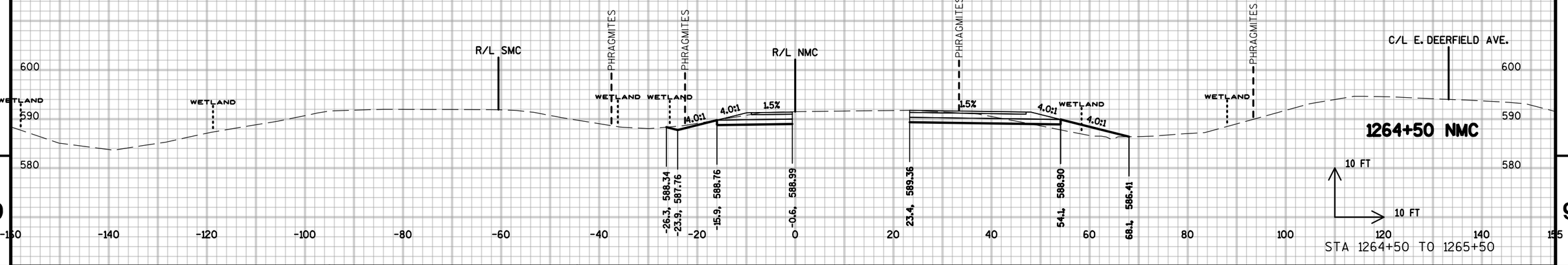
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1279	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







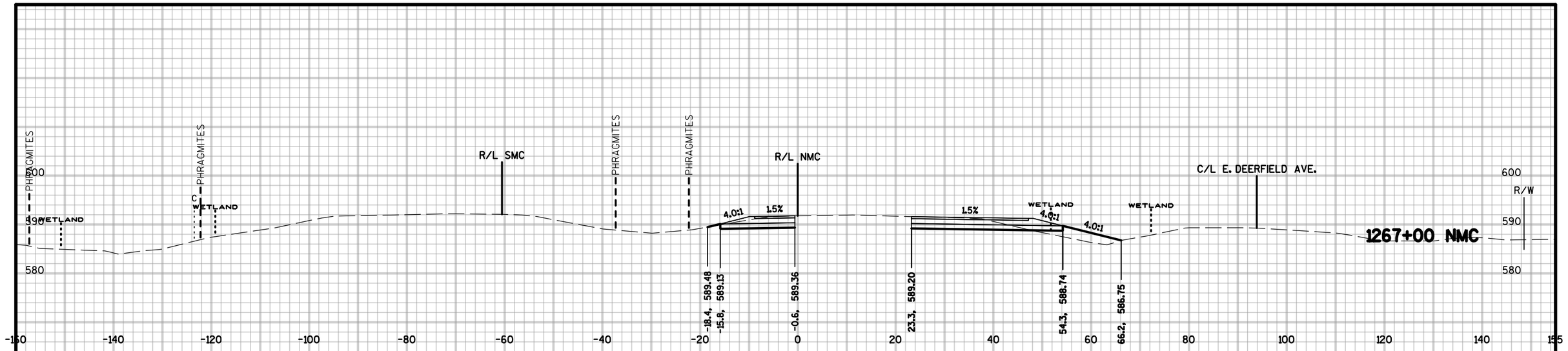
STA 1264+50 TO 1265+50

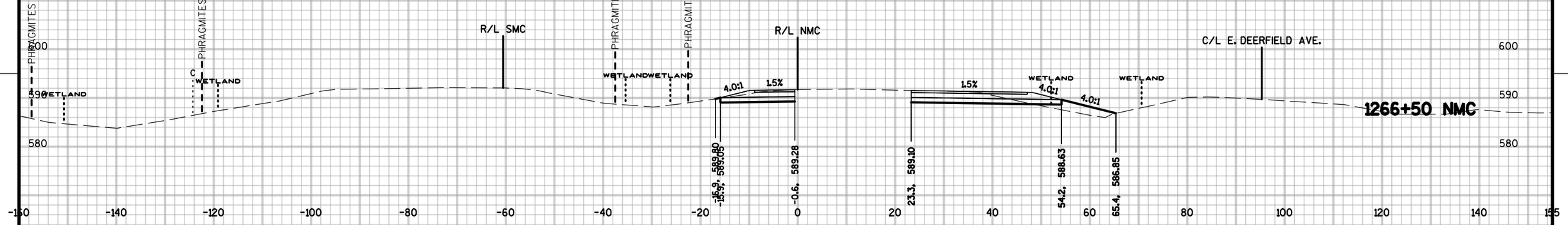
9

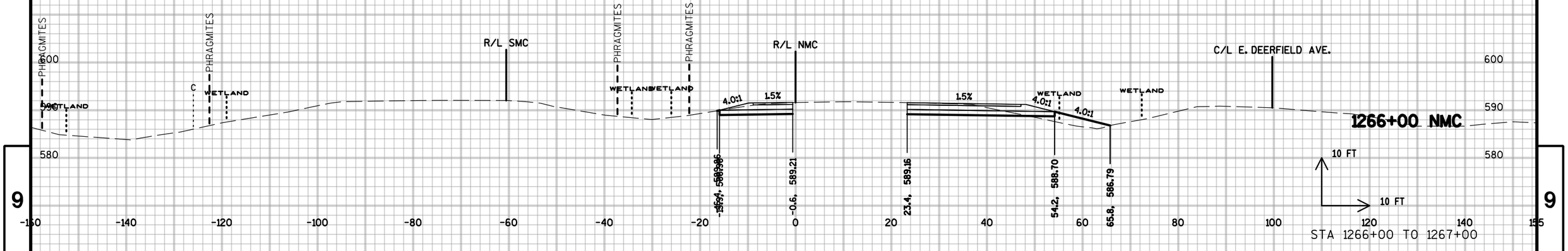
9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1280	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20





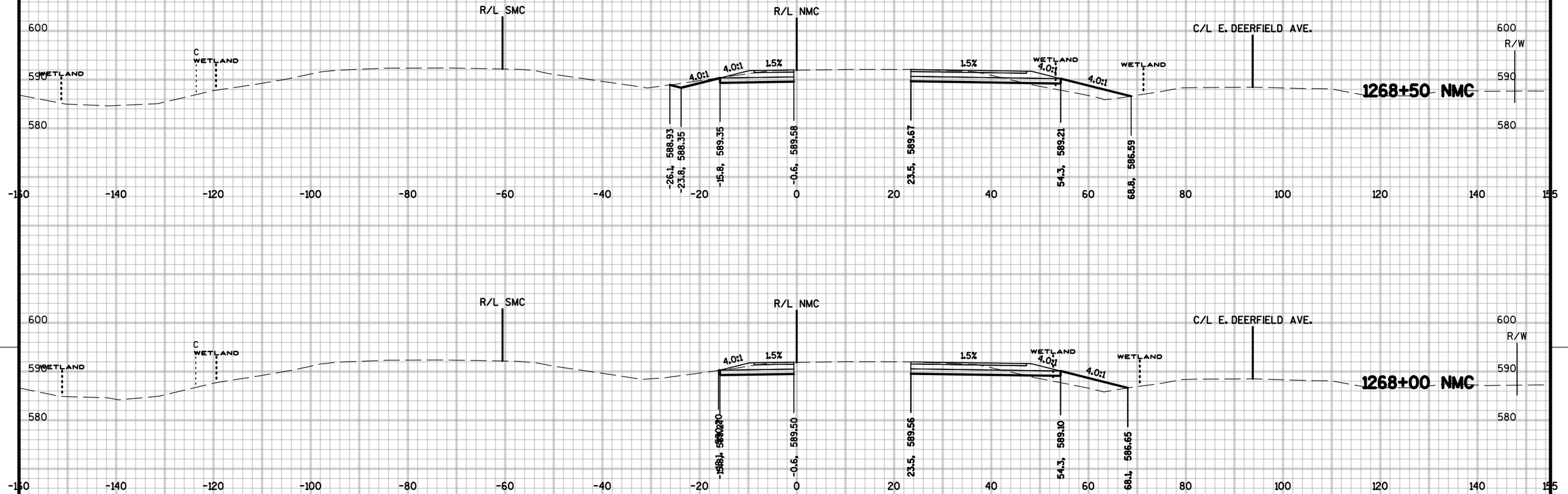


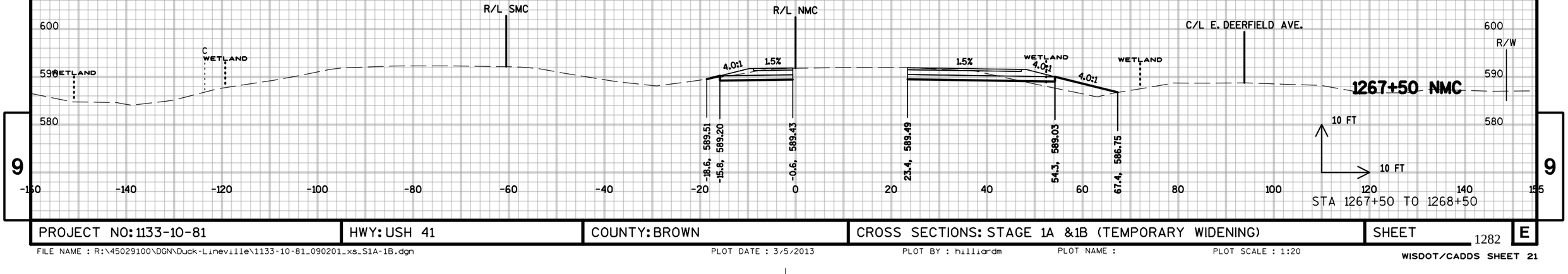
STA 1266+00 TO 1267+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1281	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





STA 1267+50 TO 1268+50

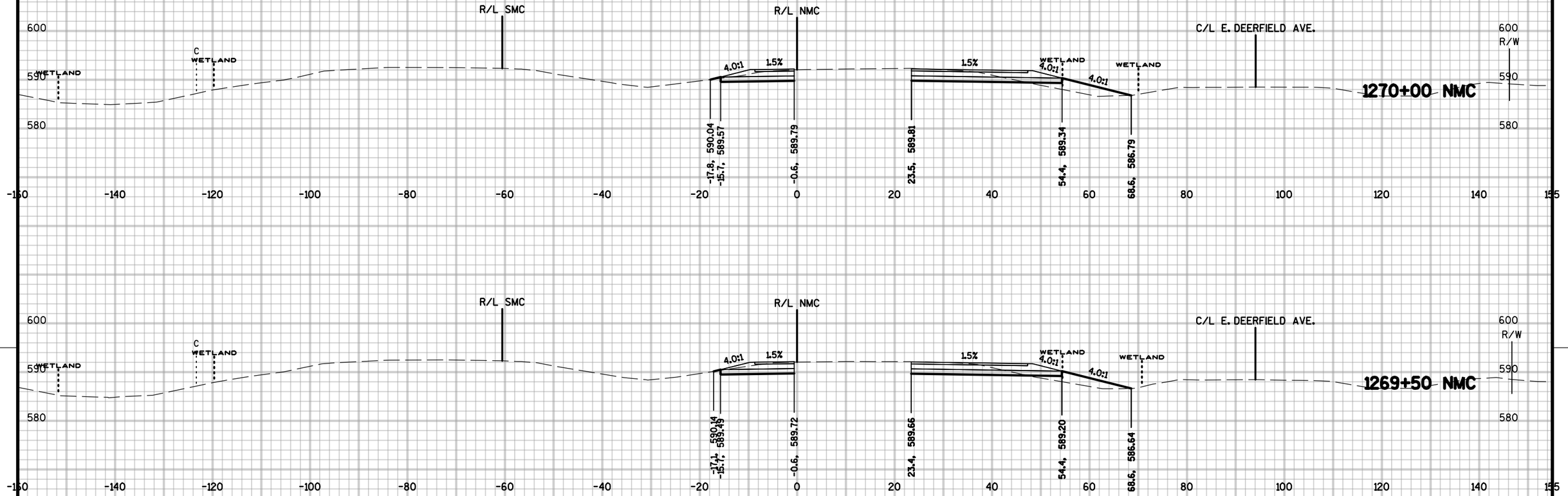
9

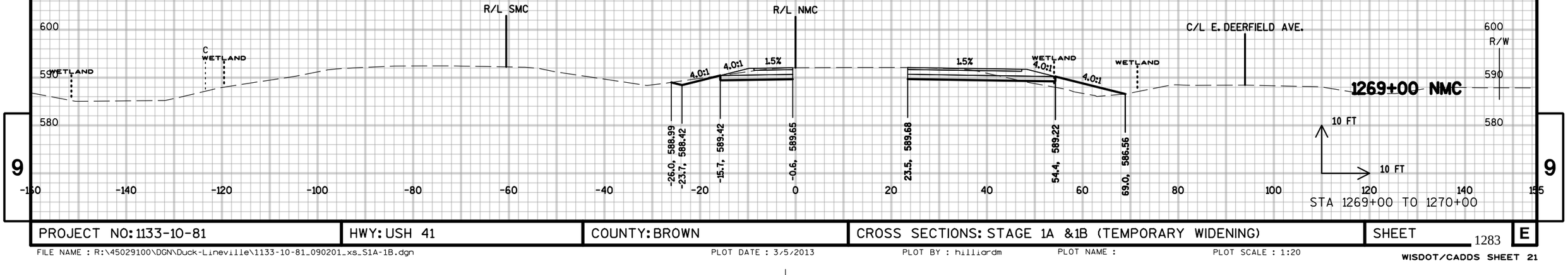
9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1282	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





STA 1269+00 TO 1270+00

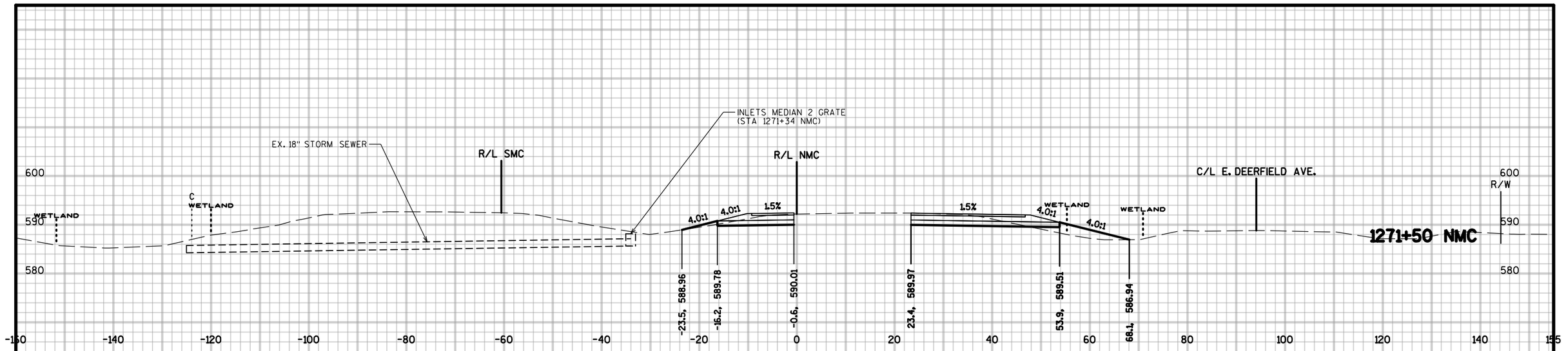
9

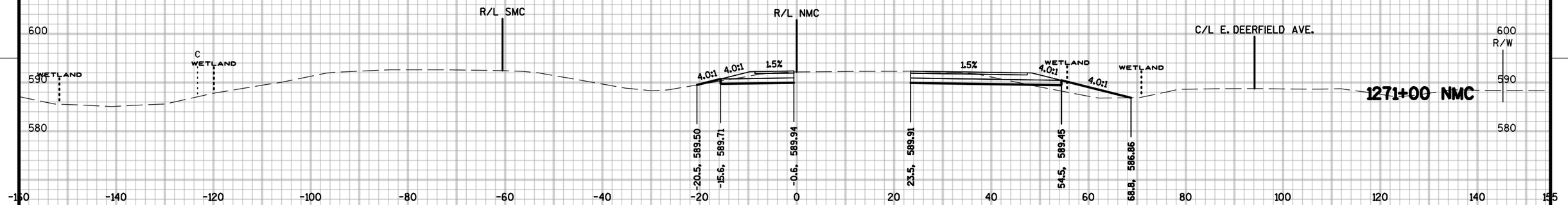
9

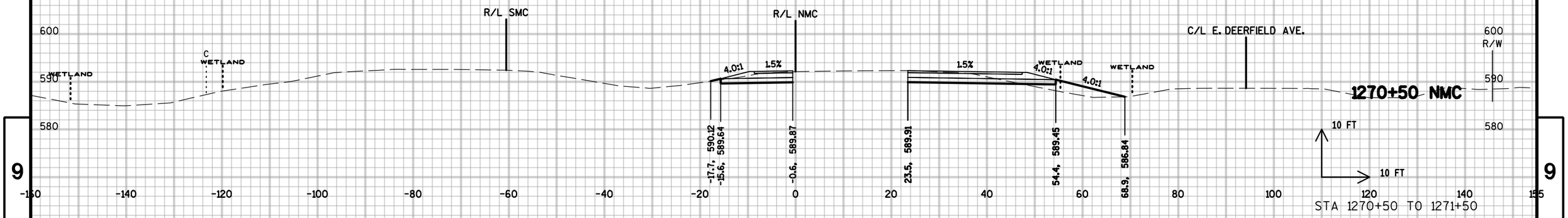
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1283	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







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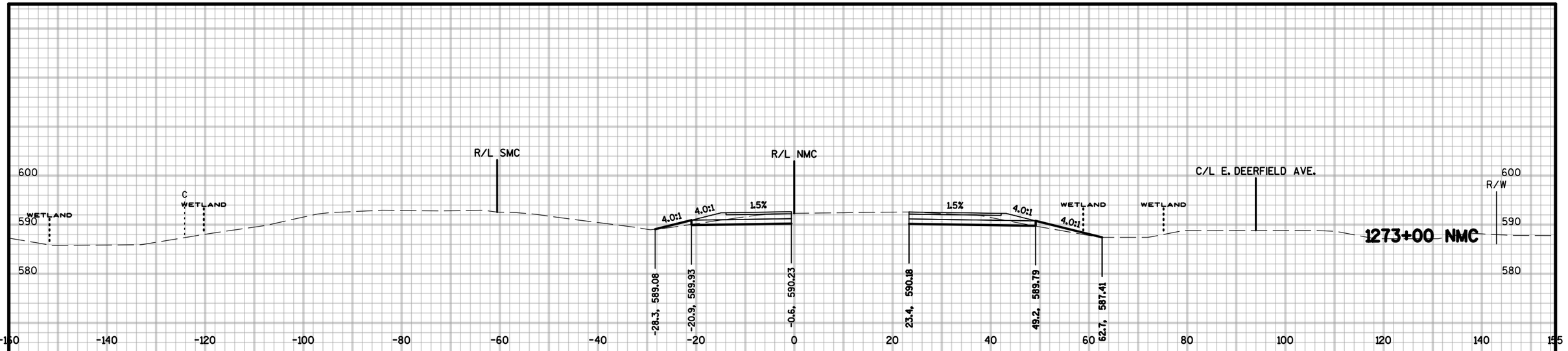
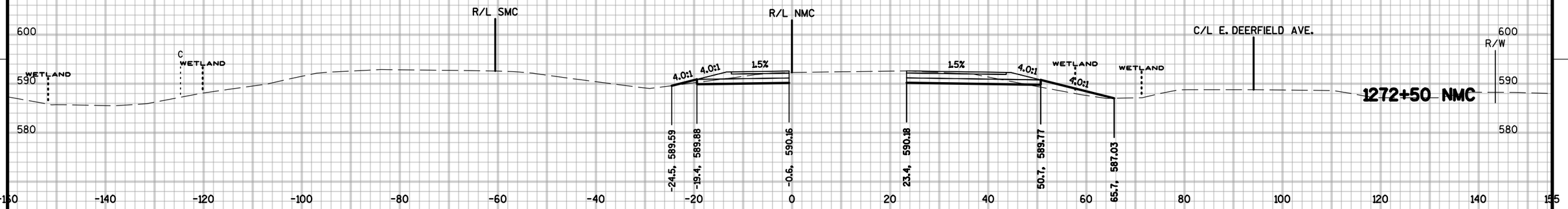
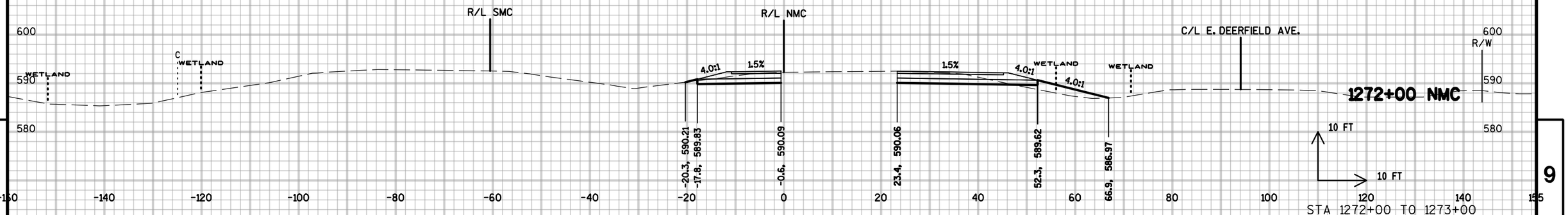
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1284	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1272+00 TO 1273+00

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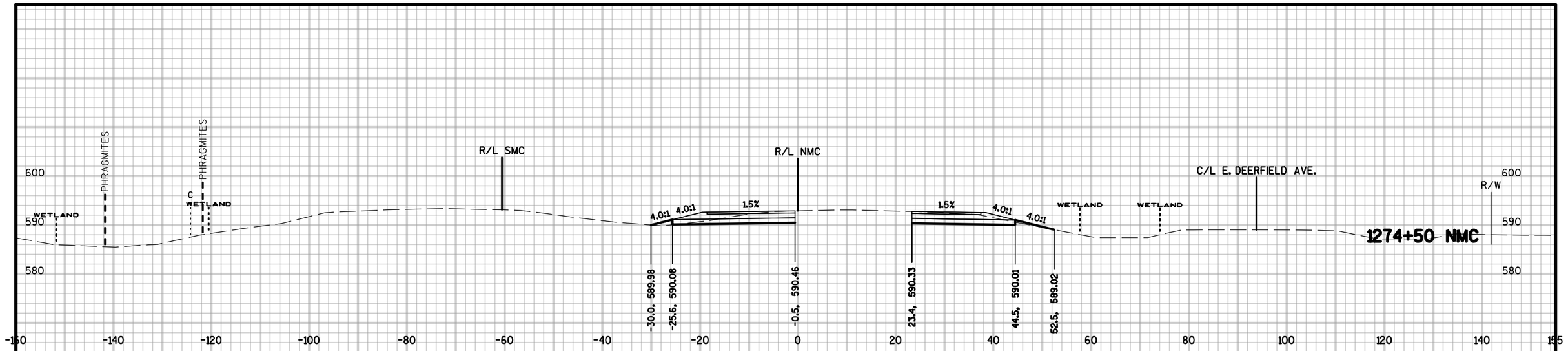
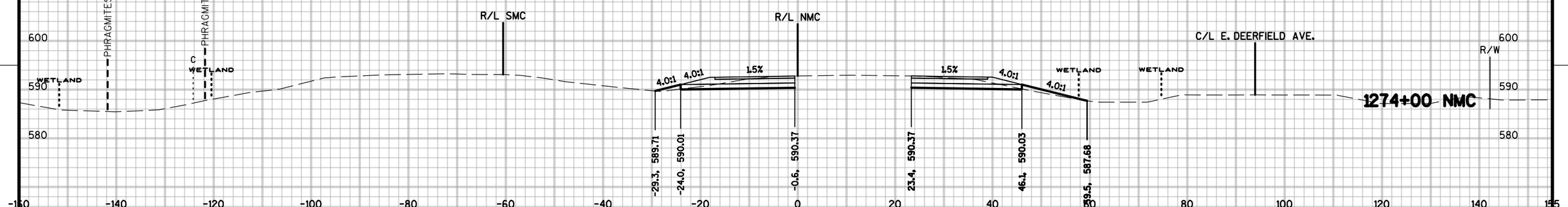
9

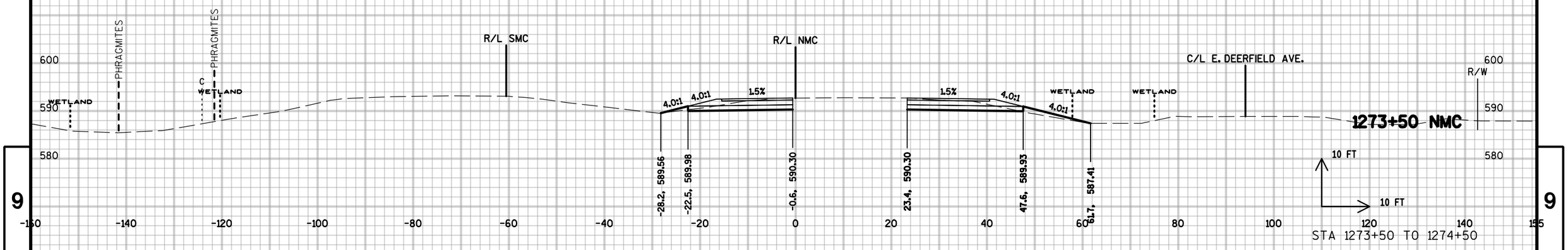
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1285	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1273+50 TO 1274+50

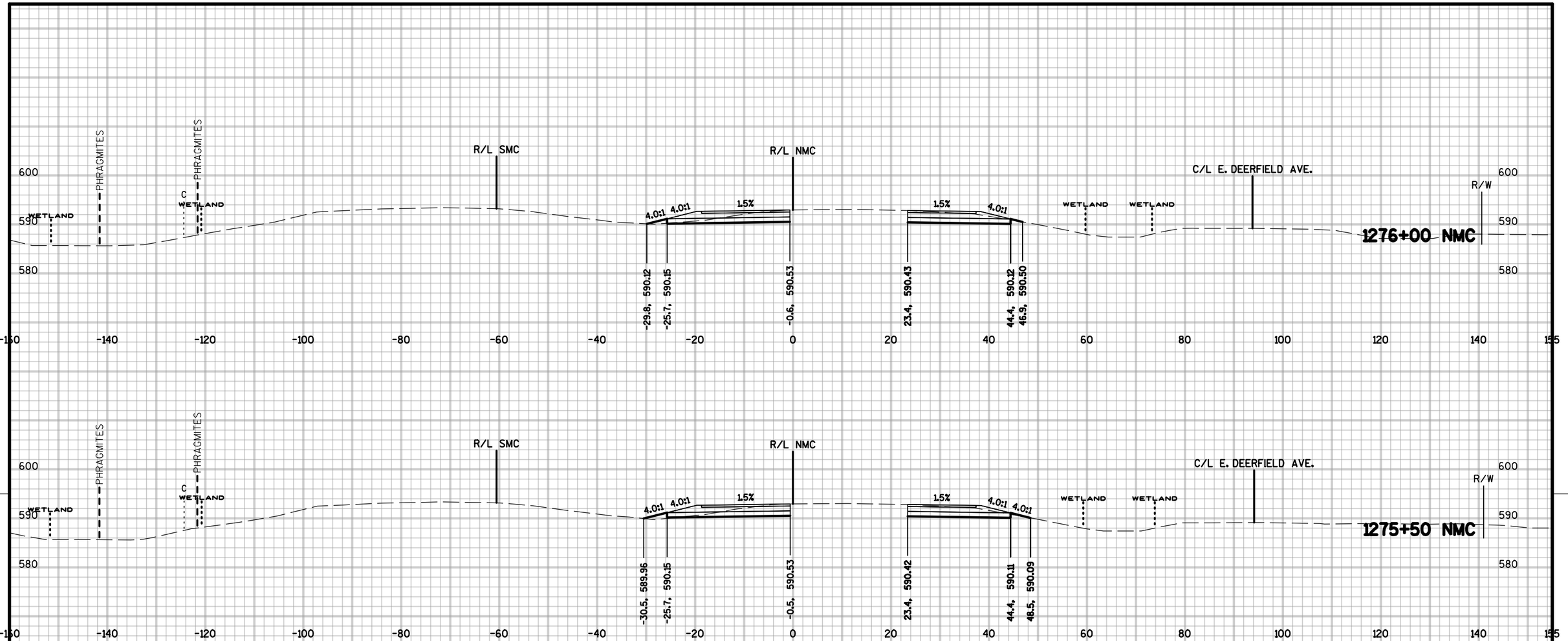
9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1286	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

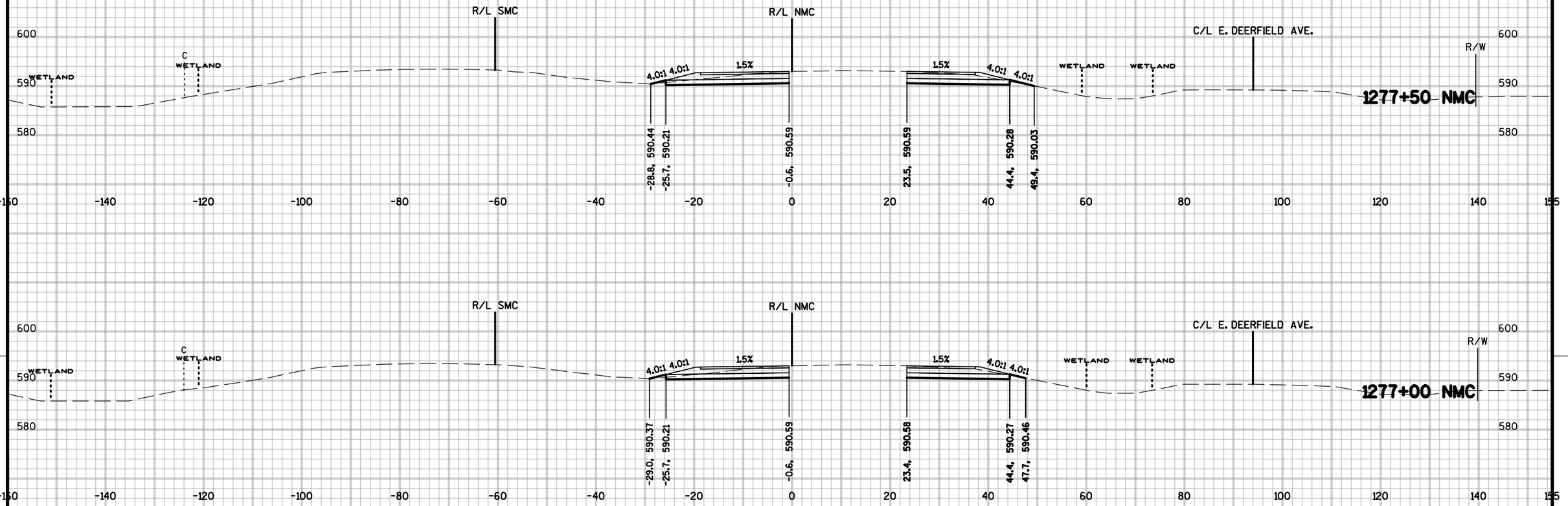


STA 1275+00 TO 1276+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1287	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1276+50 TO 1277+50

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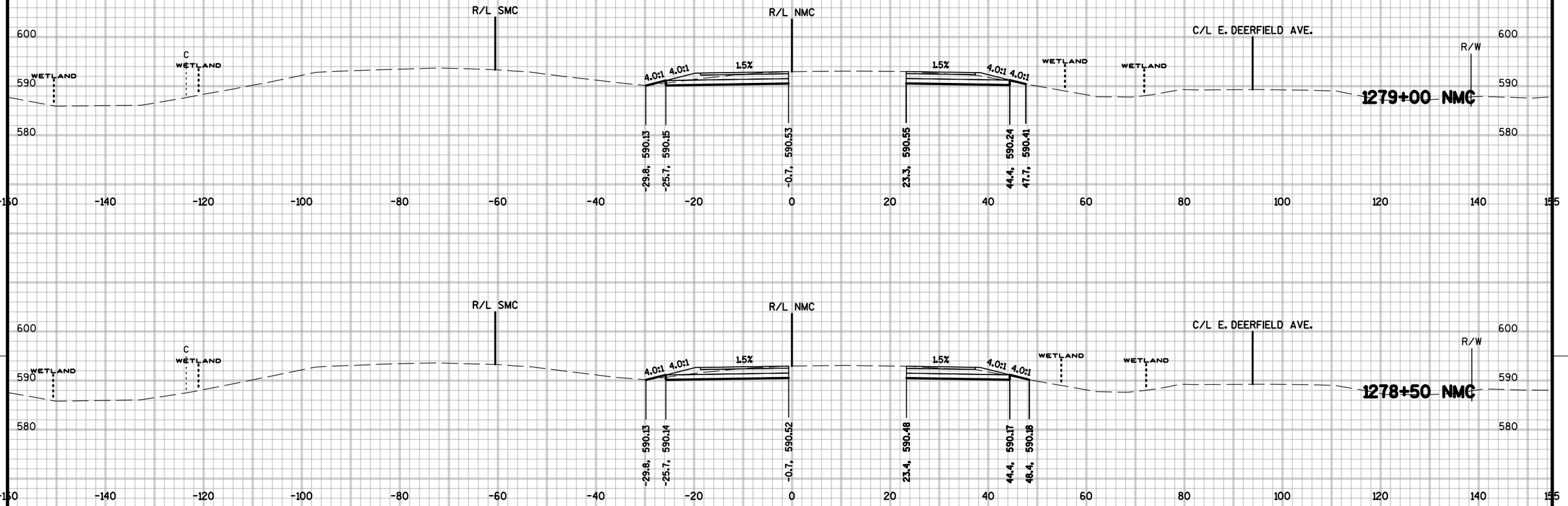
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1288	E



STA 1278+00 TO 1279+00

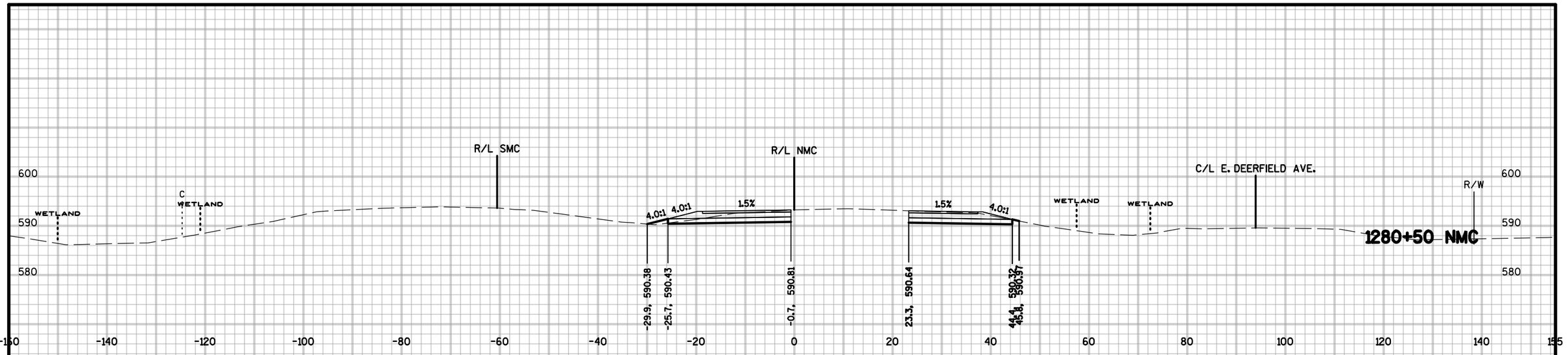
9

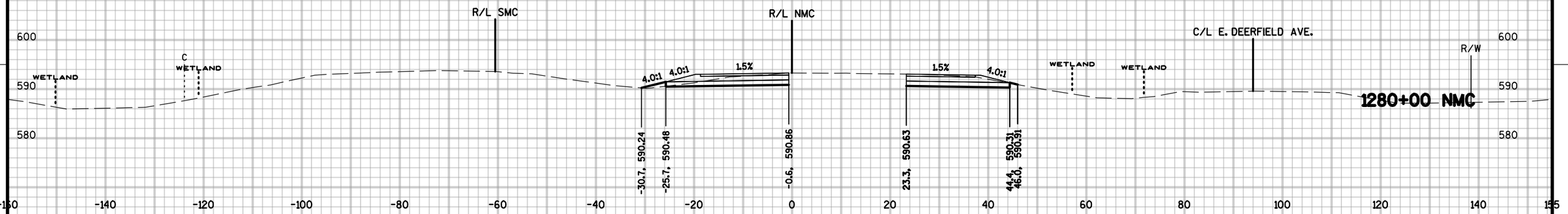
9

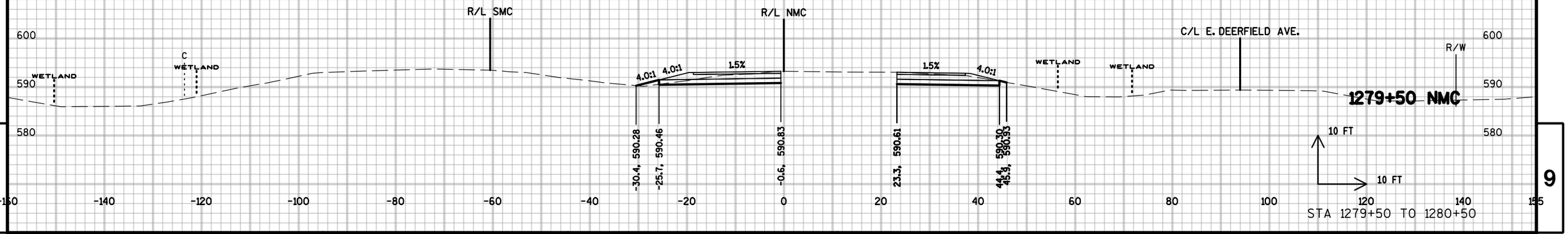
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1289	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





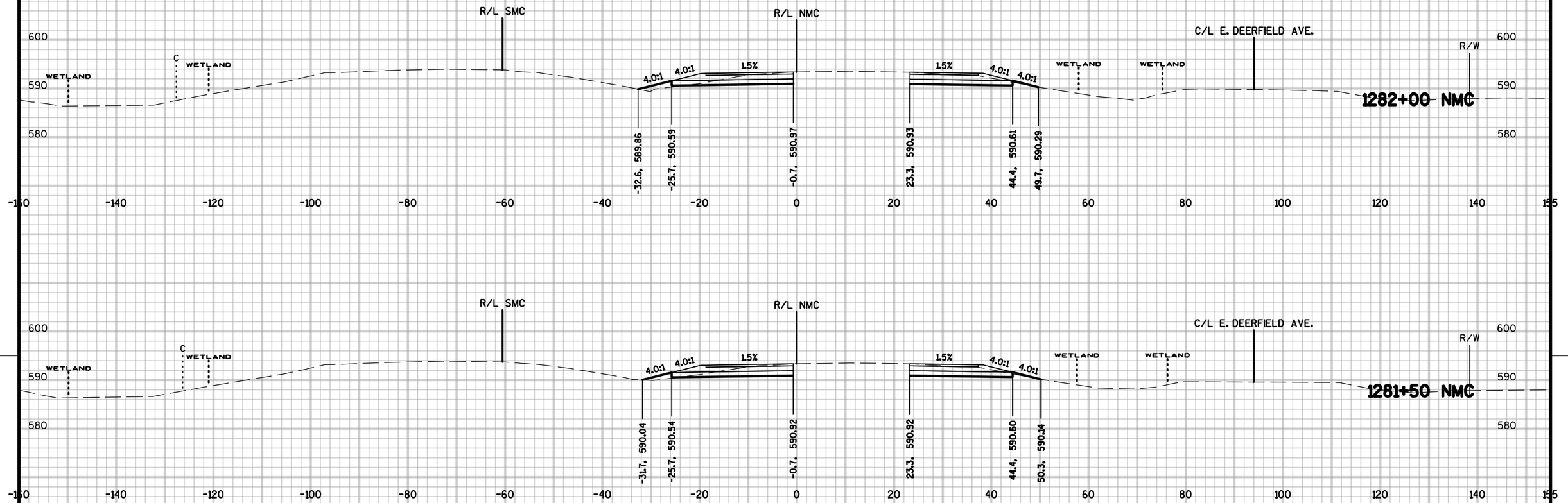


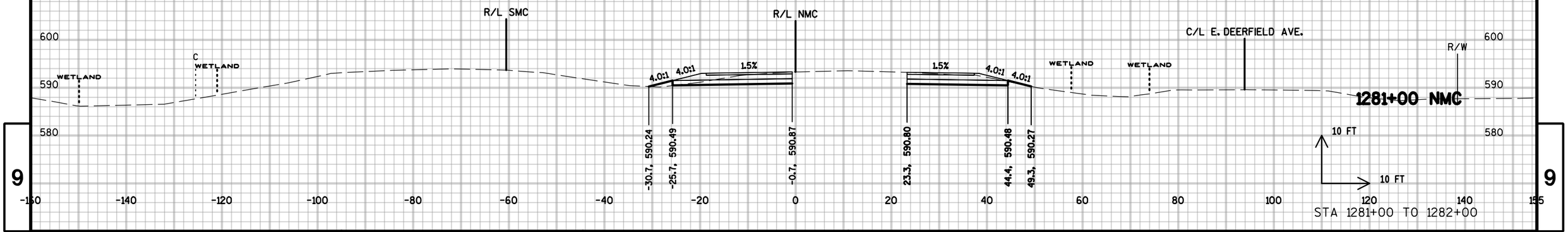
STA 1279+50 TO 1280+50

9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1290	E





STA 1281+00 TO 1282+00

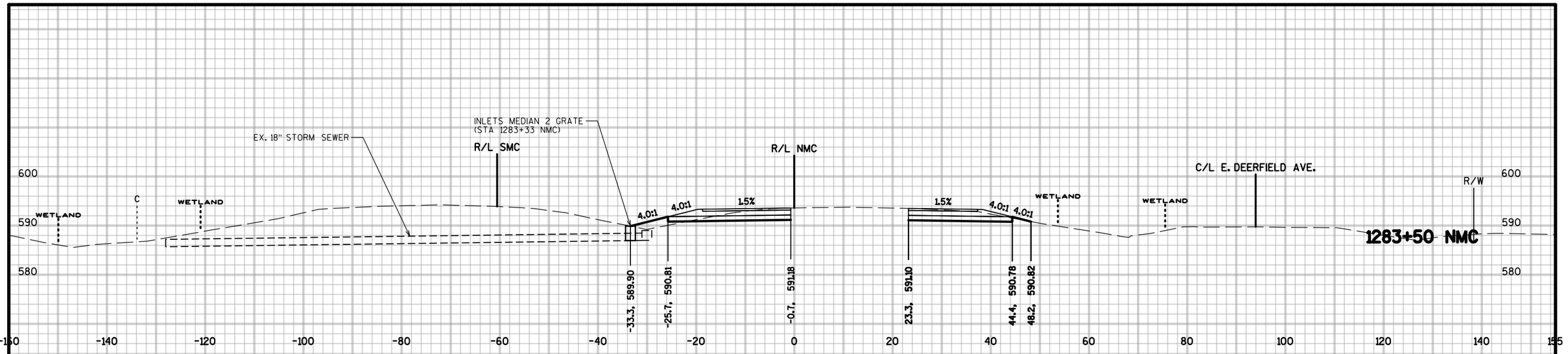
9

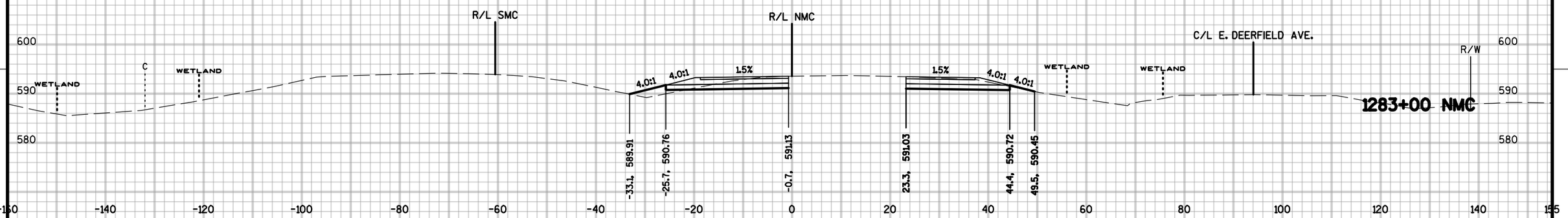
9

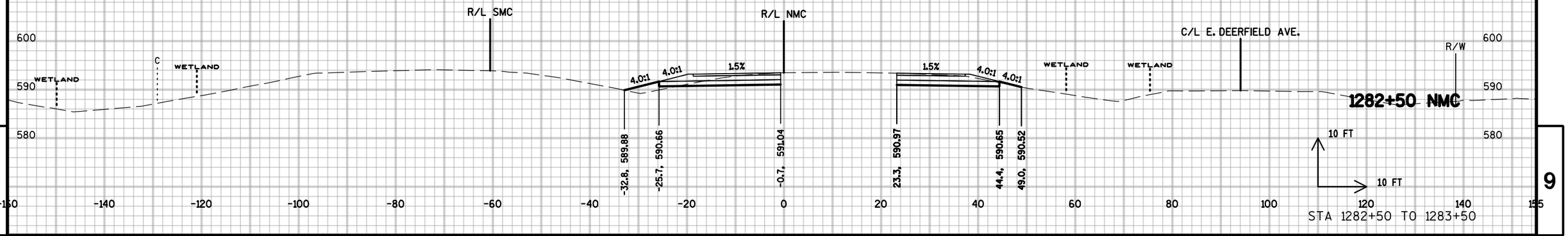
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1291	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1282+50 TO 1283+50

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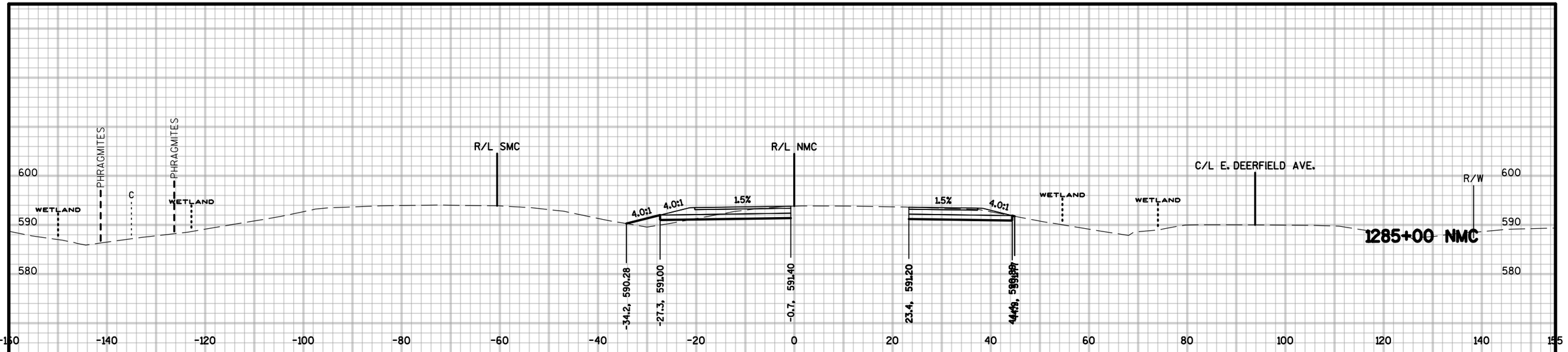
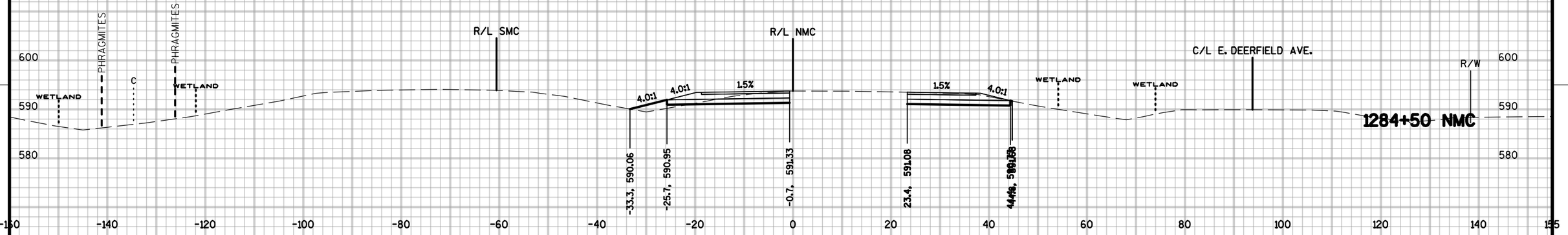
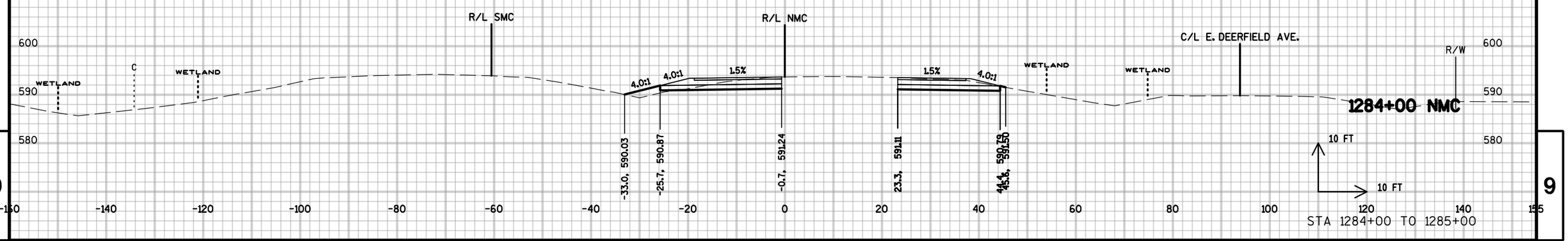
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1292	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1284+00 TO 1285+00

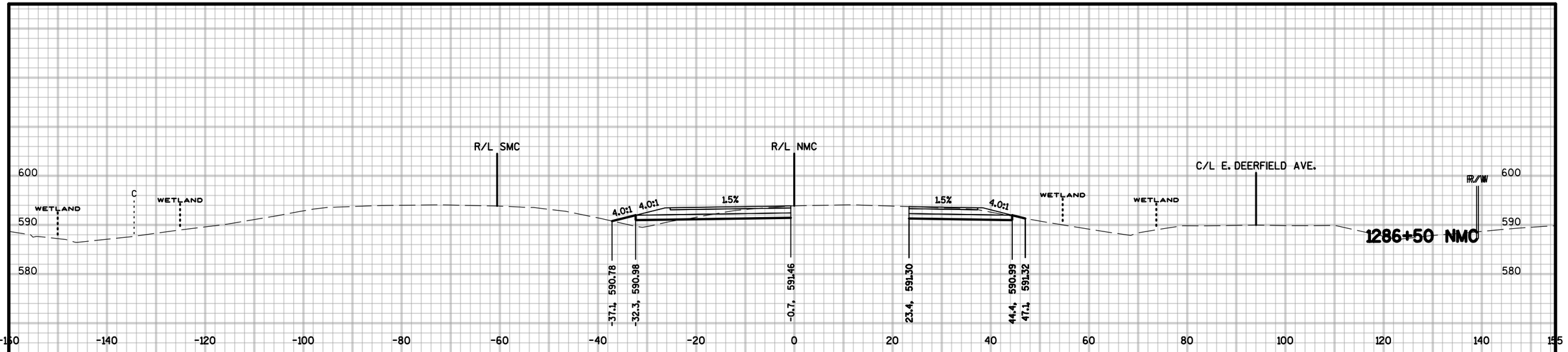
9

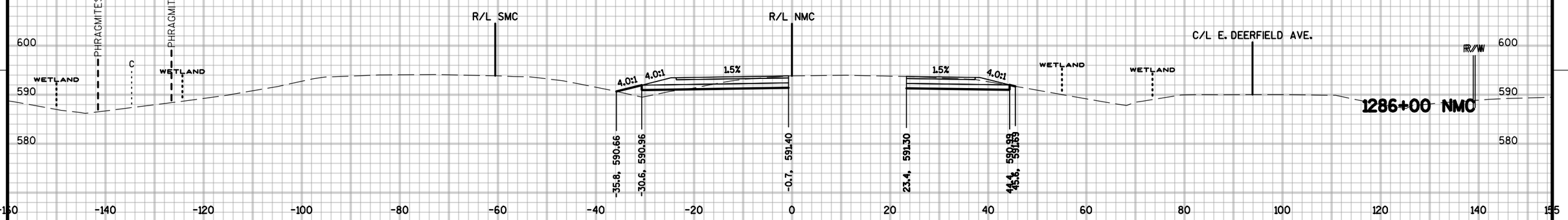
9

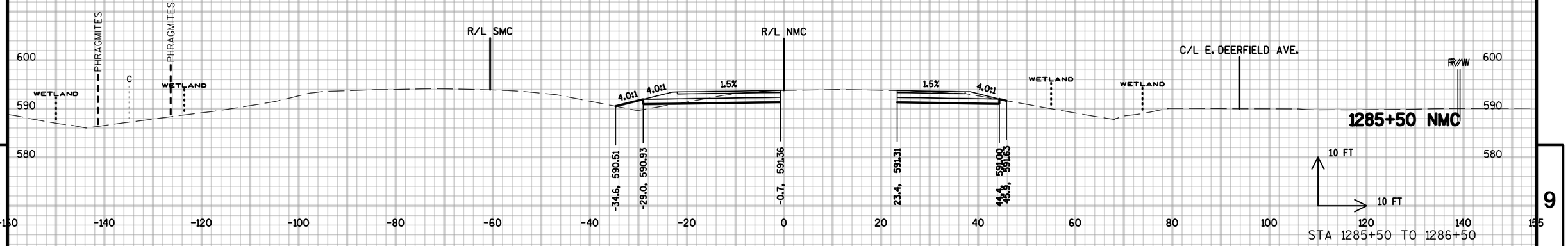
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1293	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1285+50 TO 1286+50

9

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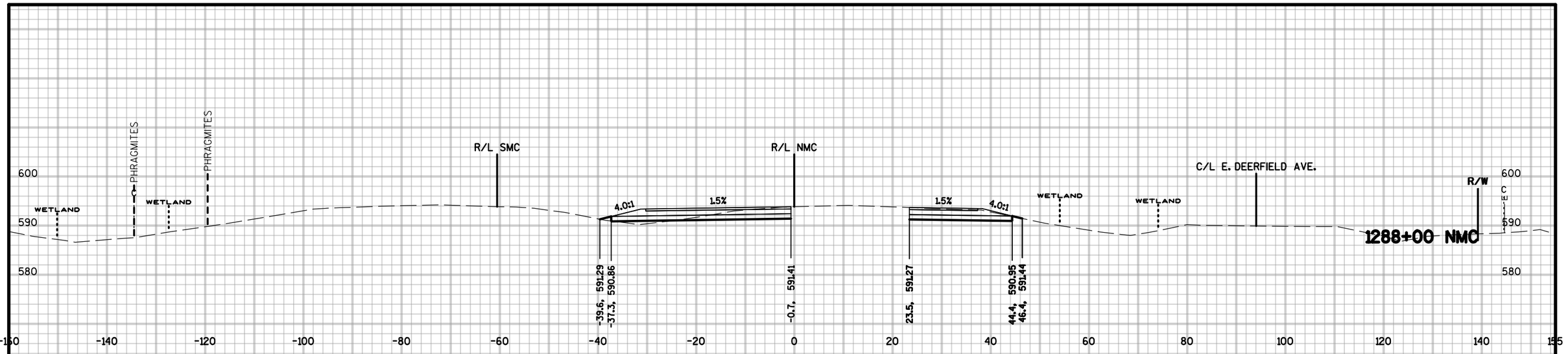
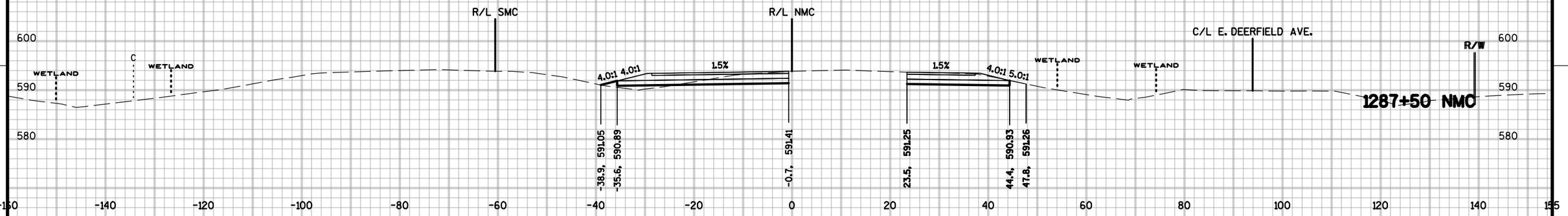
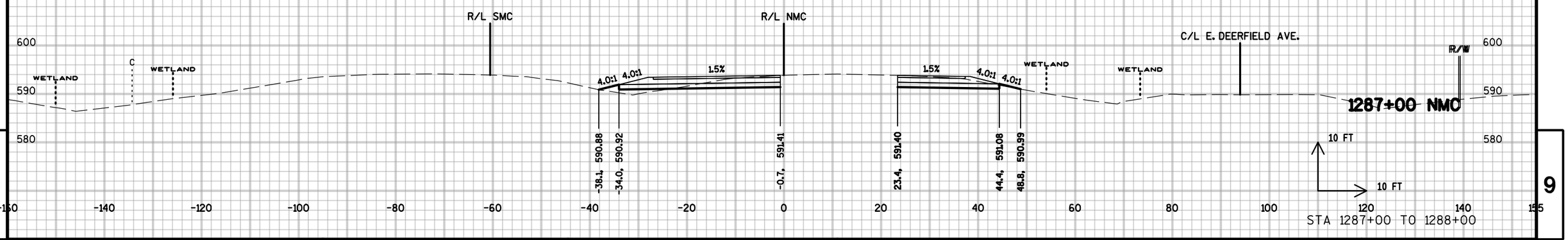
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1294	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







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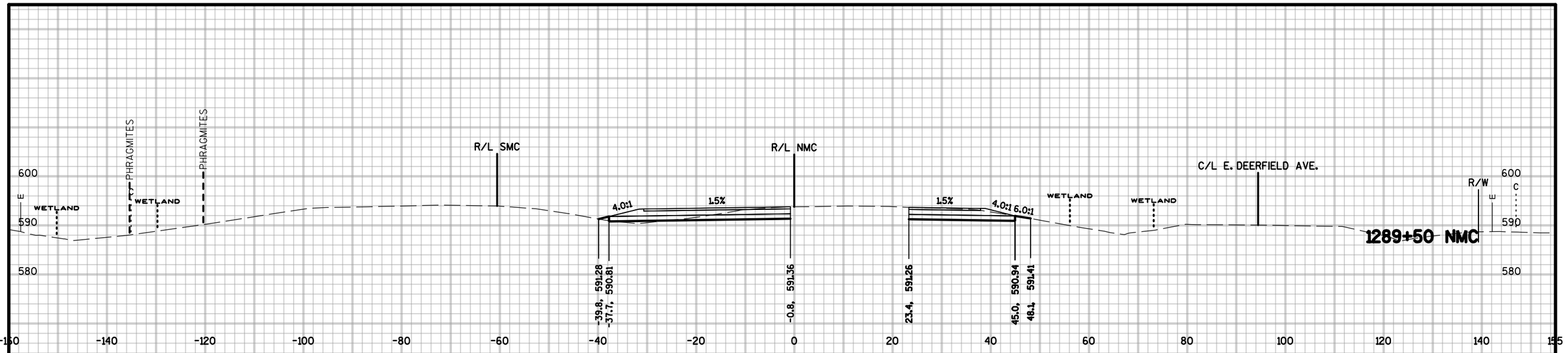
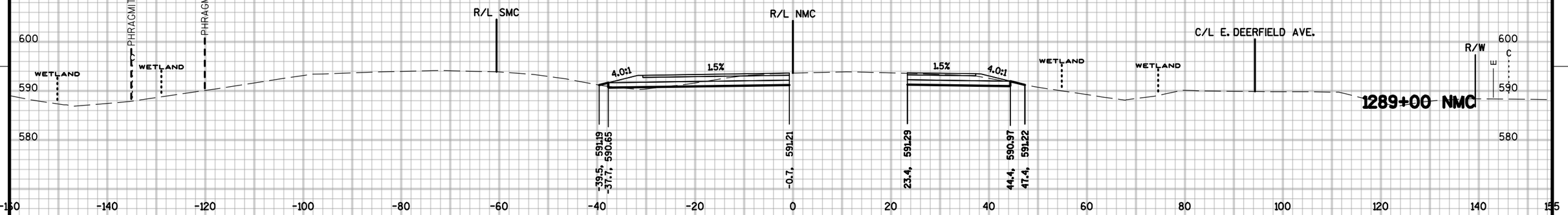
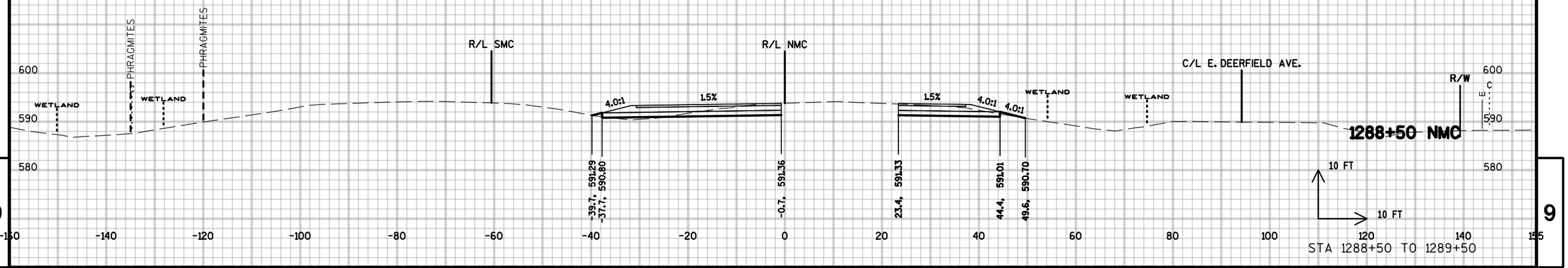
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1295	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







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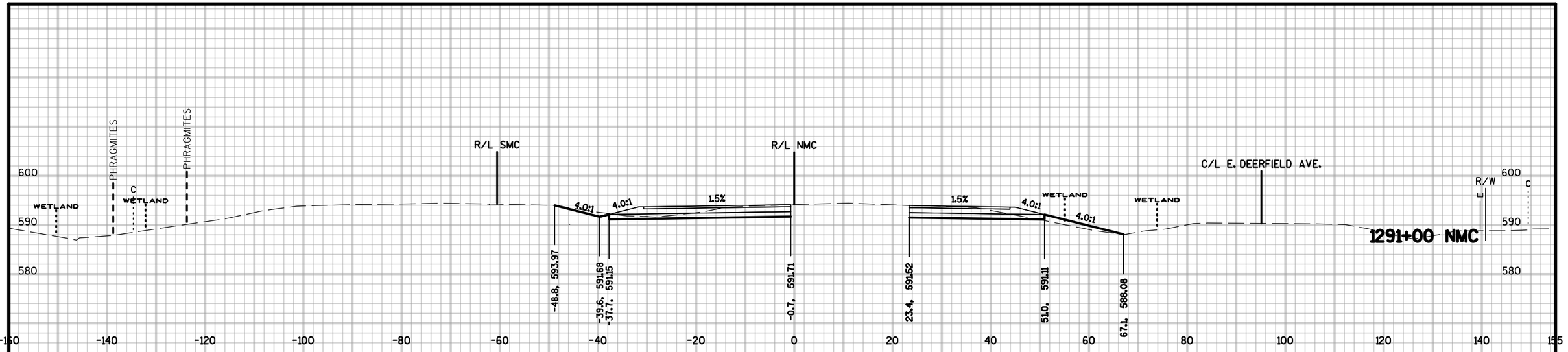
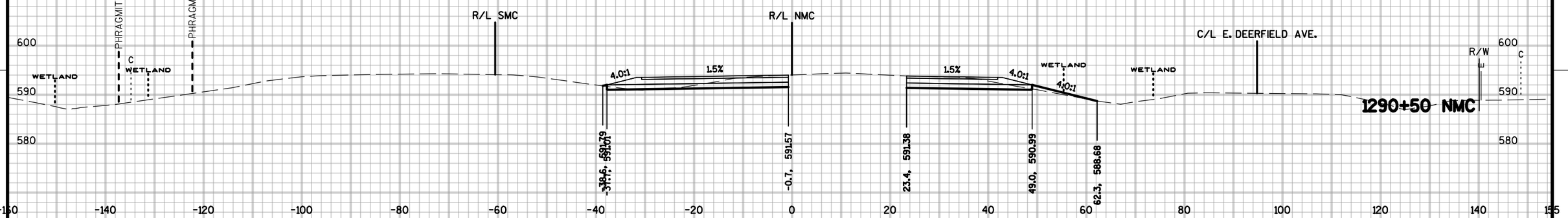
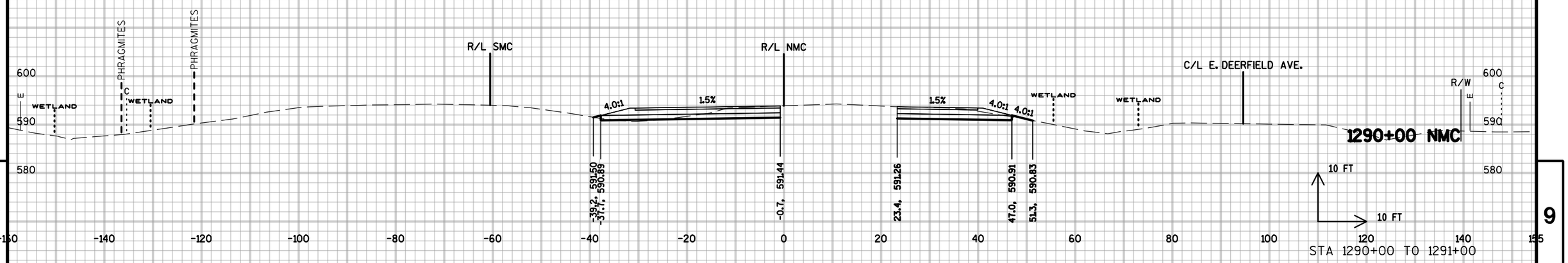
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1296	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1290+00 TO 1291+00

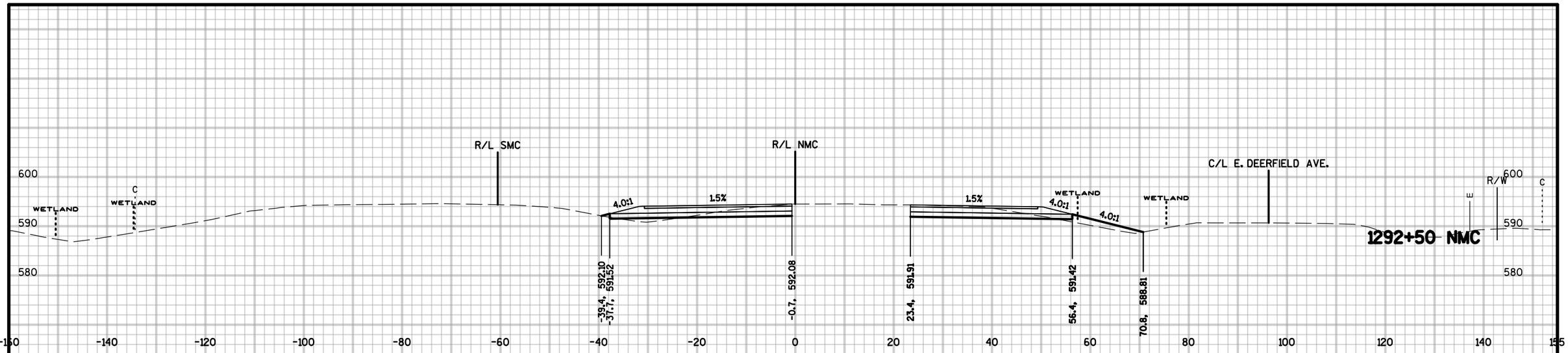
9

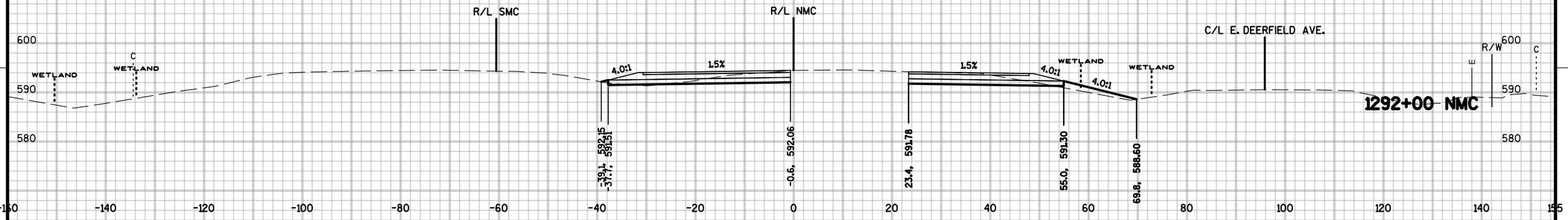
9

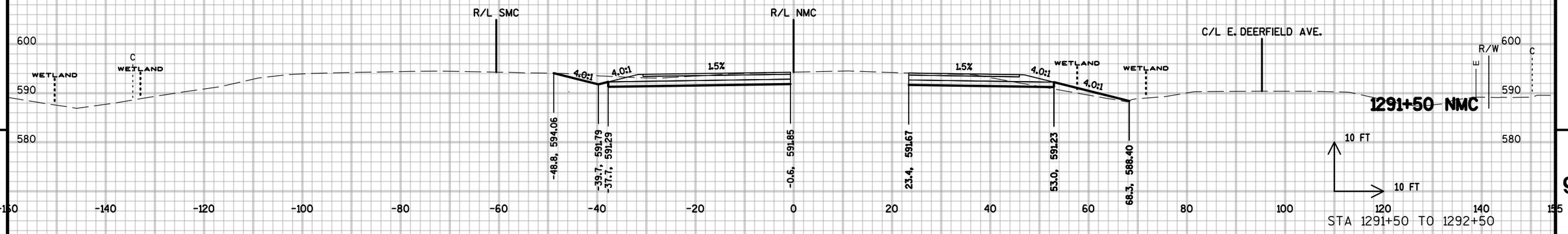
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1297	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



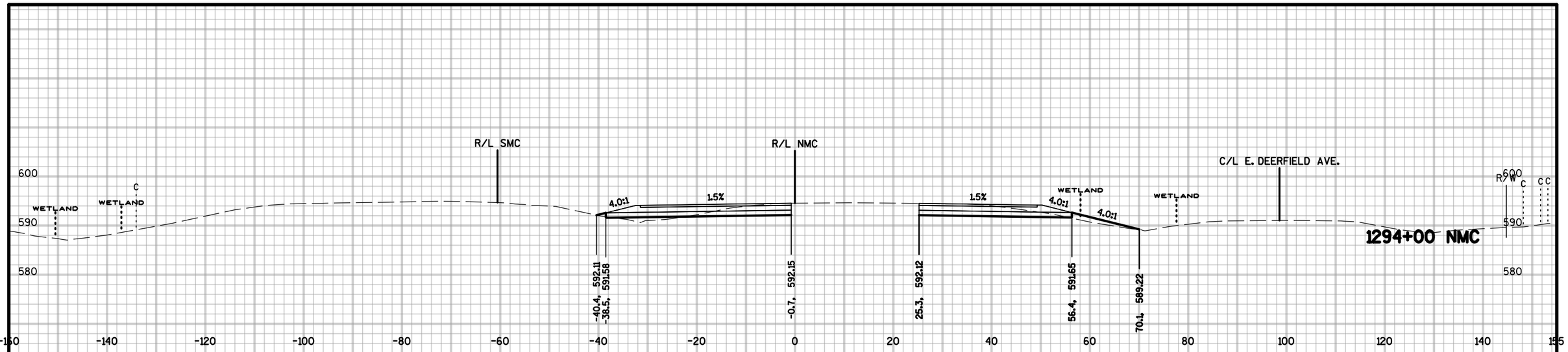


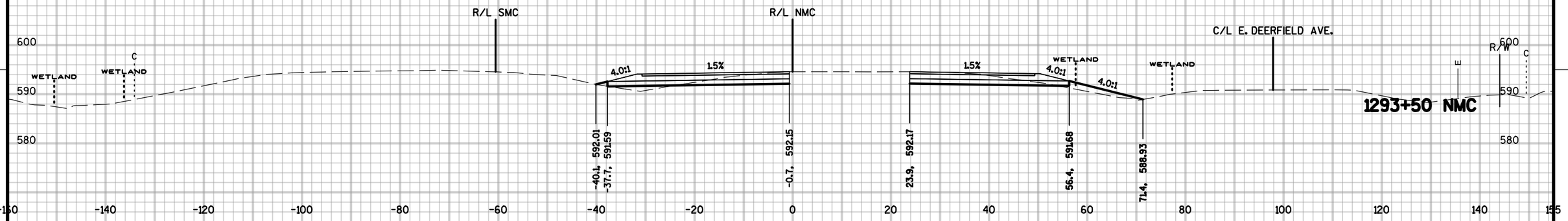


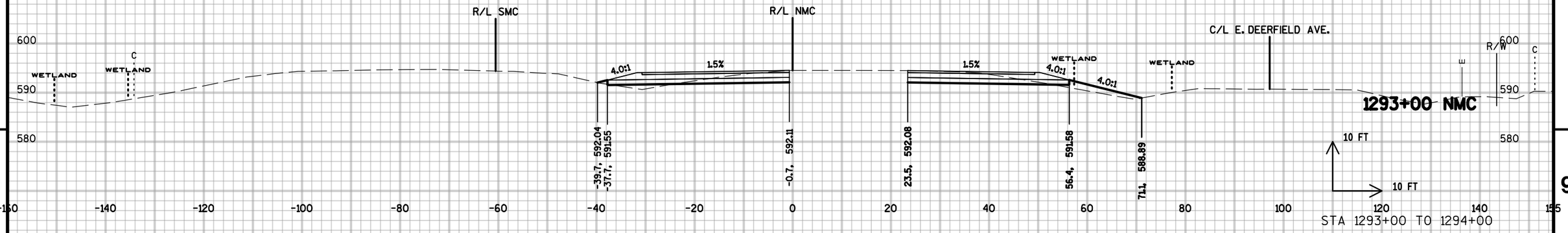
STA 1291+50 TO 1292+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1298	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21







STA 1293+00 TO 1294+00

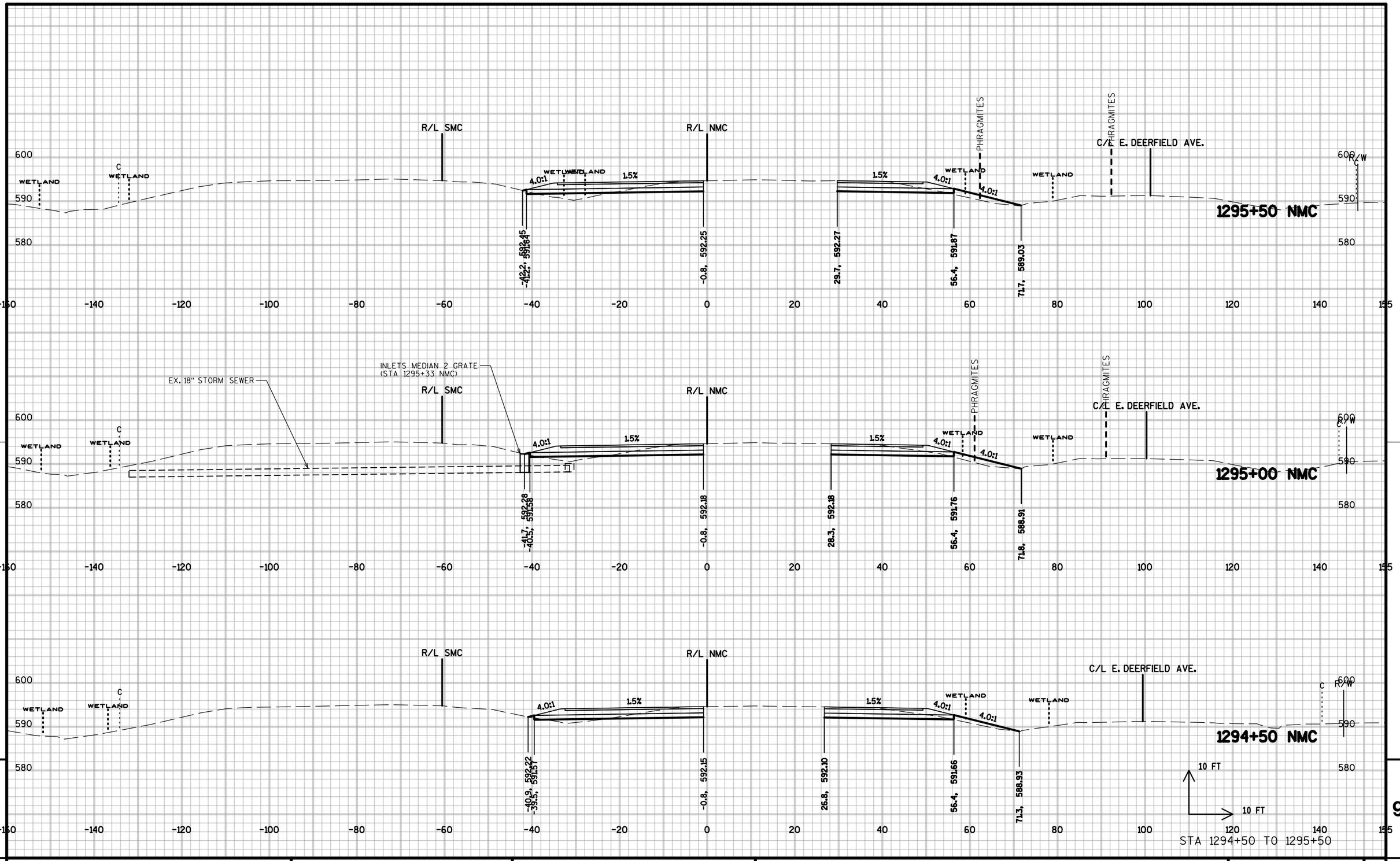
9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1299	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1300	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

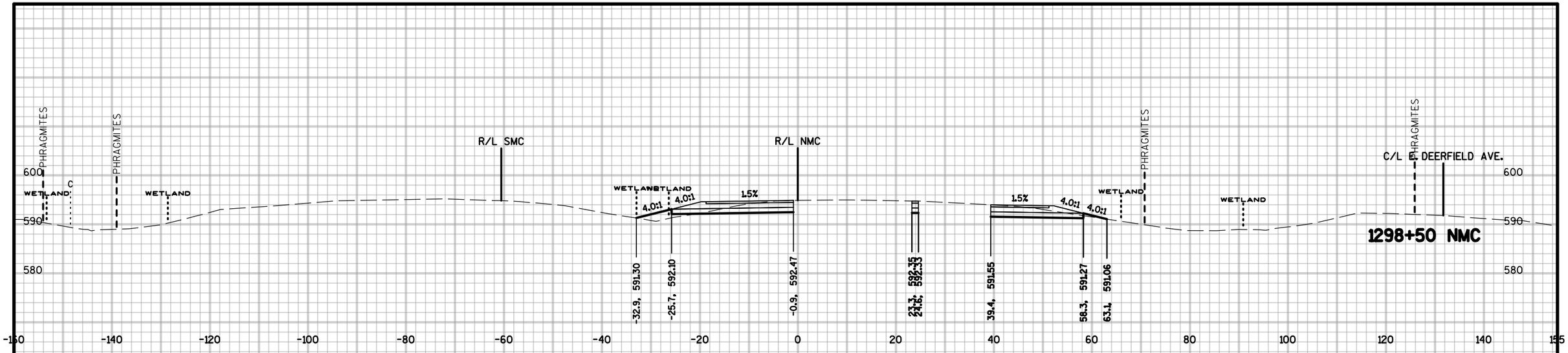
9

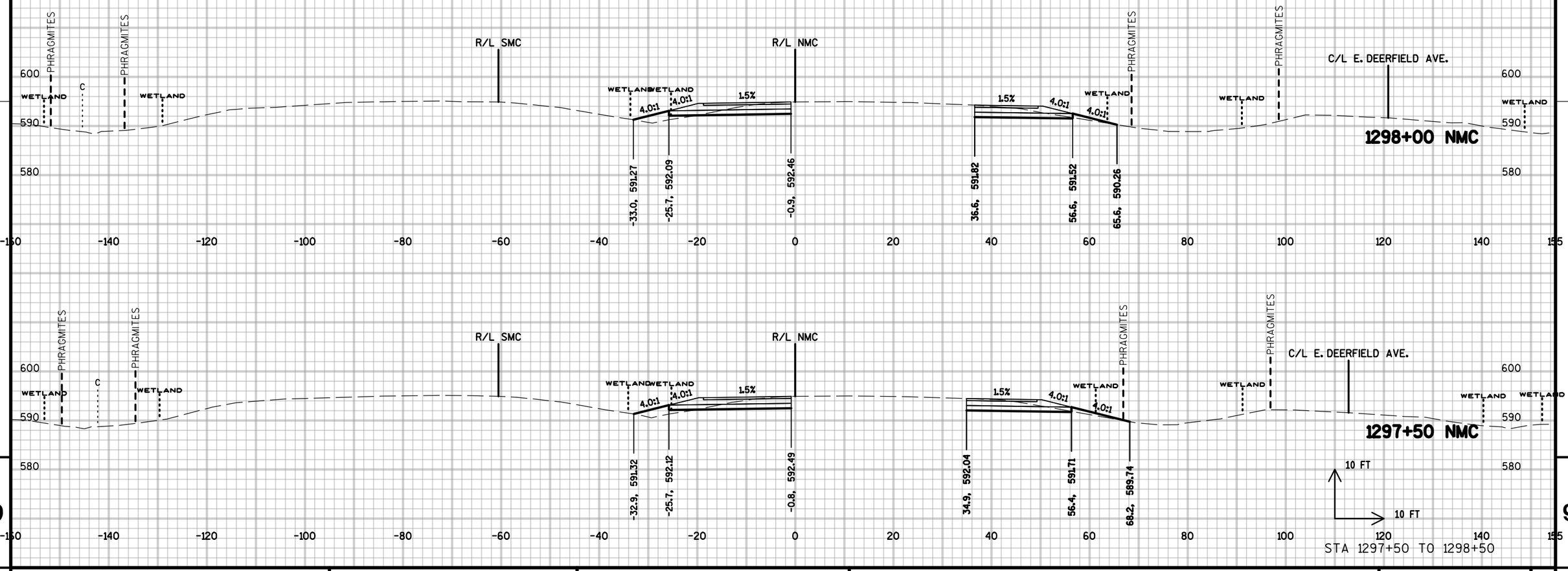
9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1301	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





STA 1297+50 TO 1298+50

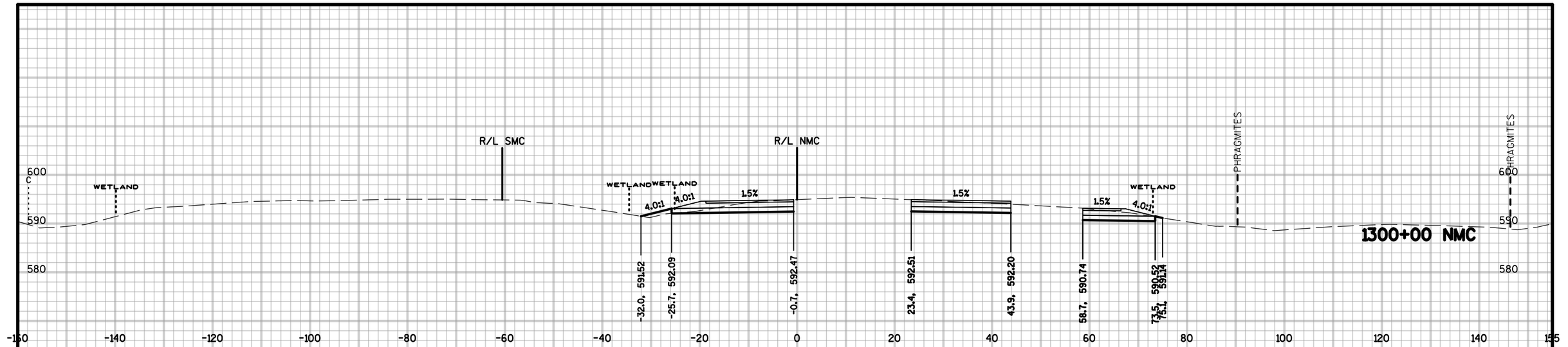
9

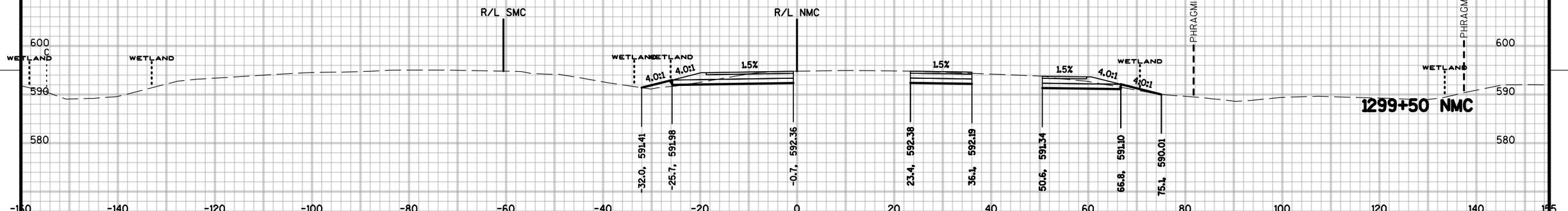
9

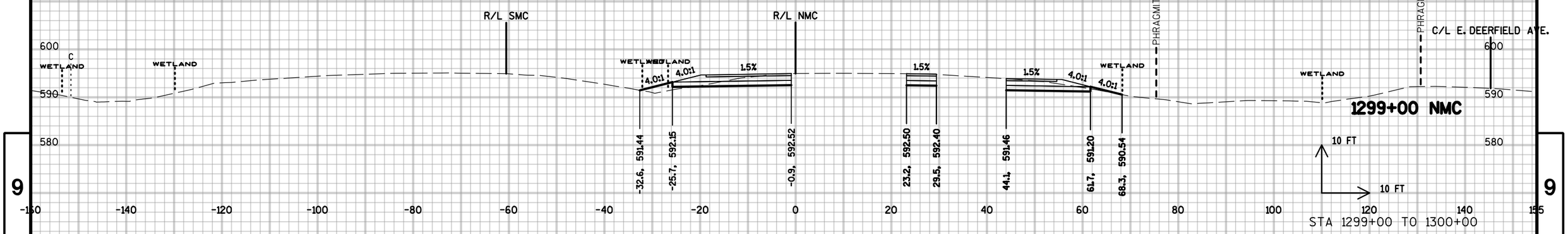
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1302	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





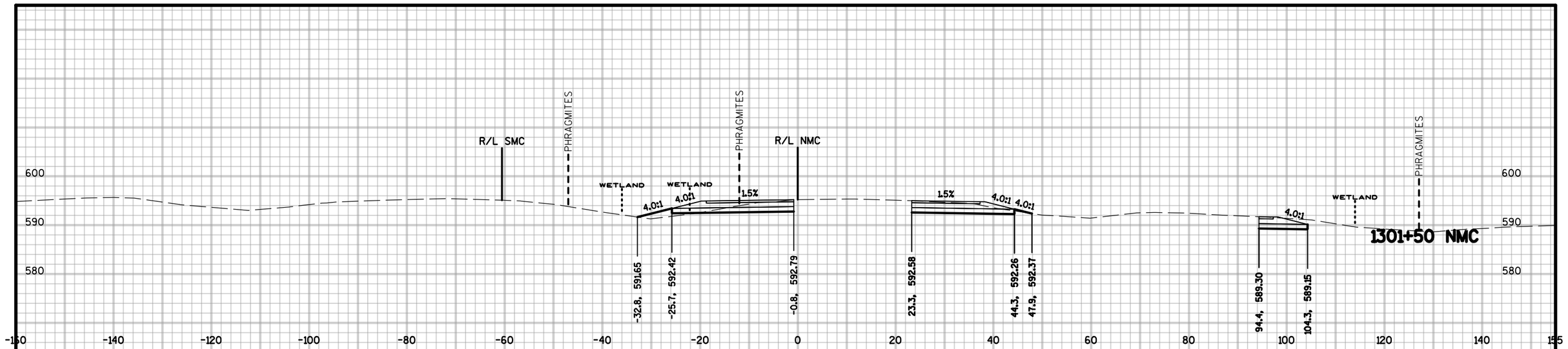


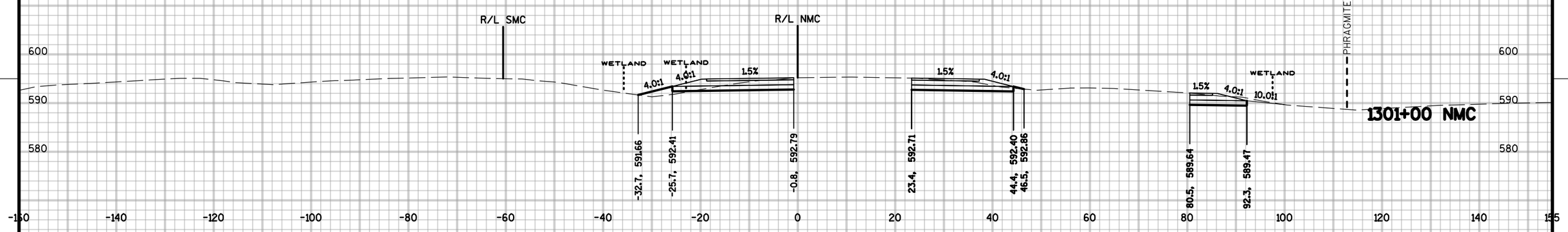
STA 1299+00 TO 1300+00

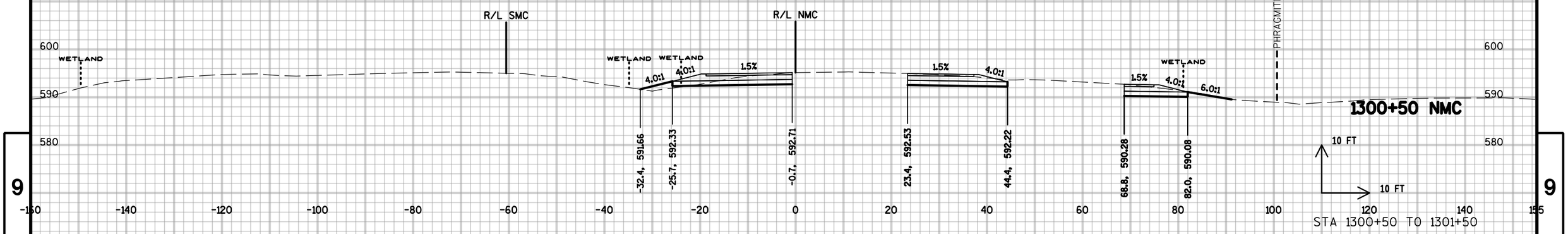
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1303	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn | PLOT DATE : 3/5/2013 | PLOT BY : hilliardm | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1300+50 TO 1301+50

9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1304	E

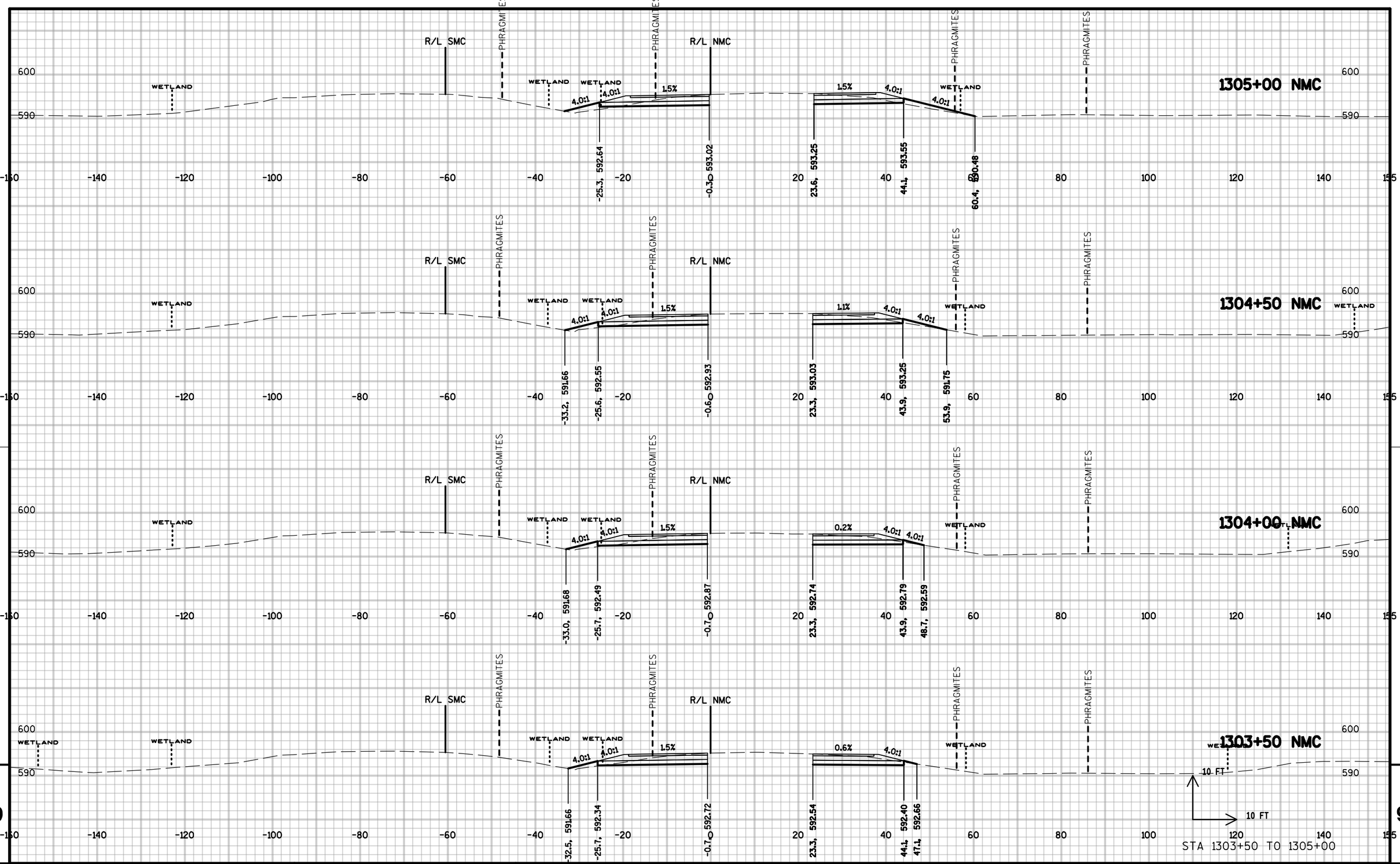
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1305 E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

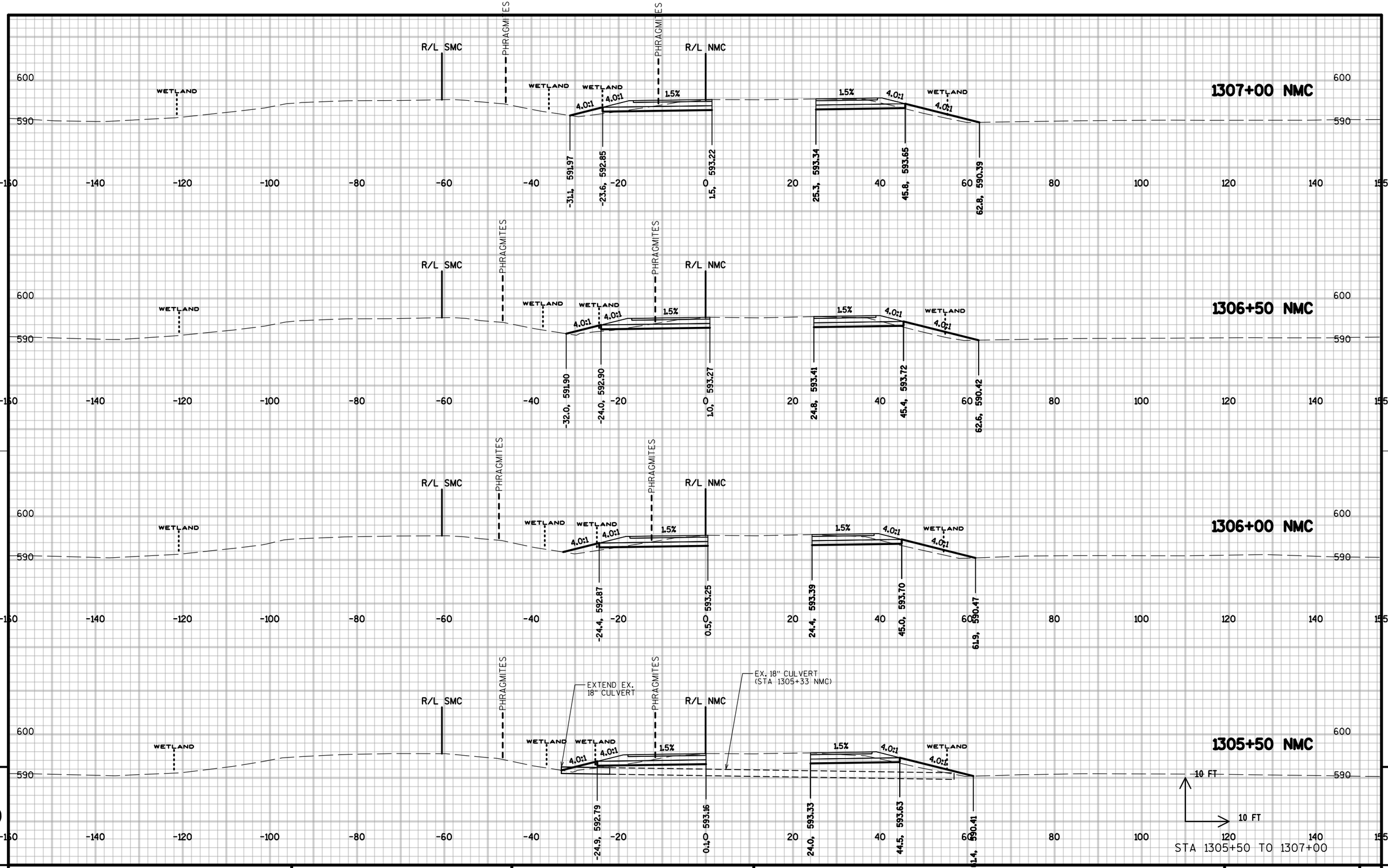
WISDOT/CADDS SHEET 21



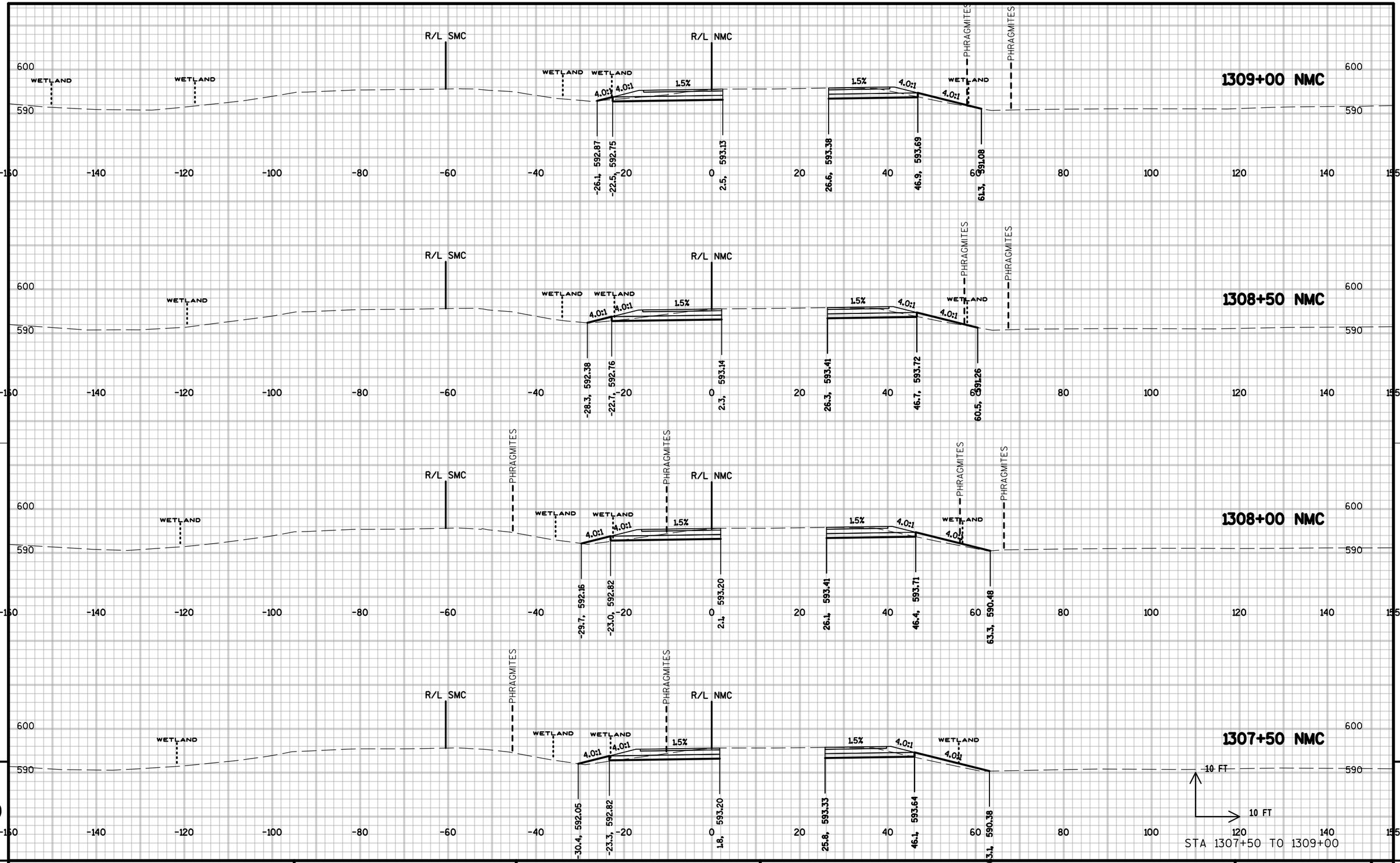
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1306	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1307	E



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1308 E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

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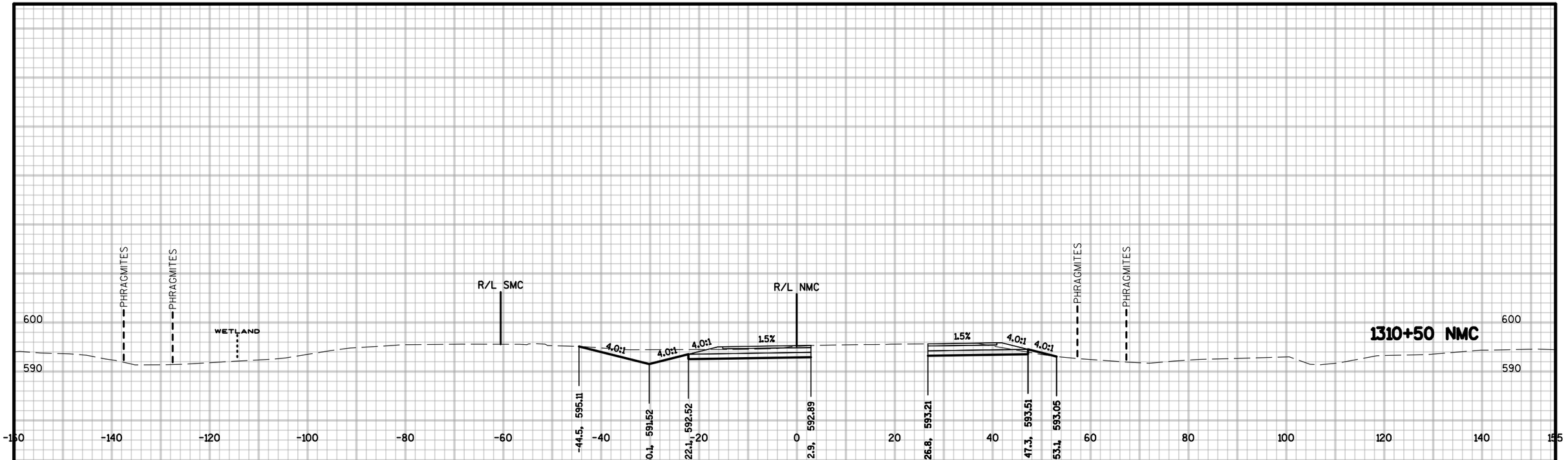

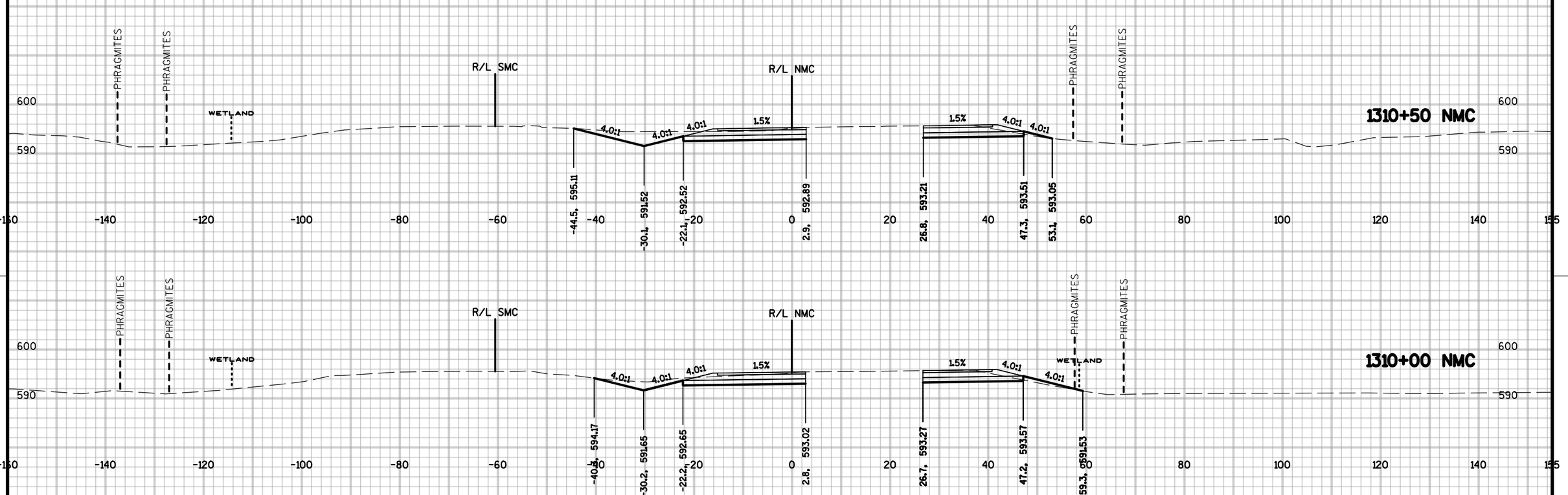

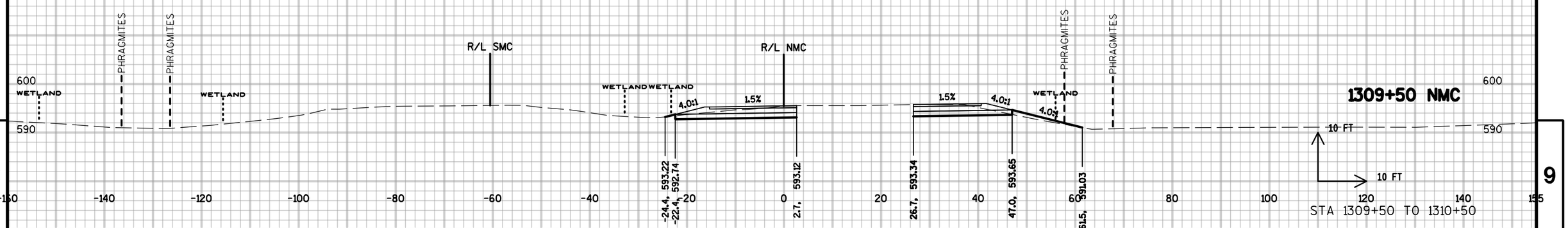

STA 1309+50 TO 1310+50

9

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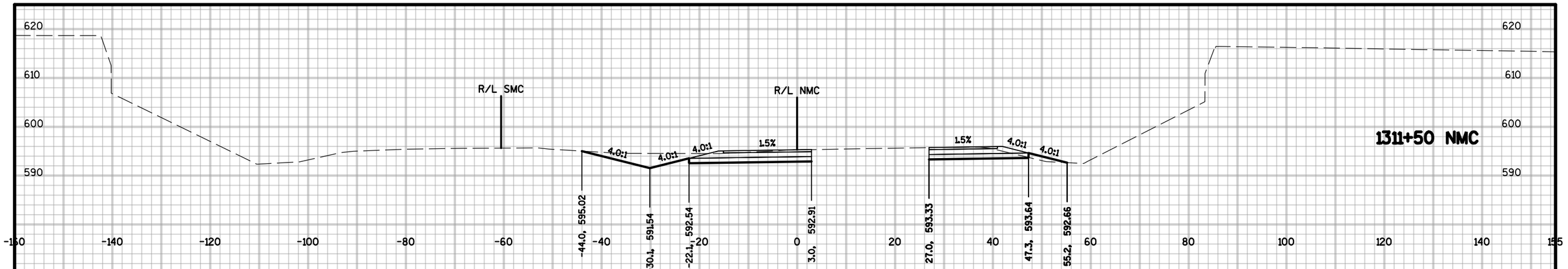
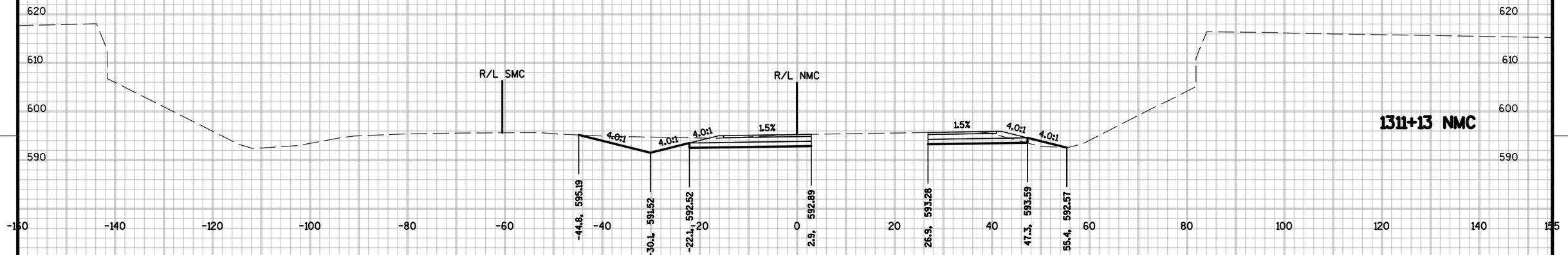
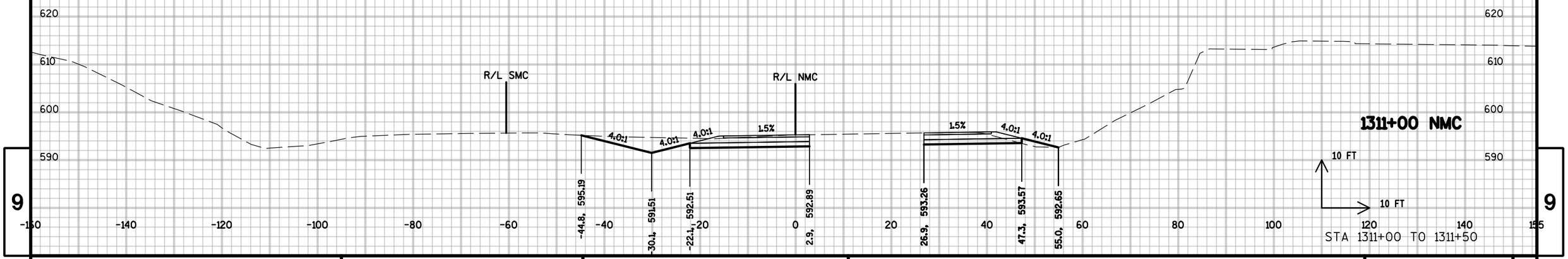
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1309	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1311+00 TO 1311+50

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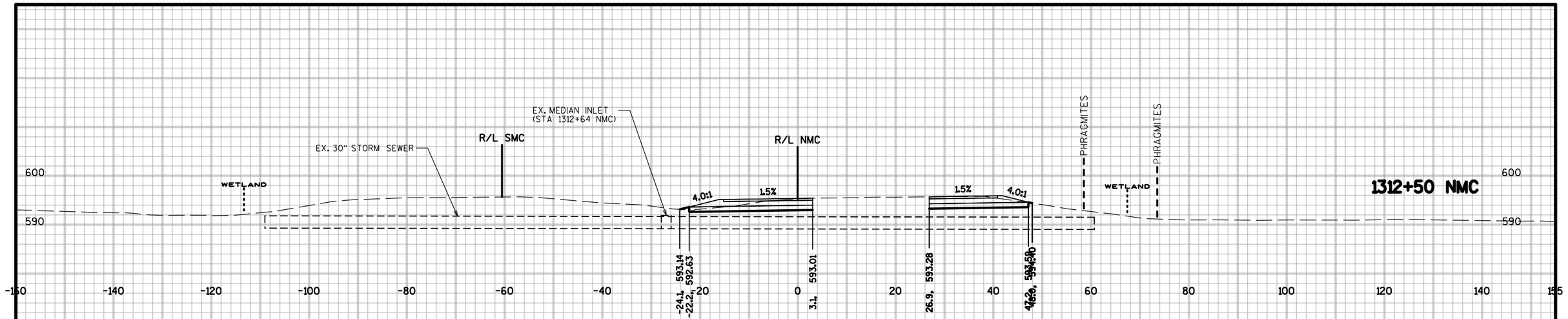
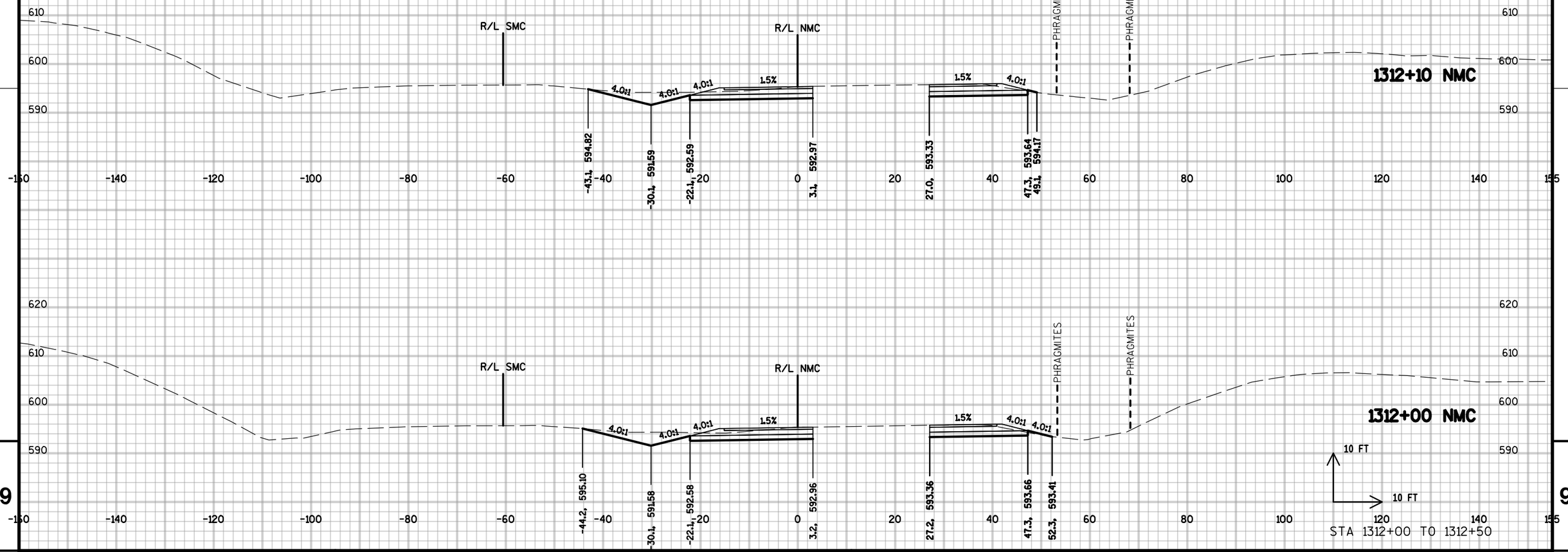
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1310	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn
PLOT DATE : 3/5/2013
PLOT BY : hilliardm
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21





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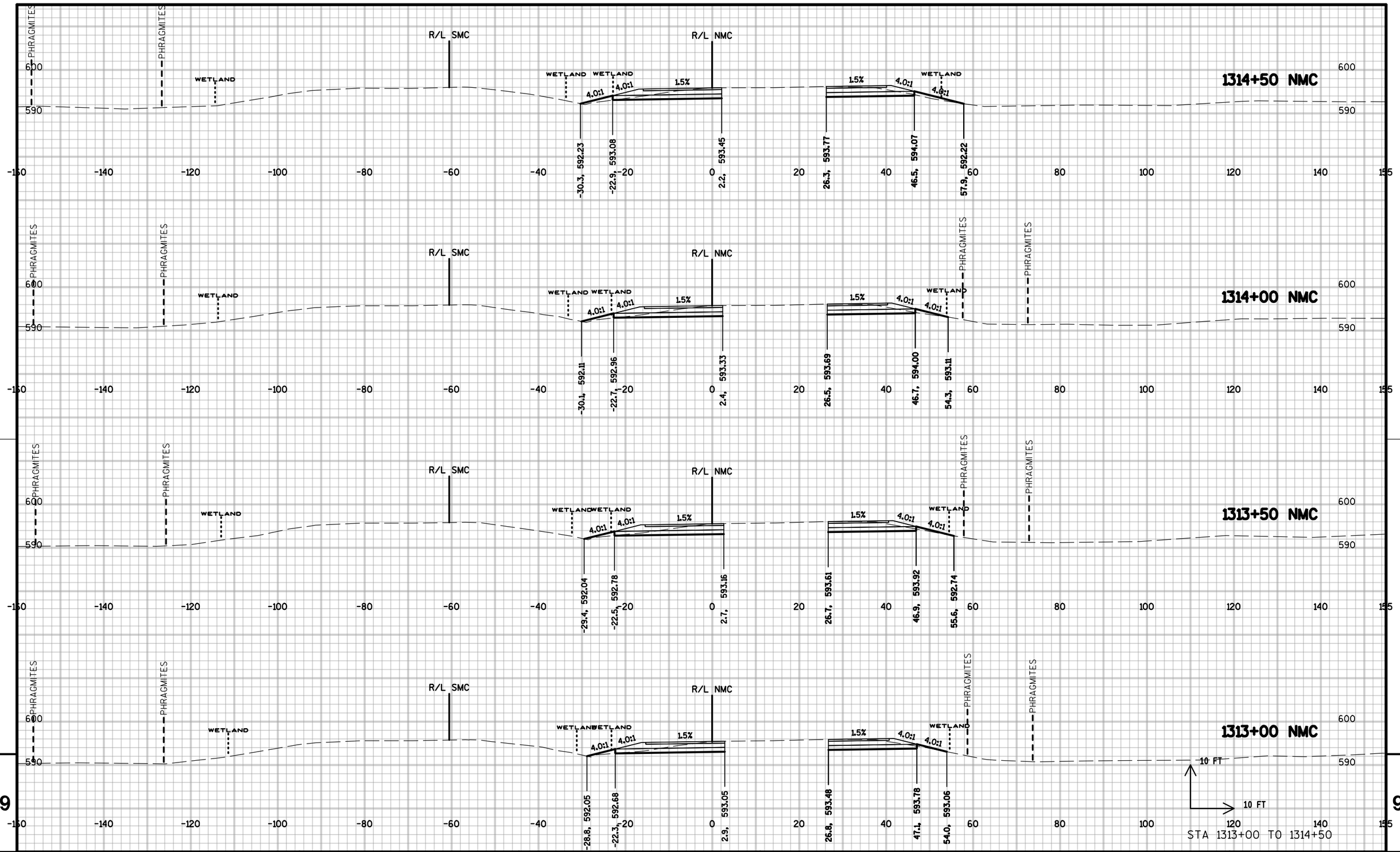
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1311	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

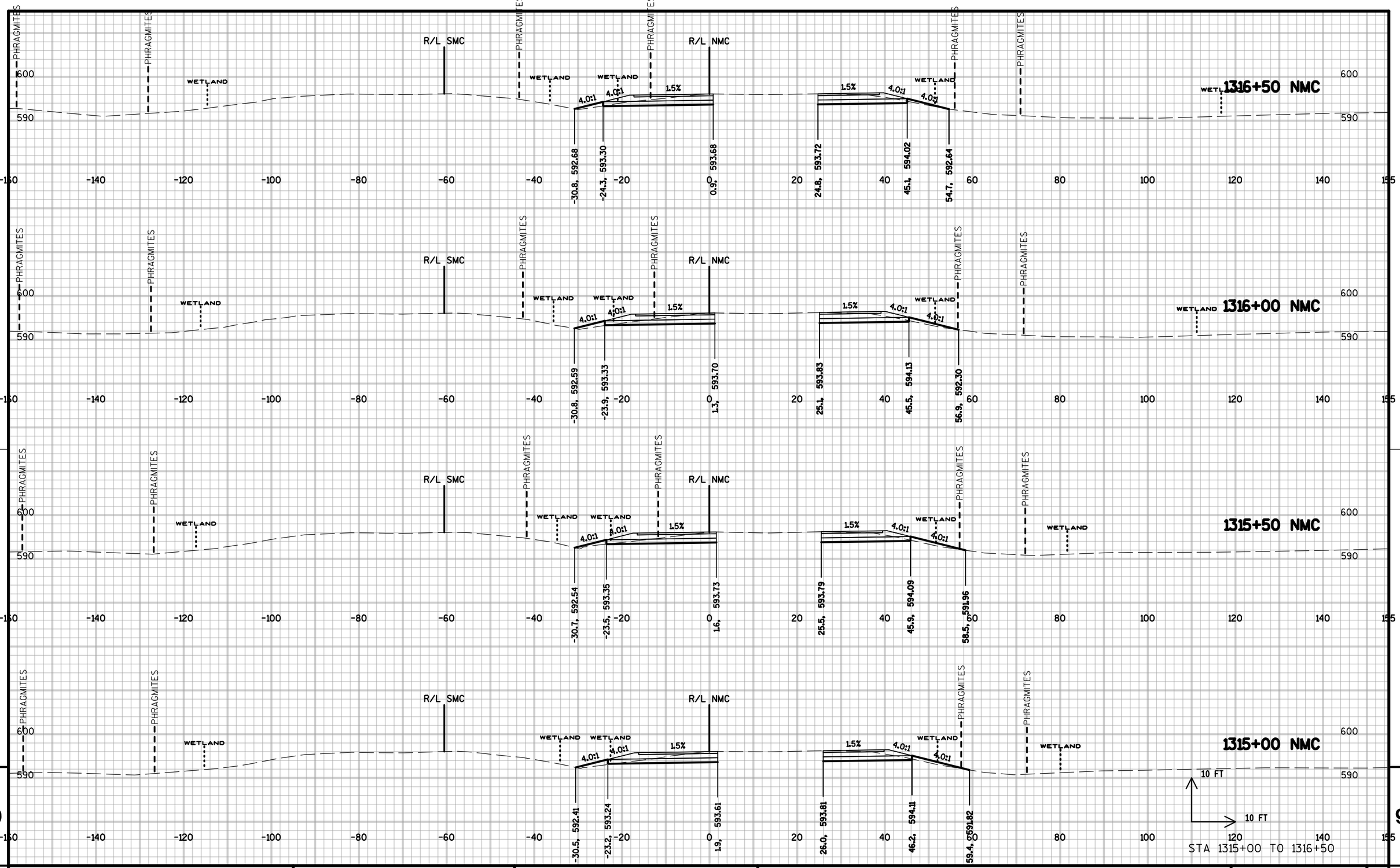
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1312	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

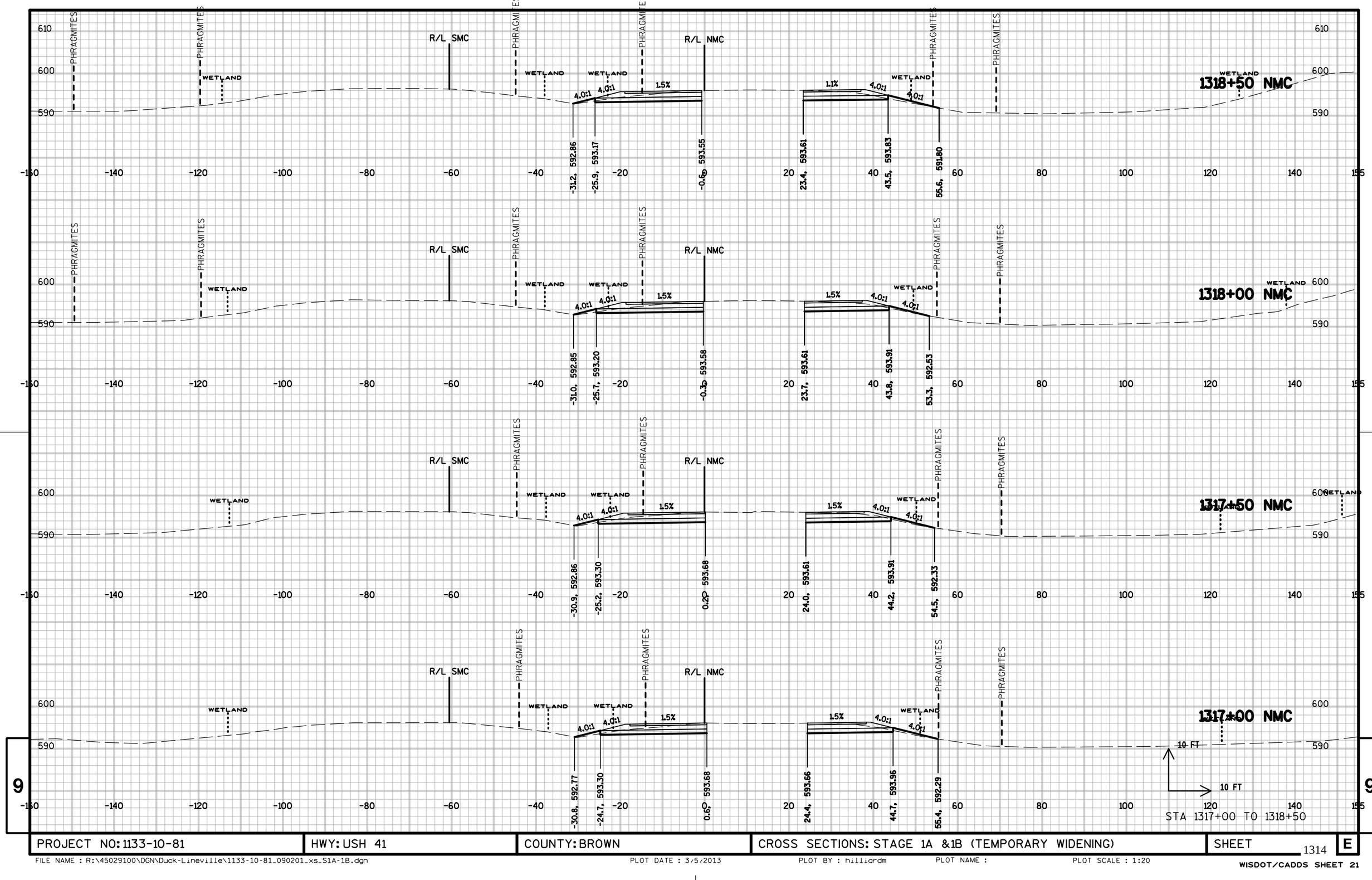
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1313	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

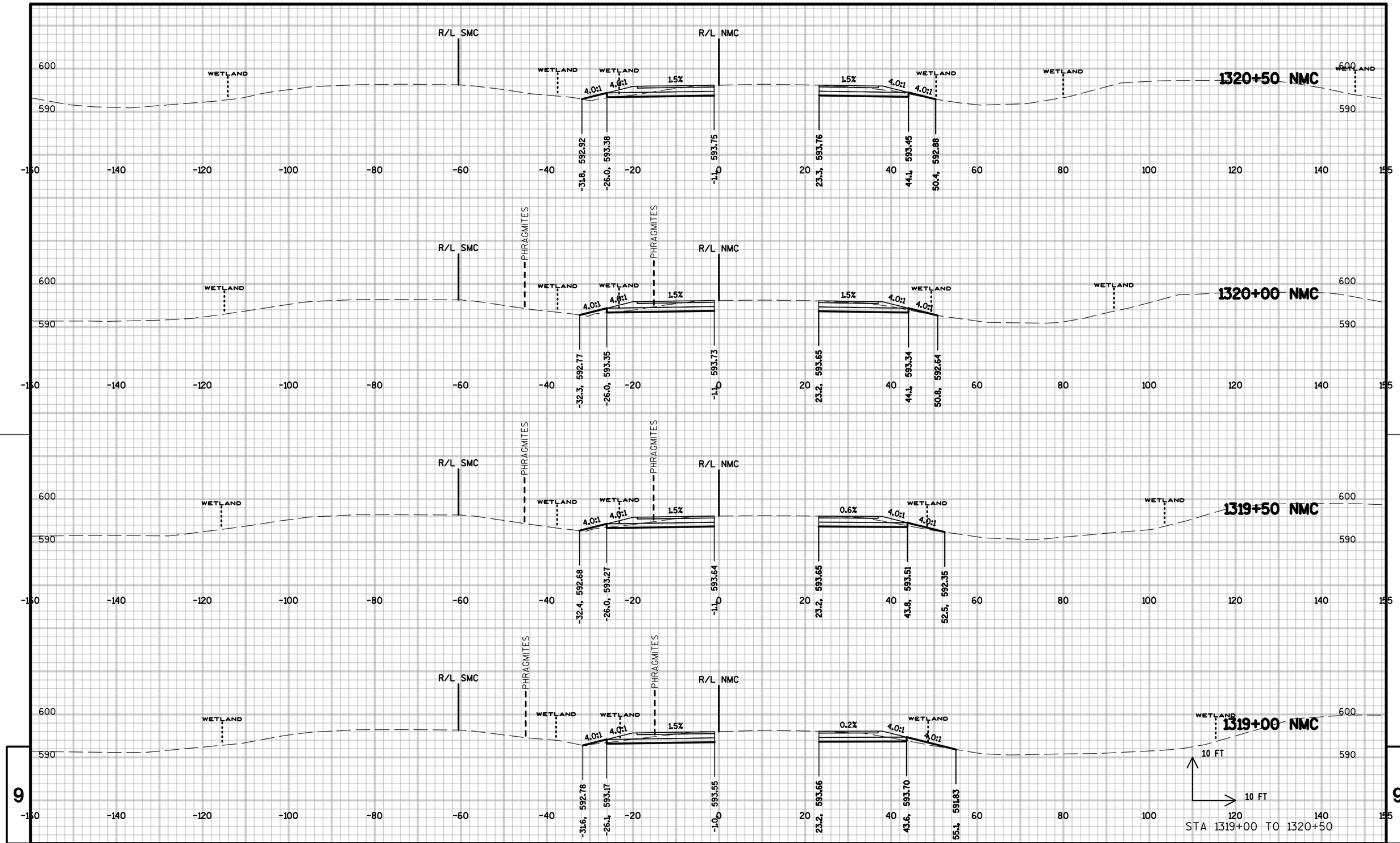
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1314	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

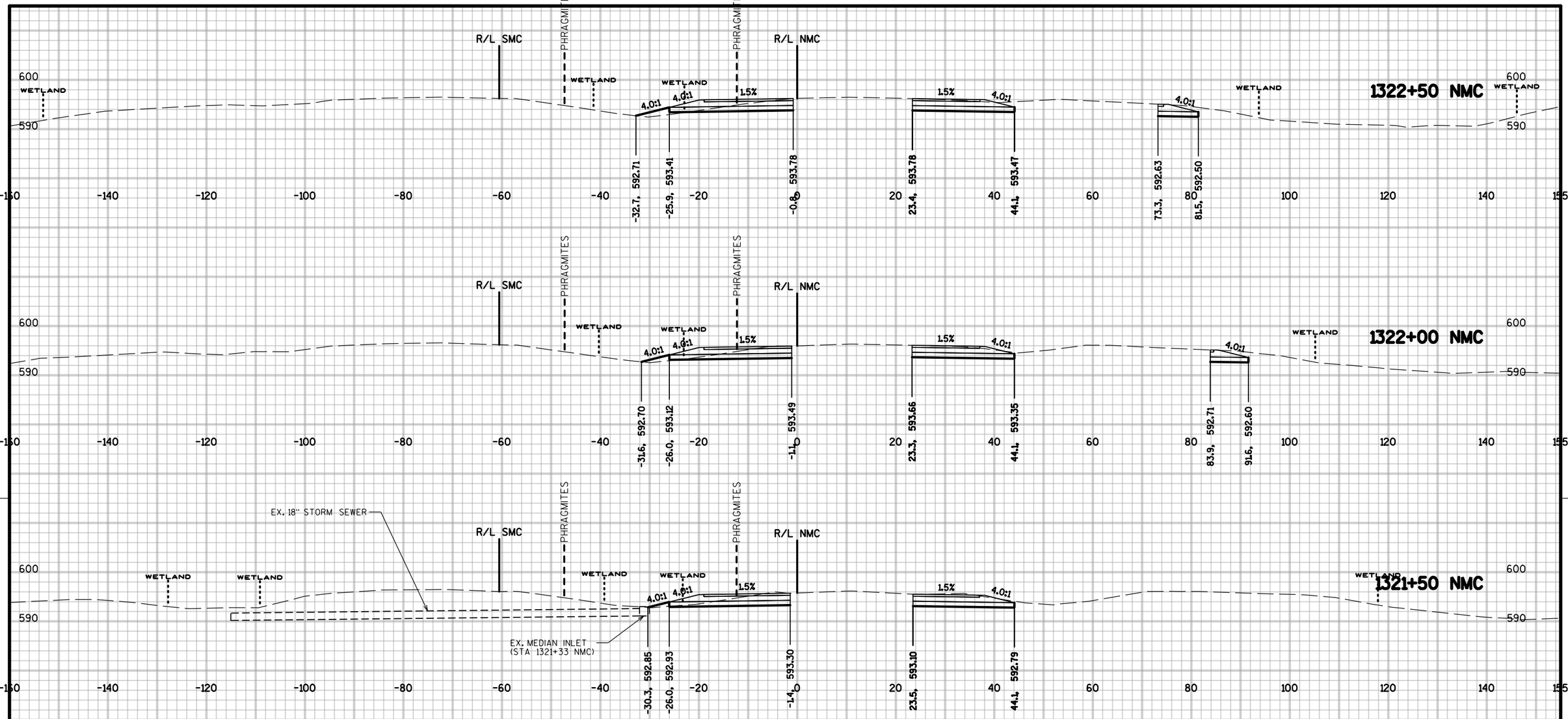


STA 1319+00 TO 1320+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1315	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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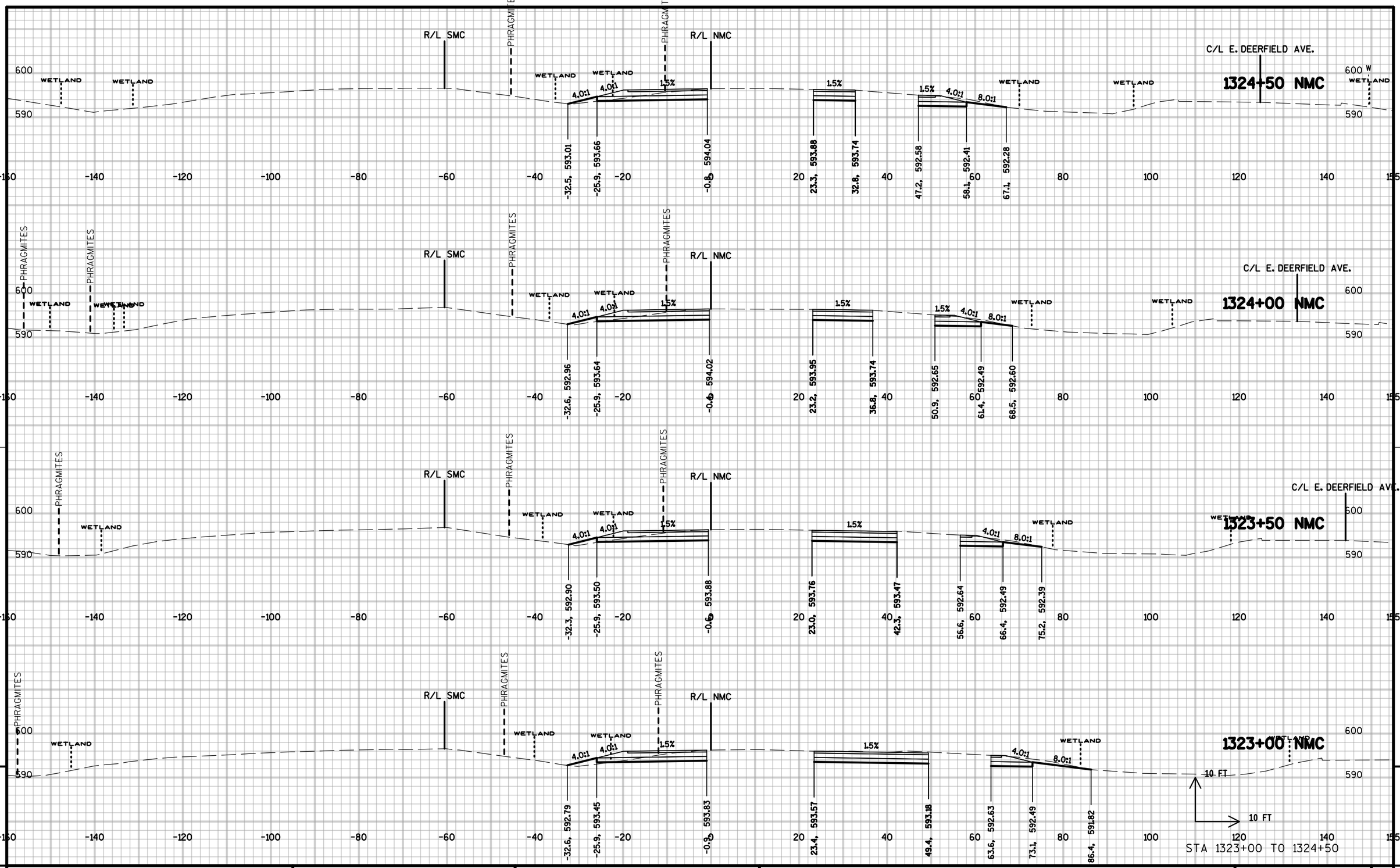
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1316	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

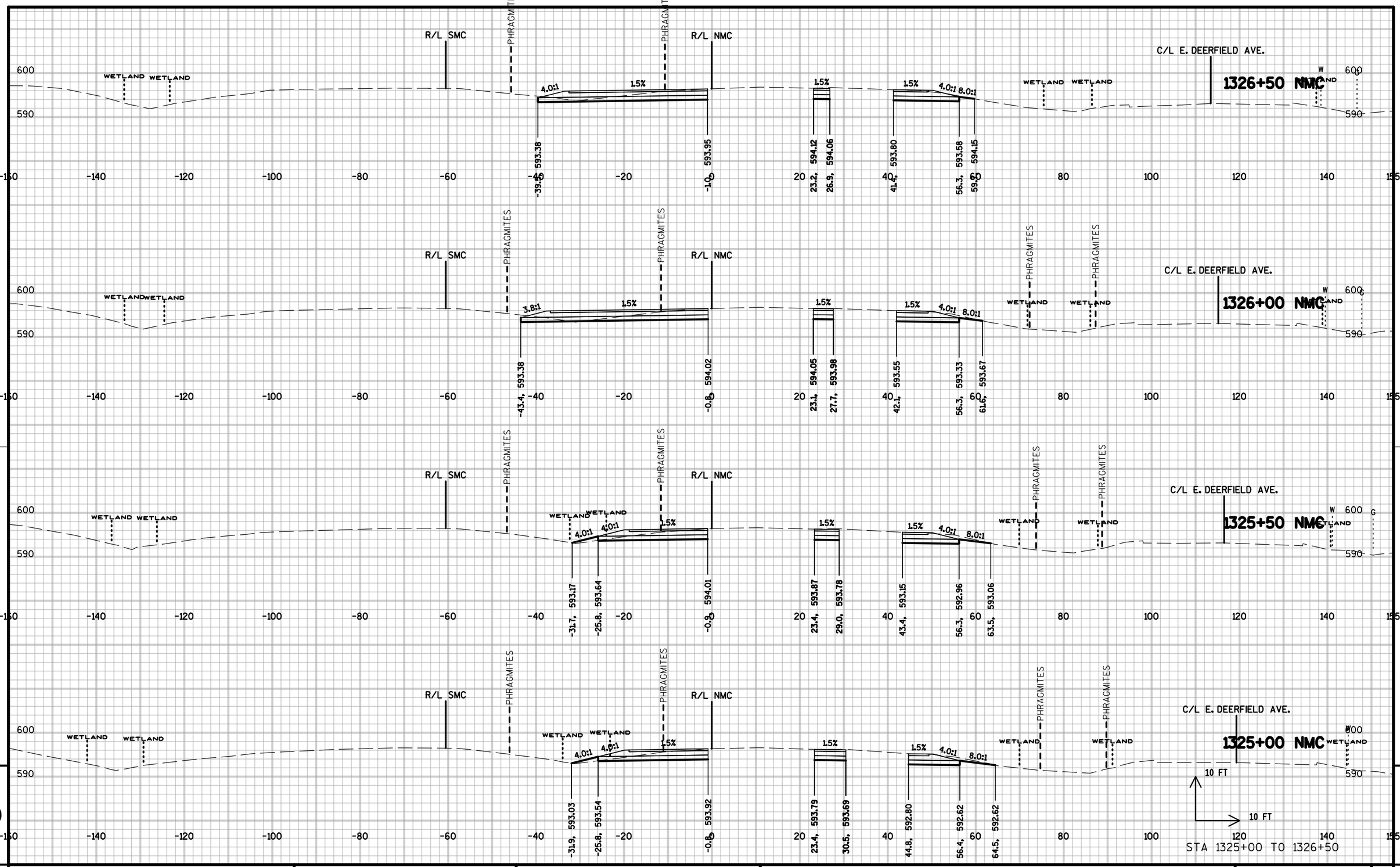
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1317	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

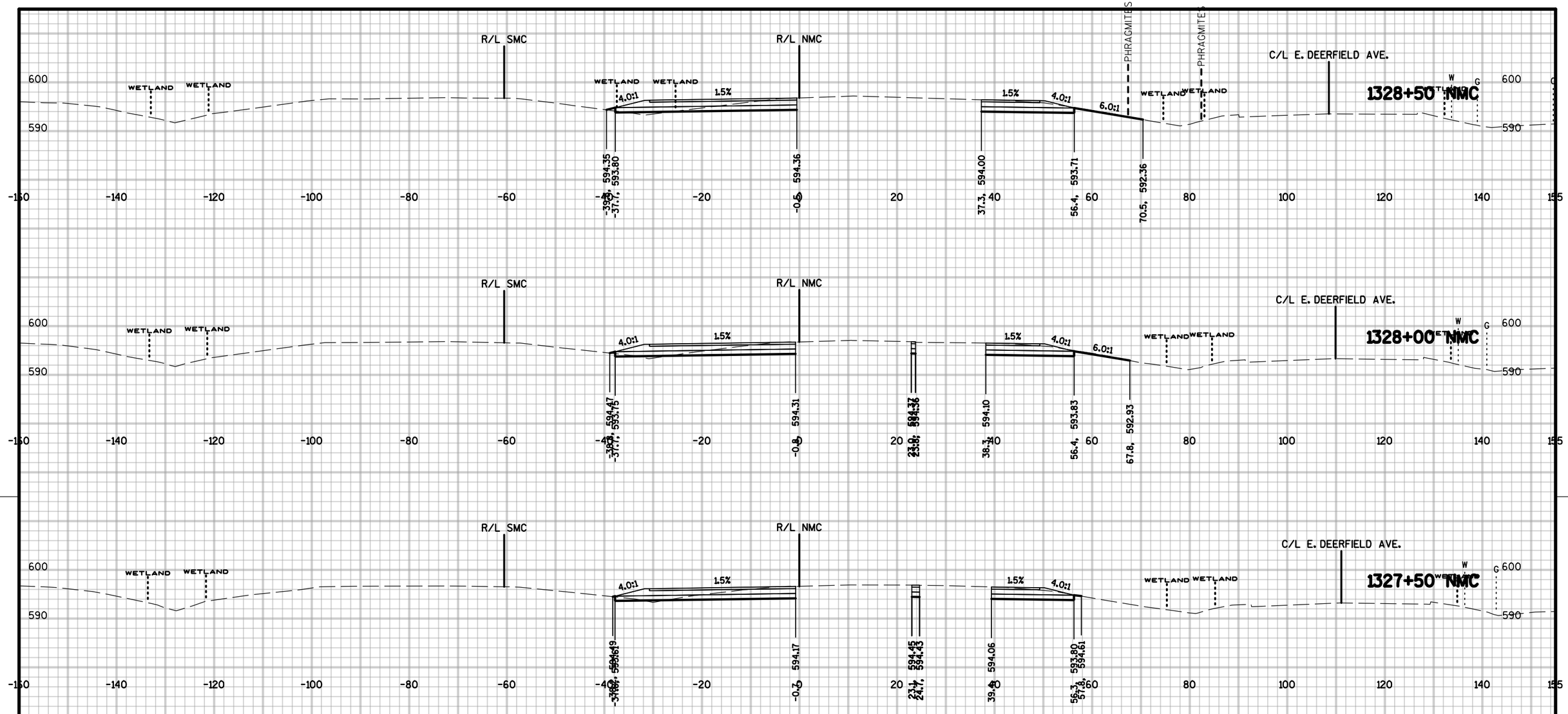


STA 1325+00 TO 1326+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1318	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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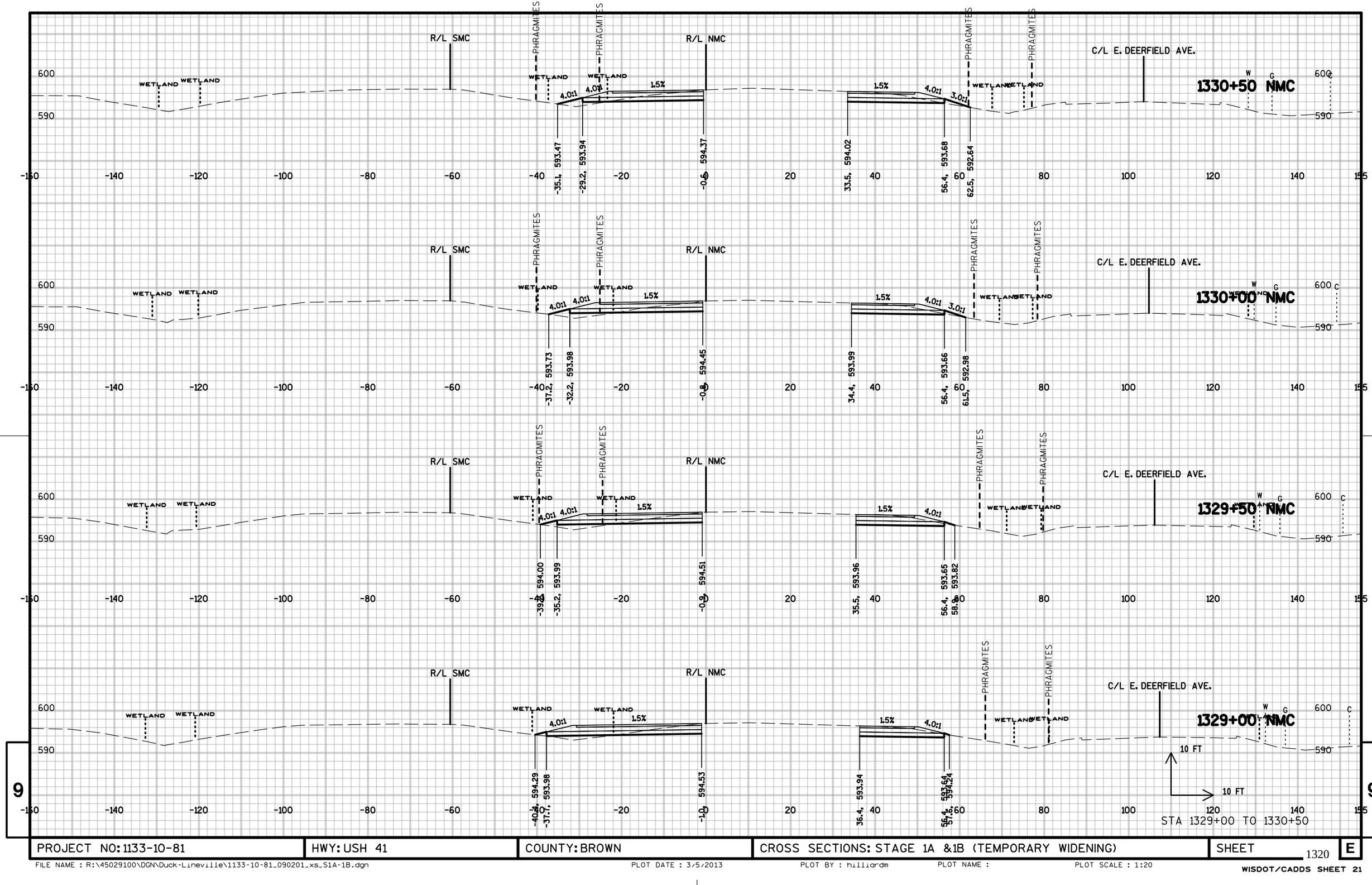
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1319	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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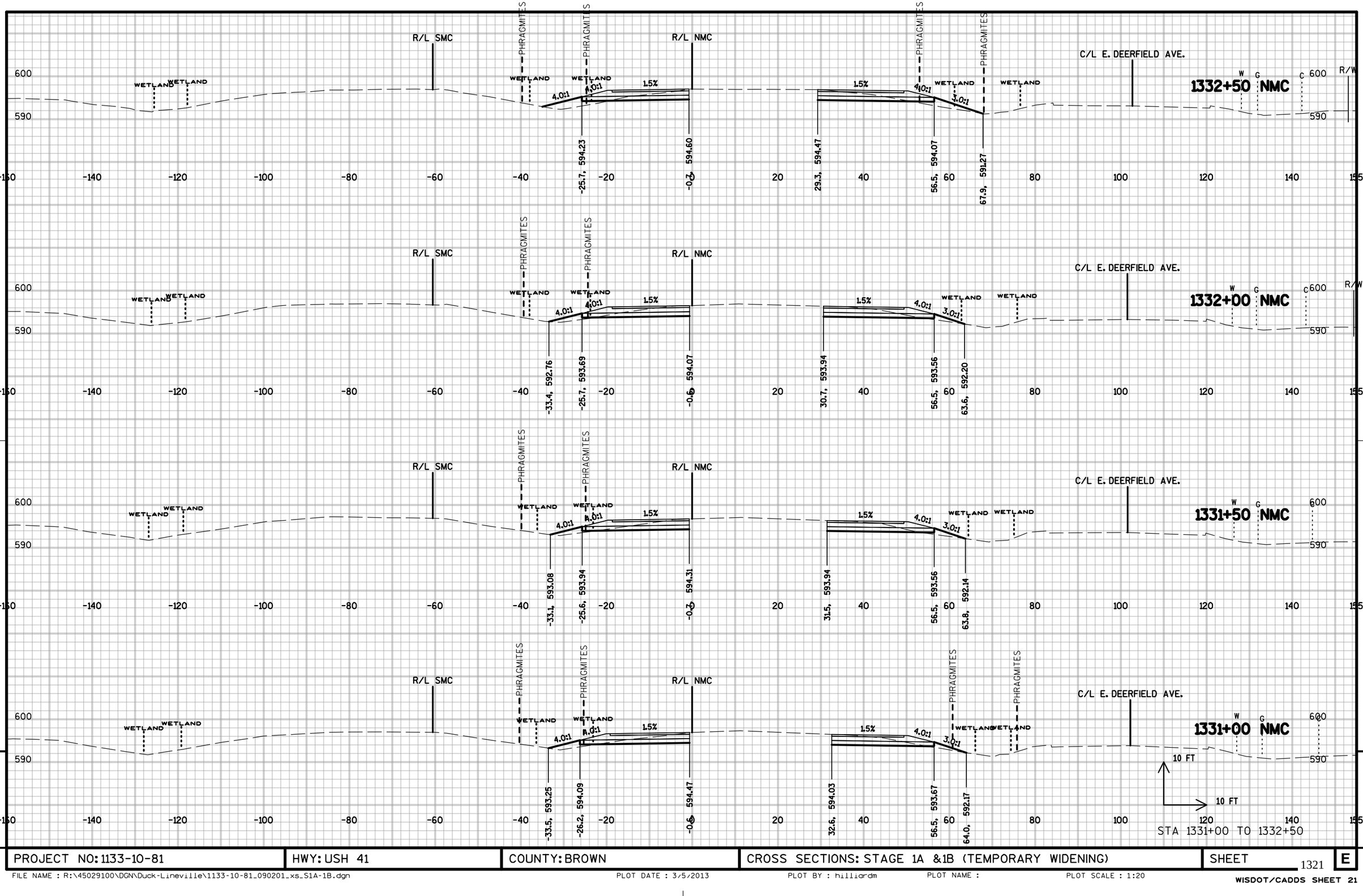
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1320	E



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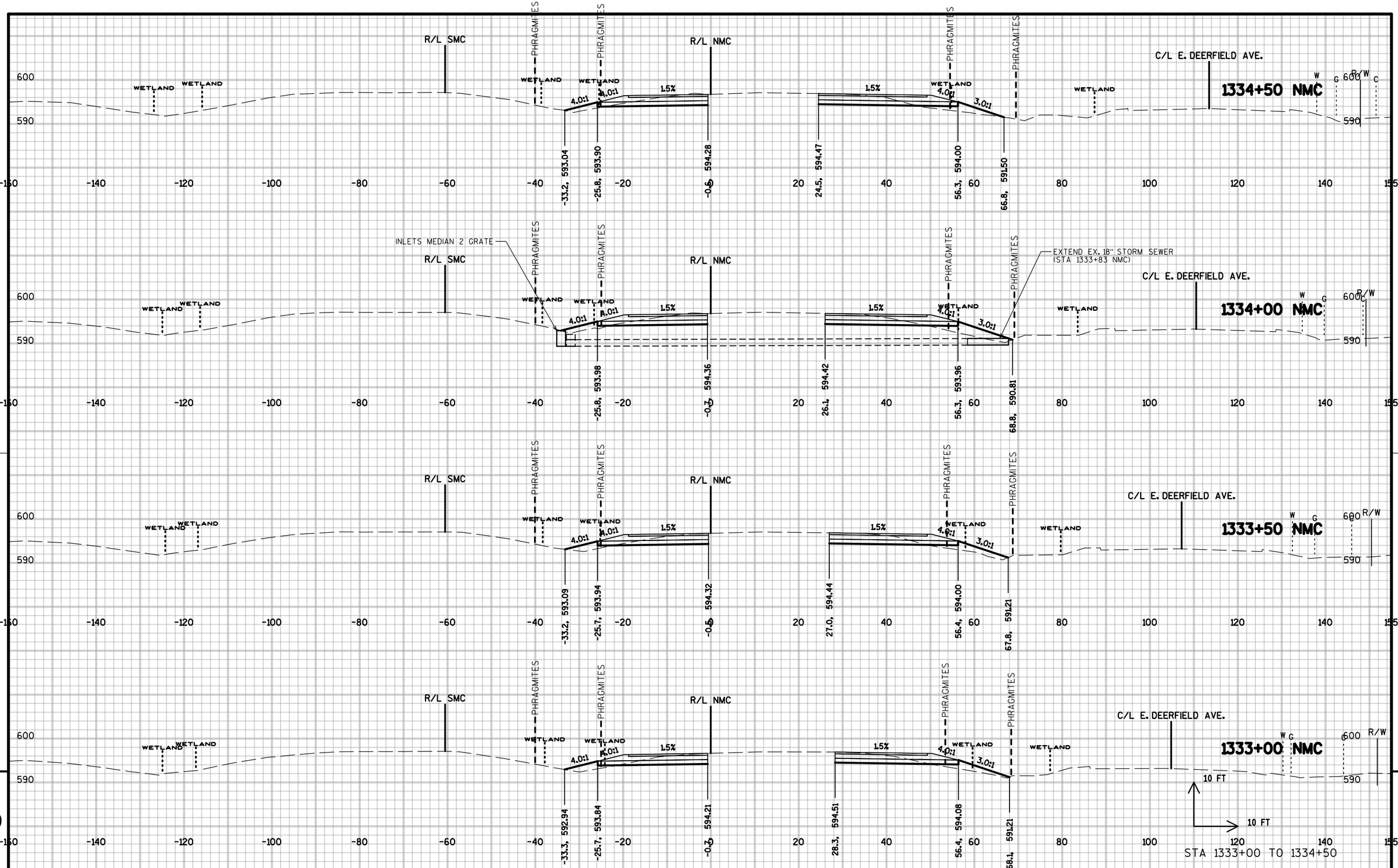
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1321	E

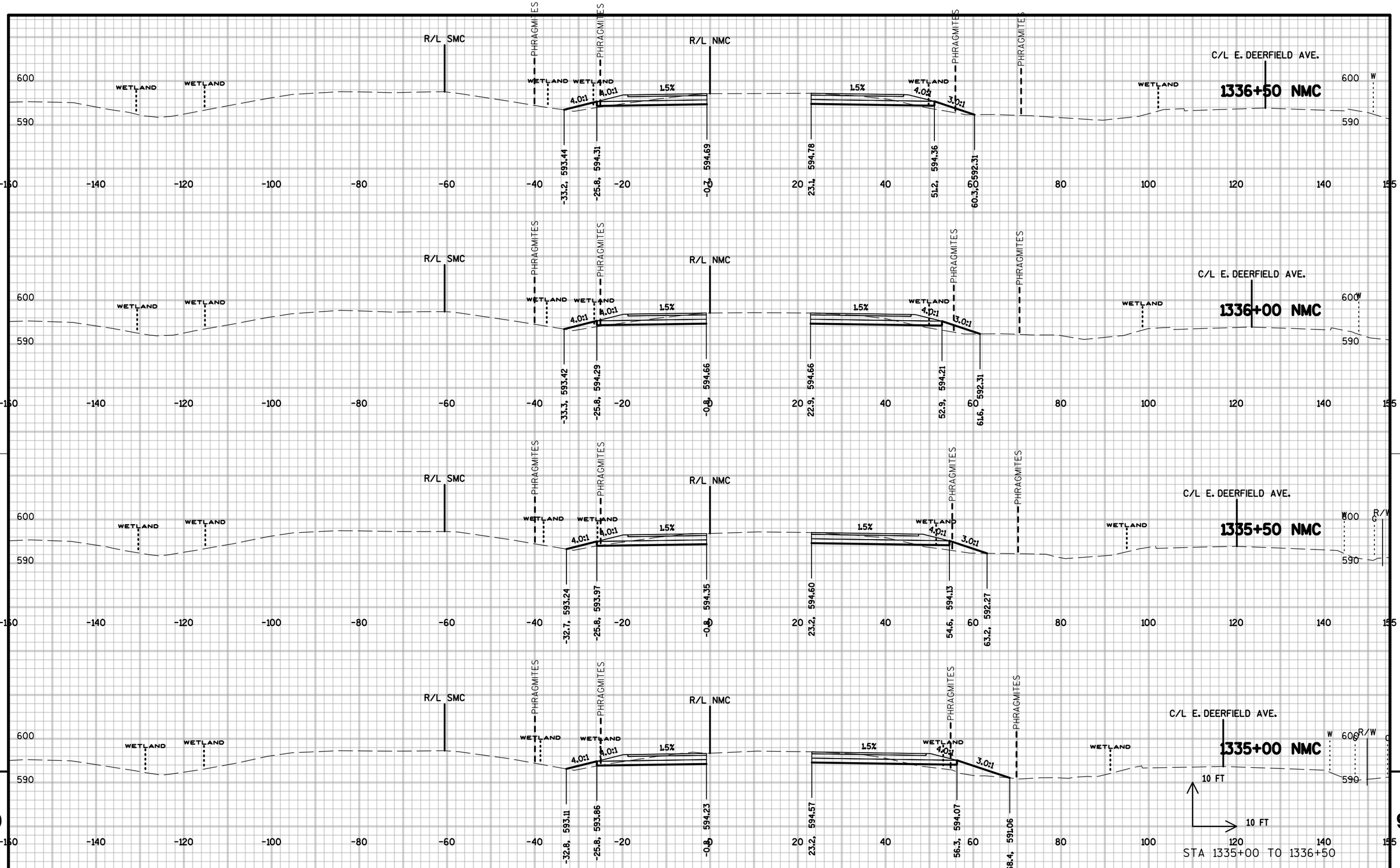
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



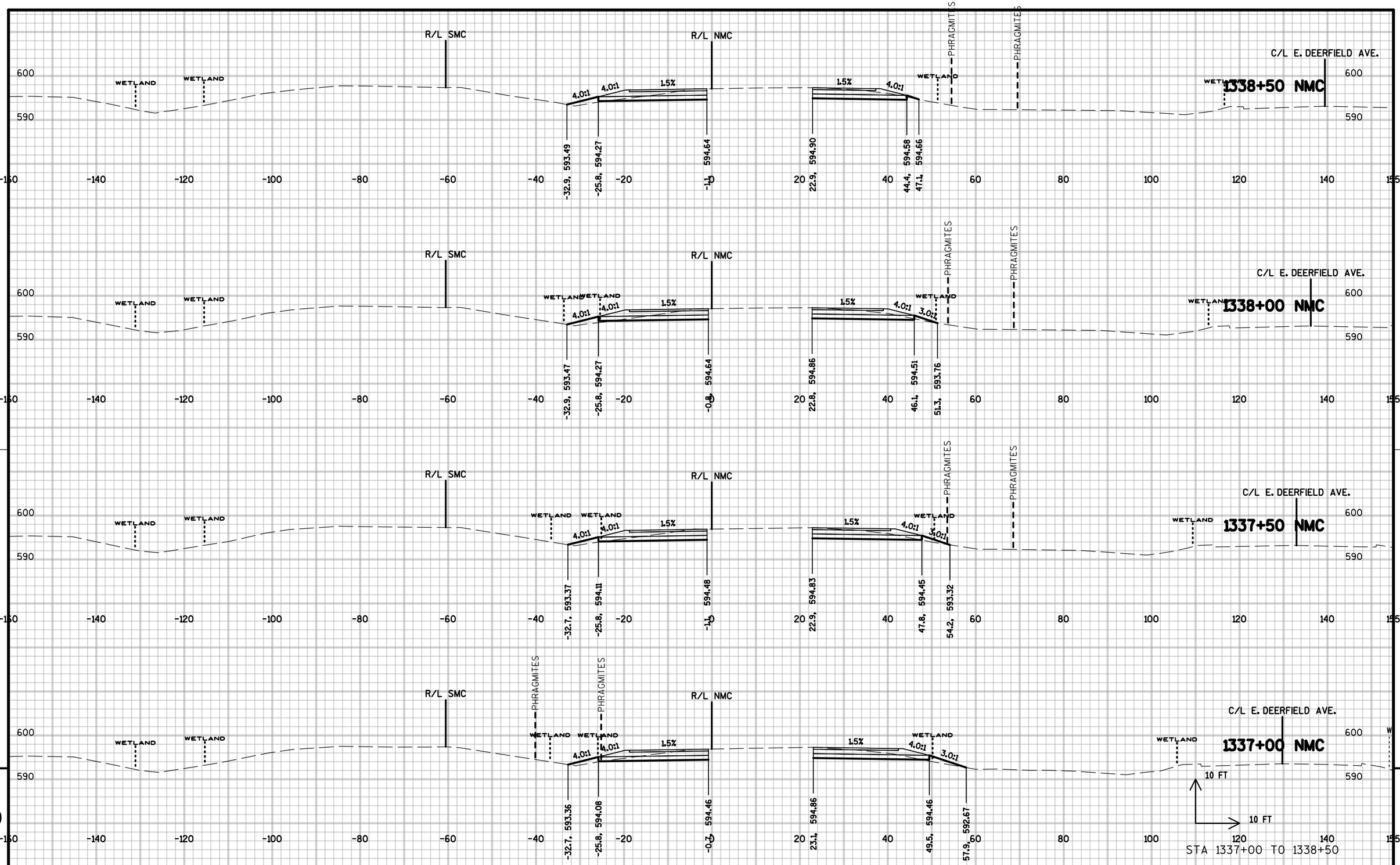
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1322	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1323	E



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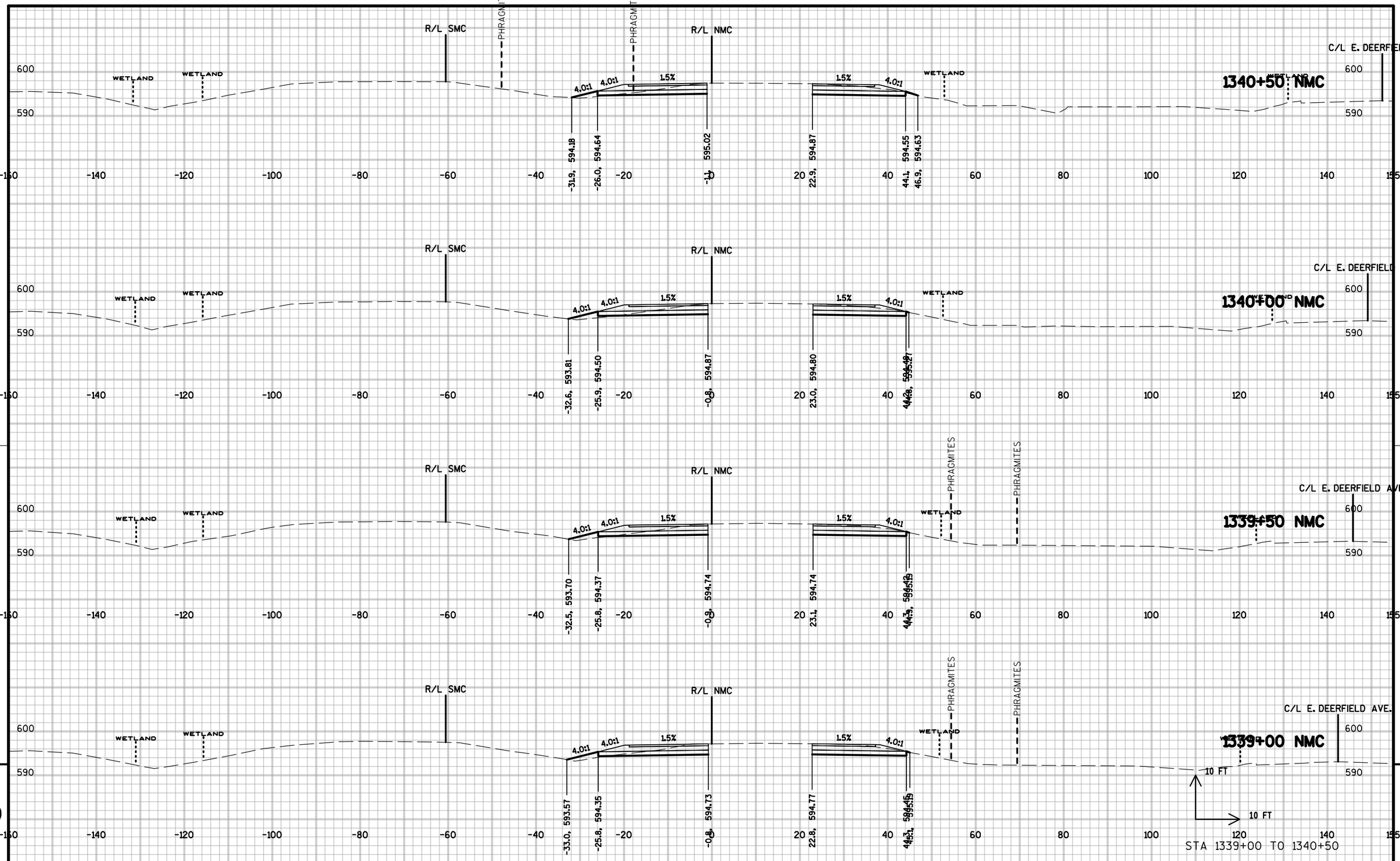
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1324	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1339+00 TO 1340+50

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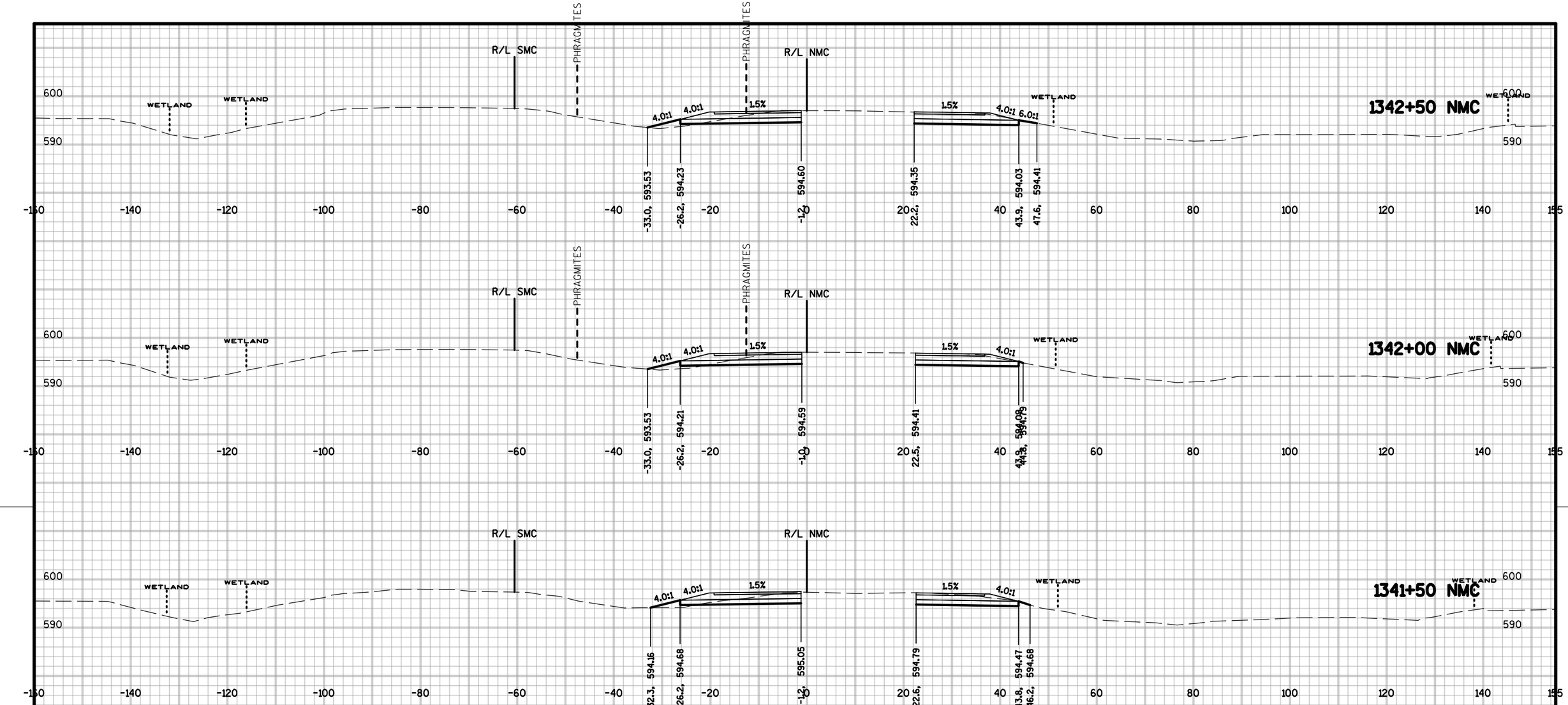
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1325	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn
PLOT DATE : 3/5/2013
PLOT BY : hilliardm
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



STA 1341+00 TO 1342+50

9

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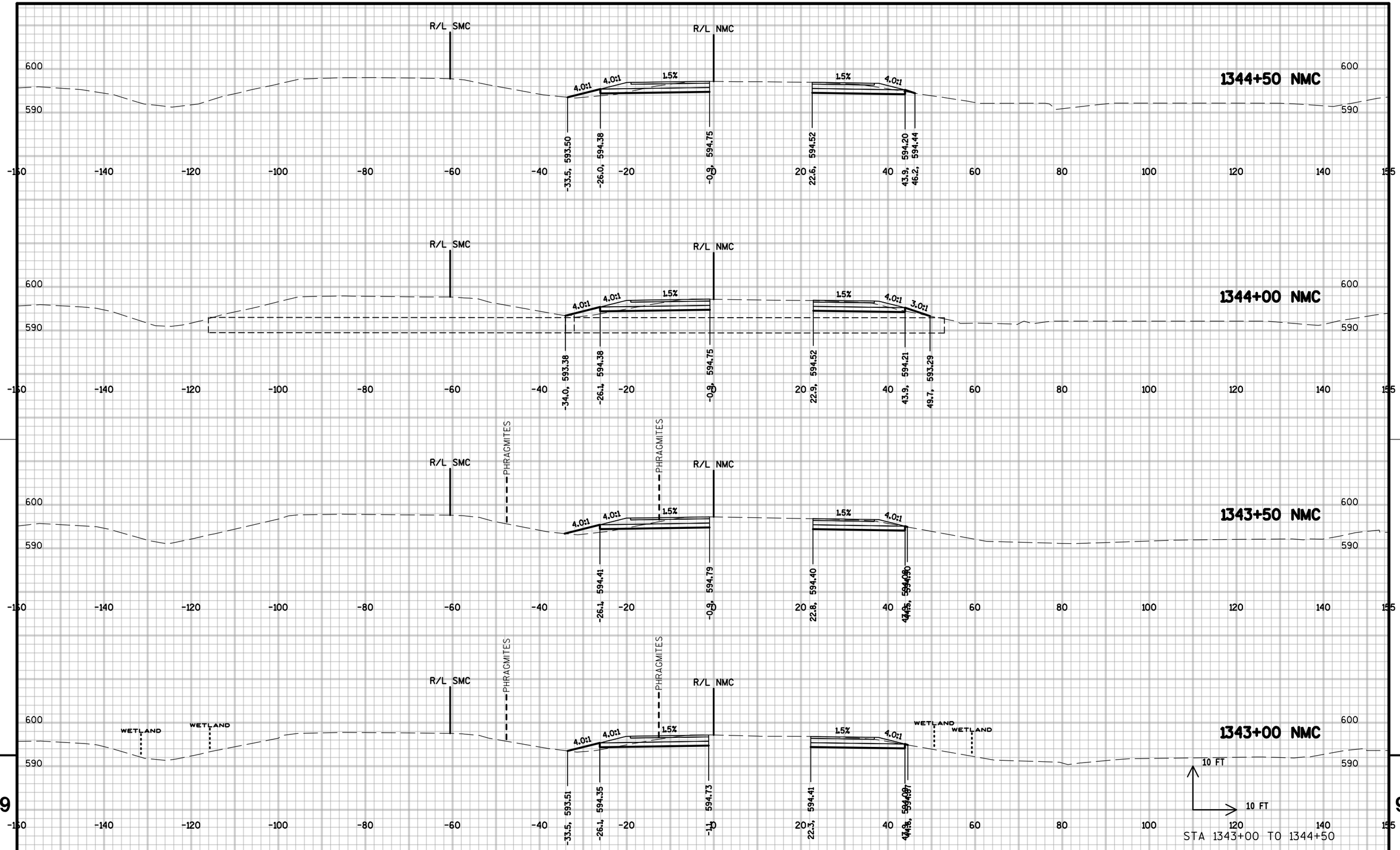
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1326	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

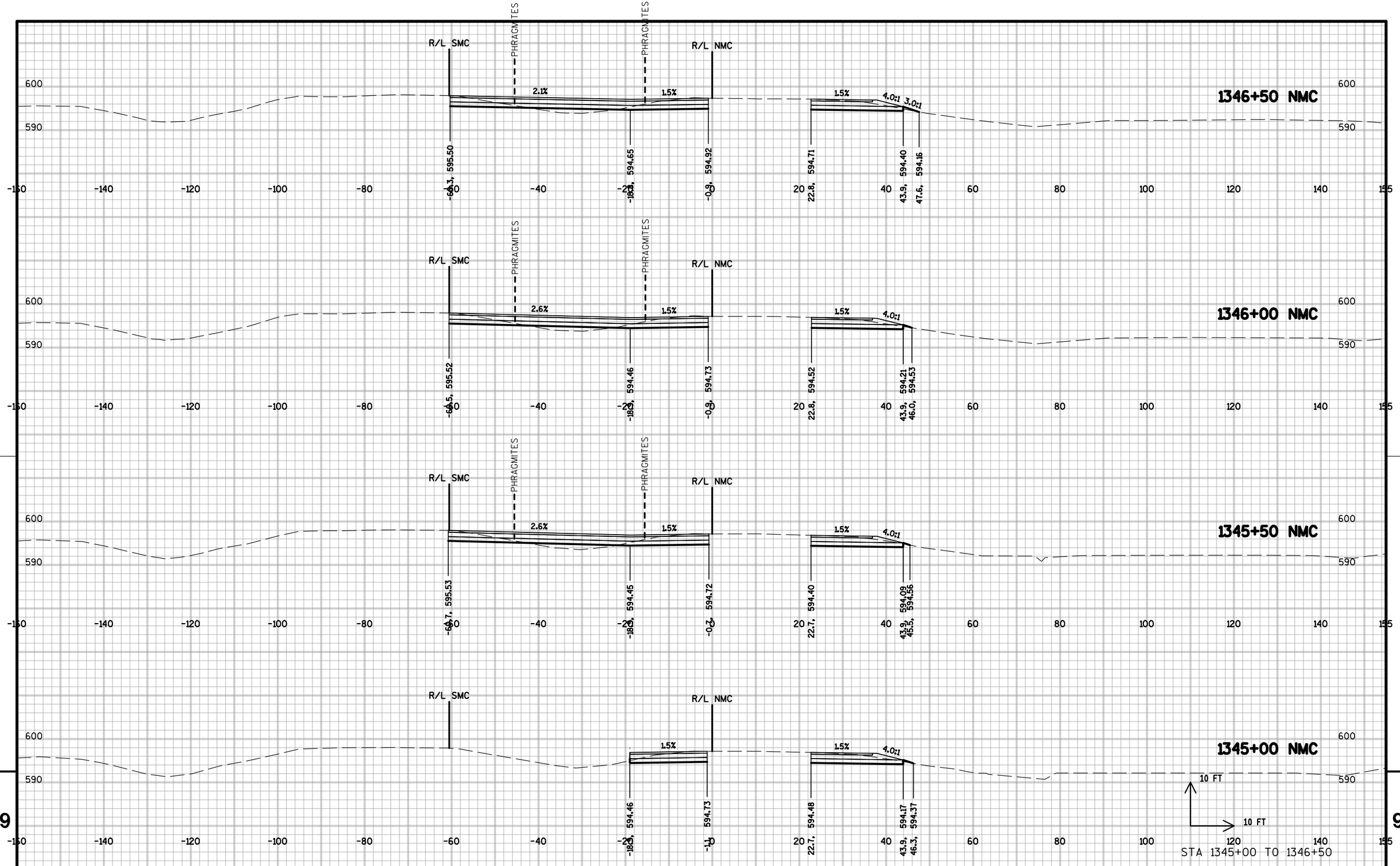


STA 1343+00 TO 1344+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1327	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1345+00 TO 1346+50

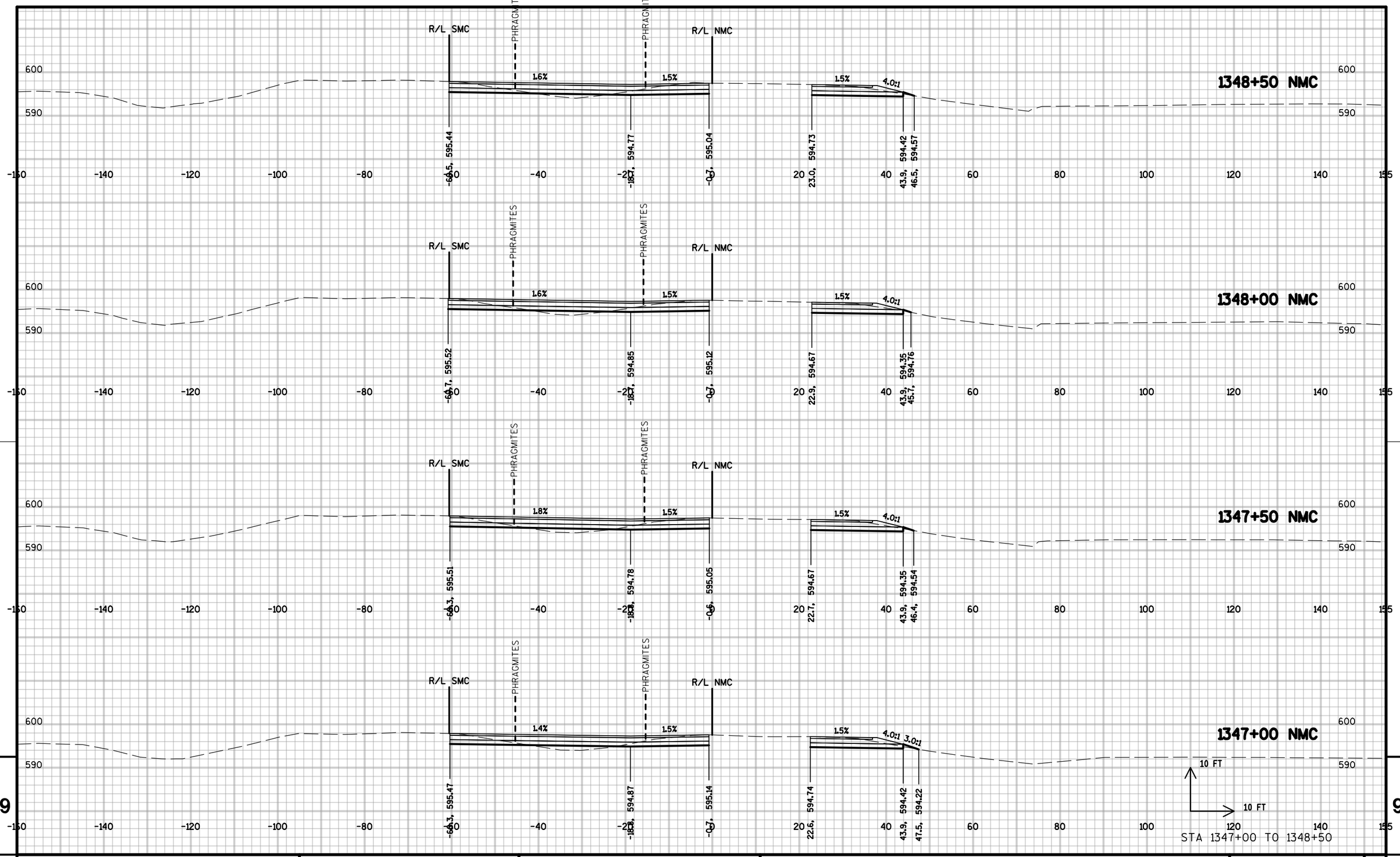
9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1328	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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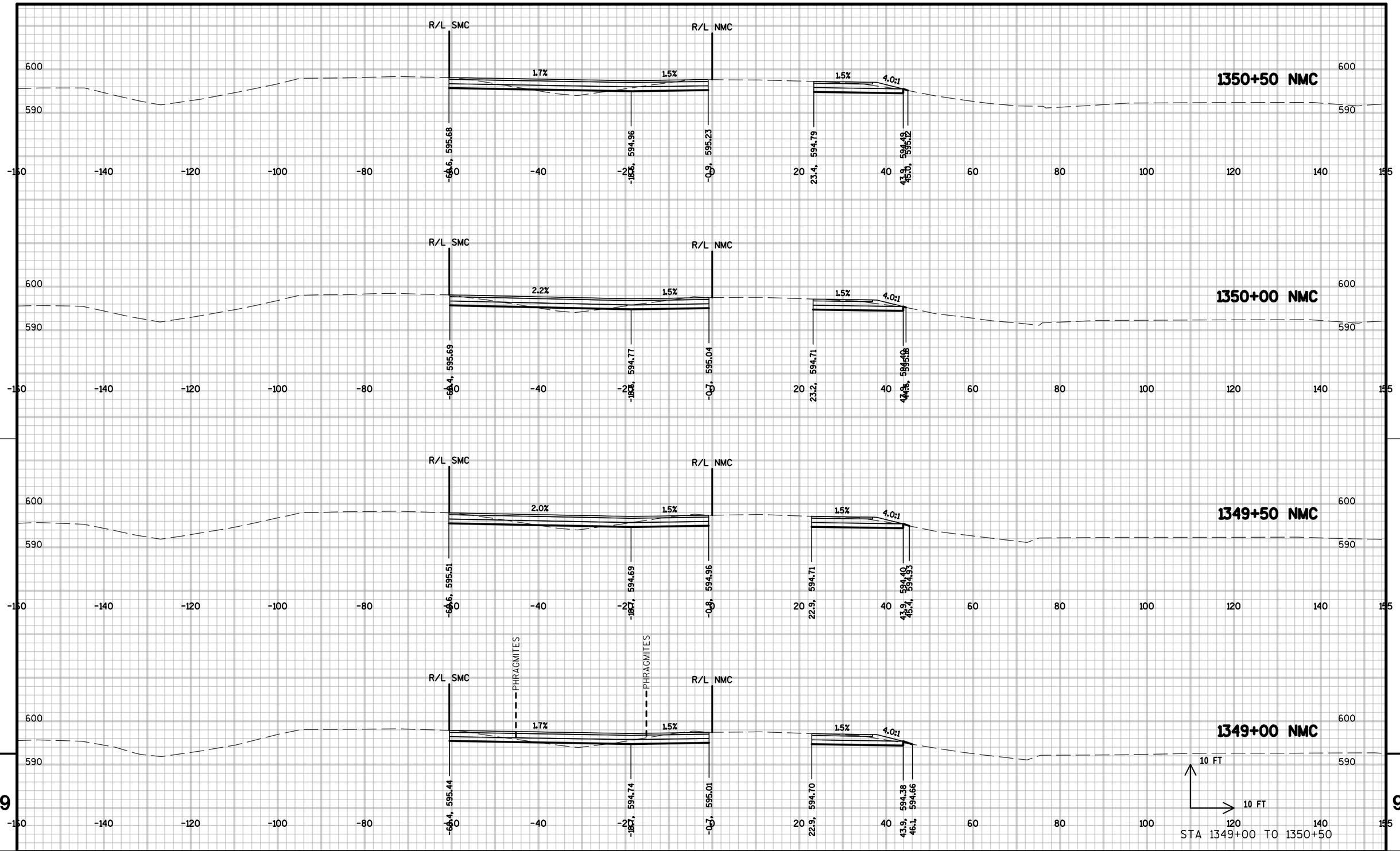
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1329	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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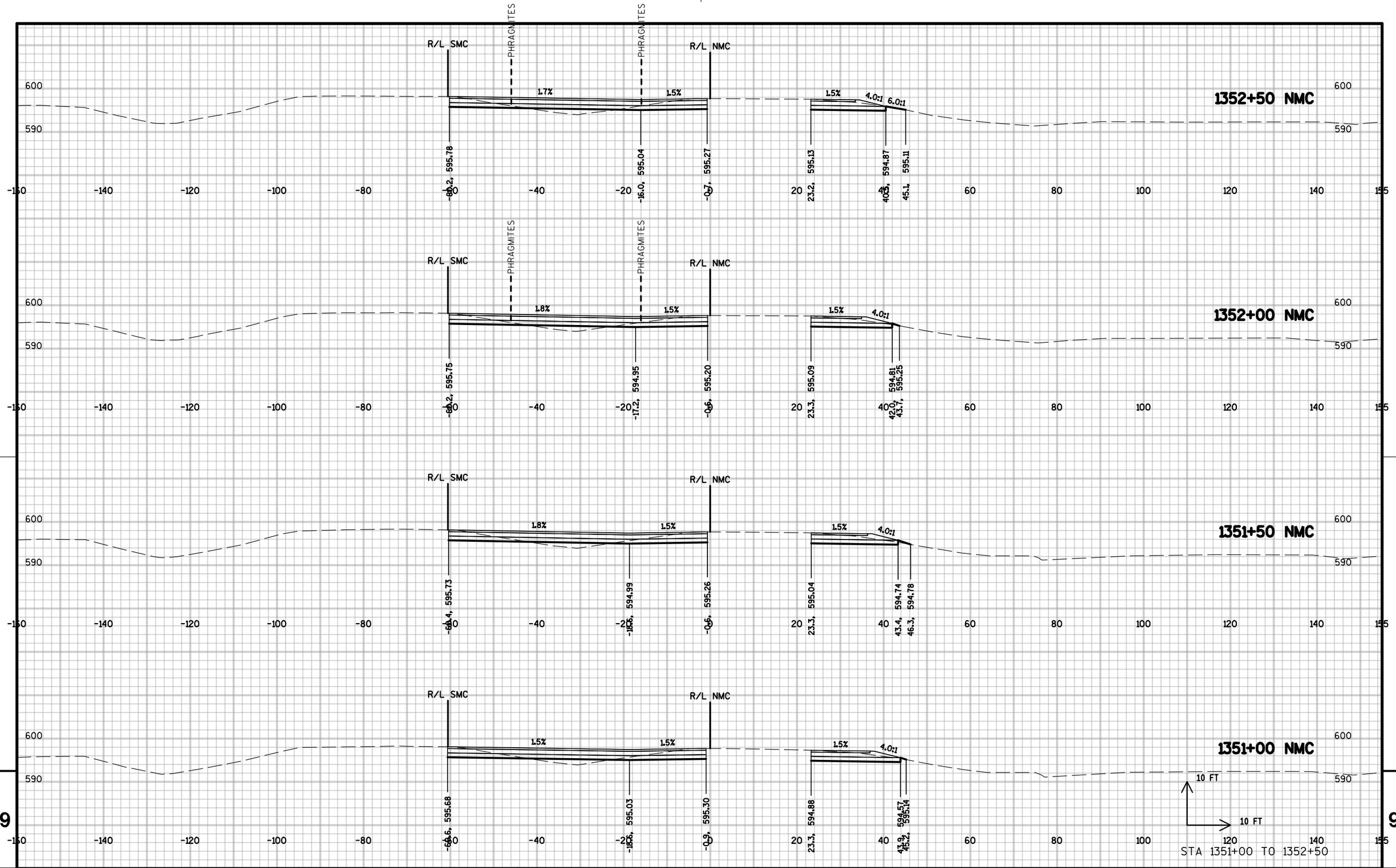
STA 1349+00 TO 1350+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1330	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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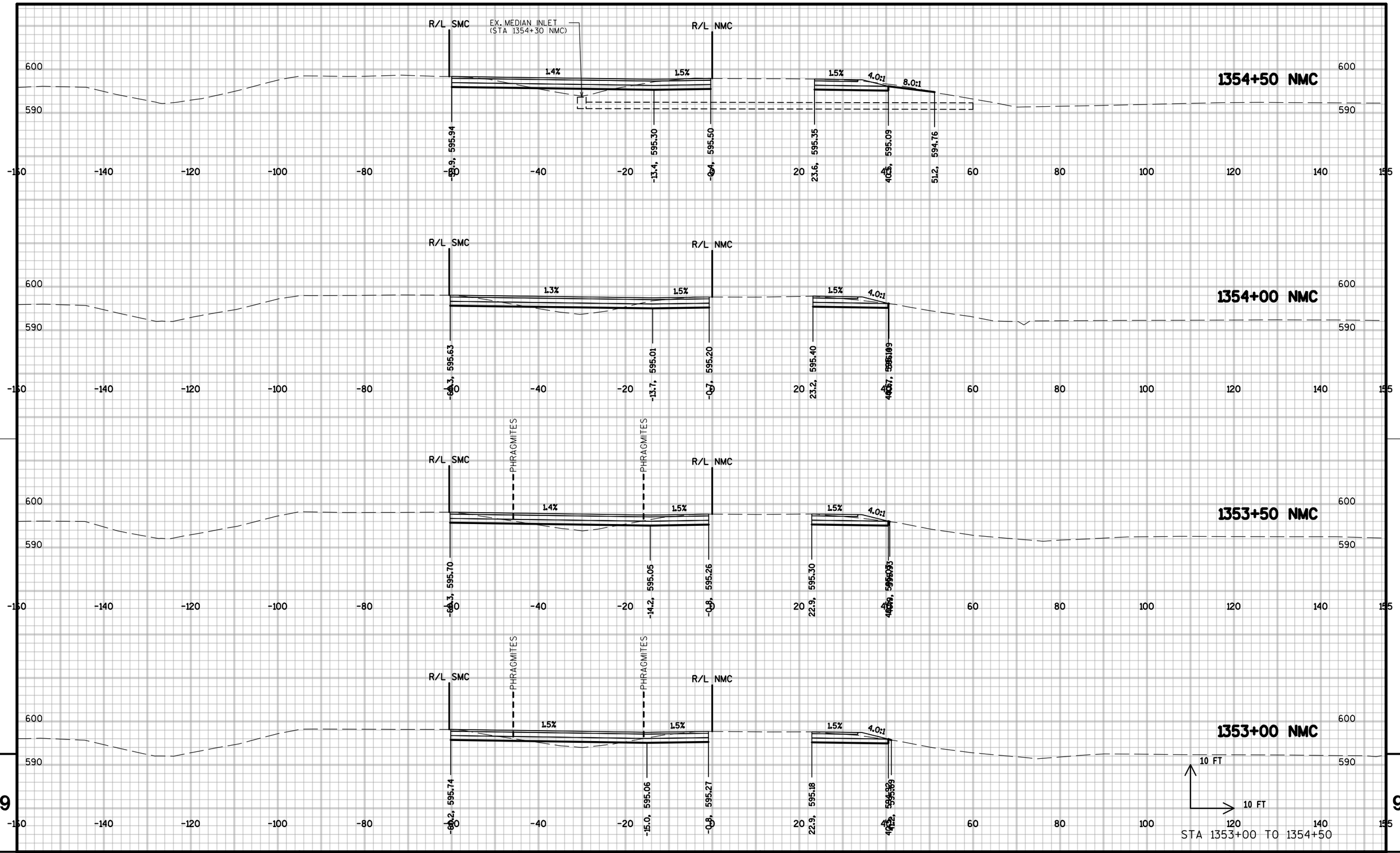
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1331	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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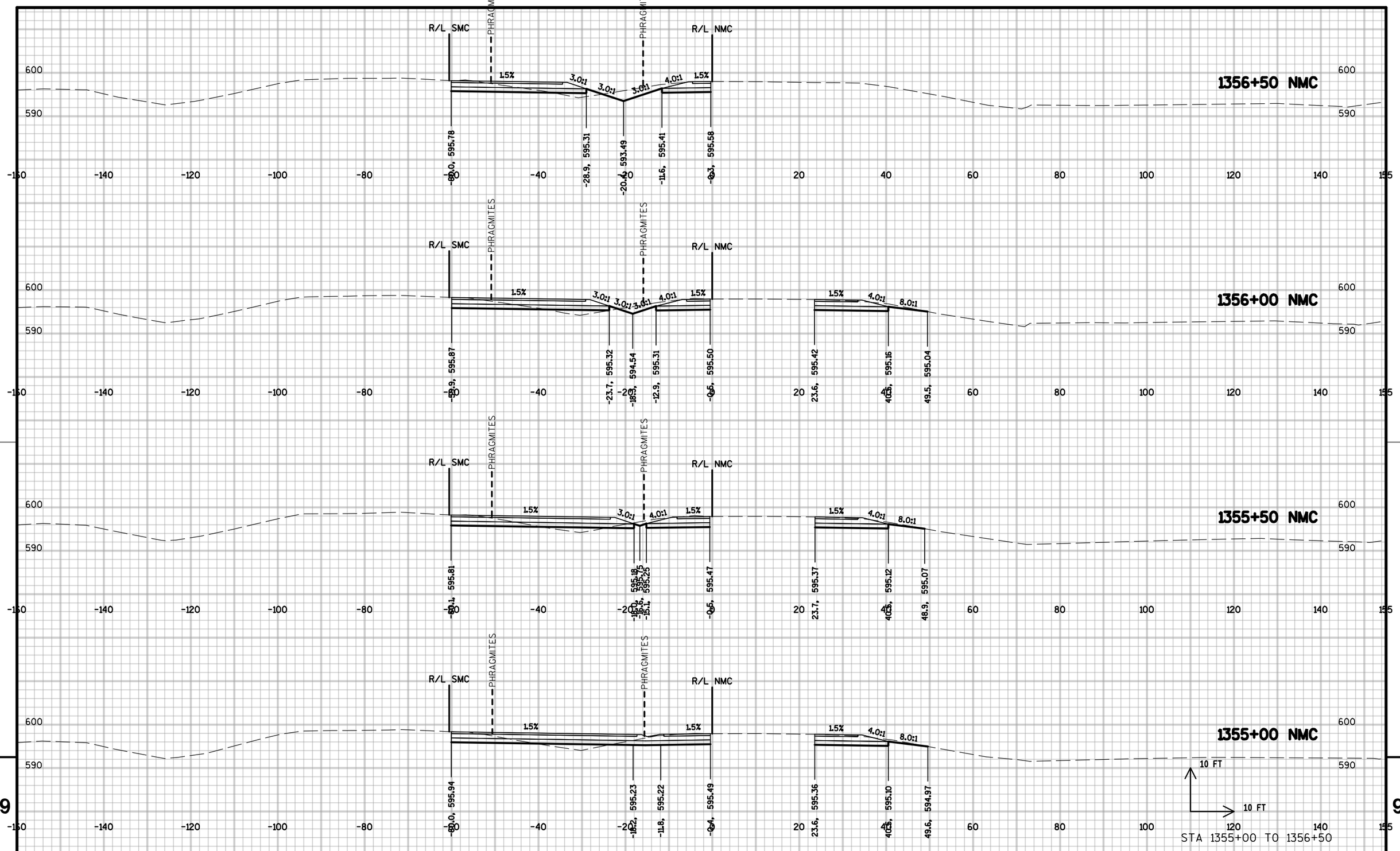
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1332	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1355+00 TO 1356+50

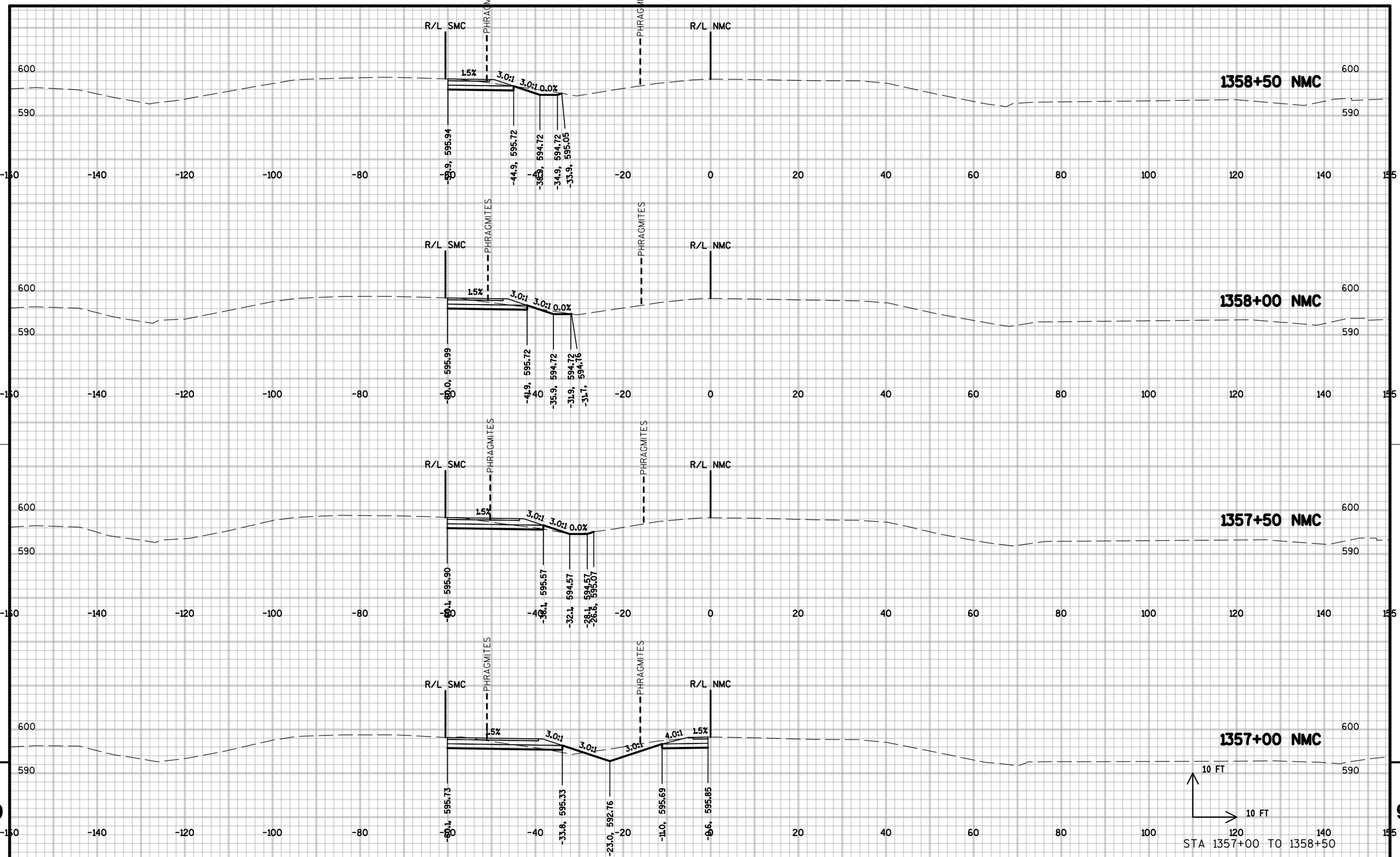
9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1333	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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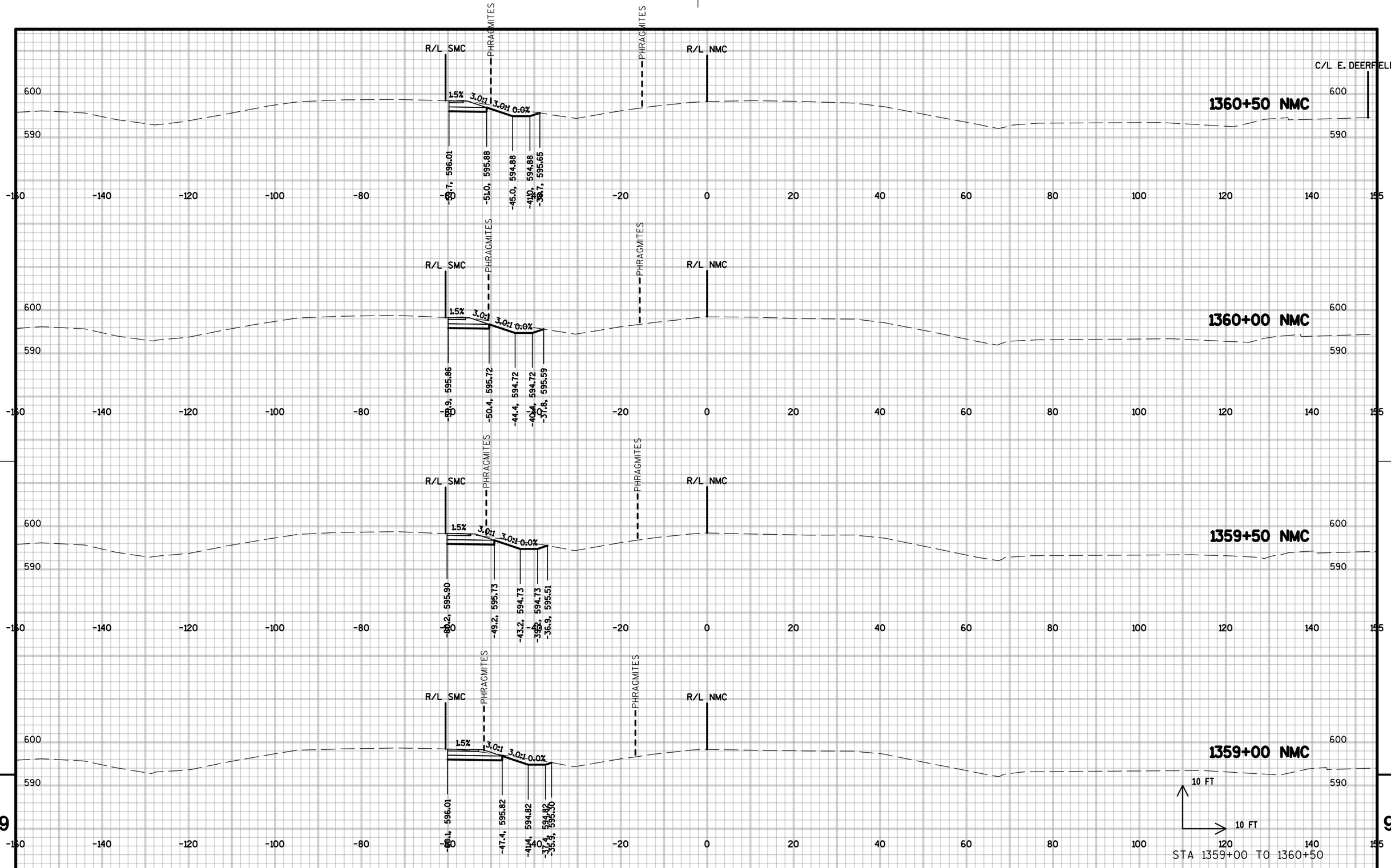
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1334	E



STA 1359+00 TO 1360+50

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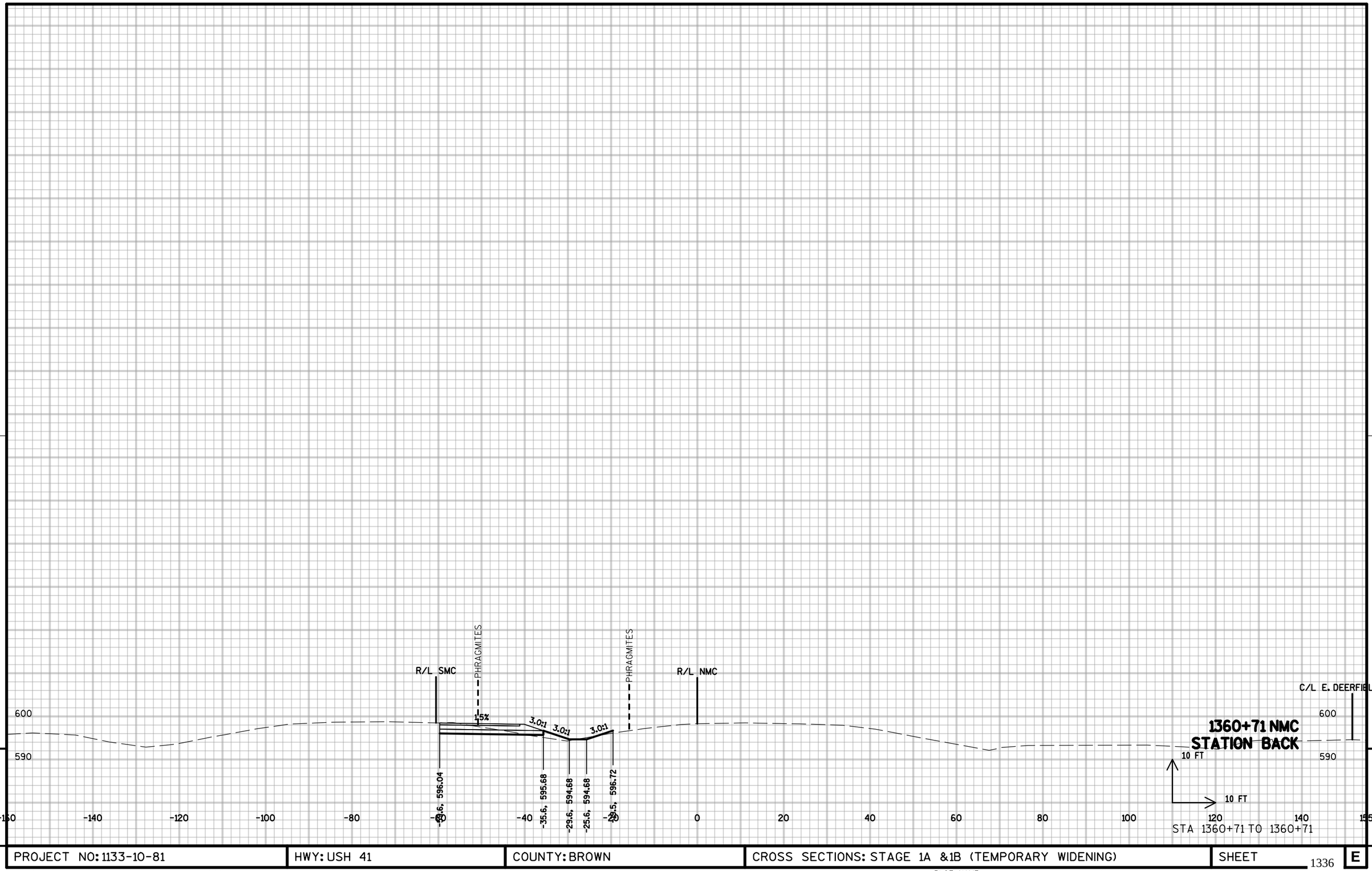
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1335	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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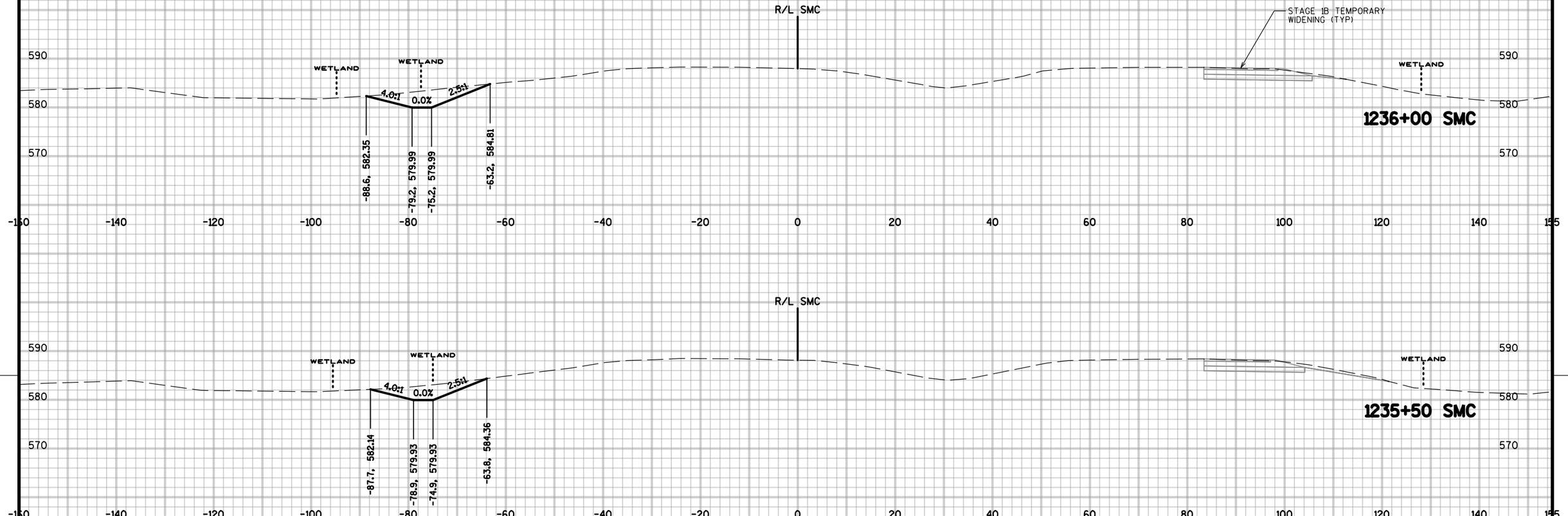
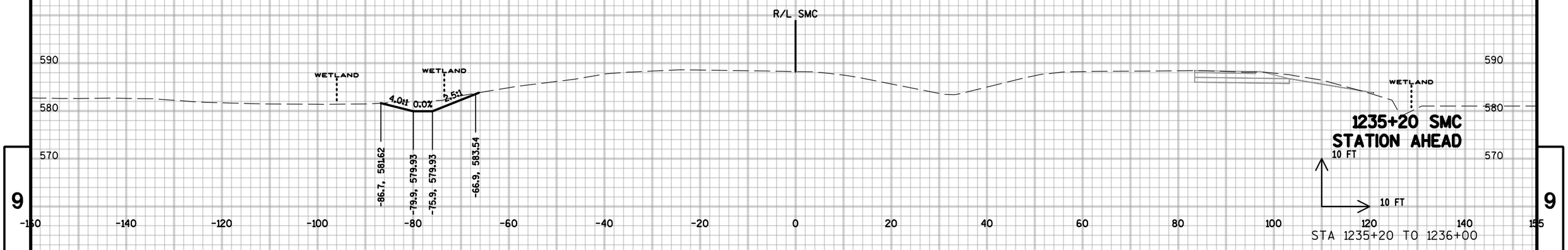
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 1A &1B (TEMPORARY WIDENING)	SHEET 1336	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090201_xs_S1A-1B.dgn PLOT DATE : 3/5/2013 PLOT BY : hilliardm PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





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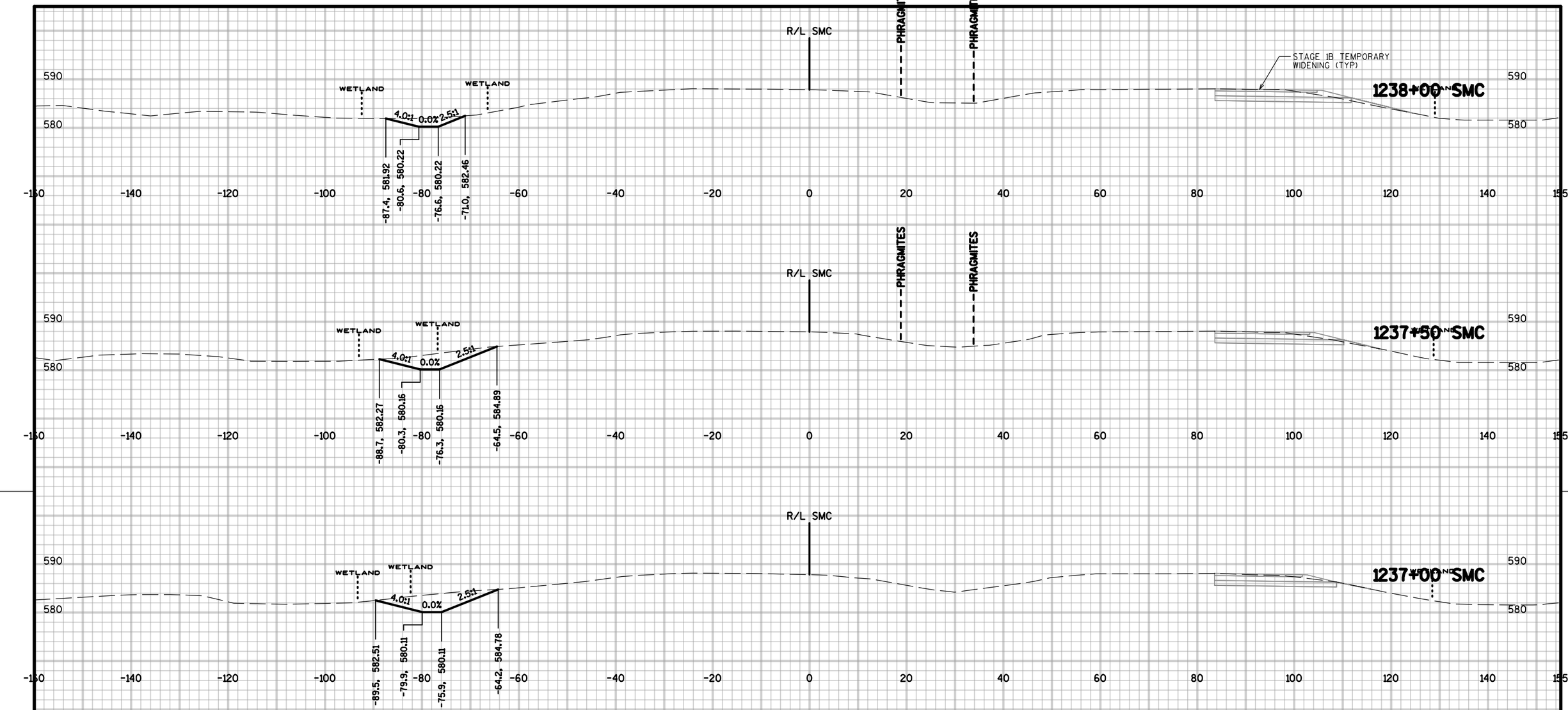
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1337	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

