MAD

DECEMBER 2013

PROJECT ID: 1390-04-82

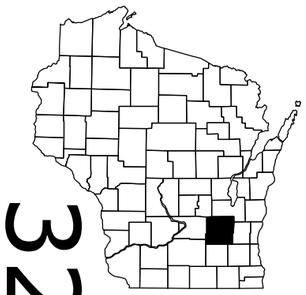
WITH:

COUNTY: DODGE

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 = 616



32

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WATERTOWN - STH 60 EAST ROAD

(CTH J - STH 60 EAST)

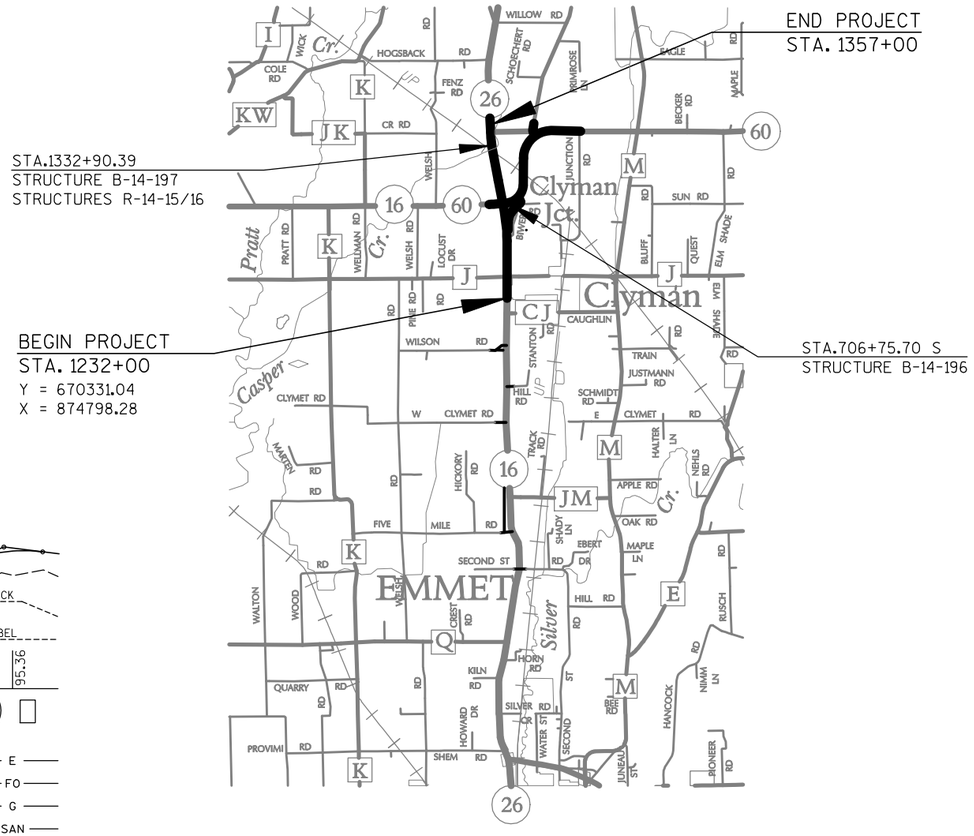
STH 26

DODGE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1390-04-82	———	—

STATE PROJECT NUMBER

1390-04-82



LAYOUT

SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 2.00 MI. (STH 26)
TOTAL NET LENGTH OF CENTERLINE = 1.75 MI. (STH 60)

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

DESIGN DESIGNATION

A.A.D.T. 2015	=	8,900 (STH 26) 4,700 (STH 60)
A.A.D.T. 2035	=	10,900 (STH 26) 5,900 (STH 60)
D.H.V.	=	770 VPD
D.D.	=	62/38
T.	=	12%
DESIGN SPEED	=	70 MPH (STH 26) 60 MPH (STH 60)
ESALS	=	4,584,400 (STH 26) & 1,423,500 (STH 60)

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

ORIGINAL PLANS PREPARED BY

OTIE
Oneida Total Integrated Enterprises

5-1-13 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	OTIE
Project Manager	KARLA KNORR
Regional Examiner	
Regional Supervisor	KURT JOHNSON
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 4/30/13 (Signature)

E

2

GENERAL NOTES

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

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

CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

PIPE AND INLET ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER.

EROSION CONTROL ITEMS SHOWN ARE AT SUGGESTED LOCATIONS. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

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

THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL CALL DIGGERS HOTLINE AND NOTIFY AFFECTED UTILITIES PRIOR TO THE START OF WORK.

SEE SUBSURFACE EXPLORATION REPORTS FOR SOIL BORING INFORMATION. REPORTS ARE AVAILABLE FROM THE WISDOT SOUTHWEST REGION PROJECTS SECTION. CONTACT KARLA KNORR PROJECT MANAGER, PHONE (608) 246-7965.

SEE EXCAVATION SUMMARY FOR EARTHWORK ADJUSTMENT FACTORS. EXCAVATION BELOW SUBGRADE (EBS) SHOWN ON THE PLANS IS ESTIMATED AND MAY VARY AS DIRECTED BY THE ENGINEER.

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

WHEN THE QUANTITY OF ITEMS OF BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON, THE THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE EXACT LOCATION OF PRIVATE ENTRANCES AND DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER. THE EXACT ELEVATIONS OF CURB AND GUTTER GRADES ON PRIVATE ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

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

PAVEMENT REMOVAL LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

ASPHALTIC SURFACE TEMPORARY SHALL BE CONSTRUCTED IN A SINGLE LAYER.

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

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

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

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

	TYPE	THICKNESS	LAYERS	NOM MAX SIZE GRADATION	ASPHALTIC MATERIAL
SHOULDER	E-0.3	3.5-INCHES	ONE 3.5" LAYER	12.5 mm	PG58-28
TOWN RD.	E-0.3	3.5-INCHES	ONE 1.75" UPPER LAYER ONE 1.75" LOWER LAYER	12.5 mm 19 mm	PG58-28
OVERLAY	E-0.3	2-INCHES	ONE 2.0" LAYER	12.5 mm	PG58-28
CTH HWY	E-1	4-INCHES	ONE 1.75" UPPER LAYER ONE 2.25" LOWER LAYER	12.5 mm 19 mm	PG58-28 PG58-28
STH 60	E-3	5.5-INCHES	ONE 1.50" UPPER LAYER ONE 1.75" MIDDLE LAYER ONE 2.25" LOWER LAYER	12.5 mm 19 mm 19 mm	PG58-28 PG58-28 PG58-28
STH 26	E-10	6-INCHES	ONE 1.50" UPPER LAYER ONE 2.25" MIDDLE LAYER ONE 2.25" LOWER LAYER	12.5 mm 19 mm 19 mm	PG58-28 PG58-28 PG58-28
TEMP ROADS	TEMPORARY	4-INCHES	ONE 1.75" UPPER LAYER ONE 2.25" LOWER LAYER	12.5 mm 19 mm	PG58-28 PG58-28

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

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PLAN DETAILS
CONTOUR MAP
CROSS SECTION MATCHLINES
EROSION CONTROL
EXISTING SIGN REMOVALS
PERMANENT SIGNING & PAVEMENT MARKING
TRAFFIC CONTROL & STAGING
ALIGNMENT LAYOUT DETAILS

UTILITIES

ATT WISCONSIN - COMMUNICATION LINE
TOM CROWLEY
2005 PEWAUKEE ROAD
WAUKESHA, WI 53188
(262) 896-7436
Tc1657@att.com

CHARTER COMMUNICATIONS - COMMUNICATION LINE
RON FRASE
N3760 CTH J
JUNEAU, WI 53039
(920) 263-0015
Ron.frase@chartercom.com

FRONTIER - COMMUNICATION LINE
WALTER WRIGHT
100 COMMUNICATIONS DRIVE
SUN PRAIRIE, WI 53590
(608) 837-1494
Walter.p.wright@ftr.com

WE-ENERGIES - ELECTRICITY/GAS/PETROLEUM
MR. DAN SANDE
333 W EVERETT STREET *A279
MILWAUKEE, WI 53203
(414) 221-4578
Dan.sande@we-energies.com

DNR LIAISON

WIS DNR
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711-5397
MR. ERIC HEGGELUND
(608) 275-3301

RAILROADS

UNION PACIFIC RAILROAD COMPANY
301 WEST LAKE STREET, ROOM 103
NORTHLAKE, IL 60164
MR. JOHN VENICE
MANAGER OF SPECIAL PROJECTS - INDUSTRY AND PUBLIC PROJECTS
(708) 649-5210
JNVENICE@UP.COM

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

END PROJECT
STA. 1357+00

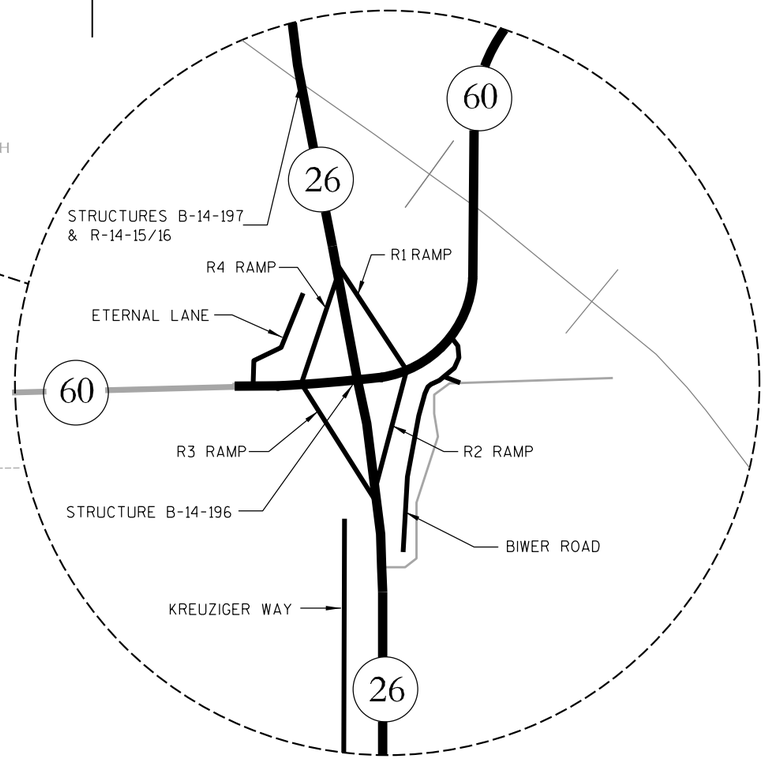
BEGIN PROJECT
STA. 1232+00.00

HOLL ROAD

STRUCTURES B-14-197
& R-14-15/16

STRUCTURE B-14-196

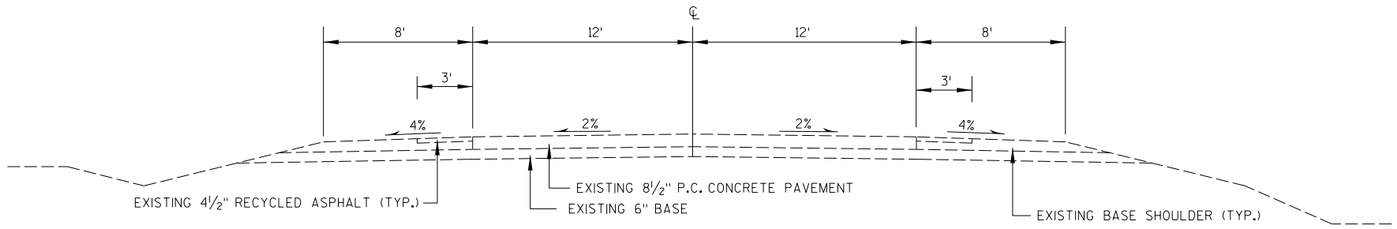
N



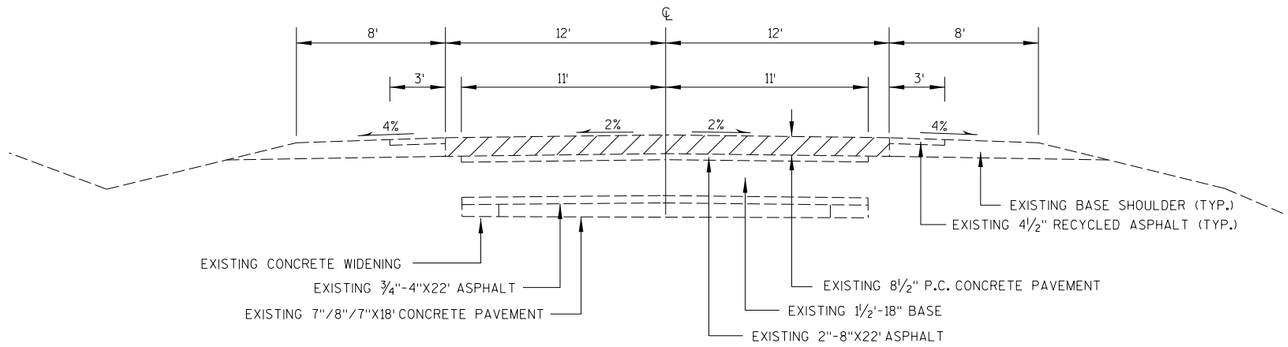
DODGE COUNTY
JEFFERSON COUNTY

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PROJECT OVERVIEW	SHEET 3	E

2



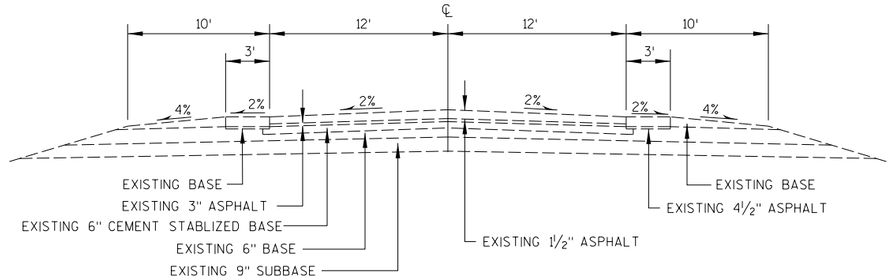
TYPICAL EXISTING SECTION
STH 26
STA. 1228+00 - STA. 1245+39



TYPICAL EXISTING SECTION
STH 26
STA. 1245+39 - STA. 1268+90

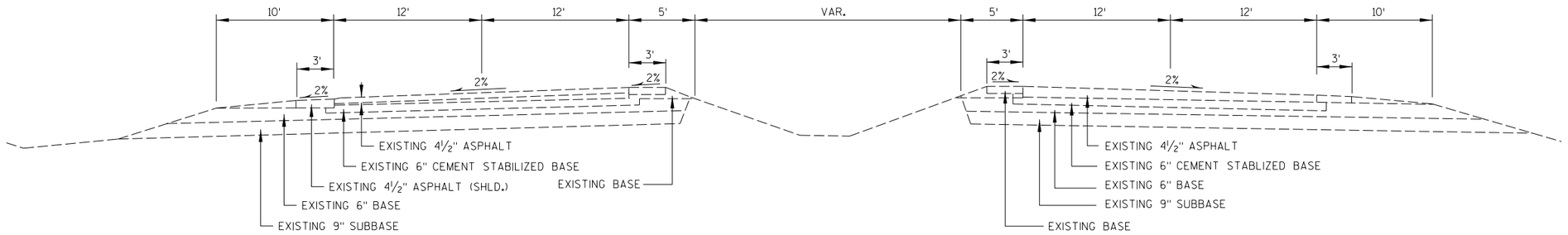
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 4	E

2



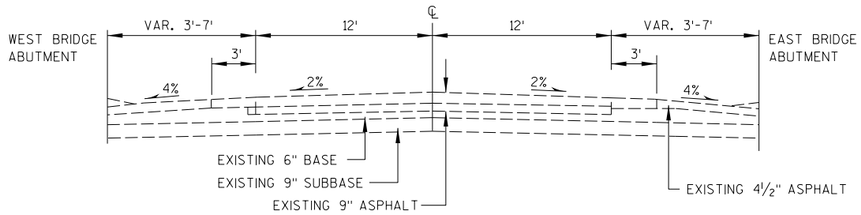
TYPICAL EXISTING SECTION

STH 26 & 60
STA. 1268+90 TO STA. 1270+42
STA. 1314+49 TO STA. 1332+60
STA. 1334+15 TO STA. 1357+00



TYPICAL EXISTING SECTION

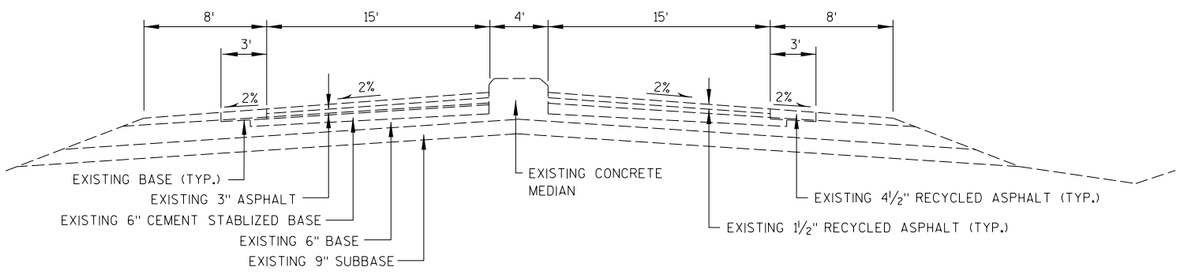
STH 26 & 60
STA. 1270+42 TO STA. 1314+49



TYPICAL EXISTING SECTION

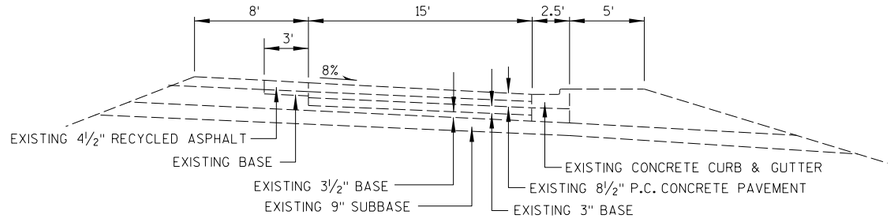
STH 26 & 60
UNDER UP R.R. STRUCTURE
STA. 1332+60 TO STA. 1334+15

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 5	E



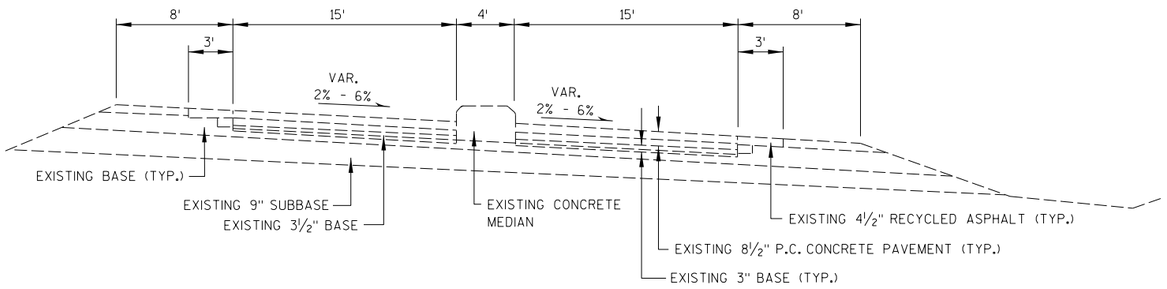
TYPICAL EXISTING SECTION

STA. 705+17.8 S - STRUCTURE B-14-196



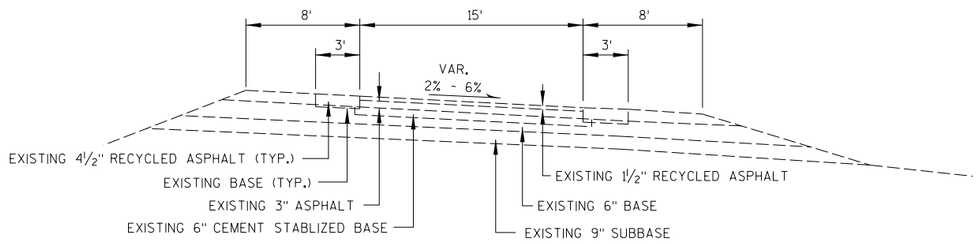
TYPICAL EXISTING SECTION

RAMP STH 60 E TO STH 26 N



TYPICAL EXISTING SECTION

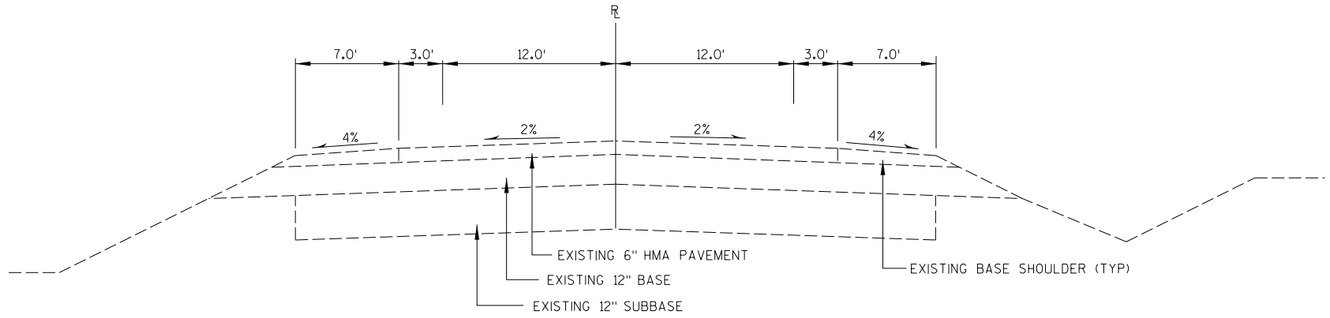
RAMP STH 26 N TO STH 16/60 W &
RAMP STH 16/60 E TO STH 26 N



TYPICAL EXISTING SECTION

RAMP EXTENSION STH 26 N TO STH 16/60 W
RAMP STH 60 E TO STH 26 S

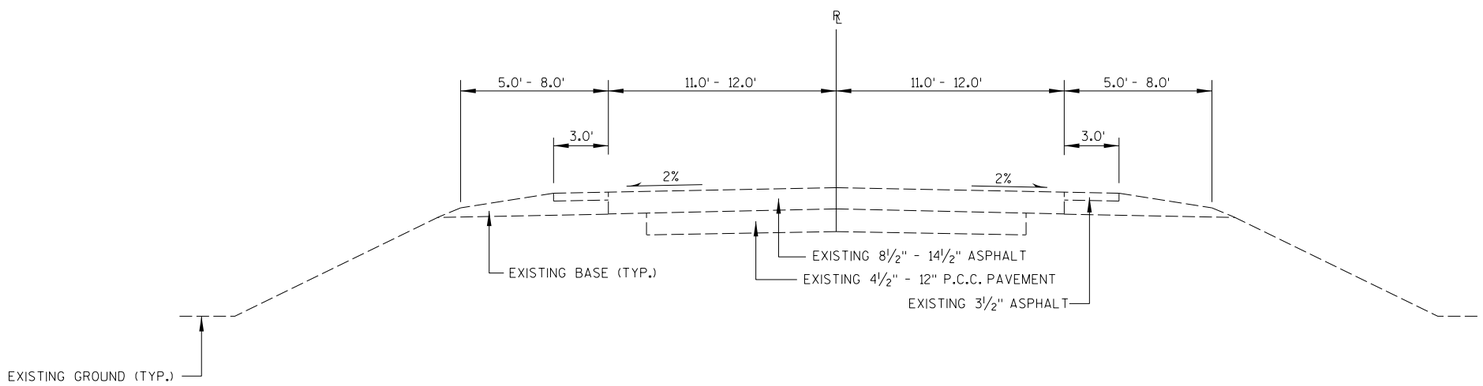
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 6	E



TYPICAL EXISTING SECTION

STH 16/60

STA. 690+00 S - STA. 693+00 S

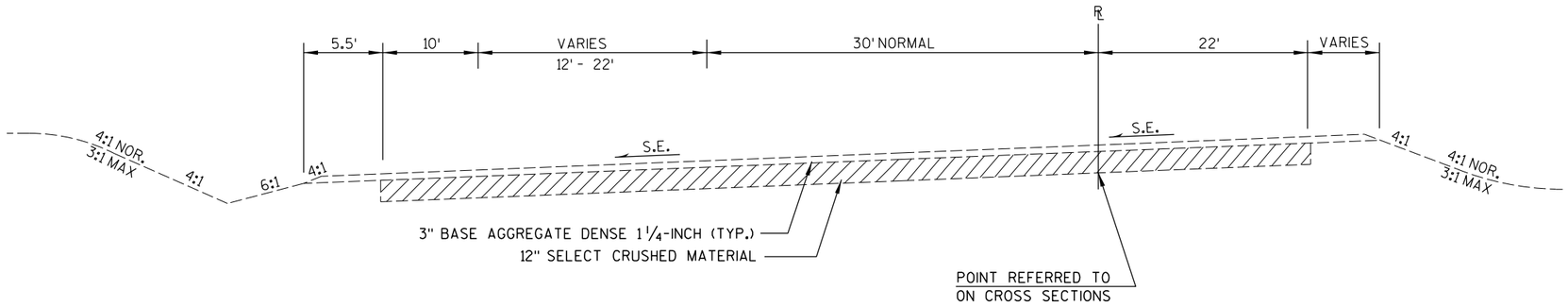


TYPICAL EXISTING SECTION

STH 16/60

STA. 693+00 S - STA. 705+17.80 S

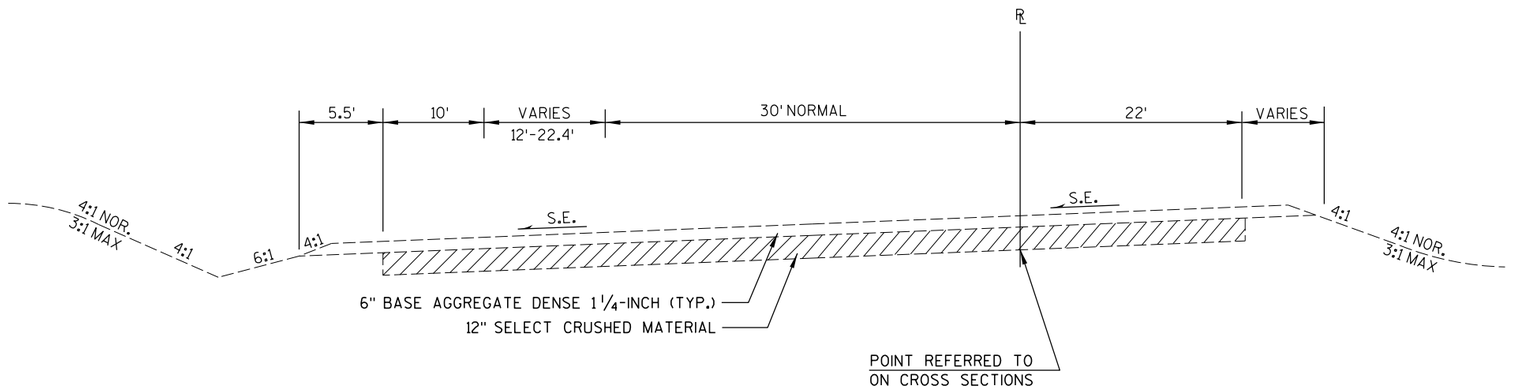
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 7	E



TYPICAL EXISTING SECTION

STH 60
STA. 707+82 S - STA. 710+57 S

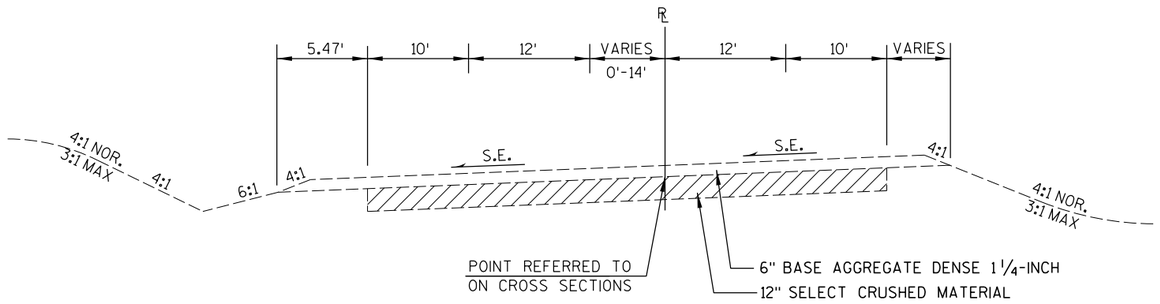
NOTE:
SUPERELEVATION TABLES ARE
ON ALIGNMENT LAYOUT SHEETS



TYPICAL EXISTING SECTION

STH 60
STA. 710+57 S - STA. 713+81 S

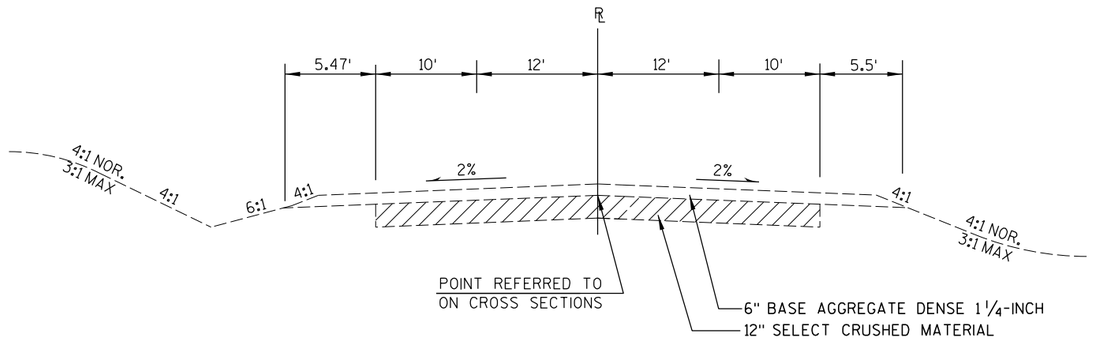
PROJECT NO: 1390-04-82	HWY: STH 60	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 8	E



TYPICAL EXISTING SECTION

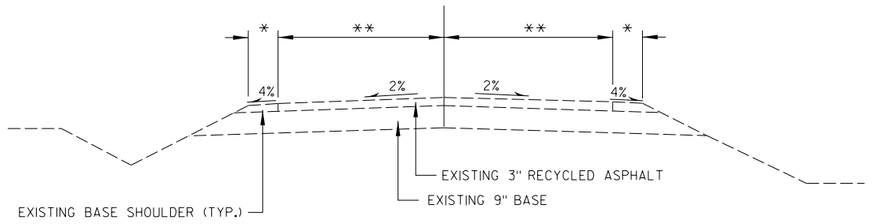
STH 60
STA. 713+81 S - STA. 717+47 S

NOTE:
SUPERELEVATION TABLES ARE
ON ALIGNMENT LAYOUT SHEETS



TYPICAL EXISTING SECTION

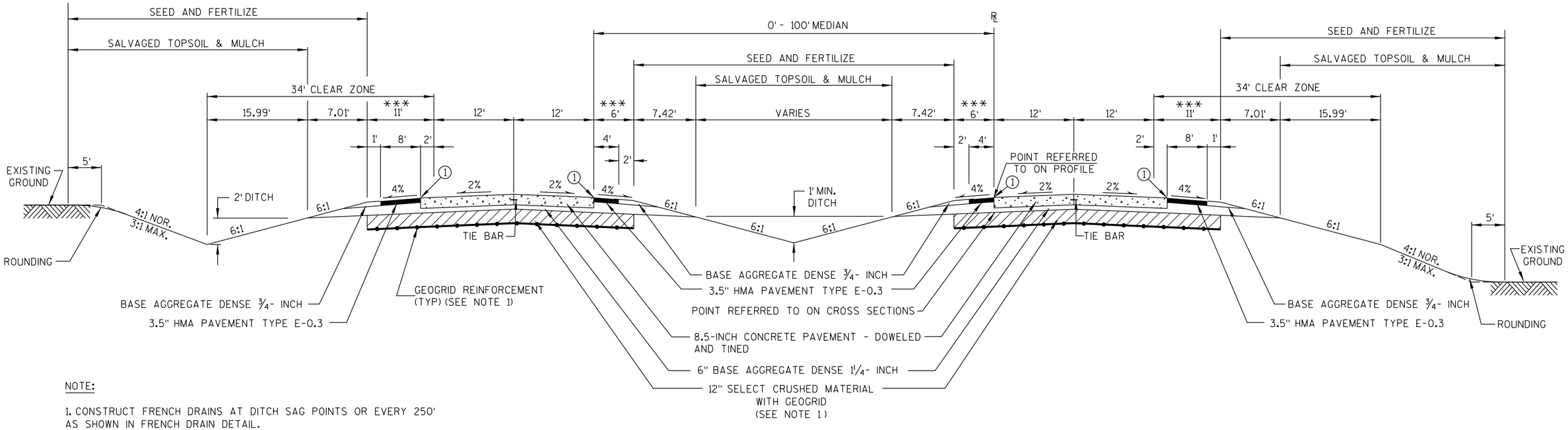
STH 60
STA. 717+47 S - STA. 735+49.40 S
STA. 736+42 S - STA. 775+00 S
(SEE SUPERELEVATION TABLES)



TYPICAL EXISTING SECTION

CTH J
BIWER ROAD
CTH W

ROAD	* SHOULDER WIDTH	** LANE WIDTH
CTH J	5'	11'
BIWER ROAD	0'	9'
CTH W	3'	11'



NOTE:

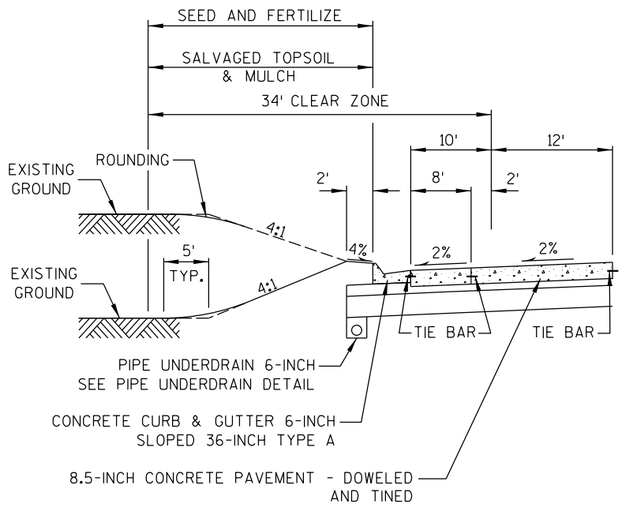
1. CONSTRUCT FRENCH DRAINS AT DITCH SAG POINTS OR EVERY 250' AS SHOWN IN FRENCH DRAIN DETAIL.

*** ASPAHLT SHOULDER RUMBLE STRIPS REQ'D. SEE SDD (TYP.)

① ROUTE AND SEAL LOCATION

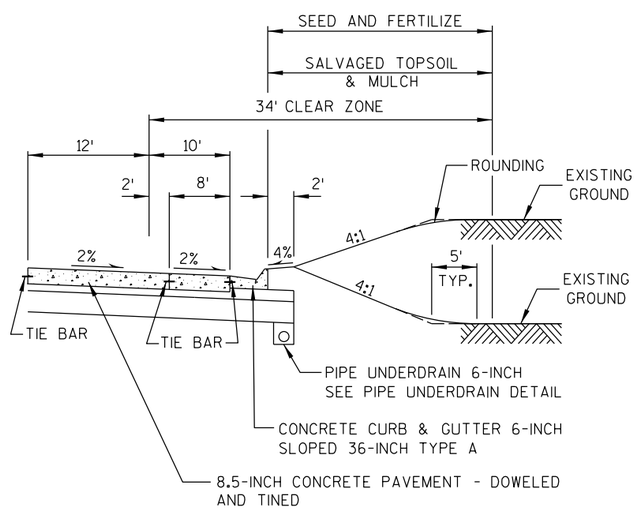
TYPICAL FINISHED SECTION

STH 26
STA. 1232+00.00 - 1264+45.85 100' MEDIAN
STA. 1264+45.85 - 1294+16.04 MEDIAN VARIES 100' TO 60'
STA. 1294+16.04 - 1296+00 60' MEDIAN
STA. 1296+00 - 1325+10.21 MEDIAN VARIES 60' TO 0'



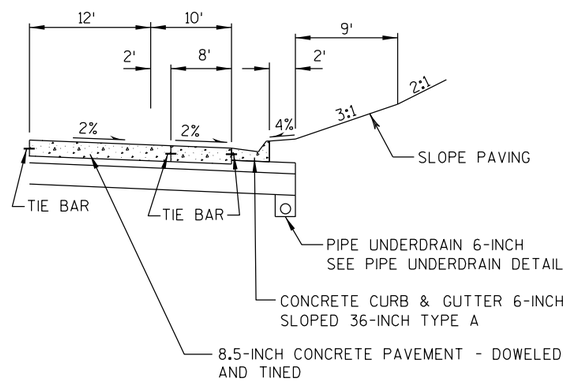
TYPICAL HALF FINISHED SECTION W/ CURB & GUTTER

STH 26
STA. 1261+00 - 1267+00, LT.



TYPICAL HALF FINISHED SECTION W/ CURB & GUTTER

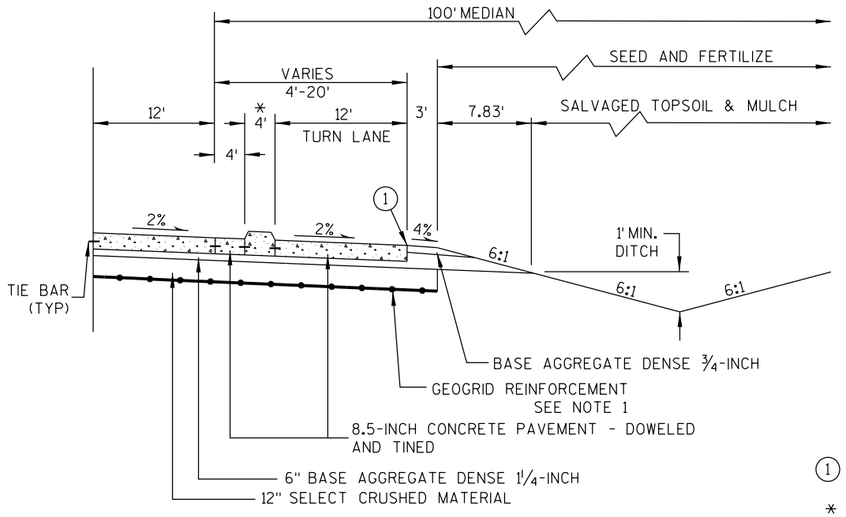
STH 26
STA. 1250+96 - 1255+00, RT.



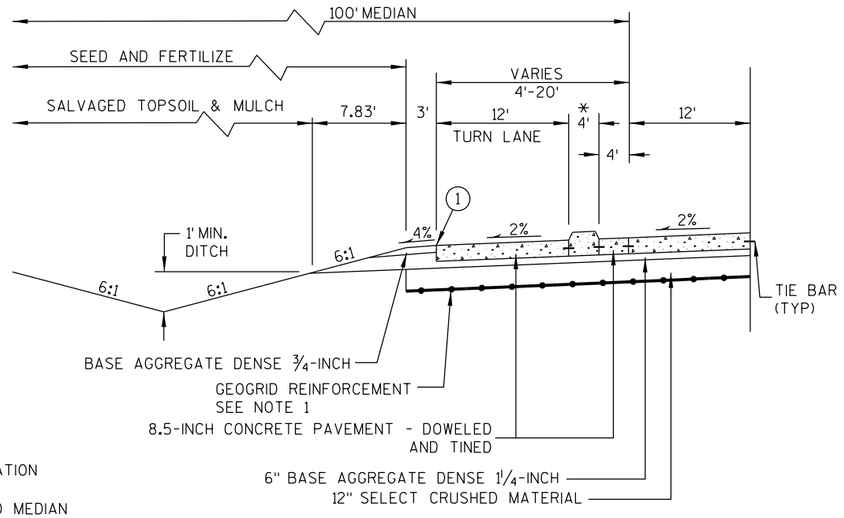
TYPICAL HALF FINISHED SECTION W/ CURB & GUTTER @ B-14-196

STH 26
STA. 1294+71.51 - 1295+69.11, RT.
STA. 1394+82.46 - 1295+80.07, LT.

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 11	E



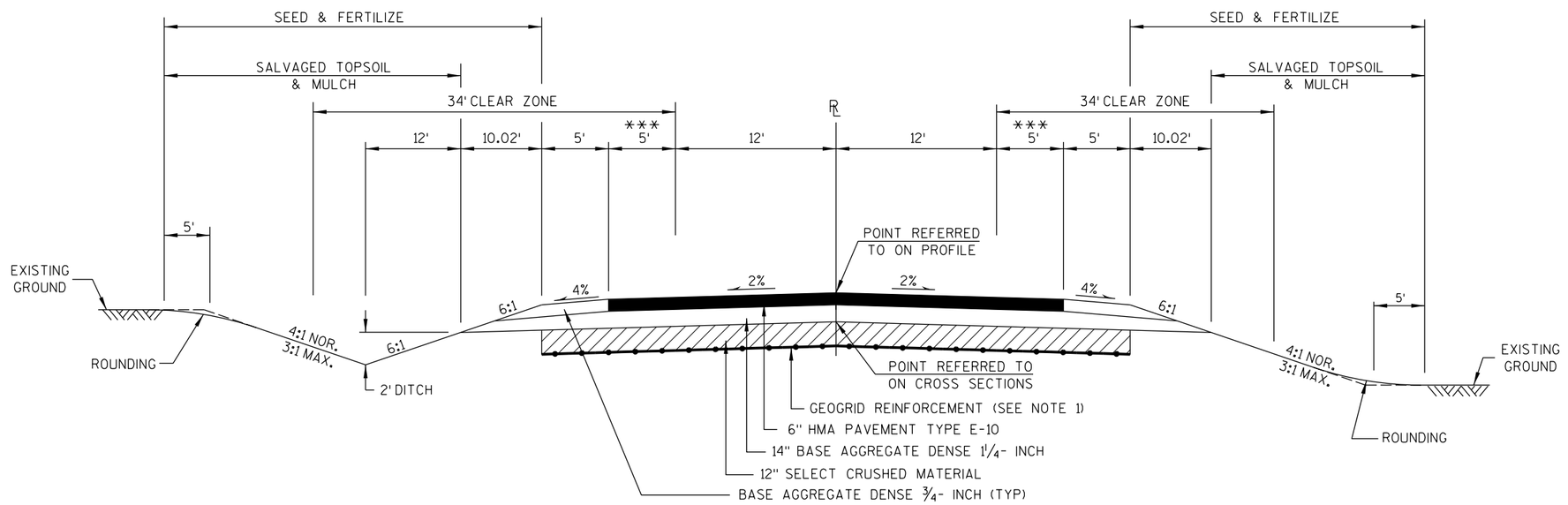
TYPICAL FINISHED PARTIAL SECTION
STH 26 - TURN LANE
STA. 1241+84.91 - 1247+68.24, LT.



TYPICAL FINISHED PARTIAL SECTION
STH 26 - TURN LANE
STA. 1233+94.90 - 1240+44.90, LT.

1 ROUTE AND SEAL LOCATION

* CONCRETE CORRUGATED MEDIAN



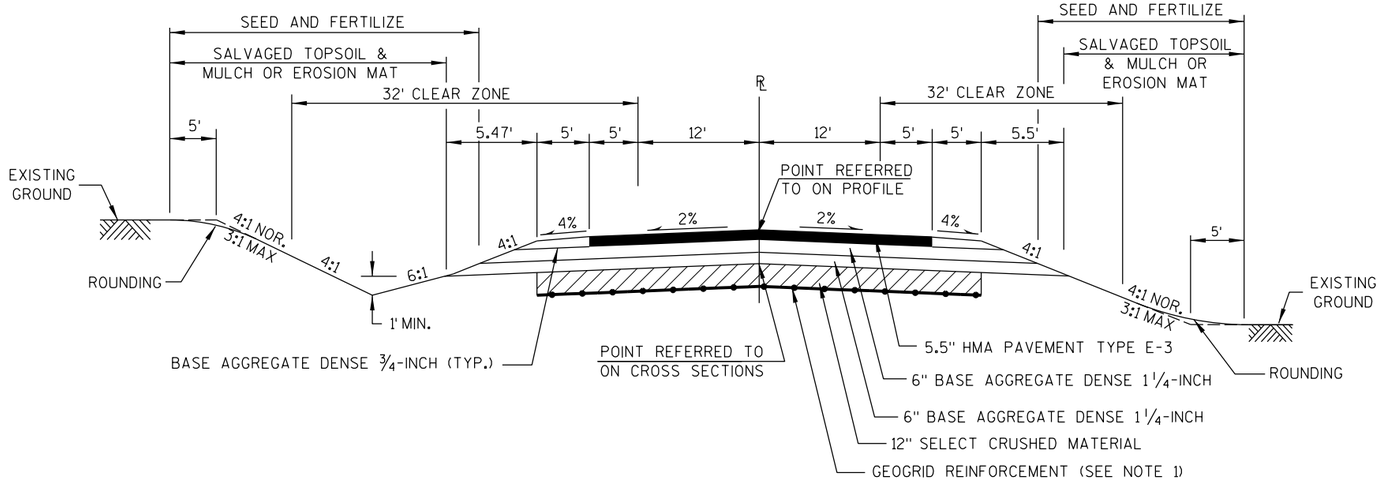
TYPICAL FINISHED SECTION
STH 26
1325+10.21 - 1357+00

NOTE:

1. CONSTRUCT FRENCH DRAINS AT DITCH SAG POINTS OR EVERY 250' AS SHOWN IN FRENCH DRAIN DETAIL.

*** ASPAHLT SHOULDER RUMBLE STRIPS REQ'D. SEE SDD (TYP.)

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 12	E



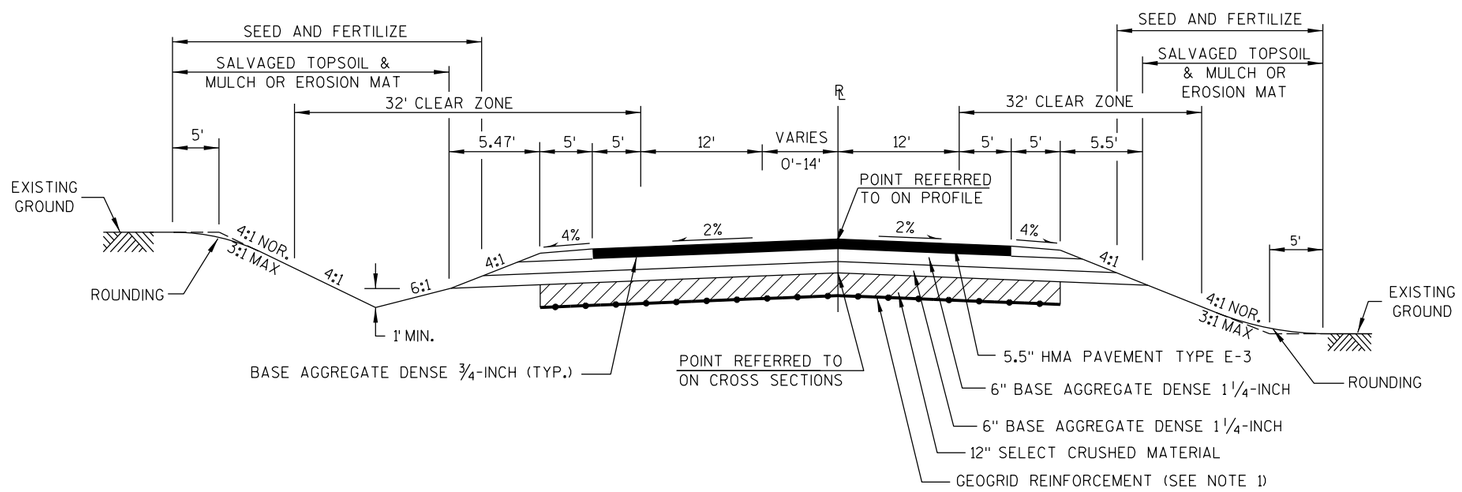
TYPICAL FINISHED SECTION

STH 60
STA. 690+00 S - STA. 691+59 S
STA. 775+00 S - STA. 782+50 S
(SEE SUPERELEVATION TABLES)

NOTE:

1. CONSTRUCT FRENCH DRAINS AT DITCH SAG POINTS OR EVERY 250' AS SHOWN IN FRENCH DRAIN DETAIL.

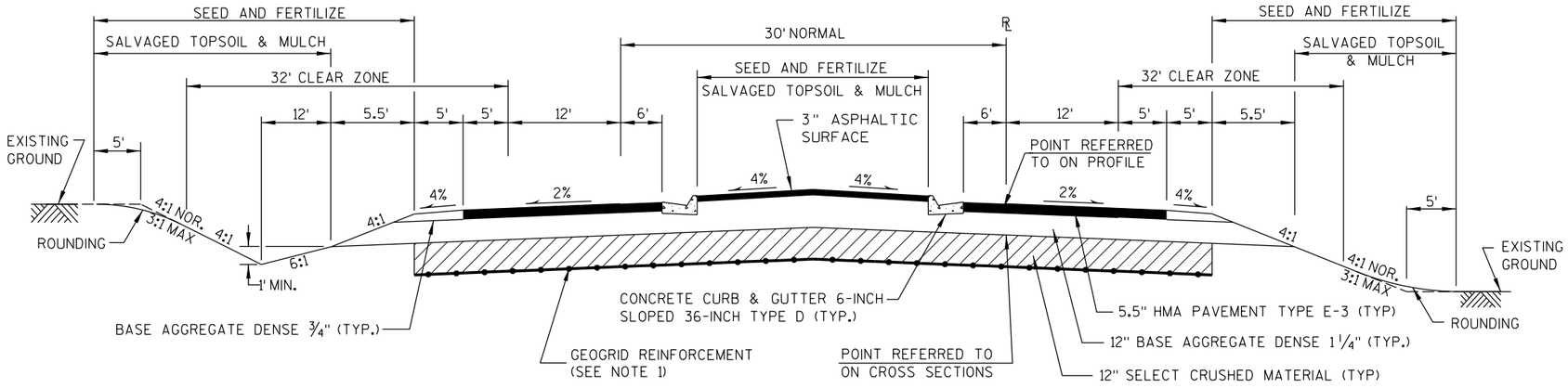
NOTE:
SUPERELEVATION TABLES ARE ON ALIGNMENT LAYOUT SHEETS



TYPICAL FINISHED SECTION

STH 60
STA. 691+59 S - STA. 695+14 S

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 13	E

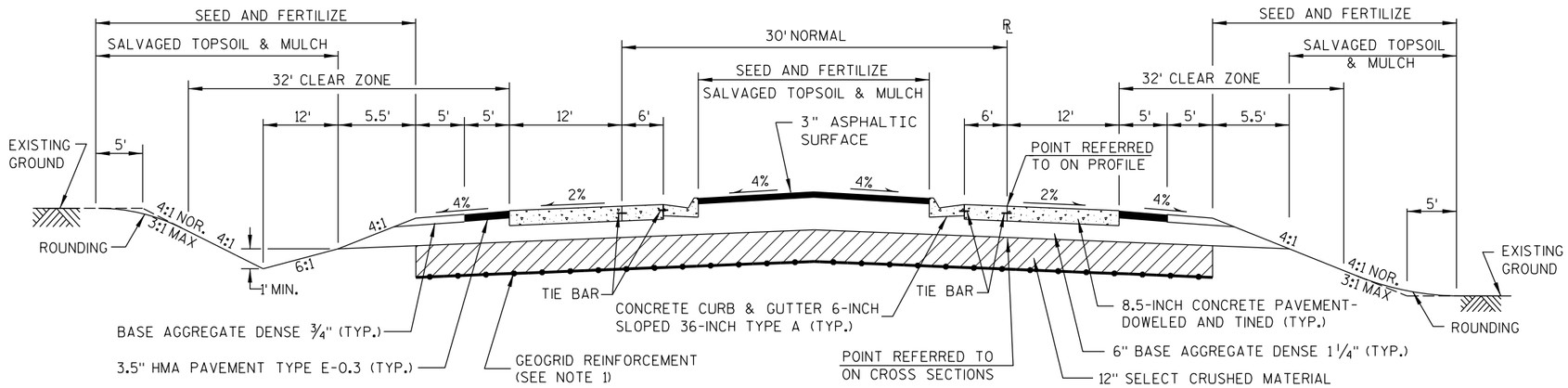


TYPICAL FINISHED SECTION

STH 60
STA. 695+14 S - STA. 703+27 S

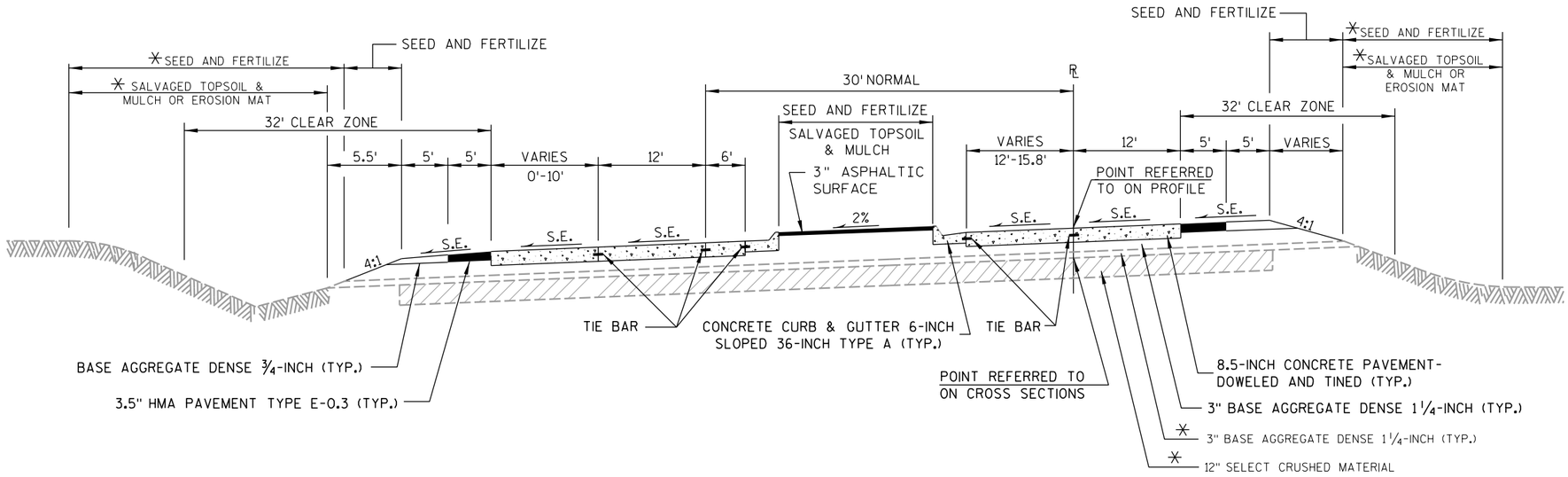
NOTE:

1. CONSTRUCT FRENCH DRAINS AT DITCH SAG POINTS OR EVERY 250' AS SHOWN IN FRENCH DRAIN DETAIL.



TYPICAL FINISHED SECTION

STH 60
STA. 703+27 S - STA. 705+69.74 S

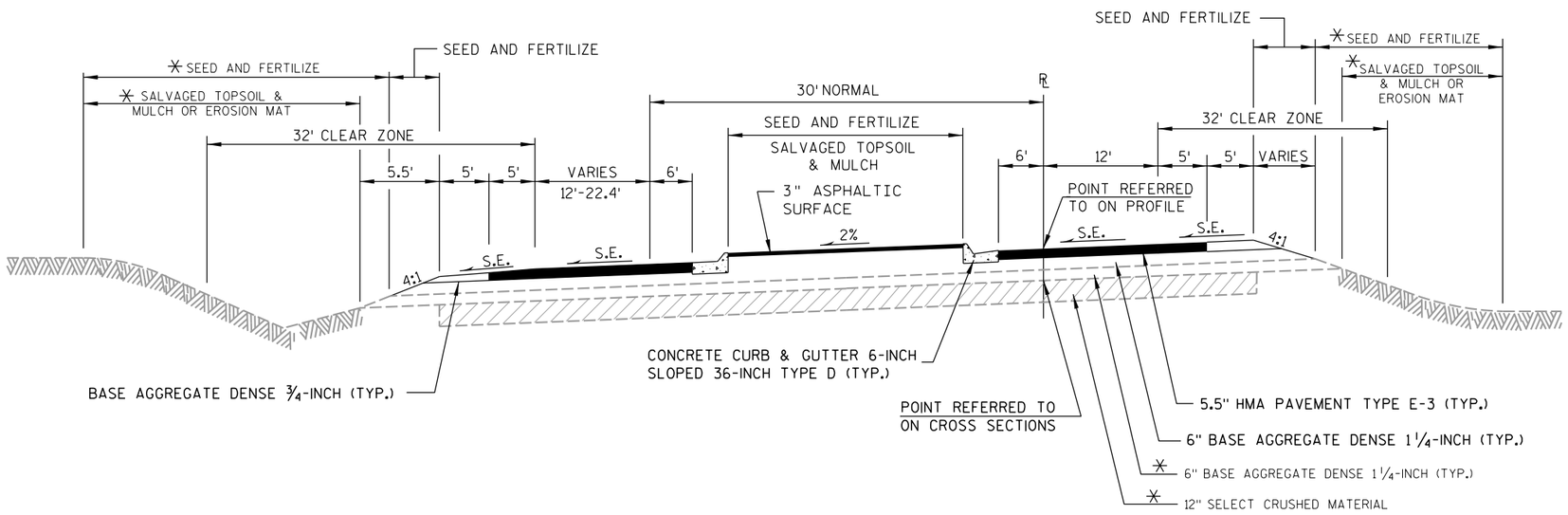


TYPICAL FINISHED SECTION

STH 60
STA. 707+82.25 S - STA. 710+57 S

* NOT PART OF THIS CONTRACT
BUILT UNDER PROJECT 1390-04-96

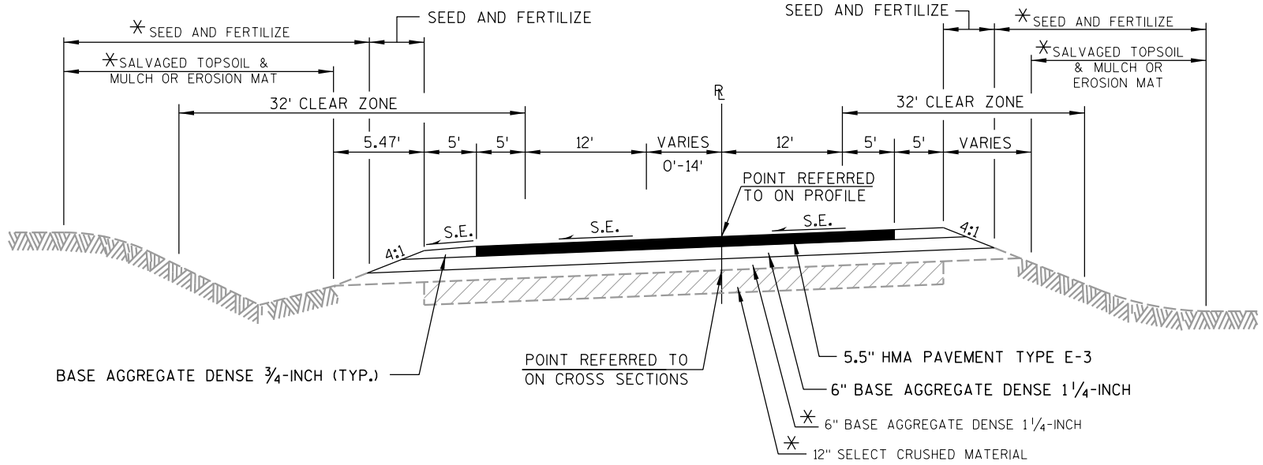
NOTE:
SUPERELEVATION TABLES ARE
ON ALIGNMENT LAYOUT SHEETS



TYPICAL FINISHED SECTION

STH 60
STA. 710+57 S - STA. 713+81 S

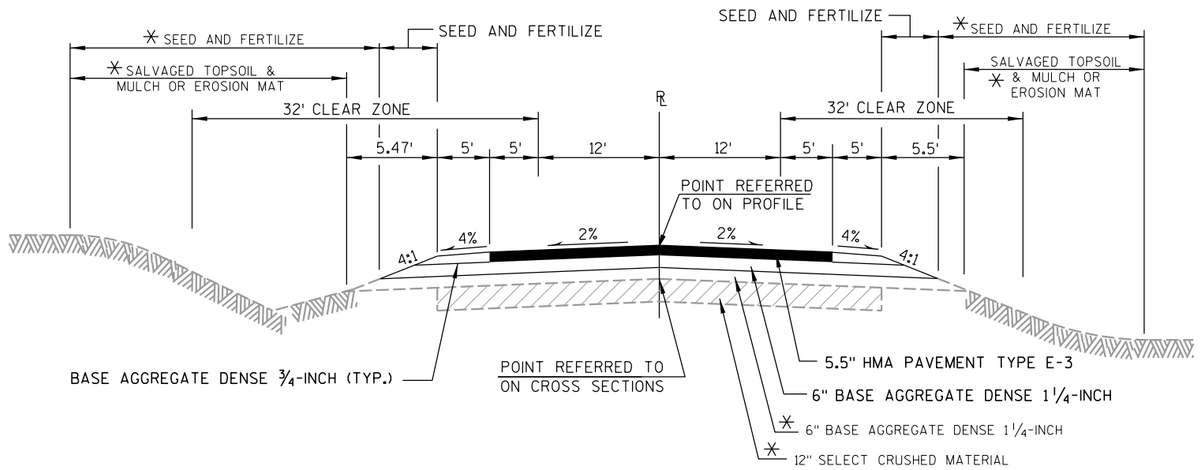
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 15	E



TYPICAL FINISHED SECTION
STH 60
STA. 713+81 S - STA. 717+47 S

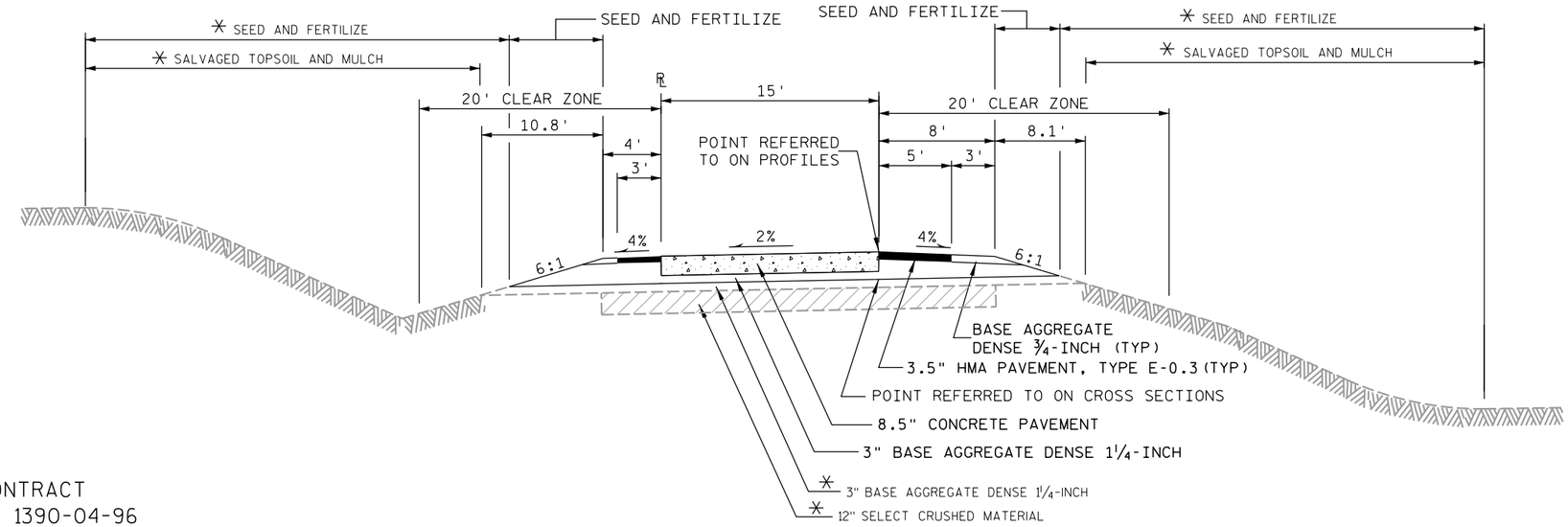
NOTE:
SUPERELEVATION TABLES ARE
ON ALIGNMENT LAYOUT SHEETS

✳ NOT PART OF THIS CONTRACT
BUILT UNDER PROJECT 1390-04-96



TYPICAL FINISHED SECTION
STH 60
STA. 717+47 S - STA. 735+49.40 S
STA. 736+42 S - STA. 775+00 S
(SEE SUPERELEVATION TABLES)

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 16	E

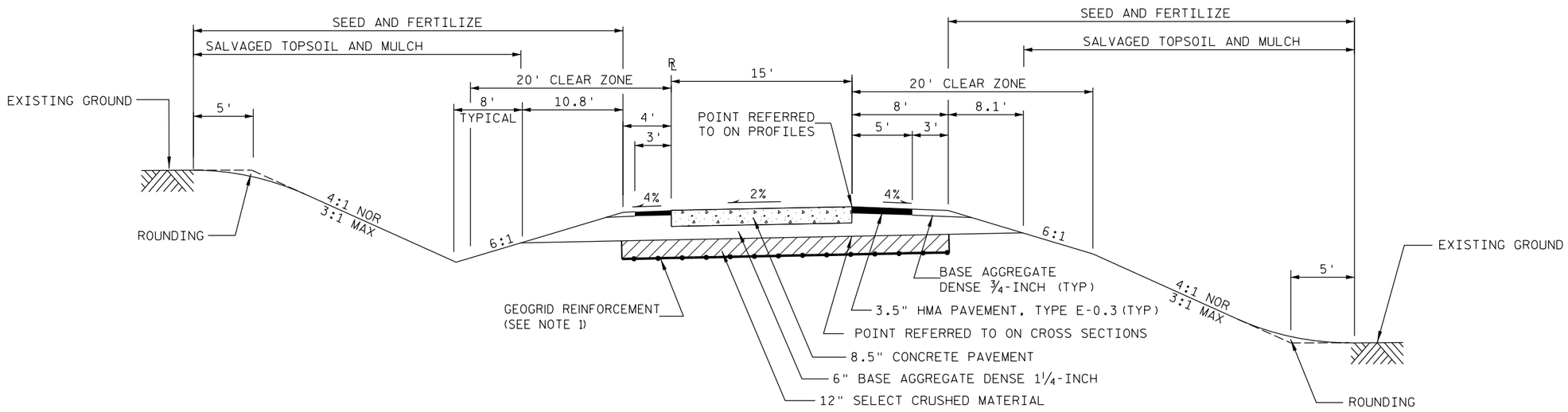


* NOT PART OF THIS CONTRACT
BUILT UNDER PROJECT 1390-04-96

TYPICAL FINISHED SECTION

STH 26 RAMPS 1 & 2
STA.1294+23.95 R2 - STA.1294+88 R2
STA.1294+88.00 R1 - STA.1316+75.98 R1 (SEE SUPERELEVATION TABLE)

NOTE:
SUPERELEVATION TABLES ARE
ON ALIGNMENT LAYOUT SHEETS



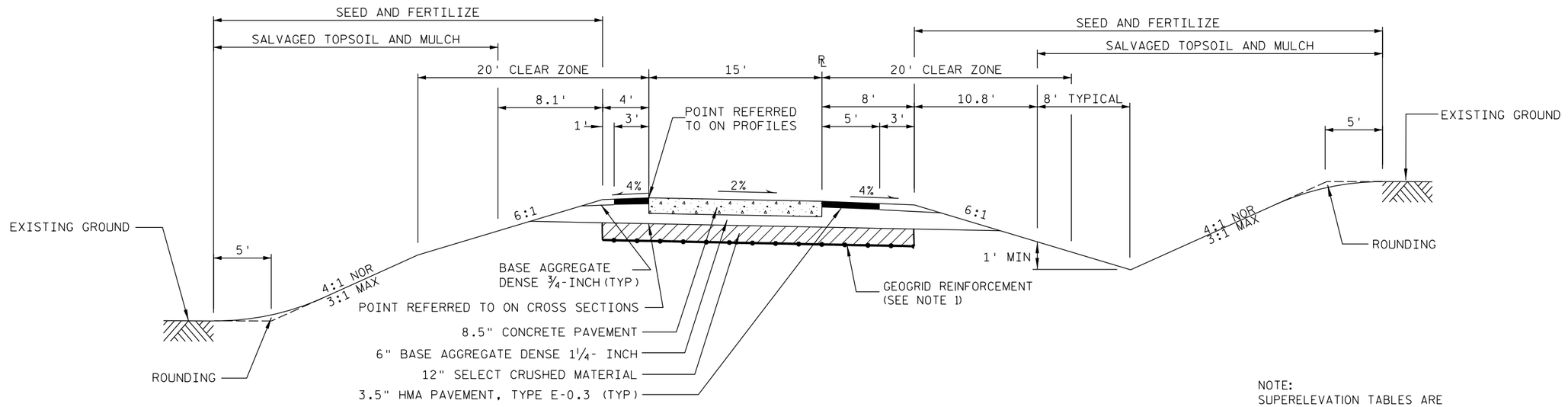
NOTE:

1. CONSTRUCT FRENCH DRAINS AT DITCH SAG POINTS OR EVERY 250'
AS SHOWN IN FRENCH DRAIN DETAIL.

TYPICAL FINISHED SECTION

STH 26 RAMPS 1 & 2
STA.1274+61.20 R2 - STA.1294+88 R2
STA.1316+75.95 R1 - STA.1317+08.90 R1 (SEE SUPERELEVATION TABLE)

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 17	E



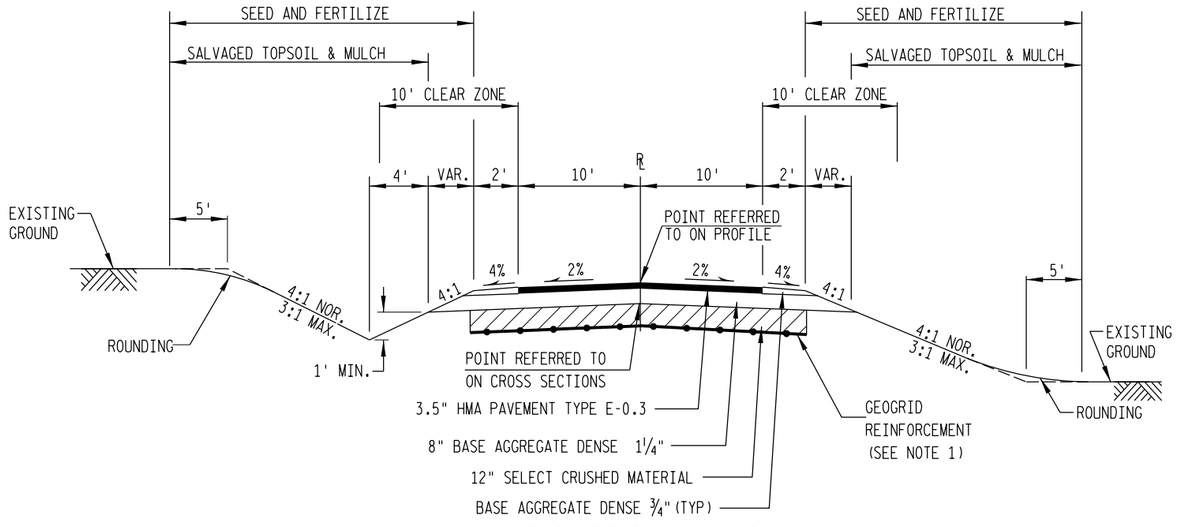
NOTE:
SUPERELEVATION TABLES ARE ON ALIGNMENT LAYOUT SHEETS

TYPICAL FINISHED SECTION

STH 26 RAMPS 3 & 4

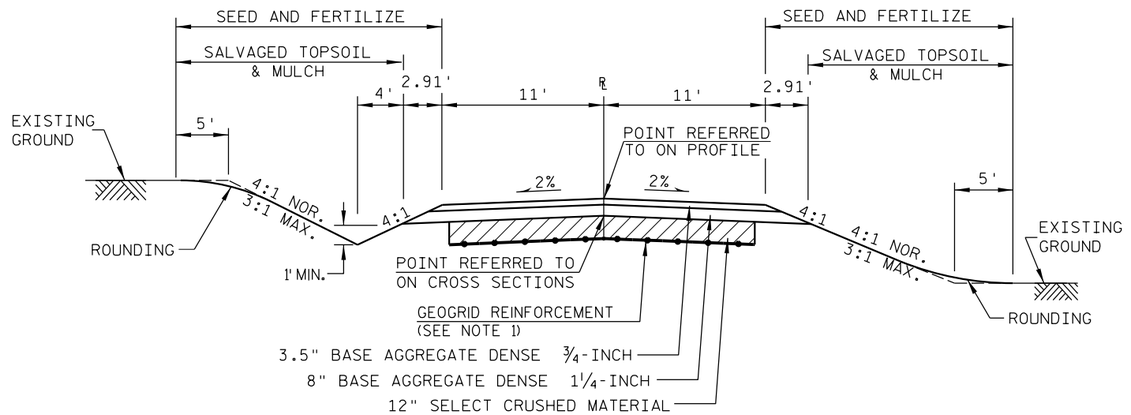
NOTE:

1. CONSTRUCT FRENCH DRAINS AT DITCH SAG POINTS OR EVERY 250' AS SHOWN IN FRENCH DRAIN DETAIL.



TYPICAL FINISHED SECTION

ETERNAL LANE STA. 10+00 FH - STA. 24+75 FH
HOLL ROAD STA. 4+28 FK - STA. 20+00 FK



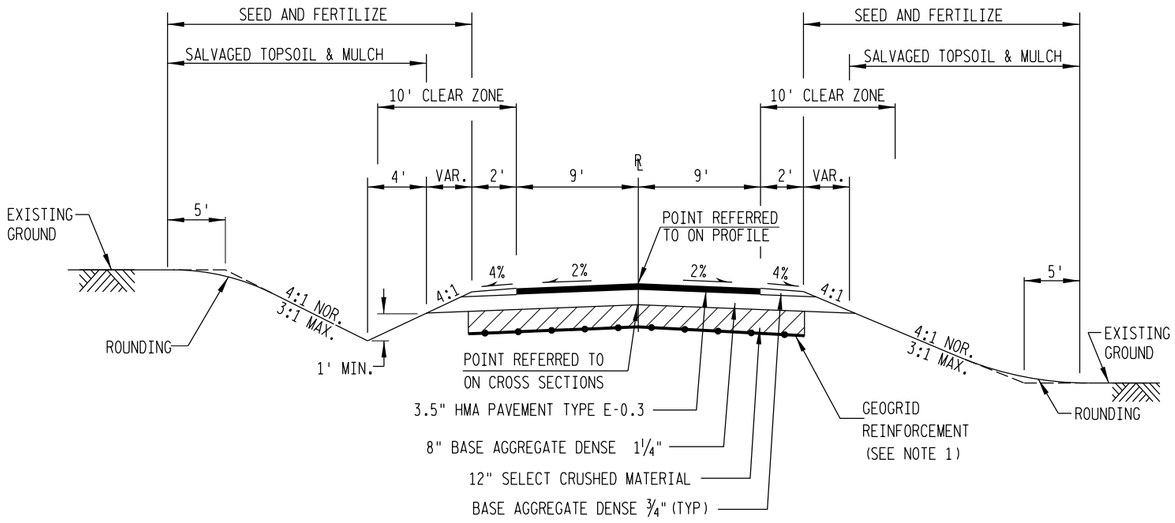
TYPICAL FINISHED SECTION

BIWER ROAD
STA. 10+00 B - STA. 25+00 B
(SEE SUPERELEVATION TABLES)

NOTE:

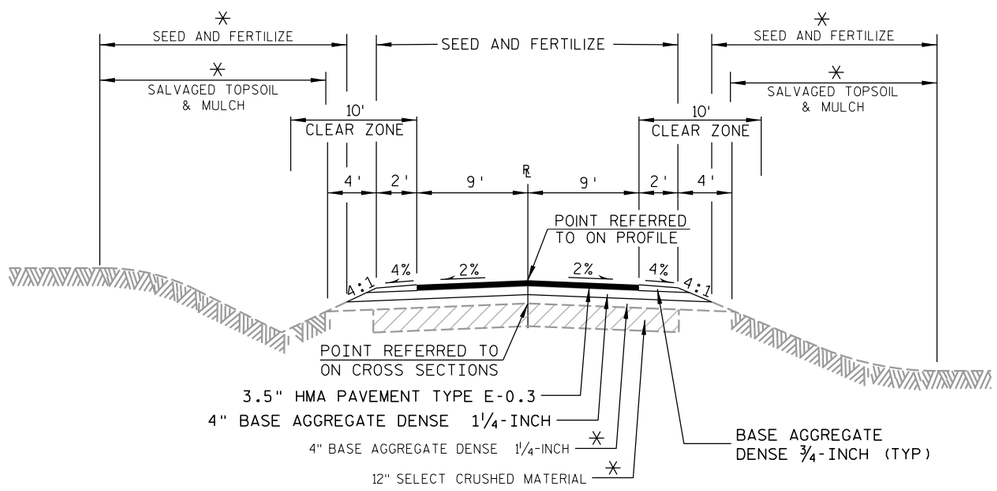
1. CONSTRUCT FRENCH DRAINS AT DITCH SAG POINTS OR EVERY 250' AS SHOWN IN FRENCH DRAIN DETAIL.

⁎ NOT PART OF THIS CONTRACT
BUILT UNDER PROJECT 1390-04-96



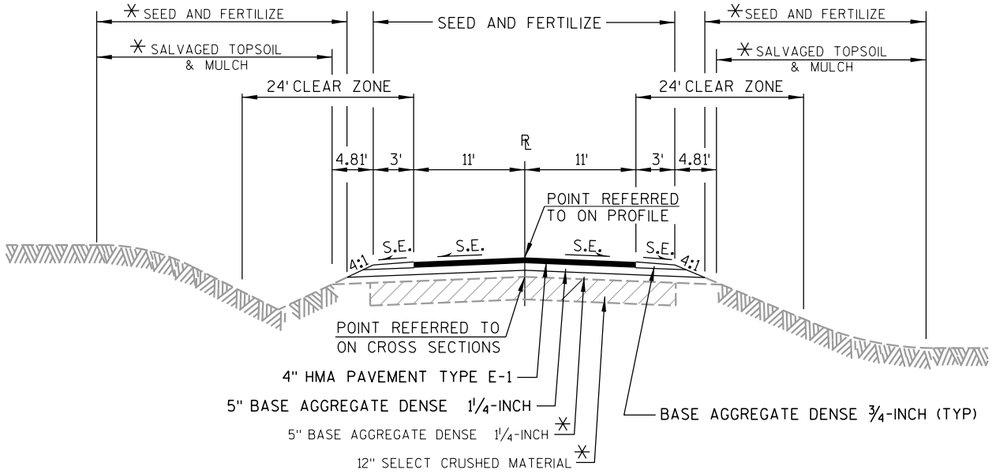
TYPICAL FINISHED SECTION

KREUZIGER WAY STA. 0+00 FJ - STA. 34+28 FJ



TYPICAL FINISHED SECTION

BIWER ROAD
STA. 31+50 B - STA. 40+50 B
(SEE SUPERELEVATION TABLES)

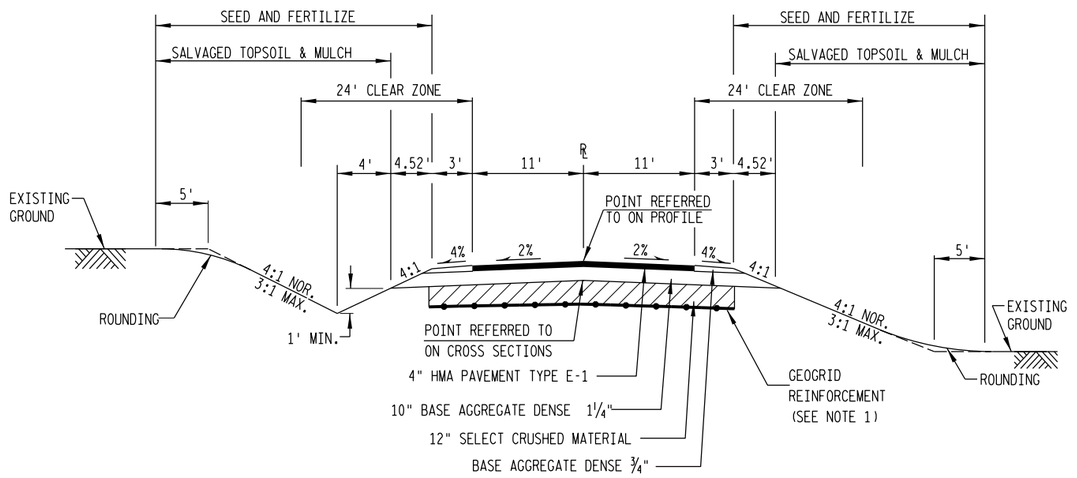


NOTE:
SUPERELEVATION TABLES ARE
ON ALIGNMENT LAYOUT SHEETS

TYPICAL FINISHED SECTION

CTH W
STA. 10+00 W - STA. 14+20 W

⚹ NOT PART OF THIS CONTRACT
BUILT UNDER PROJECT 1390-04-96

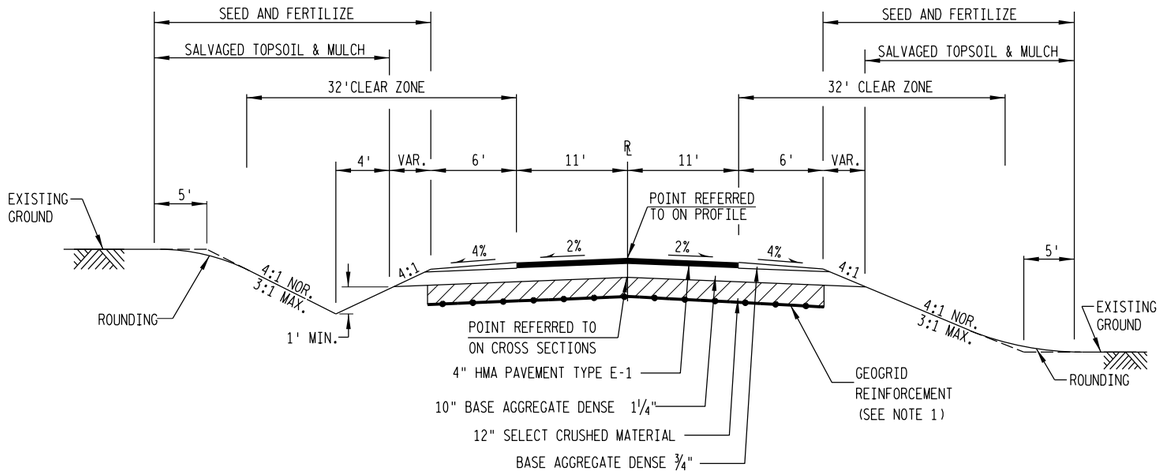


TYPICAL FINISHED SECTION

CTH W
STA. 14+20 W - STA. 17+50 W

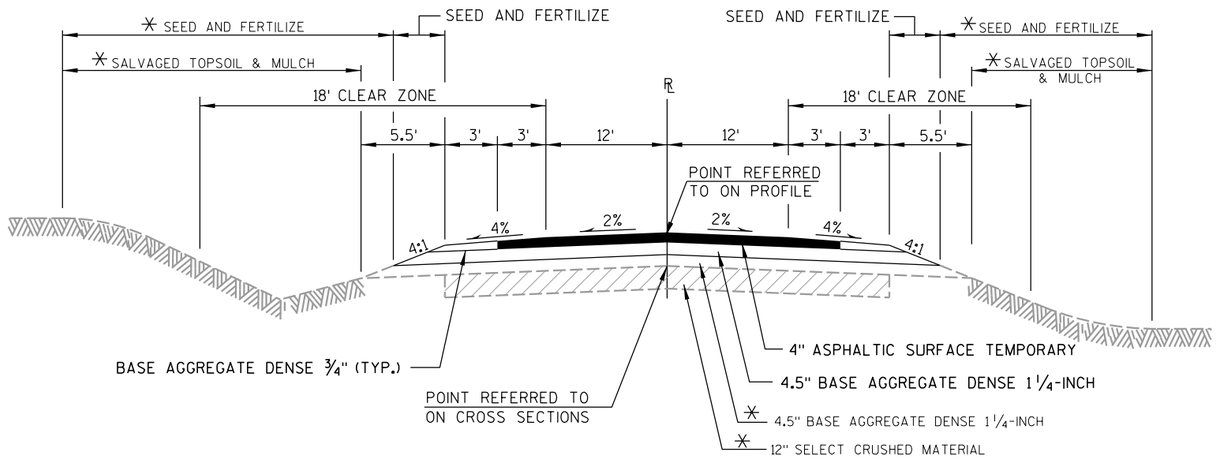
NOTE:

1. CONSTRUCT FRENCH DRAINS AT DITCH SAG POINTS OR EVERY 250'
AS SHOWN IN FRENCH DRAIN DETAIL.



TYPICAL FINISHED SECTION

CTH J
STA. 3+75 J - STA. 12+00 J

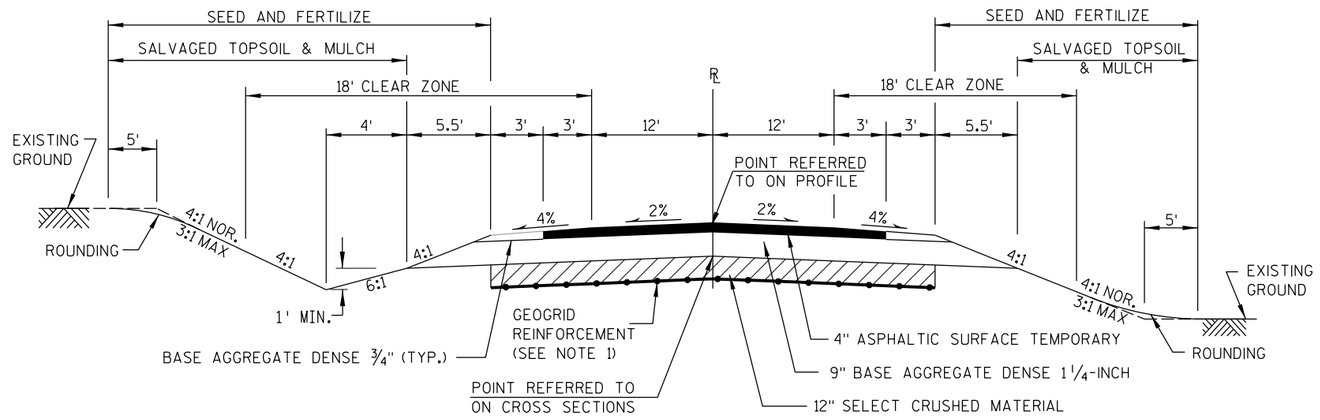


TYPICAL FINISHED SECTION

TEMPORARY ROAD
STA. 10+00 TR - STA. 32+76 TR (SEE SUPERELEVATION TABLES)
STA. 0+00 T - STA. 4+83 T

NOTE:
SUPERELEVATION TABLES ARE ON ALIGNMENT LAYOUT SHEETS

✳ NOT PART OF THIS CONTRACT
FOR INFORMATION ONLY



NOTE:

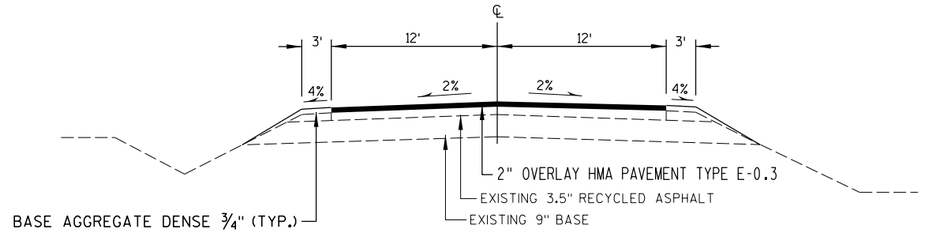
1. CONSTRUCT FRENCH DRAINS AT DITCH SAG POINTS OR EVERY 250' AS SHOWN IN FRENCH DRAIN DETAIL.

TYPICAL FINISHED SECTION

TEMPORARY ROAD
STA. 37+93 TR - STA. 56+50 TR (SEE SUPERELEVATION TABLES)

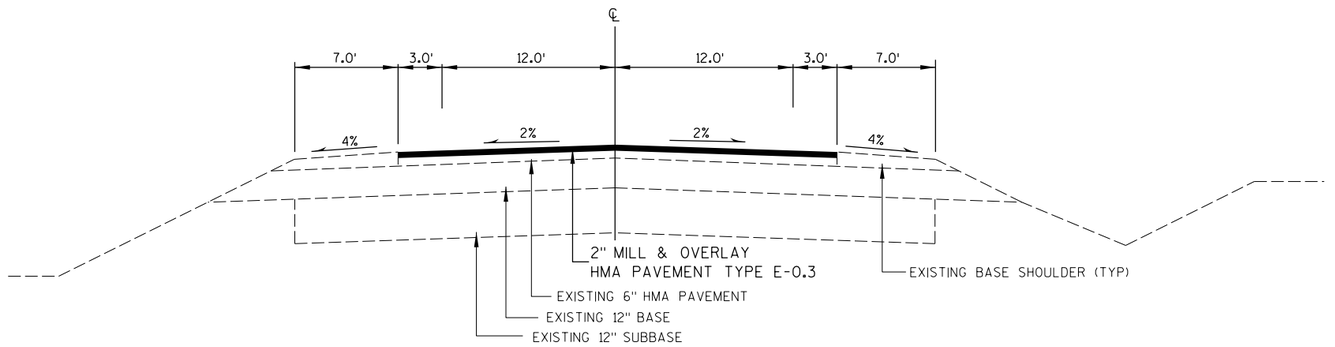
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 21	E

2



TYPICAL FINISHED SECTION

CTH J/K



TYPICAL EXISTING SECTION

STH 60

STA. 32+00 TR - STA. 39+00 TR

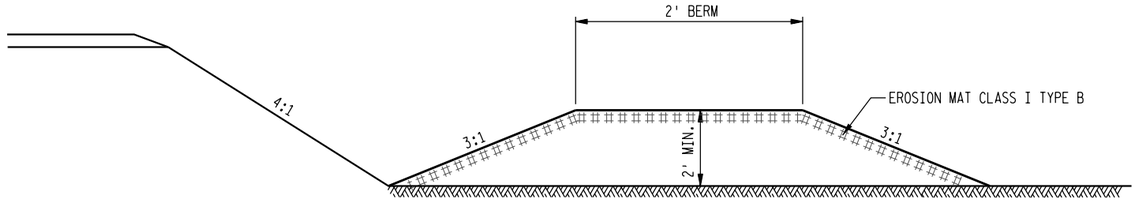
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	TYPICAL SECTIONS	SHEET 22	E

2

RUNOFF COEFFICIENT TABLE

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

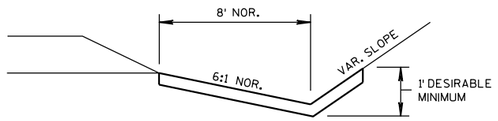
TOTAL PROJECT AREA = 137.65 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 102.82 ACRES



TOE OF SLOPE BERM DETAIL

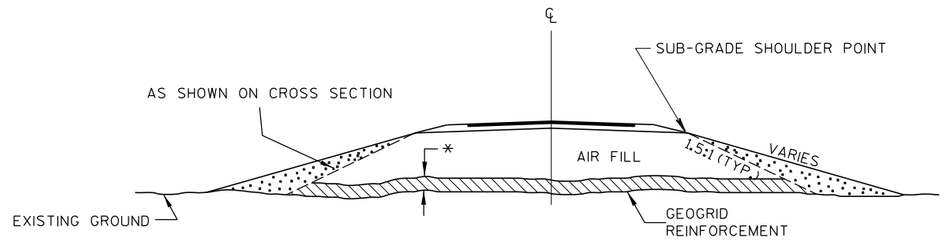
SEE CROSS SECTION SHEETS FOR LOCATION

2



EROSION MAT DETAIL FOR DITCHES

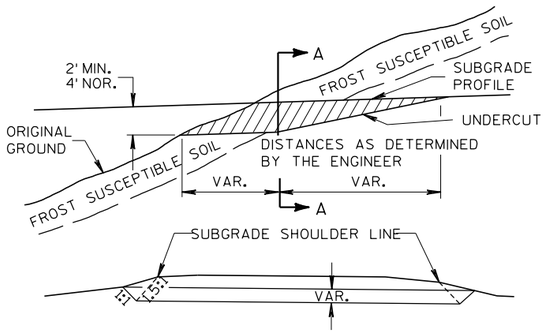
SEE EROSION CONTROL PLAN SHEETS FOR LOCATIONS



SOIL STABILIZATION DETAIL

(SEE CROSS SECTIONS)

* 1' SELECT CRUSHED MATERIAL
STA. 1288+00 R2 - 1294+00 R2
STA. 1290+00 R3 - 1294+50 R2
STA. 1297+00 R4 - 1300+00 R4



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

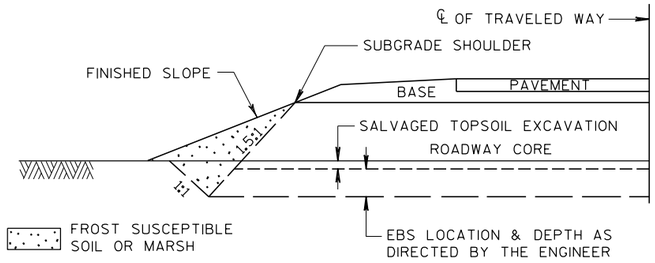
DETAIL FOR EXCAVATION BELOW SUBGRADE
CUTS TO FILL TRANSITION

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

EBS AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER

BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

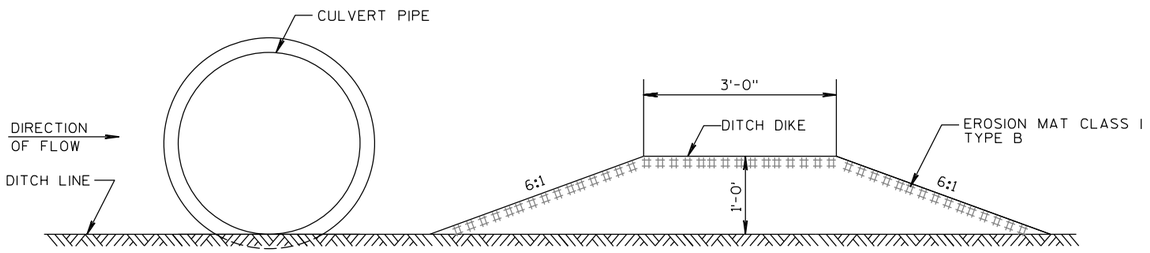
THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL EBS IS COMPLETED.



EXCAVATION BELOW EMBANKMENT (EBE)
EXCAVATION BELOW SUBGRADE (EBS)

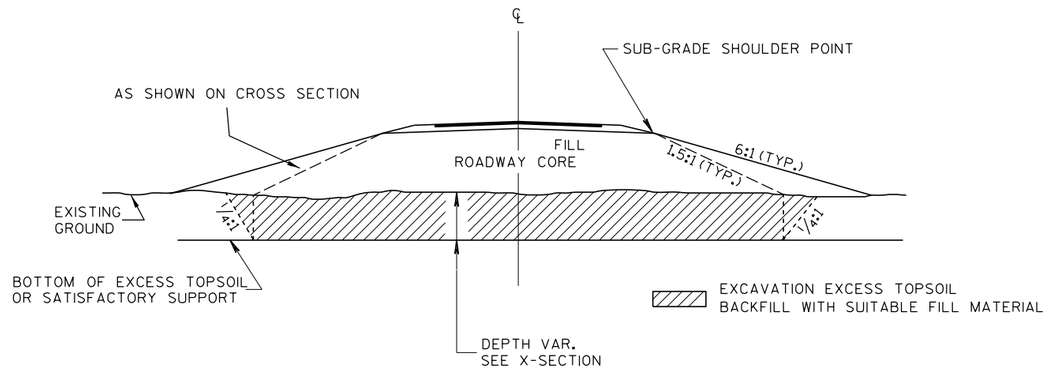
EBE:
PAID FOR AS COMMON EXCAVATION AT LOCATIONS AND DEPTHS AS DETERMINED BY THE ENGINEER.

EBS:
EXCAVATION BELOW SUBGRADE IN CUT SECTIONS IS PAID FOR AS COMMON EXCAVATION AT LOCATIONS AND DEPTHS AS DETERMINED BY THE ENGINEER.



DETAIL FOR DITCH DIKES AT DRAIN PIPES

STA.1233+00, LT.
STA.1249+00, LT.
STA.1256+35, LT.
STA.1262+00, LT.
STA.1293+00, LT.
STA.1316+00, LT.

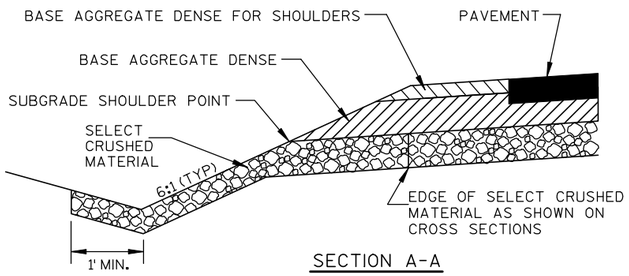


TYPICAL EXCESS TOPSOIL REMOVAL SECTION

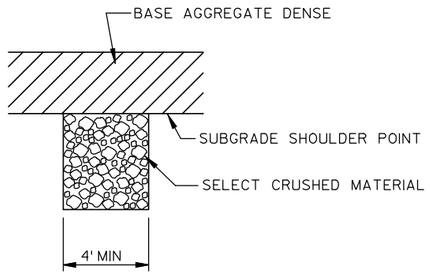
SEE CROSS SECTIONS

NOTE: STRIP TOPSOIL FOR SIDE SLOPES IN AREAS LISTED BELOW

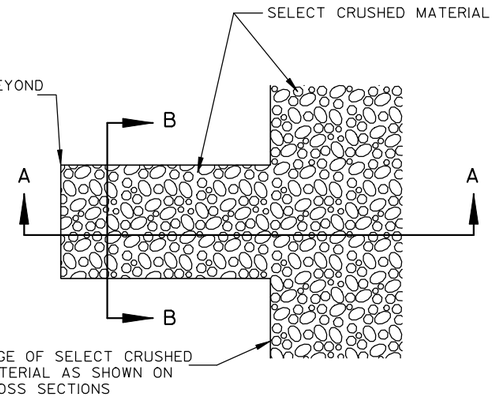
STA.1249+00 - STA.1251+00
STA.1256+00 - STA.1258+00
STA.1261+00 - STA.1263+00
STA.1269+00 - STA.1271+00
STA.1284+00 - STA.1286+00
STA.1288+00 - STA.1306+00
STA.1315+00 - STA.1330+00
STA.1333+00 - STA.1338+00
STA.1344+00 - STA.1348+00



SECTION A-A



SECTION B-B

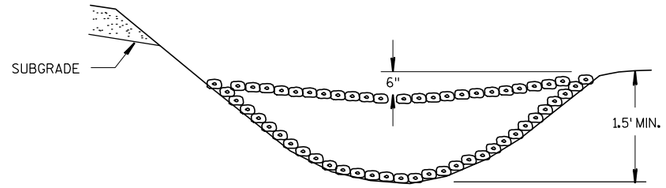


DETAIL FOR FRENCH DRAINS

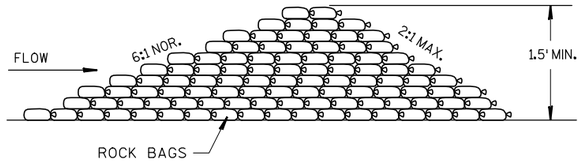
DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
CONSTRUCT A MINIMUM OF 2 AT EACH SAG VERTICAL
CURVE IN THE PROFILE.

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

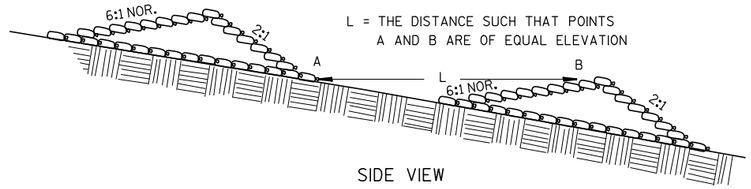
EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL
BE CONSIDERED INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL.



CROSS SECTIONAL VIEW



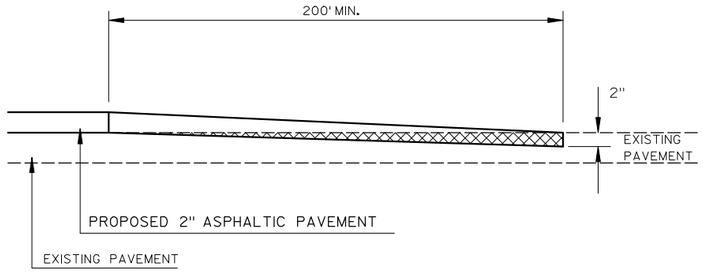
ELEVATION VIEW



SIDE VIEW

ROCK BAG DITCH CHECKS DETAIL

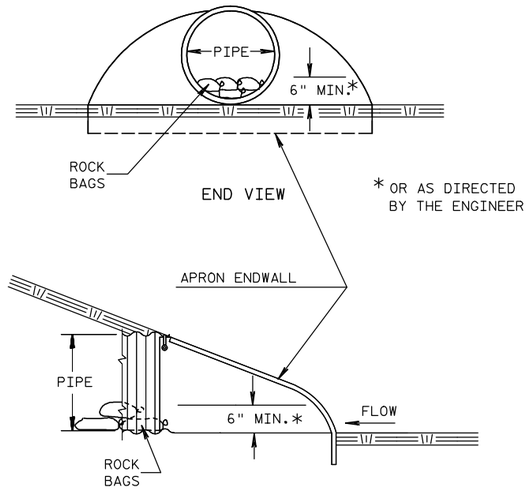
SEE EROSION CONTROL PLAN SHEETS FOR LOCATIONS



REMOVING ASPHALTIC SURFACE BUTT JOINTS

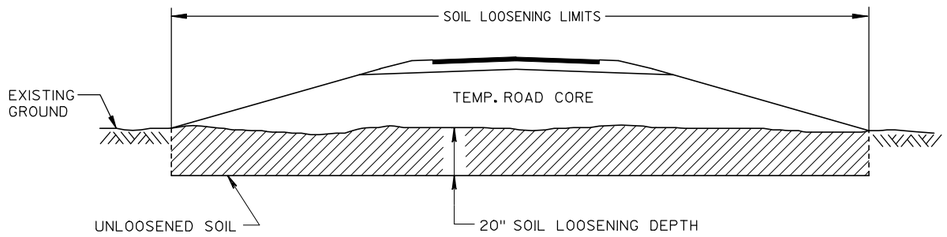
BUTT JOINT DETAIL

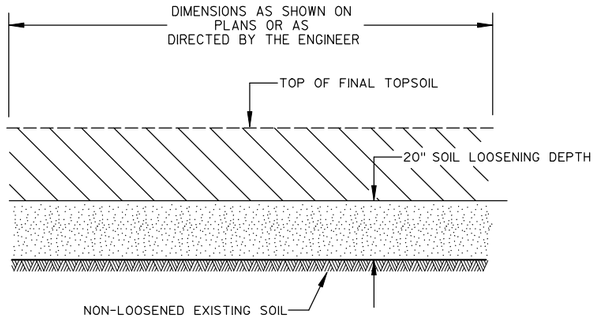
CTH J & CTH K



CULVERT PIPE CHECK

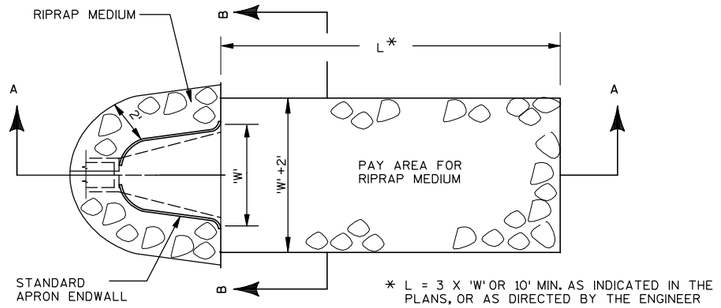
SEE EROSION CONTROL PLAN SHEETS FOR LOCATIONS

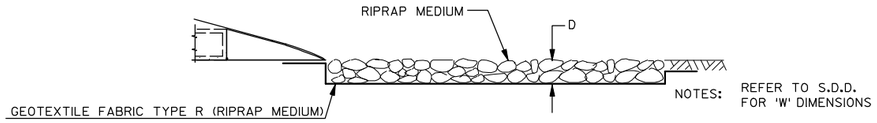




TEMPORARY ROAD SUBGRADE SOIL LOOSENING DETAIL

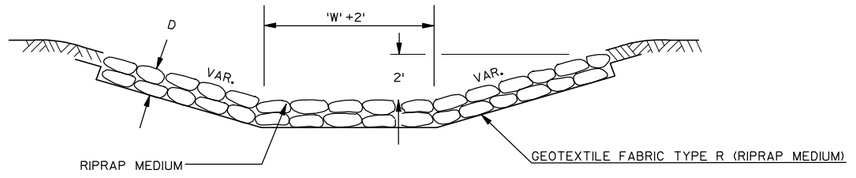
STA. 12+00 'TR' - STA. 31+00'TR
STA. 39+00 'TR' - STA. 54+00'TR
STA. 1+00 'T' - STA. 3+00'T





SECTION A-A

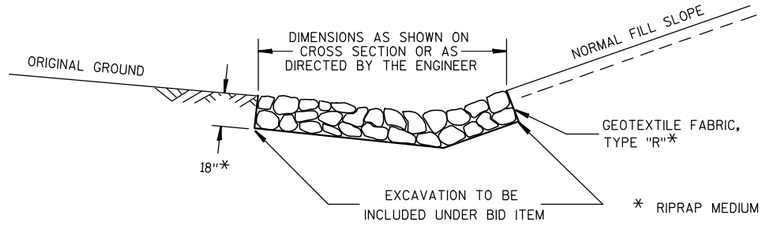
D = 18" (RIPRAP MEDIUM)



SECTION B-B

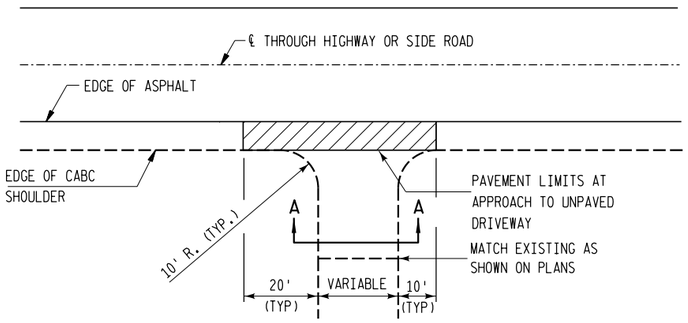
EROSION CONTROL TREATMENT AT PIPE ENDWALLS

SEE EROSION CONTROL PLAN SHEETS FOR LOCATIONS

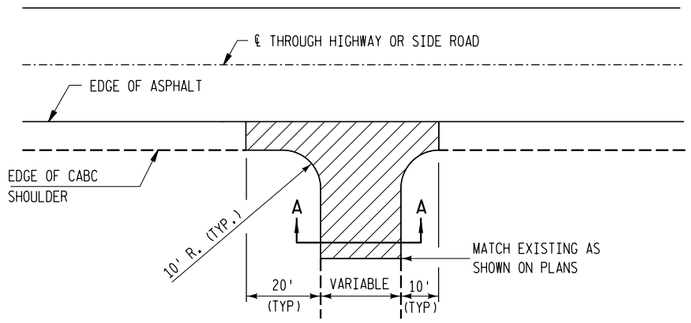


DETAIL FOR RIPRAP IN DITCHES

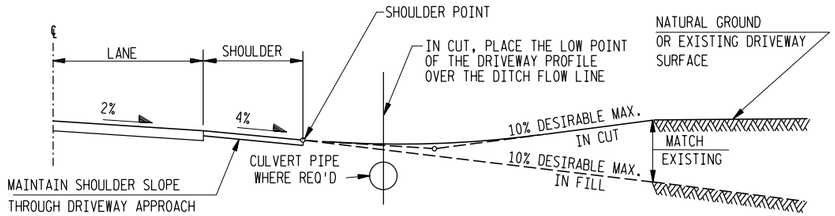
SEE EROSION CONTROL PLAN SHEETS FOR LOCATIONS
STA.1336+00 - STA.1341+00, LT.
STA.6+00 FK - 10+00 FK, RT.



PLAN VIEW - UNPAVED DRIVEWAY

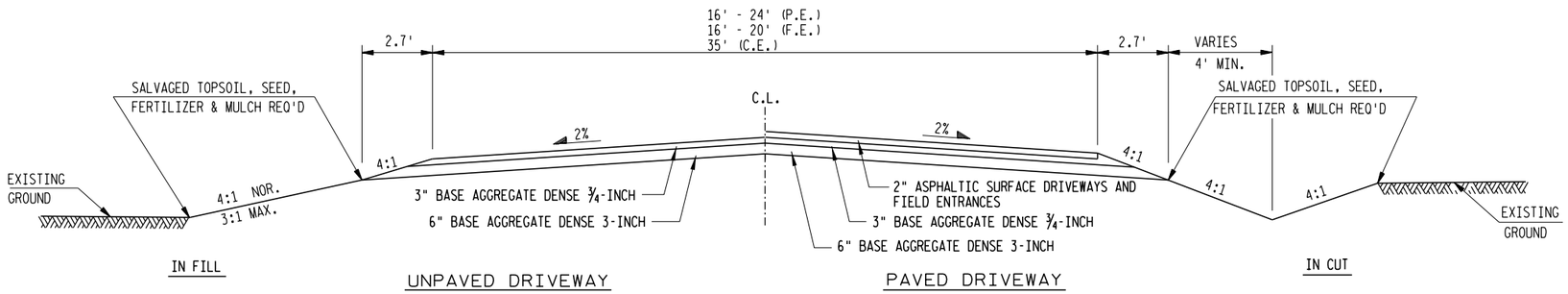


PLAN VIEW - PAVED DRIVEWAY



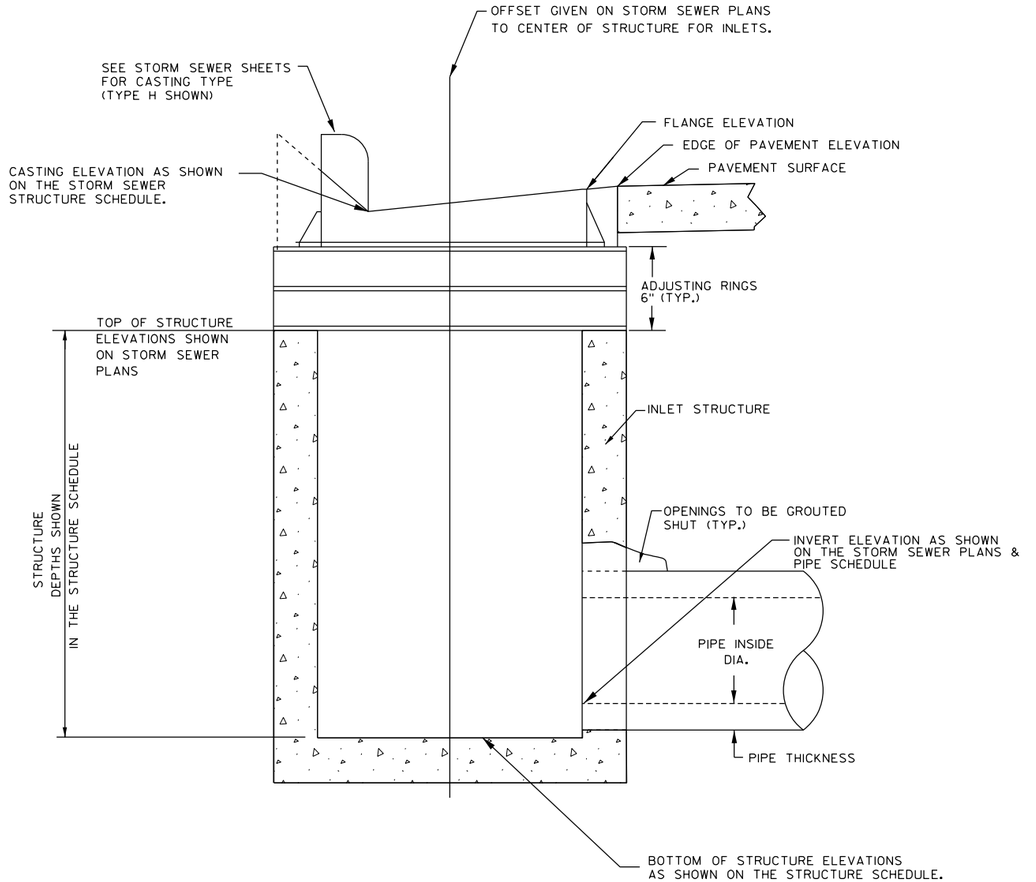
PROFILE VIEW

DRIVEWAY TABLE				
STATION	LOCATION	TYPE	WIDTH	SURFACE
1252+73	RT	PE	18'	BAD
1254+80	RT	FE	16'	BAD
1347+00	LT	PE	20'	BAD
1350+62	LT	PE	VARIES	BAD
1352+84	RT	PE	12'	BAD
690+74 S	RT	PE	16'	BAD
692+31 S	LT	PE	24'	BAD
698+76 S	RT	PE	11'	HMA
727+49.55 S	LT	FE	20'	BAD
727+49.55 S	RT	FE	20'	BAD
764+00 S	RT	FE	20'	BAD
779+71 S	LT	PE	VARIES	BAD
14+50 W	LT	FE	20'	BAD
49+00 TR	RT	FE	20'	BAD
6+25 T	LT	FE	20'	BAD
6+25 T	RT	FE	20'	BAD
4+31 FJ	RT	FE	20'	BAD
6+94 FJ	RT	PE	20'	BAD
13+75 FJ	LT	FE	20'	BAD
13+75 FJ	RT	FE	20'	BAD
24+50 FJ	RT	CE	35'	BAD
27+00 FJ	LT	FE	20'	BAD
27+00 FJ	RT	FE	20'	BAD
33+75 FJ	LT	FE	20'	BAD
34+25 FJ		PE	20'	BAD
10+00 B	RT	CE	20'	BAD
15+65 B	RT	FE	20'	BAD
29+00 B	RT	FE	20'	BAD
34+00 B	RT	PE	VARIES	BAD
13+00 FH	LT	FE	20'	BAD
15+50 FH	LT	FE	20'	BAD
22+57 FH	RT	PE	12'	BAD
24+62 FH		FE	VARIES	BAD
4+43 FK		FE	20'	BAD
10+09 FK	RT	PE	12'	BAD
11+50 FK	RT	FE	20'	BAD
18+25 FK	RT	FE	20'	BAD
5+60 D6	LT	FE	20'	BAD
15+38 D7	LT	FE	20'	BAD



SECTION A-A

TYPICAL RURAL DRIVEWAY DETAILS



DETAIL OF INLET W/CASTING

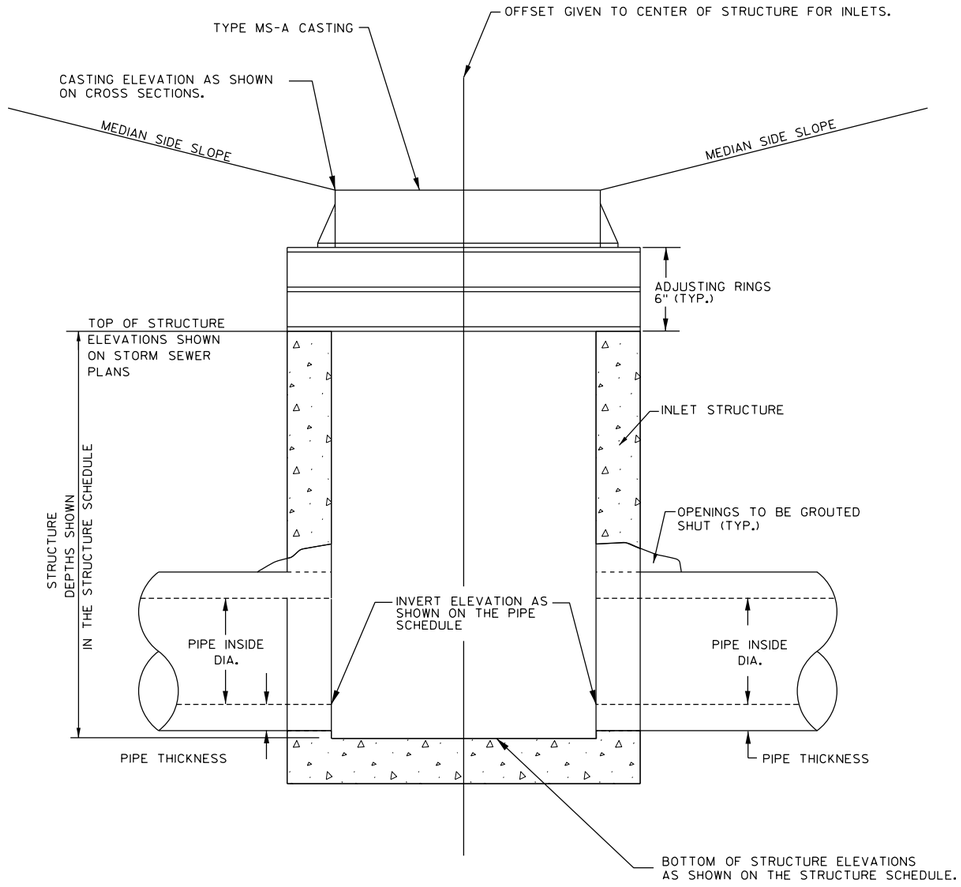
SEE STORM SEWER PLANS FOR LOCATIONS

GENERAL NOTES:

GRANULAR BACKFILL REQUIRED AROUND INLET
(INCIDENTAL TO CONSTRUCTION OF INLET)

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D. FOR INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT.

CONNECT PIPE UNDERDRAIN TO INLETS.
SEE S.D.D. "EDGEDRAIN OUTLET & OUTFALL MARKERS" FOR DETAILS.



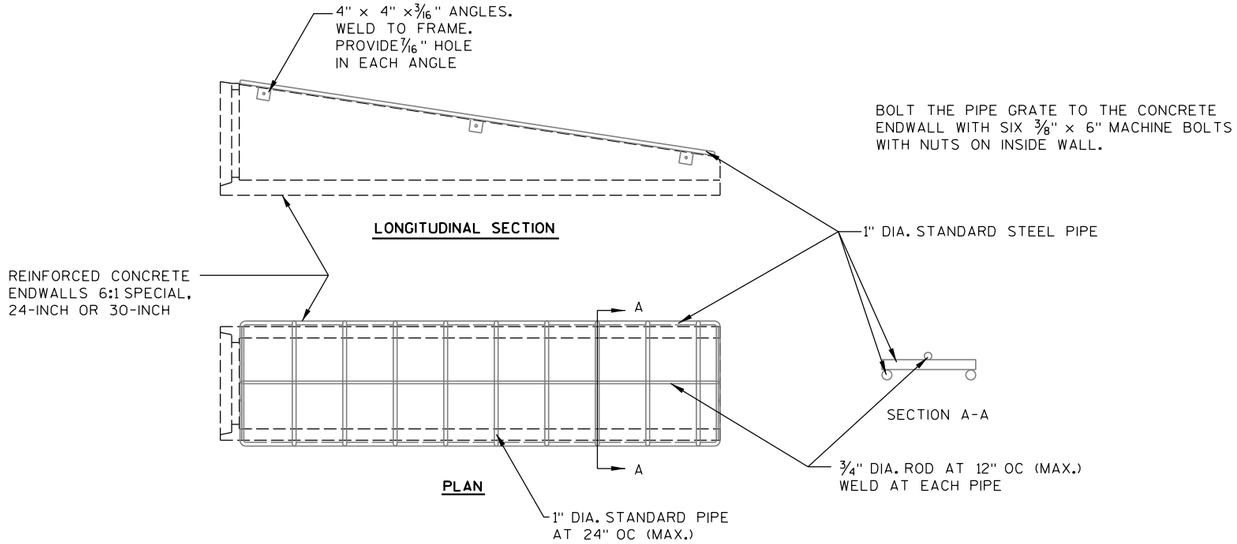
DETAIL OF MEDIAN INLET W/CASTING

SEE PLANS/CROSS SECTIONS FOR LOCATIONS

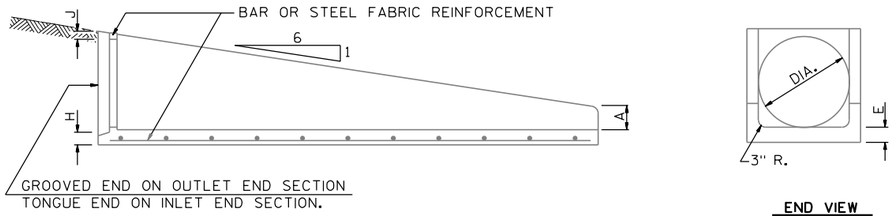
GENERAL NOTES:

GRANULAR BACKFILL REQUIRED AROUND INLET
(INCIDENTAL TO CONSTRUCTION OF INLET)

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D. FOR INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT AND MEDIAN 1& 2 GRATE.

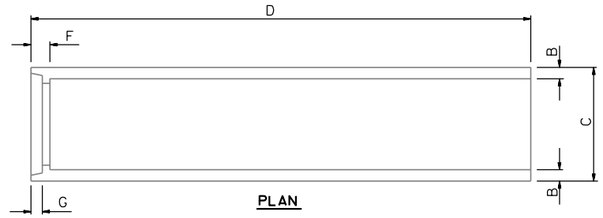


PIPE GRATE DETAIL



LONGITUDINAL SECTION

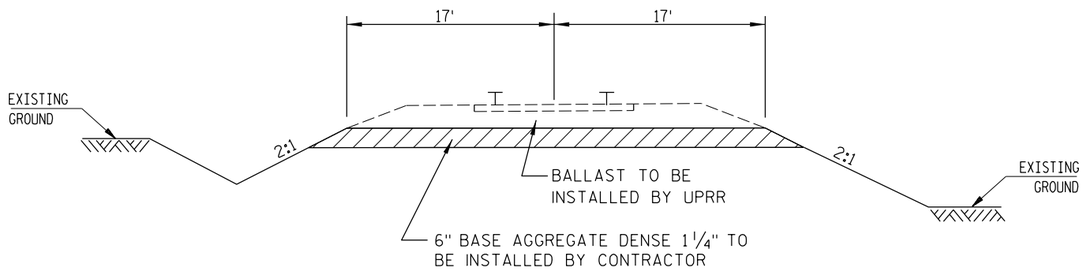
END VIEW
ROUND PIPE



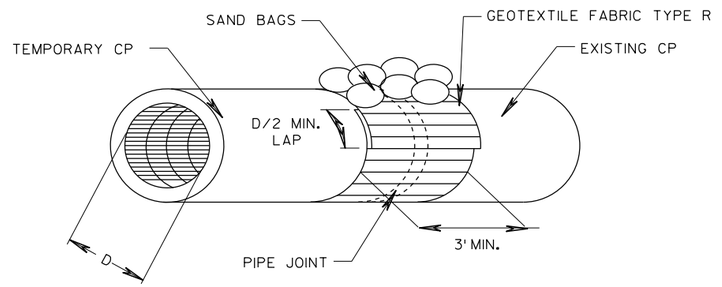
PLAN

PIPE DIA. (IN.)	DIMENSIONS (INCHES)									SLOPE
	A	B	C	D	E	F	G	H	J	
24	6	3	30	125	4	5	3	4	3	6:1
30	6	3 1/2	37	165	4	5	3	4	3 1/2	6:1
19X30	6	3 1/4	36 1/2	97 1/2	4	5	3	4	3 1/4	6:1
24X38	6	3 3/4	45 1/2	130 1/2	4	5	3	4	3 3/4	6:1

REINFORCED CONCRETE ENDWALLS SPECIAL DETAIL

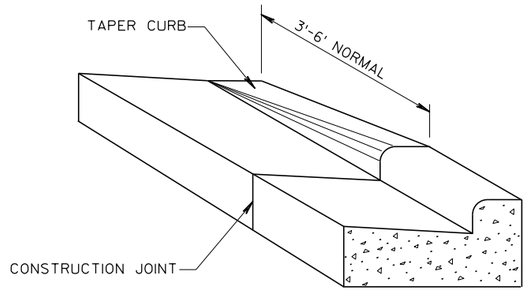


UNION PACIFIC RAILROAD TYPICAL SECTION

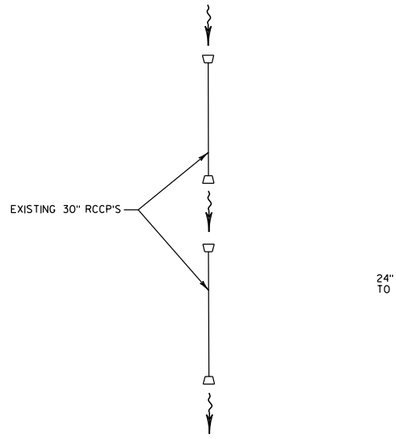


NOTE: ALL LABOR AND MATERIALS TO BE INCLUDED IN THE COST OF TEMPORARY CULVERT PIPE

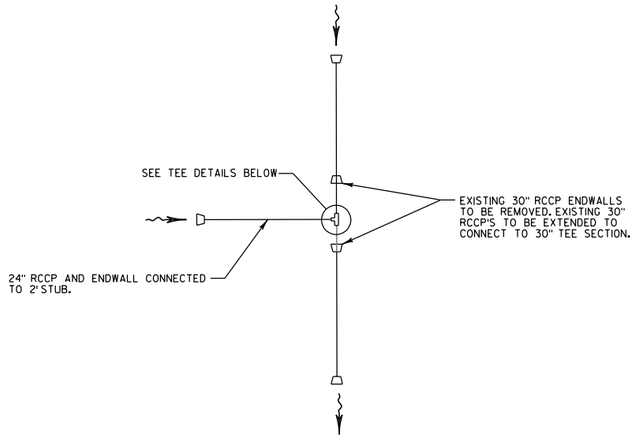
CONNECTION DETAIL TEMPORARY PIPE TO EXISTING PIPE



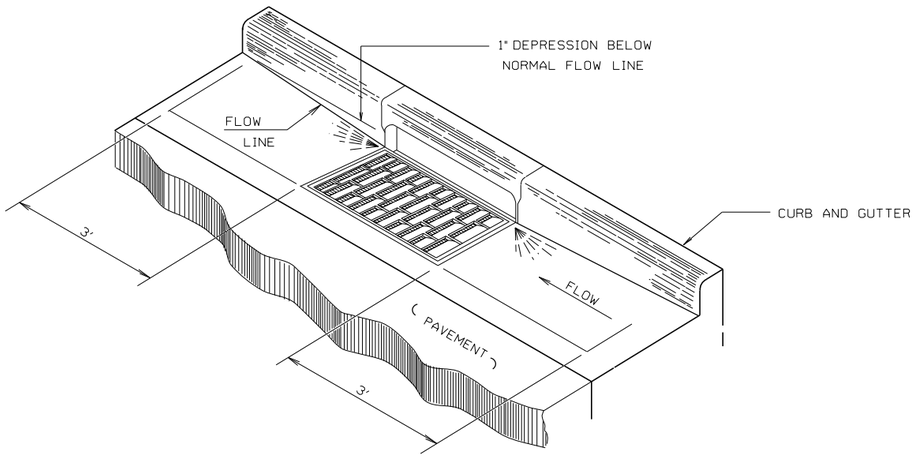
DETAIL OF CURB & GUTTER TERMINI



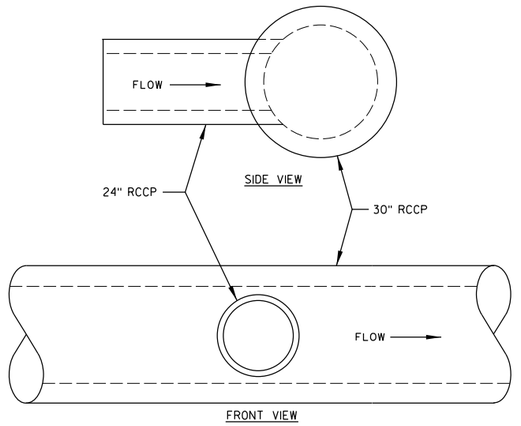
30" RCCP'S BEFORE PIPE TEE SPECIAL ADDED

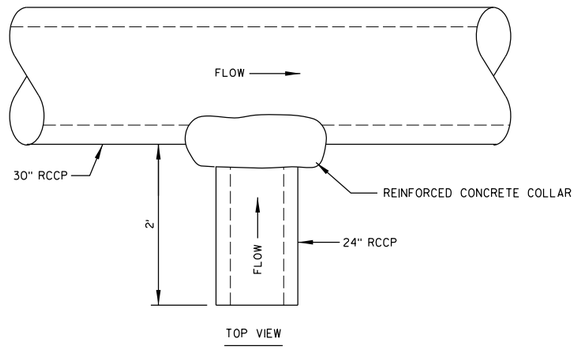


30" RCCP'S WITH PIPE TEE SPECIAL ADDED



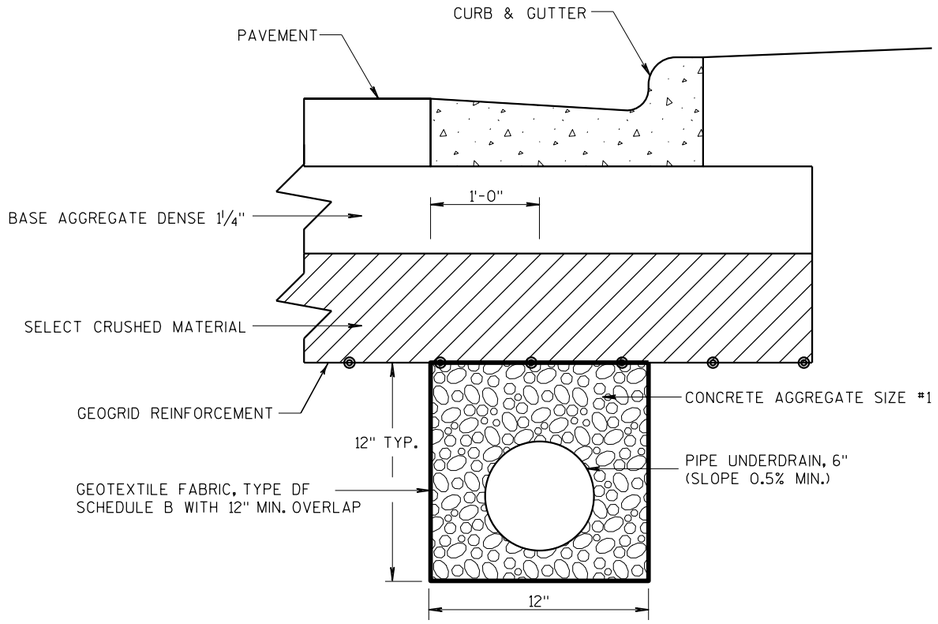
INLET FLOW LINE DETAIL (TYPE H COVER SHOWN)



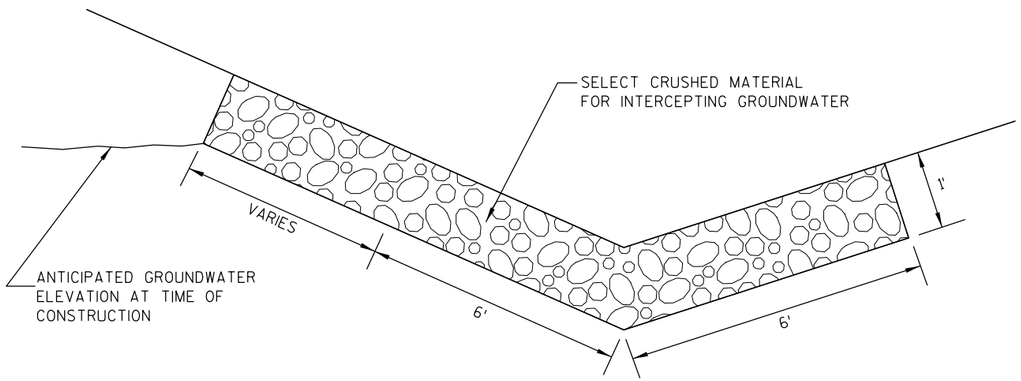


REINFORCED CONCRETE PIPE TEE 30-INCH DETAILS

STA. 1228+89, LT.

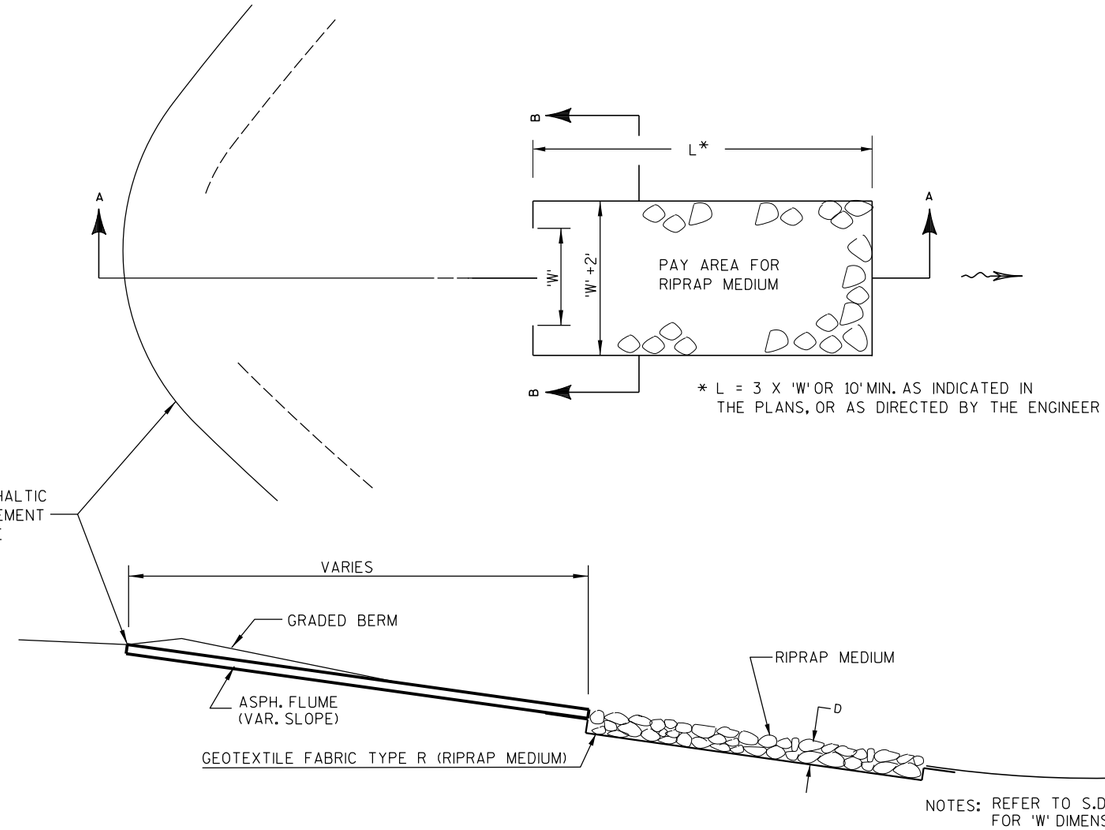


PIPE UNDERDRAIN 6-INCH



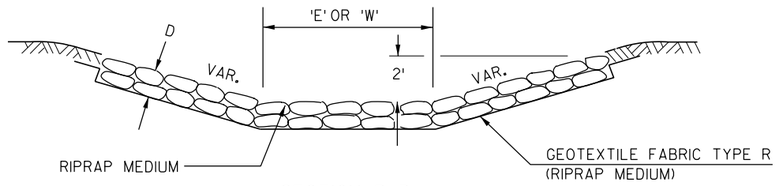
INTERCEPTING GROUNDWATER DETAIL

PLACE AS DIRECTED BY THE ENGINEER
STA. 1261+00 - STA. 1263+00
STA. 1312+00 - STA. 1317+00



SECTION A-A

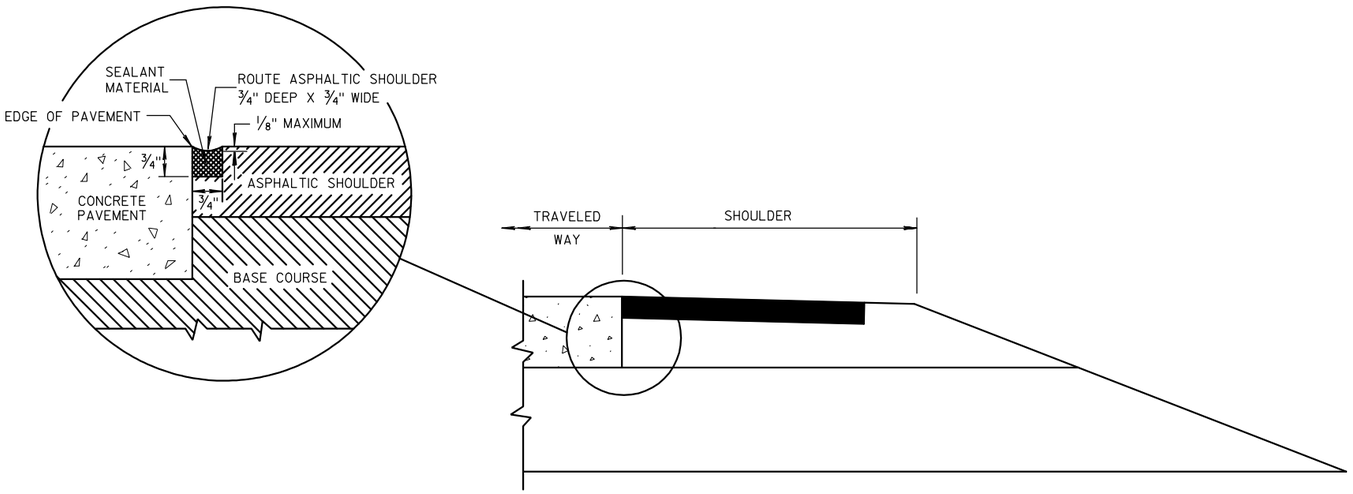
D = 18" (RIPRAP MEDIUM)



SECTION B-B

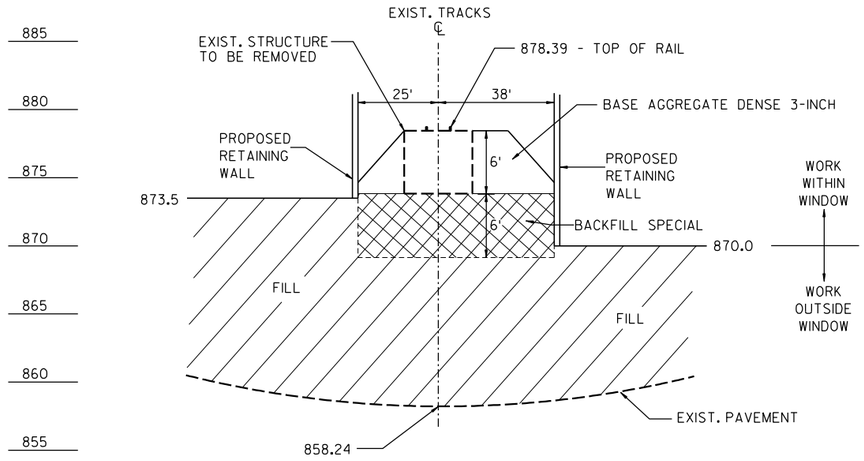
ASPHALTIC FLUMES AT MEDIAN CROSSOVERS

SEE INTERSECTION DETAILS FOR LOCATIONS



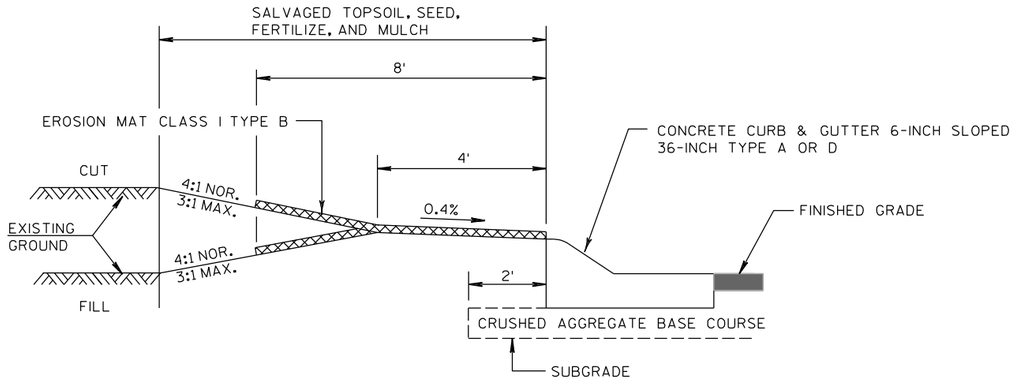
ROUTE AND SEAL DETAIL

SEE TYPICAL FINISHED SECTIONS FOR LOCATIONS

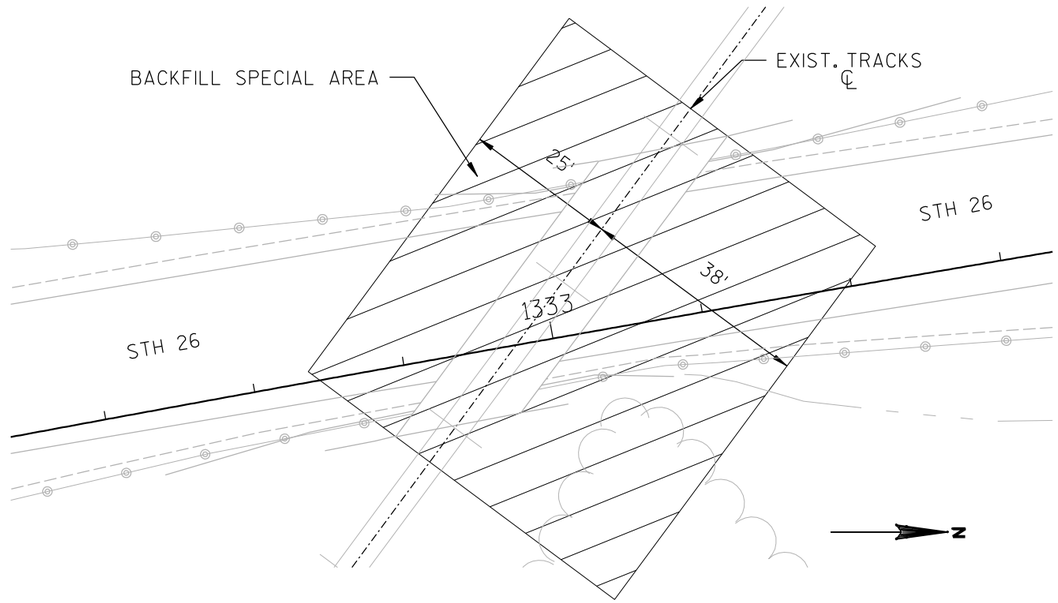


BACKFILL SPECIAL DETAIL

LOOKING EAST TO WEST ALONG RR TRACKS



TYPICAL PARTIAL SECTION AT CONCRETE CURB & GUTTER



BACKFILL SPECIAL DETAIL

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CONSTRUCTION DETAILS	SHEET 32	E

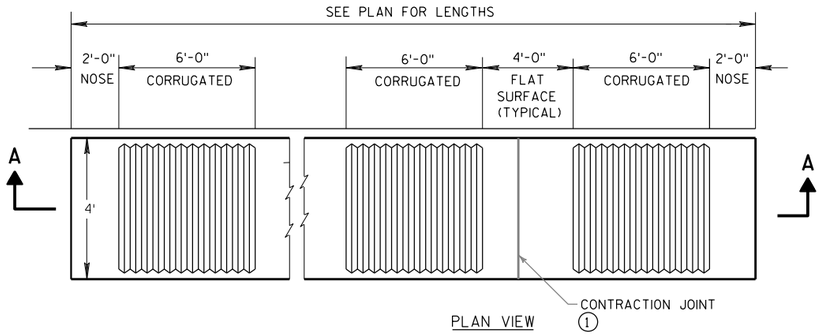
2

NOTES

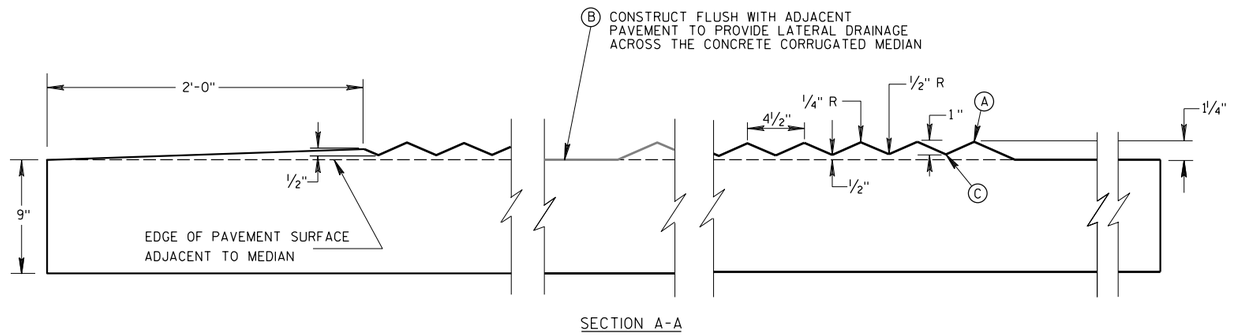
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC FLOWING IN THE SAME DIRECTION NO PAVEMENT MARKING IS APPLIED TO THE CONCRETE CORRUGATED MEDIAN AREA.

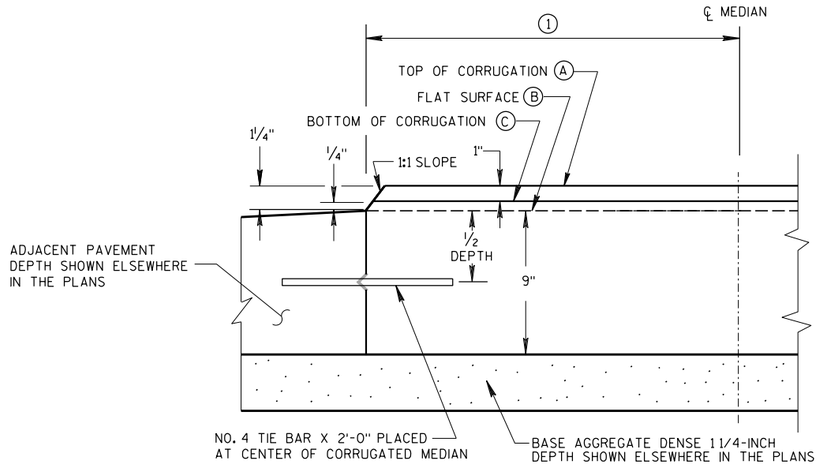
(1) TRANSVERSE CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT.



UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



LONGITUDINAL SECTION

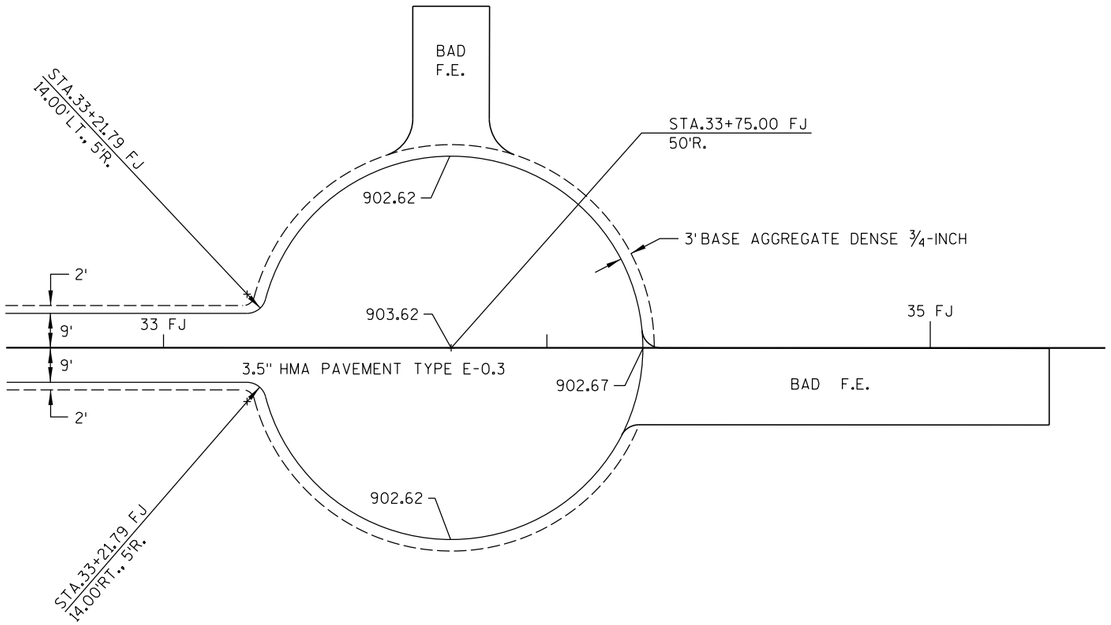


HALF CROSS SECTION

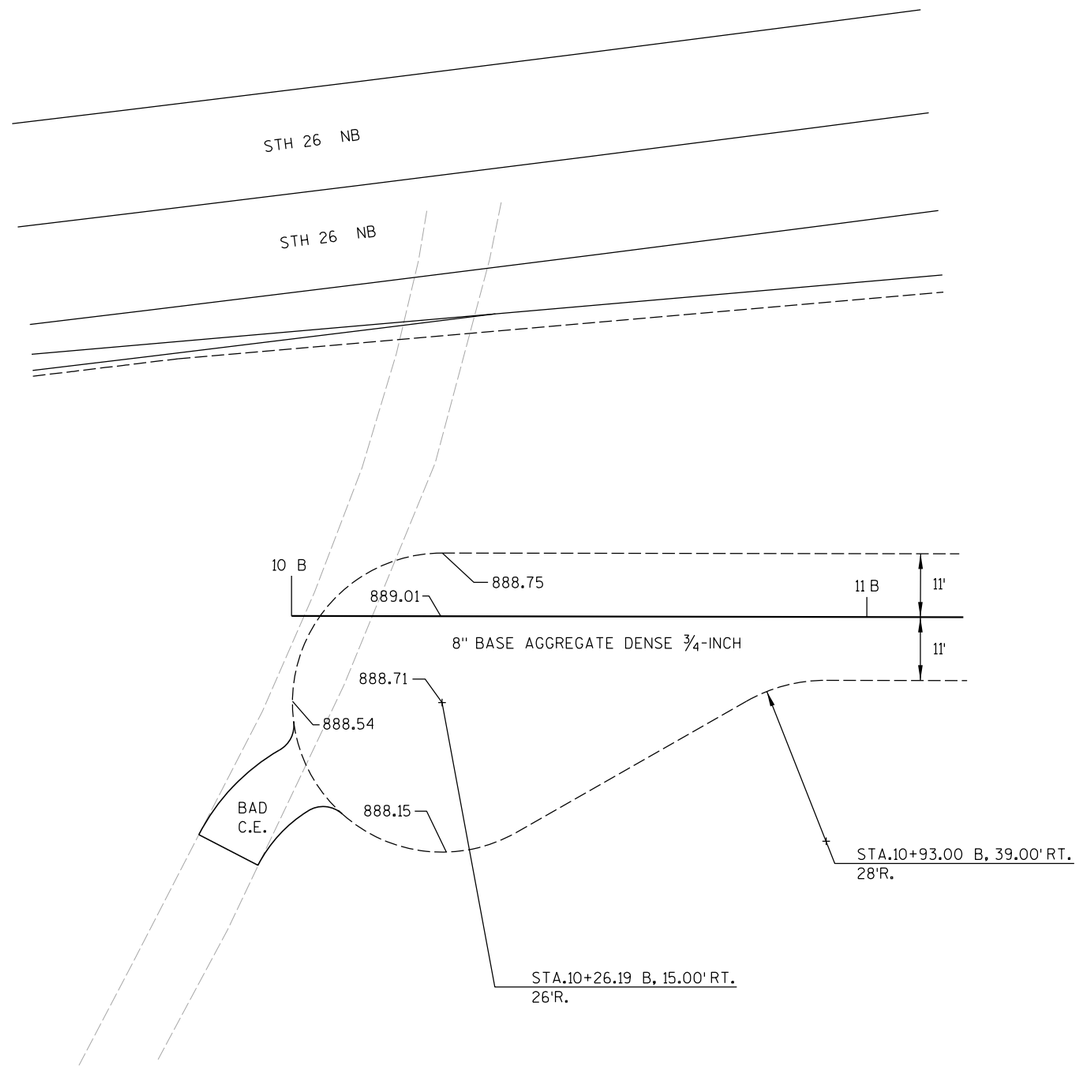
CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT

FLUSH MOUNTED CONCRETE CORRUGATED MEDIAN DETAIL

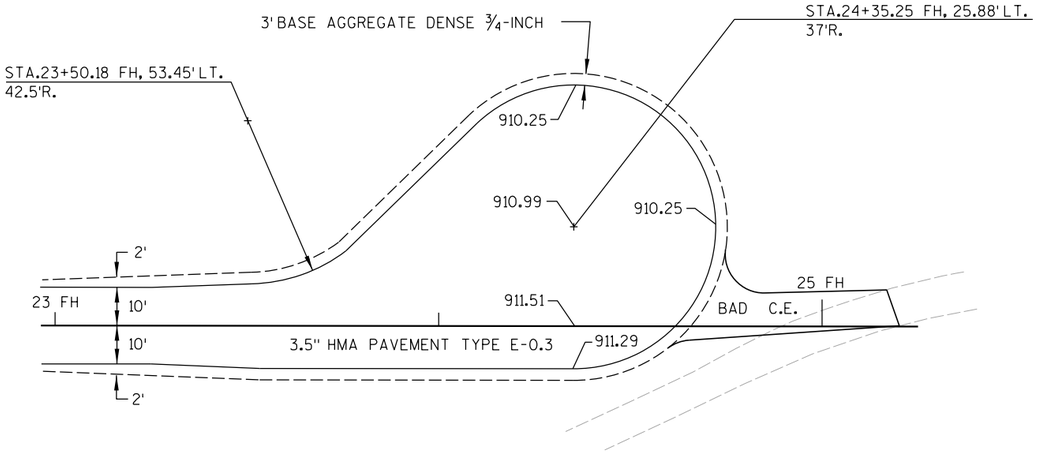
STA.1235+94.90 - STA.1240+44.90, RT.
STA.1241+84.91 - STA.1246+34.91, LT.



CUL-DE-SAC DETAIL
KREUZIGER WAY

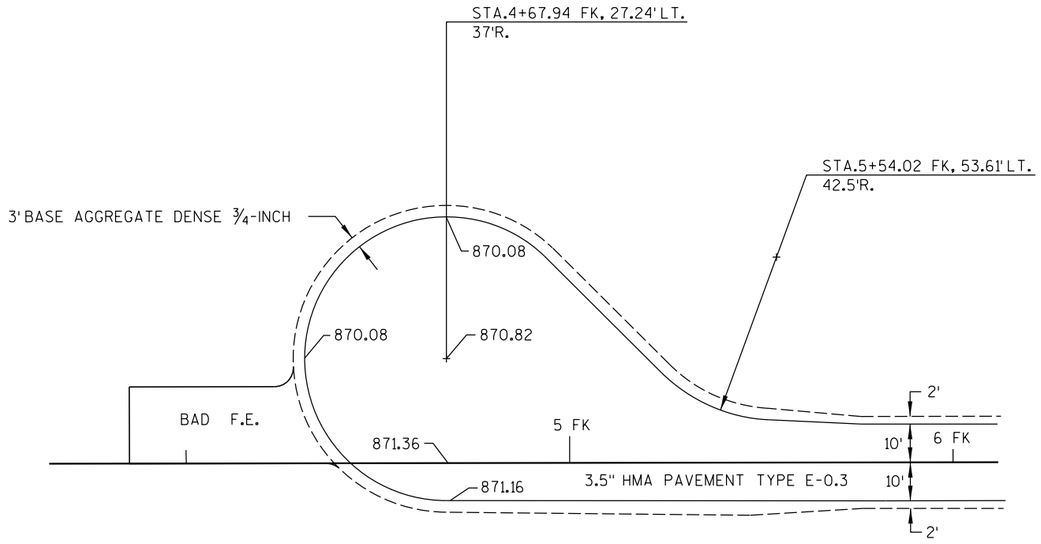


CUL-DE-SAC DETAIL
BIWER ROAD



CUL-DE-SAC DETAIL
ETERNAL LANE

2



CUL-DE-SAC DETAIL
HOLL ROAD

2

N

CONCRETE SURFACE DRAIN
DROP INLET TYPE 2X2-FT

12' (TYP.)

10'

CSD
PCS
CPAS

B-14-196

PCS
CPAS

STH 60

1296 R4

1297 R4

1296 R1

1295 R1

710 S

709 S

708 S

707 S

706 S

705 S

704 S

STH 60

CPAS
PCS
CSD

10'

PCS
CPAS

5'(TYP.)

CONCRETE SURFACE DRAIN
DROP INLET TYPE 2X2-FT

1295 R3

1294 R3

STH 26 SB

STH 26 NB

1294 R2

1293 R2

LEGEND

PCS - PAVED CONCRETE SHOULDER*
CSD - CONCRETE SURFACE DRAIN (8.5-INCH)*
CPAS - CONCRETE PAVEMENT APPROACH SLAB

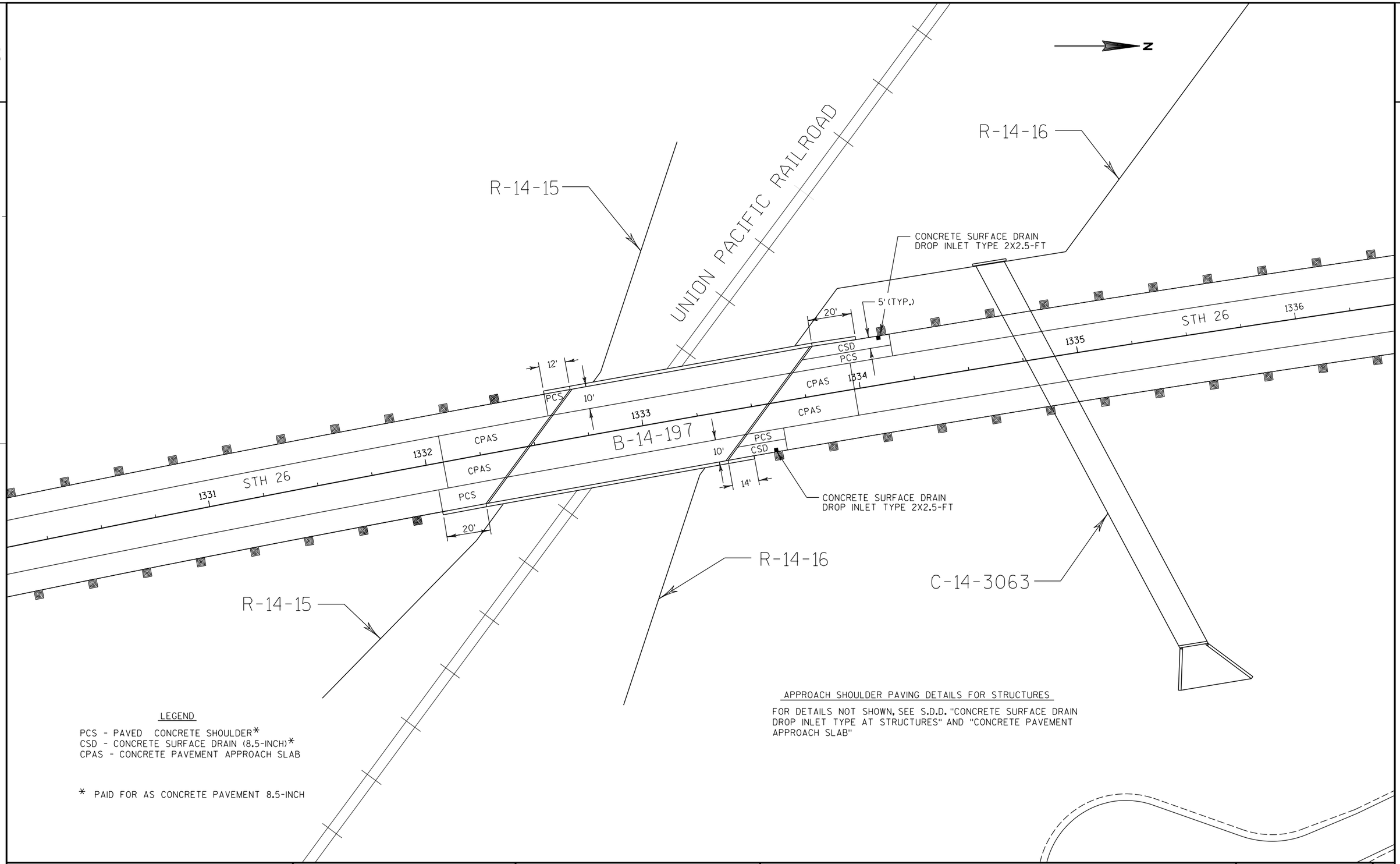
* PAID FOR AS CONCRETE PAVEMENT 8.5-INCH

APPROACH SHOULDER PAVING DETAILS FOR STRUCTURES

FOR DETAILS NOT SHOWN, SEE S.D.D. "CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES" AND "CONCRETE PAVEMENT APPROACH SLAB"

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CONSTRUCTION DETAILS - BRIDGE APPROACHES	SHEET 36	E

2



LEGEND

PCS - PAVED CONCRETE SHOULDER*
CSD - CONCRETE SURFACE DRAIN (8.5-INCH)*
CPAS - CONCRETE PAVEMENT APPROACH SLAB

* PAID FOR AS CONCRETE PAVEMENT 8.5-INCH

APPROACH SHOULDER PAVING DETAILS FOR STRUCTURES

FOR DETAILS NOT SHOWN, SEE S.D.D. "CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES" AND "CONCRETE PAVEMENT APPROACH SLAB"

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CONSTRUCTION DETAILS - BRIDGE APPROACHES	SHEET 37	E

2

N

UNION PACIFIC RAILROAD

R-14-17

R-14-18

CONCRETE SURFACE DRAIN
DROP INLET TYPE 2X2.5-FT

12'

16'

10'

CSD

PCS

PCS

33 S

734 S

STH 60

735 S

CPAS

736 S

CPAS

737 S

STH 60

738 S

739 S

5'(TYP.)

CPAS

B-14-198

CPAS

PCS

CSD

10'

PCS

16'

12'

CONCRETE SURFACE DRAIN
DROP INLET TYPE 2X2.5-FT

R-14-17

R-14-18

LEGEND

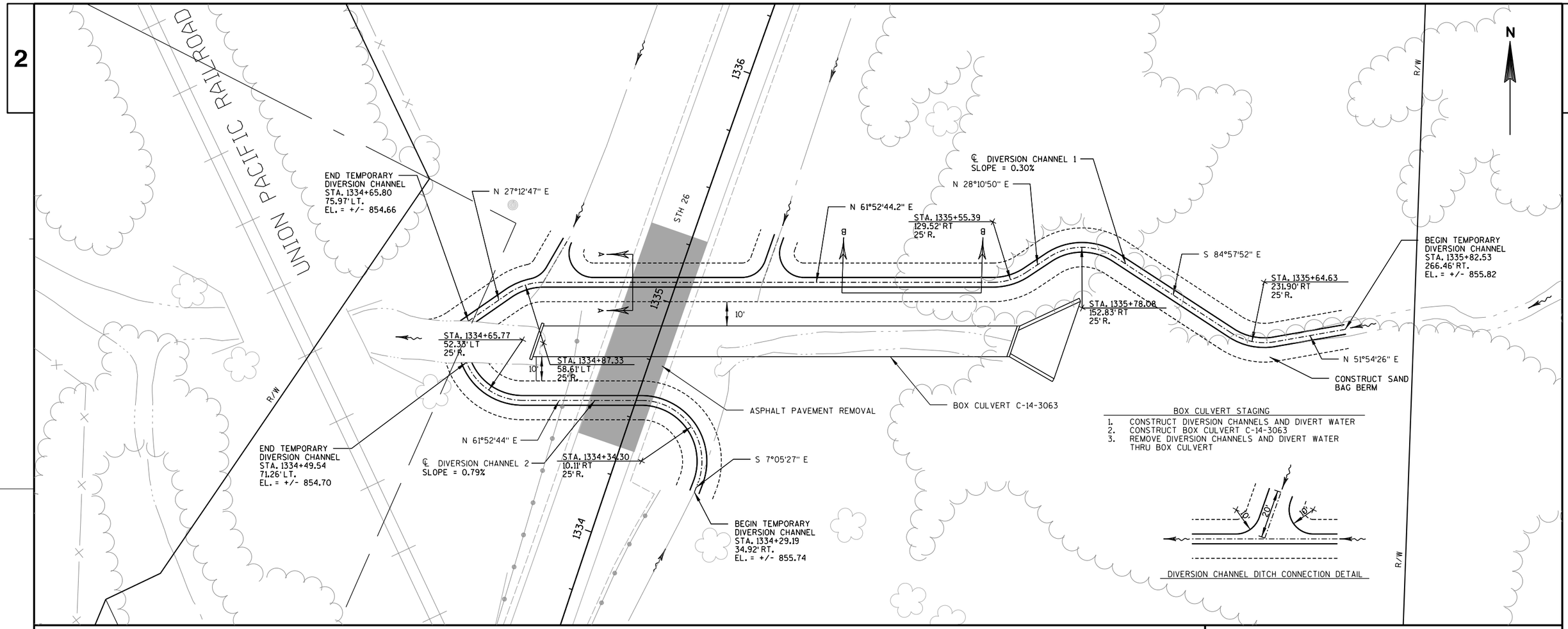
PCS - PAVED CONCRETE SHOULDER*
CSD - CONCRETE SURFACE DRAIN (8.5-INCH)*
CPAS - CONCRETE PAVEMENT APPROACH SLAB

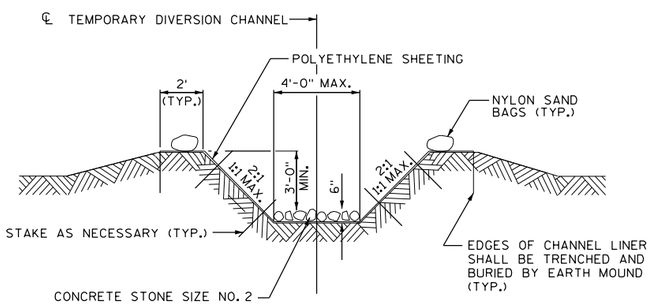
* PAID FOR AS CONCRETE PAVEMENT 8.5-INCH

APPROACH SHOULDER PAVING DETAILS FOR STRUCTURES

FOR DETAILS NOT SHOWN, SEE S.D.D. "CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES" AND "CONCRETE PAVEMENT APPROACH SLAB"

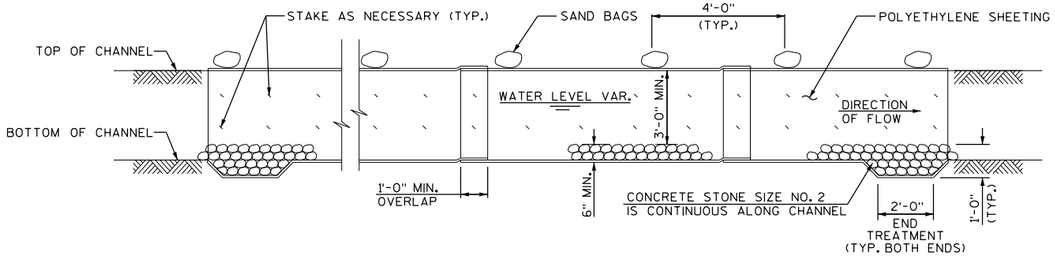
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CONSTRUCTION DETAILS - BRIDGE APPROACHES	SHEET 38	E





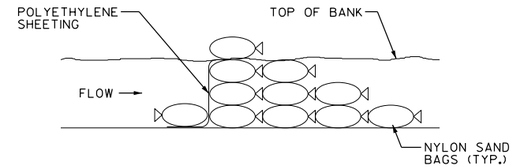
TYPICAL SECTION THRU TEMPORARY STREAM DIVERSION CHANNEL

SECTION A - A



ELEVATION - TEMPORARY STREAM DIVERSION CHANNEL

SECTION B - B



SAND BAG BERM DETAIL

TO STOP FLOW INTO WORK AREA

NOTES: COFFERDAMS USED TO DIVERT THE FLOW THROUGH THE TEMPORARY DIVERSION CHANNEL SHALL BE NYLON BAGS FILLED WITH STONE.

NYLON SAND BAGS ARE CONSIDERED INCIDENTAL TO THE BID ITEM "POLYETHYLENE SHEETING".

UPON COMPLETION OF CULVERT CONSTRUCTION, REMOVE POLYETHYLENE SHEETING, SAND BAGS, STAKES, CONCRETE STONE AND RESTORE THE TEMPORARY STREAM DIVERSION CHANNEL BACK TO ITS ORIGINAL CONDITION.

THE CONTRACTOR MAY ALTER THE TEMPORARY STREAM DIVERSION CHANNEL LOCATION AND CONFIGURATION WITH THE ENGINEERS APPROVAL.

TEMPORARY DIVERSION CHANNEL DETAILS

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CONSTRUCTION DETAILS-BOX CULVERT DIVERSION CHANNEL DETAILS	SHEET 39	E

2

N

STA. 24+61.69 FH
EDGE OF PVMT.
ELEV. = 911.07

STA. 25+16.87 FH
MATCH EXISTING
ELEV. = 908.18

23 FH ETERNAL LANE 24 FH 25 FH

A A

B B

D D

STA. 24+48.84 FH, 8.53' RT.
EDGE OF PVMT.
ELEV. = 911.50

STA. 24+56.39 FH, 32.24' RT.
MATCH EXISTING
ELEV. = 911.16

NEW GATE TO BE INSTALLED
BY CEMETERY ASSOCIATION.
(NOT PART OF THIS PROJECT)

CEMETERY

SIGN I

1308

1307 R4

1306 R4

STH 26

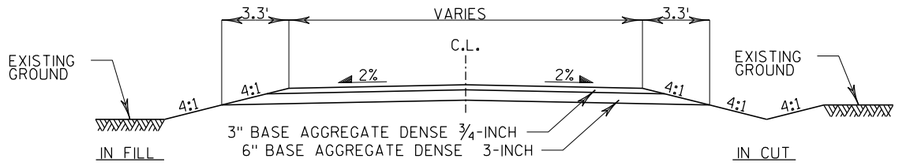
RAMP 4

R4

1307

FIELD ENTRANCE DETAILS

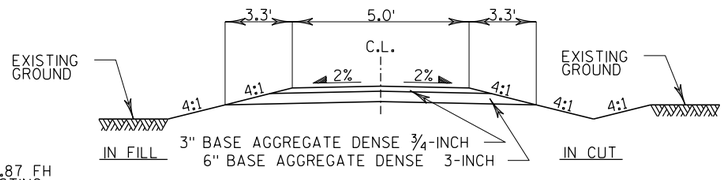
SLOPE = 5.24 %
WIDTH = VARIES
LENGTH = 55.2 FT



SECTION A-A

CEMETERY ENTRANCE DETAILS

SLOPE = 1.37 %
WIDTH = 5.0 FT
LENGTH = 21.9 FT



SECTION B-B

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CLYMANN CEMETERY ENTRANCE DETAILS	SHEET 40	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\021004_cd.dgn PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 40.0000 sf / in.

2

N

EXISTING DITCH
STA. 1333+50.00
170.76' LT.
EL. = 854.51

STA. 1332+47.03
161.51' LT.
EL. = 859.02

STA. 1333+00.00
164.30' LT.
EL. = 858.00

STA. 1333+35.00
160.20' LT.
EL. = 854.76

SLOPE INTERCEPT

DITCH LINE

STA. 1332+00.00
158.91' LT.
EL. = 859.93

STA. 1331+00.00
161.60' LT.
EL. = 860.43

RETAINING WALL R-14-15

RETAINING WALL R-14-16

UNION PACIFIC RAILROAD

STH 26

1331 1332 1333 1334 1335 1336

R/W

BOX CULVERT C-14-3063

STA. 1331+00.00
113.54' RT.
EL. = 876.45

STA. 1330+00.00
113.81' RT.
EL. = 876.09

SLOPE INTERCEPT

DITCH LINE

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CONSTRUCTION DETAILS - BRIDGE GRADING	SHEET 41	E

N

1' BAD SHOULDER
8' HMA SHOULDER
HMA
STH 26 SB
4' HMA SHOULDER
2' BAD SHOULDER
HMA

STA.1233+05.10
BEGIN TAPER - 4.00' LT.

STA.1235+94.90
END TAPER - 20.00' LT.

CONCRETE CORRUGATED MEDIAN
(SEE CONSTRUCTION DETAIL)

3' BAD SHOULDER

12' 4' CONC.

STA.1235+94.90
4.00' LT.

STH 26 NB

4'

STA.1240+44.90
4.00' LT.

10' CONC.

3' BAD SHOULDER

STA.1236+04.55
END TAPER - 36.00' RT.

STA.1235+74.55
BEGIN TAPER - 34.00' RT.

2'

STA.1239+68.81
126.00' LT.

STA.1240+15.03
134.00' LT.

STA.9+22.05 J, 58.82' RT.
40' R.

STA.1240+46.90
100.00' LT.

ASPHALT FLUME

STA.1240+46.90, 58.00' LT. =
STA.10+40.55 J, 68.80' RT.
38' R.

STA.1240+54.55, 76.00' RT. =
STA.11+74.68 J, 64.00' RT.
40' R.

CONC.

STA.12+74.68
11.00' RT.

STA.12+37.49
11.00' LT.

913.74 913.72 913.69 913.65 913.71 912.77 913.08
913.80 913.84 913.88 913.90 913.92 913.93 913.94 913.93 913.91
913.92 913.94 913.96 913.97 913.98 913.97 913.95
913.86 913.63 913.31 912.81 913.52 913.54
913.88 913.90 913.92 913.93 913.94 913.93 913.91
913.68 913.71 912.99 912.49 913.70 912.35

J 9
912.53 CONC. 912.90
J 10
CONC. 913.52 913.32 913.13 913.43 913.84 CONC.
J 11
1241
J 12
HMA

STA.10+00.00 J =
STA.1241+16.95

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	INTERSECTION DETAILS - CTH J	SHEET 42	E

2

2

N

STA.8+72.11 J
12.74' RT.

HMA

9 J

912.53

STA.9+06.66 J, 83.20' LT.
60'R.

912.77

CONC.

913.08

CONC.

912.90

CONCRETE CORRUGATED MEDIAN
(SEE CONSTRUCTION DETAIL)

3' BAD SHOULDER

STA.1246+55.55
END TAPER - 134.00' LT.

STA.1246+25.55
BEGIN TAPER - 136.00' LT.

913.70 913.69 913.66

CONC.

10'

913.94 913.93 913.91 913.89 913.86

STH 26 SB

STA.1241+84.92
96.00' LT.

STA.1246+34.92
96.00' LT.

913.96 913.97 10 J 913.98 913.97 913.95

4'

913.63

CONC.

CONC.

12'

4'

913.52 913.53 913.50

912.81

913.32

913.13

STA.1241+84.92, 42.00' LT. =
STA.10+59.48 J, 68.84' LT.
38'R.

3' BAD SHOULDER

STA.1246+34.92
BEGIN TAPER - 80.00' LT.

STA.1247+68.25
END TAPER - 96.00' LT.

913.31

CONC.

913.43

STA.10+00.00 J =
STA.1241+16.95

STA.1241+84.92

913.84

4' HMA SHOULDER
2' BAD SHOULDER

1241 11 J 1242 1243 1244 1245 1246

HMA

913.96 913.97 913.98 913.97 913.95 913.93 913.90

STH 26 NB

STA.1242+71.39
26.00' RT.

914.22 913.93 913.91 913.89 913.86 913.82 913.72

913.77

913.71

913.70 913.66 913.70

HMA

912.99
CONC.

912.99
CONC.

2'

8' HMA SHOULDER
1' BAD SHOULDER

912.49

912.35

STA.1240+86.80, 86.00' RT. =
STA.11+87.49 J, 68.00' LT.
60'R.

12 J

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	INTERSECTION DETAILS - CTH J	SHEET 43	E

2

N

STA.5+01.00 J
11.89'LT.

5 J

CTH J

913.62

STA.5+51.06 J, 56.80'LT. =
STA.0+55.12 FJ, 55.00'LT.
40'R.

913.27

912.77

STA.1+38.77 FJ
9.00'LT.

2'BAD SHOULDER

6 J

1 FJ

2 FJ

3 FJ

9'

4 FJ

5 FJ

KREUZIGER WAY

9'

STA.0+00.00 FJ =
STA.6+04.39 J
TYPE D INTERSECTION REQ'D.

912.30

913.07

STA.1+38.77 FJ
9.00'RT.

2'BAD SHOULDER

BAD
F.E.

913.67

STA.6+81.70 J, 76.58'LT. =
STA.0+78.77 FJ, 75.00'RT.
60'R.

7 J

STA.7+66.66 J
11.44'LT.

6'BAD SHOULDER

11'

11'

6'BAD SHOULDER

PROJECT NO:1390-04-82	HWY:STH 26	COUNTY:DODGE	INTERSECTION DETAILS - KREUZIGER WAY	SHEET 44	E

FILE NAME : P:\2011070 - STH 26 CADD WO"7\MicroStation\Planset\d1_13900482\021103_id.DGN PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 40.0000 sf / in.

2

N

BAD
F.E.

13 FH

14 FH

ETERNAL LANE

12 FH

STA.11+26.98 FH
10.00'LT.

897.66

11 FH

898.33

STA.694+65.00 S, 102.53'LT. =
STA.11+02.53 FH, 75.00'RT.
60'R.

STA.693+35.00 S, 73.83'LT. =
STA.10+73.84 FH, 55.00'LT.
40'R.

898.44

898.73

899.14

900.08

STA.692+38.54 S
END TAPER - 17.31'LT.

STA.691+58.80 S
BEGIN TAPER - 12.00'LT.

BAD
P.E.

5'HMA SHOULDER
5'BAD SHOULDER

691 S

12'

692 S

693 S

694 S

695 S

696 S

697 S

12'

5' BAD SHOULDER
5'HMA SHOULDER

STA.692+49.56 S
BEGIN TAPER

STA.10+00.00 FH =
STA.693+90.00 S

STA.696+74.21 S
46.00'LT.

STA.696+19.41 S
42.61'LT.

STA.696+74.63 S
END TAPER - 28.00'LT.

18'

902.73

902.07

901.57

901.21

STA. 695+22
900.21

STA.695+20.30 S, 12.26'LT.
6'R.

MEDIAN

STA.695+20.30 S
END TAPER - 6'LT.

CONCRETE MEDIAN BLUNT NOSE

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	INTERSECTION DETAILS - STH 60	SHEET 45	E

2

15 FH

16 FH

N

5' HMA SHOULDER
5' BAD SHOULDER

STA.702+76.01 S
BEGIN TAPER - 46.00' LT.

18'

902.73 903.56 904.53 905.51 906.50 907.49 908.48 909.46 910.45 911.43 912.34 913.17 913.93

MEDIAN

697 S 698 S 699 S 700 S 701 S 702 S 703 S

902.73 903.56 904.53 905.51 906.50 907.49 908.48 909.46 910.45 911.43 912.34 913.17 913.93

18'

5' HMA SHOULDER
5' BAD SHOULDER

STA.702+10.06 S
BEGIN TAPER - 12.00' RT.

ASPHALT P.E.

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	INTERSECTION DETAILS - STH 60	SHEET 46	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\021105_id.DGN PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 40.0000 sf / in.

2

N

CONC.

1297 R4

RAMP 4

STA.703+52.29 S, 102.00'LT. =
STA.1296+34.01 R4, 55.00'LT.
50'R.

STA.703+21.67 S, 119.94'RT.
148'R.

STA.703+25.66 S
28.00'LT.

911.55

911.99

913.05

914.10

1296 R4

913.53

STA.704+65.81 S, 51.43'LT. =
STA.1296+03.76 R4, 64.85'RT.
50'R.

STRUCTURE B-14-196

STA.708+27.16 S
END TAPER - 24.00'LT.

STA.708+52.56 S
42.00'LT.

STA.709+00.43 S, 15.00'LT.
3'R.

CONC.

ASPH.

915.02

916.77

915.86

CONC.

CONC.

916.09

CONC.

914.78

ASPH.

915.73

STA.708+59.38 S
24.00'LT.

916.59

916.21

STA.705+17.52 S, 157.63'LT. =
STA.1297+17.46 R4, 96.14'RT.
152'R.

CONC.

CONC.

916.57

STA.706+26.75 S
BEGIN TAPER - 18.00'LT.

HMA

CONC.

913.93

914.61

914.92

916.49
709 S

917.15
708 S

916.59

STA.703+78.92 S, 10.98'LT. =
STA.1295+48.84 R4, 13.42'LT.
5'R.

STA.704+74.47 S, 14.98'LT.
3'R.

916.09

916.21

916.09

916.21

706 S

707 S

916.92

917.08

917.17

CONC.

CONC.

917.39

917.57

ASPH.

917.19

CONC.

701 S

914.61

914.92

704 S

914.99

914.49

914.80

915.09

915.62

915.86

916.07

916.57

916.45

CONC.

916.21

CONC.

CONC.

STA.705+08.13 S
6.00'LT.

705 S

915.76

HIGH POINT
STA. 707+69.36 S

913.93

HMA

CONC.

913.73

915.18

ASPH.

STA.705+53.04 S
BEGIN TAPER - 6.00'LT.

STA.705+25.00 S
END TAPER - 12.00'RT.

STA.707+53.17 S
END TAPER - 12.00'LT.

STA.703+27 S

912.87

1295 R3

913.93

STA.1295+40.00 R4 =
STA.1295+40.00 R3 =
STA.703+90.64 S

STA.704+22.26 S, 46.19'RT. =
STA.1294+96.32 R3, 35.06'RT.
20'R.

STA.703+27.35 S, 76.39'RT. =
STA.1294+59.28 R3, 57.89'LT.
50'R.

912.39

912.43

RAMP 3

1294 R3

CONC.

STH 26 SB

STH 26 NB

STA.708+58.91 S, 125.64'RT.
150'R.

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	INTERSECTION DETAILS - STH 60	SHEET 47	E

2

N

REVERSE SLOPE CURB & GUTTER

1297 R1

CONC.

RAMP 1

1296 R1

913.53

912.21

STA.710+57.05 S, 15.00' LT. =
STA.1296+39.12 R1, 54.35' RT.
144' R.

STA.709+55.22 S, 75.42' LT. =
STA.1295+61.36 R1, 35.00' LT.
20' R.

STA.710+57.49 S, 102.33' LT. =
STA.1295+96.65 R1, 57.68' RT.
50' R.

915.13
CONC.
913.44

912.04

912.80

STA.711+45.47 S
END TAPER - 39.61' LT.

5' HMA SHOULDER

5' BAD SHOULDER

STA.713+74.39 S
14.24' LT.

STA.713+81.26 S
32' LT.
BEGIN TAPER

CONCRETE MEDIAN BLUNT NOSE

916.21
916.49
709 S

STA.710+02.91 S, 20.54' LT. =
STA.1295+09.79 R1, 14.65' RT.
5' R.

CONC.

HMA

914.89

914.52

914.13

913.67

913.14

912.54

911.86

911.11

910.71

715 S

18'

916.92
916.92

CONC.
916.68
917.39

1295 R1

915.77

914.89

710 S

916.37

MEDIAN

915.62

915.98

711 S

915.15

914.60

915.51

914.96

712 S

913.98

914.34

913.28

913.64

713 S

912.51

912.87

911.66

912.02

911.26

911.20

714 S

18'

CONC.

HMA

916.79
916.75

STA.710+57.02 S

STA.711+50.66 S
END TAPER - 12.00' RT.

5' BAD SHOULDER

5' HMA SHOULDER

STA.713+81.26 S
6.00' LT.

HIGH POINT
STA. 1294+68.20 R2

STA.709+15.79 S, 20.32' RT. =
STA.1294+52.60 R2, 65.00' LT
50' R.

916.62

916.27

917.17

1294 R2

STA.710+22.10 S, 76.00' RT. =
STA.1294+24.01 R2, 55.00' RT.
50' R.

STA.1294+88.00 R2 =
STA.1294+88.00 R1 =
STA.709+86.43

STA.1293+26.00 R2
BEGIN TAPER

CONC.

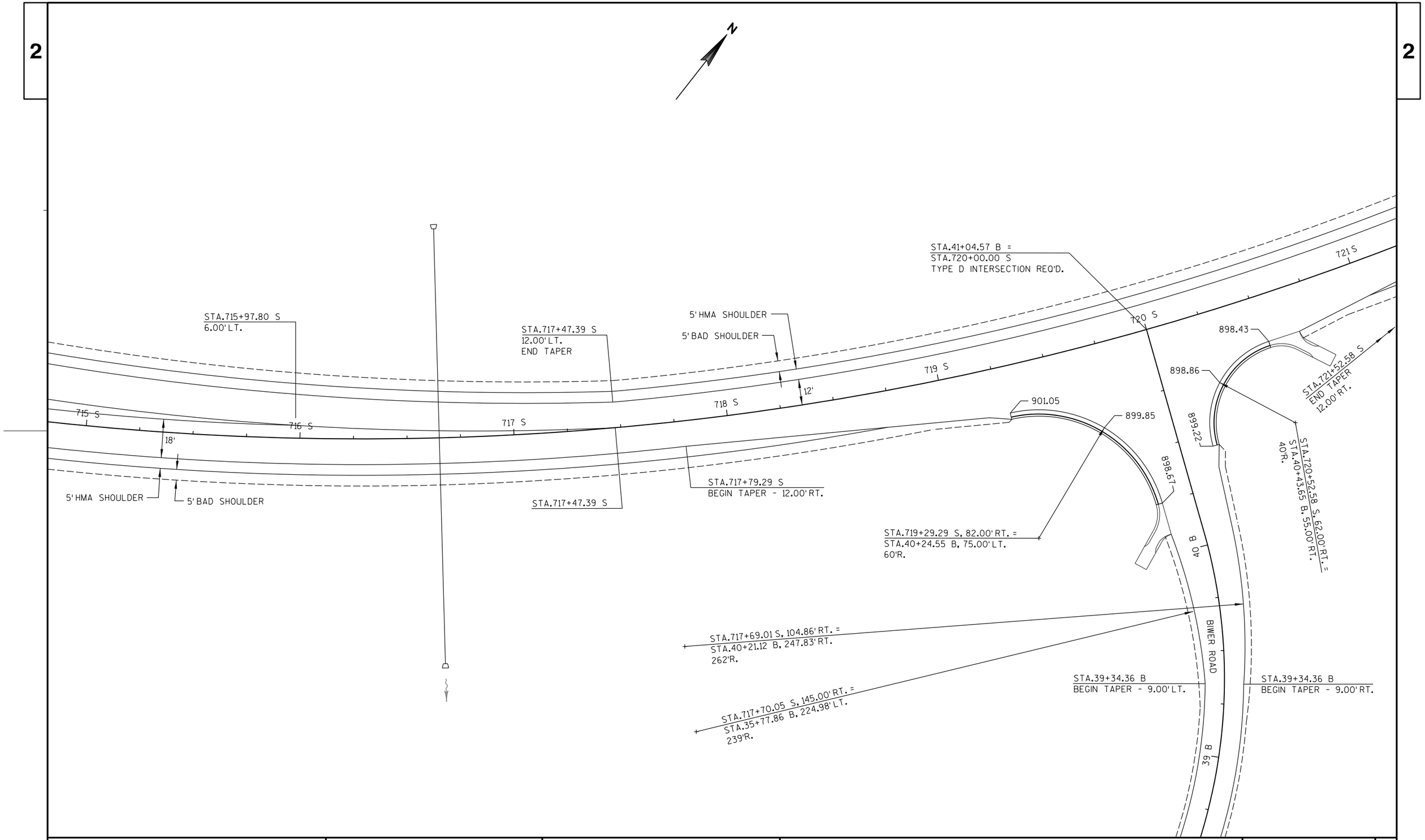
RAMP 2

R2

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	INTERSECTION DETAILS - STH 60	SHEET 48	E

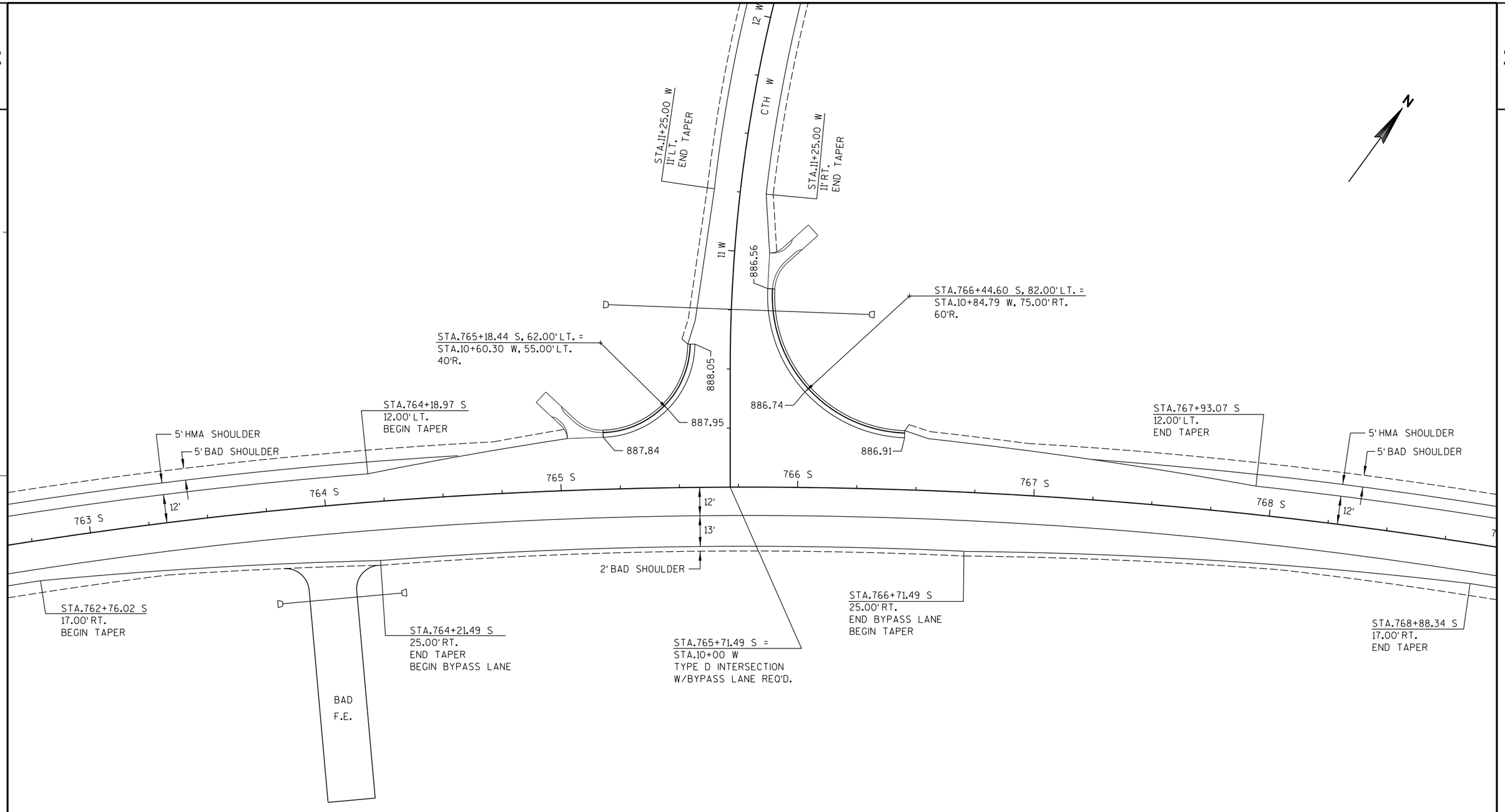
FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\021107_id.DGN PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 40.0000 sf / in.

2



PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	INTERSECTION DETAILS - STH 60/BIWER ROAD	SHEET 49	E

2



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	INTERSECTION DETAILS - STH 60 / CTH W	SHEET 50	E

2

N

STA.31+00.00 TR
15'LT.
END TAPER

STA.29+00.00 TR
25'LT.
END BYPASS LANE
BEGIN TAPER

3'BAD SHOULDER
3'HMA SHOULDER

STA.24+01.60 TR
15'LT.
BEGIN TAPER

12'
24 TR

STA.26+49.19 TR
25'LT.
END TAPER
BEGIN BYPASS LANE

STA.0+00.00 T =
STA.27+49.20 TR

2'BAD SHOULDER

30 TR

25 TR

26 TR

27 TR

13'

12'

28 TR

29 TR

12'

3'BAD SHOULDER
3'HMA SHOULDER

STA.28+74.66 TR
15'RT.
END TAPER

STA.22+33.84 TR
24'RT.
END TAPER

STA.21+64.69 TR
15'RT.
BEGIN TAPER

12'

3'BAD SHOULDER

888.81

889.87

888.65

889.17

888.48

888.22

STA.28+03.31 TR, 64.00'RT. =
STA.0+62.67 T, 55.00'LT.
40'R.

STA.26+83.83 TR, 84.00'RT. =
STA.0+82.72 T, 75.00'RT.
60'R.

1 T

2 T

PROJECT NO:1390-04-82	HWY:STH 26	COUNTY:DODGE	INTERSECTION DETAILS - TEMPORARY ROAD	SHEET 51	E

2

N

7 DG

8 D6

BAD P.E.

9 D6

STA.9+58.06 D6, 35'RT. =
STA.1346+65.05, 42'LT.
25'R.

STA.9+58.06 D6, 35'LT. =
STA.1347+34.79, 42'LT.
25'R.

STA.20+00 FK =
STA.10+00 D7 =
STA.1348+35.75

BAD P.E.

STA.1351+13.53, 62'LT.
40'R.

STA.1350+19.53, 52'LT.
30'R.

5'HMA SHOULDER

5'BAD SHOULDER

12'

1345

1346

1347

1348

1349

1350

1351

20 FK

STH 60

24'

3'BAD SHOULDER

886.39

884.11

883.72

883.99

883.35

883.54

STA.1345+12.73
12.00'RT.
BEGIN TAPER

STA.1346+62.80
24.00'RT.
END TAPER

STA.10+00 D6 =
STA.1347+00

STA.1347+63.02, 79.00'RT. =
19+18.87 FK, 70.00'LT.
55'R.

STA.1349+99.20
12.00'RT.
END TAPER

5'BAD SHOULDER

5'HMA SHOULDER

STA.1348+99.14, 74.00'RT. =
STA.19+27.52 FK, 65.00'RT.
50'R.

15'

15'

19 FK

11 D7

12 D7

STA.18+58.87 FK
10.00'LT.
BEGIN TAPER

STA.18+59.47 FK
10.00'RT.
BEGIN TAPER

15 FK

HOLL ROAD

16 FK

17 FK

18 FK

BAD F.E.