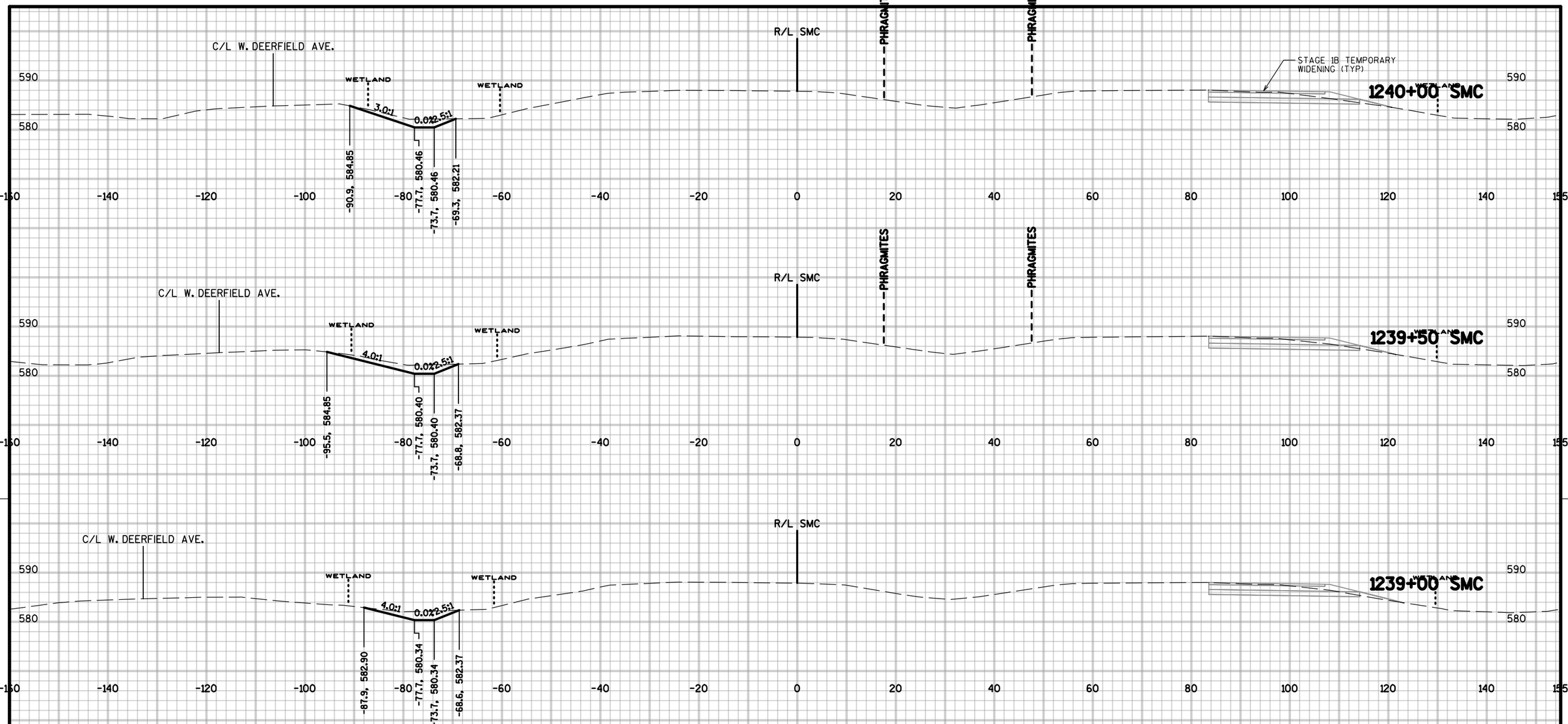
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1338	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1238+50 TO 1240+00

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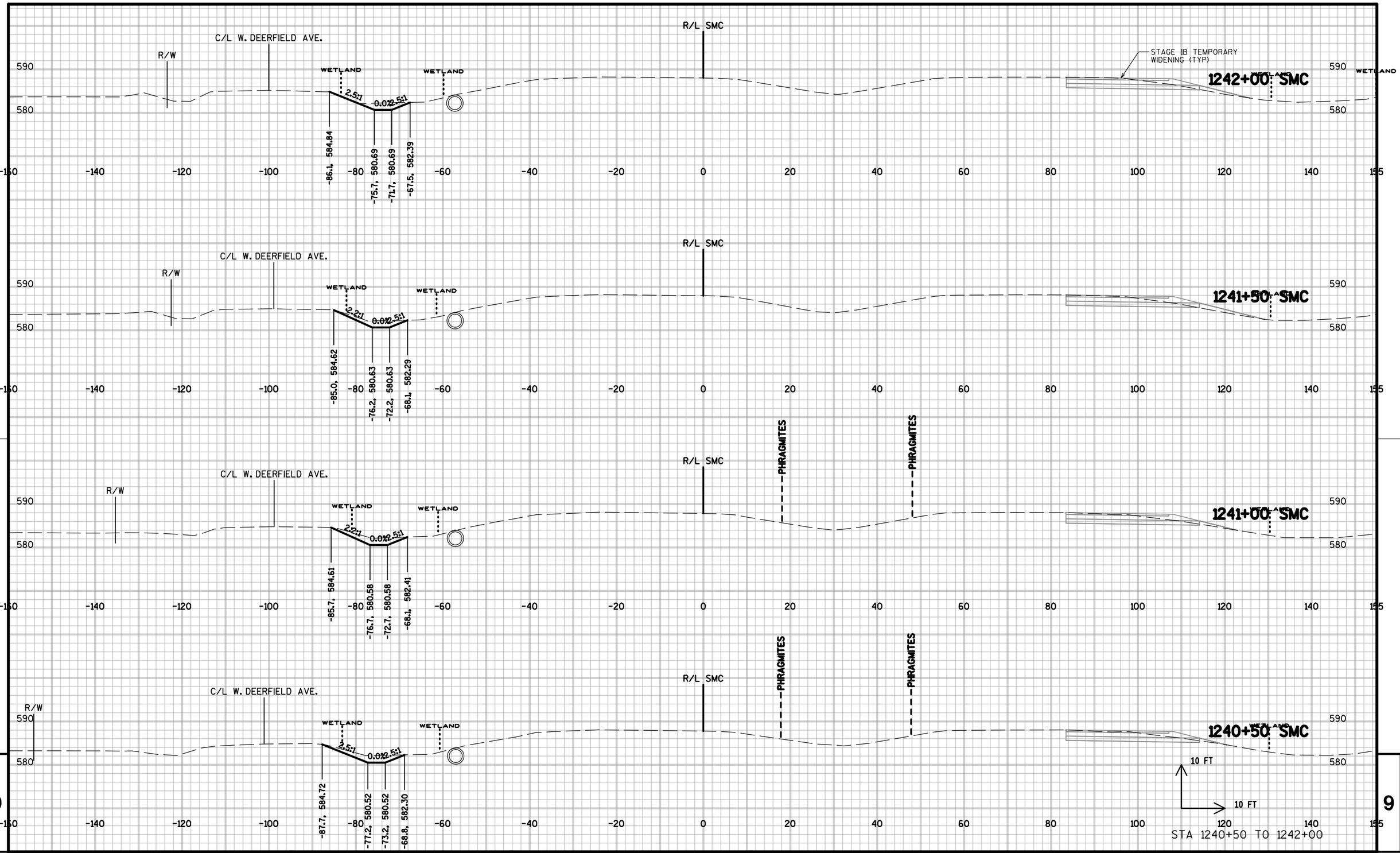
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1339	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn
PLOT DATE : 2/1/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



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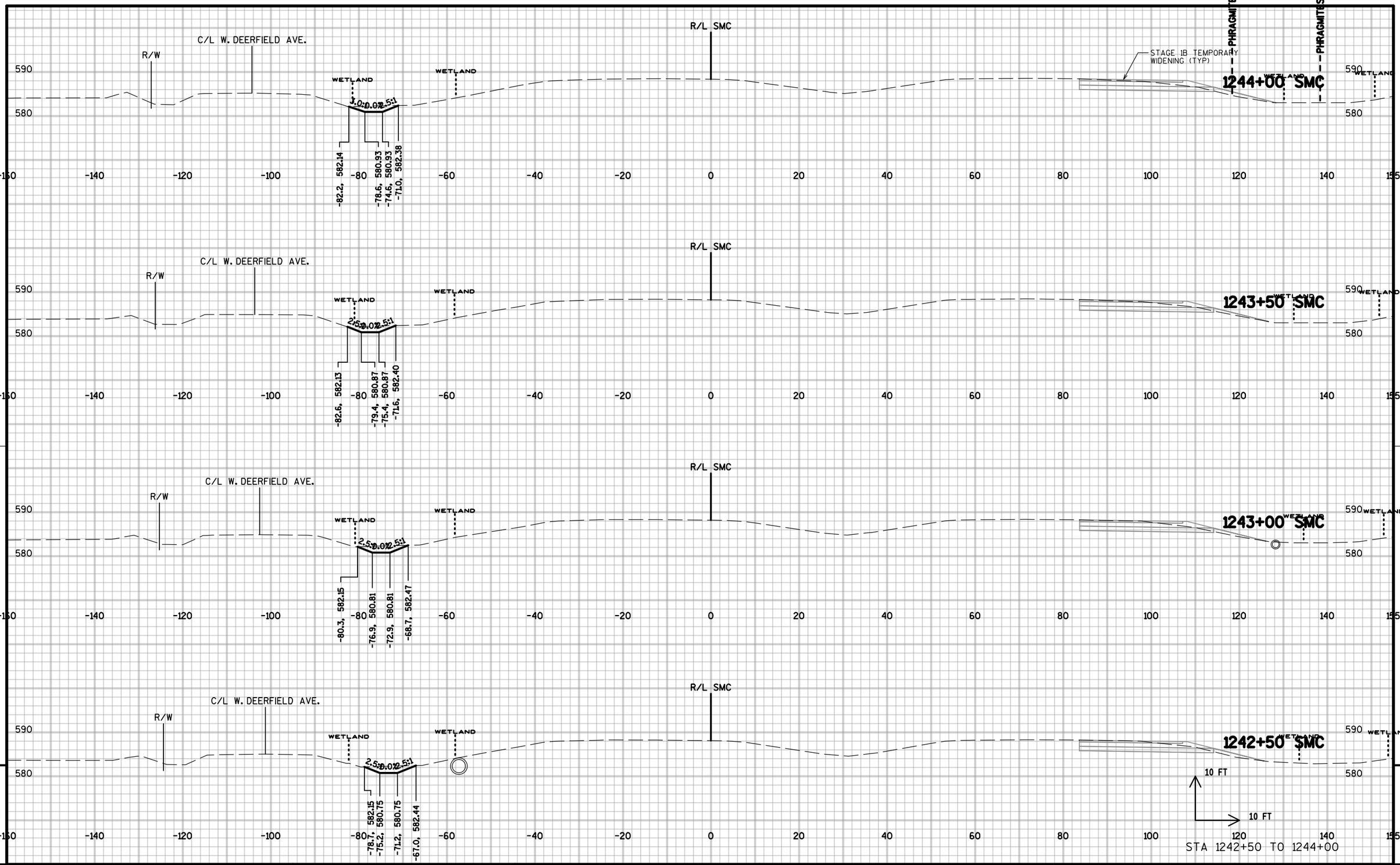
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1340	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1242+50 TO 1244+00

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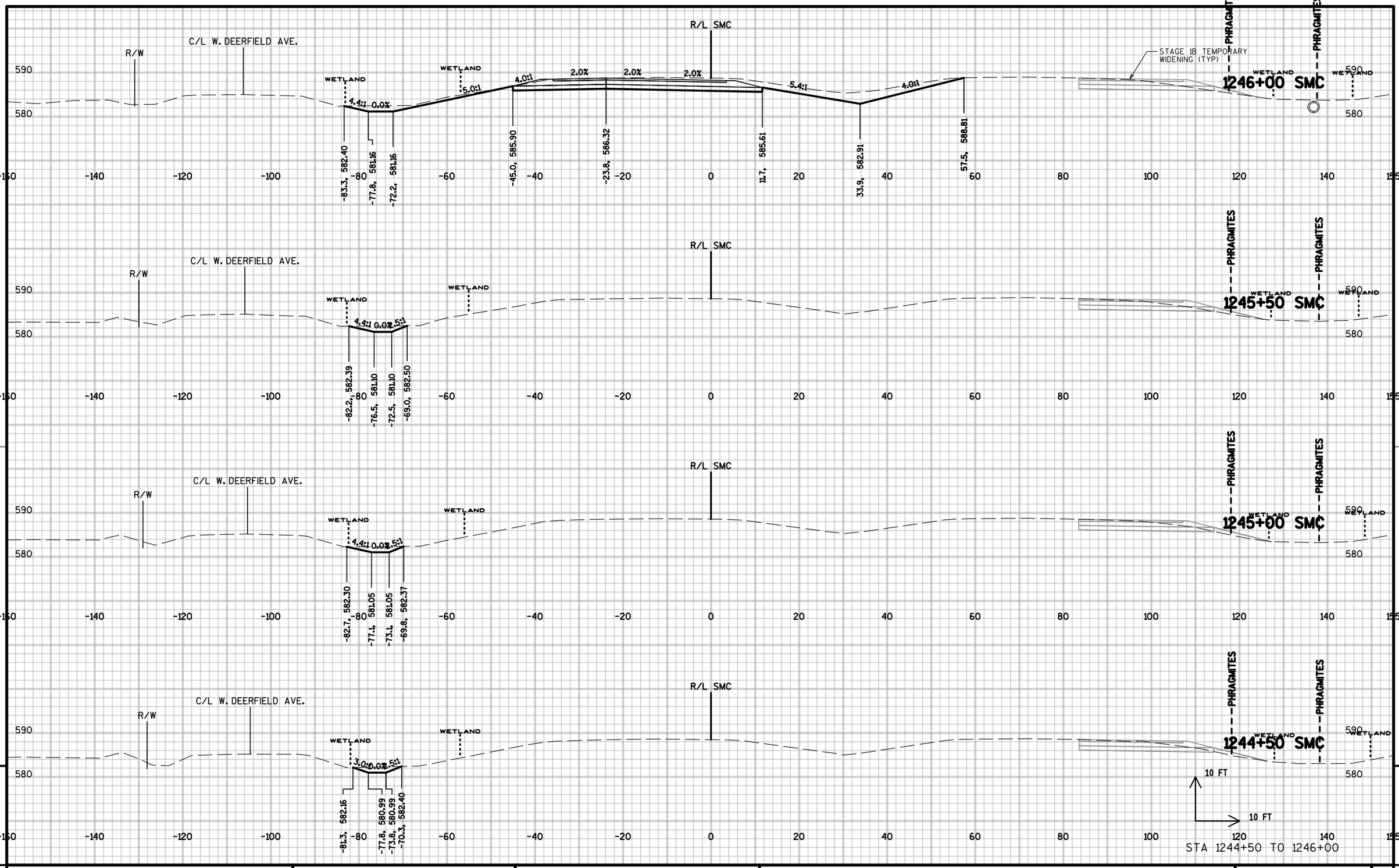
9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1341	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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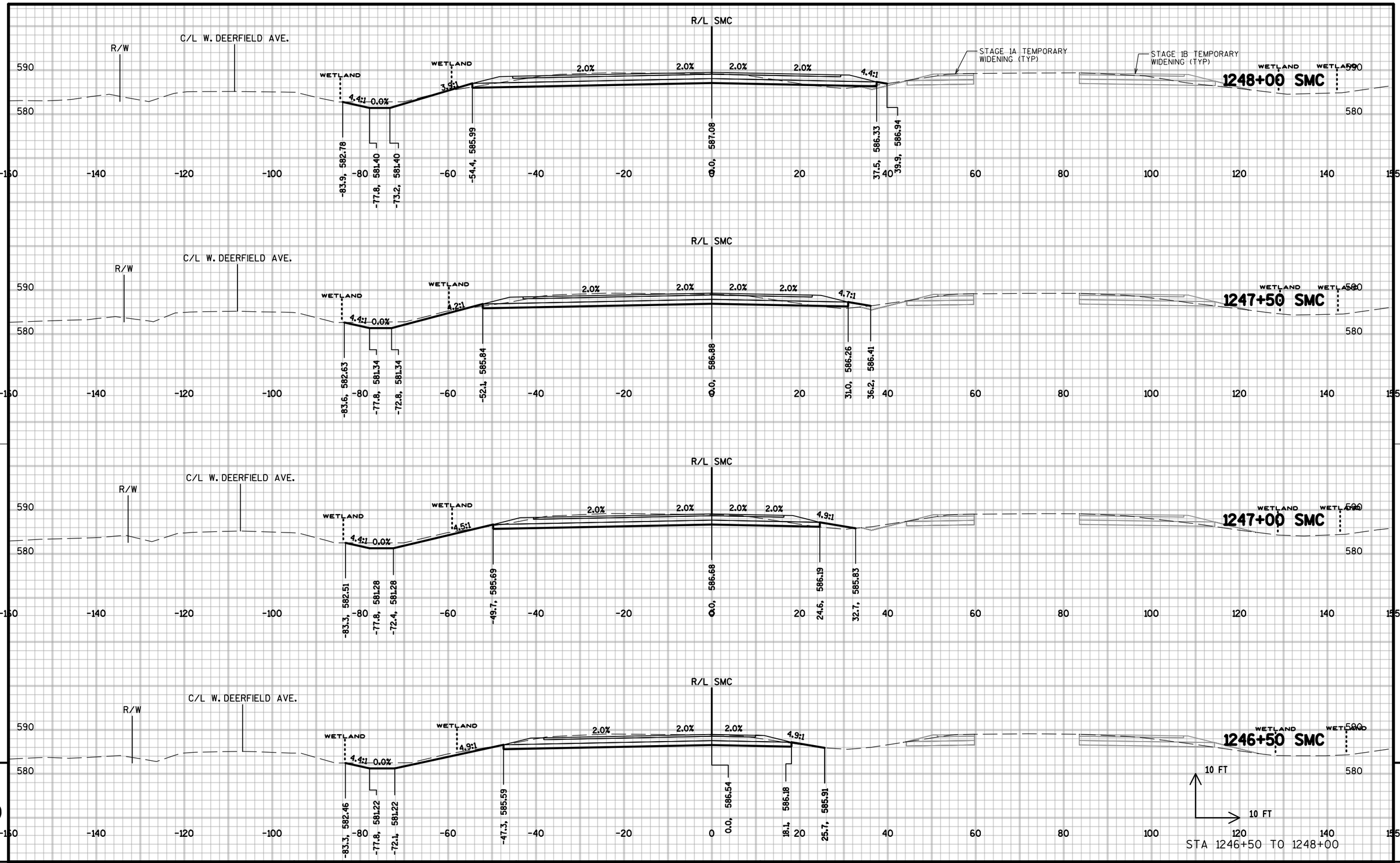
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1342	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdde PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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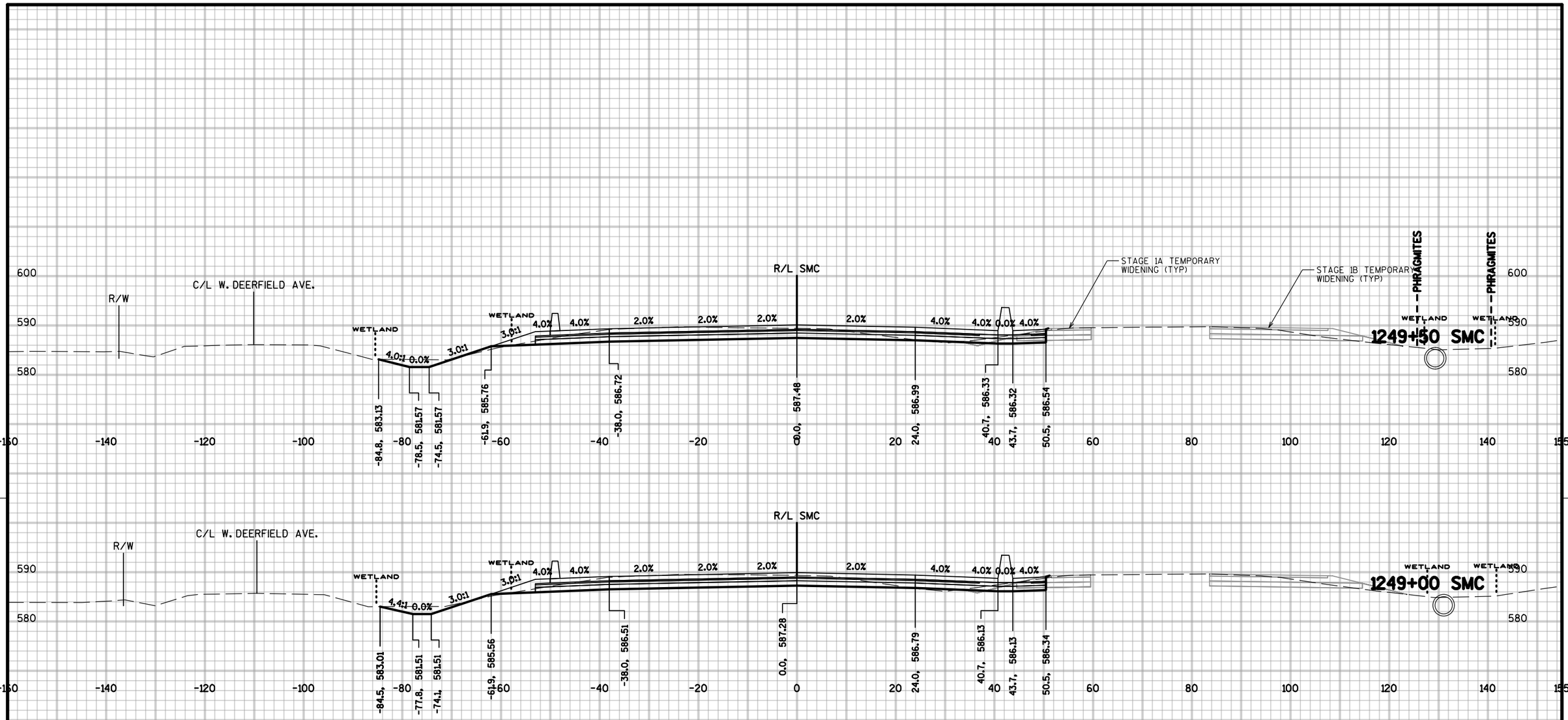
STA 1246+50 TO 1248+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1343	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn
PLOT DATE : 2/1/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



STA 1248+50 TO 1249+50

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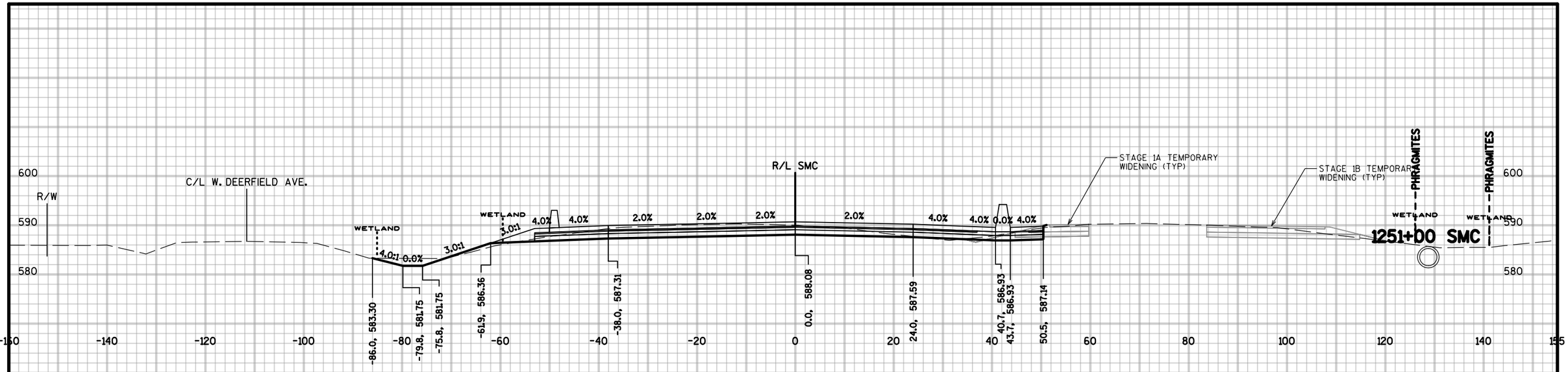
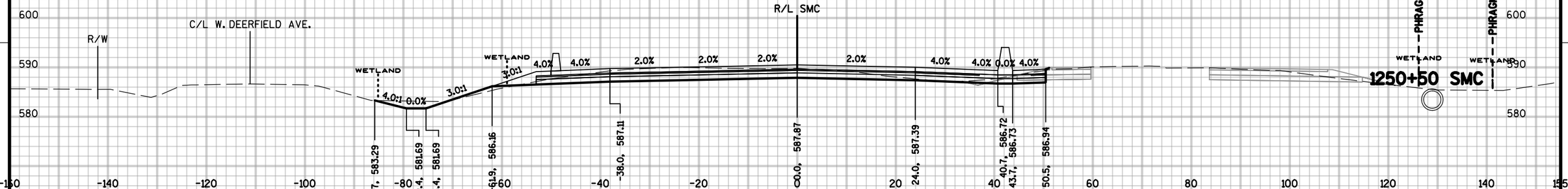
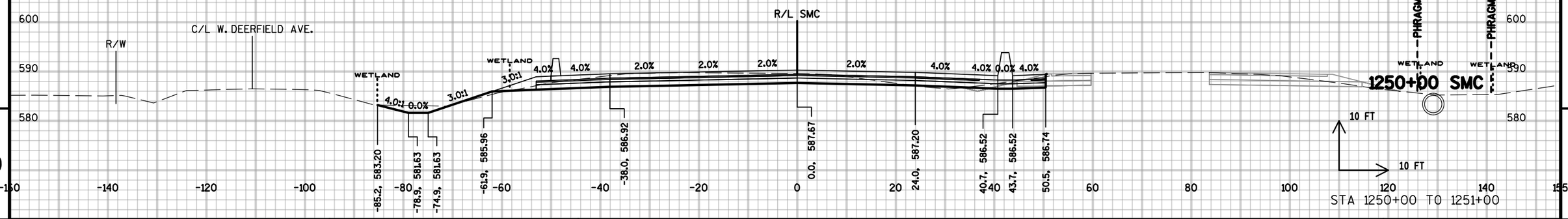
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1344	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1250+00 TO 1251+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1345	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

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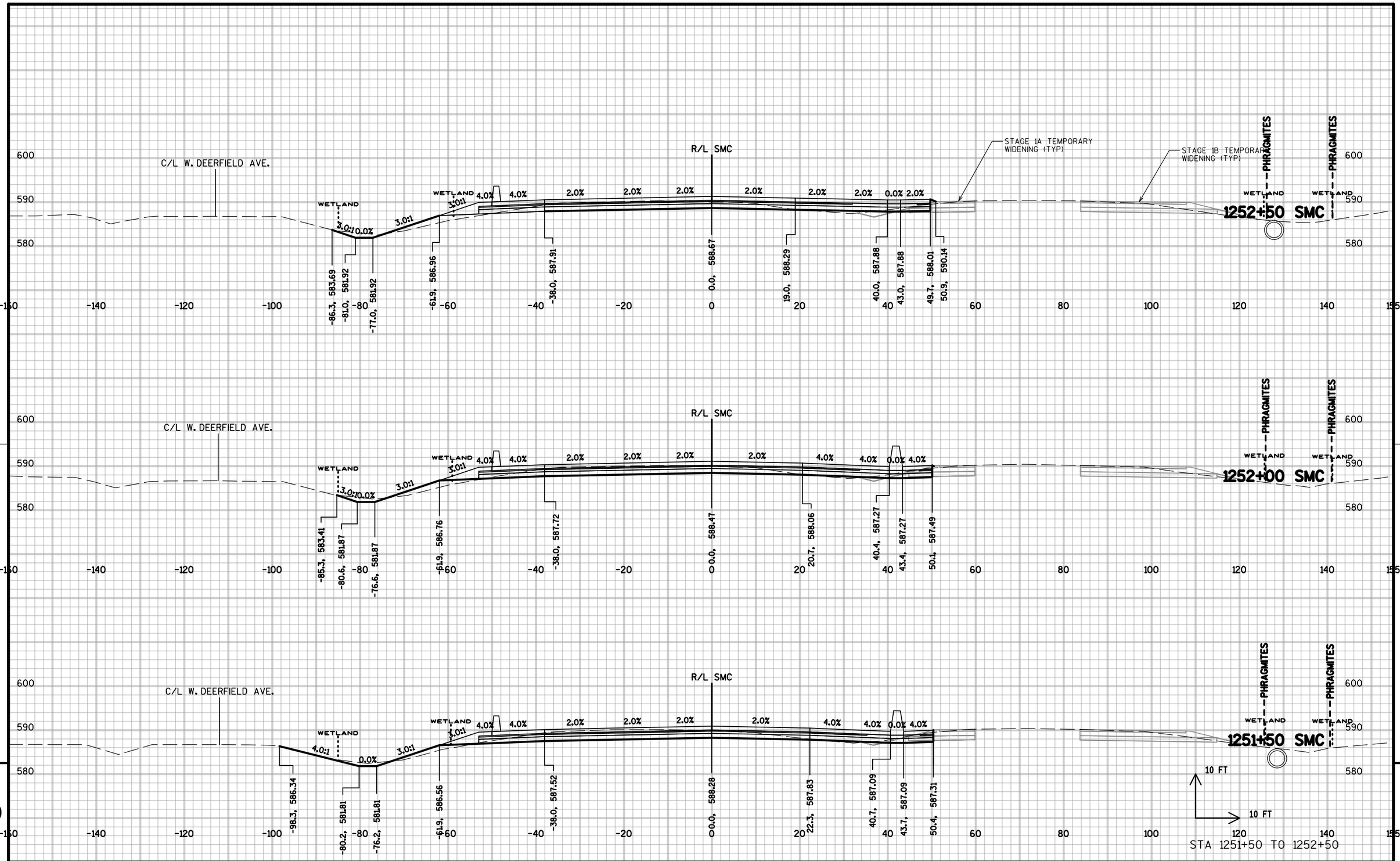
9

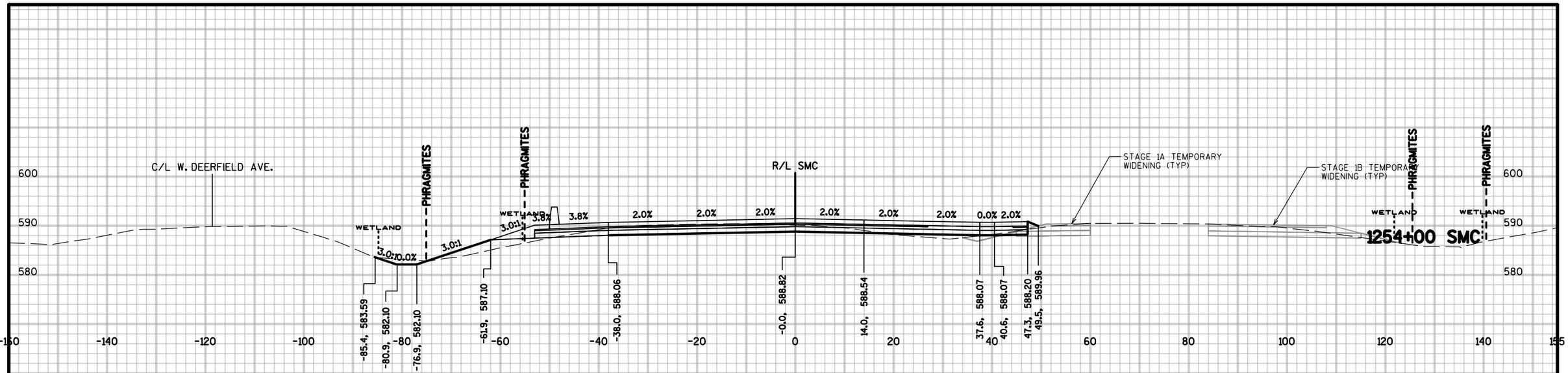


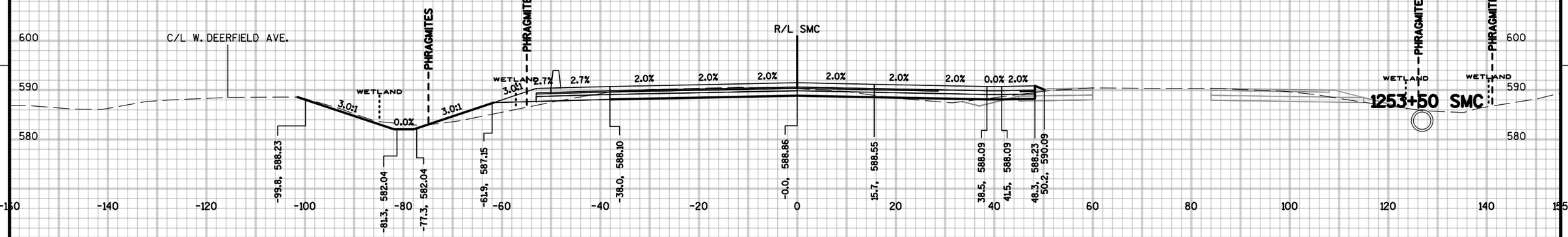
STA 1251+50 TO 1252+50

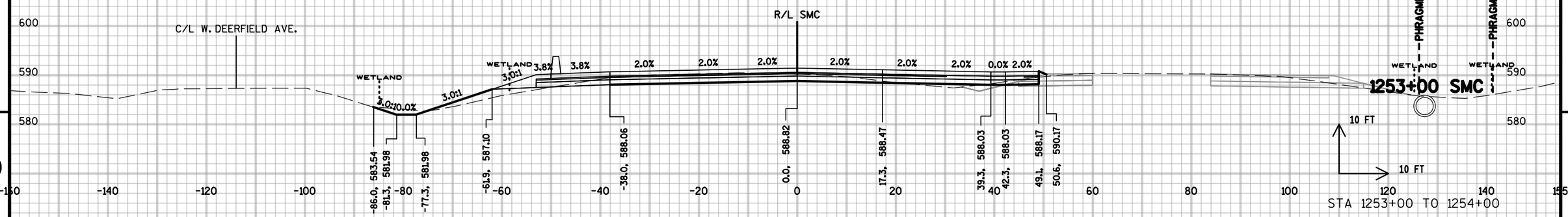
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1346 E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1253+00 TO 1254+00

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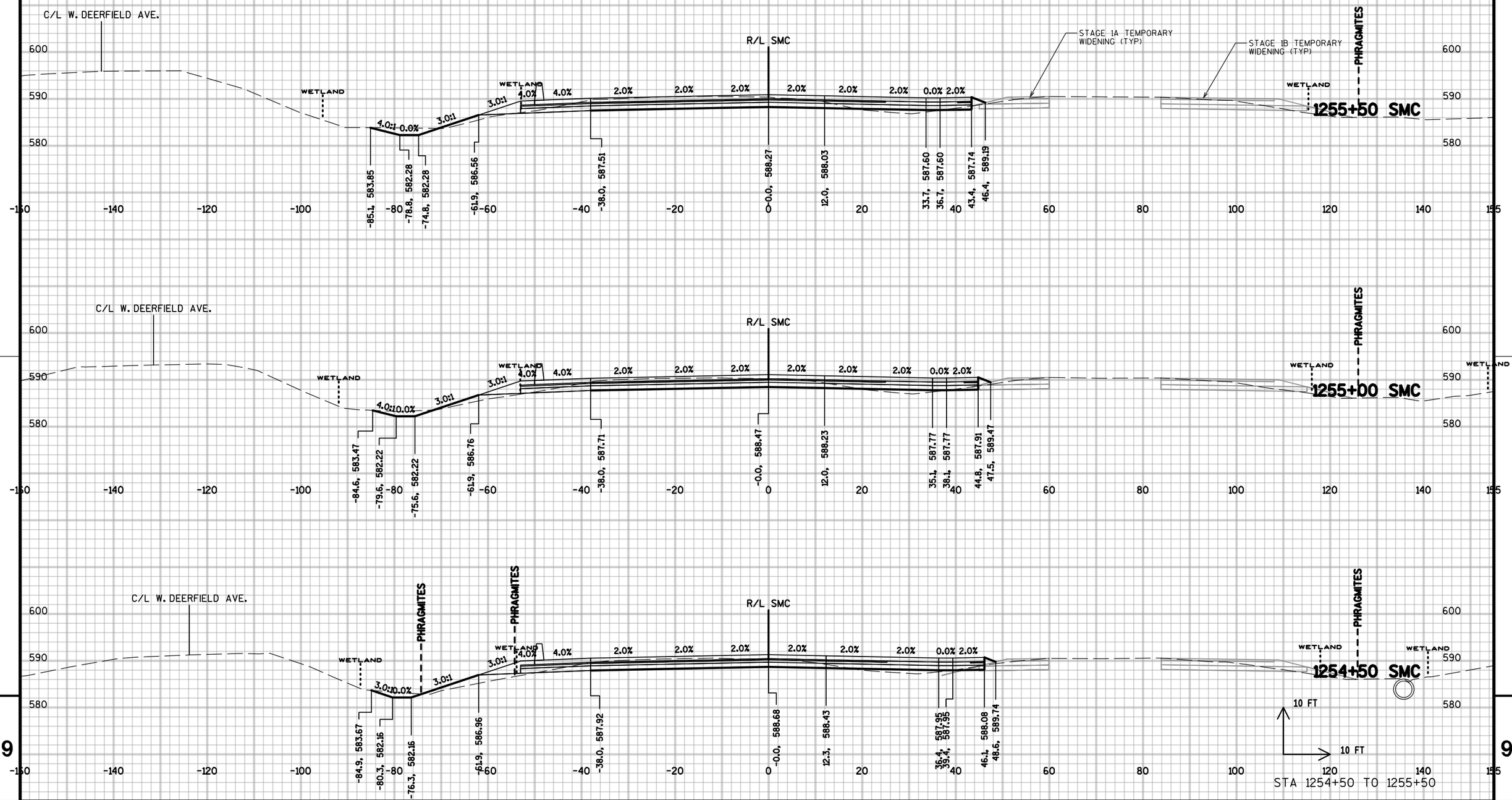
9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1347	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



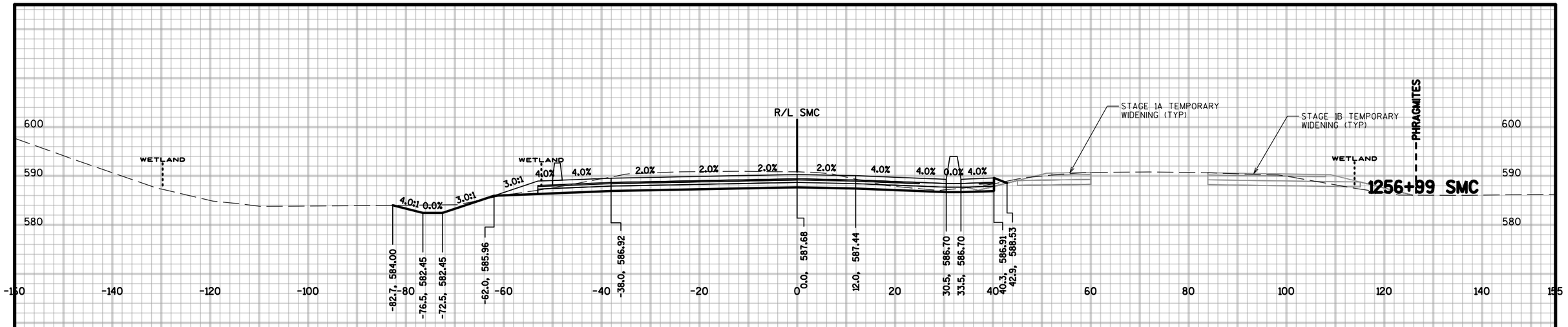
STA 1254+50 TO 1255+50

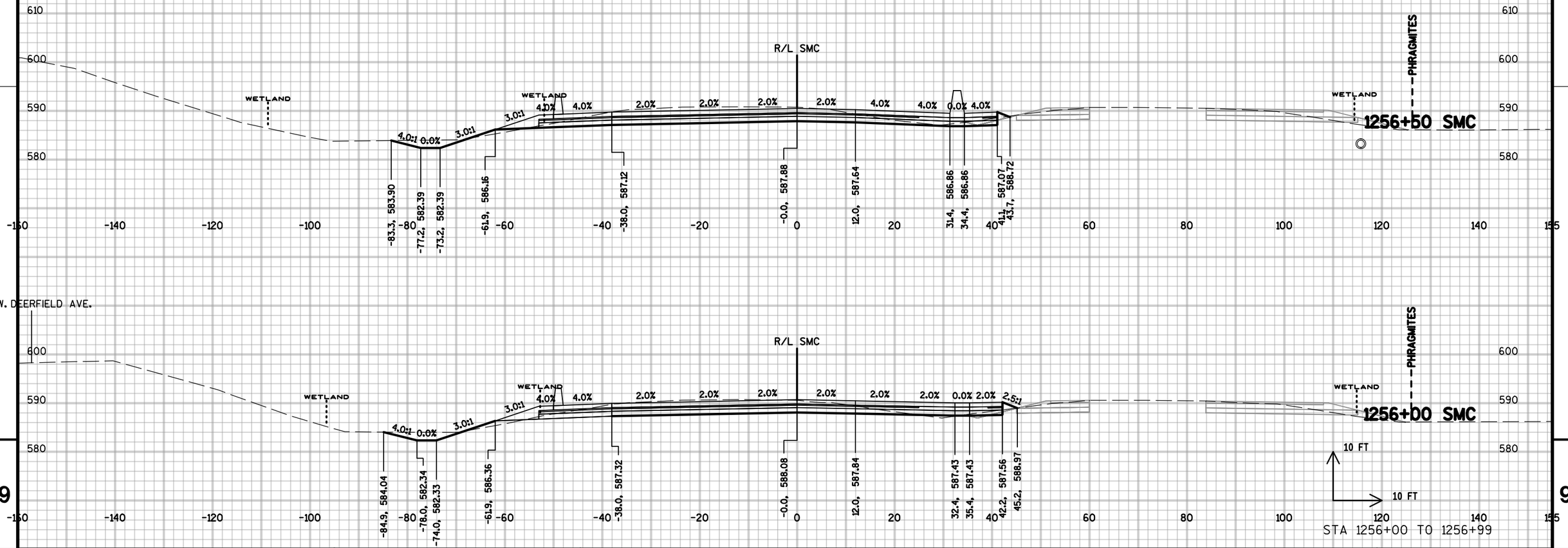
9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1348	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





STA 1256+00 TO 1256+99

9

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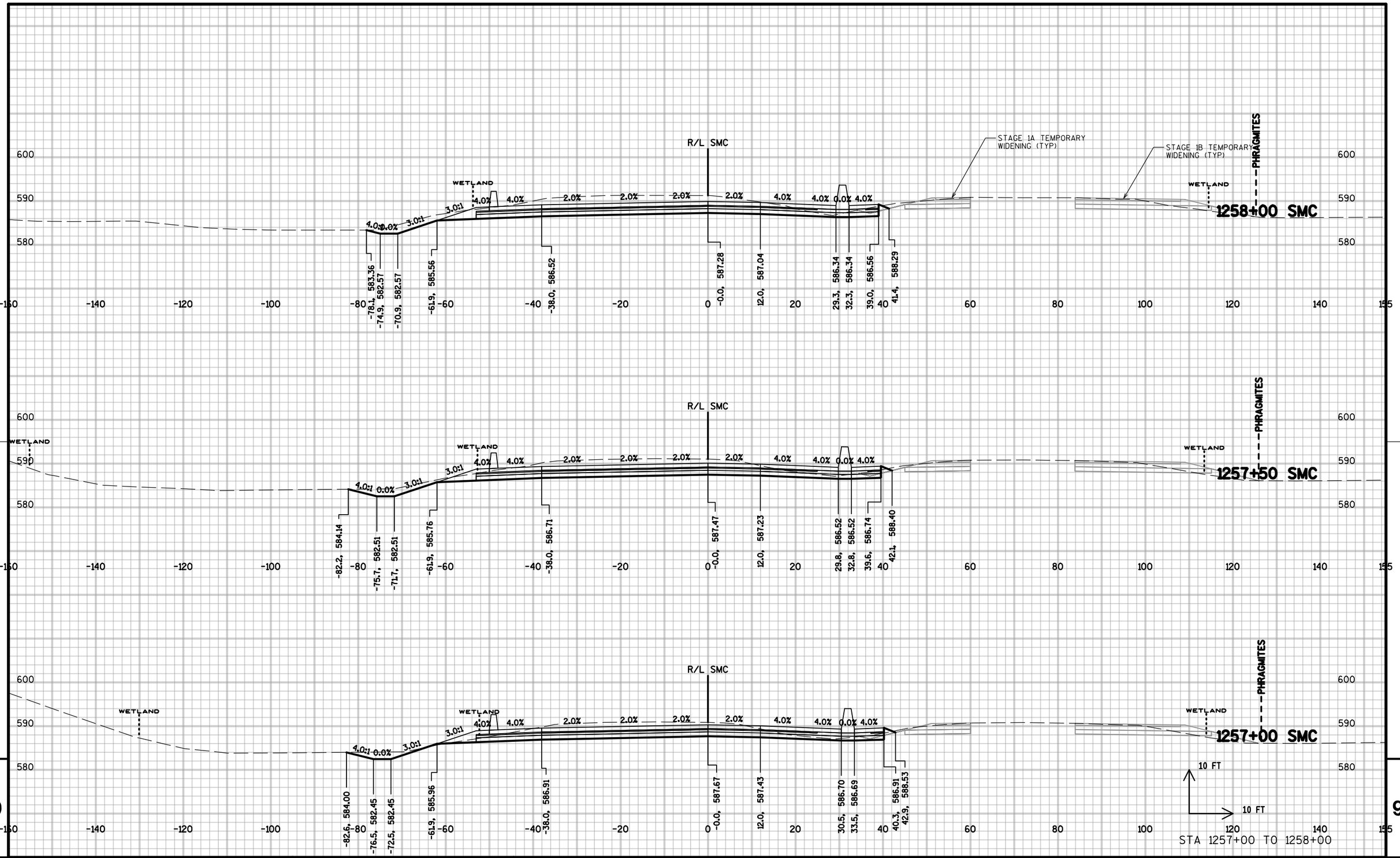
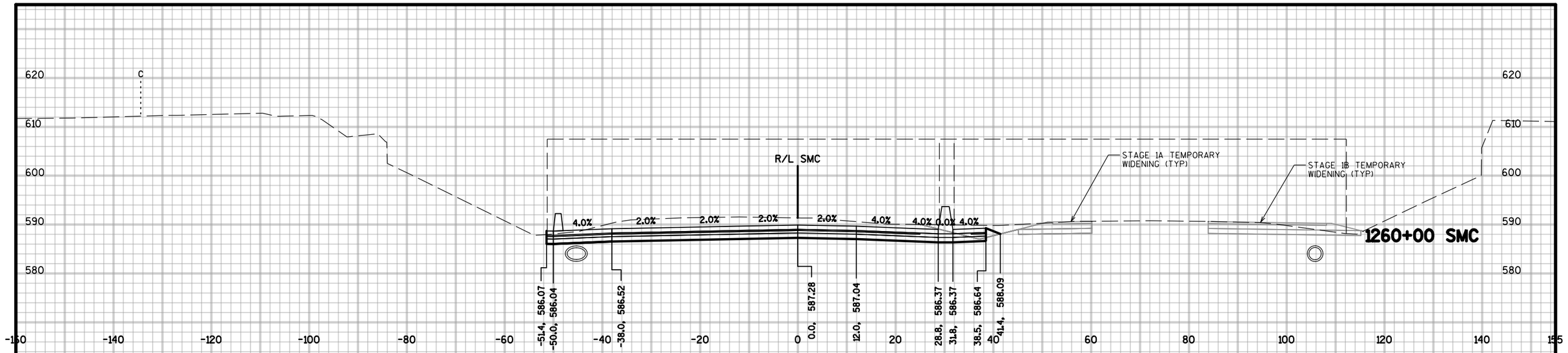
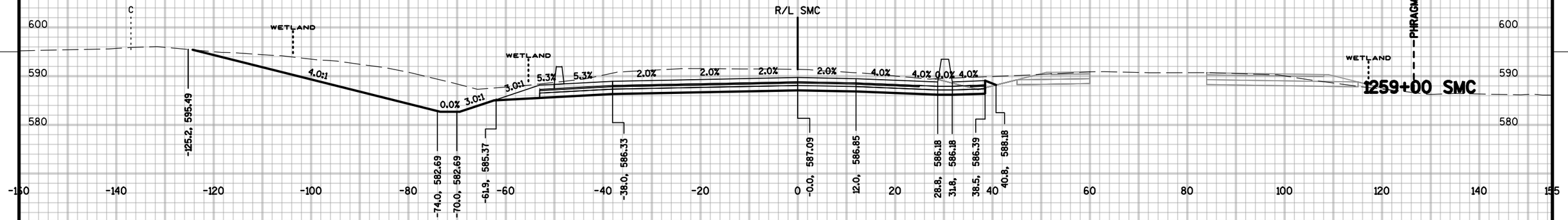
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1349	E

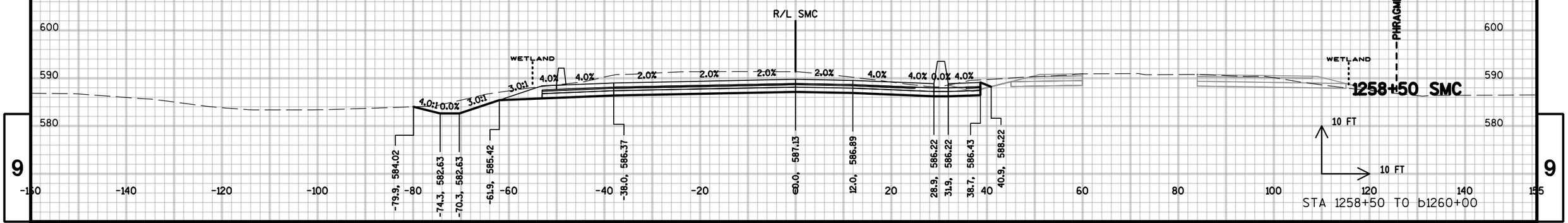


STA 1257+00 TO 1258+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1350	E







STA 1258+50 TO 1260+00

9

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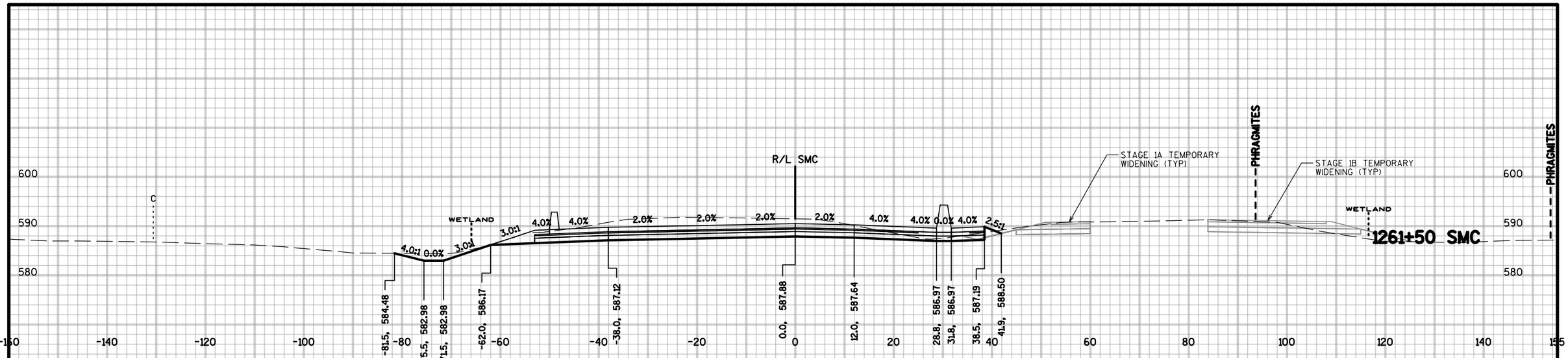
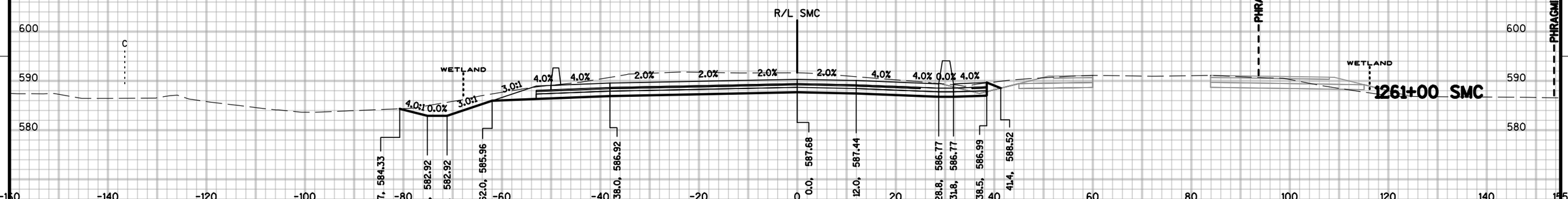
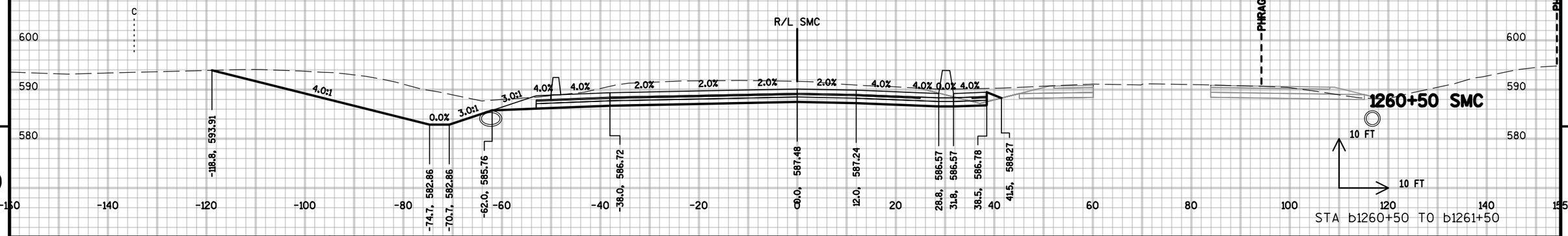
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1351	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA b1260+50 TO b1261+50

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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1352	E

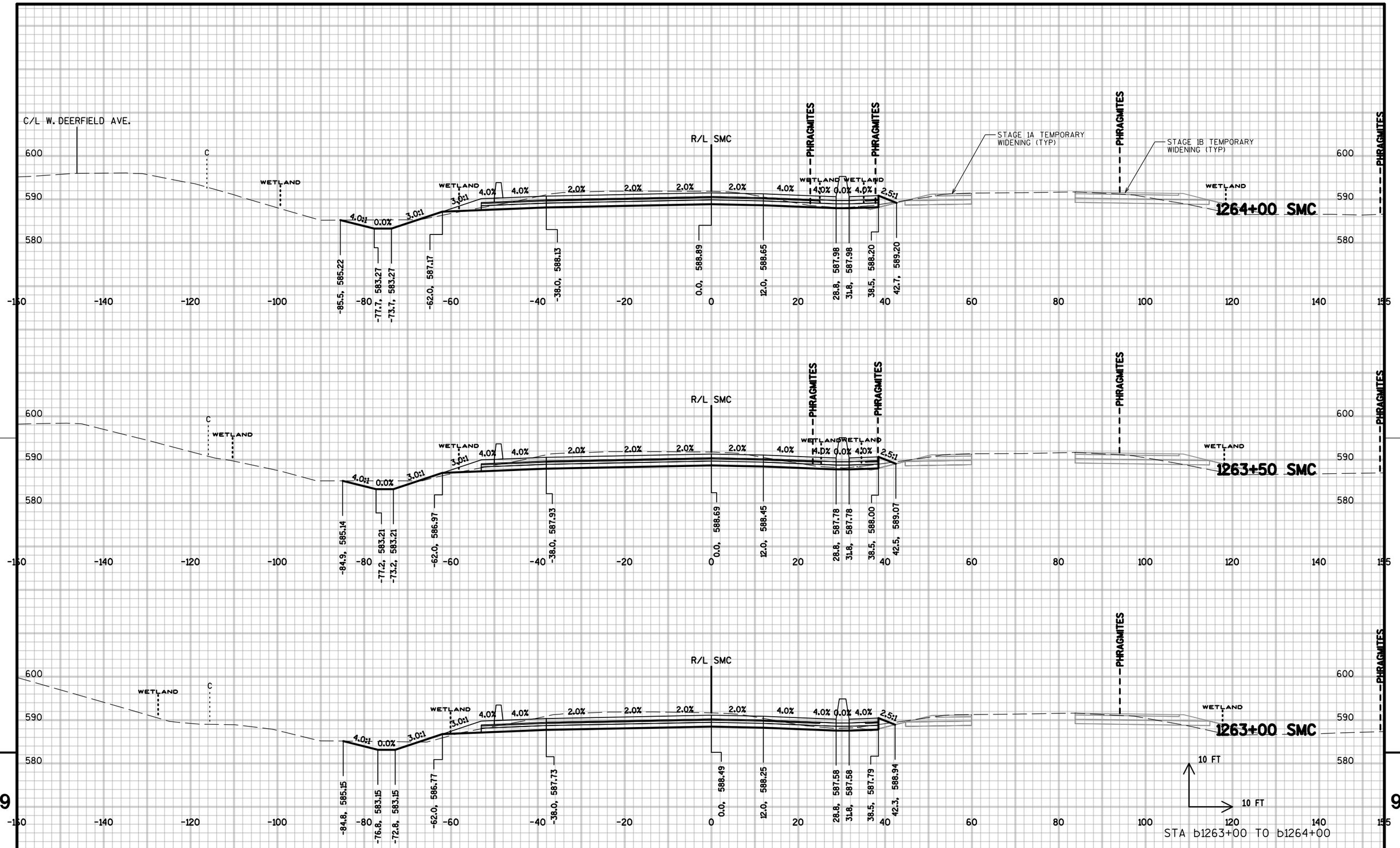
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1353	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

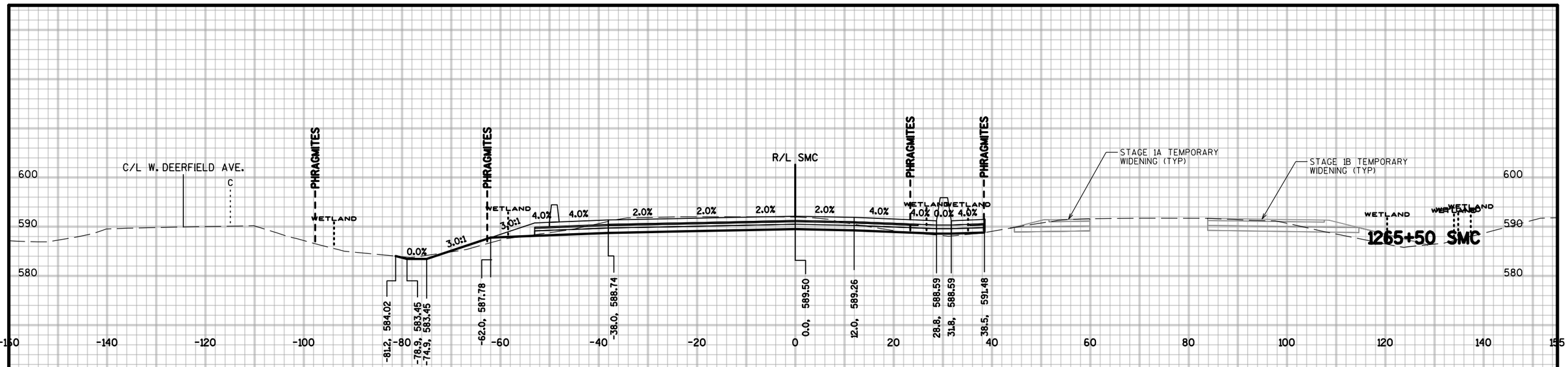


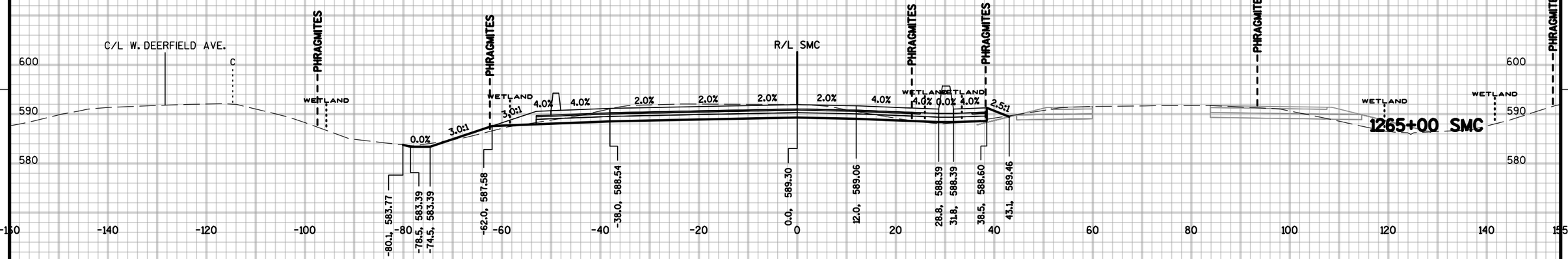
STA b1263+00 TO b1264+00

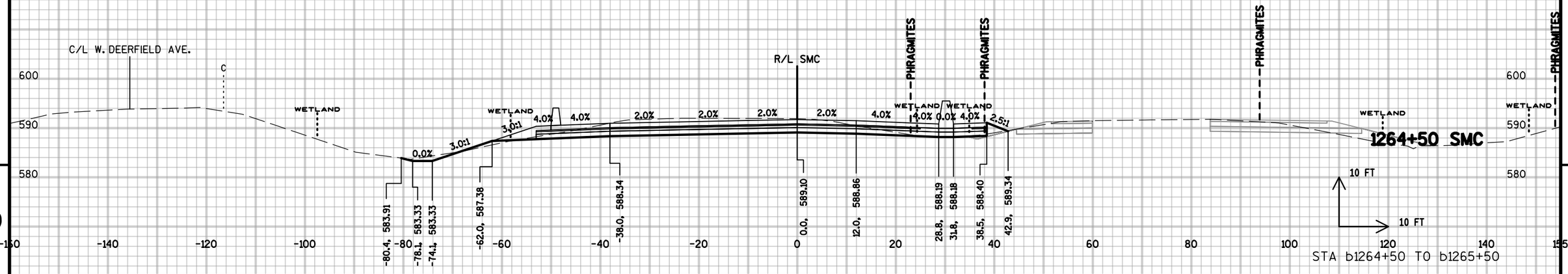
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1354	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA b1264+50 TO b1265+50

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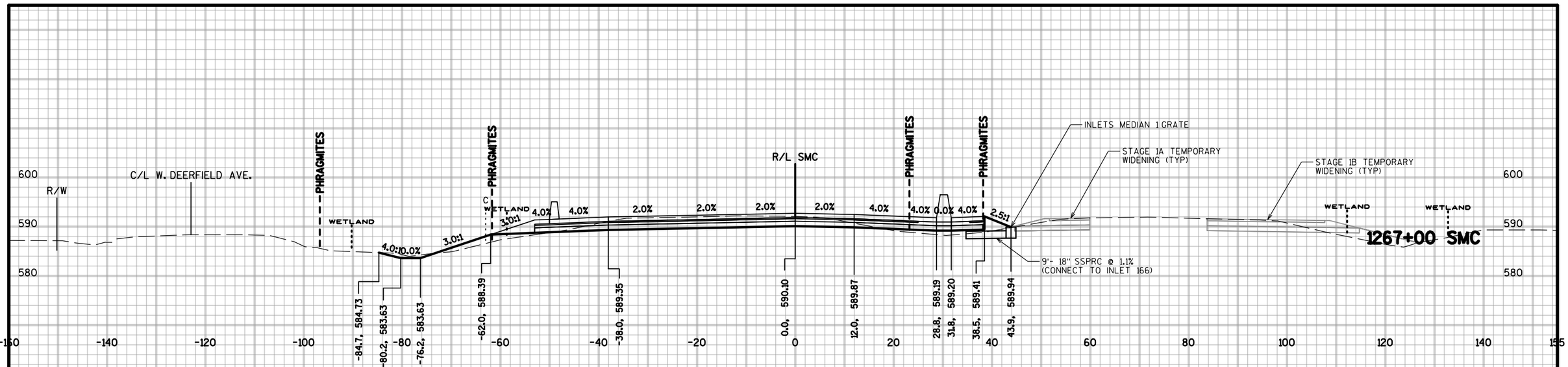
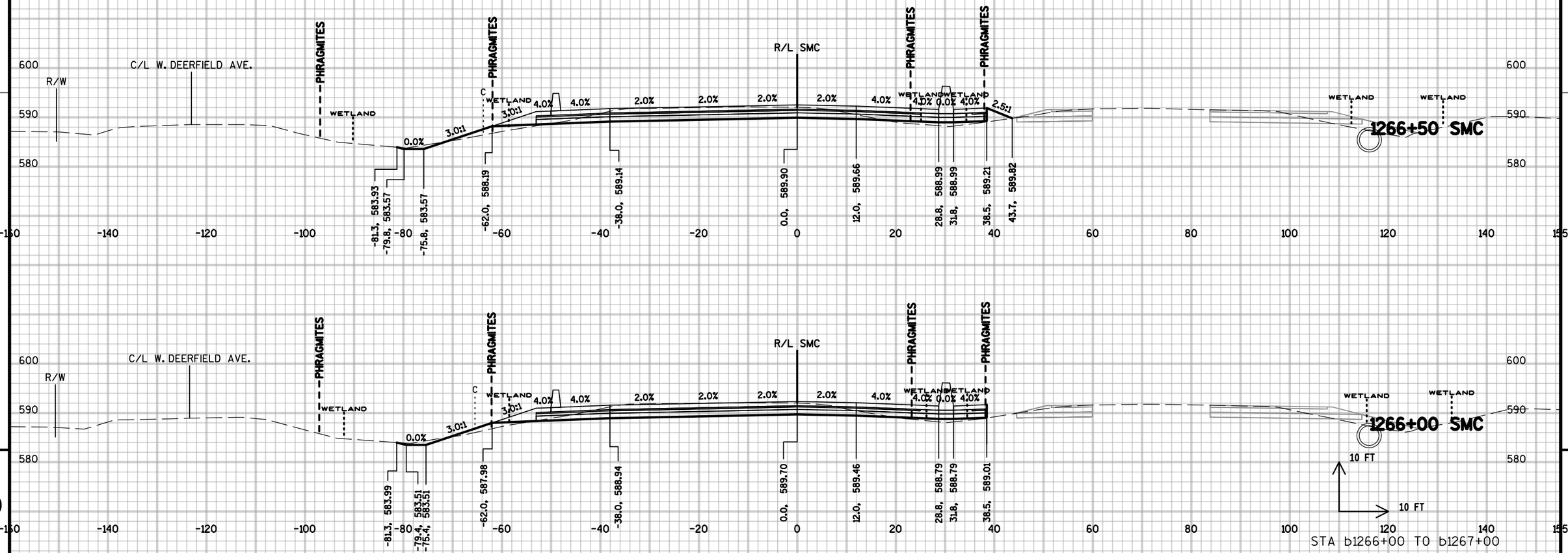
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1355	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





STA b1266+00 TO b1267+00

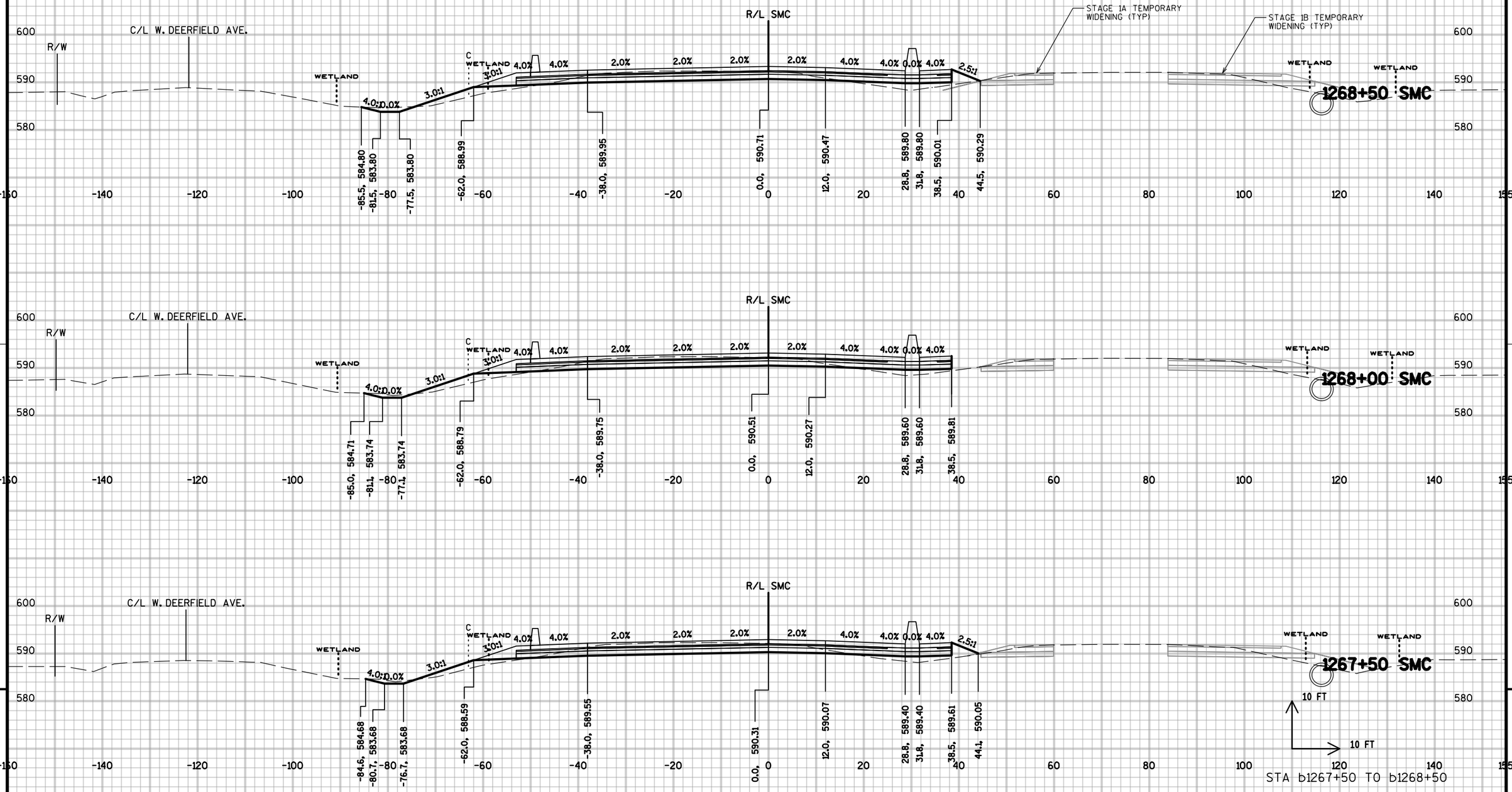
9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1356	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1357	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

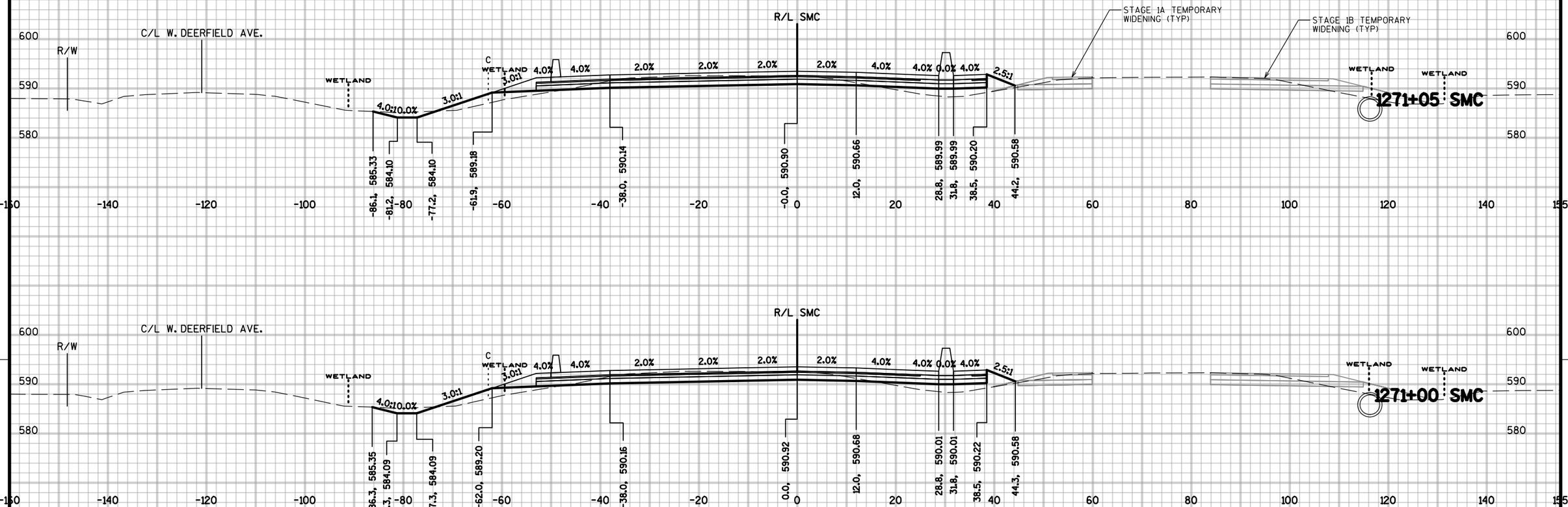
WISDOT/CADDS SHEET 21

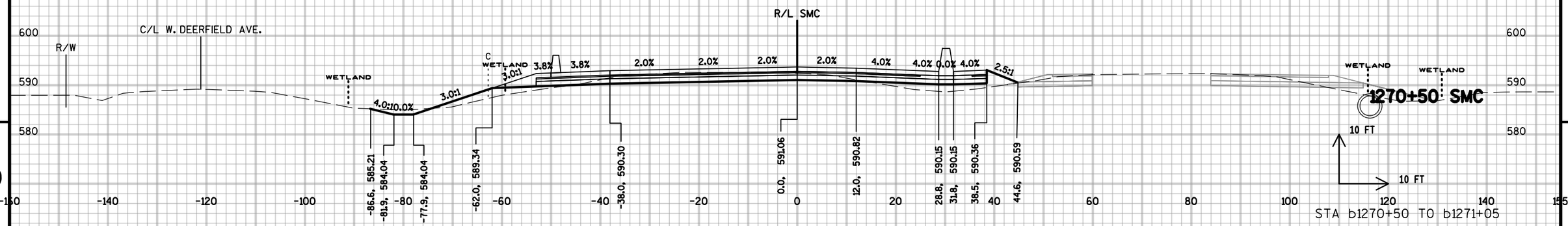
STA b1269+00 TO b1270+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1358	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

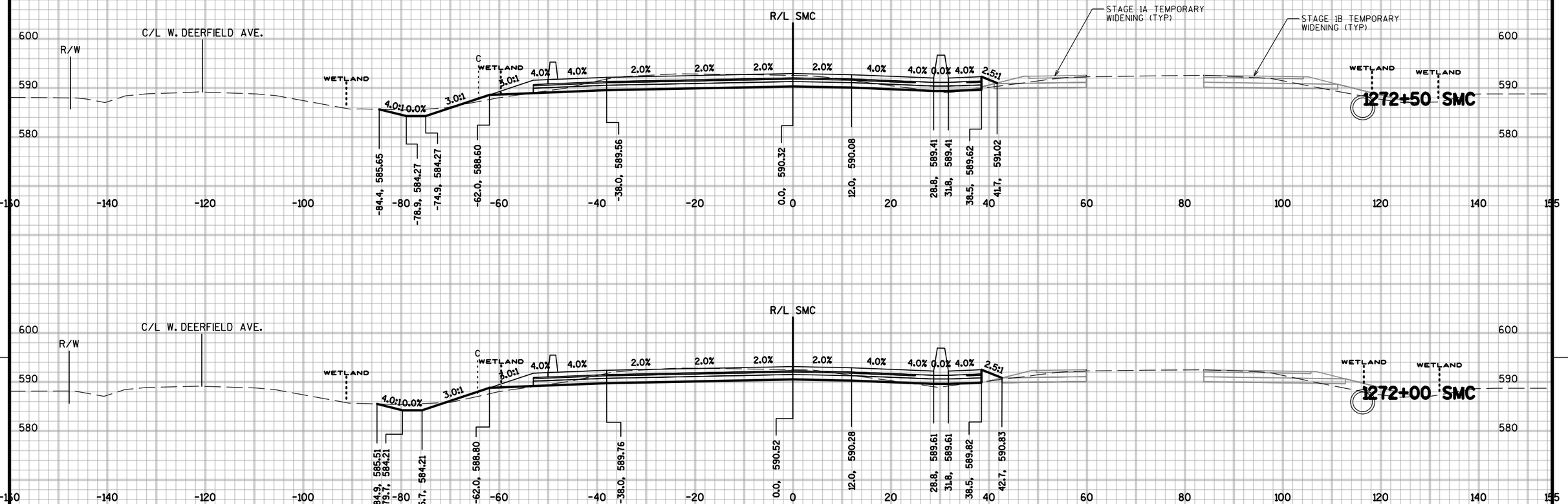
WISDOT/CADDS SHEET 21

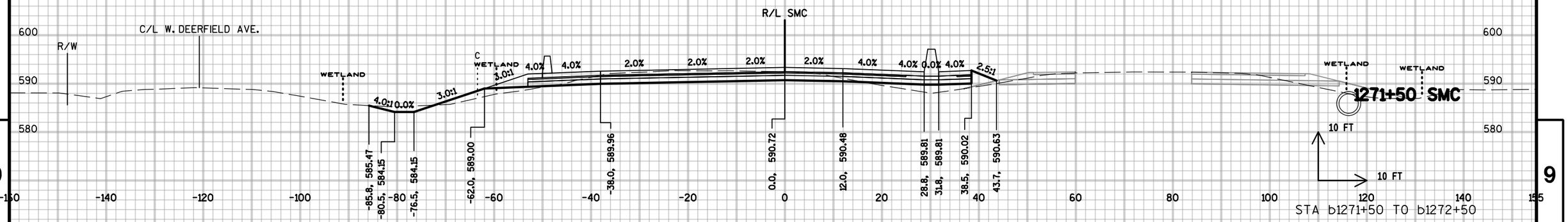




STA 1270+50 TO 1271+05

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1359	E





STA 1271+50 TO 1272+50

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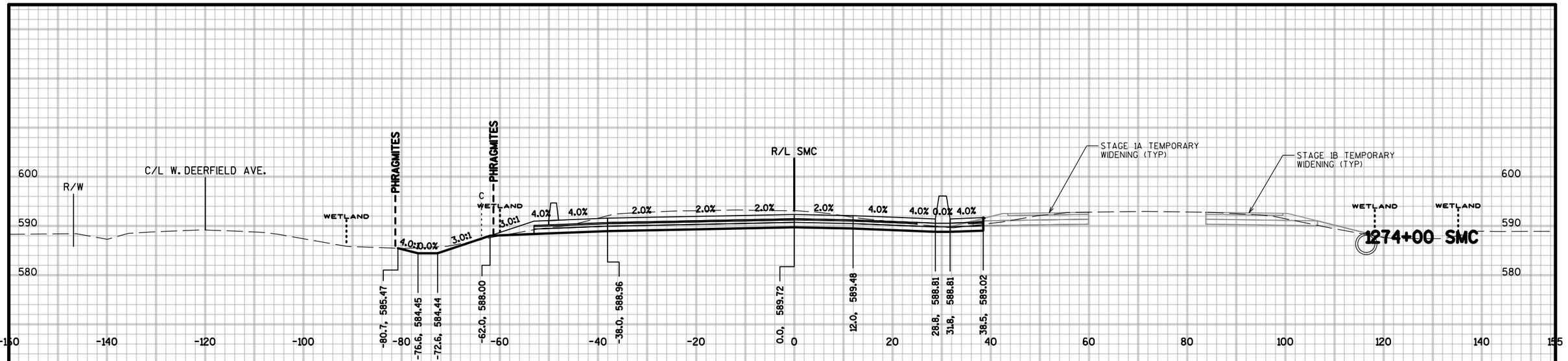
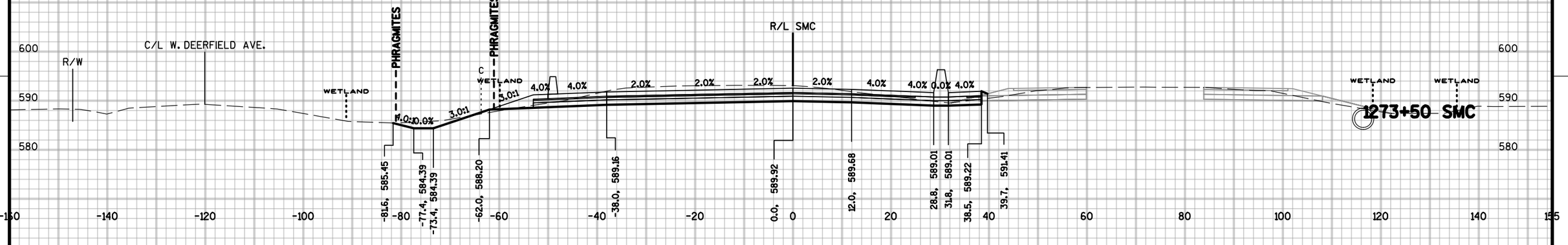
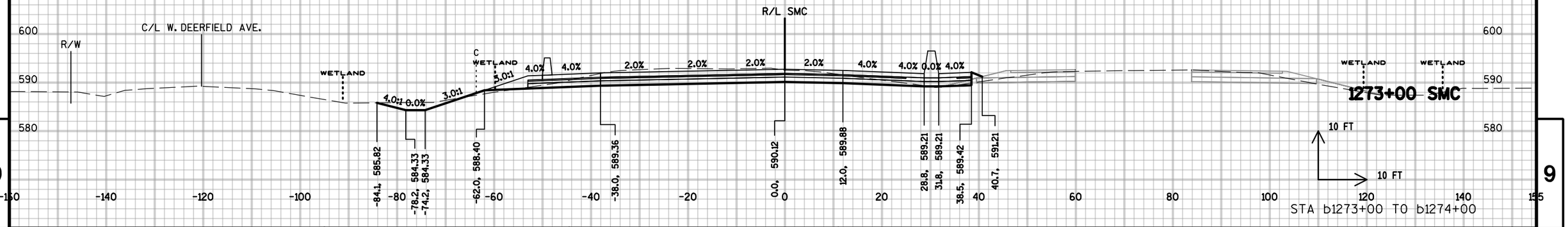
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1360	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA b1273+00 TO b1274+00

9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1361	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn
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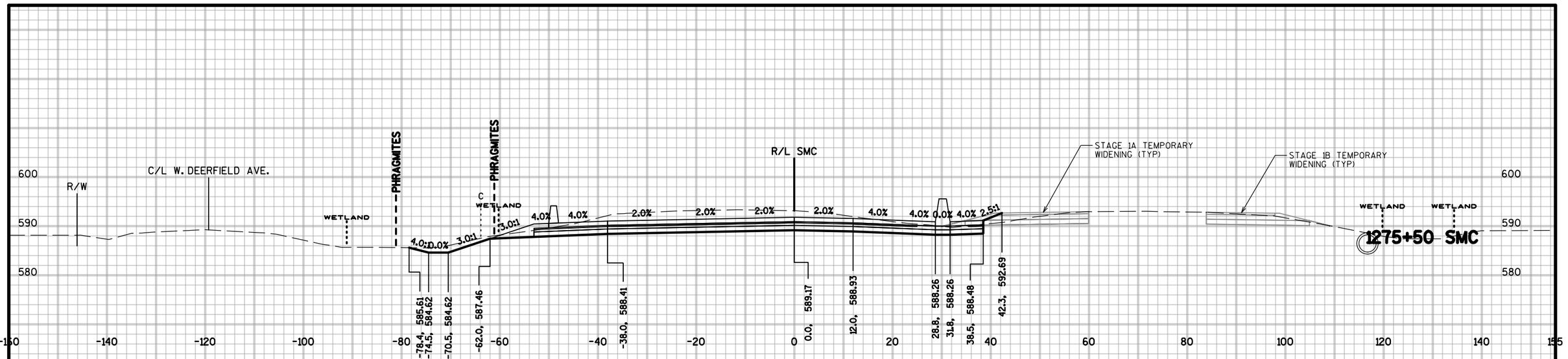
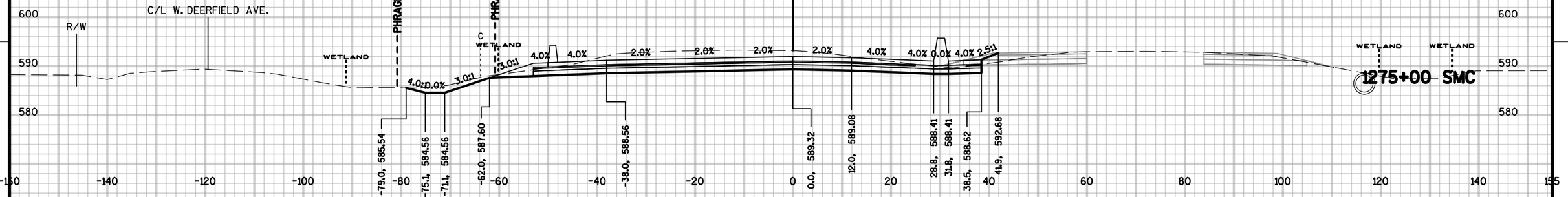
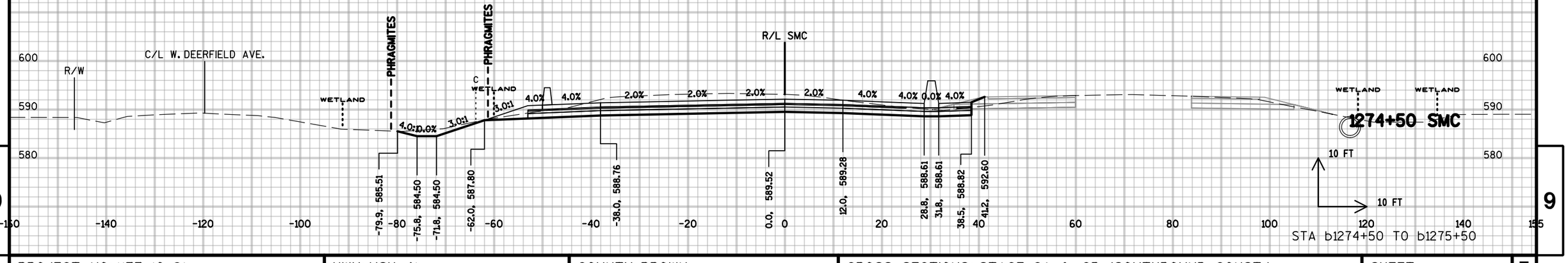
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21







STA b1274+50 TO b1275+50

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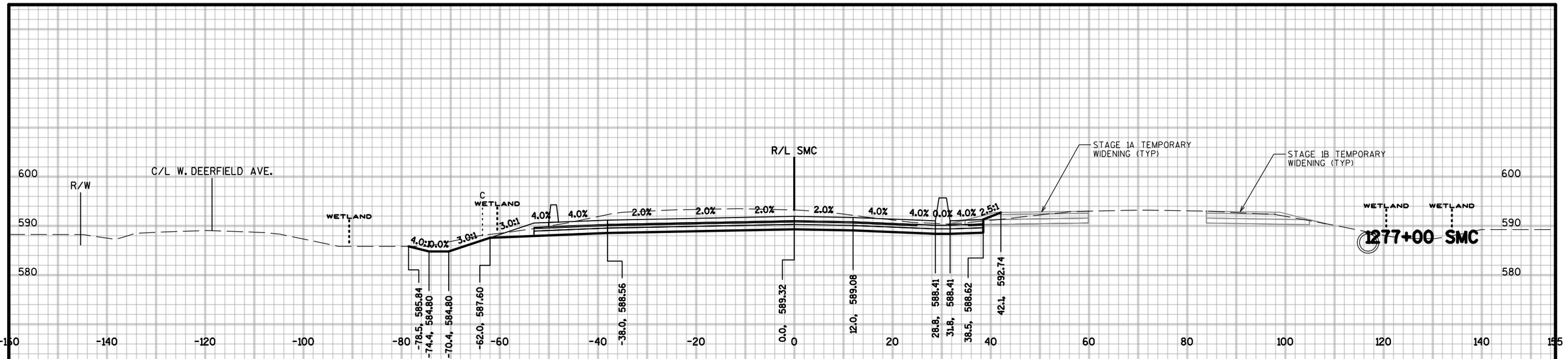
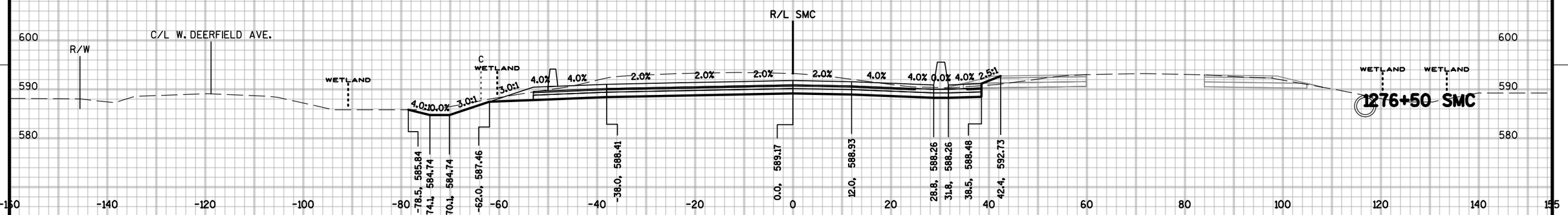
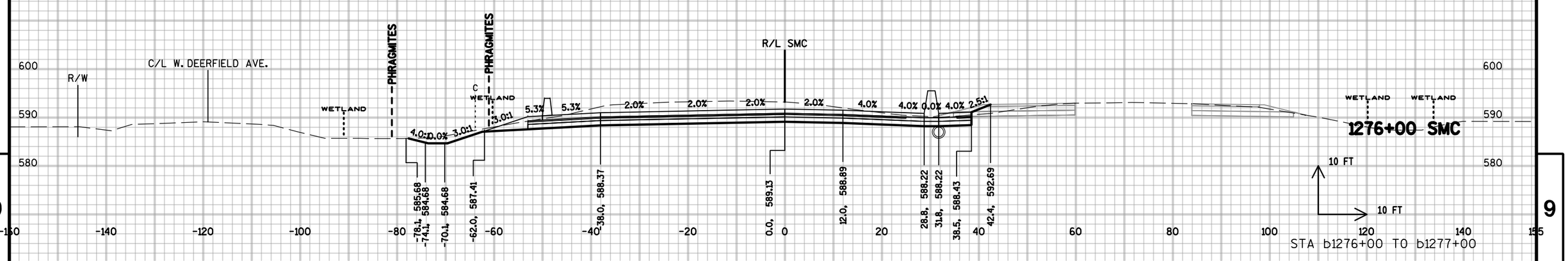
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1362	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA b1276+00 TO b1277+00

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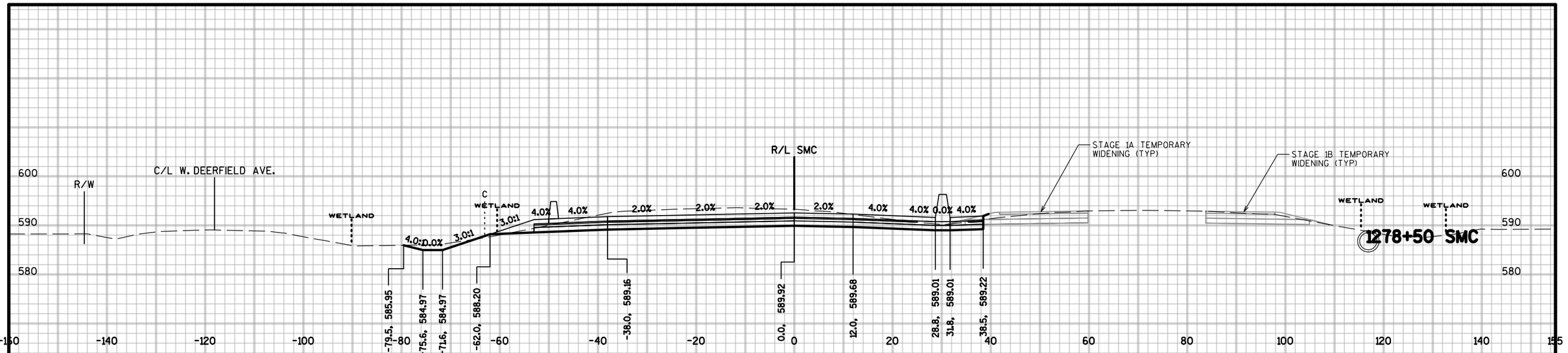
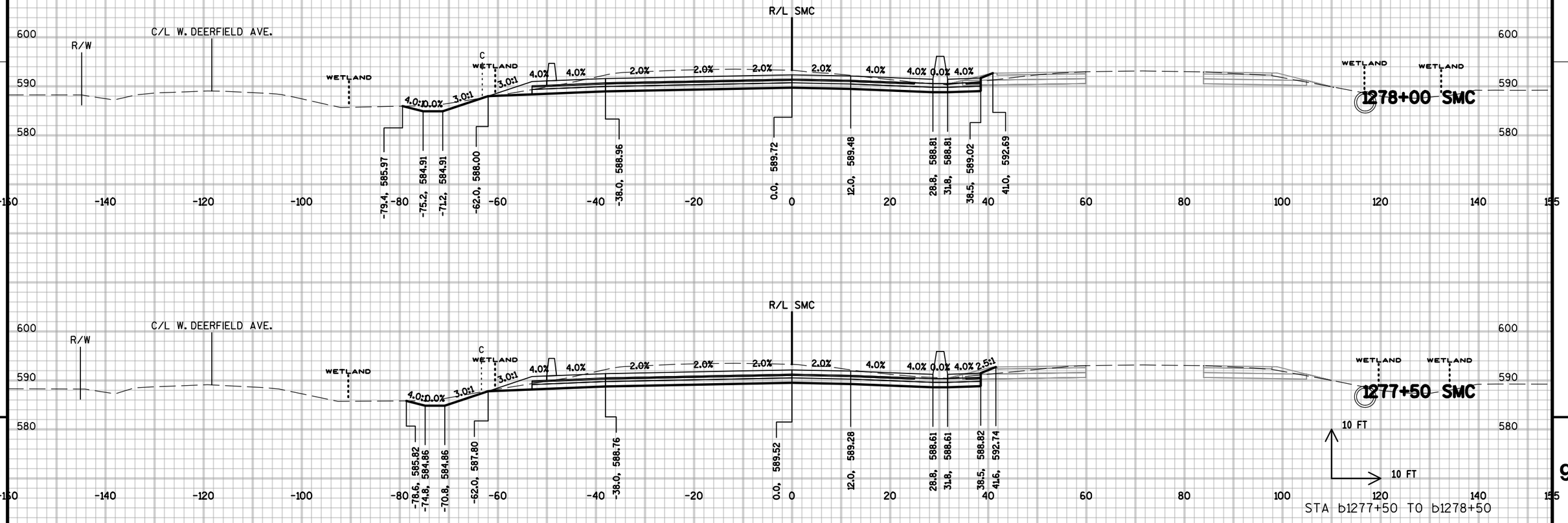
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1363	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





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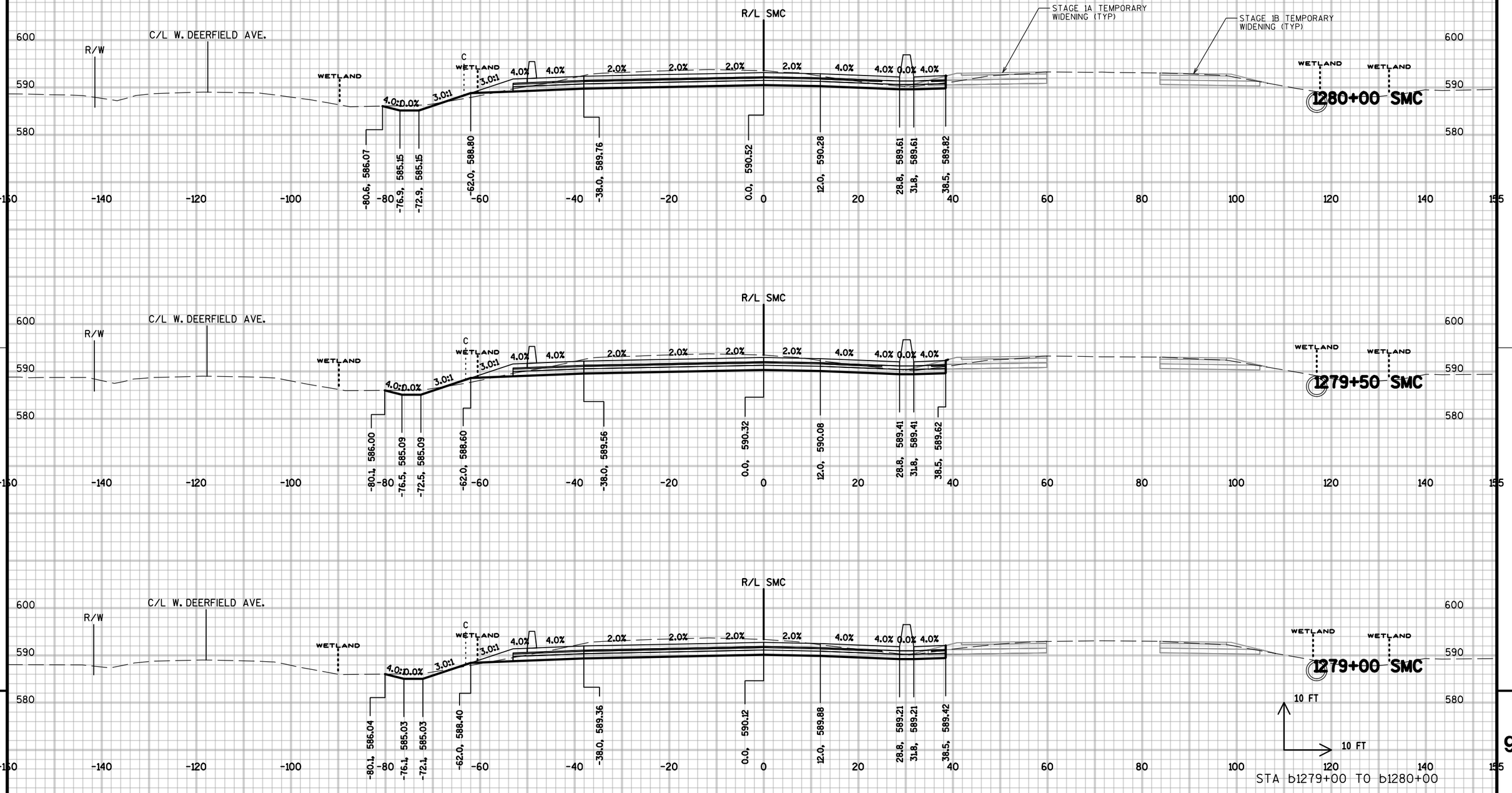
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1364	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

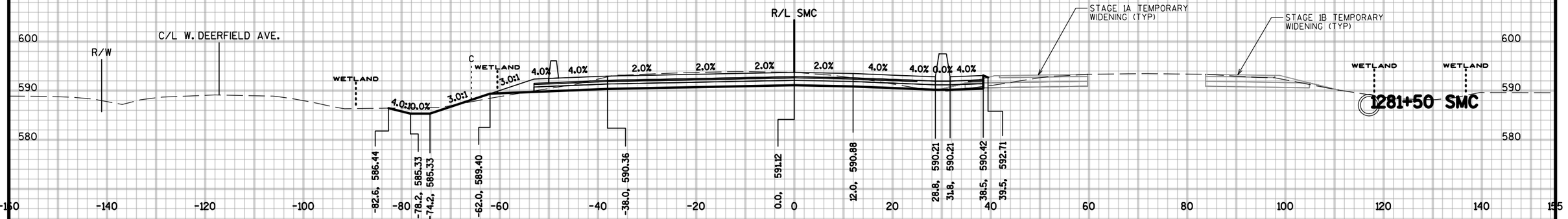


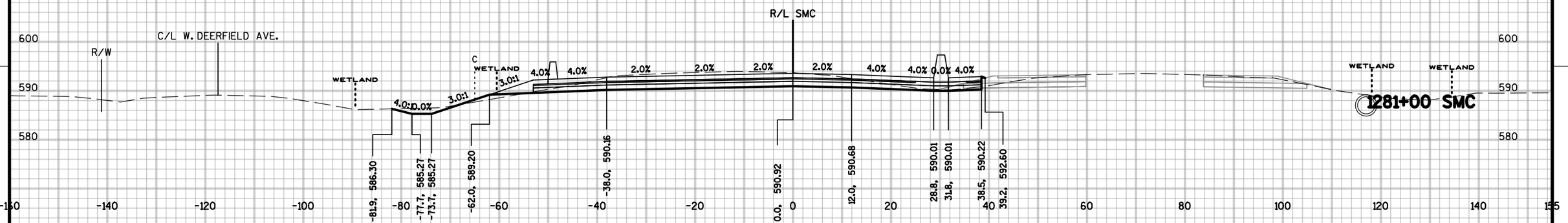
STA b1279+00 TO b1280+00

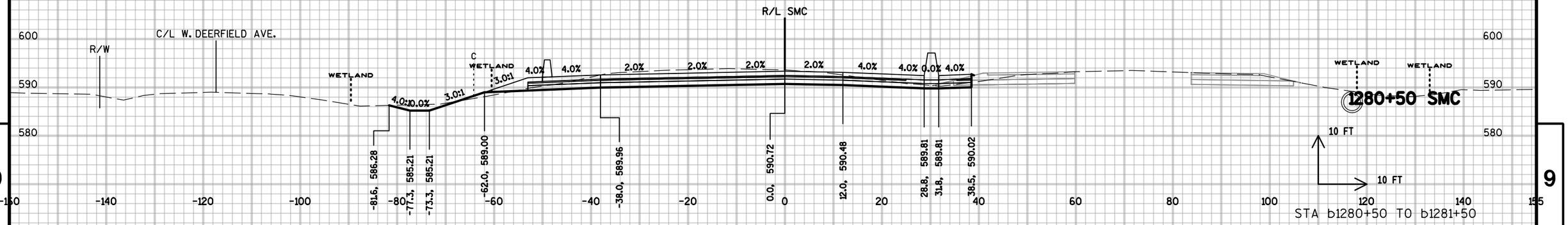
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1365	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA b1280+50 TO b1281+50

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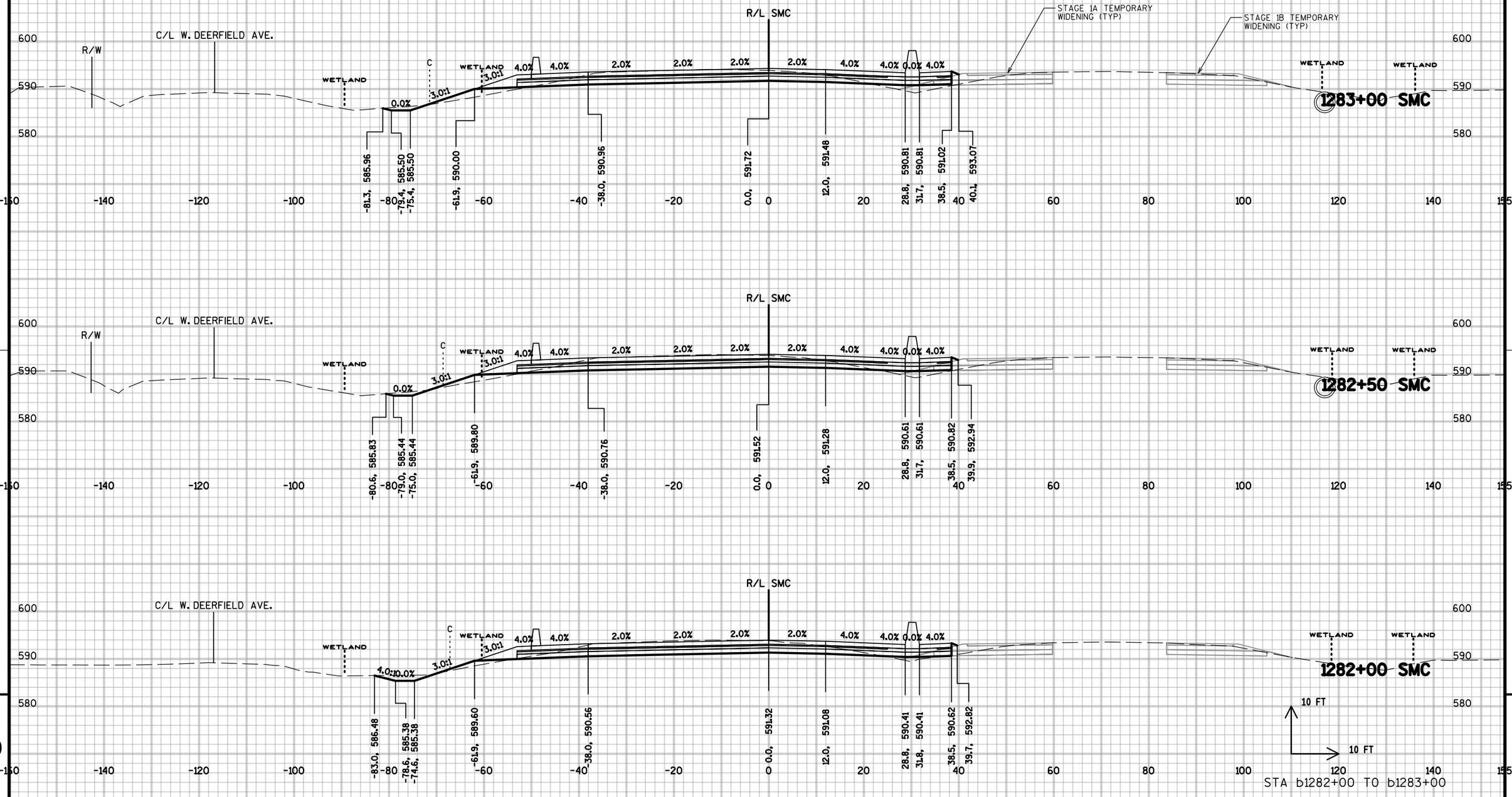
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1366	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA b1282+00 TO b1283+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1367	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

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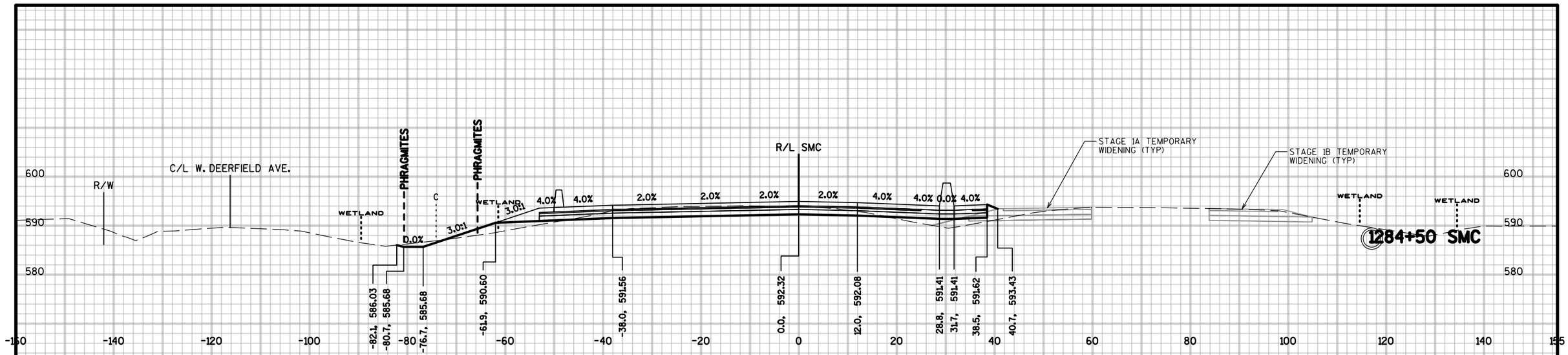

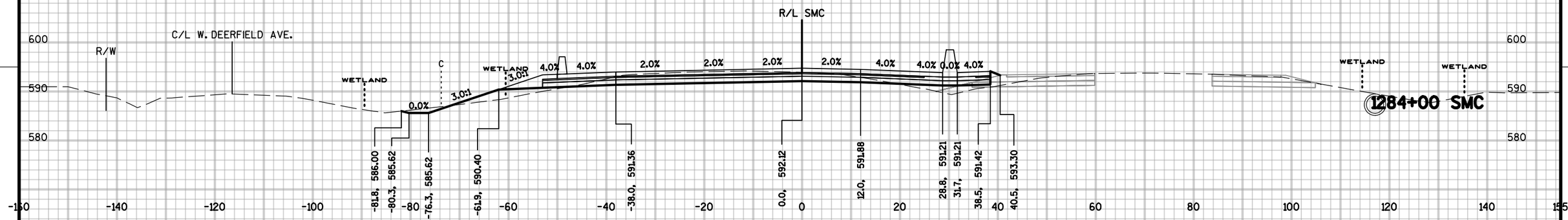

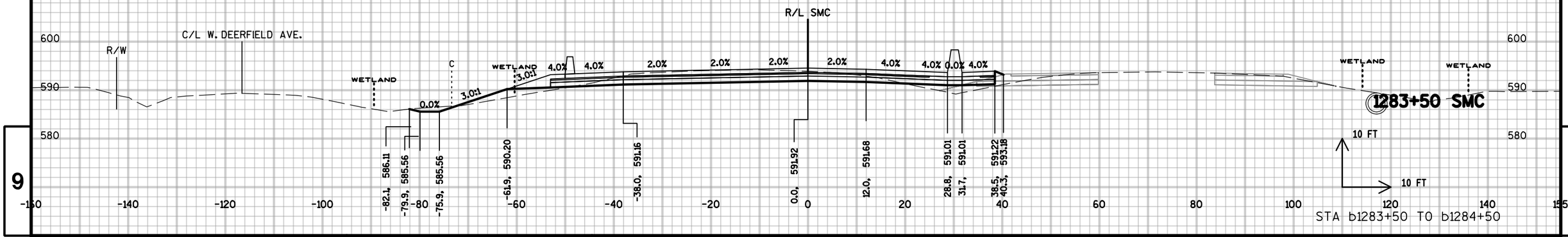

STA b1283+50 TO b1284+50

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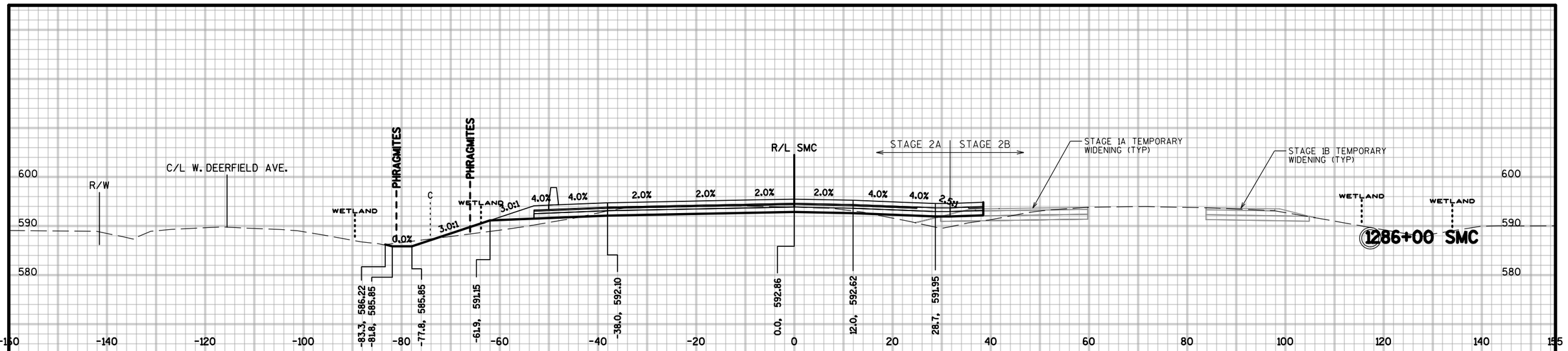
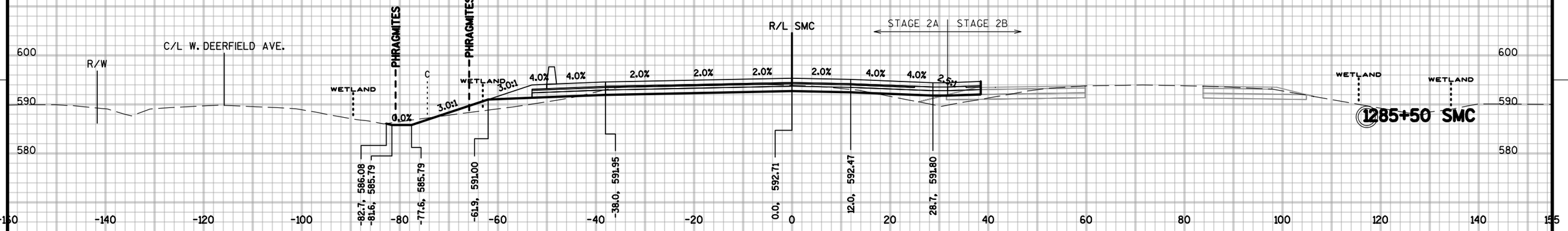
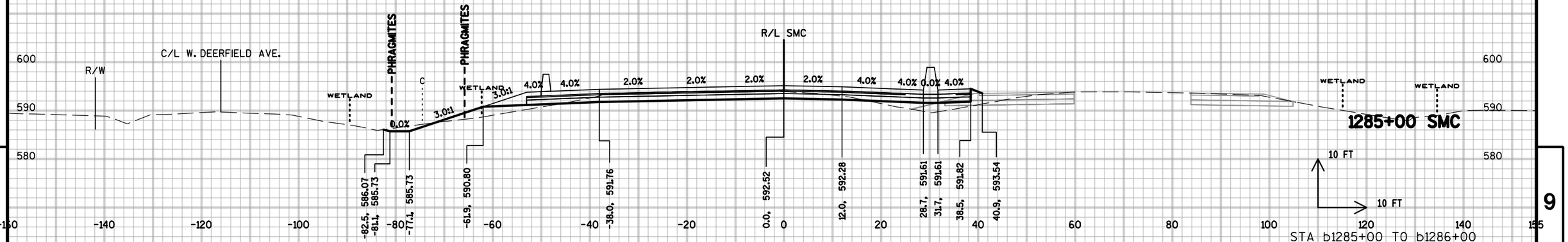
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1368	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



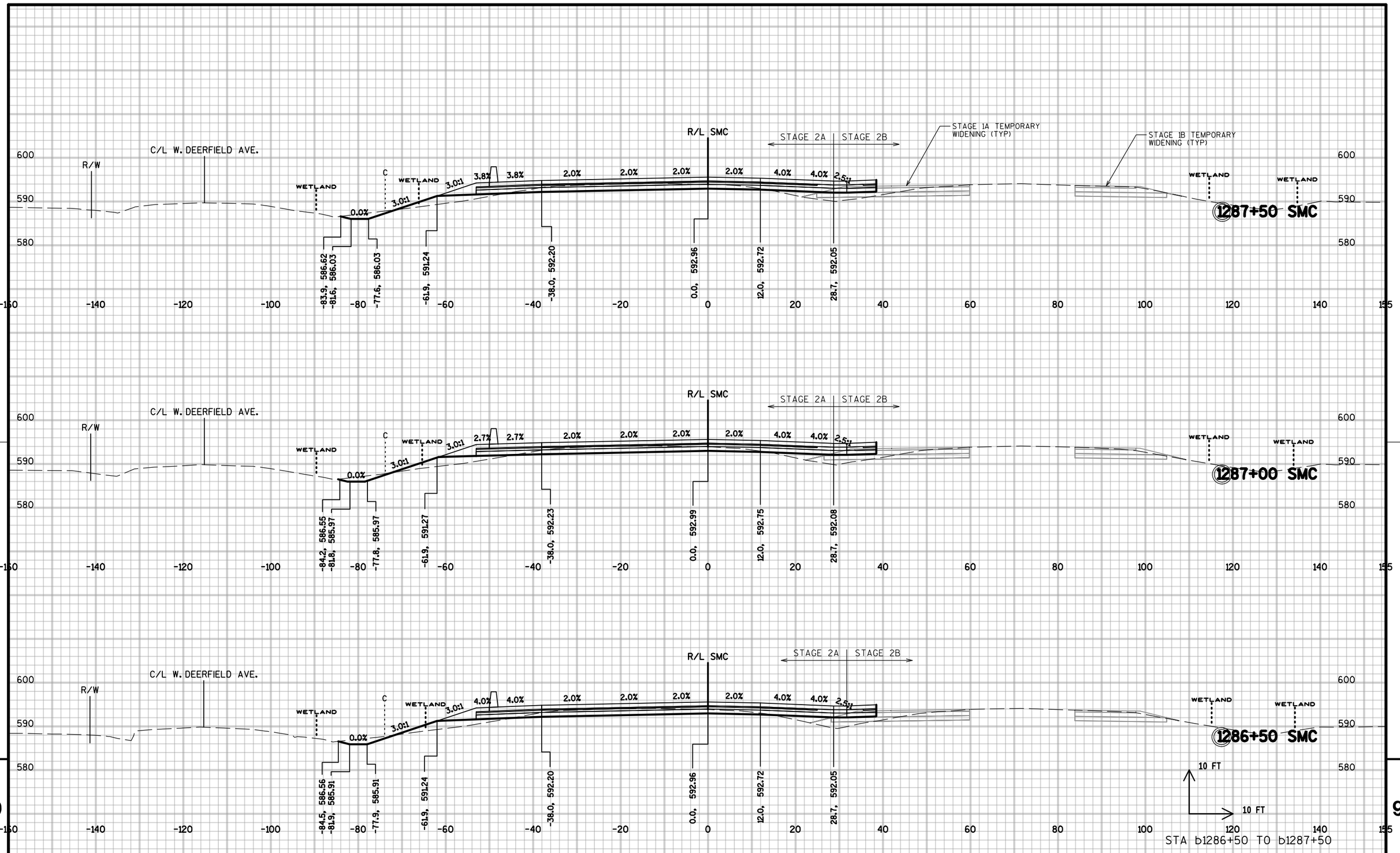




PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1369	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

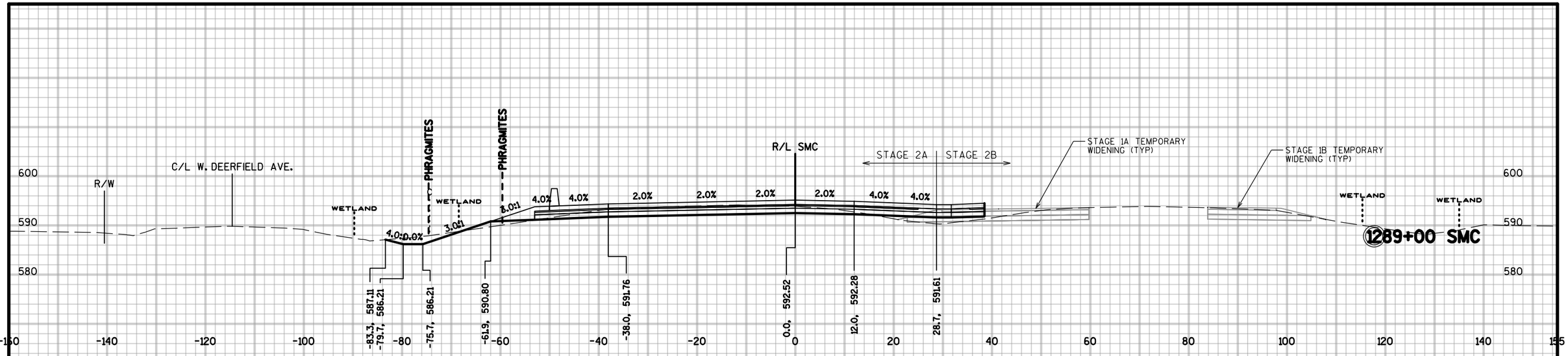


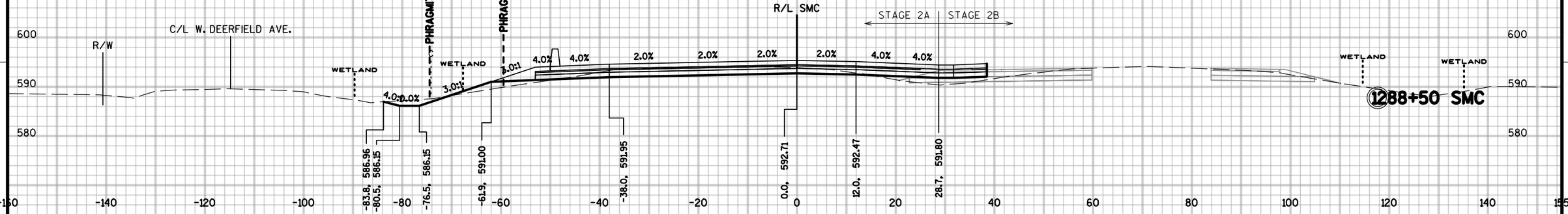
STA b1286+50 TO b1287+50

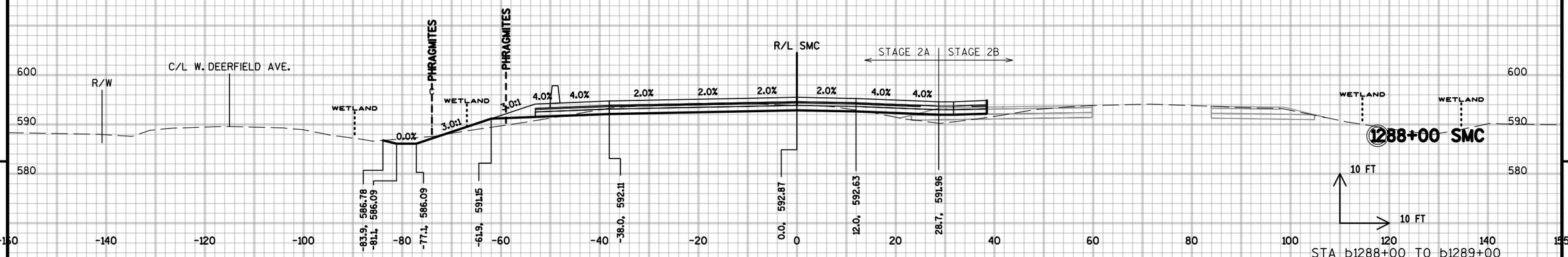
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1370	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







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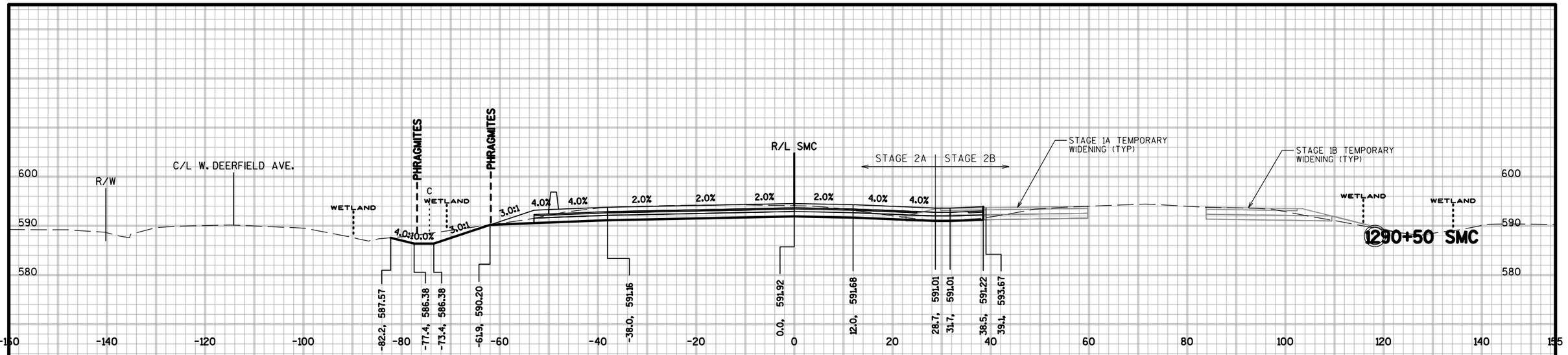
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1371	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

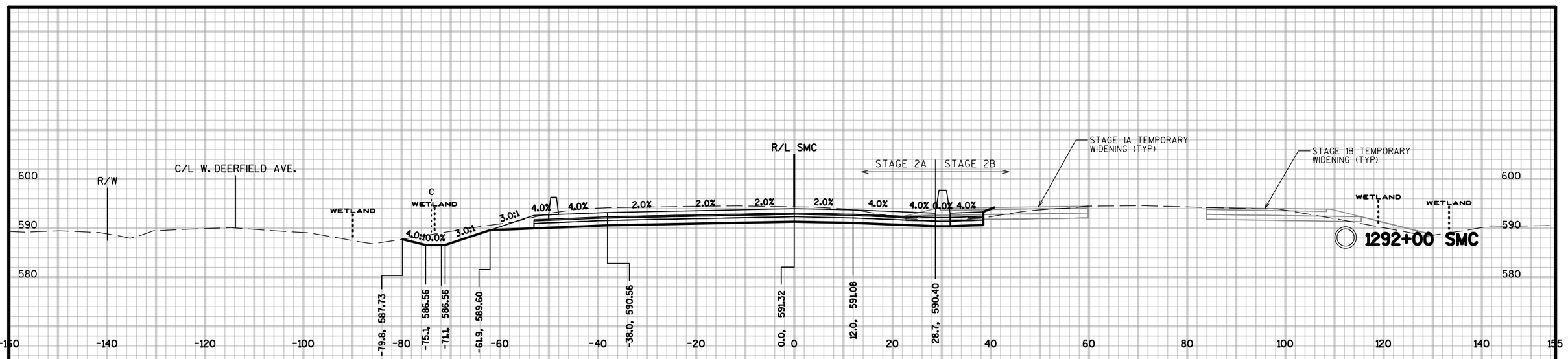
WISDOT/CADDS SHEET 21

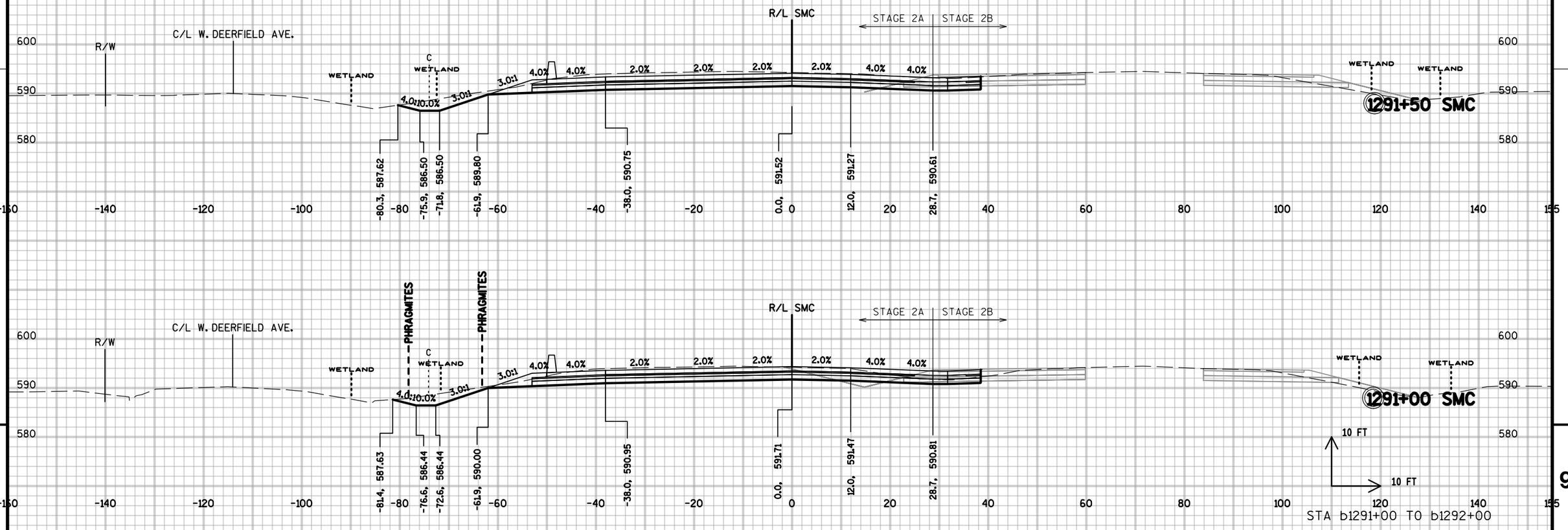


PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1372	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





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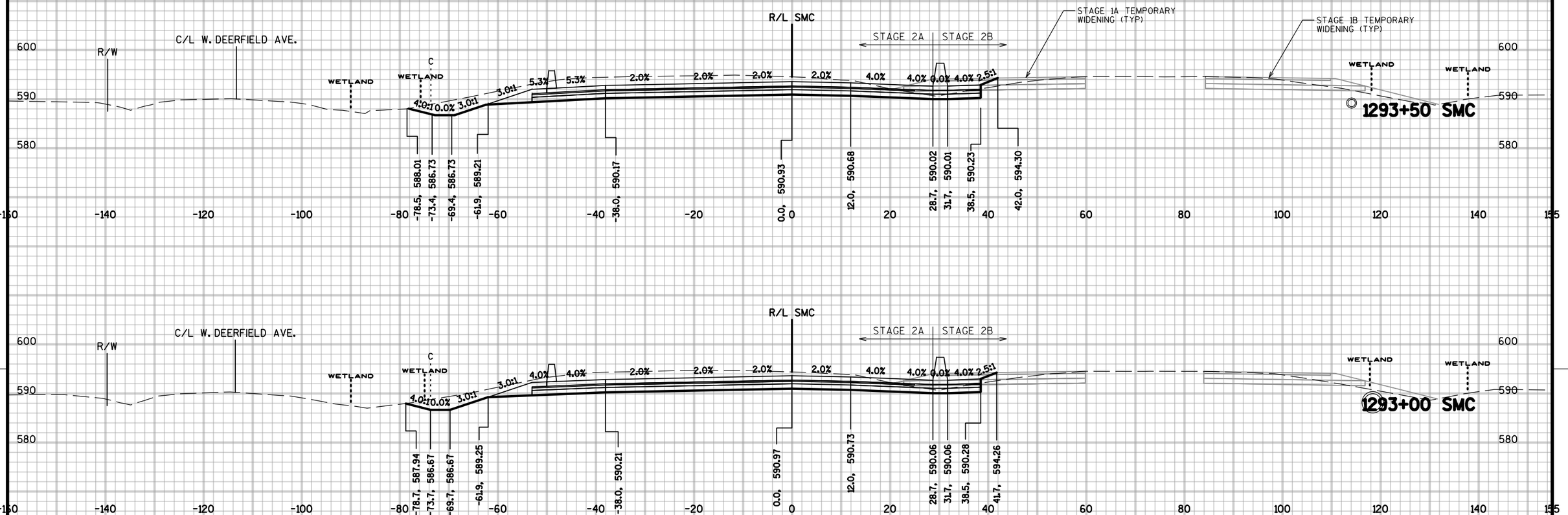
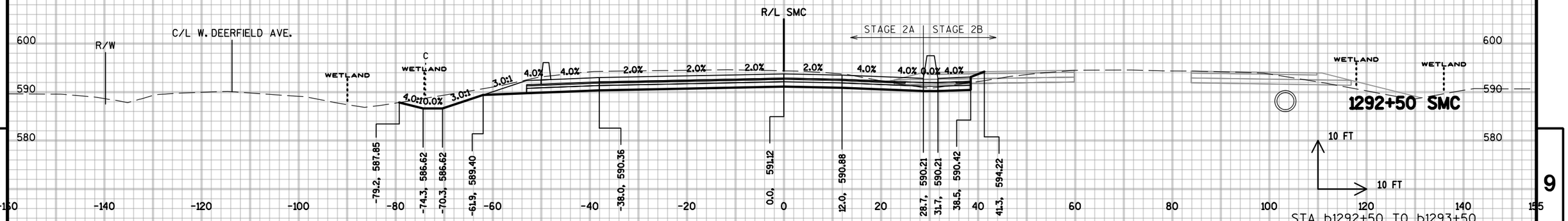
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1373	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





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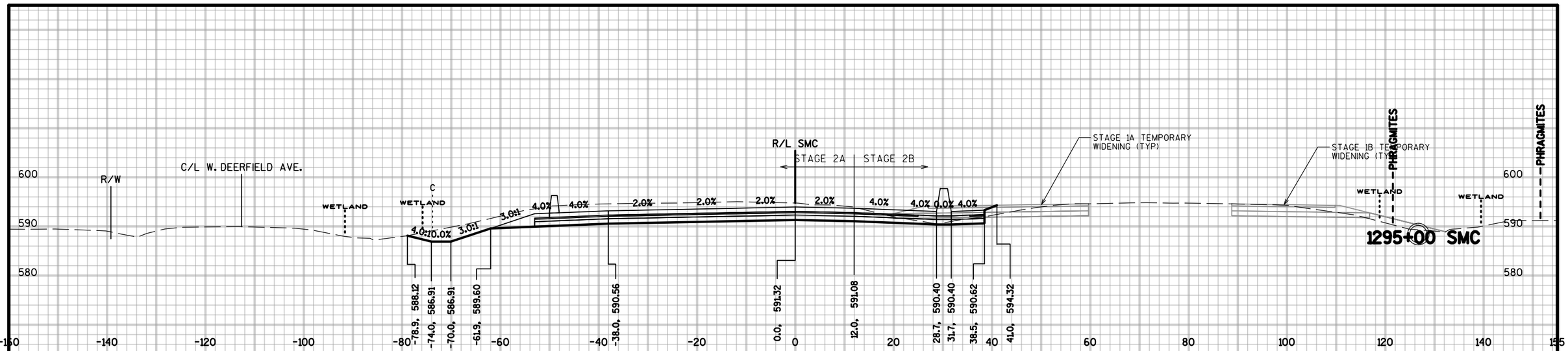
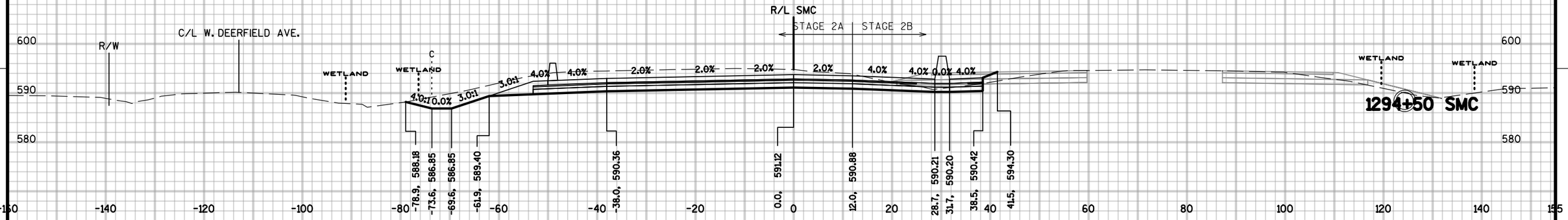
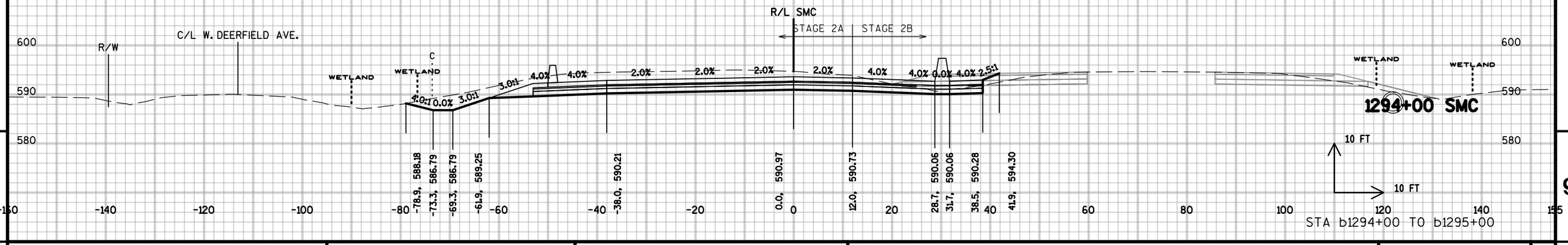
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1374	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA b1294+00 TO b1295+00

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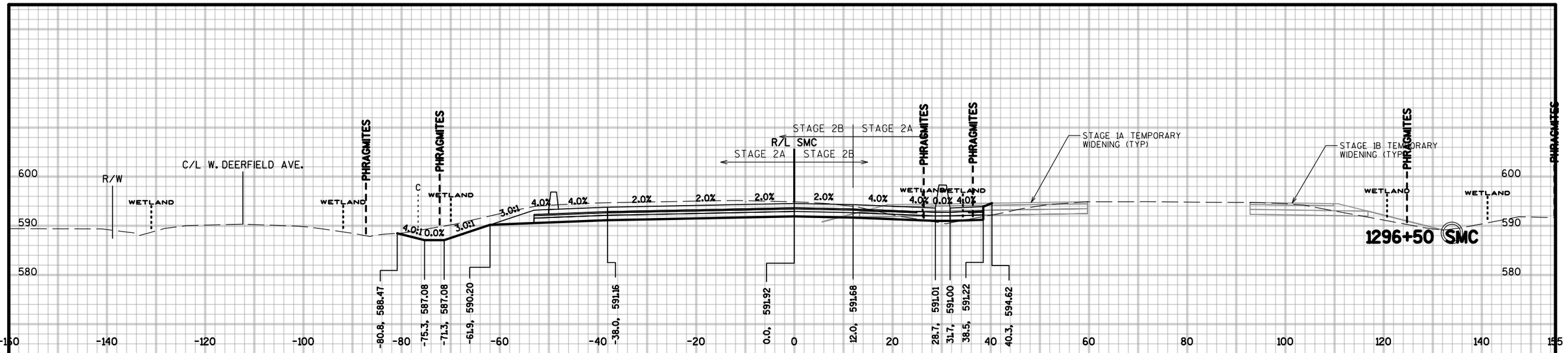
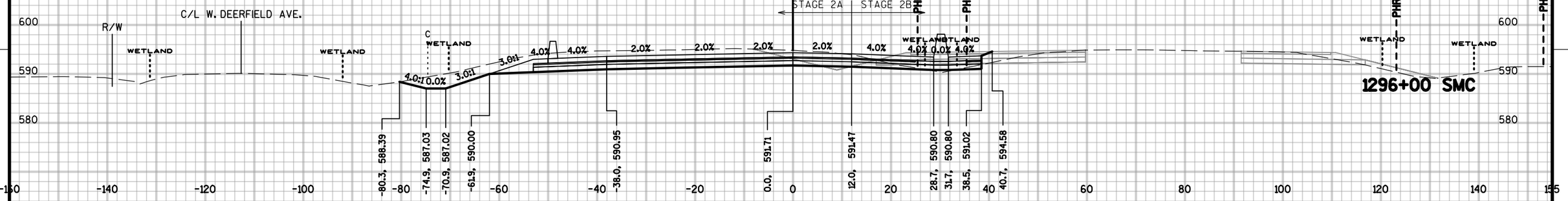
9

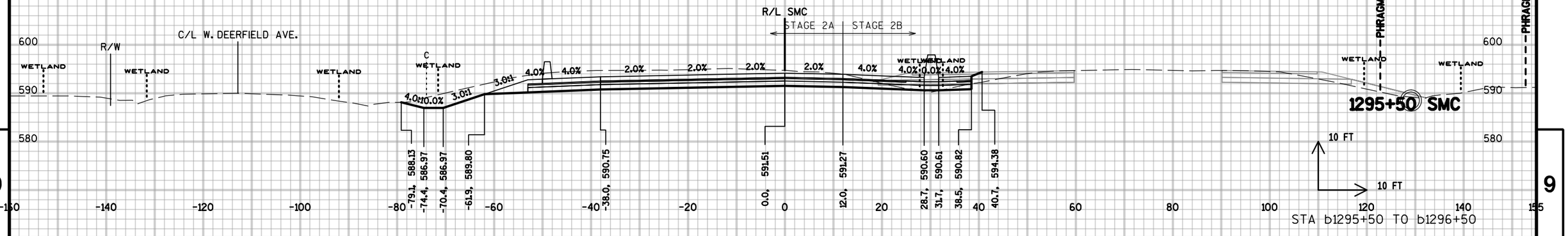
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1375	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdde PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA b1295+50 TO b1296+50

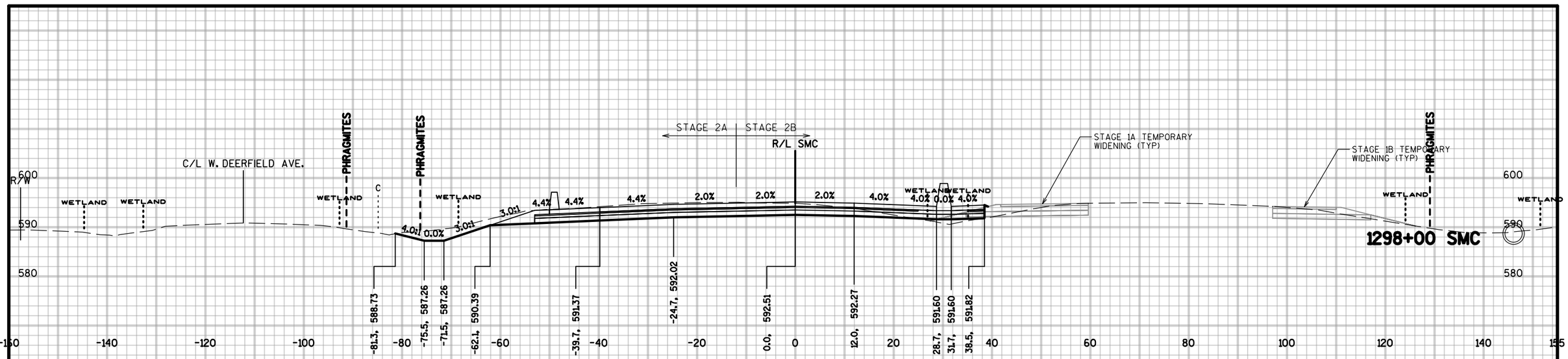
9

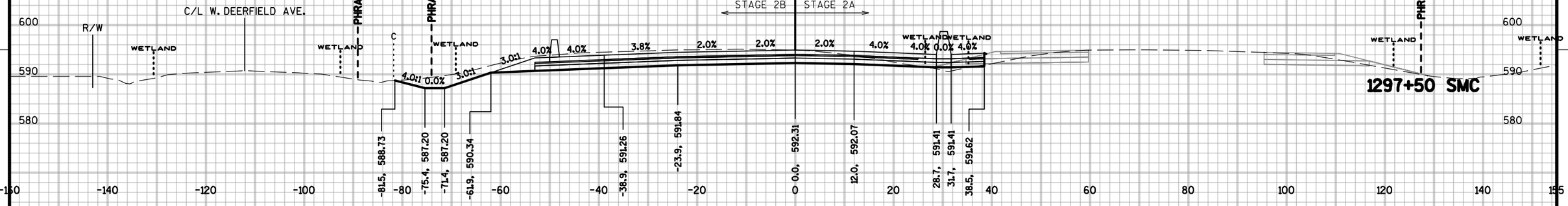
9

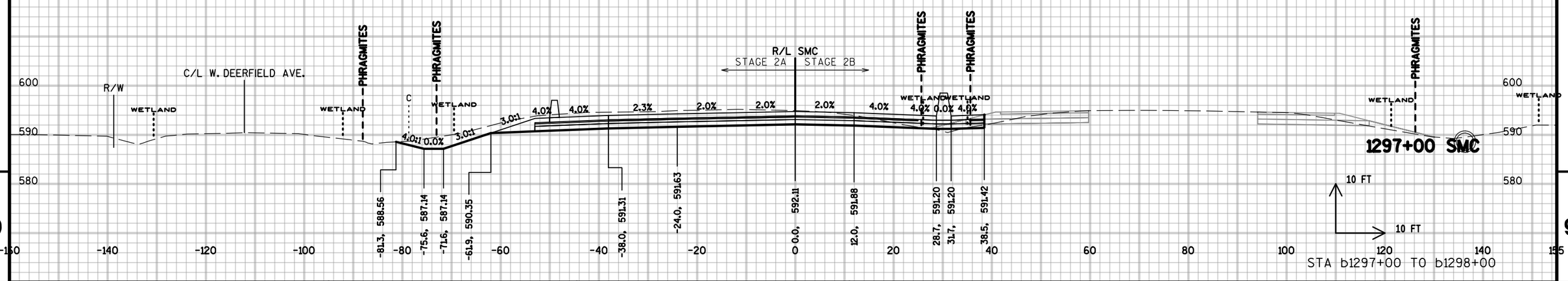
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1376	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



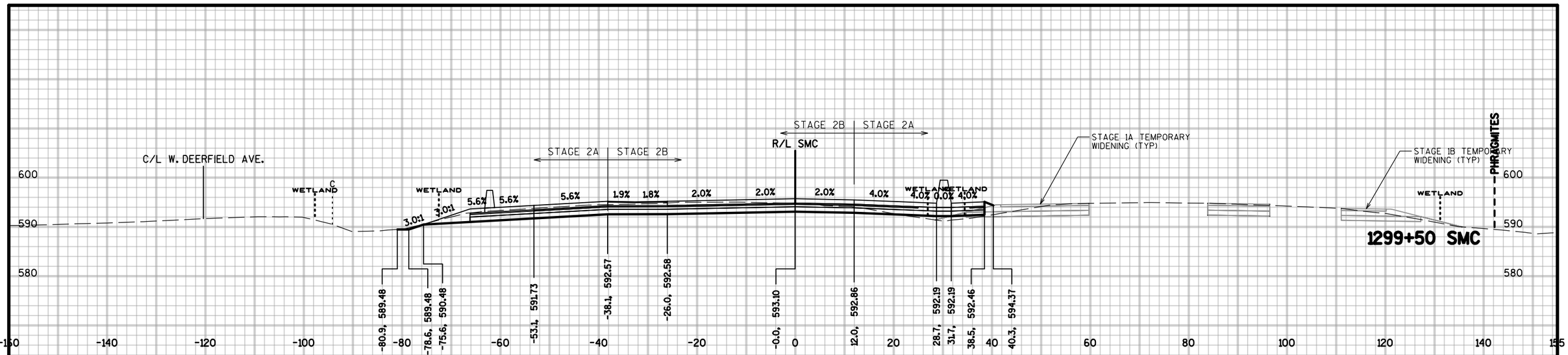


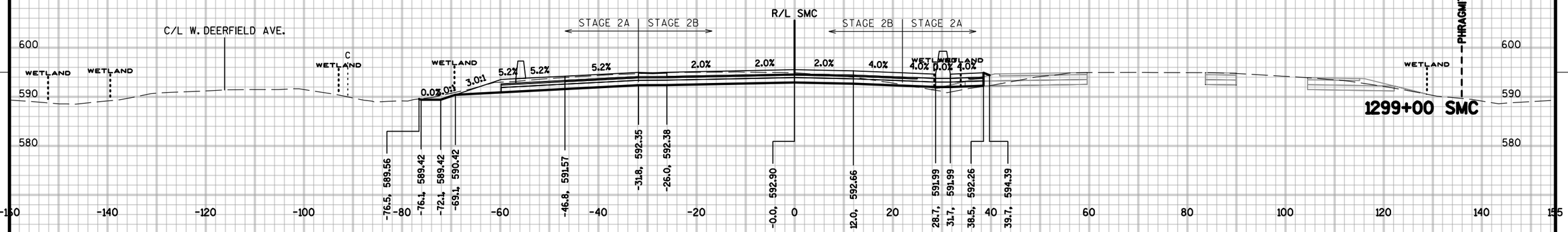


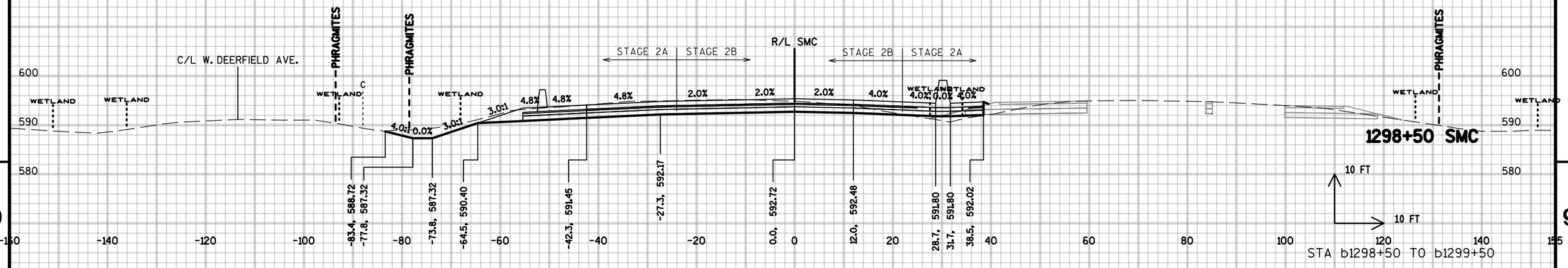
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1377	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







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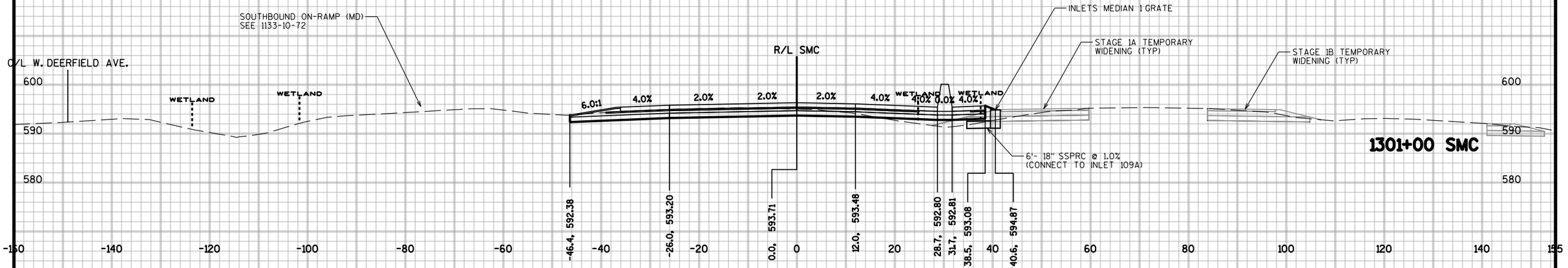
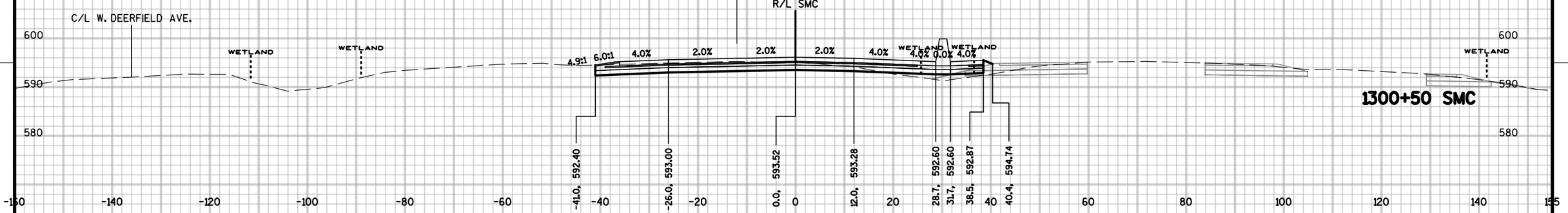
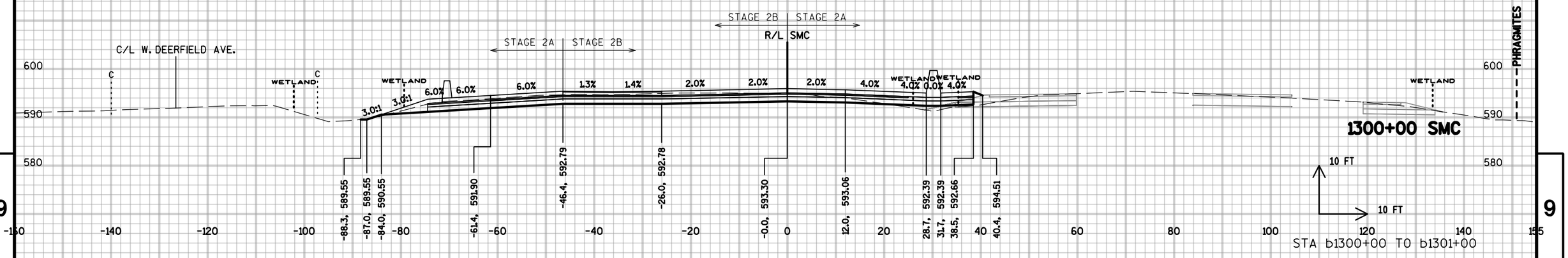
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1378	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







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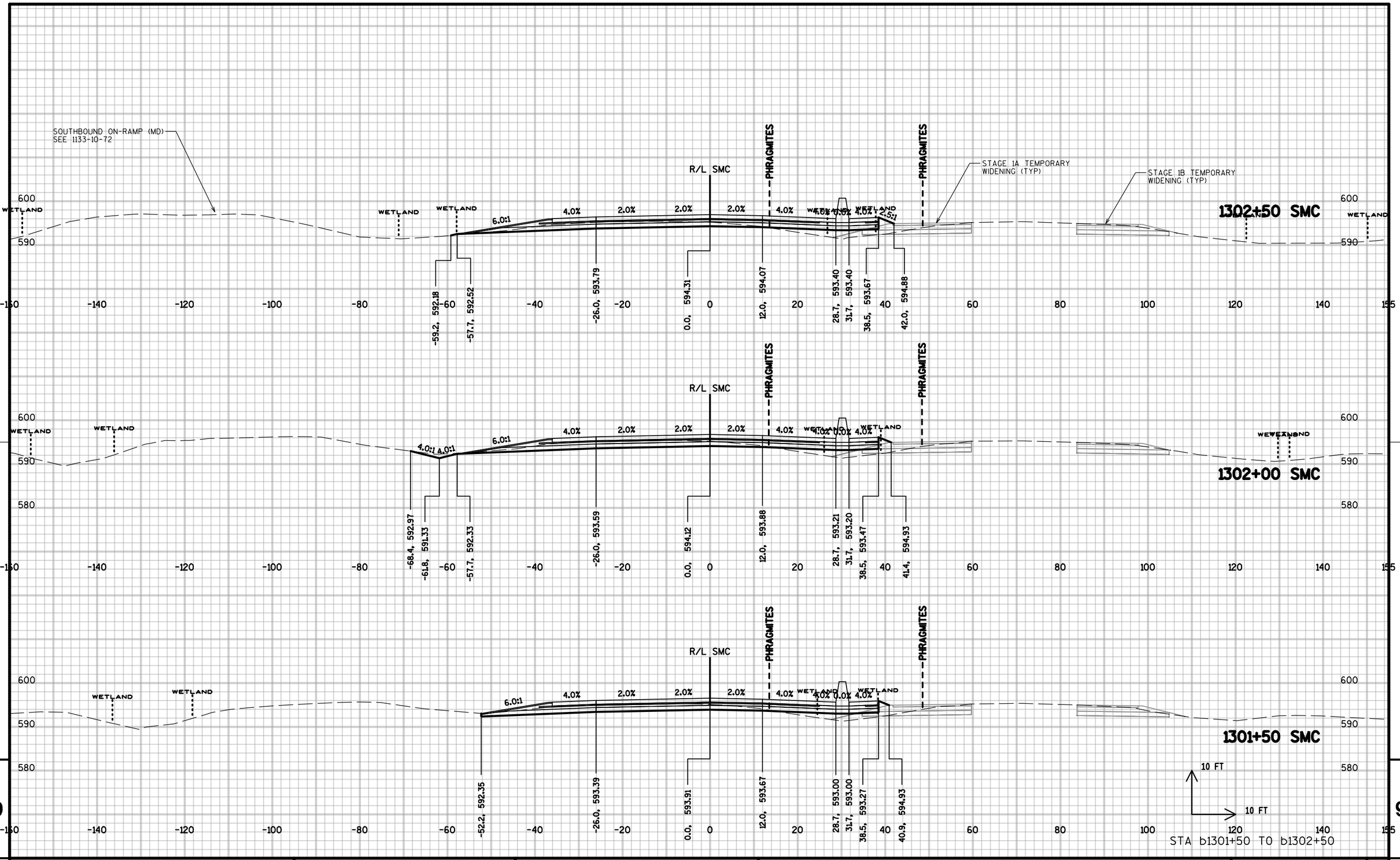
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1379	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

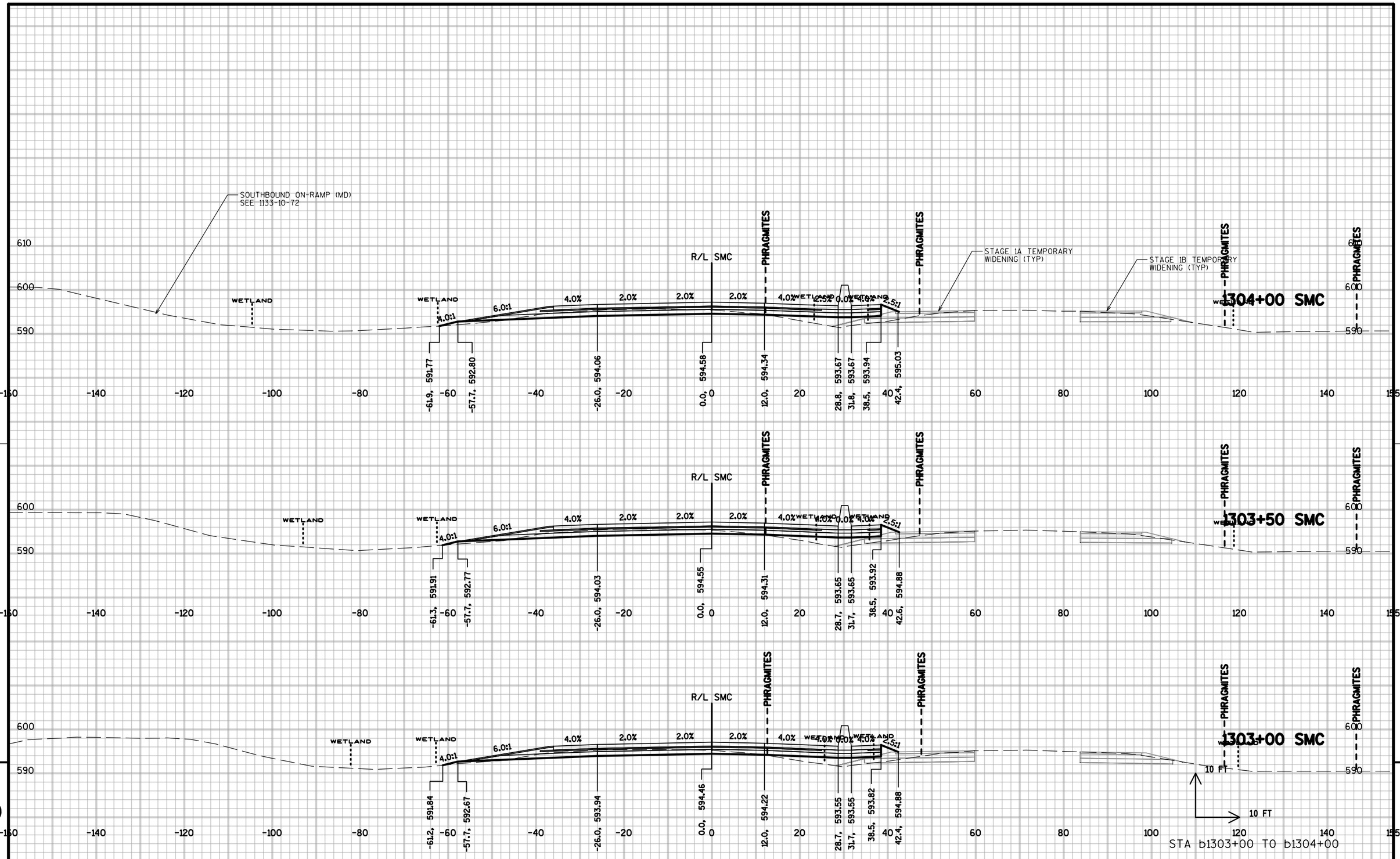
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1380	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



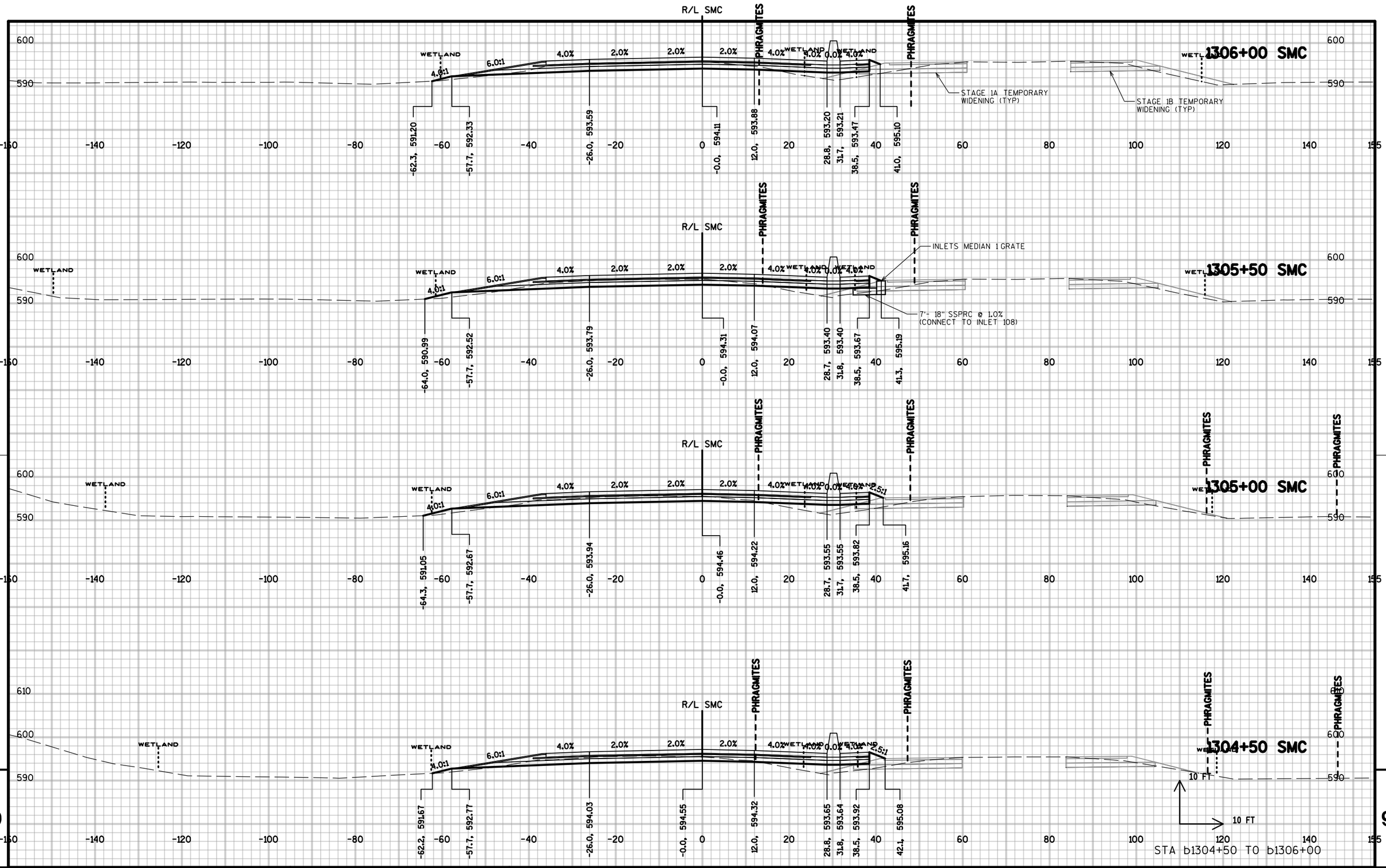
STA b1303+00 TO b1304+00

9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1381	E

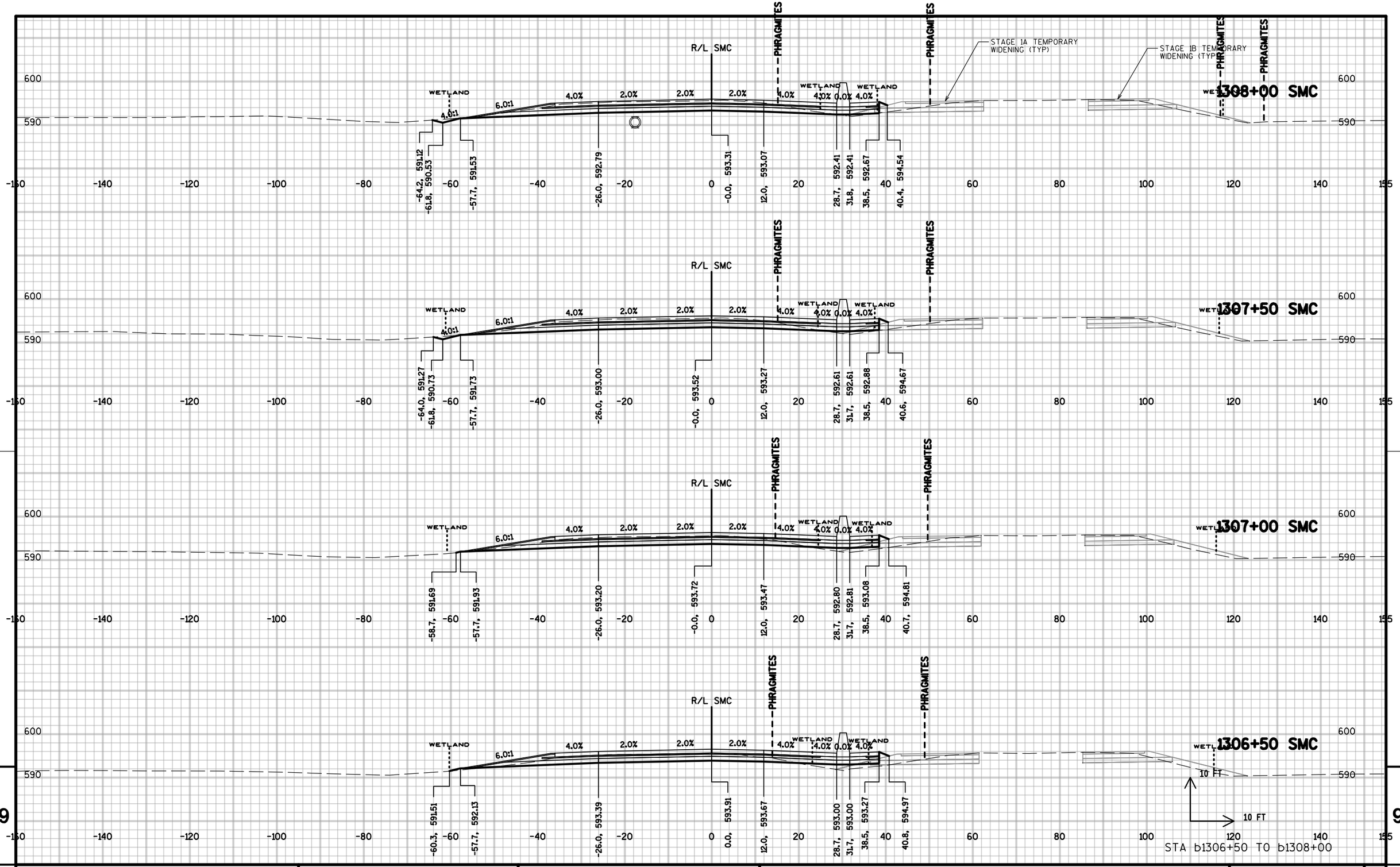
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1382 E

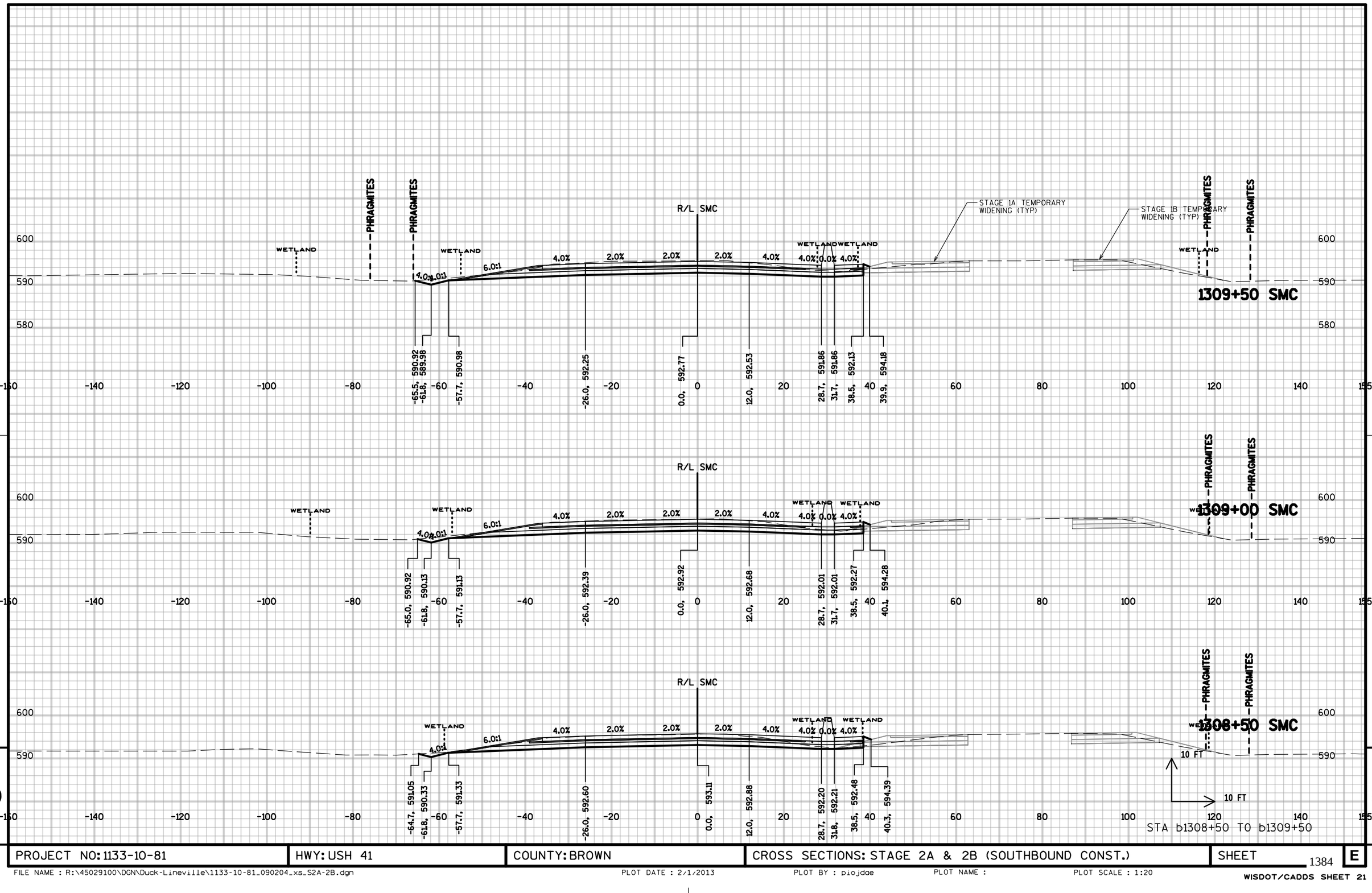
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



STA b1306+50 TO b1308+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1383	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn
PLOT DATE : 2/1/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



STA b1308+50 TO b1309+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1384	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

SEE 1133-10-72
SEE STRUCTURE R-5-236

R/L SMC

STAGE 1A TEMPORARY WIDENING (TYP)

STAGE 1B TEMPORARY WIDENING (TYP)

4.0% 4.0% 2.0% 2.0% 2.0% 4.0% 4.0% 0.0% 4.0%

0.0% 3.0:1

-59.7, 589.53 -55.7, 589.53 -49.9, 591.44 -26.0, 592.40 -0.0, 592.92 12.0, 592.68 28.8, 592.01 31.8, 592.01 38.5, 592.22 40.6, 594.06 -85.5 607.37

620 610 600 590 580

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

1311+00 SMC

PHRAGMITES PHRAGMITES

WETLAND WETLAND

R/L SMC

4.0% 2.0% 2.0% 2.0% 4.0% 4.0% 0.0% 4.0%

4.0:1 4.0:1 6.0:1

-67.6, 591.44 -61.8, 589.99 -57.7, 590.98 -26.0, 592.25 0.0, 592.77 12.0, 592.53 28.7, 591.86 31.7, 591.86 38.5, 592.13 40.4, 594.02

600 590 580

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

1310+50 SMC

PHRAGMITES PHRAGMITES

WETLAND WETLAND

R/L SMC

4.0% 2.0% 2.0% 2.0% 4.0% 5.3% 0.0% 4.0%

4.0:1 4.0:1 6.0:1

-66.1 591.00 -61.8, 589.94 -57.7, 590.94 -26.0, 592.21 -0.0, 592.73 12.0, 592.49 28.7, 591.82 31.8, 591.82 38.5, 592.09 40.1 594.09

600 590 580

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

1310+00 SMC

10 FT

10 FT

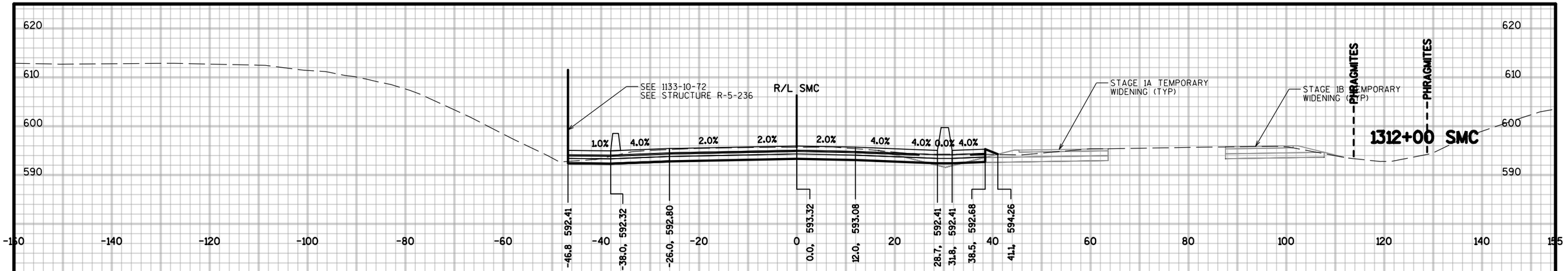
STA b1310+00 TO b1311+00

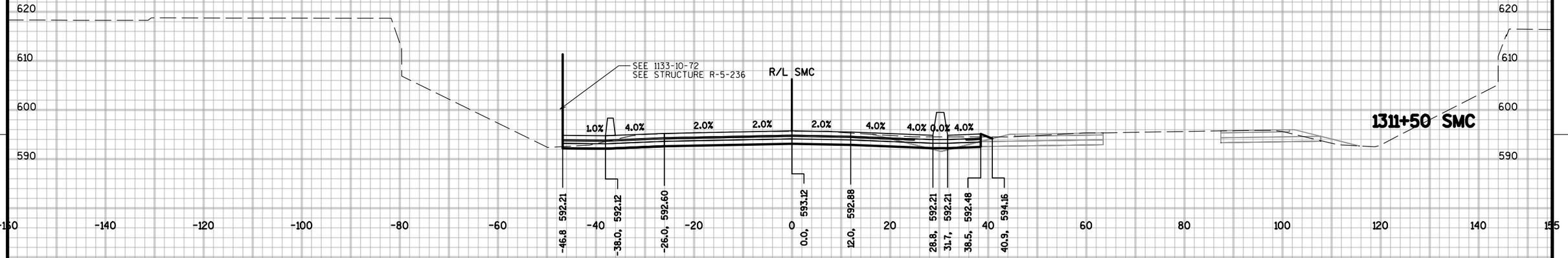
9 9

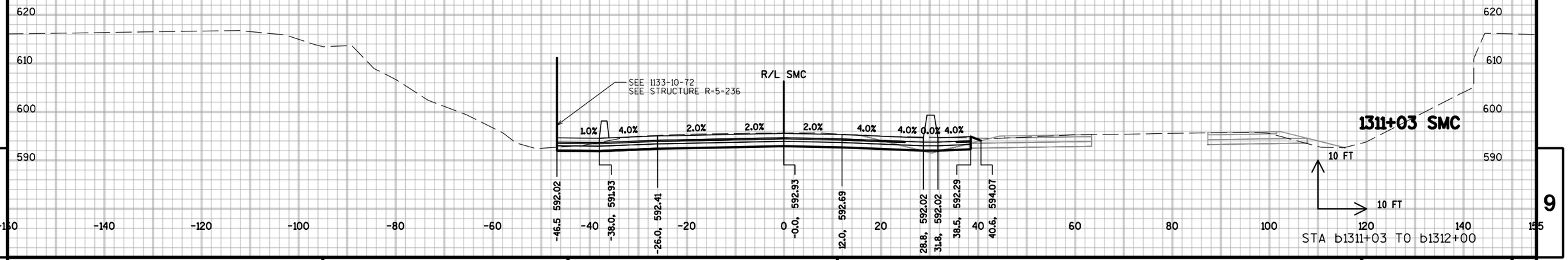
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1385	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







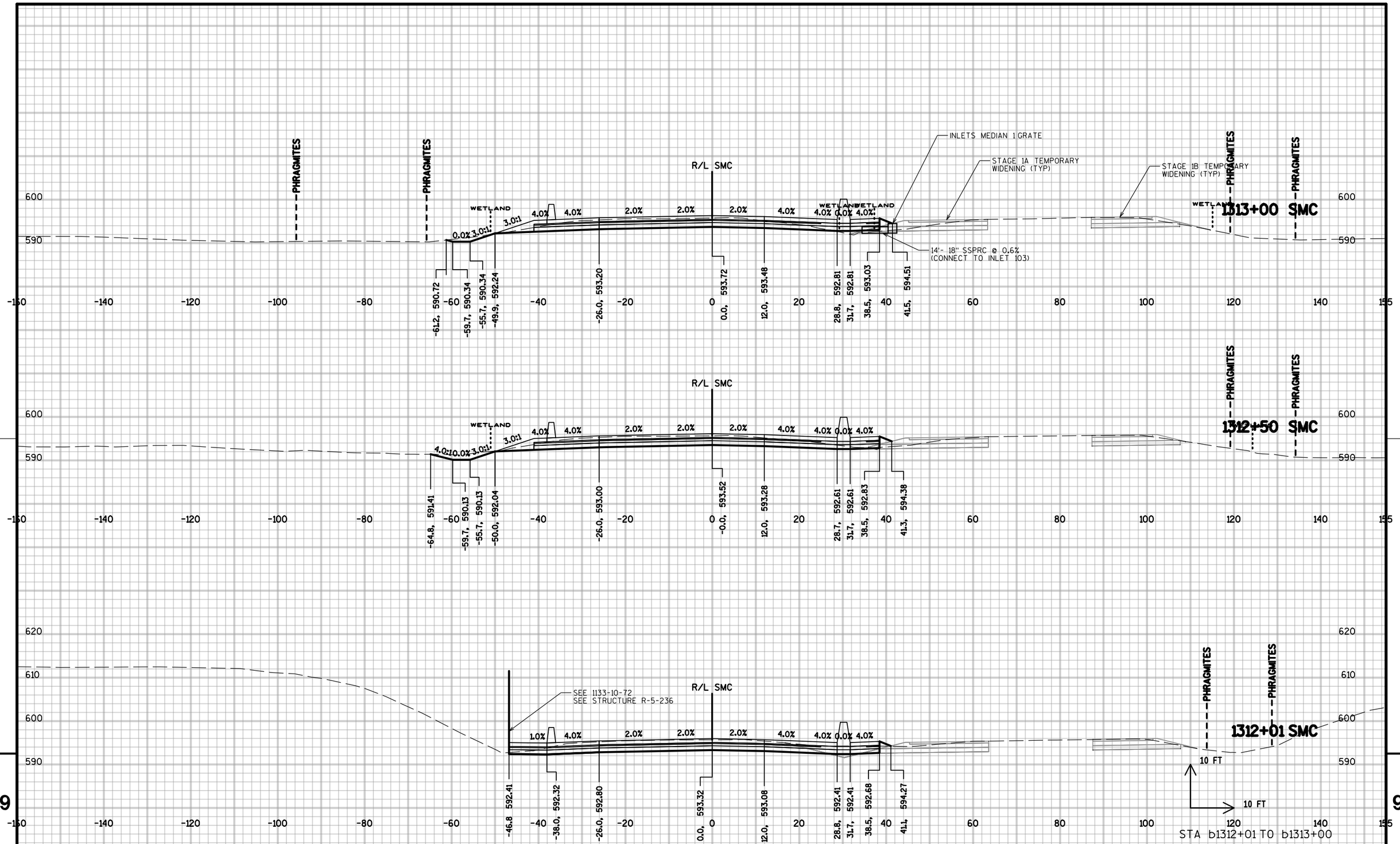
STA 1311+03 TO 1312+00

9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1386	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

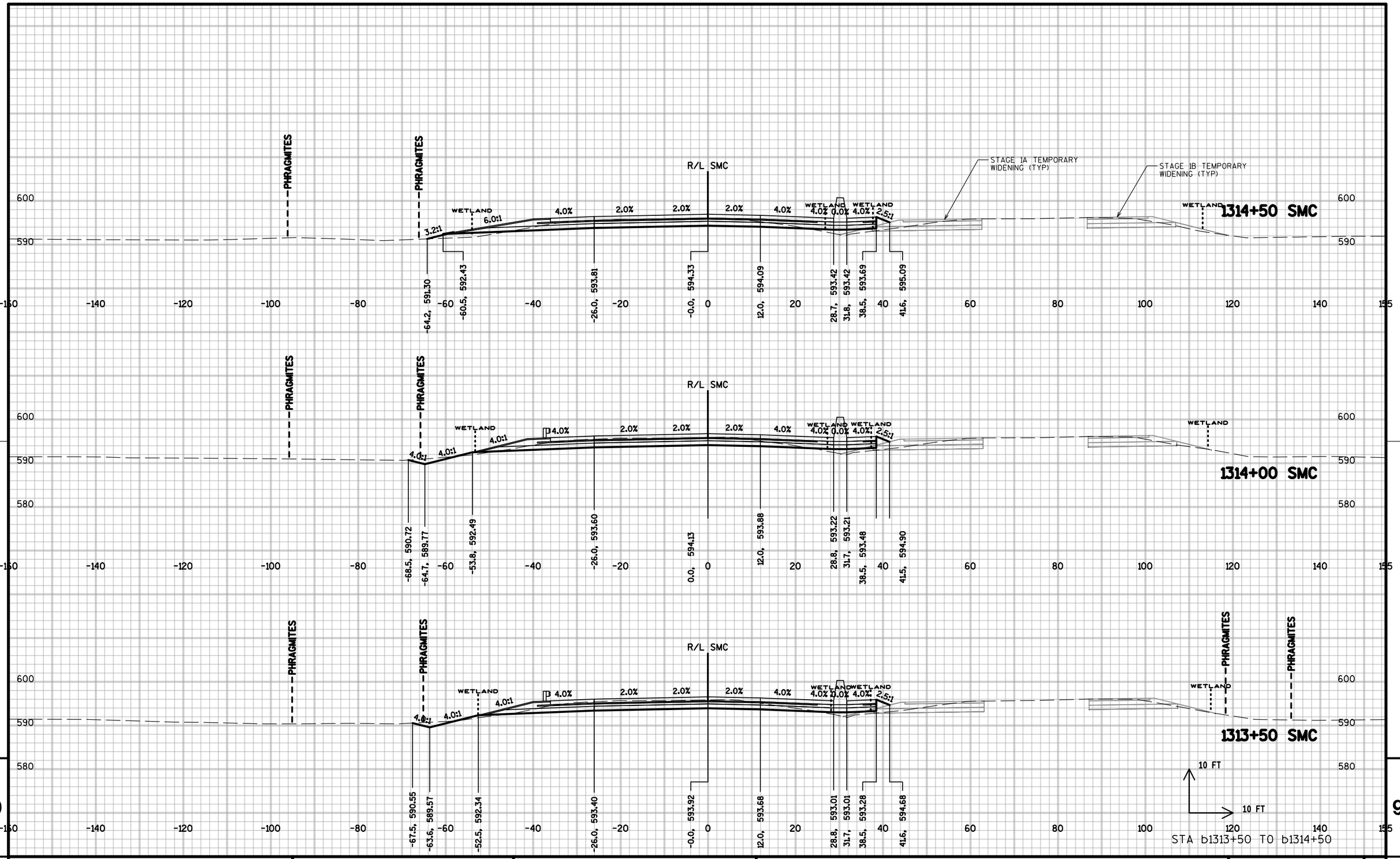
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1387 E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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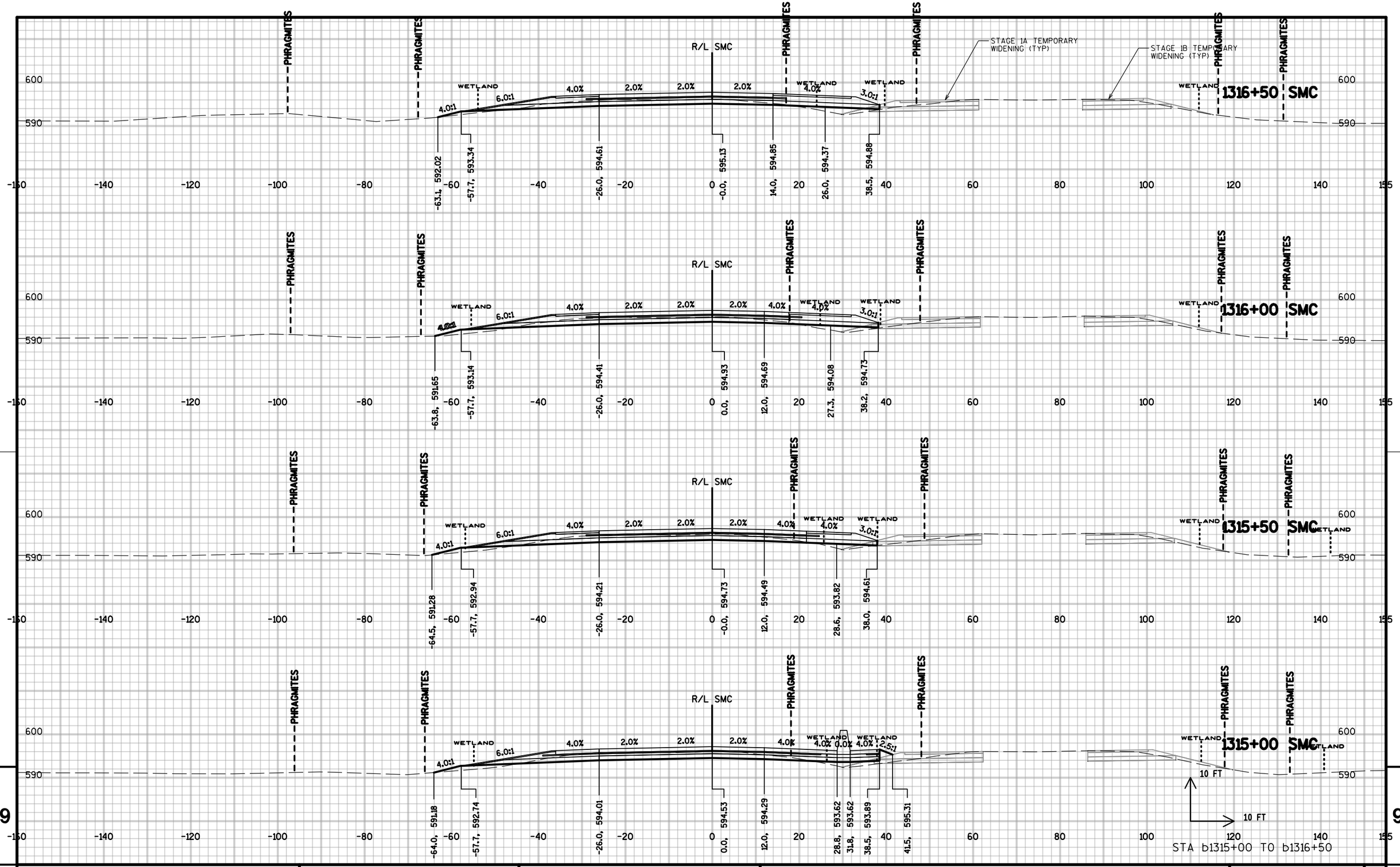
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1388	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

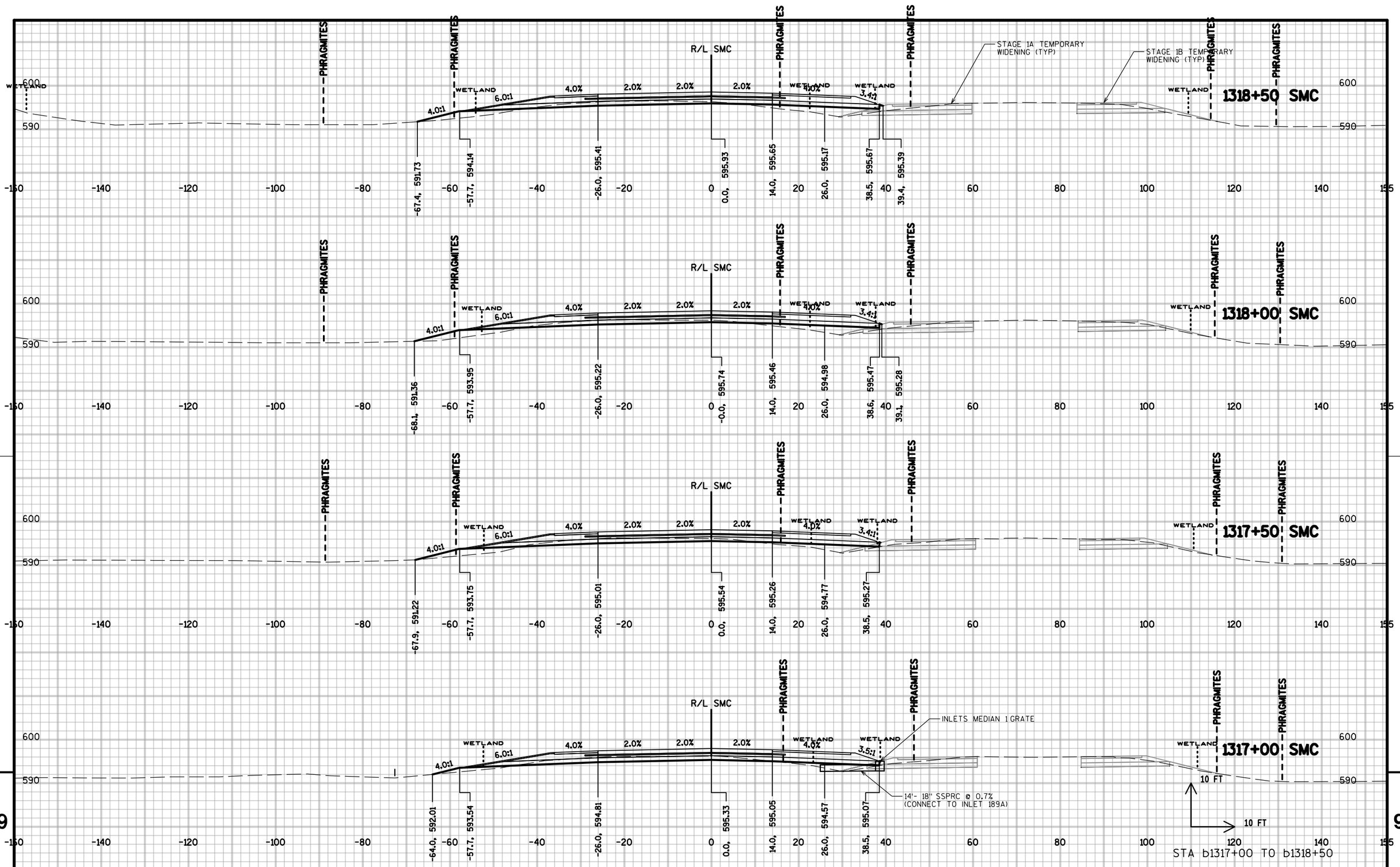


STA b1315+00 TO b1316+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1389	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

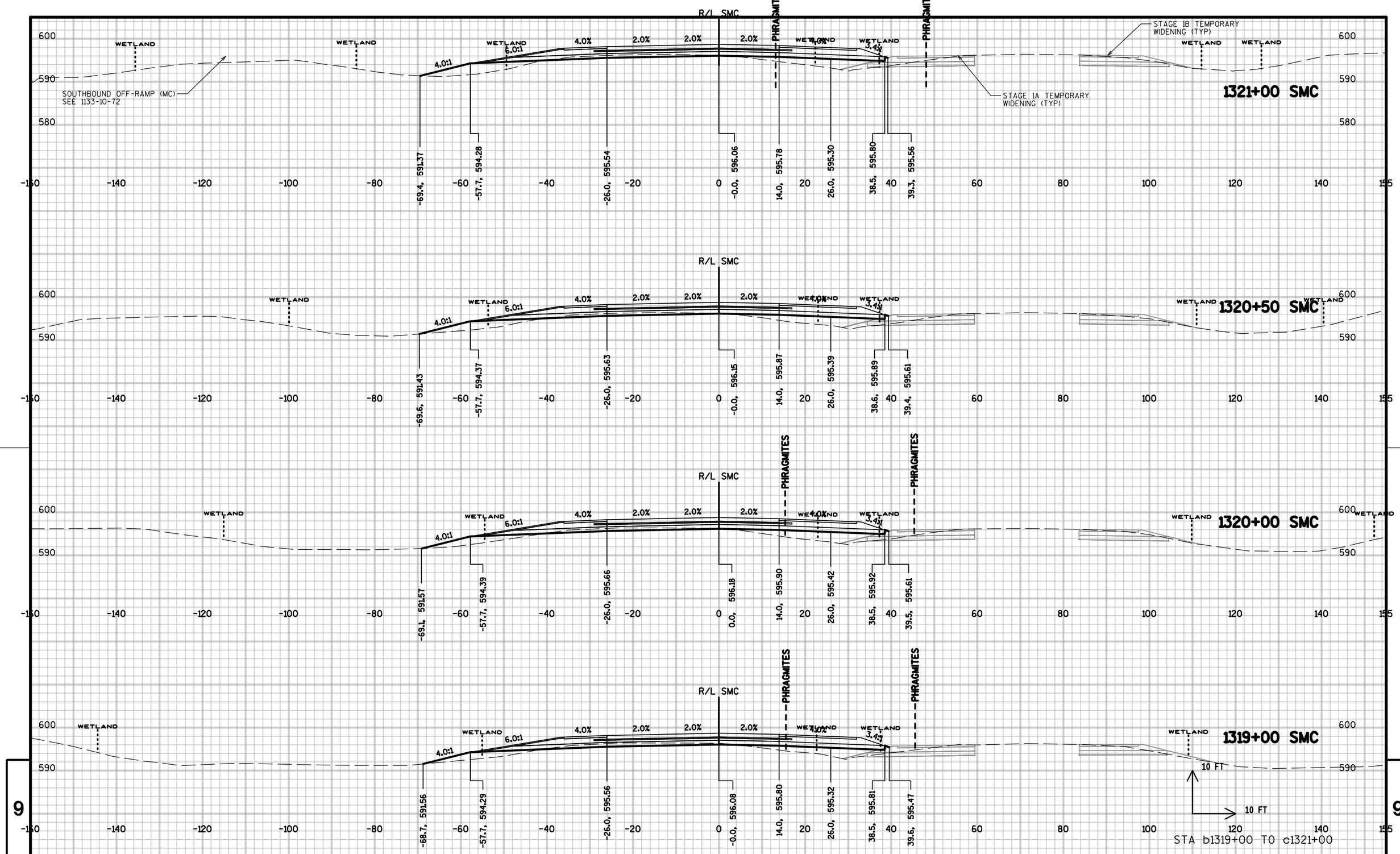


STA b1317+00 TO b1318+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1390	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

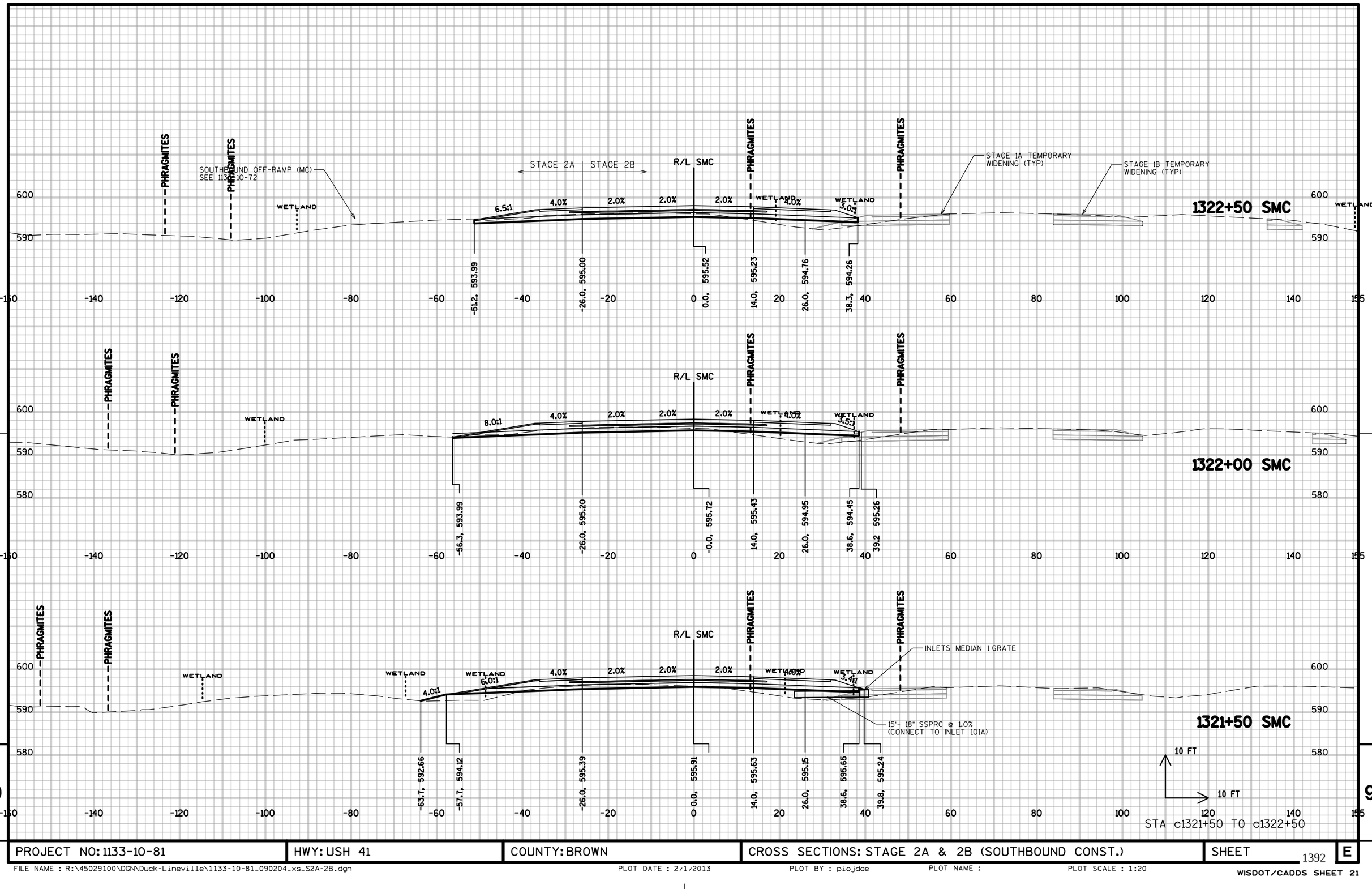


STA b1319+00 TO c1321+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1391	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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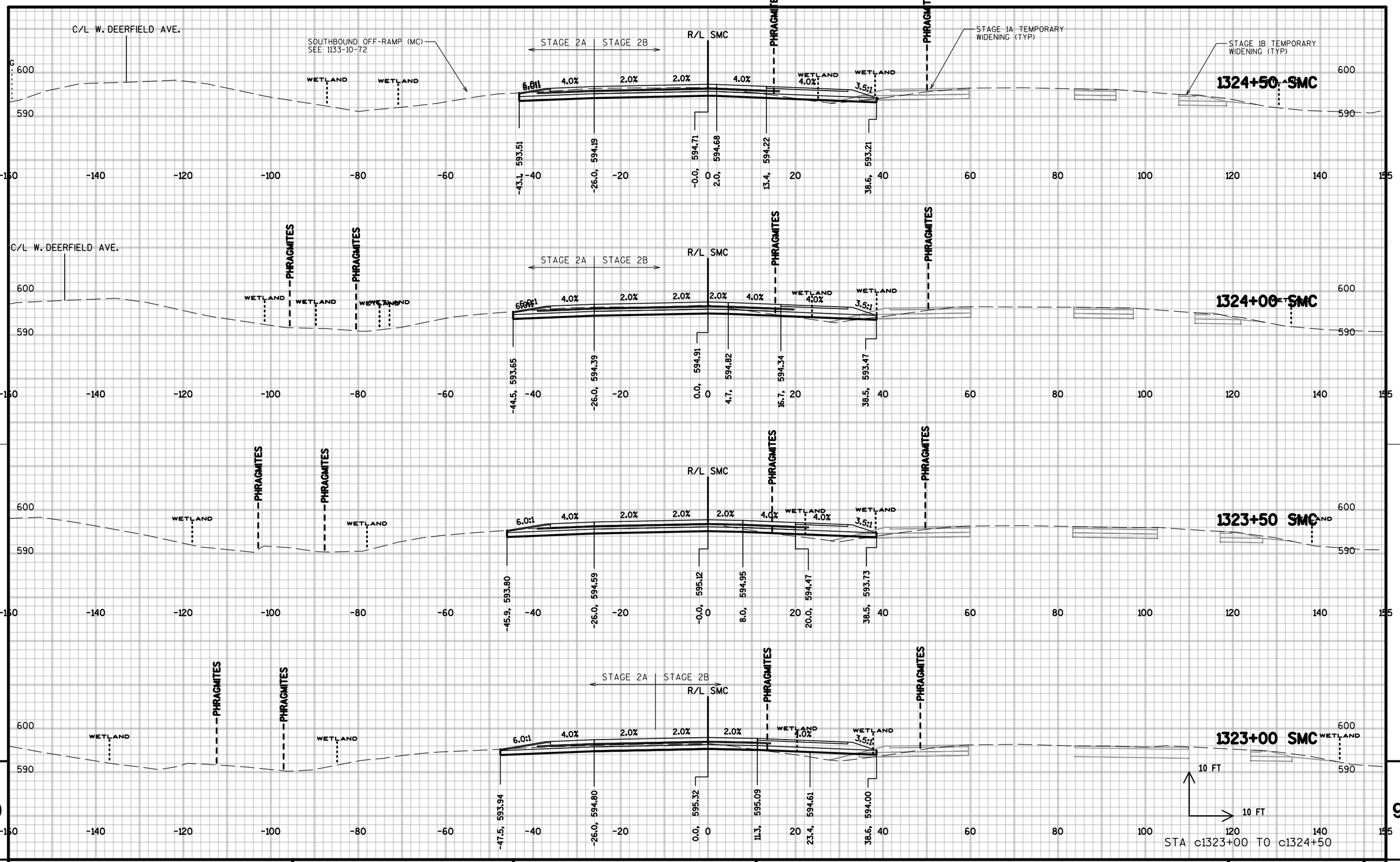
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1392	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

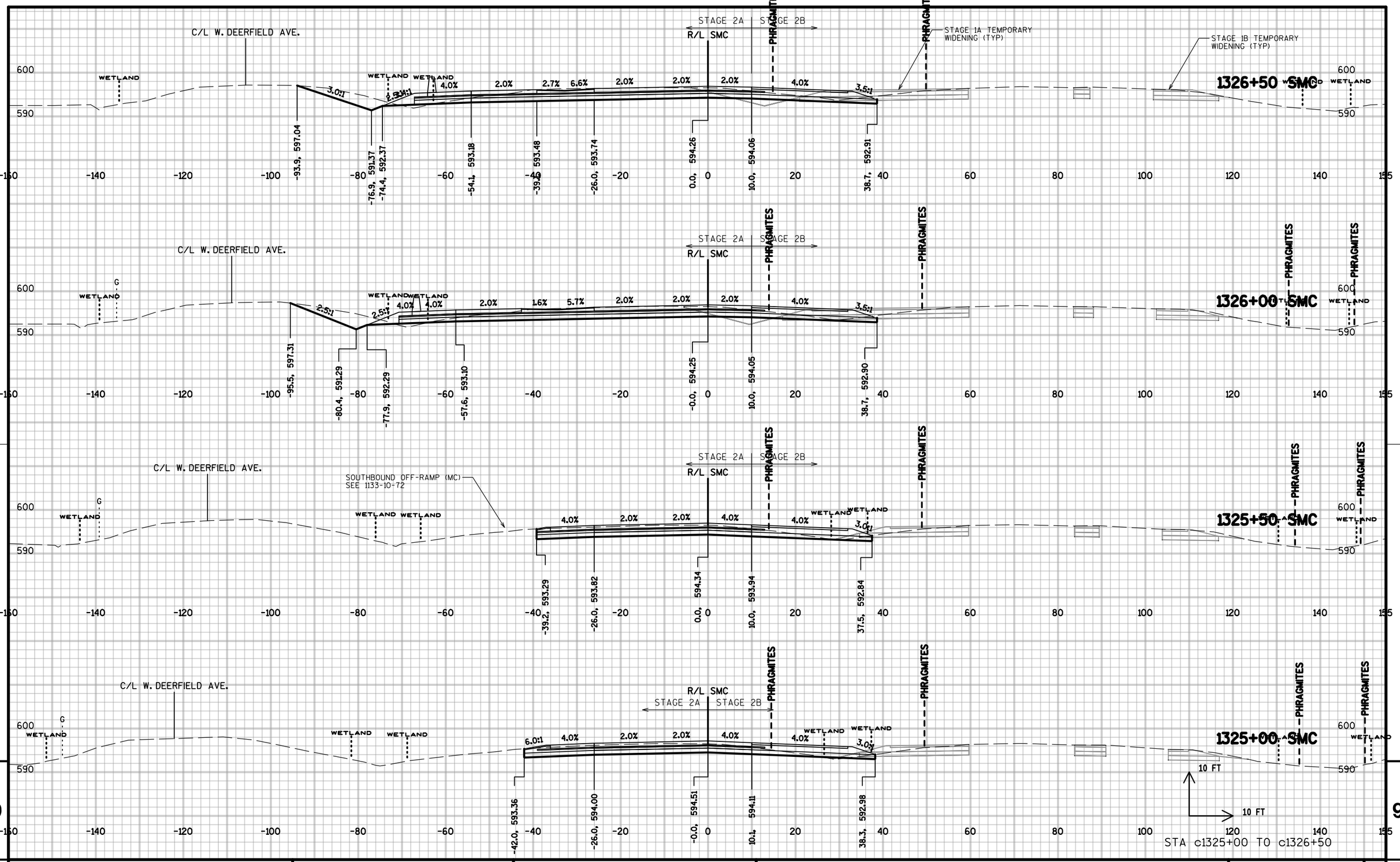


STA c1323+00 TO c1324+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1393	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

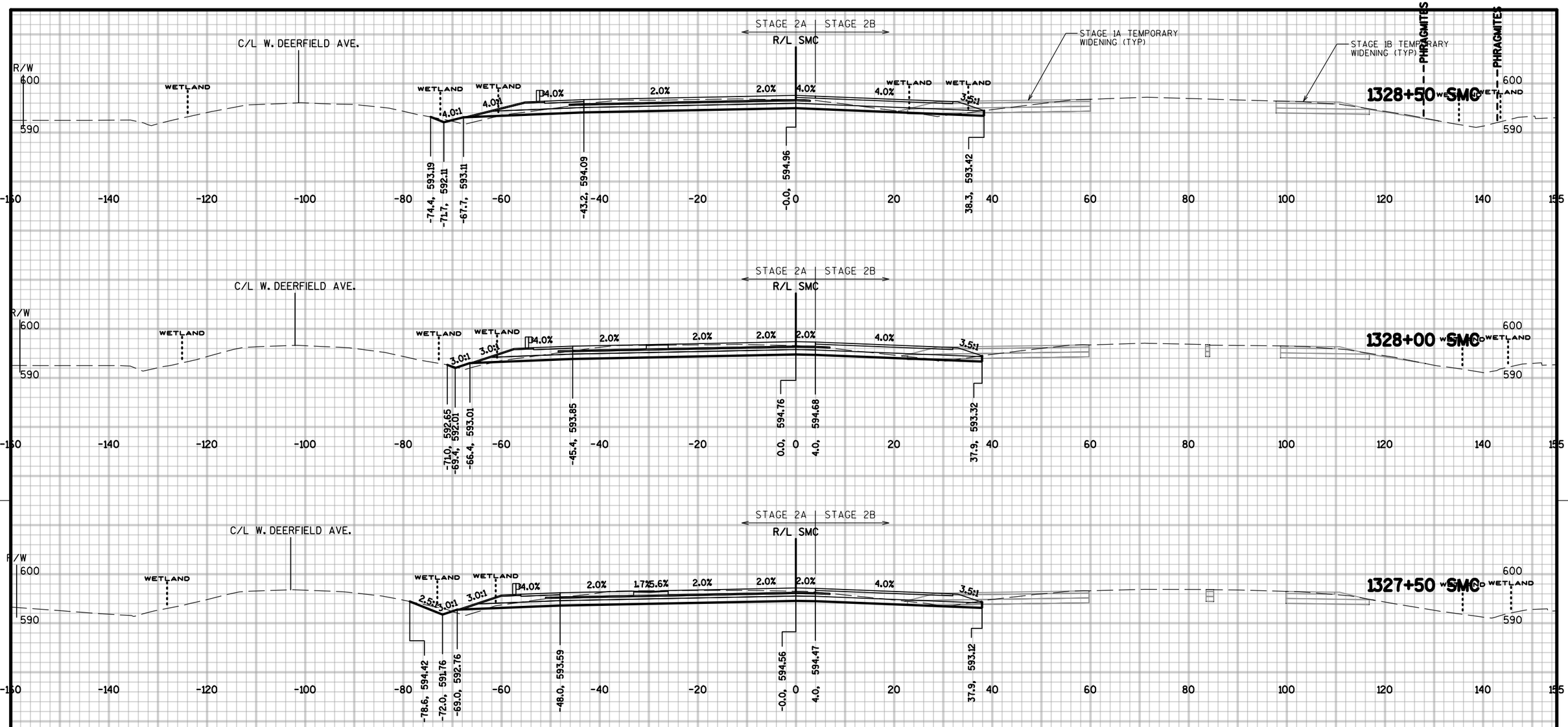
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1394 E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

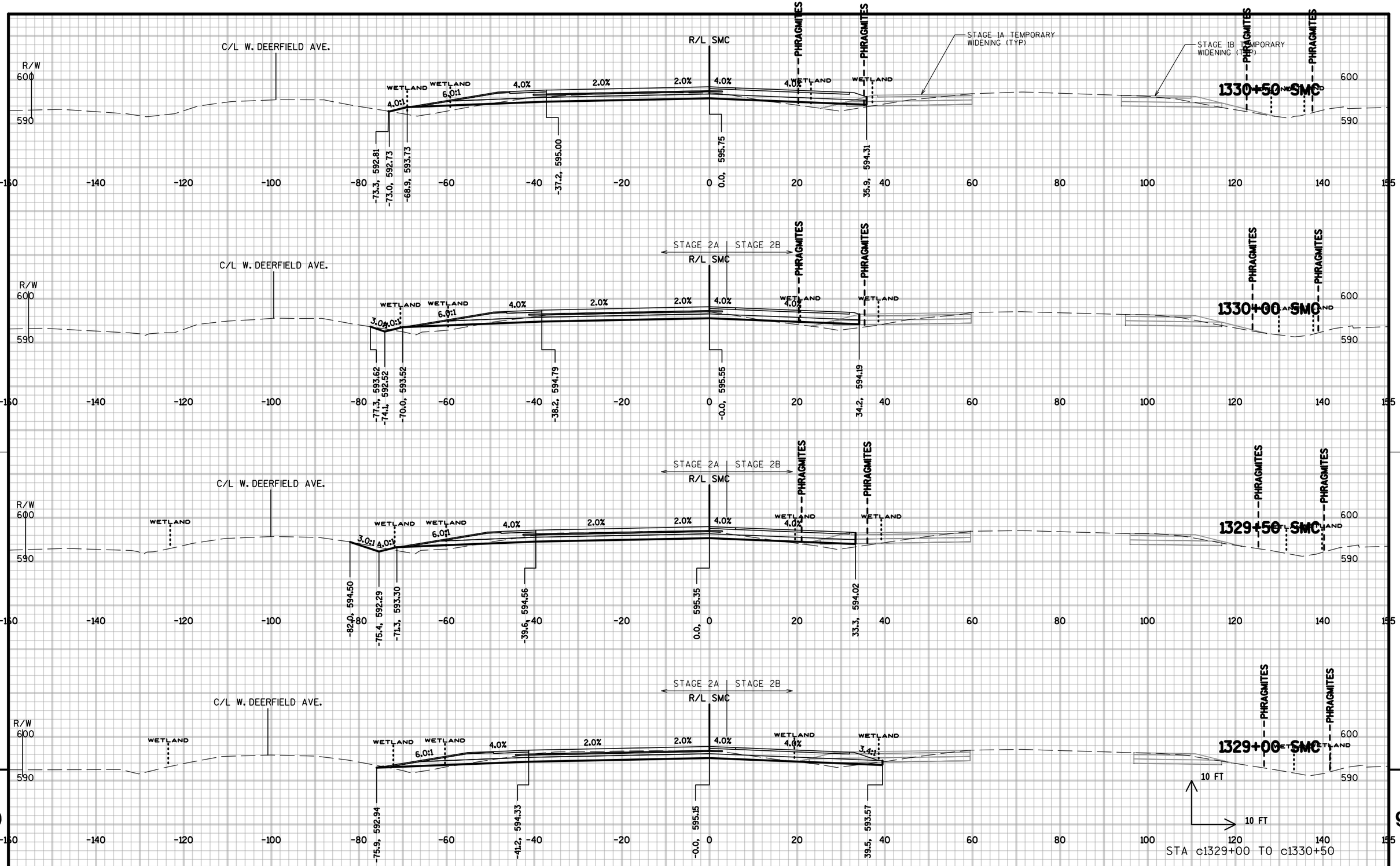


STA c1327+00 TO c1328+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1395	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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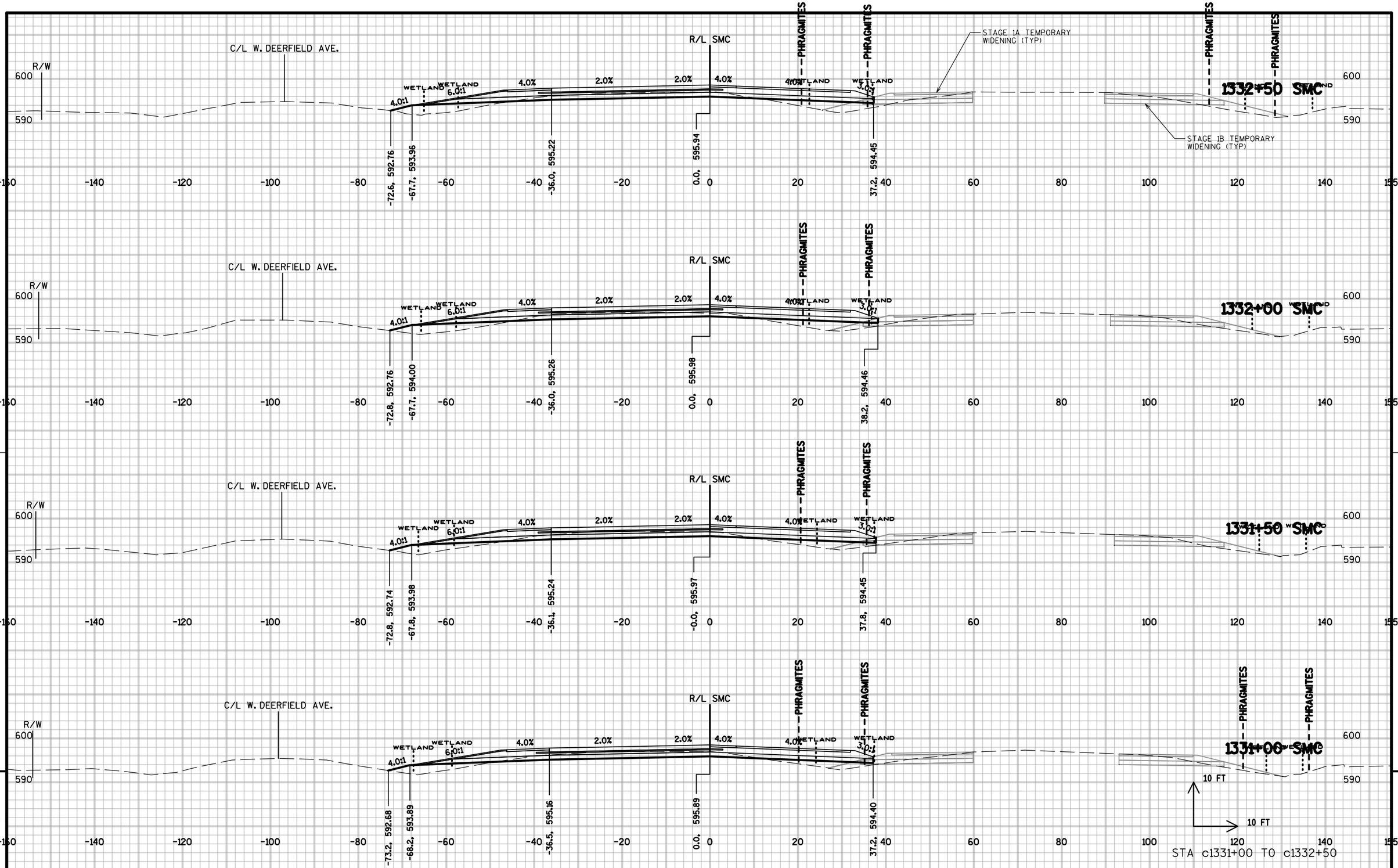
STA c1329+00 TO c1330+50

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1396	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

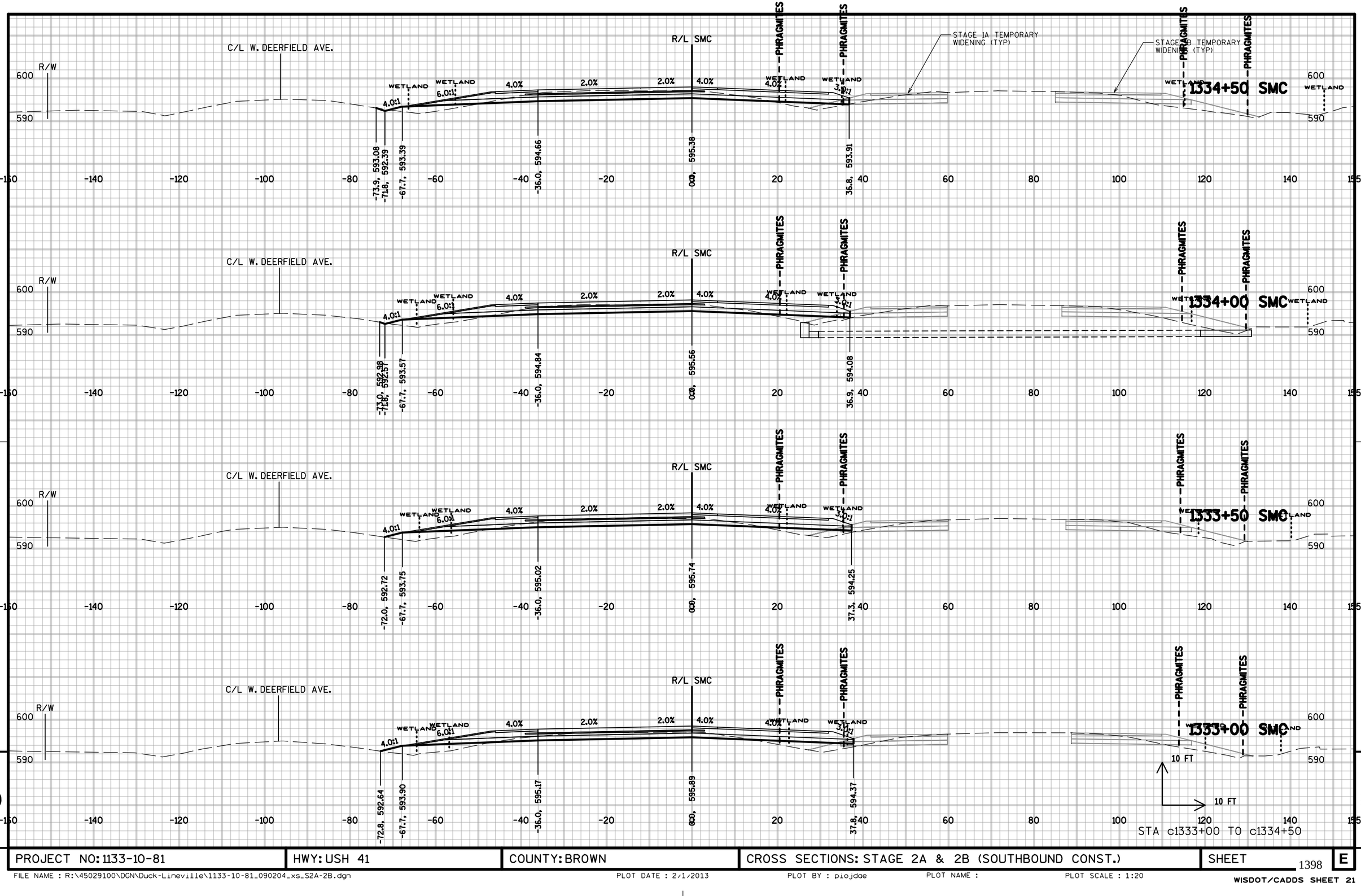


STA c1331+00 TO c1332+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1397	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1398	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

STA c1335+00 TO c1336+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1399	E

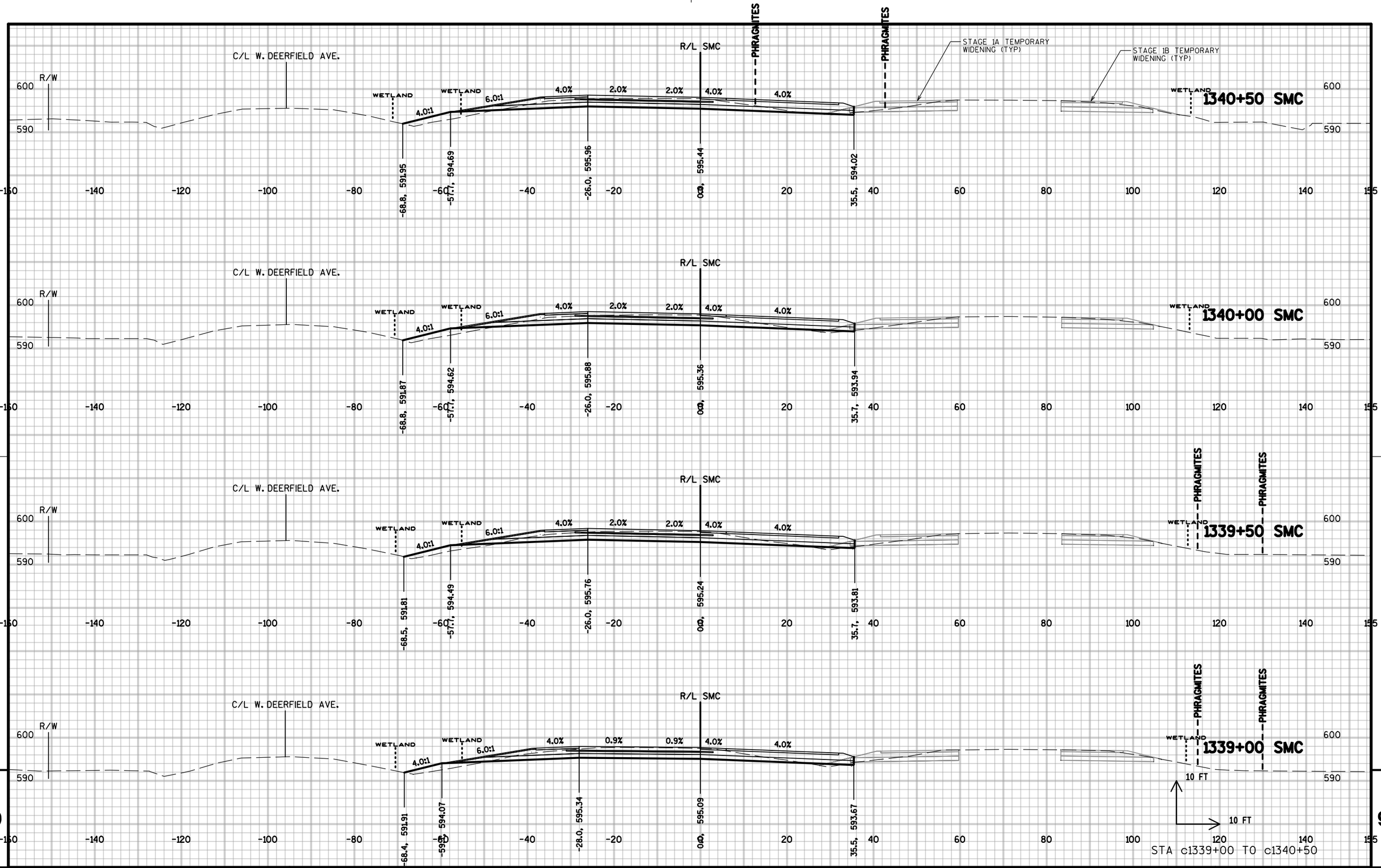
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1400	E

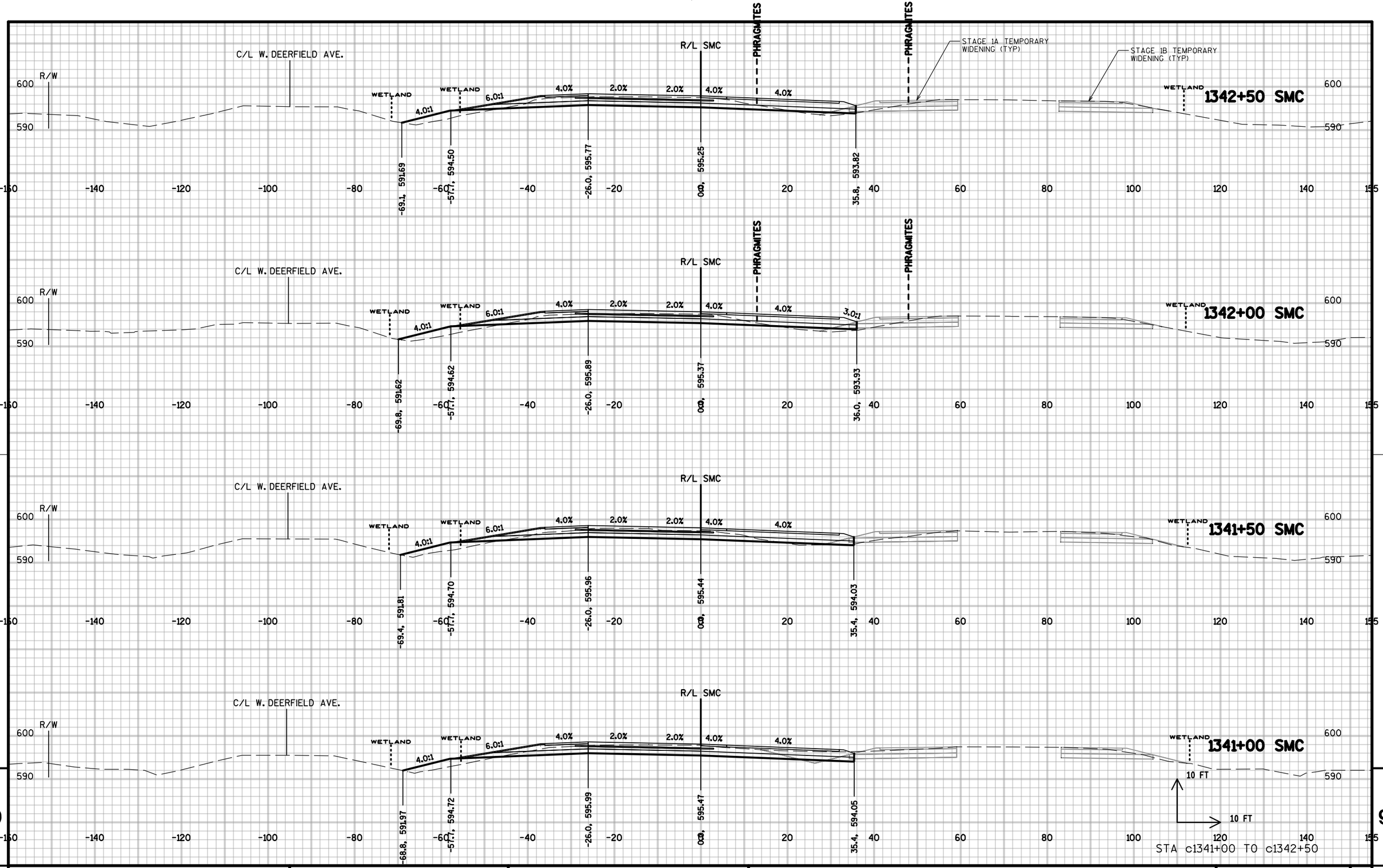
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA c1339+00 TO c1340+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1401	E



STA c1341+00 TO c1342+50

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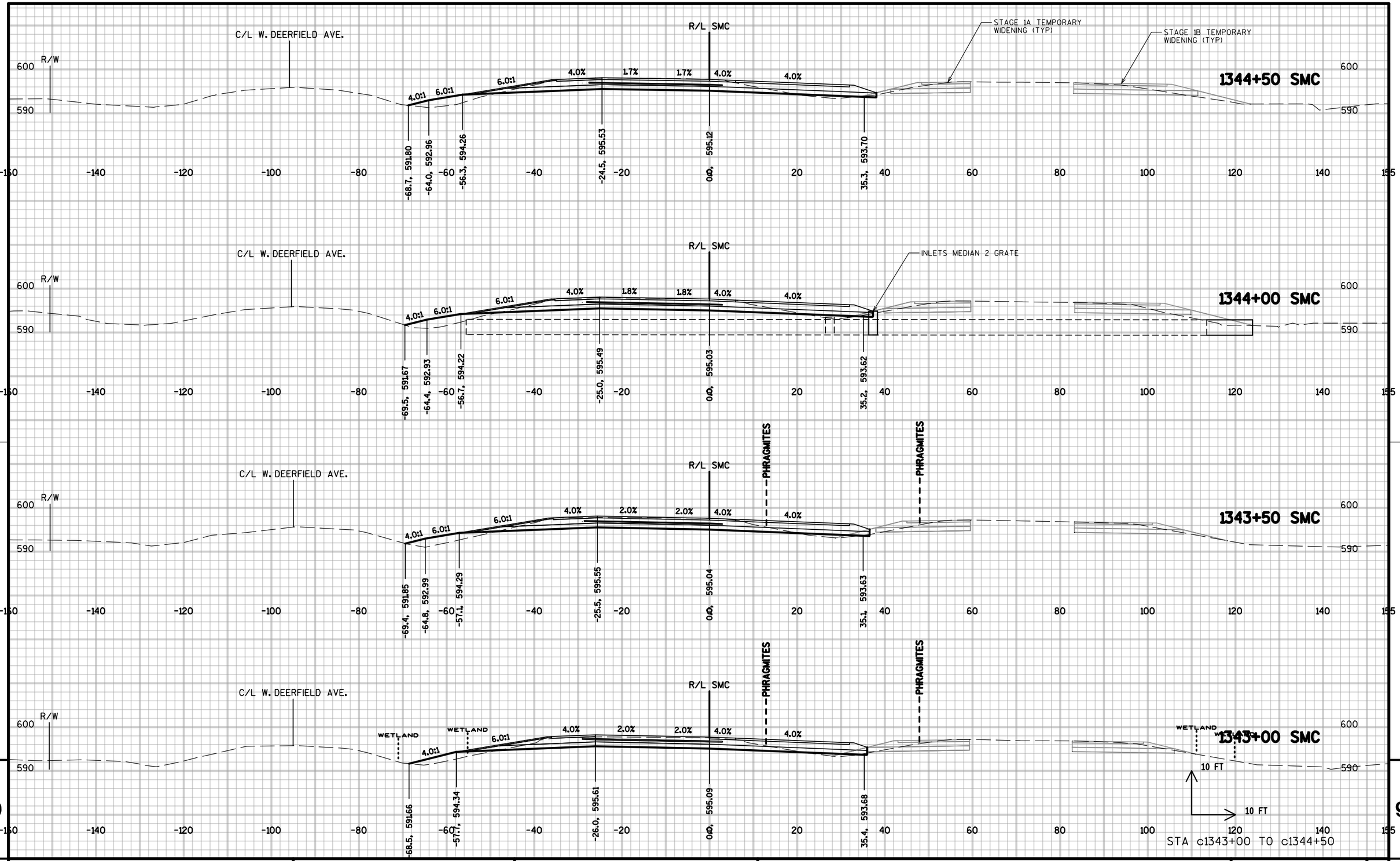
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1402	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn
PLOT DATE : 2/1/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



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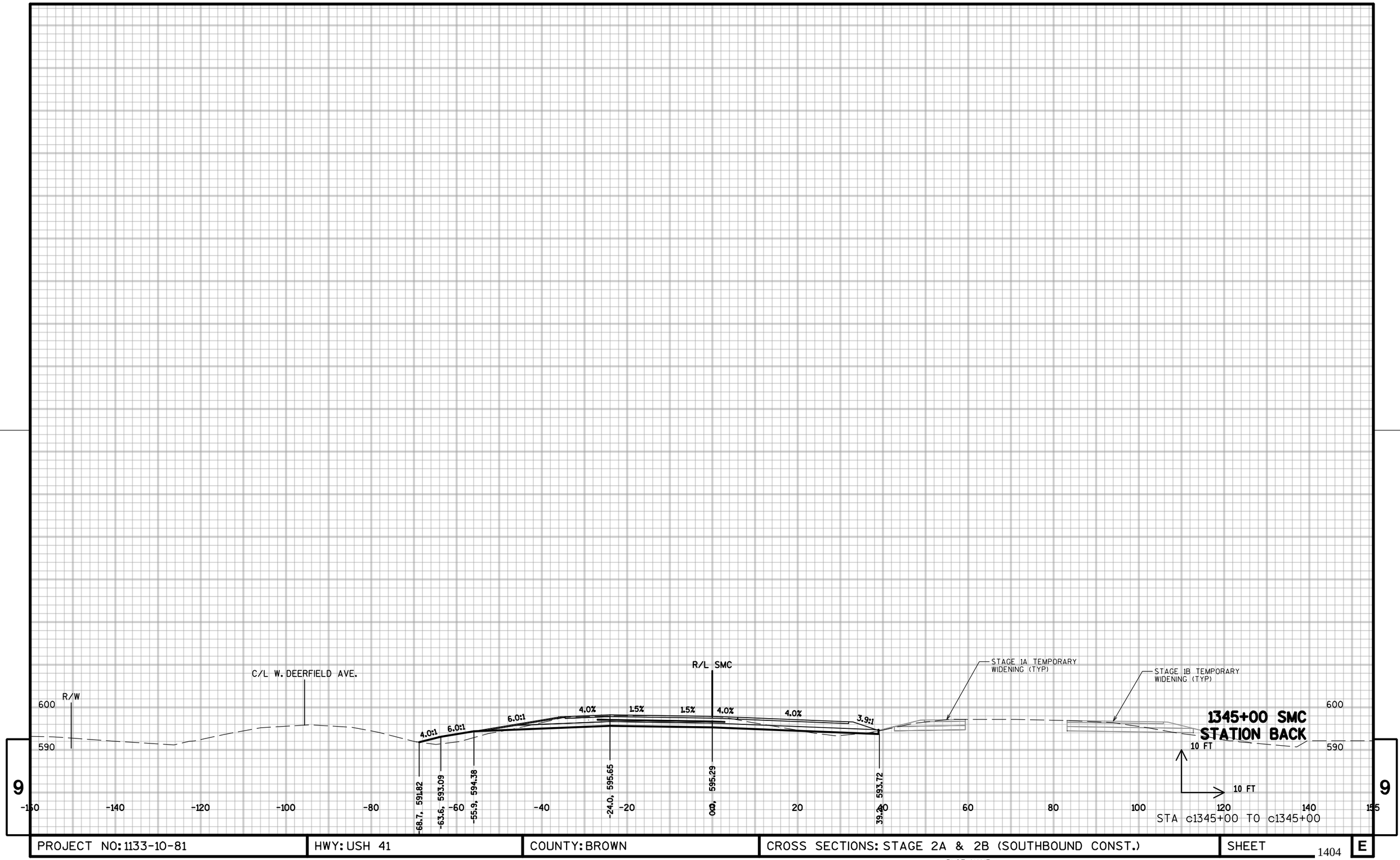
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1403	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

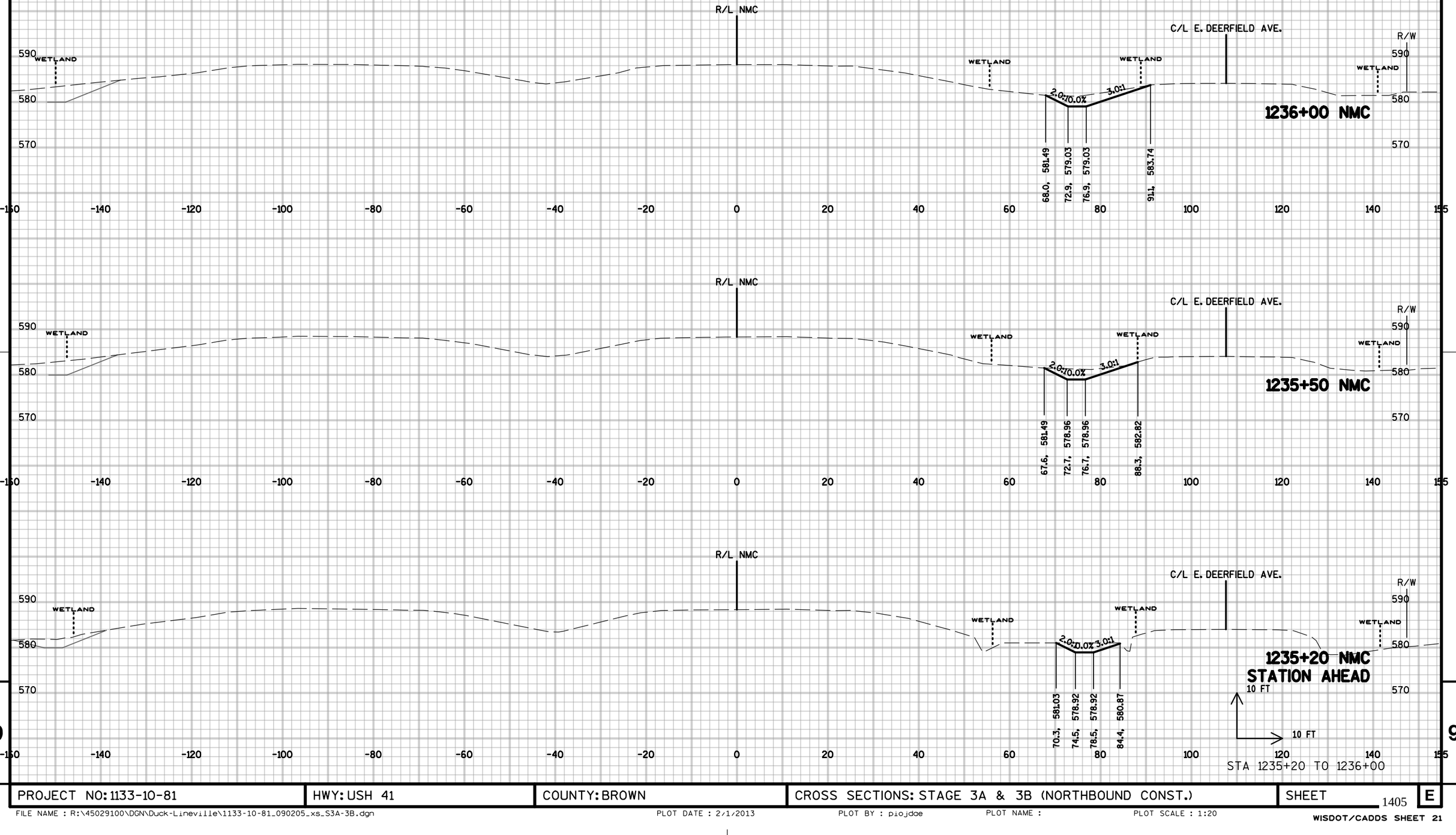
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 2A & 2B (SOUTHBOUND CONST.)	SHEET 1404	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090204_xs_S2A-2B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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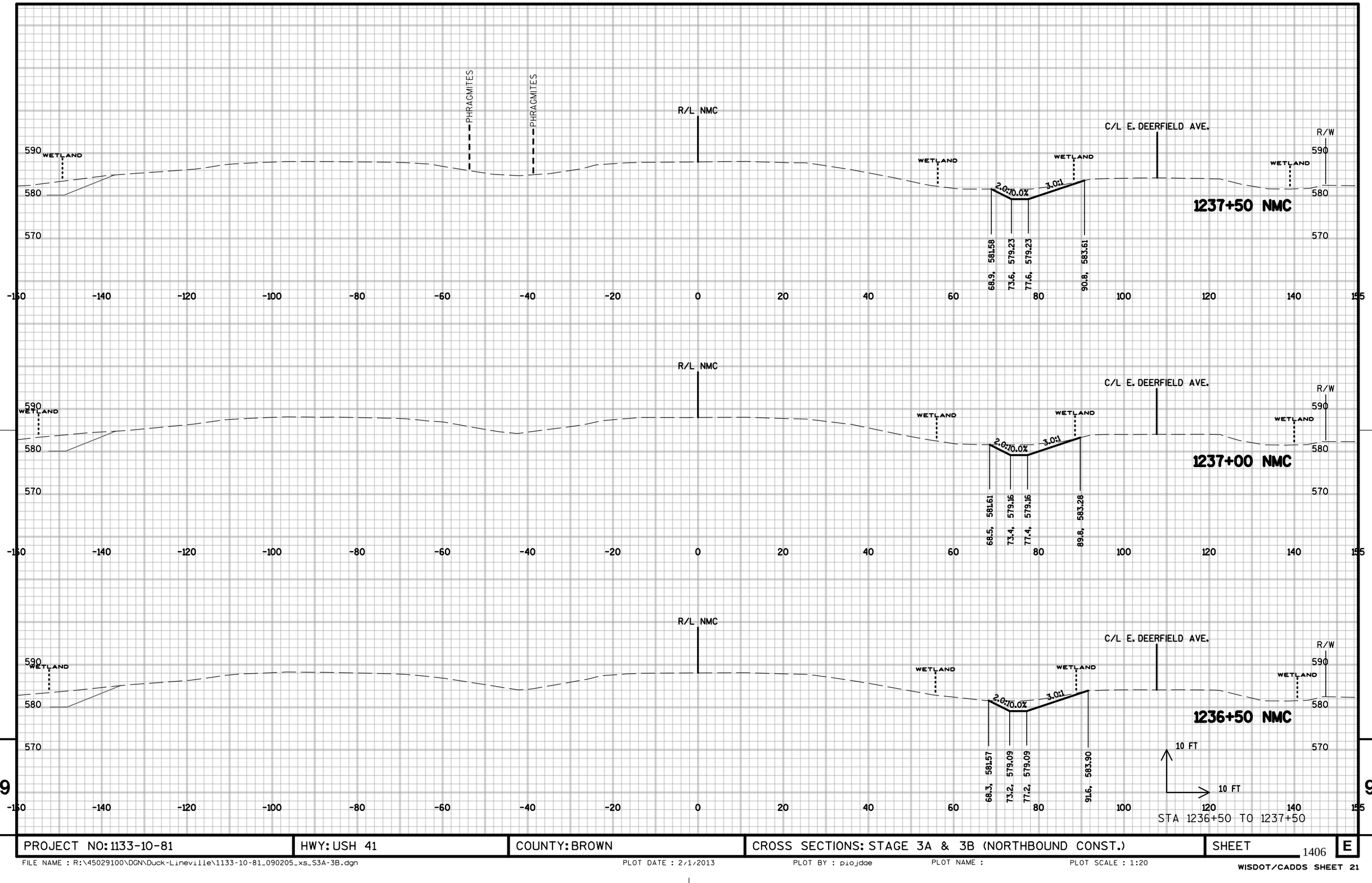
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1405	E



STA 1236+50 TO 1237+50

9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1406	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

9 9

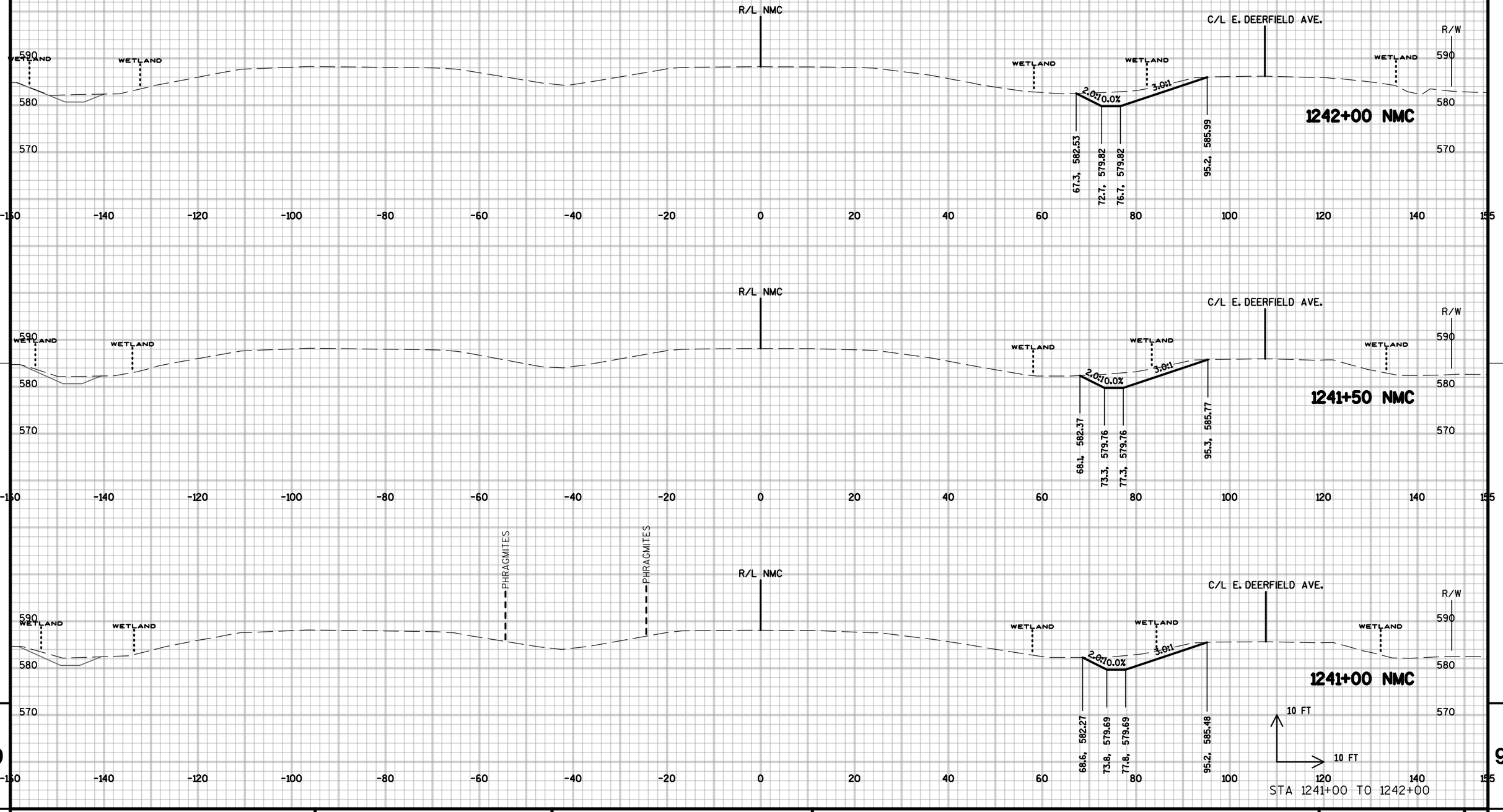
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1407	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1408	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1241+00 TO 1242+00

9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1409	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn
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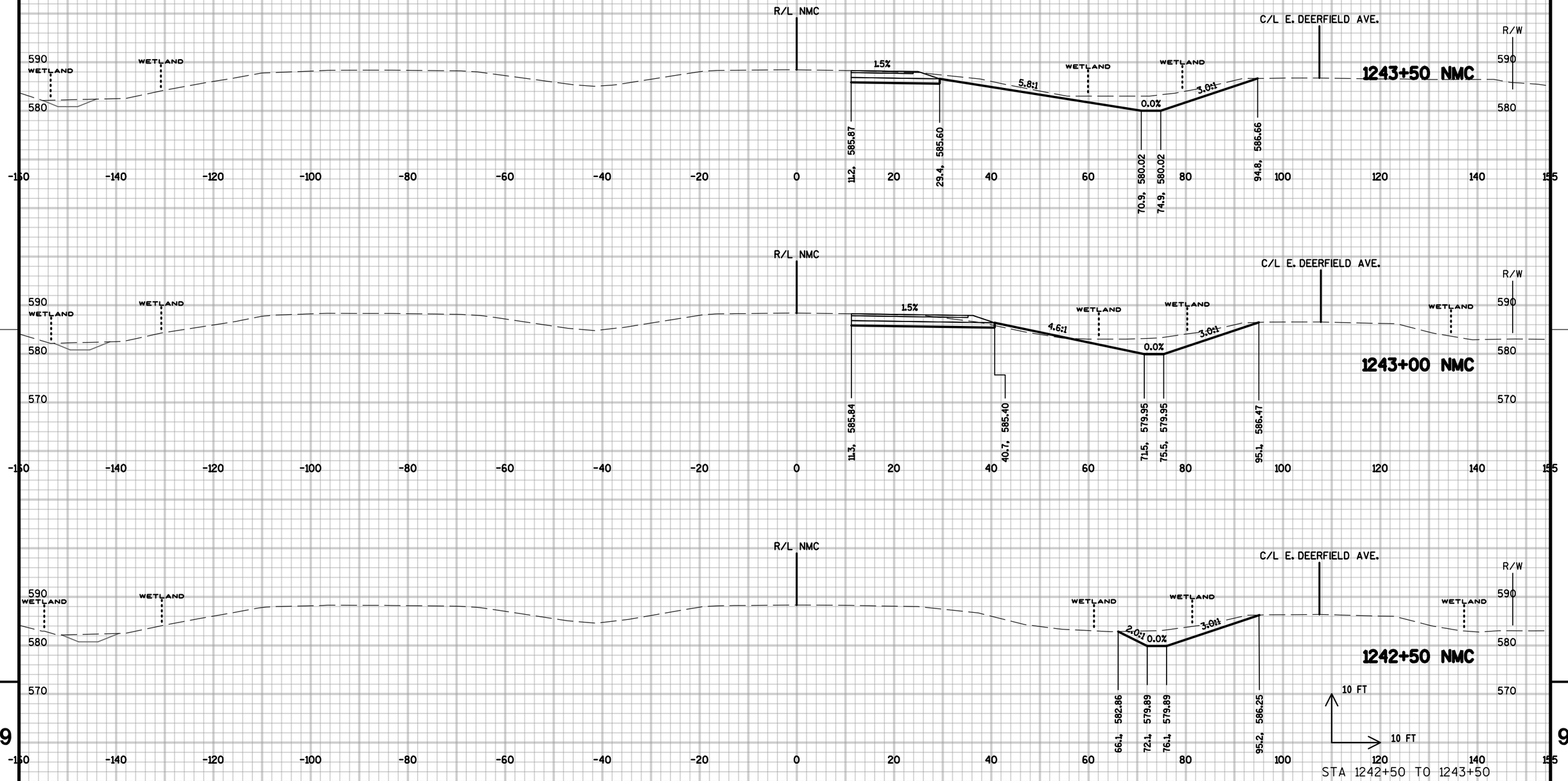
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

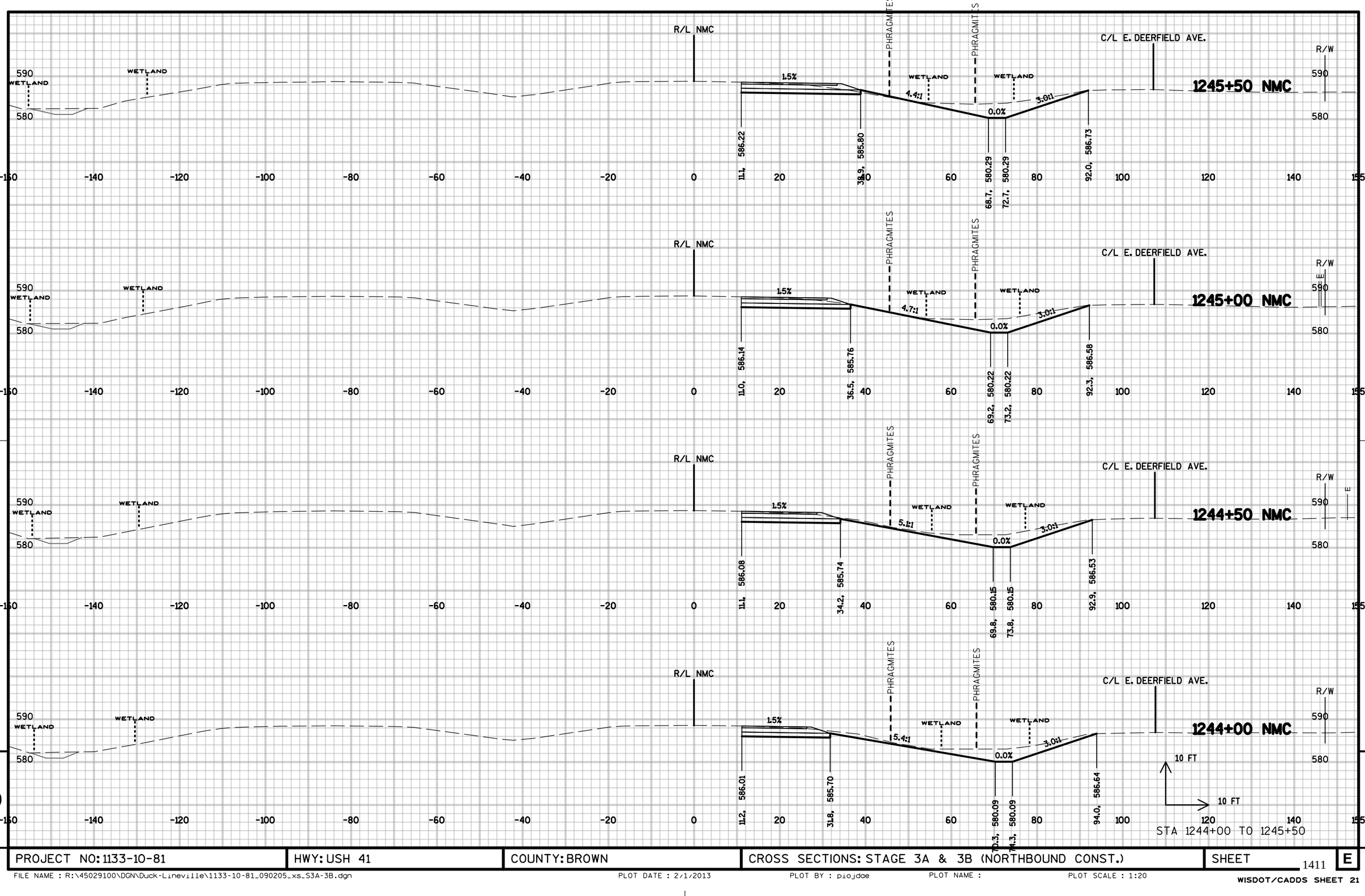


STA 1242+50 TO 1243+50

9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1410	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20



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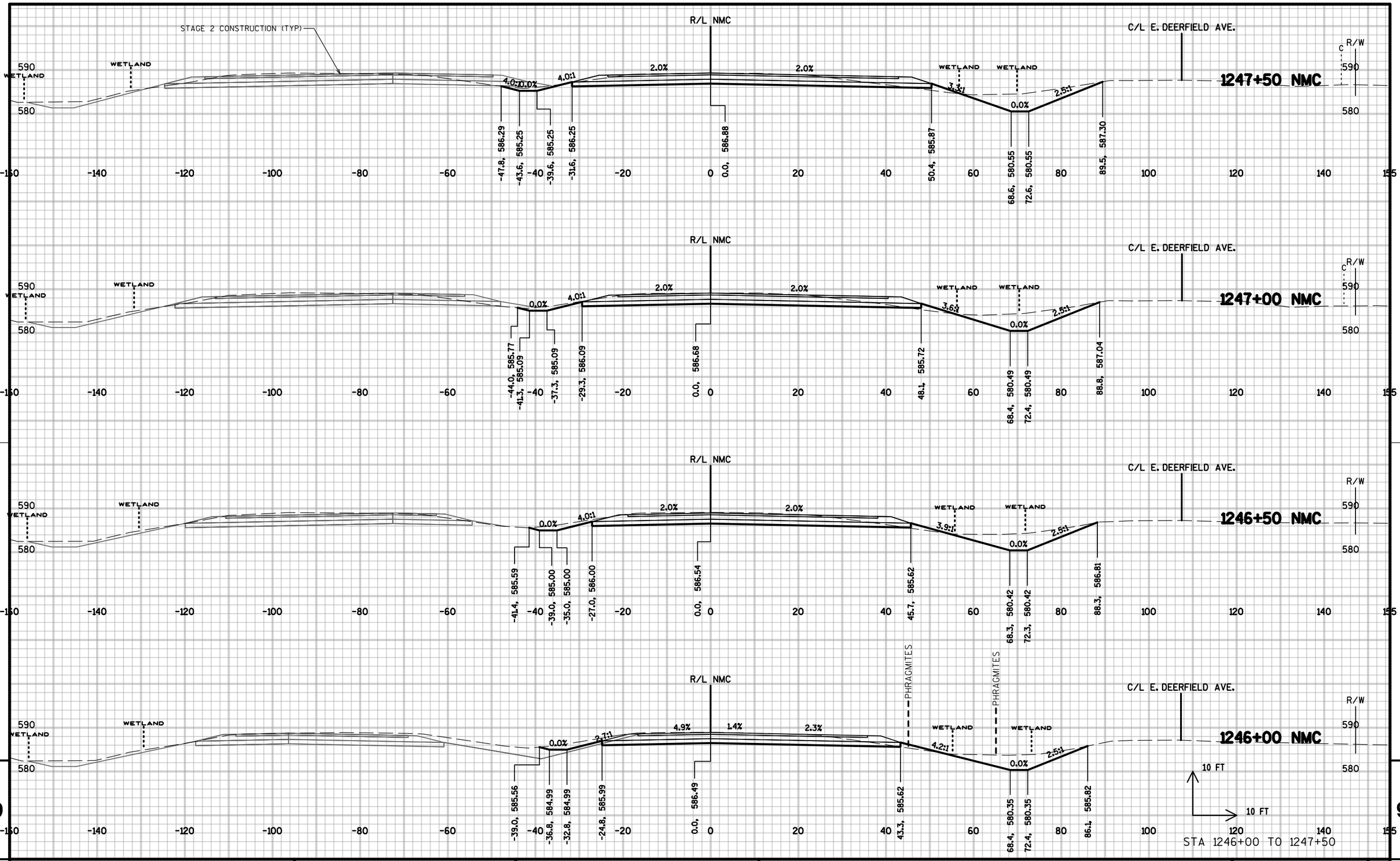
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1411	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20



STA 1246+00 TO 1247+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1412	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn
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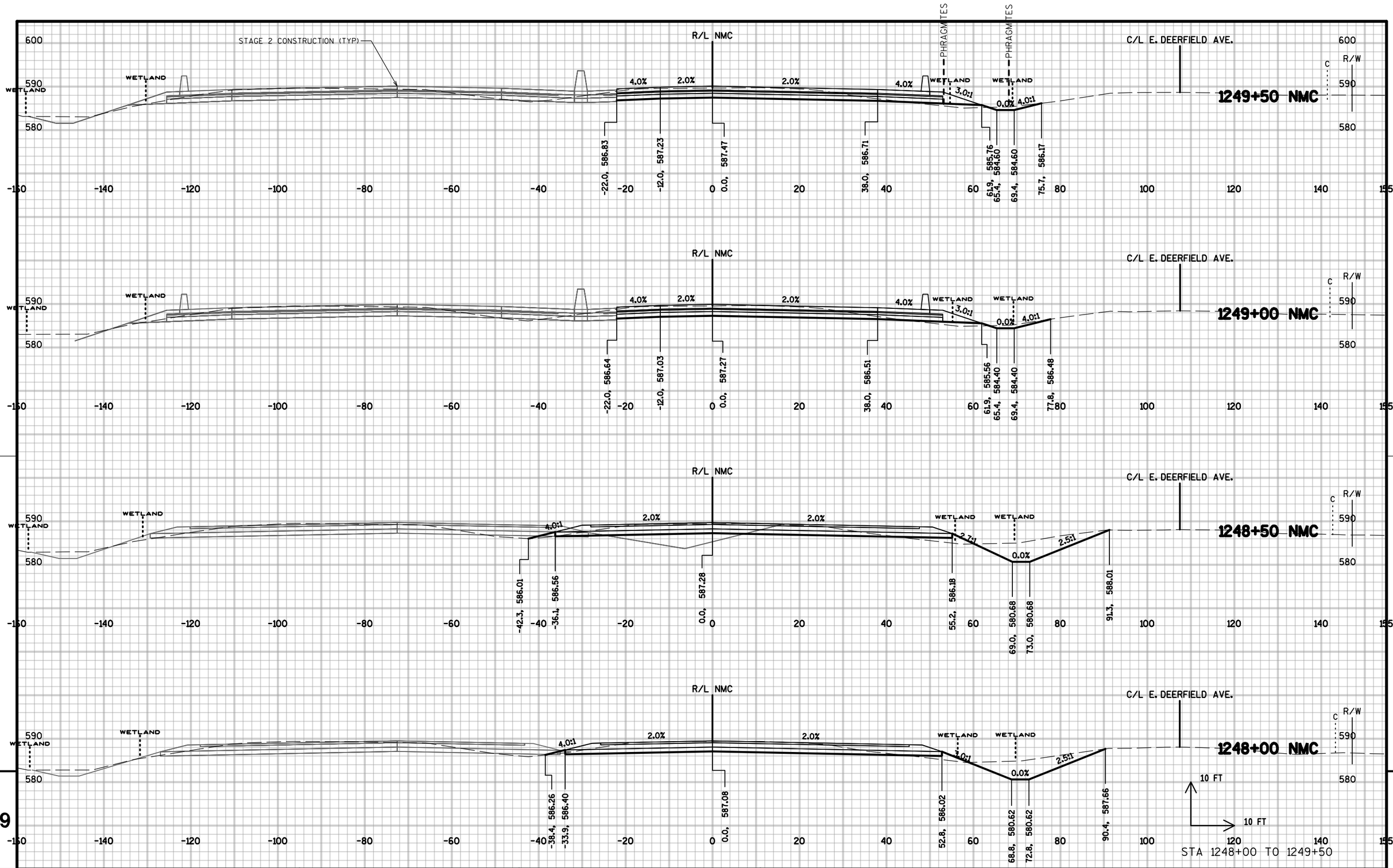
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1413	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

9

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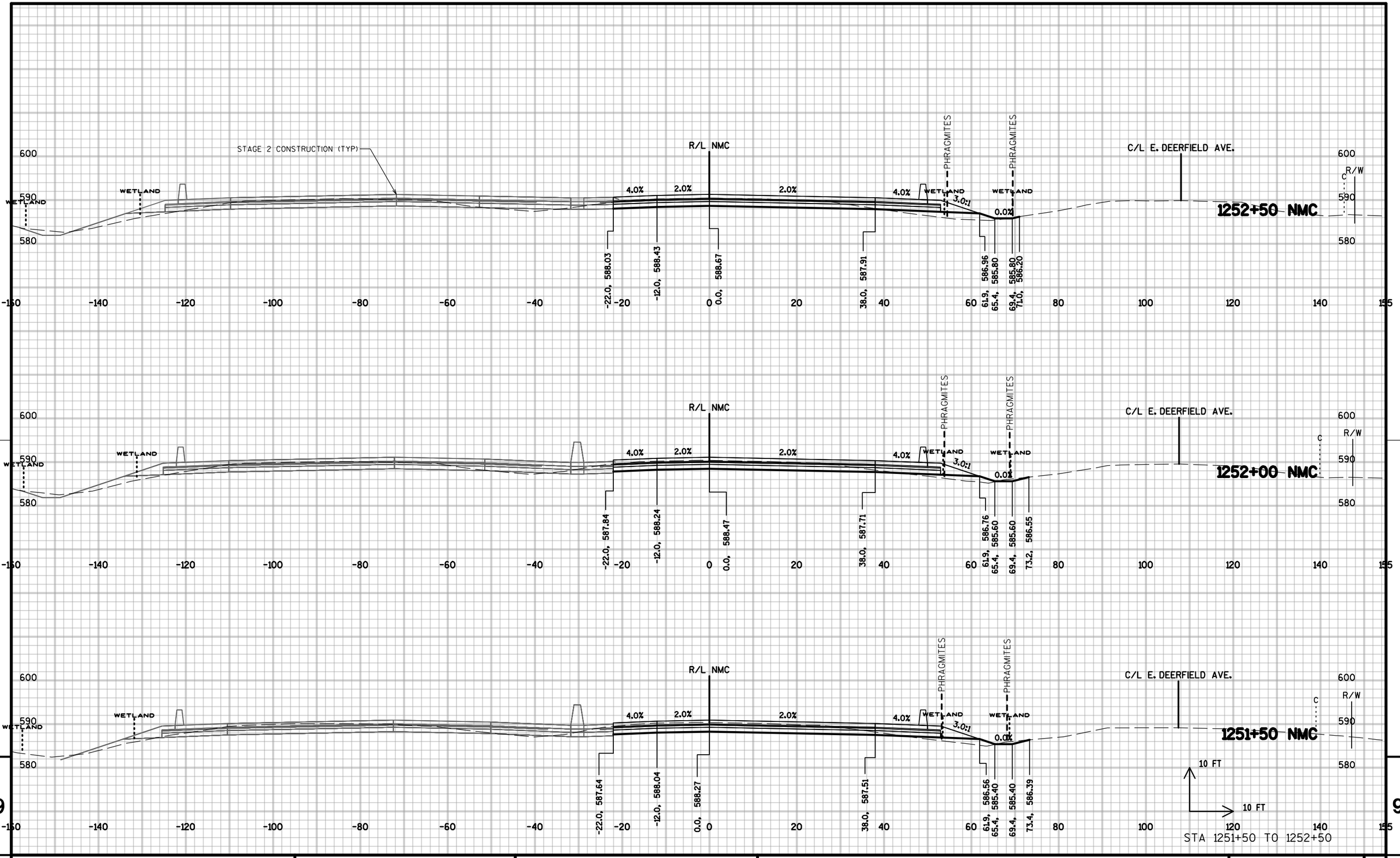
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1414	E

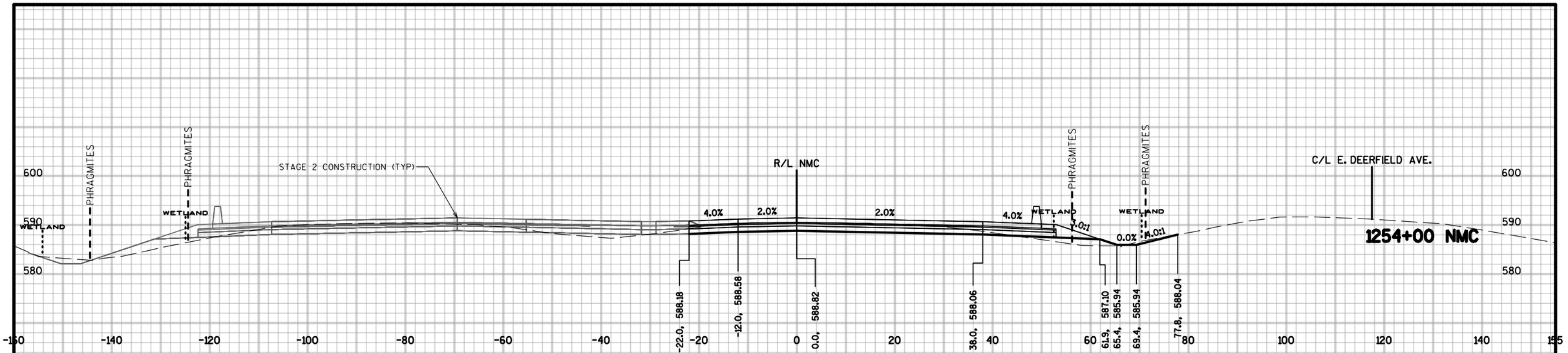
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn
PLOT DATE : 2/1/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

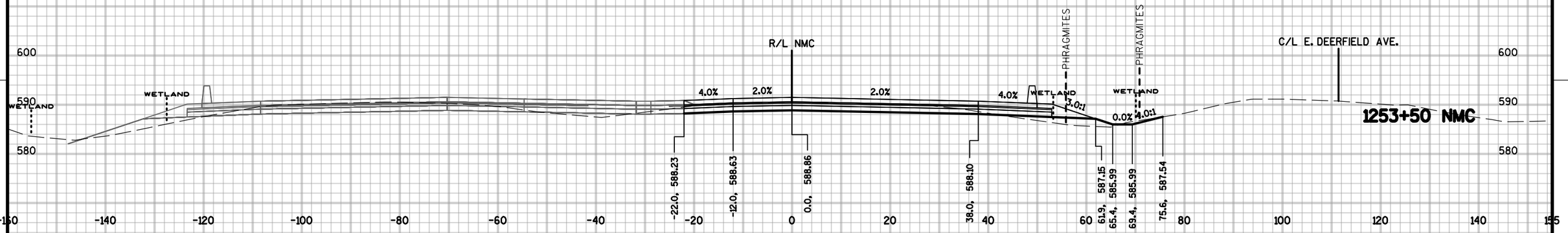


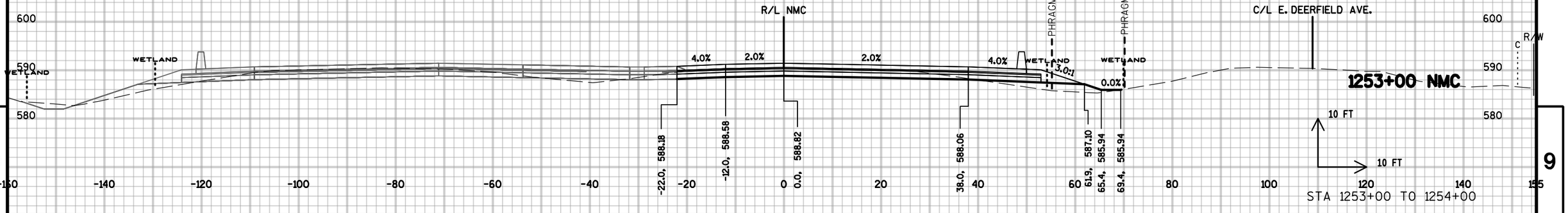
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1415	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1253+00 TO 1254+00

9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1416	E

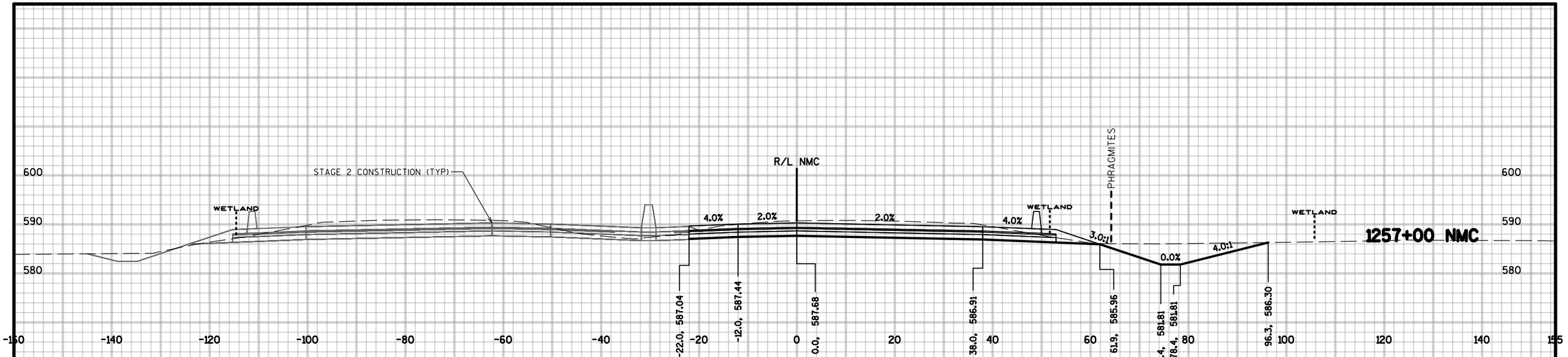
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

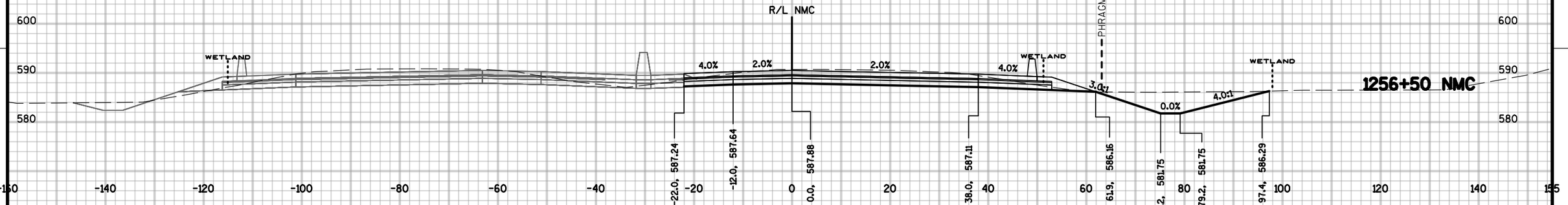
WISDOT/CADDS SHEET 21

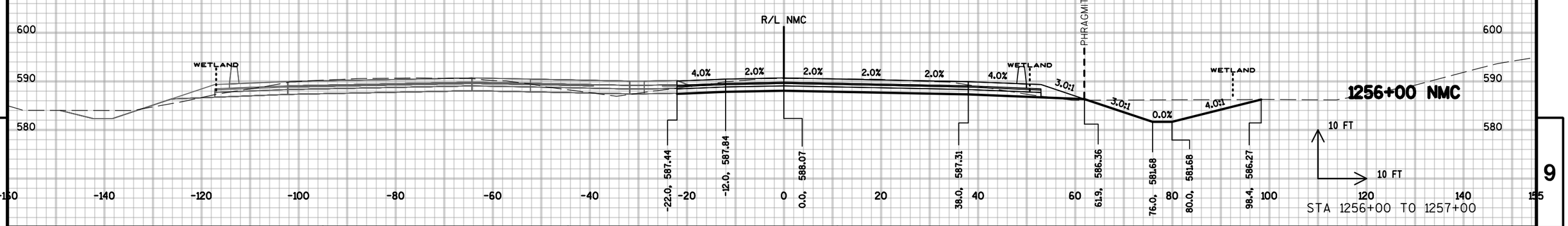
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1417	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





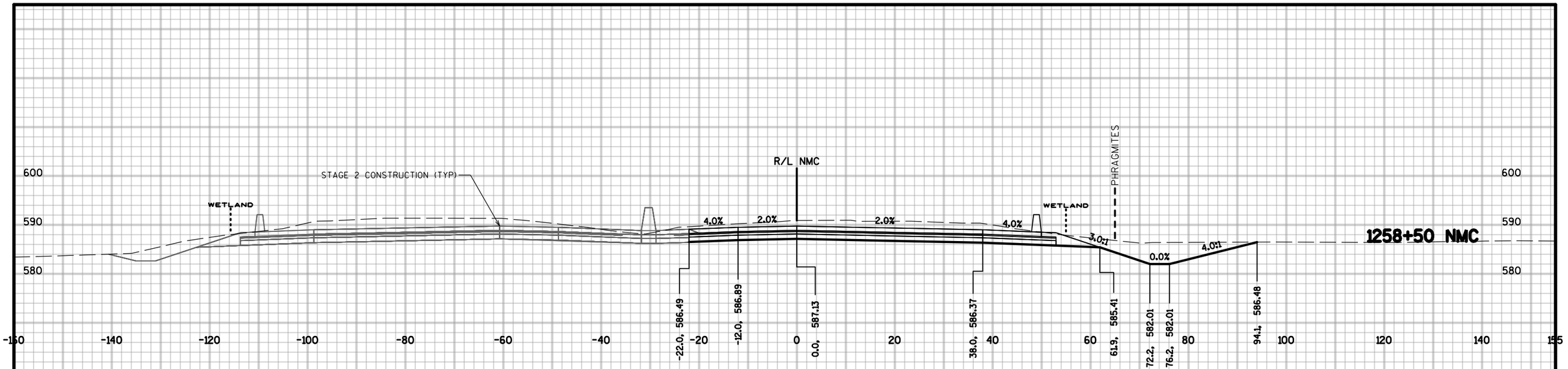


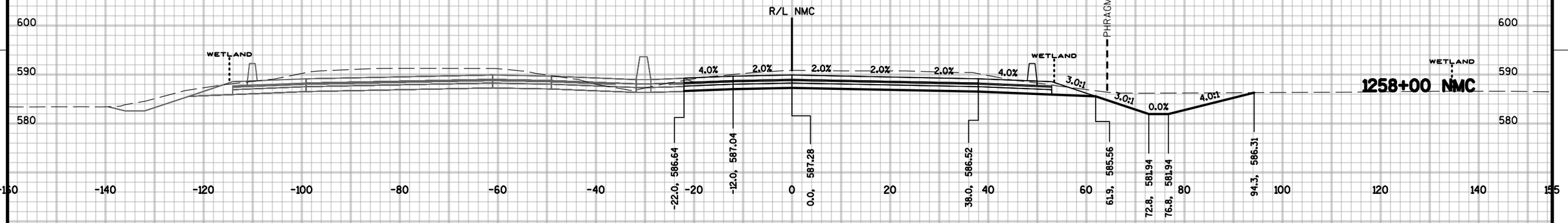
STA 1256+00 TO 1257+00

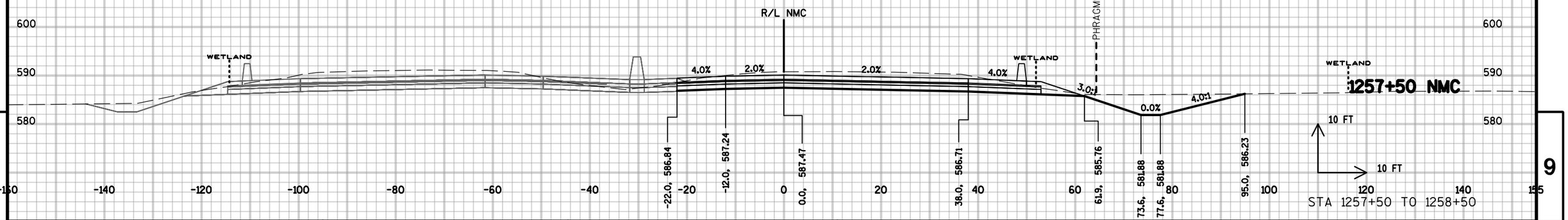
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1418	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1257+50 TO 1258+50

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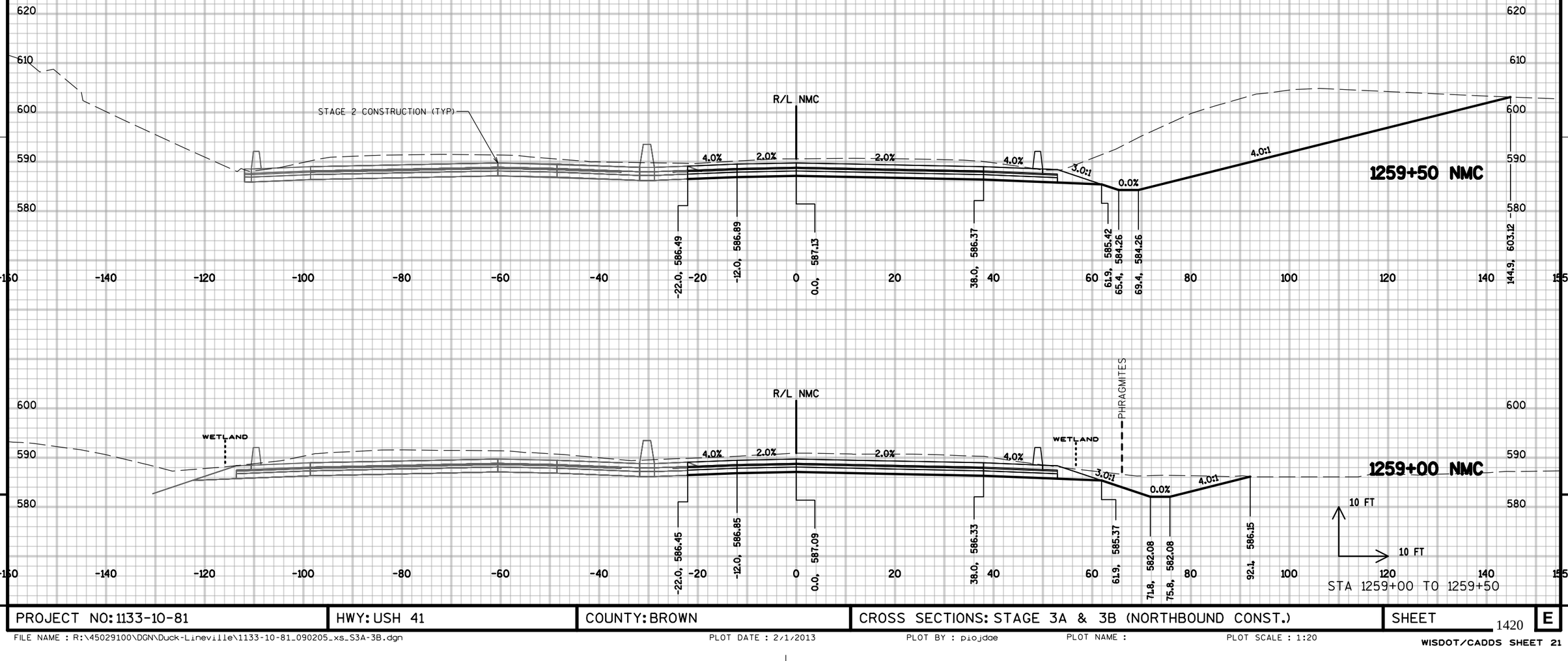
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1419	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

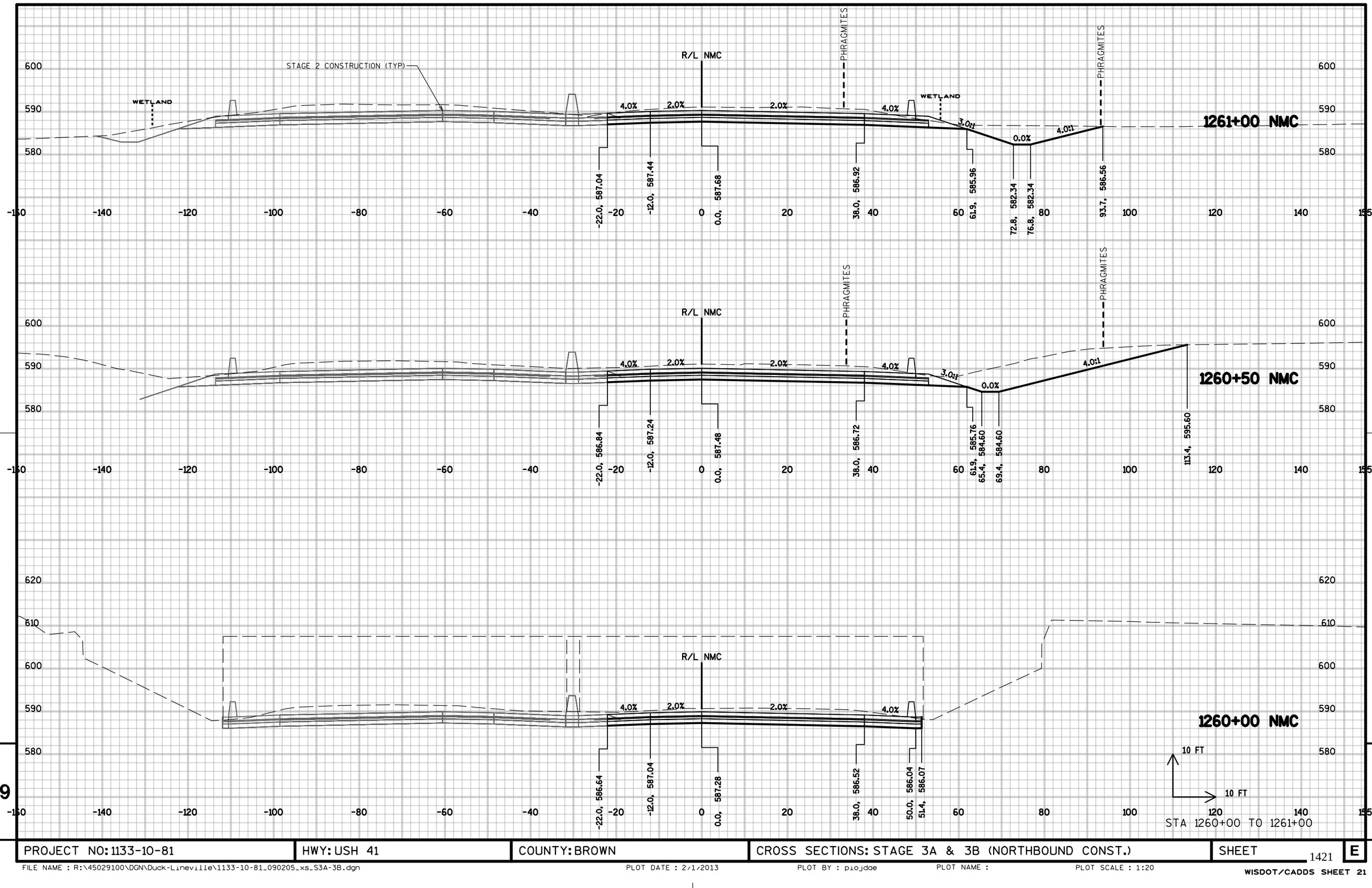
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1420	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

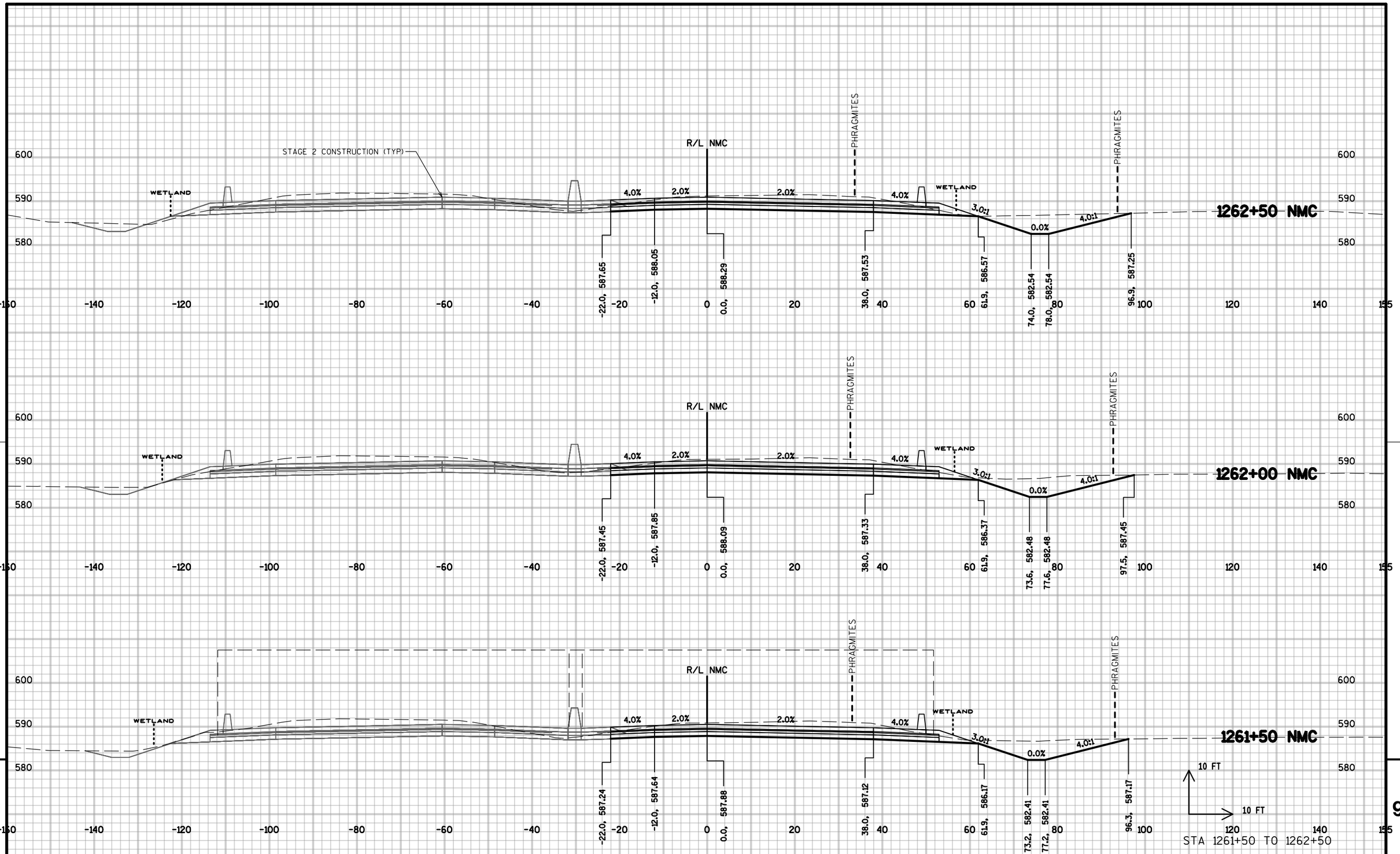
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1421	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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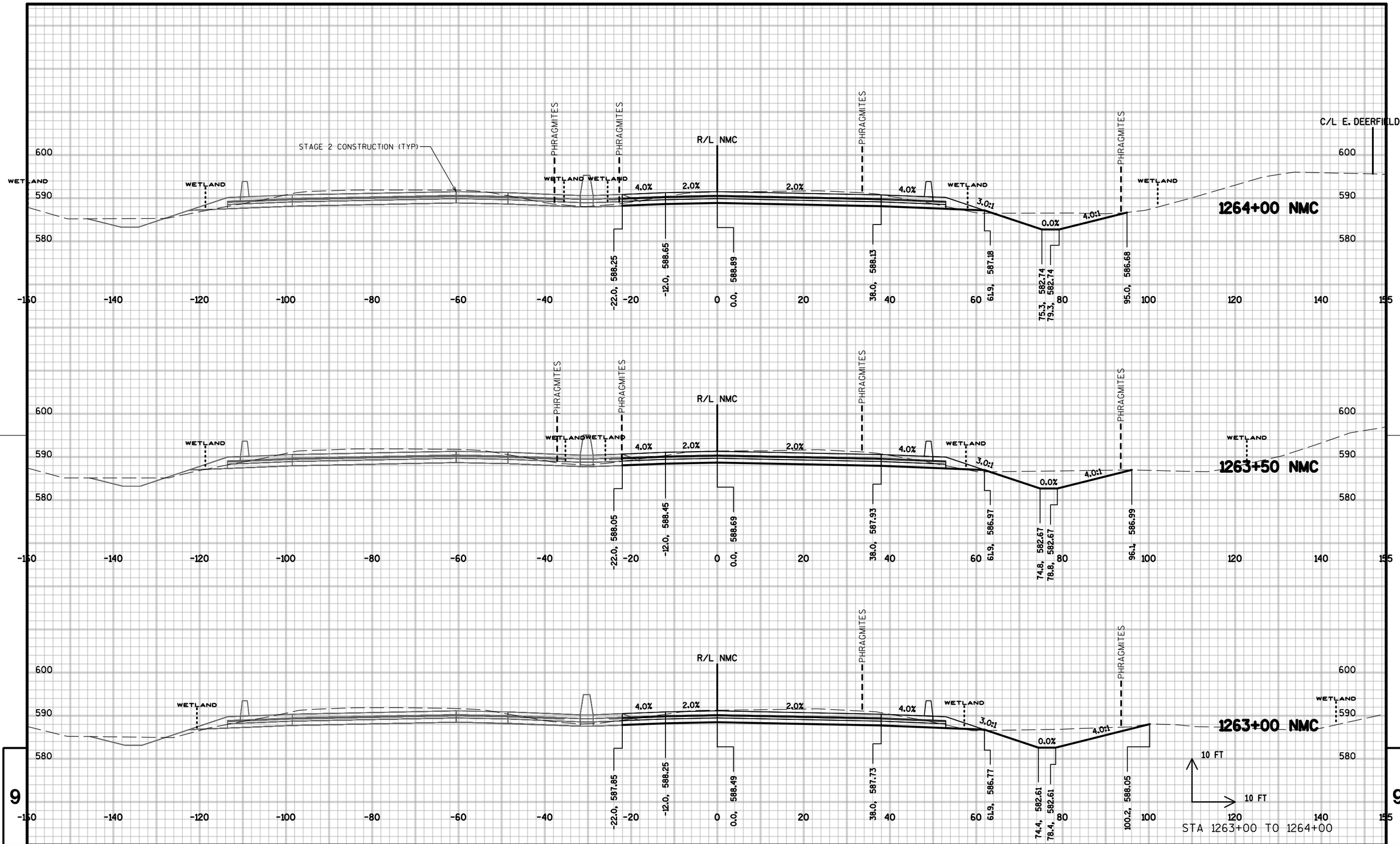
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1422	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

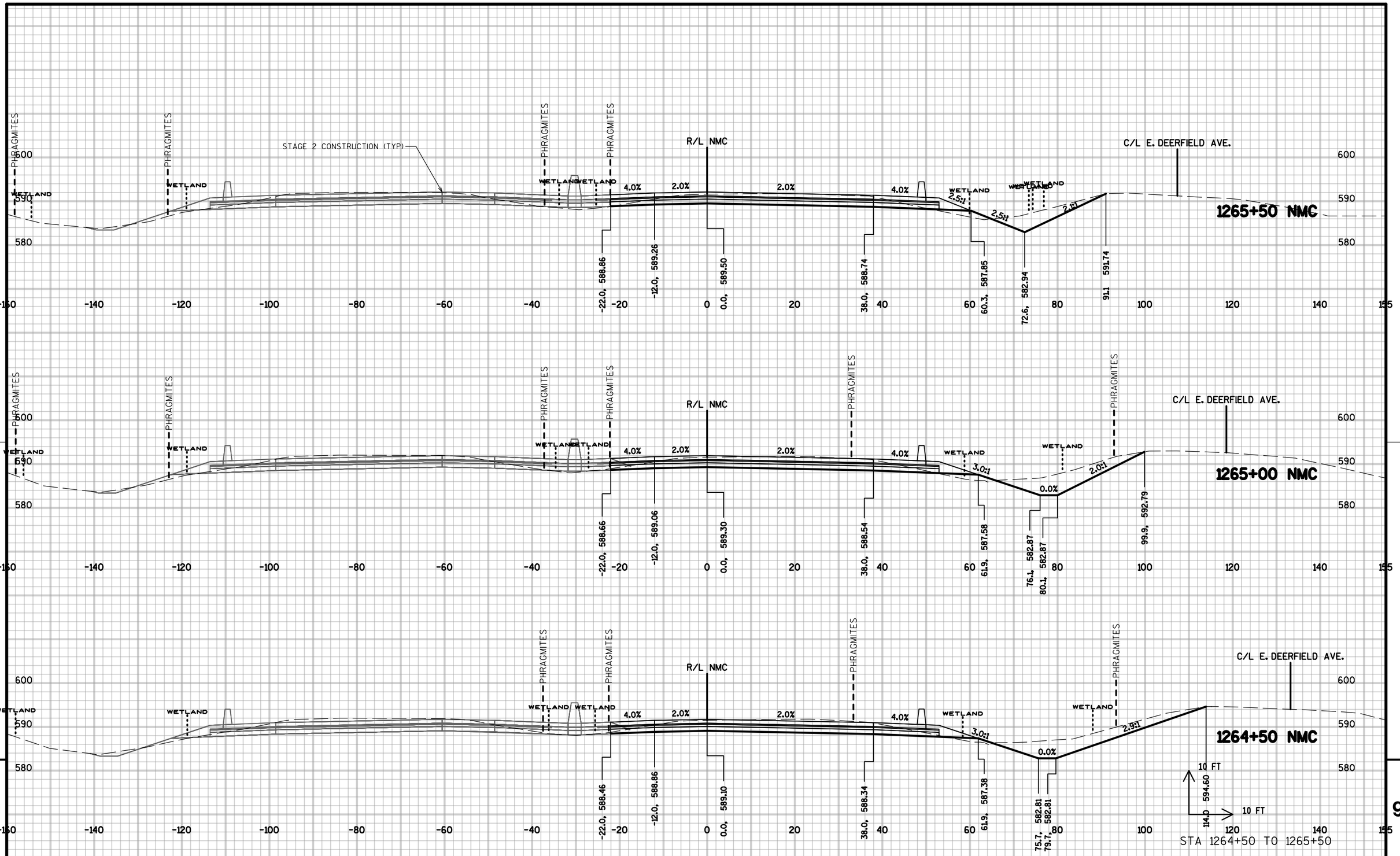
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1423	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

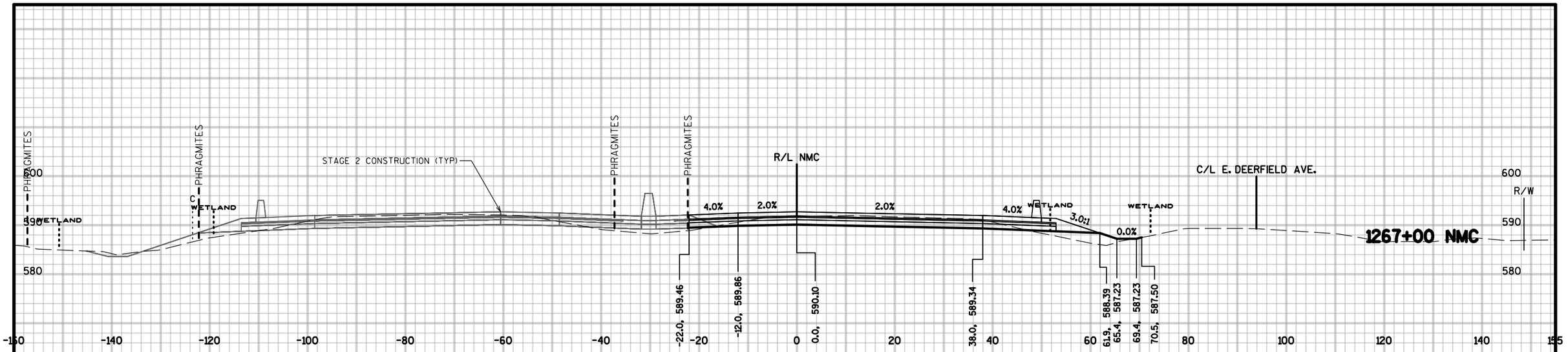
WISDOT/CADDS SHEET 21

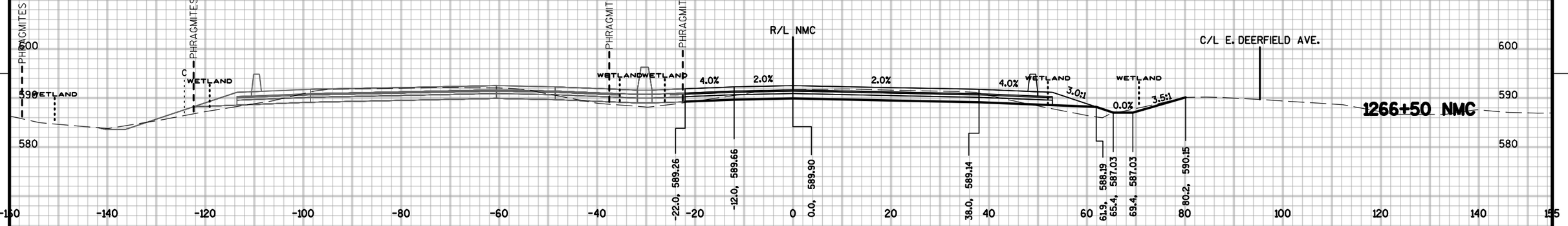


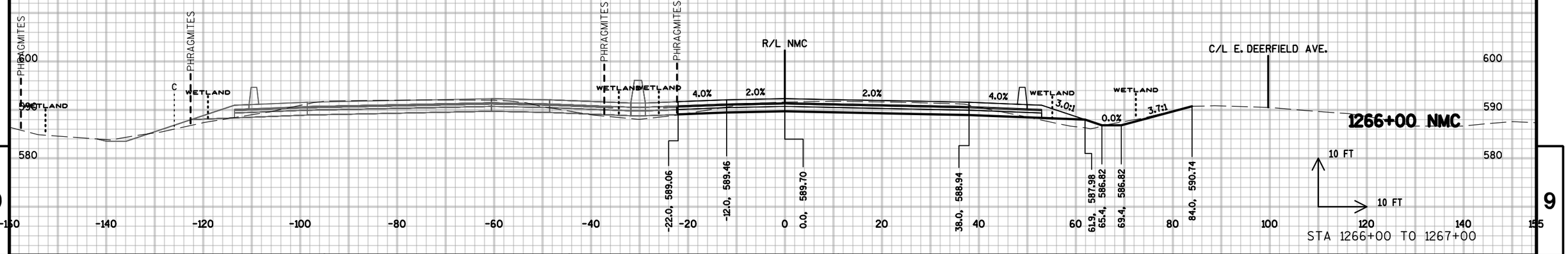
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1424	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1266+00 TO 1267+00

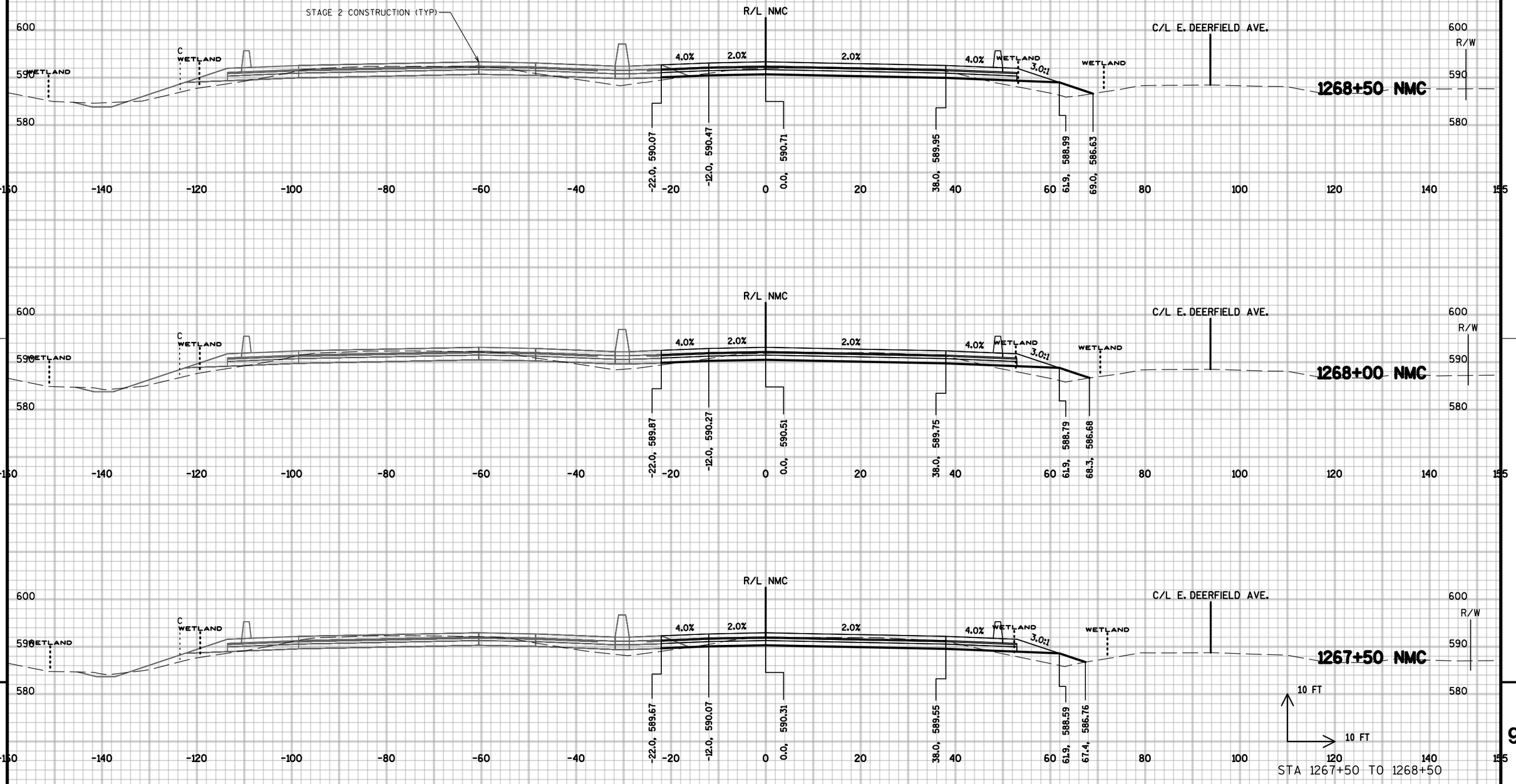
9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1425	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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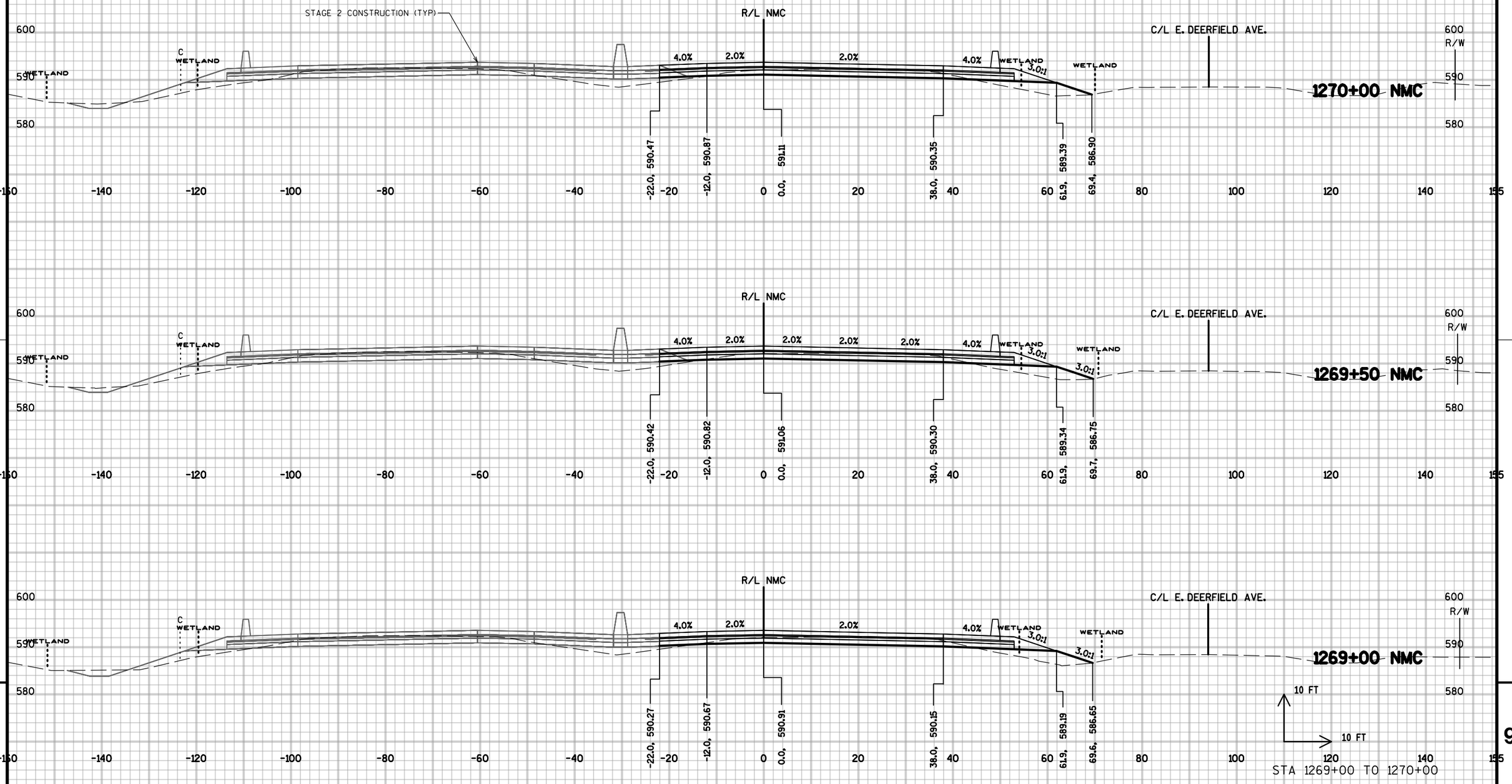
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET	E

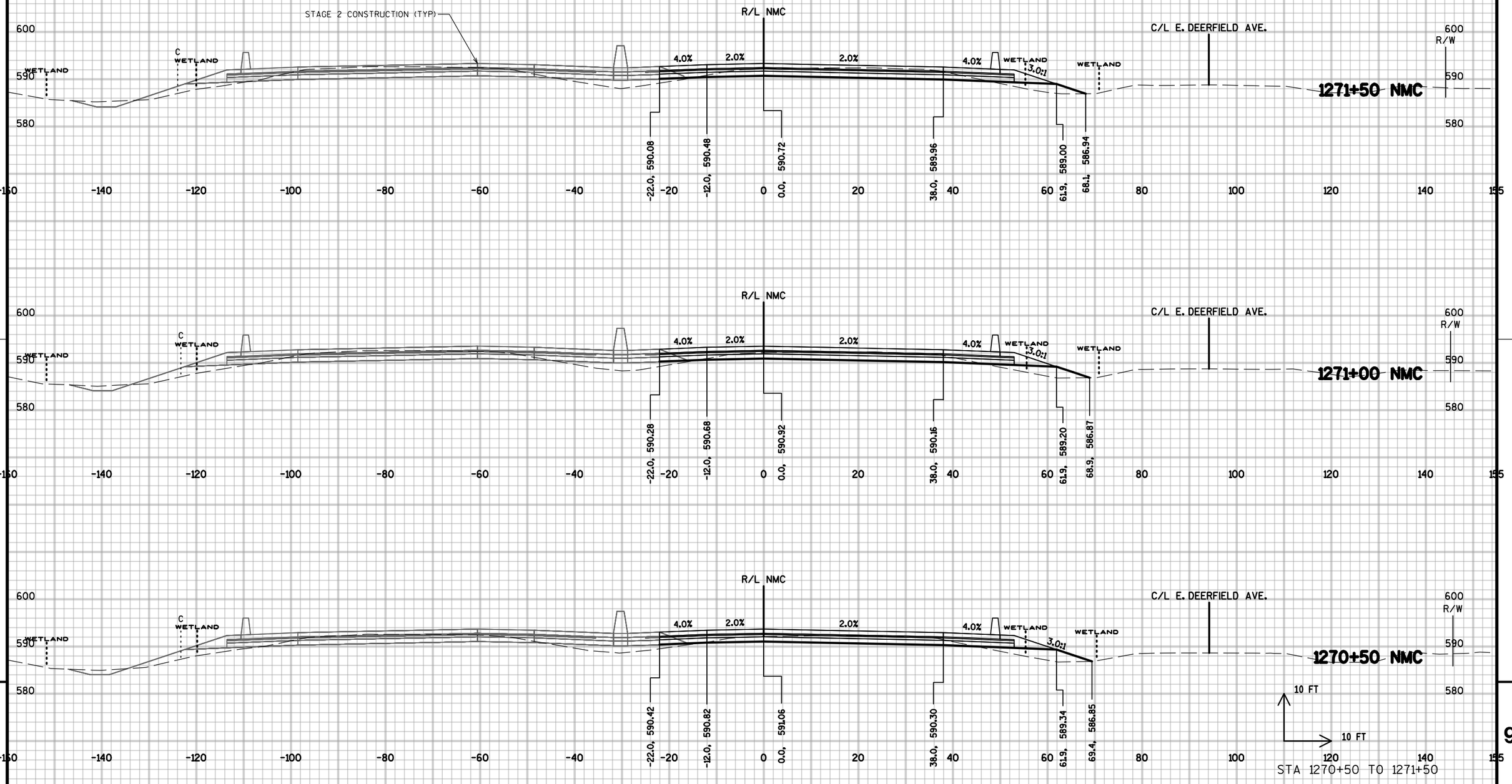
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn
PLOT DATE : 2/1/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1427	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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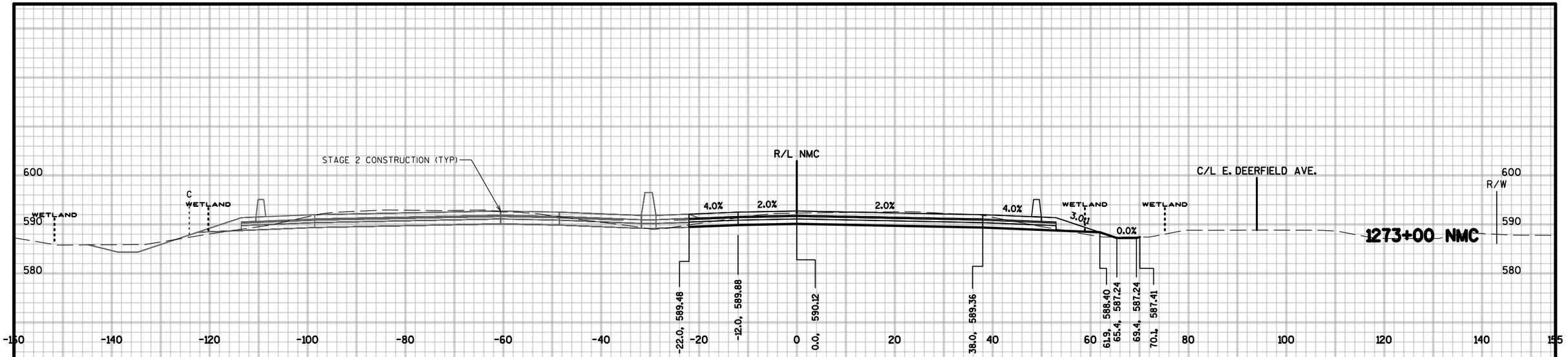
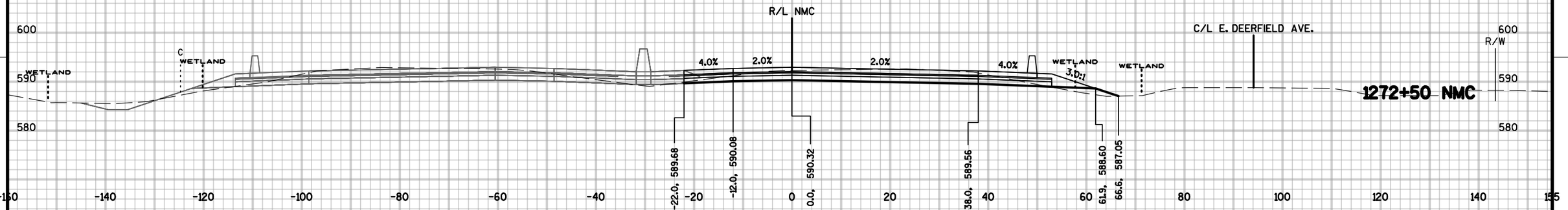
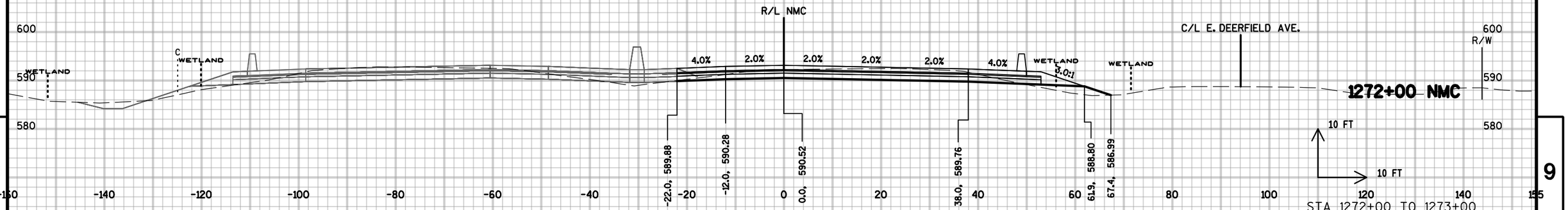
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1428	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







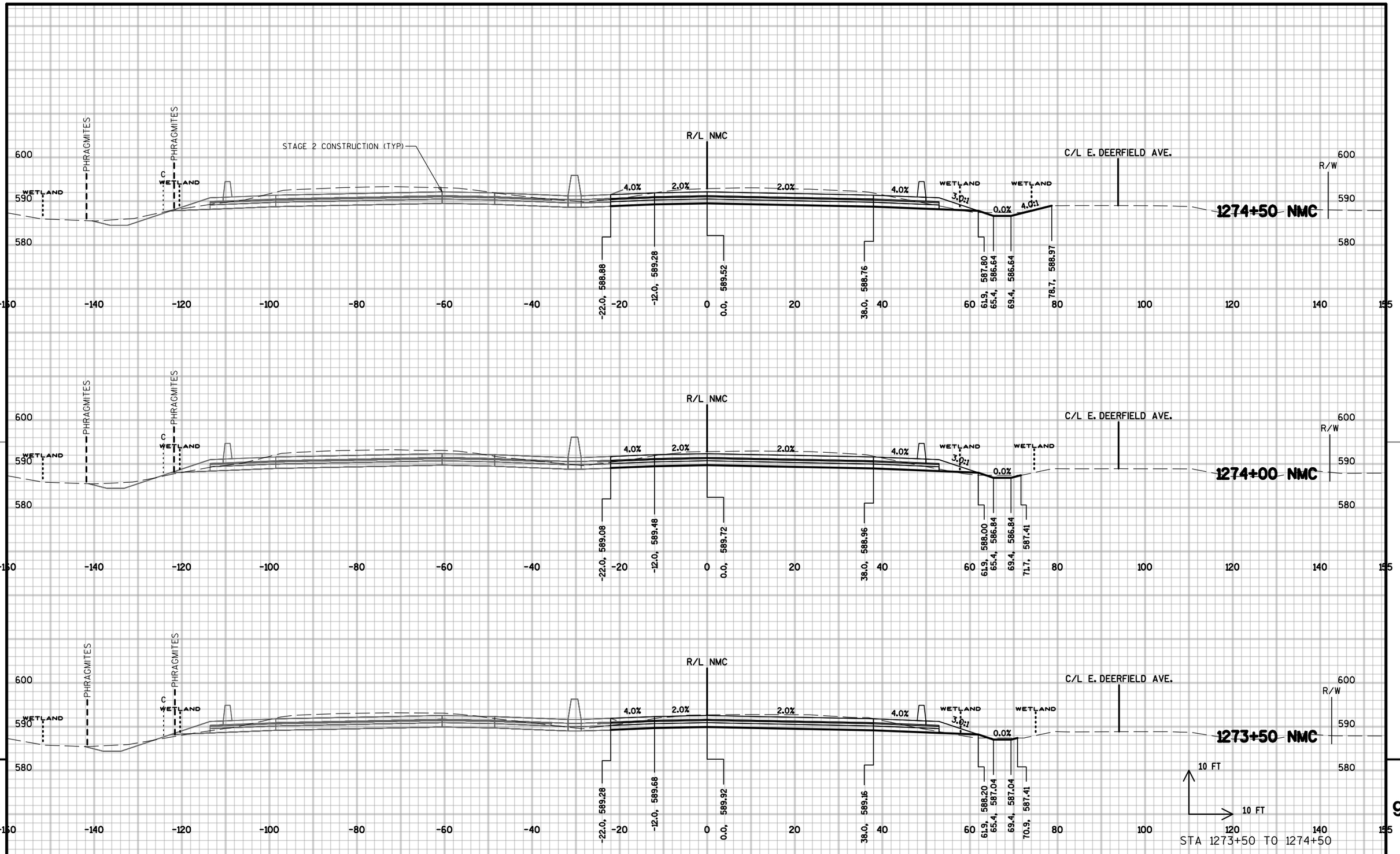
STA 1272+00 TO 1273+00

9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1429	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1430	E

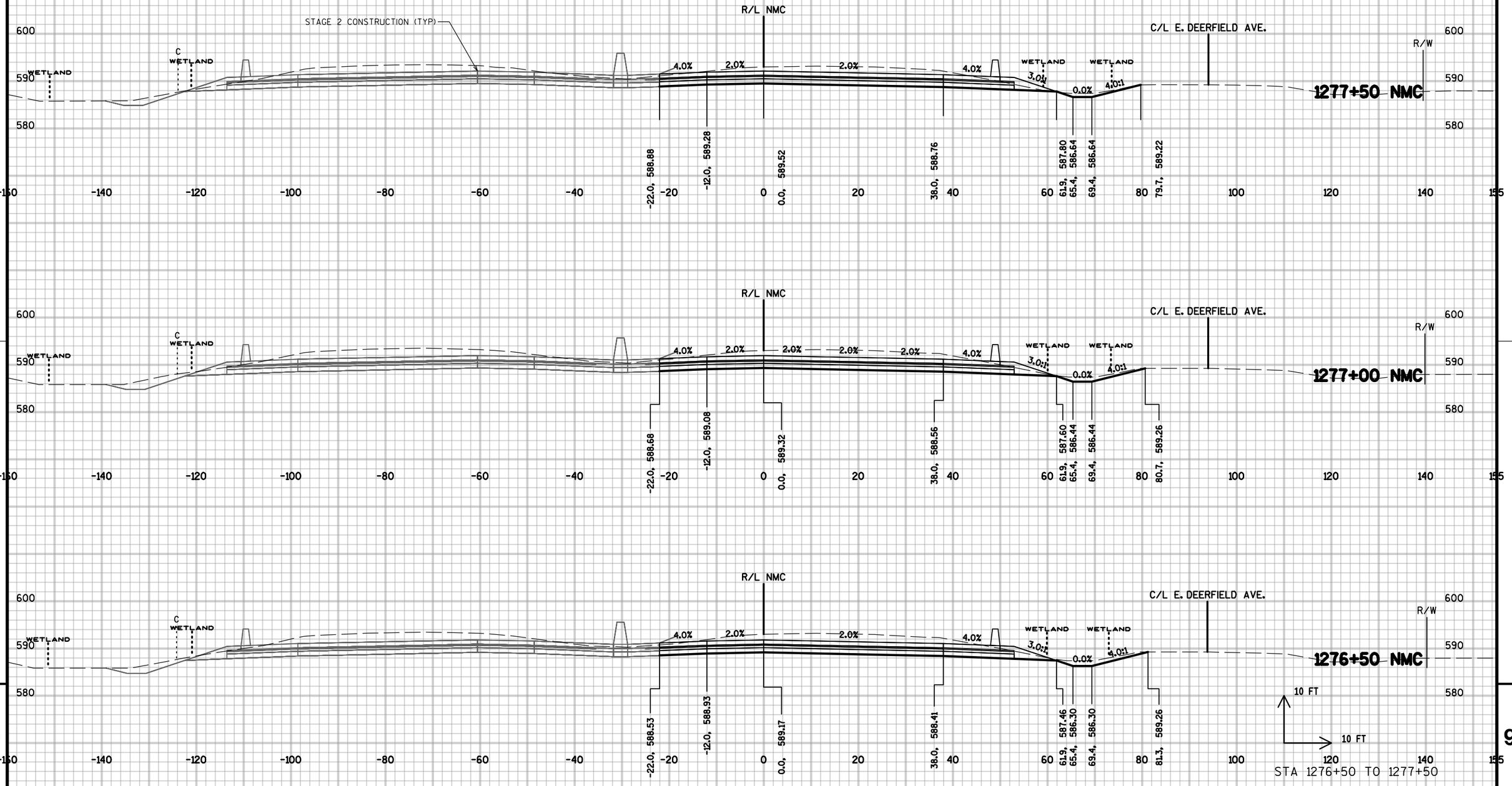
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1431	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1276+50 TO 1277+50

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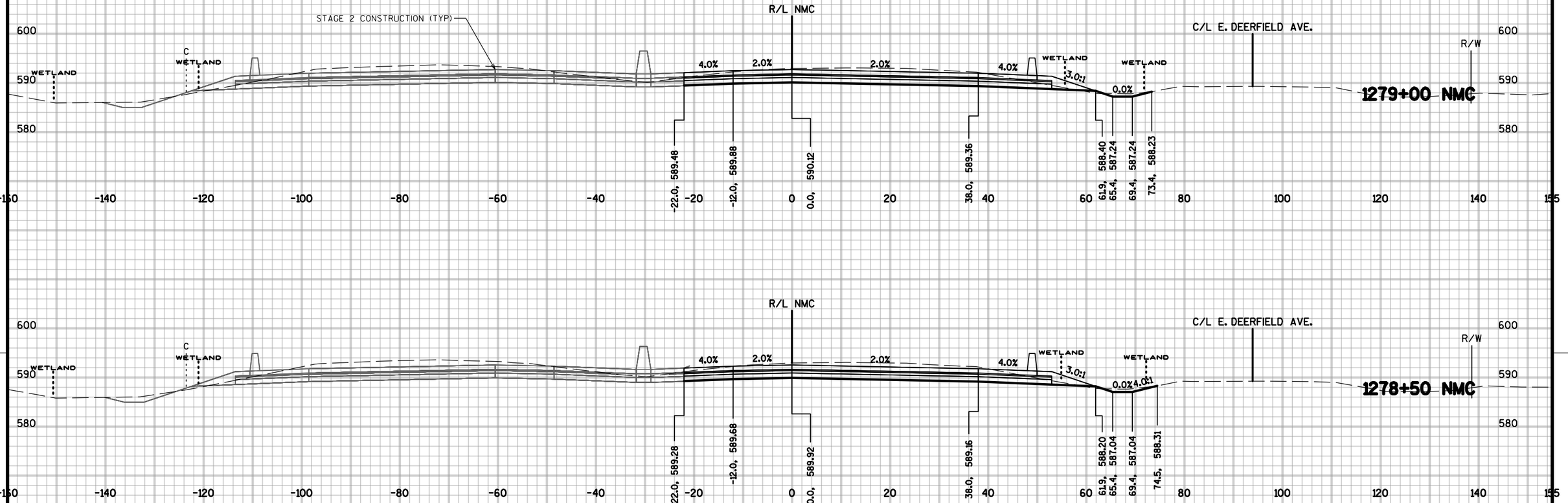
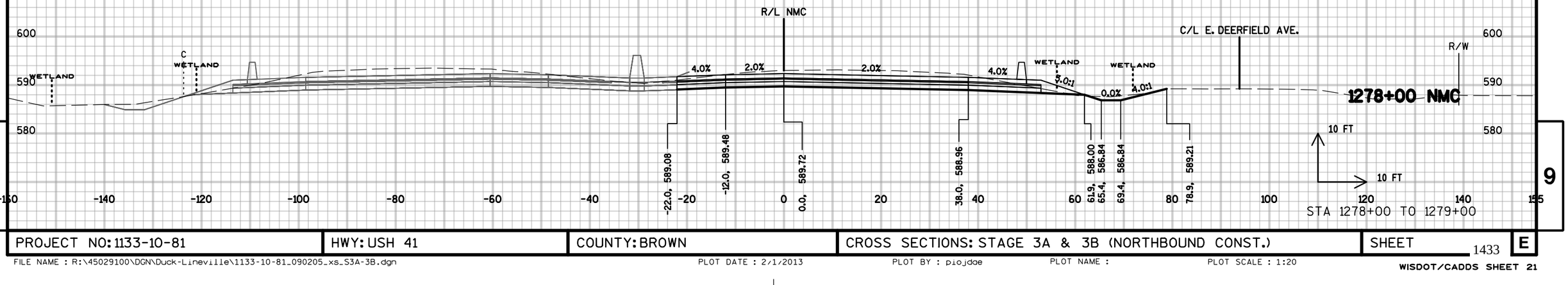
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1432	E





STA 1278+00 TO 1279+00

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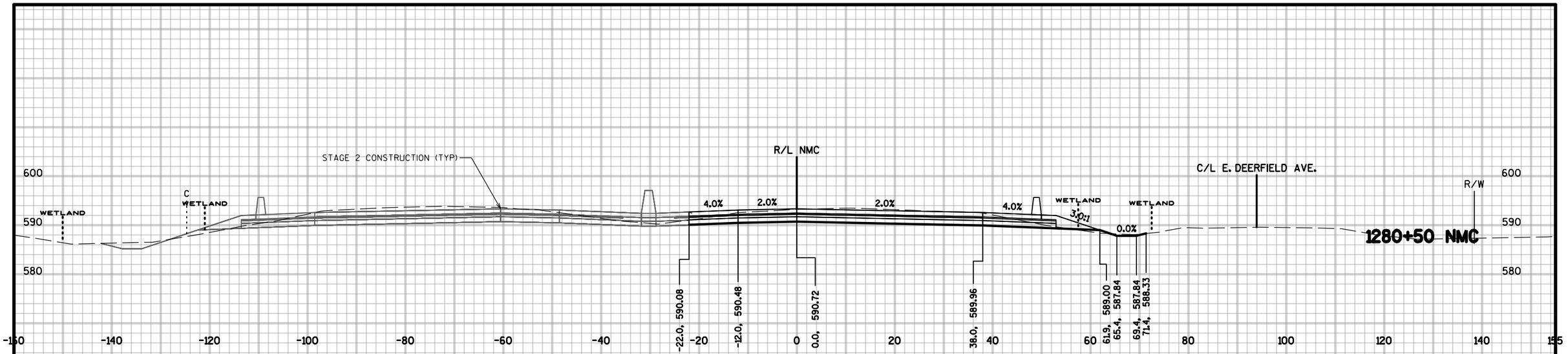
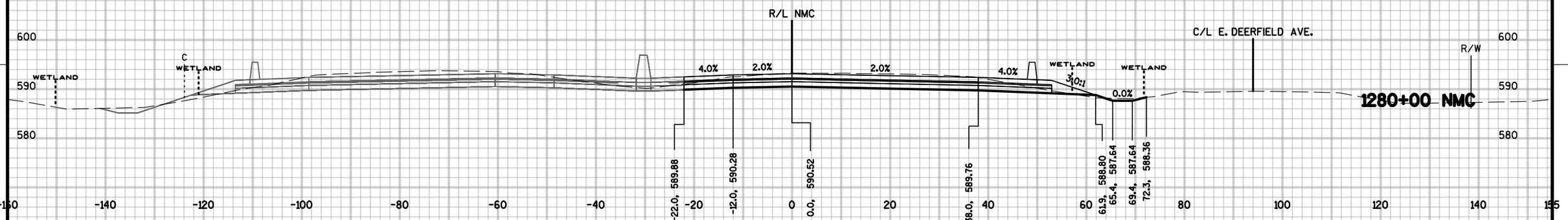
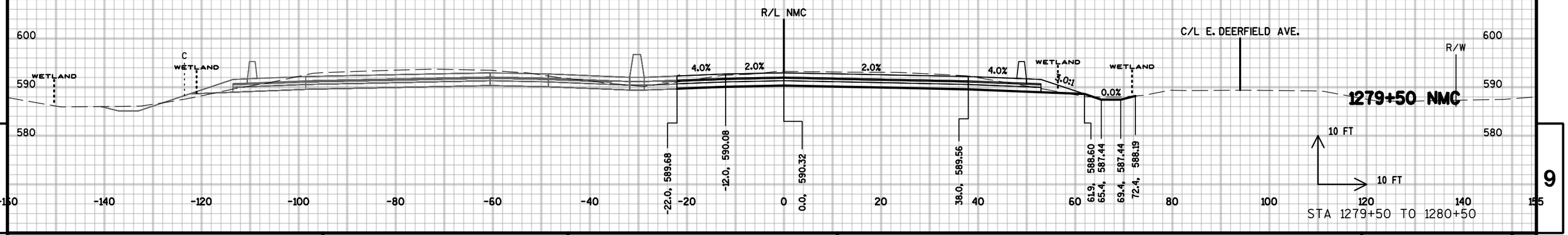
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1433	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21







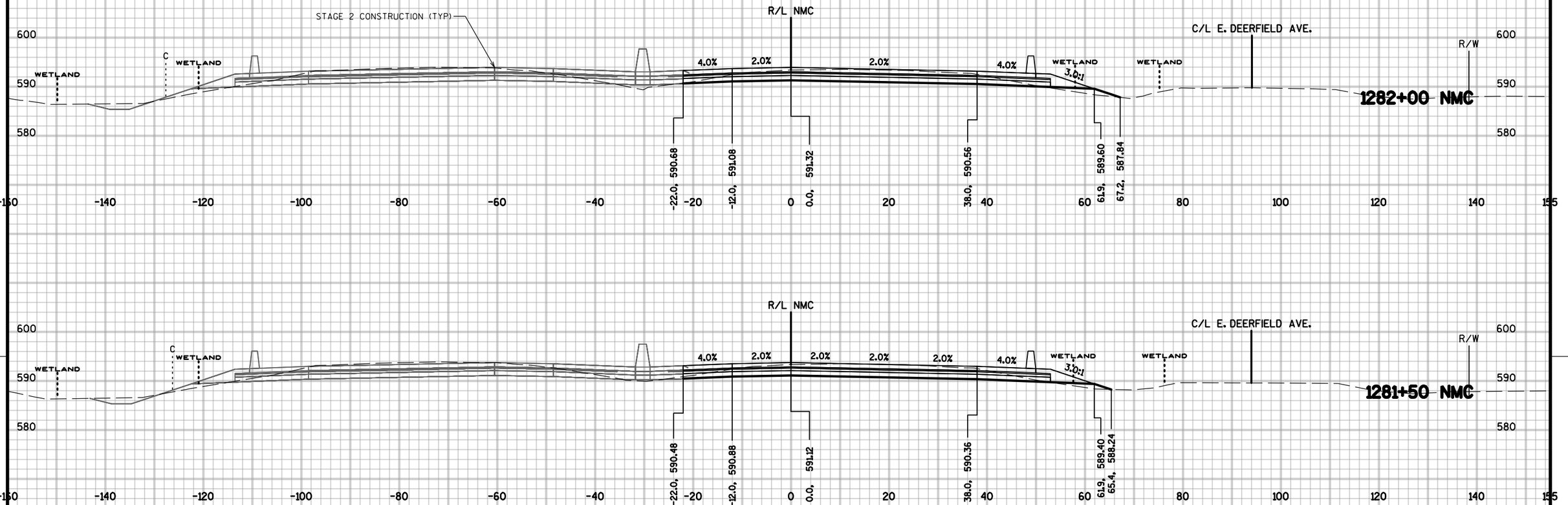
STA 1279+50 TO 1280+50

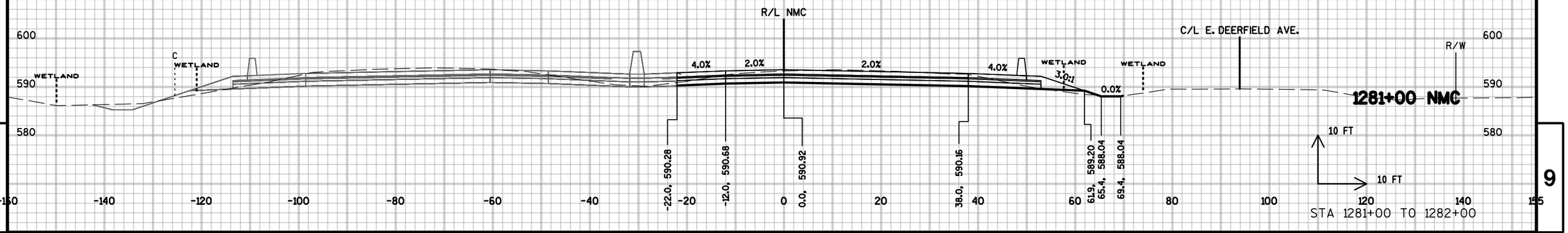
9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1434	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



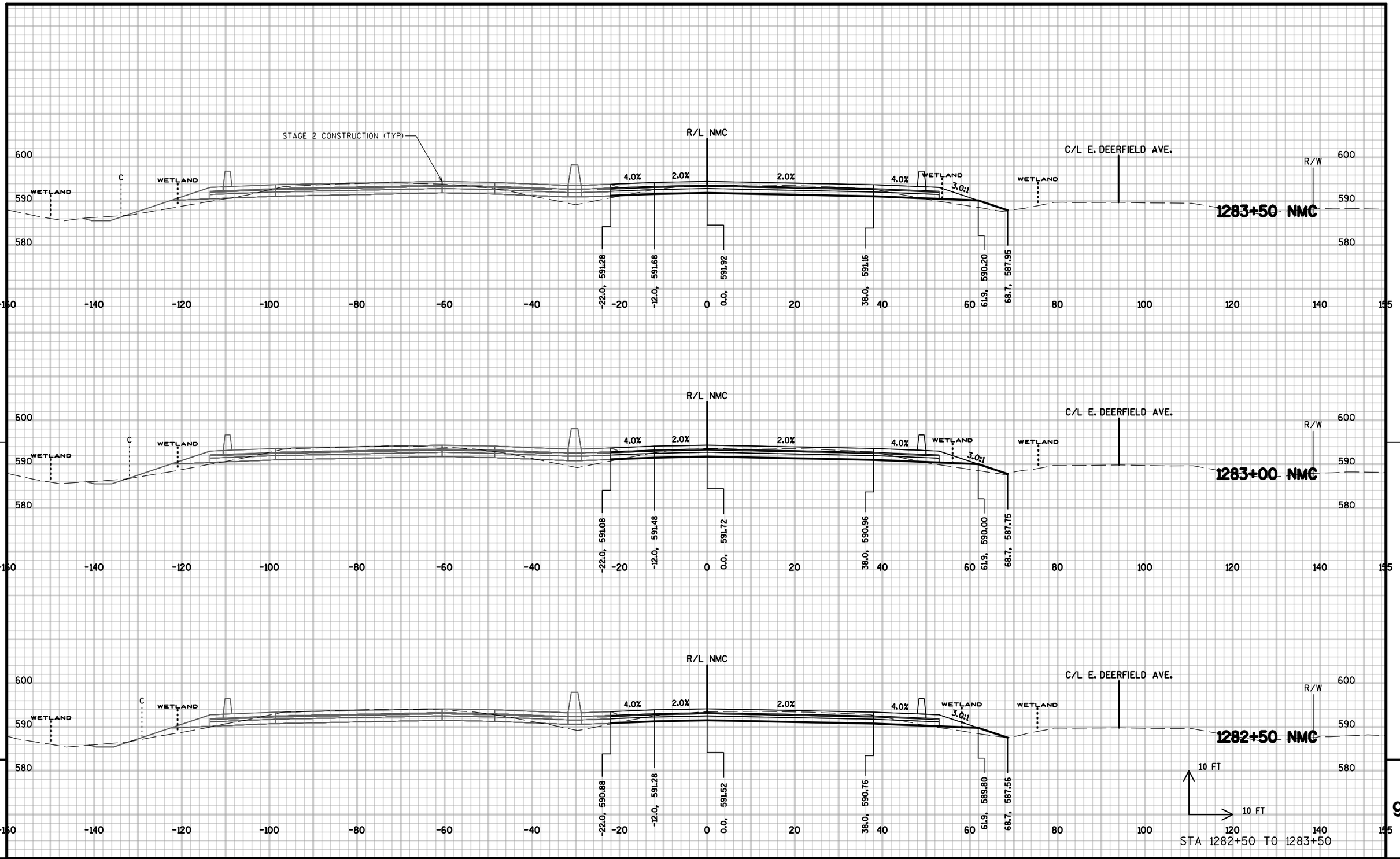


STA 1281+00 TO 1282+00

9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1435	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



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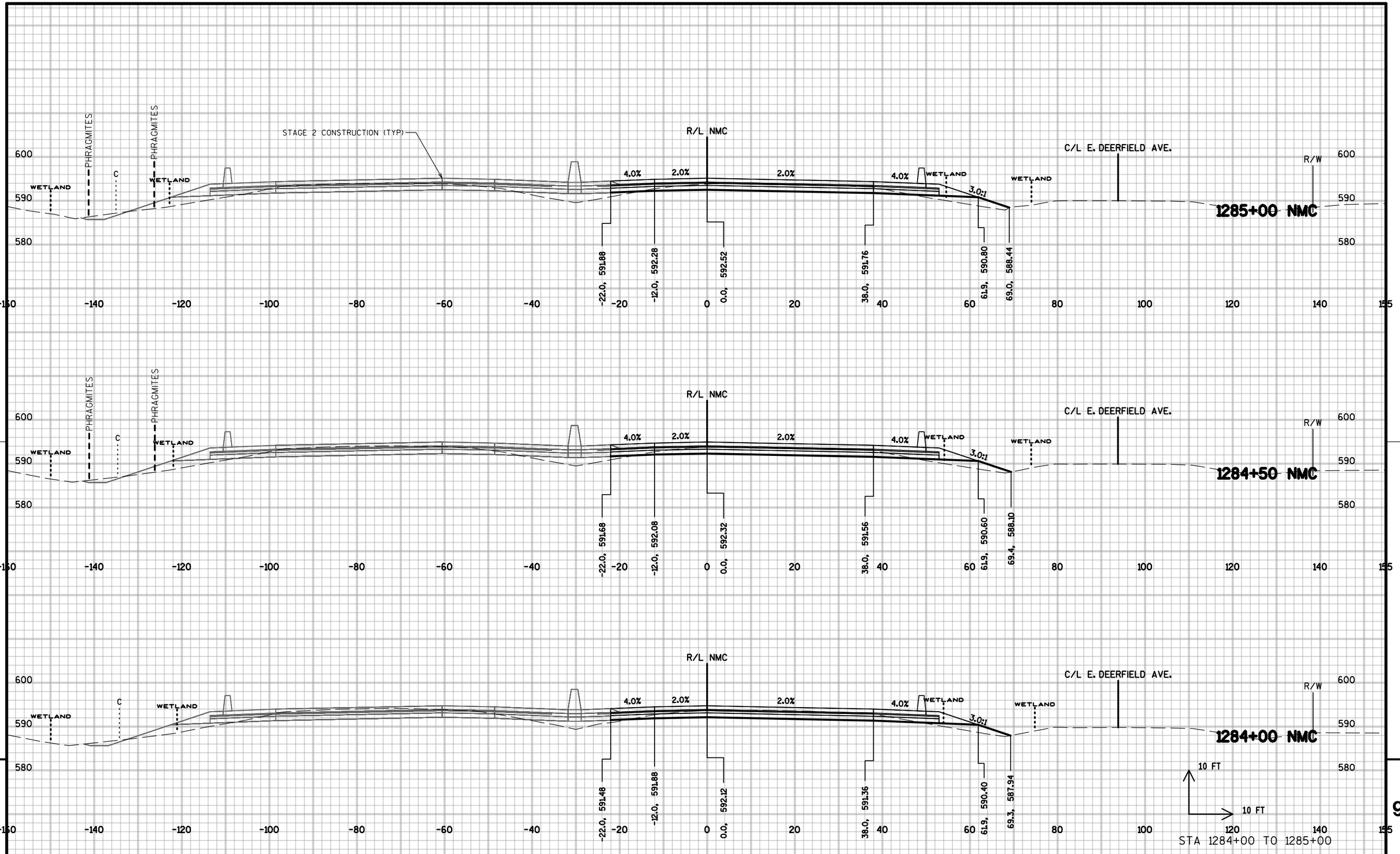
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1436	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1284+00 TO 1285+00

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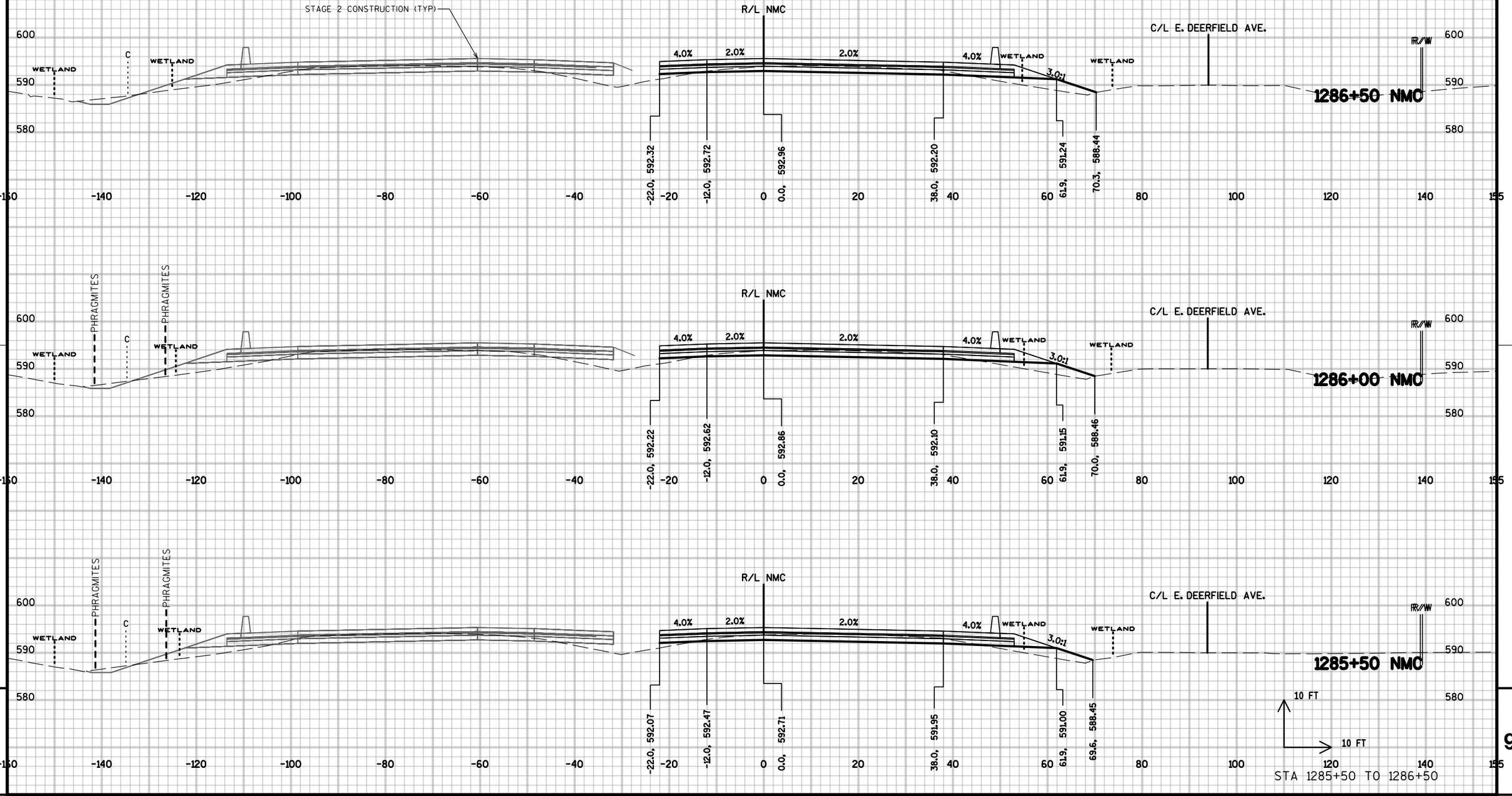
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1437	E

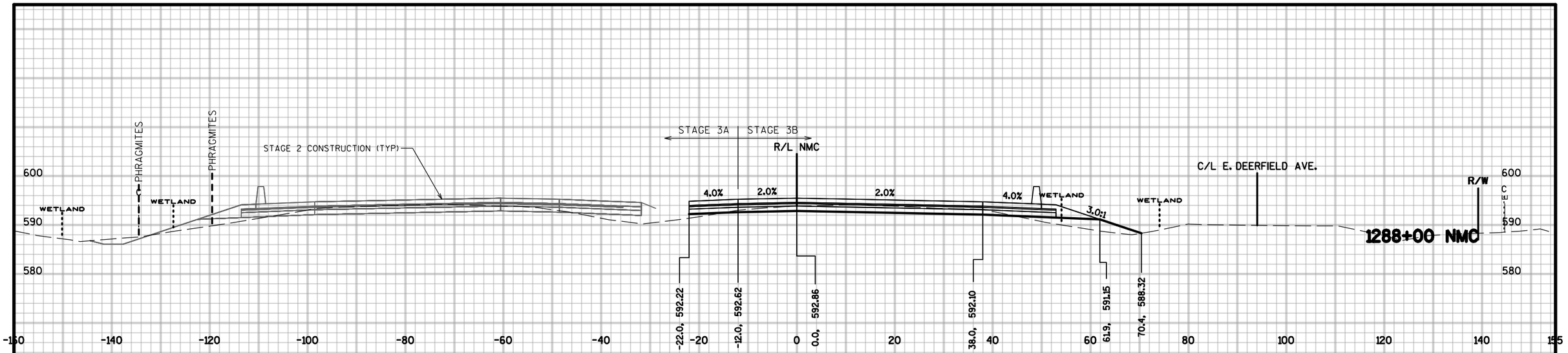


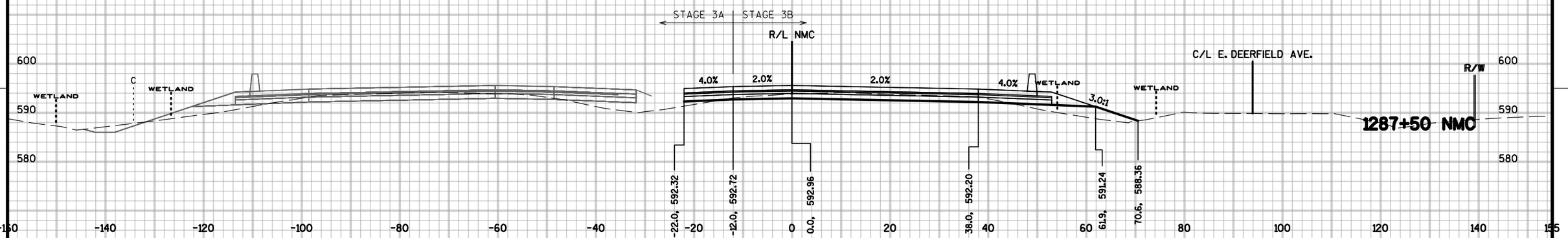
STA 1285+50 TO 1286+50

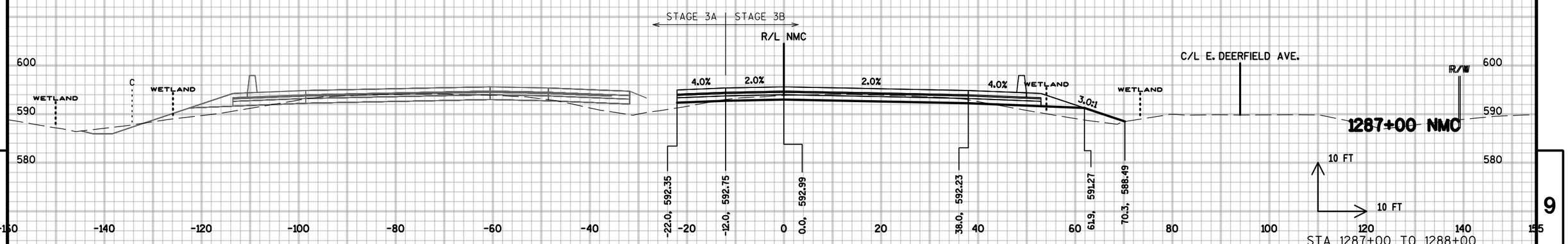
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1438 E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1287+00 TO 1288+00

9

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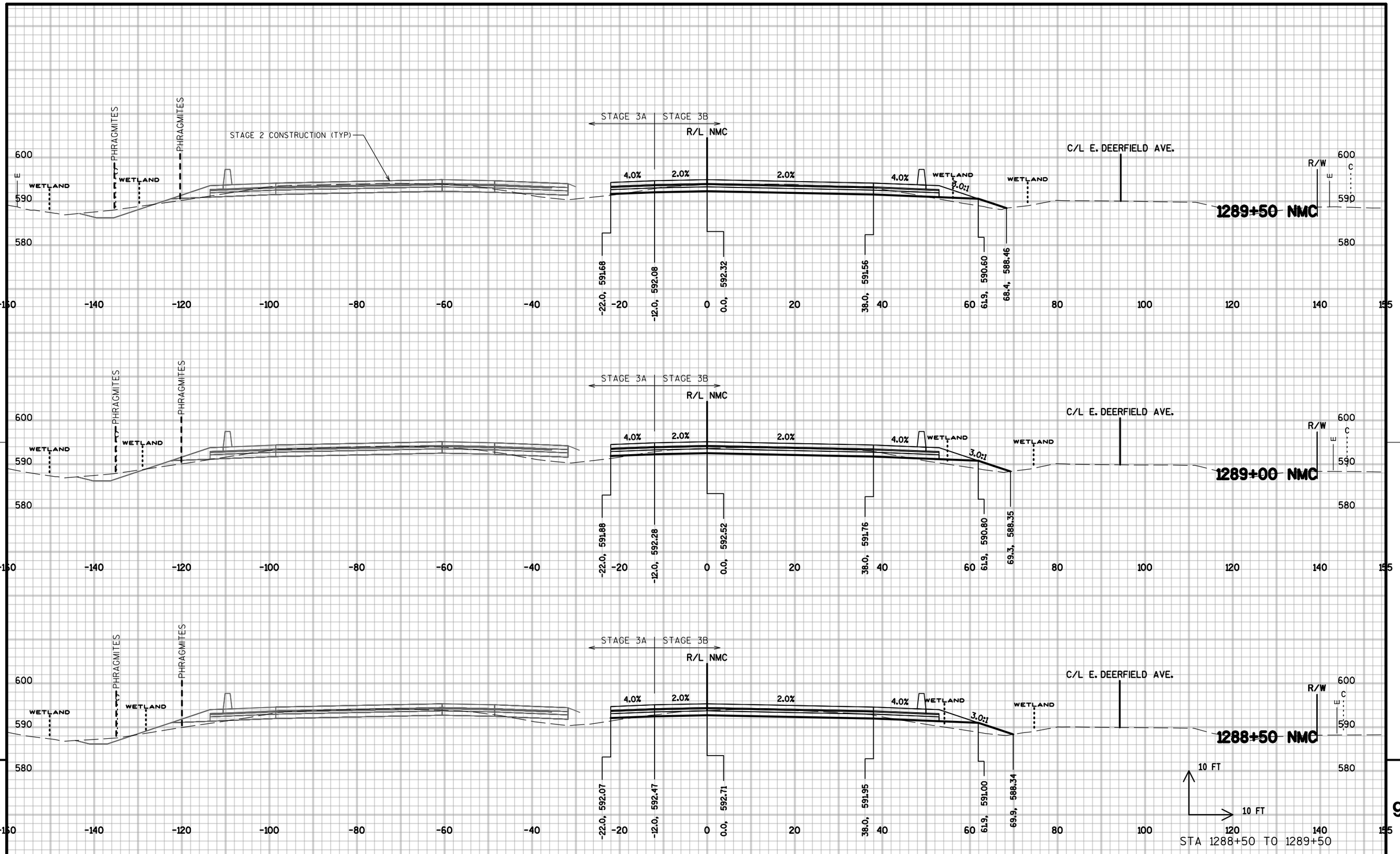
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1439	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

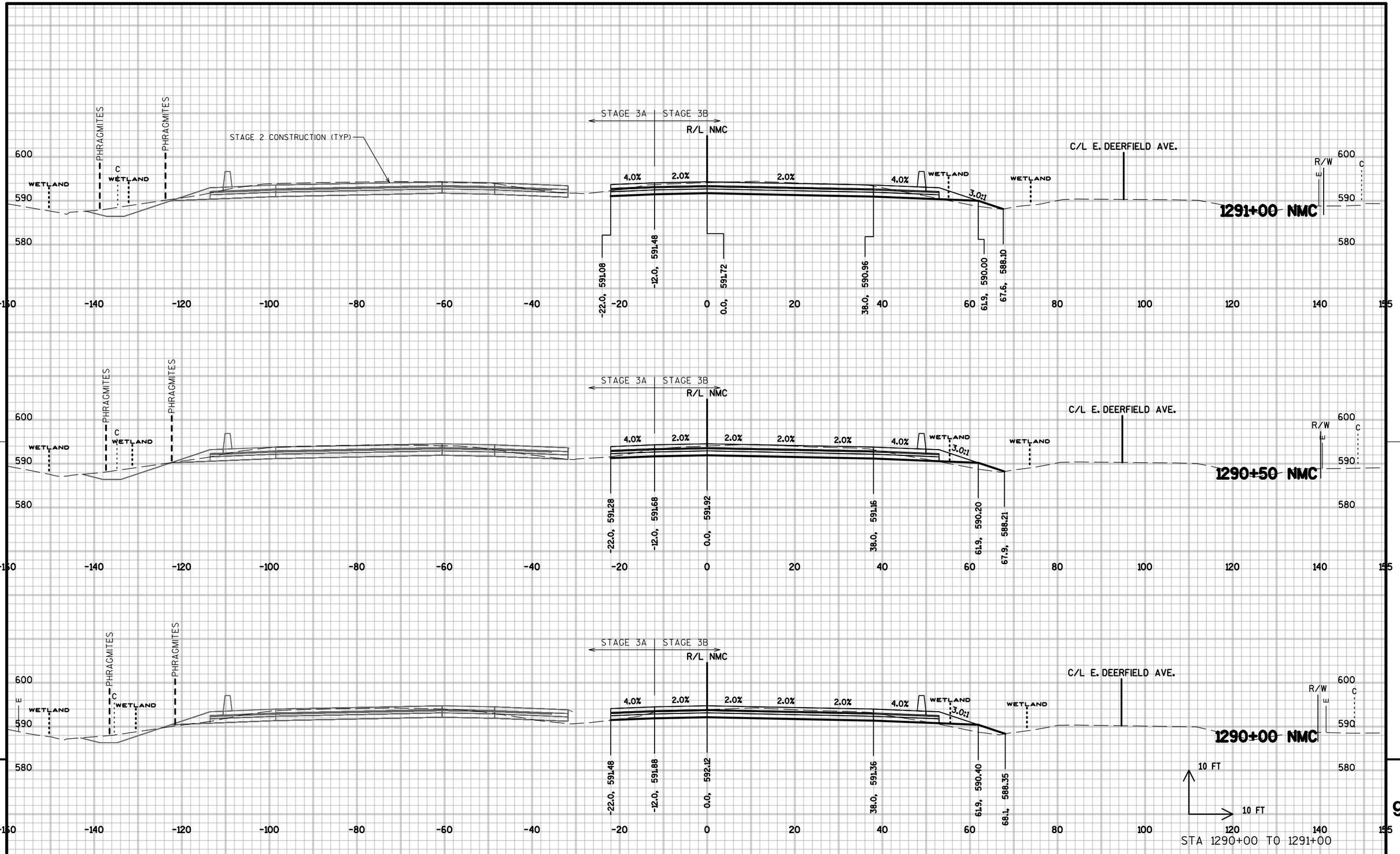
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1440	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1290+00 TO 1291+00

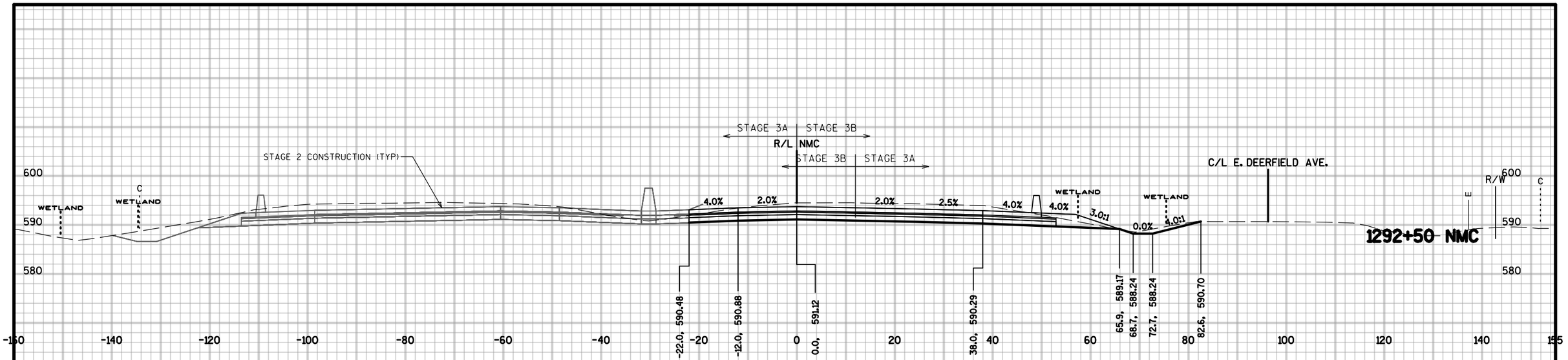
9

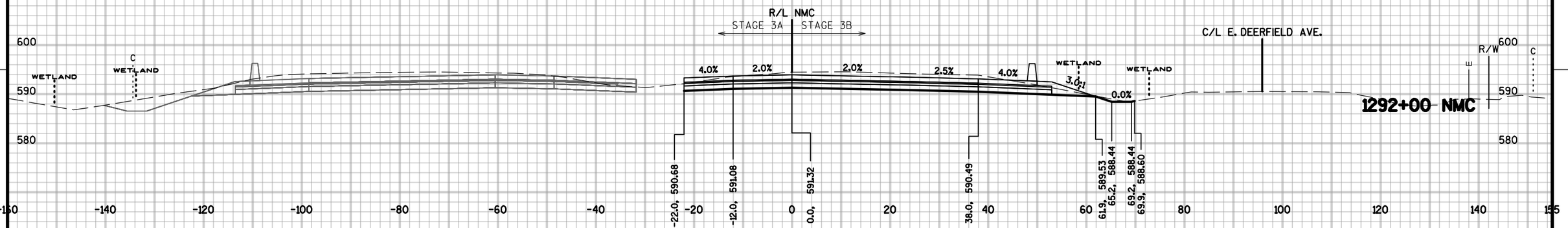
9

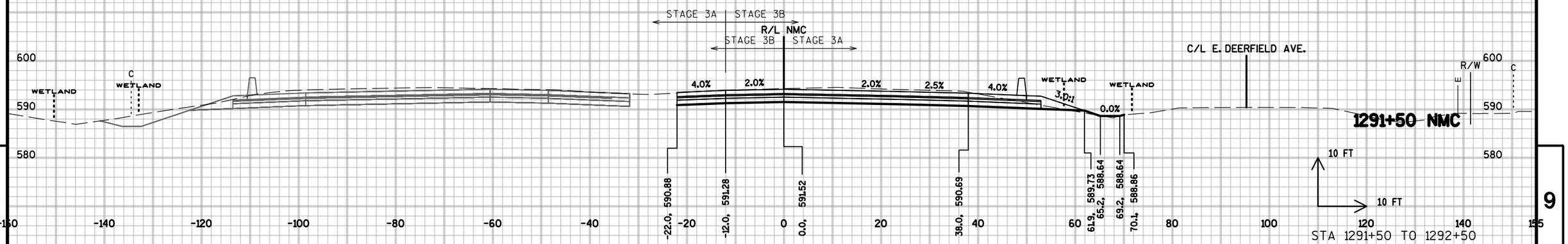
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1441	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1291+50 TO 1292+50

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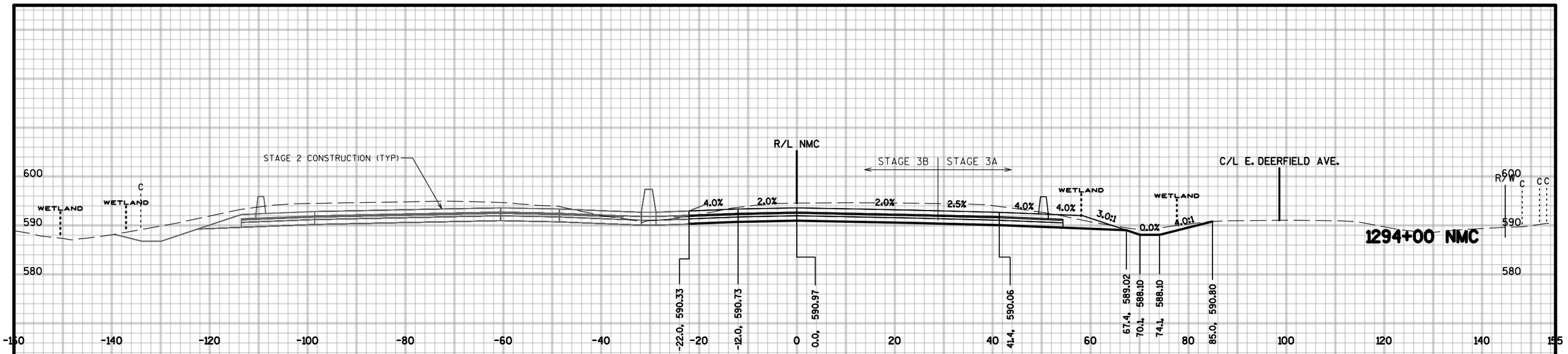
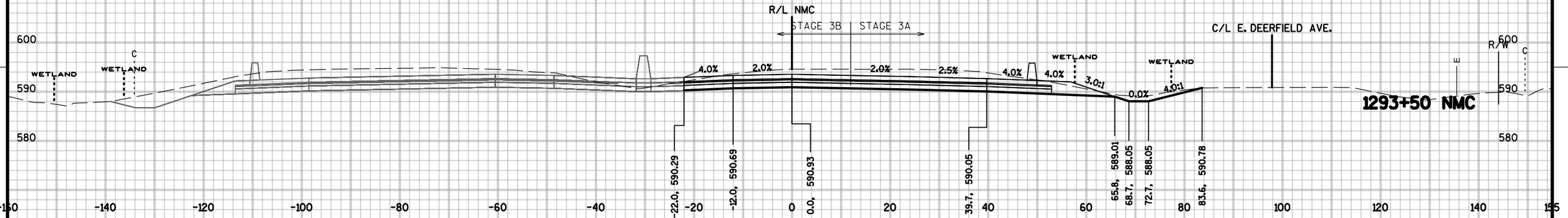
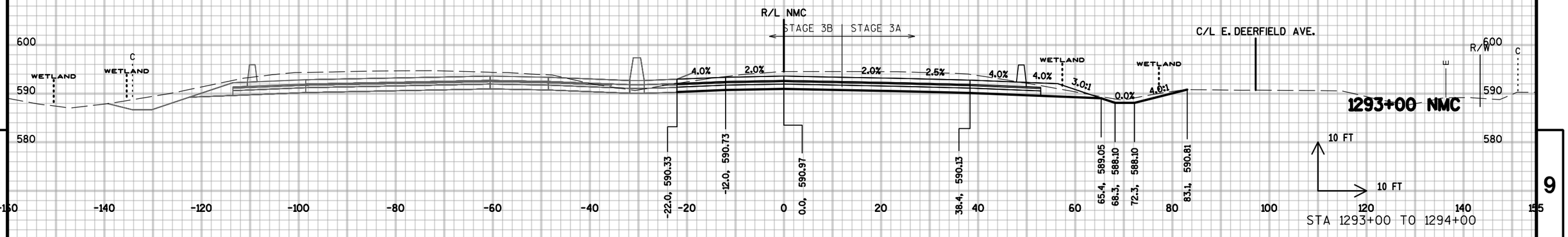
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1442	E







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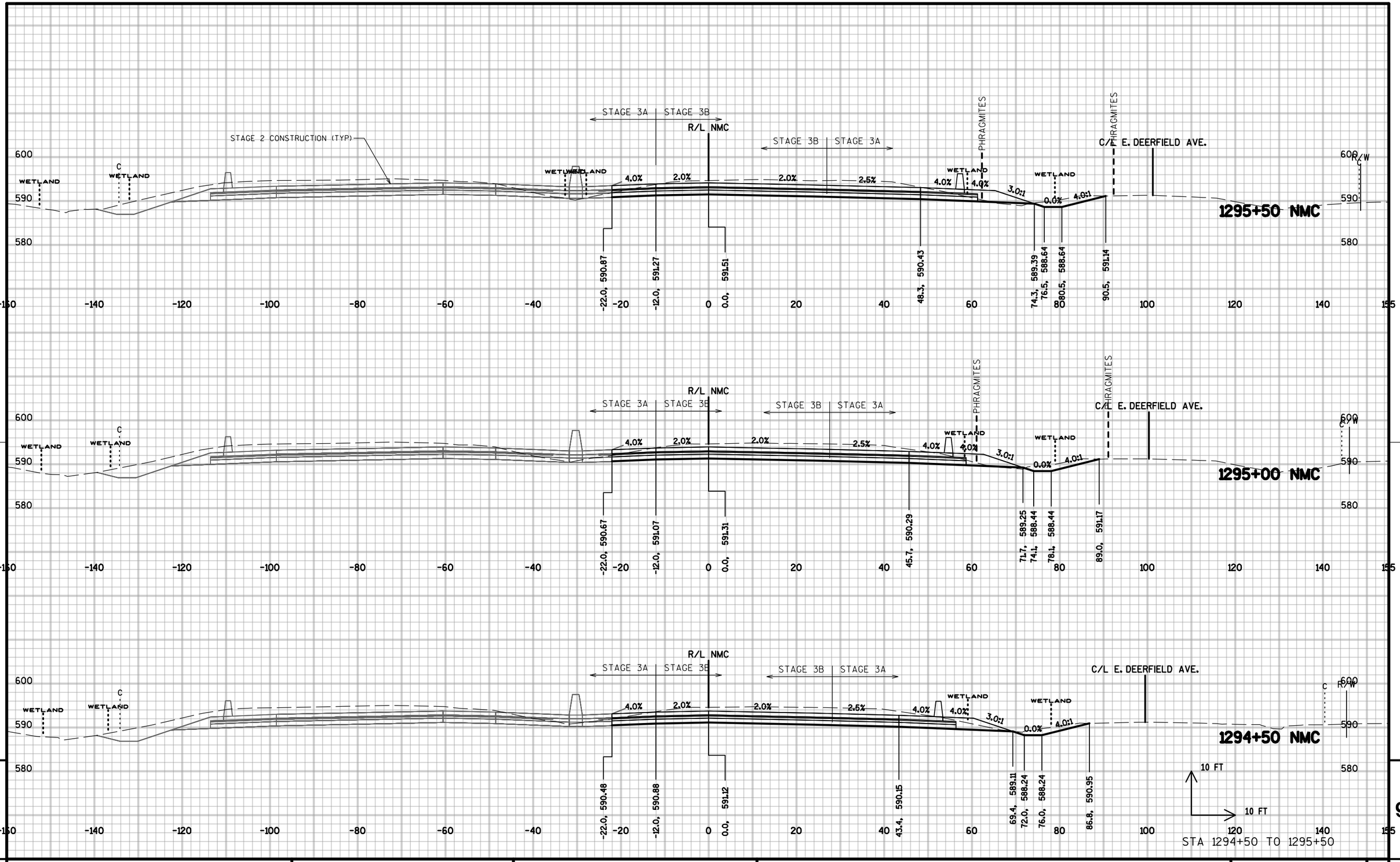
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1443	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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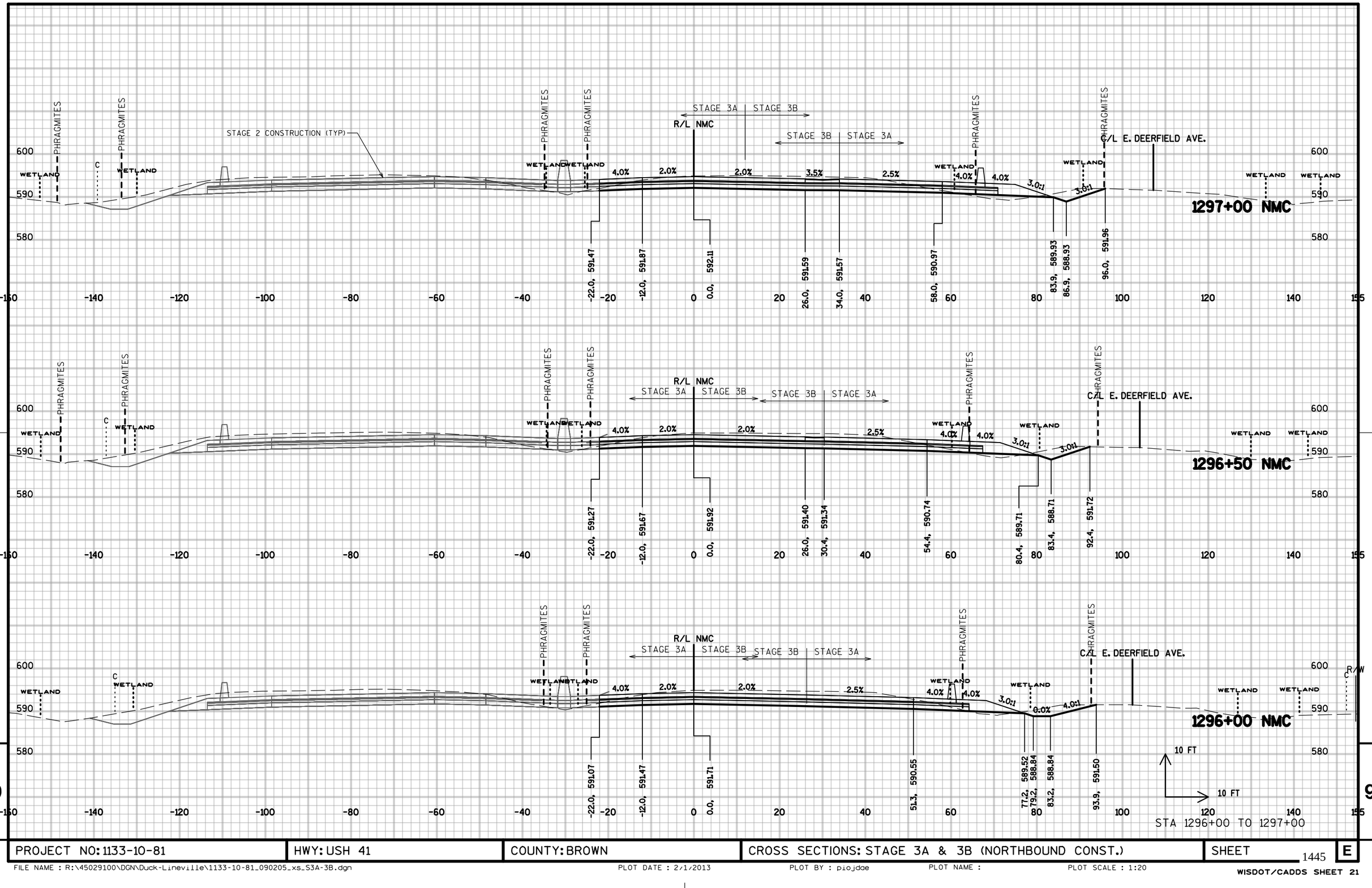
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1444	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

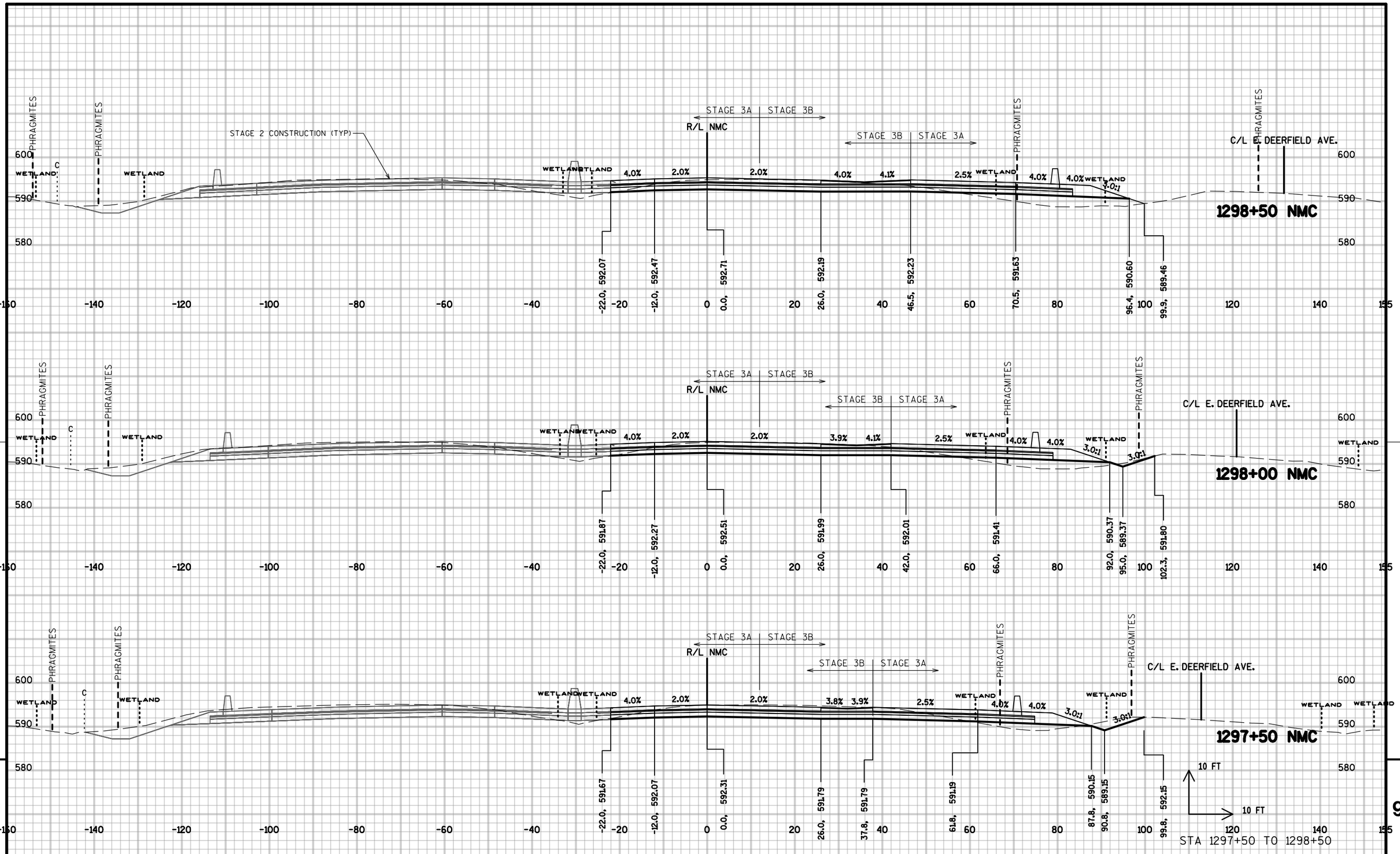
WISDOT/CADDS SHEET 21



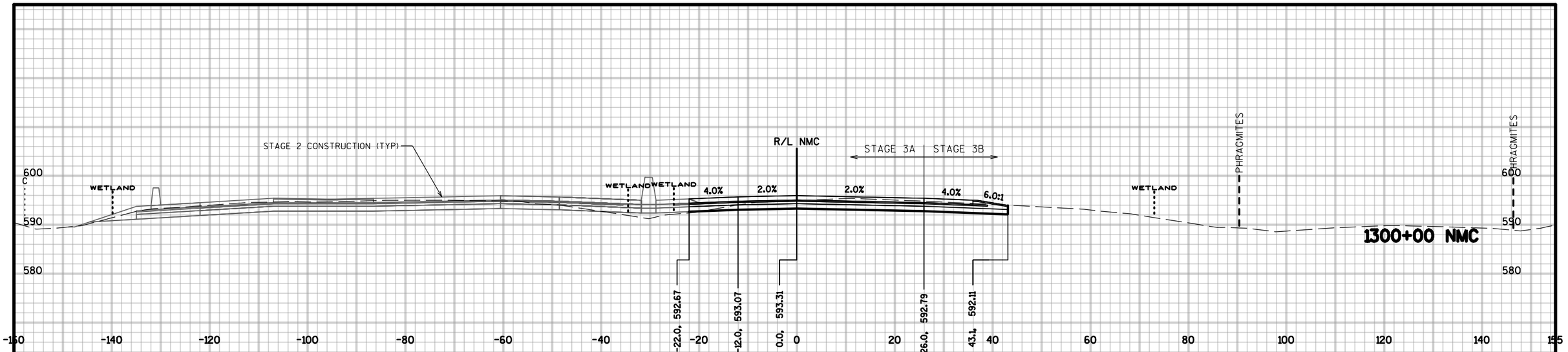
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1445	E

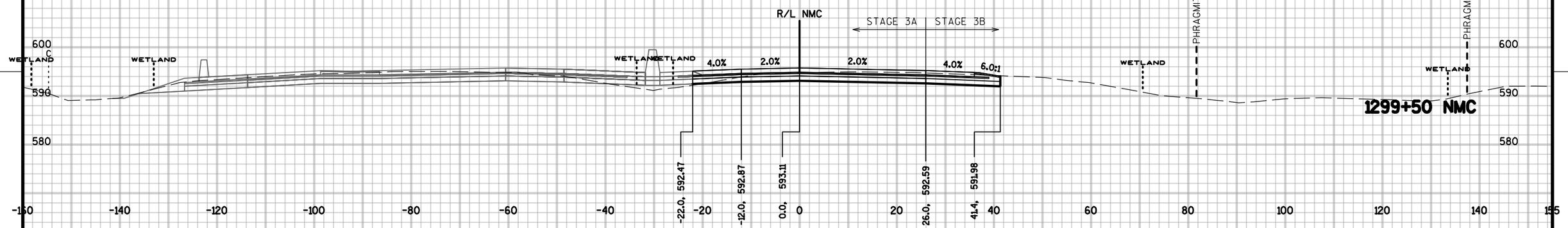
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

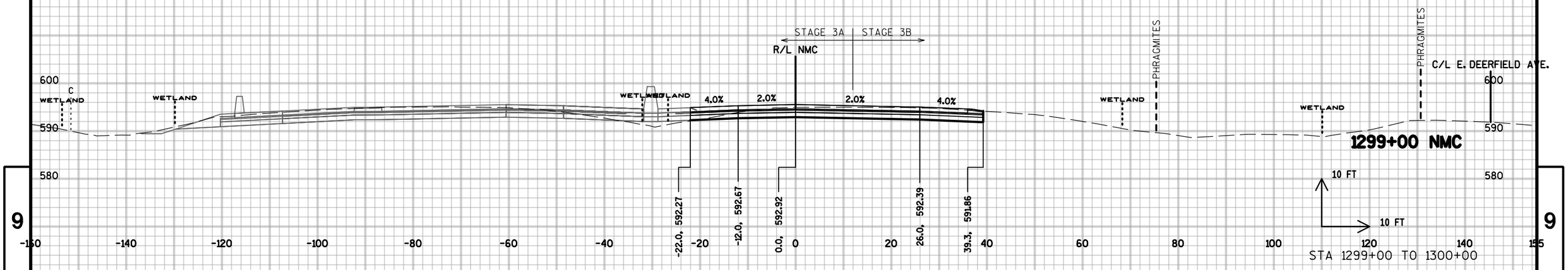
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1446	E







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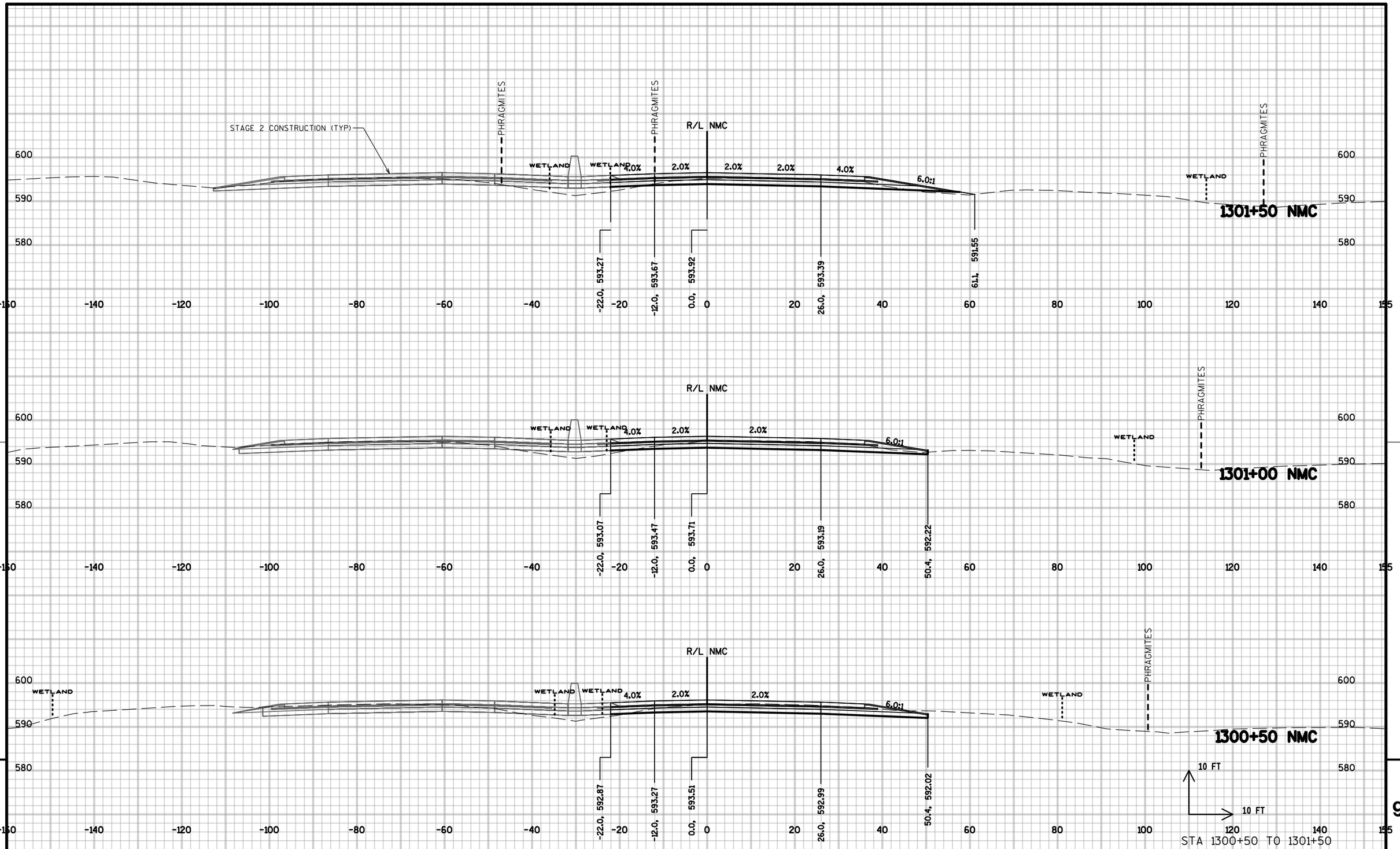
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1447	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

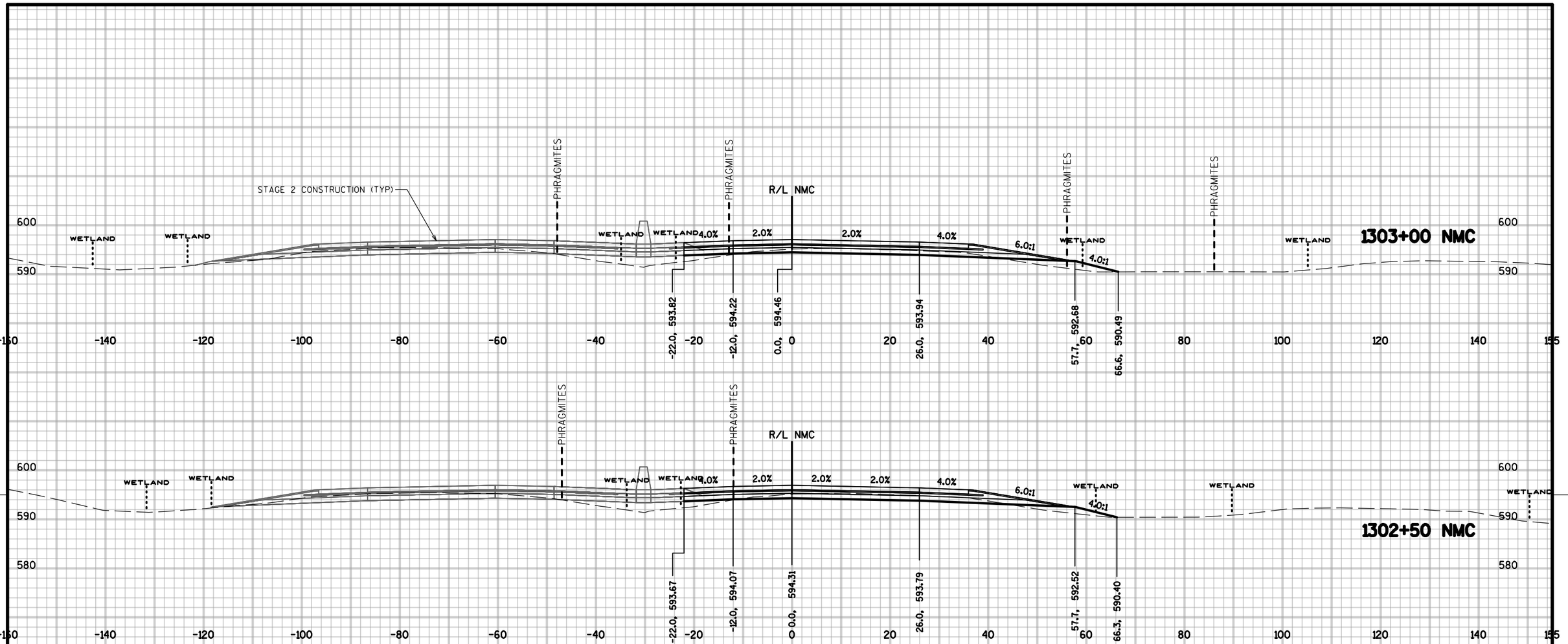


STA 1300+50 TO 1301+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1448	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

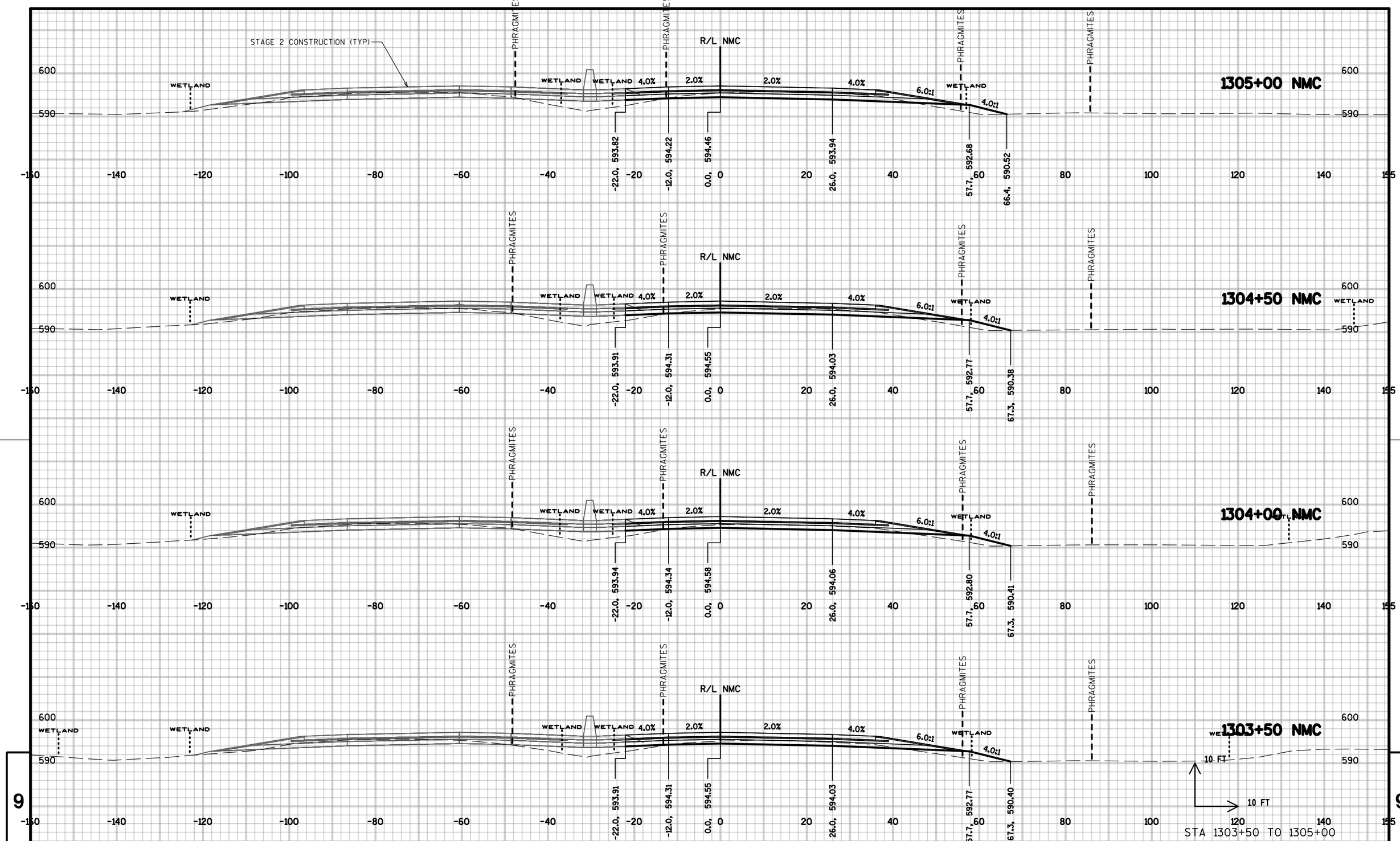
WISDOT/CADDS SHEET 21



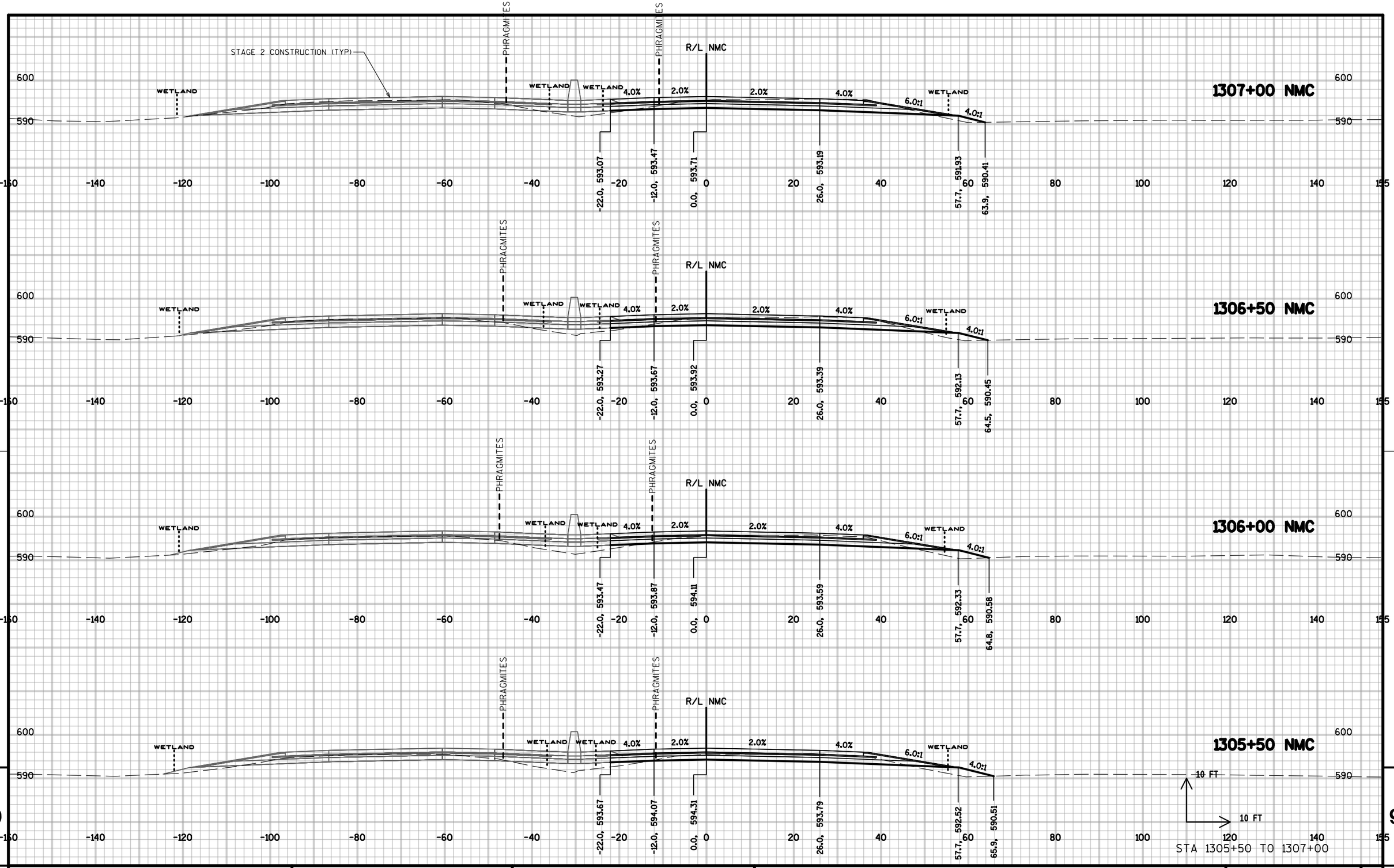
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1449	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1450	E



STA 1305+50 TO 1307+00

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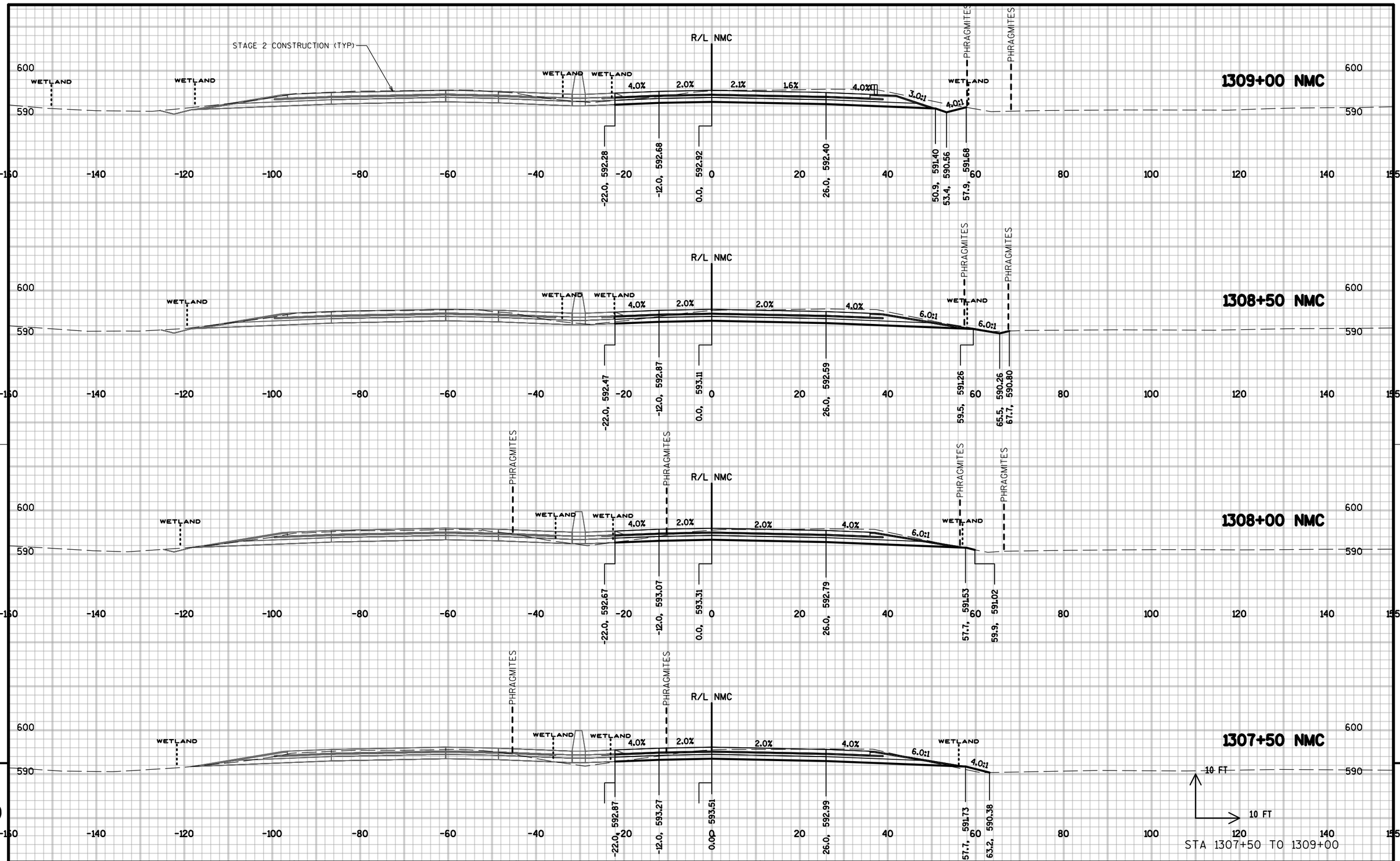
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1451	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1307+50 TO 1309+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1452	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

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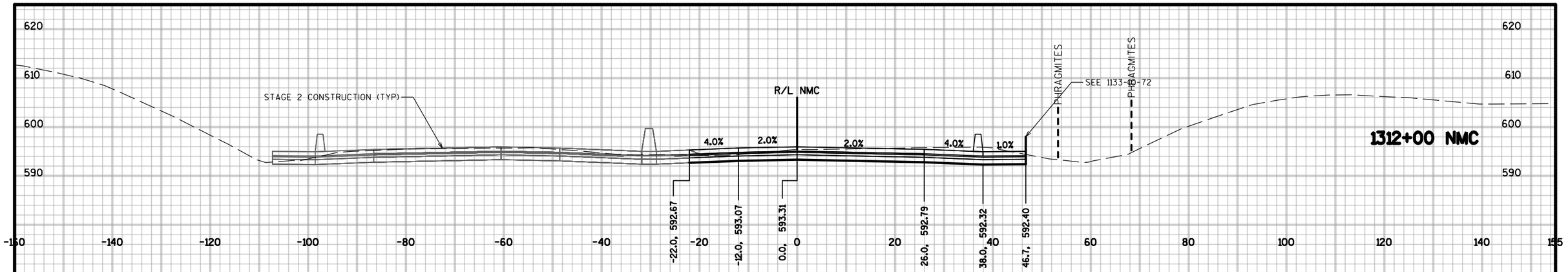
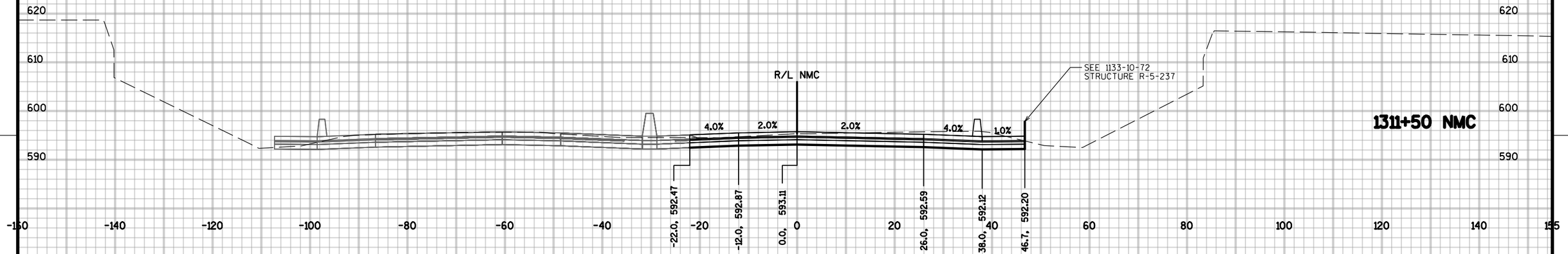
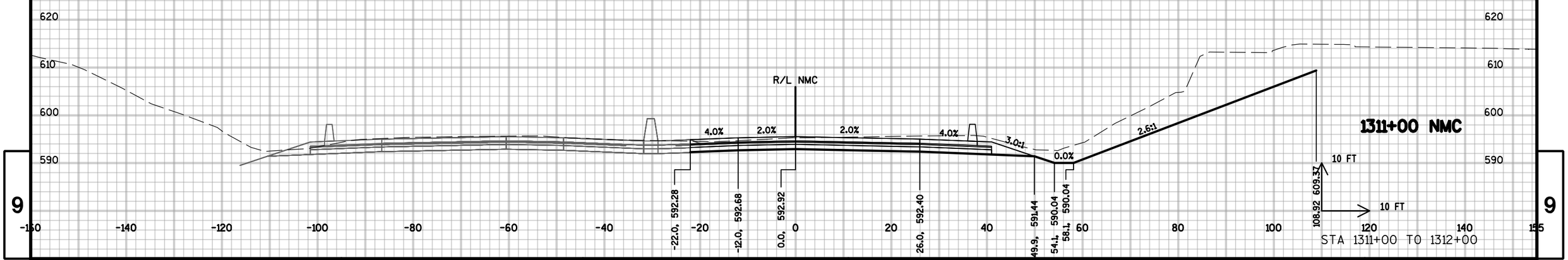
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1453	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







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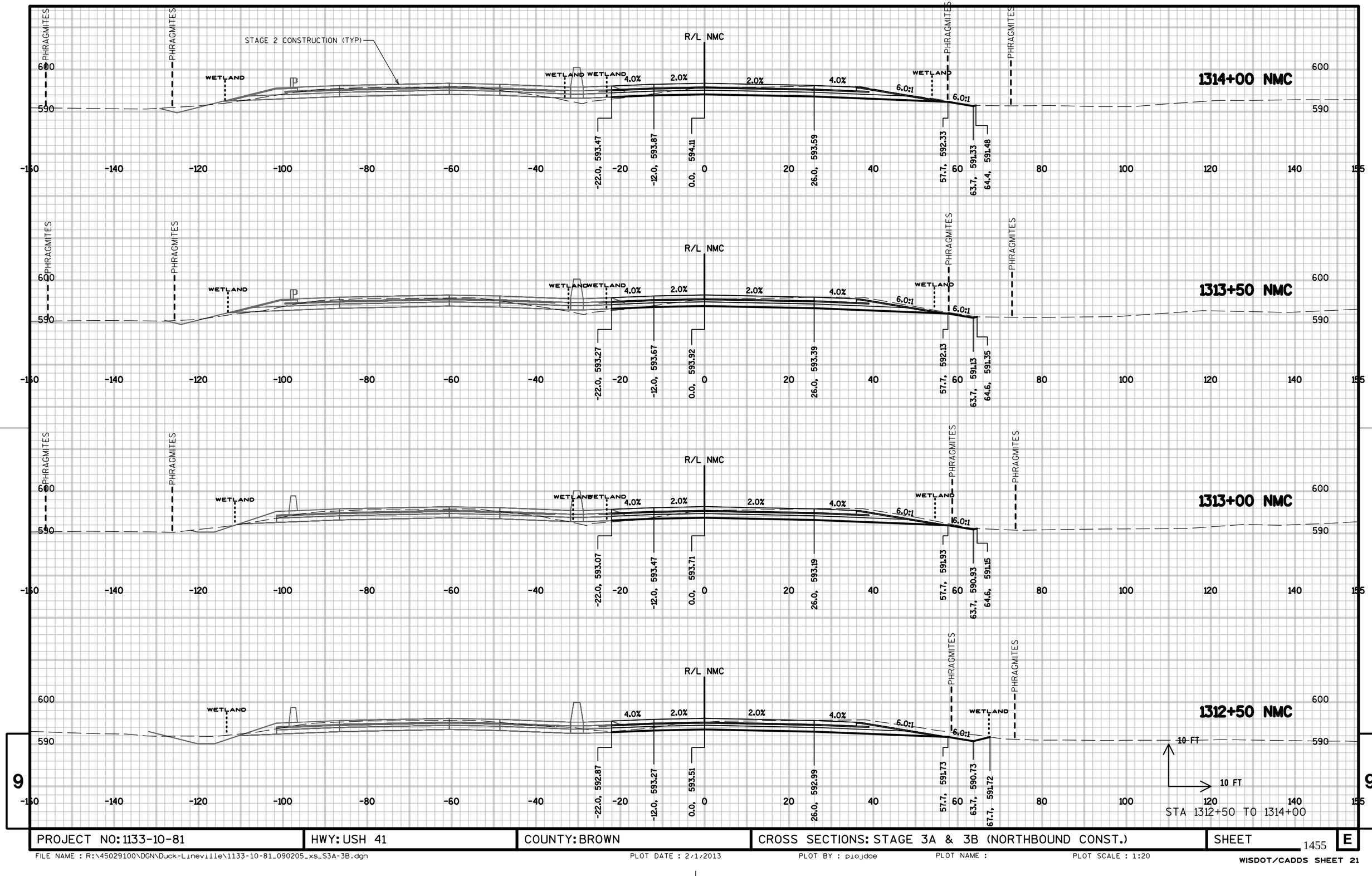
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1454	E

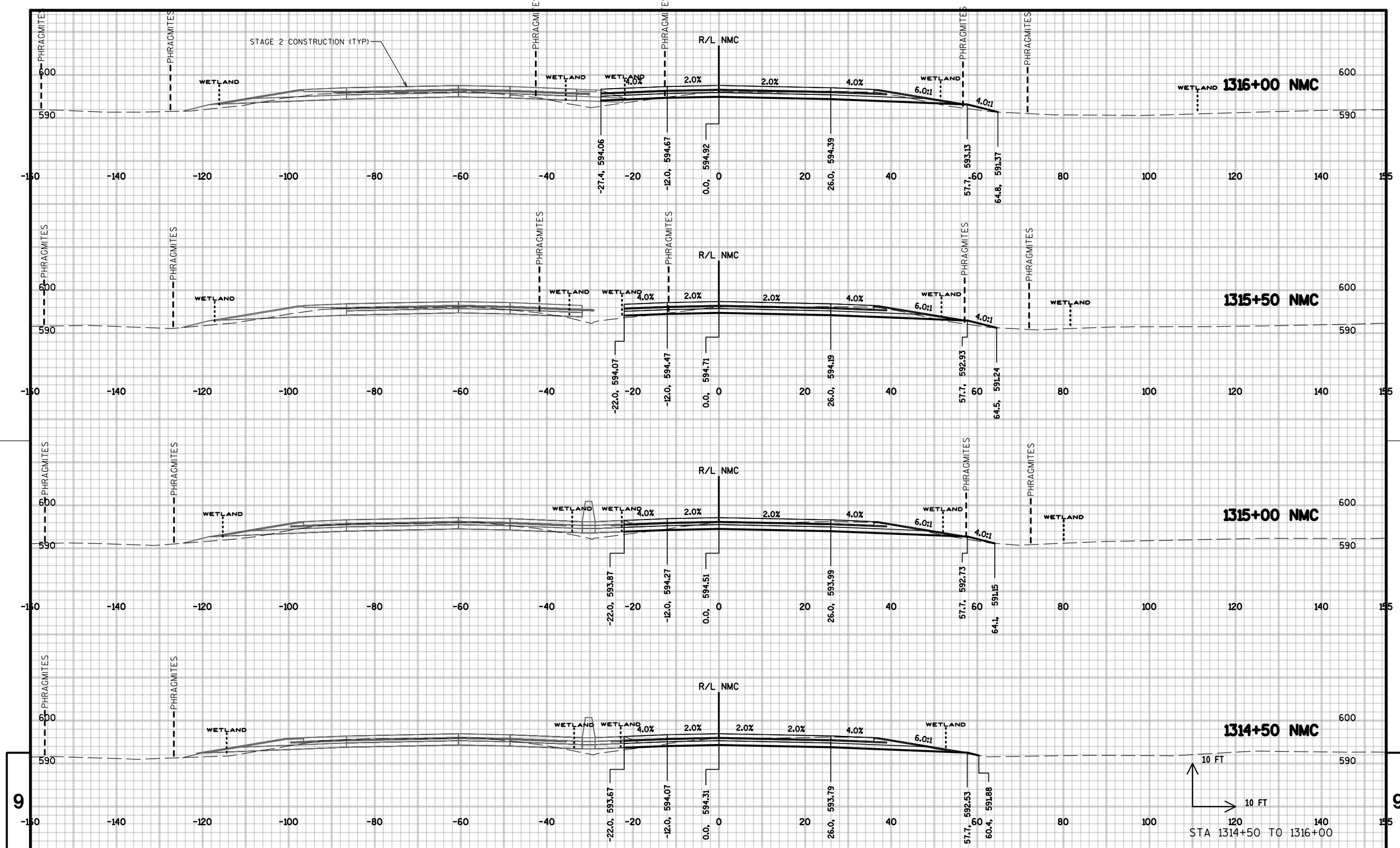
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdde PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1455	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

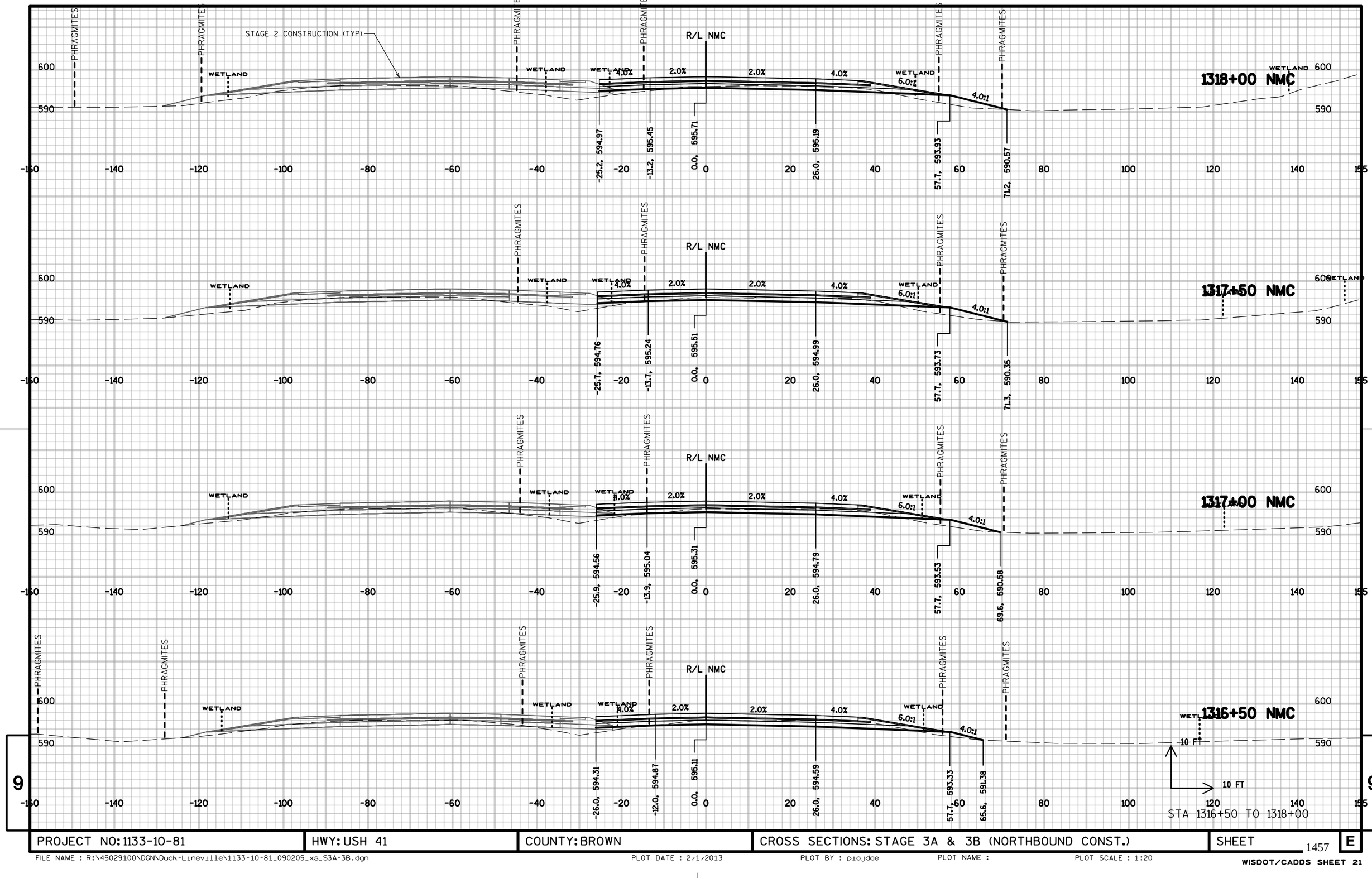
WISDOT/CADDS SHEET 21



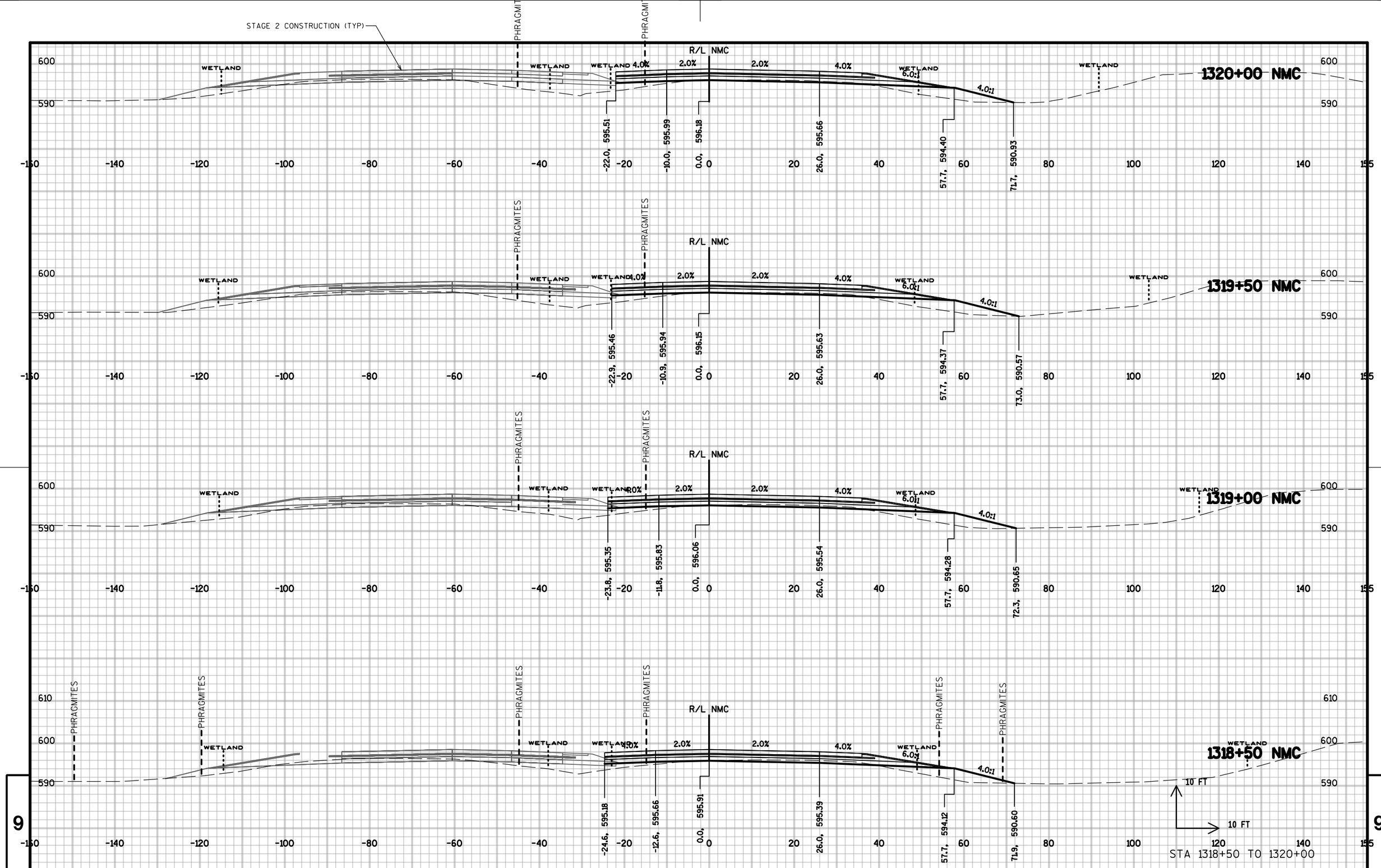
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1456	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1457	E

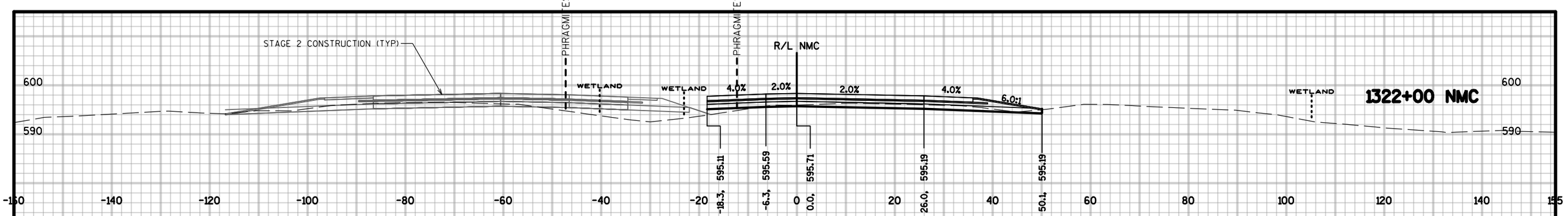


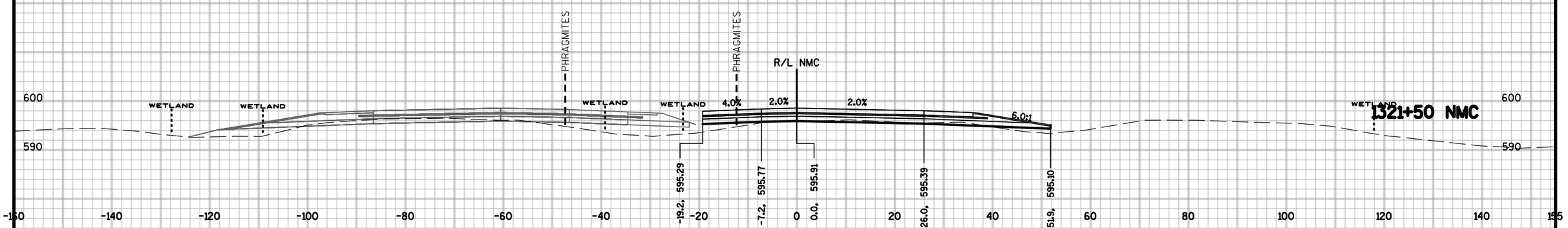
STA 1318+50 TO 1320+00

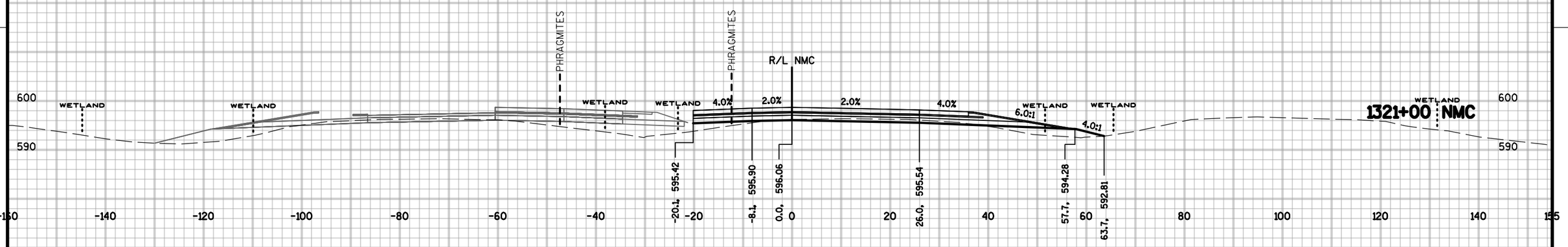
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1458	E

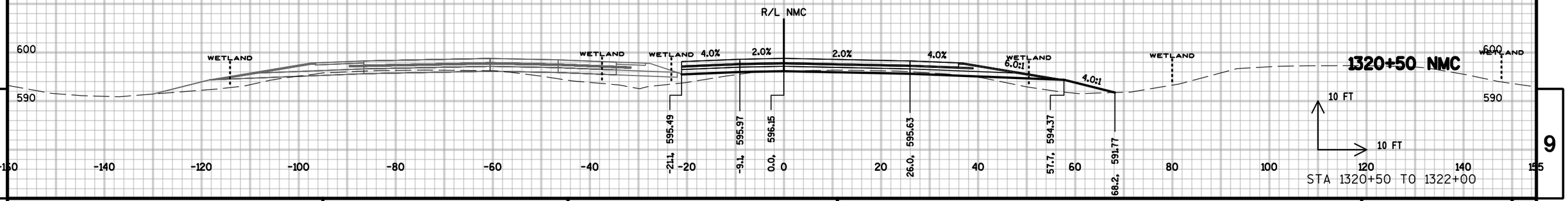
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21









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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1459	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

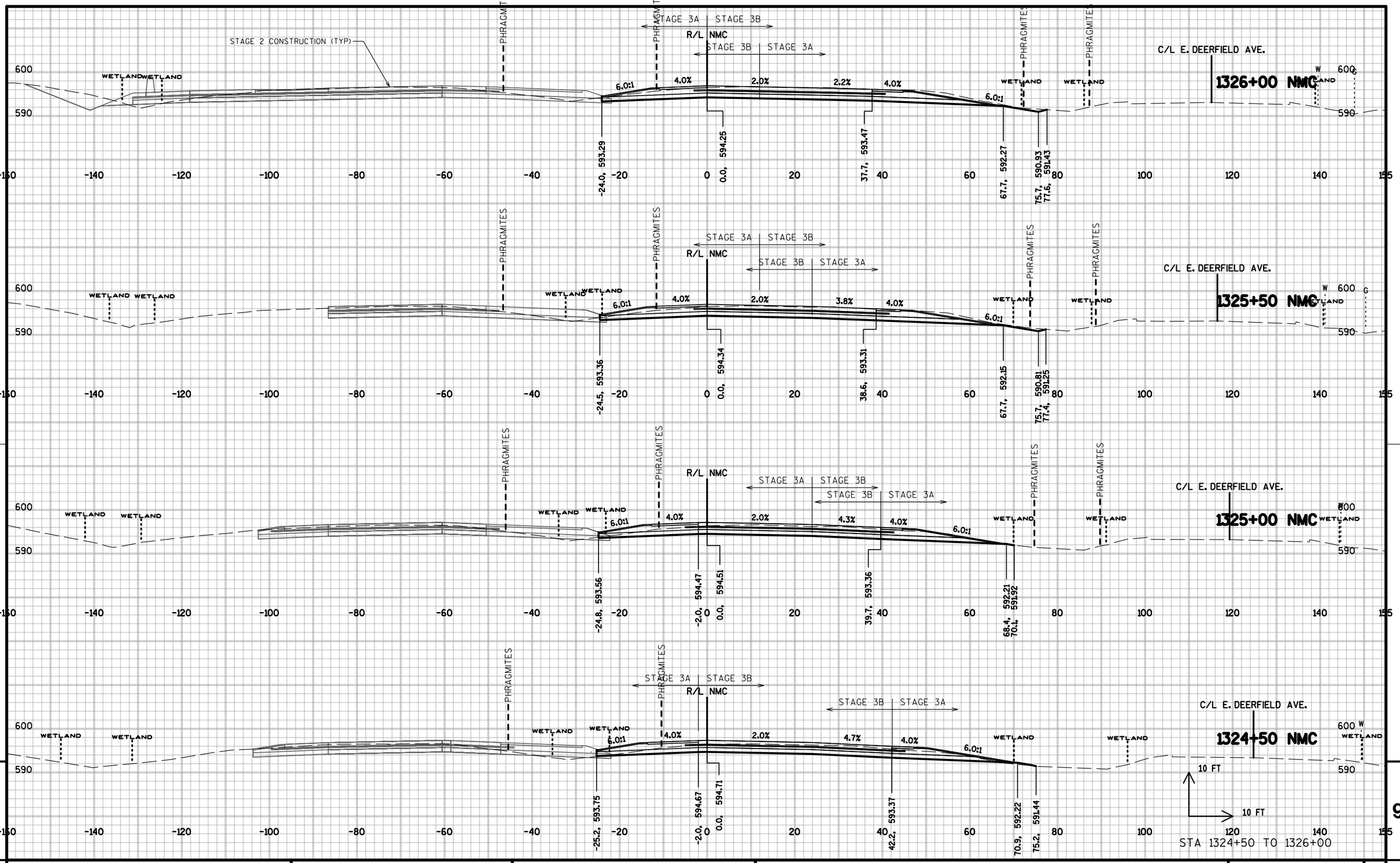
WISDOT/CADDS SHEET 21

STA 1322+50 TO 1324+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1460	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

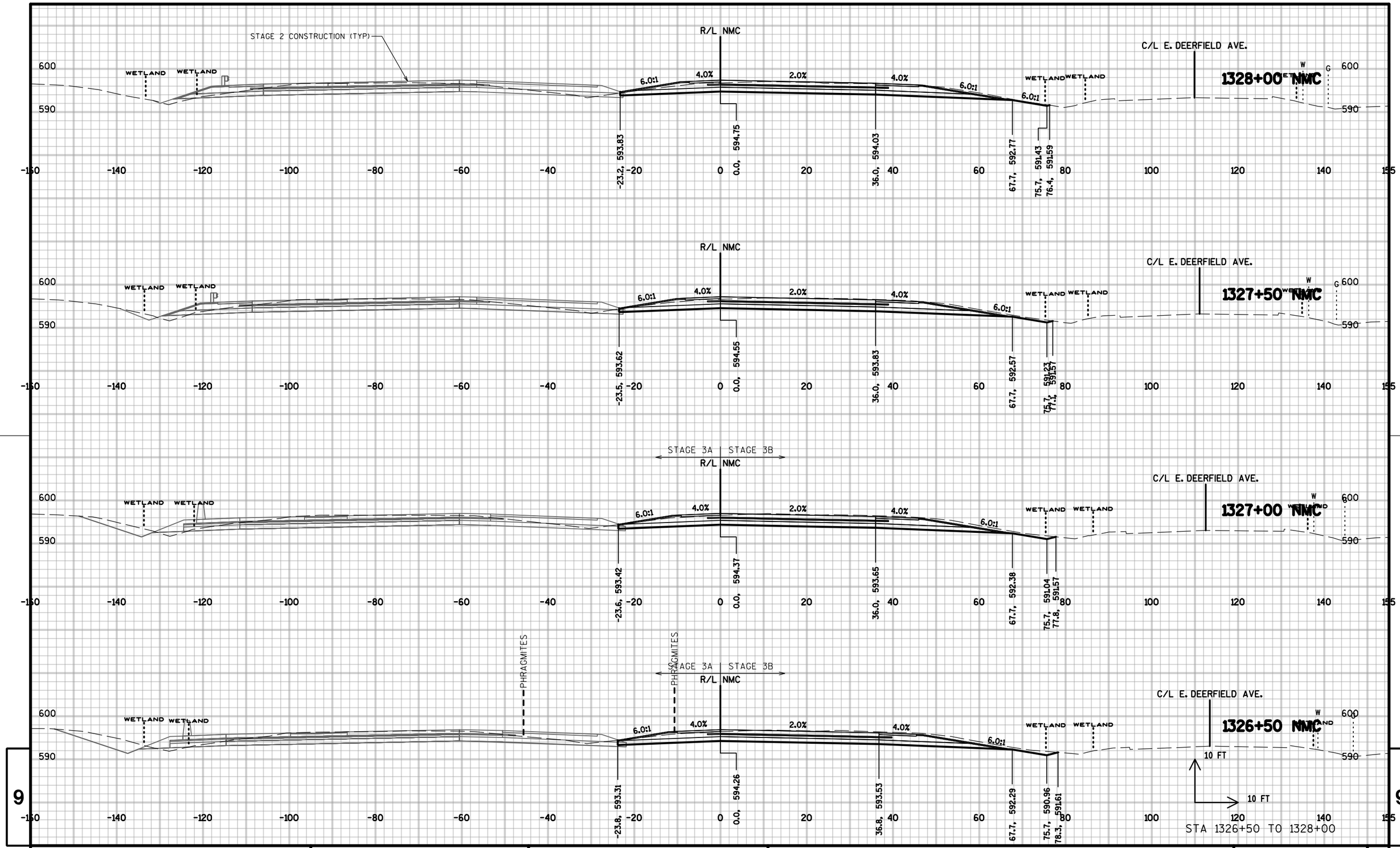
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1461	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1326+50 TO 1328+00