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY: DODGE	INTERSECTION DETAILS - STH 26 / HOLL ROAD	SHEET 52	E

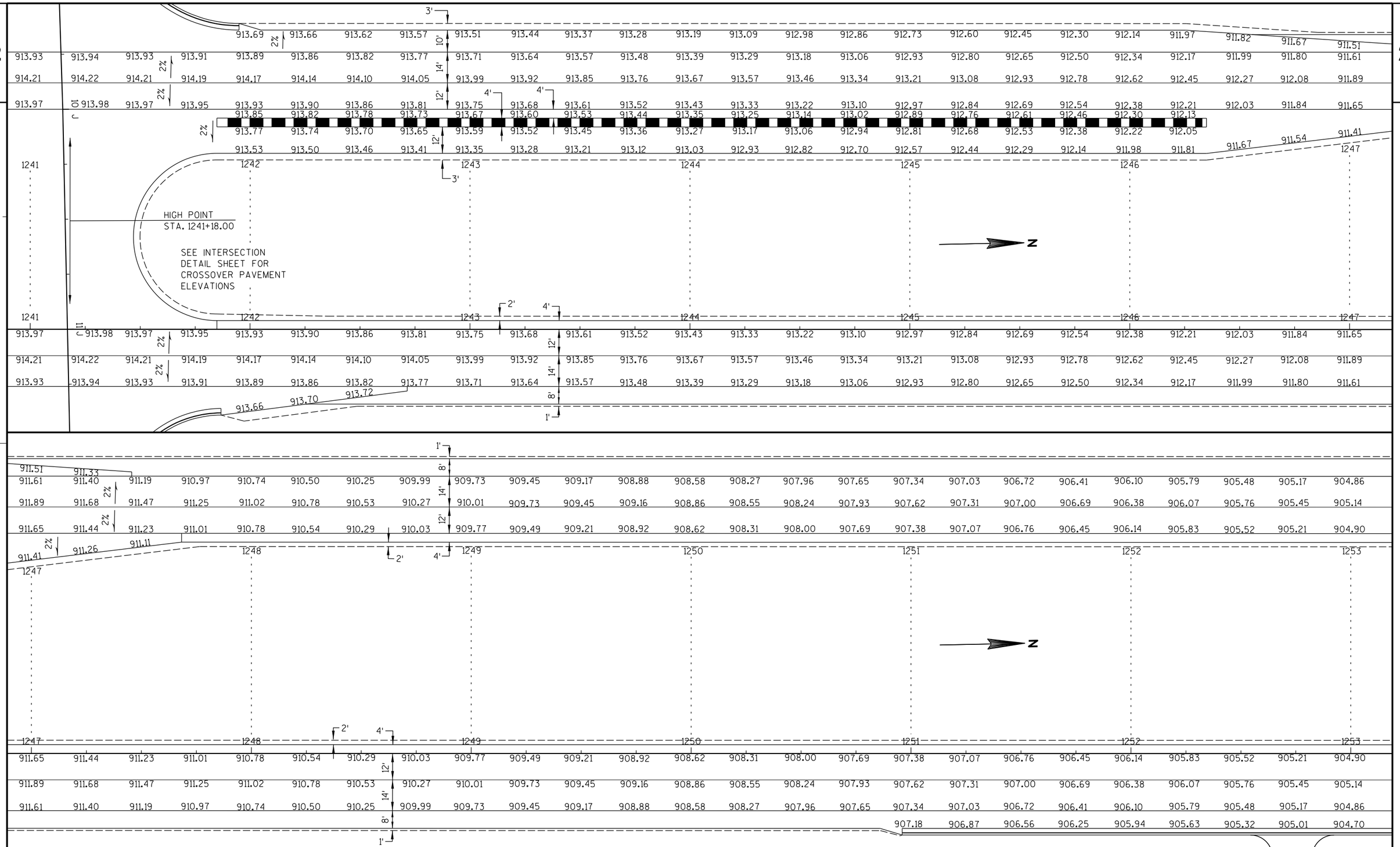
2

BEGIN CONSTRUCTION
STA.1230+00.00, LT.
MATCH EXISTING

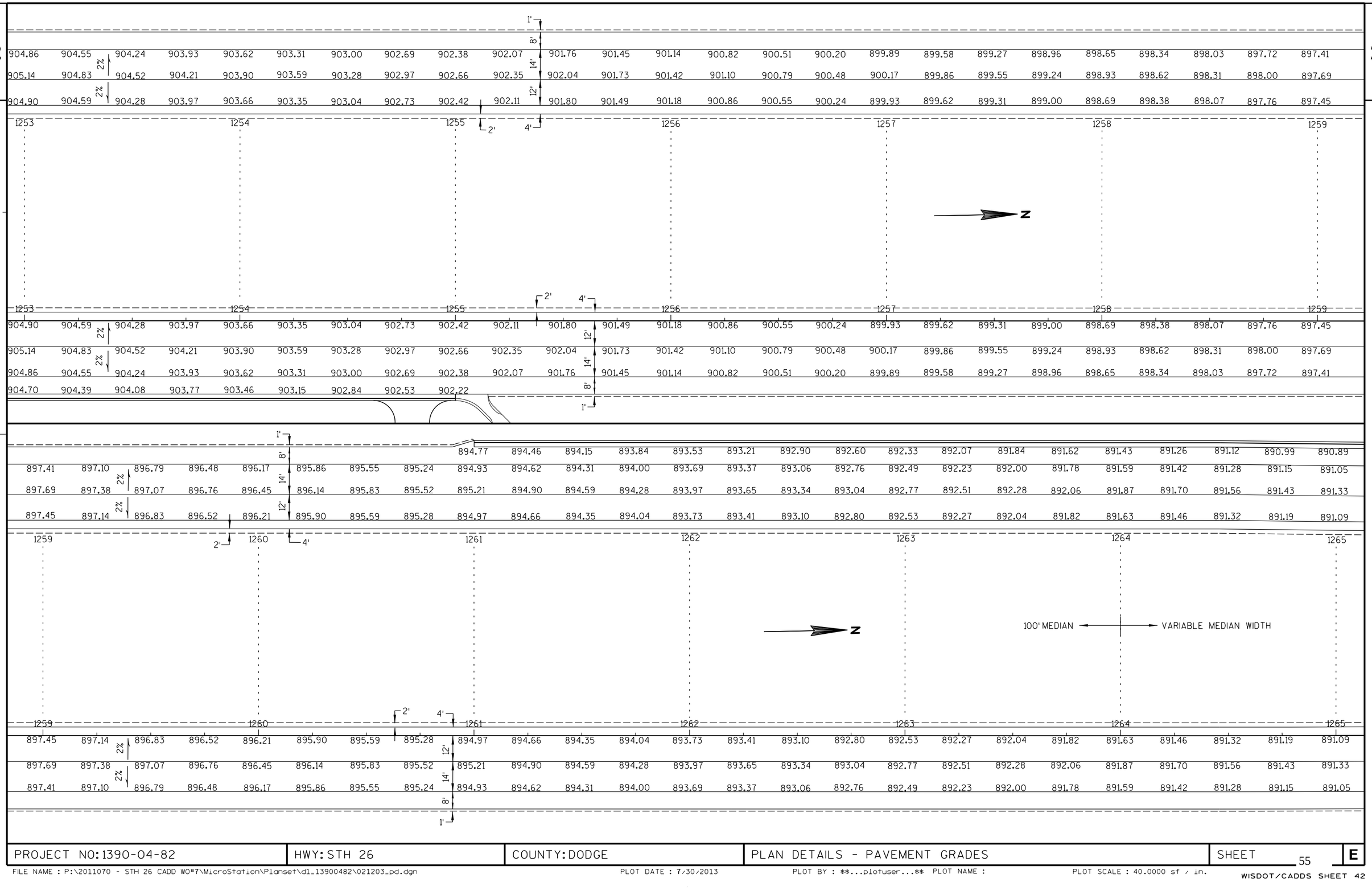
BEGIN PROJECT
STA. 1232+00.00
MATCH EXISTING

SEE INTERSECTION DETAIL SHEET FOR CROSSOVER PAVEMENT ELEVATIONS

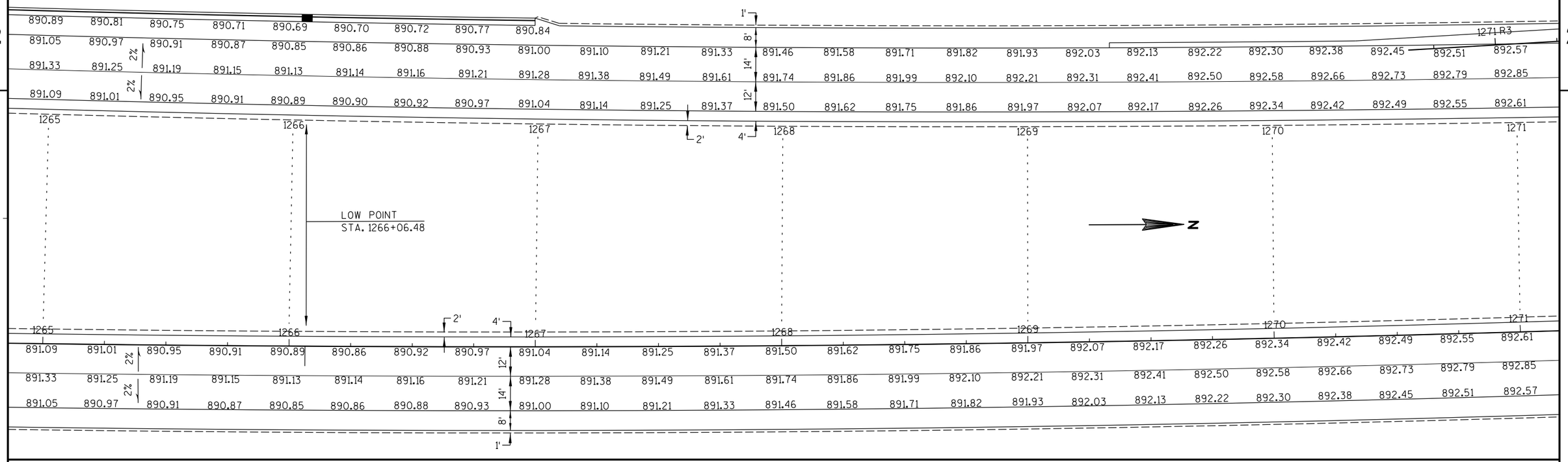
PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	PLAN DETAILS - PAVEMENT GRADES	SHEET 53	E

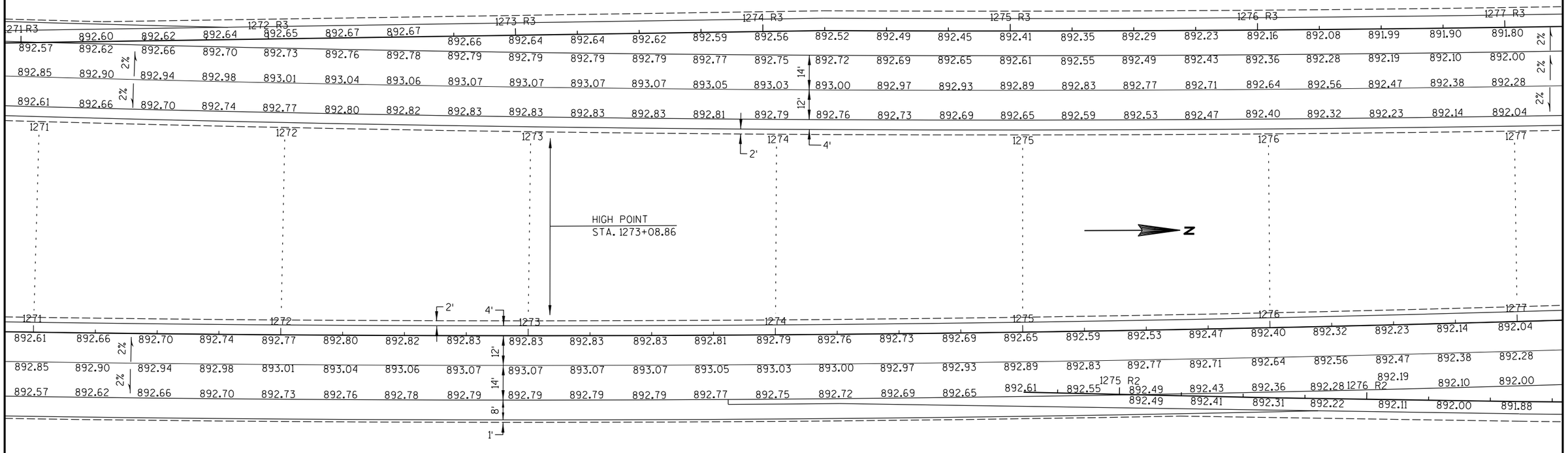


PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN DETAILS - PAVEMENT GRADES	SHEET 54	E

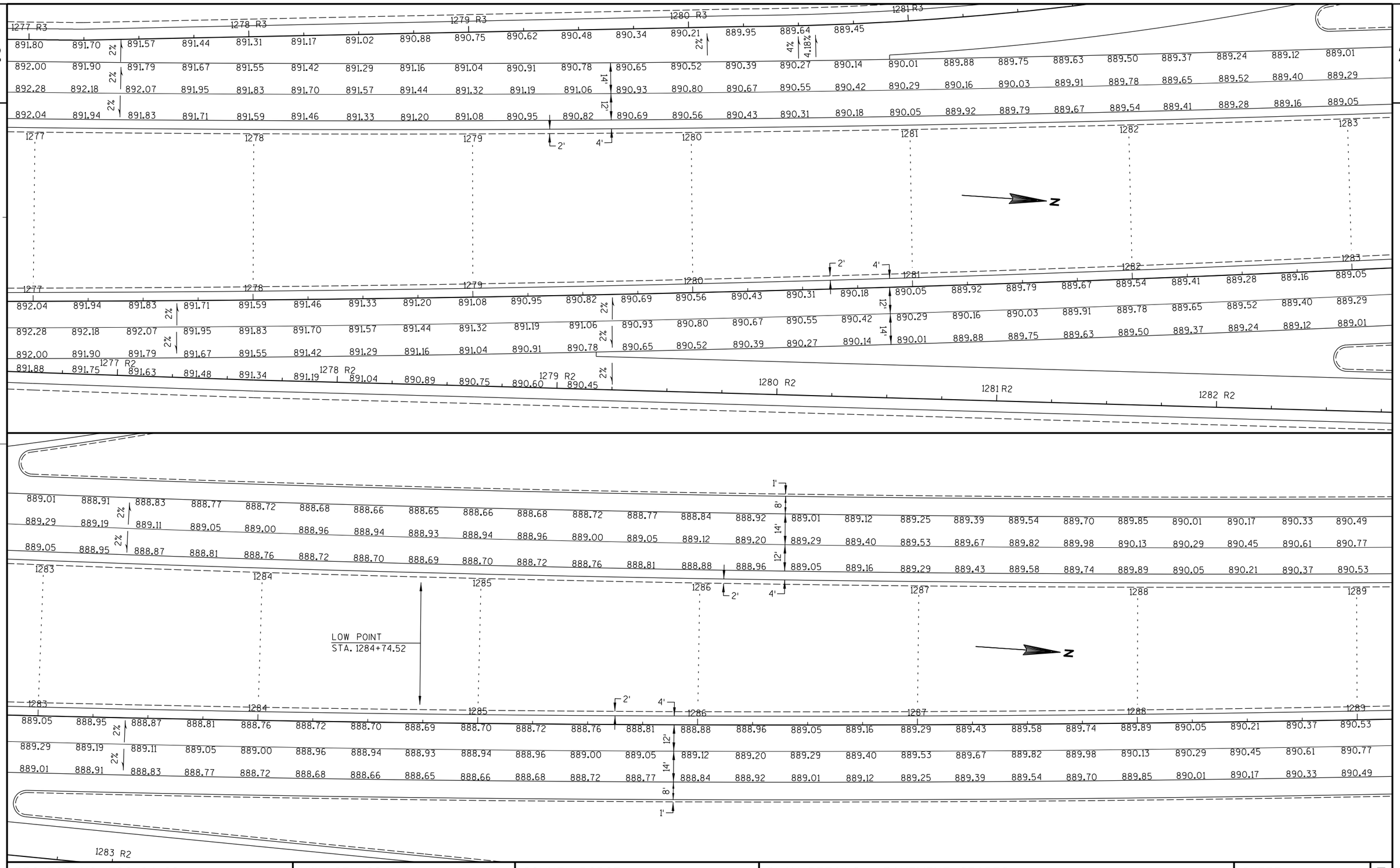


PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN DETAILS - PAVEMENT GRADES	SHEET 55	E



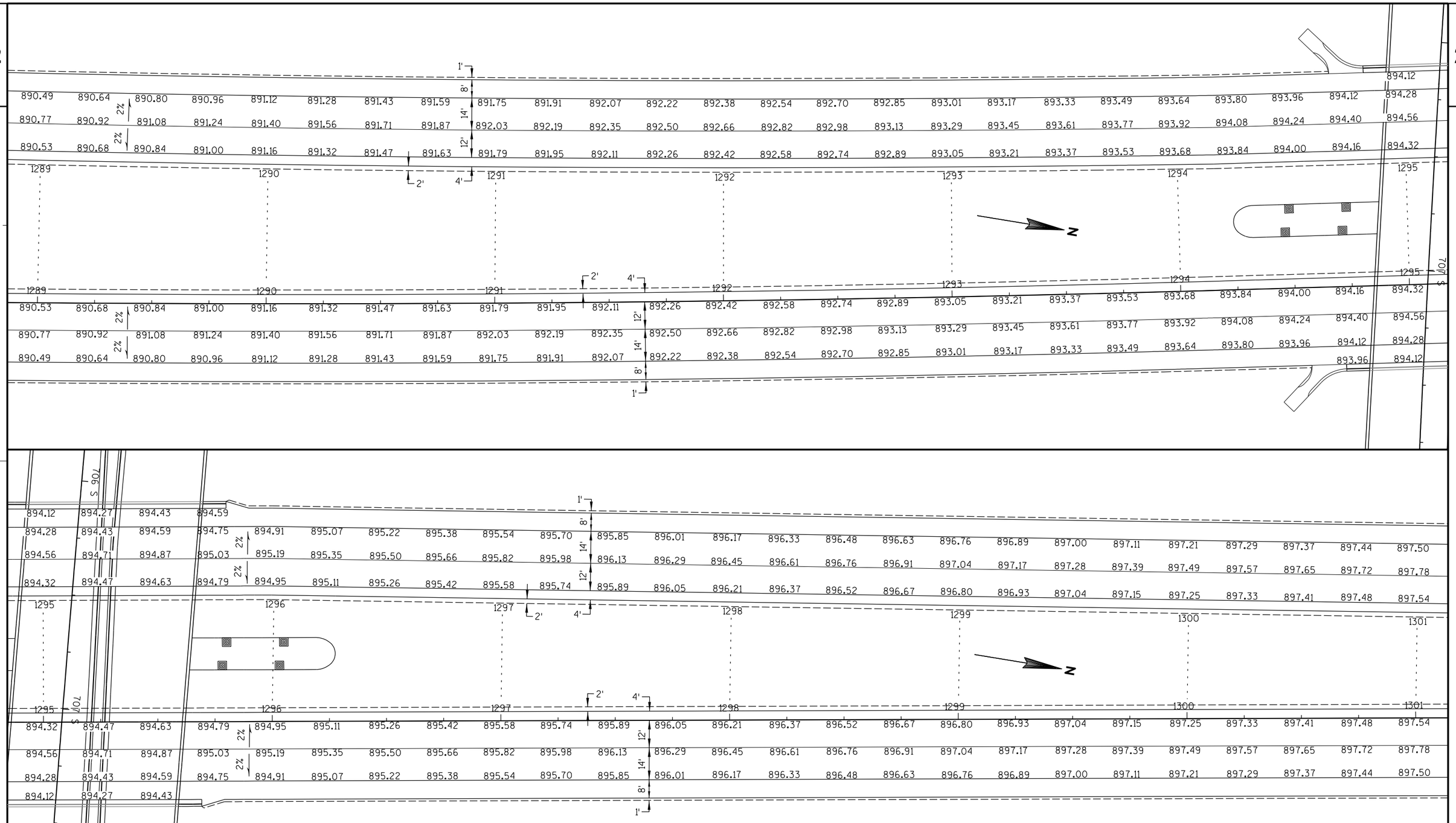


PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN DETAILS - PAVEMENT GRADES	SHEET 56	E



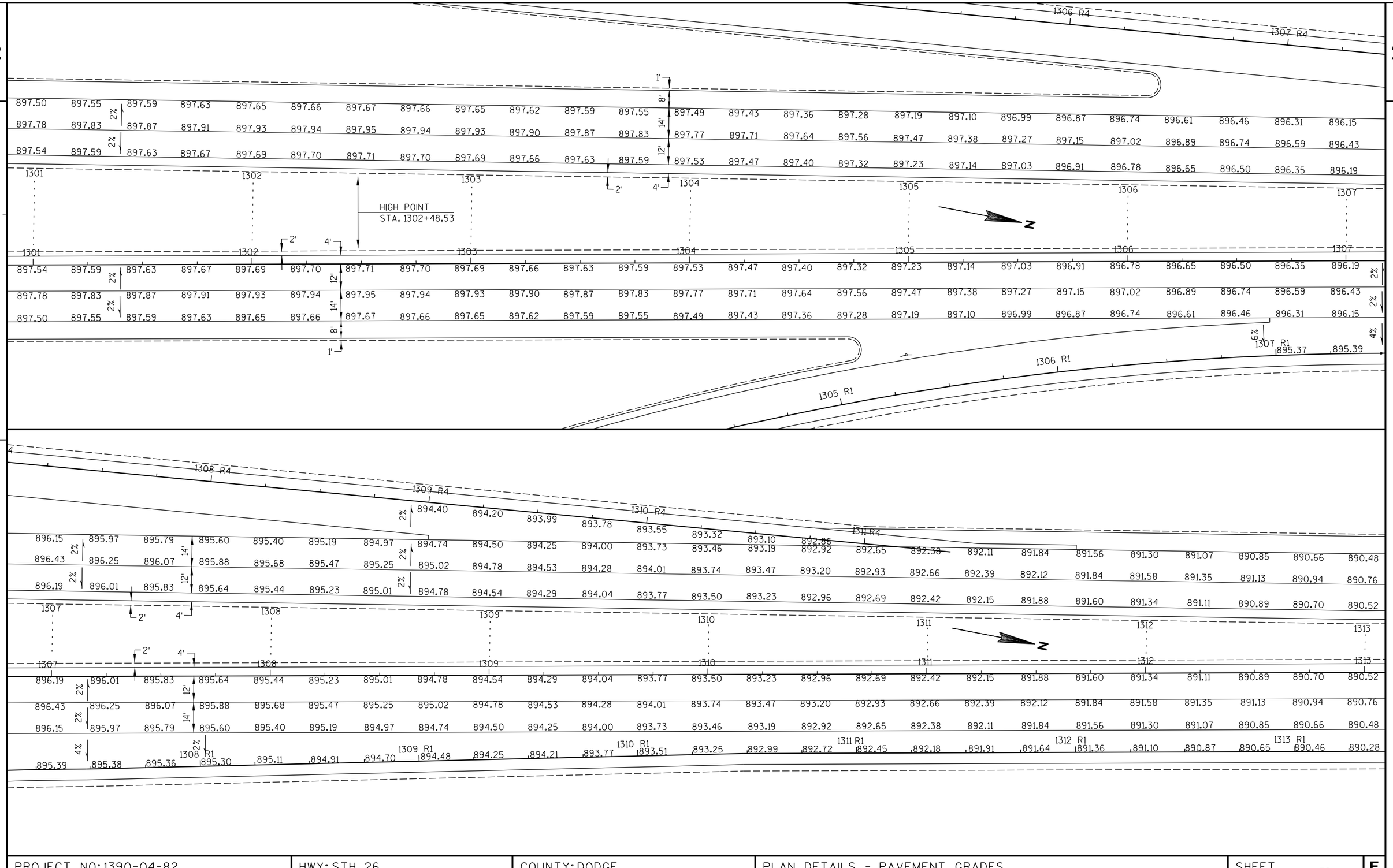
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN DETAILS - PAVEMENT GRADES	SHEET 57	E

2

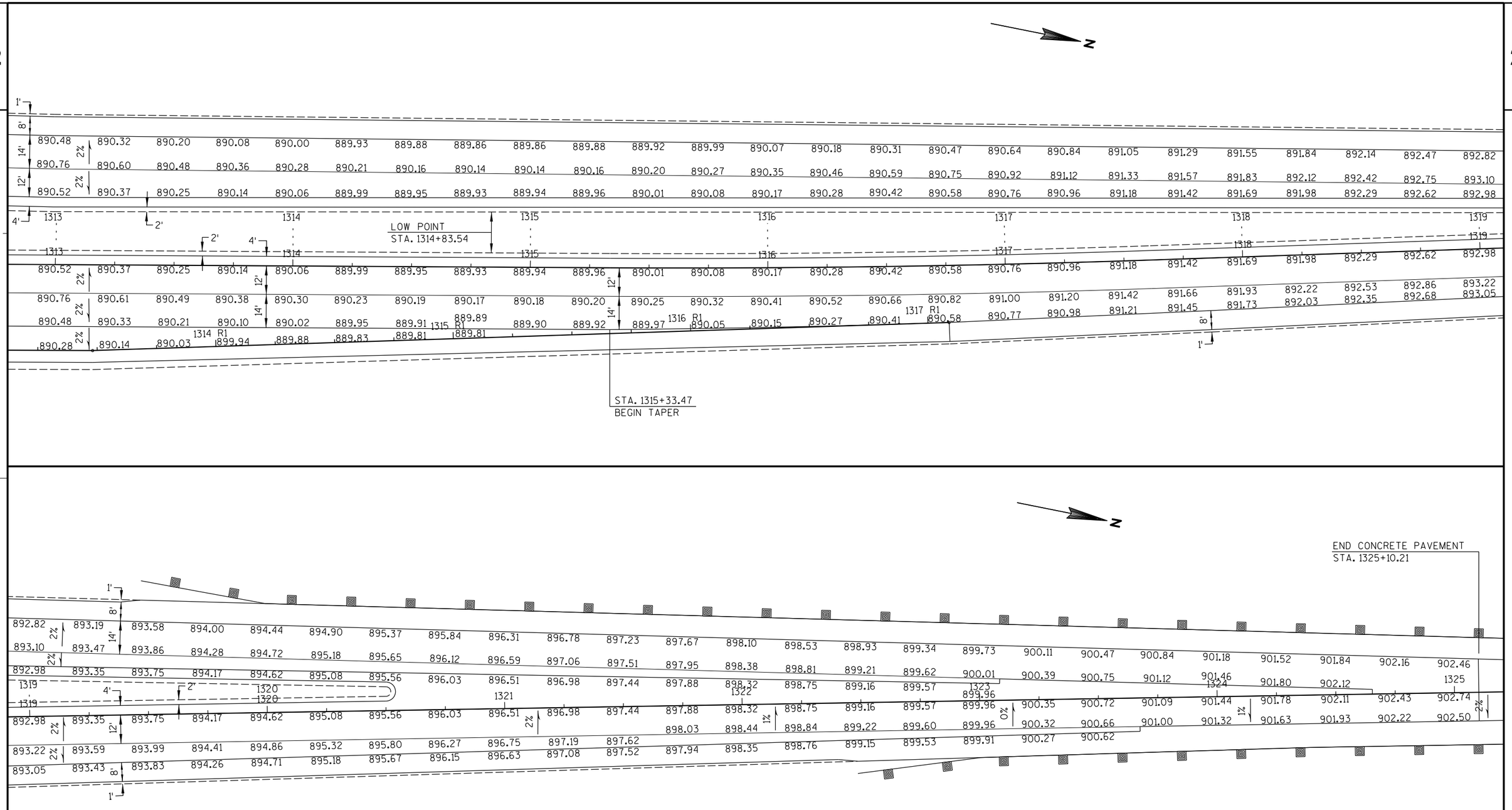


PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	PLAN DETAILS - PAVEMENT GRADES	SHEET 58	E

2

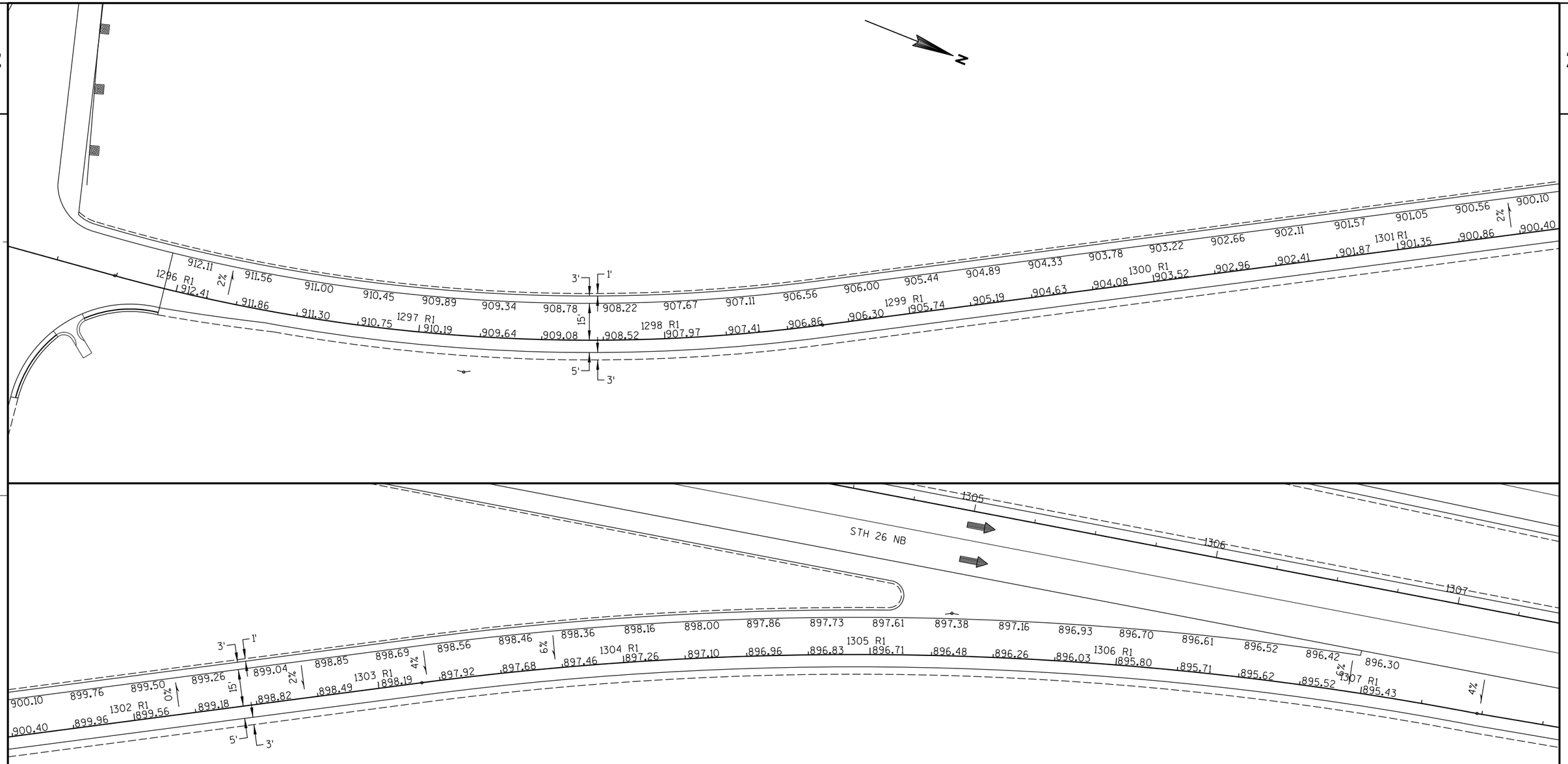


PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN DETAILS - PAVEMENT GRADES	SHEET 59	E

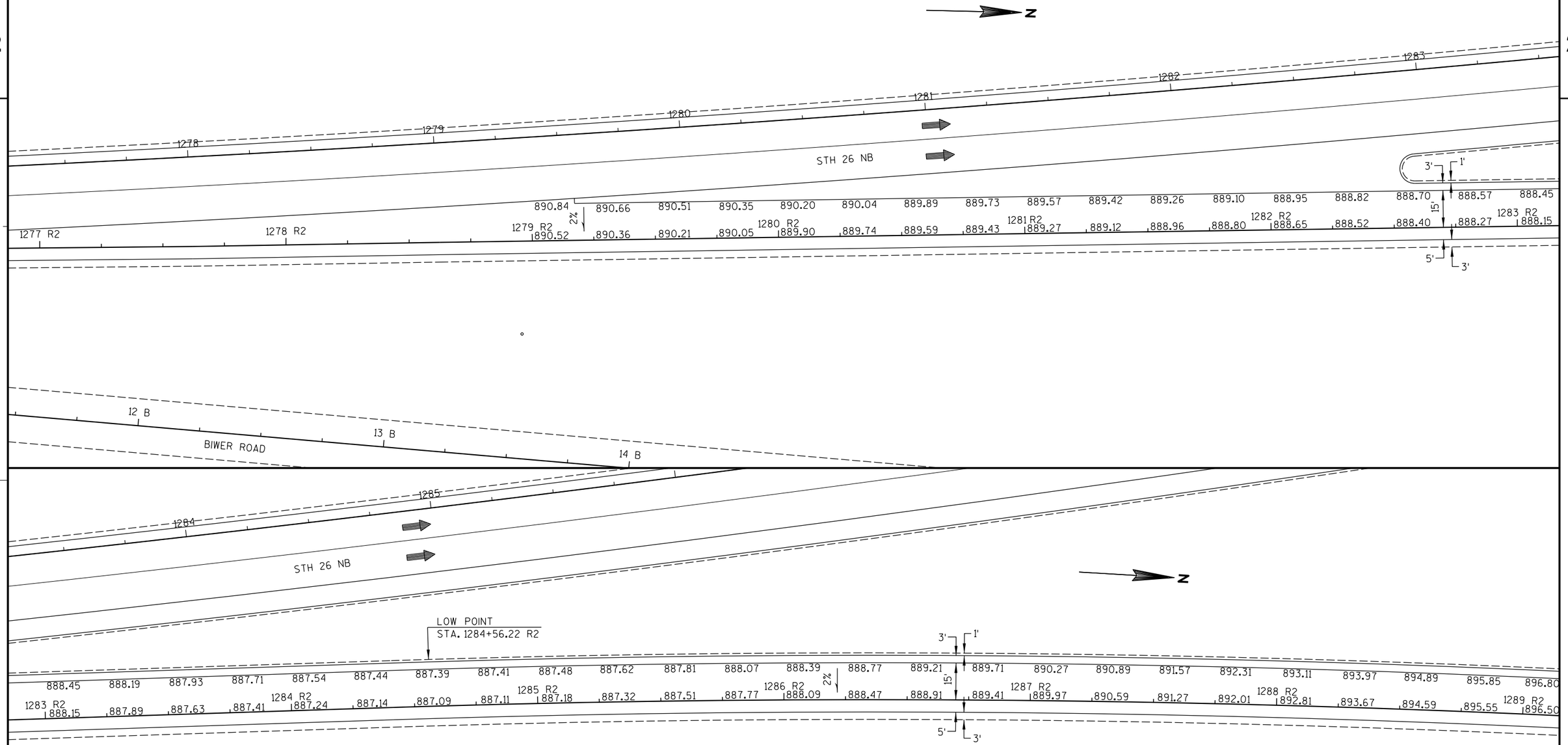


PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN DETAILS - PAVEMENT GRADES	SHEET 60	E

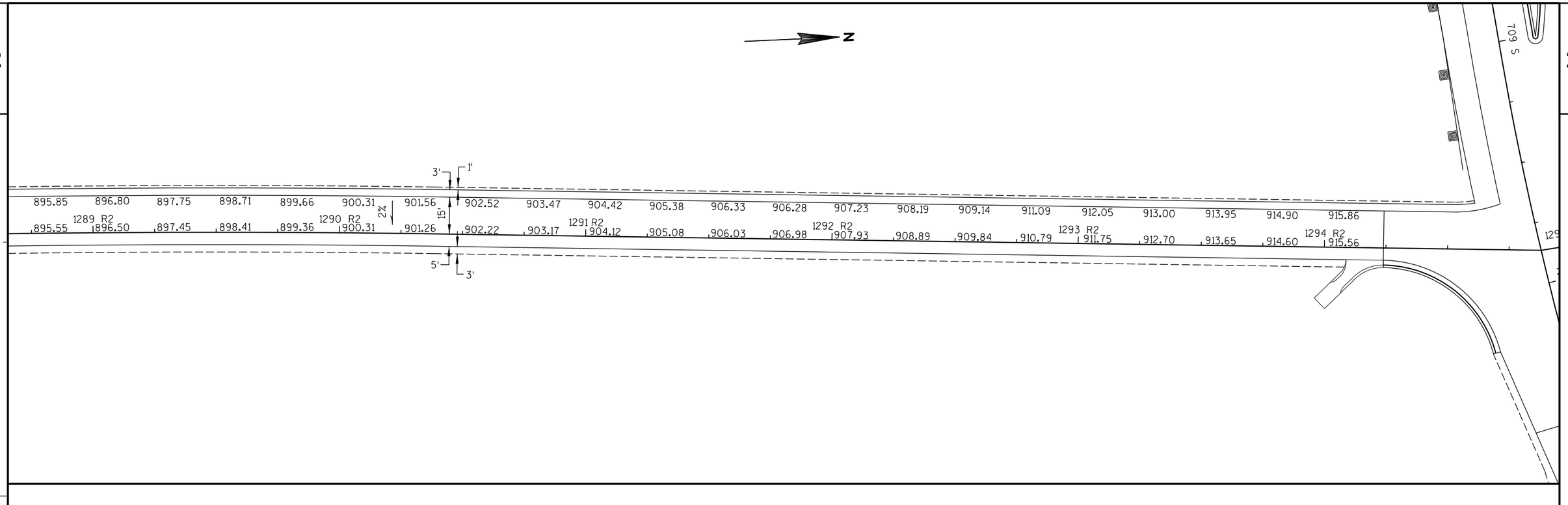
2



PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	PLAN DETAILS - PAVEMENT GRADES - RAMP R1	SHEET 61	E



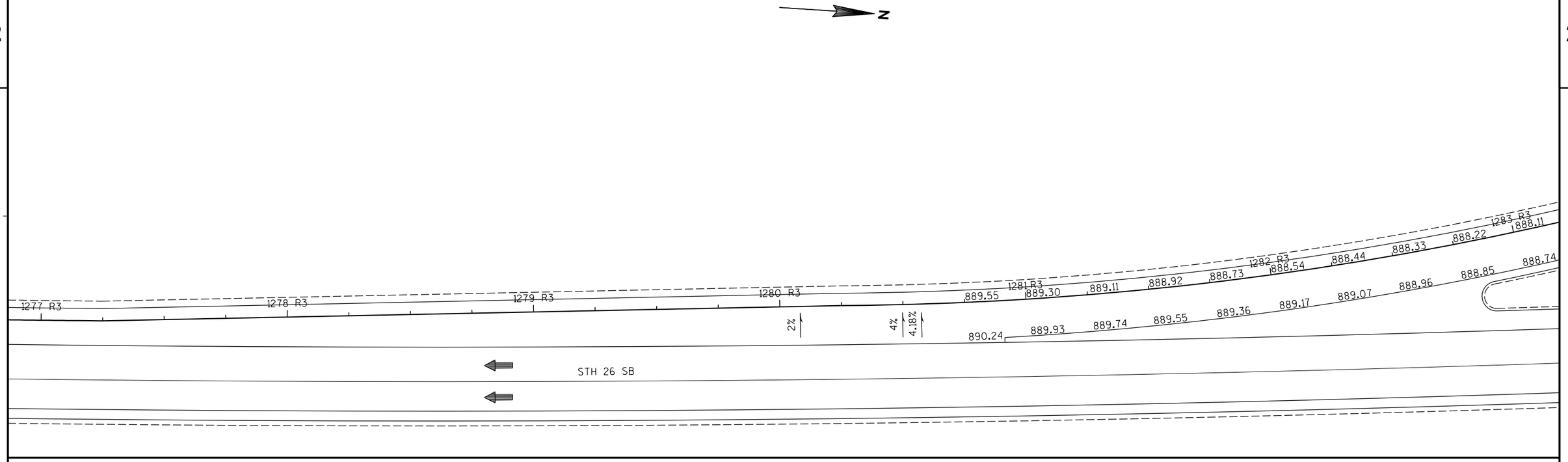
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN DETAILS - PAVEMENT GRADES - RAMP R2	SHEET 62	E

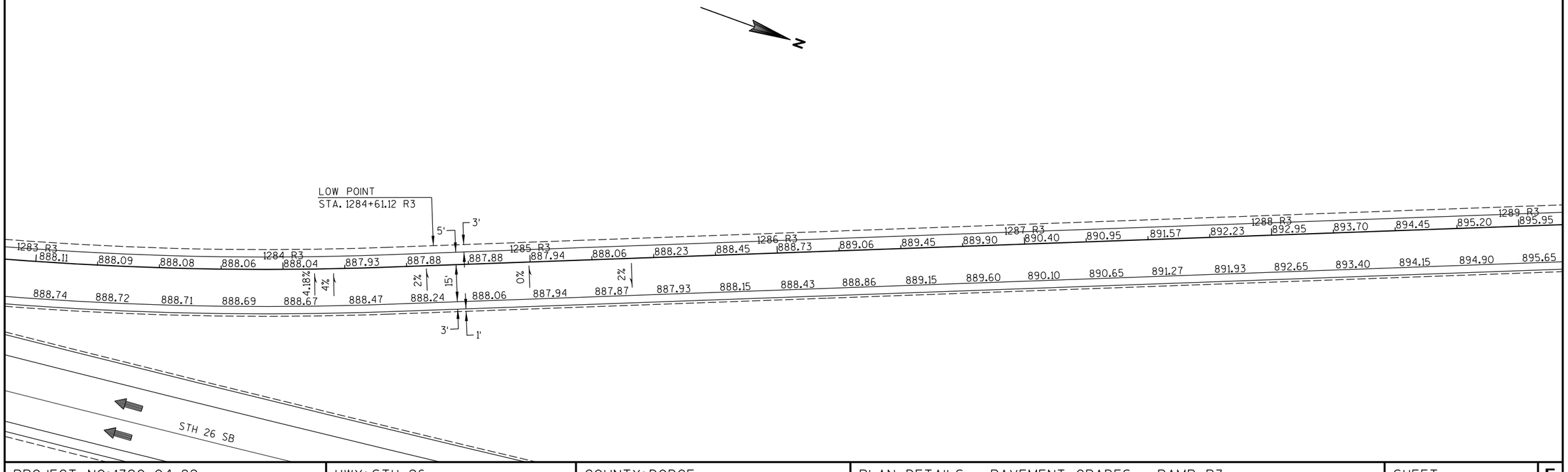


2

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	PLAN DETAILS - PAVEMENT GRADES - RAMP R2	SHEET 63	E

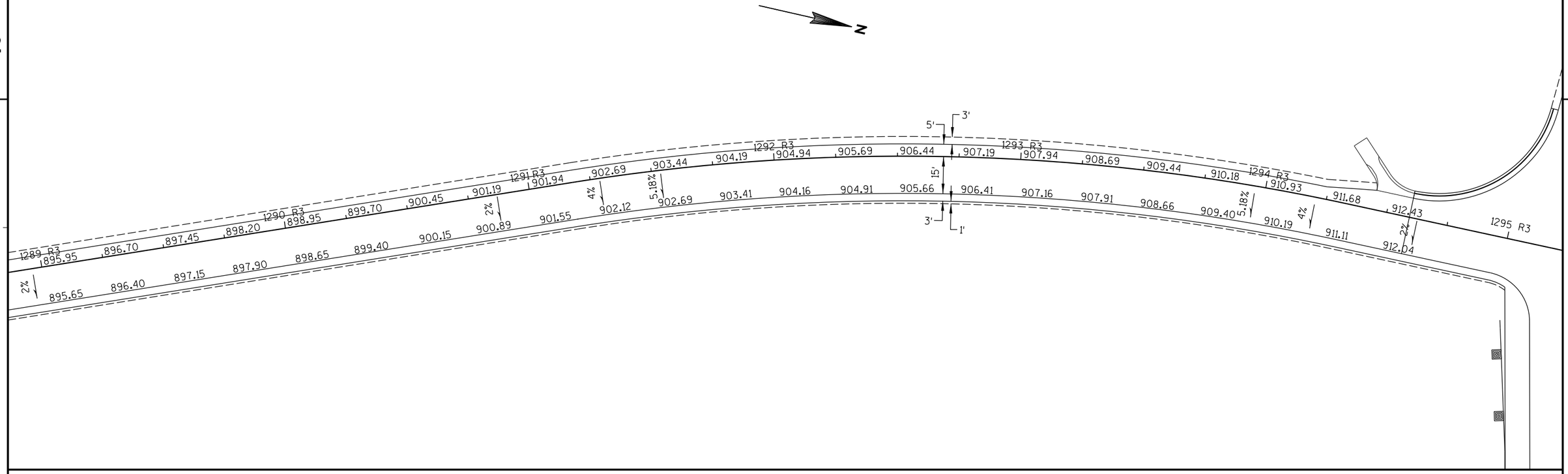
2





PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN DETAILS - PAVEMENT GRADES - RAMP R3	SHEET 64	E

2



PROJECT NO:1390-04-82	HWY:STH 26	COUNTY:DODGE	PLAN DETAILS - PAVEMENT GRADES - RAMP 3	SHEET 65	E

2

N

1296 R4 1297 R4 1298 R4 1299 R4 1300 R4 1301 R4 1302 R4

911.55 910.57 909.58 908.60 907.61 906.62 905.64 904.68 903.78 902.94 902.15 901.43 900.76 900.15 899.59 899.09 898.65 898.27 897.95 897.68 897.47 897.32

911.25 910.27 909.28 908.30 907.31 906.32 905.34 904.38 903.48 902.81 902.20 901.66 901.17 900.69 900.13 899.63 899.19 898.81 898.49 898.22 898.01 897.86

2% 2% 0% 2% 3.6%

5' 3' 15' 3' 1'

N

1302 R4 1303 R4 1304 R4 1305 R4 1306 R4 1307 R4 130

897.32 897.22 897.16 897.09 897.03 896.96 896.90 896.83 896.76 896.70 896.63 896.57 896.50 896.44 896.37 896.30 896.24 896.17 896.07 895.96 895.85 895.73 895.59 895.44 895.28

897.86 897.76 897.70 897.60 897.36 897.26 897.20 897.13 897.06 897.00 896.93 896.87 896.80 896.74 896.67 896.60 896.54 896.47 896.37 896.26 896.15 896.03 895.89 895.74 895.58

3.6% 2% 5' 3' 15' 3' 1'

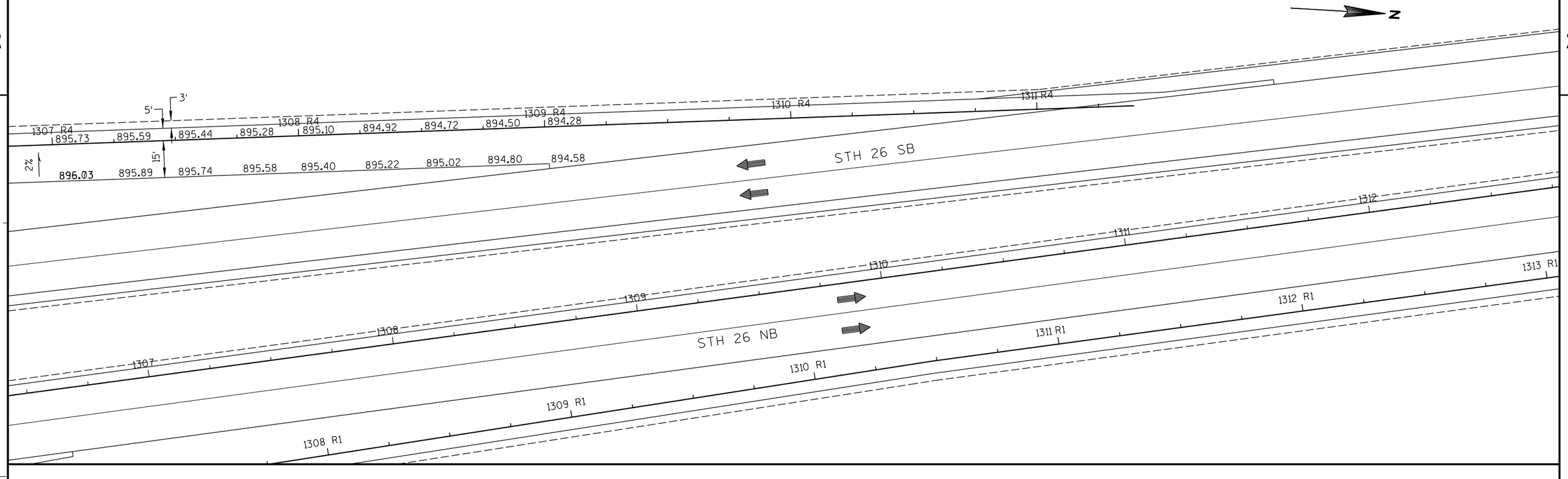
STH 26 SB

1307

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	PLAN DETAILS - PAVEMENT GRADES - RAMP 4	SHEET 66	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\021217_pd.dgn PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 40.0000 sf / in.

2



PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	PLAN DETAILS - PAVEMENT GRADES - RAMP 4	SHEET 67	E

2

N

STA.1269+35.18
121.36'LT.

STA.1270+36.02
120.00'LT.

STA.1274+20.59
127.74'LT.

1270 1271 1272 1273 1274 1275

STH 26 SB

3' 5' 10' 14' 12' 2' 4'

STH 26 NB

2' 4' 12' 14' 1' 8'

STA.1273+80.77
28.00'RT.

STA.1274+25.69
28.00'RT.

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	PLAN DETAILS	SHEET 68	E

2

N

STA.1280+92.70
105.51' LT.

1279 R3
1280 R3
1281 R3
1282 R3
1283 R3
1284 R3
1285 R3

STA.1282+94.51
114.73' LT., 6'R.

STH 26 SB

STH 26 NB

STA.1282+95.81
40.00' RT., 6'R.

1279 R2
1280 R2
1281 R2
1282 R2
1283 R2
1284 R2

STA.1279+55.42
28.00' RT.

14 B

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN DETAILS	SHEET 69 E

2

N

1304 R4
1305 R4
1306 R4
1307 R4
1308 R4
1309 R4

3'
5'
15'
1'
3'

STA.1308+72.55
64.06'LT.

1'
8'
14'
12'
2'
4'

STA.1306+09.65
80.86'LT., 6'R.

STH 26 SB

4'
2'
12'
14'

1303
1304
1305
1306
1307
1308
1309

STH 26 NB

1'
8'

STA.1304+72.42
40.00'RT., 6'R.

1306 R1
1307 R1
1308 R1
1309 R1

3'
1'
15'
5'
3'

1305 R1
1304 R1

STA.1306+65.06
28.00'RT.

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	PLAN DETAILS	SHEET 70	E

2

N

STA.1311+23.61
59.47'LT.

STA.1311+68.61
58.65'LT.

STA.1312+98.98
28.26'LT.
BEGIN TAPER

1310 R4

1311 R4

STH 26 SB

1' 8'

14'

12'

2' 4'

2' 4'

309 1310 1311 1312 1313 1314 1315

12'

STH 26 NB

14'

1310 R1 1311 R1 1312 R1 1313 R1 1314 R1 1315 R1

3' 5'

STA.1313+15.98
41.08'RT.
BEGIN TAPER

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	PLAN DETAILS	SHEET 71	E

2

N

STA.1324+65.38
2.00' LT.

1'
8'

14'

STH 26 SB

1320
1321
1322
1323
1324
1325

STA.1320+50.14
8.00' LT., 6' R.

12'

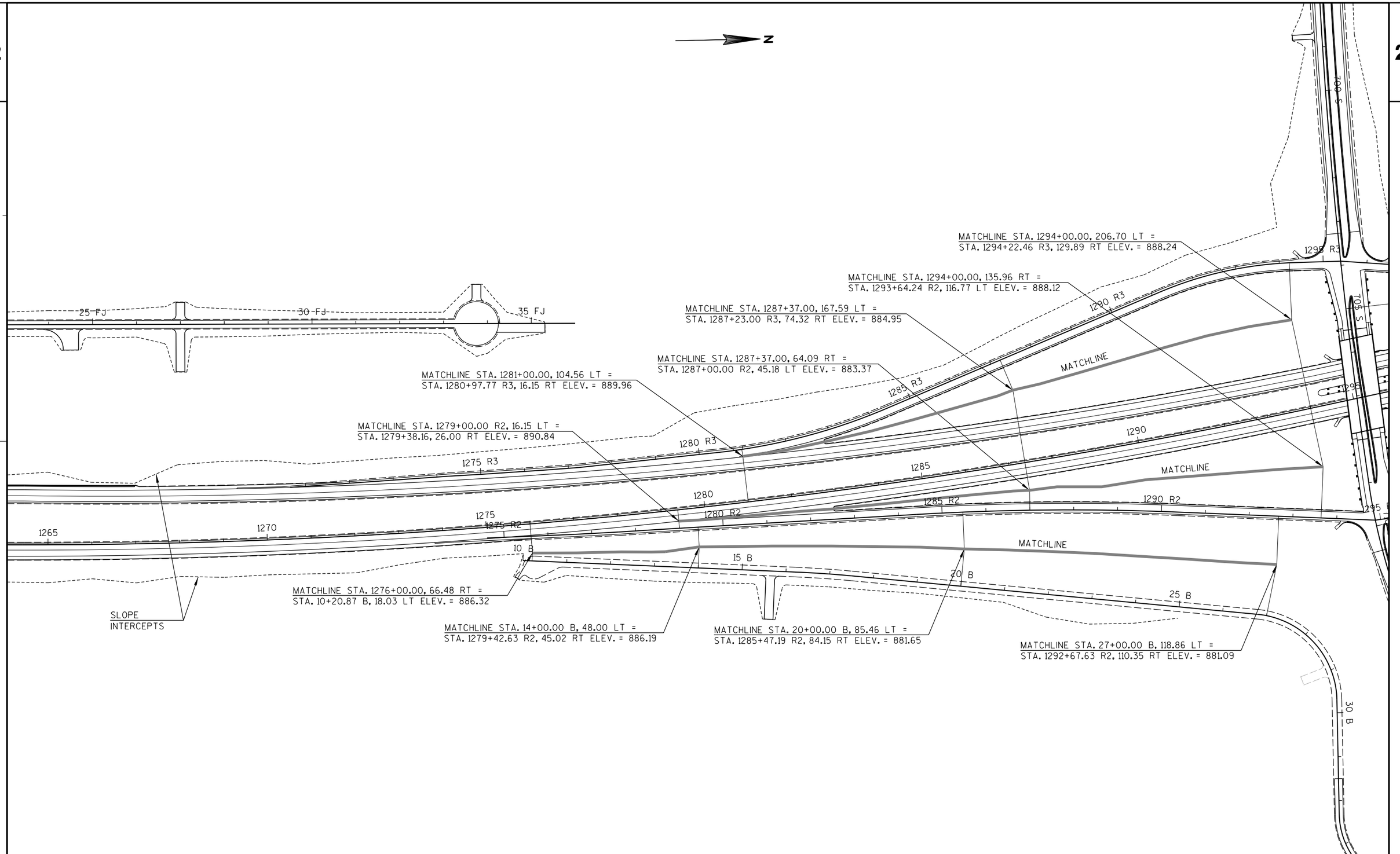
STH 26 NB

1'
8'

STA.1323+08.49
7.02' LT.

STA.1323+67.34
14.00' RT.

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN DETAILS	SHEET 72	E



PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	CROSS SECTION MATCHLINES	SHEET 73	E

2

2

N

15 FH

20 FH

25 FH

MATCHLINE STA. 1297+00.00 R4, 81.77 RT =
STA. 705+00.00 S, 143.08 LT ELEV. = 891.94

MATCHLINE STA. 1300+00.00, 124.93 LT =
STA. 1300+33.66 R4, 55.88 RT ELEV. = 892.81

MATCHLINE STA. 1309+00.00 R4, 16.06 RT =
STA. 1308+71.13, 63.13 LT ELEV. = 894.60

SLOPE
INTERCEPTS

MATCHLINE STA. 1307+00.00, 26.00 RT =
STA. 1307+32.29 R1, 16.39 LT ELEV. = 896.15

MATCHLINE STA. 1301+00.00, 94.59 RT =
STA. 1301+39.54 R1, 75.58 LT ELEV. = 890.02

MATCHLINE STA. 1297+00.00, 151.21 RT =
STA. 1297+13.01 R1, 134.54 LT ELEV. = 889.19

MATCHLINES

MATCHLINES

705 S

700 S

695 S

1295

1295 R1

1300

1300 R1

1305

1305 R1

1310

1310 R1

1315

1315 R1

1320

1325

1300 R4

1305 R4

1310 R4

R3

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTION MATCHLINES	SHEET 74	E

2

N

MATCHLINE STA. 1345+00.00, 91.94 LT =
STA. 6+89.75 D6, 49.20 RT ELEV. = 878.18

MATCHLINE STA. 1346+25.00, 78.75 LT =
STA. 8+16.27 D6, 54.95 RT ELEV. = 878.70

MATCHLINE STA. 5+00.00 D6, 43.58 RT =
STA. 1343+12.87, 111.37 LT ELEV. = 873.75

MATCHLINE STA. 1338+00.00, 135.00 RT =
STA. 7+96.32 FK, 35.59 LT ELEV. = 871.44

5 D6

MATCHLINES

1330

1335

1340

1345

1350

1355

SLOPE
INTERCEPTS

10 FK

MATCHLINES

15 FK

MATCHLINE STA. 1343+00.00, 103.90 RT =
STA. 12+82.92 FK, 37.83 LT ELEV. = 873.10

5 FK

MATCHLINE STA. 1341+00.00, 101.37 RT =
STA. 10+84.87 FK, 30.74 LT ELEV. = 877.23

15+00 D7

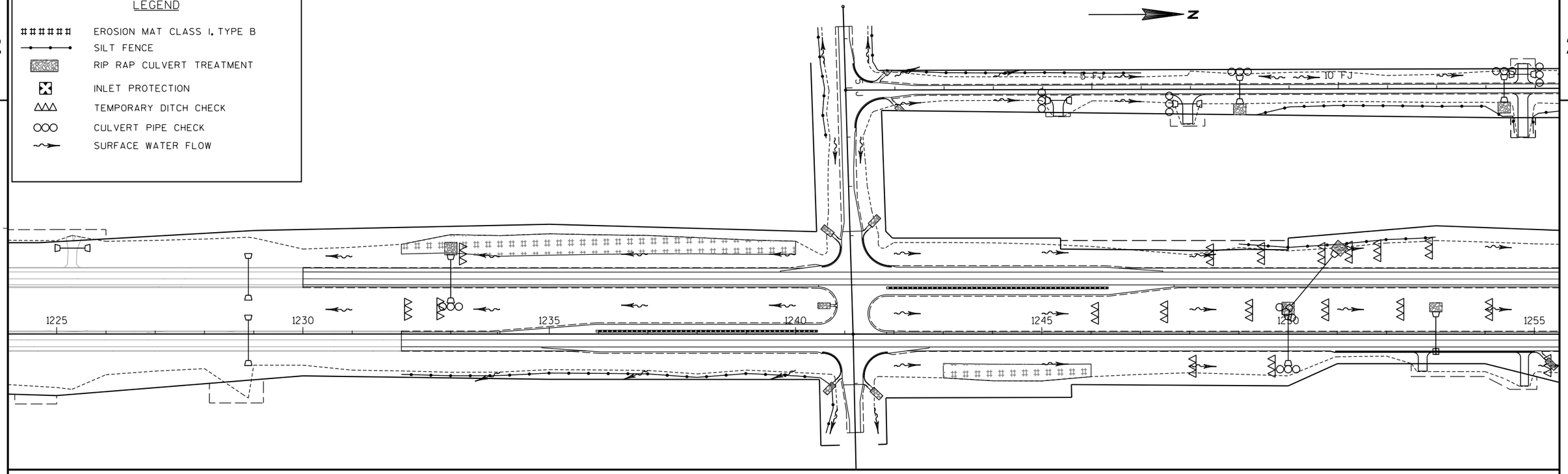
50 TR

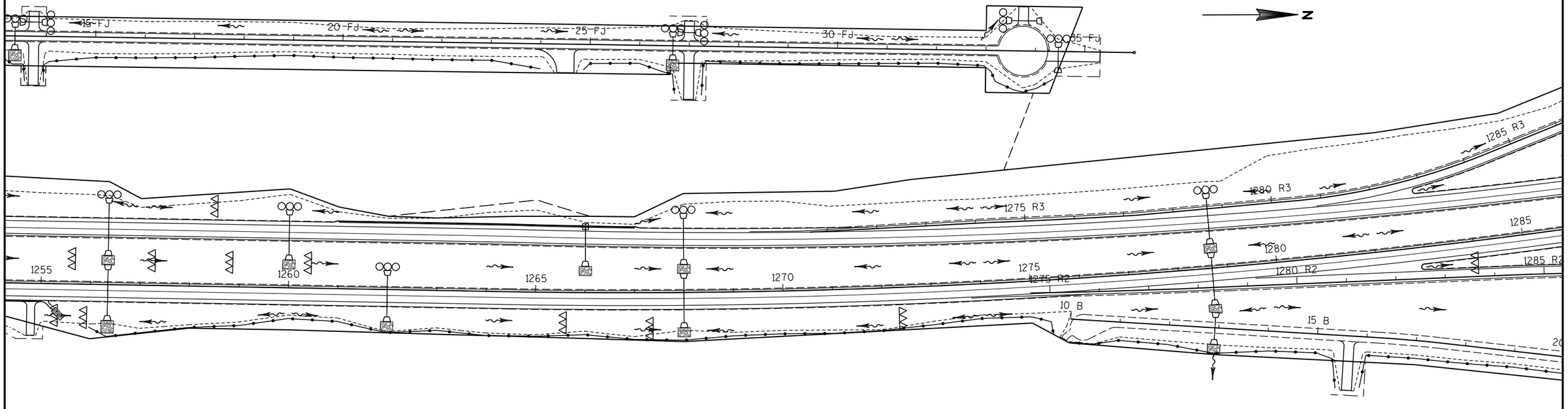
45 TR

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS MATCHLINES	SHEET 75	E

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP CULVERT TREATMENT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW





2

2

N

1285 R3
1290 R3
1295 R3
1300 R4
1305 R4
1310 R4
1285
1290
1295
1300
1305
1310
1315
1310 R1
1315 R1
1305 R1
1285 R2
1290 R2
1300 R1
1295 R1
20 B
25 B
5 FK

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP CULVERT TREATMENT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

1320
1325
1330
1335
1340
1345
10 FK
15 FK
5 FK
RIPRAP IN DITCHES
ROCK BAGS
ROCK BAGS
RIPRAP IN DITCHES

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	EROSION CONTROL	SHEET 77	E

2

N

1350 1355 1360 1365 1370 1375

55 TR

50 TR

FK

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP CULVERT TREATMENT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

20 FT

15 FT

690 S

695 S

700 S

705 S

710 S

1300 R4

1295 R3

1295 R1

1300

1300

30 B

25 B

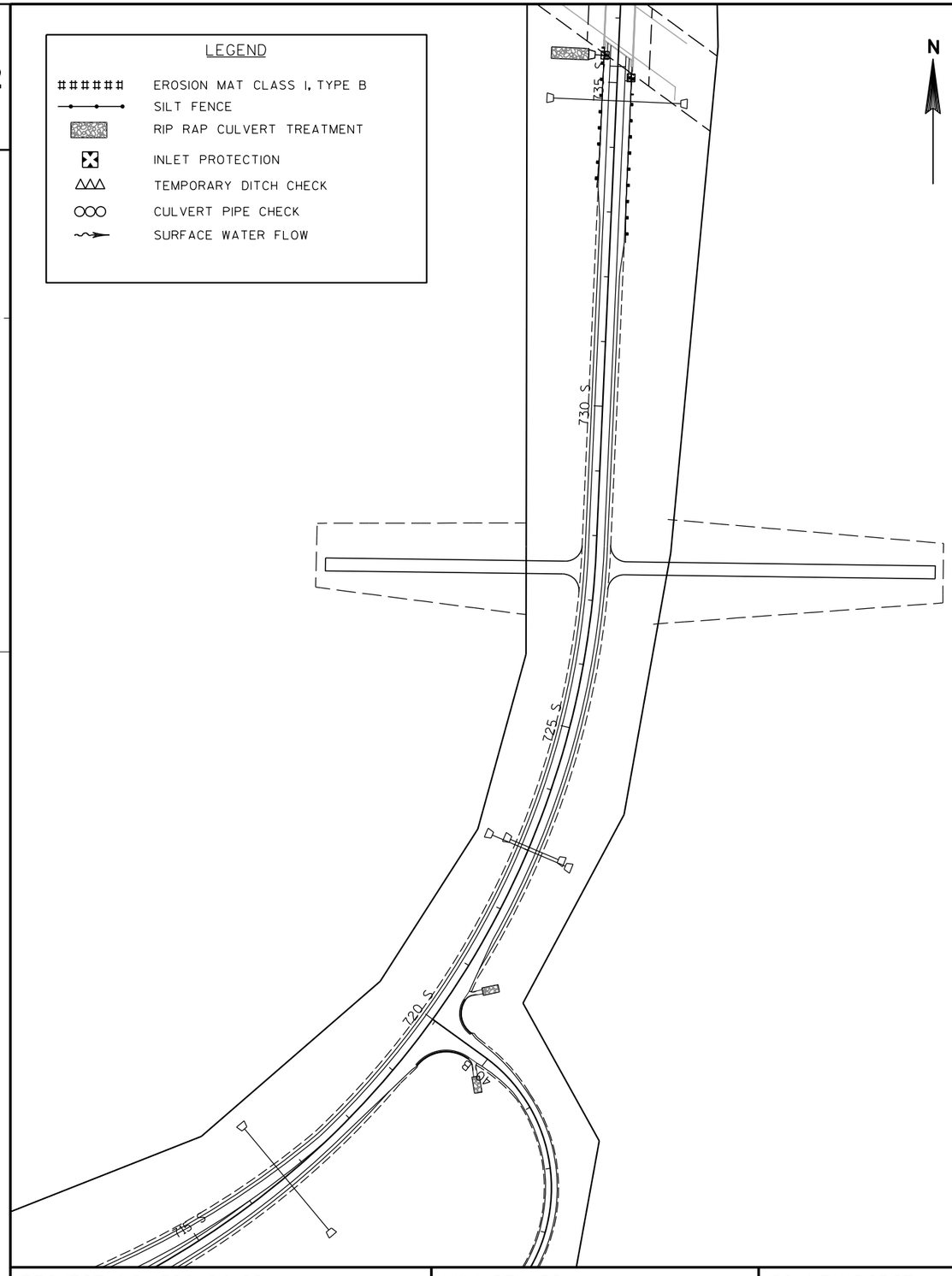
30 R2

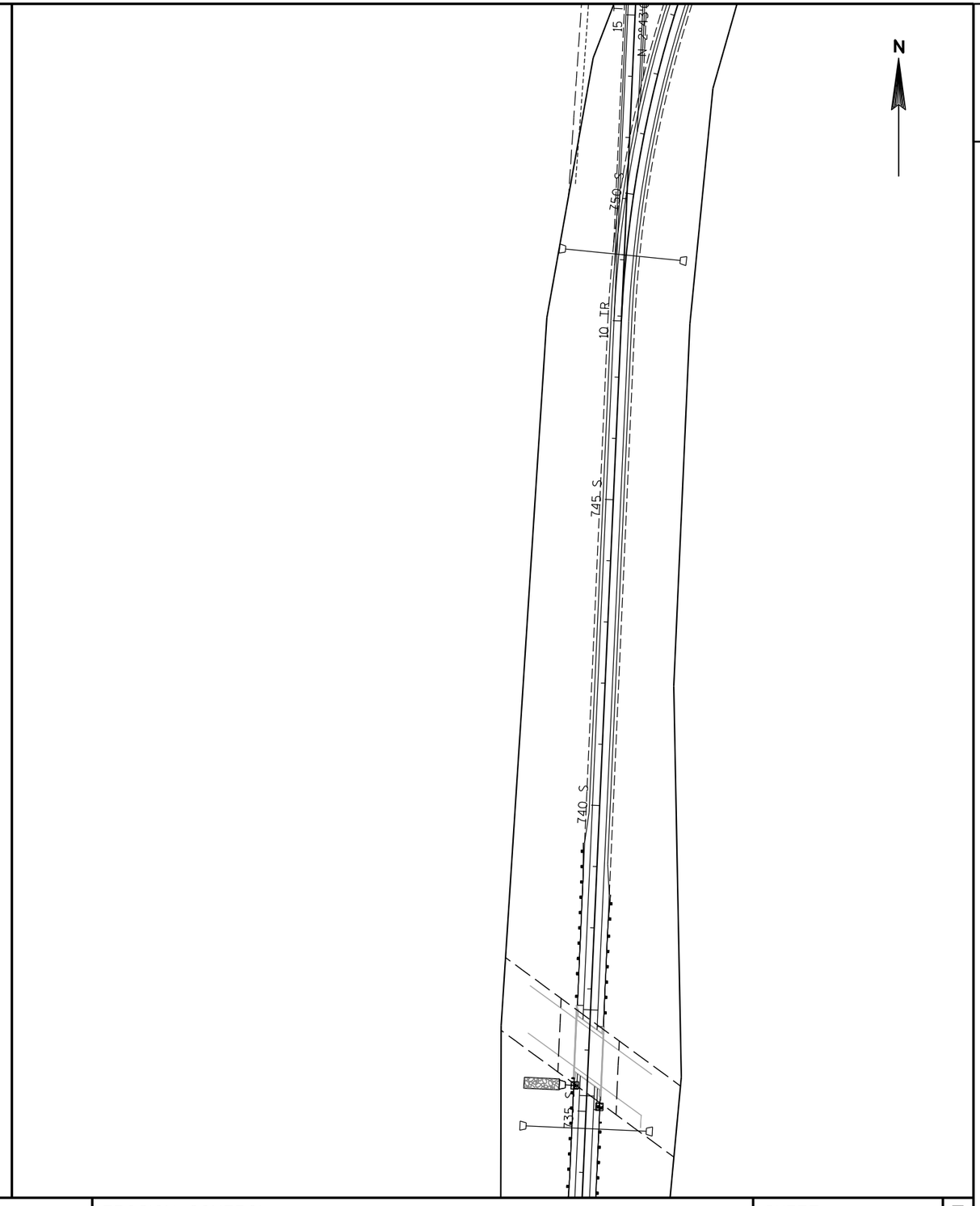
PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	EROSION CONTROL	SHEET 78	E

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP CULVERT TREATMENT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW





2

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	EROSION CONTROL	SHEET 79	E

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP CULVERT TREATMENT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

5 T

30 TR

25 TR

W

765 S

770 S

775 S

780 S

785 S

35 TR

40 TR

45 TR

50 TR

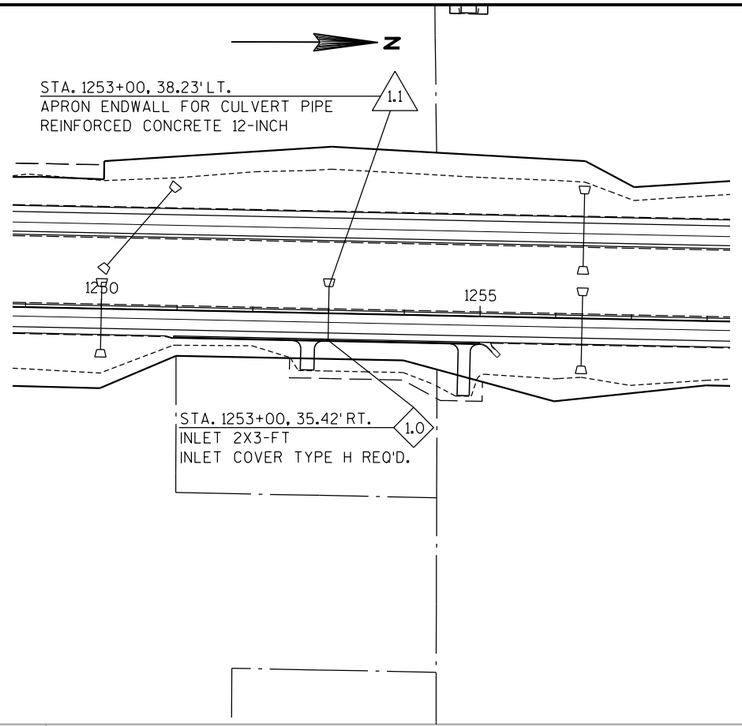
55 TR

1360

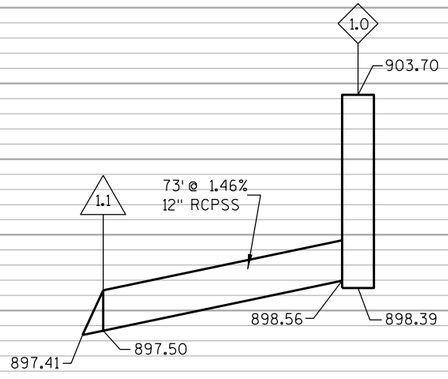
1365

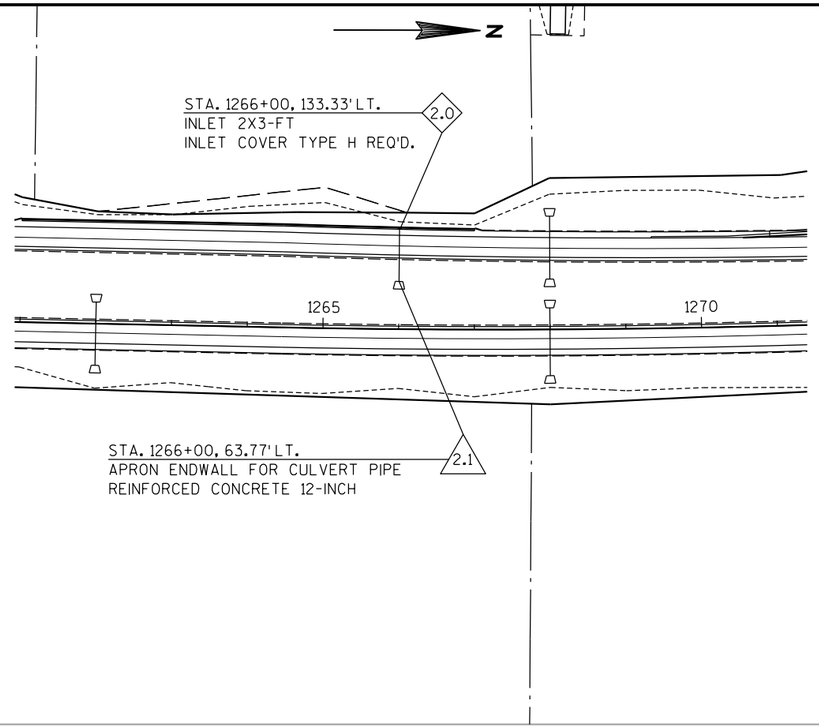
N

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	EROSION CONTROL	SHEET 80	E

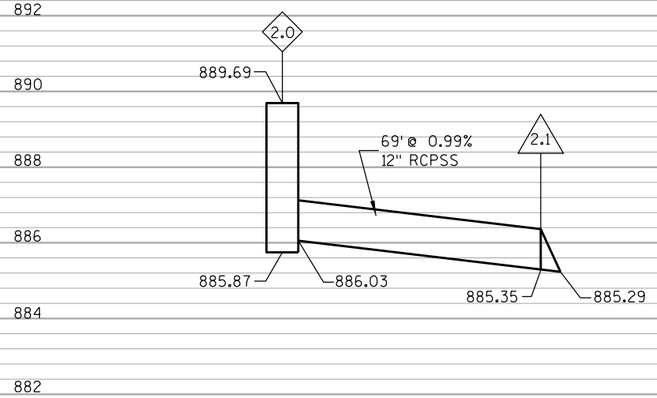


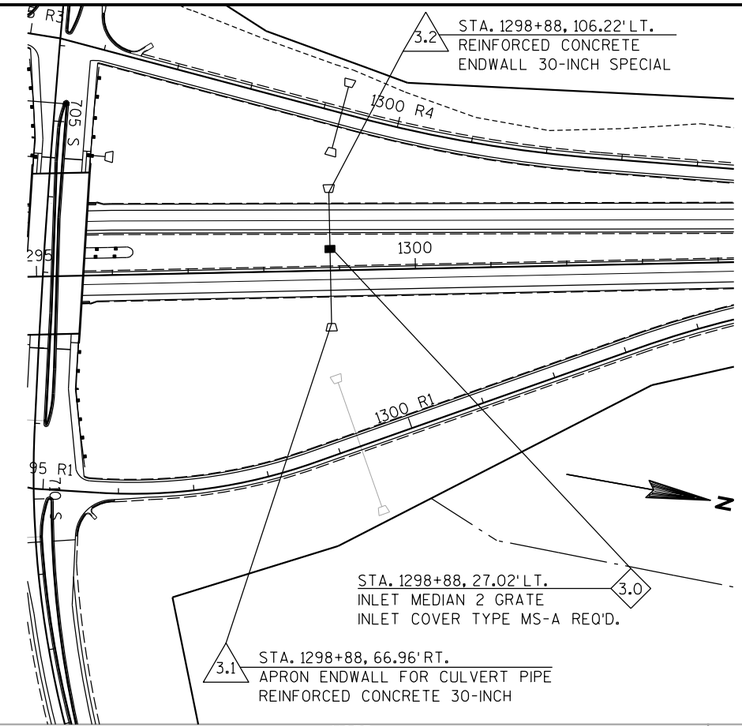
NOTE:
OFFSET GIVEN IS TO CENTER
OF STRUCTURE FOR INLET





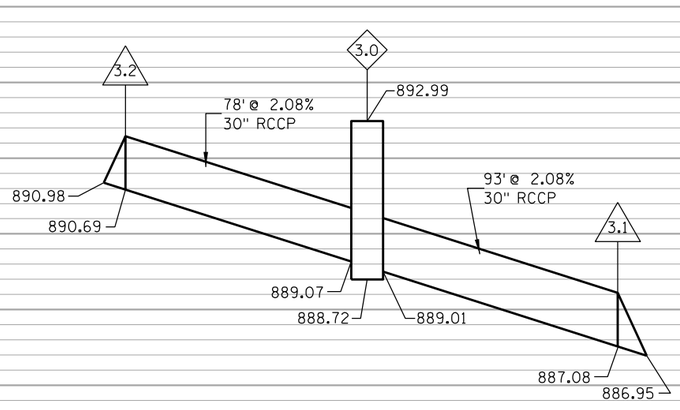
NOTE:
OFFSET GIVEN IS TO CENTER
OF STRUCTURE FOR INLET

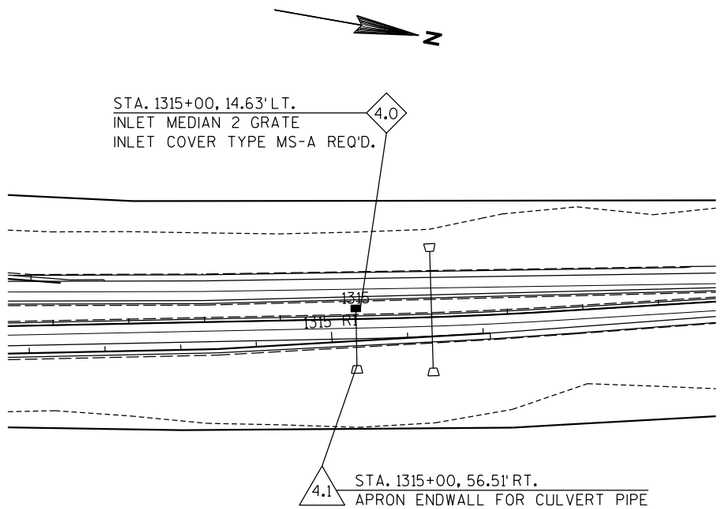


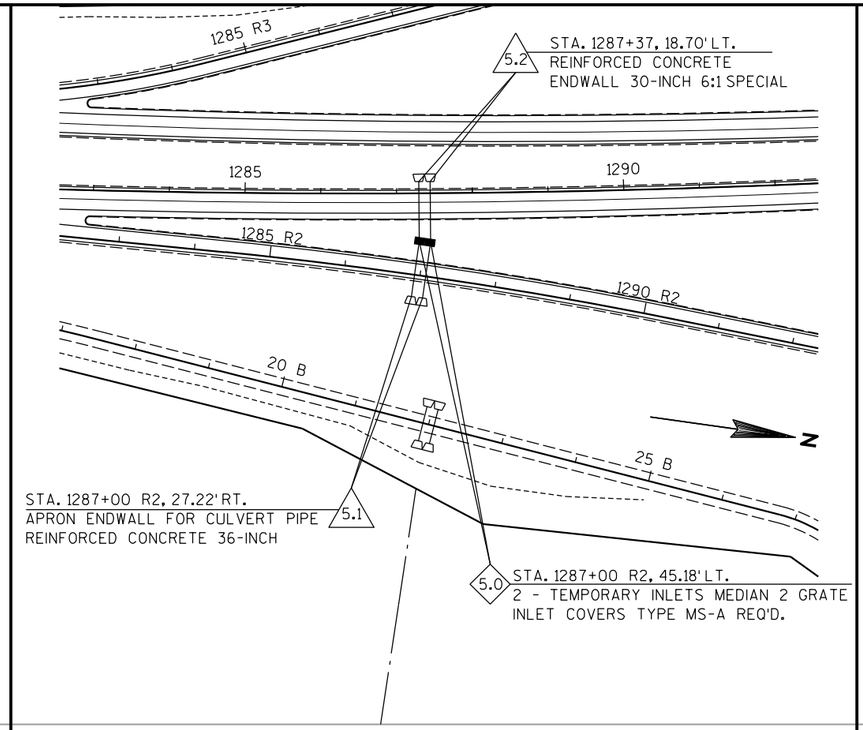


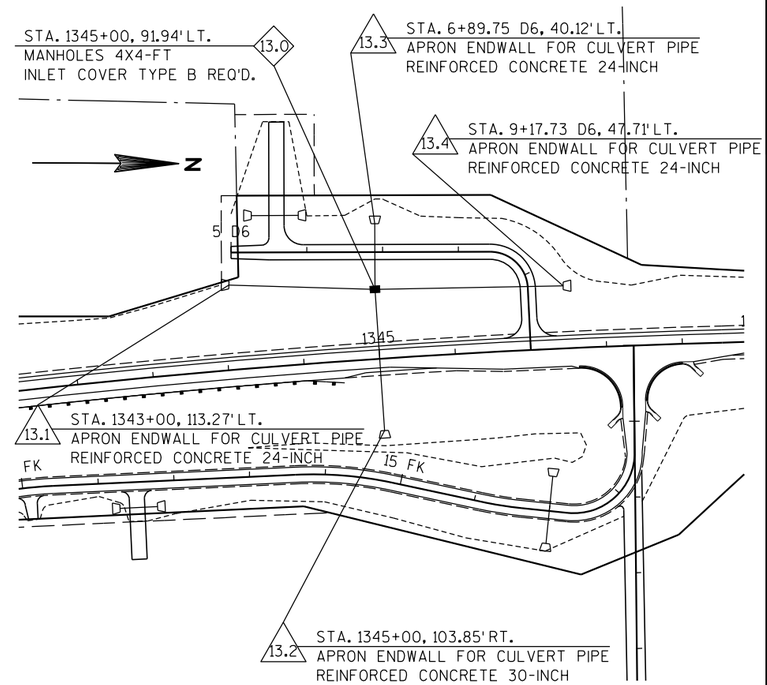
NOTE:
OFFSET GIVEN IS TO CENTER
OF STRUCTURE FOR INLET

PIPE QUANTITIES ARE SHOWN
ON PIPE CHARTS IN MISCELLANEOUS
QUANTITIES



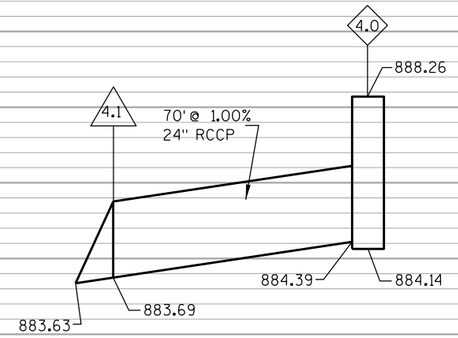






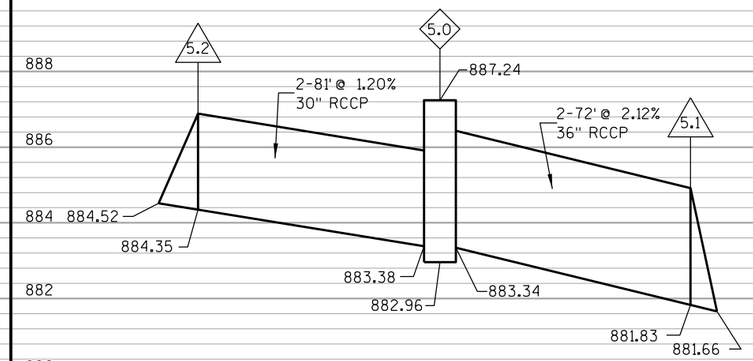
NOTE:
OFFSET GIVEN IS TO CENTER
OF STRUCTURE FOR INLET

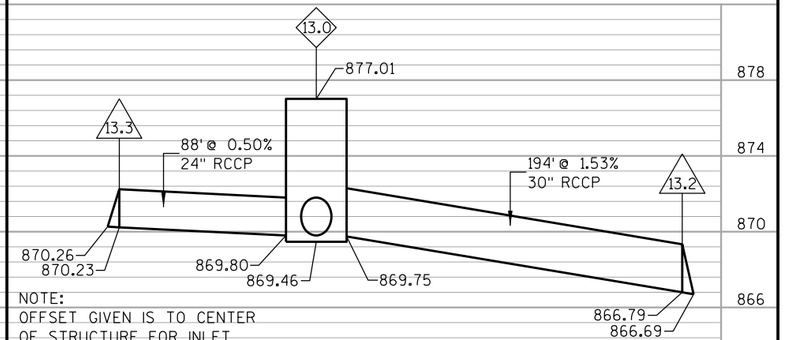
PIPE QUANTITIES ARE SHOWN
ON PIPE CHARTS IN MISCELLANEOUS
QUANTITIES



NOTE:
OFFSET GIVEN IS TO CENTER
OF STRUCTURE FOR INLETS

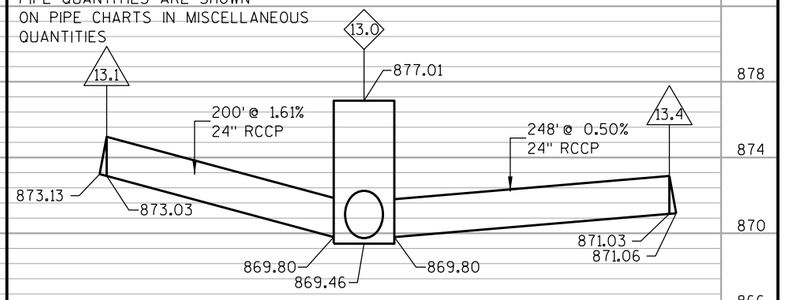
PIPE QUANTITIES ARE SHOWN
ON PIPE CHARTS IN MISCELLANEOUS
QUANTITIES



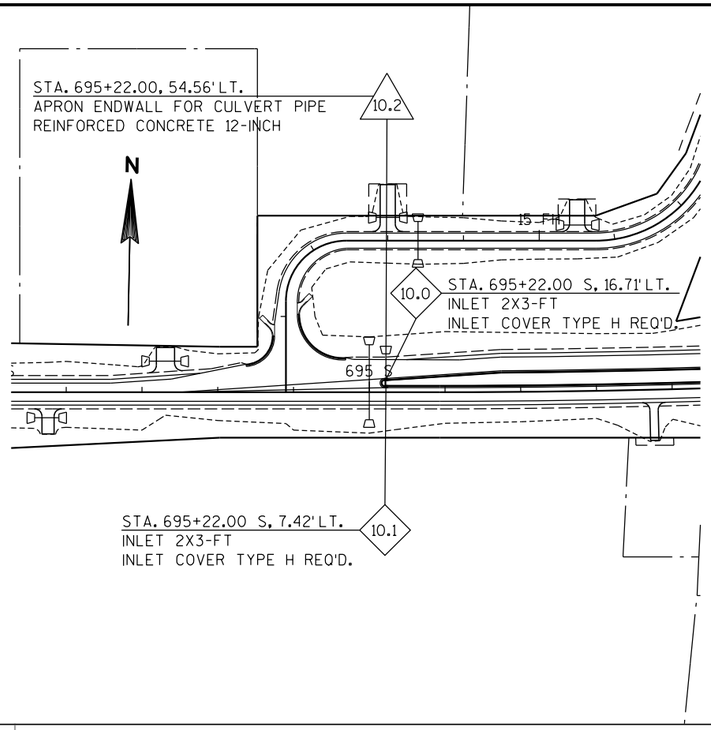


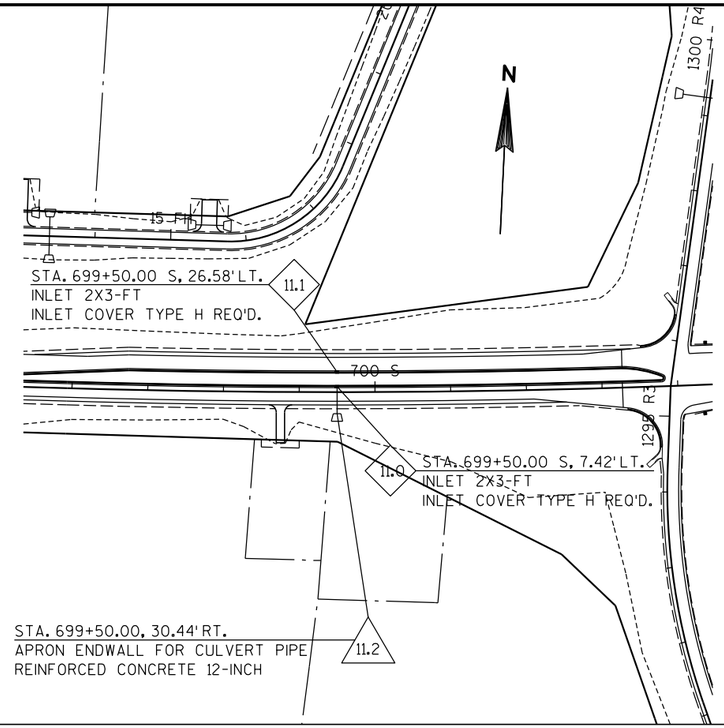
NOTE:
OFFSET GIVEN IS TO CENTER
OF STRUCTURE FOR INLET

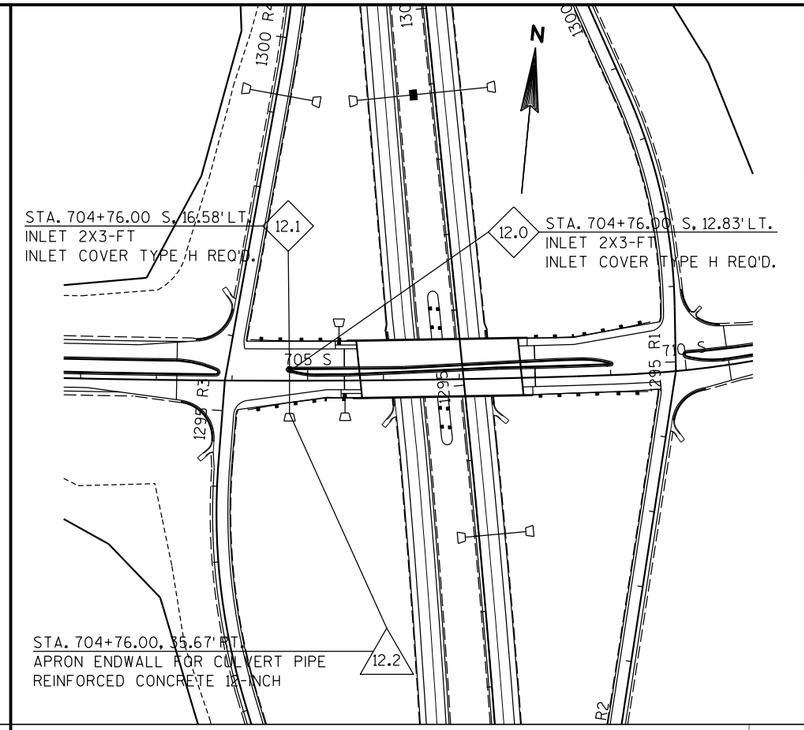
PIPE QUANTITIES ARE SHOWN
ON PIPE CHARTS IN MISCELLANEOUS
QUANTITIES



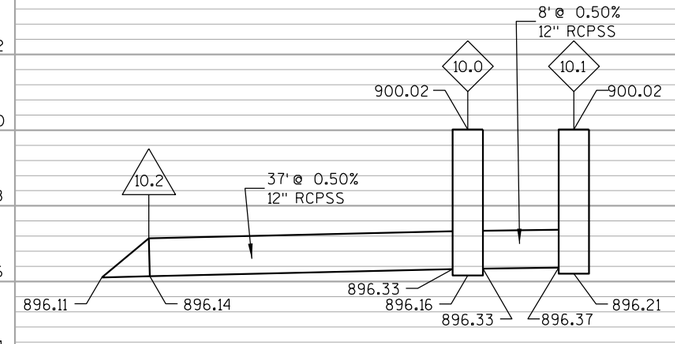
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STORM SEWER	SHEET 82	E



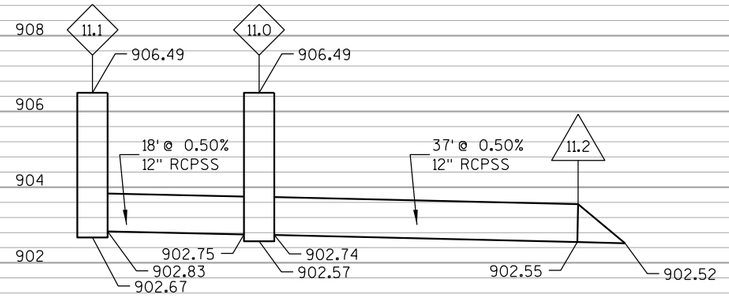




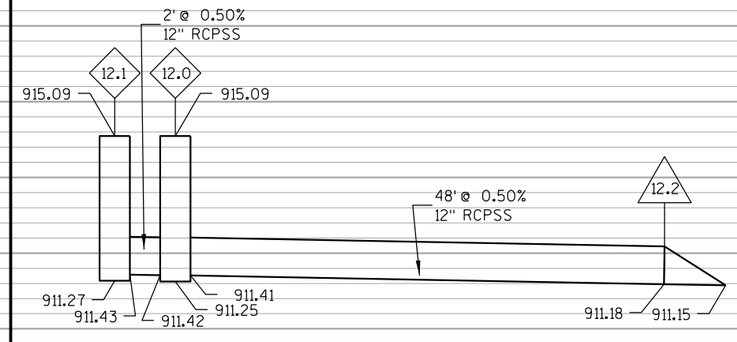
NOTE:
OFFSET GIVEN IS TO CENTER
OF STRUCTURE FOR INLET



NOTE:
OFFSET GIVEN IS TO CENTER
OF STRUCTURE FOR INLET



NOTE:
OFFSET GIVEN IS TO CENTER
OF STRUCTURE FOR INLET



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STORM SEWER	SHEET 83	E

STA. 735+41.65 S, 33.60' LT.
APRON ENDWALL FOR CULVERT
PIPE STEEL 12-INCH
9.2

STA. 735+41.65 S, 20.00' LT.
INLET TYPE 2X2.5-FT
INLET COVER TYPE V
9.0

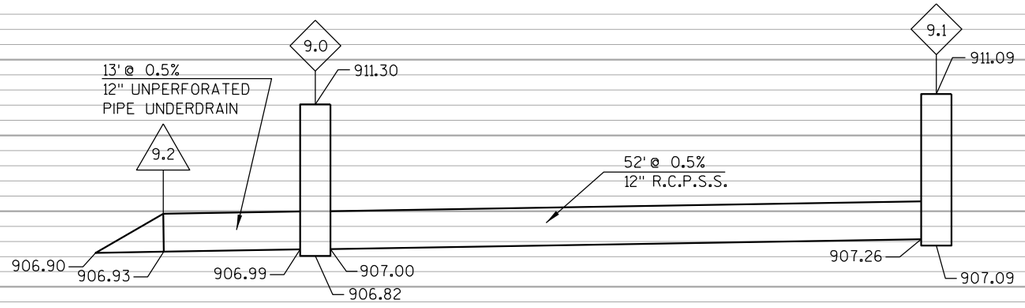
STA. 735+08.50 S 20.00' RT.
INLET TYPE 2X2.5-FT
INLET COVER TYPE V
9.1

UNION PACIFIC RR

B-14-198

N

733 S
734 S
735 S
736 S
737 S
738 S
739 S
STH 60
STH 60



916 914 912 910 908 906 904 902

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STORM SEWER	SHEET 84	E

STA. 705+41.70 S, 62.93'LT.
APRON ENDWALL FOR CULVERT
PIPE STEEL 12-INCH
6.1

STA. 705+41.70 S, 50.00'LT.
INLET TYPE 2X2-FT
INLET COVER TYPE V
6.0

STA. 705+49 S, 20.00'RT.
INLET TYPE 2X2-FT
INLET COVER TYPE V
7.0

STA. 705+49 S, 33.36'RT.
APRON ENDWALL FOR CULVERT
PIPE STEEL 12-INCH
7.1

B-14-196

STH 60

STH 26 SB

STH 26 NB

1296 R4

1295 R3

1295 R1

1294 R2

704 S

705 S

706 S

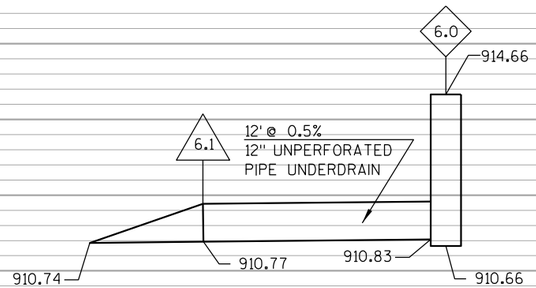
707 S

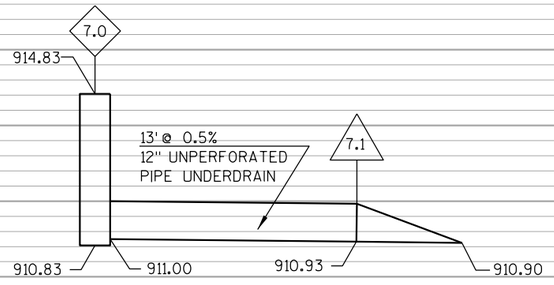
708 S

709 S

710 S

N





920
918
916
914
912
910
908
906
904

PROJECT NO:1390-04-82	HWY:STH 26	COUNTY:DODGE	STORM SEWER	SHEET 85	E

2

N

UNION PACIFIC RR

B-14-197

STH 26

1331 1332 1333 1334 1335 1336

8.1 STA. 1334+11.90, 20.00' LT.
INLET TYPE 2X2.5-FT
INLET COVER TYPE V

8.0 STA. 1333+57.70, 20.00' RT.
INLET TYPE 2X2.5-FT
INLET COVER TYPE V

8.2 STA. 1333+57.70, 37.99' RT.
APRON ENDWALL FOR CULVERT
PIPE STEEL 12-INCH

908
906
904
902
900
898
896
894
892
890

8.1
905.07
901.07
901.24

69' @ 0.5%
12" R.C.P.S.S.

8.0
905.23
900.91
900.73
900.90

17' @ 0.5%
12" UNPERFORATED
PIPE UNDERDRAIN

8.2
900.81
900.76

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STORM SEWER	SHEET 86	E

2

N

JCT COUNTY CJ
REMOVE
1-1

NO PASSING ZONE
REMOVE
1-3

EAST SOUTH 16 26
REMOVE
1-6

16 26
REMOVE
1-8

STOP
REMOVE
1-9

WEST COUNTY J
Reeseville 6
REMOVE
1-13

Clyman
Reeseville
REMOVE
1-15

COUNTY J
REMOVE
1-14

JCT COUNTY J
REMOVE
1-16

NO PASSING ZONE
REMOVE
1-17

5 FJ

10 FJ

5 J

CTH J

KREUZIGER WAY

STH 16/26

STH 26

1225

1230

1235

1240

1245

1250

1255

SEPTIC

1-2
NO PASSING ZONE
REMOVE

1-4
JCT COUNTY J
REMOVE

1-5
Reeseville
REMOVE

1-7
COUNTY J
REMOVE

1-10
COUNTY J
Clyman
REMOVE

1-11
STOP
REMOVE

1-12
16 26
REMOVE

CTH J

15 J

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

26 EXISTING SIGN

9-X SIGN NUMBER

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY: DODGE	EXISTING SIGN REMOVALS	SHEET 87	E

2

N

KREUZIGER WAY

15 FJ 20 FJ 25 FJ 30 FJ 35 FJ

STH 16/26

STH 26

RAMP 3

RAMP 2

BIWER ROAD

1255 1260 1265 1270 1275 1280 1285

1275 R3 1280 R3 1285 R3

1275 R2 1280 R2

10 B 15 B

NO PASSING ZONE
REMOVE 2-1

EAST 16 SOUTH 26
REMOVE 2-2

REMOVE 2-3

JCT 60
REMOVE 2-4

DEAD END
REMOVE 2-5

STOP
REMOVE 2-6

Biwer Rd
REMOVE 2-7

REMOVE 2-8

DO NOT ENTER
REMOVE 2-10

REMOVE 2-11

WRONG WAY
REMOVE 2-13

NORTH 26 EAST 60 WEST 16 WEST 60
REMOVE 2-9

Juneau
Hustisford
Columbus
REMOVE 2-12

RAMP 40 M.P.H.
REMOVE 2-14

WEST 16 WEST 60
REMOVE 2-15

REMOVE 2-16 2-17

WEST 16 WEST 60
REMOVE 2-18

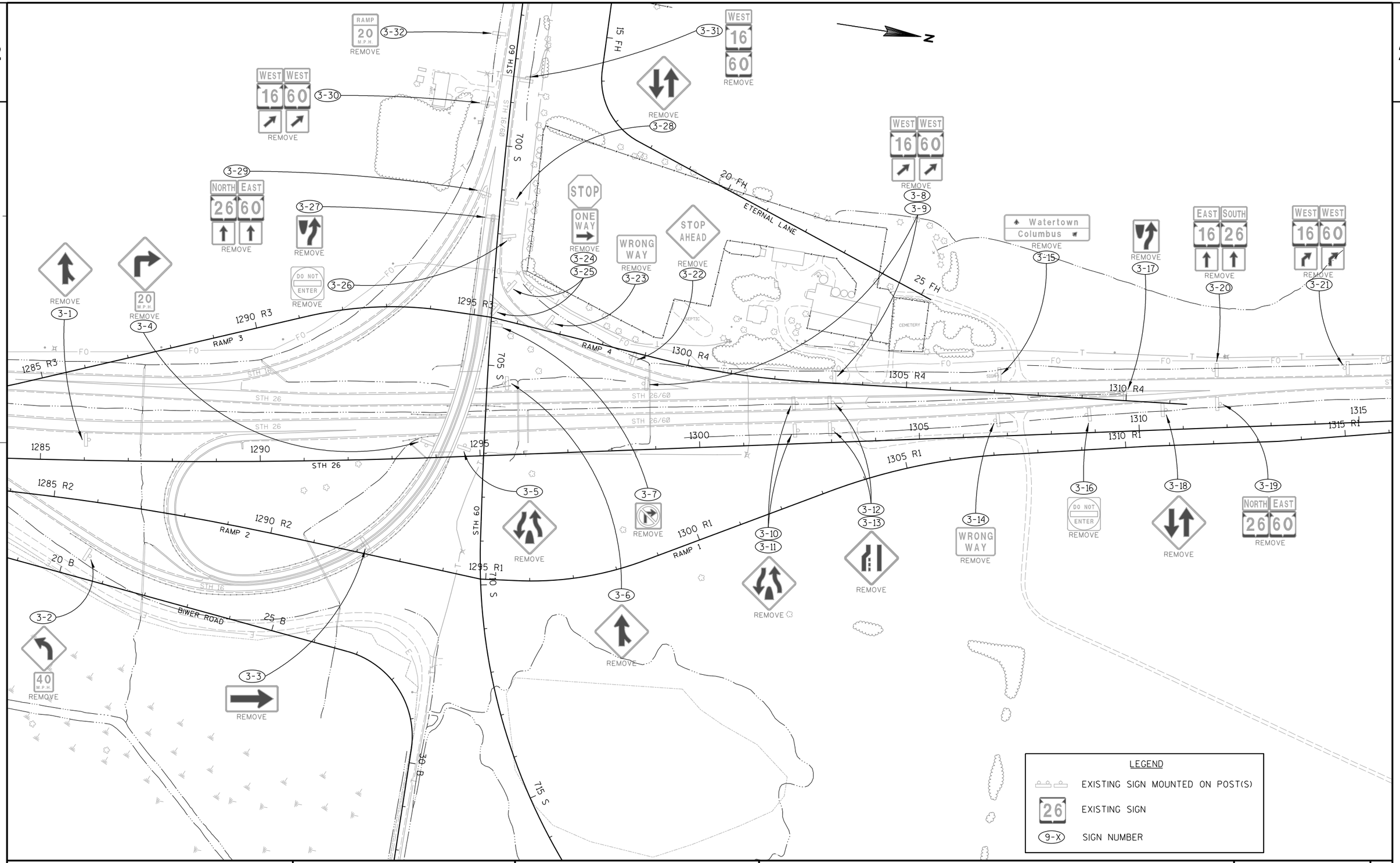
REMOVE 2-19 2-20

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- 26 EXISTING SIGN
- (9-X) SIGN NUMBER

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY: DODGE	EXISTING SIGN REMOVALS	SHEET 88	E

2



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	EXISTING SIGN REMOVALS	SHEET 89	E

2

N

JCT 16
REMOVE
4-1

REMOVE
4-2

NO PASSING ZONE
REMOVE
4-5

REMOVE
4-7

REMOVE
4-9

Juneau
Hustisford
Hartford
REMOVE
4-11

NARROW BRIDGE
REMOVE
4-12

5 D6

STH 26/60

STH 26

1315
1315 R1
1320
1325
1330
1335
1340
1345

4-3
NO PASSING ZONE
REMOVE

4-4
NARROW BRIDGE
REMOVE

4-6
REMOVE

4-8
REMOVE

4-10
NORTH EAST
26 60
REMOVE

10 FK
5 FK
15 FK
HOLL ROAD

APPROXIMATE SEPTIC LOCATION

UNION PACIFIC RAILROAD

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- 26 EXISTING SIGN
- (9-X) SIGN NUMBER

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	EXISTING SIGN REMOVALS	SHEET 90	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\023204_ps.dgn PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.0000 sf / in.

2

N

SOUTH WEST 26 60 REMOVE 5-1

STOP REMOVE 5-7

REMOVE 5-3

EAST 60 REMOVE 5-4

REMOVE 5-5

DO NOT ENTER REMOVE 5-9

SPONSOR REMOVE BY OTHERS 5-10

Watertown Columbus Hustisford REMOVE 5-13

EAST SOUTH WEST 60 26 60 REMOVE 5-15

1345 1350 1355 1360 1365 1370 1375

STH 26

15 FK HOLL ROAD

5-2 EAST 60 REMOVE

EAST 60 5-17

5-18 Hustisford 7 Hartford 18 REMOVE

5-19 NO PASSING ZONE REMOVE

5-21

5-22 STOP AHEAD REMOVE

15+00 D7

5-6 REMOVE

5-8 STOP REMOVE

5-20 Watertown Columbus Juneau REMOVE

5-16 SOUTH WEST NORTH 26 60 26 REMOVE

5-14 NO PASSING ZONE REMOVE

5-11 NORTH 26

5-12 Juneau 5 Oshkosh 53 REMOVE

FOOTBRIDGE

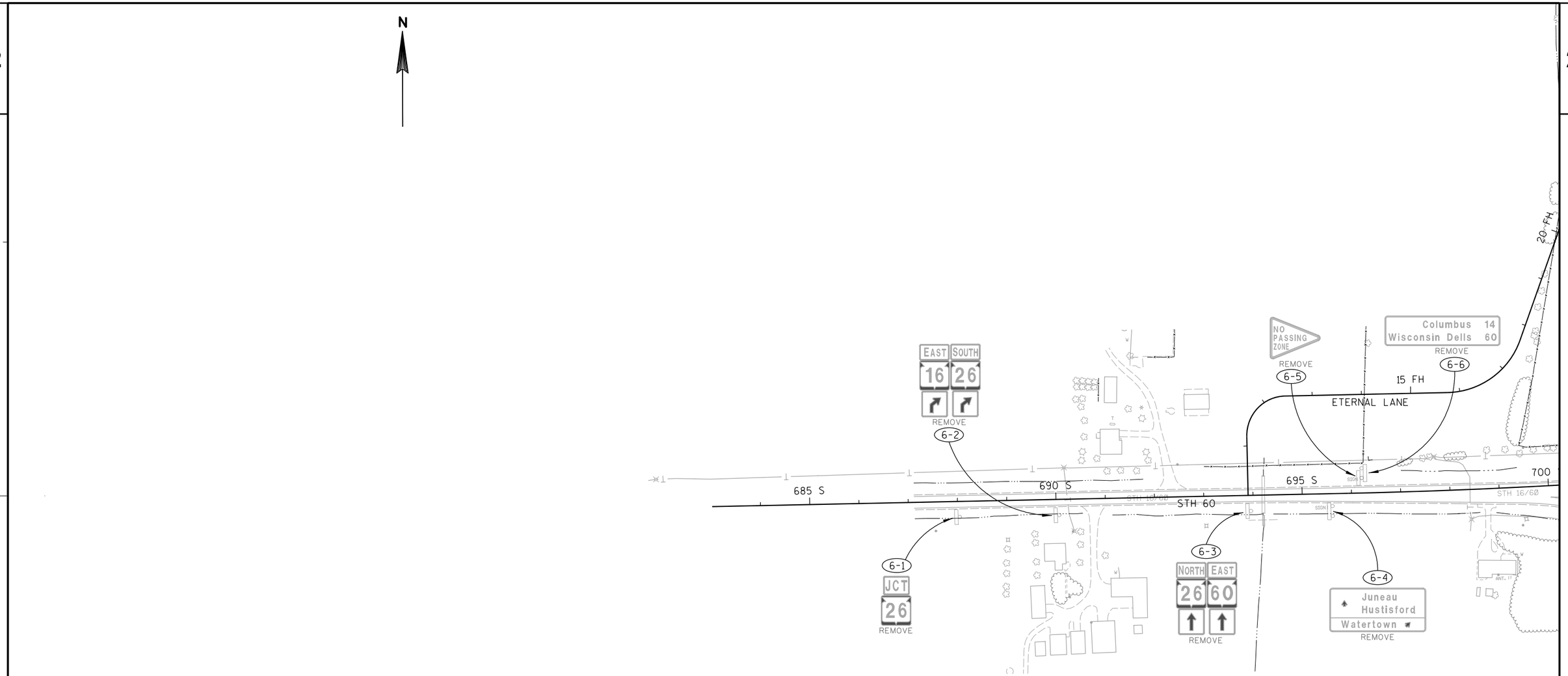
SEPTIC

TANKS

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- 26 EXISTING SIGN
- 9-X SIGN NUMBER

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	EXISTING SIGN REMOVALS	SHEET 91	E



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- 26 EXISTING SIGN
- (9-X) SIGN NUMBER

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	EXISTING SIGN REMOVALS	SHEET 92	E

2

N

JCT
26
REMOVE
7-1

NO PASSING ZONE
REMOVE
7-2

WEST
60
REMOVE
7-4

TO
26
60
REMOVE
7-6

STOP
REMOVE
7-7

JCT
COUNTY W
REMOVE
7-3

COUNTY W
REMOVE
7-5

REMOVE
7-8

STH 26

STH 60 EAST

CTH W

15+00 D7

15 W

1345

1340

15 FK

10 FK

HOLL ROAD

760 S

FOOTBRIDGE

APPROXIMATE SEPTIC LOCATION

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

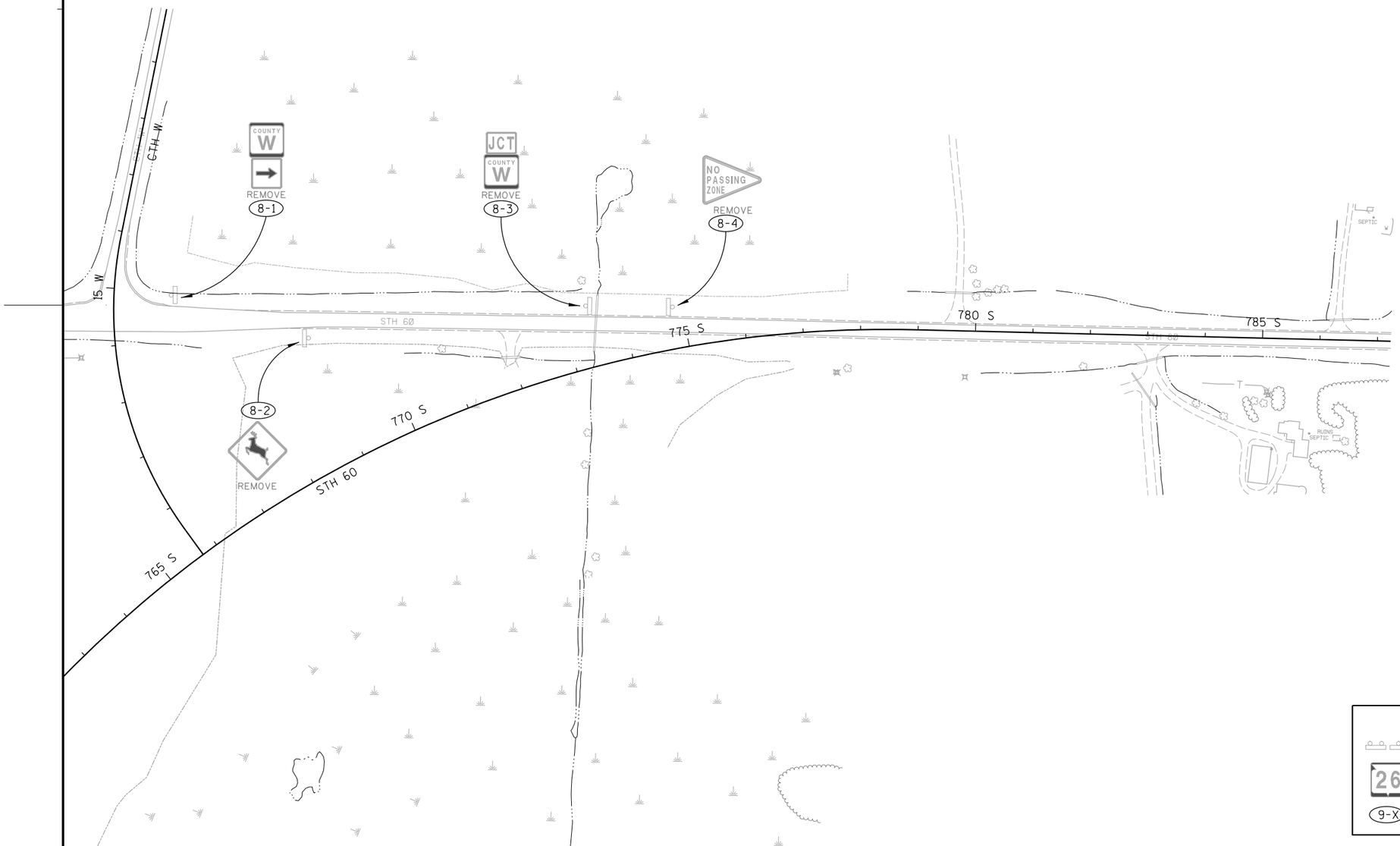
26 EXISTING SIGN

9-X SIGN NUMBER

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	EXISTING SIGN REMOVALS	SHEET 93	E

2

N



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- 26 EXISTING SIGN
- 9-X SIGN NUMBER

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	EXISTING SIGN REMOVALS	SHEET 94	E

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- 26 — EXISTING SIGN
- 26 — NEW SIGN
- 9-X — SIGN NUMBER

N

ONE WAY
TO REMAIN

EAST | EAST | SOUTH | WEST
COUNTY L | 16 | 26 | COUNTY Q
TO REMAIN

SLOWER TRAFFIC KEEP RIGHT
TO REMAIN

STH 26

980 982 984 986 988

INSTALL 1750' SOUTH OF KILN ROAD

19-1

Juneau	14
Columbus	22

D2-2
180" X 60"

ONE WAY
TO REMAIN

19-2
SPEED LIMIT 55
REMOVE

REPLACE WITH
SPEED LIMIT 65
R2-1
48" X 60"

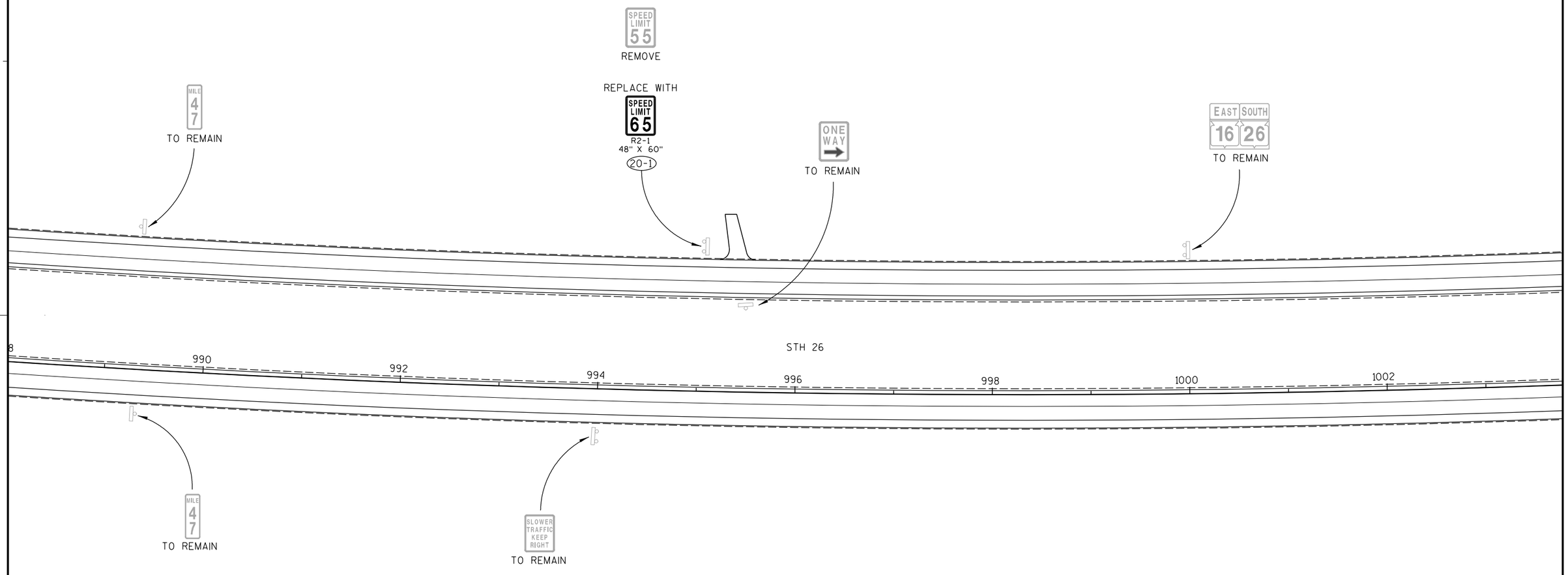
2

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING	SHEET 95	E

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- 26 — EXISTING SIGN
- 26 — NEW SIGN
- 9-X — SIGN NUMBER

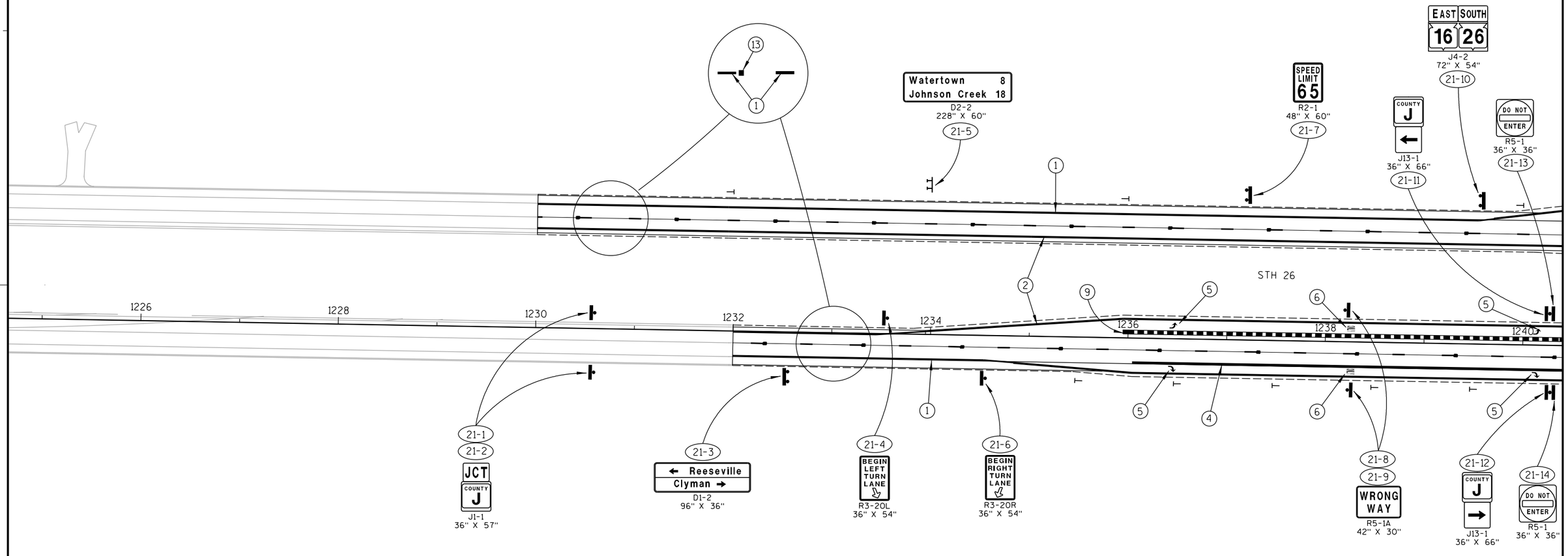
N



SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- NEW SIGN
- (9-X) SIGN NUMBER

N



PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

2

N

STOP
R1-1
30" X 30"
22-36

DEAD END
W14-1
30" X 30"
22-37

CTH J

KREUZIGER WAY

2 FJ 4 FJ 6 FJ 8 FJ 10 FJ 12 FJ 14 FJ

(3' LINE, 9' GAP)

* PLACE THE ONE WAY LT/RT SIGNS BACK TO BACK ABOVE STOP SIGN.

SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- 26 NEW SIGN
- 9-X SIGN NUMBER

16 26
J13-2
48" X 45"
22-8

ONE WAY
R6-1R
36" X 12"

STOP
R1-1
36" X 36"

DIVIDED HIGHWAY
R6-3
30" X 24"
22-9
22-10
22-11

ONE WAY
R6-2L
36" X 48"
22-7

DO NOT ENTER
R5-1
36" X 36"
22-17
22-18

COUNTY J
J13-1
36" X 66"
22-19

COUNTY J
J13-1
36" X 66"
22-20

WRONG WAY
R5-1A
42" X 30"
22-22
22-23

BEGIN RIGHT TURN LANE
R3-20R
36" X 54"
22-25

BEGIN LEFT TURN LANE
R3-20L
36" X 54"
22-26

← Clyman
Reeseville →
D1-2
96" X 36"
22-27

JCT
COUNTY J
J1-1
36" X 57"
22-28
22-29

ONE WAY
R6-2R
36" X 48"
22-32

(STA.1253+31)
MILE 5 2
D10-2
12" X 36"
22-34

ONE WAY
R6-2R
36" X 48"
22-35

MILE 5 2
D10-2
12" X 36"
(STA.1253+31)
22-33

STH 26

1240 1242 1244 1246 1248 1250 1252 1254

22-1 22-4
22-2 22-5
22-3 22-6
ONE WAY *
R6-1L
36" X 12"
ONE WAY *
R6-1R
36" X 12"
STOP
R1-1
36" X 36"

22-12
22-13
22-14
ONE WAY
R6-1R
36" X 12"
STOP
R1-1
36" X 36"
DIVIDED HIGHWAY
R6-3
30" X 24"

22-15
16 26
J13-2
48" X 45"

22-16
ONE WAY
R6-2L
36" X 48"

22-21
WEST NORTH
16 26
J4-2
72" X 54"

SPEED LIMIT 65
R2-1
48" X 60"
22-24

22-30
22-31
E1-5
108" X 30"
EXIT 52
16 60
Columbus
Hustisford
1/2 MILE
E1-1A
204" X 162"

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 98	E

2

N

14 F.J | 16 F.J | 18 F.J | 20 F.J | 22 F.J | 24 F.J | 26 F.J | 28 F.J

KREUZIGER WAY

(2) (3' LINE, 9' GAP)

SPEED LIMIT 65
R2-1
48" X 60"
(23-1)

EAST | SOUTH
16 | 26
J4-2
72" X 54"
(23-2)

(13)
(1)

(1)

(2)

STH 26

1256 | 1258 | 1260 | 1262 | 1264 | 1266 | 1268 | 1270

(1)

SIGNING LEGEND

⊢/⊢	PROPOSED SIGN SINGLE/DOUBLE POSTS
⊢	PROPOSED SIGN DOUBLE STEEL POSTS
⊢/⊢	DELINEATOR SINGLE/DOUBLE (WHITE)
26	NEW SIGN
(9-X)	SIGN NUMBER

PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH, WHITE
(2) PAVEMENT MARKING EPOXY 4-INCH, YELLOW
(3) PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
(4) PAVEMENT MARKING EPOXY 8-INCH, WHITE
(5) PAVEMENT MARKING ARROWS EPOXY
(6) PAVEMENT MARKING WORDS EPOXY, WHITE
(8) PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
(9) PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
(13) PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

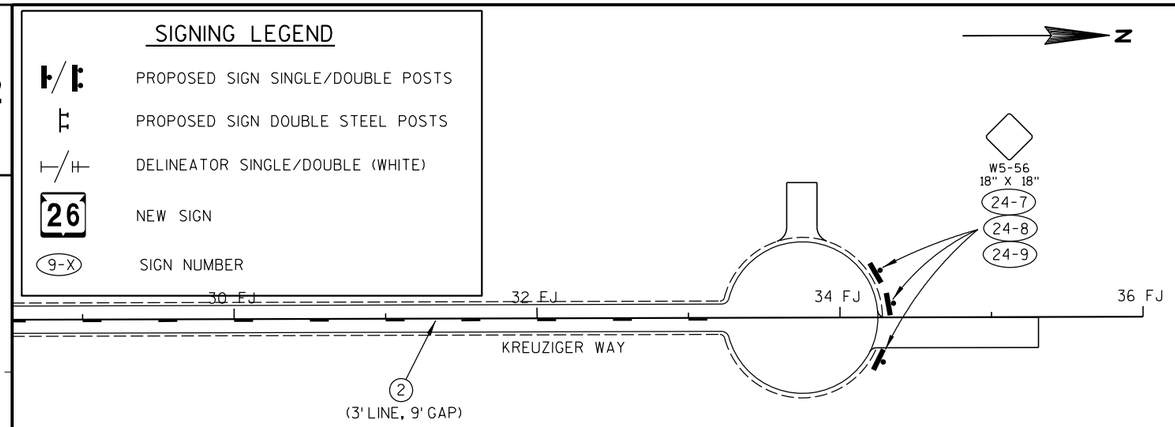
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 99	E

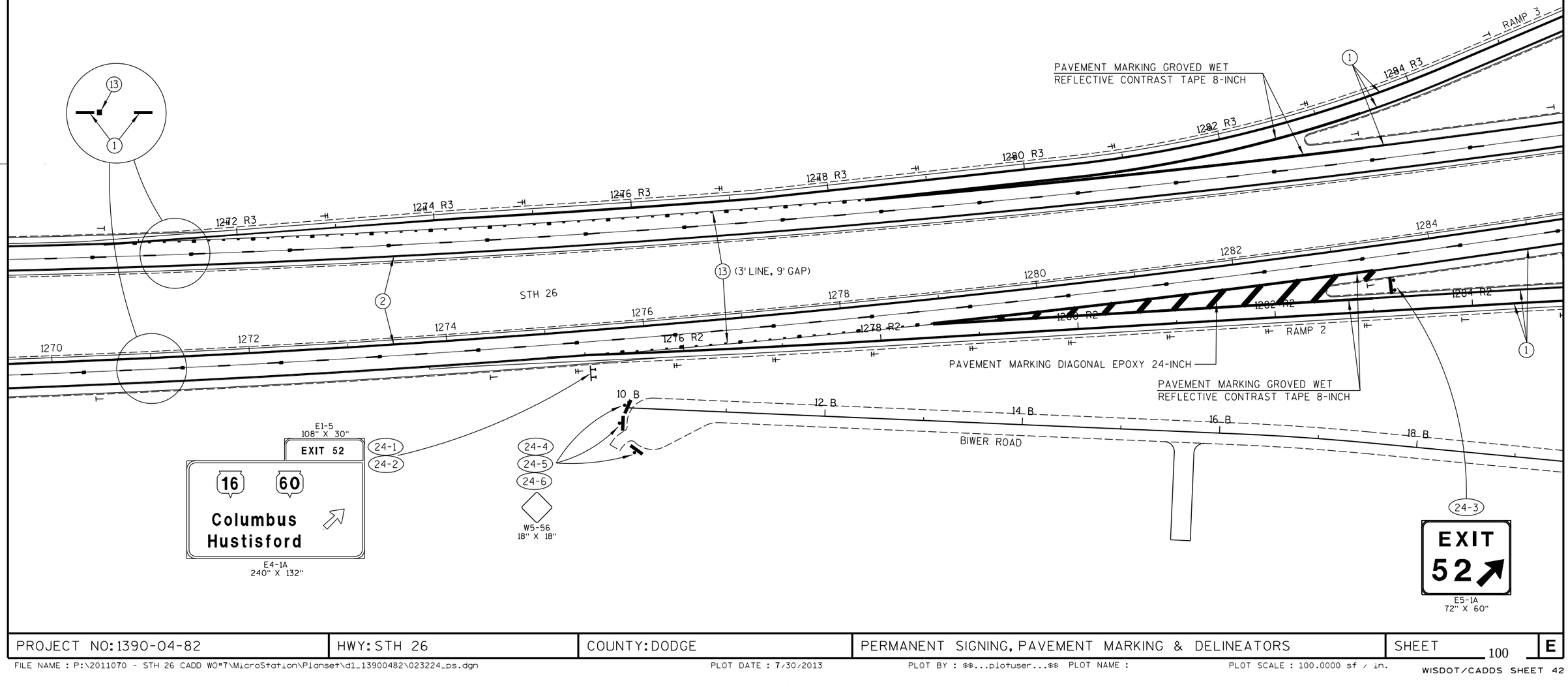
SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- NEW SIGN
- SIGN NUMBER

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH





PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 100	E

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- NEW SIGN
- (9-X) SIGN NUMBER

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 101 E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\023225_ps.dgn
PLOT DATE : 7/30/2013
PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : 100.0000 sf / in.
WISDOT/CADDS SHEET 42

SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- 26 NEW SIGN
- (9-X) SIGN NUMBER

N

22 FH
ETERNAL LANE
24 FH
(2) (3' LINE, 9' GAP)

W5-56
18" X 18"
26-17
26-18
26-19

Hustisford
Columbus
D1-2
72" X 30"
26-11

SPEED LIMIT 65
R2-1
48" X 60"
26-3
26-4

EAST 60 | WEST 16 | WEST 60
J2-3
72" X 57"
26-12

W3-1
36" X 36"
26-13

EXIT 52
E5-1A
72" X 60"
26-14

MILE 5 3
D10-2
12" X 36"
(STA.1306+11)
26-15

PAVEMENT MARKING DIAGONAL EPOXY 24-INCH

PAVEMENT MARKING GROVED WET
REFLECTIVE CONTRAST TAPE 8-INCH

(13) (3' LINE, 9' GAP)

E1-5
108" X 30"
EXIT 52
16 | 60
Columbus
Hustisford
E4-1A
240" X 132"
26-9
26-10

1300 R4
1302 R4
1304 R4
1306 R4
1308 R4
1310 R4
RAMP 4

1300
1302
1304
STH 26
1306
1308
1310
1312
1314

1300 R1
1302 R1
1304 R1
1306 R1
1308 R1
1310 R1
1312 R1
1314 R1
RAMP 1

PAVEMENT MARKING GROVED WET
REFLECTIVE CONTRAST TAPE 8-INCH

26-16
MILE 5 3
D10-2
12" X 36"
(STA.1306+11)

26-7
26-8
W4-2R
48" X 48"

(13) (3' LINE, 9' GAP)

26-5
26-6
RIGHT LANE ENDS
W9-1R
48" X 48"

26-1
26-2
SPEED LIMIT 55
R2-1
48" X 60"

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 102	E

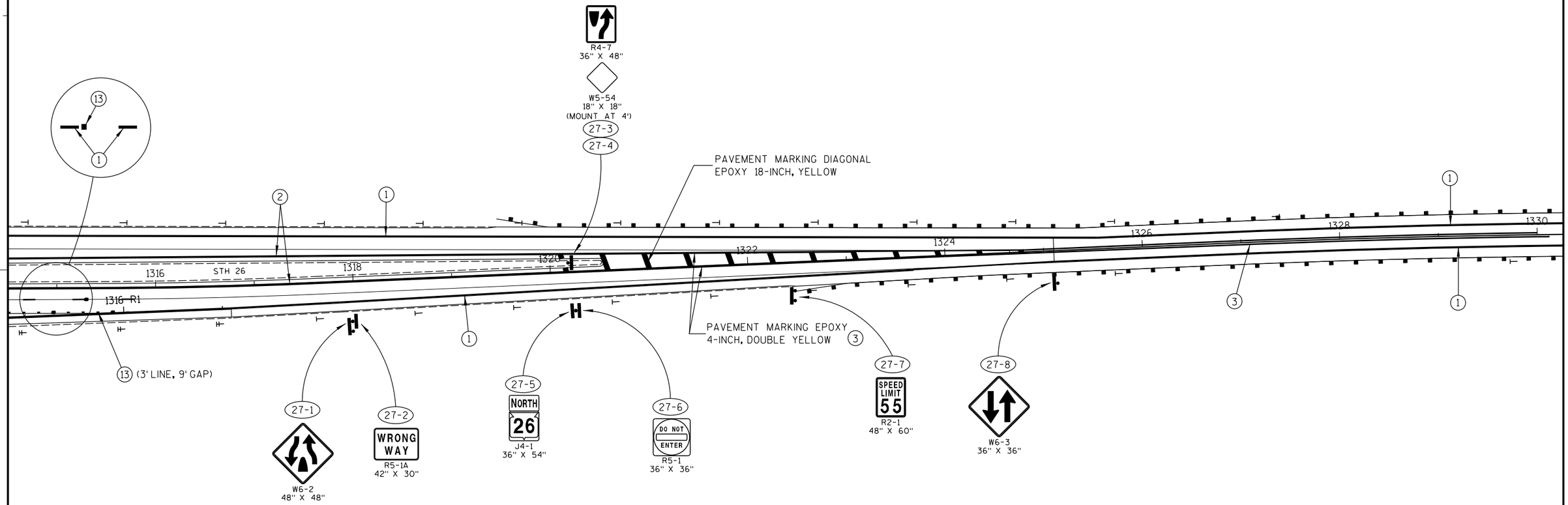
2

2

N

SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- 26 NEW SIGN
- (9-X) SIGN NUMBER



PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 103	E

SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- NEW SIGN
- SIGN NUMBER

N

E1-5
108" X 30"
EXIT 52
16 60
Columbus
Hustisford
1/2 MILE

E1-1A
204" X 162"
28-4
28-5

W6-1
36" X 36"
28-3

(CENTER LINE)

2

1

1330 1332 1334 1336 1338 1340 1342 1344

STH 26

6 D6

28-6
Juneau 6
Waupun 20
D2-2
72" X 24"

10 FK

HOLL ROAD

12 FK

14 FK

8 FK

6 FK

4 FK

2
(3' LINE, 9' GAP)

28-1
NO PASSING ZONE
W14-3
48" X 36"
*

28-2
SPEED LIMIT 55
R2-1
24" X 30"

W5-56
18" X 18"
28-7
28-8
28-9

* FINAL LOCATIONS OF W14-3 NO PASSING SIGNS TO BE DETERMINED AFTER LOCATION NO PASSING ZONES IS COMPLETED.

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 104 E

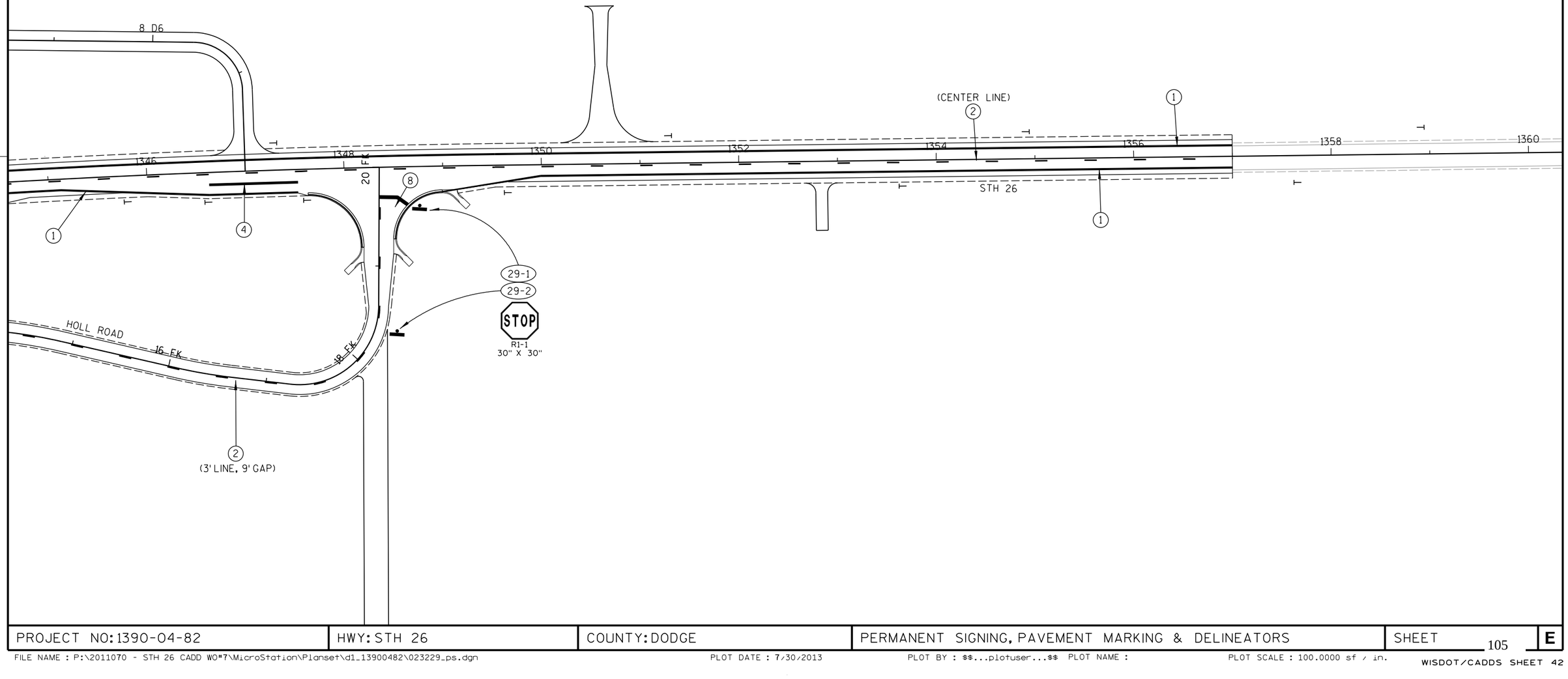
PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

N

SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- 26 — NEW SIGN
- 9-X — SIGN NUMBER



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 105 E

SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- NEW SIGN
- (9-X) SIGN NUMBER

N

686 S
688 S
690 S
692 S
694 S
696 S
698 S
700 S
STH 60
ETERNAL LANE
12' FH
14' FH
16' FH
18' FH

(2) (3' LINE, 9' GAP)

(3) PAVEMENT MARKING EPOXY 4-INCH, YELLOW

PAVEMENT MARKING DIAGONAL EPOXY 18-INCH, YELLOW

31-1 W6-1 36" X 36"

31-2 D2-2 78" X 24" — Columbus 14 / Portage 41

31-3 W6-3 36" X 36"

31-4 R1-1 30" X 30" — STOP

31-5 J1-1 24" X 39" — JCT 26

31-6 R5-1 36" X 36" — DO NOT ENTER

31-7 / 31-8 R4-7 36" X 48" — W5-54 18" X 18"

31-9 J2-4 96" X 57" — NORTH EAST EAST SOUTH / 26 60 16 26

31-10 R5-1A 36" X 24" — WRONG WAY

31-11 W6-2 36" X 36"

31-12 D1-3 72" X 36" — Hustisford / Juneau / Watertown

31-13 R6-2R 24" X 30" — ONE WAY

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 106	E

2

2

SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- 26 — NEW SIGN
- (9-X) — SIGN NUMBER

N

SPEED LIMIT 55 — R2-1 — 24" X 30" — 32-1

WEST WEST 16 60 — J1-2 — 48" X 36" — 32-3

DO NOT ENTER — R5-1 — 30" X 30" — 32-8

EAST SOUTH 16 26 — J2-2 — 48" X 57" — 32-9

WRONG WAY — R5-1A — 36" X 24" — 32-10

↑ Columbus ← Watertown — D1-2 — 72" X 30" — 32-11

EAST SOUTH WEST WEST 16 26 16 60 — J3-4 — 96" X 57" — 32-15

DO NOT ENTER — R5-1 — 30" X 30" — 32-20

NORTH 26 — J2-1 — 24" X 57" — 32-21

WRONG WAY — R5-1A — 36" X 24" — 32-24

PAVEMENT MARKING EPOXY 4-INCH, YELLOW

PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, YELLOW

WRONG WAY — R5-1A — 36" X 24" — 32-2

EAST SOUTH 16 26 — J2-2 — 48" X 57" — 32-4

DO NOT ENTER — R5-1 — 30" X 30" — 32-5

R4-7 — 24" X 30" — 32-6 / 32-7

NORTH EAST 26 60 — J2-2 — 48" X 57" — 32-12

↑ Hustisford ← Juneau — D1-2 — 72" X 30" — 32-13

WRONG WAY — R5-1A — 36" X 24" — 32-14

NORTH 26 — J2-1 — 24" X 57" — 32-16

DO NOT ENTER — R5-1 — 30" X 30" — 32-17

R4-7 — 24" X 30" — 32-18 / 32-19

EAST 60 — J1-1 — 24" X 36" — 32-22

WRONG WAY — R5-1A — 36" X 24" — 32-23

W6-2 — 36" X 36" — 32-25

DO NOT ENTER — R5-1 — 30" X 30" — 32-26

R4-7 — 36" X 48" — 32-27 / 32-28

W5-54 — 18" X 18"

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 107	E

SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- 26 NEW SIGN
- (9-X) SIGN NUMBER

N

(CENTER LINE) (2)

PAVEMENT MARKING DIAGONAL EPOXY 24-INCH, YELLOW

PAVEMENT MARKING EPOXY 4-INCH, YELLOW

Columbus / Watertown / Juneau →
D1-3
72" X 36"
(33-2)

WEST SOUTH WEST NORTH
16 26 60 26
J2-4
96" X 57"
(33-4)

JCT JCT
16 26
J1-2
48" X 39"
(33-5)

W6-1
36" X 36"
(33-8)

(33-9)
NO PASSING ZONE
W14-3
48" X 36"
*

(33-1)
SPEED LIMIT 55
R2-1
24" X 30"

(33-3)
W6-3
36" X 36"

(33-11)
DEAD END
W14-1
30" X 30"

(33-6)
STOP
R1-1
30" X 30"

(33-7)
Hustisford 8
Hartford 19
D2-2
78" X 24"

(33-10)
W3-1
36" X 36"

714 S, 716 S, 718 S, 720 S, 722 S, 724 S, 726 S, 728 S, STH 60, 32 B, 34 B, 36 B, 38 B, 40 B, BIWER ROAD

* FINAL LOCATIONS OF W14-3 NO PASSING SIGNS TO BE DETERMINED AFTER LOCATION NO PASSING ZONES IS COMPLETED.

PAVEMENT MARKING LEGEND

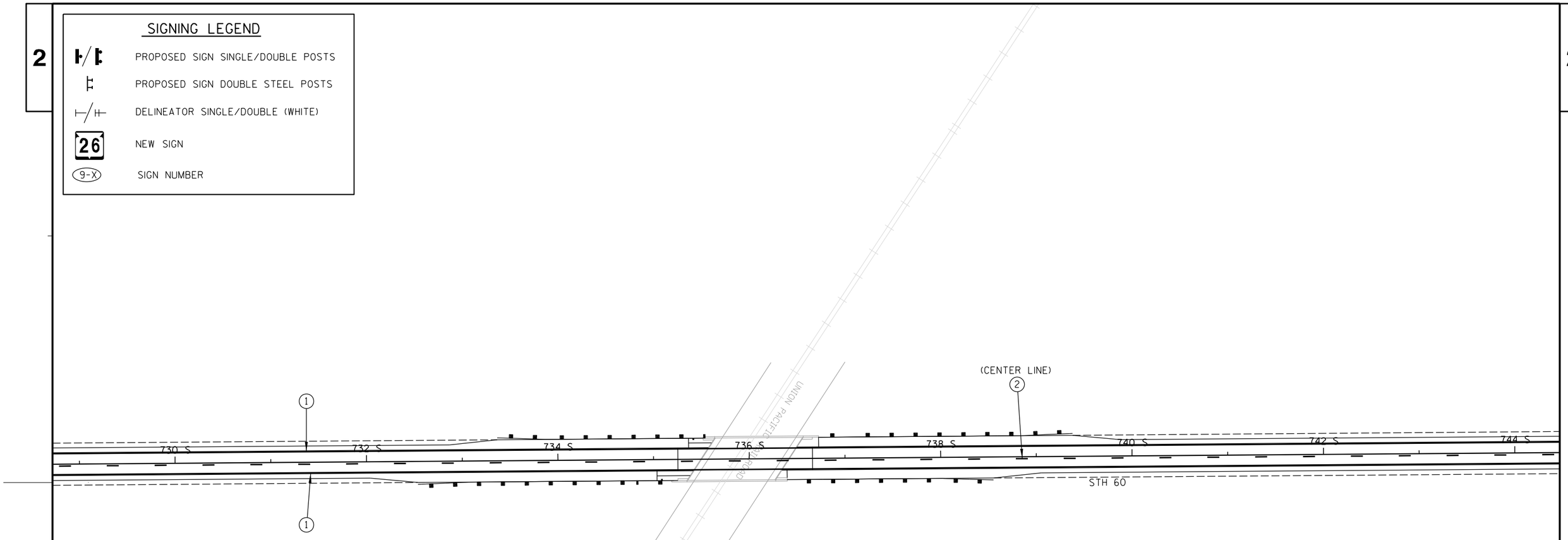
1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 108	E

2

SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- 26 NEW SIGN
- 9-X SIGN NUMBER



PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

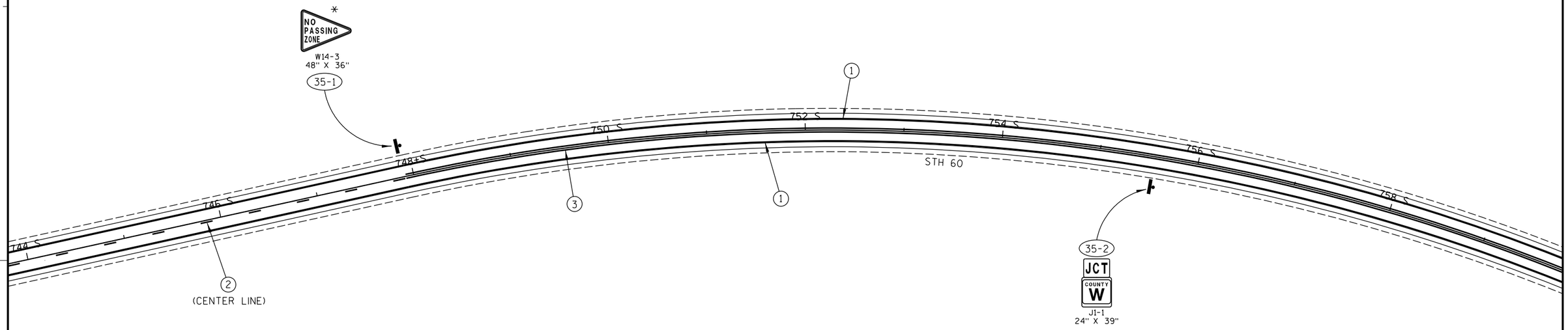
PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 109	E

SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- 26 NEW SIGN
- (9-X) SIGN NUMBER

N

* FINAL LOCATIONS OF W14-3 NO PASSING SIGNS TO BE DETERMINED AFTER LOCATION NO PASSING ZONES IS COMPLETED.



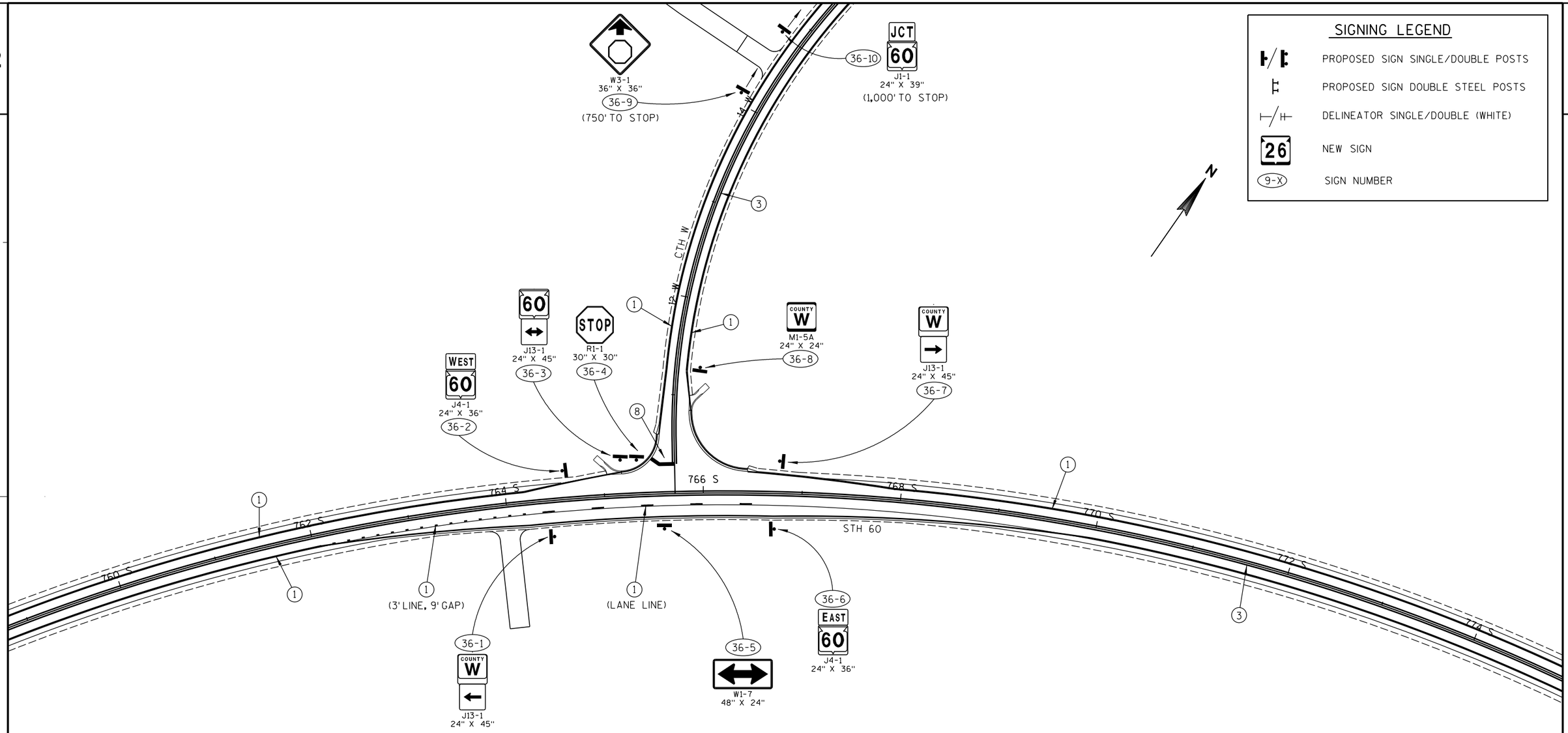
PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

2

SIGNING LEGEND

- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- 26 — NEW SIGN
- (9-X) — SIGN NUMBER



PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH

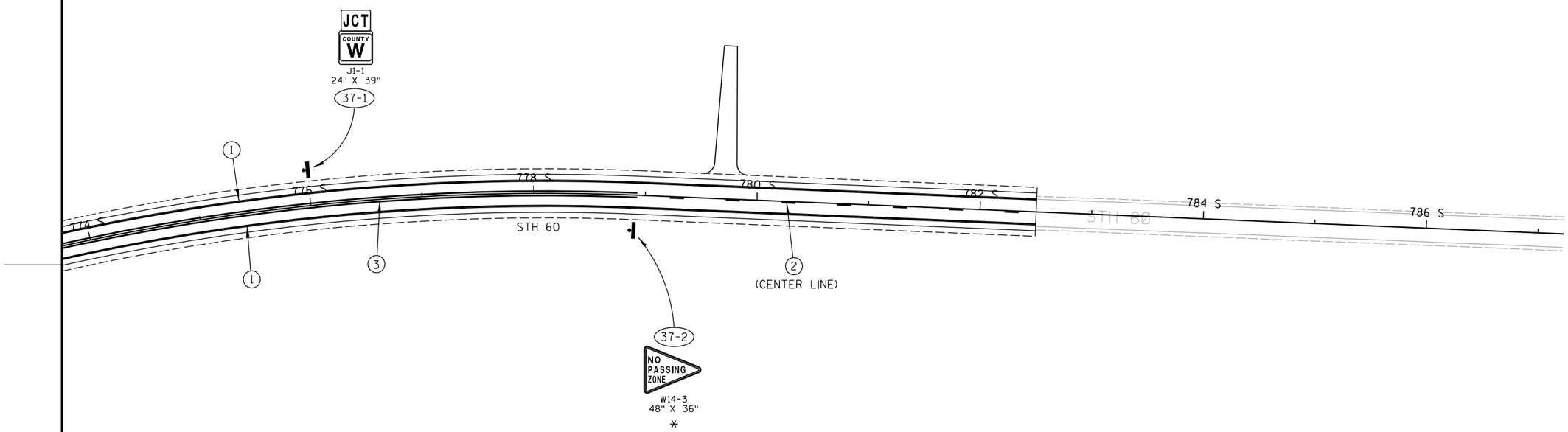
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING, PAVEMENT MARKING & DELINEATORS	SHEET 111	E

2

N

SIGNING LEGEND

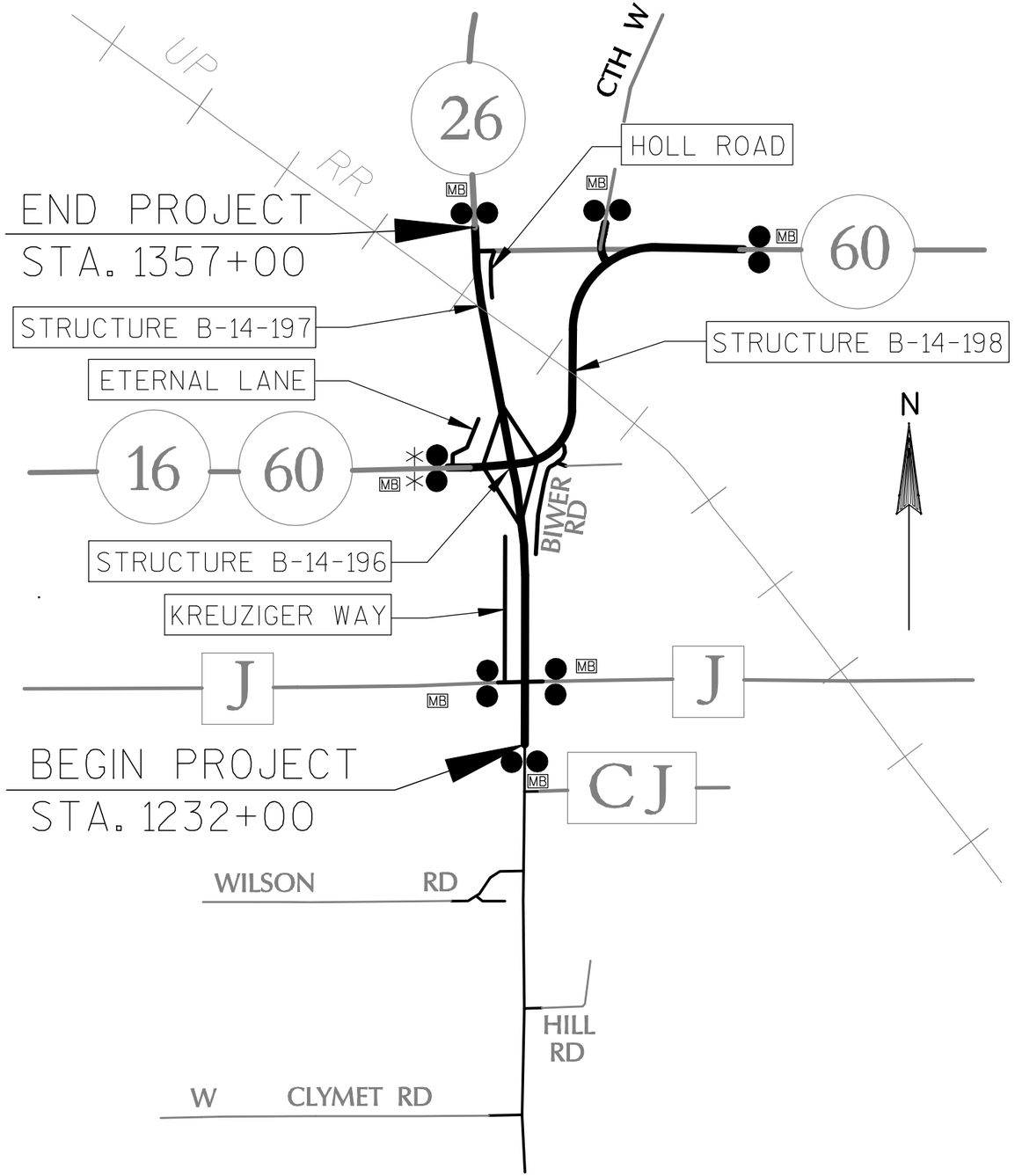
- PROPOSED SIGN SINGLE/DOUBLE POSTS
- PROPOSED SIGN DOUBLE STEEL POSTS
- DELINEATOR SINGLE/DOUBLE (WHITE)
- 26 NEW SIGN
- 9-X SIGN NUMBER



* FINAL LOCATIONS OF W14-3 NO PASSING SIGNS TO BE DETERMINED AFTER LOCATION NO PASSING ZONES IS COMPLETED.

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, YELLOW DOUBLE
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE
5. PAVEMENT MARKING ARROWS EPOXY
6. PAVEMENT MARKING WORDS EPOXY, WHITE
8. PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
13. PAVEMENT MARKING GROVED WET REFLECTIVE CONTRAST TAPE 4-INCH



GENERAL NOTES

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

ALL "W" SIGNS SHALL BE 48" x 48" UNLESS OTHERWISE NOTED AND SHALL HAVE REFLECTIVE FLUORESCENT DIAMOND GRADE SHEETING.

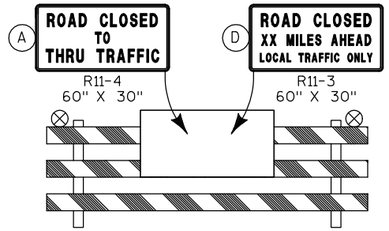
TYPE III BARRICADE STRIPES SHALL SLOPE DOWNWARD TOWARD THE TRAFFIC LANE.

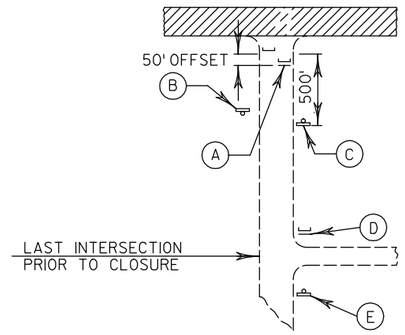
SIDE ROADS SHALL BE CLOSED NO LONGER THAN 30 DAYS. PORTABLE CHANGEABLE MESSAGE BOARDS TO BE USED 7 DAYS IN ADVANCE OF SIDE ROAD CLOSURES.

CTH CJ TO REMAIN OPEN WHILE CTH JM DETOUR IS IN EFFECT.

LEGEND

- WORK AREA
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- ** SIDE ROAD CLOSURE DETAIL (FOR CTH J/K DETOUR)
- ●● SEE S.D.D. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H OR GREATER, TWO WAY UNDIVIDED ROADWAY OPEN TO TRAFFIC.





SIDE ROAD CLOSURE DETAIL

PUBLIC ACCESS RESTRICTED.
CONTRACTOR, LOCAL BUSINESS
AND RESIDENT ACCESS PERMITTED.

2

N

LOCATED AT STA. 1239+00
INSTALLED UNDER PROJECT 1390-04-81

W01-4L

45 M.P.H.
W013-1
24" X 24"

45 M.P.H.
W013-1
24" X 24"
LOCATED AT STA. 1221+00
INSTALLED UNDER PROJECT 1390-04-81

SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 1243+00

LOCATED AT STA. 1267+00
SPEED LIMIT 45
R2-1
24" X 30"

SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 1269+00

SPEED LIMIT 45
W3-5
36" X 36"

500'

STH 16

SPEED LIMIT 55
R2-1
24" X 30"
LOCATED AT STA. 690+00 S

SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 690+00 S

LOCATED AT STA. 1319+00
SPEED LIMIT 45
R2-1
24" X 30"

SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 1319+00

LOCATED AT STA. 1345+00
SPEED LIMIT 45
R2-1
24" X 30"

SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 1345+00

LOCATED AT STA. 1371+00
SPEED LIMIT 45
R2-1
24" X 30"

SPEED LIMIT 45
W3-5
36" X 36"

500'

SPEED LIMIT 55
R2-1
24" X 30"
LOCATED AT STA. 1371+00

SPEED LIMIT 55
R2-1
24" X 30"
LOCATED AT STA. 782+50 S

CTH J

CTH J

STH 26

ETERNAL LANE

RAMP 3

RAMP 4

RAMP 1

BIWER RD.

1390-04-96 CONSTRUCTION.
RAMP 1 IS GRADED BUT
NOT PAVED.

STH 26

STH 60 EAST

TEMP. RD.

STH 60

STH 60

CTH W

1390-04-96 CONSTRUCTION.
ROADS ARE GRADED BUT
NOT PAVED.

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	SPEED REDUCTION SIGNS - STAGE 1C	SHEET 113A 114	E

2

N

* PREVIOUSLY INSTALLED DURING STAGE 1C

LOCATED AT STA. 1224+00
SPEED LIMIT 55
R2-1
24" X 30"

LOCATED AT STA. 1250+00
SPEED LIMIT 45
R2-1
24" X 30"

LOCATED AT STA. 1276+00
SPEED LIMIT 45
R2-1
24" X 30"

CTH J

KREUZIGER WAY

STH 26

CTH J

WO1-4L

45 M.P.H.
WO13-1
24" X 24"
LOCATED AT STA. 1224+00
INSTALLED UNDER PROJECT 1390-04-82

SPEED LIMIT 45 *
R2-1
24" X 30"
LOCATED AT STA. 1243+00
MOVE TO RIGHT SIDE OF NB LANE

SPEED LIMIT 45 *
R2-1
24" X 30"
LOCATED AT STA. 1269+00
MOVE TO RIGHT SIDE OF NB LANE

* SPEED LIMIT 45
W3-5
36" X 36"

500'

STH 16

* SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 690+00 S

SPEED LIMIT 55 *
R2-1
24" X 30"
LOCATED AT STA. 690+00 S

ETERNAL LANE

RAMP 3

RAMP 4

RAMP 1

RAMP

BIWER RD.

1390-04-96 CONSTRUCTION.
RAMP 1IS GRADED BUT
NOT PAVED.

LOCATED AT STA. 716+00 S
SPEED LIMIT 45
R2-1
24" X 30"

SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 716+00 S

LOCATED AT STA. 742+00 S
SPEED LIMIT 45
R2-1
24" X 30"

SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 742+00 S

STH 26

HOLL ROAD

STH 60

STH 60 EAST

TEMP. RD.

SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 35+00 TR

SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 35+00 TR

LOCATED AT STA. 1371+00
SPEED LIMIT 45 *
R2-1
24" X 30"

* SPEED LIMIT 45
W3-5
36" X 36"

500'

* SPEED LIMIT 55
R2-1
24" X 30"
LOCATED AT STA. 1371+00

TEMP. RD.

STH 60

CTH W

1390-04-96 CONSTRUCTION.
ROADS ARE GRADED BUT
NOT PAVED.

* SPEED LIMIT 55
R2-1
24" X 30"
LOCATED AT STA. 782+50 S

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	SPEED REDUCTION SIGNS - STAGE 2	SHEET 113B 115	E

2

* PREVIOUSLY INSTALLED DURING STAGE 1C
** PREVIOUSLY INSTALLED DURING STAGE 2

N

LOCATED AT STA. 1234+00
INSTALLED UNDER PROJECT 1390-04-82

LOCATED AT STA. 1224+00
SPEED LIMIT 55 **
R2-1
24" X 30"

W01-4L

45 M.P.H.
W013-1
24" X 24"

LOCATED AT STA. 1250+00
MOVE TO LEFT SIDE OF NB LANE
SPEED LIMIT 45 **
R2-1
24" X 30"

LOCATED AT STA. 1276+00
MOVE TO LEFT SIDE OF NB LANE
** SPEED LIMIT 45
R2-1
24" X 30"

* SPEED LIMIT 45
W3-5
36" X 36"

500'

* SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 690+00 S

* SPEED LIMIT 55
R2-1
24" X 30"
LOCATED AT STA. 690+00 S

LOCATED AT STA. 1371+00
* SPEED LIMIT 45
R2-1
24" X 30"

* SPEED LIMIT 45
W3-5
36" X 36"

500'

* SPEED LIMIT 55
R2-1
24" X 30"
LOCATED AT STA. 1371+00

STH 16
ETERNAL LANE
STH 26
HOLL ROAD
CTH J
KREUZIGER WAY
RAMP 3
RAMP 4
RAMP 1
RAMP
BIWER RD.
STH 60 EAST
TEMP. RD.

500'

SPEED LIMIT 45 **
R2-1
24" X 30"
LOCATED AT STA. 1217+00

W3-5
36" X 36"

SPEED LIMIT 45 **
R2-1
24" X 30"
LOCATED AT STA. 1243+00

SPEED LIMIT 45 **
R2-1
24" X 30"
LOCATED AT STA. 1269+00

LOCATED AT STA. 716+00 S
SPEED LIMIT 45 **
R2-1
24" X 30"

** SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 716+00 S

LOCATED AT STA. 742+00 S
** SPEED LIMIT 45
R2-1
24" X 30"

** SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 742+00 S

** SPEED LIMIT 45
R2-1
24" X 30"
LOCATED AT STA. 35+00 TR

SPEED LIMIT 45 **
R2-1
24" X 30"
LOCATED AT STA. 35+00 TR

STH 60
STH 60
CTH W

* SPEED LIMIT 55
R2-1
24" X 30"
LOCATED AT STA. 782+50 S

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	SPEED REDUCTION SIGNS - STAGE 3	SHEET 113C 116	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

6 FJ
28 FJ
30 FJ
32 FJ
34 FJ
36 FJ
KREUZIGER WAY

R4-7
24" X 30"

SEPTIC

STH 26

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE, 4-INCH (YELLOW)

50'(TYP)

1272 R3
1274 R3
1276 R3
1278 R3
1280 R3
1282 R3

STH 16/26

500'
500'

1 SIGN

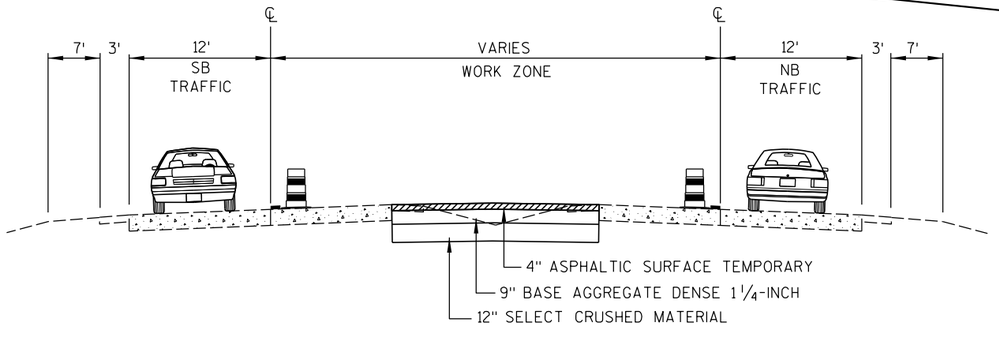
1268
1270
1272
STH 26
1274
1276
1278
1280
1282

ROAD WORK AHEAD W20-1

ROAD WORK 500 FT W20-1

1276 R2
1278 R2
1280 R2
1282 R2

10 B
12 B
BIWER ROAD
14 B
16 B
18



CONSTRUCTION STAGE 1A TYPICAL SECTION
STH 26

STAGE 1A SUMMARY

STA. 1273+00 TO 1279+00 MEDIAN
STA. 1307+00 TO 1310+00 MEDIAN

TRAFFIC WILL USE EXISTING STH 26 AND LOCAL SIDE ROADS.

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1A	SHEET 117	E

2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

22 FH

ETERNAL LANE

24 FH

CEMETERY

SIGN 1

R4-7
24" X 30"

ROAD WORK 500 FT
W20-1

ROAD WORK AHEAD
W20-1

500'

500'

50'(TYP)

50'(TYP)

STH 26

STH 26/60

1304 R4

1306 R4

1308 R4

1310 R4

1304

1306

1308

1310

STH 26

1312

1314

1316

1316 R1

1314 R1

1312 R1

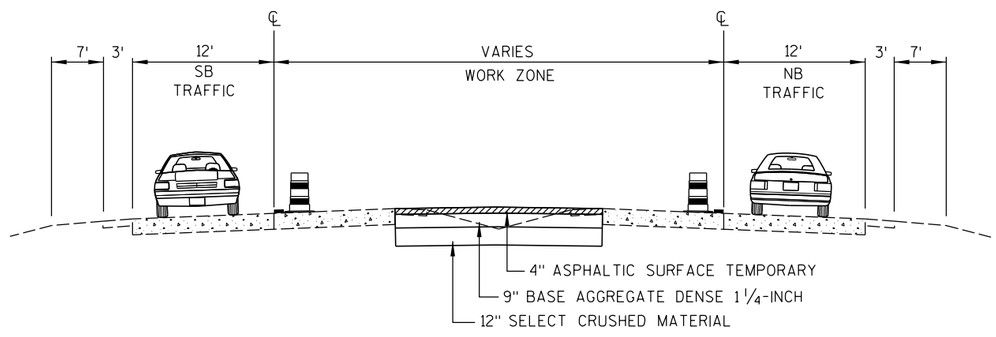
1310 R1

1308 R1

1306 R1

1304 R1

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE, 4-INCH (YELLOW)



CONSTRUCTION STAGE 1A TYPICAL SECTION

STH 26

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1A	SHEET 118	E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR)
- WORK AREA
- DIRECTION OF TRAFFIC

N

SEPTIC

BERM

WORK ZONE PART OF
PROJECT 1390-04-81

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

FO

STH 26

1220 1222 1224 1226 1228 1230 1232 1234

1224 X5 1226 X5 1228 X5 1230 X5 1232 X5 1234 X5

CROSSOVER X5
CONSTRUCTED IN
PREVIOUS PROJECT
1390-04-81

W01-4L

45
M.P.H.
W013-1
24" X 24"

R3-2
24" X 24"

W01-6
48" X 24"

ROAD CLOSED
R11-2
48" X 30"

STA.1232+00
END PROJECT 1390-04-81
BEGIN PROJECT 1390-04-82

STAGE 1B SUMMARY

STA. 690+00 S TO 705+69.74 S
STA. 1284+00 R3 TO 1295+40 R3 RAMP 3 WIDENING
STA. 1295+80 R4 TO 1304+00 R4 RAMP 4 WIDENING

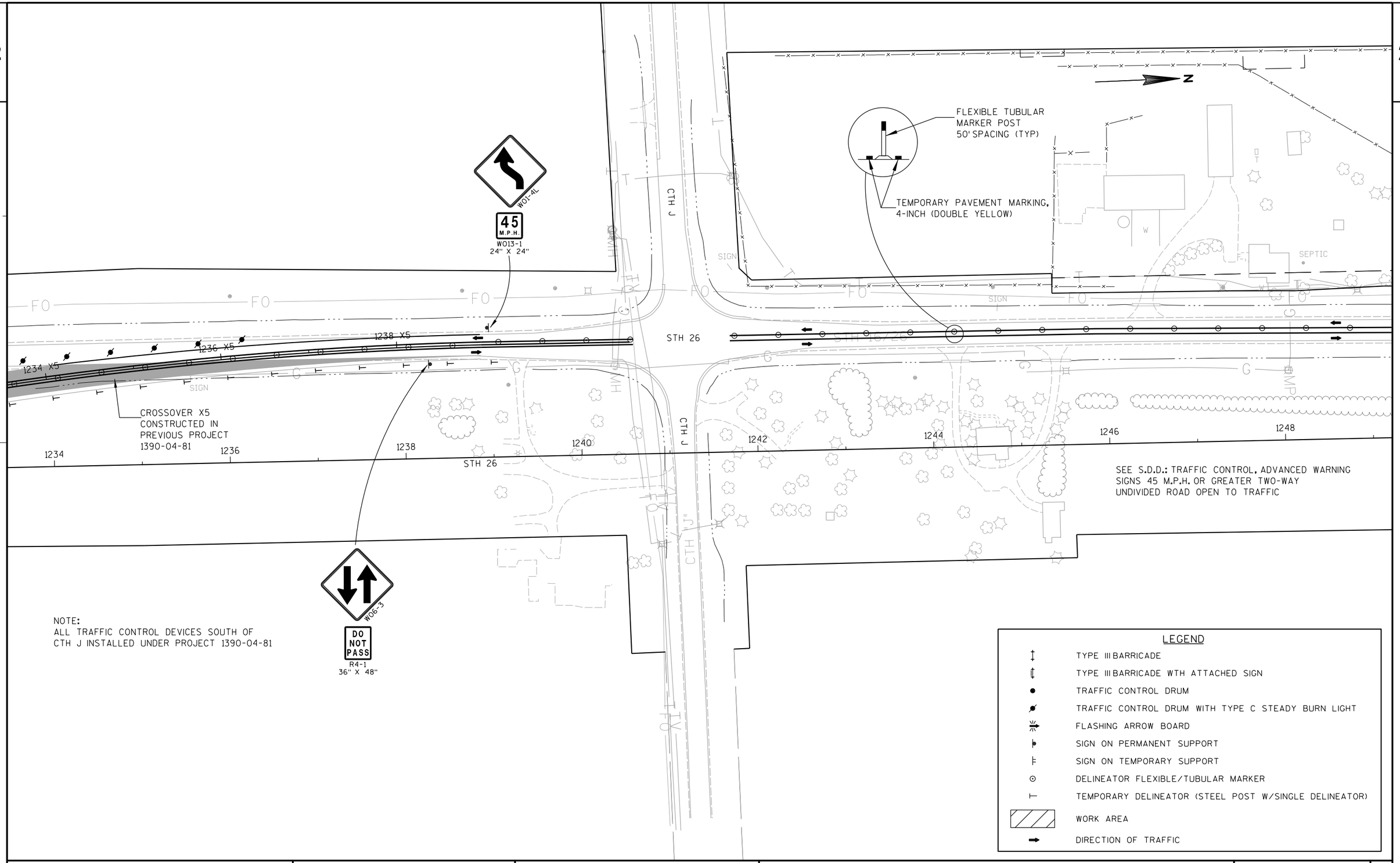
ETERNAL LANE

TRAFFIC WILL USE EXISTING STH 26 AND LOCAL SIDE ROADS.
CTH J/K DETOUR IN USE FOR STH 60 TRAFFIC.

NOTE:
ALL TRAFFIC CONTROL DEVICES
INSTALLED UNDER PROJECT 1390-04-81

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1B	SHEET 119	E

2



SEE S.D.D.: TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

NOTE:
ALL TRAFFIC CONTROL DEVICES SOUTH OF
CTH J INSTALLED UNDER PROJECT 1390-04-81

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR)
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1B	SHEET 120	E

N

20 FJ 22 FJ 24 FJ 26 FJ 28 FJ 30 FJ 32 FJ 34 F

KREUZIGER WAY

TANKS

POOL

SEPTIC

SIGN

R3-2
24" X 24"

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE, 4-INCH (WHITE)

ROAD CLOSED
R11-2
48" X 30"

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

50'(TYP)

1272 R3

1274 R3

STH 16/26

BIWER ROAD

1260 1262 1264 1266 1268 1270 1272 1274

STH 26

FLEXIBLE TUBULAR
MARKER POST
50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING,
4-INCH (DOUBLE YELLOW)

R3-2
24" X 24"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1B	SHEET 121	E

2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

FJ
32 FJ
34 FJ
36 FJ
KREUZIGER WAY

FLEXIBLE TUBULAR MARKER POST 50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING, 4-INCH (DOUBLE YELLOW)

ROAD CLOSED
R11-2
48" X 30"

R3-2
24" X 24"

SEPTIC

ROAD CLOSED
R11-2
48" X 30"

TEMPORARY PAVEMENT MARKING, 4-INCH (WHITE)

RAMP 3 TEMPORARY CONNECTION

50'(TYP)

STH 16/26

1272 R3
1274 R3
1276 R3
1278 R3
1280 R3
RAMP 3
1282 R3
1282 TR3
1284 TR3
1284 R3
1286 R3
1286 TR3

I SIGN

50'(TYP)

BIWER ROAD

1272
1274
1276
1278
STH 26
1280
1282
1284
1286

1276 R2
1278 R2
1280 R2
1282 R2
1284 R2
1286 R2

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE, 4-INCH (WHITE)

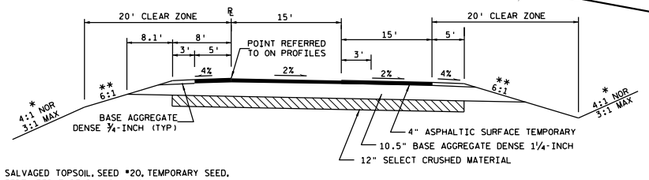
10 B
12 B
14 B
16 B
18 B
20 B

WO1-6
48" X 24"

ROAD CLOSED
R11-2
48" X 30"

BIWER ROAD

TEMPORARY PAVEMENT MARKING, 4-INCH (WHITE)



* SALVAGED TOPSOIL, SEED *20, TEMPORARY SEED, FERTILIZER TYPE B AND MULCH

** SEED *20 AND FERTILIZER TYPE B

TYPICAL FINISHED SECTION
STH 26 RAMPS 3 & 4 TEMPORARY CONNECTION

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1B	SHEET 122	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

1288 R3 1290 R3 1292 R3 1294 R3 1296 R4 1298 R4 1300 R4 1302 R4

STH 16

STH 26

STH 26/60

WEST HALF OF EXISTING BRIDGE TO BE REMOVED

50'(TYP)

1288 1290 1292 1294 1296 1298 1300 1302

STH 26

TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)

ROAD CLOSED
R11-2
48" X 30"

1288 R2 1290 R2 1292 R2 1294 R2 1296 R1 1298 R1 1300 R1 1302 R1

STH 60

FLEXIBLE TUBULAR MARKER POST 50' SPACING (TYP)

STRUCTURE B-14-196 CONSTRUCTION

TEMPORARY PAVEMENT MARKING, 4-INCH (DOUBLE YELLOW)

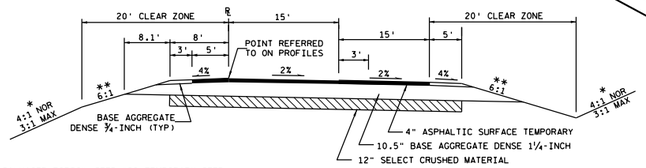
RAMP 4 TEMPORARY CONNECTION

SEPTIC

20' FH

22' FH

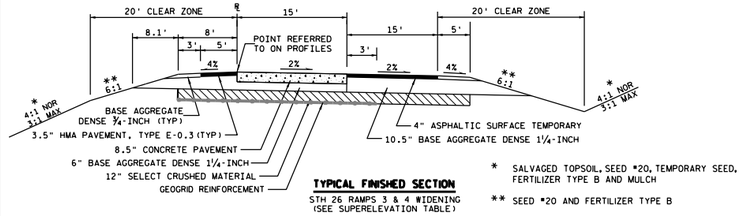
702 S 704 S 706 S 708 S 710 S



* SALVAGED TOPSOIL, SEED #20, TEMPORARY SEED, FERTILIZER TYPE B AND MULCH

** SEED #20 AND FERTILIZER TYPE B

TYPICAL FINISHED SECTION
STH 26 RAMPS 3 & 4 TEMPORARY CONNECTION



TYPICAL FINISHED SECTION
STH 26 RAMPS 3 & 4 WIDENING
(SEE SUPERELEVATION TABLE)

* SALVAGED TOPSOIL, SEED #20, TEMPORARY SEED, FERTILIZER TYPE B AND MULCH

** SEED #20 AND FERTILIZER TYPE B

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1B	SHEET 123	E

2

2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

ETERNAL LANE

22 FH

24 FH

CEMETERY

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

50'(TYP)

1304 R4

1306 R4

1308 R4

1310 R4

STH 26/67

50'(TYP)

1304

1306

1308

STH 26

1310

1312

1314

1316

1304 R1

1306 R1

1308 R1

1310 R1

1312 R1

1314 R1

1316 R1

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

R3-2
24" X 24"

R3-2
24" X 24"

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE, 4-INCH (WHITE)

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 1B	SHEET 124	E

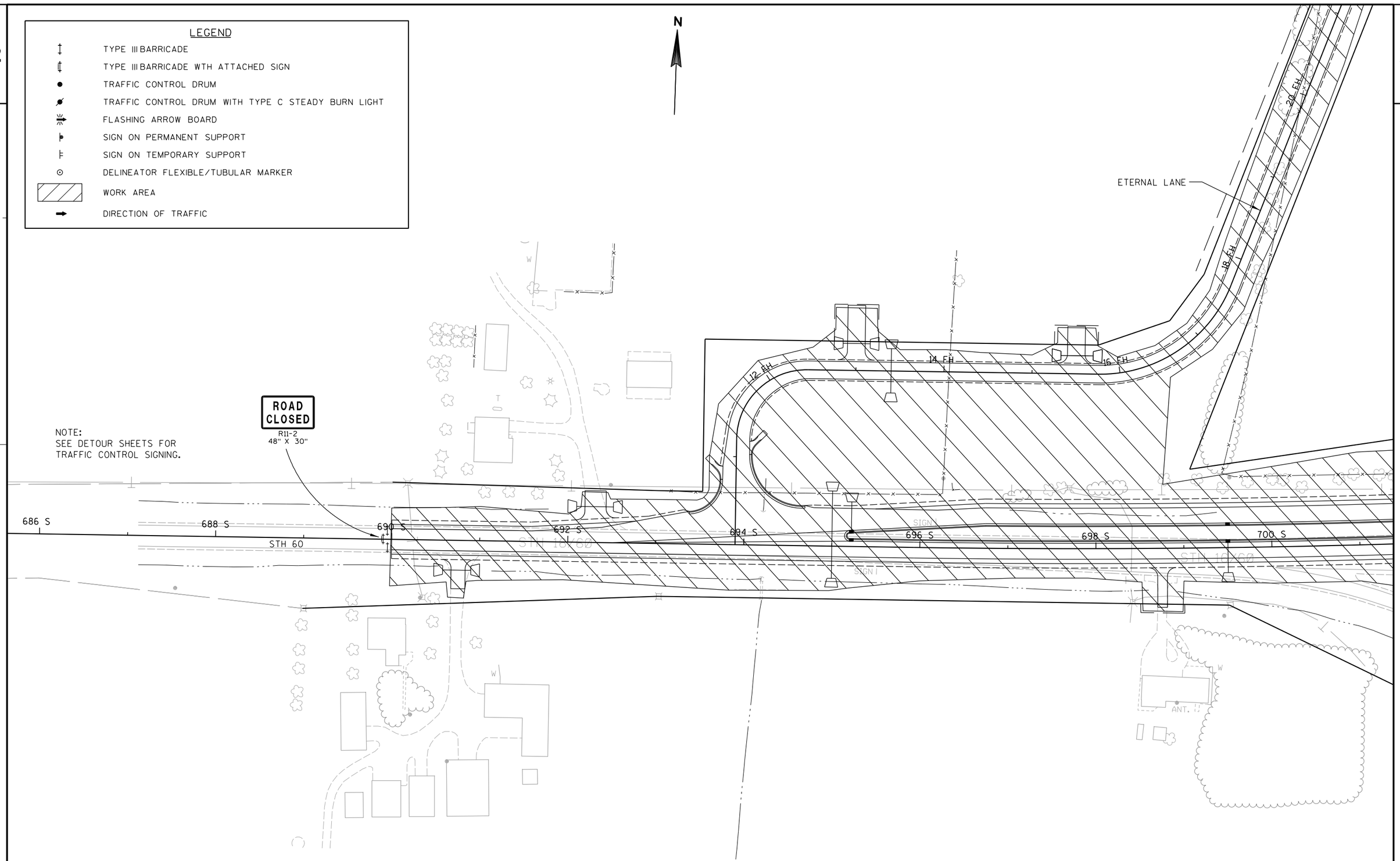
FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\026009_s1b.dgn PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

NOTE:
SEE DETOUR SHEETS FOR
TRAFFIC CONTROL SIGNING.

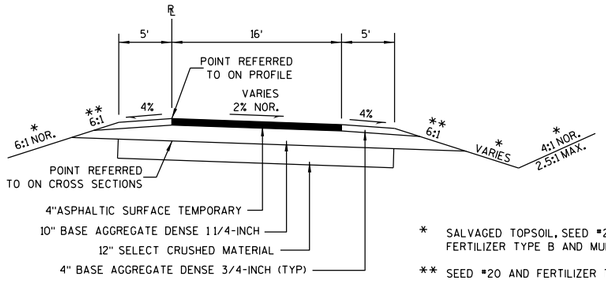


PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1B - STH 60	SHEET 125 E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC



TYPICAL FINISHED SECTION
TEMPORARY CROSSOVER X9 (SINGLE LANE)

* SALVAGED TOPSOIL, SEED #20, TEMPORARY SEED, FERTILIZER TYPE B AND MULCH

** SEED #20 AND FERTILIZER TYPE B

N

TEMPORARY CULVERT PIPE
T-CONNECTION
REMOVE MEDIAN ENDWALLS
AND CONNECT PIPES.
INSTALL TEMPORARY 24" PIPE.
SEE DETAIL.

WORK ZONE PART OF
PROJECT 1390-04-81

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

BERM

STH 26 SB

1228 X9

1230 X9

1216 1218 1220 STH 26 NB 1222 1224 1226 1228 1230

SEPTIC

SEPTIC

SEPTIC

SEPTIC

CROSSOVER X5
CONSTRUCTED IN
PREVIOUS PROJECT
1390-04-81

W01-4L

45 M.P.H.
W013-1
24" X 24"

W01-6
48" X 24"

ROAD CLOSED
R11-2
48" X 30"

STAGE 1C SUMMARY

STA. 1232+00 to 1294+00 NB
STA. 690+00 S TO 705+69.74 S
STA. 707+82.25 S to 752+00 S

RAMP 2 WIDENING
STA. 10+00 TR to 58+00 TR
STA. 0+00 T to 6+69 T
STA. 31+50 B to 40+50 B
CTH J EAST
CROSSOVER X9

B-14-196 WORK CONTINUES

STH 26 TRAFFIC WILL REMAIN ON EXISTING STH 26 WITH WIDENED RAMPS 3 AND 4 BEING USED. STH 60 TRAFFIC USES NEW STH 60 WEST AND EXISTING STH 60 EAST. CTH J/CTH K DETOUR NO LONGER ACTIVE.

NOTE:
ALL TRAFFIC CONTROL DEVICES
INSTALLED UNDER PROJECT 1390-04-81

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1C	SHEET E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\026101_s1c.dgn PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.0000 sf / in.

NOTE:
ALL TRAFFIC CONTROL DEVICES
INSTALLED UNDER PROJECT 1390-04-81

SEE S.D.D.: TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE, 4-INCH (WHITE)

W01-4L

45 M.P.H.
W013-1
24" X 24"

TEMPORARY
CTH J
CONNECTION
GRADE = 6.17%

TEMPORARY PAVEMENT
MARKING, STOP LINE 18-INCH

STOP
R1-1
36" X 36"

WORK ZONE PART OF
PROJECT 1390-04-81

TEMPORARY CULVERT PIPE
INSTALLED IN PROJECT 1390-04-81

50'(TYP)

1230 X9

1232 X9

1233

1234

1236

1238

1240

1242

1244

CROSSOVER X5
PREVIOUSLY
CONSTRUCTED IN
PROJECT 1390-04-81

STA. 1233+00
1-24"X92' TEMPORARY CP REQ'D.

STA.1232+00
END PROJECT 1390-04-81
BEGIN PROJECT 1390-04-82

W06-3

DO NOT PASS
R4-1
36" X 48"

FLEXIBLE TUBULAR
MARKER POST
50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING,
4-INCH (DOUBLE YELLOW)

STA.1241+16.73
15' PAVEMENT GAP REQ'D.
GAP TO BE PAVED
DURING STAGE 1C.

ROAD CLOSED
R11-2
48" X 30"

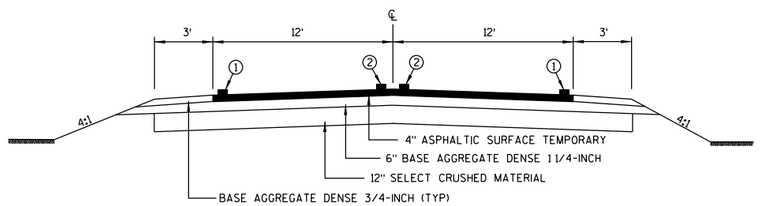
TEMPORARY PAVEMENT MARKING,
4-INCH (DOUBLE YELLOW)

CTH J

SEE S.D.D.: BARRICADES AND SIGNS
FOR SIDEROAD CLOSURES

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC



TYPICAL FINISHED SECTION
TEMPORARY CTH J CONNECTION

① TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
② TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1C	SHEET 127 E

4 FJ 6 FJ 8 FJ 10 FJ 12 FJ 14 FJ 16 FJ 18 FJ

KREUZIGER WAY

N

R3-2
24" X 24"

STA.1252+73, LT.
TEMPORARY PE CONNECTION
MAINTAIN ACCESS

STA.1252+73
15' PAVEMENT GAP REQ'D.

R3-2
24" X 24"

50'(TYP)

FLEXIBLE TUBULAR
MARKER POST
50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING,
4-INCH (DOUBLE YELLOW)

SEPTIC

1246 1248 1250 1252 1254 1256 1258 1260

STA.1252+73, LT.
1-18"X40' TEMPORARY CP REQ'D.

SEPTIC

ROAD
CLOSED
R11-2
48" X 30"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1C	SHEET 128 E

20 FJ 22 FJ 24 FJ 26 FJ 28 FJ 30 FJ 32 FJ 34 FJ

KREUZIGER WAY

N

TANKS

POOL

SEPTIC

SIGN

R3-2
24" X 24"

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

W01-6
48" X 24"

ROAD CLOSED
R11-2
48" X 30"

50'(TYP)

25'(TYP)

STH 26

1272 R3

1274 R3

1260 1262 1264 1266 1268 1270 1272 1274

W01-4L

FLEXIBLE TUBULAR
MARKER POST
50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING,
4-INCH (DOUBLE YELLOW)

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

2

N

34 FJ

36 FJ

SEPTIC

R3-2
24" X 24"

FLEXIBLE TUBULAR
MARKER POST
50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING,
4-INCH (DOUBLE YELLOW)

W01-2L

45
M.P.H.
W013-1
24" X 24"

JCT
M2-1
21" X 15"

60
M1-6
24" X 24"

RAMP 3 TEMPORARY CONNECTION

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

PAVEMENT MARKING
EPOXY 4-INCH (WHITE)

W01-2R

45
M.P.H.
W013-1
24" X 24"

W03-1

2 - TEMPORARY INLETS
MEDIAN 2 GRATE

STH 16/26

STH 26

STH 16

BIWER ROAD

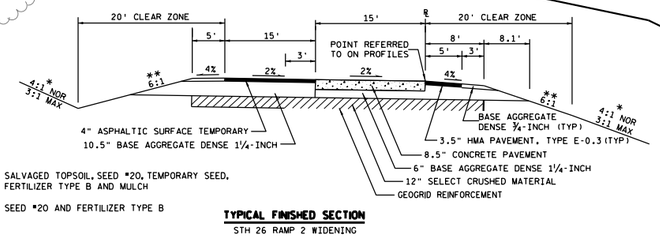
1276 R3
1278 R3
1280 R3
1282 R3
1282 TR3
1284 TR3
1284 R3
1286 R3
1286 TR3
1288 R3
1290 R3

1276
1276 R2
1278
1278 R2
1280
1280 R2
1282
1282 R2
1284
1284 R2
1286
1286 R2
1288
1288 R2
1290
1290 R2

10 B
12 B
14 B
16 B
18 B
20 B
22 B
24 B

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC



* SALVAGED TOPSOIL, SEED *20, TEMPORARY SEED, FERTILIZER TYPE B AND MULCH

** SEED *20 AND FERTILIZER TYPE B

TYPICAL FINISHED SECTION
STH 26 RAMP 2 WIDENING

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 1C	SHEET 130	E

2

2

SPEED LIMIT 55
R2-1
48" X 60"

PAVEMENT MARKING
EPOXY 4-INCH (WHITE)

NORTH M3-1 24" X 12" 26 M1-6 24" X 24" M6-1 21" X 21"
EAST M3-2 24" X 12" 60 M1-6 24" X 24" M6-1 21" X 21"
EAST M3-2 24" X 12" 16 M1-6 24" X 24" M6-1 21" X 21"
SOUTH M3-3 24" X 12" 26 M1-6 24" X 24" M6-1 21" X 21"

STOP
R1-1
36" X 36"

WEST M3-4 24" X 12" 16 M1-6 24" X 24"
WEST M3-4 24" X 12" 60 M1-6 24" X 24"

TEMPORARY PAVEMENT MARKING
STOP LINE
REMOVABLE TAPE
18-INCH

EAST M3-2 24" X 12" 16 M1-6 24" X 24" M6-1 21" X 21"
SOUTH M3-3 24" X 12" 26 M1-6 24" X 24" M6-1 21" X 21"
WEST M3-4 24" X 12" 16 M1-6 24" X 24" M6-1 21" X 21"
WEST M3-4 24" X 12" 60 M1-6 24" X 24" M6-1 21" X 21"

PAVEMENT MARKING
EPOXY 4-INCH (WHITE)

EAST M3-2 24" X 12" 16 M1-6 24" X 24" M6-1 21" X 21"
SOUTH M3-3 24" X 12" 26 M1-6 24" X 24" M6-1 21" X 21"
WEST M3-4 24" X 12" 16 M1-6 24" X 24" M5-1R 21" X 21"
WEST M3-4 24" X 12" 60 M1-6 24" X 24" M5-1R 21" X 21"

M03-1

JCT
M2-1
21" X 15"
16
M1-6
24" X 24"

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

WEST M3-4 24" X 12" 16 M1-6 24" X 24" M5-1L 21" X 21"
WEST M3-4 24" X 12" 60 M1-6 24" X 24" M5-1L 21" X 21"
NORTH M3-1 24" X 12" 26 M1-6 24" X 24" M6-1 21" X 21"

EAST M3-2 24" X 12" 16 M1-6 24" X 24"
SOUTH M3-3 24" X 12" 26 M1-6 24" X 24"

WEST M3-4 24" X 12" 16 M1-6 24" X 24" M6-1 21" X 21"
WEST M3-4 24" X 12" 60 M1-6 24" X 24" M6-1 21" X 21"
NORTH M3-1 24" X 12" 26 M1-6 24" X 24" M6-1 21" X 21"

ROAD CLOSED
R11-2
48" X 30"

NORTH M3-1 24" X 12" 26 M1-6 24" X 24"
EAST M3-2 24" X 12" 60 M1-6 24" X 24"

SPEED LIMIT 55
R2-1
48" X 60"

EXISTING STRUCTURE
TO BE REMOVED

STH 26

STRUCTURE
B-14-196
CONSTRUCTION

STA. 1293+00.00
PLUG CULVERT PIPE UPON INSTALLATION
UNTIL RAMP 2 WIDENING REMOVED

STA. 708+47.86 S, 92.00' RT. =
STA. 1293+69.56 R2, 118.86' LT.
80'R.

1-12"X15'R.C.P.S.S
CULVERT PIPE EXTENSTION
REUSE EXISTING APRON ENDWALL

FLEXIBLE TUBULAR
MARKER POST
50' SPACING (TYP)

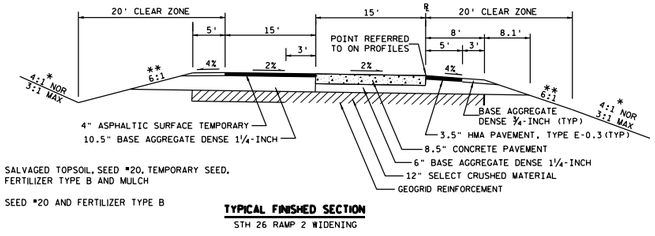
TEMPORARY PAVEMENT MARKING,
4-INCH (DOUBLE YELLOW)

ETERNAL LANE
24 FH
2 FH
SEPTIC
CEMETERY

1290 R3
1292 R3
1294 R3
1296 R3
1298 R4
1300 R4
1300 TR4
1302 R4
1302 TR4
1304 R4
1290 R2
1292 R2
1294 R2
1296 R1
1298 R1
1300 R1
1302 R1
1304 R1

STH 60
STH 26
26 B

1290 1292 1294 1296 1298 1300 1302 1304



* SALVAGED TOPSOIL, SEED #20, TEMPORARY SEED, FERTILIZER TYPE B AND MULCH

** SEED #20 AND FERTILIZER TYPE B

TYPICAL FINISHED SECTION
STH 26 RAMP 2 WIDENING

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1C	SHEET 131	E

2

2

N

CEMETERY

R3-2
24" X 24"

SIGN I

1306 R4

1308 R4

1310 R4

STH 26

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

1306 1308 1310 STH 26 1312 1314 1316 1318 1320

1306 R1 1308 R1 1310 R1 1312 R1 1314 R1 1316 R1

ROAD CLOSED
R11-2
48" X 30"

R3-2
24" X 24"

FLEXIBLE TUBULAR
MARKER POST
50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING,
4-INCH (DOUBLE YELLOW)

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 1C	SHEET 132	E

2

JCT
M2-1
21" X 15"
26
M1-6
24" X 24"

W03-1

NORTH
M3-1
24" X 12"
26
M1-6
24" X 24"
M5-1L
21" X 21"

EAST
M3-2
24" X 12"
60
M1-6
24" X 24"
M5-1L
21" X 21"

EAST
M3-2
24" X 12"
16
M1-6
24" X 24"
M5-1R
21" X 21"

SOUTH
M3-3
24" X 12"
26
M1-6
24" X 24"
M5-1R
21" X 21"

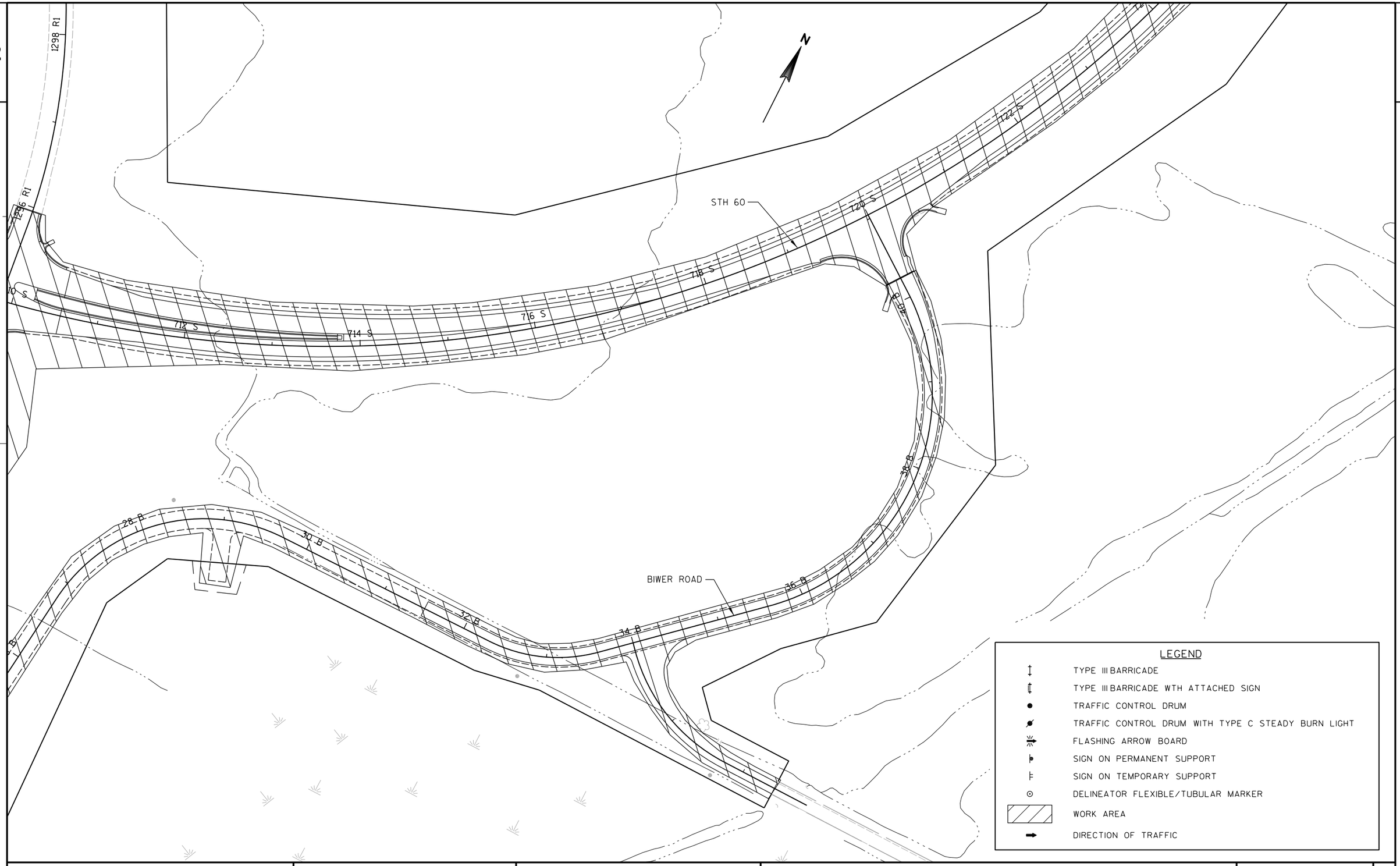
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

696 S
698 S
700 S
702 S
704 S
STH 60
14 FH
16 FH
18 FH
20 FH
22 FH
24 FH
ETERNAL LANE
ANT.
SEPTIC
1290 R3
1292 R3
1294 R3
1296 R4
1298 R4
1300 R
N

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 1C - STH 60	SHEET 133	E

2



PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 1C - STH 60	SHEET 134	E

2

N

STRUCTURE B-14-198 & RETAINING WALLS
CONSTRUCTED UNDER PROJECT 1390-04-96

STH 60

724 S
726 S
728 S
730 S
732 S
734 S
736 S
738 S

UNION PACIFIC RAILROAD

UNION PACIFIC RAILROAD

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 1C - STH 60	SHEET 135	E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

STH 60

TEMPORARY ROAD

740 S

742 S

744 S

746 S

748 S

12 TR

750 S

14 TR

16 TR

752 S

754 S

ROAD CLOSED
R11-2
48" X 30"

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 1C - STH 60	SHEET 136	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

16 TR

18 TR

20 TR

22 TR

24 TR

26 TR

28 TR

30 TR

TEMPORARY ROAD

TEMPORARY ROAD

754 S

756 S

758 S

760 S

762 S

STH 60

STH 60 EAST

50'(TYP)

6 T

ROAD CLOSED
R11-2
48" X 30"

SEE SDD: TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY.

2

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1C - STH 60	SHEET 137	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

STH 60 EAST

RIGHT SHOULDER CLOSED AHEAD W21-5B

ROAD CLOSED R11-2 48" X 30"

RIGHT SHOULDER CLOSED W21-5A

ROAD CLOSED R11-2 48" X 30"

TEMPORARY ROAD

30' TR

32' TR

50'(TYP)

34' TR

36' TR

38' TR

40' TR

42' TR

44' TR

46'

FOR THE MILL & OVERLAY PORTION SEE S.D.D.:
TRAFFIC CONTROL FOR LANE CLOSURE
(SUITABLE FOR MOVING OPERATIONS)

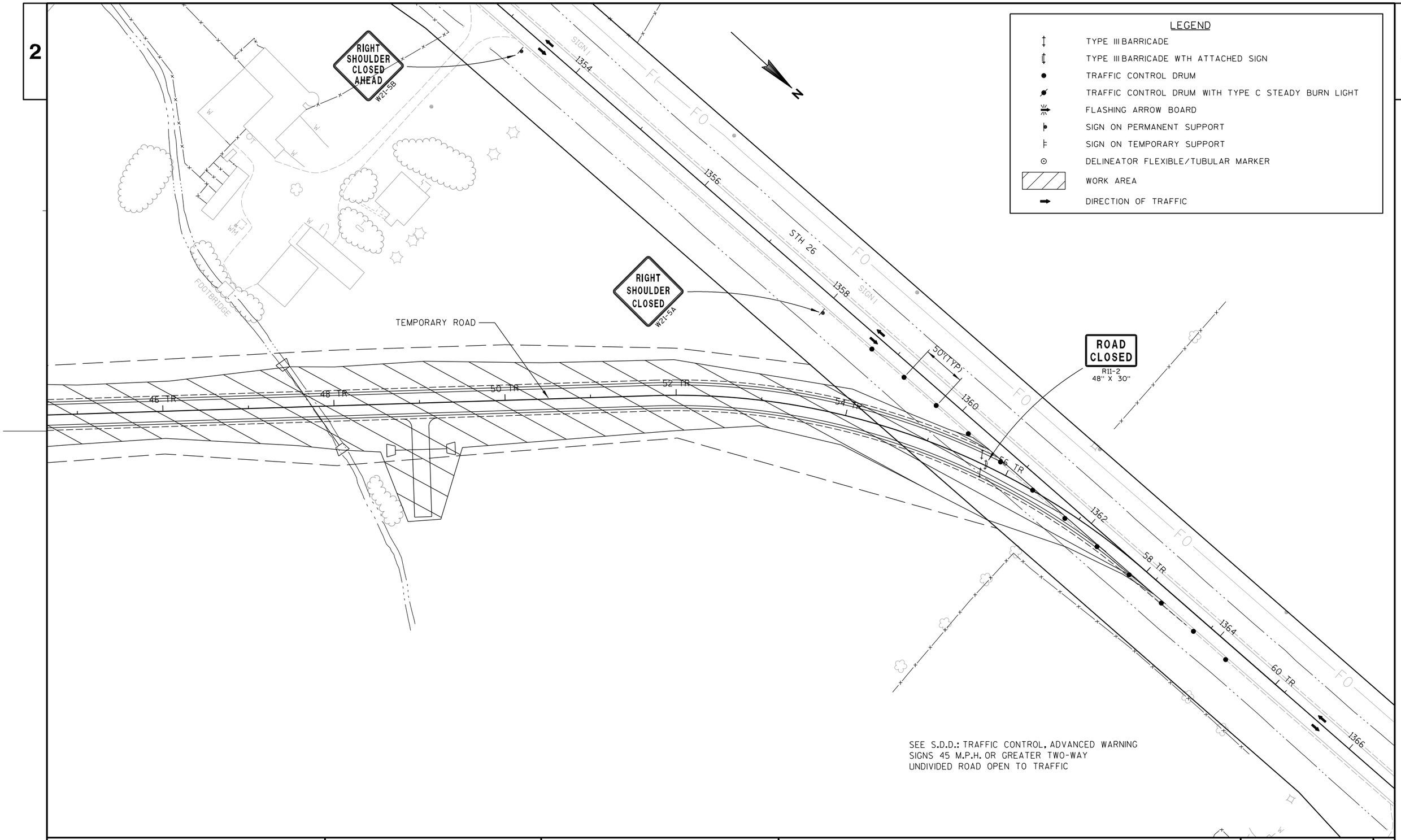
RIGHT SHOULDER CLOSED W21-5A

RIGHT SHOULDER CLOSED AHEAD W21-5B

TEMPORARY ROAD

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 1C - STH 60	SHEET 138	E

2



SEE S.D.D.: TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 1C	SHEET 139	E

2

FLEXIBLE TUBULAR MARKER POST 50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING, 4-INCH (DOUBLE YELLOW)

SEE S.D.D.: TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

SEPTIC

R3-2
24" X 24"

R3-2
24" X 24"

W01-6
48" X 24"

LANE CLOSED
R11-2(MOD)
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE, 4-INCH (YELLOW)

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING
4-INCH (YELLOW)

50'(TYP)

50'(TYP)

SIGN

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE, 4-INCH (YELLOW)

1222 1224 1226 1228 1230 1232 1234 1236

50'(TYP)

JCT
COUNTY
J

J1-1
36" X 57"

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE, 4-INCH (WHITE)

ROAD CLOSED
R11-2
48" X 30"

BEGIN LEFT TURN LANE

R3-20LL
24" X 36"

LANE CLOSED
R11-2(MOD)
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

SEPTIC

SEPTIC

SEPTIC

SEPTIC

W01-4R

45
M.P.H.

W013-1
24" X 24"

STAGE 2 SUMMARY

STA. 1318+00 TO 1357+00

KREUZIGER WAY
HOLL ROAD
CTH J WEST FROM STA. 3+75 J TO 6+00 J
BAILEY PE

CONSTRUCTION ON STRUCTURES B-14-197, R-14-15 AND R-14-16
STRUCTURE C-14-3063

NB STH 26 TRAFFIC WILL USE NEW NB LANES, RAMP 2, NEW STH 60 EAST AND THE TEMPORARY ROAD. SB STH 26 TRAFFIC WILL USE THE TEMPORARY ROAD, NEW STH 60 EAST, RAMP 3 AND EXISTING SB STH 26 SOUTH OF THE INTERCHANGE. STH 60 TRAFFIC USES NEW STH 60 WEST, NEW STH 60 EAST, THE TEMPORARY ROADS AND EXISTING STH 60 EAST.

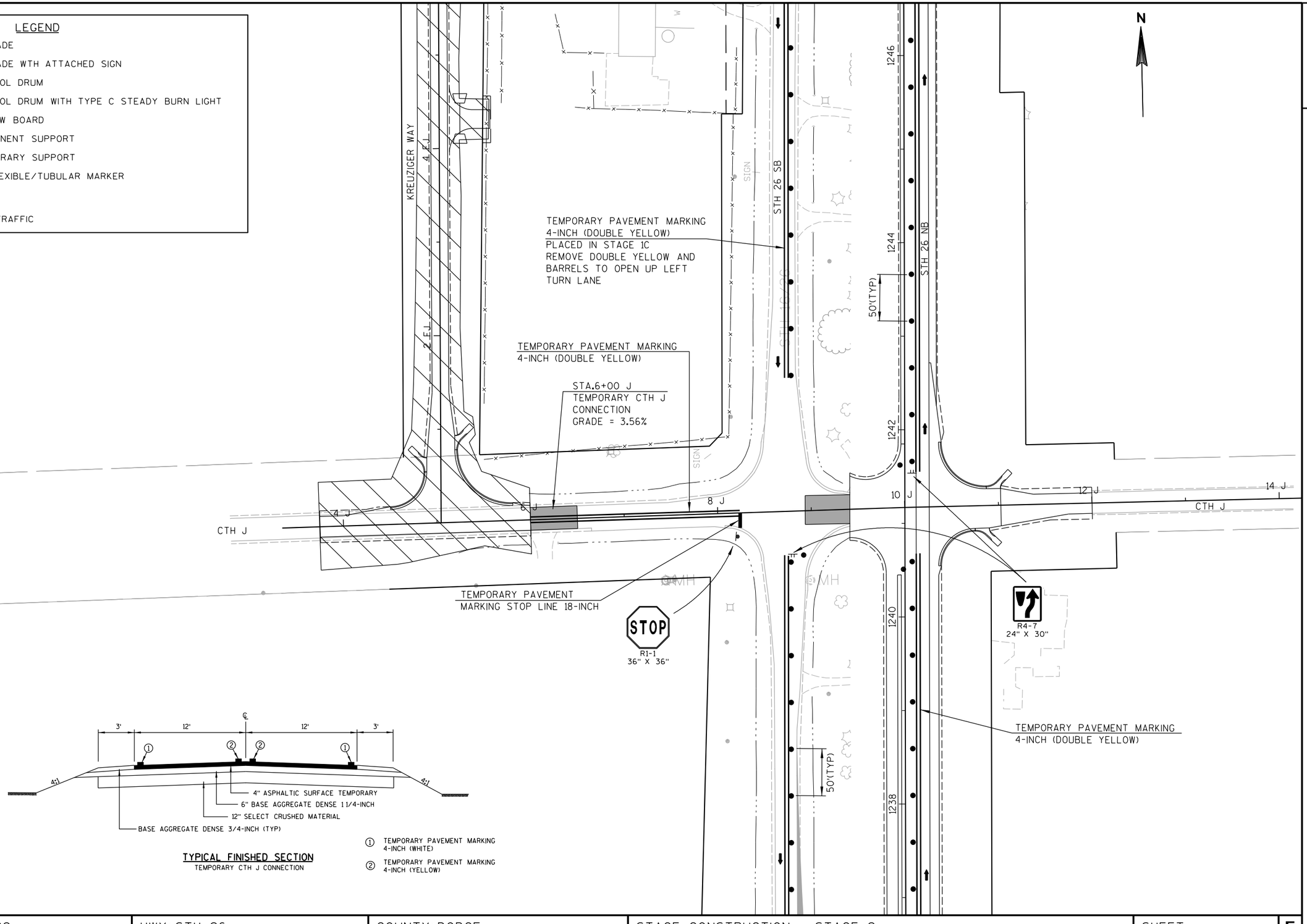
COORDINATION WILL NEED TO OCCUR BETWEEN PROJECT 1390-04-81 AND PROJECT 1390-04-82 REGARDING THE USE OF THE STH 26 NB CROSSOVER.

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 140	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC



TYPICAL FINISHED SECTION
TEMPORARY CTH J CONNECTION

① TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)

② TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 141 E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

2

6 F.J.
8 F.J.
10 F.J.
12 F.J.
14 F.J.
16 F.J.
18 F.J.
20 F.J.

KREUZIGER WAY

R3-2
24" X 24"

JCT
COUNTY
J
J1-1
36" X 57"

SEPTIC

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 1C

STH 26 SB

50'(TYP)

50'(TYP)

1246 1248 1250 1252 1254 1256 1258 1260

STH 26 NB

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 142	E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

22 FJ
24 FJ
26 FJ
28 FJ
30 FJ
32 FJ
34 FJ

KREUZIGER WAY

CONSTRUCTED
BY OTHERS

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 1C

TANKS
POOL
SEPTIC
SIGN
SIGN
SEPTIC

STH 26 SB

1272 R3
1274 R3
1276 R3

ROAD
CLOSED
R11-2
48" X 30"

50'(TYP)
25'(TYP)

W01-2R

1262
1264
50'(TYP)
1266
1268
1270
1272
1274
1276
1276 R2

STH 26 NB

10 B

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)

BIWER ROAD

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 143	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

NORTH
M3-1
24" X 12"
26
M1-6
24" X 24"

DETOUR AHEAD
W20-2

W01-2R

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 1C

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 1C

RAMP 3

50'(TYP)

STH 26 SB

STH 16/26

1292 R3
1290 R3
1288 R3
1286 R3
1282 R3
1280 R3
1278 R3

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

25'(TYP)

STH 26 NB

1292
1290
1288
1286
1284
1282
1280
1278

1288 R2
1284 R2
1282 R2
1280 R2
1278 R2
1276 R2

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

RAMP 2

PAVEMENT MARKING
EPOXY 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)

BIWER ROAD

12 B
14 B
16 B
18 B
20 B
22 B
24 B
26 B

DETOUR
M4-8
24" X 12"

WEST	WEST	NORTH	EAST
M3-4 24" X 12"	M3-4 24" X 12"	M3-1 24" X 12"	M3-2 24" X 12"
16	60	26	60
M1-6 24" X 24"	M1-6 24" X 24"	M1-6 24" X 24"	M1-6 24" X 24"
M5-1L 21" X 21"	M5-1L 21" X 21"	M5-1R 21" X 21"	M5-1R 21" X 21"

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 144	E

EAST M3-2 24" X 12" / 16 M1-6 24" X 24" / M6-1 21" X 21"
SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"

NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"
EAST M3-2 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"
EAST M3-2 24" X 12" / 16 M1-6 24" X 24" / M5-1R 21" X 21"
SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24" / M5-1R 21" X 21"

ROAD CLOSED
R11-2
48" X 30"

1294 R3
1296 R4
1298 R4
1300 R4
1302 R4
1304 R4
1306 R4
1306
1304
1302
1300
1298
1296
1294
1292
1306 R1
1304 R1
1302 R1
1300 R1
1298 R1
1296 R1
1294 R2
1292 R2

702 S
704 S
706 S
710 S

50'(TYP)

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 1C

EAST M3-2 24" X 12" / 16 M1-6 24" X 24" / M6-1 21" X 21"
SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"
WEST M 3-4 24" X 12" / 16 M1-6 24" X 24" / M6-1 21" X 21"
WEST M 3-4 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"

STH 26/60

NORTH M3-1 24" X 12" / 26 M1-6 24" X 24"
DETOUR M4-8 24" X 12"
NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"

DETOUR AHEAD
W20-2

STH 60

STH 26

EAST M3-2 24" X 12" / 16 M1-6 24" X 24" / M5-1L 21" X 21"
SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24" / M5-1L 21" X 21"
WEST M 3-4 24" X 12" / 16 M1-6 24" X 24" / M6-1 21" X 21"
WEST M 3-4 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

STOP
R1-1
36" X 36"

50'(TYP)

R3-2
24" X 24"

END DETOUR M4-8A 24" X 18" / SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24"
END DETOUR M4-8A 24" X 18" / WEST M 3-4 24" X 12" / 60 M1-6 24" X 24"

ROAD CLOSED
R11-2
48" X 30"

PAVEMENT MARKING
EPOXY 4-INCH (WHITE)

DETOUR M4-8 24" X 12"
WEST M 3-4 24" X 12" / 16 M1-6 24" X 24" / M6-1 21" X 21"
WEST M 3-4 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"
NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"
EAST M3-2 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"

TEMPORARY PAVEMENT
MARKING STOP LINE
18-INCH

DETOUR M4-8 24" X 12"
NORTH M3-1 24" X 12" / 26 M1-6 24" X 24"
EAST M3-2 24" X 12" / 60 M1-6 24" X 24"

R3-1
24" X 24"

JCT M2-1 21" X 15" / 16 M1-6 24" X 24"

CEMETERY
SEPTIC

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 145 E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

ROAD CLOSED
R11-2
48" X 30"

STH 26/60

STH 26

1316 R1

1316

1318

1320

1322

1324

1326

1328

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 146	E

FILE NAME : P:\2011070 - STH 26 CADD WO"7\MicroStation\Planset\d1_13900482\026207_s2.dgn PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

R-14-16

R-14-15

STRUCTURE B-14-197

STRUCTURE C-14-3063

UNION PACIFIC RAILROAD

UNION PACIFIC RAILROAD

STH 26

1330 1332 1334 1336 1338 1340 1342

HOLL ROAD

4 FK 6 FK 8 FK 10 FK 12 FK

SEPTIC

SEPTIC

SIGN

STRUCTURES B-14-197, R-14-15, R-14-16 AND C-14-3063
TO BE BUILT DURING STAGE 2.
EXISTING STRUCTURE TO BE REMOVED DURING STAGE 2.
CONTRACTOR TO COORDINATE REMOVAL ACTIVITIES
WITH UNION PACIFIC RAILROAD.

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 147	E

2

N

* TO REMAIN IN PLACE
UNTIL STAGE 4 BEGINS.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

ACCESS TO P.E TO
BE MAINTAINED

ACCESS TO P.E TO
BE MAINTAINED

TEMPORARY PAVEMENT MARKING
4-INCH DOUBLE YELLOW

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

W01-2R

STH 26

HOLL ROAD

TEMPORARY ROAD

FOOTBRIDGE

TANKS

SEPTIC

ANT.

1344 1346 1348 1350 1352 1354 1356 1358

20 FT 14 FT 16 FT 18 FT 24 FT 56 FT 56 FT 24 FT 46 FT

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 148	E

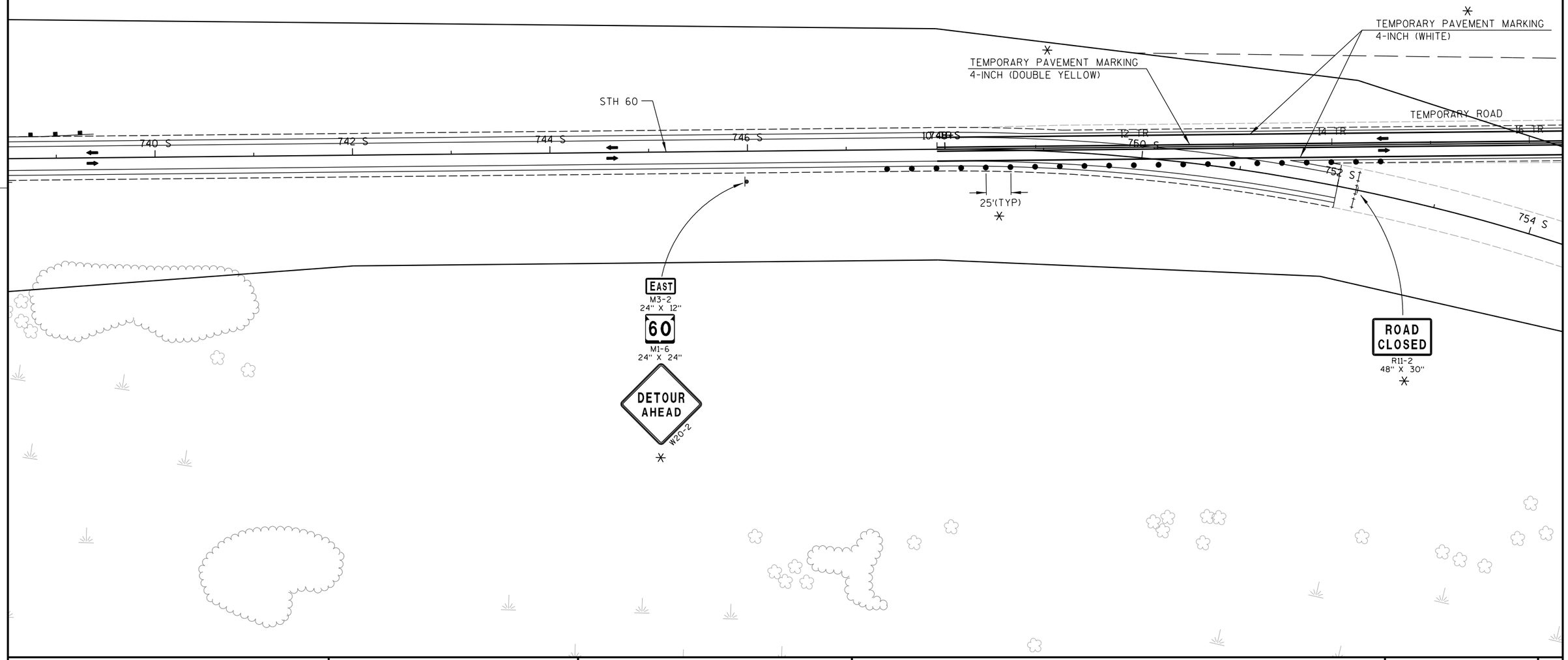
2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

* TO REMAIN IN PLACE UNTIL STAGE 4 BEGINS.



PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 149	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

* TO REMAIN IN PLACE UNTIL STAGE 4 BEGINS.