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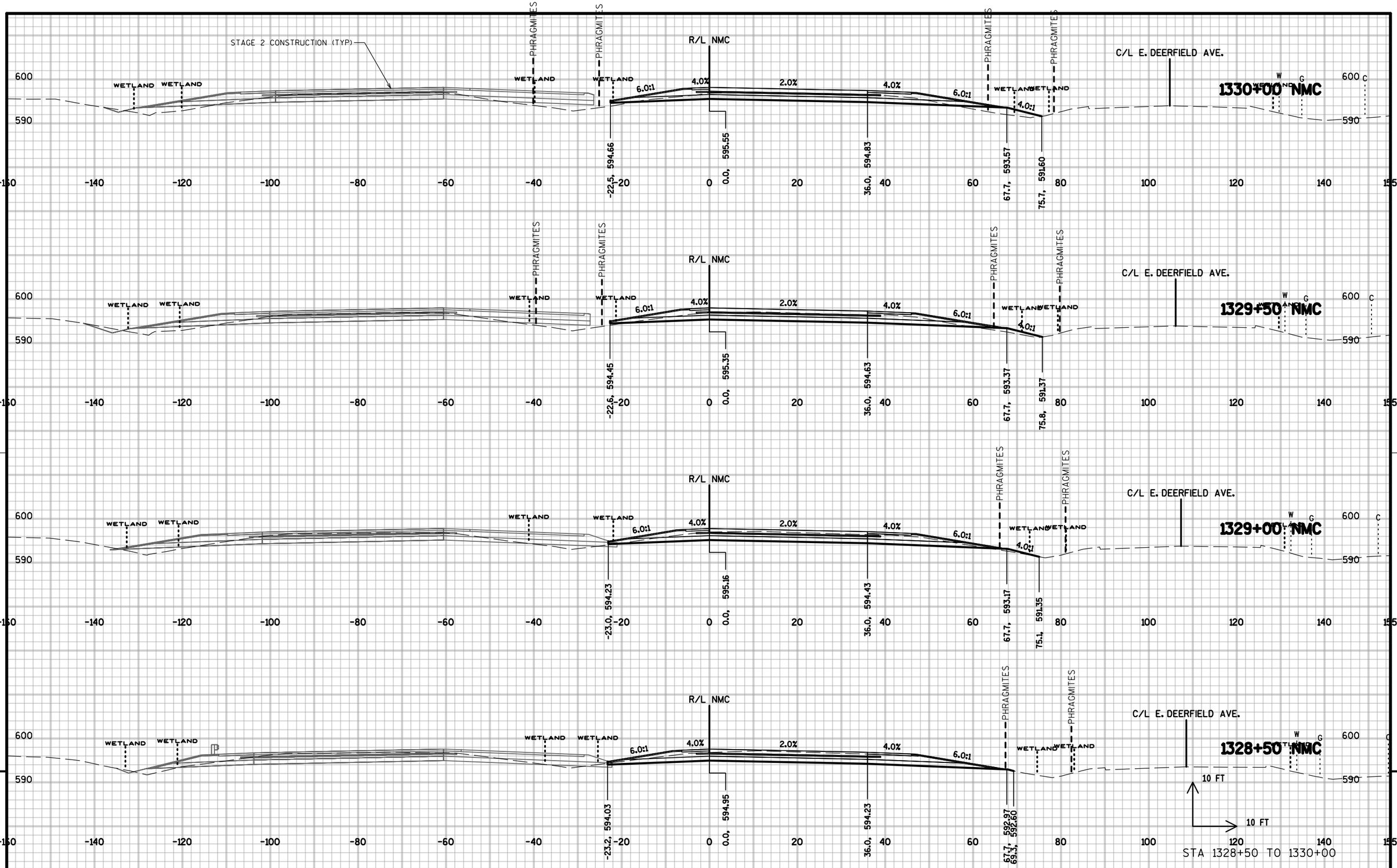
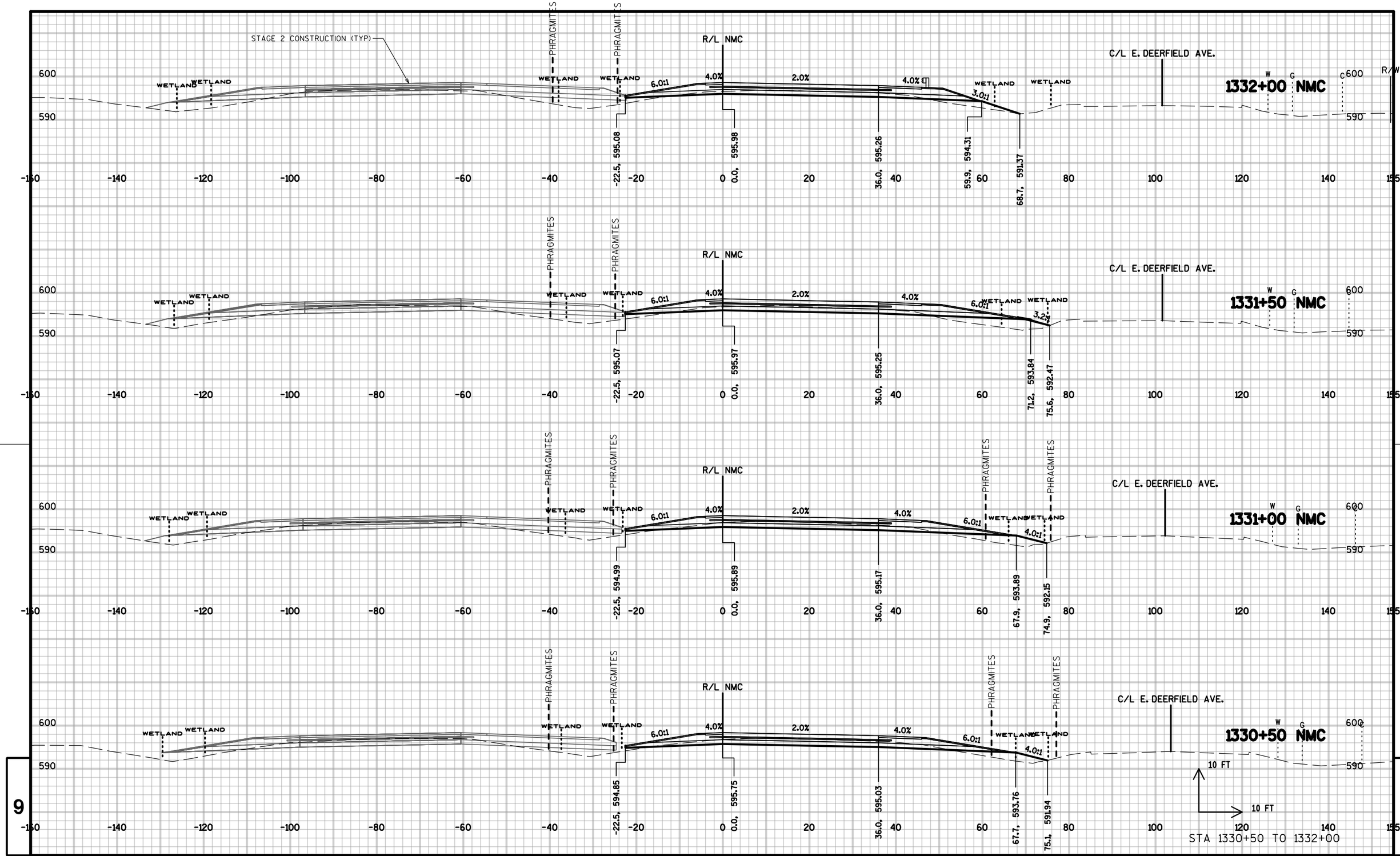
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1462	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1463	E

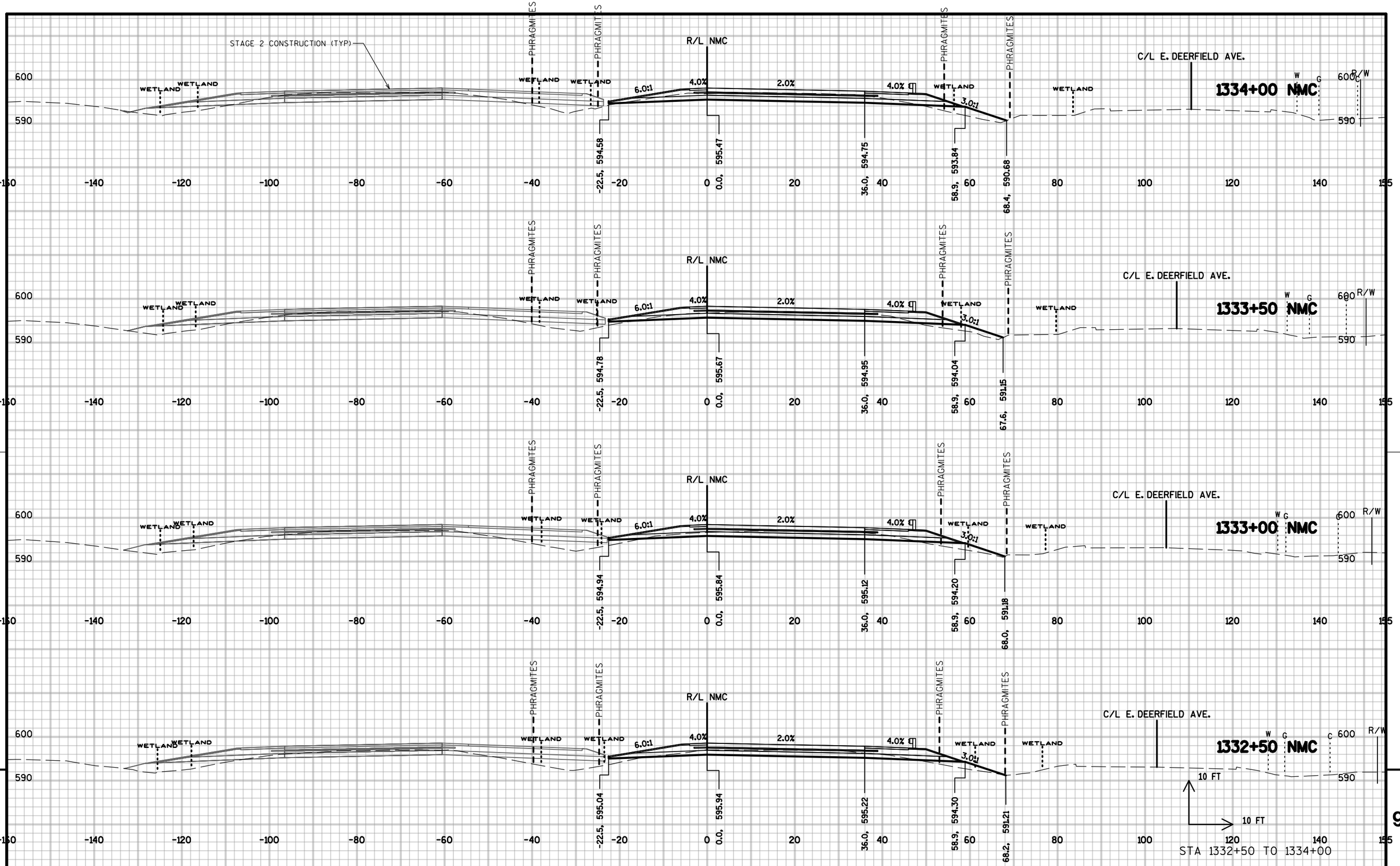


STA 1330+50 TO 1332+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1464	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

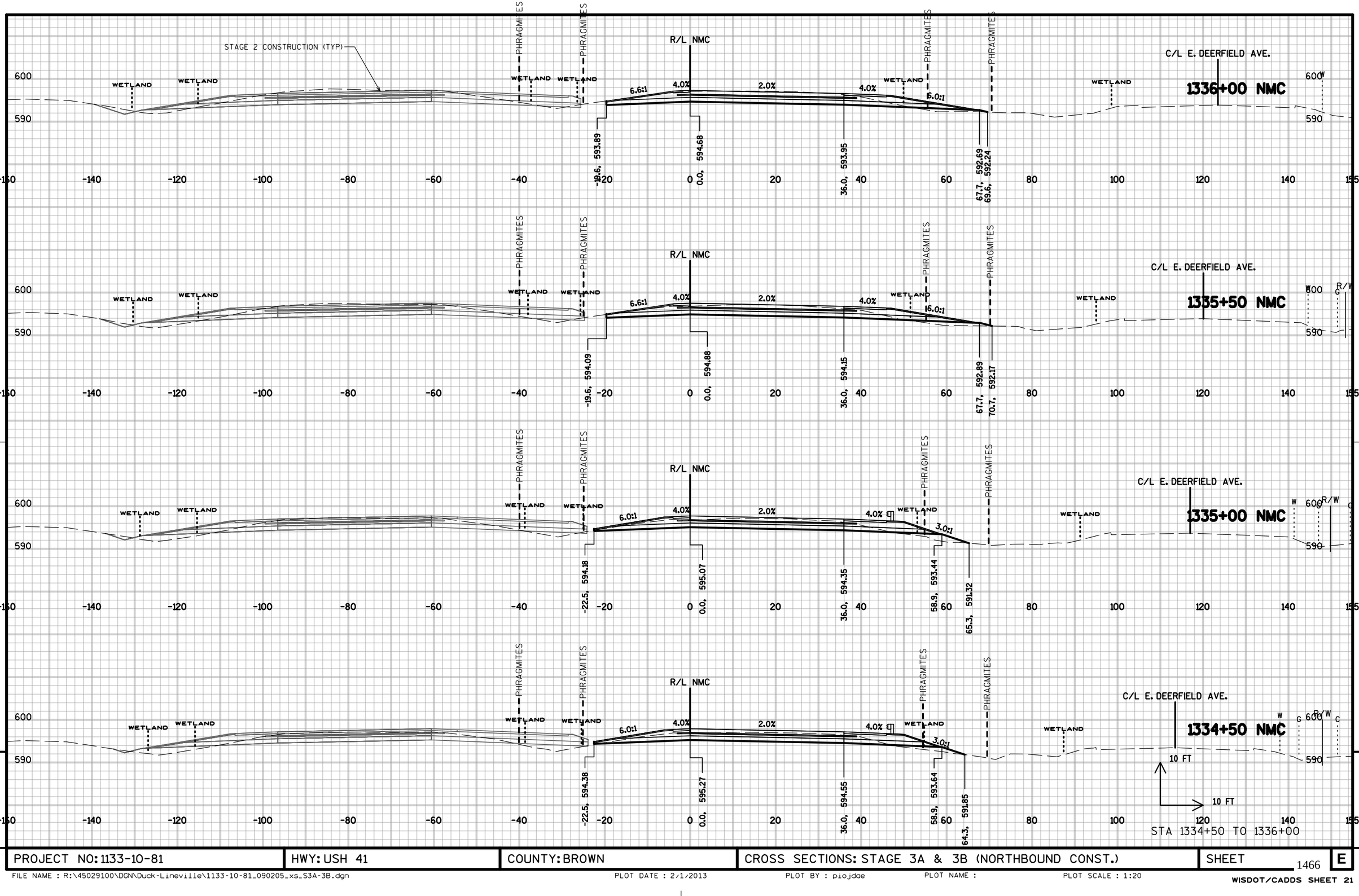
WISDOT/CADDS SHEET 21



STA 1332+50 TO 1334+00

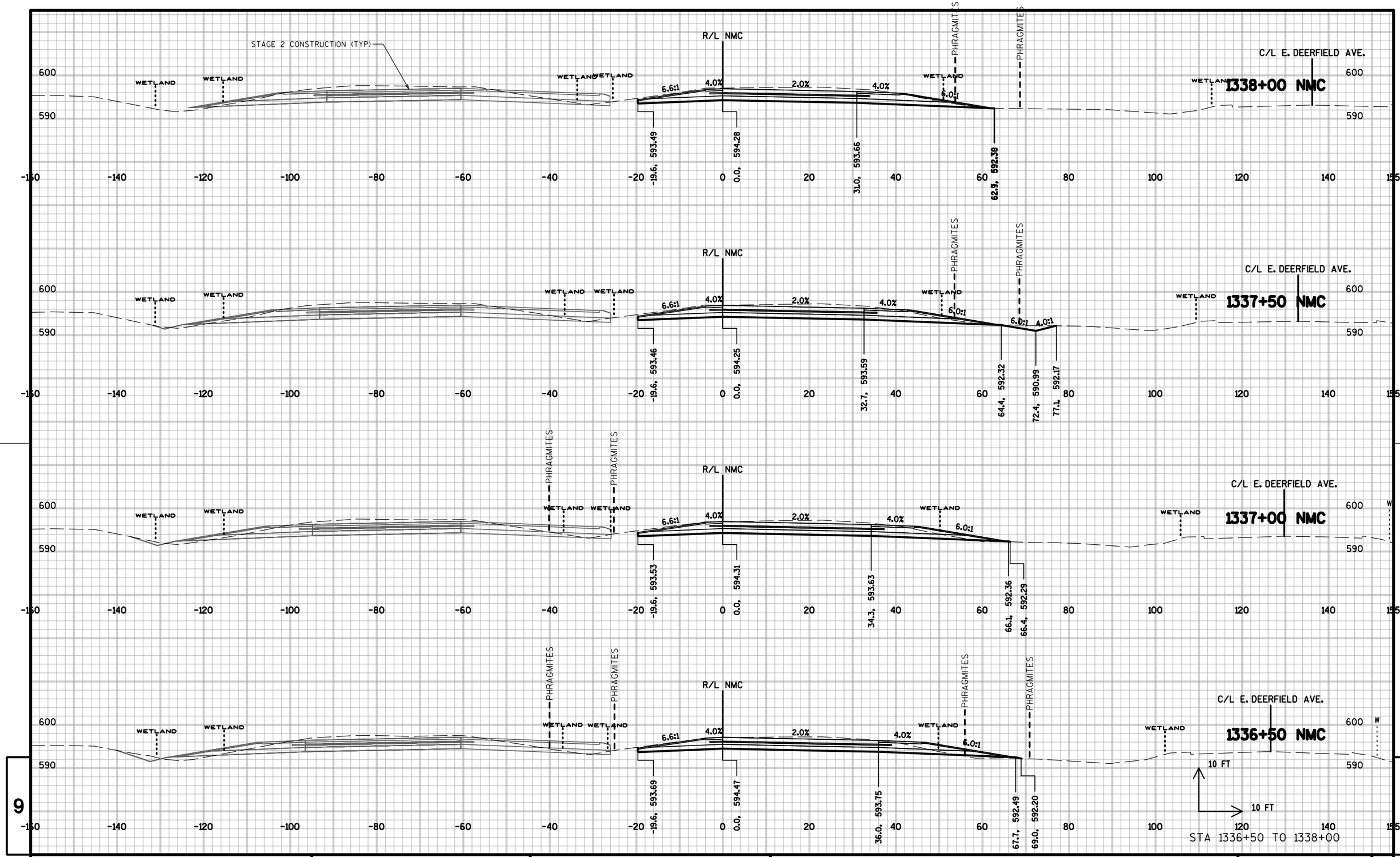
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1465	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn
PLOT DATE : 2/1/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



STA 1334+50 TO 1336+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1466	E



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1467 E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

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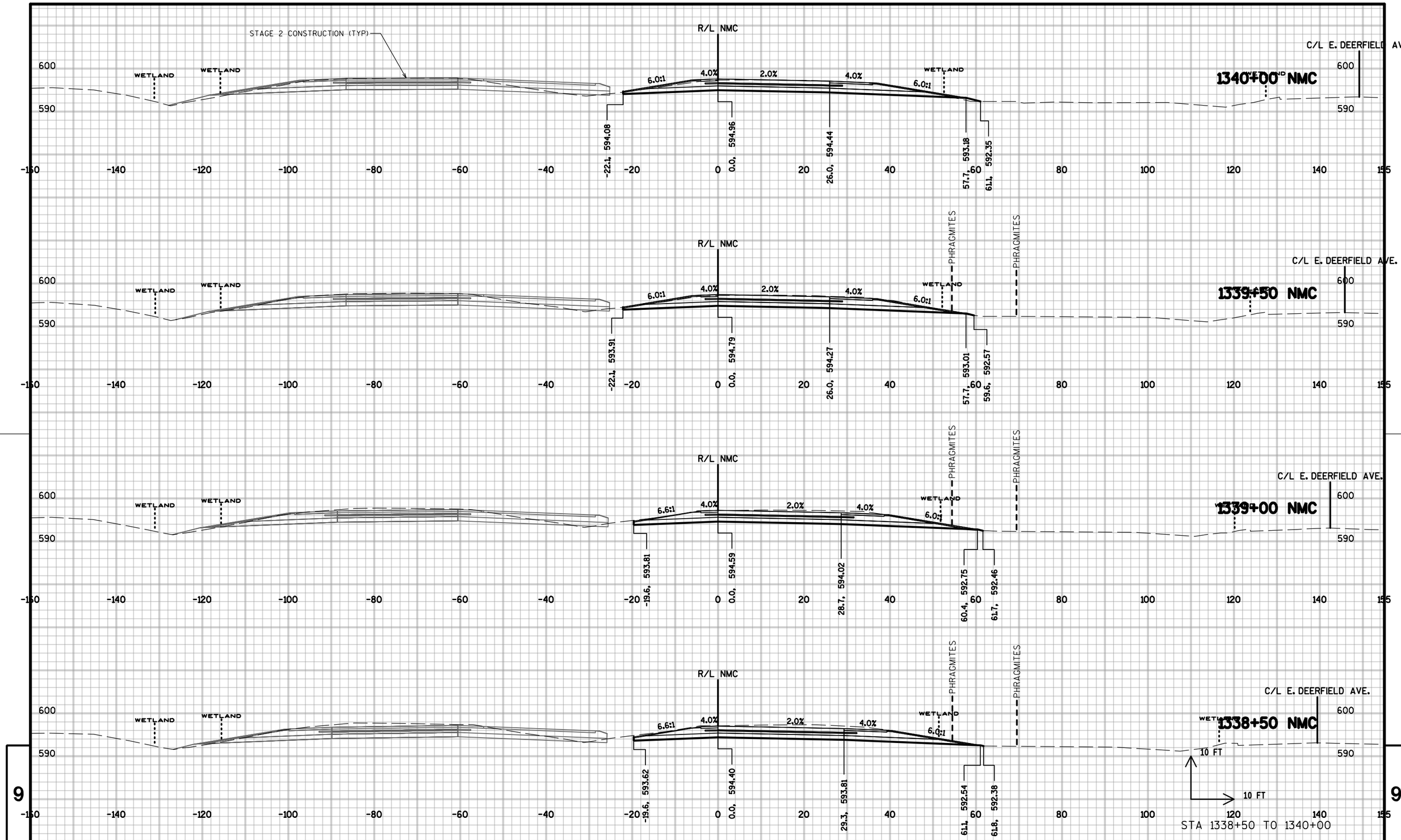
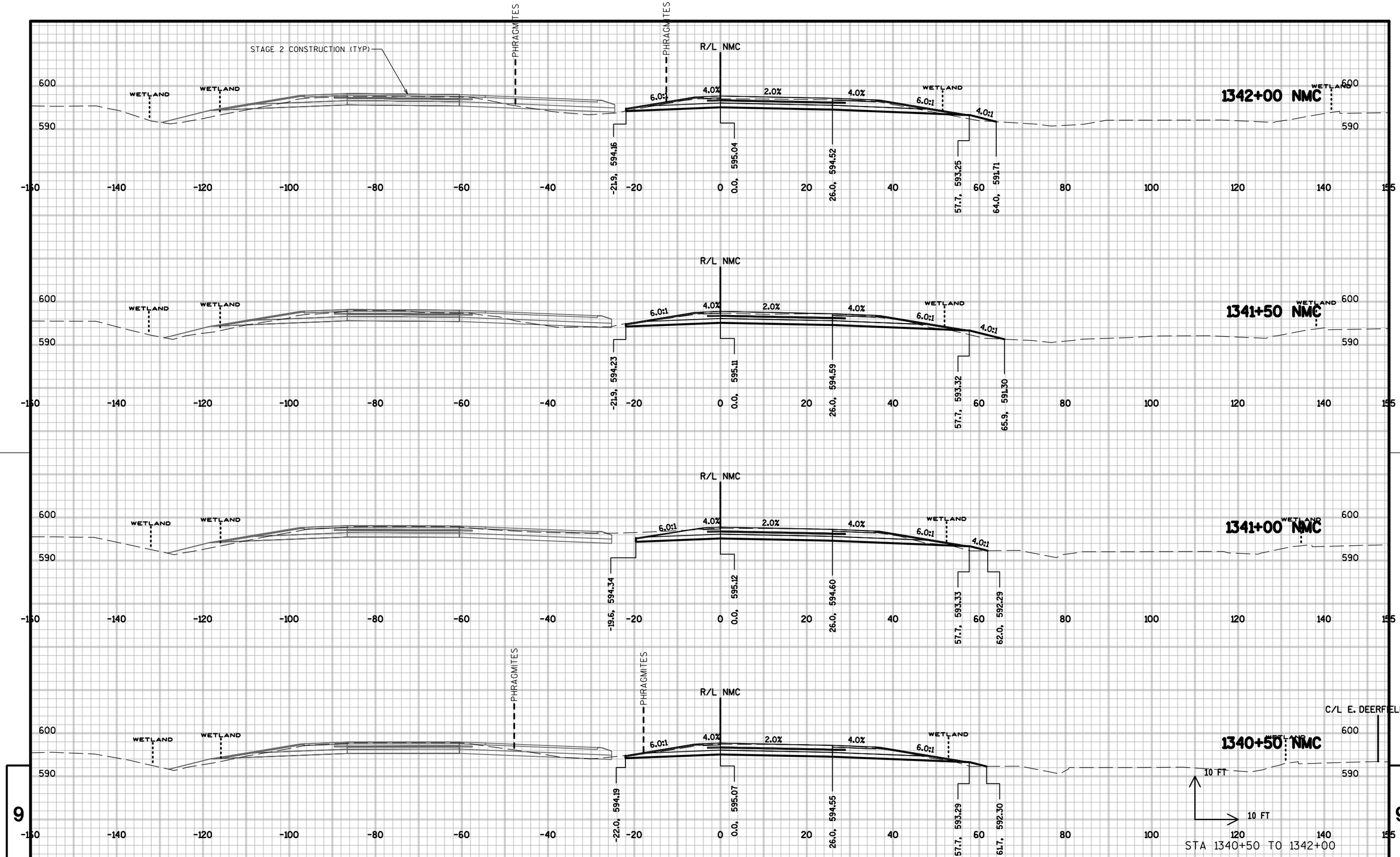


PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1468	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn | PLOT DATE : 2/1/2013 | PLOT BY : piojdae | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1340+50 TO 1342+00

9

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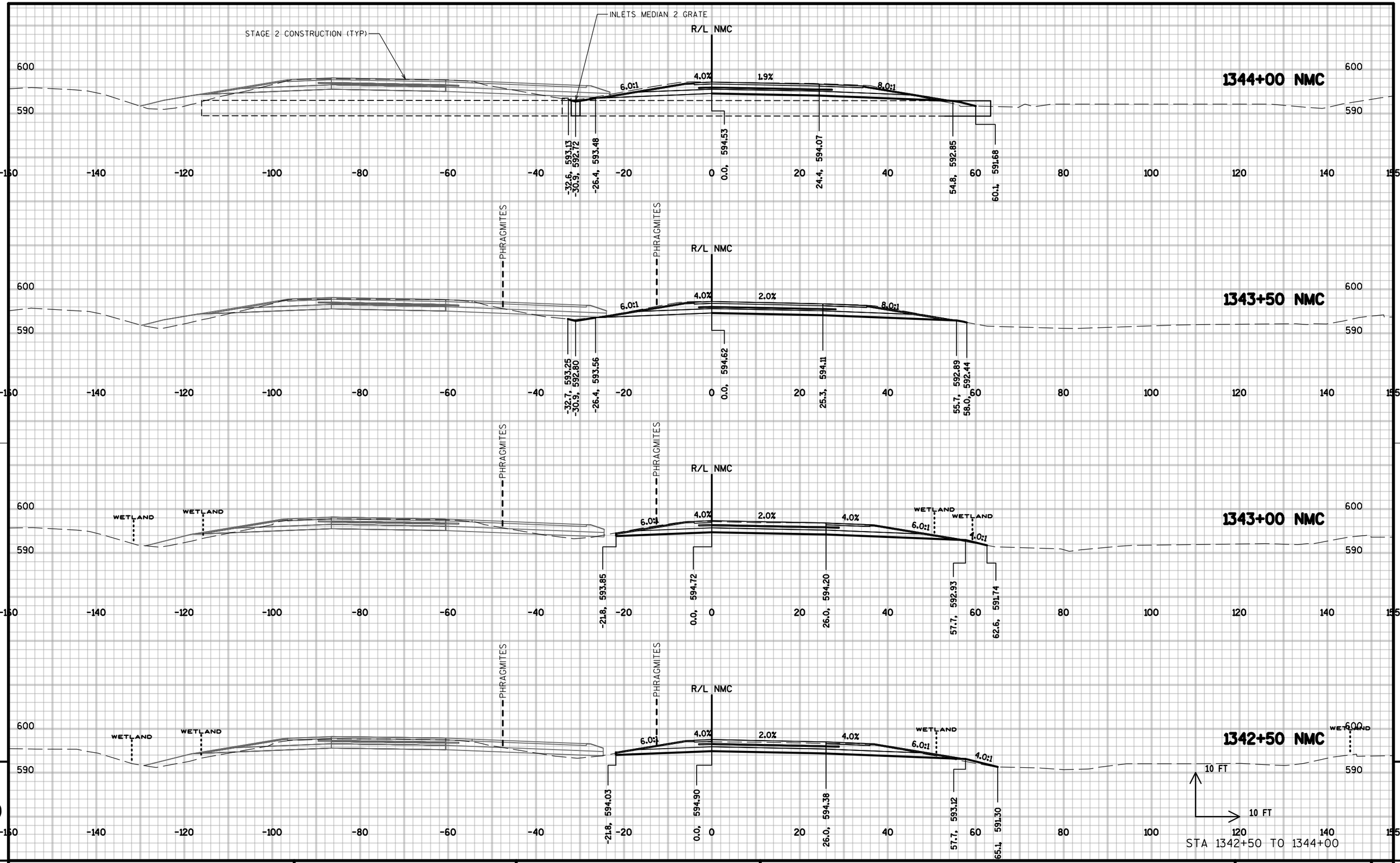
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1469	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

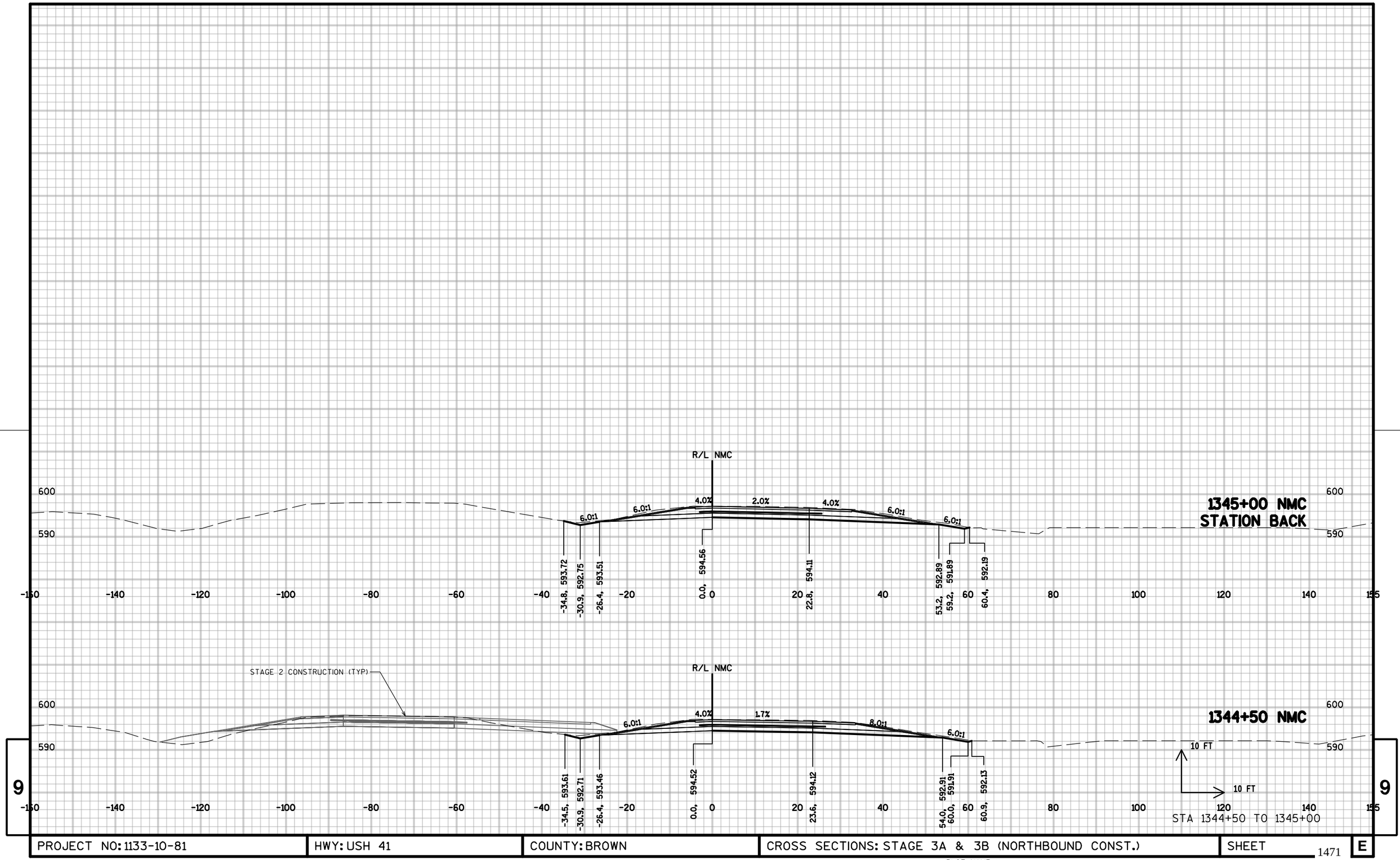


STA 1342+50 TO 1344+00

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1470	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090205_xs_S3A-3B.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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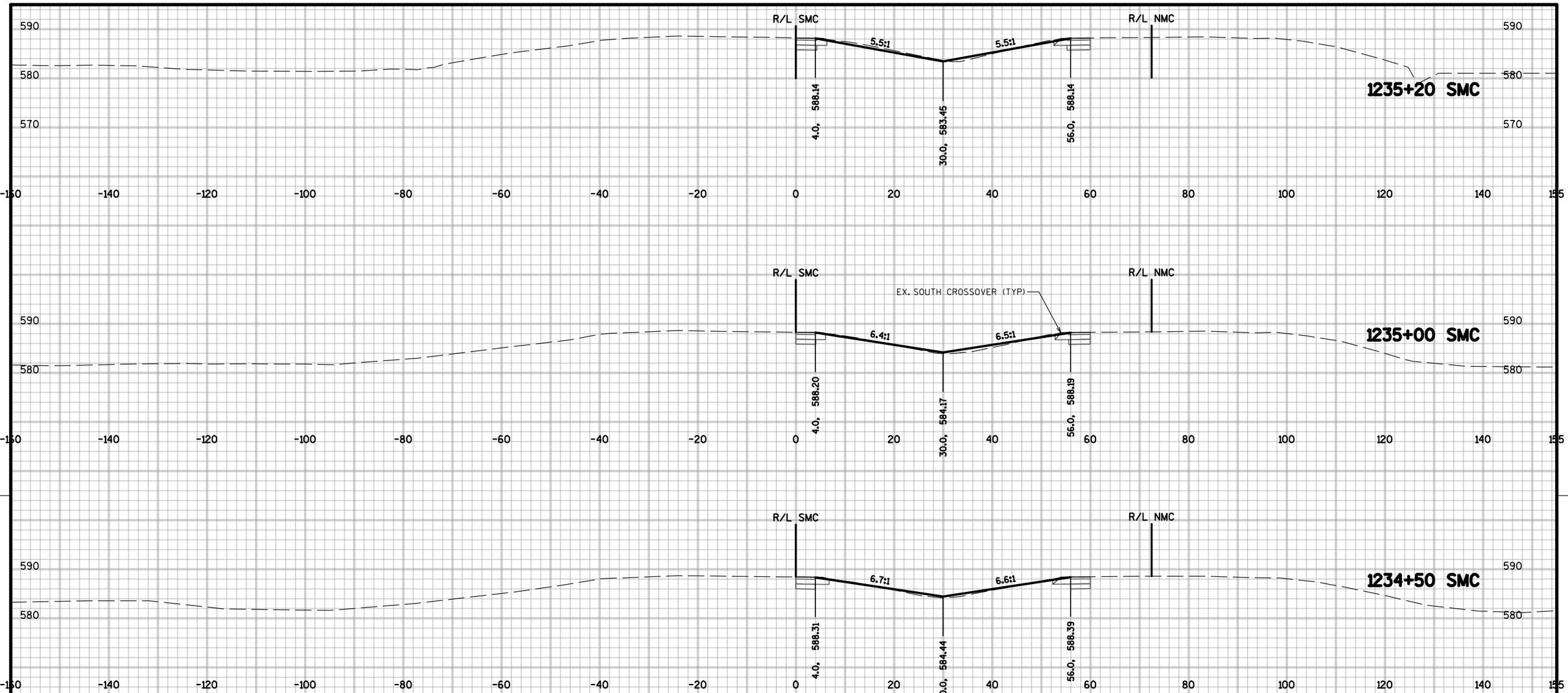
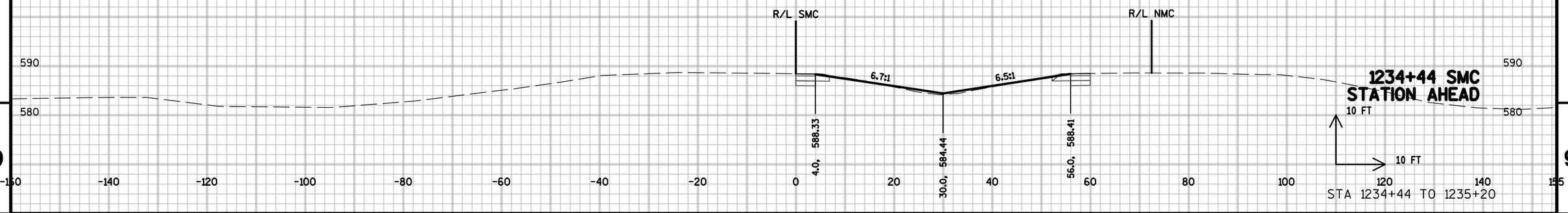
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 3A & 3B (NORTHBOUND CONST.)	SHEET 1471	E





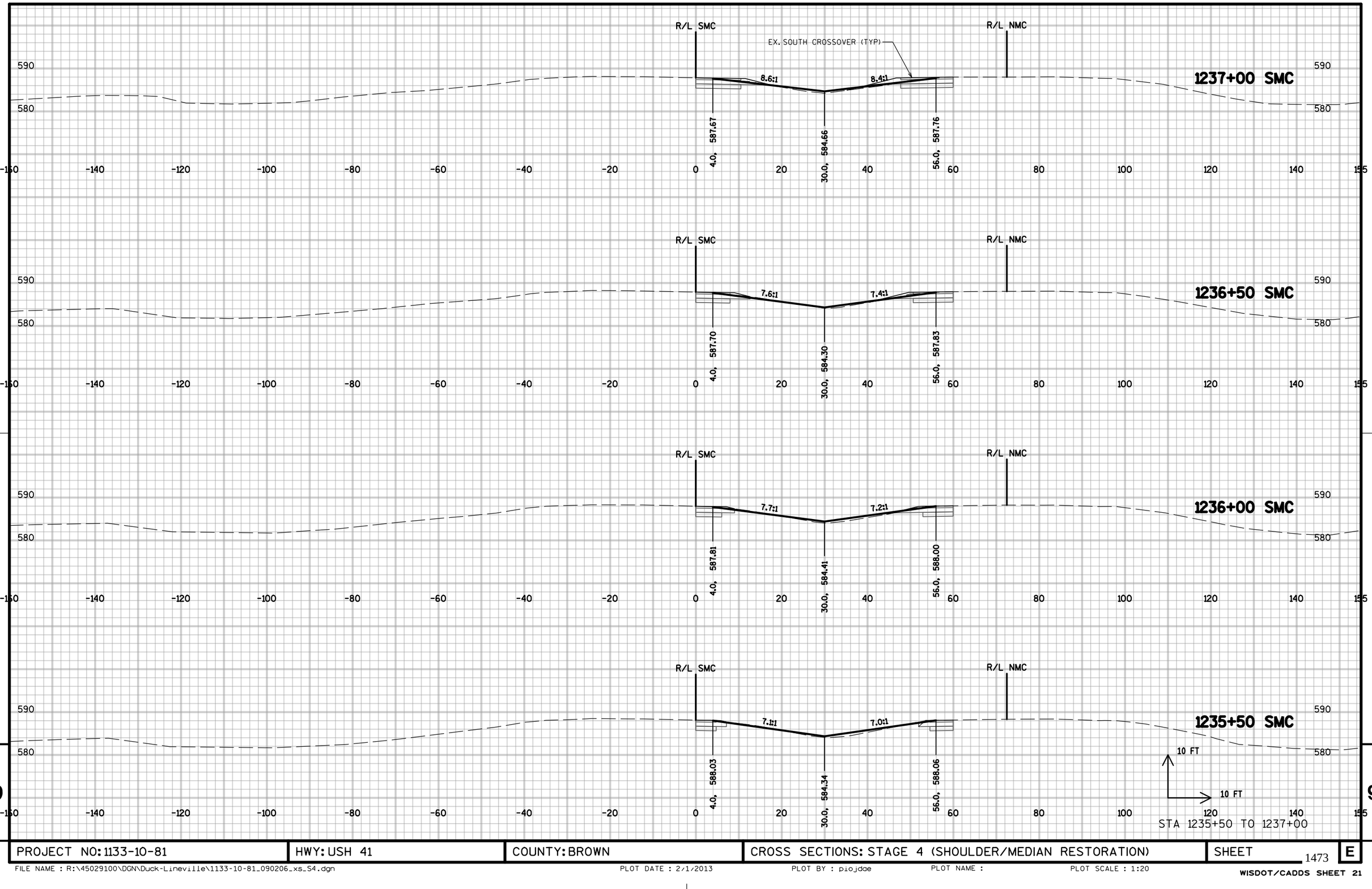
STA 1234+44 TO 1235+20

9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1472	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn
PLOT DATE : 2/1/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



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PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1473	E

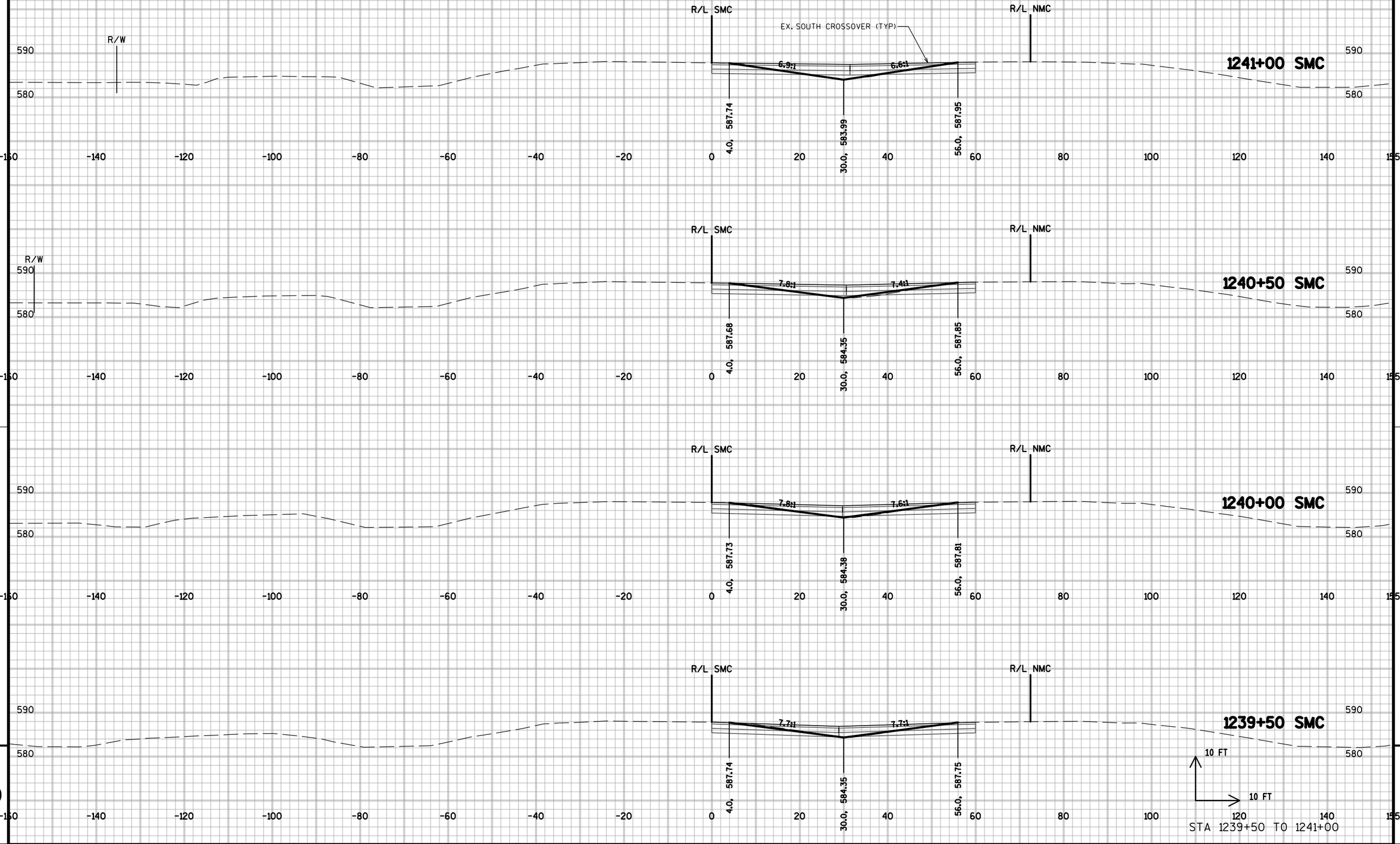
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn
PLOT DATE : 2/1/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1474	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn
PLOT DATE : 2/1/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



STA 1239+50 TO 1241+00

9

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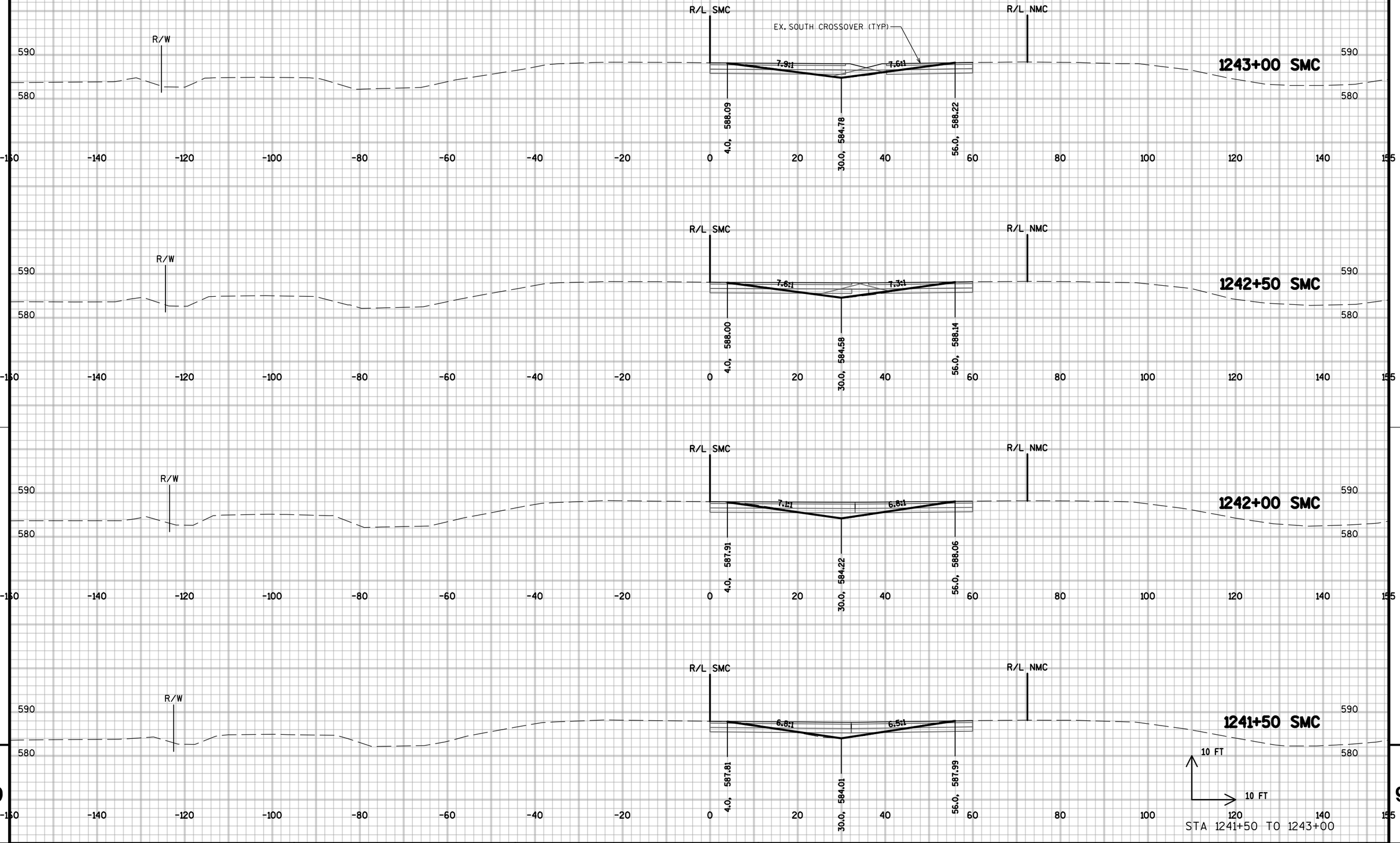
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1475	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20



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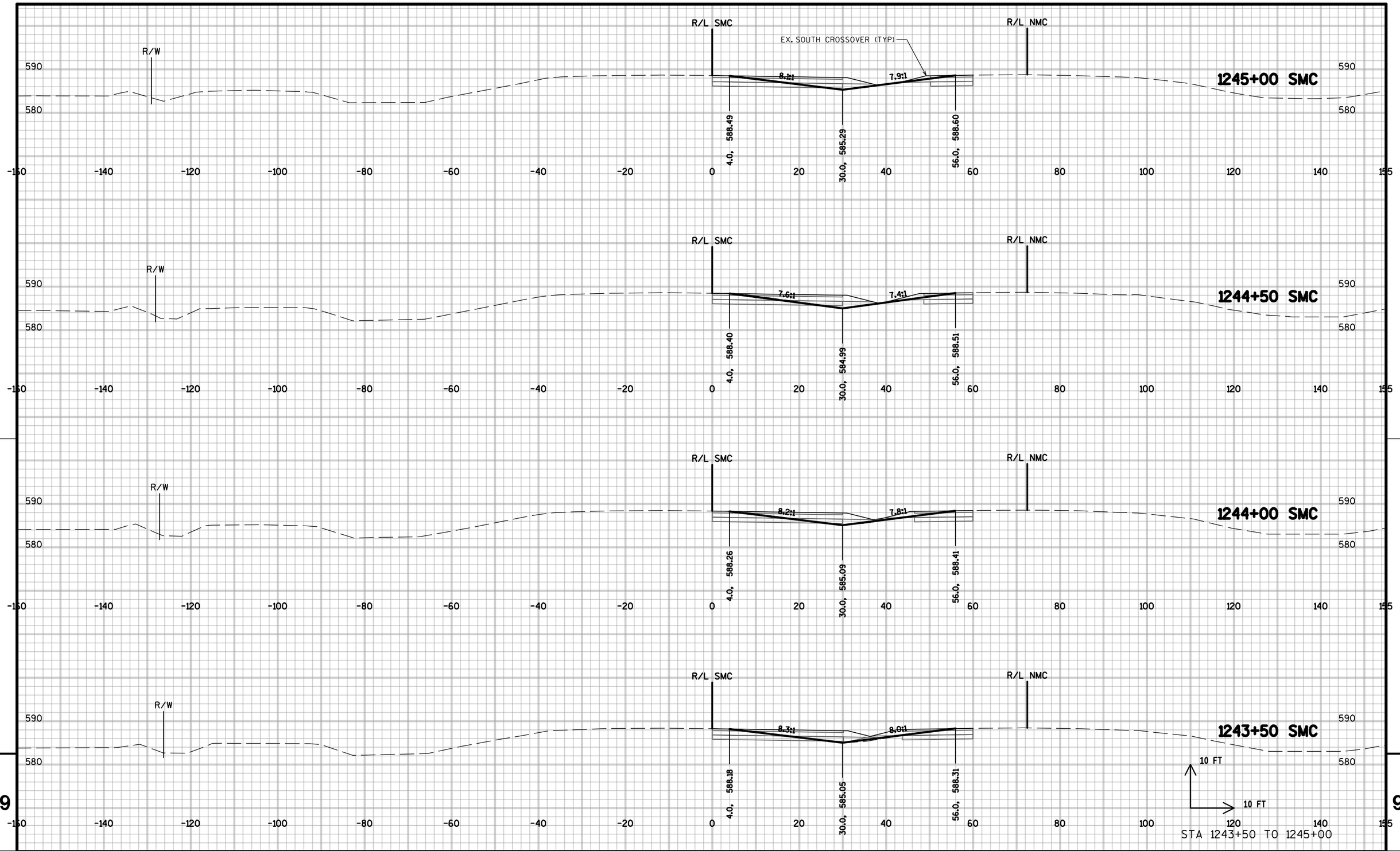
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1476	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA 1243+50 TO 1245+00

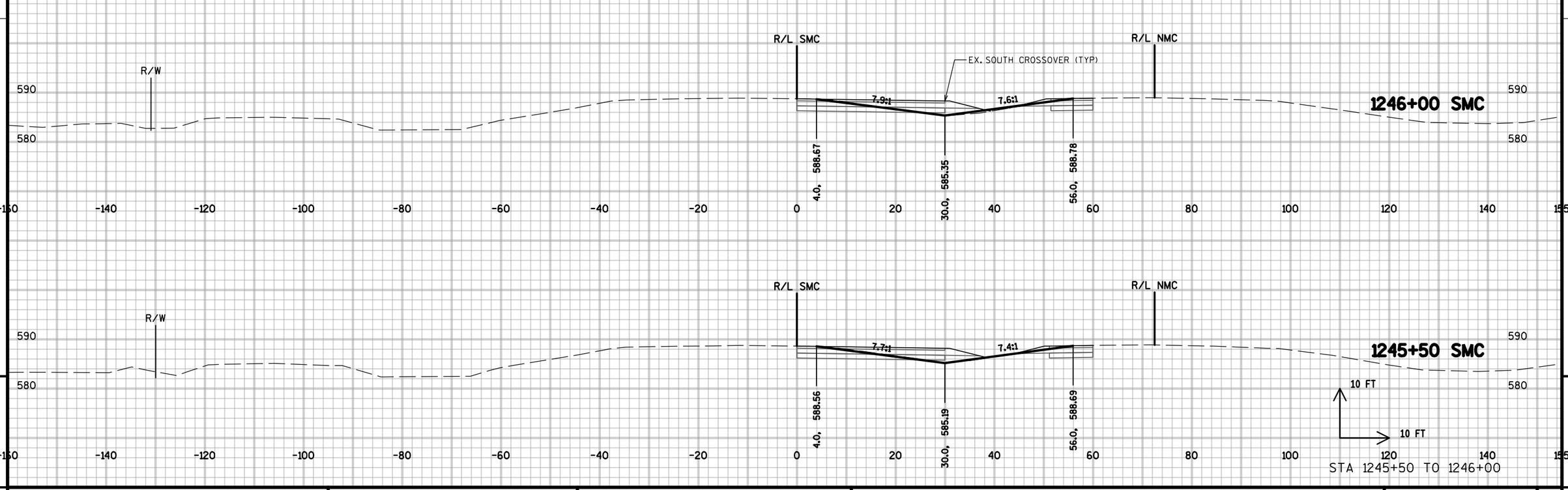
9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1477	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

CROSS SECTIONS CONT' AT STA 1315+46 SMC



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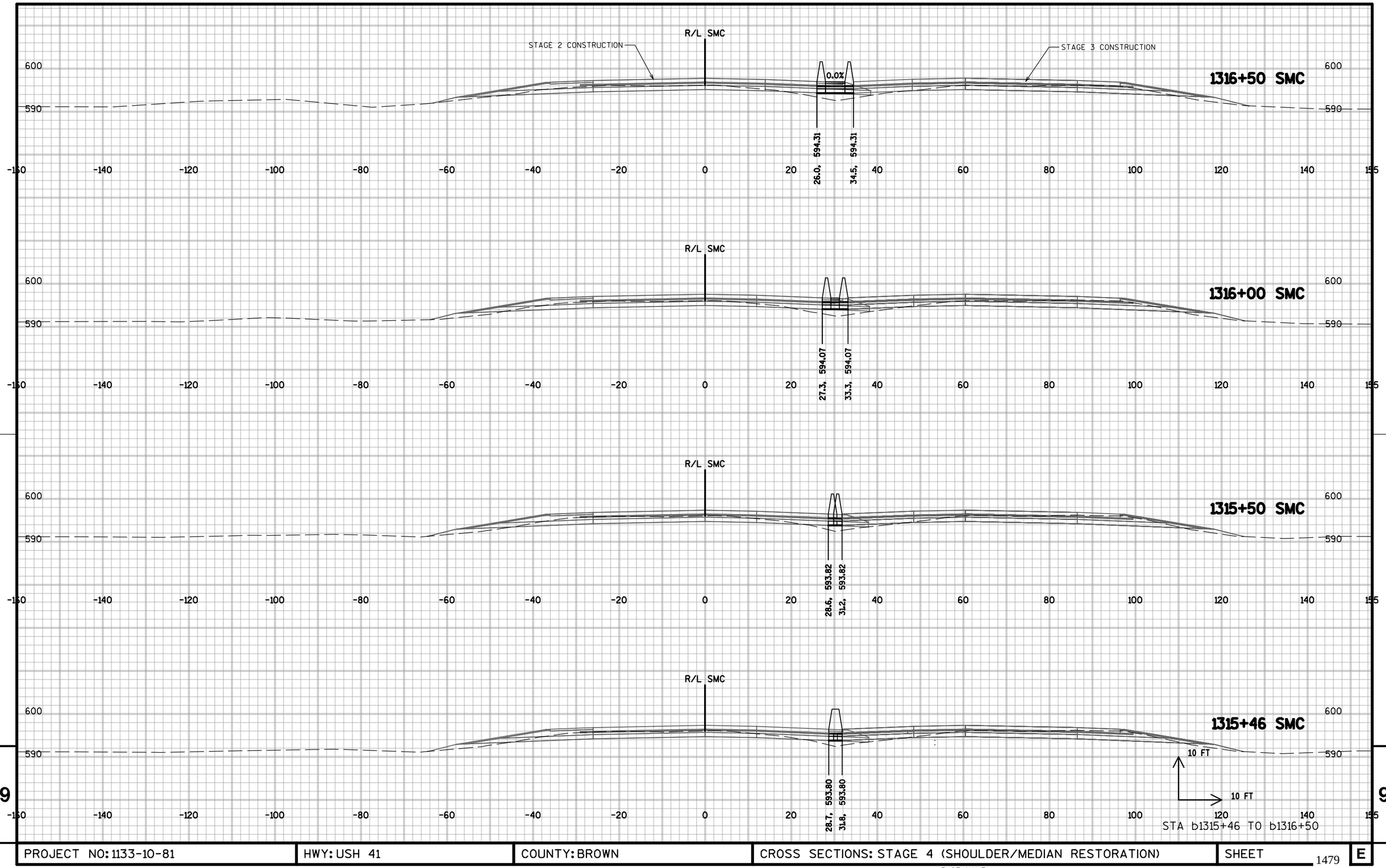
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1478	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

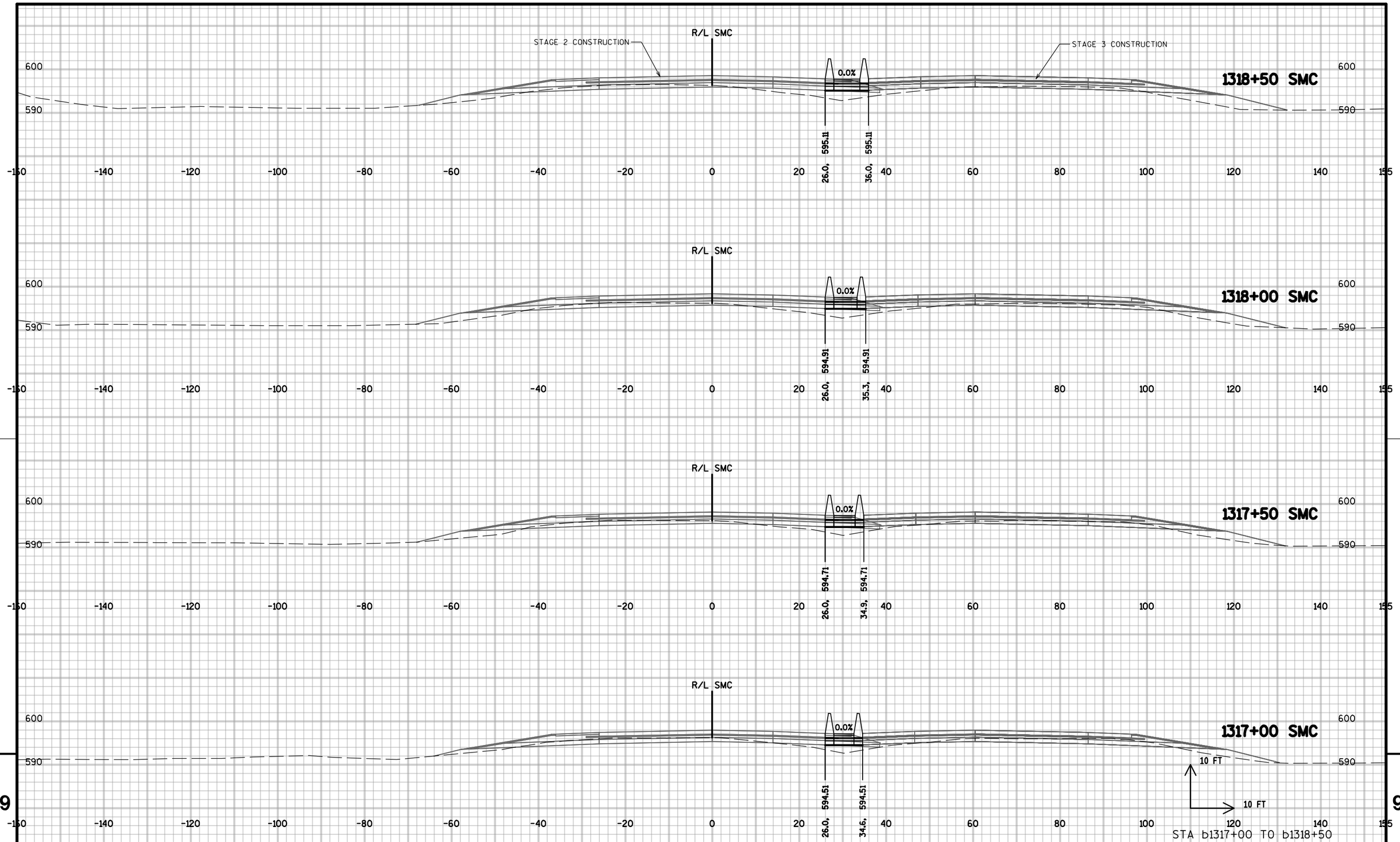


STA b1315+46 TO b1316+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1479	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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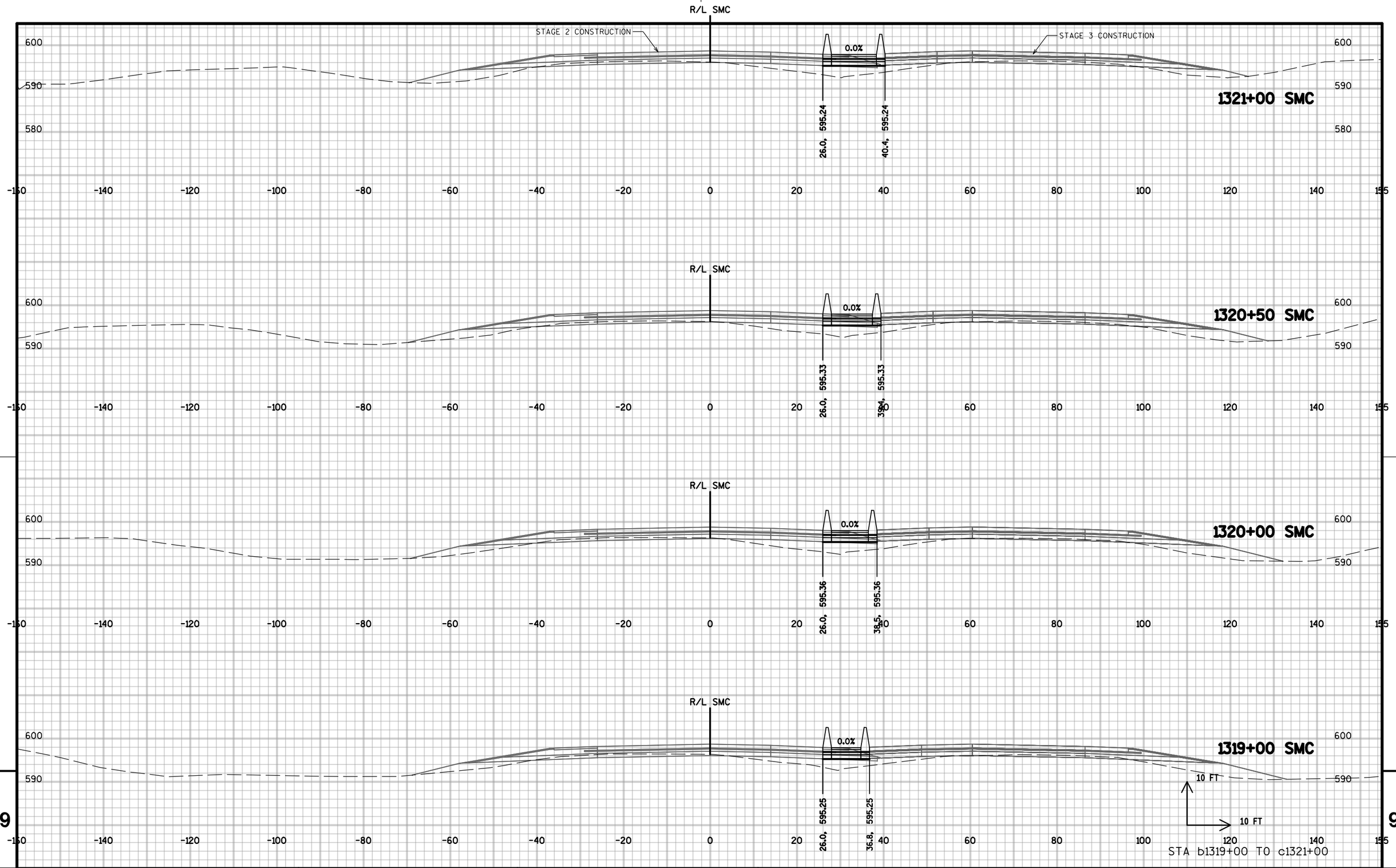
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1480	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA b1319+00 TO c1321+00

9

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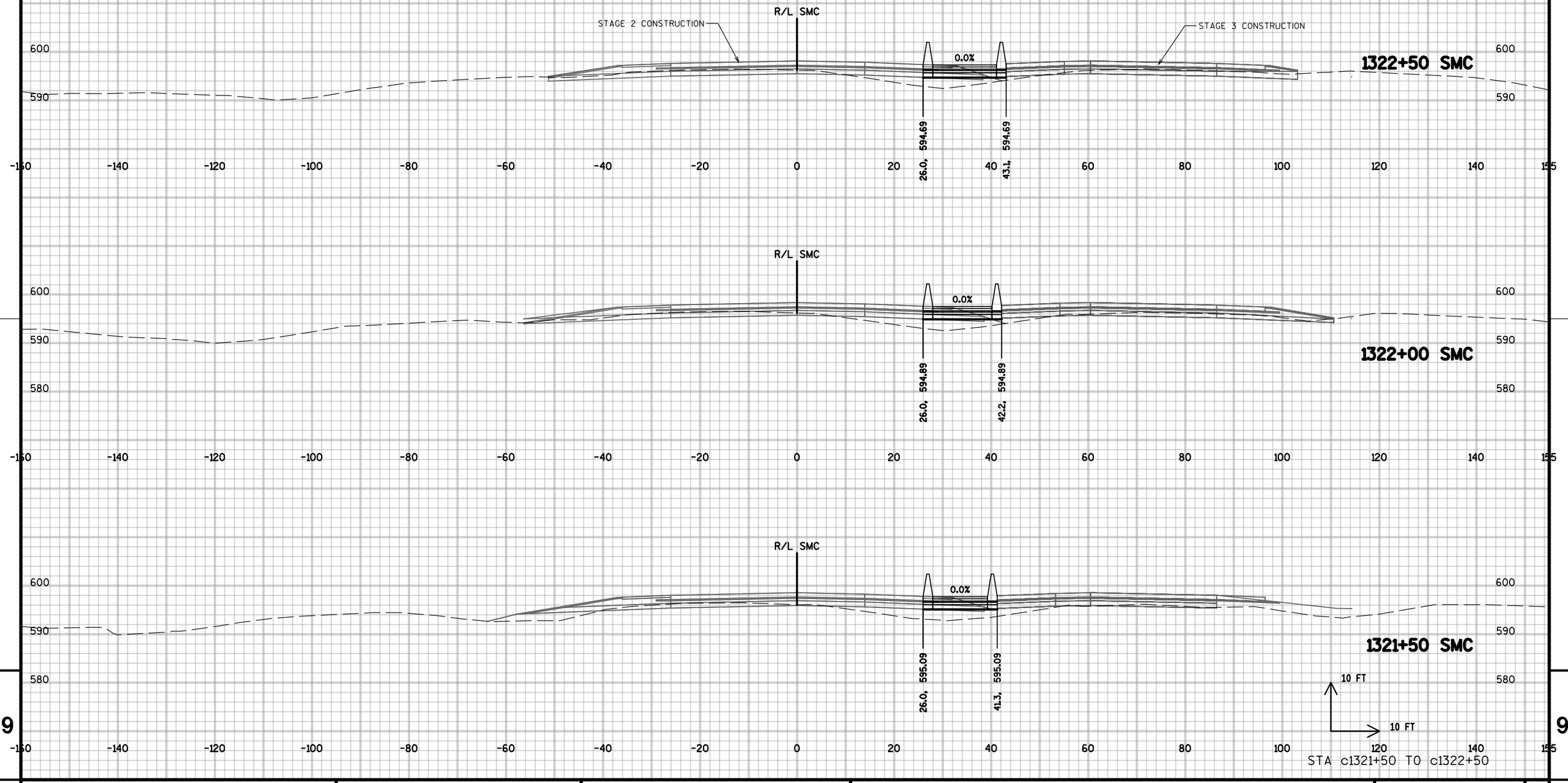
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1481	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn
PLOT DATE : 2/1/2013
PLOT BY : piojdae
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

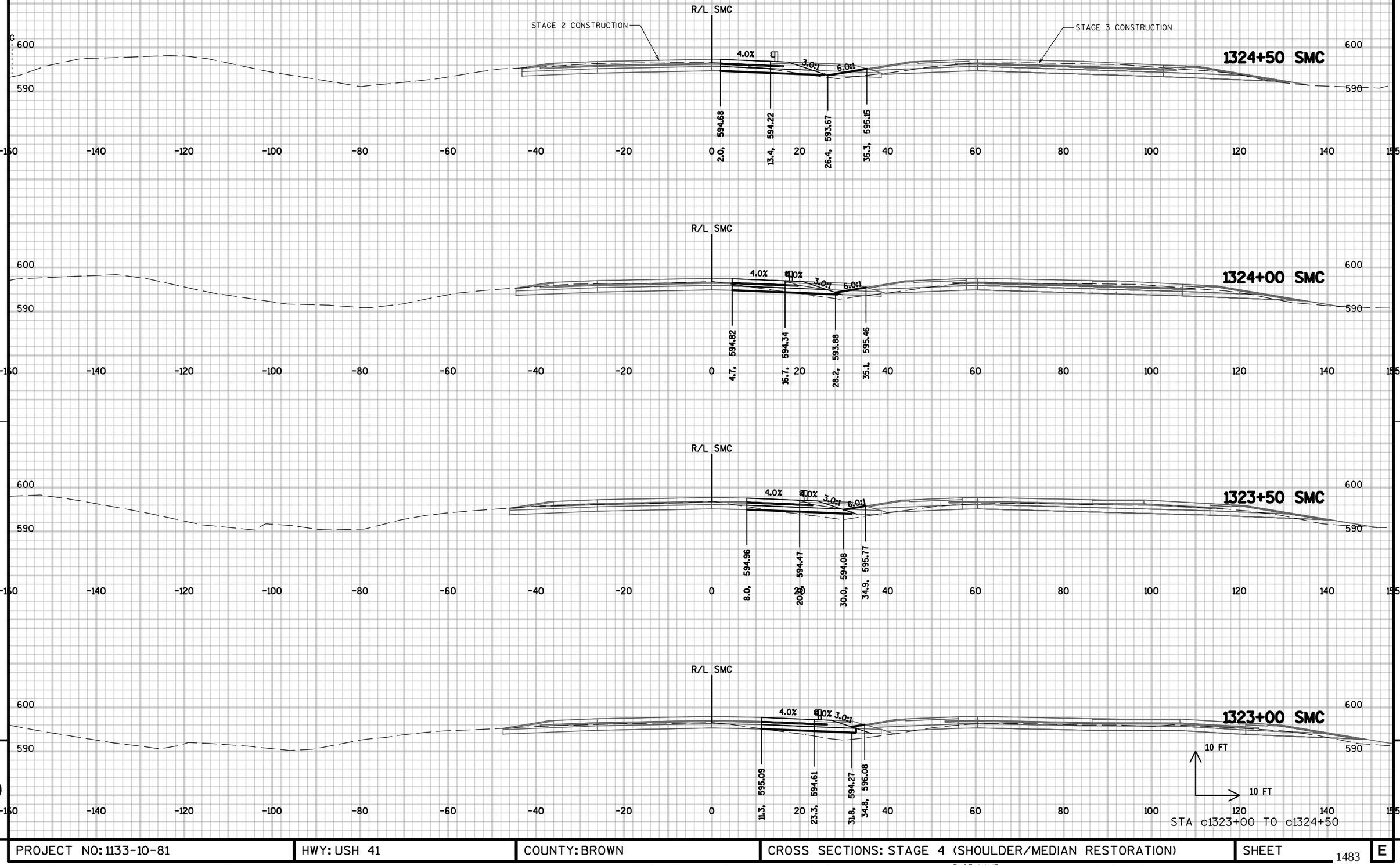


STA c1321+50 TO c1322+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1482	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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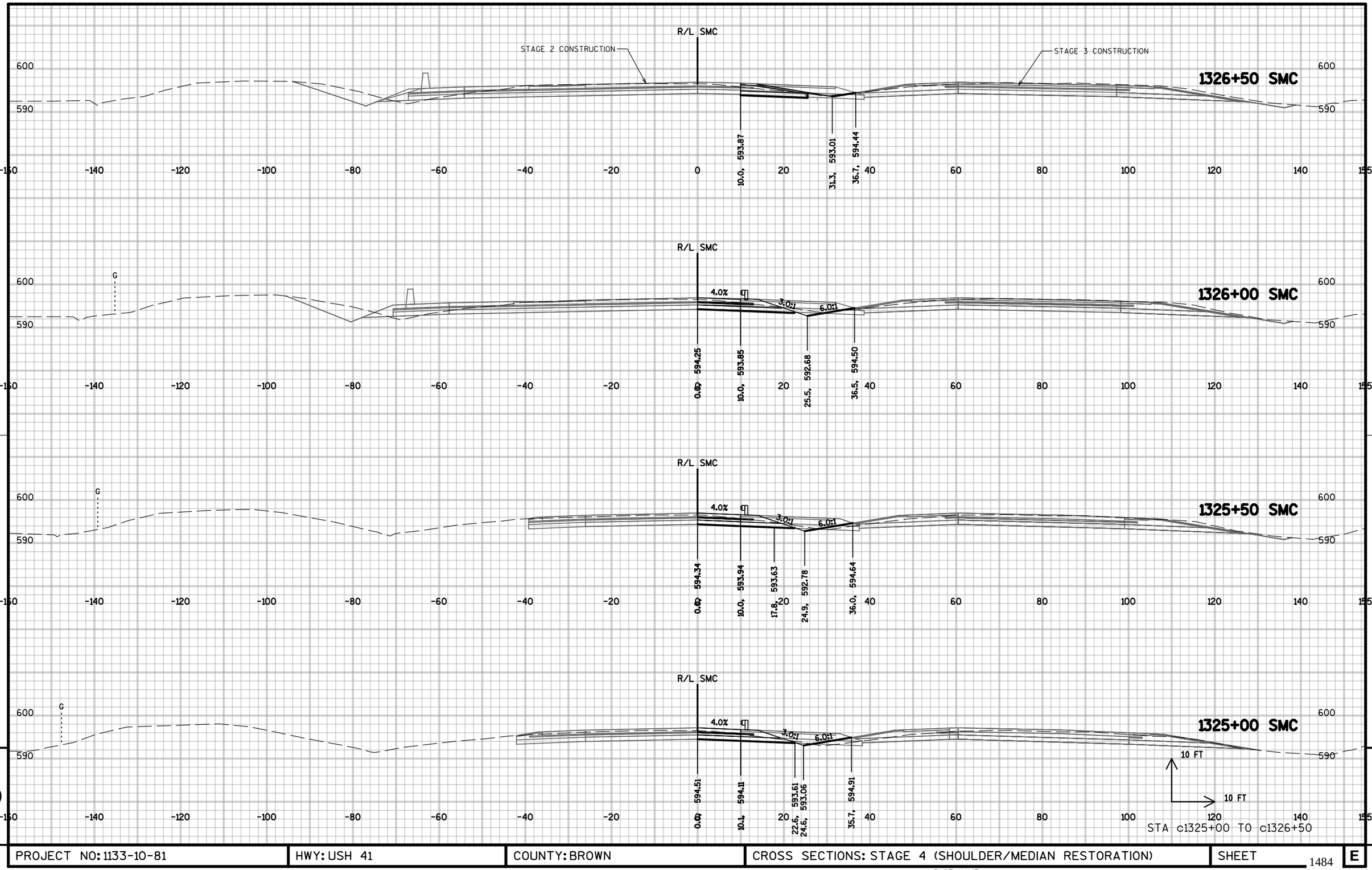
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1483	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

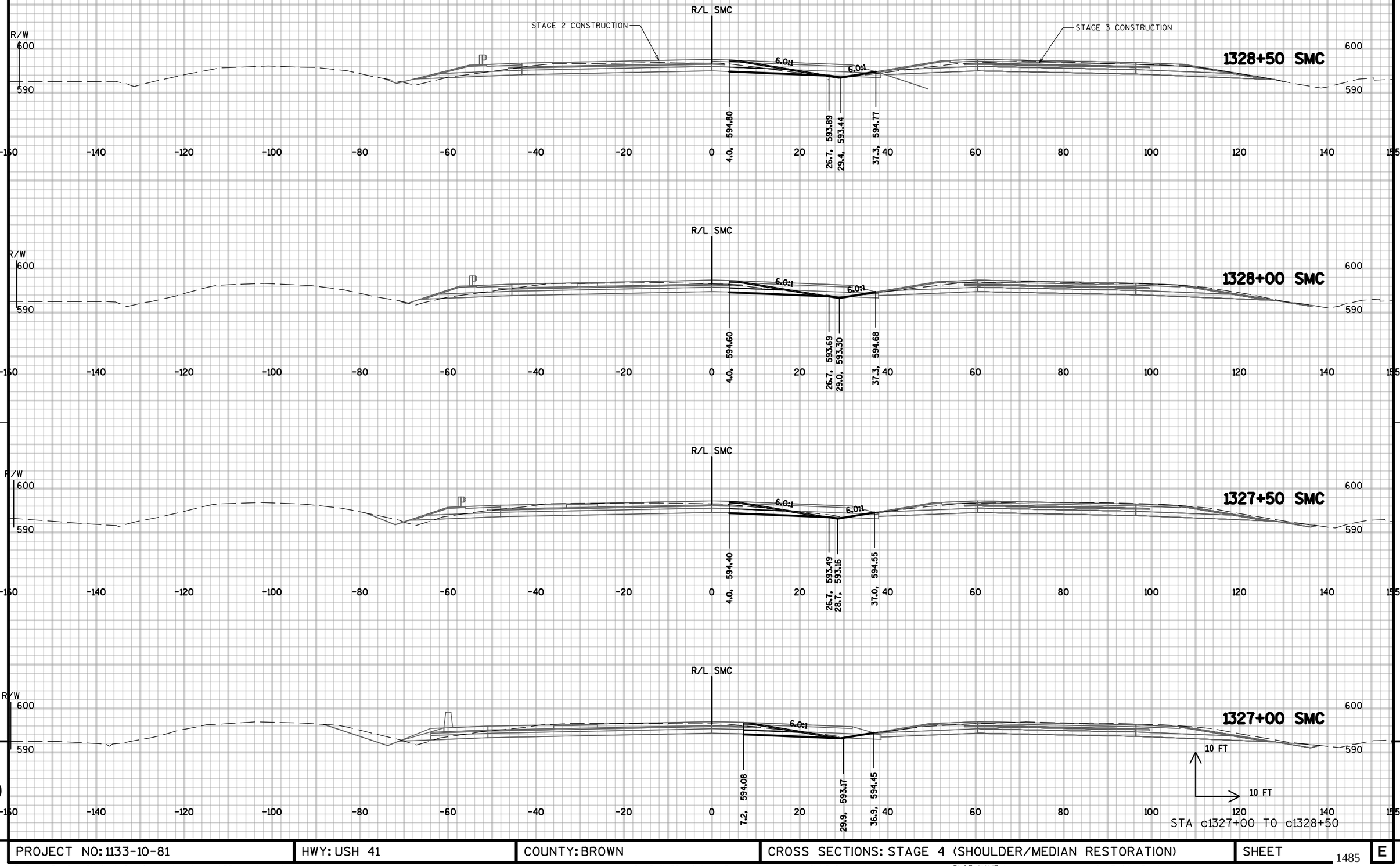
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1484	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

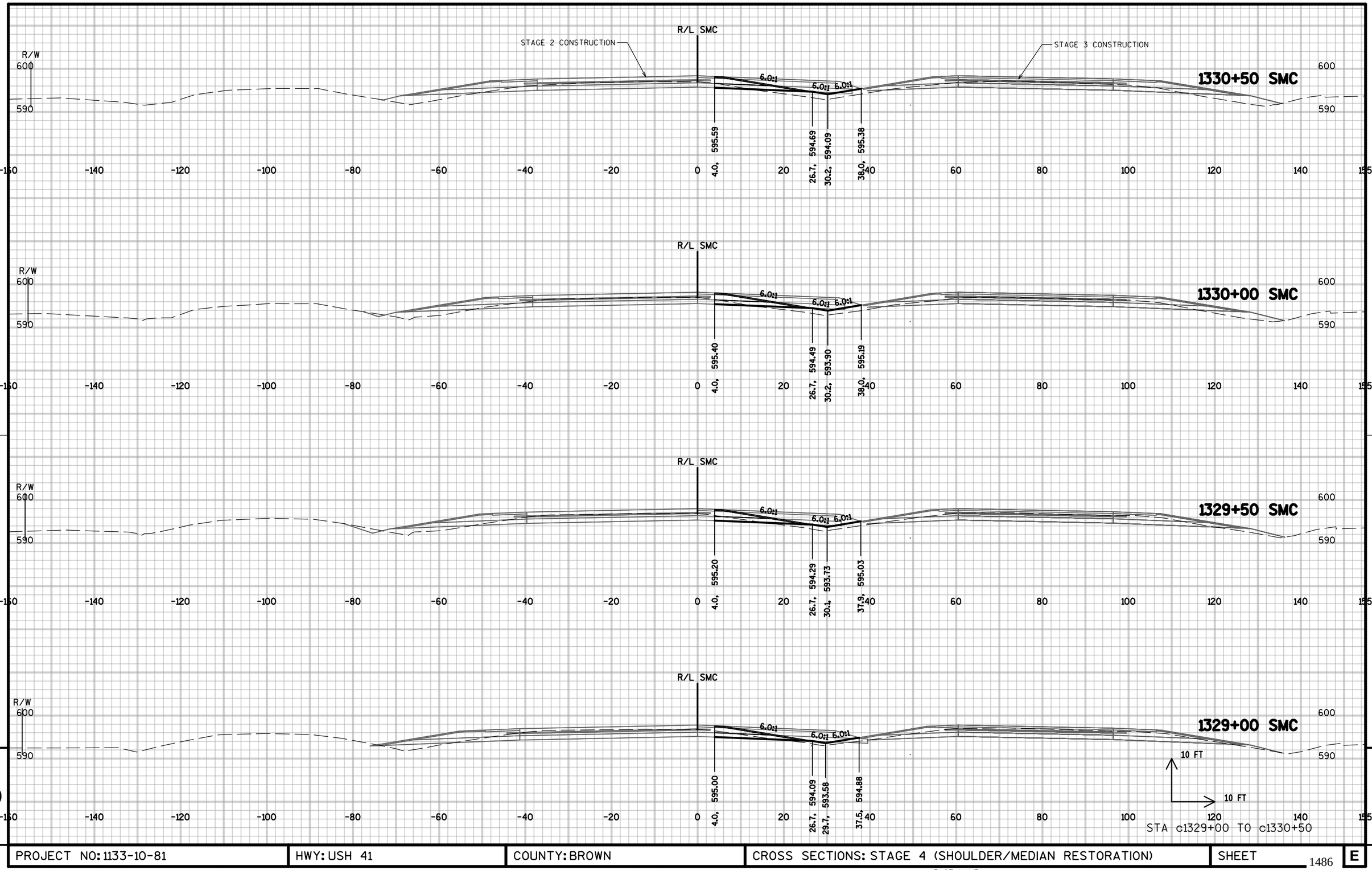


STA c1327+00 TO c1328+50

9 9

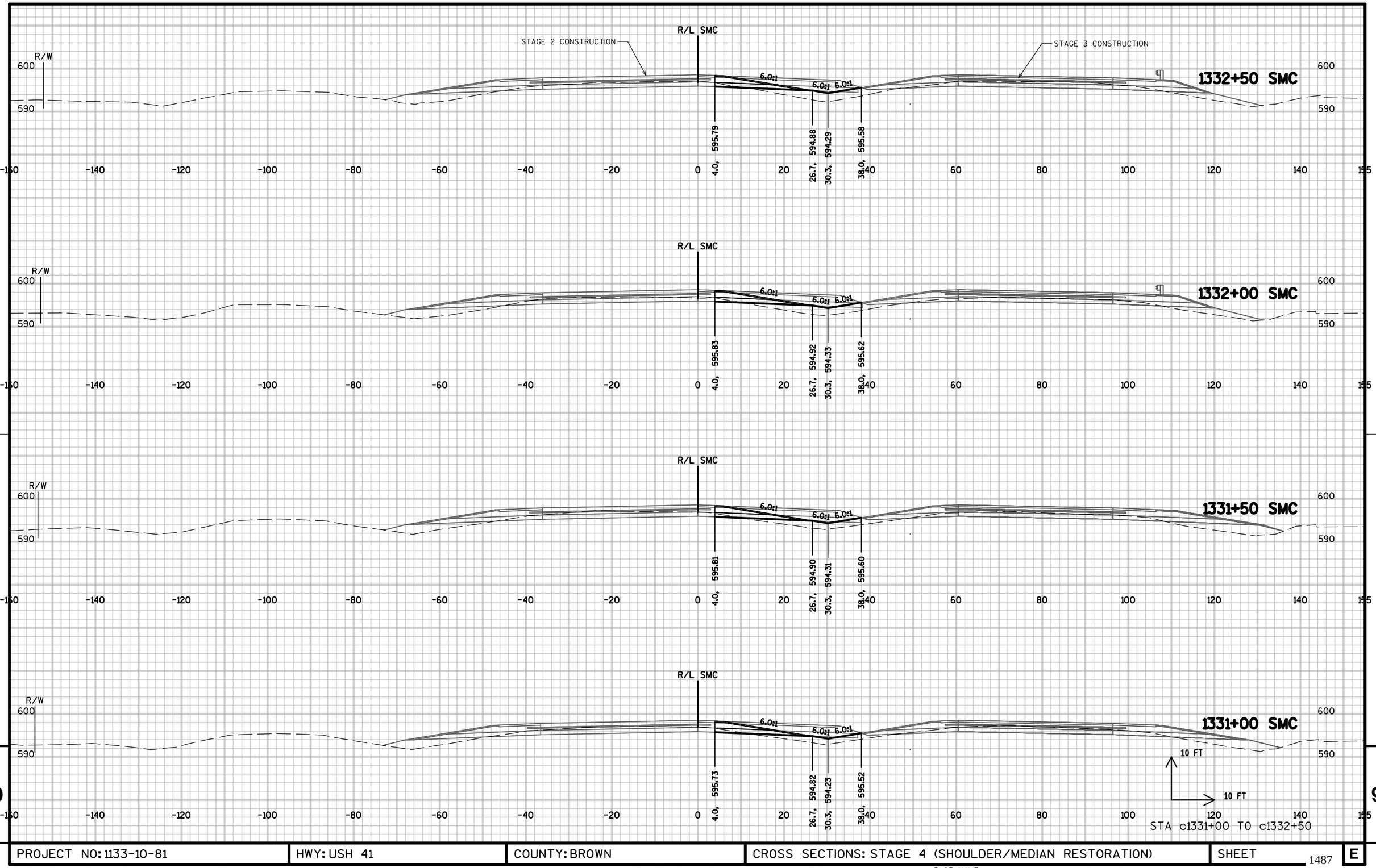
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1485	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20



STA c1329+00 TO c1330+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1486	E



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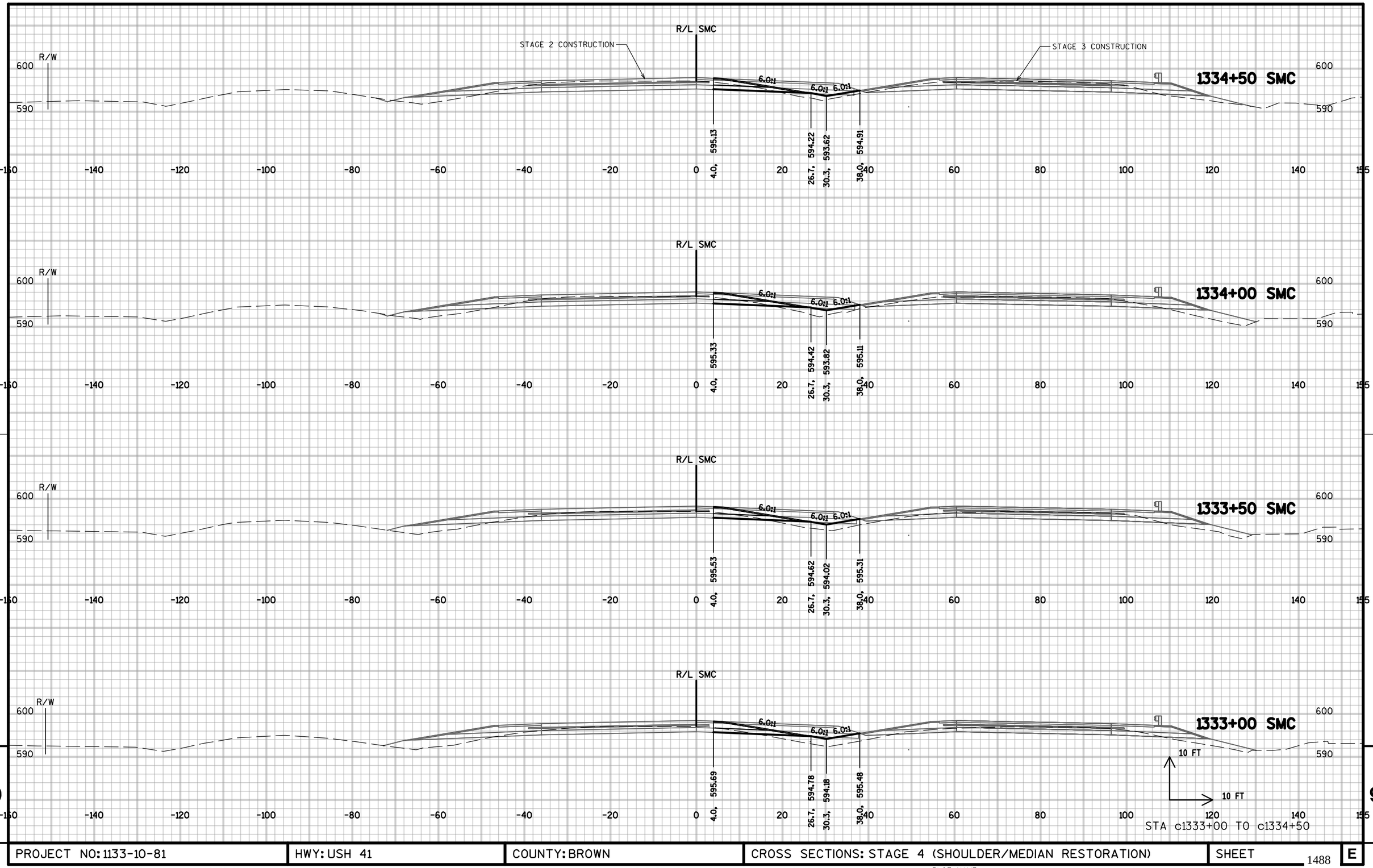
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1487	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA c1333+00 TO c1334+50

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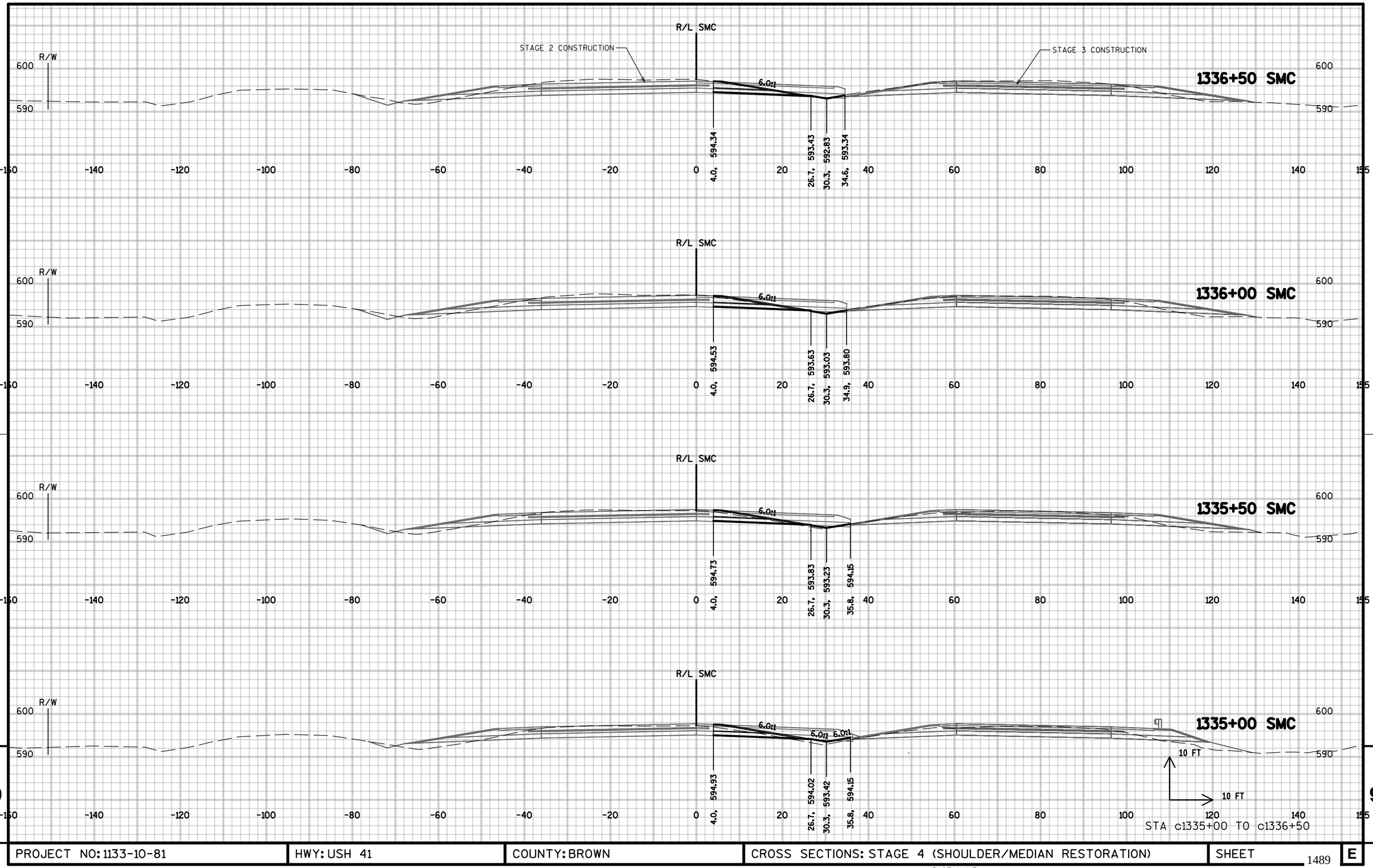
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1488	E

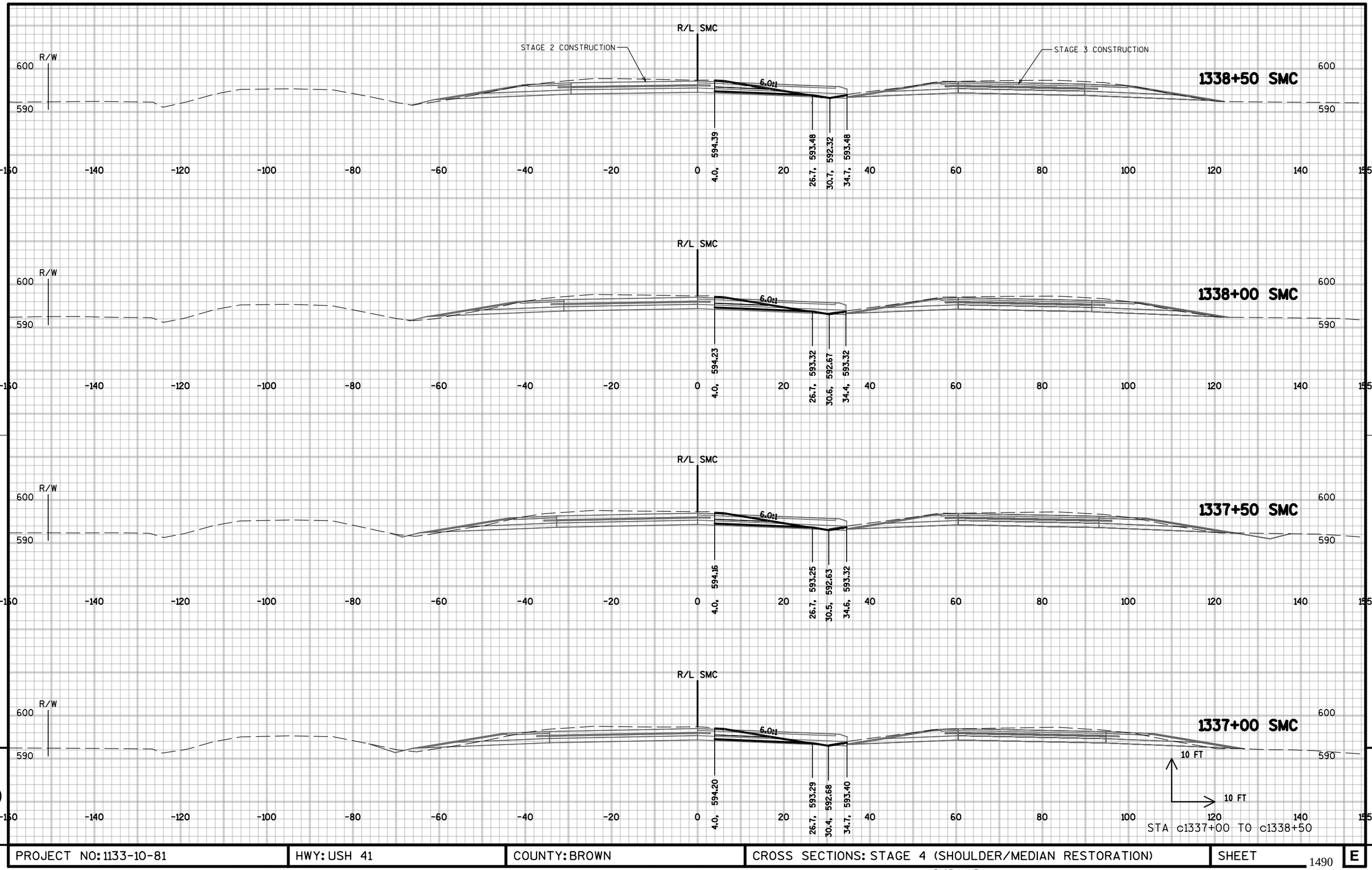
FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



STA c1335+00 TO c1336+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1489	E



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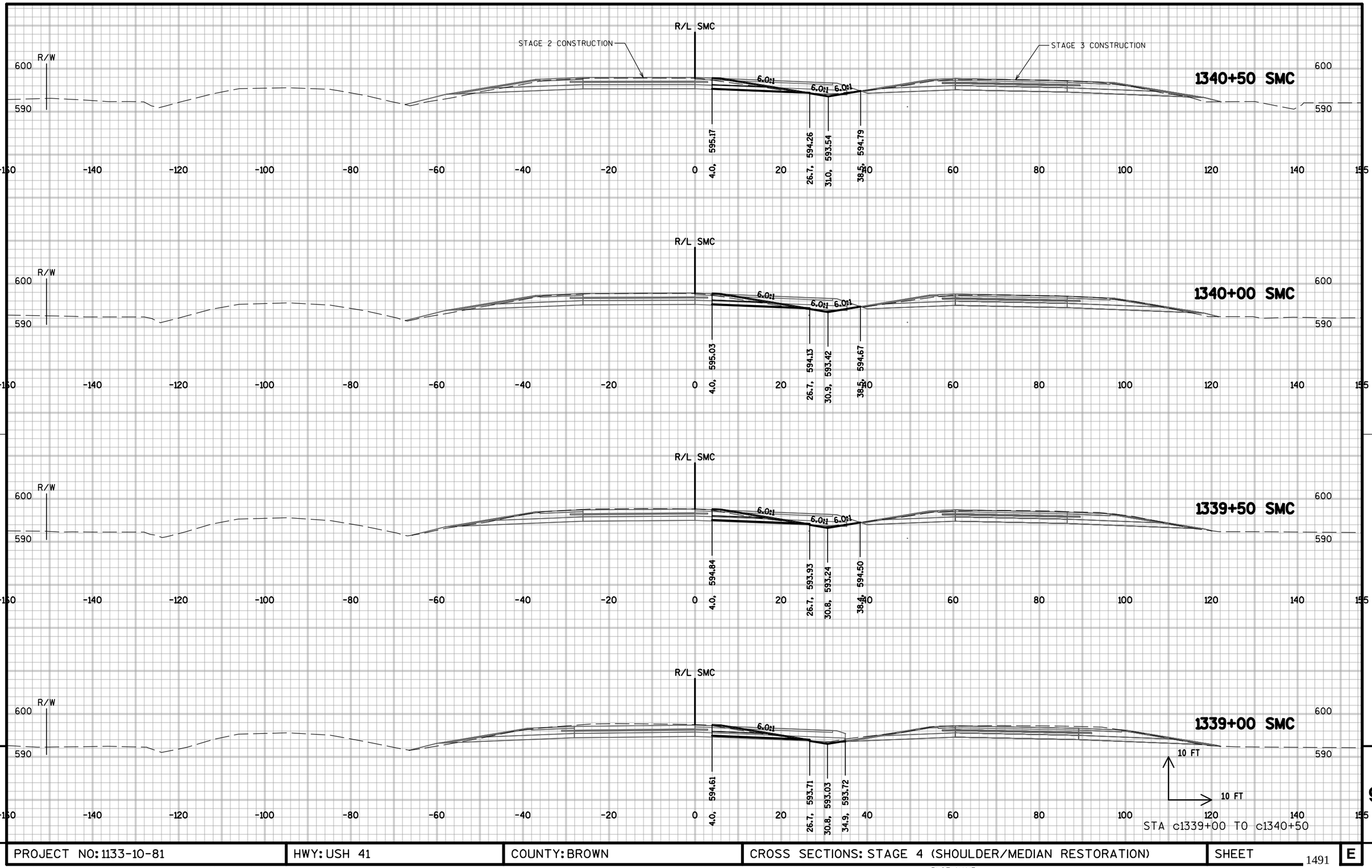
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1490	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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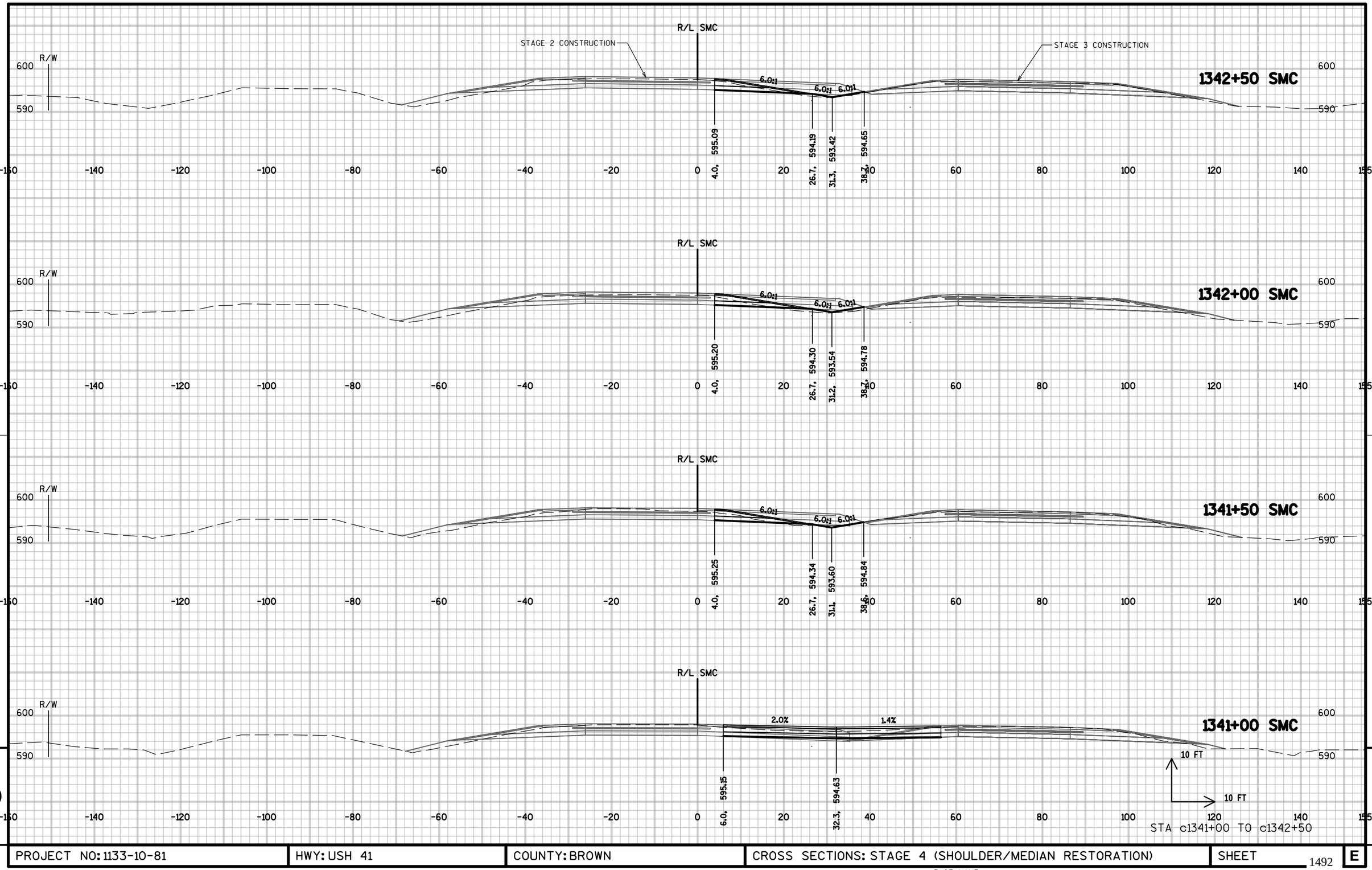
STA c1339+00 TO c1340+50

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1491	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



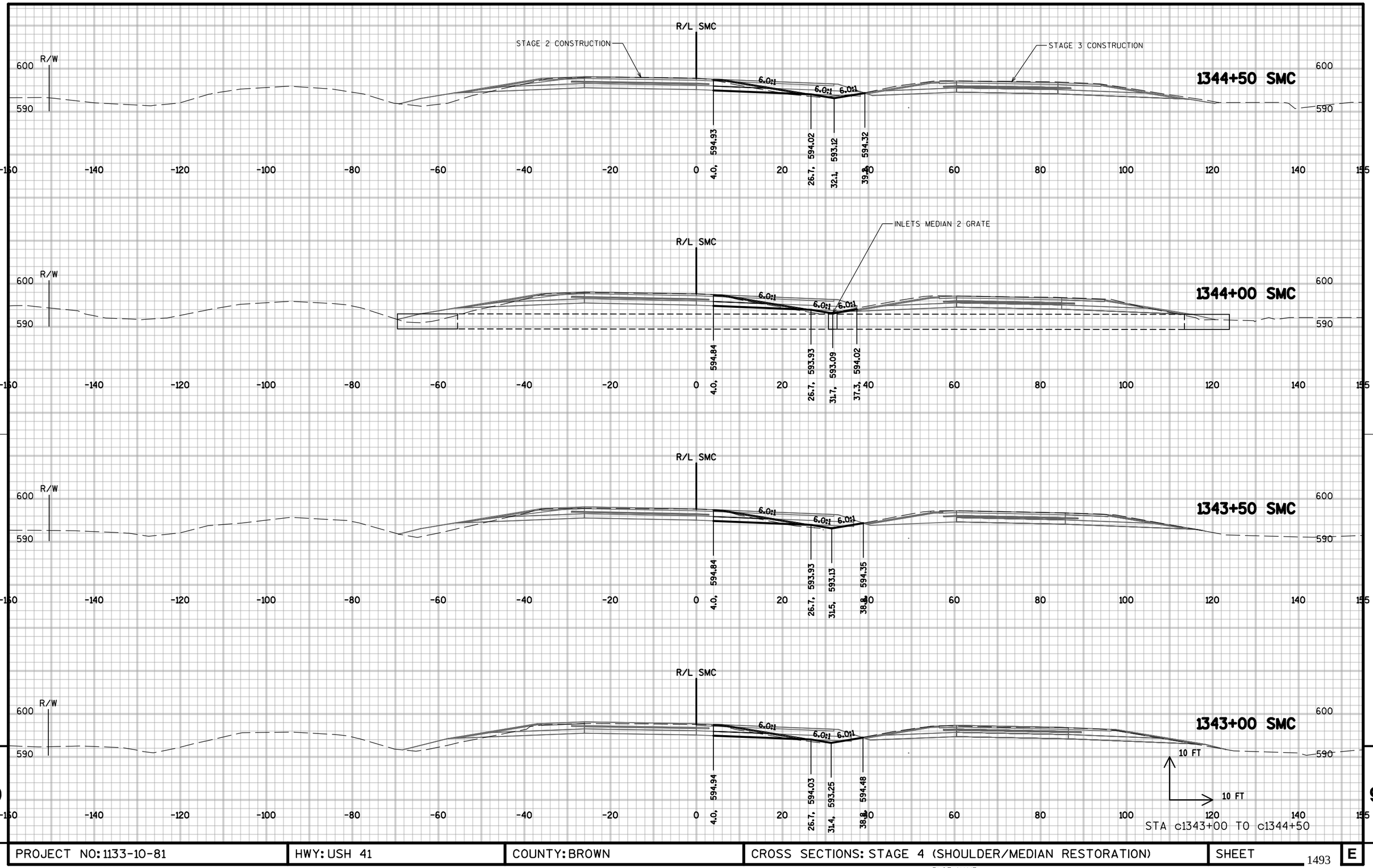
STA c1341+00 TO c1342+50

9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1492	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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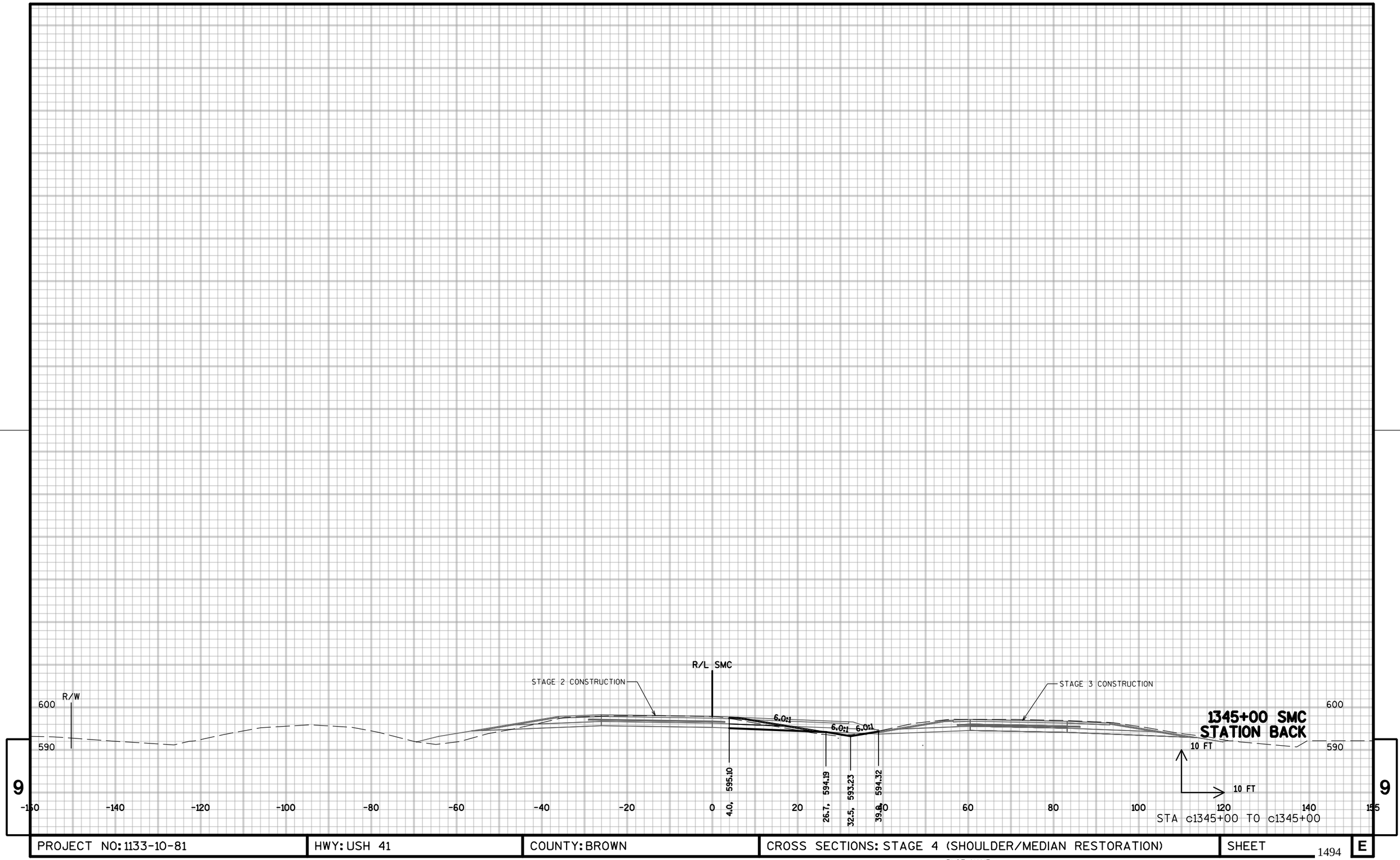
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1493	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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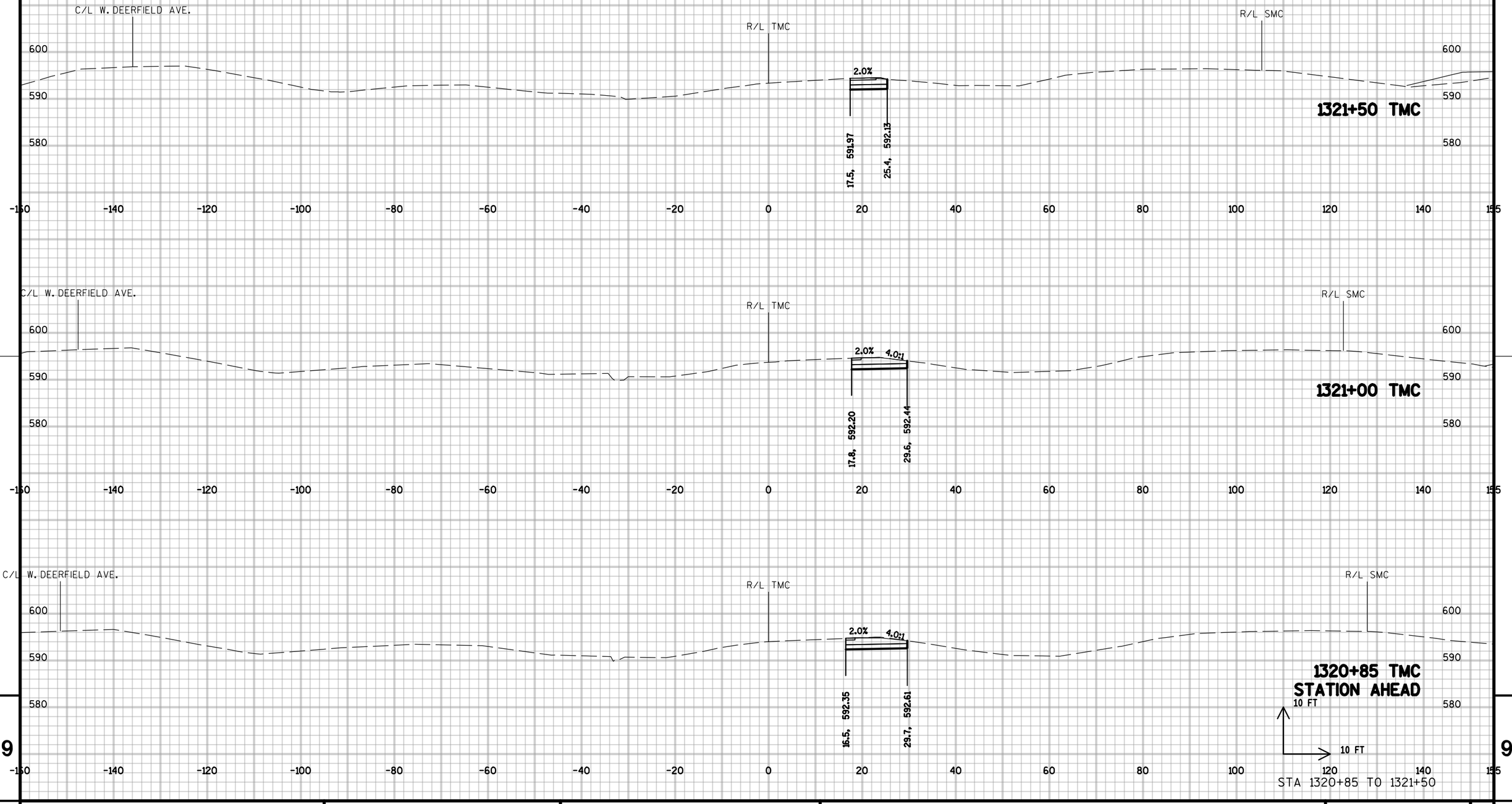
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: STAGE 4 (SHOULDER/MEDIAN RESTORATION)	SHEET 1494	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090206_xs_S4.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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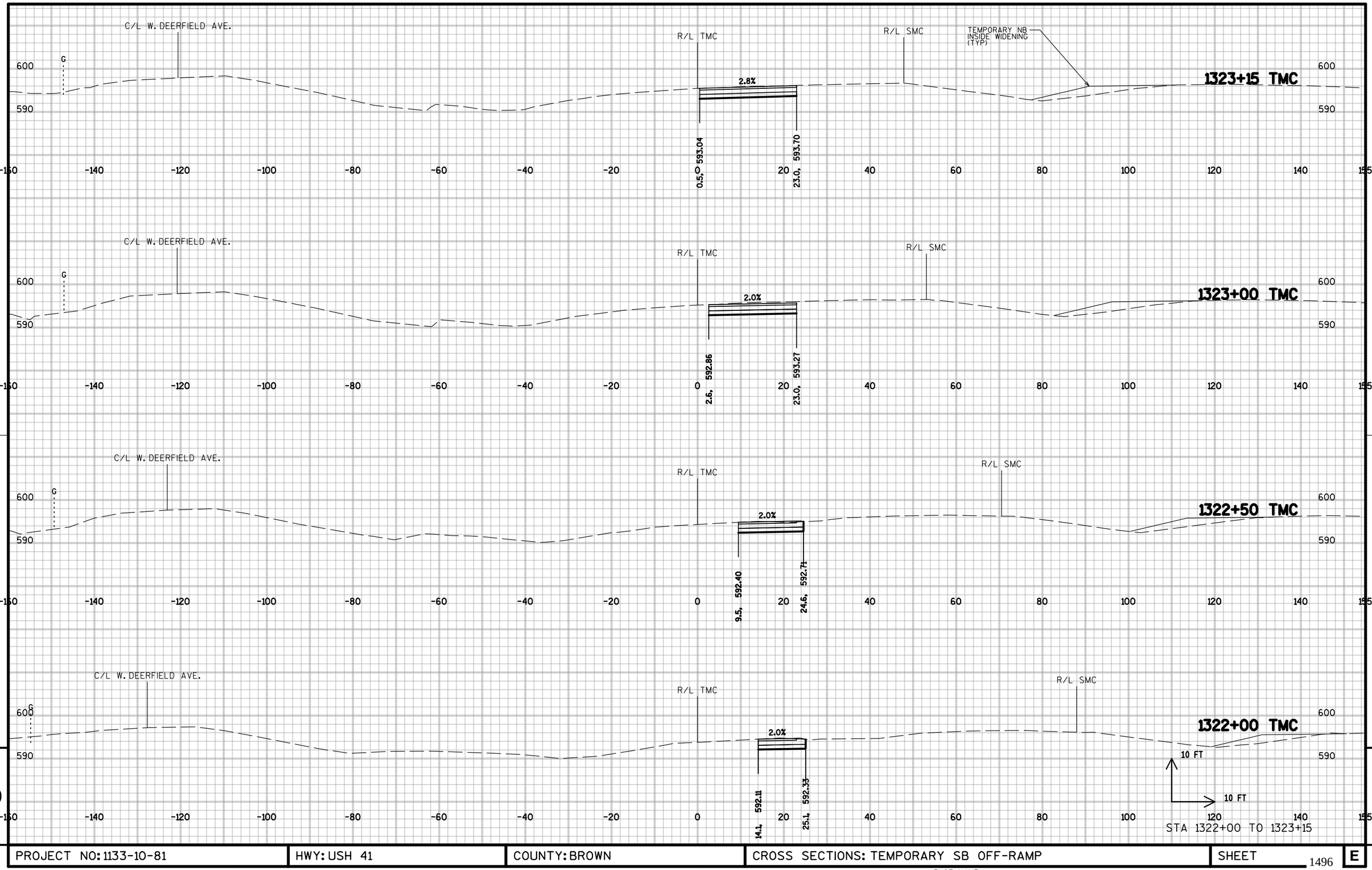
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY SB OFF-RAMP	SHEET 1495	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090203_xs_TMC.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

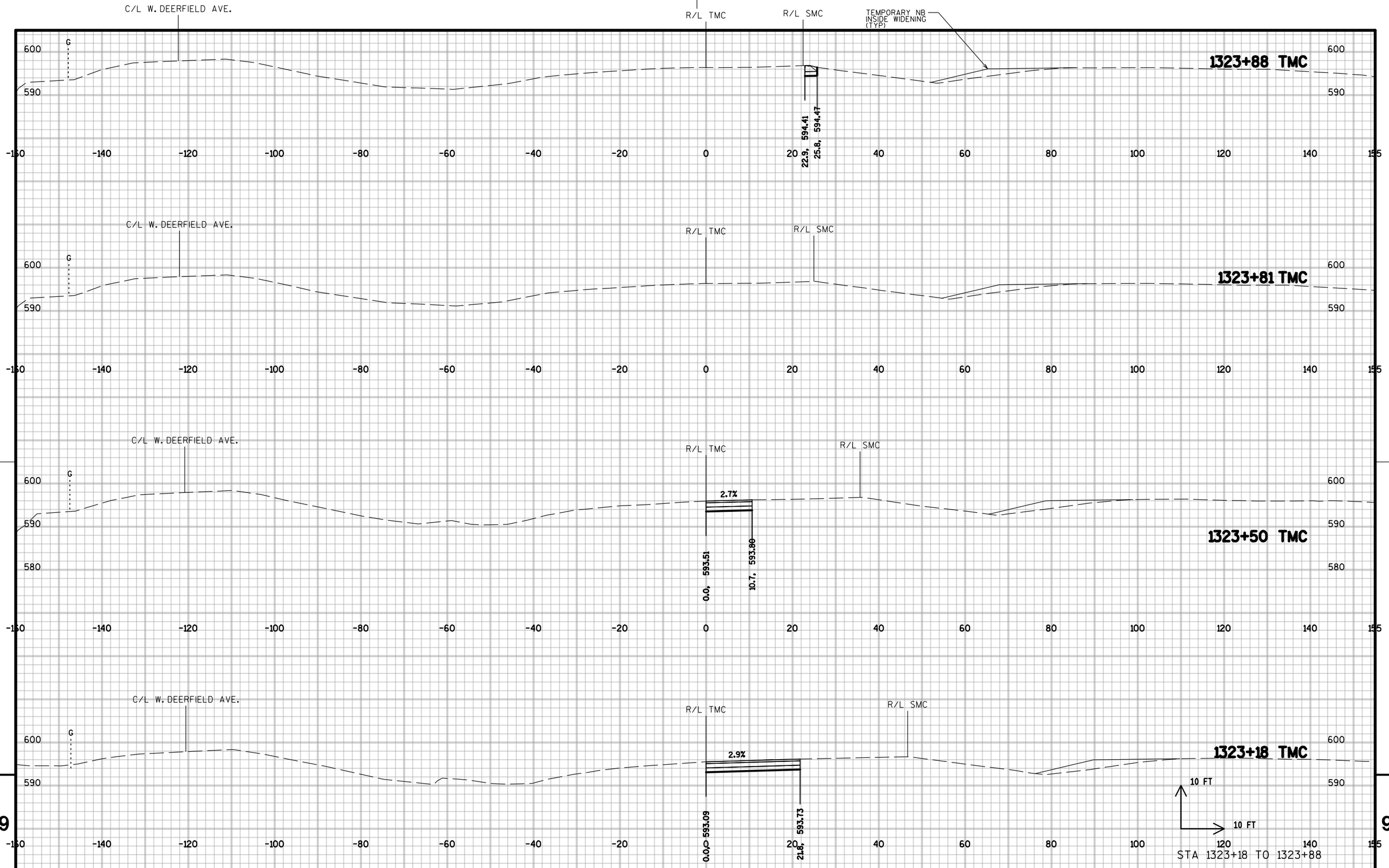


STA 1322+00 TO 1323+15

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY SB OFF-RAMP	SHEET 1496	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090203_xs_TMC.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

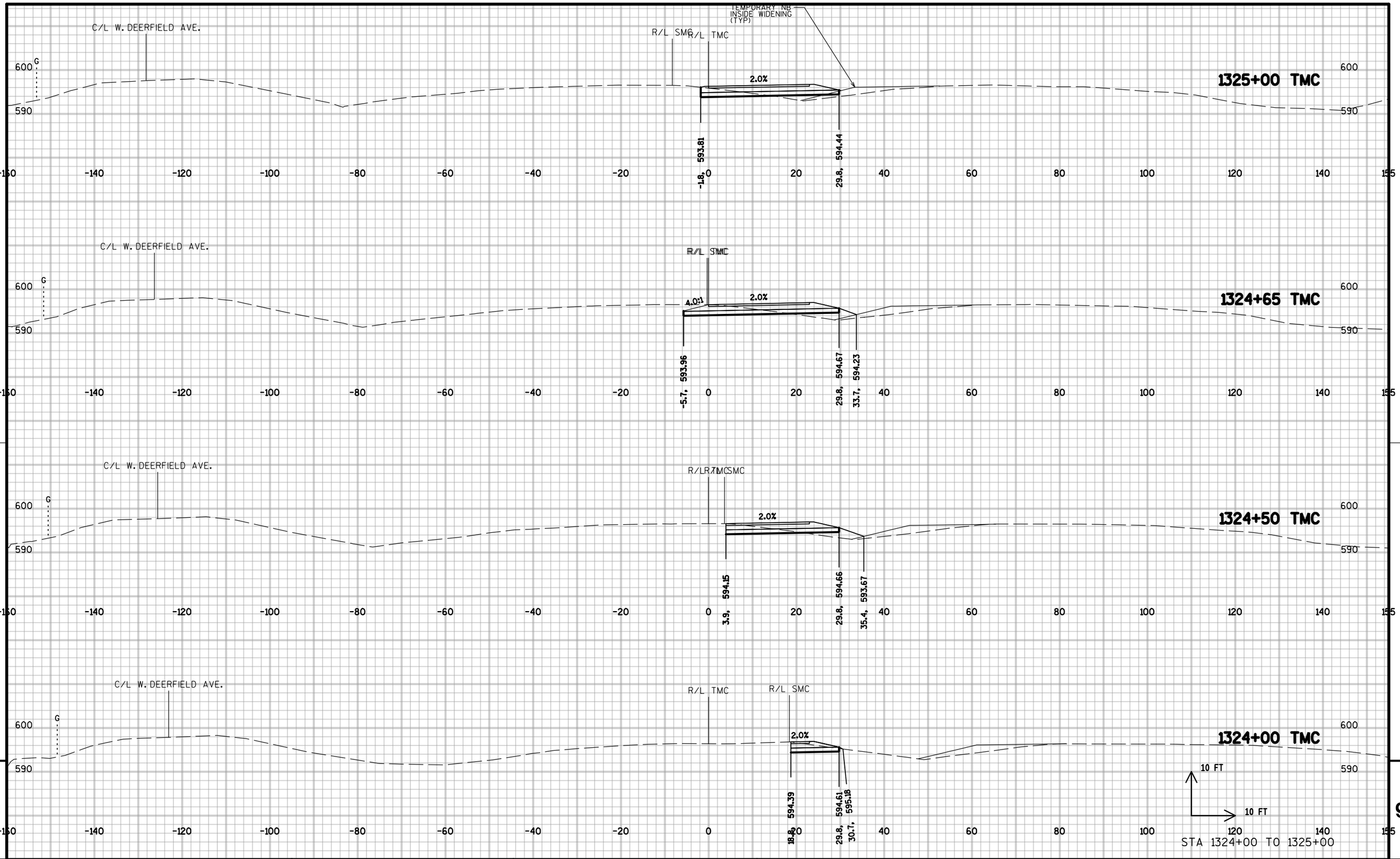
WISDOT/CADDS SHEET 21



PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY SB OFF-RAMP	SHEET 1497	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090203_xs_TMC.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

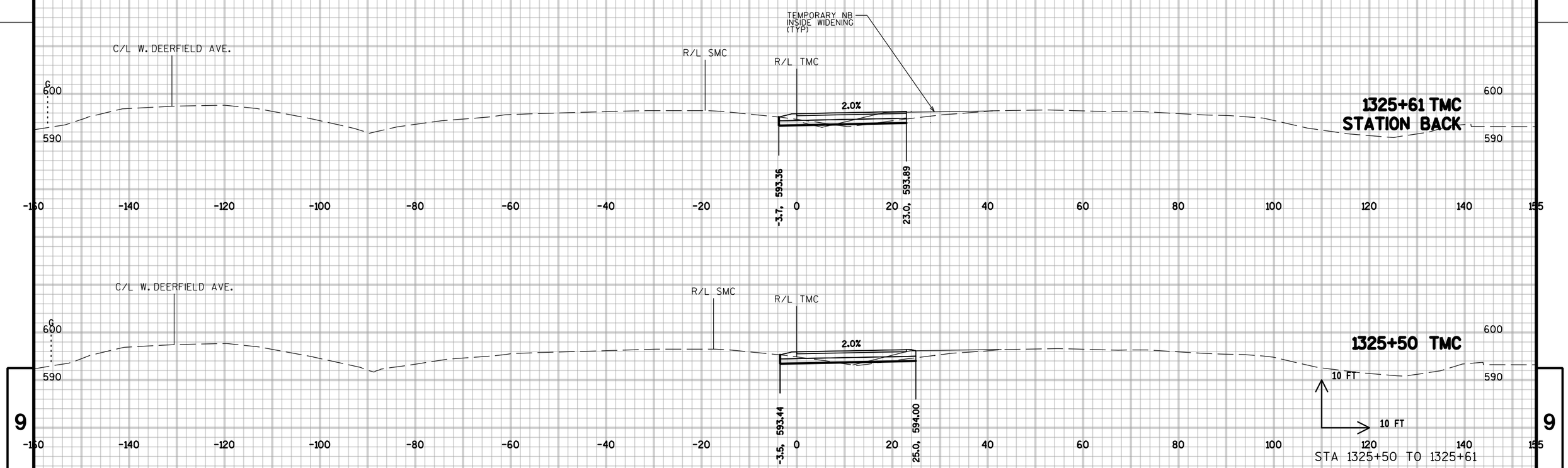


STA 1324+00 TO 1325+00

9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY SB OFF-RAMP	SHEET 1498	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090203_xs_TMC.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20



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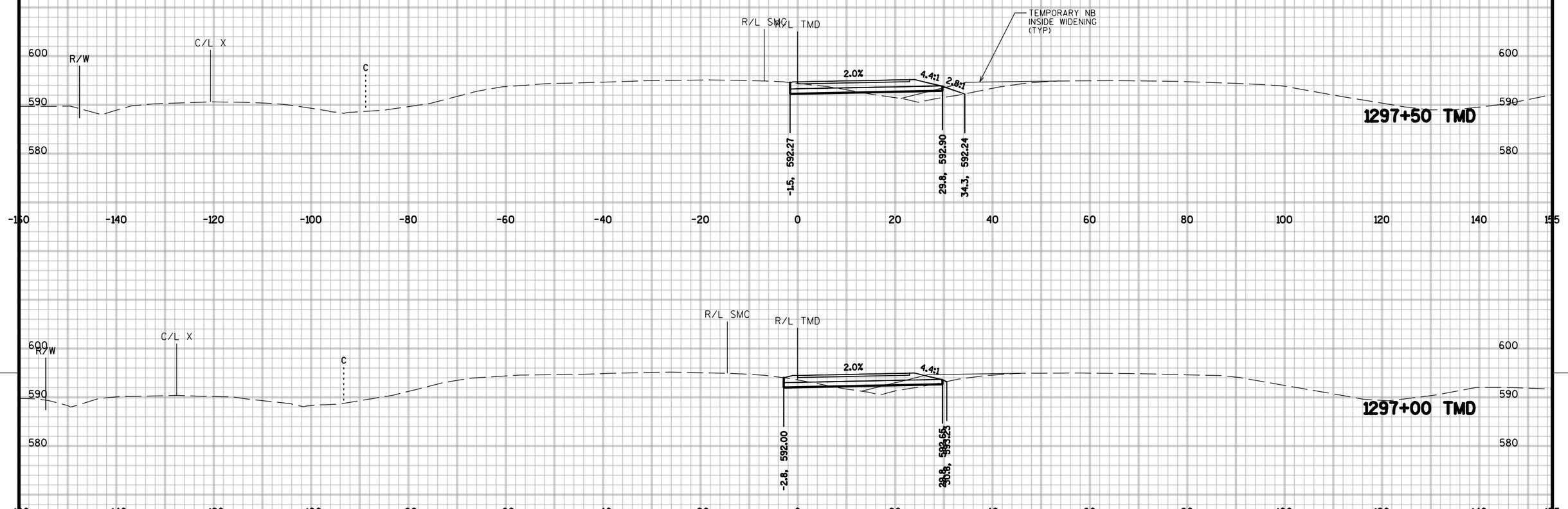
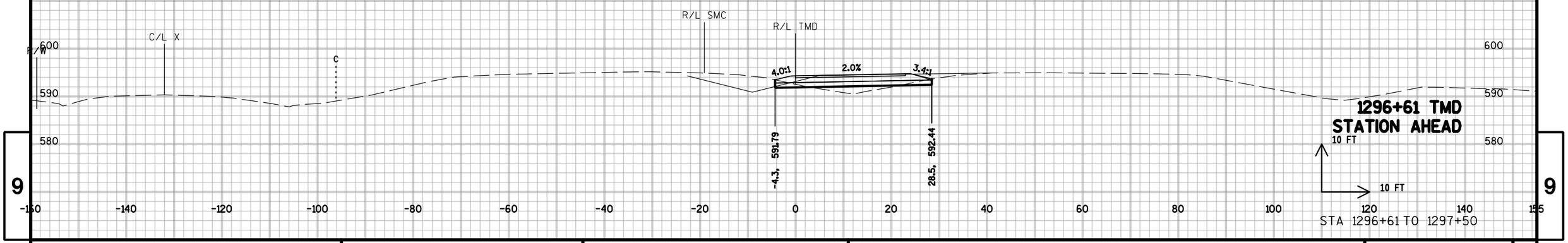
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY SB OFF-RAMP	SHEET 1499	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090203_xs_TMC.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





STA 1296+61 TO 1297+50

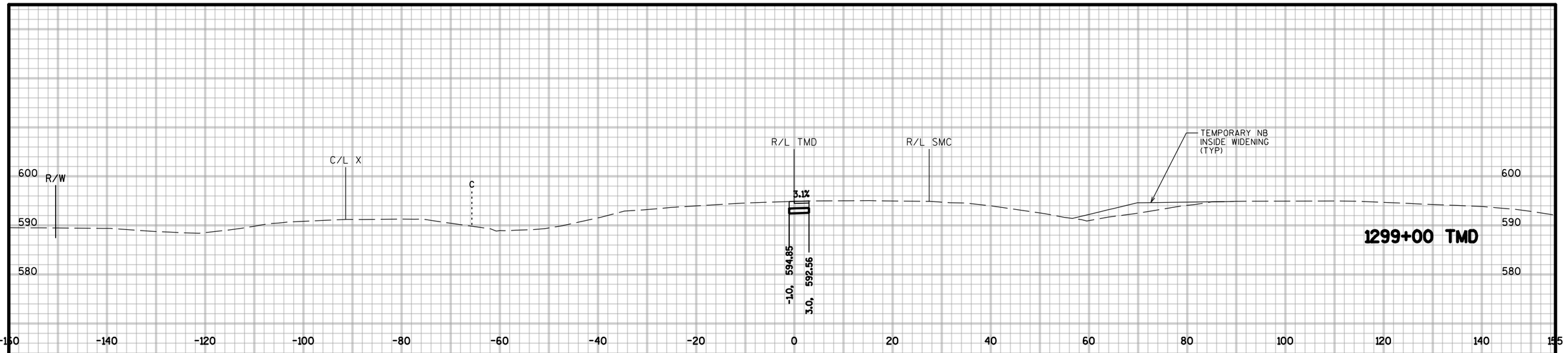
9

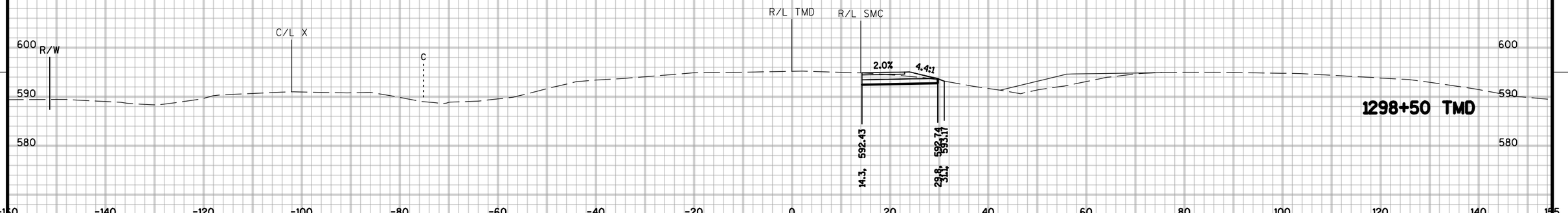
9

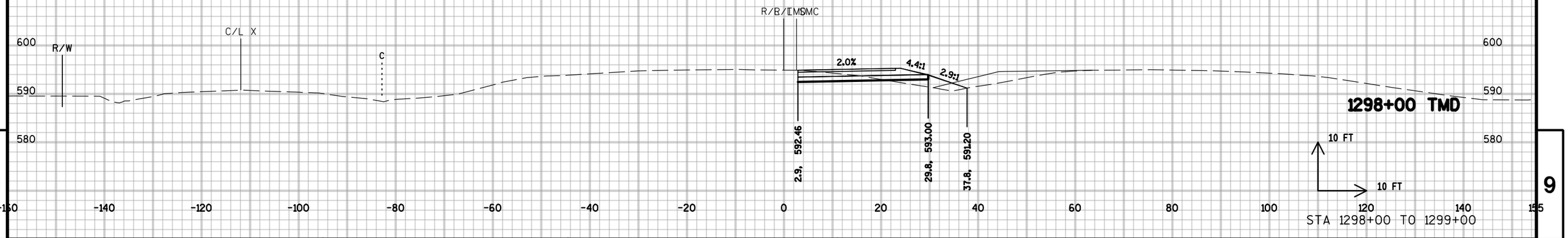
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY SB ON-RAMP	SHEET 1500	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090202_xs_TMD.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 1298+00 TO 1299+00

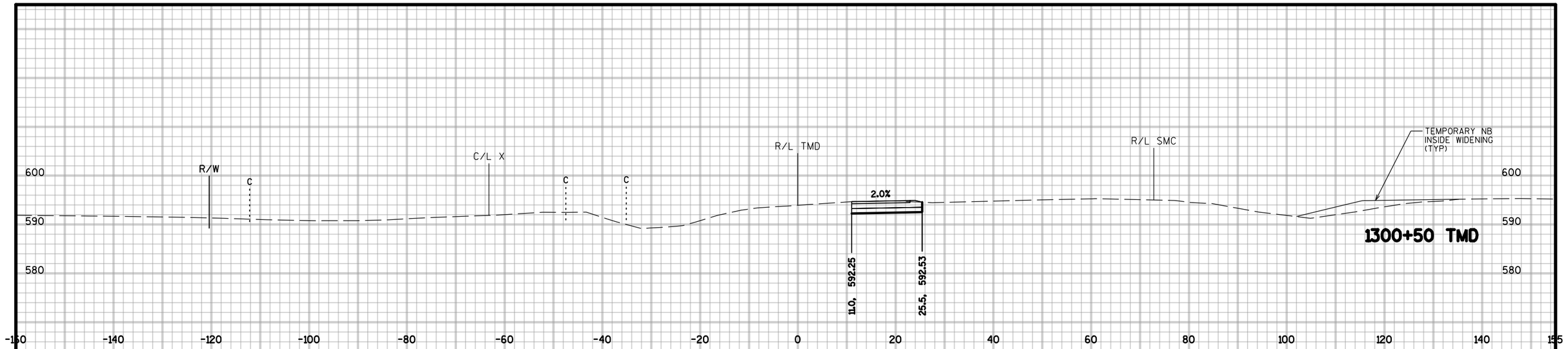
9

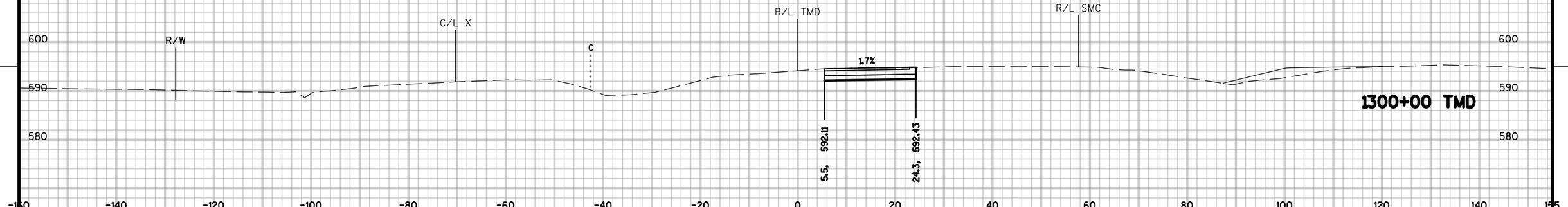
9

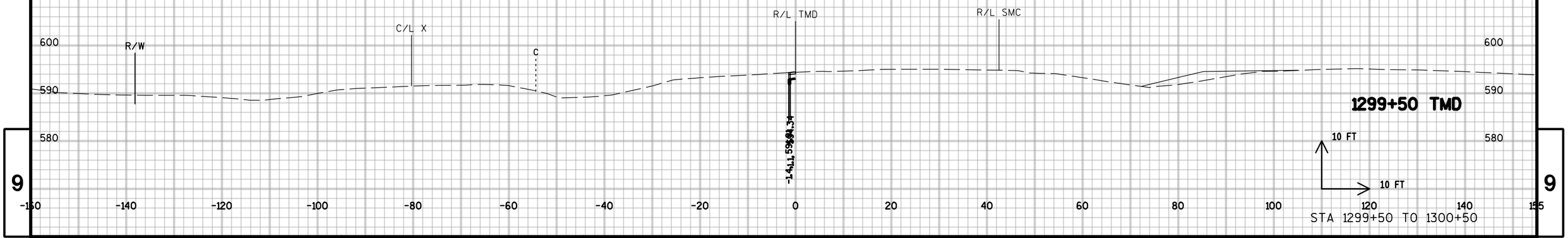
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY SB ON-RAMP	SHEET 1501	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090202_xs_TMD.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





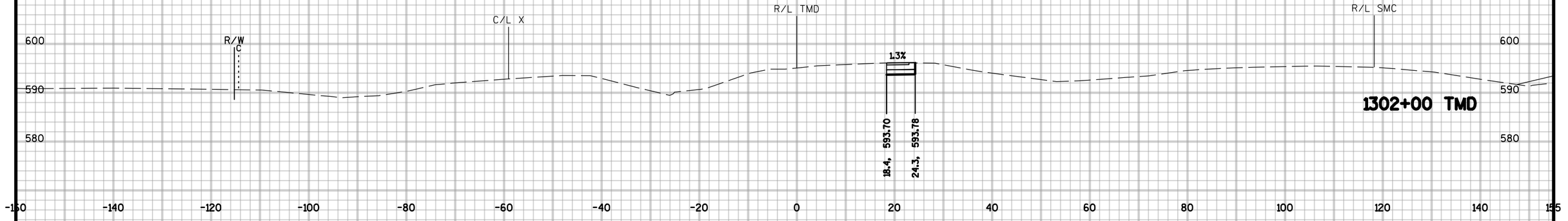


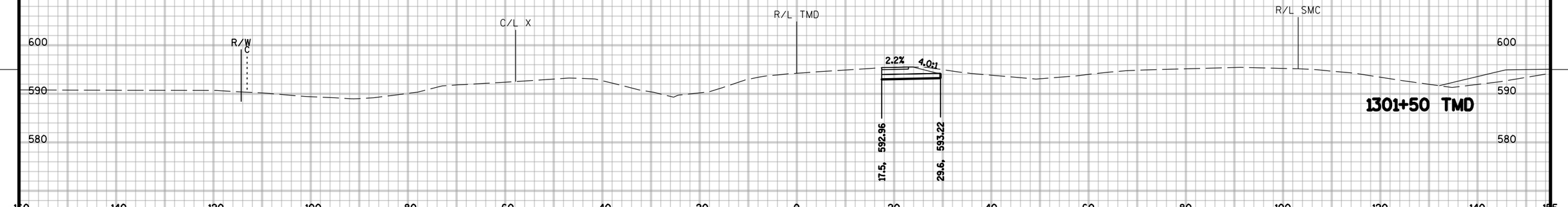
STA 1299+50 TO 1300+50

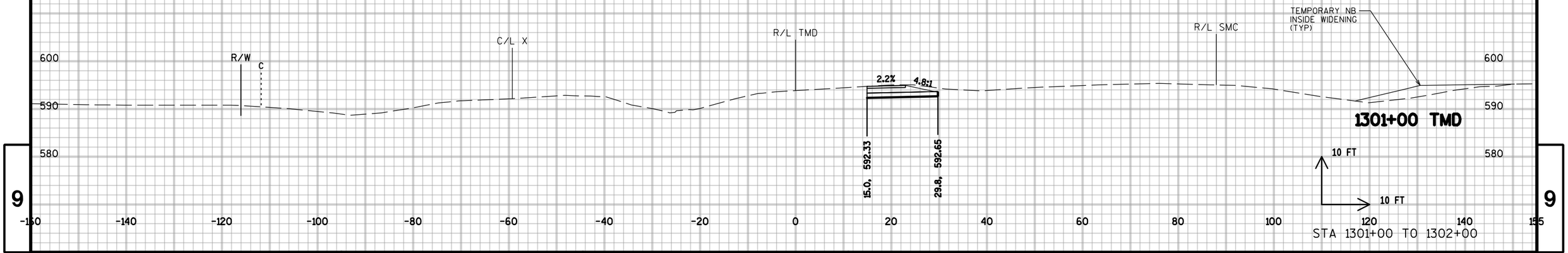
9 9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY SB ON-RAMP	SHEET 1502	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090202_xs_TMD.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20







STA 1301+00 TO 1302+00

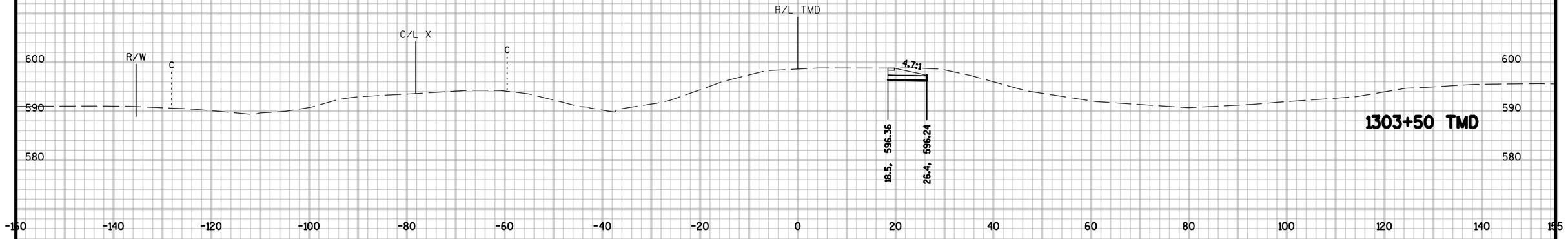
9

9

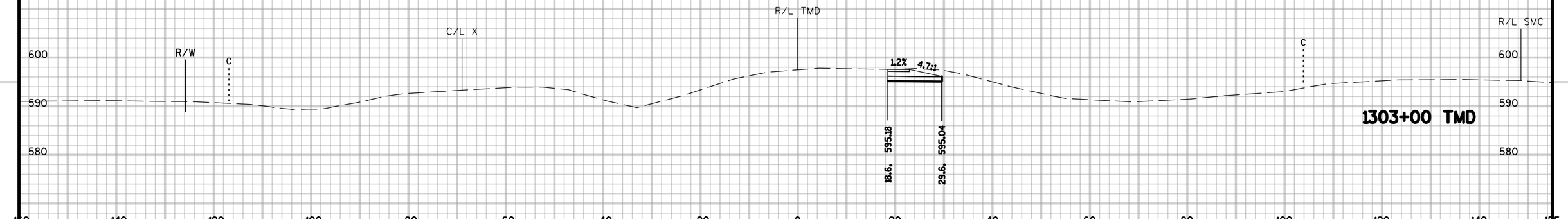
PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY SB ON-RAMP	SHEET 1503	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090202_xs_TMD.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

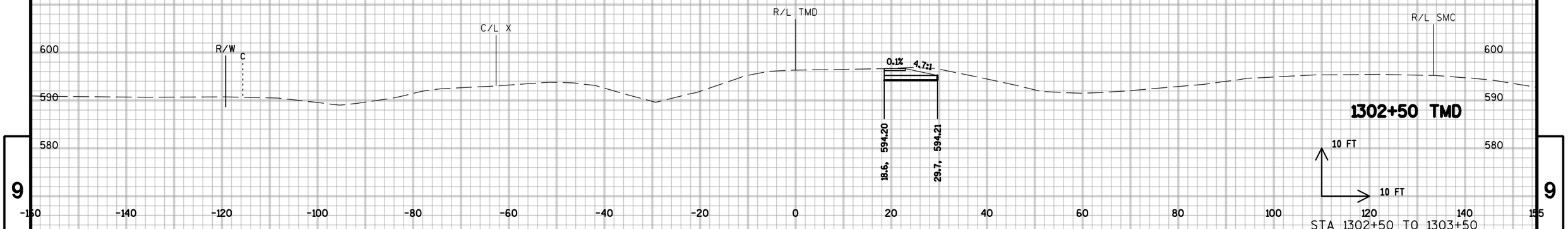
WISDOT/CADDS SHEET 21



1303+50 TMD



1303+00 TMD



1302+50 TMD

STA 1302+50 TO 1303+50

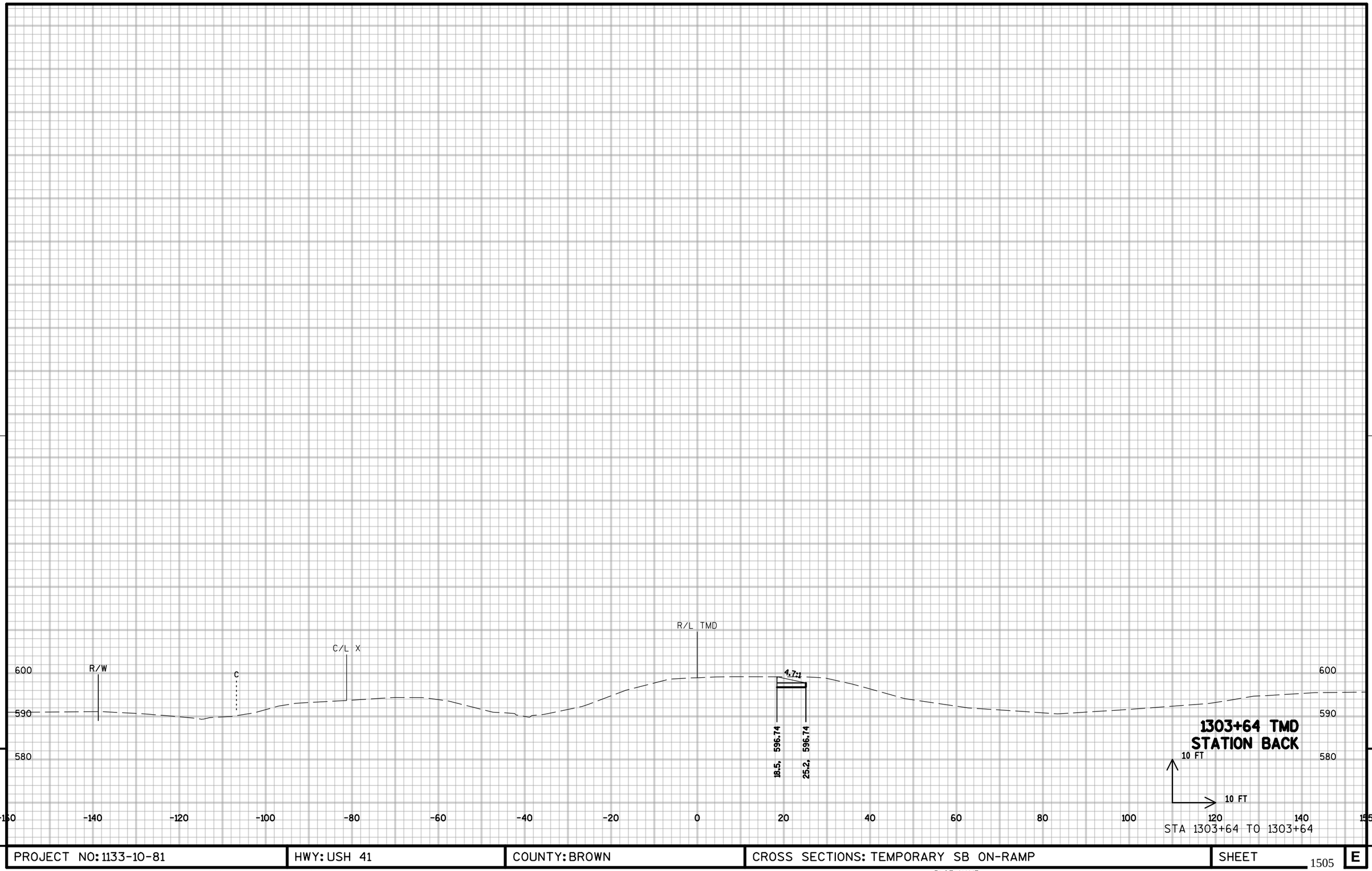
9

9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY SB ON-RAMP	SHEET 1504	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-81_090202_xs_TMD.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



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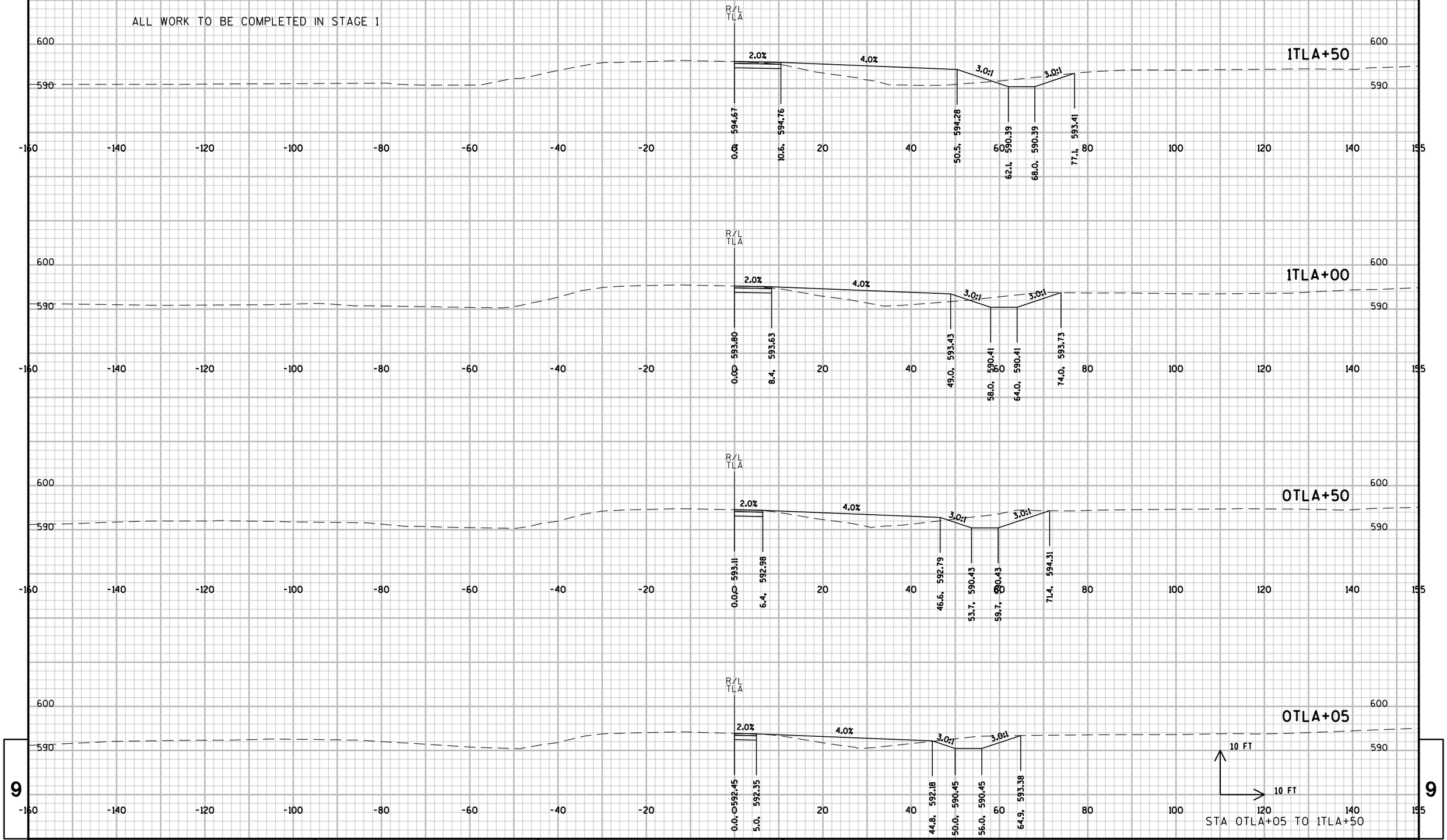
9

PROJECT NO: 1133-10-81	HWY: USH 41	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY SB ON-RAMP	SHEET 1505	E

ALL WORK TO BE COMPLETED IN STAGE 1



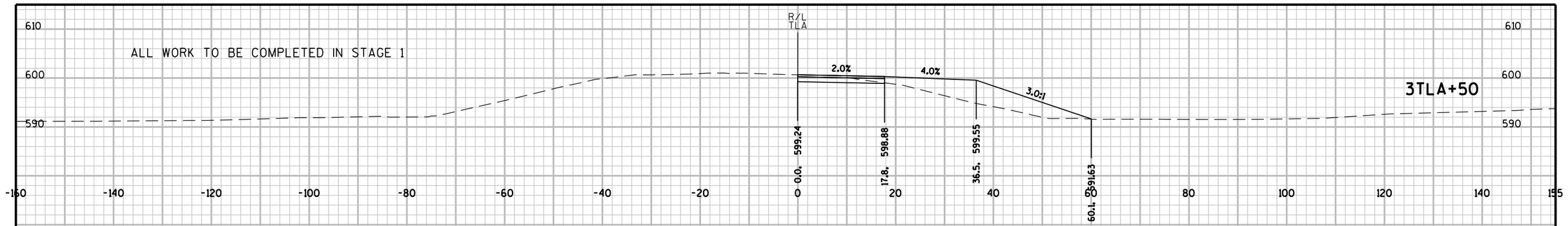
STA OTLA+05 TO 1TLA+50

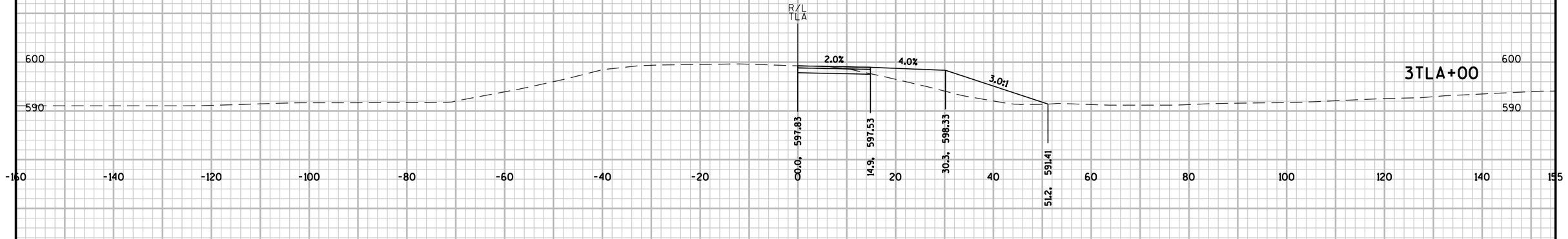
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY LINEVILLE EB TO WEST DEERFIELD	SHEET 1506	E

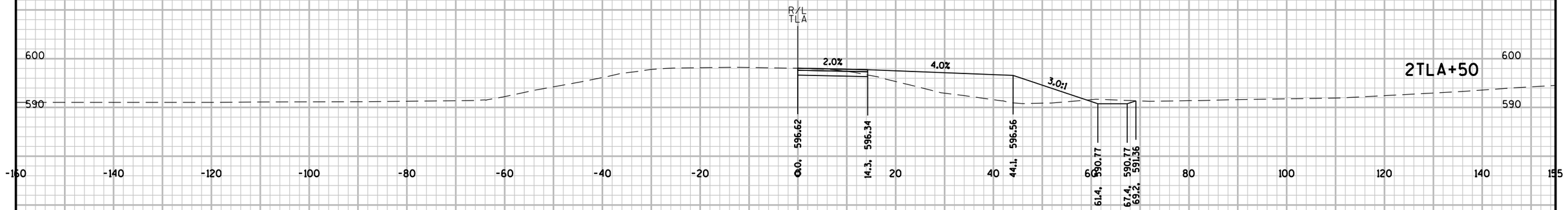
FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090202_xs_TLA.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

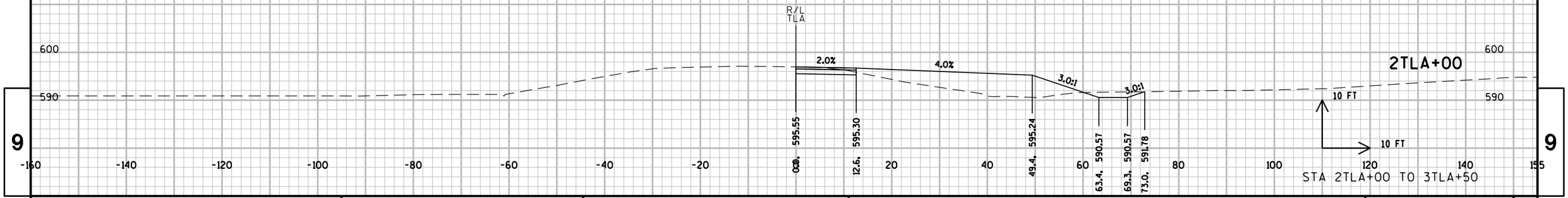
WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1









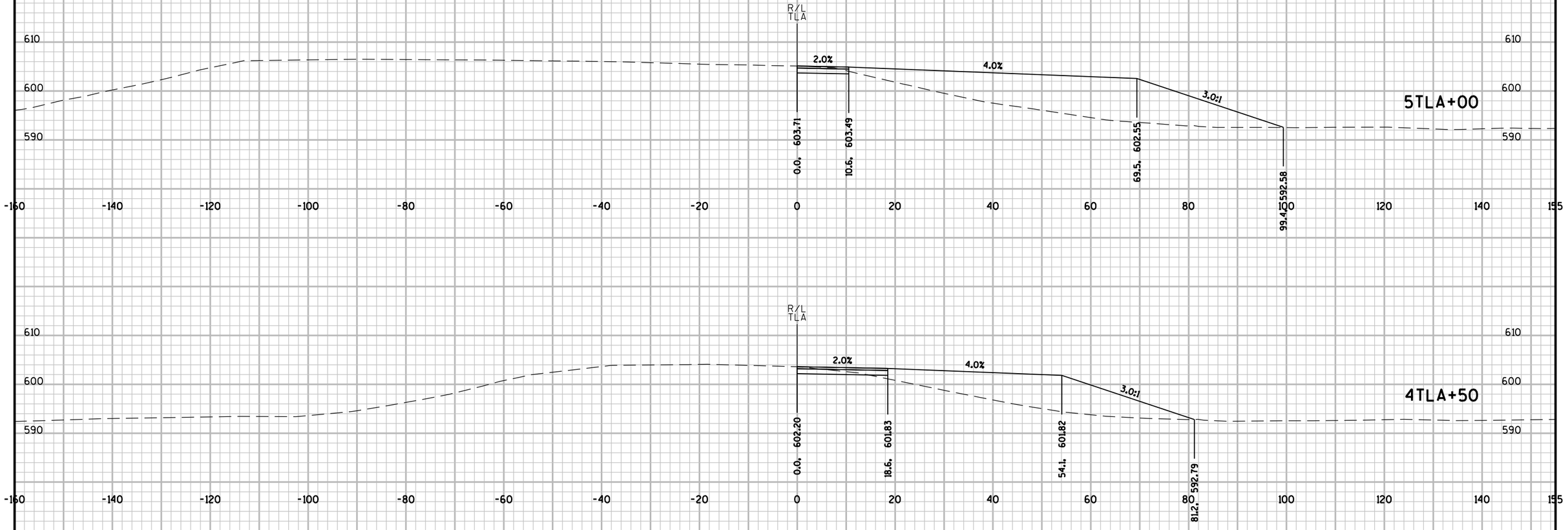
STA 2TLA+00 TO 3TLA+50

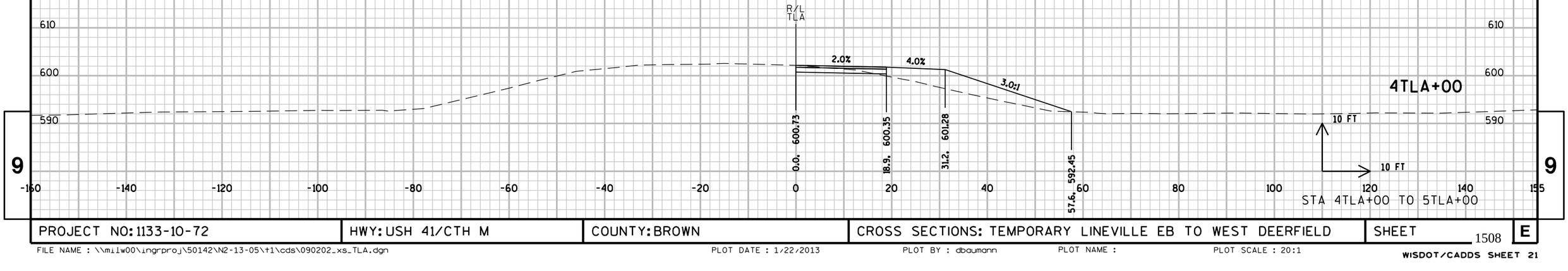
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY LINEVILLE EB TO WEST DEERFIELD	SHEET 1507	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090202_xs_TLA.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1





STA 4TLA+00 TO 5TLA+00

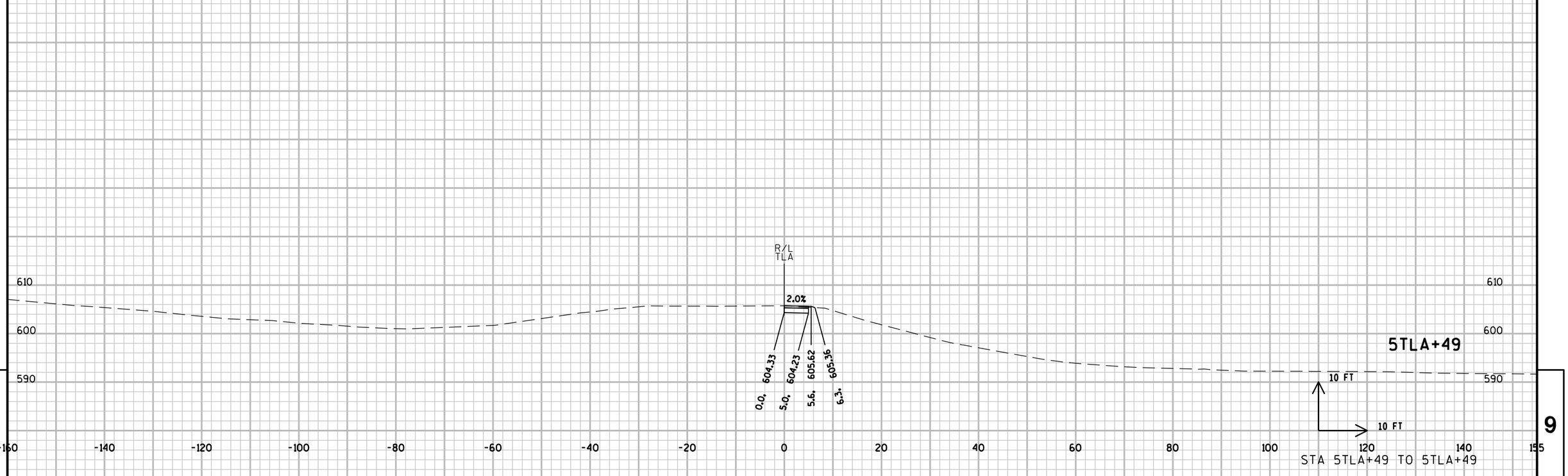
9 9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY LINEVILLE EB TO WEST DEERFIELD	SHEET 1508	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090202_xs_TLA.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1

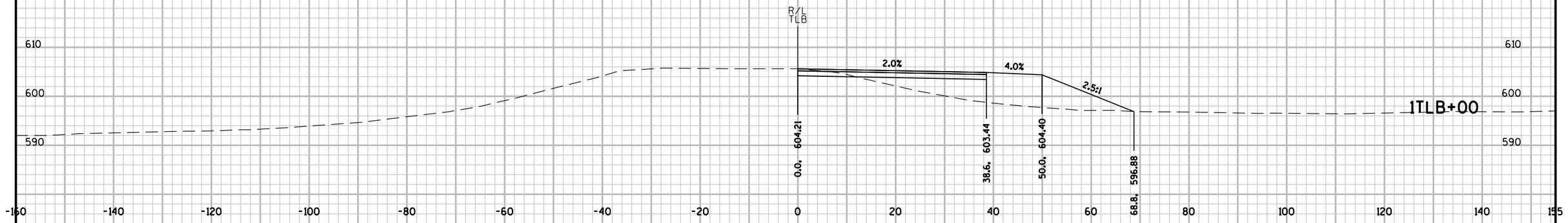


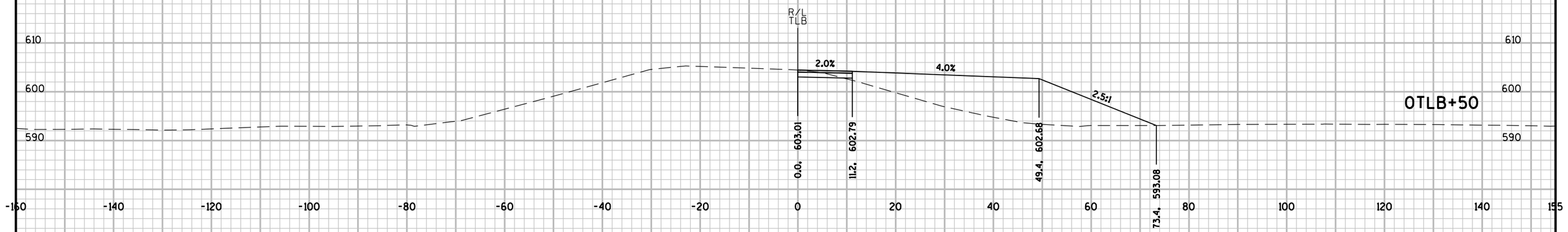
9

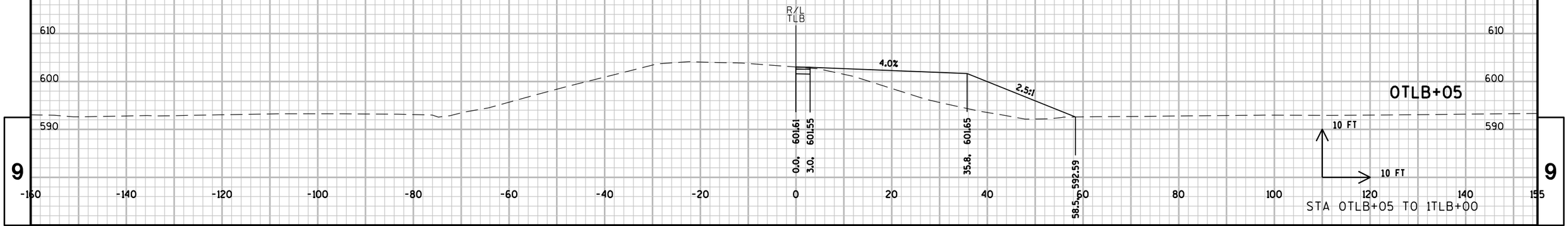
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY LINEVILLE EB TO WEST DEERFIELD	SHEET 1509	E

ALL WORK TO BE COMPLETED IN STAGE 1







STA 0TLB+05 TO 1TLB+00

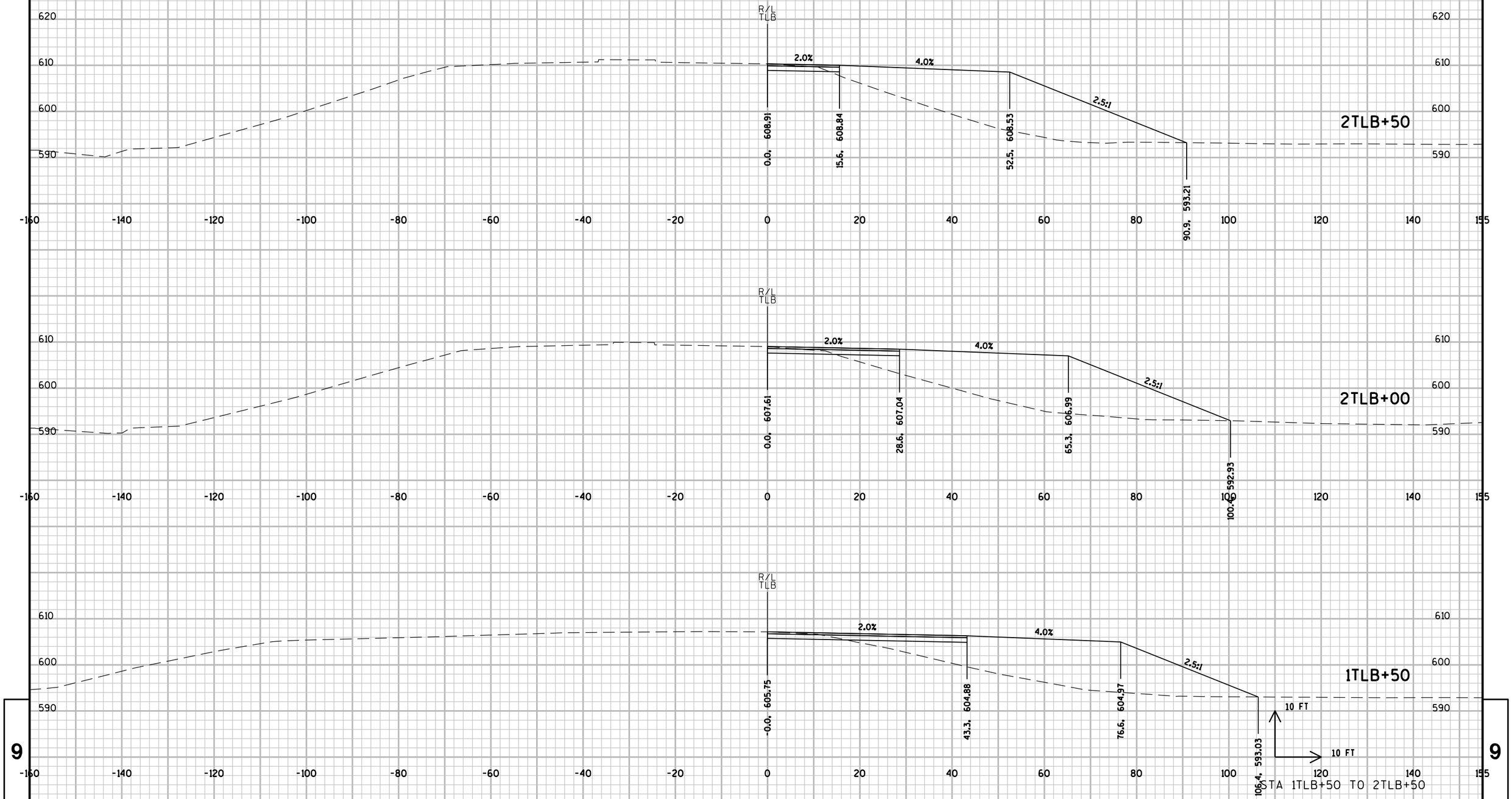
9 9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY WEST DEERFIELD TO MD RAMP	SHEET 1510	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090203_xs_TLB.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



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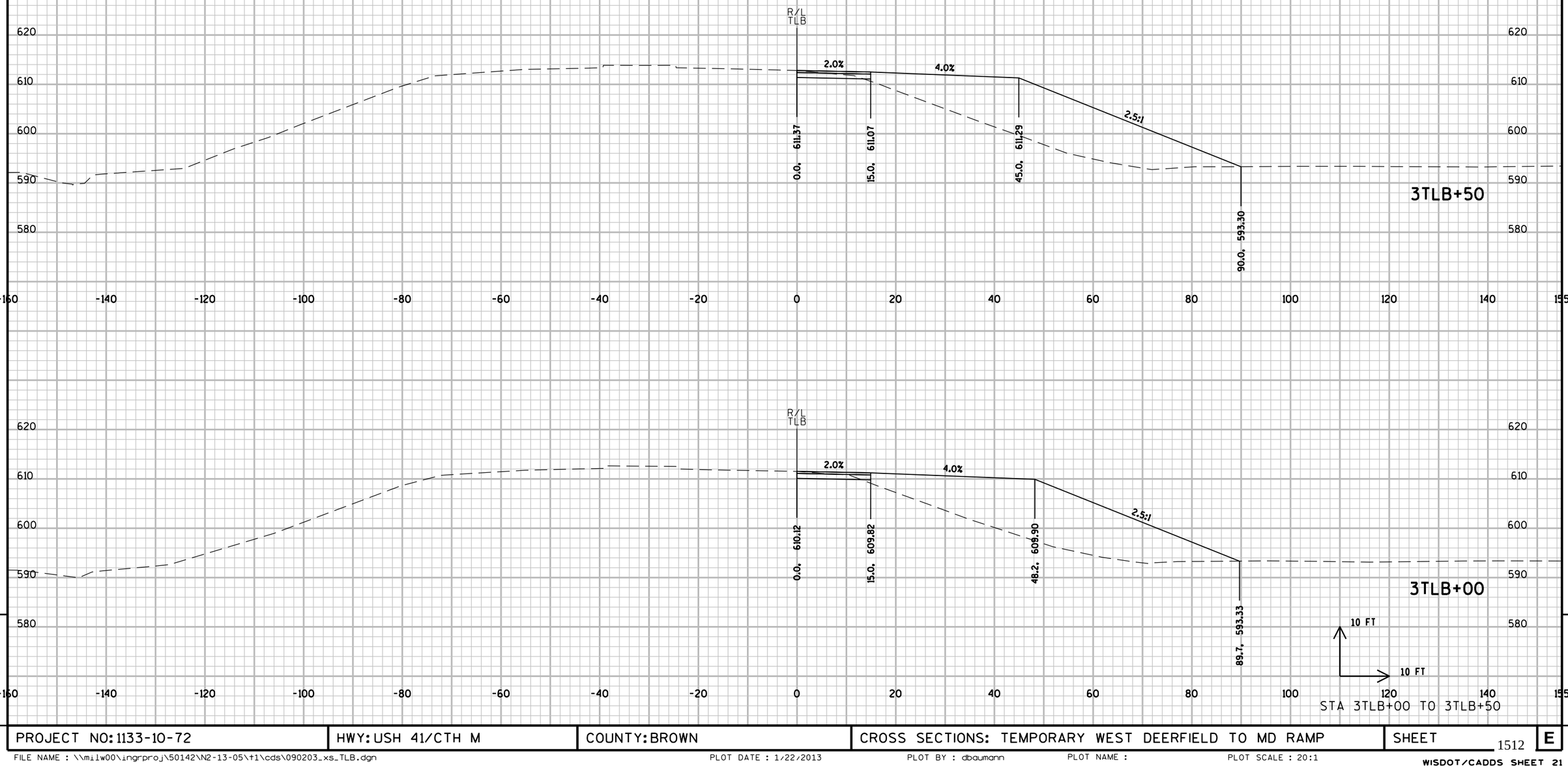
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY WEST DEERFIELD TO MD RAMP	SHEET 1511	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090203_xs_TLB.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



STA 3TLB+00 TO 3TLB+50

9

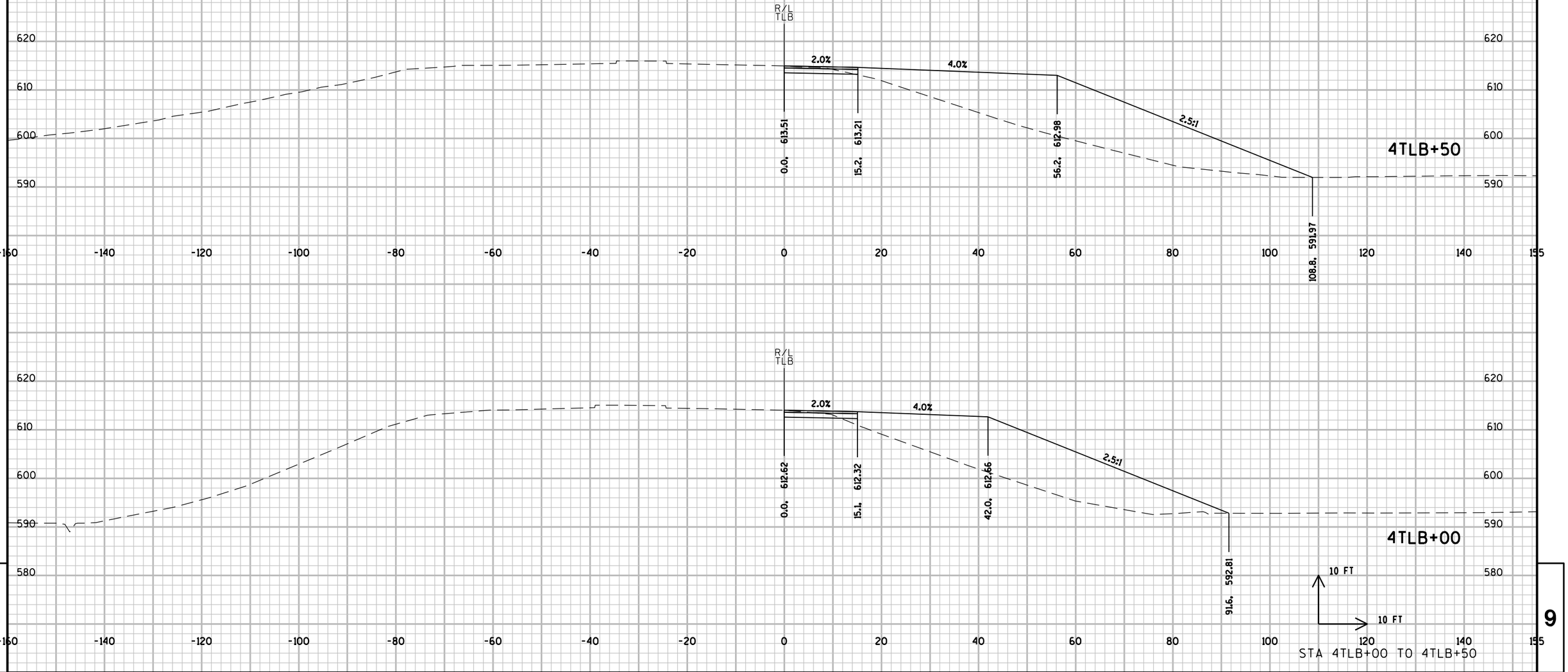
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY WEST DEERFIELD TO MD RAMP	SHEET 1512	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090203_xs_TLB.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



STA 4TLB+00 TO 4TLB+50

9

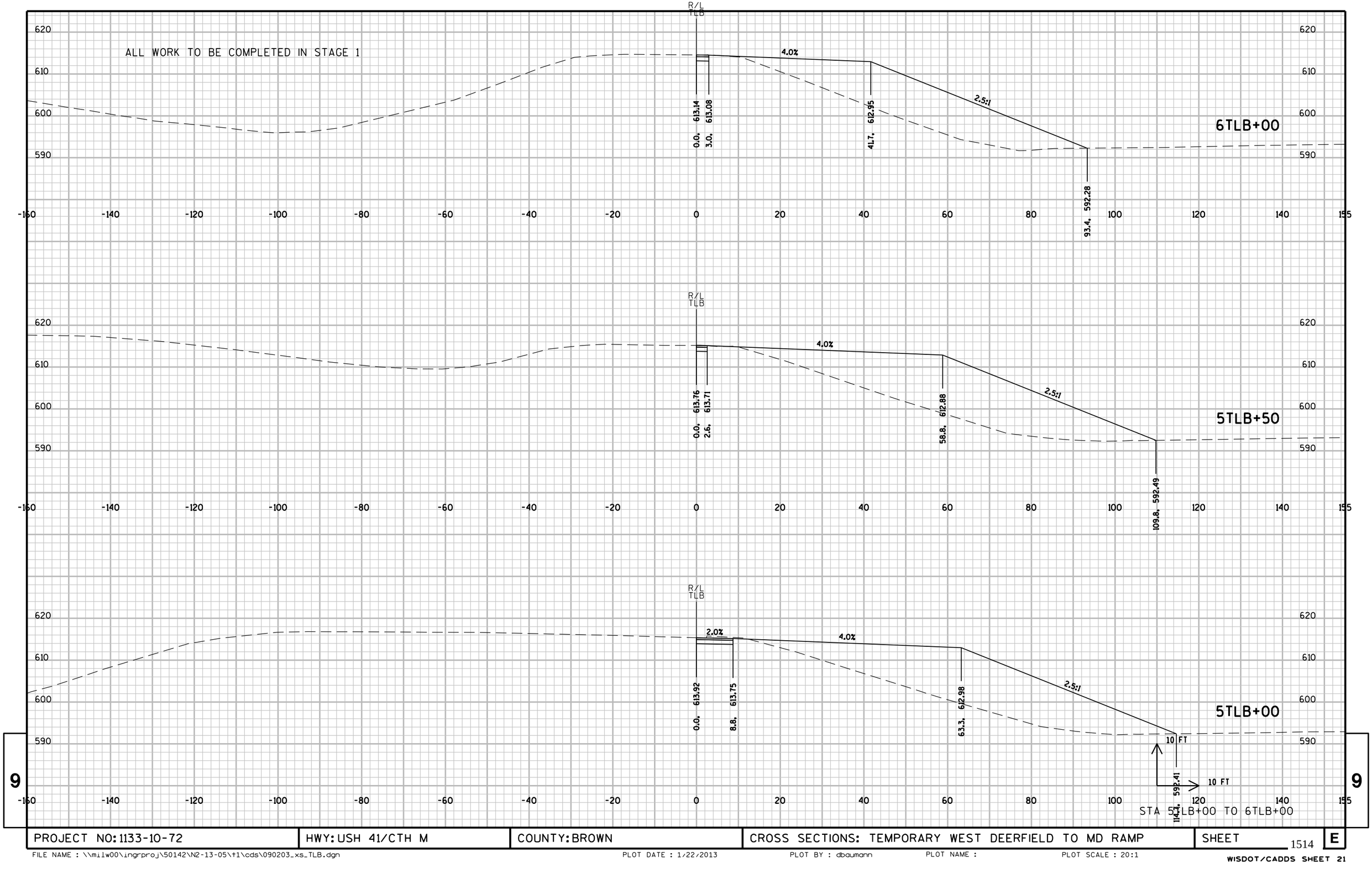
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY WEST DEERFIELD TO MD RAMP	SHEET 1513	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090203_xs_TLB.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



STA 5TLB+00 TO 6TLB+00

9

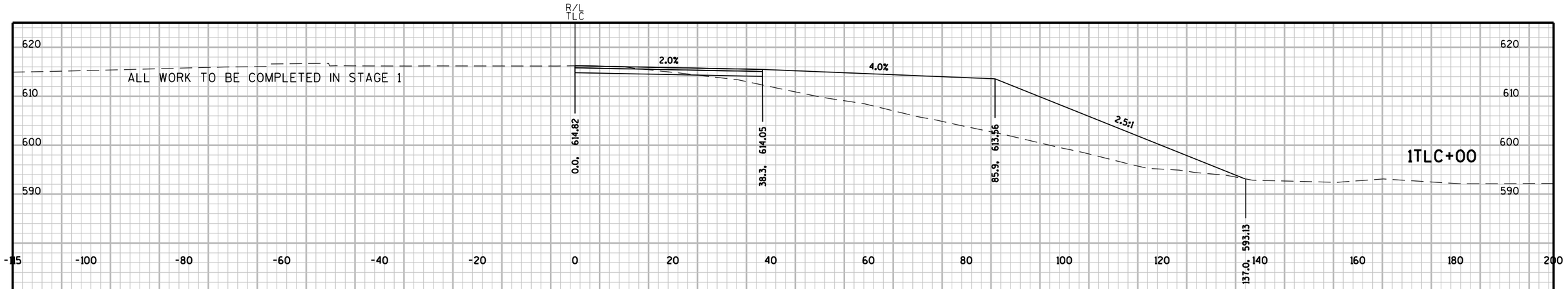
9

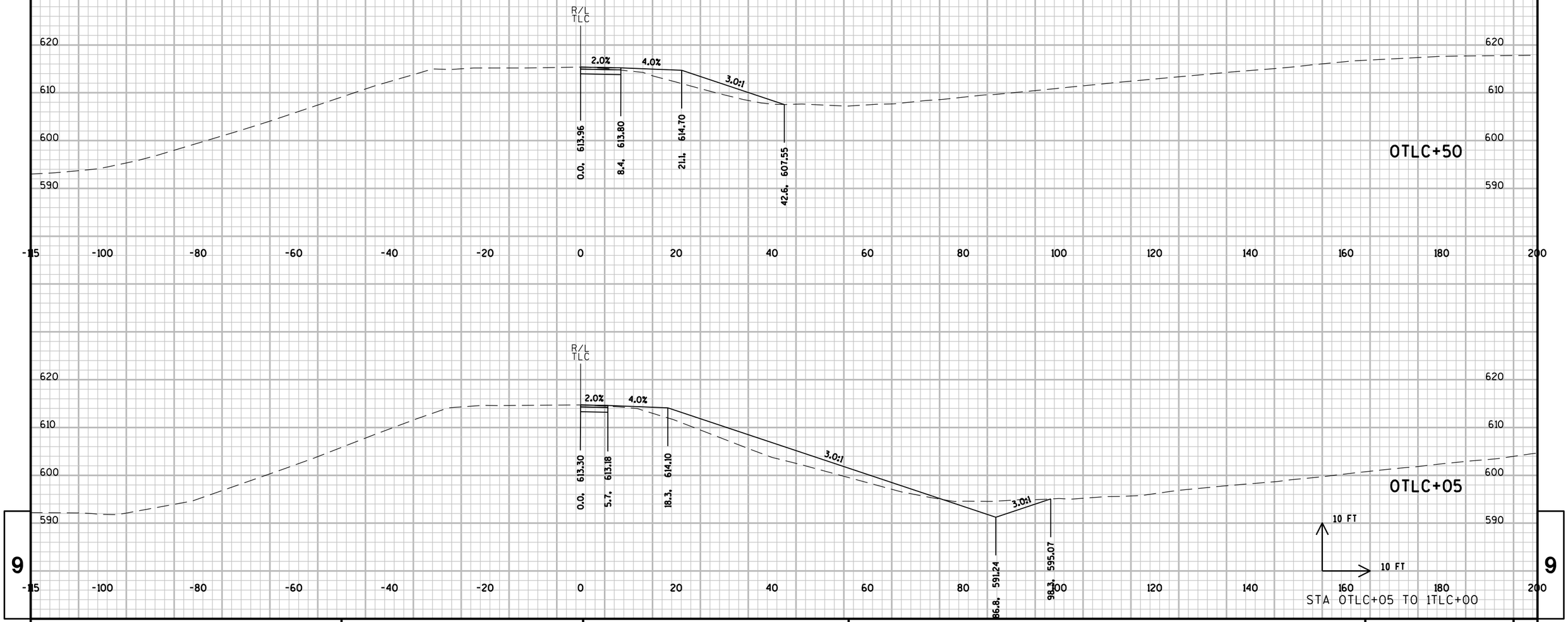
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY WEST DEERFIELD TO MD RAMP	SHEET	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090203_xs_TLB.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1





9

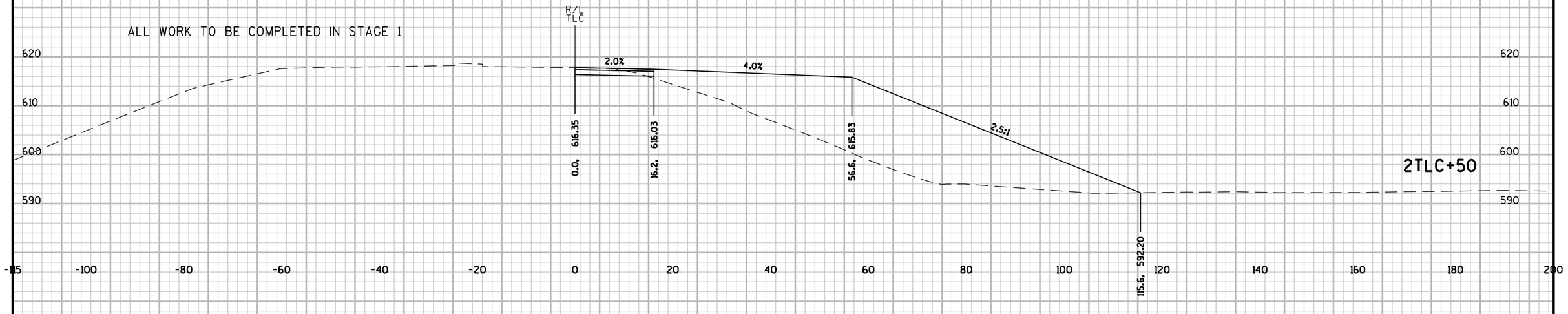
9

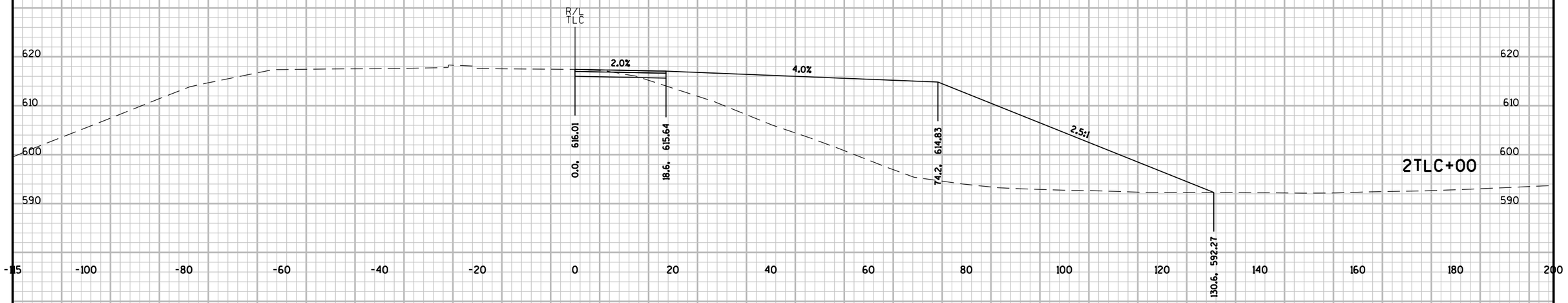
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY MD RAMP TO LINEVILLE EB	SHEET 1515	E

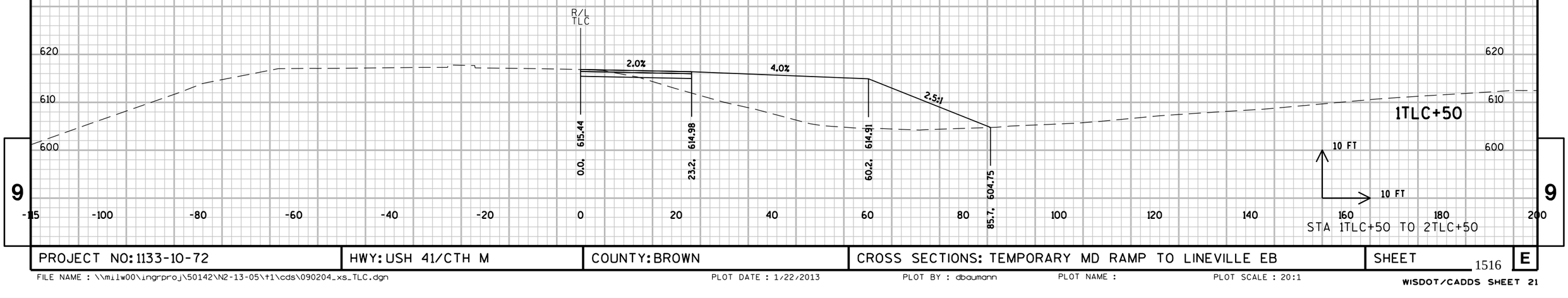
FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090204_xs_TLC.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1







STA 1TLC+50 TO 2TLC+50

9

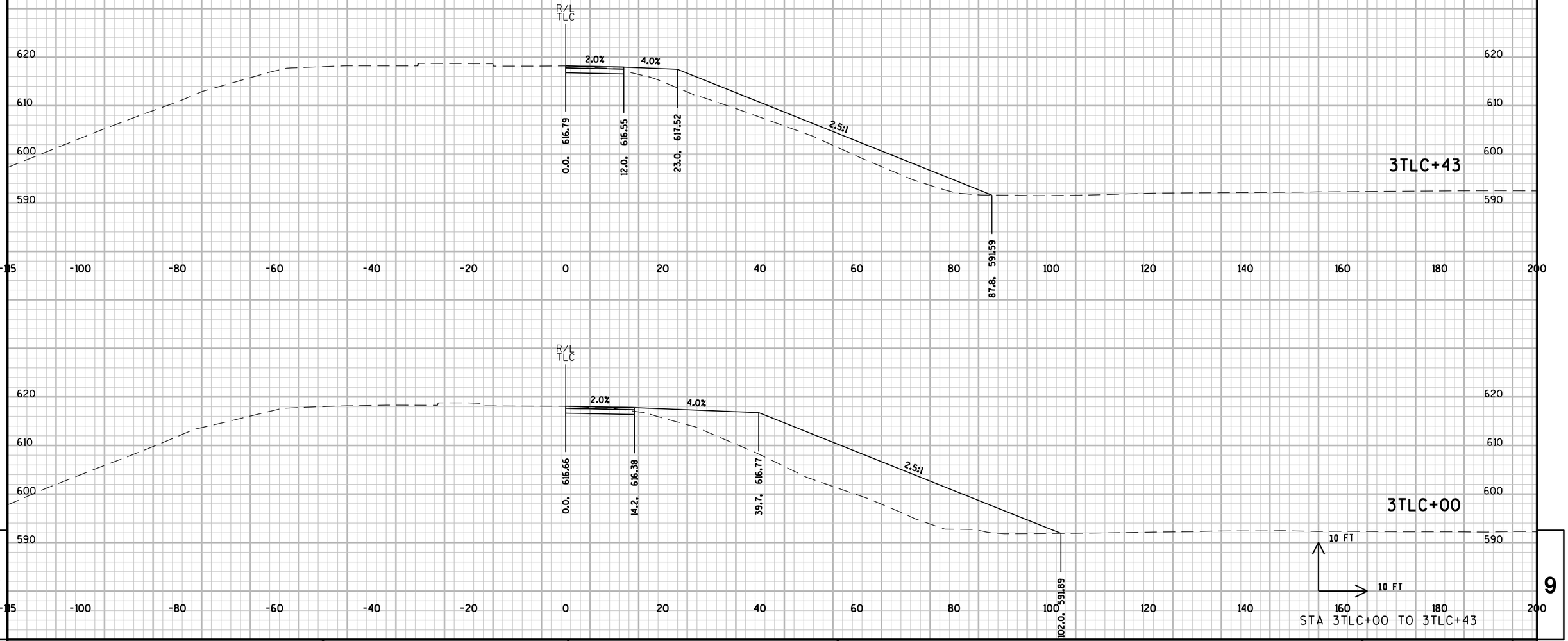
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY MD RAMP TO LINEVILLE EB	SHEET 1516	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090204_xs_TLC.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



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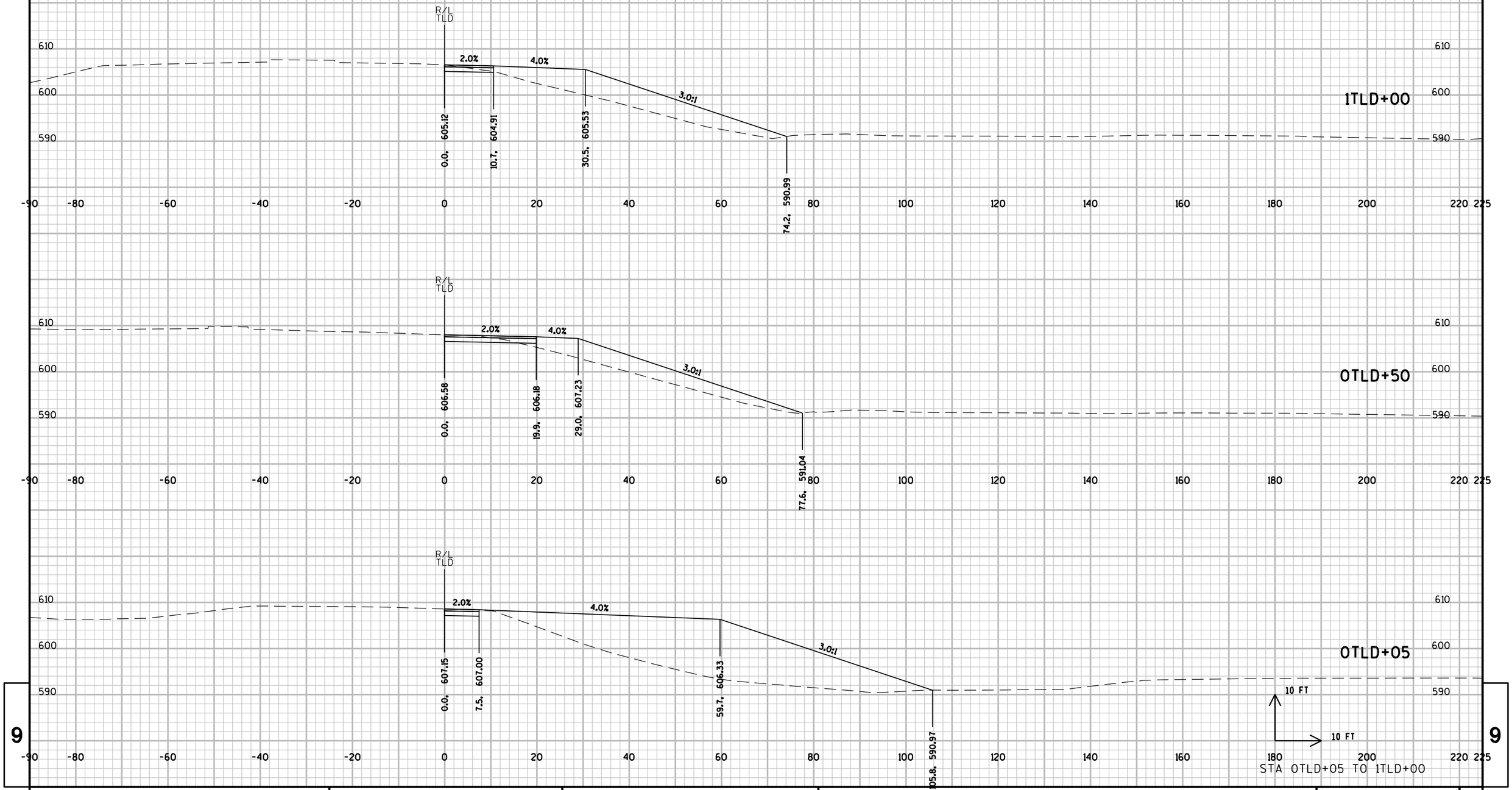
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY MD RAMP TO LINEVILLE EB	SHEET 1517	E

ALL WORK TO BE COMPLETED IN STAGE 1



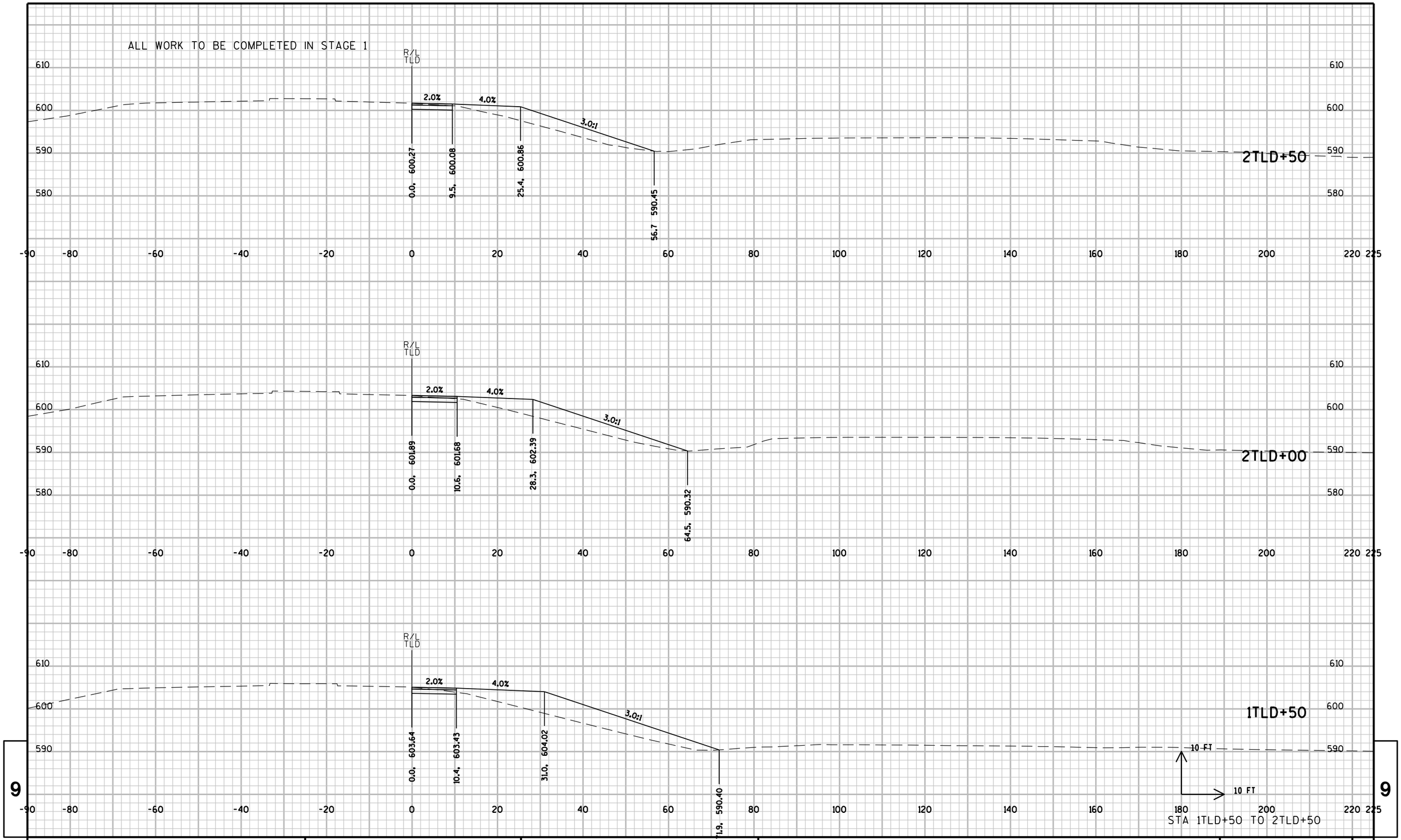
STA OTLD+05 TO 1TLD+00

9

9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY RAMP A TO EAST DEERFIELD	SHEET 1518	E

ALL WORK TO BE COMPLETED IN STAGE 1

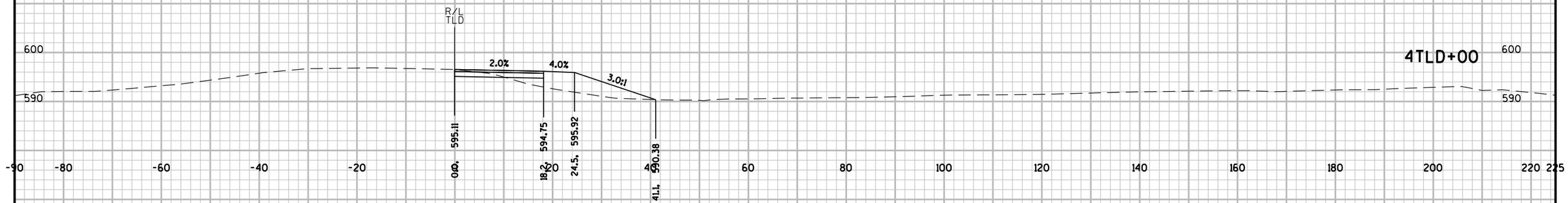


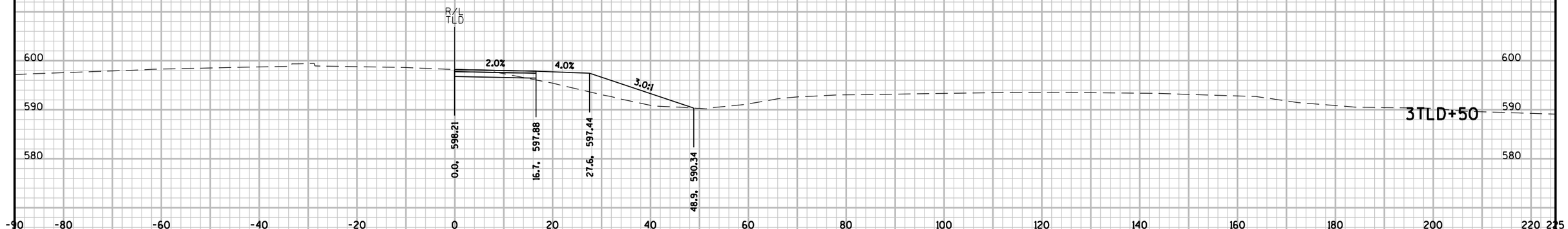
9

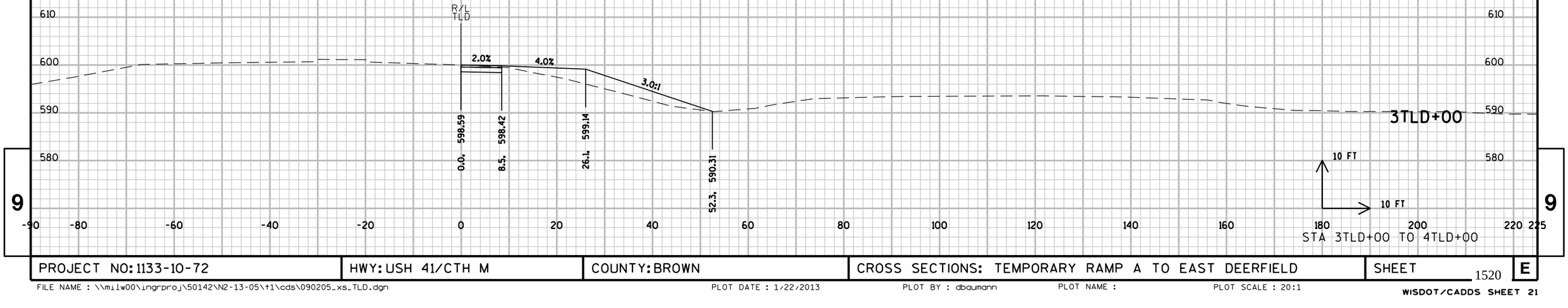
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY RAMP A TO EAST DEERFIELD	SHEET 1519	E

ALL WORK TO BE COMPLETED IN STAGE 1







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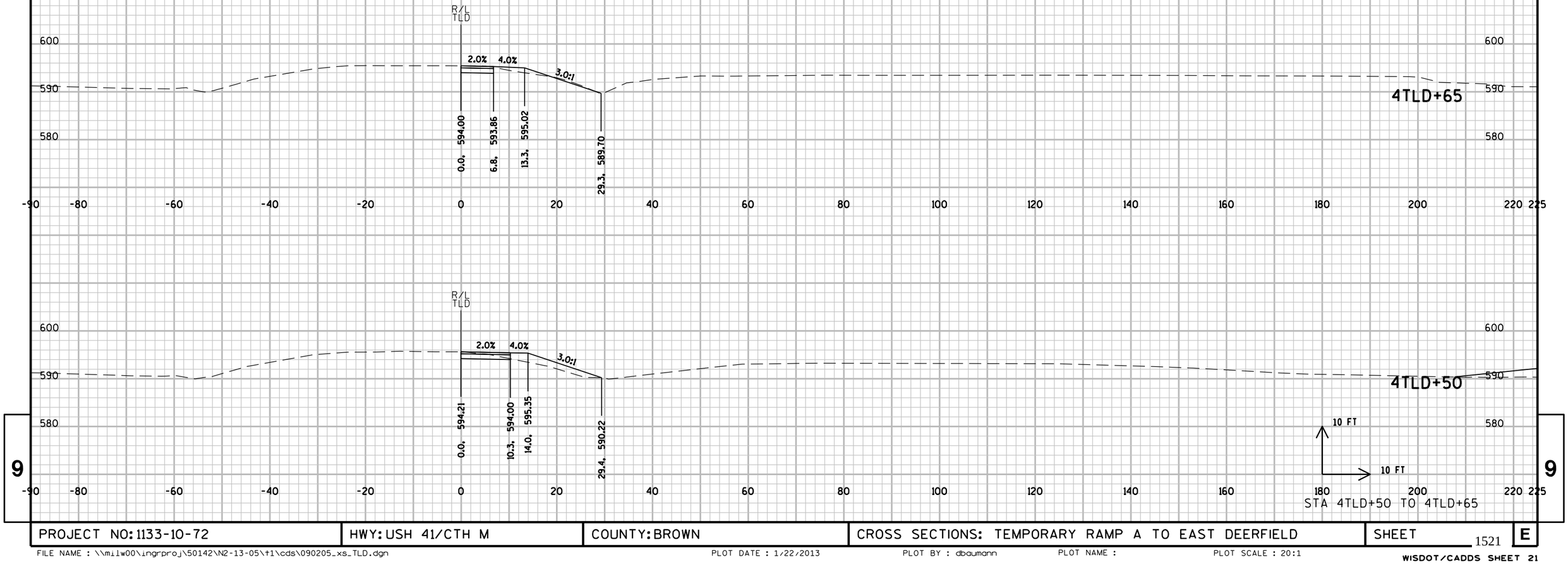
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY RAMP A TO EAST DEERFIELD	SHEET 1520	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090205_xs_TLD.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1
WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



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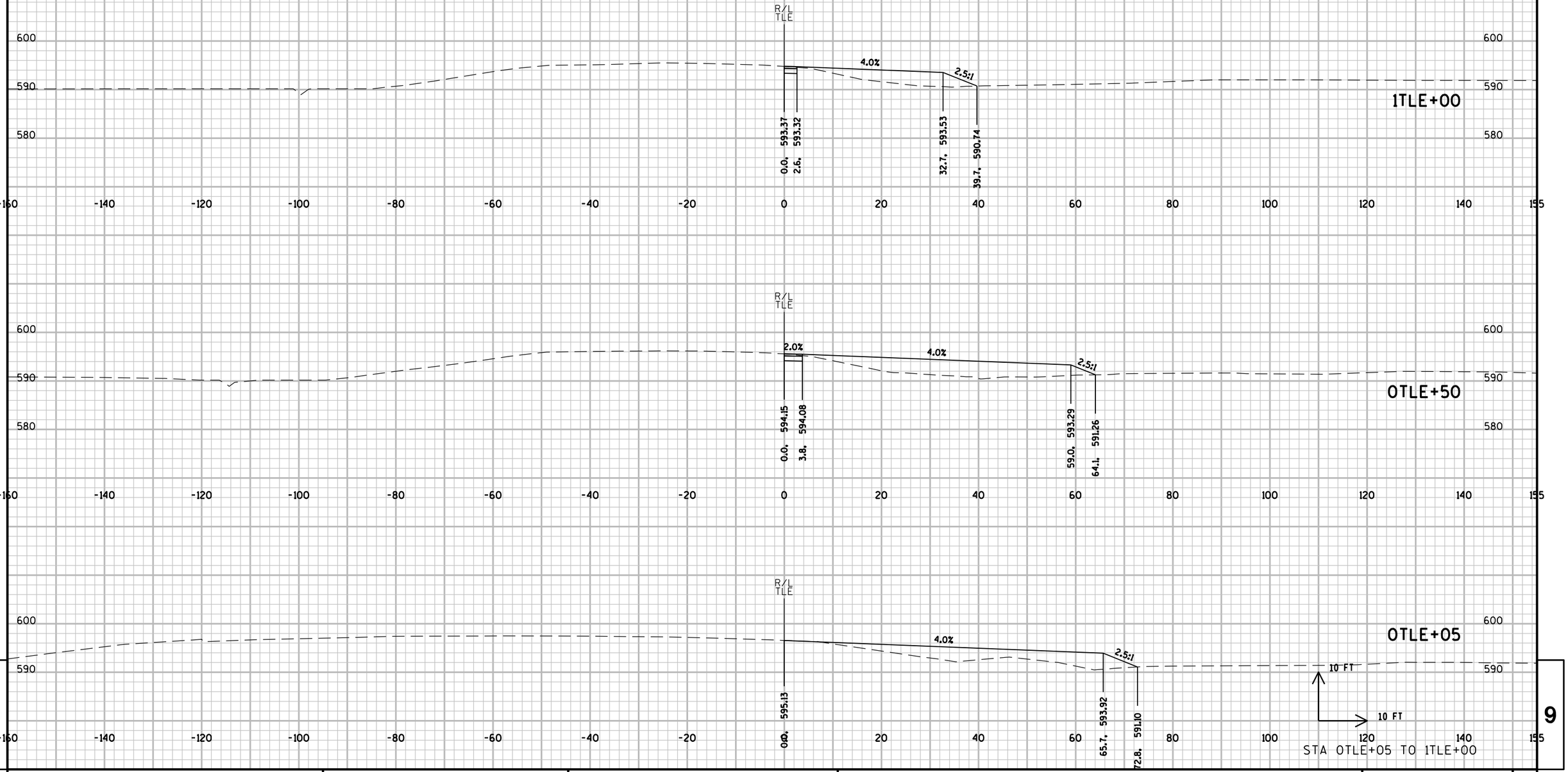
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY RAMP A TO EAST DEERFIELD	SHEET 1521	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090205_xs_TLD.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



STA OTLE+05 TO 1TLE+00

9

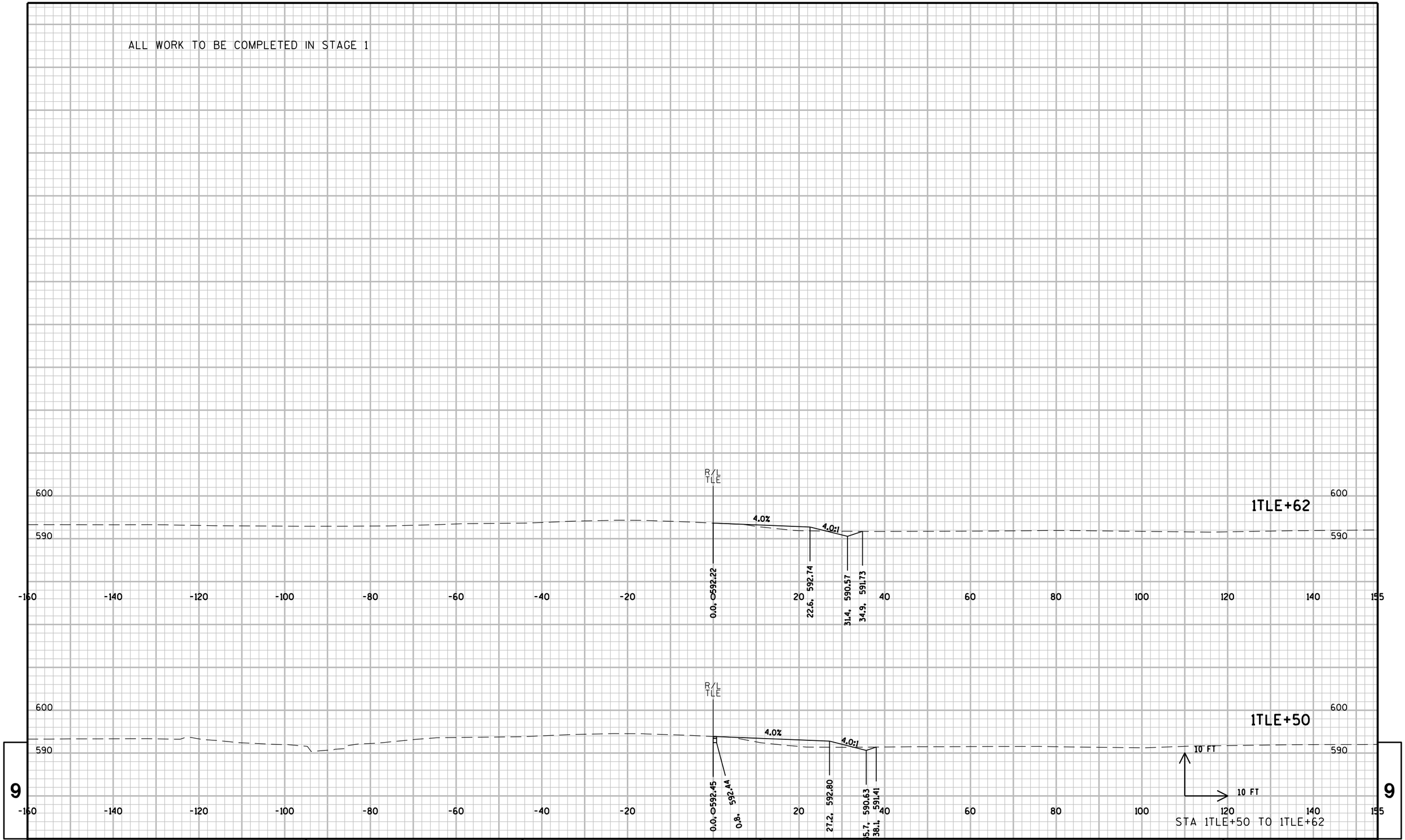
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY EAST DEERFIELD TO LINEVILLE EB	SHEET 1522	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090206_xs_TLE.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



9

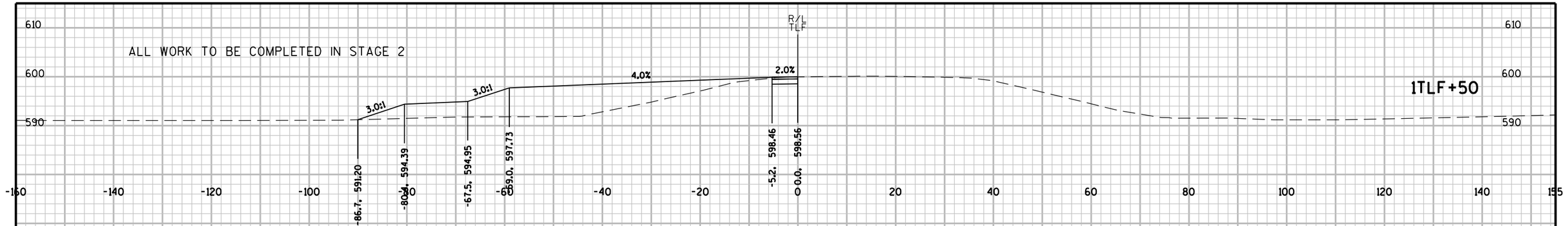
9

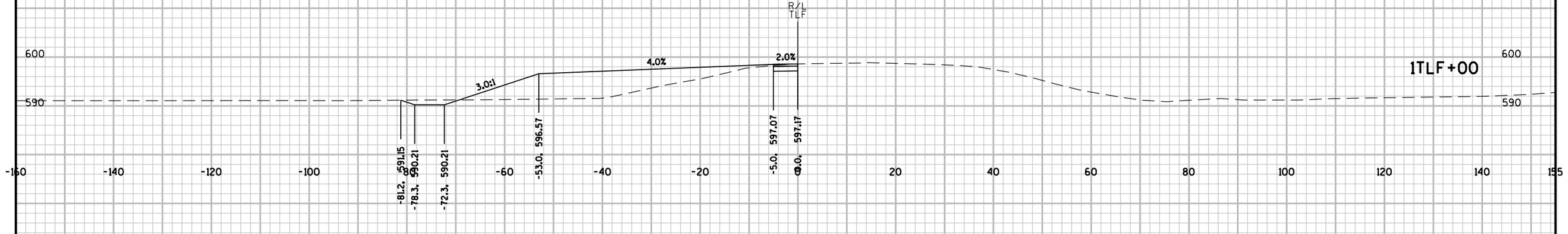
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY EAST DEERFIELD TO LINEVILLE EB	SHEET 1523	E

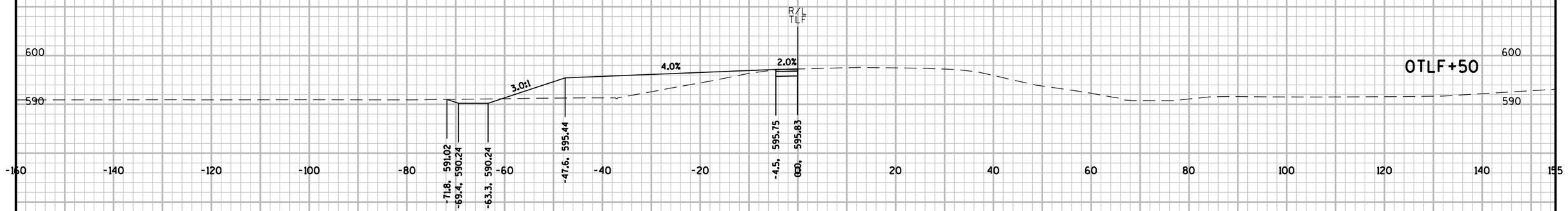
FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090206_xs_TLE.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

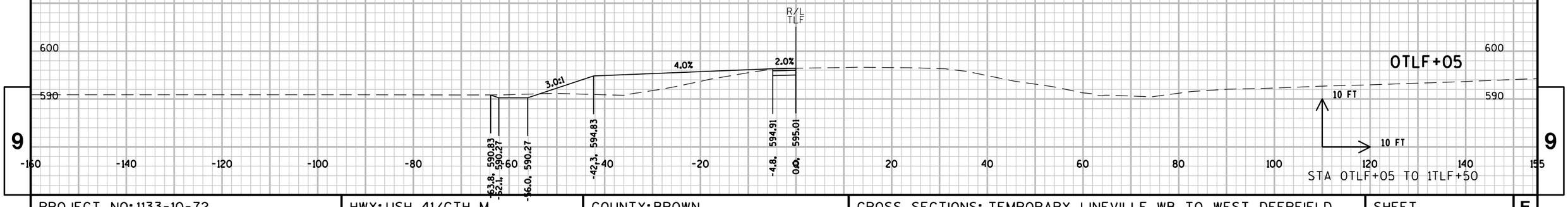
WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 2









STA OTLF+05 TO 1TLF+50

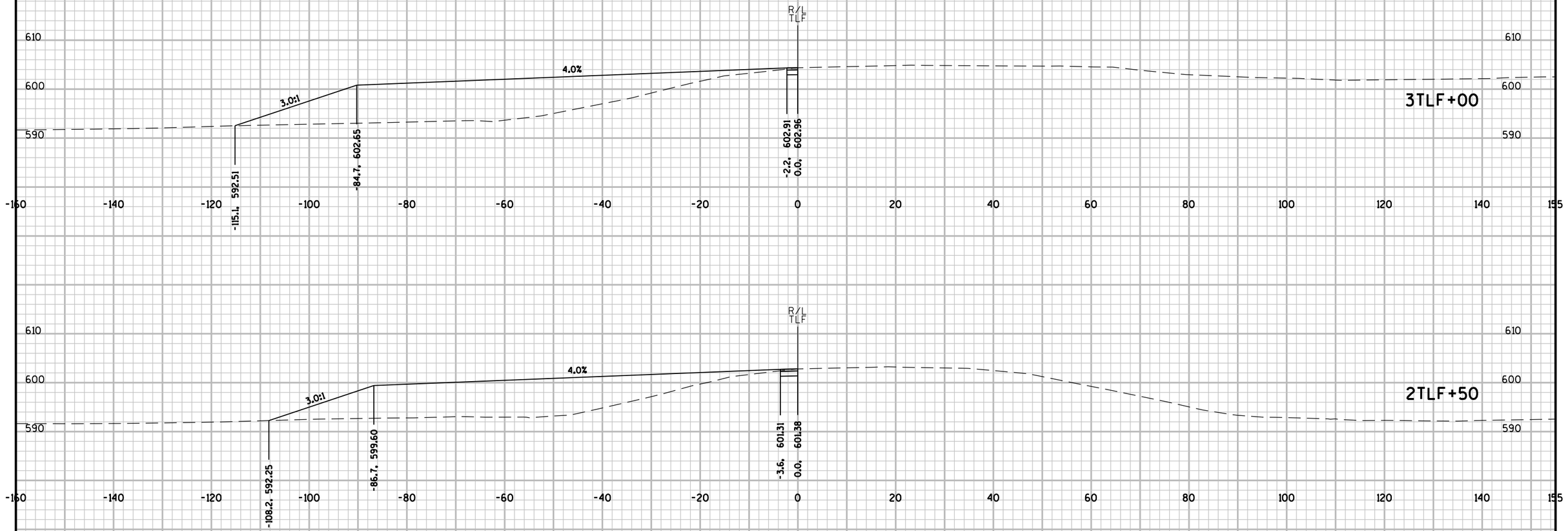
9 9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY LINEVILLE WB TO WEST DEERFIELD	SHEET 1524	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090207_xs_TLF.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 2



STA 2TLF+00 TO 3TLF+00

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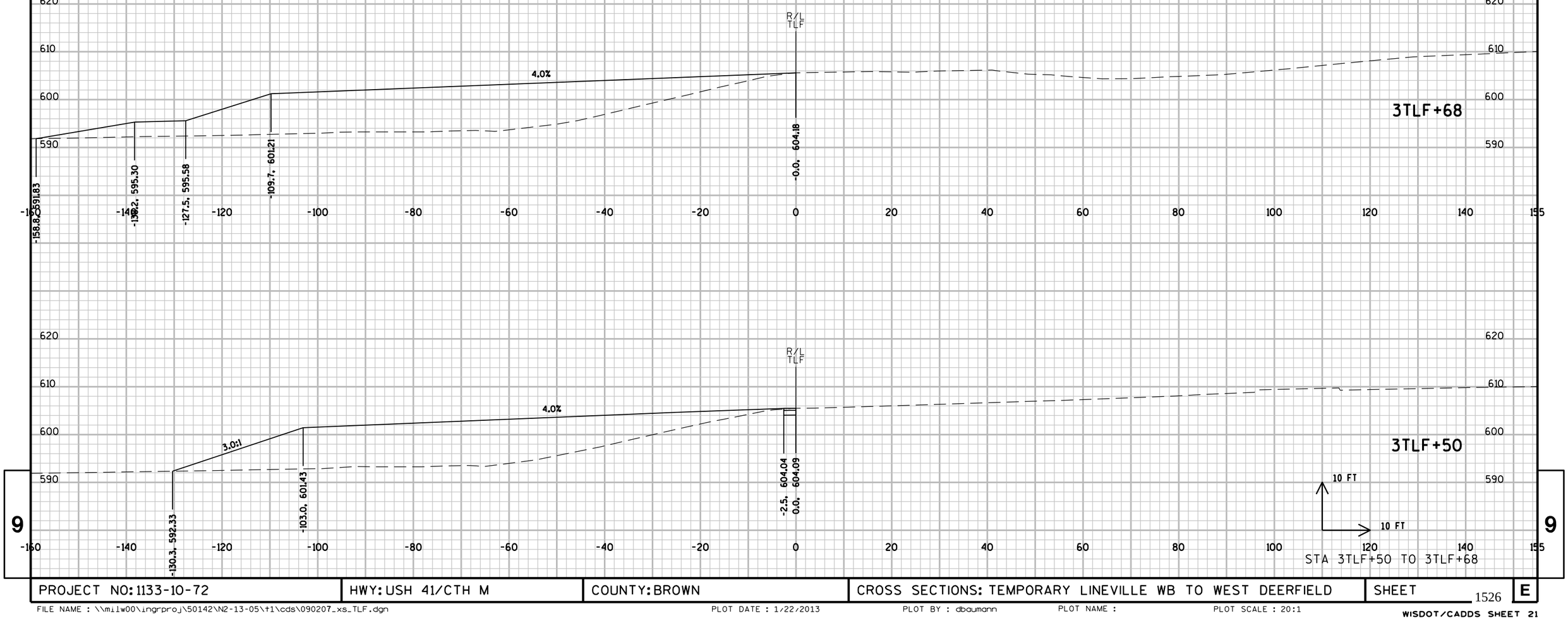
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY LINEVILLE WB TO WEST DEERFIELD	SHEET 1525	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090207_xs_TLF.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 2



STA 3TLF+50 TO 3TLF+68

9

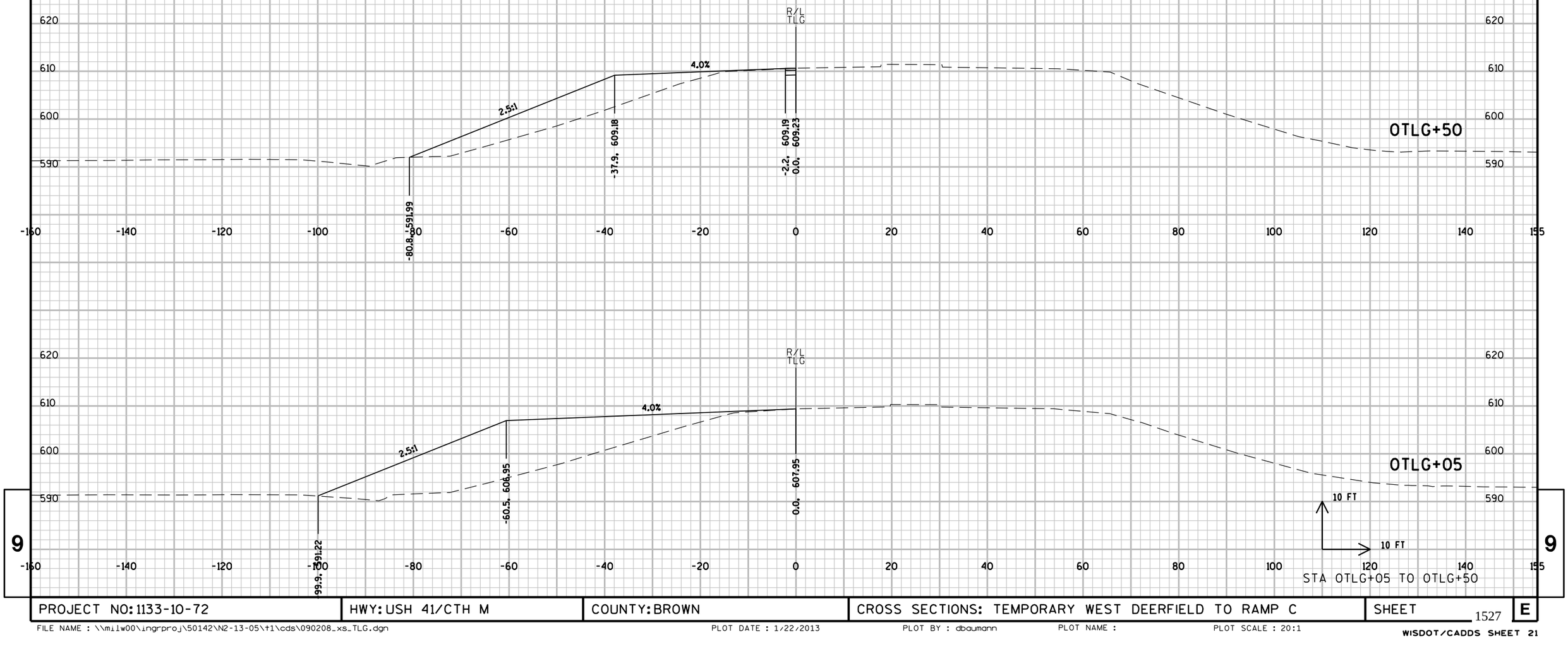
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY LINEVILLE WB TO WEST DEERFIELD	SHEET 1526	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090207_xs_TLF.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



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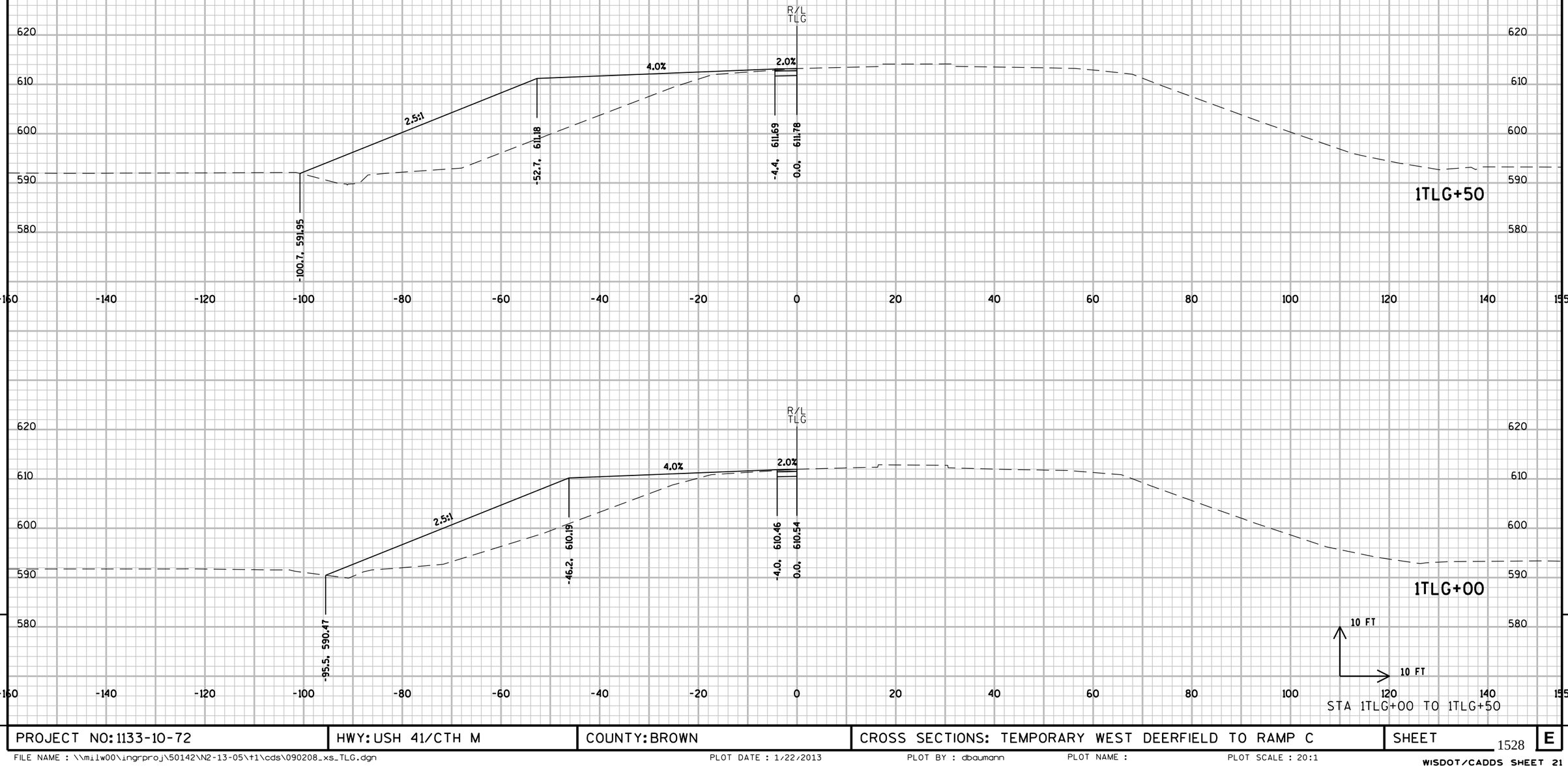
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY WEST DEERFIELD TO RAMP C	SHEET 1527	E

ALL WORK TO BE COMPLETED IN STAGE 1



STA 1TLG+00 TO 1TLG+50

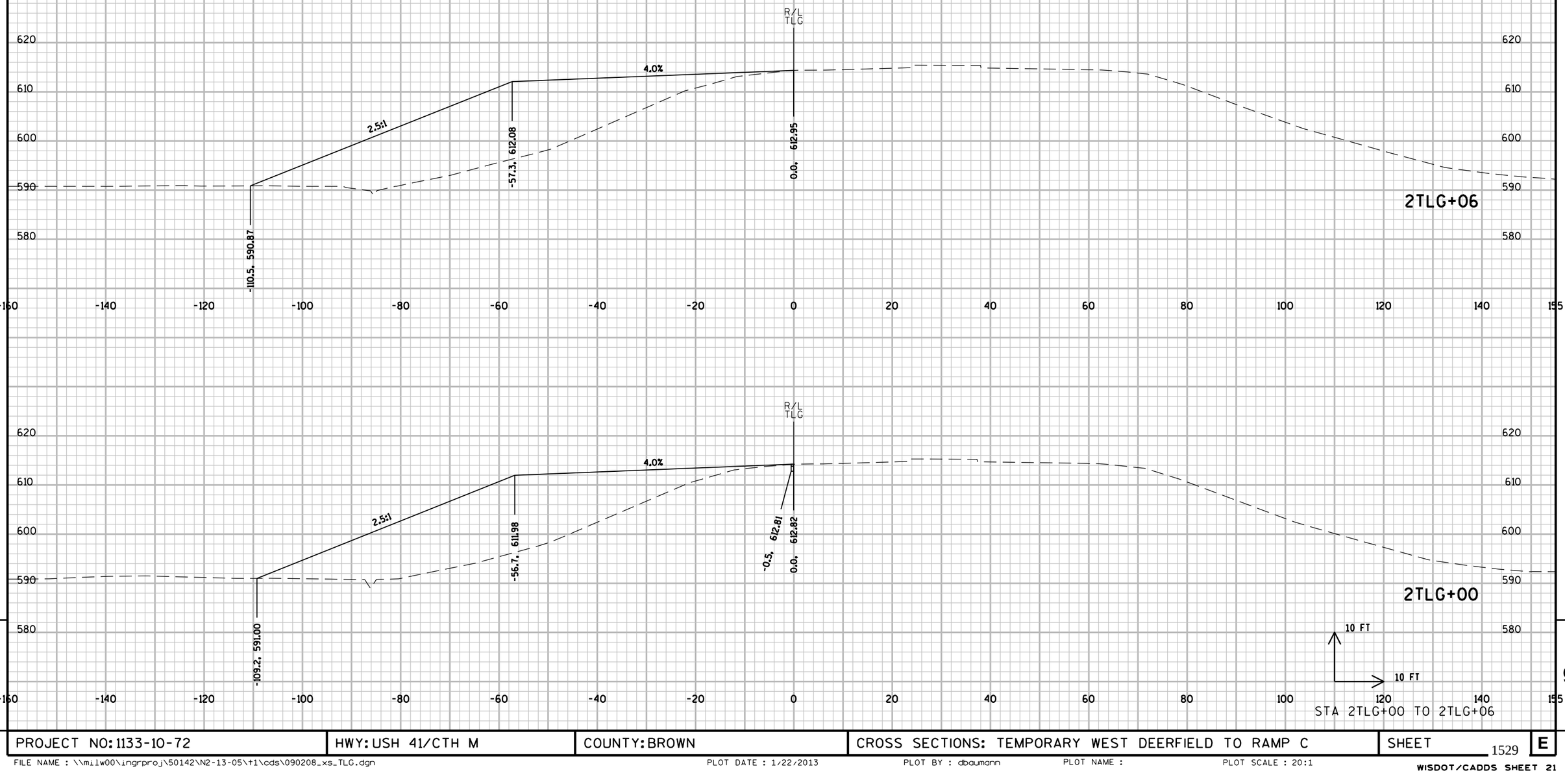
9 9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY WEST DEERFIELD TO RAMP C	SHEET 1528	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090208_xs_TLG.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



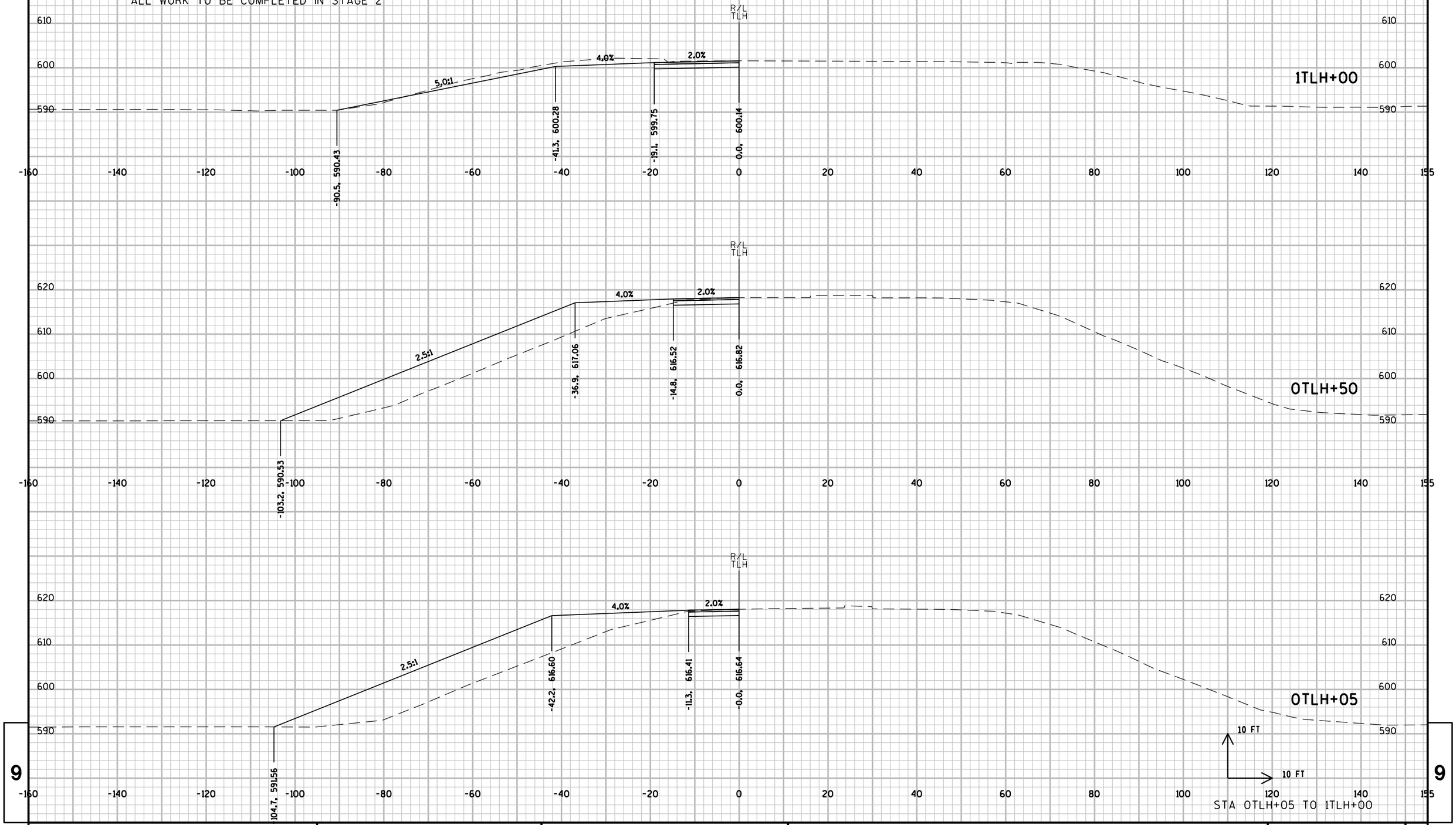
STA 2TLG+00 TO 2TLG+06

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY WEST DEERFIELD TO RAMP C	SHEET 1529	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090208_xs_TLG.dgn | PLOT DATE : 1/22/2013 | PLOT BY : dbaumann | PLOT NAME : | PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 2



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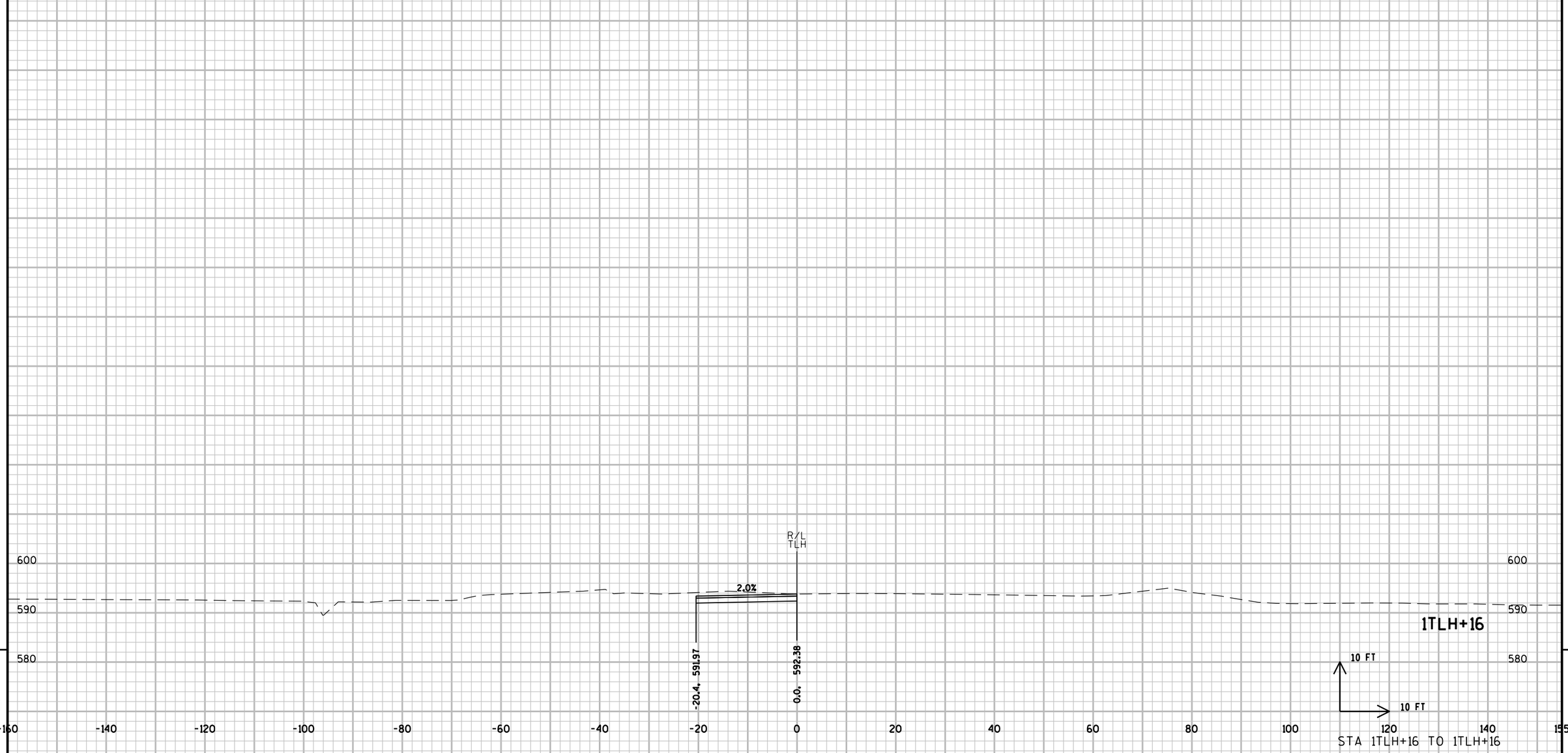
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY RAMP C TO LINEVILLE WB	SHEET 1530	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090209_xs_TLH.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 2



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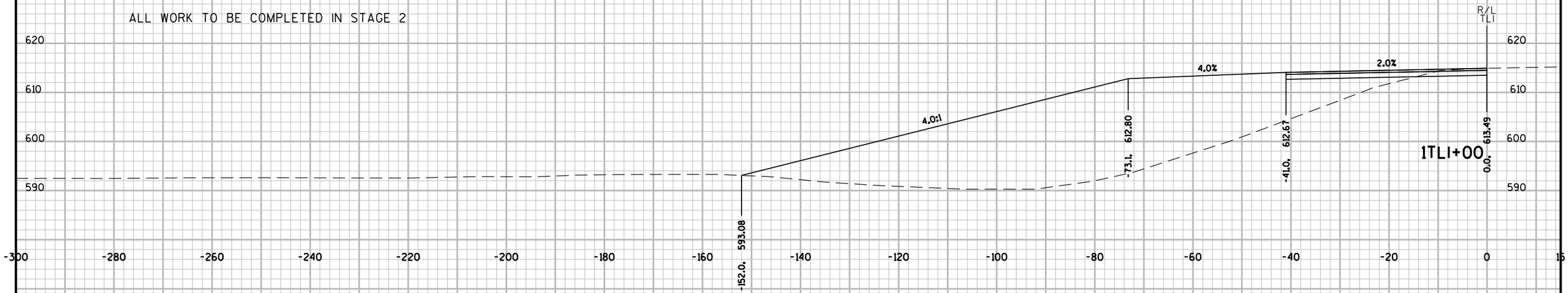
9

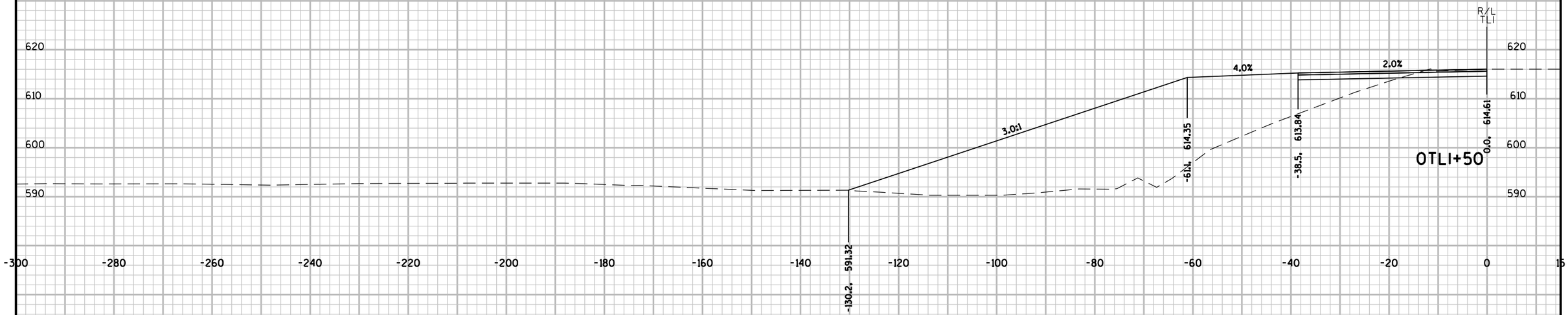
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY RAMP C TO LINEVILLE WB	SHEET 1531	E

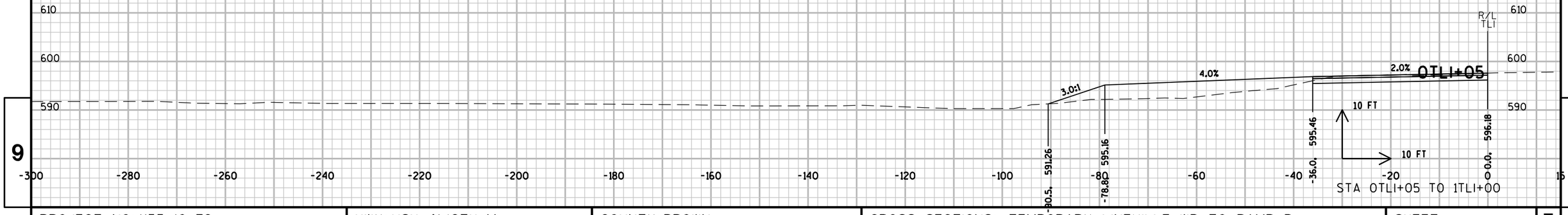
FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090209_xs_TLH.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 2







STA 0TLI+05 TO 1TLI+00

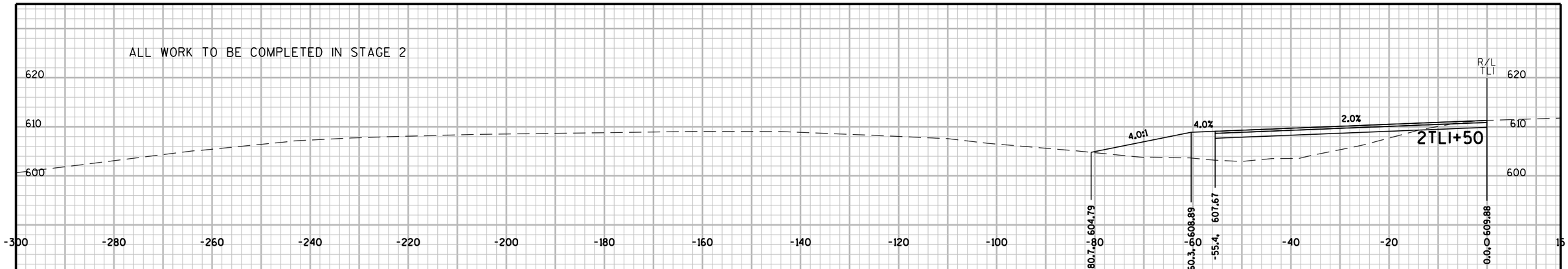
9 9

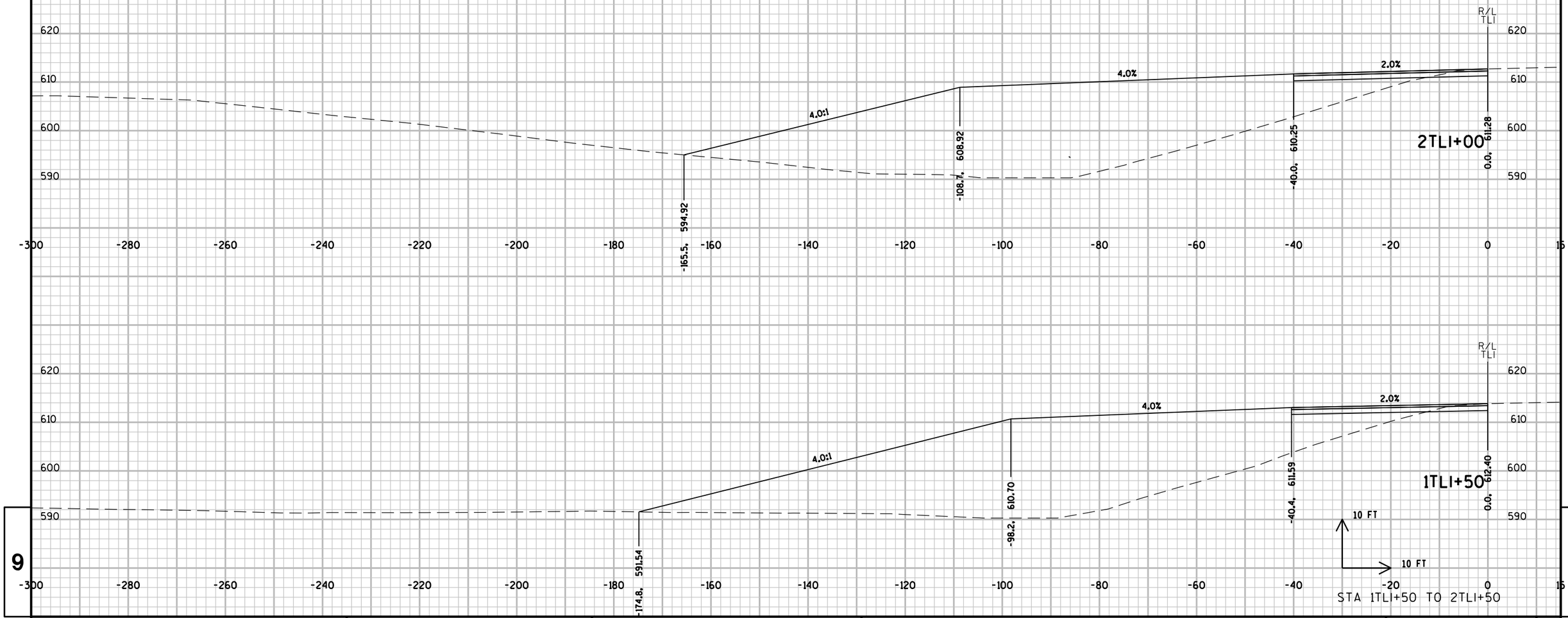
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY LINEVILLE WB TO RAMP B	SHEET 1532	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090210_xs_TLI.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 2





STA 1TLI+50 TO 2TLI+50

9

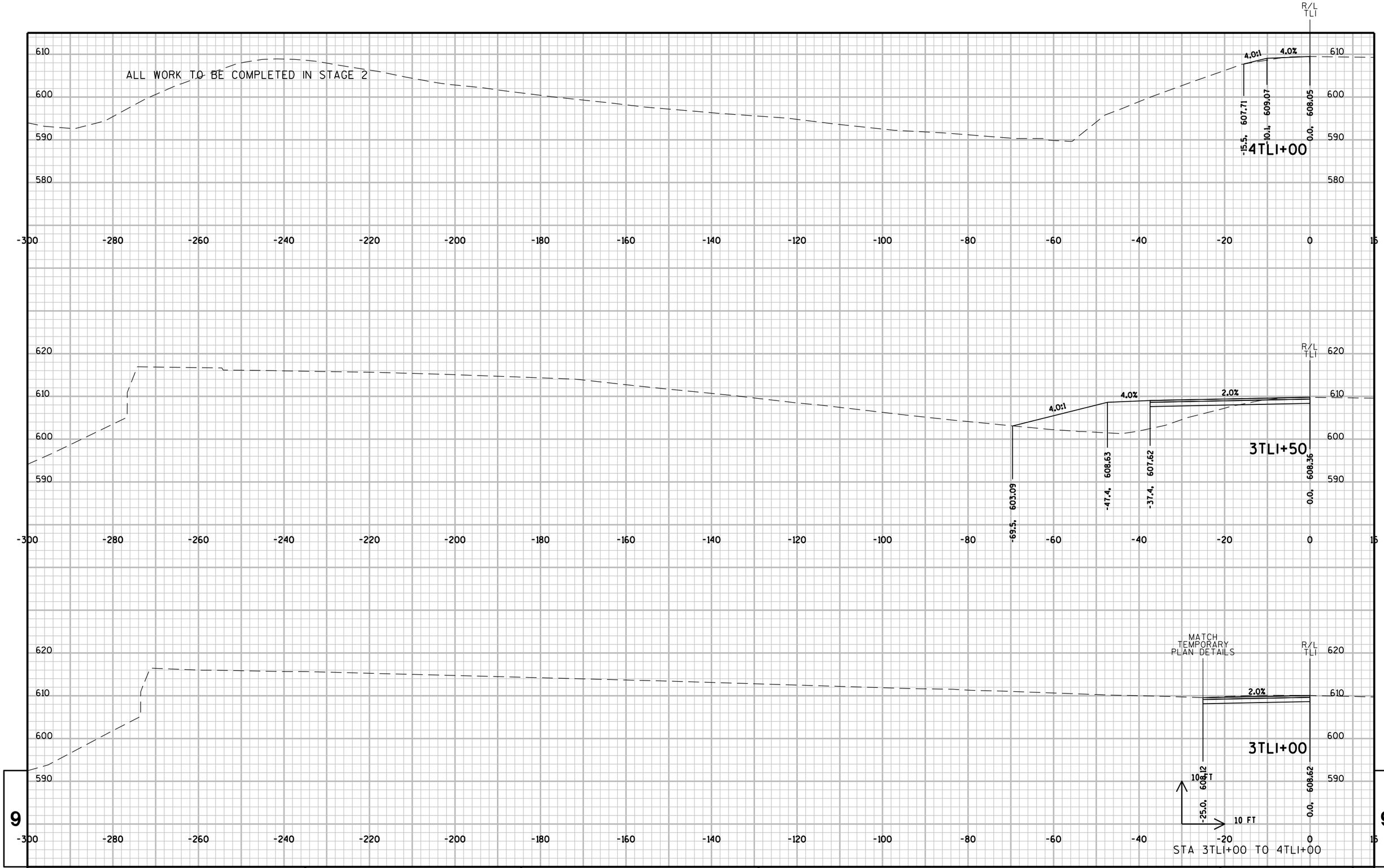
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY LINEVILLE WB TO RAMP B	SHEET 1533	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090210_xs_TLI.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

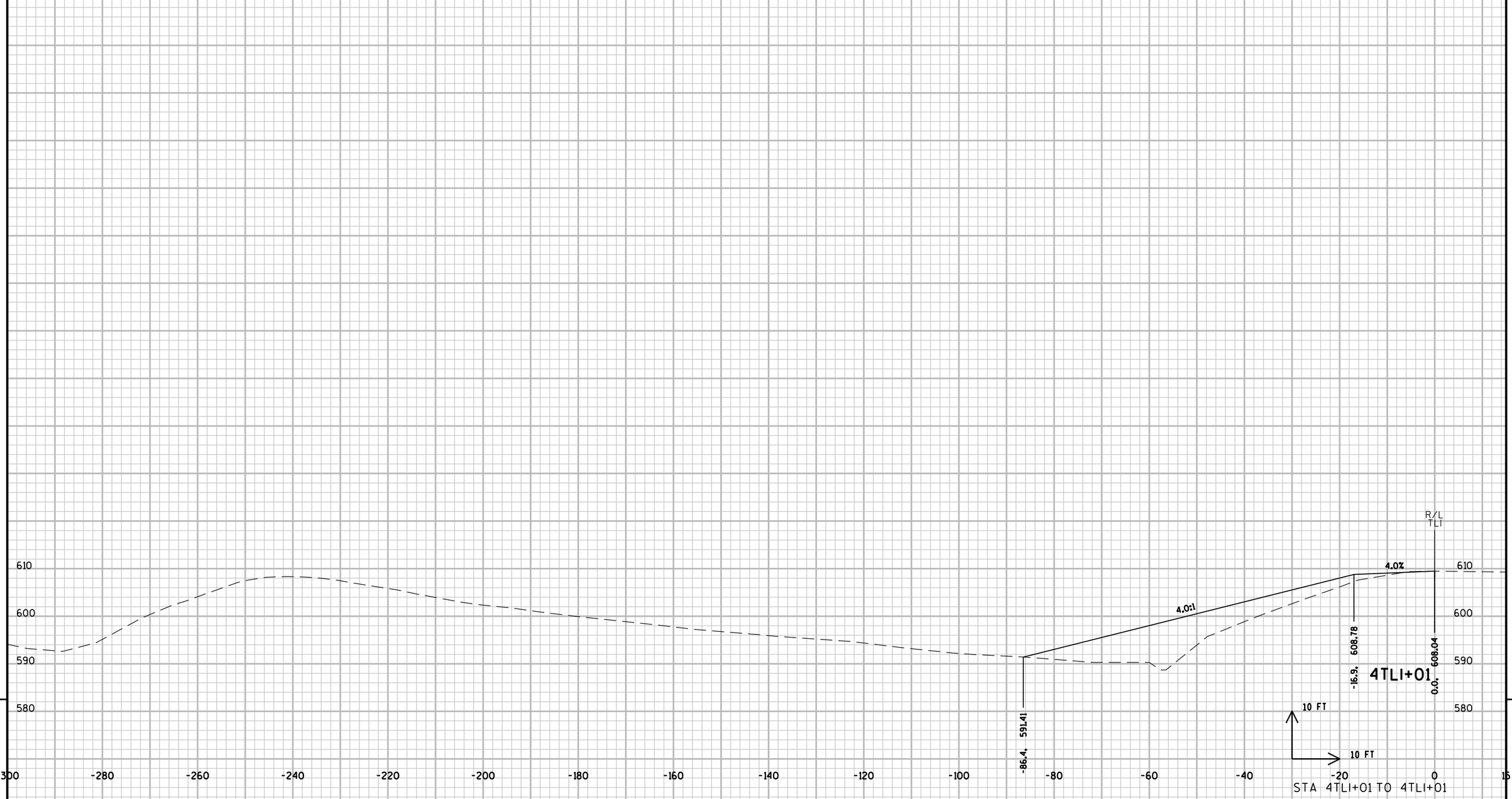
ALL WORK TO BE COMPLETED IN STAGE 2



STA 3TLI+00 TO 4TLI+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY LINEVILLE WB TO RAMP B	SHEET 1534	E

ALL WORK TO BE COMPLETED IN STAGE 2



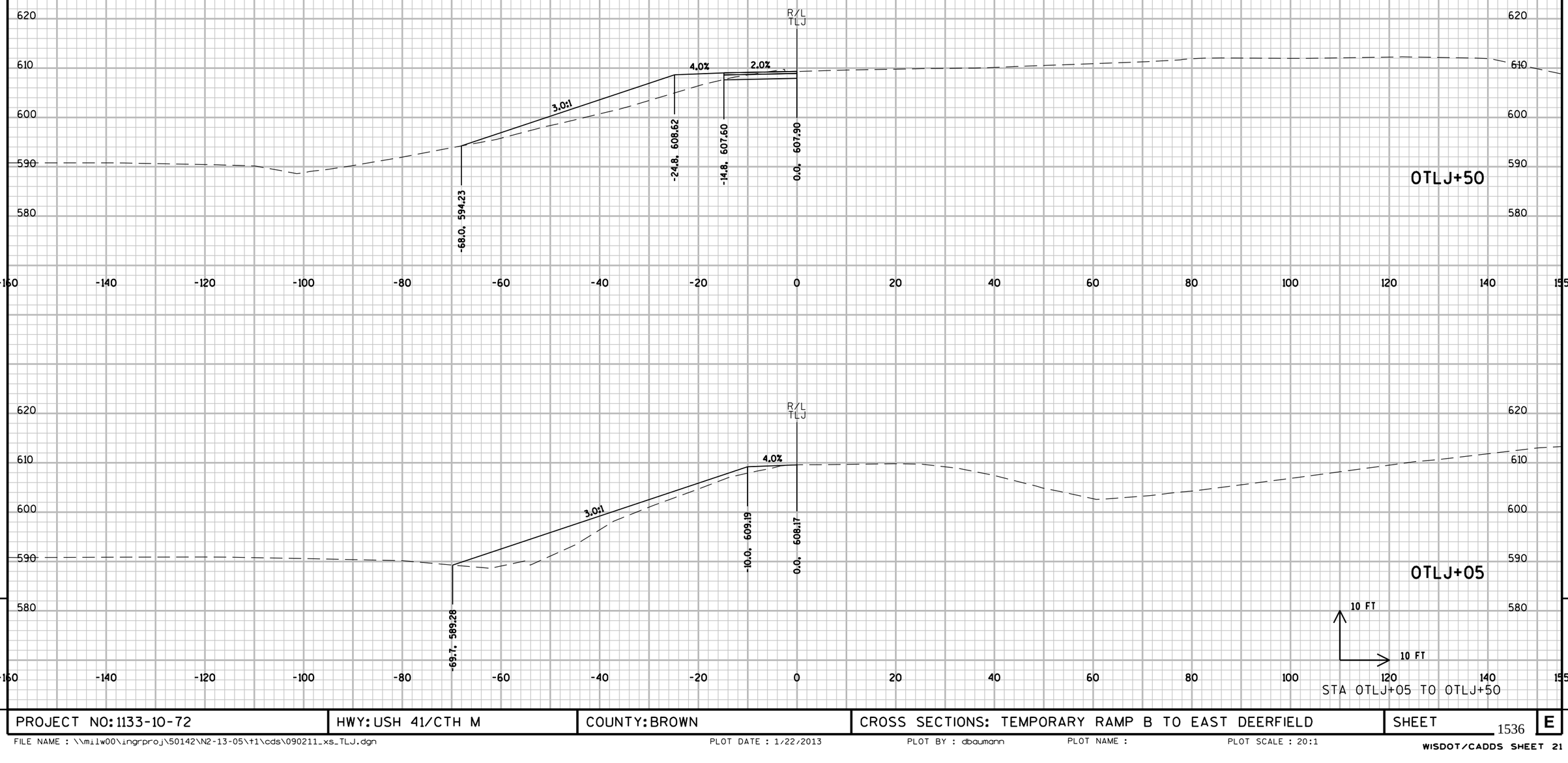
9 9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY LINEVILLE WB TO RAMP B	SHEET 1535	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090210_xs_TLI.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



STA OTLJ+05 TO OTLJ+50

9

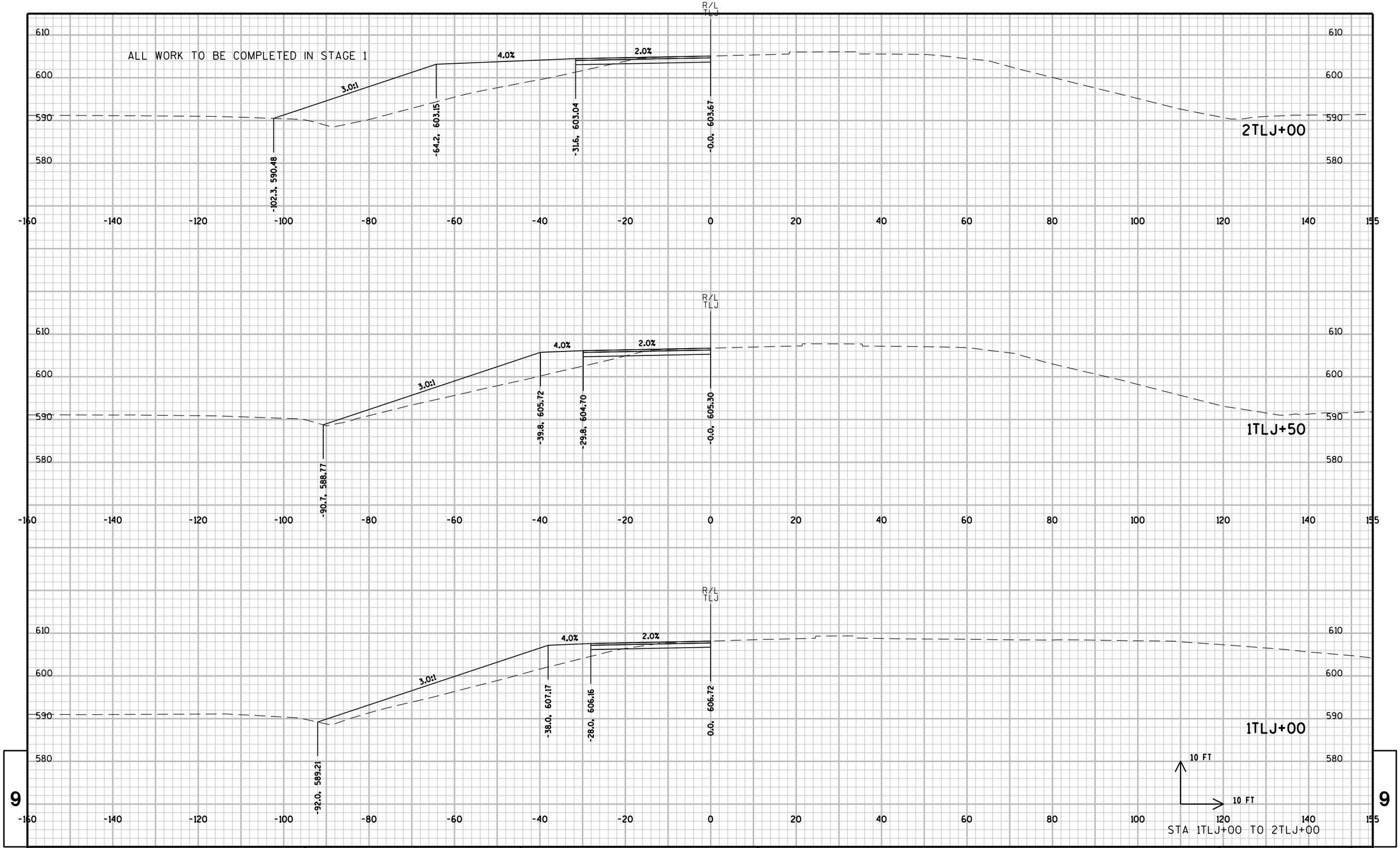
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY RAMP B TO EAST DEERFIELD	SHEET 1536	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090211_xs_TLJ.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



STA 1TLJ+00 TO 2TLJ+00

9

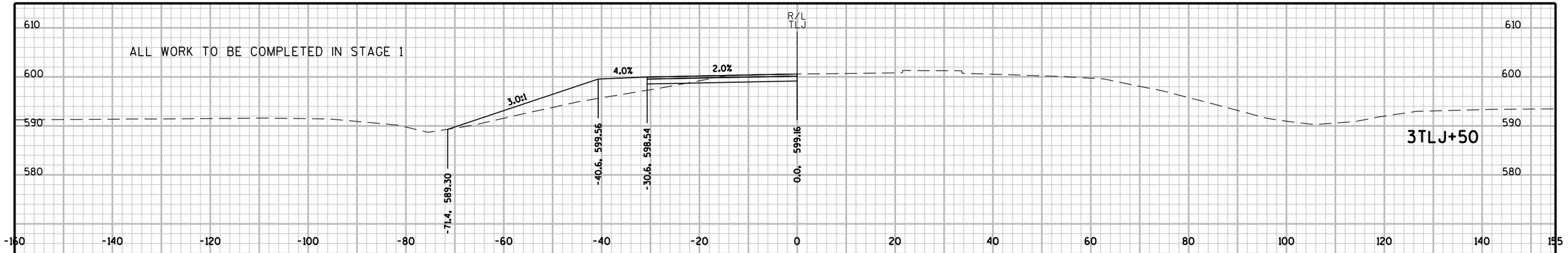
9

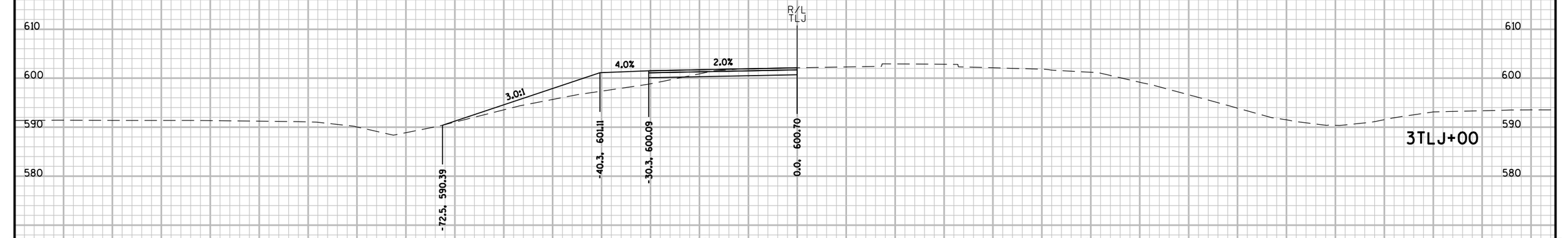
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY RAMP B TO EAST DEERFIELD	SHEET 1537	E

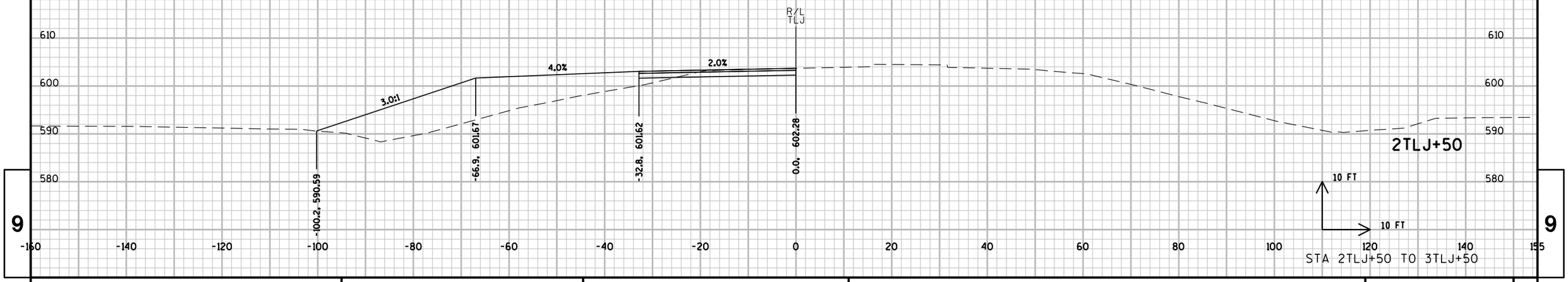
FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090211_xs_TLJ.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1







STA 2TLJ+50 TO 3TLJ+50

9

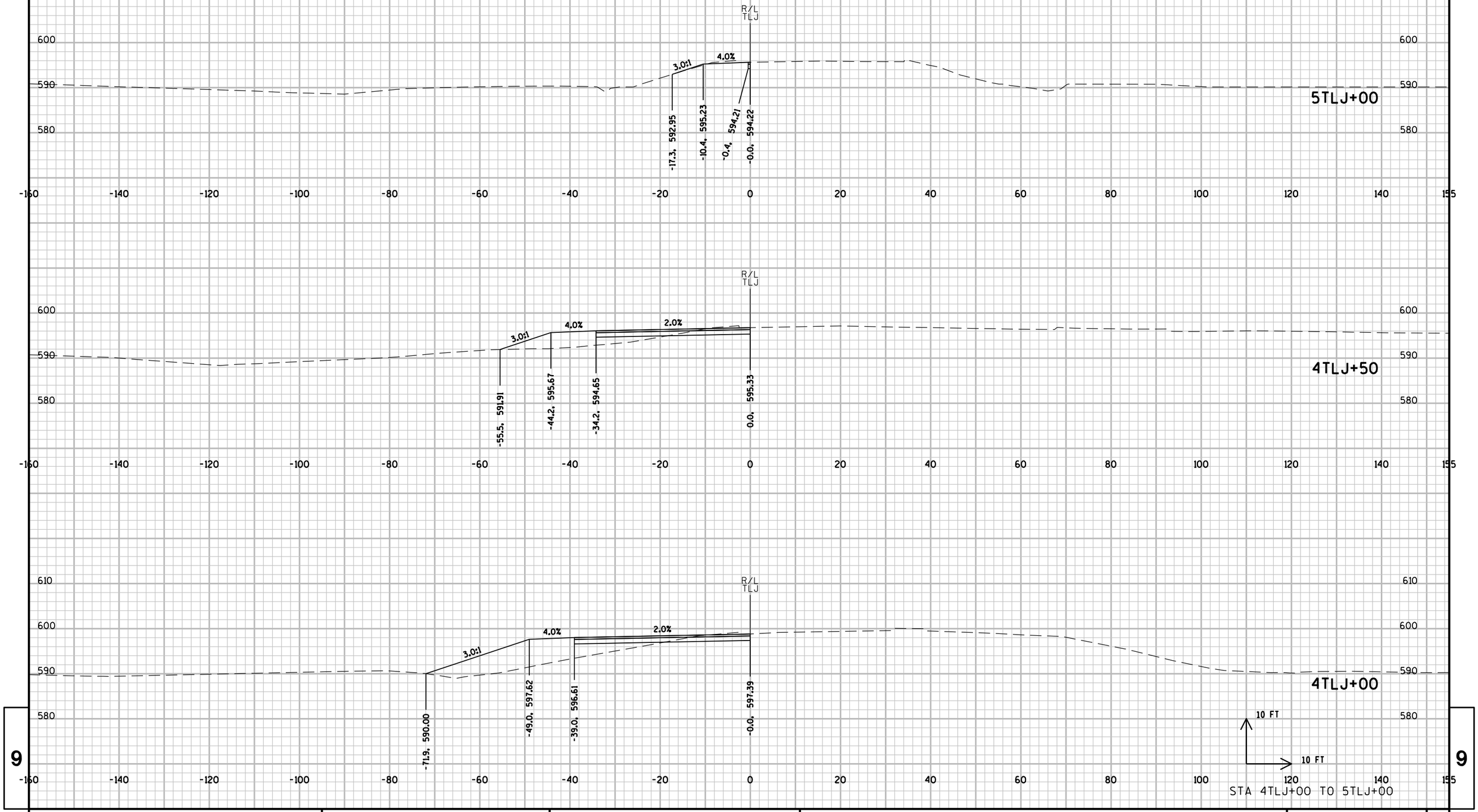
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY RAMP B TO EAST DEERFIELD	SHEET 1538	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090211_xs_TLJ.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



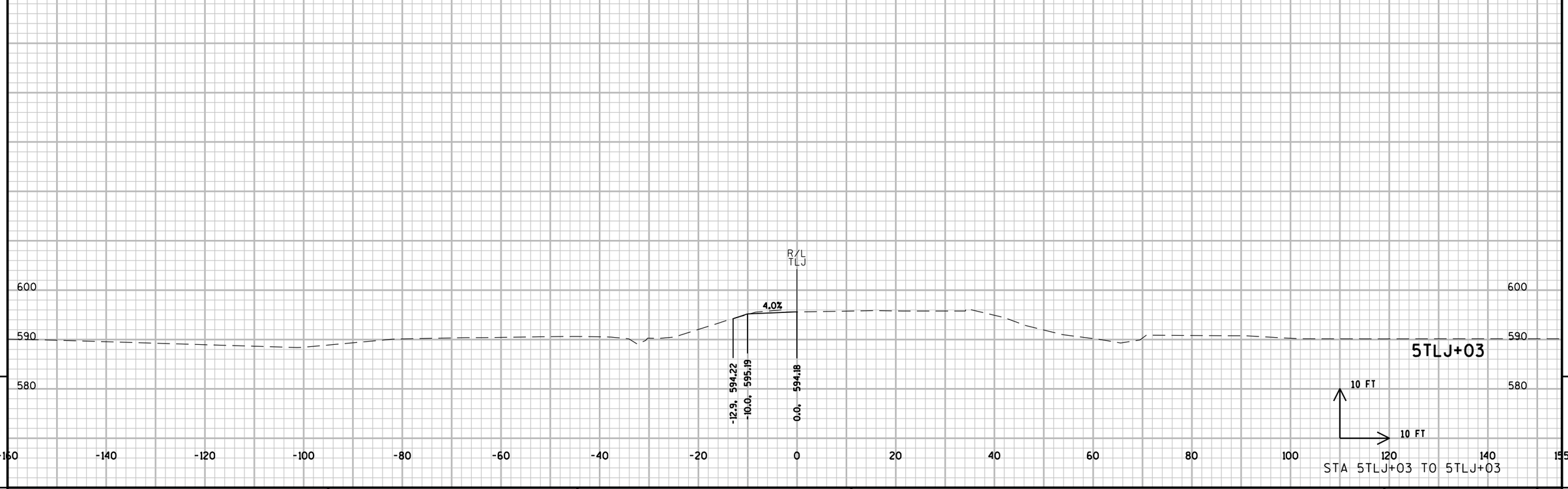
STA 4TLJ+00 TO 5TLJ+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY RAMP B TO EAST DEERFIELD	SHEET 1539	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090211_xs_TLJ.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 1



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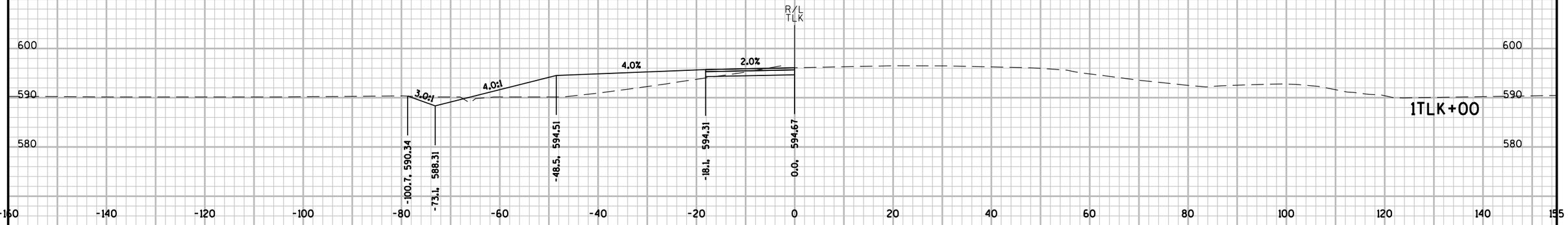
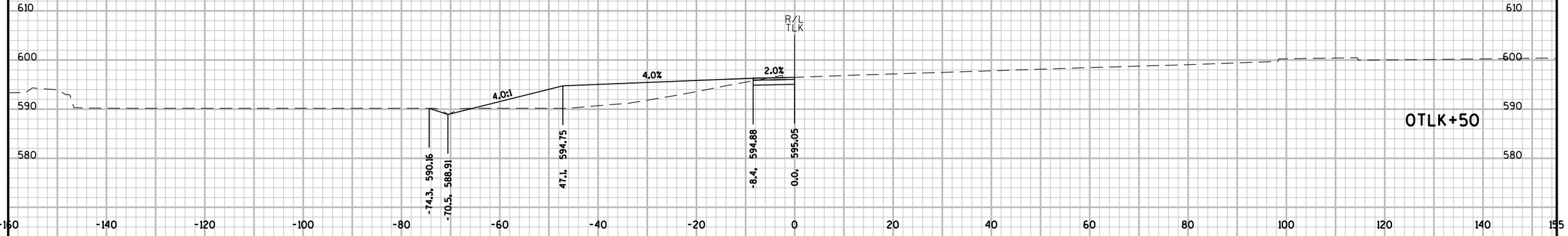
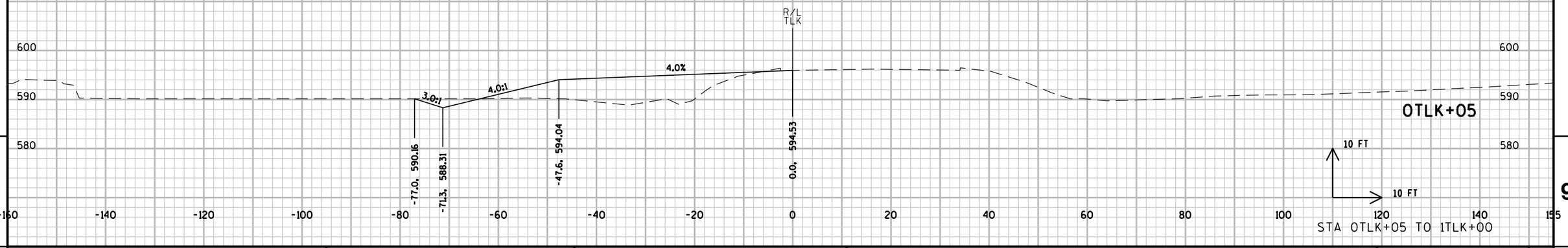
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY RAMP B TO EAST DEERFIELD	SHEET 1540	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090211_xs_TLJ.dgn
PLOT DATE : 1/22/2013
PLOT BY : dbaumann
PLOT NAME :
PLOT SCALE : 20:1
WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 2







STA OTLK+05 TO 1TLK+00

9

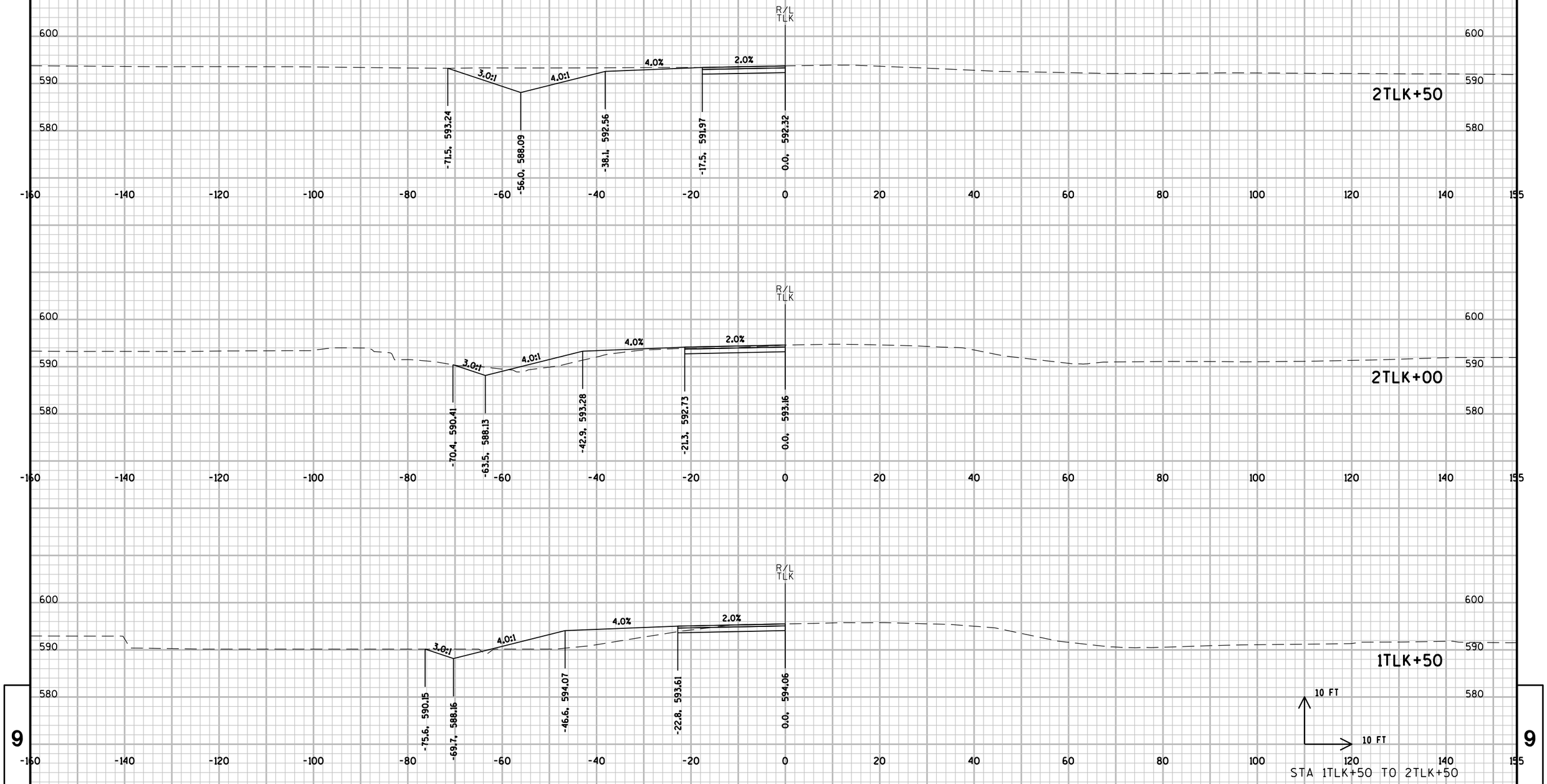
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY EAST DEERFIELD TO LINEVILLE WB	SHEET 1541	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090212_xs_TLK.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 2



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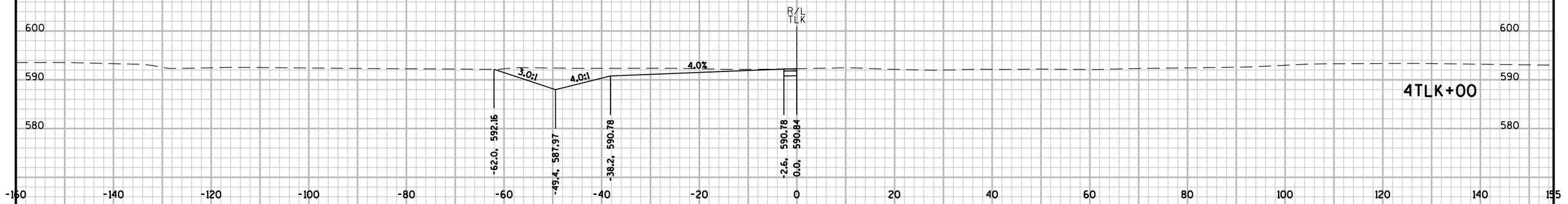
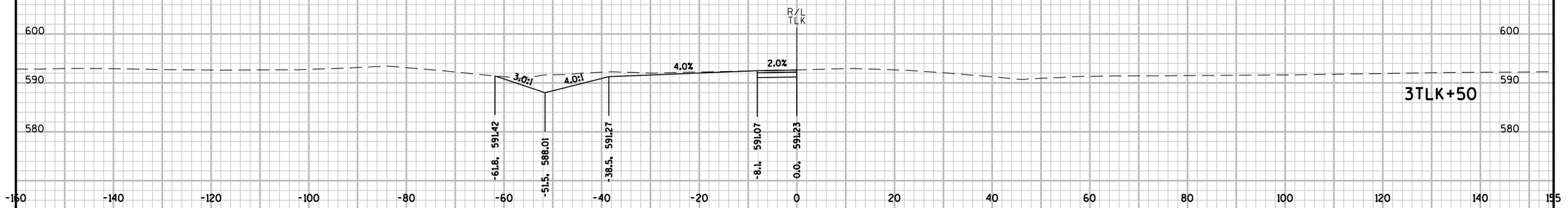
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY EAST DEERFIELD TO LINEVILLE WB	SHEET 1542	E

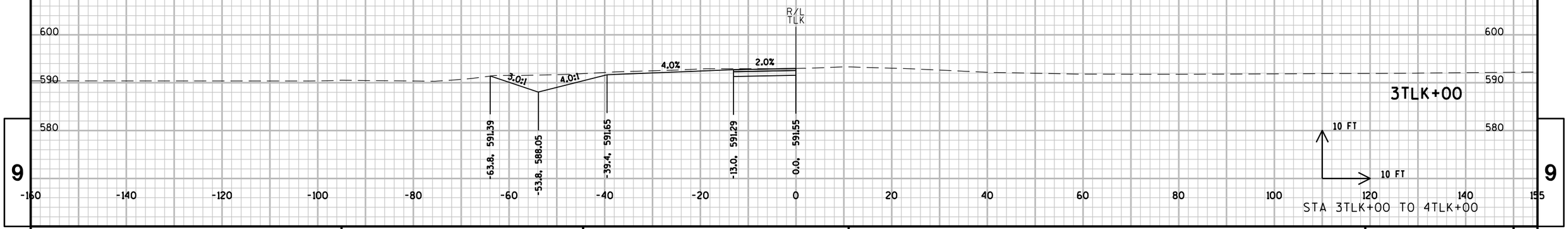
FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090212_xs_TLK.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 2







STA 3TLK+00 TO 4TLK+00

9

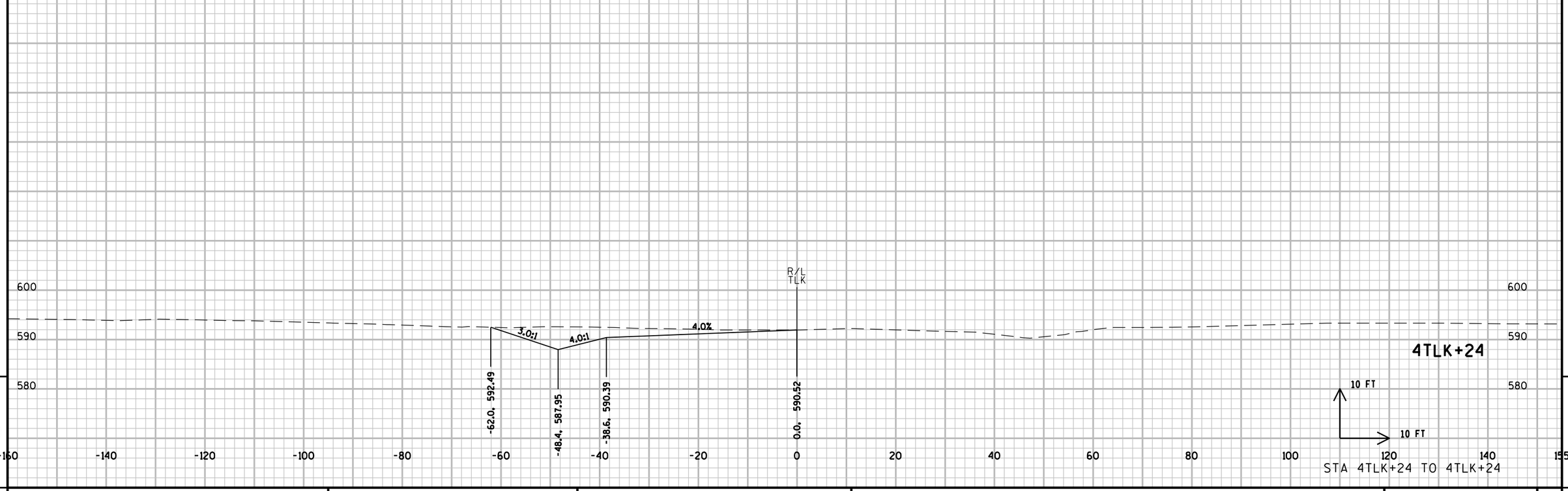
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY EAST DEERFIELD TO LINEVILLE WB	SHEET 1543	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090212_xs_TLK.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK TO BE COMPLETED IN STAGE 2



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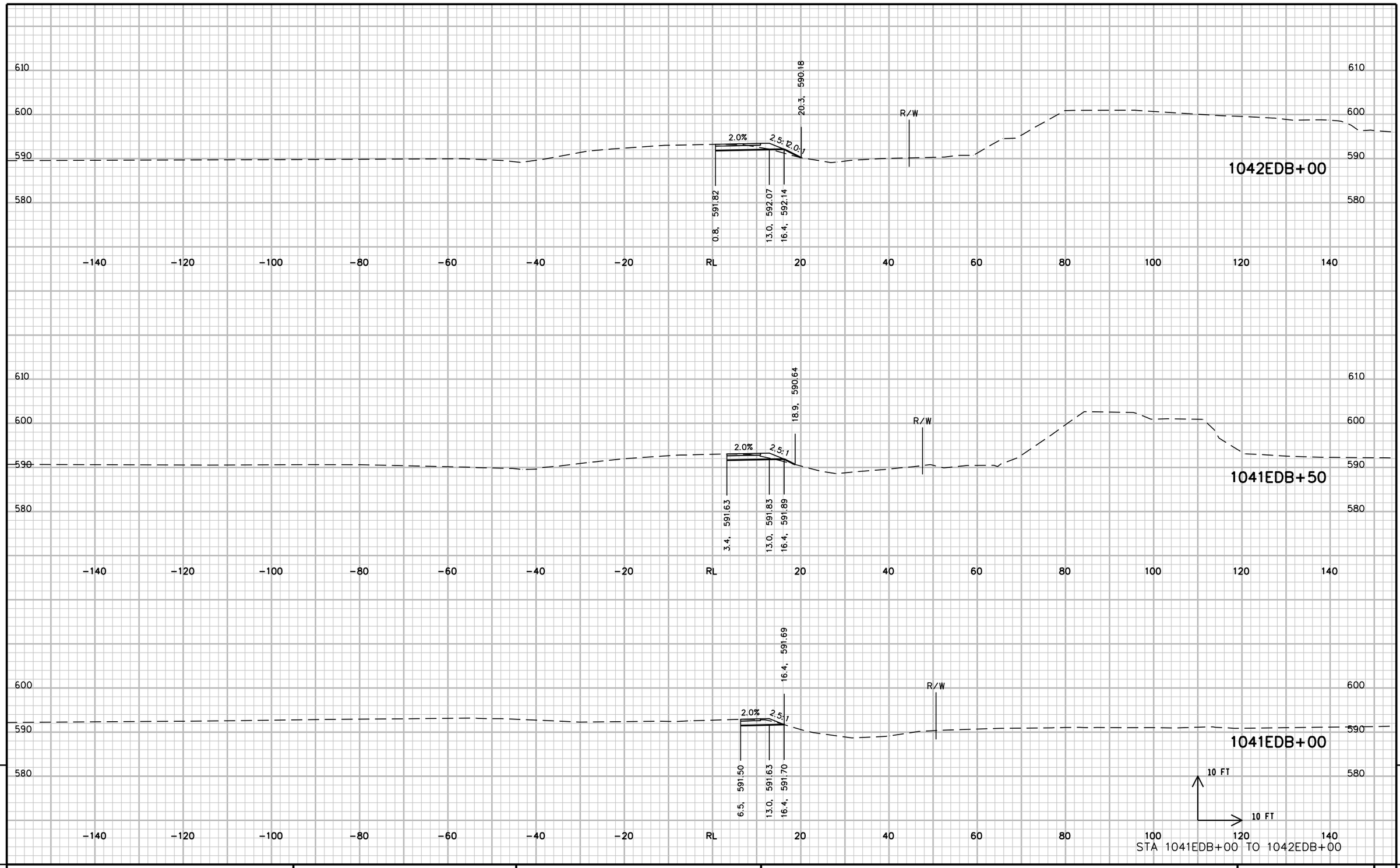
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMPORARY EAST DEERFIELD TO LINEVILLE WB	SHEET 1544	E

FILE NAME : \\milw00\ingrproj\50142\N2-13-05\t1\cds\090212_xs_TLK.dgn PLOT DATE : 1/22/2013 PLOT BY : dbaumann PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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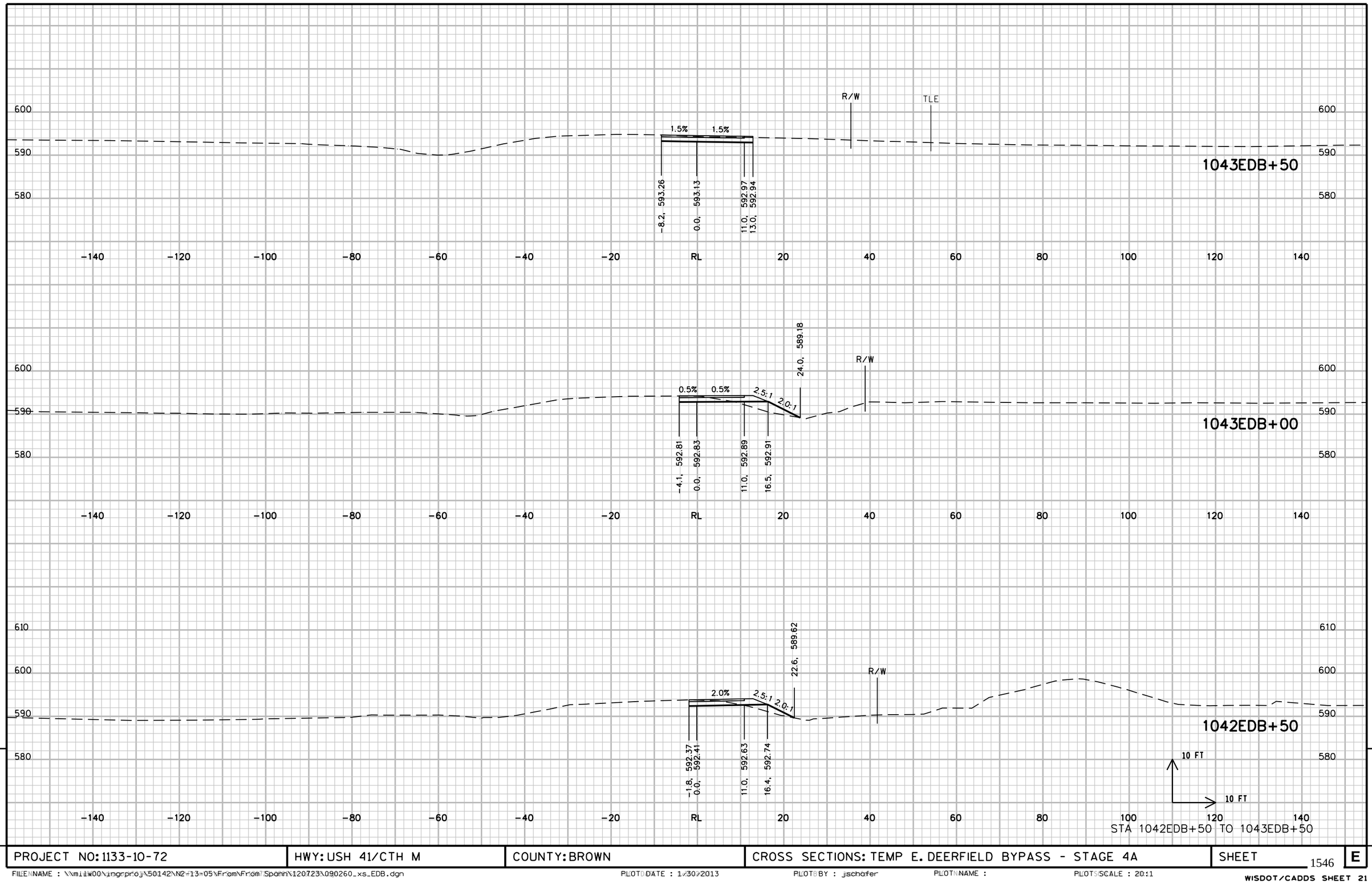
9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMP E. DEERFIELD BYPASS - STAGE 4A	SHEET 1545	E

FILENAME : \\miltw00\ingrproj\50142\N2+13+05\From\From7Spann\120723\090260_xs_EDB.dgn PLOTDATE : 1/30/2013 PLOTBY : jschafer PLOTNNAME : PLOTSSCALE : 20:1



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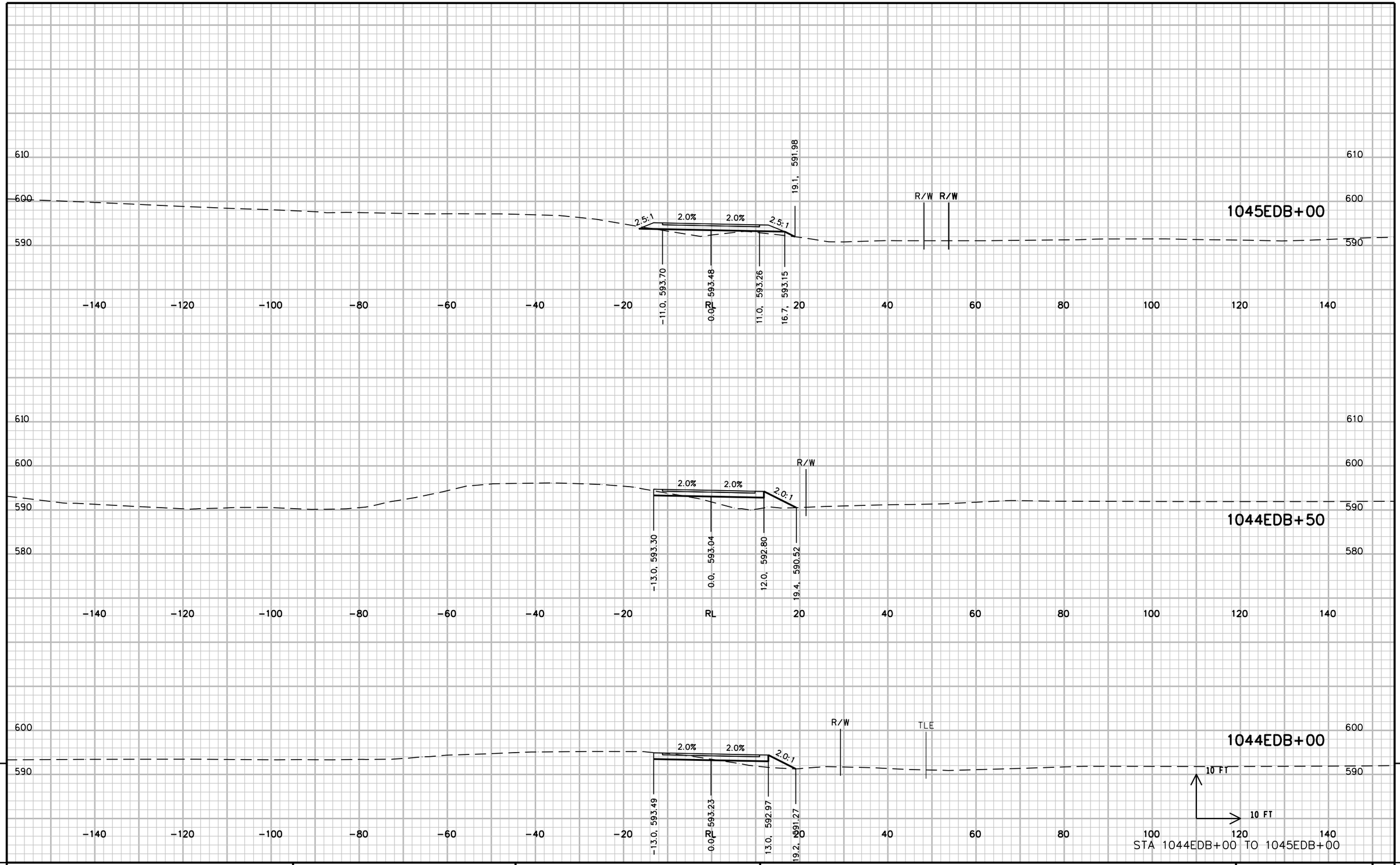
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMP E. DEERFIELD BYPASS - STAGE 4A	SHEET 1546	E

FILENAME : \\miliw00\imgrproj\50142\N2-13-05\From\From7Spann\120723\090260_xs_EDB.dgn PLOTDATE : 1/30/2013 PLOTBY : jschafer PLOTNAME : PLOTSCALE : 20:1
WISDOT/CADDS SHEET 21



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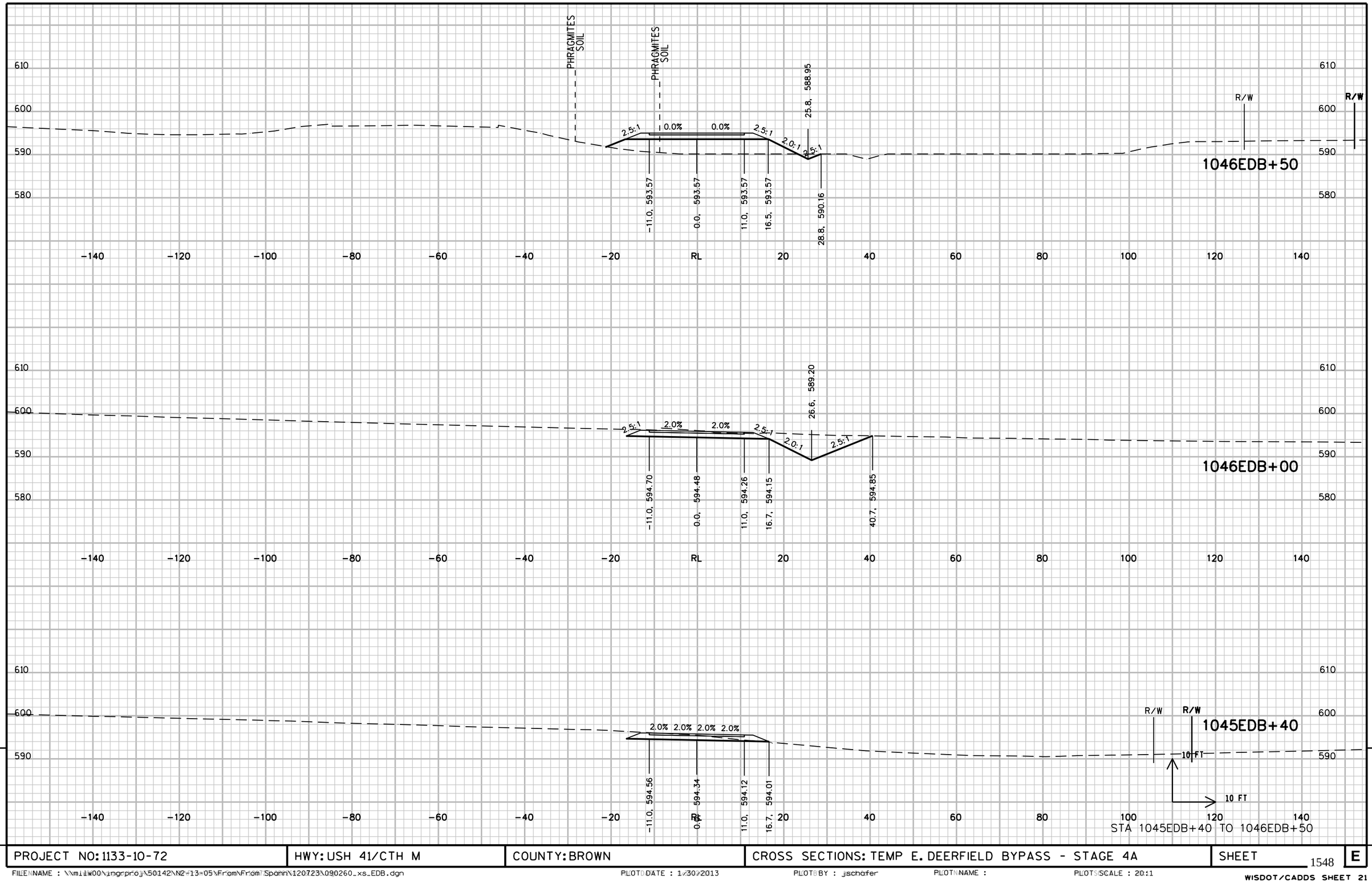
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMP E. DEERFIELD BYPASS - STAGE 4A	SHEET 1547	E

FILENNAME : \\miliw00\imgrproj\50142\N2-13-05\From\From7Spann\120723\090260_xs_EDB.dgn PLOTDDATE : 1/30/2013 PLOTBBY : jschafer PLOTNNAME : PLOTSSCALE : 20:1



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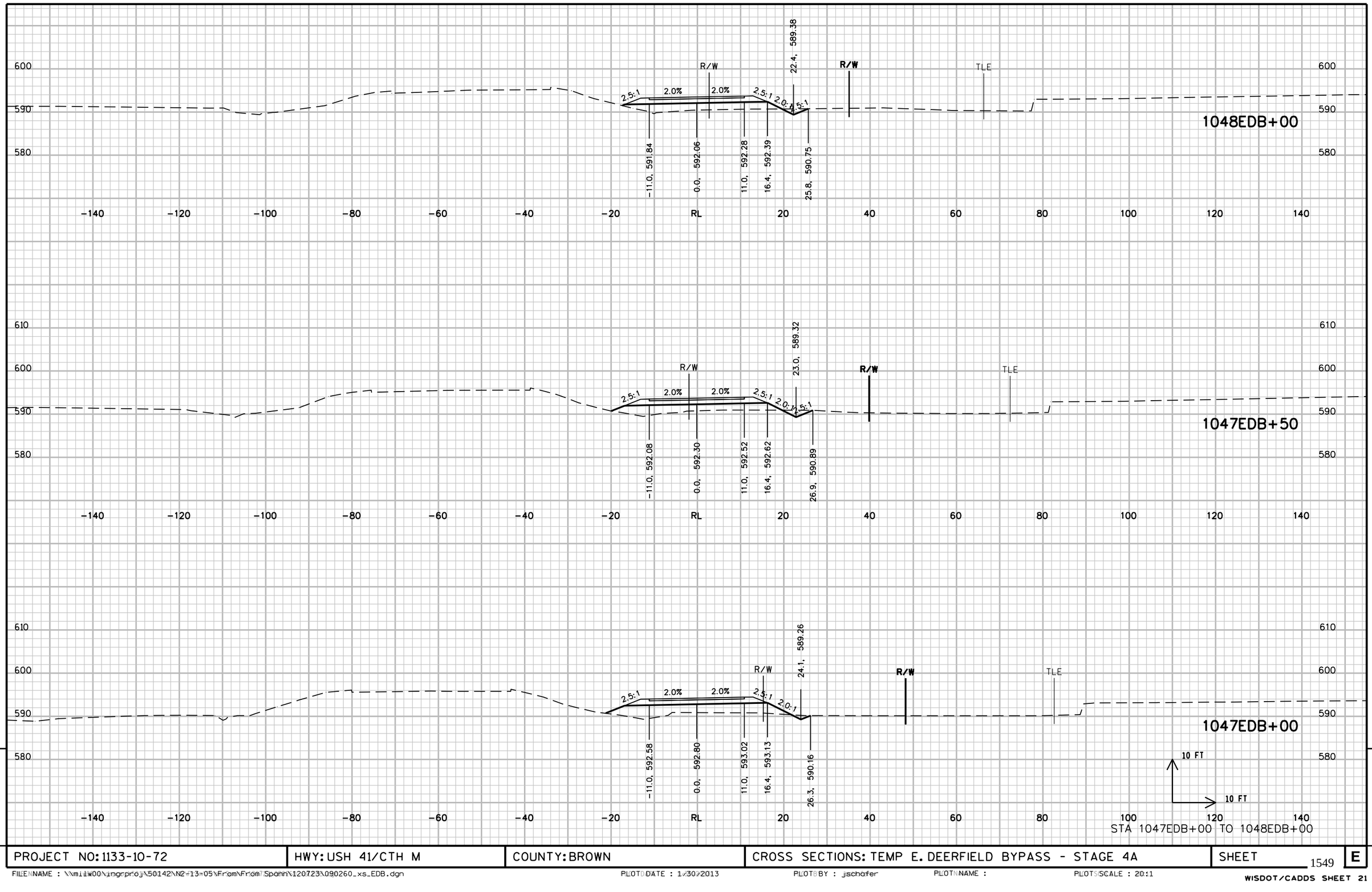
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMP E. DEERFIELD BYPASS - STAGE 4A	SHEET 1548	E



STA 1047EDB+00 TO 1048EDB+00

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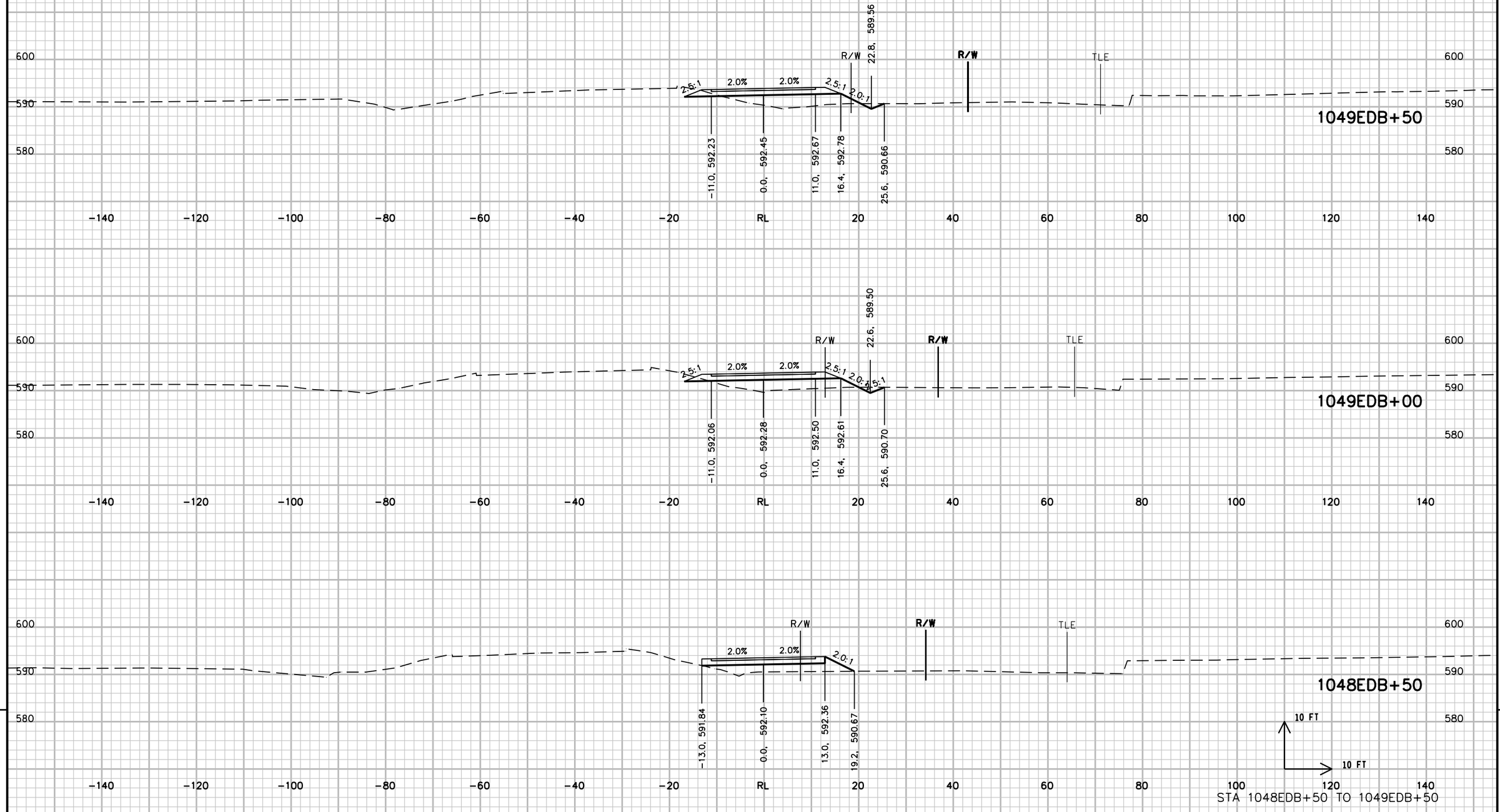
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMP E. DEERFIELD BYPASS - STAGE 4A	SHEET 1549	E



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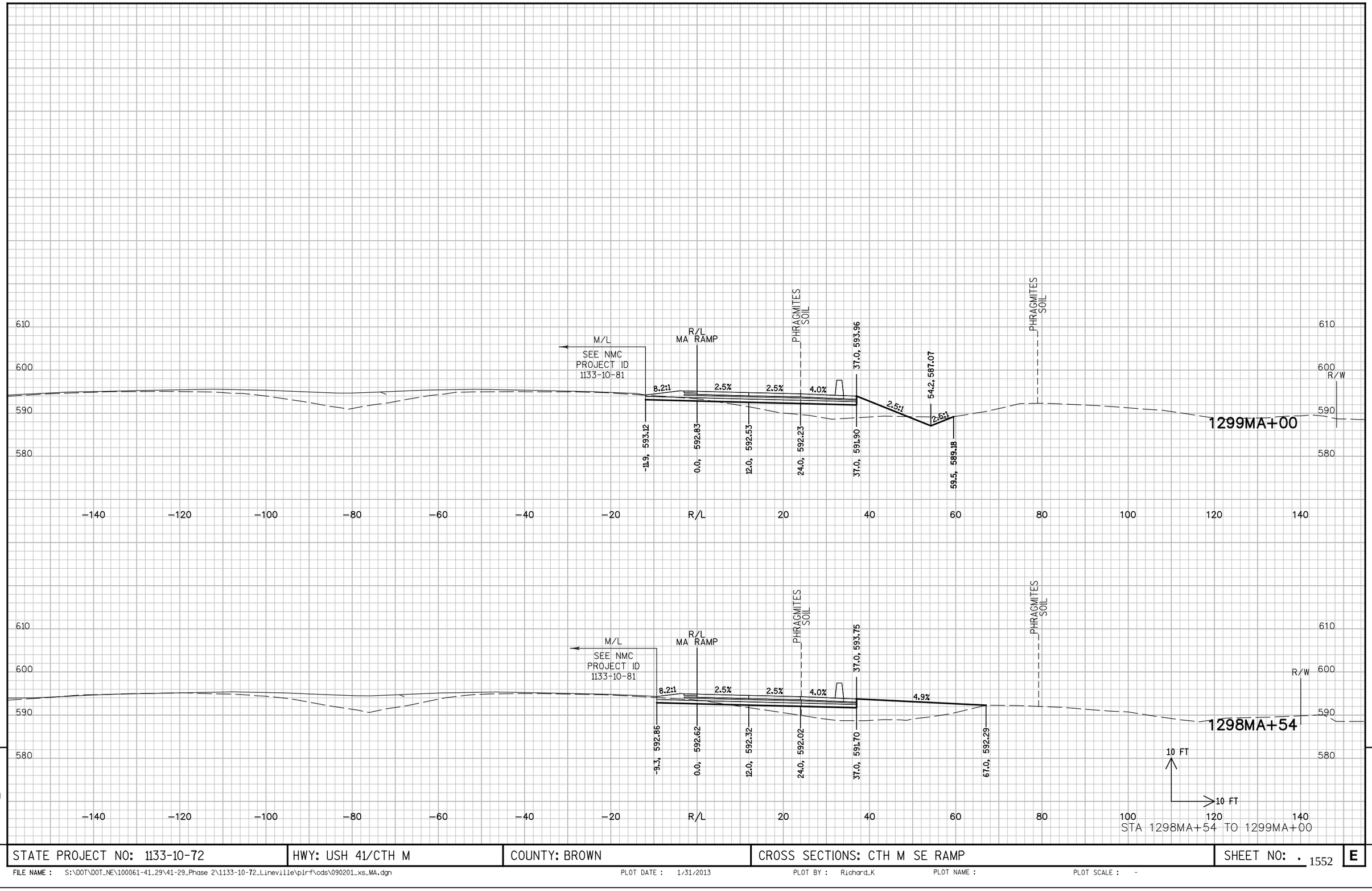
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMP E. DEERFIELD BYPASS - STAGE 4A	SHEET 1550	E

FILENAME : \\miltw00\ingrproj\50142\N2+13-05\From\FromTSpann\120723\090260_xs_EDB.dgn PLOTDATE : 1/30/2013 PLOTBY : jschafer PLOTNAME : PLOTSCALE : 20:1
WISDOT/CADDS SHEET 21

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: TEMP E. DEERFIELD BYPASS - STAGE 4A	SHEET 1551 E

FILENAME : \\miltw00\ingrproj\50142\N2+13+05\From\From7Spann\120723\090260_xs_EDB.dgn PLOTDATE : 1/30/2013 PLOTBY : jschafer PLOTNAME : PLOTSCALE : 20:1

WISDOT/CADDS SHEET 21



STA 1298MA+54 TO 1299MA+00

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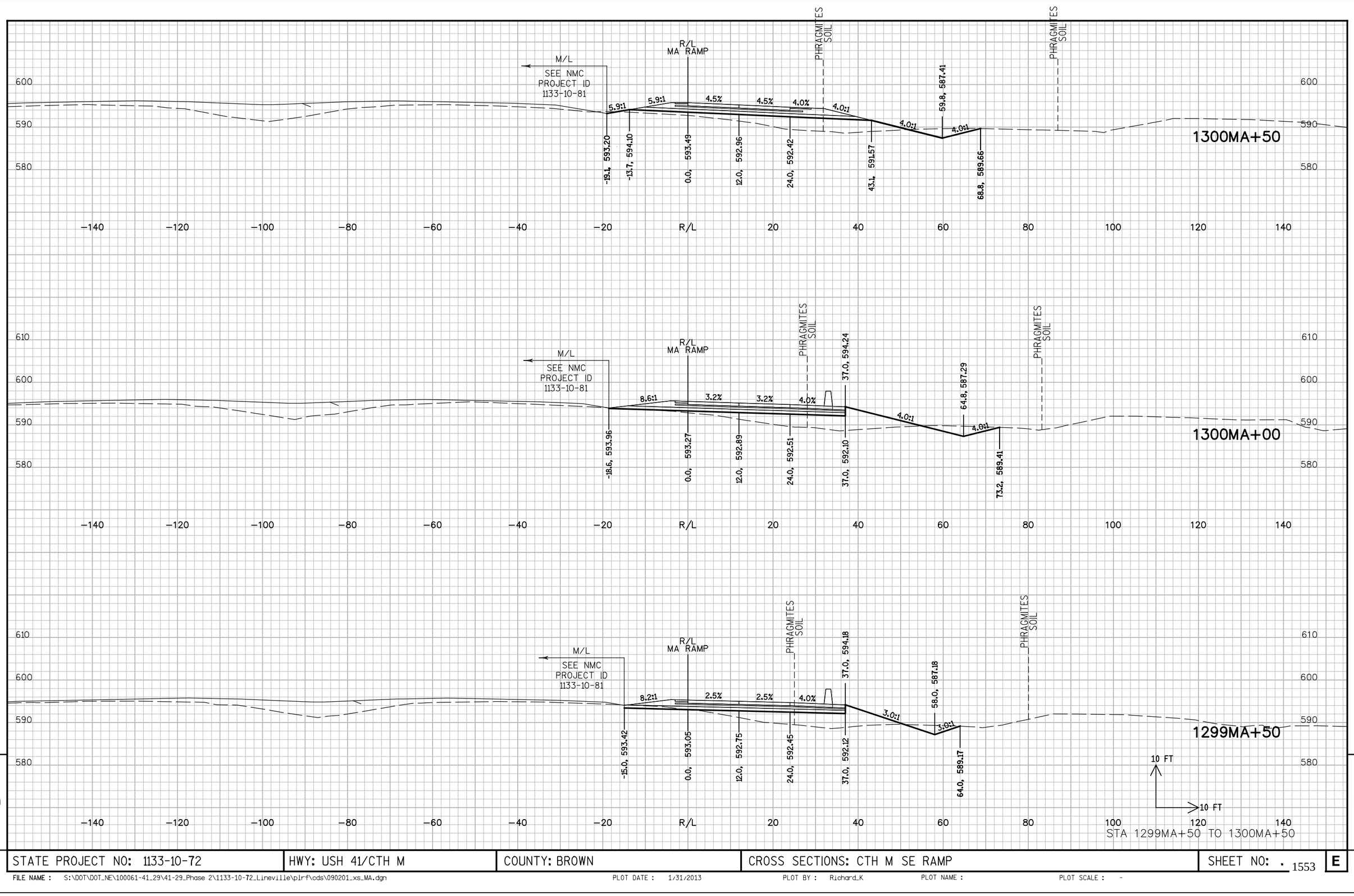
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1552	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 1299MA+50 TO 1300MA+50

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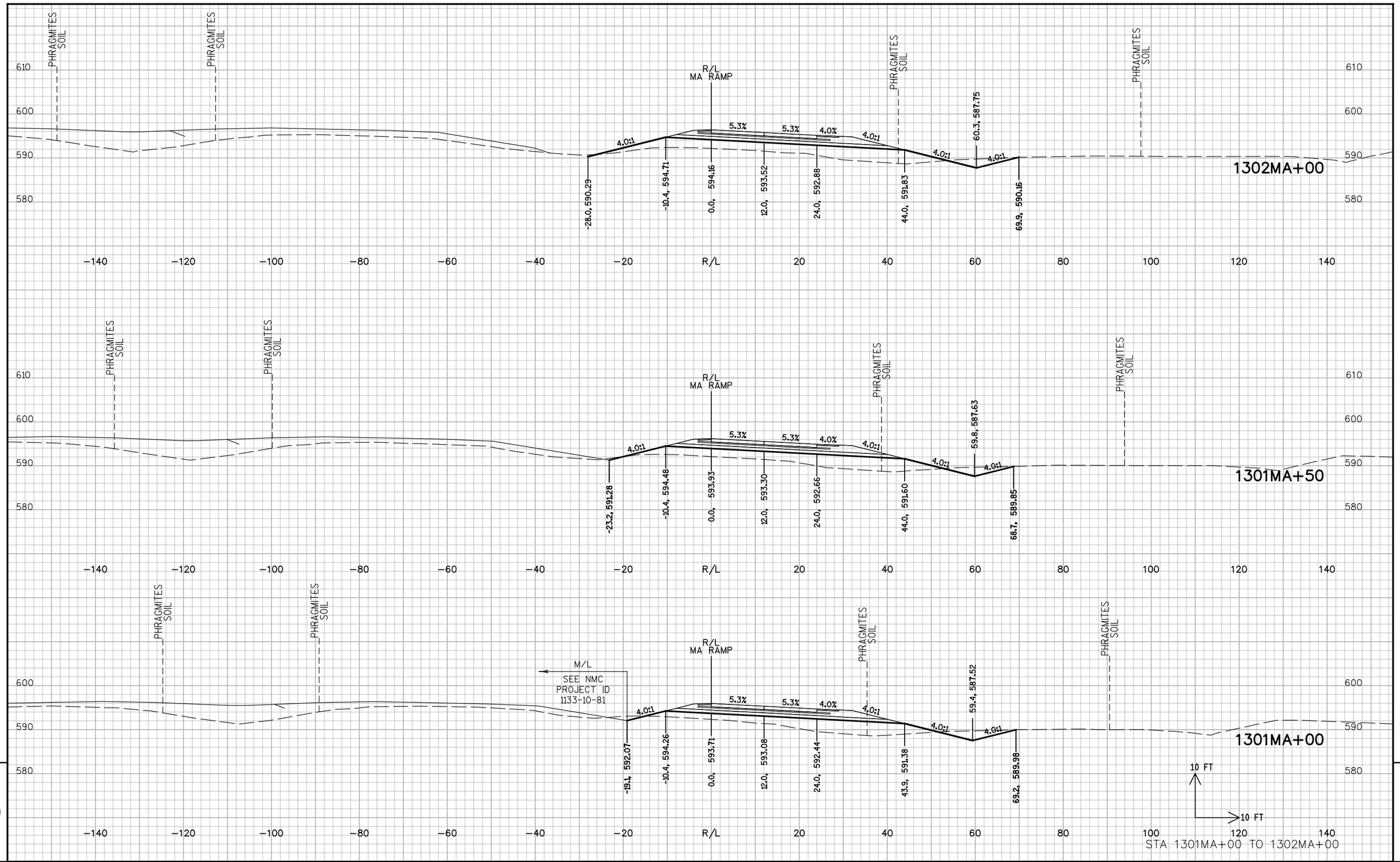
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1553	E

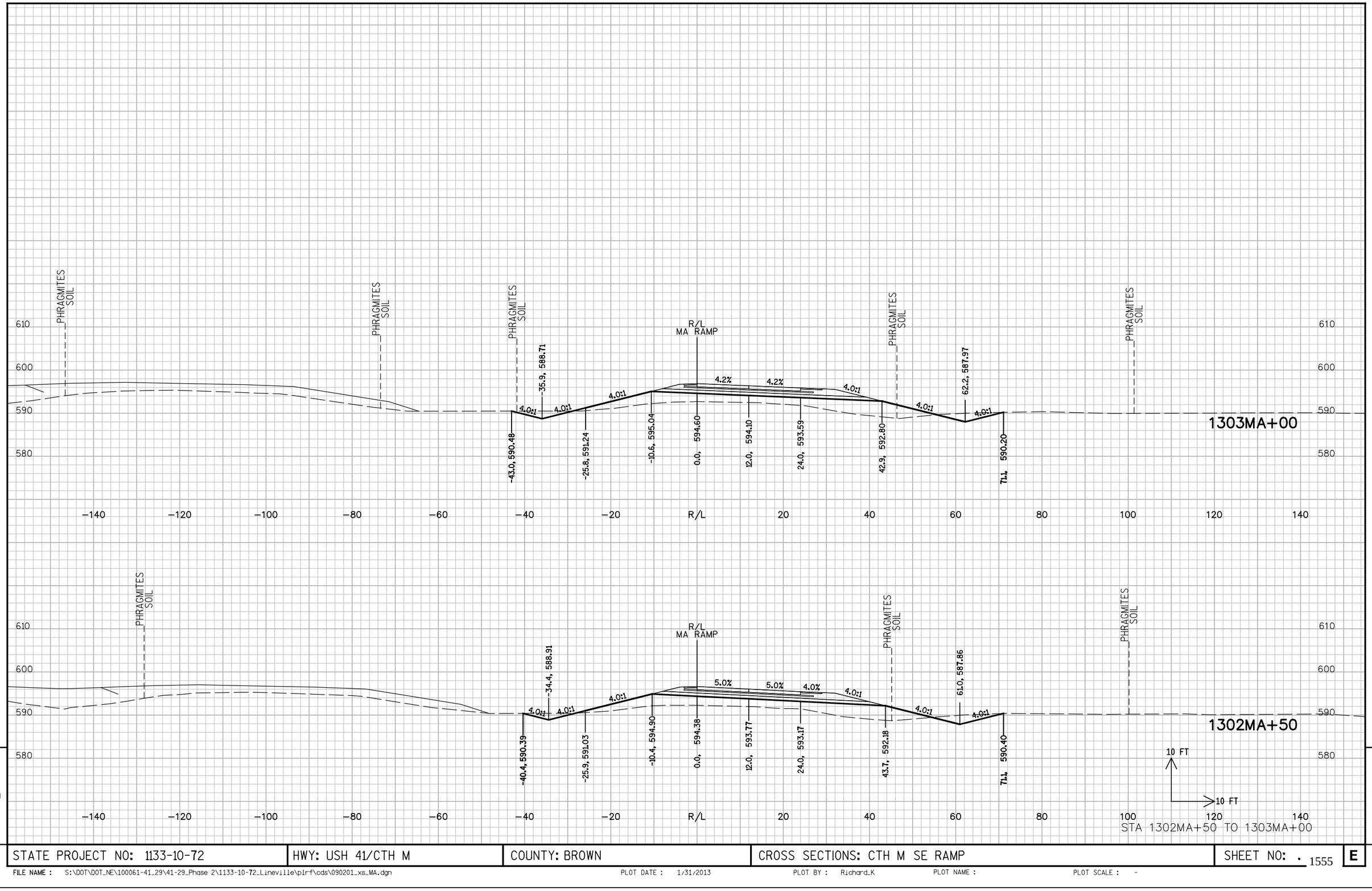
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 1301MA+00 TO 1302MA+00

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1554	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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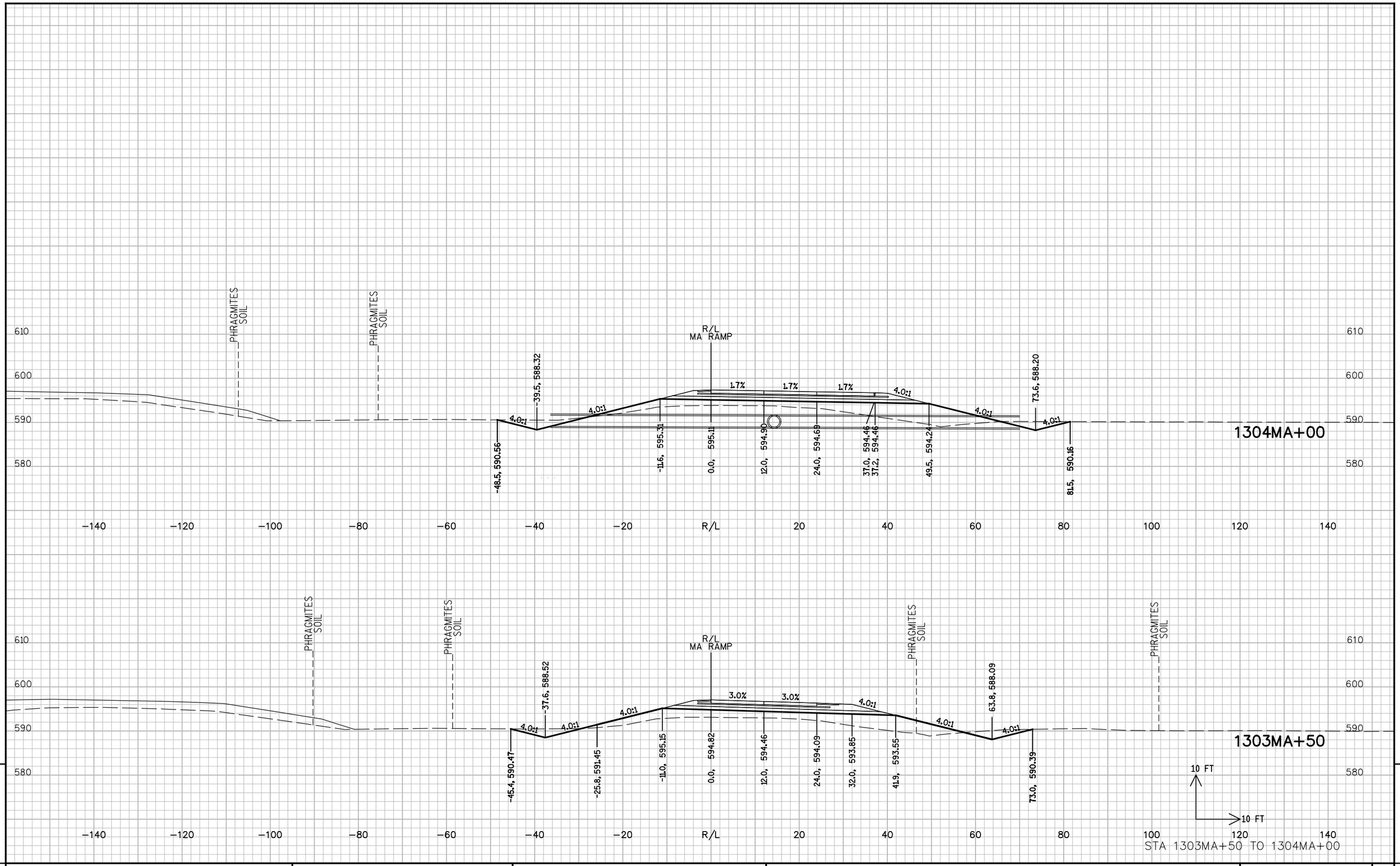
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1555	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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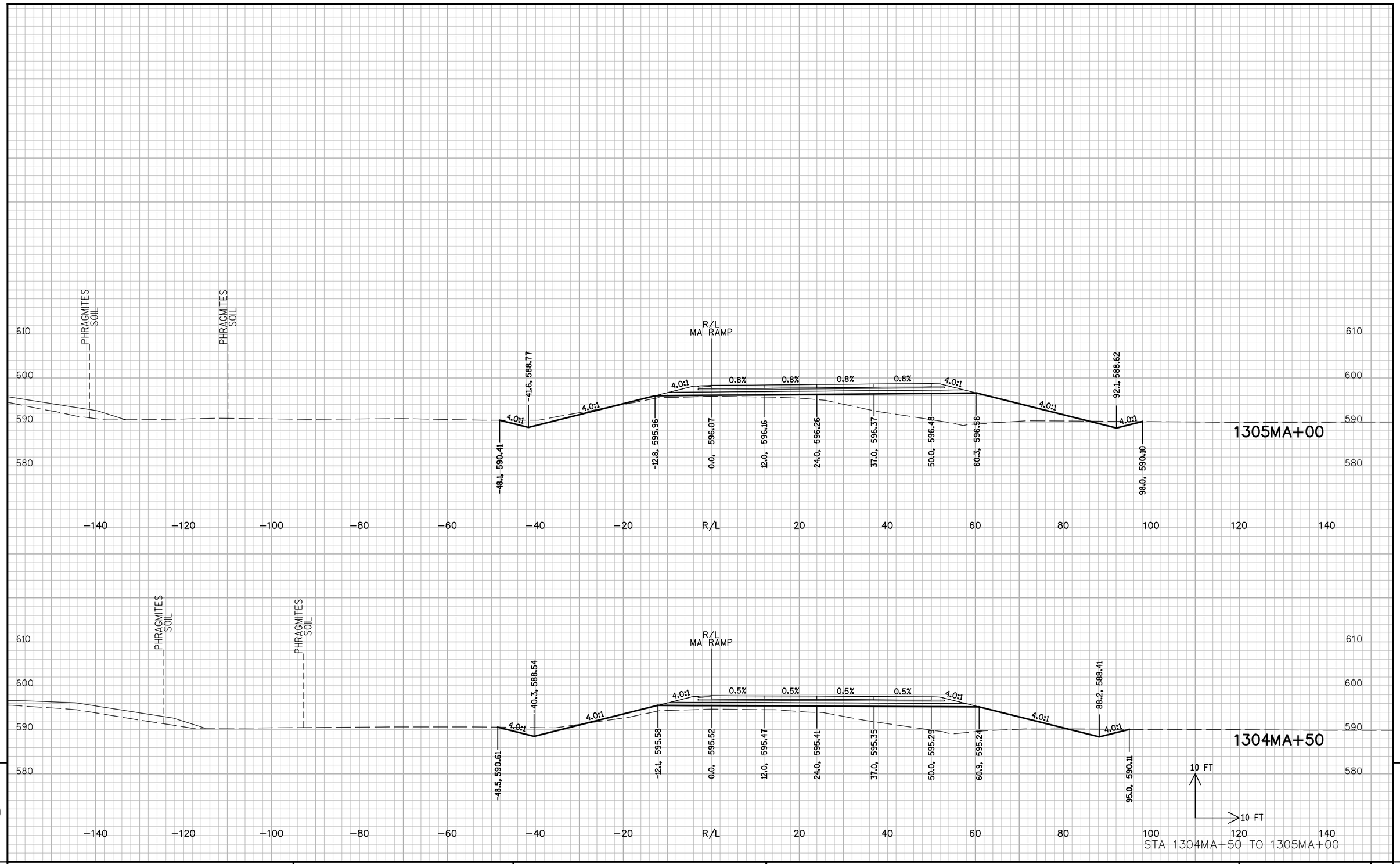
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1556	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1557	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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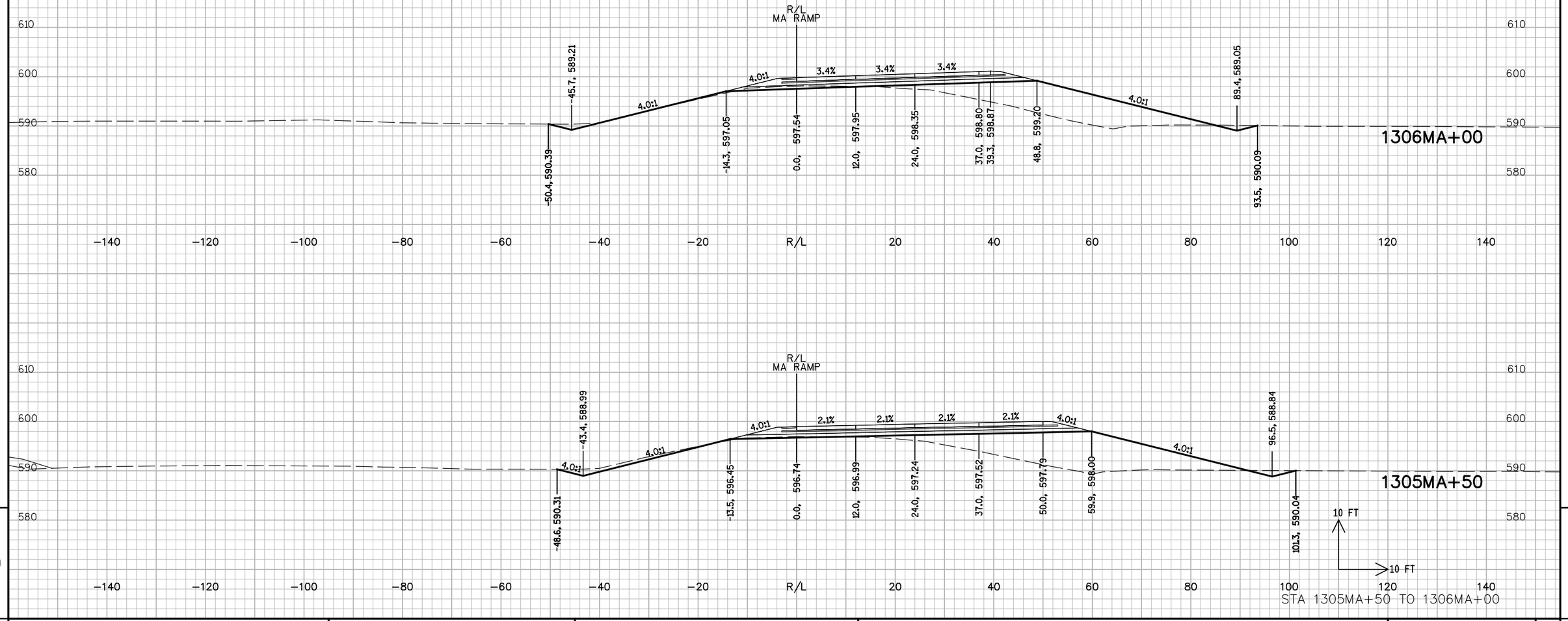

STA 1305MA+50 TO 1306MA+00

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1558	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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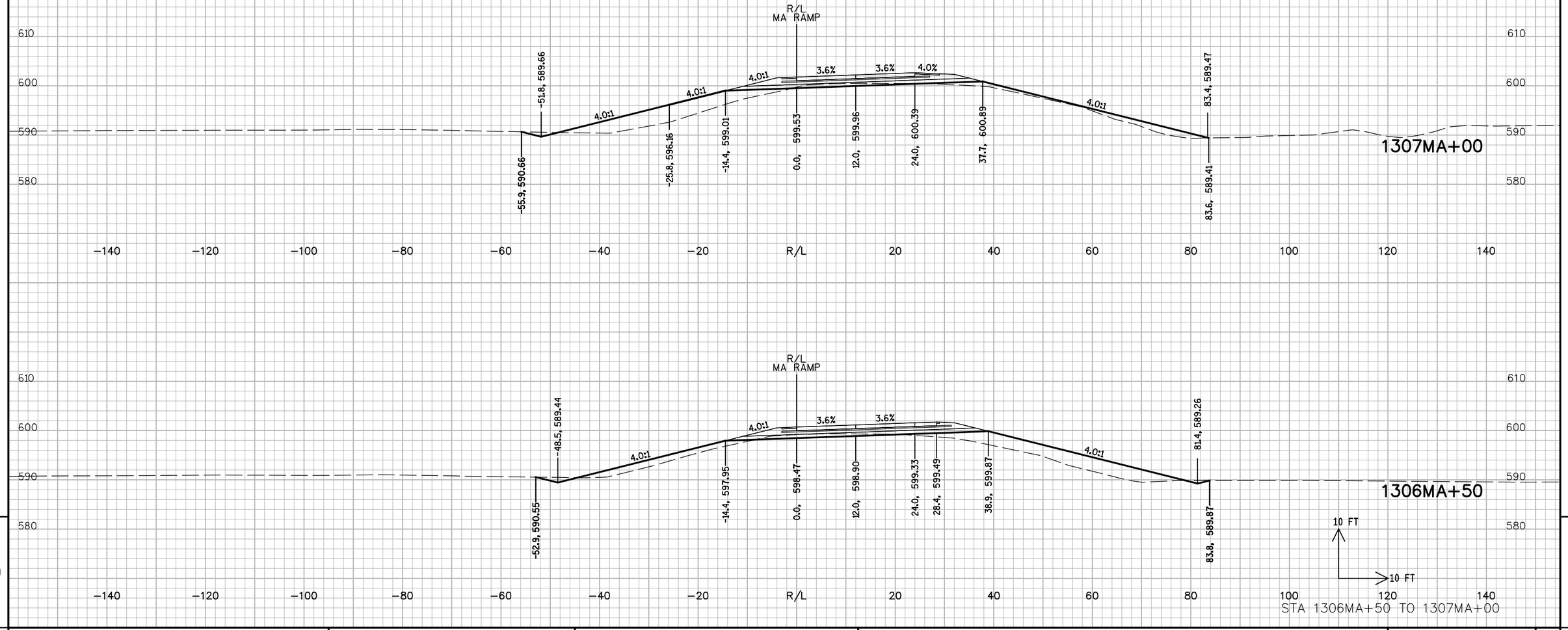
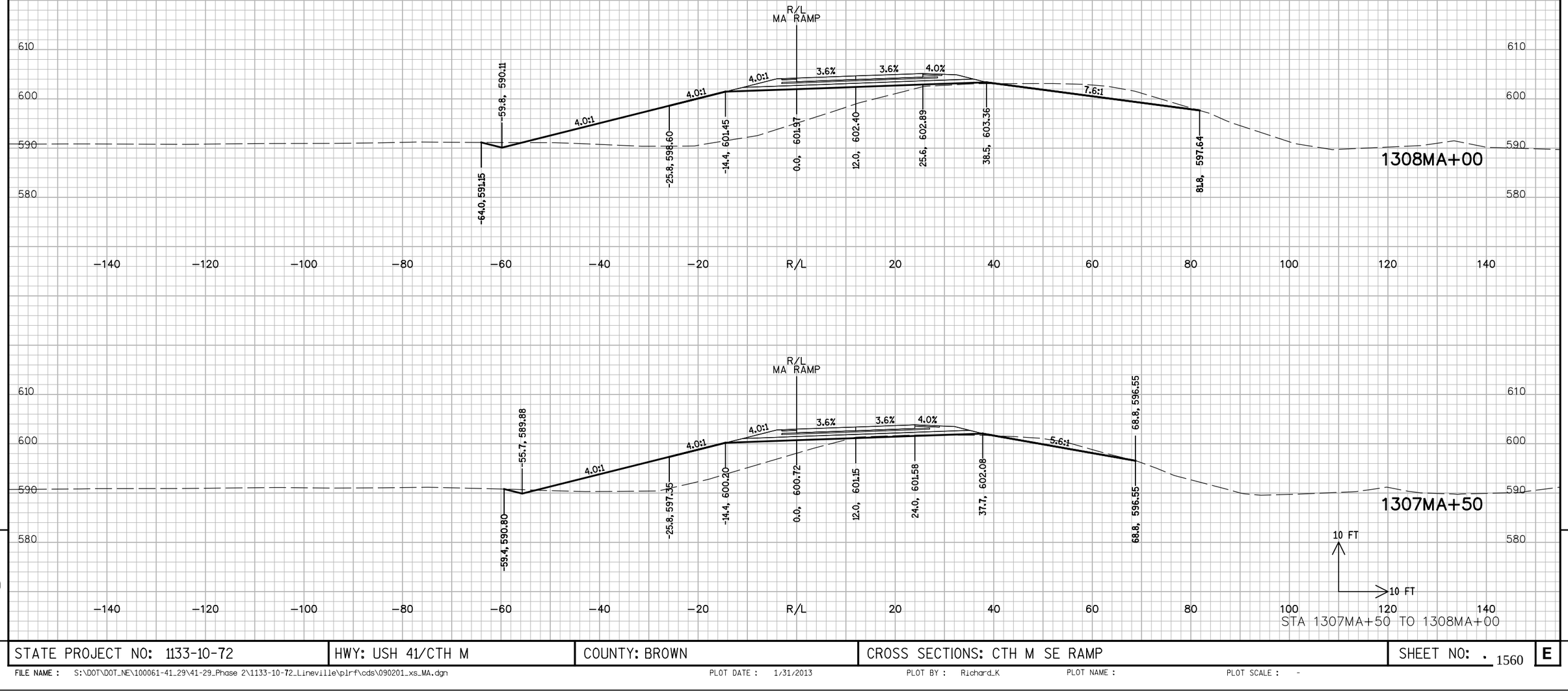


STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1559	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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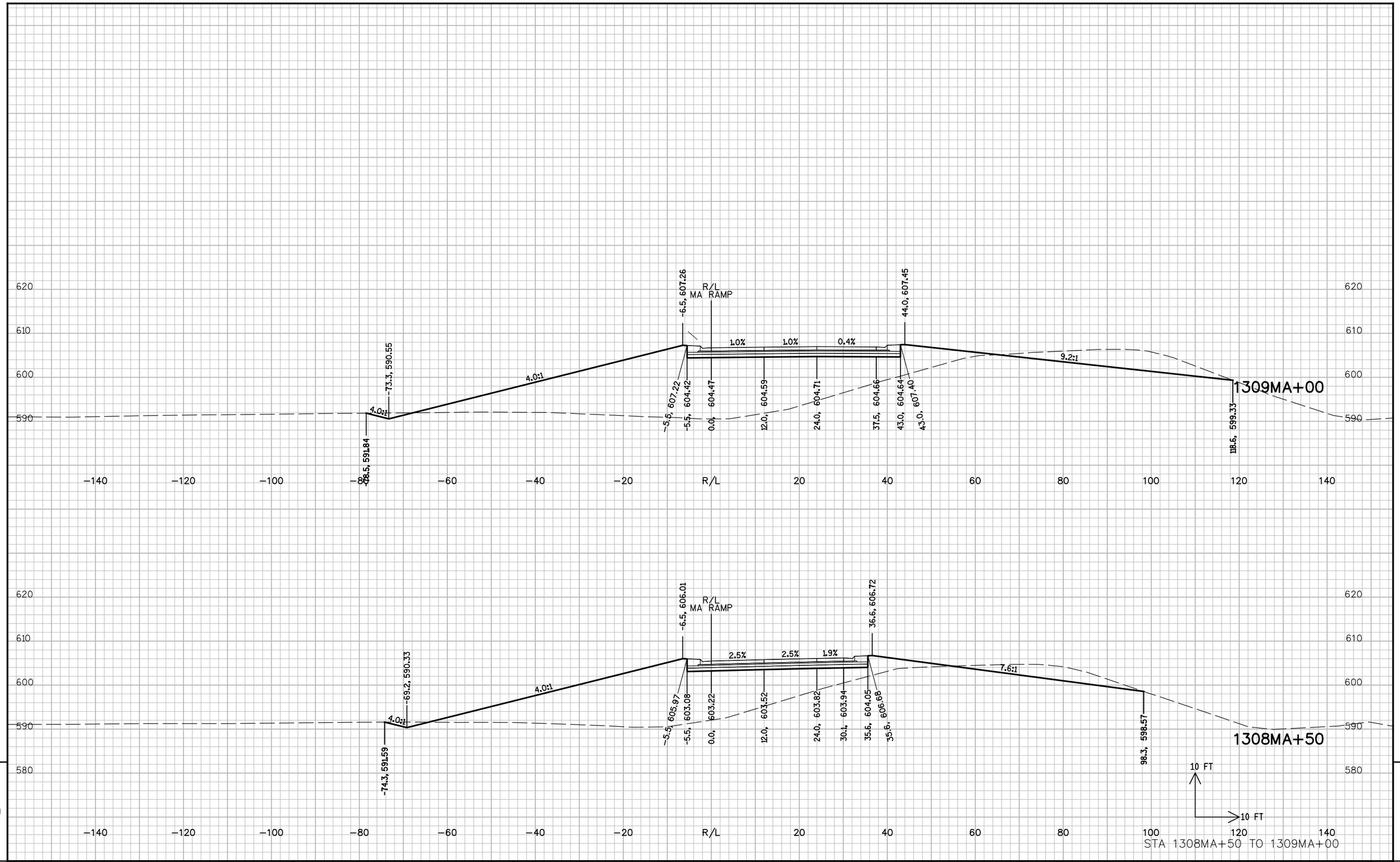
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1560	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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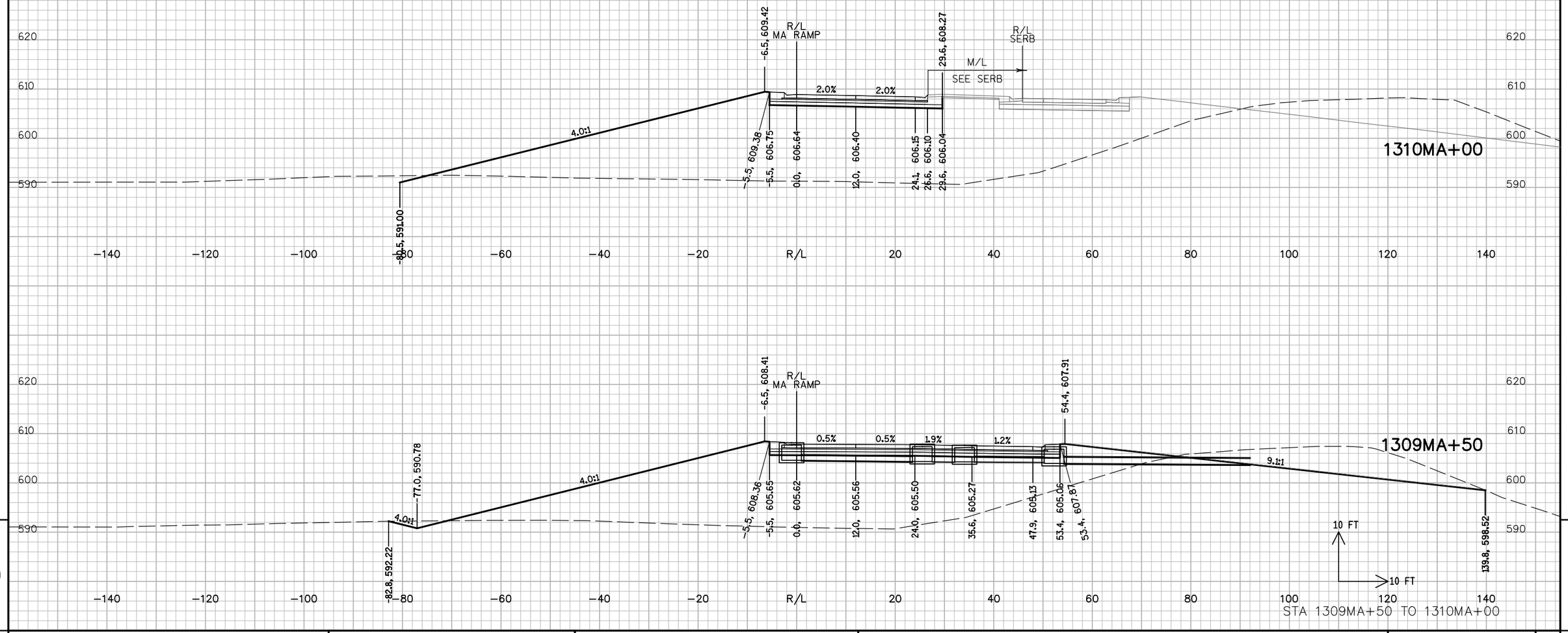
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1561	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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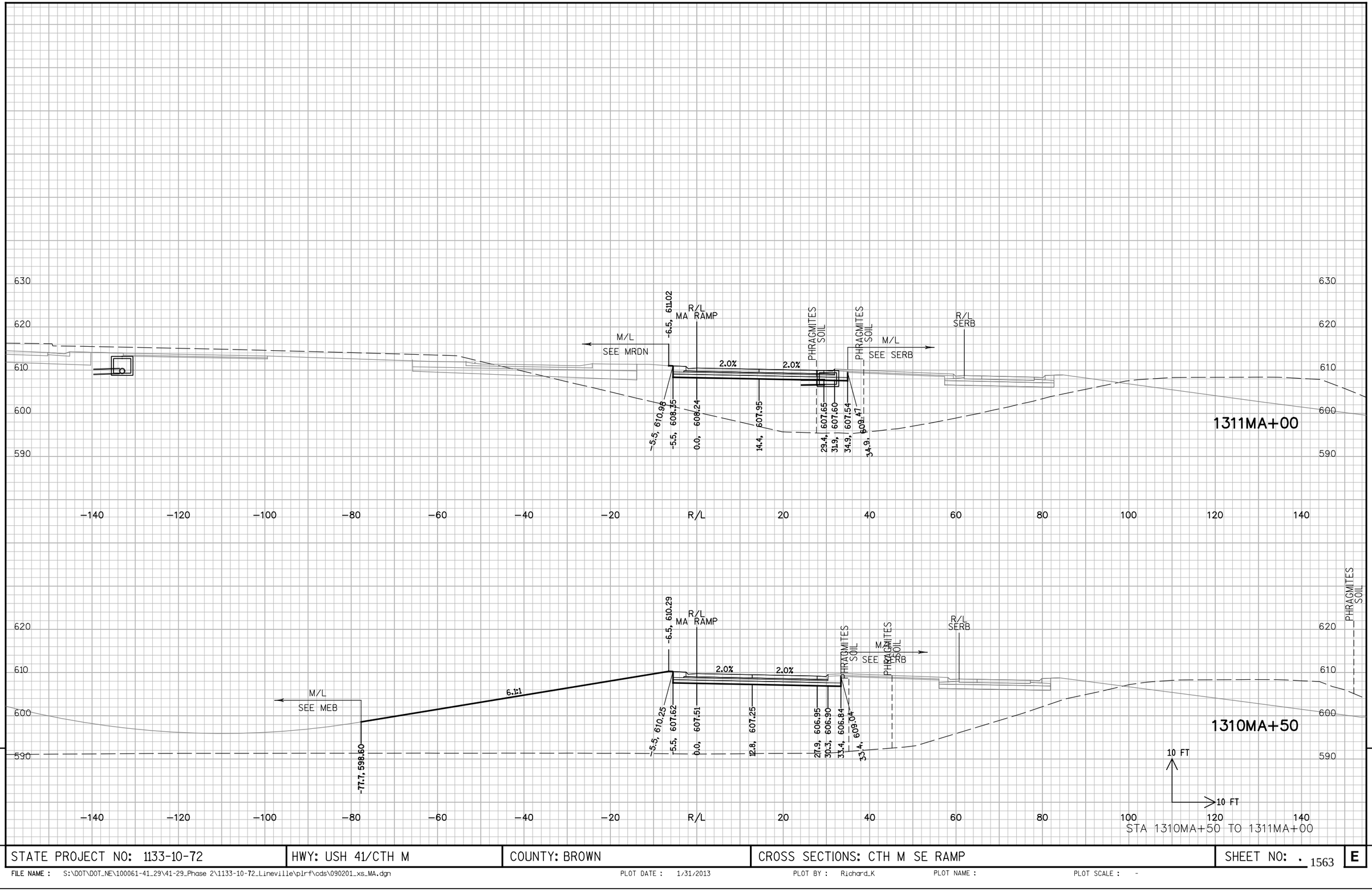
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1562	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 1310MA+50 TO 1311MA+00

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1563	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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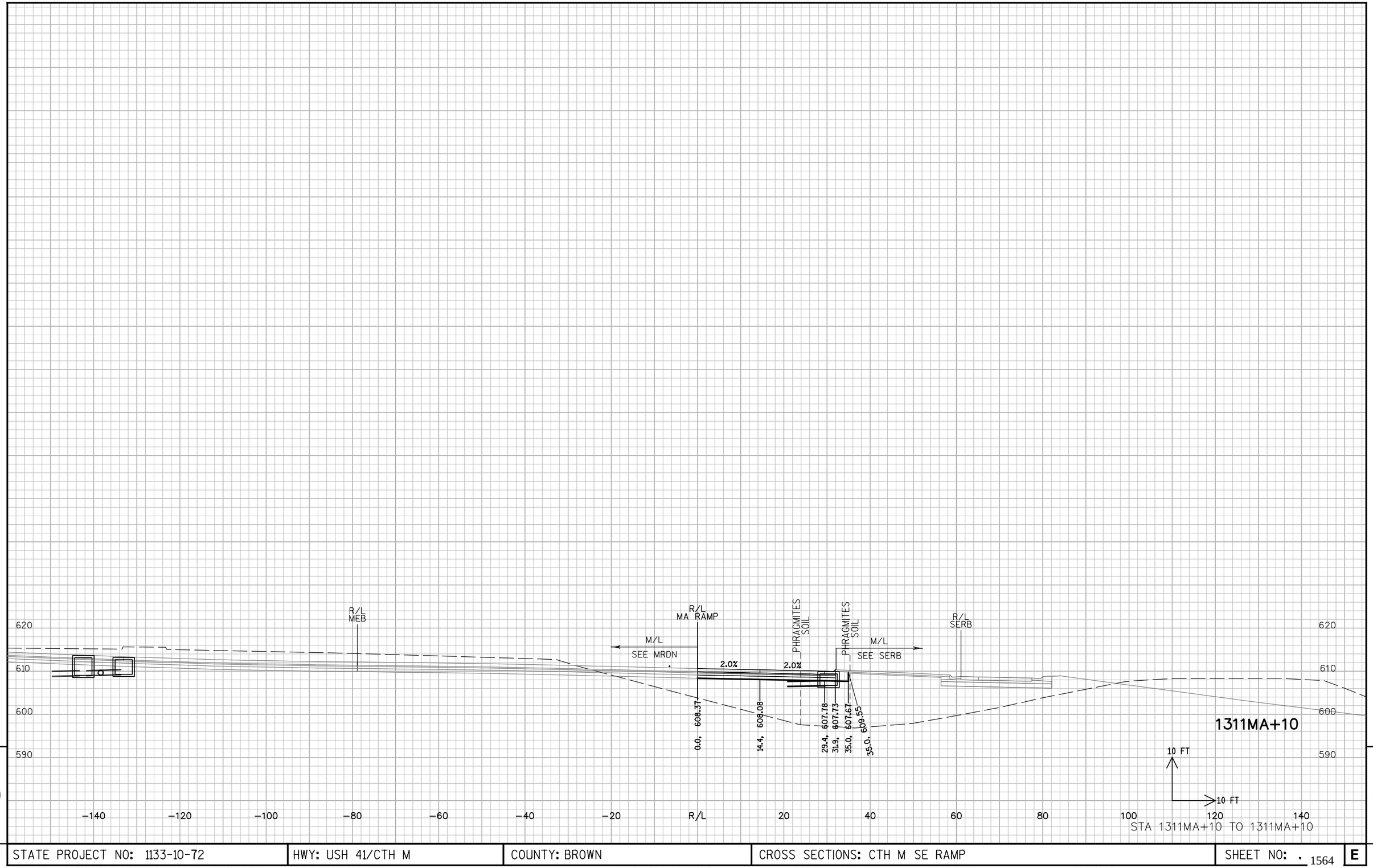

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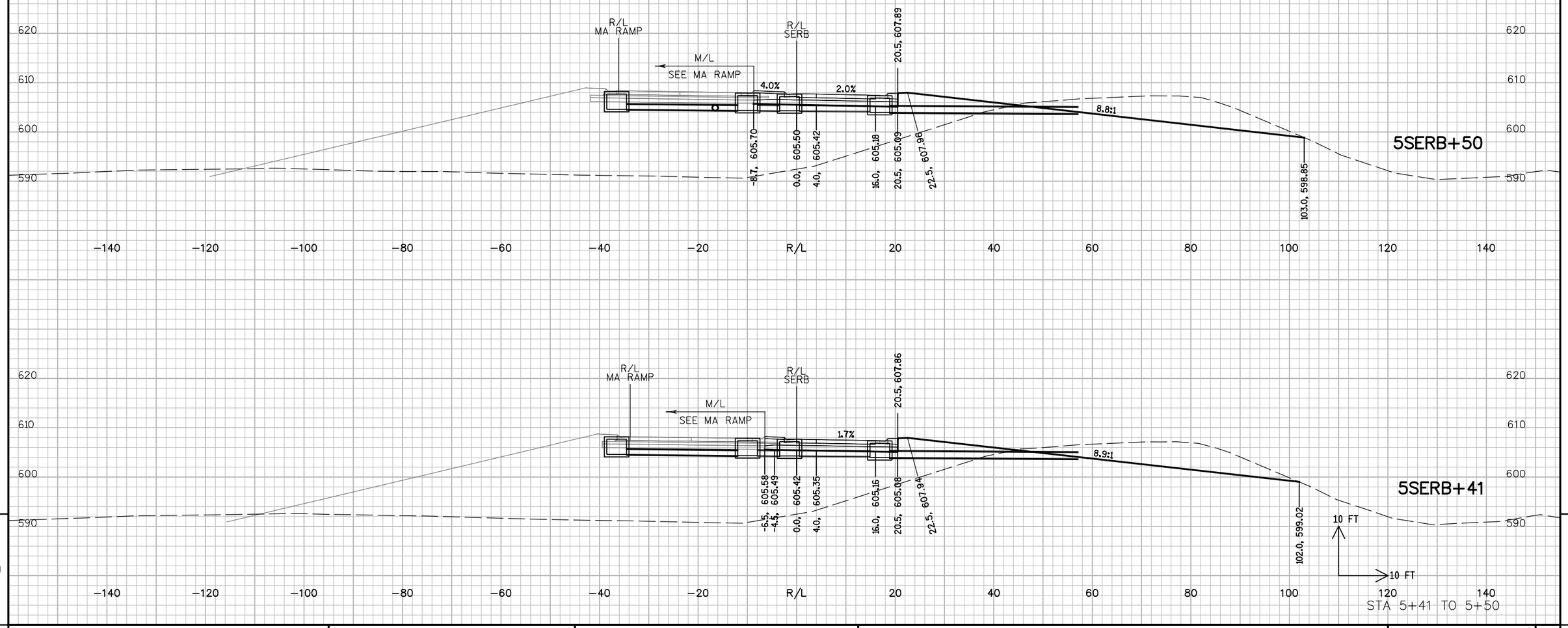
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP	SHEET NO: . 1564	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Linevilleplrf\cds\090201_xs_MA.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 5+41 TO 5+50

9

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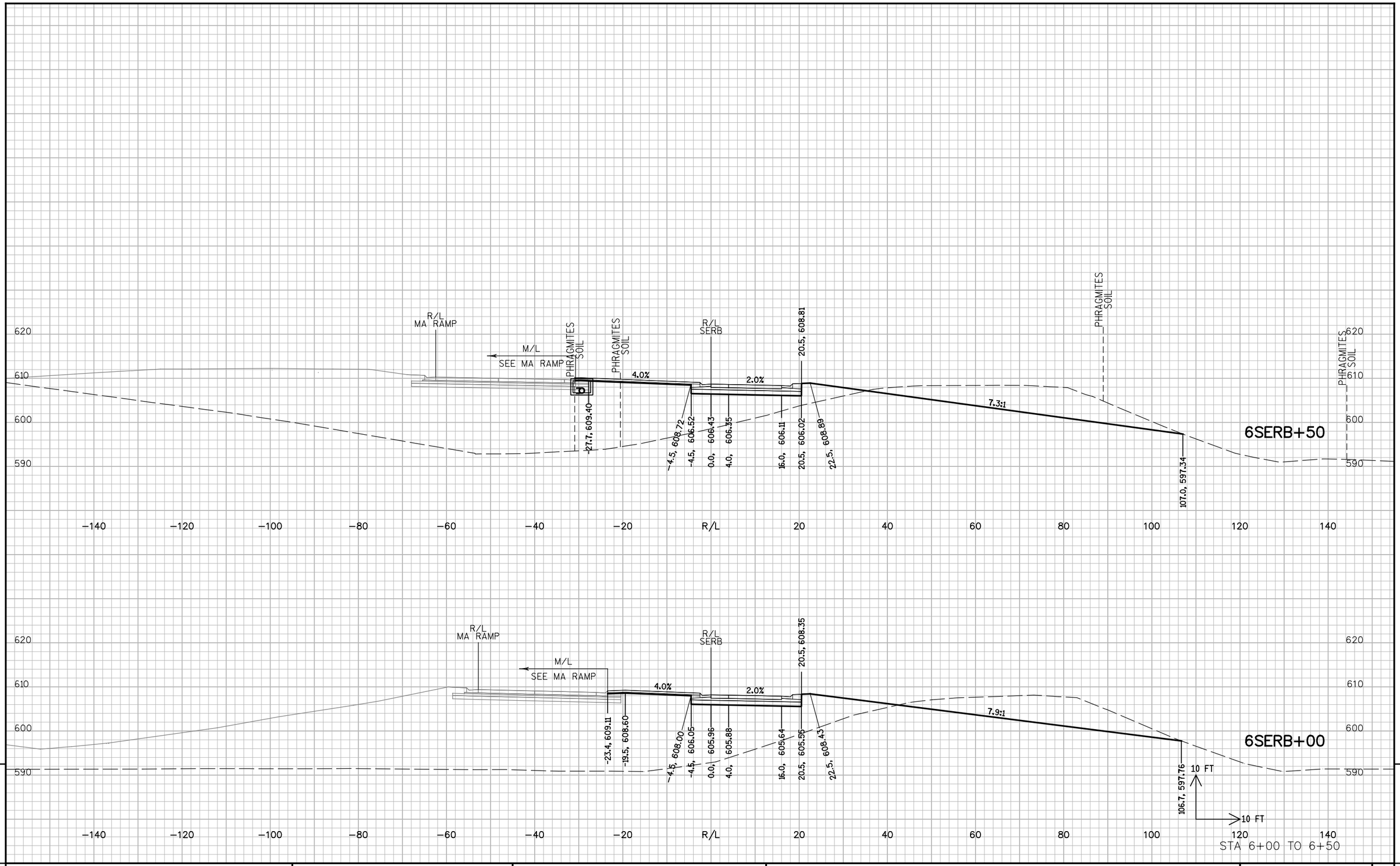
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP BYPASS	SHEET NO: . 1565	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090202_xs_SERB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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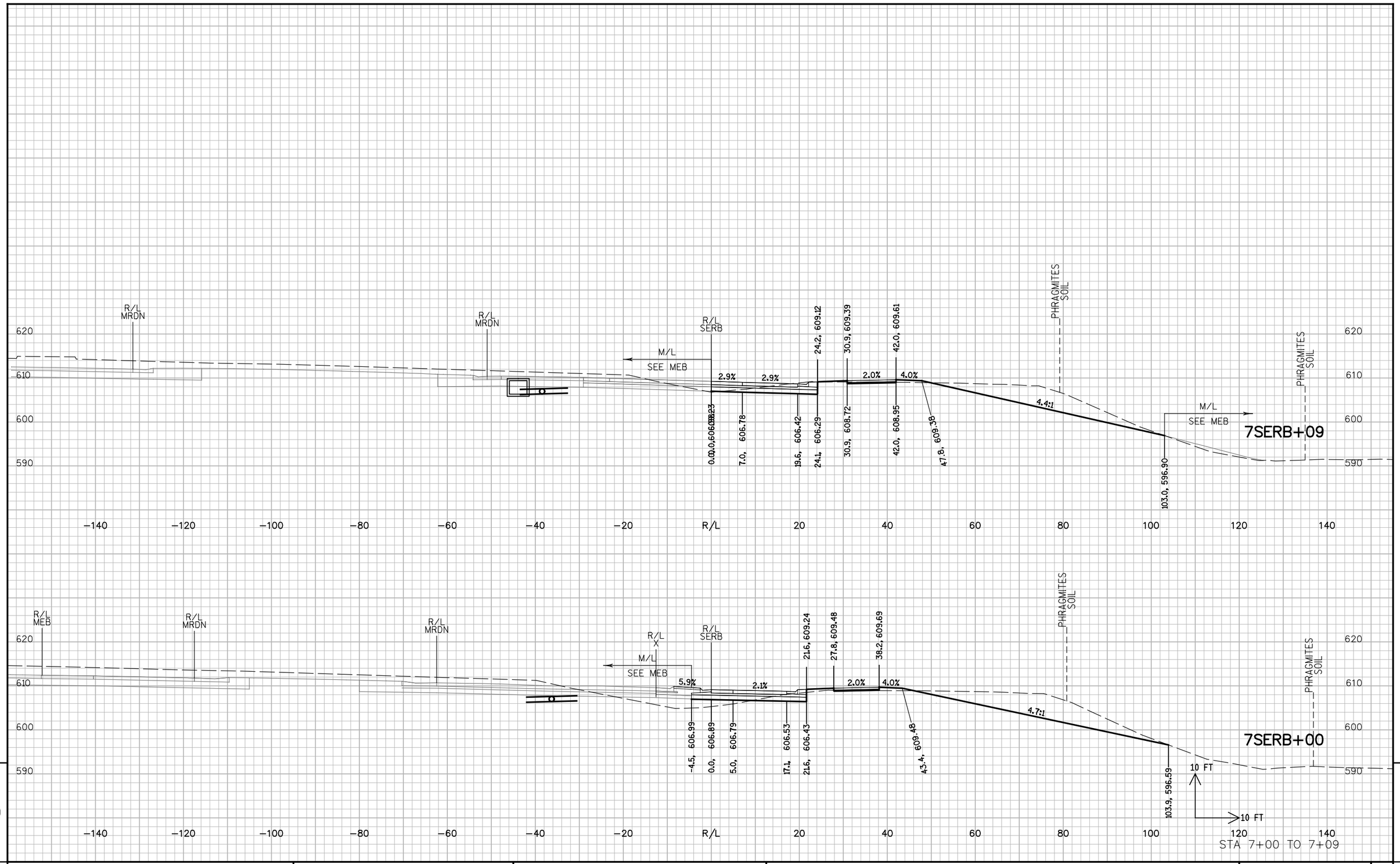
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP BYPASS	SHEET NO: . 1566	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090202_xs_SERB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 7+00 TO 7+09

9

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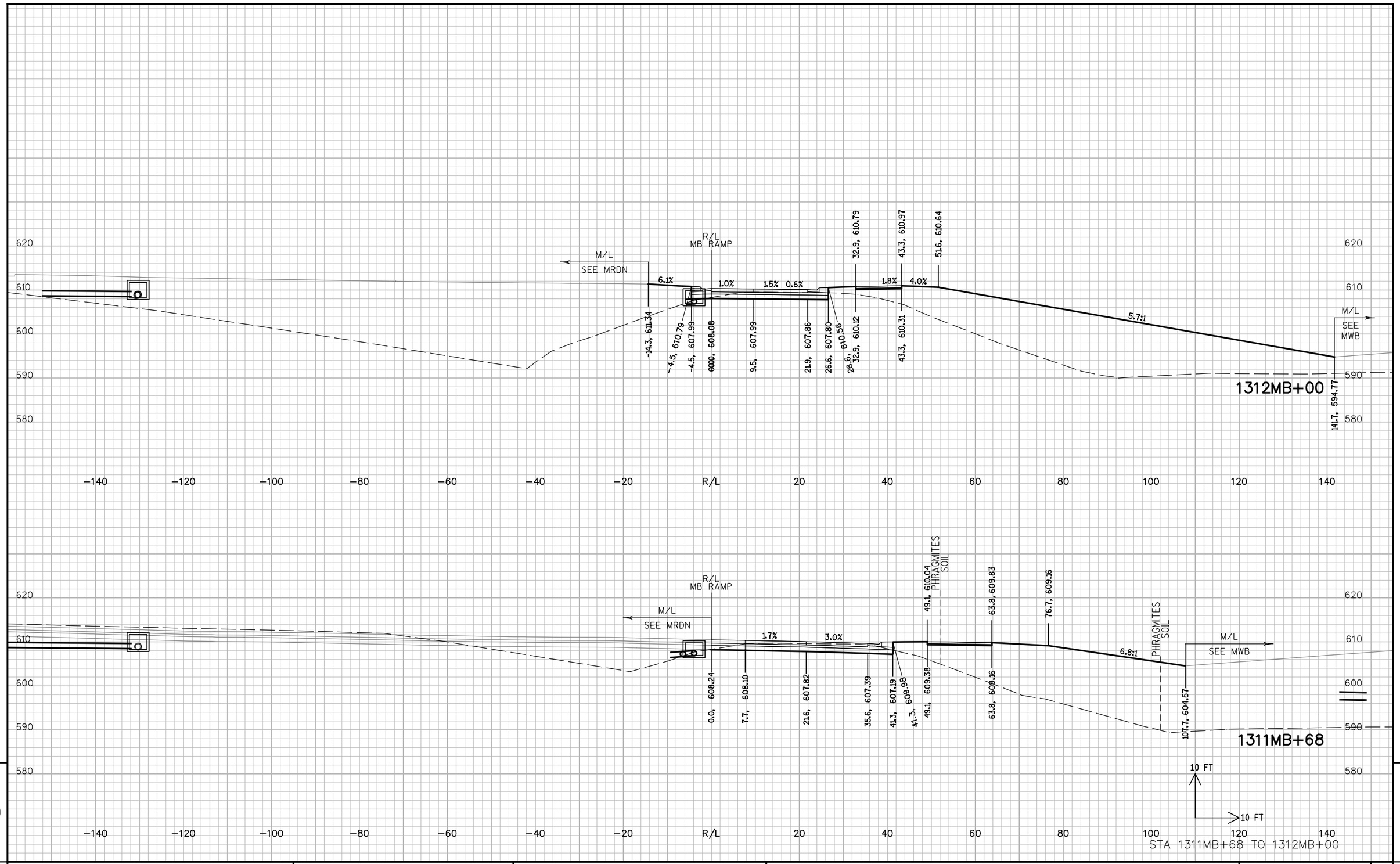
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SE RAMP BYPASS	SHEET NO: . 1567	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090202_xs_SERB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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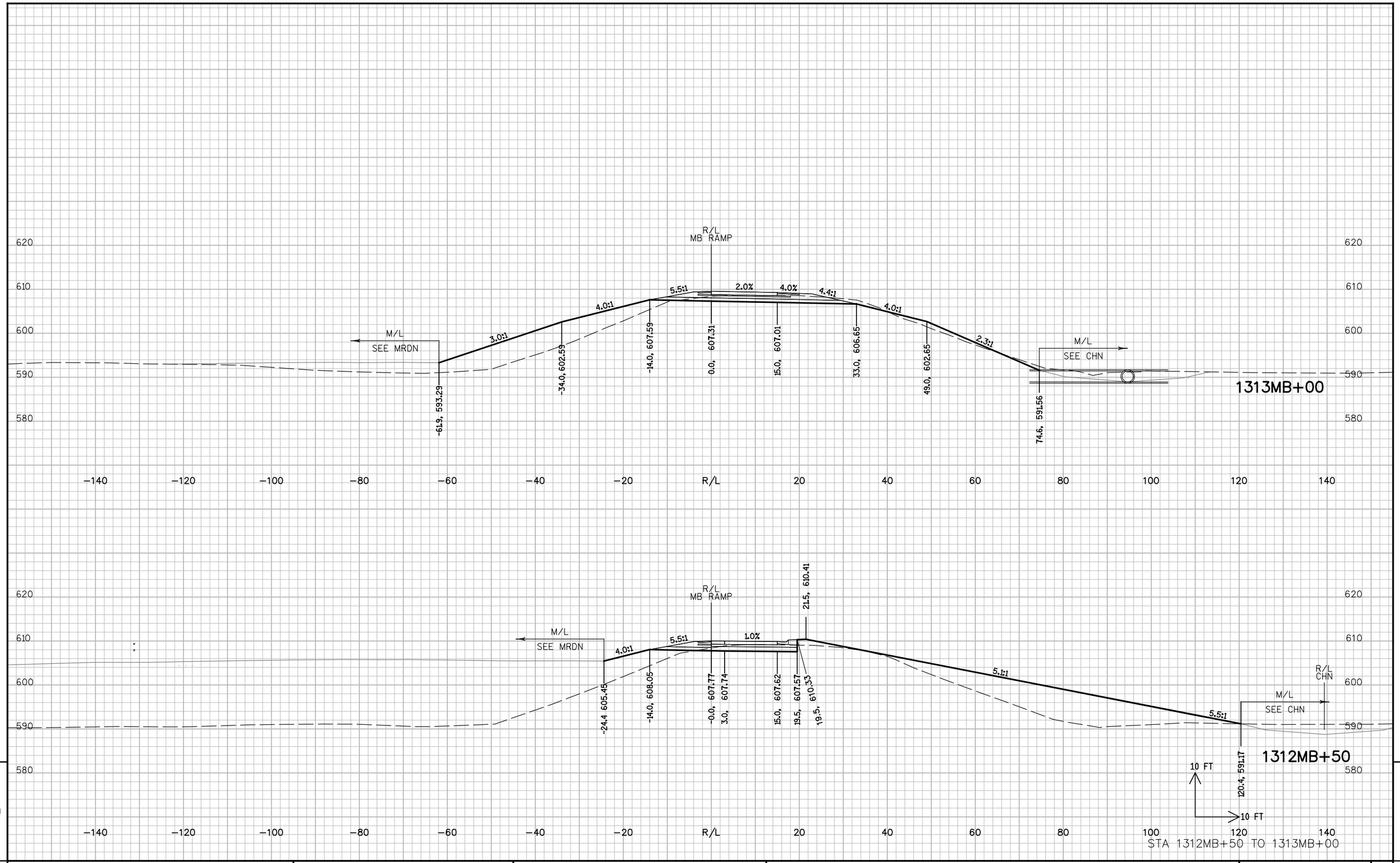
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP	SHEET NO: . 1568	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090203_xs_MB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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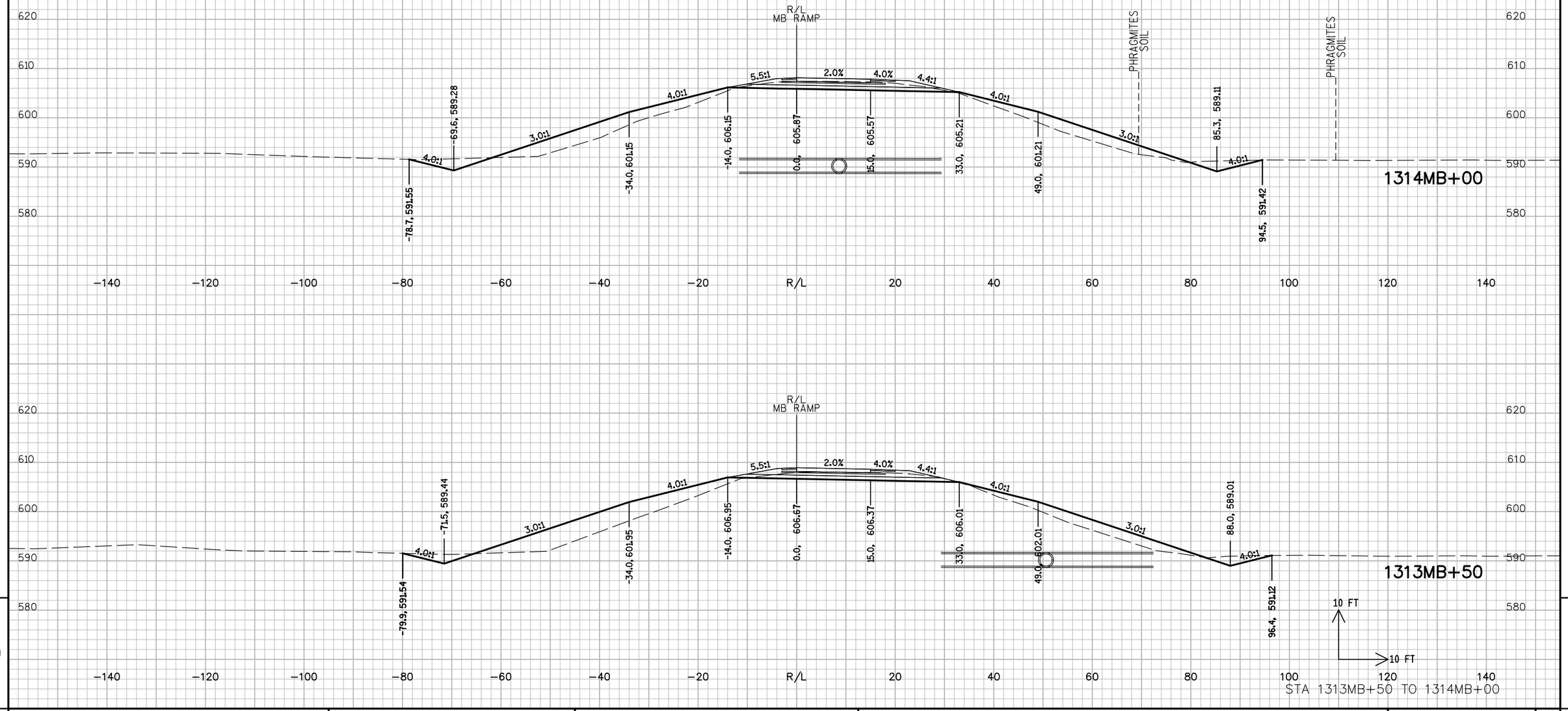
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP	SHEET NO: . 1569	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090203_xs_MB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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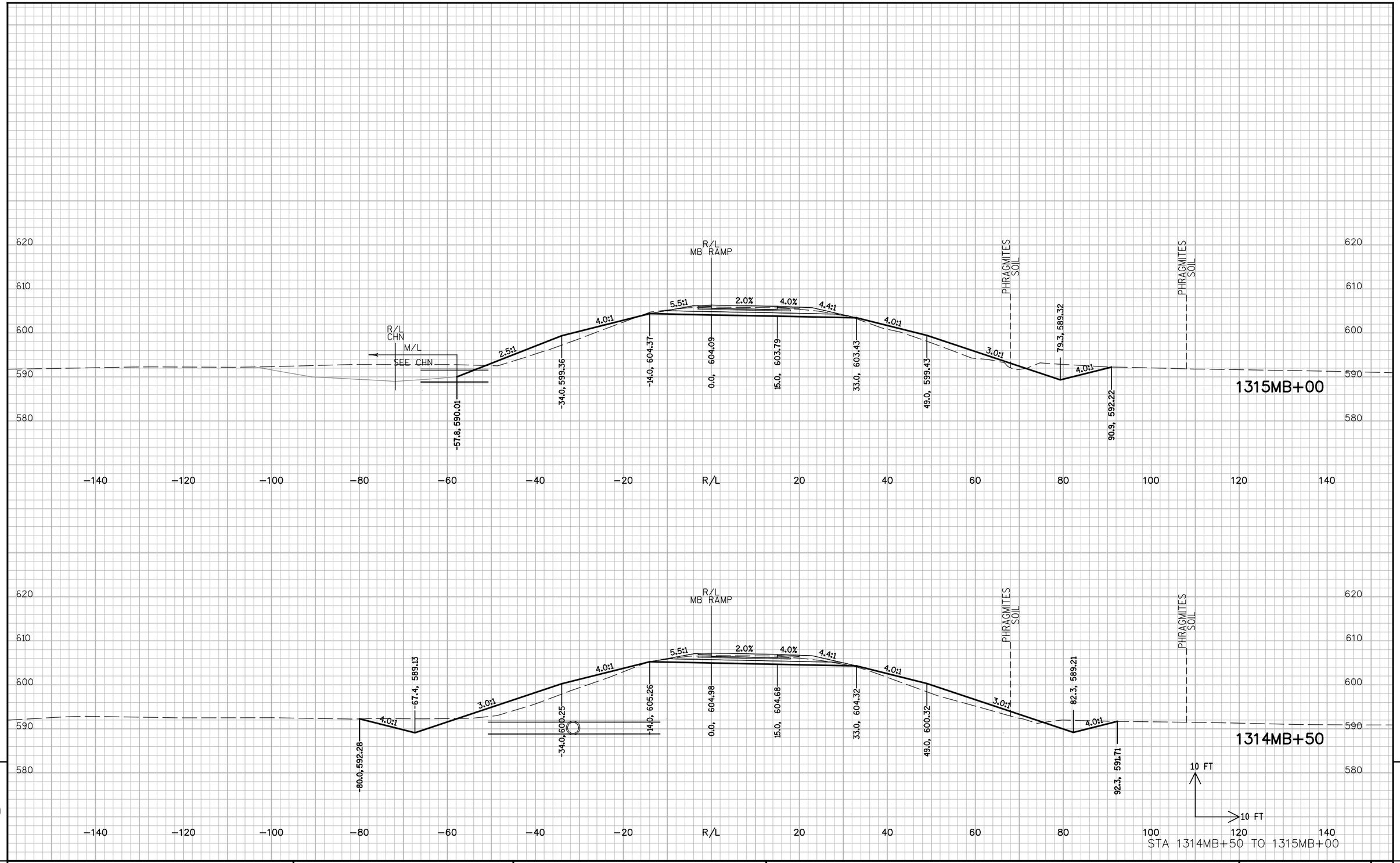
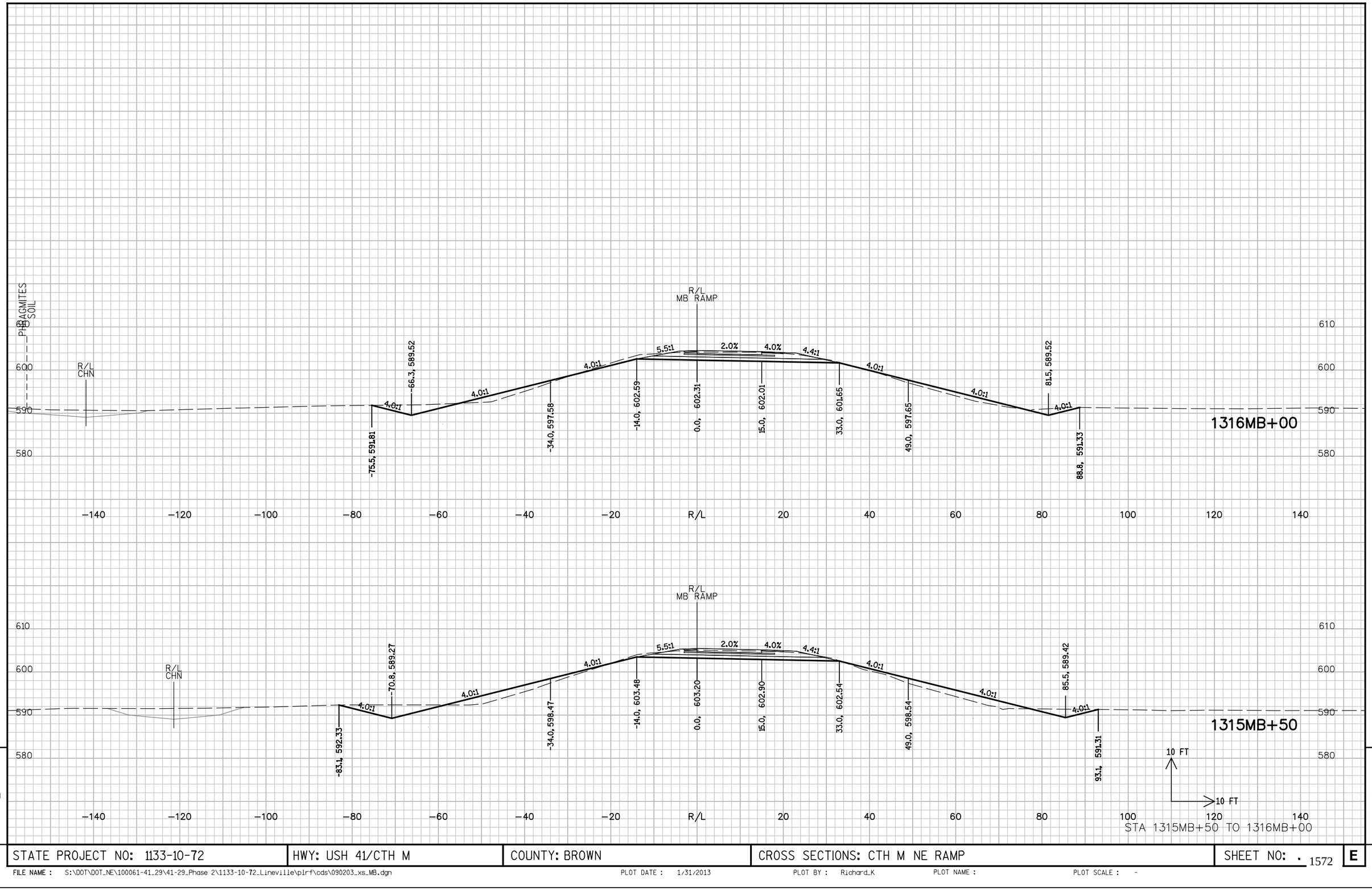
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP	SHEET NO: . 1570	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090203_xs_MB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP	SHEET NO: . 1571	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090203_xs_MB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

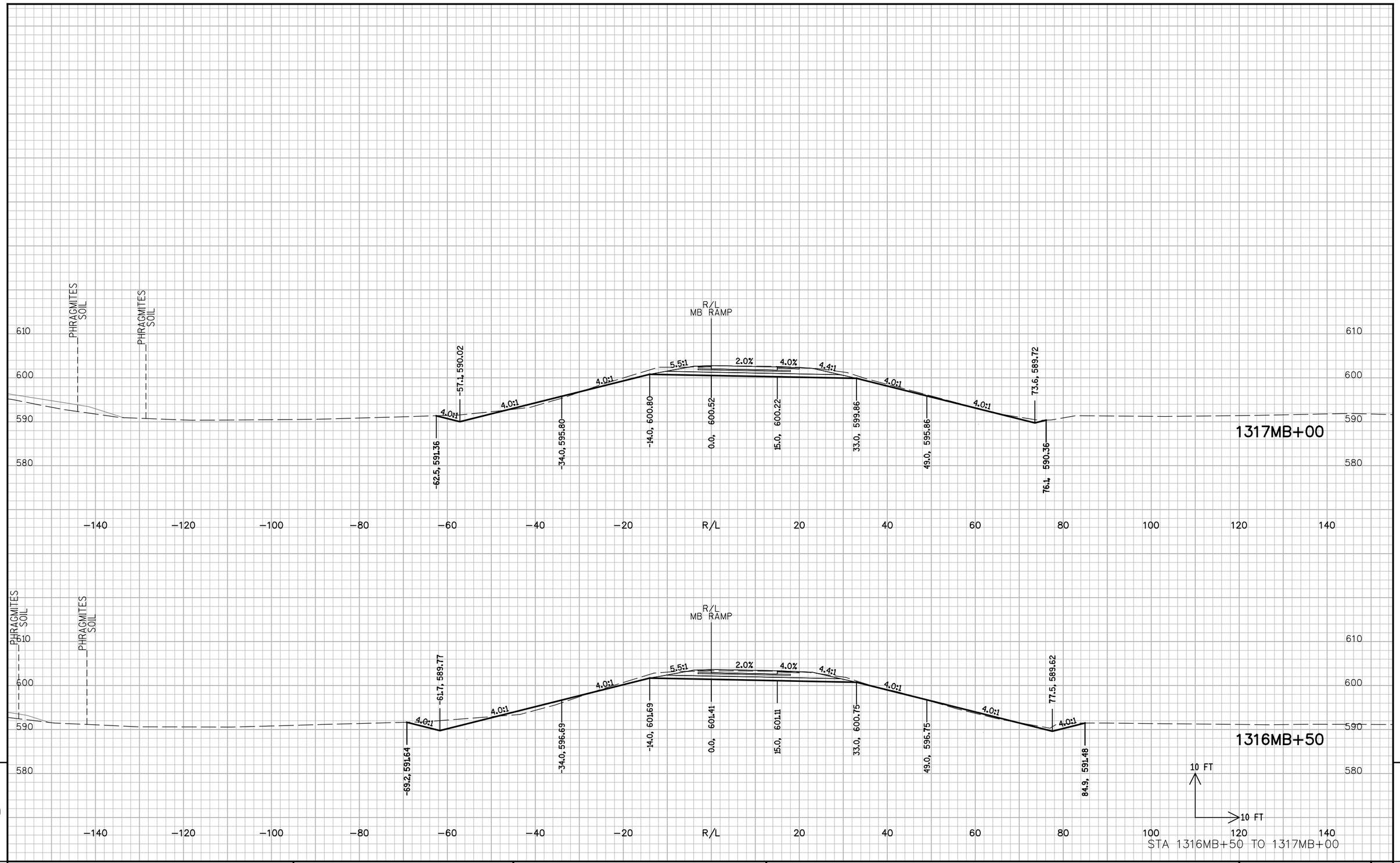


STA 1315MB+50 TO 1316MB+00

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP	SHEET NO: . 1572	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090203_xs_MB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

9 9

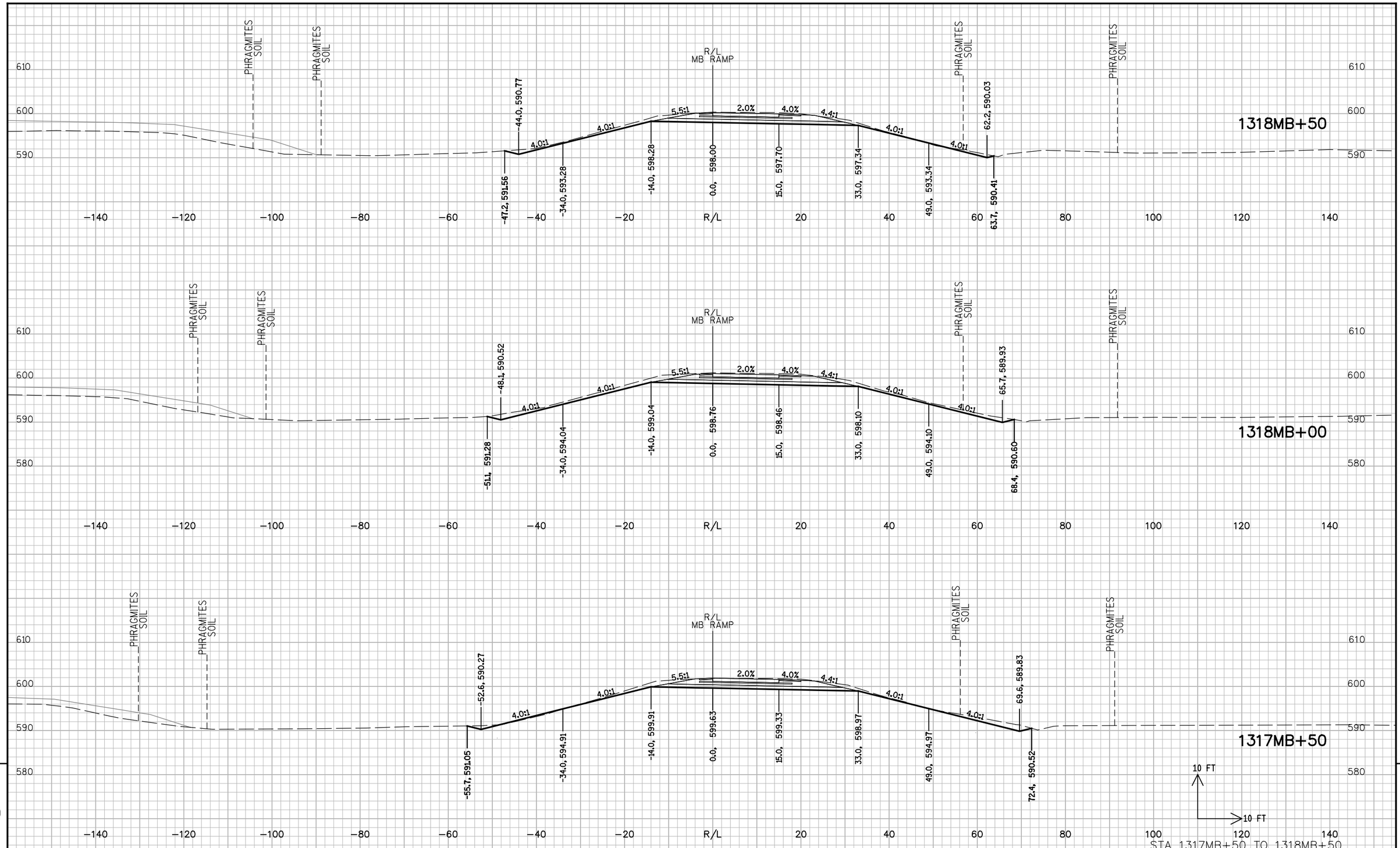


STA 1316MB+50 TO 1317MB+00

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP	SHEET NO: . 1573	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090203_xs_MB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

9



STA 1317MB+50 TO 1318MB+50

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP	SHEET NO: . 1574	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090203_xs_MB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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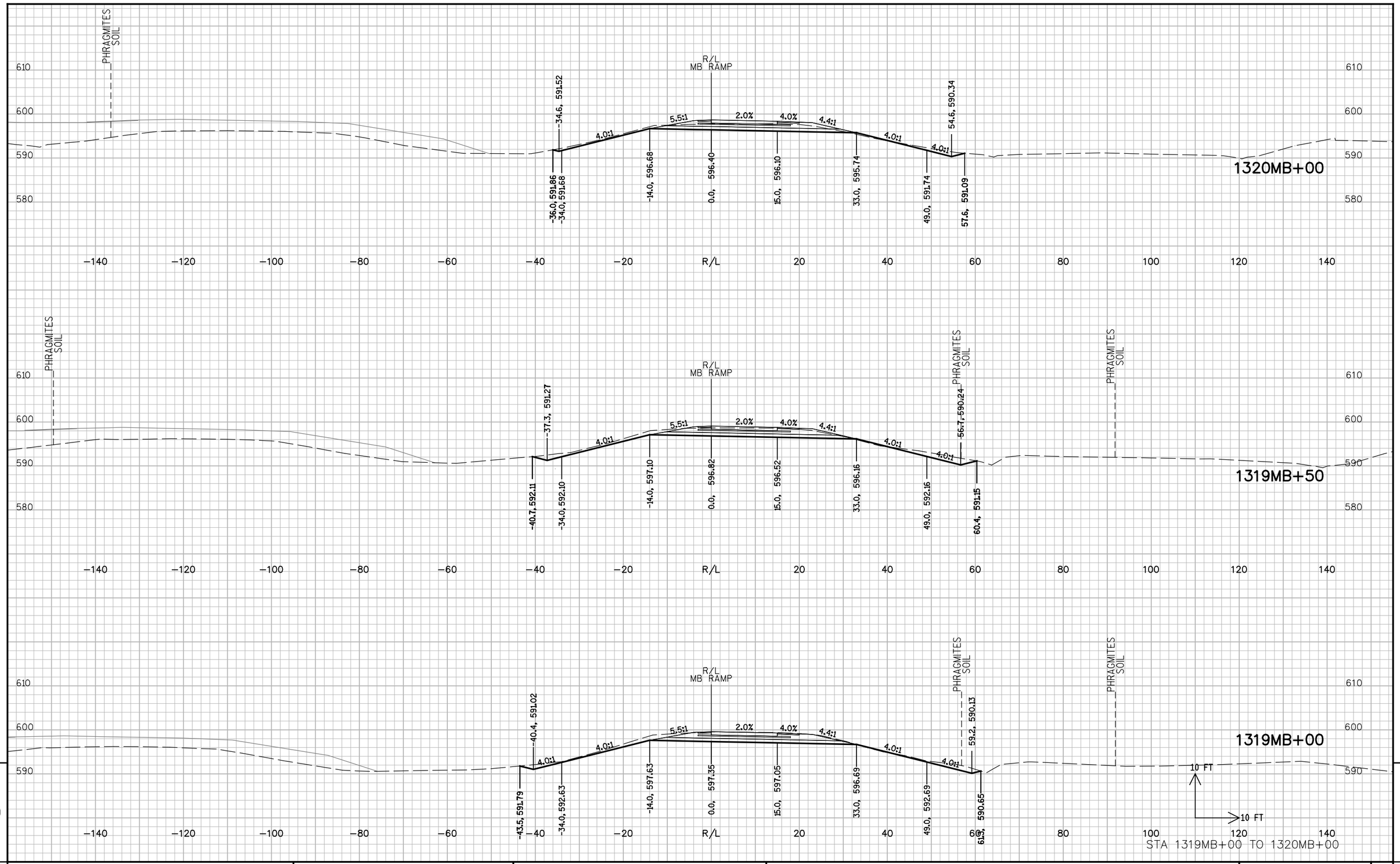

STA 1319MB+00 TO 1320MB+00

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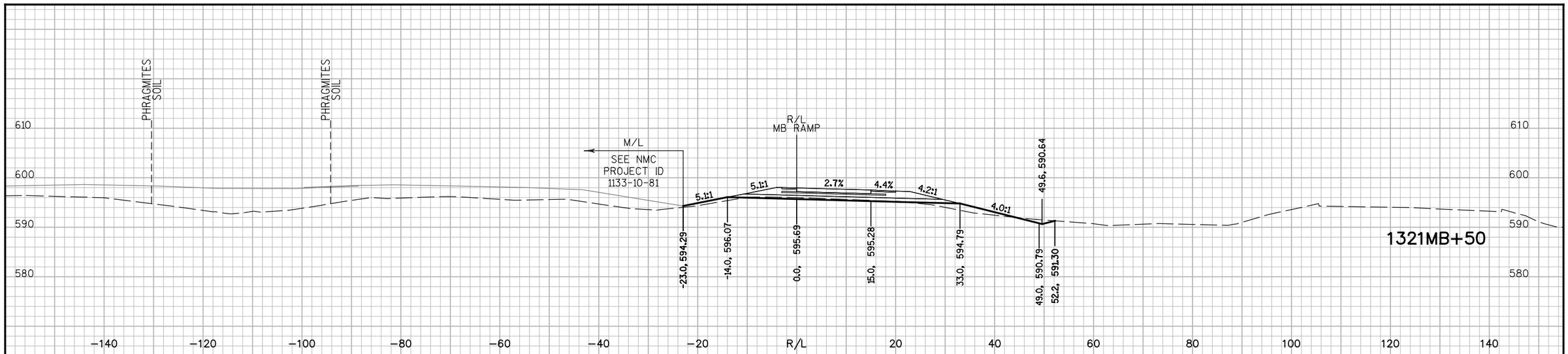
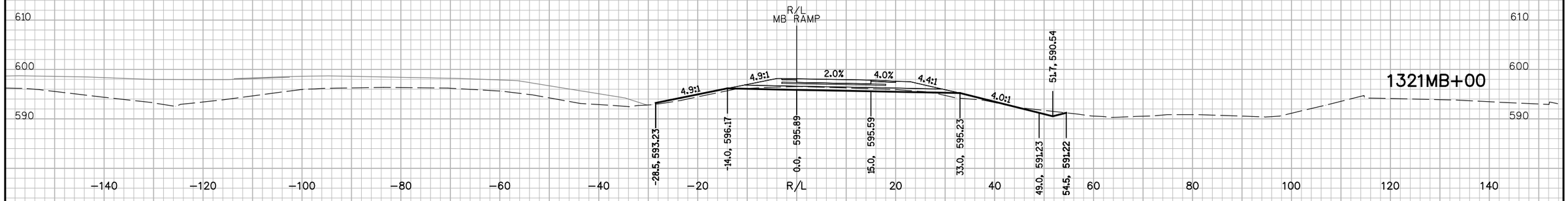
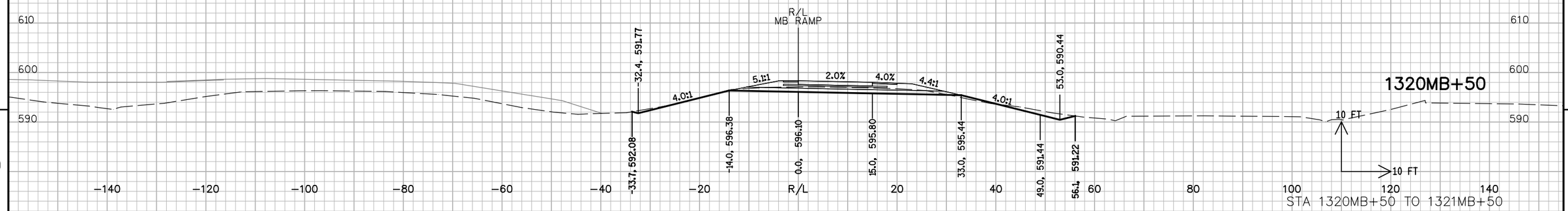
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP	SHEET NO: . 1575	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090203_xs_MB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -







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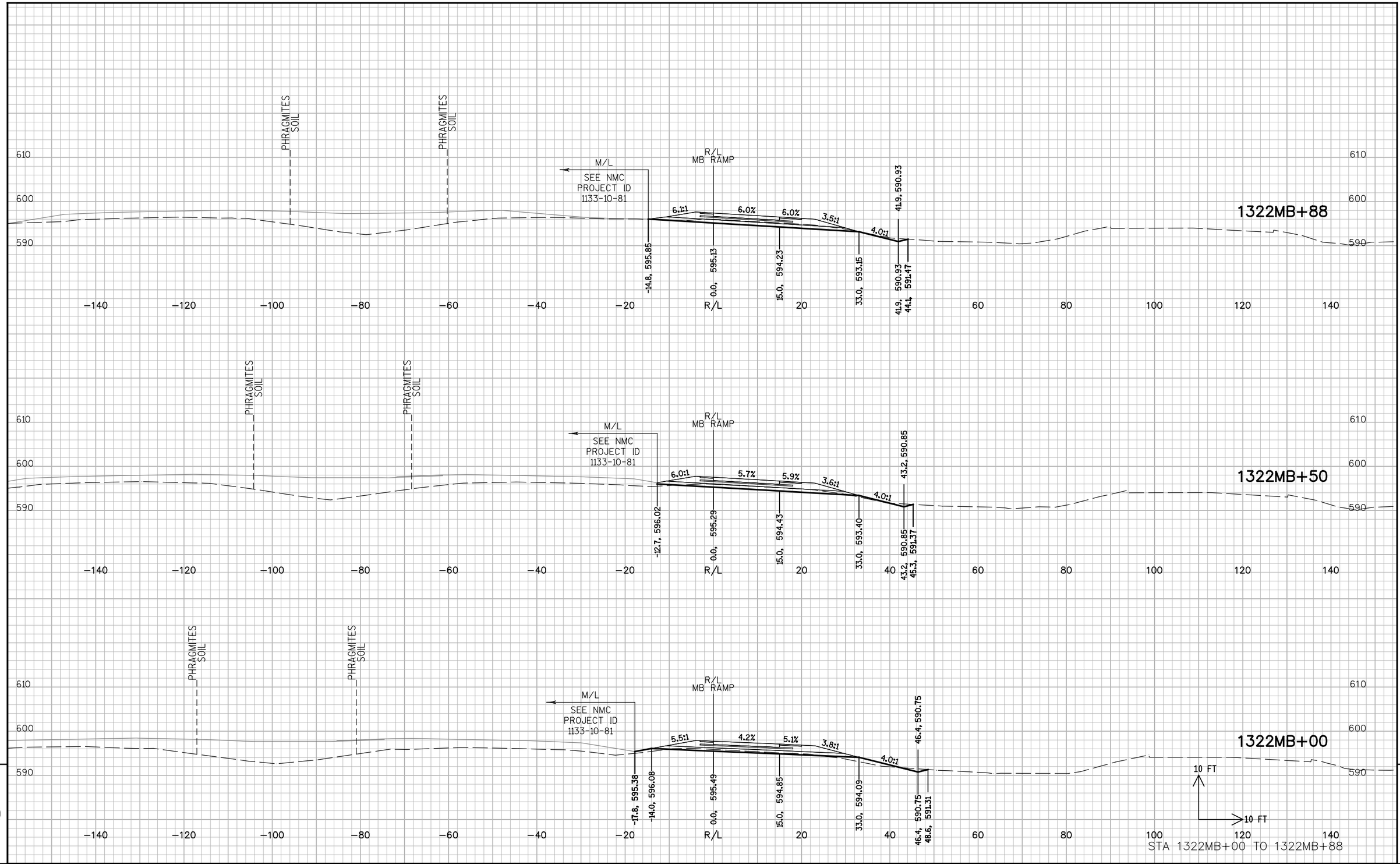
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP	SHEET NO: . 1576	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090203_xs_MB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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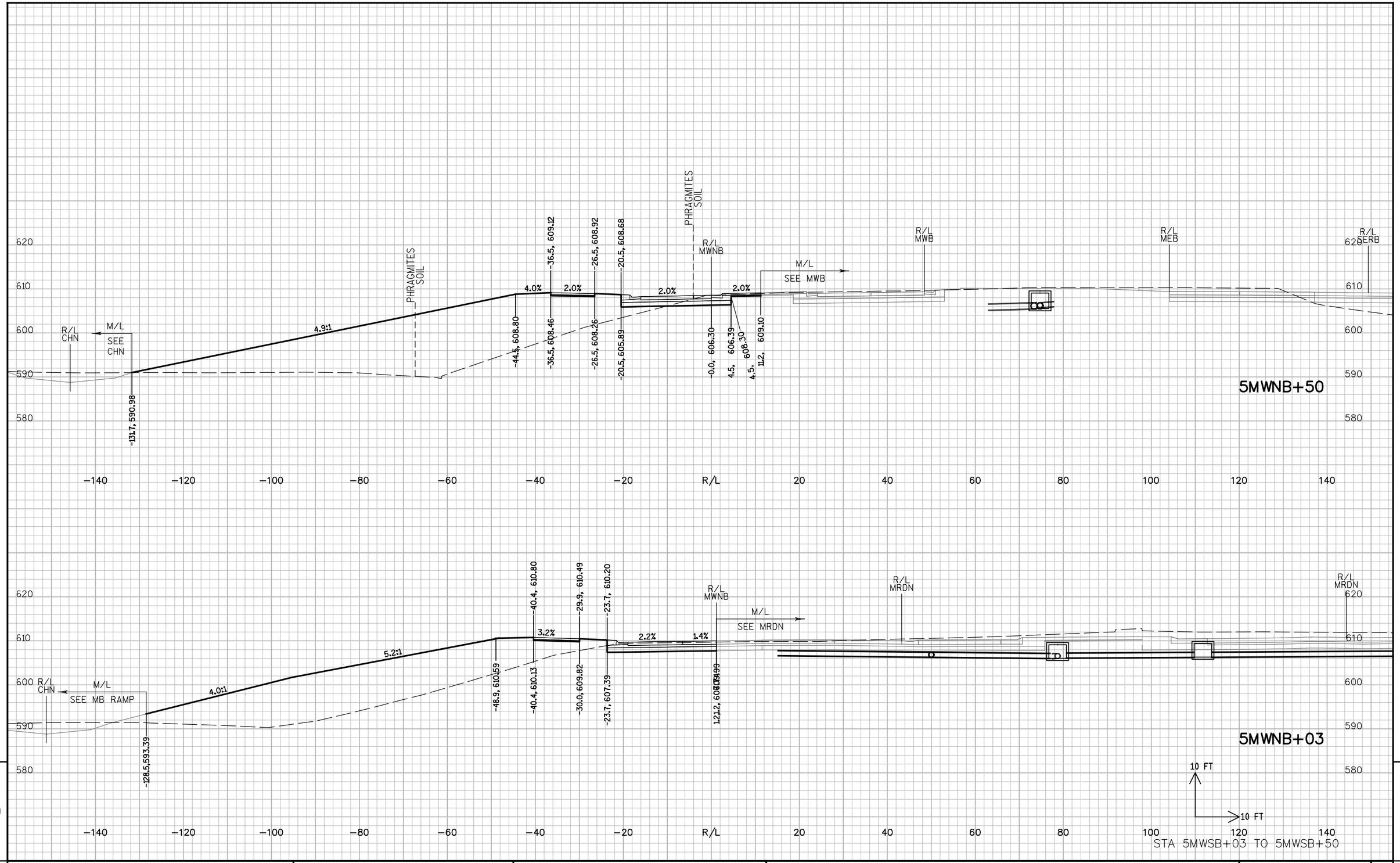
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP	SHEET NO: . 1577	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090203_xs_MB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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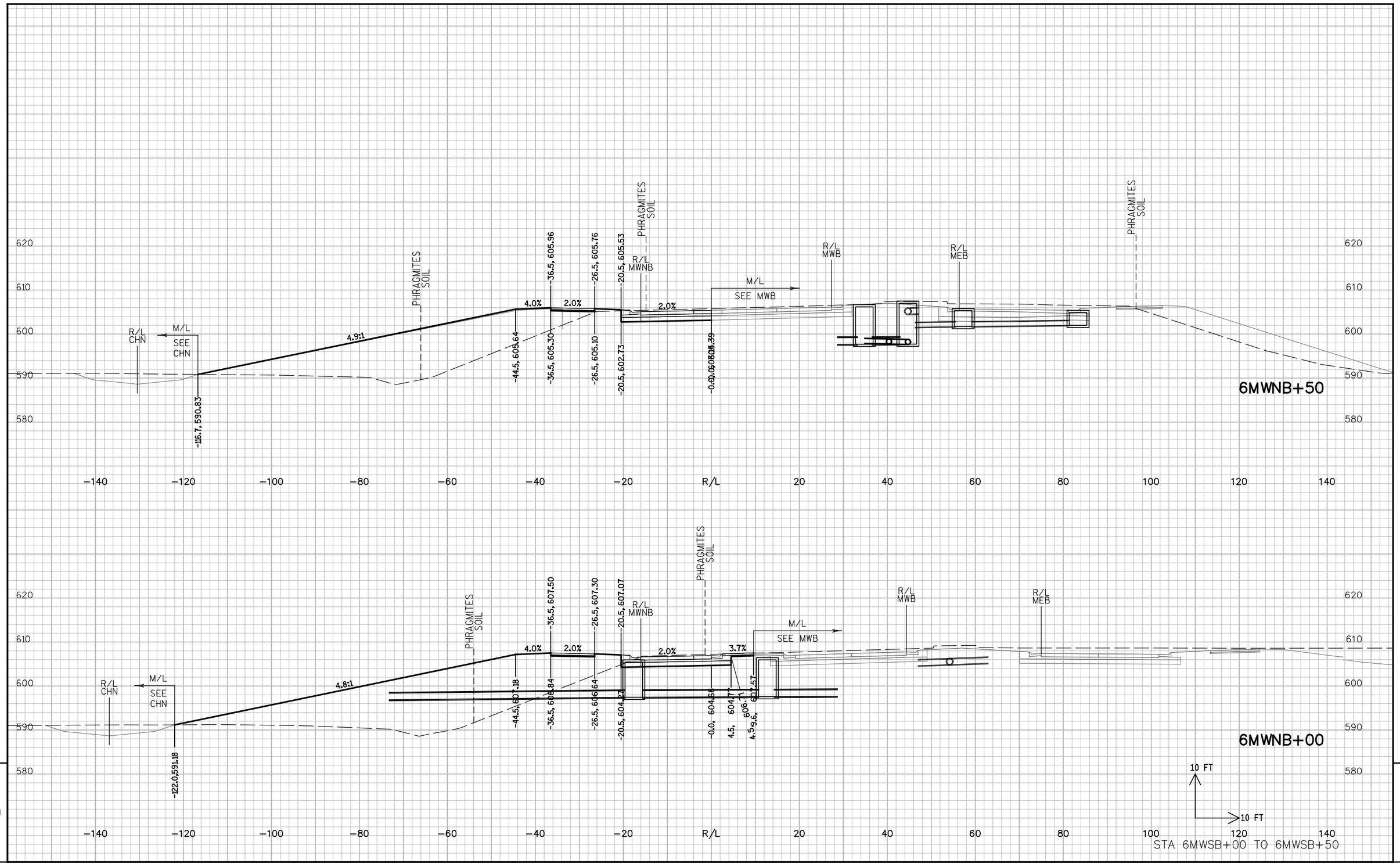
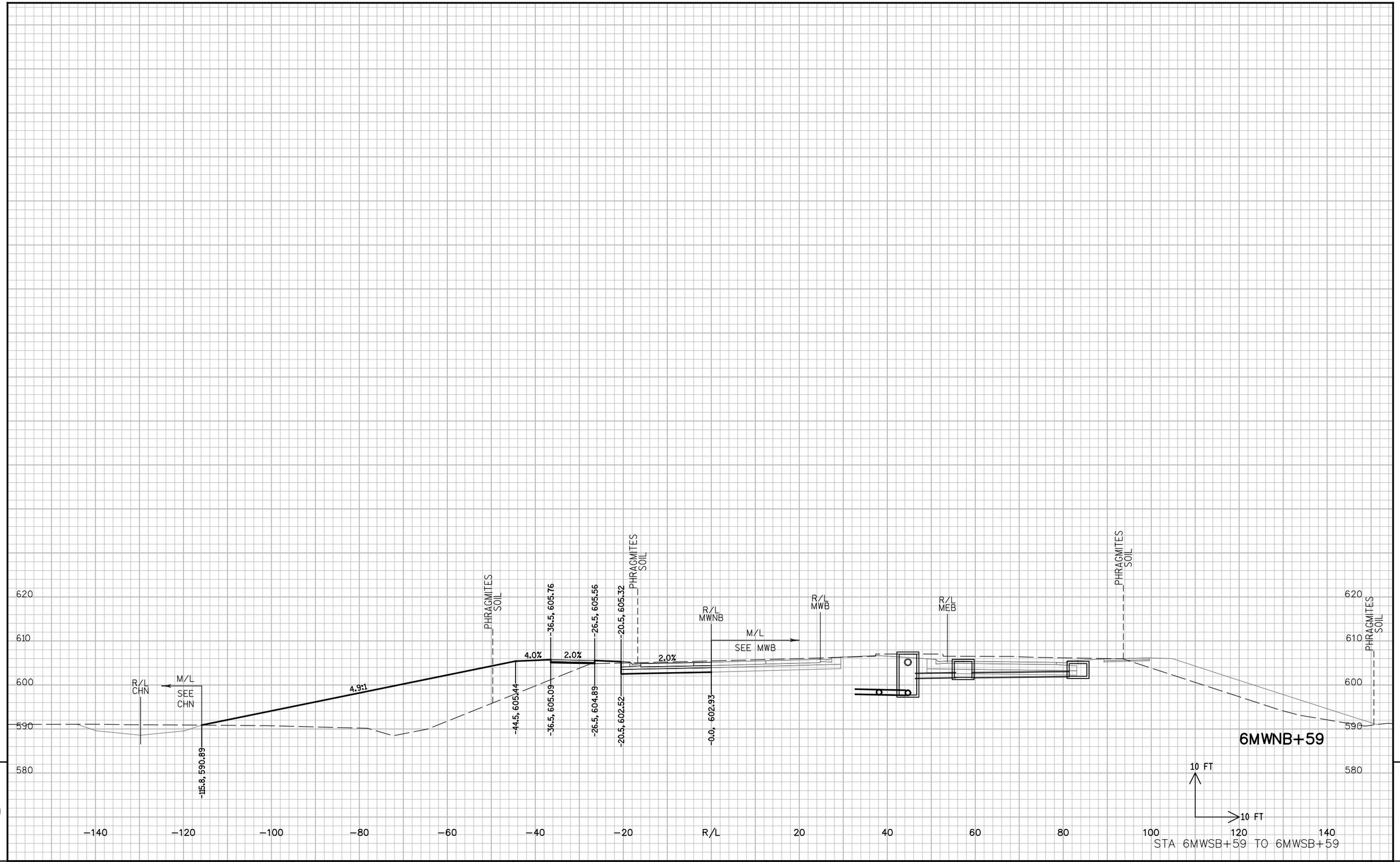
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP BYPASS	SHEET NO: . 1578	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090204_xs_MWNB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