N

DETOUR M4-8 24" X 12" / EAST M3-2 24" X 12" / 60 M1-6 24" X 24" / M5-1L 21" X 21"

DETOUR M4-8 24" X 12" / WEST M 3-4 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"

DETOUR M4-8 24" X 12" / SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"

DETOUR M4-8 24" X 12" / SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"

DETOUR M4-8 24" X 12" / WEST M3-4 24" X 12" / 60 M1-6 24" X 24"

DETOUR M4-8 24" X 12" / NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"

DETOUR M4-8 24" X 12" / EAST M3-2 24" X 12" / 60 M1-6 24" X 24" / M5-1R 21" X 21"

TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)

TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)

TEMPORARY ROAD

TEMPORARY PAVEMENT MARKING LANE LINE 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH

TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)

TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)

DETOUR M4-8 24" X 12" / NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"

DETOUR M4-8 24" X 12" / EAST M3-2 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"

END DETOUR M4-8A 24" X 18" / EAST M3-2 24" X 12" / 60 M1-6 24" X 24"

DETOUR M4-8 24" X 12" / NORTH M3-1 24" X 12" / 26 M1-6 24" X 24"

DETOUR M4-8 24" X 12" / WEST M 3-4 24" X 12" / 60 M1-6 24" X 24"

DETOUR M4-8 24" X 12" / NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M5-1L 21" X 21"

DETOUR M4-8 24" X 12" / SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24" / M5-1L 21" X 21"

DETOUR M4-8 24" X 12" / WEST M 3-4 24" X 12" / 60 M1-6 24" X 24" / M5-1L 21" X 21"

DETOUR M4-8 24" X 12" / NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M5-1R 21" X 21"

STOP R1-1 36" X 36"

ROAD CLOSED R11-2 48" X 30"

WO1-6 48" X 24"

WO1-2L

WEST M3-4 24" X 12" / 26 M1-6 24" X 24" / 60 M1-6 24" X 24"

DETOUR AHEAD W20-2

16 TR · 18 TR · 20 TR · 22 TR · 24 TR · 25 TR · 28 TR · 30 TR

754 S · 756 S · 758 S · 760 S · 762 S

25'(TYP)

STH 60 EAST

2

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 150	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\026211_s2.dgn PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.0000 sf / in.

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

* TO REMAIN IN PLACE UNTIL STAGE 4 BEGINS.

N

TEMPORARY ROAD

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)

W01-2R

ROAD CLOSED
R11-2
48" X 30"

25'(TYP)

30 TR

32 TR

34 TR

36 TR

38 TR

40 TR

42 TR

44 TR

46 TR

25'(TYP)

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

W01-2L

TEMPORARY ROAD

ROAD CLOSED
R11-2
48" X 30"

DETOUR M4-8 24" X 12"
DETOUR M4-8 24" X 12"
DETOUR M4-8 24" X 12"

EAST M3-2 24" X 12"
SOUTH M3-3 24" X 12"
WEST M3-4 24" X 12"

60 M1-6 24" X 24"
26 M1-6 24" X 24"
60 M1-6 24" X 24"

M5-1L 21" X 21"
M6-1 21" X 21"
M6-1 21" X 21"

W01-2R

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 151	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

ACCESS TO P.E TO BE MAINTAINED

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)

TEMPORARY ROAD

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

STH 26

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

W01-2R

W01-2L

END DETOUR
M4-8A
24" X 18"

NORTH
M3-1
24" X 12"

26
M1-6
24" X 24"

SOUTH
M3-3
24" X 12"

26
M1-6
24" X 24"

60
M1-6
24" X 24"

DETOUR AHEAD
W20-2

46 TR
48 TR
50 TR
52 TR
54 TR
56 TR
58 TR
60 IR

1354
1356
1358
1360
1362
1364
1366

25'(TYP)

FOOTBRIDGE

SIGN

FO

WM

W

* TO REMAIN IN PLACE
UNTIL STAGE 4 BEGINS.

SEE S.D.D.: TRAFFIC CONTROL, ADVANCED WARNING
SIGNS 45 M.P.H. OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 2	SHEET 152	E

2

N

* TO REMAIN IN PLACE OVER WINTER UNTIL STAGE 3 BEGINS.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

SEPTIC

* JCT COUNTY J
J1-1
36" X 57"

* ROAD CLOSED
R11-2
48" X 30"

* W01-4L

* 50'(TYP)

16/26

SIGN

* 50'(TYP)

1222 1224 1226 1228 1230 1232 1234 1236

TEMPORARY PAVEMENT MARKING
4-INCH (YELLOW)
REMOVE PRIOR TO STARTING STAGE 3

SEPTIC
SEPTIC
SEPTIC
SEPTIC

* ROAD CLOSED
R11-2
48" X 30"

* BEGIN LEFT TURN LANE
R3-20LL
24" X 36"

* LANE CLOSED
R11-2(MOD)
48" X 30"

SEE SDD: TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

* TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 2

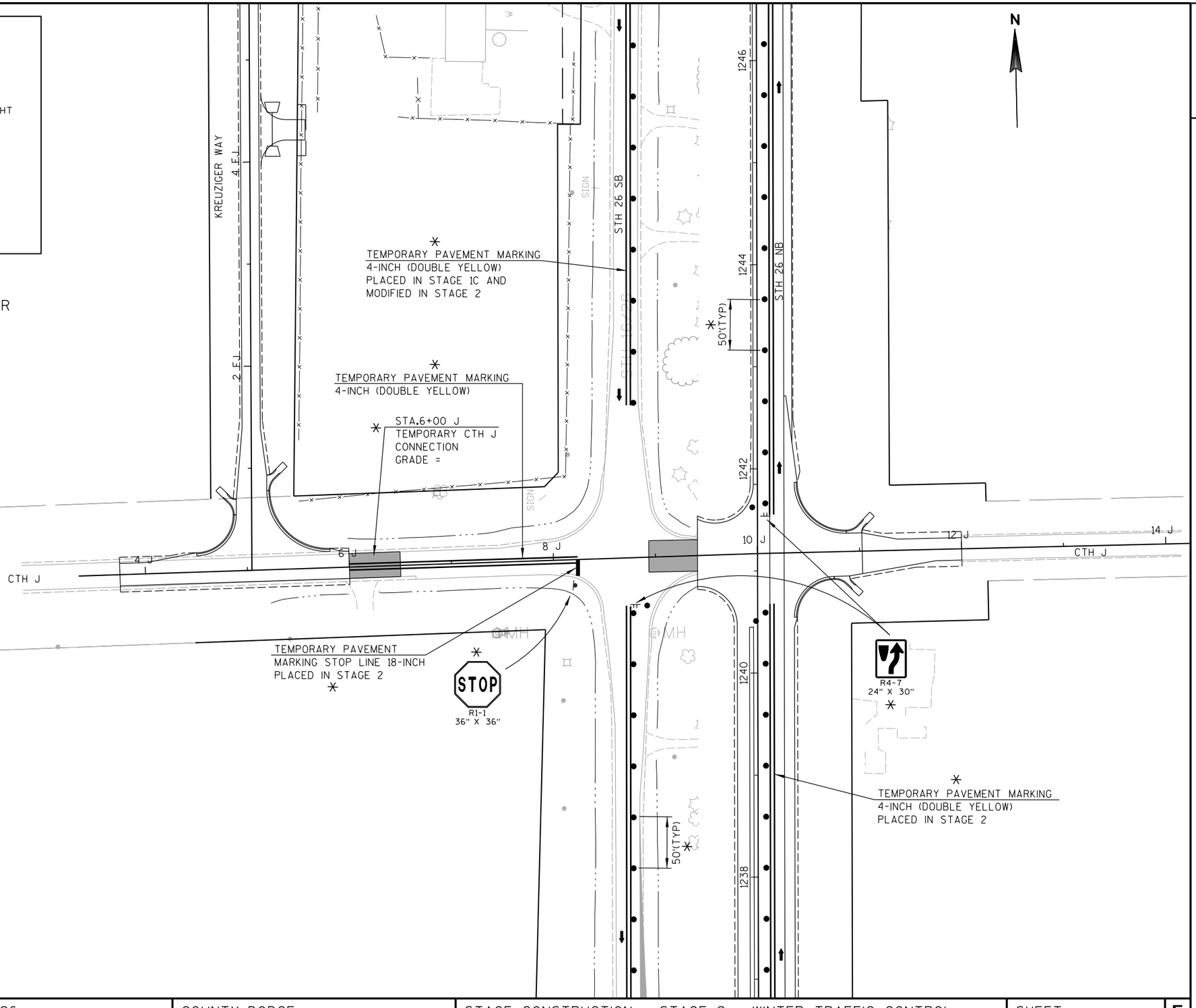
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 2 - WINTER TRAFFIC CONTROL	SHEET 153	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

* TO REMAIN IN PLACE OVER WINTER UNTIL STAGE 3 BEGINS.



PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 2 - WINTER TRAFFIC CONTROL	SHEET 154	E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

* TO REMAIN IN PLACE OVER WINTER UNTIL STAGE 3 BEGINS.

6 F.J. 8 F.J. 10 F.J. 12 F.J. 14 F.J. 16 F.J. 18 F.J. 20 F.J.

KREUZIGER WAY

R3-2
24" X 24"

JCT
COUNTY
J

J1-1
36" X 57"

SEPTIC

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 1C

STH 26 SB

50'(TYP)

50'(TYP)

1246 1248 1250 1252 1254 1256 1258 1260

STH 26 NB

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 2

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 2 - WINTER TRAFFIC CONTROL	SHEET 155	E

2

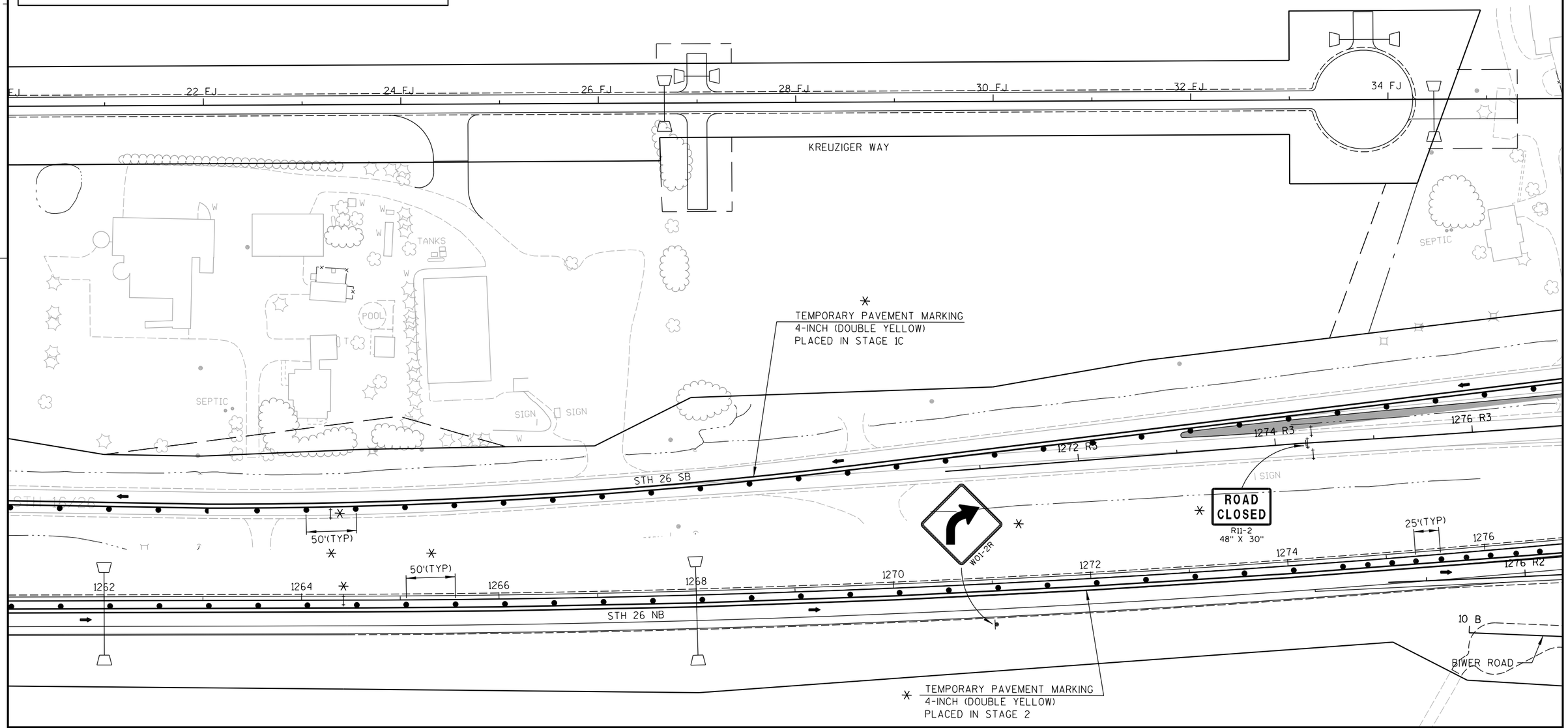
2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

* TO REMAIN IN PLACE OVER WINTER UNTIL STAGE 3 BEGINS.



PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 2 - WINTER TRAFFIC CONTROL	SHEET 156	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\026224_s2.dgn PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.0000 sf / in.

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

* TO REMAIN IN PLACE OVER WINTER UNTIL STAGE 3 BEGINS.

NORTH
M3-1
24" X 12"
26
M1-6
24" X 24"

DETOUR AHEAD
W20-2

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 1C

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 1C

W01-2R

RAMP 3

1292 R3
1290 R3
1288 R3
1286 R3
1284 R3
1282 R3
1280 R3
1278 R3

50'(TYP)

STH 26 SB

STH 16/26

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

25'(TYP)

STH 26 NB

1292
1290
1288
1286
1284
1282
1280
1278
1276 R2
1278 R2
1280 R2
1282 R2
1284 R2
1286 R2
1288 R2
1290 R2

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)
PLACED IN STAGE 2

RAMP 2

PAVEMENT MARKING
EPOXY 4-INCH (WHITE)
PLACED IN STAGE 2

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 2

DETOUR
M4-8
24" X 12"

WEST	WEST	NORTH	EAST
M3-4 24" X 12"	M3-4 24" X 12"	M3-1 24" X 12"	M3-2 24" X 12"
16	60	26	60
M1-6 24" X 24"	M1-6 24" X 24"	M1-6 24" X 24"	M1-6 24" X 24"
M5-1L 21" X 21"	M5-1L 21" X 21"	M5-1R 21" X 21"	M5-1R 21" X 21"

BIWER ROAD

12 B
14 B
16 B
18 B
20 B
22 B
24 B
26 B

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 2 - WINTER TRAFFIC CONTROL	SHEET 157	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\026225_s2.dgn
PLOT DATE : 7/30/2013
PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : 100.0000 sf / in.
WISDOT/CADDS SHEET 42

EAST M3-2 24" X 12" 16 M1-6 24" X 24" → M6-1 21" X 21"
SOUTH M3-3 24" X 12" 26 M1-6 24" X 24" → M6-1 21" X 21"

NORTH M3-1 24" X 12" 26 M1-6 24" X 24" → M6-1 21" X 21"
EAST M3-2 24" X 12" 60 M1-6 24" X 24" → M6-1 21" X 21"
EAST M3-2 24" X 12" 16 M1-6 24" X 24" → M5-1R 21" X 21"
SOUTH M3-3 24" X 12" 26 M1-6 24" X 24" → M5-1R 21" X 21"

ROAD CLOSED
R11-2
48" X 30"

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 1C

50'(TYP)

EAST M3-2 24" X 12" 16 M1-6 24" X 24" → M6-1 21" X 21"
SOUTH M3-3 24" X 12" 26 M1-6 24" X 24" → M6-1 21" X 21"
WEST M 3-4 24" X 12" 16 M1-6 24" X 24" → M6-1 21" X 21"
WEST M 3-4 24" X 12" 60 M1-6 24" X 24" → M6-1 21" X 21"

NORTH M3-1 24" X 12" 26 M1-6 24" X 24"

DETOUR AHEAD
W20-2

DETOUR M4-8 24" X 12"
NORTH M3-1 24" X 12" 26 M1-6 24" X 24" → M6-1 21" X 21"

EAST M3-2 24" X 12" 16 M1-6 24" X 24" → M5-1L 21" X 21"
SOUTH M3-3 24" X 12" 26 M1-6 24" X 24" → M5-1L 21" X 21"
WEST M 3-4 24" X 12" 16 M1-6 24" X 24" → M6-1 21" X 21"
WEST M 3-4 24" X 12" 60 M1-6 24" X 24" → M6-1 21" X 21"

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 2

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE) PLACED IN STAGE 2

STOP
R1-1
36" X 36"

50'(TYP)

R3-2
24" X 24"

END DETOUR M4-8A 24" X 18"
SOUTH M3-3 24" X 12" 26 M1-6 24" X 24"
WEST M 3-4 24" X 12" 60 M1-6 24" X 24"

ROAD CLOSED
R11-2
48" X 30"

PAVEMENT MARKING
EPOXY 4-INCH (WHITE)
PLACED IN STAGE 2

DETOUR M4-8 24" X 12"
WEST M 3-4 24" X 12" 16 M1-6 24" X 24" → M6-1 21" X 21"
WEST M 3-4 24" X 12" 60 M1-6 24" X 24" → M6-1 21" X 21"
NORTH M3-1 24" X 12" 26 M1-6 24" X 24" → M6-1 21" X 21"
EAST M3-2 24" X 12" 60 M1-6 24" X 24" → M6-1 21" X 21"

TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH

R3-1
24" X 24"

DETOUR M4-8 24" X 12"
NORTH M3-1 24" X 12" 26 M1-6 24" X 24"
EAST M3-2 24" X 12" 60 M1-6 24" X 24"

JCT M2-1 21" X 15"
16 M1-6 24" X 24"

* TO REMAIN IN PLACE OVER WINTER UNTIL STAGE 3 BEGINS.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 2 - WINTER TRAFFIC CONTROL	SHEET 158 E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

STAGE 3 SUMMARY

STA. 1230+00 TO 1318+00 SB
STA. 1294+00 TO 1318+00 NB
STA. 1318+00 TO 1357+00
STA. 752+00 S TO 782+50 S

RAMP 1 (NE)
Ramp 3 (SW) FROM STA. 1281+00 R3 TO 1287+00 R3
Ramp 4 (NW) FROM STA. 1300+00 R4 TO 1309+00 R4

CTH W FROM STA. 10+00 W TO 17+50 W
CTH J FROM STA. 6+00 J TO 8+00 J

CONSTRUCTION ON STRUCTURES B-14-197, R-14-15 AND R-14-16 CONTINUES
REMOVE WIDENING ON RAMP 3 (SW) AND RAMP 4 (NW)
INSTALL CURB AND GUTTER AT STH 60 WEST MEDIAN NOSE

NB STH 26 TRAFFIC WILL USE NEW NB LANES, WIDENED RAMP 2, NEW STH 60 EAST AND THE TEMPORARY ROAD. SB STH 26 TRAFFIC WILL USE THE TEMPORARY ROAD, NEW STH 60 EAST, WIDENED RAMP 2 AND NEW STH 26 NB LANES SOUTH OF THE INTERCHANGE. STH 60 TRAFFIC USES NEW STH 60 WEST, NEW STH 60 EAST, THE TEMPORARY ROADS AND EXISTING STH 60 EAST.

SEE S.D.D.: TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

N

REMOVE TEMPORARY CTH J CONNECTION
MAINTAIN ACCESS

STA.1241+16.73
15' PAVEMENT GAP REQ'D.
GAP TO BE PAVED DURING STAGE 3.

TEMPORARY PAVEMENT MARKING
4-INCH (YELLOW)

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)

ROAD CLOSED
R11-2
48" X 30"

W01-4R

45 M.P.H.
W013-1
24" X 24"

STH 16/26

CTH J

1228 1230 1232 1234 1236 1238 1240 1242

50'(TYP)

25'(TYP)

JCT COUNTY J
J1-1
36" X 57"
(PLACE AT STA.1226+00)

LANE CLOSED
R11-2(MOD)
48" X 30"

W01-6
48" X 24"

TEMPORARY PAVEMENT MARKING
4-INCH (YELLOW)

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING,
4-INCH (DOUBLE YELLOW)

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE 4-INCH (YELLOW)

FLEXIBLE TUBULAR MARKER POST
50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING,
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 2

ROAD CLOSED
R11-2
48" X 30"

SEE S.D.D.: TRAFFIC CONTROL, LANE CLOSURE SPEEDS GREATER THAN 40 MPH

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 159	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\026301_s3.dgn
PLOT DATE : 7/30/2013
PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : 100.0000 sf / in.

2

N

2 F.J.
4 F.J.
6 F.J.
8 F.J.
10 F.J.
12 F.J.
14 F.J.
16 F.J.

KREUZIGER WAY

SEPTIC

SIGN

STH 16/26

JCT
COUNTY
J

J1-1
36" X 57"

1244
1246
1248
1250
1252
1254
1256

REMOVE TEMPORARY
CONNECTION AND PIPE

R3-2
24" X 24"

FLEXIBLE TUBULAR
MARKER POST
50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING,
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 160	E

N

FJ 18 FJ 20 FJ 22 FJ 24 FJ 26 FJ 28 FJ 30 FJ

KREUZIGER WAY

W W W W TANKS

POOL

SEPTIC

SIGN SIGN

SIGN

1258 1260 1262 1264 1266 1268 1270 1272

FLEXIBLE TUBULAR
MARKER POST
50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING,
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 2

W01-2R

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 161 E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

32 FJ
34 FJ
36 FJ
KREUZIGER WAY
SEPTIC
STH 16/26
SIGN
STH 26
BIWER ROAD

CULVERT PIPE EXTENSION, ADD CONRETE COLLAR AND REMOVE AND RESET EXISTING APRON ENDWALL

REMOVE TEMPORARY RAMP CONNECTION AND BUILD RAMP 3

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) PLACED IN STAGE 2

FLEXIBLE TUBULAR MARKER POST 50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING, 4-INCH (DOUBLE YELLOW) PLACED IN STAGE 2

ROAD CLOSED
R11-2
48" X 30"

NORTH
M3-1
24" X 12"

26
M1-6
24" X 24"

DETOUR AHEAD
W20-2

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 162	E

2

ROAD CLOSED
R11-2
48" X 30"

FINISH INSTALLING NOSE OF CURB AND GUTTER

REMOVE RAMP 3 WIDENING AND REPAIR SHOULDER

CULVERT PIPE EXTENSION, ADD CONRETE COLLAR AND REMOVE AND RESET EXISTING APRON ENDWALL

REMOVE RAMP 4 WIDENING AND REPAIR SHOULDER

CULVERT PIPE EXTENSION, ADD CONRETE COLLAR AND REMOVE AND RESET EXISTING APRON ENDWALL

REMOVE TEMPORARY RAMP CONNECTION AND BUILD RAMP 4

NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"
EAST M3-2 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"
EAST M3-2 24" X 12" / 16 M1-6 24" X 24" / M5-1R 21" X 21"
SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24" / M5-1R 21" X 21"

1288 R3
1290 R3
1292 R3
1294 R3
1296 R4
1298 R4
1300 R4
1302 R4

STH 60

NORTH M3-1 24" X 12" / 26 M1-6 24" X 24"

DETOUR AHEAD W20-2

R3-2 24" X 24"

STH 26

DETOUR M4-8 24" X 12"

WEST M 3-4 24" X 12" / 16 M1-6 24" X 24" / M5-1L 21" X 21"
WEST M 3-4 24" X 12" / 60 M1-6 24" X 24" / M5-1L 21" X 21"
NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M5-1R 21" X 21"
EAST M3-2 24" X 12" / 60 M1-6 24" X 24" / M5-1R 21" X 21"

DETOUR M4-8 24" X 12"

NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"
EAST M3-2 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"
EAST M3-2 24" X 12" / 16 M1-6 24" X 24" / M6-1 21" X 21"
SOUTH M 3-3 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"

STOP R1-1 36" X 36"

STOP R1-1 36" X 36" / R3-2 24" X 24"
STOP R1-1 36" X 36" / R3-1 24" X 24"

EAST M 3-2 24" X 12" / 16 M1-6 24" X 24" / M6-1 21" X 21"
SOUTH M 3-3 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"
WEST M 3-4 24" X 12" / 16 M1-6 24" X 24" / M6-1 21" X 21"
WEST M 3-4 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"

ROAD CLOSED
R11-2
48" X 30"

1288 R2
1290 R2
1292 R2
1294 R2

DETOUR M4-8 24" X 12"

WEST M 3-4 24" X 12" / 16 M1-6 24" X 24" / M6-1 21" X 21"
WEST M 3-4 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"
NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"
EAST M3-2 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"

FLEXIBLE TUBULAR MARKER POST 50' SPACING (TYP)

TEMPORARY PAVEMENT MARKING, 4-INCH (DOUBLE YELLOW) PLACED IN STAGE 2

TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH

22 B
24 B
26 B

BIWER ROAD

STH 60

1288
1290
1292
1294
1296
1298
1300
1302

1296 R1
1298 R1
1300 R1
1302 R1

S 708
S 710

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 163	E

2

N

22 FH

24 FH

ETERNAL LANE

W

CEMETERY

SIGN 1

STH 26/60

1304 R4

1306 R4

1308 R4

1310 R4

1304

1306

1308

1310

1312

1314

1316

1316 R1

1314 R1

1312 R1

1310 R1

1308 R1

1306 R1

1304 R1

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 164	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

2

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 165	E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

UNION PACIFIC RAILROAD

UNION PACIFIC RAILROAD

SEPTIC

R-14-15

R-14-16

STH 26

1334 1336 1338 1340 1342 1344 1346 1348

STRUCTURE
B-14-197

STRUCTURE
C-14-3063

HOLL ROAD

4 FK 6 FK 8 FK 10 FK 12 FK 14 FK 16 FK 18 FK

W W W

SEPTIC

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 166 E

2

DETOUR
M4-8
24" X 12"

NORTH
M3-1
24" X 12"
26
M1-6
24" X 24"

EAST
M3-2
24" X 12"
60
M1-6
24" X 24"

EAST
M 3-2
24" X 12"
16
M1-6
24" X 24"
M5-1L
21" X 21"

SOUTH
M 3-3
24" X 12"
26
M1-6
24" X 24"
M5-1L
21" X 21"

WEST
M 3-4
24" X 12"
16
M1-6
24" X 24"
M6-1
21" X 21"

WEST
M 3-4
24" X 12"
60
M1-6
24" X 24"
M6-1
21" X 21"

END DETOUR
M4-8A
24" X 18"

END DETOUR
M4-8A
24" X 18"

SOUTH
M 3-3
24" X 12"
26
M1-6
24" X 24"

WEST
M 3-4
24" X 12"
60
M1-6
24" X 24"

JCT
M2-1
21" X 15"
16
M1-6
24" X 24"

N

24 B
26 B
28 B
30 B
32 B
34 B
36 B
712 S
714 S
716 S
718 S
720 S
722 S
40 P

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 167 E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)
PLACED IN STAGE 2

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 2

TEMPORARY ROAD

STH 60

740 S

742 S

744 S

746 S

748 S

12 TR

750 S

14 TR

16 TR

752 S

754 S

25'(TYP)

EAST
M3-2
24" X 12"

60
M1-6
24" X 24"

DETOUR AHEAD
W20-2

ROAD CLOSED
R11-2
48" X 30"

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 168	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

DETOUR M4-8 24" X 12" / EAST M3-2 24" X 12" / 60 M1-6 24" X 24" / M5-1L 21" X 21"
DETOUR M4-8 24" X 12" / WEST M 3-4 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"
DETOUR M4-8 24" X 12" / SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"

DETOUR M4-8 24" X 12" / SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24"
DETOUR M4-8 24" X 12" / WEST M3-4 24" X 12" / 60 M1-6 24" X 24"

DETOUR M4-8 24" X 12" / NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"
DETOUR M4-8 24" X 12" / EAST M3-2 24" X 12" / 60 M1-6 24" X 24" / M5-1R 21" X 21"

TEMPORARY PAVEMENT MARKING
LANE LINE 4-INCH (WHITE)
PLACED IN STAGE 2

TEMPORARY PAVEMENT MARKING
8-INCH (WHITE)
PLACED IN STAGE 2

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 2

TEMPORARY ROAD

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)
PLACED IN STAGE 2

DETOUR M4-8 24" X 12" / NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"
DETOUR M4-8 24" X 12" / EAST M3-2 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"

END DETOUR M4-8A 24" X 18" / EAST M3-2 24" X 12" / 60 M1-6 24" X 24"

TEMPORARY PAVEMENT MARKING
MARKING STOP LINE
18-INCH. PLACED IN
IN STAGE 2

STOP R1-1 36" X 36"

ROAD CLOSED R11-2 48" X 30"

DETOUR M4-8 24" X 12" / NORTH M3-1 24" X 12" / 26 M1-6 24" X 24"
DETOUR M4-8 24" X 12" / SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24"
DETOUR M4-8 24" X 12" / WEST M3-4 24" X 12" / 60 M1-6 24" X 24"
DETOUR M4-8 24" X 12" / SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"
DETOUR M4-8 24" X 12" / WEST M 3-4 24" X 12" / 60 M1-6 24" X 24" / M6-1 21" X 21"
DETOUR M4-8 24" X 12" / NORTH M3-1 24" X 12" / 26 M1-6 24" X 24" / M6-1 21" X 21"

DETOUR M4-8 24" X 12" / NORTH M3-1 24" X 12" / 26 M1-6 24" X 24"
DETOUR M4-8 24" X 12" / WEST M 3-4 24" X 12" / 60 M1-6 24" X 24"
DETOUR M4-8 24" X 12" / SOUTH M3-3 24" X 12" / 26 M1-6 24" X 24" / M5-1L 21" X 21"

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 2

WO1-6 48" X 24"

WO1-2L

WEST M3-4 24" X 12" / 60 M1-6 24" X 24"
26 M1-6 24" X 24"
DETOUR AHEAD W20-2

30 TR
28 TR
25 TR
24 TR
22 TR
20 TR
18 TR
16 TR
754 S
756 S
758 S
760 S
762 S
STH 60
25'(TYP)
STH 60 EAST

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 169 E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

ROAD CLOSED
R11-2
48" X 30"

W01-2R

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 2

TEMPORARY ROAD

25'(TYP)

30 TR

32 TR

34 TR

36 TR

38 TR

40 TR

42 TR

44 TR

46 TR

W01-2L

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)
PLACED IN STAGE 2

TEMPORARY ROAD

ROAD CLOSED
R11-2
48" X 30"

DETOUR M4-8 24" X 12"
DETOUR M4-8 24" X 12"
DETOUR M4-8 24" X 12"

EAST M3-2 24" X 12"
SOUTH M3-3 24" X 12"
WEST M3-4 24" X 12"

60 M1-6 24" X 24"
26 M1-6 24" X 24"
60 M1-6 24" X 24"

M5-1L 21" X 21"
M6-1 21" X 21"
M6-1 21" X 21"

W01-2R

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 170	E

2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

SEE S.D.D.: TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

TANKS
WM
ANT.
SEPTIC
W
T
OT
FOOTBRIDGE

1348
1350
1352
1354
1356
1358
1360
1362

20' EX
18' EX

STH 26
SIGN

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

SOUTH
M3-3
24" X 12"
26
M1-6
24" X 24"

60
M1-6
24" X 24"

DETOUR AHEAD
W20-2

W01-2L

25'(TYP)

58 TR
56 TR
54 TR
52 TR
50 TR

END DETOUR
M4-8A
24" X 18"

NORTH
M3-1
24" X 12"

26
M1-6
24" X 24"

TEMPORARY PAVEMENT MARKING
4-INCH (DOUBLE YELLOW)
PLACED IN STAGE 2

TEMPORARY ROAD

50' FR

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)
PLACED IN STAGE 2

W01-2R

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 171	E

2

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE)
PLACED IN STAGE 2

TEMPORARY PAVEMENT MARKING
4-INCH (WHITE) DOUBLE YELLOW
PLACED IN STAGE 2

TEMPORARY PAVEMENT MARKING
8-INCH (WHITE)
PLACED IN STAGE 2

TEMPORARY ROAD

STH 60

DETOUR M4-8 24" X 12"
DETOUR M4-8 24" X 12"
NORTH M3-1 24" X 12"
EAST M3-2 24" X 12"
26 M1-6 24" X 24"
60 M1-6 24" X 24"
M6-1 21" X 21"
M5-1R 21" X 21"

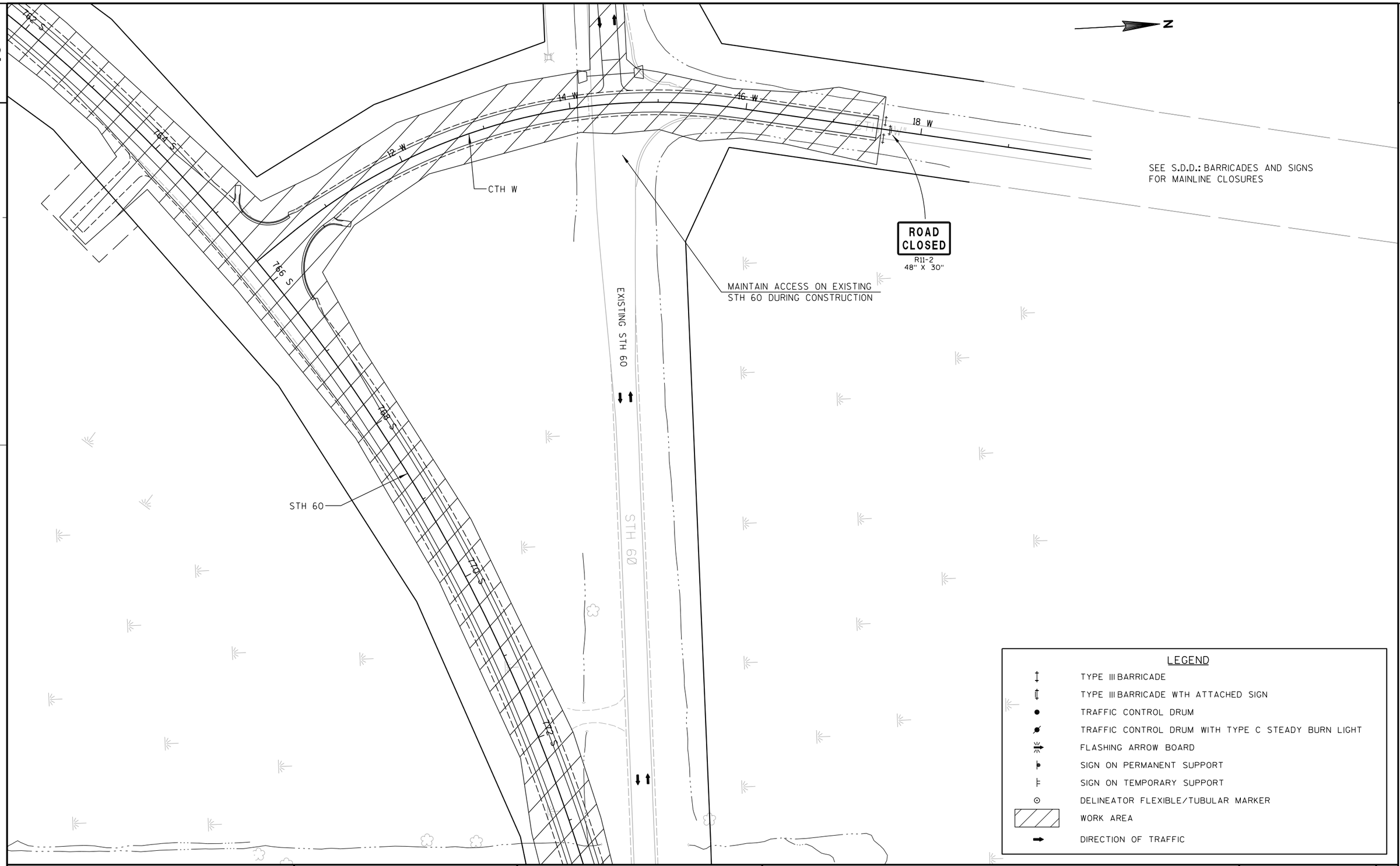
ROAD CLOSED
R11-2
48" X 30"

25'(TYP)

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 172	E


N
162 S
164 S
166 S
168 S
170 S
172 S
12 W
14 W
16 W
18 W
CTH W
STH 60
EXISTING STH 60
STH 60
MAINTAIN ACCESS ON EXISTING
STH 60 DURING CONSTRUCTION
ROAD
CLOSED
R11-2
48" X 30"
SEE S.D.D.: BARRICADES AND SIGNS
FOR MAINLINE CLOSURES
LEGEND
TYPE III BARRICADE
TYPE III BARRICADE WTH ATTACHED SIGN
TRAFFIC CONTROL DRUM
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
FLASHING ARROW BOARD
SIGN ON PERMANENT SUPPORT
SIGN ON TEMPORARY SUPPORT
DELINEATOR FLEXIBLE/TUBULAR MARKER
WORK AREA
DIRECTION OF TRAFFIC

2

N

SEE S.D.D.: TRAFFIC CONTROL, LANE CLOSURE,
SPEEDS GREATER THEN 40 M.P.H.

SEE S.D.D.: TRAFFIC CONTROL, ADVANCE WARNING SIGNS
45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC

774 S
776 S
778 S
780 S
782 S
784 S
786 S

STH 60

STH 60

SEPTIC
W

MAINTAIN ACCESS ON EXISTING
STH 60 DURING CONSTRUCTION

RUINS
SEPTIC

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

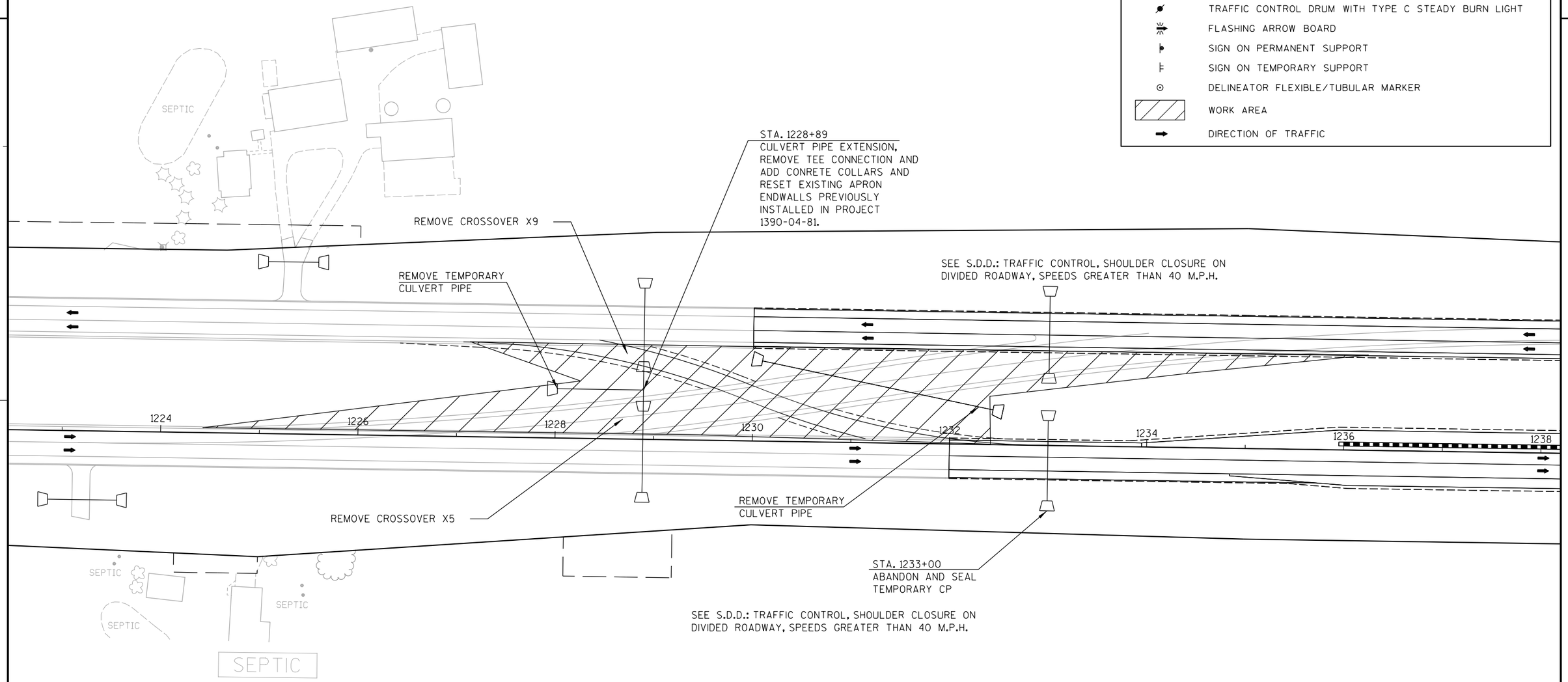
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 3	SHEET 174	E

2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC



STAGE 4 SUMMARY

INSTALL CURB AND GUTTER AT STH 60 EAST MEDIAN NOSE

REMOVE TEMPORARY ROAD FROM STA. 10+00 TR TO 35+00 TR
REMOVE TEMPORARY ROAD FROM STA. 38+00 TR TO 58+00 TR.
REMOVE TEMPORARY CONNECTION FROM STA. 0+00 T TO 6+69 T
OBLITERATE EXISTING STH 60 FROM EAST OF STH 26 TO STA. 775+00 S
REMOVE RAMP 2 (SE) WIDENING
REMOVE CROSSOVER X9 AND CROSSOVER X5 (FROM 1390-04-81 PROJECT)

2

N

ROAD WORK AHEAD W20-1

SHOULDER WORK W21-5

500'

1282 R3

1284 R3

1286 R3

1288 R3

1290 R3

1282

1284

1286

1288

1290

1292

1294

1296

STH 26 SB

STH 26 NB

STH 60

STA. 1293+00.00
UNPLUG CULVERT PIPE ONCE RAMP 2 WIDENING REMOVED AND INFIELD REGRADED

CULVERT PIPE EXTENSION, ADD CONRETE COLLARS AND APRON ENDWALLS AND REMOVE TEMPORARY INLETS

SEE SDD: TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THEN 40 M.P.H.

REMOVE RAMP 2 WIDENING AND REPAIR SHOULDER

REMOVE TEMPORARY STORM SEWER CONNECTION AND RESET APRON ENDWALL

50'(TYP)

1282 R2

1284 R2

1286 R2

1288 R2

1290 R2

1292 R2

1294 R2

1296

FINISH INSTALLING MGS GUARDRAIL

FINISH INSTALLING NOSE OF CURB AND GUTTER

16 B

18 B

20 B

22 B

24 B

26 B

28 B

30

BIWER ROAD

SEE SDD: TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THEN 40 M.P.H.

STH 60

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 4	SHEET 176	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

STA. 19+00 TR
REMOVE 24" RCCP

STA. 25+00 TR
REMOVE 24" RCCP

REMOVE TEMPORARY ROAD

10 TR
748 S
12 TR
760 S
14 TR
754 S
50'(TYP)
16 TR
154 S
18 TR
156 S
158 S
160 S
20 TR
22 TR
24 TR

STH 60

SEE S.D.D.: TRAFFIC CONTROL, WORK ON SHOULDER
OR PARKING LANE, UNDIVIDED ROADWAY.

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 4	SHEET 177	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

18' W

16' W

OBLITERATE
OLD ROAD

OBLITERATE
OLD ROAD

6 T

4 T

32' T

30' TR

28' TR

26' TR

REMOVE TEMPORARY CONNECTION ROAD

STA. 1+50 T
REMOVE 24" RCCP

REMOVE TEMPORARY ROAD

STA. 25+00 TR
REMOVE 24" RCCP

14' FF

12' FF

CTH W

766 S

STH 60

2

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 4	SHEET 178	E

2

2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

STA. 773+28 S
CULVERT PIPE EXTENSION, ADD CONCRETE COLLAR AND APRON ENDWALL AND REMOVE EXISTING 42" CMP UNDER OLD STH 60 EAST

OBLITERATE OLD ROAD

STH 60

774 S

776 S

778 S

780 S

782 S

784 S

772 S

770 S

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 4	SHEET 179	E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

N

OBLITERATE
OLD ROAD

32 TR

34 TR

36 TR

38 TR

40 TR

42 TR

44 TR

46 TR

48 TR

REMOVE TEMPORARY ROAD

STA. 44+00 TR
REMOVE 24" RCCP

NOISE

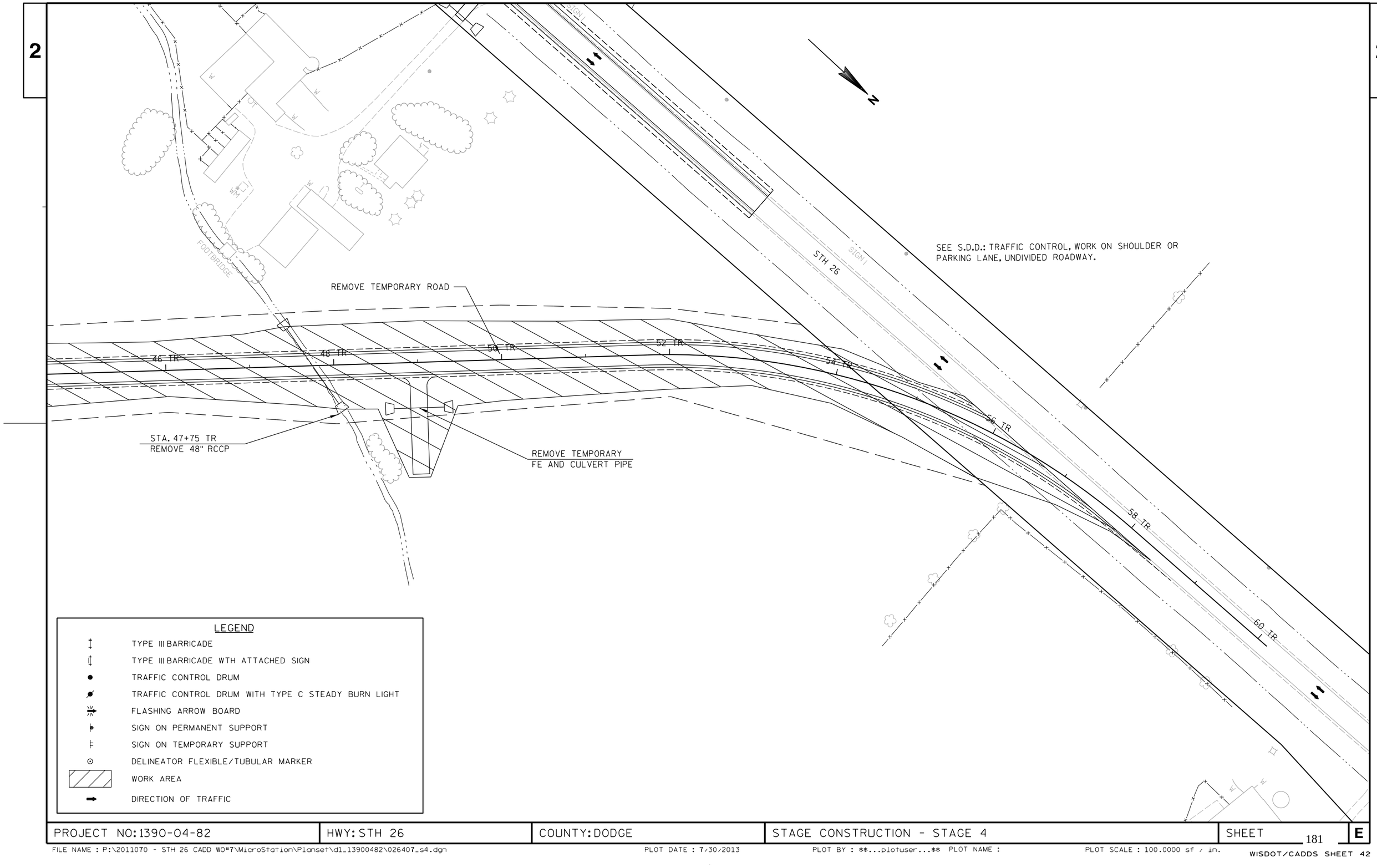
FOOTBRIDGE

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	STAGE CONSTRUCTION - STAGE 4	SHEET 180	E

FILE NAME : P:\2011070 - STH 26 CADD WO"7\MicroStation\Planset\d1_13900482\026406_s4.dgn PLOT DATE : 7/31/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 42

2

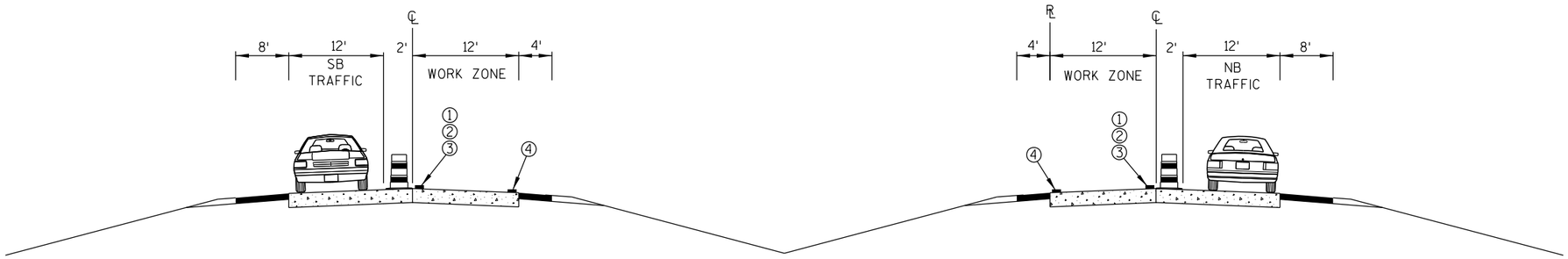


LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	STAGE CONSTRUCTION - STAGE 4	SHEET 181	E

2



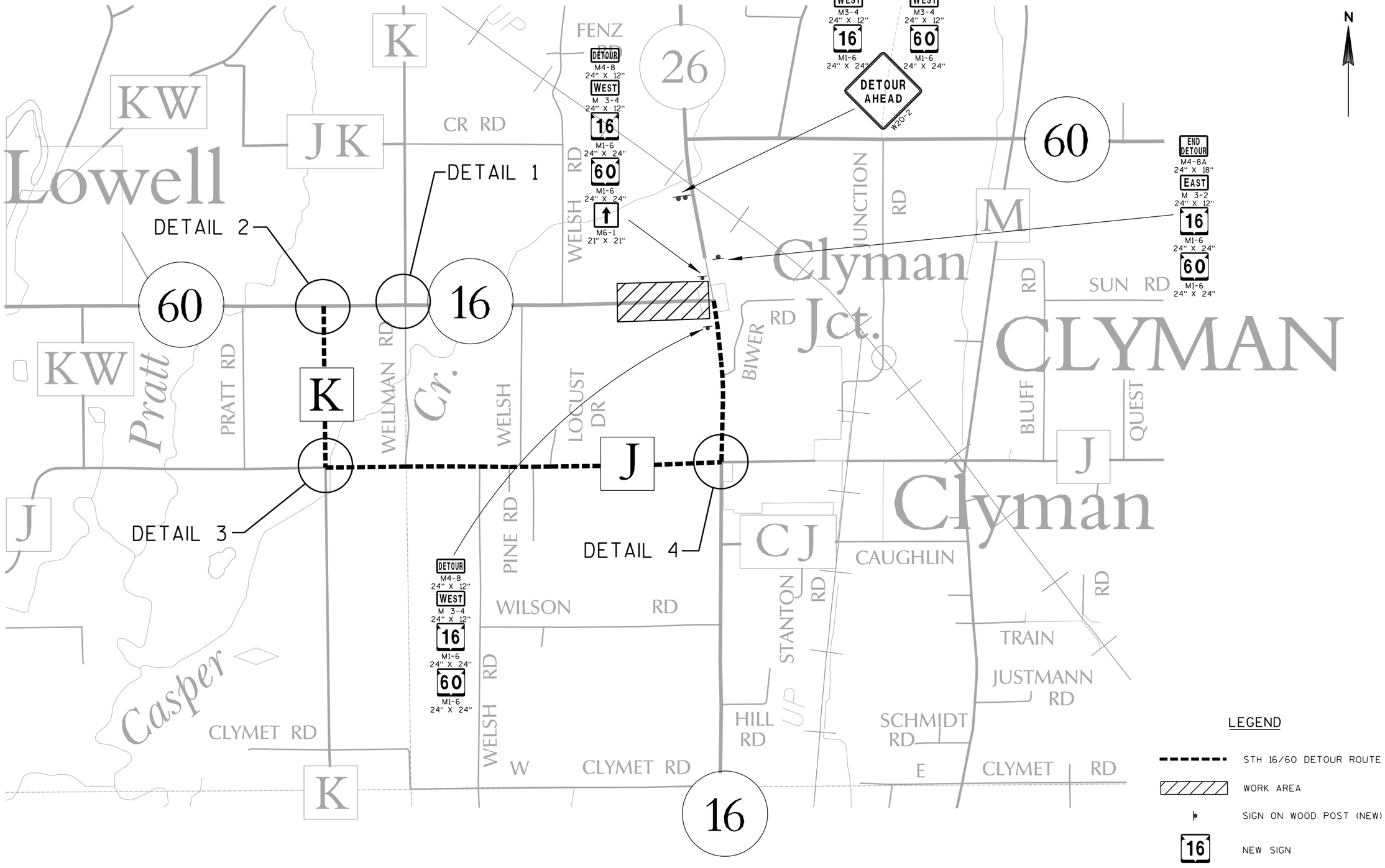
CONSTRUCTION STAGE 5 TYPICAL SECTION

STH 26
STA. 1230+00 - 1312+50 SB
STA. 1232+00 - 1316+50 NB

STAGE 5 CONSISTS OF:

① REMOVING DOUBLE YELLOW CENTERLINE STRIPING AND FLEXIBLE TUBULAR MARKER POSTS/BASES
② CENTERLINE SKIP-DASH STRIPING
③ CENTERLINE GROOVED WET REFLECTIVE CONTRAST TAPE
④ 4" YELLOW EPOXY STRIPING

SEE SDD: TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

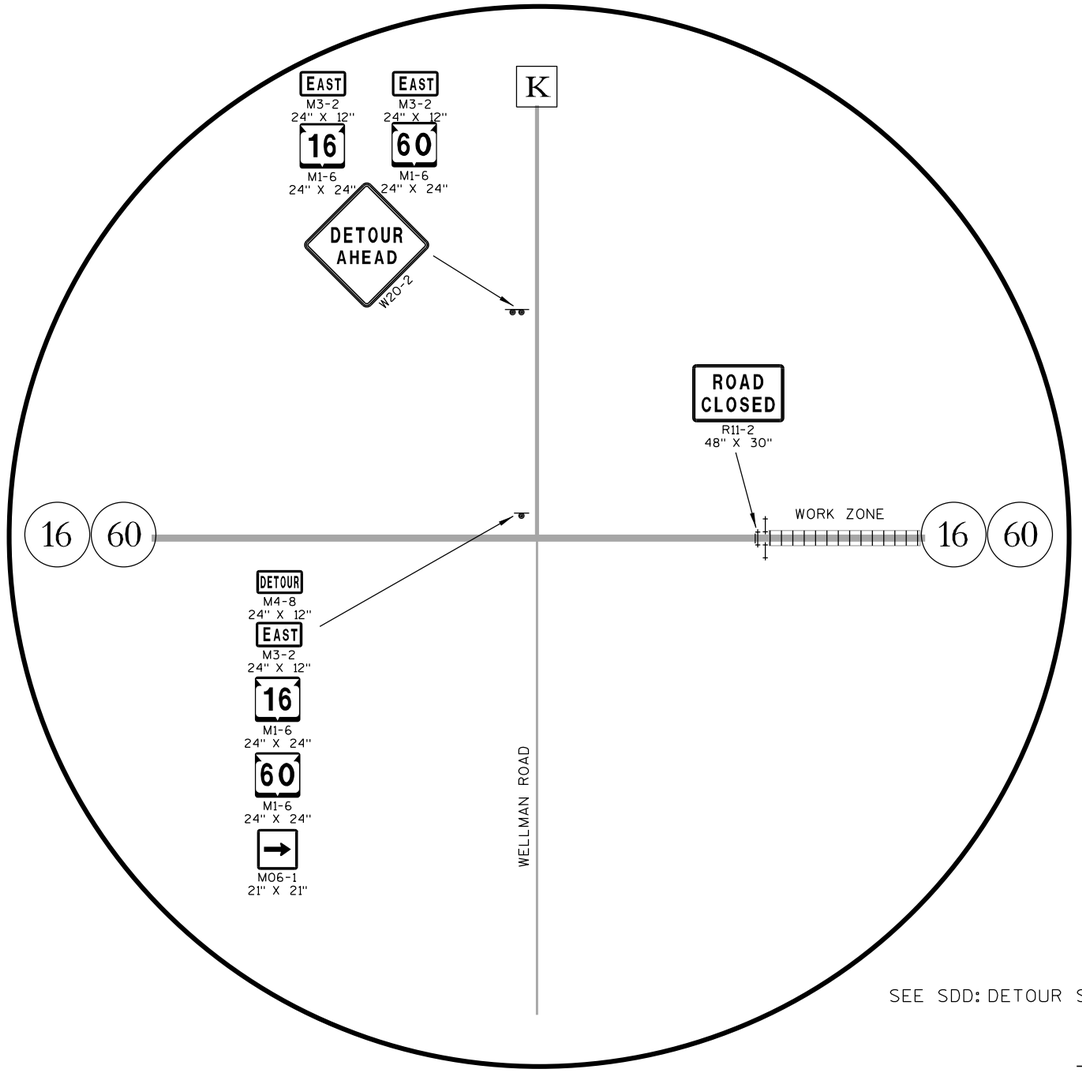


PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	DETOUR - STH 16/60 OVERVIEW	SHEET 183	E

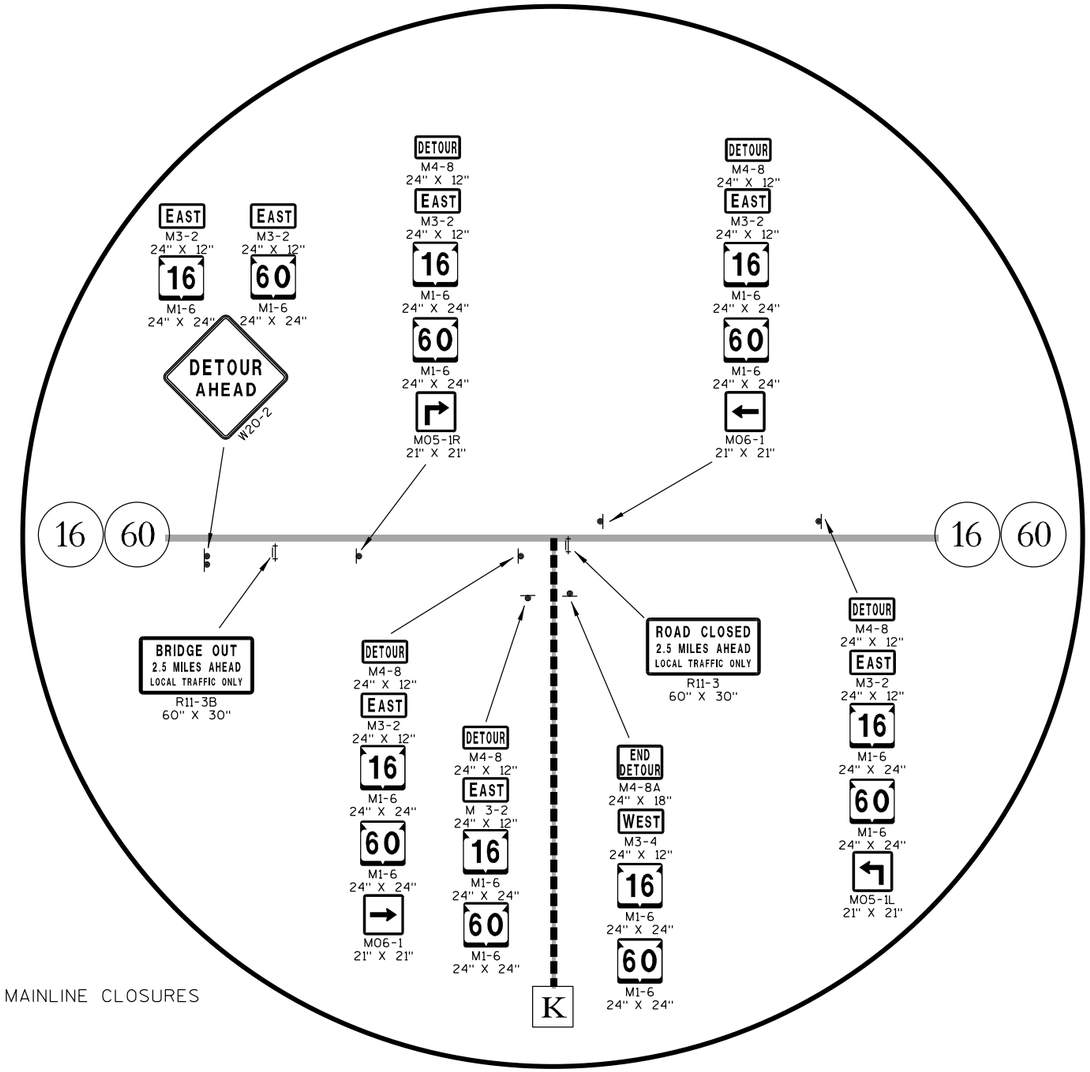
FILE NAME : P:\2011070 - STH 26 CADD WO"7\MicroStation\Planset\d1_13900482\027001_dt.dgn PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.0000 sf / in.
WISDOT/CADDS SHEET 42

2

N



DETAIL 1



DETAIL 2

SEE SDD: DETOUR SIGNING FOR MAINLINE CLOSURES

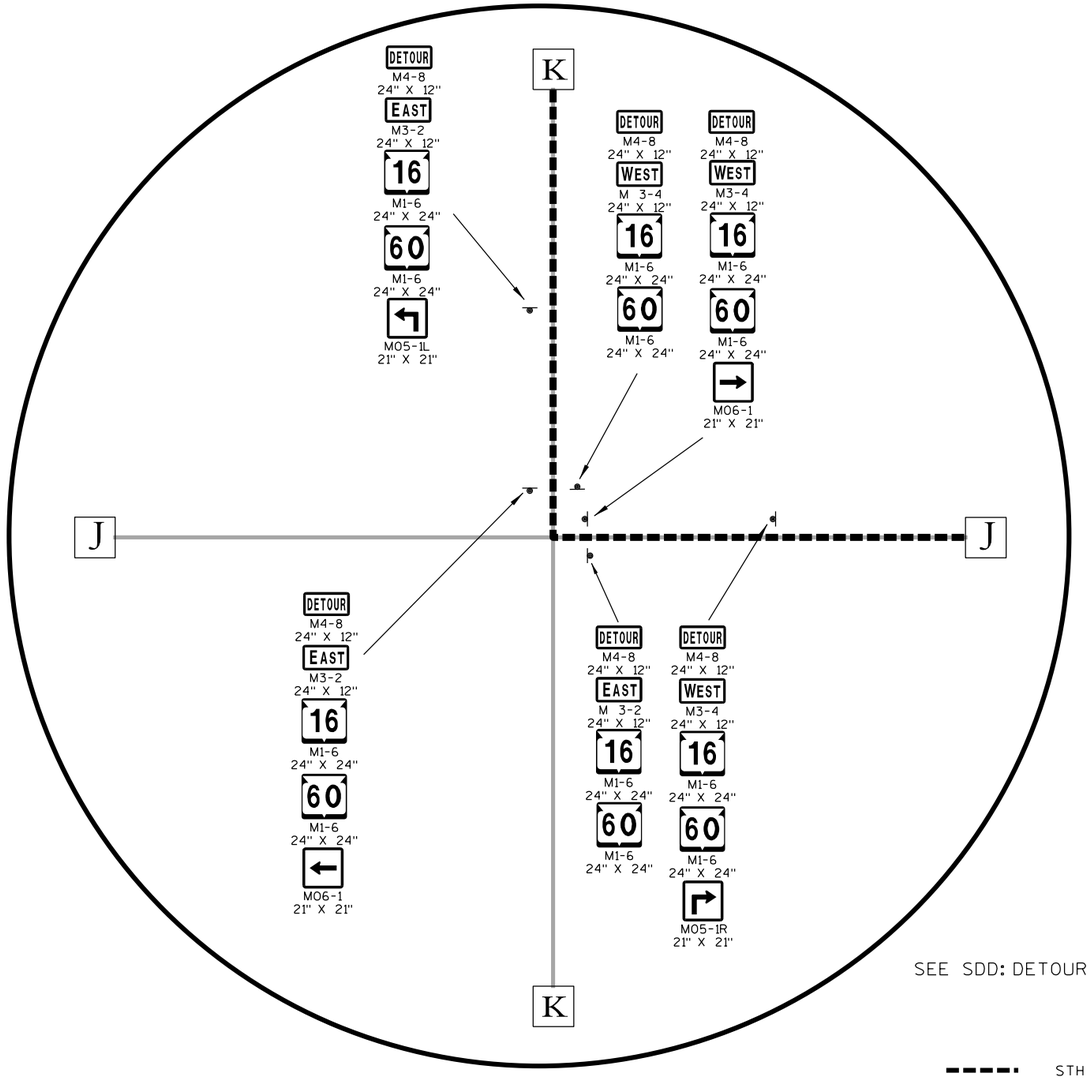
LEGEND

- STH 16/60 DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- 16 NEW SIGN

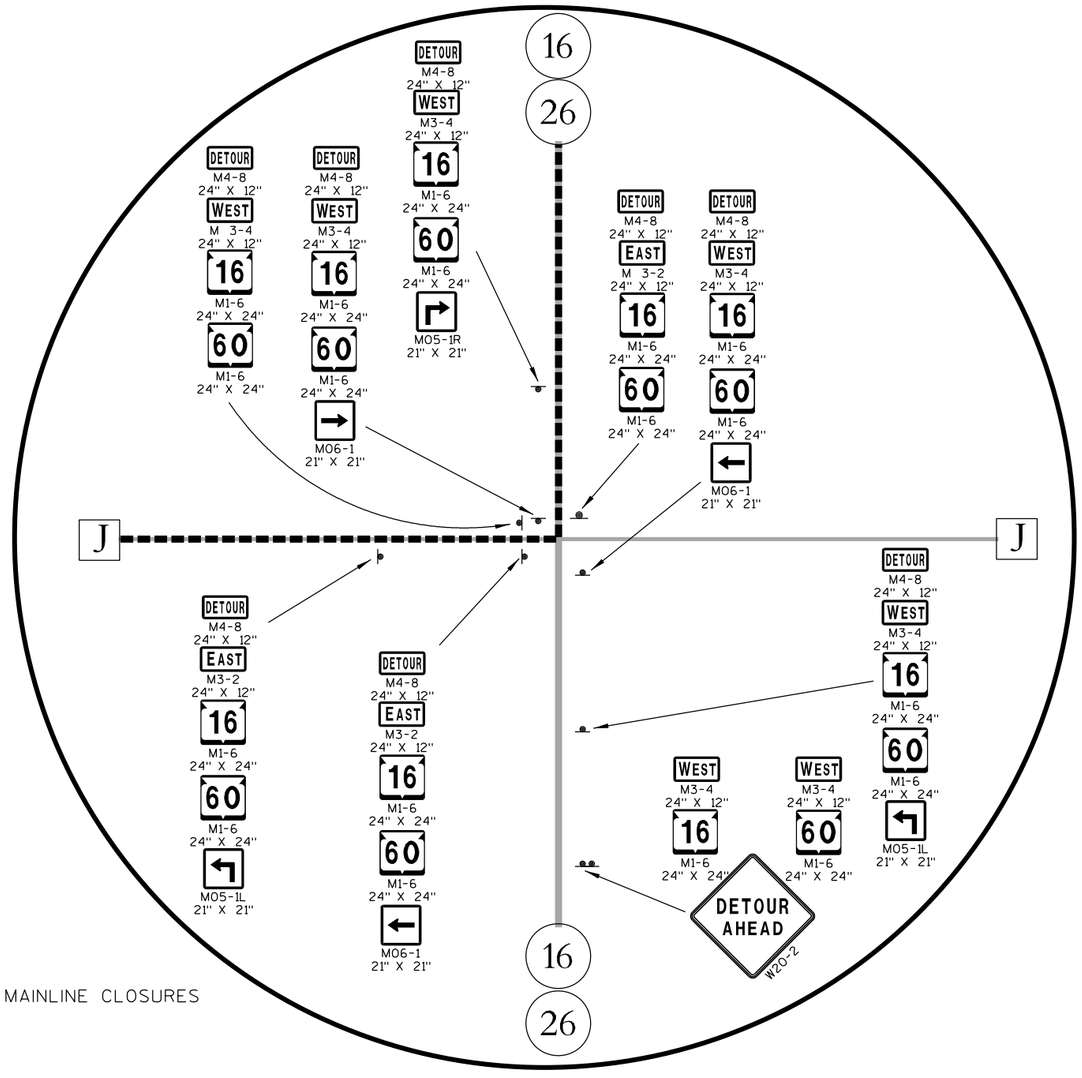
PROJECT NO: 1390-04-81	HWY: STH 26	COUNTY: DODGE	DETOUR - DETAILS 1 & 2	SHEET 184	E

2

N



DETAIL 3



DETAIL 4

SEE SDD: DETOUR SIGNING FOR MAINLINE CLOSURES

LEGEND

- STH 16/60 DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- 16 NEW SIGN

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	DETOUR - DETAILS 3 & 4	SHEET 185	E

2

N

P.I. = 3+34.58 J
Y 671240.83
X 874151.57

PI 3+34.58 J

KREUZIGER WAY
N 1°00'27" E

5 FJ

P.I. = 10+00.00 J
Y 671247.80
X 874716.95
Δ. = 0°32'52"

STA. 0+00.00 FJ =
STA. 6+04.39 J

CTH J
N 89°23'59" E

STH 26 NB REFERENCE LINE

PT 1219+38.50

1220 1225 1230 1235 1240 1245

N 1°09'59" E

N 1°09'59" E

STA. 10+00.00 J =
STA. 1241+16.95

N 89°56'51" E

CTH J

15 J

PI 15+14.63 J

BEGIN PROJECT
STA.1232+00

P.I. = 15+14.63 J
Y 671248.27
X 875331.58

PROJECT NO:1390-04-82	HWY: STH 26	COUNTY:DODGE	ALIGNMENT LAYOUT DETAILS	SHEET 186	E

2

N

P.I. = 1270+64.62 R3
Y 674185.04
X 874745.70

P.I. = 1275+74.61 R3
Y 674694.47
X 874722.17
Δ. = -1°14'10"
D. = 0°24'43"
T. = 150.01'
L. = 300.00'
R. = 13904.00'

5 FJ 10 FJ 15 FJ 20 FJ 25 FJ 30 FJ 35 FJ

N 1°00'27" E

KREUZIGER WAY

PI 36+00.00 FJ

PI 1270+64.62 R3

PC 1274+24.60 R3

PI 1275+74.61 R3

RAMP 3

1275 R3

N 2°53'37" W

RAMP 2

PI 1275+61.47 R2

STH 26 NB REFERENCE LINE

PC 1264+42.20

1250 1255 1260 1265 1270 1275

N 1°09'59" E

1275 R2

10 B

PI 1274+61.20 R2

PI 10+00.00 B

PI 1276+61.76 R2

BIWER ROAD

P.I. = 1279+36.54
Y 675066.60
X 874894.71
Δ. = -12°09'20"
D. = 0°24'33"
T. = 1490.69'
L. = 2970.19'
R. = 14000.00'

P.I. = 1274+61.20 R2
Y 677631.28
X 874870.11

P.I. = 1275+61.47 R2
Y 674731.53
X 874868.24
Δ. = 0°24'36"

P.I. = 1276+61.76 R2
Y 674831.79
X 874865.66
Δ. = 0°24'36"

P.I. = 10+00.00 B
Y 674711.97
X 874923.03

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	ALIGNMENT LAYOUT DETAILS	SHEET 187	E

P.I. = 1275+74.61 R3
Y 674694.47
X 874722.17
Δ. = -1°14'10"
D. = 0°24'43"
T. = 150.01'
L. = 300.00'
R. = 13904.00'

P.I. = 1282+34.81 R3
Y 675352.72
X 874671.77
Δ. = -17°41'55"
D. = 4°14'39"
T. = 210.18'
L. = 417.02'
R. = 1350.00'

P.I. = 1292+76.61 R3
Y 676322.37
X 874281.78
Δ. = 21°13'07"
D. = 6°44'26"
T. = 159.22'
L. = 314.79'
R. = 850.00'

P.I. = 1279+36.54
Y 675066.60
X 874894.71
Δ. = -12°09'20"
D. = 0°24'33"
T. = 1490.69'
L. = 2970.19'
R. = 14000.00'

P.I. = 36+00.00 FJ
Y 674842.05
X 874384.64

RAMP 3 (SW) - SUPERELEVATION TABLE		
STATION	RIGHT SLOPE %	TYPE
1278+83.99 R3	-0.0200	Sh_End NC
1279+25.43 R3	-0.0200	End NC
1279+66.86 R3	0.0000	Zero Super
1280+08.29 R3	0.0200	Rev. Crown
1280+49.73 R3	0.0400	Sh. Trans.
1280+53.53 R3	0.0418	Begin FS
1284+12.75 R3	0.0418	End FS
1284+16.55 R3	0.0400	Sh. Trans.
1284+57.99 R3	0.0200	Rev. Crown
1284+99.42 R3	0.0000	Zero Super
1285+40.86 R3	-0.0200	Begin NC
1285+82.29 R3	-0.0200	Sh_Begin NC
1289+60.40 R3	-0.0200	Sh_End NC
1290+02.54 R3	-0.0200	End NC
1290+44.68 R3	-0.0200	Zero Super
1290+86.82 R3	-0.0200	Rev. Crown
1291+28.96 R3	-0.0400	Sh. Trans.
1291+53.76 R3	-0.0518	Begin FS
1293+95.81 R3	-0.0518	End FS
1294+20.61 R3	-0.0400	Sh. Trans.
1294+62.75 R3	-0.0200	Rev. Crown
1295+04.89 R3	-0.0200	Zero Super

P.I. = 702+24.78 S
Y 676559.92
X 874113.80
Δ. = -6°01'23"
D. = 0°28'39"
T. = 631.31'
L. = 1261.46'
R. = 12000.00'

P.I. = 720+31.30 S
Y 676782.25
X 875907.75
Δ. = -80°13'05"
D. = 4°16'33"
T. = 1128.75'
L. = 1876.09'
R. = 1340.00'

P.I. = 16+85.64 FH
Y 676754.17
X 873795.41
Δ. = -69°23'36"
D. = 35°48'36"
T. = 110.78'
L. = 193.78'
R. = 160.00'

P.I. = 25+25.00 FH
Y 677571.22
X 874085.79

PC 15+74.87 FH
PT 17+68.65 FH
PI 16+85.64 FH
20 FH
N 19°33'54" E
ETERNAL LANE
25 FH
PI 25+25.00 FH
N
705 S
PI 702+24.78 S
PI 1292+76.61 R3
STA. 1295+40.00 R4 =
STA. 1293+40.00 R3 =
STA. 703+90.64 S
PC 1299+42.53 R4
PT 1302+70.87 R4
RAMP 4
N 5°02'52" E
1300 R4
1305 R4
N 5°24'13" W
PI 1301+07.15 R4
KREUZIGE WAY
35 FJ
PI 36+00.00 FJ
N 1°00'27" E
PC 1274+24.60 R3
PI 1275+74.61 R3
PT 1277+24.60 R3
PC 1280+24.63 R3
PI 1282+34.81 R3
PT 1284+41.65 R3
1285 R3
RAMP 3
1290 R3
N 21°54'35" W
PC 1291+11.39 R3
PT 1294+32.18 R3
PT 1294+19.60
STH 60
705 S
1275 R3
1280 R3
N 5°02'41" W
1300
1305
N 11°01'07" W
1295
STH 26 NB REFERENCE LINE
PI 1278+62.43 R2
1275
1280
1285
1290
1275 R2
1280 R2
1285 R2
1290 R2
RAMP 2
N 2°11'53" W
PI 1287+39.98 R2
PC 1284+41.14 R2
PT 1290+38.34 R2
N 3°30'18" E
N 82°56'07" E
PT 708+54.93 S
PC 709+02.55 S
1300 R1
N 29°18'25" W
RAMP 1
PC 1303+17.58 R1
PI 1305+34.64 R1
1295 R1
N 6°23'21" W
PT 1298+64.28 R1
PC 1295+74.29 R1
PI 1297+21.25 R1
STA. 1294+88.00 R2 =
STA. 1294+68.00 R1 =
STA. 709+86.43 S
PI 28+57.45 B
PC 26+79.14 B
PT 29+70.39 B
30 B
S 90°00'00" E
715 S
PC 32+31.70 B
PI 1274+61.20 R2
N 1°03'57" W
PI 10+00.00 B
PI 1275+61.47 R2
N 1°28'33" W
PI 1276+61.76 R2
N 1°53'09" W
PI 1277+62.08 R2
N 2°17'44" W
PI 1279+36.54
10 B
15 B
N 3°36'00" E
PI 16+85.35 B
PC 16+20.68 B
PT 17+49.99 B
20 B
BIWER ROAD
N 6°33'50" E
25 B

P.I. = 1274+61.20 R2
Y 677631.28
X 874870.11

P.I. = 1275+61.47 R2
Y 674731.53
X 874868.24
Δ. = 0°24'36"

P.I. = 1276+61.76 R2
Y 674831.79
X 874865.66
Δ. = 0°24'36"

P.I. = 1277+62.08 R2
Y 674932.06
X 874862.36
Δ. = 0°24'36"

P.I. = 1278+62.43 R2
Y 675032.33
X 874858.34
Δ. = 0°05'51"

P.I. = 1287+39.98 R2
Y 675909.23
X 874824.68
Δ. = 5°42'10"
D. = 0°57'18"
T. = 298.85'
L. = 597.20'
R. = 6000.00'

P.I. = 1301+07.15 R4
Y 677154.35
X 874328.46
Δ. = -10°27'05"
D. = 3°10'59"
T. = 164.63'
L. = 328.34'
R. = 1800.00'

P.I. = 10+00.00 B
Y 674711.97
X 874923.03

P.I. = 16+85.35 B
Y 675395.97
X 874966.07
Δ. = 2°57'49"
D. = 2°17'31"
T. = 64.67'
L. = 129.32'
R. = 2500.00'

P.I. = 28+57.45 B
Y 676560.41
X 875100.05
Δ. = 83°26'10"
D. = 28°38'52"
T. = 178.31'
L. = 291.25'
R. = 200.00'

P.I. = 1297+21.25 R1
Y 676888.14
X 874844.48
Δ. = -21°35'48"
D. = 7°54'10"
T. = 146.96'
L. = 289.99'
R. = 725.00'

P.I. = 1305+34.64 R1
Y 677600.85
X 874444.42
Δ. = 18°16'03"
D. = 4°14'39"
T. = 217.05'
L. = 430.42'
R. = 1350.00'

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	ALIGNMENT LAYOUT DETAILS	SHEET 188	E

2

RAMP 4 (NW) - SUPERELEVATION TABLE		
STATION	RIGHT SLOPE %	TYPE
1298+10.97 R4	-0.0200	Sh_End NC
1298+52.09 R4	-0.0200	End NC
1298+93.20 R4	0.0000	Zero Super
1299+34.31 R4	0.0200	Rev. Crown
1299+67.20 R4	0.0360	Begin FS
1302+46.20 R4	0.0360	End FS
1302+79.09 R4	0.0200	Rev. Crown
1303+20.20 R4	0.0000	Zero Super
1303+61.31 R4	-0.0200	Begin NC
1304+02.42 R4	-0.0200	Sh_Begin NC

P.I. = 1316+47.46
Y 678720.17
X 874183.29
Δ. = -2°16'40"
D. = 1°00'02"
T. = 113.84'
L. = 227.65'
R. = 5726.00'

P.I. = 1338+17.44
Y 680832.01
X 873684.21
Δ. = 11°45'43"
D. = 0°30'58"
T. = 1143.36'
L. = 2278.68'
R. = 11100.00'

P.I. = 25+25.00 FH
Y 677571.22
X 874085.79

P.I. = 1311+39.50 R4
Y 678183.01
X 874231.16

25 FT

PI 25+25.00 FH

PI 1311+39.50 R4

1305 R4

RAMP 4

N 5°24'13" W

1310 R4

PC 1315+33.62

PI 1316+47.46

PT 1317+61.26

STH 26 NB REFERENCE LINE

1305

1310

1315

1320

1325

1330

1335

N 11°01'07" W

N 13°17'48" W

1310 R1

1315 R1

1305 R1

RAMP 1

N 12°11'07" W

N 11°02'22" W

N 13°13'08" W

PI 1305+34.64 R1

PT 1307+48.00 R1

PI 1310+48.06 R1

PI 1313+48.06 R1

PI 1317+08.90 R1

PC 1326+74.07

HOLL ROAD

PI 3+56.59 FK

RAMP 1 (NE)- SUPERELEVATION TABLE		
STATION	LEFT SLOPE %	TYPE
1298+97.41 R1	-0.0200	Zero Super
1299+31.48 R1	-0.0200	Begin NC
1299+65.55 R1	-0.0200	Sh_Begin NC
1301+02.78 R1	-0.0200	Sh_End NC
1301+56.66 R1	-0.0200	End NC
1302+10.53 R1	0.0000	Zero Super
1302+64.41 R1	0.0200	Rev. Crown
1303+18.29 R1	0.0400	Sh. Trans.
1303+72.17 R1	0.0600	Begin FS
1306+94.81 R1	0.0600	End FS
1307+48.69 R1	0.0400	Sh. Trans.
1308+02.57 R1	0.0200	Rev. Crown
1308+56.44 R1	0.0000	Zero Super
1309+10.32 R1	-0.0200	Begin NC
1309+64.20 R1	-0.0200	Sh_Begin NC

P.I. = 1305+34.64 R1
Y 677600.85
X 874444.42
Δ. = 18°16'03"
D. = 4°14'39"
T. = 217.05'
L. = 430.42'
R. = 1350.00'

P.I. = 1310+48.06 R1
Y 678107.18
X 874339.52
Δ. = 1°08'45"

P.I. = 1313+48.06 R1
Y 678401.63
X 874282.07
Δ. = 2°10'46"

P.I. = 1317+08.90 R1
Y 678752.91
X 874199.56

P.I. = 3+56.59 FK
Y 680462.64
X 874100.05

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	ALIGNMENT LAYOUT DETAILS	SHEET 189	E

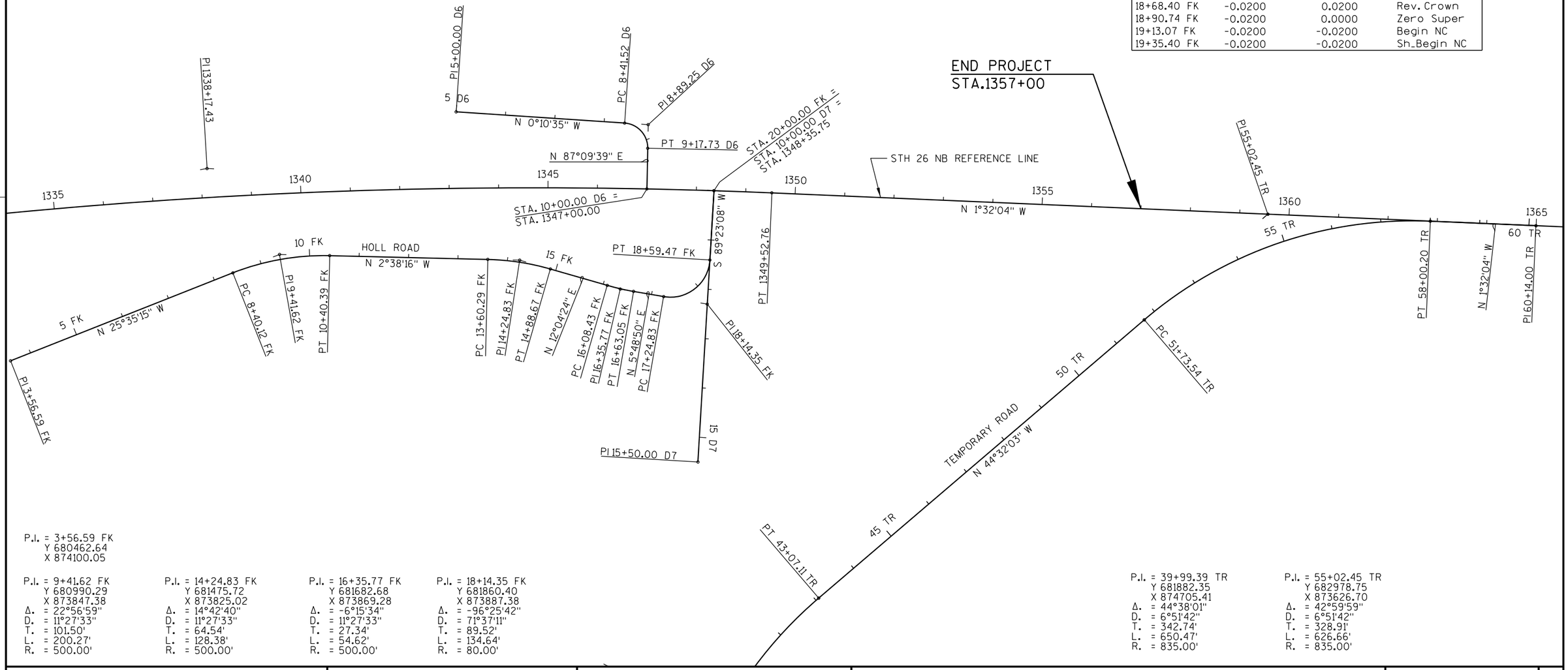
P.I. = 5+00.00 D6
Y 681326.70
X 873534.60

P.I. = 8+89.25 D6
Y 681715.86
X 873533.40
Δ. = 87°20'12"
D. = 114°35'30"
T. = 47.73'
L. = 76.22'
R. = 50.00'

N

P.I. = 1338+17.44
Y 680832.01
X 873684.21
Δ. = 11°45'43"
D. = 0°30'58"
T. = 1143.36'
L. = 2278.68'
R. = 11100.00'

HOLL/KREUZIGER ACCESS ROAD - SUPERELEVATION TABLE			
STATION	LEFT SLOPE %	RIGHT SLOPE %	TYPE
7+76.94 FK	-0.0200	-0.0200	Sh_End NC
7+97.72 FK	-0.0200	-0.0200	End NC
8+18.50 FK	0.0000	-0.0200	Zero Super
8+39.29 FK	0.0200	-0.0200	Rev. Crown
8+50.72 FK	0.0310	-0.0310	Begin FS
10+29.79 FK	0.0310	-0.0310	End FS
10+41.23 FK	0.0200	-0.0200	Rev. Crown
10+62.01 FK	0.0000	-0.0200	Zero Super
10+82.79 FK	-0.0200	-0.0200	Begin NC
11+03.58 FK	-0.0200	-0.0200	Sh_Begin NC
12+97.14 FK	-0.0200	-0.0200	Sh_End NC
13+17.92 FK	-0.0200	-0.0200	End NC
13+38.69 FK	0.0000	-0.0200	Zero Super
13+59.47 FK	0.0200	-0.0200	Rev. Crown
13+70.88 FK	0.0310	-0.0310	Begin FS
14+78.07 FK	0.0310	-0.0310	End FS
16+19.03 FK	-0.0310	0.0310	Begin FS
16+52.45 FK	-0.0310	0.0310	End FS
17+38.23 FK	-0.0400	0.0400	Begin FS
18+46.07 FK	-0.0400	0.0400	End FS
18+68.40 FK	-0.0200	0.0200	Rev. Crown
18+90.74 FK	-0.0200	0.0000	Zero Super
19+13.07 FK	-0.0200	-0.0200	Begin NC
19+35.40 FK	-0.0200	-0.0200	Sh_Begin NC



P.I. = 3+56.59 FK
Y 680462.64
X 874100.05

P.I. = 9+41.62 FK
Y 680990.29
X 873847.38
Δ. = 22°56'59"
D. = 11°27'33"
T. = 101.50'
L. = 200.27'
R. = 500.00'

P.I. = 14+24.83 FK
Y 681475.72
X 873825.02
Δ. = 14°42'40"
D. = 11°27'33"
T. = 64.54'
L. = 128.38'
R. = 500.00'

P.I. = 16+35.77 FK
Y 681682.68
X 873869.28
Δ. = -6°15'34"
D. = 11°27'33"
T. = 27.34'
L. = 54.62'
R. = 500.00'

P.I. = 18+14.35 FK
Y 681860.40
X 873887.38
Δ. = -96°25'42"
D. = 71°37'11"
T. = 89.52'
L. = 134.64'
R. = 80.00'

P.I. = 39+99.39 TR
Y 681882.35
X 874705.41
Δ. = 44°38'01"
D. = 6°51'42"
T. = 342.74'
L. = 650.47'
R. = 835.00'

P.I. = 55+02.45 TR
Y 682978.75
X 873626.70
Δ. = 42°59'59"
D. = 6°51'42"
T. = 328.91'
L. = 626.66'
R. = 835.00'

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	ALIGNMENT LAYOUT DETAILS	SHEET 190	E

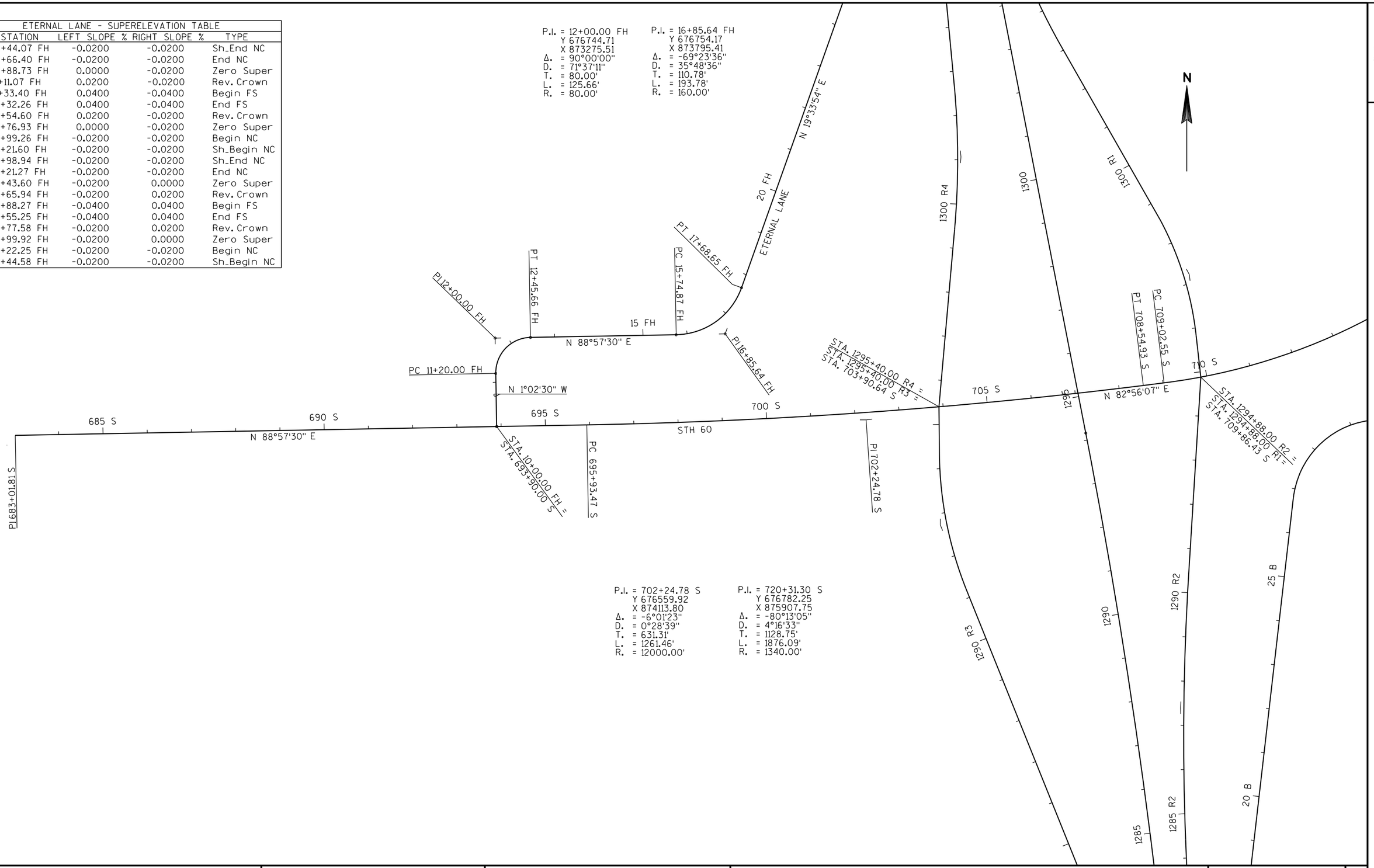
ETERNAL LANE - SUPERELEVATION TABLE			
STATION	LEFT SLOPE %	RIGHT SLOPE %	TYPE
10+44.07 FH	-0.0200	-0.0200	Sh_End NC
10+66.40 FH	-0.0200	-0.0200	End NC
10+88.73 FH	0.0000	-0.0200	Zero Super
11+11.07 FH	0.0200	-0.0200	Rev. Crown
11+33.40 FH	0.0400	-0.0400	Begin FS
12+32.26 FH	0.0400	-0.0400	End FS
12+54.60 FH	0.0200	-0.0200	Rev. Crown
12+76.93 FH	0.0000	-0.0200	Zero Super
12+99.26 FH	-0.0200	-0.0200	Begin NC
13+21.60 FH	-0.0200	-0.0200	Sh_Begin NC
14+98.94 FH	-0.0200	-0.0200	Sh_End NC
15+21.27 FH	-0.0200	-0.0200	End NC
15+43.60 FH	-0.0200	0.0000	Zero Super
15+65.94 FH	-0.0200	0.0200	Rev. Crown
15+88.27 FH	-0.0400	0.0400	Begin FS
17+55.25 FH	-0.0400	0.0400	End FS
17+77.58 FH	-0.0200	0.0200	Rev. Crown
17+99.92 FH	-0.0200	0.0000	Zero Super
18+22.25 FH	-0.0200	-0.0200	Begin NC
18+44.58 FH	-0.0200	-0.0200	Sh_Begin NC

P.I. = 12+00.00 FH
Y 676744.71
X 873275.51
Δ. = 90°00'00"
D. = 71°37'11"
T. = 80.00'
L. = 125.66'
R. = 80.00'

P.I. = 16+85.64 FH
Y 676754.17
X 873795.41
Δ. = -69°23'36"
D. = 35°48'36"
T. = 110.78'
L. = 193.78'
R. = 160.00'

P.I. = 702+24.78 S
Y 676559.92
X 874113.80
Δ. = -6°01'23"
D. = 0°28'39"
T. = 631.31'
L. = 1261.46'
R. = 12000.00'

P.I. = 720+31.30 S
Y 676782.25
X 875907.75
Δ. = -80°13'05"
D. = 4°16'33"
T. = 1128.75'
L. = 1876.09'
R. = 1340.00'



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	ALIGNMENT LAYOUT DETAILS	SHEET 191	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\027207_ad.dgn
PLOT DATE : 7/30/2013
PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : 200.0000 sf / in.

2

P.I. = 8+87.62 D8
Y 677879.69
X 875959.49

PI 8+87.62 D8

IDENTICAL POINT

10 D8

N

S 89°05'21" E

15 D8

PT 727+78.64 S

STA. 20+00.00 D8 =
STA. 20+00.00 D9 =
STA. 725+48.55 S

N 82°56'07" E

PT 708+54.93 S

PC 709+02.55 S

710 S

STA. 1294+88.00 R2 =
STA. 1294+88.00 R1 =
STA. 709+86.43 S

PI 28+57.45 B

PC 26+79.14 B

PT 29+70.39 B

30 B

S 90°00'00" E

BIWER ROAD

715 S

720 S

725 S

730 S

735 S

740 S

N 2°43'01" E

STH 60

PC 32+31.70 B

PI 32+98.60 B

S 41°50'30" E

PT 33+59.50 B

STA. 10+00.00 D5 =
STA. 34+00.00 B

N 48°09'30" E

35 B

PC 35+60.44 B

N 53°59'23" W

PT 40+06.14 B

40 B

STA. 41+04.57 B =
STA. 720+00.00 S

PI 10+97.81 D5

PC 10+10.40 D5

PT 11+75.21 D5

PI 12+31.57 D5

S 89°03'17" E

PI 720+31.30 S

PI 38+69.98 B

P.I. = 720+31.30 S
Y 676782.25
X 875907.75
Δ. = -80°13'05"
D. = 4°16'33"
T. = 1128.75'
L. = 1876.09'
R. = 1340.00'

S 89°05'21" E

25 D9

IDENTICAL POINT

30 D9

S 89°05'21" E

P.I. = 34+99.99 D9
Y 677855.85
X 877459.30

PI 34+99.99 D9

P.I. = 28+57.45 B
Y 676560.41
X 875100.05
Δ. = 83°26'10"
D. = 28°38'52"
T. = 178.31'
L. = 291.25'
R. = 200.00'

P.I. = 32+98.60 B
Y 676560.41
X 875606.57
Δ. = -41°50'30"
D. = 32°44'26"
T. = 66.90'
L. = 127.80'
R. = 175.00'

P.I. = 38+69.98 B
Y 676945.57
X 876036.71
Δ. = -102°08'53"
D. = 22°55'06"
T. = 309.54'
L. = 445.70'
R. = 250.00'

P.I. = 10+97.81 D5
Y 676559.19
X 875751.83
Δ. = -47°12'48"
D. = 28°38'52"
T. = 87.41'
L. = 164.81'
R. = 200.00'

STH 60 - SUPERELEVATION TABLE			
STATION	LEFT SLOPE %	RIGHT SLOPE %	TYPE
706+86.56 S	-0.0200	-0.0200	Sh_End NC
707+40.56 S	-0.0200	-0.0200	End NC
707+94.56 S	-0.0200	0.0000	Zero Super
708+48.56 S	-0.0200	0.0200	Rev. Crown
709+02.56 S	-0.0400	0.0400	Sh. Trans.
709+56.56 S	-0.0600	0.0600	Begin FS
727+24.63 S	-0.0600	0.0600	End FS
727+78.63 S	-0.0400	0.0400	Sh. Trans.
728+32.63 S	-0.0200	0.0200	Rev. Crown
728+86.63 S	-0.0200	0.0000	Zero Super
729+40.63 S	-0.0200	-0.0200	Begin NC
729+94.63 S	-0.0200	-0.0200	Sh_Begin NC
745+89.45 S	-0.0200	-0.0200	Sh_End NC
746+42.79 S	-0.0200	-0.0200	End NC
746+96.12 S	0.0000	-0.0200	Zero Super
747+49.45 S	0.0200	-0.0200	Rev. Crown
748+02.79 S	0.0400	-0.0400	Sh. Trans.
748+40.12 S	0.0540	-0.0540	Begin FS
778+44.80 S	0.0540	-0.0540	End FS
778+82.13 S	0.0400	-0.0400	Sh. Trans.
779+35.46 S	0.0200	-0.0200	Rev. Crown
779+88.80 S	0.0000	-0.0200	Zero Super
780+42.13 S	-0.0200	-0.0200	Begin NC
780+95.46 S	-0.0200	-0.0200	Sh_Begin NC

BIWER ROAD - SUPERELEVATION TABLE			
STATION	LEFT SLOPE %	RIGHT SLOPE %	TYPE
26+03.21 B	-0.020	-0.020	SH-END NC
26+25.54 B	-0.020	-0.020	END NC
26+47.88 B	0.000	-0.020	ZERO SUPER
26+70.21 B	0.020	-0.020	REV. CROWN
26+92.54 B	0.040	-0.040	BEGIN FS
29+56.99 B	0.040	-0.040	END FS
29+79.32 B	0.020	-0.020	REV. CROWN
30+01.66 B	0.000	-0.020	ZERO SUPER
30+23.99 B	-0.020	-0.020	BEGIN NC
30+46.32 B	-0.020	-0.020	SH-BEGIN NC
31+55.77 B	-0.020	-0.020	SH-END NC
31+78.10 B	-0.020	-0.020	END NC
32+00.43 B	-0.020	0.000	ZERO SUPER
32+22.77 B	-0.020	0.020	REV. CROWN
32+45.10 B	-0.040	0.040	BEGIN FS
33+46.10 B	-0.040	0.040	END FS
33+68.43 B	-0.020	0.020	REV. CROWN
33+90.76 B	-0.020	0.000	ZERO SUPER
34+13.10 B	-0.020	-0.020	BEGIN NC
34+35.43 B	-0.020	-0.020	SH-BEGIN NC
34+84.12 B	-0.020	-0.020	SH-END NC
35+06.84 B	-0.020	-0.020	END NC
35+29.55 B	-0.020	0.000	ZERO SUPER
35+52.26 B	-0.020	0.020	REV. CROWN
35+73.84 B	-0.039	0.039	BEGIN FS
39+92.74 B	-0.039	0.039	END FS
40+14.32 B	-0.020	0.020	REV. CROWN
40+37.03 B	-0.020	0.000	ZERO SUPER
40+59.74 B	-0.020	-0.020	BEGIN NC
40+82.45 B	-0.020	-0.020	SH-BEGIN NC

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	ALIGNMENT LAYOUT DETAILS	SHEET 192	E

TEMPORARY ROAD - SUPERELEVATION TABLE			
STATION	LEFT SLOPE %	RIGHT SLOPE %	TYPE
19+21.76 TR	-0.0200	-0.0200	Sh_End NC
19+64.07 TR	-0.0200	-0.0200	End NC
20+06.38 TR	-0.0200	0.0000	Zero Super
20+48.68 TR	-0.0200	0.0200	Rev. Crown
20+90.99 TR	-0.0400	0.0400	Sh. Trans.
21+16.38 TR	-0.0520	0.0520	Begin FS
33+82.11 TR	-0.0520	0.0520	End FS
36+68.17 TR	0.0520	-0.0520	Begin FS
42+74.12 TR	0.0520	-0.0520	End FS
42+99.51 TR	0.0400	-0.0400	Sh. Trans.
43+41.81 TR	0.0200	-0.0200	Rev. Crown
43+84.12 TR	0.0000	-0.0200	Zero Super
44+26.43 TR	-0.0200	-0.0200	Begin NC
44+68.74 TR	-0.0200	-0.0200	Sh_Begin NC
50+14.17 TR	-0.0200	-0.0200	Sh_End NC
50+56.48 TR	-0.0200	-0.0200	End NC
50+98.78 TR	0.0000	-0.0200	Zero Super
51+41.09 TR	0.0200	-0.0200	Rev. Crown
51+83.40 TR	0.0400	-0.0400	Sh. Trans.
52+08.78 TR	0.0520	-0.0520	Begin FS
57+62.09 TR	0.0520	-0.0520	End FS
57+87.48 TR	0.0400	-0.0400	Sh. Trans.
58+29.78 TR	0.0200	-0.0200	Rev. Crown

N

PI 39+99.39 TR

40 TR

P.I. = 39+99.39 TR
Y 681882.35
X 874705.41
Δ. = 44°38'01"
D. = 6°51'42"
T. = 342.74'
L. = 650.47'
R. = 835.00'

PC 36+56.64 TR

35 TR

N 89°10'03" W

PT 34+18.79 TR

TEMPORARY ROAD

30 TR

N 2°43'01" E

745 S

STA. 10+00.00 TR =
PC 747+92.11 S

10 TR

750 S

15 TR

N 2°43'01" E

PC 20+79.70 TR

20 TR

755 S

STH 60

760 S

PC 0+00.00 T =
STA. 27+49.20 TR

25 TR

P.I. = 3+60.13 T
Y 681881.05
X 876120.36
Δ. = 52°31'00"
D. = 7°50'55"
T. = 360.13'
L. = 669.11'
R. = 730.00'

TEMPORARY CONNECTION

PI 3+60.13 T

PI 767+51.63 S

PI 29+42.63 TR

5 T

PT 6+69.11 T

P.I. = 29+42.63 TR
Y 681861.38
X 876148.79
Δ. = -91°53'05"
D. = 6°51'42"
T. = 862.93'
L. = 1339.08'
R. = 835.00'

P.I. = 767+51.53 S
Y 681878.25
X 876149.59
Δ. = 88°49'42"
D. = 2°51'53"
T. = 1959.52'
L. = 3100.70'
R. = 2000.00'

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	ALIGNMENT LAYOUT DETAILS	SHEET 193 E

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CTH W - SUPERELEVATION TABLE			
STATION	LEFT SLOPE %	RIGHT SLOPE %	TYPE
10+12.53 W	0.0200	-0.0200	Rev. Crown
10+53.90 W	0.0400	-0.0400	Sh. Trans.
10+91.49 W	0.0582	-0.0582	Begin FS
15+51.50 W	0.0582	-0.0582	End FS
15+89.08 W	0.0400	-0.0400	Sh. Trans.
16+30.45 W	0.0200	-0.0200	Rev. Crown
16+71.83 W	0.0000	-0.0200	Zero Super
17+13.20 W	-0.0200	-0.0200	Begin NC
17+54.58 W	-0.0200	-0.0200	Sh_Begin NC

N

P.I. = 13+38.20 W
Y 681711.18
X 876671.08
Δ. = 47°37'17"
D. = 8°48'53"
T. = 286.83'
L. = 540.25'
R. = 650.00'

P.I. = 19+94.59 W
Y 682387.02
X 876809.16

PI 19+94.59 W

PI 16+98.34 W

N 11°32'51" E

PT 15+91.61 W

15 W

CTH W

PI 13+38.20 W

775 S

770 S

STH 60

780 S

PC 10+51.37 W
N 36°04'26" W

765 S

STA. 10+00.00W =
STA. 765+71.49 S

PT 778+92.81 S

S 88°27'16" E

785 S

PI 787+22.97 S

P.I. = 767+51.63 S
Y 681878.25
X 876149.59
Δ. = 88°49'42"
D. = 2°51'53"
T. = 1959.52'
L. = 3100.70'
R. = 2000.00'

P.I. = 787+22.97 S
Y 681803.01
X 878938.26

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	ALIGNMENT LAYOUT DETAILS	SHEET 194	E

DATE 22OCT13 E S T I M A T E O F Q U A N T I T I E S

LINE 1390-04-82

NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	
0010	201.0105	CLEARING	STA	70.000	70.000
0020	201.0205	GRUBBING	STA	70.000	70.000
0030	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	57.000	57.000
0040	203.0200	REMOVING OLD STRUCTURE (STATION) 01. STA. 706+25	LS	1.000	1.000
0050	203.0200	REMOVING OLD STRUCTURE (STATION) 02. STA. 1332+95	LS	1.000	1.000
0060	203.0200	REMOVING OLD STRUCTURE (STATION) 03. STA. 1334+83	LS	1.000	1.000
0070	204.0100	REMOVING PAVEMENT	SY	13,900.000	13,900.000
0080	204.0110	REMOVING ASPHALTIC SURFACE	SY	41,400.000	41,400.000
0090	204.0115	REMOVING ASPHALTIC SURFACE BUTT JOINTS	SY	1,100.000	1,100.000
0100	204.0120	REMOVING ASPHALTIC SURFACE MILLING	SY	1,800.000	1,800.000
0110	204.0150	REMOVING CURB & GUTTER	LF	1,150.000	1,150.000
0120	204.0165	REMOVING GUARDRAIL	LF	3,750.000	3,750.000
0130	204.0220	REMOVING INLETS	EACH	2.000	2.000
0140	204.0265	ABANDONING WELLS	EACH	1.000	1.000
0150	205.0100	EXCAVATION COMMON	CY	481,000.000	481,000.000
0160	205.0200	EXCAVATION ROCK	CY	11,250.000	11,250.000
0170	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 01. B-14-196	LS	1.000	1.000
0180	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 02. B-14-197	LS	1.000	1.000
0190	206.2000	EXCAVATION FOR STRUCTURES CULVERTS (STRUCTURE) 03. C-14-3063	LS	1.000	1.000
0200	206.3000	EXCAVATION FOR STRUCTURES RETAINING WALLS (STRUCTURE) 01. R-14-15	LS	1.000	1.000
0210	206.3000	EXCAVATION FOR STRUCTURES RETAINING WALLS (STRUCTURE) 02. R-14-16	LS	1.000	1.000
0220	206.5000	COFFERDAMS (STRUCTURE) 01. C-14-3063	LS	1.000	1.000
0230	206.6000.S	TEMPORARY SHORING	SF	2,270.000	2,270.000
0240	208.0100	BORROW	CY	677,500.000	677,500.000
0250	209.0100	BACKFILL GRANULAR	CY	2,990.000	2,990.000
0260	210.0100	BACKFILL STRUCTURE	CY	3,849.000	3,849.000
0270	213.0100	FINISHING ROADWAY (PROJECT) 01. 1390-04-82, STH 26	EACH	1.000	1.000
0280	213.0100	FINISHING ROADWAY (PROJECT) 02. 1390-04-82, STH 60	EACH	1.000	1.000
0290	214.0100	OBLITERATING OLD ROAD	STA	31.000	31.000
0300	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	12,850.000	12,850.000
0310	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	133,000.000	133,000.000
0320	305.0130	BASE AGGREGATE DENSE 3-INCH	TON	2,200.000	2,200.000
0330	310.0110	BASE AGGREGATE OPEN GRADED	TON	340.000	340.000
0340	311.0115	BREAKER RUN	CY	320.000	320.000
0350	312.0110	SELECT CRUSHED MATERIAL	TON	97,500.000	97,500.000
0360	415.0085	CONCRETE PAVEMENT 8 1/2-INCH	SY	75,500.000	75,500.000
0370	415.0210	CONCRETE PAVEMENT GAPS	EACH	3.000	3.000
0380	415.0410	CONCRETE PAVEMENT APPROACH SLAB	SY	500.000	500.000
0390	415.6000.S	ROUT AND SEAL	LF	34,785.000	34,785.000
0400	416.0610	DRILLED TIE BARS	EACH	43.000	43.000
0410	416.0620	DRILLED DOWEL BARS	EACH	48.000	48.000
0420	440.4410.S	INCENTIVE IRI RIDE	DOL	10,465.000	10,465.000
0430	455.0105	ASPHALTIC MATERIAL PG58-28	TON	1,650.000	1,650.000
0440	455.0605	TACK COAT	GAL	4,600.000	4,600.000
0450	460.1100	HMA PAVEMENT TYPE E-0.3	TON	13,000.000	13,000.000

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DATE 22OCT13 E S T I M A T E O F Q U A N T I T I E S

LINE 1390-04-82

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0460	460.1101	HMA PAVEMENT TYPE E-1	TON	800.000	800.000
0470	460.1103	HMA PAVEMENT TYPE E-3	TON	11,400.000	11,400.000
0480	460.1110	HMA PAVEMENT TYPE E-10	TON	4,250.000	4,250.000
0490	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	21,430.000	21,430.000
0500	465.0105	ASPHALTIC SURFACE	TON	330.000	330.000
0510	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	10.000	10.000
0520	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	5,400.000	5,400.000
0530	465.0315	ASPHALTIC FLUMES	SY	475.000	475.000
0540	465.0400	ASPHALTIC SHOULDER RUMBLE STRIP	LF	34,150.000	34,150.000
0550	502.0100	CONCRETE MASONRY BRIDGES	CY	1,259.000	1,259.000
0560	502.3200	PROTECTIVE SURFACE TREATMENT	SY	2,585.000	2,585.000
0570	503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	2,646.000	2,646.000
0580	504.0100	CONCRETE MASONRY CULVERTS	CY	590.000	590.000
0590	505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	21,110.000	21,110.000
0600	505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	LB	52,320.000	52,320.000
0610	505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	211,760.000	211,760.000
0620	505.0610	BAR STEEL REINFORCEMENT HS COATED CULVERTS	LB	860.000	860.000
0630	506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	50.000	50.000
0640	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 01. B-14-196	EACH	32.000	32.000
0650	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 02. B-14-197	EACH	12.000	12.000
0660	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	102.000	102.000
0670	517.1050.S	ARCHITECTURAL SURFACE TREATMENT (STRUCTURE) 01. B-14-196	SF	1,024.000	1,024.000
0680	520.0118	CULVERT PIPE CLASS III 18-INCH	LF	731.000	731.000
0690	520.1018	APRON ENDWALLS FOR CULVERT PIPE 18-INCH	EACH	30.000	30.000
0700	520.1024	APRON ENDWALLS FOR CULVERT PIPE 24-INCH	EACH	2.000	2.000
0710	520.4018	CULVERT PIPE TEMPORARY 18-INCH	LF	40.000	40.000
0720	520.4024	CULVERT PIPE TEMPORARY 24-INCH	LF	140.000	140.000
0730	520.8000	CONCRETE COLLARS FOR PIPE	EACH	5.000	5.000
0740	521.0336	APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 36-INCH 4 TO 1	EACH	2.000	2.000
0750	521.0436	APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 36-INCH 6 TO 1	EACH	3.000	3.000
0760	521.0442	APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 42-INCH 6 TO 1	EACH	1.000	1.000
0770	521.1012	APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	EACH	6.000	6.000
0780	521.1518	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 6 TO 1	EACH	8.000	8.000
0790	522.0124	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	1,601.000	1,601.000
0800	522.0130	CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	1,075.000	1,075.000
0810	522.0136	CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	484.000	484.000
0820	522.0142	CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH	LF	87.000	87.000
0830	522.0148	CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH	LF	221.000	221.000
0840	522.1012	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	EACH	8.000	8.000

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DATE 22OCT13 E S T I M A T E O F Q U A N T I T I E S

LINE 1390-04-82

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0850	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	15.000	15.000
0860	522.1030	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	EACH	8.000	8.000
0870	522.1036	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH	EACH	9.000	9.000
0880	522.1042	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH	EACH	2.000	2.000
0890	522.1048	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH	EACH	4.000	4.000
0900	523.0119	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH	LF	182.000	182.000
0910	523.0124	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24X38-INCH	LF	134.000	134.000
0920	523.0129	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH	LF	37.000	37.000
0930	523.0519	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH	EACH	6.000	6.000
0940	523.0529	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH	EACH	2.000	2.000
0950	550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	530.000	530.000
0960	550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	3,360.000	3,360.000
0970	601.0555	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A	LF	2,440.000	2,440.000
0980	601.0557	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D	LF	3,170.000	3,170.000
0990	604.0400	SLOPE PAVING CONCRETE	SY	44.000	44.000
1000	604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	579.000	579.000
1010	606.0200	RIPRAP MEDIUM	CY	1,410.000	1,410.000
1020	606.0300	RIPRAP HEAVY	CY	73.000	73.000
1030	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	1,028.000	1,028.000
1040	611.0606	INLET COVERS TYPE B	EACH	1.000	1.000
1050	611.0624	INLET COVERS TYPE H	EACH	11.000	11.000
1060	611.0645	INLET COVERS TYPE MS-A	EACH	8.000	8.000
1070	611.0654	INLET COVERS TYPE V	EACH	6.000	6.000
1080	611.2044	MANHOLES 4X4-FT	EACH	1.000	1.000
1090	611.3220	INLETS 2X2-FT	EACH	2.000	2.000
1100	611.3225	INLETS 2X2.5-FT	EACH	4.000	4.000
1110	611.3230	INLETS 2X3-FT	EACH	8.000	8.000
1120	611.3902	INLETS MEDIAN 2 GRATE	EACH	4.000	4.000
1130	611.9800.S	PIPE GRATES	EACH	30.000	30.000
1140	612.0106	PIPE UNDERDRAIN 6-INCH	LF	1,220.000	1,220.000
1150	612.0212	PIPE UNDERDRAIN UNPERFORATED 12-INCH	LF	55.000	55.000
1160	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	1,317.000	1,317.000
1170	614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	8.000	8.000
1180	614.0220	STEEL THRIE BEAM BULLNOSE TERMINAL	EACH	2.000	2.000
1190	614.0230	STEEL THRIE BEAM	LF	225.000	225.000
1200	614.2300	MGS GUARDRAIL 3	LF	4,375.000	4,375.000

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DATE 22OCT13 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1390-04-82 QUANTITY
1210	614.2500	MGS THRIE BEAM TRANSITION	LF	473.000	473.000
1220	614.2610	MGS GUARDRAIL TERMINAL EAT	EACH	12.000	12.000
1230	616.0700.S	FENCE SAFETY	LF	590.000	590.000
1240	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1390-04-82	EACH	1.000	1.000
1250	619.1000	MOBILIZATION	EACH	1.000	1.000
1260	620.0100	CONCRETE CORRUGATED MEDIAN	SF	3,600.000	3,600.000
1270	620.0200	CONCRETE MEDIAN BLUNT NOSE	SF	68.000	68.000
1280	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	57.000	57.000
1290	621.0100	LANDMARK REFERENCE MONUMENTS	EACH	20.000	20.000
1300	624.0100	WATER	MGAL	5,400.000	5,400.000
1310	625.0100	TOPSOIL	SY	40,100.000	40,100.000
1320	625.0500	SALVAGED TOPSOIL	SY	448,500.000	448,500.000
1330	627.0200	MULCHING	SY	304,500.000	304,500.000
1340	628.1504	SILT FENCE	LF	30,250.000	30,250.000
1350	628.1520	SILT FENCE MAINTENANCE	LF	30,250.000	30,250.000
1360	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	10.000	10.000
1370	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	8.000	8.000
1380	628.2004	EROSION MAT CLASS I TYPE B	SY	140,500.000	140,500.000
1390	628.5505	POLYETHYLENE SHEETING	SY	1,265.000	1,265.000
1400	628.7010	INLET PROTECTION TYPE B	EACH	15.000	15.000
1410	628.7015	INLET PROTECTION TYPE C	EACH	11.000	11.000
1420	628.7504	TEMPORARY DITCH CHECKS	LF	1,500.000	1,500.000
1430	628.7555	CULVERT PIPE CHECKS	EACH	444.000	444.000
1440	628.7570	ROCK BAGS	EACH	50.000	50.000
1450	629.0210	FERTILIZER TYPE B	CWT	750.000	750.000
1460	630.0120	SEEDING MIXTURE NO. 20	LB	12,100.000	12,100.000
1470	630.0140	SEEDING MIXTURE NO. 40	LB	610.000	610.000
1480	630.0200	SEEDING TEMPORARY	LB	3,850.000	3,850.000
1490	630.0300	SEEDING BORROW PIT	LB	10,100.000	10,100.000
1500	633.0100	DELINEATOR POSTS STEEL	EACH	175.000	175.000
1510	633.0500	DELINEATOR REFLECTORS	EACH	216.000	216.000
1520	633.1100	DELINEATORS TEMPORARY	EACH	13.000	13.000
1530	633.5200	MARKERS CULVERT END	EACH	87.000	87.000
1540	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	35.000	35.000
1550	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	95.000	95.000
1560	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	62.000	62.000
1570	634.0620	POSTS WOOD 4X6-INCH X 20-FT	EACH	7.000	7.000
1580	635.0200	SIGN SUPPORTS STRUCTURAL STEEL HS	LB	3,491.000	3,491.000
1590	636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	8.800	8.800
1600	636.0500	SIGN SUPPORTS STEEL REINFORCEMENT	LB	528.000	528.000
1610	637.1220	SIGNS TYPE I REFLECTIVE SH	SF	1,219.000	1,219.000
1620	637.2210	SIGNS TYPE II REFLECTIVE H	SF	1,570.000	1,570.000
1630	637.2230	SIGNS TYPE II REFLECTIVE F	SF	354.250	354.250
1640	638.2601	REMOVING SIGNS TYPE I	EACH	10.000	10.000
1650	638.2602	REMOVING SIGNS TYPE II	EACH	245.000	245.000
1660	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	135.000	135.000
1670	642.5201	FIELD OFFICE TYPE C	EACH	1.000	1.000
1680	643.0100	TRAFFIC CONTROL (PROJECT) 01. 1390-04-82	EACH	1.000	1.000
1690	643.0300	TRAFFIC CONTROL DRUMS	DAY	153,900.000	153,900.000
1700	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	25,700.000	25,700.000
1710	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	450.000	450.000

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DATE 22OCT13 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1390-04-82 QUANTITY
1720	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	450.000	450.000
1730	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	18,950.000	18,950.000
1740	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	24,000.000	24,000.000
1750	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	740.000	740.000
1760	643.0900	TRAFFIC CONTROL SIGNS	DAY	116,000.000	116,000.000
1770	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	98.000	98.000
1780	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 1390-04-82	EACH	1.000	1.000
1790	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	5,800.000	5,800.000
1800	645.0105	GEOTEXTILE FABRIC TYPE C	SY	572.000	572.000
1810	645.0112	GEOTEXTILE FABRIC TYPE DF SCHEDULE B	SY	660.000	660.000
1820	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	154.000	154.000
1830	645.0130	GEOTEXTILE FABRIC TYPE R	SY	2,850.000	2,850.000
1840	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	101,400.000	101,400.000
1850	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	1,900.000	1,900.000
1860	646.0841.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH	LF	380.000	380.000
1870	646.0843.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH	LF	3,520.000	3,520.000
1880	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	8.000	8.000
1890	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	4.000	4.000
1900	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	365.000	365.000
1910	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	10.000	10.000
1920	647.0736	PAVEMENT MARKING DIAGONAL EPOXY 18-INCH	LF	300.000	300.000
1930	647.0746	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH	LF	400.000	400.000
1940	649.0100	TEMPORARY PAVEMENT MARKING 4-INCH	LF	82,800.000	82,800.000
1950	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	14,400.000	14,400.000
1960	649.0701	TEMPORARY PAVEMENT MARKING 8-INCH	LF	500.000	500.000
1970	649.1100	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH	LF	220.000	220.000
1980	649.1200	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH	LF	100.000	100.000
1990	650.4000	CONSTRUCTION STAKING STORM SEWER	EACH	18.000	18.000
2000	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	48,250.000	48,250.000
2010	650.5000	CONSTRUCTION STAKING BASE	LF	29,450.000	29,450.000
2020	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	3,170.000	3,170.000
2030	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	46.000	46.000
2040	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 01. B-14-196	LS	1.000	1.000
2050	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 02. B-14-197	LS	1.000	1.000
2060	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 03. C-14-3063	LS	1.000	1.000
2070	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 04. R-14-16	LS	1.000	1.000
2080	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 05. R-14-17	LS	1.000	1.000
2090	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	27,650.000	27,650.000
2100	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1390-04-82	LS	1.000	1.000
2110	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	48,250.000	48,250.000
2120	690.0150	SAWING ASPHALT	LF	160.000	160.000
2130	715.0415	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	8,288.000	8,288.000

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DATE 22OCT13 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1390-04-82 QUANTITY
2140	715.0502	INCENTIVE STRENGTH CONCRETE STRUCTURES	DOL	1,259.000	1,259.000
2150	SPV.0035	SPECIAL 01. CONCRETE STONE NO. 2	CY	40.000	40.000
2160	SPV.0035	SPECIAL 02. BACKFILL SPECIAL	CY	1,015.000	1,015.000
2170	SPV.0060	SPECIAL 01. REMOVE AND RESET CONCRETE APRON ENDWALLS	EACH	8.000	8.000
2180	SPV.0060	SPECIAL 02. REINFORCED CONCRETE ENDWALLS 24-INCH 6:1 SPECIAL	EACH	11.000	11.000
2190	SPV.0060	SPECIAL 03. REINFORCED CONCRETE ENDWALLS 30-INCH 6:1 SPECIAL	EACH	8.000	8.000
2200	SPV.0060	SPECIAL 04. REINFORCED CONCRETE ENDWALLS 19X30-INCH 6:1 SPECIAL	EACH	2.000	2.000
2210	SPV.0060	SPECIAL 05. REINFORCED CONCRETE ENDWALLS 24X38-INCH 6:1 SPECIAL	EACH	4.000	4.000
2220	SPV.0060	SPECIAL 06. COVERING INLETS	EACH	6.000	6.000
2230	SPV.0060	SPECIAL 07. REINFORCED CONCRETE PIPE TEE 30-INCH	EACH	1.000	1.000
2240	SPV.0060	SPECIAL 08. DIVERSION CHANNELS	EACH	2.000	2.000
2250	SPV.0090	SPECIAL 01. REMOVING PAVEMENT MARKINGS WATER BLASTING	LF	22,120.000	22,120.000
2260	SPV.0090	SPECIAL 02. FENCE CHAIN LINK POLYMER-COATED 6-FT	LF	642.000	642.000
2270	SPV.0105	SPECIAL 01. ABANDON AND SEAL EXISTING 24-INCH CULVERT PIPE	LS	1.000	1.000
2280	SPV.0105	SPECIAL 02. RAILING PIPE GALVANIZED R-14-15	LS	1.000	1.000
2290	SPV.0105	SPECIAL 03. RAILING PIPE GALVANIZED R-14-16	LS	1.000	1.000
2300	SPV.0165	SPECIAL 01. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD	SF	17,800.000	17,800.000
2310	SPV.0180	SPECIAL 01. GEOGRID REINFORCEMENT	SY	103,000.000	103,000.000
2320	SPV.0180	SPECIAL 02. SELECT CRUSHED MATERIAL, INTERCEPTING GROUNDWATER	SY	2,100.000	2,100.000
2330	SPV.0180	SPECIAL 03. SOIL LOOSENING SPECIAL	SY	31,550.000	31,550.000
2340	SPV.0180	SPECIAL 04. SALVAGED TOPSOIL SPECIAL	SY	12,500.000	12,500.000

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CLEARING AND GRUBBING

GROUP CODE	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
0010	1238+00	-	1255+00	STH 26 (NB LANES)	17	17
0010	1247+00	-	1250+00	STH 26 (SB LANES)	3	3
0010	1262+00	-	1266+00	STH 26 (SB LANES)	4	4
0010	1267+00	-	1269+00	STH 26 (NB LANES)	2	2
0010	1329+00	-	1343+00	STH 26	14	14
0010	1351+00	-	1352+00	STH 26	1	1
0010	696+00 S	-	704+00 S	STH 60	8	8
0010	1297+00 R4	-	1307+00 R4	RAMP 4 (NW)	10	10
0010	14+00 B	-	17+00 B	BIWER ROAD	3	3
0010	4+31 FK	-	12+00 FK	HOLL ROAD	8	8
				TOTALS:	70	70

204.0120
REMOVING ASPHALTIC SURFACE MILLING

GROUP CODE	STAGE	STATION	TO	STATION	LOCATION	SY
0010	STAGE 1C	32+00 TR	-	39+00 TR	EXISTING STH 60 (EAST)	1,800
					TOTAL:	1,800

204.0150
REMOVING CURB AND GUTTER

GROUP CODE	STATION	TO	STATION	O/S	ROADWAY	LF
0010	8+07 J	-	8+47 J	RT.	CTH J	60
0010	7+90 J	-	8+50 J	LT.	CTH J	94
0010	8+90 J	-	9+54 J	RT.	CTH J	109
0010	8+96 J	-	9+35 J	LT.	CTH J	58
0010	14+75 W	-	15+13 W	LT.	CTH W	64
0010	14+75 W	-	15+46 W	RT.	CTH W	115
0010				RT.	EXISTING STH 16 RAMP	528
0010	1347+63	-	1348+04	LT.	STH 60 EAST	64
0010	1348+66	-	1349+06	RT.	STH 60 EAST	58
					TOTAL:	1,150

203.0100
REMOVING SMALL PIPE CULVERTS

GROUP CODE	STATION	LOCATION	SIZE	TYPE	EACH	COMMENT
0010	1244+27	STH 26, LT.	18"	CMP	1	
0010	1245+25	STH 26, LT.	18"	CMP	1	
0010	1246+44	STH 26, LT.	18"	CMP	1	
0010	1252+73	STH 26, RT.	18"	CMP	1	
0010	1254+70	STH 26, LT.	18"	CMP	1	
0010	1254+73	STH 26, LT.	18"	CMP	1	
0010	1254+80	STH 26, RT.	18"	CMP	1	
0010	1256+35	STH 26, LT.	24"	CMP	1	
0010	1262+97	STH 26, LT.	35"X24"	CSPA	1	
0010	1263+59	STH 26, LT.	18"	CMP	1	
0010	1267+09	STH 26, LT	18"	CMP	1	
0010	1267+97	STH 26, LT.	30"	CMP	1	
0010	1269+67	STH 26, LT.	18"	CMP	1	
0010	1270+70	STH 26, LT.	24"	CMP	1	
0010	1277+14	STH 26, LT.	18"	CMP	2	
0010	1278+68	STH 26, LT.	24"	CMP	1	
0010	1278+68	STH 26, LT.	24"X18"	CSPA	1	
0010	1287+30	STH 26, LT.	35"X24"	CSPA	2	
0010	1295+91	STH 26, LT.	30"	CMP	1	
0010	1296+11	STH 26, LT.	18"	CMP	1	
0010	1298+90	STH 26, LT.	36"	CMP	1	
0010	1303+54	STH 26, LT.	18"	CMP	2	
0010	1303+54	STH 26, RT.	18"	CMP	1	
0010	1325+56	STH 26	30"	CMP	1	
0010	1329+16	STH 26, LT.	18"	CMP	1	
0010	1329+16	STH 26, RT.	18"	CMP	1	
0010	1332+00	STH 26	35"X24"	CSPA	1	
0010	1337+00	STH 26, RT.	18"	CMP	1	
0010	1337+18	STH 26, LT.	18"	CMP	1	
0010	1342+50	STH 26, RT.	18"	CMP	1	
0010	1346+88	STH 26	30"	CMP	1	
0010	1350+62	STH 26, LT.	18"	CMP	1	
0010	1352+84	STH 26, RT	18"	CMP	1	
0010	694+21 S	STH 60	30"	CMP	1	
0010	694+21 S	STH 60, RT.	18"	CMP	2	
0010	773+28 S	STH 60	42"	CMP	1	
0010	6+14 J	CTH J, RT.	18"	CMP	1	
0010	10+30 J	CTH J, RT.	18"	CMP	1	
0010	10+52 J	CTH J, RT.	18"	CMP	1	
0010	1280+65 R2	RAMP 2 (SE), LT.	18"	CMP	1	
0010	1287+00 R2	RAMP 2 (SE), RT.	36"	CMP	1	
0010	1291+30 R2	RAMP 2 (SE), RT.	30"	CMP	1	
0010	1290+17 R3	RAMP 3 (SW), RT.	28"X20"	CSPA	1	
0010	1303+77 R4	RAMP 4 (NW), LT.	18"	CMP	1	
0010	1304+61 R4	RAMP 4 (NW), LT.	18"	CMP	1	
0010	22+00 B	BIWER ROAD	35"X24"	CSPA	1	
0010	26+50 B	BIWER ROAD	21"X15"	CSPA	1	
0010	19+00 TR	TEMPORARY ROAD	24"	RCCP	1	REMOVED DURING STAGE 4
0010	25+00 TR	TEMPORARY ROAD	24"	RCCP	1	REMOVED DURING STAGE 4
0010	44+00 TR	TEMPORARY ROAD	24"	RCCP	1	REMOVED DURING STAGE 4
0010	47+75 TR	TEMPORARY ROAD	48"	RCCP	1	REMOVED DURING STAGE 4
0010	49+00 TR	TEMPORARY ROAD	18"	CMP	1	REMOVED DURING STAGE 4
0010	1+50 T	TEMPORARY CONNECTION	24"	RCCP	1	REMOVED DURING STAGE 4
			TOTAL:		57	

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PAVEMENT REMOVAL

GROUP CODE	STAGE	STATION	TO	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
0010	STAGE 1B	693+00 S	-	705+17.80 S	STH 16/60	-	4,014	-
0010	STAGE 1B				RAMP STH 26 S TO STH 60 W	-	974	-
0010	STAGE 1C				RAMP STH 60 E TO STH 26 N	1,134	-	-
0010	STAGE 1C				RAMP STH 26 N TO STH 16/60 W	922	-	-
0010	STAGE 1C				RAMP STH 16/60 E TO STH 26 N	874	-	-
0010	STAGE 2	1318+00	-	1325+10.21	STH 26	-	1,948	-
0010	STAGE 2	1325+10.21	-	1332+60	STH 26	-	2,054	-
0010	STAGE 2	1332+60	-	1334+15	STH 26	-	418	-
0010	STAGE 2	1334+15	-	1343+05	STH 26	-	2,445	-
0010	STAGE 2	1343+05	-	1352+00	STH 26	-	4,118	-
0010	STAGE 2				STH 60 EAST FROM STH 26 TO END OF DRIVEWAY	-	1,277	-
0010	STAGE 3	1230+00	-	1245+39	STH 26	5,199	-	-
0010	STAGE 3	1258+00	-	1268+90	STH 26 *	5,771	-	-
0010	STAGE 3	1286+00	-	1299+00	STH 26 (NB LANES)	-	4,149	-
0010	STAGE 3	775+00 S	-	780+00 S	STH 60 EAST	-	1,228	-
0010	STAGE 4		-		CROSSOVER X5	-	2,460	-
0010	STAGE 4	1227+00 X9	-	1232+50 X9	CROSSOVER X9	-	444	-
0010	STAGE 4	10+00 TR	-	35+00 TR	TEMPORARY ROAD	-	7,947	-
0010	STAGE 4	35+00 TR	-	60+14 TR	TEMPORARY ROAD	-	6,261	-
0010	STAGE 4	0+00 T	-	6+69 T	TEMPORARY CONNECTION	-	1,663	-
0010					CTH J & CTH K DETOUR	-	-	1,100
					TOTALS:	13,900	41,400	1,100

* THE QUANTITY ABOVE INCLUDES TWO LAYERS OF CONCRETE PAVEMENT AS SHOWN IN THE EXISTING TYPICAL.

204.0165
REMOVING GUARDRAIL

GROUP CODE	STATION	TO	STATION	O/S	ROADWAY	LF
0010	701+90 S	-	705+09 S	RT.	EXISTING STH 60	320
0010	704+24 S	-	705+15 S	RT.	EXISTING STH 60	82
0010				RT.	EXISTING STH 16 RAMP (NB)	482
0010				LT.	EXISTING STH 16 RAMP (NB)	1,316
0010				LT.	EXISTING STH 16 RAMP (SB)	417
0010				RT.	EXISTING STH 26 (SB)	139
0010				LT.	EXISTING STH 26 (SB)	134
0010				RT.	EXISTING STH 26 (NB)	135
0010				LT.	EXISTING STH 26 (NB)	137
0010	1331+46	-	1334+26	RT.	EXISTING STH 26	280
0010	1331+83	-	1334+85	LT.	EXISTING STH 26	308
					TOTAL:	3,750

204.0220
REMOVING INLETS

GROUP CODE	STRUCTURE NO.	STATION	LOCATION	EACH	TYPE	REMARKS
0010	5.0	1287+00 R2	RAMP 2 (STAGE 1C, LT.)	2	INLET MEDIAN 2 GRATE	REMOVE DURING STAGE 4
			TOTAL:	2		

204.0265
ABANDONING WELLS

GROUP CODE	STATION	LOCATION	EACH
0010	10+27 FK	RT.	1
		TOTAL:	1

NOTE: EXACT LOCATION TO BE DETERMINED IN THE FIELD

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EARTHWORK SUMMARY

STAGE 1A

GROUP CODE	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	205.0100 EXCAVATION COMMON (1) EXCESS TOPSOIL CY	REDUCED EBS & EXCESS TOPSOIL IN FILL FACTOR = 0.8 CY	SALVAGE/UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	205.0200 EXCAVATION ROCK CY	EXPANDED ROCK FILL FACTOR = 1.15 CY	SELECT CRUSHED FOR SOIL STABILIZATOIN CY	UNEXPANDED FILL CY	EXPANDED FILL (6) FILL FACTOR = 1.20 CY	MASS ORDINATE (7) (+/-) CY	WASTE CY	208.0100 BORROW CY
0010	1273+00	-	1279+00	STH 26	255	26	0	21	0	255	0	0	0	0	0	255	255	0
0010	1307+00	-	1310+00	STH 26	159	16	0	13	0	159	0	0	0	0	0	159	159	0
				TOTAL:	414	42	0	34	0	414	0	0	0	0	0	414	414	0
				TOTAL COMMON EXCAVATION:	456											TOTAL BORROW (8):		-414

(1) TOTAL COMMON EXCAVATION IS THE SUM OF ALL THE ROADWAY CUT.
(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION = 10.0% OF THE CUT. EBS TO BE BACKFILLED WITH SELECT CRUSHED. EXCAVATED EBS AND EXCESS TOPSOIL MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE.
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
(5) EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED EBS & EXCESS TOPSOIL - SELECT CRUSHED FOR SOIL STABILIZATION)*FILL FACTOR.
(6) MASS ORDINATE = AVAILABLE MATERIAL - EXPANDED FILL. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL.
(7) TOTAL BORROW = BORROW - WASTE

STAGE 1B

GROUP CODE	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	205.0100 EXCAVATION COMMON (1) EXCESS TOPSOIL CY	REDUCED EBS & EXCESS TOPSOIL IN FILL FACTOR = 0.8 CY	SALVAGE/UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	205.0200 EXCAVATION ROCK CY	EXPANDED ROCK FILL FACTOR = 1.15 CY	SELECT CRUSHED FOR SOIL STABILIZATOIN CY	UNEXPANDED FILL CY	EXPANDED FILL (6) FILL FACTOR = 1.20 CY	MASS ORDINATE (7) (+/-) CY	WASTE CY	208.0100 BORROW CY
0010	690+00 S	-	705+69.74 S	STH 60	5,543	554	0	443	0	5,543	0	0	0	33,515	39,686	-34,143	0	34,143
0010	1287+00 R3	-	1294+50 R3	RAMP 3 (SW RAMP) PLUS WIDENING	4,296	430	0	344	0	4,296	0	0	879	27,032	30,971	-26,675	0	26,675
0010	1296+50 R4	-	1300+00 R4	RAMP 4 (NW RAMP) PLUS WIDENING	1,269	127	0	102	0	1,269	0	0	488	11,082	12,590	-11,321	0	11,321
0010	1282+00 TR3	-	1287+00 TR3	RAMP 3 CONNECTION DOWN TO EXISTING	1,199	120	0	96	0	1,199	0	0	0	1,393	1,556	-357	0	357
0010	1300+00 TR4	-	1302+00 TR4	RAMP 4 CONNECTION DOWN TO EXISTING	357	36	0	29	0	357	0	0	0	1,077	1,258	-901	0	901
0010	10+00 FH	-	24+50 FH	ETERNAL LANE	9	1	0	1	0	9	0	0	0	5,591	6,708	-6,699	0	6,699
				TOTAL:	12,673	1,268	0	1,015	0	12,673	0	0	1,367	79,690	92,769	-80,096	0	80,096
				TOTAL COMMON EXCAVATION:	13,941											TOTAL BORROW (8):		80,096

(1) TOTAL COMMON EXCAVATION IS THE SUM OF ALL THE ROADWAY CUT.
(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION = 10.0% OF THE CUT. EBS TO BE BACKFILLED WITH SELECT CRUSHED. EXCAVATED EBS AND EXCESS TOPSOIL MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE.
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
(5) EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED EBS & EXCESS TOPSOIL - SELECT CRUSHED FOR SOIL STABILIZATION)*FILL FACTOR.
(6) MASS ORDINATE = AVAILABLE MATERIAL - EXPANDED FILL. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL.
(7) TOTAL BORROW = BORROW - WASTE

STAGE 1C

GROUP CODE	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	205.0100 EXCAVATION COMMON (1) EXCESS TOPSOIL CY	REDUCED EBS & EXCESS TOPSOIL IN FILL FACTOR = 0.8 CY	SALVAGE/UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	205.0200 EXCAVATION ROCK CY	EXPANDED ROCK FILL FACTOR = 1.15 CY	SELECT CRUSHED FOR SOIL STABILIZATOIN CY	UNEXPANDED FILL CY	EXPANDED FILL (6) FILL FACTOR = 1.20 CY	MASS ORDINATE (7) (+/-) CY	WASTE CY	208.0100 BORROW CY
0010	1232+00	-	1294+00	STH 26	60,166	6,017	5,314	9,065	0	60,166	0	0	0	47,798	46,480	13,686	13,686	0
0010	11+00 J	-	12+00 J	CTH J	386	39	0	31	0	386	0	0	0	146	138	248	248	0
0010	1279+00 R2	-	1294+00 R2	RAMP 2 (SE RAMP) PLUS WIDENING	24,256	2,426	0	1,941	0	24,256	0	0	1,228	40,179	44,412	-20,156	0	20,156
0010	35+00 TR	-	58+00 TR	TEMPORARY ROAD	2,734	273	0	218	0	2,734	0	0	0	15,486	18,322	-15,588	0	15,588
0010	10+00 B	-	26+00 B	BIWER ROAD	25,307	2,531	0	2,025	0	25,307	0	0	0	5,819	4,553	20,754	20,754	0
0010	1227+00 X9	-	1232+50 X9	CROSSOVER X9	333	33	0	26	0	333	0	0	0	260	281	52	52	0
				TEMPORARY ENTRANCES/CONNECTIONS	278	28	0	22	0	278	0	0	0	205	220	58	58	0
				TOTAL:	113,460	11,347	5,314	13,328	0	113,460	0	0	1,228	109,893	114,406	-946	34,798	35,744
				TOTAL COMMON EXCAVATION:	130,121											TOTAL BORROW (8):		946

(1) TOTAL COMMON EXCAVATION IS THE SUM OF ALL THE ROADWAY CUT.
(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION = 10.0% OF THE CUT. EBS TO BE BACKFILLED WITH SELECT CRUSHED. EXCAVATED EBS AND EXCESS TOPSOIL MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE.
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
(5) EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED EBS & EXCESS TOPSOIL - SELECT CRUSHED FOR SOIL STABILIZATION)*FILL FACTOR.
(6) MASS ORDINATE = AVAILABLE MATERIAL - EXPANDED FILL. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL.
(7) TOTAL BORROW = BORROW - WASTE

3

STAGE 2

GROUP CODE	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	205.0100 EXCAVATION COMMON (1) EXCESS TOPSOIL CY	REDUCED EBS & EXCESS TOPSOIL IN FILL FACTOR = 0.8 CY	SALVAGE/UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	205.0200 EXCAVATION ROCK CY	EXPANDED ROCK FILL FACTOR = 1.15 CY	SELECT CRUSHED FOR SOIL STABILIZATOIN CY	UNEXPANDED FILL CY	EXPANDED FILL (6) FILL FACTOR = 1.20 CY	MASS ORDINATE (7) (+/-) CY	WASTE CY	208.0100 BORROW CY
0010	1318+00	-	1357+00	STH 26 (HILL FILL)	8,800	880	11,264	9,715	0	8,800	11,250	12,938	0	486,729	556,892	-548,092	0	548,092
0010	3+75 J	-	6+00 J	CTH J	826	83	0	66	0	826	0	0	0	460	473	353	353	0
0010	0+50 FJ	-	34+00 FJ	KREUZIGER WAY	1,101	110	0	88	0	1,101	0	0	0	10,186	12,118	-11,017	0	11,017
0010	4+31 FK	-	19+50 FK	HOLL ROAD	1,126	113	0	90	0	1,126	0	0	0	16,711	19,945	-18,819	0	18,819
0010	5+00 D6	-	9+50 D6	BAILEY DRIVEWAY	3	0	0	0	0	3	0	0	0	15,090	18,108	-18,105	0	18,105
0010	12+50 D7	-	15+38 D7	D7' DRIVEWAY	32	3	0	2	0	32	0	0	0	528	631	-599	0	599
				TEMPORARY ENTRANCES/CONNECTIONS	84	8	0	6	0	84	0	0	0	225	263	-179	0	179
				TOTAL:	11,972	1,197	11,264	9,967	0	11,972	11,250	12,938	0	529,929	608,430	-596,458	353	596,811
				TOTAL COMMON EXCAVATION:	24,433											TOTAL BORROW (8):		596,458

(1) TOTAL COMMON EXCAVATION IS THE SUM OF ALL THE ROADWAY CUT.
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(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
(5) EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED EBS & EXCESS TOPSOIL - SELECT CRUSHED FOR SOIL STABILIZATION)*FILL FACTOR.
(6) MASS ORDINATE = AVAILABLE MATERIAL - EXPANDED FILL. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL.
(7) TOTAL BORROW = BORROW - WASTE

STAGE 3

GROUP CODE	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	205.0100 EXCAVATION COMMON (1) EXCESS TOPSOIL CY	REDUCED EBS & EXCESS TOPSOIL IN FILL FACTOR = 0.8 CY	SALVAGE/UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	205.0200 EXCAVATION ROCK CY	EXPANDED ROCK FILL FACTOR = 1.15 CY	SELECT CRUSHED FOR SOIL STABILIZATOIN CY	UNEXPANDED FILL CY	EXPANDED FILL (6) FILL FACTOR = 1.20 CY	MASS ORDINATE (7) (+/-) CY	WASTE CY	208.0100 BORROW CY
0010	1230+00	-	1318+00	STH 26	143,246	14,325	18,852	26,542	0	143,246	0	0	0	39,722	15,816	127,430	127,430	0
0010	1296+00 R1	-	1307+00 R1	RAMP 1	108	11	0	9	0	108	0	0	0	1,273	1,517	-1,409	0	1,409
0010	1281+00 R3	-	1287+00 R3	RAMP 3	9,793	979	0	783	0	9,793	0	0	0	1,249	559	9,234	9,234	0
0010	1300+00 R4	-	1309+00 R4	RAMP 4	12,599	1,260	0	1,008	0	12,599	0	0	0	1,584	691	11,908	11,908	0
0010	775+00 S	-	782+50 S	STH 60	655	66	0	53	0	655	0	0	0	3,887	4,601	-3,946	0	3,946
0010	14+20 W	-	17+50 W	CTH W	1,014	101	0	81	0	1,014	0	0	0	74	0	1,014	1,014	0
0010	6+00 J	-	8+00 J	CTH J	2,004	200	0	160	0	2,004	0	0	0	0	0	2,004	2,004	0
				TOTAL:	169,419	16,942	18,852	69,623	0	169,419	0	0	0	47,789	23,184	146,235	151,590	5,355
				TOTAL COMMON EXCAVATION:	205,213											TOTAL BORROW (8):		-146,235

(1) TOTAL COMMON EXCAVATION IS THE SUM OF ALL THE ROADWAY CUT.
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(3) EBS EXCAVATION = 10.0% OF THE CUT. EBS TO BE BACKFILLED WITH SELECT CRUSHED. EXCAVATED EBS AND EXCESS TOPSOIL MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE.
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
(5) EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED EBS & EXCESS TOPSOIL - SELECT CRUSHED FOR SOIL STABILIZATION)*FILL FACTOR.
(6) MASS ORDINATE = AVAILABLE MATERIAL - EXPANDED FILL. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL.
(7) TOTAL BORROW = BORROW - WASTE

STAGE 4

GROUP CODE	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	205.0100 EXCAVATION COMMON (1) EXCESS TOPSOIL CY	REDUCED EBS & EXCESS TOPSOIL IN FILL FACTOR = 0.8 CY	SALVAGE/UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	205.0200 EXCAVATION ROCK CY	EXPANDED ROCK FILL FACTOR = 1.15 CY	SELECT CRUSHED FOR SOIL STABILIZATOIN CY	UNEXPANDED FILL CY	EXPANDED FILL (6) FILL FACTOR = 1.20 CY	MASS ORDINATE (7) (+/-) CY	WASTE CY	208.0100 BORROW CY
0010	1226+00 X5	-	1238+50 X5	CROSSOVER X5 REMOVAL	3,669	0	0	0	0	3,669	0	0	0	494	593	3,076	3,076	0
0010	1227+00 X9	-	1232+50 X9	CROSSOVER X9 REMOVAL	260	0	0	0	0	260	0	0	0	333	400	-140	0	140
0010	1279+00 R2	-	1294+00 R2	RAMP 2 WIDENING REMOVAL	8,370	0	0	0	0	8,370	0	0	0	102	122	8,248	8,248	0
0010	10+00 TR	-	35+00 TR	TEMPORARY ROAD REMOVAL	75,035	92	0	74	0	75,035	0	0	0	319	294	74,741	74,741	0
0010	35+00 TR	-	58+00 TR	TEMPORARY ROAD REMOVAL	15,486	76	0	61	0	15,486	0	0	0	2,734	3,208	12,278	12,278	0
0010	0+00 T	-	6+69 T	TEMPORARY CONNECTION REMOVAL	3,848	0	0	0	0	3,848	0	0	0	86	103	3,745	3,745	0
				TOTAL:	106,668	168	0	135	0	106,668	0	0	0	4,068	4,720	101,948	102,088	140
				TOTAL COMMON EXCAVATION:	106,836											TOTAL BORROW (8):		-101,948
				PROJECT COMMON EXCAVATION TOTAL:	481,000				PROJECT ROCK EXCAVATION TOTAL:	11,250						PROJECT BORROW TOTAL:		677,500

(1) TOTAL COMMON EXCAVATION IS THE SUM OF ALL THE ROADWAY CUT.
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(3) EBS EXCAVATION = 10.0% OF THE CUT. EBS TO BE BACKFILLED WITH SELECT CRUSHED. EXCAVATED EBS AND EXCESS TOPSOIL MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE.
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
(5) EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED EBS & EXCESS TOPSOIL - SELECT CRUSHED FOR SOIL STABILIZATION)*FILL FACTOR.
(6) MASS ORDINATE = AVAILABLE MATERIAL - EXPANDED FILL. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL.
(7) TOTAL BORROW = BORROW - WASTE

3

213.0100
FINISHING ROADWAY (1390-04-82)

GROUP CODE	LOCATION	EACH
0010	PROJECT LIMITS - STH 26	1
0010	PROJECT LIMITS - STH 60	1
	TOTAL:	2

214.0100
OBLITERATING OLD ROAD

GROUP CODE	LOCATION	STA.
0010	EXISTING STH 60 (EAST)	31
	TOTAL:	31

NOTE: SEE PLANS FOR EXACT LOCATIONS

3

BASE AGGREGATE ITEMS

GROUP CODE	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	305.0130 BASE AGGREGATE DENSE 3-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	SPV.0180.01 GEOGRID REINFORCEMENT SY
0010	1232+00	-	1325+10.21	STH 26 (NB LANES)	962	23,609	-	21,409	42,818
0010	1230+00	-	1325+10.21	STH 26 (SB LANES)	979	23,459	-	21,766	43,533
0010	1325+10.21	-	1357+00	STH 26	1,382	15,105	-	7,795	-
0010	690+00 S	-	691+59 S	STH 60	66	614	-	389	-
0010	691+59 S	-	695+14 S	STH 60	116	1,963	-	1,335	-
0010	695+14 S	-	703+27 S	STH 60	330	5,869	-	3,485	-
0010	703+27 S	-	705+69.74 S	STH 60	44	1,056	-	1,296	-
0010	707+82.25 S	-	710+57 S	STH 60	51	751	-	-	-
0010	710+57 S	-	713+81 S	STH 60	129	1,090	-	-	-
0010	713+81 S	-	717+47 S	STH 60	151	812	-	-	-
0010	717+47 S	-	735+49.40 S	STH 60	680	3,463	-	-	-
0010	736+42 S	-	775+00 S	STH 60	1,448	7,334	-	-	-
0010	775+00 S	-	782+50 S	STH 60	310	2,894	-	1,833	3,667
0010	1294+88 R1	-	1307+00 R1	RAMP 1 (NE RAMP)	141	1,350	-	-	-
0010	1307+00 R1	-	1316+75.98 R1	RAMP 1 (NE RAMP)	83	1,339	-	968	-
0010	1274+61.20 R2	-	1294+88 R2	RAMP 2 (SE RAMP)	221	2,527	-	2,570	-
0010	1270+64.62 R3	-	1295+40 R3	RAMP 3 (SW RAMP)	262	3,405	-	3,031	-
0010	1295+40 R4	-	1311+39.50 R4	RAMP 4 (NW RAMP)	178	2,462	-	2,109	-
0010	3+75 J	-	12+00 J	CTH J	131	1,523	-	1,214	-
0010	00+00 FJ	-	34+25 FJ	KREUZIGER WAY	405	4,892	-	4,485	-
0010	10+00 B	-	25+00 B	BIWER ROAD	796	2,122	-	1,929	-
0010	25+00 B	-	40+50 B	BIWER ROAD	106	-	-	-	-
0010	10+00 TR	-	35+00 TR	TEMPORARY ROAD	353	2,578	-	-	-
0010	35+00 TR	-	60+14 TR	TEMPORARY ROAD	362	4,455	-	3,715	-
0010	0+00 T	-	6+69 T	TEMPORARY CONNECTION	78	458	-	-	-
0010	10+00 W	-	14+20 W	CTH W	63	343	-	-	-
0010	14+20 W	-	17+50 W	CTH W	62	701	-	513	-
0010	10+00 FH	-	24+50 FH	ETERNAL LANE	174	2,238	-	2,097	-
0010	4+31 FK	-	20+00 FK	HOLL ROAD	188	2,402	-	2,247	-
0010	5+00 D6	-	10+00 D6	BAILEY DRIVEWAY	267	-	639	-	-
0010	1279+00 R2	-	1294+00 R2	RAMP 2 WIDENING FOR DETOUR	148	1,454	-	1,318	-
0010	1287+00 R3	-	1294+50 R3	RAMP 3 WIDENING FOR DETOUR	124	1,269	-	706	-
0010	1296+50 R4	-	1300+00 R4	RAMP 4 WIDENING FOR DETOUR	63	635	-	358	-
0010	1282+00 TR3	-	1287+00 TR3	RAMP 3 CONNECTION DOWN TO EXISTING	87	767	-	669	-
0010	1300+00 TR4	-	1302+00 TR4	RAMP 4 CONNECTION DOWN TO EXISTING	81	625	-	532	-
0010	1227+00 X9	-	1232+50 X9	CROSSOVER X9	69	495	-	155	-
0010				STAGE 1A	-	298	-	298	-
0010				DRIVEWAYS	1,146	-	1,429	-	-
0010				TEMPORARY DRIVEWAYS/CONNECTIONS	-	17	-	230	-
0010				SOIL STABILIZAITON	-	-	-	3,894	7,975
				UNDISTRIBUTED	614	6,628	131	5,151	5,008
				TOTALS:	12,850	133,000	2,200	97,500	103,000

3

415.0410
CONCRETE PAVEMENT APPROACH SLABS

GROUP CODE	LOCATION	SY
0010	B-14-196	159
0010	B-14-197	212
0010	B-14-198	129
	TOTAL:	500

416.0620
DRILLED DOWEL BARS

GROUP CODE	STATION	LOCATION	EACH
0010	1230+00	STH 26, SB	24
0010	1232+00	STH 26, NB	24
		TOTAL:	48

CONCRETE PAVEMENT

GROUP CODE	STAGE	STA	TO	STA	ROADWAY	415.0085 CONCRETE PAVEMENT 8.5-INCH MAINLINE SY	415.0085 CONCRETE PAVEMENT 8.5-INCH TURN-LANES & INTERSECTIONS SY	415.0210 CONCRETE PAVEMET GAPS EACH	415.6000.S ROUT AND SEAL LF
0010	1B	703+27 S	-	705+69.74 S	STH 60	-	1,891	-	305
0010	1B	1287+00 R3	-	1295+40 R3	RAMP 3 (SW RAMP)	1,261	-	-	805
0010	1B	1295+40 R4	-	1300+00 R4	RAMP 4 (NW RAMP)	610	-	-	410
0010	1C	1232+00	-	1294+00	STH 26 (NB LANES)	17,939	3,415	2	9,941
0010	1C	1274+61.20 R2	-	1294+88 R2	RAMP 2 (SE RAMP)	2,512	380	-	1,227
0010	1C	707+82.25 S		710+57 S	STH 60	28	2,062	-	362
0010	3	1230+00	-	1325+10.21	STH 26 (SB LANES)	26,633	3,496	1	15,042
0010	3	1294+00	-	1325+10.21	STH 26 (NB LANES)	8,214	87	-	4,627
0010	3	1294+88 R1	-	1316+75.98 R1	RAMP 1 (NE RAMP)	1,505	1,360	-	975
0010	3	1270+64.62 R3	-	1287+00 R3	RAMP 3 (SW RAMP)	2,144	-	-	432
0010	3	1300+00 R4	-	1311+39.50 R4	RAMP 4 (NW RAMP)	1,705	-	-	659
0010				B-14-196 PAVED SHOULDERS		62	-	-	-
0010				B-14-197 PAVED SHOULDERS		110	-	-	-
0010				B-14-198 PAVED SHOULDERS		86	-	-	-
					TOTAL:	75,500		3	34,785

ASPHALTIC SURFACE

GROUP CODE	STAGE	STATION	TO	STATION	ROADWAY	TON	REMARKS
0010	1B	695+17 S	-	703+81 S	STH 60	234	MEDIAN
0010	1C	704+75 S	-	705+69.74 S	STH 60	9	MEDIAN
0010	1C	707+82.25 S	-	709+01 S	STH 60	11	MEDIAN
0010	1C	710+01 S	-	713+79 S	STH 60	53	MEDIAN
					UNDISTRIBUTED	23	
					TOTAL:	330	

465.0120
ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

GROUP CODE	STATION	LOCATION	TON	REMARKS
0010	698+75 S	STH 60, RT.	7	P.E.
		UNDISTRIBUTED	3	
		TOTAL:	10	

465.0315
ASPHALTIC FLUMES

GROUP CODE	STA	O/S	LOCATION	SY
0010	1349+14	RT.	STH 26	20
0010	1294+72	RT.	STH 26	20
0010	1294+82	LT.	STH 26	20
0010	1255+00	RT.	STH 26	20
0010	8+00 J	LT.	CTH J	20
0010	8+07 J	RT.	CTH J	20
0010	9+41 J	RT.	CTH J (MEDIAN)	8
0010	10+90 J	RT.	CTH J	20
0010	11+00 J	LT.	CTH J	20
0010	0+69 FJ	LT.	KREUZIGER WAY	20
0010	0+93 FJ	RT.	KREUZIGER WAY	20
0010	10+89 FH	LT.	ETERNAL LANE	20
0010	11+18 FH	RT.	ETERNAL LANE	20
0010	1295+61 R1	RT.	RAMP 1 (NE)	11
0010	1294+09 R2	RT.	RAMP 2 (SE)	20
0010	1294+44 R3	LT.	RAMP 3 (SW)	20
0010	1296+49 R4	LT.	RAMP 4 (NW)	20
0010	40+10 B	LT.	BIWER ROAD	20
0010	720+67 S	RT.	STH 60	20
0010	765+04 S	LT.	STH 60	20
0010	11+00 W	RT.	CTH W	20
0010	0+78 T	LT.	TEMPORARY CONNECTION	20
0010	0+98 T	RT.	TEMPORARY CONNECTION	20
0010	19+04 FK	LT.	HOLL ROAD	20
0010	19+12 FK	RT.	HOLL ROAD	20
			TOTAL:	475

3

ASPHALT PAVEMENT ITEMS

GROUP CODE	STATION	TO	STATION	LOCATION	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0605 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1101 HMA PAVEMENT TYPE E-1 TON	460.1103 HMA PAVEMENT TYPE E-3 TON	460.1110 HMA PAVEMENT TYPE E-10 TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
0010	1232+00	-	1325+10.21	STH 26 (NB LANES)	101	-	1,837	-	-	-	-
0010	1230+00	-	1325+10.21	STH 26 (SB LANES)	111	-	2,015	-	-	-	-
0010	1325+10.21	-	1357+00	STH 26	223	614	-	-	-	4,048	-
0010	690+00 S	-	691+59 S	STH 60	10	30	-	-	182	-	-
0010	691+59 S	-	695+14 S	STH 60	38	114	-	-	689	-	-
0010	695+14 S	-	703+27 S	STH 60	70	210	-	-	1,269	-	-
0010	703+27 S	-	705+69.74 S	STH 60	2	-	39	-	-	-	-
0010	707+82.25 S		710+57 S	STH 60	2	-	45	-	-	-	-
0010	710+57 S	-	713+81 S	STH 60	28	84	-	-	503	-	-
0010	713+81 S	-	717+47 S	STH 60	30	90	-	-	542	-	-
0010	717+47 S	-	735+49.40 S	STH 60	120	360	-	-	2,175	-	-
0010	736+42 S	-	782+50 S	STH 60	302	908	-	-	5,489	-	-
0010	1294+88 R1	-	1316+75.98 R1	RAMP 1 (NE RAMP)	16	-	297	-	-	-	-
0010	1274+61.20 R2	-	1294+88 R2	RAMP 2 (SE RAMP)	20	-	360	-	-	-	-
0010	1270+64.62 R3	-	1295+40 R3	RAMP 3 (SW RAMP)	18	-	329	-	-	-	-
0010	1295+40 R4	-	1311+39.50 R4	RAMP 4 (NW RAMP)	12	-	226	-	-	-	-
0010	3+75 J	-	12+00 J	CTH J	22	46	-	404	-	-	-
0010	00+00 FJ	-	34+25 FJ	KREUZIGER WAY	78	185	1,427	-	-	-	-
0010	31+50 B	-	40+50 B	BIWER ROAD	19	45	349	-	-	-	-
0010	10+00 TR	-	35+00 TR	TEMPORARY ROAD	-	207	-	-	-	-	1,819
0010	35+00 TR	-	60+14 TR	TEMPORARY ROAD	-	157	-	-	-	-	1,380
0010	32+00 TR	-	39+00 TR	EXISTING STH 60 EAST (MILL AND OVERLAY)	11	-	195	-	-	-	-
0010	0+00 T	-	6+69 T	TEMPORARY CONNECTION	-	34	-	-	-	-	298
0010	10+00 W	-	17+50 W	CTH W	20	41	-	361	-	-	-
0010	10+00 FH	-	24+50 FH	ETERNAL LANE	37	88	677	-	-	-	-
0010	4+31 FK	-	20+00 FK	HOLL ROAD	40	94	724	-	-	-	-
0010	1279+00 R2	-	1294+00 R2	RAMP 2 WIDENING FOR DETOUR	-	58	-	-	-	-	510
0010	1287+00 R3	-	1294+50 R3	RAMP 3 WIDENING FOR DETOUR	-	33	-	-	-	-	290
0010	1296+50 R4	-	1300+00 R4	RAMP 4 WIDENING FOR DETOUR	-	17	-	-	-	-	147
0010	1282+00 TR3	-	1287+00 TR3	RAMP 3 CONNECTION DOWN TO EXISTING	-	25	-	-	-	-	220
0010	1300+00 TR4	-	1302+00 TR4	RAMP 4 CONNECTION DOWN TO EXISTING	-	19	-	-	-	-	165
0010	1227+00 X9	-	1232+50 X9	CROSSOVER X9	-	11	-	-	-	-	98
0010				STAGE 1A	-	-	-	-	-	-	131
0010				TEMPORARY CONNECTIONS AT CTH J	-	7	-	-	-	-	66
0010				CTH J/K DETOUR (OVERLAY)	211	871	3,833	-	-	-	-
0010				UNDISTRIBUTED	109	252	647	35	551	202	276
				TOTALS:	1,650	4,600	13,000	800	11,400	4,250	5,400

465.0400

ASPHALTIC SHOULDER RUMBLE STRIP

GROUP CODE	STATION	TO	STATION	LOCATION	LF
0010	1232+00	-	1233+95	STH 26 NB, LT.	195
0010	1241+85	-	1320+50	STH 26 NB, LT.	7,880
0010	1232+00	-	1234+85	STH 26 NB, RT.	285
0010	1242+71	-	1250+96	STH 26 NB, RT.	825
0010	1255+00	-	1274+26	STH 26 NB, RT.	1,926
0010	1282+96	-	1294+72	STH 26 NB, RT.	1,176
0010	1295+69	-	1304+73	STH 26 NB, RT.	904
0010	1316+76	-	1325+00	STH 26 NB, RT.	824
0010	1230+00	-	1239+69	STH 26 SB, LT.	969
0010	1247+46	-	1261+00	STH 26 SB, LT.	1,354
0010	1267+00	-	1270+35	STH 26 SB, LT.	335
0010	1282+96	-	1294+82	STH 26 SB, LT.	1,186
0010	1295+80	-	1306+10	STH 26 SB, LT.	1,030
0010	1311+24	-	1325+00	STH 26 SB, LT.	1,376
0010	1230+00	-	1240+47	STH 26 SB, RT.	1,047
0010	1247+68	-	1320+50	STH 26 SB, RT.	7,297
0010	1325+00	-	1332+08	STH 26, LT.	708
0010	1333+98	-	1357+00	STH 26, LT.	2,309
0010	1325+00	-	1332+08	STH 26, RT.	708
0010	1333+98	-	1345+13	STH 26, RT.	1,115
0010	1349+99	-	1357+00	STH 26, RT.	701
				TOTAL:	34,150

520.8000

CONCRETE COLLARS FOR PIPE

GROUP CODE	STATION	LOCATION	EACH
0010	1287+23 R3	RAMP 3, RT.	1
0010	1299+24 R4	RAMP 4, RT.	1
0010	1228+89	STH 26, LT.	2
0010	708+96 S	STH 60, RT.	1
		TOTAL:	5

CONCRETE CURB AND GUTTER

GROUP CODE	STA	TO	STA	O/S	ROADWAY	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	1250+96	-	1255+00	RT.	STH 26 (NB LANES)	404	-	-
0010	1261+00	-	1267+00	LT.	STH 26 (SB LANES)	600	-	-
0010	1294+72	-	1295+69	RT.	STH 26 (NB LANES)	98	-	-
0010	1294+82	-	1295+80	LT.	STH 26 (SB LANES)	98	-	-
0010	8+22 J	-	8+62 J	RT.	CTH J	61	-	-
0010	8+07 J	-	8+07 J	LT.	CTH J	89	-	-
0010	10+35 J	-	10+75 J	RT.	CTH J	59	-	-
0010	10+37 J	-	10+87 J	LT.	CTH J	76	-	-
0010	0+16 FJ	-	0+78 FJ	RT.	KREUZIGER WAY	-	93	93
0010	0+15 FJ	-	0+55 FJ	LT.	KREUZIGER WAY	-	59	59
0010	10+42 FH	-	11+03 FH	RT.	ETERNAL LANE	-	95	95
0010	10+34 FH	-	10+74 FH	LT.	ETERNAL LANE	-	57	57
0010	1295+47 R1	-	1295+95 R1	RT.	RAMP 1 (NE)	76	-	-
0010	1294+24 R2	-	1294+72 R2	RT.	RAMP 2 (SE)	62	-	-
0010	1294+59 R3	-	1295+09 R3	LT.	RAMP 3 (SW)	73	-	-
0010	1295+85 R4	-	1296+34 R4	LT.	RAMP 4 (NW)	67	-	-
0010	40+44 B	-	40+84 B	RT.	BIWER ROAD	-	58	58
0010	40+25 B	-	40+85 B	LT.	BIWER ROAD	-	88	88
0010	10+21 W	-	10+84 W	RT.	CTH W	-	92	92
0010	10+21 W	-	10+60 W	LT.	CTH W	-	58	58
0010	0+16 T	-	0+63 T	RT.	TEMPORARY CONNECTION	-	88	88
0010	0+25 T	-	0+83 T	LT.	TEMPORARY CONNECTION	-	57	57
0010	19+27 FK	-	19+77 FK	RT.	HOLL ROAD	-	85	85
0010	19+19 FK	-	19+74 FK	LT.	HOLL ROAD	-	74	74
0010	695+14 S	-	703+27 S	LT.	STH 60	-	1,627	1,627
0010	703+27 S	-	710+57 S	LT.	STH 60	677	-	-
0010	710+57 S	-	713+81 S	LT.	STH 60	-	639	639
					TOTALS:	2,440	3,170	3,170

3

CULVERT PIPES

CULVERT PIPE REINFORCED CONCRETE

GROUP CODE	STATION	INLET OFFSET	INLET ELEV.	STATION	OUTLET OFFSET	OUTLET ELEV.	LOCATION	SLOPE (%)	522.0124** CLASS III 24-INCH LF	522.0130** CLASS III 30-INCH LF	522.0136 CLASS III 36-INCH LF	522.0142 CLASS III 42-INCH LF	522.0148 CLASS III 48-INCH LF	523.0119 HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH LF	523.0124 HORIZONTAL ELLIPTICAL CLASS HE-III 24X38-INCH LF	523.0129 HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH LF	628.7555** CULVERT PIPE CHECKS EACH	633.5200** MARKERS CULVERT END EACH	650.6000** CONSTRUCTION STAKING PIPE CULVERTS EACH
0010	1233+00	73.55' LT.	904.66	1233+00	150.88' LT.	904.27	STH 26	0.51%	78	-	-	-	-	-	-	-	6	2	1
0010	1250+00	65.39' LT.	900.93	1251+00	158.21' LT.	900.24	STH 26 (SKEWED)	0.58%	136	-	-	-	-	-	-	-	6	2	1
0010	1250+00	46.66' RT.	904.04	1250+00	33.36' LT.	901.56	STH 26	3.10%	80	-	-	-	-	-	-	-	6	2	1
0010	1256+35	156.03' LT.	893.51	1256+35	70.42' LT.	893.23	STH 26	0.33%	-	-	86	-	-	-	-	-	9	2	1
0010	1256+35	28.40' LT.	892.90	1256+35	58.47' RT.	891.81	STH 26	1.25%	-	-	-	87	-	-	-	-	12	2	1
0010	1260+00	146.66' LT.	891.63	1260+00	66.68' LT.	889.16	STH 26	3.09%	80	-	-	-	-	-	-	-	6	2	1
0010	1262+00	32.49' LT.	886.87	1262+00	58.94' RT.	886.39	STH 26	0.52%	92	-	-	-	-	-	-	-	6	2	1
0010	1268+00	145.55' LT.	885.76	1268+00	66.02' LT.	884.60	STH 26	1.45%	-	80	-	-	-	-	-	-	9	2	1
0010	1268+00	29.12' LT.	884.08	1268+00	59.41' RT.	882.89	STH 26	1.34%	-	-	89	-	-	-	-	-	9	2	1
0010	1278+69	140.19' LT.	886.36	1278+69	54.75' LT.	885.44	STH 26	1.07%	86	-	-	-	-	-	-	-	6	2	1
0010	1278+69	27.19' LT.	885.22	1278+69	66.26' RT.	884.76	STH 26	0.49%	94	-	-	-	-	-	-	-	6	2	1
0010	1287+37	115.60' LT.	884.79	1287+37	48.46' LT.	884.58	STH 26	0.31%	-	-	-	-	-	-	67	-	12	2	1
0010	1287+37	115.60' LT.	884.79	1287+37	48.46' LT.	884.58	STH 26	0.31%	-	-	-	-	-	-	67	-	12	2	1
0010	1287+37	18.70' LT.	884.35	1287+37	62.84' RT.	883.38	STH 26+	1.20%	-	81	-	-	-	-	-	-	9	2	1
0010	1287+37	18.70' LT.	884.35	1287+37	62.84' RT.	883.38	STH 26+	1.20%	-	81	-	-	-	-	-	-	9	2	1
0010	1293+00	17.59' LT.	889.22	1293+00	53.26' RT.	887.75	STH 26	2.07%	-	-	-	-	-	71	-	-	9	2	1
0010	1298+88	106.22' LT.	890.69	1298+88	28.27' LT.	889.07	STH 26	2.08%	-	78	-	-	-	-	-	-	9	1	1
0010	1298+88	25.77' LT.	889.01	1298+88	66.96' RT.	887.08	STH 26	2.08%	-	93	-	-	-	-	-	-	-	1	1
0010	1315+00	13.38' LT.	884.39	1315+00	56.51' RT.	883.69	STH 26	1.00%	70	-	-	-	-	-	-	-	-	1	1
0010	1316+00	84.02' LT.	883.70	1316+00	62.14' RT.	882.51	STH 26	0.82%	146	-	-	-	-	-	-	-	6	2	1
0010	1325+53	126.02' RT.	868.40	1325+53	138.36' LT.	863.63	STH 26	1.80%	-	265	-	-	-	-	-	-	9	2	1
0010	1343+00	113.27' LT.	873.03	1345+00	91.94' LT.	869.80	STH 26	1.61%	200	-	-	-	-	-	-	-	6	1	1
0010	1345+00	89.94' LT.	869.75	1345+00	103.85' RT.	866.79	STH 26	1.53%	-	194	-	-	-	-	-	-	-	1	1
0010	695+00 S	33.73' RT.	893.95	695+00 S	59.35' LT.	893.59	STH 60	0.39%	-	-	93	-	-	-	-	-	9	2	1
0010	8+00 FJ	17.84' LT.	902.91	8+00 FJ	19.41' RT.	902.56	KREUZIGER WAY	0.95%	-	-	-	-	-	37	-	-	9	2	1
0010	13+37 FJ	18.48' LT.	902.49	13+37 FJ	18.97' RT.	902.38	KREUZIGER WAY	0.30%	-	-	-	-	-	38	-	-	9	2	1
0010	26+67 FJ	17.59' LT.	903.21	26+67 FJ	18.32' RT.	903.05	KREUZIGER WAY	0.44%	-	-	-	-	-	36	-	-	9	2	1
0010	13+40 FH	18.02' RT.	893.03	13+40 FH	18.50' LT.	892.92	ETERNAL LANE	0.30%	-	-	-	-	-	-	-	37	12	2	1
0010	12+92 B	20.99' LT.	884.57	12+92 B	22.21' RT.	884.39	BIWER ROAD	0.42%	43	-	-	-	-	-	-	-	6	2	1
0010	22+00 B	17.38' LT.	880.58	22+00 B	18.08' RT.	880.42	BIWER ROAD	0.44%	-	-	36	-	-	-	-	-	9	2	1
0010	22+00 B	17.38' LT.	880.58	22+00 B	18.08' RT.	880.42	BIWER ROAD	0.44%	-	-	36	-	-	-	-	-	9	2	1
0010	1287+00 R2	43.93' LT.	883.34	1287+00 R2	27.22' RT.	881.83	RAMP 2 (SE)++	2.12%	-	-	72	-	-	-	-	-	9	2	1
0010	1287+00 R2	43.93' LT.	883.34	1287+00 R2	27.22' RT.	881.83	RAMP 2 (SE)++	2.12%	-	-	72	-	-	-	-	-	9	2	1
0010	1287+23 R3	20.50' LT.	885.26	1287+23 R3	48.74' RT.	885.03	RAMP 3 (SW)+++	0.33%	-	70	-	-	-	-	-	-	9	2	1
0010	1299+24 R4	35.40' LT.	891.98	1299+24 R4	66.46' RT.	891.09	RAMP 4 (NW)++++	0.88%	102	-	-	-	-	-	-	-	6	2	1
0010	5+60 FK	38.19' RT.	855.60	5+43 FK	56.28' RT.	854.18	HOLL ROAD (SKEWED)	1.27%	-	-	-	-	112	-	-	-	12	2	1
0010	17+00 FK	44.01' LT.	865.22	17+00 FK	43.08' RT.	864.56	HOLL ROAD	0.76%	-	87	-	-	-	-	-	-	9	2	1
0010	44+00 TR	27.75' RT.	870.40	44+00 TR	30.27' LT.	870.07	TEMPORARY ROAD	0.57%	58	-	-	-	-	-	-	-	6	2	1
0010	48+10 TR	39.29' RT.	864.97	47+40 TR	37.88' LT.	864.95	TEMPORARY ROAD (SKEWED)	0.02%	-	-	-	-	109	-	-	-	12	2	1
							TOTALS:		1,265	1,029	484	87	221	182	134	37	306	73	39

* NON BID ITEM. FOR INFORMATION ONLY.

NOTES: 1. JOINT TIES FOR CONCRETE PIPE SHALL BE USED AT ALL CONCETE APRON ENDWALL. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT BOTH CULVERT ENDS.
2. THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

+ 11' OF PIPE REMOVED DURING STAGE 4

++ 10' OF PIPE REMOVED DURING STAGE 4

+++ 15' OF PIPE REMOVED DURING STAGE 3

++++ 17' OF PIPE REMOVED DURING STAGE 3

3

DRIVEWAY PIPES

GROUP CODE	STATION	LOCATION	520.0118 CULVERT PIPE 18-INCH CLASS III LF	520.1018** APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH	521.1518 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 6 TO 1 EACH	522.0124** CULVERT PIPE REINFORCED CONCRETE 24-INCH CLASS III LF	522.1024** APRON ENDWALLS FOR REINFORCED CULVERT PIPE 24-INCH EACH	MINIMUM STEEL THICKNESS INCHES	628.7555** CULVERT PIPE CHECKS EACH	650.6000** CONSTRUCTION STAKING PIPE CULVERTS EACH	JOINT* TIES EACH
0010	1350+62	STH 26 (PE, LT.)	58	2	-	-	-	0.064	6	-	-
0010	1352+84	STH 26 (PE, RT.)	48	2	-	-	-	0.064	6	-	-
0010	4+31 FJ	KREUZIGER WAY (PE, RT.)	30	2	-	-	-	0.064	6	-	-
0010	6+94 FJ	KREUZIGER WAY (PE, RT.)	37	2	-	-	-	0.064	6	-	-
0010	13+75 FJ	KREUZIGER WAY (FE, LT.)	35	2	-	-	-	0.064	6	-	-
0010	27+00 FJ	KREUZIGER WAY (FE, LT.)	40	2	-	-	-	0.064	6	-	-
0010	33+75 FJ	KREUZIGER WAY (FE, LT.)	30	2	-	-	-	0.064	6	-	-
0010	34+25 FJ	KREUZIGER WAY (PE, RT.)	40	2	-	-	-	0.064	6	-	-
0010	690+74 S	STH 60 (PE, RT.)	28	-	2	-	-	0.064	6	-	-
0010	692+31 S	STH 60 (PE, LT.)	33	-	2	-	-	0.064	6	-	-
0010	13+00 FH	ETERNAL LANE (FE, LT.)	34	2	-	-	-	0.064	6	-	-
0010	15+50 FH	ETERNAL LANE (FE, LT.)	31	-	2	-	-	0.064	6	-	-
0010	22+57 FH	ETERNAL LANE (PE, RT.)	16	-	2	-	-	0.064	6	-	-
0010	11+50 FK	HOLL ROAD (FE, RT.)	41	2	-	-	-	0.064	6	-	-
0010	5+60 D6	BAILEY DRIVEWAY 'D6' (FE, LT.)	90	2	-	-	-	0.064	6	-	-
0010	6+89.75 D6	BAILEY DRIVEWAY 'D6'	-	-	-	88	1	-	6	1	12
0010	9+17.73 D6	BAILEY DRIVEWAY 'D6'	-	-	-	248	1	-	6	1	12
0010	49+00 TR	TEMPORARY ROAD (FE, RT.)	60	2	-	-	-	0.064	6	-	-
0010	14+50 W	CTH W (SHARED FE, LT.)	40	2	-	-	-	0.064	6	-	-
0010	6+25 T	OLD STH 60 EAST (FE, LT.)	40	2	-	-	-	0.064	6	-	-
		TOTALS:	731	28	8	336	2		120	2	24

* NON BID ITEM. FOR INFORMATION ONLY.
** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

3

STAGING CULVERT PIPES

GROUP CODE	STAGE	STATION	INLET OFFSET	INLET ELEV.	STATION	OUTLET OFFSET	OUTLET ELEV.	LOCATION	SLOPE (%)	CULVERT PIPE 520.4018 18-INCH LF	TEMPORARY 520.4024 24-INCH LF	APRON ENDWALLS FOR CULVERT PIPE 520.1018** 18-INCH EACH	APRON ENDWALLS FOR CULVERT PIPE 520.1024 24-INCH EACH	SPV.0060.02** REINFORCED CONCRETE ENDWALL 24-INCH 6:1 SPECIAL EACH	522.0130** REINFORCED CONCRETE CLASS III 30-INCH LF	MINIMUM STEEL THICKNESS INCHES	628.7555** CULVERT PIPE CHECKS EACH	650.6000** CONSTRUCTION STAKING PIPE CULVERTS EACH	JOINT* TIES EACH
0010	1C	1228+00	50' LT.	901.41	1228+89	50' LT.	901.22	STH 26, LT.	0.40%	-	48	-	1	-	-	0.064	6	1	12
0010	1C	1228+89	77.4' LT.	901.35	1228+89	54' LT.	901.24	STH 26, LT.	0.48%	-	-	-	-	-	24	-	-	1	-
0010	1C	1228+89	46' LT.	901.2	1228+89	24.7' LT.	901.1	STH 26, LT.	0.48%	-	-	-	-	-	22	-	-	1	-
0010	1C	1233+00	27.3' LT	903.80	1233+00	64.73' RT.	900.84	STH 26 (NB)	3.21%	-	92	-	1	1	-	0.064	6	1	12
0010	1C	1252+73	50' LT.	897.91	1252+73	50' LT.	897.41	STH 26 (NB, LT.) TEMP DRIVEWAY ENTRANCE	1.24%	40	-	2	-	-	-	0.064	6	1	12
								TOTALS:		40	140	2	2	1	46		18	5	36

* NON BID ITEM. FOR INFORMATION ONLY.
** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE

GROUP CODE	STATION	LOCATION	PIPE SIZE	522.1024** 24-INCH EACH	522.1030 30-INCH EACH	522.1036 36-INCH EACH	522.1042 42-INCH EACH	522.1048 48-INCH EACH	523.0519 HORIZONTAL ELLIPTICAL 19x30-INCH EACH	523.0524 HORIZONTAL ELLIPTICAL 24x38-INCH EACH	523.0529 HORIZONTAL ELLIPTICAL 29x45-INCH EACH	521.0336*** APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 36-INCH 4 TO 1 EACH	521.0436*** APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 36-INCH 6 TO 1 EACH	521.0442*** APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 42-INCH 6 TO 1 EACH	SPV.0060.02 REINFORCED CONCRETE ENDWALLS 24-INCH 6:1 SPECIAL EACH	SPV.0060.03 REINFORCED CONCRETE ENDWALLS 30-INCH 6:1 SPECIAL EACH	SPV.0060.04 REINFORCED CONCRETE ENDWALLS 19X30-INCH 6:1 SPECIAL EACH	SPV.0060.05 REINFORCED CONCRETE ENDWALLS 24X38-INCH 6:1 SPECIAL EACH	611.9800.S PIPE GRATES EACH	JOINT* TIES EACH
0010	1233+00	STH 26	24"	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2	12
0010	1250+00	STH 26 (SKEWED)	24"	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	1250+00	STH 26	24"	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2	12
0010	1256+35	STH 26	36"	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	2	12
0010	1256+35	STH 26	42"	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	1	12
0010	1260+00	STH 26	24"	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2	12
0010	1262+00	STH 26	24"	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	1268+00	STH 26	30"	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	2	12
0010	1268+00	STH 26	36"	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	1	12
0010	1278+69	STH 26	24"	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2	12
0010	1278+69	STH 26	24"	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	1	12
0010	1287+37	STH 26	24"x38"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	12
0010	1287+37	STH 26	24"x38"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	12
0010	1287+37	STH 26	30"	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	2	12
0010	1287+37	STH 26	30"	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	2	12
0010	1293+00	STH 26	19"x30"	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2	12
0010	1298+88	STH 26	30"	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	12
0010	1298+88	STH 26	30"	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	1315+00	STH 26	24"	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	1316+00	STH 26	24"	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	12
0010	1325+53	STH 26	30"	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	1343+00	STH 26	24"	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	1345+00	STH 26	30"	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	695+00 S	STH 60	36"	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	2	12
0010	773+28 S	STH 60	42"	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	8+00 FJ	KREUZIGER WAY	19"x30"	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	12
0010	13+37 FJ	KREUZIGER WAY	19"x30"	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	12
0010	26+67 FJ	KREUZIGER WAY	19"x30"	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	12
0010	13+40 FH	ETERNAL LANE	29"x45"	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	12
0010	12+92 B	BIWER ROAD	24"	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	22+00 B	BIWER ROAD	36"	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	22+00 B	BIWER ROAD	36"	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	1287+00 R2	RAMP 2 (SE)	36"	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	1287+00 R2	RAMP 2 (SE)	36"	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	1287+23 R3	RAMP 3 (SW)	30"	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	1	12
0010	1299+24 R4	RAMP 4 (NW)	24"	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	5+53 FK	HOLL ROAD (SKEWED)	48"	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	12
0010	17+00 FK	HOLL ROAD	30"	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	44+00 TR	TEMPORARY ROAD	24"	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	47+76 TR	TEMPORARY ROAD (SKEWED)	48"	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	12
		TOTALS:		13	8	9	2	4	6	0	2	2	3	1	10	8	2	4	30	480
				13	8	9	1	4	6	0	2	2	3	1	10	8	2	4	30	468

* NON BID ITEM. FOR INFORMATION ONLY.
** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN
*** SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES

STORM SEWER PIPE SCHEDULE

GROUP CODE	PIPE LOCATION FROM	PIPE LOCATION TO	STATION	LOCATION	OFFSET TO PIPE ENDWALL	INVERT INLET	INVERT DISCHARGE	SLOPE(%)	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	608.0312** STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	633.5200** MARKERS CULVERT END EACH	JOINT* TIES EACH	COMMENTS
0010	1.0	1.1	1253+00	STH 26	38.2' LT.	898.56	897.50	1.46	1	73	1	3	
0010	2.0	2.1	1266+00	STH 26	63.8' LT.	886.03	885.35	0.99	1	69	1	3	
0010	10.0	10.2	695+22 S	STH 60	54.56' LT.	896.33	896.14	0.50	1	37	1	3	
0010	10.1	10.0	695+22 S	STH 60	-	896.37	896.34	0.50	1	8	1	3	
0010	11.0	11.2	699+50 S	STH 60	30.44' RT.	902.74	902.55	0.50	1	37	1	3	
0010	11.1	11.0	699+50 S	STH 60	-	902.83	902.75	0.50	1	18	1	3	
0010	12.0	12.2	704+76 S	STH 60	35.67' RT.	911.41	911.18	0.50	1	48	1	3	
0010	12.1	12.0	704+76 S	STH 60	-	911.43	911.42	0.50	1	2	1	3	
0010			708+96 S	STH 60				1.61	-	15	-	-	1390-04-96 STORM SEWER EXTENSION
								TOTALS:	8	907	8	24	

* NON BID ITEM. FOR INFORMATION ONLY.

NOTES: 1. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
2. PIPE LENGTHS ARE MEASURED TO THE CENTER OF STRUCTURES.
3. JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL REINFORCED CONCRETE APRON ENDWALL LOCATIONS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE REINFORCED CONCRETE STORM SEWER PIPE.
4. STH 60 STORM SEWER BUILT UNDER PROJECT 1390-04-96.

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

3

CONCRETE DROP INLETS

GROUP CODE	STATION	O/S	LOCATION	GRATE ELEVATION	FLOOR ELEVATION	STRUCTURE* DEPTH	416.0610 DRILLED TIE BARS EACH	608.0312** STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	611.3220 INLETS TYPE 2X2-FT EACH	611.3225 INLETS TYPE 2X2.5-FT EACH	611.0654 INLET COVERS TYPE V EACH	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH LF	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	633.5200** MARKERS CULVERT END EACH	650.4000** CONSTRUCTION STAKING STORM SEWER EACH
0010	705+41.70 S	LT.	B-14-196	915.99	910.66	4.00	6	-	1	-	1	12	1	1	1
0010	705+49 S	RT.	B-14-196	916.16	910.83	4.00	6	-	1	-	1	13	1	1	1
0010	1334+11.90	LT.	B-14-197	906.40	901.07	4.00	10	69	-	1	1	-	1	1	1
0010	1333+57.70	RT.	B-14-197	906.56	900.73	4.50	7	-	-	1	1	17	1	1	1
0010	735+41.65 S	LT.	B-14-198	912.63	906.82	4.48	6	-	-	1	1	13	1	1	1
0010	735+08.50 S	RT.	B-14-198	912.42	907.09	4.00	8	52	-	1	1	-	1	1	1
						TOTALS:	43	121	2	4	6	55	6	6	6

3

* STRUCTURE DEPTH = GRATE ELEVATION - (CASTING DEPTH + ADJUSTING RINGS) - FLOOR ELEVATION. CASTING DEPTH + ADUSTING RINGS = 1.33'

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

STORM SEWER STRUCTURE SCHEDULE

GROUP CODE	STRUCTURE NO.	STATION	LOCATION	OFFSET TO CENTER OF STRUCTURE	TOP OF STRUCTURE ELEVATION	BOTTOM OF STRUCTURE ELEVATION	DEPTH OF STRUCTURE FT	611.0606 INLET COVERS TYPE B EACH	611.0624 INLET COVERS TYPE H EACH	611.0645 INLET COVERS TYPE MS-A EACH	611.2044 MANHOLES 4X4-FT EACH	611.3230 INLETS TYPE 2X3-FT EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	650.4000** CONSTRUCTION STAKING STORM SEWER EACH	COMMENTS
0010	1.0	1253+00	STH 26	35.42' RT.	903.70	898.39	5.31	-	1	-	-	1	-	1	
0010	2.0	1266+00	STH 26	133.33' LT.	889.69	885.87	3.82	-	1	-	-	1	-	1	
0010	3.0	1298+88	STH 26	27.02' LT.	892.99	888.72	4.27	-	-	2	-	-	1	1	
0010	4.0	1315+00	STH 26	14.6' LT.	888.26	884.14	4.12	-	-	2	-	-	1	1	
0010	5.0	1287+00 R2	RAMP 2 (STAGE 1C)	45.18' RT.	887.24	882.96	4.28	-	-	4	-	-	2	2	
0010	10.0	695+22 S	STH 60	16.71' LT.	900.02	896.16	3.86	-	1	-	-	1	-	1	
0010	10.1	695+22 S	STH 60	7.42' LT.	900.02	896.21	3.81	-	1	-	-	1	-	1	
0010	11.0	699+50 S	STH 60	7.42' LT.	906.49	902.57	3.92	-	1	-	-	1	-	1	
0010	11.1	699+50 S	STH 60	26.58' LT.	906.49	902.67	3.82	-	1	-	-	1	-	1	
0010	12.0	704+76 S	STH 60	12.83' LT.	915.09	911.25	3.84	-	1	-	-	1	-	1	
0010	12.1	704+76 S	STH 60	16.58' LT.	915.09	911.27	3.82	-	1	-	-	1	-	1	
0010	13.0	1345+00	STH 26	91.94' LT.	877.01	869.46	7.55	1	-	-	1	-	-	-	
0010	1.0	708+96 S	STH 60	13.50' LT.	-	-	-	-	1	-	-	-	-	-	PREVIOUSLY INSTALLED UNDER 1390-04-96
0010	2.0	710+50 S	STH 60	7.65' LT.	-	-	-	-	1	-	-	-	-	-	PREVIOUSLY INSTALLED UNDER 1390-04-96
0010	3.0	713+73 S	STH 60	7.50' LT.	-	-	-	-	1	-	-	-	-	-	PREVIOUSLY INSTALLED UNDER 1390-04-96
							TOTALS:	1	11	8	1	8	4	12	

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

PIPE UNDERDRAIN

GROUP CODE	STA	TO	STA	O/S	ROADWAY	310.0110 BASE AGGREGATE OPEN GRADED TON	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0112 GEOTEXTILE FABRIC TYPE DF SCHEDULE B SY	COMMENT
0010	1250+96	-	1255+00	RT.	STH 26 (NB LANES)	104	401	212	INLET CONNECTION
0010	1261+00	-	1267+00	LT.	STH 26 (SB LANES)	155	597	315	INLET CONNECTION
0010	1294+72	-	1295+69	RT.	STH 26 (NB LANES)	25	98	52	OUTFALL INTO DITCH
0010	1294+82	-	1295+80	LT.	STH 26 (SB LANES)	25	98	52	OUTFALL INTO DITCH
0010					UNDISTRIBUTED	31	27	29	
					TOTALS:	340	1,220	660	

CONCRETE MEDIAN

GROUP CODE	STATION	TO	STATION	LOCATION	BLUNT NOSE 620.0200 SF	SLOPED NOSE 620.0300 SF	COMMENTS
0010	695+14 S	-	695+19 S	STH 60	68	-	
0010	714+77 S	-	714+82 S	STH 60	-	57	TYPE 1
				TOTALS:	68	57	

3

MGS GUARDRAIL

GROUP CODE	STA	TO	STA	O/S	ROADWAY	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
0010	1319+43.17	-	1332+60.70	LT.	STH 26	1,225	39.4	1
0010	1322+50.77	-	1332+05.80	RT.	STH 26	862.5	39.4	1
0010	1333+99.30	-	1339+41.83	LT.	STH 26	450	39.4	1
0010	1333+45.00	-	1344+50.03	RT.	STH 26	1,012.5	39.4	1
0010	704+24.47 S	-	705+54.50 S	LT.	STH 60	37.5	39.4	1
0010	704+19.27 S	-	705+61.80 S	RT.	STH 60	50	39.4	1
0010	707+88.30 S	-	709+55.83 S	LT.	STH 60	75	39.4	1
0010	707+94.10 S	-	709+49.13 S	RT.	STH 60	62.5	39.4	1
0010	733+36.77 S	-	735+54.30 S	LT.	STH 60	125	39.4	1
0010	732+53.67 S	-	735+21.20 S	RT.	STH 60	175	39.4	1
0010	736+70.20 S	-	739+37.73 S	LT.	STH 60	175	39.4	1
0010	736+37.10 S	-	738+54.63 S	RT.	STH 60	125	39.4	1
					TOTALS:	4,375	473	12

618.0100
MAINTENANCE & REPAIR OF HAUL ROAD (1390-04-82)

GROUP CODE	LOCATION	EACH
0010	PROJECT LIMITS	1
	TOTAL:	1

620.0100
CONCRETE CORRUGATED MEDIAN

GROUP CODE	STATION	TO	STATION	LOCATION	SF
0010	1235+95	-	1240+45	STH 26 (NB LANES)	1,800
0010	1241+85	-	1246+35	STH 26 (SB LANES)	1,800
				TOTAL:	3,600

616.0700.S
FENCE SAFETY

GROUP CODE	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	699+00 S	-	701+50 S	STH 60, RT.	265	CLYMAN CENTER CEMETERY
0010	1304+00 R4	-	1306+00 R4	RAMP 4, LT.	200	MENGEL CEMETERY
0010	24+00 FH	-	25+25 FH	ETERNAL LANE, RT.	125	MENGEL CEMETERY
				TOTAL:	590	

STEEL THRIE BEAM

GROUP CODE	STA	TO	STA	O/S	ROADWAY	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF
0010	1294+16.21	-	1296+35.37	LT.	STH 26	2	225
					TOTALS:	2	225

621.0100
LANDMARK REFERENCE MONUMENTS

GROUP CODE	STATION	O/S	LOCATION	EACH
0010	1241+07.55	133.72' LT	CTH J	4
0010	1267+77.66	137.10'LT	STH 26	4
0010	709+22.49 S	74.01' RT.	STH 60	4
0010	37+66.22 TR	6.99' LT.	STH 60 EAST	4
0010	773+50.79 S	73.03' LT.	STH 60	4
			TOTALS:	20

INLET PROTECTION

GROUP CODE	STATION	O/S	LOCATION	628.7010 TYPE B EACH	628.7015 TYPE C EACH
0010	1253+00	RT.	STH 26	-	1
0010	1266+00	LT.	STH 26	-	1
0010	1298+88	LT.	STH 26	2	-
0010	1315+00	LT.	STH 26	2	-
0010	1333+57.70	RT.	STH 26	1	-
0010	1334+11.90	LT.	STH 26	1	-
0010	1345+00	LT.	STH 26	1	-
0010	695+22 S	LT.	STH 60	-	1
0010	695+22 S	LT.	STH 60	-	1
0010	699+50 S	LT.	STH 60	-	1
0010	699+50 S	LT.	STH 60	-	1
0010	704+76 S	LT.	STH 60	-	1
0010	704+76 S	LT.	STH 60	-	1
0010	705+41.70 S	LT.	STH 60	1	-
0010	705+49 S	RT.	STH 60	1	-
0010	708+96 S	LT.	STH 60	-	1
0010	710+50 S	LT.	STH 60	-	1
0010	713+73 S	LT.	STH 60	-	1
0010	735+08.50 S	RT.	STH 60	1	-
0010	735+41.65 S	LT.	STH 60	1	-
0010	1287+00 R2	LT.	RAMP 2 (STAGE 1C)	4	-
			TOTALS:	15	11

624.0100
WATER

GROUP CODE	LOCATION	USE	MGAL
0010	PROJECT	BASE PLACEMENT	3,600
0010	PROJECT	DUST CONTROL	1,800
		TOTAL:	5,400

EROSION CONTROL ITEMS

GROUP CODE	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7504 TEMPORARY DITCH CHECKS LF	628.7570 ROCK BAGS EACH	628.2004 EROSION MAT CLASS I TYPE B SY	606.0200 RIPRAP MEDIUM CY	645.0130 GEOTEXTILE TYPE R SY
0010	1232+00	-	1325+10.21	STH 26 (NB LANES), RT.	2,838	2,838	388	3	12,258	82	165
0010	1230+00	-	1325+10.21	STH 26 (SB LANES), LT.	1,330	1,330	226	-	12,525	18	36
0010	1230+00	-	1325+10.21	STH 26 (MEDIAN)	-	-	294	-	-	82	163
0010	1325+10.21	-	1357+00	STH 26, RT.	1,155	1,155	86	4	27,495	43	86
0010	1325+10.21	-	1357+00	STH 26, LT.	1,224	1,224	13	-	24,500	257	514
0010	690+00 S	-	705+69.74 S	STH 60, RT.	-	-	15	-	1,054	44	89
0010	690+00 S	-	705+69.74 S	STH 60, LT.	442	442	36	-	1,233	58	117
0010	775+00 S	-	782+50 S	STH 60, RT.	741	741	-	-	2,905	8	16
0010	775+00 S	-	782+50 S	STH 60, LT.	827	827	-	-	2,132	8	16
0010	1294+88 R1		1316+75.98 R1	RAMP 1 (NE RAMP), RT.	-	-	-	-	-	4	8
0010	1274+61.20 R2	-	1294+88 R2	RAMP 2 (SE RAMP), RT.	-	-	-	-	5,100	27	55
0010	1274+61.20 R2	-	1294+88 R2	RAMP 2 (SE RAMP), LT.	-	-	-	-	3,823	19	39
0010	1270+64.62 R3	-	1295+40 R3	RAMP 3 (SW RAMP), RT.	-	-	-	-	3,282	7	14
0010	1270+64.62 R3	-	1295+40 R3	RAMP 3 (SW RAMP), LT.	506	506	15	-	2,824	8	16
0010	1295+40 R4	-	1311+39.50 R4	RAMP 4 (NW RAMP), RT.	-	-	-	-	1,802	5	10
0010	1295+40 R4	-	1311+39.50 R4	RAMP 4 (NW RAMP), LT.	-	-	-	-	1,416	8	16
0010	3+75 J	-	12+00 J	CTH J, RT.	355	355	-	-	74	20	40
0010	3+75 J	-	12+00 J	CTH J, LT.	92	92	-	-	-	16	32
0010	00+00 FJ	-	34+25 FJ	KREUZIGER WAY, RT.	2638	2,638	-	-	-	23	46
0010	00+00 FJ	-	34+25 FJ	KREUZIGER WAY, LT.	536	536	-	-	-	8	16
0010	10+00 B	-	25+00 B	BIWER ROAD, RT.	1,569	1,569	-	-	-	24	48
0010	10+00 B	-	25+00 B	BIWER ROAD, LT.	-	-	-	-	-	13	26
0010	35+00 TR	-	60+14 TR	TEMPORARY ROAD, RT.	673	673	15	-	-	-	-
0010	35+00 TR	-	60+14 TR	TEMPORARY ROAD, LT.	1,387	1,387	15	-	-	18	35
0010	0+00 T	-	6+69 T	TEMPORARY CONNECTION, RT.	-	-	-	-	-	8	16
0010	0+00 T	-	6+69 T	TEMPORARY CONNECTION, LT.	-	-	-	-	-	8	16
0010	14+20 W	-	17+50 W	CTH W, RT.	-	-	54	-	-	8	16
0010	14+20 W	-	17+50 W	CTH W, LT.	-	-	36	-	-	-	-
0010	10+00 FH	-	24+50 FH	ETERNAL LANE, RT.	613	613	-	-	-	8	16
0010	10+00 FH	-	24+50 FH	ETERNAL LANE, LT.	1,647	1,647	-	-	-	18	36
0010	4+31 FK	-	20+00 FK	HOLL ROAD, RT.	632	632	-	-	1,161	215	430
0010	4+31 FK	-	20+00 FK	HOLL ROAD, LT.	-	-	-	-	502	21	42
0010	5+00 D6	-	10+00 D6	BAILEY DRIVEWAY, RT.	-	-	-	-	-	10	20
0010	5+00 D6	-	10+00 D6	BAILEY DRIVEWAY, LT.	-	-	-	-	1,517	-	-
0010	1279+00 R2	-	1294+00 R2	RAMP 2 WIDENING FOR DETOUR, LT.	-	-	-	-	2,524	-	-
0010	1287+00 R3	-	1294+50 R3	RAMP 3 WIDENING FOR DETOUR, RT.	-	-	-	-	2,275	-	-
0010	1296+50 R4	-	1300+00 R4	RAMP 4 WIDENING FOR DETOUR, RT.	-	-	-	-	1,758	-	-
0010				STAGE 1B	-	-	-	-	-	12	24
0010				STAGE 1C	-	-	-	-	-	11	23
0010				STAGE 4	-	-	-	-	-	7	14
0010				BORROW SITE	5,000	5,000	-	-	-	-	-
0010				UNDISTRIBUTED	6,045	6,045	306	43	28,340	284	597
				TOTALS:	30,250	30,250	1,500	50	140,500	1,410	2,850

619.1000 MOBILIZATION

GROUP CODE	LOCATION	EACH
0010	PROJECT 1390-04-82	1
	TOTAL:	1

MOBILIZATIONS EROSION CONTROL

GROUP CODE	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT	10	8
	TOTALS:	10	8

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DELINEATOR ITEMS

GROUP CODE	STATION	TO	STATION	LOCATION	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS WHITE EACH	633.1100 DELINEATORS TEMPORARY EACH
0010	1230+00	-	1357+00	STH 26 (SB LANES)	89	107	-
0010	1232+00	-	1357+00	STH 26 (NB LANES)	86	109	-
0010				CROSSOVER X9	-	-	13
				TOTALS:	175	216	13

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LANDSCAPING

GROUP CODE	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	SPV.0180.03 SOIL LOOSENING SPECIAL SY	SPV.0180.04 SALVAGED TOPSOIL SPECIAL SY
0010	1232+00	-	1357+00	STH 26 (NB LANES), RT.	-	81,295	41,542	51.2	2,195	86	732	-	-	-
0010	1230+00	-	1357+00	STH 26 (SB LANES), LT.	-	80,989	43,964	51.0	2,187	266	729	-	-	-
0010	1230+00	-	1320+00.00	STH 26 (MEDIAN)	-	55,786	55,786	35.1	1,506	-	502	-	-	-
0010	690+00 S	-	705+69.74 S	STH 60, RT.	-	7,578	6,524	4.8	205	37	68	-	-	-
0010	690+00 S	-	705+69.74 S	STH 60, LT.	-	5,799	4,566	3.7	157	9	52	-	-	-
0010	775+00 S	-	782+50 S	STH 60, RT.	-	3,311	406	2.1	89	-	30	-	-	-
0010	775+00 S	-	782+50 S	STH 60, LT.	-	2,982	850	1.9	81	-	27	-	-	-
0010	1294+88 R1	-	1316+75.98 R1	RAMP 1 (NE RAMP), LT.	-	2,445	2,445	1.5	66	-	22	-	-	-
0010	1274+61.20 R2	-	1294+88 R2	RAMP 2 (SE RAMP), RT.	-	12,635	7,535	8.0	341	-	114	-	-	-
0010	1274+61.20 R2	-	1294+88 R2	RAMP 2 (SE RAMP), LT.	-	5,612	1,789	3.5	152	-	51	-	-	-
0010	1270+64.62 R3	-	1295+40 R3	RAMP 3 (SW RAMP), RT.	-	9,142	5,860	5.8	247	-	82	-	-	-
0010	1270+64.62 R3	-	1295+40 R3	RAMP 3 (SW RAMP), LT.	-	8,787	5,963	5.5	237	-	79	-	-	-
0010	1295+40 R4	-	1311+39.50 R4	RAMP 4 (NW RAMP), RT.	-	3,592	1,790	2.3	97	-	32	-	-	-
0010	1295+40 R4	-	1311+39.50 R4	RAMP 4 (NW RAMP), LT.	-	6,515	5,099	4.1	176	62	59	-	-	-
0010	3+75 J	-	12+00 J	CTH J, RT.	-	1,142	1,068	0.7	31	-	10	-	-	-
0010	3+75 J	-	12+00 J	CTH J, LT.	-	1,338	1,338	0.8	36	-	12	-	-	-
0010	00+00 FJ	-	34+25 FJ	KREUZIGER WAY, RT.	-	6,406	6,406	4.0	173	44	58	-	-	-
0010	00+00 FJ	-	34+25 FJ	KREUZIGER WAY, LT.	-	8,046	8,046	5.1	217	-	72	-	-	-
0010	10+00 B	-	25+00 B	BIWER ROAD, RT.	-	3,985	3,985	2.5	108	-	36	-	-	-
0010	10+00 B	-	25+00 B	BIWER ROAD, LT.	-	11,578	11,578	7.3	313	-	104	-	-	-
0010	10+00 TR	-	35+00 TR	TEMPORARY ROAD, RT.	9,419	7,119	-	-	-	-	-	-	8,676	-
0010	10+00 TR	-	35+00 TR	TEMPORARY ROAD, LT.	8,099	9,760	-	-	-	-	-	-	8,676	-
0010	35+00 TR	-	60+14 TR	TEMPORARY ROAD, RT.	-	5,810	5,810	3.7	157	-	52	-	5,664	5,663
0010	35+00 TR	-	60+14 TR	TEMPORARY ROAD, LT.	-	5,077	5,077	3.2	137	-	46	-	5,664	5,663
0010	0+50 T	-	6+00 T	TEMPORARY CONNECTION, RT.	935	1,180	-	-	-	-	-	-	1,435	-
0010	0+50 T	-	6+00 T	TEMPORARY CONNECTION, LT.	1,041	967	-	-	-	-	-	-	1,435	-
0010	14+20 W	-	17+50 W	CTH W, RT.	-	877	877	0.6	24	-	8	-	-	-
0010	14+20 W	-	17+50 W	CTH W, LT.	-	782	782	0.5	21	-	7	-	-	-
0010	10+00 FH	-	24+50 FH	ETERNAL LANE, RT.	-	2,138	2,138	1.3	58	8	19	-	-	-
0010	10+00 FH	-	24+50 FH	ETERNAL LANE, LT.	-	2,573	2,573	1.6	69	-	23	-	-	-
0010	4+31 FK	-	20+00 FK	HOLL ROAD, RT.	-	4,933	3,772	3.1	133	34	44	-	-	-
0010	4+31 FK	-	20+00 FK	HOLL ROAD, LT.	-	4,938	4,436	3.1	133	-	44	-	-	-
0010	5+00 D6	-	10+00 D6	BAILEY DRIVEWAY, RT.	-	2,108	2,108	1.3	57	-	19	-	-	-
0010	5+00 D6	-	10+00 D6	BAILEY DRIVEWAY, LT.	-	2,244	727	1.4	61	-	20	-	-	-
0010	1279+00 R2	-	1294+00 R2	RAMP 2 WIDENING FOR DETOUR, LT.	-	4,460	1,936	2.8	120	-	40	-	-	-
0010	1287+00 R3	-	1294+50 R3	RAMP 3 WIDENING FOR DETOUR, RT.	-	11,302	9,027	7.1	305	-	102	-	-	-
0010	1296+50 R4	-	1300+00 R4	RAMP 4 WIDENING FOR DETOUR, RT.	-	3,376	1,618	2.1	91	-	30	-	-	-
0010	1282+00 TR3	-	1287+00 TR3	RAMP 3 CONNECTION DOWN TO EXISTING, RT.	-	278	278	0.2	8	-	3	-	-	-
0010	1282+00 TR3	-	1287+00 TR3	RAMP 3 CONNECTION DOWN TO EXISTING, LT.	-	2,001	2,001	1.3	54	-	18	-	-	-
0010	1300+00 TR4	-	1302+00 TR4	RAMP 4 CONNECTION DOWN TO EXISTING, RT.	-	874	874	0.6	24	-	8	-	-	-
0010	1300+00 TR4	-	1302+00 TR4	RAMP 4 CONNECTION DOWN TO EXISTING, LT.	-	667	667	0.4	18	-	6	-	-	-
0010	1227+00 X9	-	1232+50 X9	CROSSOVER X9, RT.	-	436	436	0.3	12	-	4	-	-	-
0010	1227+00 X9	-	1232+50 X9	CROSSOVER X9, LT.	-	435	435	0.3	12	-	4	-	-	-
0010	1232+00	-	1294+00	STAGE 1C STH 26 (NB LANES) MEDIAN, , LT.)	-	10,376	10,376	6.5	280	-	93	-	-	-
0010	1280+00	-	1294+00	STAGE 1C STH 26 (NB LANES), RT.	-	3,899	3,899	2.5	105	-	35	-	-	-
0010				OBLITERATING OLD STH 60 EAST	16,959	-	-	10.7	458	-	-	-	-	-
0010				BORROW SITE*	-	-	-	426.8	-	-	-	9,146	-	-
0010				UNDISTRIBUTED	3,647	40,925	28,111	67	1,149	64	354	954	-	1,174
				TOTALS:	40,100	448,500	304,500	750	12,100	610	3,850	10,100	31,550	12,500

*BORROW PIT QUANTITIES ARE ESTIMATED AND NOT DETERMINED FOR A PARTICULAR SITE.

PERMANENT SIGNING

GROUP CODE	SIGN #	LOCATION	SIGN CODE	SIGN SIZE (in)			634.0614** POSTS WOOD 4X6-INCH X 14 FT EACH	634.0616** POSTS WOOD 4X6-INCH X 16 FT EACH	634.0618** POSTS WOOD 4X6-INCH X 18 FT EACH	634.0620** POSTS WOOD 4X6-INCH X 20 FT EACH	637.2210** SIGNS TYPE II REFLECTIVE H SF	637.2230** SIGNS TYPE II REFLECTIVE F SF	SIGN MOUNTED ON POST WITH #	REMARKS
0010	19-2	988+00, RT (NB LANES)	R2-1	48	X	60	-	-	2	-	20.00	-	-	SPEED LIMIT 65 MPH
0010	20-1	995+00, LT (SB LANES)	R2-1	48	X	60	-	-	2	-	20.00	-	-	SPEED LIMIT 65 MPH
0010	21-1	1230+50, LT (NB LANES)	J1-1	36	X	57	-	-	1	-	14.25	-	-	ASSEMBLY
0010	21-2	1230+50, RT (NB LANES)	J1-1	36	X	57	-	-	1	-	14.25	-	-	ASSEMBLY
0010	21-3	1232+50, RT (NB LANES)	D1-2	96	X	36	-	1	1	-	24.00	-	-	LEFT ARROW SYMBOL REESEVILLE WITH CLYMAN RIGHT ARROW SYMBOL
0010	21-4	1233+50, LT (NB LANES)	R3-20-L	36	X	54	-	-	1	-	13.50	-	-	BEGIN LEFT TURN LANE WITH ARROW
0010	21-6	1234+50, RT (NB LANES)	R3-20-R	36	X	54	-	-	1	-	13.50	-	-	BEGIN RIGHT TURN LANE WITH ARROW
0010	21-7	1237+00, LT (SB LANES)	R2-1	48	X	60	-	-	2	-	20.00	-	-	SPEED LIMIT 65 MPH
0010	21-8	1238+40, LT (NB LANES)	R5-1A	42	X	30	-	1	-	-	8.75	-	-	WRONG WAY
0010	21-9	1238+40, RT (NB LANES)	R5-1A	42	X	30	-	1	-	-	8.75	-	-	WRONG WAY
0010	21-10	1239+50, LT (SB LANES)	J4-2	72	X	54	-	-	2	-	27.00	-	-	EAST 16, SOUTH 26
0010	21-11	1240+40, LT (NB LANES)	J13-1	36	X	66	-	-	1	-	16.50	-	-	ASSEMBLY
0010	21-12	1240+40, RT (NB LANES)	J13-1	36	X	66	-	-	1	-	16.50	-	-	ASSEMBLY
0010	21-13	1240+40, LT (NB LANES)	R5-1	36	X	36	-	-	-	-	9.00	-	21-11	DO NOT ENTER
0010	21-14	1240+40, RT (NB LANES)	R5-1	36	X	36	-	-	-	-	9.00	-	21-12	DO NOT ENTER
0010	22-1	1240+50, LT (NB LANES)	R1-1	36	X	36	-	1	-	-	9.00	-	-	STOP
0010	22-2	1240+50, LT (NB LANES)	R6-1L	36	X	12	-	-	-	-	3.00	-	22-1	ONE WAY WITH LEFT ARROW SYMBOL
0010	22-3	1240+50, LT (NB LANES)	R6-1R	36	X	12	-	-	-	-	3.00	-	22-1	ONE WAY WITH RIGHT ARROW SYMBOL
0010	22-4	1241+75, RT (SB LANES)	R1-1	36	X	36	-	1	-	-	9.00	-	-	STOP
0010	22-5	1241+75, RT (SB LANES)	R6-1L	36	X	12	-	-	-	-	3.00	-	22-4	ONE WAY WITH LEFT ARROW SYMBOL
0010	22-6	1241+75, RT (SB LANES)	R6-1R	36	X	12	-	-	-	-	3.00	-	22-4	ONE WAY WITH RIGHT ARROW SYMBOL
0010	22-7	1240+40, LT (SB LANES)	R6-2L	36	X	48	-	1	-	-	12.00	-	-	ONE WAY WITH LEFT ARROW SYMBOL
0010	22-8	1240+50, LT (SB LANES)	J13-2	48	X	45	-	1	-	-	15.00	-	-	16 WITH LEFT/RIGHT ARROW, 26 WITH LEFT/RIGHT ARROW
0010	22-9	1240+60, LT (SB LANES)	R1-1	36	X	36	-	1	-	-	9.00	-	-	STOP
0010	22-10	1240+60, LT (SB LANES)	R6-3	30	X	24	-	-	-	-	5.00	-	22-9	DIVIDED HIGHWAY
0010	22-11	1240+60, LT (SB LANES)	R6-1R	36	X	12	-	-	-	-	3.00	-	22-9	ONE WAY WITH RIGHT ARROW SYMBOL
0010	22-12	1241+60, RT (NB LANES)	R1-1	36	X	36	-	1	-	-	9.00	-	-	STOP
0010	22-13	1241+60, RT (NB LANES)	R6-3	30	X	24	-	-	-	-	5.00	-	22-12	DIVIDED HIGHWAY
0010	22-14	1241+60, RT (NB LANES)	R6-1R	36	X	12	-	-	-	-	3.00	-	22-9	ONE WAY WITH RIGHT ARROW SYMBOL
0010	22-15	1241+90, RT (NB LANES)	J13-2	48	X	45	-	1	-	-	15.00	-	-	16 WITH LEFT/RIGHT ARROW, 26 WITH LEFT/RIGHT ARROW
0010	22-16	1242+00, RT (NB LANES)	R6-2L	36	X	48	-	1	-	-	12.00	-	-	ONE WAY WITH LEFT ARROW SYMBOL
0010	22-17	1242+10, LT (SB LANES)	R5-1	36	X	36	-	1	-	-	9.00	-		DO NOT ENTER
0010	22-18	1242+10, RT (SB LANES)	R5-1	36	X	36	-	1	-	-	9.00	-		DO NOT ENTER
0010	22-19	1242+10, LT (SB LANES)	J13-1	36	X	66	-	-	-	-	16.50	-	22-11	ASSEMBLY
0010	22-20	1242+10, RT (SB LANES)	J13-1	36	X	66	-	-	-	-	16.50	-	22-12	ASSEMBLY
0010	22-21	1242+75, RT (NB LANES)	J4-2	72	X	54	-	-	2	-	27.00	-	-	WEST 16, NORTH 26
0010	22-22	1244+10, LT (SB LANES)	R5-1A	42	X	30	-	1	-	-	8.75	-	-	WRONG WAY
0010	22-23	1244+10, RT (SB LANES)	R5-1A	42	X	30	-	1	-	-	8.75	-	-	WRONG WAY
0010	22-24	1246+00, RT (NB LANES)	R2-1	48	X	60	-	-	2	-	20.00	-	-	SPEED LIMIT 65 MPH
0010	22-25	1247+75, LT (SB LANES)	R3-20-R	36	X	54	-	-	1	-	13.50	-	-	BEGIN RIGHT TURN LANE WITH ARROW
0010	22-26	1248+00, RT (SB LANES)	R3-20-L	36	X	54	-	-	1	-	13.50	-	-	BEGIN LEFT TURN LANE WITH ARROW
0010	22-27	1250+00, LT (SB LANES)	D1-2	96	X	36	-	1	1	-	24.00	-	-	LEFT ARROW SYMBOL CLYMAN WITH REESEVILLE RIGHT ARROW SYMBOL
0010	22-28	1251+75, LT (SB LANES)	J1-1	36	X	57	-	-	1	-	14.25	-	-	ASSEMBLY
0010	22-28	1251+75, LT (SB LANES)	J1-1	36	X	57	-	-	1	-	14.25	-	-	ASSEMBLY
0010	22-32	1252+75, LT (NB LANES)	R6-2R	36	X	48	-	1	-	-	12.00	-	-	ONE WAY WITH RIGHT ARROW SYMBOL
0010	22-33	1253+31, RT (NB LANES)	D10-2	12	X	36	-	1	-	-	3.00	-	-	MILE MARKER 52
0010	22-34	1253+31, LT (SB LANES)	D10-2	12	X	36	-	1	-	-	3.00	-	-	MILE MARKER 52
0010	22-35	1254+80, LT (NB LANES)	R6-2R	36	X	48	-	1	-	-	12.00	-	-	ONE WAY WITH RIGHT ARROW SYMBOL
0010	22-36	0+25 FJ, LT (KREUZIGER WAY)	R1-1	30	X	30	1	-	-	-	6.25	-	-	STOP
0010	22-37	1+25 FJ, (KREUZIGER WAY)	W14-1	30	X	30	1	-	-	-	-	6.25	-	DEAD END
0010	23-1	1255+60, LT (SB LANES)	R2-1	48	X	60	-	-	2	-	20.00	-	-	SPEED LIMIT 65 MPH
0010	23-2	1265+50, LT (SB LANES)	J4-2	72	X	54	-	-	2	-	27.00	-	-	EAST 16, SOUTH 26
0010	24-4	10+00 B, (BIWER RD)	W5-56	18	X	18	1	-	-	-	-	2.25	-	END OF ROADWAY SYMBOL
0010	24-5	10+00 B, (BIWER RD)	W5-56	18	X	18	1	-	-	-	-	2.25	-	END OF ROADWAY SYMBOL
0010	24-6	10+00 B, (BIWER RD)	W5-56	18	X	18	1	-	-	-	-	2.25	-	END OF ROADWAY SYMBOL

Continues in next page

PERMANENT SIGNING

GROUP CODE	SIGN #	LOCATION	SIGN CODE	SIGN SIZE (in)			634.0614** POSTS WOOD 4X6-INCH X 14 FT EACH	634.0616** POSTS WOOD 4X6-INCH X 16 FT EACH	634.0618** POSTS WOOD 4X6-INCH X 18 FT EACH	634.0620** POSTS WOOD 4X6-INCH X 20 FT EACH	637.2210** SIGNS TYPE II REFLECTIVE H SF	637.2230** SIGNS TYPE II REFLECTIVE F SF	SIGN MOUNTED ON POST WITH #	REMARKS
0010	24-7	34+15 FJ, (KREUZIGER WAY)	W5-56	18	X	18	1	-	-	-	-	2.25	-	END OF ROADWAY SYMBOL
0010	24-8	34+15 FJ, (KREUZIGER WAY)	W5-56	18	X	18	1	-	-	-	-	2.25	-	END OF ROADWAY SYMBOL
0010	24-9	34+15 FJ, (KREUZIGER WAY)	W5-56	18	X	18	1	-	-	-	-	2.25	-	END OF ROADWAY SYMBOL
0010	25-1	1288+50, LT (SB LANES)	W4-1	48	X	48	-	2	-	-	-	16.00	-	MERGING TRAFFIC
0010	25-2	1294+00, LT (NB LANES)	W3-5	48	X	48	-	2	-	-	-	16.00	-	SPEED LIMIT 55 MPH AHEAD
0010	25-3	1294+00, RT (NB LANES)	W3-5	48	X	48	-	2	-	-	-	16.00	-	SPEED LIMIT 55 MPH AHEAD
0010	25-4	1298+75, RT (NB LANES)	W4-1	48	X	48	-	2	-	-	-	16.00	-	MERGING TRAFFIC
0010	25-5	1286+50 R2, RT (NB OFF RAMP)	W3-1	36	X	36	-	1	-	-	-	9.00	-	STOP AHEAD
0010	25-6	1288+00 R2, RT (NB OFF RAMP)	J2-3	72	X	57	-	-	2	-	28.50	-	-	ASSEMBLY
0010	25-7	1290+50 R2, RT (NB OFF RAMP)	D1-2	72	X	30	-	2	-	-	15.00	-	-	LEFT ARROW SYMBOL COLUMBUS WITH HUSTISFORD RIGHT ARROW SYMBOL
0010	25-8	1292+25 R2, LT (NB OFF RAMP)	R5-1A	36	X	24	1	-	-	-	6.00	-	-	WRONG WAY
0010	25-9	1292+25 R2, RT (NB OFF RAMP)	R5-1A	36	X	24	1	-	-	-	6.00	-	-	WRONG WAY
0010	25-10	1294+25 R2, LT (NB OFF RAMP)	R5-1	30	X	30	-	1	-	-	6.25	-	-	DO NOT ENTER
0010	25-11	1294+40 R2, RT (NB OFF RAMP)	R1-1	36	X	36	-	1	-	-	9.00	-	-	STOP
0010	25-12	1294+40 R2, RT (NB OFF RAMP)	R6-3	30	X	24	-	-	-	-	5.00	-	25-11	DIVIDED HIGHWAY
0010	25-13	1294+40 R2, RT (NB OFF RAMP)	J3-3	72	X	57	-	-	2	-	28.50	-	-	ASSEMBLY
0010	25-14	1294+50 R2, RT (NB OFF RAMP)	R6-2L	24	X	30	1	-	-	-	5.00	-	-	ONE WAY WITH LEFT ARROW SYMBOL
0010	25-15	1295+50 R1, LT (NB ON RAMP)	R6-2L	24	X	30	1	-	-	-	5.00	-	-	ONE WAY WITH LEFT ARROW SYMBOL
0010	25-16	1295+00 R3, RT (SB ON RAMP)	R6-2L	24	X	30	1	-	-	-	5.00	-	-	ONE WAY WITH LEFT ARROW SYMBOL
0010	25-17	1296+00 R4, LT (SB OFF RAMP)	R6-2L	24	X	30	1	-	-	-	5.00	-	-	ONE WAY WITH LEFT ARROW SYMBOL
0010	25-18	1296+10 R4, LT (SB OFF RAMP)	R1-1	36	X	36	-	1	-	-	9.00	-	-	STOP
0010	25-19	1296+10 R4, LT (SB OFF RAMP)	R6-3	30	X	24	-	-	-	-	5.00	-	25-18	DIVIDED HIGHWAY
0010	25-20	1296+10 R4, LT (SB OFF RAMP)	J3-3	72	X	57	-	-	2	-	28.50	-	-	ASSEMBLY
0010	25-21	1296+25 R4, RT (SB OFF RAMP)	R5-1	30	X	30	-	1	-	-	6.25	-	-	DO NOT ENTER
0010	25-22	1298+50 R4, LT (SB OFF RAMP)	R5-1A	36	X	24	1	-	-	-	6.00	-	-	WRONG WAY
0010	25-23	1298+50 R4, RT (SB OFF RAMP)	R5-1A	36	X	24	1	-	-	-	6.00	-	-	WRONG WAY
0010	26-1	1301+00, LT (NB LANES)	R2-1	48	X	60	-	-	2	-	20.00	-	-	SPEED LIMIT 55 MPH
0010	26-2	1301+00, RT (NB LANES)	R2-1	48	X	60	-	-	2	-	20.00	-	-	SPEED LIMIT 55 MPH
0010	26-3	1301+00, LT (SB LANES)	R2-1	48	X	60	-	-	2	-	20.00	-	-	SPEED LIMIT 65 MPH
0010	26-4	1301+00, RT (SB LANES)	R2-1	48	X	60	-	-	2	-	20.00	-	-	SPEED LIMIT 65 MPH
0010	26-5	1304+00, LT (NB LANES)	W9-1R	48	X	48	-	2	-	-	-	16.00	-	RIGHT LANE ENDS
0010	26-6	1304+00, RT (NB LANES)	W9-1R	48	X	48	-	2	-	-	-	16.00	-	RIGHT LANE ENDS
0010	26-7	1311+00, LT (NB LANES)	W4-2R	48	X	48	-	2	-	-	-	16.00	-	RIGHT LANE ENDS SYMBOL
0010	26-8	1311+00, RT (NB LANES)	W4-2R	48	X	48	-	2	-	-	-	16.00	-	RIGHT LANE ENDS SYMBOL
0010	26-11	1300+00 R4, RT (SB OFF RAMP)	D1-2	72	X	30	-	2	-	-	15.00	-	-	LEFT ARROW SYMBOL HUSTISFORD WITH COLUMBUS RIGHT ARROW SYMBOL
0010	26-12	1302+00 R4, LT (SB OFF RAMP)	J2-3	72	X	57	-	-	2	-	28.50	-	-	ASSEMBLY
0010	26-13	1304+00 R4, LT (SB OFF RAMP)	W3-1	36	X	36	-	1	-	-	-	9.00	-	STOP AHEAD
0010	26-15	1306+11, LT (SB LANES)	D10-2	12	X	36	-	1	-	-	3.00	-	-	MILE MARKER 53
0010	26-16	1306+11, RT (NB LANES)	D10-2	12	X	36	-	1	-	-	3.00	-	-	MILE MARKER 53
0010	26-17	24+75 FH, (ETERNAL LANE)	W5-56	18	X	18	1	-	-	-	-	2.25	-	END OF ROADWAY SYMBOL
0010	26-18	24+75 FH, (ETERNAL LANE)	W5-56	18	X	18	1	-	-	-	-	2.25	-	END OF ROADWAY SYMBOL
0010	26-19	24+75 FH, (ETERNAL LANE)	W5-56	18	X	18	1	-	-	-	-	2.25	-	END OF ROADWAY SYMBOL
0010	27-1	1318+00, RT (NB LANES)	W6-2	48	X	48	-	2	-	-	-	16.00	-	DIVIDED ROADWAY ENDS SYMBOL
0010	27-2	1318+00, RT (NB LANES)	R5-1A	42	X	30	-	-	-	-	8.75	-	27-1	WRONG WAY
0010	27-3	1320+10, LT (NB LANES)	R4-7	36	X	48	-	-	1	-	12.00	-	-	KEEP RIGHT SYMBOL
0010	27-4	1320+10, LT (NB LANES)	W5-54	18	X	18	-	-	-	-	-	2.25	27-3	
0010	27-5	1320+10, RT (NB LANES)	J4-1	36	X	54	-	-	1	-	13.50	-	-	NORTH 26
0010	27-6	1320+10, RT (NB LANES)	R5-1	36	X	36	-	-	-	-	9.00	-	27-5	DO NOT ENTER
0010	27-7	1322+50, RT (NB LANES)	R2-1	48	X	60	-	-	2	-	20.00	-	-	SPEED LIMIT 55 MPH
0010	27-8	1325+00, RT (NB LANES)	W6-3	36	X	36	-	1	-	-	-	9.00	-	TWO WAY TRAFFIC SYMBOL
0010	28-1	1330+00, RT (NB LANES)	W14-3	48	X	36	-	1	-	-	-	12.00	-	NO PASSING
0010	28-2	1331+00, RT (NB LANES)	R2-1	24	X	30	1	-	-	-	5.00	-	-	SPEED LIMIT 55 MPH
0010	28-3	1332+50, LT (SB LANES)	W6-1	36	X	36	-	1	-	-	-	9.00	-	DIVIDED ROADWAY BEGINS SYMBOL
0010	28-6	1336+00, RT (NB LANES)	D2-2	72	X	24	-	2	-	-	12.00	-	-	JUNEAU 6 MILES, WAUPUN 20 MILES
0010	28-7	4+25 FK, (HOLL ROAD)	W5-56	18	X	18	1	-	-	-	-	2.25	-	END OF ROADWAY SYMBOL

Continues in next page

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PERMANENT SIGNING

GROUP CODE	SIGN #	LOCATION	SIGN CODE	SIGN SIZE (in)			634.0614** POSTS WOOD 4X6-INCH X 14 FT EACH	634.0616** POSTS WOOD 4X6-INCH X 16 FT EACH	634.0618** POSTS WOOD 4X6-INCH X 18 FT EACH	634.0620** POSTS WOOD 4X6-INCH X 20 FT EACH	637.2210** SIGNS TYPE II REFLECTIVE H SF	637.2230** SIGNS TYPE II REFLECTIVE F SF	SIGN MOUNTED ON POST WITH #	REMARKS
0010	28-8	4+25 FK, (HOLL ROAD)	W5-56	18	X	18	1	-	-	-	-	2.25	-	END OF ROADWAY SYMBOL
0010	28-9	4+25 FK, (HOLL ROAD)	W5-56	18	X	18	1	-	-	-	-	2.25	-	END OF ROADWAY SYMBOL
0010	29-1	19+60 FK, RT (HOLL ROAD)	R1-1	30	X	30	1	-	-	-	6.25	-	-	STOP
0010	29-2	18+25 FK, RT (HOLL ROAD)	R1-1	30	X	30	1	-	-	-	6.25	-	-	STOP
0010	31-1	685+90 S, RT	W6-1	36	X	36	-	1	-	-	-	9.00	-	DIVIDED ROADWAY BEGINS SYMBOL
0010	31-2	689+00 S, LT	D2-2	78	X	24	-	2	-	-	13.00	-	-	COLUMBUS 14 MILES, PORTAGE 41 MILES
0010	31-3	691+50 S, LT	W6-3	36	X	36	-	1	-	-	-	9.00	-	TWO WAY TRAFFIC SYMBOL
0010	31-4	10+50 FH, LT (ETERNAL LANE)	R1-1	30	X	30	1	-	-	-	6.25	-	-	STOP
0010	31-5	694+00 S, RT	J1-1	24	X	39	-	1	-	-	6.50	-	-	ASSEMBLY
0010	31-6	695+25 S, LT	R5-1	36	X	36	-	1	-	-	9.00	-	-	DO NOT ENTER
0010	31-7	695+25 S, RT	R4-7	36	X	48	-	-	1	-	12.00	-	-	KEEP RIGHT SYMBOL
0010	31-8	695+25 S, RT	W5-54	18	X	18	-	-	-	-	-	2.25	31-7	
0010	31-9	696+00 S, RT	J2-4	96	X	57	-	-	1	1	38.00	-	-	ASSEMBLY
0010	31-10	698+00 S, LT	R5-1A	36	X	24	-	1	-	-	6.00	-	-	WRONG WAY
0010	31-11	698+00 S, LT	W6-2	36	X	36	-	-	-	-	-	9.00	31-10	DIVIDED ROADWAY ENDS SYMBOL
0010	31-12	698+00 S, RT	D1-3	72	X	36	-	2	-	-	18.00	-	-	ARROW AHEAD SYMBOL HUSTISFORD/JUNEAU WITH WATERTOWN RIGHT SYMBOL
0010	31-13	698+76 S, LT	R6-2R	24	X	30	-	1	-	-	5.00	-	-	ONE WAY WITH RIGHT ARROW SYMBOL
0010	32-1	700+00 S, LT	R2-1	24	X	30	1	-	-	-	5.00	-	-	SPEED LIMIT 55 MPH
0010	32-2	701+00 S, RT	R5-1A	36	X	24	1	-	-	-	6.00	-	-	WRONG WAY
0010	32-3	702+50 S, LT	J1-2	48	X	36	-	1	-	-	12.00	-	-	ASSEMBLY
0010	32-4	703+25 S, RT	J2-2	48	X	57	-	1	1	-	19.00	-	-	ASSEMBLY
0010	32-5	703+25 S, RT	R5-1	30	X	30	-	-	-	-	6.25	-	32-4	DO NOT ENTER
0010	32-6	703+75 S, LT	R4-7	24	X	30	-	1	-	-	5.00	-	-	KEEP RIGHT SYMBOL
0010	32-7	704+90 S, LT	R4-7	24	X	30	-	1	-	-	5.00	-	-	KEEP RIGHT SYMBOL
0010	32-8	704+50 S, LT	R5-1	30	X	30	-	-	-	-	6.25	-	32-9	DO NOT ENTER
0010	32-9	704+50 S, LT	J2-2	48	X	57	-	1	1	-	19.00	-	-	ASSEMBLY
0010	32-10	706+00 S, LT	R5-1A	36	X	24	-	-	-	-	6.00	-	32-11	WRONG WAY
0010	32-11	706+00 S, LT	D1-2	72	X	30	-	-	2	-	15.00	-	-	ARROW AHEAD SYMBOL COLUMBUS WITH LEFT ARROW SYMBOL WATERTOWN
0010	32-12	705+00 S, RT	J2-2	48	X	57	-	1	1	-	19.00	-	-	ASSEMBLY
0010	32-13	708+00 S, RT	D1-2	72	X	30	-	-	2	-	15.00	-	-	ARROW AHEAD SYMBOL HUSTISFORD WITH LEFT ARROW SYMBOL JUNEAU
0010	32-14	708+00 S, RT	R5-1A	36	X	24	-	-	-	-	6.00	-	32-13	WRONG WAY
0010	32-15	708+25 S, LT	J3-4	96	X	57	-	-	1	1	38.00	-	-	ASSEMBLY
0010	32-16	710+50 S, LT	J2-1	24	X	57	-	-	1	-	9.50	-	-	ASSEMBLY
0010	32-17	710+50 S, LT	R5-1	30	X	30	-	-	-	-	6.25	-	32-16	DO NOT ENTER
0010	32-18	708+90 S, LT	R4-7	24	X	30	-	1	-	-	5.00	-	-	KEEP RIGHT SYMBOL
0010	32-19	710+10 S, LT	R4-7	24	X	30	-	1	-	-	5.00	-	-	KEEP RIGHT SYMBOL
0010	32-20	709+00 S, RT	R5-1	30	X	30	-	-	1	-	6.25	-	-	DO NOT ENTER
0010	32-21	709+00 S, RT	J3-1	24	X	57	-	-	-	-	9.50	-	32-20	ASSEMBLY
0010	32-22	711+25 S, RT	J1-1	24	X	36	-	1	-	-	6.00	-	-	ASSEMBLY
0010	32-23	711+25 S, RT	R5-1A	36	X	24	-	-	-	-	6.00	-	32-23	WRONG WAY
0010	32-24	712+75 S, LT	R5-1A	36	X	24	1	-	-	-	6.00	-	-	WRONG WAY
0010	32-25	713+50 S, RT	W6-2	36	X	36	-	1	-	-	-	9.00	-	DIVIDED HIGHWAY ENDS SYMBOL
0010	32-26	713+50 S, RT	R5-1	30	X	30	-	-	-	-	6.25	-	32-25	DO NOT ENTER
0010	32-27	713+75 S, LT	R4-7	36	X	48	-	-	1	-	12.00	-	-	KEEP RIGHT SYMBOL
0010	32-28	713+75 S, LT	W5-54	18	X	18	-	-	-	-	-	2.25	32-27	

Continues in next page

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PERMANENT SIGNING

GROUP CODE	SIGN #	LOCATION	SIGN CODE	SIGN SIZE (in)			634.0614** POSTS WOOD 4X6-INCH X 14 FT EACH	634.0616** POSTS WOOD 4X6-INCH X 16 FT EACH	634.0618** POSTS WOOD 4X6-INCH X 18 FT EACH	634.0620** POSTS WOOD 4X6-INCH X 20 FT EACH	637.2210** SIGNS TYPE II REFLECTIVE H SF	637.2230** SIGNS TYPE II REFLECTIVE F SF	SIGN MOUNTED ON POST WITH #	REMARKS
0010	33-1	715+50 S, RT	R2-1	24	X	30	1	-	-	-	5.00	-	-	SPEED LIMIT 55 MPH
0010	33-2	716+00 S, LT	D1-3	72	X	36	-	2	-	-	18.00	-	-	ARROW AHEAD SYMBOL COLUMBUS/WATERTOWN WITH JUNEAU RIGHT SYMBOL
0010	33-3	717+50 S, RT	W6-3	36	X	36	-	1	-	-	-	9.00	-	TWO-WAY TRAFFIC
0010	33-4	718+00 S, LT	J2-4	96	X	57	-	-	1	1	38.00	-	-	ASSEMBLY
0010	33-5	720+50 S, LT	J1-2	48	X	39	-	1	-	-	13.00	-	-	ASSEMBLY
0010	33-6	40+60 B, RT	R1-1	30	X	30	1	-	-	-	6.25	-	-	STOP
0010	33-7	723+00 S, RT	D2-2	78	X	24	-	2	-	-	13.00	-	-	HUSTISFORD 8 MILES, HARTFORD 19 MILES
0010	33-8	723+50 S, LT	W6-1	36	X	36	-	1	-	-	-	9.00	-	DIVIDED ROADWAY BEGINS SYMBOL
0010	33-9	727+90 S, RT	W14-3	48	X	36	-	1	-	-	-	12.00	-	NO PASSING ZONE
0010	33-10	32+50 B, RT	W3-1	36	X	36	-	1	-	-	-	9.00	-	STOP SIGN AHEAD SYMBOL
0010	33-11	40+40 B, LT	W14-1	30	X	30	1	-	-	-	-	6.25	-	DEAD END
0010	35-1	748+00 S, LT	W14-3	48	X	36	-	1	-	-	-	12.00	-	NO PASSING ZONE
0010	35-2	755+50 S, RT	J1-1	24	X	39	-	1	-	-	6.50	-	-	ASSEMBLY
0010	36-1	764+25 S, RT	J13-1	24	X	45	-	1	-	-	7.50	-	-	ASSEMBLY
0010	36-2	764+50 S, LT	J4-1	24	X	36	-	1	-	-	6.00	-	-	ASSEMBLY
0010	36-3	10+40 W, LT	J13-1	24	X	45	-	1	-	-	7.50	-	-	ASSEMBLY
0010	36-4	10+40 W, LT	R1-1	30	X	30	1	-	-	-	6.25	-	-	STOP
0010	36-5	765+50 S, RT	W1-7	48	X	24	1	-	-	-	-	8.00	-	LEFT AND RIGHT ARROW SYMBOL
0010	36-6	766+50 S, RT	J4-1	24	X	36	-	1	-	-	6.00	-	-	ASSEMBLY
0010	36-7	766+75 S, LT	J13-1	24	X	45	-	1	-	-	7.50	-	-	ASSEMBLY
0010	36-8	11+25 W, RT	M1-5A	24	X	24	1	-	-	-	4.00	-	-	COUNTY W
0010	36-9	17+50 W, LT	W3-1	36	X	36	-	1	-	-	-	9.00	-	STOP AHEAD
0010	36-10	20+00 W, LT	J1-1	24	X	39	-	1	-	-	6.50	-	-	ASSEMBLY
0010	37-1	776+00 S, LT	J1-1	24	X	39	-	1	-	-	6.50	-	-	ASSEMBLY
0010	37-2	778+90 S, LT	W14-3	48	X	36	-	1	-	-	-	12.00	-	NO PASSING ZONE
		SUBTOTAL:					35	95	62	3	1570.00	354.25		
		QUANTITIES LISTED ELSEWHERE:					-	-	-	4	-	-		
		TOTALS:					35	95	62	7	1,570.00	354.25		

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

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PERMANENT SIGNING

GROUP CODE	SIGN #	LOCATION	SIGN CODE		SIGN SIZE (in)		NOTES	NUMBER OF POSTS AND BASE TYPE	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	637.1220 SIGNS TYPE I REFLECTIVE SH SF	634.0620** POSTS WOOD 4X6-INCH X 20 FT EACH	REMARKS
0010	19-1	STH 26 (1750' SOUTH OF KILN ROAD)	D2-2	180	X	60	30' OFFSET	2,A	375	1.2	68	75.00	-	JUNEAU 14 MILES, COLUMBUS 22 MILES
0010	21-5	1234+00, LT (SB LANES)	D2-2	228	X	60	30' OFFSET	2,A	363	1.2	68	95.00	-	WATERTOWN 8 MILES, JOHNSON CREEK 18 MILES
0010	22-30	1252+00, RT (NB LANES)	E1-5	108	X	30	-	-	-	-	-	22.50	-	EXIT 52, ATTACHED TO SIGN 22-25
0010	22-31	1252+00, RT (NB LANES)	E1-1A	204	X	162	30' OFFSET	2,B	535	1.6	98	229.50	-	16, 60 COLUMBUS HUSTISFORD 1/2 MILE
0010	24-1	1275+50, RT (NB LANES)	E1-5	108	X	30	-	-	-	-	-	22.50	-	EXIT 52, ATTACHED TO SIGN 24-2
0010	24-2	1275+50, RT (NB LANES)	E4-1A	240	X	132	30' OFFSET	2,B	735	1.6	98	220.00	-	16, 60 COLUMBUS HUSTISFORD
0010	24-3	1283+50, RT (NB LANES)	E5-1A	72	X	60	-	-	-	-	-	30.00	2	EXIT 52, ARROW
0010	26-9	1311+00, LT (SB LANES)	E1-5	108	X	30	-	-	-	-	-	22.50	-	EXIT 52, ATTACHED TO SIGN 26-10
0010	26-10	1311+00, LT (SB LANES)	E4-1A	240	X	132	30' OFFSET	2,B	621	1.6	98	220.00	-	16, 60 COLUMBUS HUSTISFORD
0010	26-14	1305+50, LT (SB LANES)	E5-1A	72	X	60	-	-	-	-	-	30.00	2	EXIT 52, ARROW
0010	28-4	1335+50, LT (SB LANES)	E1-5	108	X	30	-	-	-	-	-	22.50	-	EXIT 52, ATTACHED TO SIGN 28-5
0010	28-5	1335+50, LT (SB LANES)	E1-1A	204	X	162	30' OFFSET	2,B	862	1.6	98	229.50	-	16, 60 COLUMBUS HUSTISFORD 1/2 MILE
							TOTALS:		3,491	8.8	528	1,219.00	4	

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

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TYPE I SIGN REMOVAL SUMMARY

GROUP CODE	SIGN NUMBER	LOCATION	638.2601 REMOVING SIGNS TYPE I EACH	638.3000** REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON POST WITH #	REMARKS
0010	1-15	1245+00 LT DITCH	1	2	-	CLYMAN/REESEVILLE
0010	2-12	1274+00, LT, NB RT DITCH	1	2	-	JUNEAU/HUSTISFORD/COLUMBUS
0010	3-15	1307+00, LT, SB LT DITCH	1	2	-	WATERTOWN/COLUMBUS
0010	4-11	1343+50, RT DITCH	1	2	-	JUNEAU/HUSTISFORD/HARTFORD
0010	5-12	1352+25, RT DITCH	1	2	5-11	JUNEAU/OSHKOSH
0010	5-13	1354+00, LT DITCH	1	2	-	WATERTOWN/COLUMBUS/HUSTISFORD
0010	5-18	EAST 60, E OF STH 26	1	2	5-17	HUSTISFORD/HARTFORD
0010	5-20	EAST 60, E OF STH 26	1	2	-	WATERTOWN/COLUMBUS/JUNEAU
0010	6-4	695+50 S, RT DITCH	1	2	-	JUNEAU/HUSTISFORD/WATERTOWN
0010	6-6	696+25 S, LT DITCH	1	2	6-5	COLUMBUS/WISCONSIN DELLS
		TOTAL:	10	20		

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

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TYPE II SIGN REMOVAL SUMMARY

GROUP CODE	SIGN NUMBER	LOCATION	638.2602 REMOVING SIGNS TYPE II EACH	638.3000** REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON POST WITH #	REMARKS
0010	1-1	1225+00, LT DITCH	2	1	-	JUNCTION COUNTY CJ
0010	1-2	1225+00, RT DITCH	1	1	-	NO PASSING ZONE
0010	1-3	1228+00, LT DITCH	1	1	-	NO PASSING ZONE
0010	1-4	1232+00, RT DITCH	2	1	-	JUNCTION CTH J ASSEMBLY
0010	1-5	1236+00, RT DITCH	1	2	-	LEFT ARROW REESEVILLE
0010	1-6	1238+75, LT DITCH	4	1	-	EAST 16, SOUTH 26, ASSEMBLY
0010	1-7	1240+20, RT DITCH	2	1	-	COUNTY J ASSEMBLY
0010	1-8	1240+25, LT	3	1	-	STH 16, STH 26, ASSEMBLY
0010	1-9	1240+25, LT	1	1	-	STOP
0010	1-10	10+00 J, RT	2	1	-	COUNTY J, CLYMAN
0010	1-11	9+10 J, LT	1	1	-	STOP
0010	1-12	9+10 J, LT	3	1	-	STH 16, STH 26, ASSEMBLY
0010	1-13	7+90 J, LT	3	1	-	WEST COUNTY J, REESEVILLE
0010	1-14	1242+00, LT DITCH	2	1	-	COUNTY J ASSEMBLY
0010	1-16	1251+00, LT DITCH	2	1	-	JUNCTION CTH J ASSEMBLY
0010	1-17	1254+00, RT DITCH	1	1	-	NO PASSING ZONE
0010	2-1	1260+00, LT DITCH	1	1	-	NO PASSING ZONE
0010	2-2	1261+00, LT DITCH	4	2	-	EAST 16, SOUTH 26 ASSEMBLY
0010	2-3	1261+10, RT DITCH	1	1	-	DIVIDED ROADWAY AHEAD
0010	2-4	1263+00, RT DITCH	2	1	-	JUNCTION 60 ASSEMBLY
0010	2-5	1269+25, BIWER RD	1	1	-	DEAD END
0010	2-6	1270+25, BIWER RD	1	1	-	STOP
0010	2-7	1270+25, BIWER RD	1	1	-	BIWER RD
0010	2-8	1271+50, SB LT DITCH	1	1	-	TWO WAY TRAFFIC
0010	2-9	1272+00, NB RT DITCH	12	2	-	ASSEMBLY
0010	2-10	1273+50, SB LT DITCH	1	1	-	DO NOT ENTER
0010	2-11	1273+50, SB RT DITCH	1	1	-	KEEP RIGHT
0010	2-13	1276+90, SB LT DITCH	1	1	-	WRONG WAY
0010	2-14	1276+90, NB RT DITCH	1	1	-	RAMP SPEED LIMIT
0010	2-15	1277+90, NB LT DITCH	6	2	-	WEST 16, WEST 60 ASSEMBLY
0010	2-16	1278+25, SB LT DITCH	1	1	-	LEFT LANE ENDS
0010	2-17	1278+25, SB RT DITCH	1	1	-	LEFT LANE ENDS
0010	2-18	1282+25, NB RT DITCH	6	2	-	WEST 16, WEST 60 ASSEMBLY
0010	2-19	1283+00, SB LT DITCH	1	1	-	DIVIDED ROADWAY ENDS
0010	2-20	1283+00, SB RT DITCH	1	1	-	DIVIDED ROADWAY ENDS
0010	3-1	1286+00, NB RT DITCH	1	1	-	MERGING TRAFFIC
0010	3-2	1286+20, RT WB OFF RAMP	2	1	-	LT CURVE/SPEED WARNING
0010	3-3	1292+25, RT NB RAMP MEDIAN	1	1	-	RIGHT ARROW
0010	3-4	1293+50, LT, NB RAMP RT	2	1	-	RIGHT CURVE/SPEED WARNING
0010	3-5	1294+50, LT, WB 60 ON RT	1	1	-	DIVIDED ROADWAY ENDS
0010	3-6	1295+50, SB LT DITCH	1	1	-	MERGING TRAFFIC
0010	3-7	704+00 S, LT, WB 60 RT DITCH	1	1	-	NO RIGHT TURN
0010	3-8	1299+00, LT, SB EXIT GORE	6	1	-	WEST 16, WEST 60 ASSEMBLY
0010	3-9	1303+00, LT, SB RT DITCH	6	1	-	WEST 16, WEST 60 ASSEMBLY

Continues in next page

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TYPE II SIGN REMOVAL SUMMARY

GROUP CODE	SIGN NUMBER	LOCATION	638.2602 REMOVING SIGNS TYPE II EACH	638.3000** REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON POST WITH #	REMARKS
0010	3-10	1302+10, LT, NB LT DITCH	1	1	-	DIVIDED ROADWAY ENDS
0010	3-11	1302+10, LT, NB RT DITCH	1	1	-	DIVIDED ROADWAY ENDS
0010	3-12	1303+00, LT, NB LT DITCH	1	1	-	LEFT LANE ENDS
0010	3-13	1303+00, LT, NB RT DITCH	1	1	-	LEFT LANE ENDS
0010	3-14	1305+75, LT, NB RT DITCH	1	1	-	WRONG WAY
0010	3-16	1309+00, LT, NB RT DITCH	1	1	-	DO NOT ENTER
0010	3-17	1309+75, LT, MEDIAN	1	1	-	KEEP RIGHT
0010	3-18	1310+50, LT, NB RT DITCH	1	1	-	TWO WAY TRAFFIC
0010	3-19	1311+75, LT, NB RT DITCH	4	1	-	NORTH 26, EAST 60 ASSEMBLY
0010	3-20	1311+75, LT DITCH	6	1	-	EAST 16, SOUTH 26 ASSEMBLY
0010	3-21	1315+00, LT DITCH	6	1	-	WEST 16, WEST 60 ASSEMBLY
0010	3-22	1295+75, LT, SB OFF RAMP RT	1	1	-	STOP AHEAD
0010	3-23	1296+75, LT, SB OFF RAMP RT	1	1	-	WRONG WAY
0010	3-24	1296+00, LT, SB OFF RAMP LT	2	1	-	STOP/ONE WAY
0010	3-25	1296+00, LT, SB OFF RAMP RT	2	1	-	STOP/ONE WAY
0010	3-26	702+00 S, LT DITCH	1	1	-	DO NOT ENTER
0010	3-27	701+50 S, MEDIAN	1	1	-	KEEP RIGHT
0010	3-28	701+25 S, LT DITCH	1	1	-	TWO WAY TRAFFIC
0010	3-29	701+00 S, RT, GORE	6	1	-	NORTH 26, EAST 60 ASSEMBLY
0010	3-30	699+00 S, RT DITCH	6	1	-	WEST 16, WEST 60 ASSEMBLY
0010	3-31	698+50 S, LT DITCH	3	1	-	WEST 16/60 ASSEMBLY
0010	3-32	697+50 S, RT DITCH	1	1	-	RAMP SPEED
0010	4-1	1318+00, LT DITCH	2	1	-	JUNCTION COUNTY 16 ASSEMBLY
0010	4-2	1322+00, LT DITCH	1	1	-	DIVIDED ROADWAY BEGINS
0010	4-3	1322+00, RT DITCH	1	1	-	NO PASSING ZONE
0010	4-4	1323+40, RT DITCH	2	1	-	NARROW BRIDGE/TRACTOR
0010	4-5	1323+40, LT DITCH	1	1	-	NO PASSING ZONE
0010	4-6	1332+50, RT DITCH	1	1	-	CLEARANCE MARKER
0010	4-7	1333+00, LT DITCH	1	1	-	CLEARANCE MARKER
0010	4-8	1333+25, RT DITCH	1	1	-	CLEARANCE MARKER
0010	4-9	1333+75, LT DITCH	1	1	-	CLEARANCE MARKER
0010	4-10	1337+50, RT DITCH	6	1	-	NORTH 26, EAST 60 ASSEMBLY
0010	4-12	1344+00, LT DITCH	2	1	-	NARROW BRIDGE/TRACTOR
0010	5-1	1346+00, LT DITCH	4	1	-	SOUTH 26, WEST 60 ASSEMBLY
0010	5-2	1347+50, RT DITCH	3	1	-	EAST 60 ASSEMBLY
0010	5-3	1348+25, LT DITCH	1	2	-	LEFT/RIGHT ARROW
0010	5-4	1348+75, LT DITCH	3	1	-	EAST 60 ASSEMBLY
0010	5-5	1348+50, RT MEDIAN	1	1	-	KEEP RIGHT
0010	5-6	10+50 FK, MEDIAN	1	1	-	LEFT/RIGHT DOWN ARROWS
0010	5-7	10+40 FK, MEDIAN	1	1	-	STOP WITH BEACON
0010	5-8	10+40 FK, LT DITCH	1	1	-	STOP
0010	5-9	1349+25, RT DITCH	1	1	-	DO NOT ENTER
0010	5-10	1350+50, RT DITCH	-	-	-	REMOVE BY OTHERS, ADOPT-A-HIGHWAY
0010	5-11	1352+25, RT DITCH	2	-	-	NORTH 26 ASSEMBLY

Continues in next page

TYPE II SIGN REMOVAL SUMMARY

GROUP CODE	SIGN NUMBER	LOCATION	638.2602 REMOVING SIGNS TYPE II EACH	638.3000** REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON POST WITH #	REMARKS
0010	5-14	1356+50, RT DITCH	1	1	-	NO PASSING ZONE
0010	5-15	1358+40, LT DITCH	9	2	-	ASSEMBLY
0010	5-16	18+50 FK, RT DITCH	9	2	-	ASSEMBLY
0010	5-17	17+50 FK, RT DITCH	2	-	-	EAST 60 ASSEMBLY
0010	5-19	13+50 D7, RT DITCH	1	1	-	NO PASSING ZONE
0010	5-21	STH 60 E OF STH 26	1	1	-	STOP AHEAD
0010	5-22	STH 60 E OF STH 26	1	1	-	STOP AHEAD
0010	6-1	688+00 S, RT DITCH	2	1	-	JUNCTION 26 ASSEMBLY
0010	6-2	690+00 S, RT DITCH	6	1	-	ASSEMBLY
0010	6-3	694+00 S, RT DITCH	6	1	-	ASSEMBLY
0010	6-5	696+10 S, LT DITCH	1	-	6-6	NO PASSING ZONE
0010	7-1	EAST 60 E OF STH 26	2	1	-	JUNCTION 26 ASSEMBLY
0010	7-2	EAST 60, W OF CTH W	1	1	-	NO PASSING ZONE
0010	7-3	EAST 60, W OF CTH W	2	1	-	JUNCTION COUNTY W
0010	7-4	EAST 60, W OF CTH W	2	1	-	WEST 60 ASSEMBLY
0010	7-5	14+00 W, LT	2	1	-	COUNTY W LEFT ARROW
0010	7-6	15+00 W, LT	5	1	-	ASSEMBLY
0010	7-7	15+00 W, LT	1	1	-	STOP
0010	7-8	14+00 W, LT	1	1	-	LEFT/RIGHT ARROW
0010	8-1	15+00 W, RT	2	1	-	COUNTY W RIGHT ARROW
0010	8-2	EAST 60, E OF CTH W	1	1	-	DEER CROSSING
0010	8-3	EAST 60, E OF CTH W	2	1	-	JUNCTION COUNTY W
0010	8-4	EAST 60, E OF CTH W	1	1	-	NO PASSING ZONE
0010	19-1	988+00, RT (NB LANES)	1	-	-	SPEED LIMIT 55 MPH
0010	20-1	995+00, LT (SB LANES)	1	-	-	SPEED LIMIT 55 MPH
		TOTAL:	245	115		

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

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642.5201

FIELD OFFICE TYPE C

GROUP CODE	LOCATION	EACH
0010	PROJECT LIMITS	1
	TOTAL:	1

TRAFFIC CONTROL

GROUP CODE	STAGE	ROADWAY	STAGE DURATION DAYS	643.0100 PROJECT 1390-04-82 EACH	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 LIGHTS TYPE A DAYS	643.0715 LIGHTS TYPE C DAYS	643.0800 ARROW BOARDS DAYS	643.0900 SIGNS DAYS	643.2000 TRAFFIC CONTROL DETOUR PROJECT 1390-04-82 EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	643.1050 SIGNS PCMS DAYS
0010	STAGE 1A	STH 26	2	-	340	-	-	-	-	12	-	-	49
0010	STAGE 1B	STH 26	43	-	5,418	1,118	1,290	430	-	1,333	-	-	-
0010	STAGE 1C	STH 26	67	-	10,385	3,015	1,876	1,340	-	11,992	-	-	-
0010	STAGE 2	STH 26	140	-	112,600	15,668	11,456	14,352	264	74,094	-	-	-
0010	STAGE 3	STH 26	92	-	20,420	5,428	3,864	7,636	368	27,340	-	-	49
0010	STAGE 4	STH 26	22	-	3,454	22	44	-	88	968	-	-	-
0010	STAGE 5	STH 26	5	-	1,125	60	-	160	20	100	-	-	-
0010	PROJECT	STH 26	-	1	-	-	-	-	-	-	-	-	-
0010	CTH J/K DETOUR	CTH J	43	-	-	301	344	-	-	-	1	5,762	-
	UNDISTRIBUTED			-	158	88	76	82	-	161	-	38	-
			TOTALS:	1	153,900	25,700	18,950	24,000	740	116,000	1	5,800	98

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PAVEMENT MARKING ITEMS

GROUP CODE	STATION	TO	STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH YELLOW LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH YELLOW LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH WHITE LF	646.0841.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH LF	646.0843.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH LF	647.0166 PAVEMENT MARKING ARROWS TYPE 2 EPOXY EACH	647.0356 PAVEMENT MARKING WORDS EPOXY WHITE EACH	647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH WHITE LF	647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW EACH	647.0736 PAVEMENT MARKING DIAGONAL EPOXY 18-INCH YELLOW LF	647.0746 PAVEMENT MARKING DIAGONAL EPOXY 24-INCH WHITE LF
0010	1232+00	-	1325+10.21	STH 26 (NB LANES)	8,692	10,498	929	450	170	1,796	4	2	51	2	148	223
0010	1230+00	-	1325+10.21	STH 26 (SB LANES)	8,870	9,683	-	431	168	1,724	4	2	52	2	-	177
0010	1325+10.21	-	1357+00	STH 26	5,563	7,391	-	90	-	-	-	-	-	-	-	-
0010	688+00 S	-	782+50 S	STH 60	14,519	17,931	-	-	-	-	-	-	-	6	152	-
0010	1294+88 R1	-	1316+75.98 R1	RAMP 1 (NE RAMP)	-	2,518	-	-	15	-	-	-	-	-	-	-
0010	1274+61.20 R2	-	1294+88 R2	RAMP 2 (SE RAMP)	-	3,159	-	-	7	-	-	-	29	-	-	-
0010	1270+64.62 R3	-	1295+40 R3	RAMP 3 (SW RAMP)	-	3,739	-	-	16	-	-	-	29	-	-	-
0010	1295+40 R4	-	1311+39.50 R4	RAMP 4 (NW RAMP)	-	2,531	-	-	4	-	-	-	-	-	-	-
0010	3+75 J	-	12+00 J	CTH J	1,383	-	-	-	-	-	-	-	73	-	-	-
0010	00+00 FJ	-	34+25 FJ	KREUZIGER WAY	1,224	-	-	-	-	-	-	-	24	-	-	-
0010	31+50 B	-	40+50 B	BIWER ROAD	233		-	-	-	-	-	-	28	-	-	-
0010	10+00 W	-	17+50 W	CTH W	1,428	1,357	-	-	-	-	-	-	24	-	-	-
0010	10+00 FH	-	24+50 FH	ETERNAL LANE	326	-	-	-	-	-	-	-	22	-	-	-
0010	4+31 FK	-	20+00 FK	HOLL ROAD	355	-	-	-	-	-	-	-	33	-	-	-
				TOTALS:	101,400		1,900		380	3,520	8	4	365	10	300	400

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TEMPORARY PAVEMENT MARKING ITEMS

GROUP CODE	LOCATION	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH YELLOW LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE LF	649.0701 TEMPORARY PAVEMENT MARKING WHITE 8-INCH LF	649.1100 TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH LF	649.1200 TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH LF	SPV.0090.01 REMOVING PAVEMENT MARKING WATER BLASTING LF
0010	STAGE 1A	-	-	-	-	8,581	-	-	-	-	-
0010	STAGE 1B	152	152	15,176	6,937	-	1,477	-	-	-	-
0010	STAGE 1C	111	111	11,589	5,556	-	-	-	13	79	-
0010	STAGE 2	14	14	28,418	12,354	1,005	247	457	63	-	1,385
0010	STAGE 3	125	125	1,608	376	89	843	-	95	-	5,141
0010	STAGE 4	-	-	-	-	-	-	-	-	-	1,722
0010	STAGE 5	-	-	-	-	1,560	-	-	-	-	13,256
	UNDISTRIBUTED	48	48	393	393	299	299	43	49	21	616
	TOTALS:	450	450	82,800		14,400		500	220	100	22,120

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CONSTRUCTION STAKING

GROUP CODE	STATION	TO	STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.6500 STRUCTURE LAYOUT LS	650.7000 CONSTRUCTION STAKING CONCRETE LF	650.9920 SLOPE STAKES LF	650.9910 SUPPLEMENTAL CONTROL LS
0010	1232+00	-	1325+10.21	STH 26 (NB LANES)	9,310	-	-	9,310	9,310	-
0010	1230+00	-	1325+10.21	STH 26 (SB LANES)	9,510	-	-	9,510	9,510	-
0010	1325+10.21	-	1357+00	STH 26	3,190	3,190	-	-	3,190	-
0010	690+00 S	-	691+59 S	STH 60	159	159	-	-	159	-
0010	691+59 S	-	695+14 S	STH 60	355	355	-	-	355	-
0010	695+14 S	-	703+27 S	STH 60 (EB & WB LANES)	813	813	-	-	813	-
0010	703+27 S	-	705+69.74 S	STH 60 (EB & WB LANES)	243	-	-	243	243	-
0010	707+82.25 S	-	710+57 S	STH 60 (EB & WB LANES)	-	-	-	275	-	-
0010	710+57 S	-	713+81 S	STH 60 (EB & WB LANES)	-	324	-	-	-	-
0010	713+81 S	-	717+47 S	STH 60 (EB & WB LANES)	-	366	-	-	-	-
0010	717+47 S	-	735+49.40 S	STH 60	-	1,802	-	-	-	-
0010	736+42 S	-	775+00 S	STH 60	-	3,858	-	-	-	-
0010	775+00 S	-	782+50 S	STH 60	750	750	-	-	750	-
0010	1294+88 R1	-	1307+00 R1	RAMP 1 (NE RAMP)	-	-	-	1,212	-	-
0010	1307+00 R1	-	1316+75.98 R1	RAMP 1 (NE RAMP)	-	-	-	976	-	-
0010	1274+61.20 R2	-	1294+88 R2	RAMP 2 (SE RAMP)	2,027	-	-	2,027	2,027	-
0010	1270+64.62 R3	-	1295+40 R3	RAMP 3 (SW RAMP)	2,475	-	-	2,475	2,475	-
0010	1295+40 R4	-	1311+39.50 R4	RAMP 4 (NW RAMP)	1,600	-	-	1,600	1,600	-
0010	03+75 J	-	12+00 J	CTH J	825	825	-	-	825	-
0010	00+00 FJ	-	34+25 FJ	KREUZIGER WAY	3,425	3,425	-	-	3,425	-
0010	10+00 B	-	25+00 B	BIWER ROAD	1,500	1,500	-	-	1,500	-
0010	25+00 B	-	40+50 B	BIWER ROAD	1,550	1,550	-	-	1,550	-
0010	10+00 TR	-	35+00 TR	TEMPORARY ROAD	-	-	-	-	-	-
0010	35+00 TR	-	60+14 TR	TEMPORARY ROAD	2,514	2,514	-	-	2,514	-
0010	0+00 T	-	6+69 T	TEMPORARY CONNECTION	-	-	-	-	-	-
0010	10+00 W	-	14+20 W	CTH W	-	-	-	-	-	-
0010	14+20 W	-	17+50 W	CTH W	330	330	-	-	330	-
0010	10+00 FH	-	24+50 FH	ETERNAL LANE	1,450	1,450	-	-	1,450	-
0010	4+31 FK	-	20+00 FK	HOLL ROAD	1,569	1,569	-	-	1,569	-
0010	5+00 D6	-	10+00 D6	BAILEY DRIVEWAY	500	500	-	-	500	-
0010	1279+00 R2	-	1294+88 R2	RAMP 2 WIDENING FOR DETOUR	1,588	1,588	-	-	1,588	-
0010	1287+00 R3	-	1295+40 R3	RAMP 3 WIDENING FOR DETOUR	840	840	-	-	840	-
0010	1295+40 R4	-	1300+00 R4	RAMP 4 WIDENING FOR DETOUR	460	460	-	-	460	-
0010	1282+00 TR3	-	1287+00 TR3	RAMP 3 CONNECTION DOWN TO EXISTING	500	500	-	-	500	-
0010	1300+00 TR4	-	1302+00 TR4	RAMP 4 CONNECTION DOWN TO EXISTING	200	200	-	-	200	-
0010	1227+00 X9	-	1232+50 X9	CROSSOVER X9	550	550	-	-	550	-
0010				STRUCTURE B-14-196	-	-	1	-	-	-
0010				STRUCTURE B-14-197	-	-	1	-	-	-
0010				STRUCTURE R-14-15	-	-	1	-	-	-
0010				STRUCTURE R-14-16	-	-	1	-	-	-
0010				STRUCTURE C-14-89	-	-	1	-	-	-
0010				PROJECT LIMITS	-	-	-	-	-	1
				TOTALS:	48,250	29,450	5	27,650	48,250	1

3

690.0150
SAWING ASPHALT

GROUP CODE	STATION	LOCATION	LF
0010	3+75 J	CTH J WEST	22
0010	12+00 J	CTH J EAST	22
0010	6+90 S	STH 60 WEST	31
0010	1357+00	STH 26	31
0010	782+50 S	STH 60 EAST	31
0010	17+50 W	CTH W	23
		TOTAL:	160

SPV.0060.01
REMOVE AND RESET CONCRETE APRON ENDWALLS

GROUP CODE	STATION	LOCATION	STAGE	EACH
0010	1287+23 R3	RAMP 3, RT.	3	1
0010	1299+24 R4	RAMP 4, RT.	3	1
0010	1228+89	STH 26, LT.	4	2
0010	1287+37	STH 26, LT.	4	1
0010	1287+00 R2	RAMP 2, LT.	4	1
0010	708+96 S	STH 60, RT.	4	1
0010	773+28 S	STH 60, LT.	4	1
		TOTAL:		8

SPV.0060.06
COVERING INLETS

GROUP CODE	STRUCTURE	STATION	LOCATION	EACH
0010	1.0	1253+00	STH 26	1
	2.0	1266+00	STH 26	1
	3.0	1298+88	STH 26	1
	4.0	1315+00	STH 26	1
	5.0	1287+00 R2	RAMP 2 (STAGE 1C)	2
			TOTAL:	6

SPV.0060.08
DIVERSION CHANNELS

GROUP CODE	STATION	O/S	LOCATION	EACH
0010	1333+08	LT. & RT.	BOX CULVERT C-14-3063	1
0010	1335+09	LT. & RT.	BOX CULVERT C-14-3063	1
			TOTAL:	2

SPV.0035.01
CONCRETE STONE SIZE NO. 2

GROUP CODE	DESCRIPTION	LOCATION	CY
0010	TEMPORARY DIVERSION CHANNEL 1 FOR BOX CULVERT C-14-3063 - NORTH	STH 26	30
0010	TEMPORARY DIVERSION CHANNEL 2 FOR BOX CULVERT C-14-3063 - SOUTH	STH 26	10
		TOTAL:	40

3

SPV.0035.02
BACKFILL SPECIAL

GROUP CODE	DESCRIPTION	LOCATION	CY
0010	AREA UNDER EXISTING RAILROAD BRIDGE	STH 26	1,015
		TOTAL:	1,015

SPV.0060.07
REINFORCED CONCRETE PIPE TEE 30-INCH

GROUP CODE	STATION	O/S	LOCATION	EACH
0010	1228+89	LT.	STH 26	1
			TOTAL:	1

SPV.0105.01
ABANDON AND SEAL EXISTING 24-INCH CULVERT PIPE

GROUP CODE	STATION	LOCATION	SIZE	TYPE	EACH
0010	1233+00	STH 26 (SB-LANE STAGE 2)	24-INCH	CULVERT PIPE TEMPORARY	1
				TOTAL:	1

SPV.0180.02
SELECT CRUSHED MATERIAL,INTERCEPTING GROUNDWATER

GROUP CODE	STATION	TO	STATION	LOCATION	SELECT CRUSHED MATERIAL SY
0010	1261+00	-	1263+00	STH 26	280
0010	1312+00	-	1317+00	STH 26	1,695
0010	UNDISTRIBUTED				125
				TOTAL:	2,100

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT 1390-04-29
WATERTOWN - STH 60 EAST ROAD
(CTH Q - STH 60 EAST)
STH 26
DODGE COUNTY

CONVENTIONAL SIGNS AND ABBREVIATIONS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE AND OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT (HIGHWAY, PERMANENT LIMITED OR RESTRICTED DEVELOPMENT) AREAS
TRANSMISSION STRUCTURES (LINE OPTIONAL)
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE - (COMMUNICATIONS, ELECTRIC)
ACCESS CONTROLLED BY PARCEL ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)
BRIDGE

R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN
COMPENSABLE
NON-COMPENSABLE
PARCEL NUMBER
UTILITY NUMBER

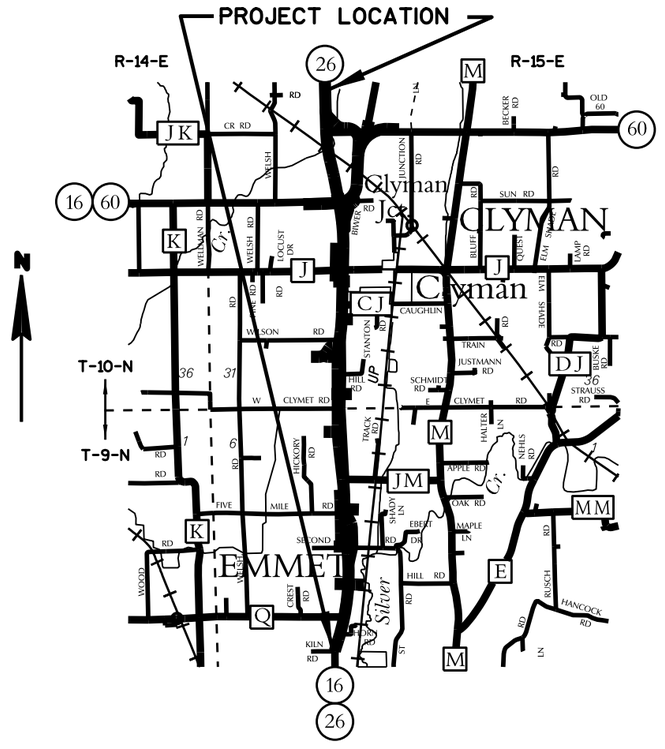
CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS

ACCESS POINT	AP
ACCESS RIGHTS	AR
ACRES	AC.
AGRICULTURAL	AG
AHEAD	AH
ALUMINUM	ALUM.
AND OTHERS	ET.AL.
BACK	BK
BLOCK	BLK
CENTERLINE	C/L
CERTIFIED SURVEY MAP	C.S.M.
CONCRETE	CONC.
CORNER	COR.
COUNTY	CO.
COUNTY TRUNK HIGHWAY	CTH
DISTANCE	DIST.
DOCUMENT NUMBER	DOC.
EASEMENT	EASE
EXISTING	EX.
GAS VALVE	G.V.
GRID NORTH	GN
HIGHWAY EASEMENT	H.E.
IDENTIFICATION	ID.
LAND CONTRACT	LC
LEFT	LT.
MONUMENT	MON.
NATIONAL GEODETIC SURVEY	NGS
NUMBER	NO.
OUTLOT	OL.
PAGE	P.
PART OF	PT.
PERMANENT LIMITED EASEMENT	P.L.E.
POINT OF BEGINNING	P.O.B.
POINT OF COMPOUND CURVE	PCC
POINT OF CURVATURE	PC
POINT OF INTERSECTION	PI
POINT OF REVERSE CURVATURE	PRC
PRIVATE DRIVEWAY	P.D.
POINT ON TANGENT	POT
PROPERTY LINE	P.L.
RECORDED AS	(000')
REFERENCE LINE	R/L
REMAINING	REM.
RIGHT	RT.
RIGHT OF WAY	R/W
SECTION	SEC.
SEPTIC VENT	SEPV.
SQUARE FEET	S.F.
STATE TRUNK HIGHWAY	STH
STATION	STA.
SUBDIVISION	SUBD
TANGENT	TAN.
TELEPHONE PEDESTAL	T.P.
TEMPORARY LIMITED EASEMENT	T.L.E.
TRANSPORTATION PROJECT PLAT	TPP
UNITED STATES HIGHWAY	USH
VOLUME	V.

CURVE DATA

LONG CHORD	L.C.
LONG CHORD BEARING	L.C.B.
RADIUS	R.
DEGREE OF CURVE	D.
CENTRAL ANGLE OR DELTA	Δ.
LENGTH OF CURVE	L.
TANGENT	T.
DIRECTION AHEAD	DA.
DIRECTION BACK	DB.



LAYOUT SCALE

0 1 2 4

MILES

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1390-04-29.

NOTES:

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1390-04-91, T010-1(24), 1390-04-24, F010-1(26), 1392-03-21, 1390-04-37 & T010-1(14) AUX 7.1.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16 ESTABLISHED FROM PREVIOUS PROJECT 1403-00-21.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 60 ESTABLISHED FROM PREVIOUS PROJECT 3041-02-21.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-29, F010-1(26), & 1392-03-21.
EXISTING ACCESS CONTROL ALONG STH 16 ESTABLISHED FROM PREVIOUS PROJECT 1403-00-21 & F010-1(26).
EXISTING ACCESS CONTROL ALONG STH 60 ESTABLISHED FROM 3041-02-21.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.s) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (P.L.E.) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS TO DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (H.E.), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

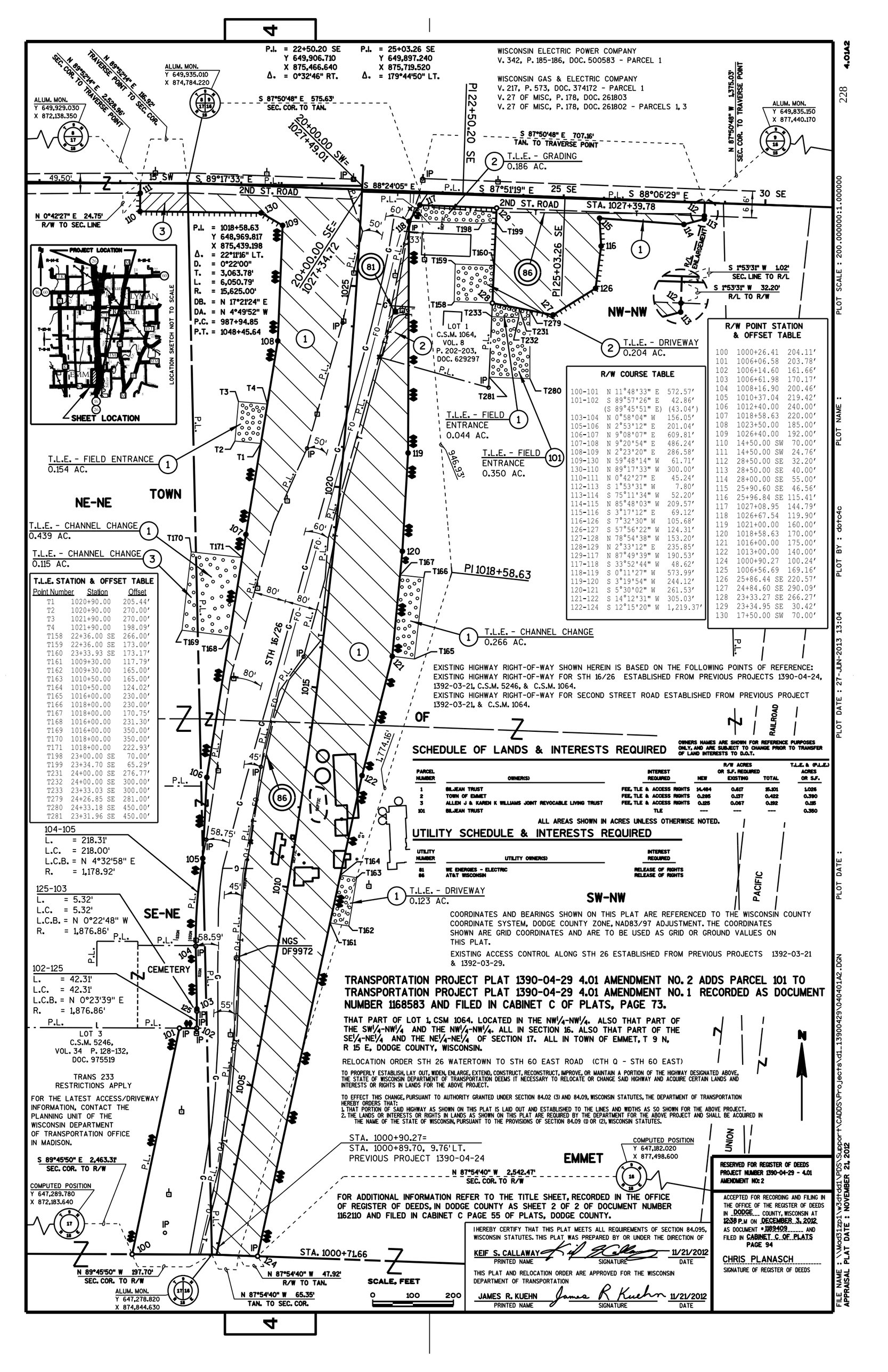
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

TPP NUMBER 1390-04-29 - 4.01
SHEET 2 OF 2



R/W COURSE TABLE

100-101	N 11°48'33" E	572.57'
101-102	S 89°57'26" E	42.86'
	(S 89°45'51" E)	(43.04')
103-104	N 0°58'04" W	156.05'
105-106	N 2°53'12" E	201.04'
106-107	N 9°08'07" E	609.81'
107-108	N 9°20'54" E	486.24'
108-109	N 2°23'20" E	286.58'
109-130	N 59°48'14" W	61.71'
130-110	N 89°17'33" W	300.00'
110-111	N 0°42'27" E	45.24'
112-113	S 1°53'31" W	7.80'
113-114	S 75°11'34" W	52.20'
114-115	N 85°48'03" W	209.57'
115-116	S 3°17'12" E	69.12'
116-126	S 7°32'30" W	105.68'
126-127	S 57°56'22" W	124.31'
127-128	N 78°54'38" W	153.20'
128-129	N 2°33'12" E	235.85'
129-117	N 87°49'39" W	190.53'
117-118	S 33°52'44" W	48.62'
118-119	S 0°11'27" W	573.99'
119-120	S 3°19'54" W	244.12'
120-121	S 5°30'02" W	261.53'
121-122	S 14°12'31" W	305.03'
122-124	S 12°15'20" W	1,219.37'

R/W POINT STATION & OFFSET TABLE

100	1000+26.41	204.11'
101	1006+06.58	203.78'
102	1006+14.60	161.66'
103	1006+61.98	170.17'
104	1008+16.90	200.46'
105	1010+37.04	219.42'
106	1012+40.00	240.00'
107	1018+58.63	220.00'
108	1023+50.00	185.00'
109	1026+40.00	192.00'
110	14+50.00 SW	70.00'
111	14+50.00 SW	24.76'
112	28+50.00 SE	32.20'
113	28+50.00 SE	40.00'
114	28+00.00 SE	55.00'
115	25+90.60 SE	46.56'
116	25+96.84 SE	115.41'
117	1027+08.95	144.79'
118	1026+67.54	119.90'
119	1021+00.00	160.00'
120	1018+58.63	170.00'
121	1016+00.00	175.00'
122	1013+00.00	140.00'
124	1000+90.27	100.24'
125	1006+56.69	169.16'
126	25+86.44 SE	220.57'
127	24+84.60 SE	290.09'
128	23+33.27 SE	266.27'
129	23+34.95 SE	30.42'
130	17+50.00 SW	70.00'

T.L.E STATION & OFFSET TABLE

Point Number	Station	Offset
T1	1020+90.00	205.44'
T2	1020+90.00	270.00'
T3	1021+90.00	270.00'
T4	1021+90.00	198.09'
T158	22+36.00 SE	266.00'
T159	22+36.00 SE	173.00'
T160	23+33.93 SE	173.17'
T161	1009+30.00	117.79'
T162	1009+30.00	165.00'
T163	1010+50.00	165.00'
T164	1010+50.00	124.02'
T165	1016+00.00	230.00'
T166	1018+00.00	230.00'
T167	1018+00.00	170.75'
T168	1016+00.00	231.30'
T169	1016+00.00	350.00'
T170	1018+00.00	350.00'
T171	1018+00.00	222.93'
T198	23+00.00 SE	70.00'
T199	23+34.70 SE	65.29'
T231	24+00.00 SE	276.77'
T232	24+00.00 SE	300.00'
T233	23+33.03 SE	300.00'
T279	24+26.85 SE	281.00'
T280	24+33.18 SE	450.00'
T281	23+31.96 SE	450.00'

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECTS 1390-04-24, 1392-03-21, C.S.M. 5246, & C.S.M. 1064.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SECOND STREET ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, & C.S.M. 1064.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. & (P.L.E.) ACRES OR S.F.
1	BIL JEAN TRUST	FEE, TLE & ACCESS RIGHTS	14.484	0.617	15.101	1.026
2	TOWN OF EMMET	FEE, TLE & ACCESS RIGHTS	0.285	0.137	0.422	0.390
3	ALLEN J & KAREN K WILLIAMS JOINT REVOCABLE LIVING TRUST	FEE, TLE & ACCESS RIGHTS	0.125	0.067	0.192	0.135
101	BIL JEAN TRUST	TLE	----	----	----	0.350

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
81	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
86	AT&T WISCONSIN	RELEASE OF RIGHTS

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

TRANSPORTATION PROJECT PLAT 1390-04-29 4.01 AMENDMENT NO. 2 ADDS PARCEL 101 TO TRANSPORTATION PROJECT PLAT 1390-04-29 4.01 AMENDMENT NO. 1 RECORDED AS DOCUMENT NUMBER 1168583 AND FILED IN CABINET C OF PLATS, PAGE 73.

THAT PART OF LOT 1, CSM 1064, LOCATED IN THE NW¼-NW¼. ALSO THAT PART OF THE SW¼-NW¼ AND THE NW¼-NW¼. ALL IN SECTION 16. ALSO THAT PART OF THE SE¼-NE¼ AND THE NE¼-NE¼ OF SECTION 17. ALL IN TOWN OF EMMET, T 9 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

TRANS 233
RESTRICTIONS APPLY

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY (PRINTED NAME) (SIGNATURE) 11/21/2012 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN (PRINTED NAME) (SIGNATURE) 11/21/2012 (DATE)

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.01
AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 12:39 P.M ON DECEMBER 3, 2012 AS DOCUMENT # 1189409 AND FILED IN CABINET C OF PLATS PAGE 94

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

4.01A2
228
PLOT SCALE : 200.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : 27-JUN-2013 13:04
PLOT DATE :
FILE NAME : \\Mod31zp1\w3dtdd1\PDS\Support\CADDS\Projects\d1_13900429\040401A2.DGN
APPRAISAL PLAT DATE : NOVEMBER 21, 2012

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

ALUM. MON. Y 652,563.540 X 872,074.350

N 89°39'29" E 2,310.26' SEC. COR. TO TRAVERSE POINT

N 89°39'29" E 346.57' TRAVERSE POINT TO SEC. COR.

ALUM. MON. Y 652,579.400 X 874,731.130

S 89°44'14" E 404.65' SEC. COR. TO R/L

10+00.00 FM= 1053+98.86

S 89°44'14" E 123.69' R/L TO R/W

N 87°44'14" W 2,113.06' SEC. COR. TO R/W

ALUM. MON. Y 652,475.110 X 877,370.470

P.L. S 89°59'55" E 5 FM

P.L. FIVE MILE ROAD

STA. 1053+88.28

P.L.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. & (P.L.E.) ACRES OR S.F.
3	ALLEN J & KAREN K WILLIAMS JOINT REVOCABLE LIVING TRUST	FEE, TLE & ACCESS RIGHTS	0.107	0.066	0.173	0.007
4	RAYMOND J & DIANNE K RUMLER	FEE, TLE & ACCESS RIGHTS	7.388	---	7.388	0.299
6	JAMES ROBERTS	FEE, TLE & ACCESS RIGHTS	4.585	---	4.585	0.013
7	DANIEL J & SUSAN EGNARSKI	FEE & TLE	0.071	0.064	0.135	0.021
8	FMF, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE	3.627	---	3.627	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
81	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
82	WE ENERGIES - GAS	RELEASE OF RIGHTS
86	AT&T WISCONSIN	RELEASE OF RIGHTS

PT 1048+45.64

NW-SW

TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.02 AMENDMENT NO. 1 AMENDS PARCELS 3 AND 4 OF TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.02 RECORDED AS DOCUMENT NUMBER 1162857 AND FILED IN CABINET C OF PLATS, PAGE 56.

THAT PART OF LOT 1, CSM 3730, LOCATED IN THE NW¼-SW¼ OF SECTION 9 AND THE NE¼-SE¼ OF SECTION 8. ALSO THAT PART OF LOT 1, CSM 2440, LOCATED IN THE NE¼-SE¼. ALSO THAT PART OF THE SE¼-SE¼. ALL IN SECTION 8. ALSO THAT PART OF THE SW¼-SW¼ AND THE NW¼-SW¼ OF SECTION 9. ALL IN TOWN OF EMMET, T 9 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21 & C.S.M. 3730.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SECOND STREET ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21 & C.S.M. 1064.
EXISTING HIGHWAY RIGHT-OF-WAY FOR FIVE MILE ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 3770 & C.S.M. 2440.

WISCONSIN ELECTRIC POWER COMPANY
V. 342, P. 181-182, DOC. 500587 - PARCEL 4

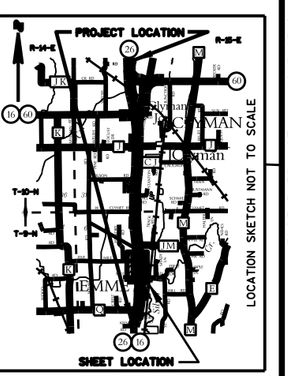
WISCONSIN GAS & ELECTRIC COMPANY
V. 27, P. 177, DOC. 261801 - PARCEL 4
V. 27, P. 174, DOC. 261799 - PARCELS 6, 8

WISCONSIN TELEPHONE COMPANY
V. 171, P. 459, DOC. 279530 - PARCEL 4
V. 171, P. 544, DOC. 286407 - PARCELS 6, 8

WISCONSIN NATURAL GAS COMPANY
V. 341, P. 480-481, DOC. 499972 - PARCELS 6, 8
V. 375, P. 121-122, DOC. 539274 - PARCELS 6, 8

16.5 DRIVEWAY EASEMENT
V. 22 OF C.S.M., P. 250-251, DOC. 818373 - PARCEL 6

OF



COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

EMMET

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 2/02/2012 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 2/10/2012 DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.02
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1059 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174691 AND FILED IN CAB. C OF PLATS PG. 81

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset	Point Number	Station	Offset
T5	23+53.00 SE	65.32'	T200	15+30.00 SW	66.32'
T6	23+53.00 SE	83.00'	T201	15+30.00 SW	75.00'
T7	23+93.00 SE	83.00'	T202	16+00.00 SW	75.00'
T8	23+93.00 SE	62.30'	T203	16+00.00 SW	67.49'
T9	21+41.69 SE	82.35'	T204	2+95.00 FM	47.56'
T10	1035+00.00	120.00'	T205	2+95.00 FM	68.00'
T11	1035+00.00	104.90'	T206	2+50.00 FM	68.00'
T13	4+50.00 FM	46.06'	T272	24+50.00 SE	45.00'
T14	4+50.00 FM	66.00'	T273	27+50.00 SE	45.00'
T15	4+21.00 FM	66.00'	T274	27+50.00 SE	34.41'
T16	4+20.63 FM	46.35'			

R/W POINT STATION & OFFSET TABLE

200	14+50.00 SW	24.75'
201	14+50.00 SW	65.00'
202	17+50.00 SW	70.00'
203	1038+05.00	210.00'
204	1048+45.64	240.00'
205	1051+09.28	230.00'
206	1052+89.58	334.91'
207	6+31.06 FM	60.00'
208	2+50.00 FM	48.00'
209	2+50.00 FM	29.65'
210	1053+73.01	122.75'
211	1048+45.64	130.00'
212	1046+00.00	145.00'
213	1042+88.38	113.80'
214	1030+69.84	116.94'
215	1028+20.49	125.72'
216	24+50.00 SE	58.00'
217	24+50.00 SE	35.53'
219	28+50.00 SE	33.80'
220	1028+36.81	214.67'
221	5+00.00 FM	45.57'

R/W COURSE TABLE

200-201	N 0°42'27" E	40.25'
201-202	N 89°45'09" E	300.04'
202-220	N 58°07'55" E	45.67'
220-203	N 1°02'23" E	954.90'
203-204	N 4°35'53" W	1,025.90'
204-205	N 2°39'32" W	263.83'
205-206	N 35°01'31" W	208.60'
206-207	N 29°56'39" W	88.99'
207-221	N 83°43'03" W	131.85'
221-208	S 89°26'44" W	250.01'
208-209	N 0°00'05" E	18.35'
210-211	S 5°37'09" E	527.42'
211-212	S 7°50'41" E	248.25'
212-213	S 2°18'40" W	315.74'
213-214	S 0°42'00" E	1,227.23'
214-215	S 0°08'11" W	251.44'
215-216	S 83°32'29" E	324.28'
216-217	S 2°08'41" W	22.47'
217-219	S 87°49'39" E	399.85'

P.I. = 1018+58.63
Y 648,969.817
X 875,439.198
Δ. = 22°11'16" LT.
D. = 0°22'00"
T. = 3,063.78'
L. = 6,050.79'
R. = 15,625.00'
DB. = N 17°21'24" E
P.C. = 987+94.85

P.I. = 22+50.20 SE
Y 649,906.710
X 875,466.640
Δ. = 0°32'46" RT.

P.I. = 25+03.26 SE
Y 649,897.240
X 875,719.520
Δ. = 179°44'50" LT.

TOWN

NE-SE

SE-SE

SW-SW

LOT 1 C.S.M. 2440, VOL. 15, P. 38-39, DOC. 721668

LOT 1 C.S.M. 3730, VOL. 22, P. 250-251, DOC. 818373

R/L ENLARGEMENT

N 0°00'05" E 3.35' R/L TO SEC. LINE

N 0°00'05" E 29.65' R/W TO R/L

T.L.E. - DRIVEWAY 0.013 AC.

T.L.E. - DRIVEWAY 0.021 AC.

T.L.E. - GRADING 0.212 AC.

T.L.E. - FIELD ENTRANCE 0.006 AC.

T.L.E. - FIELD ENTRANCE 0.007 AC.

T.L.E. - DRIVEWAY 0.018 AC.

T.L.E. - GRADING 0.063 AC.

ALUM. MON. Y 649,935.010 X 874,784.220

N 0°42'27" E 24.75' SEC. LINE TO R/W

S 89°17'33" E

STA. 1027+39.78

2ND ST. ROAD

ALUM. MON. Y 649,929.030 X 872,138.350

N 89°52'14" E 2,528.96' SEC. COR. TO TRAVERSE POINT

S 89°52'14" W 116.92' SEC. COR. TO TRAVERSE POINT

N 87°50'48" W 575.63' TAN. TO SEC. COR.

20+00.00 SW= 1027+49.01

20+00.00 SE= 1027+34.72

S 88°24'05" E

S 87°51'19" E 25 SE

S 88°06'29" E 30 SE

PI 22+50.20 SE

PI 25+03.26 SE

23+53 SE

S 1°53'31" W 32.78' R/W TO SEC. LINE

N 87°50'48" W 707.16' TRAVERSE POINT TO TAN.

N 87°50'48" W 1,375.03' SEC. COR. TO TRAVERSE POINT

ALUM. MON. Y 649,835.150 X 877,440.170

SCALE, FEET 0 100 200

FILE NAME : \\Mod31zp1\w3dtdd1\PDS\Support\CADDS\Projects\d1_13900429\040402A1.DGN
APPRAISAL PLAT DATE : FEBRUARY 2, 2012
PLOT DATE :
PLOT BY : dotc4c
PLOT DATE : 27-JUN-2013 13:04
PLOT NAME :
PLOT SCALE : 200.000000:1.000000
4.02A1
229

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

ALUM. MON. Y 655,187.150 X 872,023.530

N 89°12'24" E 2,592.93' SEC. COR. TO R/W

ALUM. MON. Y 655,223.900 X 874,677.930

N 89°12'24" E 61.72' R/W TO SEC. COR.

S 87°38'17" E 269.16' SEC. COR. TO R/L

S 87°38'17" E 420.26' R/L TO TRAVERSE POINT

ALUM. MON. Y 655,115.030 X 877,317.410

N 87°38'17" W 1,952.30' SEC. COR. TO TRAVERSE POINT

P.L.

S 88°19'20" E

15 JM CTH JM 20 JM

STA. 1080+44.80

75' 75'

TOWN

NE-NE

R/W POINT STATION & OFFSET TABLE

300	2+50.00 FM	36.35'
301	2+50.00 FM	50.00'
302	4+02.57 FM	50.00'
303	1055+29.74	468.80'
304	1059+54.93	425.47'
305	1069+17.11	360.33'
306	1075+10.40	332.09'
307	1078+50.59	323.51'
308	1080+68.89	329.93'
309	14+50.00 JM	44.25'
310	11+90.00 JM	50.00'
311	1075+10.41	130.00'
312	1072+13.81	115.00'
313	1069+17.12	120.00'
314	1058+00.00	150.00'
315	1053+73.01	122.75'
316	1079+39.39	148.77'

R/W COURSE TABLE

300-301	N 0°00'05" E	13.65'
301-302	S 90°00'00" E	152.57'
302-303	N 71°04'08" E	126.09'
303-304	N 0°59'17" E	427.39'
304-305	N 0°57'30" W	964.39'
305-306	N 0°57'30" W	608.57'
306-307	N 0°57'30" W	340.30'
307-308	N 4°05'16" W	218.39'
309-310	N 89°35'24" W	260.06'
310-316	S 45°34'33" W	50.06'
316-311	S 0°06'09" W	429.39'
311-312	S 0°05'22" E	294.38'
312-313	S 5°11'52" E	294.24'
313-314	S 6°22'10" E	1,117.52'
314-315	S 1°10'46" E	427.86'

ACQUIRED BY PREVIOUS PROJECT 1390-04-37 - 4.01 PARCEL 3

PI 1072+13.81

NGS DF9971

STH 16/26

N 2°24'11" W

10+00.00 JM= 1080+36.29

R/L ENLARGEMENT

S 30°48'08" E 4.11' TRAVERSE POINT TO R/L

S 30°48'08" E 52.45' TRAVERSE POINT TO R/W

NW-NW

PT 1075+10.41

TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.03 AMENDMENT NO. 1 REVISES THE EASTERLY RIGHT OF WAY IN THE NW1/4 OF THE NW1/4 FOR TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.03 RECORDED AS DOCUMENT NUMBER 1162858 AND FILED IN CABINET C OF PLATS, PAGE 57.

THAT PART OF THE SE1/4-NE1/4 OF SECTION 8, TOWN OF EMMET, T 9 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. & (P.L.E.) ACRES OR S.F.
9	SCOTT & DEBORAH WESTENBERG	FEE & ACCESS RIGHTS	0.255	0.064	0.319	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
81	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS

OF

51.104 AC. REMAINING

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1390-04-37.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH JM ESTABLISHED FROM PREVIOUS PROJECT 502.14 (1).
EXISTING HIGHWAY RIGHT-OF-WAY FOR FIVE MILE ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 3770 & C.S.M. 2440.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

WISCONSIN GAS & ELECTRIC COMPANY
V. 27 OF MISC, P. 174, DOC. 261798 - PARCEL 9

WISCONSIN NATURAL GAS COMPANY
V. 341, P. 482-483, DOC. 499973

STATE OF WISCONSIN DEPARTMENT OF INDUSTRY, LABOR, & HUMAN RELATIONS
BUREAU OF PLUMBING
V. 626, P. 402, DOC. 692106

P.I. = 1072+13.81
Y 654,382.461
X 874,981.713
Δ. = 2°25'41" RT.
D. = 0°24'33"
T. = 296.69'
L. = 593.29'
R. = 14,000.00'

SE-NE

SW-NW

EMMET

PROJECT LOCATION

LOCATION SKETCH NOT TO SCALE

SHEET LOCATION

ALUM. MON. Y 652,563.540 X 872,074.350

N 89°39'29" E 2,310.26' SEC. COR. TO TRAVERSE POINT

N 0°00'05" E 33.00' SEC. LINE TO R/W

S 89°59'55" E 5 FM

FIVE MILE ROAD

S 89°39'29" W 346.57' SEC. COR. TO TRAVERSE POINT

ALUM. MON. Y 652,579.400 X 874,731.130

N 87°44'14" W 404.65' R/L TO SEC. COR.

N 87°44'14" W 123.69' R/W TO R/L

10+00.00 FM= 1053+98.86

N 87°44'14" W 2,113.06' SEC. COR. TO R/W

ALUM. MON. Y 652,475.110 X 877,370.470

STA. 1053+88.28

SCALE, FEET
0 100 200

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY (PRINTED NAME) (SIGNATURE) 2/02/2012 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN (PRINTED NAME) (SIGNATURE) 2/10/2012 (DATE)

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.03
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1058 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174682 AND FILED IN CAB. C OF PLATS PG. 82

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

4.03A1

PLOT SCALE : 200.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : 27-JUN-2013 13:04
PLOT DATE :
FILE NAME : \\Mod31zp1\w3dtdd1\PDS\Support\CADDS\Projects\d1_13900429\040403A1.DGN
APPRAISAL PLAT DATE : FEBRUARY 2, 2012

TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.04 AMENDMENT NO. 1 AMENDS PARCELS 11 AND 12 OF TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.04 RECORDED AS DOCUMENT NUMBER 1162859 AND FILED IN CABINET C OF PLATS, PAGE 58

THAT PART OF LOT 1, CSM 5675. LOCATED IN THE NW¼-SW¼. ALSO THAT PART OF THE SW¼-SW¼. ALL IN SECTION 4. ALSO THAT PART OF LOT 1, CSM 855. LOCATED IN THE NE¼-SE 1/4. ALSO THAT PART OF THE NE¼-SE 1/4. ALL IN SECTION 5. ALL IN TOWN OF EMMET, T 9 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	R/W ACRES OR S.F. REQUIRED EXISTING	R/W ACRES OR S.F. REQUIRED TOTAL	T.L.E. & (P.L.E.) ACRES OR S.F.
11	DAVID G HASSLINGER (VENDOR) & RENCO FARMS (PURCHASER)	FEE & ACCESS RIGHTS	10.301	---	10.301	---
12	DANIEL B VONRUEDEN	FEE & TLE	7.302	---	7.302	0.402
13	RALPH H SCHMIDT (VENDOR) & DANIEL J & DEBBIE M SCHMIDT (PURCHASER)	FEE	0.225	---	0.225	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
06	AT&T WISCONSIN	RELEASE OF RIGHTS

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T172	1094+50.00	240.00'
T173	1094+50.00	240.00'
T174	1096+00.00	240.00'
T175	1096+00.00	121.66'

R/W POINT STATION & OFFSET TABLE

400	1080+68.89	329.93'
401	1081+23.58	331.54'
402	1084+08.11	328.20'
403	1091+53.73	327.63'
404	1092+51.46	327.22'
405	1094+94.12	313.32'
406	1098+35.00	350.00'
407	1101+42.68	306.30'
408	1103+70.65	291.29'
409	1107+41.76	242.03'
410	1106+82.15	154.96'
412	1101+42.68	140.00'
414	1091+53.74	145.00'
415	1089+55.00	165.00'
413	1083+00.00	130.00'
416	1081+71.27	141.51'
418	11+90.00 JM	66.00'
419	13+92.72 JM	45.73'
420	1097+00.00	307.93'
421	1105+44.46	264.81'
422	1096+48.41	120.00'

R/W COURSE TABLE

400-401	N 4°05'16" W	54.71'
401-402	N 1°43'49" W	284.55'
402-403	N 2°21'33" W	745.62'
403-404	N 2°21'33" W	95.45'
404-405	N 0°03'15" E	237.51'
405-420	N 2°40'55" W	201.38'
420-406	N 22°36'56" W	138.38'
406-407	N 2°27'12" E	303.62'
407-408	N 2°40'55" W	228.47'
408-421	N 2°12'44" E	175.81'
421-409	N 0°08'01" E	198.61'
410-412	S 4°51'44" E	539.67'
412-422	S 3°08'36" E	499.23'
422-414	S 6°16'52" E	499.95'
414-415	S 8°08'59" E	199.74'
415-413	S 0°39'20" W	655.93'
413-416	S 7°30'37" E	129.24'
416-418	S 34°55'30" E	98.04'
418-419	S 82°36'41" E	203.74'

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21, 1390-04-91, C.S.M. 855, C.S.M. 5677 & C.S.M. 5675.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH JM ESTABLISHED FROM PREVIOUS PROJECT 502.14 (1).

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 2/08/2012 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 2/10/2012 DATE

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.04
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1058 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174683 AND FILED IN CAB. C OF PLATS PG. 83

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

P.I. = 1096+48.41
Y 656,815.015
X 874,879.624
Δ. = 4°02'50" LT.
D. = 0°24'33"
T. = 494.68'
L. = 988.94'
R. = 14,000.00'

PT 1101+42.68
PC 1091+53.74
PI 1096+48.41
1080+36.29 JM

N 89°33'15" E 2,602.05' SEC. COR. TO R/W
N 89°33'15" E 49.21' R/W TO SEC. COR.
S 87°33'24" E 195.45' SEC. COR. TO R/L
S 87°33'24" E 156.84' R/L TO W
N 87°33'24" W 2,300.67' SEC. COR. TO R/W
STA. 1107+06.39
N 6°27'02" W 1105
N 2°24'11" W 1085
1090
1095
1100
S 88°19'20" E 1080
STA. 1080+44.80
N 89°12'24" E 2,592.93' SEC. COR. TO R/W
S 89°12'24" W 61.72' SEC. COR. TO R/W
N 87°38'17" W 269.16' R/L TO SEC. COR.
N 87°38'17" W 420.26' TRAVERSE POINT TO R/L
N 87°38'17" W 1,952.30' SEC. COR. TO TRAVERSE POINT
S 30°48'08" E 50.10' R/W TO SEC. LINE

ALUM. MON. Y 657,854.410 X 871,914.270
ALUM. MON. Y 657,875.040 X 874,565.450
COMPUTED POSITION Y 657,761.940 X 877,216.000
ALUM. MON. Y 655,187.150 X 872,023.530
ALUM. MON. Y 655,223.900 X 874,677.930
ALUM. MON. Y 655,115.030 X 877,317.410

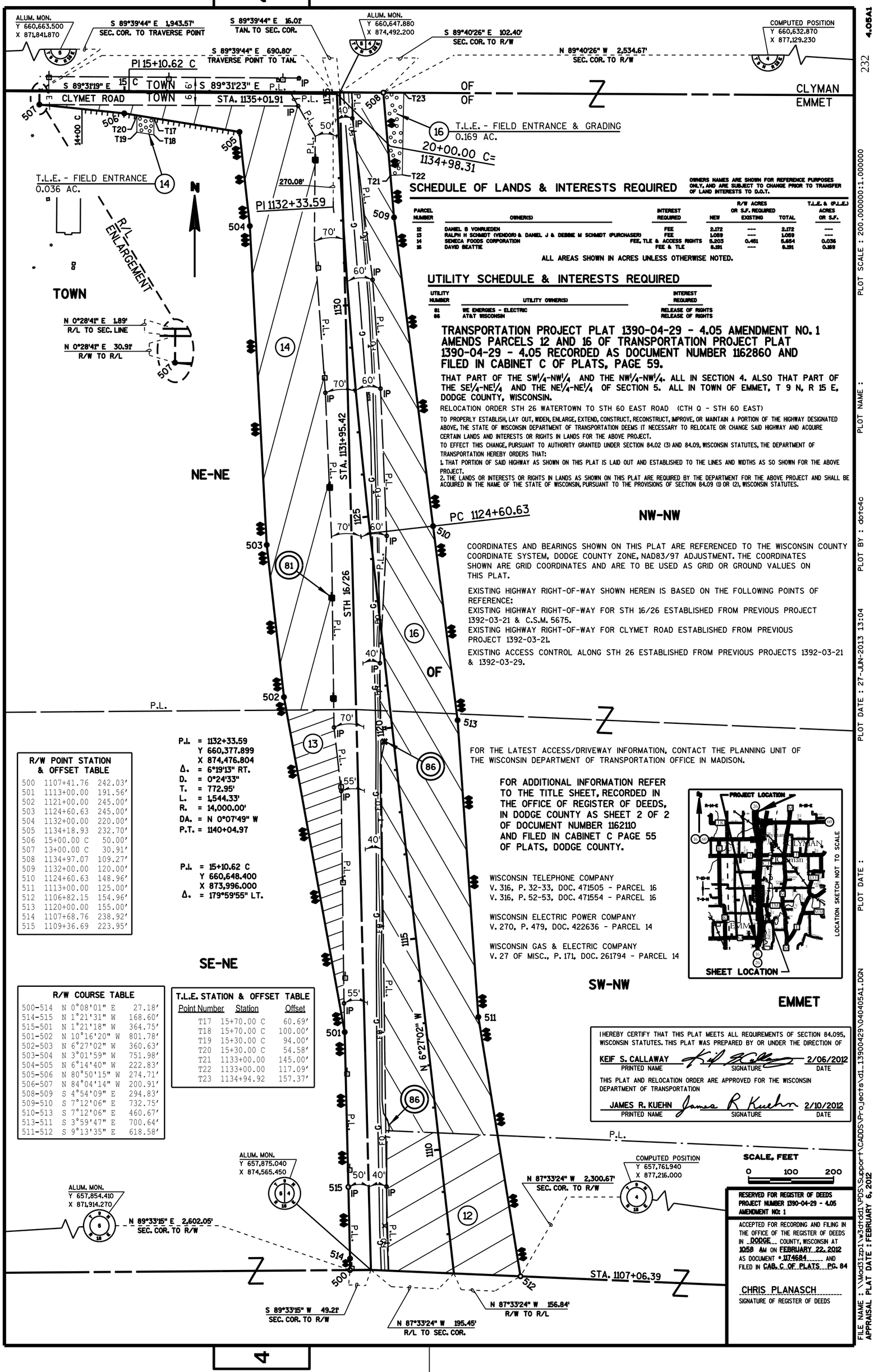
TOWN
NE-SE
SE-SE
SW-SW
EMMET
OF

LOT 1 C.S.M. 5675, VOL. 37, P. 209-211, DOC. 1038695
LOT 2 C.S.M. 5675, VOL. 37, P. 209-211, DOC. 1038695
LOT 3 C.S.M. 5675, VOL. 37, P. 209-211, DOC. 1038695
LOT 1 C.S.M. 855, VOL. 7, P. 344, DOC. 620521
LOT 1 C.S.M. 5677, VOL. 37, P. 215, DOC. 1038867

INGRESS- EGRESS EASEMENT DOC. 1075048
T.L.E. - DRIVEWAY 0.402 AC.
ACQUIRED BY PREVIOUS PROJECT 1390-04-91 PARCEL 2
ACQUIRED BY PREVIOUS PROJECT 1390-04-91 PARCEL 1
FOUND IP 0.98' WEST AND 0.04' SOUTH OF POINT 404
STH 16/26
CTH JM
15 JM

PROJECT LOCATION
LOCATION SKETCH NOT TO SCALE
SHEET LOCATION

FILE NAME : \\Mod31zp1\w3dtdd\PDS\Support\CADDS\Projects\d1_13900429\040404A1.DGN
APPRAISAL PLAT DATE : FEBRUARY 8, 2012
PLOT DATE : 27-JUN-2013 13:04
PLOT BY : dotc4c
PLOT NAME :
PLOT SCALE : 200.000000:1.000000



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. & (P.L.E.) ACRES OR S.F.
12	DANIEL B VONRUEDEN	FEE	2.172	---	2.172	---
13	RALPH H SCHMIDT (VENDOR) & DANIEL J & DEBBIE M SCHMIDT (PURCHASER)	FEE	1.069	---	1.069	---
14	SENECA FOODS CORPORATION	FEE, TLE & ACCESS RIGHTS	5.203	0.451	5.654	0.036
16	DAVID BEATTIE	FEE & TLE	8.191	---	8.191	0.169

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
81	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
86	AT&T WISCONSIN	RELEASE OF RIGHTS

TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.05 AMENDMENT NO. 1 AMENDS PARCELS 12 AND 16 OF TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.05 RECORDED AS DOCUMENT NUMBER 1162860 AND FILED IN CABINET C OF PLATS, PAGE 59.

THAT PART OF THE SW¼-NW¼ AND THE NW¼-NW¼ ALL IN SECTION 4. ALSO THAT PART OF THE SE¼-NE¼ AND THE NE¼-NE¼ OF SECTION 5. ALL IN TOWN OF EMMET, T 9 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21 & C.S.M. 5675.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CLYMET ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21.
EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

WISCONSIN TELEPHONE COMPANY
V. 316, P. 32-33, DOC. 471505 - PARCEL 16
V. 316, P. 52-53, DOC. 471554 - PARCEL 16

WISCONSIN ELECTRIC POWER COMPANY
V. 270, P. 479, DOC. 422636 - PARCEL 14

WISCONSIN GAS & ELECTRIC COMPANY
V. 27 OF MISC., P. 171, DOC. 261794 - PARCEL 14

R/W POINT STATION & OFFSET TABLE

500	1107+41.76	242.03'
501	1113+00.00	191.56'
502	1121+00.00	245.00'
503	1124+60.63	245.00'
504	1132+00.00	220.00'
505	1134+18.93	232.70'
506	15+00.00 C	50.00'
507	13+00.00 C	30.91'
508	1134+97.07	109.27'
509	1132+00.00	120.00'
510	1124+60.63	148.96'
511	1113+00.00	125.00'
512	1106+82.15	154.96'
513	1120+00.00	155.00'
514	1107+68.76	238.92'
515	1109+36.69	223.95'

R/W COURSE TABLE

500-514	N 0°08'01" E	27.18'
514-515	N 1°21'31" W	168.60'
515-501	N 1°21'18" W	364.75'
501-502	N 10°16'20" W	801.78'
502-503	N 6°27'02" W	360.63'
503-504	N 3°01'59" W	751.98'
504-505	N 6°14'40" W	222.83'
505-506	N 80°50'15" W	274.71'
506-507	N 84°04'14" W	200.91'
508-509	S 4°54'09" E	294.83'
509-510	S 7°12'06" E	732.75'
510-513	S 7°12'06" E	460.67'
513-511	S 3°59'47" E	700.64'
511-512	S 9°13'35" E	618.58'

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T17	15+70.00 C	60.69'
T18	15+70.00 C	100.00'
T19	15+30.00 C	94.00'
T20	15+30.00 C	54.58'
T21	1133+00.00	145.00'
T22	1133+00.00	117.09'
T23	1134+94.92	157.37'

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY (PRINTED NAME) — (SIGNATURE) — 2/06/2012 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

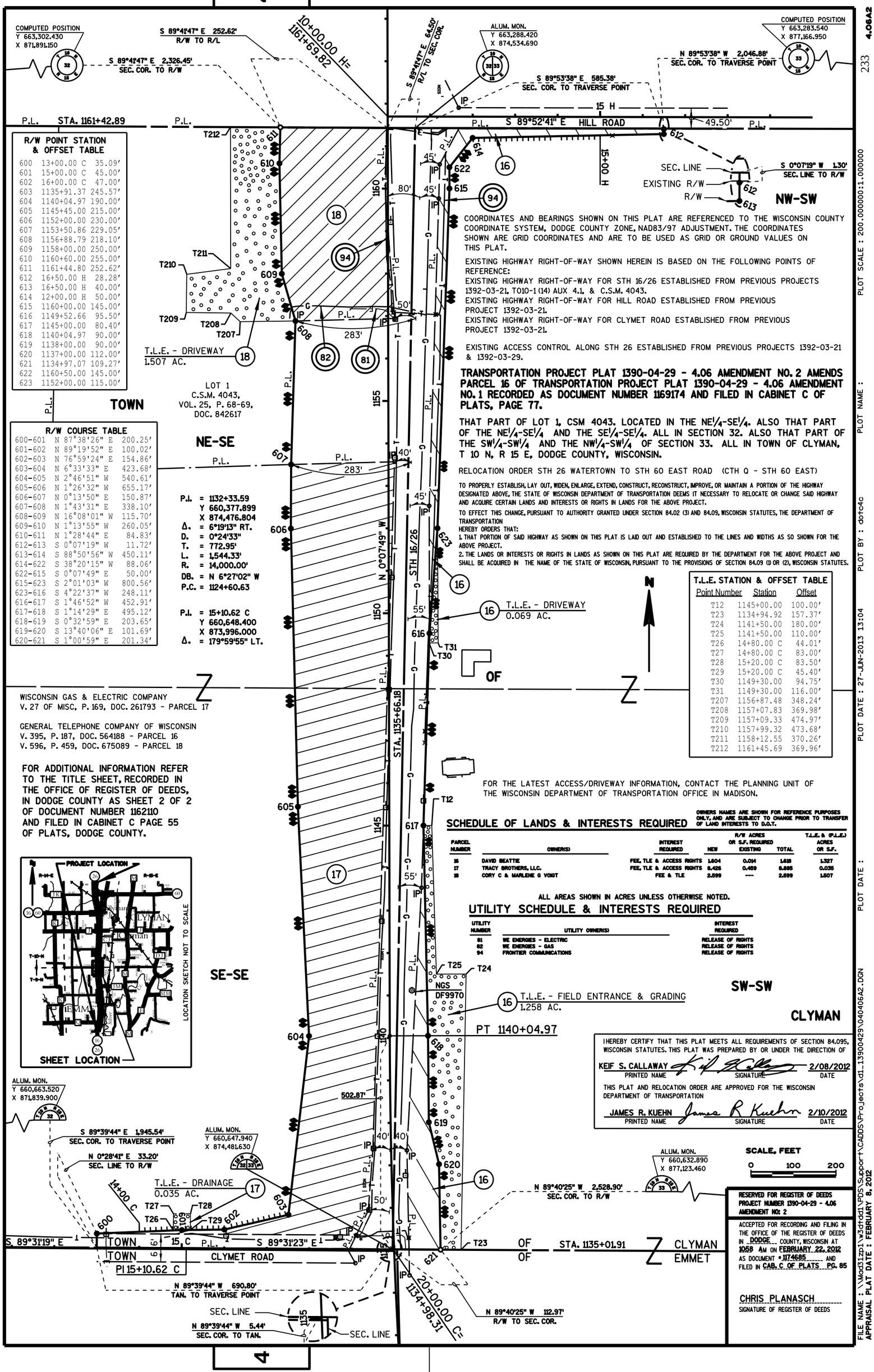
JAMES R. KUEHN (PRINTED NAME) — James R Kuehn (SIGNATURE) — 2/10/2012 (DATE)

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.05 AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1058 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174684 AND FILED IN CAB. C OF PLATS PG. 84

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

4.05A1
232
PLOT SCALE : 200.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : 27-JUN-2013 13:04
PLOT DATE :
FILE NAME : \\Mod31zp1\w3dtdd1\PDS\Support\CADDS\Projects\d1_13900429\040405A1.DGN
APPRAISAL PLAT DATE : FEBRUARY 6, 2012



4.06A2
233
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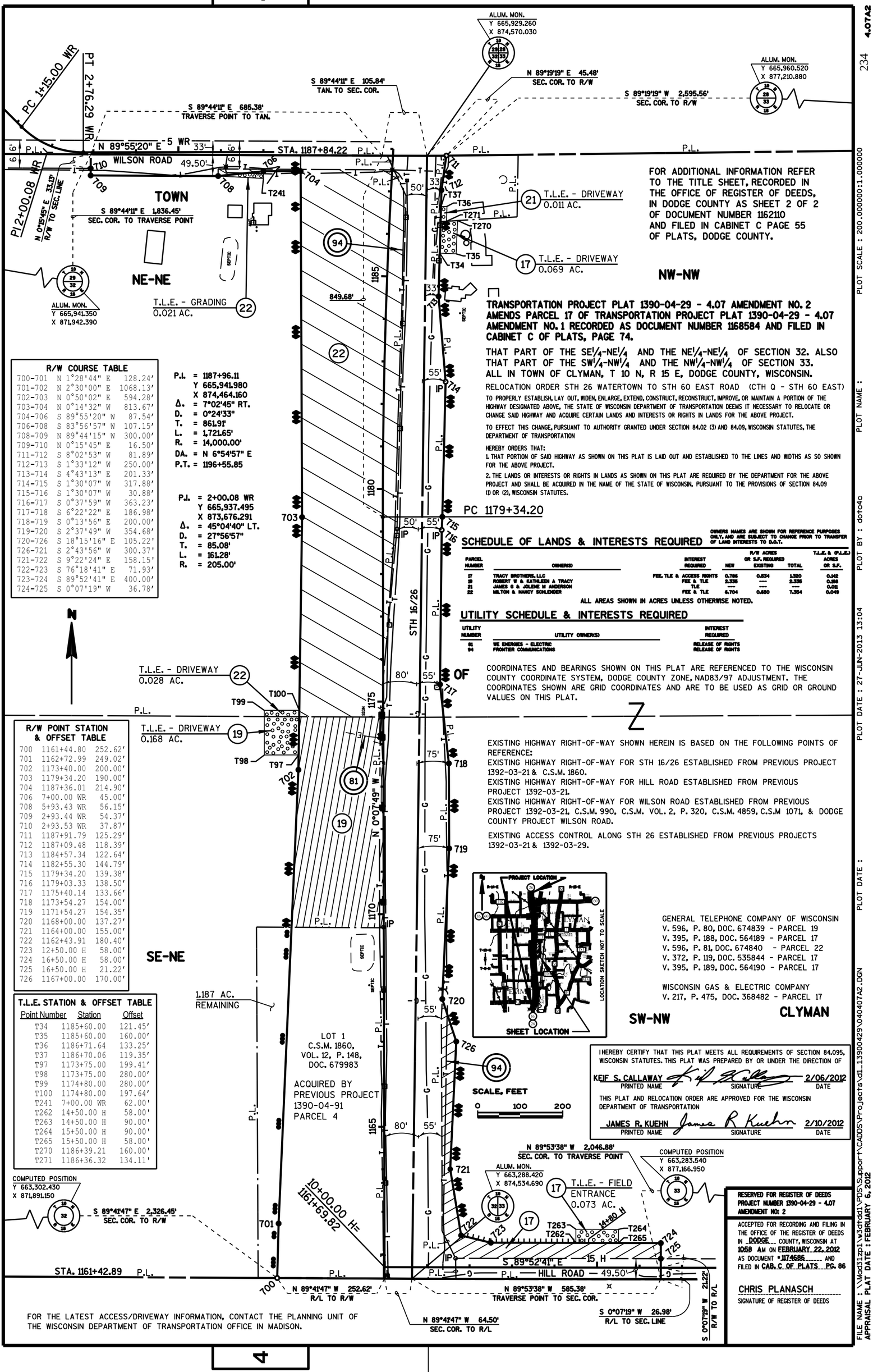
APPRAISAL PLAT DATE : FEBRUARY 8, 2012



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.07 AMENDMENT NO. 2 AMENDS PARCEL 17 OF TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.07 AMENDMENT NO. 1 RECORDED AS DOCUMENT NUMBER 1168584 AND FILED IN CABINET C OF PLATS, PAGE 74.

THAT PART OF THE SE¼-NE¼ AND THE NE¼-NE¼ OF SECTION 32. ALSO THAT PART OF THE SW¼-NW¼ AND THE NW¼-NW¼ OF SECTION 33. ALL IN TOWN OF CLYMAN, T 10 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1 OR (2), WISCONSIN STATUTES.

R/W COURSE TABLE

700-701	N 1°28'44" E	128.24'
701-702	N 2°30'00" E	1068.13'
702-703	N 0°50'02" E	594.28'
703-704	N 0°14'32" W	813.67'
704-706	S 89°55'20" W	87.54'
706-708	S 83°56'57" W	107.15'
708-709	N 89°44'15" W	300.00'
709-710	N 0°15'45" E	16.50'
711-712	S 8°02'53" W	81.89'
712-713	S 1°33'12" W	250.00'
713-714	S 4°43'13" E	201.33'
714-715	S 1°30'07" W	317.88'
715-716	S 1°30'07" W	30.88'
716-717	S 0°37'59" W	363.23'
717-718	S 6°22'22" E	186.98'
718-719	S 0°13'56" E	200.00'
719-720	S 2°37'49" W	354.68'
720-726	S 18°15'16" E	105.22'
726-721	S 2°43'56" W	300.37'
721-722	S 9°22'24" E	158.15'
722-723	S 76°18'41" E	71.93'
723-724	S 89°52'41" E	400.00'
724-725	S 0°07'19" W	36.78'

P.I. = 1187+96.11
Y 665,941.980
X 874,464.160
Δ. = 7°02'45" RT.
D. = 0°24'33"
T. = 861.91'
L. = 1,721.65'
R. = 14,000.00'
DA. = N 6°54'57" E
P.T. = 1196+55.85

P.I. = 2+00.08 WR
Y 665,937.495
X 873,676.291
Δ. = 45°04'40" LT.
D. = 27°56'57"
T. = 85.08'
L. = 161.28'
R. = 205.00'

PC 1179+34.20

R/W POINT STATION & OFFSET TABLE

700	1161+44.80	252.62'
701	1162+72.99	249.02'
702	1173+40.00	200.00'
703	1179+34.20	190.00'
704	1187+36.01	214.90'
706	7+00.00 WR	45.00'
708	5+93.43 WR	56.15'
709	2+93.44 WR	54.37'
710	2+93.53 WR	37.87'
711	1187+91.79	125.29'
712	1187+09.48	118.39'
713	1184+57.34	122.64'
714	1182+55.30	144.79'
715	1179+34.20	139.38'
716	1179+03.33	138.50'
717	1175+40.14	133.66'
718	1173+54.27	154.00'
719	1171+54.27	154.35'
720	1168+00.00	137.27'
721	1164+00.00	155.00'
722	1162+43.91	180.40'
723	12+50.00 H	58.00'
724	16+50.00 H	58.00'
725	16+50.00 H	21.22'
726	1167+00.00	170.00'

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T34	1185+60.00	121.45'
T35	1185+60.00	160.00'
T36	1186+71.64	133.25'
T37	1186+70.06	119.35'
T97	1173+75.00	199.41'
T98	1173+75.00	280.00'
T99	1174+80.00	280.00'
T100	1174+80.00	197.64'
T241	7+00.00 WR	62.00'
T262	14+50.00 H	58.00'
T263	14+50.00 H	90.00'
T264	15+50.00 H	90.00'
T265	15+50.00 H	58.00'
T270	1186+39.21	160.00'
T271	1186+36.32	134.11'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. & (P.L.E.) ACRES OR S.F.
17	TRACY BROTHERS, LLC	FEE, TLE & ACCESS RIGHTS	0.786	0.534	1.320	0.142
19	ROBERT W & KATHLEEN A TRACY	FEE & TLE	2.335	—	2.335	0.168
21	JAMES G & JOLENE M ANDERSON	TLE	—	—	—	0.011
22	MILTON & NANCY SCHLENDER	FEE & TLE	6.704	0.650	7.354	0.049

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
81	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
94	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21 & C.S.M. 1860.
EXISTING HIGHWAY RIGHT-OF-WAY FOR HILL ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21.
EXISTING HIGHWAY RIGHT-OF-WAY FOR WILSON ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 990, C.S.M. VOL. 2, P. 320, C.S.M. 4859, C.S.M 1071, & DODGE COUNTY PROJECT WILSON ROAD.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

GENERAL TELEPHONE COMPANY OF WISCONSIN
V. 596, P. 80, DOC. 674839 - PARCEL 19
V. 395, P. 188, DOC. 564189 - PARCEL 17
V. 596, P. 81, DOC. 674840 - PARCEL 22
V. 372, P. 119, DOC. 535844 - PARCEL 17
V. 395, P. 189, DOC. 564190 - PARCEL 17

WISCONSIN GAS & ELECTRIC COMPANY
V. 217, P. 475, DOC. 368482 - PARCEL 17

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 2/06/2012 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 2/10/2012 DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.07 AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1058 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174686 AND FILED IN CAB. C OF PLATS PG. 86

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

4.0TA2
234
PLOT SCALE : 200.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : 27-JUN-2013 13:04
PLOT DATE :
FILE NAME : \\Mod31zp1\w3dtdd1\PDS\Support\CADDS\Projects\d1_13900429\040407A2.DGN
APPRAISAL PLAT DATE : FEBRUARY 6, 2012

TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.08 AMENDMENT NO. 4 ADDS PARCEL 35 TO TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.08 AMENDMENT NO. 3 RECORDED AS DOCUMENT NUMBER 1174687 AND FILED IN CABINET C OF PLATS, PAGE 87.

THAT PART OF LOT 2, CSM 2815, LOCATED IN THE SW¼-NW¼ AND THE NW¼-NW¼ OF SECTION 28, VILLAGE OF CLYMAN. ALSO THAT PART OF LOT 1, CSM 2815, LOCATED IN THE NW¼-NW¼. ALSO THAT PART OF LOT 2, CSM 1109, LOCATED IN THE SW¼-NW¼. ALSO PART OF THE SW¼-NW¼, THE SW¼-SW¼, THE NW¼-SW¼, AND THE SW¼-NW¼. ALL IN SECTION 28, TOWN OF CLYMAN. ALSO THAT PART OF LOT 2, CSM, VOL. 2, PAGE 320, DOC. NO. 561750. LOCATED IN THE SE¼-SE¼. ALSO THAT PART OF LOT 1, CSM 4859. LOCATED IN THE SW¼-SE¼. ALSO THAT PART OF LOTS 1 & 2, CSM 1071 LOCATED IN THE SE¼-SE¼ AND THE NE 1/4-SE¼. ALSO THAT PART OF LOTS 1 & 2, CSM 3194. LOCATED IN THE SE¼-NE¼ AND THE NE¼-NE¼. ALSO THAT PART OF LOT 1, CSM 3030. LOCATED IN THE NE¼-NE¼. ALSO THAT PART OF THE SW¼-SE¼. ALL IN SECTION 29, TOWN OF CLYMAN. ALSO THAT PART OF THE NE¼-NE¼ AND THE NW¼-NE¼ OF SECTION 32, TOWN OF CLYMAN, ALL IN T 10 N, R 15 E, DODGE COUNTY, WISCONSIN

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. & (P.L.E.) ACRES OR S.F.
22	MILTON & NANCY SCHLENDER	FEE	0.009	0.398	0.406	—
23	SWAN & CARLA J WALSH	FEE & TLE	0.197	0.429	0.626	0.058
24	THEODORE OLSON JR. & PRISCILLA OLSON	FEE & TLE	0.069	0.259	0.328	0.056
26	ELEANOR SCHUETT, AS TRUSTEE OF THE ELEANOR SCHUETT SURVIVORS TRUST	FEE & ACCESS RIGHTS	0.350	0.446	0.806	—
27	JOHN J SIMON & SUSAN DEVINE-SIMONE	FEE & TLE	1.293	—	1.293	0.328
28	STANLEY J BUSKA	FEE & TLE	0.054	—	0.054	0.020
29	EDWARD & LISA O'REILLY	PLE & TLE	—	—	—	0.033 (0.023)
31	DANIEL REIDY	FEE, PLE & TLE	1.803	—	1.803	0.344 (0.139)
32	REGINA J REIDY (VENDOR) & DANIEL J REIDY (PURCHASER)	FEE & ACCESS RIGHTS	0.720	—	0.720	—
33	DANIEL J & CECILIA M REIDY	FEE	0.356	—	0.356	—
34	ROBERT L PERKINS	FEE & TLE	0.173	—	0.173	0.350
35	UNKNOWN OWNER	FEE	0.028	—	0.028	—
36	SWAN P & LINDA M DORNEY	FEE & TLE	0.038	—	0.038	0.340
37	NANCY J BASOL & NEAL G KOHLHOFF, IRREVOCABLE TRUST	FEE, TLE & ACCESS RIGHTS	1.467	—	1.467	0.018
39	RICHARD D & NANCY J BASOL	FEE, TLE & ACCESS RIGHTS	0.828	—	0.828	0.029
40	SANDY CREEK LLC	FEE, TLE & ACCESS RIGHTS	3.667	0.422	3.889	0.328
42	PATRICIA MURPHY NEUBERGER	FEE & ACCESS RIGHTS	0.899	—	0.899	—

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
66	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
86	AT&T WISCONSIN	RELEASE OF RIGHTS
94	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 990, C.S.M. 1071, C.S.M. 3194, C.S.M. 1109, C.S.M. 2815 & C.S.M. 3030.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH CJ ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21, & 510.08(2).
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH J ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 2815, C.S.M. 3030, C.S.M. 837, C.S.M. 5876 & C.S.M. VOL. 2, P. 43.
EXISTING HIGHWAY RIGHT-OF-WAY FOR WILSON ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 990, C.S.M. VOL. 2, P. 320, C.S.M. 4859, C.S.M 1071, & DODGE COUNTY PROJECT WILSON ROAD.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162140 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

P.I.= 1187+96.11
Y 665,941.980
X 874,464.150
Δ. = 7°02'45" RT.
D. = 0°24'33"
T. = 861.19'
L. = 1,721.65'
R. = 14,000.00'
DB.= N 0°07'49" W
P.C.= 1179+34.20

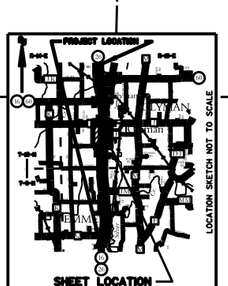
P.I.= 19+39.72 WI
Y 666,674.625
X 873,967.645
Δ. = 57°19'33" RT.
D. = 20°50'05"
T. = 350.02'
L. = 574.66'
R. = 275.00'

P.I.= 1212+36.69
Y 668,366.962
X 874,758.291
Δ. = 5°44'57" LT.
D. = 0°24'33"
T. = 702.99'
L. = 1,404.80'
R. = 14,000.00'

P.I.= 11+28.08 WI
Y 665,945.076
X 873,492.854
Δ. = 56°36'33" LT.
D. = 8°40'52"
T. = 355.44'
L. = 652.09'
R. = 660.00'

P.I.= 2+00.08 WR
Y 665,937.495
X 873,676.291
Δ. = 45°04'40" LT.
D. = 27°56'57"
T. = 85.09'
L. = 161.29'
R. = 205.00'

P.I.= 10+00.00 J
Y 673,247.800
X 874,816.951
Δ. = 0°32'52" RT.



T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T38	7+65.00 WI	46.89'
T39	7+65.00 WI	84.00'
T40	8+35.00 WI	84.00'
T41	8+35.00 WI	46.01'
T42	1192+20.00	102.98'
T43	1192+20.00	115.00'
T44	1194+23.11	101.48'
T47	1198+00.00	100.28'
T48	1198+00.00	108.28'
T49	1214+50.00	201.60'
T50	1214+50.00	215.00'
T51	1216+75.00	215.00'
T52	1216+75.00	192.48'
T53	1218+00.00	189.34'
T54	1210+50.00	228.67'
T55	1210+50.00	270.00'
T56	1212+00.00	270.00'
T57	1218+00.00	231.00'
T58	1218+56.51	231.00'
T59	1218+56.51	210.00'
T60	1225+06.00	212.00'
T61	1226+00.00	212.00'
T62	1224+15.00	122.43'
T63	1224+15.00	142.00'
T64	1225+00.00	142.00'
T66	1226+00.00	193.14'
T70	1228+10.00	91.40'
T71	1228+10.00	140.00'
T72	1229+20.00	140.00'
T73	1229+20.00	91.40'
T213	3+63.02 WR	54.85'
T214	3+98.02 WR	54.69'
T215	3+97.88 WR	27.46'
T238	6+00.00 WR	60.00'
T239	7+00.00 WR	60.00'
T240	7+00.00 WI	45.00'
T275	6+35.00 WI	45.20'
T276	6+35.00 WI	70.00'
T277	6+95.00 WI	70.00'
T278	6+95.00 WI	46.43'

R/W POINT STATION & OFFSET TABLE

800	2+93.53 WR	37.87'
801	9+30.87 WI	62.75'
802	9+02.45 WI	64.89'
803	6+25.00 WI	45.00'
804	6+08.32 WI	40.04'
805	6+08.67 WI	25.36'
806	6+08.76 WI	42.46'
807	8+52.07 WI	45.00'
808	12+51.29 WI	80.25'
809	13+99.18 WI	69.77'
810	17+52.00 WI	117.00'
811	18+54.45 WI	112.01'
812	19+40.00 WI	130.00'
813	20+00.00 WI	150.00'
814	20+45.00 WI	160.00'
815	1196+55.85	240.00'
816	1202+00.00	190.00'
817	1205+33.70	212.00'
818	1212+00.00	230.00'
819	1215+03.00	195.00'
820	1219+38.50	184.57'
821	1224+64.58	185.53'
822	1229+00.00	210.00'
824	1235+00.00	223.00'
825	1240+42.97	207.97'
826	4+46.67 J	69.04'
827	12+25.00 J	70.00'
828	12+25.00 J	70.00'
830	1240+48.54	92.00'
831	1235+00.00	92.00'
832	1230+00.00	85.00'
833	1225+00.00	125.00'
834	1219+38.50	108.00'

R/W POINT STATION & OFFSET TABLE

835	1215+80.00	117.00'
836	12+53.00 CJ	63.00'
837	13+05.00 CJ	60.00'
838	16+00.00 CJ	52.00'
839	16+00.00 CJ	38.66'
840	16+00.00 CJ	40.00'
841	16+00.00 CJ	45.00'
843	20+00.00 CJ	60.00'
844	1212+00.00	145.00'
845	1205+33.70	125.00'
846	1196+55.85	105.00'
847	1195+65.17	82.02'
848	1194+42.56	87.39'
849	1190+62.40	111.88'
850	1189+62.13	126.63'
851	1189+00.00	146.00'
852	1187+93.28	145.97'
853	1187+72.69	217.36'
854	1190+00.00	235.00'
855	1193+30.38	222.08'
856	20+15.00 WI	155.00'
857	18+70.00 WI	160.00'
858	15+34.47 WI	122.01'
859	3+62.87 WR	27.72'
860	6+00.00 WR	26.31'
861	6+00.00 WR	45.00'
862	1188+23.76	221.00'
863	1195+50.00	82.74'
864	1195+50.00	160.00'
865	1194+00.00	90.64'

R/W COURSE TABLE

800-801	N 89°44'15" W	469.39'
801-802	S 73°14'04" W	31.24'
802-803	N 89°09'54" W	289.36'
803-804	N 73°45'55" W	17.40'
805-806	N 0°02'00" W	16.50'
806-807	N 88°02'21" E	237.84'
807-808	N 60°00'08" E	357.54'
808-809	N 46°14'26" E	131.23'
809-810	N 25°26'35" E	353.22'
810-811	N 40°02'06" E	128.95'
811-812	N 41°12'56" E	123.97'
812-813	N 58°12'39" E	92.53'
813-814	N 73°29'10" E	70.99'
814-815	N 88°28'27" E	241.00'
815-816	N 12°09'56" E	546.44'
816-817	N 3°08'38" E	334.42'
817-818	N 3°58'49" E	655.97'
818-819	N 10°15'30" E	300.44'
819-820	N 3°26'56" E	429.71'
820-821	N 1°03'42" E	526.08'
821-822	N 2°03'01" W	436.11'
822-824	N 0°04'29" W	600.14'
824-825	N 2°45'07" E	543.13'
825-826	S 89°08'56" W	343.18'
827-828	S 0°03'09" E	38.05'
828-830	S 89°47'47" W	134.48'
830-831	S 1°09'59" W	548.54'
831-832	S 1°58'07" W	500.09'
832-833	S 3°24'27" E	501.60'

R/W COURSE TABLE

833-834	S 2°54'02" W	561.76'
834-835	S 0°28'25" W	361.48'
835-836	S 45°58'51" E	142.11'
836-837	S 86°39'14" E	52.09'
837-838	S 88°24'09" E	295.11'
838-839	S 0°02'39" W	13.34'
840-841	S 0°02'39" W	3.66'
841-842	S 88°33'17" W	345.33'
842-844	S 31°51'36" W	239.81'
844-845	S 3°15'18" W	672.96'
845-846	S 8°51'15" W	878.08'
846-847	S 21°02'37" W	92.96'
847-863	S 3°46'15" W	15.10'
863-864	S 83°31'03" E	77.26'
864-865	S 31°11'12" W	164.04'
863-868	S 3°46'15" W	106.89'
868-865	S 1°33'12" W	42.41'
865-849	S 1°33'12" W	335.83'
849-850	S 4°09'22" E	100.50'
850-851	S 13°31'48" E	64.50'
851-852	S 3°37'04" W	105.61'
853-854	N 0°53'55" W	231.65'
854-855	N 7°06'43" E	336.01'
855-856	N 84°21'00" W	217.11'
856-857	S 80°22'55" W	61.43'
857-858	S 41°30'29" W	291.50'
858-859	S 0°10'33" W	302.97'
859-860	S 89°44'15" E	237.13'
860-861	N 0°04'40" W	18.69'
861-862	S 89°52'32" E	186.75'
862-853	S 0°35'59" E	52.02'

T.L.E. TABLE

22	T.L.E. - FIELD ENTRANCE	0.033 AC.
23	T.L.E. - FIELD ENTRANCE	0.033 AC.
24	T.L.E. - DRIVEWAY	0.022 AC.
26	T.L.E. - DRIVEWAY	0.055 AC.
27	T.L.E. - DRIVEWAY	0.158 AC.
28	T.L.E. - DRIVEWAY	0.020 AC.
29	T.L.E. - DRIVEWAY	0.033 AC.
29	P.L.E. - DRAINAGE	0.023 AC.
30	PROPERTY GAP	
31	T.L.E. - DRAINAGE	0.341 AC.
31	P.L.E. - DRAINAGE	0.118 AC.
32	T.L.E. - GRADING & DRIVEWAY	0.146 AC.
33	T.L.E. - GRADING	0.304 AC.
34	T.L.E. - GRADING & DRIVEWAY	0.340 AC.
36	T.L.E. - DRIVEWAY	0.018 AC.
37	T.L.E. - DRIVEWAY	0.018 AC.
39	T.L.E. - DRAINAGE	0.112 AC.

GENERAL TELEPHONE COMPANY OF WISCONSIN
V. 371, P. 508, DOC. 535324 - PARCEL 23
V. 596, P. 82, DOC. 674841 - PARCEL 26
V. 371, P. 507, DOC. 535323 - PARCEL 28
V. 371, P. 509, DOC. 535325 - PARCEL 29
V. 371, P. 506, DOC. 535322 - PARCEL 32
V. 345, P. 137, DOC. 504591 - PARCEL 32
V. 386, P. 446, DOC. 552532 - PARCEL 32
V. 372, P. 118, DOC. 535843 - PARCEL 32
V. 364, P. 91-92, DOC. 526363 - PARCELS 34, 36

WISCONSIN GAS & ELECTRIC COMPANY
V. 237, P. 27, DOC. 392805 - PARCEL 23
V. 237, P. 29, DOC. 392806 - PARCEL 23
V. 211, P. 556, DOC. 357175 - PARCEL 32
DOC. 379697 - PARCEL 26
DOC. 379698 - PARCEL 26

WISCONSIN ELECTRIC POWER COMPANY
V. 343, P. 469, DOC. 502315 - PARCEL 26
V. 594, P. 127, DOC. 673641 - PARCELS 34, 36
V. 343, P. 468, DOC. 502314 - PARCEL 32
V. 364, P. 91-92, DOC. 526363 - PARCELS 34, 36
V. 343, P. 470, DOC. 502316 - PARCEL 41

VERIZON NORTH, INC.
V. 1153, P. 526, DOC. 934284 - PARCEL 28

TILE LINE EASEMENT
V. 524, P. 131, DOC. 631045 - PARCEL 27

WISCONSIN TELEPHONE COMPANY
V. 315, P. 255-256, DOC. 470722 - PARCEL 32
V. 315, P. 253-254, DOC. 470721 - PARCEL 37
V. 315, P. 251-252, DOC. 470720 - PARCEL 39

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 9/27/2012 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 10/01/2012 DATE

SCALE, FEET
0 200 400

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.08 AMENDMENT NO: 4

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1002 AM ON OCTOBER 8, 2012 AS DOCUMENT # 1186491 AND FILED IN CAB. C OF PLATS PG. 92

SANDRA H. GROSENICK
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : \\Mod31zp1\w3dtdd\PDS\Support\CADDS\Projects\d1_13900429\040408A4.DGN
APPRAISAL PLAT DATE : SEPTEMBER 27, 2012
PLOT DATE : 27-JUN-2013 13:04
PLOT BY : dotc4c
PLOT NAME :
PLOT SCALE : 400.000000:1.000000
4.08A4
235

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

SIGN NUMBER	SIGN OWNER
42-1	J & A STICHES QUILT SHOP
-	
-	
-	

ALUM. MON. Y 673,876.150 X 872,118.290

N 89°18'43" E 98.56' R/W TO R/W

N 89°18'43" E 52.36' R/W TO SEC. COR.

N 89°18'43" E 251.00' R/W TO R/W

N 89°18'43" E 2,209.98' SEC. COR. TO R/W

COMPUTED POSITION Y 673,907.520 X 874,730.000

S 89°37'47" E 141.09' SEC. COR. TO TAN.

S 89°37'47" E 94.10' TAN. TO R/W

N 89°37'47" W 2,407.17' SEC. COR. TO R/W

COMPUTED POSITION Y 673,890.450 X 877,372.310

P.L. STA. 1267+76.29

STA. 1266+12.10= STA. 573+46.81, 104.05' LT. PREVIOUS PROJECT 1392-03-21

NW-SW

TRANSPORTATION PROJECT PLAT NO: 1390-04-29 - 4.09 AMENDMENT NO. 2 AMENDS PARCELS 42 AND 43 OF TRANSPORTATION PROJECT PLAT NO: 1390-04-29 - 4.09 AMENDMENT 1 RECORDED AS DOCUMENT NUMBER 1165211 AND FILED IN CABINET C OF PLATS, PAGE 69.

THAT PART OF CSM, VOLUME 2, PAGE 43, DOCUMENT NUMBER 546290. LOCATED IN THE SE¼-SE¼. ALSO THAT PART OF LOT 1, CSM 3973. LOCATED IN THE NE¼-SE¼. ALSO THAT PART OF THE SE¼-SE¼ AND THE NE¼-SE¼. ALL IN SECTION 20. ALSO LOT 1, CSM 837. LOCATED IN THE SW¼-SW¼. ALSO THAT PART OF LOTS 1 & 2, CSM 5876. LOCATED IN THE SW¼-SW¼. ALSO THAT PART OF THE NW¼-SW¼. ALL IN SECTION 21. ALL IN TOWN OF CLYMAN, T 10 N, R 15 E, DODGE COUNTY, WISCONSIN

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	R/W ACRES OR S.F. REQUIRED EXISTING	R/W ACRES OR S.F. REQUIRED TOTAL	T.L.E. & (F.L.E.) ACRES OR S.F.
42	JEFFREY A & JEAN M KRELZIGER	FEE, TLE & ACCESS RIGHTS	10.682	0.142	10.794	0.135
43	ARICK & KRISTINA J WAGNER	FEE, TLE & ACCESS RIGHTS	0.608	0.369	0.977	0.246
44	NORMA FREDRICK	FEE	0.540	0.351	0.891	—
45	DEAN P. RETTSCHLAG	FEE & A TLE	1.007	—	1.007	0.323
46	DEAN P & TAMMY Y RETTSCHLAG	FEE & ACCESS RIGHTS	2.342	0.359	2.681	—
47	TODD C & WENDY L MCINNIS	FEE, TLE & ACCESS RIGHTS	0.044	—	0.044	0.154

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
01	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
06	AT&T WISCONSIN	RELEASE OF RIGHTS
94	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

R/W COURSE TABLE

900-901	N 1°00'27" E 2589.84'
901-902	N 89°18'43" E 98.56'
902-903	S 0°56'24" W 650.67'
903-904	S 0°58'36" W 682.84'
904-905	S 1°50'12" W 1256.73'
905-906	N 89°08'56" E 245.74'
906-907	N 45°32'22" E 19.39'
907-908	N 1°09'59" E 341.11'
908-909	S 88°50'01" E 22.45'
909-910	N 1°37'12" E 199.90'
910-937	N 2°15'21" E 77.44'
937-911	N 0°34'55" W 100.35'
911-912	N 2°15'31" E 84.40'
912-913	N 88°50'01" W 24.05'
913-914	N 3°35'50" W 301.04'
914-915	N 3°13'05" E 335.21'
915-916	N 28°04'59" E 72.90'
916-917	N 3°35'50" W 301.04'
917-918	N 20°27'24" E 105.95'
918-919	N 10°43'26" E 101.41'
919-920	N 2°15'16" E 98.56'
920-921	N 1°05'09" W 143.77'
921-922	N 1°05'09" W 20.52'
922-923	N 0°14'37" E 144.94'
	(N 0°16'18" W) (144.70')
923-924	N 0°47'28" E 89.54'
924-925	N 25°23'42" W 84.40'
926-927	S 1°51'56" W 335.43'
927-928	S 1°48'52" W 442.24'
928-929	S 1°09'59" W 200.00'
929-930	S 5°57'31" E 201.56'
930-931	S 15°12'10" W 206.16'
931-932	S 1°09'59" W 300.00'
932-933	S 23°03'40" E 109.66'
933-934	S 1°31'02" W 439.90'
934-938	N 89°56'35" E 26.19'
938-939	S 1°02'02" W 376.96'
939-935	N 89°56'18" E 94.24'
935-936	S 0°03'09" E 17.94'

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T74	1245+38.00	190.00'
T75	1250+00.00	190.00'
T76	1252+50.00	60.00'
T77	1252+50.00	86.00'
T78	1254+00.00	86.00'
T79	1254+50.00	112.00'
T80	1255+05.00	112.00'
T81	1255+05.00	86.25'
T82	1265+00.00	186.00'
T216	4+06.00 FJ	46.28'
T217	4+06.00 FJ	55.00'
T218	4+51.00 FJ	55.00'
T219	4+51.00 FJ	46.94'
T220	13+50.00 FJ	59.63'
T221	13+50.00 FJ	100.00'
T222	14+00.00 FJ	100.00'
T223	14+00.00 FJ	59.61'
T242	13+50.00 FJ	40.00'
T243	13+50.00 FJ	60.00'
T244	14+00.00 FJ	60.00'
T245	14+00.00 FJ	40.00'
T266	6+59.00 FJ	49.95'
T267	6+59.00 FJ	75.00'
T268	7+29.00 FJ	75.00'
T269	7+29.00 FJ	50.96'

R/W POINT STATION & OFFSET TABLE

900	4+66.34 J	71.05'
901	26+59.79 FJ	40.00'
902	26+62.71 FJ	58.51'
903	20+12.04 FJ	59.28'
904	13+29.20 FJ	59.65'
905	5+47.84 J	71.40'
906	7+93.58 J	72.48'
907	1241+96.89	195.00'
908	1245+38.00	195.00'
909	1245+38.00	172.55'
910	1247+37.89	170.96'
911	1249+15.62	172.55'
912	1250+00.00	170.95'
913	1250+00.00	195.00'
914	1253+00.00	220.00'
915	1256+35.00	208.00'
916	1257+00.00	175.00'
917	1260+00.00	200.00'
918	1261+00.00	165.00'
919	1262+00.00	148.16'
920	1262+98.55	146.29'
921	1264+42.21	151.94'
922	1264+62.94	152.73'
923	1266+09.47	154.10'
924	1267+00.00	153.32'
925	1267+77.22	189.46'
926	1267+75.32	98.08'
927	1264+42.21	90.00'
928	1260+00.00	85.00'
929	1258+00.00	85.00'
930	1256+00.00	110.00'
931	1254+00.00	60.00'
932	1251+00.00	60.00'
933	1250+00.00	105.00'
934	1245+60.11	102.31'
935	12+25.00 J	64.01'
936	12+25.00 J	46.07'
937	1248+15.32	169.49'
938	1245+60.67	128.49'
939	1241+83.71	129.37'

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 837, C.S.M. 836, C.S.M. 5876, C.S.M. 3973 & C.S.M. VOL. 2, P. 43.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH J ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 2815, C.S.M. 3030, C.S.M. 837, C.S.M. 5876 & C.S.M. VOL. 2, P. 43.

P.I. = 10+00.00 J
Y 671,247.800
X 874,816.951
Δ. = 0°32'52" RT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY (PRINTED NAME) — (SIGNATURE) — 9/27/2011 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN (PRINTED NAME) — (SIGNATURE) — 10/11/2011 (DATE)

SCALE, FEET
0 100 200

P.I. = 1279+36.54
Y 675,066.600
X 874,894.710
Δ. = 12°11'07" LT.
D. = 0°24'33"
T. = 1,494.34'
L. = 2,977.40'
R. = 14,000.00'
DA. = N 11°01'07" W
P.T. = 1294+19.60

CLYMAN

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.09 AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 2:31 PM ON OCTOBER 17, 2011 AS DOCUMENT # 1168586 AND FILED IN CAB. C OF PLATS PG. 76

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

LOT 1 C.S.M. 3973 V. 25, P. 205-206 DOC. 836245

T.L.E. - GRADING 0.164 AC.

T.L.E. - FIELD ENTRANCE 0.023 AC.

T.L.E. - FIELD ENTRANCE 0.046 AC.

T.L.E. - FIELD ENTRANCE 0.039 AC.

T.L.E. - GRADING 0.198 AC.

T.L.E. - FIELD ENTRANCE 0.009 AC.

T.L.E. - DRIVEWAY 0.046 AC.

T.L.E. - DRIVEWAY 0.123 AC.

LOT 1 C.S.M. 5876 V. 39, P. 106-107 DOC. 1061004

LOT 2 C.S.M. 5876 V. 39, P. 106-107 DOC. 1061004

C.S.M. V. 2, P. 43 DOC. 546290

LOT 1 C.S.M. 836 V. 7, P. 318 DOC. 619744

ACQUIRED BY PREVIOUS PROJECT 1390-04-37 PARCEL 5

LOT 1 C.S.M. 837 V. 7, P. 319 DOC. 619745

GENERAL TELEPHONE COMPANY OF WISCONSIN V. 386, P. 444, DOC. 552530 - PARCELS 42, 43 V. 386, P. 455, DOC. 552541 - PARCELS 42, 47

WISCONSIN TELEPHONE COMPANY V. 827, P. 54-55, DOC. 483510 - PARCEL 42

PC 1264+42.21

0+00.00 FJ = 5+04.36 J

10+00.00 J = 12+16.95

N 0°44'14" W 77.30' SEC. LINE TO R/W

S 0°03'09" E 52.44' R/W TO SEC. LINE

N 89°23'59" E P.L. CTH J

N 89°56'51" E P.L. CTH J STA. 1241+10.46

COMPUTED POSITION Y 671,207.060 X 872,044.880

S 89°15'37" W 399.53' SEC. COR. TO TRAVERSE POINT

S 89°55'05" W 133.75' R/L TO SEC. COR.

N 89°15'37" E 2,238.88' SEC. COR. TO TRAVERSE POINT

COMPUTED POSITION Y 671,241.120 X 874,683.070

S 89°55'05" W 225.14' TRAVERSE POINT TO R/L

S 89°55'05" W 2,272.70' SEC. COR. TO TRAVERSE POINT

PK NAIL Y 671,244.880 X 877,314.650

SHEET LOCATION

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECT T010-1(24).
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/60 ESTABLISHED FROM PREVIOUS PROJECT 1403-00-21 & C.S.M. 4890.
EXISTING HIGHWAY RIGHT-OF-WAY FOR BIWER ROAD ESTABLISHED FROM COUNTY HIGHWAY REGISTER PAGE 47.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

GENERAL TELEPHONE COMPANY OF WISCONSIN
V. 386, P. 445, DOC. 552531 - PARCEL 48
V. 349, P. 42, DOC. 508799 - PARCEL 52
V. 386, P. 449, DOC. 552535 - PARCEL 52

WISCONSIN TELEPHONE COMPANY
V. 327, P. 56-57, DOC. 483512 - PARCEL 48
V. 327, P. 60-61, DOC. 483513 - PARCEL 49
V. 327, P. 54-55, DOC. 483510 - PARCEL 42

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-29 & F010-1(26).
EXISTING ACCESS CONTROL ALONG STH 16/60 ESTABLISHED FROM PREVIOUS PROJECTS 1403-00-21 & F010-1(26).

ALUM. MON. Y 675,222.020 X 874,876.970

COMPUTED POSITION Y 675,176.620 X 877,490.540

3/4" IRON PIPE Y 675,178.170 X 872,228.280

R/W COURSE TABLE

1000-1001	N 25°23'42" W	24.82'
1001-1002	N 0°42'25" W	156.17'
1002-1003	N 8°35'51" W	156.17'
1003-1004	N 5°36'15" W	943.01'
1004-1005	N 8°44'28" W	251.81'
1005-1006	N 21°57'36" W	775.47'
1006-1007	N 49°06'08" W	98.13'
1007-1008	N 66°00'42" W	331.02'
	(N 66°51'59" W)	(331.06')
1008-1009	S 88°51'18" W	529.65'
1009-1010	S 88°57'13" W	290.72'
1008-1010	S 88°57'13" W	820.01'
	(S 88°07'00" W)	(650.00')
1010-1011	S 86°07'03" W	403.24'
	(S 85°17'50" W)	(403.10')
1012-1013	N 89°53'30" E	302.59'
	(N 89°53'30" E)	(302.74')
1013-1014	N 88°57'42" E	49.80'
1014-1015	N 1°02'15" W	173.00'
1015-1016	N 88°57'30" E	117.51'
1016-1017	N 88°57'30" E	329.21'
1017-1018	N 69°14'39" E	85.70'
1018-1019	N 34°19'14" E	66.61'
1019-1020	N 19°33'54" E	580.35'
1020-1021	N 70°26'06" E	33.00'
1021-1022	N 0°00'00" E	134.00'
1022-1023	S 89°59'30" E	140.36'
1023-1024	S 0°00'00" W	73.47'
1024-1025	S 19°33'54" W	684.36'
1025-1026	S 19°33'54" W	212.89'
1026-1027	N 79°42'25" E	376.55'
1027-1028	N 22°31'35" E	152.42'
1028-1029	N 10°12'50" E	198.09'
1029-1030	N 7°03'39" W	1216.71'
1030-1031	N 9°55'57" W	202.00'
1031-1032	N 5°53'49" W	221.80'
1032-1033	N 9°53'49" W	239.15'
1033-1034	S 16°48'11" W	181.17'
1035-1036	S 13°01'27" E	354.91'
1036-1037	S 13°01'27" E	62.87'
1037-1038	S 10°17'44" E	170.73'
1038-1039	S 10°17'44" E	266.64'
1039-1040	S 8°55'13" E	301.20'
1040-1041	S 7°24'00" E	393.09'
1041-1042	S 22°29'04" E	269.99'
1042-1043	S 36°59'07" E	465.43'
1043-1044	S 27°00'00" E	229.02'
1044-1045	N 68°39'04" E	396.09'
1045-1046	N 49°13'02" E	365.52'

R/W COURSE TABLE

1046-1047	N 32°51'38" E	279.27'
1047-1048	N 15°32'03" E	289.50'
1048-1049	N 0°15'21" E	166.30'
1049-1050	N 0°15'21" E	848.20'
1050-1051	S 33°56'52" E	118.98'
1051-1052	N 3°51'11" E	323.05'
1052-1053	N 3°51'11" E	529.65'
1054-1055	N 53°34'46" W	126.21'
1055-1056	S 36°25'14" W	120.20'
1056-1057	S 53°34'46" E	117.38'
1054-1055	S 6°21'45" W	115.54'
1055-1056	S 6°21'45" W	653.86'
1056-1057	S 10°15'33" W	410.35'
1057-1058	S 10°15'33" W	330.02'
1058-1059	S 28°49'15" E	243.43'
1059-1060	S 10°27'53" W	223.85'
1060-1061	S 47°59'47" W	112.21'
1061-1062	S 37°02'13" W	99.65'
1062-1063	S 41°50'22" W	196.50'
1063-1064	S 89°03'17" E	99.21'
1064-1082	S 0°56'44" W	25.96'
1082-1083	S 0°56'44" W	136.50'
1083-1084	S 0°56'44" W	17.56'
1084-1065	N 89°03'17" W	287.00'
1065-1066	S 80°17'10" W	77.37'
1066-1067	N 90°00'00" W	261.31'
1067-1068	S 0°00'00" E	212.89'
1068-1069	S 27°33'30" W	85.12'
1069-1070	S 4°10'01" E	208.32'
1070-1071	S 20°02'12" W	269.93'
1071-1072	S 6°04'14" W	339.03'
1072-1073	S 6°04'14" W	339.59'
1073-1074	S 4°44'45" W	300.06'
1074-1075	S 28°22'40" E	704.67'
1076-1077	S 1°51'56" W	24.88'
1077-1078	N 1°00'22" W	645.36'
1079-1080	N 88°59'33" W	50.00'
1080-1081	N 1°00'27" E	194.18'
1081-1086	S 68°42'07" E	1236.36'
1086-1090	S 1°00'27" W	31.98'
1090-1087	S 1°00'27" W	914.99'
1087-1088	N 88°59'33" W	50.00'
1088-1089	S 68°42'07" E	637.99'
1089-1091	S 68°42'07" E	596.77'
1091-1092	N 5°36'15" W	33.64'
1092-1086	N 68°42'07" W	162.64'

R/W POINT STATION & OFFSET TABLE

1000	1267+77.22	189.46'
1001	1268+00.00	200.00'
1002	1270+10.27	198.66'
1003	1272+67.71	217.04'
1004	1282+26.28	240.60'
1005	1284+82.41	249.70'
1006	1292+56.20	426.81'
1007	1293+35.48	488.04'
1008	699+50.87 S	117.38'
1009	695+93.47 S	60.07'
1010	693+02.75 S	50.10'
1011	689+00.01 S	80.08'
1012	690+00.12 S	64.91'
1013	693+02.68 S	59.98'
1014	693+52.47 S	59.97'
1015	11+81.27 FH	83.03'
1016	12+45.66 FH	33.00'
1017	15+74.87 FH	33.00'
1018	16+85.00 FH	33.00'
1019	17+69.65 FH	33.00'
1020	23+50.00 FH	33.00'
1021	23+50.00 FH	70.00'
1022	24+76.26 FH	123.87'
1023	25+23.23 FH	8.40'
1024	24+54.01 FH	33.00'
1025	17+69.65 FH	33.00'
1026	699+07.63 S	89.58'
1027	702+85.04 S	134.49'
1028	1298+09.49	317.79'
1029	1299+94.86	245.10'
1030	1312+08.67	161.78'
1031	1315+33.62	155.42'
1032	1317+61.27	146.50'
1033	1320+00.00	132.49'
1034	1321+80.83	143.57'
1035	1321+16.18	151.55'
1036	1317+61.27	149.96'
1037	1317+00.00	150.00'
1038	1315+33.62	150.37'
1039	1312+67.00	142.00'
1040	1309+66.00	131.00'

R/W POINT STATION & OFFSET TABLE

1041	1305+73.69	106.19'
1042	1303+09.09	159.86'
1043	1298+90.65	353.66'
1044	711+54.00 S	172.00'
1045	716+00.00 S	130.00'
1046	720+00.00 S	84.00'
1047	723+00.00 S	84.00'
1048	726+00.00 S	90.00'
1049	727+78.64 S	108.23'
1050	736+26.06 S	144.66'
1051	737+45.02 S	142.80'
1052	740+68.00 S	136.38'
1053	740+75.61 S	120.00'
1054	734+47.05 S	154.00'
1055	734+31.75 S	146.65'
1056	727+78.64 S	115.00'
1057	724+00.00 S	119.00'
1058	720+94.86 S	102.04'
1059	38+25.00 B	82.00'
1060	36+50.00 B	82.00'
1061	35+60.44 B	50.00'
1062	34+62.66 B	69.22'
1063	11+34.08 TB	31.45'
1064	12+40.00 TB	35.00'
1065	32+95.60 B	38.02'
1066	32+31.70 B	37.00'
1067	29+70.39 B	37.00'
1068	28+25.00 B	38.02'
1069	27+15.00 B	47.76'
1070	23+50.50 B	109.46'
1071	20+40.00 B	46.57'
1072	17+00.00 B	49.00'
1073	13+00.00 B	54.00'
1074	10+00.00 B	48.00'
1075	1275+00.00	85.00'
1076	1268+00.00	99.00'
1077	1267+75.32	98.08'
1078	26+59.79 FJ	40.00'
1079	29+00.01 FJ	40.00'
1080	33+00.01 FJ	90.00'
1081	34+96.19 FJ	90.00'
1082	12+40.00 TB	9.04'
1083	12+40.00 TB	7.46'
1084	12+40.00 TB	25.00'
1085	34+92.64 FJ	86.04'
1086	34+29.40 FJ	85.00'
1087	33+00.01 FJ	85.00'
1088	33+00.01 FJ	35.00'
1089	29+62.01 FJ	35.00'
1090	33+97.42 FJ	90.00'
1091	1274+59.27	226.92'
1092	1274+61.43	228.41'
1093	735+62.25 S	49.00'
1094	736+82.45 S	49.00'
1095	736+17.09 S	49.00'
1096	734+96.88 S	49.00'

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T136	17+19.68 FH	37.36'
T137	23+50.00 FH	43.00'
T138	23+43.00 FH	43.00'
T139	22+33.00 FH	43.00'
T140	22+81.00 FH	43.00'
T141	22+81.00 FH	33.00'
T142	698+51.00 S	62.83'
T143	698+51.00 S	72.00'
T144	699+01.00 S	74.01'
T145	699+01.00 S	64.00'
T182	15+30.05 B	51.83'
T183	15+33.68 B	120.63'
T184	15+00.00 B	120.00'
T185	16+00.00 B	51.16'
T186	28+60.00 B	47.06'
T187	28+60.00 B	80.00'
T188	29+40.00 B	80.00'
T189	29+40.00 B	44.01'
T190	726+65.00 S	99.26'
T191	726+65.00 S	427.00'
T192	728+00.00 S	432.00'
T193	728+15.00 S	109.80'
T194	726+76.34 S	104.62'
T195	727+37.00 S	539.00'
T196	728+12.00 S	104.00'
T197	728+29.61 S	117.47'
T234	34+31.95 FJ	29.93'
T235	35+31.01 FJ	29.88'
T236	35+30.95 FJ	50.12'
T237	34+62.34 FJ	50.05'
T246	26+59.20 FJ	60.00'
T247	27+35.00 FJ	60.00'
T248	27+35.00 FJ	40.00'
T249	26+64.23 FJ	110.00'
T250	27+35.00 FJ	110.00'
T251	27+35.00 FJ	40.00'
T252	12+75.00 FH	33.00'
T253	12+75.00 FH	75.00'
T254	13+25.00 FH	75.00'
T255	13+25.00 FH	33.00'
T256	15+25.00 FH	33.00'
T257	15+25.00 FH	55.00'
T258	15+74.87 FH	55.00'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E.& (P.L.E.) ACRES OR S.F.	N.E. ACRES OR S.F.
37	TRACY BROTHERS, LLC.	FEE & T.L.E	37.080	0.347	37.427	1.027	—
42	JEFFREY A & JEAN M KREUZINGER	FEE & T.L.E	0.606	0.347	0.783	0.042	—
48	MARK F & ANN M ABEL	FEE, P.L.E, T.L.E & ACCESS RIGHTS	17.462	—	17.462	0.488 & 0.323	—
49	TIMOTHY C. ZIMMERMAN	FEE & T.L.E	0.772	—	0.772	0.358	—
50	TOWN OF CLYMAN	ACCESS RIGHTS	—	—	—	—	—
51	TIMOTHY C & NICOLE M ZIMMERMAN	FEE & T.L.E	0.772	—	0.772	0.092	—
52	CAROL A KREUZINGER (VENDOR), JEFFREY A & JEAN M KREUZINGER (PURCHASER)	FEE & T.L.E	1.064	—	1.064	0.048	—
53	HOLL FAMILY TRUST	FEE & T.L.E	7.251	—	7.251	1.120	—
54	UNION PACIFIC RAILROAD COMPANY	N.E., P.L.E	—	—	—	0.560	0.270

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.10 AMENDMENT NO. 1 AMENDS PARCELS 48, 52 AND 54 OF TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.10 RECORDED AS DOCUMENT NUMBER 1163961 AND FILED IN CABINET C OF PLATS, PAGE 66.

THAT PART OF LOT 1 C.S.M. 6547, LOCATED IN SE¼- NE¼, ALSO THAT PART OF THE SE¼-NE¼ AND THE NE¼-NE¼ OF SECTION 20, ALSO THAT PART OF THE SW¼-NW¼ AND THE NW¼-NW¼ OF SECTION 21, ALSO THAT PART OF THE SW¼-SE¼, THE SE¼-SE¼, AND THE NE¼-SE¼ OF SECTION 17, ALSO THAT PART OF THE SW¼-SW¼ AND THE NW¼-SW¼ OF SECTION 16, T 10 N, R 15 E. ALL IN TOWN OF CLYMAN, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION
HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — 11/8/2011
PRINTED NAME — SIGNATURE — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — James R Kuehn — 11/11/2011
PRINTED NAME — SIGNATURE — DATE

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
01	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
94	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

SCALE, FEET
0 200 400

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.10
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1:30 PM ON November 21, 2011 AS DOCUMENT # 1170413 AND FILED IN Cabinet C P. 78

Sandra H. Groesnick, Chief Deputy
SIGNATURE OF REGISTER OF DEEDS

P.I. 10+97.81 TB Y 676,559.192 X 875,751.827 Δ = 47°02'48" LT. D. = 28°39'52" T. = 87.41' L. = 164.55' R. = 200.00' DA.= S 41°50'30" E DB.= S 89°03'17" E P.C.= 10+10.40 TB P.T.= 11+75.21 TB

P.I. 28+57.45 B Y 676,560.413 X 875,100.053 Δ = 83°26'0" RT. D. = 28°39'52" T. = 178.3' L. = 291.29' R. = 200.00' P.C.= 26+79.14 B P.T.= 29+70.39 B

P.I. 38+69.98 B Y 676,546.566 X 875,036.718 Δ = 102°08'53" LT. D. = 22°55'06" T. = 309.54' L. = 445.70' R. = 250.00' P.C.= 35+60.44 B P.T.= 40+06.14 B

P.I. 32+98.60 B Y 676,560.413 X 875,606.569 Δ = 41°50'30" LT. D. = 32°44'26" T. = 66.30' L. = 127.80' R. = 175.00' P.C.= 32+31.70 B P.T.= 33+59.50 B

P.I. 702+24.78 S Y 676,559.923 X 874,113.797 Δ = 6°02'23" LT. D. = 0°28'39" T. = 631.3' L. = 1,261.45' R. = 12,000.00'

P.I. 720+31.30 S Y 676,782.253 X 875,907.747 Δ = 90°13'05" LT D. = 4°46'33" T. = 1,126.75' L. = 1,876.09' R. = 1,340.00'

P.I. 15+85.64 FH Y 676,754.166 X 873,795.408 Δ = 69°23'36" LT. D. = 35°49'36" T. = 110.75' L. = 193.78' R. = 160.00' P.C.= 15+74.87 FH P.T.= 17+68.65 FH

P.I. 12+00.00 FH Y 676,744.712 X 873,275.514 Δ = 90°00'00" D. = 17°37'12" T. = 80.00' L. = 125.66' R. = 80.00' P.C.= 11+20.00 FH P.T.= 12+45.66 FH

P.I. 1279+36.54 Y 675,066.600 X 874,894.710 Δ = 12°12'01" LT. D. = 0°24'33" T. = 1,494.34' L. = 2,977.40' R. = 14,000.00' DB.= N 7°09'59" E P.C.= 1264+42.21

P.I. = 16+85.35 B Y 676,395.968 X 874,966.068 Δ = 2°57'49" RT. D. = 2°17'28" T. = 64.67' L. = 129.32' R. = 2,500.00' P.C.= 15+20.68 B P.T.= 17+49.99 B

P.I. 25+25.00 FH Y 677,571.225 X 874,085.786

P.I. 1316+47.46 Y 678,720.173 X 874,183.292 Δ = 2°36'40" LT. D. = 0°00'02" T. = 113.84' L. = 227.65' R. = 5,726.00'

P.I. 10+00.00 B Y 674,971.971 X 874,923.033

P.I. 1279+36.54

P.I. 10+00.00 B= 1275+77.16, 81.79 RT.

P.I. 28+50.00 FJ Y 674,092.163 X 874,371.451

STA. 1270+15.57= STA. 77+46.40, 139.89' LT. PREVIOUS PROJECT T010-1(24)

STA. 693+02.70 S= STA. 693+02.70, PREVIOUS PROJECT 1403-00-21

STA. 1234+85.63 PT 1234+19.60

STA. 1267+78.29

PROJECT LOCATION

LOCATION SKETCH NOT TO SCALE

SHEET LOCATION

LANDLOCKED 19.57 AC.

T.L.E. - FIELD ENTRANCE 0.048 AC. (T252, T253, T254)
T.L.E. - FIELD ENTRANCE 0.025 AC. (T255, T256, T257)
T.L.E. - GRADING 0.138 AC. (T136, T137, T138)
T.L.E. - DRIVEWAY 0.011 AC. (T139, T140, T141)
T.L.E. - DRIVEWAY 0.092 AC. (T142, T143, T144)
T.L.E. - DRIVEWAY 0.156 AC. (T145, T182, T183)
T.L.E. - FIELD ENTRANCE 0.042 AC. (T246, T247, T248)
T.L.E. - FIELD ENTRANCE 0.501 AC. (T235, T236, T237)
T.L.E. - FIELD ENTRANCE 0.393 AC. (T234, T235, T236)
T.L.E. - FIELD ENTRANCE 0.599 AC. (T194, T195, T196)
T.L.E. - FIELD ENTRANCE 0.634 AC. (T192, T193, T194)
T.L.E. - FIELD ENTRANCE 0.035 AC. (T248, T249, T250)
T.L.E. - FIELD ENTRANCE 0.124 AC. (T247, T248, T249)
T.L.E. - DRIVEWAY 0.156 AC. (T258, T259, T260)
T.L.E. - DRIVEWAY 0.092 AC. (T261, T262, T263)
P.L.E. - DRAINAGE 0.113 AC. (T261, T262, T263)

P.L.E. 0.261 AC.
P.L.E. 0.280 AC.
U.E. 0.270 AC.

CEMETERY
TOWN
CLYMAN
LANDLOCKED 19.57 AC.
UNION PACIFIC RAILROAD
RAILROAD
BIWER ROAD
STH 26
STH 16/60
R/W POINT ENLARGEMENT
1" IRON PIPE Y 676,572.720 X 874,817.530
ALUM. MON. Y 676,536.070 X 877,426.050
ALUM. MON. Y 675,307.520 X 874,730.000
COMPUTED POSITION Y 675,554.560 X 872,191.140
COMPUTED POSITION Y 673,876.150 X 872,138.250
COMPUTED POSITION Y 673,290.450 X 877,372.310

1081-1085 L. = 4.26' L.C. = 4.25' L.C.B. = S 67°38'51" E R. = 145.00'

LOT 1 C.S.M. 6547 V. 44, P. 203-204 DOC. 1120197

LOT 1 C.S.M. 4890 V. 31, P. 224-225 DOC. 926456

TRANS 233 RESTRICTIONS APPLY

N 89°53'30" E 2,209.59' SEC. COR. TO R/B
N 89°37'41" E 2,407.57' SEC. COR. TO R/B
S 89°53'30" W 1,373.33' SEC. COR. TO TRAVERSE POINT
N 89°53'30" E 653.60' SEC. COR. TO TRAVERSE POINT
N 89°37'41" E 1,324.92' SEC. COR. TO TRAVERSE POINT
N 89°53'30" E 1,098.52' SEC. COR. TO TRAVERSE POINT
N 89°53'30" E 1,324.92' SEC. COR. TO TRAVERSE POINT
S 89°53'30" W 1,324.92' SEC. COR. TO TRAVERSE POINT
S 89°37'41" W 2,642.92' SEC. COR. TO TRAVERSE POINT
S 89°53'30" W 1,324.92' SEC. COR. TO TRAVERSE POINT
S 89°53'30" W 1,324.92' SEC. COR. TO TRAVERSE POINT
S 89°53'30" W 1,324.92' SEC. COR. TO TRAVERSE POINT
S 89°53'30" W 1,324.92' SEC. COR. TO TRAVERSE POINT
N 89°53'30" E

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. & (P.L.E.) ACRES OR S.F.
42	JEFFREY A & JEAN M KREUZIGER	ACCESS RIGHTS	—	—	—	—
53	HOLL FAMILY TRUST	FEE & TLE	25.897	—	25.897	5.874
56	ERIC J & JACQUELYN ANN HORLETT	FEE	0.356	—	0.356	—
57	RICHARD R & DALENE M FRAHS	TLE	—	—	—	0.149
58	WAYNE M & GENEVIEVE R ZIELICKE (VENDOR) & LELAND D & MARIBETH N BRUNS (PURCHASER)	TLE	—	—	—	0.045

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 60 ESTABLISHED FROM PREVIOUS PROJECT 3041-02-21, C.S.M. 5581, C.S.M. 4934, C.S.M. 5740, & C.S.M. 6349.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH W ESTABLISHED FROM PREVIOUS PROJECT 3041-02-21.
COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 60 ESTABLISHED FROM PREVIOUS PROJECT 3041-02-21.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

WISCONSIN ELECTRIC POWER COMPANY
V. 508, P. 382-384, DOC. 621325 - PARCEL 53
V. 504, P. 915, DOC. 619157 - PARCEL 56

GENERAL TELEPHONE COMPANY OF WISCONSIN
V. 508, P. 382-384, DOC. 621325 - PARCEL 53
V. 504, P. 915, DOC. 619157 - PARCEL 56

60' SHARED ACCESS EASEMENT
V. 43, P. 49-51, DOC. 1119304 - PARCEL 56

WISCONSIN GAS & ELECTRIC COMPANY
V. 217, P. 360, DOC. 364257 - PARCELS 57, 58
V. 217, P. 145, DOC. 356794

WISCONSIN TELEPHONE COMPANY
V. 327, P. 236-237, DOC. 483736

R/W COURSE TABLE			
1100-1101	N 3°51'17" E	724.25'
1101-1102	N 10°16'46" E	430.89'
1102-1103	N 21°33'01" E	420.37'
1103-1104	N 36°14'20" E	417.48'
1104-1105	N 40°04'24" E	274.05'
1105-1106	N 50°38'00" E	242.94'
1106-1107	N 28°26'55" W	156.03'
1107-1108	N 16°51'57" E	205.76'
1108-1109	N 89°05'28" W	118.10'
1109-1110	N 0°56'32" E	5.00'
1111-1112	N 63°58'56" E	144.09'
1112-1113	N 11°31'35" E	300.00'
1113-1114	S 78°28'25" E	115.00'
1114-1115	S 11°31'32" W	375.06'
1115-1116	S 61°48'59" E	116.91'
1116-1117	S 89°05'28" E	680.04'
1117-1118	S 88°32'27" E	555.43'
1118-1119	S 88°32'27" E	514.97'
1120-1121	N 88°32'27" W	515.19'
1121-1122	N 88°32'27" W	185.96'
1122-1123	S 87°46'56" W	386.87'
1123-1124	S 69°28'47" W	290.75'
1124-1125	S 60°41'11" W	290.10'
1125-1126	S 51°55'23" W	386.16'
1126-1127	S 39°35'40" W	385.98'
1127-1128	S 27°05'44" W	384.61'
1128-1129	S 16°06'40" W	287.05'
1129-1130	S 5°45'31" W	386.78'
1130-1131	S 2°43'02" W	592.11'
1131-1132	S 0°57'47" E	124.65'

R/W POINT STATION & OFFSET TABLE			
1100	740+68.60 S	136.38'
1101	747+92.11 S	122.00'
1102	752+00.00 S	109.00'
1103	756+00.00 S	101.00'
1104	760+00.00 S	67.00'
1105	762+65.00 S	72.00'
1106	765+00.00 S	62.00'
1107	12+00.00 N	62.00'
1108	13+84.79 W	79.39'
1109	13+96.78 W	196.60'
1110	14+00.59 W	196.04'
1111	15+00.76 W	191.98'
1112	15+65.02 W	70.16'
1113	18+62.15 W	69.66'
1114	18+62.20 W	45.34'
1115	15+86.80 W	45.42'
1116	15+41.63 W	156.00'
1117	773+69.08 S	145.51'
1118	778+92.81 S	73.20'
1119	784+07.78 S	73.98'
1120	784+08.00 S	76.02'
1121	778+92.81 S	76.80'
1122	777+00.00 S	68.11'
1123	773+00.00 S	58.00'
1124	770+00.00 S	62.00'
1125	767+00.00 S	67.00'
1126	763+00.00 S	65.00'
1127	759+00.00 S	69.00'
1128	755+00.00 S	80.00'
1129	752+00.00 S	93.00'
1130	747+92.11 S	112.00'
1131	742+00.00 S	112.00'
1132	740+75.61 S	120.00'

T.L.E. STATION & OFFSET TABLE		
Point Number	Station	Offset
T83	778+04.44 S	74.95'
T84	778+04.69 S	84.95'
T85	779+34.00 S	83.26'
T86	779+34.00 S	147.00'
T87	780+04.00 S	147.00'
T88	780+04.00 S	83.37'
T89	782+00.00 S	83.66'
T90	782+00.00 S	73.66'
T101	12+00.00 TR	95.45'
T102	21+00.00 TR	75.00'
T103	25+00.00 TR	70.00'
T104	27+00.00 TR	70.00'
T105	28+00.00 TR	65.00'
T106	29+00.00 TR	50.00'
T107	31+00.00 TR	50.00'
T108	32+33.62 TR	51.26'
T109	18+40.00 TR	77.50'
T110	20+50.00 TR	70.00'
T112	22+50.00 TR	85.00'
T113	24+00.00 TR	85.00'
T114	25+00.00 TR	85.00'
T115	26+85.00 TR	80.00'
T116	26+99.82 TR	191.51'
T117	26+92.59 TR	284.61'
T118	26+65.71 TR	396.18'
T119	27+82.92 TR	220.29'
T120	28+15.00 TR	65.00'
T122	29+55.44 TR	64.05'
T152	763+50.00 S	69.49'
T153	763+50.00 S	135.00'
T154	764+50.00 S	135.00'
T155	764+50.00 S	74.81'

UTILITY SCHEDULE & INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
81	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
94	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.11 AMENDMENT NO. 1 ADDS UTILITY NUMBERS 81 AND 94 TO TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.11 RECORDED AS DOCUMENT NUMBER 1163962 AND FILED IN CABINET C OF PLATS, PAGE 67.

THAT PART OF LOT 2, CSM 4934, LOCATED IN THE SW¼-SE¼ OF SECTION 9. ALSO THAT PART OF LOT 1, CSM 6349, LOCATED IN THE NW¼-NE¼. ALSO THAT PART OF THE NE¼-NW¼, THE SE¼-NW¼, THE SW¼-NW¼, AND THE NW¼-NW¼. ALL IN SECTION 16. ALL IN TOWN OF CLYMAN, T 10 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 2/7/2012 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 2/10/2012 DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.11
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 10:58 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174698 AND FILED IN CAB. C OF PLATS PG. 88

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

P.I. = 10+00.00 TR
Y 679,920.934
X 876,056.702

P.I. = 29+42.63 TR
Y 681,861.382
X 876,148.792
Δ = 91°53'05" LT.
D = 6°51'42"
T = 862.93'
L = 1,339.08'
R = 835.00'

P.I. = 39+99.39 TR
Y 681,882.362
X 874,705.414
Δ = 44°38'01" RT.
D = 6°51'42"
T = 342.74'
L = 650.41'
R = 835.00'
DA = N 44°32'03" W
PT = 43+07.11 TR

P.I. = 767+51.63 S
Y 681,878.248
X 876,149.592
Δ = 88°49'42" RT.
D = 2°51'53"
T = 1,959.52'
L = 3,100.70'
R = 2,000.00'

P.I. = 13+38.20 W
Y 681,731.177
X 876,671.079
Δ = 47°37'11" RT.
D = 8°49'53"
T = 286.83'
L = 540.25'
R = 650.00'

SCALE, FEET
0 200 400

FILE NAME : \\Mad31zp1\w3dtdd1\PDS\Support\CADDS\Projects\d1_13900429\040411A1.DGN
APPRAISAL PLAT DATE : FEBRUARY 7, 2012
PLOT DATE : 27-JUN-2013 13:05 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : 400.000000:1.000000

SIGN NUMBER	SIGN OWNER
61-1	BLEW INN SUPPER CLUB
-	
-	

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECT T010-1(24), C.S.M. 5839 & C.S.M. 4893.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 60 ESTABLISHED FROM PREVIOUS PROJECT 3041-02-21.

5/8" REBAR WITH CAP
Y 681,823.320
X 872,270.780

N 88°47'58" E 1,271.83'
SEC. COR. TO R/W

20+00.00 FK=
1348+35.67

N 88°47'58" E 114.57'
R/W TO TAN.

N 88°47'58" E 274.73'
TAN. TO TRAVERSE POINT

S 88°47'58" W 1,006.64'
SEC. COR. TO TRAVERSE POINT

ALUM. MON.
Y 681,879.220
X 874,937.960

PI 18+14.35 FK

STH 60

60'

70'

P.L.

STA. 1348+30.12

LOT 1
C.S.M. 5839
V. 39, P. 21-22
DOC. 1057512

S 89°23'08" W

184+73.78 FK
35.00'

S 22°14'17" E 75.00'
TRAVERSE POINT TO R/W

S 1°18'54" W 70.07'
SEC. COR. TO R/W

TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.12 AMENDMENT NO. 2 ADDS UTILITY NUMBER 94 TO TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.12 AMENDMENT NO. 1 RECORDED AS DOCUMENT NUMBER 1170414 AND FILED IN CABINET C OF PLATS, PAGE 79.

THAT PART OF LOTS 1 & 2, CSM 5839. LOCATED IN THE NW¼-NE¼ AND THE NE¼-NE¼. ALSO THAT PART OF THE SE¼-NE¼, THE NW¼-NE¼, AND THE NE¼-NE¼. ALL IN SECTION 17. ALL IN TOWN OF CLYMAN, T 10 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. & (P.L.E.) ACRES OR S.F.	H.E. ACRES OR S.F.
42	JEFFREY A & JEAN M KREUZIGER	FEE & TLE	5.638	---	5.638	---	0.254
53	HOLL FAMILY TRUST	FEE & TLE	2.974	---	2.974	0.099	---
54	UNION PACIFIC RAILROAD COMPANY	PLE	---	---	---	(0.573)	---
61	BRADLEY D & CAROLINE C BAILEY	FEE & TLE	0.229	---	0.229	0.054	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
81	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
94	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

SHEET LOCATION
LOCATION SKETCH NOT TO SCALE
PROJECT LOCATION

R/W COURSE TABLE

1200-1201	N 16°48'13" W	219.58'
1201-1202	N 13°55'25" W	274.10'
1202-1204	N 17°28'36" W	434.64'
1204-1205	N 5°36'04" W	215.79'
1205-1227	S 53°34'46" E	121.06'
1227-1228	N 4°13'22" W	289.10'
1228-1207	S 89°03'34" W	40.14'
1205-1206	N 36°25'14" E	25.00'
1206-1207	N 6°10'04" E	196.80'
1207-1208	N 53°34'46" W	84.76'
1208-1209	N 1°30'54" E	426.41'
1209-1210	N 0°02'57" E	161.30'
1210-1211	N 16°53'07" W	178.29'
1211-1212	S 88°47'37" W	107.73'
1212-1213	N 0°10'30" W	335.29'
1213-1214	N 24°51'30" E	199.31'
1215-1216	S 13°50'22" W	377.06'
1216-1217	S 2°40'00" E	401.97'
1217-1218	S 26°04'08" E	540.02'
1218-1219	S 0°00'00" W	59.90'
1219-1220	S 88°55'37" W	159.49'
1220-1221	S 3°32'10" E	167.71'
1221-1229	N 53°34'46" W	68.01'
1229-1230	S 7°05'36" E	206.84'
1230-1222	S 53°34'46" E	47.03'
1221-1222	S 2°34'17" E	192.99'
1222-1223	S 19°34'36" E	152.19'
1223-1224	S 14°18'10" E	223.05'
1224-1225	S 14°18'10" E	274.12'
1225-1226	S 13°01'27" E	283.82'

R/W POINT STATION & OFFSET TABLE

1200	1321+80.83	143.57'
1201	1324+00.00	157.00'
1202	1326+74.08	160.00'
1204	1331+00.00	200.00'
1205	1333+11.36	181.37'
1206	1333+28.34	163.28'
1207	1335+15.59	110.34'
1208	1335+75.00	170.04'
1209	1339+90.97	102.68'
1210	1341+50.00	85.43'
1211	1343+23.00	121.45'
1212	1343+29.59	228.97'
1213	1346+57.73	207.16'
1214	1348+32.05	115.23'
1215	17+37.54 FK	81.47'
1216	13+70.58 FK	42.13'
1217	9+61.67 FK	36.70'
1218	4+11.64 FK	54.86'
1219	3+57.61 FK	28.99'
1220	1334+15.00	167.62'
1221	1332+45.92	149.01'
1222	1330+52.58	121.24'
1223	1329+00.00	142.00'
1224	1326+74.08	148.19'
1225	1324+00.00	153.00'
1226	1321+16.18	151.65'
1227	1332+24.42	98.28'
1228	1335+10.03	70.59'
1229	1332+95.93	102.31'
1230	1330+87.68	89.57'

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T91	1343+00.47	116.59'
T92	1343+09.70	230.61'
T156	9+35.01 FK	42.31'
T157	14+08.35 FK	50.13'
T259	1343+36.01	335.78'
T260	1344+37.25	327.97'
T261	1344+29.90	221.24'

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

P.I. = 14+24.84 FK
Y 681,475.716
X 873,825.017
Δ. = 14°42'40" RT.
D. = 11°27'33"
T. = 64.54'
L. = 128.38'
R. = 500.00'
P.C.= 13+60.29 FK
P.T.= 14+88.67 FK

P.I. = 1338+17.44
Y 680,832.009
X 873,684.209
Δ. = 11°45'43" RT.
D. = 0°30'58"
T. = 1,143.36'
L. = 2,278.68'
R. = 11,100.00'
DA. = N 1°32'04" W
P.T. = 1349+52.76

P.I. = 16+35.77 FK
Y 681,682.678
X 873,869.285
Δ. = 6°15'34" LT.
D. = 11°27'33"
T. = 27.34'
L. = 54.62'
R. = 500.00'
P.C.= 16+08.43 FK
P.T.= 16+63.06 FK

N 1°18'54" E 2,587.83'
SEC. COR. TO R/W

CLYMAN

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — 2/7/2012
PRINTED NAME — SIGNATURE — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — 2/10/2012
PRINTED NAME — SIGNATURE — DATE

P.I. = 9+41.62 FK
Y 680,990.293
X 873,847.380
Δ. = 22°56'59" RT.
D. = 11°27'33"
T. = 101.50'
L. = 200.27'
R. = 500.00'
P.C.= 8+40.12 FK
P.T.= 10+40.40 FK

P.I. = 18+14.35 FK
Y 681,860.396
X 873,887.380
Δ. = 96°25'42" LT.
D. = 71°37'11"
T. = 89.52'
L. = 134.64'
R. = 80.00'
P.C.= 17+24.83 FK
P.T.= 18+59.47 FK

P.I. = 3+56.59 FK
Y 680,462.639
X 874,100.048

WISCONSIN ELECTRIC POWER COMPANY
V. 508, P. 382-384, DOC. 621325 - PARCEL 53

GENERAL TELEPHONE COMPANY OF WISCONSIN
V. 508, P. 382-384, DOC. 621325 - PARCEL 53

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.12 AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 10:59 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174689 AND FILED IN CAB. C OF PLATS PG. 89

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

1/2" IRON PIPE
Y 679,178.170
X 872,218.280

N 89°03'18" E 1,702.85'
SEC. COR. TO R/W

S 89°03'18" W 653.99'
SEC. COR. TO R/W

ALUM. MON.
Y 679,222.020
X 874,876.970

STA. 1321+49.39

S 89°03'18" W 146.97'
R/L TO R/W

S 89°03'18" W 155.24'
R/W TO R/L

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS F010-1(26) & 1392-03-29.

TOWN
NW-NE
NE-NE
SW-NE
SE-NE
OF

T.L.E. - FIELD ENTRANCE 0.254 AC.
T.L.E. - GRADING 0.099 AC.
T.L.E. - DRIVEWAY 0.054 AC.
PLE 0.375 AC.
PLE 0.198 AC.

LOT 2
C.S.M. 5839
V. 39, P. 21-22
DOC. 1057512

LOT 1
C.S.M. 4893
V. 31, P. 233
DOC. 926918

3.395 AC. REMAINING

ACQUIRED BY PREVIOUS PROJECT 1390-04-91 PARCEL 7

UNION PACIFIC RAILROAD

STH 26/60

B-14-197

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

PI 16+35.77 FK
PI 14+24.84 FK
PI 13+56.59 FK
PI 11+38+17.43
PI 9+41.62 FK
6+48.76 FK
25.00'
PC 1326+74.07

N 5°48'50" E
N 12°04'24" E
N 2°38'16" W
N 5°36'04" W
S 5°36'04" E

T156
T157
T259
T260
T261
T91
T92

1200 1201 1202 1204 1205 1206 1207 1208 1209 1210 1211 1212 1213 1214 1215 1216 1217 1218 1219 1220 1221 1222 1223 1224 1225 1226 1227 1228 1229 1230

1212 1213 1214 1215 1216 1217 1218 1219 1220 1221 1222 1223 1224 1225 1226 1227 1228 1229 1230 1231 1232 1233 1234 1235 1236 1237 1238 1239 1240 1241

1201 1202 1203 1204 1205 1206 1207 1208 1209 1210 1211 1212 1213 1214 1215 1216 1217 1218 1219 1220 1221 1222 1223 1224 1225 1226 1227 1228 1229 1230

42 53 54 61 61-1 81

1345 1340 1335 1330 1325

1020.73'

FILE NAME : \\Mod31zp1\w3dtdd1\PDS\Support\CADDS\Projects\d1_13900429\040412A2.DGN
APPRAISAL PLAT DATE : FEBRUARY 7, 2012
PLOT DATE : 27-JUN-2013 13:05
PLOT BY : dotc4c
PLOT NAME :
PLOT SCALE : 200.000000:1.000000
239
4.12A2

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. & (P.L.E.) ACRES OR S.F.
42	JEFFFERY A & JEAN M KRELOZKER	TLE	—	—	—	2.143
62	KARL E & CONNIE R GOLDBERG	FEE & TLE	0.354	—	0.354	0.028
63	DAVID & KATHY GRAFF	FEE & TLE	0.028	—	0.028	1.948

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

1" IRON PIPE
Y 684,456.420
X 872,315.520

N 88°23'58" E 1,198.09'
SEC. COR. TO R/W

N 88°23'58" E 73.05'
R/W TO R/L

N 88°23'58" E 141.95'
R/L TO R/W

ALUM. MON.
Y 684,530.700
X 874,973.920

S 88°23'58" W 1,246.35'
SEC. COR. TO R/W

STA. 1374+70.63 P.L.

STA. 1374+90.30=
STA. 182+00.00, 1.95' RT.
PREVIOUS PROJECT T010-1(24)

TRANSPORTATION PROJECT PLAT NO: 1390-04-29 - 4.13

THAT PART OF LOT 1, CSM 184. LOCATED IN THE SE¼-SE¼. ALSO THAT PART OF THE SE¼-SE¼ AND THE SW¼-SE¼. ALL IN SECTION 8. ALL IN TOWN OF CLYMAN, T 10 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

TOWN

NE-SE

NW-SE

SW-SE

SE-SE

LOT 1
C.S.M. 6252
V. 42, P. 143-144
DOC. 1104147

LOT 1
C.S.M. 184
V. 5, P. 260
DOC. 594956

WISCONSIN GAS & ELECTRIC COMPANY
V. 217, P. 145, DOC. 356794 - PARCELS 62, 63

WISCONSIN TELEPHONE COMPANY
V. 327, P. 236-237, DOC. 483736 - PARCEL 63
V. 184, P. 91, DOC. 293344

CLYMAN

STH 26

STH 60

N 1°32'04" W

S 0°46'57" W 2,591.72' SEC. COR. TO R/W

N 0°46'57" E 50.00' SEC. COR. TO R/W

N 88°47'58" E 1,271.85' SEC. COR. TO R/W

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T123	40+56.77 TR	49.97'
T124	42+01.05 TR	59.34'
T125	48+01.43 TR	65.00'
T126	50+01.43 TR	65.00'
T127	52+01.43 TR	55.00'
T128	53+48.44 TR	49.82'
T129	38+03.17 TR	47.22'
T130	39+51.27 TR	52.13'
T131	41+01.56 TR	46.26'
T132	46+01.43 TR	50.00'
T133	48+01.43 TR	70.00'
T134	52+01.43 TR	50.00'
T135	56+21.67 TR	58.95'

R/W COURSE TABLE

1300-1301	N 24°51'30" E	20.34'
1301-1302	N 3°16'48" E	104.11'
1302-1303	N 3°16'48" E	276.21'
1303-1304	N 1°31'14" W	2242.55'
1305-1306	S 1°31'14" E	281.68'
1306-1307	S 4°39'57" W	603.17'
1307-1308	S 1°31'14" E	1356.47'
1308-1309	S 7°25'51" E	163.87'
1309-1310	S 42°44'12" E	155.82'
1310-1311	S 42°44'12" E	85.19'

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T93	1350+34.00	89.94'
T94	1350+34.00	110.00'
T95	1350+89.00	110.00'
T96	1350+89.00	85.30'

R/W POINT STATION & OFFSET TABLE

1300	1348+32.05	115.23'
1301	1348+50.00	106.00'
1302	1349+52.76	96.78'
1303	1352+28.00	73.60'
1304	1374+70.55	73.05'
1305	1374+70.79	141.95'
1306	1371+89.11	141.88'
1307	1365+89.47	76.73'
1308	1352+33.00	76.40'
1309	1350+70.00	93.24'
1310	1349+52.76	195.88'
1311	1348+87.17	251.81'

PLAT OF SURVEY

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECT T010-1(24), C.S.M. 184 & C.S.M. 6252.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 60 ESTABLISHED FROM PREVIOUS PROJECT 3041-02-21 & C.S.M. 184.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECT 1392-03-29.

PT 58+00.20 TR=
1362+85.83

P.I. = 58+00.20 TR
Y 683,307.546
X 873,617.892

P.I. = 39+99.39 TR
Y 681,882.352
X 874,705.414
Δ. = 44°38'01" RT.
D. = 6°51'42"
T. = 342.74'
L. = 650.47'
R. = 835.00'
DB. = N 89°10'03" W
P.C. = 36+56.64 TR

P.I. = 55+02.45 TR
Y 682,978.752
X 873,626.700
Δ. = 42°59'59" RT.
D. = 6°51'42"
T. = 328.91'
L. = 626.66'
R. = 835.00'

P.I. = 1338+17.44
Y 680,832.009
X 873,684.209
Δ. = 11°45'43" RT.
D. = 0°30'58"
T. = 1,143.36'
L. = 2,278.68'
R. = 11,100.00'
DB. = N 13°17'48" W
P.C. = 1326+74.08

PI 55+02.45 TR

PC 51+73.54 TR

PT 43+07.11 TR

PI 39+99.39 TR

PT 1349+52.76

STA. 1348+30.12

63 T.L.E. - TEMPORARY ROAD
1.948 AC.

42 T.L.E. - TEMPORARY ROAD
2.143 AC.

62 T.L.E. - DRIVEWAY
0.028 AC.

ACCESS CONROL ENLARGEMENT

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

PROJECT LOCATION

LOCATION SKETCH NOT TO SCALE

SHEET LOCATION

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — 12/15/2010
PRINTED NAME — SIGNATURE — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — 05/17/11
PRINTED NAME — SIGNATURE — DATE

5/8" REBAR WITH CAP
Y 681,823.320
X 872,270.780

ALUM. MON.
Y 681,879.220
X 874,937.960

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.13
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 2:24 PM ON MAY 25, 2011 AS DOCUMENT # 1162866 AND FILED IN CAB. C OF PLATS PG. 65

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

S 88°47'58" W 114.57'
TAN. TO R/W

S 88°47'58" W 274.73'
TRAVERSE POINT TO TAN.

S 88°47'58" W 1,006.64'
SEC. COR. TO TRAVERSE POINT

S 22°14'17" E 64.28'
R/W TO SEC. LINE

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

PLOT NAME : dotc4c
PLOT BY : dotc4c
PLOT DATE : 27-JUN-2013 13:05
PLOT SCALE : 200.000000:1.000000
4.13
240
FILE NAME : \\Mod31zp1\w3dtdd1\PDS\Support\CADDS\Projects\d1_13900429\040413.DGN
APPRAISAL PLAT DATE : DECEMBER 15, 2010

DATE: JUNE 9, 2011

REVISION DATE 10/20/2011
11/9/2011
2/7/2012

TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.14
RELOCATION ORDER STH 26, WATERTOWN - STH 60 EAST ROAD
(CTH Q - STH 60 EAST)

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
100	647279.634	874646.930
101	647840.086	874764.109
102	647840.054	874806.973
103	647887.690	874807.229
104	648043.721	874804.593
105	648261.037	874821.885
106	648461.818	874832.009
107	649063.895	874928.826
108	649543.681	875007.809
109	649830.014	875019.754
110	649864.757	874666.439
111	649909.995	874666.997
112	649853.612	876065.011
113	649845.814	876064.754
114	649832.473	876014.286
115	649847.819	875805.280
116	649778.808	875809.243
117	649880.363	875359.802
118	649840.000	875332.701
119	649266.013	875330.790
120	649022.304	875316.602
121	648761.978	875291.532
122	648466.276	875216.660
124	647274.691	874957.822
125	647882.367	874807.264
126	649674.040	875795.372
127	649608.056	875690.023
128	649637.523	875539.685
129	649873.141	875550.192
130	649861.053	874966.416
200	649959.497	874667.609
201	649999.747	874668.106
202	650001.042	874968.145
203	650979.893	875024.257
204	652002.495	874942.016
205	652266.036	874929.776
206	652436.862	874810.051
207	652513.973	874765.631
208	652525.982	874384.569
209	652544.331	874384.569
210	652558.540	875259.059
211	652033.657	875310.701
212	651787.728	875344.585
213	651472.245	875331.852
214	650245.109	875346.846
215	649993.669	875346.247
216	649957.192	875668.471
217	649934.734	875667.630
219	649919.577	876067.190
220	650025.155	875006.931
221	652528.401	874634.569
300	652610.332	874384.571
301	652623.982	874384.571
302	652623.982	874537.138
303	652664.890	874656.410
304	653092.218	874663.781
305	654056.470	874647.651
306	654664.957	874637.473
307	655005.207	874631.781
308	655223.046	874616.213
309	655146.909	875395.733
310	655148.770	875135.676
311	654684.343	875099.158
312	654389.962	875099.618
313	654096.935	875126.274

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
314	652986.311	875250.253
315	652558.540	875259.059
316	655113.731	875099.926
400	655223.046	874616.213
401	655277.619	874612.312
402	655562.041	874603.721
403	656307.025	874573.030
404	656402.397	874569.101
405	656639.907	874569.326
406	656968.806	874506.689
407	657272.150	874519.687
408	657500.367	874508.996
409	657874.657	874516.246
410	657860.021	874917.420
412	657322.290	874963.163
413	655473.239	875066.050
414	656326.857	875045.239
415	656129.130	875073.554
416	655345.107	875082.942
418	655264.720	875139.073
419	655238.521	875341.117
420	656841.068	874559.902
421	657676.047	874515.783
422	656823.807	874990.540
500	657874.657	874516.246
501	658435.035	874503.686
502	659223.966	874360.707
503	659582.313	874320.192
504	660333.237	874280.404
505	660554.747	874256.166
506	660598.490	873984.963
507	660619.245	873785.129
508	660647.297	874594.601
509	660353.546	874619.797
510	659626.572	874711.658
511	658470.598	874818.240
512	657860.021	874917.420
513	659169.537	874769.409
514	657901.833	874516.309
515	658070.385	874512.312
600	660685.243	873785.680
601	660693.487	873985.756
602	660694.655	874085.768
603	660729.516	874236.651
604	661150.418	874285.048
605	661690.390	874258.821
606	662345.354	874242.333
607	662496.219	874242.940
608	662834.166	874253.119
609	662945.307	874220.969
610	663205.295	874215.378
611	663290.101	874217.568
612	663286.036	875120.066
613	663274.317	875120.042
614	663265.274	874670.021
615	663146.204	874615.514
616	662098.756	874568.397
617	661646.061	874554.321
618	661151.055	874565.047
619	660947.413	874567.001
620	660848.606	874591.030
621	660647.296	874594.601
622	663196.204	874615.400
623	662346.138	874587.332

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
700	663290.101	874217.568
701	663418.302	874220.878
702	664485.417	874267.469
703	665079.638	874276.119
704	665893.304	874272.679
706	665893.185	874185.142
708	665881.890	874078.588
709	665883.265	873778.591
710	665899.767	873778.667
711	665929.798	874615.505
712	665848.712	874604.039
713	665598.803	874597.263
714	665398.157	874613.830
715	665080.387	874605.498
716	665049.513	874604.689
717	664686.310	874600.676
718	664500.489	874621.430
719	664300.491	874622.240
720	663946.185	874605.964
721	663546.226	874624.605
722	663390.190	874650.362
723	663373.167	874720.251
724	663372.317	875120.250
725	663335.536	875120.172
726	663846.259	874638.923
800	665899.767	873778.667
801	665901.918	873309.284
802	665892.906	873279.369
803	665897.122	872990.040
804	665901.987	872973.334
805	665967.987	872973.296
806	665984.487	872973.286
807	665992.625	873210.991
808	666171.382	873520.636
809	666262.143	873615.414
810	666581.103	873767.162
811	666679.832	873850.108
812	666764.040	873941.086
813	666812.782	874019.733
814	666832.961	874087.793
815	666826.518	874329.688
816	667360.688	874444.845
817	667694.609	874463.186
818	668348.994	874508.719
819	668644.632	874562.224
820	669073.560	874588.075
821	669599.548	874597.822
822	670035.378	874582.220
824	670635.518	874581.437
825	671178.065	874607.516
826	671172.968	874264.373
827	671216.059	875041.980
828	671178.006	875042.015
830	671177.529	874907.539
831	670629.106	874896.372
832	670129.352	874879.194
833	669628.641	874909.007
834	669067.603	874880.580
835	668706.133	874877.592
836	668648.288	875007.398
837	668645.248	875059.395
838	668637.020	875354.389
839	668623.681	875354.379

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
840	668543.681	875354.317
841	668540.020	875354.314
842	668525.286	875009.303
844	668321.603	874882.718
845	667654.032	874797.734
846	666784.977	874672.178
847	666698.218	874638.799
848	666576.494	874630.776
849	666198.393	874620.524
850	666098.159	874627.810
851	666035.444	874642.901
852	665930.044	874636.237
853	665930.630	874272.314
854	666162.270	874269.889
855	666495.695	874311.490
856	666517.070	874095.434
857	666486.710	874042.031
858	666268.416	873848.845
859	665965.448	873847.916
860	665964.361	874085.046
861	665983.049	874085.021
862	665982.644	874271.769
863	666683.151	874637.806
864	666674.429	874714.571
865	666534.096	874629.627
900	671313.254	874282.579
901	673902.693	874328.113
902	673903.877	874426.663
903	673253.294	874415.988
904	672570.554	874404.348
905	671314.464	874364.072
906	671318.114	874609.782
907	671331.692	874623.619
908	671672.733	874630.563
909	671672.276	874653.011
910	671872.094	874658.663
911	672049.816	874660.692
912	672134.148	874664.018
913	672134.637	874639.968
914	672435.084	874621.081
915	672769.771	874639.898
916	672834.085	874674.215
917	673134.532	874655.327
918	673233.799	874692.356
919	673333.435	874711.225
920	673431.923	874715.103
921	673575.672	874712.378
922	673596.184	874711.989
923	673741.118	874712.605
924	673830.647	874713.841
925	673906.891	874677.646
926	673906.001	874965.190
927	673570.747	874954.270
928	673128.730	874940.268
929	672928.771	874936.197
930	672728.304	874957.120
931	672529.363	874903.059
932	672229.425	874896.951
933	672128.530	874939.906
934	671688.783	874928.259
935	671312.012	875041.892
936	671294.072	875041.909
937	671949.476	874661.711
938	671688.809	874954.450
939	671311.911	874947.649

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
1000	673906.891	874677.646
1001	673929.309	874667.003
1002	674235.130	874663.229
1003	674389.547	874639.883
1004	675328.049	874547.792
1005	675576.931	874509.524
1006	676296.139	874219.529
1007	676360.370	874145.336
1008	676494.945	873842.911
1009	676488.383	873483.679
1010	676483.074	873193.010
1011	676455.771	872790.698
1012	676602.551	872888.157
1013	676603.123	873190.749
1014	676604.025	873240.536
1015	676777.024	873237.403
1016	676779.161	873354.895
1017	676785.147	873684.052
1018	676815.525	873764.188
1019	676870.537	873801.744
1020	677417.380	873996.089
1021	677432.784	873952.744
1022	677566.784	873952.744
1023	677566.745	874093.107
1024	677493.279	874093.107
1025	676848.436	873863.933
1026	676647.754	873792.612
1027	676715.038	874163.106
1028	676855.343	874222.653
1029	677051.064	874257.918
1030	678258.548	874108.358
1031	678578.727	874052.496
1032	678797.229	874014.374
1033	679032.821	873973.270
1034	679206.251	873920.896
1035	679211.235	874223.069
1036	678865.452	874303.052
1037	678804.195	874317.222
1038	678636.216	874347.735
1039	678373.868	874395.391
1040	678076.314	874442.124
1041	677686.498	874492.752
1042	677437.032	874596.005
1043	677065.254	874876.010
1044	676861.267	874980.130
1045	677005.461	875349.040
1046	677244.217	875625.810
1047	677478.804	875777.342
1048	677748.557	875852.400
1049	677914.858	875853.143
1050	678763.046	875856.930
1051	678881.785	875864.430
1052	679204.104	875886.149
1053	679199.551	876142.602
1054	678669.976	876151.504
1055	678555.150	876138.700
1056	677904.275	876076.125
1057	677500.484	876003.041
1058	677210.064	875846.290
1059	676997.046	875963.498
1060	676776.916	875922.840
1061	676701.830	875839.459
1062	676622.286	875779.439
1063	676593.313	875805.382

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
1064	676591.676	875904.582
1065	676536.434	875615.736
1066	676523.413	875539.671
1067	676523.413	875278.361
1068	676479.966	875172.025
1069	676404.507	875132.646
1070	675996.591	875145.361
1071	675742.999	875052.876
1072	675405.870	875017.024
1073	675007.988	874995.764
1074	674708.957	874970.939
1075	674634.646	874930.738
1076	673930.863	874965.999
1077	673906.001	874965.190
1078	673902.693	874328.113
1079	674542.802	874339.370
1080	674543.681	874289.377
1081	674737.832	874292.791
1082	676565.715	875904.154
1083	676549.218	875903.881
1084	676531.684	875903.592
1085	674736.215	874296.724
1086	674669.980	874466.625
1087	674540.604	874464.350
1088	674541.483	874414.358
1089	673903.594	874403.141
1090	674638.000	874466.063
1091	674577.424	874621.447
1092	674610.904	874618.162
1093	678694.778	875949.456
1094	678814.847	875955.154
1095	678744.908	876049.946
1096	678624.839	876044.247
1100	679204.104	875886.149
1101	679926.716	875934.839
1102	680350.692	876011.732
1103	680742.572	876163.865
1104	681079.293	876410.660
1105	681289.005	876587.087
1106	681443.095	876774.903
1107	681580.283	876700.575
1108	681777.198	876640.908
1109	681779.071	876522.821
1110	681784.070	876522.900
1111	681914.054	876524.964
1112	681977.259	876654.452
1113	682271.208	876714.398
1114	682248.229	876827.078
1115	681978.717	876772.121
1116	681923.501	876875.170
1117	681912.715	877555.120
1118	681898.571	878110.373
1119	681885.458	878625.173
1120	681735.507	878621.353
1121	681748.626	878106.327
1122	681753.361	877920.431
1123	681698.063	877537.529
1124	681596.142	877265.224
1125	681454.114	877012.274
1126	681216.050	876708.225
1127	680918.627	876462.222
1128	680576.224	876287.040
1129	680300.449	876207.384
1130	679915.624	876168.576
1131	679324.179	876140.507
1132	679199.551	876142.602

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
1200	679206.251	873920.896
1201	679416.460	873857.416
1202	679682.503	873791.461
1204	680097.084	873660.929
1205	680311.847	873639.867
1206	680331.964	873654.710
1207	680527.627	873675.854
1208	680577.950	873607.649
1209	681004.207	873618.922
1210	681165.509	873619.061
1211	681336.108	873567.276
1212	681333.840	873459.573
1213	681669.124	873458.549
1214	681849.970	873542.335
1215	681788.707	873959.926
1216	681422.596	873869.733
1217	681021.062	873888.435
1218	680535.979	874125.749
1219	680476.081	874125.749
1220	680473.095	873966.286
1221	680305.709	873976.630
1222	680112.911	873985.288
1223	679969.518	874036.282
1224	679753.383	874091.385
1225	679487.758	874159.106
1226	679211.235	874223.069
1227	680239.975	873737.278
1228	680528.286	873715.990
1229	680346.087	873921.904
1230	680140.832	873947.446
1300	681849.970	873542.335
1301	681868.429	873550.887
1302	681972.366	873556.843
1303	682248.128	873572.647
1304	684489.883	873513.140
1305	684495.889	873728.057
1306	684214.308	873735.531
1307	683613.134	873686.466
1308	682257.143	873722.460
1309	682094.652	873743.652
1310	681980.203	873849.399
1311	681917.630	873907.213

ROBERT L. PERKINS
N3123

PATRICIA MURPHY NEUBERGER

ARICK & KRISTINA J. WAGNER
N3347

JAY NELSON
W6837

SANDY CREEK LLC

DEAN P. & TAMMY Y. RETTSCHLAG

KREUZIGER WAY

STH 26

CTH J

BEGIN CONSTRUCTION
STA. 1230+00, LT.
MATCH EXISTING

BEGIN PROJECT
STA. 1232+00
MATCH EXISTING

END CONSTRUCTION
STA. 12+00 J
MATCH EXISTING
SAW CUT REQ'D.

P.I. 10+00.00 F.J. = P.I. 16+04.39 J

P.I. 10+00.00 J = P.I. 241+16.95

STA. 1244+27, LT.
1 - 18" CMP
TO BE REMOVED

STA. 1246+44, LT.
REMOVE P.E.
REMOVE EXISTING C.P.

STA. 1245+25, LT.
1 - 18" CMP
TO BE REMOVED

SLOPE INTERCEPT

B.M. 414

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
414	1239+73	R.R. SPIKE IN POWER POLE	189' LT	916.59

STA. 1233+00, LT.
1 - 24"X78' RCCP REQ'D.

VPC STA 1234+70.00
VPC EL 911.09

VPI STA 1242+45.00
VPI EL 918.00

1241+18.07
913.98

K = 726.38
VCL 1550.00

STA.1230+00
BEGIN SPECIAL
DITCH LT.

STA.1233+00
END SPECIAL
DITCH LT.

STA.1235+00
BEGIN SPECIAL
DITCH LT.

STA.1240+00
END SPECIAL
DITCH LT.

STA.1243+00
BEGIN SPECIAL
DITCH RT. & LT.

STA.1247+00
END SPECIAL
DITCH RT.

+0.89 %
+0.50 %
+0.50 %
-0.50 %

EXISTING GROUND
PROPOSED GROUND
SPECIAL DITCH LT.

EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION

| | | |

KREUZIGER WAY

20-FJ 25-FJ 30-FJ 35-FJ

T.L.E.

ARICK & KRISTINA J. WAGNER
N3347

STA. 1254+73
1 - 18" CMP
TO BE REMOVED

STA.1254+70, LT.
REMOVE F.E.
REMOVE EXISTING C.P.

STA. 1256+35
1 - 24" CMP
TO BE REMOVED

STA. 1261+00 - 1267+00 LT.
CONSTRUCT CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE A

JEFFERY A. & JEAN M. KREUZIGER

SLOPE INTERCEPT

B.M. 415

TODD C. & WENDY L. MCINNIS
N3469

PIPE UNDERDRAIN 6-INCH
TO DRAIN INTO INLET AT
STA. 1266+00, LT.

STA.1269+67, LT.
REMOVE F.E.
REMOVE EXISTING C.P.

MARK F. & JUDY A. HOLL

STA.1267+09. LT.
REMOCE P.E.
REMOVE EXISTING C.P.

MARK F. &
JUDY A. HOLL

1275 R3

1275 R2

B.M. 416

BIWER ROAD

STA. 1252+73 RT.
RECONSTRUCT P.E.
REMOVE EXISTING C.P.

DEAN P. RETTSCHLAG

DEAN P. & TAMMY Y. RETTSCHLAG

PIPE UNDERDRAIN 6-INCH
TO DRAIN INTO INLET AT
STA. 1253+00, RT.

STA. 1254+80, RT.
RECONSTRUCT F.E.
REMOVE EXISTING C.P.

SLOPE INTERCEPT

STA. 1262+97, LT.
35" X 24" CSPA
TO BE REMOVED

JEFFERY A. & JEAN M. KREUZIGER

STA.1263+59, LT.
REMOVE F.E.
REMOVE EXISTING C.P.

STA.1269+78, RT.
REMOVE BIWER ROAD ENTRANCE

MARK F. & JUDY A. HOLL

STA. 1250+96 - 1255+00 RT.
CONSTRUCT CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE A

STA. 1267+97, LT.
30" CMP
TO BE REMOVED

STA. 1270+70, LT.
24" CMP
TO BE REMOVED

STA.1277+14, LT.
REMOVE 2 P.E.'S
REMOVE 2 EXISTING C.P.'S

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
415	1256+37	CHISLED "X" IN W. END OF CMCP	139'LT	896.10
416	1268+01	CHISLED "X" IN E. END OF CMCP	66'LT	888.14

VPT STA 1250+20.00
VPT EL908.38

PROPOSED GROUND

EXISTING GROUND

SPECIAL DITCH LT.

-3.20 % -0.50 % -2.85 % -3.41 % -1.52 % -2.00 % -0.50 % -0.47 % -2.92 % -2.14 % +0.32 % +0.50 % -0.30 % -1.24 % -0.71% -0.53 % -0.30 % +0.30 % +0.50 % +0.40 % +1.64 % -0.40 %

STA.1256+35
END SPECIAL
DITCH LT.

STA.1256+00
BEGIN SPECIAL
DITCH RT.

STA.1260+00
END SPECIAL
DITCH RT.

STA.1262+00
BEGIN SPECIAL
DITCH RT.

VPC STA 1262+50.00
VPC EL893.10

VCL 500.00
K = 287.10

1266+06.48
890.89

VPT STA 1267+50.00
VPT EL891.25

VPC STA 1268+25.00
VPC EL891.62

STA.1268+00
BEGIN SPECIAL
DITCH LT.

STA.1273+00
END SPECIAL
DITCH LT.

VPI STA 1273+15.00
VPI EL894.07

STA.1275+00
BEGIN SPECIAL
DITCH LT.

VPI STA 1265+00.00
VPI EL890.00

STA.1273+00
END SPECIAL
DITCH RT.

1273+08.86
892.83

K = 967.93
VCL 980.00

STA. 1250+00 TO 1251+00, LT.
1 - 24"X136' RCCP REQ'D.
SKEW 50.2° LHF

STA. 1250+00
1 - 24"X80' RCCP REQ'D.

STA. 1256+35, LT.
1 - 36"X86' RCCP REQ'D.
STA. 1256+35
1 - 42"X87' RCCP REQ'D.

STA. 1260+00, LT.
1 - 24"X80' RCCP REQ'D.

STA. 1262+00
1 - 24"X92' RCCP REQ'D.

STA. 1268+00, LT.
1 - 30"X80' RCCP REQ'D.

STA. 1268+00
1 - 36"X89' RCCP REQ'D.

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

911.41	910.78	910.50	909.77	909.23	908.62	907.43	907.38	904.98	906.14	901.87	904.90	900.23	903.66	895.21	902.42	893.60	901.18	892.63	899.93	894.68	898.69	896.23	897.45	895.41	896.21	892.44	894.97	888.62	893.73
888.03	892.53	890.72	891.63	889.22	891.09	886.26	890.89	885.05	891.04	884.12	891.50	886.63	891.97	886.33	892.34	886.92	892.61	888.05	892.77	888.32	892.83	888.16	892.79	887.93	892.65	887.55	892.40	887.45	892.04	887.31	891.59
1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278			

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - MAINLINE	SHEET 243	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\050102_pp.dgn PLOT DATE : 7/30/2013 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.0000 sf / in.

WISDOT/CADDS SHEET 40

STA. 1278+68
1 - 24"X18" CSPA
TO BE REMOVED

STA. 1278+68
1 - 24" CMP
TO BE REMOVED

STA. 1287+30
1 - 35"X24" CSPA
1 - 35"X24" CSPA
TO BE REMOVED

STA. 1294+16.21 - 1296+35.37, LT.
225' STEEL THRIE BEAM
2 STEEL THRIE BEAM
BULLNOSE TERMINALS

STA. 1295+91, LT.
1 - 30" CMP
TO BE REMOVED

STA. 1298+90, LT.
1 - 36" CMP
TO BE REMOVED

STA. 1303+54, LT.
REMOVE C.E.
REMOVE EXISTING C.P.

STA. 1303+54, LT.
REMOVE P.E.
REMOVE EXISTING C.P.

STA. 1303+54, LT.
REMOVE F.E.
REMOVE EXISTING C.P.

STA. 1296+11, LT.
1 - 18" CMP
TO BE REMOVED

MARK F. & JUDY A. HOLL

TOWN OF CLYMAN

TRACY BROTHERS LLC

TIMOTHY C. ZIMMERMAN

SAFETY FENCE

SLOPE INTERCEPT

BIWER ROAD

DELINEATED WETLAND

RAMP 1

RAMP 2

RAMP 3

RAMP 4

STH 26

STH 16

STH 16/26

STH 16/60

PI 1295+40.00 R4 =
PI 1295+40.00 R3 =
PI 703+90.64 S

PI 1294+88.00 R2 =
PI 1294+88.00 R1 =
PI 709+86.43 S

B.M. B-14-38

B.M. 417

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
417	1296+12	CHISLED "X" IN CMCP IN MEDIAN	97'LT.	890.68
B-14-38	705+11 S	DISC IN TOP OF PARAPET, S.W. CORNER	63'RT.	909.86

VPT STA 1278+05.00
VPT EL891.56

PROPOSED GROUND

-0.40 %

+0.40 %

-0.51 %

STA.1280+00
END SPECIAL
DITCH LT.

VPC STA 1282+55.00
VPC EL889.26

VPI STA 1284+74.52
VPI EL888.69

VPI STA 1285+00.00
VPI EL888.00

VPT STA 1287+45
VPT EL889.55

VCL 490.00
K = 428.26

EXISTING GROUND

+0.63 %

VPC STA 1298+25.00
VPC EL896.37

VPI STA 1304+00.00
VPI EL900.00

1302+48.53
897.71

K = 670.59
VCL 1150.00

STA. 1278+69, LT.
1 - 24"X86' RCCP REQ'D.
STA. 1278+69
1 - 24"X94' RCCP REQ'D.

STA. 1287+37, LT.
2 - 24"X38"X67' RCHECP REQ'D.
STA. 1287+37
2 - 30"X70' RCCP REQ'D.

STA. 1293+00
1 - 19"X30"X71' RCHECP REQ'D.

STA. 1298+88
1 - 30"X78' RCCP REQ'D.
STA. 1298+88
1 - 30"X93' RCCP REQ'D.

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

| | | |

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
418	1314+91	R.R. SPIKE IN POWER POLE	154'LT	889.04
419	1334+88	CHISLED "X" IN W. END OF NORTH CMCP	27'RT	856.97

STA.1307+30, LT.
REMOVE 3 F.E.'S

MARK F. & JUDAY A. HOLL

STA. 1319+43.17 - 1332+60.70, LT.
1,225' MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA. 1333+99.30 - 1339+41.83, LT.
450' MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA. 1325+56
1 - 30" CMP
TO BE REMOVED

STA. 1329+16, LT.
REMOVE P.E.
REMOVE EXISTING C.P.

JEFFERY A. & JEAN M. KREUZIGER

TIMOTHY SCHLESNER

STA.1329+43.75
17' LT.
BEGIN TAPER

STA.1329+93.75
22' LT.
END TAPER

B.M. 418

SLOPE INTERCEPT

INLET MEDIAN 2 GRATE

STH 26

STA.1327+50.65
17' RT.
BEGIN TAPER

STA.1328+00.65
22' RT.
END TAPER

B.M. 419

STA. 1329+16, RT.
REMOVE F.E.
REMOVE EXISTING C.P.