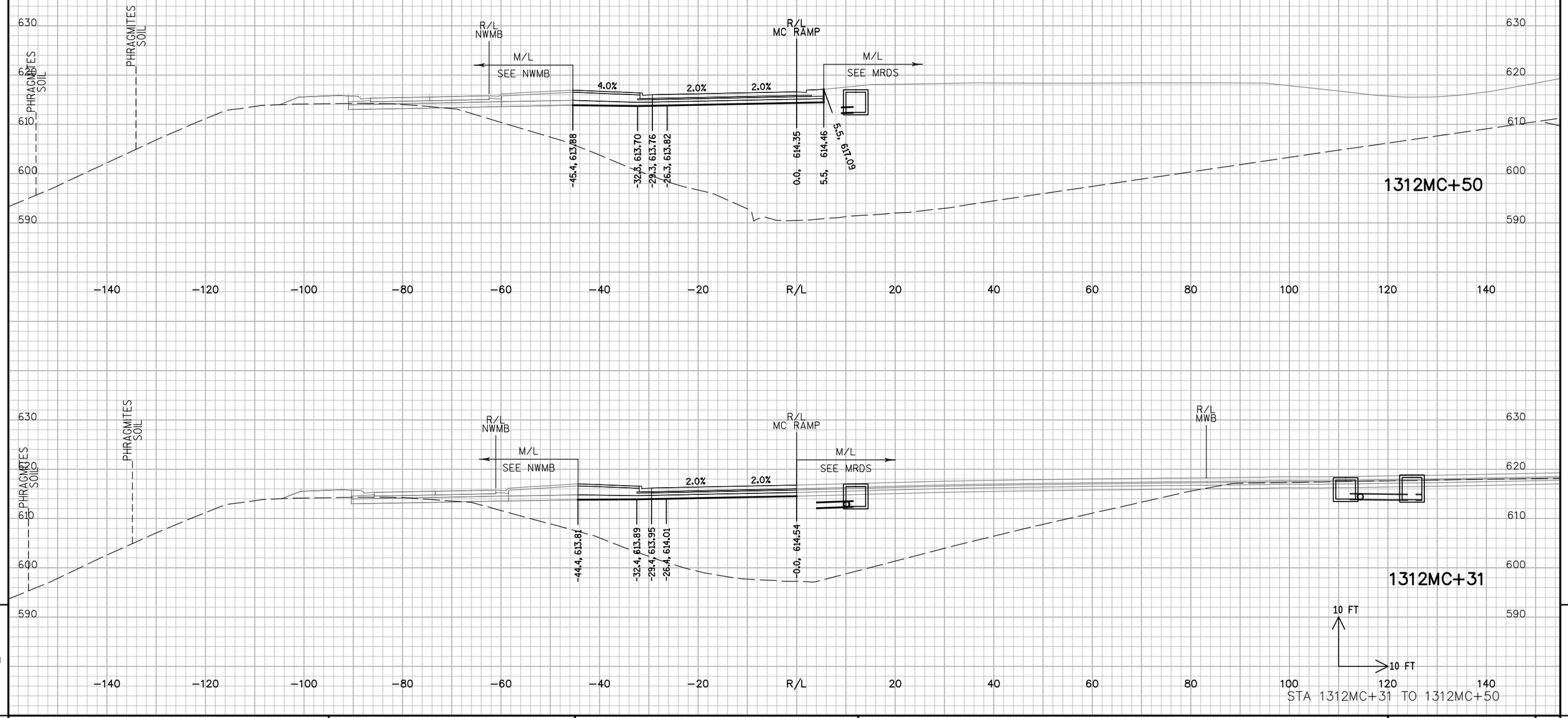
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP BYPASS	SHEET NO: . 1579	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090204_xs_MWNB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NE RAMP BYPASS	SHEET NO: . 1580	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090204_xs_MWNB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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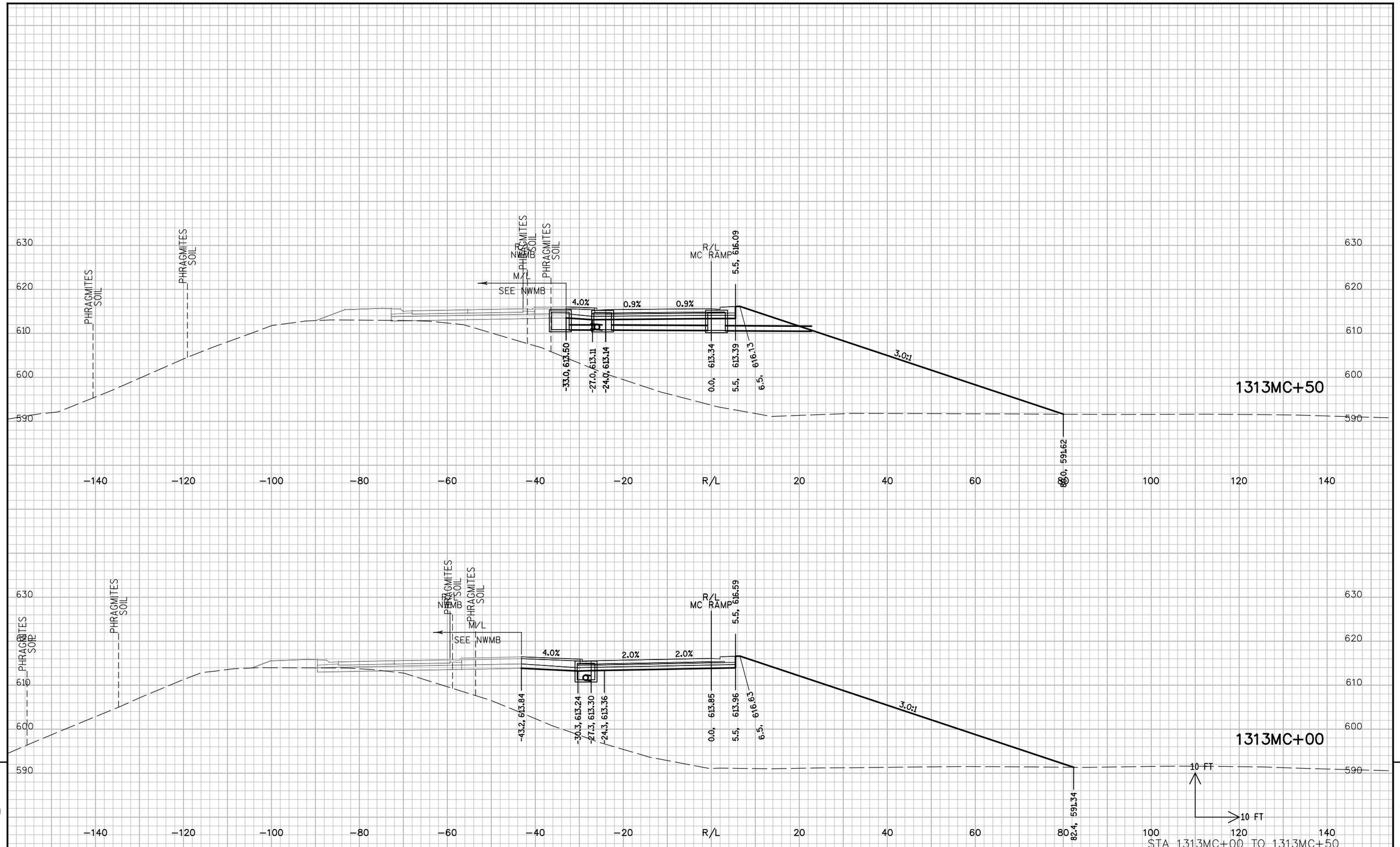
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1581	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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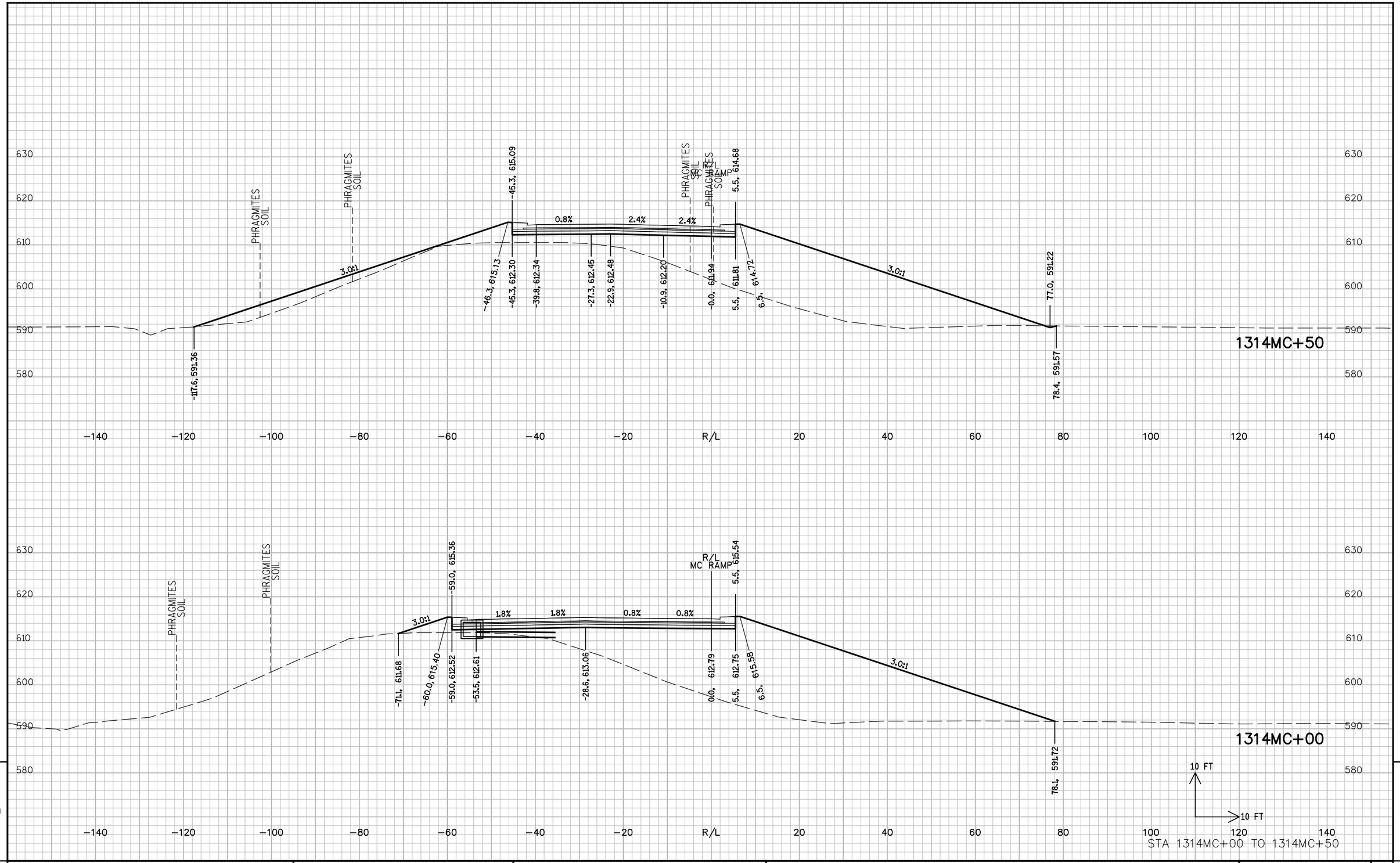
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1582	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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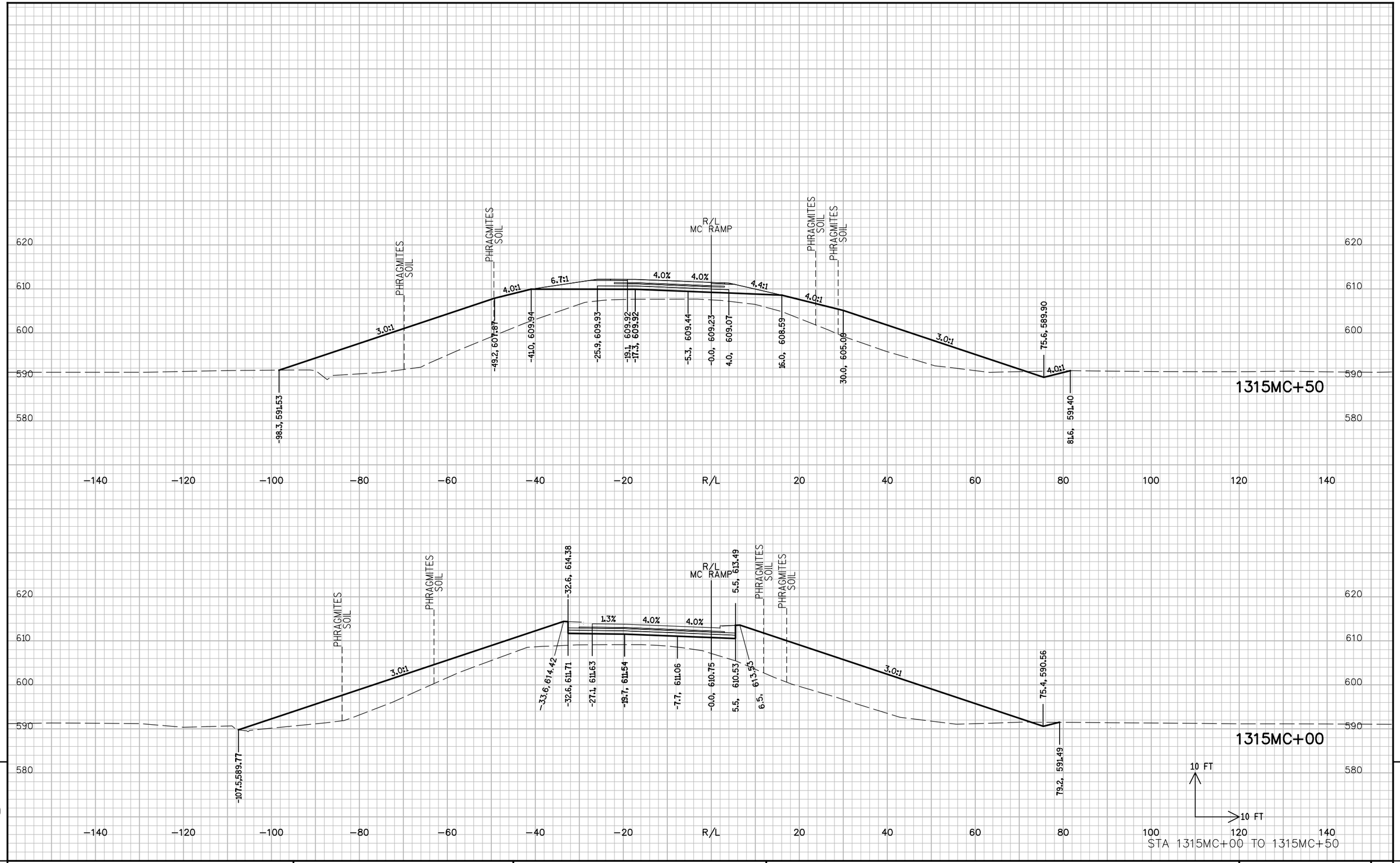
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1583	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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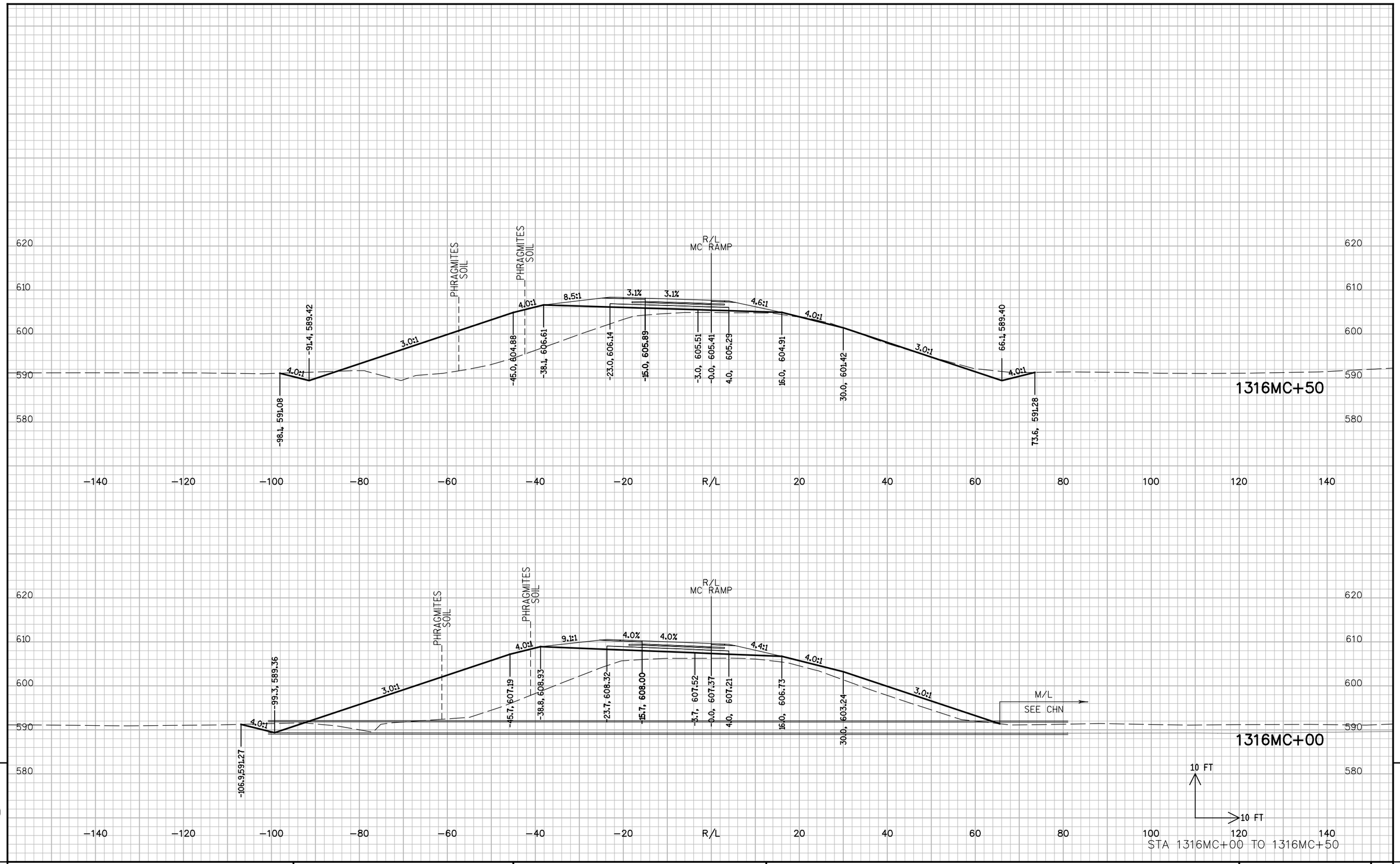
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1584	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1585	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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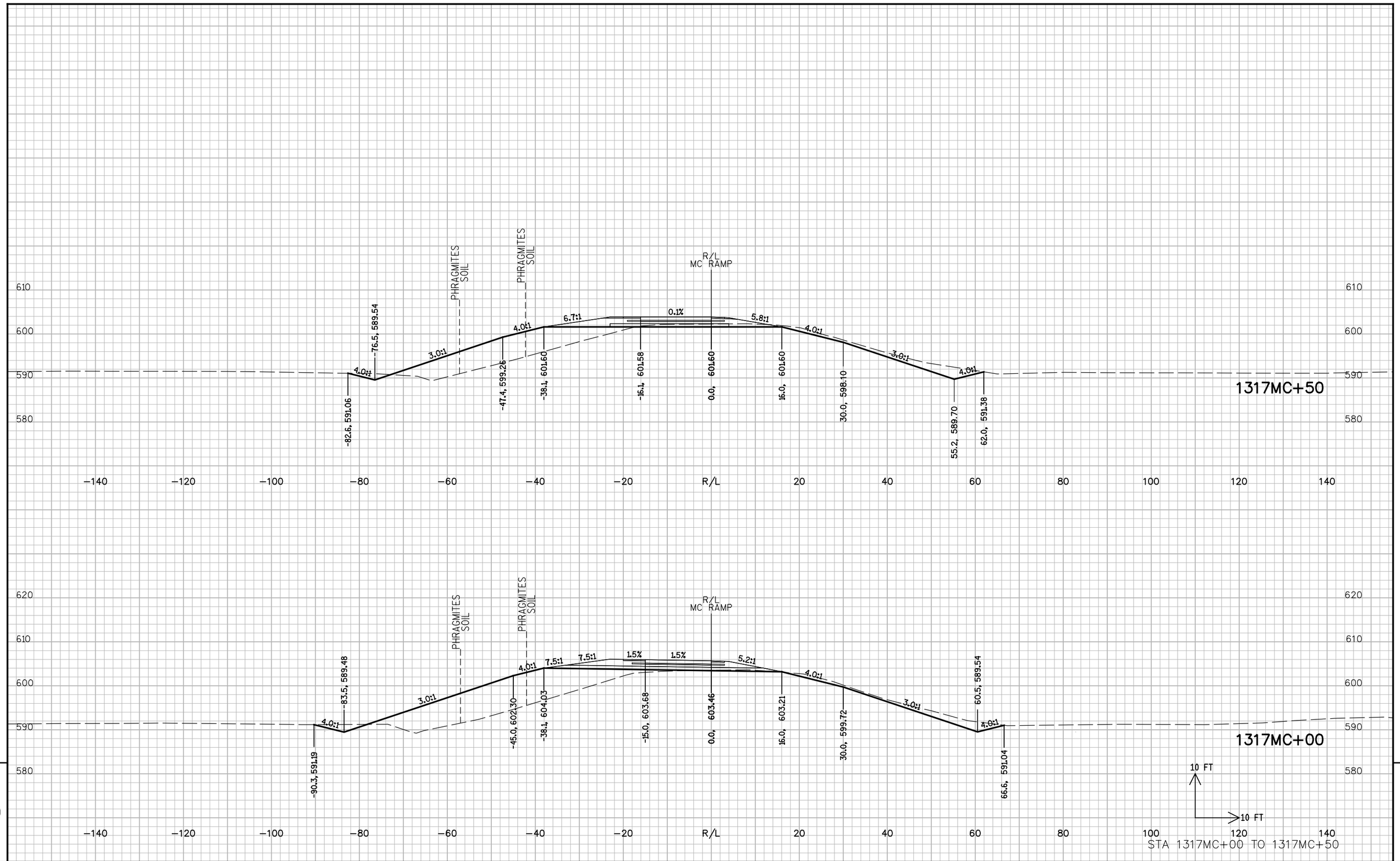

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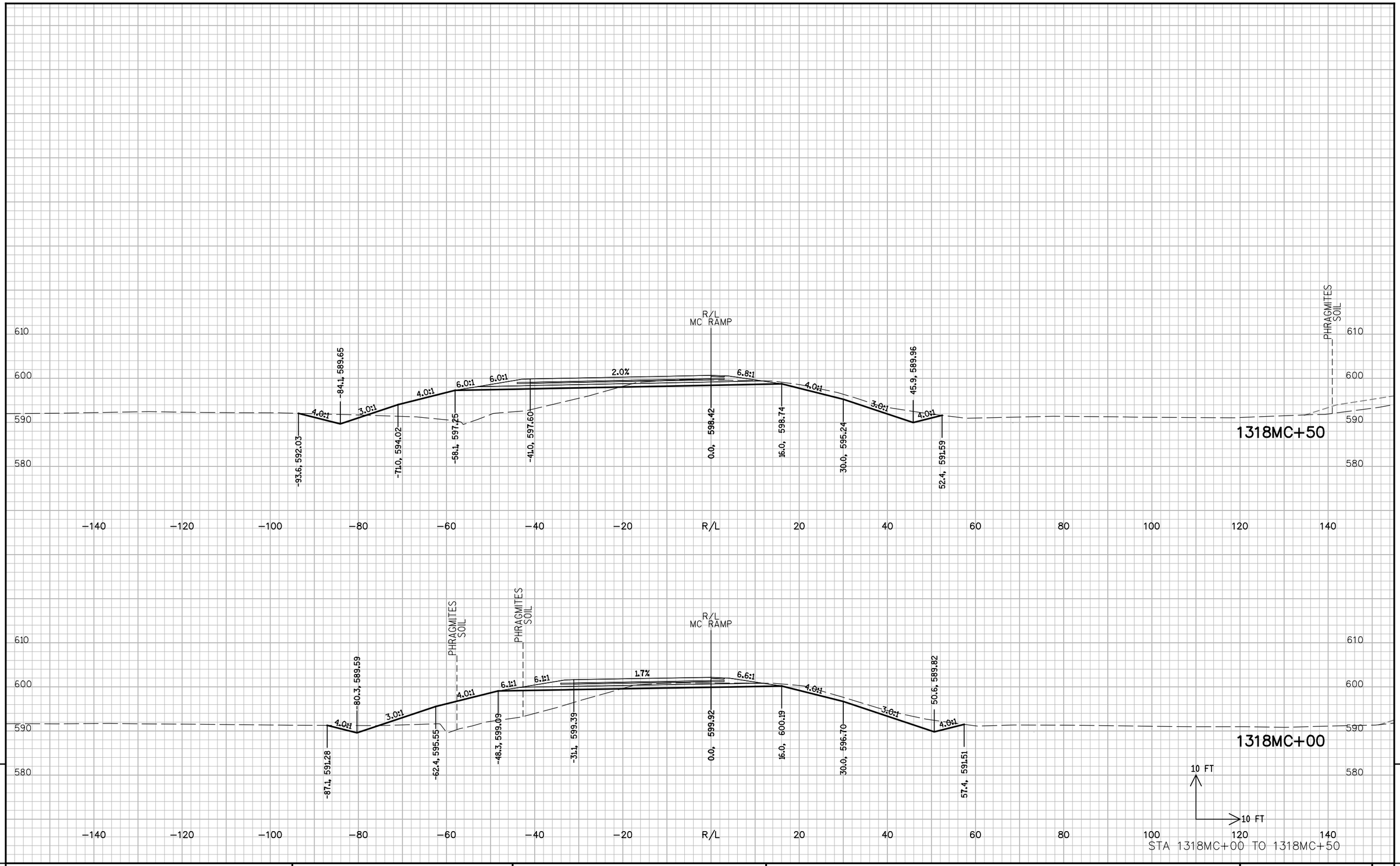
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1586	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 1318MC+00 TO 1318MC+50

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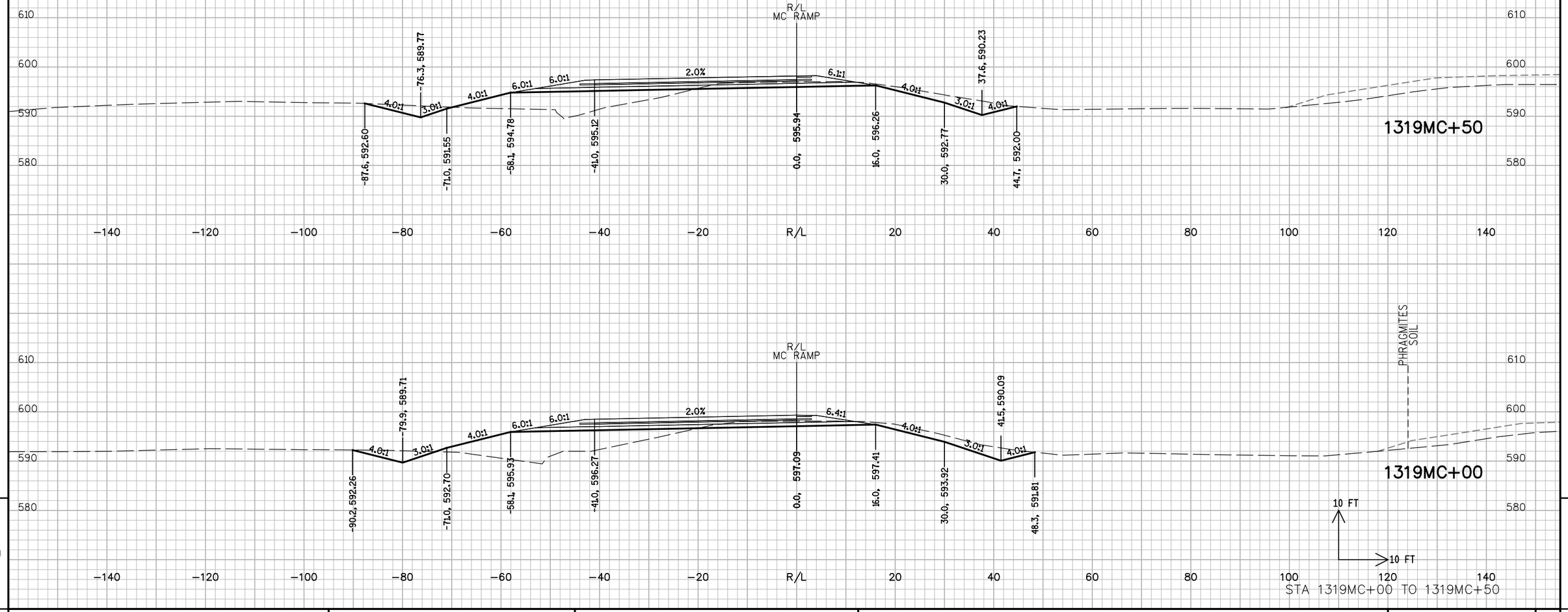
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1587	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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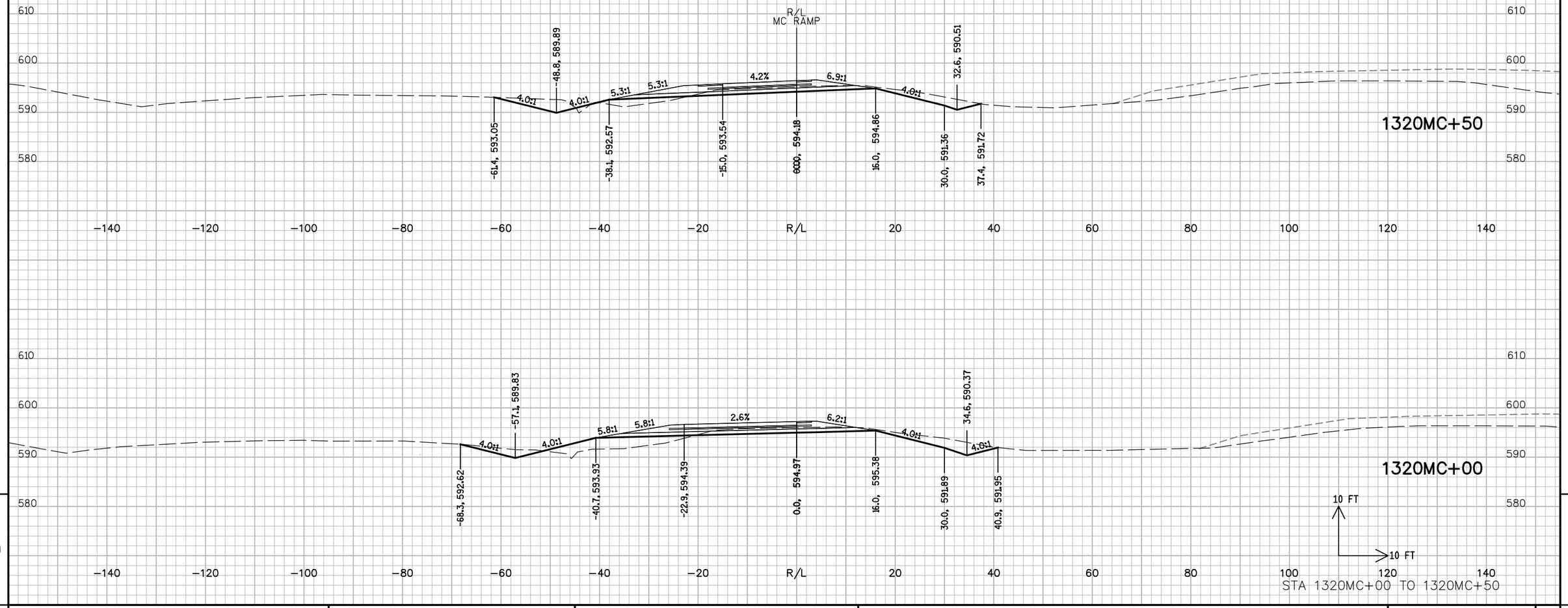
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1588	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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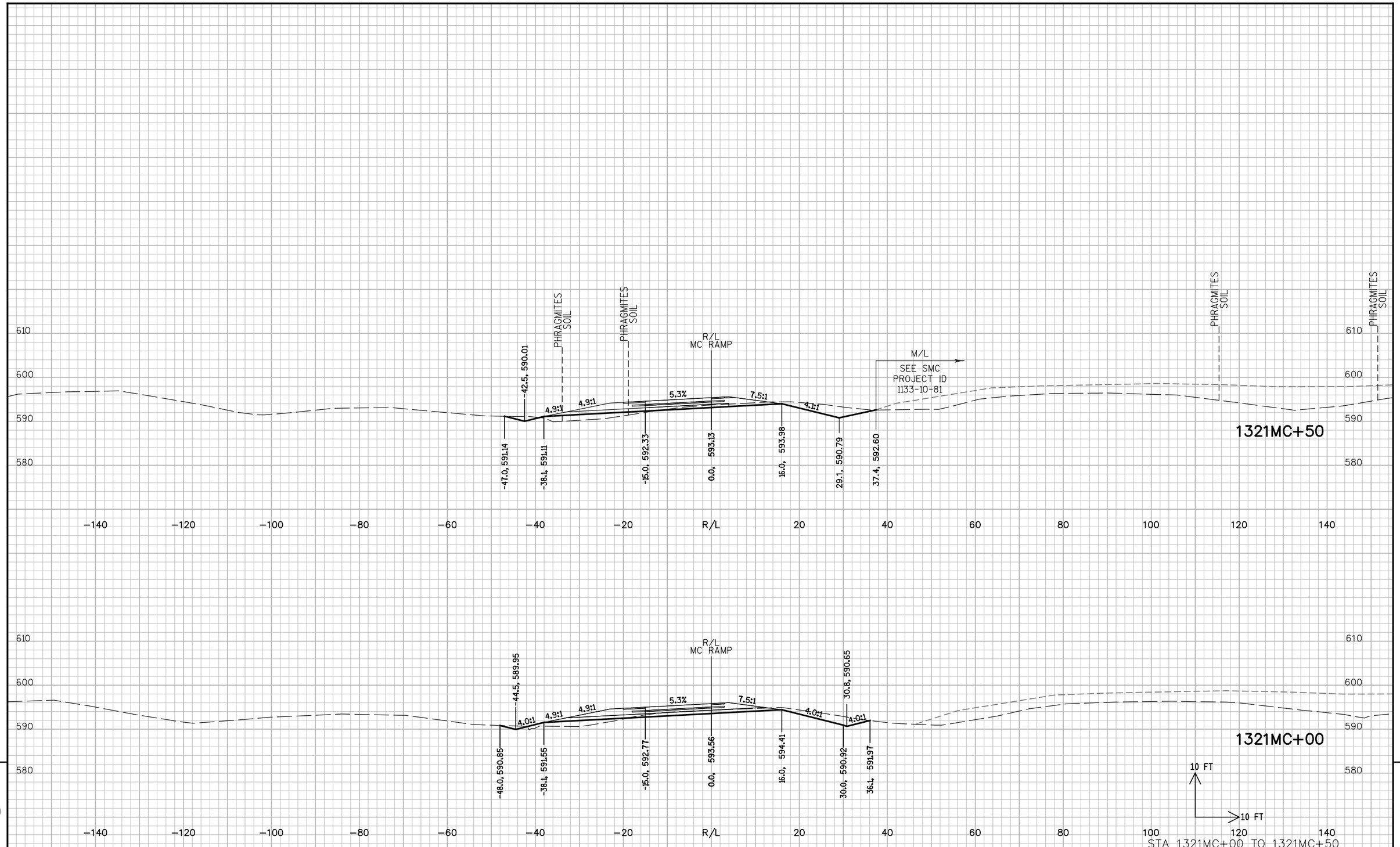
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1589	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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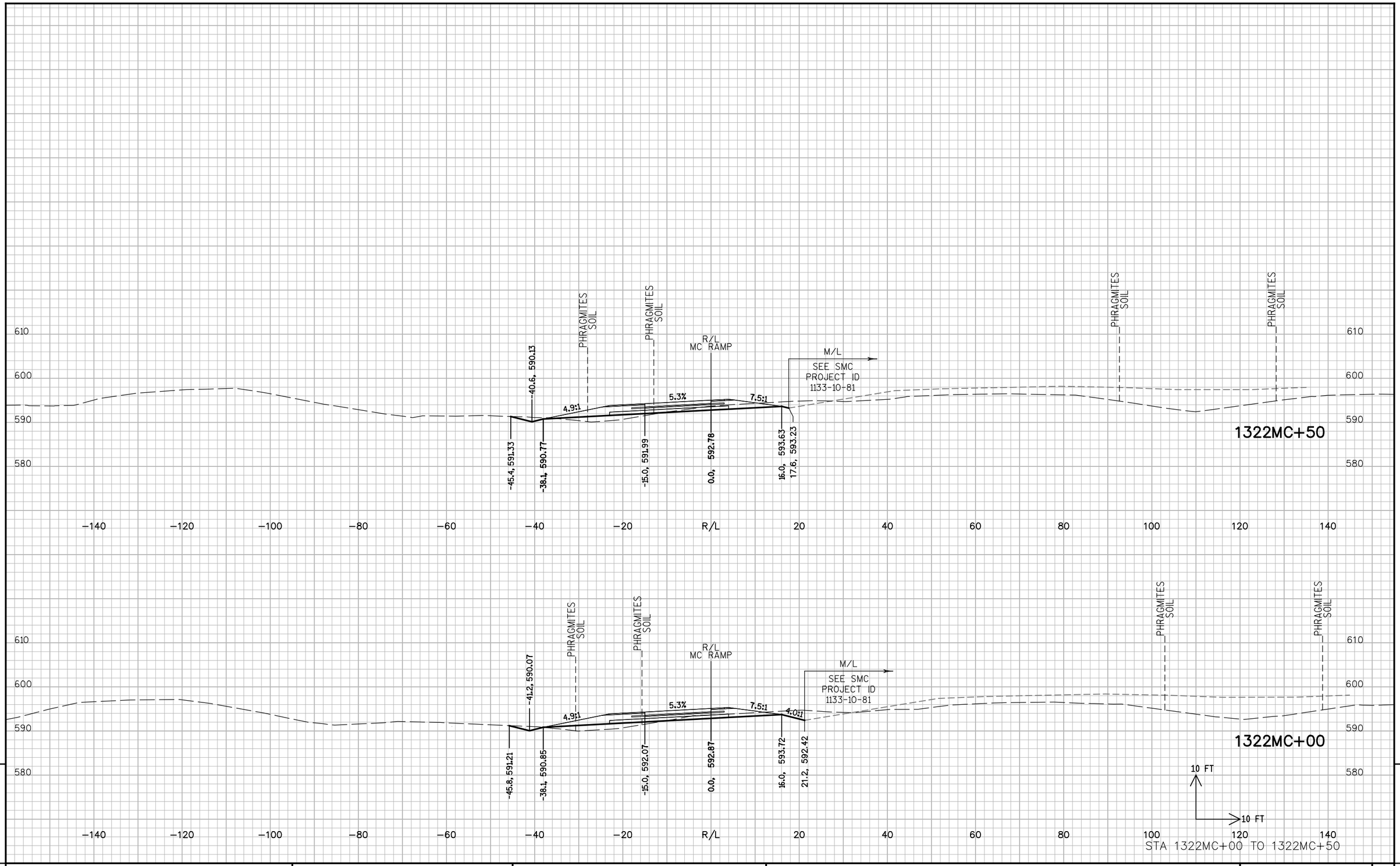
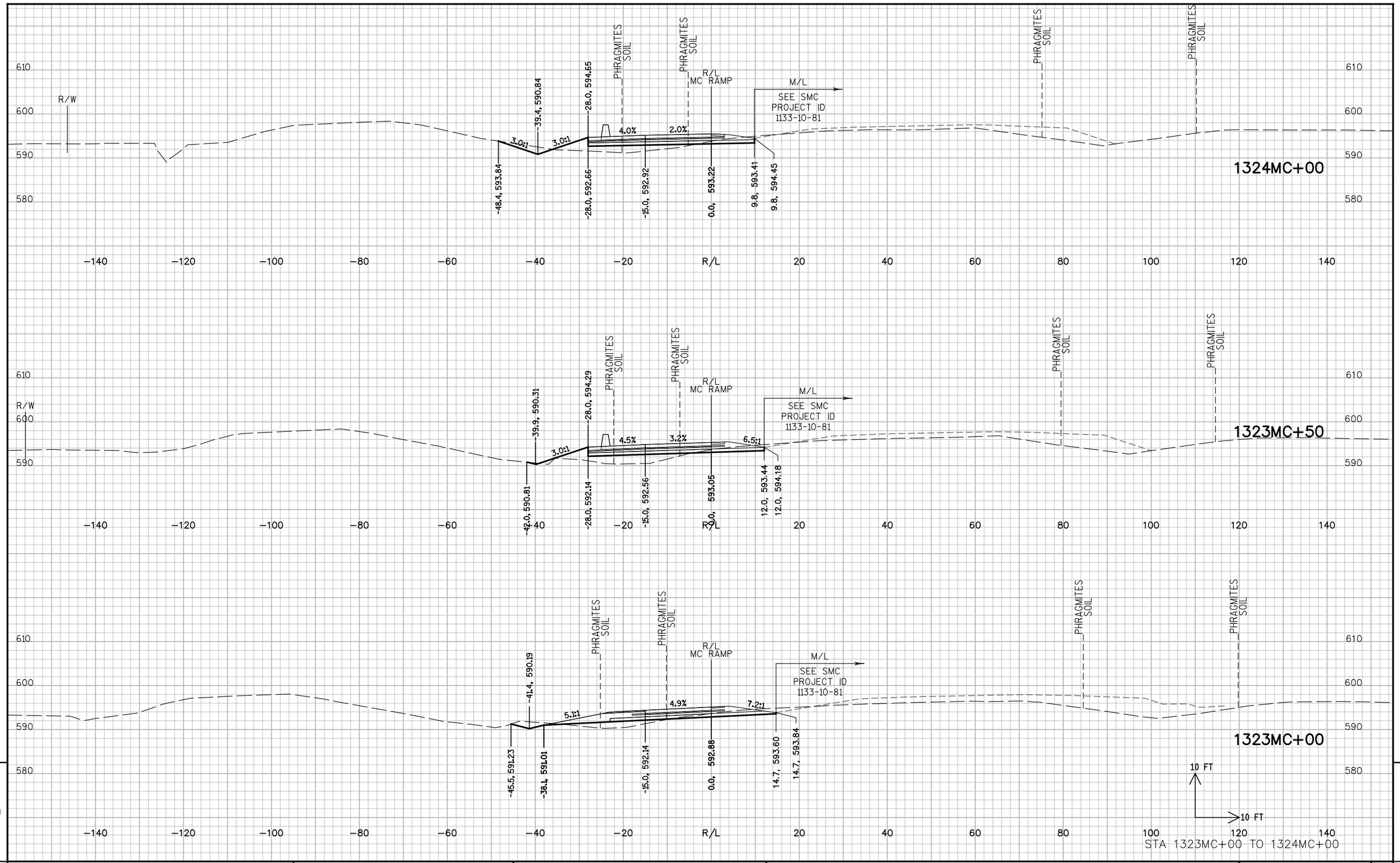
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1590	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1591	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1592	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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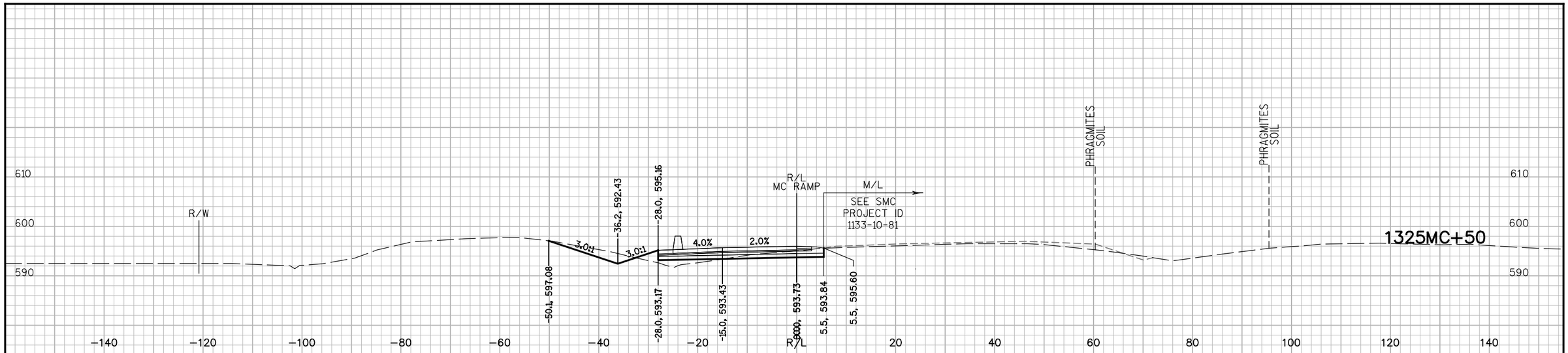

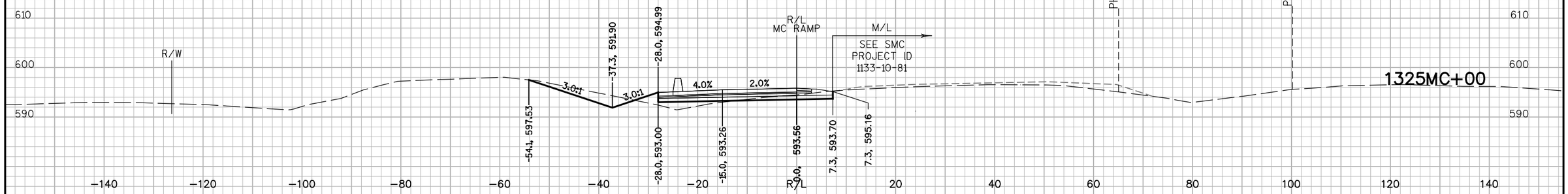

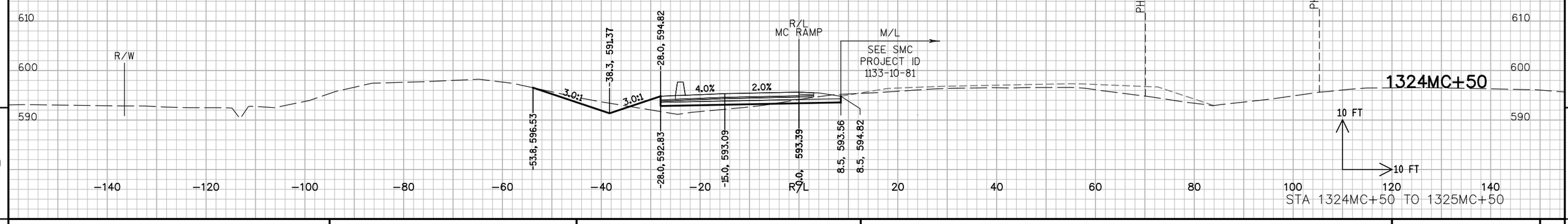

STA 1324MC+50 TO 1325MC+50

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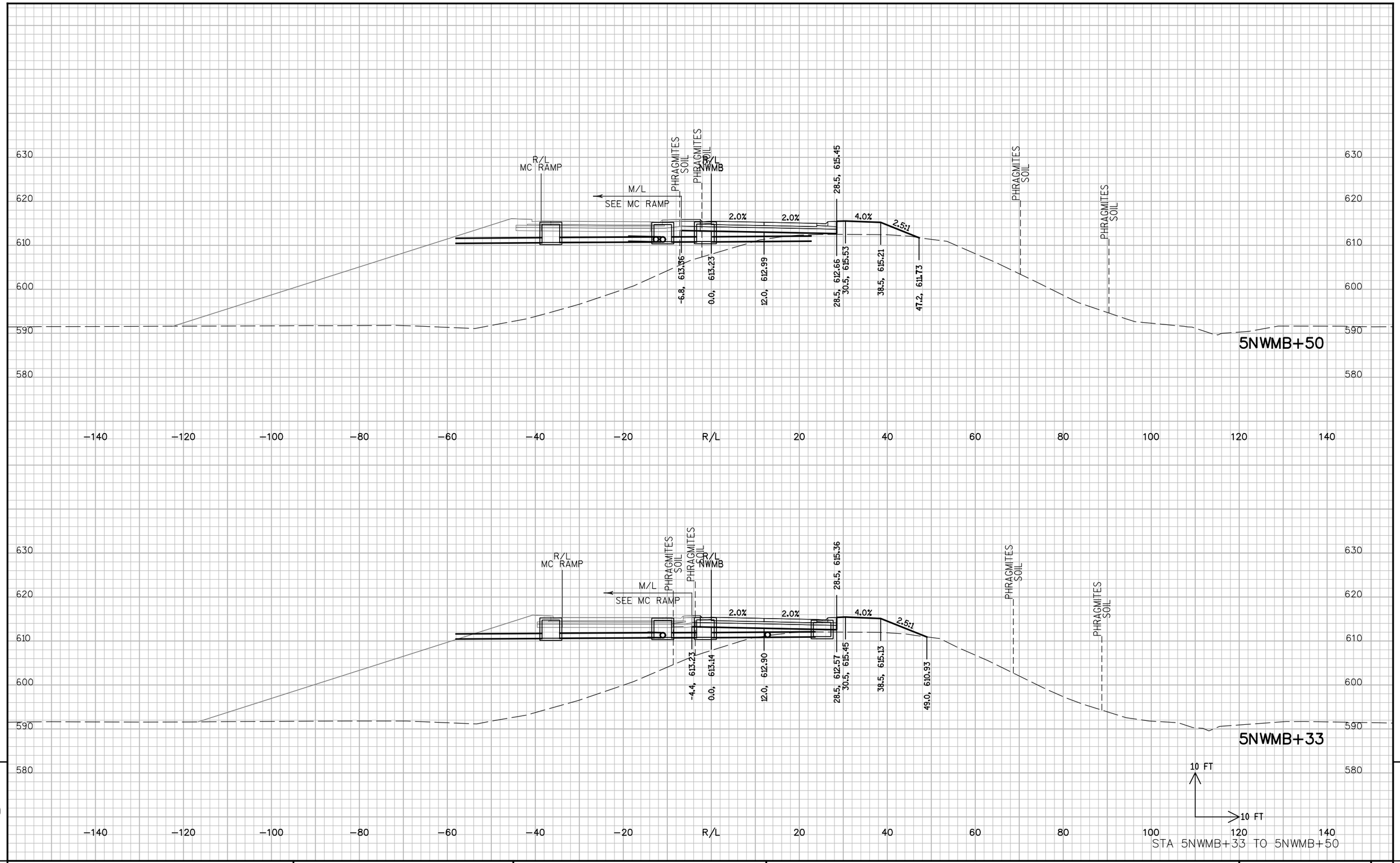
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP	SHEET NO: . 1593	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090205_xs_MC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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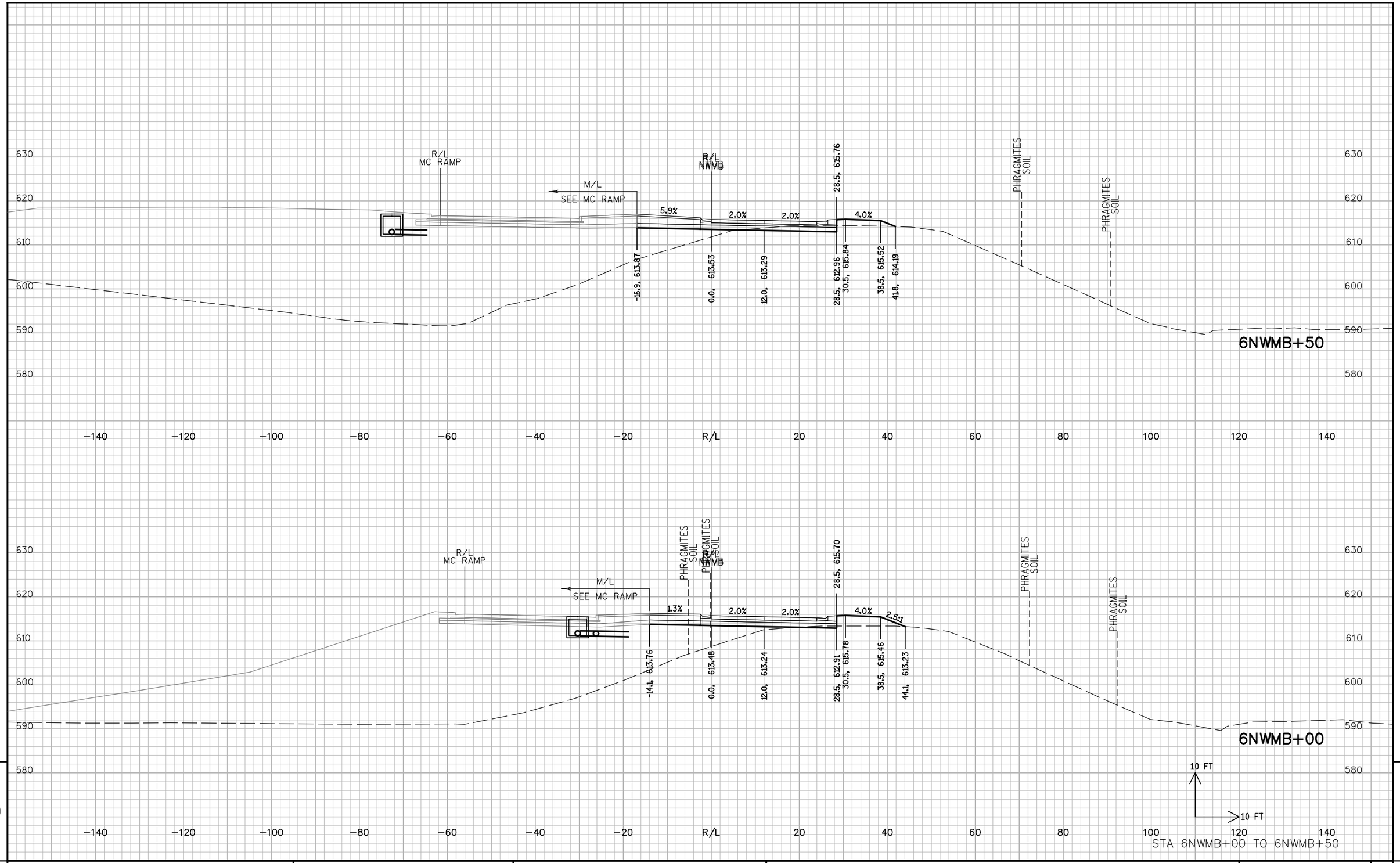
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP BYPASS	SHEET NO: . 1594	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090206_xs_NWMB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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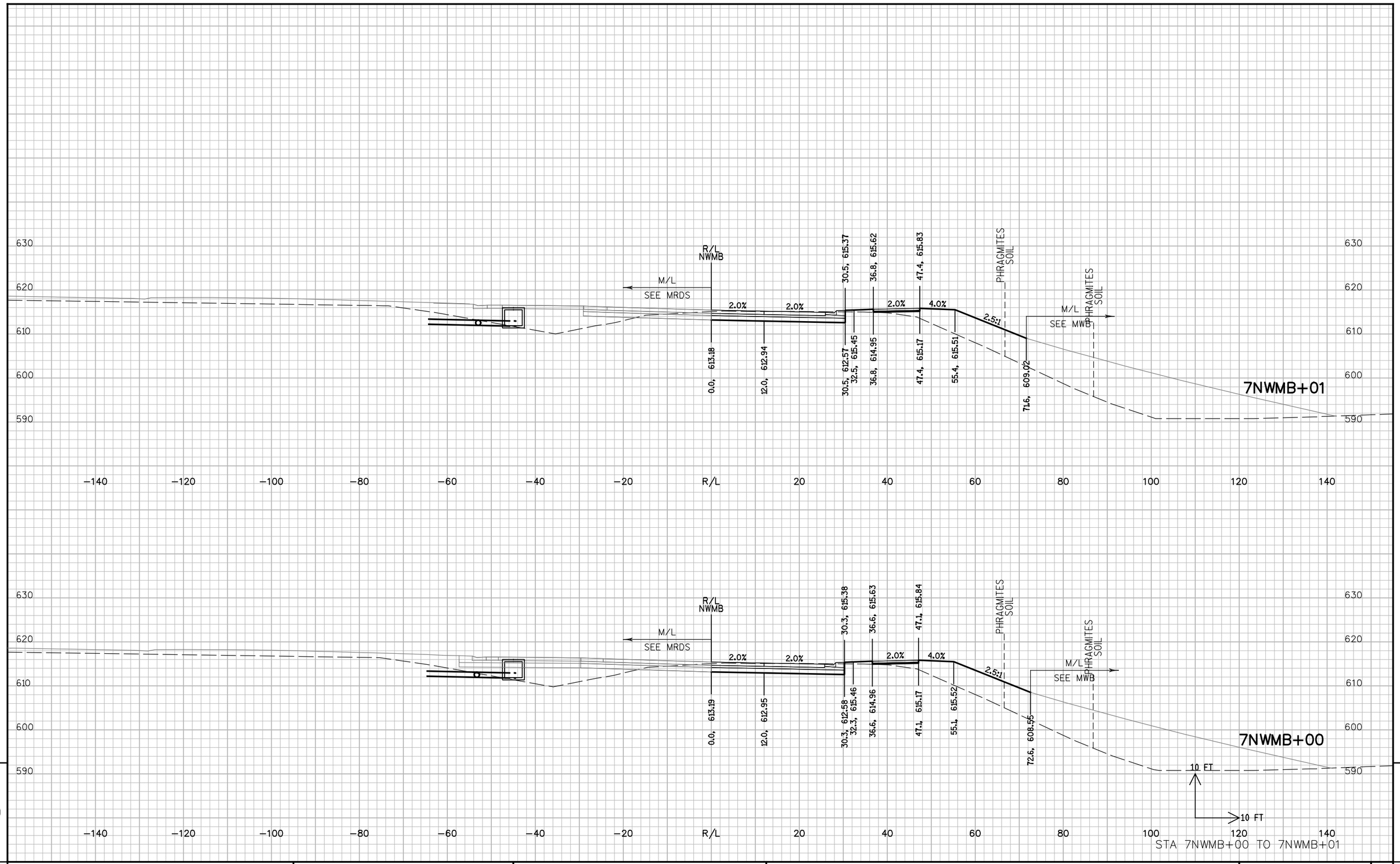
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP BYPASS	SHEET NO: . 1595	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090206_xs_NWMB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

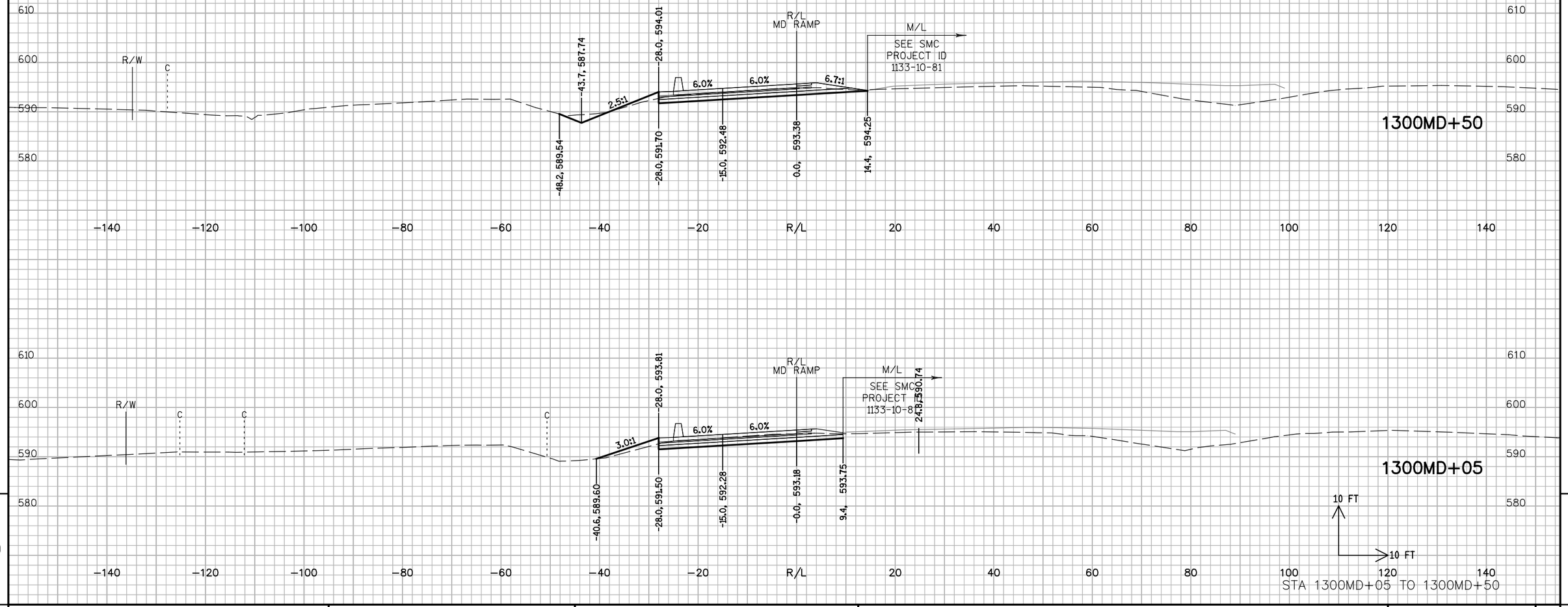


STA 7NWMB+00 TO 7NWMB+01

9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M NW RAMP BYPASS	SHEET NO: . 1596	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090206_xs_NWMB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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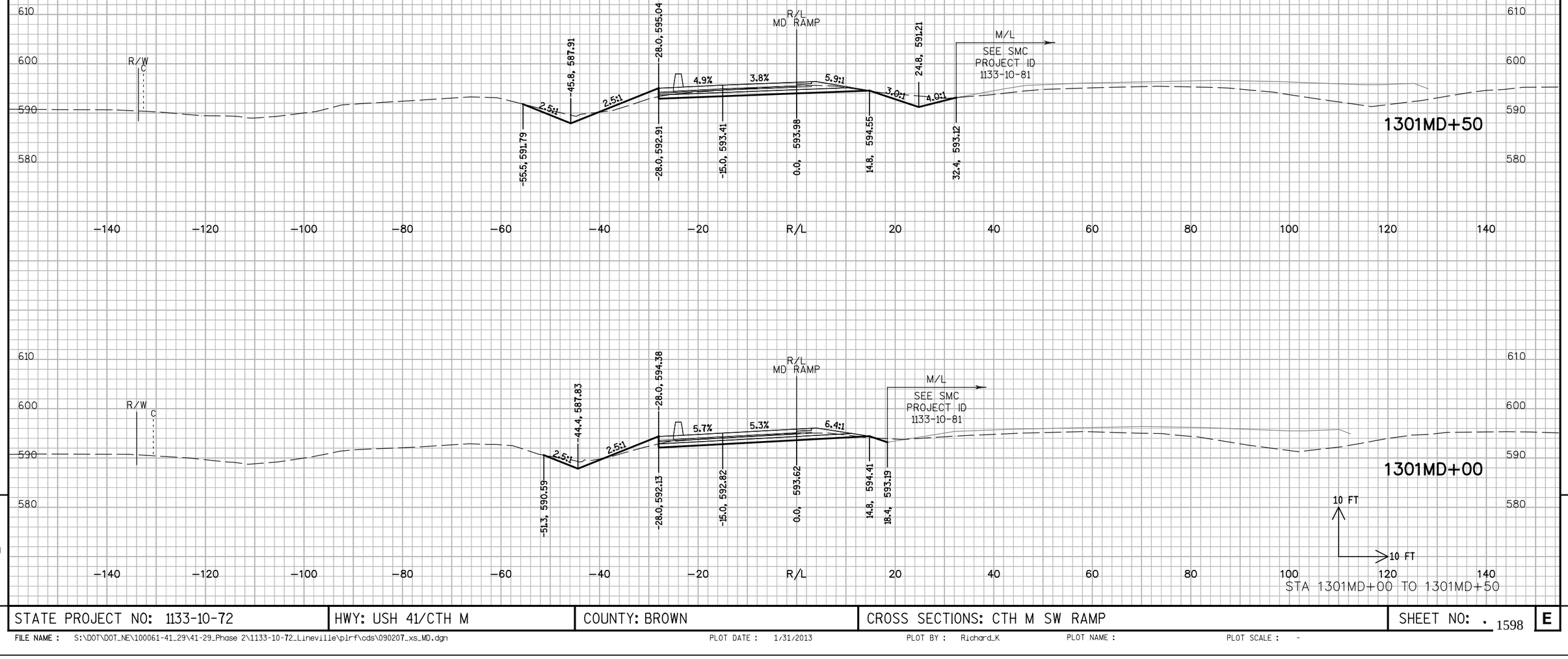
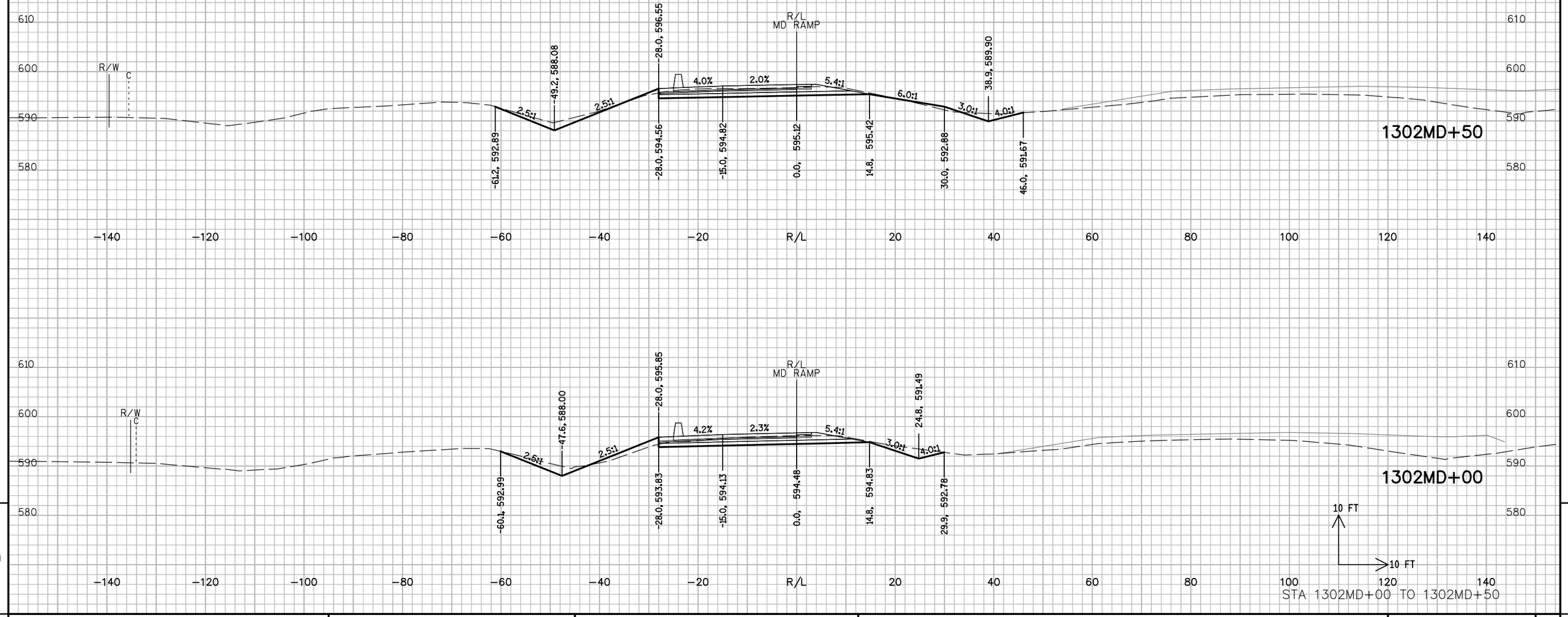
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP	SHEET NO: . 1597	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090207_xs_MD.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP	SHEET NO: . 1598	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090207_xs_MD.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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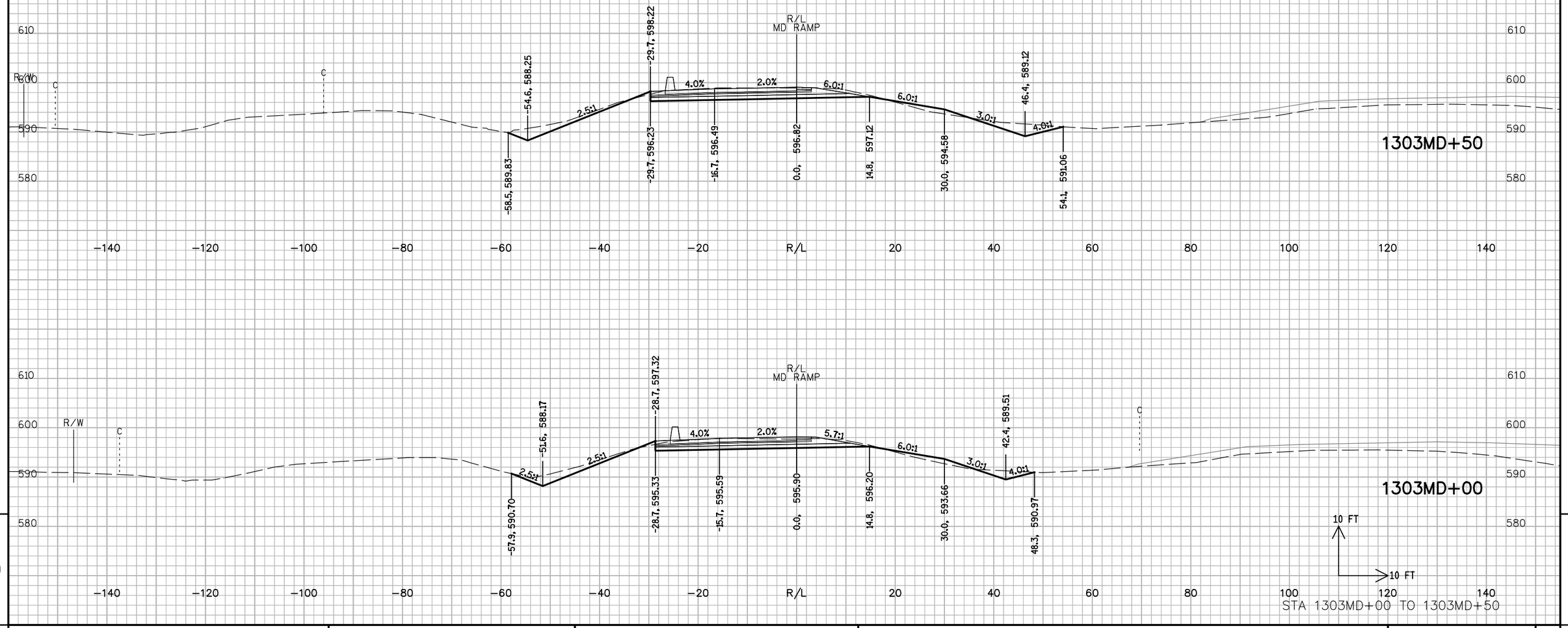
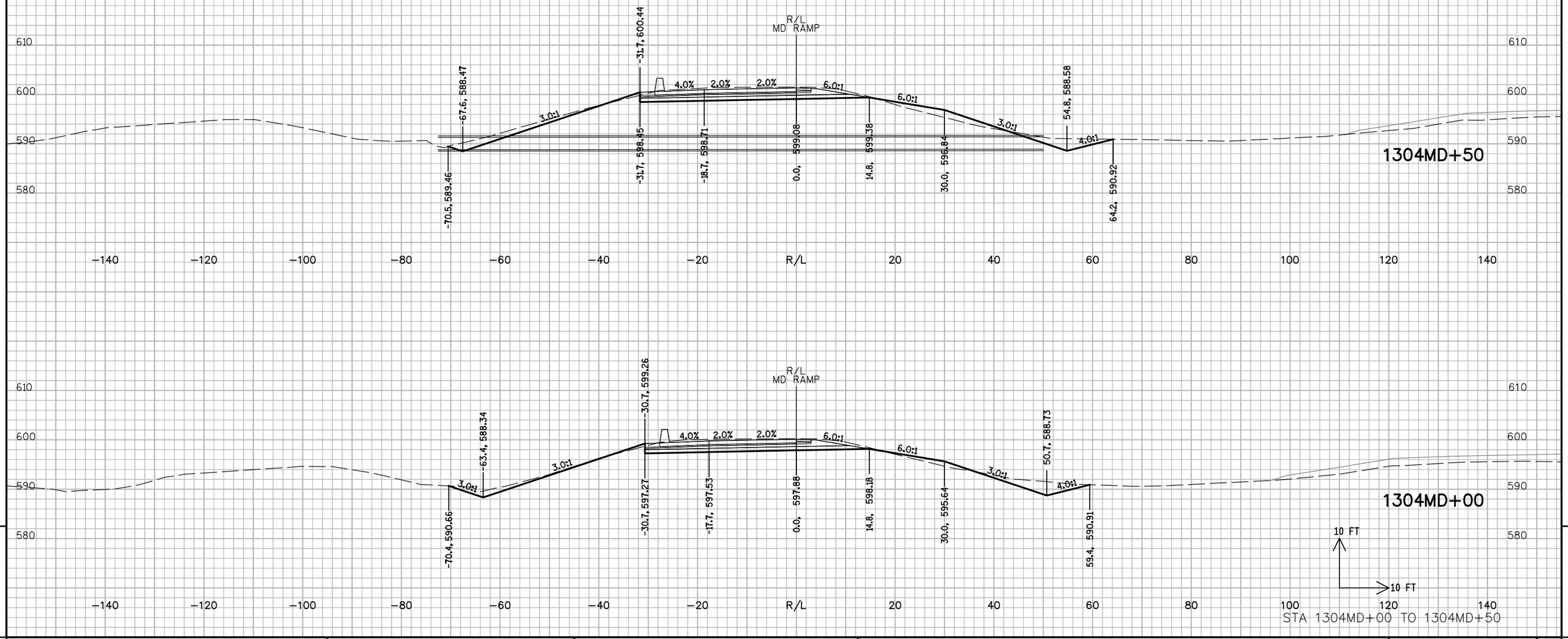
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP	SHEET NO: . 1599	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090207_xs_MD.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



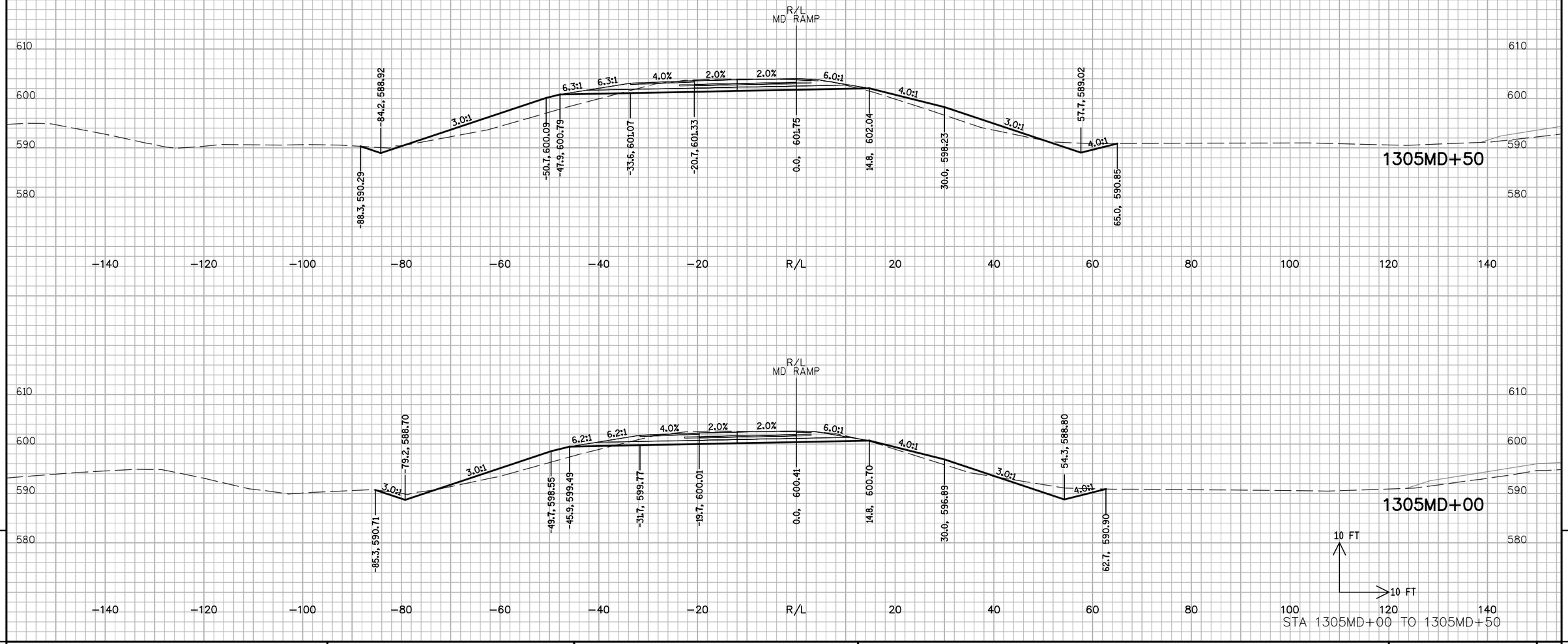
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP	SHEET NO: . 1600 E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090207_xs_MD.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP	SHEET NO: . 1601	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090207_xs_MD.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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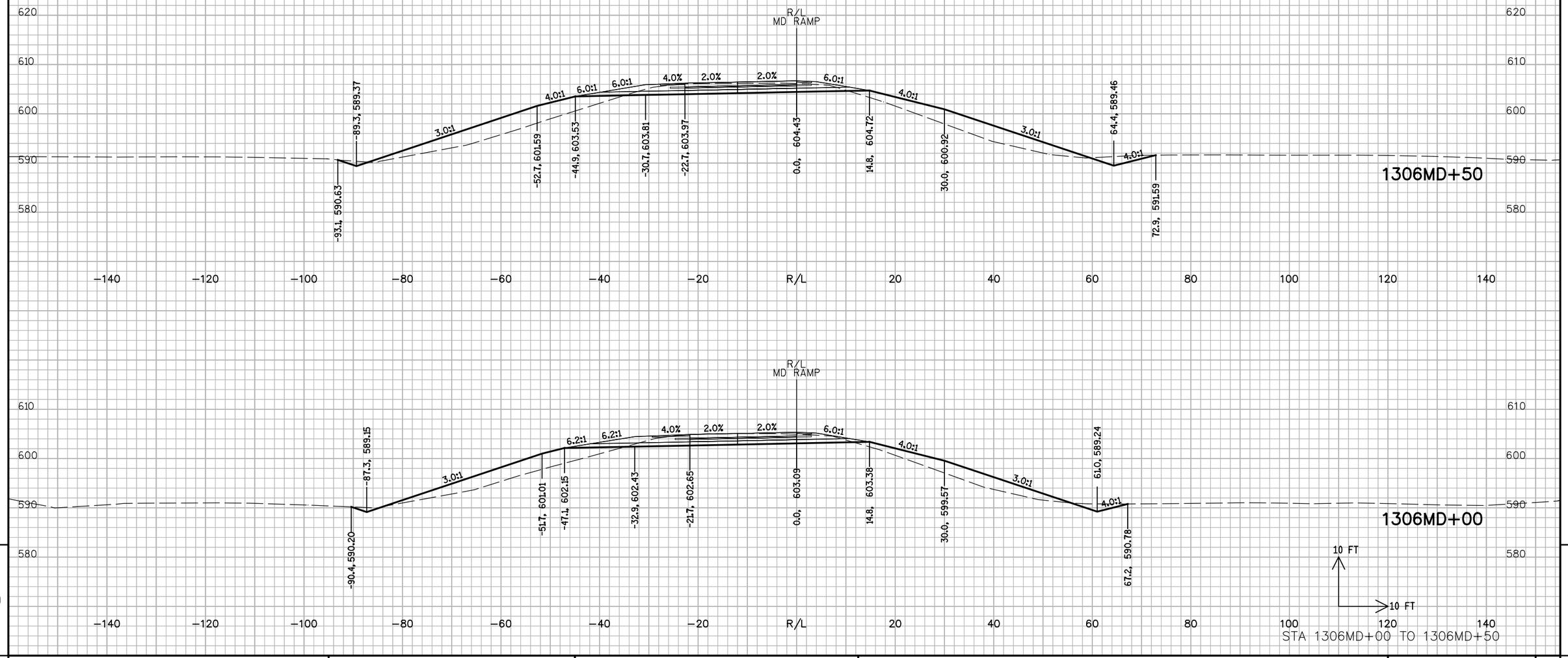
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP	SHEET NO: . 1602	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090207_xs_MD.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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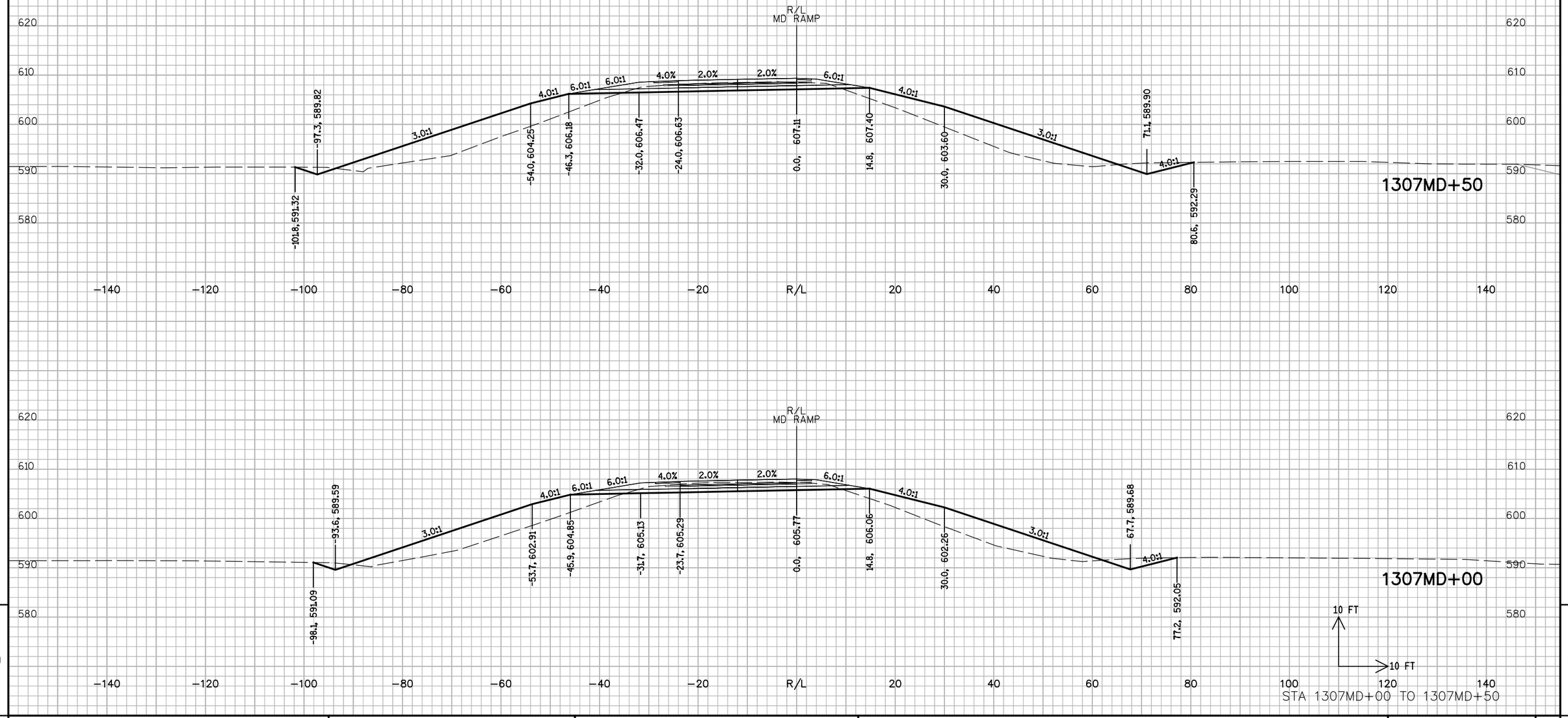
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP	SHEET NO: . 1603	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090207_xs_MD.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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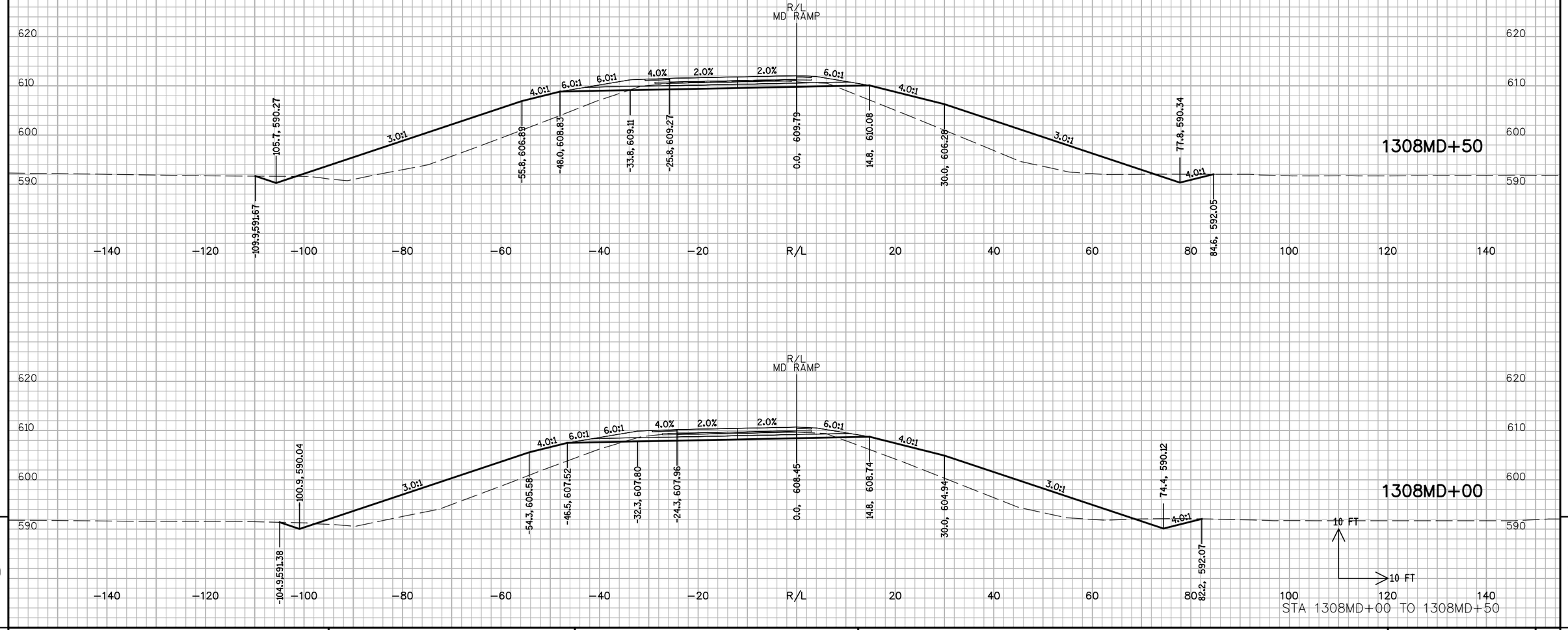
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP	SHEET NO: . 1604	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090207_xs_MD.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP	SHEET NO: . 1605	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090207_xs_MD.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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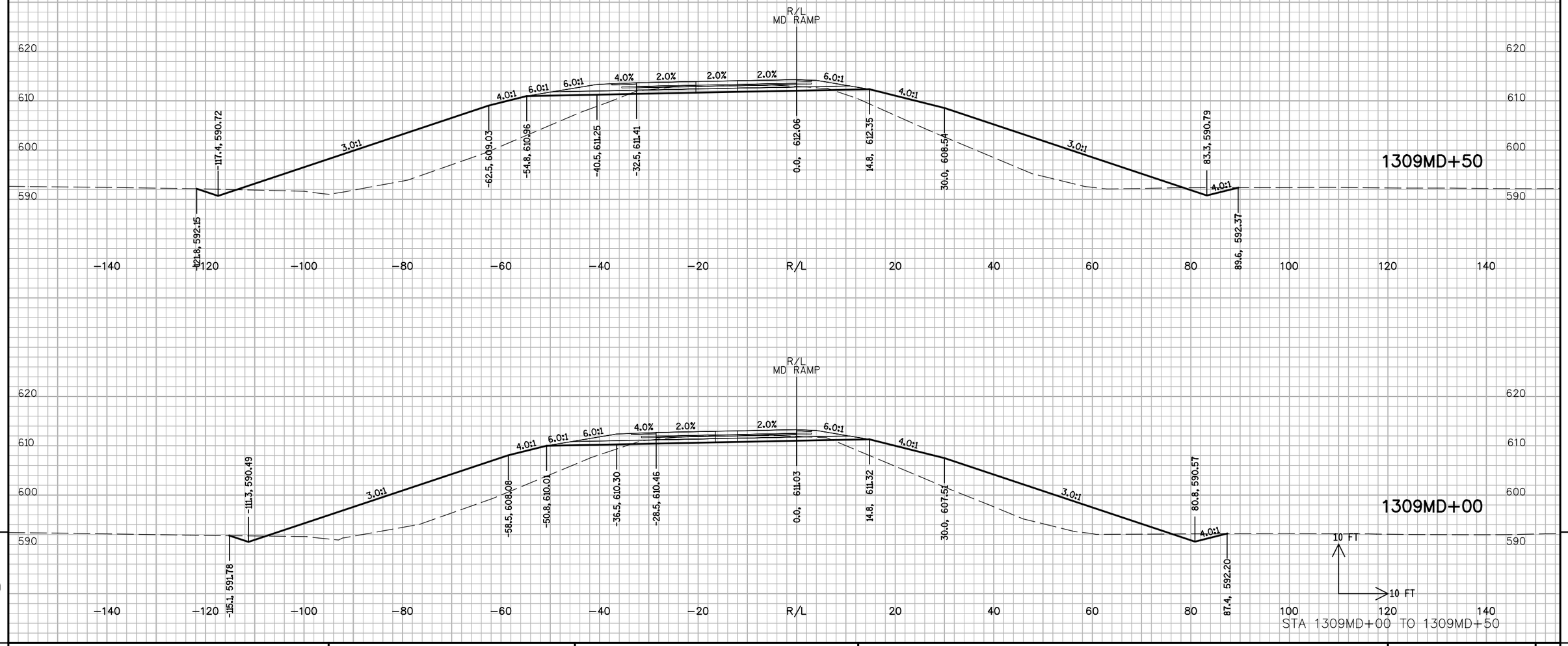

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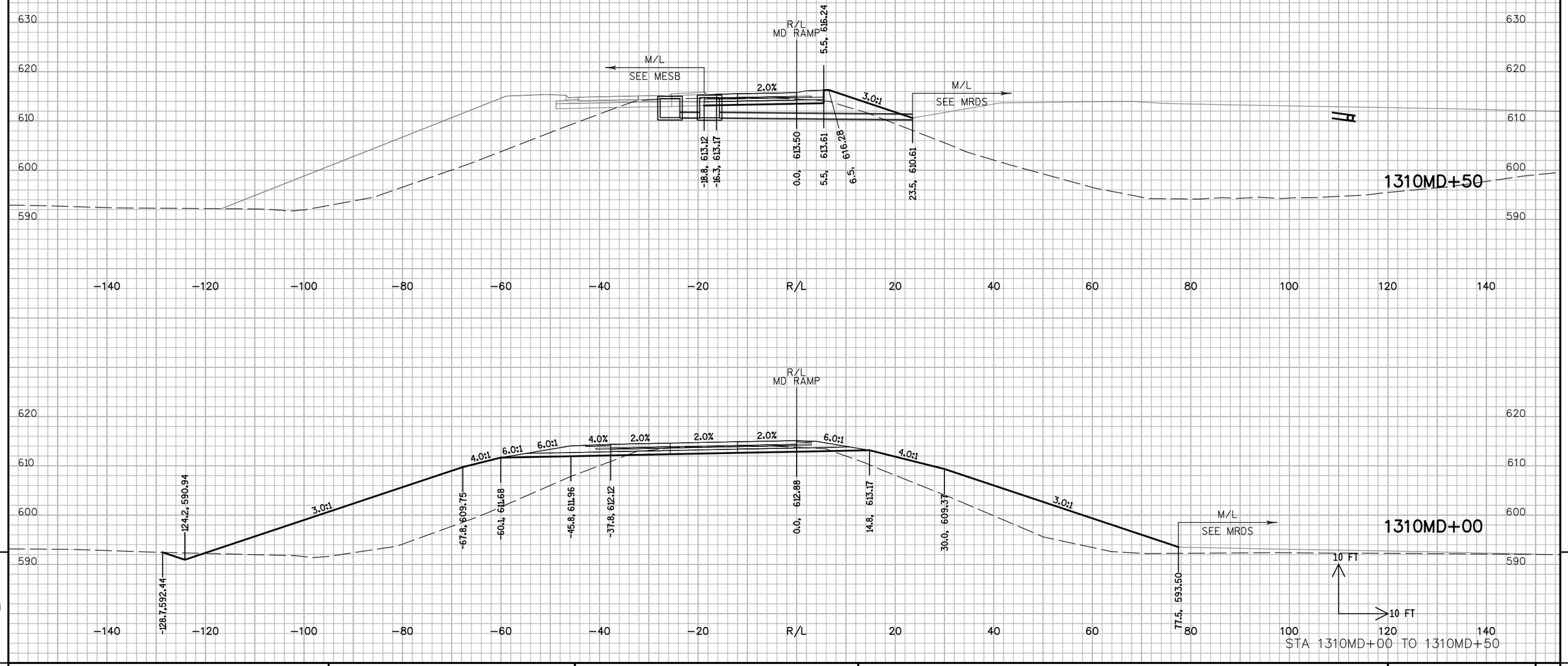
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP	SHEET NO: . 1606	E

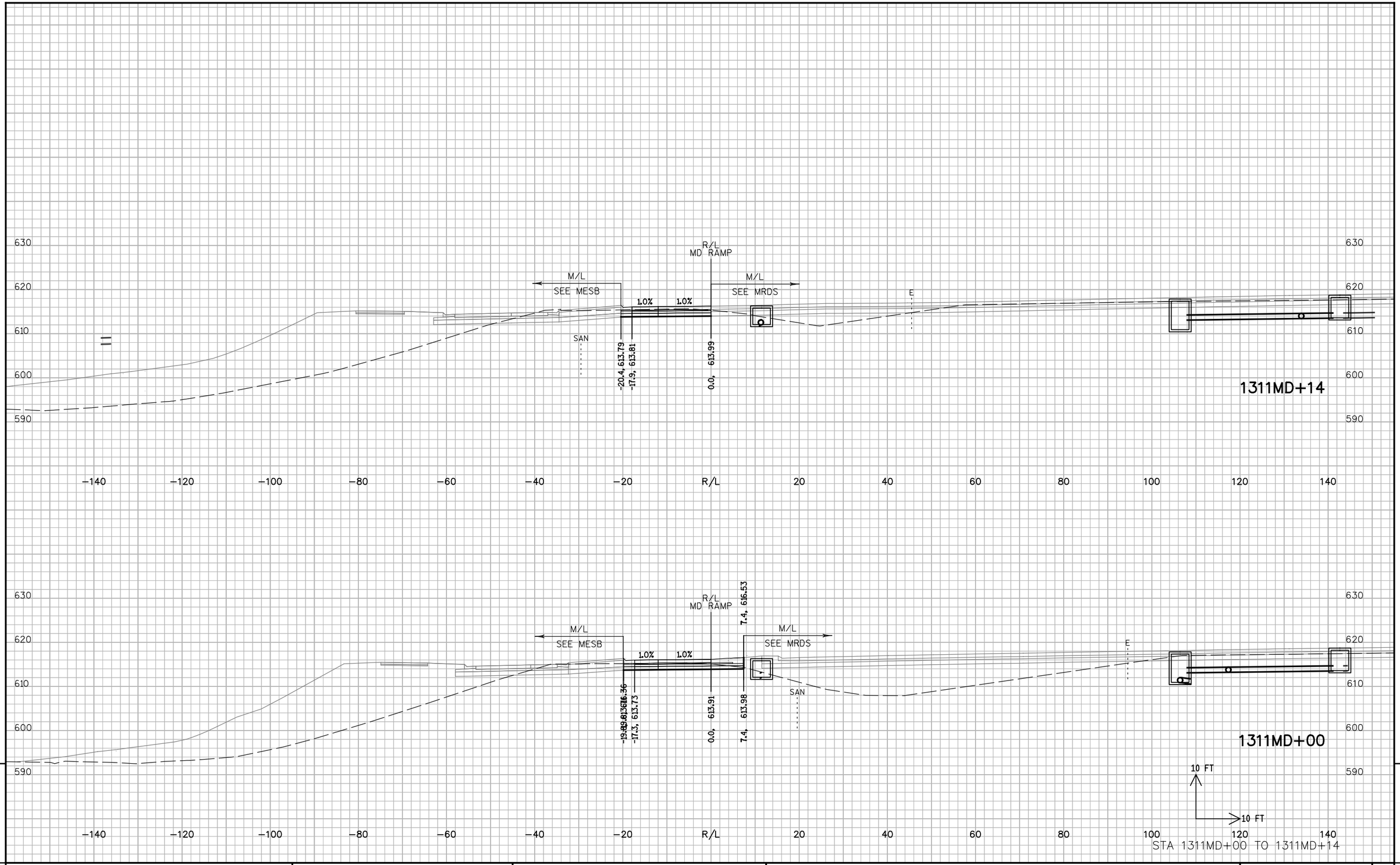
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090207_xs_MD.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP	SHEET NO: . 1607	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090207_xs_MD.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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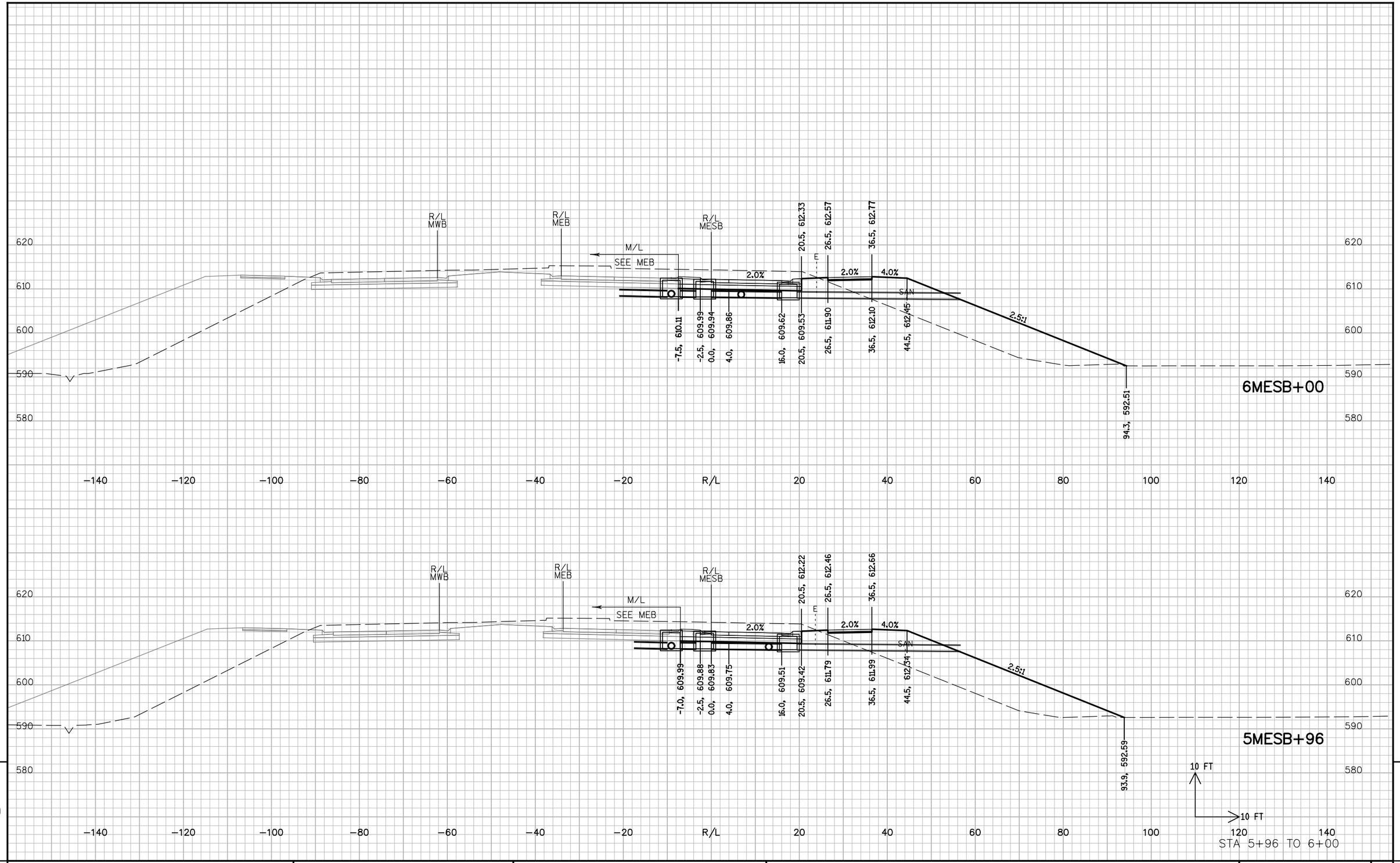
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP	SHEET NO: . 1608	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090207_xs_MD.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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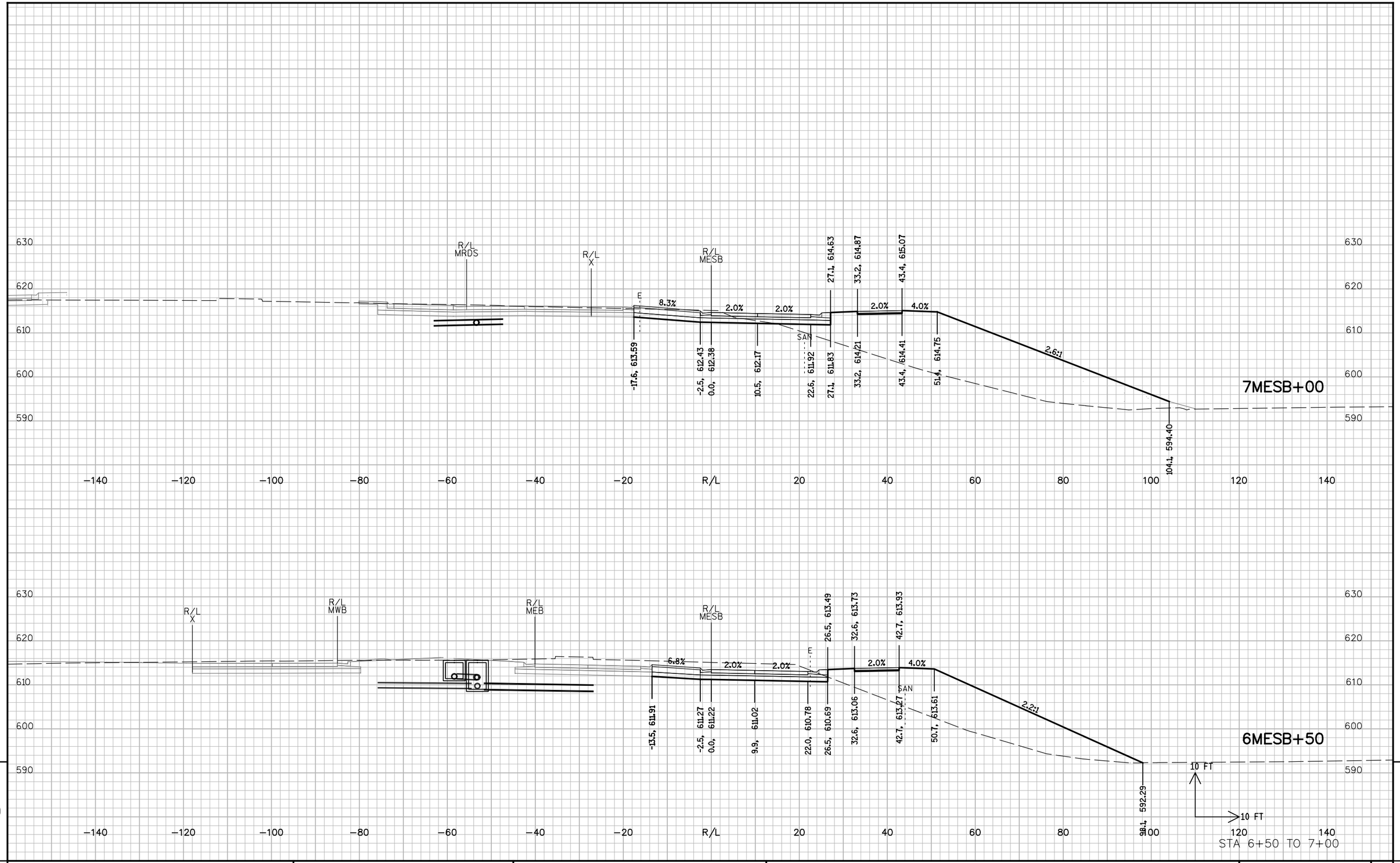
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP BYPASS	SHEET NO: . 1609	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090208_xs_MESB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

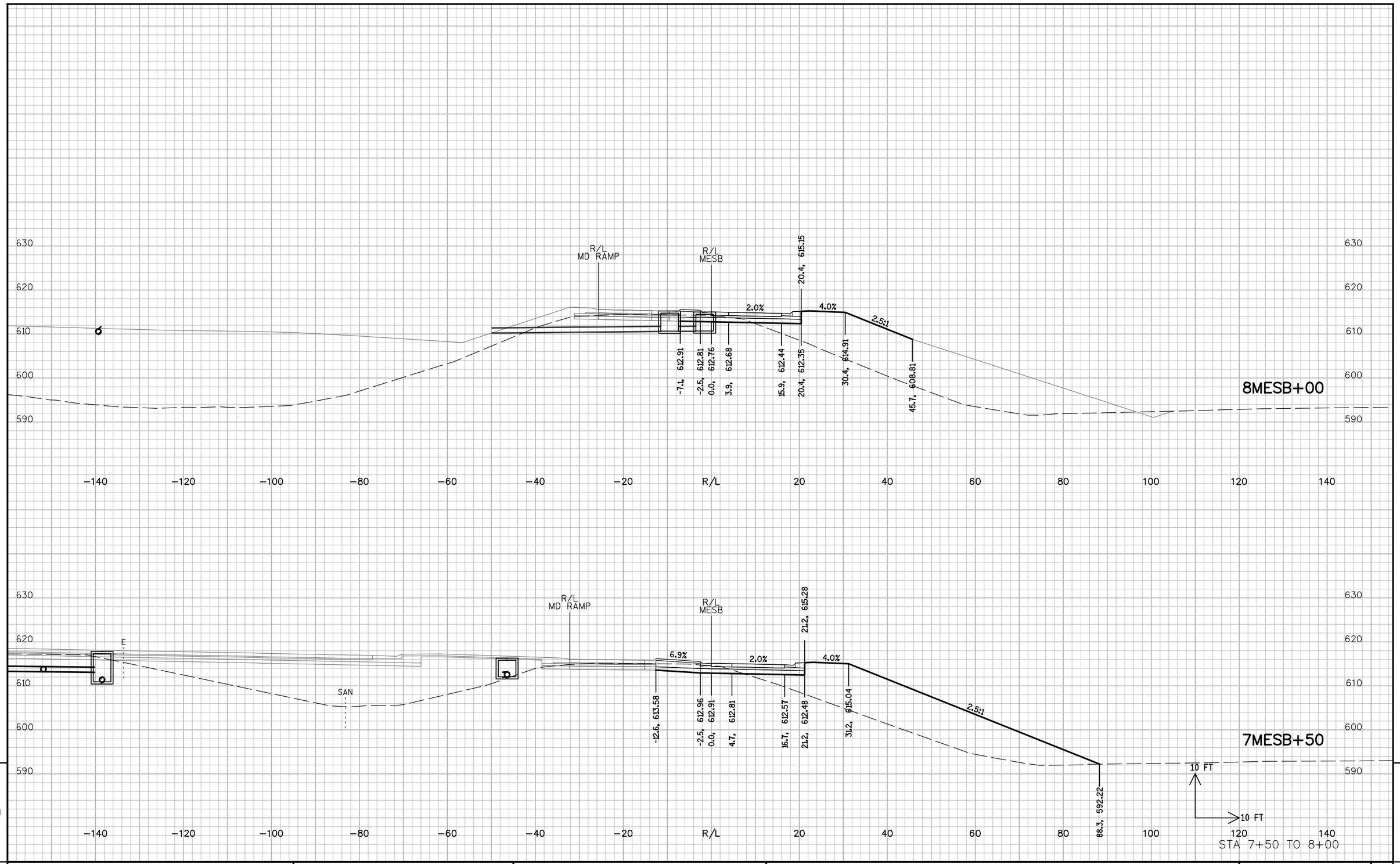


STA 6+50 TO 7+00

9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP BYPASS	SHEET NO: . 1610	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090208_xs_MESB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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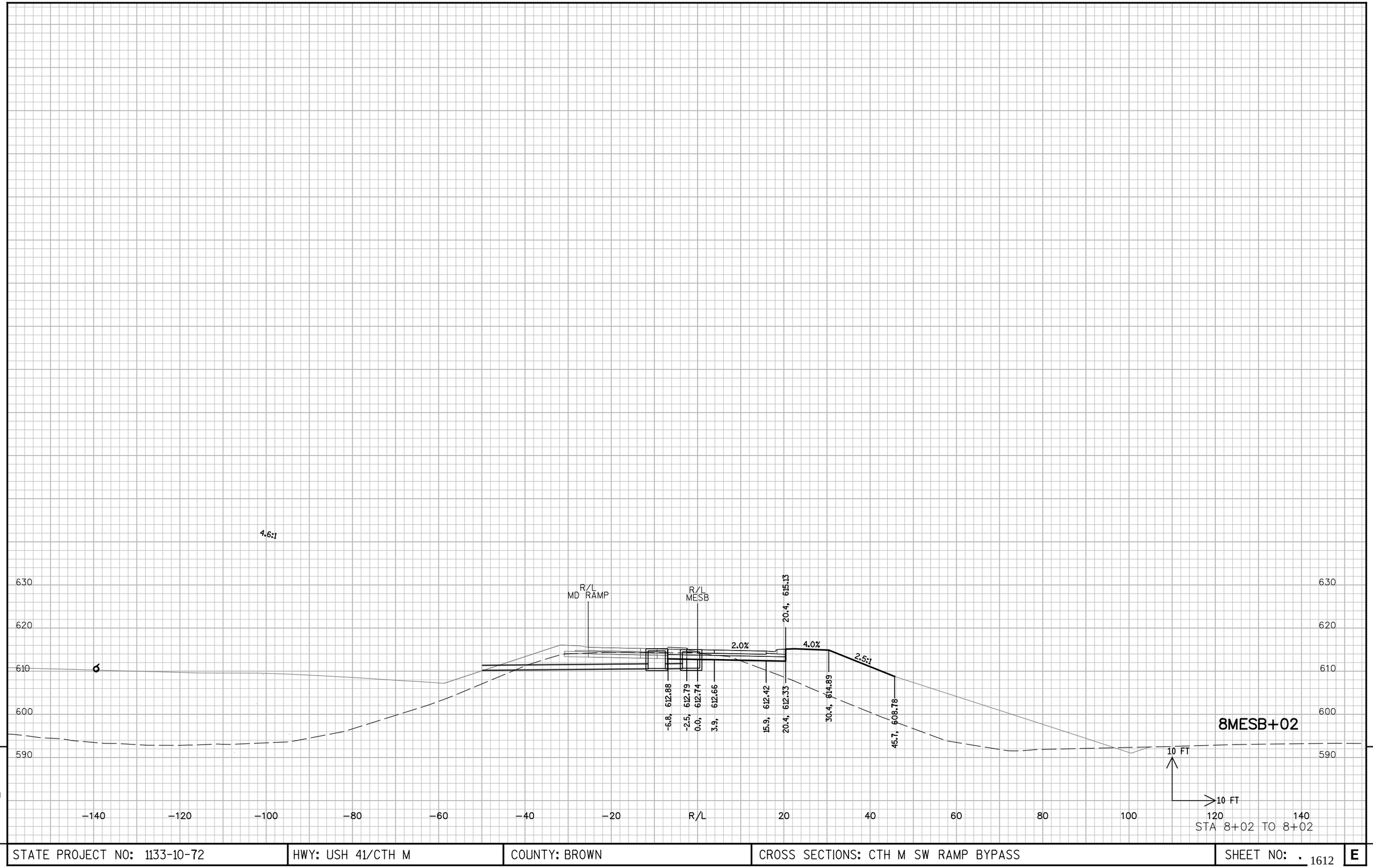
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP BYPASS	SHEET NO: . 1611	E

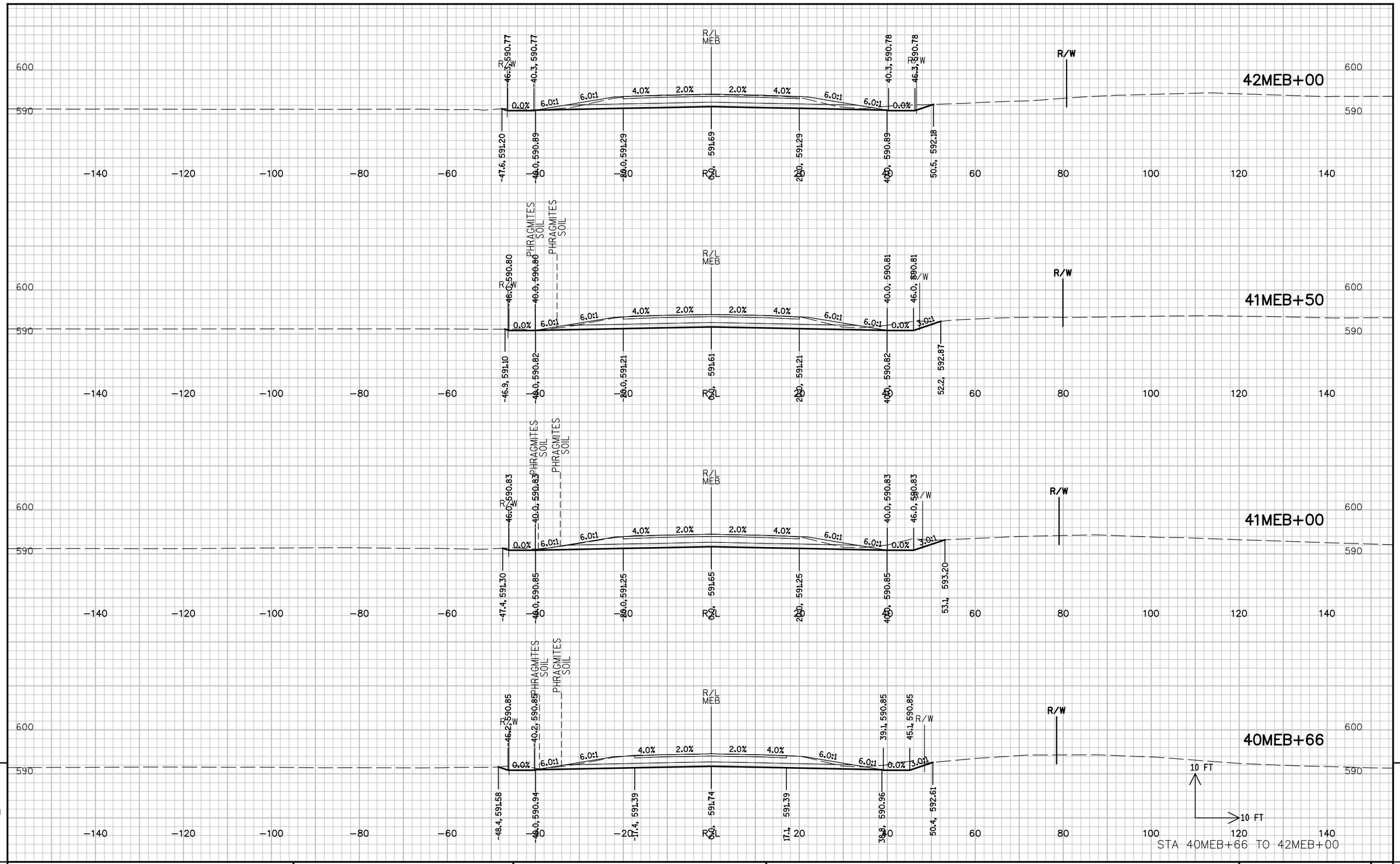
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090208_xs_MESB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH M SW RAMP BYPASS	SHEET NO: . 1612	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090208_xs_MESB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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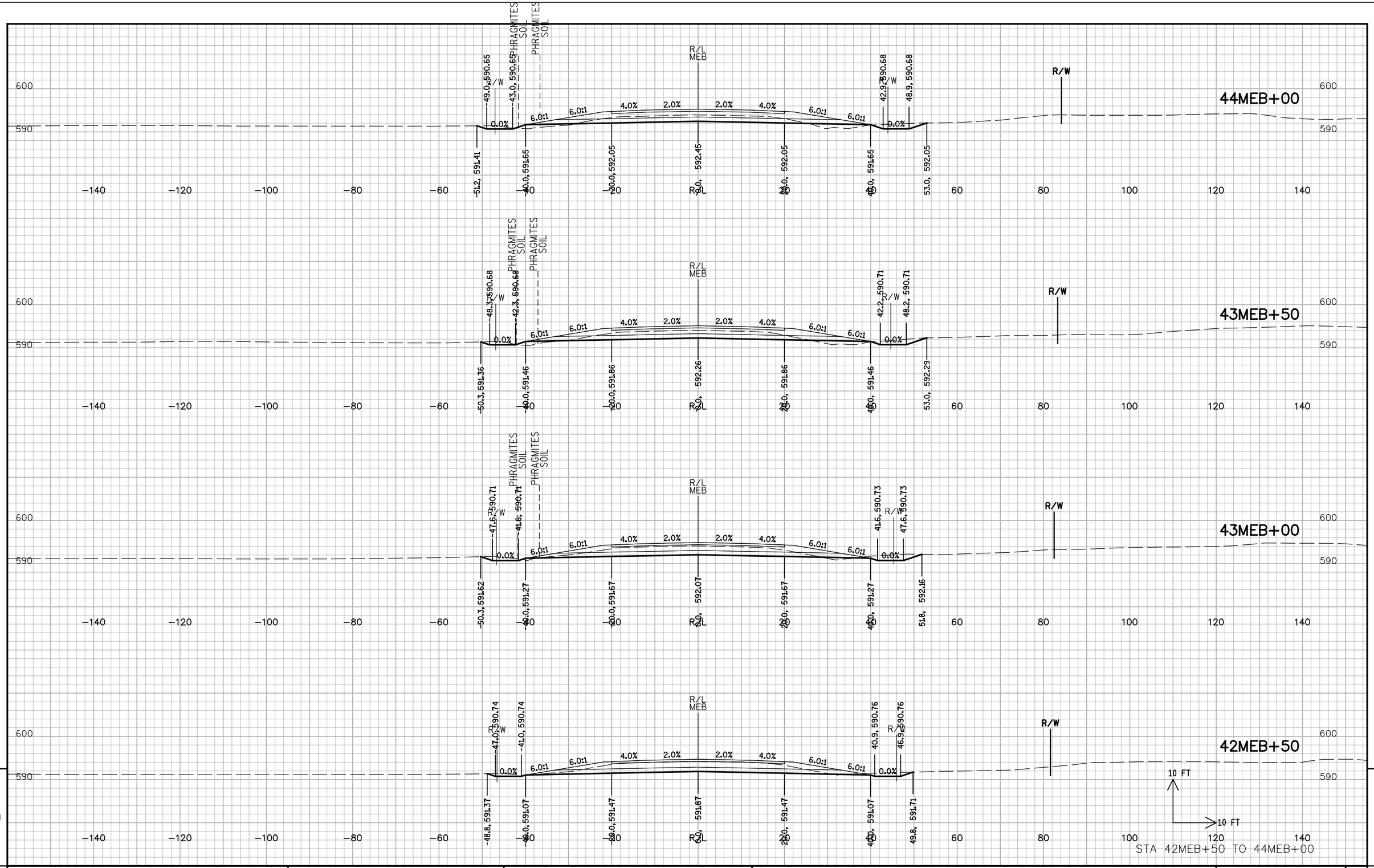
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1613	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1614	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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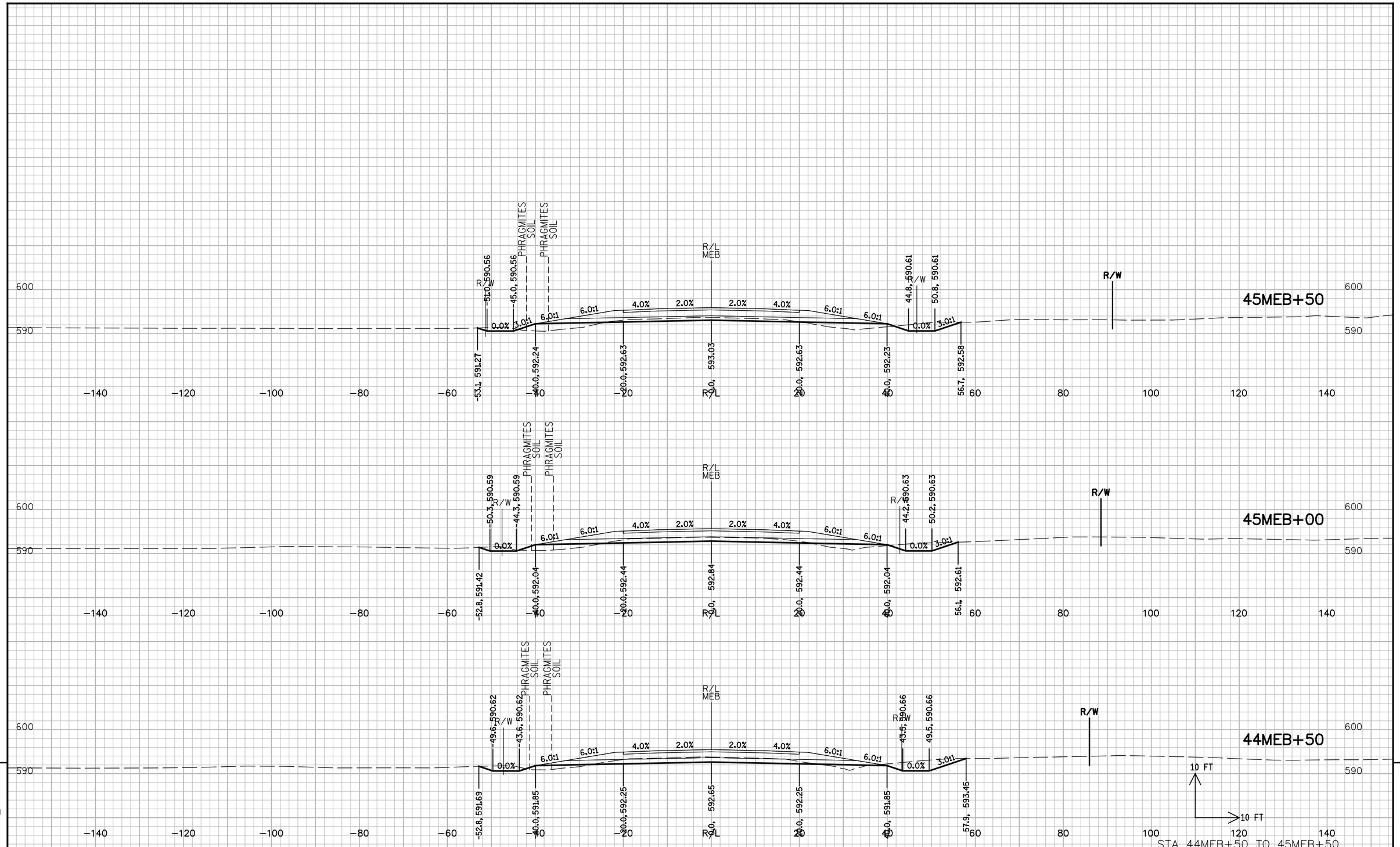

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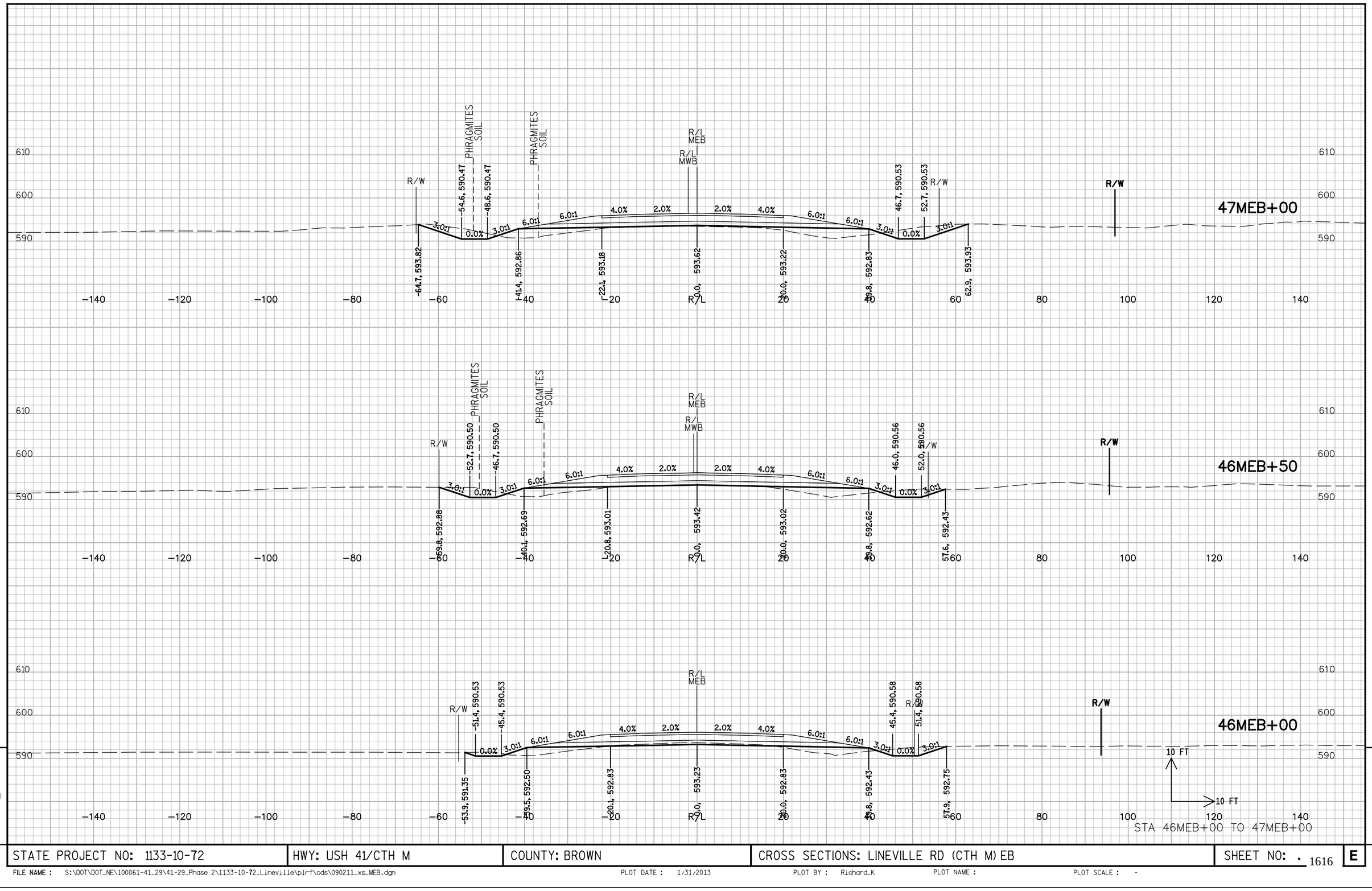
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1615	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

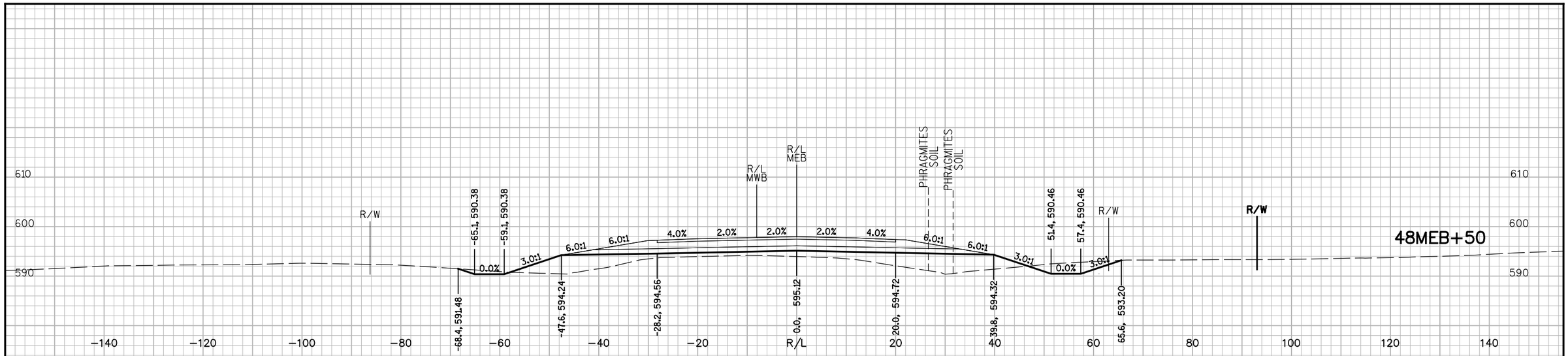


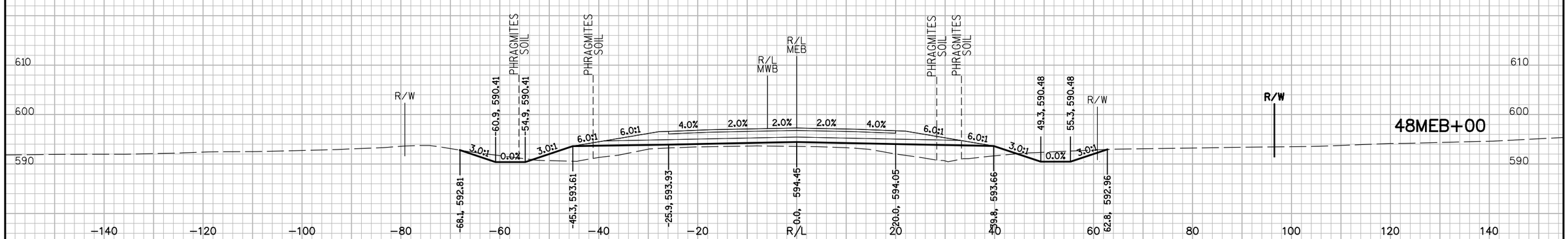
STA 46MEB+00 TO 47MEB+00

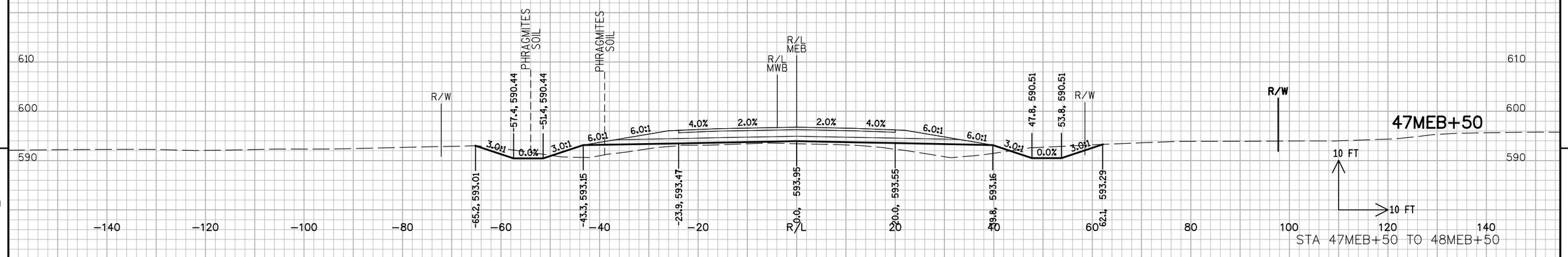
9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1616	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -







STA 47MEB+50 TO 48MEB+50

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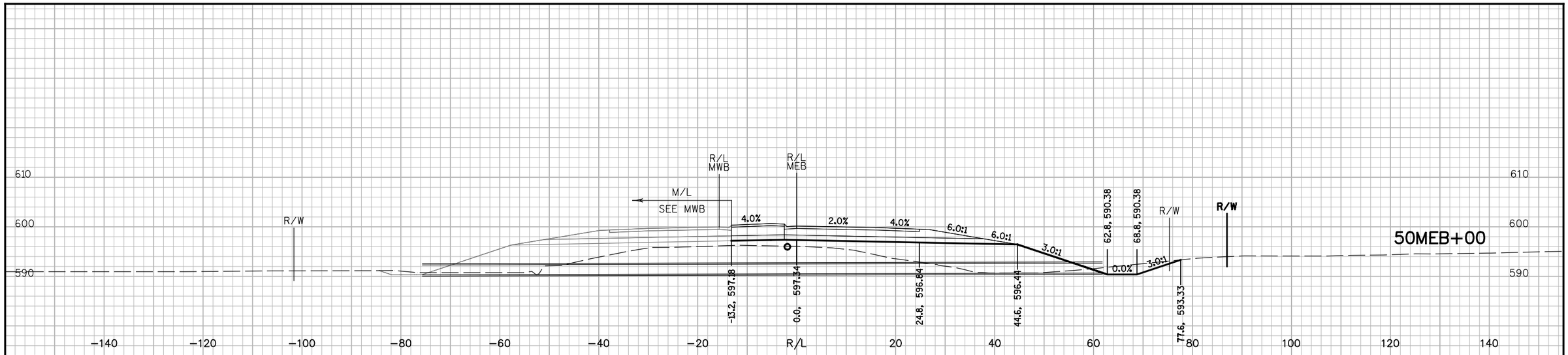
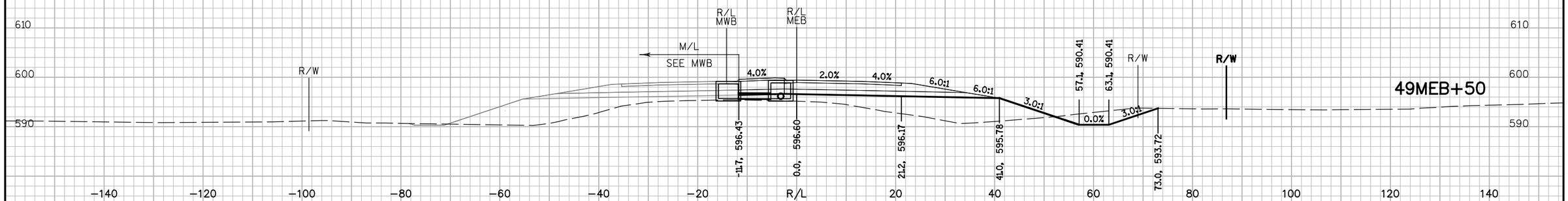
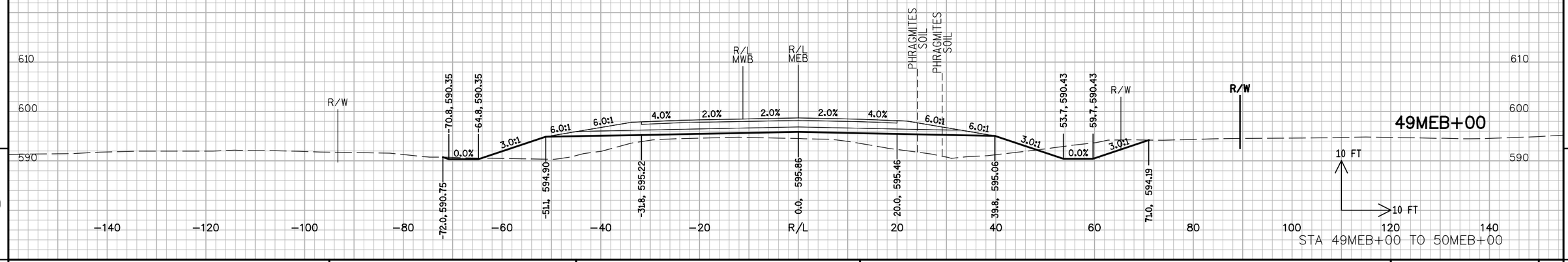
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1617	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -







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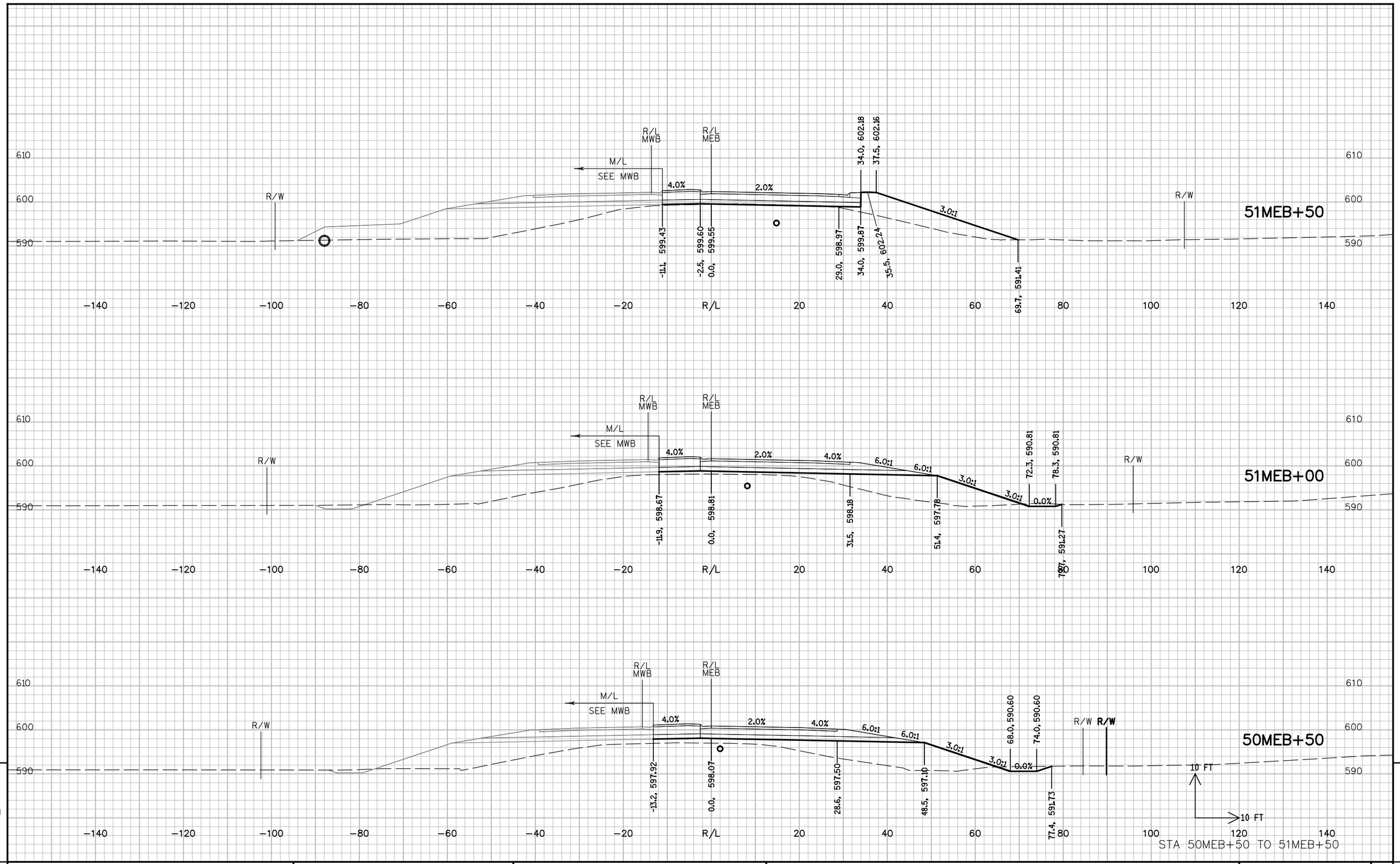
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1618	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 50MEB+50 TO 51MEB+50

9

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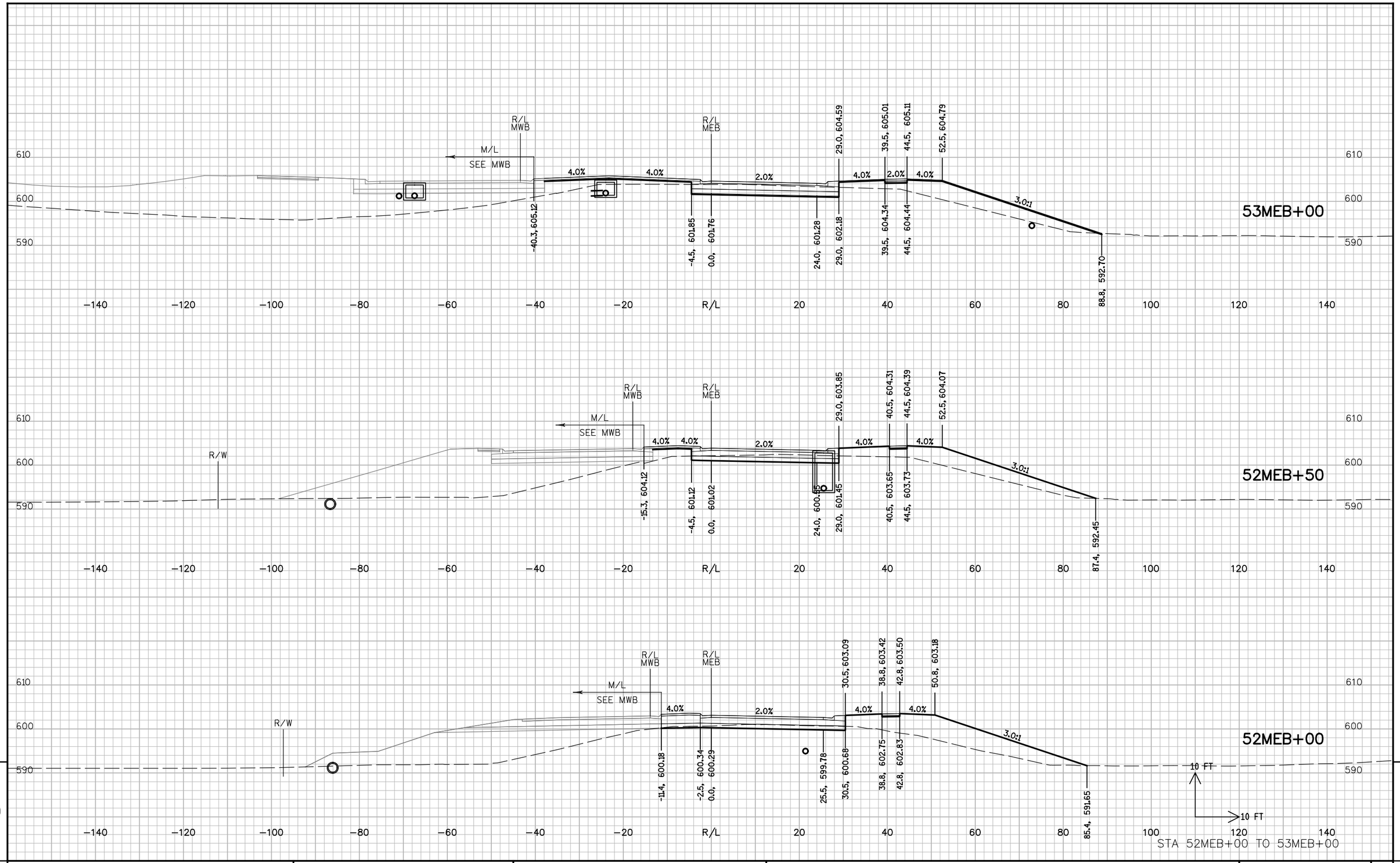
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1619	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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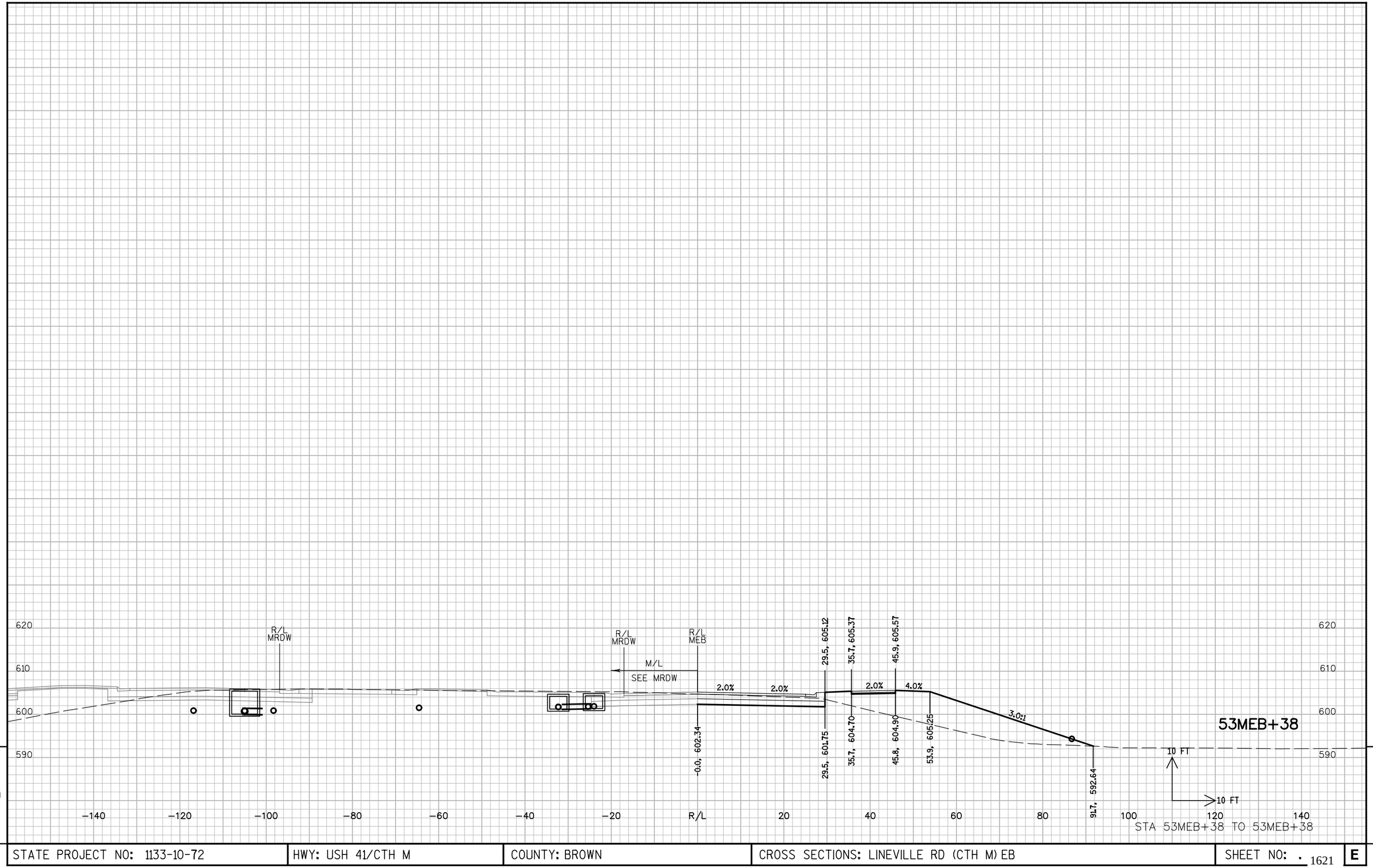
9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1620	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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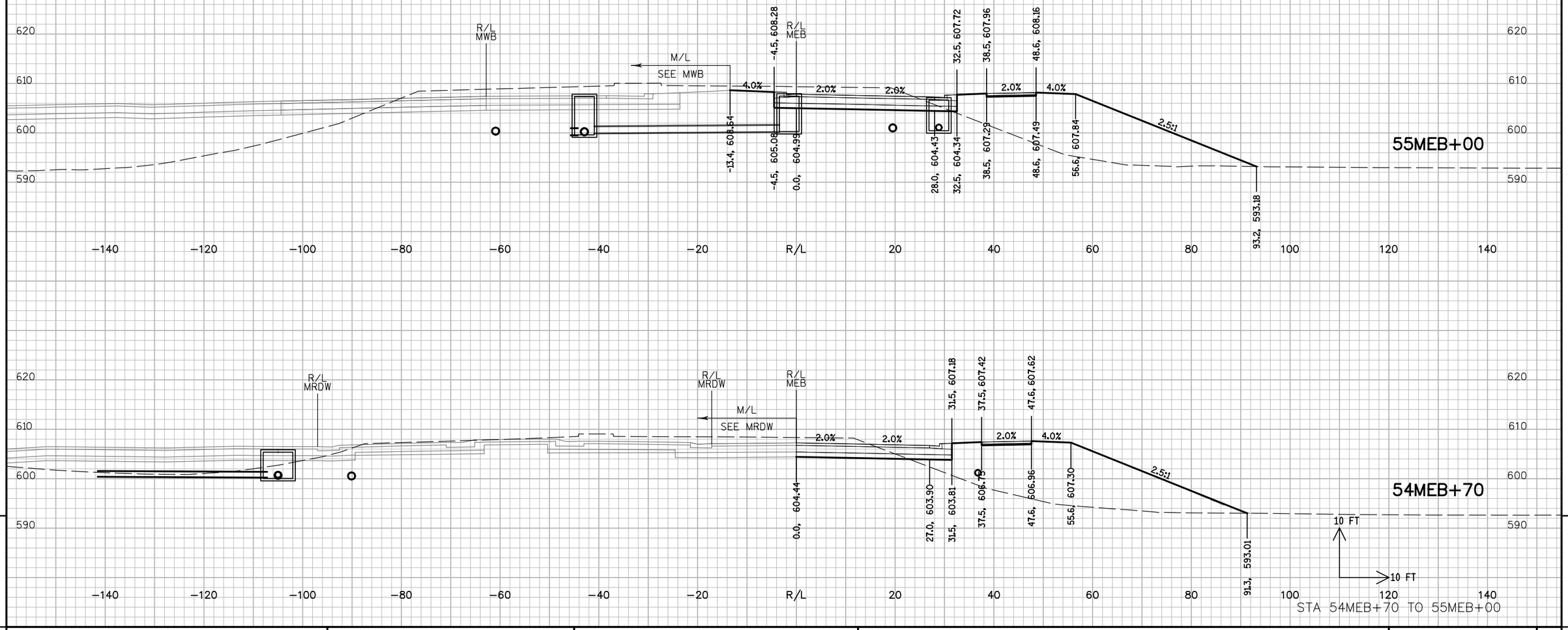
9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1621	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 54MEB+70 TO 55MEB+00

9

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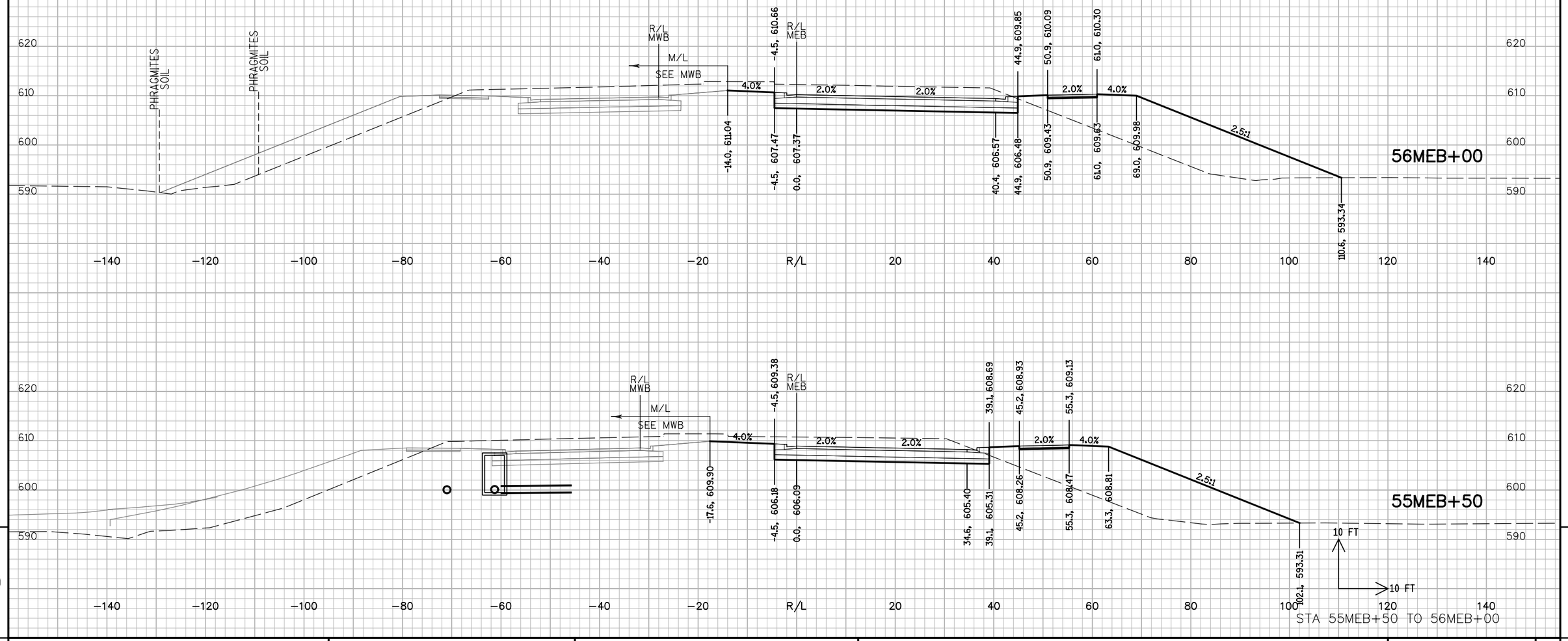
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1622	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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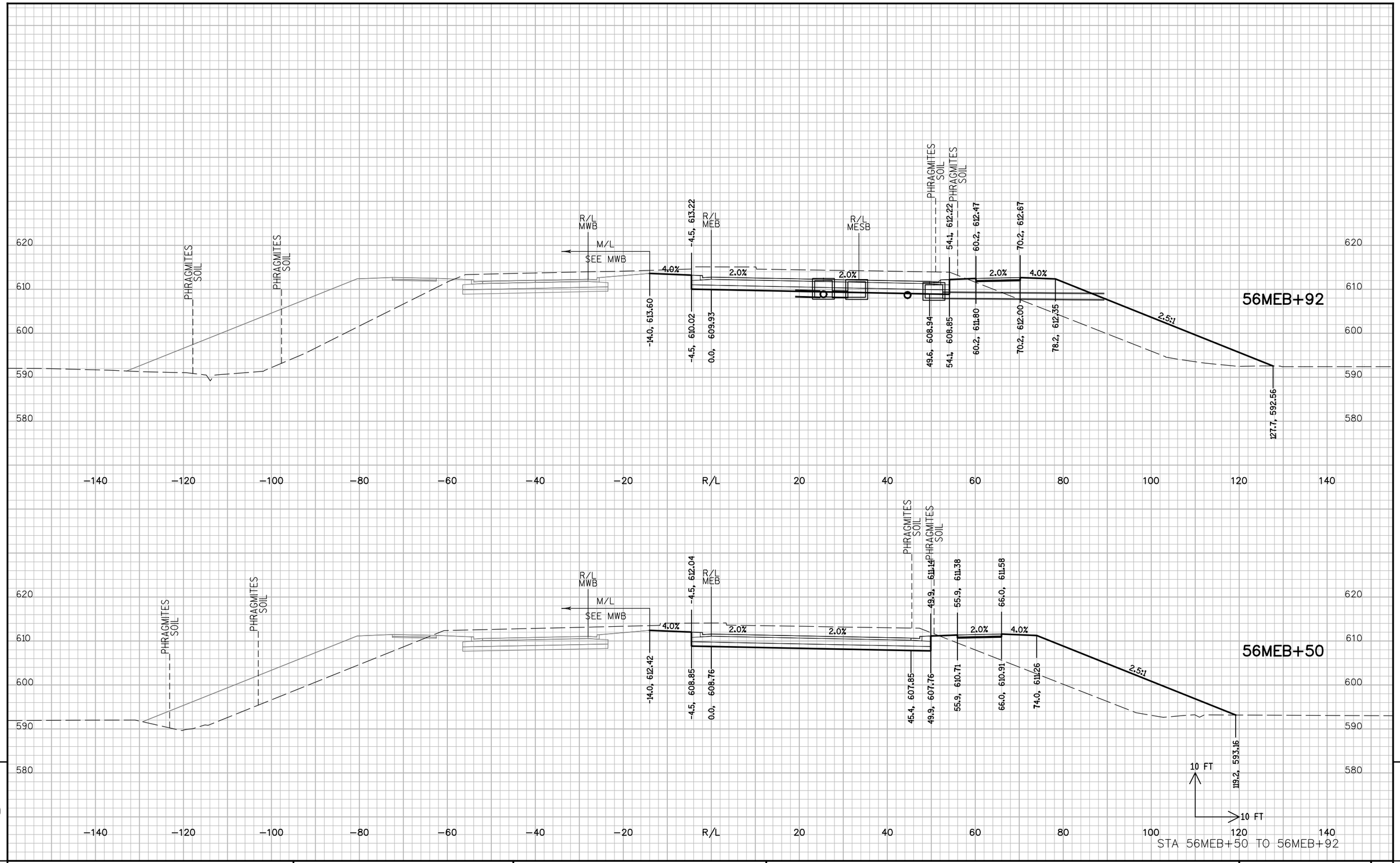
9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1623	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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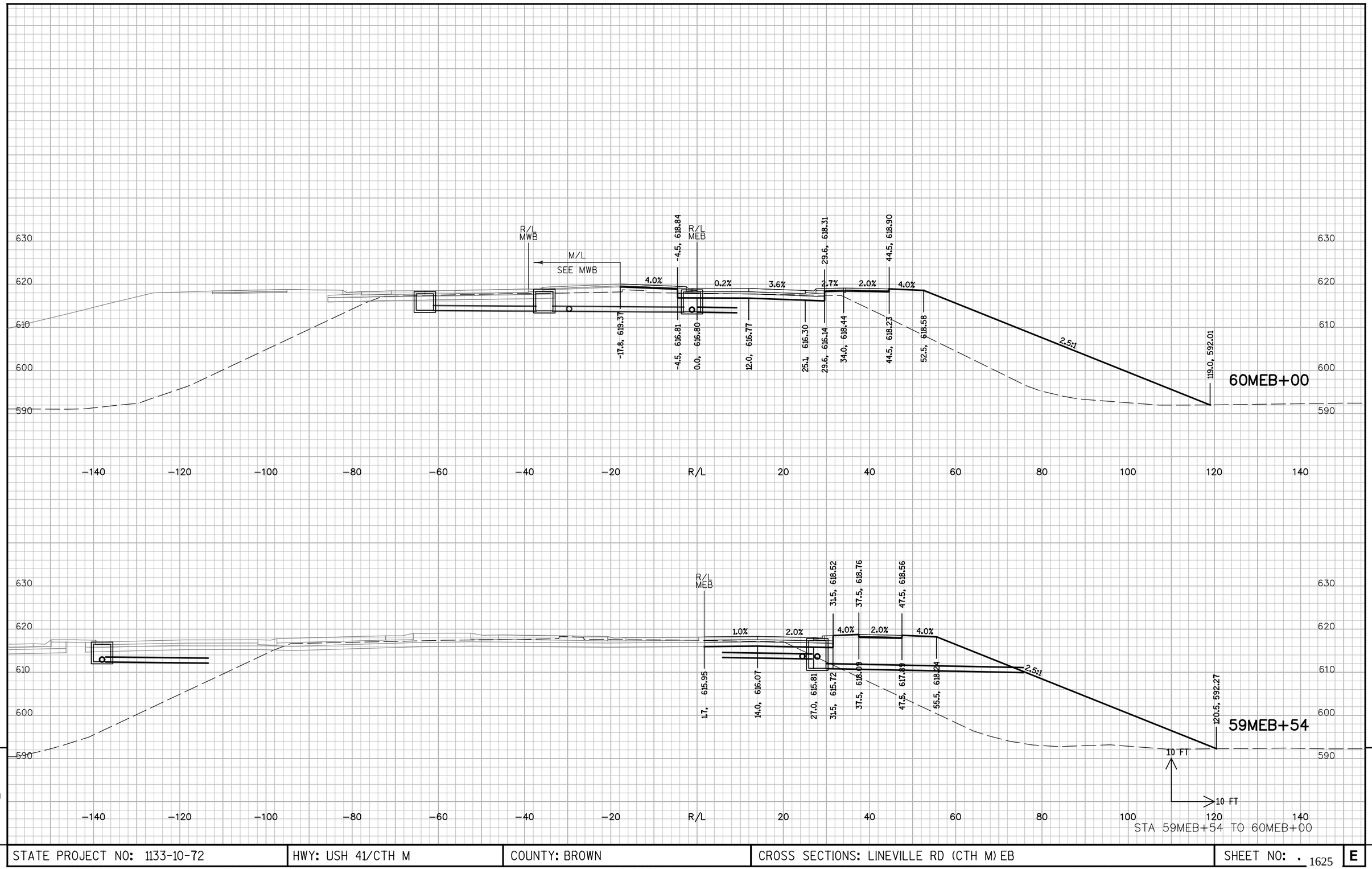
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1624	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

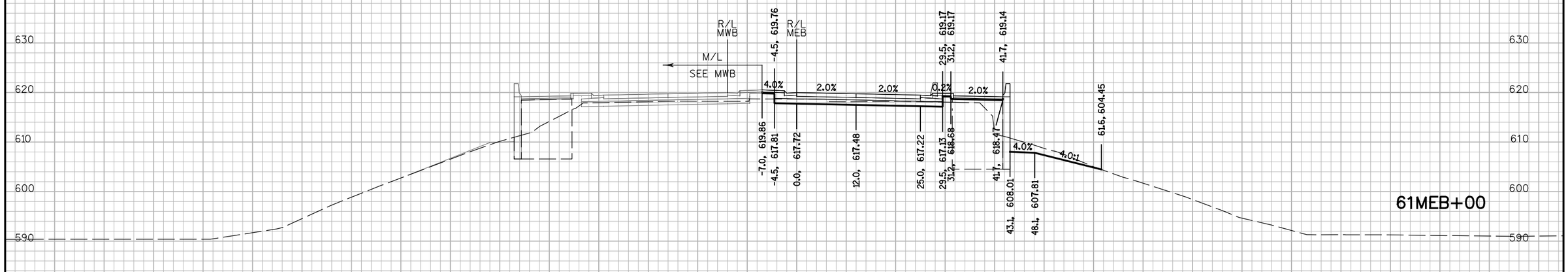


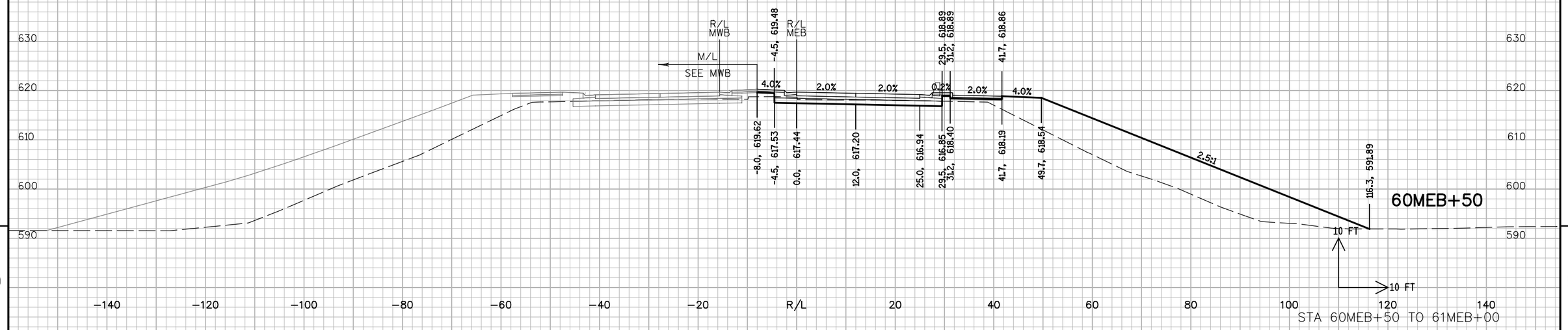
9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1625	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

END COMMMON EXCAVATION AND FILL STA. 61MEB+18.32
BEGIN NET EXCEPTION FOR STRUCTURAL FILL

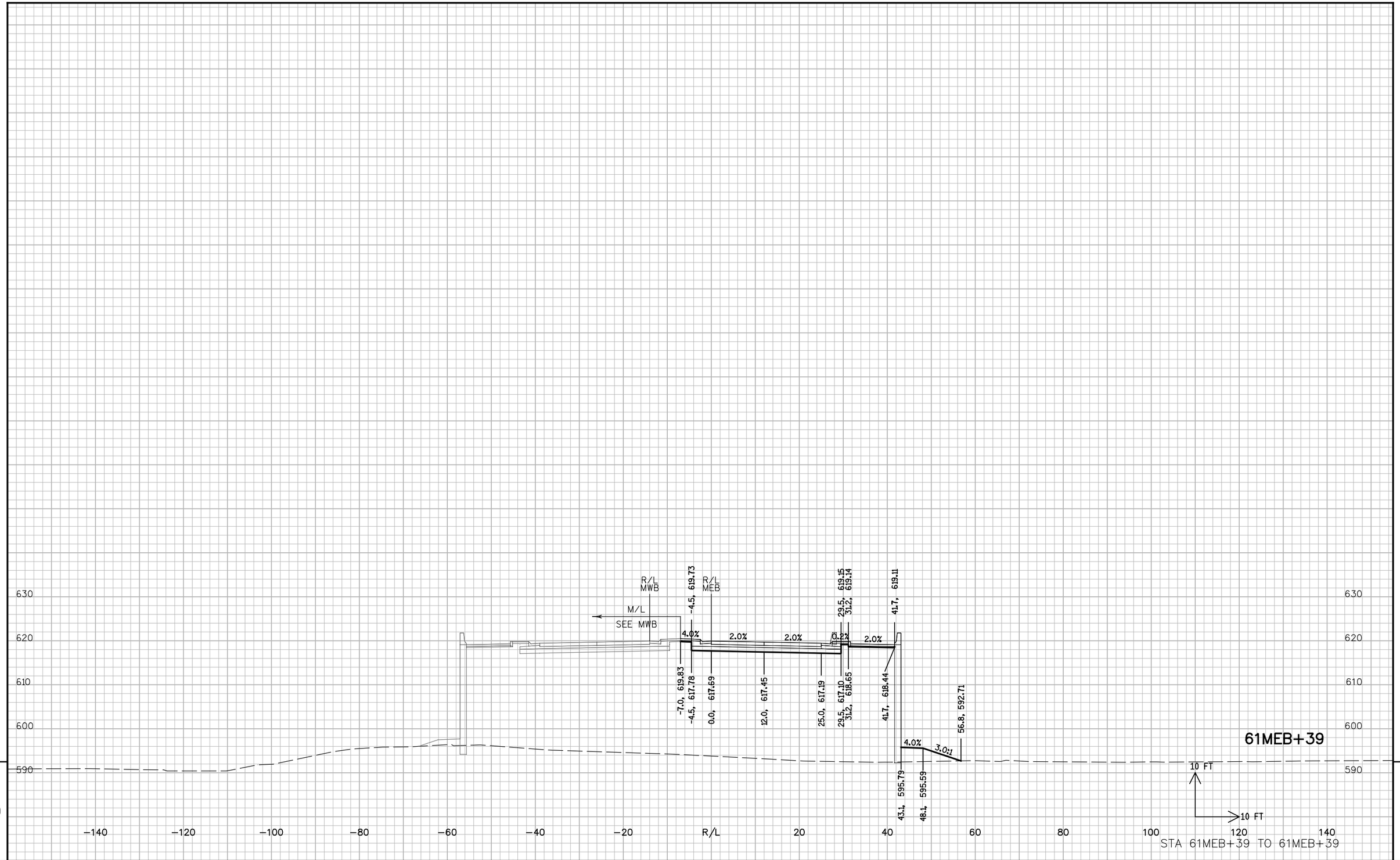




9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1626	E

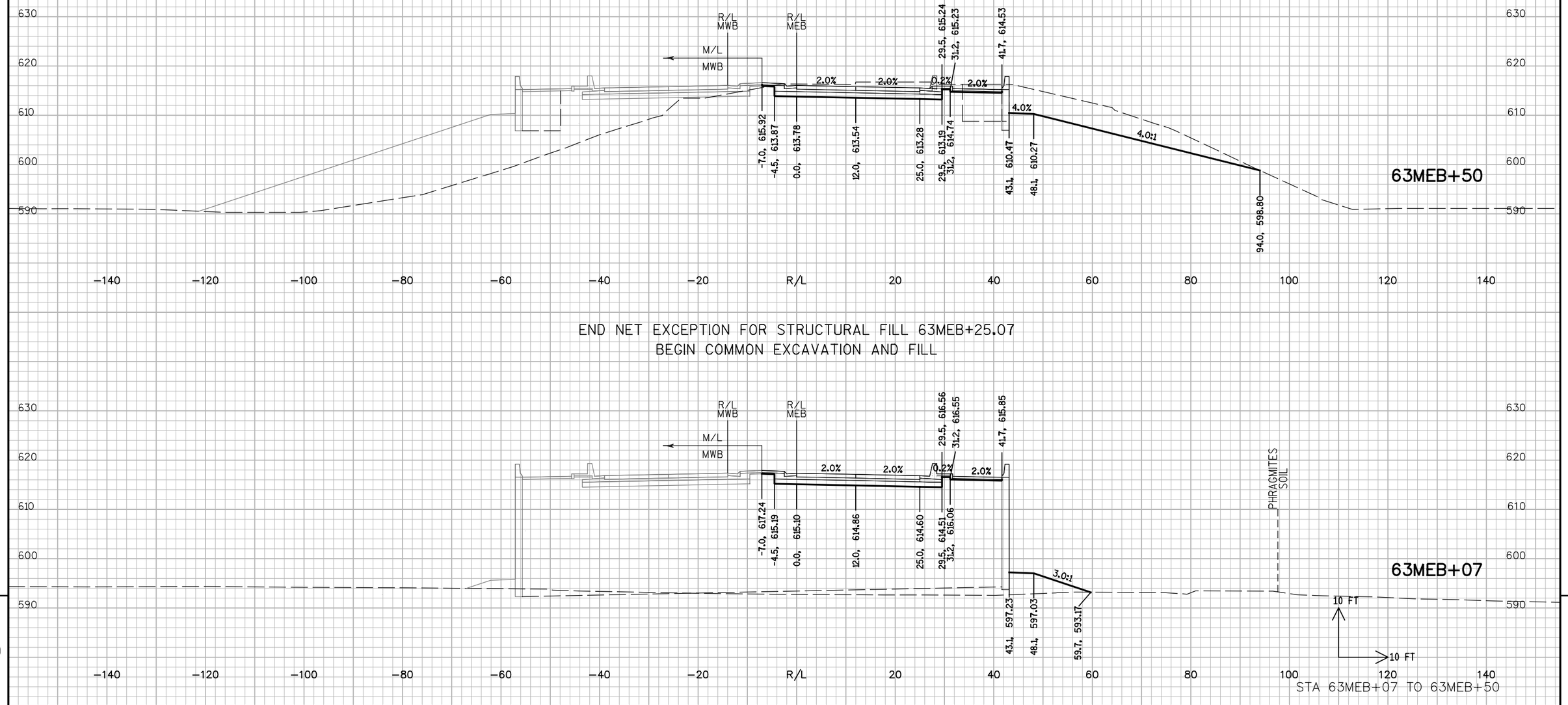
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



9 9

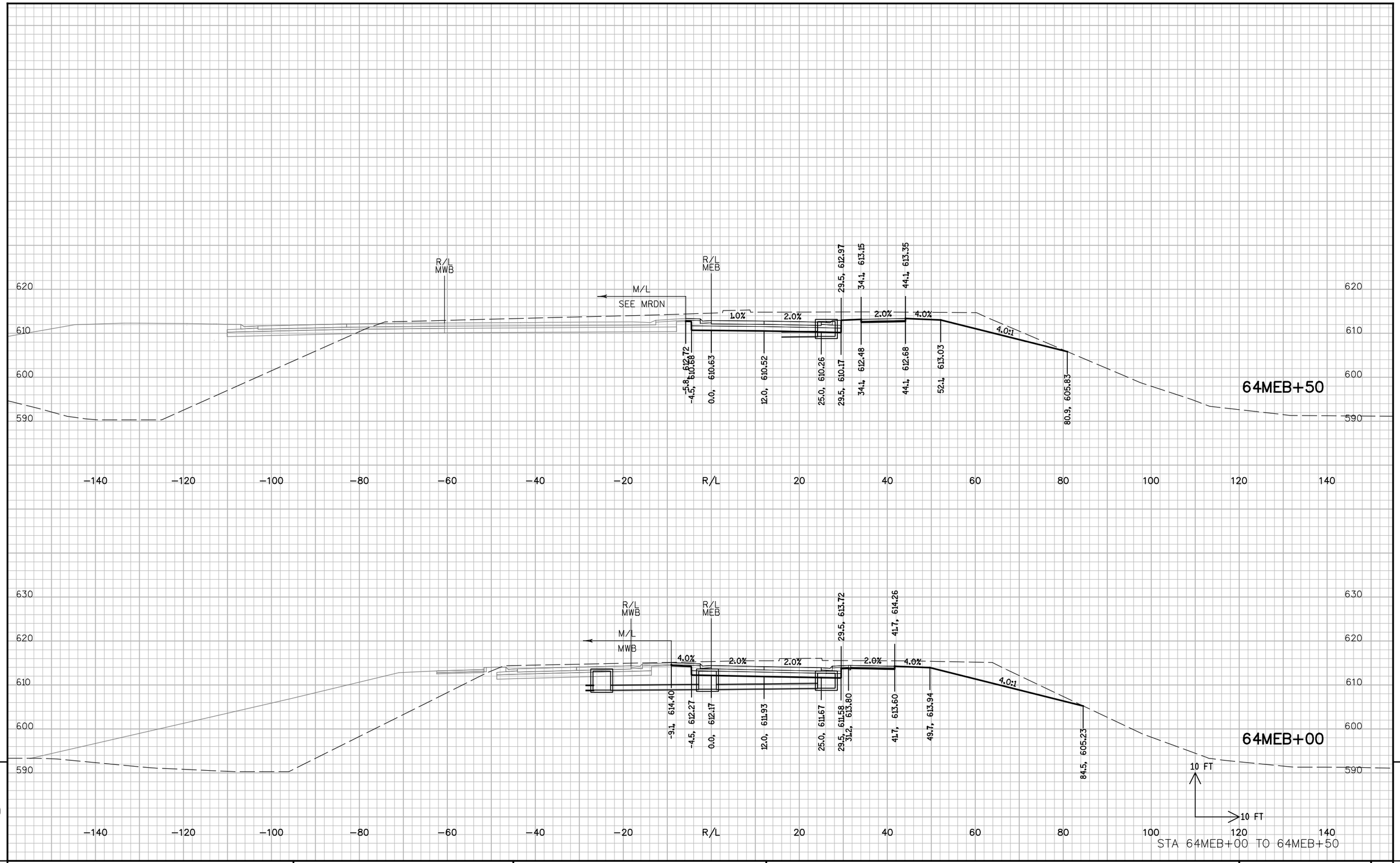
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1627	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1628 E

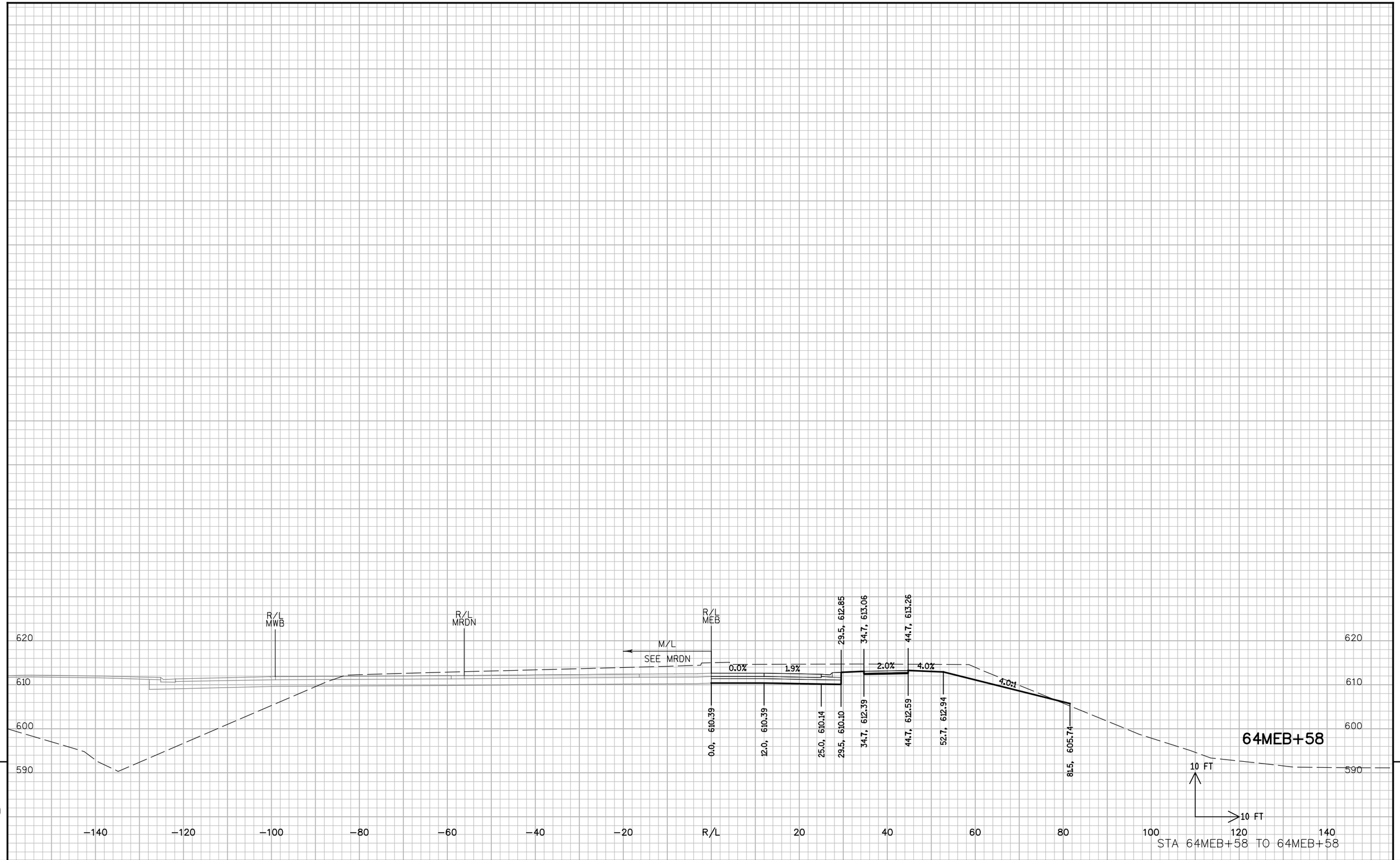
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1629	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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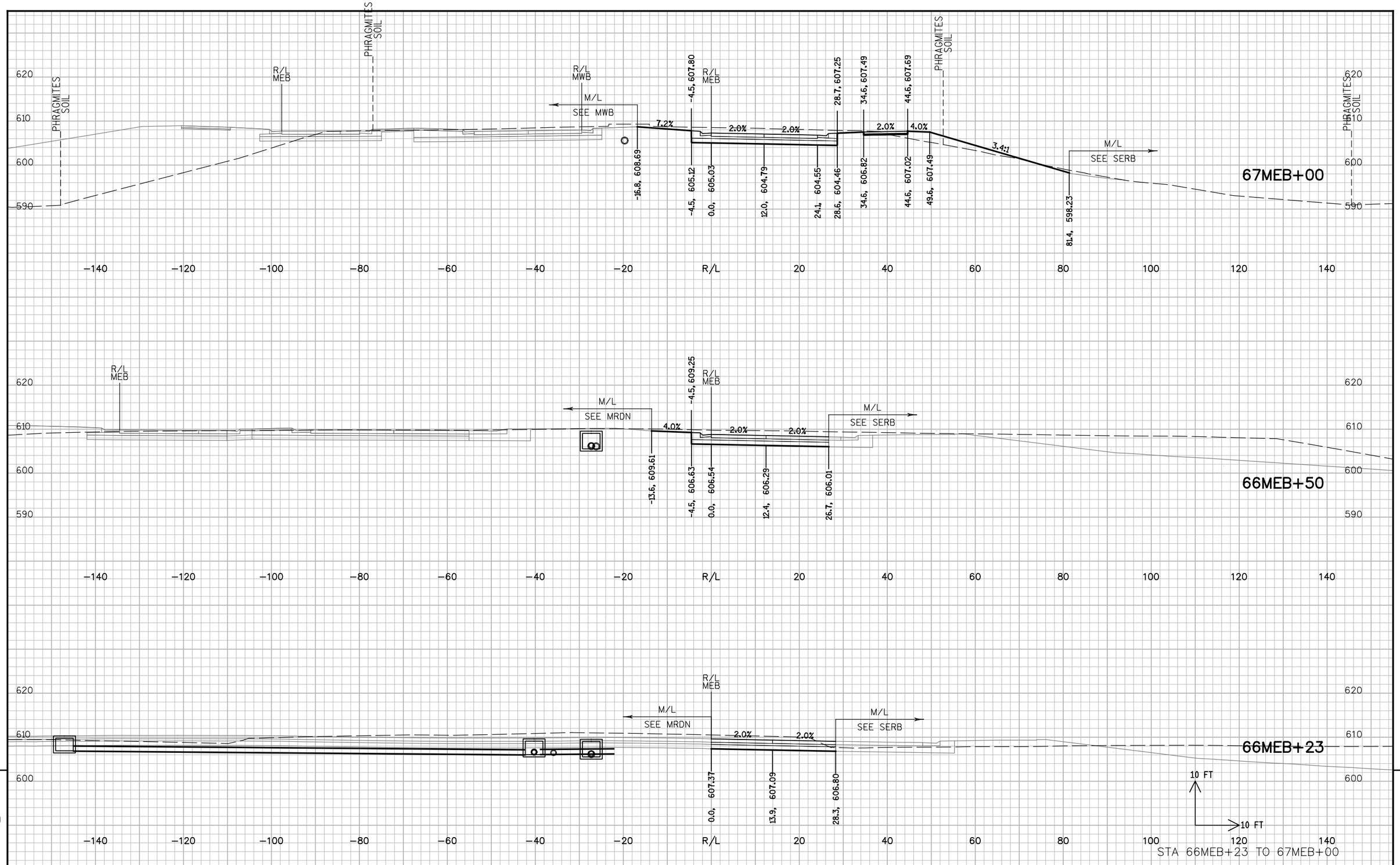
9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1630	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



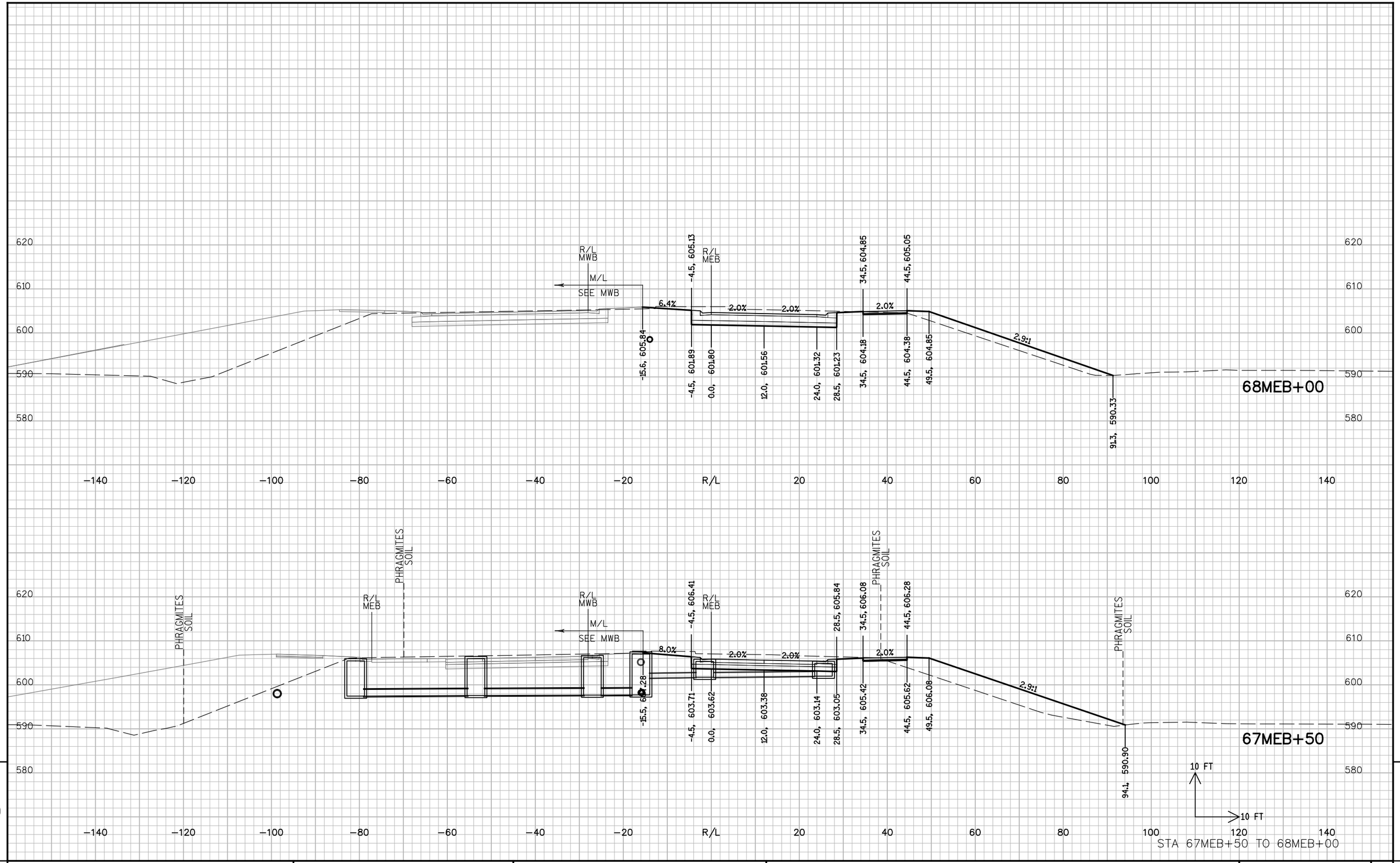
STA 66MEB+23 TO 67MEB+00

9

9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1631	E

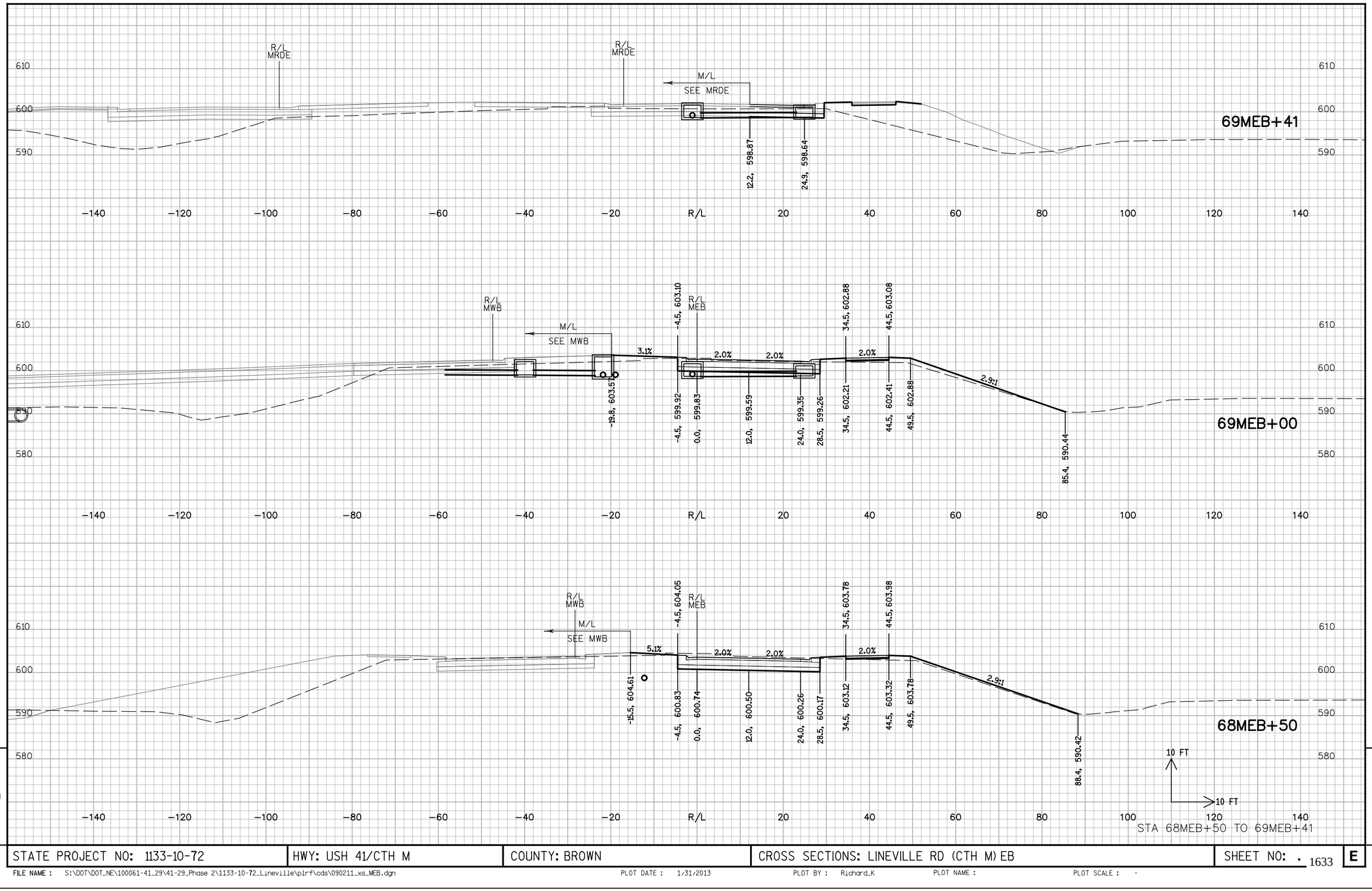
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 67MEB+50 TO 68MEB+00

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1632	E

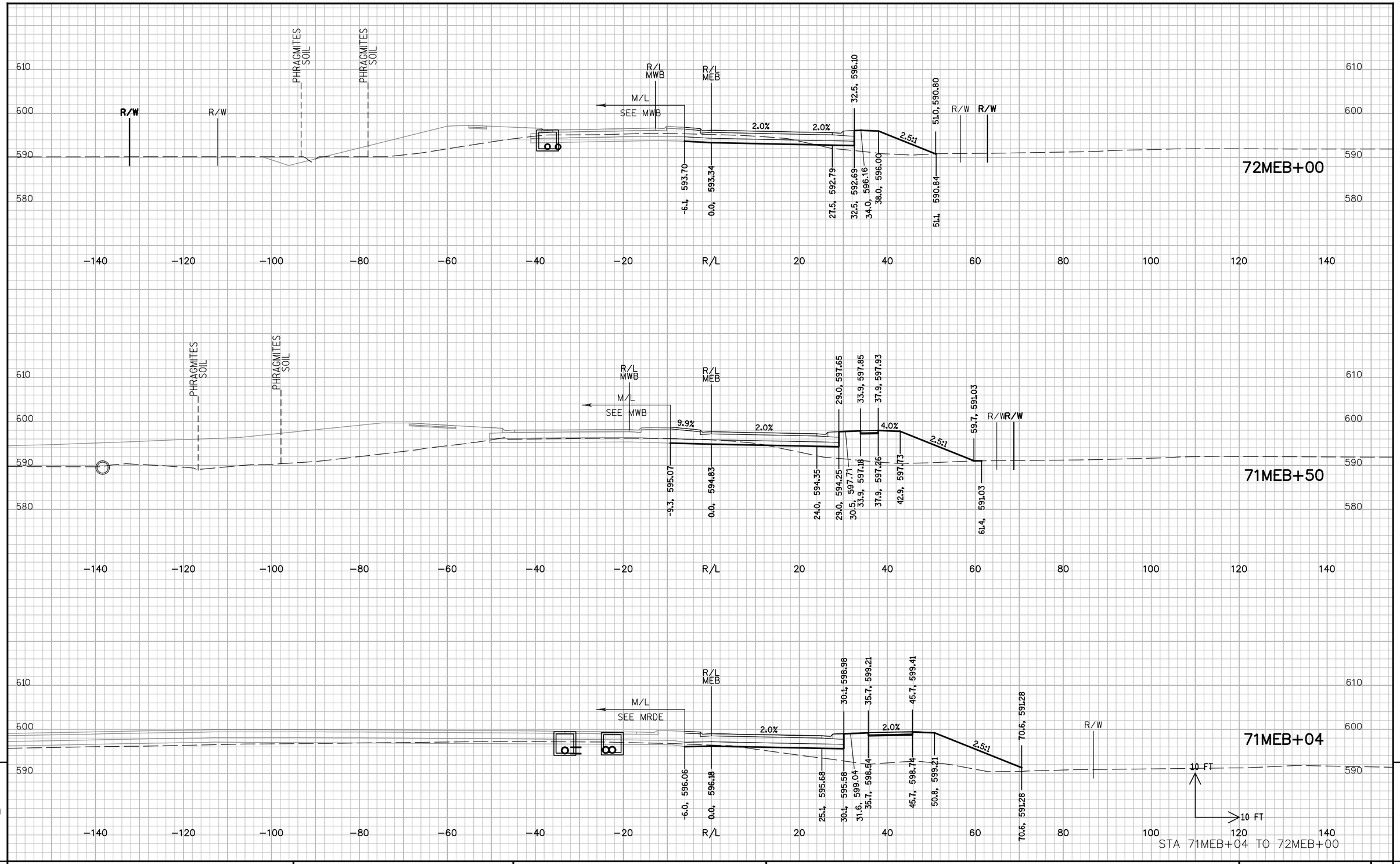
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 68MEB+50 TO 69MEB+41

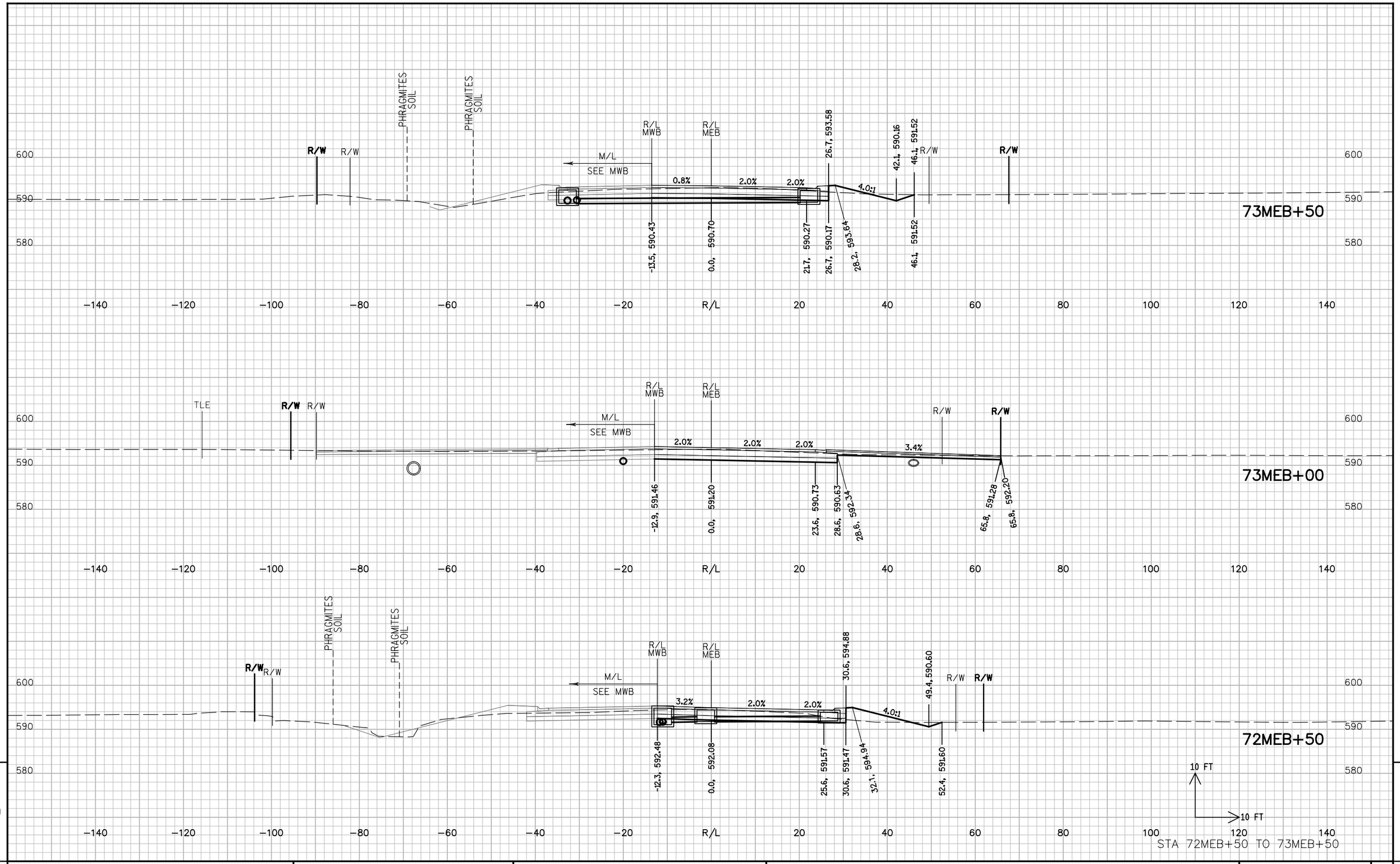
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1633	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1634 E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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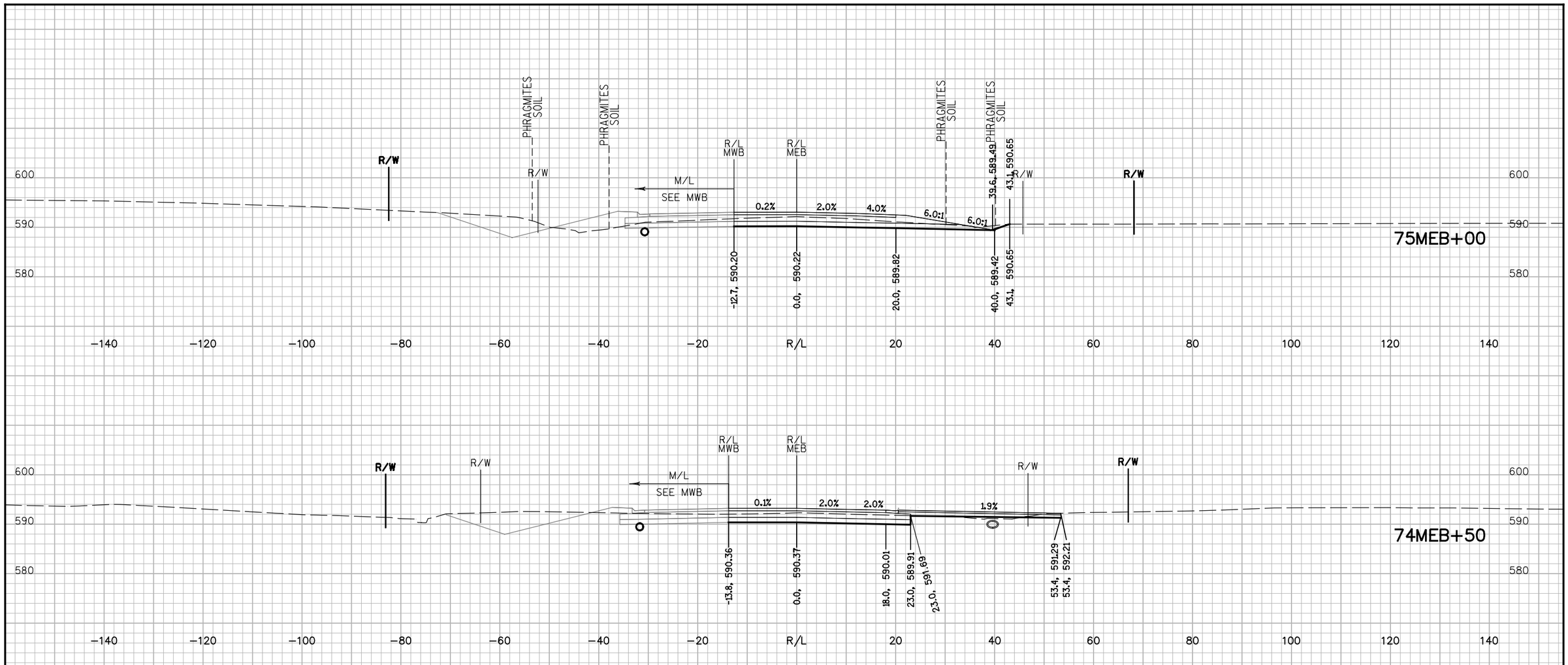
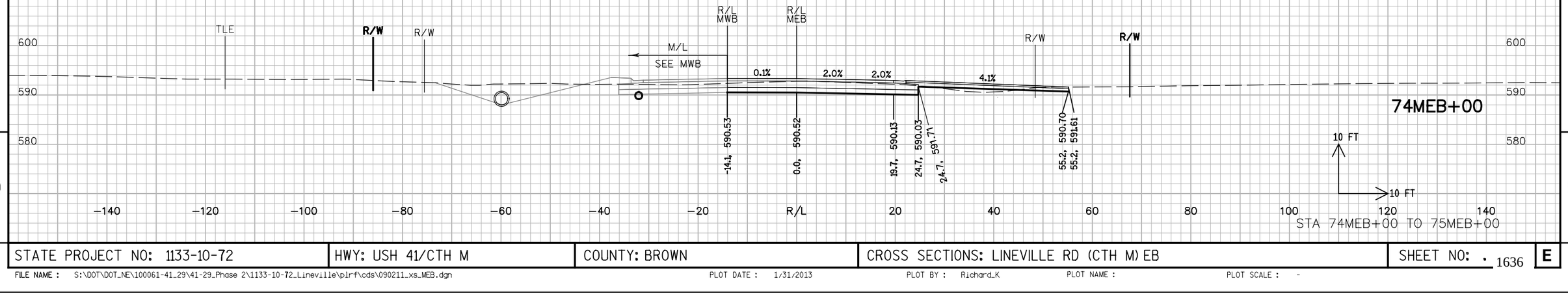
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1635	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -





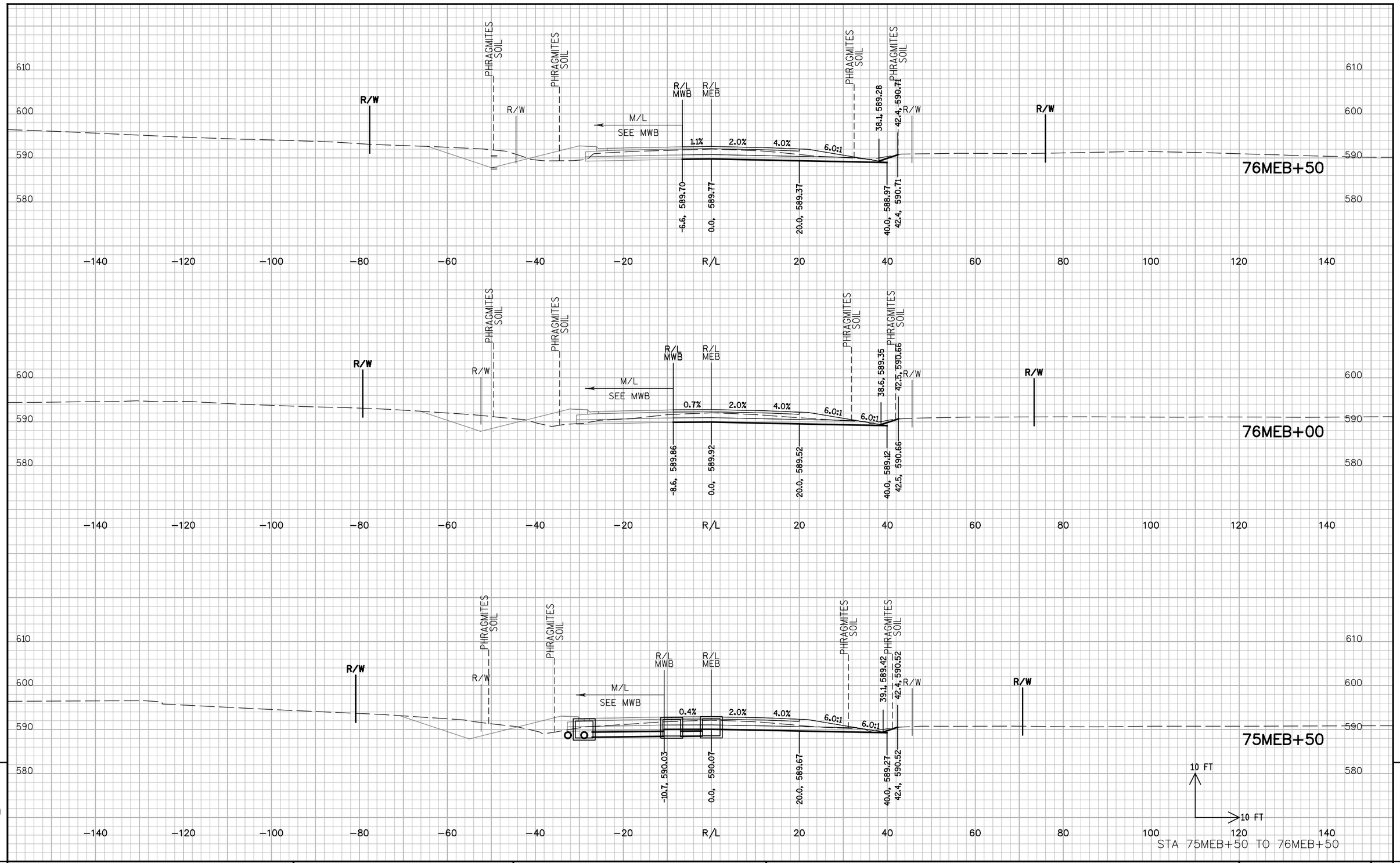
STA 74MEB+00 TO 75MEB+00

9

9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1636	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