JEFFERY A. & JEAN M. KREUZIGER

STA.1336+50.03
22' RT.
BEGIN TAPER

HOLL ROAD

HOLL FAMILY TRUST

MARK F. & JUDAY A. HOLL

STA. 1322+50.77 - 1332+05.80, RT.
862.5' MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA. 1333+45.00 - 1344+50.03, RT.
1,012.5' MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA. 1332+00
1 - 35"X24" CSPA
TO BE REMOVED

STA. 1332+77
STRUCTURE B-14-197 REQ'D
SINGLE SPAN - 45 W PRESTRESSED GIRDER
SKEW 45°30' RHF
MSE RETAINING WALLS REQ'D
R-14-15/16
SEE STRUCTURE DRAWINGS

VPI STA 1333+00.00
VPI EL919.32

STA. 1334+83
5'X6' CONCRETE BOX CULVERT REQ'D.
C-14-3063

VPT STA 1309+75.00
VPT EL893.77

VCL 850.00
K = 284.80

VPC STA 1321+00.00
VPC EL896.51

EXISTING GROUND

PROPOSED GROUND

1314+83.54
889.93

STA.1315+00
BEGIN SPECIAL
DITCH LT.

STA.1316+00
END SPECIAL
DITCH LT.

-1.08 %
-1.15 %
-1.00 %
-0.50 %
+1.90 %
-2.88 %
-1.88 %
-0.50 %
-3.18 %
-2.53 %
-1.06 %
-0.49 %
+1.68 %
+0.36 %
-1.06 %
-0.50 %
-0.50 %
-1.83 %
+6.20 %

VPC STA 1311+75.00
VPC EL891.60

STA.1312+00
BEGIN SPECIAL
DITCH RT.

VPI STA 1316+00.00
VPI EL887.00

VPT STA 1320+25.00
VPT EL895.08

STA.1331+00
END SPECIAL
DITCH RT.

1332+07.63
907.03

K = 582.60
VCL 2400.00

STA.1337+00
BEGIN SPECIAL
DITCH LT.

STA.1333+00
END SPECIAL
DITCH LT.

STA. 1315+00
1 - 24"X70' RCCP REQ'D.

STA. 1316+00
1 - 24"X146' RCCP REQ'D.

STA.1325+53
BEGIN SPECIAL
DITCH LT.

STA. 1325+53
1 - 30"X264' RCCP REQ'D.

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

| | | |

STA.1337+18, LT.
REMOVE P.E.
REMOVE EXISTING C.P.

JEFFERY A. & JEAN M. KREUZIGER

STA. 1346+88
1 - 30" CMP
TO BE REMOVED

STA. 1350+62, LT.
RECONSTRUCT P.E.
1 - 18" C.P. REQ'D.
REMOVE EXISTING C.P.

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
420	1348+45	CHISLED "□" ON ISLAND CURB, S.W. COR.	31' RT	877.00
421	1367+60	R.R. SPIKE IN POWER POLE	71' LT	884.16

N

BRADLEY D. &
CAROLINE C. BAILEY

KARL E. & CONNIE R. GOLDBERG

STA.1329+43.75
22' LT.
BEGIN TAPER

STA.1329+93.75
17' LT.
END TAPER

MANHOLE 4X4-FT

PI 20+00.00 FK =
PI 10+00.00 D7 =
PI 1348+35.75

PI 10+00.00 D6 =
PI 1347+00.00

30' R.

40' R.

SLOPE INTERCEPT

B.M. 421

STH 26

HOLL ROAD

10' FK

15' FK

B.M. 420

SLOPE INTERCEPT

55' TR

DAVID & KATHY GRAFF

STA.1337+00.03
17' RT.
END TAPER

HOLL FAMILY TRUST
N4056

STA. 1352+84, RT.
RECONSTRUCT P.E.
1 - 18" C.P. REQ'D.
REMOVE EXISTING C.P.

50' TR

TEMPORARY ROAD

END PROJECT
STA. 1357+00

STA.1337+00, RT.
REMOVE P.E.
REMOVE EXISTING C.P.

STA.1342+50, RT.
REMOVE P.E.
REMOVE EXISTING C.P.

6'X4' CONCRETE BOX CULVERT
TO REMAIN

15+00

FOOTBRIDGE

5

5

VCL 550.00
K = 215.51

VPT STA 1345+00.00
VPT EL892.70

VPI STA 1350+50.00
VPI EL880.50

1352+53.05
881.30

PROPOSED GROUND

-2.22 %

+0.33 %

+0.47 %

+0.50 %

+6.20 %

+8.38 %

STA.1339+00
END SPECIAL
DITCH LT.

EXISTING GROUND

STA. 1343+00 TO 1345+00, LT.
1 - 24"X200' RCCP REQ'D.

STA. 1345+00
1 - 30"X194' RCCP REQ'D.

VPC STA 1347+75.00
VPC EL886.60

STA.1349+00
BEGIN SPECIAL
DITCH LT.

STA.1351+00
END SPECIAL
DITCH LT.

VPT STA 1353+25.00
VPT EL881.42

STA.1355+00
BEGIN SPECIAL
DITCH LT.

VPOT STA 1357+00.00
VPOT EL882.67

STA.1357+00
END SPECIAL
DITCH LT.

STA.1337+00
BEGIN SPECIAL
DITCH LT.

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

| | | |

MARK F. & JUDY A. HOLL

B.M. B-14-38

B.M. 417

R/W

1300 R4

RAMP 1

TOWN OF CLYMAN

SAFETY FENCE

MENGEL CEMETERY
NO CONSTRUCTION VEHICLES ARE TO ACCESS THE FENCED OFF CEMETERY FOR ANY REASON, NOR MAY ANY CONSTRUCTION MATERIALS BE STORED IN THE FENCED OFF CEMETERY.

MARK F. & JUDY A. HOLL

N

JEFFERY A. & JEAN M. KREUZIGER

B.M. 418

SLOPE INTERCEPT

1305 R4

1310 R4

STH 26

1295

1300

1305

1310

1315

1320

1310 R1

1315 R1

1305 R1

1300 R1

295 R1

SLOPE INTERCEPT

MARK F. & JUDY A. HOLL

PI 1294+88.00 R2 =
PI 1294+88.00 R1 =
PI 709+86.43 S

TRACY BROTHERS LLC

P.L.

HOLL FAMILY TRUST

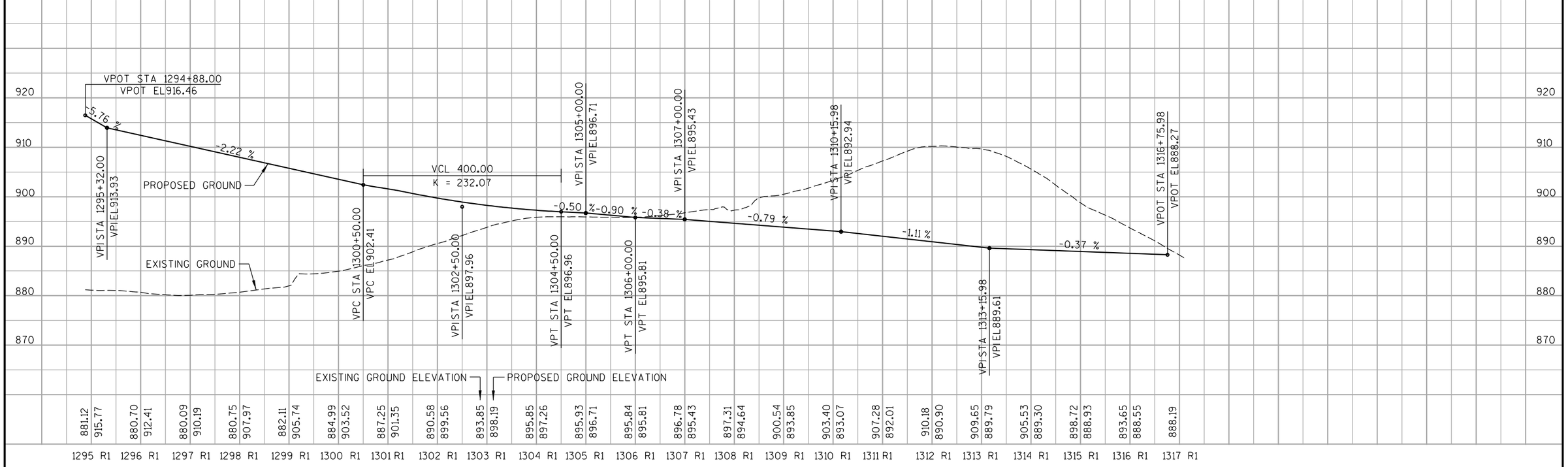
JEFFERY A. & JEAN M. KREUZIGER

5

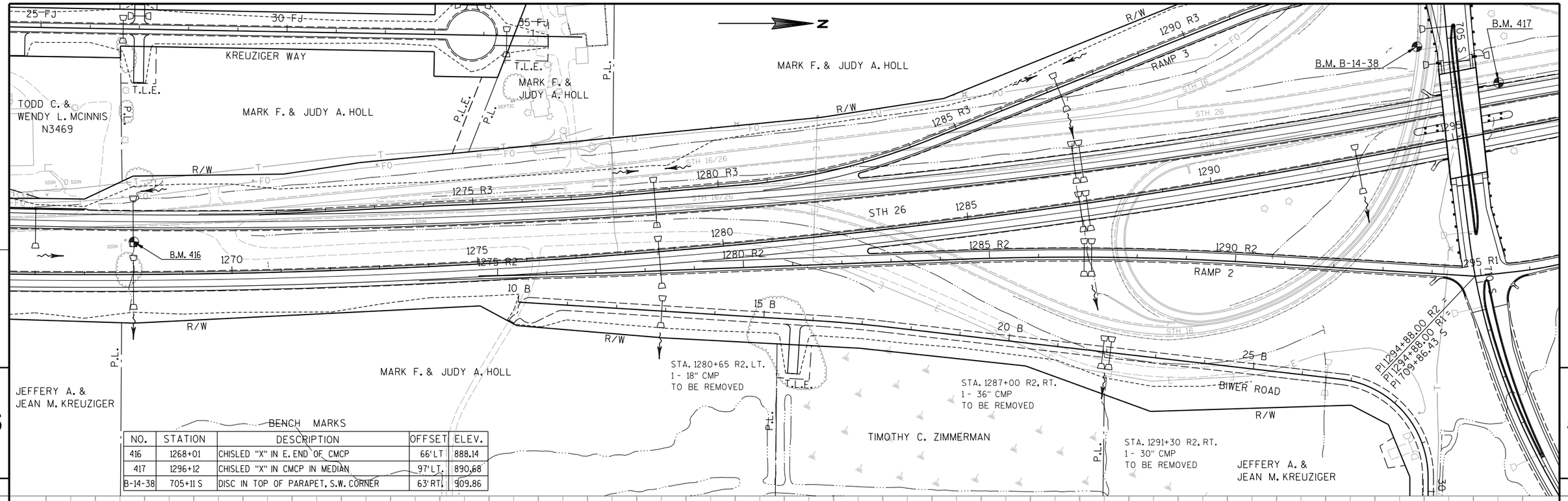
5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
417	1296+12	CHISLED "X" IN CMCP IN MEDIAN	97' LT.	890.68
B-14-38	705+11 S	DISC IN TOP OF PARAPET, S.W. CORNER	63' RT.	909.86
418	1314+90	R.R. SPIKE IN POWER POLE	153' LT.	889.04

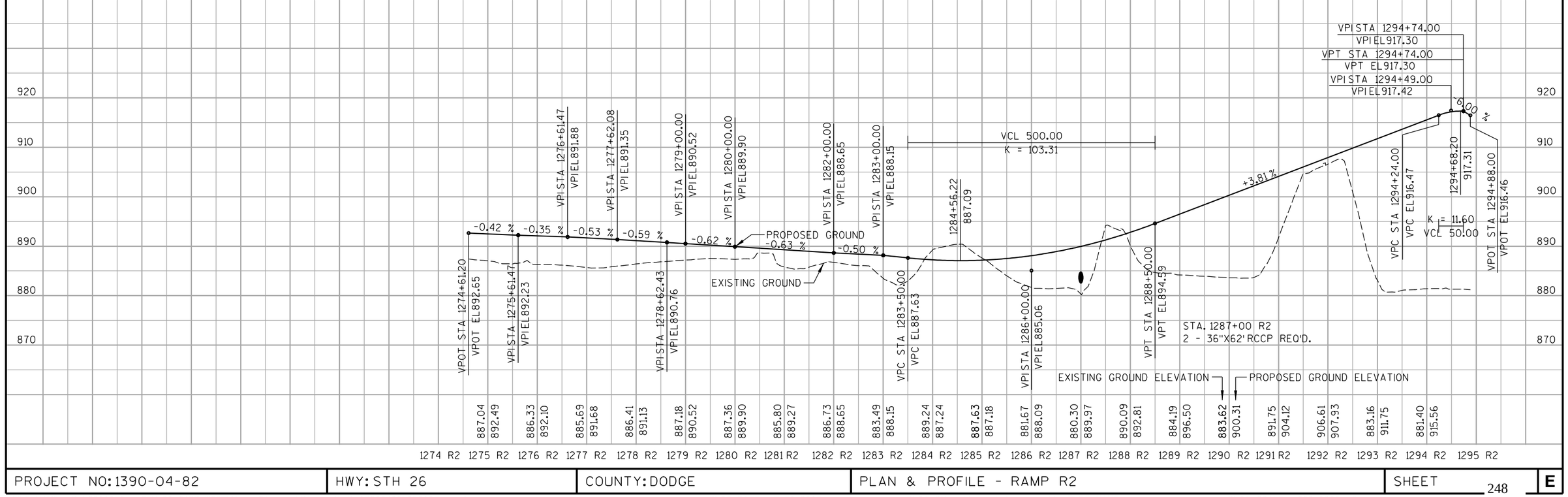


PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - RAMP R1	SHEET 247	E



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
416	1268+01	CHISLED "X" IN E. END OF CMCP	66'LT	888.14
417	1296+12	CHISLED "X" IN CMCP IN MEDIAN	97'LT.	890.68
B-14-38	705+11 S	DISC IN TOP OF PARAPET, S.W. CORNER	63'RT.	909.86



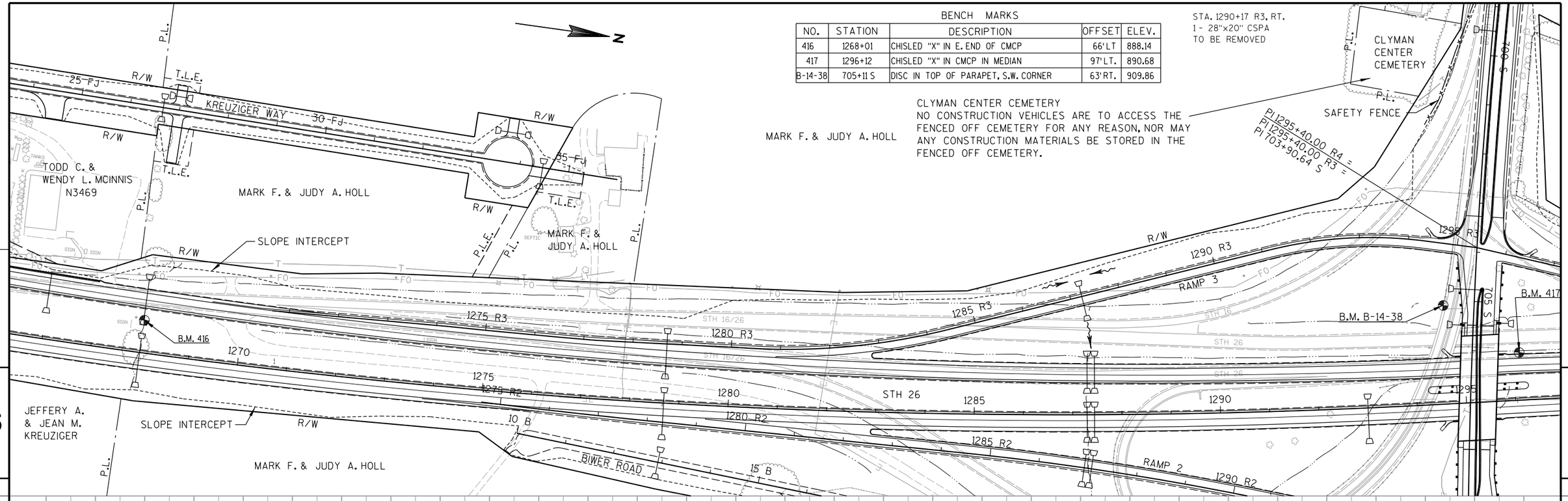
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - RAMP R2	SHEET 248	E

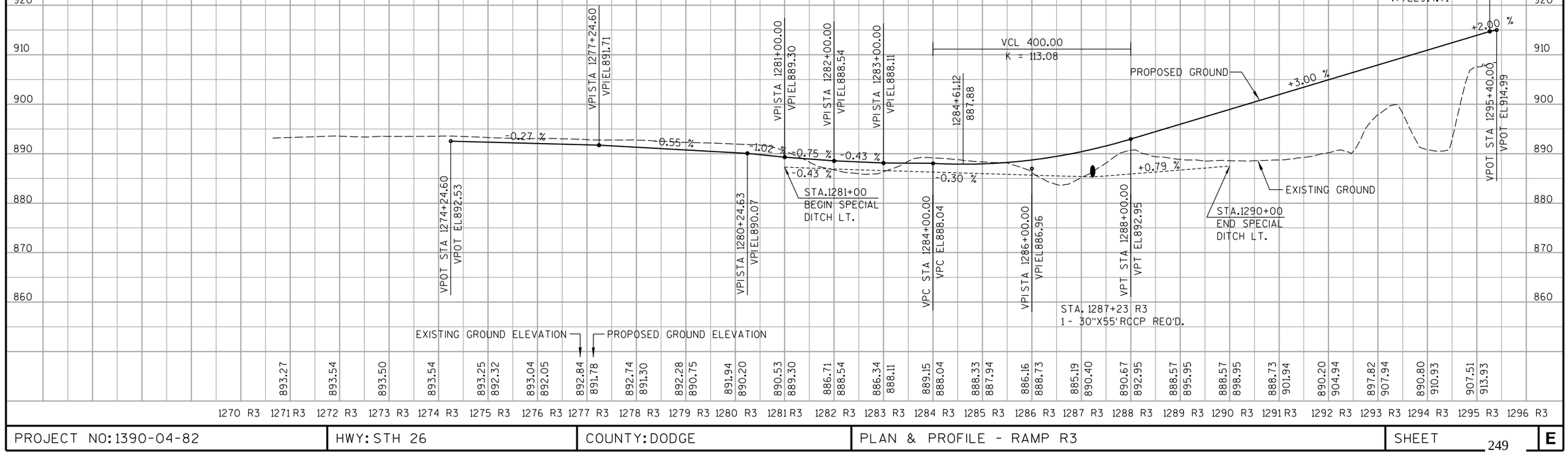
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
416	1268+01	CHISLED "X" IN E. END OF CMCP	66'LT	888.14
417	1296+12	CHISLED "X" IN CMCP IN MEDIAN	97'LT.	890.68
B-14-38	705+11 S	DISC IN TOP OF PARAPET, S.W. CORNER	63'RT.	909.86

STA. 1290+17 R3, RT.
1 - 28"x20" CSPA
TO BE REMOVED

CLYMAN CENTER CEMETERY
NO CONSTRUCTION VEHICLES ARE TO ACCESS THE FENCED OFF CEMETERY FOR ANY REASON, NOR MAY ANY CONSTRUCTION MATERIALS BE STORED IN THE FENCED OFF CEMETERY.





PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - RAMP R3	SHEET 249	E

STA. 1303+77 R4, LT.
1 - 18" CMP
TO BE REMOVED

STA. 1304+61 R4, LT.
1 - 18" CMP
TO BE REMOVED

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
417	1296+12	CHISLED "X" IN CMCP IN MEDIAN	97'LT.	890.68
B-14-38	705+11 S	DISC IN TOP OF PARAPET, S.W. CORNER	63'RT.	909.86
418	1314+91	R.R. SPIKE IN POWER POLE	154'LT	889.04

ETERNAL LANE
28 FR T.L.E.
R/W
PI 1295+40.00 R4 =
PI 1295+40.00 R3
PI 703+90.54 S
MARK F. & JUDY A. HOLL
SEPTIC
MENGEL CEMETERY
NO CONSTRUCTION VEHICLES ARE TO ACCESS THE FENCED OFF CEMETERY FOR any REASON, NOR MAY ANY CONSTRUCTION MATERIALS BE STORED IN THE FENCED OFF CEMETERY.
TOWN OF CLYMAN
CEMETERY
SAFETY FENCE
P.L.
P.S.T.H.
B.M. 418
SLOPE INTERCEPT
JEFFERY A. & JEAN M. KREUZIGER
B.M. B-14-38
B.M. 417
RAMP 4
RAMP 1
STH 26/60
STH 26
1295 R3
1300 R4
1305 R4
1310 R4
1315 R4
1320
1300 R1
1305 R1
1310 R1
1315 R1
1295
1300
1305
1310
1315
1320
5

VPI STA 1295+70.00
VPI EL 914.71
-2.00 %
-3.49 %
VCL 400.00
K = 108.66
PROPOSED GROUND
EXISTING GROUND
VPOT STA 1295+56.80
VPOT EL 914.39
-0.50 %
+0.50 %
+0.46 %
-0.37 %
-0.26 %
-0.42 %
-0.50 %
-1.03 %
K = 489.08
VCL 300.00
VPC STA 1298+00.00
VPC EL 905.64
VPI STA 1300+00.00
VPI EL 897.75
VPI STA 1306+00.00
VPI EL 896.17
VPC STA 1306+50.00
VPC EL 895.96
VPI STA 1308+00.00
VPI EL 895.34
VPT STA 1309+50.00
VPT EL 893.79
VPOT STA 1311+39.50
VPOT EL 891.83
STA. 1297+00
BEGIN SPECIAL
DITCH LT.
STA. 1299+24 R4
1 - 24"X85' RCCP REQ'D.
STA. 1309+00
END SPECIAL
DITCH LT.
EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION

920
910
900
890
880
870

906.34	913.53	901.60	909.58	892.47	905.64	890.85	902.15	891.23	899.59	893.78	897.95	897.27	897.22	898.48	896.96	899.06	896.70	899.96	896.44	900.45	896.17	900.16	895.73	899.91	895.10	899.84	894.28	898.72	893.27	896.95	892.24

1296 R4 | 1297 R4 | 1298 R4 | 1299 R4 | 1300 R4 | 1301 R4 | 1302 R4 | 1303 R4 | 1304 R4 | 1305 R4 | 1306 R4 | 1307 R4 | 1308 R4 | 1309 R4 | 1310 R4 | 1311 R4 | 1312 R4

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - RAMP R4	SHEET 250	E

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
417	1296+12	CHISLED "X" IN CMCP IN MEDIAN	97'LT.	890.68
B-14-38	705+11 S	DISC IN TOP OF PARAPET, S.W. CORNER	63'RT.	909.86
4175	687+55 S	R.R. SPIKE IN POWER POLE	58'RT.	894.74

STA. 704+24.47 S - 705+54.50 S, LT.
37.5' MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA. 707+88.30 S - 709+55.83 S, LT.
75' MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA. 692+31 S LT.
RECONSTRUCT P.E.
1 - 18" C.P. REQ'D.

MARK F. & JUDY A. HOLL

N

P.L.

ETERNAL LANE T.L.E.

T.L.E.

R/W

15 FH

PI 10+00.00 FH =
PI 693+90.00 S

685 S

690 S

695 S

700 S

705 S

710 S

STH 60

B.M. 4175

BEGIN CONSTRUCTION
STA. 690+00 S
MATCH EXISTING
SAW CUT REQ'D.

SLOPE INTERCEPT

CLYMAN CENTER CEMETERY
NO CONSTRUCTION VEHICLES ARE TO ACCESS THE FENCED OFF CEMETERY FOR ANY REASON, NOR MAY ANY CONSTRUCTION MATERIALS BE STORED IN THE FENCED OFF CEMETERY.

TIMOTHY C. &
NICOLE M. ZIMMERMAN

CLYMAN CENTER CEMETERY

SAFETY FENCE

MARK F. & JUDY A. HOLL

PI 1295+40.00 R4 =
PI 1295+40.00 R3 =
PI 703+90.64 S

1300 R4

1300

1300 R1

1298

1298 R3

1295 R1

B.M. 417

B.M. B-14-38

TRACY BROTHERS LLC

STH 26/60

STH 60

PI 1294+88.00 R2 =
PI 1294+88.00 R1 =
PI 709+86.13 S

30 B

JEFFERY A. &
JEAN M. KREUZIGER

STA. 704+19.27 S - 705+61.80 S, RT.
50' MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA. 707+94.10 S - 709+49.13 S, RT.
62.5' MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA. 690+74 S RT.
RECONSTRUCT P.E.
1 - 18" C.P. REQ'D.

STA. 694+21 S
1 - 30" CMP
TO BE REMOVED

STA. 694+21 S, RT.
2 - 18" CMP
TO BE REMOVED

STA. 698+76 S RT.
RECONSTRUCT P.E.
1 - 18" C.P. REQ'D.

MARK F. & JUDY A. HOLL

5

5

VPI STA 708+00.00
VPI EL 924.15

707+69.36
917.18

EXISTING GROUND

VPC STA 701+25.00
VPC EL 910.82

VPOT STA 690+00.00
VPOT EL 897.37

PROPOSED GROUND

VCL 200.00
K = 154.14

+1.97 %

+0.68 %

+0.40 %

+0.68 %

-0.50 %

-0.85 %

-2.23 %

K = 326.37
VCL 1350.00

STA. 690+00 S
BEGIN SPECIAL
DITCH RT.

STA. 690+00 S
BEGIN SPECIAL
DITCH LT.

STA. 691+00 S
END SPECIAL
DITCH LT.

STA. 692+00 S
END SPECIAL
DITCH RT.

STA. 690+00 S
BEGIN SPECIAL
DITCH RT.

STA. 695+00 S
END SPECIAL
DITCH RT.

VPC STA 695+75.00
VPC EL 901.26

VPI STA 696+75.00
VPI EL 901.94

VPT STA 697+75.00
VPT EL 903.91

STA. 700+00 S
BEGIN SPECIAL
DITCH RT.

STA. 702+00 S
END SPECIAL
DITCH RT.

SEE PROJECT 1390-04-96

STA. 706+70
STRUCTURE B-14-196 REQ'D.
2 - SPAN - 45 W PRESTRESSED GIRDER
SKEW 5° LHF

STA. 695+00 S
1 - 36"X93' RCCP REQ'D.

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

	687 S	688 S	689 S	690 S	691 S	692 S	693 S	694 S	695 S	696 S	697 S	698 S	699 S	700 S	701 S	702 S	703 S	704 S	705 S	706 S	707 S	708 S	709 S	710 S	711 S	712 S	713 S	714 S
EXISTING GROUND ELEVATION	893.62	895.30	896.46	897.37	897.98	898.11	898.33	898.77	899.10	899.64	900.70	901.66	902.57	903.77	905.13	906.21	907.28	908.49	905.31	889.74	884.61	917.17	916.92	916.37	915.51	914.34	912.87	911.09
PROPOSED GROUND ELEVATION				897.37	898.05	898.72	899.40	900.08	900.75	901.45	902.61	904.41	906.38	908.36	910.33	912.22	913.81	915.09	916.07	916.74	917.11							

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - STH 60	SHEET 251	E

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
4171	12+51 D5	CHISLED "□" ON CMCP, S. OF ROAD	17' RT.	880.68

STA. 733+36.77 S - 735+54.30 S, LT.
125' MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA. 736+70.20 S - 739+37.73 S, LT.
175' MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

N

HOLL FAMILY TRUST

TRACY BROTHERS LLC

STA. 727+49.55 S LT.
F.E. BUILT UNDER
PROJECT 1390-04-96

STA.739+38.00 S
22'LT.
BEGIN TAPER

STA.739+88.00 S
17'LT.
END TAPER

STA.733+36.77 S
22'LT.
END TAPER

STA.732+86.77 S
17'LT.
BEGIN TAPER

STA.739+05.00 S
17'RT.
END TAPER

STA.738+55.00 S
22'RT.
BEGIN TAPER

STA.732+03.65 S
17'RT.
BEGIN TAPER

STA.732+53.65 S
22'RT.
END TAPER

STA. 735+98
STRUCTURE B-14-198
BUILT UNDER
PROJECT 1390-04-96

STA. 732+53.67 S - 735+21.20 S, RT.
175' MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA. 736+37.10 S - 738+54.63 S, RT.
125' MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA. 727+49.55 S RT.
F.E. BUILT UNDER
PROJECT 1390-04-96

STA. 34+00 B RT.
CONSTRUCT P.E.

PI 10+00.00 D5 =
PI 34+00.00 B

PI 41+04.57 B =
PI 720+00.00 S

BIWER ROAD

B.M. 4171

P.L.

15 D8

RAILROAD

UNION PACIFIC

P.L.E.

H.E.

R/W

715 S

720 S

725 S

730 S

735 S

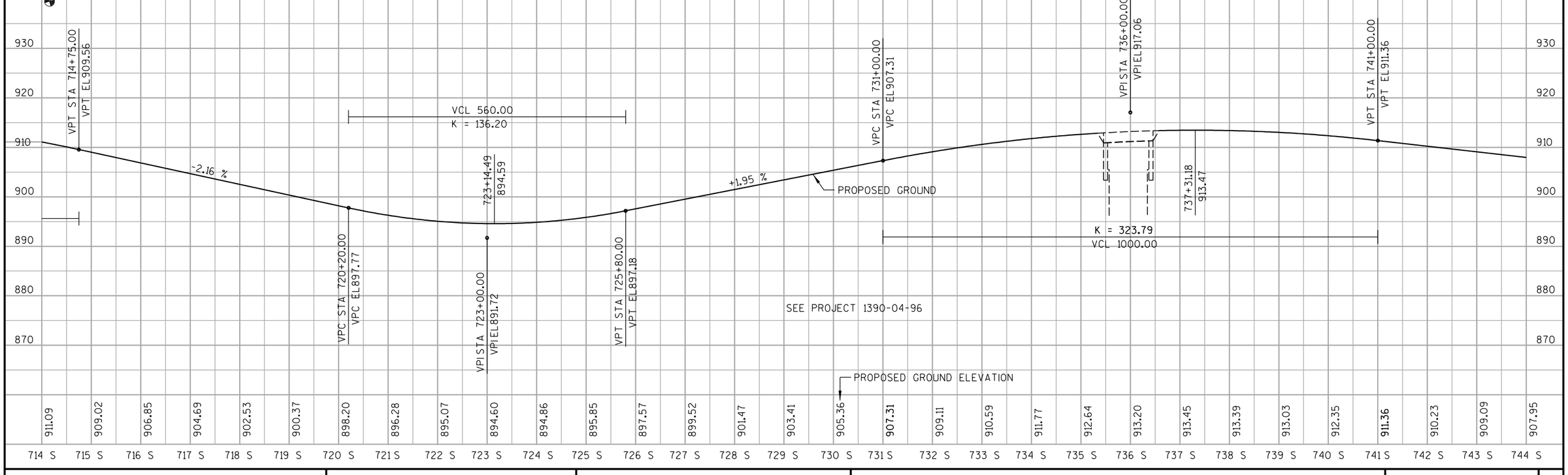
740 S

745 S

STH 60

35 B

40 B



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - STH 60	SHEET 252	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\050111_pp.dgn
PLOT DATE : 7/30/2013
PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : 200.0000 sf / in.

WISDOT/CADDS SHEET 40

HOLL FAMILY TRUST

T.L.E.

T.L.E.

R/W

760 S

755 S

STH 60

R/W

750 S

R/W

745 S

R/W

P.I. 10+00.00 TR =
P.I. 747+92.11 S

HOLL FAMILY TRUST

HOLL FAMILY TRUST

STA. 764+00 S RT.
F.E. BUILT UNDER
PROJECT 1390-04-96

P.I. 10+00.00W =
P.I. 765+71.49 S

R/W

CTH W

OBLITERATE OLD ROAD

JEFFERY A. &
JEAN M. KREUZIGER

R/W

770 S

P.L.

RICHARD R. &
DALENE M. FIRARI

STA. 773+28 S
1- 42" CMP
TO BE REMOVED

R/W

775 S

P.L.

ERIC J. &
JAQUELYN ANN
HOWLETT

5

5

910
900
890
880
870
860
850

-1.14 %

-1.14 %

-0.74 %

+0.60 %

PROPOSED GROUND

VCL 400.00
K = 1012.90

VCL 500.00
K = 371.97

VPC STA 756+00.00
VPC EL894.28

VPI STA 758+00.00
VPI EL892.00

VPT STA 760+00.00
VPT EL890.51

VPC STA 766+25.00
VPC EL885.86

VPI STA 768+75.00
VPI EL884.00

769+01.82
884.83

VPT STA 771+25.00
VPT EL885.50

VPC STA 774+00.00
VPC EL887.15

SEE PROJECT 1390-04-96

PROPOSED GROUND ELEVATION

907.95 906.81 905.67 904.53 903.39 902.25 901.11 899.97 898.83 897.70 896.56 895.42 894.28 893.19 892.20 891.31 890.51 889.77 889.02 888.28 887.53 886.79 886.05 885.38 884.97 884.83 884.96 885.36 885.95 886.55 887.15

744 S 745 S 746 S 747 S 748 S 749 S 750 S 751 S 752 S 753 S 754 S 755 S 756 S 757 S 758 S 759 S 760 S 761 S 762 S 763 S 764 S 765 S 766 S 767 S 768 S 769 S 770 S 771 S 772 S 773 S 774 S

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - STH 60	SHEET 253	E

STA. 779+71 S LT.
RECONSTRUCT F.E.

WAYNE M & GENEVIEVE R ZIELICKE (VENDOR)
& LELAND D & MARIBETH H BRUNI (PURCHASER)

RICHARD R. & DALENE M. FIRARI

ERIC J. & JAQUELYN ANN HOWLETT

P.L.

END CONSTRUCTION
STA. 782+50 S
MATCH EXISTING
SAW CUT REQ'D.

R/W
SLOPE INTERCEPT
T.L.E.
T.L.E.
R/W
780 S
775 S
785 S
STH 60
R/W
SLOPE INTERCEPT
B.M. 426
R/W

SEPTIC
RUINS SEPTIC

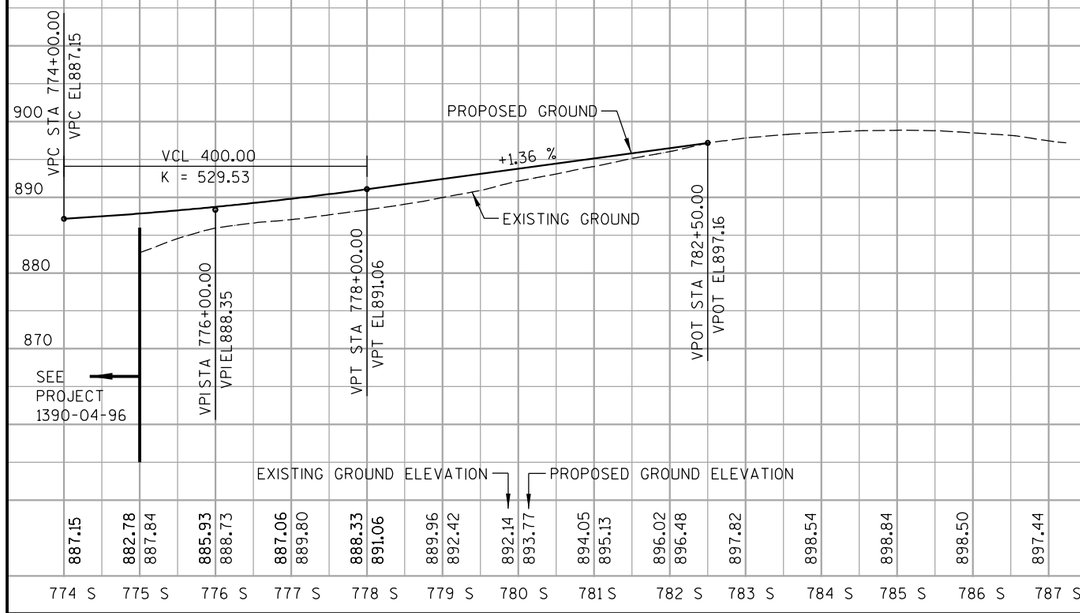
N

5

5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
426	782+84 S	CHISLED "X" ON W. END OF CMCP	50' RT.	892.13



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - STH 60	SHEET 254	E

HOLL FAMILY TRUST

N

T.L.E.

10 TR

T.L.E.

PC 0+00.00 T =
PC 27+49.20 TR

T.L.E.

JEFFERY A. & JEAN M. KREUZIGER

PI 10+00.00 TR =
PI 747+92.11 S

R/W

745 S

10 TR

750 S

15 TR

T.L.E.

25 TR

20 TR

TEMPORARY ROAD

R/W

T.L.E.

BEGIN CONSTRUCTION
STA. 10+00 TR

STH 60

755 S

HOLL FAMILY TRUST

HOLL FAMILY TRUST

R/W

R/W

160 S

5 T

5

5

VPOT STA 47+92.11
VPOT EL 903.48

VPI STA. 12+19.42 TR
VPI EL. 901.64

VPI STA. 13+00.00 TR
VPI EL. 900.89

VCL = 800.00'
K = 2802.81

VPC STA. 30+20.00 TR
VPC EL. 885.64

-1.14 %

-0.84%

-0.93 %

-0.89%

-0.89 %

VPOT STA 10+00.00
VPOT EL 903.48

PROPOSED GROUND

SEE PROJECT 1390-04-96

PROPOSED GROUND ELEVATION

920 910 900 890 880 870 860

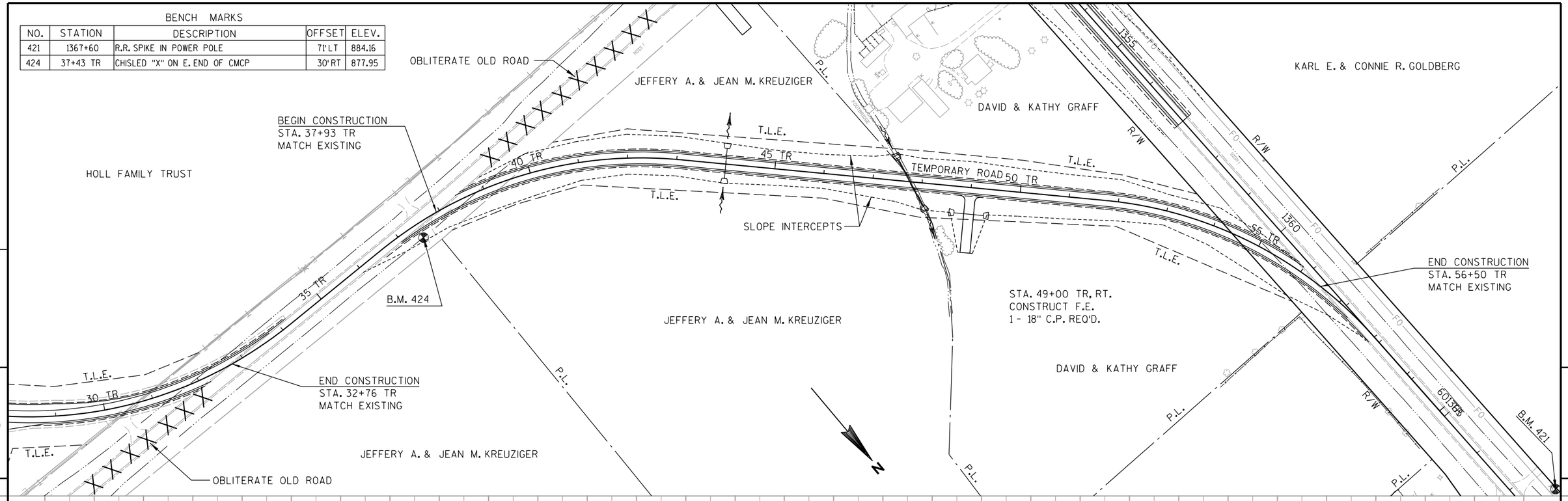
907.73 906.57 905.40 904.24 903.48 902.64 901.80 900.89 900.00 899.11 898.23 897.34 896.45 895.57 894.68 893.79 892.91 892.02 891.13 890.25 889.36 888.48 887.59 886.70 885.82 884.94

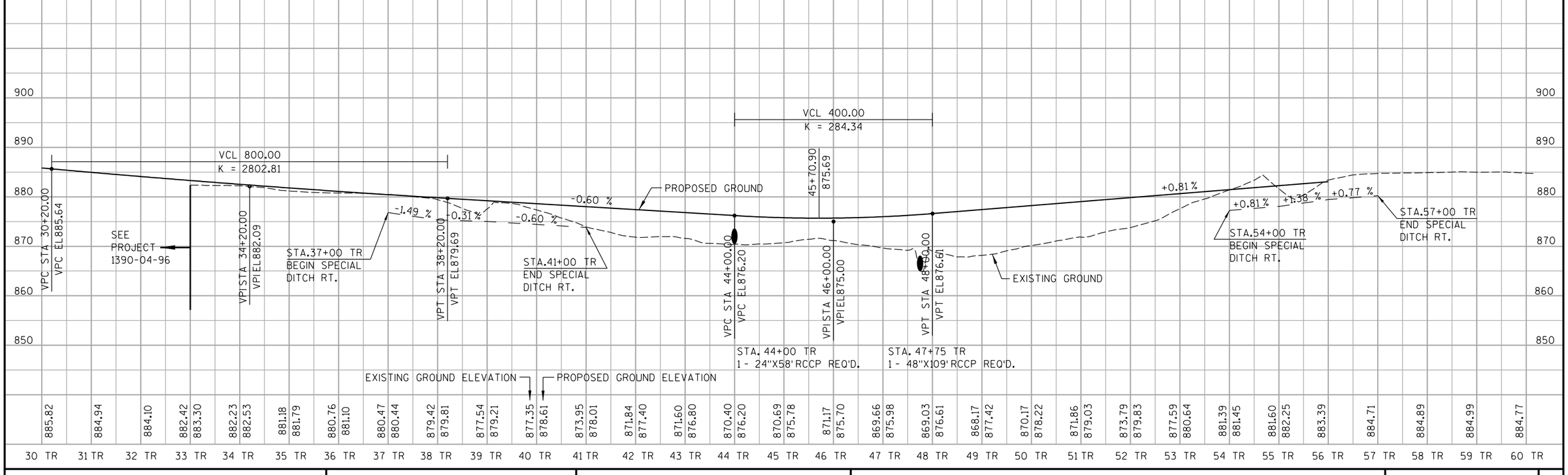
744 S 745 S 746 S 747 S 10 TR 11 TR 12 TR 13 TR 14 TR 15 TR 16 TR 17 TR 18 TR 19 TR 20 TR 21 TR 22 TR 23 TR 24 TR 25 TR 26 TR 27 TR 28 TR 29 TR 30 TR 31 TR

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - TEMPORARY ROAD	SHEET 255	E

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
421	1367+60	R.R. SPIKE IN POWER POLE	71'LT	884.16
424	37+43 TR	CHISLED "X" ON E. END OF CMCP	30'RT	877.95





PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - TEMPORARY ROAD	SHEET 256	E

JEFFERY A. & JEAN M. KREUZIGER

JEFFERY A. & JEAN M. KREUZIGER

STA. 6+25 T, LT.
CONSTRUCT F.E.
1 - 18" C.P. REQ'D.

END CONSTRUCTION
STA. 17+50 W
MATCH EXISTING

JEFFERY A. & JEAN M. KREUZIGER

N

RICHARD R. & DALENE M. FIRARI

P.L.

T.L.E.

B.M. 424

OBLITERATE OLD ROAD

END CONSTRUCTION
STA. 4+83 T
MATCH EXISTING

SLOPE INTECEPT

B.M. 425

SLOPE INTECEPT

OBLITERATE OLD ROAD

R/W

35 TR

30 LT

T.L.E.

TEMPORARY ROAD

TEMPORARY CONNECTION

T.L.E.

STA. 6+25 T, RT.
EXISTING F.E.
TO REMAIN

STA. 3+46.53 T
EXISTING 24" RCCP
TO BE REMOVED

CTH W

STA. 14+50 W, LT.
CONSTRUCT F.E.
1 - 18" C.P. REQ'D.

STH 60

770 S

765 S

HOLL FAMILY TRUST

HOLL FAMILY TRUST

HOLL FAMILY TRUST

ERIC J. & JAQUELYN ANN HOWLETT

PC 0+00.00 T =
PC 27+49.20 TR

25 TR

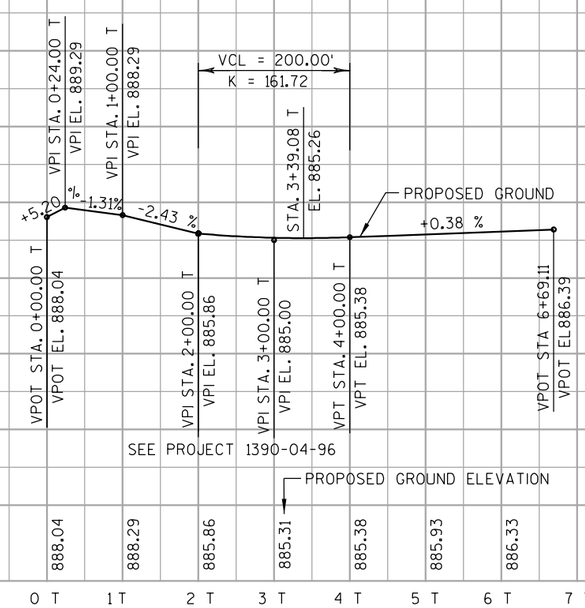
STA. 10+00.00 W =
STA. 765+71.49 S
TYPE D INTERSECTION
W/BYPASS LANE REQ'D.

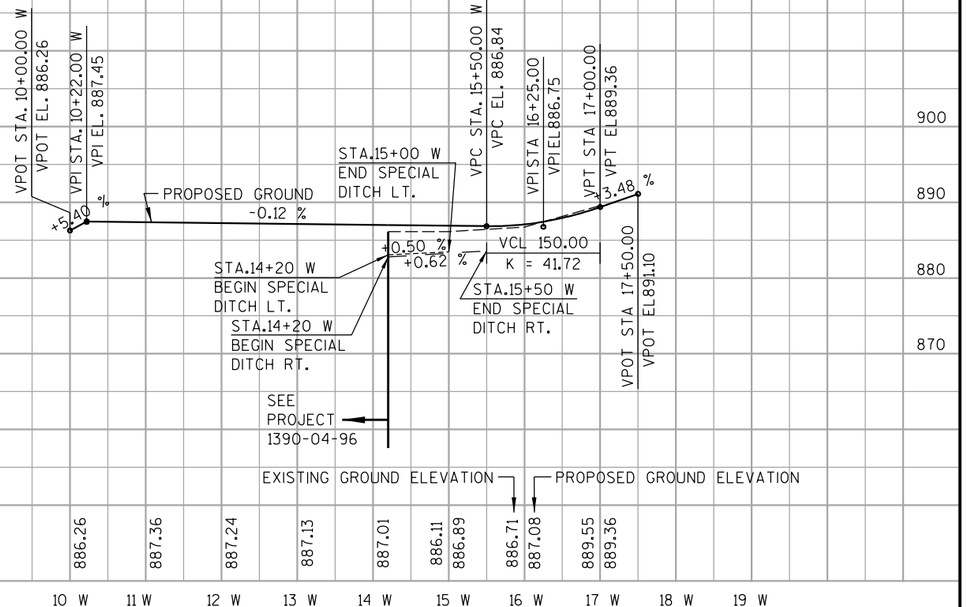
5

5

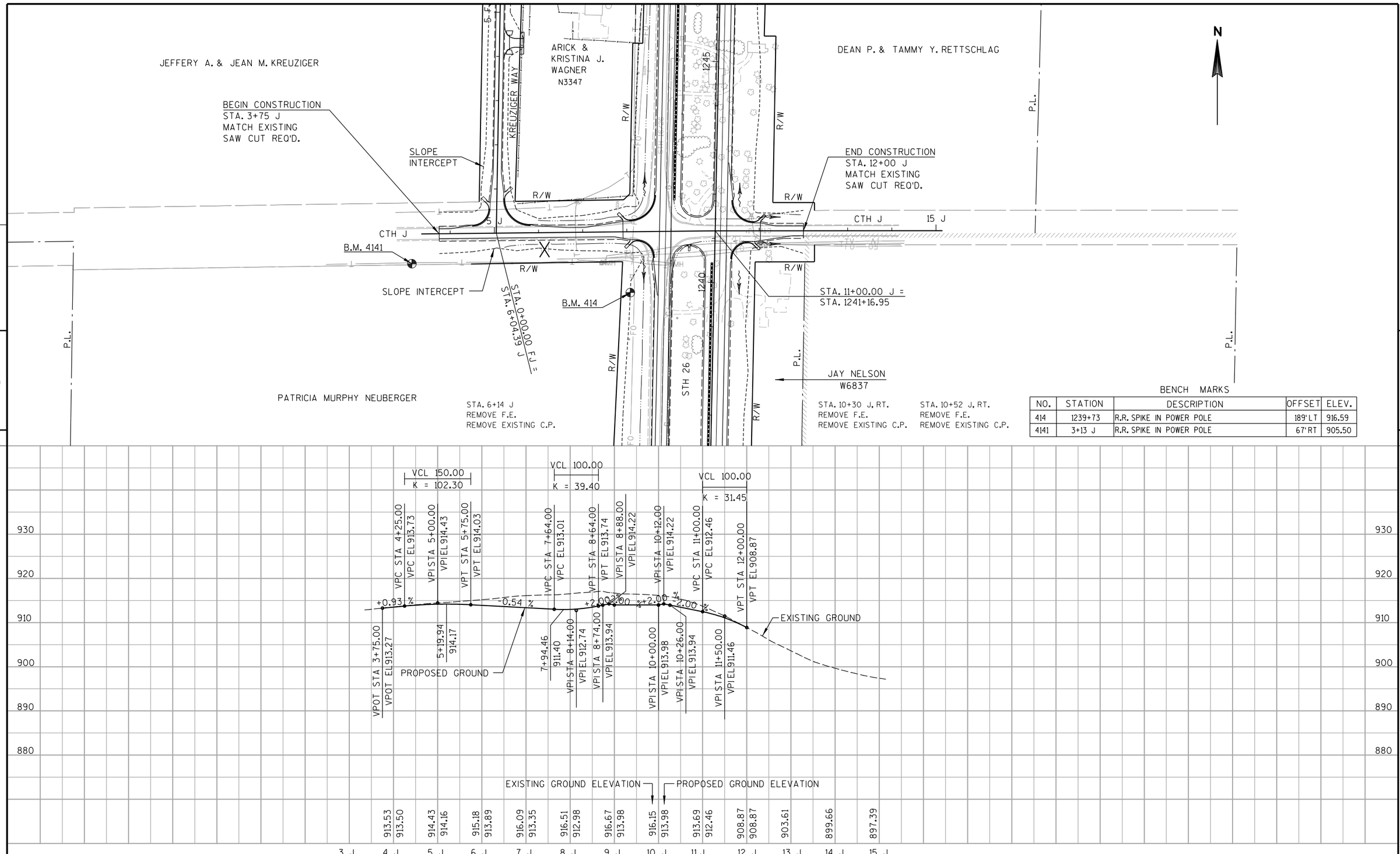
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
424	37+43 TR	CHISLED "X" ON E. END OF CMCP	30' RT	877.95
425	14+75 W	CHISLED "X" ON W. END OF CMCP	60' LT	886.10





PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - STH 60 TEMPORARY CONNECTION / CTH W	SHEET 257	E



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
414	1239+73	R.R. SPIKE IN POWER POLE	189' LT	916.59
4141	3+13 J	R.R. SPIKE IN POWER POLE	67' RT	905.50

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - CTH J	SHEET 258 E

STA. 4+31 FJ RT.
CONSTRUCT F.E.
1 - 18" C.P. REQ'D.

STA. 6+94 FJ RT.
CONSTRUCT P.E.
1 - 18" C.P. REQ'D.

STA. 13+75 FJ LT.
CONSTRUCT F.E.
1 - 18' C.P. REQ'D.

N

STA. 13+75 FJ RT.
CONSTRUCT F.E.

JEFFERY A. & JEAN M. KREUZIGER

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
414	1239+73	R.R. SPIKE IN POWER POLE	189' LT	916.59
4141	3+13 J	R.R. SPIKE IN POWER POLE	67' RT	905.50
415	1256+37	CHISLED "X" IN W. END OF CMCP	139' LT	896.10
416	1268+01	CHISLED "X" IN E. END OF CMCP	66' LT	888.14

STA. 27+00 FJ LT.
CONSTRUCT F.E.
1 - 18' C.P. REQ'D.

STA. 27+00 FJ RT.
CONSTRUCT F.E.

MARK F. &
JUFY A. HOLL

STA. 24+50 FJ RT.
CONSTRUCT C.E.

B.M. 4141

CTH J

STA. 0+00.00 FJ =
STA. 6+04.39 J

SLOPE INTERCEPT

R/W

KREUZIGER WAY

5 FJ

10 FJ

15 FJ

20 FJ

25 FJ

T.L.E.

P.L.

ARICK & KRISTINA J. WAGNER
N3347

B.M. 414

SLOPE INTERCEPT

JEFFERY A. & JEAN M. KREUZIGER

TODD C. & WENDY L. MCINNIS
N3469

MARK F. &
JUFY A. HOLL

SEPTIC

TANKS

SIGN

STH 26

B.M. 415

B.M. 416

1240

1245

1250

1255

1260

1265

1270

5

5

930

920

910

900

890

880

VPOT STA 0+00.00
VPOT EL 914.16

-2.00 %

VCL 200.00
K = 118.55

VPI STA 0+12.00
VPI EL 913.92

VPC STA 1+50.00
VPC EL 911.16

VPI STA 2+50.00
VPI EL 909.16

VPT STA 3+50.00
VPT EL 908.85

STA. 7+00 FJ
BEGIN SPECIAL
DITCH LT.

-0.31 %

-0.31 %

+0.83 %

EXISTING GROUND

-0.30 %

VCL 300.00
K = 504.89

VPC STA 9+50.00
VPC EL 906.97

VPI STA 11+00.00
VPI EL 906.50

11+08.00
906.72

VPT STA 12+50.00
VPT EL 906.92

-0.30 %

PROPOSED GROUND

+0.28 %

+0.30 %

VPC STA 17+50.00
VPC EL 908.33

+0.45 %

SPECIAL DITCH LT.

VPI STA 19+00.00
VPI EL 908.75

19+49.57
908.61

K = 709.57
VCL 300.00

VPT STA 20+50.00
VPT EL 908.54

-0.43 %

-0.40 %

-0.14 %

+0.52 %

STA. 8+00 FJ
1 - 19"X30"X37' RCHECP REQ'D.

STA. 13+37 FJ
1 - 19"X30"X38' RCHECP REQ'D.

STA. 26+67 FJ
1 - 19"X30"X36' RCHECP REQ'D.

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

0 FJ	1 FJ	2 FJ	3 FJ	4 FJ	5 FJ	6 FJ	7 FJ	8 FJ	9 FJ	10 FJ	11 FJ	12 FJ	13 FJ	14 FJ	15 FJ	16 FJ	17 FJ	18 FJ	19 FJ	20 FJ	21 FJ	22 FJ	23 FJ	24 FJ	25 FJ	26 FJ	27 FJ	28 FJ
914.46	907.80	906.79	905.64	905.17	904.72	904.06	903.01	903.01	903.27	903.28	903.19	902.88	903.30	903.25	903.17	903.20	904.12	905.36	906.28	905.50	905.48	905.01	904.83	904.74	904.03	904.16	904.32	904.33
914.16	912.16	910.27	909.11	908.69	908.38	908.06	907.75	907.44	907.13	906.84	906.72	906.81	907.06	907.34	907.63	907.91	908.19	908.45	908.59	908.59	908.47	908.33	908.18	908.04	907.90	907.76	907.62	907.48

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - KREUZIGER WAY	SHEET 259	E

STA. 33+75 FJ.
CONSTRUCT F.E.
1 - 18" C.P. REQ'D.

STA. 34+25 FJ.
CONSTRUCT P.E.
1 - 18" CMP REQ'D.

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
417	1296+12	CHISLED "X" IN CMCP IN MEDIAN	97'LT.	890.68
B-14-38	705+11 S	DISC IN TOP OF PARAPET, S.W. CORNER	63'RT.	909.86

CLYMAN CENTER CEMETERY
NO CONSTRUCTION VEHICLES ARE TO ACCESS THE FENCED OFF CEMETERY FOR ANY REASON, NOR MAY ANY CONSTRUCTION MATERIALS BE STORED IN THE FENCED OFF CEMETERY.

N

CLYMAN CENTER CEMETERY
SAFETY FENCE
P.L.
R/W
MARK F. & JUDY A. HOLL
MARK F. & JUDY A. HOLL
END CONSTRUCTION
STA. 34+28 FJ
SLOPE INTERCEPT
R/W
KREUZIGER WAY
30 FJ
35 FJ
T.L.E.
SLOPE INTERCEPT
MARK F. & JUDY A. HOLL
MARK F. & JUDY A. HOLL
SEPTIC
RAMP 3
RAMP 4
RAMP 2
RAMP 1
STH 16
STH 26
STH 16/26
STH 26/60
1275 R3
1280 R3
1285 R3
1290 R3
1295 R3
1300 R4
1275 R2
1280 R2
1285 R2
1290 R2
1295 R1
1270
1275
1280
1285
1290
1295
1300
B.M. 417
B.M. B-14-38
705 S
FO
T
5

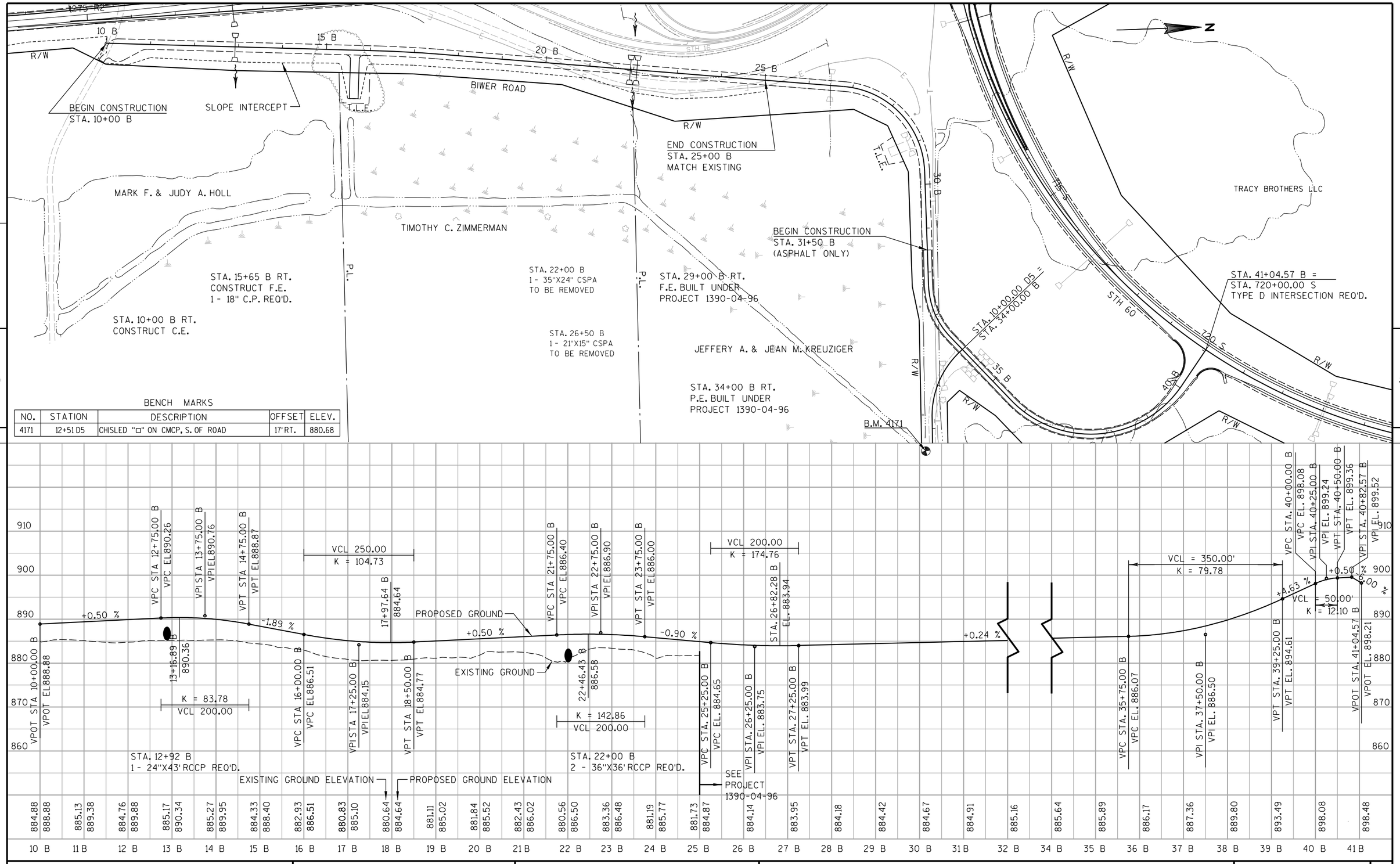
930
920
910
900
890
880

PROPOSED GROUND
-0.14 %
+0.34 %
K = 114.88
VCL 200.00
-1.88 %
VPC STA 31+00.00
VPC EL907.05
VPI STA 32+00.00
VPI EL906.91
VPT STA 33+00.00
VPT EL905.03
VPOT STA 34+60.82
VPOT EL902.00
STA.31+00 FJ
END SPECIAL
DITCH LT.
EXISTING GROUND

EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION

28 FJ	29 FJ	30 FJ	31 FJ	32 FJ	33 FJ	34 FJ	35 FJ	36 FJ
904.33	904.46	904.90	905.03	904.74	903.14	900.41		
907.48	907.33	907.19	907.05	906.47	905.03	903.14		

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - KREUZIGER WAY	SHEET 260	E



5

5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
4171	12+51 D5	CHISLED "□" ON CMCP, S. OF ROAD	17' RT.	880.68

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - BIWER ROAD	SHEET 261 E

STA. 13+00 FH, LT.
CONSTRUCT F.E.
1 - 18" C.P. REQ'D.

STA. 15+50 FH, LT.
CONSTRUCT F.E.
1 - 18" C.P. REQ'D.

STA. 22+57 FH, RT.
CONSTRUCT P.E.
1 - 18" C.P. REQ'D.

STA. 24+62 FH
CONSTRUCT F.E.

N

MARK F. & JUDY A. HOLL

STA. 10+00 FH =
STA. 693+90 S

P.L.

R/W

T.L.E.

695 S

STH 60

R/W 15 FH

MARK F. & JUDY A. HOLL

MENGEL CEMETERY
NO CONSTRUCTION VEHICLES ARE TO ACCESS THE FENCED OFF CEMETERY FOR ANY REASON, NOR MAY ANY CONSTRUCTION MATERIALS BE STORED IN THE FENCED OFF CEMETERY.

SLOPE INTERCEPTS

ETERNAL LANE

20' FH

END CONSTRUCTION
STA. 24+75 FH

25' FH

TOWN OF CLYMAN

R/W

T.L.E.

P.L.

CEMETERY

SAFETY FENCE

MARK F. & JUDY A. HOLL

TIMOTHY C. ZIMMERMAN

696 S

1305 R4

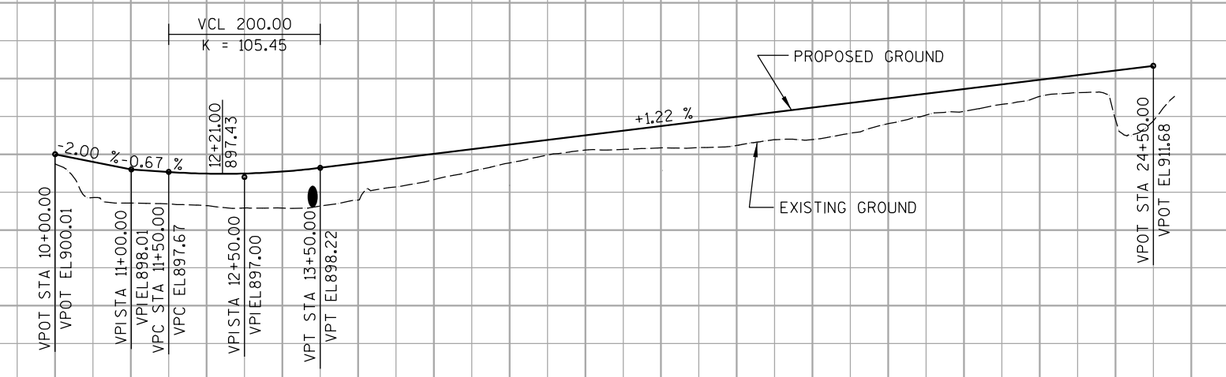
1310 R4

1310

1310 R4

STH 26

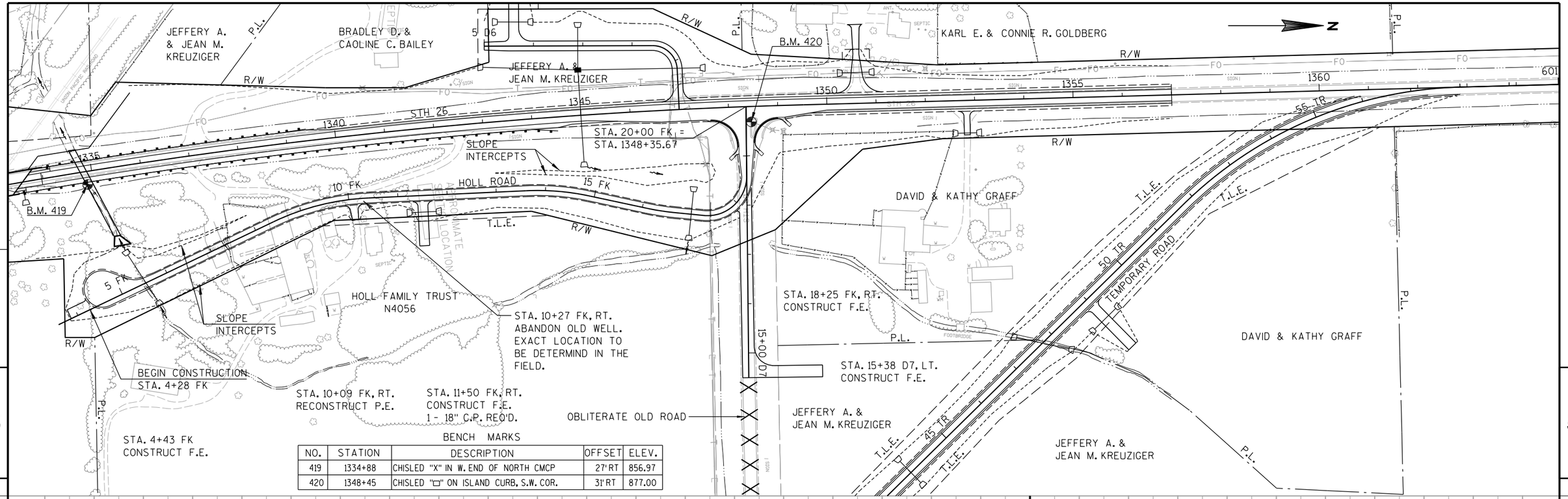
FO



STA. 13+40 FH
1 - 29"X45"X37' RCHECP REQ'D.

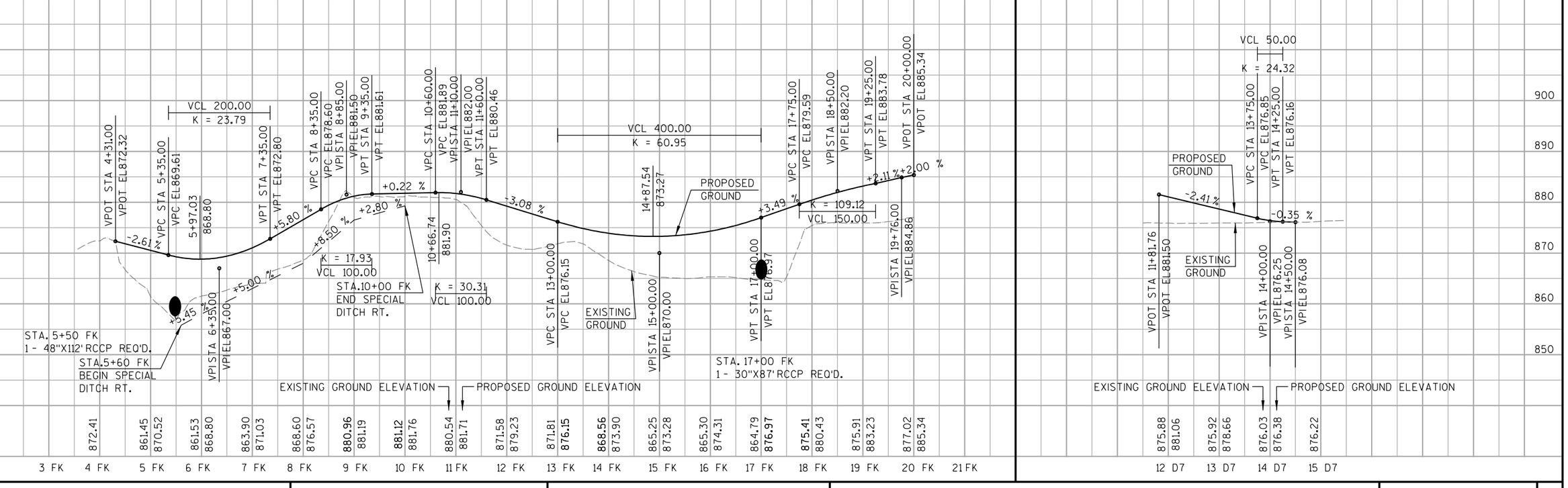
	10 FH	11 FH	12 FH	13 FH	14 FH	15 FH	16 FH	17 FH	18 FH	19 FH	20 FH	21 FH	22 FH	23 FH	24 FH	25 FH
EXISTING GROUND ELEVATION	898.71	893.56	**893.23**	892.91	893.98	896.66	**898.88**	**900.55**	900.84	901.18	901.93	904.06	905.68	907.65	904.55	
PROPOSED GROUND ELEVATION	900.01	898.01	897.46	897.73	898.83	900.06	901.28	902.50	903.73	904.95	906.17	907.40	908.62	909.84	911.07	

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - ETERNAL LANE	SHEET 262	E



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
419	1334+88	CHISLED "X" IN W. END OF NORTH CMCP	27' RT	856.97
420	1348+45	CHISLED "□" ON ISLAND CURB, S.W. COR.	31' RT	877.00



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - HOLL ROAD & DRIVEWAY D7	SHEET 263 E

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
419	1334+88	CHISLED "X" IN W. END OF NORTH CMCP	27' RT	856.97
420	1348+45	CHISLED "□" ON ISLAND CURB, S.W. COR.	31' RT	877.00

N

STA. 5+60 D6, LT.
CONSTRUCT F.E.
1 - 18" C.P. REQ'D.

JEFFERY A. & JEAN M. KREUZIGER

P.L.

KARL E. & CONNIE R. GOLDBERG

P.L.

UNION PACIFIC RAILROAD

P.L.

TIMOTHY SCHLESNER

P.L.

BRADLEY D. &
CAROLINE C. BAILEY

P.L.

T.L.E.

MANHOLE 4X4-FT

SLOPE INTERCEPT

STA. 10+00 D6 =
STA. 1347+00

T.L.E.

5 D6

25' R.

R/W

T.L.E.

R/W

R/W

STH 26

1330 1335 1340 1345 1350 1355

25' R.

25' R.

B.M. 419

10' FK

HOLL ROAD

15' FK

B.M. 420

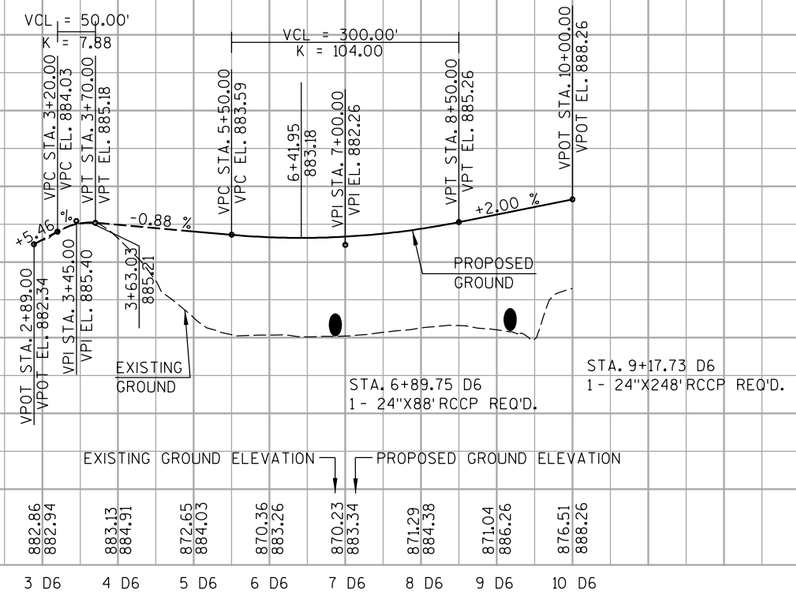
R/W

DAVID & KATHY GRAFF

5

5

DRIVEWAY D6



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - DRIVEWAY D6	SHEET 264	E

ROBERT L. PERKINS
N3123

PATRICIA MURPHY NEUBERGER

ARICK & KRISTINA J. WAGNER
N3347

JAY NELSON
W6837

SANDY CREEK LLC

DEAN P. & TAMMY Y. RETTSCHLAG

KREUZIGER WAY

STH 26

CTH J

SLOPE INTERCEPT

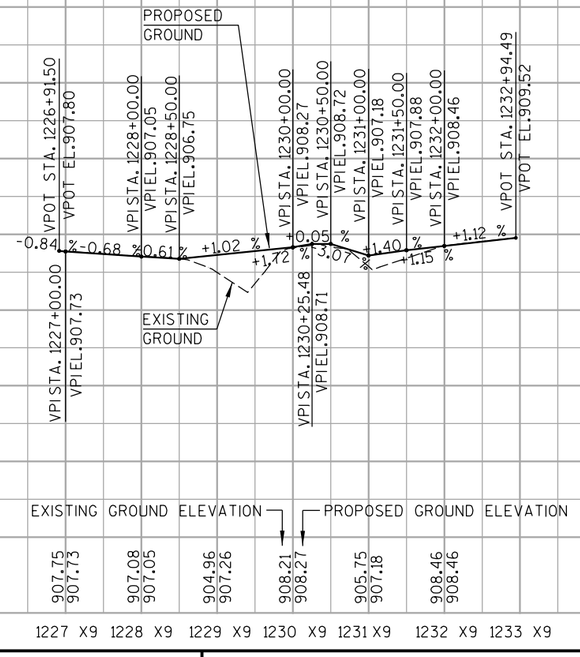
B.M. 414

P.I. = 1228+35.96 X9
Y 669983.39
X 874679.18
Δ. = 20°28'20" RT.
D. = 7°09'43"
T. = 144.46'
L. = 285.85'
R. = 800.00'

P.I. = 1231+53.11 X9
Y 670281.05
X 874797.27
Δ. = 20°28'20" LT.
D. = 7°09'43"
T. = 144.46'
L. = 285.85'
R. = 800.00'

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
414	1239+73	R.R. SPIKE IN POWER POLE	189' LT	916.59



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PLAN & PROFILE - CROSSOVER X9	SHEET 265	E

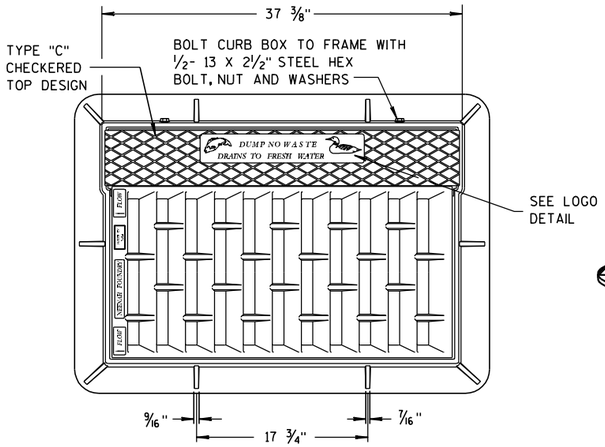
Standard Detail Drawing List

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
08B10-01	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D03-06	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D15-04A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08D15-04B	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
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
08F05-01	CLASS "B" BEDDING FOR CULVERT PIPE OR STORM SEWER
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13B02-06	CONCRETE PAVEMENT APPROACH SLAB
13C01-15	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-10A	RURAL DOWELED CONCRETE PAVEMENT
13C11-10B	RURAL DOWELED CONCRETE PAVEMENT
13C16-02A	DETAIL FOR RIGHT TURN LANE/TEE INTERSECTION BYPASS LANE ON A CONRETE ROADWAY
13C16-02B	DETAIL FOR RIGHT TURN LANE/TEE INTERSECTION BYPASS LANE ON A CONRETE ROADWAY
13C17-01A	CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI
13C17-01B	CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI
13C18-01A	CONCRETE PAVEMENT JOINTING
14B26-02A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-02C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-02D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-02E	STEEL THRIE BEAM BULLNOSE TERMINAL
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)
14B45-03E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
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
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
15C06-05	SIGNING & MARKING FOR TWO LANE BRIDGES
15C07-12B	PAVEMENT MARKING WORDS

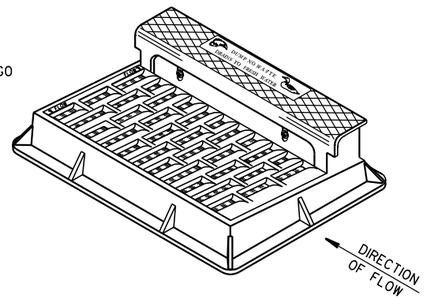
6

Standard Detail Drawing List

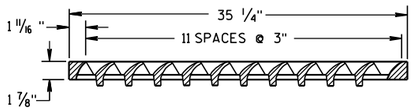
15C07-12C	PAVEMENT MARKING ARROWS
15C08-15A	PAVEMENT MARKING (MAINLINE)
15C08-15B	PAVEMENT MARKING (INTERSECTIONS)
15C08-15E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-15F	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C10-10	PAVEMENT MARKINGS FOR DROP LANES FREEWAY/EXPRESSWAY
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-03	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C21-04	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-01B	LANE DROP PAVEMENT MARKING
15D11-03	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-02	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
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
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS

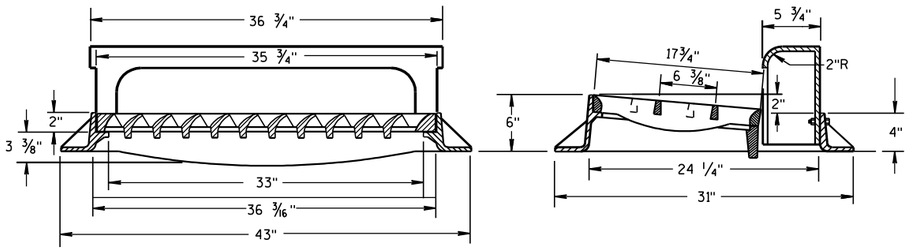


NOTE:
GRATE IS REVERSIBLE.



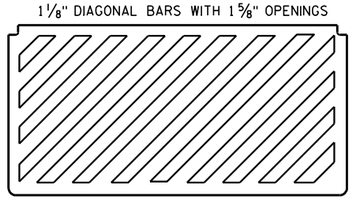
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"





TYPE "H"

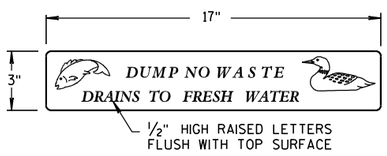
(APPROXIMATE WEIGHT 441 LBS.)
FRAME..... 181 LBS.
GRATE..... 146 LBS.
CURB BOX..... 114 LBS.



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

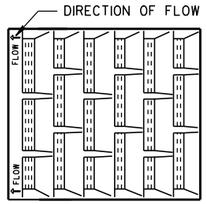
GENERAL NOTES

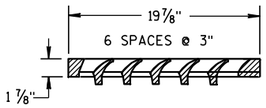
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

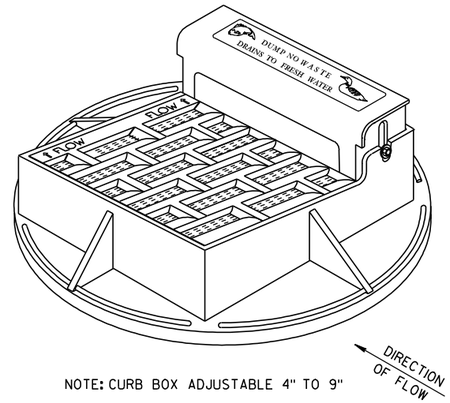
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

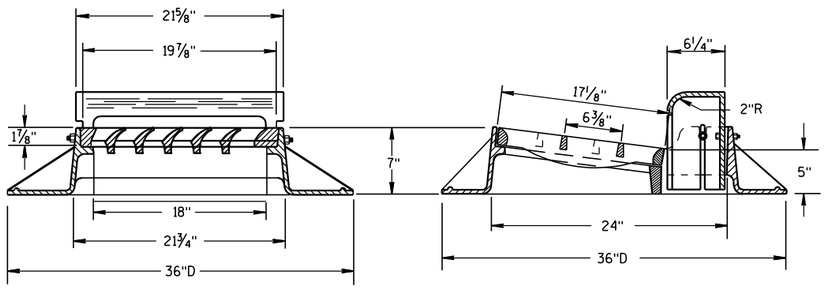
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





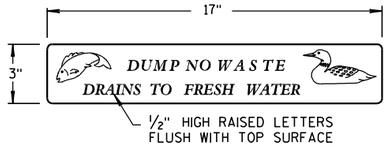


NOTE: CURB BOX ADJUSTABLE 4" TO 9"



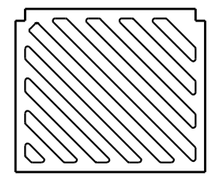
TYPE "A"

(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.

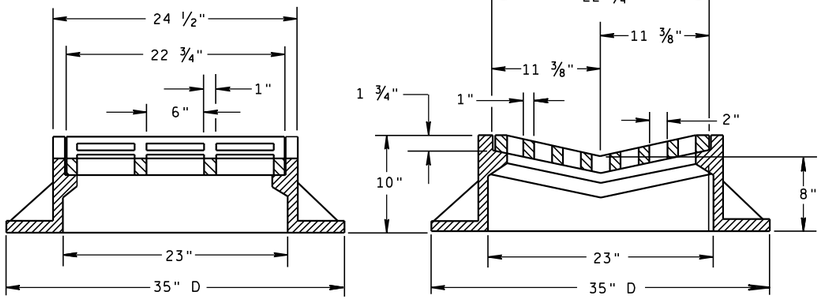
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

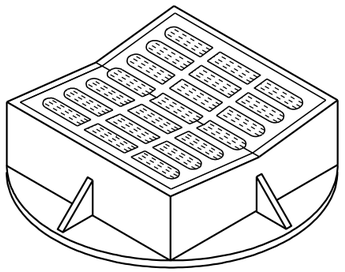
INLET COVERS TYPE A, H, A-S, & H-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 8 A 5-18a

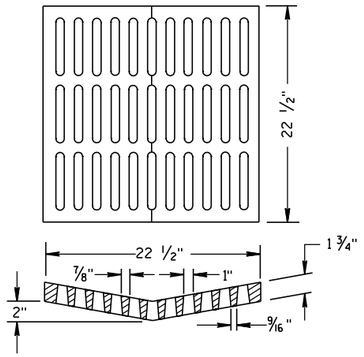




TYPE "B"

(APPROXIMATE WEIGHT 405 LBS.)

FRAME..... 294 LBS.
GRATE..... 111 LBS.

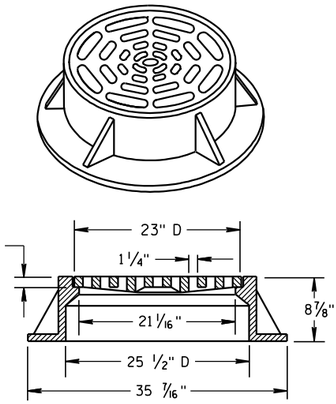


ALTERNATIVE GRATE FOR TYPE "B" COVER

(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.

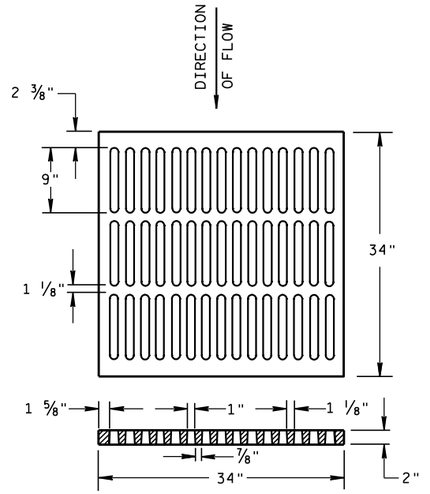
GENERAL NOTES

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.

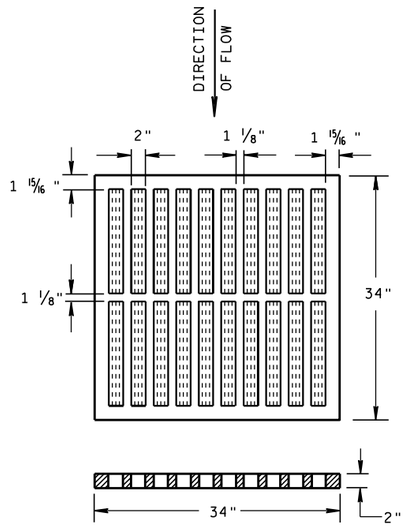


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 329 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

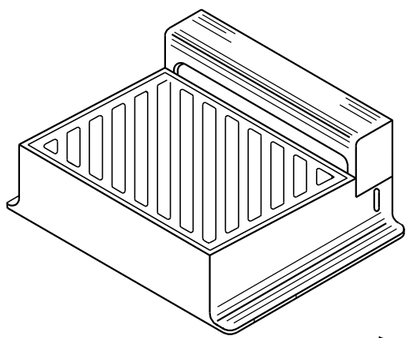


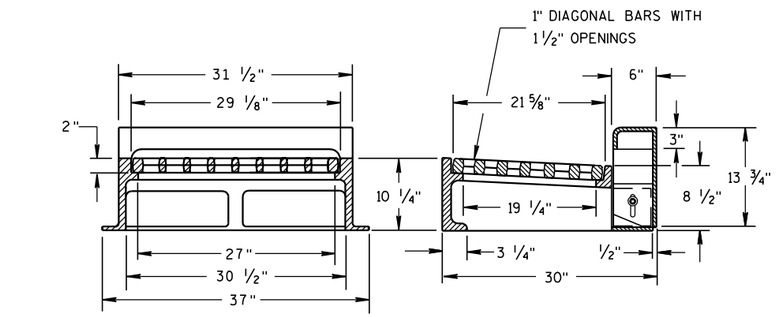
TYPE "MS"

(APPROXIMATE GRATE WEIGHT 268 LBS.)

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE





NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

DIRECTION OF FLOW

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

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

269

ENT

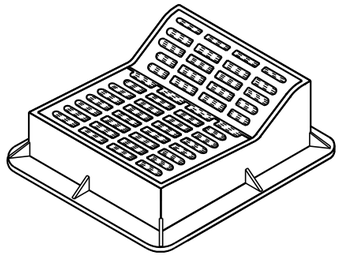
FHWA

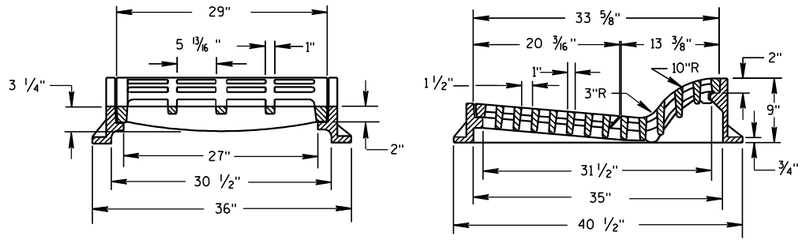
6

S.D.D. 8 A 5-18b

6

S.D.D. 8 A 5-18b



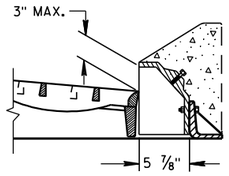


TYPE "F"

(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

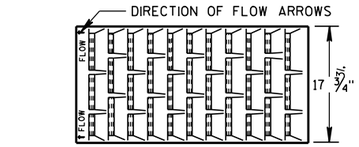
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

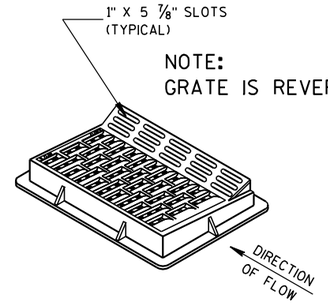
GENERAL NOTES

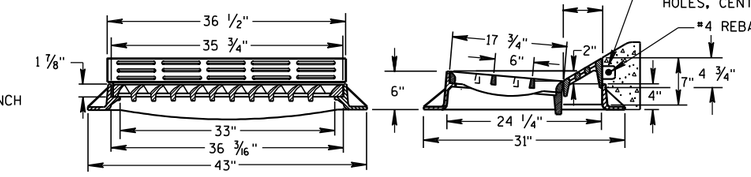
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.





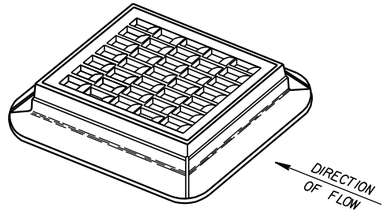


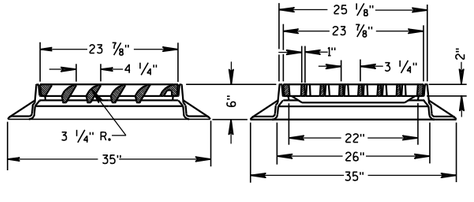
TYPE "HM"

(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

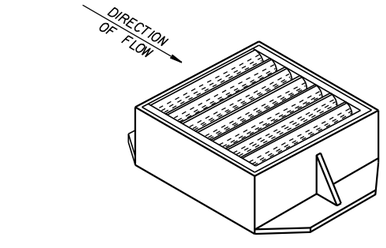


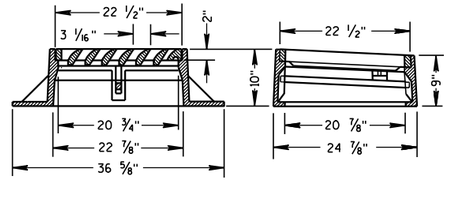


TYPE "S"

(APPROXIMATE WEIGHT 333 LBS.)

FRAME.....164 LBS.
GRATE..... 169 LBS.

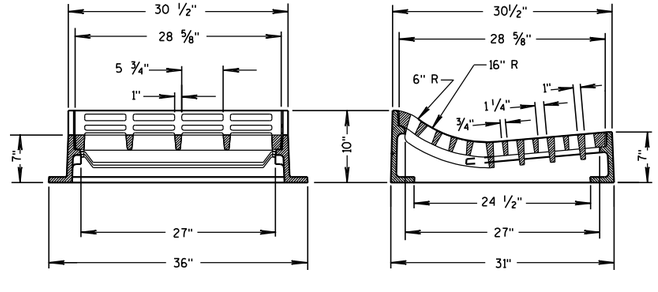




TYPE "V"

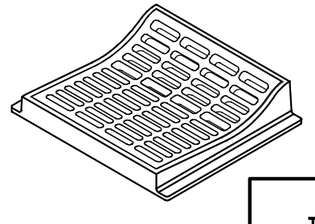
(APPROXIMATE WEIGHT 410 LBS.)

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
FHWA

270

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S.D.D. 8 A 5-18c

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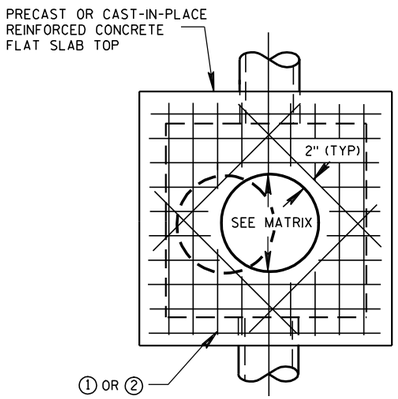
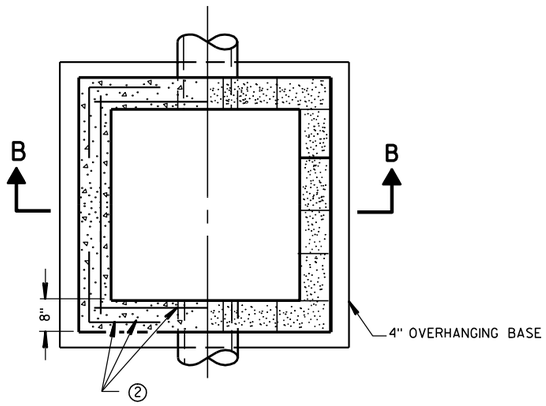
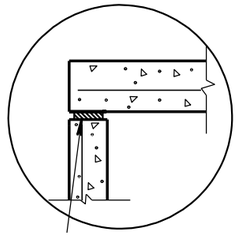
S.D.D. 8 A 5-18c



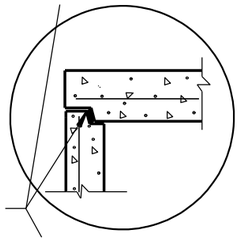
PLAN VIEW
CIRCULAR OPENING



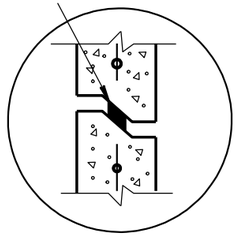
SECTION A-A
PLAN VIEW



TOP WITH PLAIN END JOINT

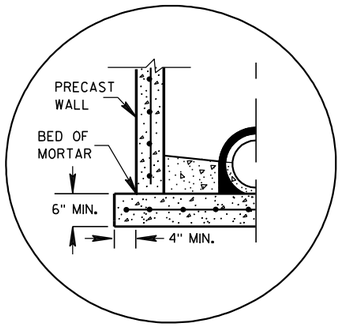


TOP WITH TONGUE AND GROOVE JOINT



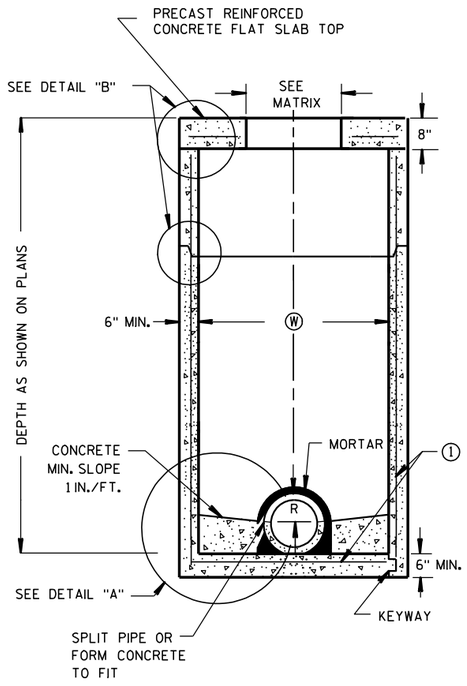
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

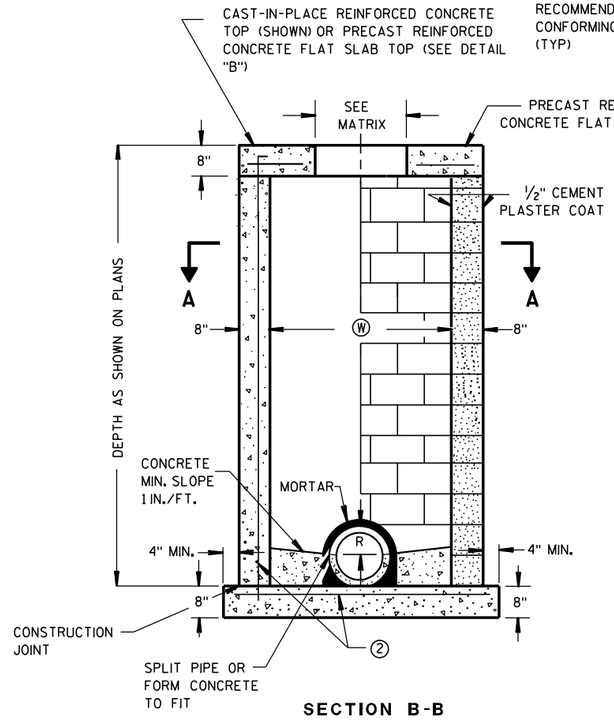


SEPERATE PRECAST REINFORCED
CONCRETE BASE OPTION

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.

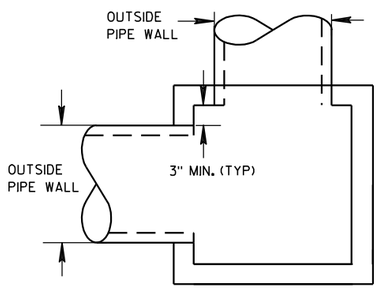
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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
MENT
FHWA

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S.D.D. 8 B 10-1

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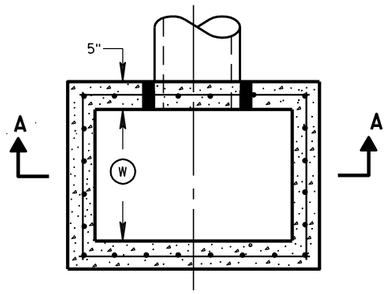
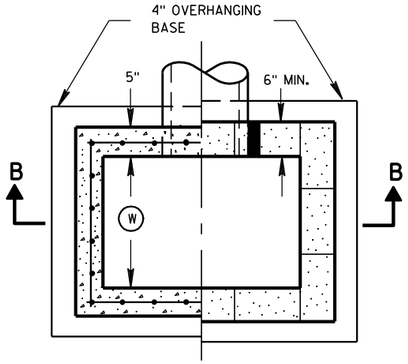
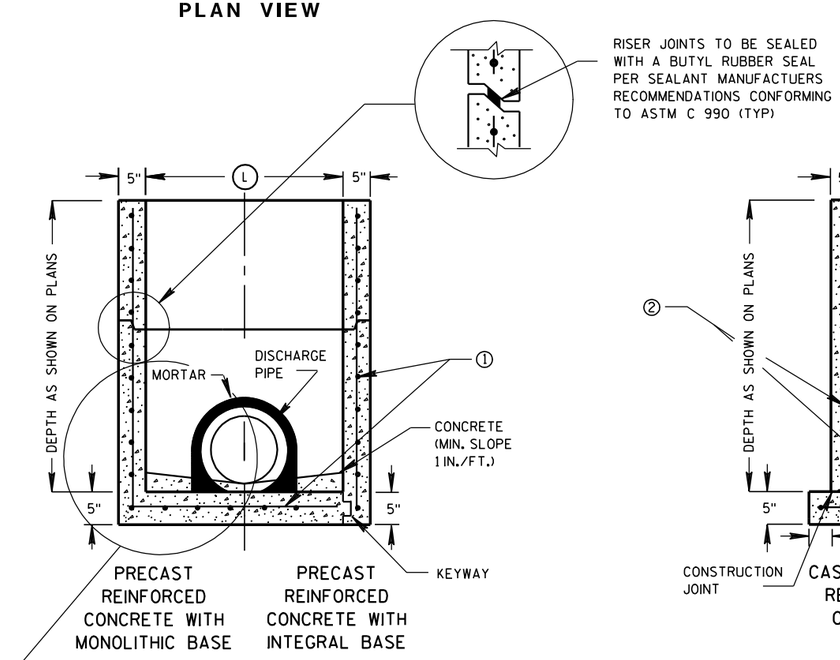
S.D.D. 8 B 10-1



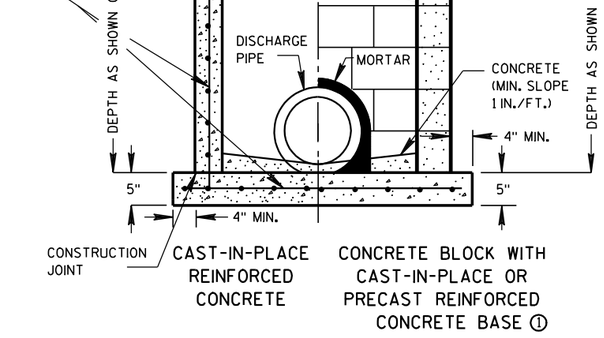
PLAN VIEW



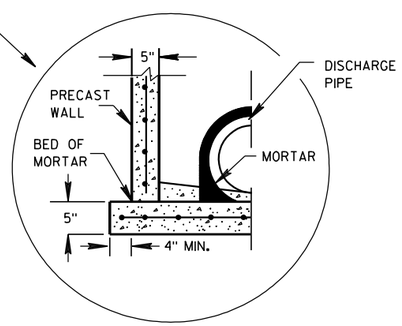
PLAN VIEW



SECTION A-A



SECTION B-B



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

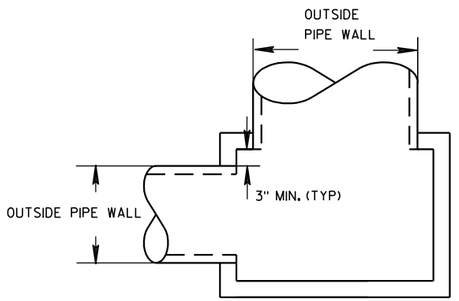
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS D 272 — ENGINEER
FHWA

6

S.D.D. 8 C 7-1

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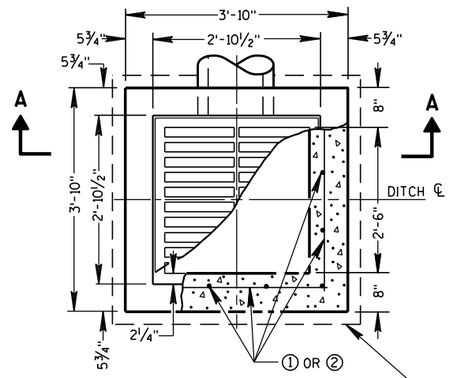
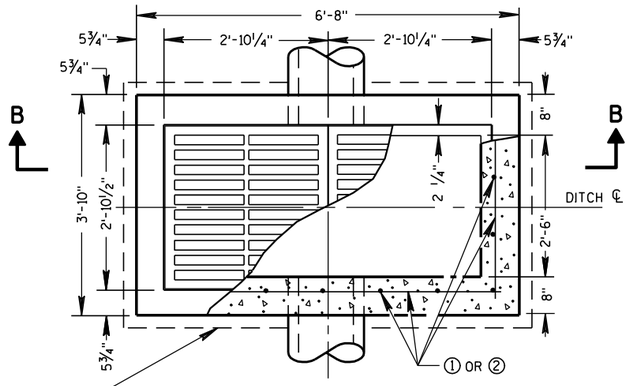
S.D.D. 8 C 7-1

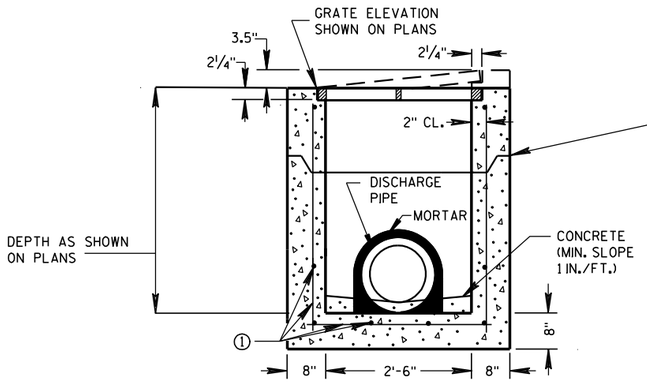


PLAN VIEW

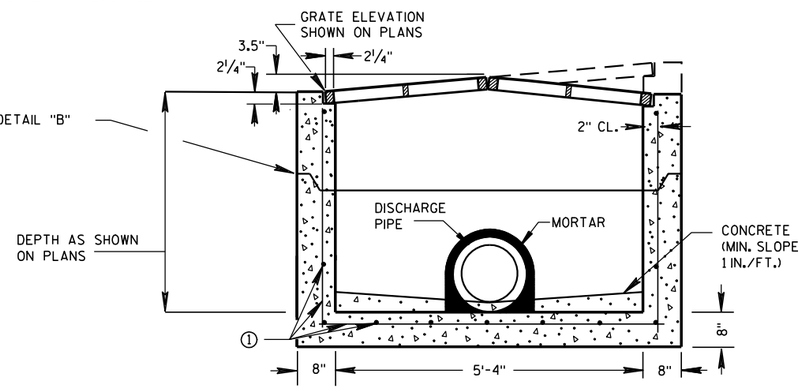


PLAN VIEW

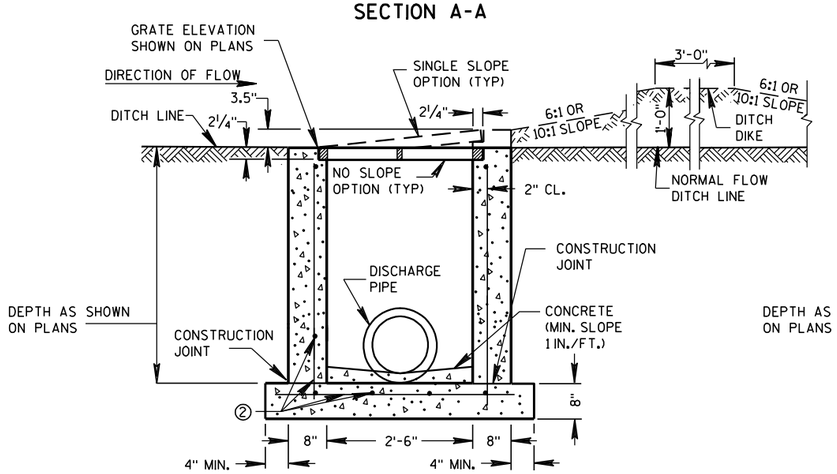
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



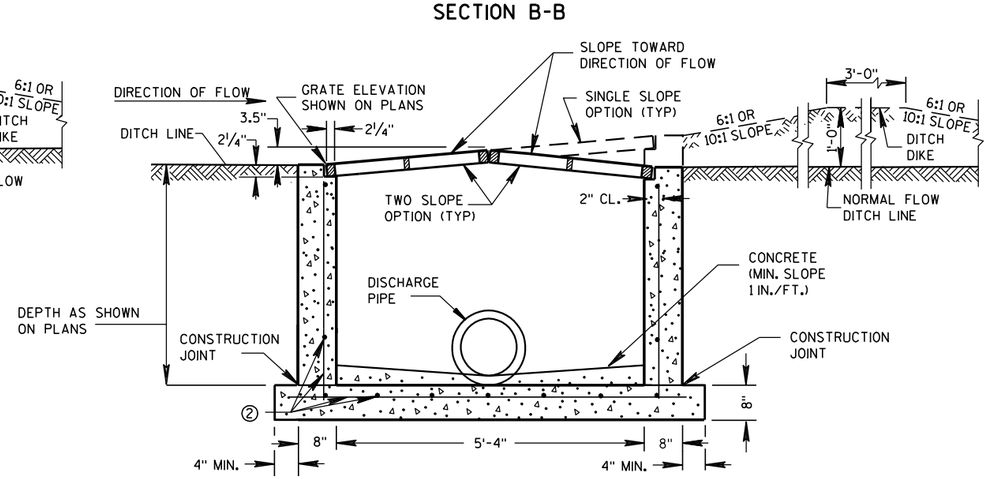
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

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.

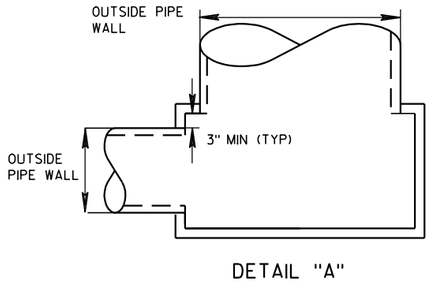
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

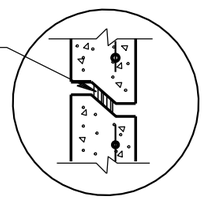
PIPE MATRIX

	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 GRATE

INLETS MEDIAN 2 GRATE

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

S.D.D. 8 C 8-1

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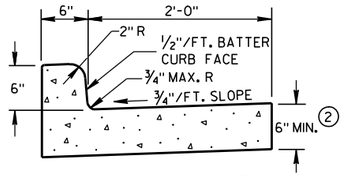
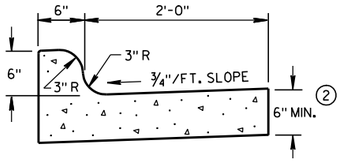
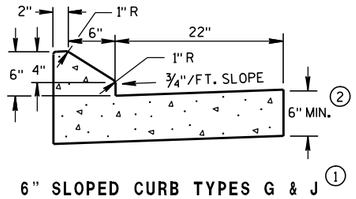


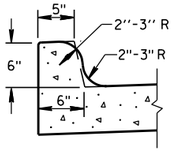
TYPES A & D (1)



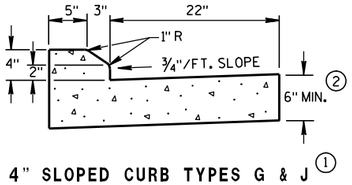
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

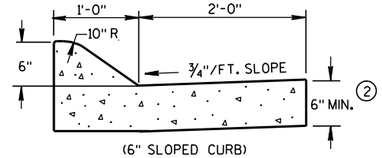


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

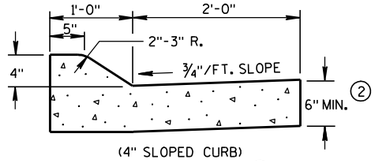


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

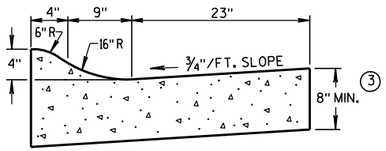


(6" SLOPED CURB)



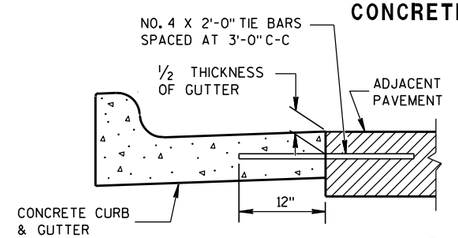
(4" SLOPED CURB)

TYPES A & D (1)

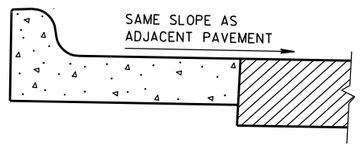


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION (1)



REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

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

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

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

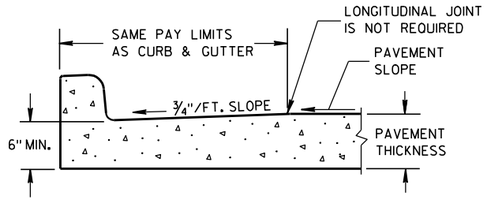
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

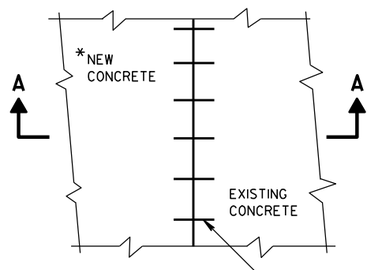
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

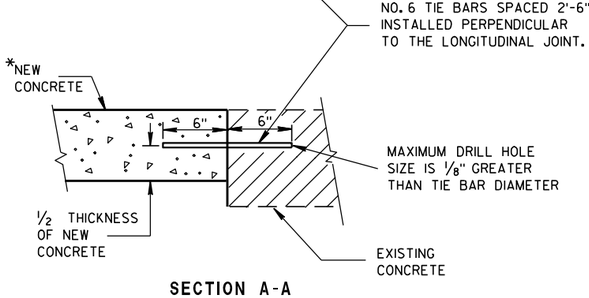


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



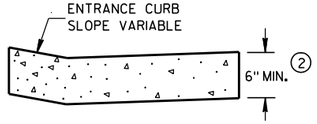
PLAN VIEW

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

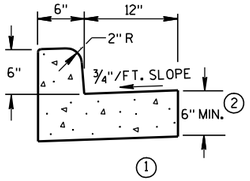


SECTION A-A

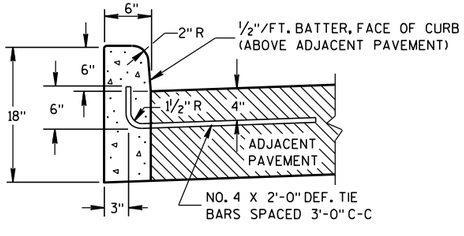
TIE BARS DRILLED INTO EXISTING PAVEMENT



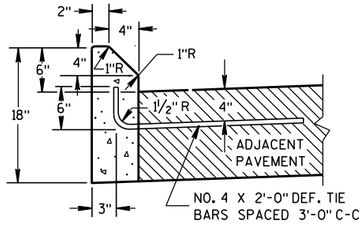
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



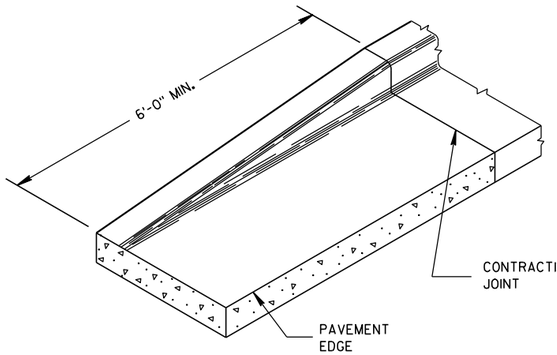
(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"



(1)
TYPES A & D



(1)
TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
9/4/08 DATE	/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
FHWA	274 ENT

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S.D.D. 8 D 1-17

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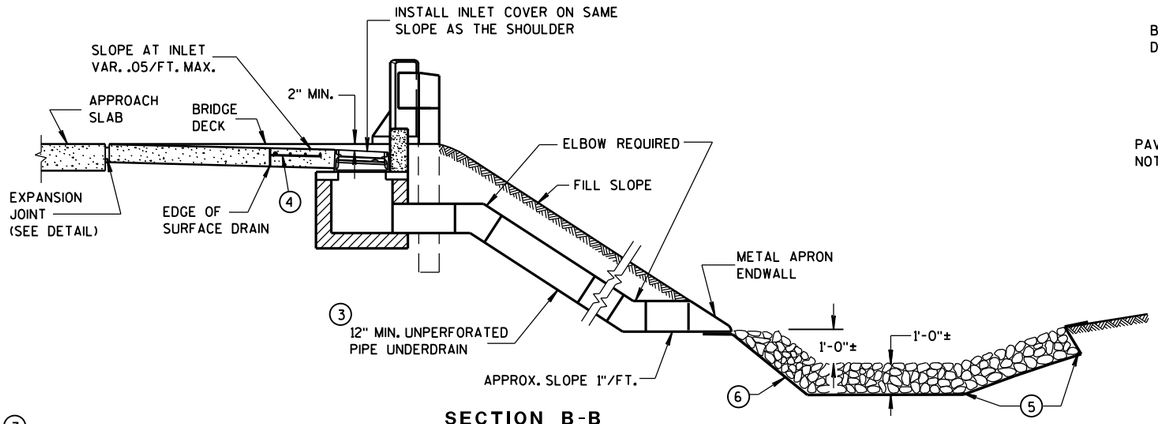
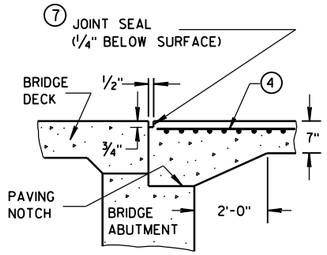
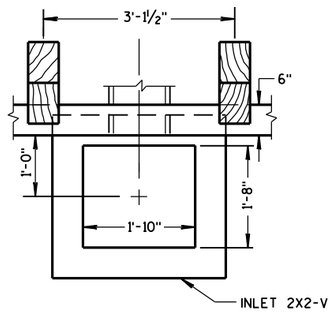
S.D.D. 8 D 1-17



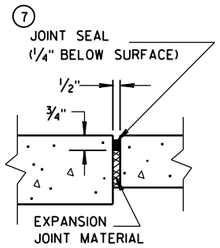
SECTION B-B



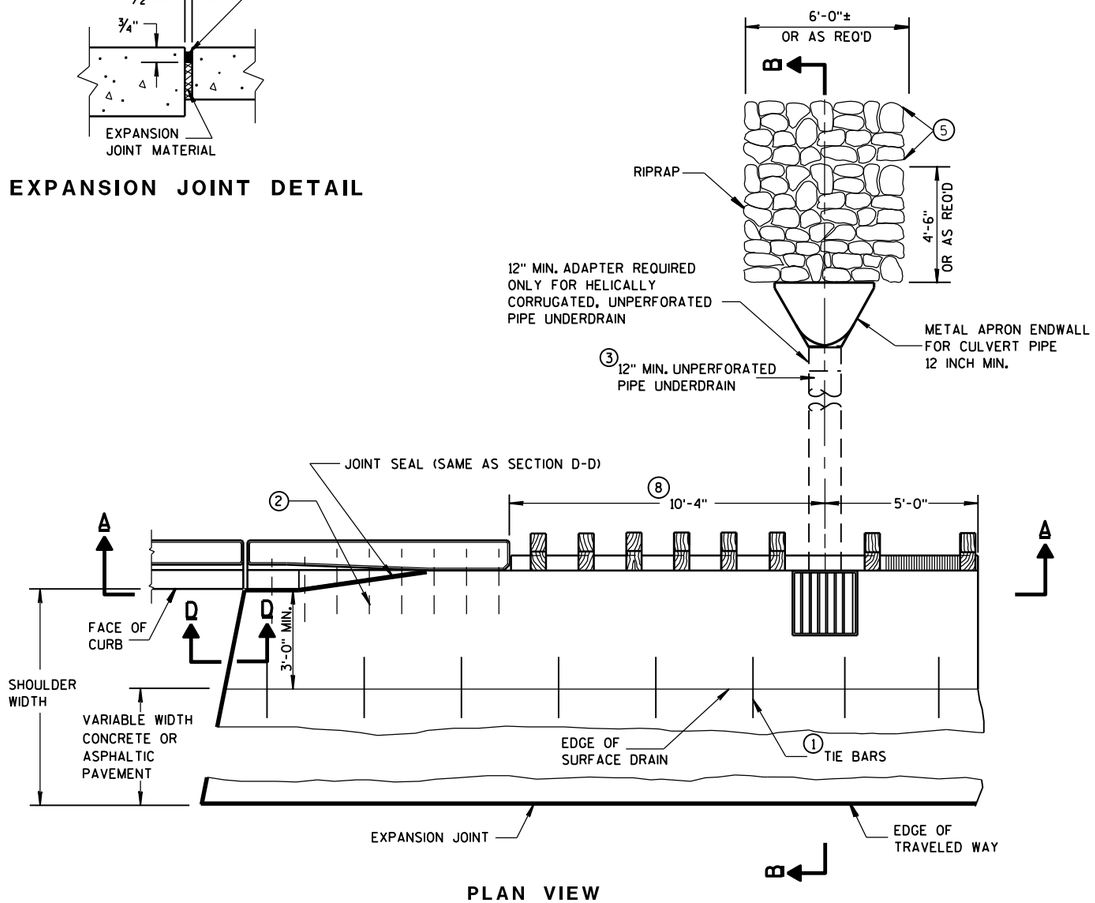
SECTION D-D



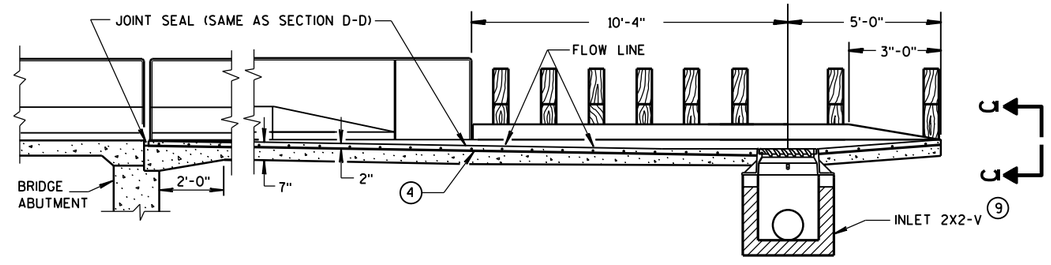
PLAN VIEW



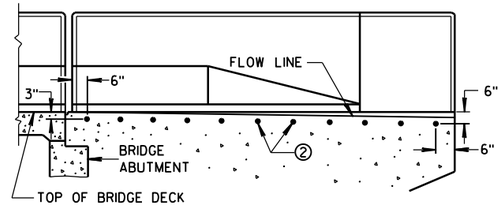
EXPANSION JOINT DETAIL



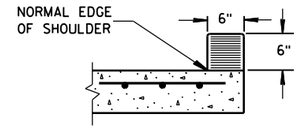
PLAN VIEW



SECTION A-A



LOCATION OF TIE BARS IN WINGWALL



SECTION C-C

GENERAL NOTES

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

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

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

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

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

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

(5) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(6) GEOTEXTILE FABRIC, TYPE 'R'

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".

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

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

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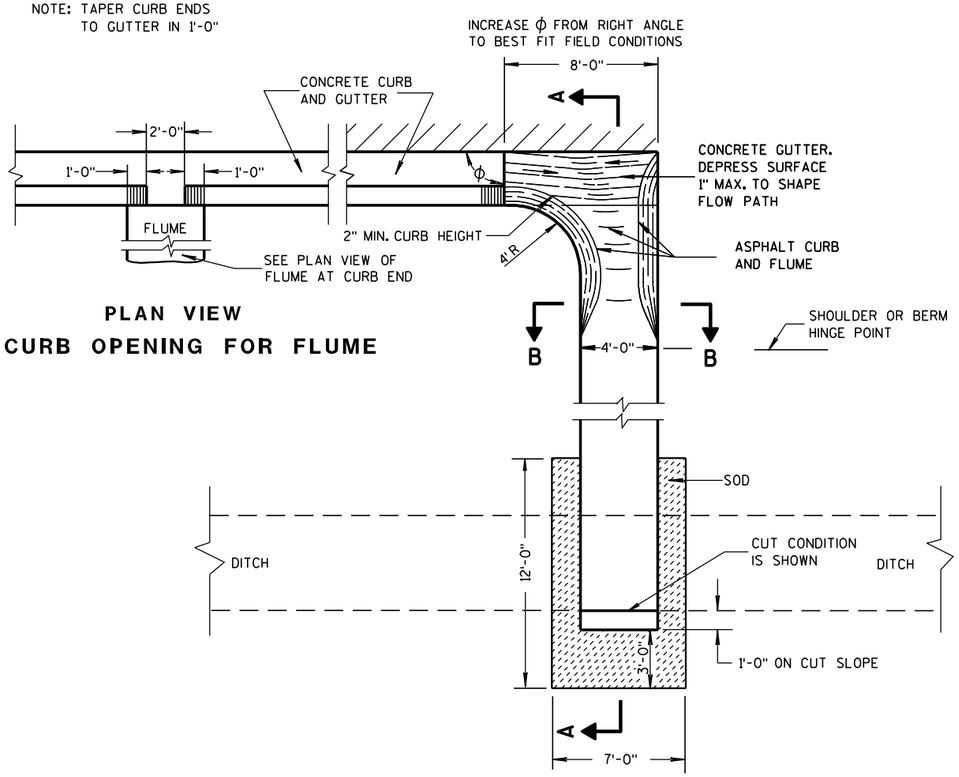
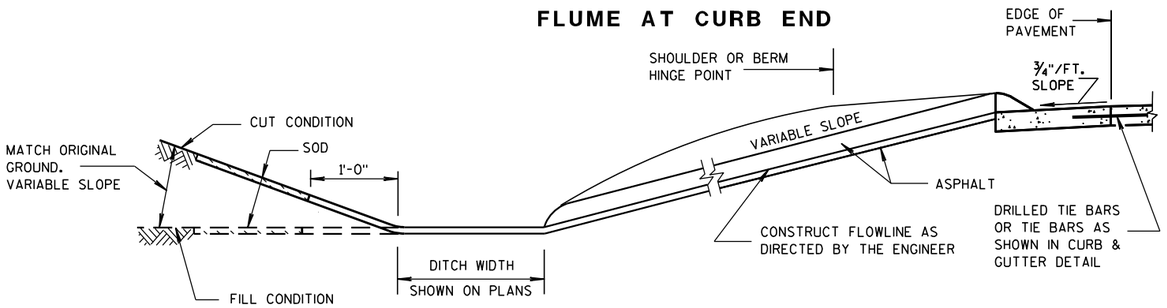
S.D.D. 8 D 3-6

ASPHALTIC FLUME

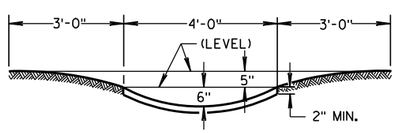


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

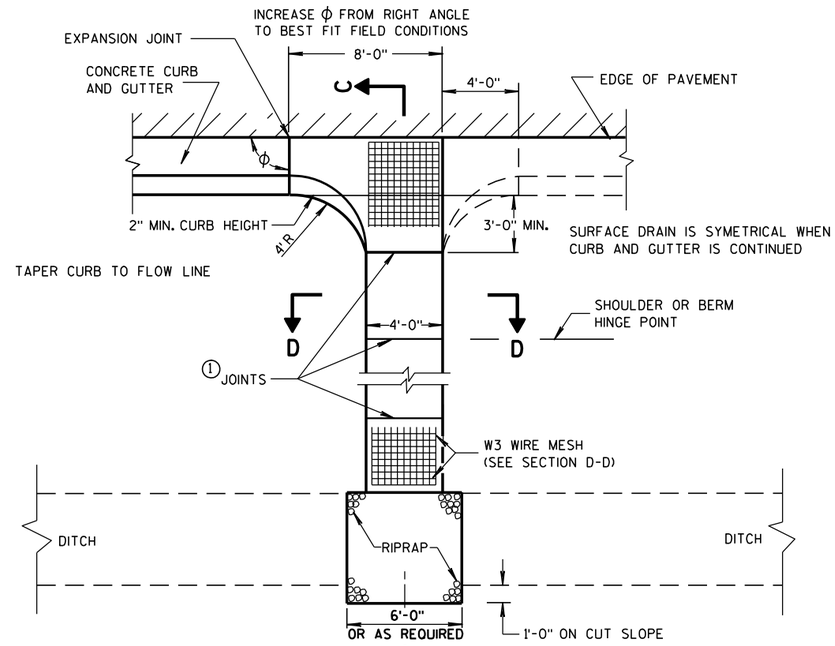
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

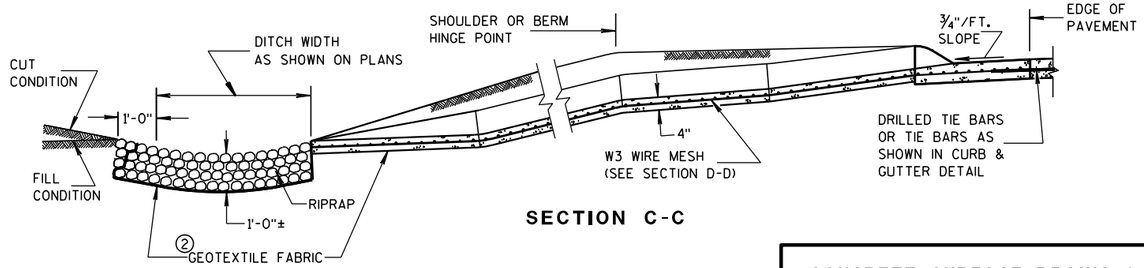
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

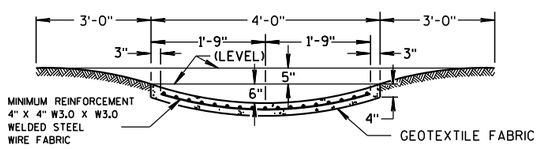
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINEER
MENT
FHWA

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S.D.D. 8 D 4-5

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S.D.D. 8 D 4-5

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:

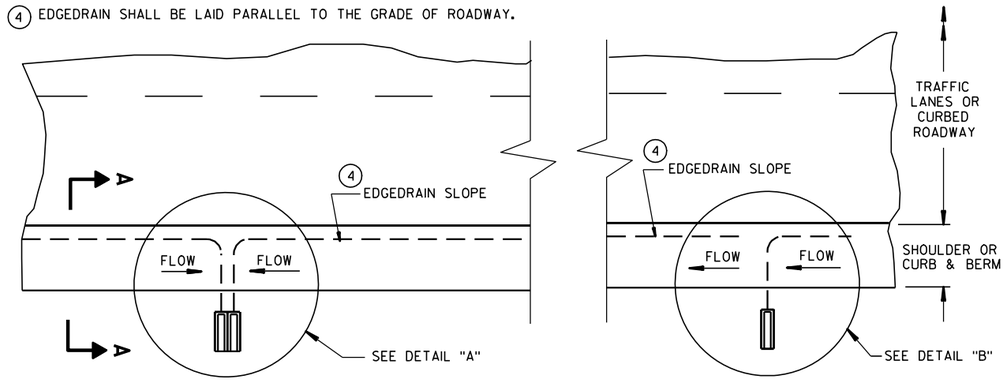
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

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.

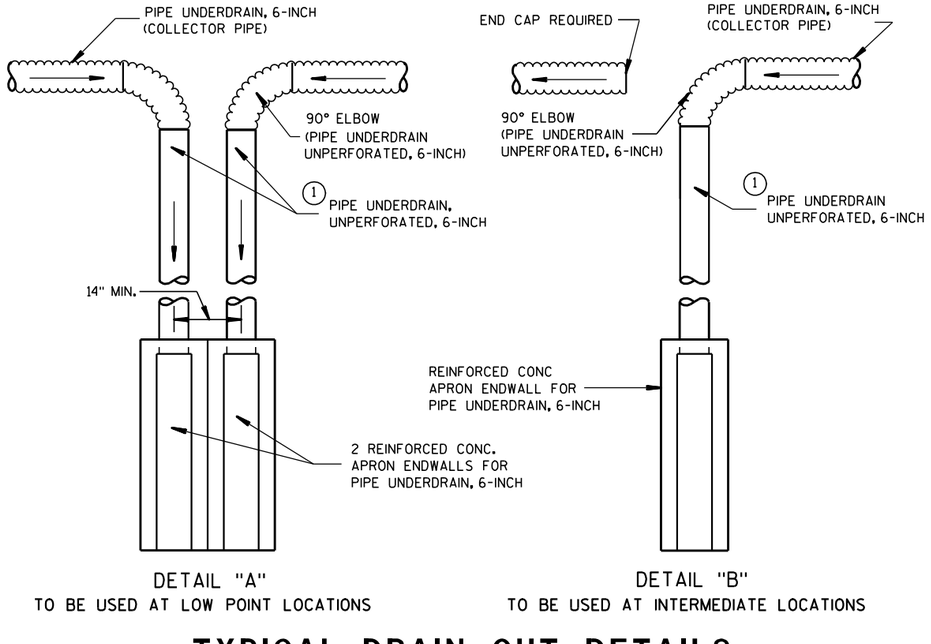
(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS

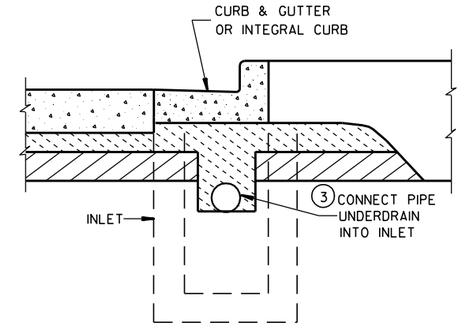
(EDGEDRAIN OUTLETS TO ROADSIDE) (2)



DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS

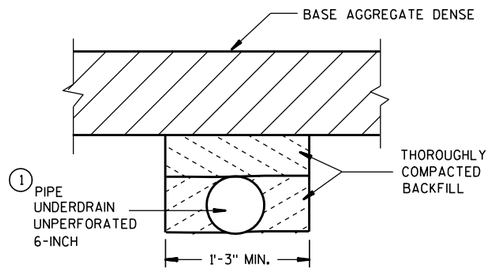
DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



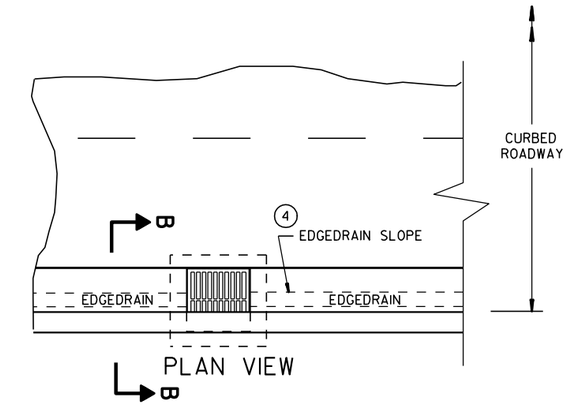
SECTION B-B

URBAN CROSS SECTION



SECTION C-C

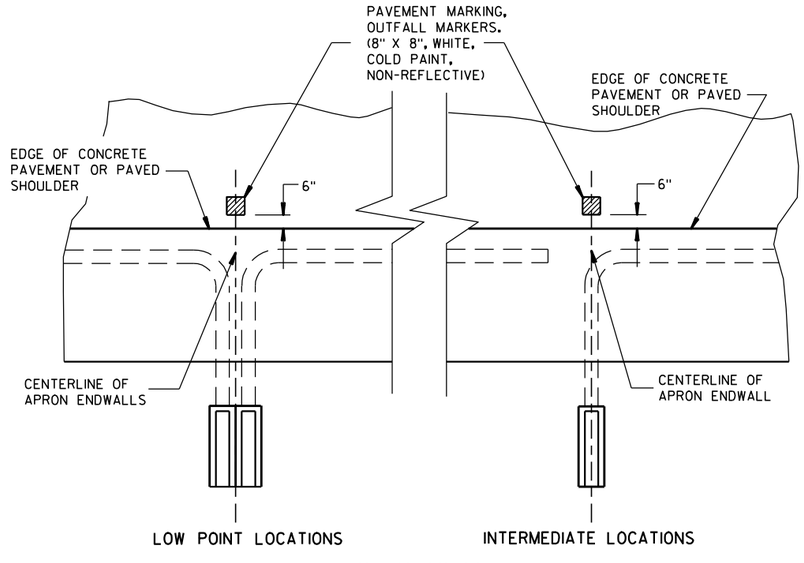
(TRENCH FOR OUTFALL PIPE)



PLAN VIEW

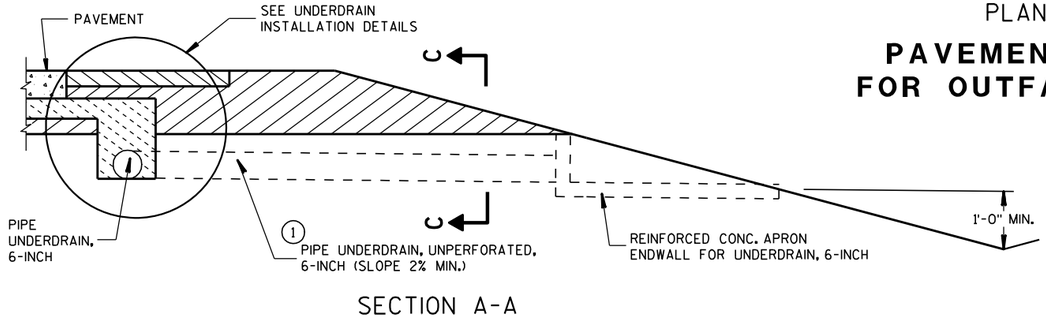
ROADWAY WITH CURBS

(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)



PLAN VIEW

PAVEMENT MARKING FOR OUTFALL MARKERS



SECTION A-A

RURAL CROSS SECTION

EDGEDRAIN OUTLET AND OUTFALL MARKERS

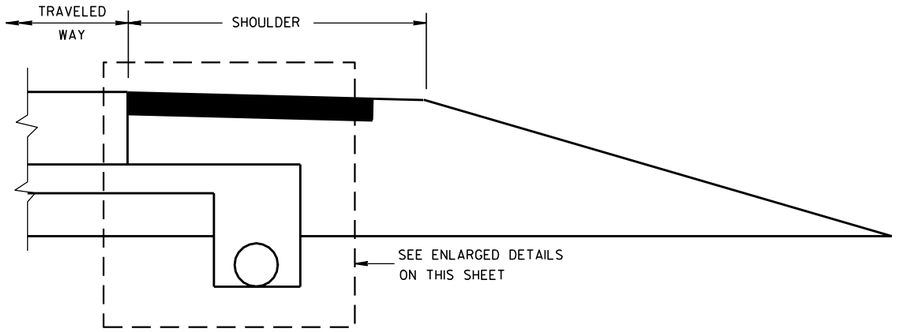
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 15-4a

6

S.D.D. 8 D 15-4a



RURAL CROSS SECTION

GENERAL NOTES

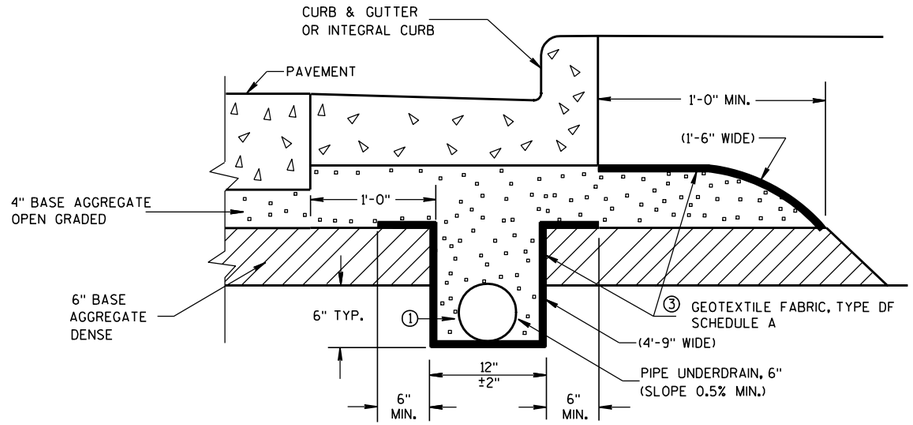
THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

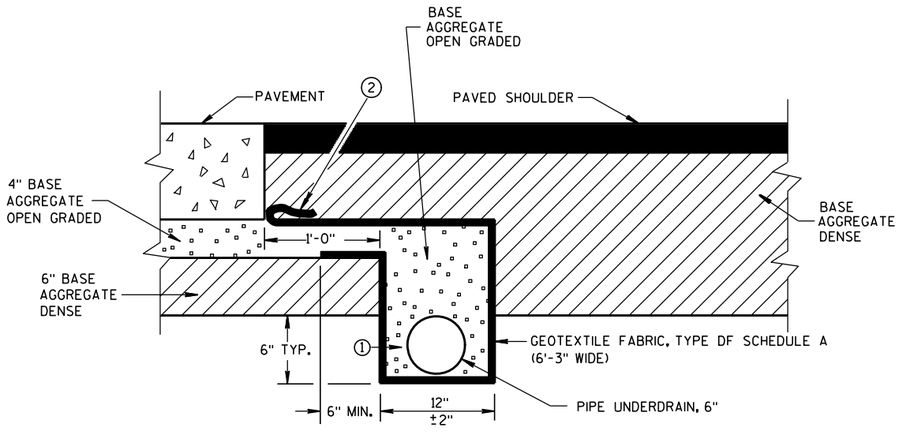
① TRENCH BACKFILL WILL BE PAID FOR AS BASE AGGREGATE OPEN GRADED.

② FOLD OVER EXCESS GEOTEXTILE FABRIC AT THIS LOCATION.

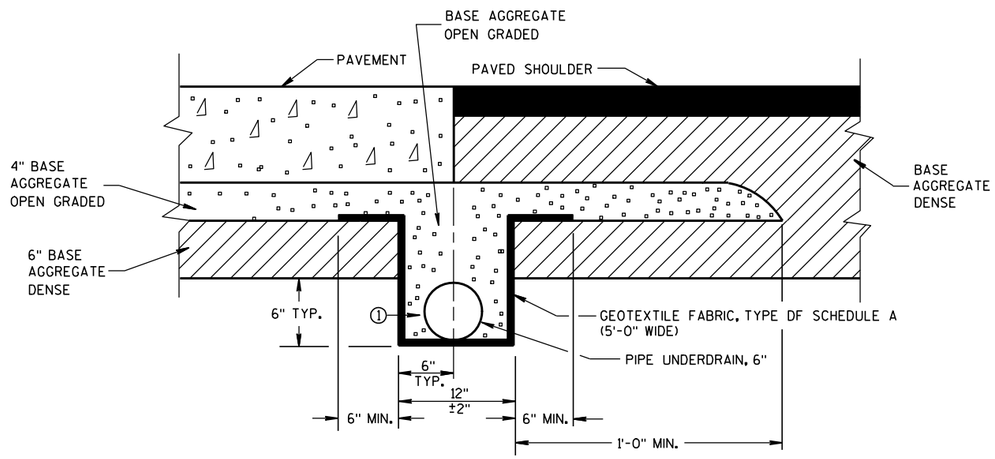
③ TOTAL FABRIC WIDTH IS 6'-3" FOR PAYMENT.



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

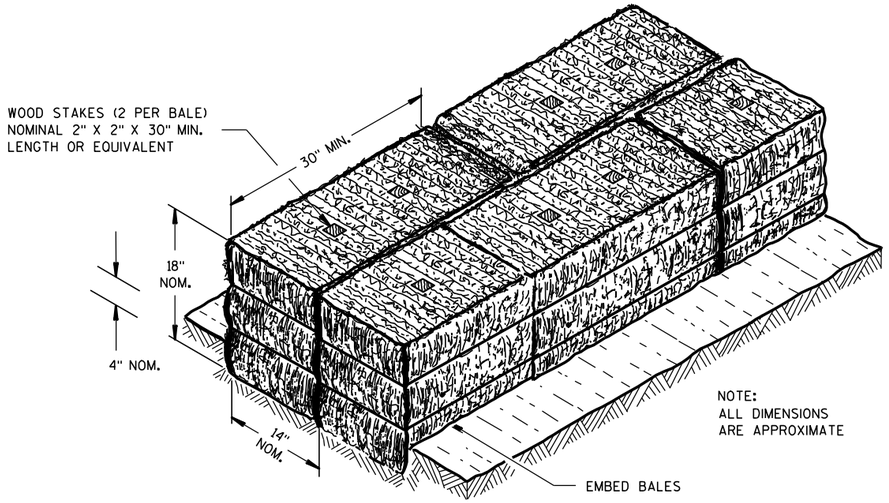
APPROVED

3/21/07 DATE — /S/ Steven W. [illegible] CHIEF MATERIALS MANAGER

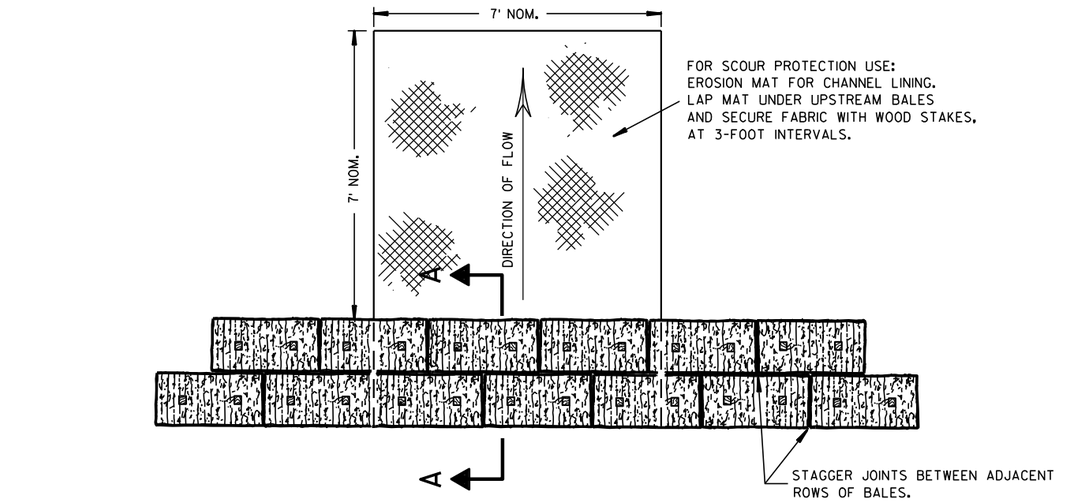
FHWA

6

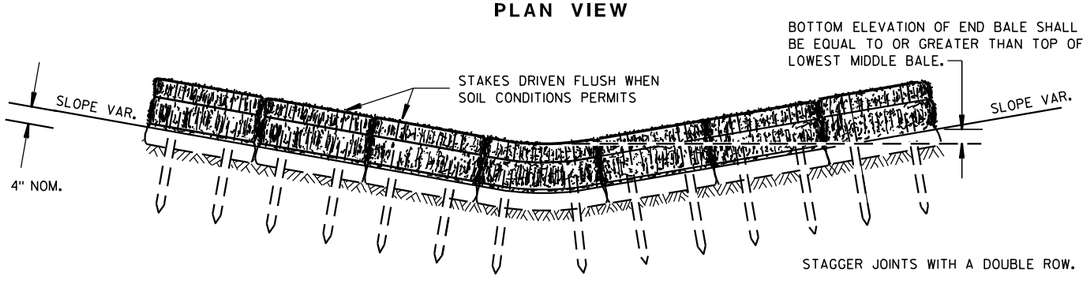
S.D.D. 8 D 15-4b



SECTION A-A



PLAN VIEW



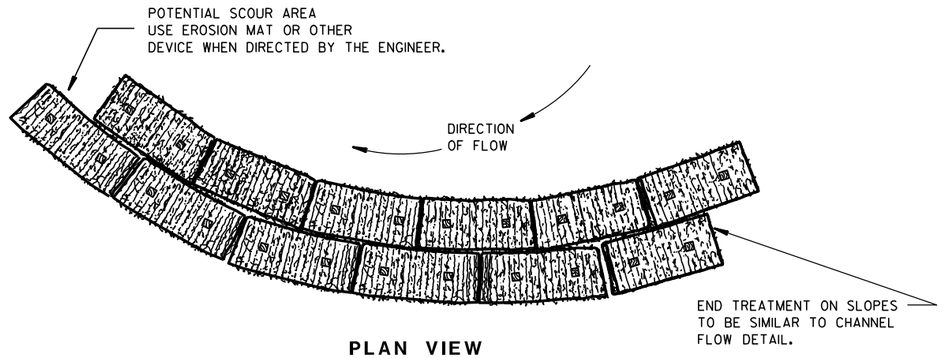
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

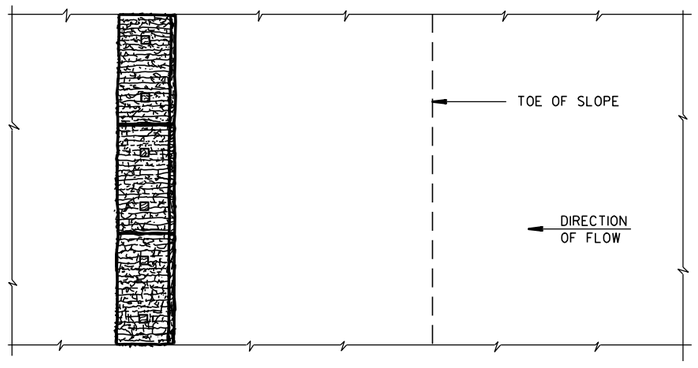
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

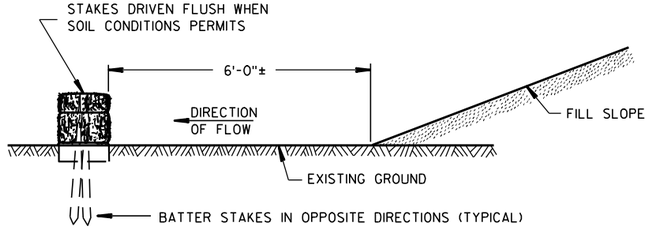


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

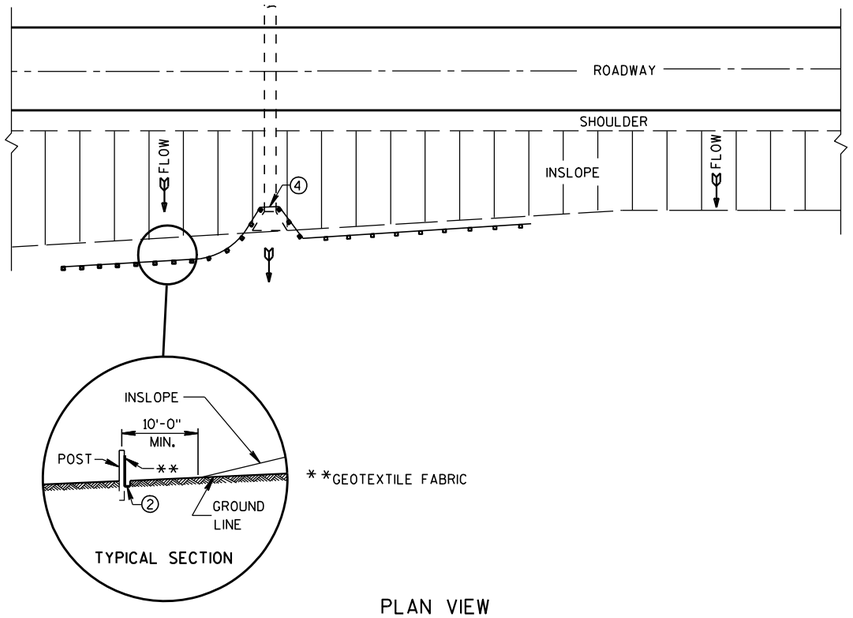
APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

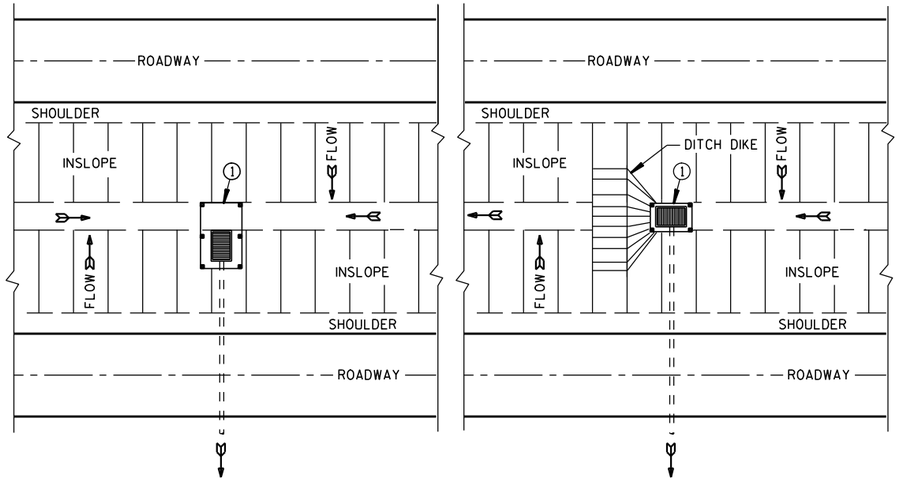
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



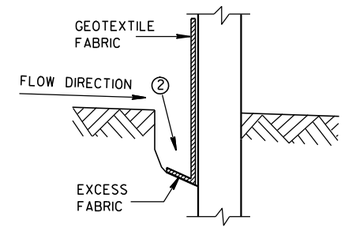
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

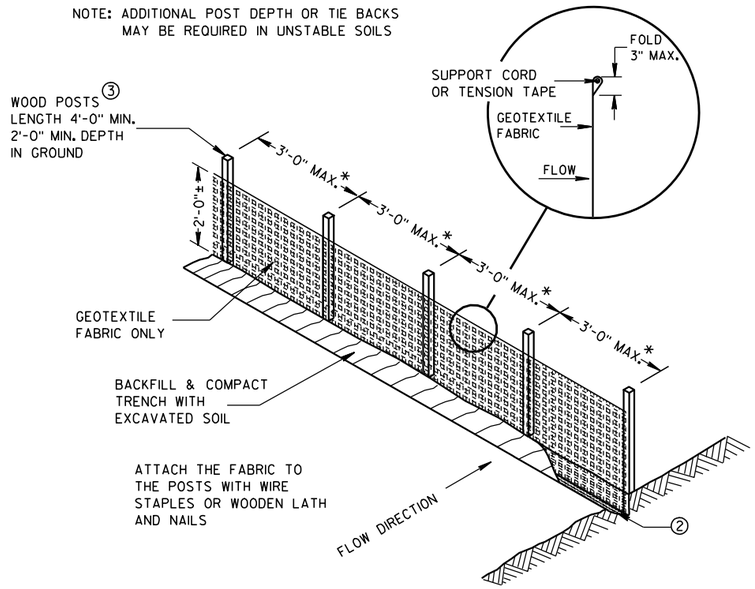
GENERAL NOTES

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

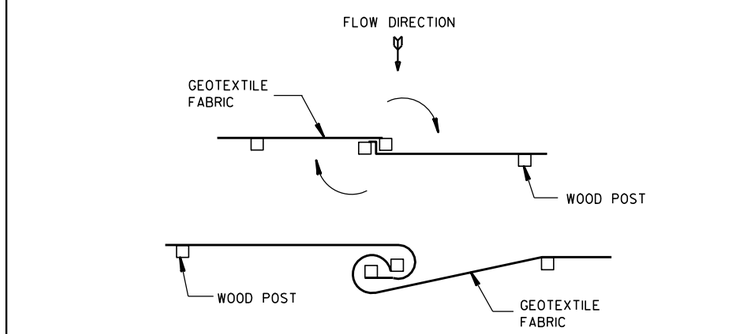
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



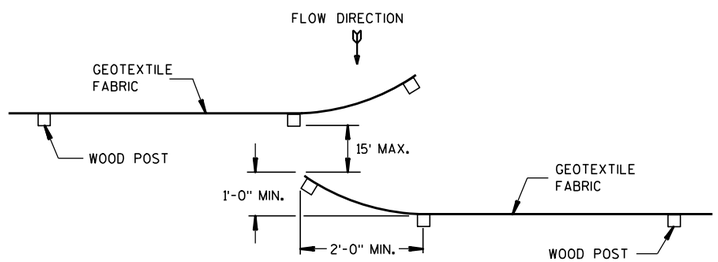
TRENCH DETAIL



SILT FENCE

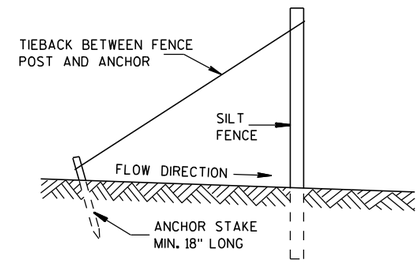


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

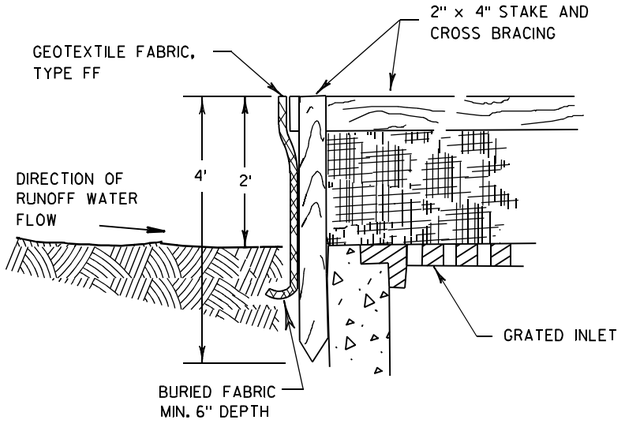
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

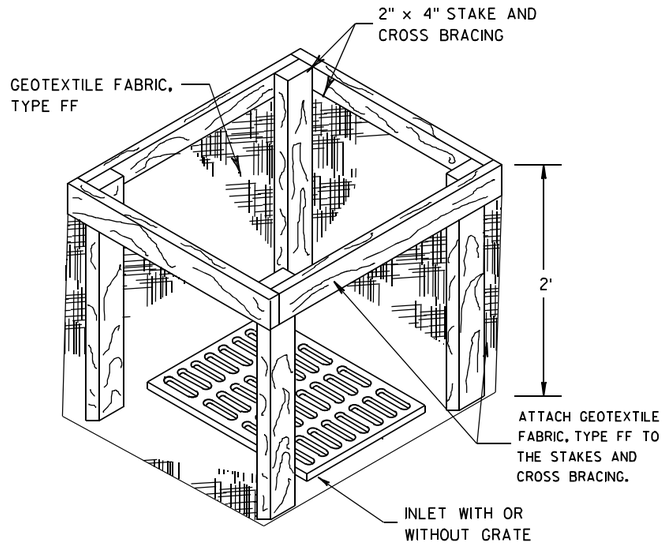
6

S.D.D. 8 E 9-6

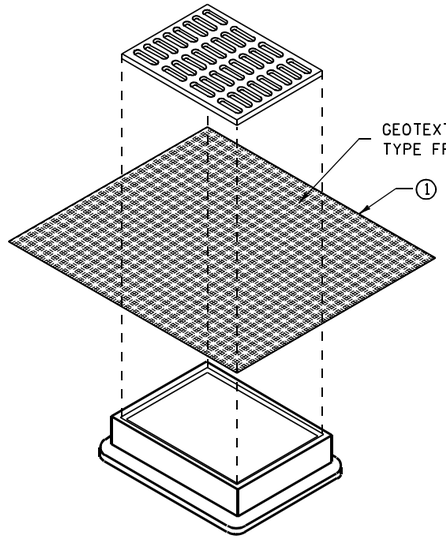
6

S.D.D. 8 E 9-6



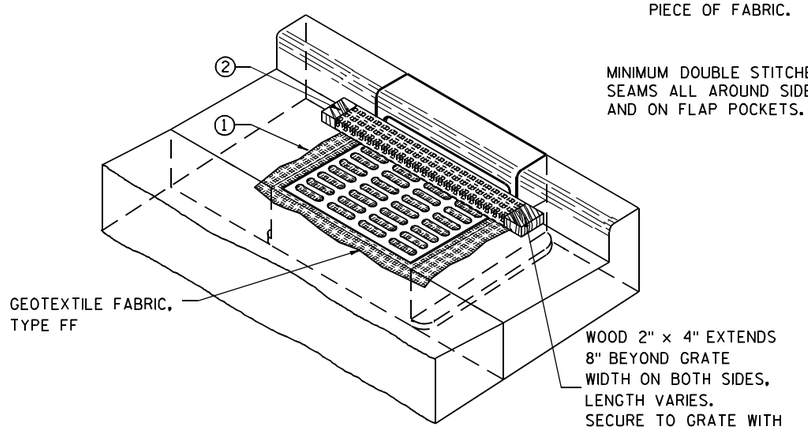


INLET PROTECTION, TYPE A

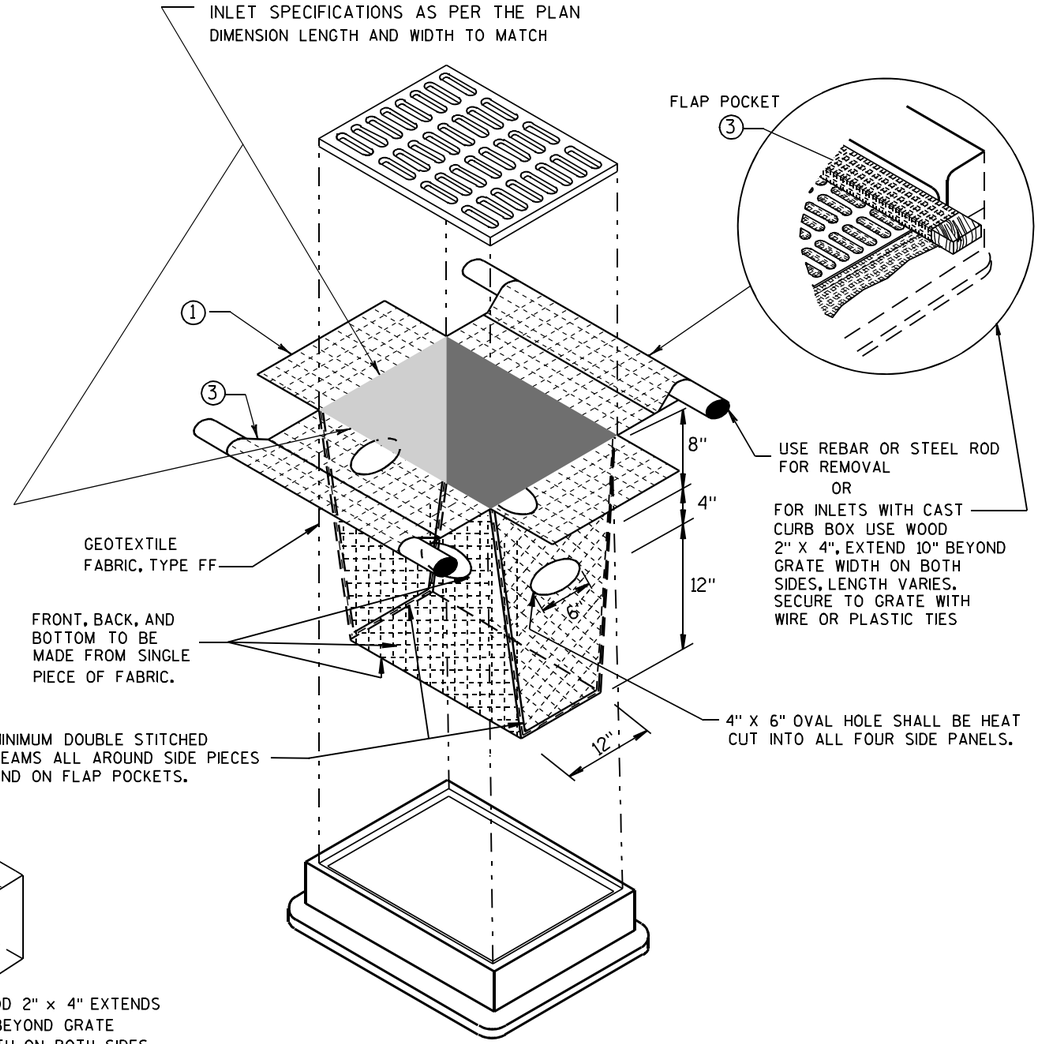


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

METAL APRON ENDWALLS

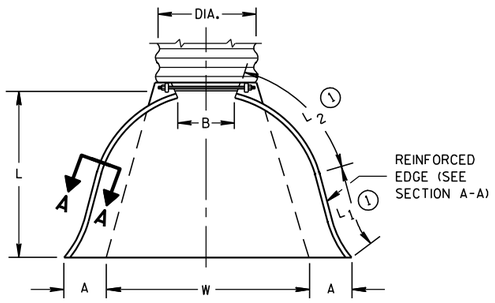
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

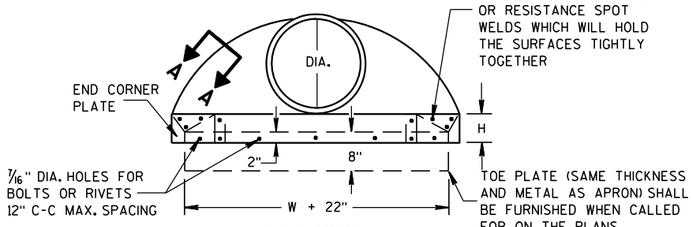
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

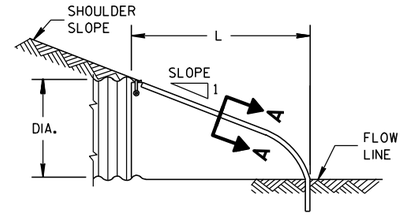
*MINIMUM
**MAXIMUM



PLAN VIEW

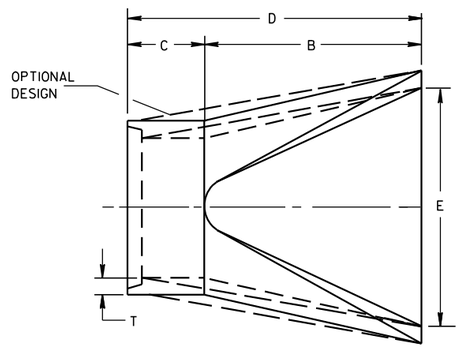


END VIEW

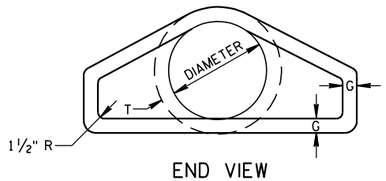


SIDE ELEVATION

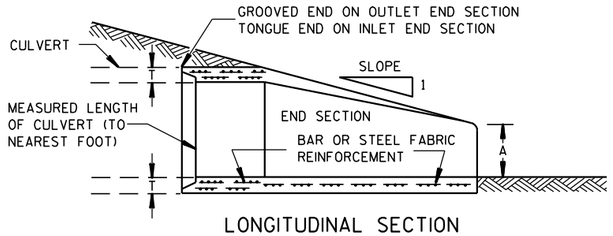
METAL ENDWALLS



PLAN

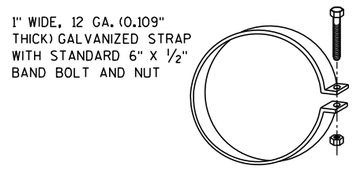


END VIEW



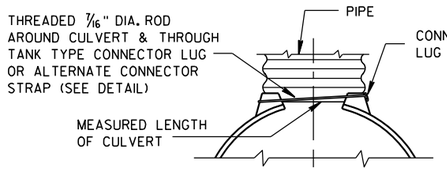
LONGITUDINAL SECTION

CONCRETE ENDWALLS

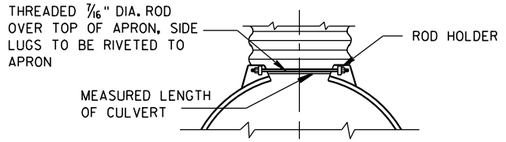


ALTERNATE FOR TYPE 1 CONNECTION

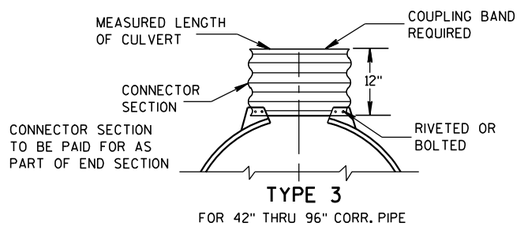
END SECTION CONNECTOR STRAP



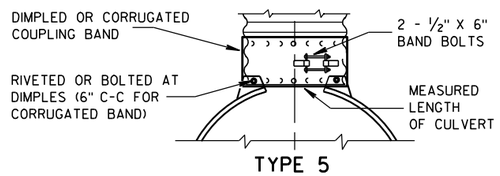
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

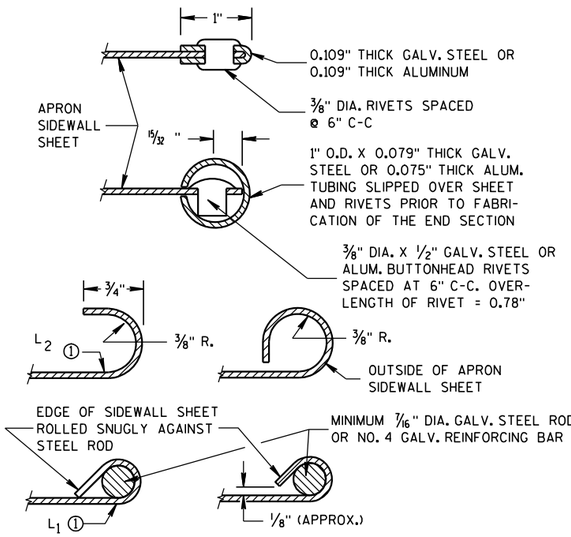
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

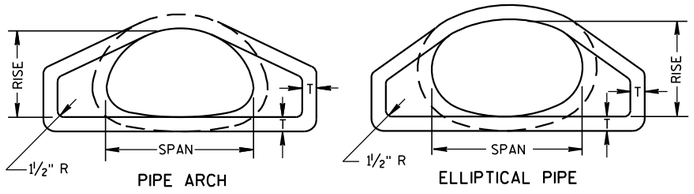
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

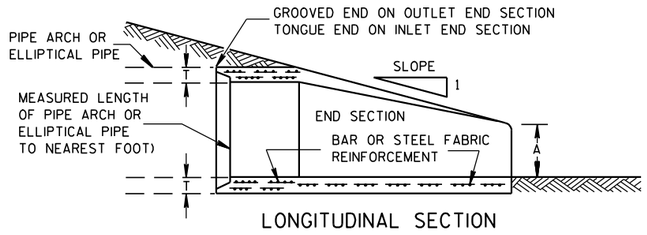
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

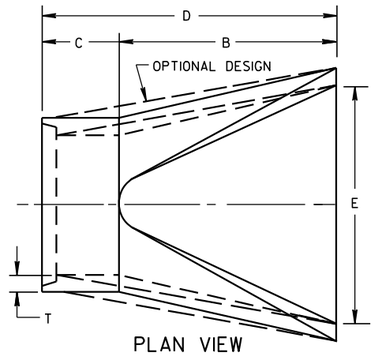
6
S.D.D. 8 F 1-11



END VIEW

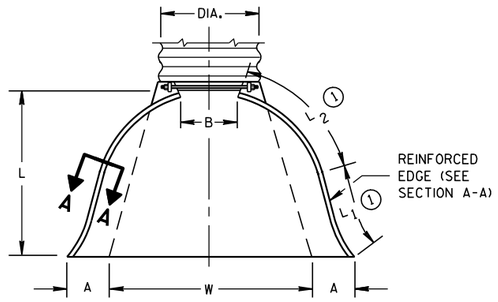


LONGITUDINAL SECTION

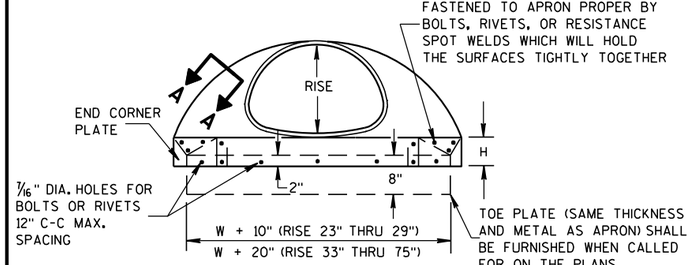


PLAN VIEW

CONCRETE ENDWALLS

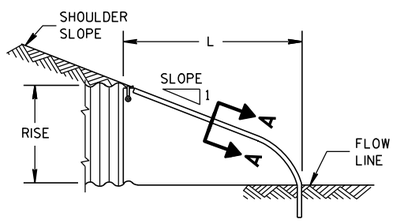


PLAN VIEW



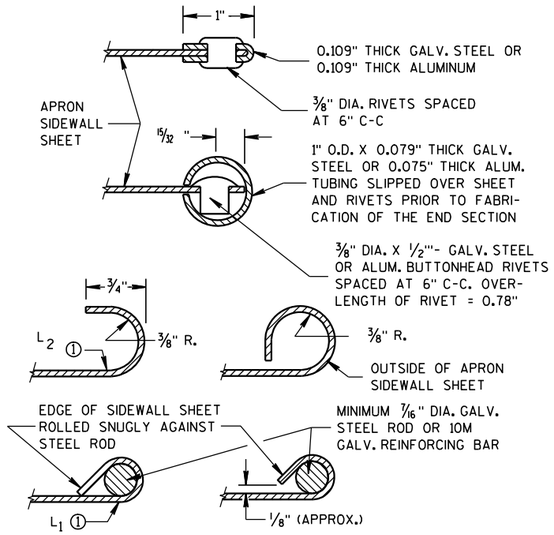
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

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

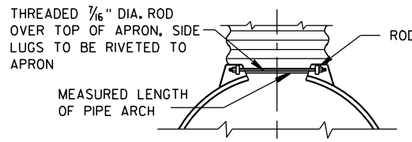
REINFORCED CONCRETE PIPE ARCH

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

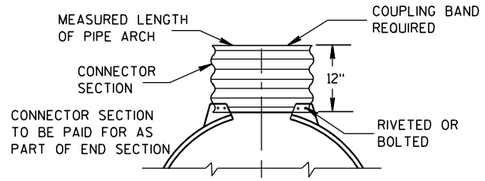
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



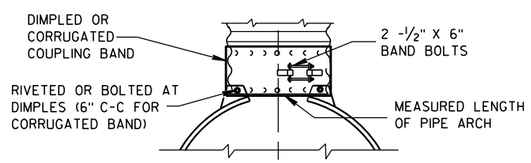
TYPE 2

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

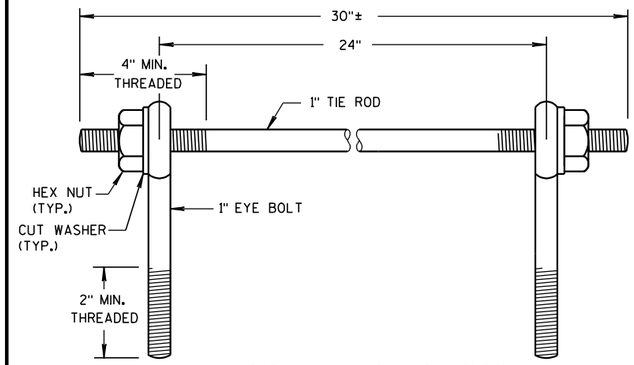
FHWA

6

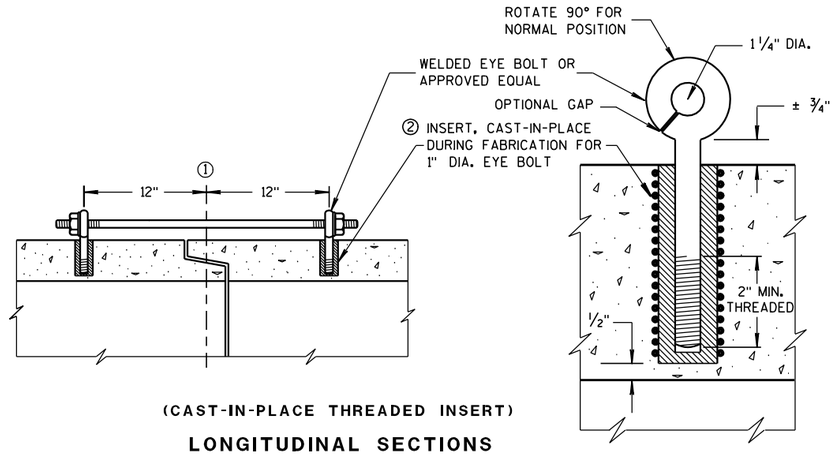
S.D.D. 8 F 2-1

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.

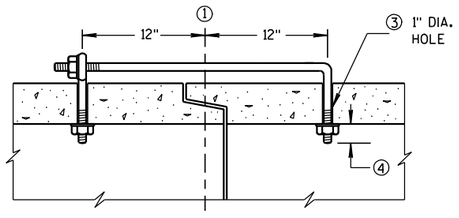
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

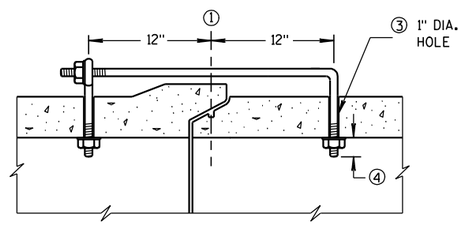
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

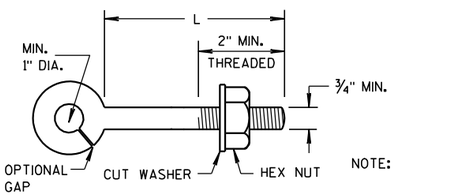


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

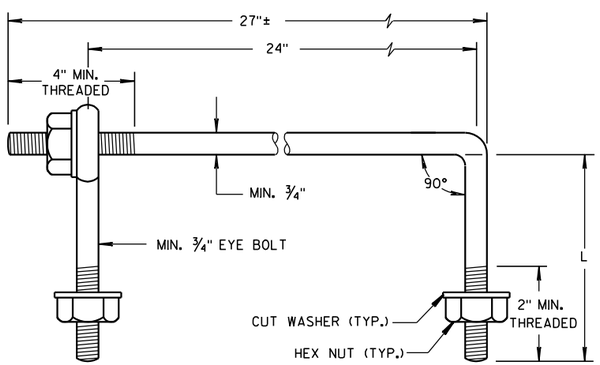
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

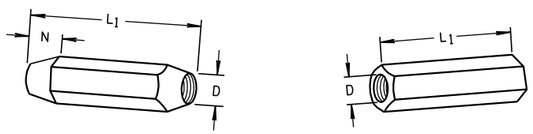
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

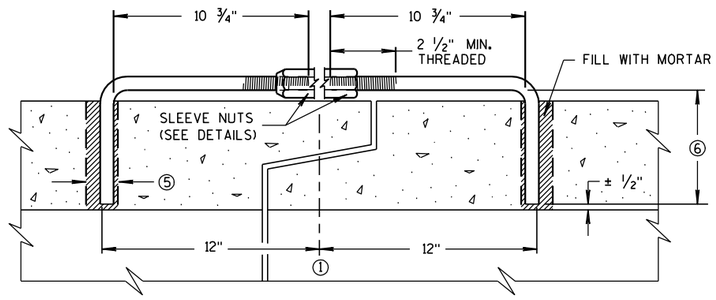
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

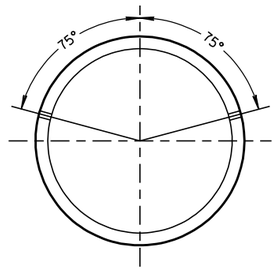
SLEEVE NUTS



LONGITUDINAL SECTION

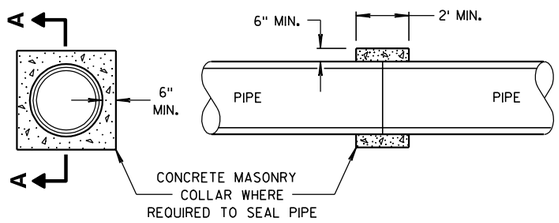
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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
FHWA

6

S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

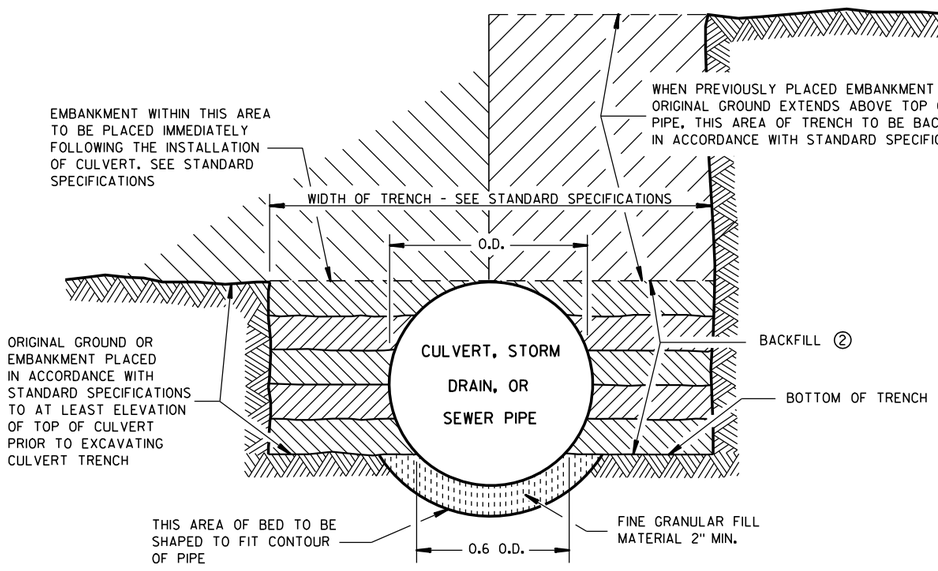
GENERAL NOTES

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

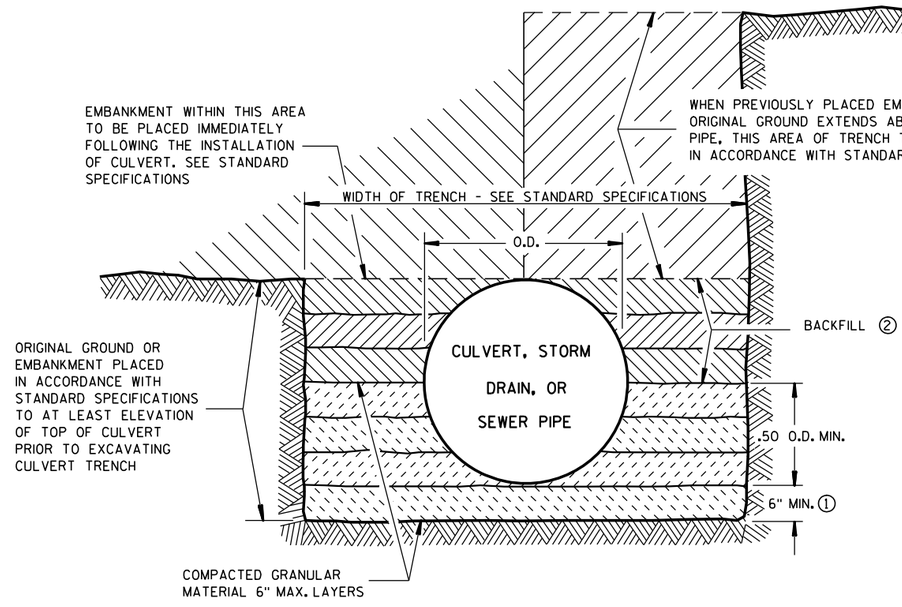
THE SHAPED SUBGRADE WITH GRANULAR FOUNDATION IS AN EQUAL ALTERNATE TO THE GRANULAR FOUNDATION EXCEPT WHERE ROCK IS ENCOUNTERED.

① WHERE ROCK, HARD PAN OR FRAGMENTED MATERIAL IS ENCOUNTERED, THE TRENCH SHALL BE EXCAVATED BELOW THE BOTTOM OF THE PIPE AN AMOUNT EQUAL TO ½ INCH PER FOOT OF PROPOSED EMBANKMENT ABOVE THE TOP OF THE PIPE, BUT NOT LESS THAN 6 INCHES.

② TRENCH SHALL BE BACKFILLED AS REQUIRED BY STANDARD SPECIFICATIONS; SECTION 520 FOR PIPE CULVERTS AND SECTION 607 FOR STORM SEWERS.



SHAPED SUBGRADE WITH GRANULAR FOUNDATION



GRANULAR FOUNDATION

CLASS "B" BEDDING

CLASS "B" BEDDING FOR CULVERT PIPE OR STORM SEWER	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
4/7/83 DATE	/S/ D. L. Strand STATE DESIGN ENGINEER
FHWA	HWYS

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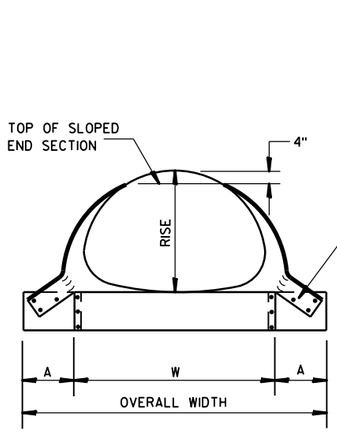
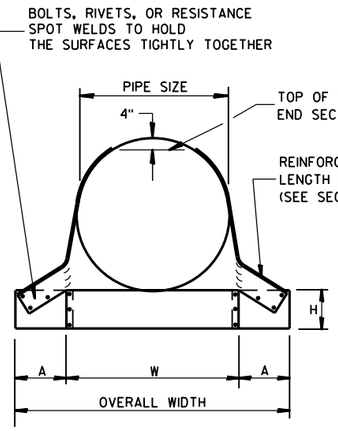
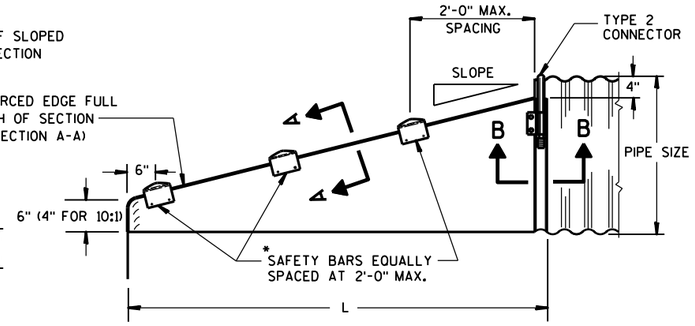
S.D.D. 8 F 5-1



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

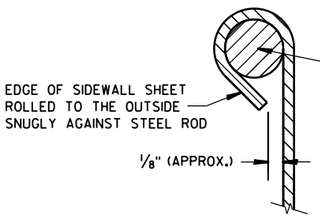
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

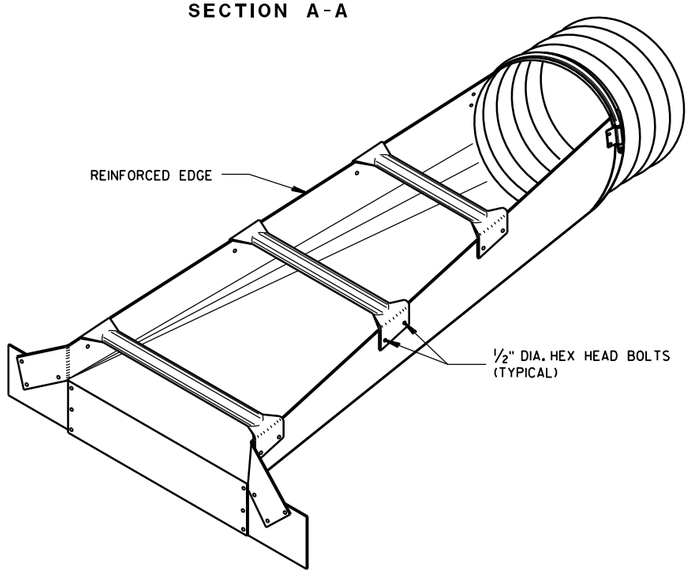
3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

DETAIL OF SAFETY BAR

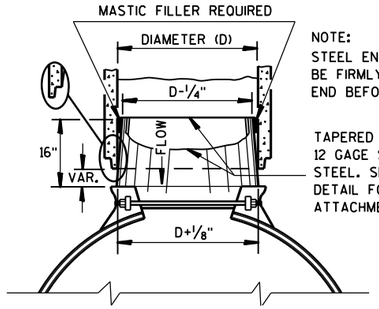
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



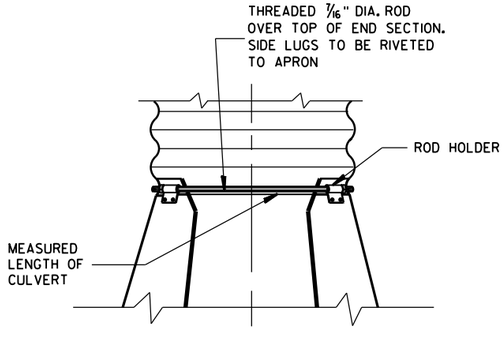
ISOMETRIC VIEW



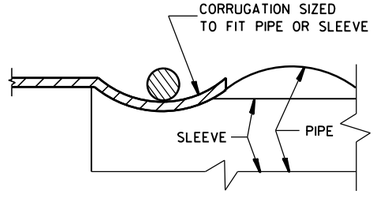
NOTE:
STEEL END SECTION SHALL BE FIRMLY WEDGED INTO PIPE END BEFORE BACKFILLING

TAPERED SLEEVE TO BE 12 GAGE SMOOTH GALVANIZED STEEL. SEE SECTION B-B DETAIL FOR END SECTION ATTACHMENT.

STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/2012 DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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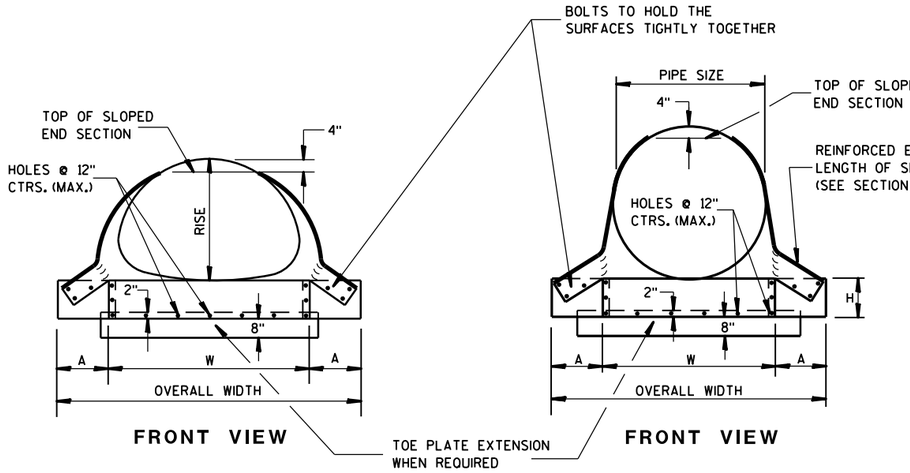
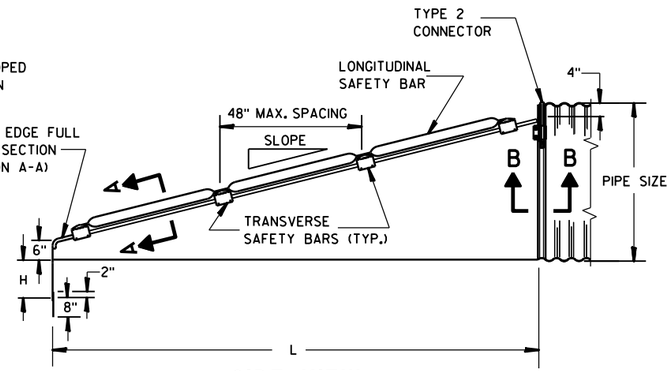


FRONT VIEW

FRONT VIEW



SIDE VIEW
(48" SIZE ILLUSTRATED)

GENERAL NOTES

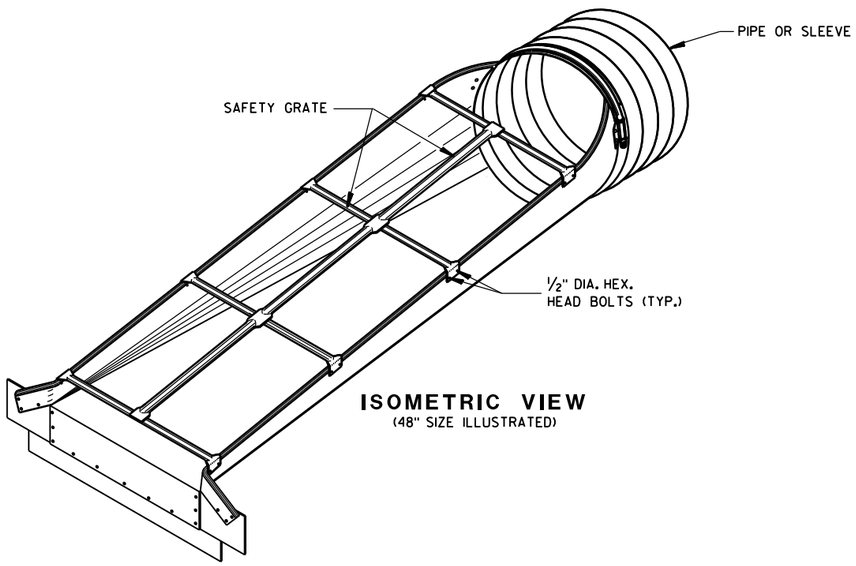
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

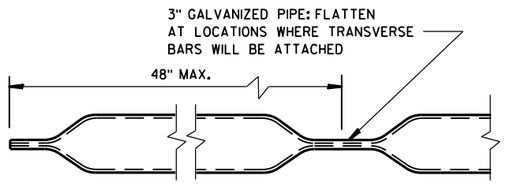
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

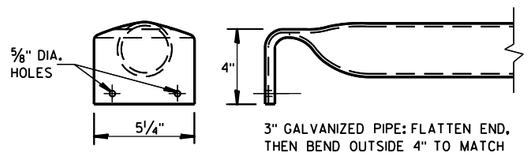
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300



ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



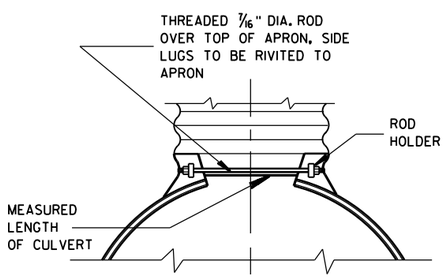
LONGITUDINAL SAFETY BAR



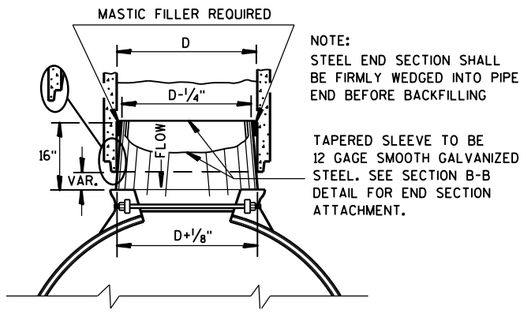
TRANSVERSE SAFETY BAR

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

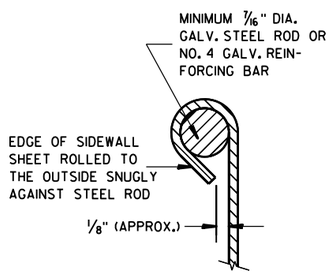
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	12	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	12	16	12	70	102	4:1	132	6:1	198
60	71	47	.109	12	16	12	77	109	4:1	148	6:1	222



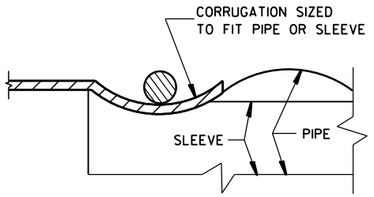
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

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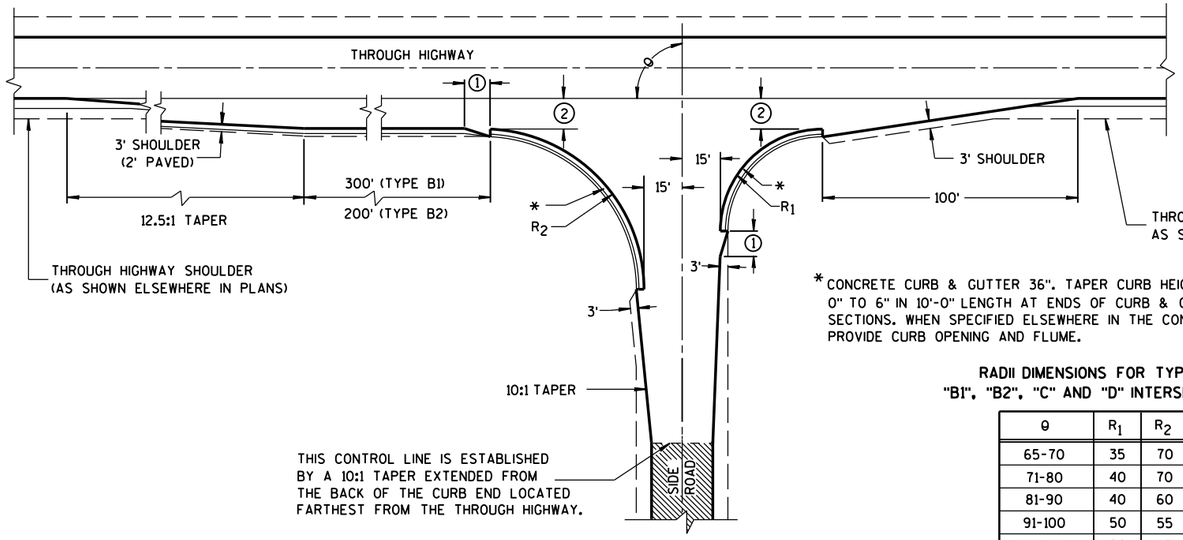
S.D.D. 8 F 8-2

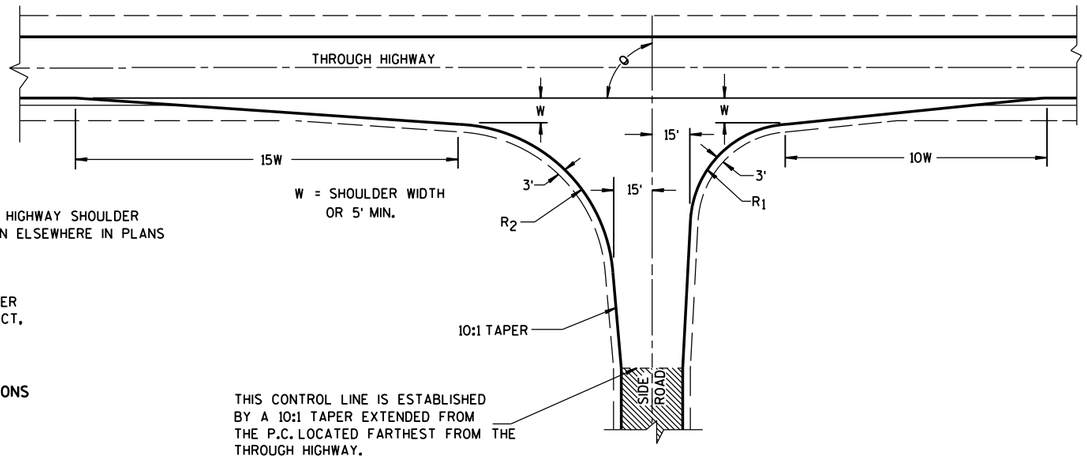


TYPE "B1" AND "B2"

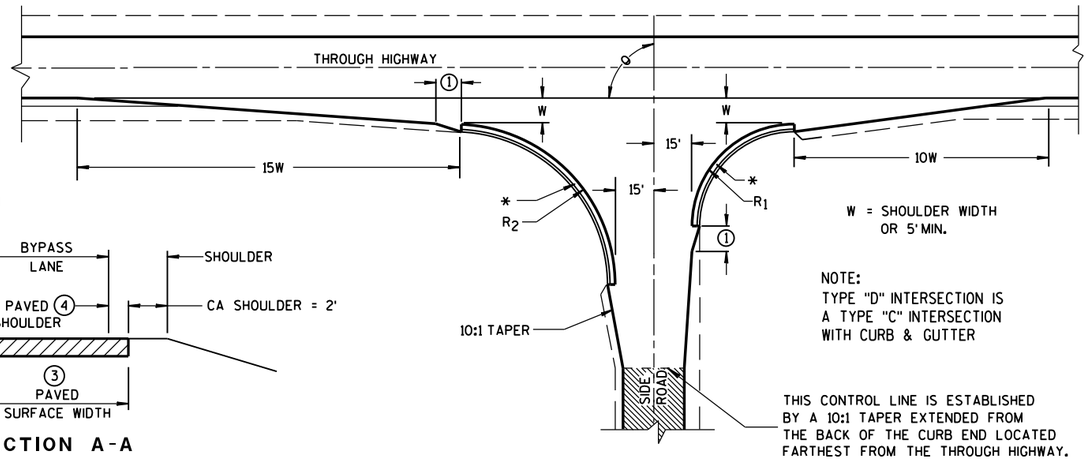
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

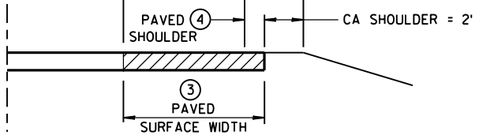
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

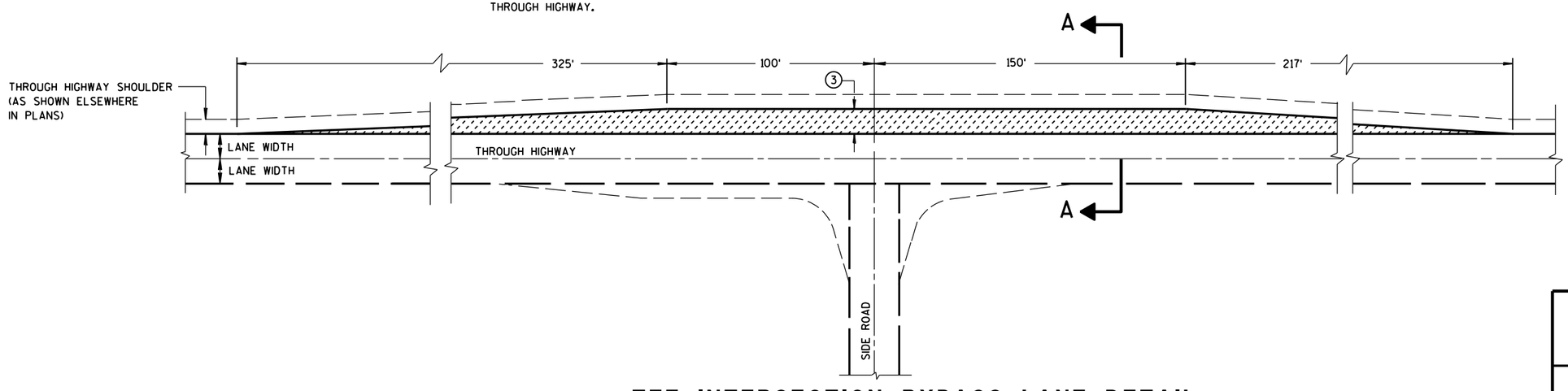
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



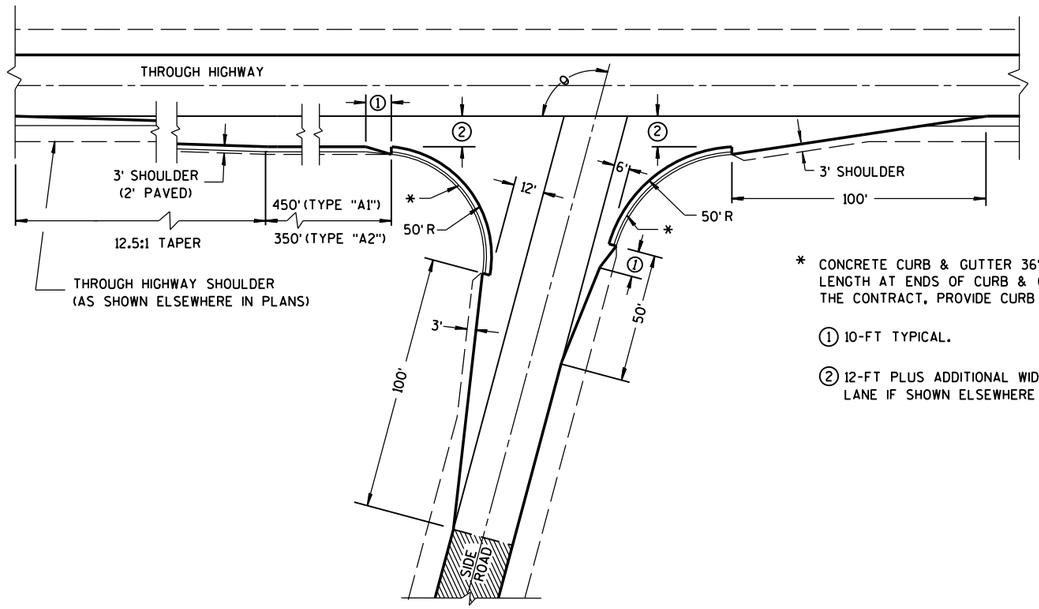
TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

S.D.D. 9 A 1-13a



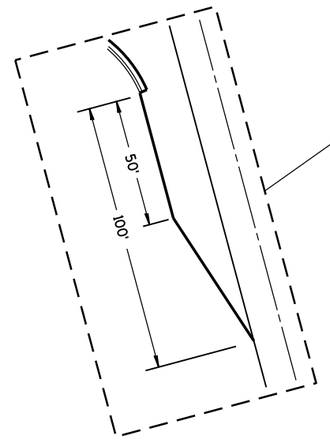
θ = MORE THAN 80°

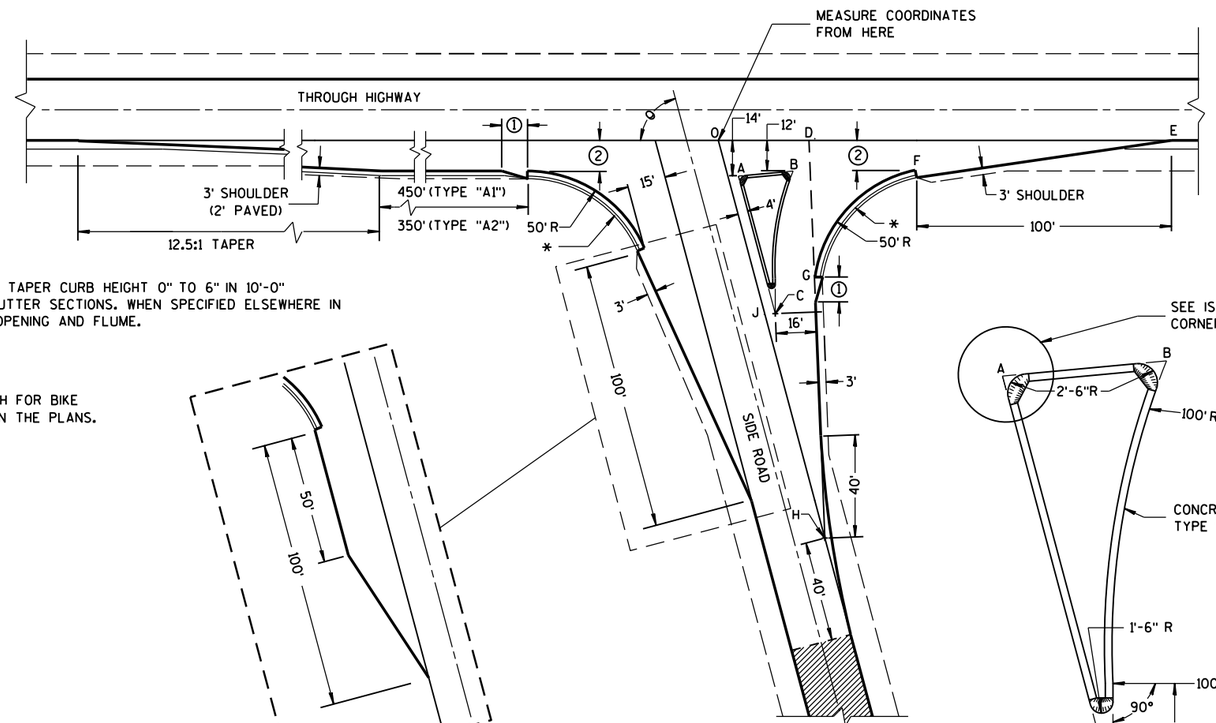
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10-FT TYPICAL.

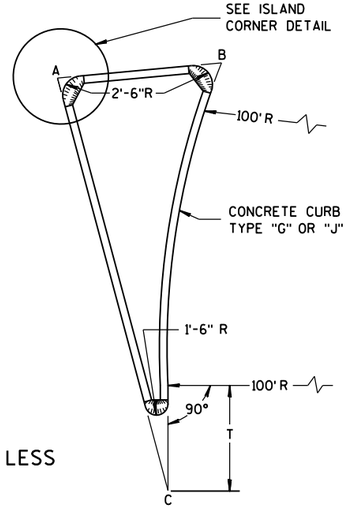
② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.