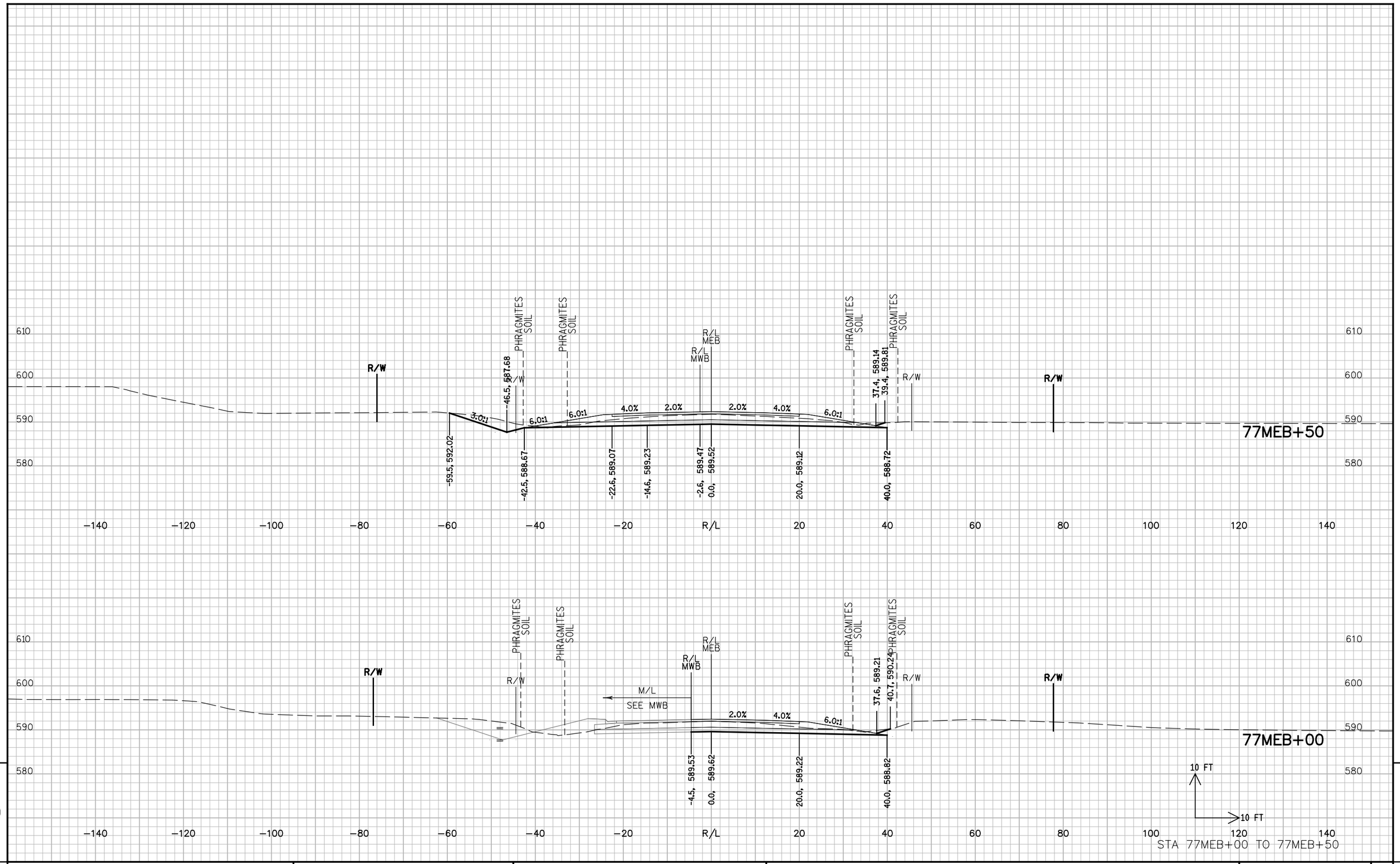


STA 75MEB+50 TO 76MEB+50

9 9

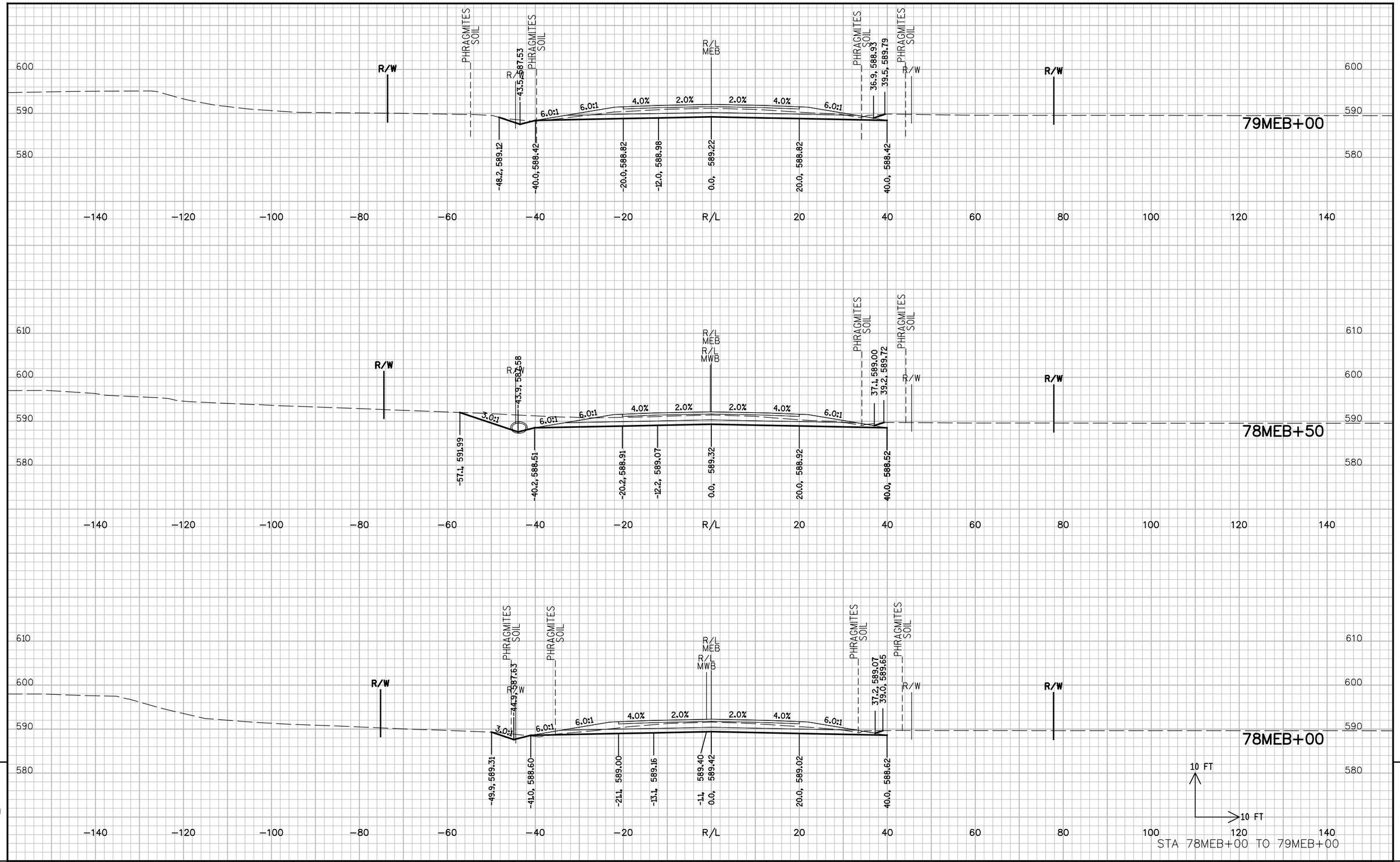
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1637	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1638	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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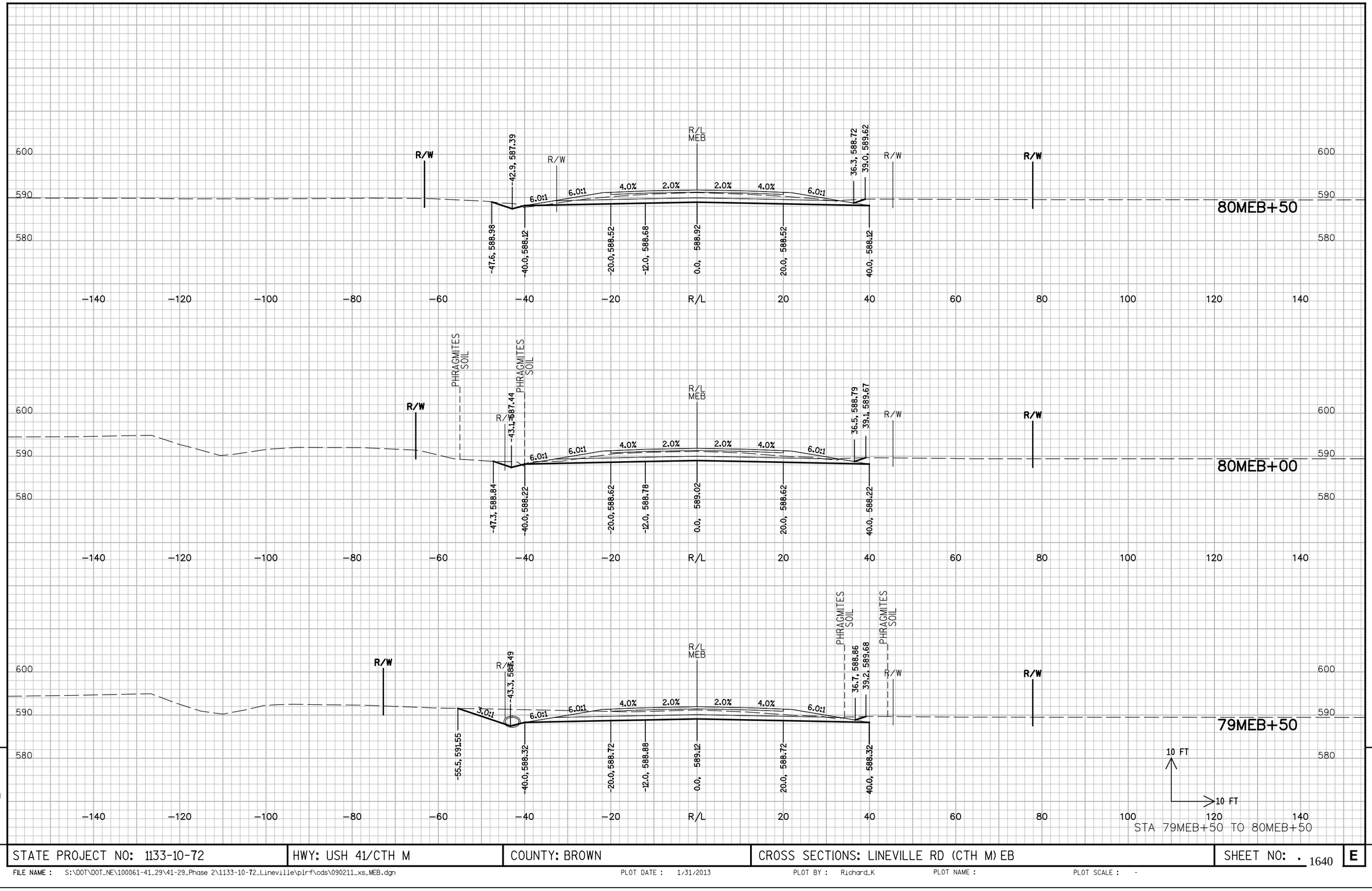
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1639	E

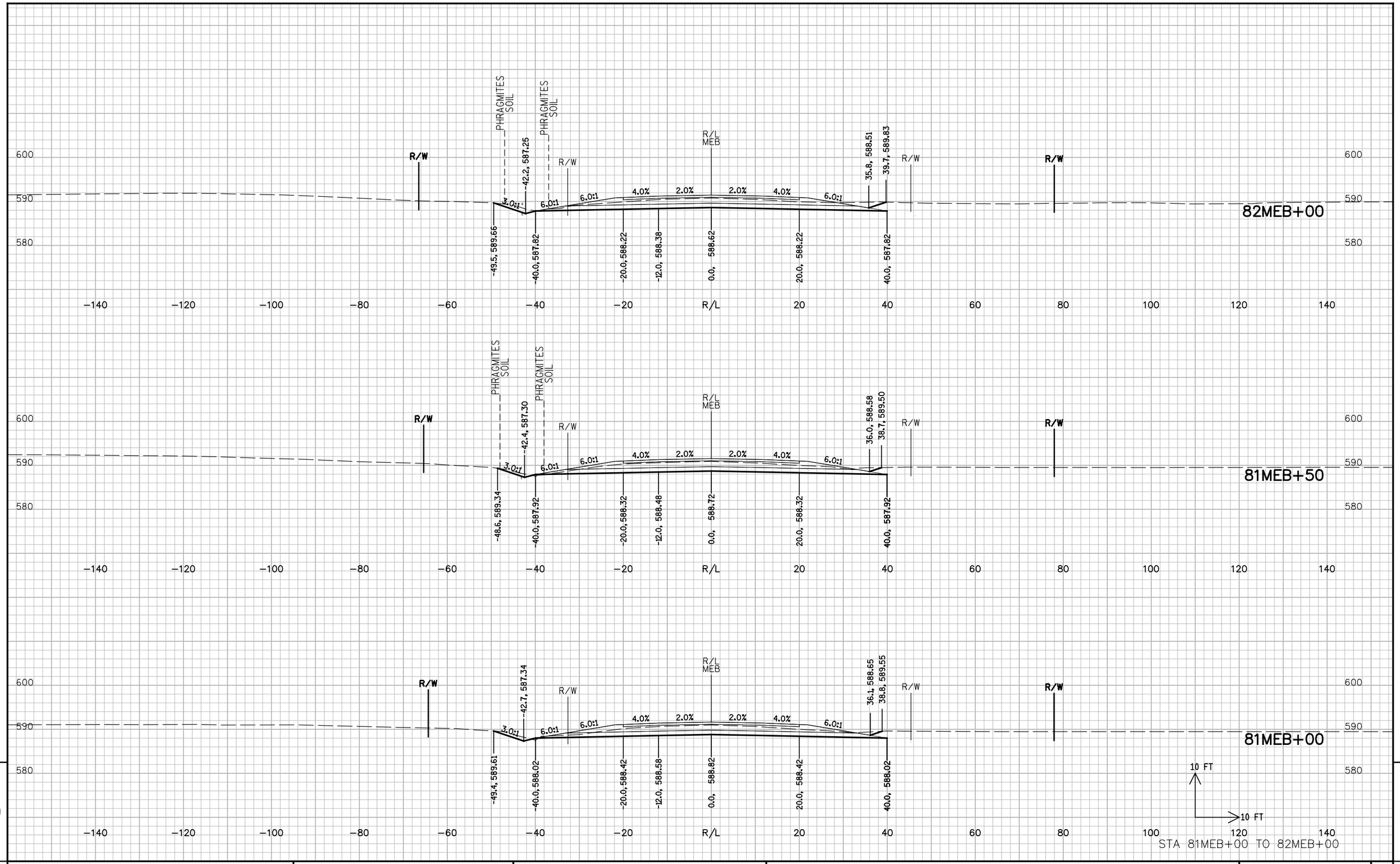
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1640 E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

9

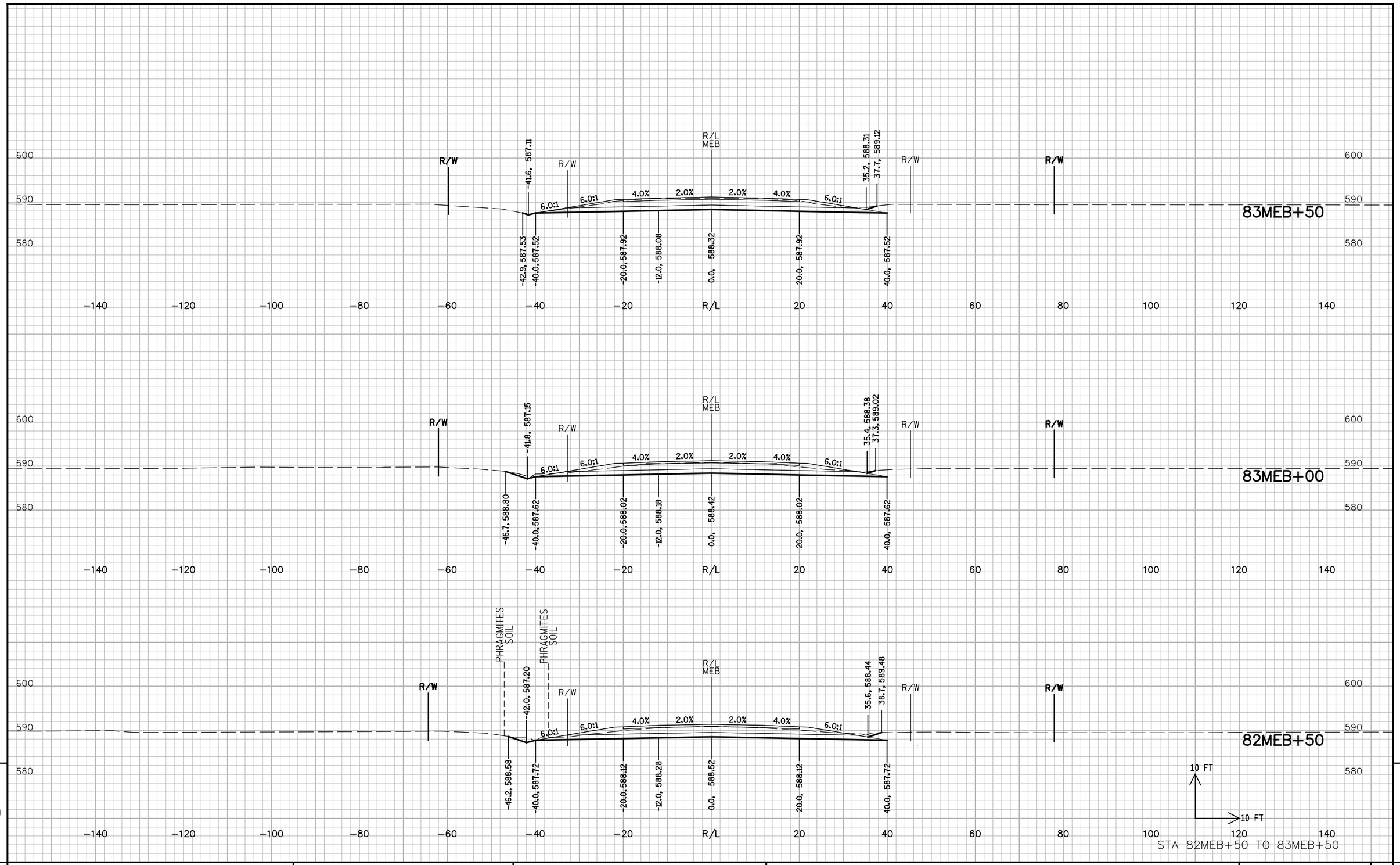


9

9

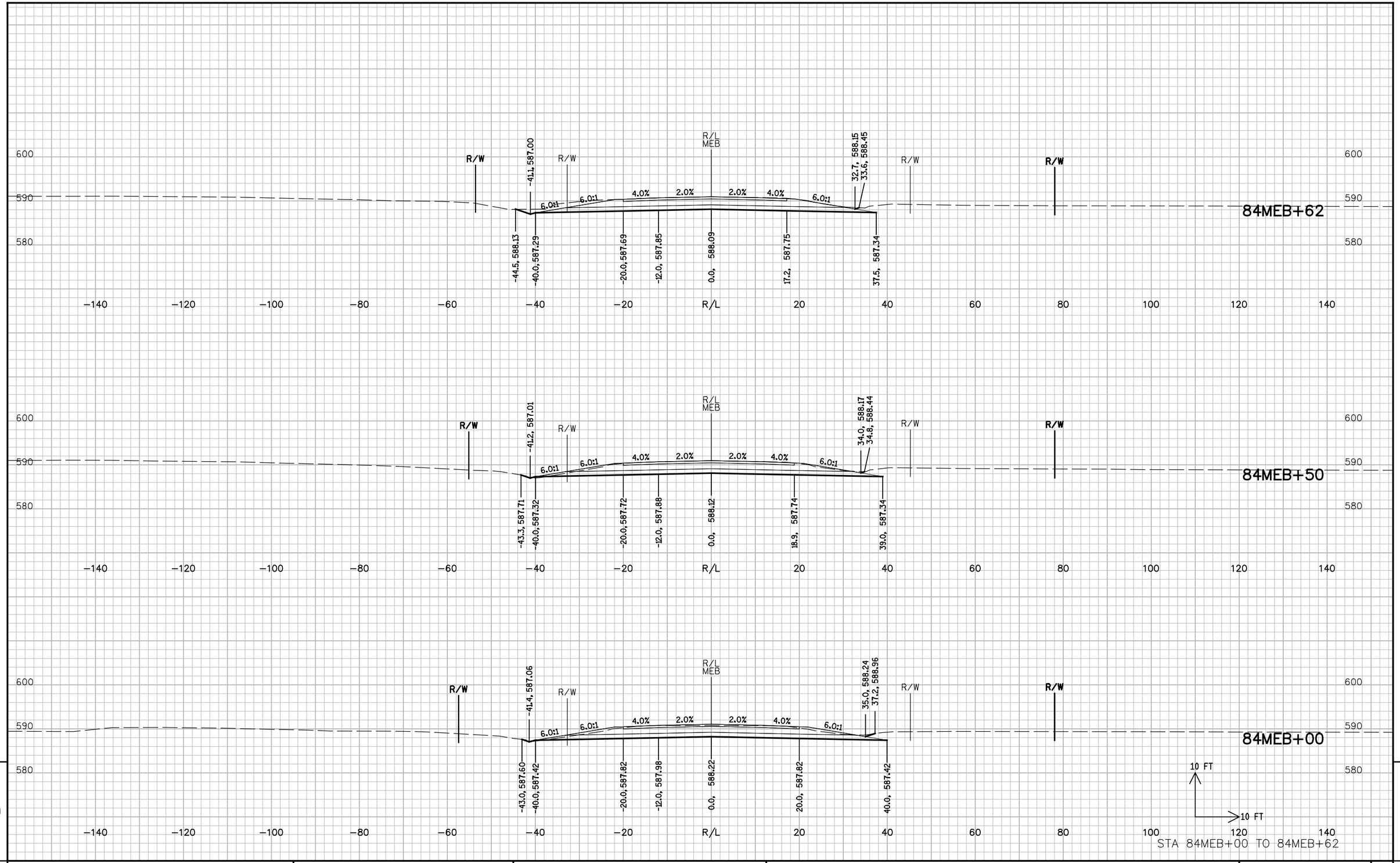
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1641	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1642	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



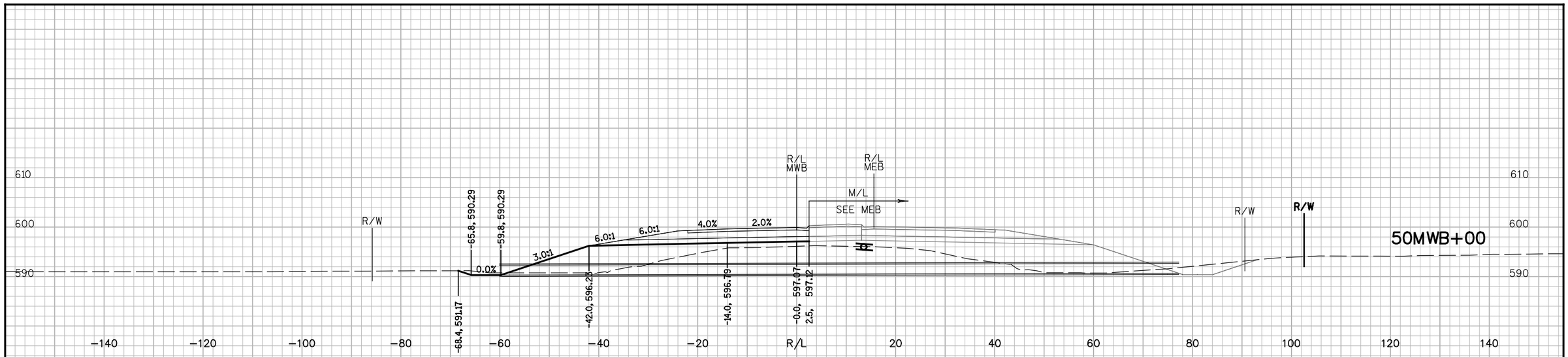
STA 84MEB+00 TO 84MEB+62

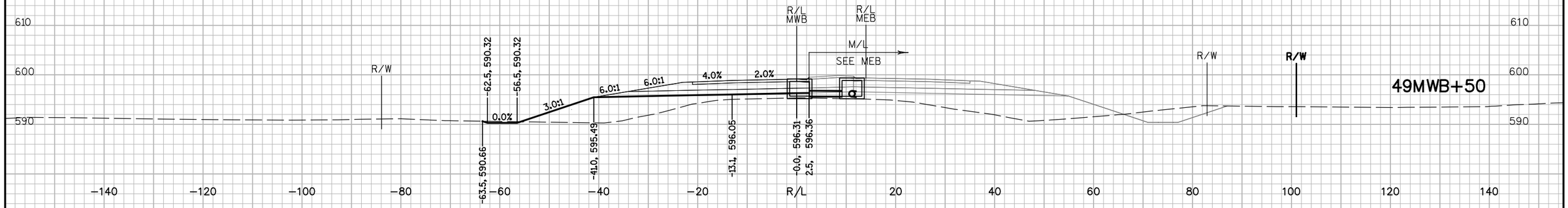
9

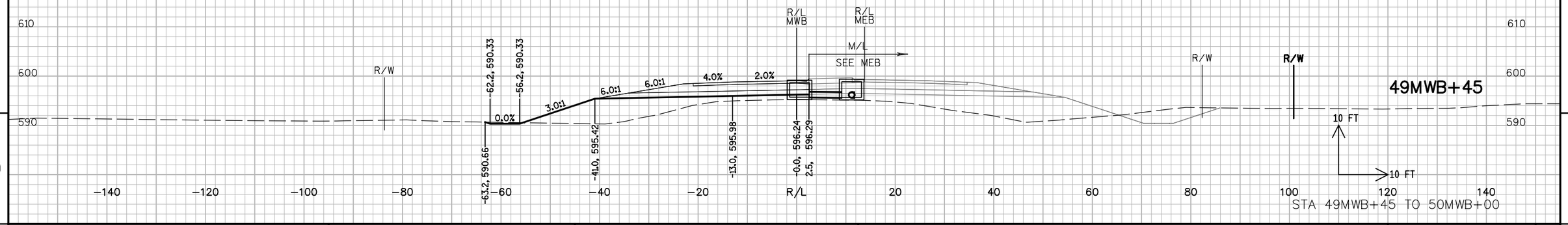
9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) EB	SHEET NO: . 1643	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090211_xs_MEB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -







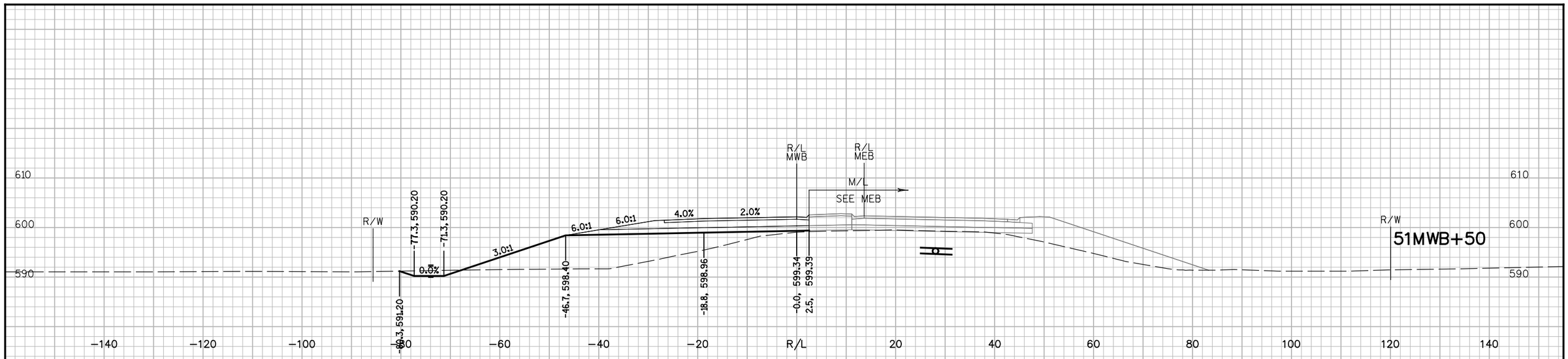
STA 49MWB+45 TO 50MWB+00

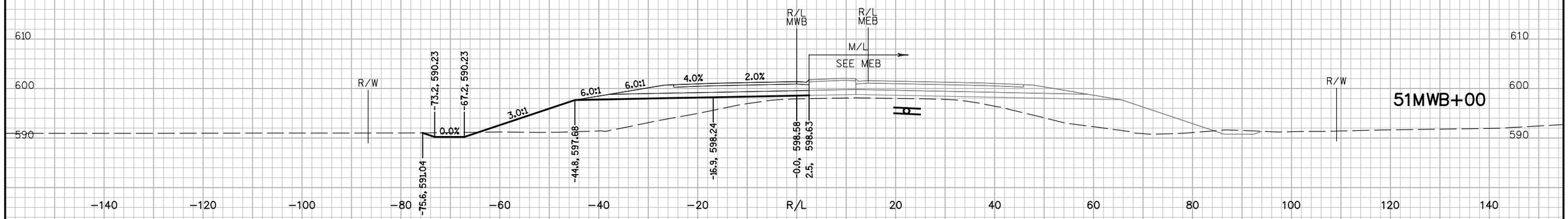
9

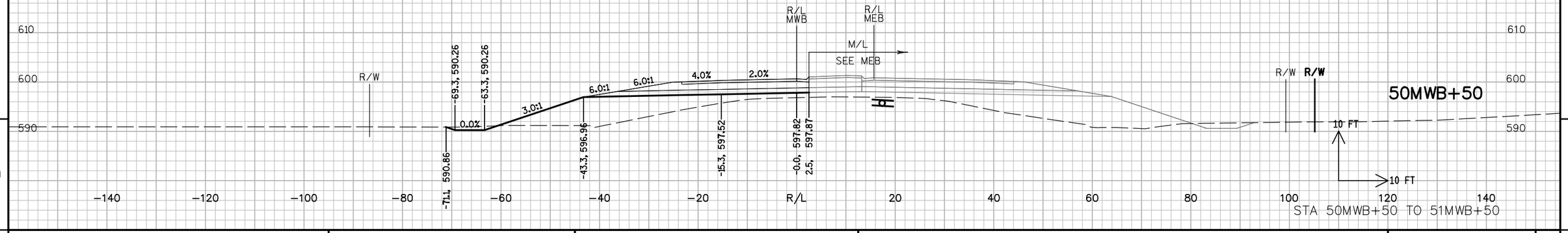
9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1644	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -







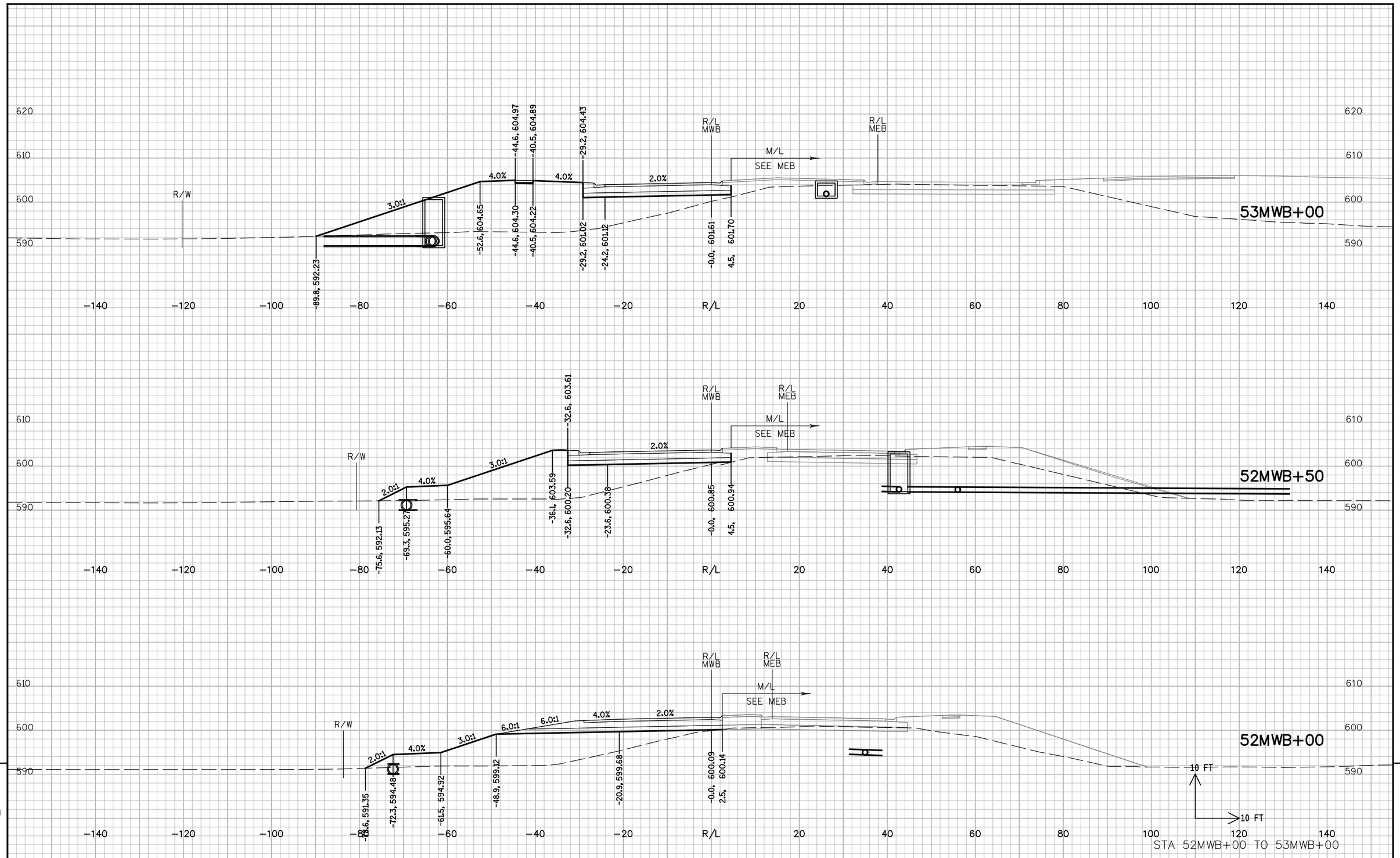
STA 50MWB+50 TO 51MWB+50

9

9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1645	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

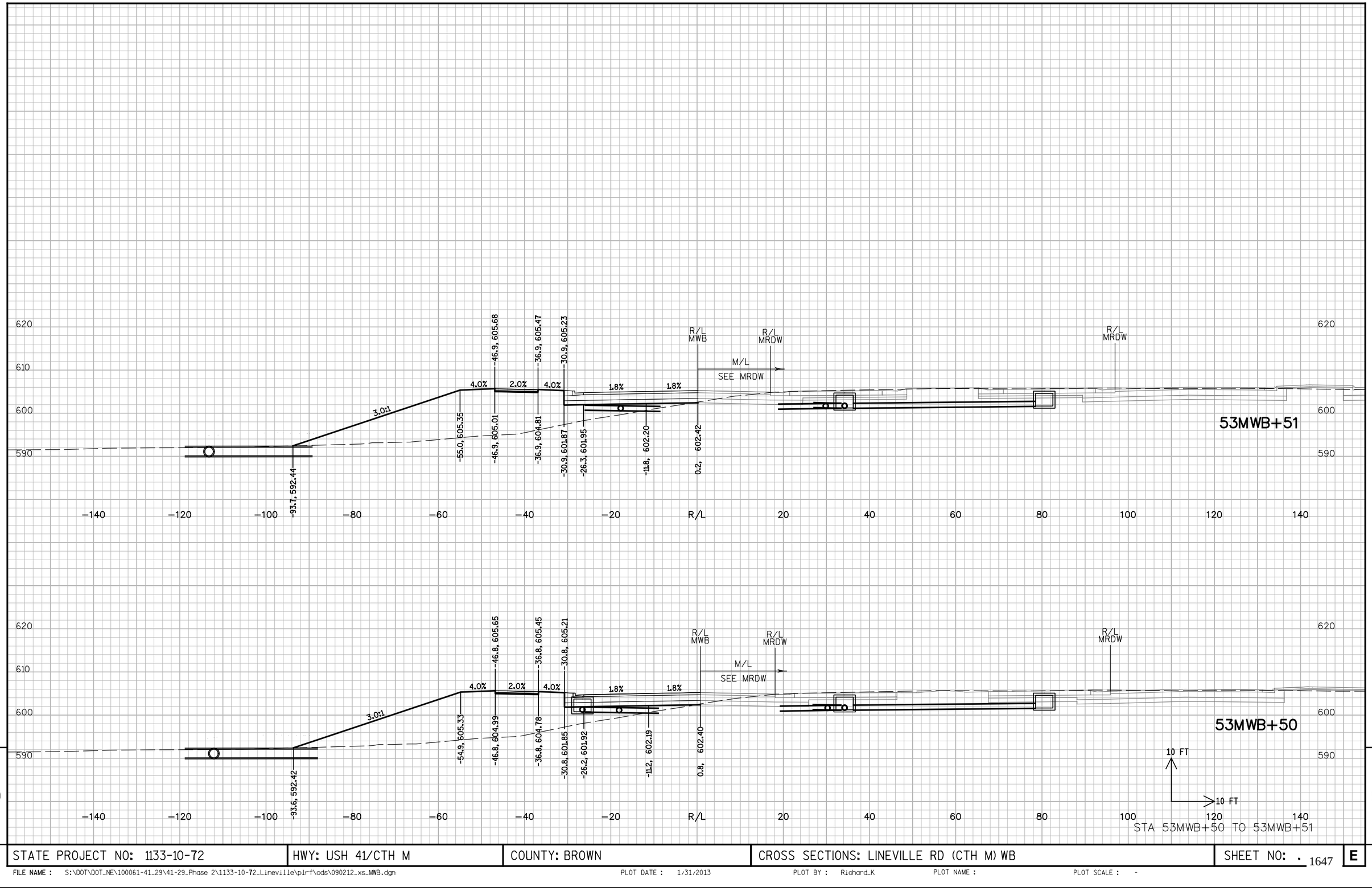


9

9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1646	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

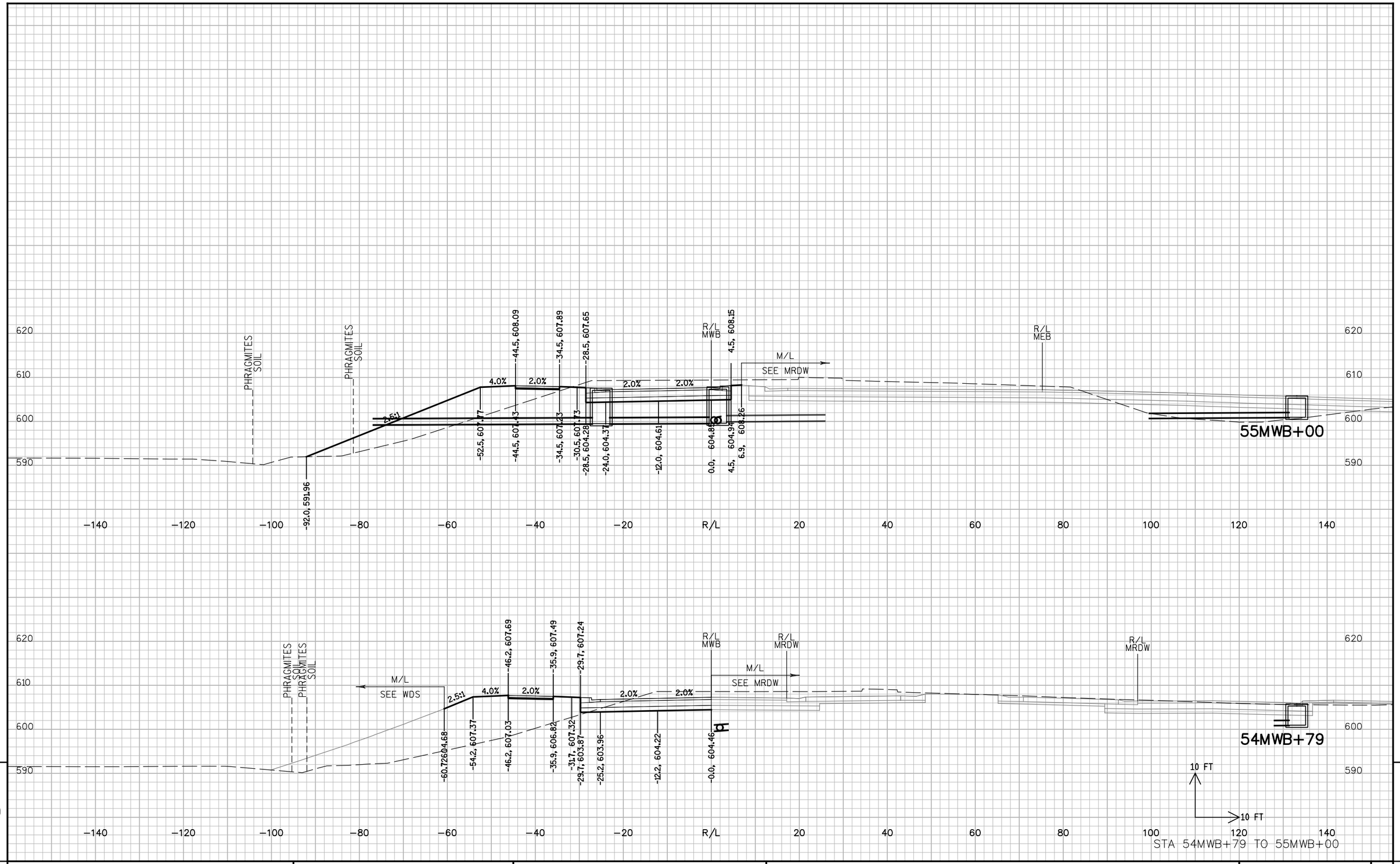


9

9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1647	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

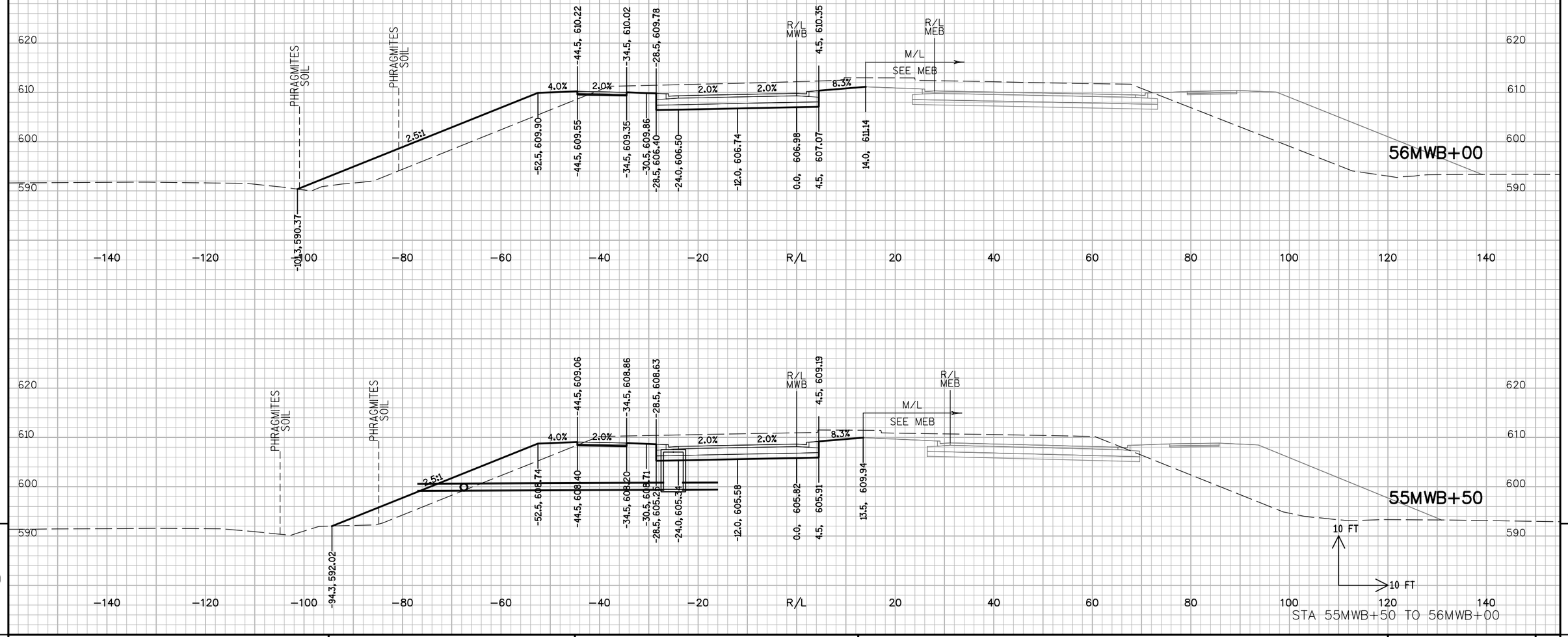


9

9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1648	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

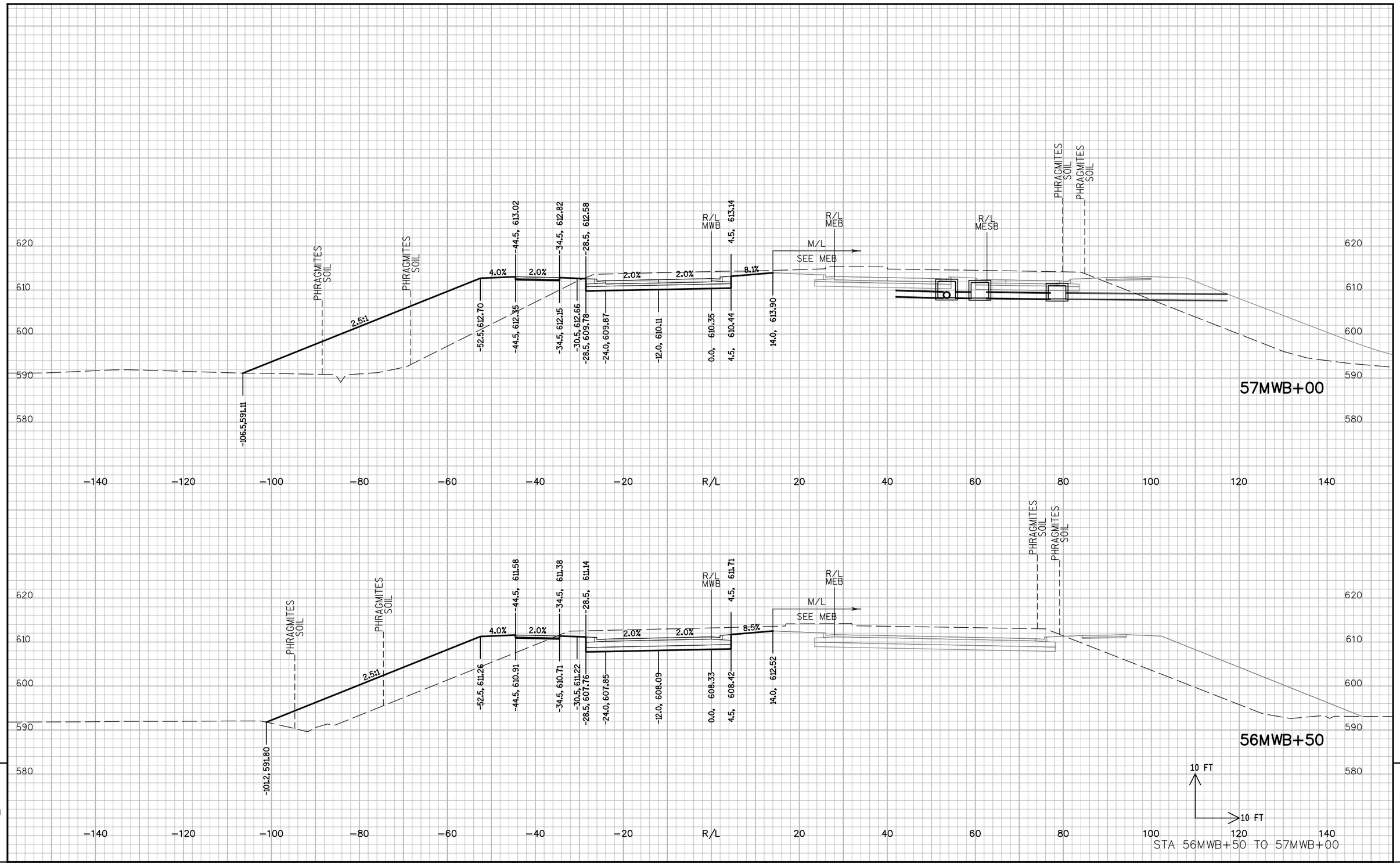


STA 55MWB+50 TO 56MWB+00

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1649	E

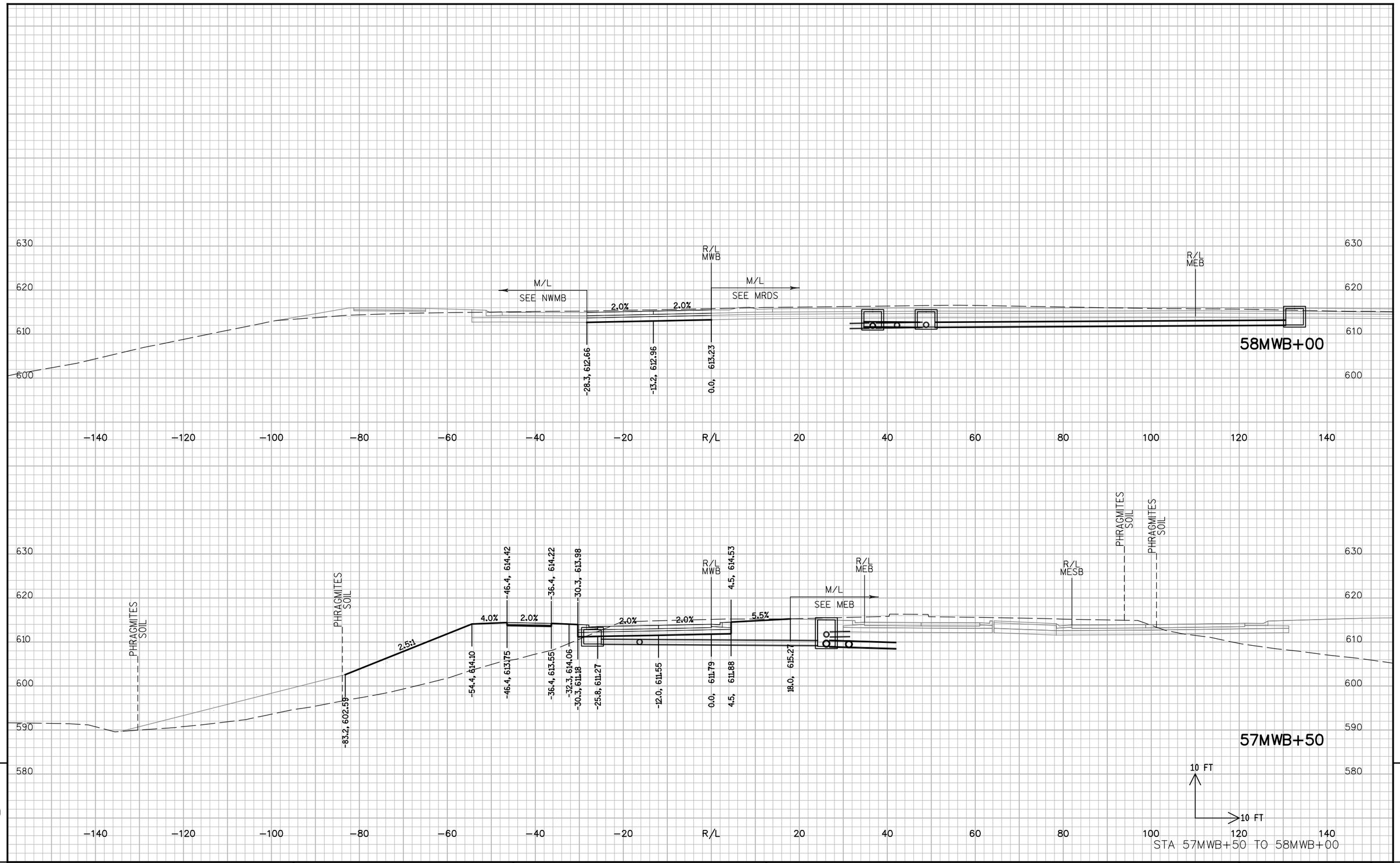
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

9



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1650	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

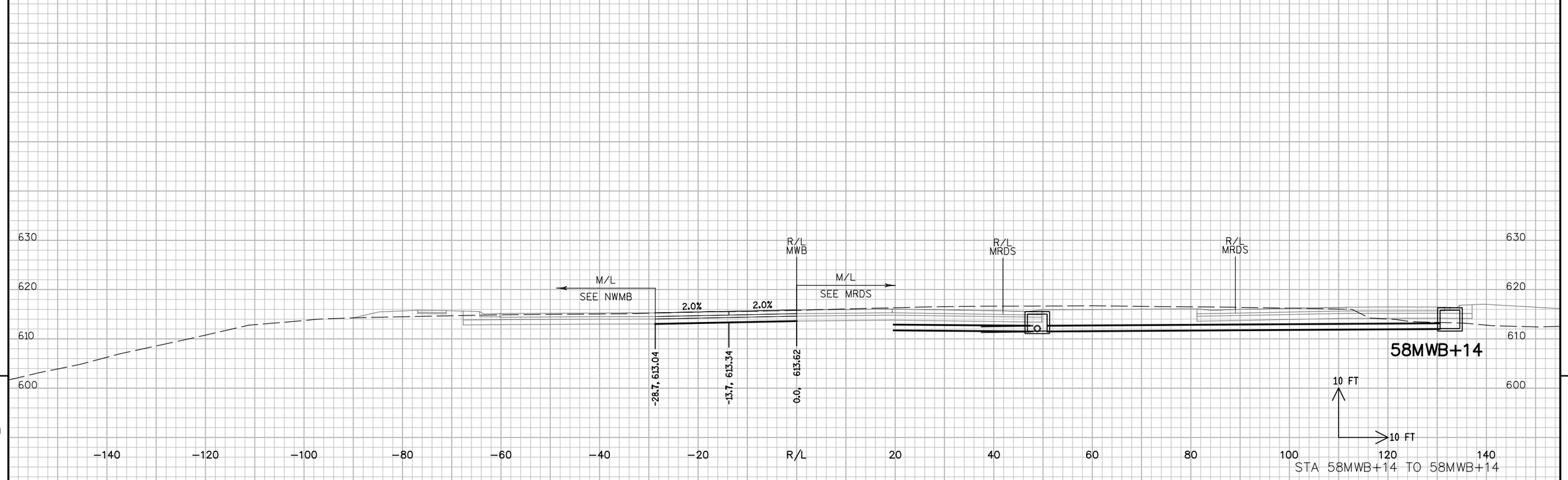


STA 57MWB+50 TO 58MWB+00

9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1651	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

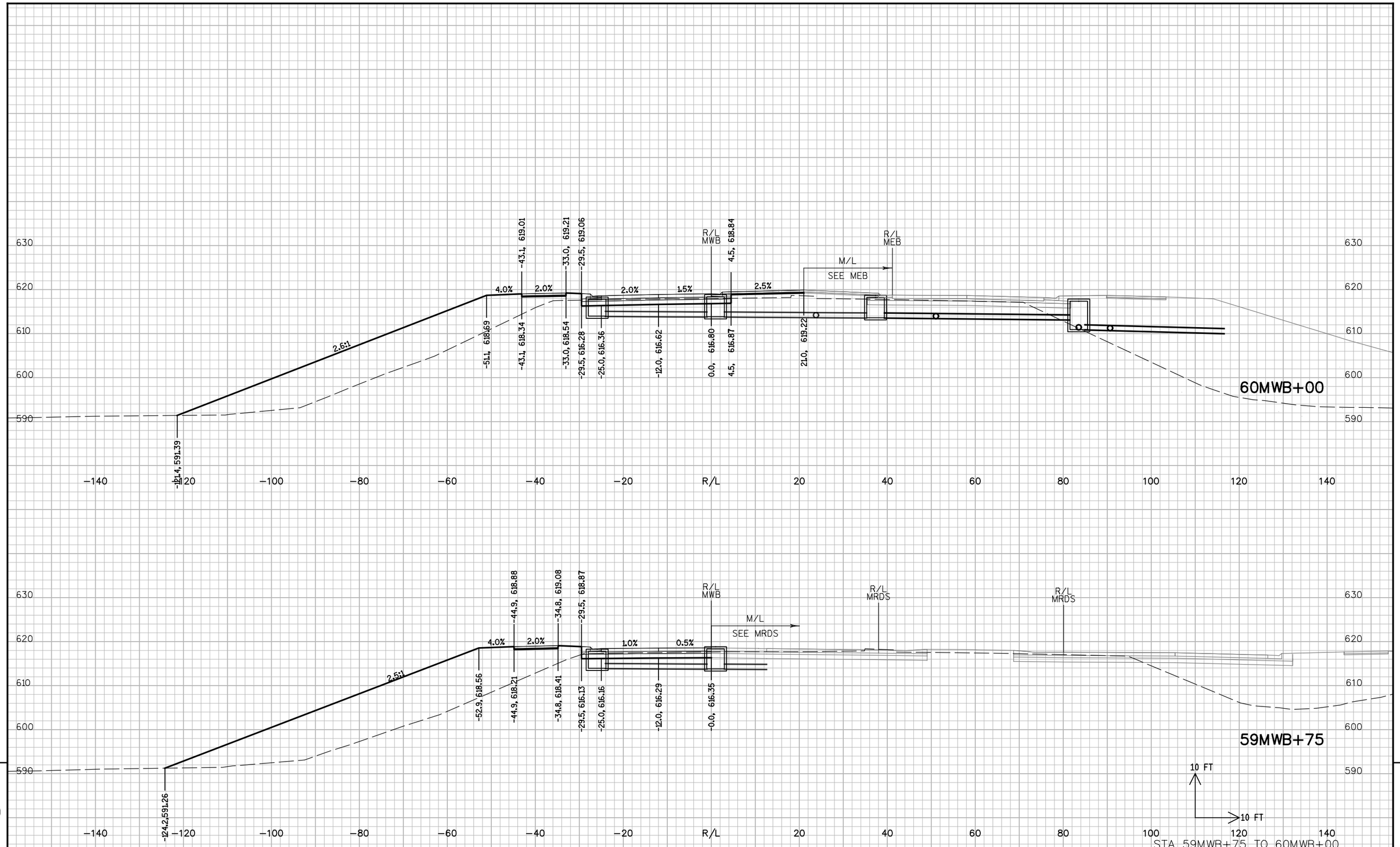


9

9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1652	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

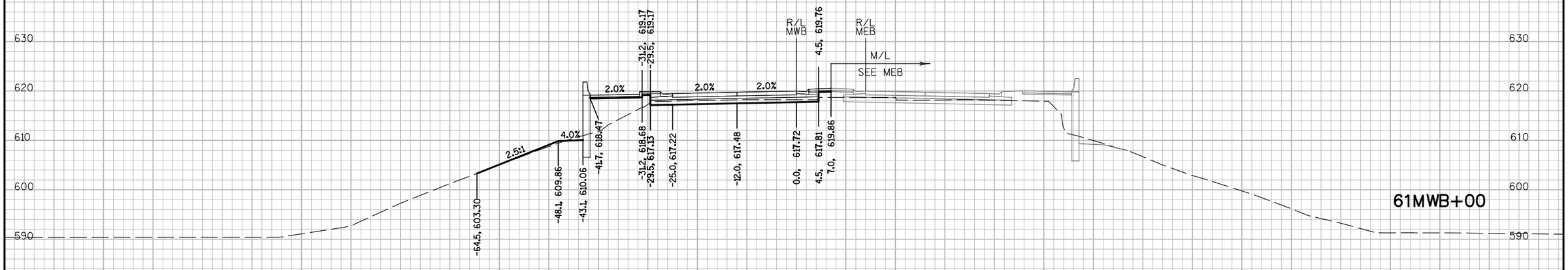


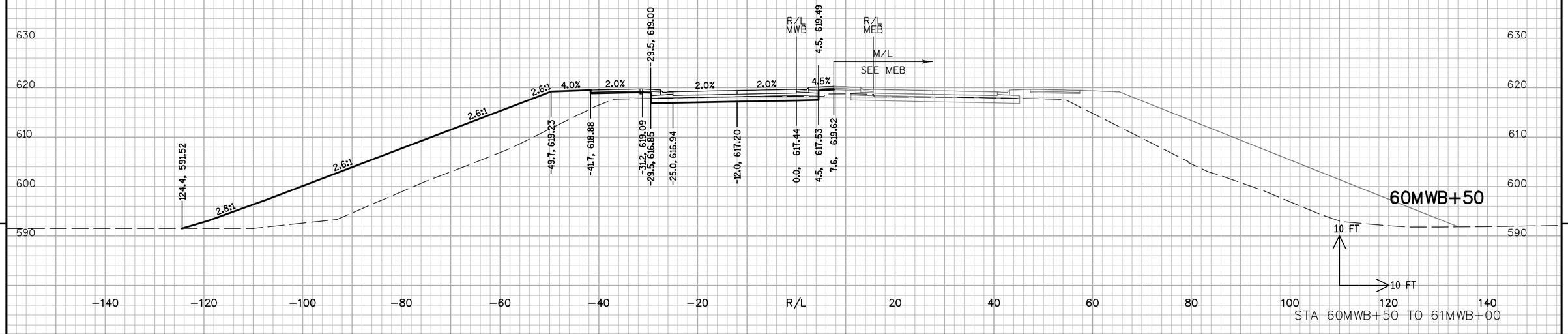
STA 59MWB+75 TO 60MWB+00

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1653	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

END COMMMON EXCAVATION AND FILL STA. 61MWBMWB+18.60
BEGIN NET EXCEPTION FOR STRUCTURAL FILL



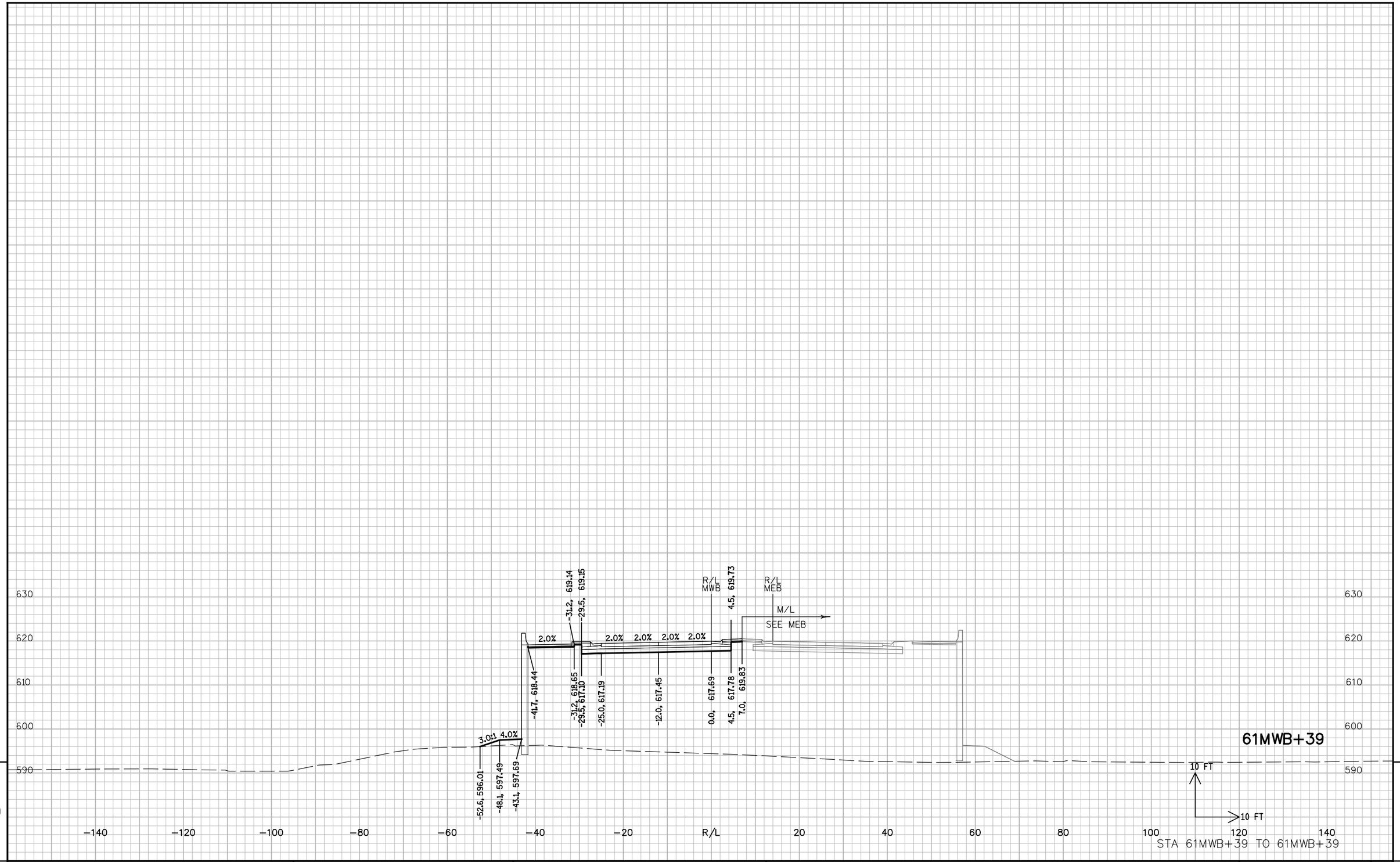


STA 60MWB+50 TO 61MWB+00

9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1654	E

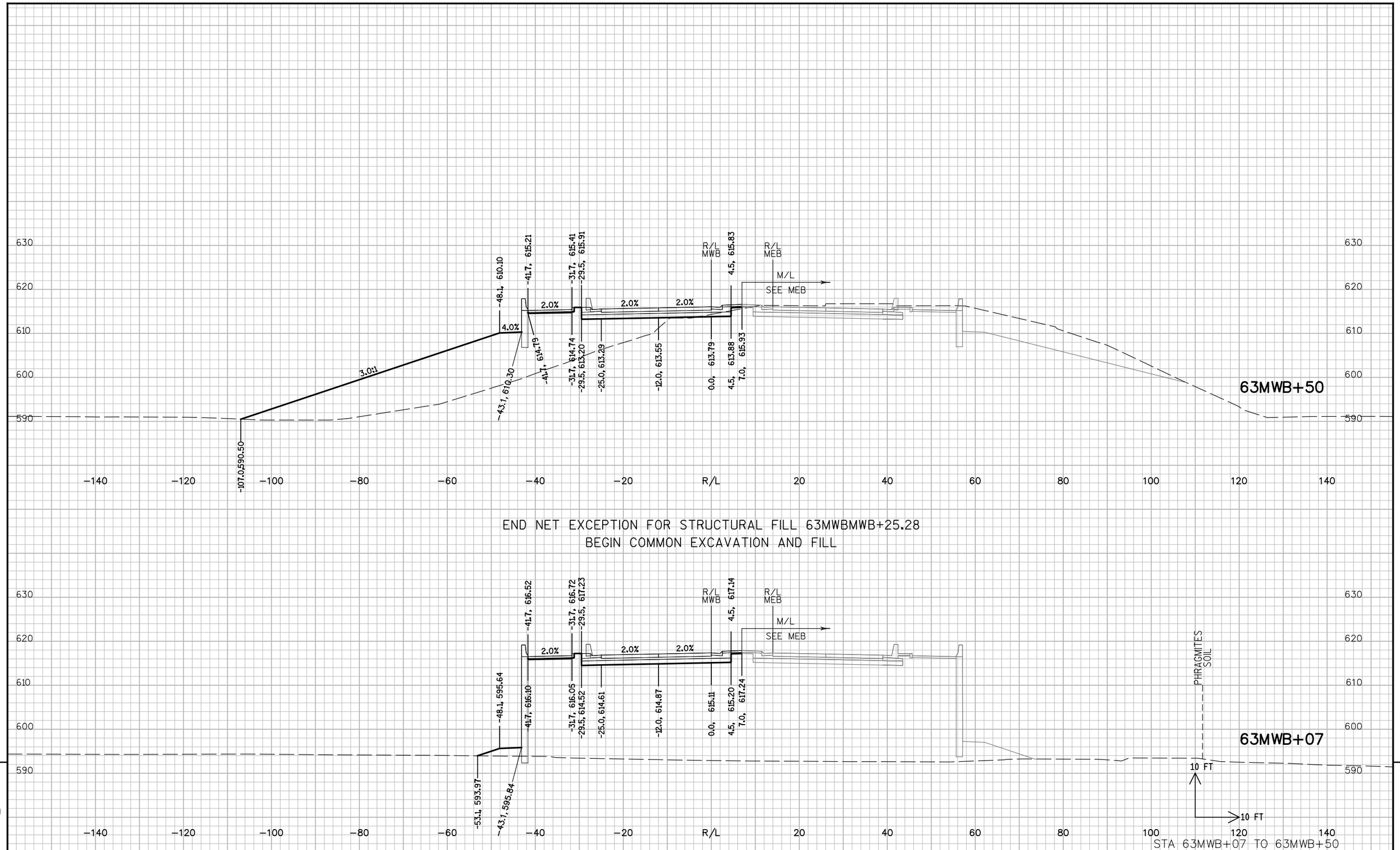
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1655	E

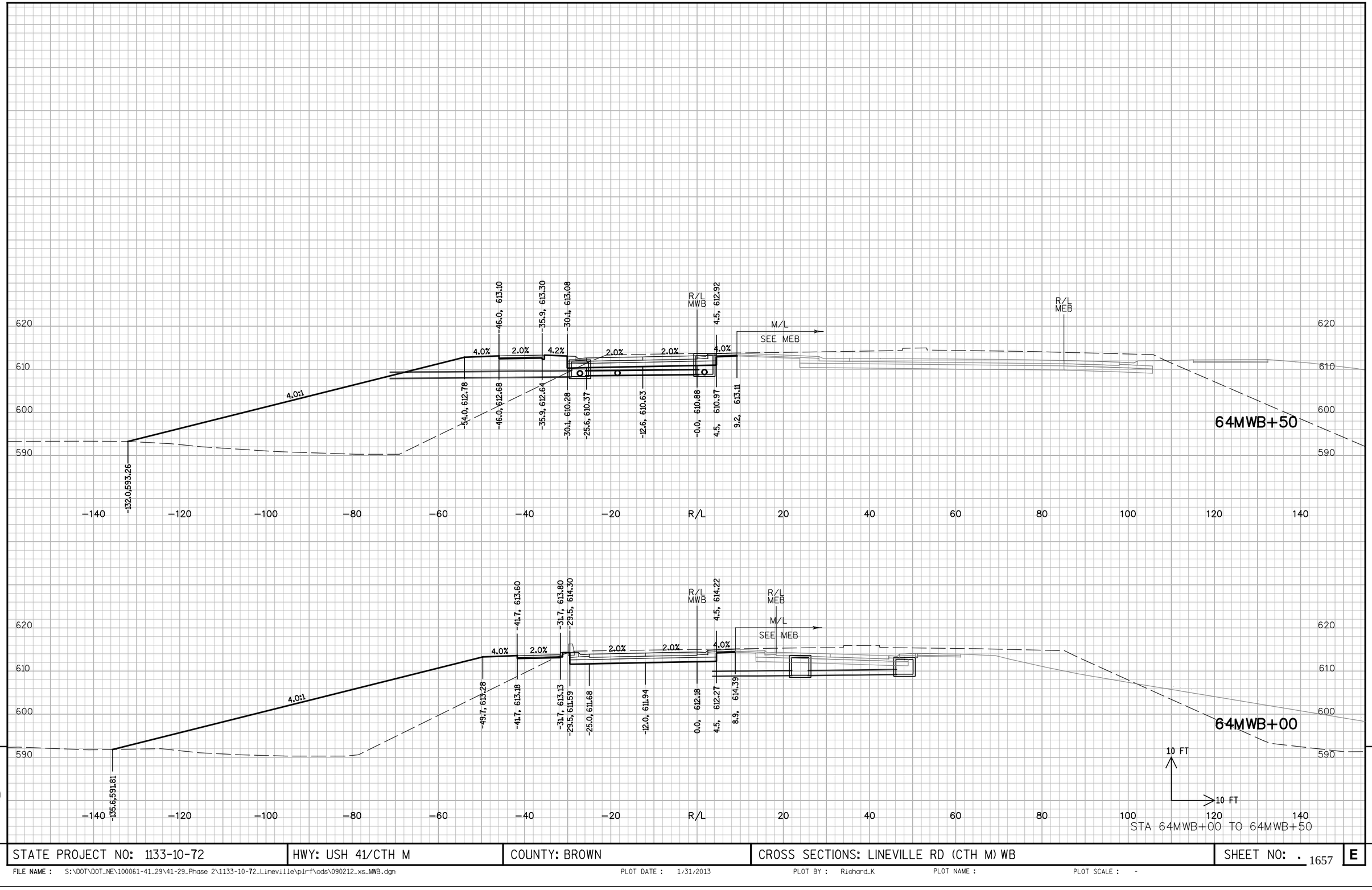
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 63MWB+07 TO 63MWB+50

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1656	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 64MWB+00 TO 64MWB+50

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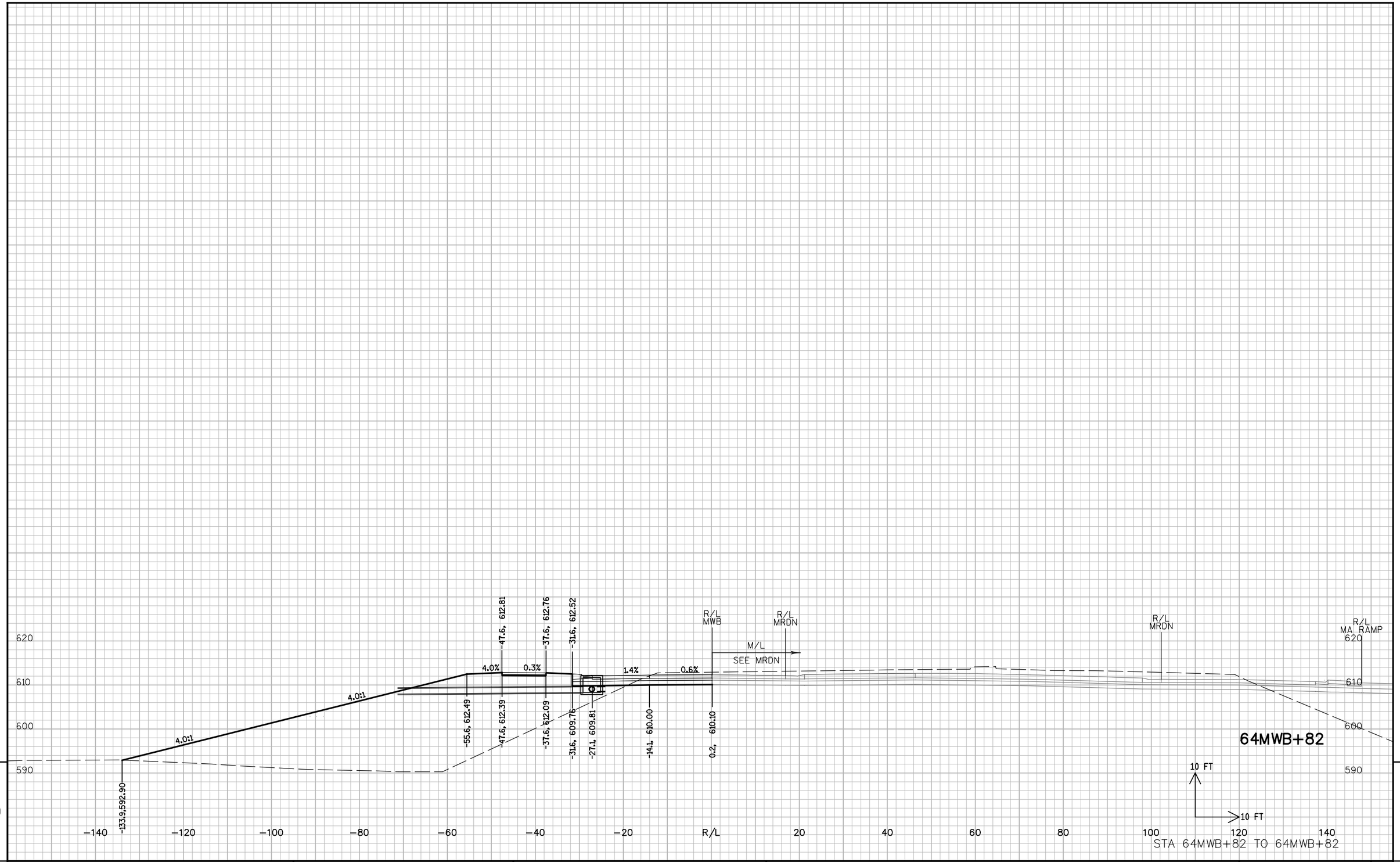
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1657	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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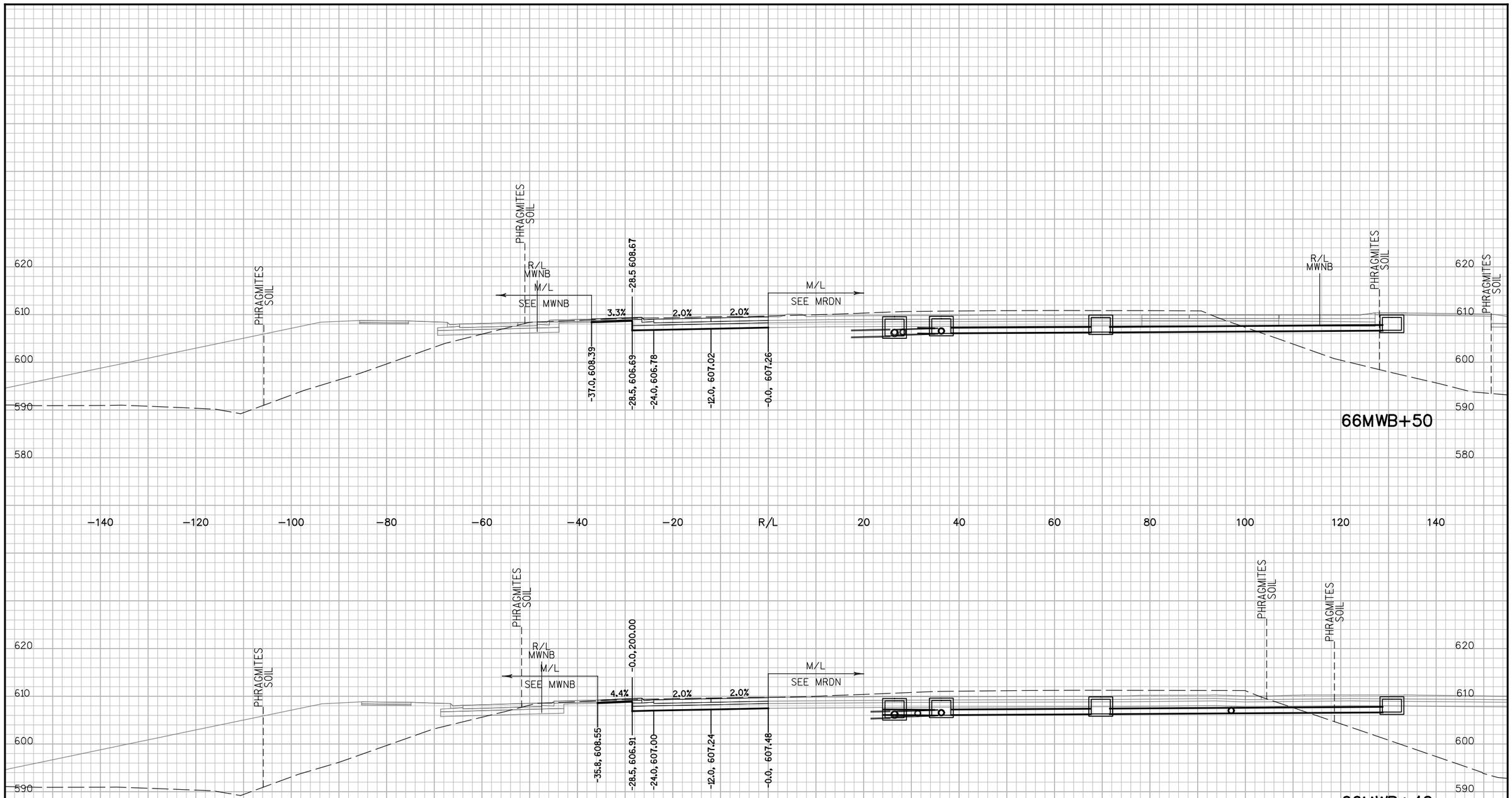
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1658	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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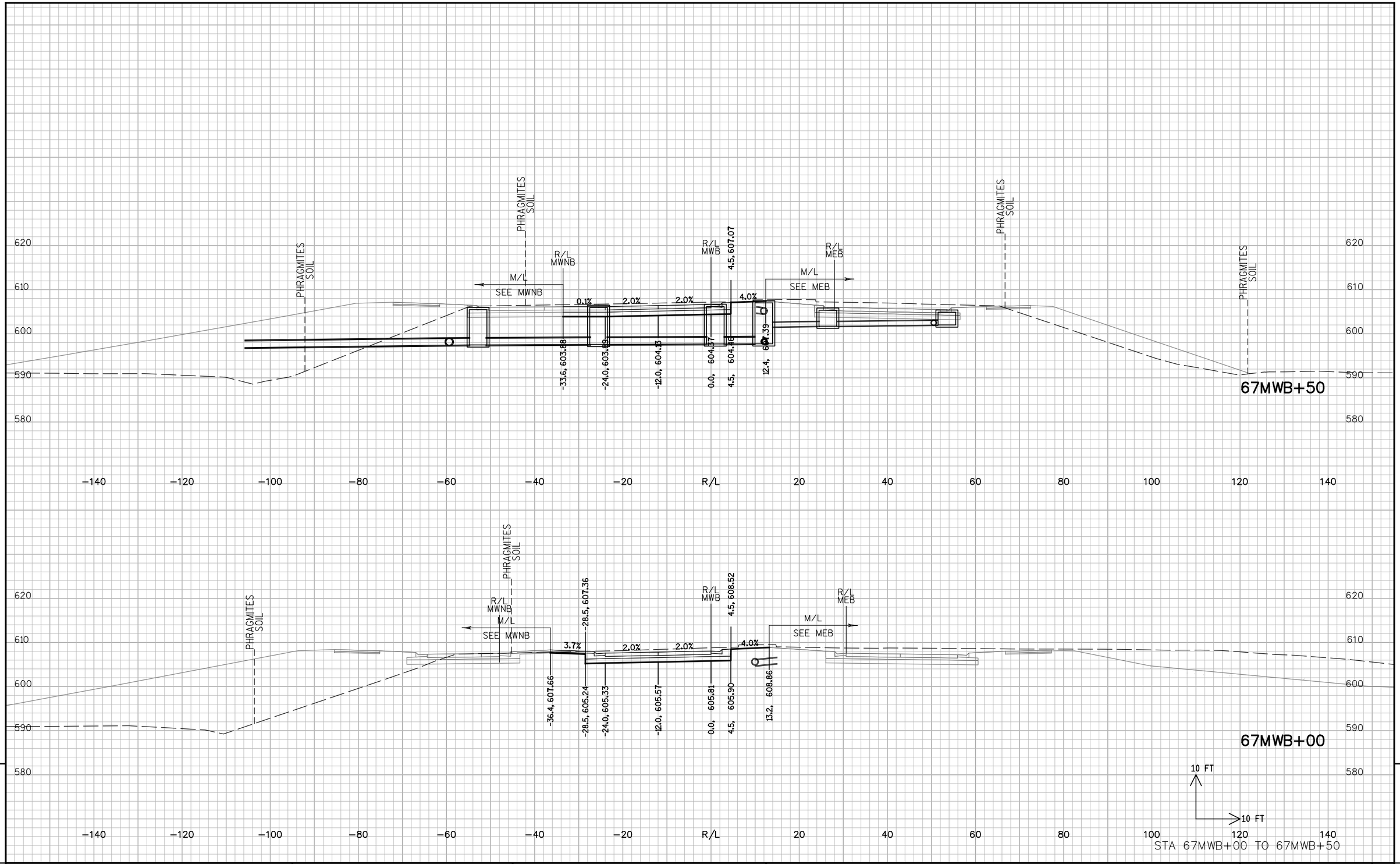
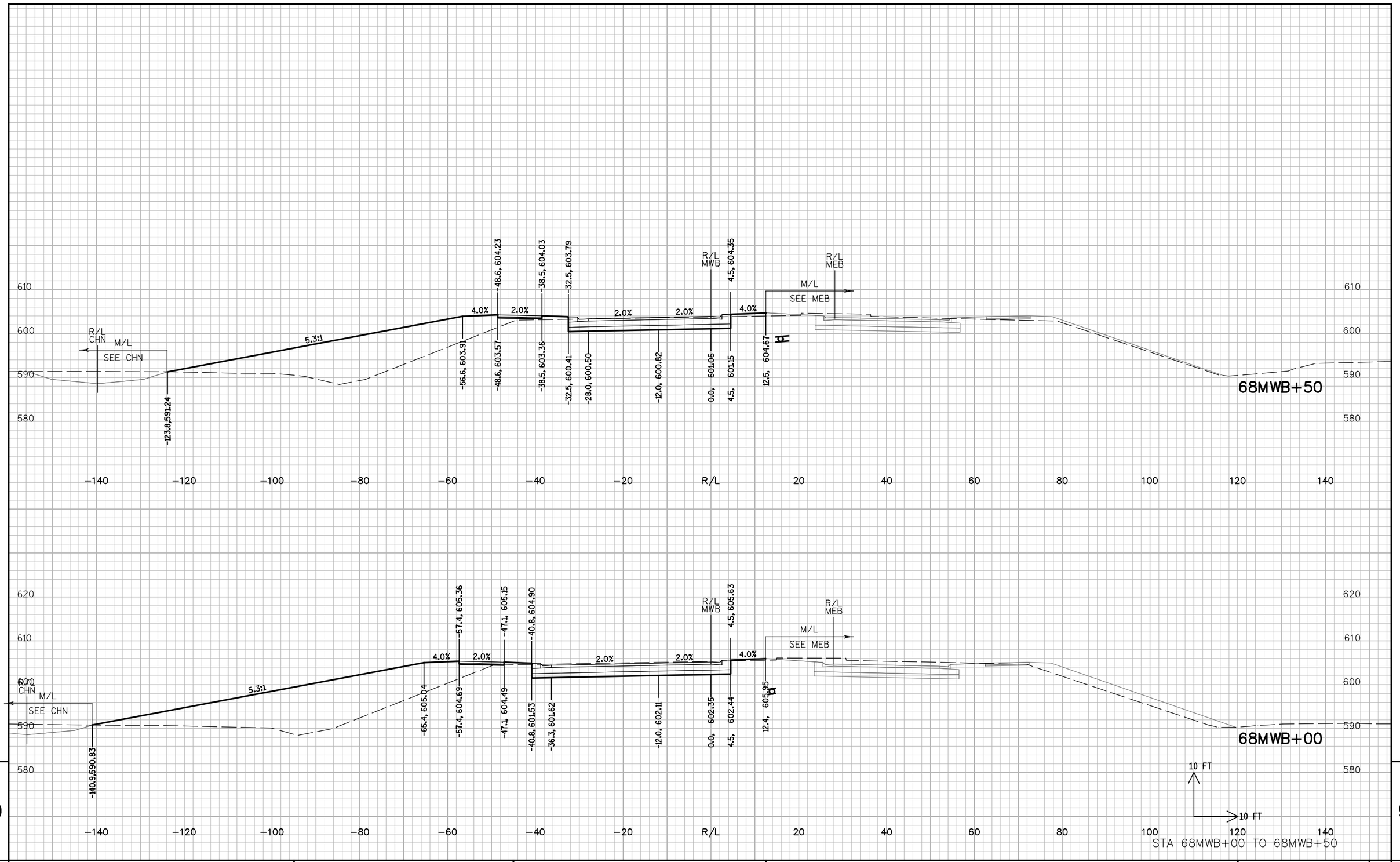
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1659	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



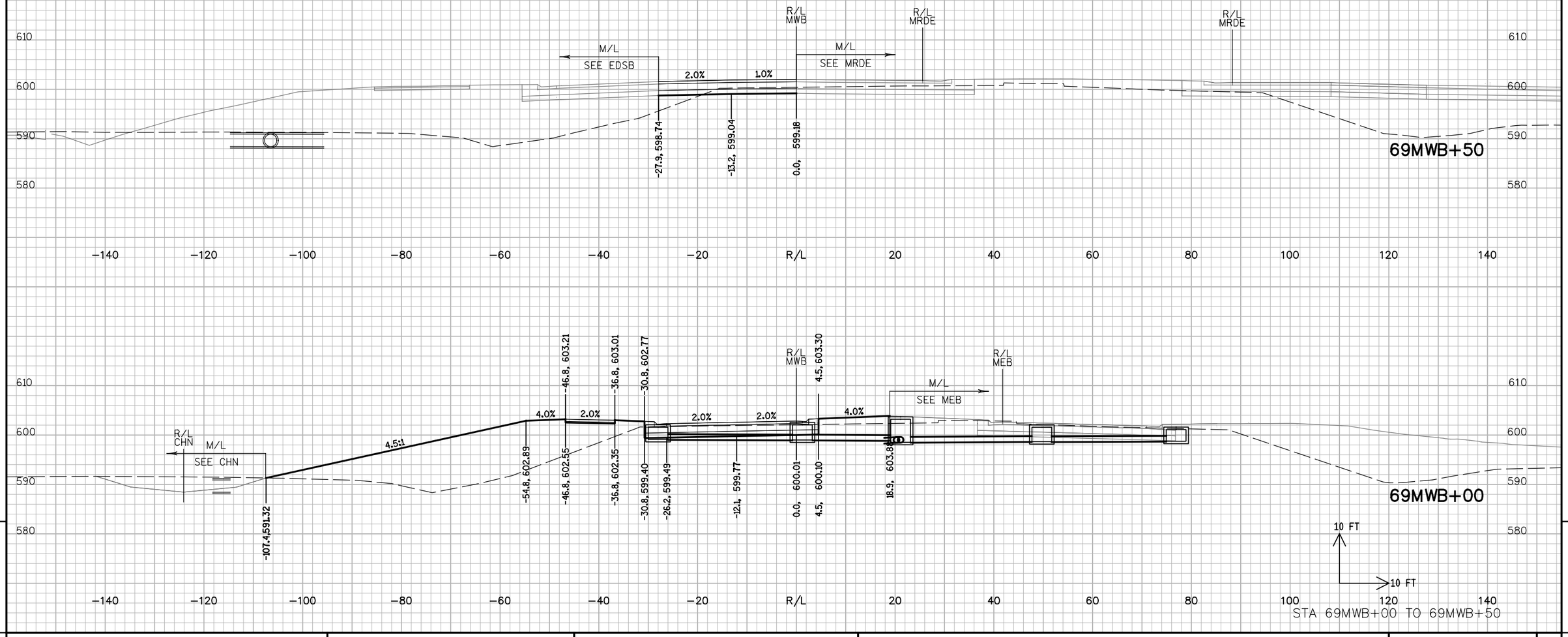
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1660	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1661	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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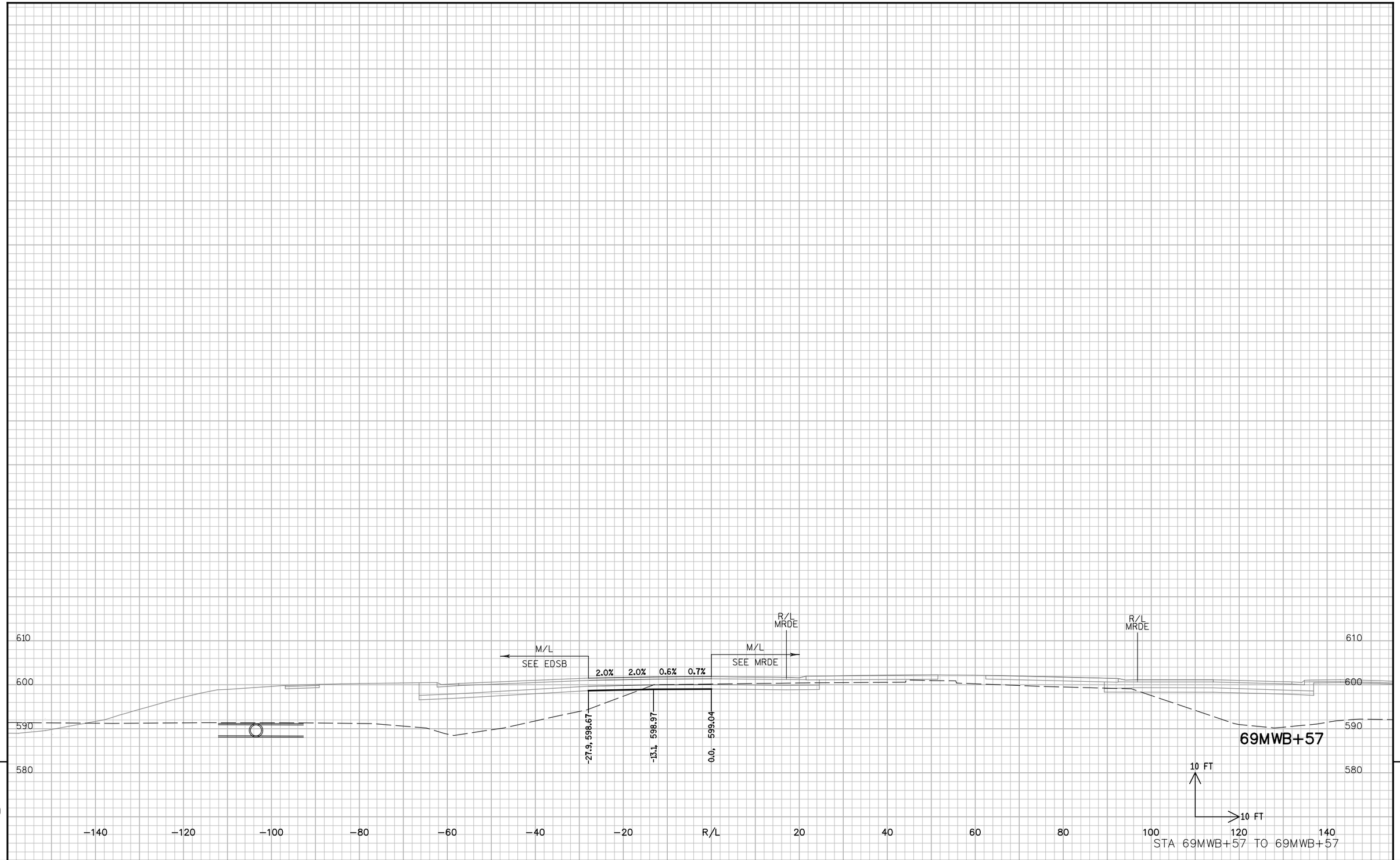
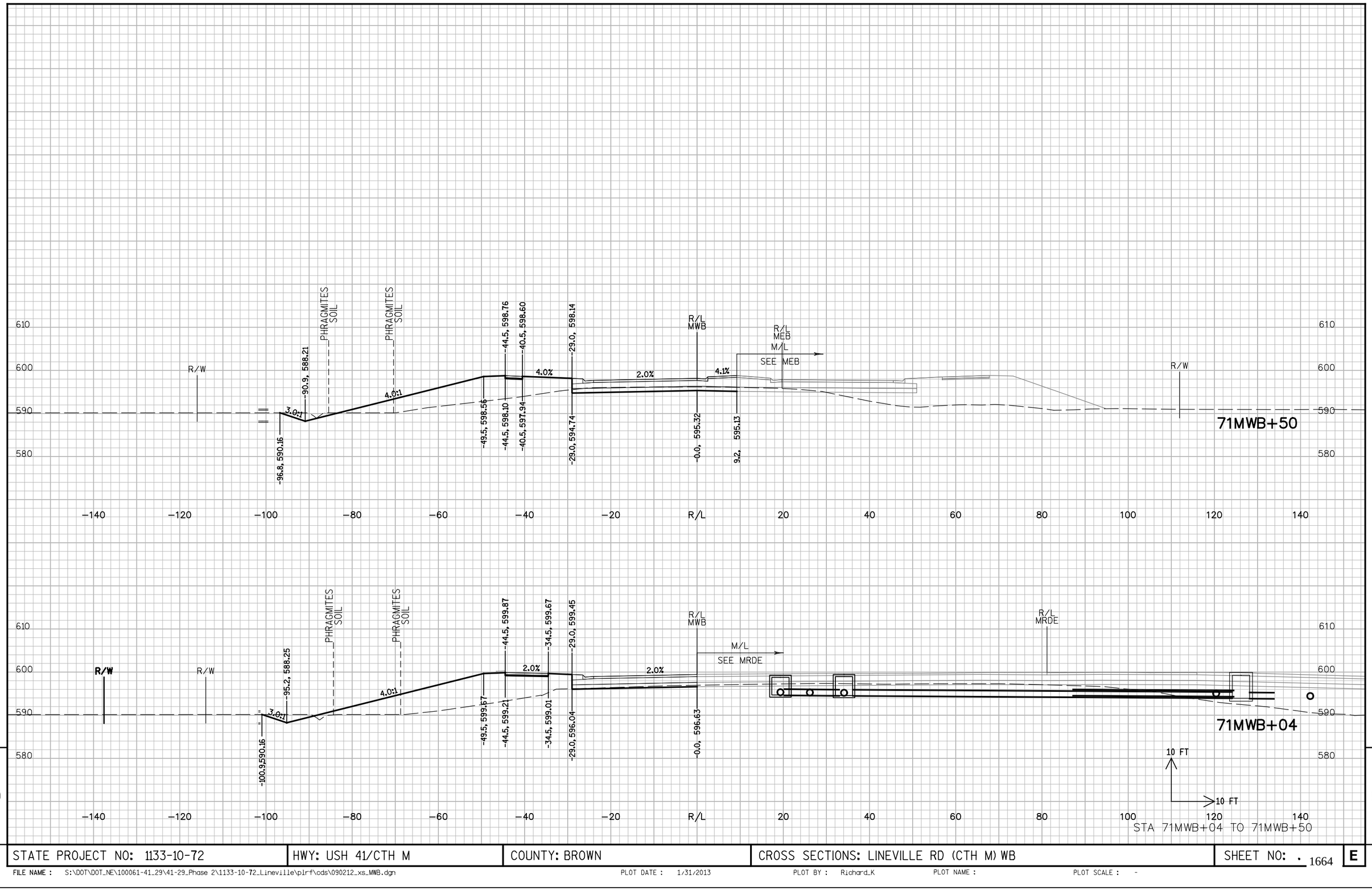
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1662	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1663	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 71MWB+04 TO 71MWB+50

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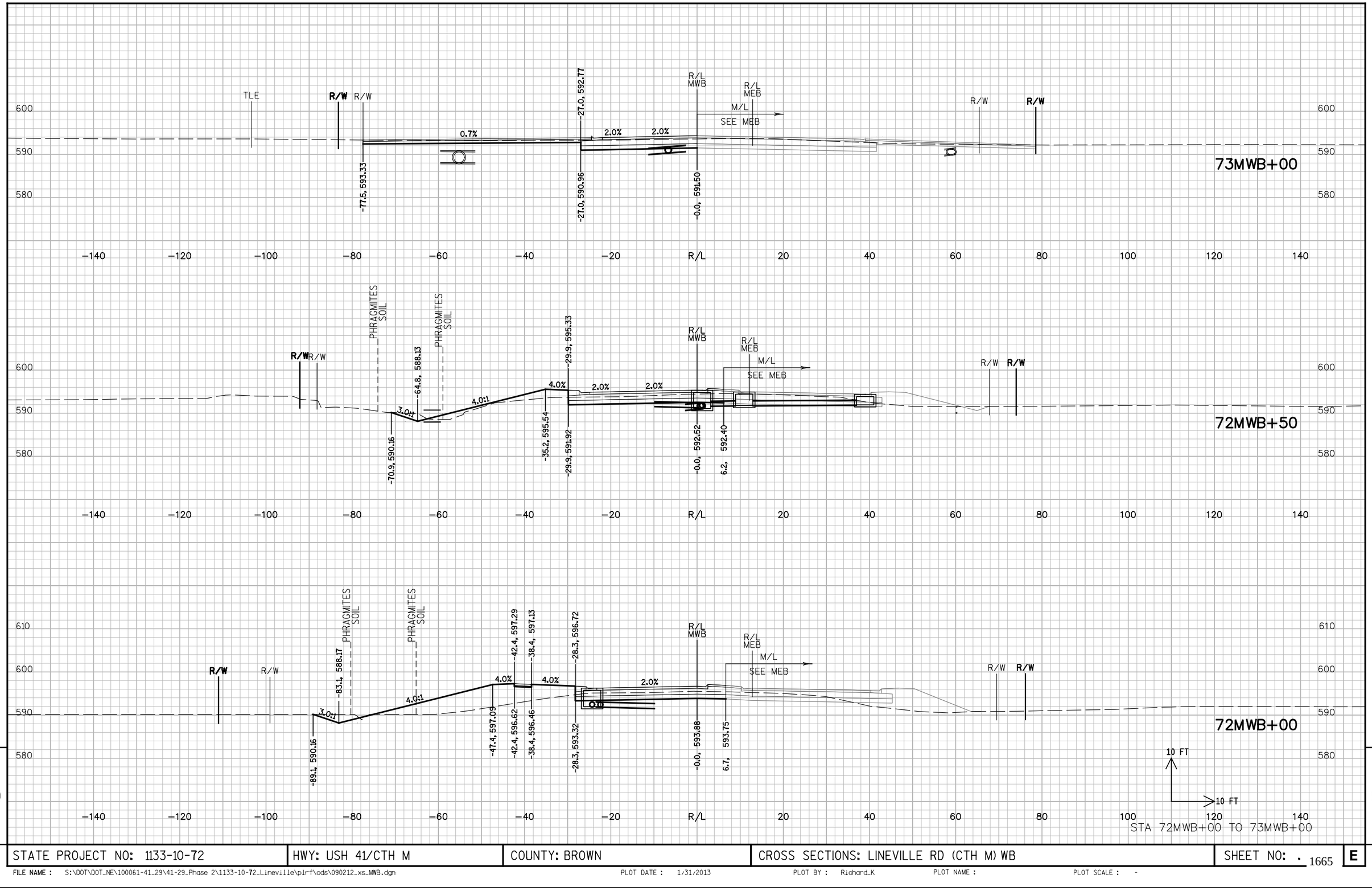
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1664	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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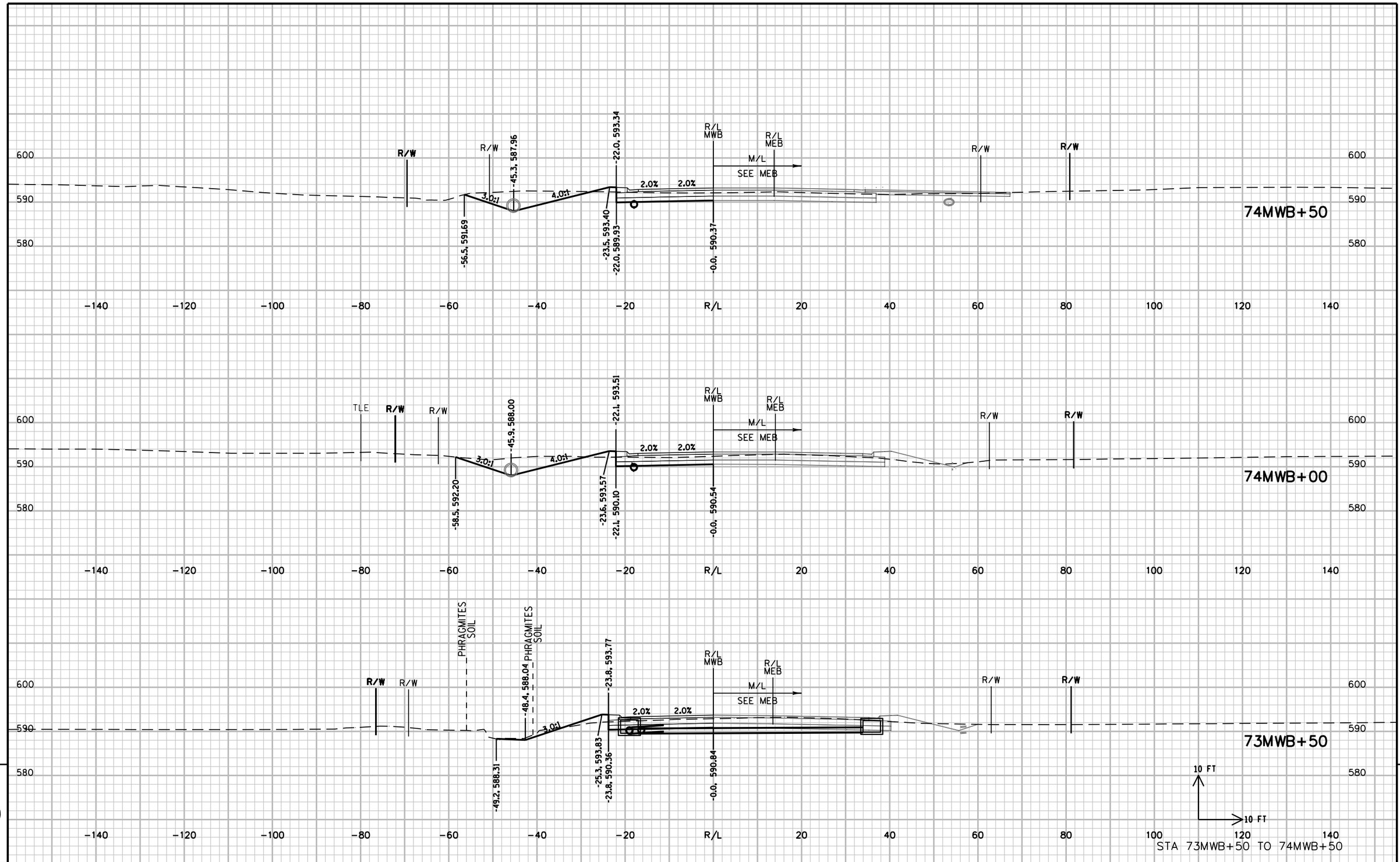
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1665	E

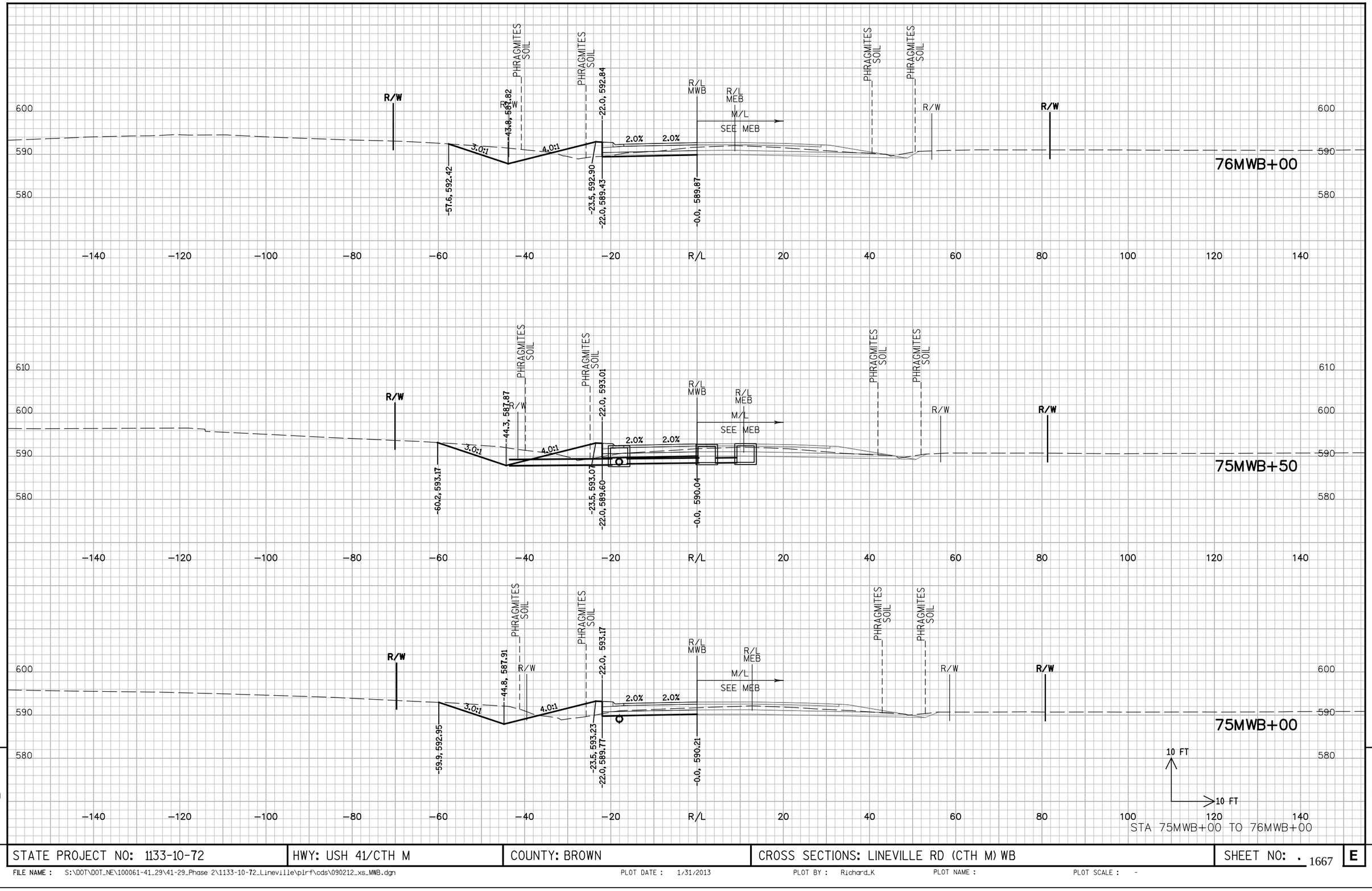
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1666 E

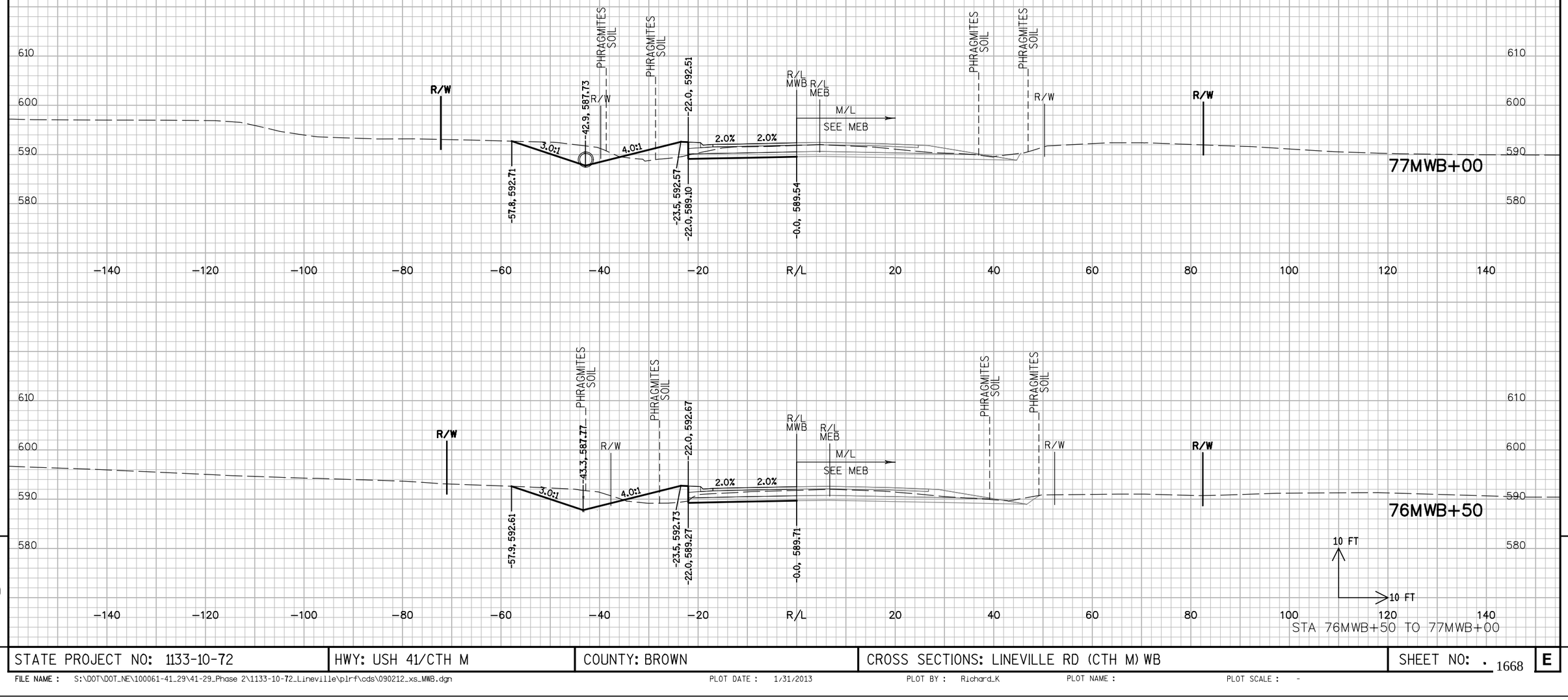
FILE NAME : C:\Users\jschafer\Desktop\090212_xs_MWB.dgn PLOT DATE : 3/5/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

9 9



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1667 E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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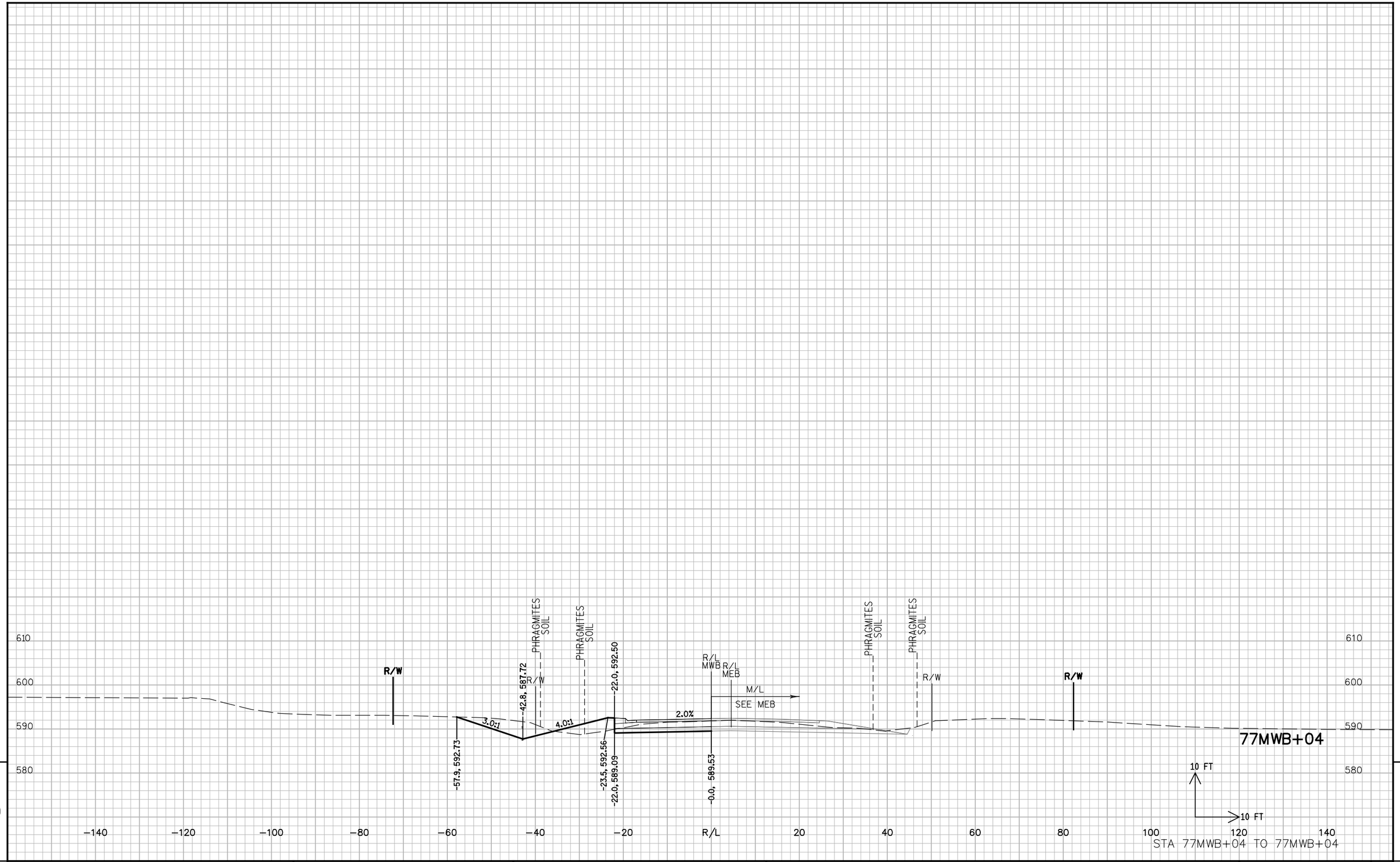
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1668	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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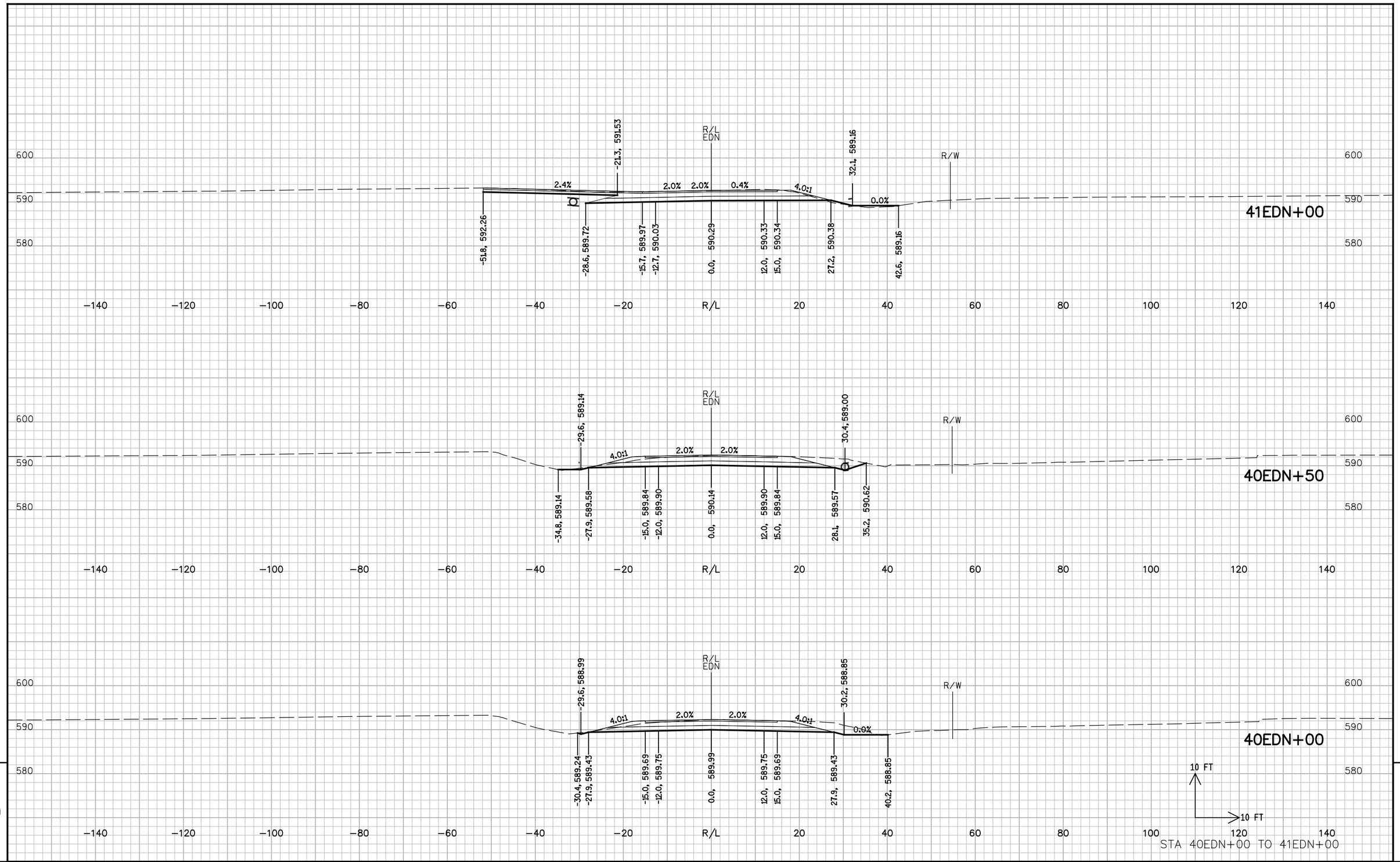
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE RD (CTH M) WB	SHEET NO: . 1669	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090212_xs_MWB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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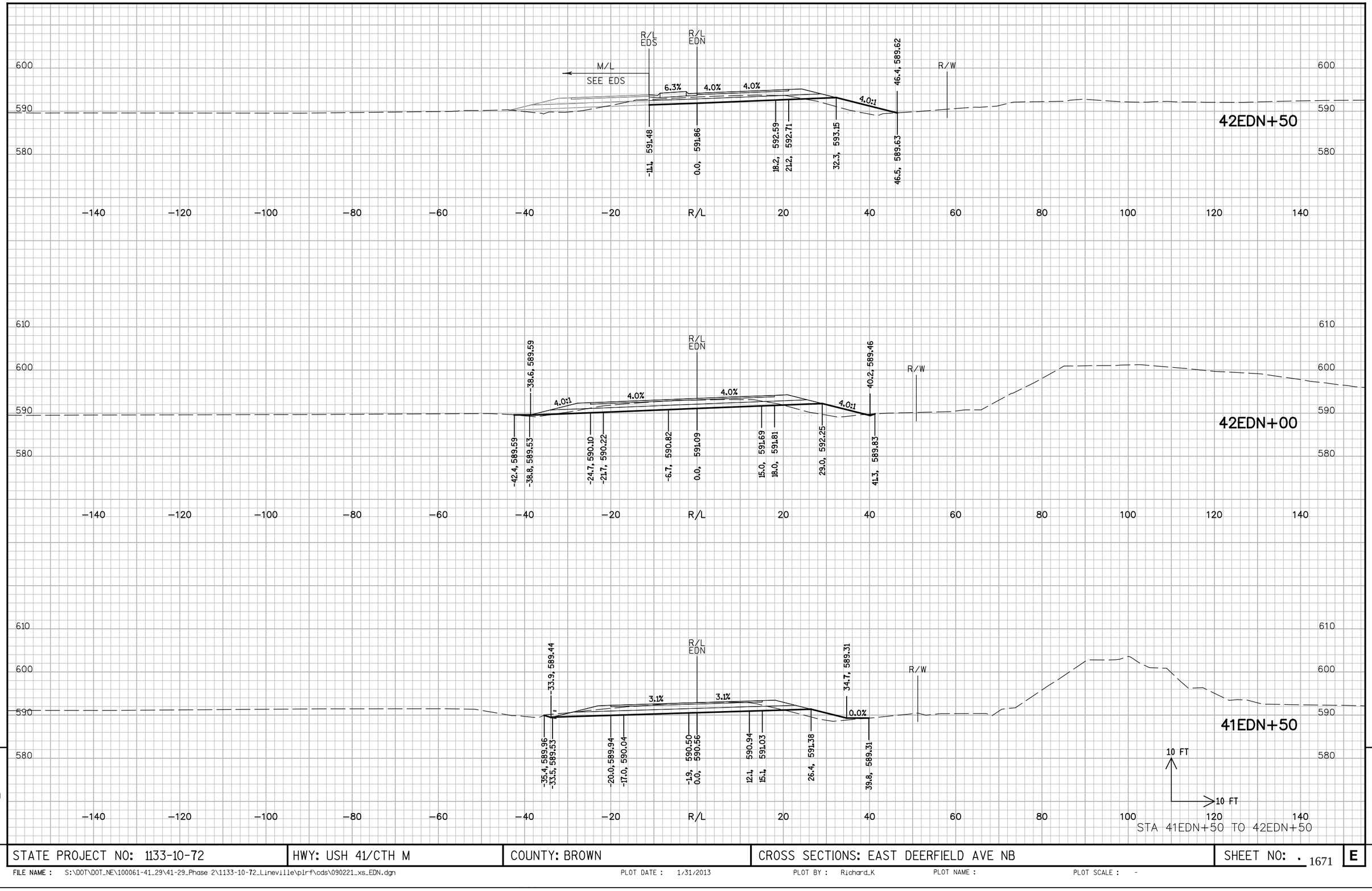
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE NB	SHEET NO: . 1670	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090221_xs_EDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 41EDN+50 TO 42EDN+50

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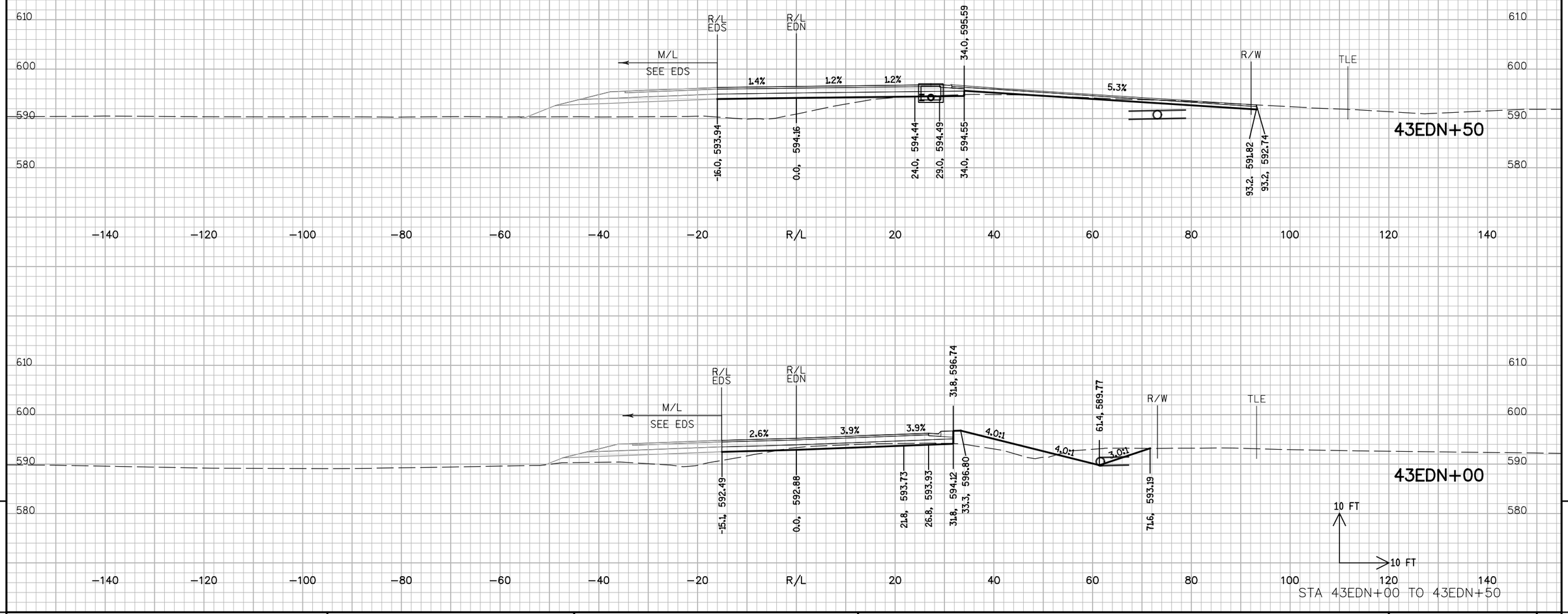
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE NB	SHEET NO: . 1671	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090221_xs_EDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 43EDN+00 TO 43EDN+50

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE NB	SHEET NO: . 1672	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090221_xs_EDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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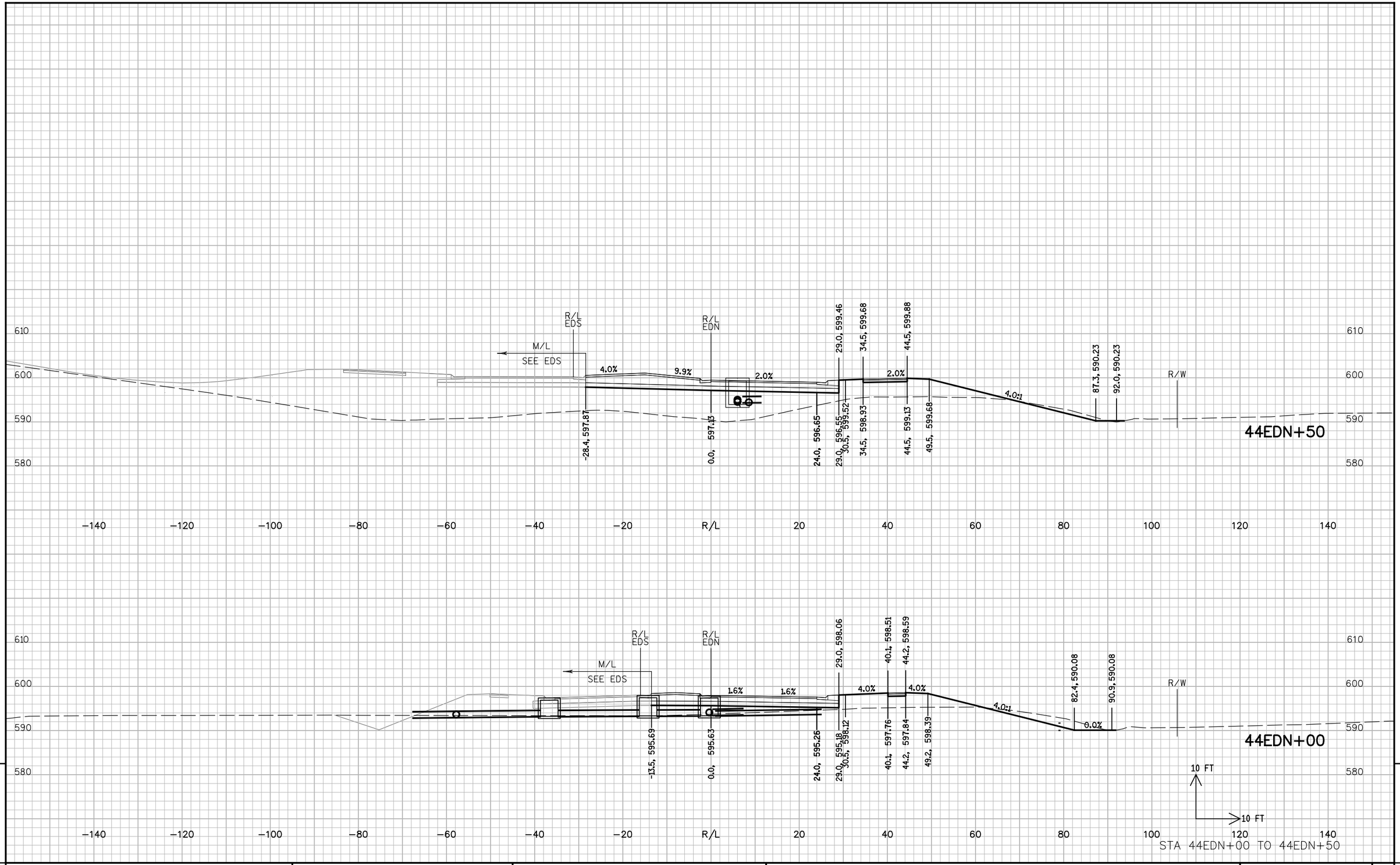

STA 44EDN+00 TO 44EDN+50

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE NB	SHEET NO: . 1673	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090221_xs_EDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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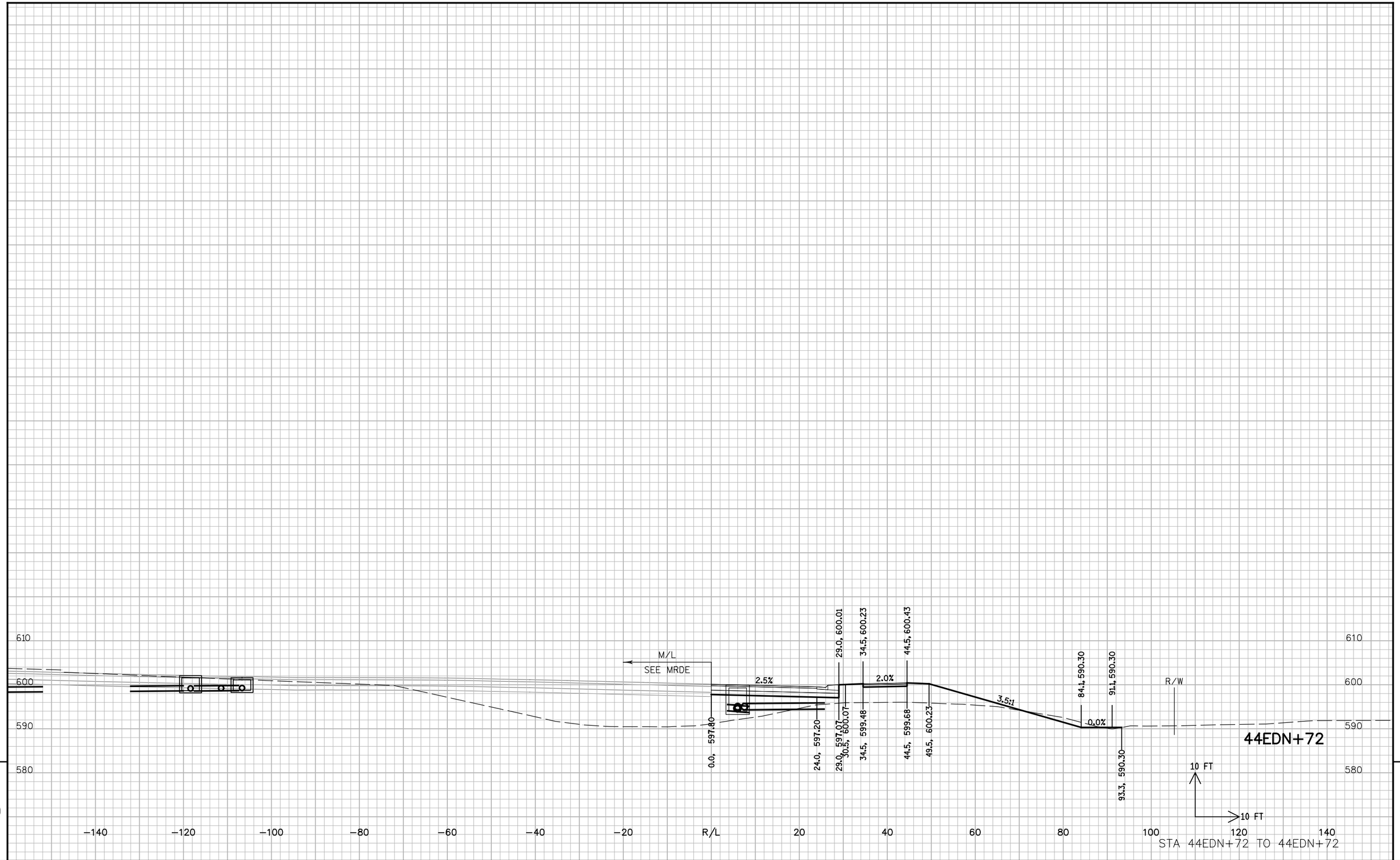

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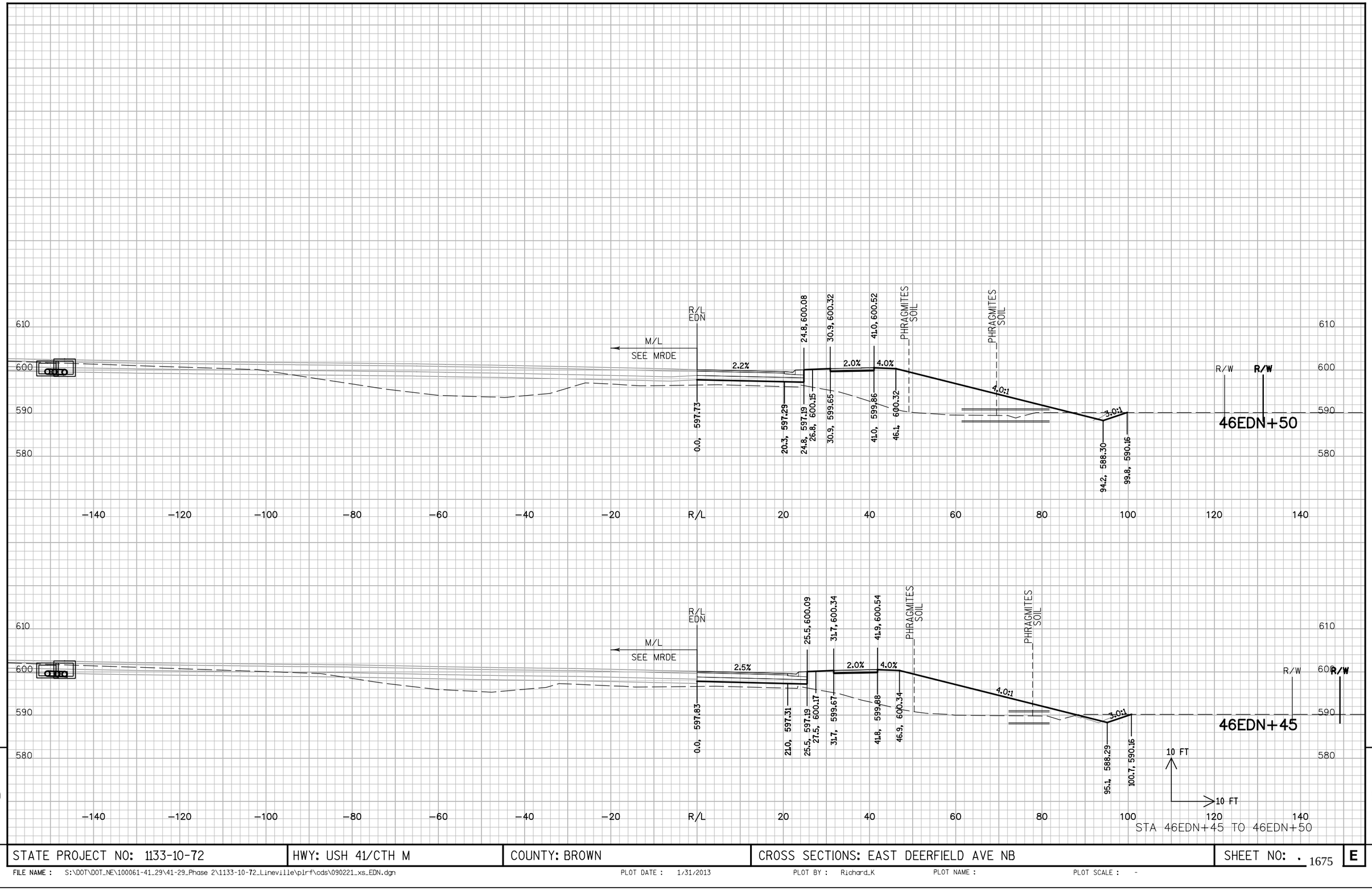
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE NB	SHEET NO: . 1674	E

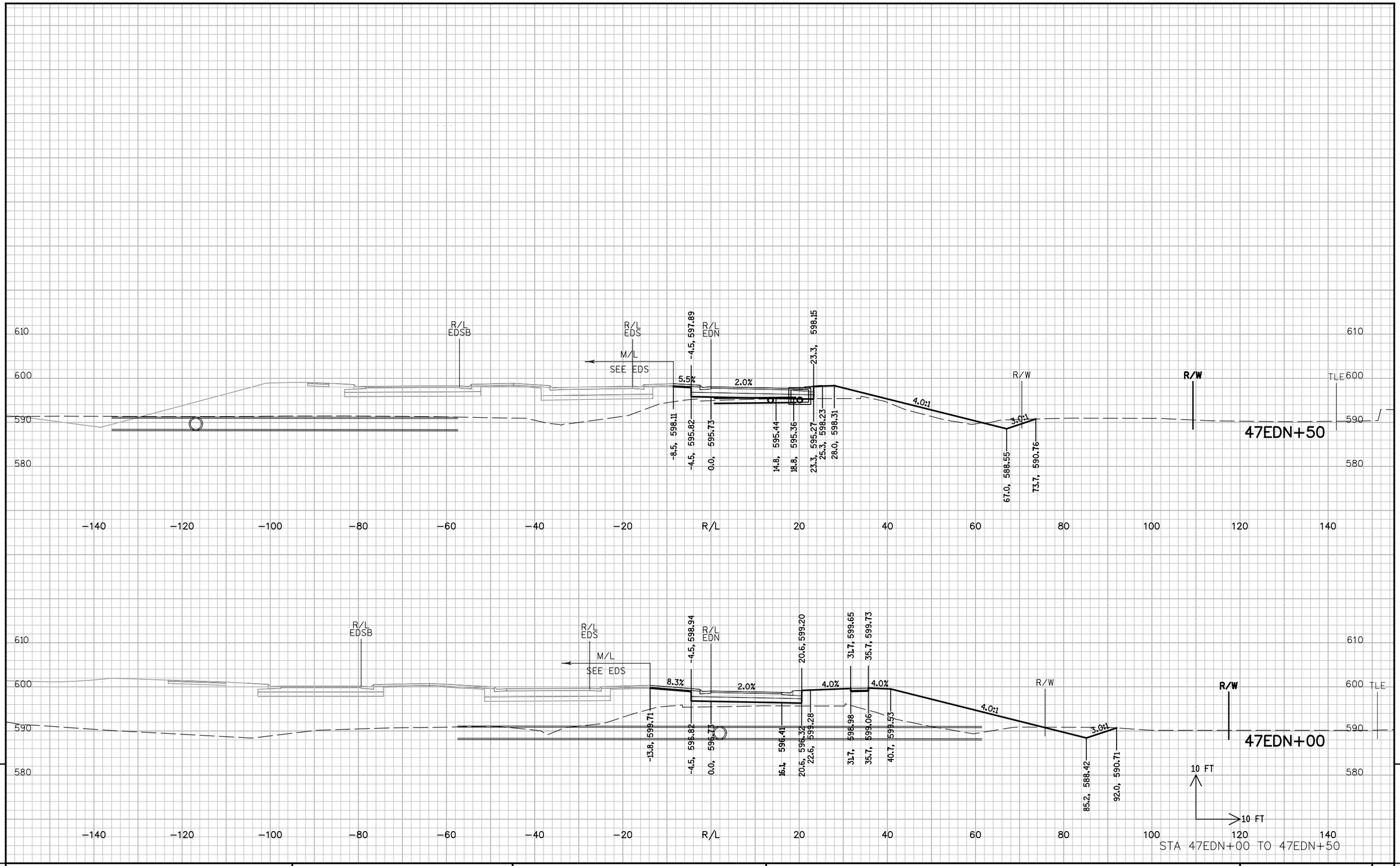
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090221_xs_EDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 46EDN+45 TO 46EDN+50

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE NB	SHEET NO: . 1675	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090221_xs_EDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 47EDN+00 TO 47EDN+50

9

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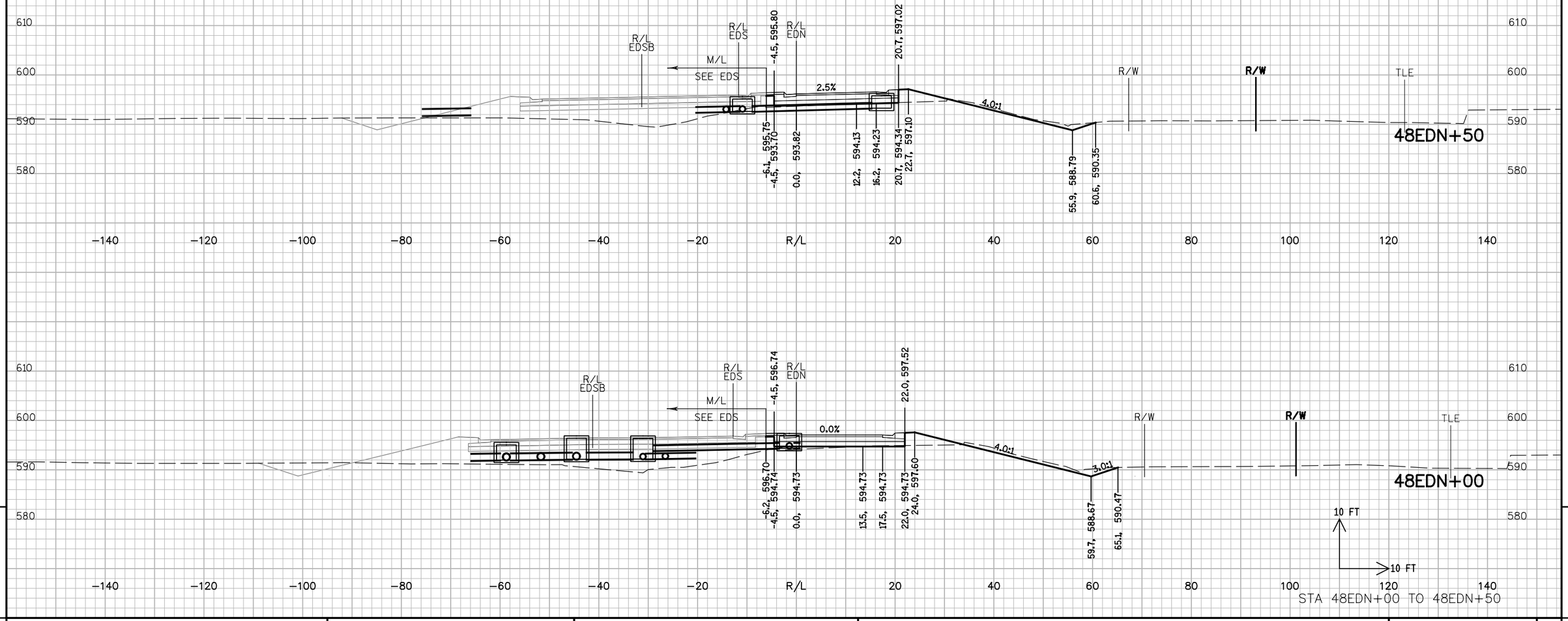
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE NB	SHEET NO: . 1676	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090221_xs_EDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 48EDN+00 TO 48EDN+50

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE NB	SHEET NO: . 1677	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090221_xs_EDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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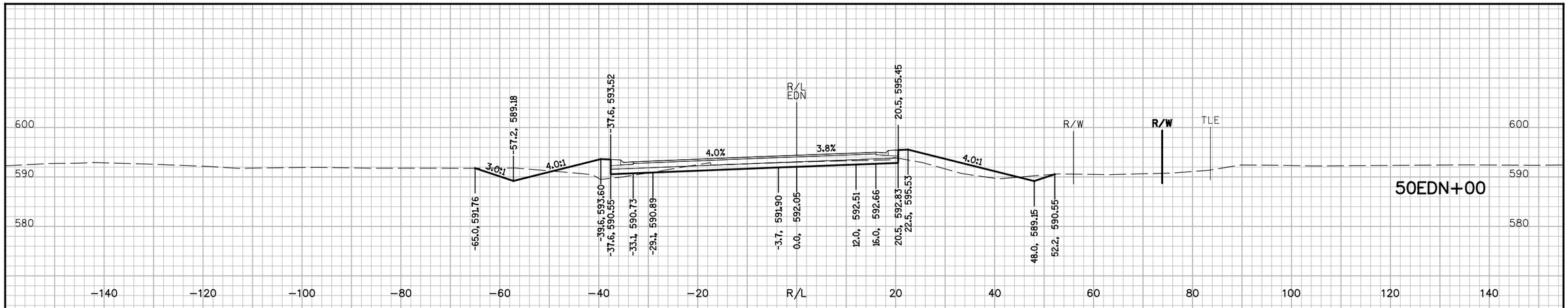

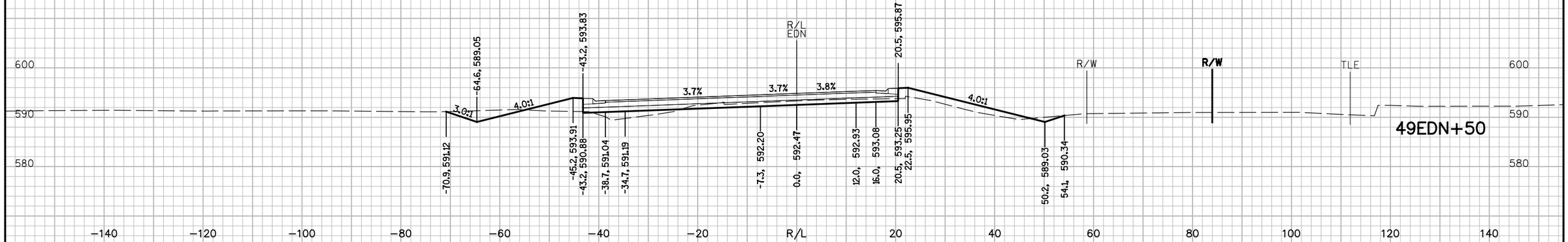

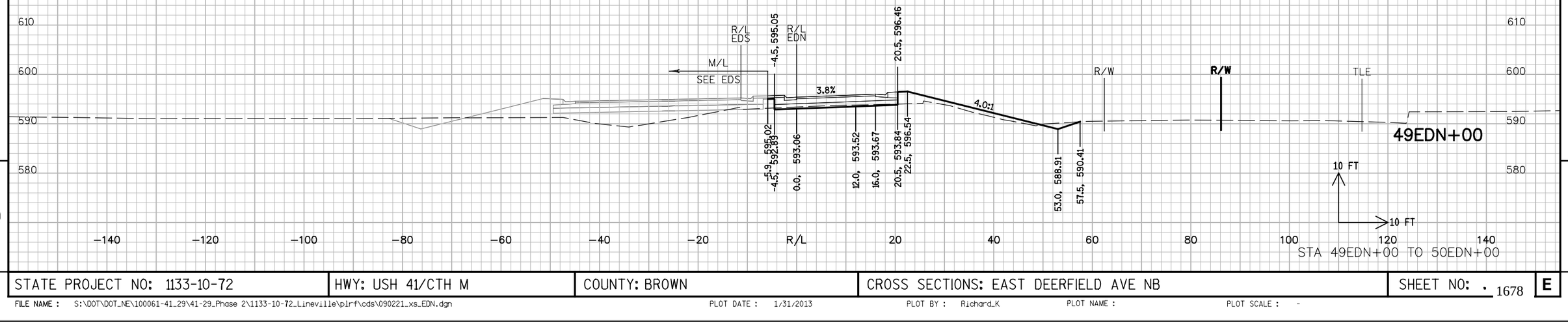

STA 49EDN+00 TO 50EDN+00

9

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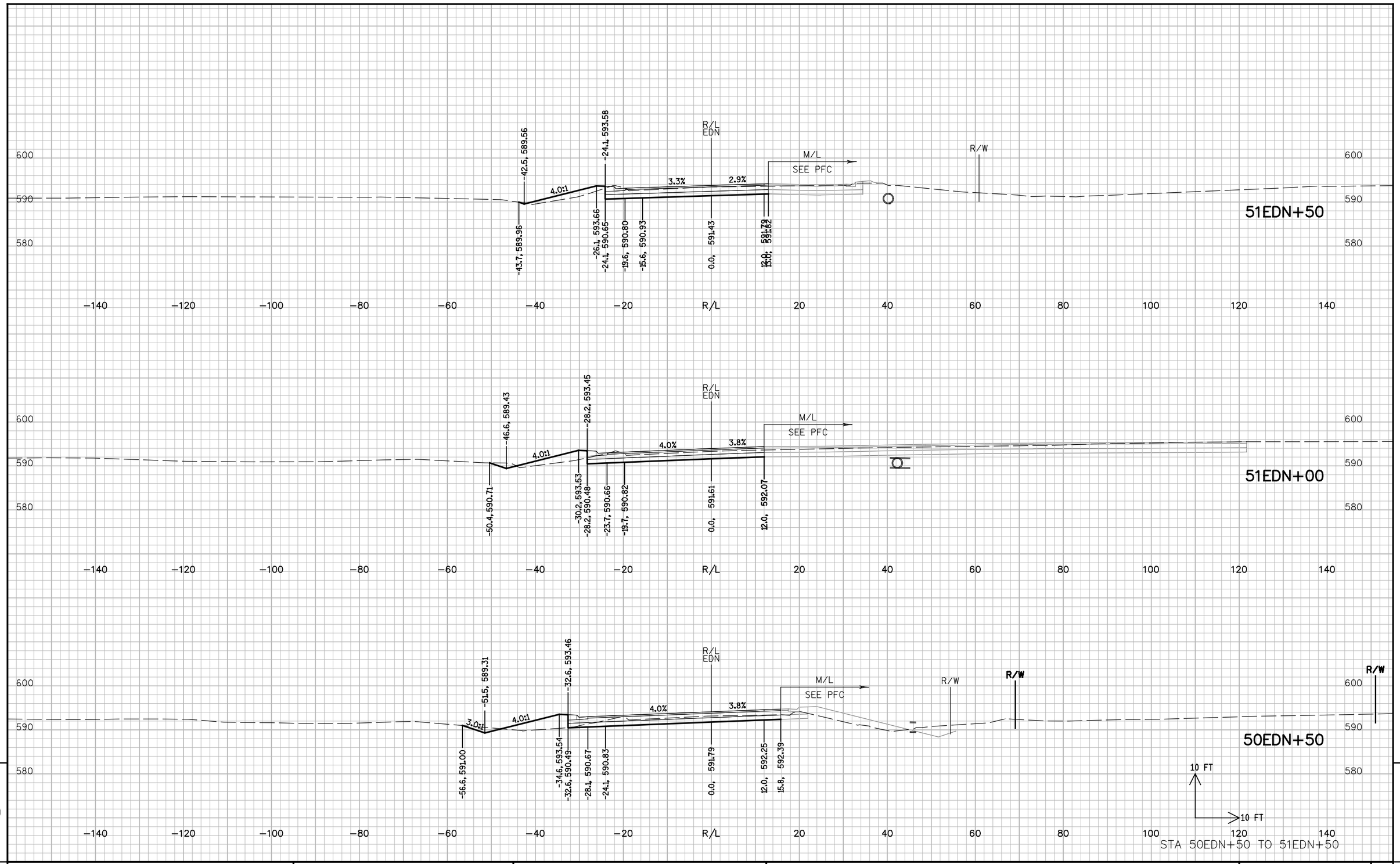
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE NB	SHEET NO: . 1678	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090221_xs_EDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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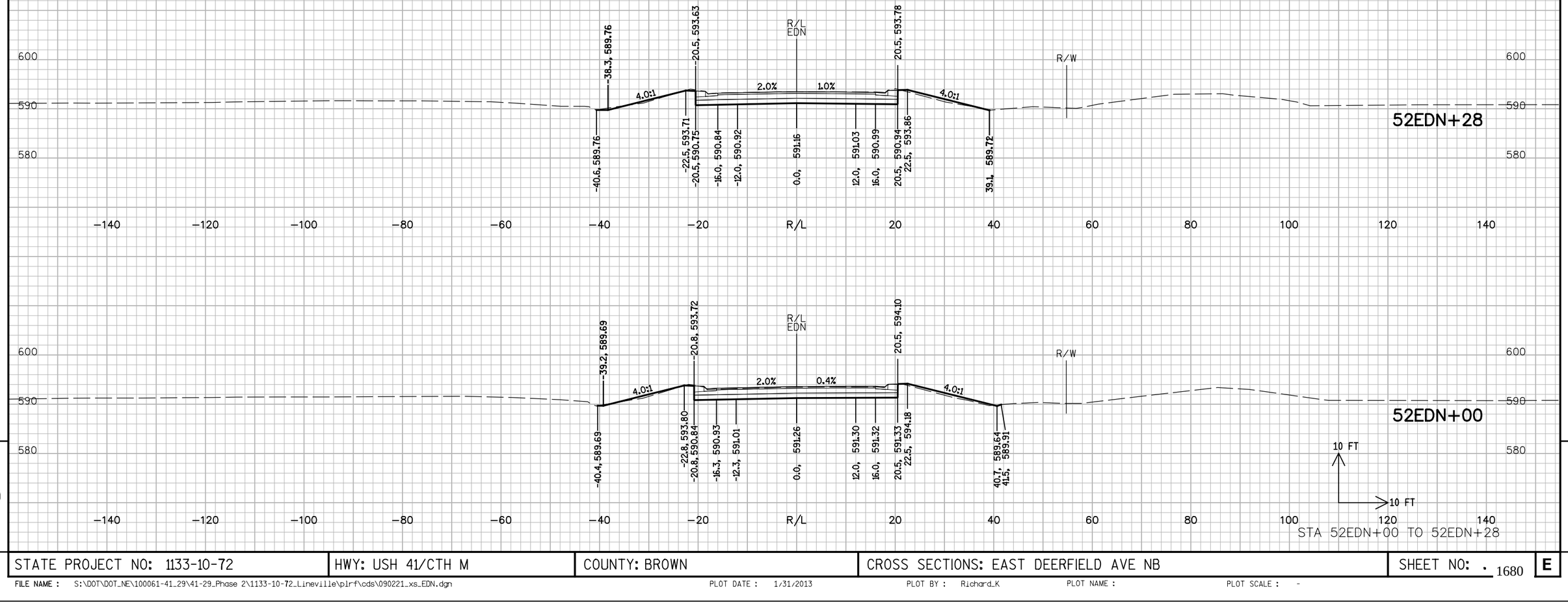
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE NB	SHEET NO: . 1679	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090221_xs_EDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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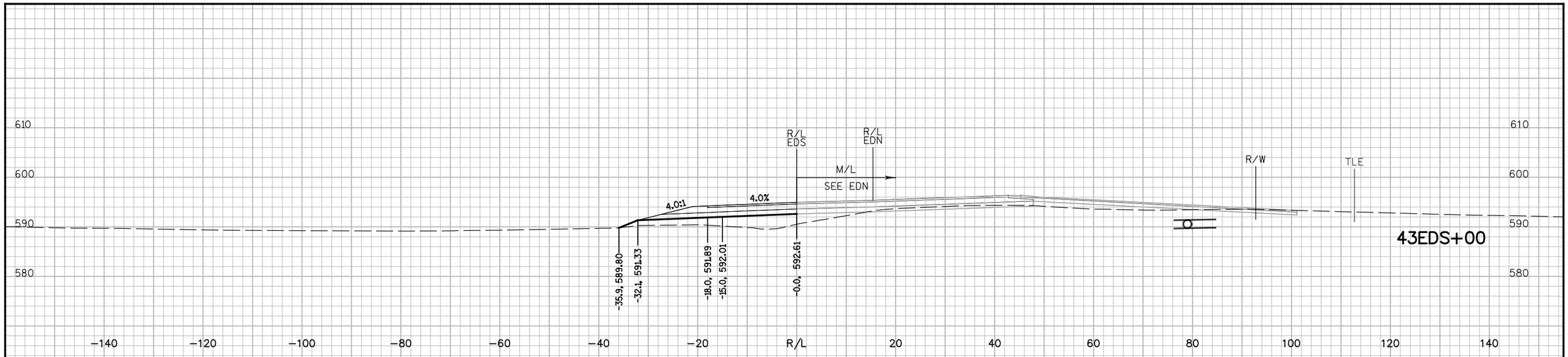
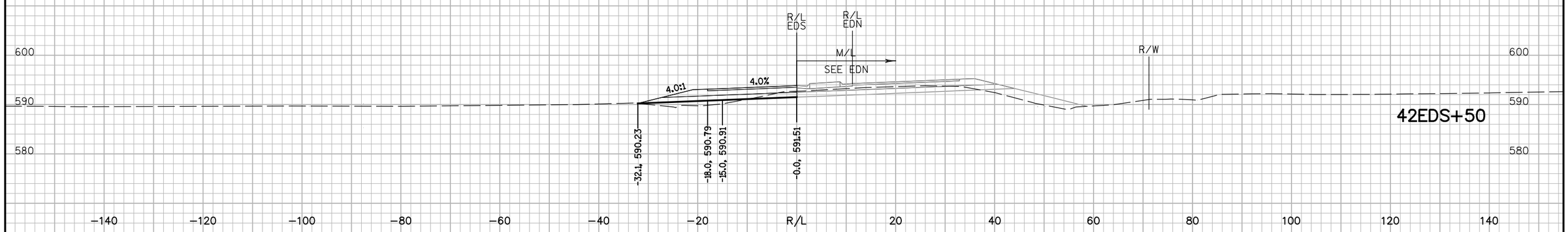
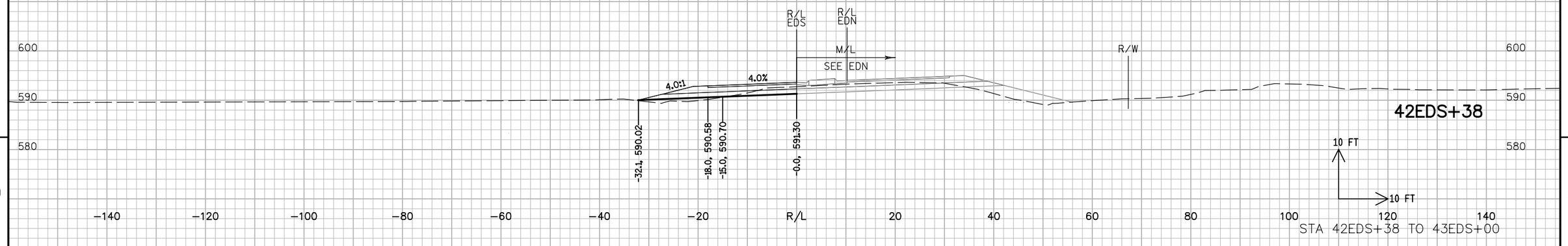
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE NB	SHEET NO: . 1680	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090221_xs_EDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



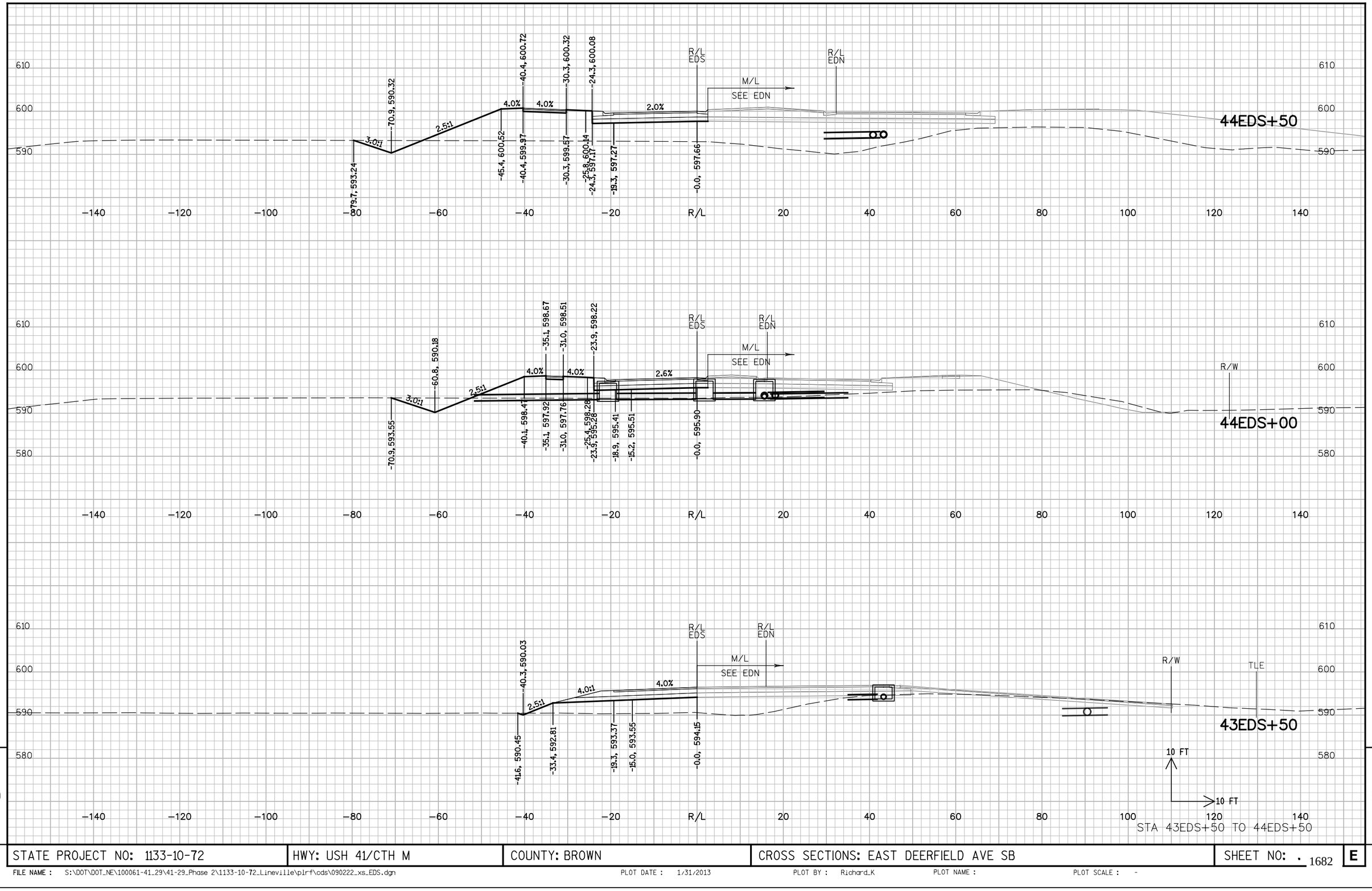




STA 42EDS+38 TO 43EDS+00

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE SB	SHEET NO: . 1681	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090222_xs_EDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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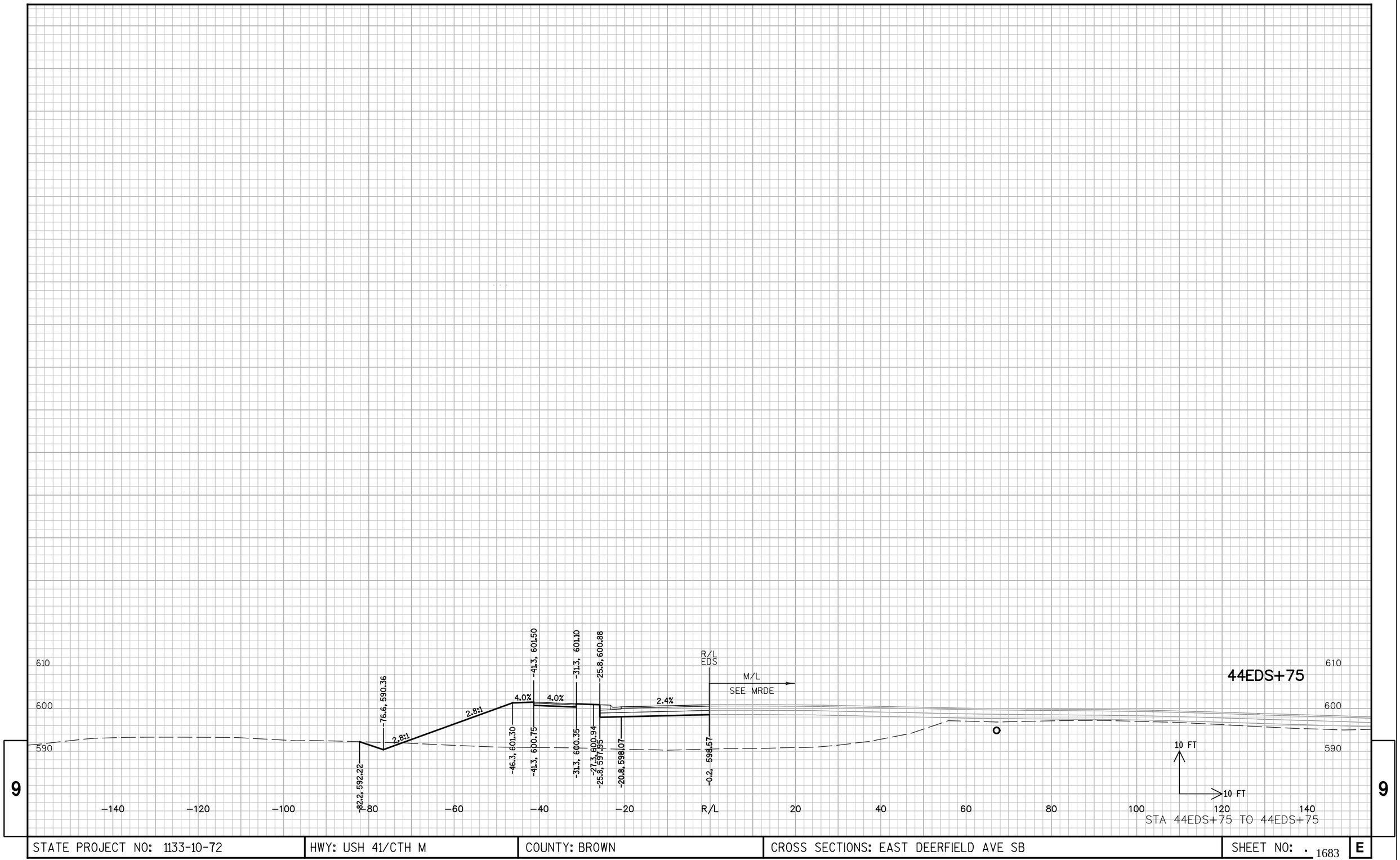
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE SB	SHEET NO: . 1682	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090222_xs_EDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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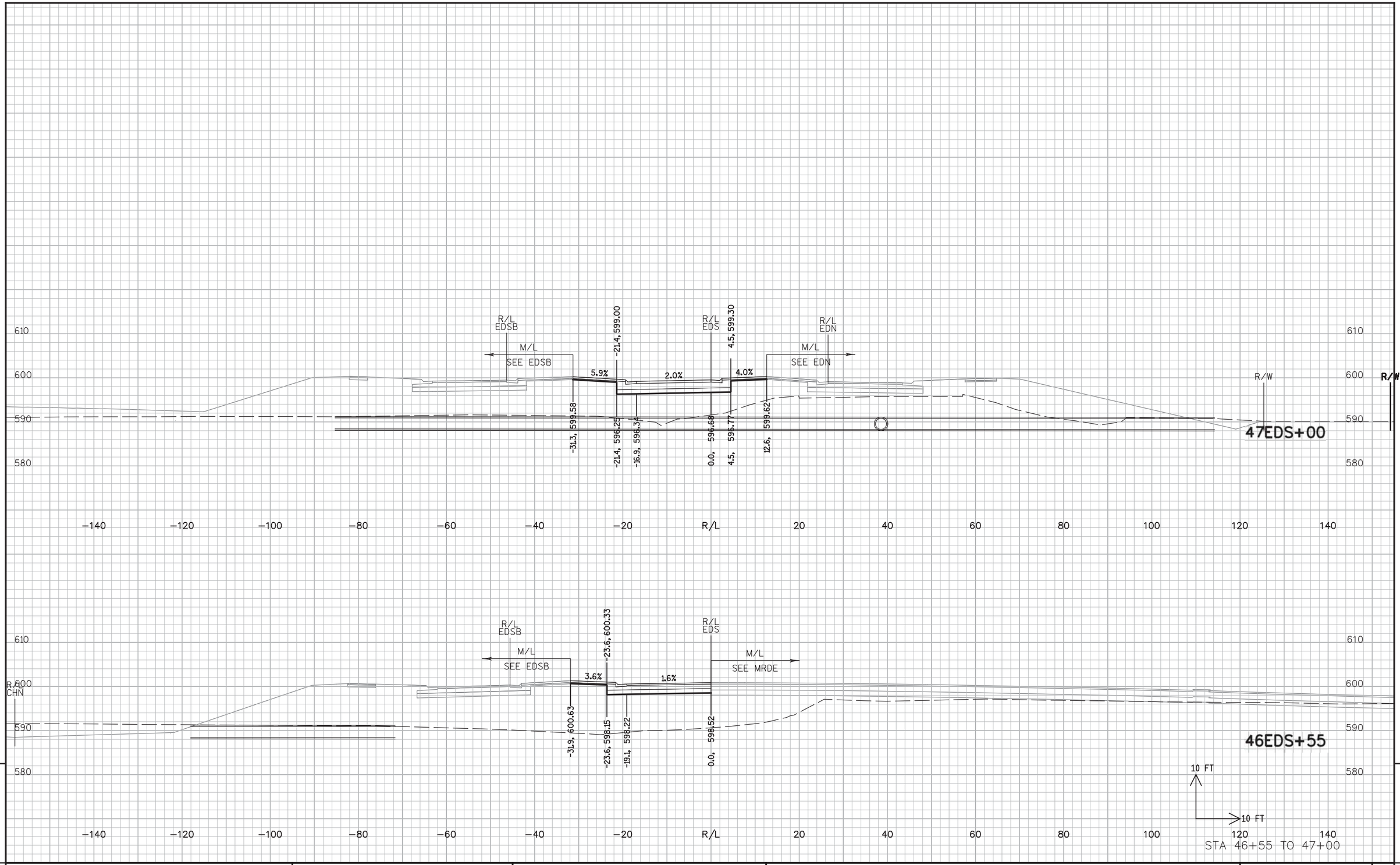
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE SB	SHEET NO: . 1683	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090222_xs_EDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE SB	SHEET NO: . 1684	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090222_xs_EDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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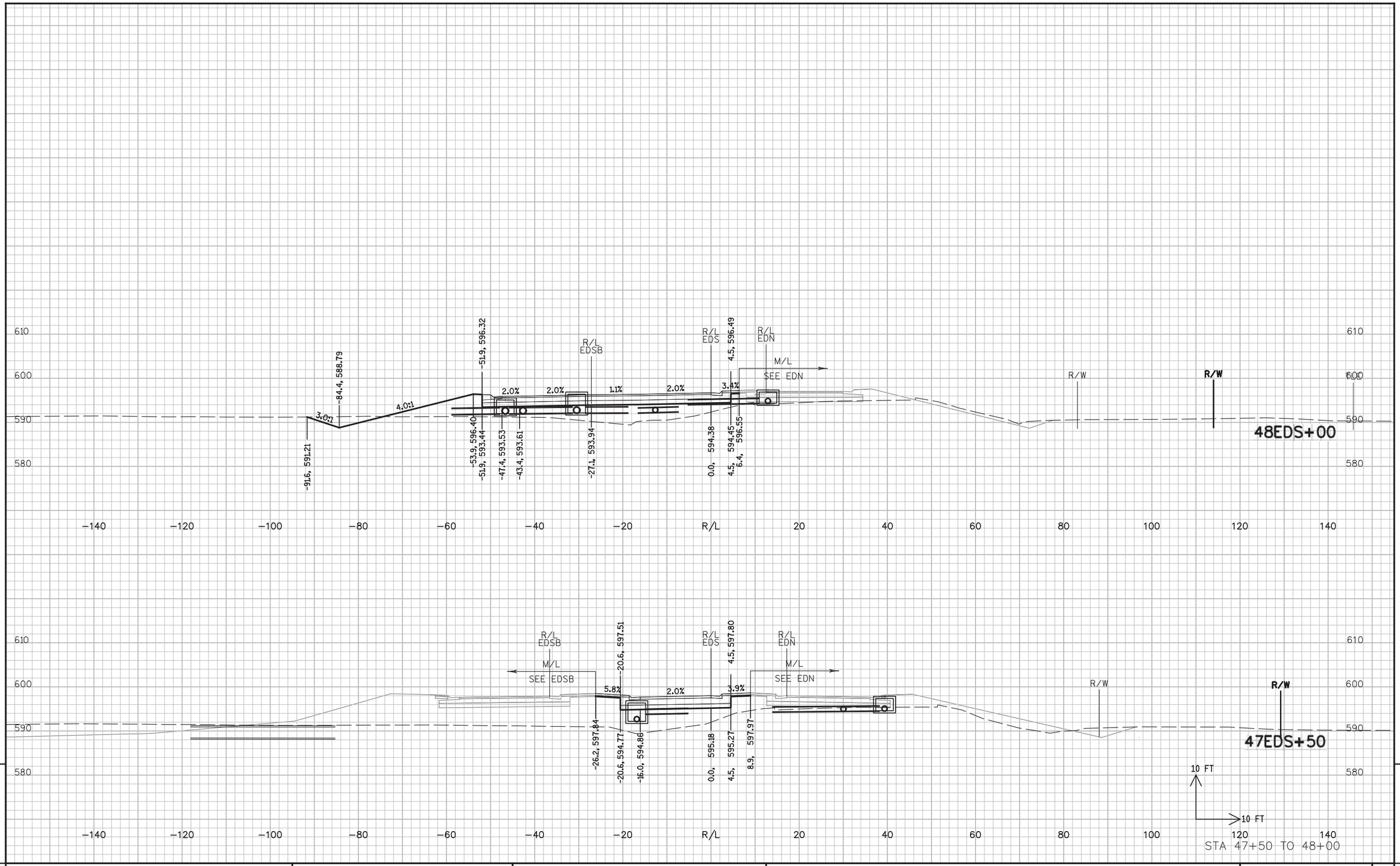

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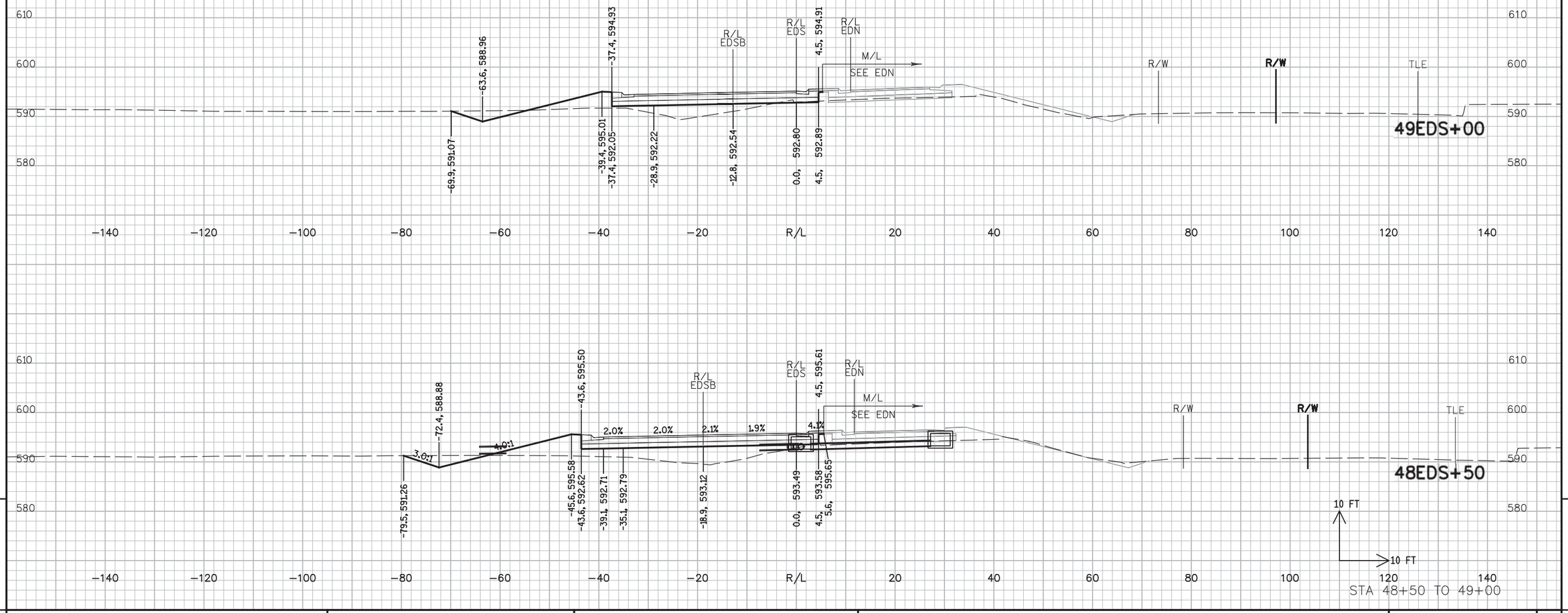
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE SB	SHEET NO: . 1685	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090222_xs_EDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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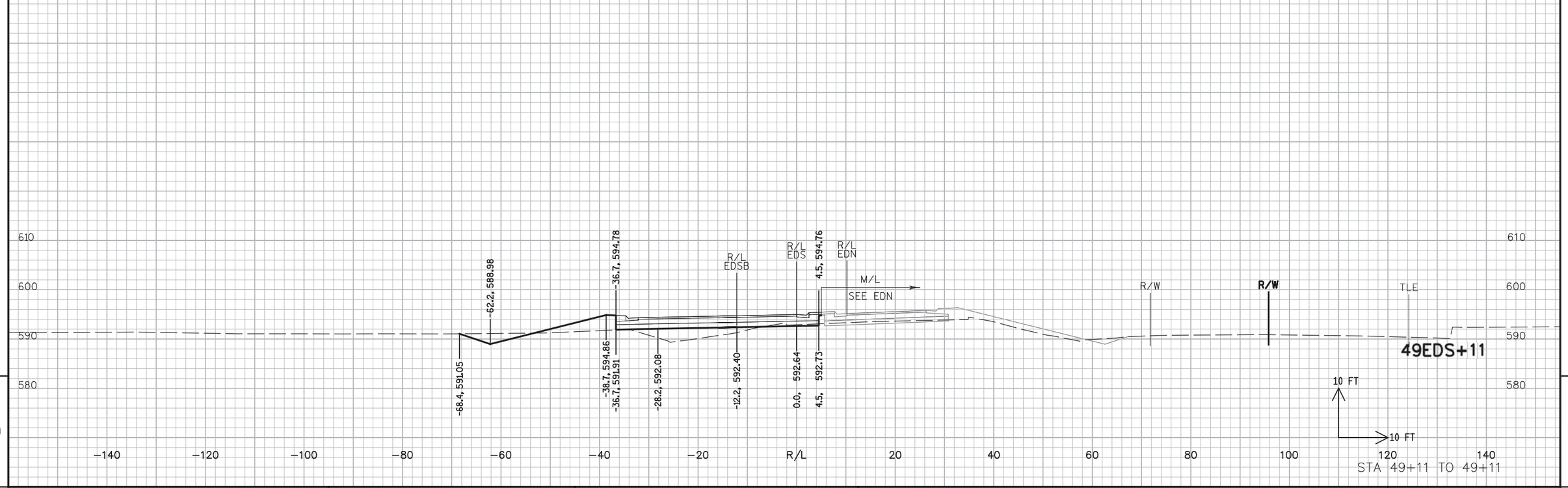
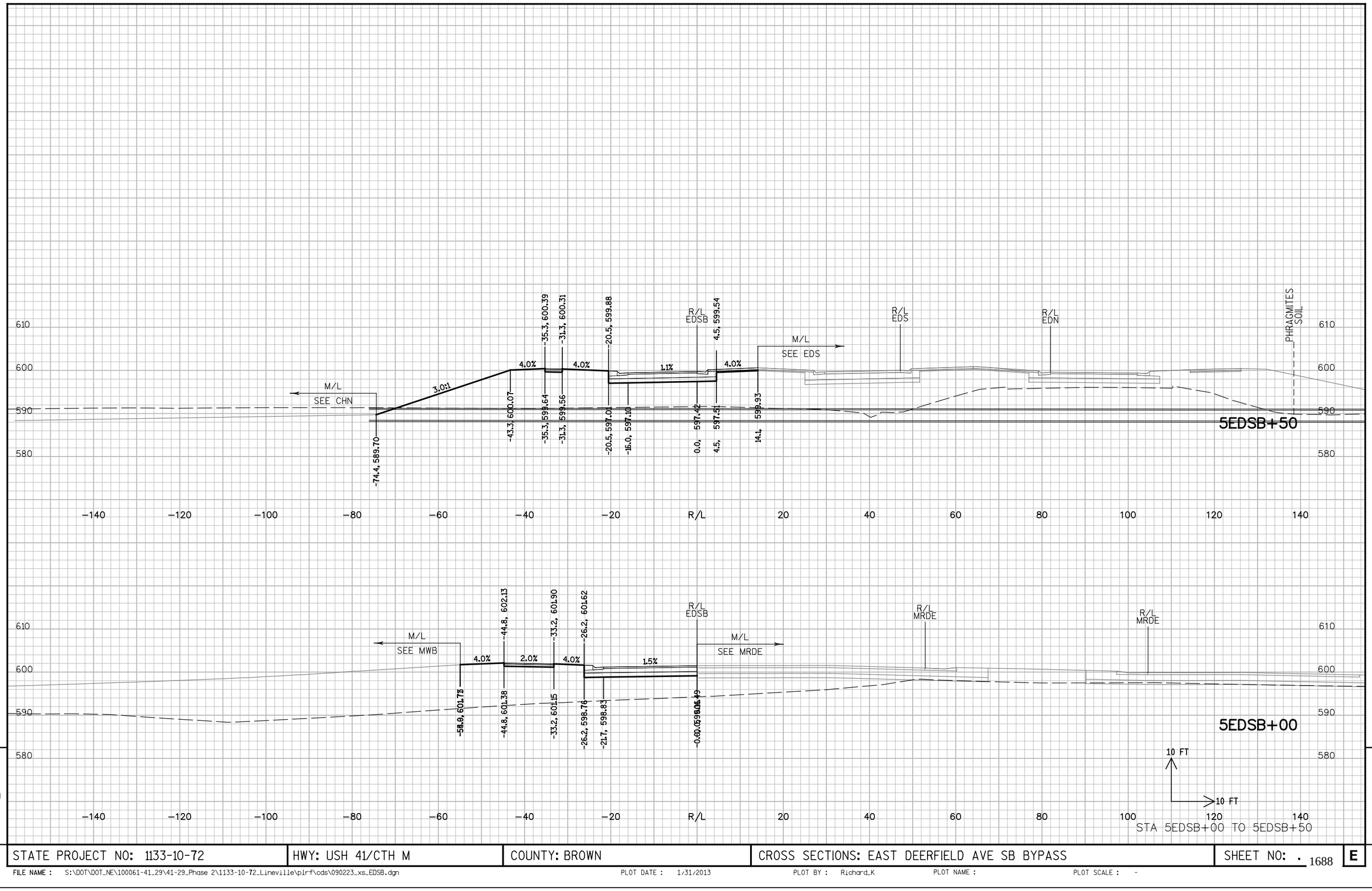
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE SB	SHEET NO: . 1686	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090222_xs_EDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



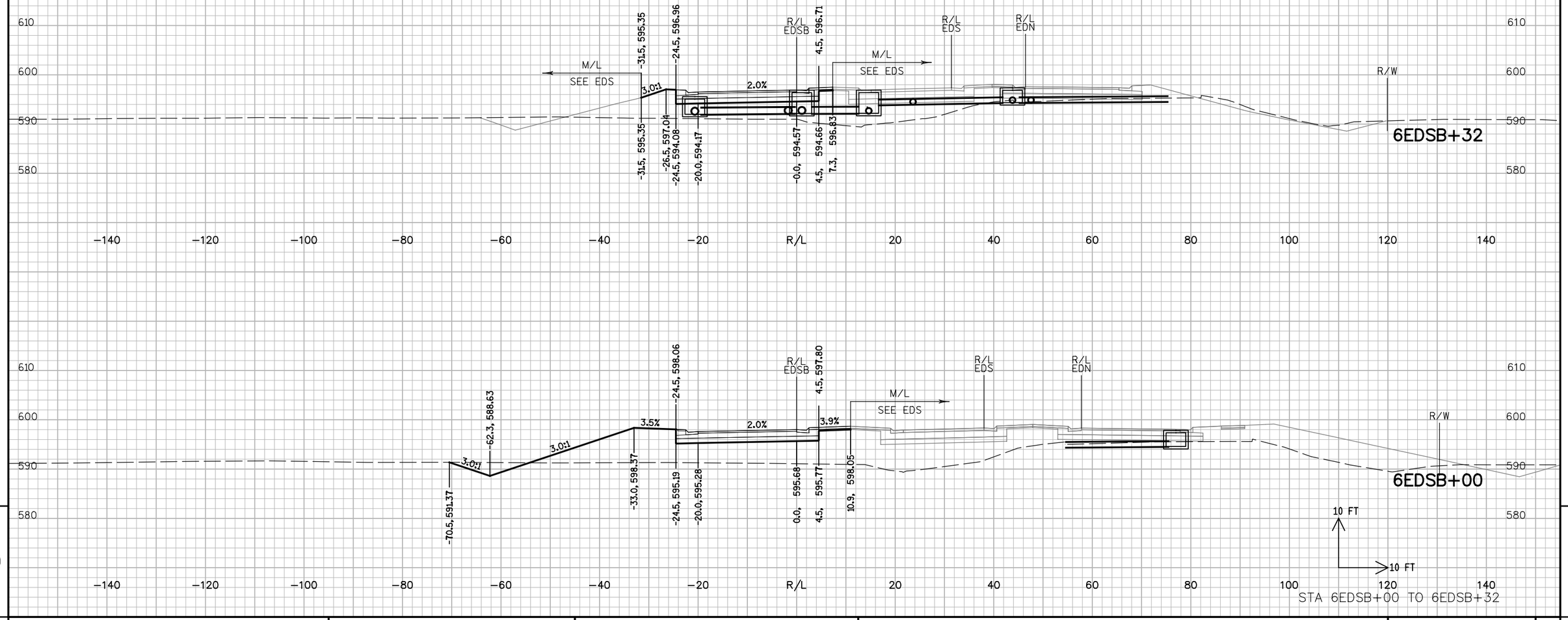
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE SB	SHEET NO: . 1687	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090222_xs_EDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE SB BYPASS	SHEET NO: . 1688	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090223_xs_EDSB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE SB BYPASS	SHEET NO: . 1689 E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090223_xs_EDSB.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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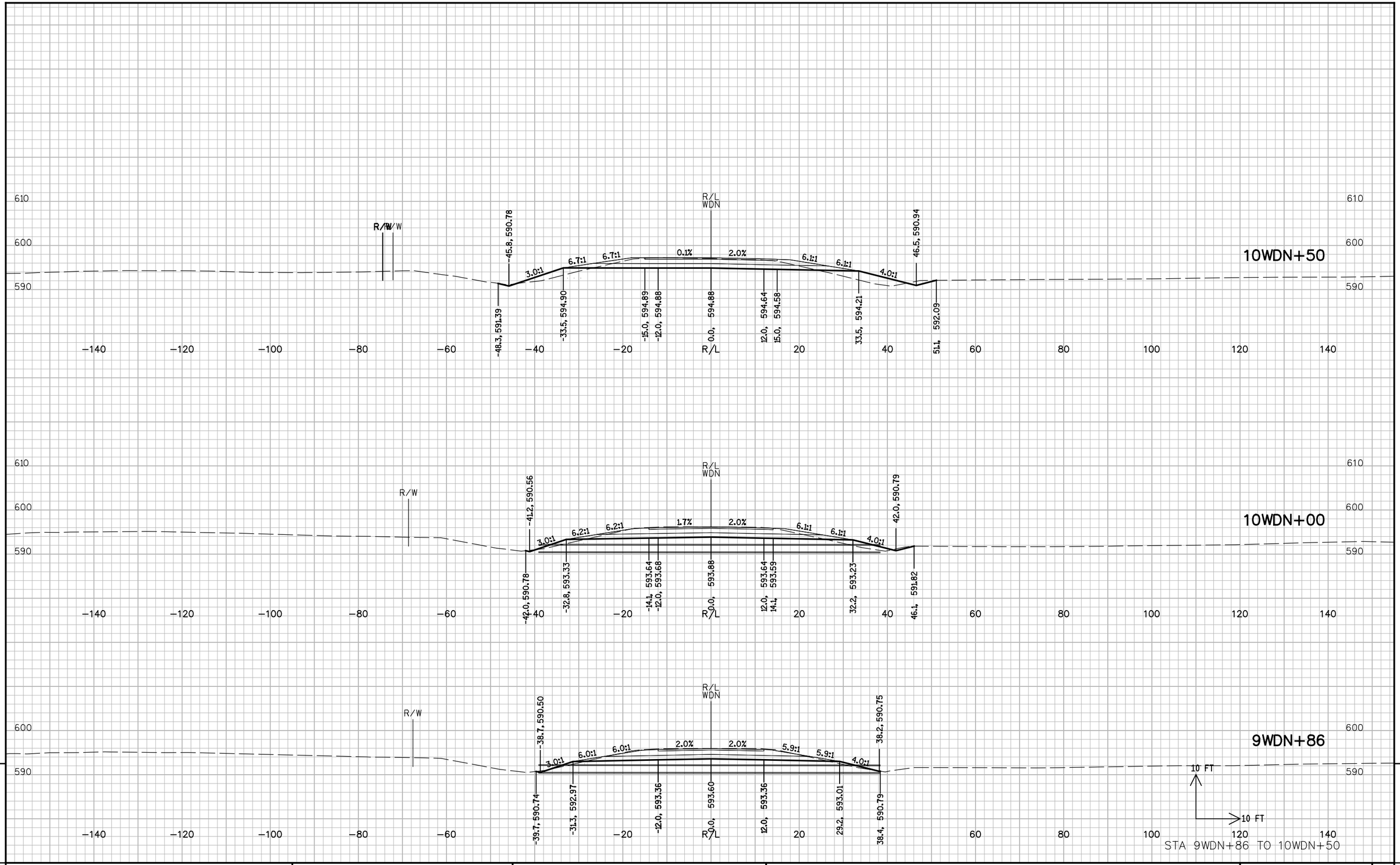

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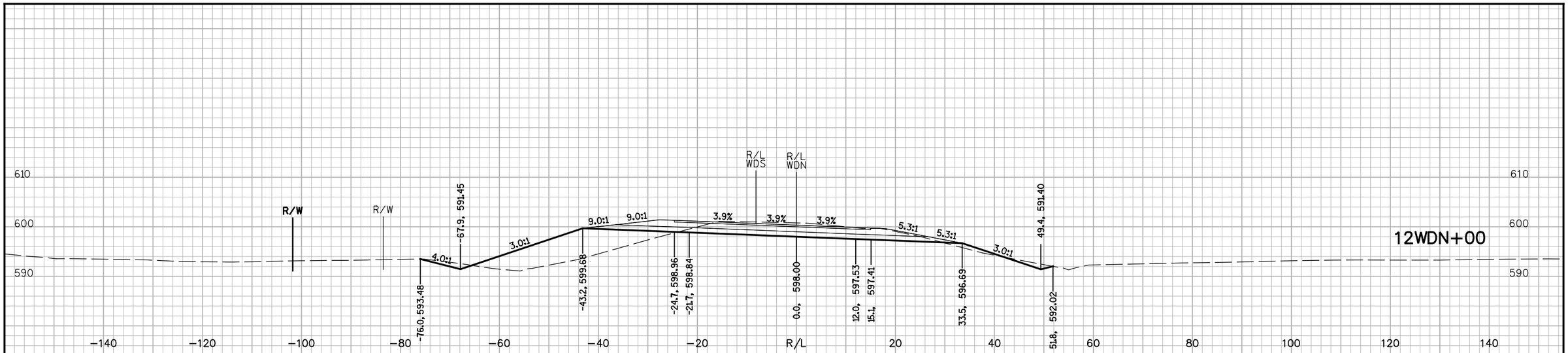
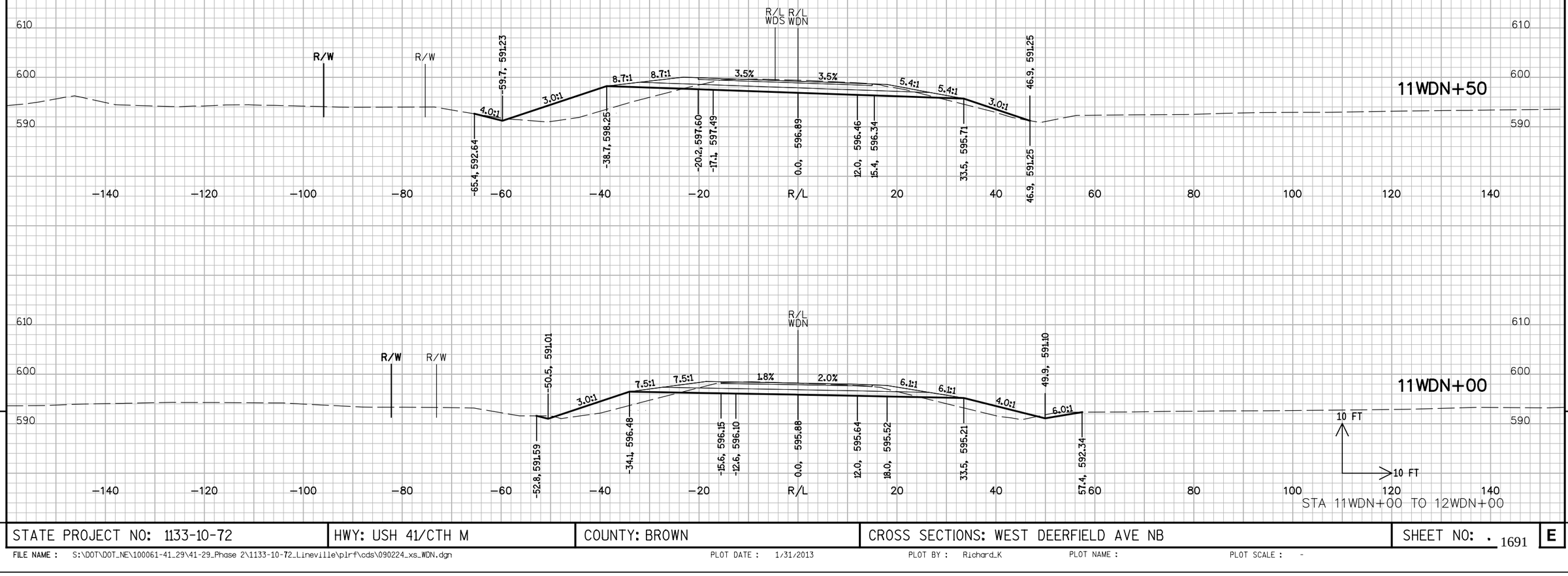
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE NB	SHEET NO: . 1690	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090224_xs_WDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



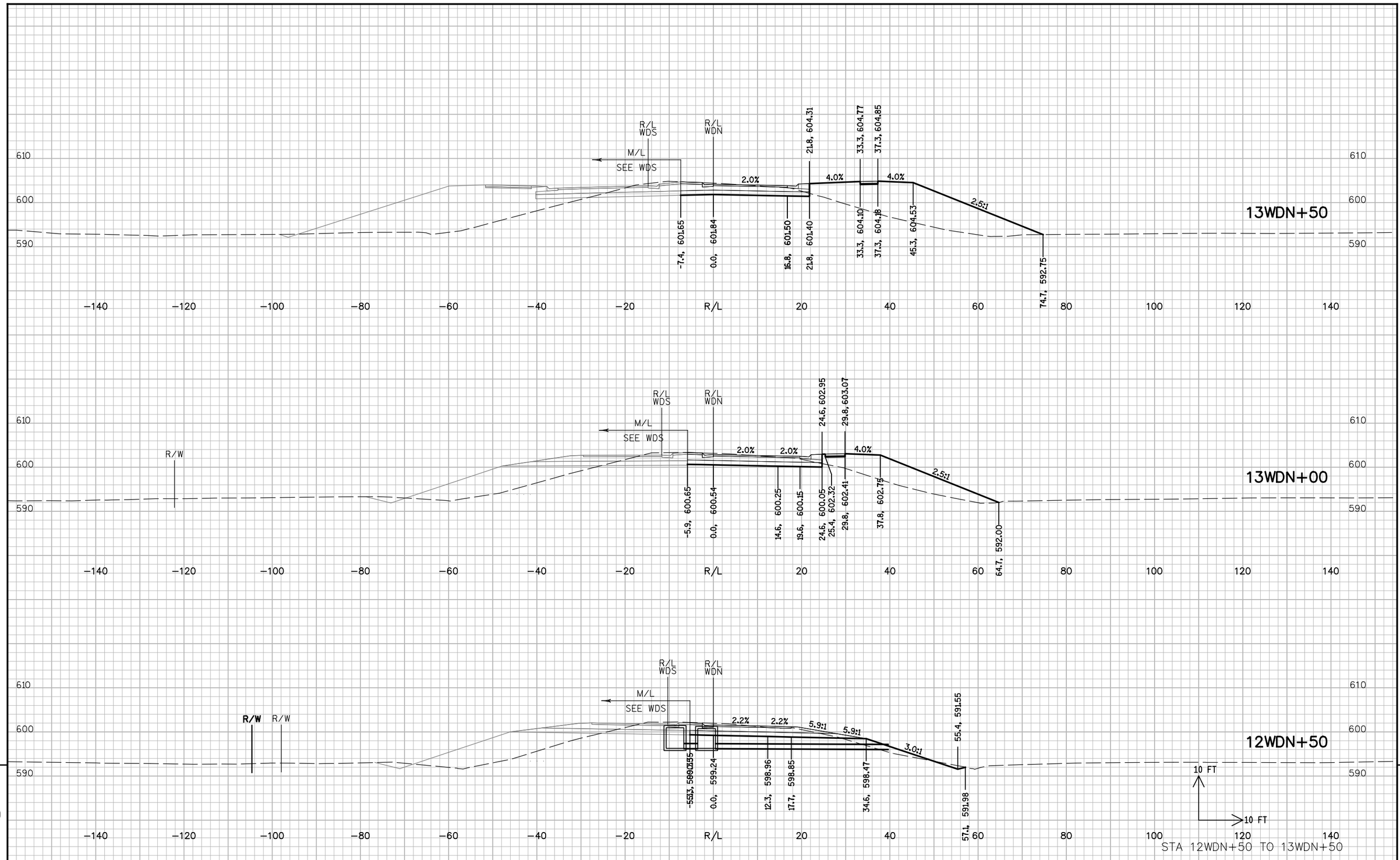


STA 11WDN+00 TO 12WDN+00

9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE NB	SHEET NO: . 1691	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090224_xs_WDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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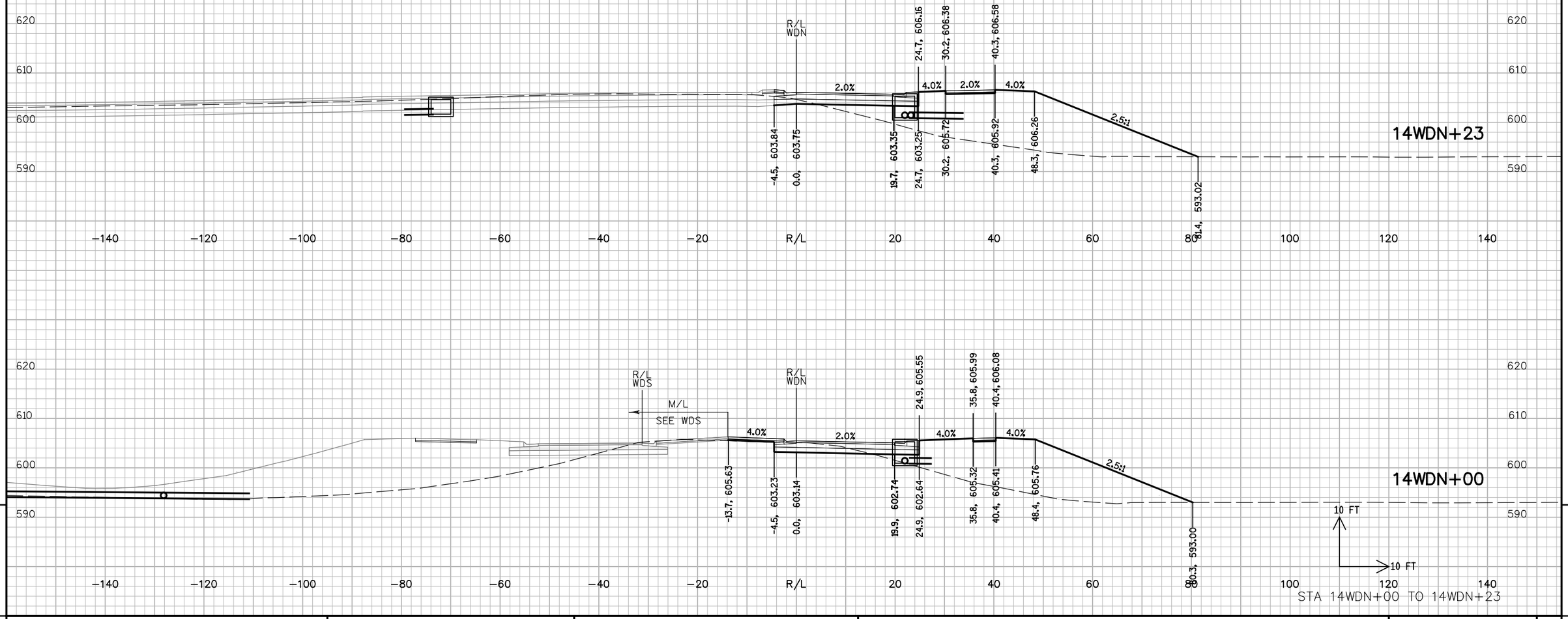
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE NB	SHEET NO: . 1692	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090224_xs_WDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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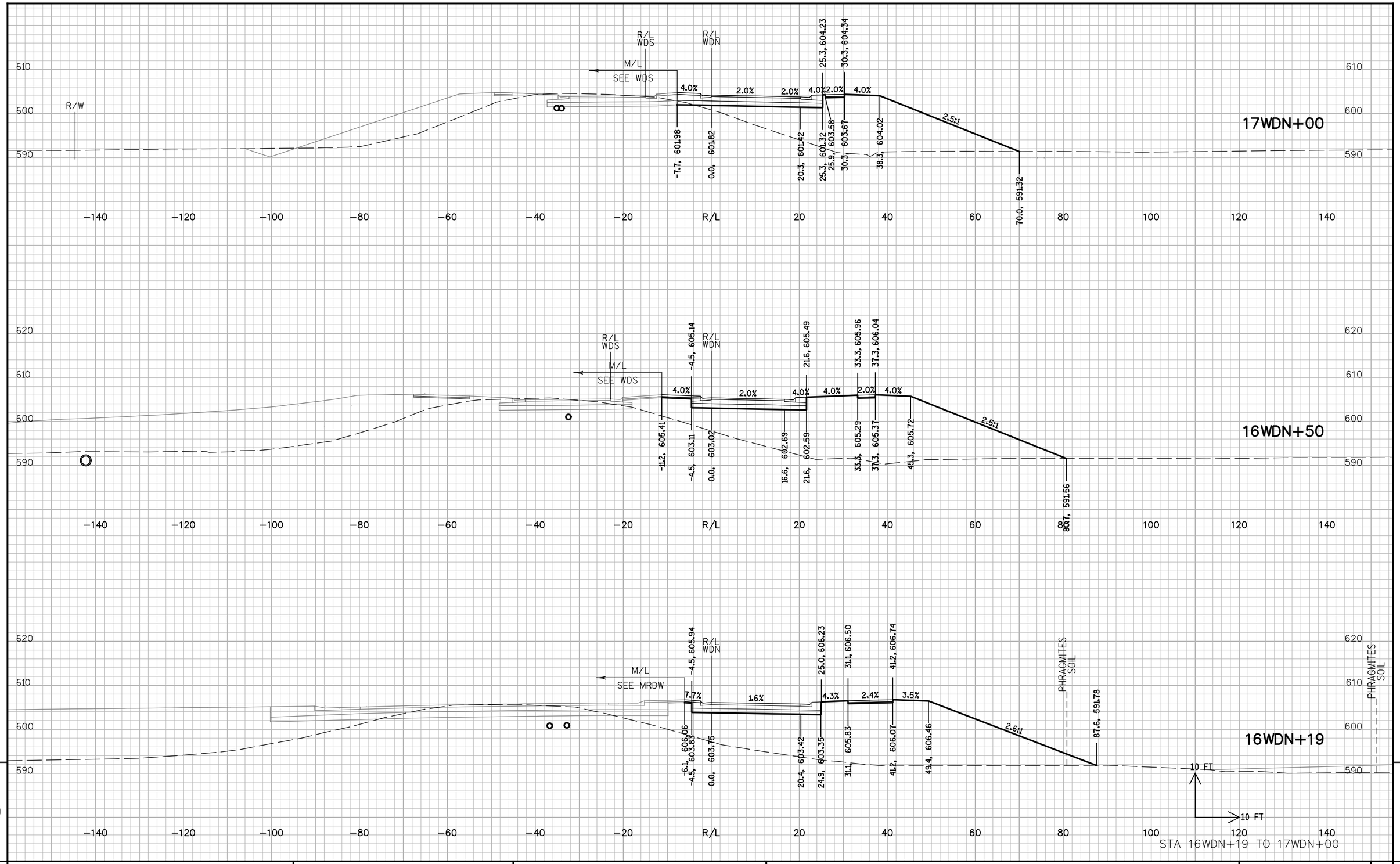
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE NB	SHEET NO: . 1693	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090224_xs_WDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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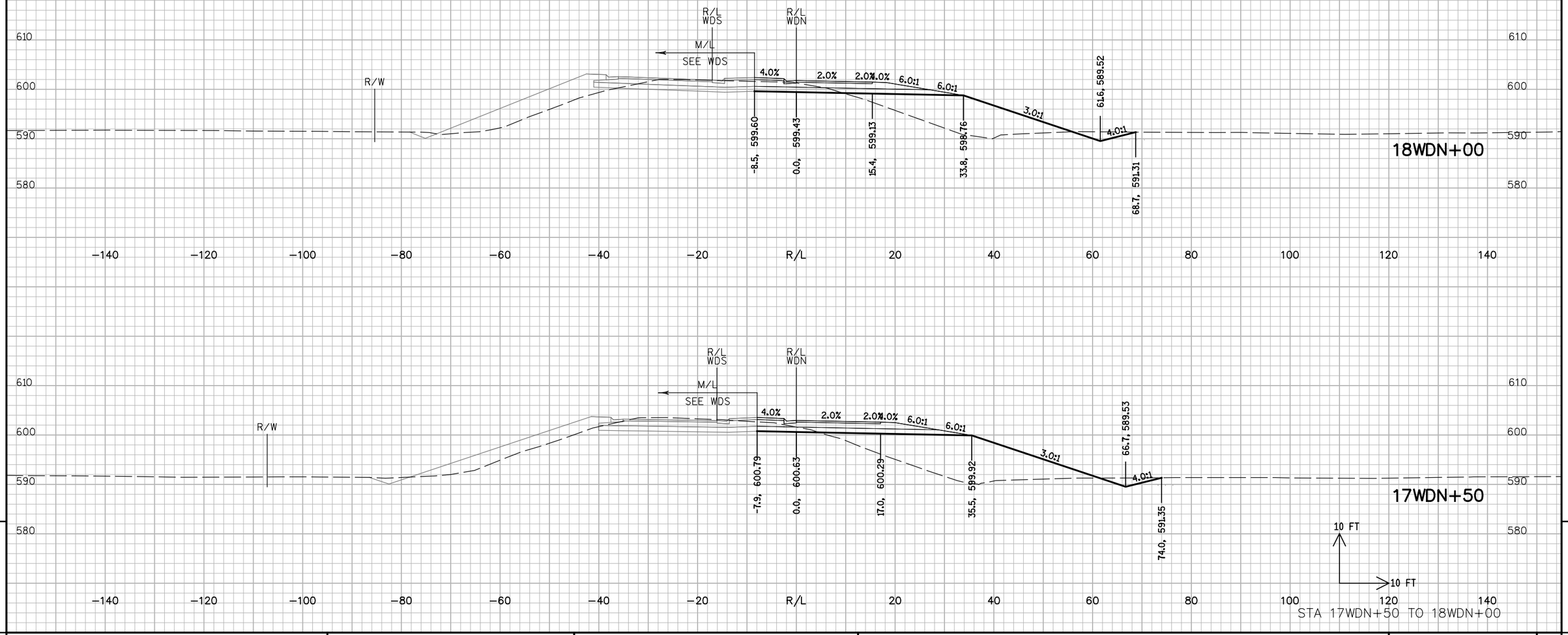
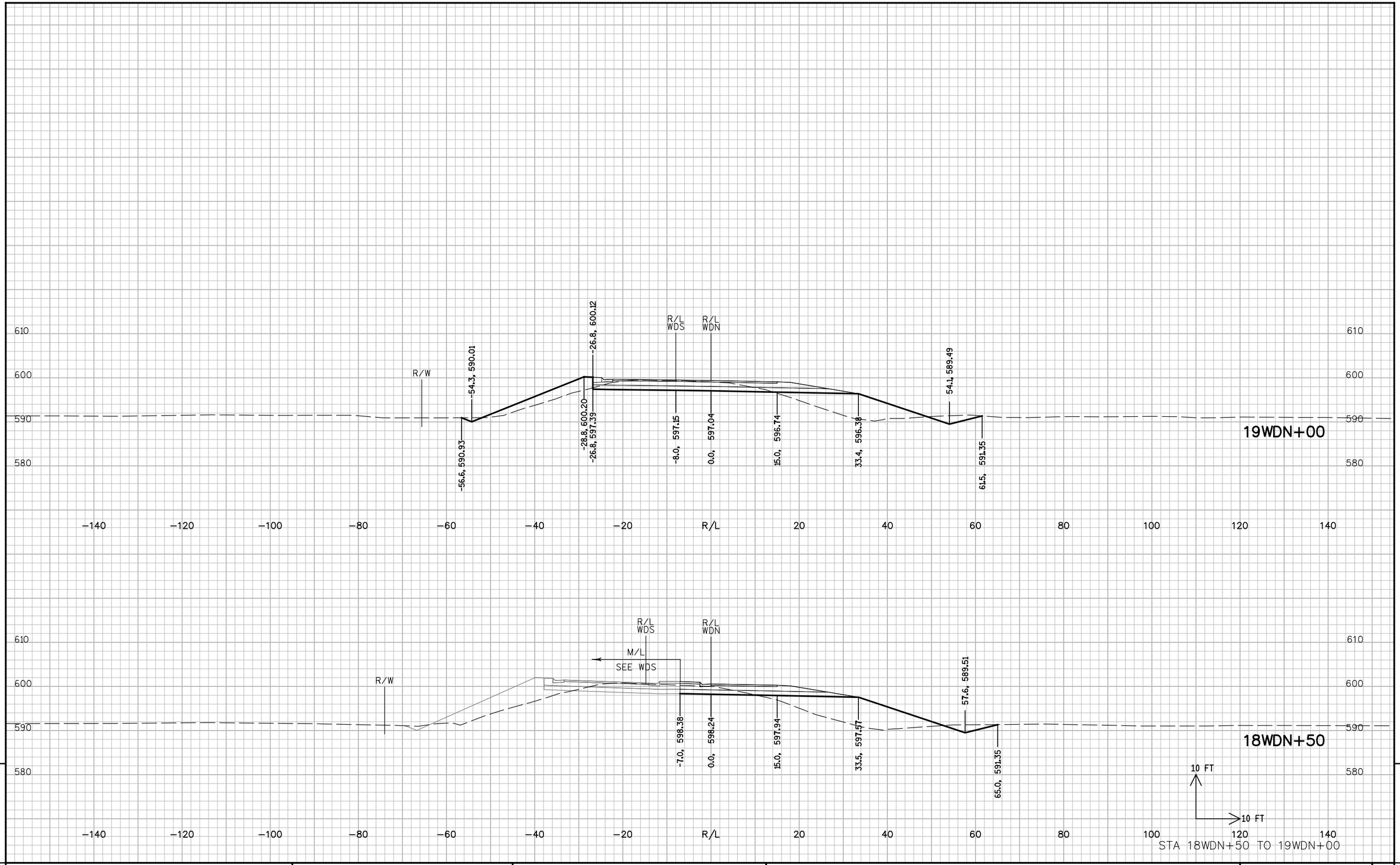
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE NB	SHEET NO: . 1694	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090224_xs_WDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE NB	SHEET NO: . 1695	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090224_xs_WDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 18WDN+50 TO 19WDN+00

9

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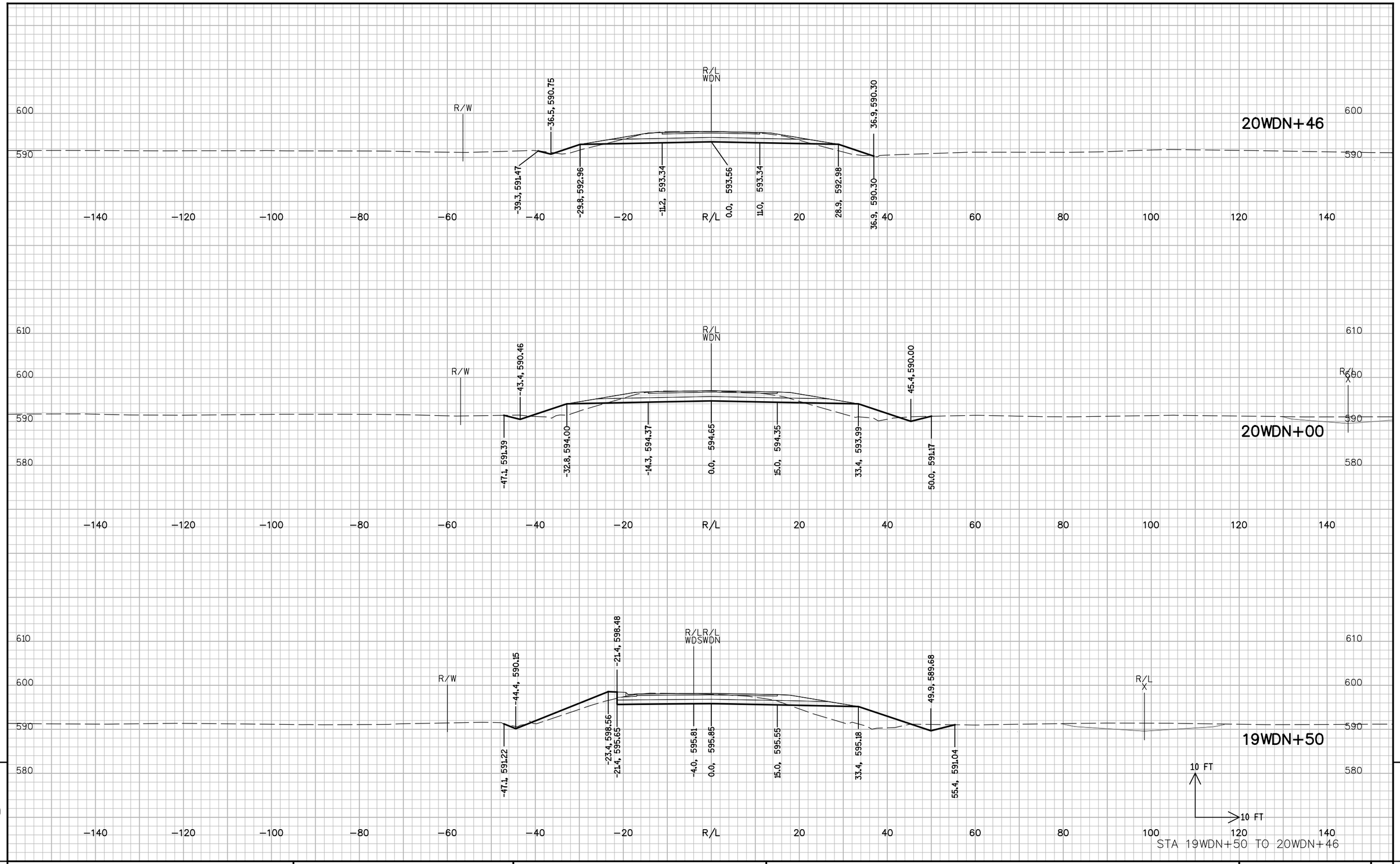
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE NB	SHEET NO: . 1696	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090224_xs_WDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