EXISTING PAVED SURFACE

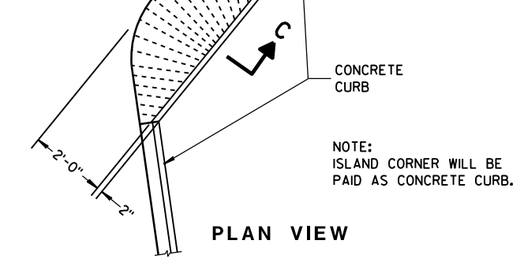




θ = ACUTE ANGLES 80° OR LESS

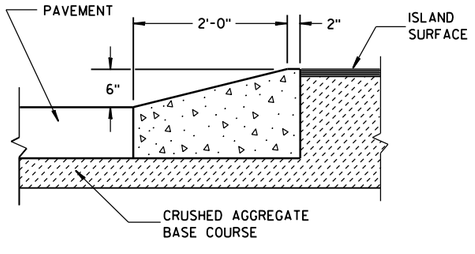


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS



NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

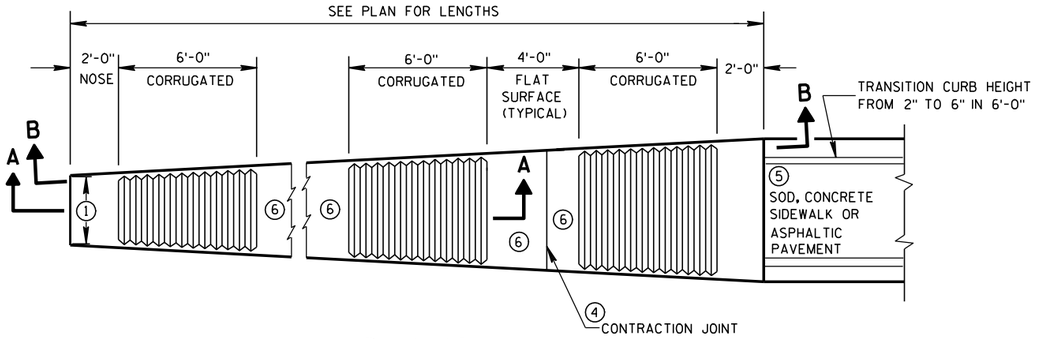
AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

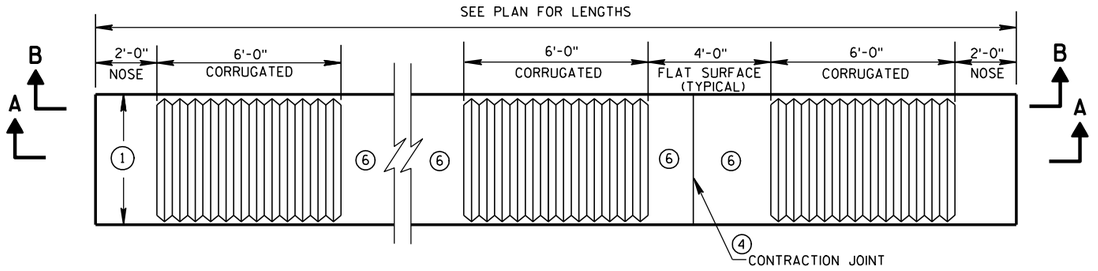
S.D.D. 9 A 1-13b

S.D.D. 9 A 1-13b



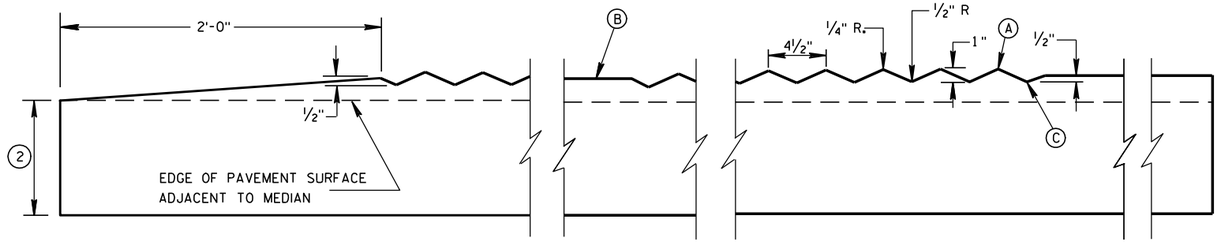
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

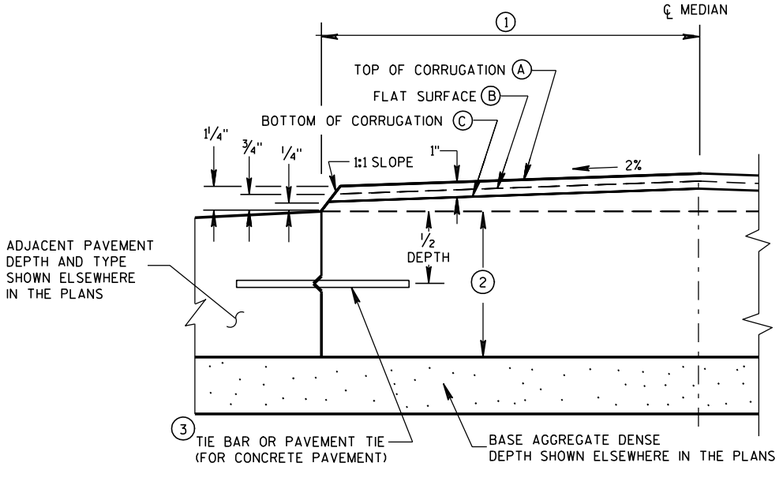
(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.
ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.
(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

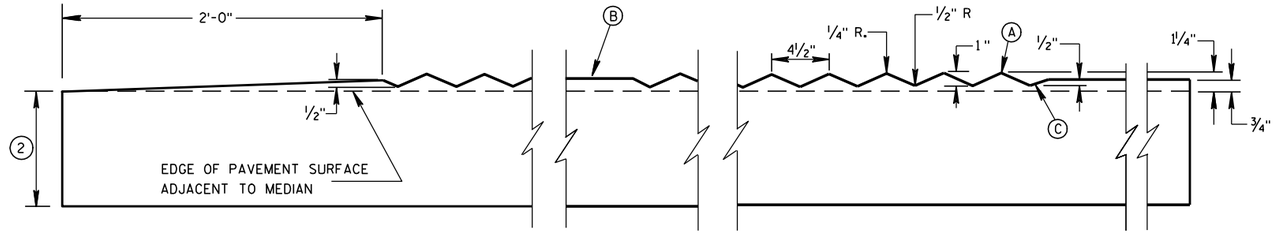
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

290

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S.D.D. 11 B 1-5

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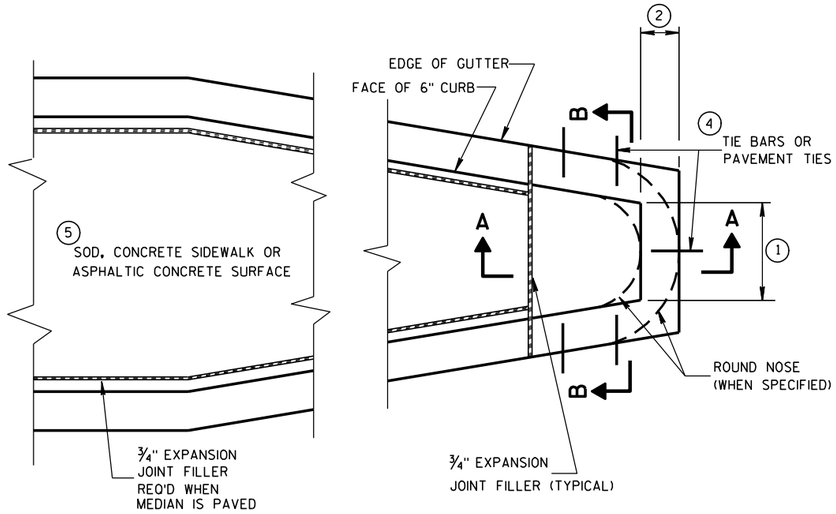
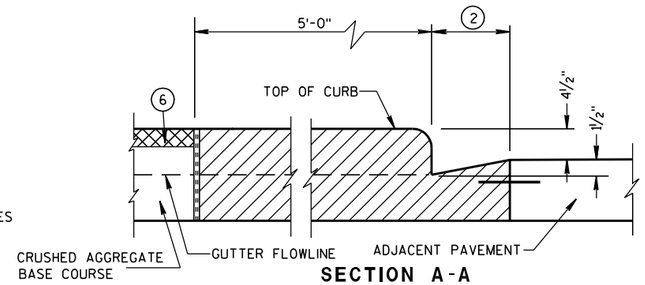
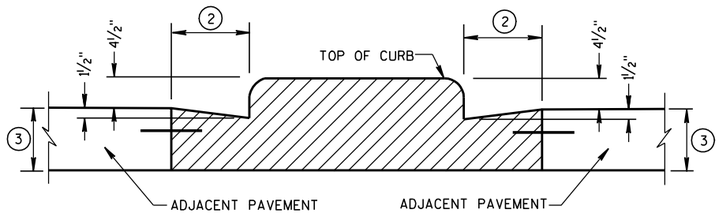
S.D.D. 11 B 1-5





SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

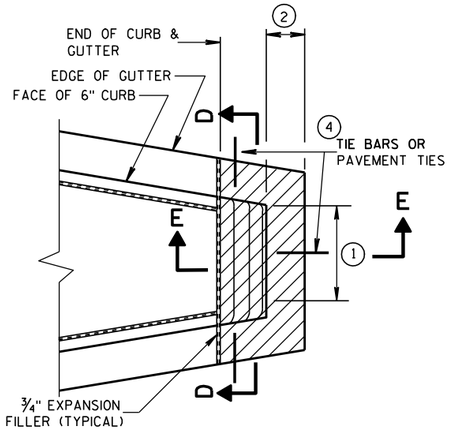
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

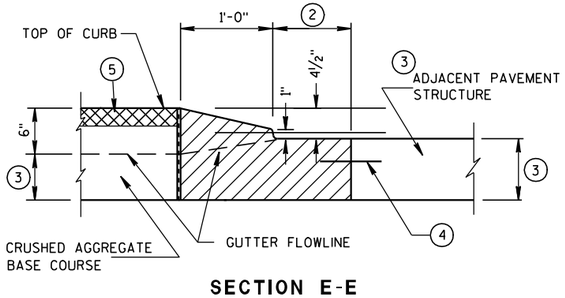
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

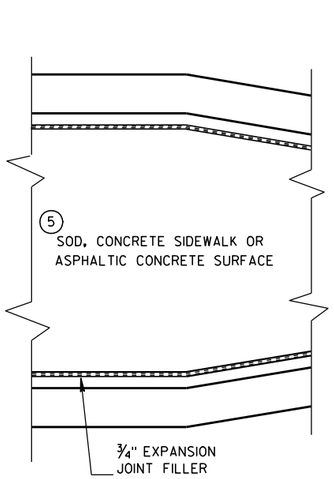
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

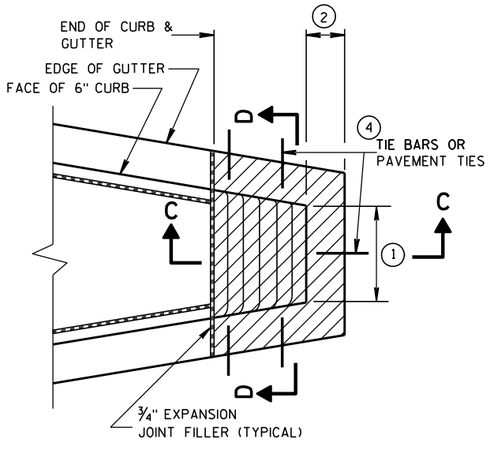




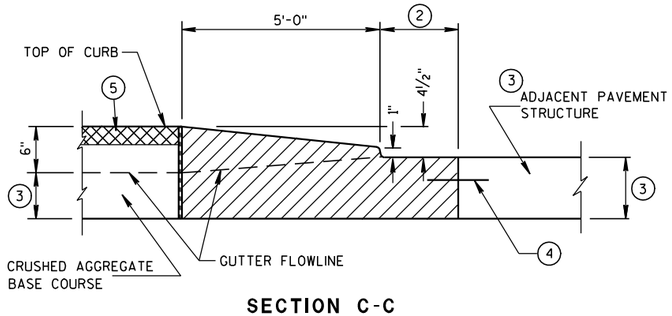
SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

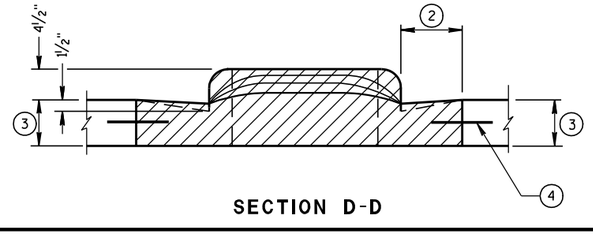




CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION C-C



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	291 NT

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S.D.D. 11 B 2-2

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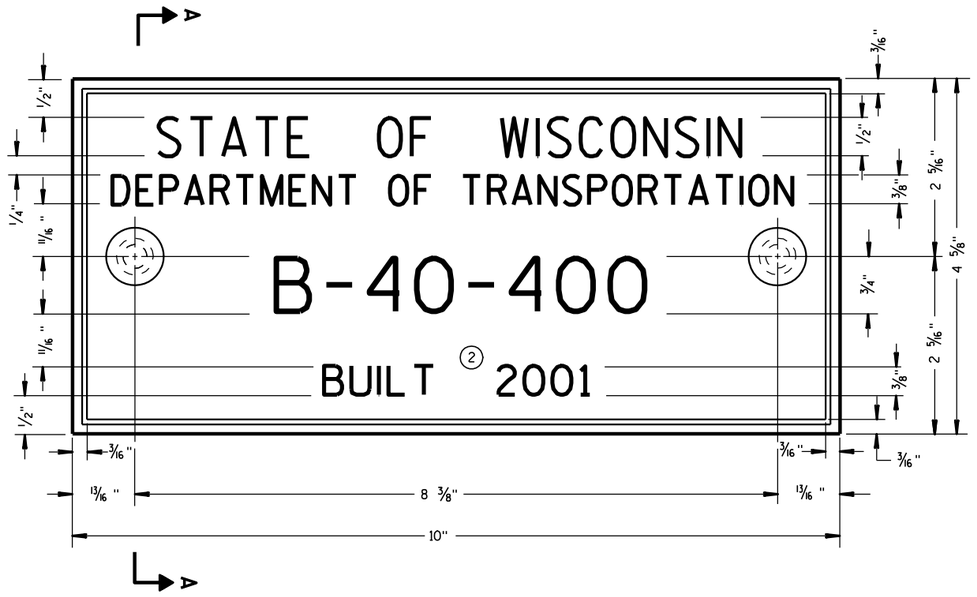
S.D.D. 11 B 2-2



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)

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

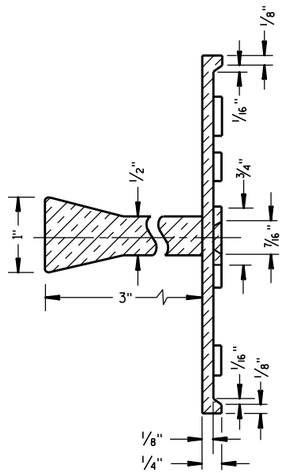
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

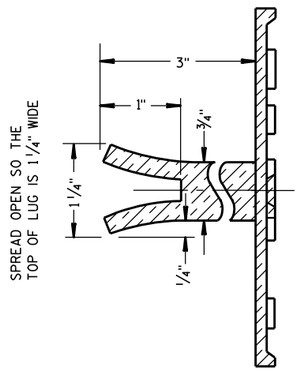
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

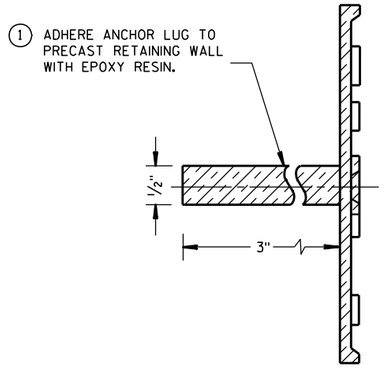
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP 292 ENGINEER

FHWA

6

S.D.D. 12 A 3-10

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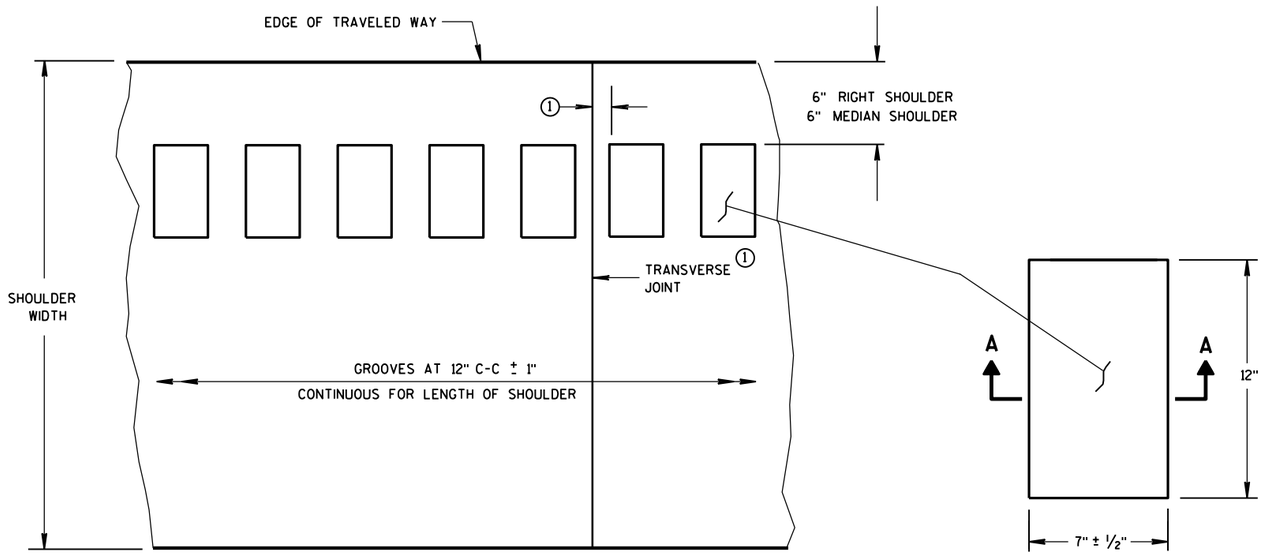
S.D.D. 12 A 3-10



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

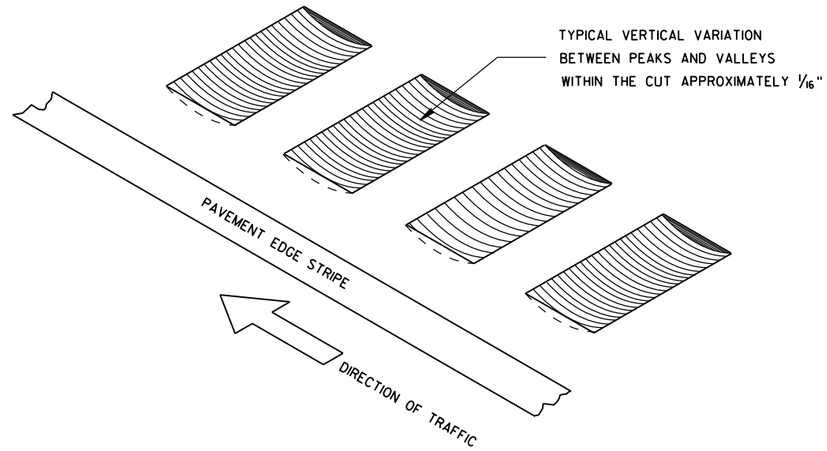
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

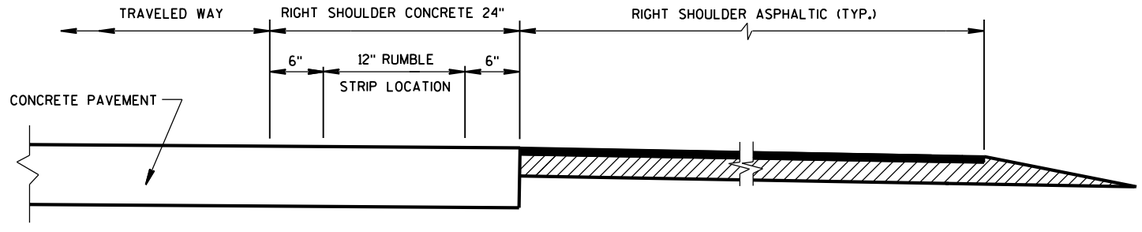
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

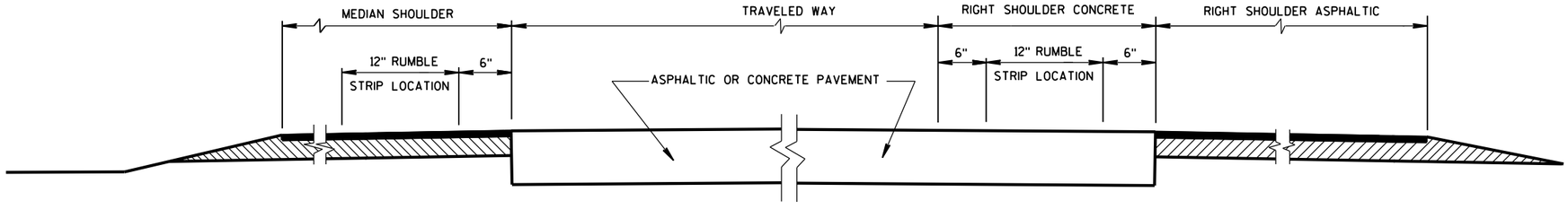
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



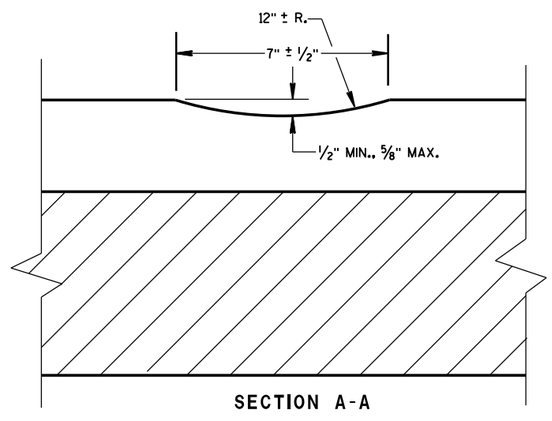
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

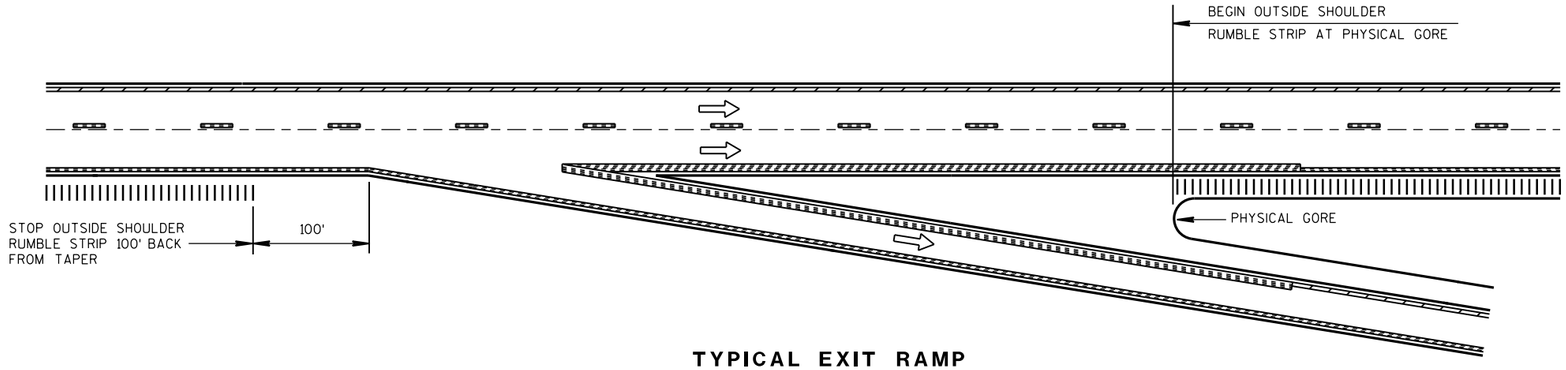
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a



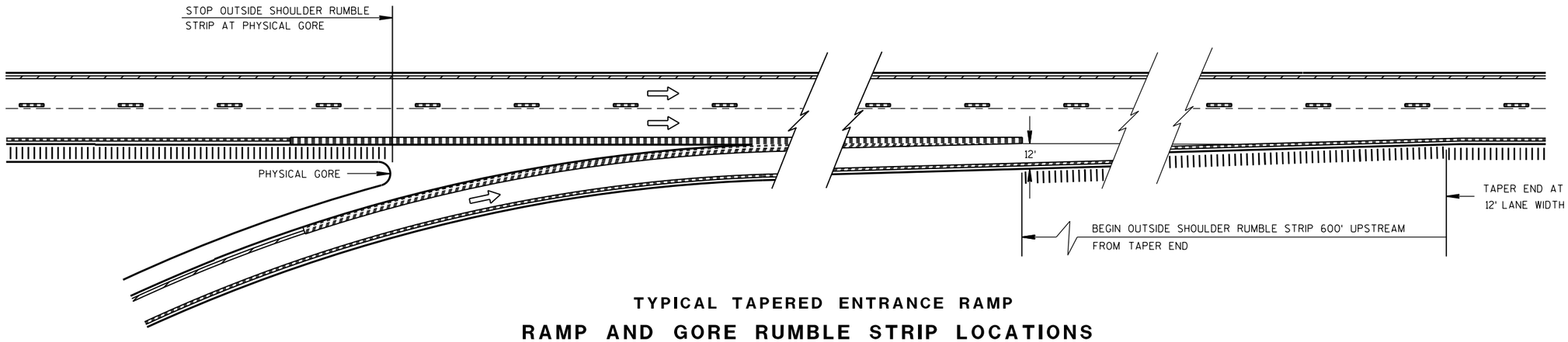
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

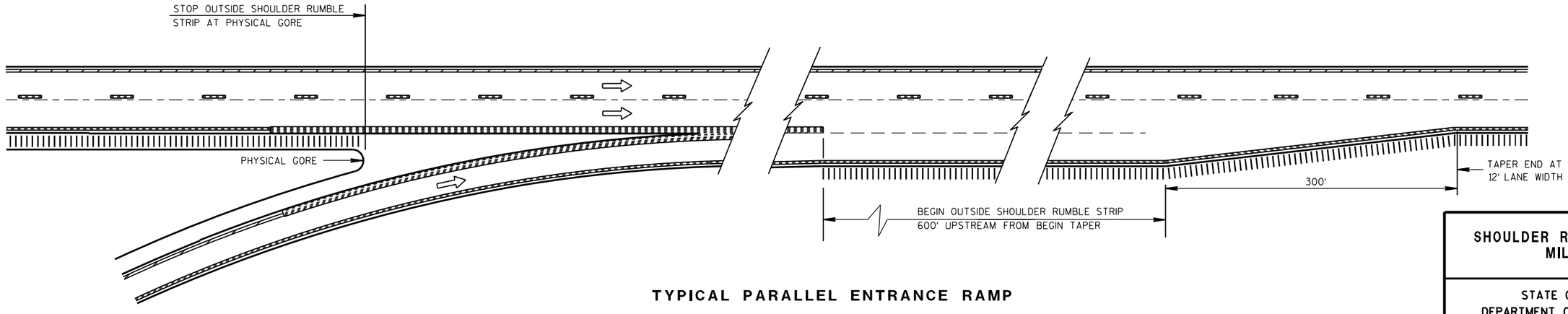
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

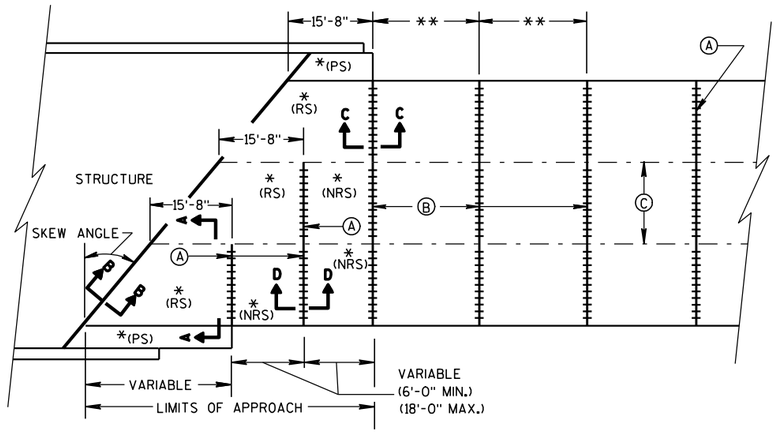
FHWA

6

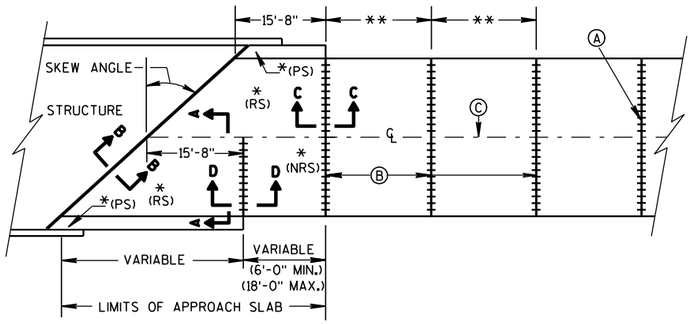
S.D.D. 13 A 5-5b

6

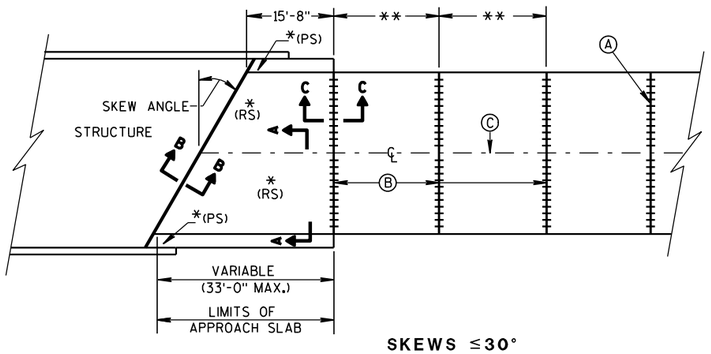
S.D.D. 13 A 5-5b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



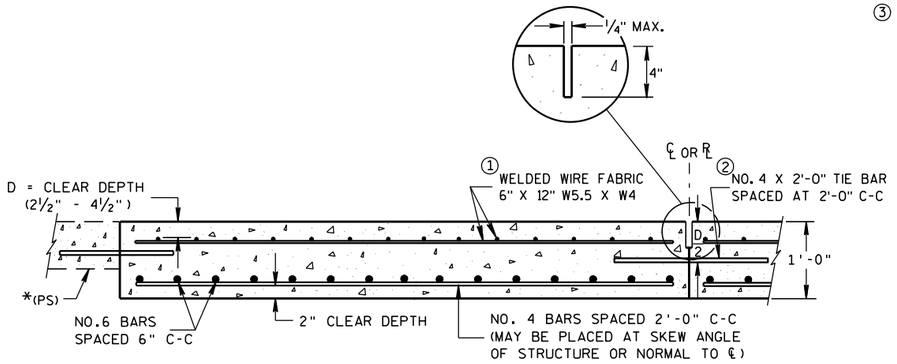
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

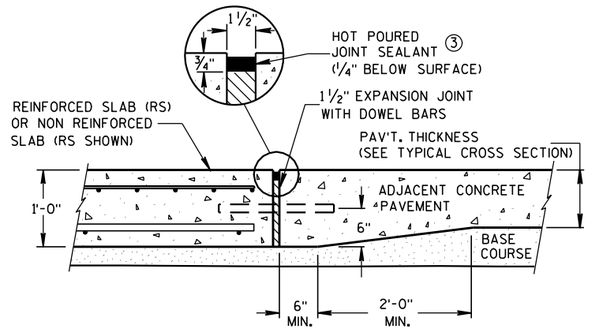
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING
(SEE SDD 13C4, SDD 13C11, & SDD 13C13)

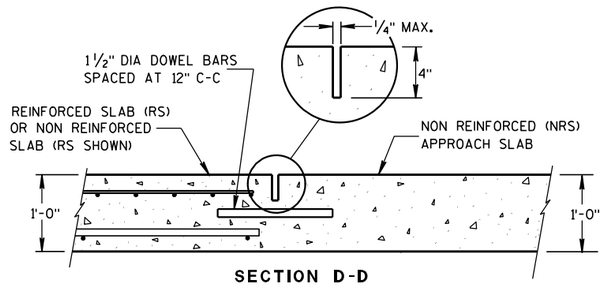
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄
(C) STANDARD LONGITUDINAL JOINT AND TIE BARS.



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



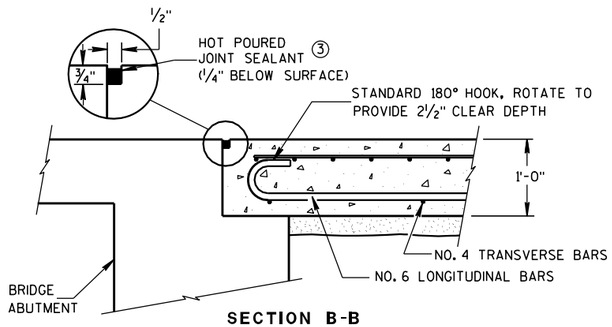
SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

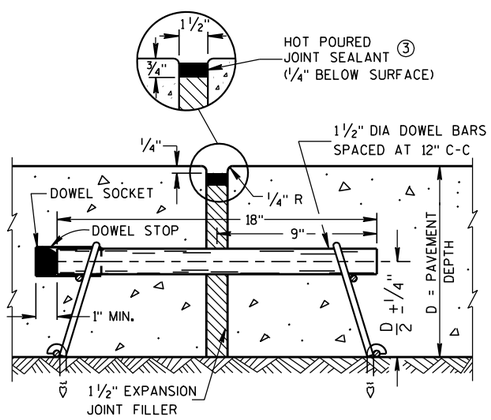
APPROACH SLABS ABUTTING AN HMA PAVEMENT OVER BASE COURSE DO NOT NEED TO BE DOWELED.

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

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



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



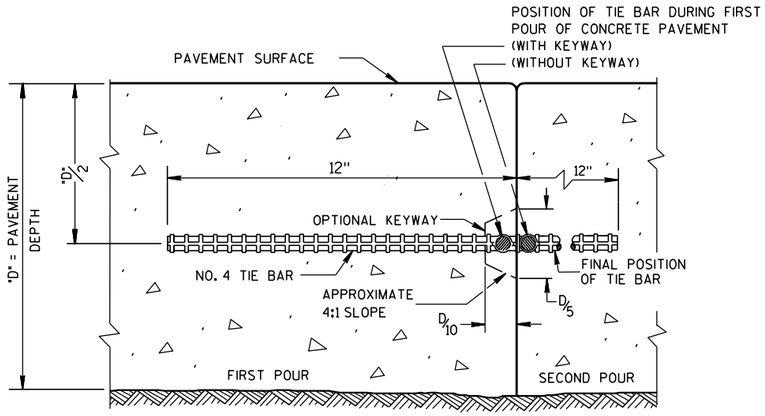
EXPANSION JOINT

CONCRETE PAVEMENT APPROACH SLAB

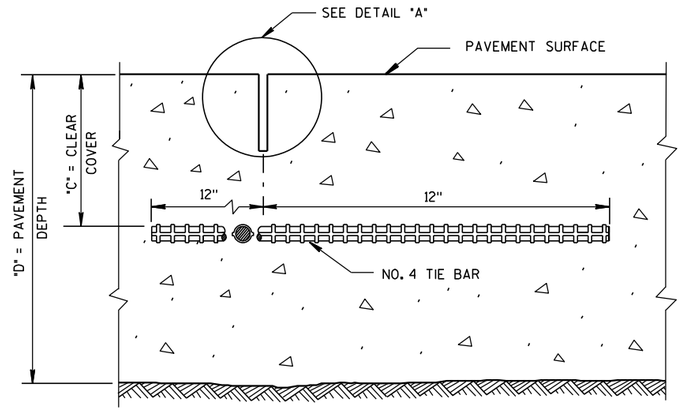
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/11/2009 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DESIGNER
FHWA

6
S.D.D. 13 B 2-6



CONSTRUCTION JOINT



SAWED JOINT

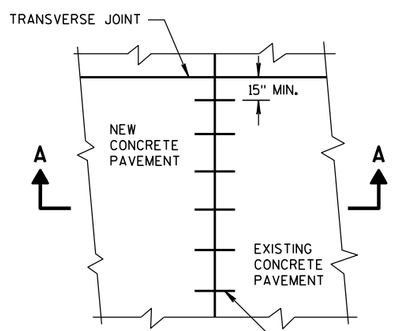
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

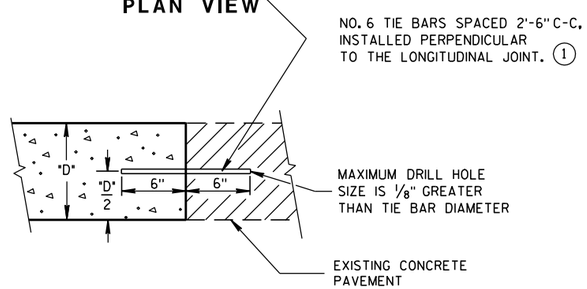
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

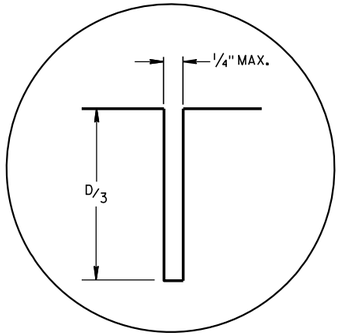
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

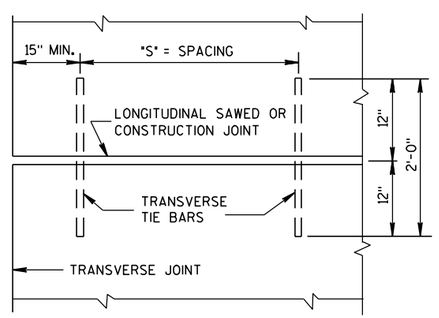


SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥ 30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10-5-2010
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DI296 INEER

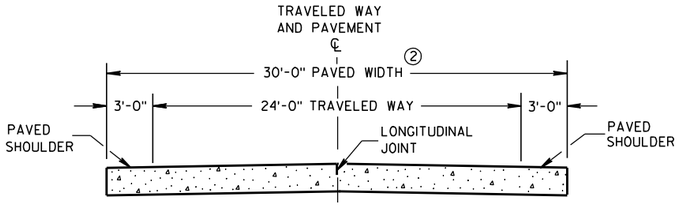
FHWA

6

S.D.D. 13 C 1-15

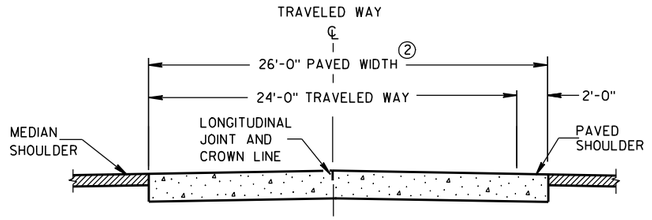
6

S.D.D. 13 C 1-15

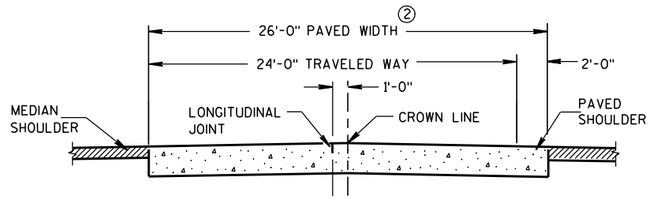


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B

①

DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, CENTER THE DOWEL ASSEMBLY ACROSS THE LANES. LOCATE THE INNER AND OUTER MOST DOWEL BARS SO THAT THE CENTER OF THE BARS ARE A MINIMUM OF 6 INCHES AND A MAXIMUM OF 12 INCHES FROM THE LONGITUDINAL JOINT AND THE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

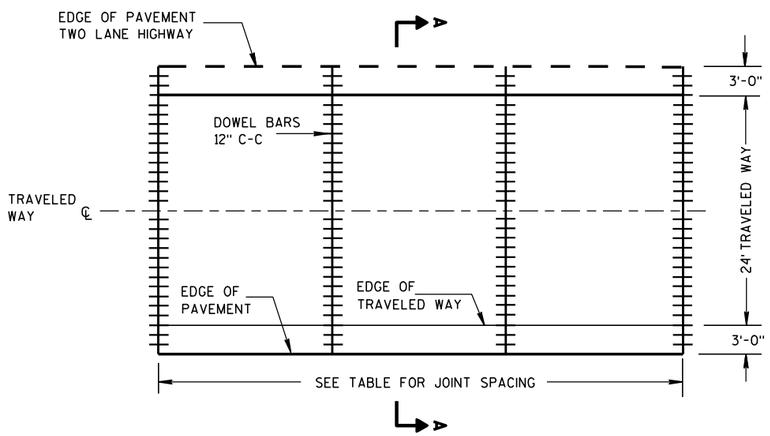
THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

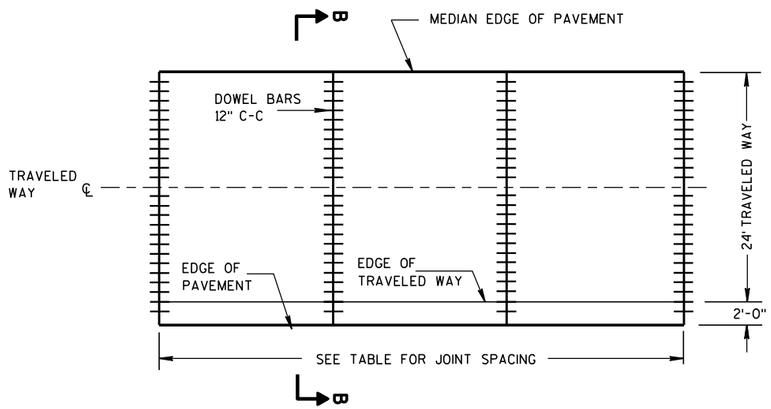
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY

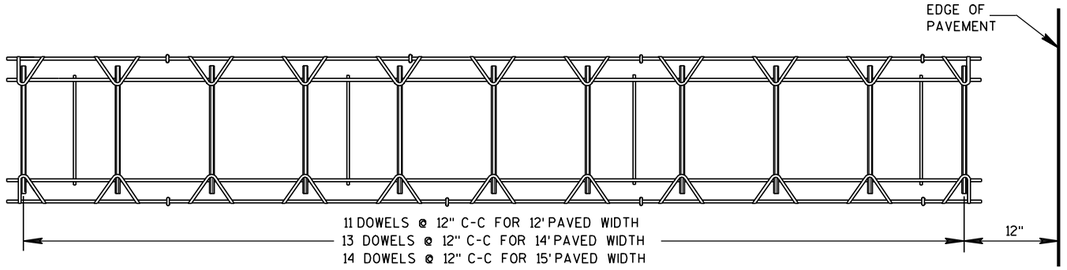


CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 13 C 11-10a



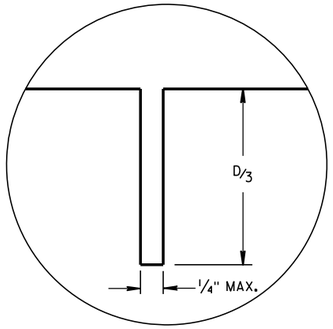
PLAN VIEW

⑤

SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① THE ENGINEER MAY APPROVE THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. THE CONTRACTOR MAY USE MECHANICAL DOWEL BAR INSERTERS INSTEAD OF DOWEL ASSEMBLIES.

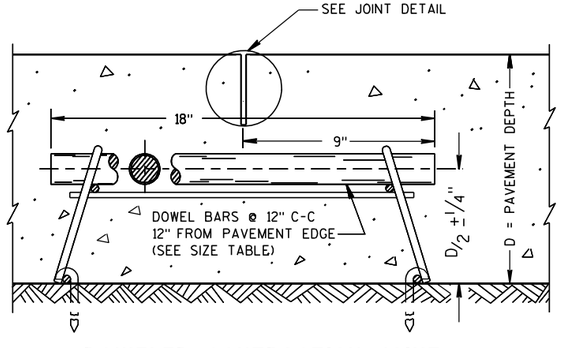
② ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

③ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

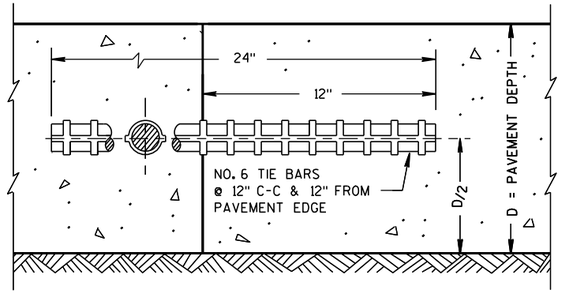
④ SPACE DOWEL BARS INSTALLED BY DRILLING 1'-3" ON CENTER. CENTER THE GROUPING OF DOWEL BARS INSIDE THE SLAB BASED ON ALL THE FOLLOWING SITUATIONS:

BETWEEN THE EDGES OF PAVEMENTS WITHOUT LONGITUDINAL JOINTS OR BETWEEN THE EDGE OF PAVEMENT AND NEAREST LONGITUDINAL JOINT OR BETWEEN TWO ADJACENT LONGITUDINAL JOINTS.

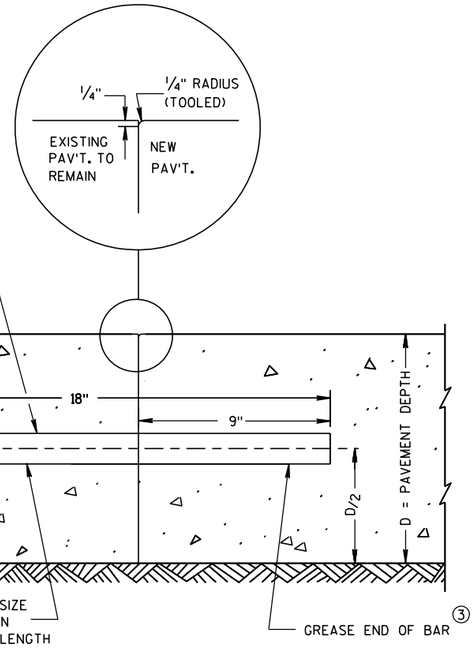
⑤ SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.



DOWELED CONTRACTION JOINT



CONSTRUCTION JOINT



TRANSVERSE CONTRACTION JOINTS ABUTTING EXISTING PAVEMENT

④ DOWEL BAR DETAIL

RIRAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/11/09 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DESIGNER
FHWA

6

S.D.D. 13 C 11-10b

GENERAL NOTES

PCCP = PORTLAND CEMENT CONCRETE PAVEMENT.

SHLDR = SHOULDER.

CONTINUE SAW CUT CONTRACTION JOINT ACROSS TURN LANE, EXIT TAPER AND PASSING LANE.

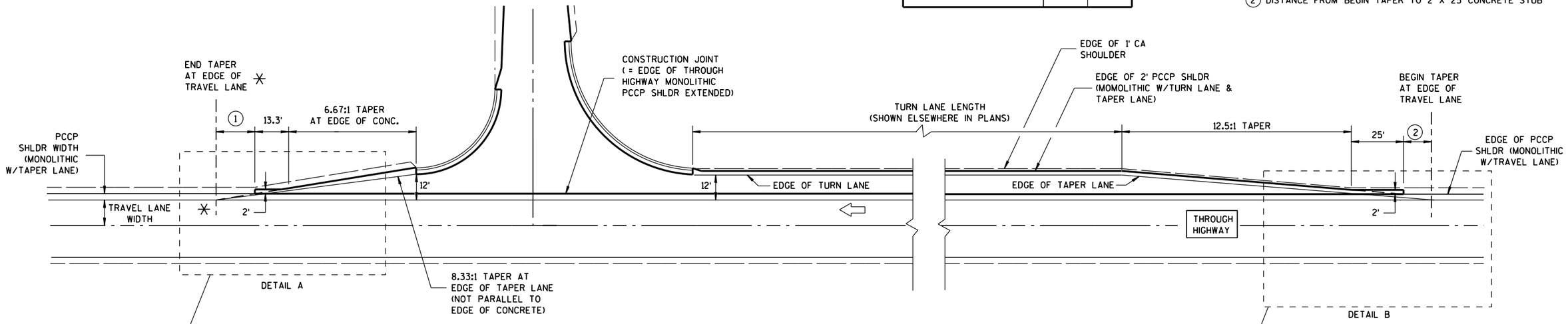
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

THROUGH HIGHWAY LANE WIDTH AND PCCP SHOULDER WIDTH ARE SHOWN ELSEWHERE IN PLANS

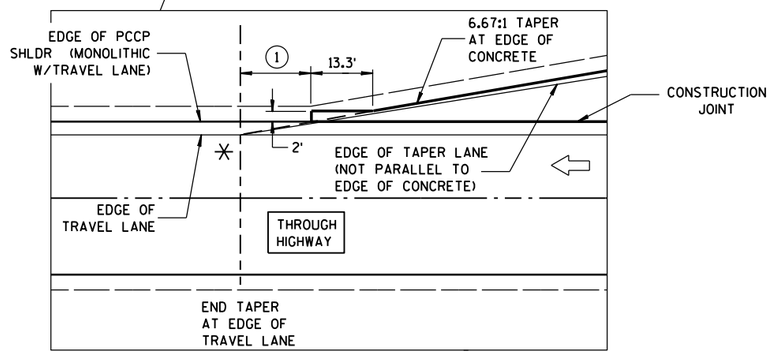
(1) DISTANCE FROM END TAPER TO 2' X 13.3' CONCRETE STUB

(2) DISTANCE FROM BEGIN TAPER TO 2' X 25' CONCRETE STUB

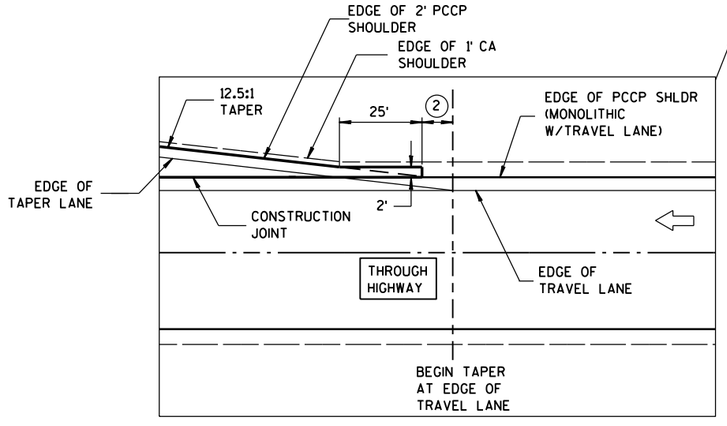
THROUGH HIGHWAY MONOLITHIC PCCP SHOULDER WIDTH (FEET)	DISTANCE (FEET) (1)	DISTANCE (FEET) (2)
2	13.3	0.0
3	20.0	12.5
TAPER RATE : 1	6.67	12.5



NOTE: EDGE OF CONCRETE TAPER (EXTENDED) & EDGE OF TAPER LANE CONVERGE



DETAIL A



DETAIL B

RIGHT TURN LANE AND EXIT TAPER

DETAIL FOR RIGHT TURN LANE/ TEE INTERSECTION BYPASS LANE ON A CONCRETE ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

S.D.D. 13 C 16-2a

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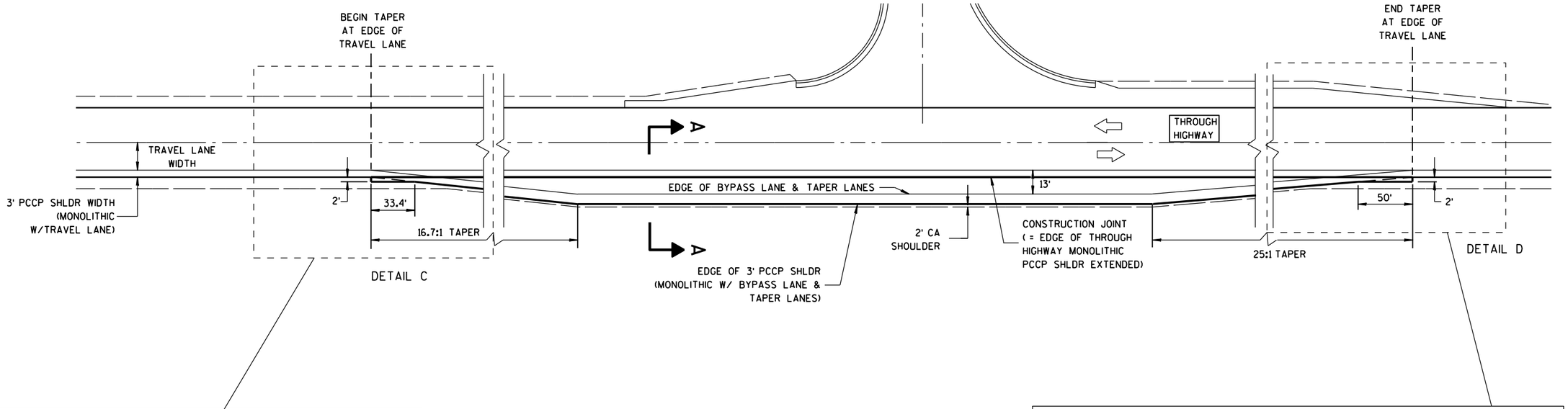
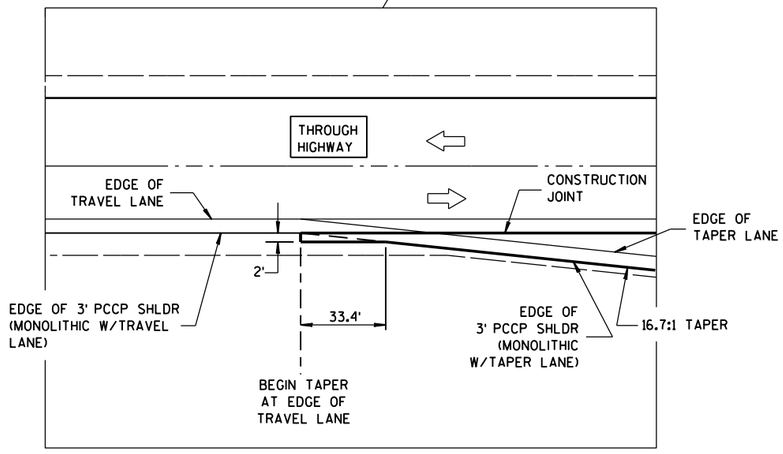
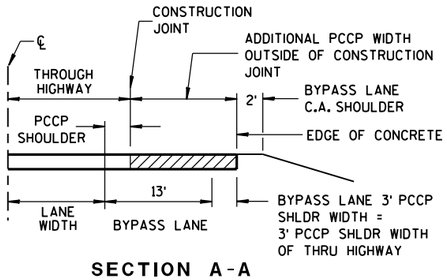
S.D.D. 13 C 16-2a



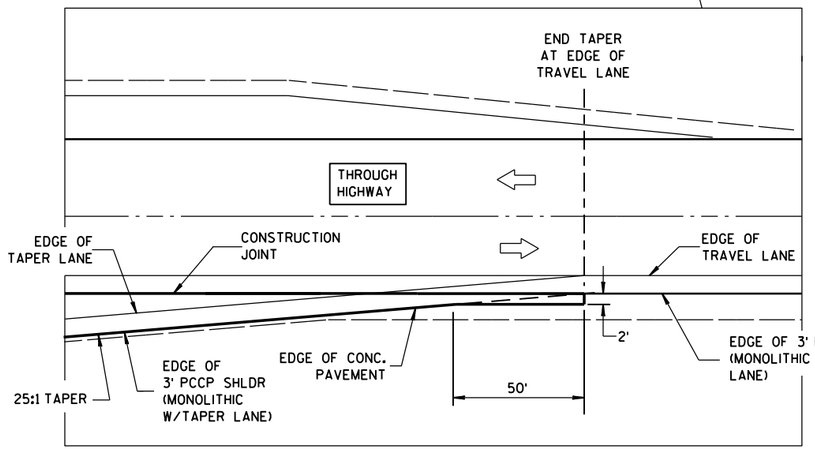


DETAIL C



SECTION A-A

(SHOWING BYPASS LANE AND SHOULDER)



DETAIL D

TWO LANE UNDIVIDED HIGHWAY TEE INTERSECTION BYPASS LANE

DETAIL FOR RIGHT TURN LANE/ TEE INTERSECTION BYPASS LANE ON A CONCRETE ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/18/12 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

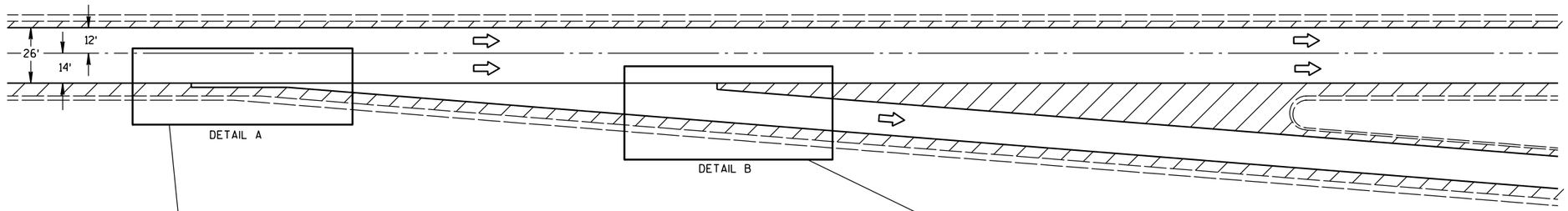
FHWA

6

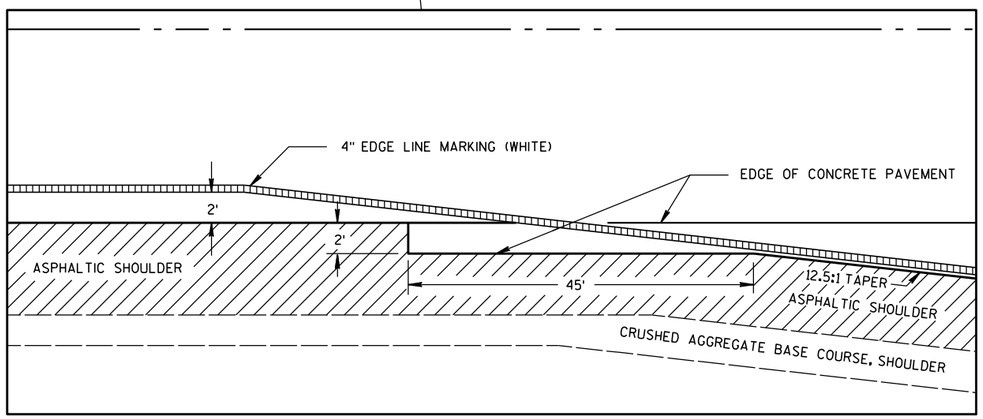
S.D.D. 13 C 16-2b

6

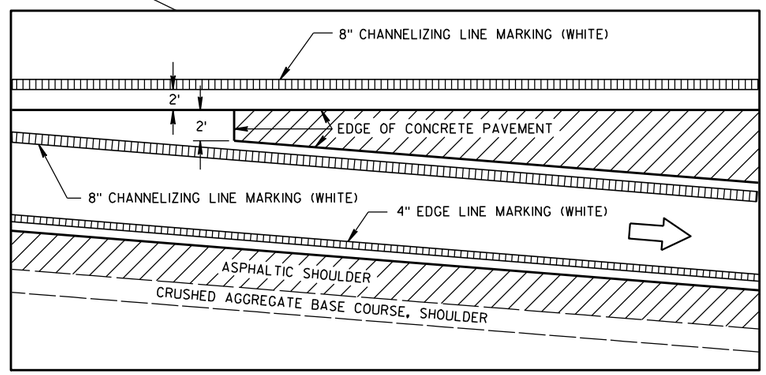
S.D.D. 13 C 16-2b



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

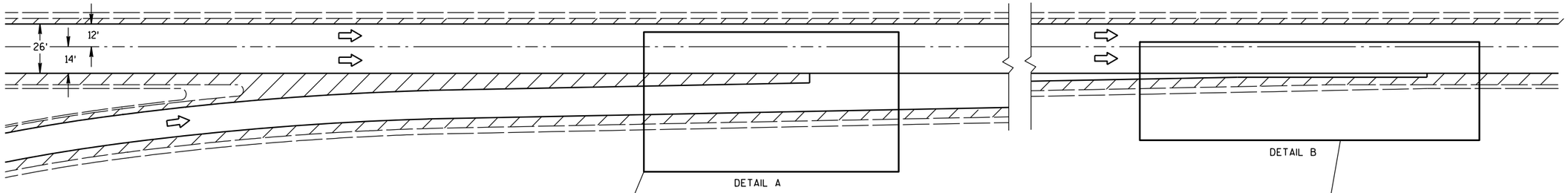
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

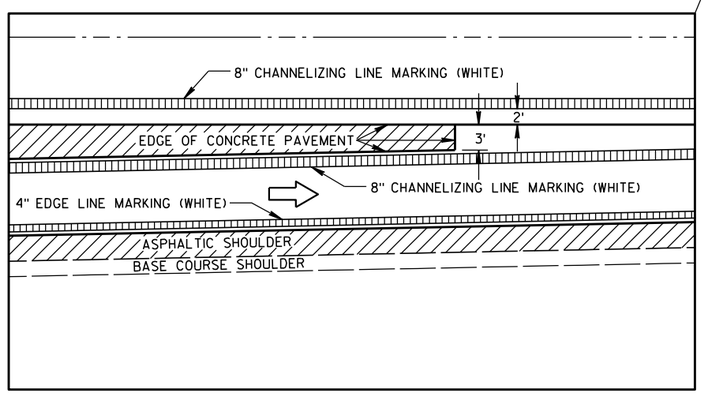
S.D.D. 13 C 17-1a

6

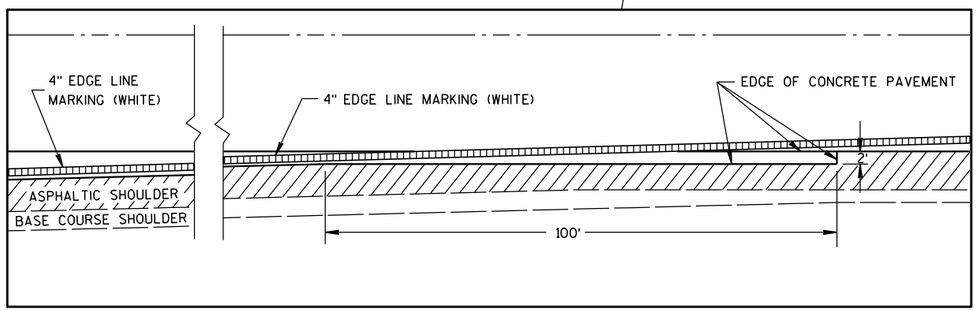
S.D.D. 13 C 17-1a



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

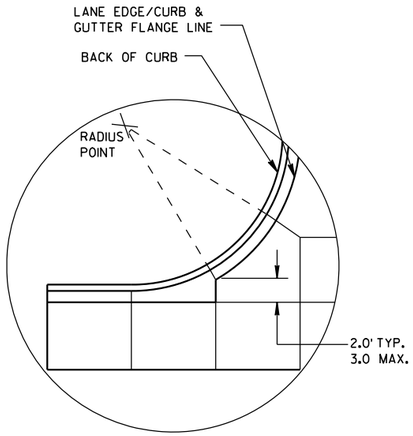
5/27/98
DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

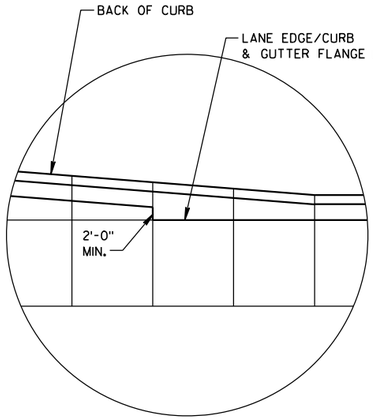
FHWA

6

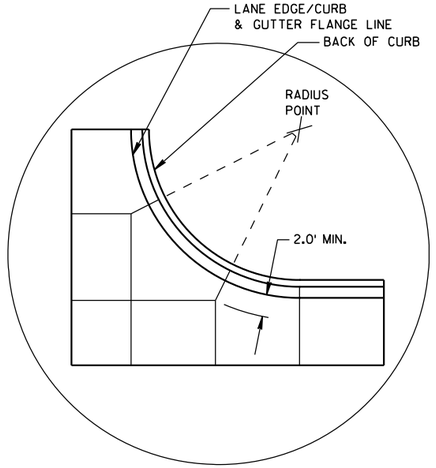
S.D.D. 13 C 17-1b



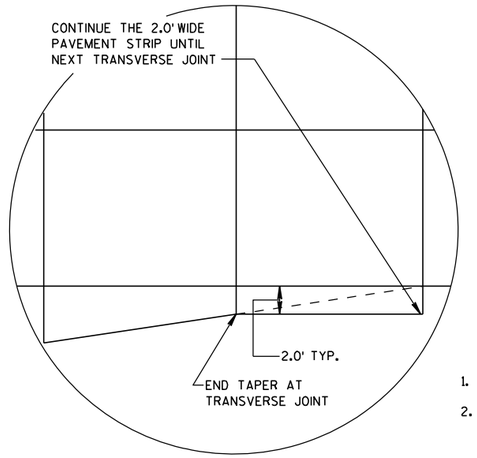
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

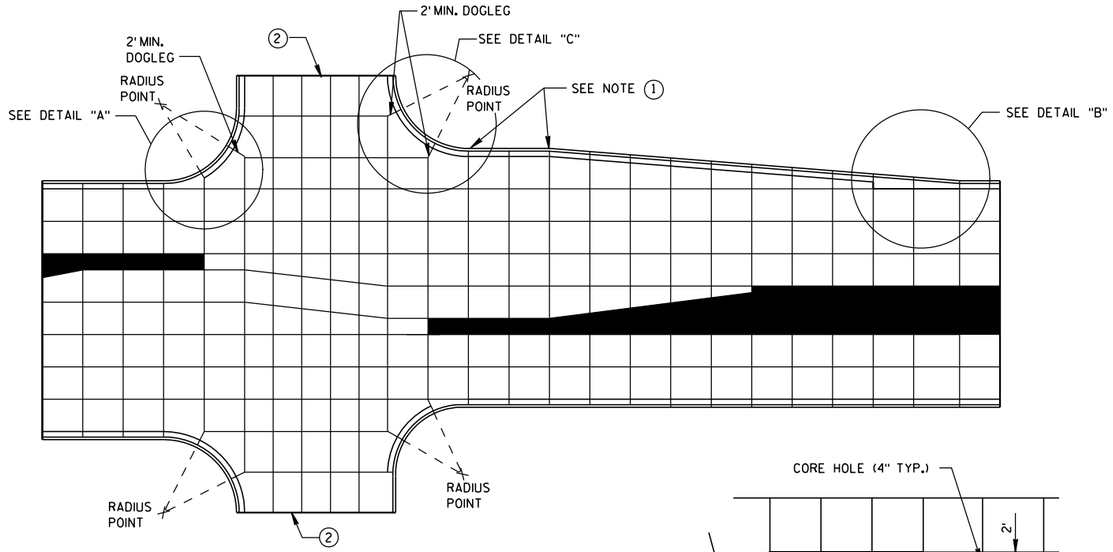
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

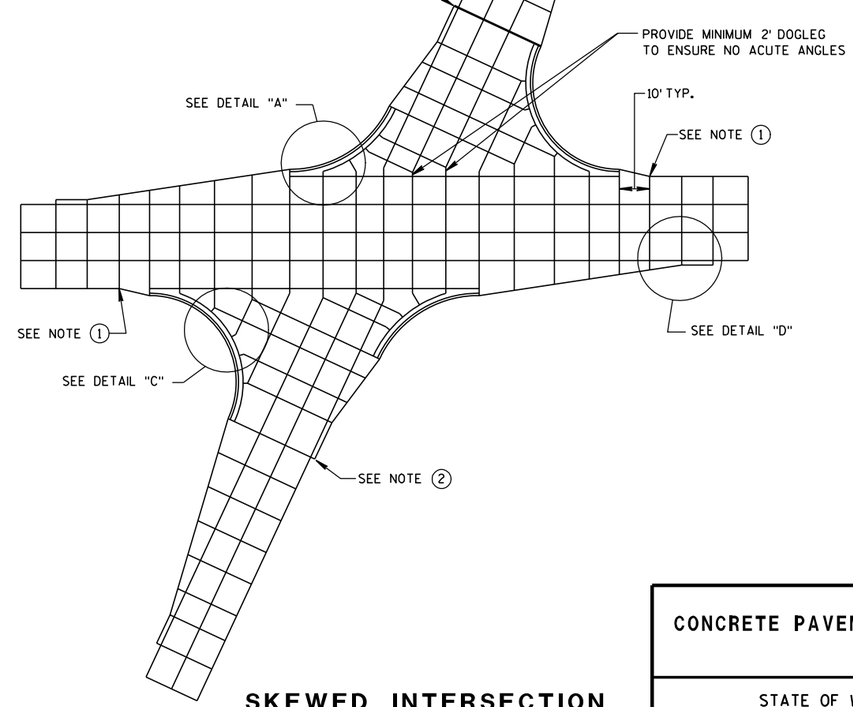
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



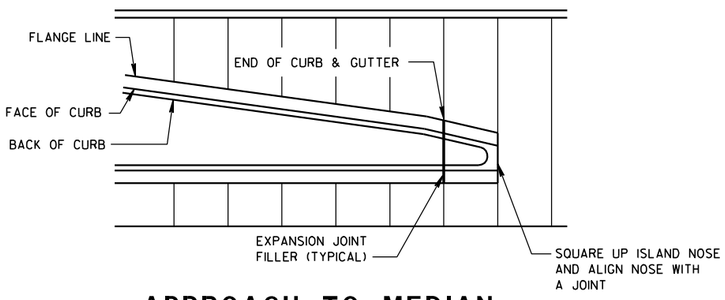
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

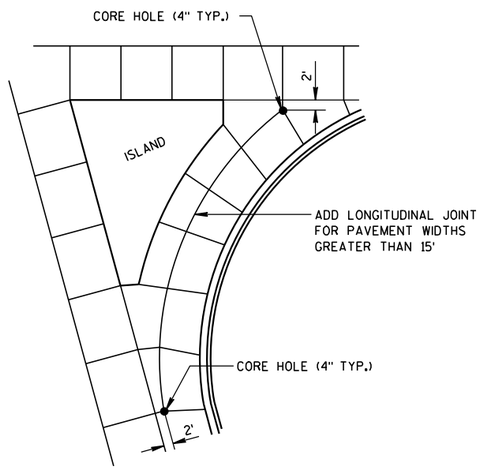
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



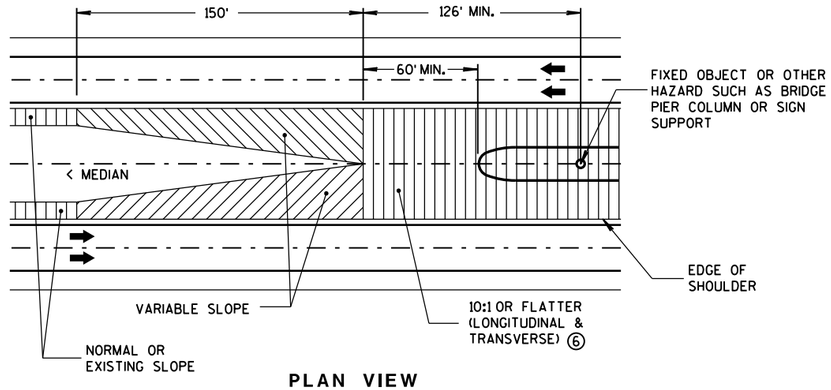
LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

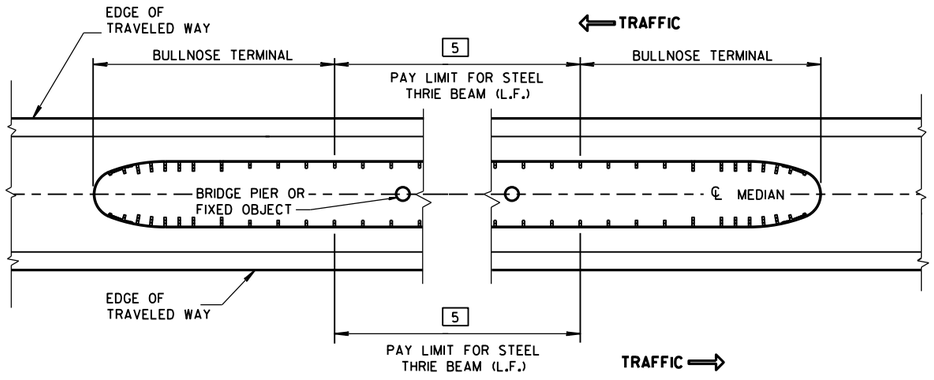
6

S.D.D. 13 C 18-1a

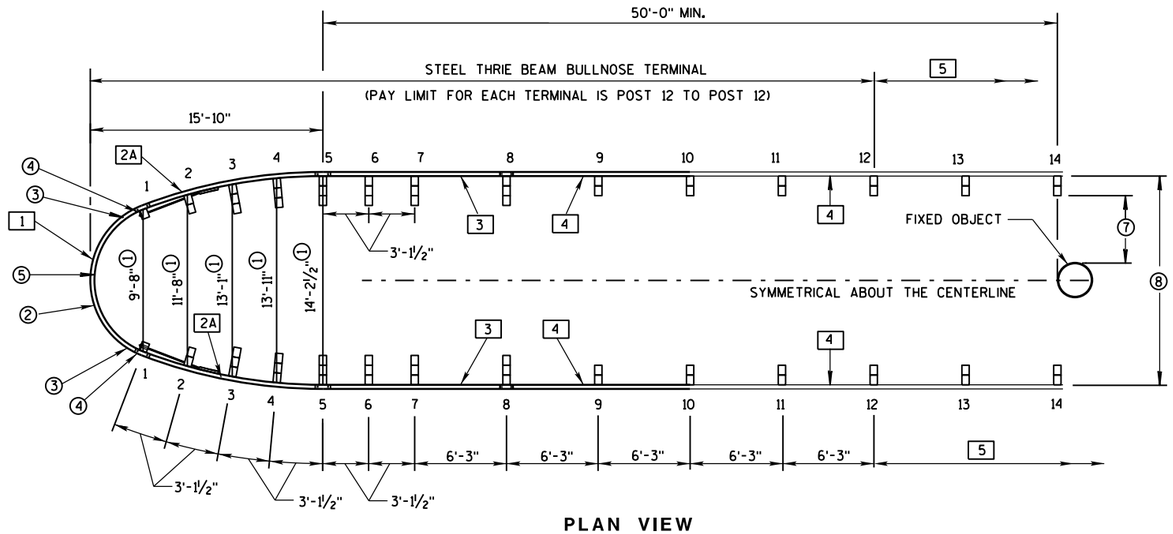


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

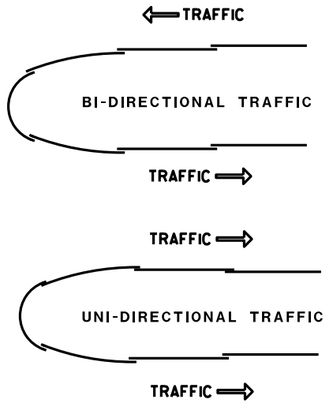


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

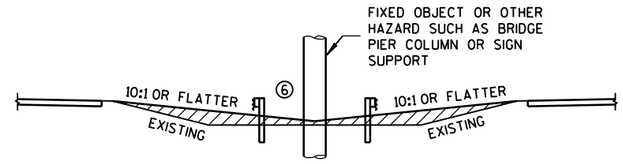
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

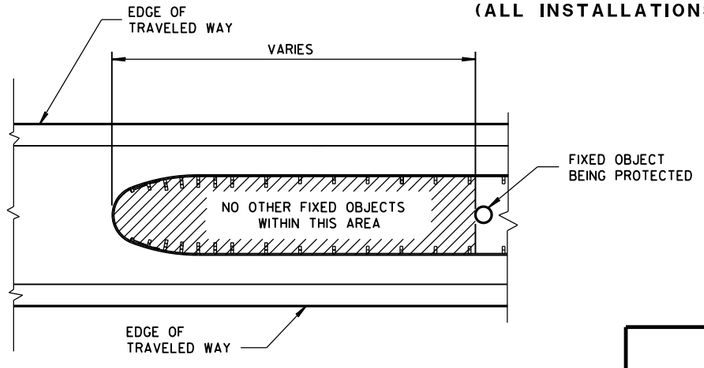
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)



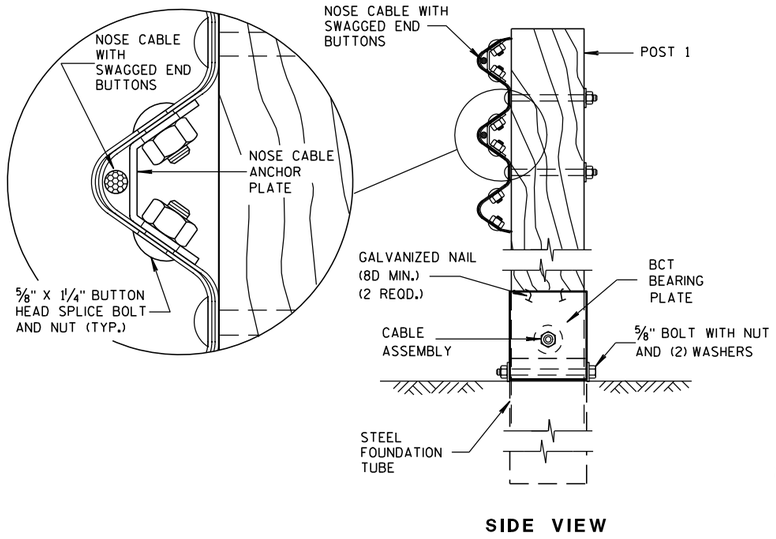
HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

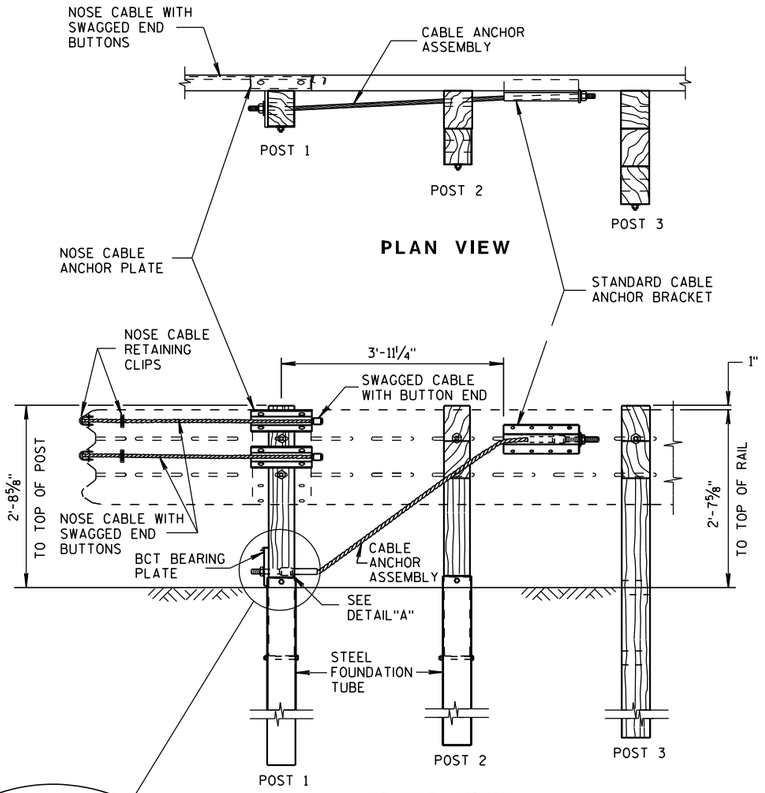
6

S.D.D. 14 B 26-2a



SIDE VIEW

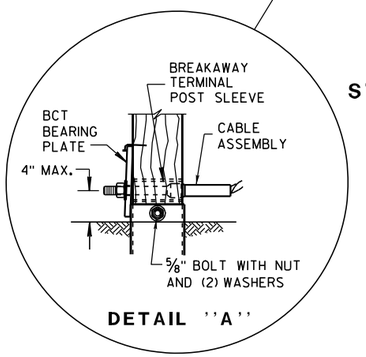
NOSE CABLE ASSEMBLY AT POST NO. 1



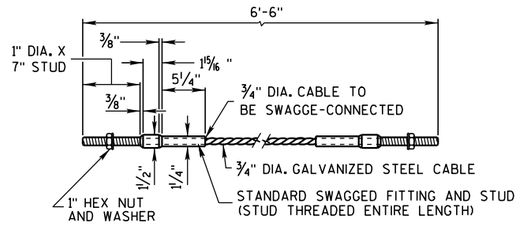
PLAN VIEW

FRONT VIEW

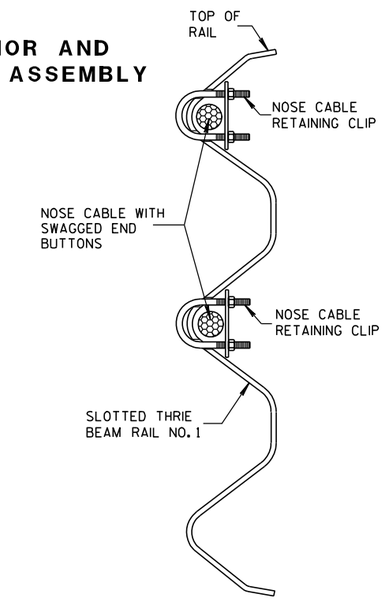
NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY



DETAIL ''A''



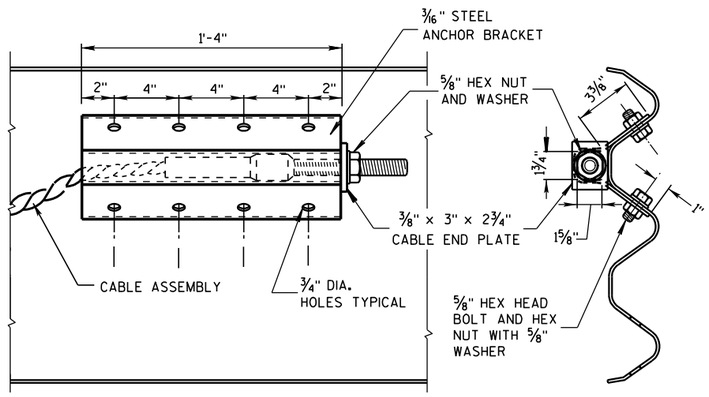
DETAILS OF CABLE ANCHOR ASSEMBLY



PLACEMENT OF NOSE CABLE RETAINING CLIP

GENERAL NOTES

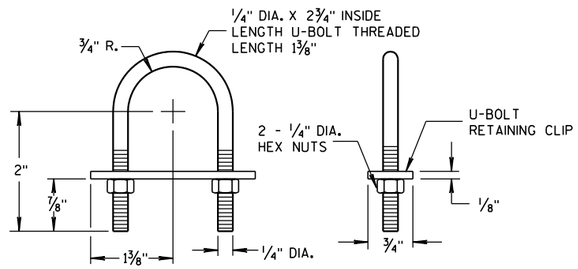
SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



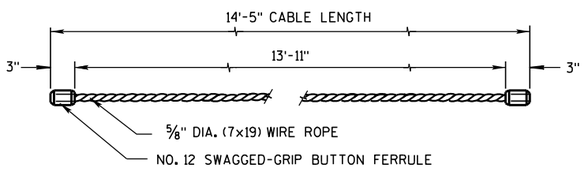
FRONT VIEW

END VIEW

DETAILS OF CABLE ANCHOR BRACKET

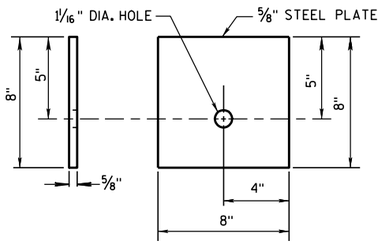


NOSE CABLE RETAINING CLIP

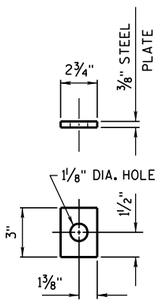


NOSE CABLE WITH SWAGGED END BUTTONS

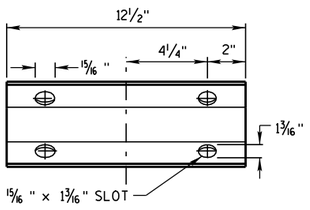
TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.



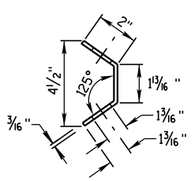
BCT BEARING PLATE



CABLE END PLATE



ELEVATION VIEW



END VIEW

NOSE CABLE ANCHOR PLATE

NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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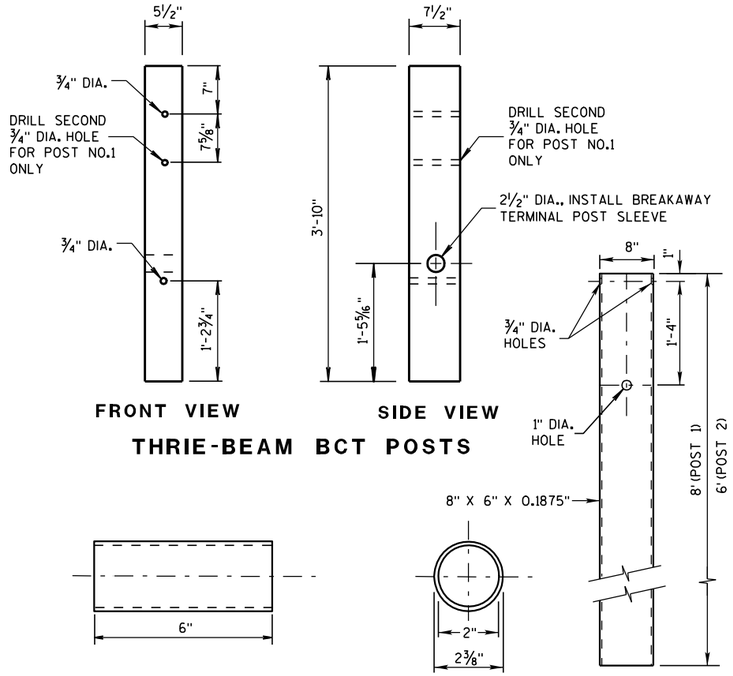
S.D.D. 14 B 26-2c

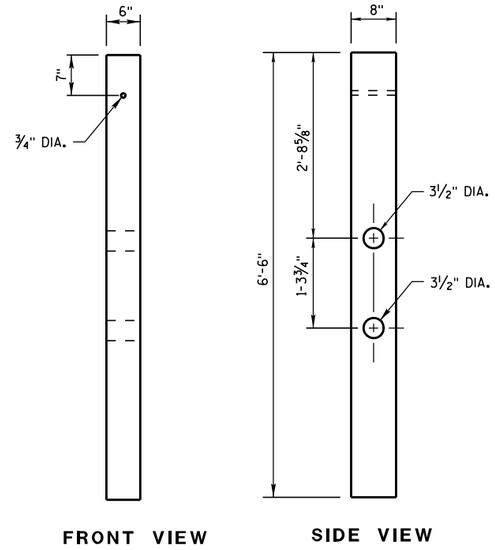


FRONT VIEW SIDE VIEW

THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

STEEL FOUNDATION TUBE

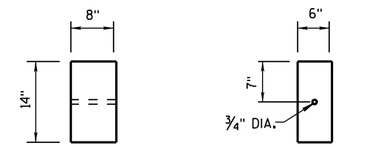


FRONT VIEW SIDE VIEW

THRIE-BEAM CRT WOOD POSTS

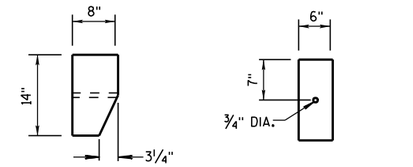
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



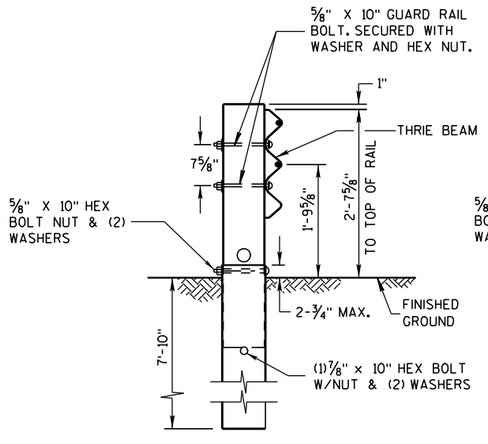
SIDE VIEW FRONT VIEW

STANDARD WOOD BLOCK



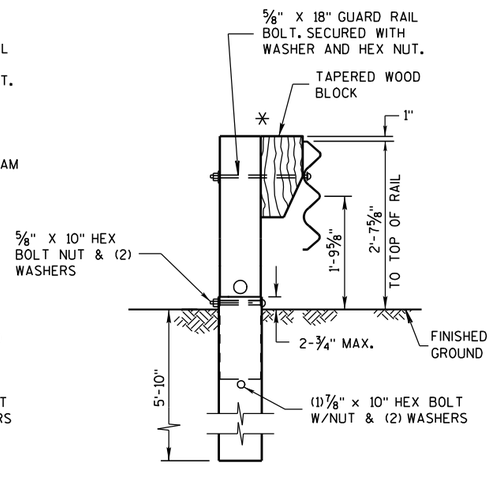
SIDE VIEW FRONT VIEW

TAPERED WOOD BLOCK



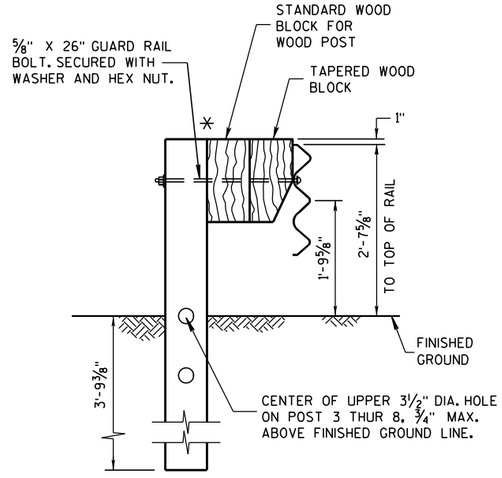
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



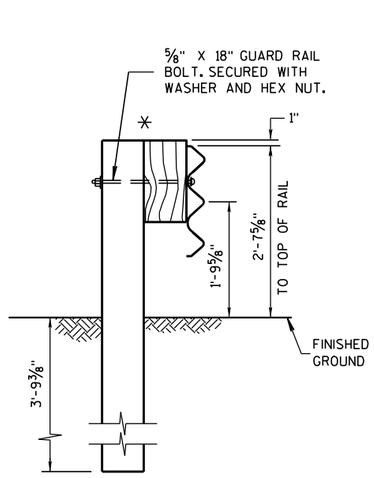
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12
(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

✳ IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

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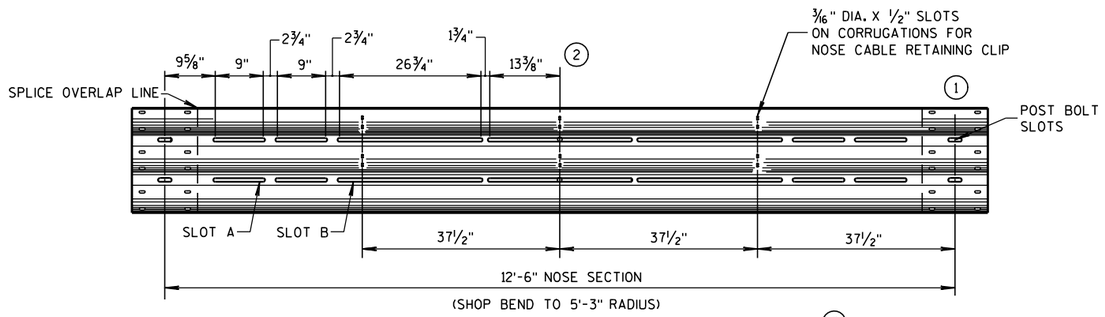
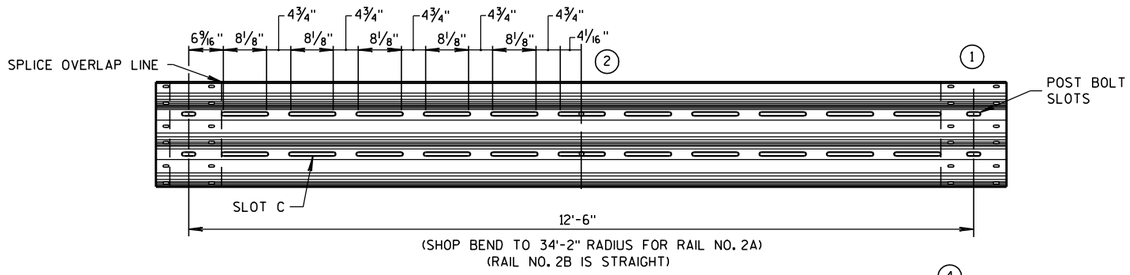
S.D.D. 14 B 26-2d

6

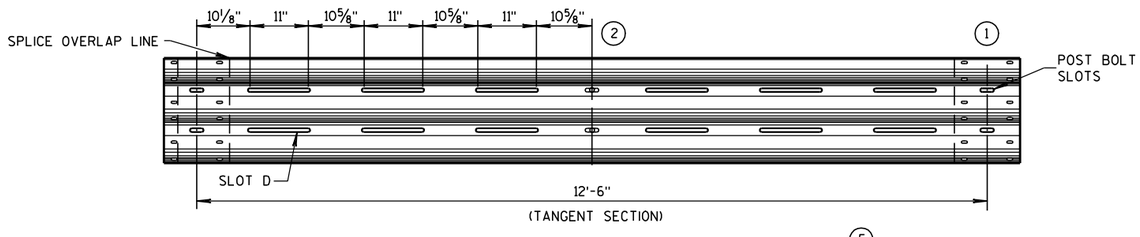
S.D.D. 14 B 26-2d



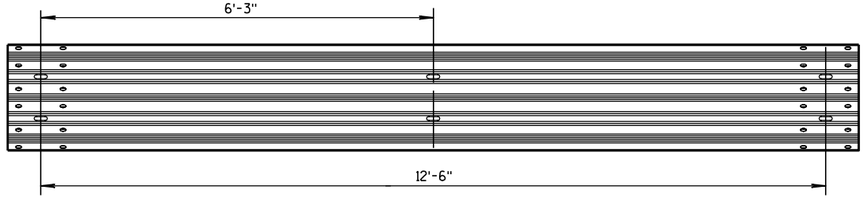
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

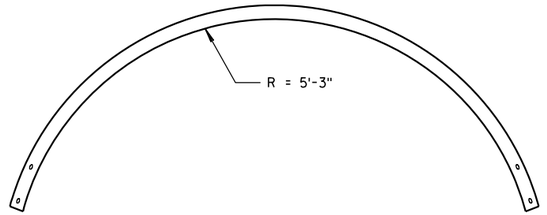
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

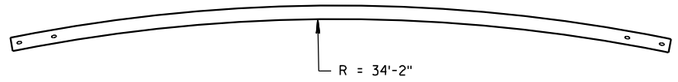
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



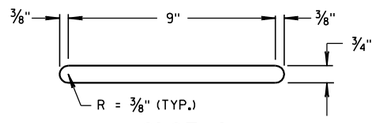
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

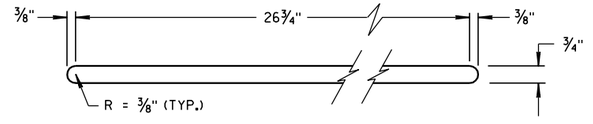


PLAN VIEW

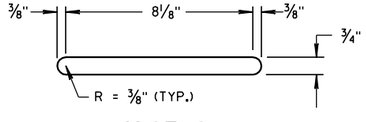
SLOTTED THRIE BEAM RAIL NO. 2A



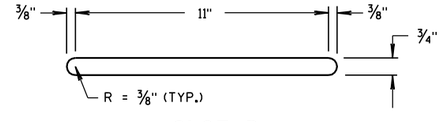
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-16-2010
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

307

FHWA

6

S.D.D. 14 B 26-2e

6

S.D.D. 14 B 26-2e

GENERAL NOTES

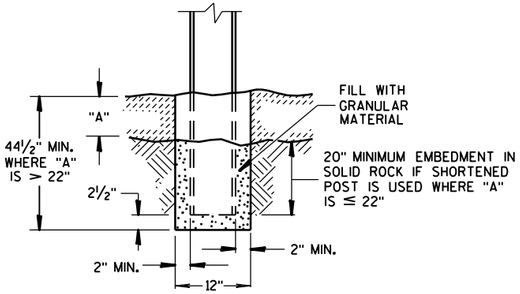
1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

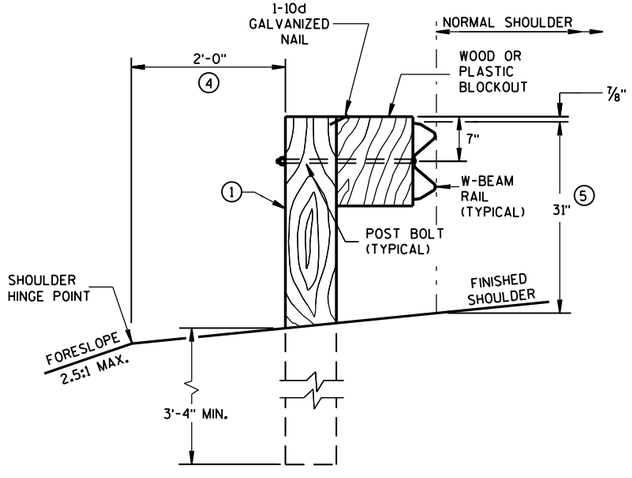
3. IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

4. WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

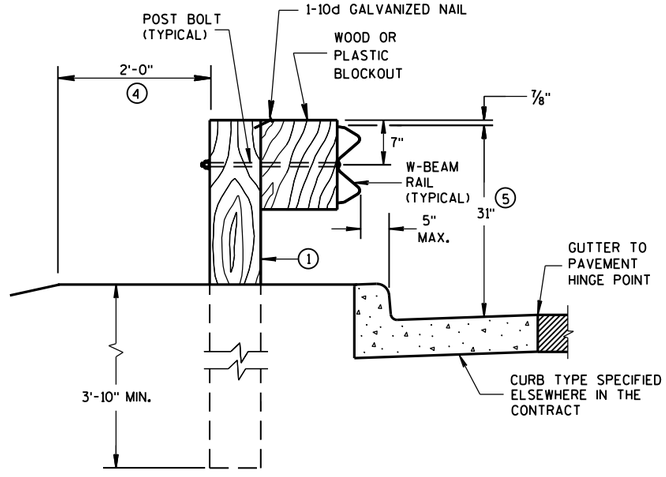


END VIEW
SETTING STEEL OR WOOD POST IN ROCK ③



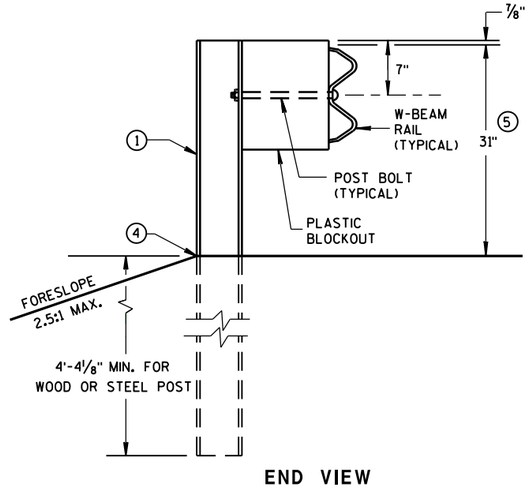
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



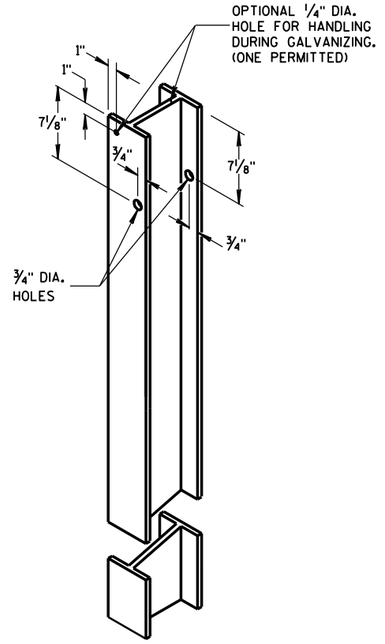
END VIEW

LOCATED ALONG A CURBED ROADWAY

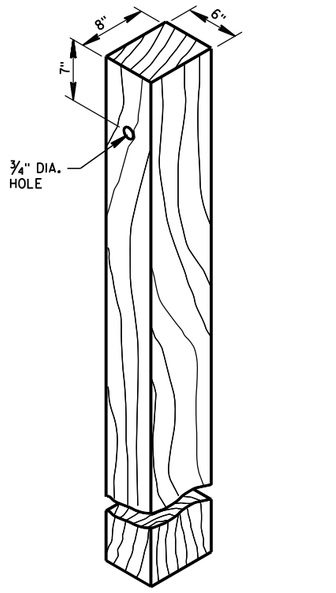


END VIEW

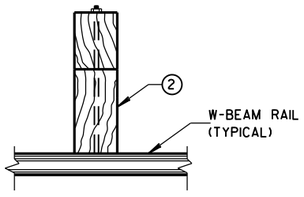
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



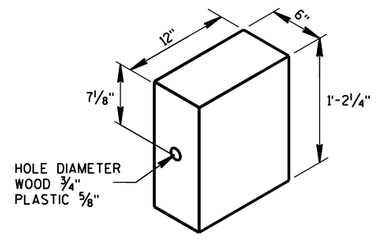
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



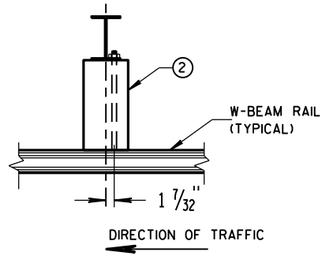
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②

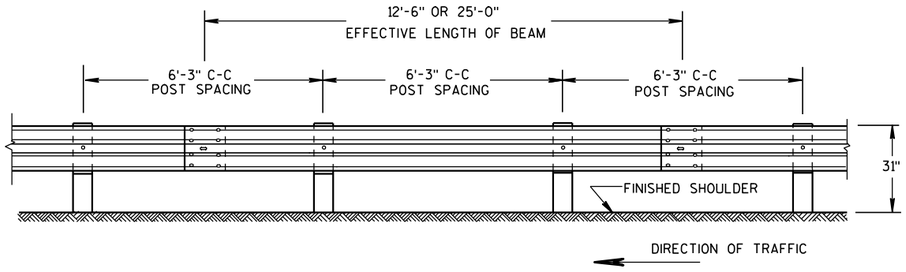


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

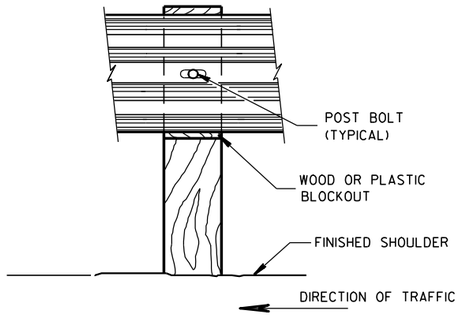
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 42-2a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



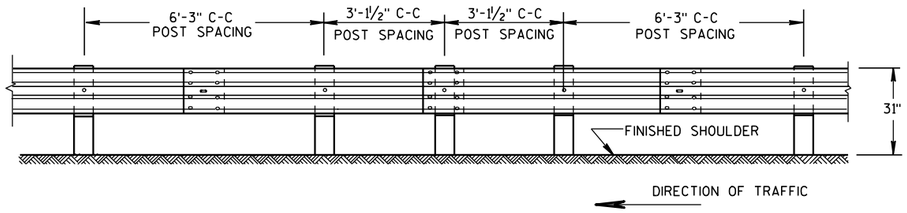
FRONT VIEW AT WOOD POST

GENERAL NOTES

1. PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.
2. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.
3. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
4. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.
5. 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

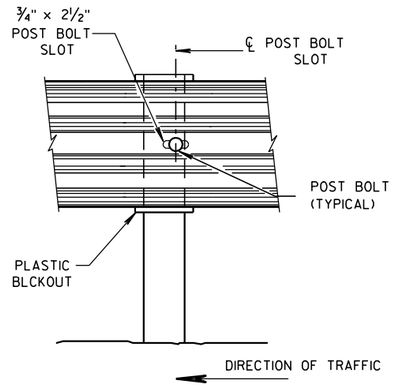
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

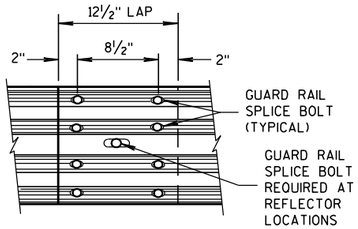


FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

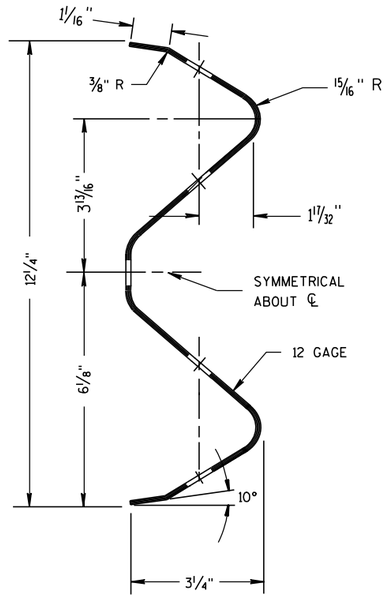


FRONT VIEW AT STEEL POST

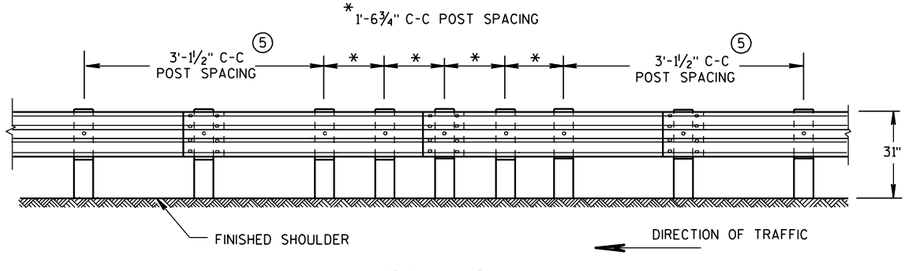


FRONT VIEW

MID-SPAN BEAM SPLICE

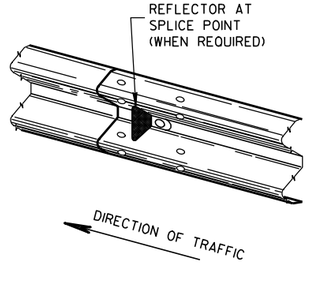


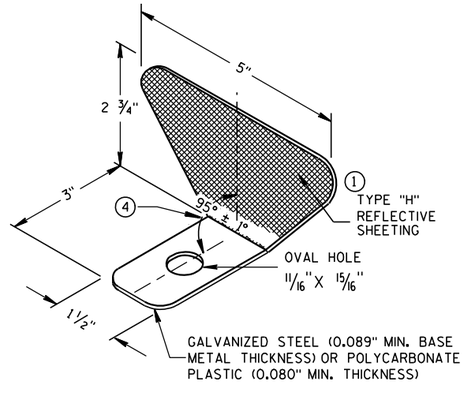
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ①

REFLECTOR SPACING ②

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 ③	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2 ④	3
	> 200'	100' C-C	2	

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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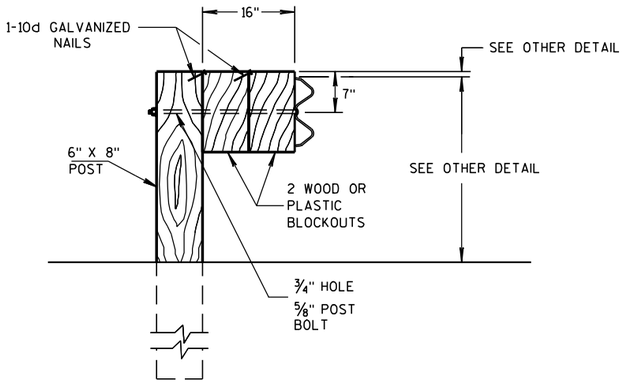
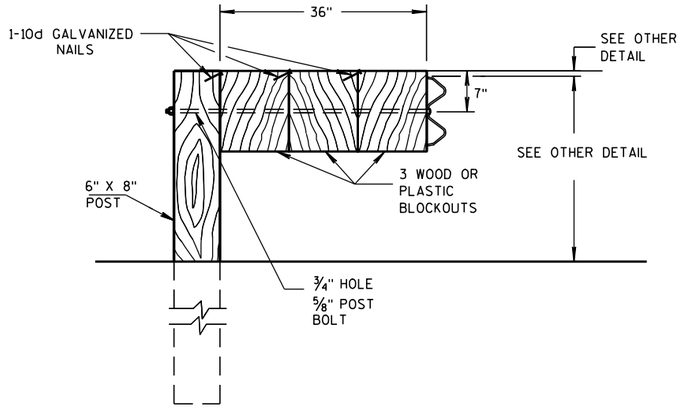
S.D.D. 14 B 42-2b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

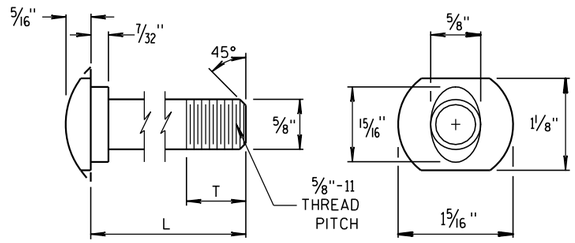


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

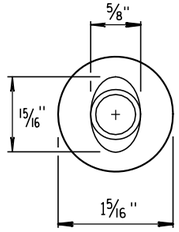
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

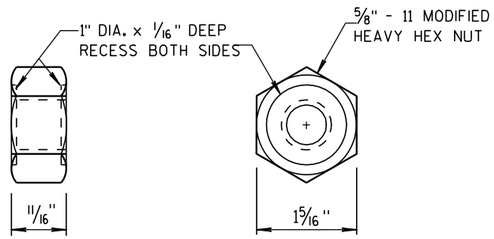


POST BOLT TABLE

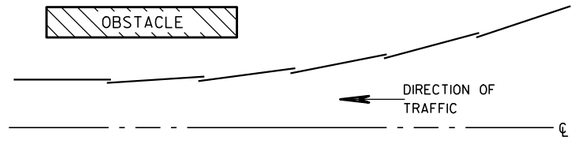
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

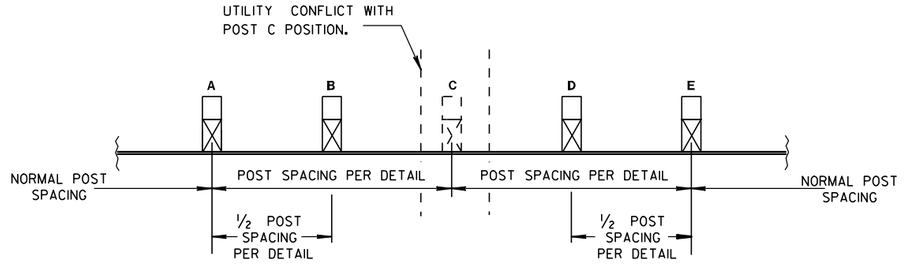


POST BOLT AND RECESS NUT

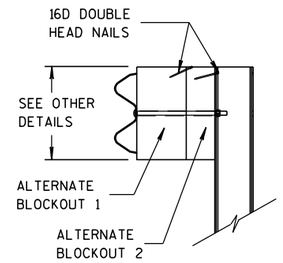


PLAN VIEW

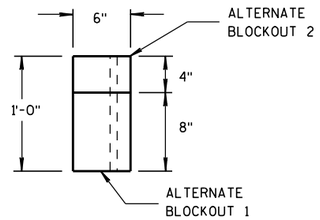
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/15/2011
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

FHWA

ENT

6

S.D.D. 14 B 42-2c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE EXTENDED VEHICLE RUNOUT PATH (EVRP), THE HINGE POINT LINE (HPL),AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) SHEETING IS ATTACHED TO 0.040 ALUMINUM SHEET AND ATTACHED TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER OF E.A.T.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

SEE SDD 14B42 FOR MORE INFORMATION.

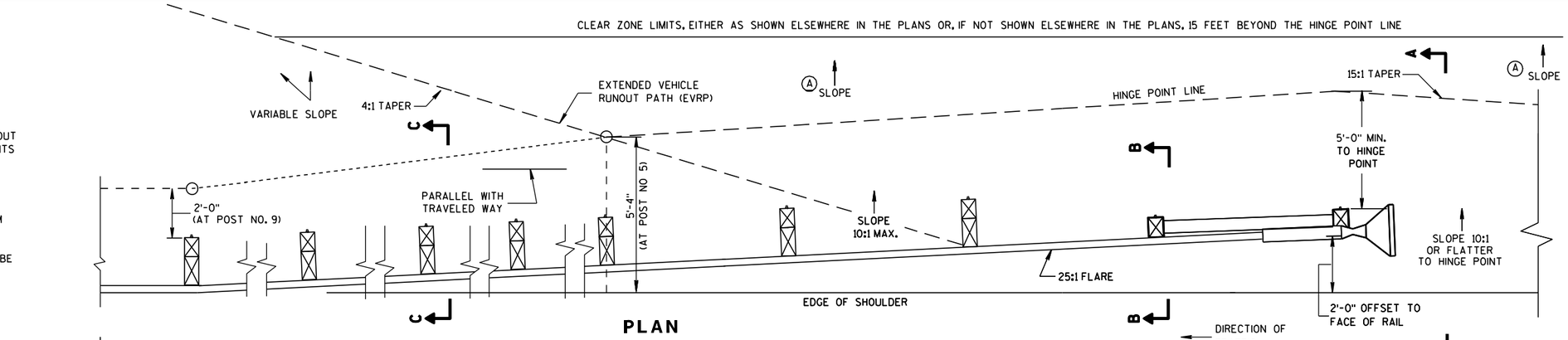
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

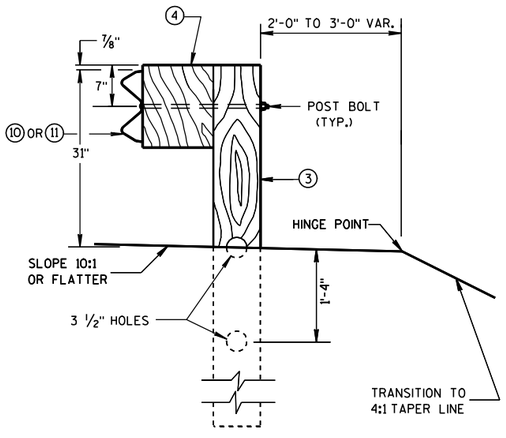
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

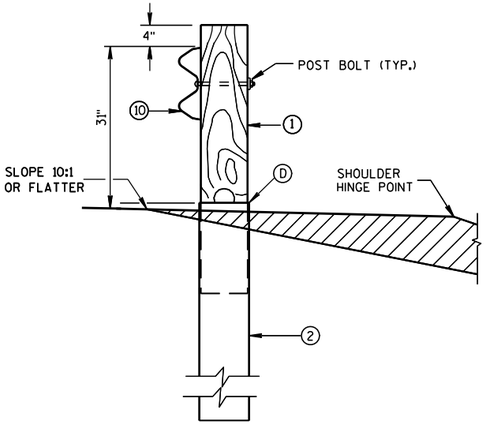
PATTERN AND COLORS ON REFLECTIVE SHEETING TYPE H ARE TO CONFORM TO OM3-L OR OM3-R OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE (± ¾")

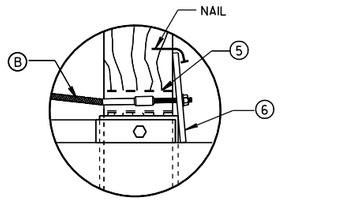


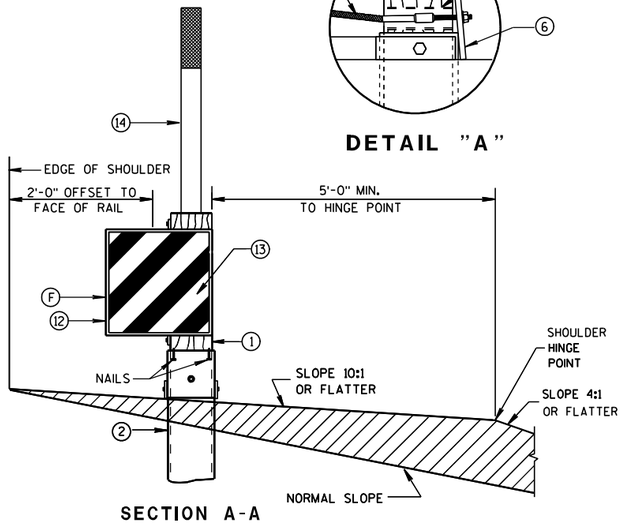


SECTION C-C
TYPICAL AT POST NOS. 3-9

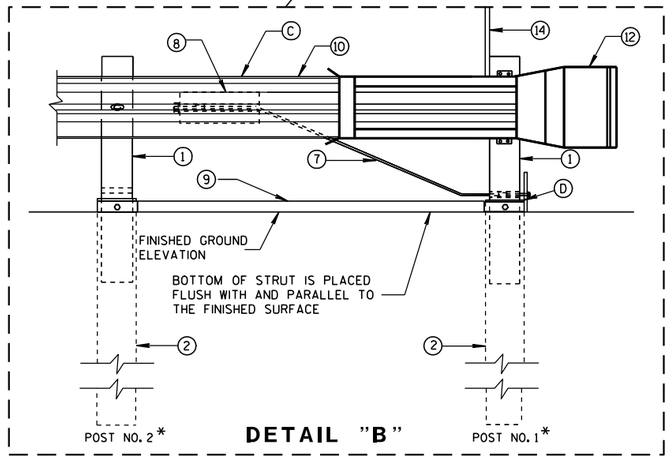


SECTION B-B
TYPICAL AT POST NO. 2*





SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

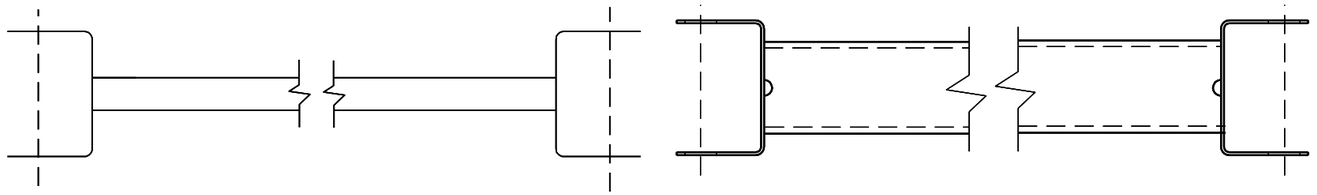
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 44-1a

6

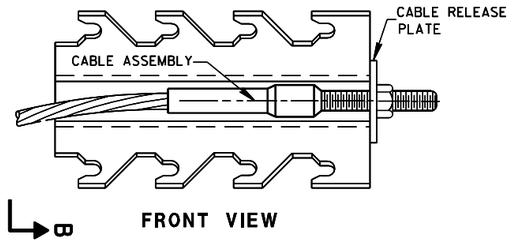
S.D.D. 14 B 44-1a



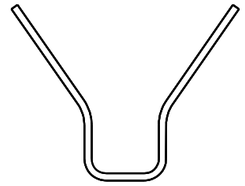
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

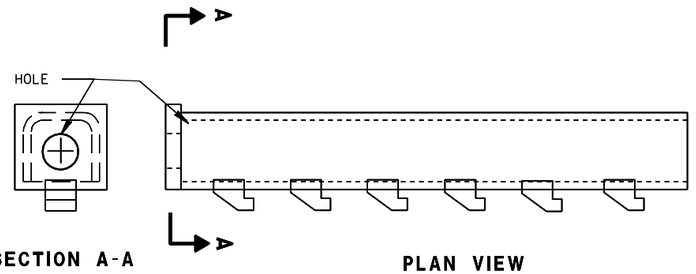
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR 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)



FRONT VIEW



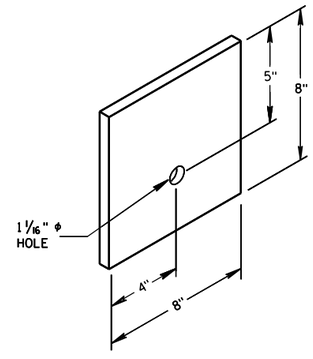
SECTION B-B



SECTION A-A

PLAN VIEW

GENERIC ANCHOR CABLE BOX (8) (H)



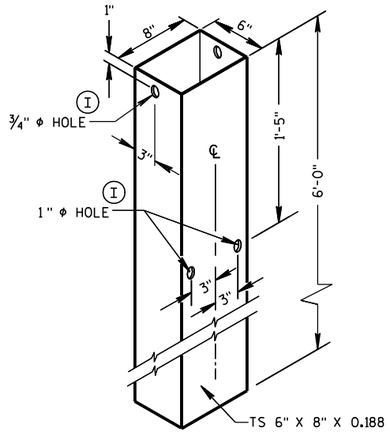
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

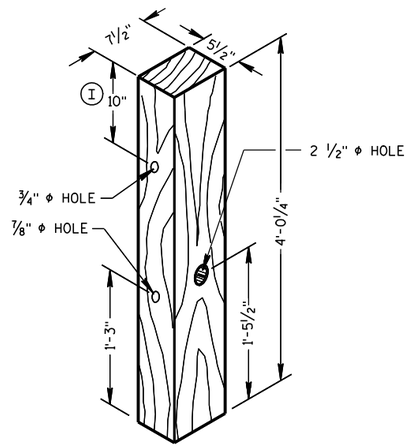
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 44-1b

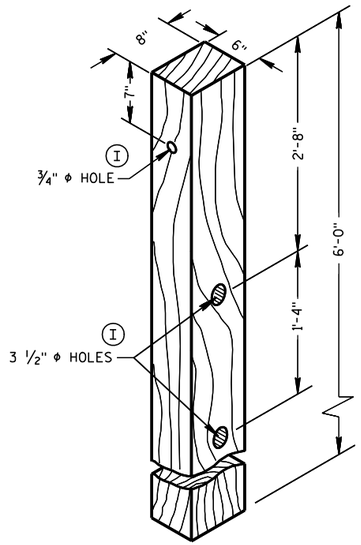


FOUNDATION TUBE (2)



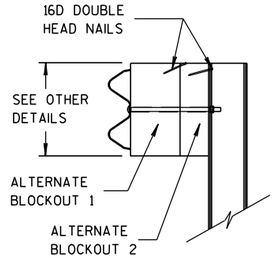
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

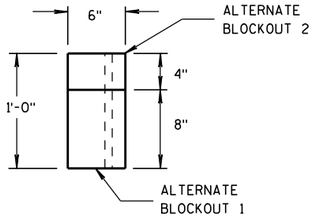


POSTS NUMBER 3-9

WOOD CRT POST (3)

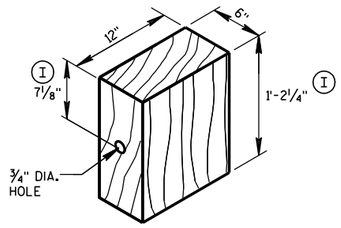


SIDE VIEW



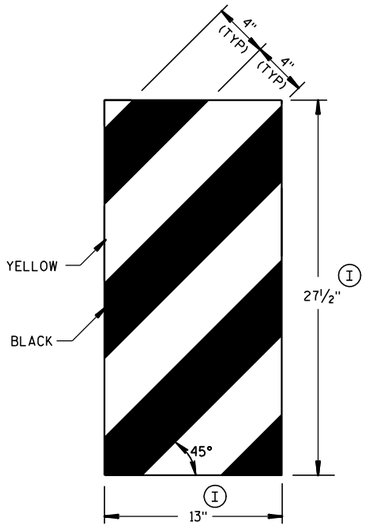
TOP VIEW

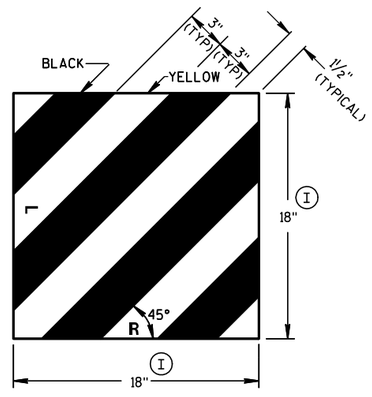
ALTERNATE WOOD BLOCKOUT DETAIL



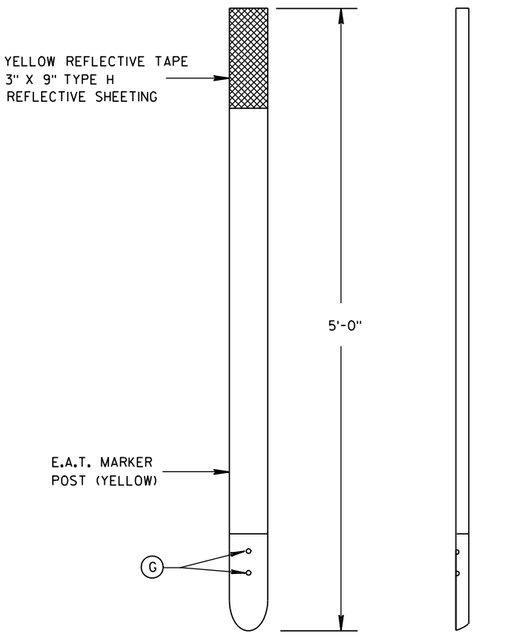
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



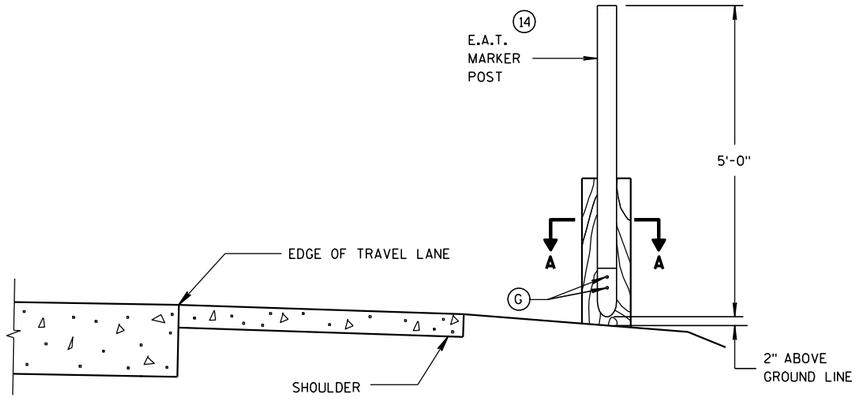


GENERIC REFLECTIVE SHEETING (13) (H)



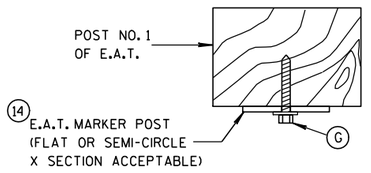
FRONT VIEW **SIDE VIEW**

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

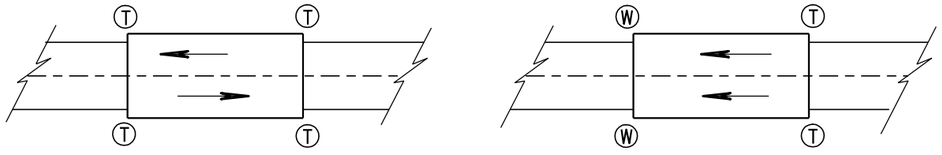
APPROVED
5/23/2011
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
313
FHWA

6

S.D.D. 14 B 44-1c

6

S.D.D. 14 B 44-1c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

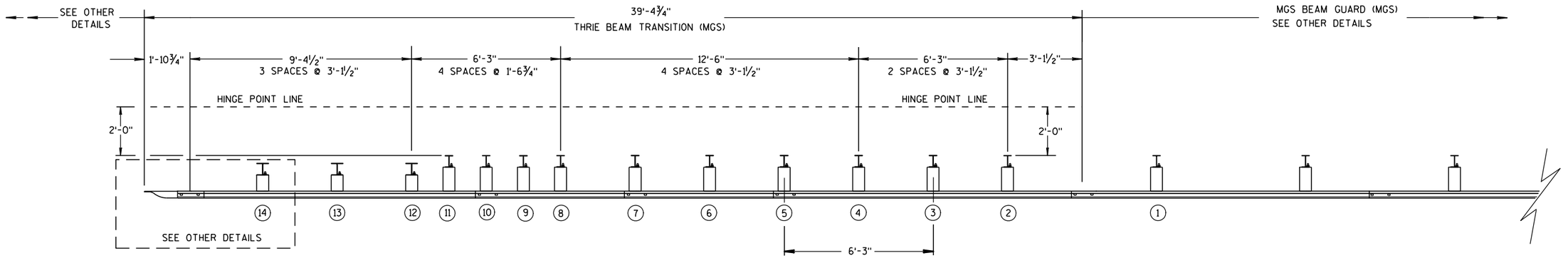
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

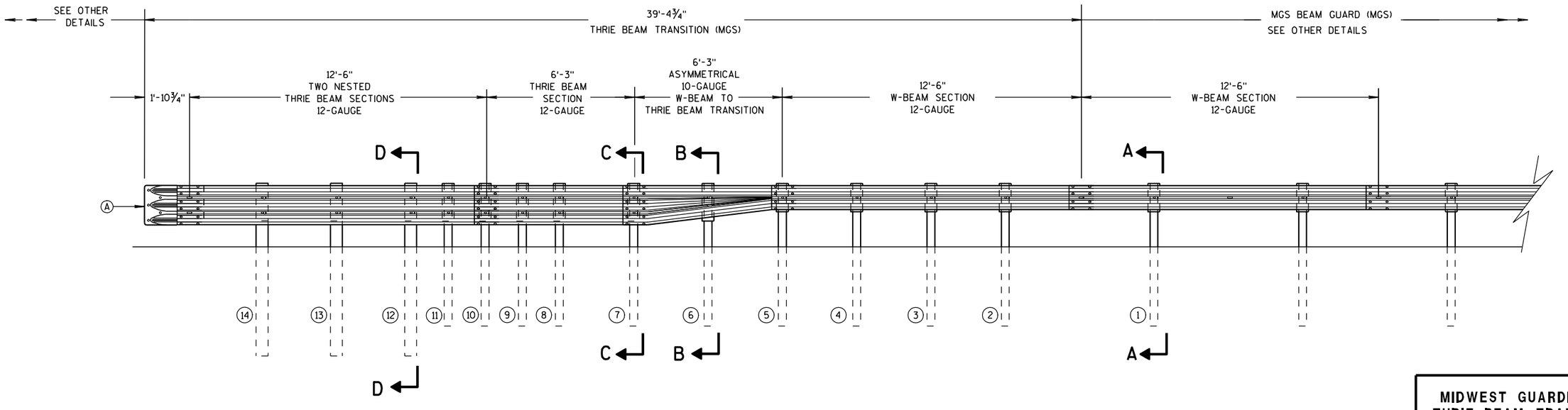
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

Ⓐ BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

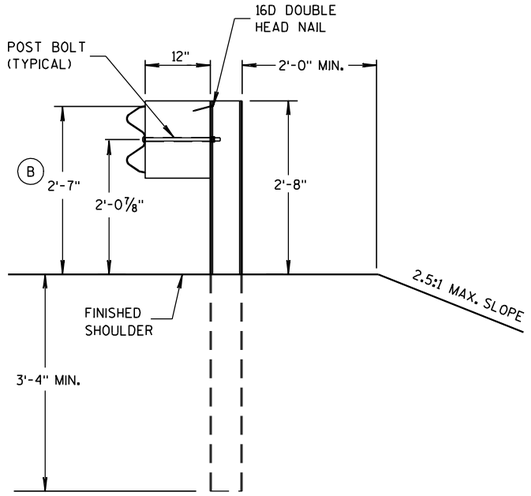
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 45-3a

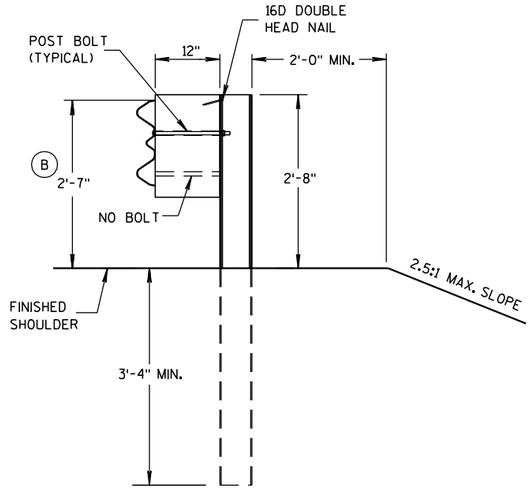
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



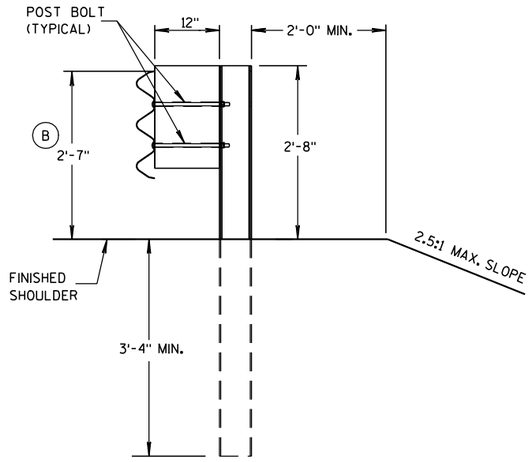
SECTION A-A

POSTS 1-5



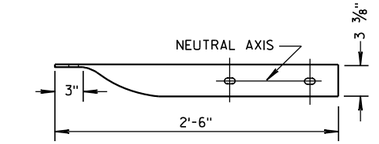
SECTION B-B

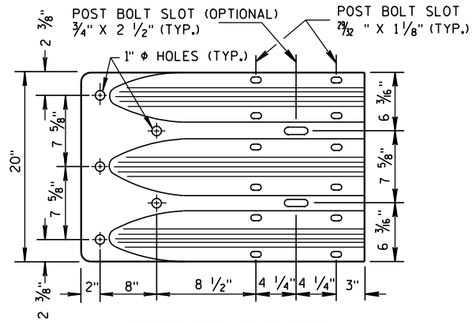
POST 6



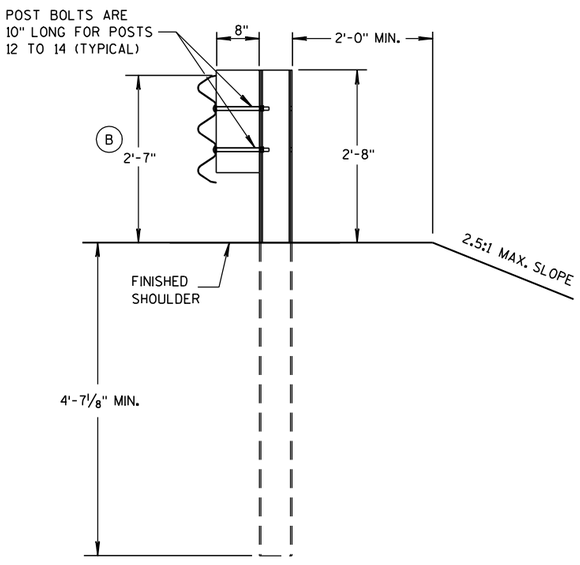
SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-14

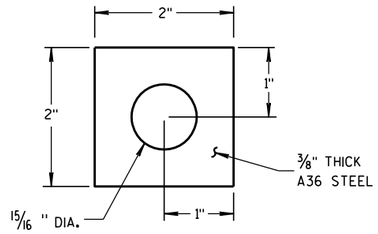
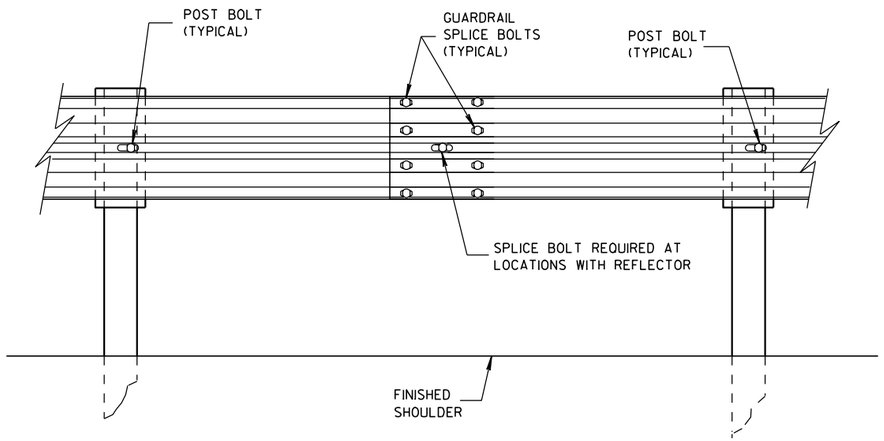
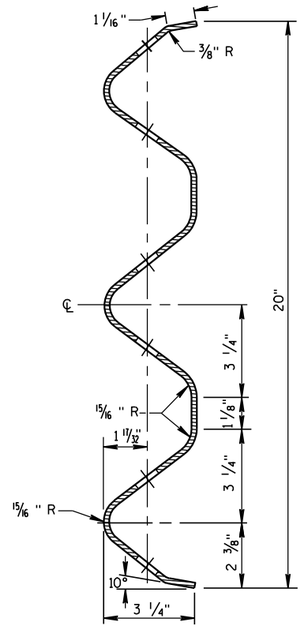


PLATE WASHER DETAIL



SPLICE DETAIL



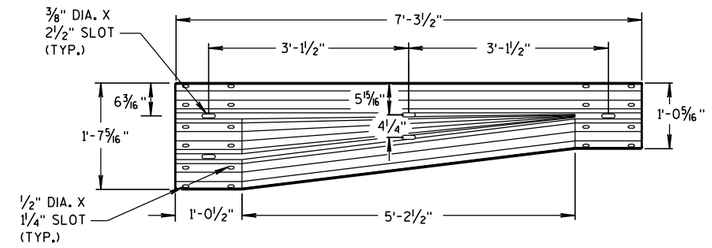
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

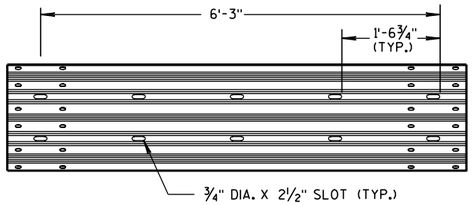
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

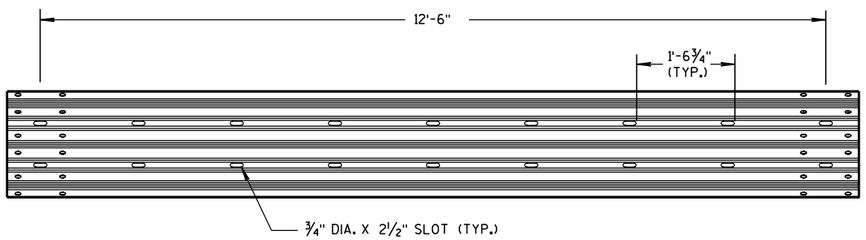
S.D.D. 14 B 45-3b



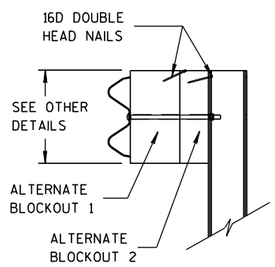
W-BEAM TO THRIE BEAM TRANSITION SECTION



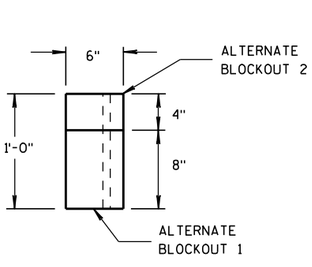
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

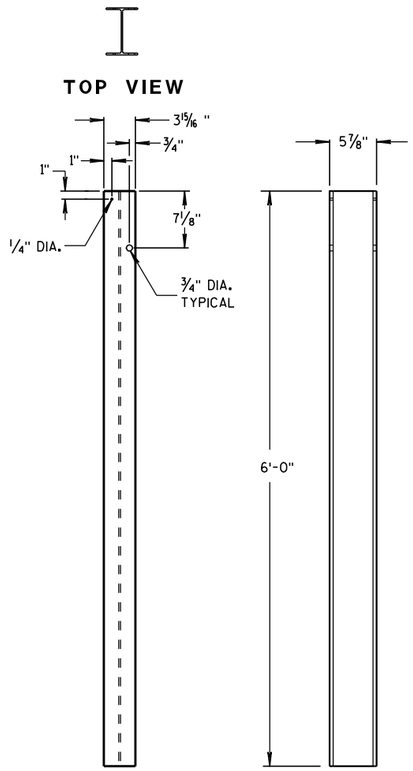


SIDE VIEW

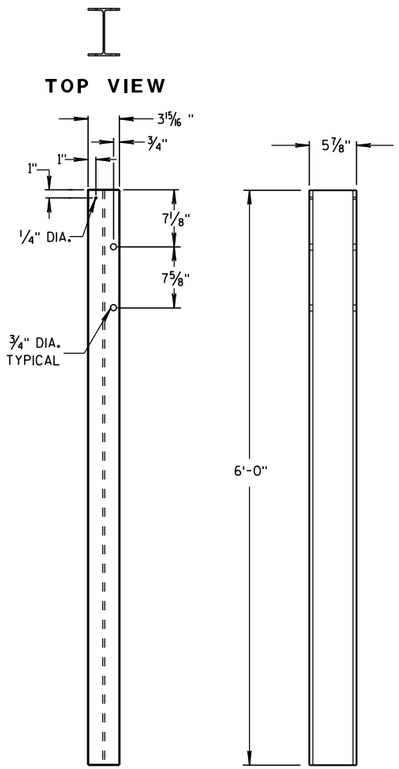


TOP VIEW

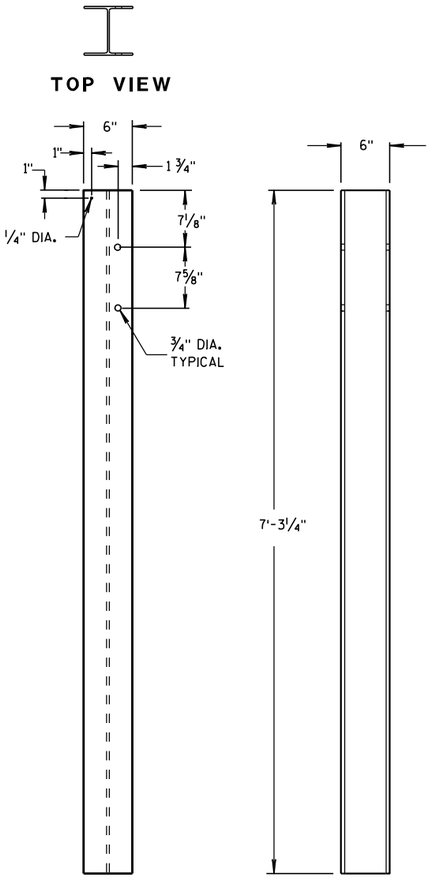
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

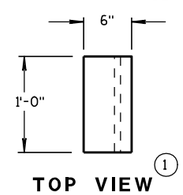


STEEL POSTS 6-11

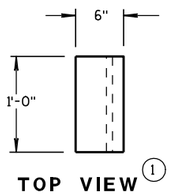


STEEL POSTS 12-14

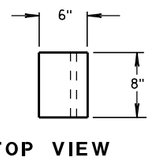
(1) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



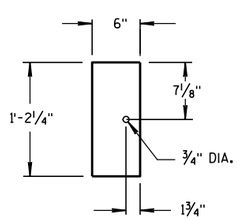
TOP VIEW (1)



TOP VIEW (1)

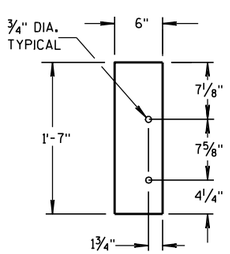


TOP VIEW



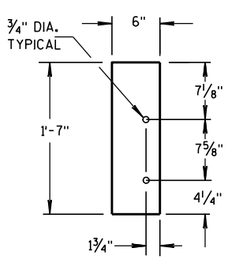
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

BLOCKOUT POSTS 12-14

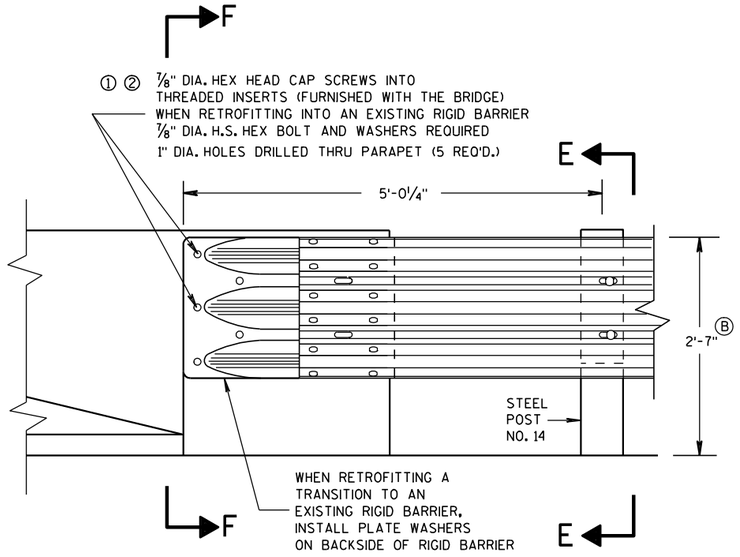
STEEL POST SIZES

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"

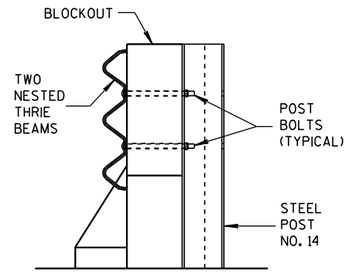
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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.

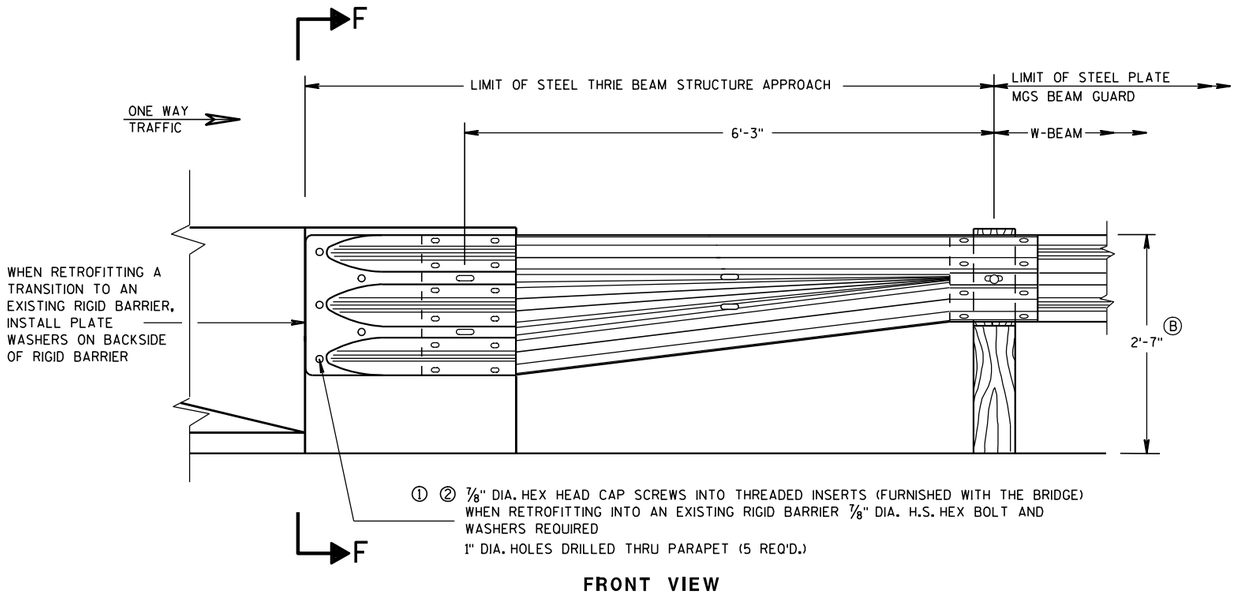
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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.

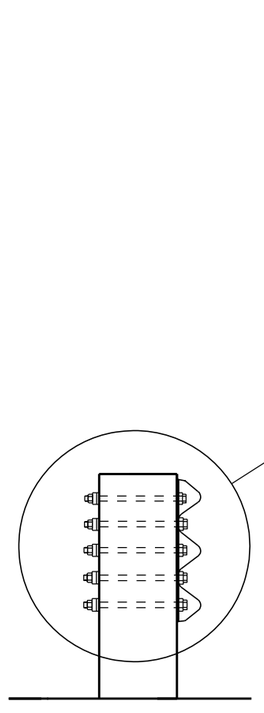
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

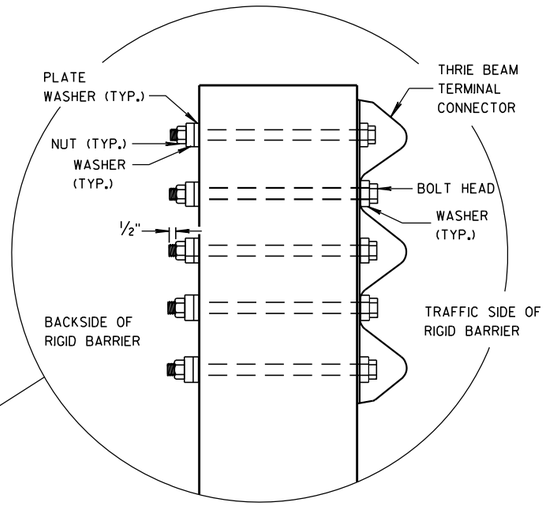
THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



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 [illegible] ENGINEER

FHWA

6
S.D.D. 14 B 45-3d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

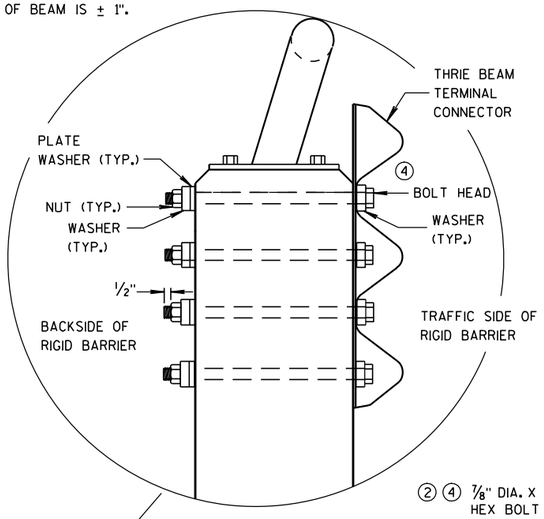
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

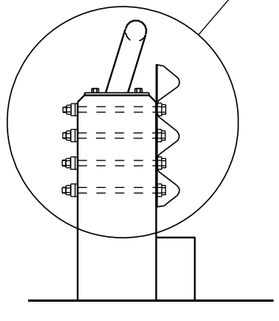
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2". BLOCK IS INCIDENTAL TO THE CONTRACT.

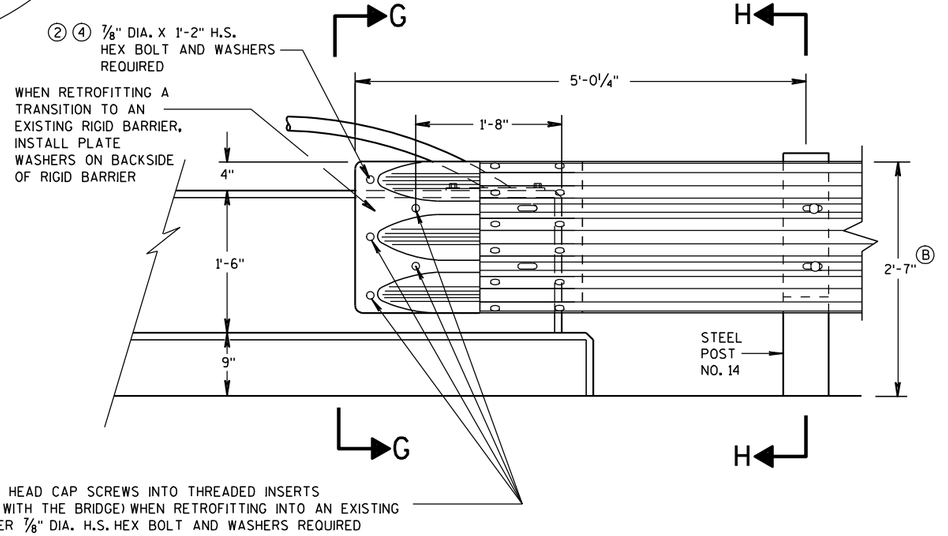
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

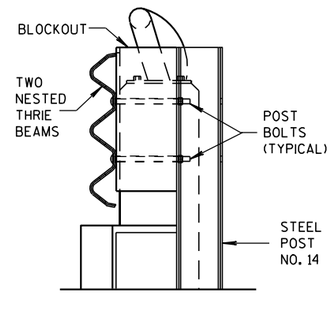




SECTION G-G

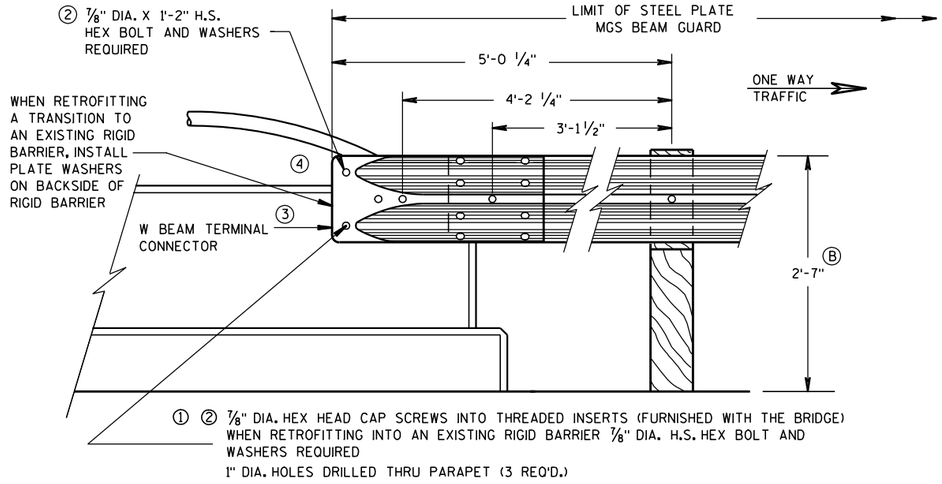


FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

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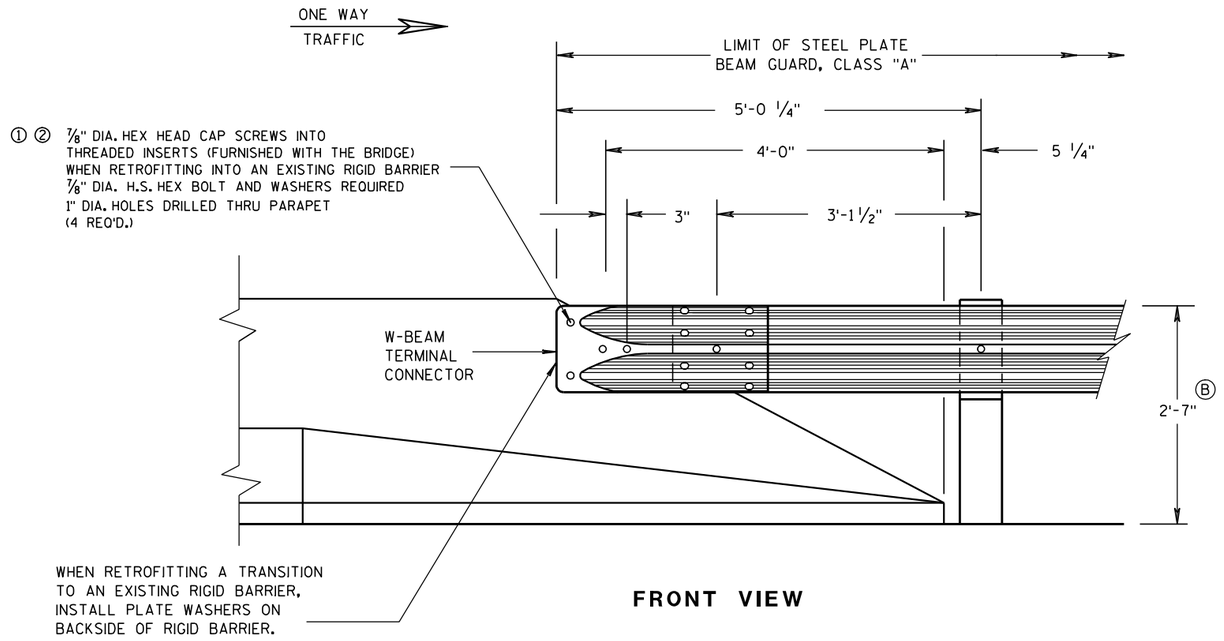


FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

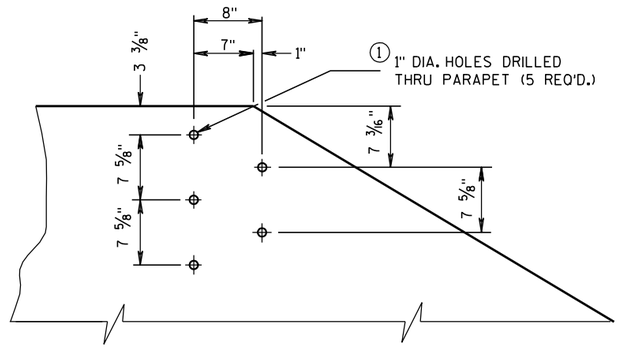
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

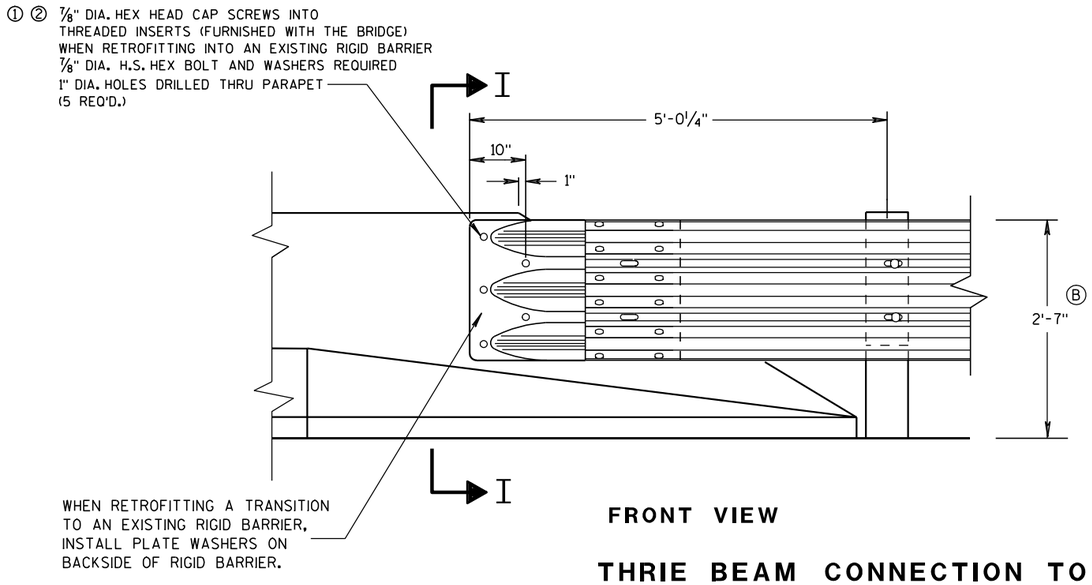
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

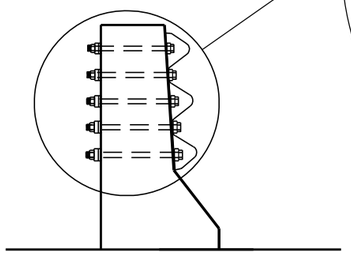
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



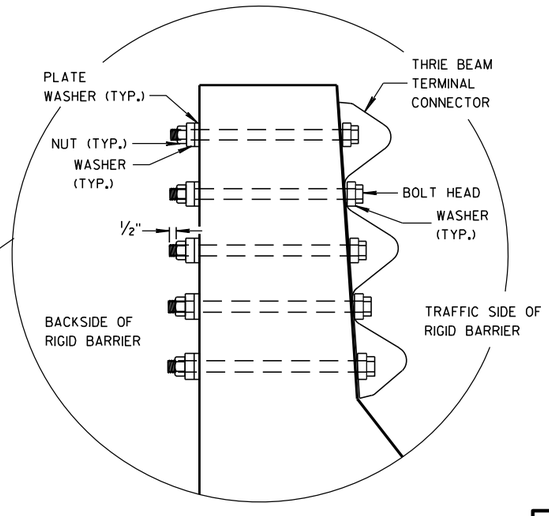
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

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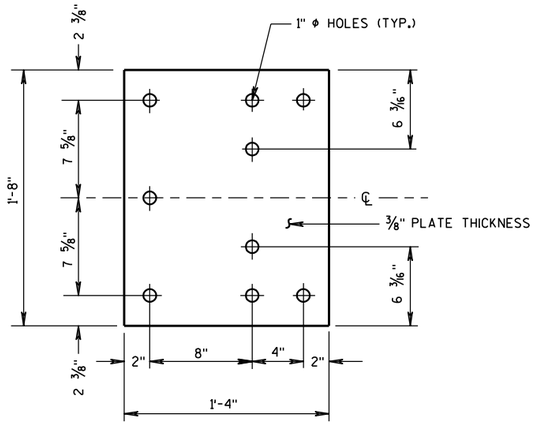
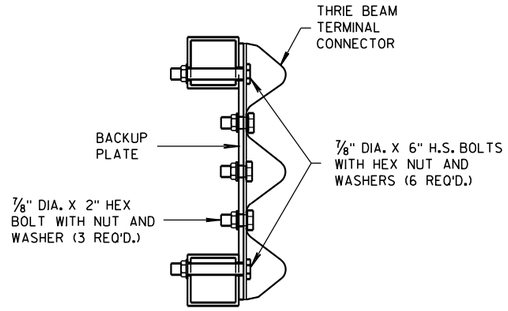


BACK-UP PLATE DETAIL

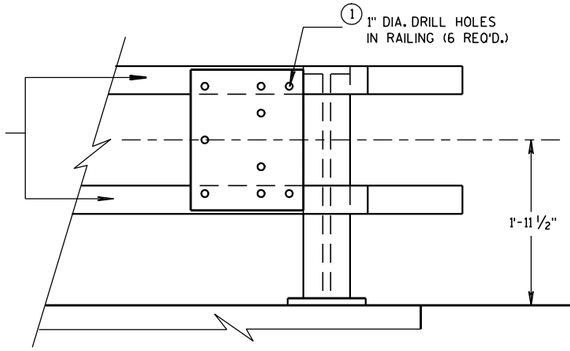


SECTION J-J

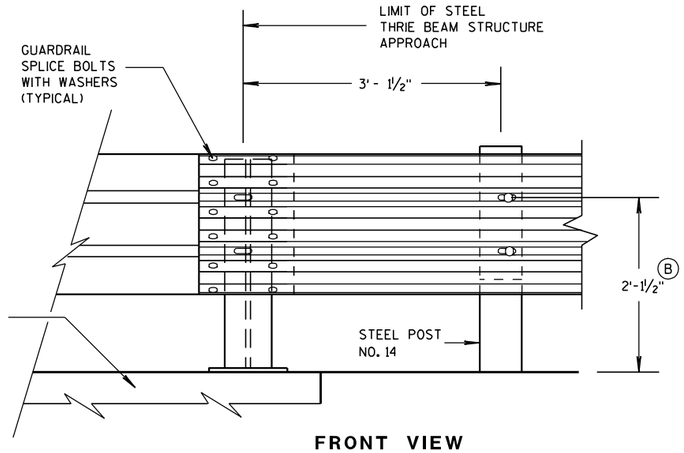
GENERAL NOTES

(1) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(B) TOLERANCE FOR TOP OF BEAM IS ± 1".

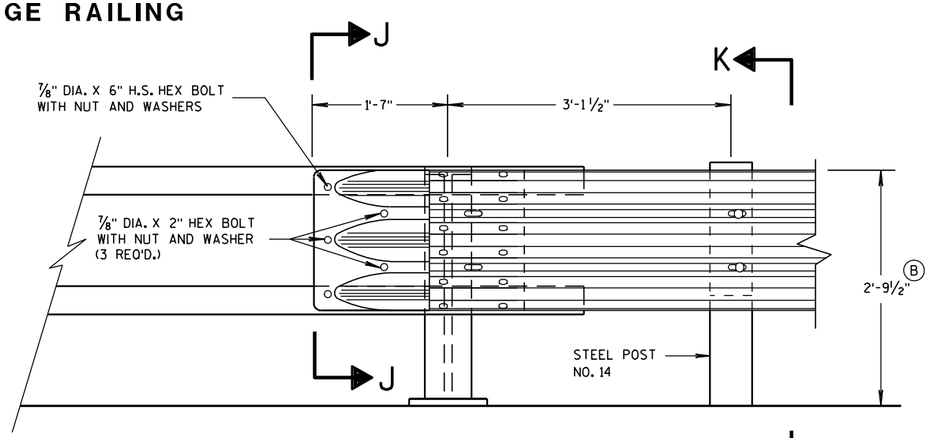


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

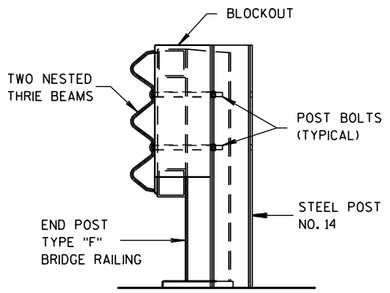


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
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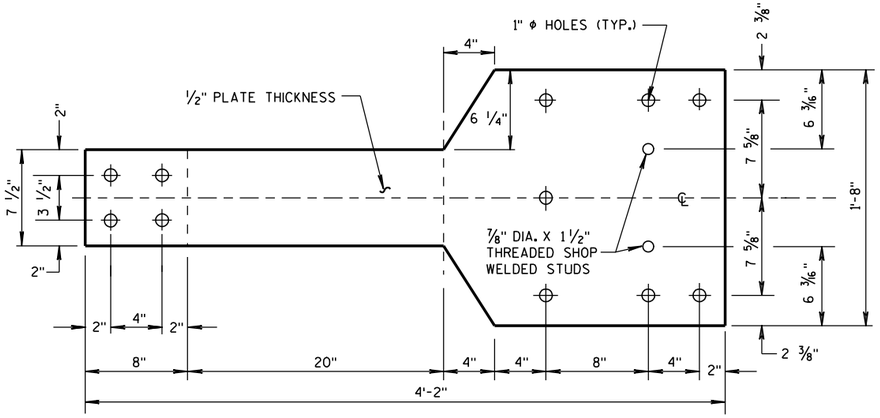
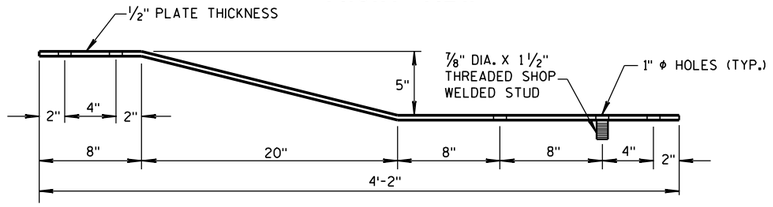
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

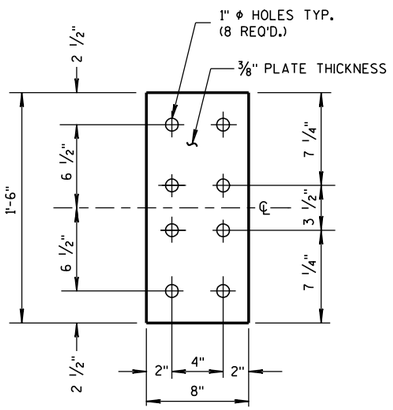


FRONT VIEW



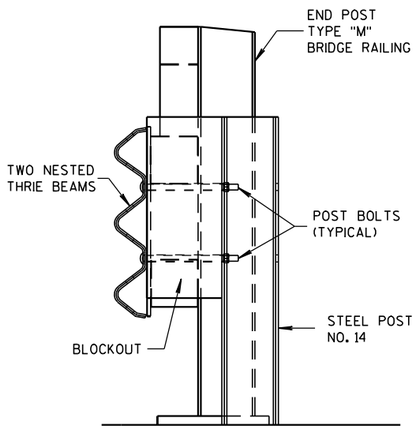
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

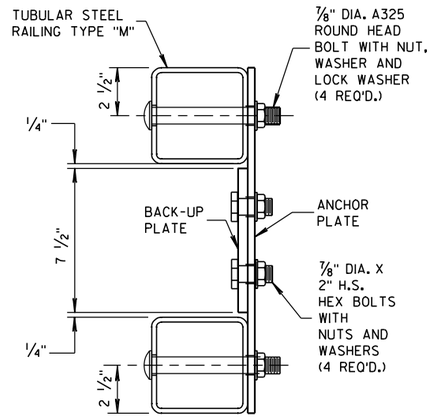


FRONT VIEW

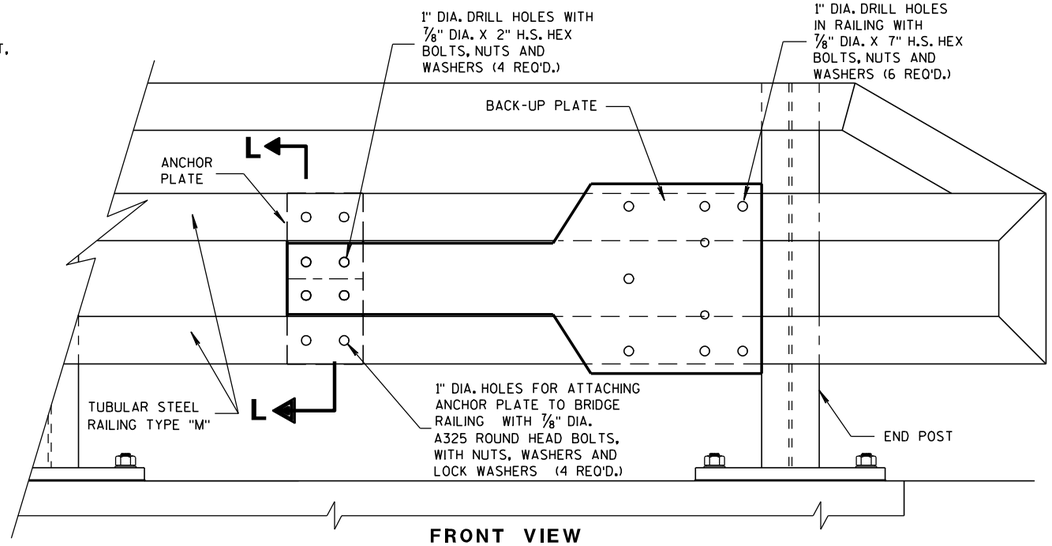
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

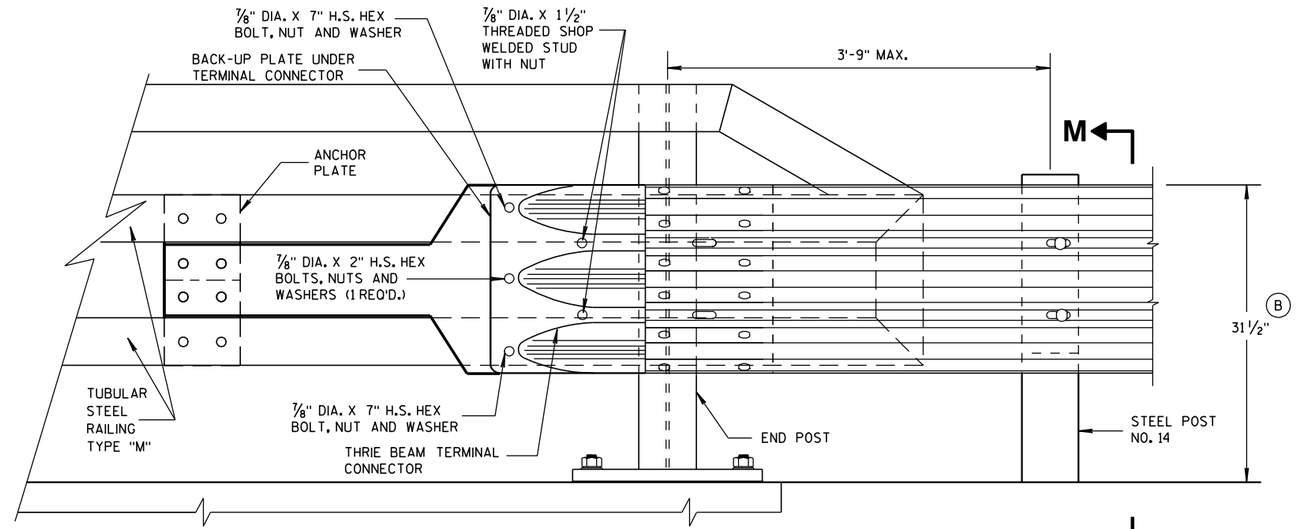


SECTION L-L

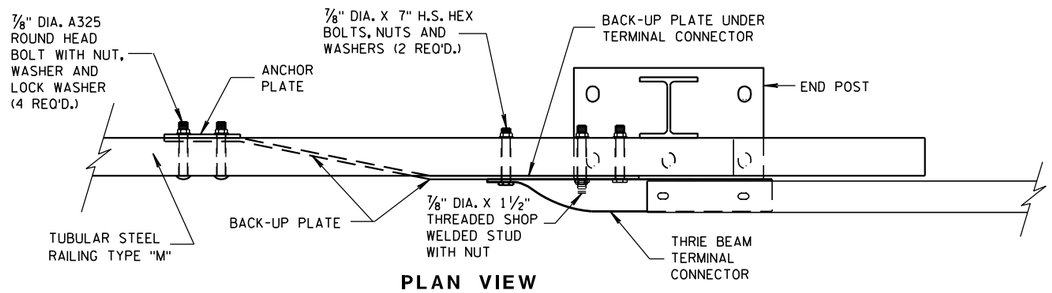


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-31-2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

FHWA

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S.D. 14 B 45-3h

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S.D. 14 B 45-3h

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

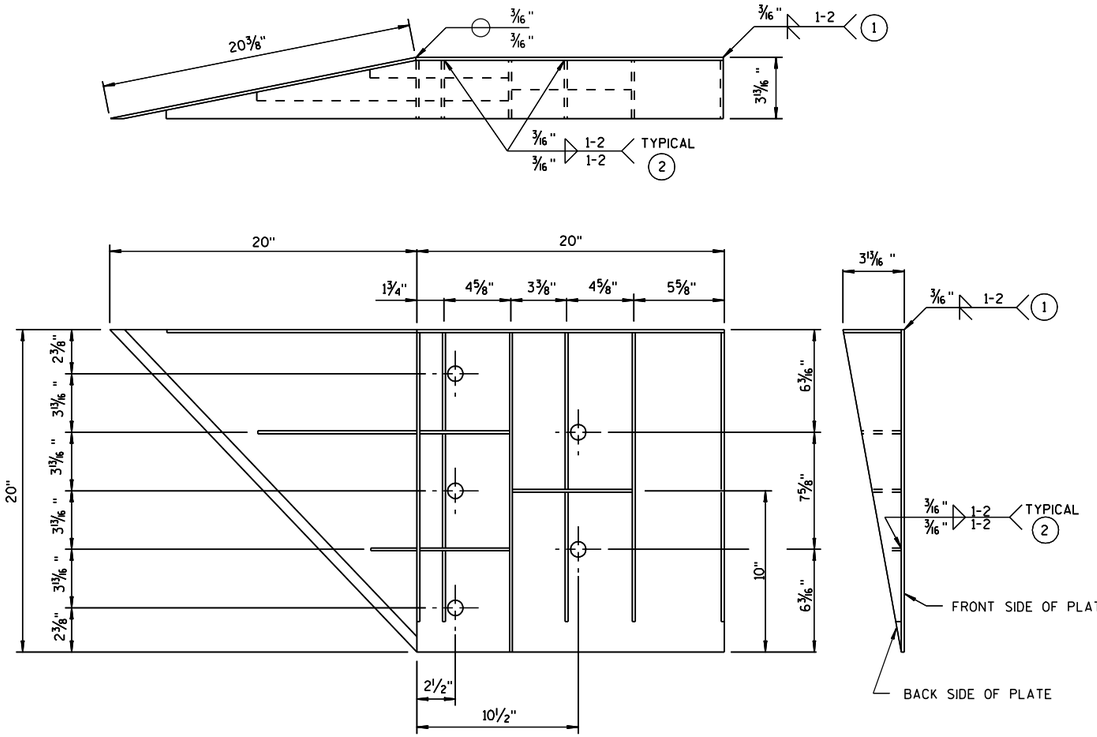
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(1) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(2) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

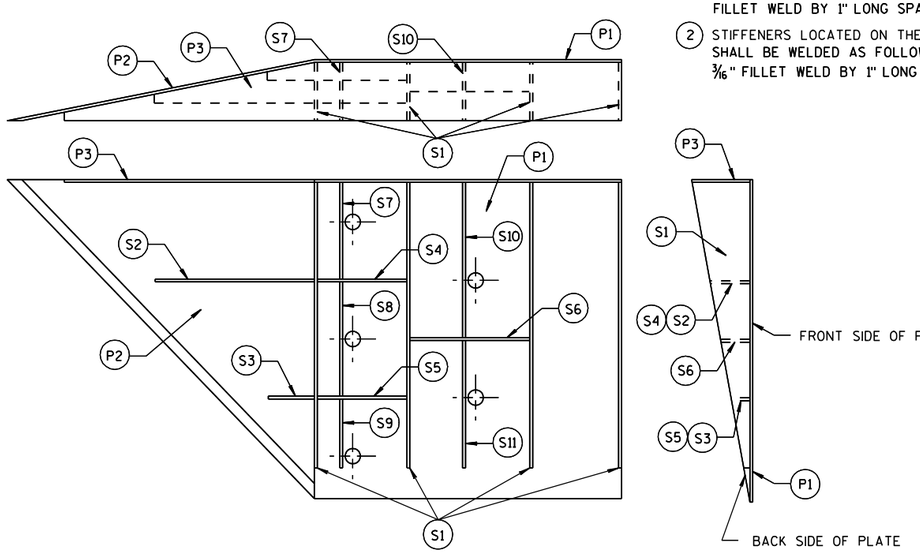


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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8/31/2012 DATE
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FHWA

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S.D.D. 14 B 45-3i

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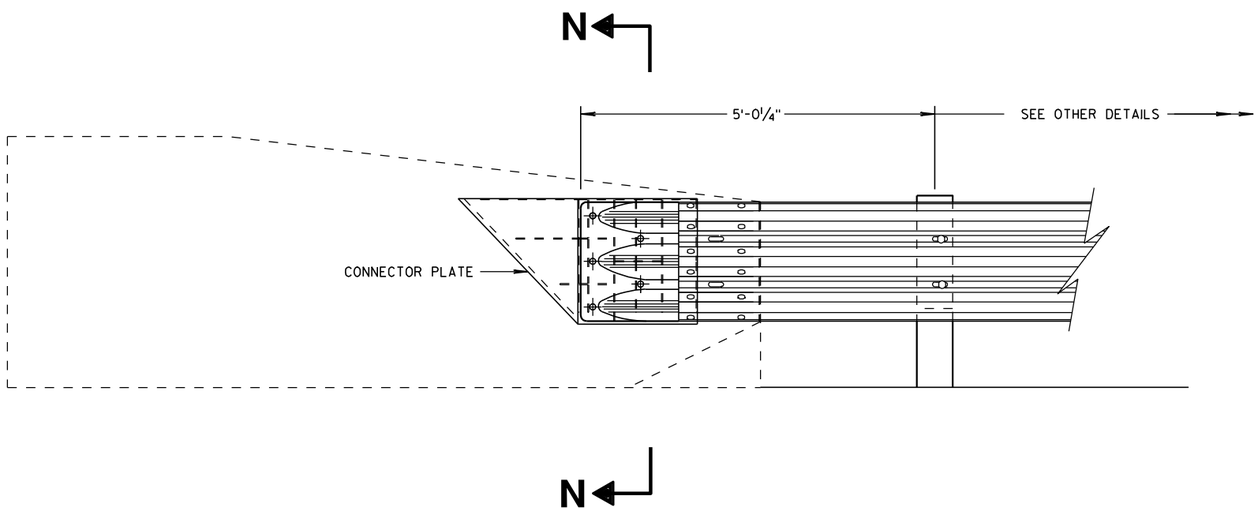
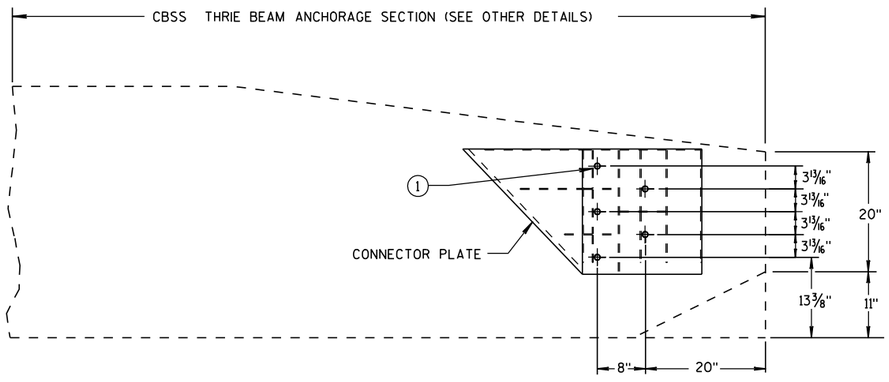
S.D.D. 14 B 45-3i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

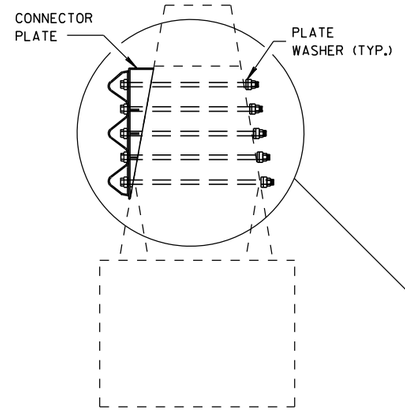


SINGLE SLOPE CONNECTION PLATE PLACEMENT

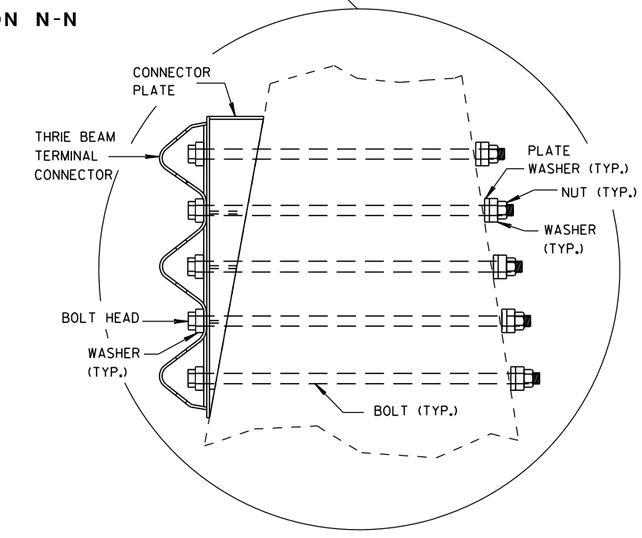
GENERAL NOTES

CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

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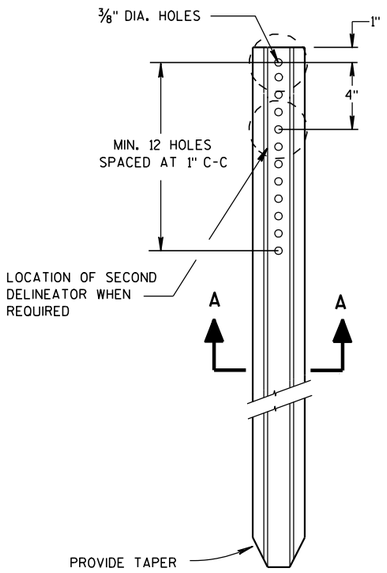
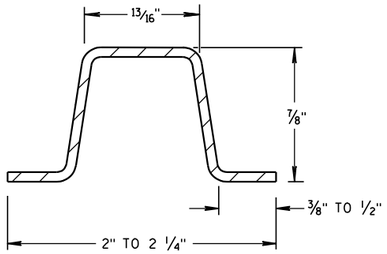
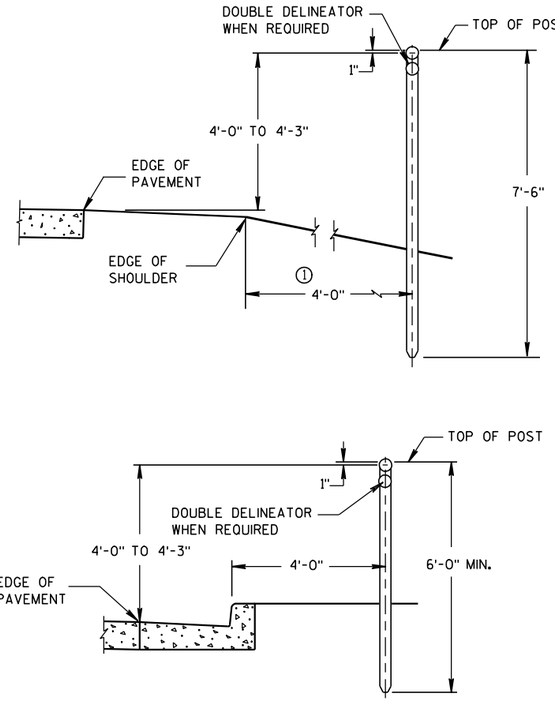


DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.

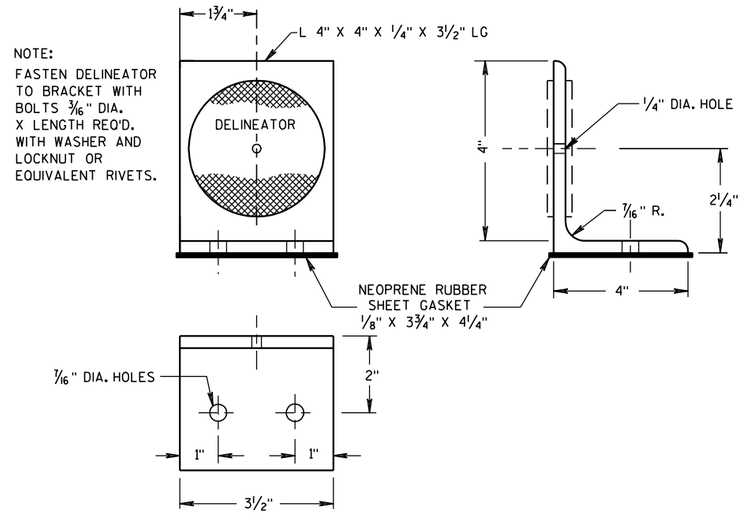


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

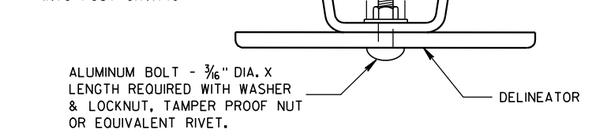
GENERAL NOTES

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

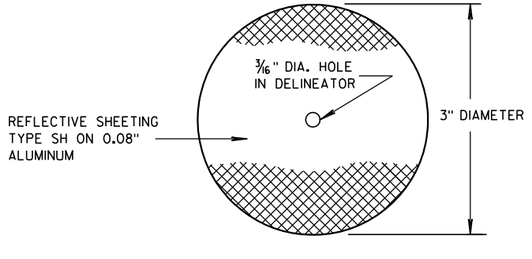
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



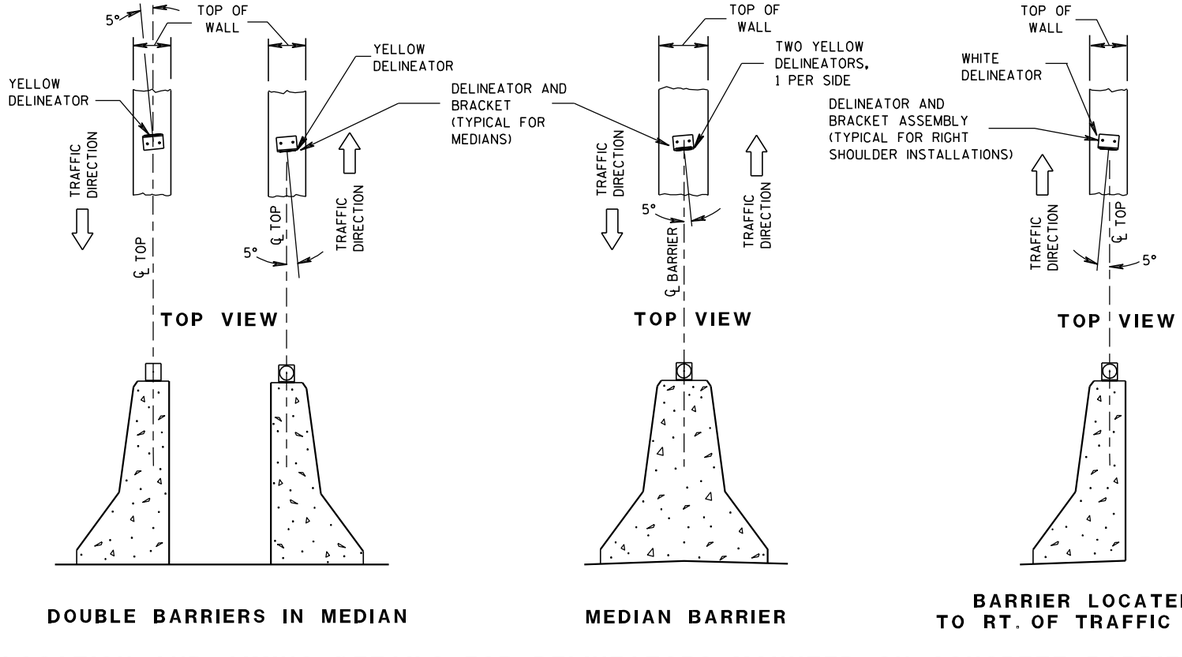
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR



DELINEATOR

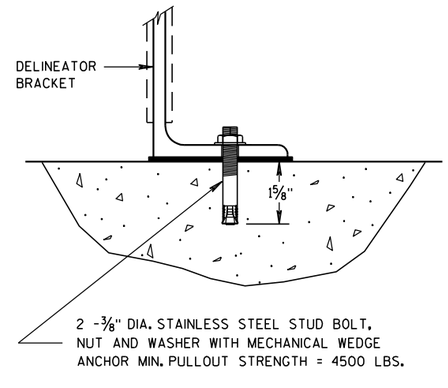


DOUBLE BARRIERS IN MEDIAN

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

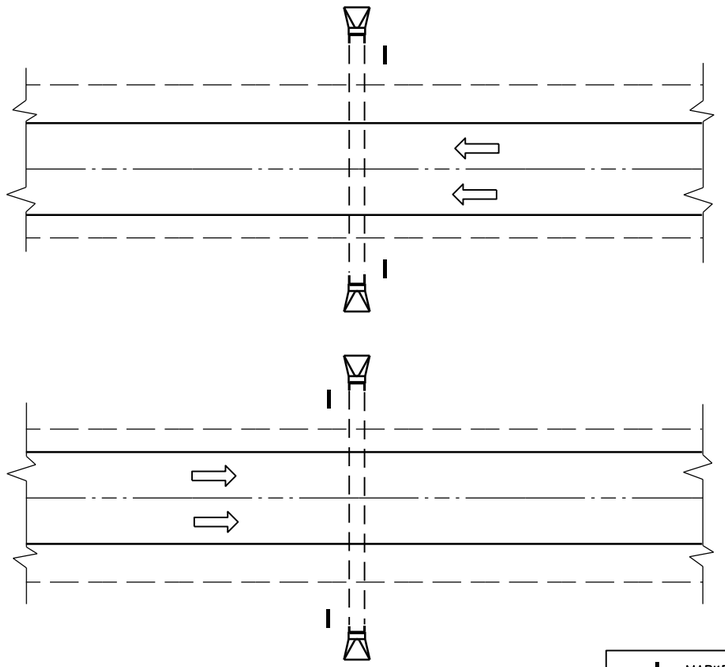
APPROVED
1/25/2011 — DATE
/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 2-7

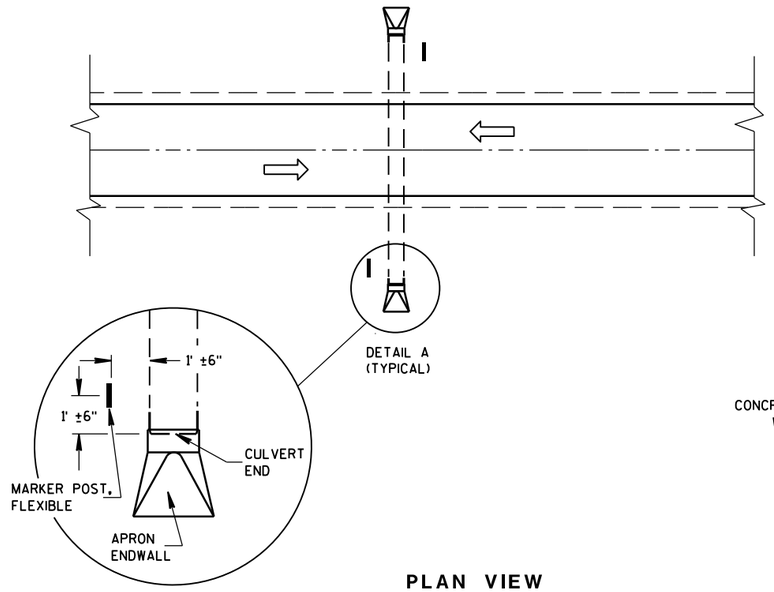
6

S.D.D. 15 A 2-7



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

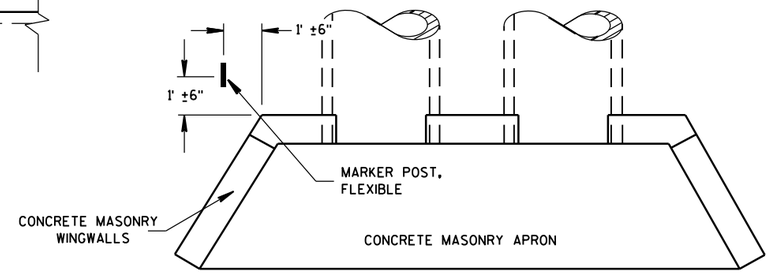
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

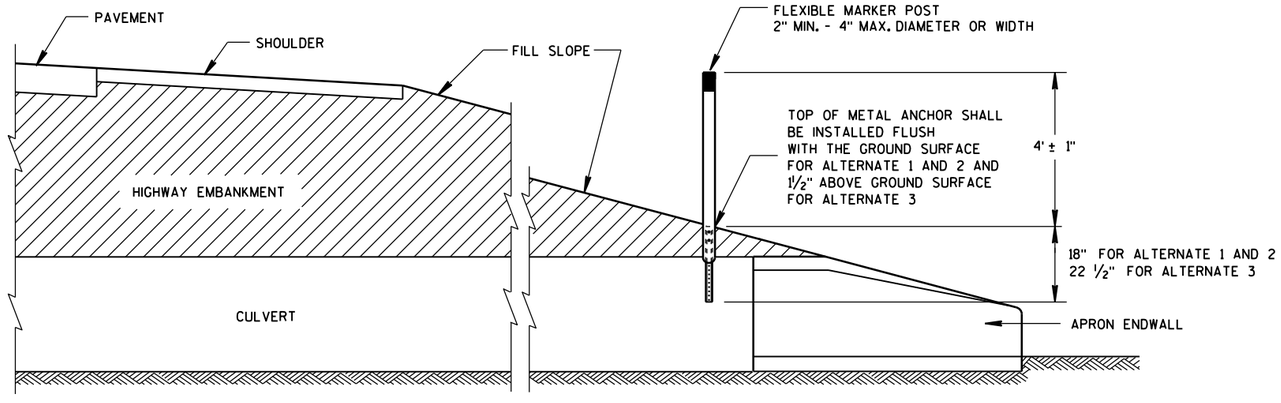
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

6

S.D.D. 15 A 3-2a

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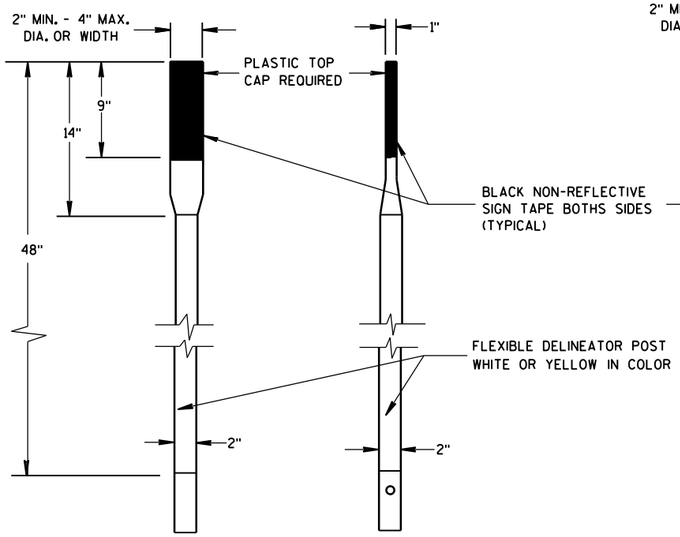
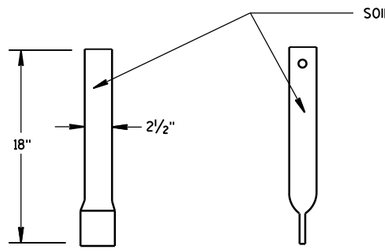
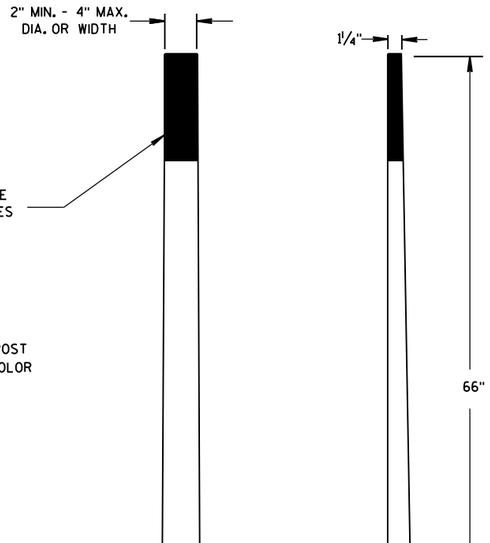
S.D.D. 15 A 3-2a





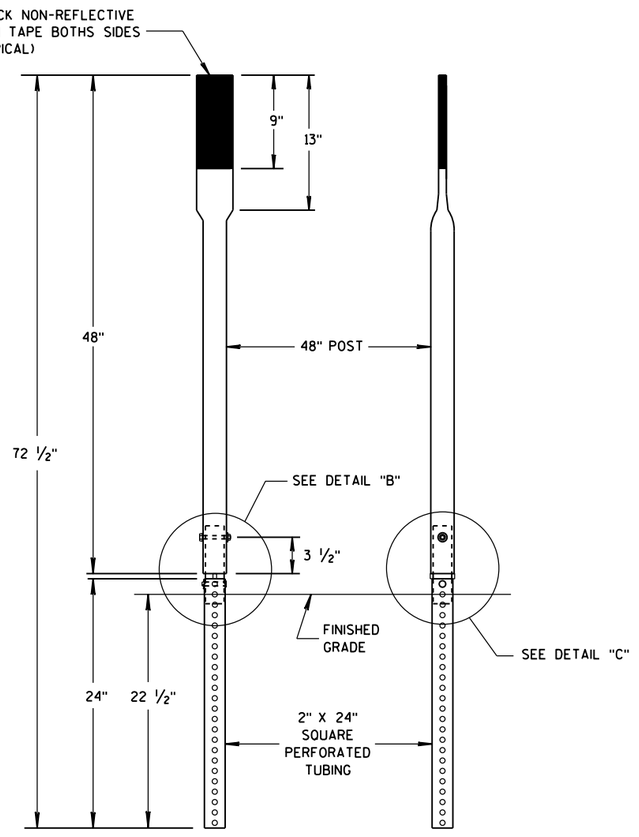
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

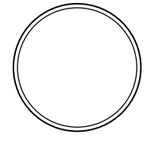
ALTERNATE 2



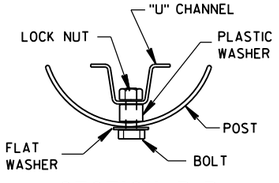
FRONT VIEW SIDE VIEW

ALTERNATE 3

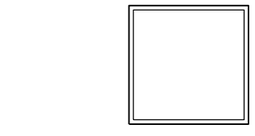
FLEXIBLE MARKER POSTS



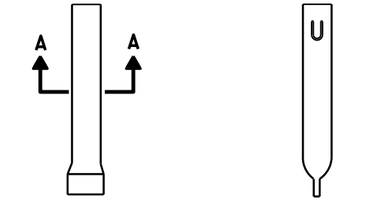
SECTION A-A



SECTION B-B

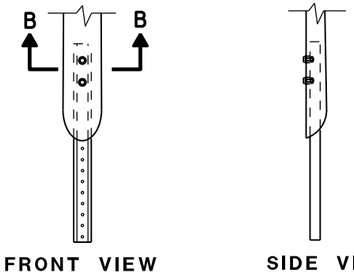


SECTION C-C



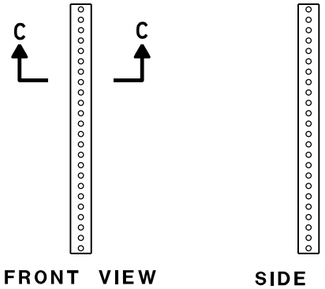
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

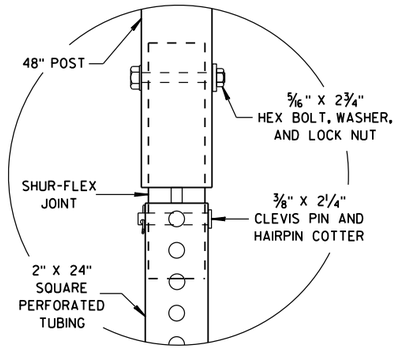
ALTERNATE 2



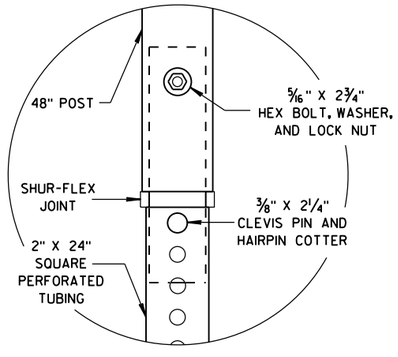
FRONT VIEW SIDE VIEW

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
FHWA

6

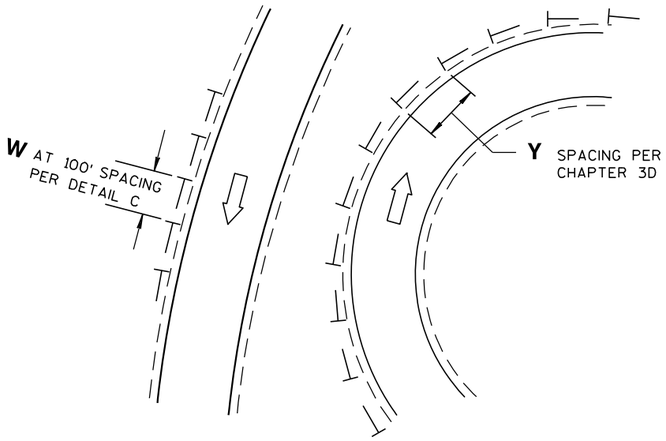
S.D.D. 15 A 3-2b

6

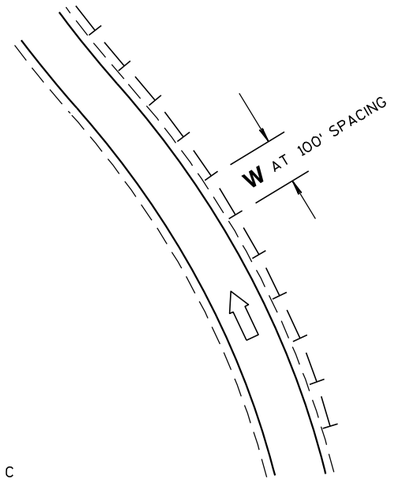
S.D.D. 15 A 3-2b

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



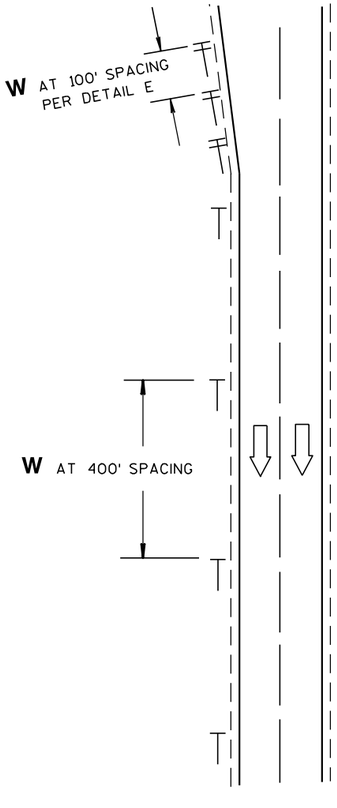
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



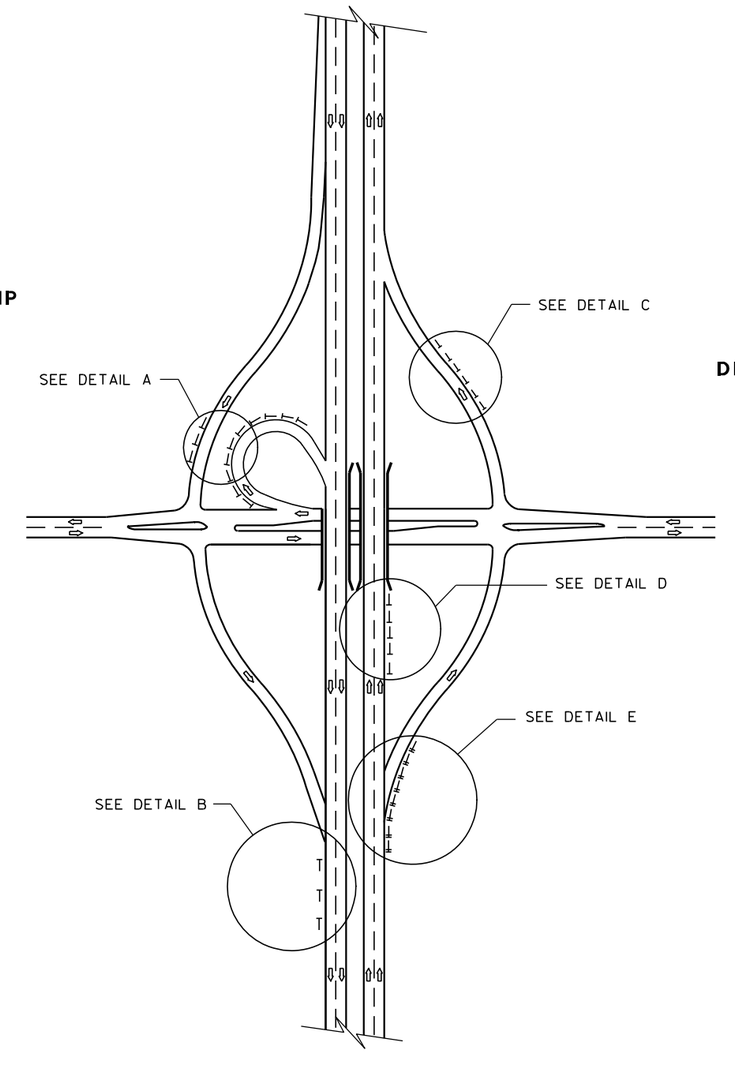
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

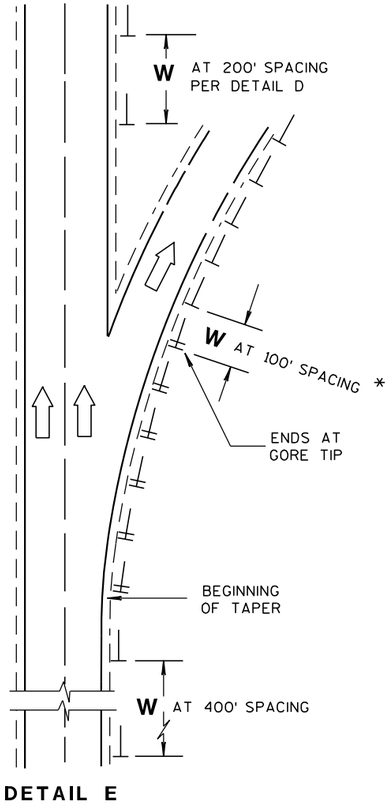
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



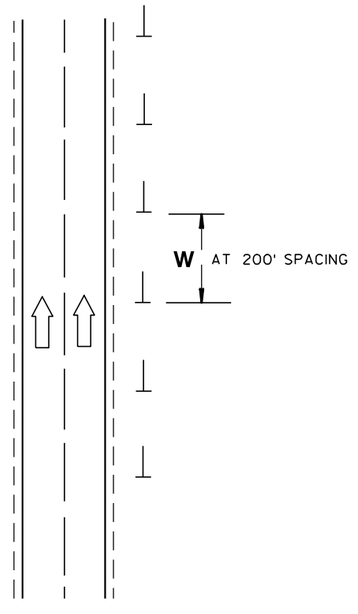
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



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

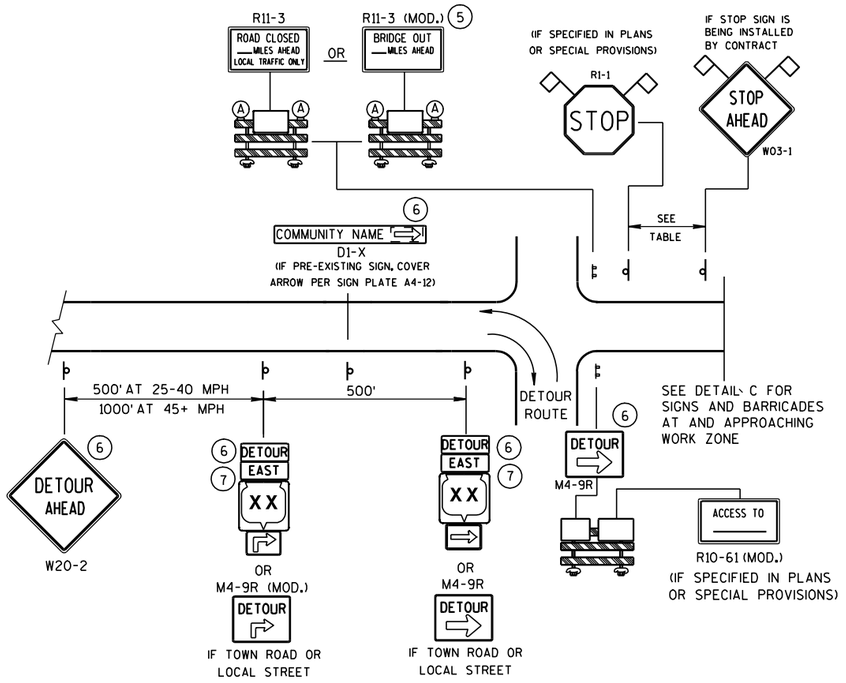
APPROVED
2/5/09 DATE
/S/ Thomas N. Nothnagel STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 6-2

6

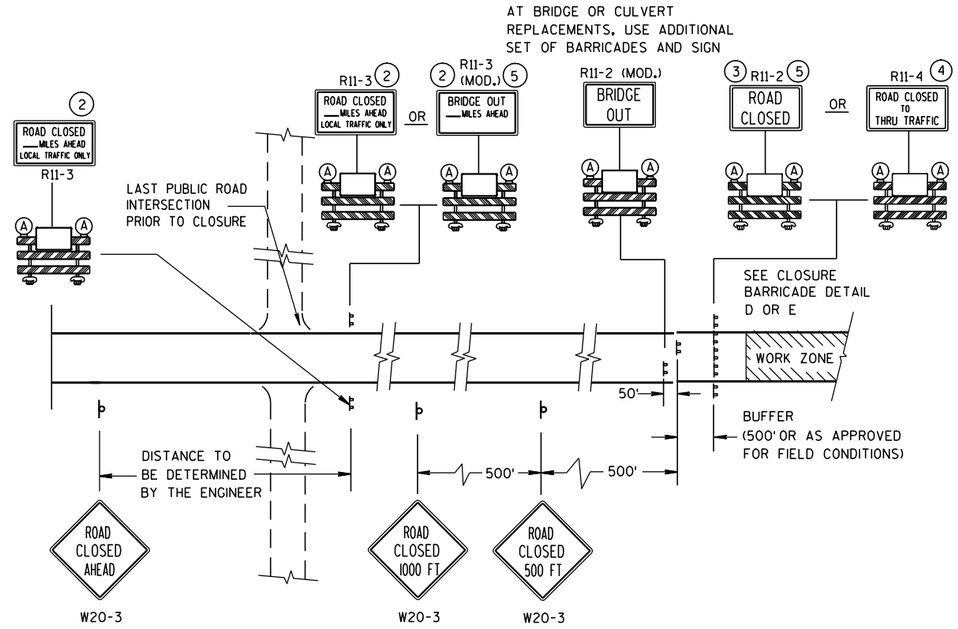
S.D.D. 15 A 6-2



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

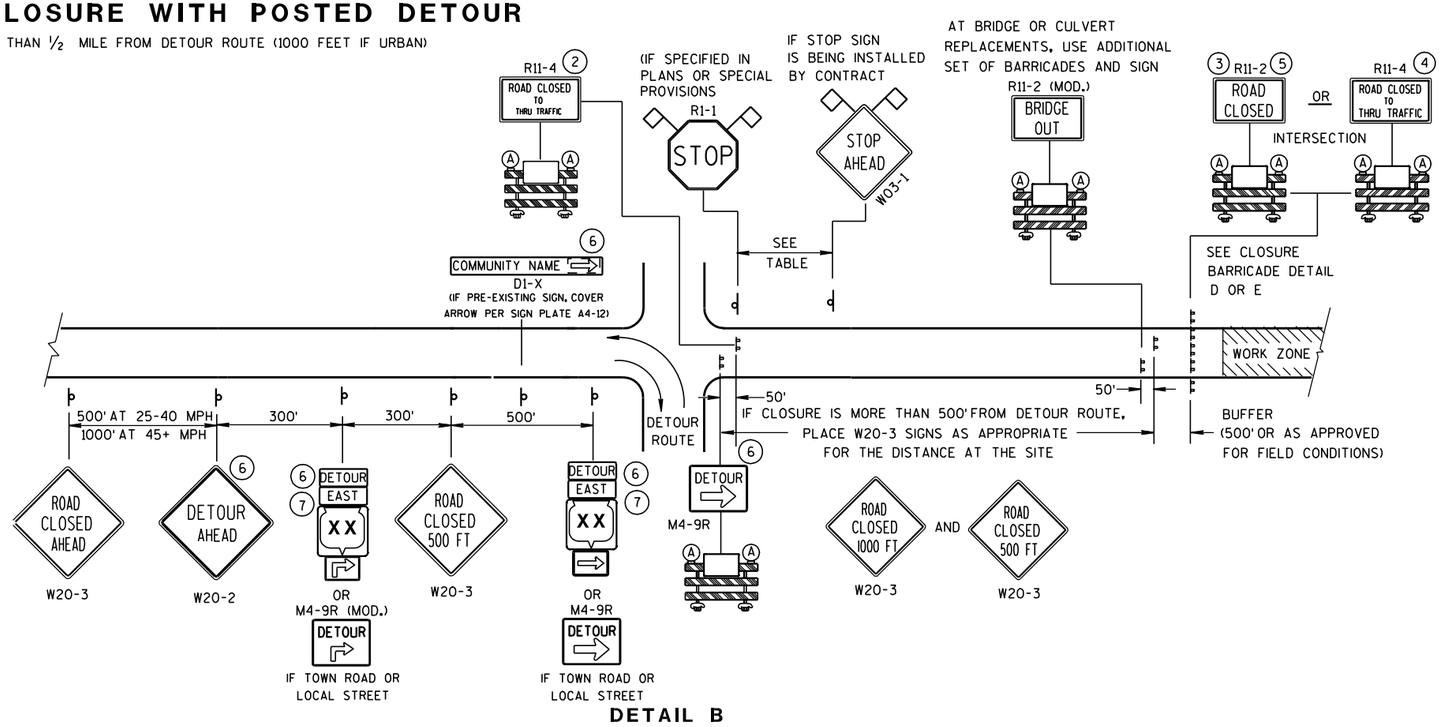


DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

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

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



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

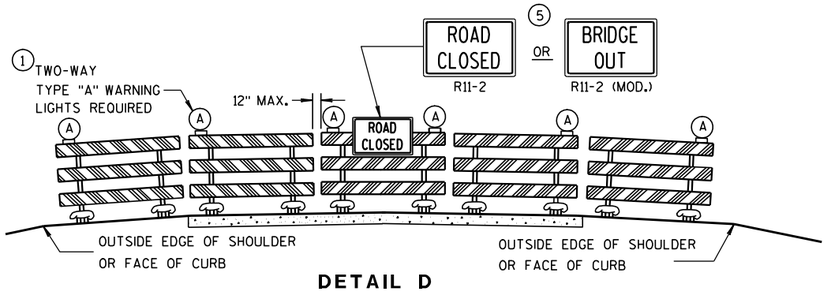
- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1; M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

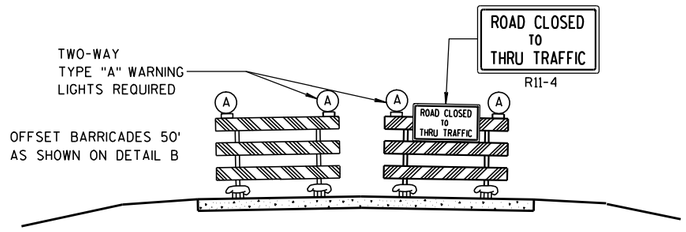
S.D.D. 15 C 2-4a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/16/03
DATE

/S/ Thomas N. N[illegible]
CHIEF SIGNS AND MARKING ENGINEER

FHWA

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.

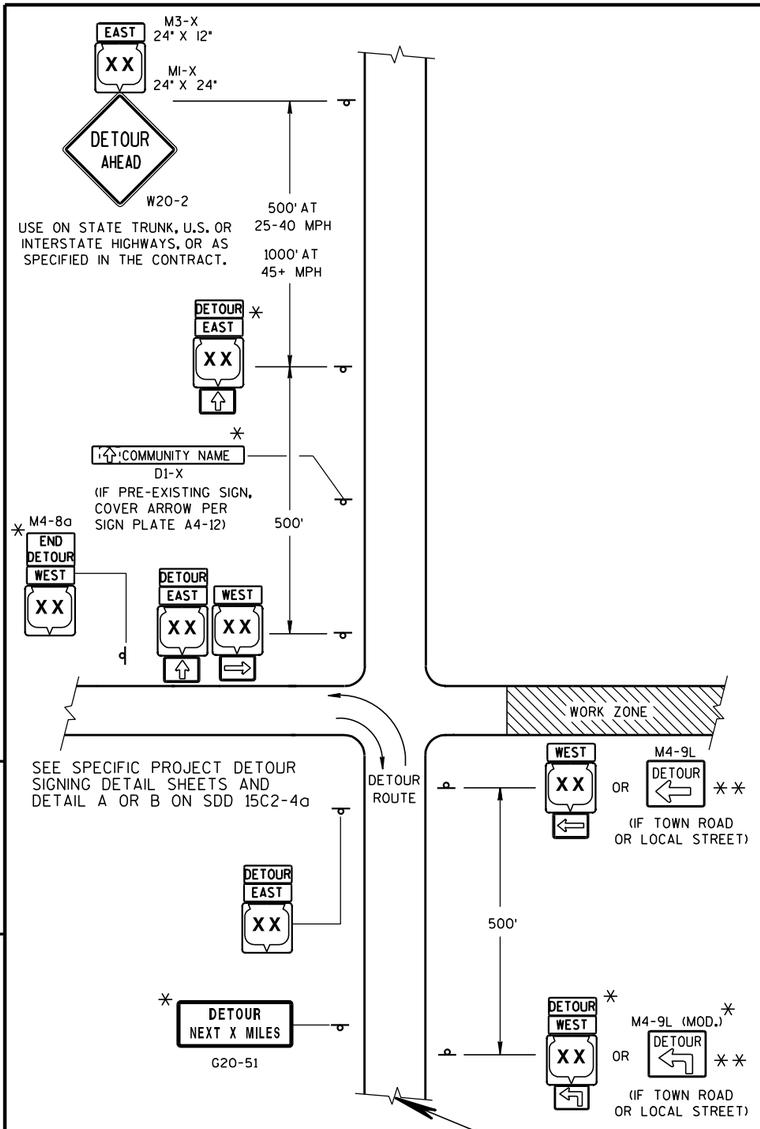
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

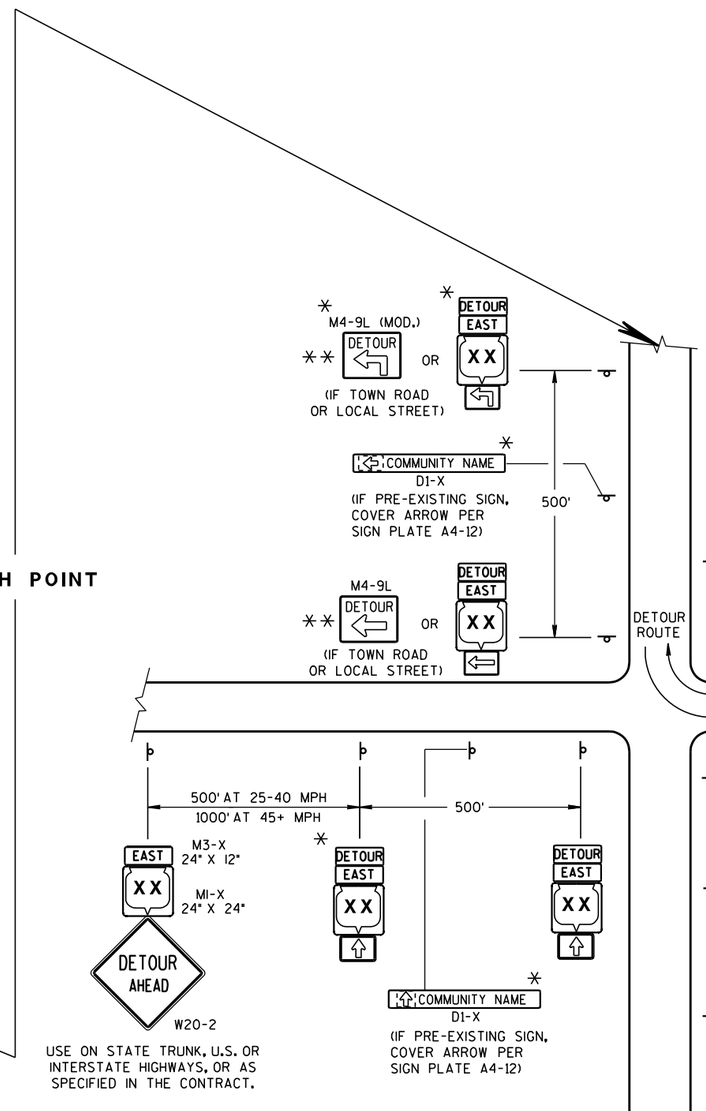
SIGN SIZES SHALL BE AS FOLLOWS:

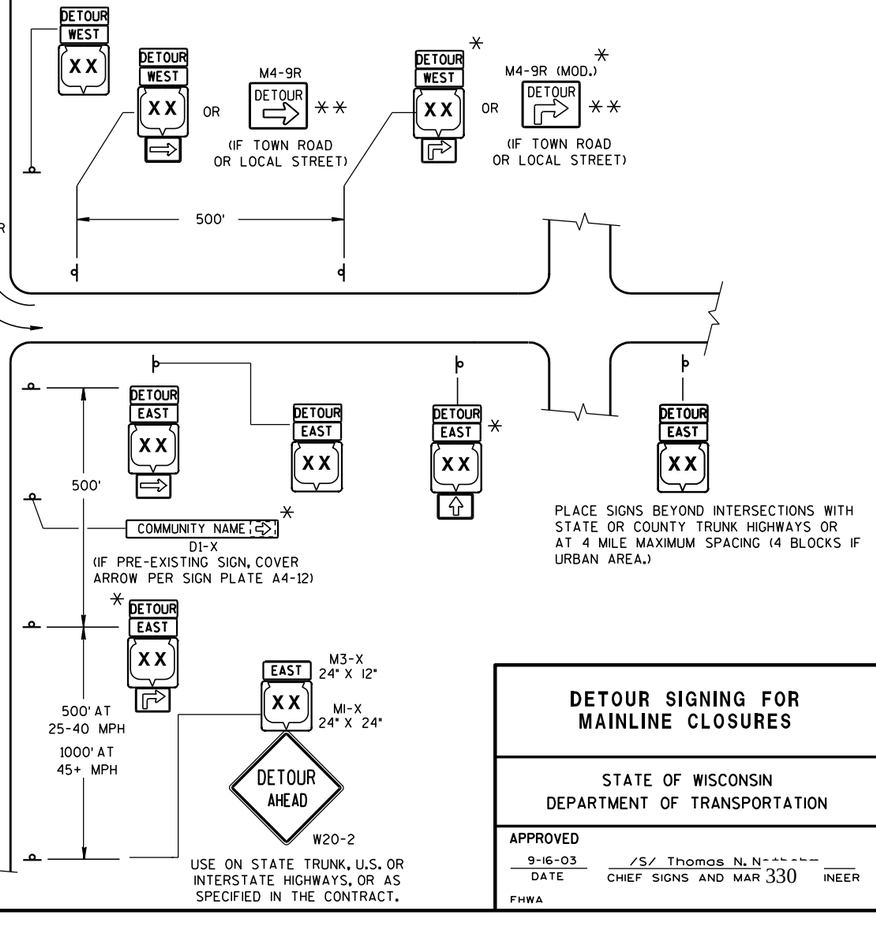
M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
M4-9 SHALL BE 30" X 24".
M4-8a SHALL BE 24" X 18".
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.







LEGEND

- POST MOUNTED SIGN
- WORK ZONE
- DETOUR EAST — M4-8, M3-X
- XX OR COUNTY XX OR XX — M1-4, M1-5A, M1-6
- MO5-1 OR MO6-1 OR MO6-1

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

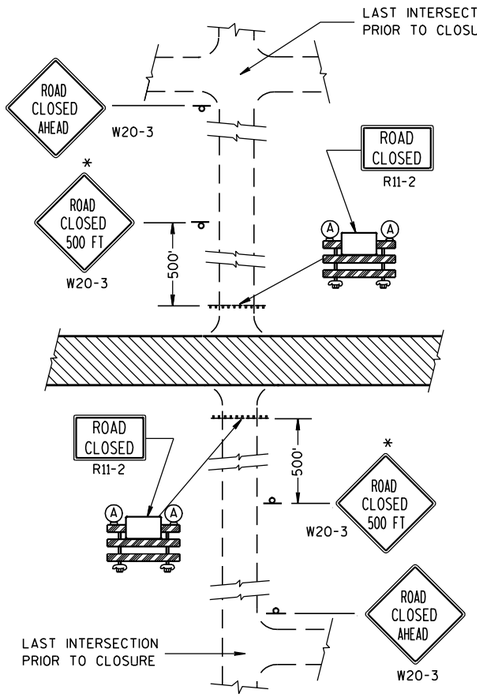
APPROVED
9-16-03 DATE
/S/ Thomas N. [illegible] CHIEF SIGNS AND MAR 330 INEER
FHWA

6

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

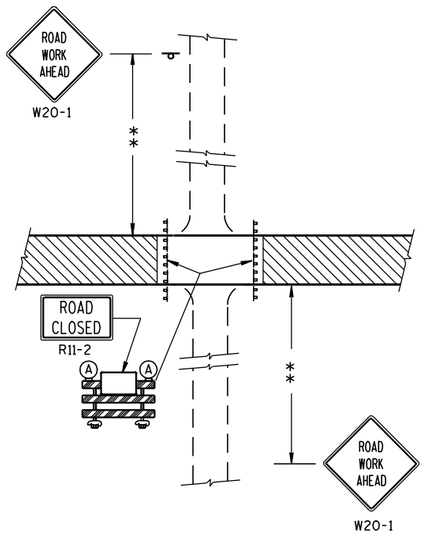
6

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



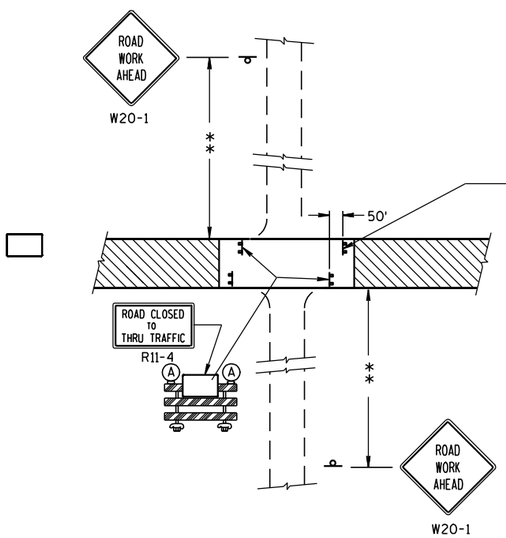
DETAIL 1

(NO ACCESS TO PROJECT)



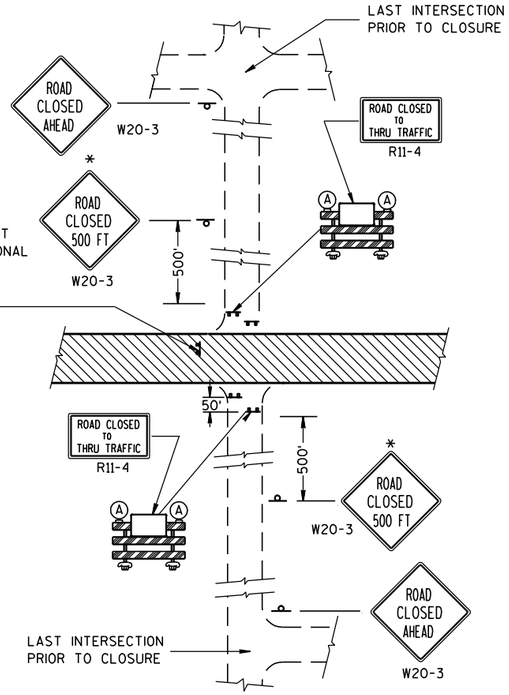
DETAIL 2

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



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

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

LEGEND

- p — POST MOUNTED WARNING SIGN
- p — 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] INEER

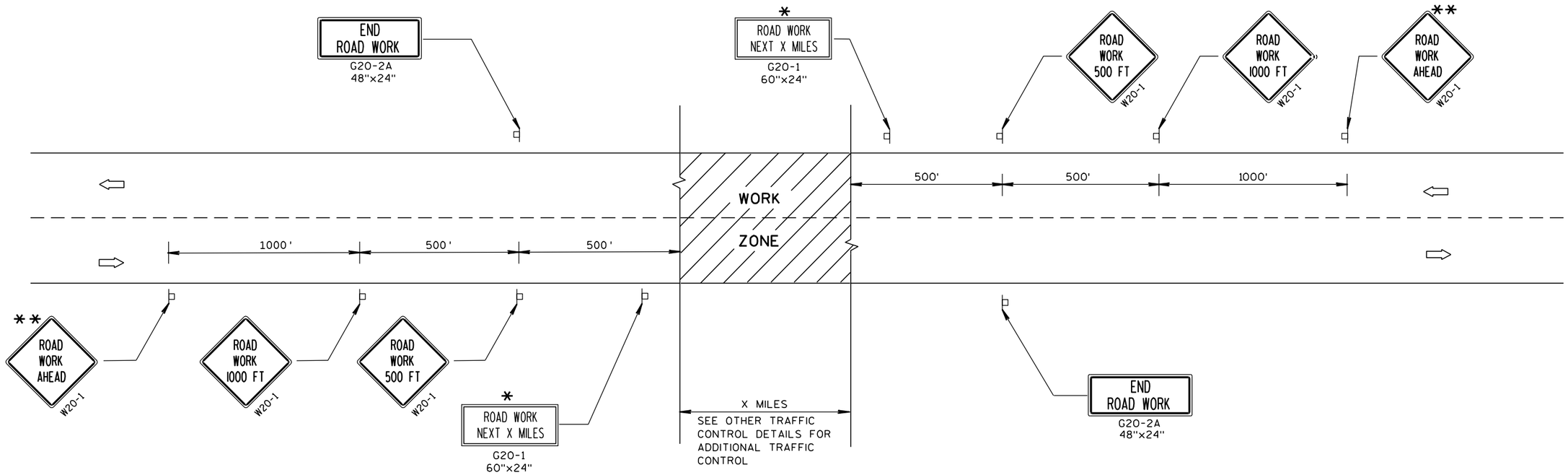
FHWA

6

S.D.D. 15 C 3-1

6

S.D.D. 15 C 3-1



6

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

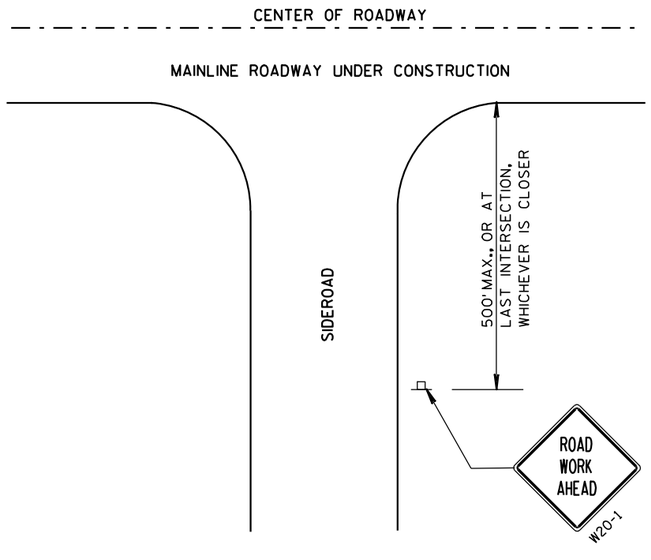
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00 DATE

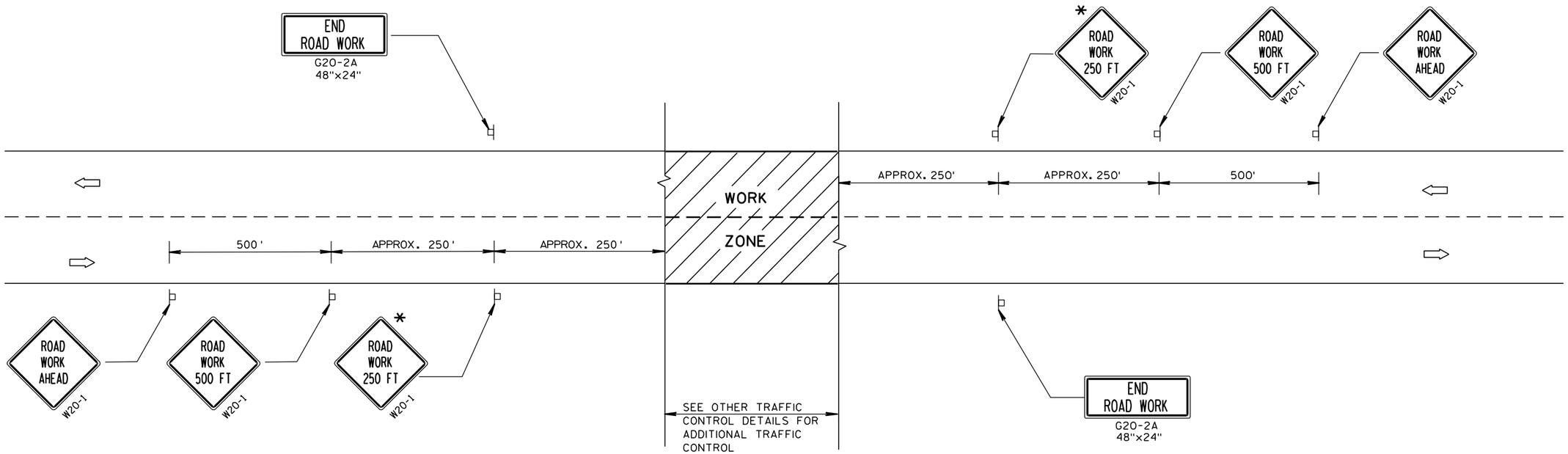
/S/ Chester J. [illegible] CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 C 4-1

6

S.D.D. 15 C 4-1



GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

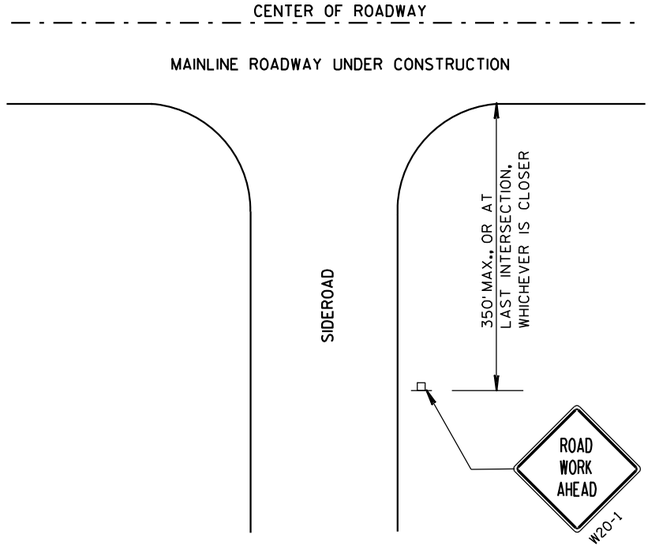
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

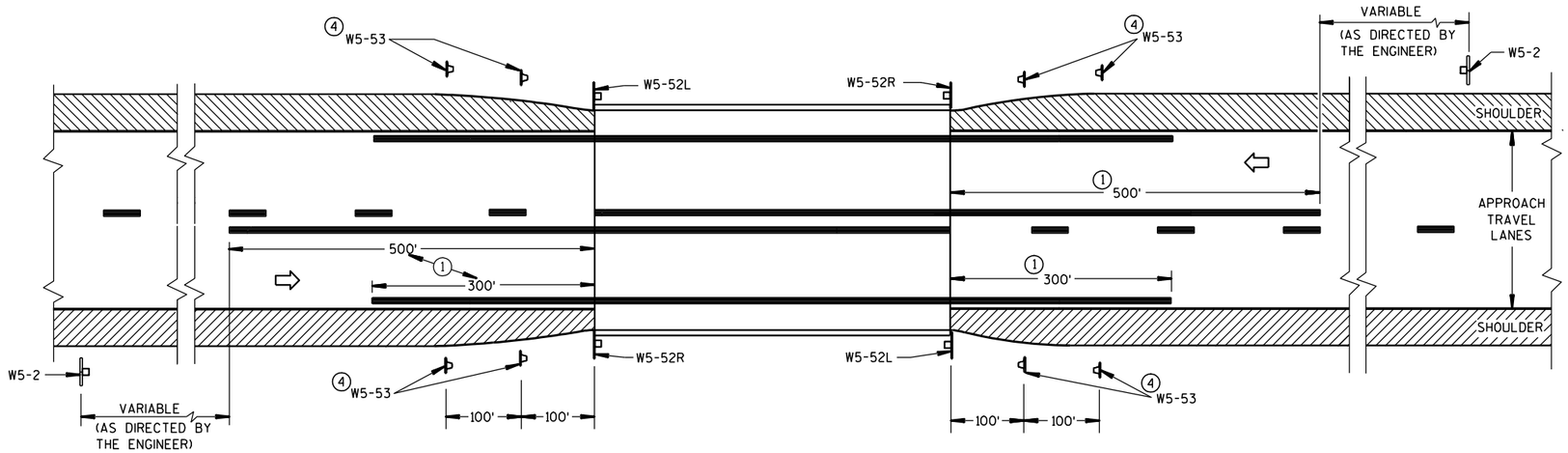
5/23/00
DATE

/S/ Chester J. [illegible]
CHIEF SIGNS AND MARKING ENGINEER

FHWA

6

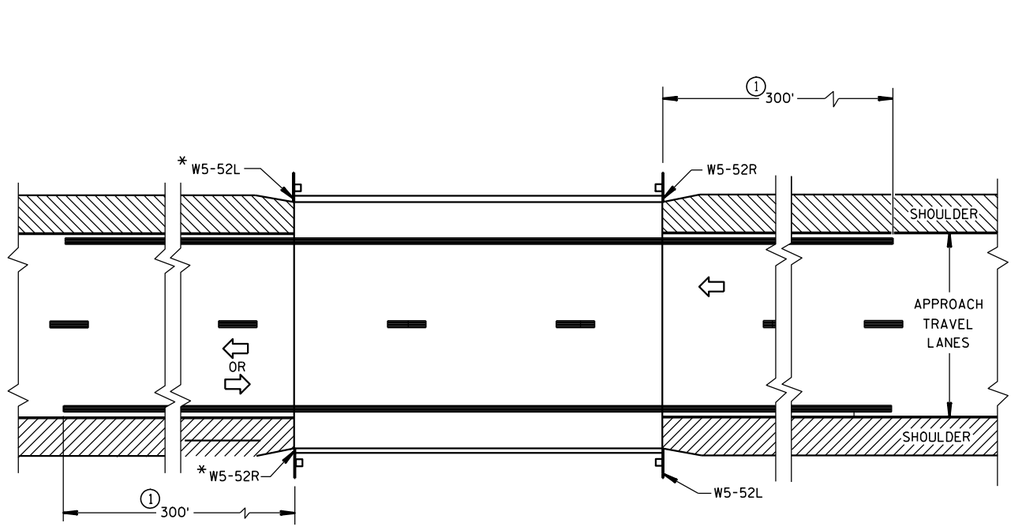
S.D.D. 15 C 5-1



SITUATION 1

WARRANTING CRITERION:

BRIDGE WIDTH IS AT LEAST 18 FEET BUT LESS THAN 24 FEET

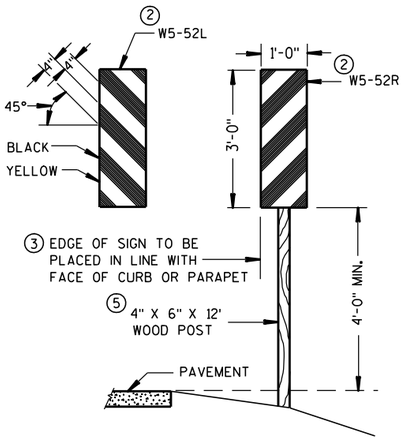


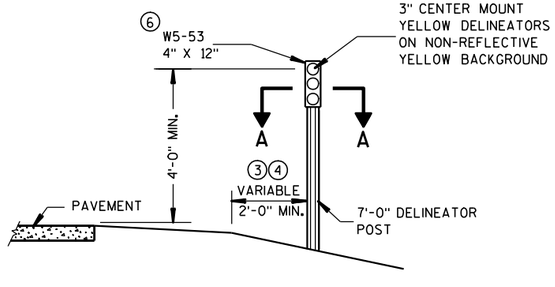
*OMIT ON ONE-WAY TRAVELLED WAYS

SITUATION 2

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS LESS THAN 6 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.





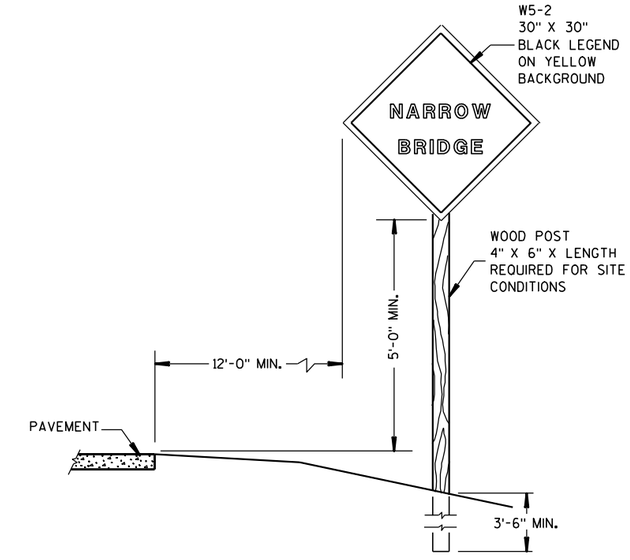
OBJECT MARKER PLACEMENT

GENERAL NOTES

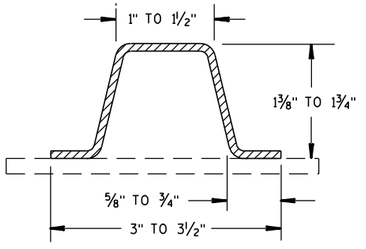
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PAVEMENT MARKING SHOWN ON THIS DRAWING IS NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. WHEN SPECIFIED, PAVEMENT MARKING SHALL CONFORM TO THIS DRAWING AND OTHER CONTRACT REQUIREMENTS.

1. MINIMUM DISTANCE UNLESS OTHERWISE SHOWN ON THE PLAN.
2. FACE OF OBJECT MARKERS W5-52R AND W5-52L SHALL BE COVERED WITH TYPE H REFLECTIVE SHEETING.
3. LOCATE OBJECT MARKER POST(S) BEHIND GUARDRAIL WHEN PRESENT.
4. OBJECT MARKERS (W5-53) SHALL BE LOCATED ALONG A LINE FLARED AWAY FROM THE BRIDGE CORNER TO DELINEATE THE NARROWING OF THE SHOULDER OR BERM.
5. A 12 FOOT DELINEATOR POST MAY BE USED INSTEAD OF A WOOD POST.
6. NON-BID ITEM. INCIDENTAL TO OTHER ITEMS.



SIGN PLACEMENT



SECTION A-A

(MINIMUM WEIGHT 1.9 LBS. PER FT. AFTER GALVANIZING)

SIGNING & MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/5/06 — DATE

/S/ Thomas N. [illegible] — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 6-5

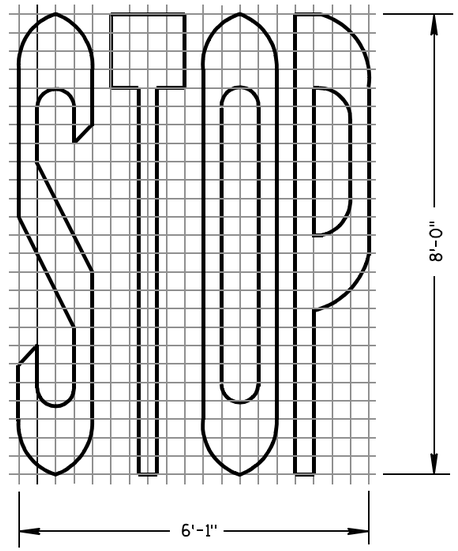
6

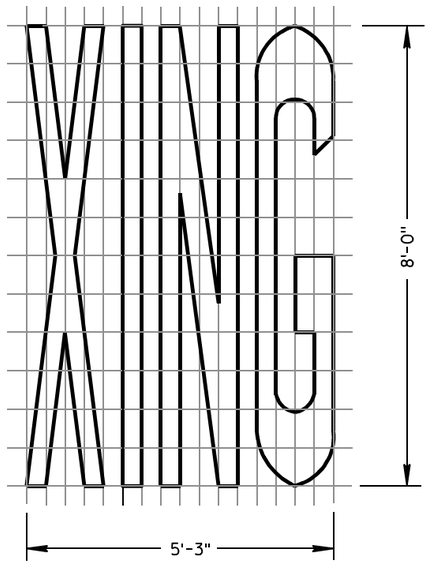
S.D.D. 15 C 6-5

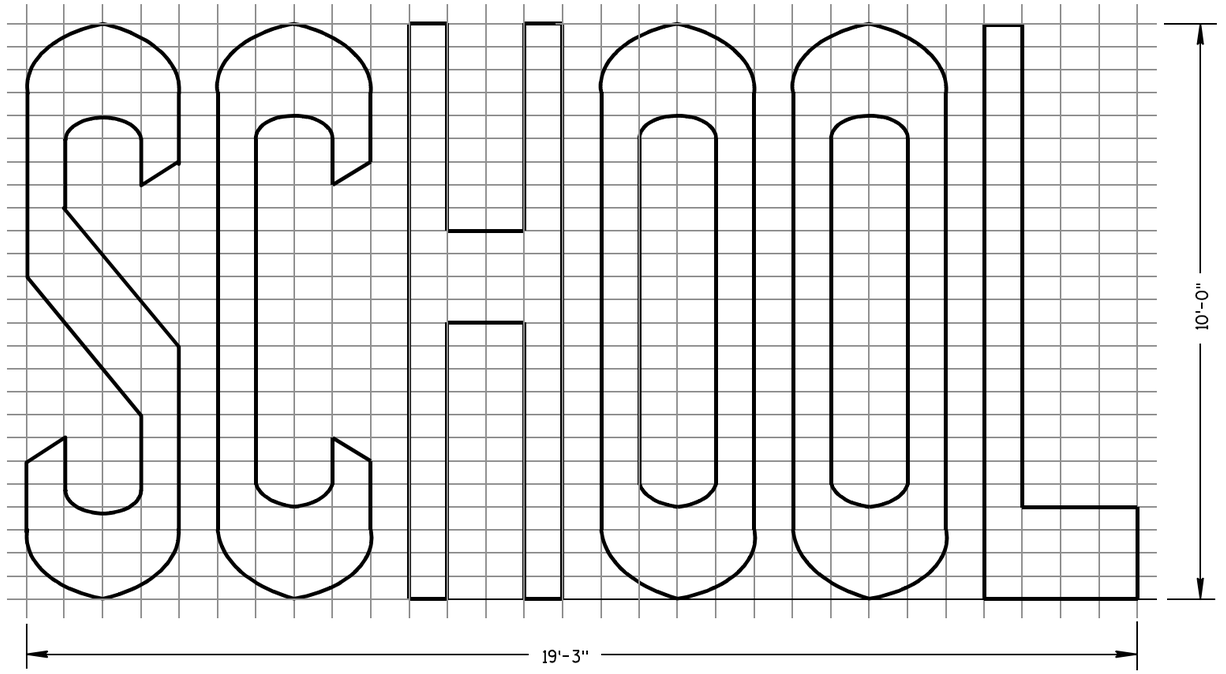
GENERAL NOTES

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.

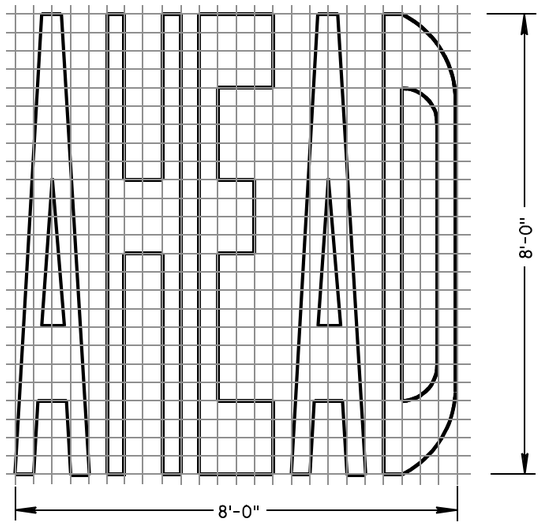
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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

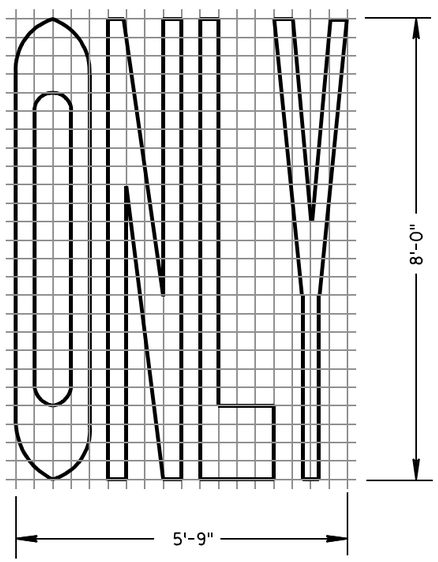


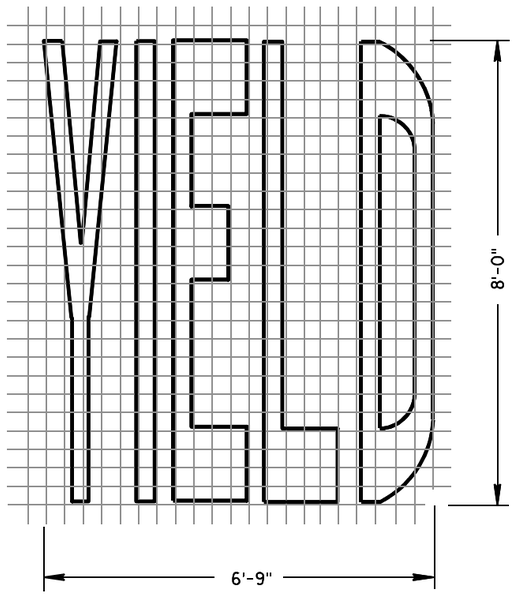


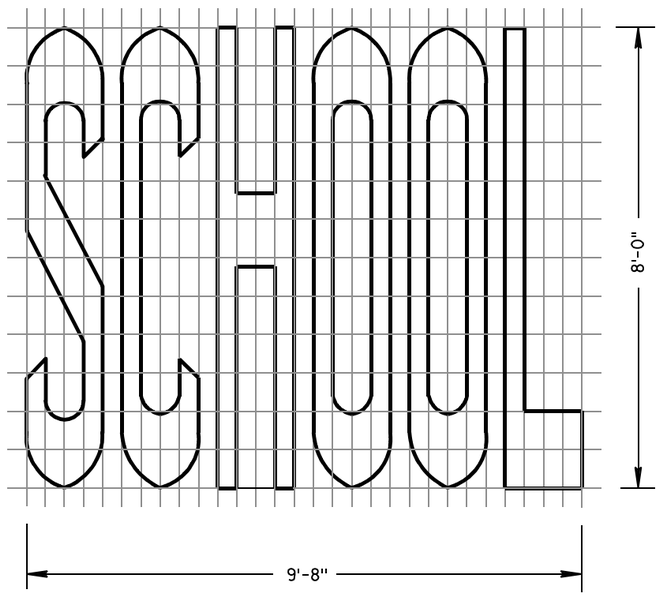


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 — DATE

/S/ Thomas N. Nothohm — STATE TRAFFIC ENGINEER

335 IGN

FHWA

6

S.D.D. 15 C 7-12b

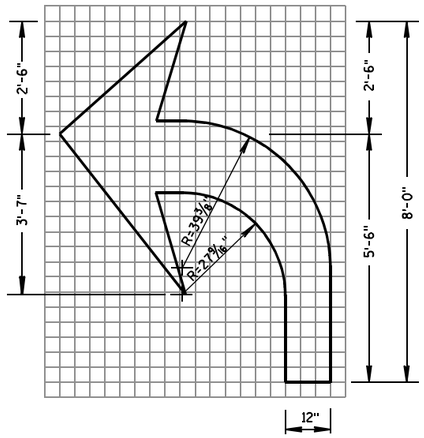
6

S.D.D. 15 C 7-12b

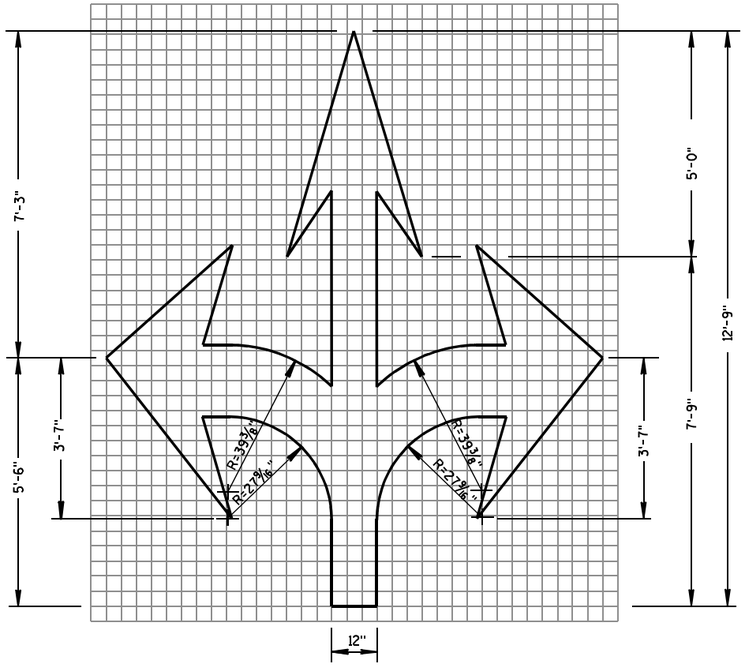
GENERAL NOTES

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.

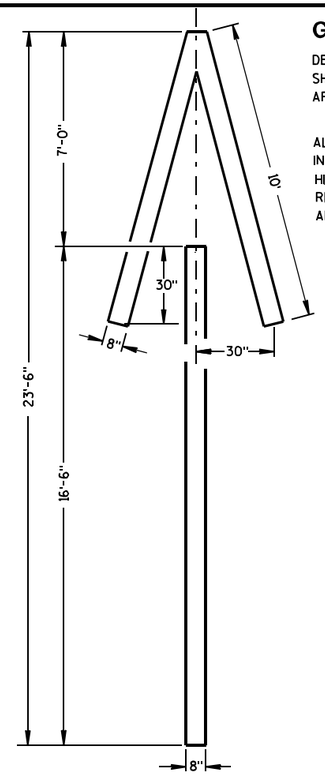
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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



TYPE 2



TYPE 6



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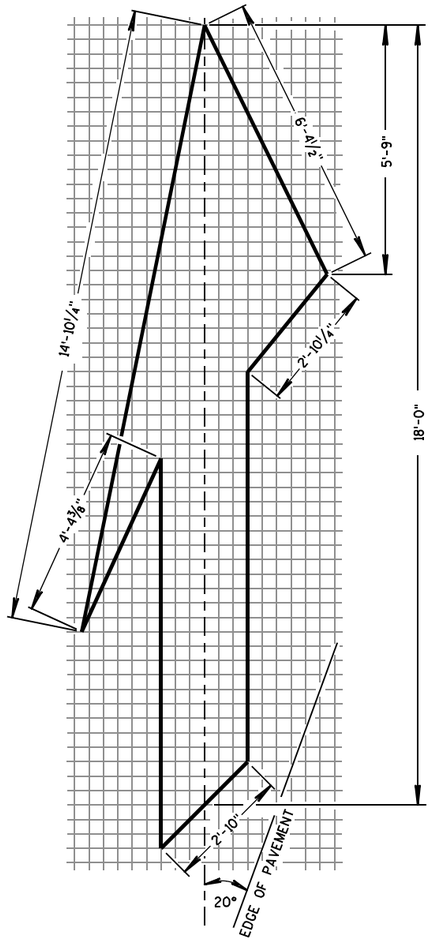
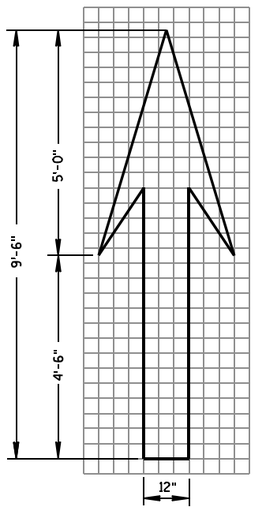
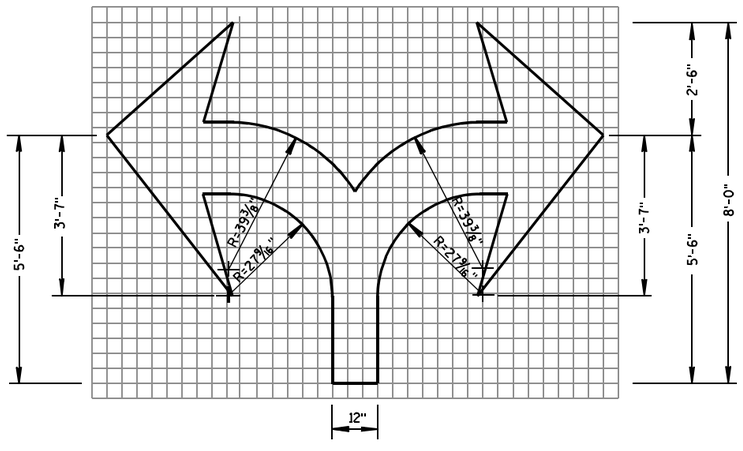


TYPE 5 LANE DROP ARROW



TYPE 1



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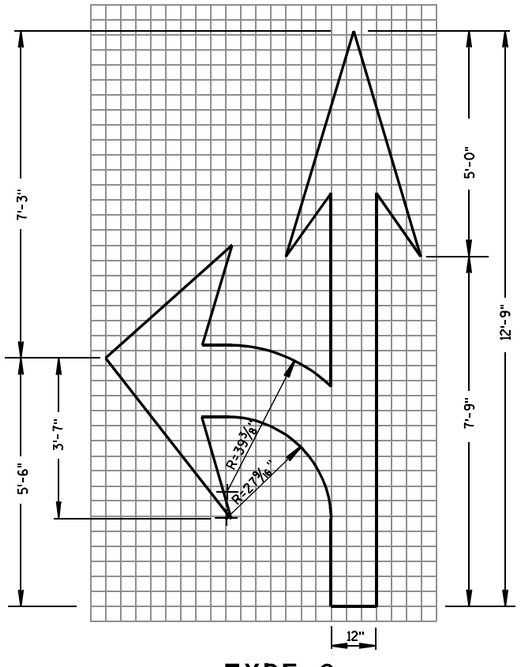


TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

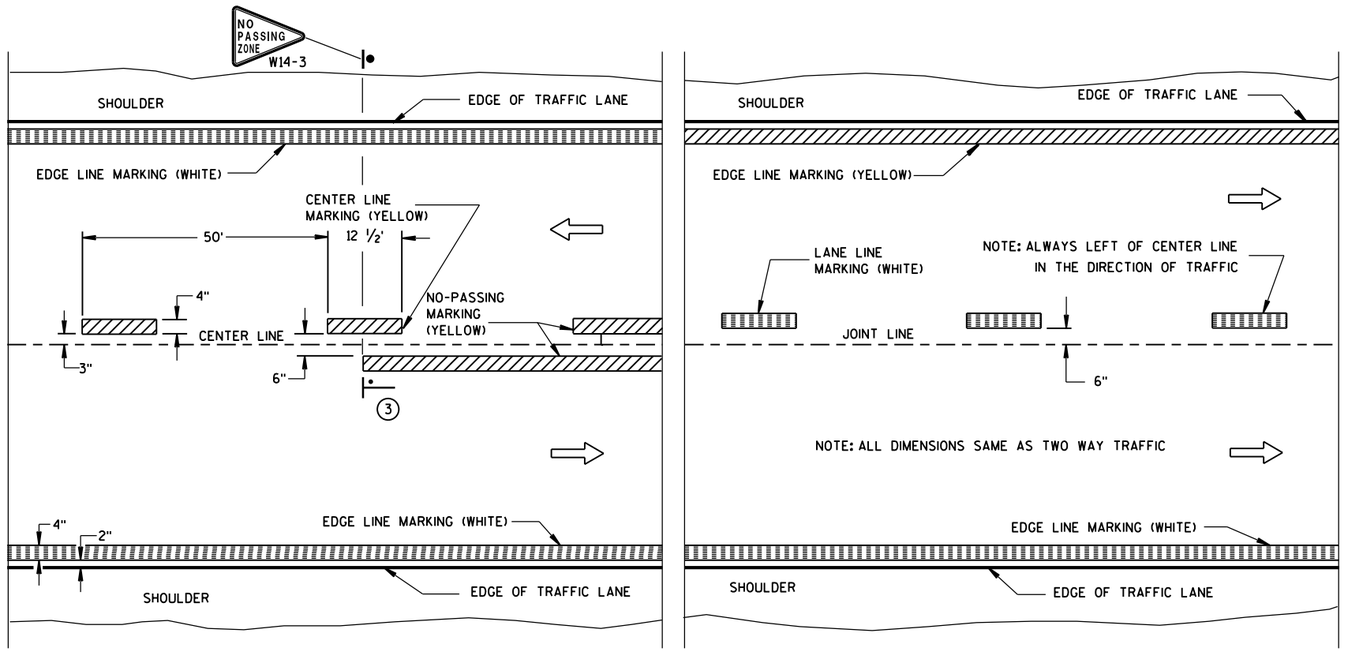
FHWA

6

S.D.D. 15 C 7-12c

6

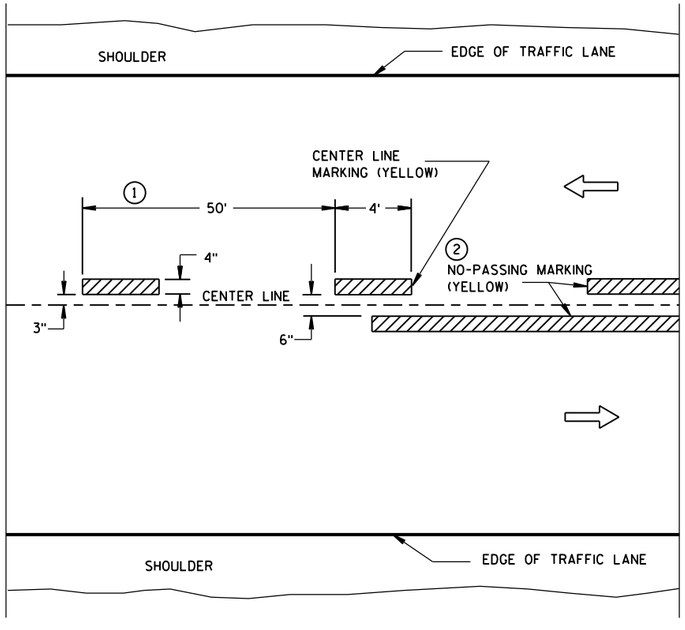
S.D.D. 15 C 7-12c



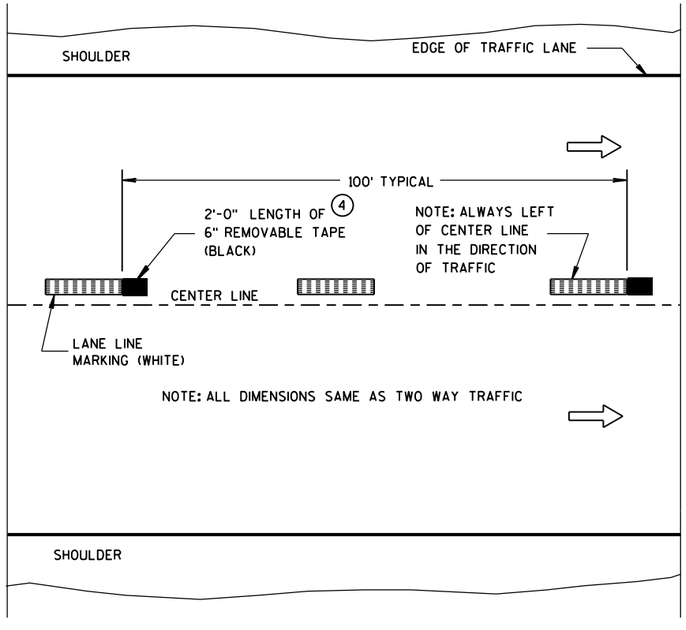
TWO WAY TRAFFIC

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)

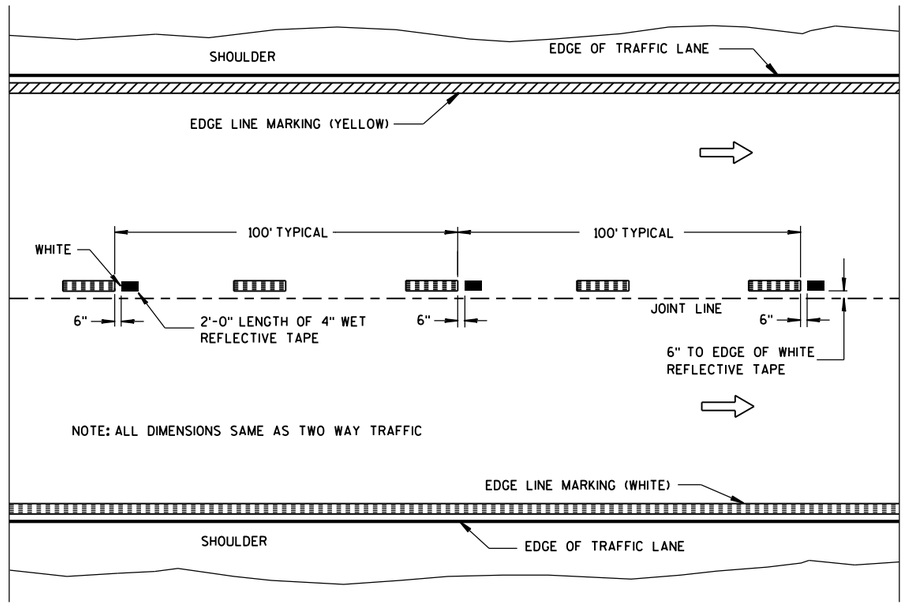
GENERAL NOTES

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

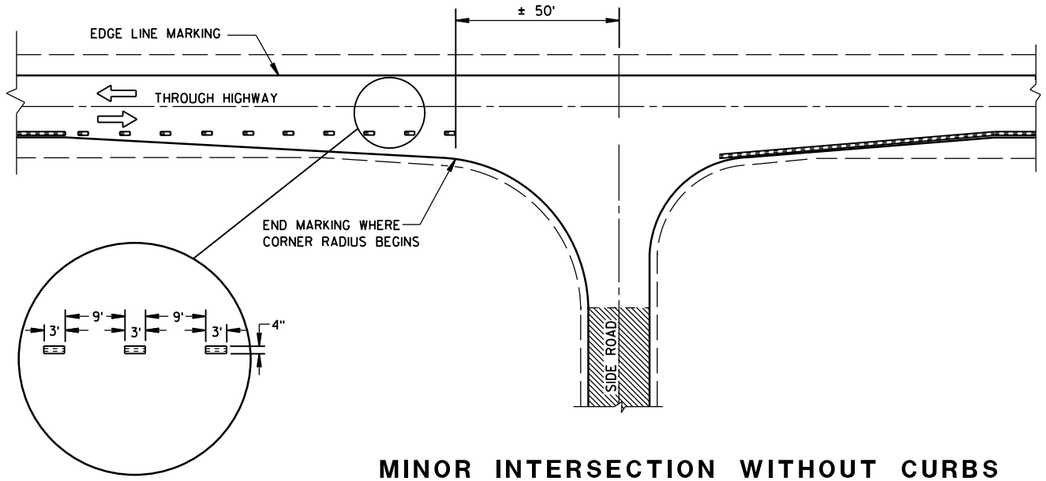
APPROVED
10-1-2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
337
SIGN
FHWA

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.

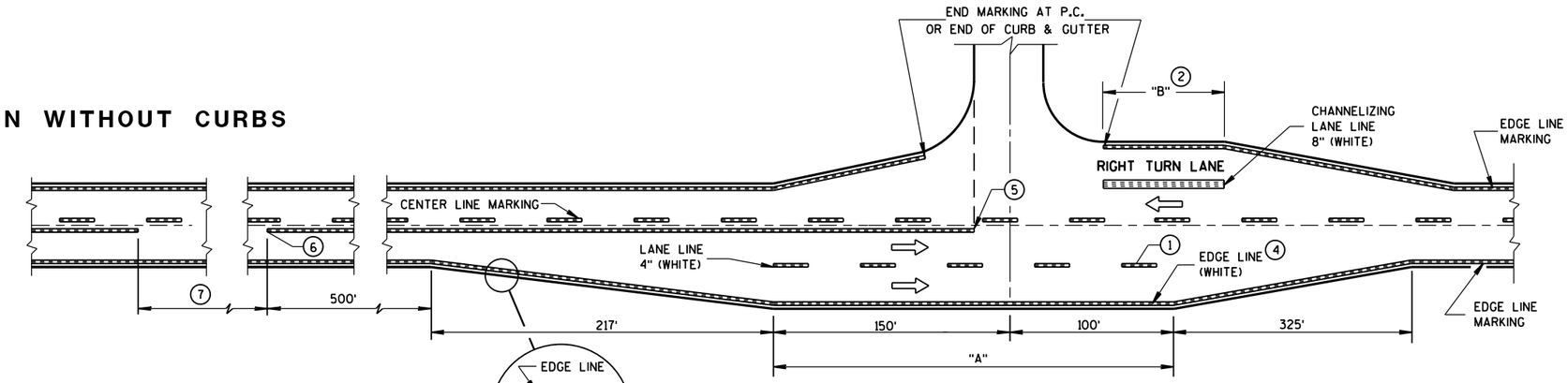
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

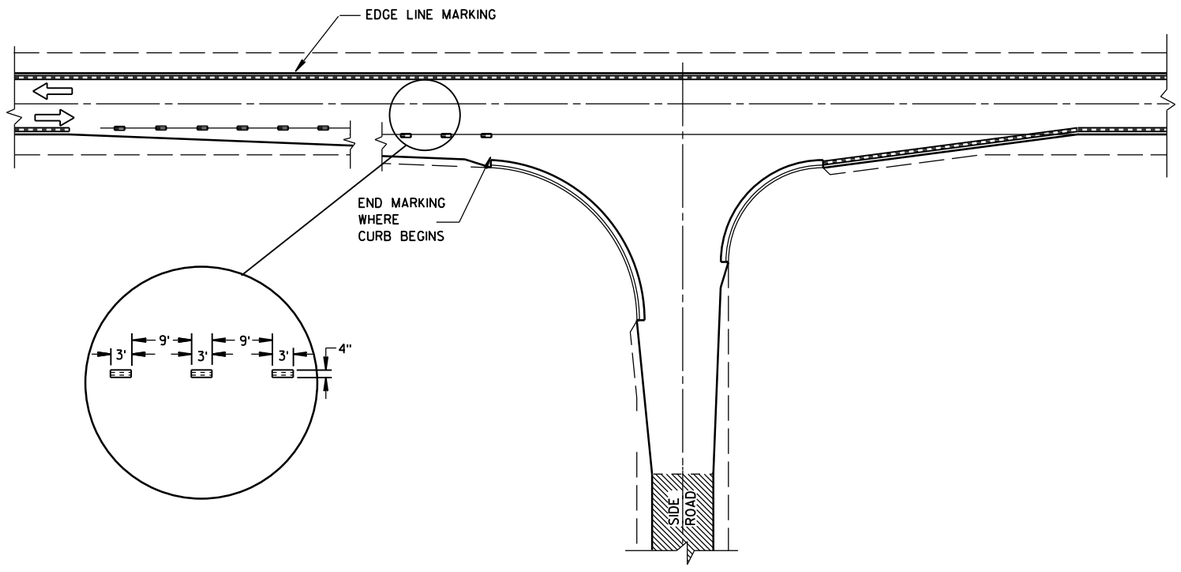
(7)

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



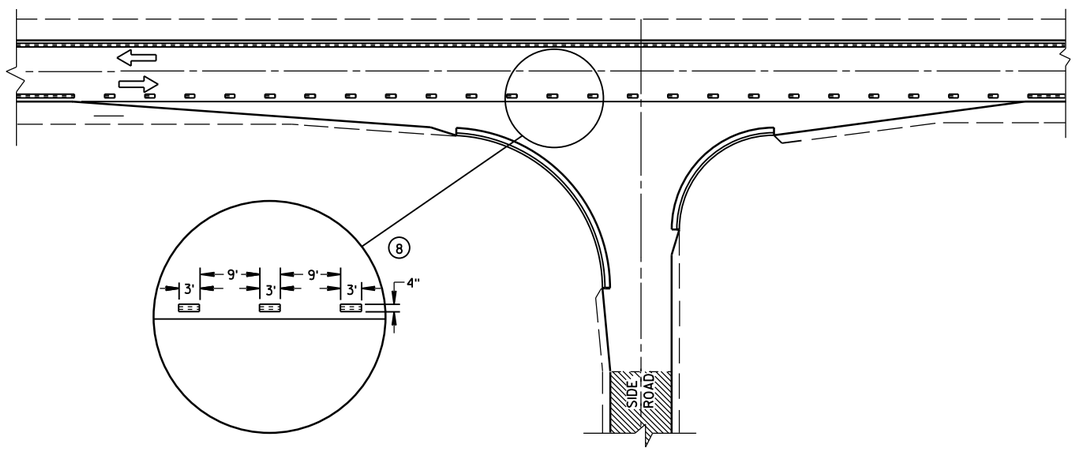
MAJOR INTERSECTIONS

(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)

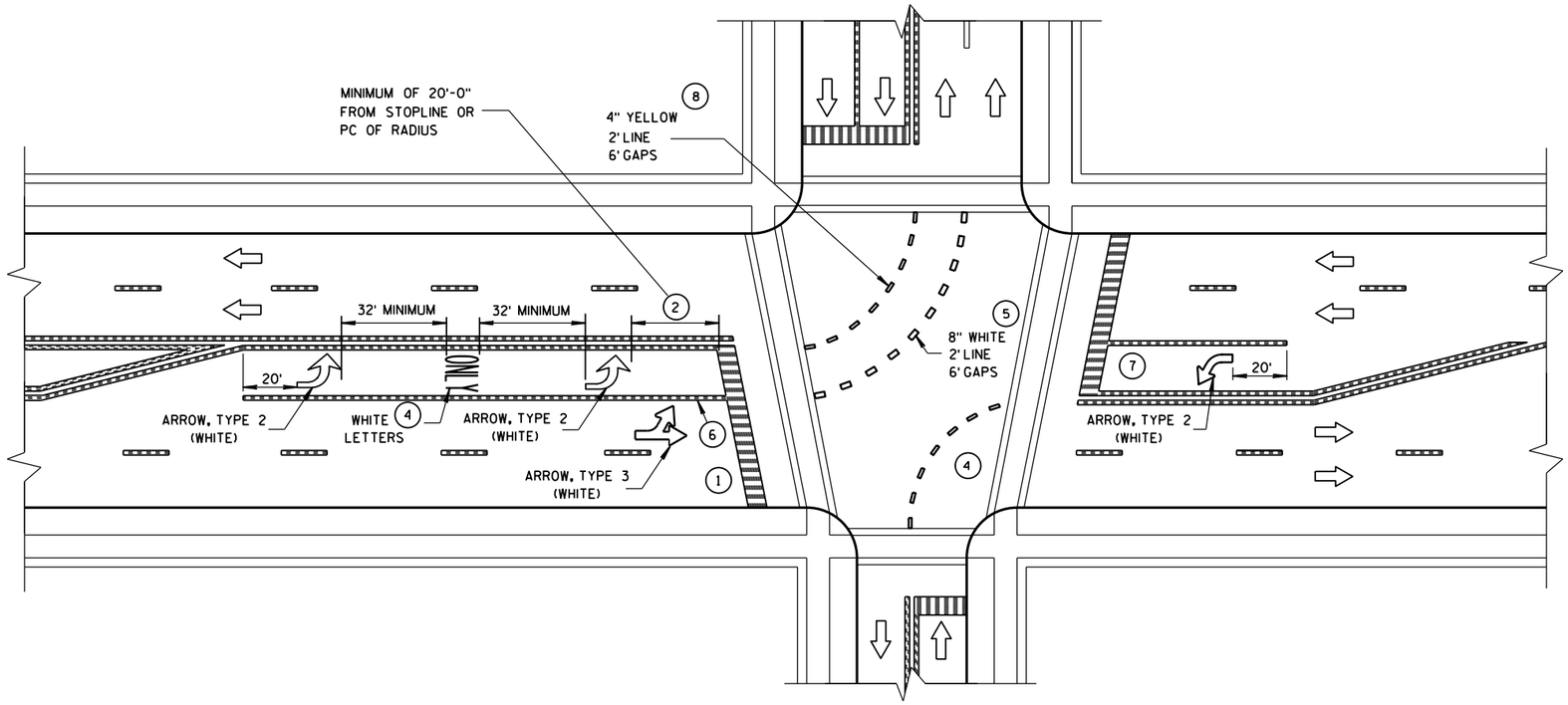
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-15b

6

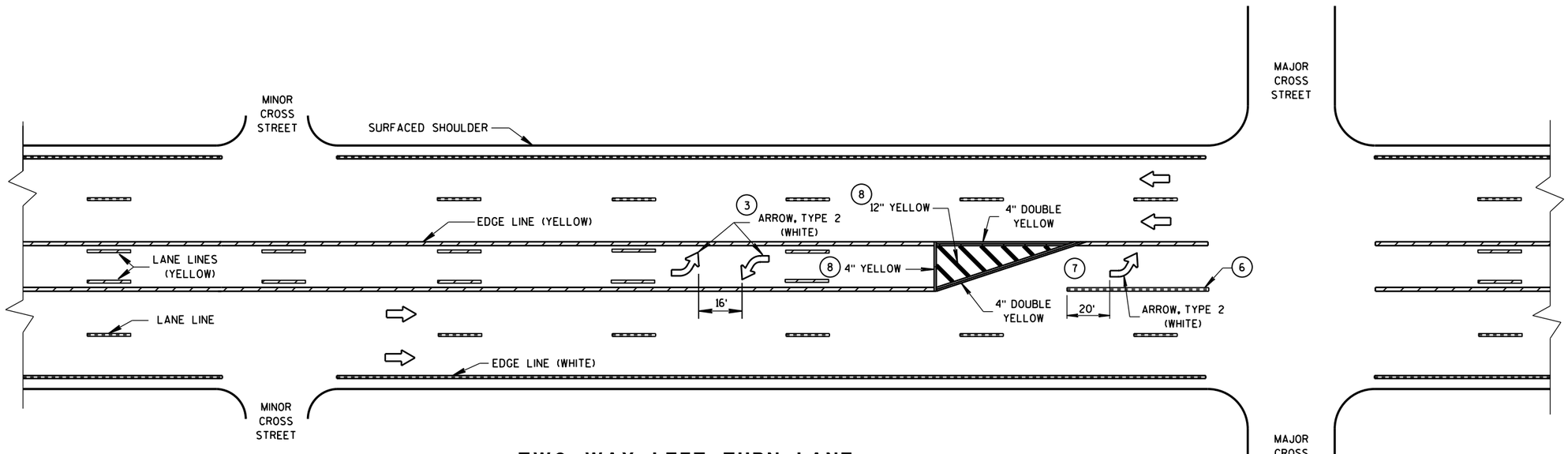
S.D.D. 15 C 8-15b



GENERAL NOTES

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

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

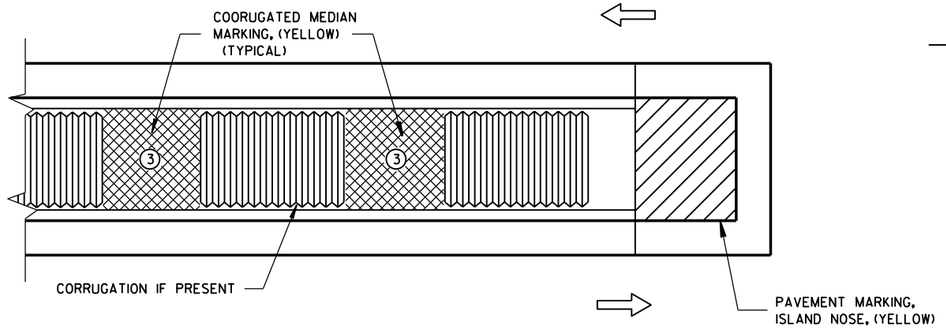
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

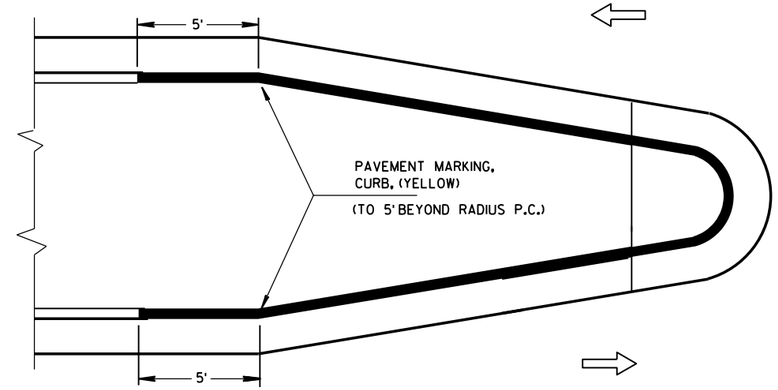
S.D.D. 15 C 8-15e

6

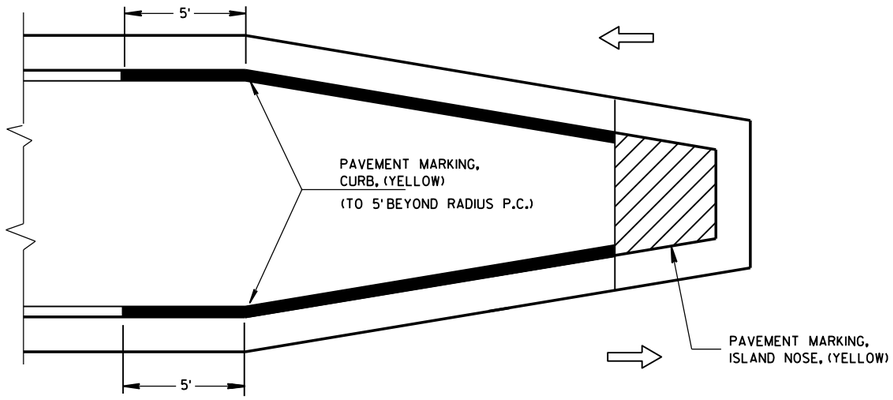
S.D.D. 15 C 8-15e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

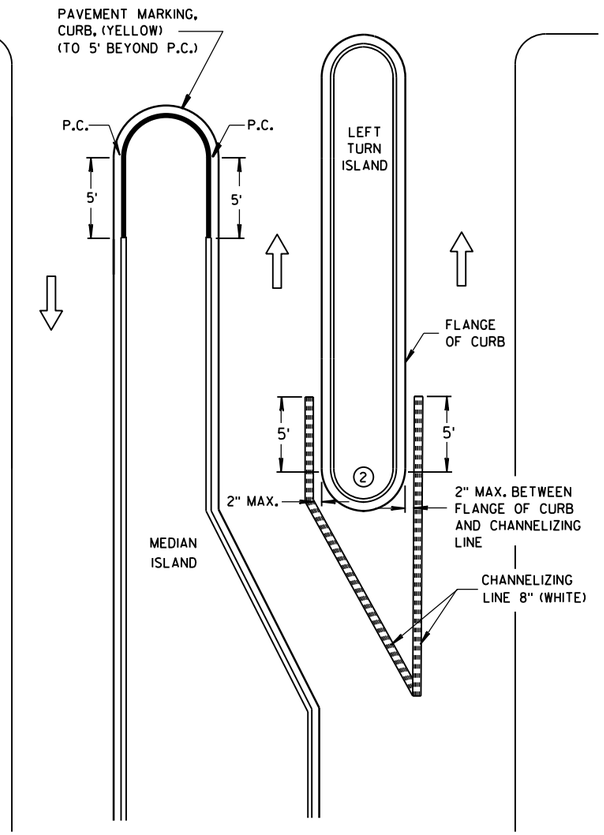


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

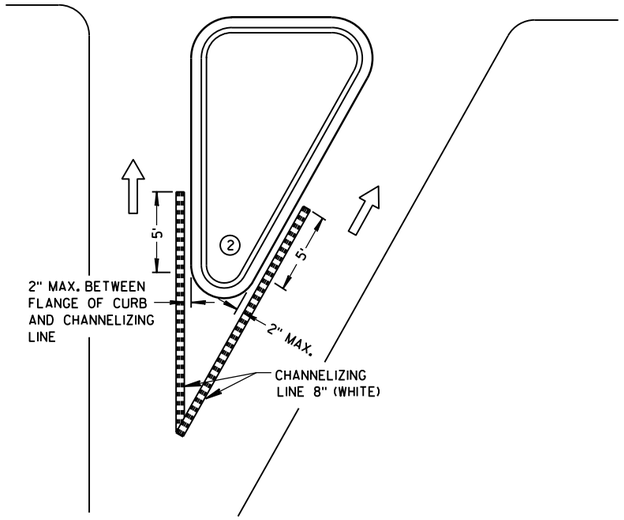
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



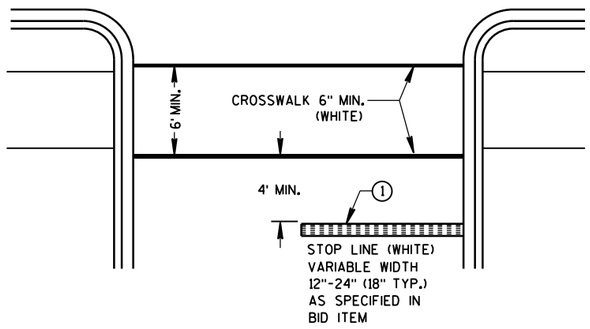
LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

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



RIGHT TURN ISLAND



STOP LINE AND CROSSWALK

LEGEND

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

PAVEMENT MARKING
(ISLANDS, STOP LINE &
CROSS WALK)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 C 8-15f

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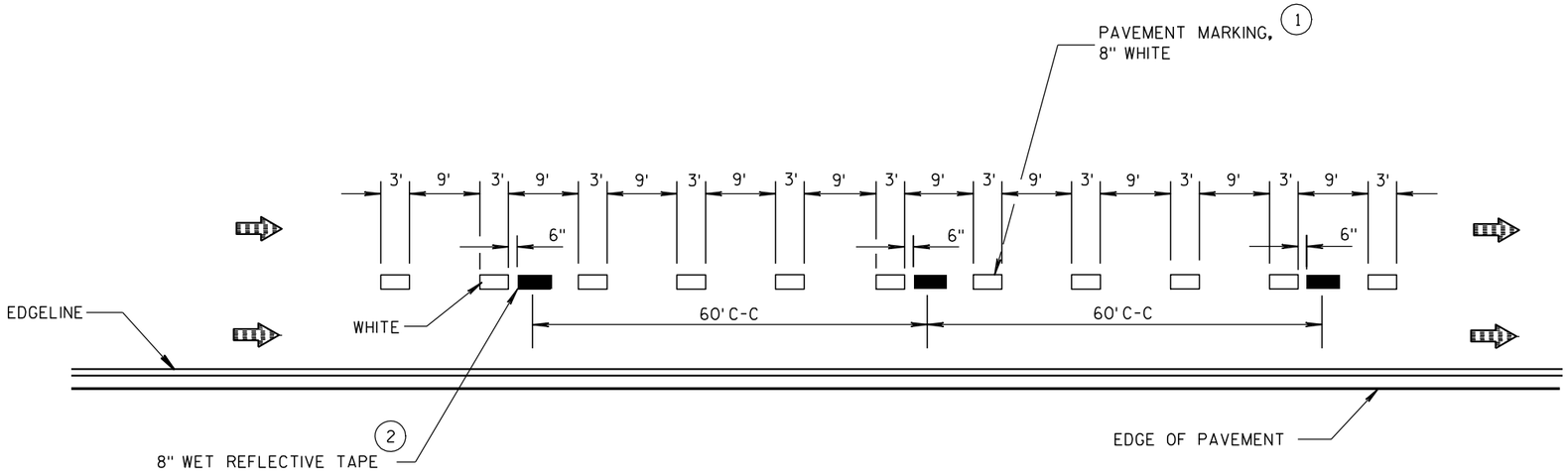
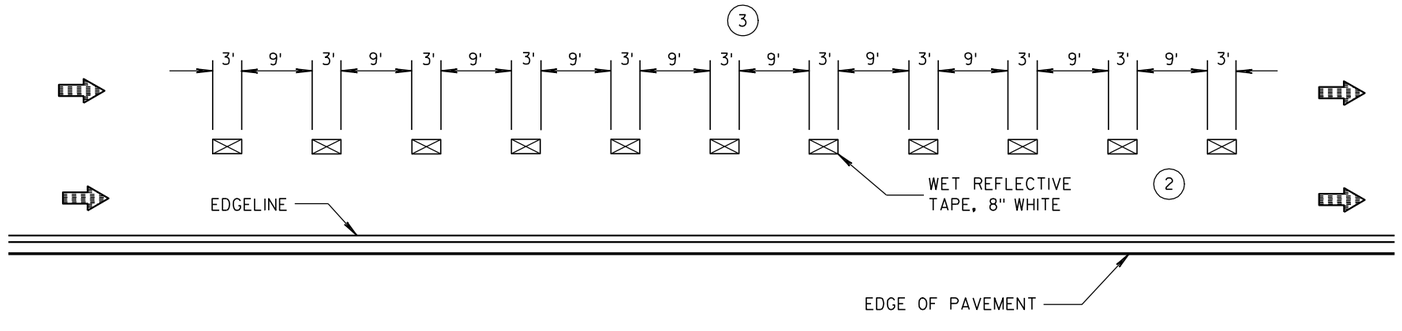
S.D.D. 15 C 8-15f



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

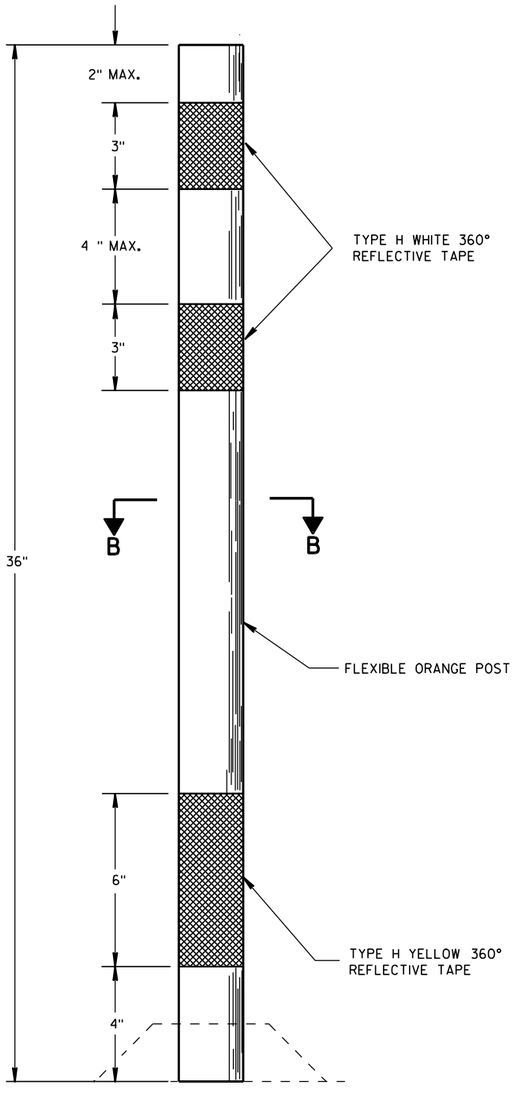
APPROVED

5/13/10 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER

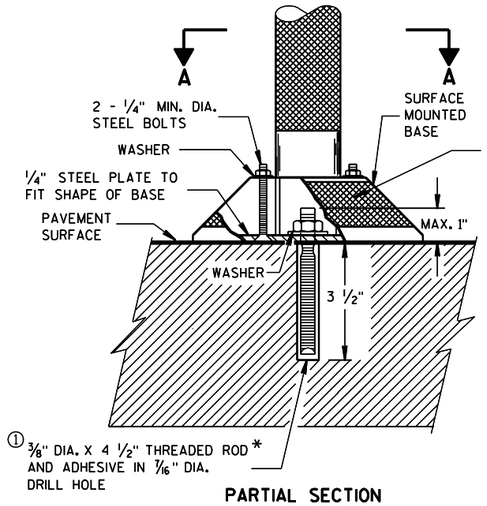
FHWA

6

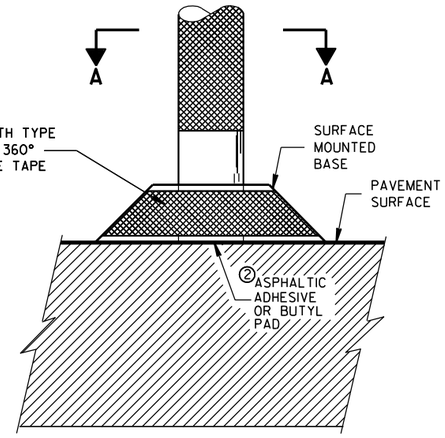
S.D.D. 15 C 10-10



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

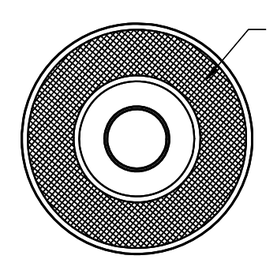
GENERAL NOTES

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.

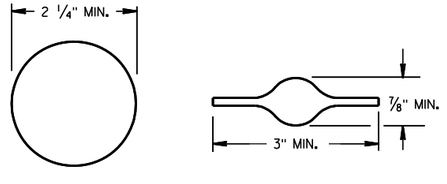
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



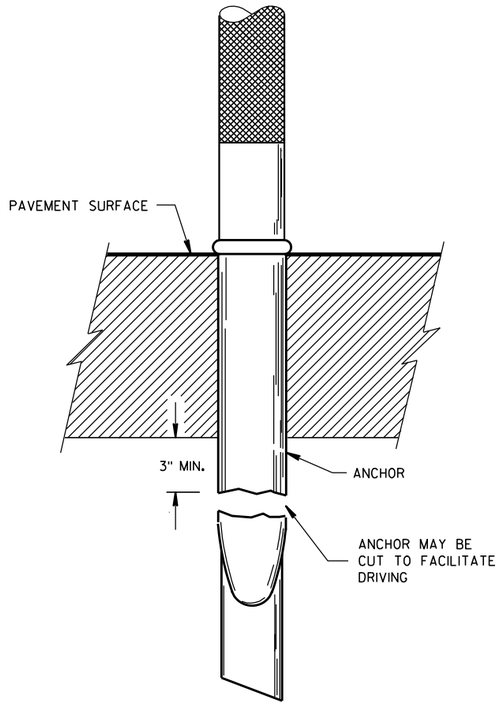
SECTION A-A

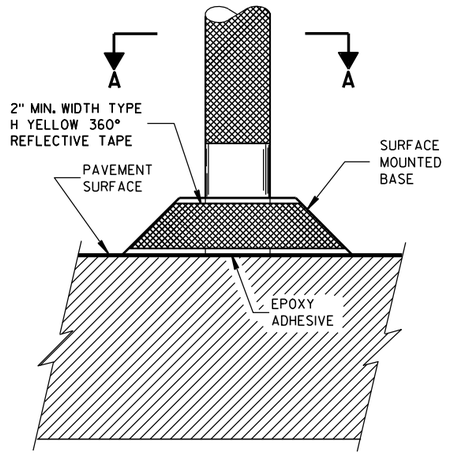
SURFACE MOUNTED BASE



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

6

S.D.D. 15 C 11-5

6

S.D.D. 15 C 11-5

TWO-LANE ROADWAY

SYMBOLS

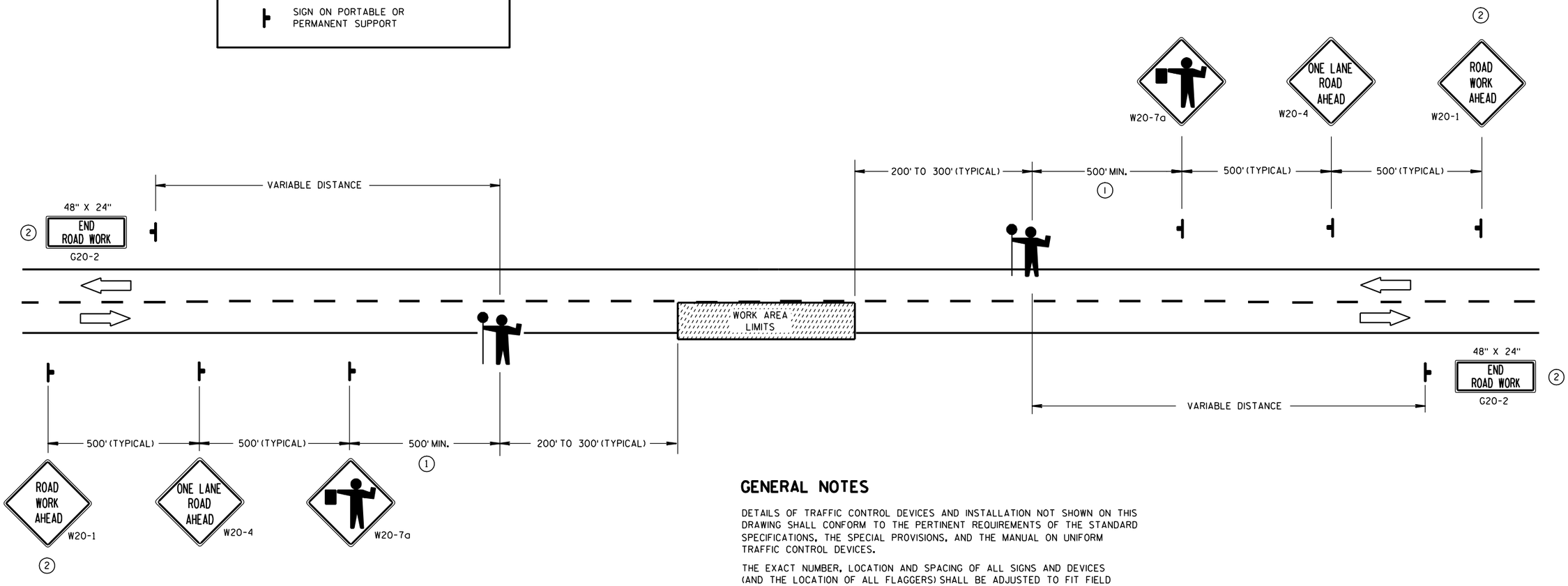
WORK AREA

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

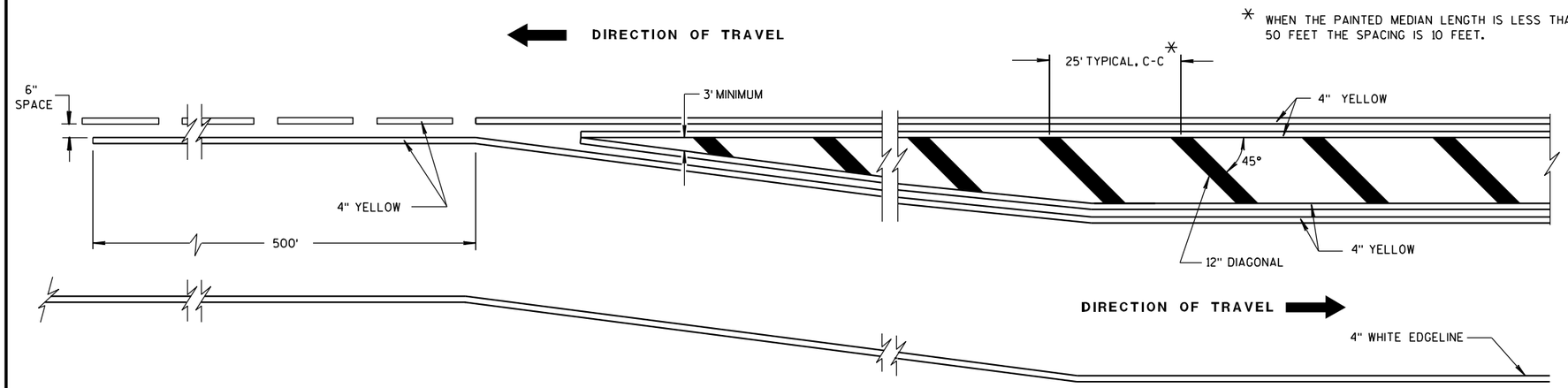
9/5/06 — DATE

/S/ Thomas N. Nathaam — STATE TRAFFIC ENGINEER

FHWA

6

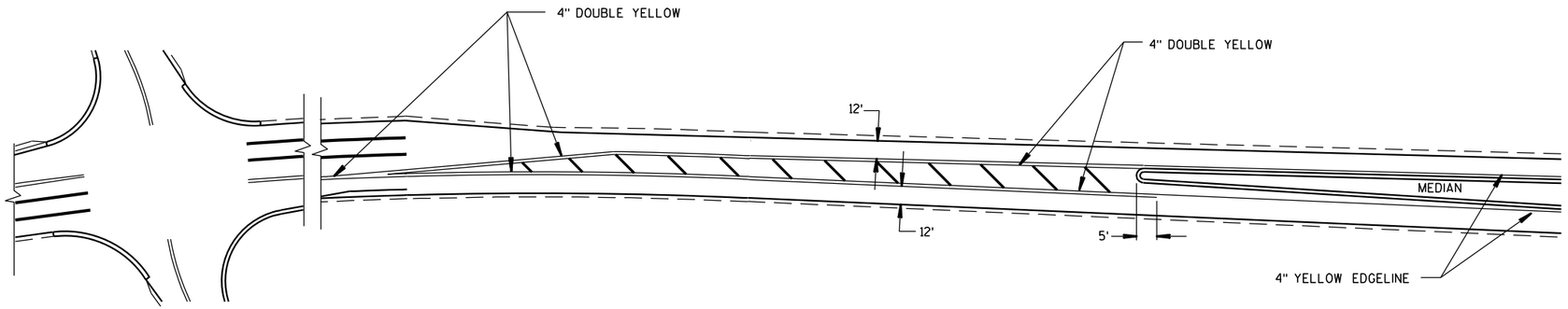
S.D.D. 15 C 12-3



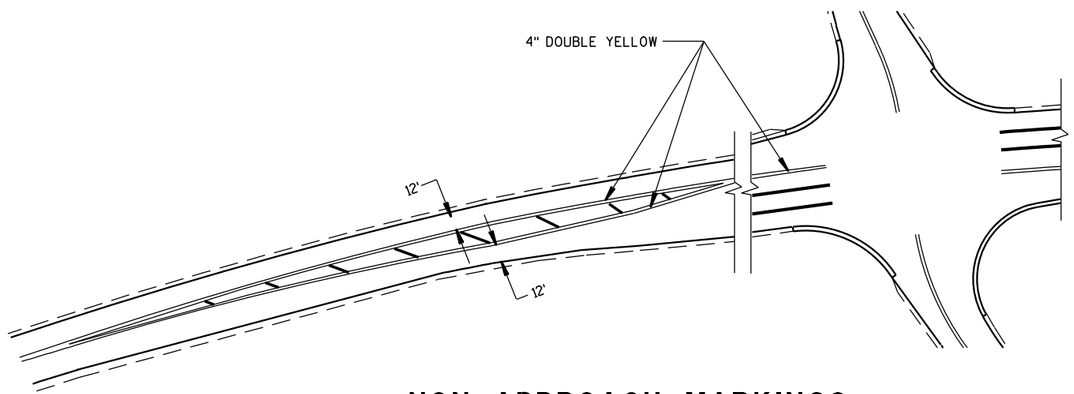
MEDIAN ISLAND DETAIL

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
FHWA	

6

S.D.D. 15 C 18-3

GENERAL NOTES

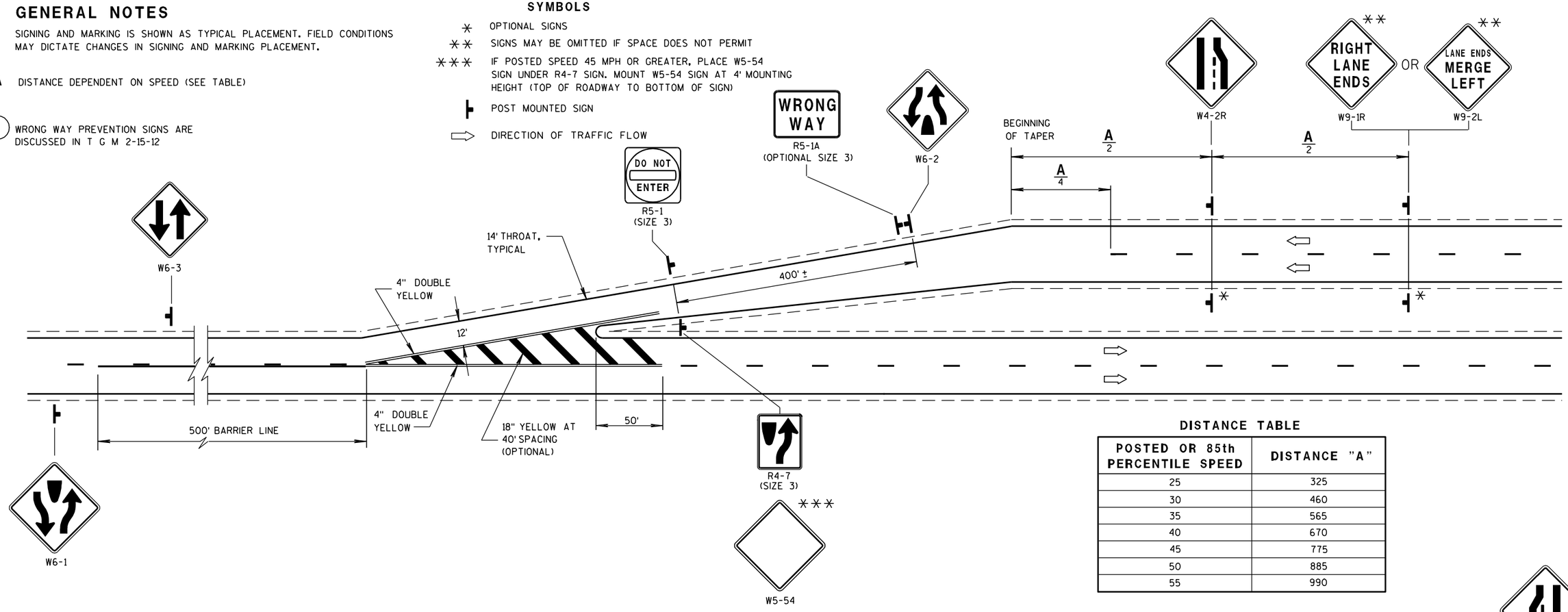
SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

(1) WRONG WAY PREVENTION SIGNS ARE DISCUSSED IN T G M 2-15-12

SYMBOLS

- ✳ OPTIONAL SIGNS
- ✳✳ SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT
- ✳✳✳ IF POSTED SPEED 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN)
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW



DISTANCE TABLE

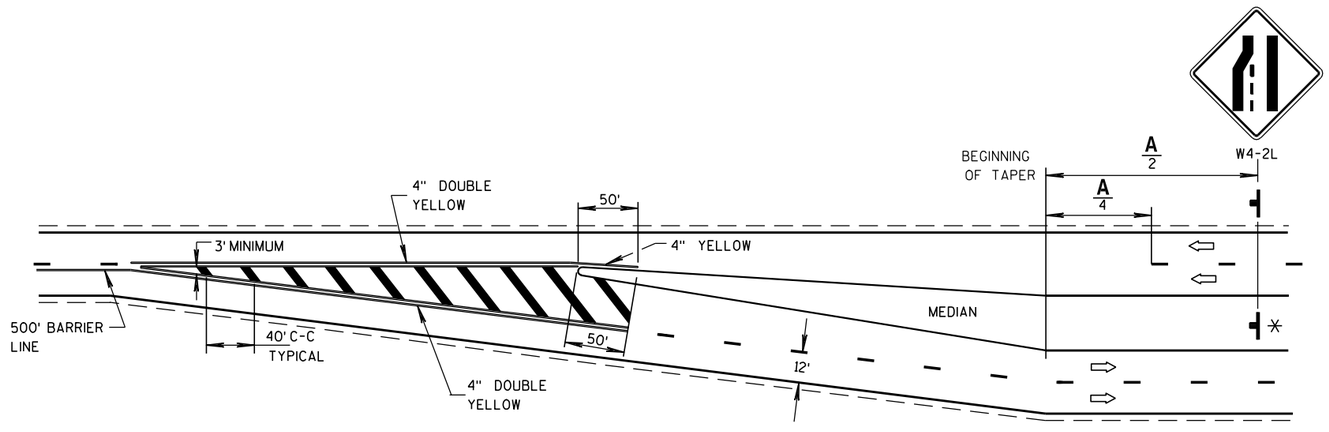
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	325
30	460
35	565
40	670
45	775
50	885
55	990

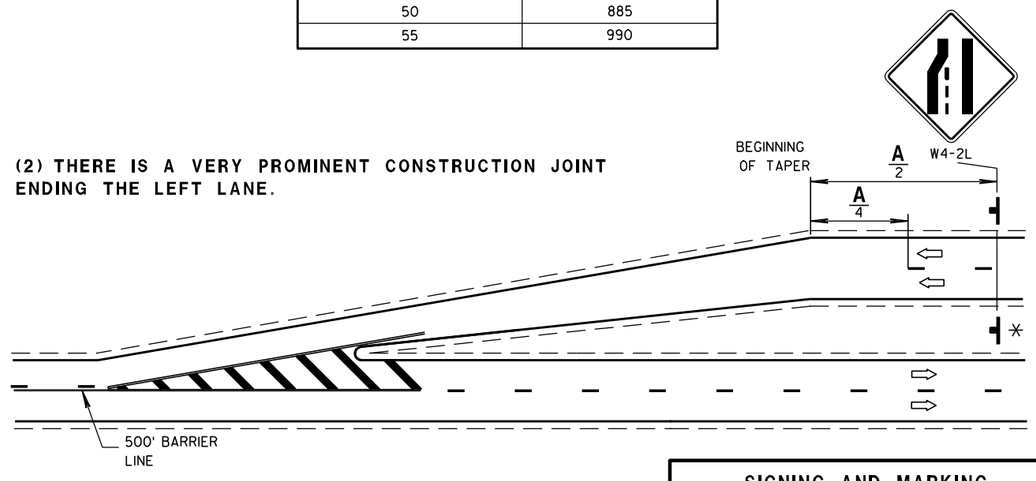
USE W4-2L IF :

(1) THE LEFT LANE IS PUSHED TO THE RIGHT:

OR

(2) THERE IS A VERY PROMINENT CONSTRUCTION JOINT ENDING THE LEFT LANE.





SIGNING AND MARKING TWO LANE TO FOUR LANE DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

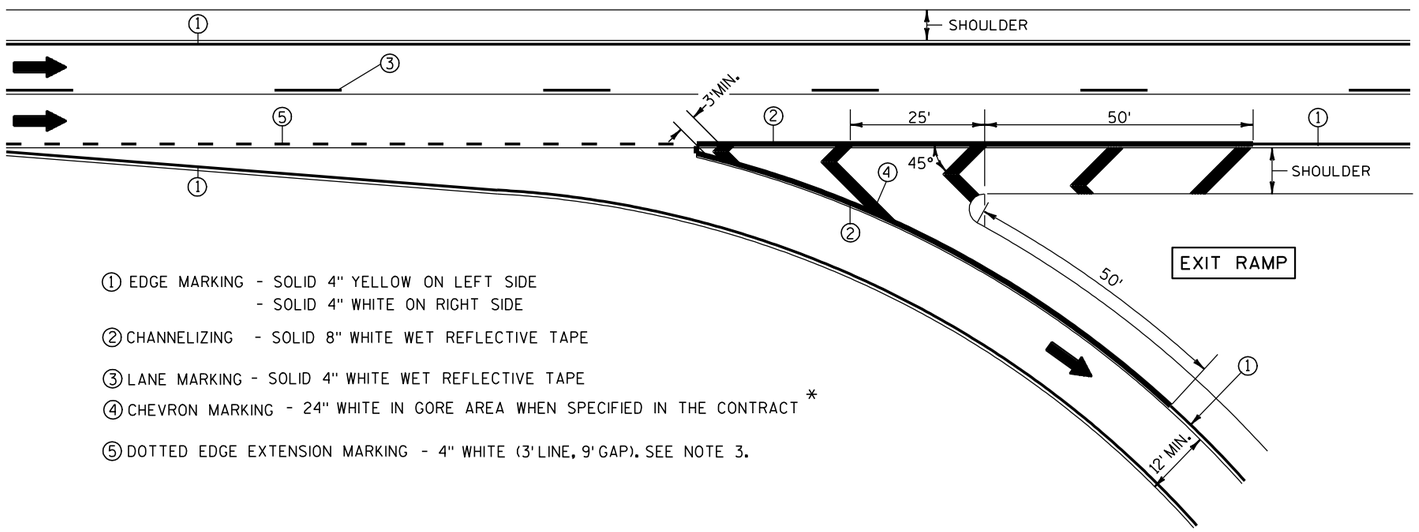
APPROVED

8/27/2011 DATE

/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER

FHWA

6
S.D.D. 15 C 21-4



① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *

⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 9' GAP). SEE NOTE 3.

NOTES:

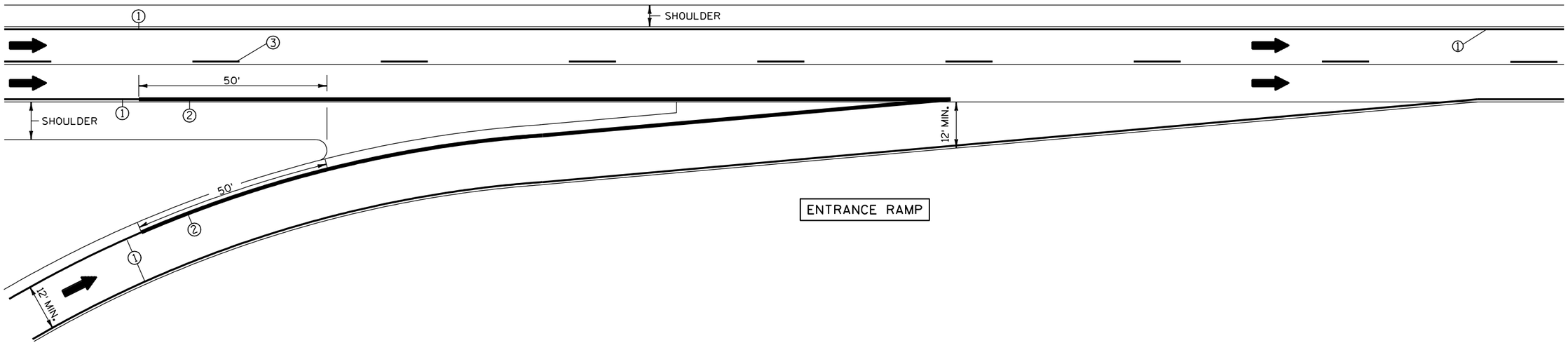
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.

3. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



6

S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 31-1a

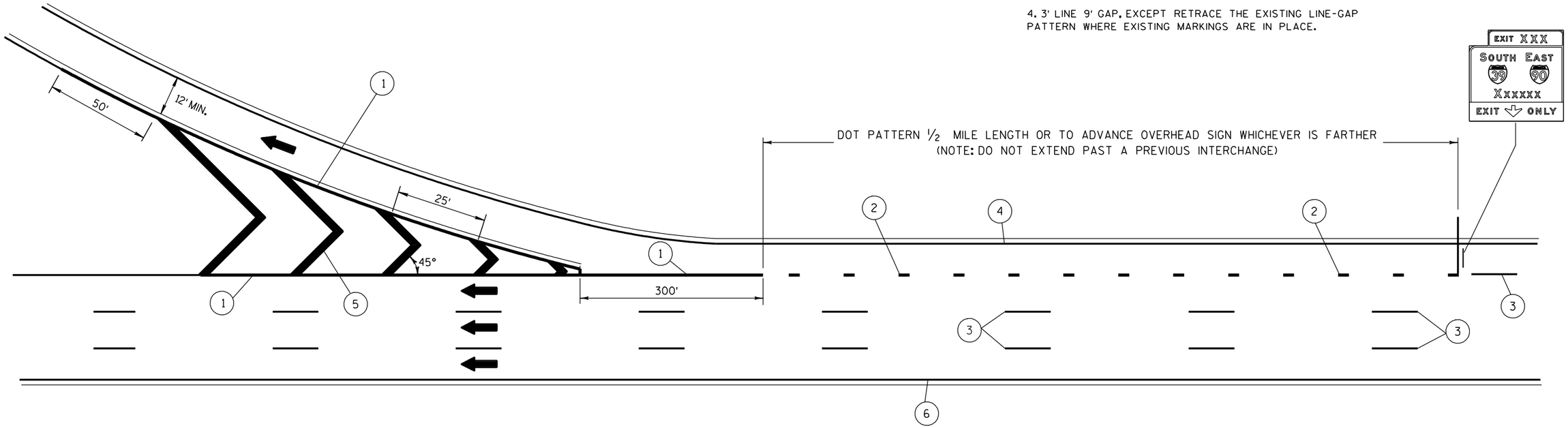
NOTES:

1. 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.



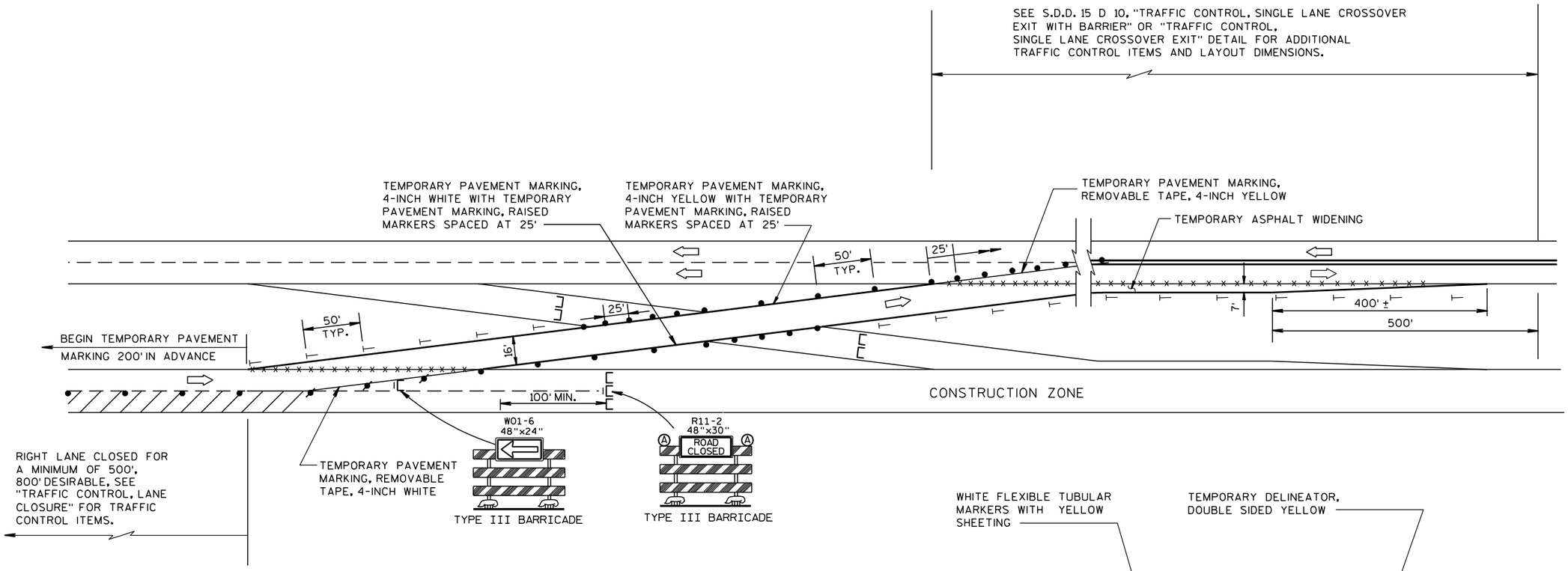
1. CHANNELIZING - SOLID 8" WHITE WET RELECTIVE TAPE
2. 3' LINE, 9' GAP SOLID 8" WHITE WET REFLECTIVE TAPE. SEE NOTE 4.
3. SOLID 4" WHITE WET REFLECTIVE TAPE
4. 4" WHITE EDGELINE
5. CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT
6. 4" YELLOW EDGELINE

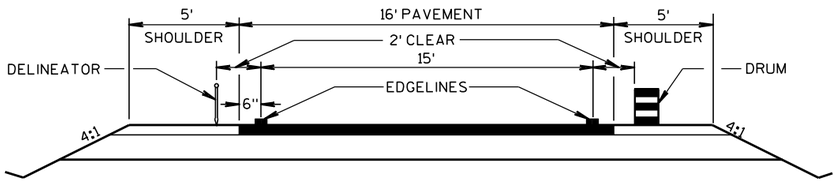
LANE DROP
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 31-1b
S.D.D. 15 C 31-1b





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.

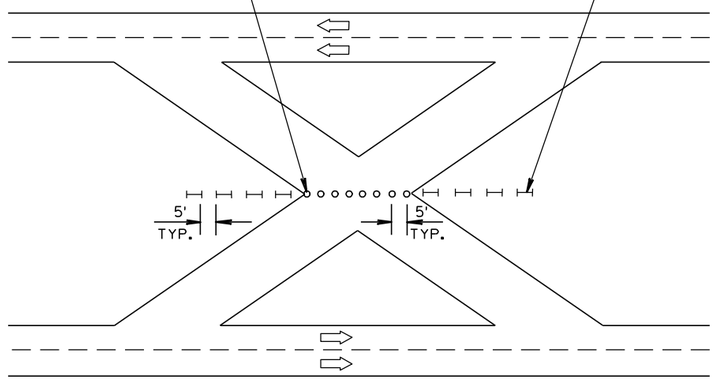
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

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
FHWA

6

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.

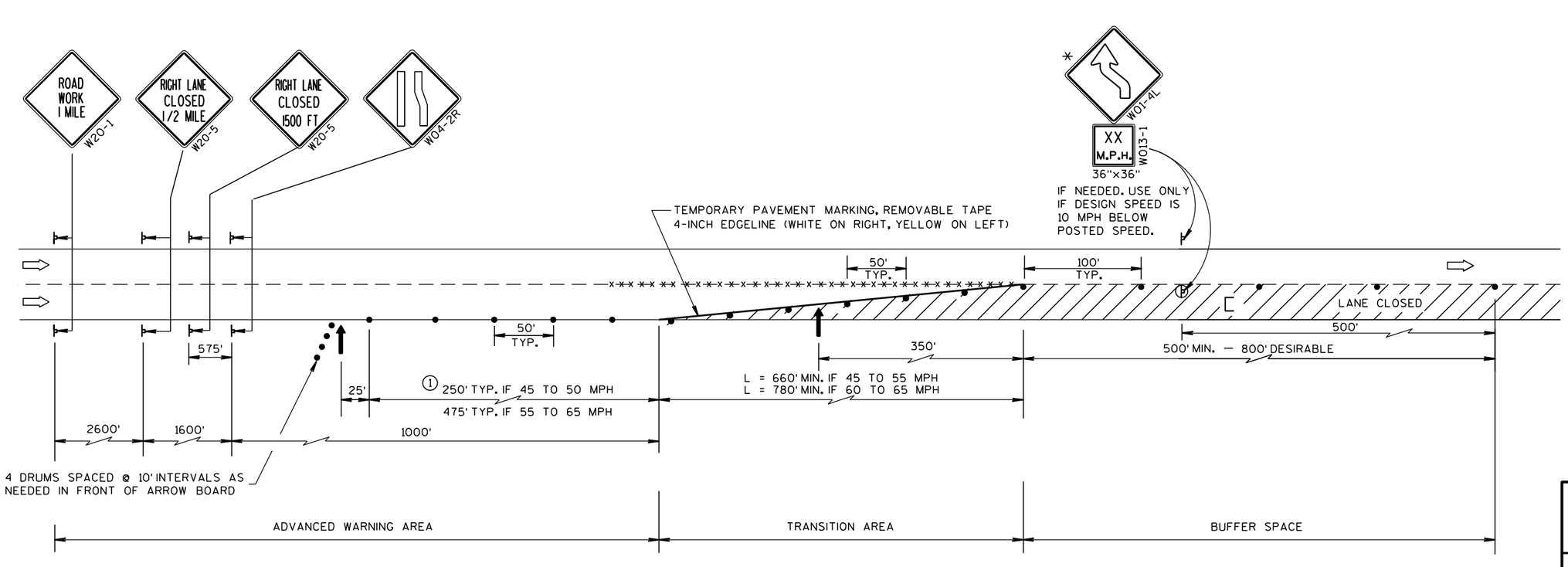
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 349 C
FHWA

6

S.D.D. 15 D 12-2

6

S.D.D. 15 D 12-2

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.

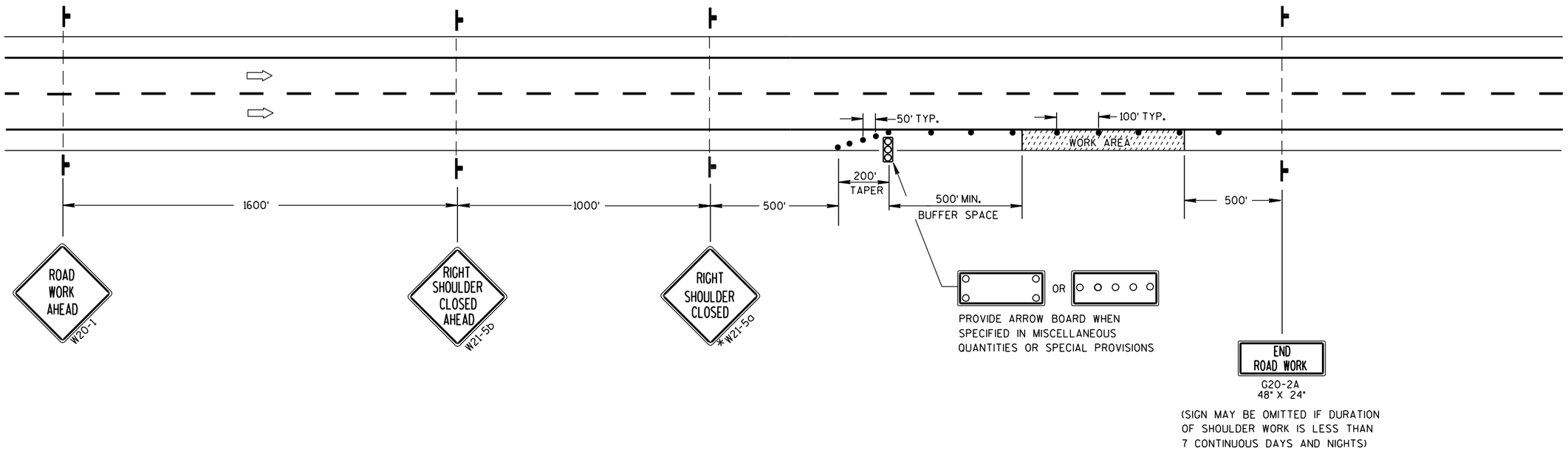
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 Spong
CHIEF SIGNS AND MARKINGS ENGINEER

FHWA

6

S.D.D. 15 D 27-1

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

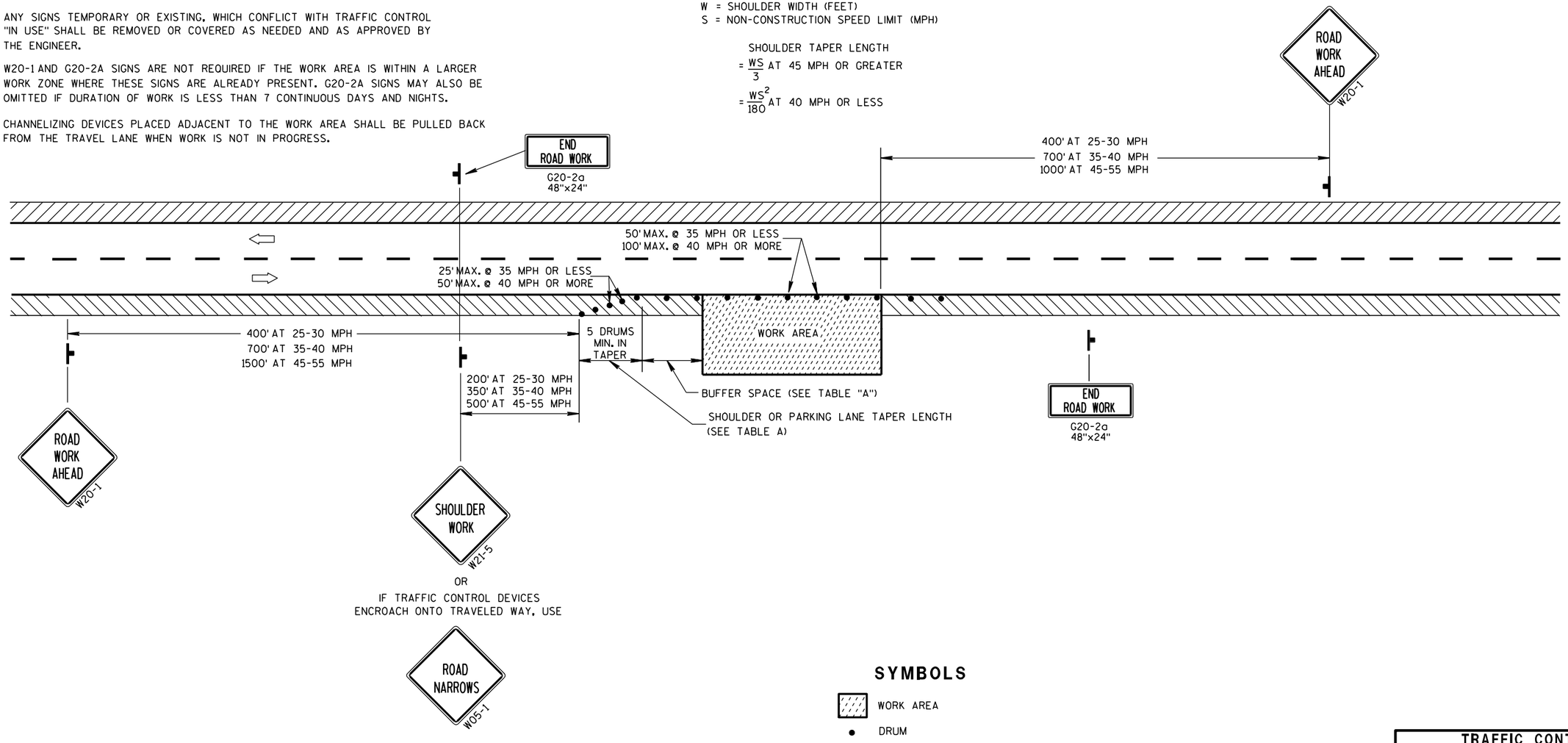
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
$= \frac{WS}{3}$ AT 45 MPH OR GREATER
$= \frac{WS^2}{180}$ AT 40 MPH OR LESS



SYMBOLS

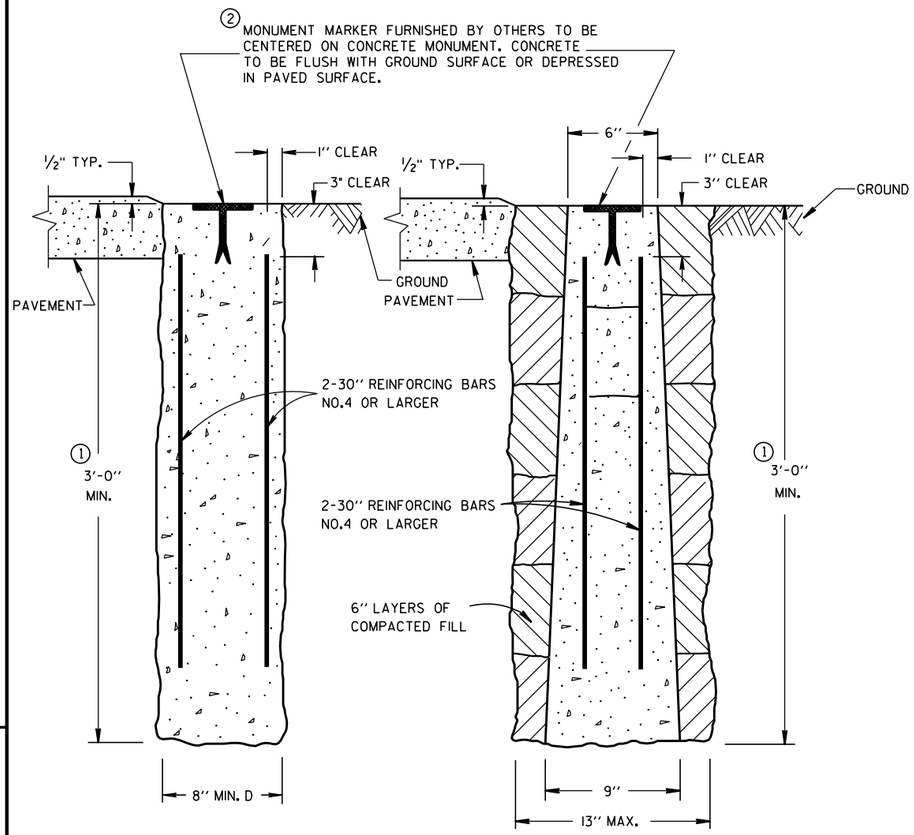
- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible] ENGINEER
FHWA

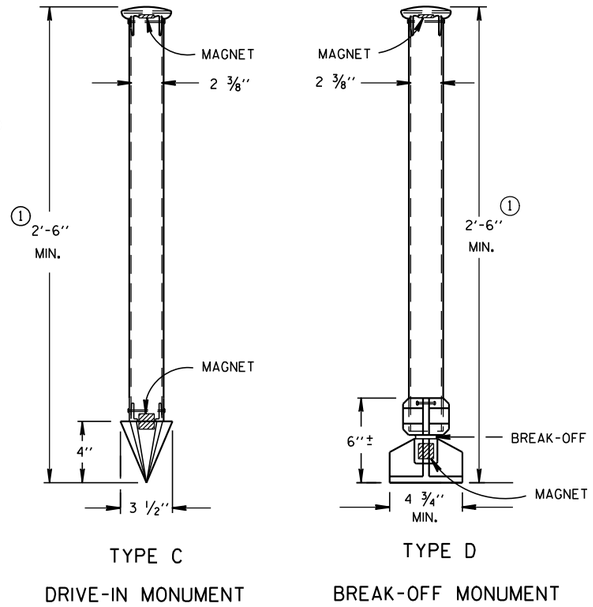
6
S.D.D. 15 D 28-1



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C DRIVE-IN MONUMENT

TYPE D BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

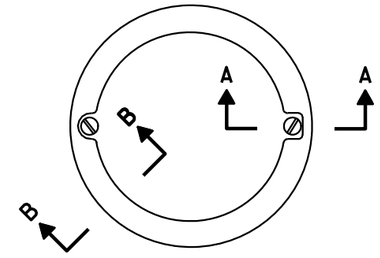
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

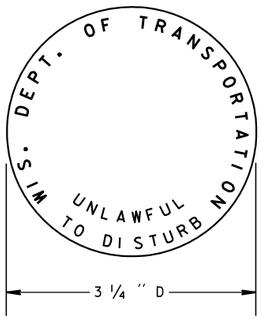
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

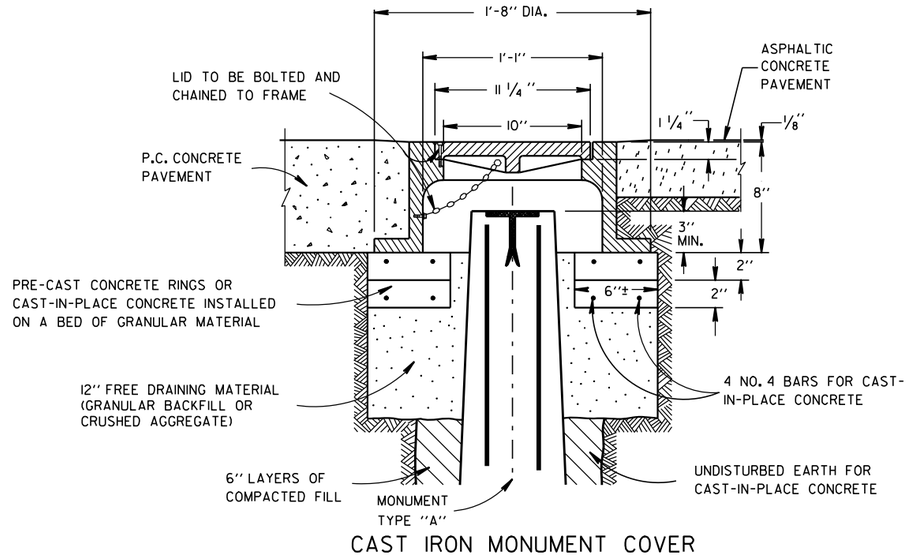
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW

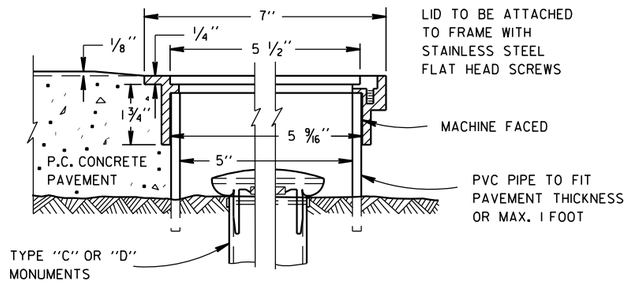


② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MOUNMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

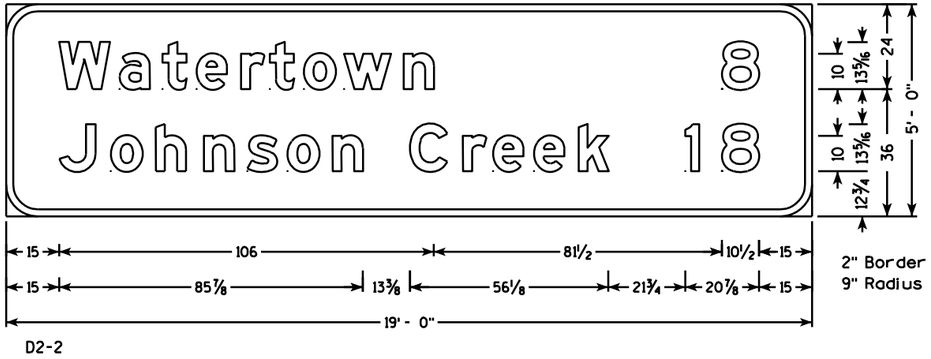
9/22/1999 DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

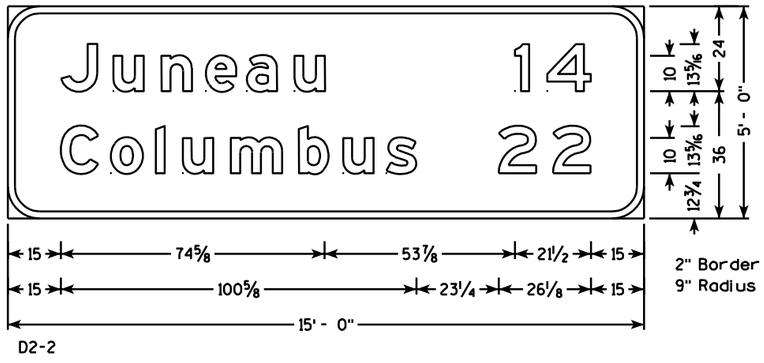
FHWA

6

S.D.D. 16 A 1-6



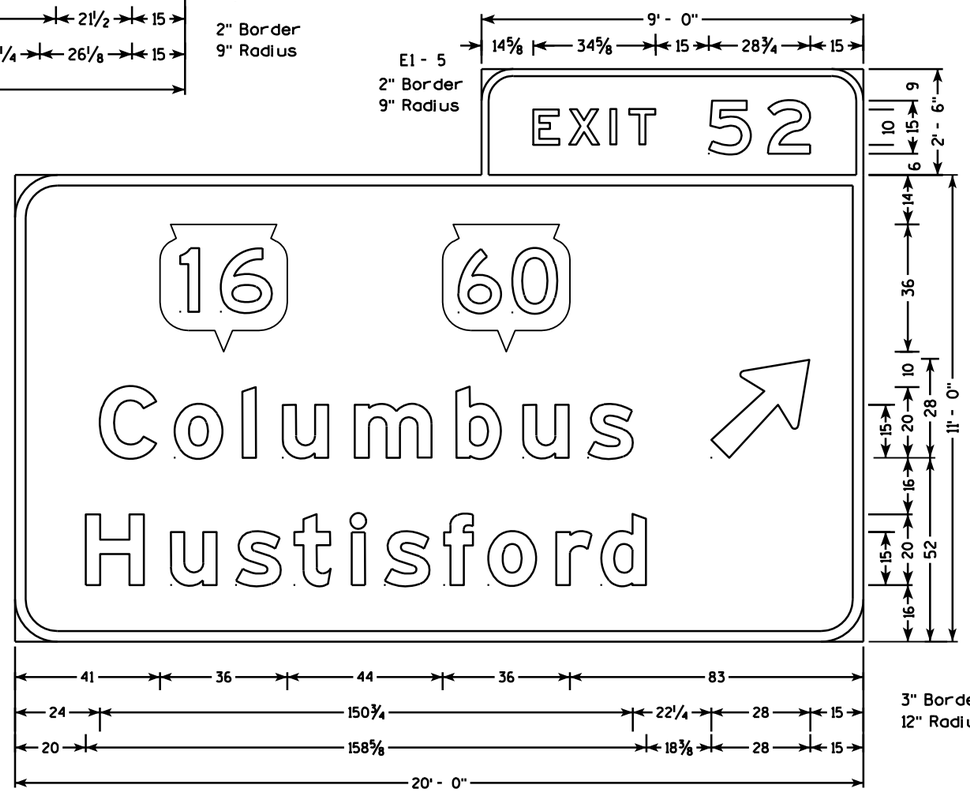
D2-2



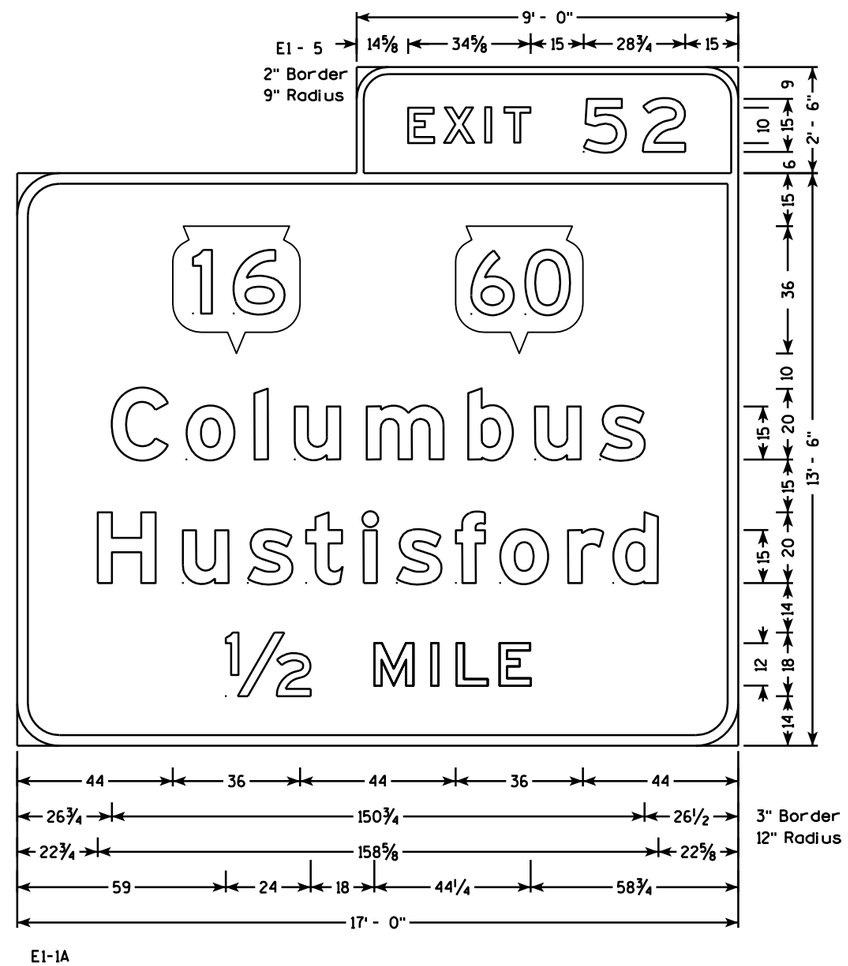
D2-2

NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap WORDS are Series E



E4-1A

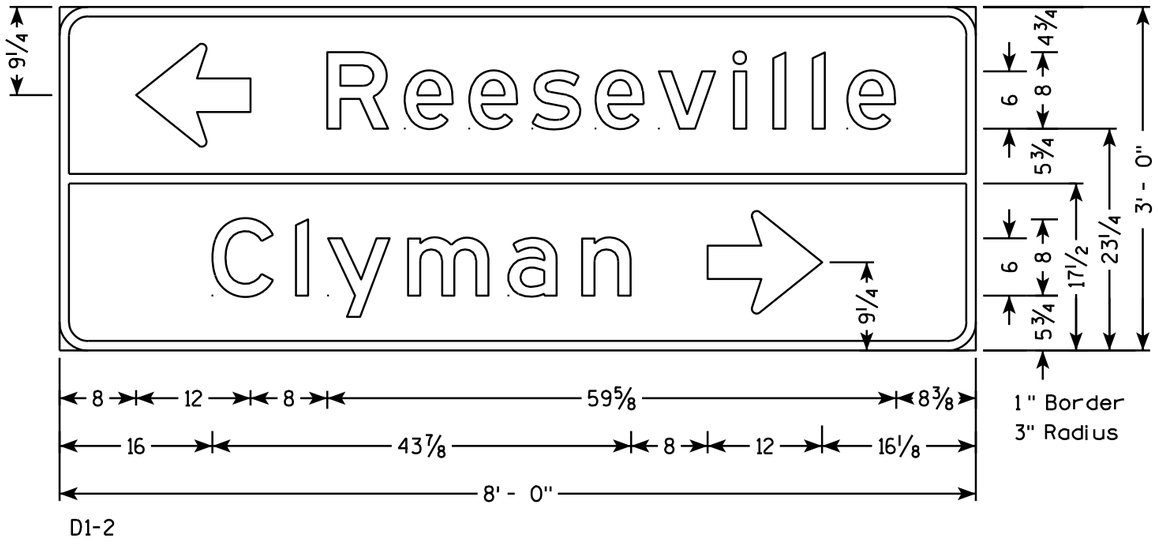


E1-1A

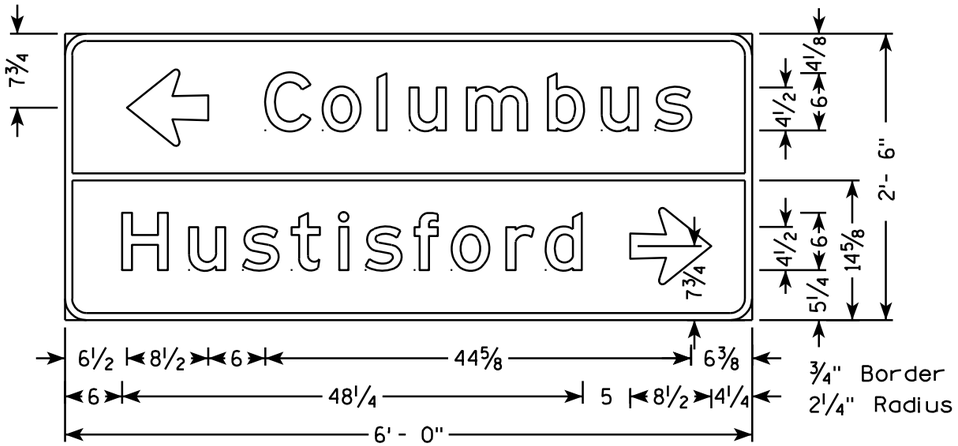
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING	SHEET NO: 353	E

NOTES

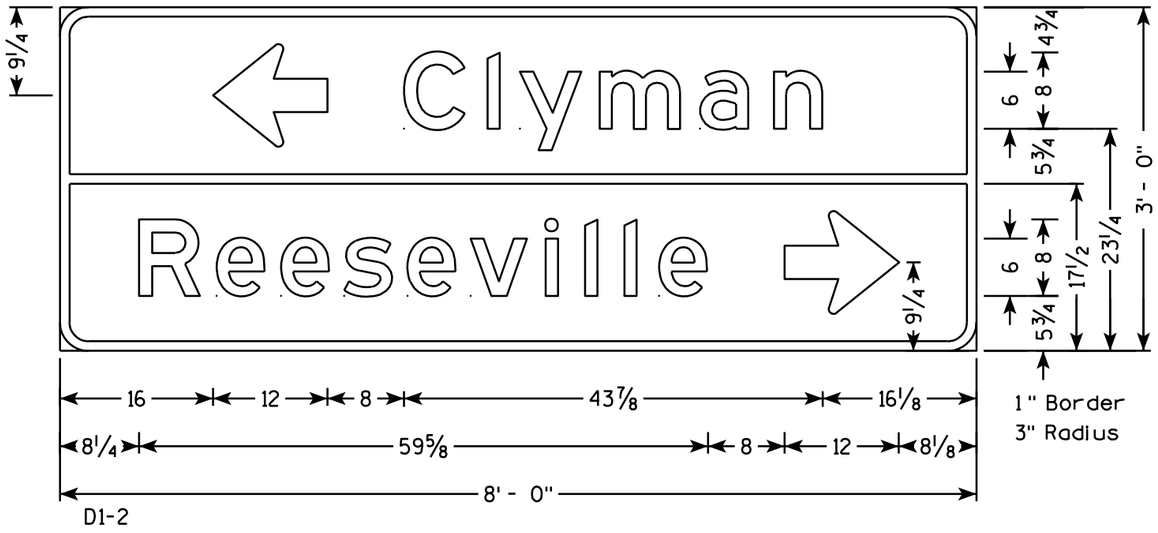
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E



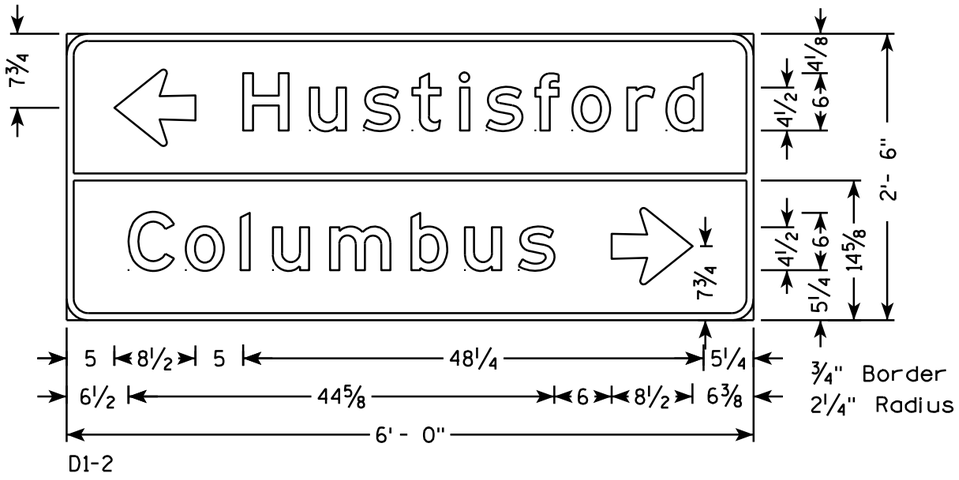
D1-2



D1-2



D1-2



D1-2

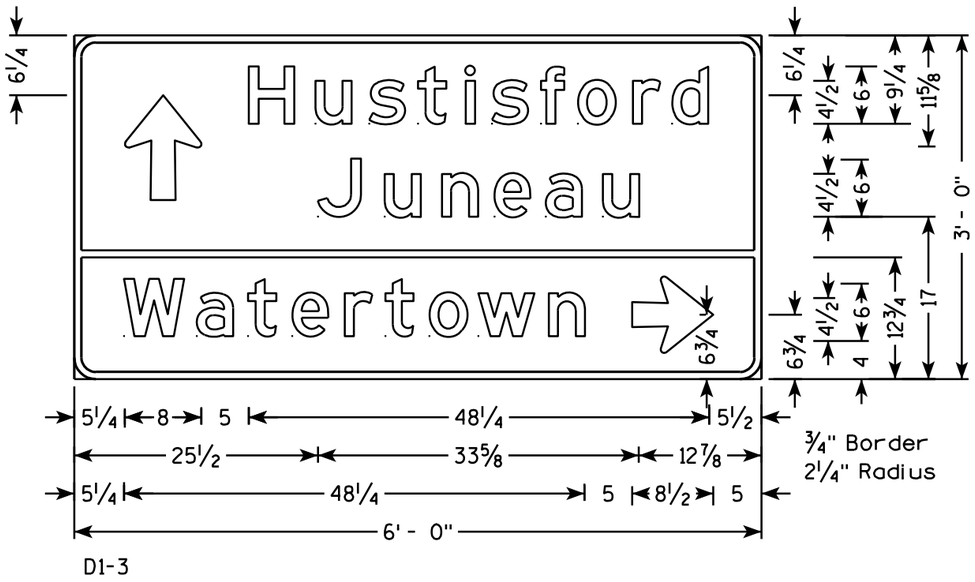
7

7

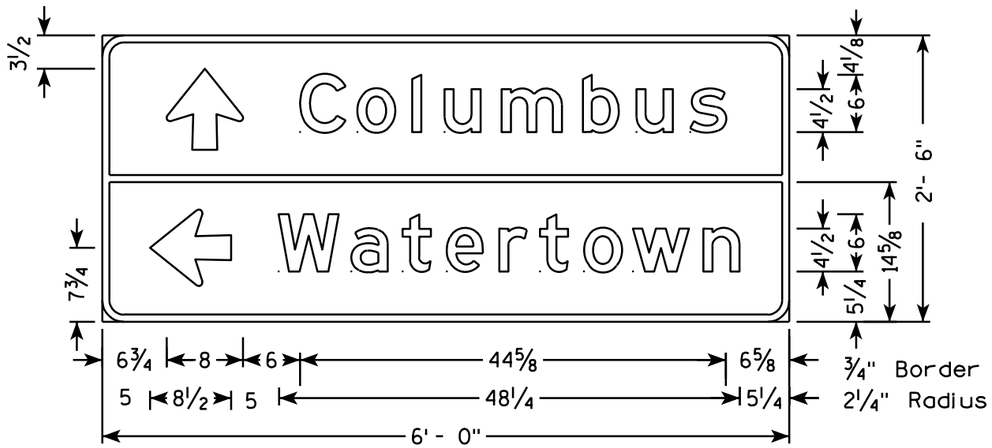
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING	SHEET NO: 354	E

NOTES

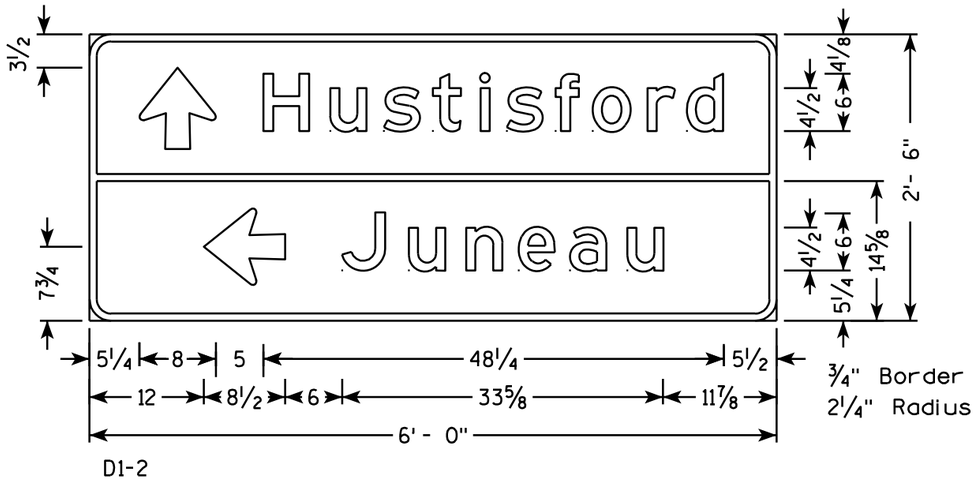
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E



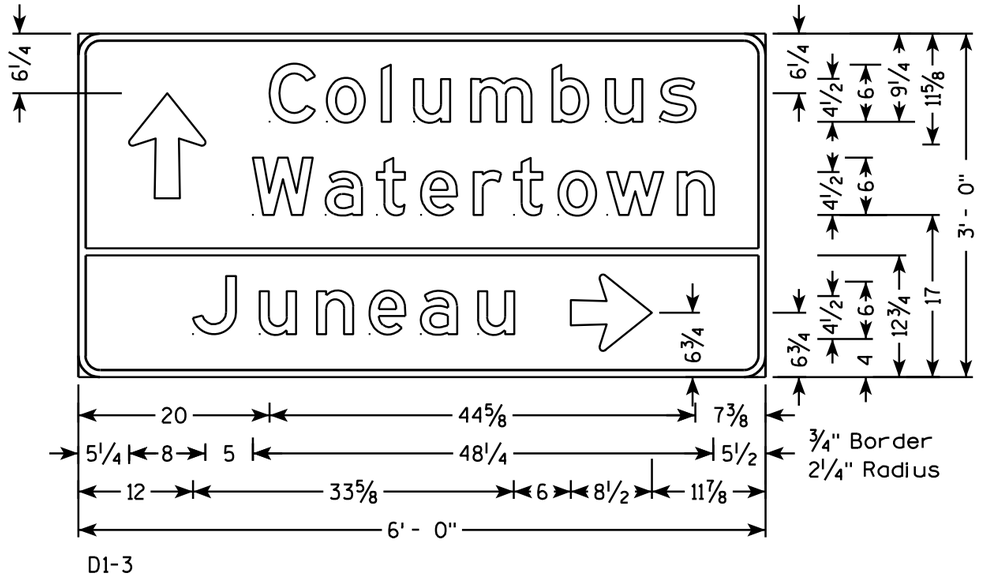
D1-3



D1-2



D1-2

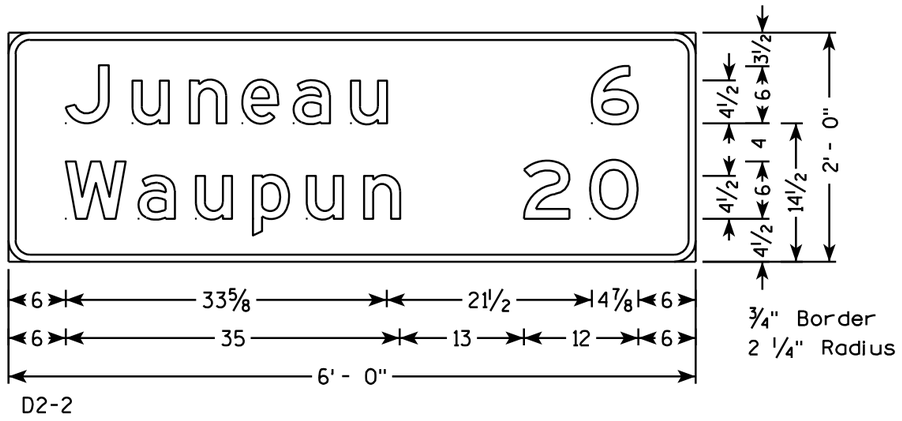


D1-3

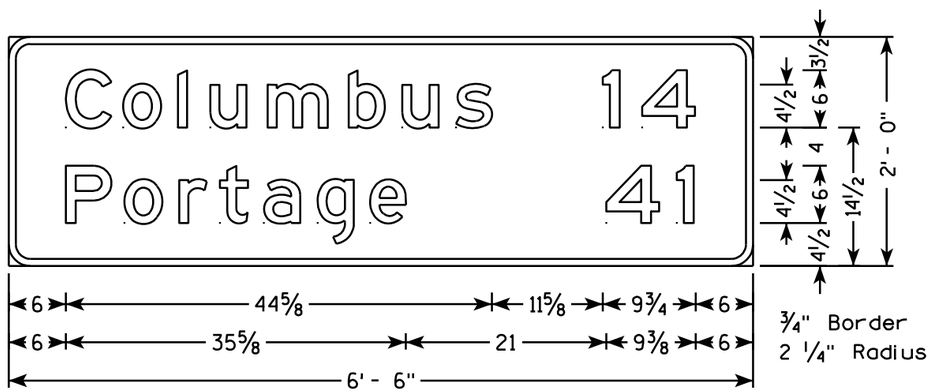
7

7

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING	SHEET NO: 355	E



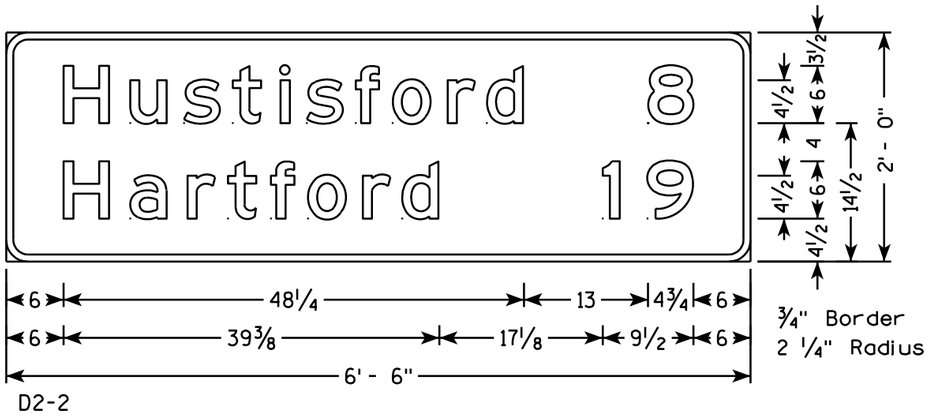
D2-2



D2-2

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



D2-2

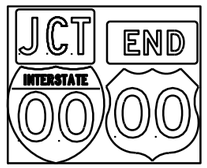
7

7

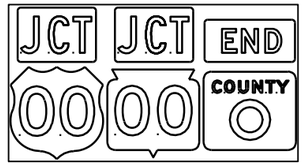
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	PERMANENT SIGNING	SHEET NO: 356	E

TYPICAL ASSEMBLIES

J1-1

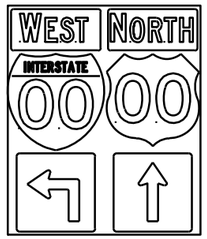


J1-2

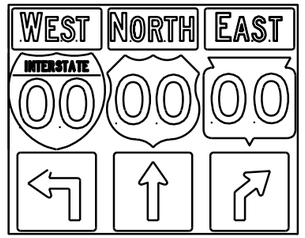


J1-3

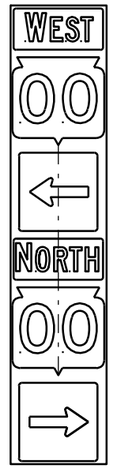
J2-1



J2-2

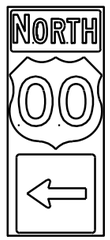


J2-3

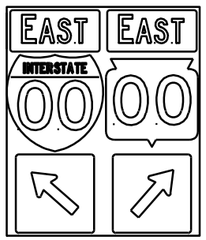


JV

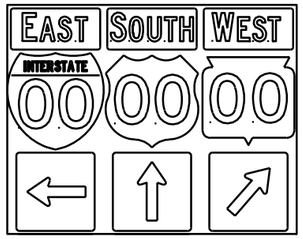
(Typical Vertical J-Assembly
See Note 10 and 11)



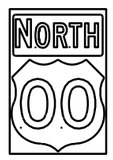
J3-1



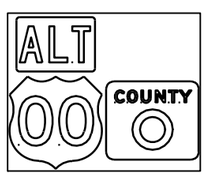
J3-2



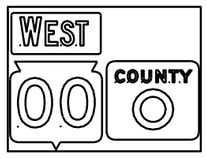
J3-3



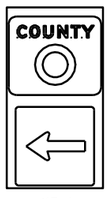
J4-1



J4-2



J4-2



J13-1

J12-1

J32-1

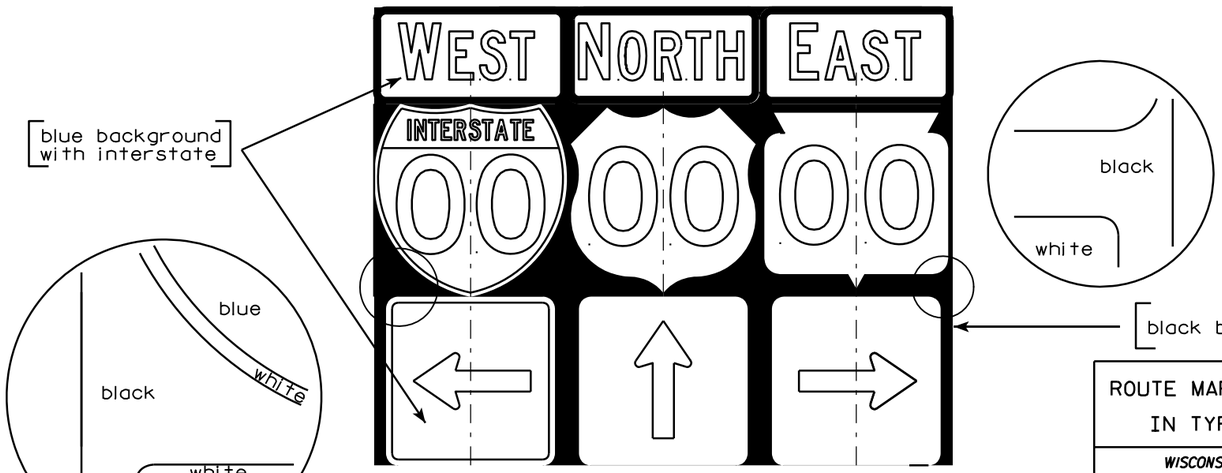
J33-1

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 or rounded if base material is plywood. If base material is metal the corners shall be rounded.
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.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of interstate and non interstate shields, arrows and cardinals shall be white on blue.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/13 PLATE NO. A2-1S.7

PROJECT NO:

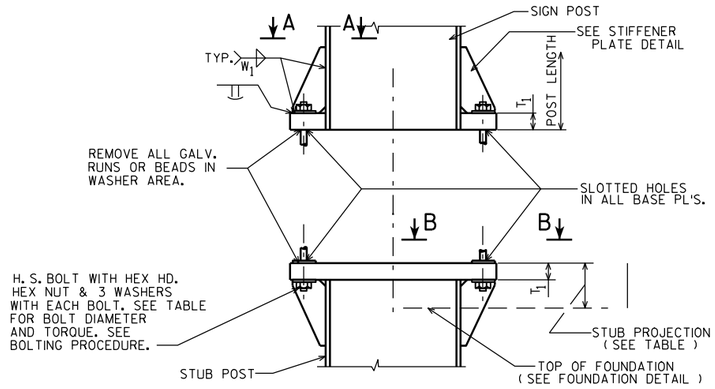
SHEET NO: 357 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 25-MAR-2013 11:33 PLOT BY : mscsja PLOT NAME :

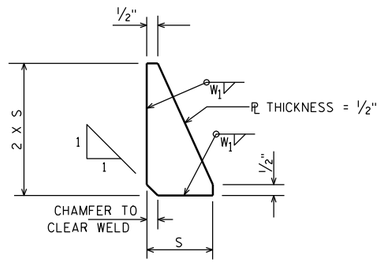
WISDOT/CADDS SHEET 42

7

7

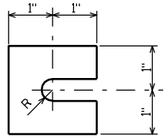


SIGN POST AND STUB POST ELEVATION



STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)



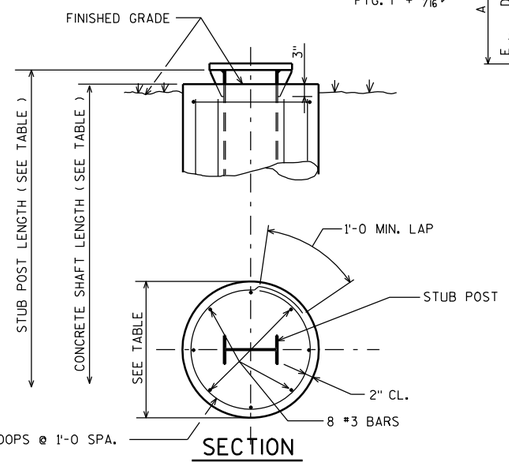
FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

SHIM DETAIL

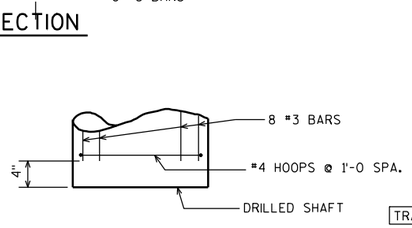
	QUANTITIES FOR 1 FOOTING	
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
⑦ E	1.0	62

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
⑦	E	8 @ 7'-11	9 @ 6'-3

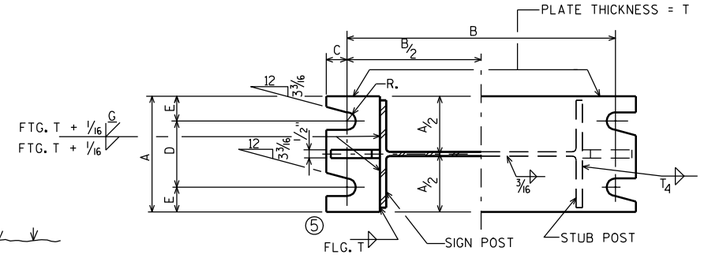
POST DETAIL



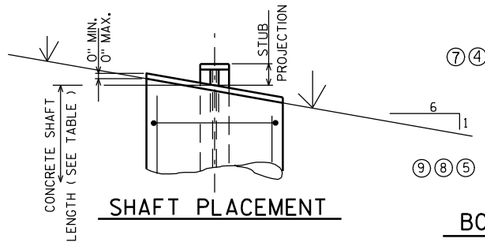
SECTION



FOUNDATION DETAIL



SECTION A-A SECTION B-B



SHAFT PLACEMENT

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & 1/2 WIND△	140 △25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

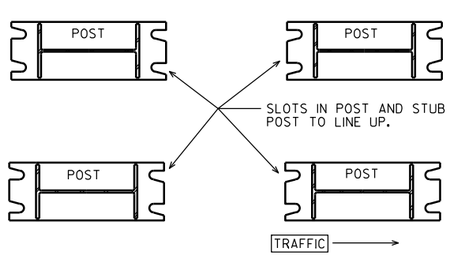
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50.
⑨ THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
H.S. BOLTS, WASHERS & NUTS SHALL BE A325 GALVANIZED WHEN POSTS, POST STUBS AND ATTACHMENTS ARE A709 GRADE 50 AND GALVANIZED.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
4. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.



POST SLOT ORIENTATION ⑦

	TYPE	DIMENSION / POST SIZE	BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	K
			BASE CONNECTION DATA TABLE											FOUNDATION DATA				②
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 ℄ WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

CONST. SPEC. 2011 | DRAWN BY JPH | PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

SHEET

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 358 | E

VERTICAL DIMENSION ⇨

HORIZONTAL DIMENSION ⇩

Type "A" (2 Posts) 1.2 CY Conc. 68 LBs Bar Steel

⇩ \ ⇨	2.5 ft.	3 ft.	3.5 ft.	4 ft.	4.5 ft.	5 ft.	5.5 ft.	6 ft.	6.5 ft.	7 ft.	7.5 ft.	8 ft.	8.5 ft.	9 ft.	9.5 ft.	10 ft.	10.5 ft.	11 ft.	11.5 ft.	12 ft.	12.5 ft.	13 ft.	13.5 ft.	14 ft.	14.5 ft.	15 ft.	15.5 ft.	16 ft.
22 ft.	55 Sq. Ft	66 Sq. Ft	77 Sq. Ft	88 Sq. Ft	99 Sq. Ft	110 Sq. Ft	121 Sq. Ft	132 Sq. Ft	143 Sq. Ft	154 Sq. Ft	165 Sq. Ft	176 Sq. Ft	187 Sq. Ft	198 Sq. Ft	209 Sq. Ft	220 Sq. Ft	231 Sq. Ft	242 Sq. Ft	253 Sq. Ft	264 Sq. Ft	275 Sq. Ft	286 Sq. Ft	297 Sq. Ft	308 Sq. Ft	319 Sq. Ft	330 Sq. Ft	341 Sq. Ft	352 Sq. Ft
23 ft.	57.5 Sq. Ft	69 Sq. Ft	80.5 Sq. Ft	92 Sq. Ft	103.5 Sq. Ft	115 Sq. Ft	126.5 Sq. Ft	138 Sq. Ft	149.5 Sq. Ft	161 Sq. Ft	172.5 Sq. Ft	184 Sq. Ft	195.5 Sq. Ft	207 Sq. Ft	218.5 Sq. Ft	230 Sq. Ft	241.5 Sq. Ft	253 Sq. Ft	264.5 Sq. Ft	276 Sq. Ft	287.5 Sq. Ft	299 Sq. Ft	310.5 Sq. Ft	322 Sq. Ft	333.5 Sq. Ft	345 Sq. Ft	356.5 Sq. Ft	368 Sq. Ft
24 ft.	60 Sq. Ft	72 Sq. Ft	84 Sq. Ft	96 Sq. Ft	108 Sq. Ft	120 Sq. Ft	132 Sq. Ft	144 Sq. Ft	156 Sq. Ft	168 Sq. Ft	180 Sq. Ft	192 Sq. Ft	204 Sq. Ft	216 Sq. Ft	228 Sq. Ft	240 Sq. Ft	252 Sq. Ft	264 Sq. Ft	276 Sq. Ft	288 Sq. Ft	300 Sq. Ft	312 Sq. Ft	324 Sq. Ft	336 Sq. Ft	348 Sq. Ft	360 Sq. Ft	372 Sq. Ft	384 Sq. Ft
25 ft.	62.5 Sq. Ft	75 Sq. Ft	87.5 Sq. Ft	100 Sq. Ft	112.5 Sq. Ft	125 Sq. Ft	137.5 Sq. Ft	150 Sq. Ft	162.5 Sq. Ft	175 Sq. Ft	187.5 Sq. Ft	200 Sq. Ft	212.5 Sq. Ft	225 Sq. Ft	237.5 Sq. Ft	250 Sq. Ft	262.5 Sq. Ft	275 Sq. Ft	287.5 Sq. Ft	300 Sq. Ft	312.5 Sq. Ft	325 Sq. Ft	337.5 Sq. Ft	350 Sq. Ft	362.5 Sq. Ft	375 Sq. Ft	387.5 Sq. Ft	400 Sq. Ft
26 ft.	65 Sq. Ft	78 Sq. Ft	91 Sq. Ft	104 Sq. Ft	117 Sq. Ft	130 Sq. Ft	143 Sq. Ft	156 Sq. Ft	169 Sq. Ft	182 Sq. Ft	195 Sq. Ft	208 Sq. Ft	221 Sq. Ft	234 Sq. Ft	247 Sq. Ft	260 Sq. Ft	273 Sq. Ft	286 Sq. Ft	299 Sq. Ft	312 Sq. Ft	325 Sq. Ft	338 Sq. Ft	351 Sq. Ft	364 Sq. Ft	377 Sq. Ft	390 Sq. Ft	403 Sq. Ft	416 Sq. Ft
27 ft.	67.5 Sq. Ft	81 Sq. Ft	94.5 Sq. Ft	108 Sq. Ft	121.5 Sq. Ft	135 Sq. Ft	148.5 Sq. Ft	162 Sq. Ft	175.5 Sq. Ft	189 Sq. Ft	202.5 Sq. Ft	216 Sq. Ft	229.5 Sq. Ft	243 Sq. Ft	256.5 Sq. Ft	270 Sq. Ft	283.5 Sq. Ft	297 Sq. Ft	310.5 Sq. Ft	324 Sq. Ft	337.5 Sq. Ft	351 Sq. Ft	364.5 Sq. Ft	378 Sq. Ft	391.5 Sq. Ft	405 Sq. Ft	418.5 Sq. Ft	432 Sq. Ft
28 ft.	70 Sq. Ft	84 Sq. Ft	98 Sq. Ft	112 Sq. Ft	126 Sq. Ft	140 Sq. Ft	154 Sq. Ft	168 Sq. Ft	182 Sq. Ft	196 Sq. Ft	210 Sq. Ft	224 Sq. Ft	238 Sq. Ft	252 Sq. Ft	266 Sq. Ft	280 Sq. Ft	294 Sq. Ft	308 Sq. Ft	322 Sq. Ft	336 Sq. Ft	350 Sq. Ft	364 Sq. Ft	378 Sq. Ft	392 Sq. Ft	406 Sq. Ft	420 Sq. Ft	434 Sq. Ft	448 Sq. Ft
29 ft.	72.5 Sq. Ft	87 Sq. Ft	101.5 Sq. Ft	116 Sq. Ft	130.5 Sq. Ft	145 Sq. Ft	159.5 Sq. Ft	174 Sq. Ft	188.5 Sq. Ft	203 Sq. Ft	217.5 Sq. Ft	232 Sq. Ft	246.5 Sq. Ft	261 Sq. Ft	275.5 Sq. Ft	290 Sq. Ft	304.5 Sq. Ft	319 Sq. Ft	333.5 Sq. Ft	348 Sq. Ft	362.5 Sq. Ft	377 Sq. Ft	391.5 Sq. Ft	406 Sq. Ft	420.5 Sq. Ft	435 Sq. Ft	449.5 Sq. Ft	464 Sq. Ft
30 ft.	75 Sq. Ft	90 Sq. Ft	105 Sq. Ft	120 Sq. Ft	135 Sq. Ft	150 Sq. Ft	165 Sq. Ft	180 Sq. Ft	195 Sq. Ft	210 Sq. Ft	225 Sq. Ft	240 Sq. Ft	255 Sq. Ft	270 Sq. Ft	285 Sq. Ft	300 Sq. Ft	315 Sq. Ft	330 Sq. Ft	345 Sq. Ft	360 Sq. Ft	375 Sq. Ft	390 Sq. Ft	405 Sq. Ft	420 Sq. Ft	435 Sq. Ft	450 Sq. Ft	465 Sq. Ft	480 Sq. Ft
31 ft.	77.5 Sq. Ft	93 Sq. Ft	108.5 Sq. Ft	124 Sq. Ft	139.5 Sq. Ft	155 Sq. Ft	170.5 Sq. Ft	186 Sq. Ft	201.5 Sq. Ft	217 Sq. Ft	232.5 Sq. Ft	248 Sq. Ft	263.5 Sq. Ft	279 Sq. Ft	294.5 Sq. Ft	310 Sq. Ft	325.5 Sq. Ft	341 Sq. Ft	356.5 Sq. Ft	372 Sq. Ft	387.5 Sq. Ft	403 Sq. Ft	418.5 Sq. Ft	434 Sq. Ft	449.5 Sq. Ft	465 Sq. Ft	480.5 Sq. Ft	496 Sq. Ft
32 ft.	80 Sq. Ft	96 Sq. Ft	112 Sq. Ft	128 Sq. Ft	144 Sq. Ft	160 Sq. Ft	176 Sq. Ft	192 Sq. Ft	208 Sq. Ft	224 Sq. Ft	240 Sq. Ft	256 Sq. Ft	272 Sq. Ft	288 Sq. Ft	304 Sq. Ft	320 Sq. Ft	336 Sq. Ft	352 Sq. Ft	368 Sq. Ft	384 Sq. Ft	400 Sq. Ft	416 Sq. Ft	432 Sq. Ft	448 Sq. Ft	464 Sq. Ft	480 Sq. Ft	496 Sq. Ft	512 Sq. Ft
33 ft.	82.5 Sq. Ft	99 Sq. Ft	115.5 Sq. Ft	132 Sq. Ft	148.5 Sq. Ft	165 Sq. Ft	181.5 Sq. Ft	198 Sq. Ft	214.5 Sq. Ft	231 Sq. Ft	247.5 Sq. Ft	264 Sq. Ft	280.5 Sq. Ft	297 Sq. Ft	313.5 Sq. Ft	330 Sq. Ft	346.5 Sq. Ft	363 Sq. Ft	379.5 Sq. Ft	396 Sq. Ft	412.5 Sq. Ft	429 Sq. Ft	445.5 Sq. Ft	462 Sq. Ft	478.5 Sq. Ft	495 Sq. Ft	511.5 Sq. Ft	528 Sq. Ft
34 ft.	85 Sq. Ft	102 Sq. Ft	119 Sq. Ft	136 Sq. Ft	153 Sq. Ft	170 Sq. Ft	187 Sq. Ft	204 Sq. Ft	221 Sq. Ft	238 Sq. Ft	255 Sq. Ft	272 Sq. Ft	289 Sq. Ft	306 Sq. Ft	323 Sq. Ft	340 Sq. Ft	357 Sq. Ft	374 Sq. Ft	391 Sq. Ft	408 Sq. Ft	425 Sq. Ft	442 Sq. Ft	459 Sq. Ft	476 Sq. Ft	493 Sq. Ft	510 Sq. Ft	527 Sq. Ft	544 Sq. Ft
35 ft.	87.5 Sq. Ft	105 Sq. Ft	122.5 Sq. Ft	140 Sq. Ft	157.5 Sq. Ft	175 Sq. Ft	192.5 Sq. Ft	210 Sq. Ft	227.5 Sq. Ft	245 Sq. Ft	262.5 Sq. Ft	280 Sq. Ft	297.5 Sq. Ft	315 Sq. Ft	332.5 Sq. Ft	350 Sq. Ft	367.5 Sq. Ft	385 Sq. Ft	402.5 Sq. Ft	420 Sq. Ft	437.5 Sq. Ft	455 Sq. Ft	472.5 Sq. Ft	490 Sq. Ft	507.5 Sq. Ft	525 Sq. Ft	542.5 Sq. Ft	560 Sq. Ft
36 ft.	90 Sq. Ft	108 Sq. Ft	126 Sq. Ft	144 Sq. Ft	162 Sq. Ft	180 Sq. Ft	198 Sq. Ft	216 Sq. Ft	234 Sq. Ft	252 Sq. Ft	270 Sq. Ft	288 Sq. Ft	306 Sq. Ft	324 Sq. Ft	342 Sq. Ft	360 Sq. Ft	378 Sq. Ft	396 Sq. Ft	414 Sq. Ft	432 Sq. Ft	450 Sq. Ft	468 Sq. Ft	486 Sq. Ft	504 Sq. Ft	522 Sq. Ft	540 Sq. Ft	558 Sq. Ft	576 Sq. Ft

Type "B" (2 Posts)
1.6 CY Conc.
98 LBs Bar Steel

Type "C" (2 Posts)
1.8 CY Conc.
100 LBs Bar Steel

Type "D" (2 Posts)
1.8 CY Conc.
112 LBs Bar Steel

Type "C" (3 Posts)
2.7 CY Conc.
150 LBs Bar Steel

Type "D" (3 Posts)
2.7 CY Conc.
168 LBs Bar Steel

STEEL POST SIZE

"A" - W10" x 12"
"B" - W12" x 16"
"C" - W12" x 19"
"D" - W12 x 22"

DETERMINATION OF HIGH STRENGTH STRUCTURAL STEEL SIGN SUPPORT TYPE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/10 PLATE NO. A3-3.2

PROJECT NO: | SHEET NO: E

FILE NAME : C:\users\PROJECTS\tr_stdplate\A33.DGN PLOT DATE : 05-MAR-2010 10:07 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

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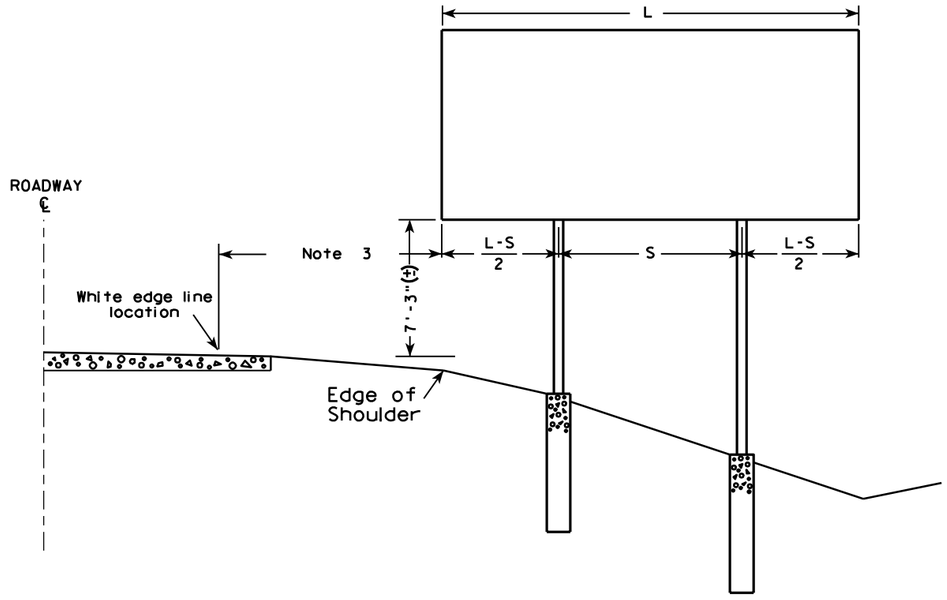

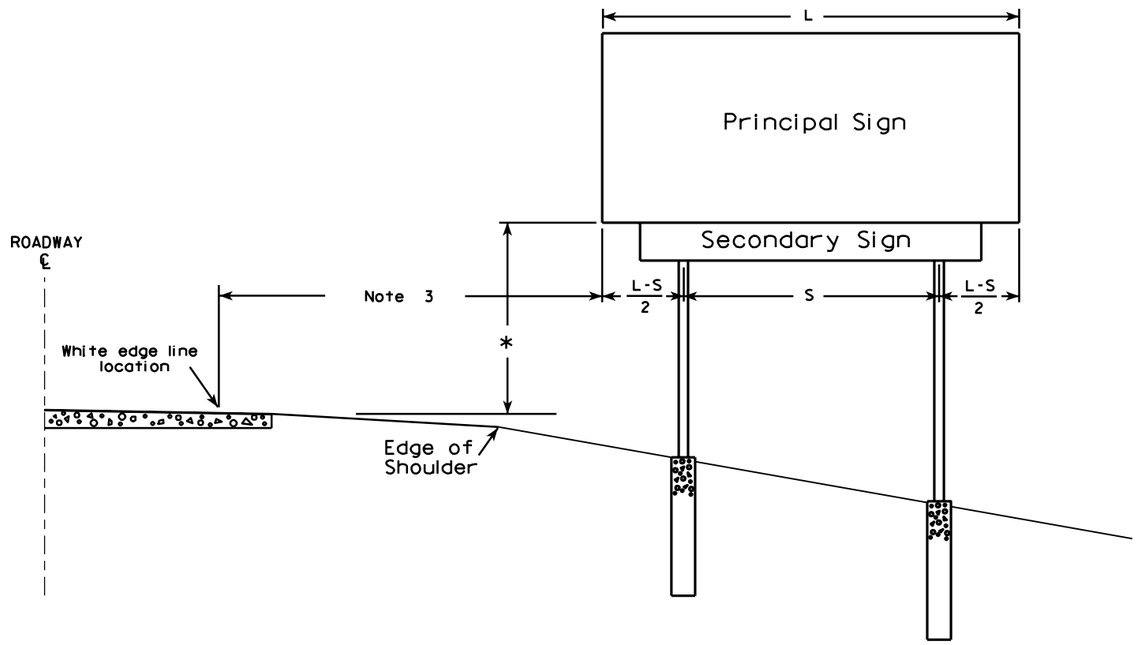

GENERAL NOTES

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"(±).

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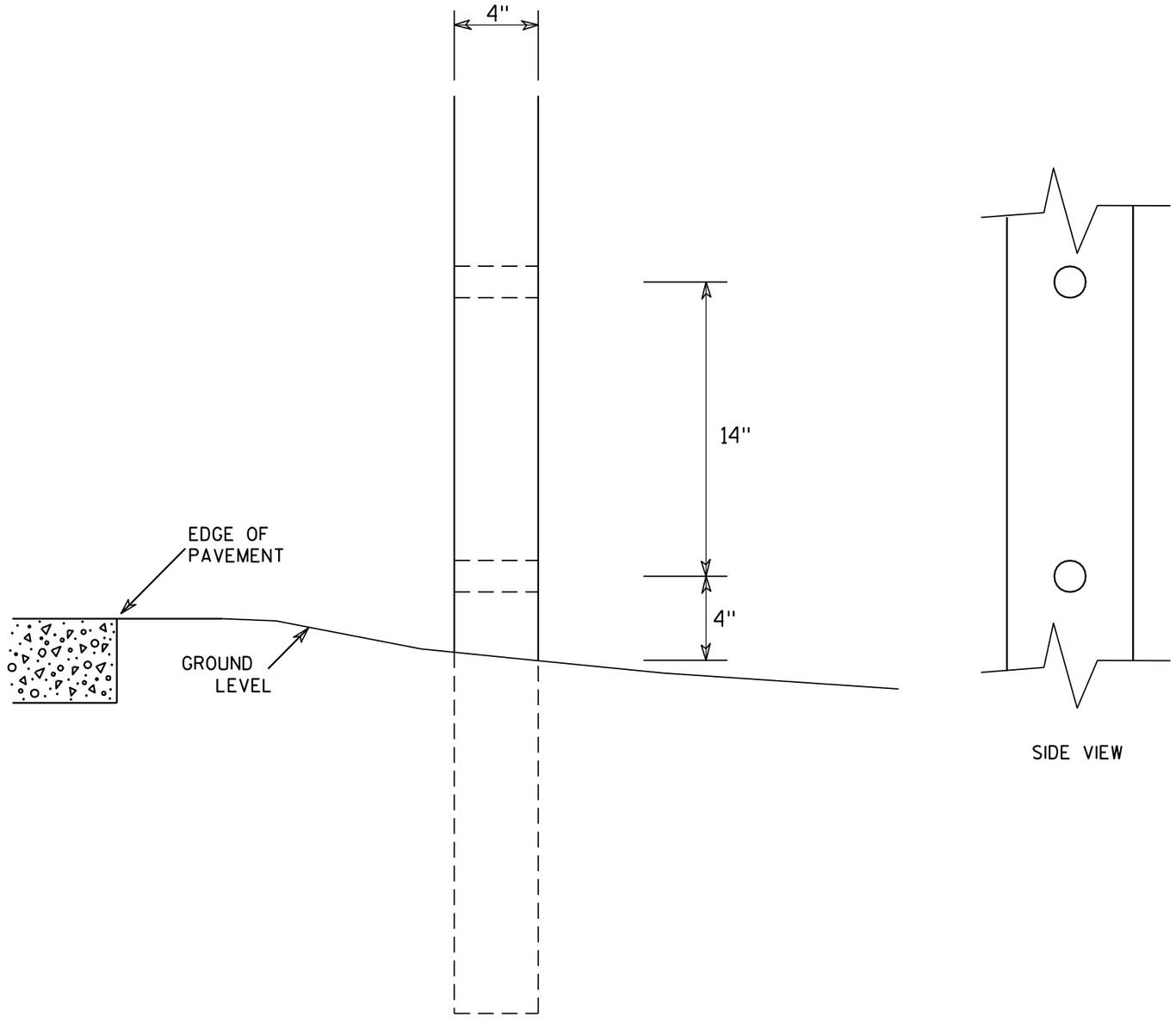
TYPICAL INSTALLATION OF TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 360	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

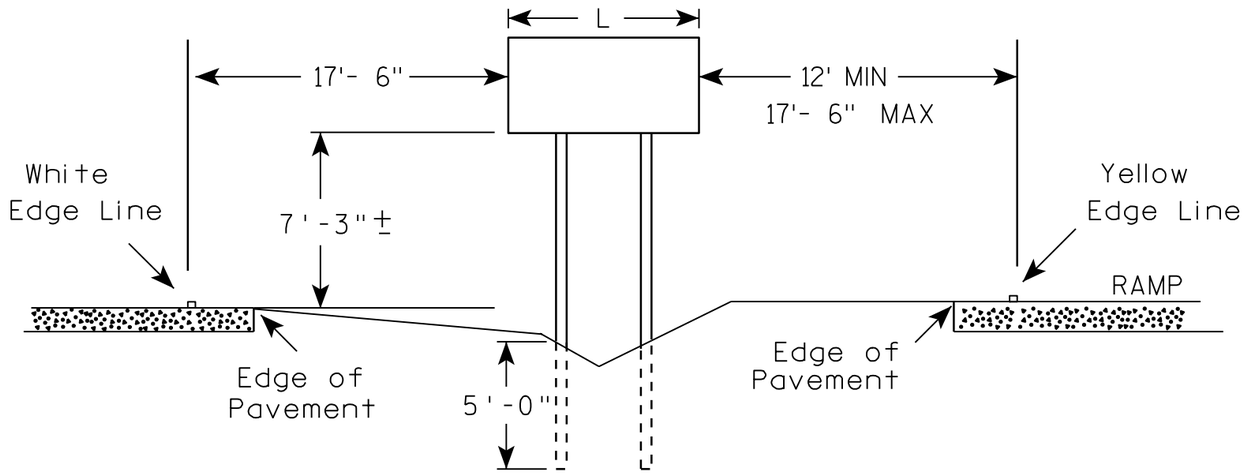
4 X 6 WOOD POST MODIFICATIONS

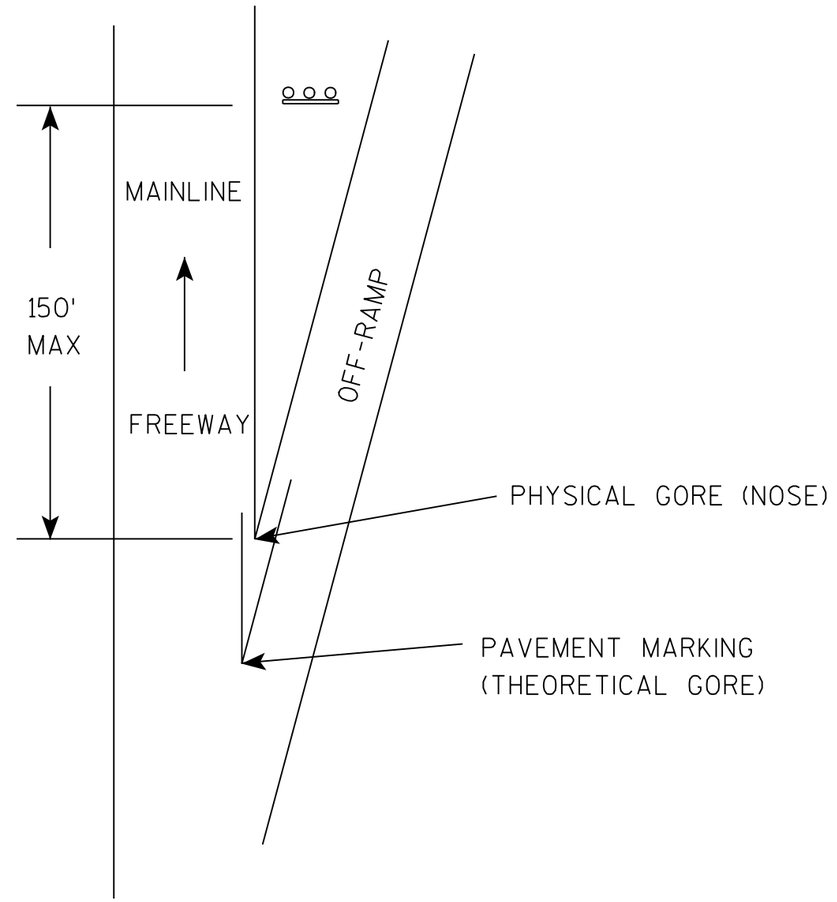
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 361	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.

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TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

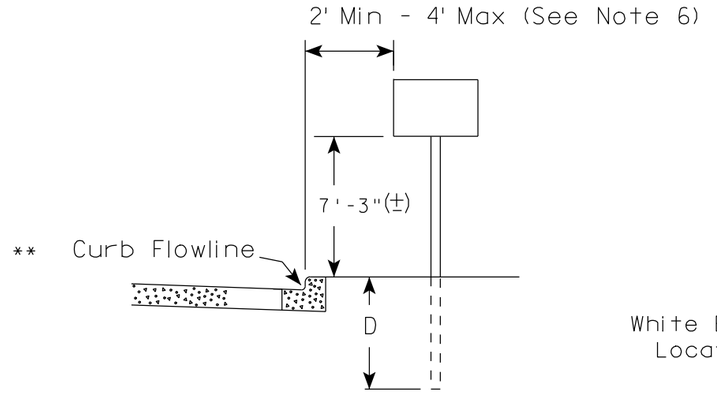
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

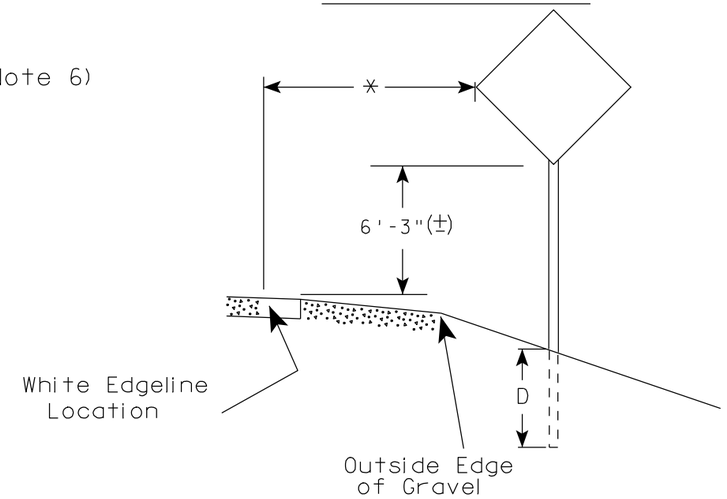
DATE 4/4/00 PLATE NO. A4-2.2

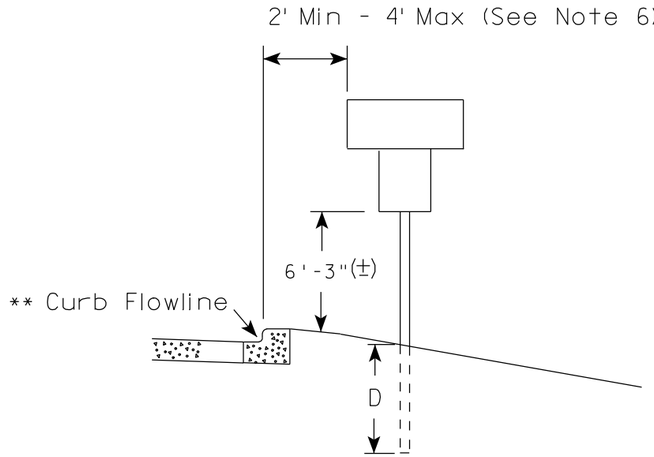
PROJECT NO:				SHEET NO: 362	E

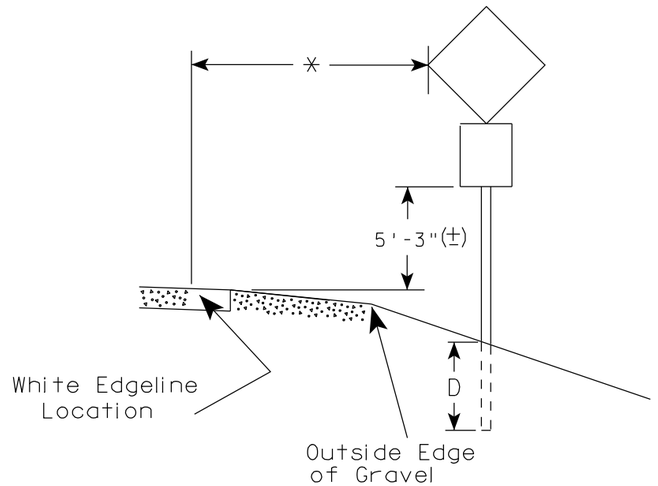
URBAN AREA



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), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series) & End of Rod 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

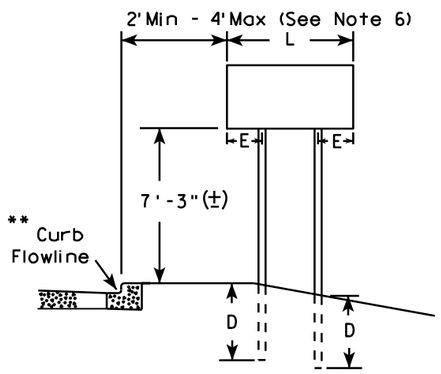
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

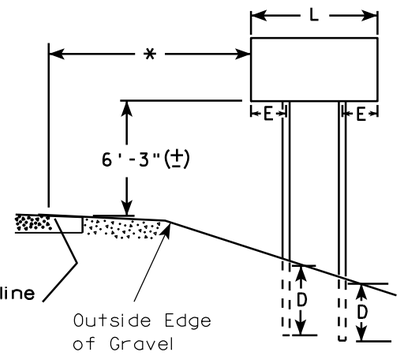
DATE 5/24/2013 PLATE NO. A4-3.17

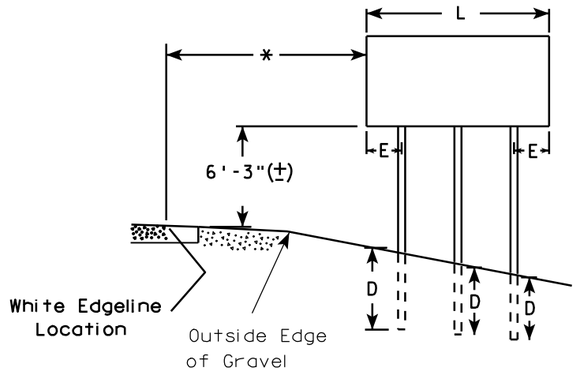
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 363	E

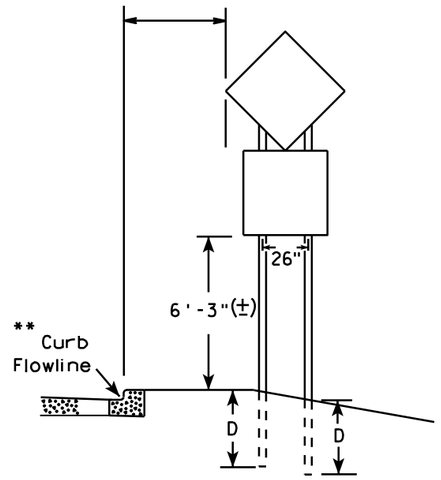
URBAN AREA



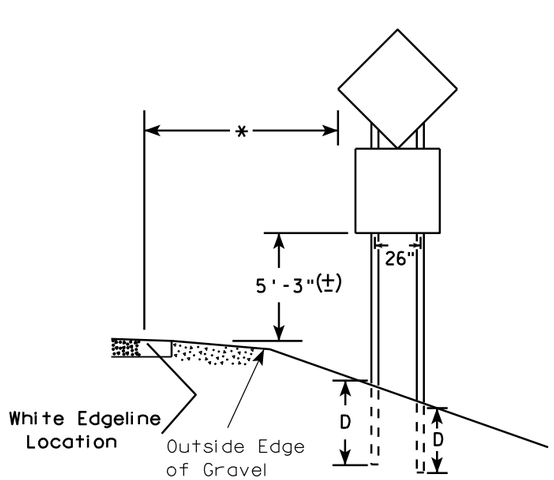
RURAL AREA (See Note 3)







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

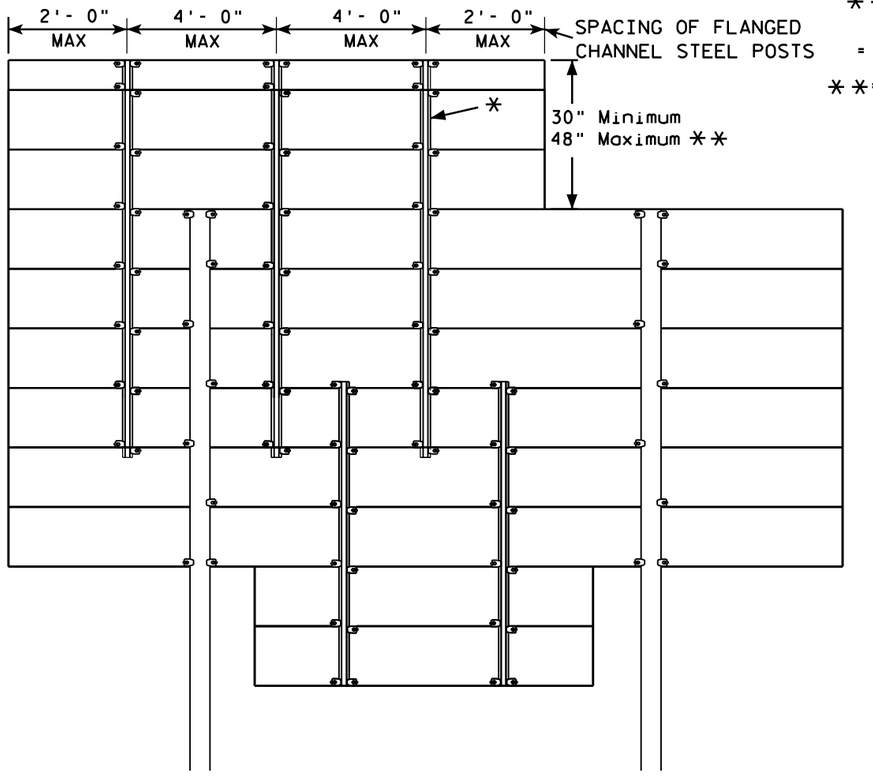
DATE 9/21/2011 PLATE NO. A4-4.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 364	E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\A44.DGN PLOT DATE : 21-SEP-2011 13:36 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 109.249131:1.000000
WISDOT/CADDS SHEET 42

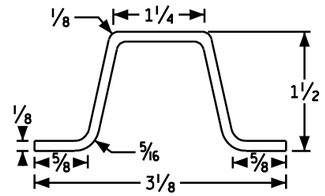
GROUND MOUNTED SIGN



*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

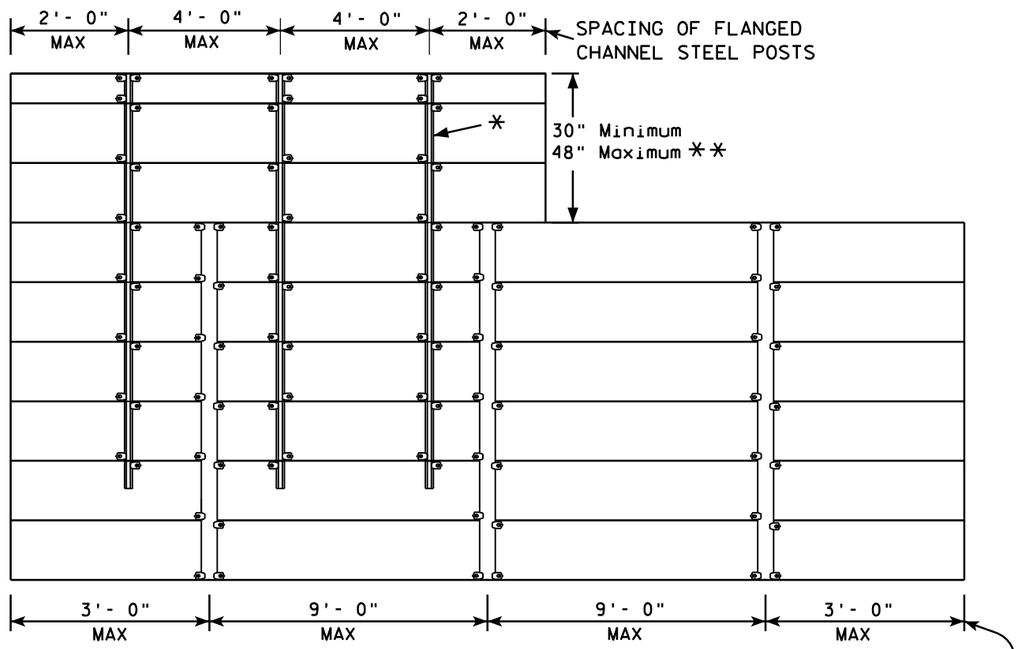
**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)

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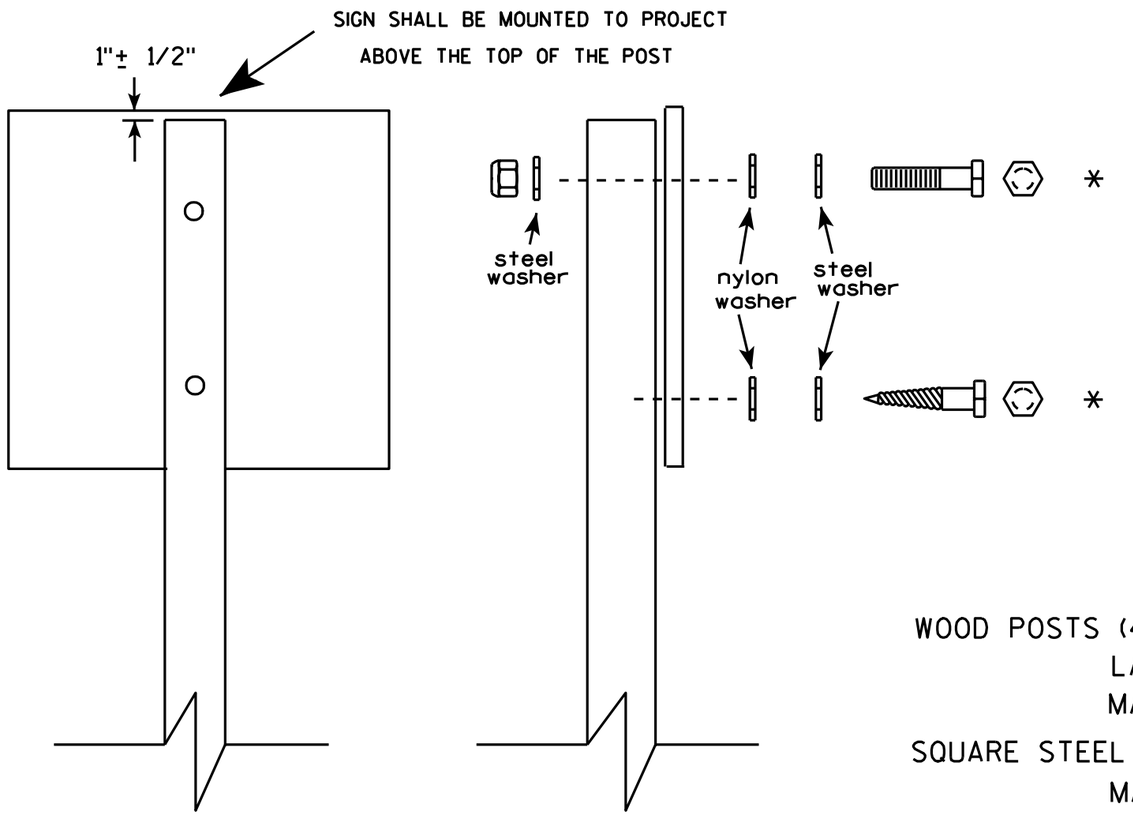
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/7/10 PLATE NO. A4-6.11

PROJECT NO:				SHEET NO: 365	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

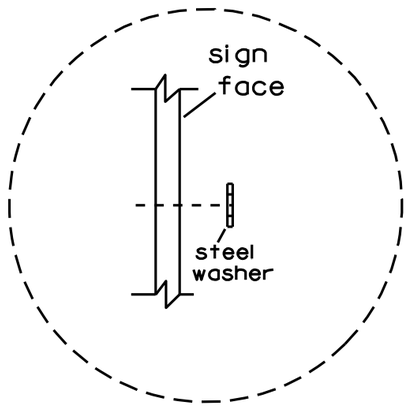
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

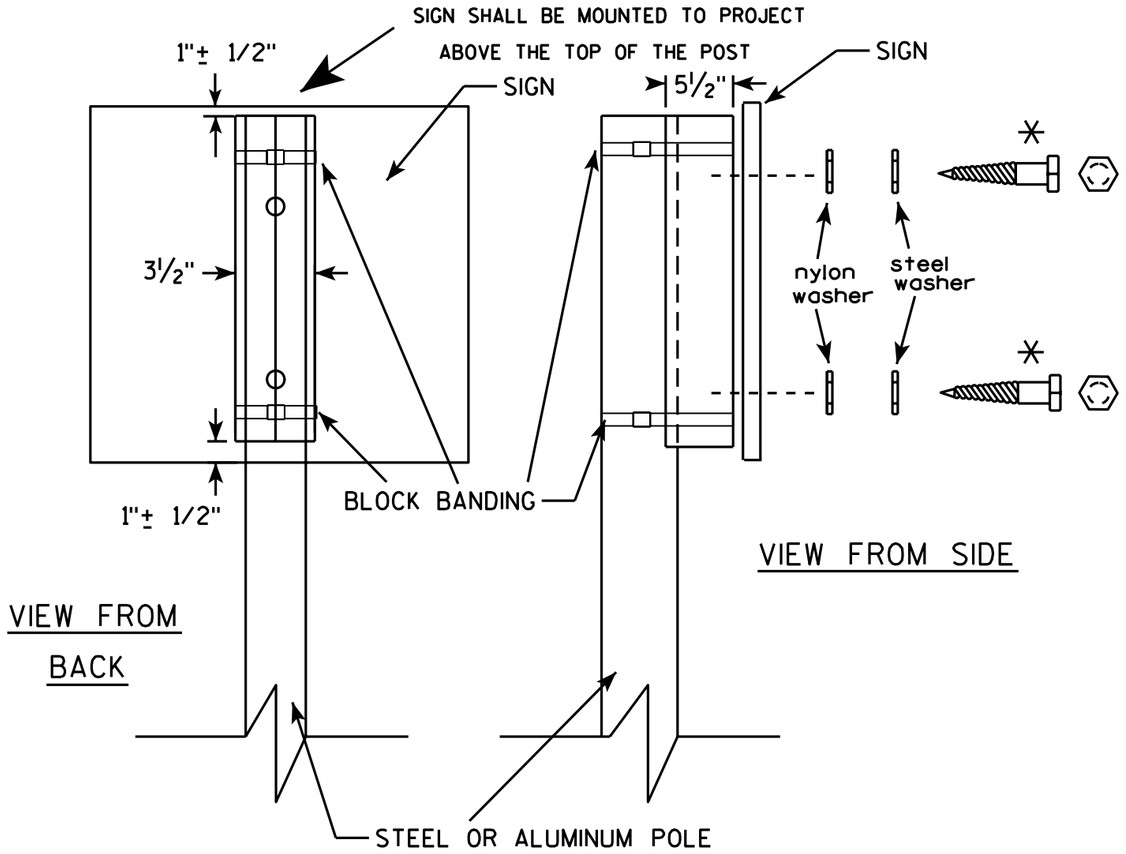
DATE 3/23/10 PLATE NO. A4-8.7

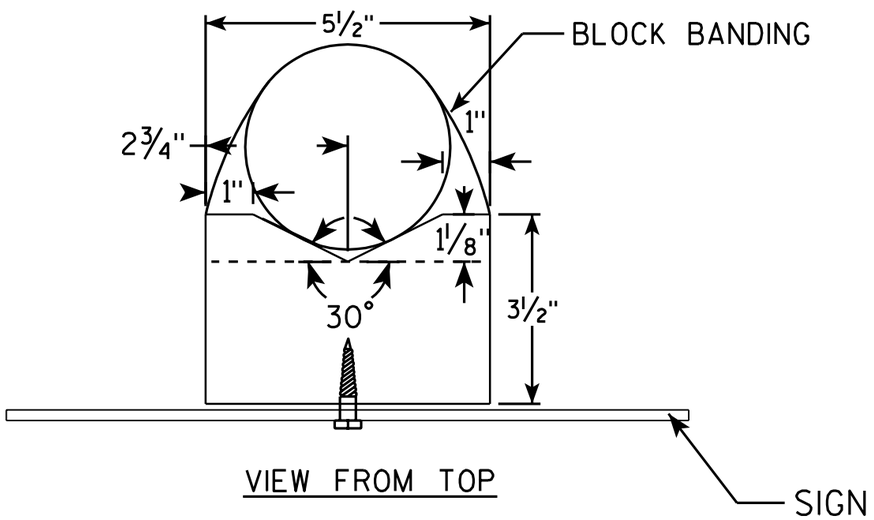
7

7

PROJECT NO:

SHEET NO: 366 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

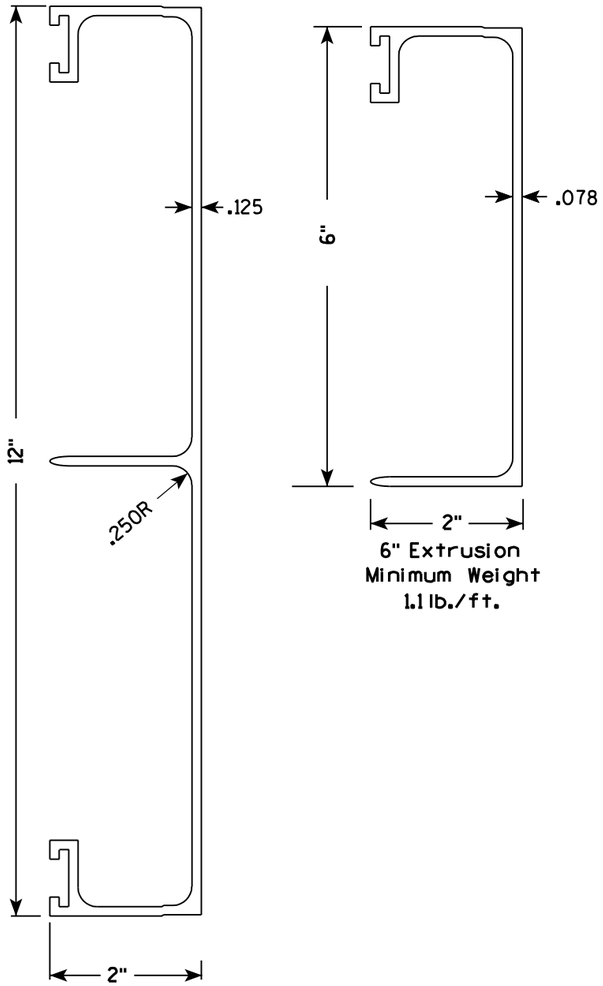
APPROVED Matthew R Rauch
for State Traffic Engineer

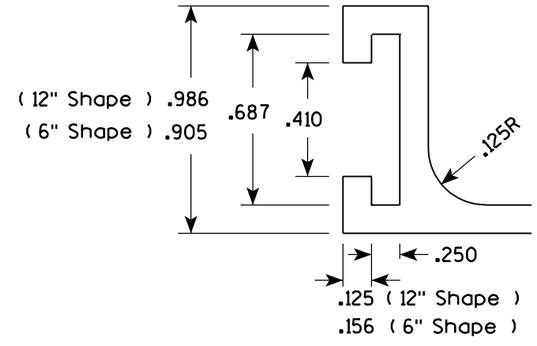
DATE 7/12/07 PLATE NO. A5-10.1

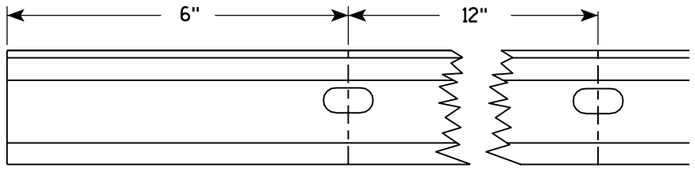
PROJECT NO:

SHEET NO: 367 E

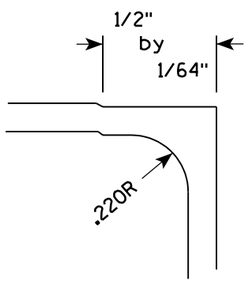
Extruded Shape







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.