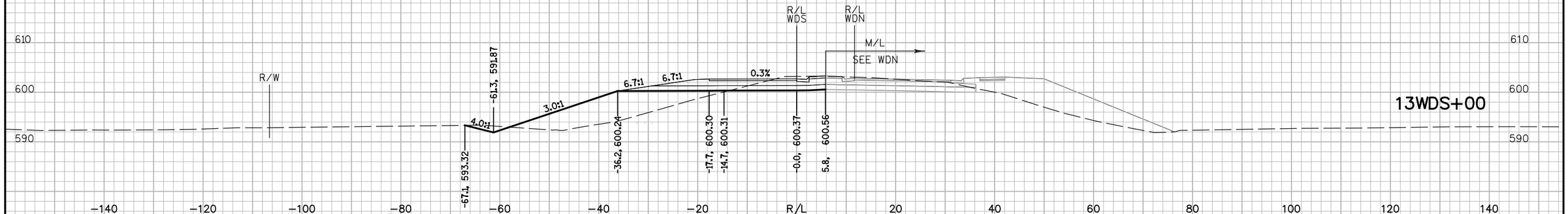


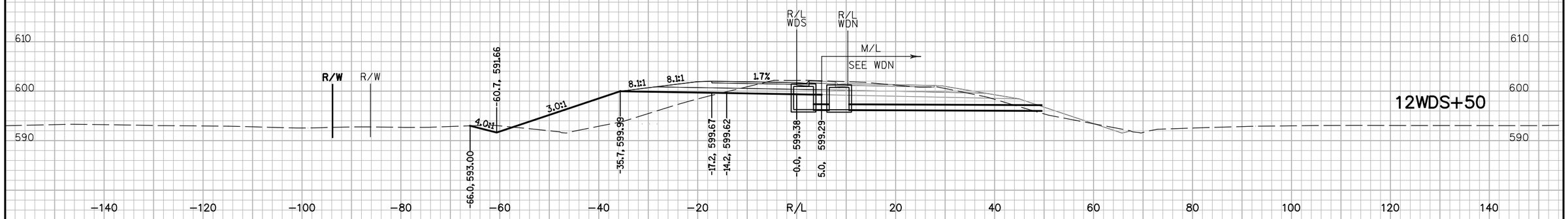
STA 19WDN+50 TO 20WDN+46

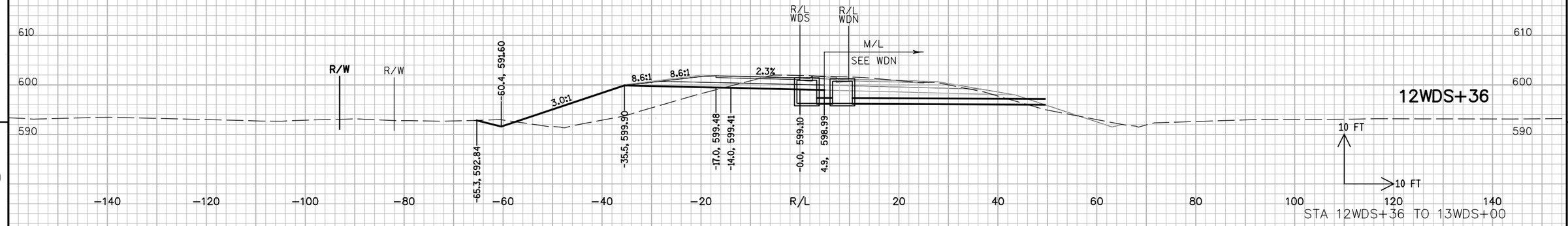
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE NB	SHEET NO: . 1697	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090224_xs_WDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

9 9







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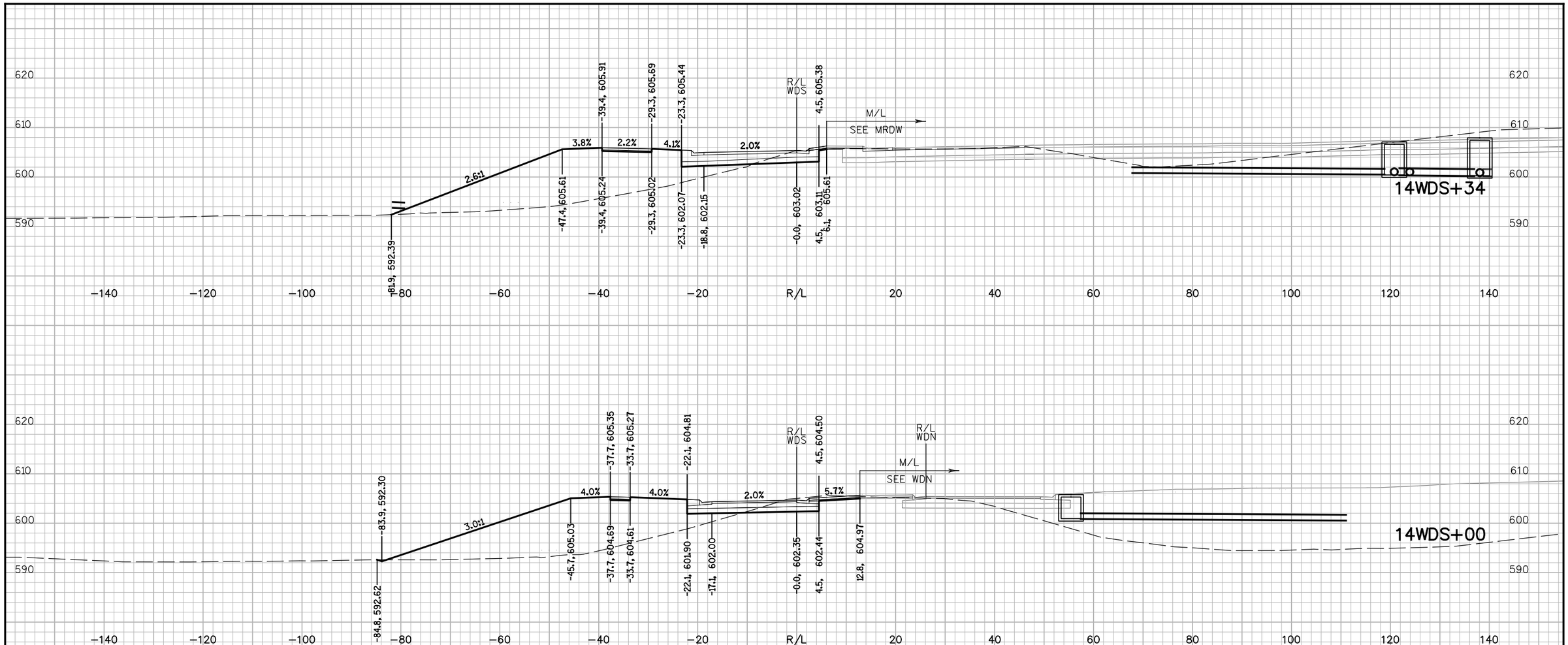
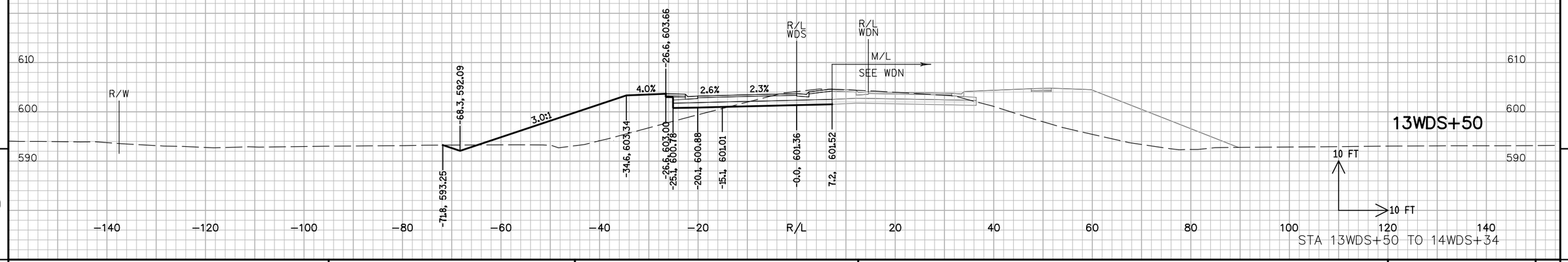
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE SB	SHEET NO: . 1698	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090225_xs_WDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -





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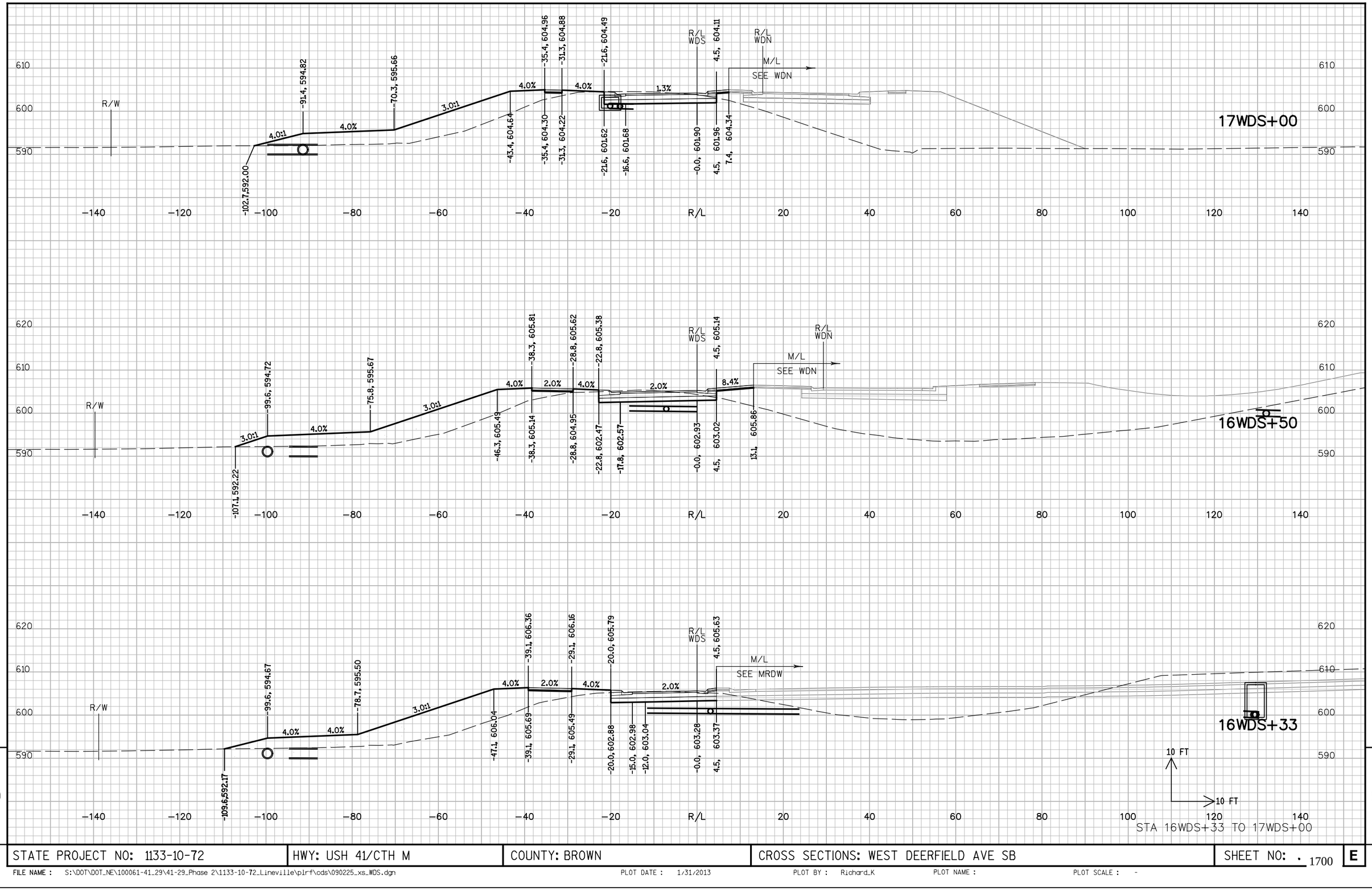
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE SB	SHEET NO: . 1699	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090225_xs_WDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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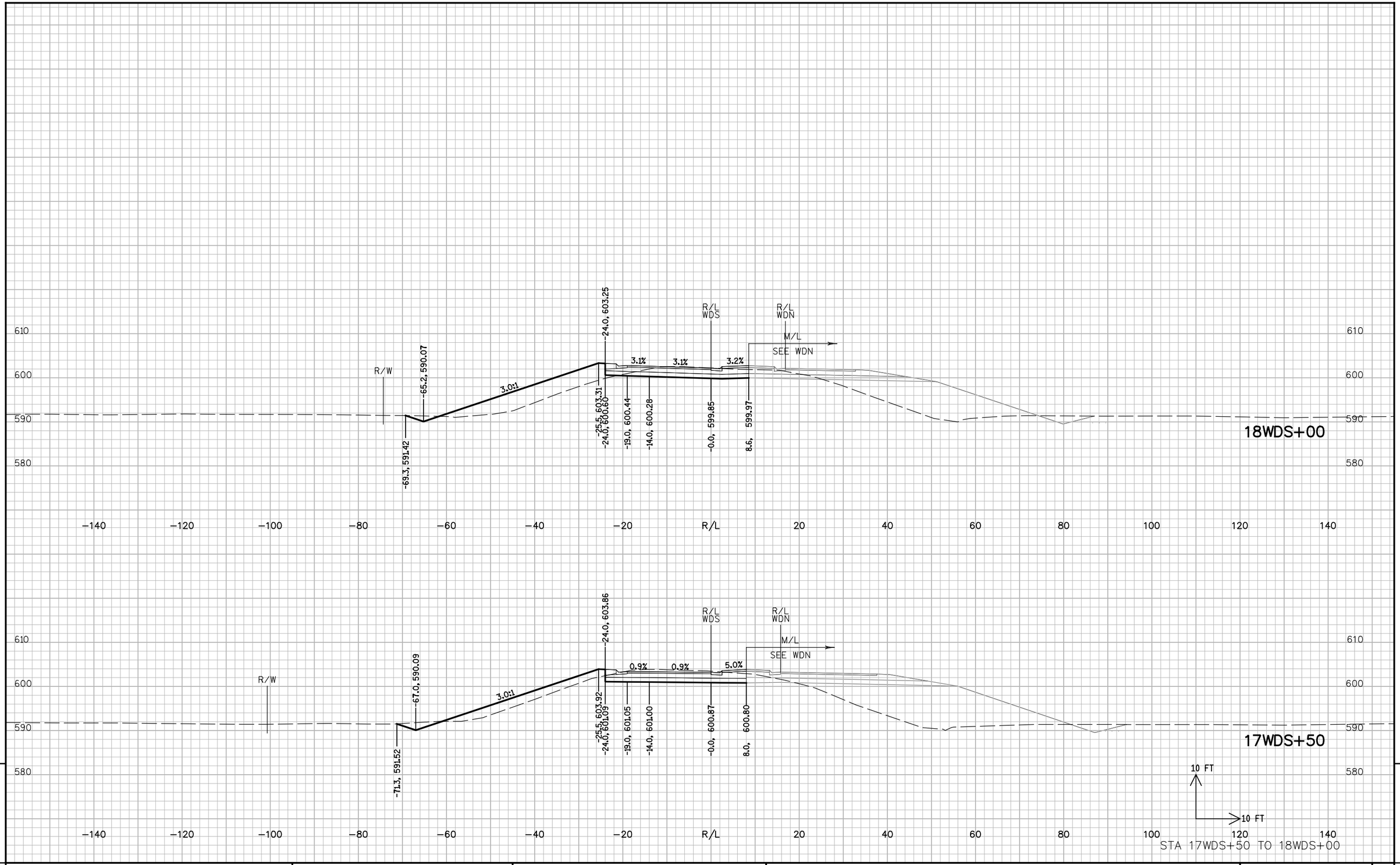
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE SB	SHEET NO: . 1700	E

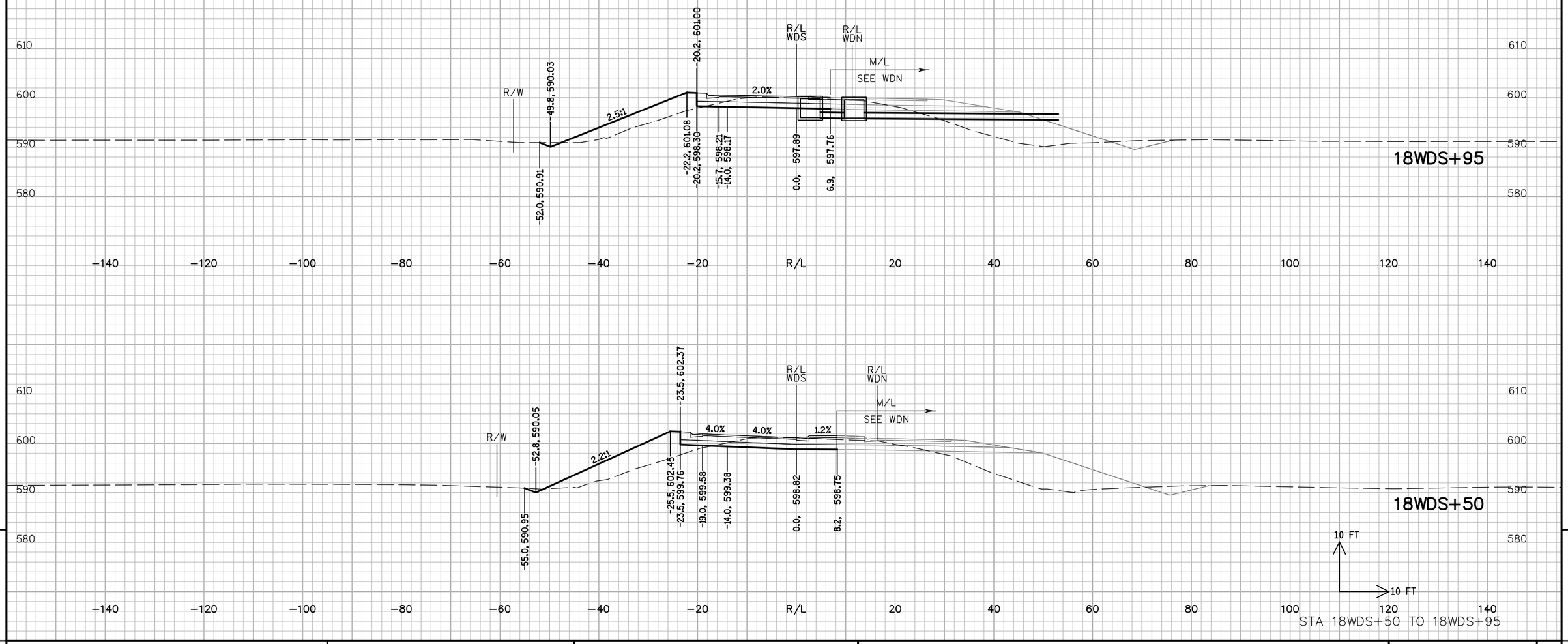
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090225_xs_WDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 17WDS+50 TO 18WDS+00

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE SB	SHEET NO: . 1701	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090225_xs_WDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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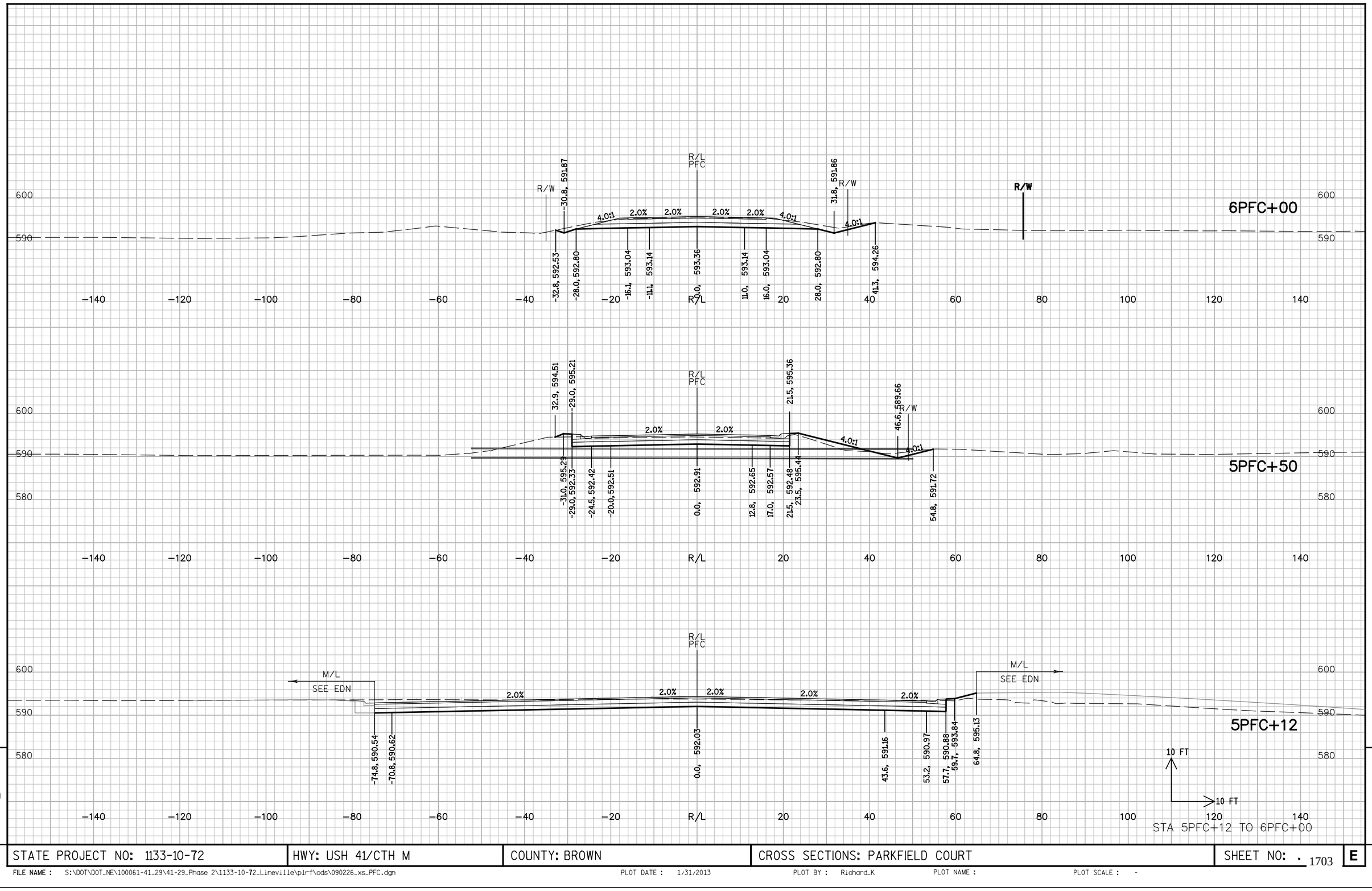
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE SB	SHEET NO: . 1702	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090225_xs_WDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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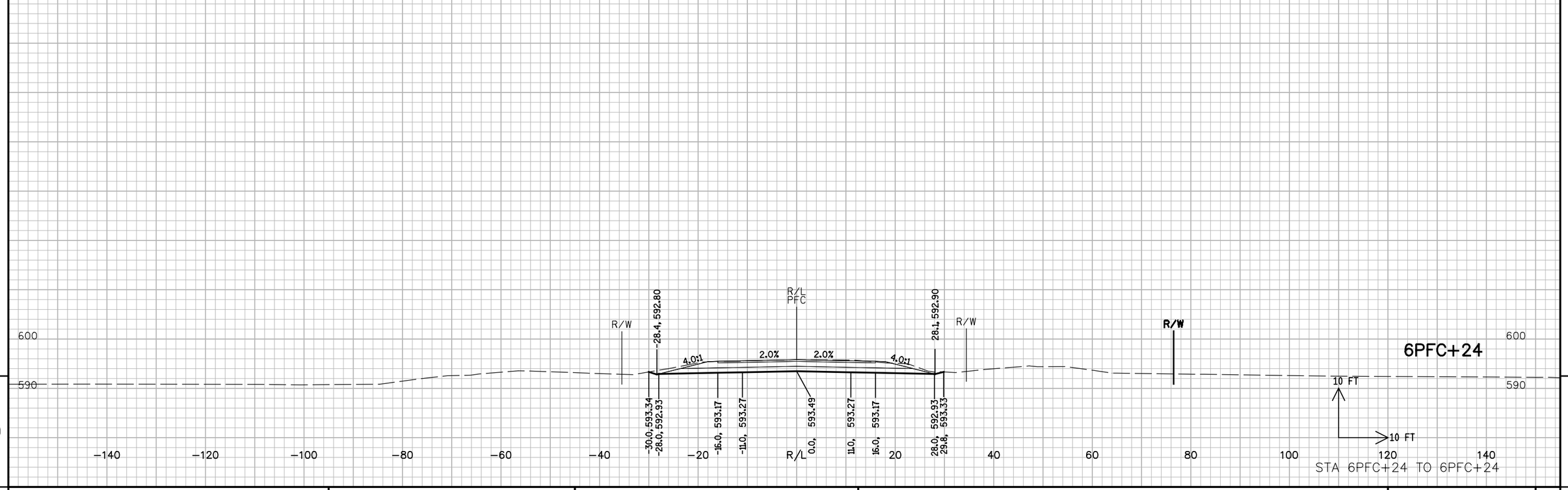
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: PARKFIELD COURT	SHEET NO: . 1703	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090226_xs_PFC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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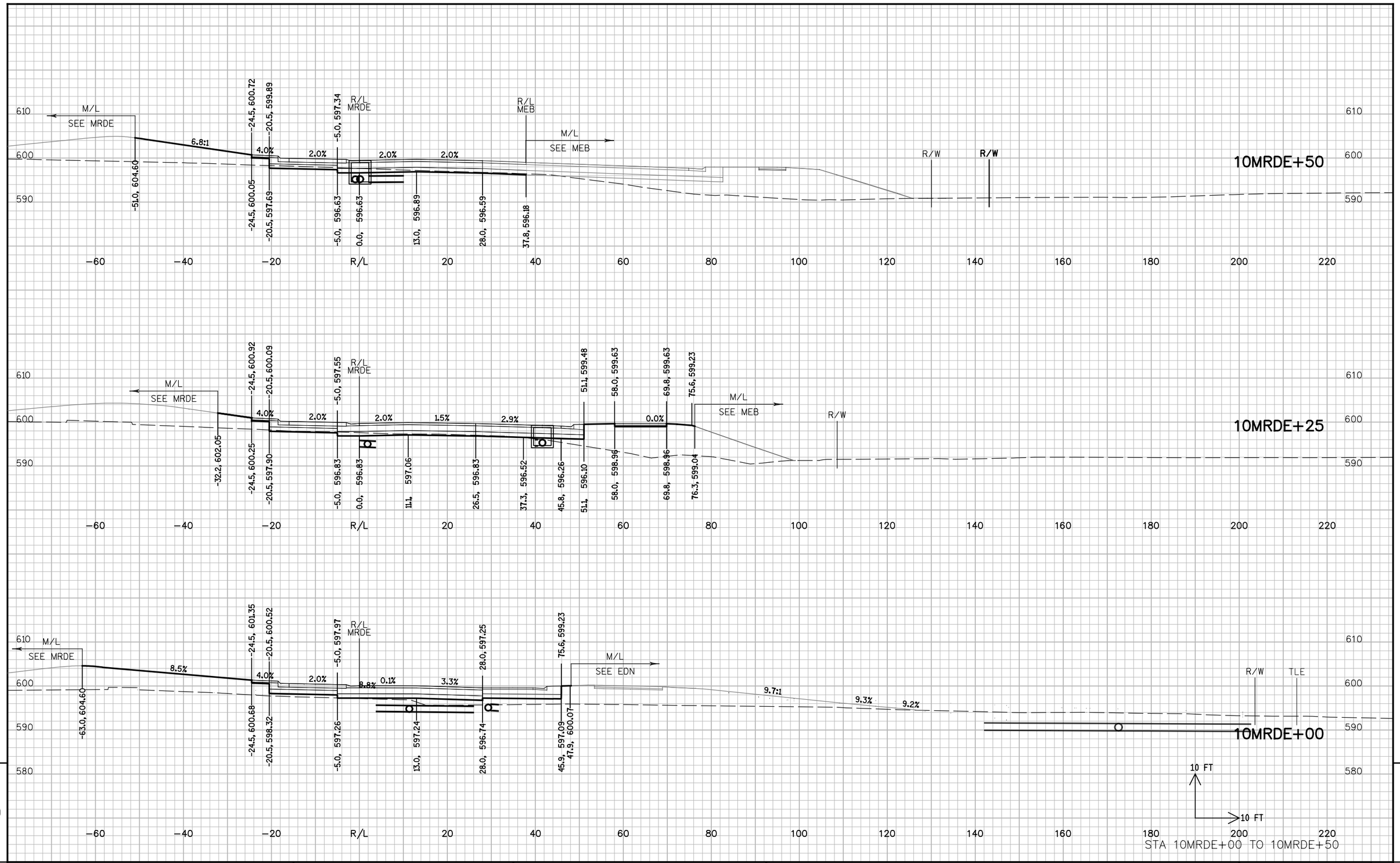
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: PARKFIELD COURT	SHEET NO: . 1704	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090226_xs_PFC.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



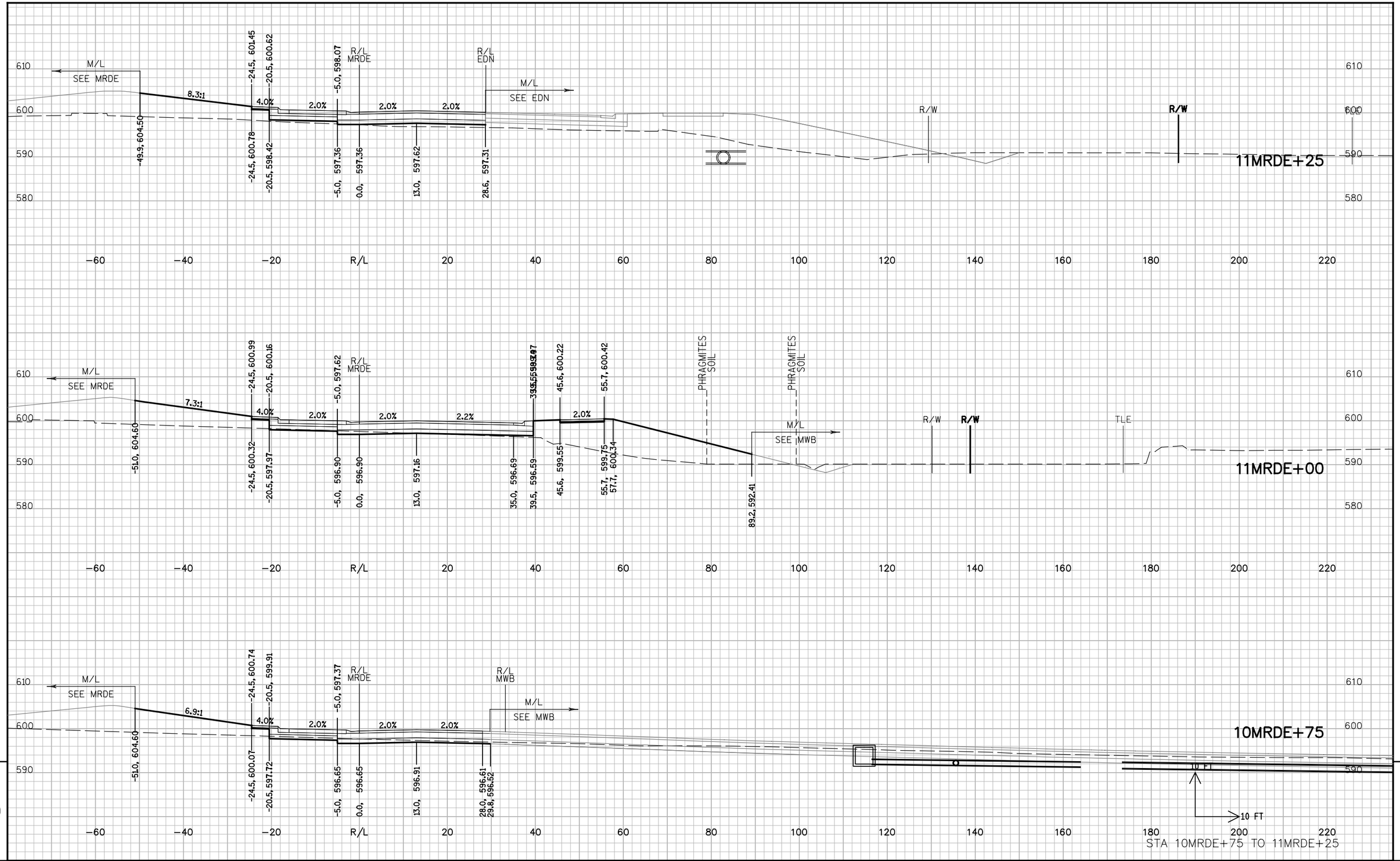
STA 10MRDE+00 TO 10MRDE+50

9

9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE ROUNDABOUT	SHEET NO: . 1705	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090231_xs_MRDE.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



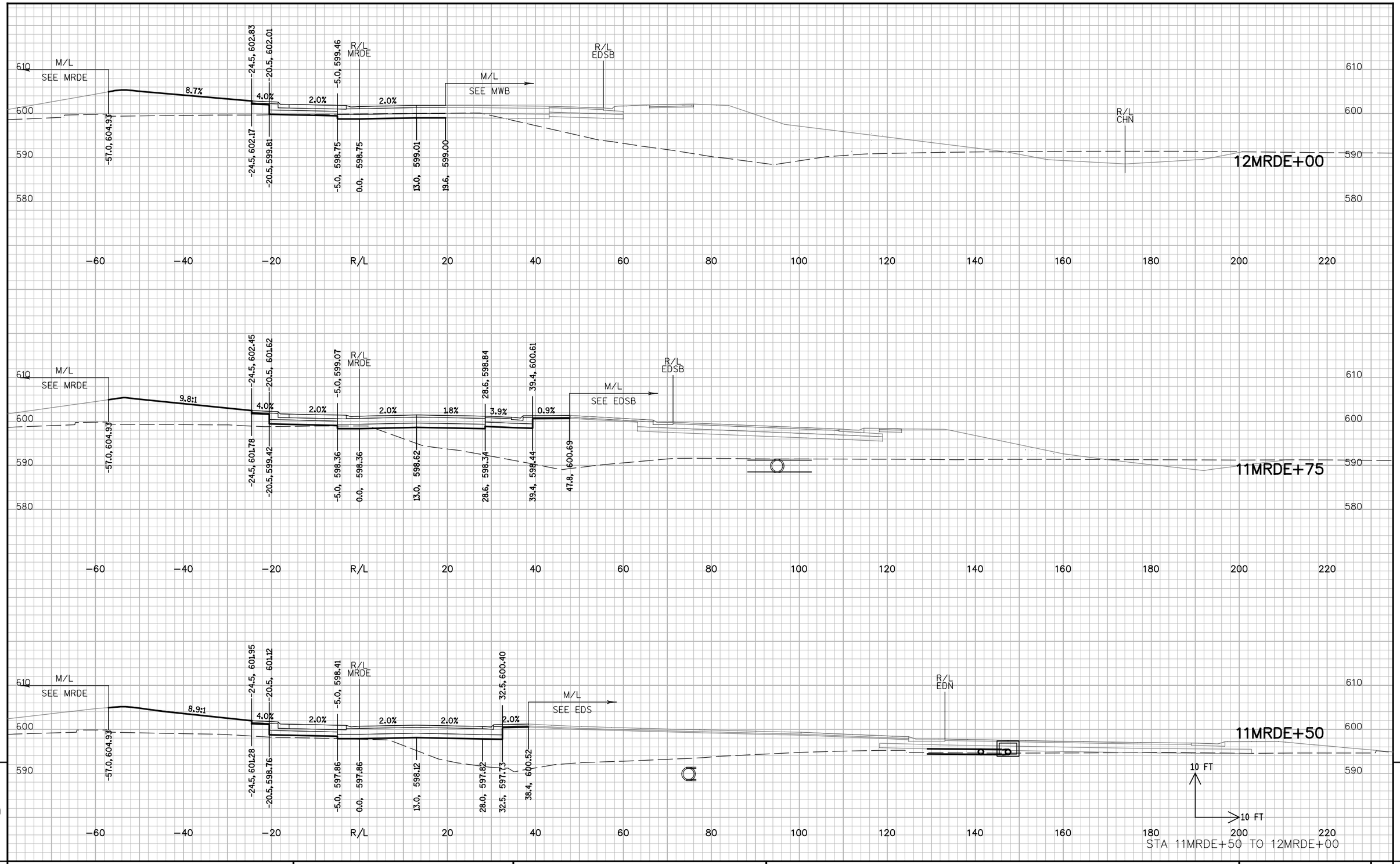
STA 10MRDE+75 TO 11MRDE+25

9

9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE ROUNDABOUT	SHEET NO: . 1706	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090231_xs_MRDE.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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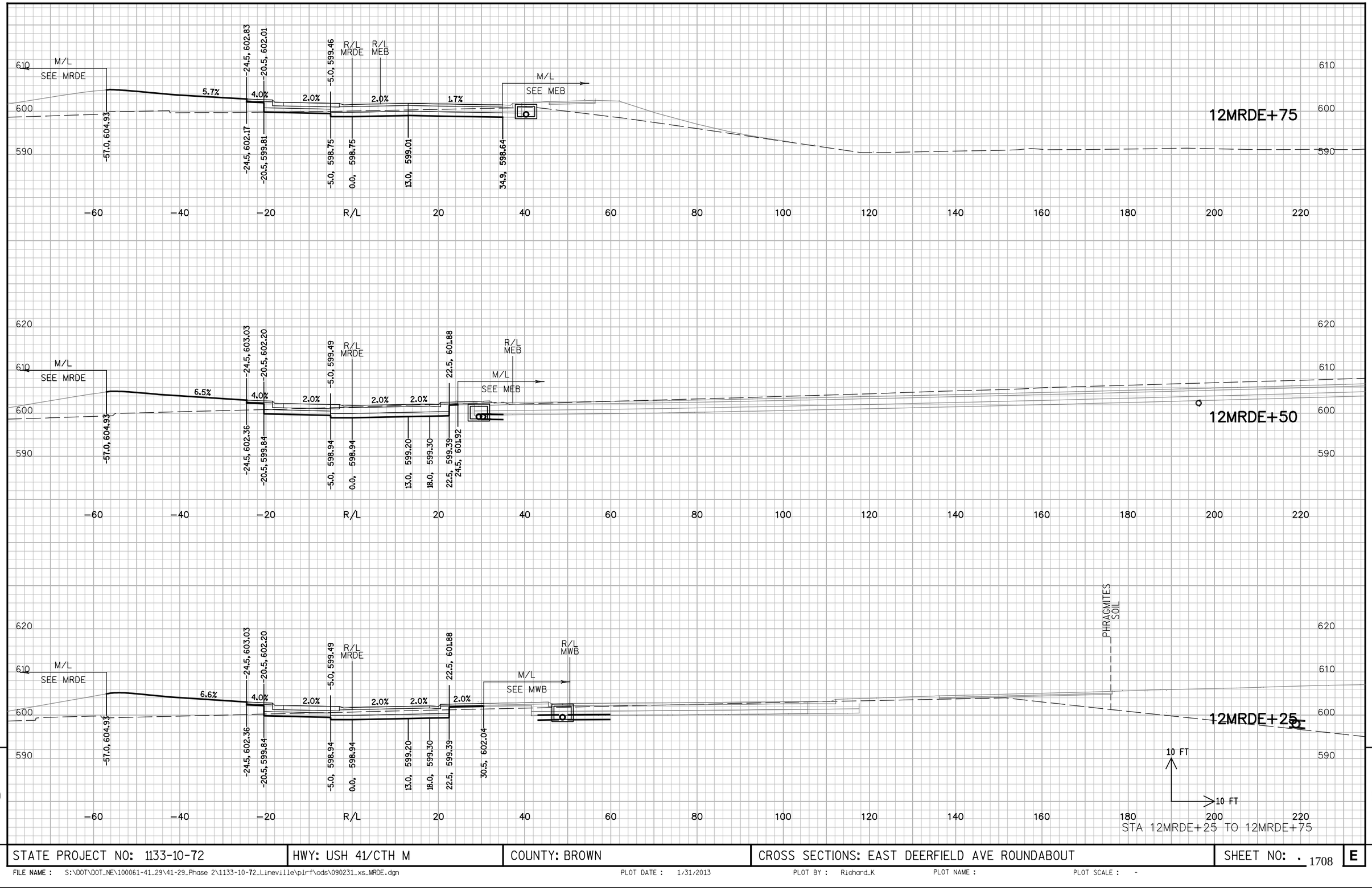
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE ROUNDABOUT	SHEET NO: . 1707	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090231_xs_MRDE.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 12MRDE+25 TO 12MRDE+75

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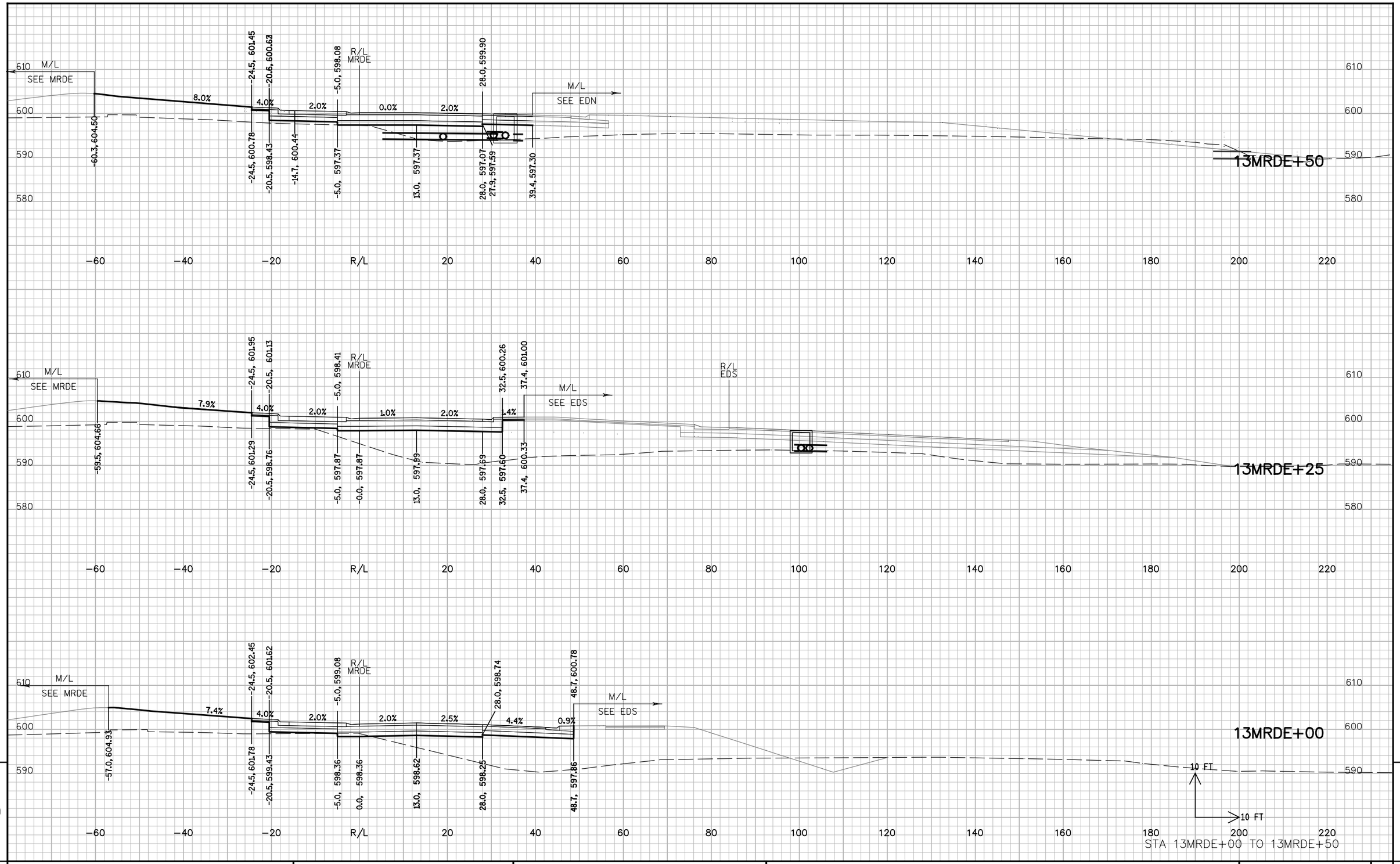
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE ROUNDABOUT	SHEET NO: . 1708	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090231_xs_MRDE.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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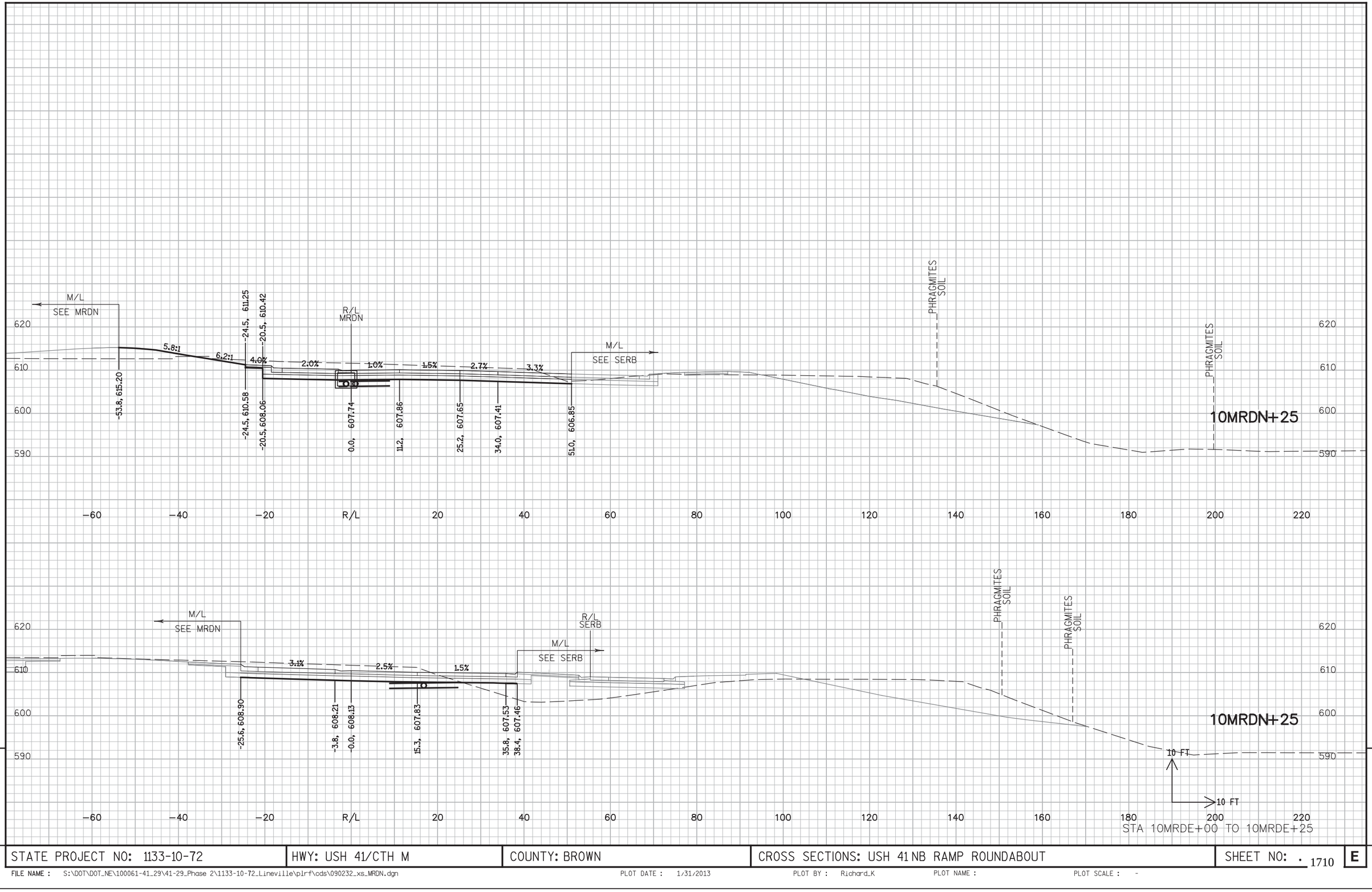
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: EAST DEERFIELD AVE ROUNDABOUT	SHEET NO: . 1709	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090231_xs_MRDE.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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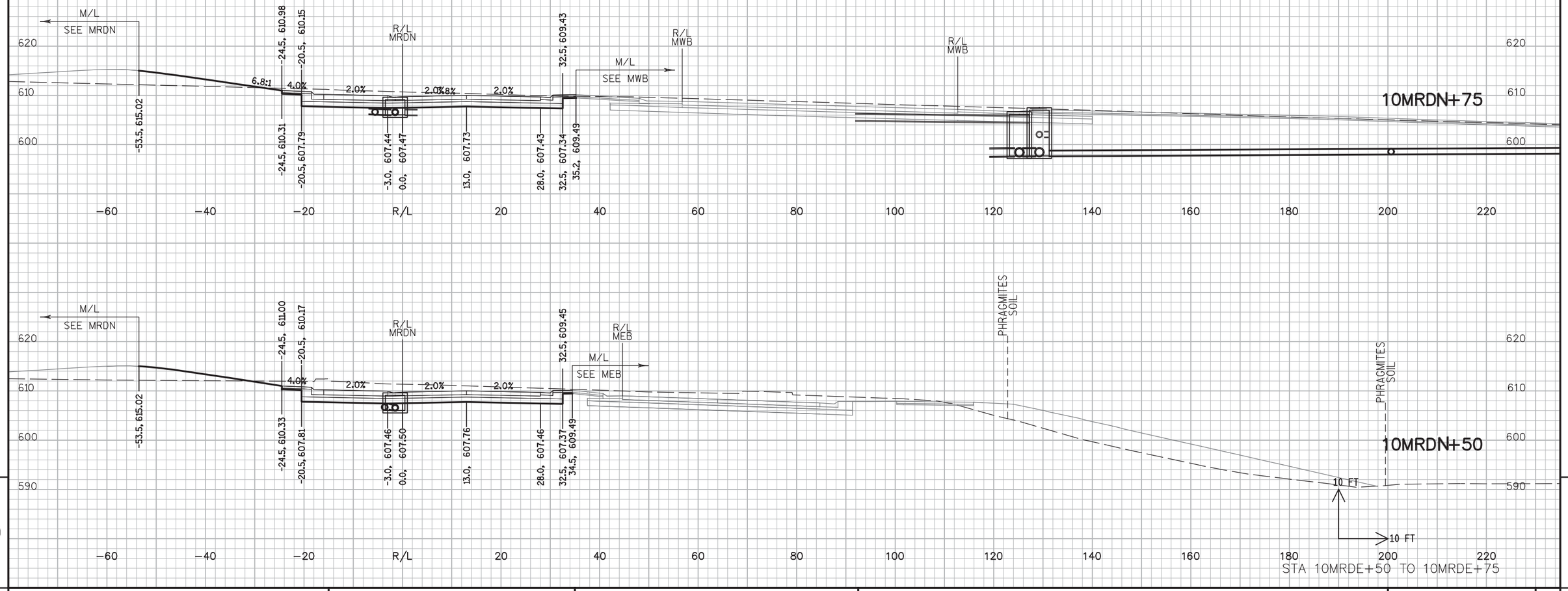
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 NB RAMP ROUNDABOUT	SHEET NO: . 1710	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090232_xs_MRDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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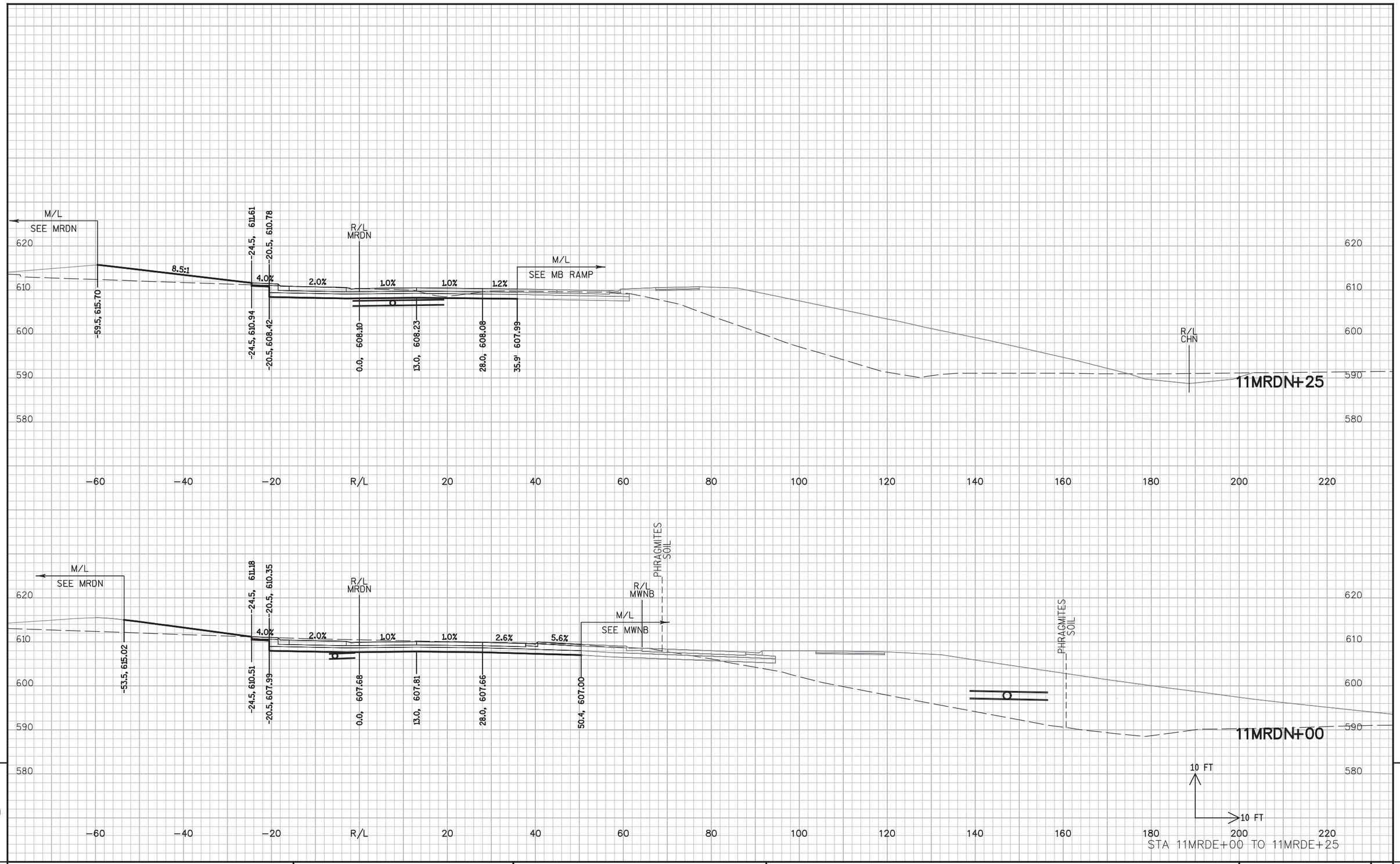
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 NB RAMP ROUNDABOUT	SHEET NO: . 1711	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090232_xs_MRDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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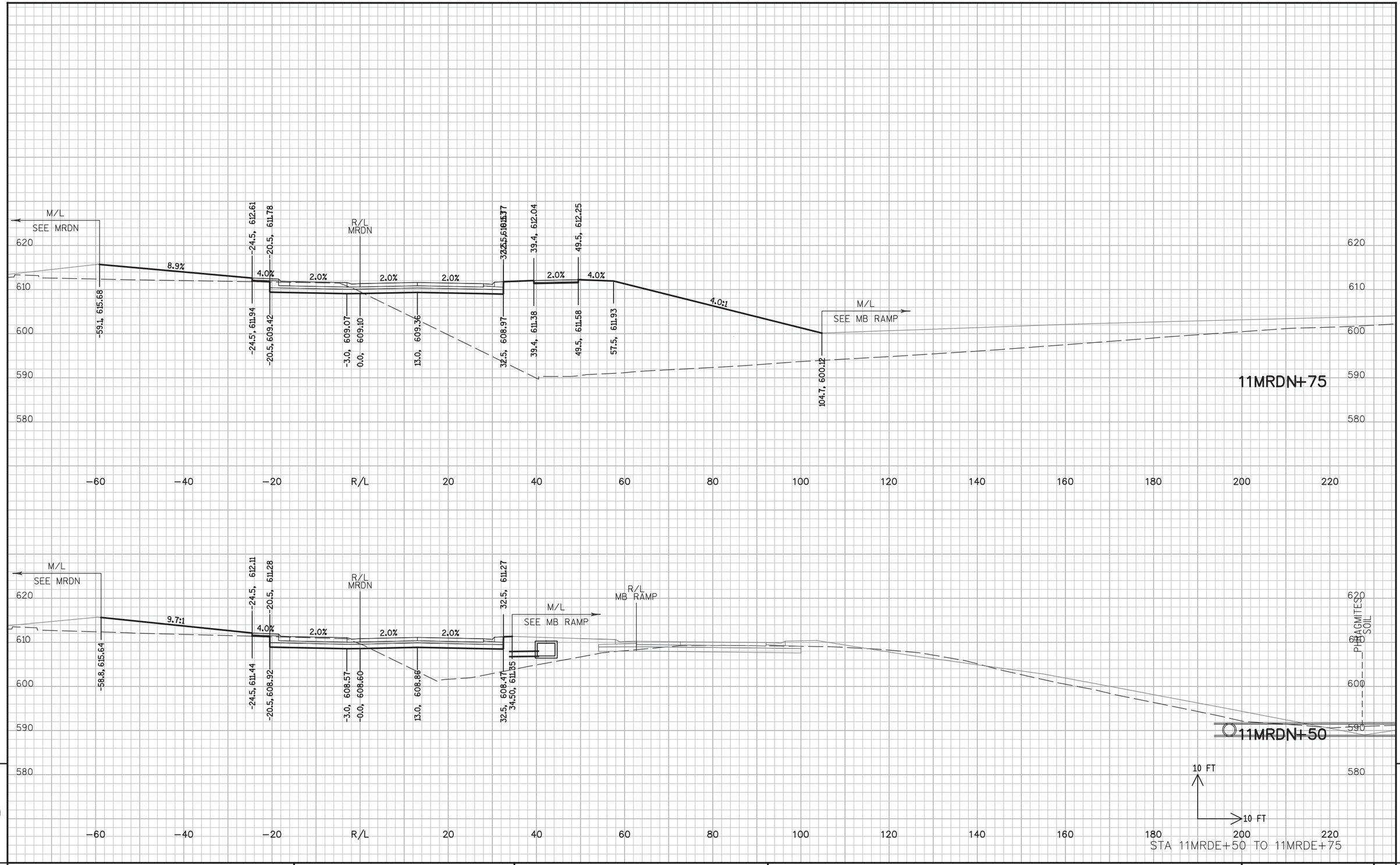
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 NB RAMP ROUNDABOUT	SHEET NO: . 1712	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090232_xs_MRDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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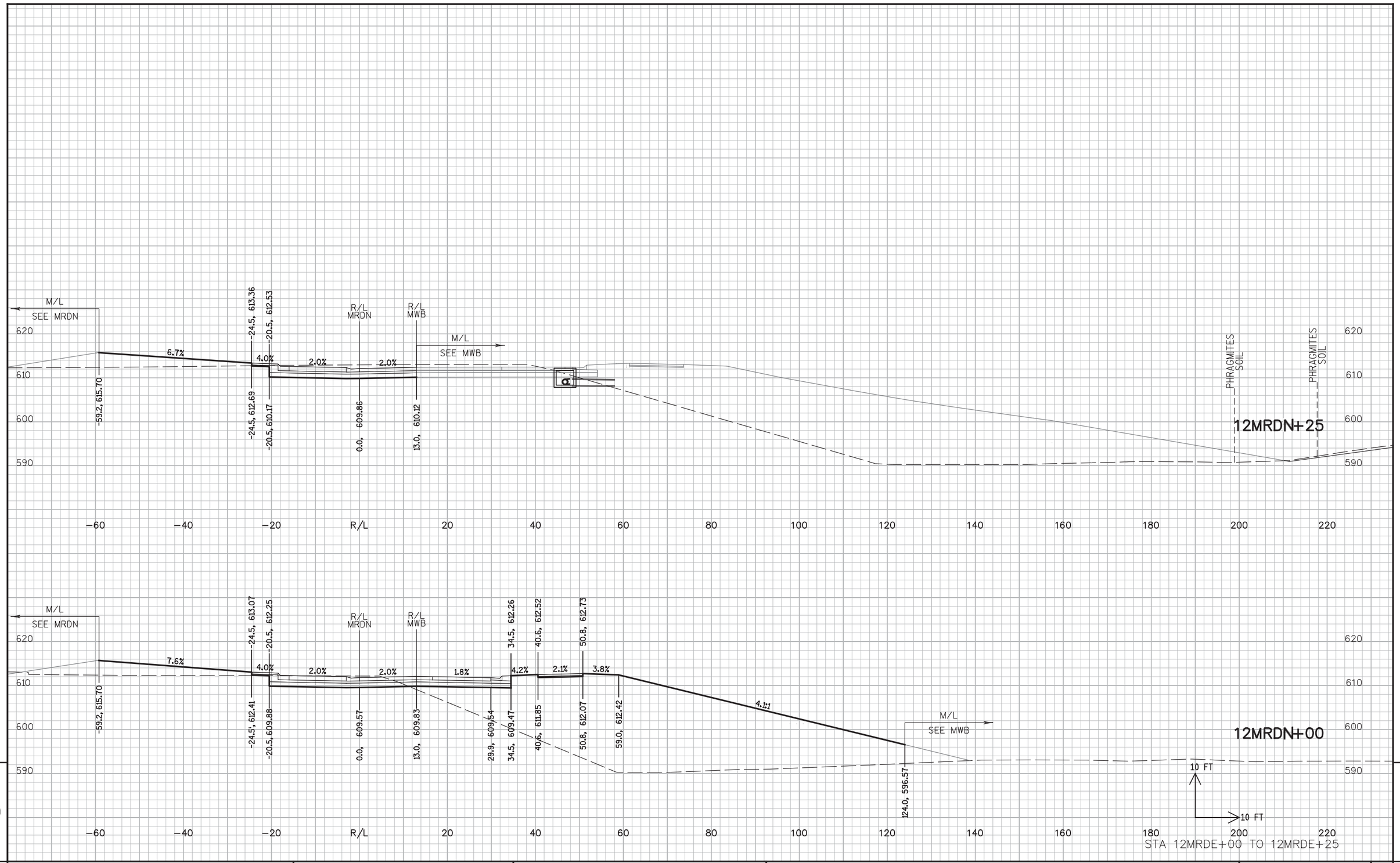
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 NB RAMP ROUNDABOUT	SHEET NO: . 1713	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090232_xs_MRDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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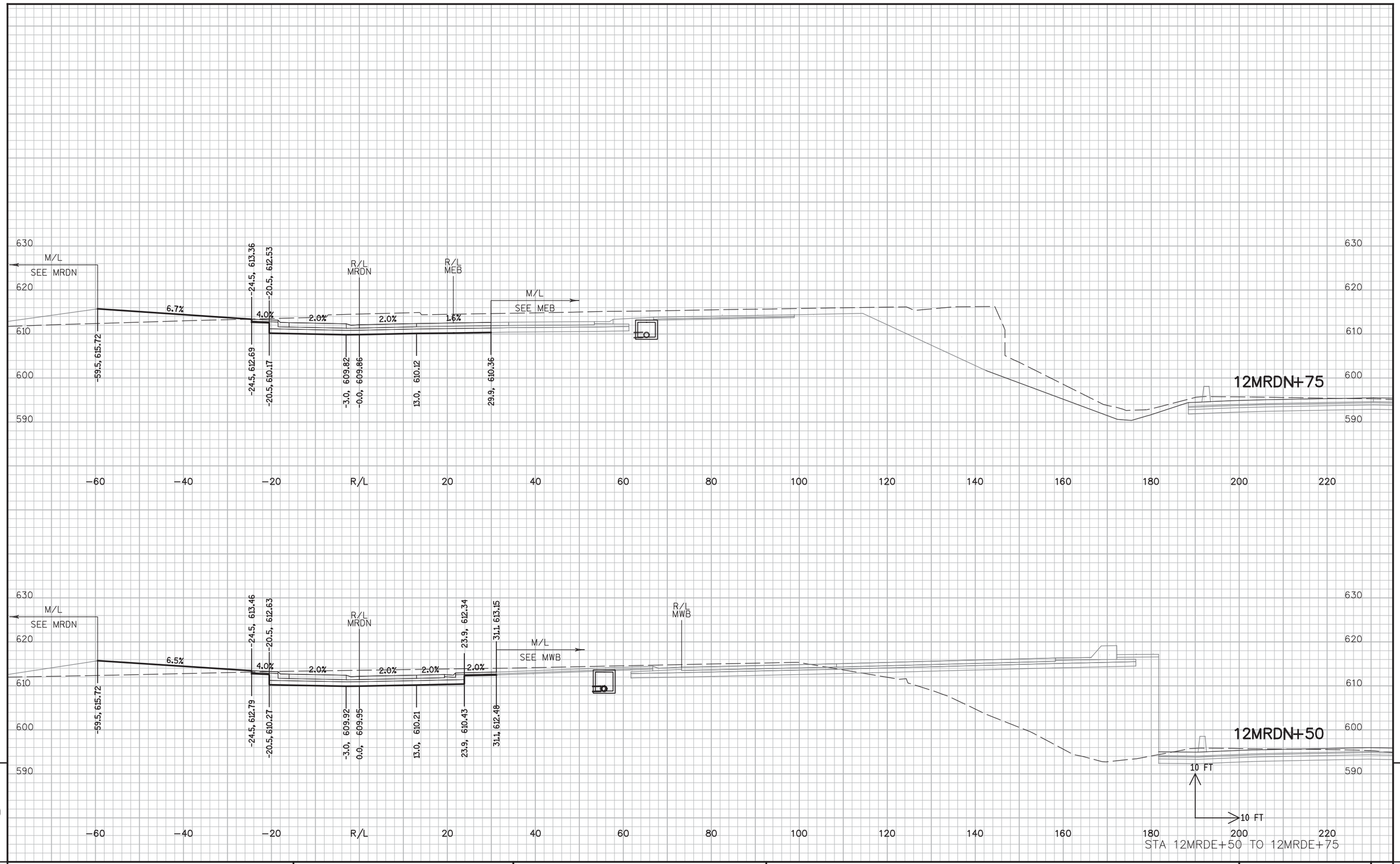
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 NB RAMP ROUNDABOUT	SHEET NO: . 1714	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090232_xs_MRDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 12MRDE+50 TO 12MRDE+75

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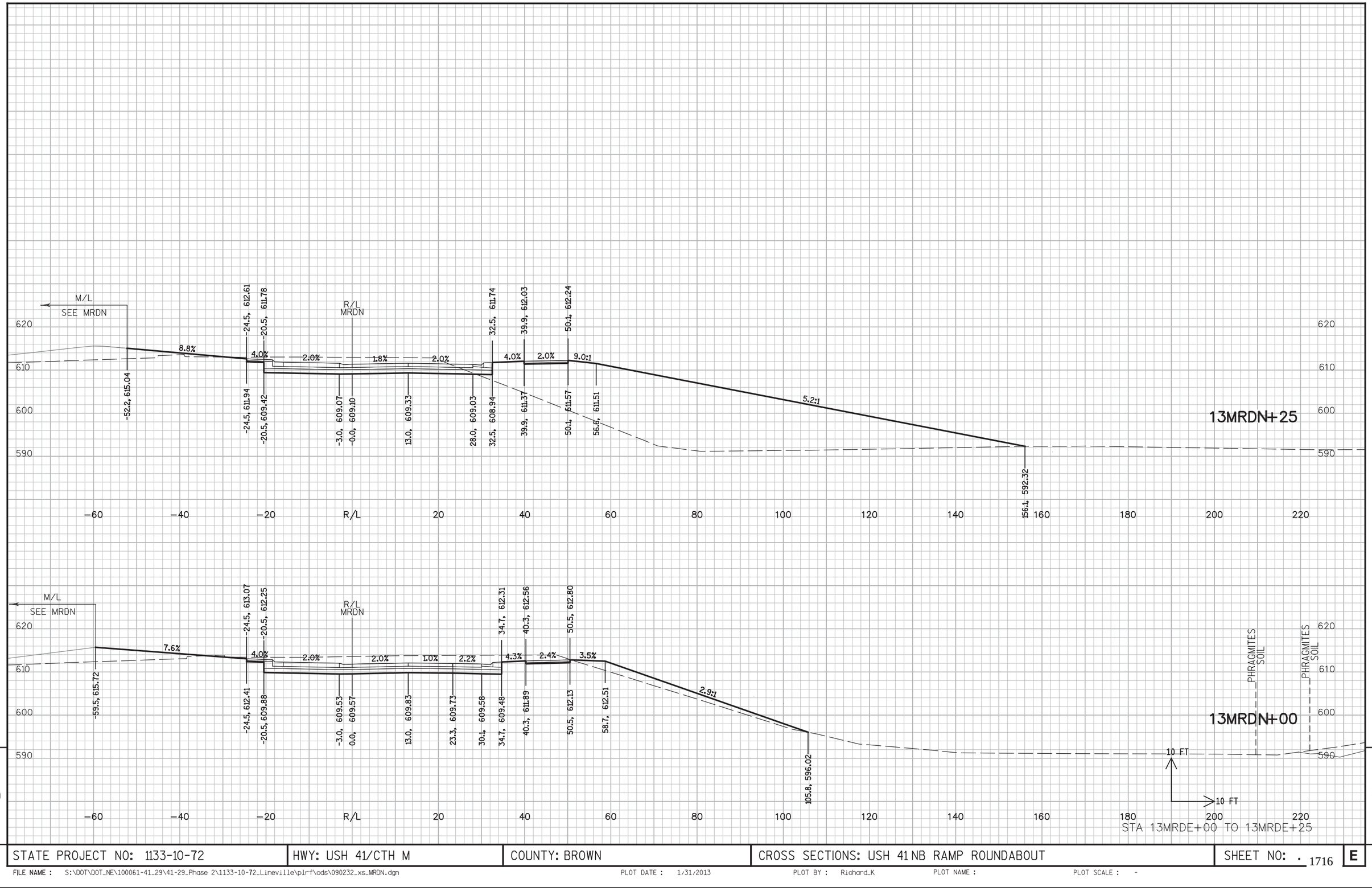
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 NB RAMP ROUNDABOUT	SHEET NO: . 1715	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090232_xs_MRDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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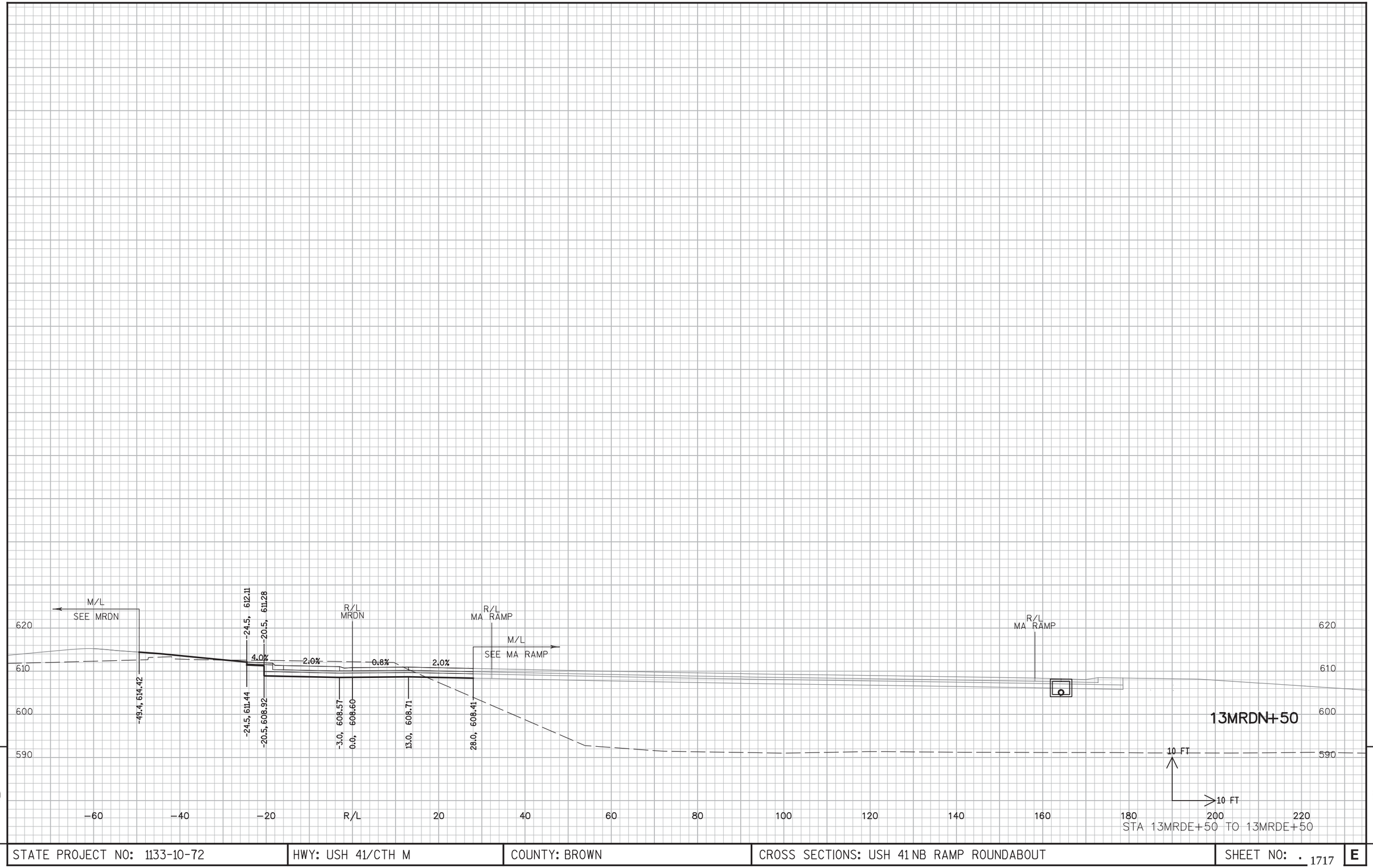
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 NB RAMP ROUNDABOUT	SHEET NO: . 1716	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090232_xs_MRDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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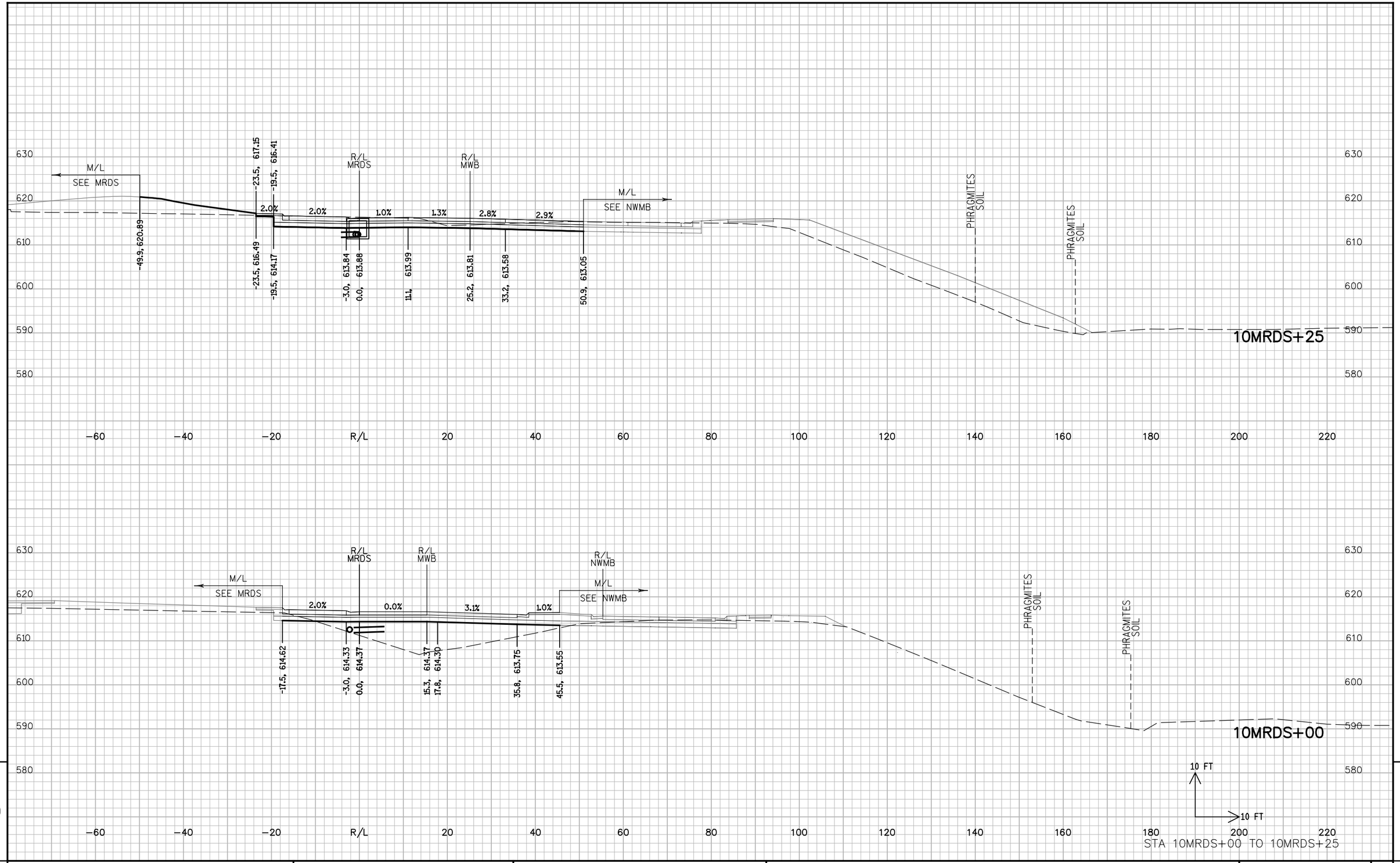
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 NB RAMP ROUNDABOUT	SHEET NO: . 1717	E

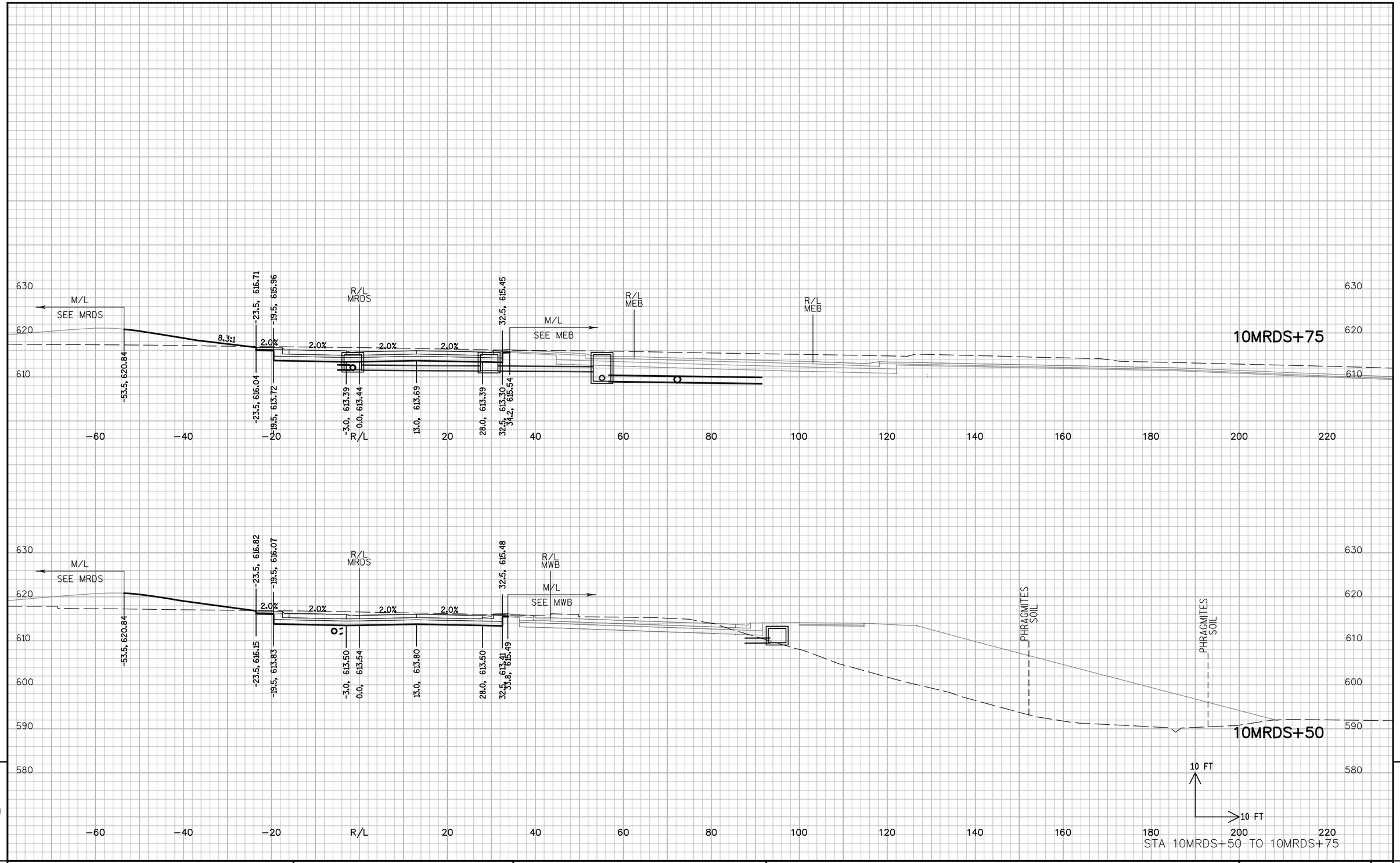
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090232_xs_MRDN.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 10MRDS+00 TO 10MRDS+25

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 SB RAMP ROUNDABOUT	SHEET NO: . 1718	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090233_xs_MRDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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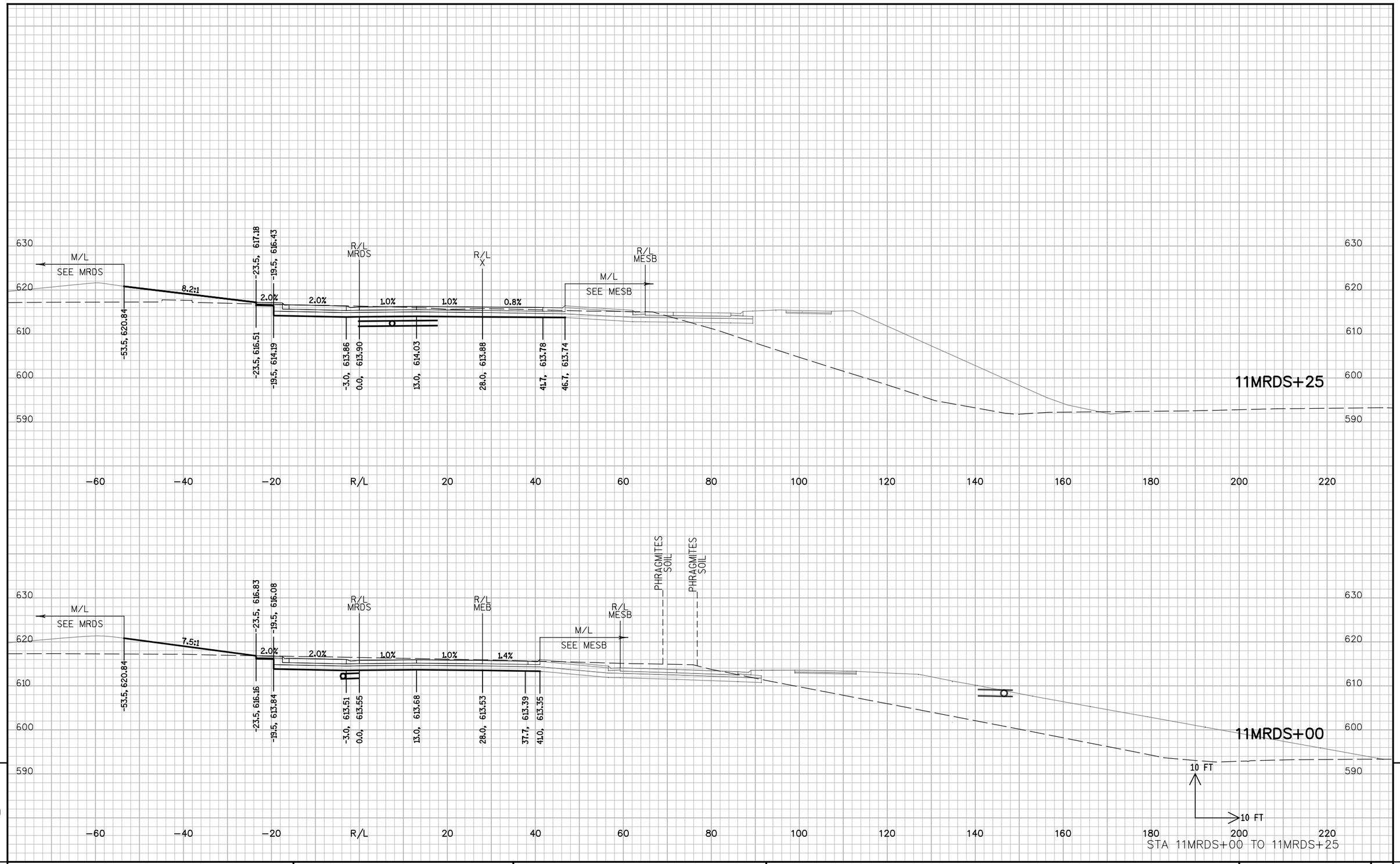
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 SB RAMP ROUNDABOUT	SHEET NO: . 1719	E

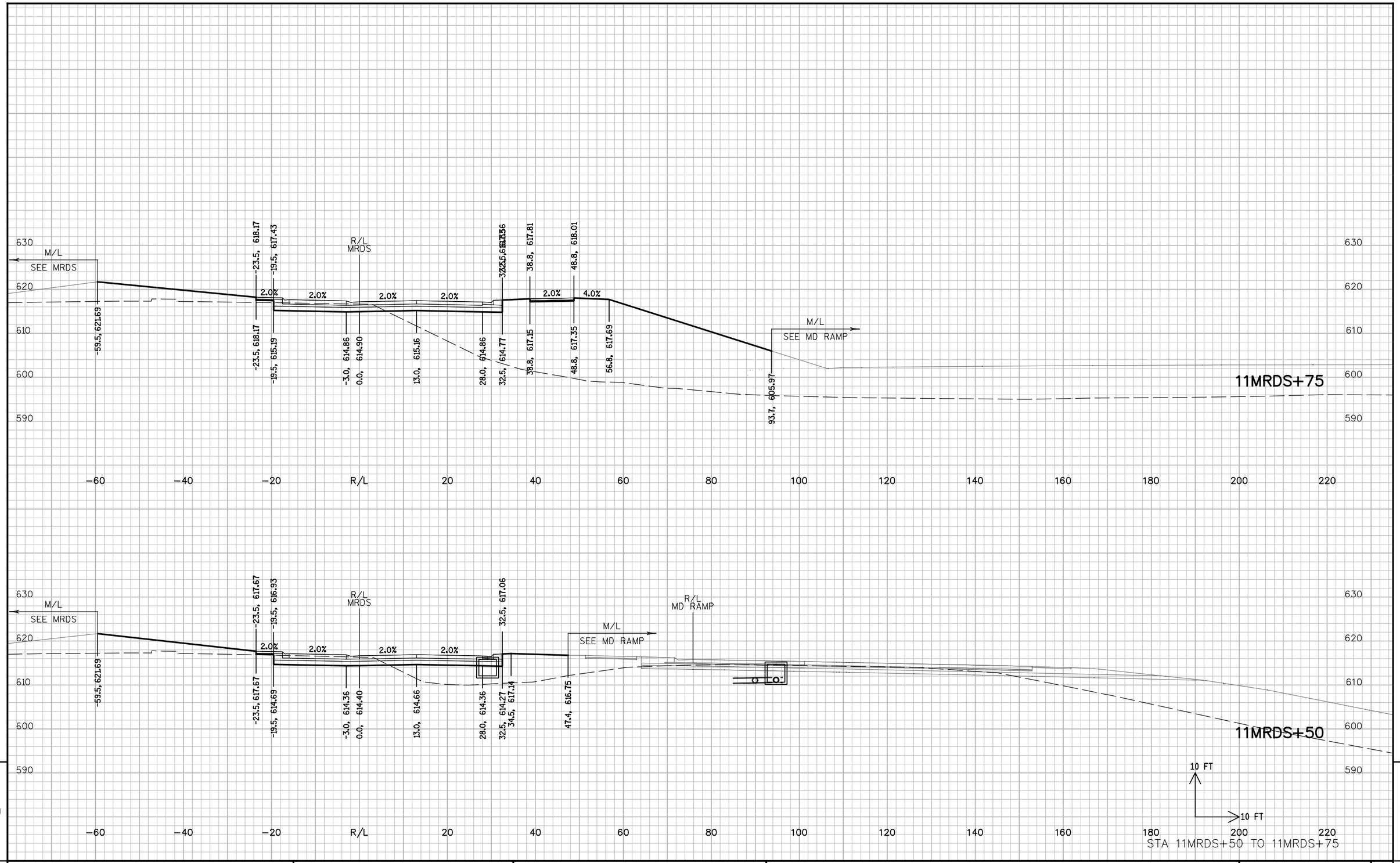
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090233_xs_MRDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 11MRDS+00 TO 11MRDS+25

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 SB RAMP ROUNDABOUT	SHEET NO: . 1720	E

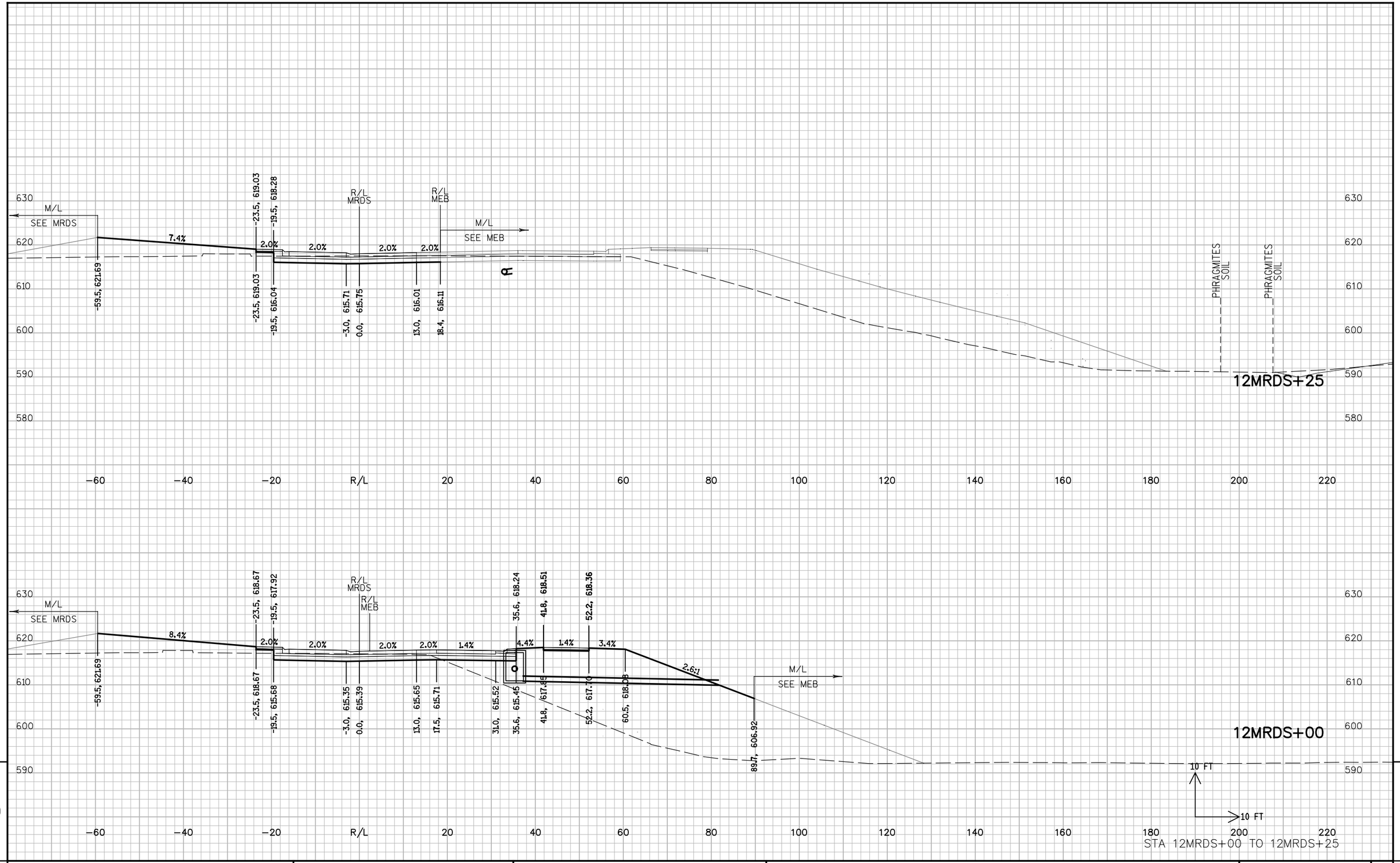
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090233_xs_MRDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 SB RAMP ROUNDABOUT	SHEET NO: . 1721	E

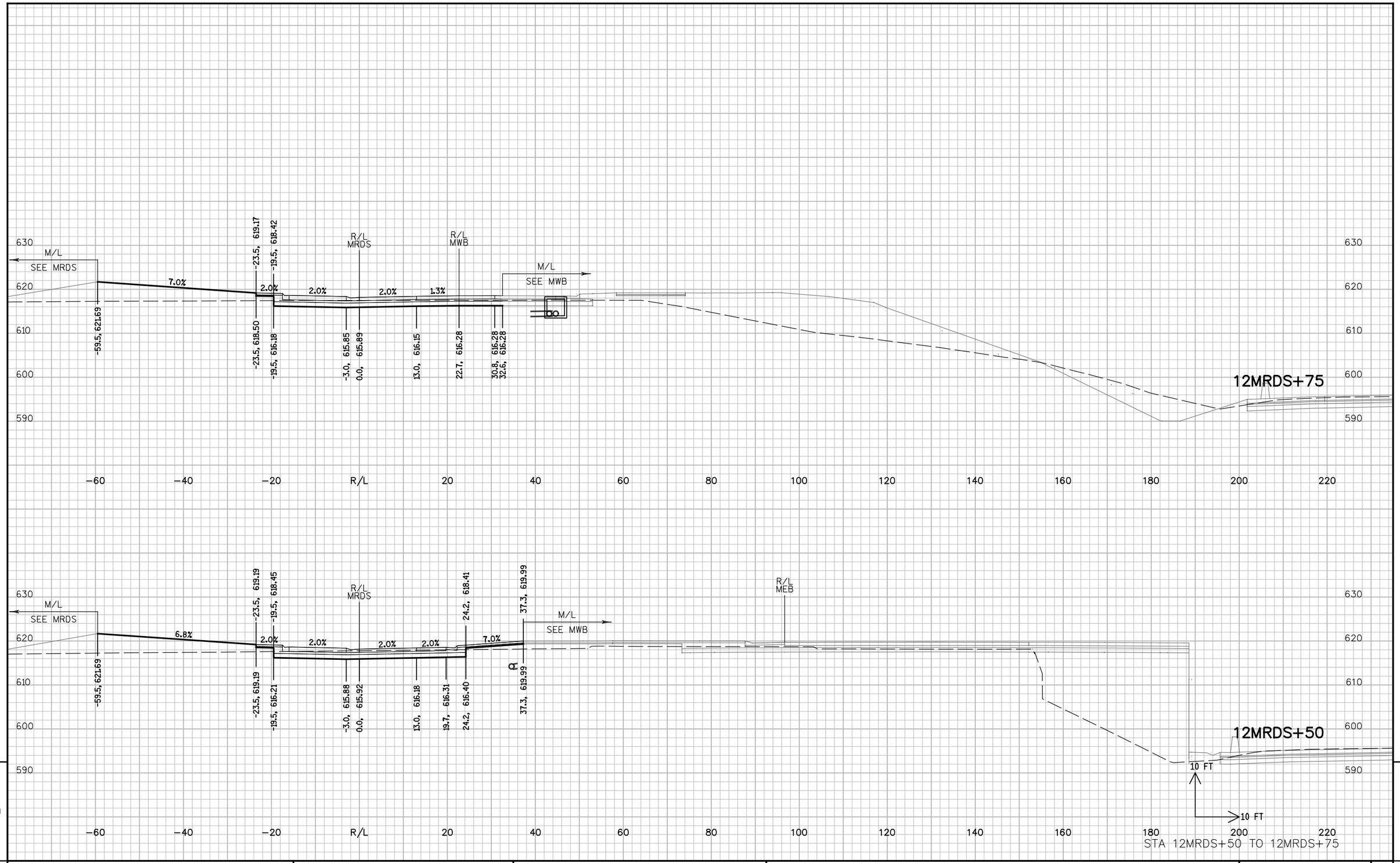
FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090233_xs_MRDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



9 9

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 SB RAMP ROUNDABOUT	SHEET NO: . 1722	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090233_xs_MRDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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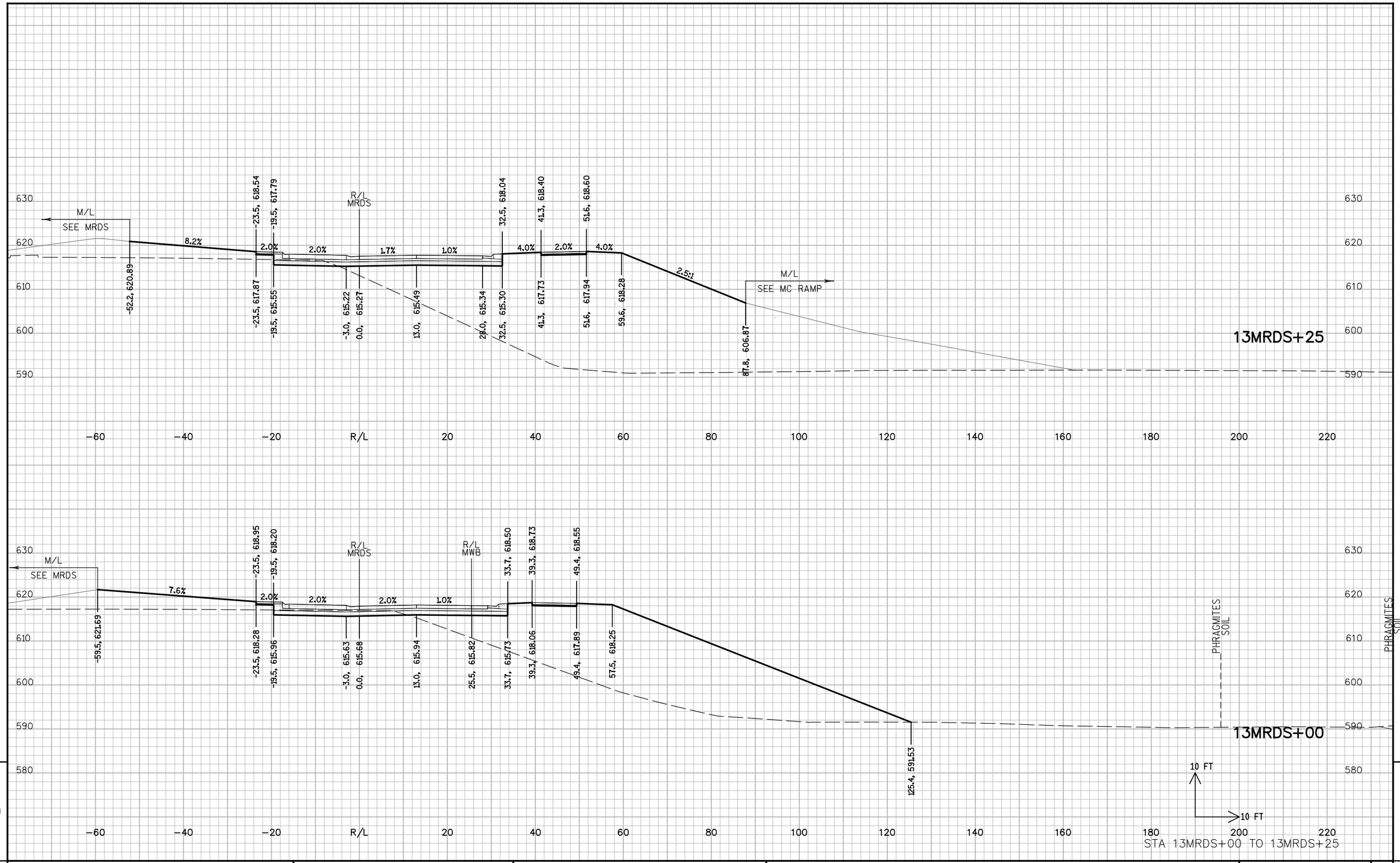
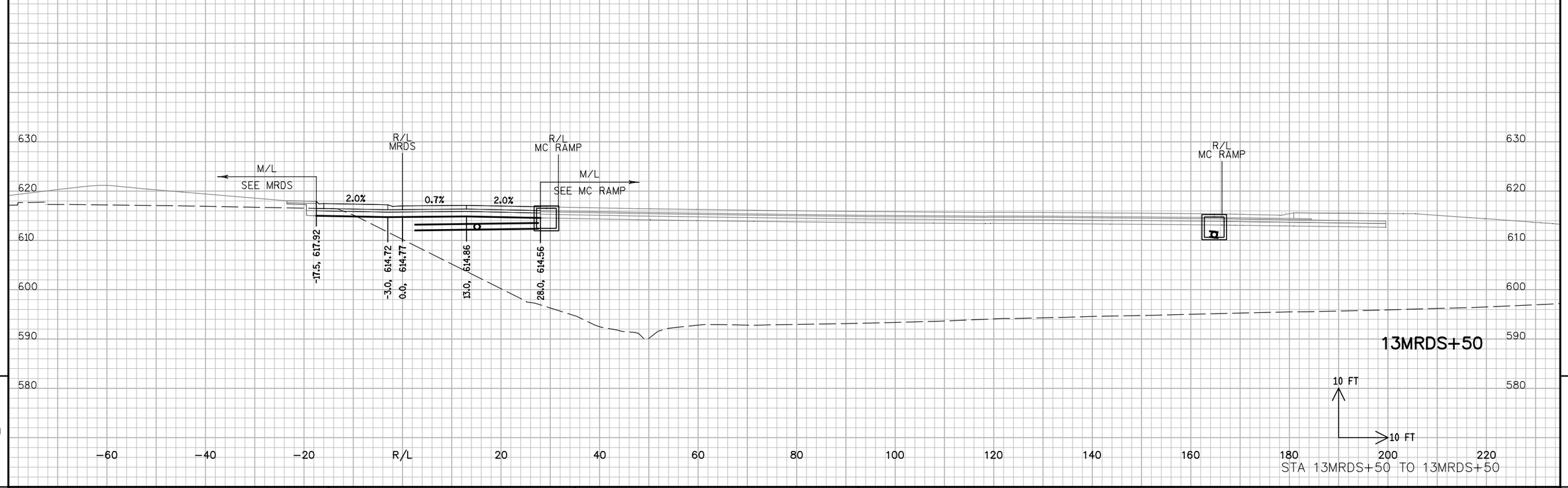
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 SB RAMP ROUNDABOUT	SHEET NO: . 1723	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090233_xs_MRDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 SB RAMP ROUNDABOUT	SHEET NO: . 1724	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090233_xs_MRDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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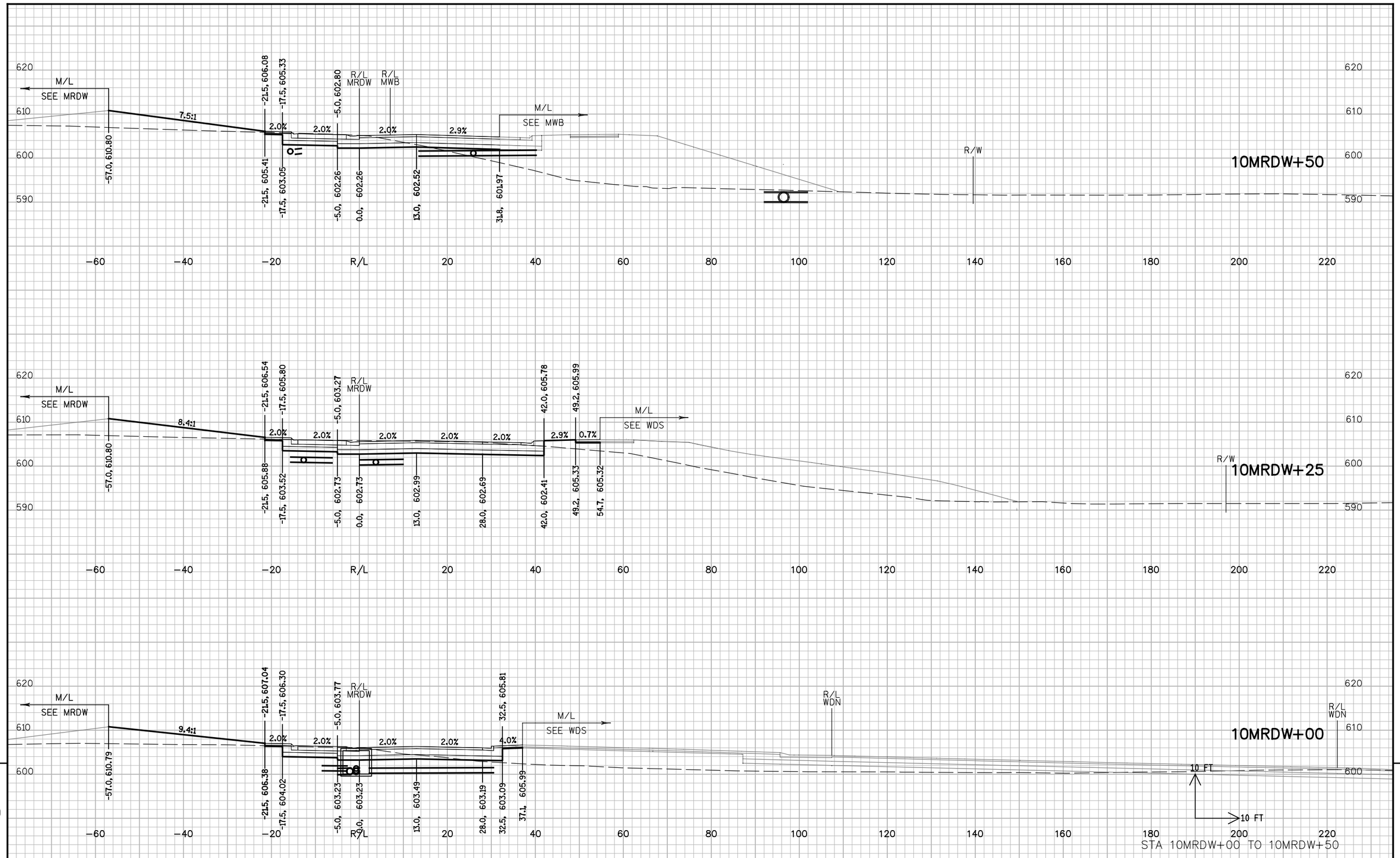
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: USH 41 SB RAMP ROUNDABOUT	SHEET NO: . 1725	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090233_xs_MRDS.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 10MRDW+00 TO 10MRDW+50

STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE ROUNDABOUT	SHEET NO: . 1726	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090234_xs_MRDW.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -

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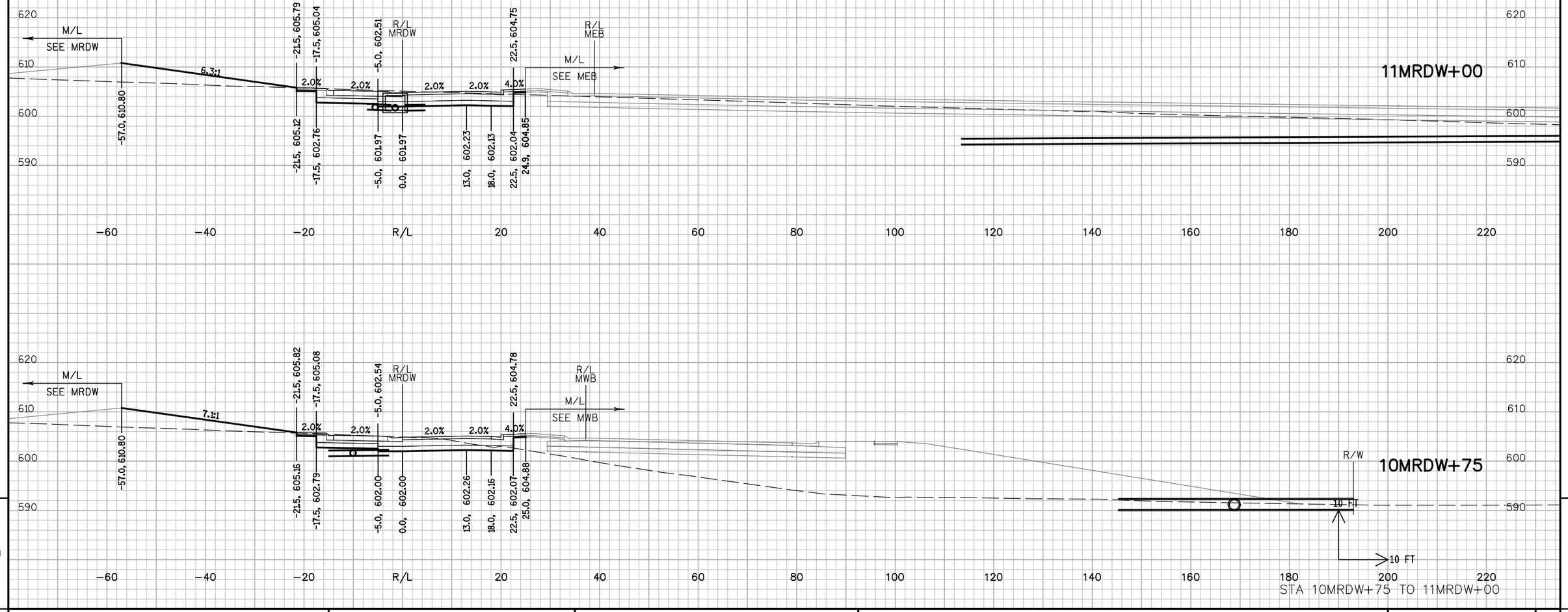

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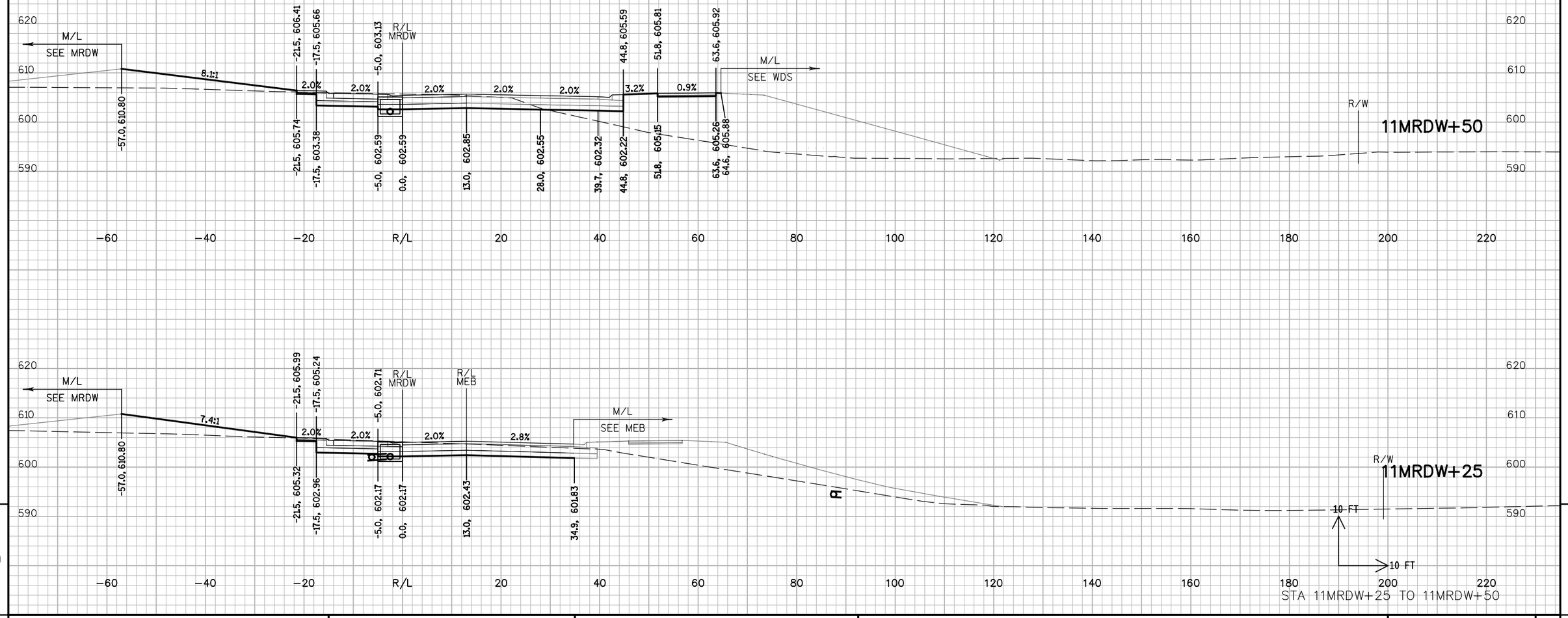
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE ROUNDABOUT	SHEET NO: . 1727	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090234_xs_MRDW.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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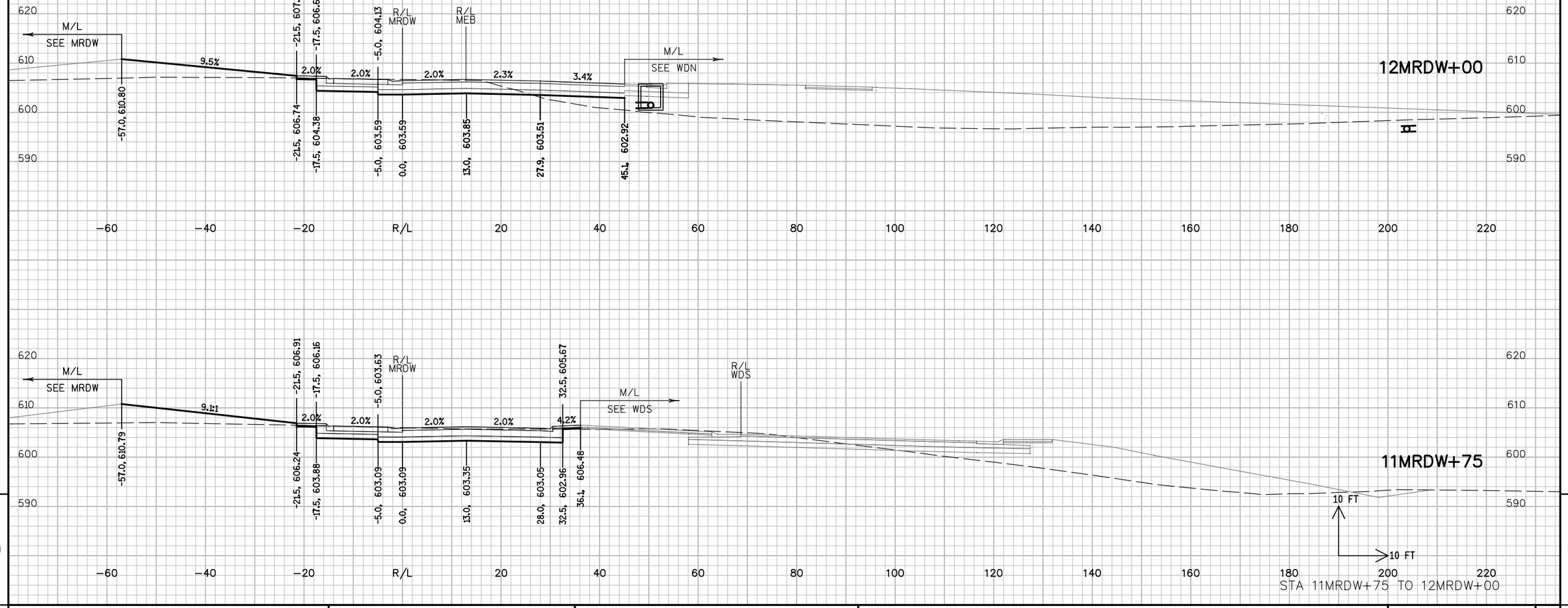
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE ROUNDABOUT	SHEET NO: . 1728	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090234_xs_MRDW.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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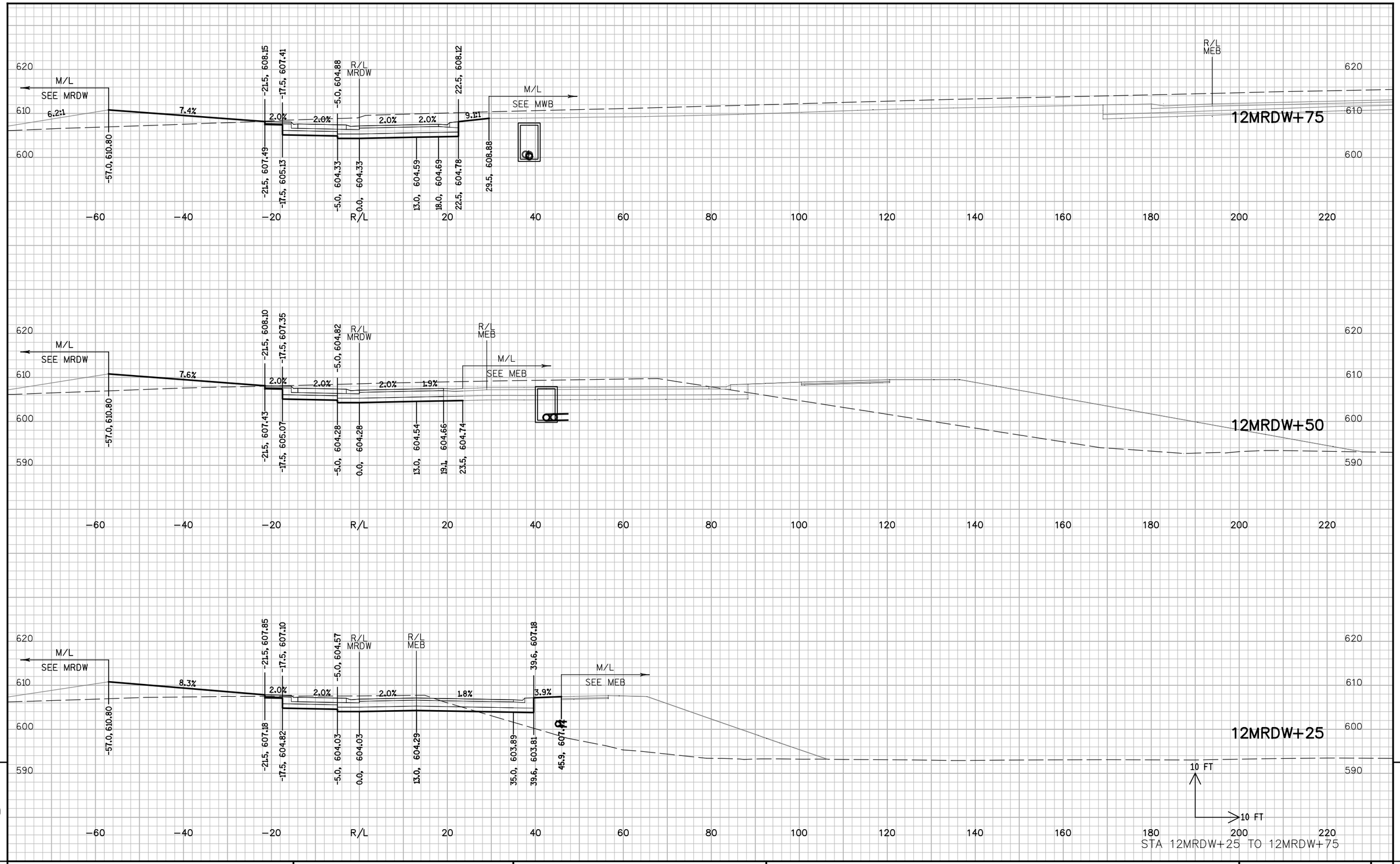
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE ROUNDABOUT	SHEET NO: . 1729	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090234_xs_MRDW.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



STA 12MRDW+25 TO 12MRDW+75

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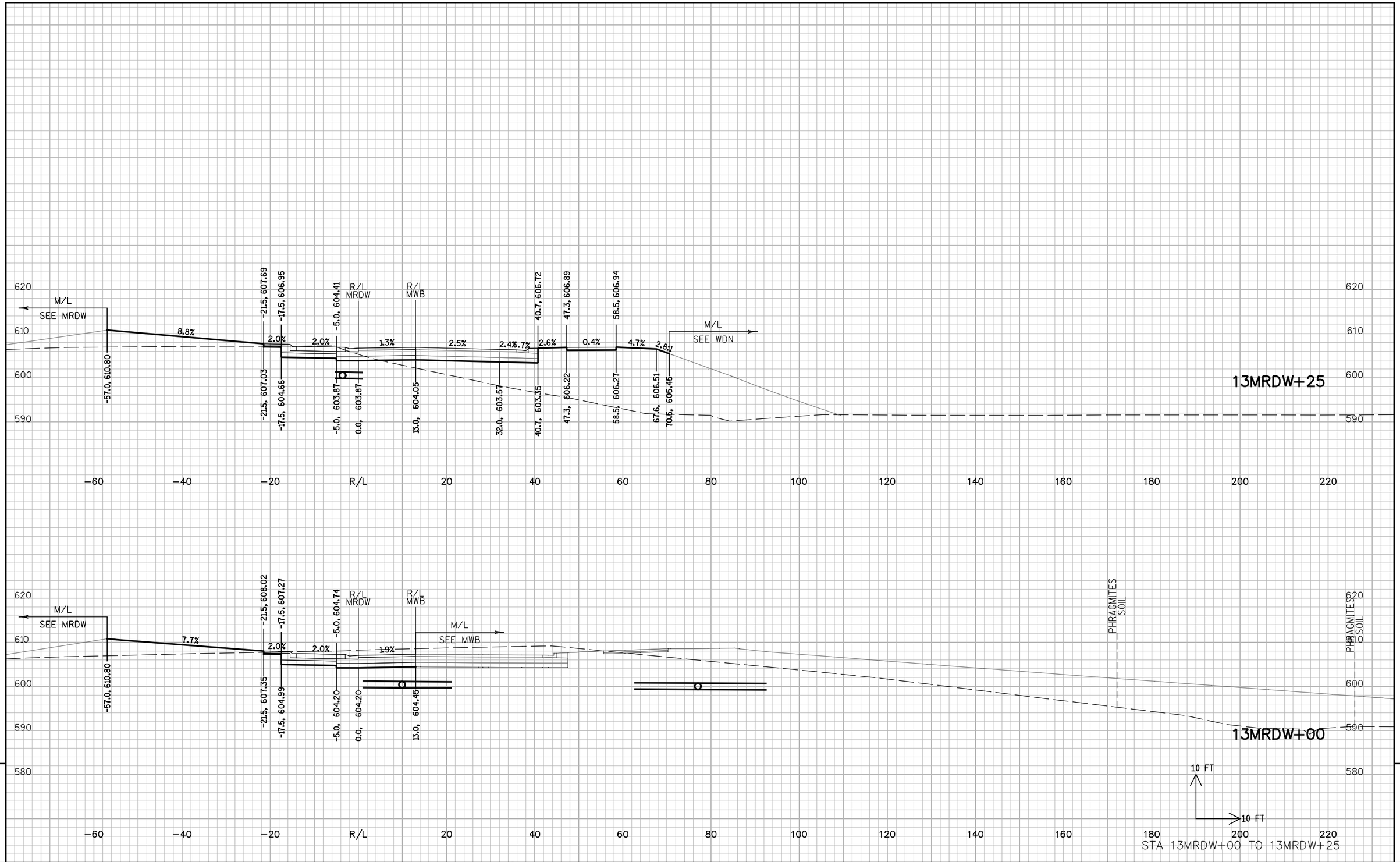
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE ROUNDABOUT	SHEET NO: . 1730	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090234_xs_MRDW.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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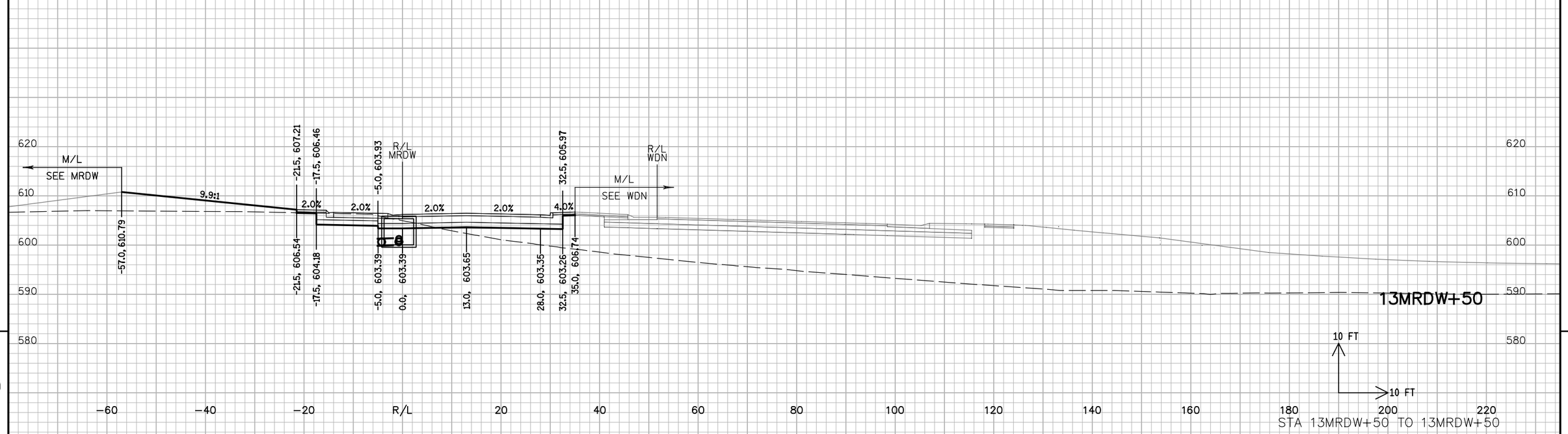
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE ROUNDABOUT	SHEET NO: . 1731	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090234_xs_MRDW.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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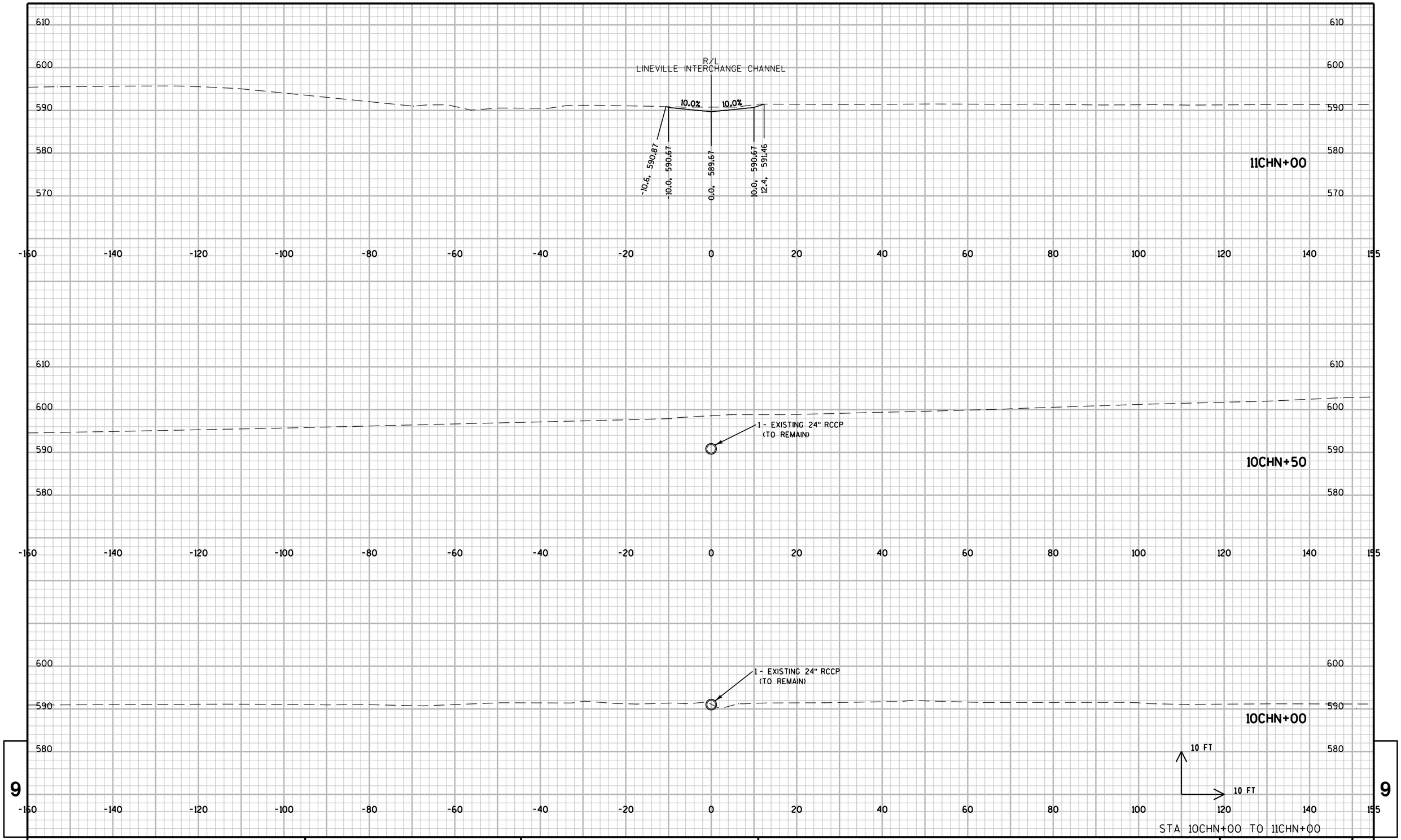
STATE PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: WEST DEERFIELD AVE ROUNDABOUT	SHEET NO: . 1732	E

FILE NAME : S:\DOT\DOT_NE\100061-41_29\41-29_Phase 2\1133-10-72_Lineville\plrf\cds\090234_xs_MRDW.dgn PLOT DATE : 1/31/2013 PLOT BY : Richard_K PLOT NAME : PLOT SCALE : -



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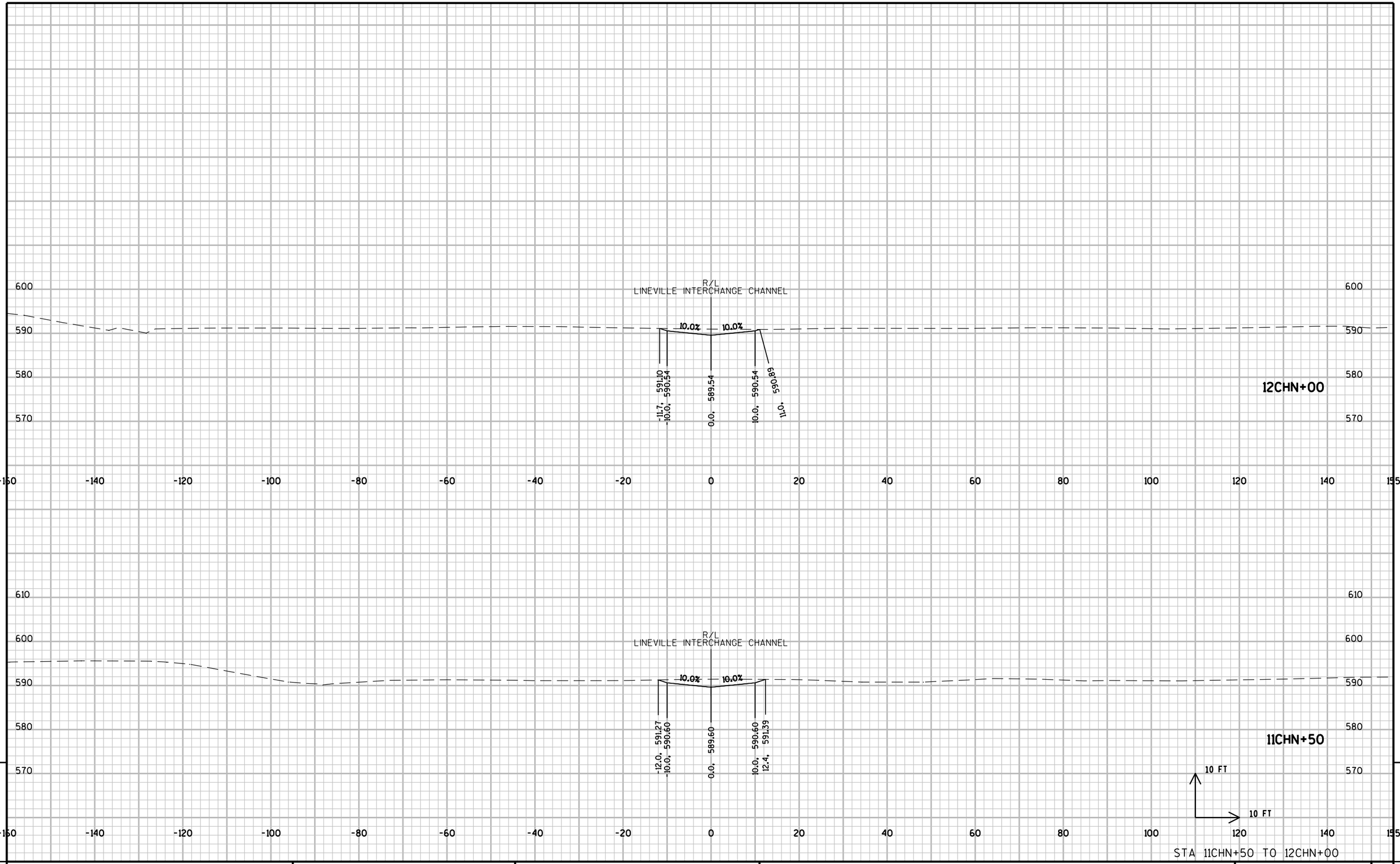
STA 10CHN+00 TO 11CHN+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1733	E

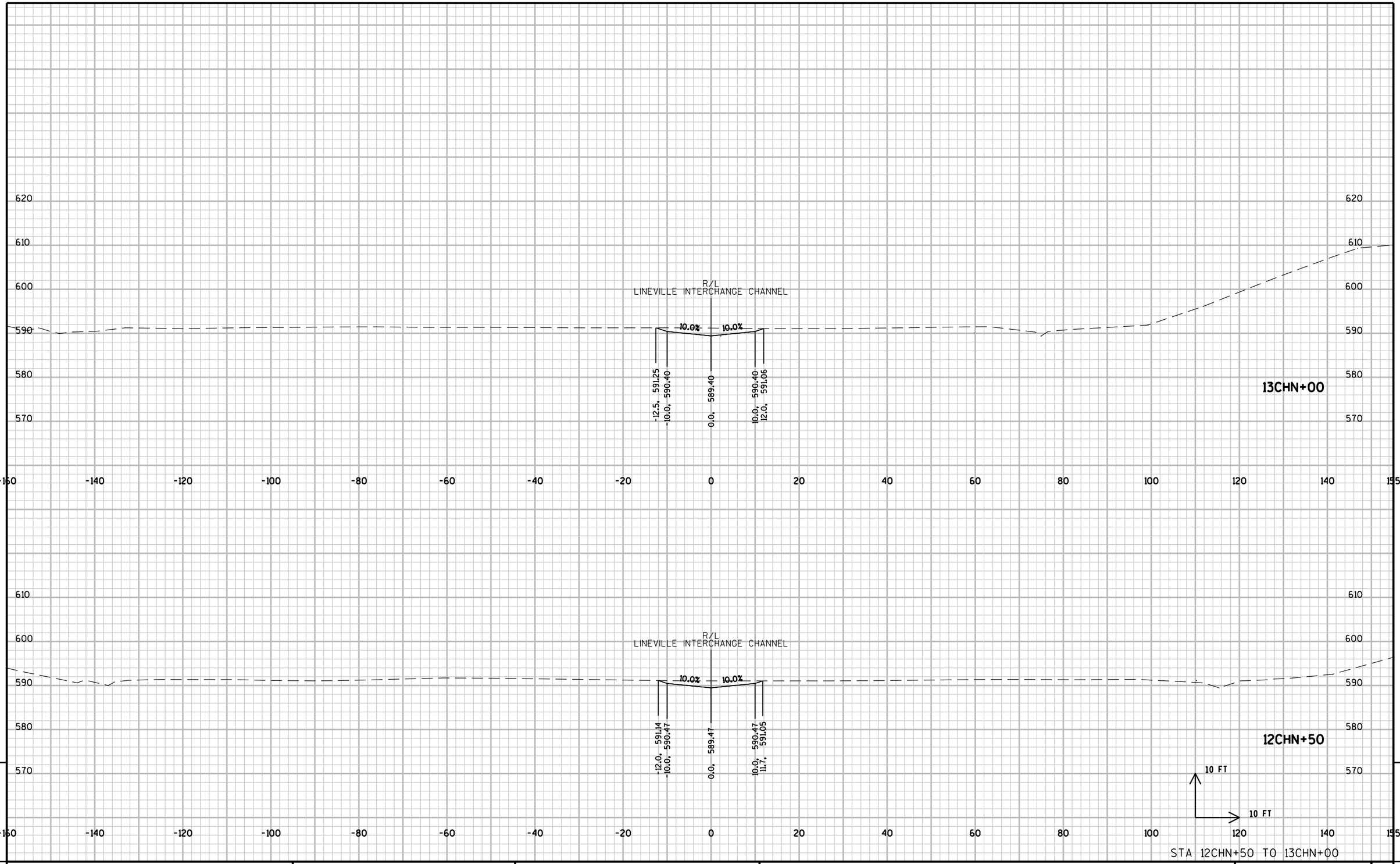
FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 11CHN+50 TO 12CHN+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1734	E



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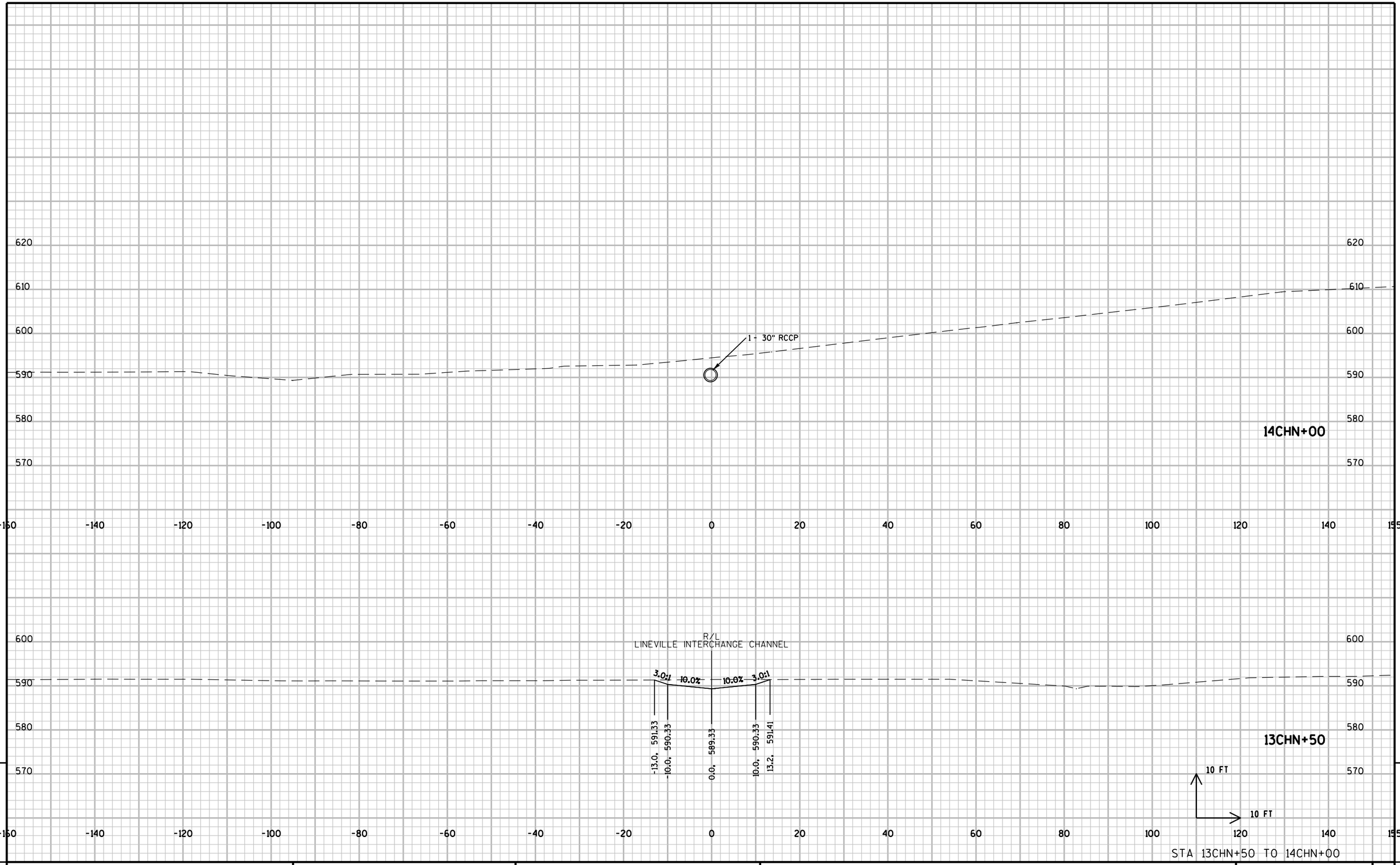
STA 12CHN+50 TO 13CHN+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1735	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 13CHN+50 TO 14CHN+00

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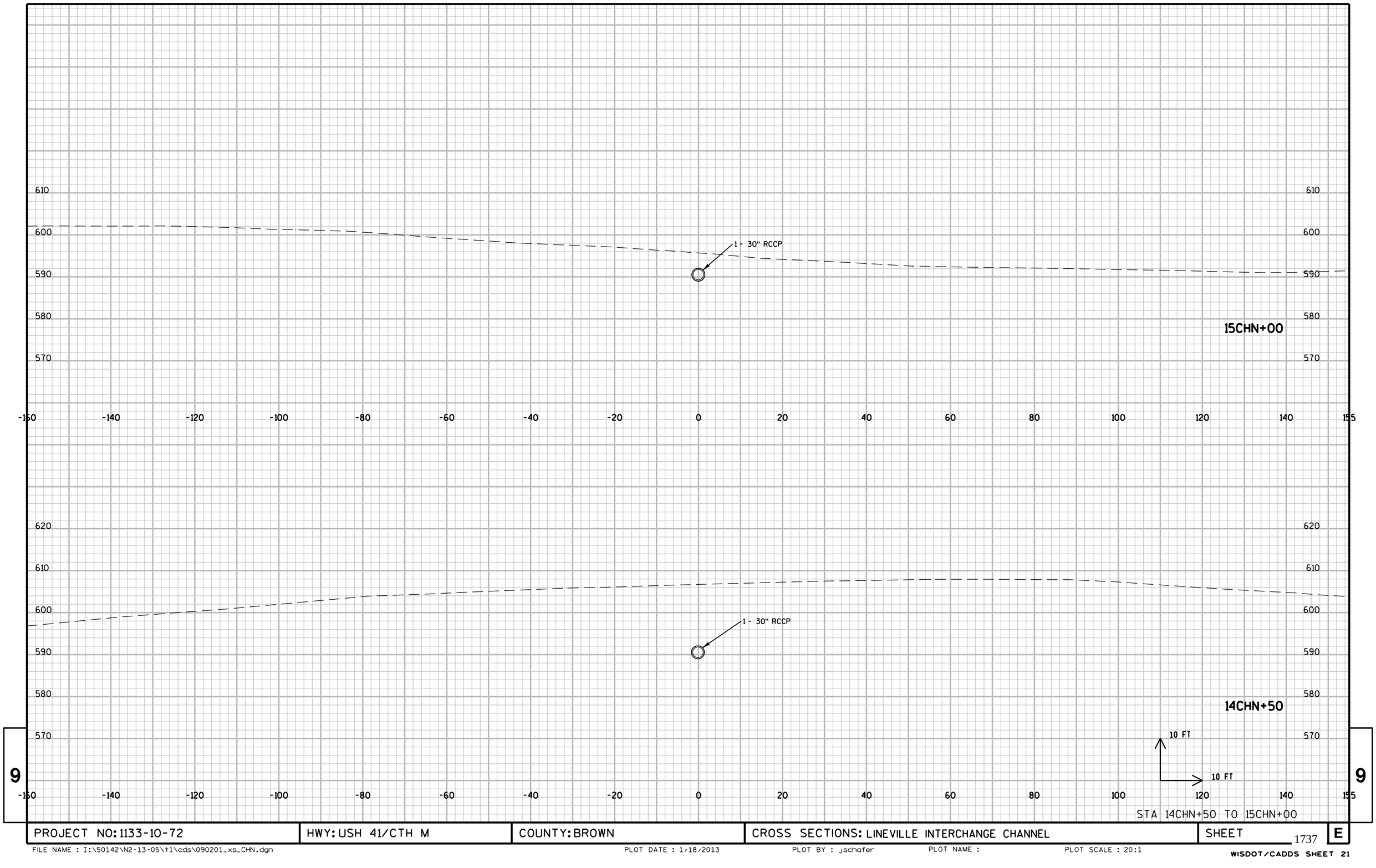
PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1736	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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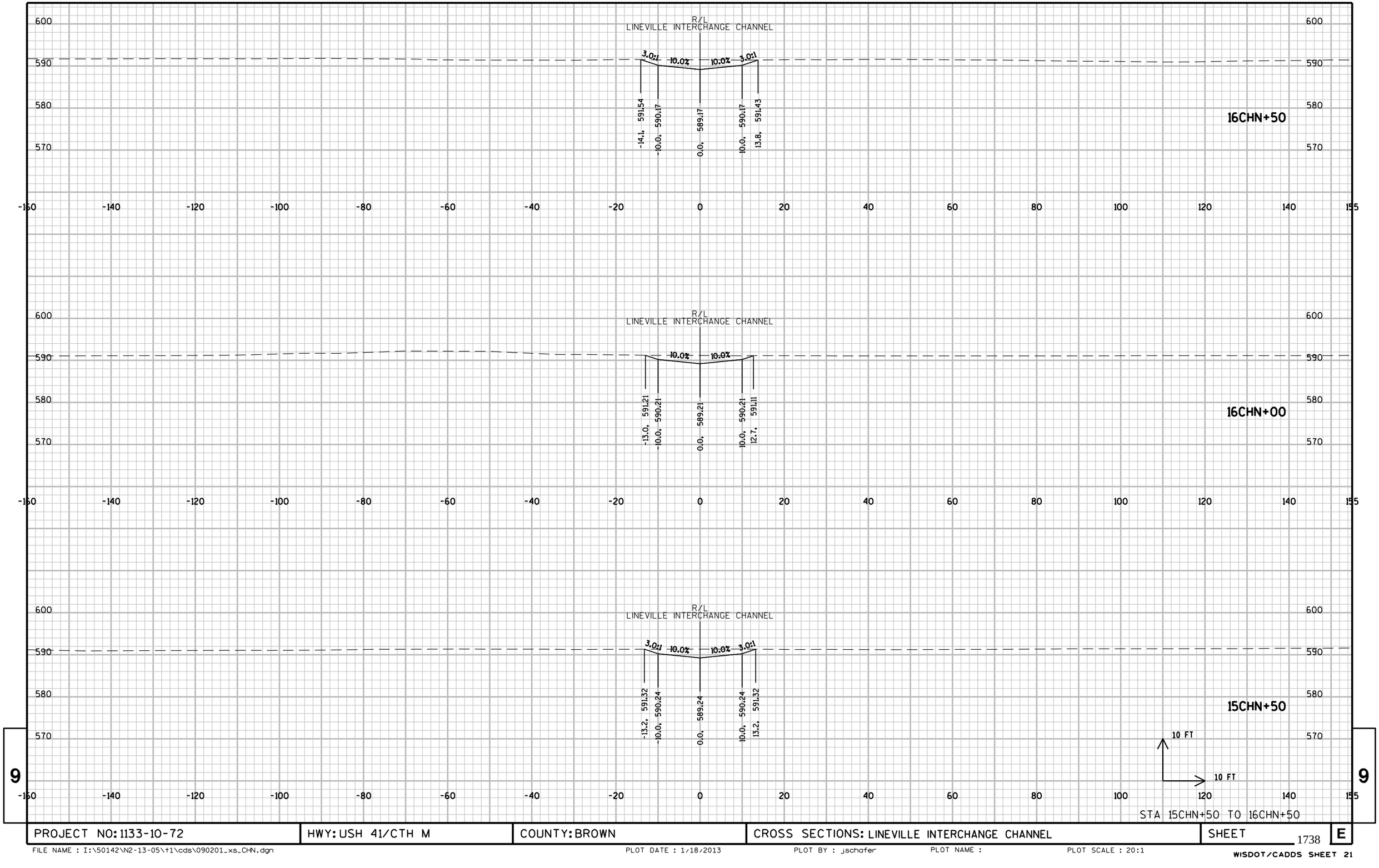
STA 14CHN+50 TO 15CHN+00

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1737	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

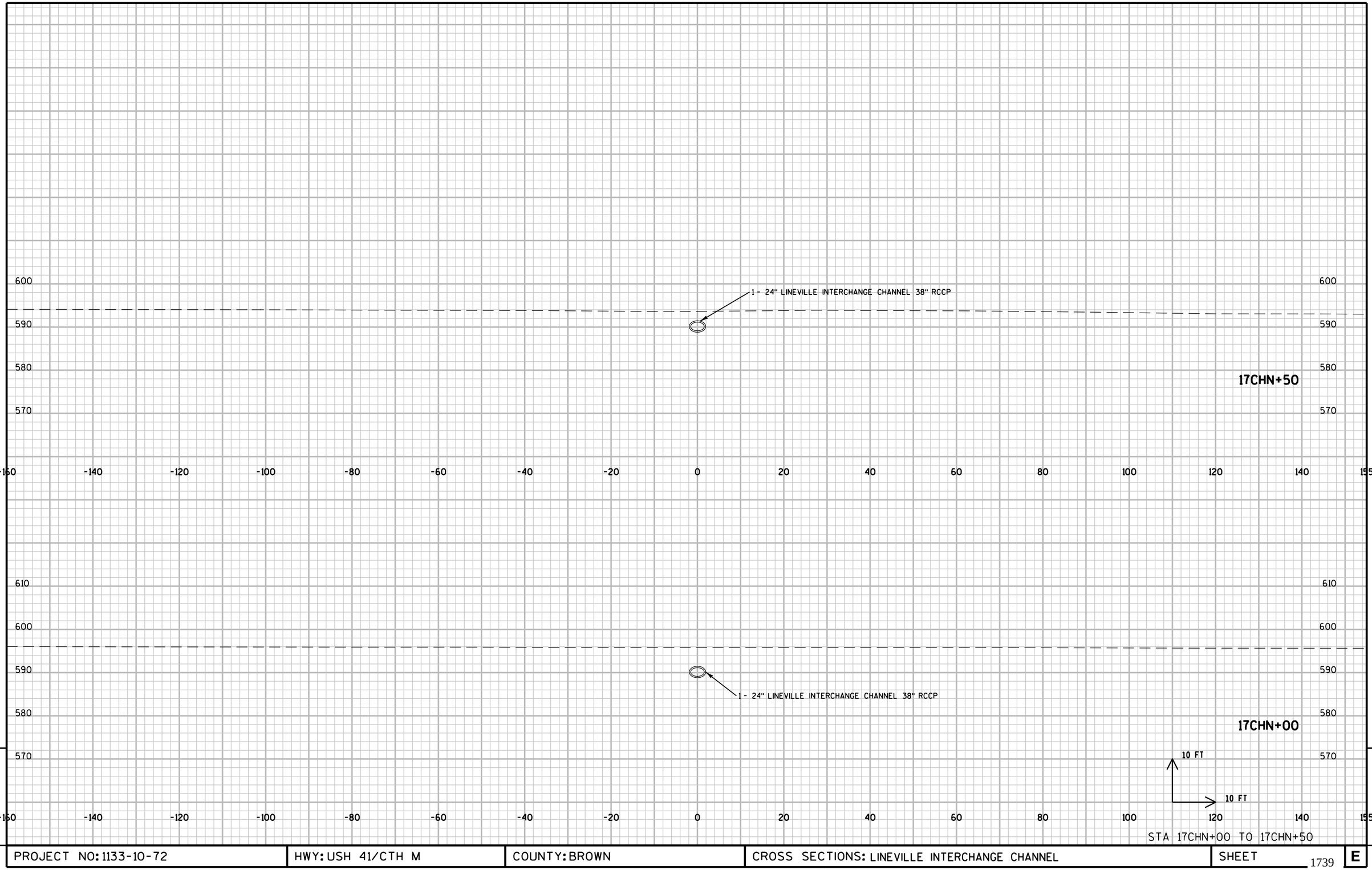


STA 15CHN+50 TO 16CHN+50

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1738	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



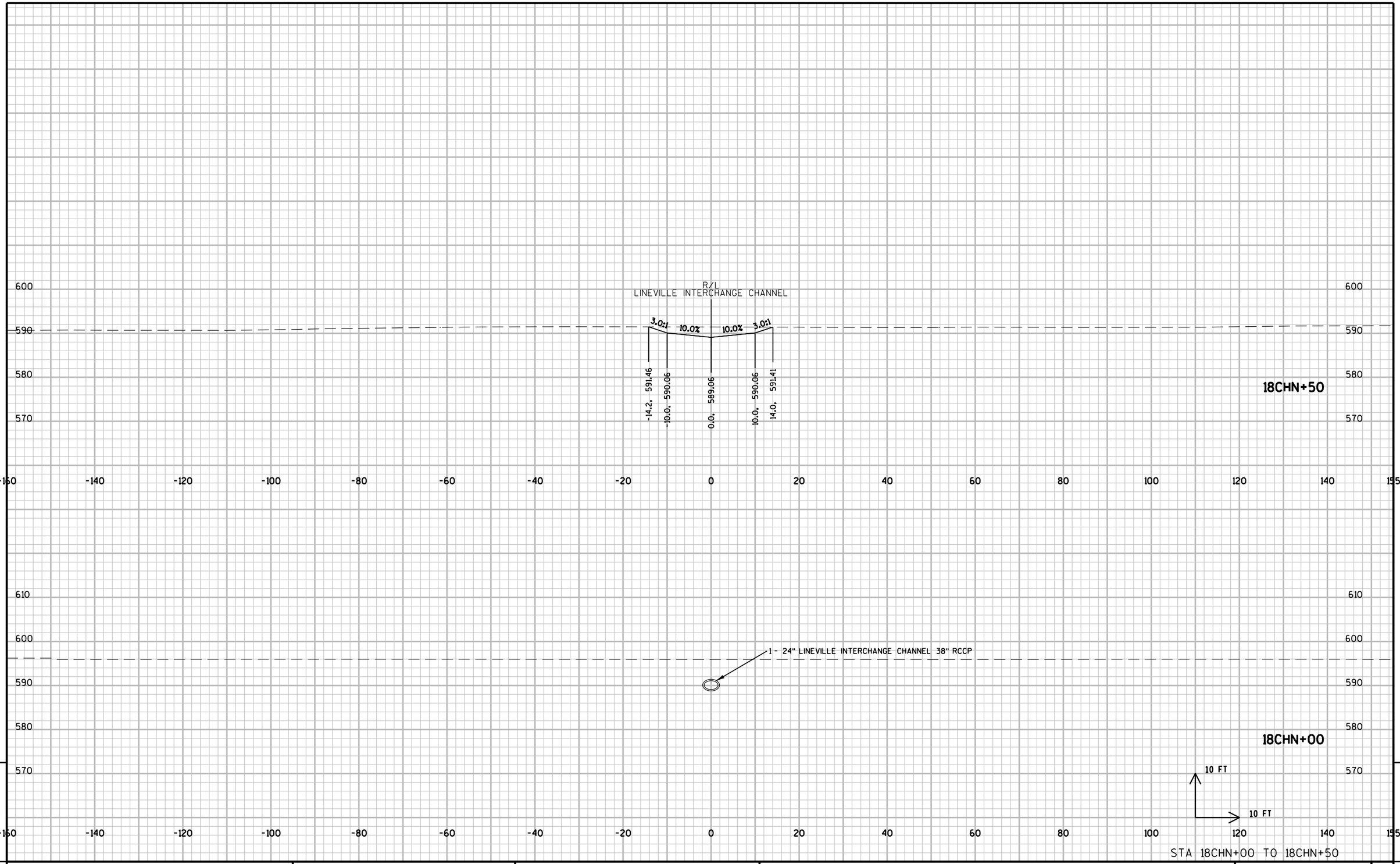
9

STA 17CHN+00 TO 17CHN+50

9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1739	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1



9

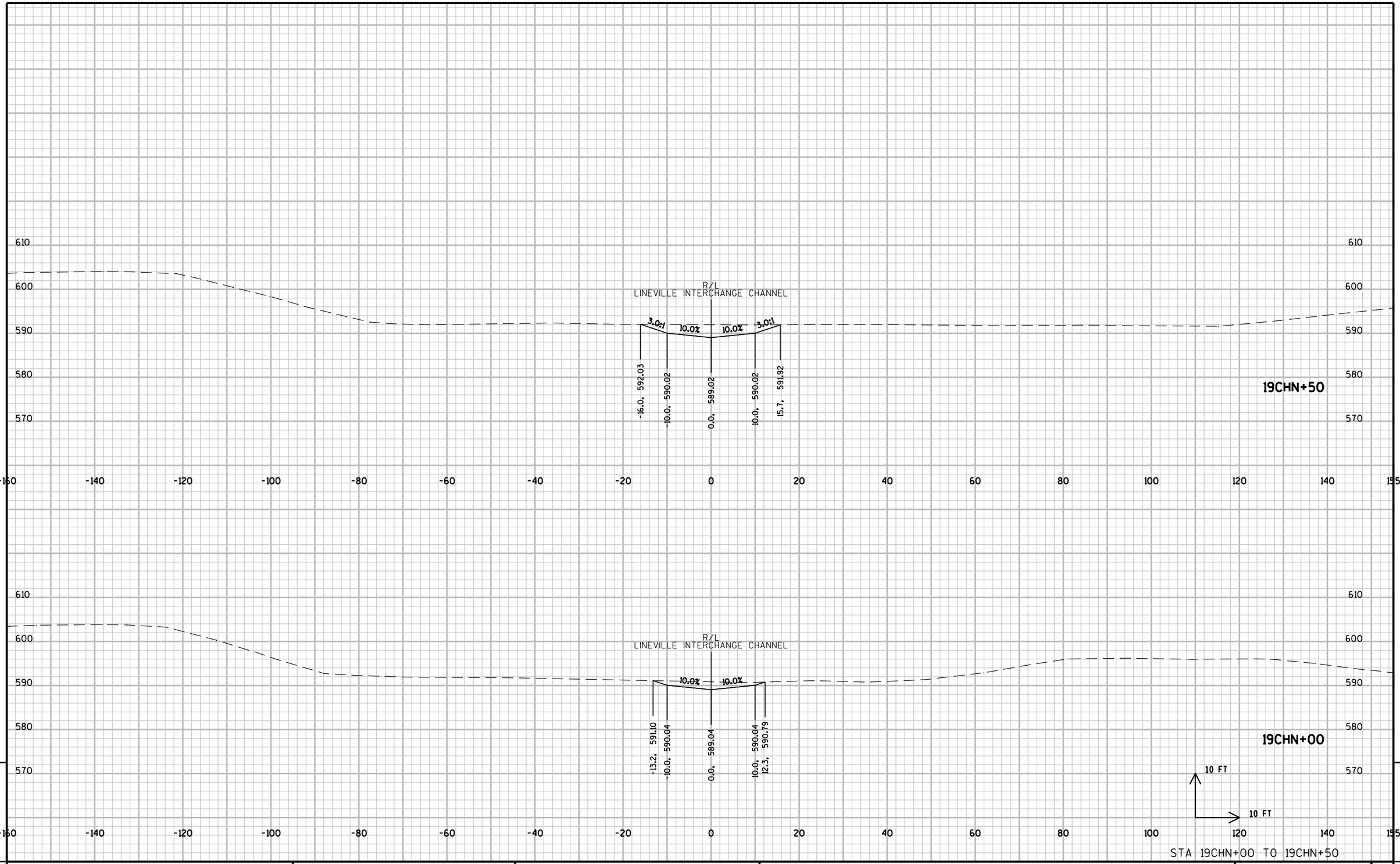
9

STA 18CHN+00 TO 18CHN+50

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1740	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

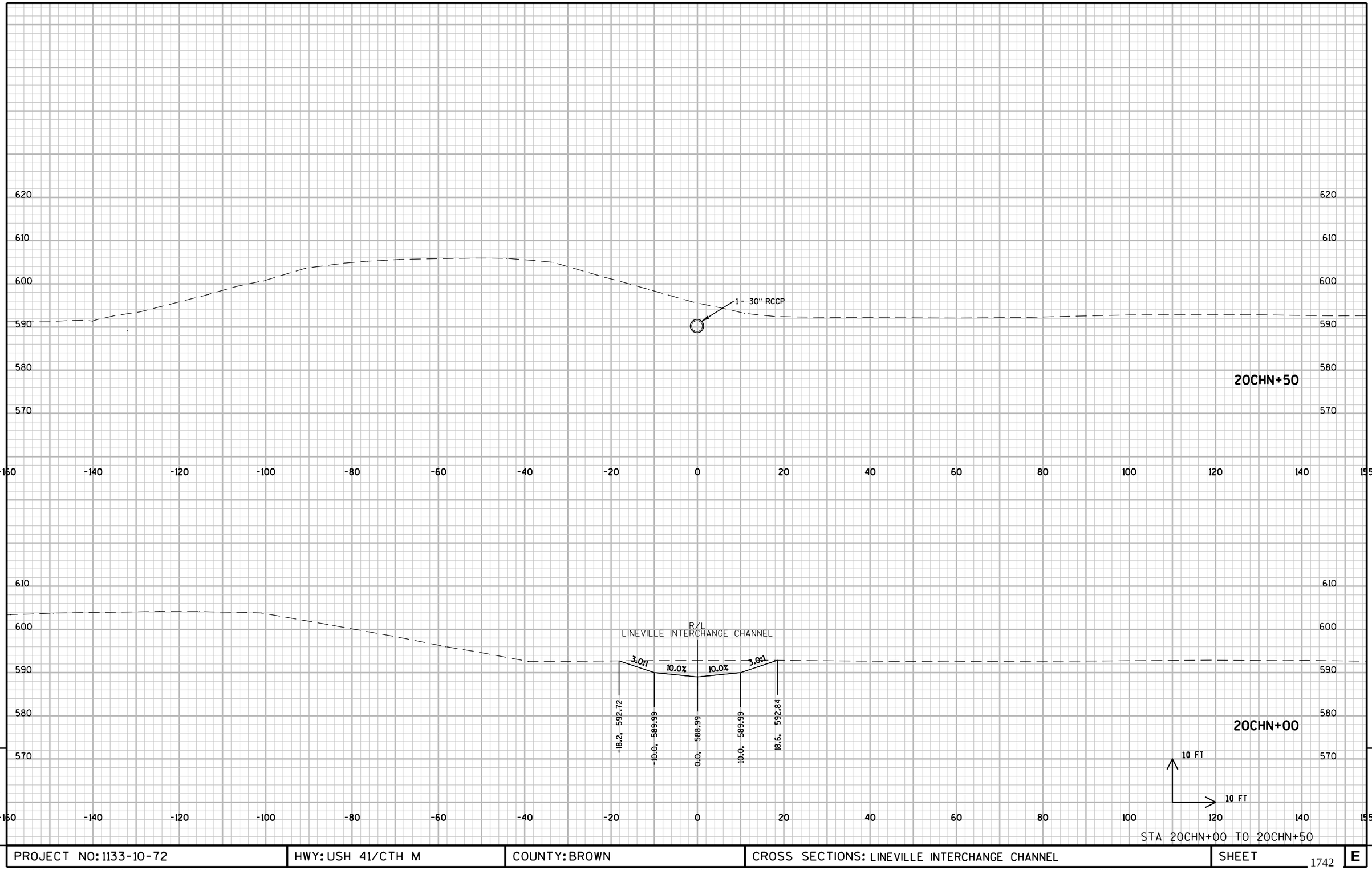
9

STA 19CHN+00 TO 19CHN+50

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1741	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

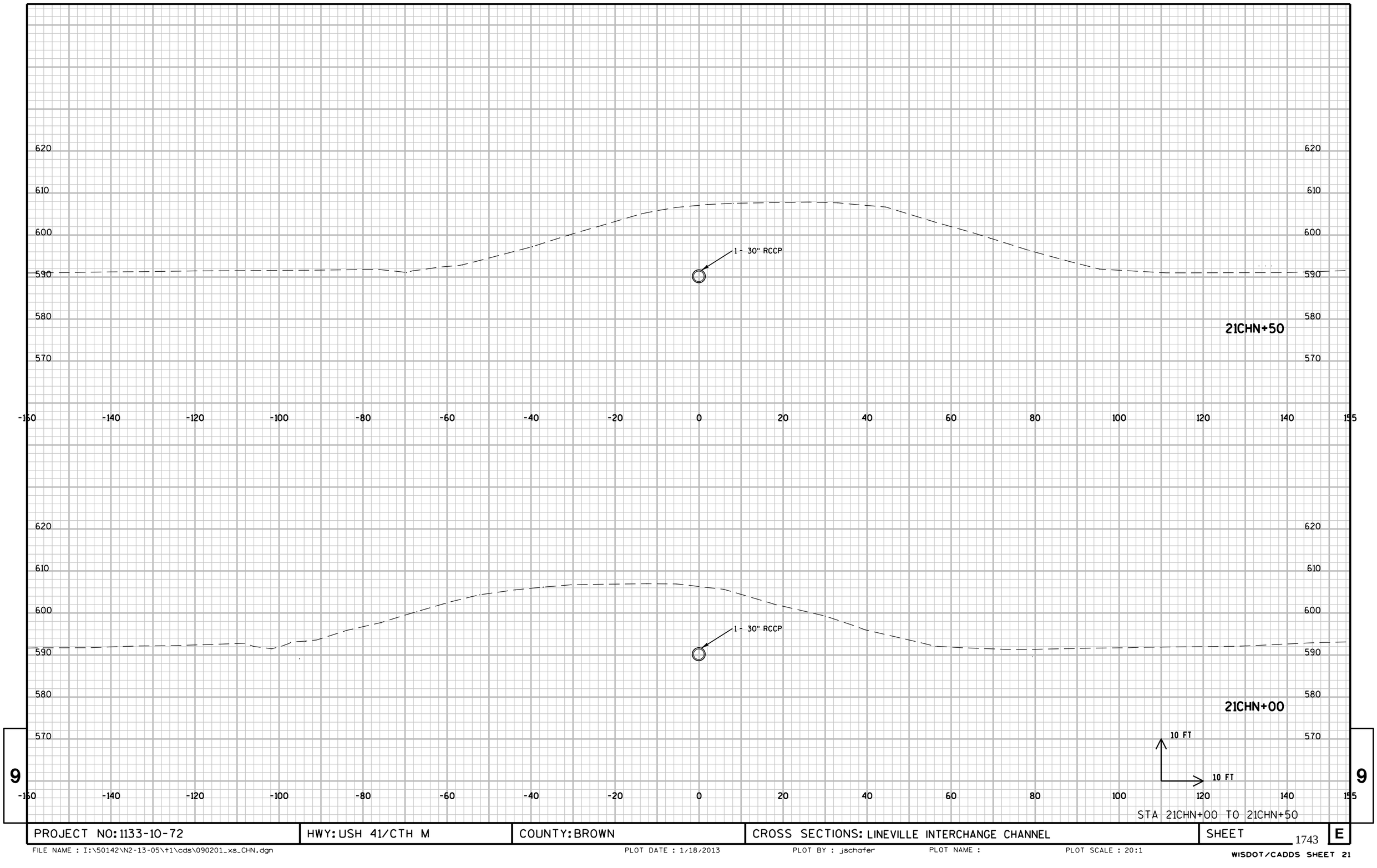


STA 20CHN+00 TO 20CHN+50

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1742	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

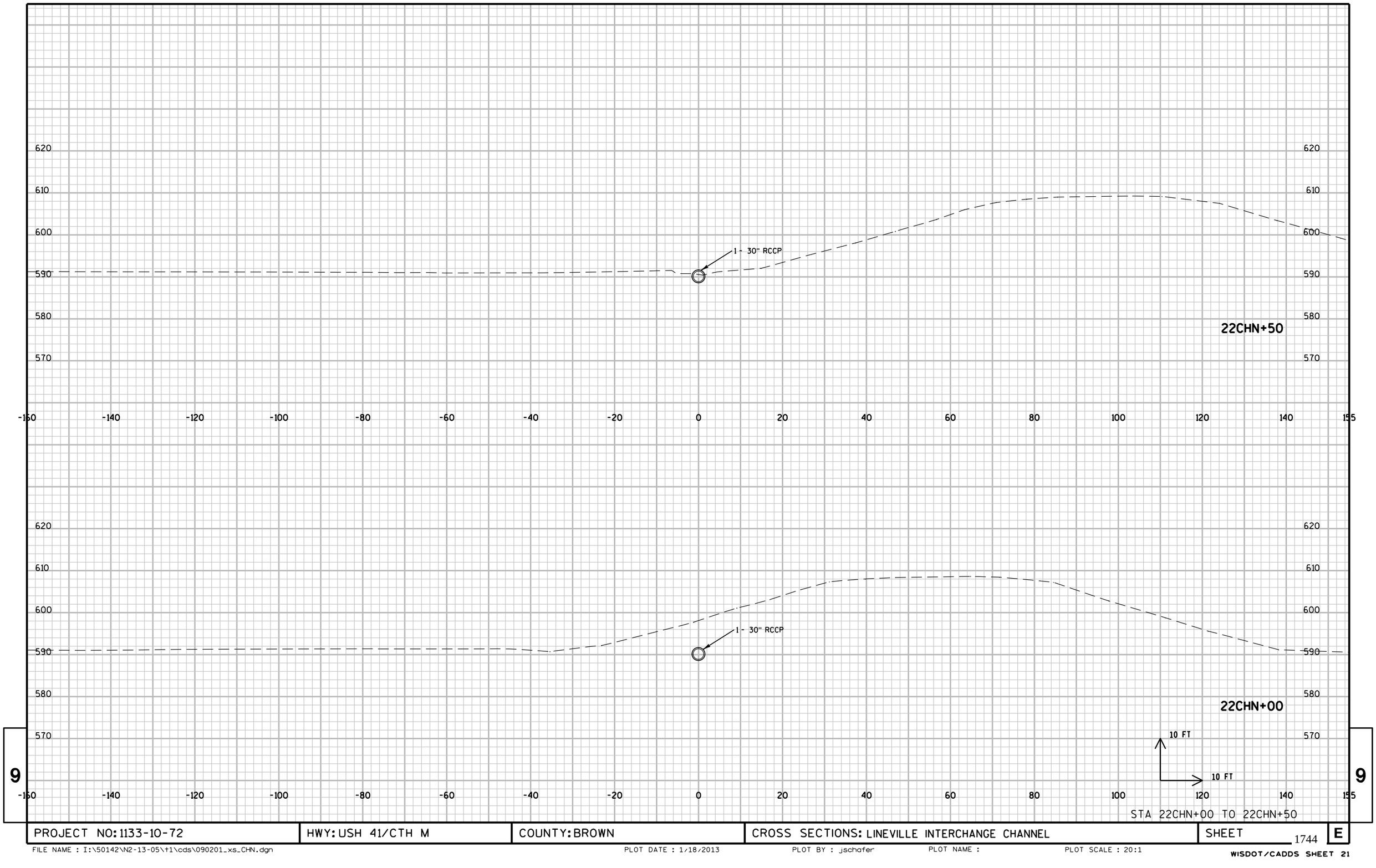
9

STA 21CHN+00 TO 21CHN+50

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1743	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

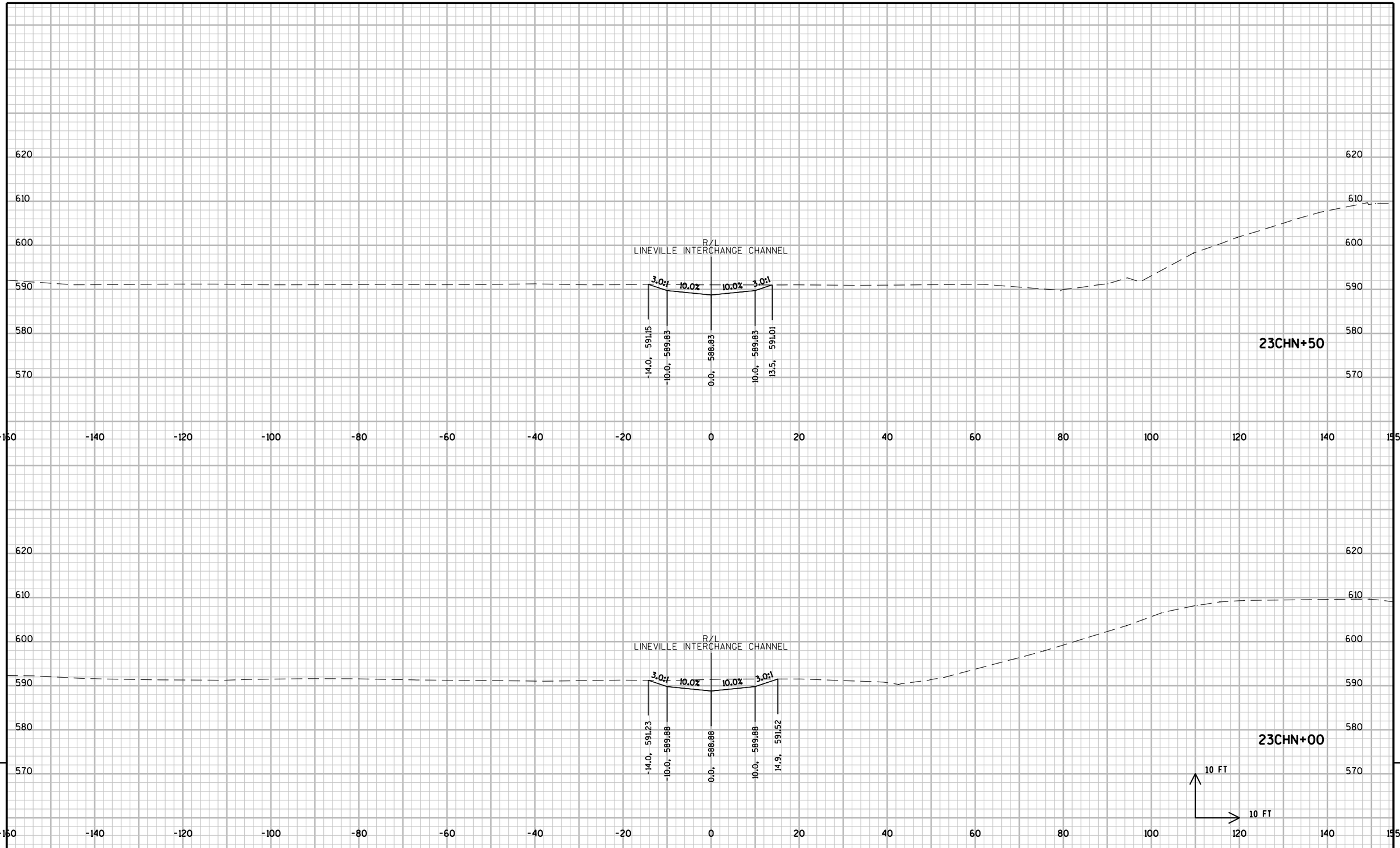
9

STA 22CHN+00 TO 22CHN+50

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1744	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 23CHN+00 TO 23CHN+50

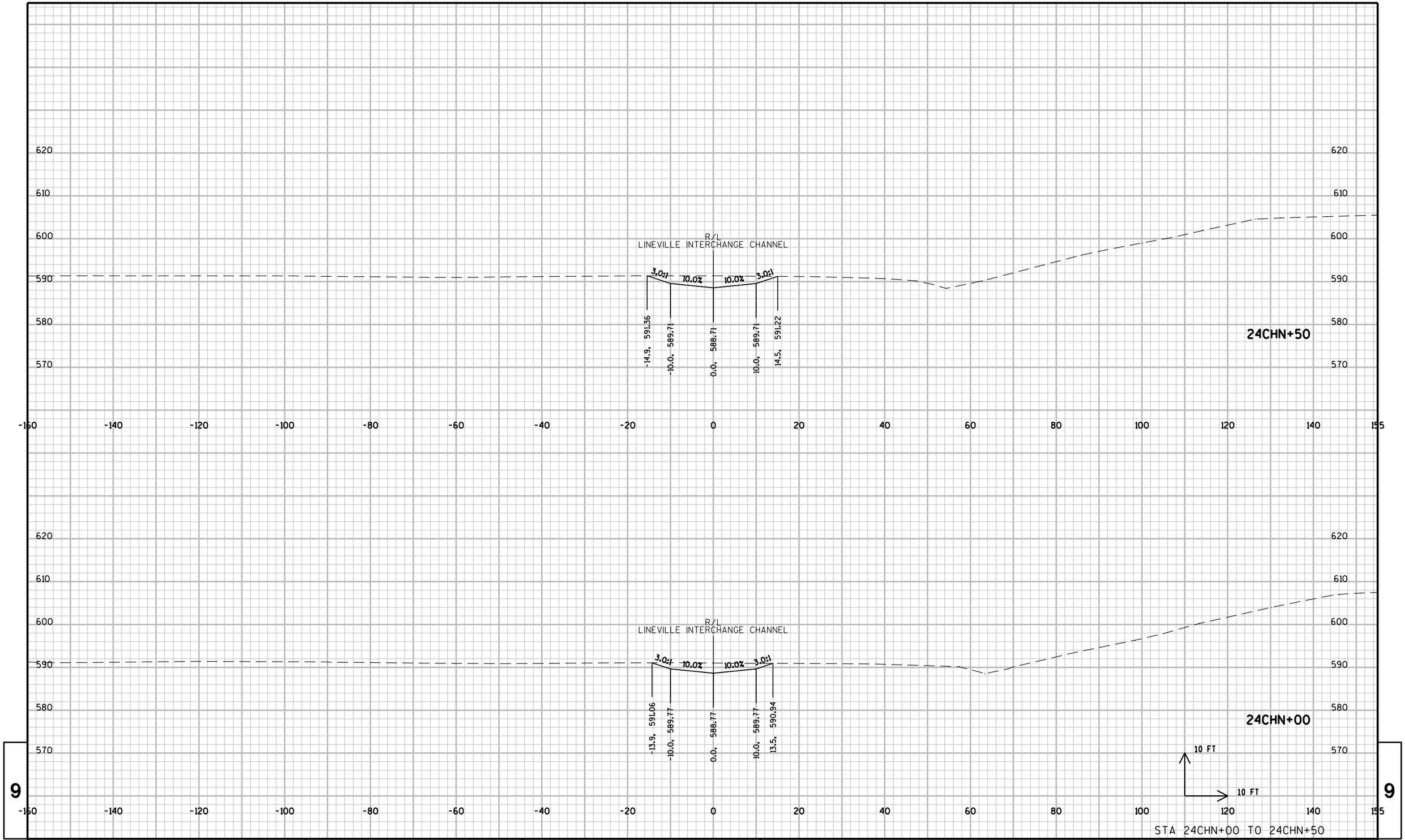
9

9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1745	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 24CHN+00 TO 24CHN+50

9

9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1746	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

610
600
590
580
570

2 - 30" RCCP

25CHN+50

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

610
600
590
580
570

R/L
LINEVILLE INTERCHANGE CHANNEL

3.0:1 10.0% 10.0% 3.0:1

-15.6, 591.54
-10.0, 589.66
0.0, 588.66
10.0, 589.66
15.0, 591.34

25CHN+00

10 FT
10 FT

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

STA 25CHN+00 TO 25CHN+50

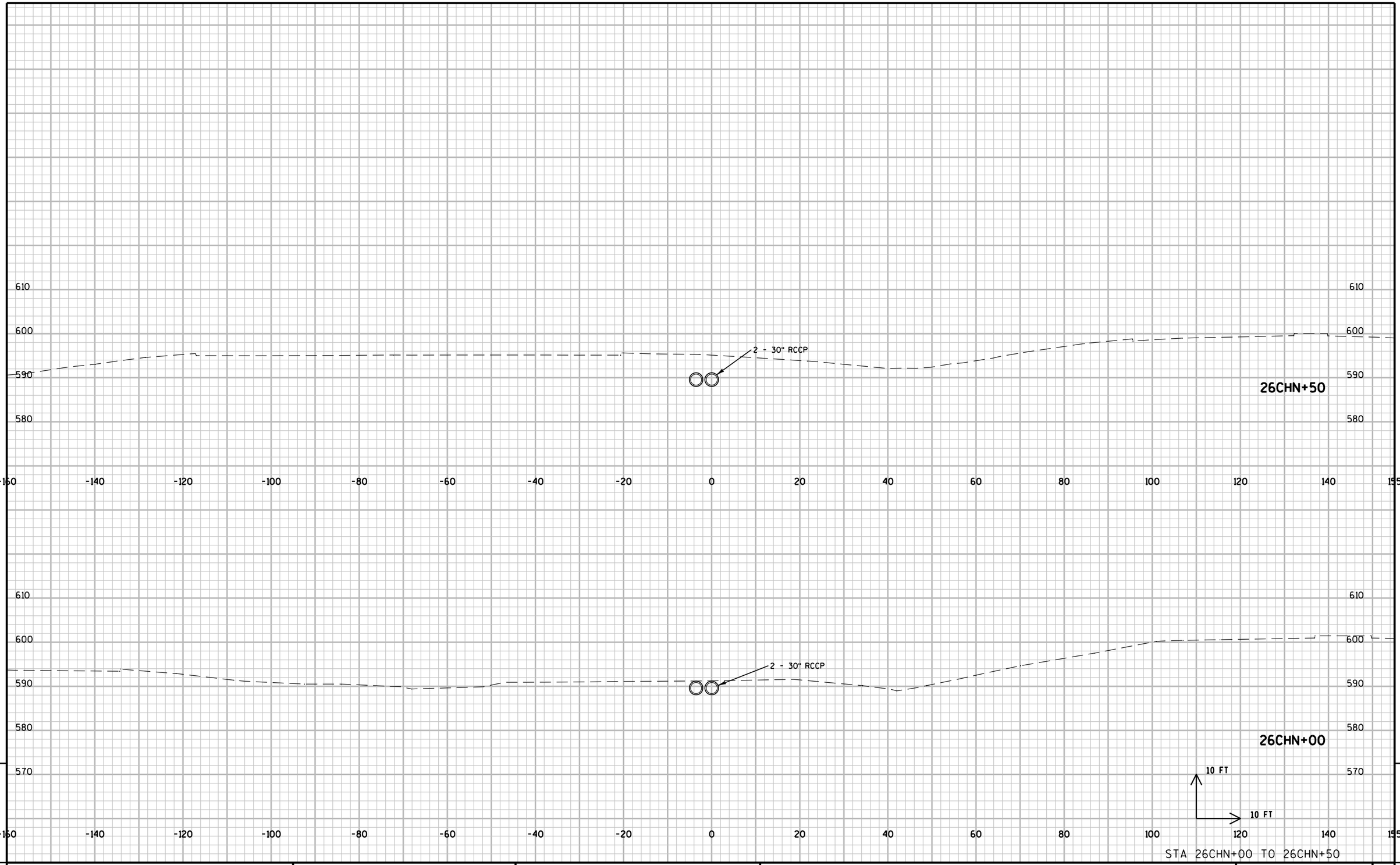
9

9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1747	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

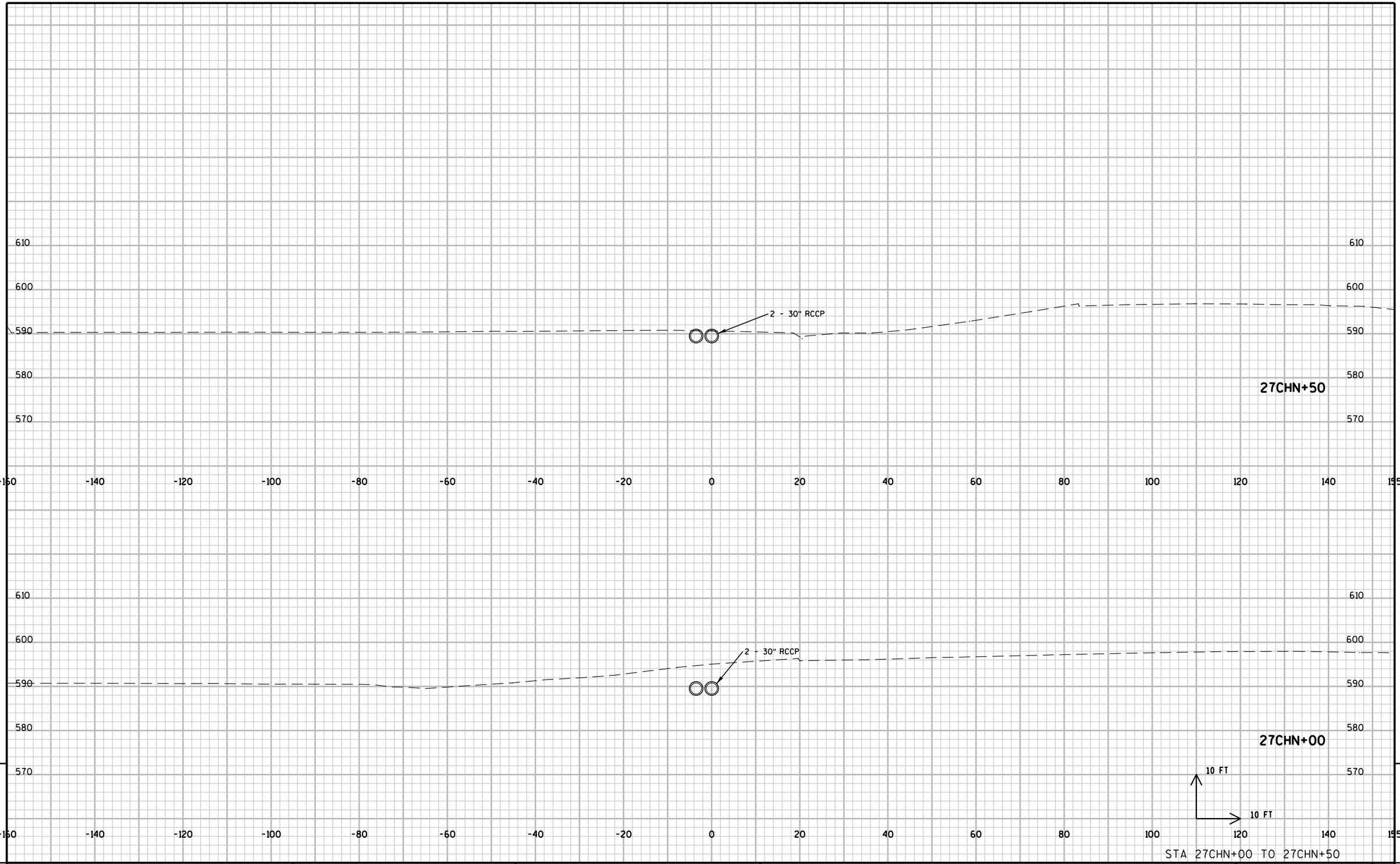
9

STA 26CHN+00 TO 26CHN+50

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1748	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

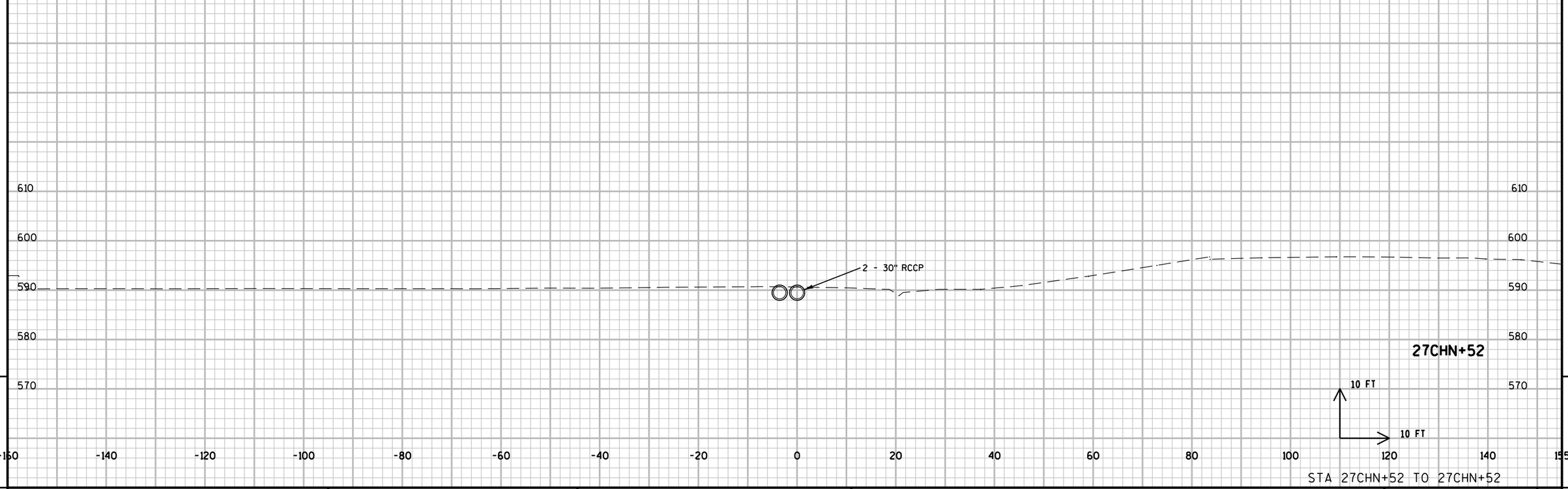
9

STA 27CHN+00 TO 27CHN+50

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1749	E

FILE NAME : I:\50142\N2-13-05\t1\cds\090201_xs_CHN.dgn PLOT DATE : 1/18/2013 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 20:1

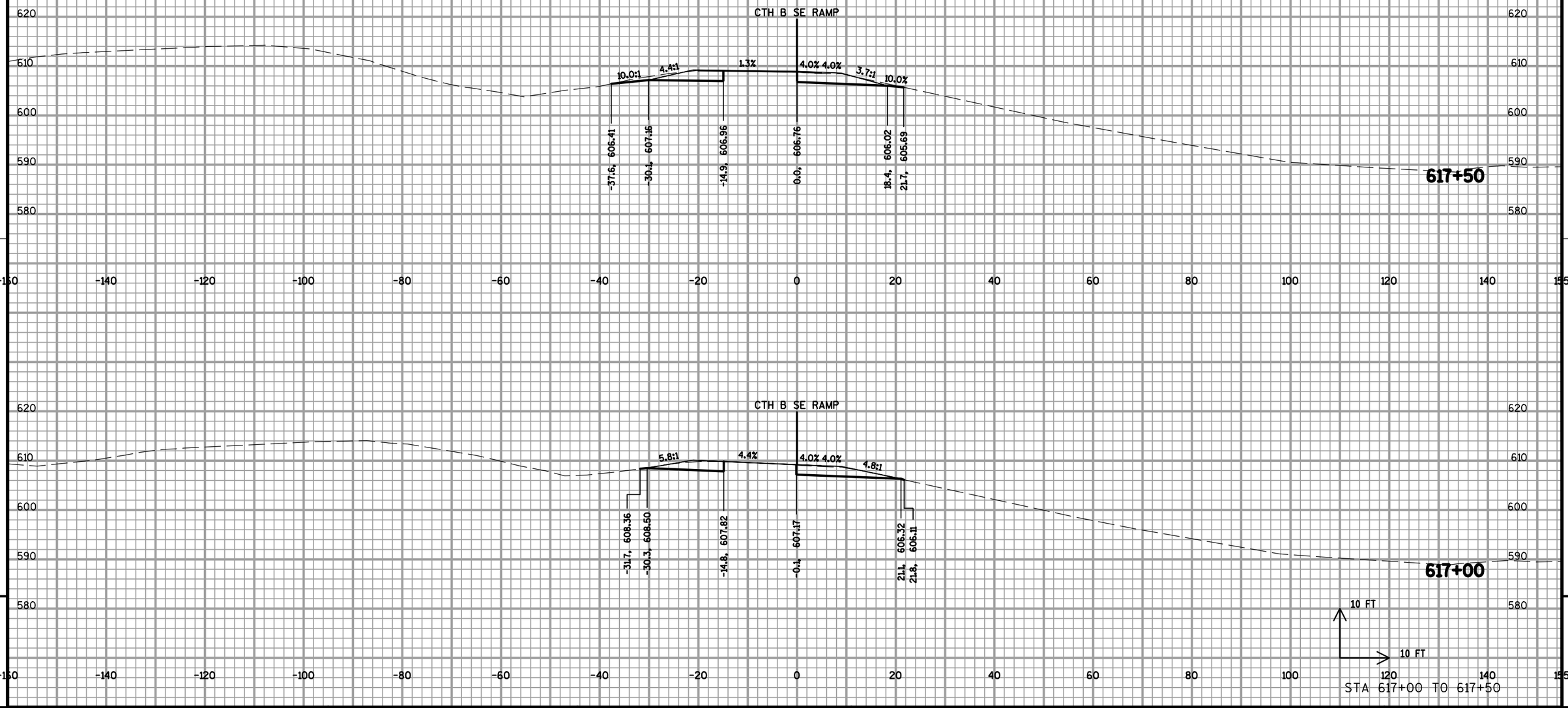
WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 1133-10-72	HWY: USH 41/CTH M	COUNTY: BROWN	CROSS SECTIONS: LINEVILLE INTERCHANGE CHANNEL	SHEET 1750	E



STA 617+00 TO 617+50

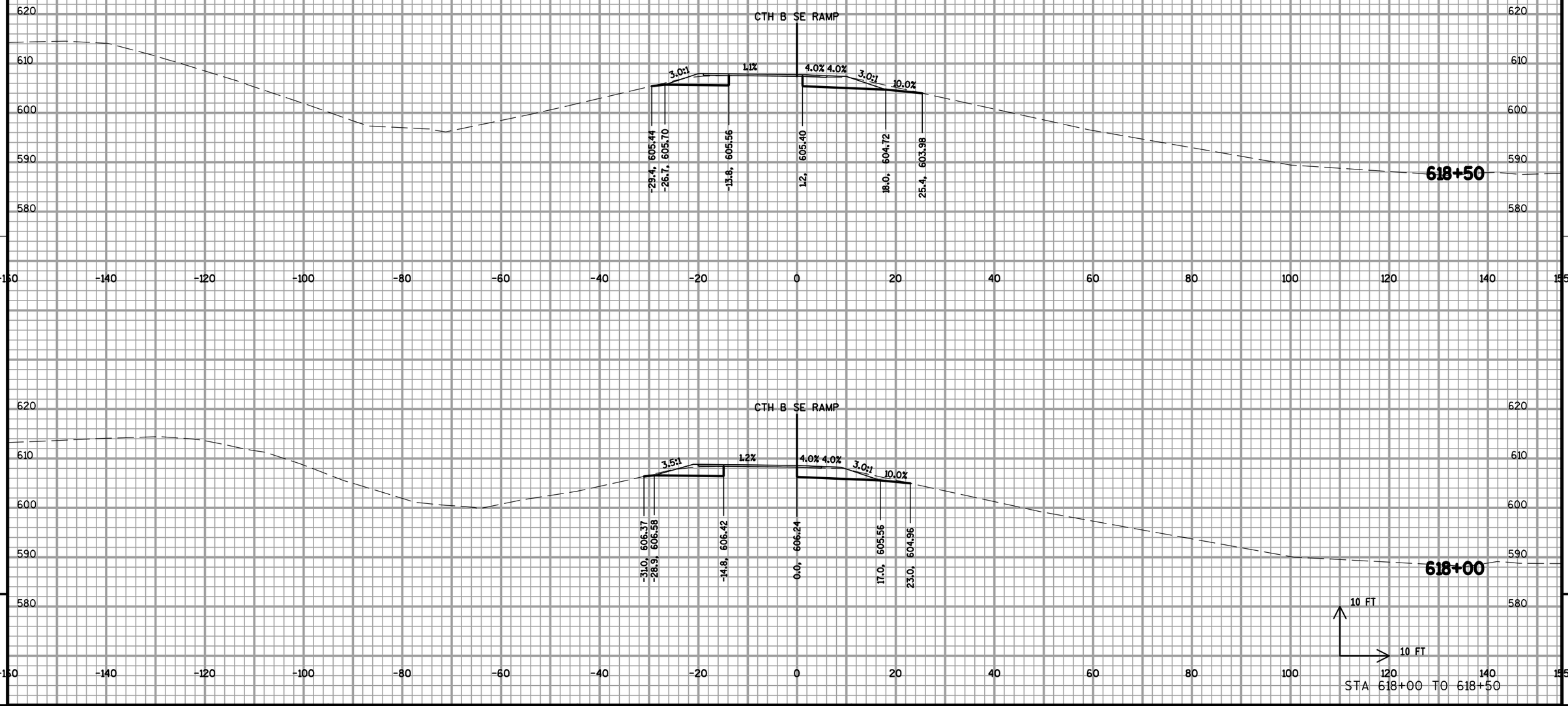
9

9

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH B SE RAMP	SHEET 1751	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_090201_xs.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



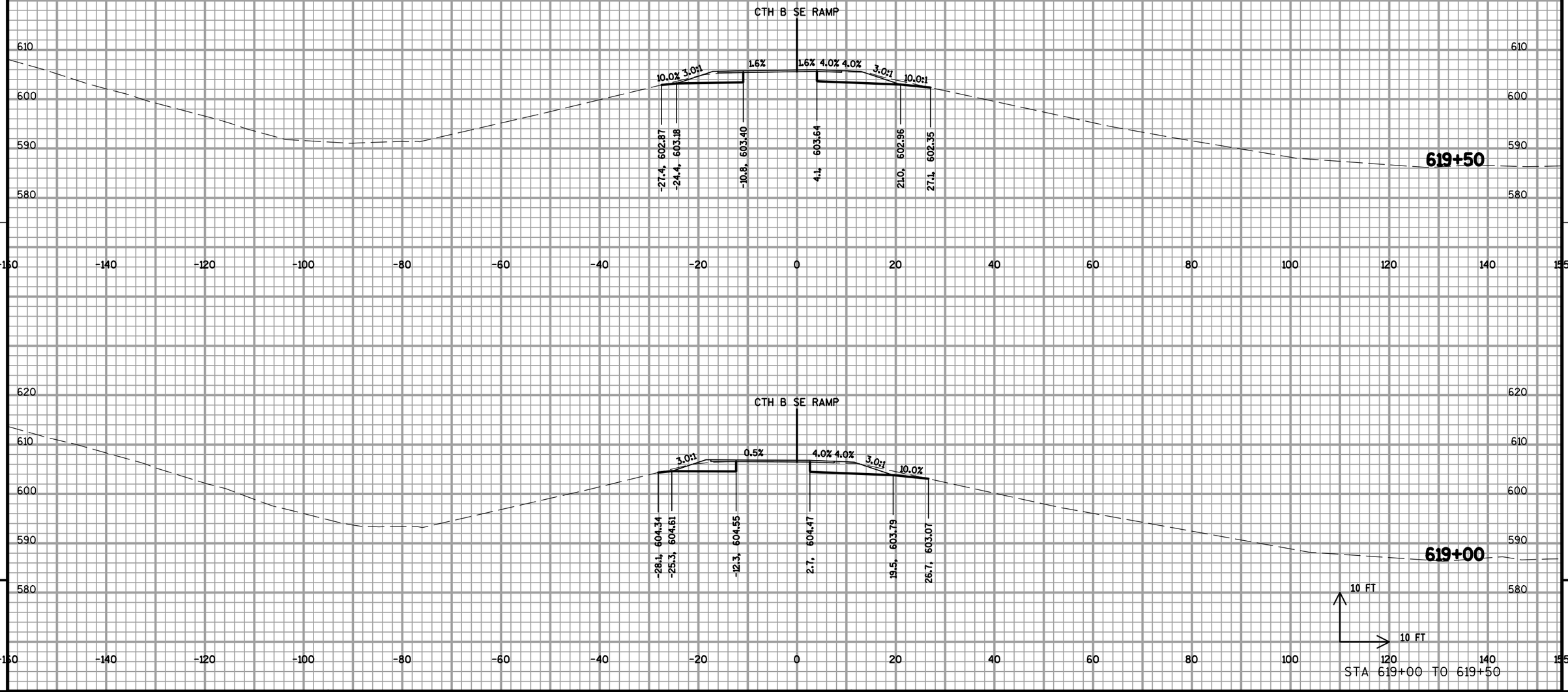
9

9

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH B SE RAMP	SHEET 1752	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_090201_xs.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



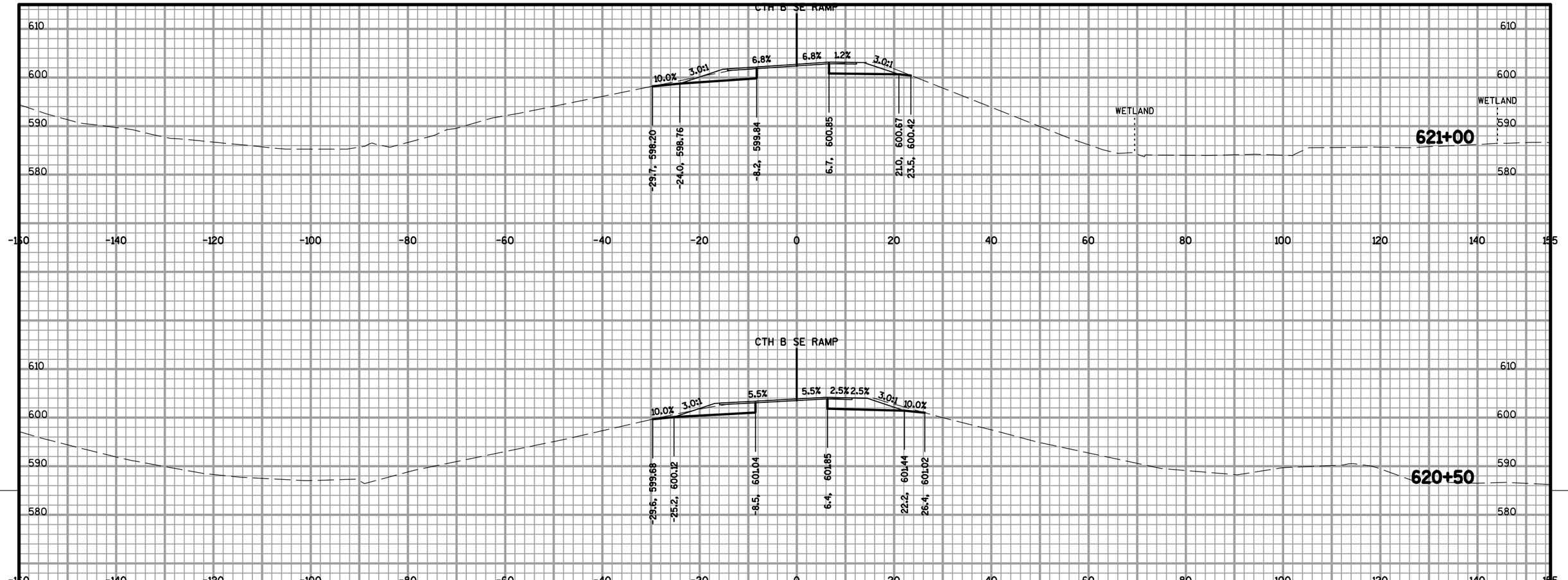
9

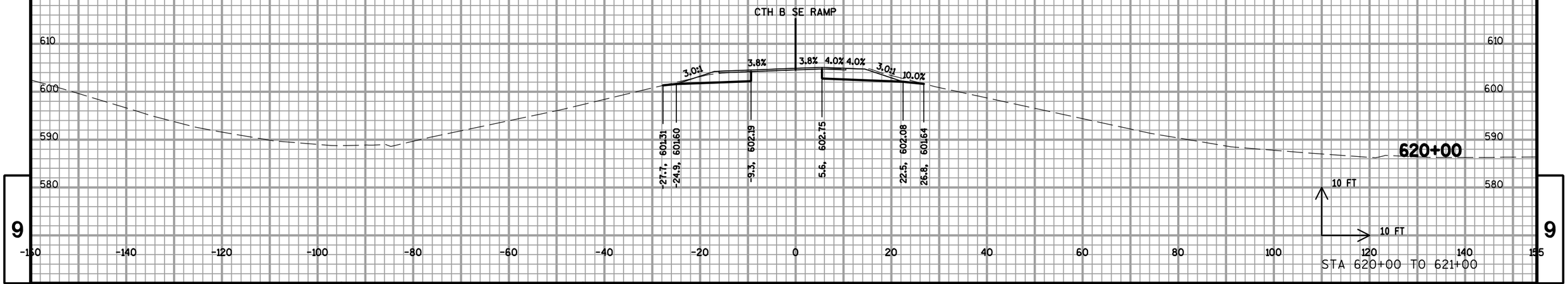
9

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH B SE RAMP	SHEET 1753	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_090201_xs.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





STA 620+00 TO 621+00

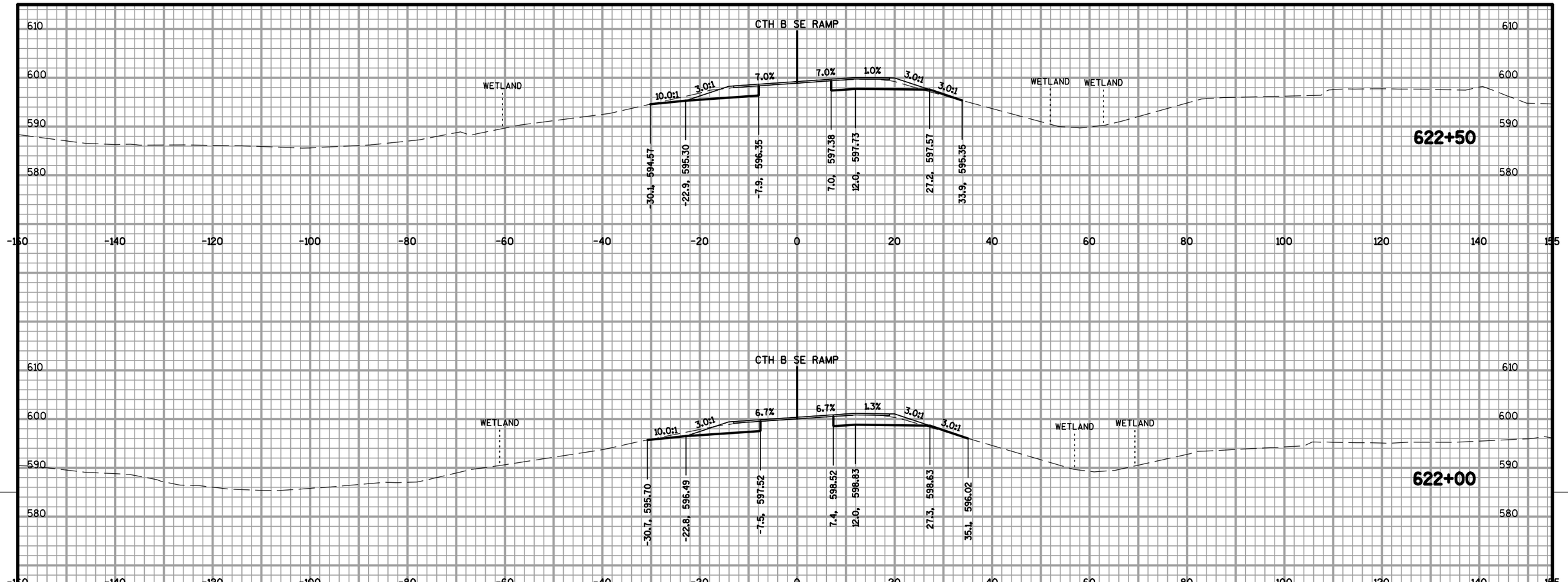
9

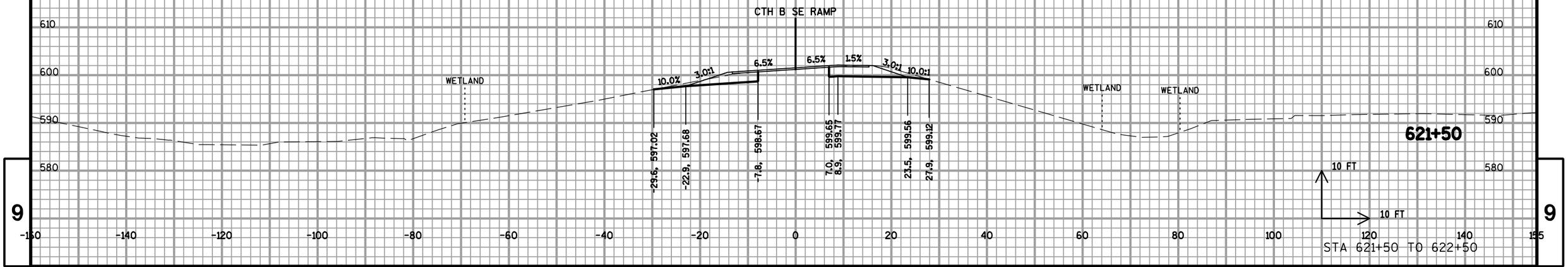
9

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH B SE RAMP	SHEET 1754	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_090201_xs.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





STA 621+50 TO 622+50

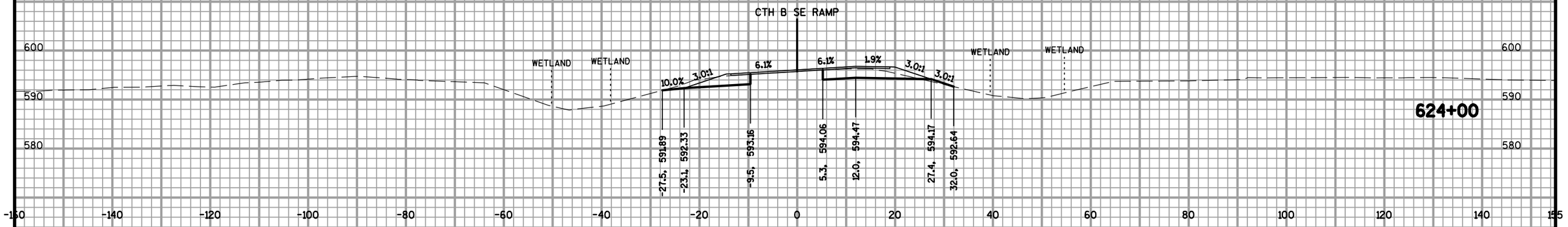
9

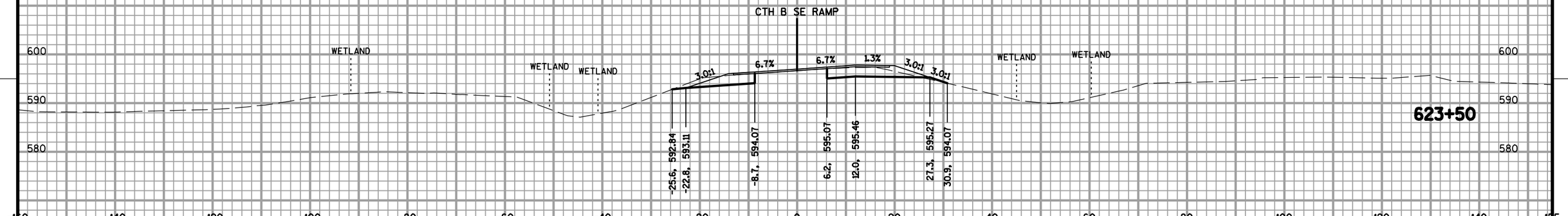
9

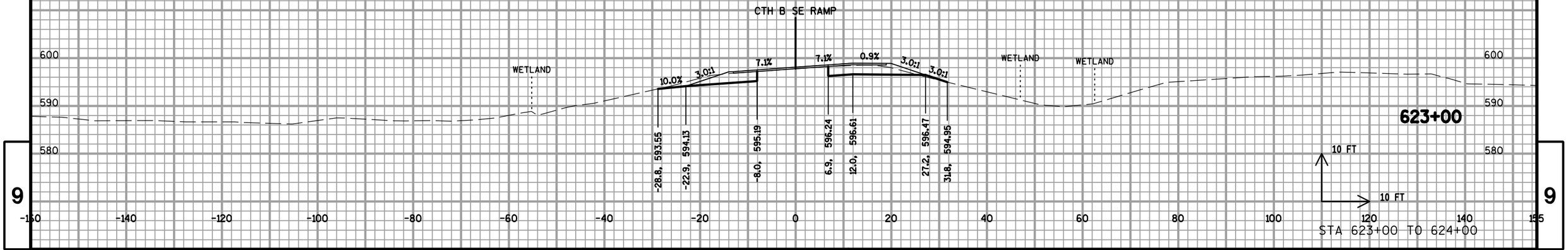
PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH B SE RAMP	SHEET 1755	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_090201_xs.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







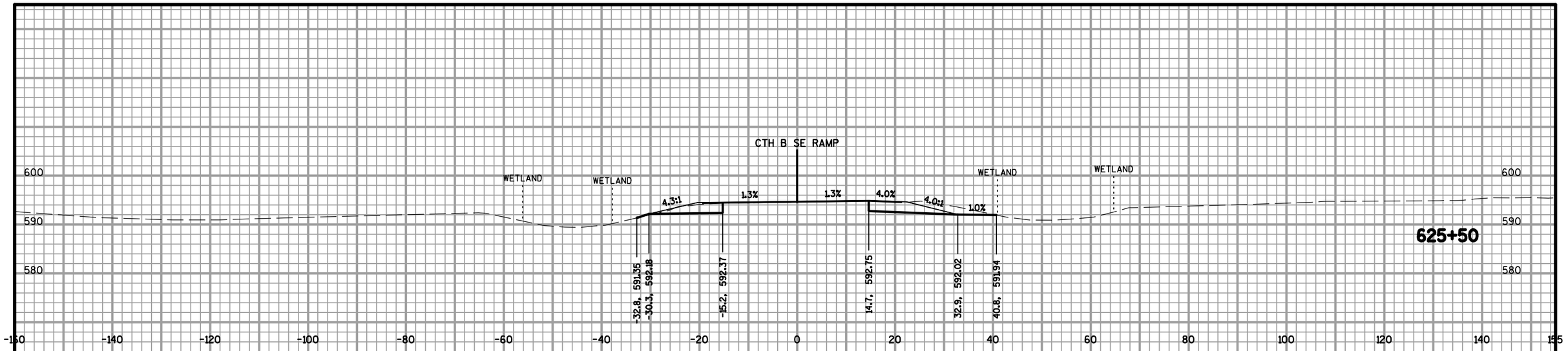
9

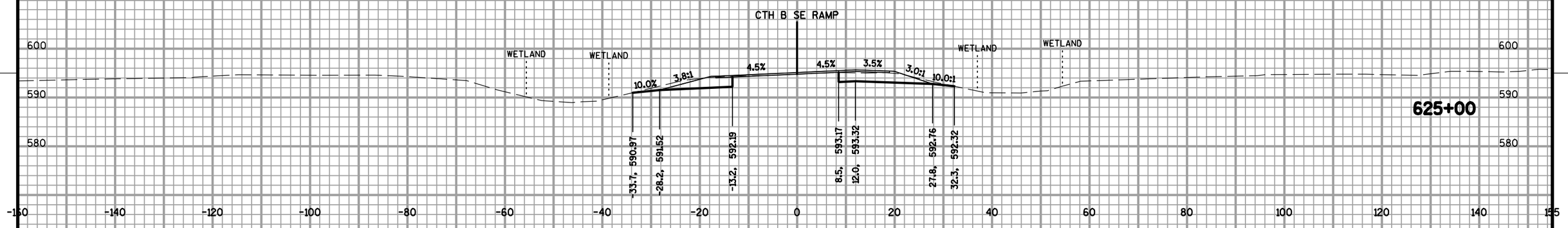
9

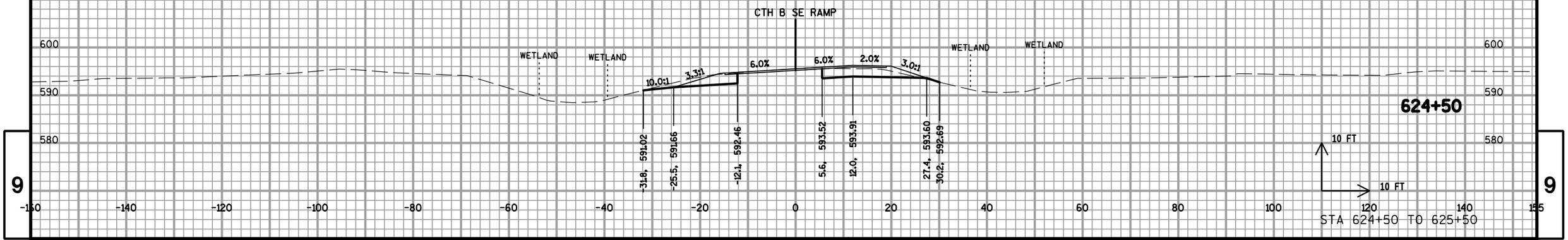
PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH B SE RAMP	SHEET 1756	E

FILE NAME : R:\45029100\DGN\Duck-Lineville\1133-10-72_CTH B_090201_xs.dgn PLOT DATE : 2/1/2013 PLOT BY : piojdae PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21







STA 624+50 TO 625+50

9

9

PROJECT NO: 1133-10-72	HWY: USH 41 / CTH M	COUNTY: BROWN	CROSS SECTIONS: CTH B SE RAMP	SHEET 1757	E

Wisconsin Department of Transportation

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