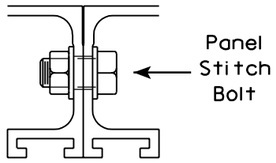


Hardware

STITCH BOLT, WASHER & NUT

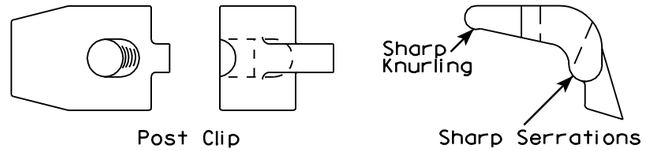
The hardware includes:

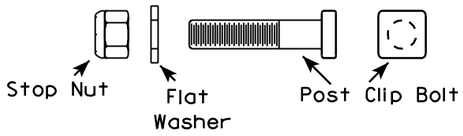
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



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 Spagg
for State Traffic Engineer

DATE 11/18/99 PLATE NO. A5-2.9

PROJECT NO:

SHEET NO: 368 E

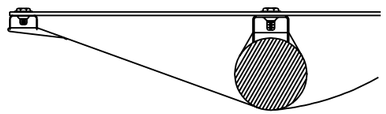
FILE NAME : C:\Users\Projects\tr_stdplate\A52.DGN PLOT DATE : 28-SEP-2005 07:20 PLOT BY : DOTDZK

WISDOT/CADDS SHEET 42

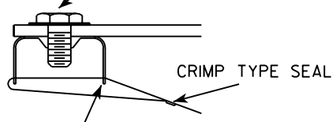
7

7

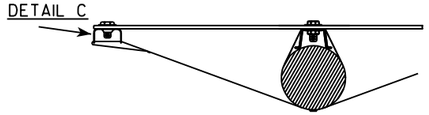
BRACE BANDING

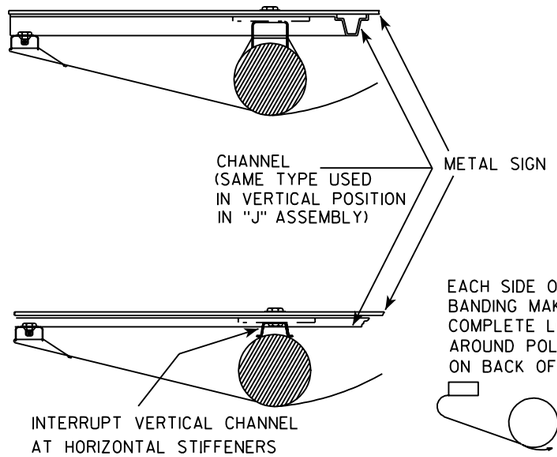


DETAIL C
CADMIUM PLATED STEEL BOLT
THROUGH BLACK BORDER



DETAIL C

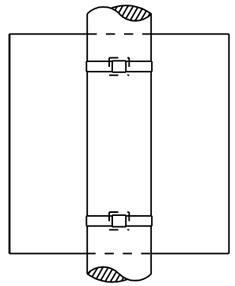


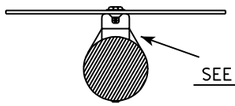


EACH SIDE OF BRACE
BANDING MAKES ONE
COMPLETE LOOP
AROUND POLE-SEAL
ON BACK OF POLE

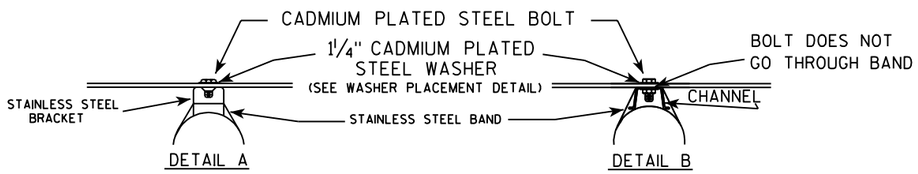
BRACKET BANDING

SINGLE SIGN

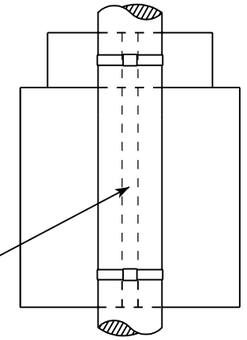




SEE DETAIL A



"J" ASSEMBLY

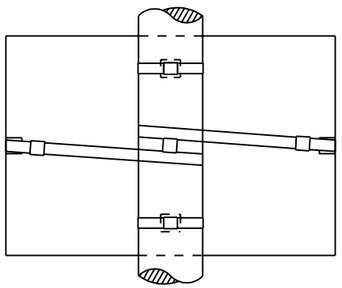


CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

SEE DETAIL B

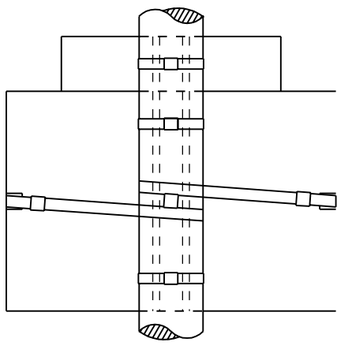
GENERAL NOTES

1. Signs 4' or greater in width shall have one brace band installed at the center of the sign.
2. Signs 3' or greater in height shall have three bracket bands installed. Signs less than 3' in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

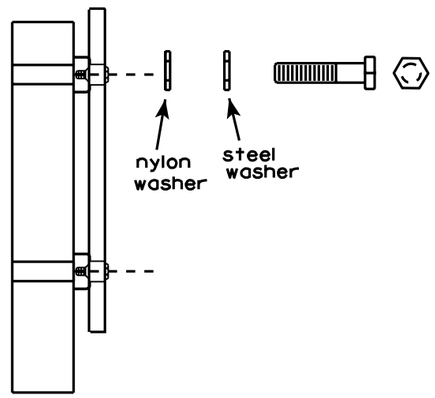


BRACE BANDING

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



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

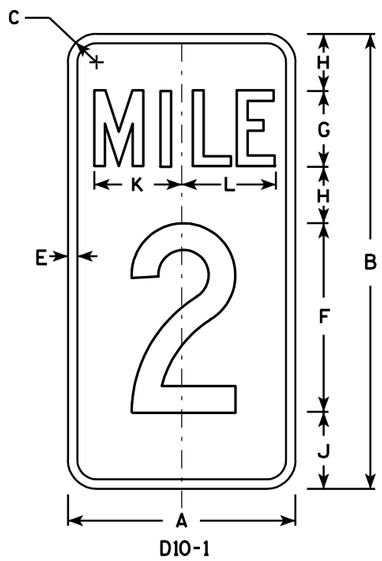
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

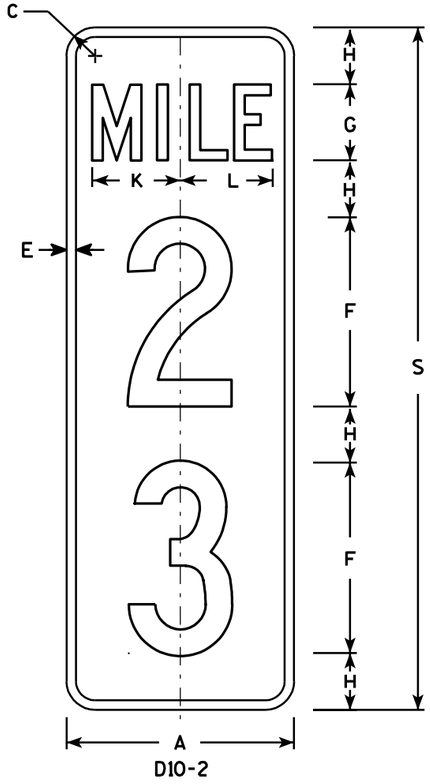
APPROVED Matthew R Rauch
for State Traffic Engineer

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

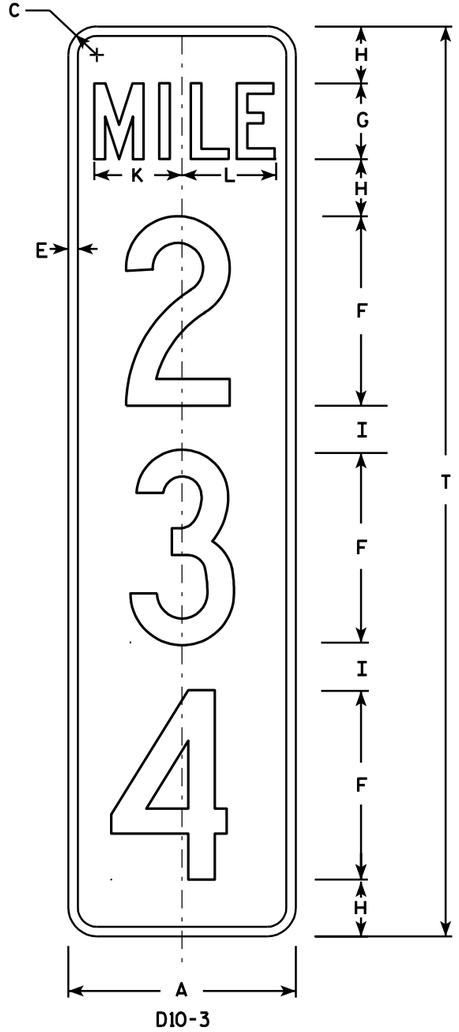
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 369	E



D10-1



D10-2



D10-3

NOTES

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

Metric equivalent for this sign is:

PHY. SIZE	
12 X 24	300 mm X 600 mm
12 X 36	300 mm X 900 mm
12 X 48	300 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1																										
2																										
3																										
4	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						
5	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						

D10-1	D10-2	D10-3
Area sq. ft.	Area sq. ft.	Area sq. ft.
2.0	3.0	4.0
Area m2	Area m2	Area m2
.19	.28	.38

STANDARD SIGN
D10-1 , D10-2 & D10-3

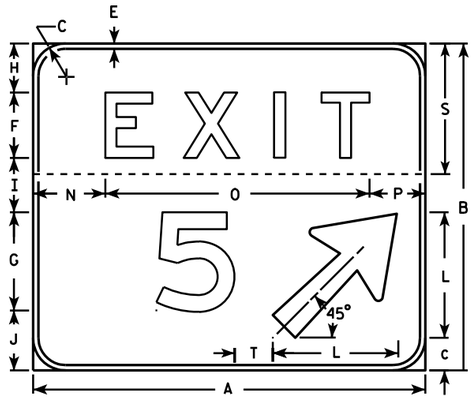
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for Director, Office of Traffic

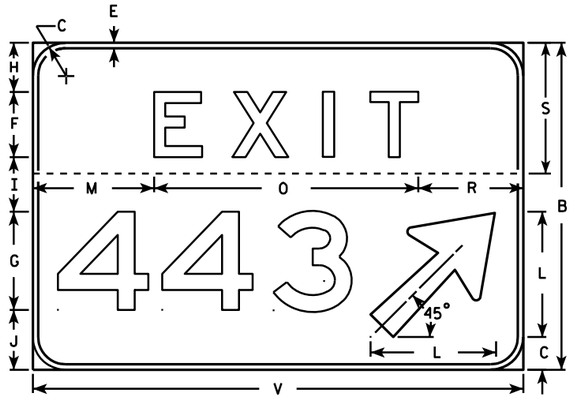
DATE 1/16/02 PLATE NO. D10-3.2

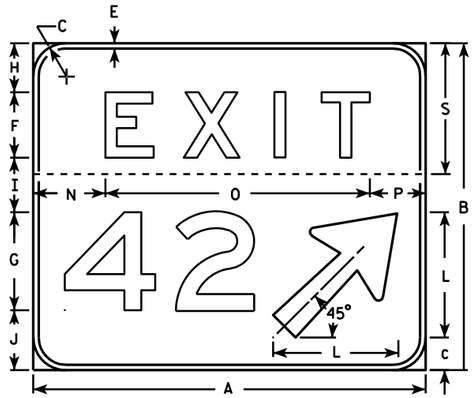
PROJECT NO:

SHEET NO: 370 E



NOTE: T diminision shall be measured from the back of the number to the front of the arrow





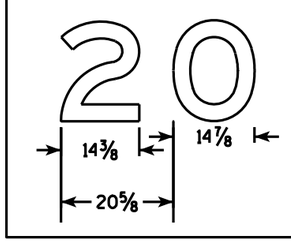
NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

EXAMPLE FOR USING SPACING CHART



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

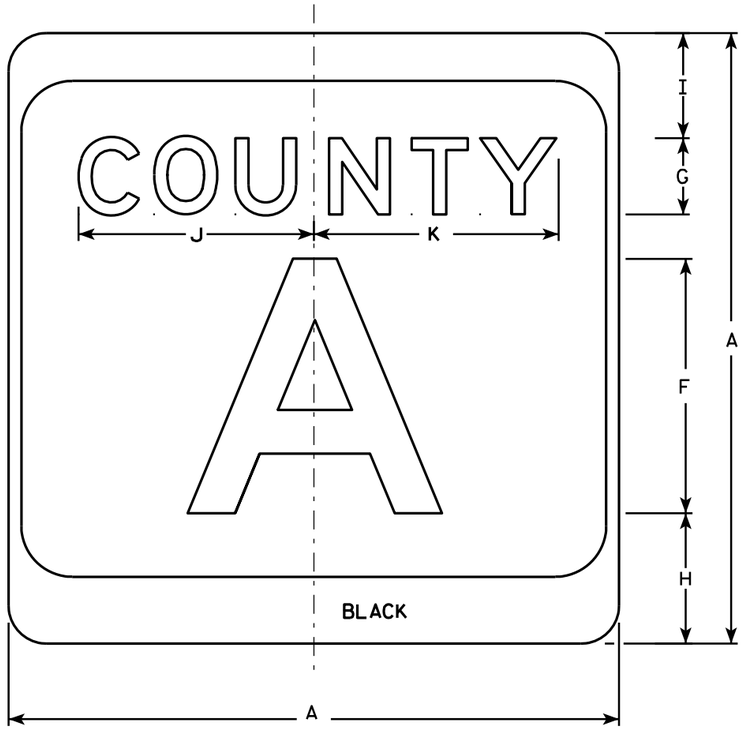
STANDARD SIGN E5-1A

WISCONSIN DEPT OF TRANSPORTATION

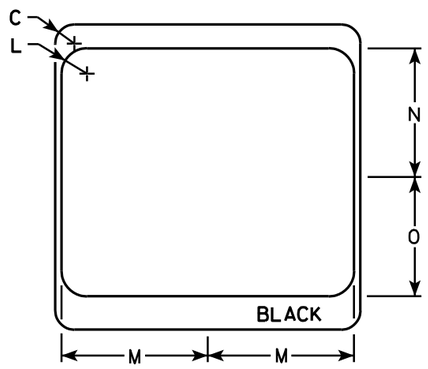
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/11/10 PLATE NO. E5-1A.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 371 | E

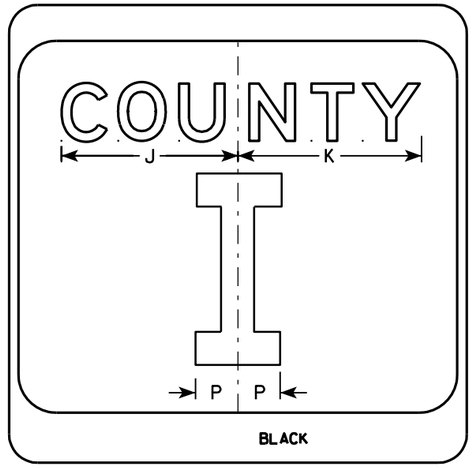


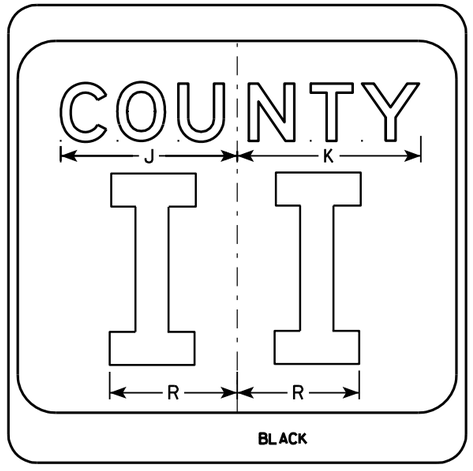
M1-5A



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

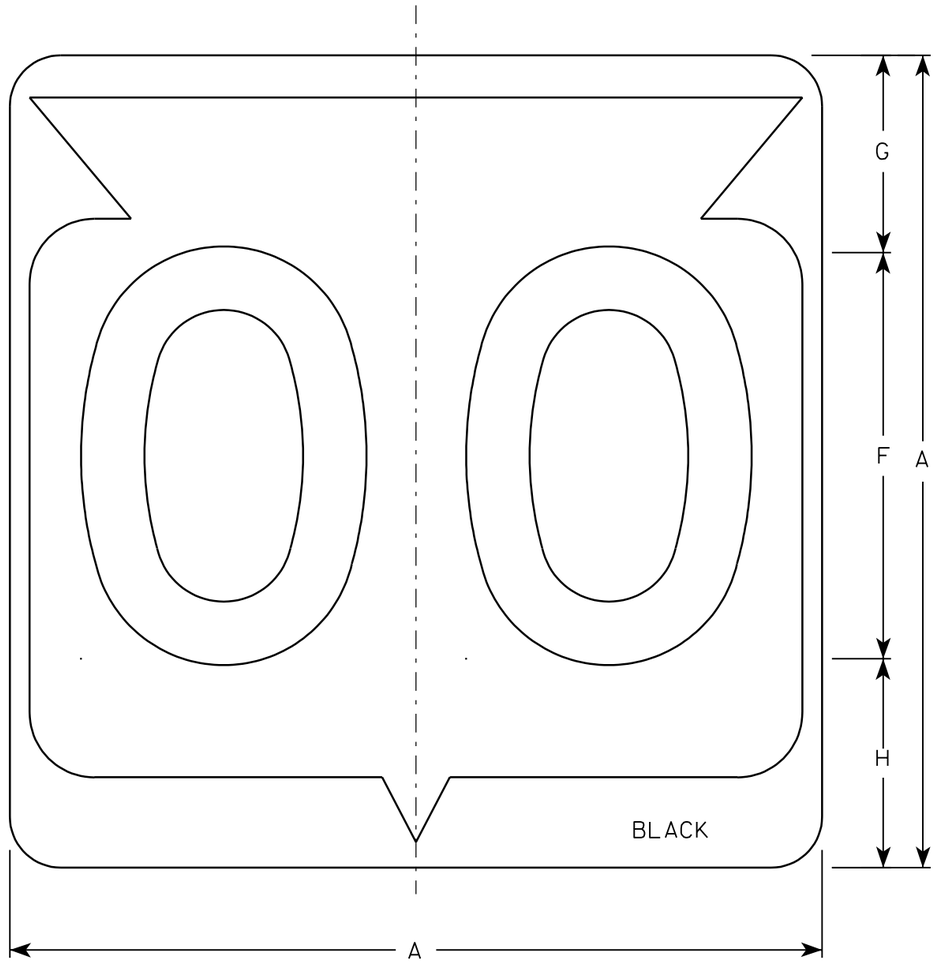
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 372	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M15A.DGN PLOT DATE : 29-SEP-2011 11:25 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

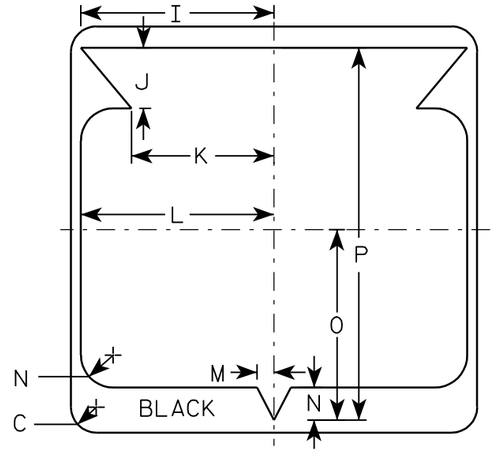
WISDOT/CADDS SHEET 42



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

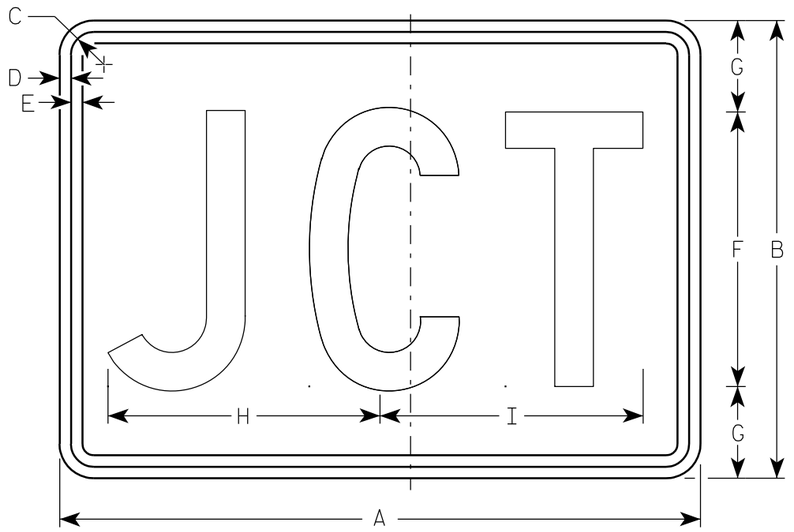
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

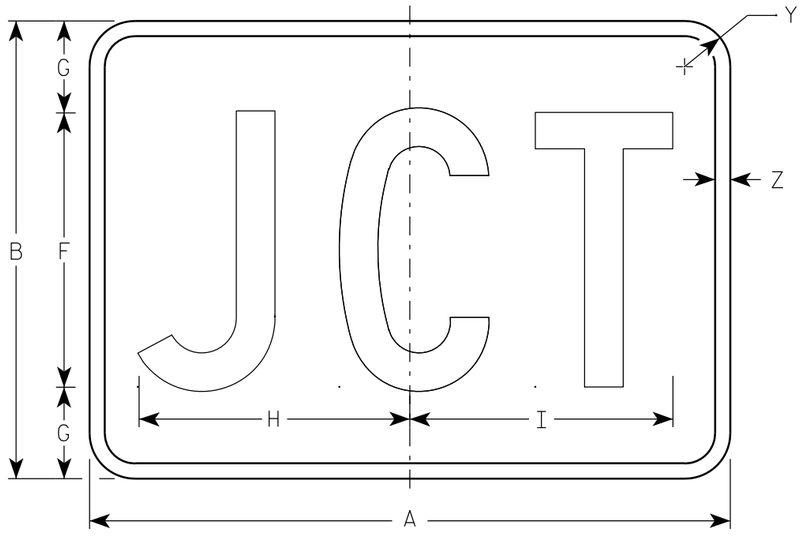
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 373	E



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



MB2-1
MG2-1
MN2-1

NOTES

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

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20	0.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20

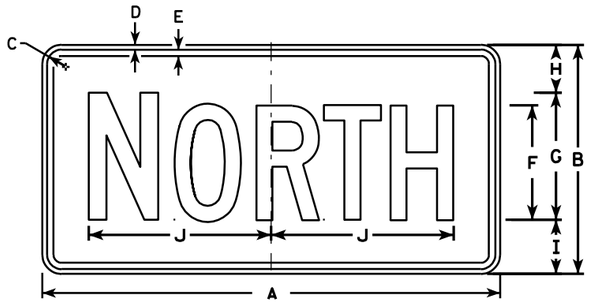
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

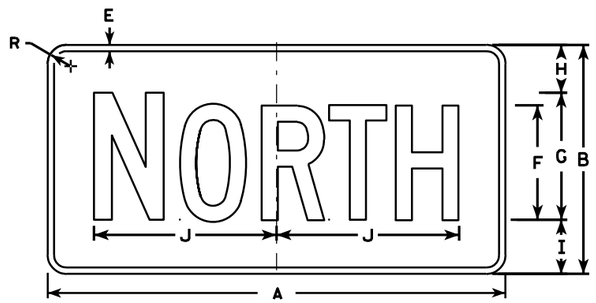
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M2-1.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 374	E



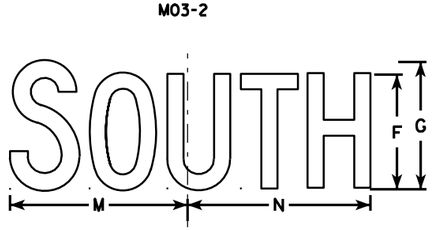
M3-1
MK3-1
MO3-1



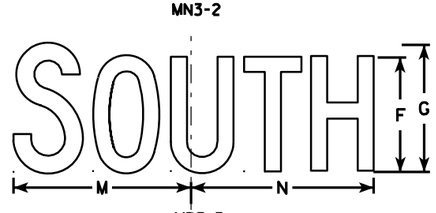
MB3-1
MG3-1
MM3-1
MN3-1

M3-2
MK3-2
MO3-2

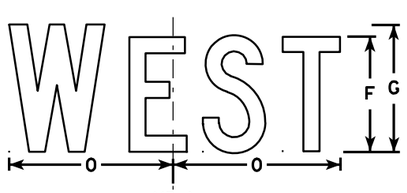
MB3-2
MG3-2
MM3-2
MN3-2



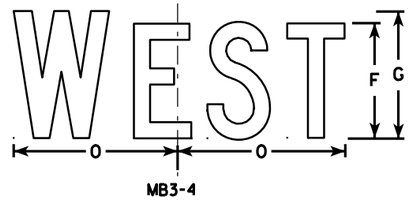
M3-3
MK3-3
MO3-3



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

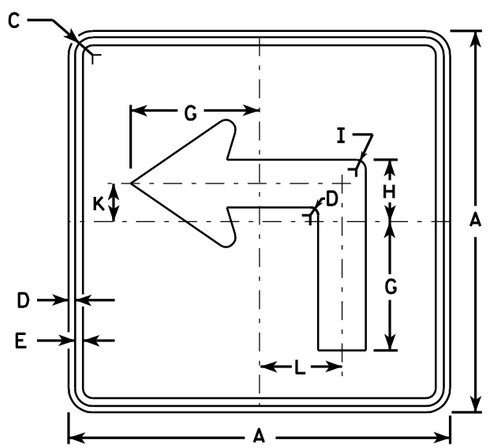
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

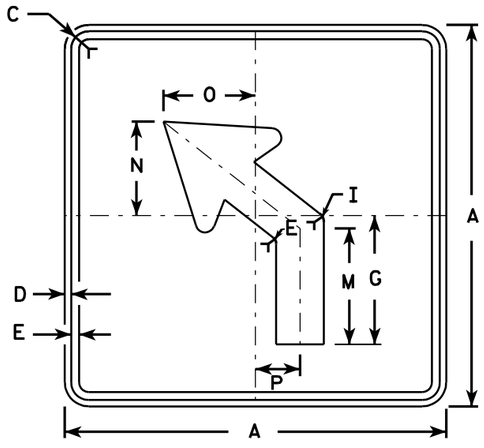
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/10 PLATE NO. M3-1.12

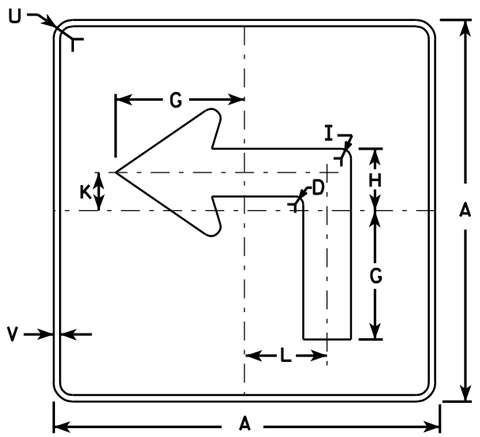
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 375	E



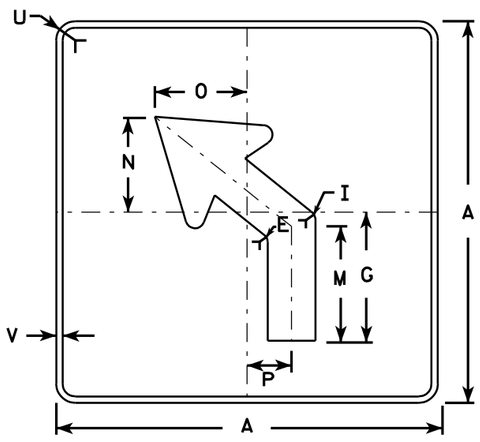
M5-1L
MK5-1L
MM5-1L
MO5-1L
MR5-1L



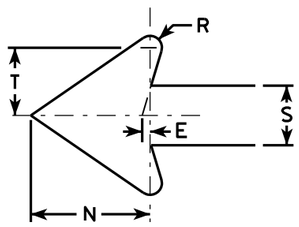
M5-2L
MK5-2L
MM5-2L
MO5-2L
MR5-2L



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
   M05-1 and M05-2 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

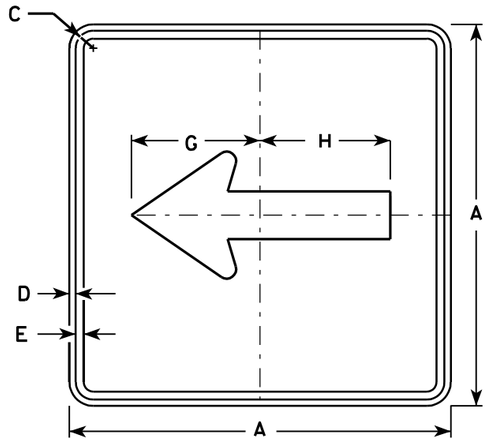
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

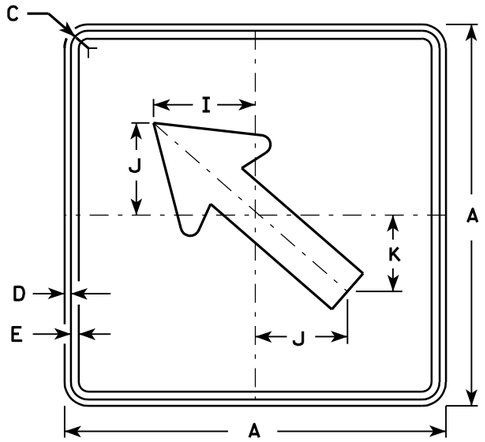
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M5-1.11

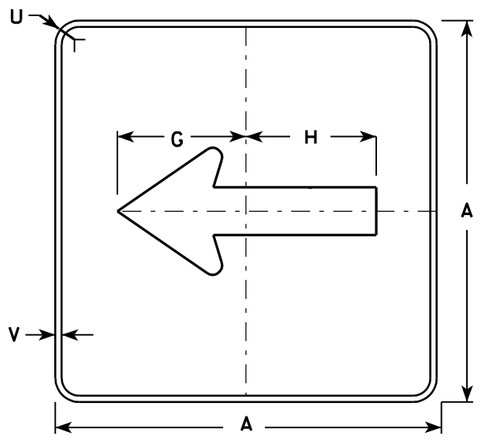
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 376	E



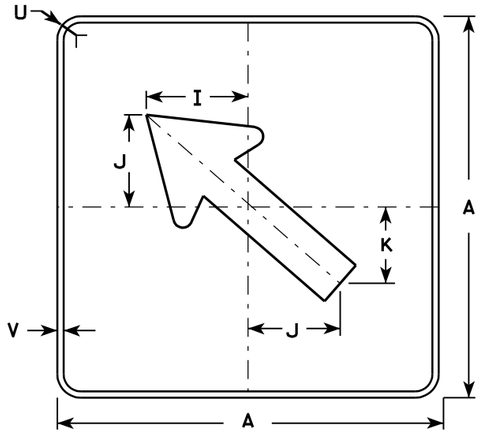
M6-1
MK6-1
MM6-1
MO6-1
MR6-1



M6-2
MK6-2
MM6-2
MO6-2
MR6-2



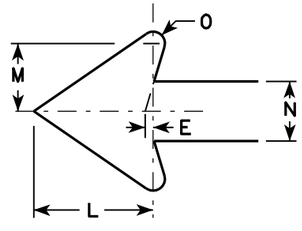
MB6-1
MG6-1
MN6-1



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

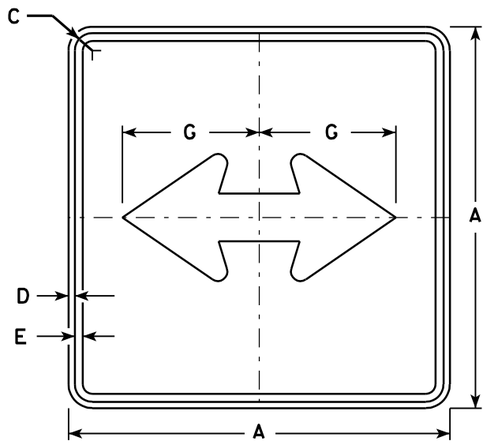
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

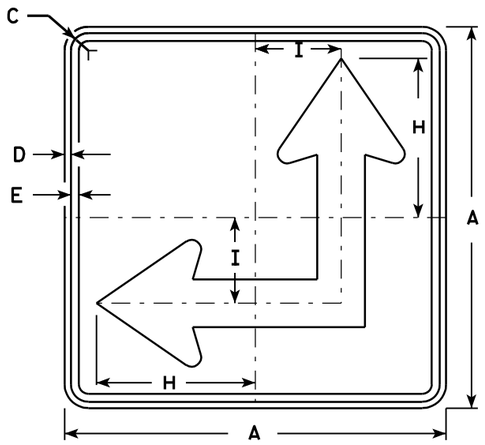
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M6-1.12

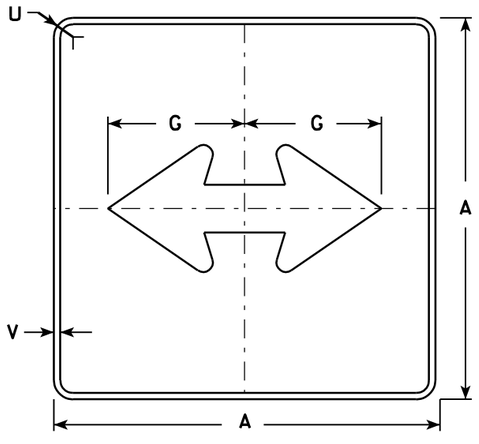
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 377 | E



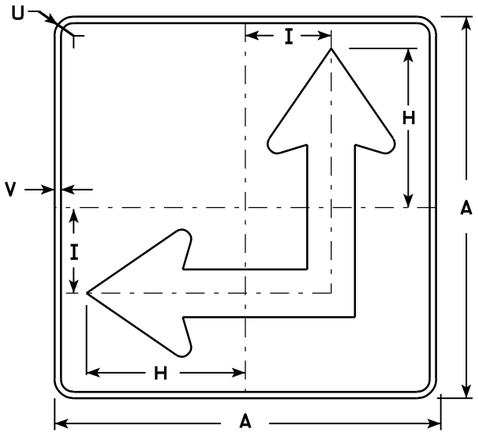
M6-4
MK6-4
MM6-4
MO6-4
MR6-4



M6-6
MK6-6
MM6-6
MO6-6
MR6-6



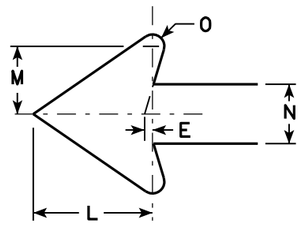
MB6-4
MG6-4
MN6-4



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

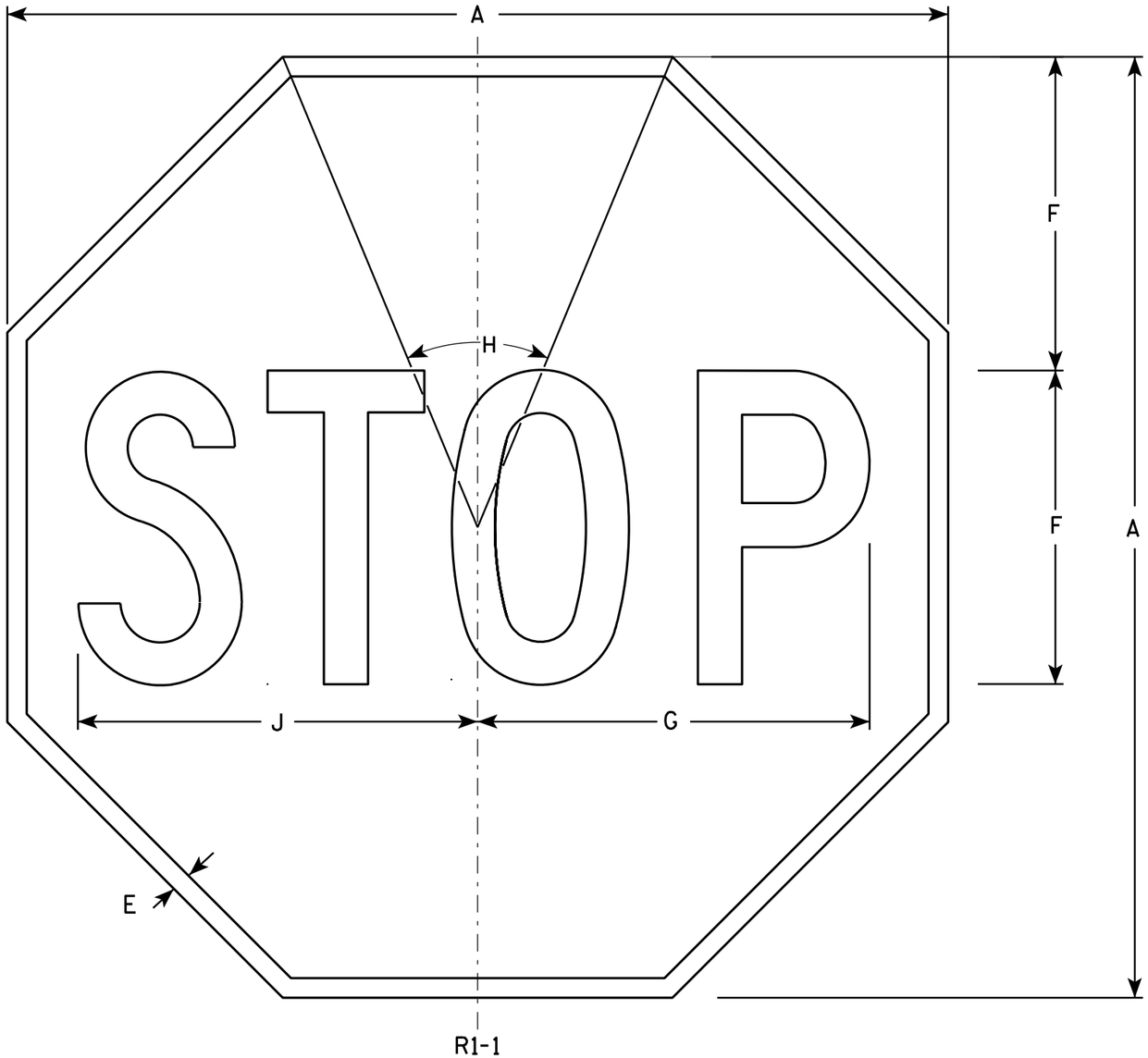
STANDARD SIGN M6-4 & M6-6 SERIES

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: 378	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

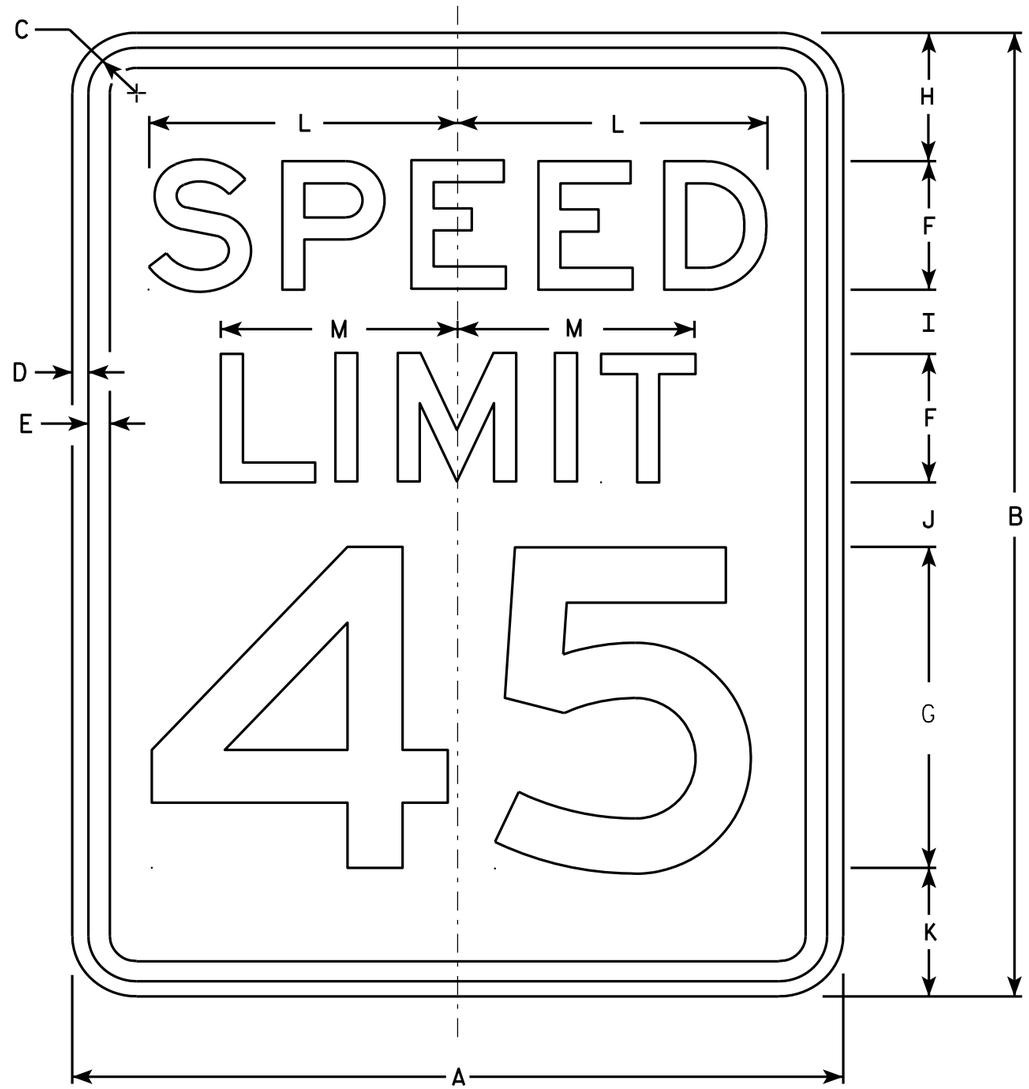
STANDARD SIGN
R1-1

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: 379	E



R2-1

NOTES

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

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

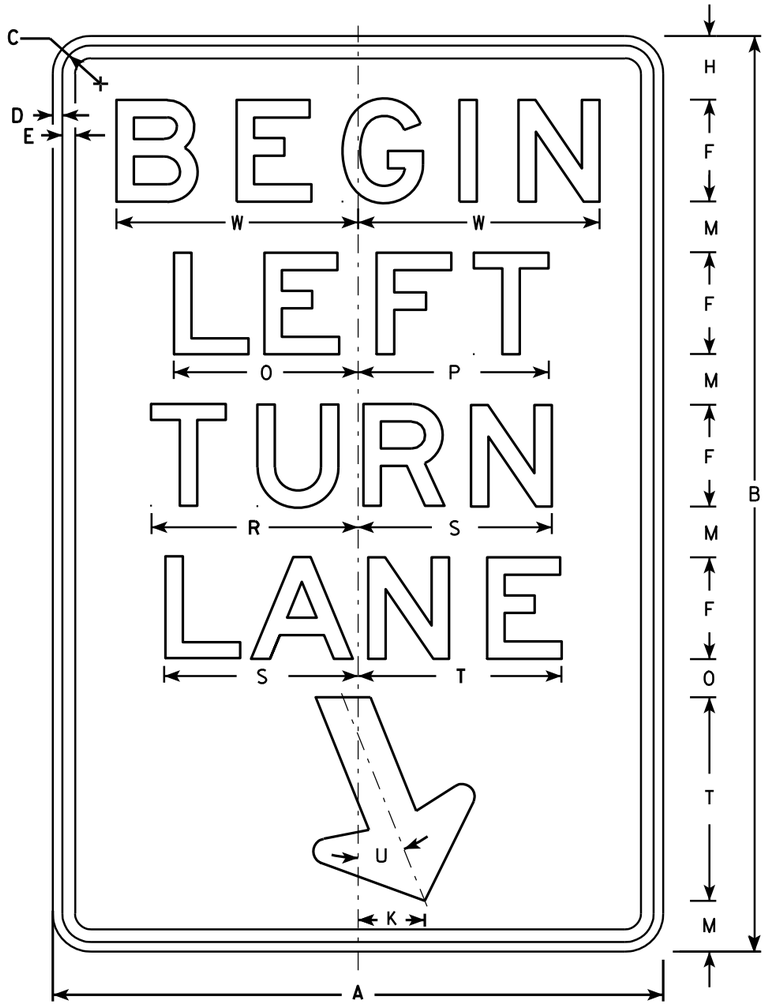
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

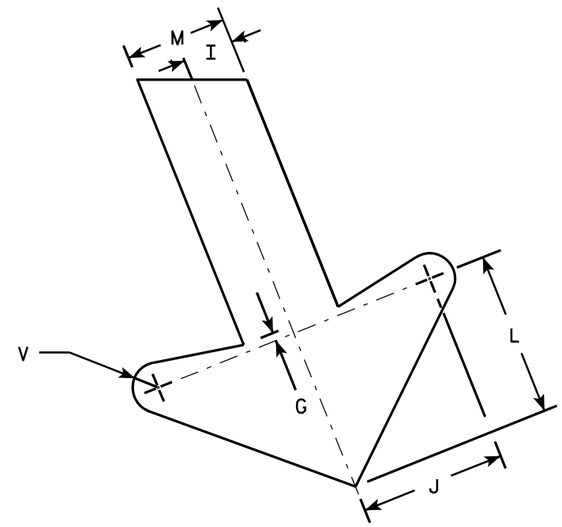
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 380	E



R3-20L

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

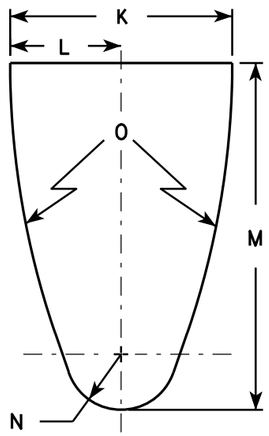
STANDARD SIGN
R3-20L

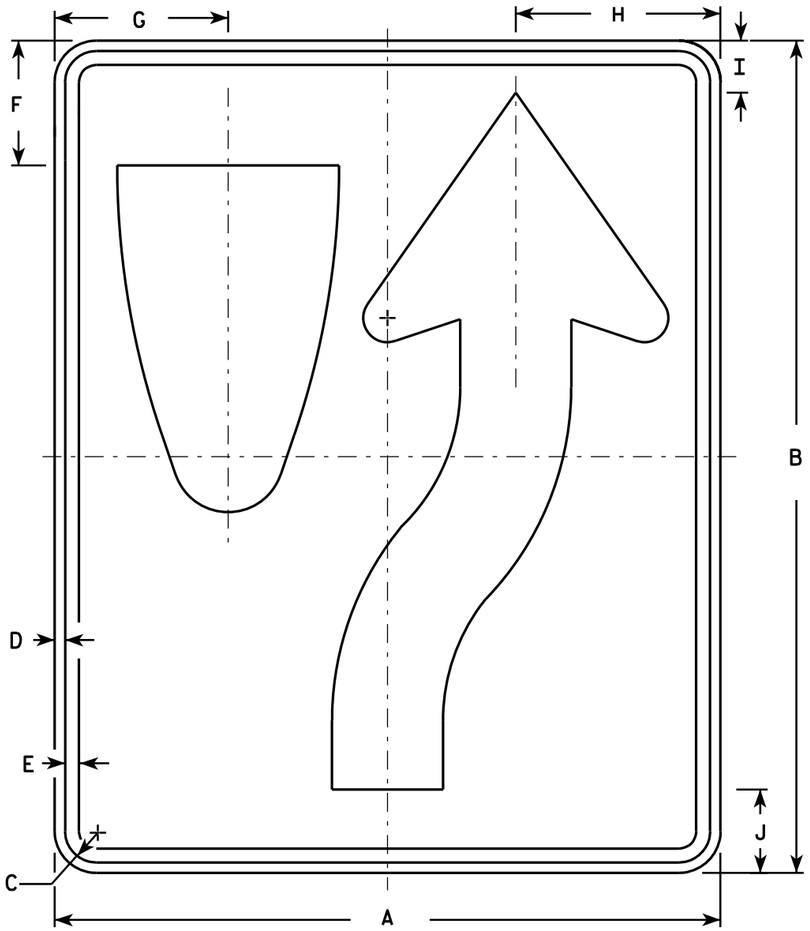
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 381 | E

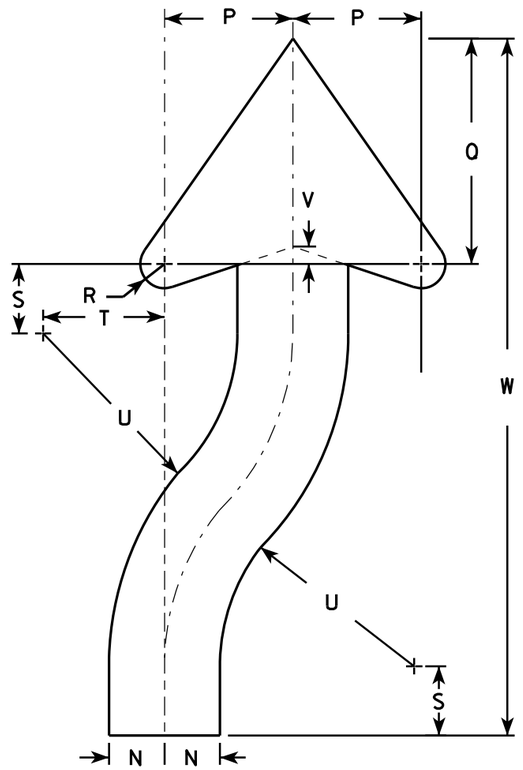




R4-7

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

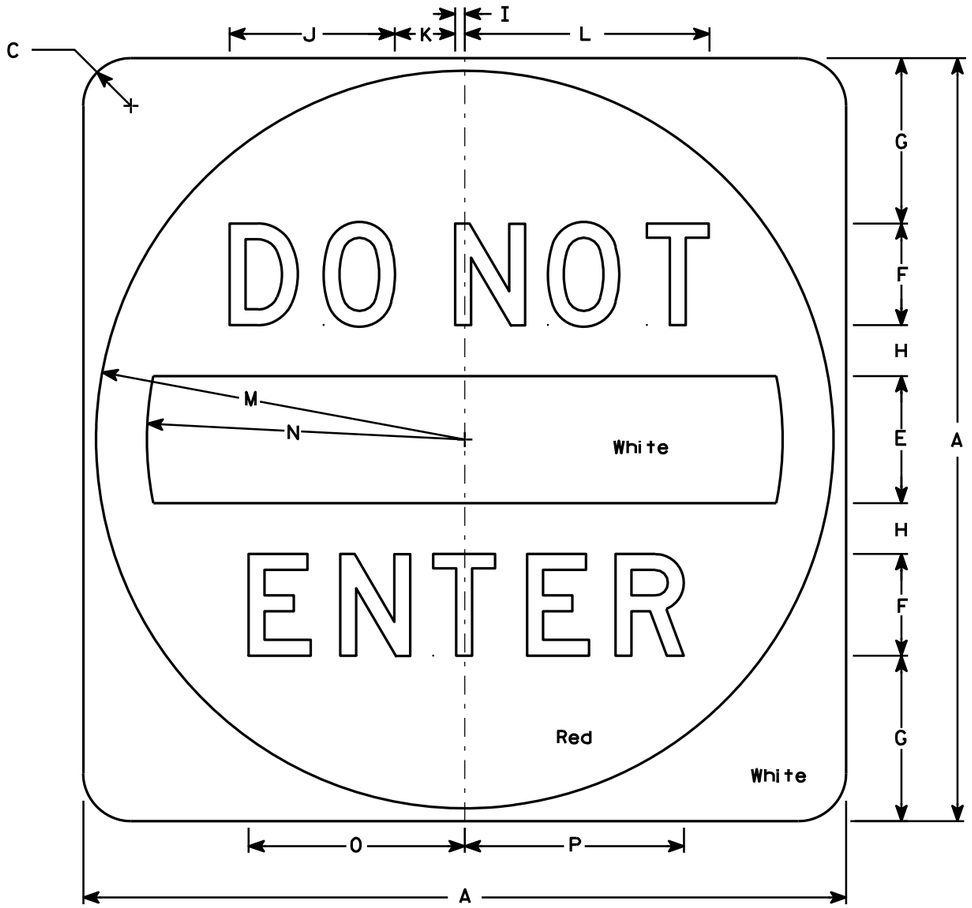
STANDARD SIGN
R4-7 & R4-8

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: 382	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

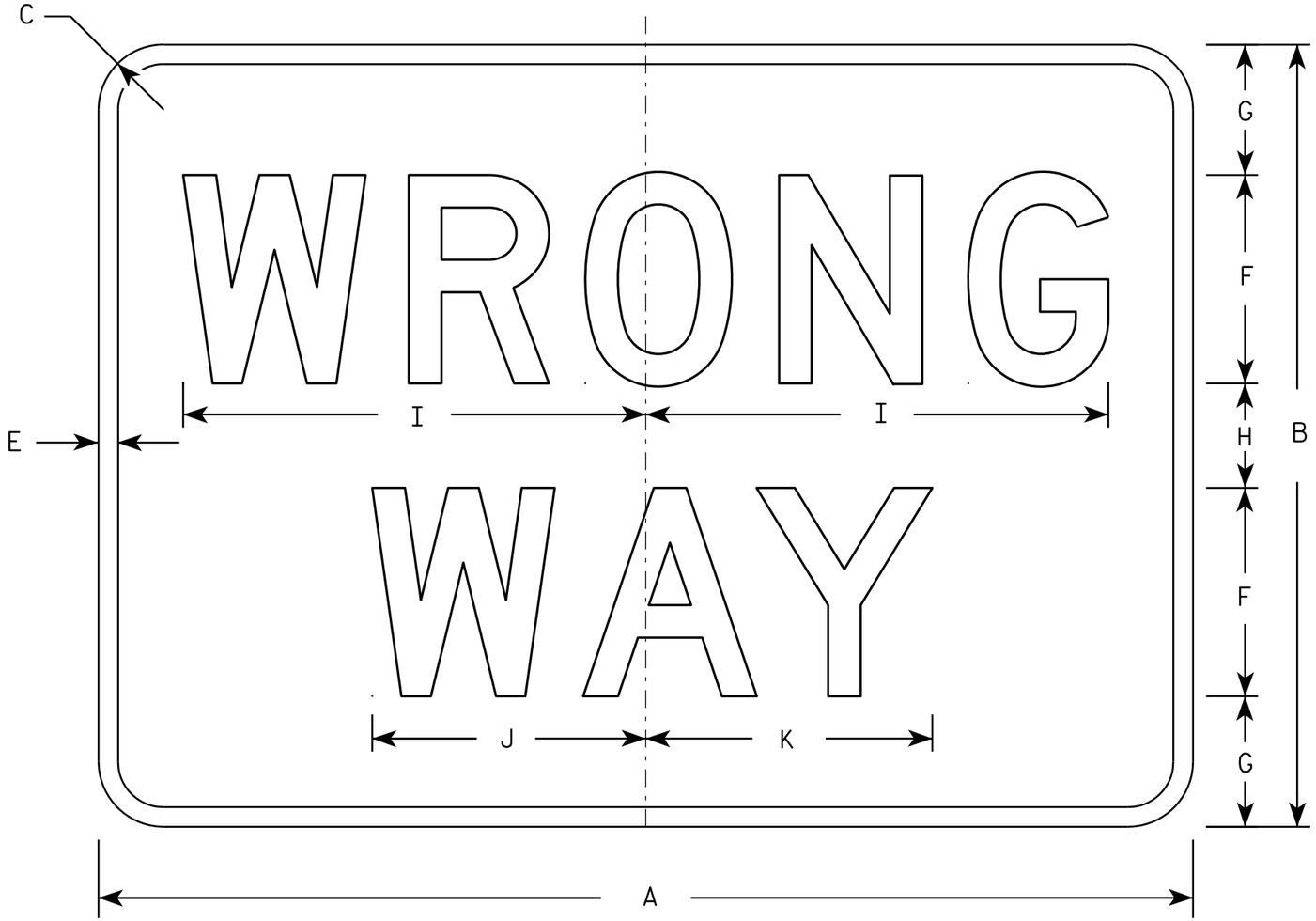
STANDARD SIGN
R5-1

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: 383 | 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

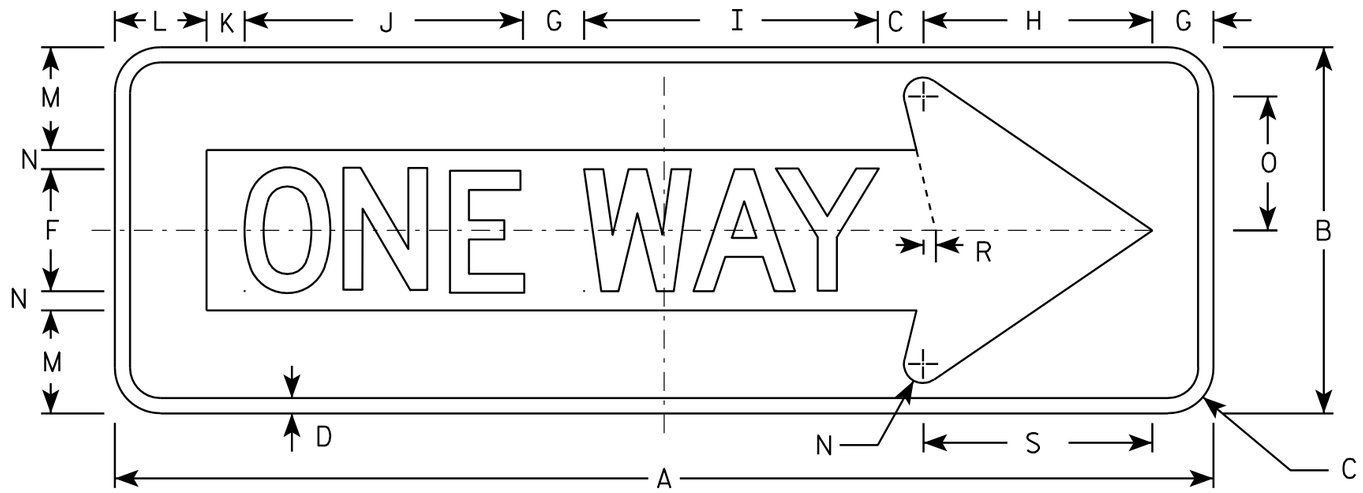
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

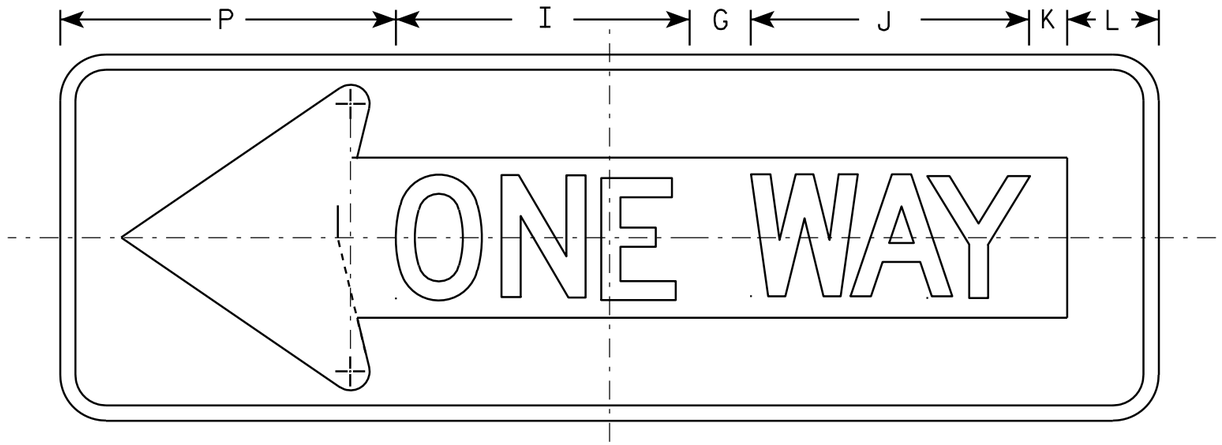
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 384 | E



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

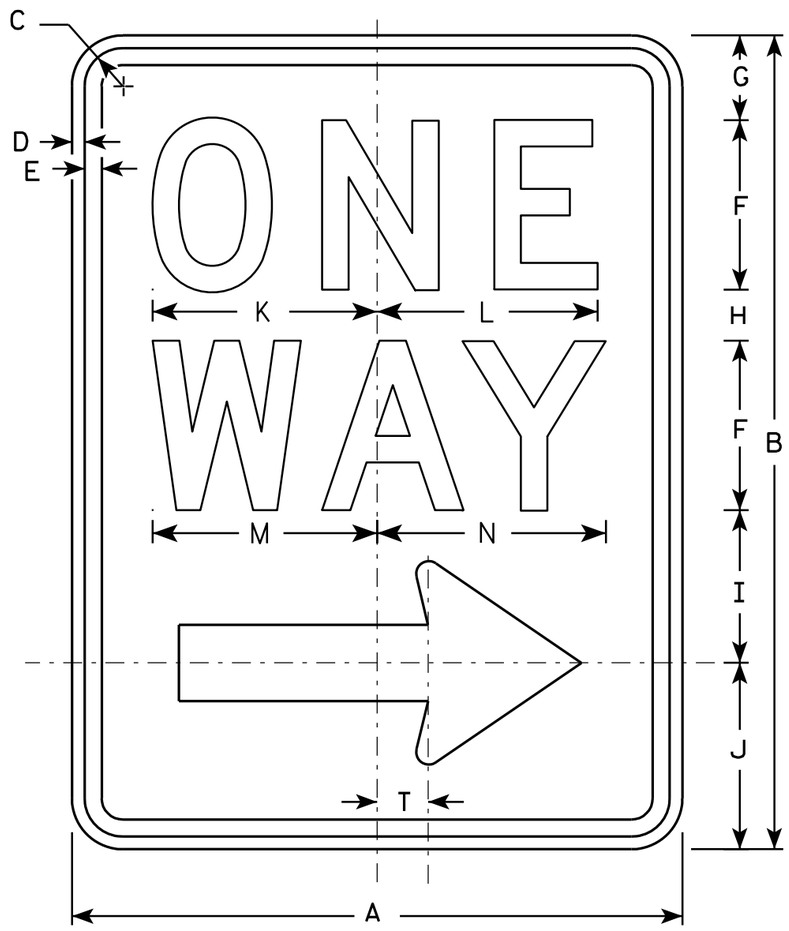
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

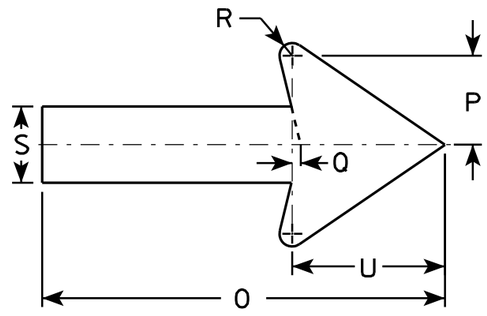
SHEET NO: 385 E



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	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

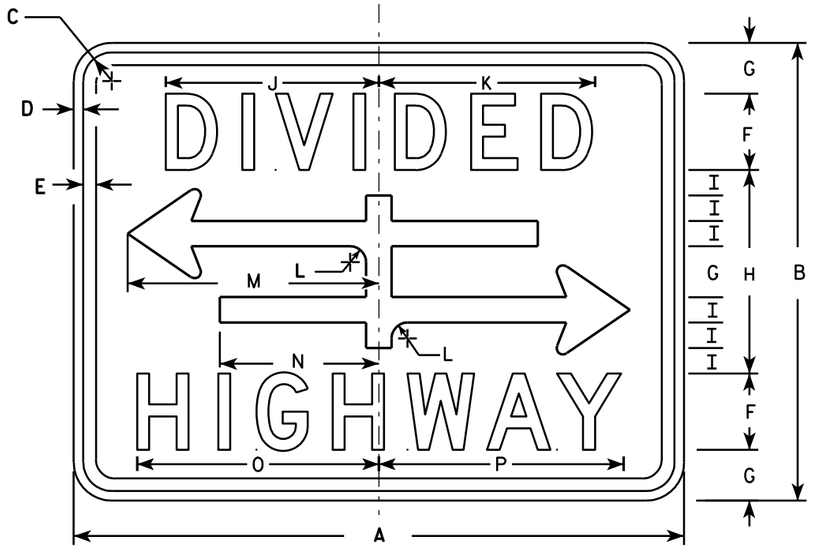
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

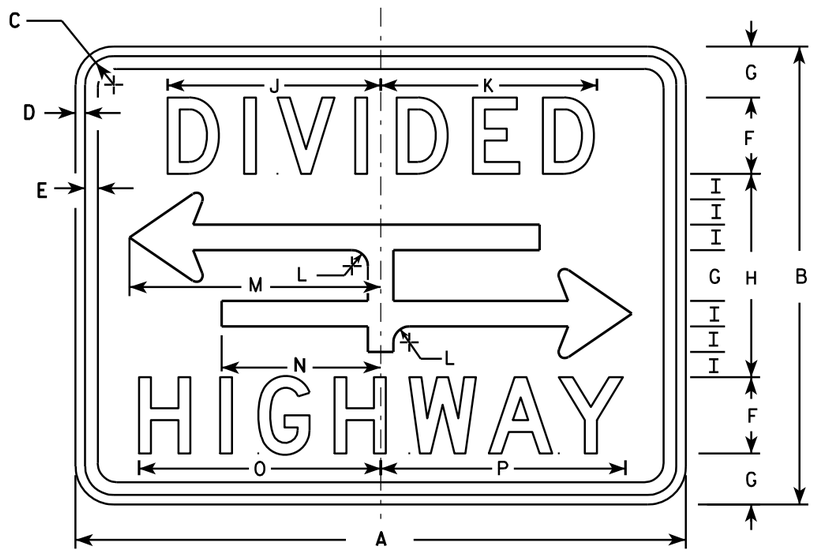
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 386	E



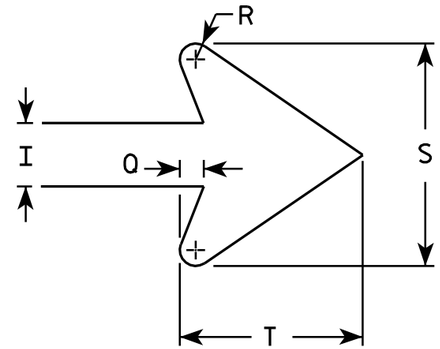
R6-3

NOTES

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



R6-3A



ARROW DETAIL

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

STANDARD SIGN
R6-3 & R6-3A

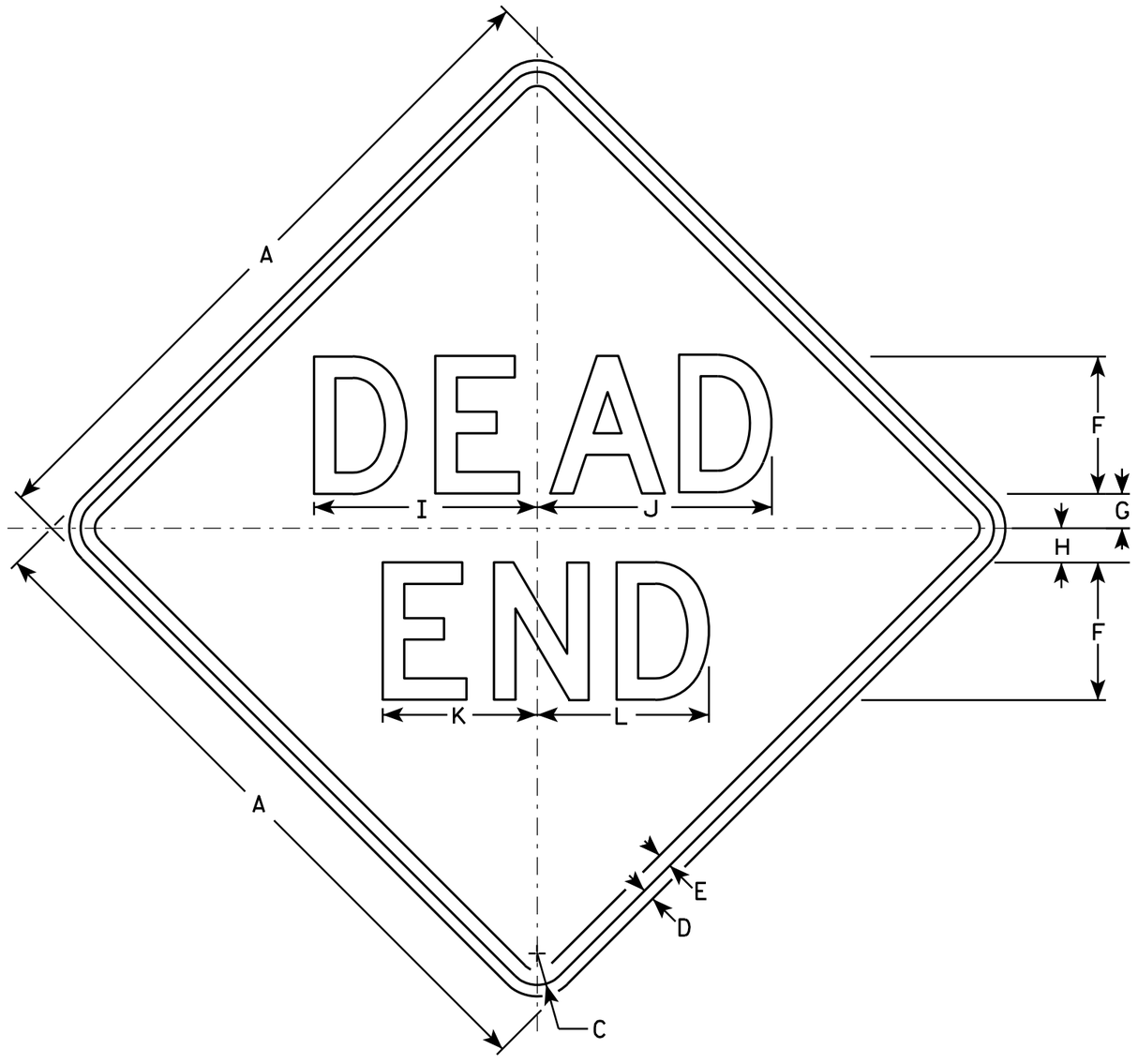
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 387 E



W14-1

NOTES

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

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

STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

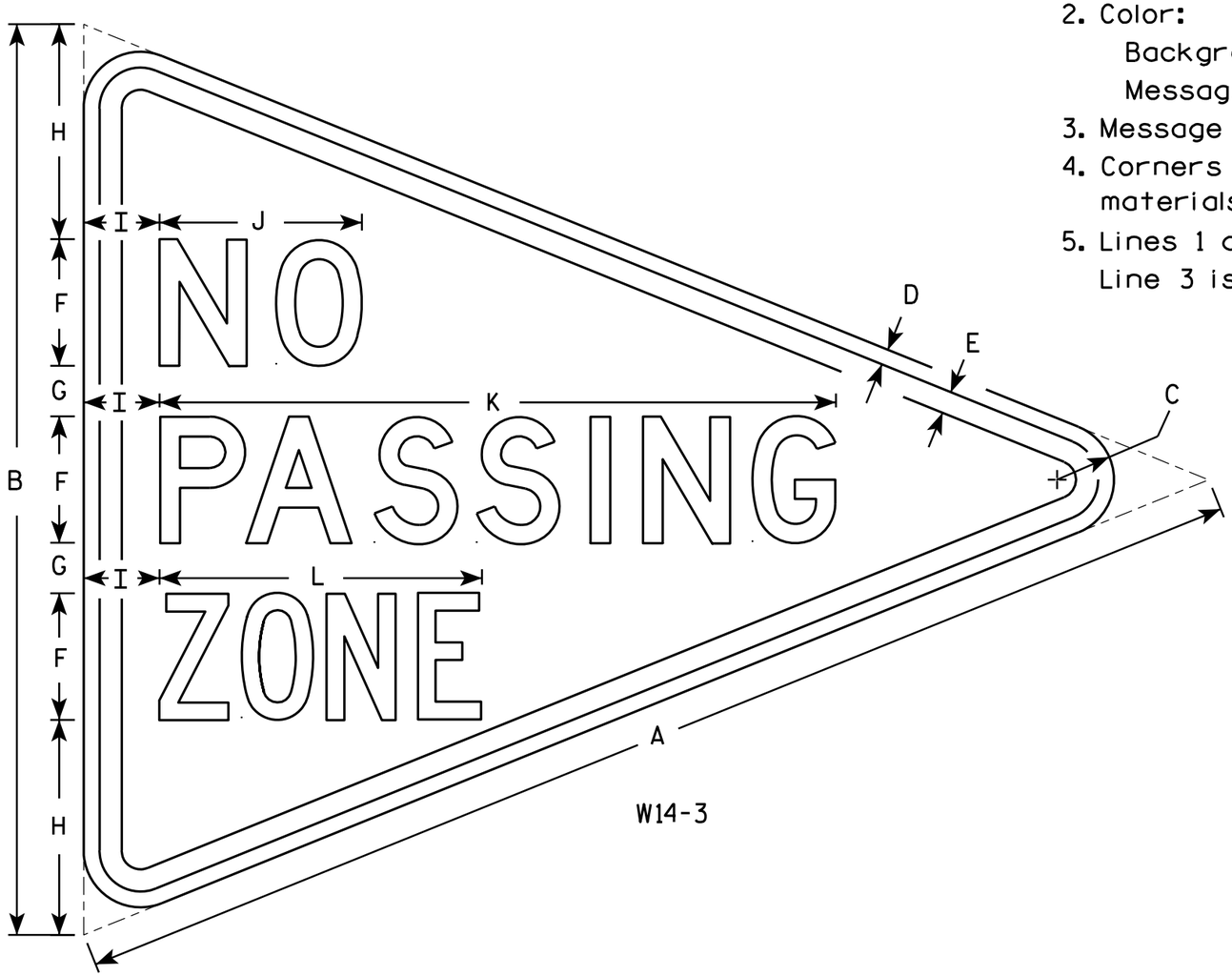
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W14-1.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 388	E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

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	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

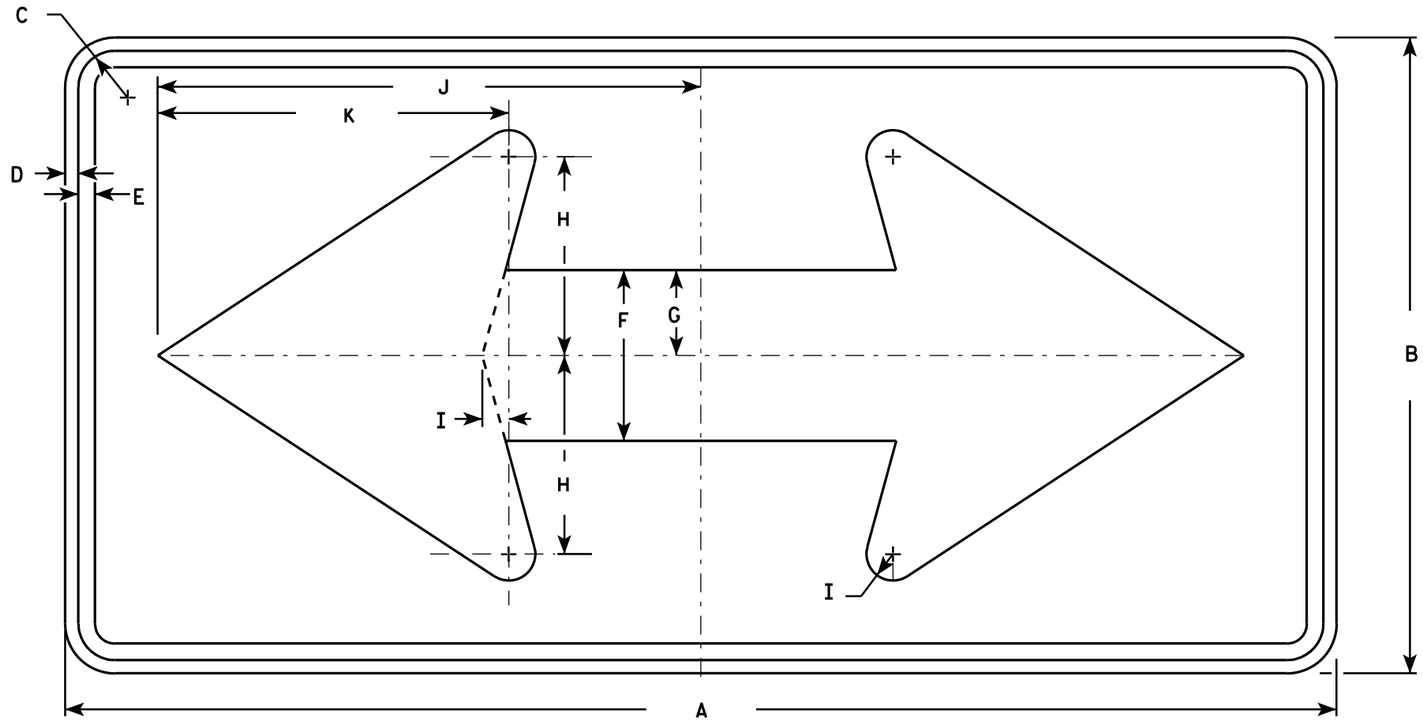
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 389	E



W1-7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

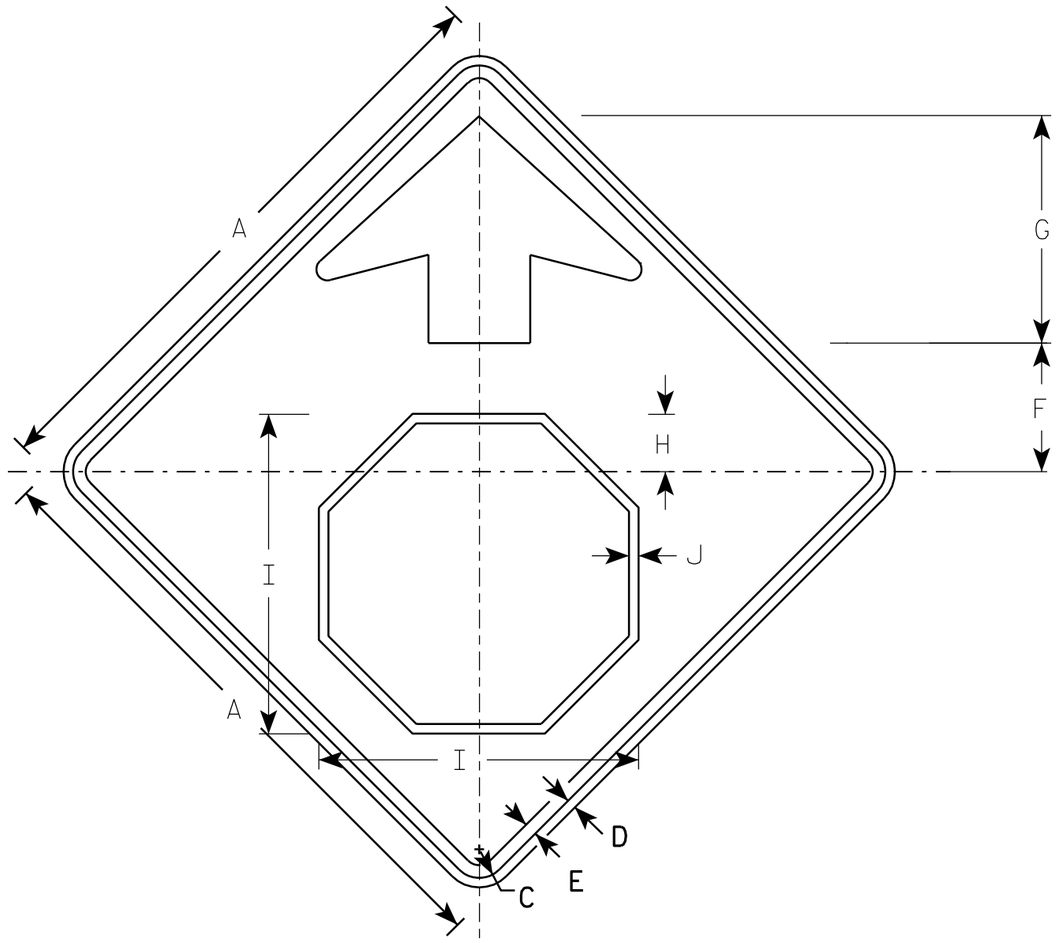
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

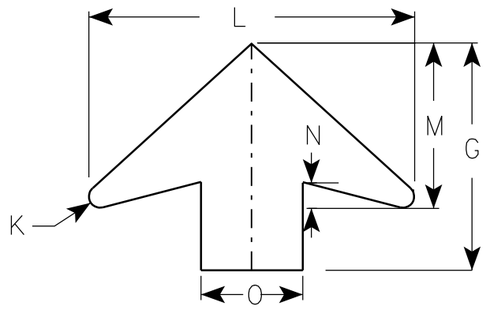
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 390 | E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

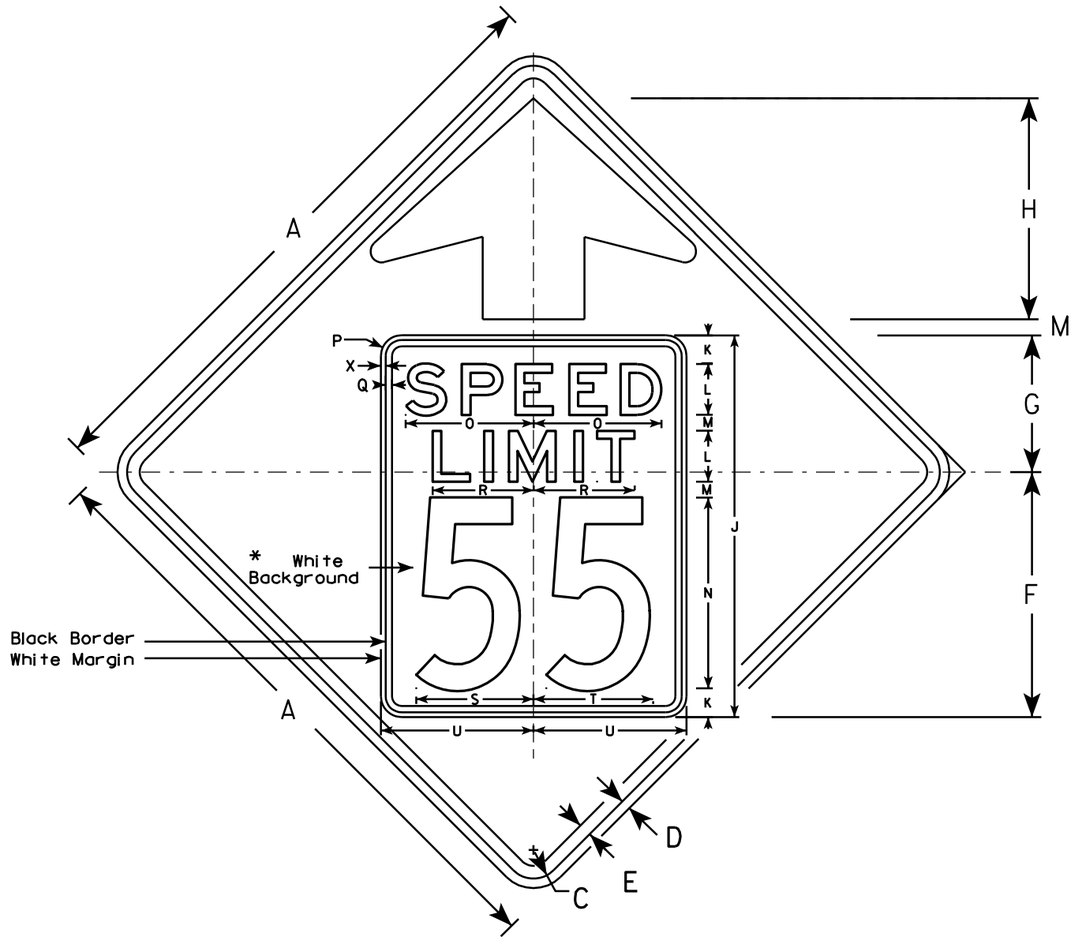
SHEET NO: 391 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W31.DGN PLOT DATE : 07-JUN-2010 12:59 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

7

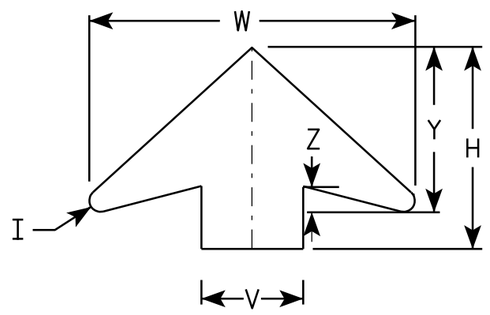


W3-5

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 - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

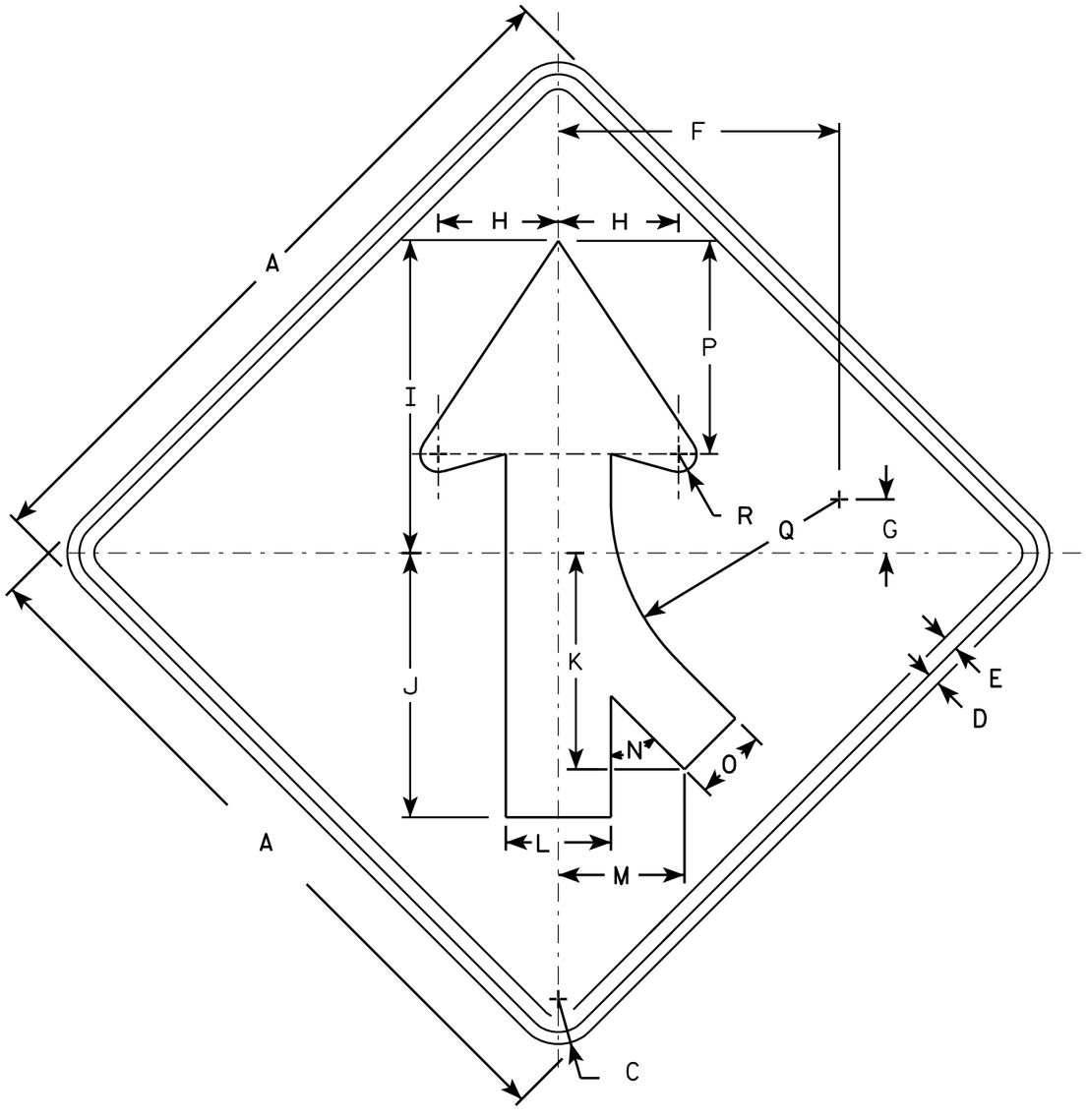
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 392 E



W4-1 R

NOTES

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

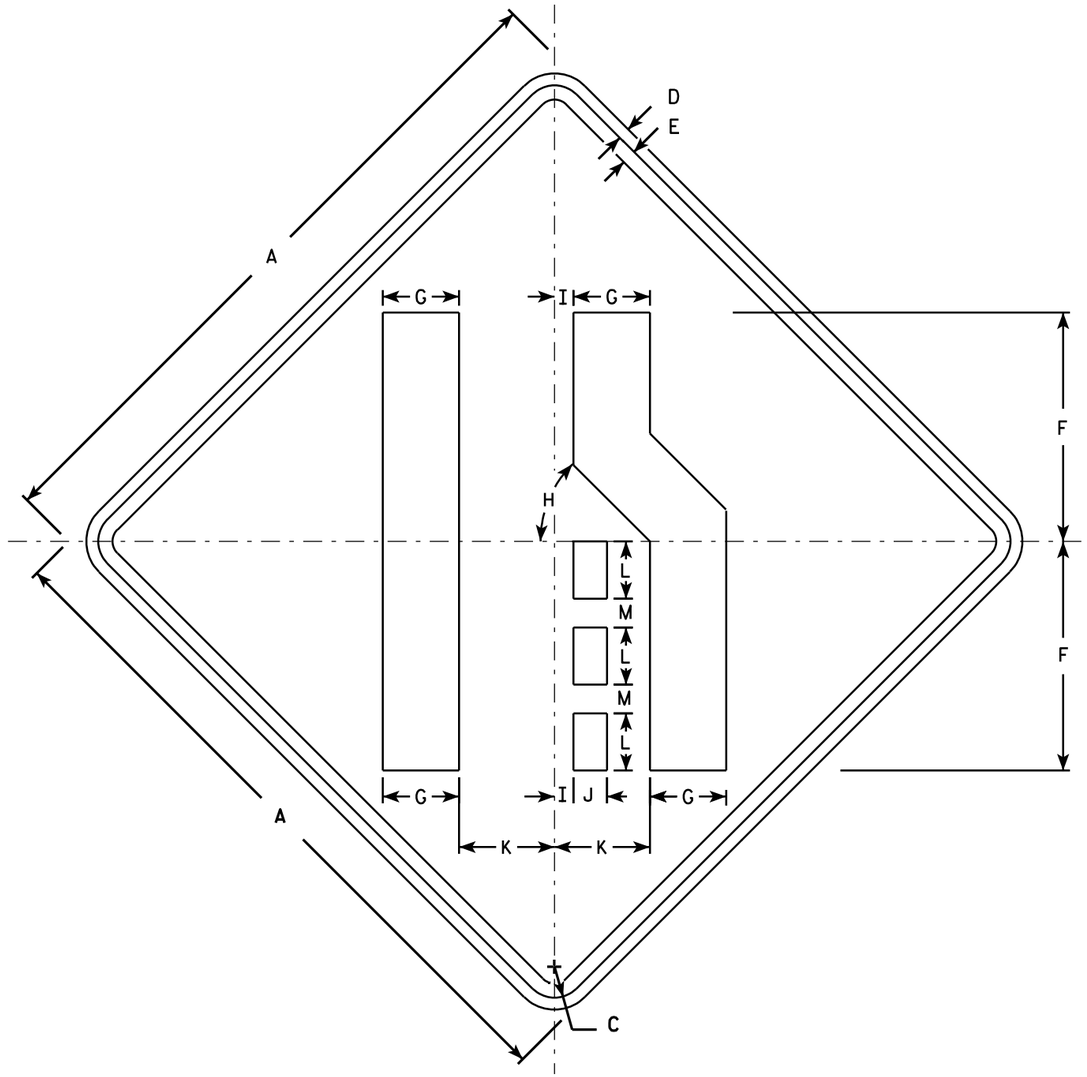
STANDARD SIGN
W4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 393	E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

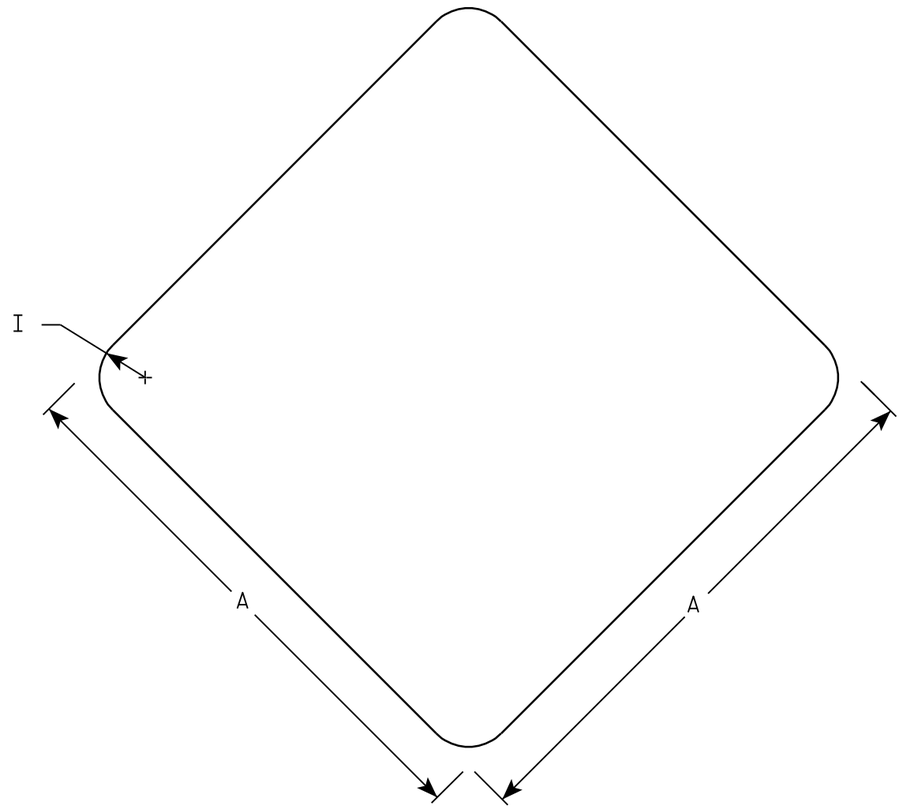
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 394 E



W5-54

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

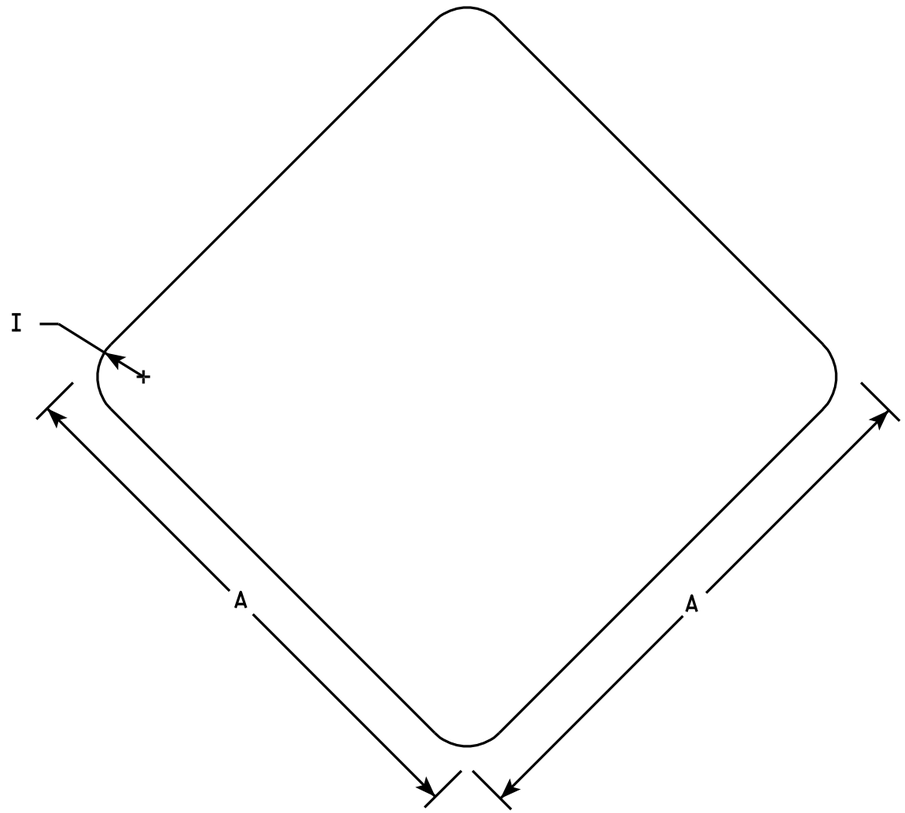
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 395 | E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

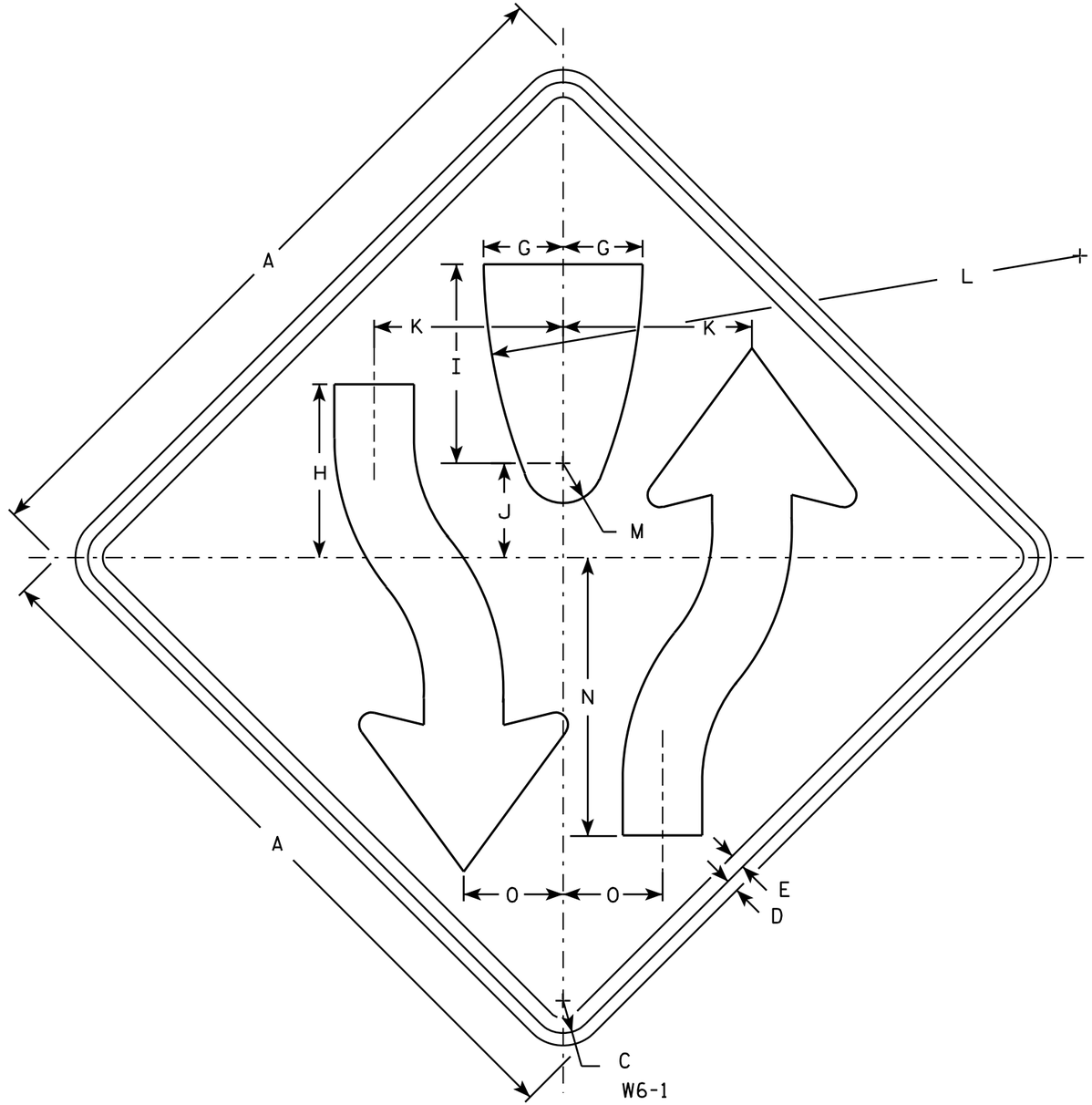
STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

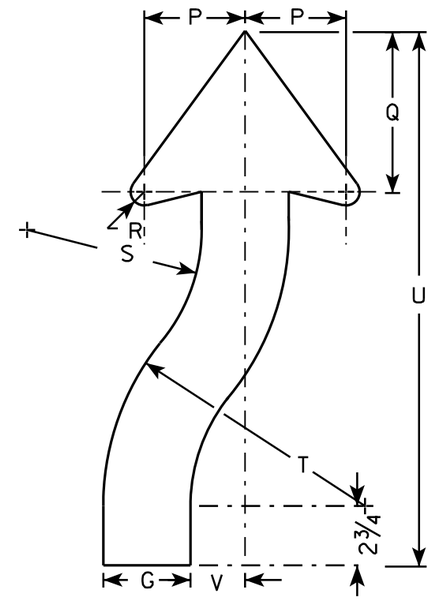
DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 396	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

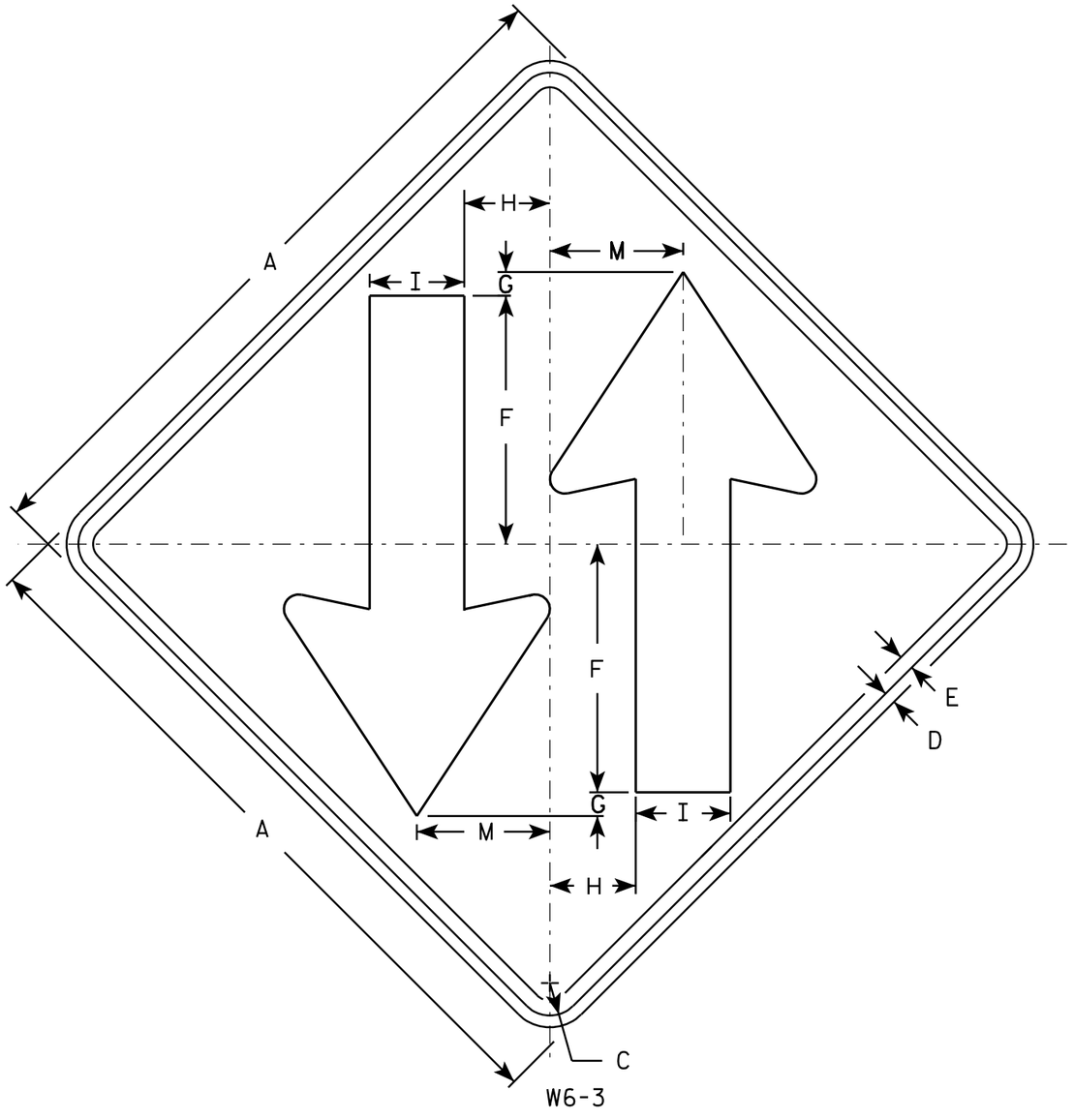
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

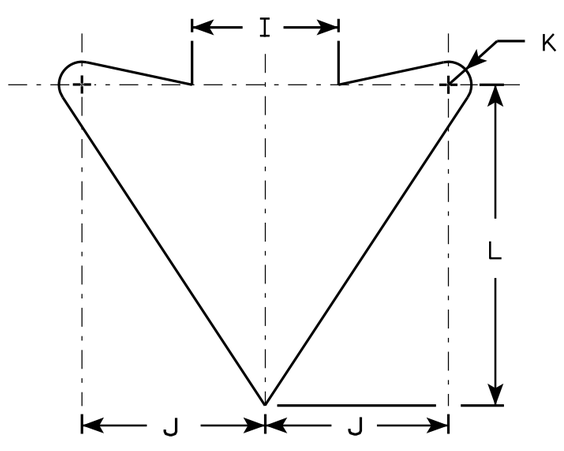
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 397	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



NOTES

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



ARROW DETAIL

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

STANDARD SIGN
W6-3

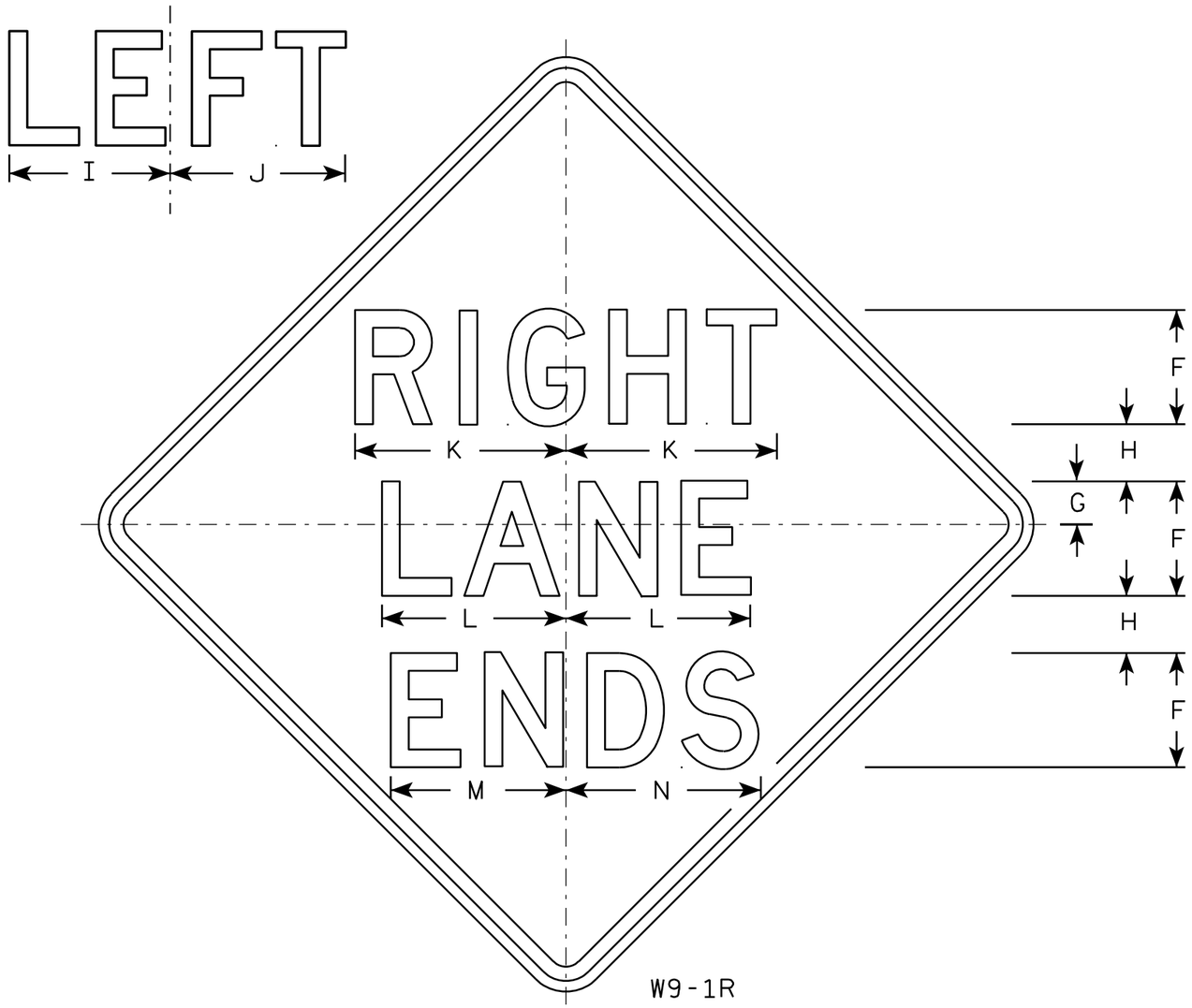
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 398 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W63.DGN PLOT DATE : 12-MAR-2013 14:11 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.202372:1.000000
WISDOT/CADDS SHEET 42



W9-1R

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 - 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. W9-1L same as W9-1R except the word Left replaces Right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 03/18/13 PLATE NO. W9-1.8

PROJECT NO:

SHEET NO: 399 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W91.DGN PLOT DATE : 18-MAR-2013 11:42 PLOT BY : mscsja

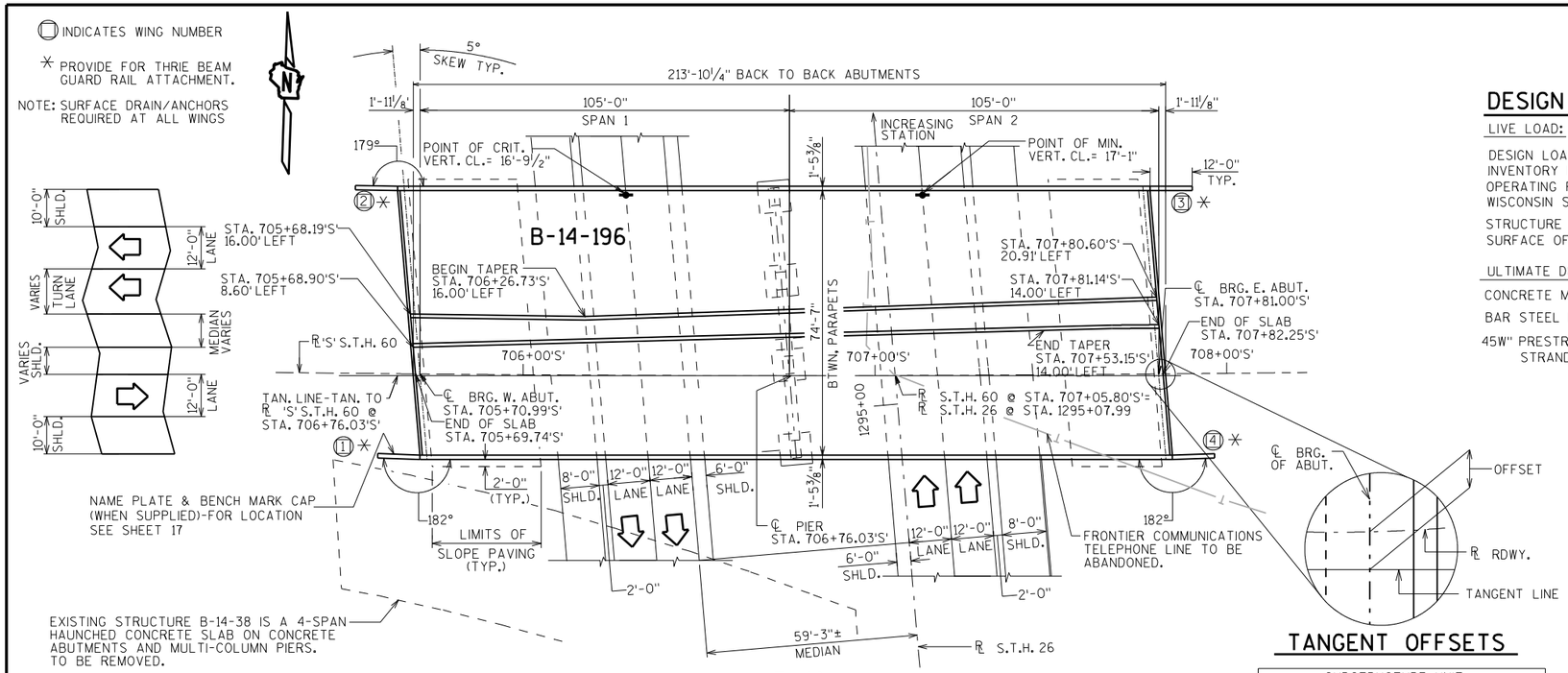
WISDOT/CADDS SHEET 42

7

7

STATE PROJECT NUMBER

1390-04-82



PLAN

2 SPAN - 45W PRESTRESSED GIRDERS

TANGENT OFFSETS

SUBSTRUCTURE UNIT		
WEST ABUT.	PIER	EAST ABUT.
0'-5½"	0"	0'-5½"

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.04
OPERATING RATING FACTOR: RF=1.34
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 190 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY SLAB — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.

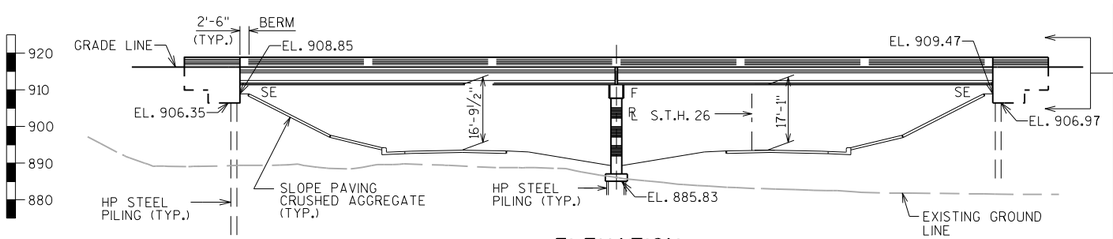
45W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10X42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS **PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 35'-0" LONG. (W. ABUT.)
ESTIMATED 40'-0" LONG. (E. ABUT.)

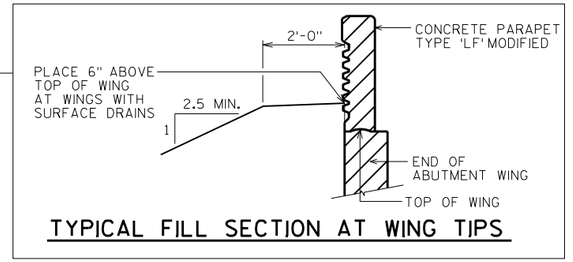
PIER TO BE SUPPORTED ON HP 10X42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS **PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 15'-0" LONG.

** 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.



ELEVATION

NORMAL TO ABUTMENTS



TYPICAL FILL SECTION AT WING TIPS

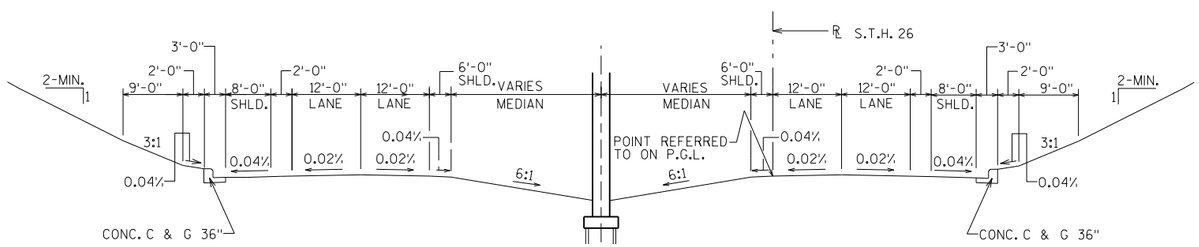
CURVE DATA

S.T.H. 60

P.I. = 702+24.78'S
Δ = -6°01'23"
D = 0°28'39"
T = 631.31'
L = 1,261.46'
R = 12,000'
S.E. = N/A
P.C. = 695+93.47'S
P.T. = 708+54.93'S

TRAFFIC VOLUME

S.T.H. 60	S.T.H. 26
A.D.T.=4,900 (2035)	A.D.T.=11,900 (2035)
R.D.S.=60 M.P.H.	R.D.S.=70 M.P.H.



TYPICAL SECTION THRU S.T.H. 26

LOOKING NORTH

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WEST ABUTMENT DETAILS
6. EAST ABUTMENT
7. EAST ABUTMENT DETAILS
8. PIER
9. PIER DETAILS
10. 45W" PRESTRESSED GIRDER DETAILS
11. 45W" PRESTRESSED GIRDER DETAILS
12. STEEL DIAPHRAGM
13. SUPERSTRUCTURE CROSS SECTION
14. SUPERSTRUCTURE
15. MEDIAN DETAILS
16. SUPERSTRUCTURE DETAILS
17. SLOPED FACE PARAPET 'LF' (MODIFIED)
18. AESTHETIC DETAILS
19. ALTERNATE CONSTRUCTION JOINT
20. SLOPE PAVING (CRUSHED AGGREGATE)

STRUCTURE DESIGN CONTACTS:

RUTH COISMAN (608) 261-8205
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS — CHIEF STRUCTURES DESIGN ENGINEER — DATE 5/7/13

STRUCTURE B-14-196

S.T.H. 60 OVER S.T.H. 26

COUNTY	TOWN
DODGE	CLYMAN

DESIGN SPEC. AASHTO LRFD DESIGN SPEC. 5th EDITION

DESIGNED BY	RAC	DESIGN CK'D.	DFD	DRAWN BY	CRJ	PLANS CK'D.	WWR

GENERAL PLAN

SHEET 1 OF 20

400

I.D. 1390-04-04A

DATE: MAY 2013

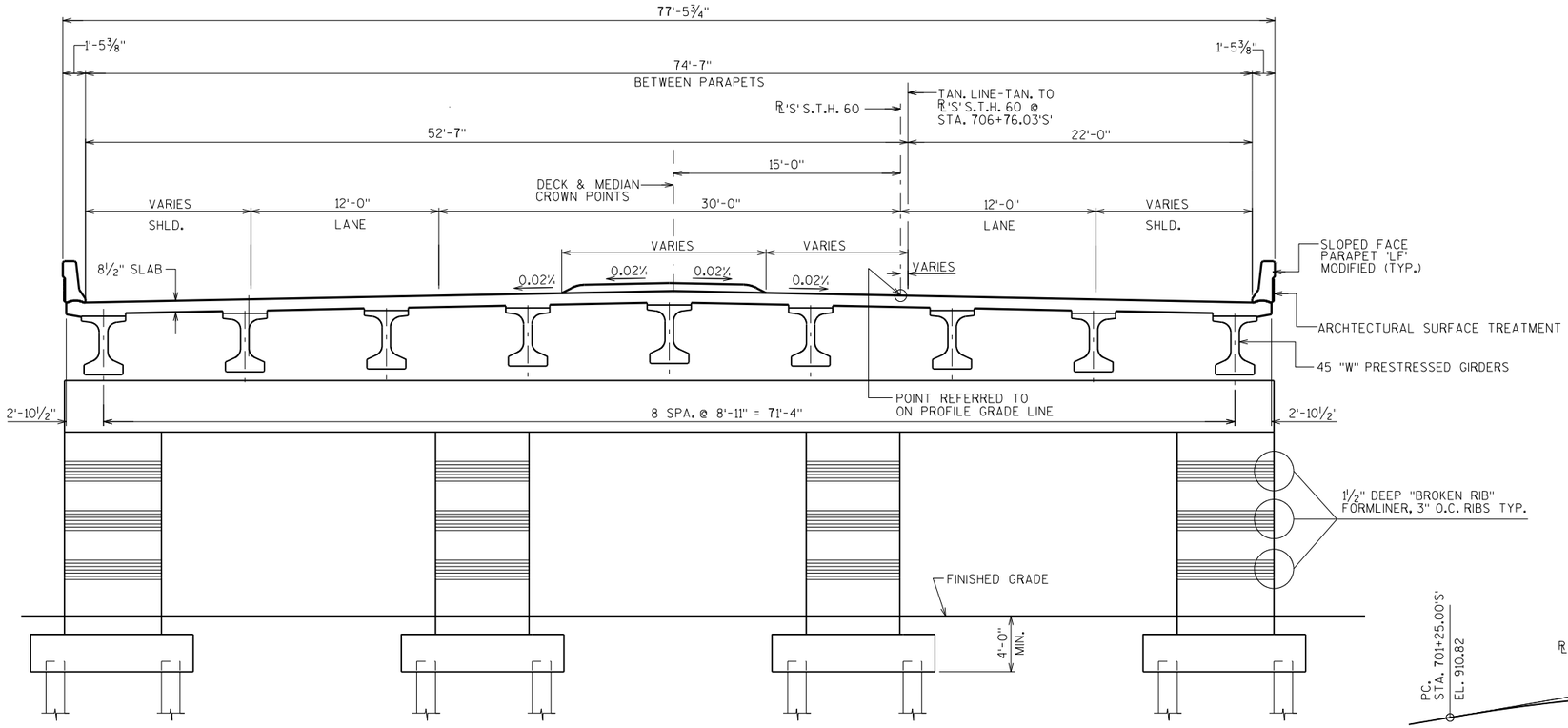
SCALE = 20

8

8

STATE PROJECT NUMBER

1390-04-82



CROSS SECTION THRU ROADWAY LOOKING EAST

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

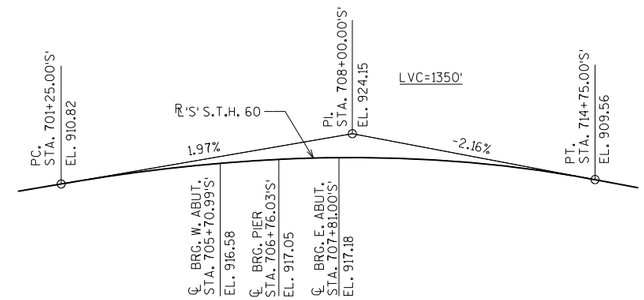
PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE AND THE FRONT FACE AND THE TOP OF THE PARAPET, INCLUDING PARAPETS ON ABUTMENT WINGS & MEDIAN.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIER.

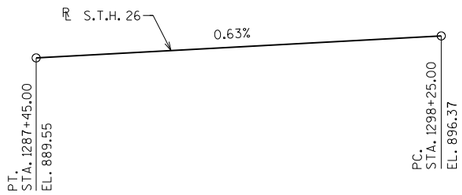
THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	WEST ABUT.	EAST ABUT.	PIER 1	TOTALS
203.0200	REMOVING OLD STRUCTURE STA. 706+25	LS	———	———	———	———	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-14-196	LS	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	299	299	———	598
502.0100	CONCRETE MASONRY BRIDGES	CY	645	64	64	122	895
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1925	———	———	———	1925
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	1897	———	———	———	1897
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	———	5235	5235	2330	12800
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	140450	1900	1900	25930	170180
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	9	9	18	36
506.4000	STEEL DIAPHRAGMS B-14-196	EACH	32	———	———	———	32
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	15	15	———	30
517.1050.S	ARCHITECTURAL SURFACE TREATMENT B-14-196	SF	660	37	37	290	1024
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	———	560	640	600	1800
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	———	291	288	———	579
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	126	126	———	252
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	4	———	———	———	4
	NON-BID ITEMS						
	FILLER	SIZE	———	———	———	———	½" & ¾"



PROFILE GRADE LINE - S.T.H. 60



PROFILE GRADE LINE - S.T.H. 26

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

CROSS SECTION & QUANTITIES

SHEET 2

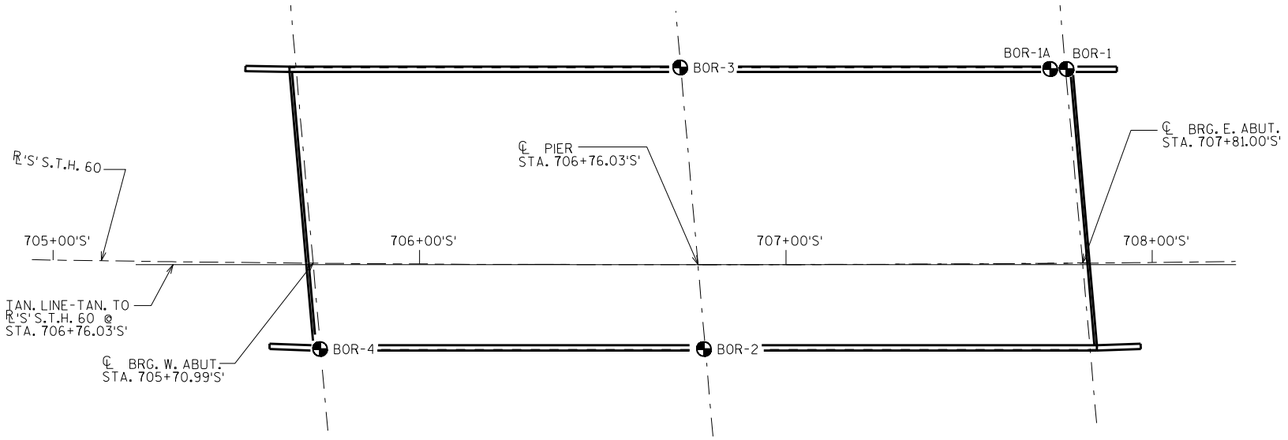
401

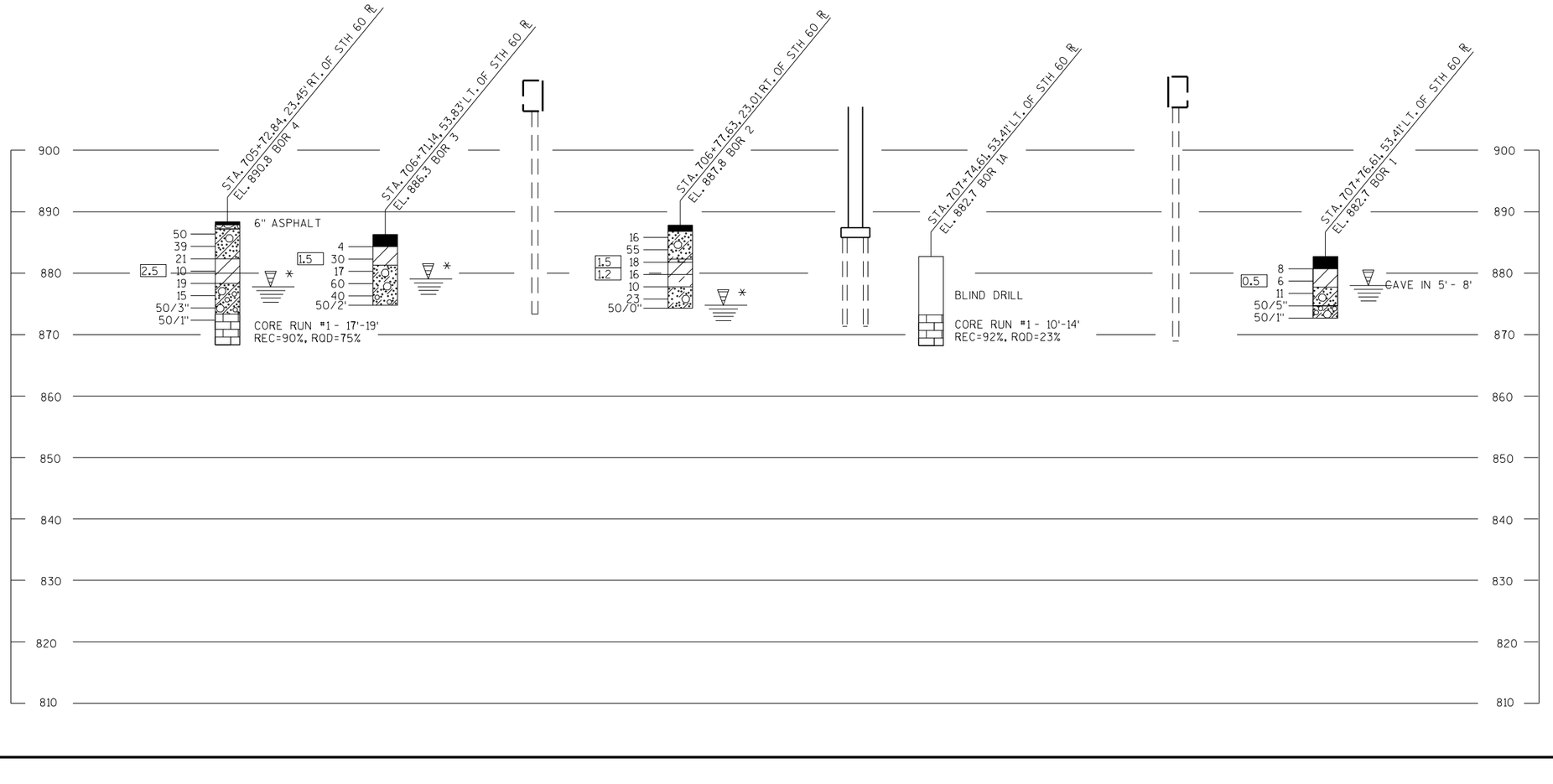
SCALE = 1"

8

8

STH 60 OVER STH 26
CTH Q - STH 60 EAST





STATE PROJECT NUMBER

1390-04-82

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

PROBING NO.
STA.
ELEVATION
7 AVERAGE BLOWS PER FOOT
REFUSAL 95/6

95/6=95 BLOWS FOR 6" PENETRATION
PROBING TAKEN WITH A 350# WT. FALLING 18" ON A 2" O.D. POINT.

LEGEND OF BORING

BORING NO.
ELEV.
STA.
UNCONFINED STRENGTH → 7.7
7
SANDY GRAVEL
BLOWS PER FT. USING 140# WT. FALLING 30"
WASH SAMPLE
F. BOULDERS OR COBBLES
SHELBY TUBE — S.T.
SAND
GROUND WATER ELEVATION
SILTY CLAY
NO GROUND WATER OBSERVED ABOVE THIS ELEVATION
SO LIMESTONE

UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

SUBSURFACE EXPLORATION

SHEET 3

402

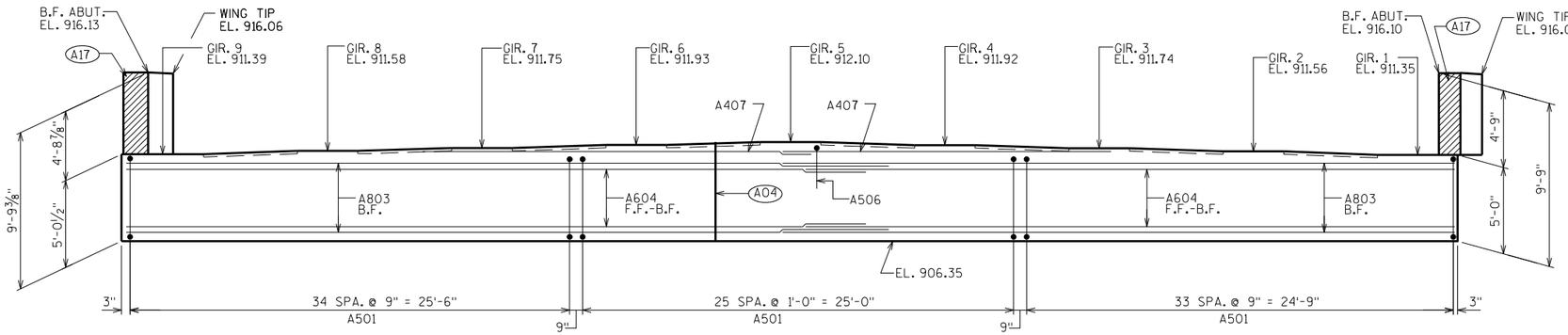
8

8

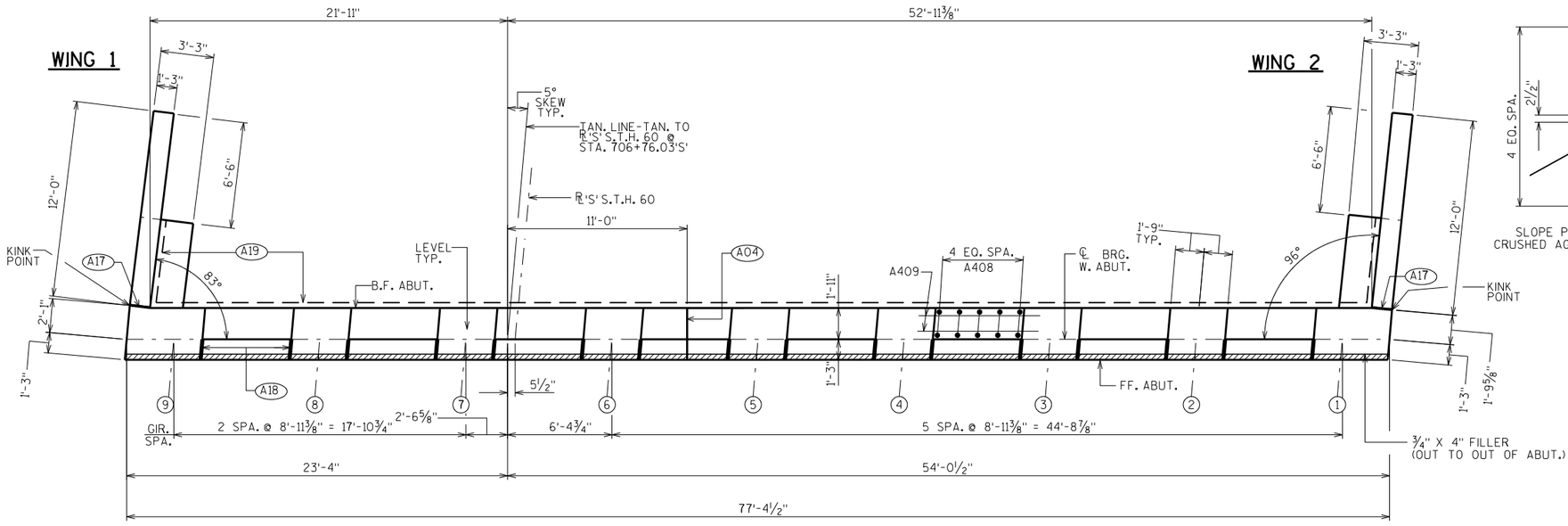
SCALE = 10

STATE PROJECT NUMBER

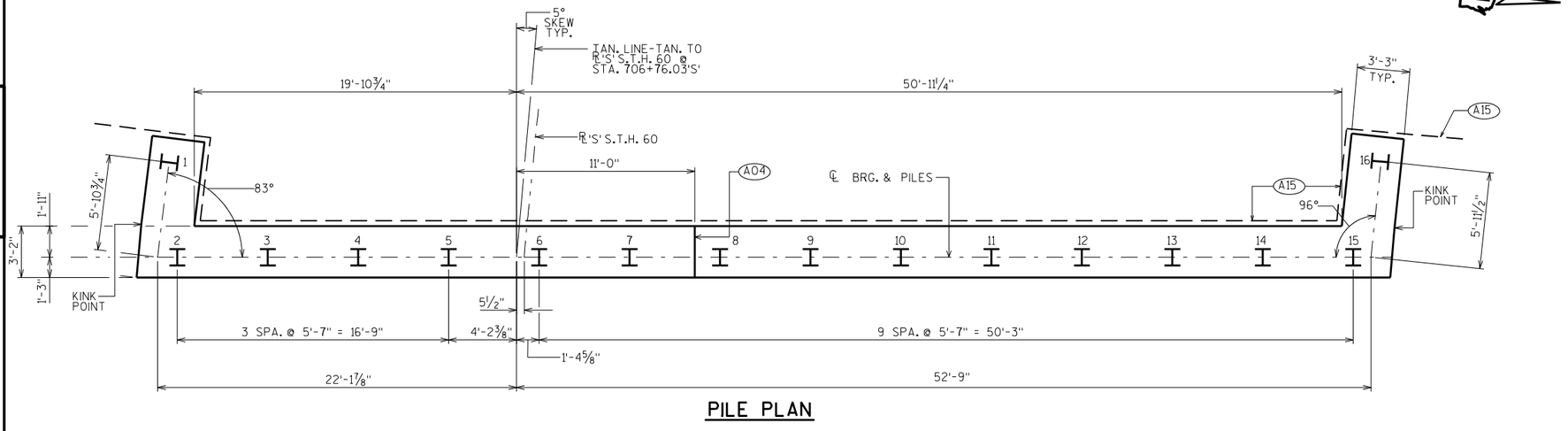
1390-04-82



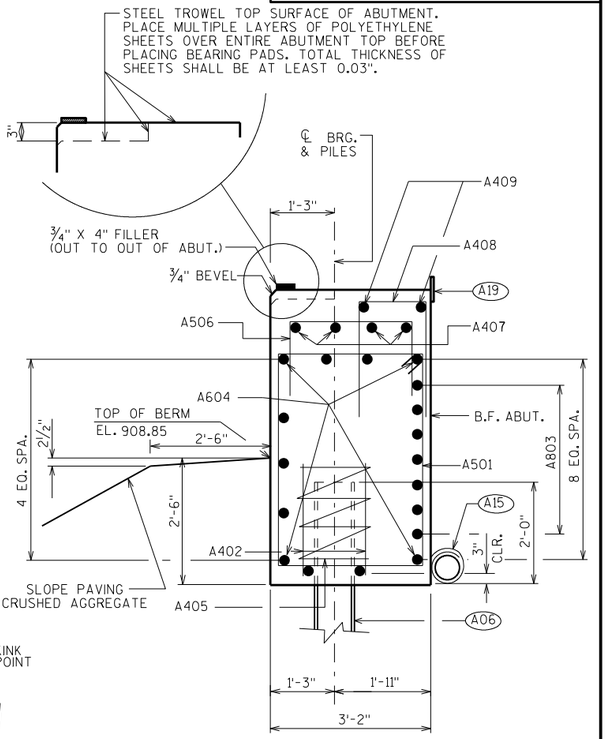
ELEVATION LOOKING WEST



PLAN



PILE PLAN



SECTION THRU BODY

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 35'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

WEST ABUTMENT

SHEET 4

403

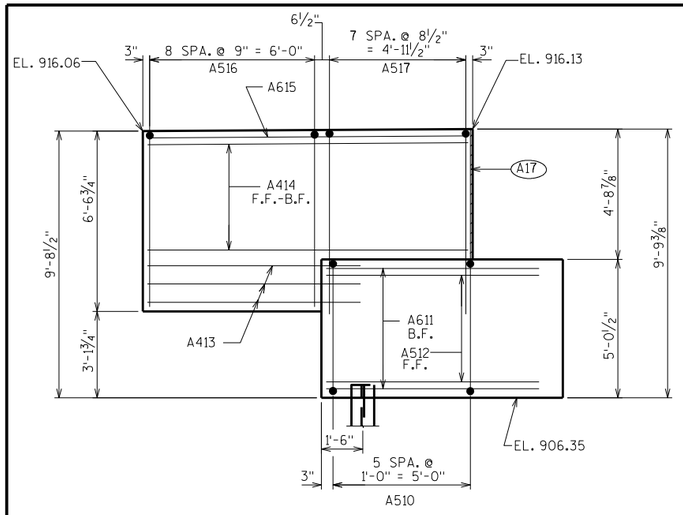
SCALE = 4

8

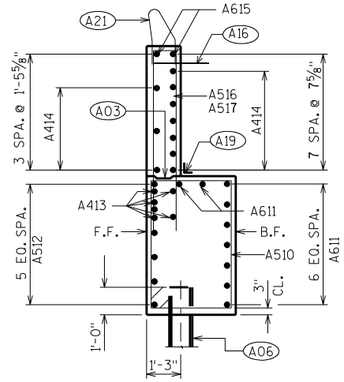
8

STATE PROJECT NUMBER

1390-04-82



ELEVATION WING 1



SECTION WING 1

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 × 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

A06 SUPPORT ABUTMENT ON HP 10 × 42 STEEL PILING, ESTIMATED 35'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

A16 A426 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

A17 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

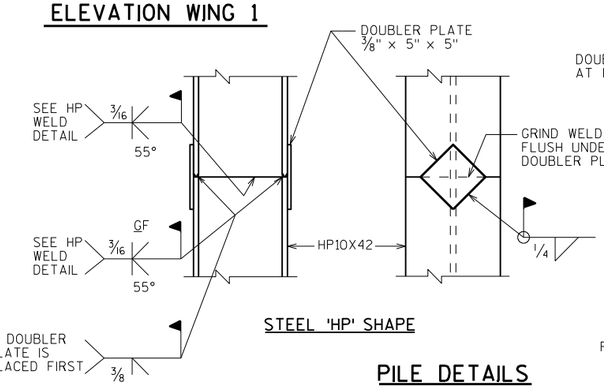
A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

A21 FOR PPT. BARS & DIMENSION SEE SLOPED FACE PARAPET 'LF' (MODIFIED) SHEET.

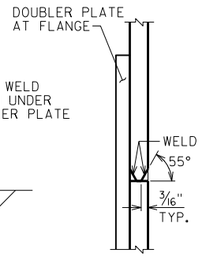
BILL OF BARS

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
A501		95	15'-0"	X		BODY STIRRUPS
A402		28	2'-3"			PILES-2 PER BODY PILE
A803		14	41'-1"			BODY-HORIZ.-B.F.
A604		22	40'-0"			BODY-HORIZ.-F.F.-B.F.
A405		14	28'-0"	X		PILES-1 PER BODY PILE
A506		44	6'-1"	X		BODY-VERT.-TOP
A407		8	22'-7"			BODY-HORIZ.-TOP
A408		40	3'-11"	X		BODY-VERT.-BTWN. BEAM SEATS
A409		16	7'-6"			BODY-HORIZ.-BTWN. BEAM SEATS
A510	X	6	15'-8"	X		WING 1-VERT.STIRRUPS
A611	X	9	8'-1"			WING 1-HORIZ.-B.F.
A512	X	6	7'-11"			WING 1-HORIZ.F.F.
A413	X	5	7'-9"			WING 1-HORIZ.-F.F.-B.F.
A414	X	10	11'-8"			WING 1-HORIZ.-F.F.-B.F.
A615	X	2	11'-8"			WING 1-HORIZ.-F.F.-B.F.-TOP
A516	X	9	13'-0"	X		WING 1-VERT.
A517	X	8	13'-10"	X		WING 1-VERT.
A518	X	6	15'-8"	X		WING 2-VERT.STIRRUPS
A619	X	9	8'-4"			WING 2-HORIZ.-B.F.
A520	X	6	7'-9"			WING 2-HORIZ.F.F.
A421	X	5	7'-9"			WING 2-HORIZ.-F.F.-B.F.
A422	X	10	11'-8"			WING 2-HORIZ.-F.F.-B.F.
A623	X	2	11'-8"			WING 2-HORIZ.-F.F.-B.F.-TOP
A524	X	8	13'-10"	X		WING 2-VERT.
A525	X	9	13'-2"	X		WING 2-VERT.
A426	X	26	2'-0"			SURFACE DRAIN ANCHORS-WINGS 1 & 2

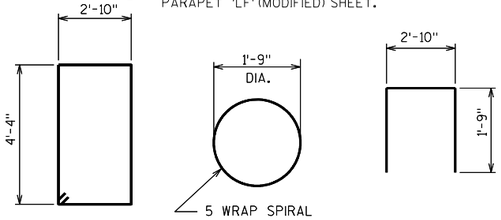


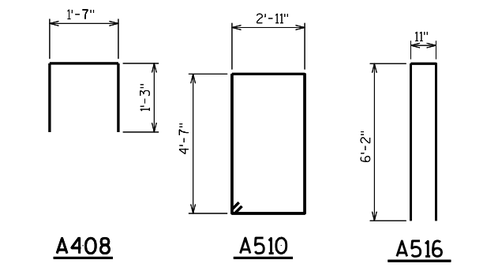
STEEL 'HP' SHAPE

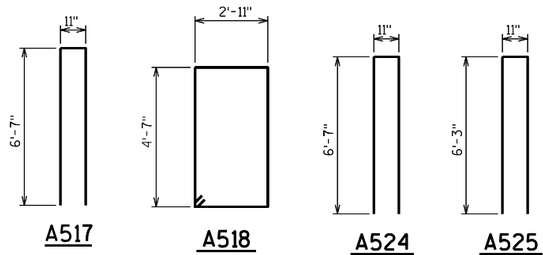


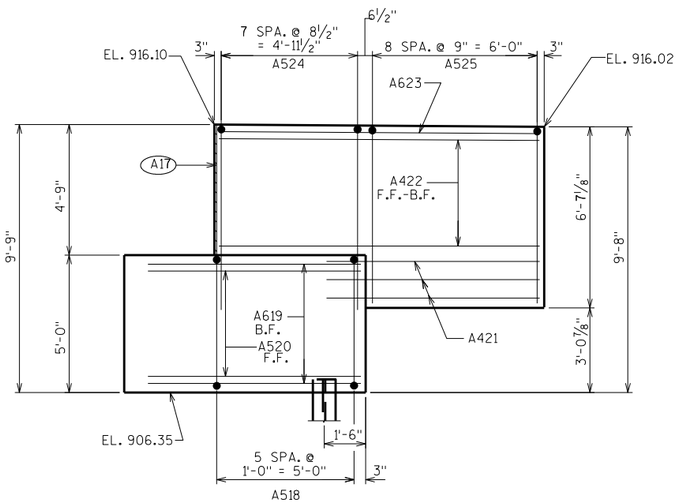
HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

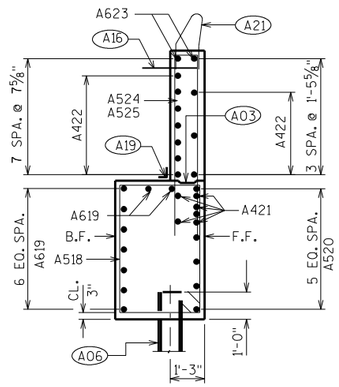




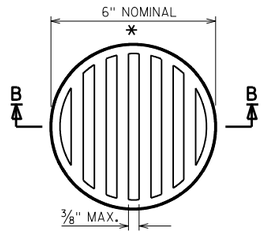




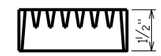
ELEVATION WING 2



SECTION WING 2



RODENT SCREEN DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

WEST ABUTMENT DETAILS

SHEET 5

404

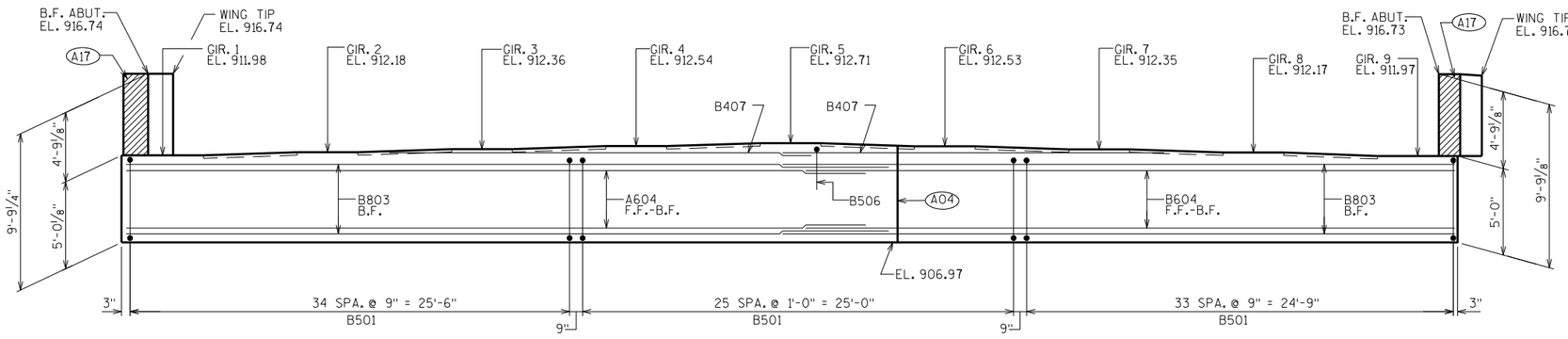
SCALE = 2.667

8

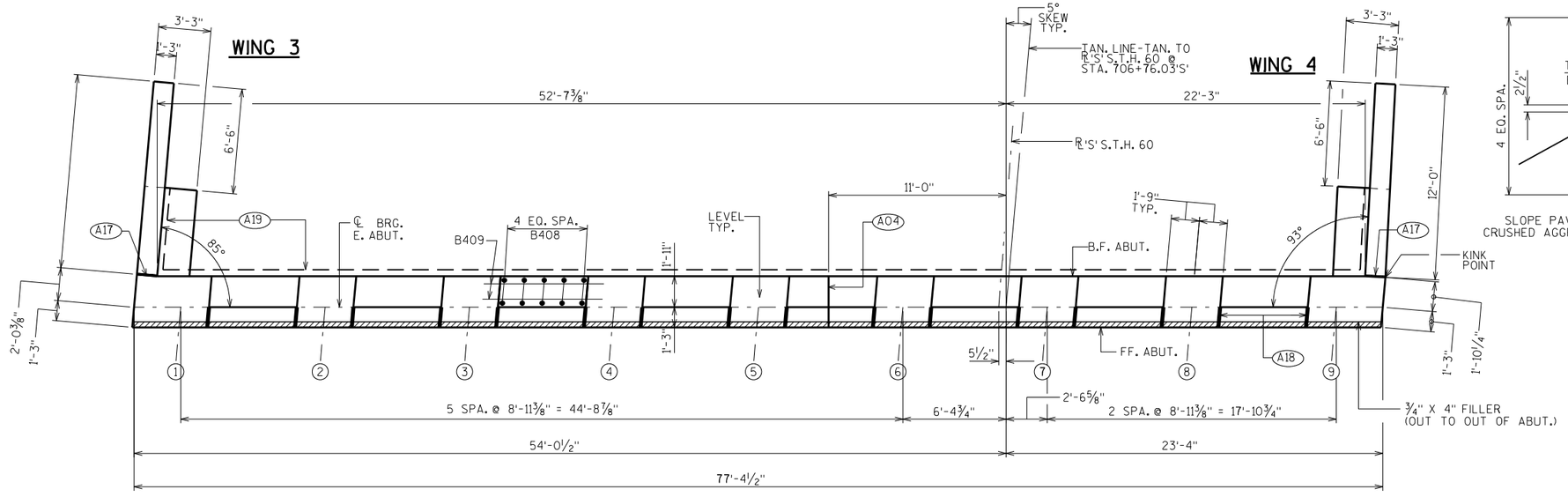
8

STATE PROJECT NUMBER

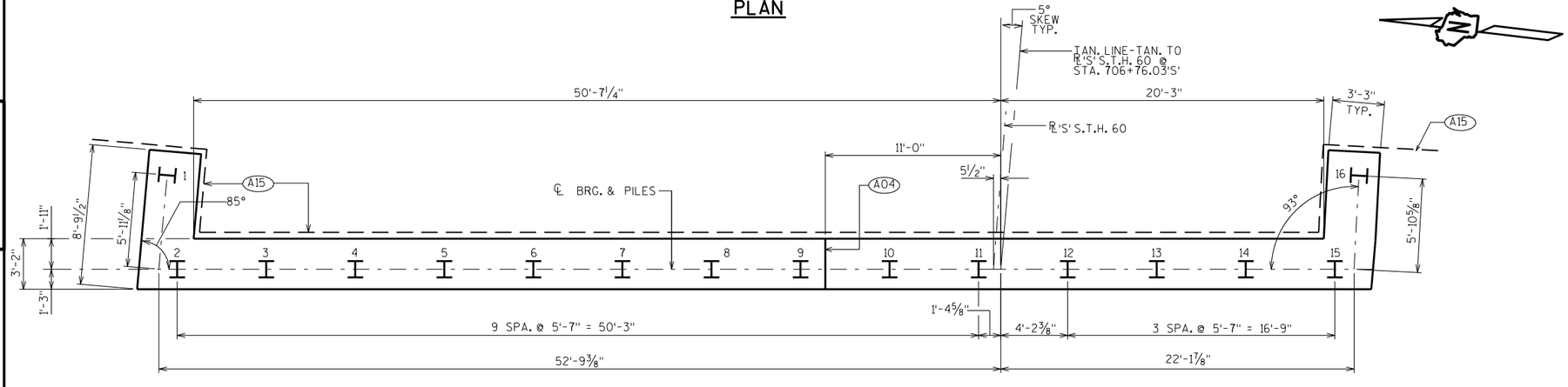
1390-04-82



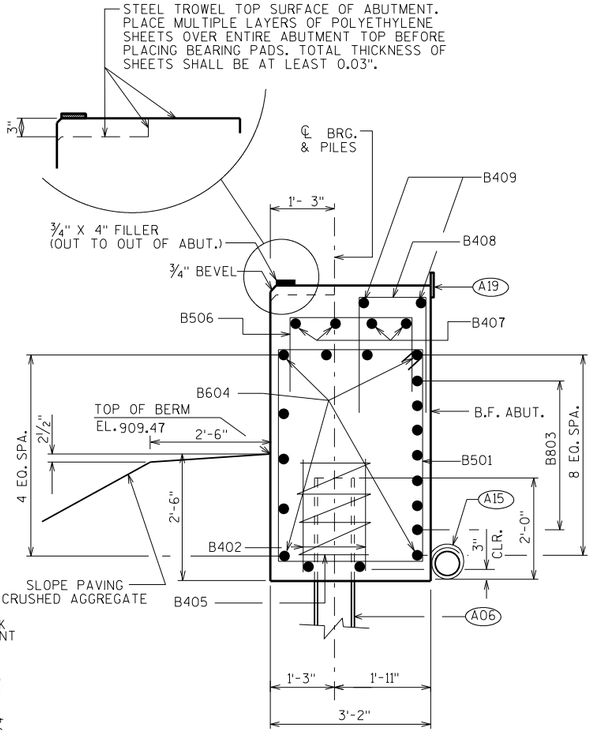
ELEVATION LOOKING EAST



PLAN



PILE PLAN



SECTION THRU BODY

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 40'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

EAST ABUTMENT

SHEET 6

405

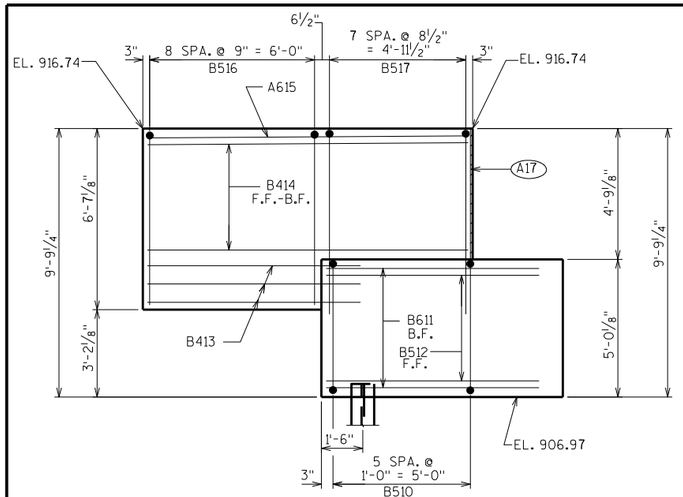
8

8

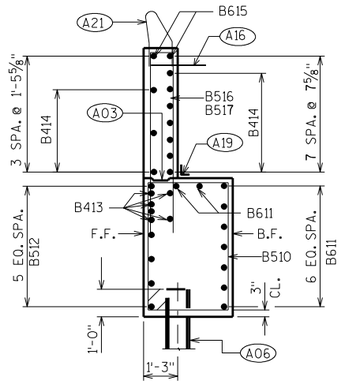
SCALE = 4

STATE PROJECT NUMBER

1390-04-82



ELEVATION WING 3



SECTION WING 3

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 × 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

A06 SUPPORT ABUTMENT ON HP 10 × 42 STEEL PILING, ESTIMATED 40'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

A16 B426 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

A17 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

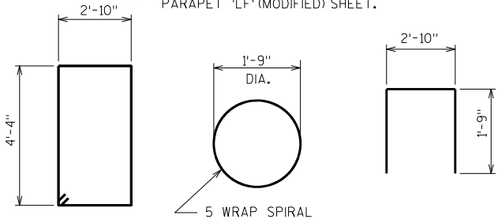
A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

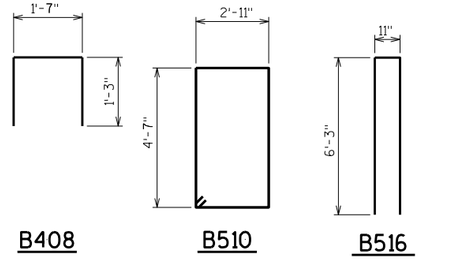
A21 FOR PPT. BARS & DIMENSION SEE SLOPED FACE PARAPET 'LF' (MODIFIED) SHEET.

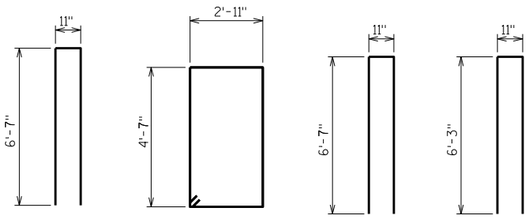
BILL OF BARS

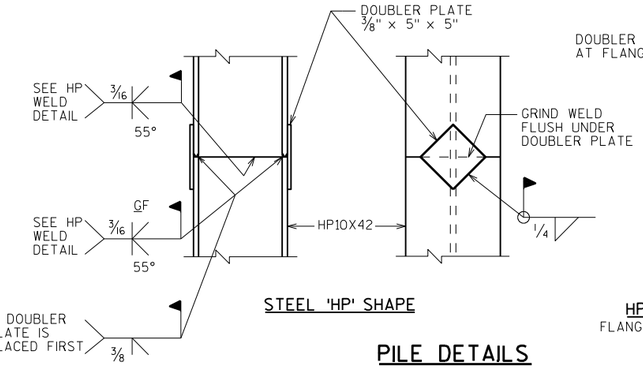
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		95	15'-0"	X		BODY STIRRUPS
B402		28	2'-3"			PILES-2 PER BODY PILE
B803		14	41'-1"			BODY-HORIZ.-B.F.
B604		22	40'-0"			BODY-HORIZ.-F.F.-B.F.
B405		14	28'-0"	X		PILES-1 PER BODY PILE
B506		44	6'-1"	X		BODY-VERT.-TOP
B407		8	22'-7"			BODY-HORIZ.-TOP
B408		40	3'-11"	X		BODY-VERT.-BTWN. BEAM SEATS
B409		16	7'-6"			BODY-HORIZ.-BTWN. BEAM SEATS
B510	X	6	15'-8"	X		WING 3-VERT.STIRRUPS
B611	X	9	8'-1"			WING 3-HORIZ.-B.F.
B512	X	6	7'-11"			WING 3-HORIZ.F.F.
B413	X	5	7'-9"			WING 3-HORIZ.-F.F.-B.F.
B414	X	10	11'-8"			WING 3-HORIZ.-F.F.-B.F.
B615	X	2	11'-8"			WING 3-HORIZ.-F.F.-B.F.
B516	X	9	13'-2"	X		WING 3-VERT.
B517	X	8	13'-10"	X		WING 3-VERT.
B518	X	6	15'-8"	X		WING 4-VERT.STIRRUPS
B619	X	9	8'-4"			WING 4-HORIZ.-B.F.
B520	X	6	7'-9"			WING 4-HORIZ.F.F.
B421	X	5	7'-9"			WING 4-HORIZ.-F.F.-B.F.
B422	X	10	11'-8"			WING 4-HORIZ.-F.F.-B.F.
B623	X	2	11'-8"			WING 4-HORIZ.-F.F.-B.F.
B524	X	8	13'-10"	X		WING 4-VERT.
B525	X	9	13'-2"	X		WING 4-VERT.
B426	X	26	2'-0"			SURFACE DRAIN ANCHORS-WINGS 3 & 4

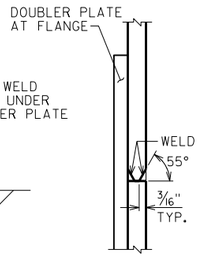






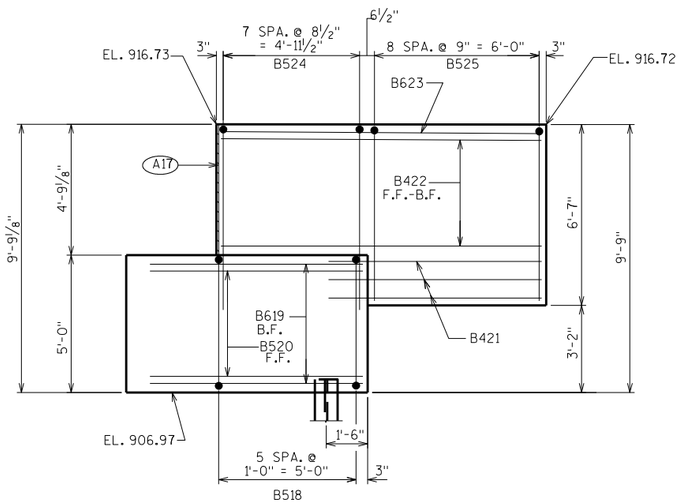


STEEL 'HP' SHAPE

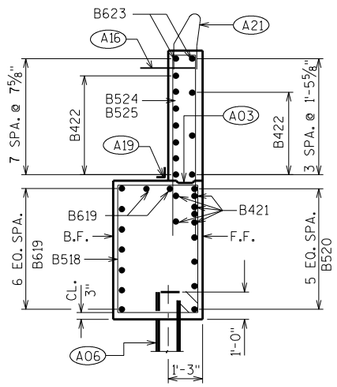


HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

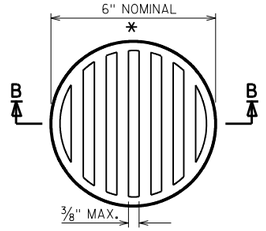
PILE DETAILS



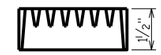
ELEVATION WING 4



SECTION WING 4



RODENT SCREEN DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

EAST ABUTMENT DETAILS

SHEET 7

406

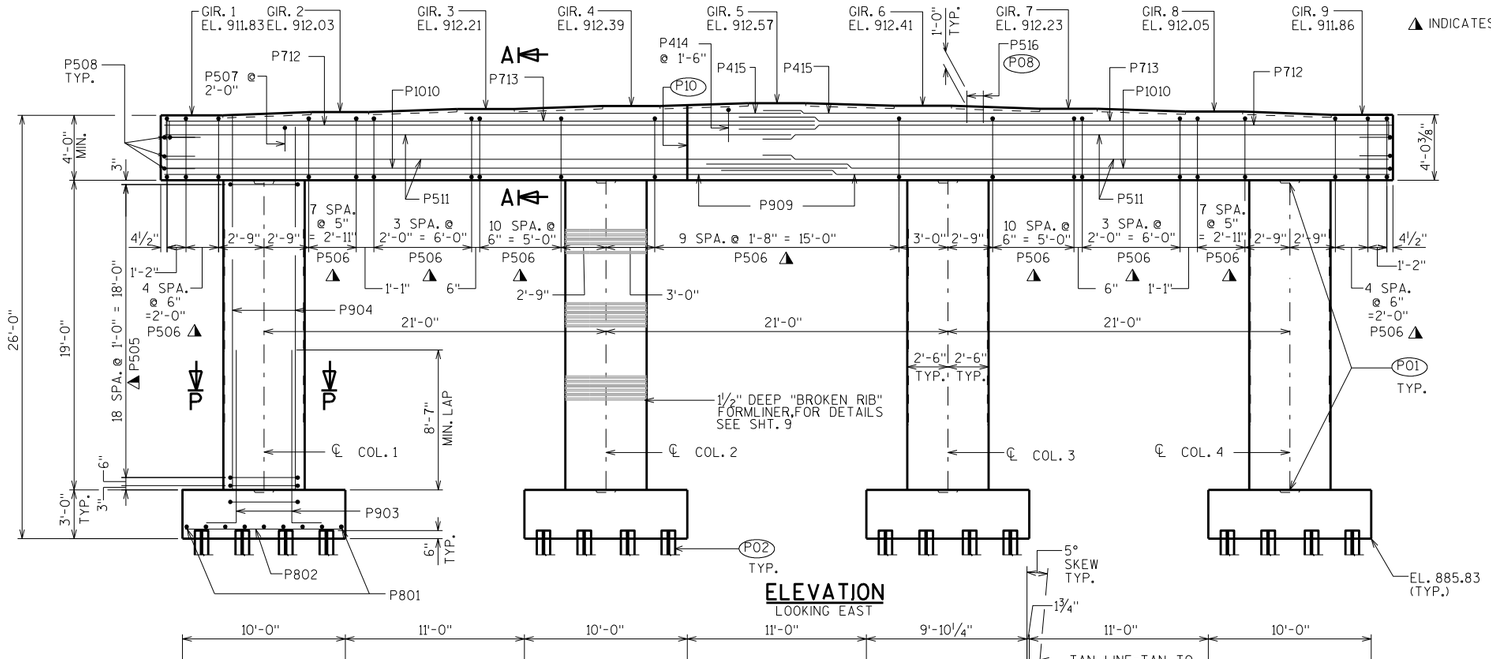
SCALE = 2.667

8

8

STATE PROJECT NUMBER

1390-04-82



ELEVATION
LOOKING EAST

PLAN

SECTION A-A

SECTION P-P

FOOTING PLAN

(P01) 1'-3" X 2'-6" X 4" CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

(P02) SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 15'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(P08) BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.

(P10) VERT. CONST. JOINT FORMED BY SURFACED BEVELED 2" X 8" X 2'-0" KEYWAY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

PIER

SHEET 8

407

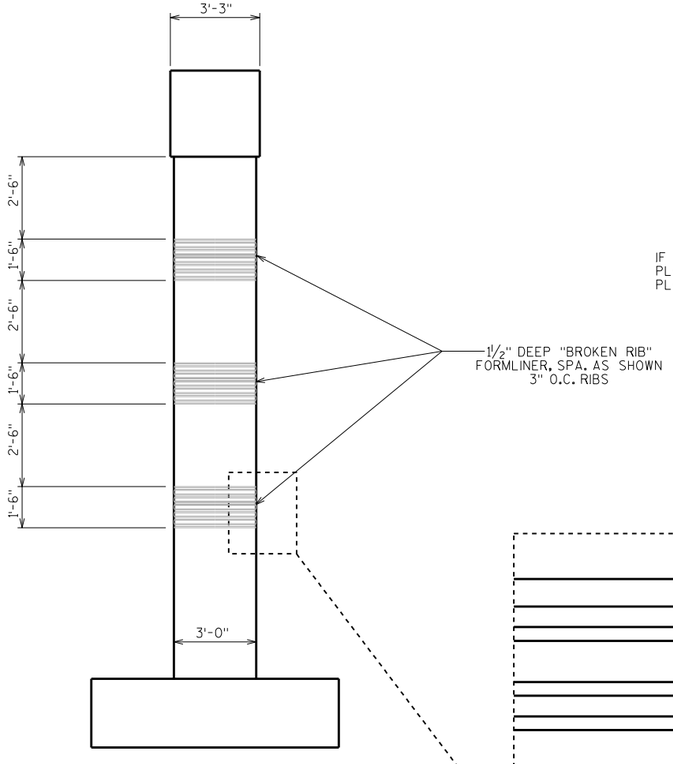
SCALE = 4.5

8

8

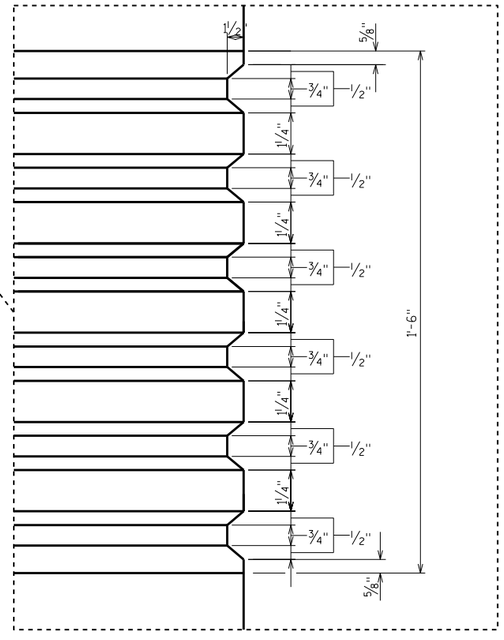
STATE PROJECT NUMBER

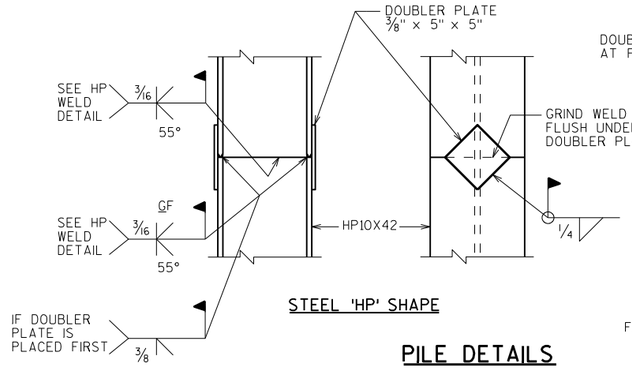
1390-04-82



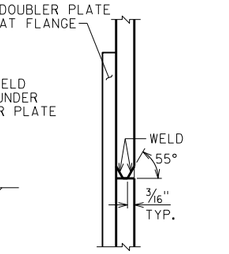
RUSTICATION DETAIL
LAYOUT END VIEW

NOTE: FORMLINER IS ON ALL 4 SIDES OF COL.





STEEL 'HP' SHAPE



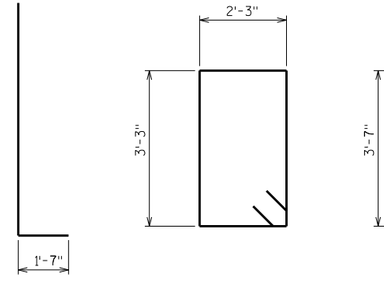
HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

BILL OF BARS

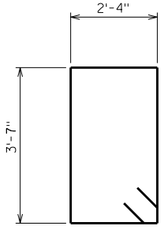
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
P801		56	8'-8"			FOOTING-HORIZ.
P802		40	9'-8"			FOOTING-HORIZ.
P903	X	136	12'-3"	X		FOOTING/SHAFT-VERT.
P904	X	136	22'-6"			COL.-VERT.
P505	X	168	11'-8"	X		COL.-HORIZ.-DOUBL. STIRRUPS
P506	X	136	12'-6"	X		CAP-VERT.-DOUBL. STIRRUPS
P507	X	37	4'-7"	X		CAP-VERT.
P508	X	6	6'-6"	X		CAP-HORIZ.-ENDS
P909	X	12	41'-1"			CAP-HORIZ.-BTM.
P1010	X	8	42'-0"			CAP-HORIZ.-BTM.
P511	X	12	39'-2"			CAP-HORIZ.-SIDES
P712	X	10	40'-9"			CAP-HORIZ.-TOP
P713	X	12	41'-9"	X		CAP-HORIZ.-TOP
P414	X	32	6'-2"	X		CAP-VERT.
P415	X	8	23'-5"			CAP-HORIZ.
P516	X	48	2'-0"			CAP-VERT.-TOP-DOWEL BARS



P903

P505



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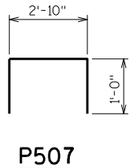

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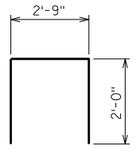

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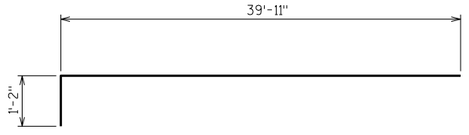
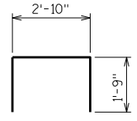


P713



P414

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

PIER DETAILS

SHEET 9

408

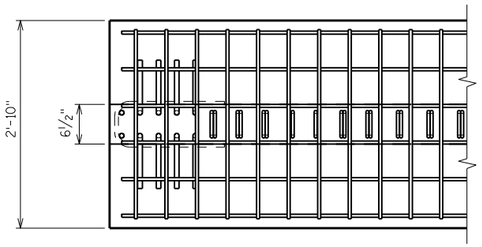
SCALE = 2.667

8

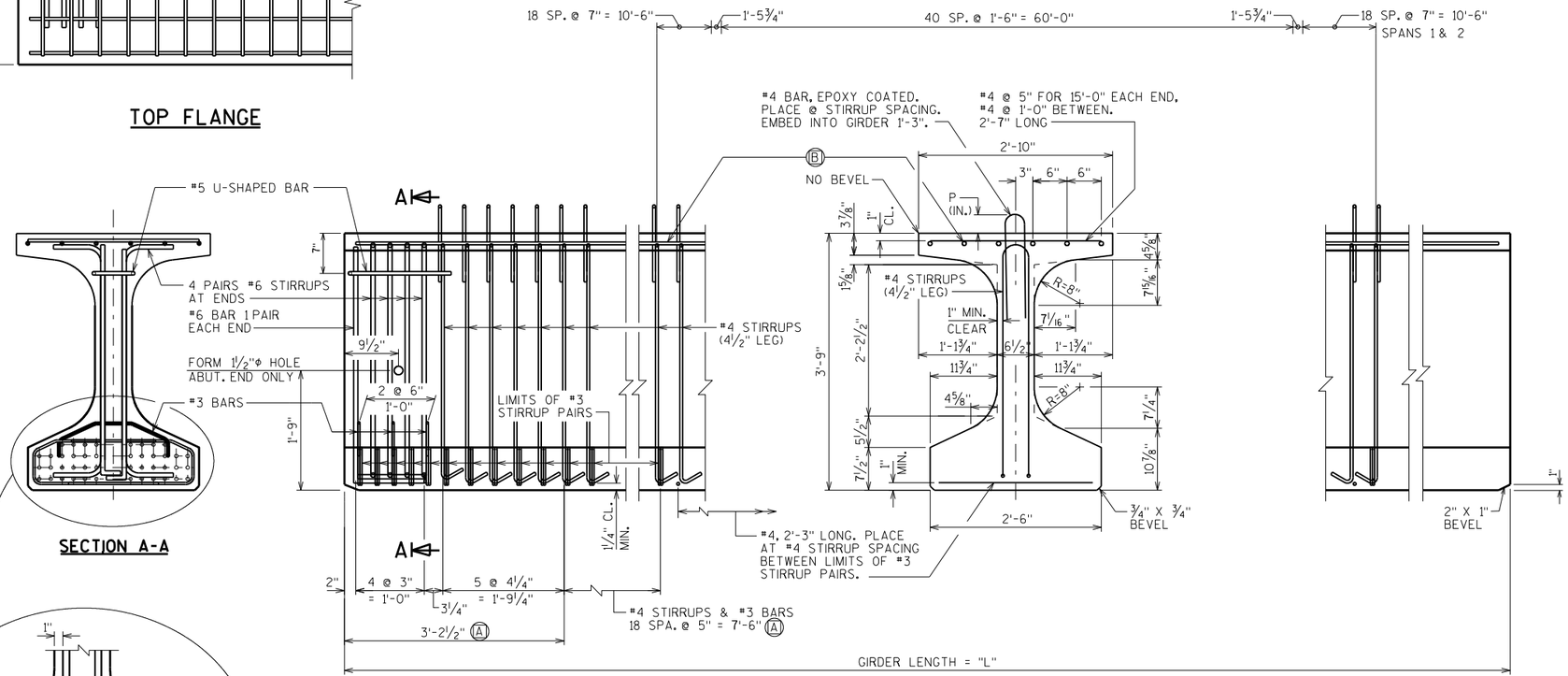
8

STATE PROJECT NUMBER

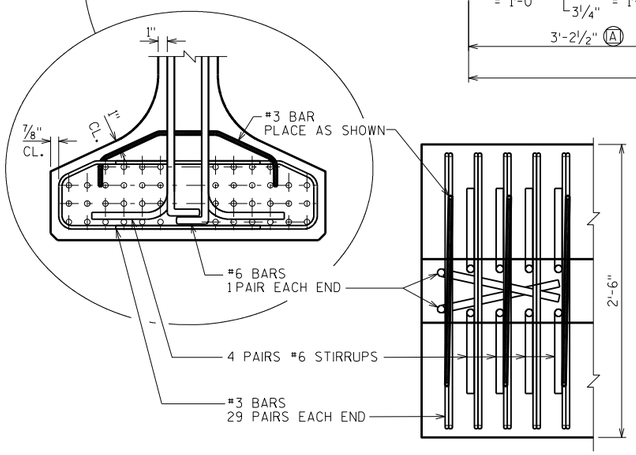
1390-04-82



TOP FLANGE



SECTION A-A



BOTTOM FLANGE

SIDE VIEW & TYP. SECTION IN SPAN

(A) DETAIL TYP. AT EACH END

(B) 6 # BARS, FULL LENGTH, MIN. LAP =

(SPAN 1) 6 #4, 1'-11" MIN. LAP
(SPAN 2) 6 #4, 1'-11" MIN. LAP

GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE SLAB, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

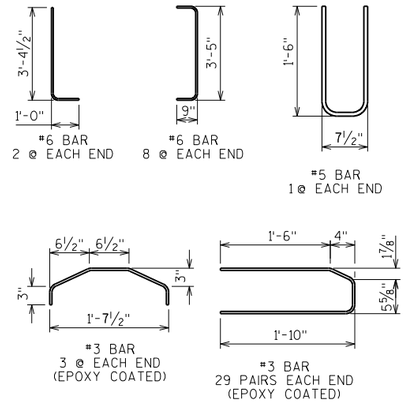
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT CHIEF, (608)266-5161.

PRESTRESSING STRANDS SHALL BE 0.6" DIA.-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.



✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN						UNDRAPED PATTERN	
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10						TOTAL NO. OF STRANDS	f'ci (P.S.I.)	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	TOTAL NO. OF STRANDS	f'ci (P.S.I.)
1	1-9	105.38	0.8	1.6	2.1	2.5	2.6	2.5	2.1	1.5	0.8	8000	7	7	7	0.60	36	6400	40.0	13.8	16.8	5.0	———	———
2	1-9	105.38	0.8	1.5	2.1	2.5	2.6	2.5	2.1	1.6	0.8	8000	7	7	7	0.60	36	6400	40.0	13.8	16.8	5.0	———	———

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

45W" PRESTRESSED GIRDER DETAILS

SHEET 10

409

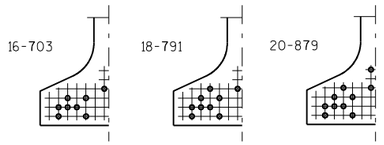
SCALE = 1

8

8

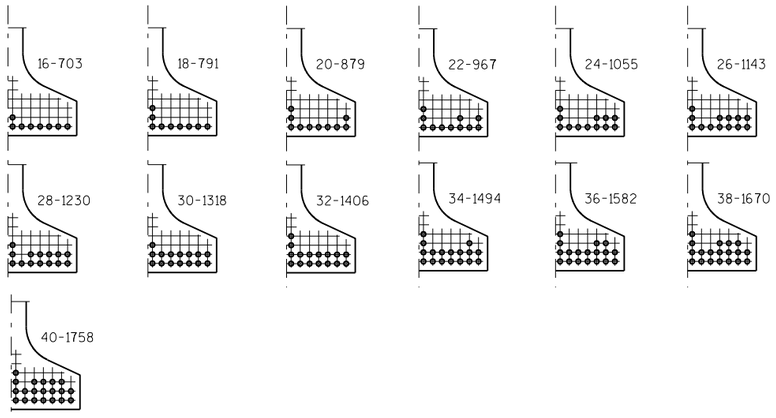
STATE PROJECT NUMBER

1390-04-82



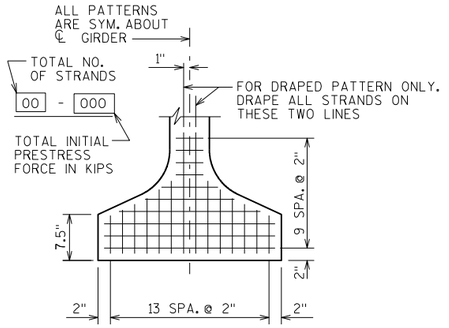
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

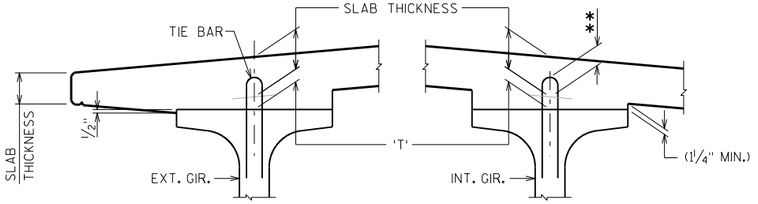


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



SLAB HAUNCH DETAIL

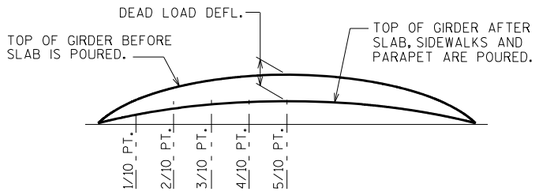
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

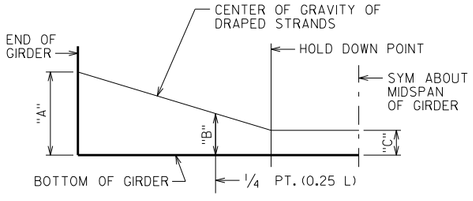
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

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" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.)*
1	3.96
2	3.96

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

45W" PRESTRESSED GIRDER DETAILS

SHEET 11

410

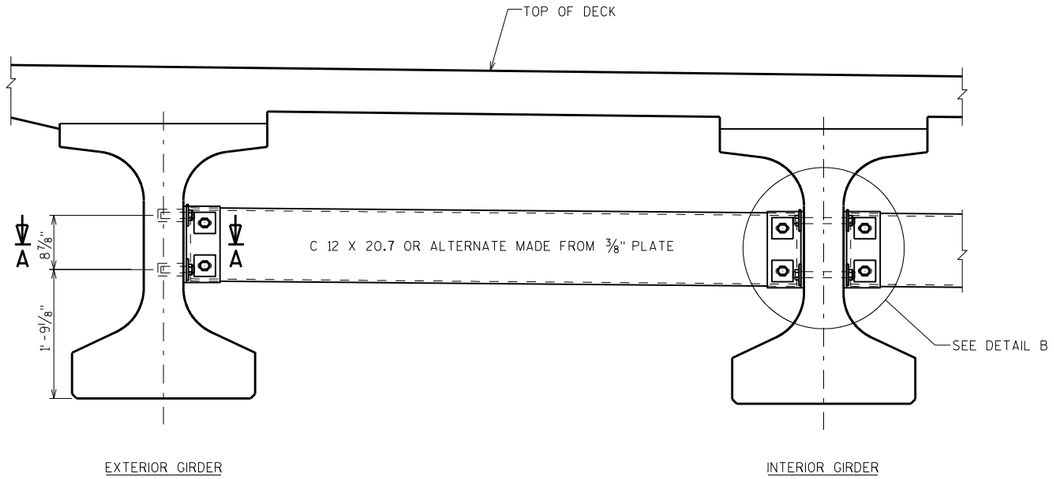
SCALE = 1

8

8

STATE PROJECT NUMBER

1390-04-82



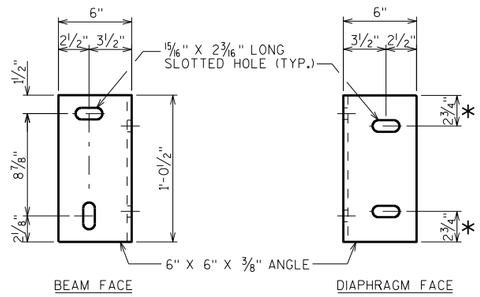
PART TRANSVERSE SECTION AT DIAPHRAGM

NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-14-196", EACH.

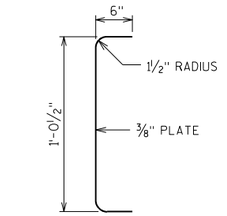
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT. ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

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.

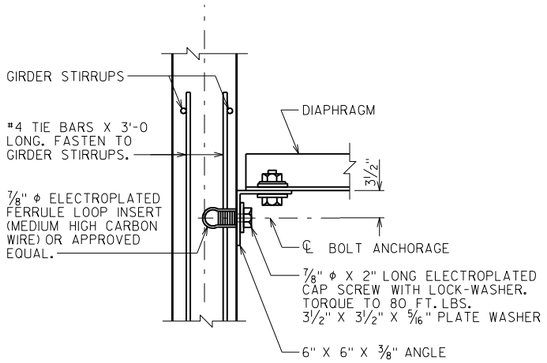


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM

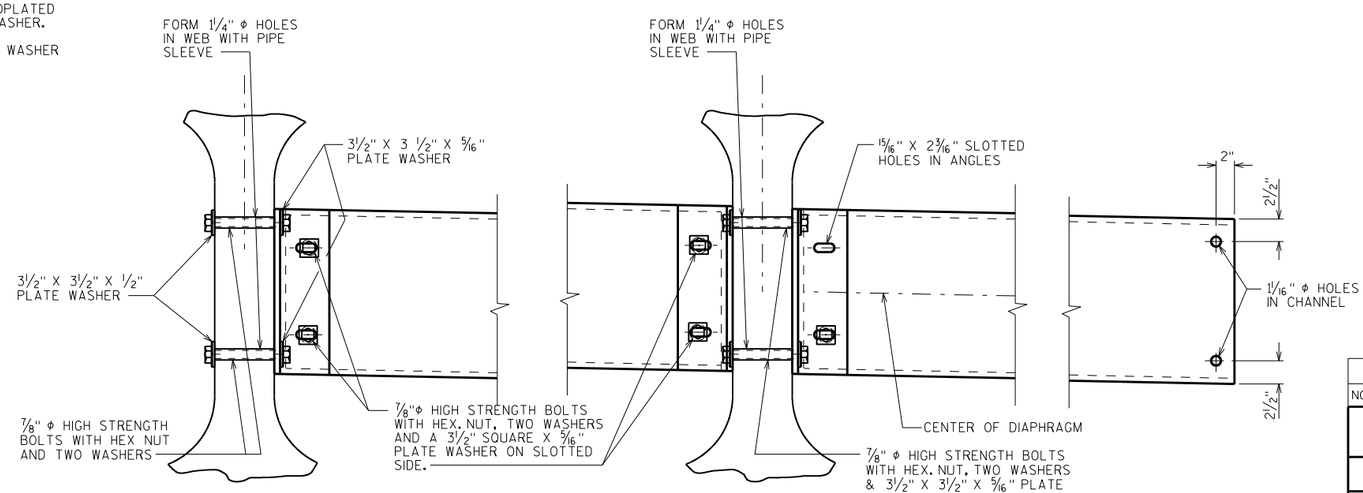


SECTION THRU ALTERNATE DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)



DETAIL B

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

STEEL DIAPHRAGM

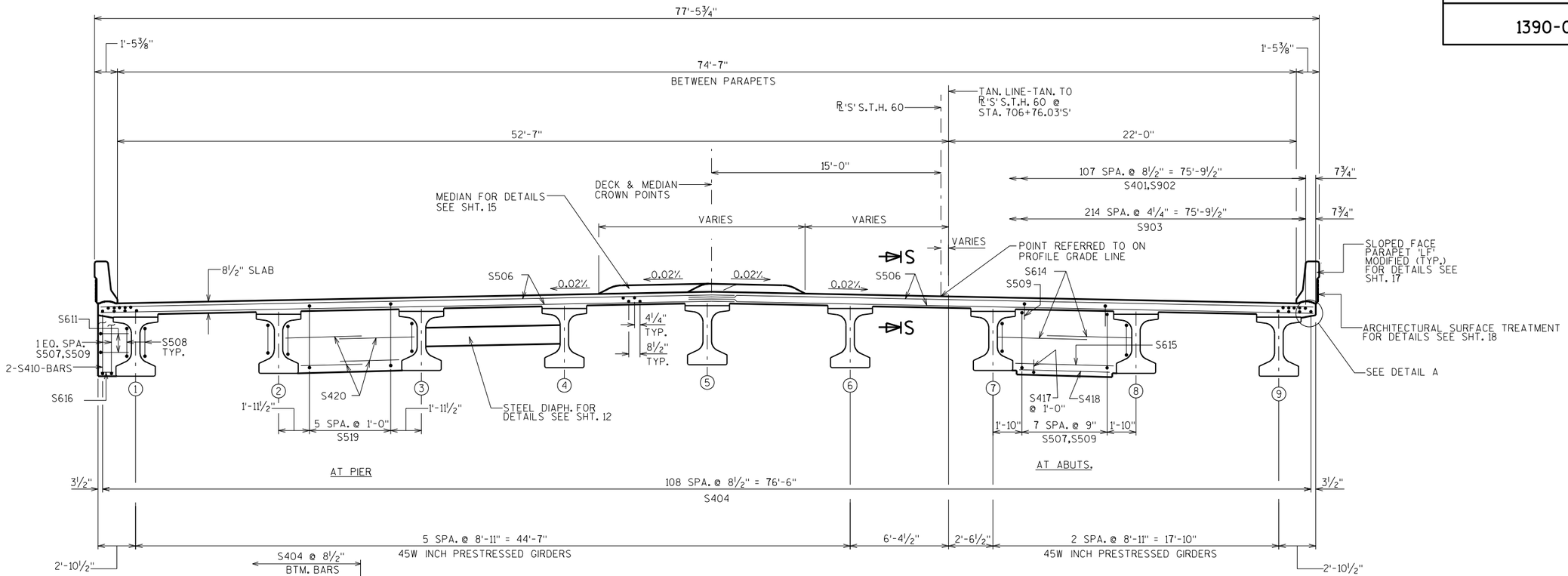
SHEET 12

411

SCALE = 1

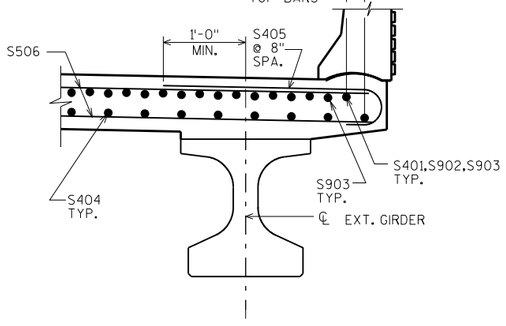
STATE PROJECT NUMBER

1390-04-82

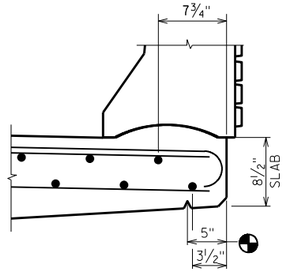


CROSS SECTION THRU ROADWAY

(LOOKING EAST)

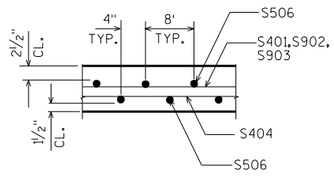


ADDITIONAL REINF. DETAIL



DETAIL A

⌖ ¾" V-GROOVE. EXTEND V-GROOVE TO THE FILLET ADJACENT TO THE ABUTMENTS. V-GROOVES ARE REQUIRED



SECTION S-S

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

SUPERSTRUCTURE CROSS SECTION

SHEET 13

412

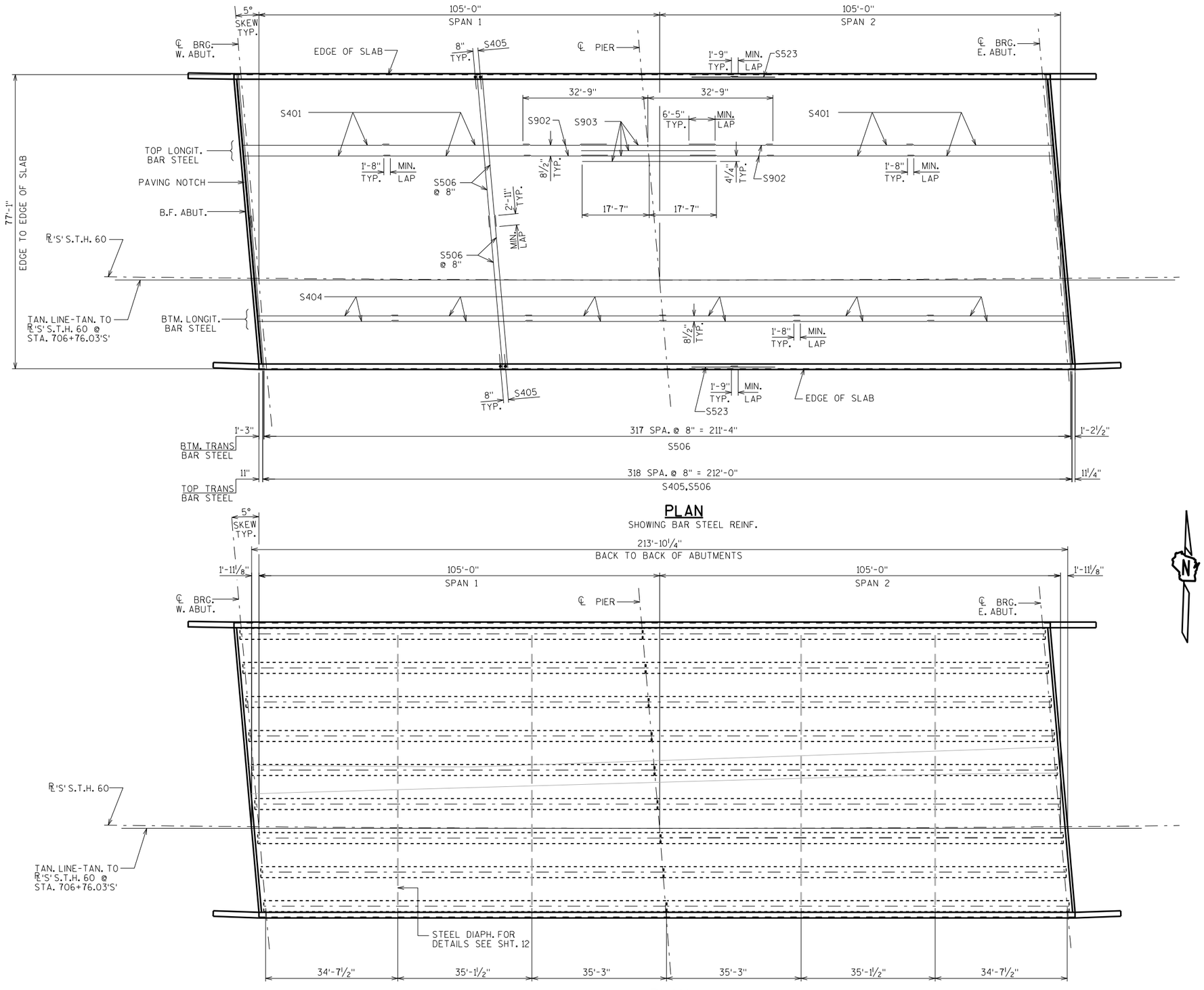
SCALE = 3.5

8

8

STATE PROJECT NUMBER

1390-04-82



PLAN
SHOWING BAR STEEL REINF.

PLAN
SHOWING DIAPH. SPA.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

SUPERSTRUCTURE

SHEET 14

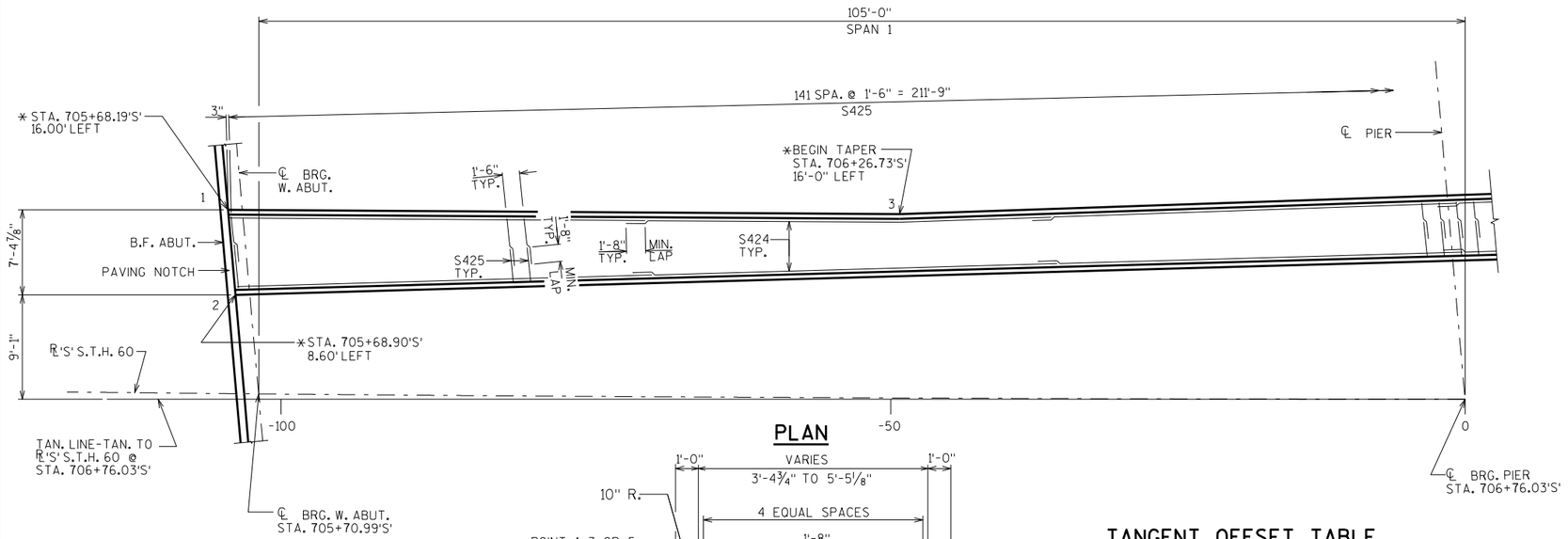
413

SCALE = 13

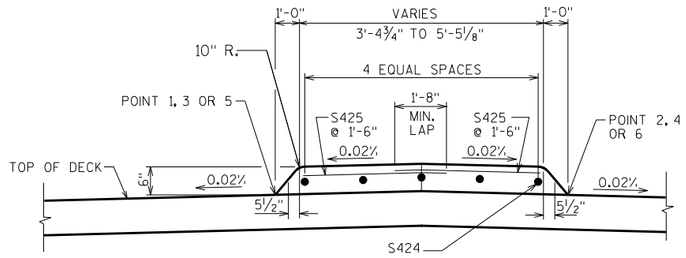
8

8

STATE PROJECT NUMBER
1390-04-82



PLAN



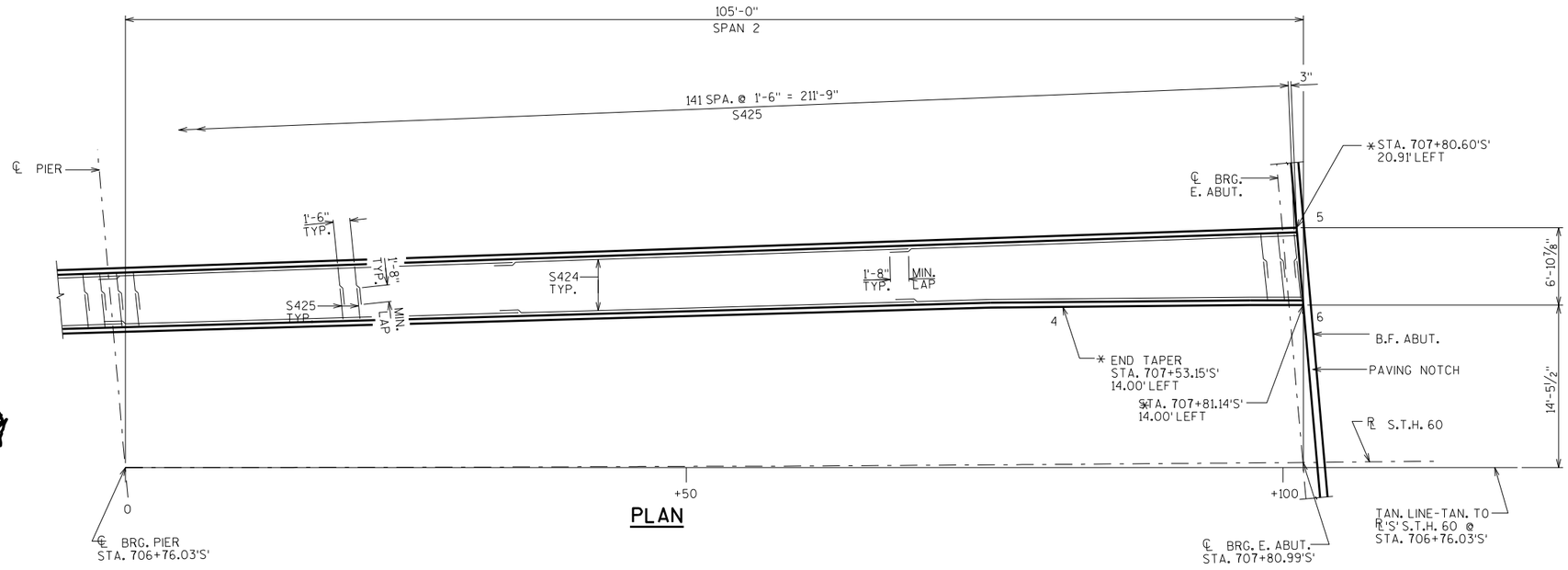
SECTION THRU MEDIAN

(LOOKING EAST)

TANGENT OFFSET TABLE

LOCATION	DESCRIPTION	STATION	OFFSET	T/L LOCATION	T/L OFFSET
POINT 1	START OF NORTH EDGE OF MEDIAN @ FACE OF PAVING NOTCH	705+68.19'S'	16.00	-107.70	16.48
POINT 2	START OF SOUTH EDGE OF MEDIAN @ FACE OF PAVING NOTCH	705+68.90'S'	8.60	-107.05	9.08
POINT 3	BEGIN TAPER NORTH EDGE OF MEDIAN	706+26.73'S'	16.00	-49.24	16.10
POINT 4	END TAPER SOUTH EDGE OF MEDIAN	707+53.15'S'	14.00	77.03	14.25
POINT 5	END OF NORTH EDGE OF MEDIAN @ FACE OF PAVING NOTCH	707+80.60'S'	20.91	104.39	21.36
POINT 6	END OF SOUTH EDGE OF MEDIAN @ FACE OF PAVING NOTCH	707+81.14'S'	14.00	104.99	14.46

DIMENSION UNITS ARE FEET.



PLAN

* OFFSETS FROM ℄ S.T.H. 60

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

MEDIAN DETAILS

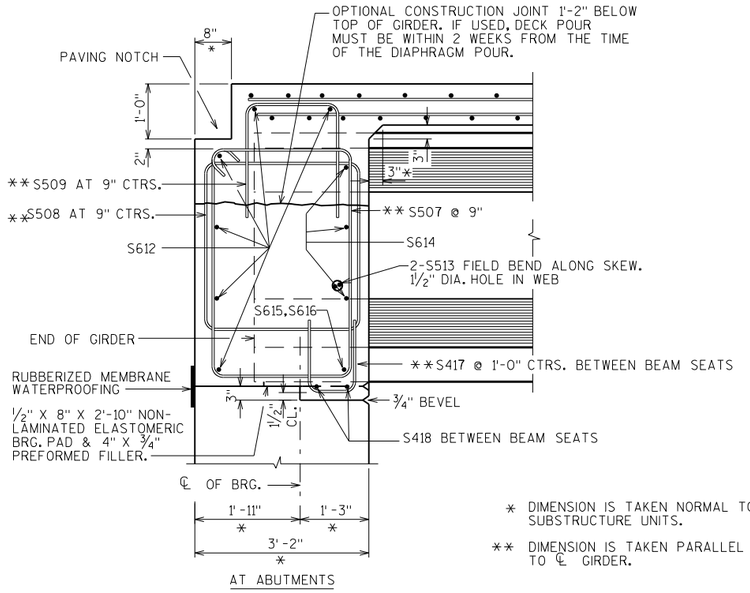
SHEET 15

414

SCALE = 6

STATE PROJECT NUMBER

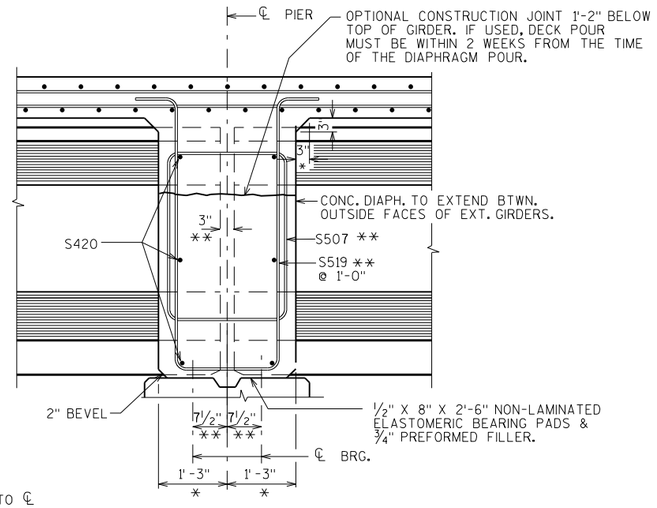
1390-04-82



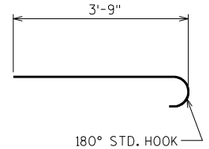
PART LONGIT. SECTION

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.



AT PIER DIAPHRAGM

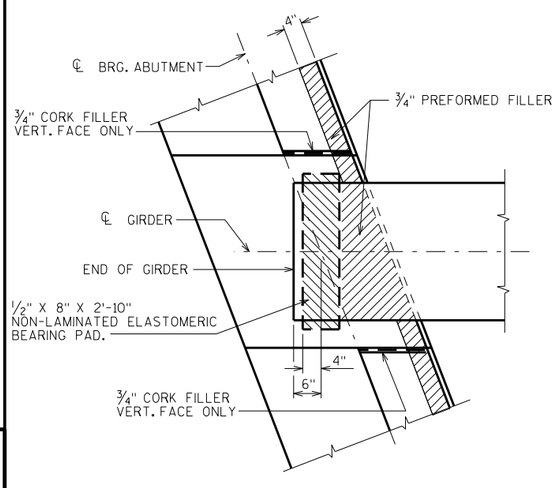


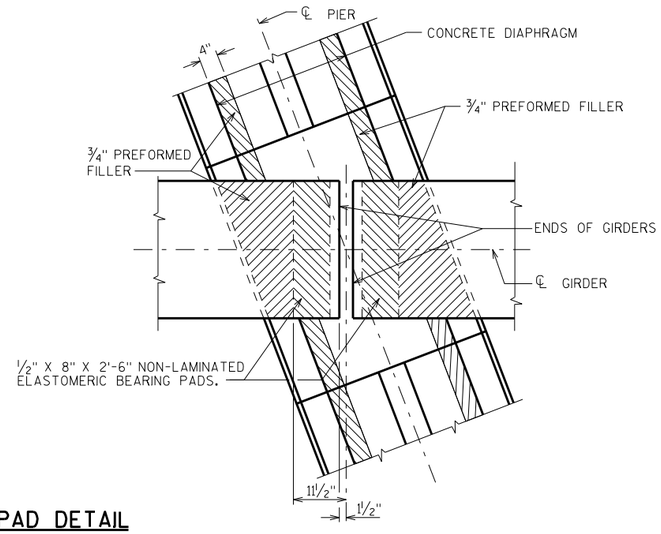
S405

BILL OF BARS

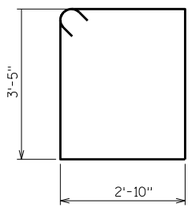
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S401	X	432	38'-4"			SLAB-LONGIT.-TOP
S902	X	216	21'-7"			SLAB-LONGIT.-TOP
S903	X	215	35'-2"			SLAB-LONGIT.-TOP-OVER PIER
S404	X	654	36'-9"			SLAB-LONGIT.-BTM.
S405	X	638	4'-3"	X		TRANS.-TOP-EDGE OF SLAB
S506	X	1274	40'-0"			TRANS.-TOP & BTM.
S507	X	136	13'-2"	X		ABUT.-DIAPH.-VERT.-STIRRUPS
S508	X	36	10'-8"	X		ABUT.-DIAPH.-VERT.-STIRRUPS
S509	X	136	5'-9"	X		ABUT.-DIAPH.-VERT.
S410	X	8	3'-9"			ABUT.-DIAPH.-VERT.-ENDS
S611	X	8	6'-11"	X		ABUT.-DIAPH.-HORIZ.-ENDS
S612	X	24	40'-4"			ABUT.-DIAPH.-HORIZ.
S513	X	36	6'-0"			ABUT.-DIAPH.-HORIZ.-THRU GIRS.
S614	X	96	5'-1"			ABUT.-DIAPH.-HORIZ.
S615	X	16	6'-1"			ABUT.-DIAPH.-HORIZ.
S616	X	4	1'-3"			ABUT.-DIAPH.-HORIZ.-ENDS
S417	X	96	3'-3"	X		ABUT.-DIAPH.VERT.
S418	X	32	5'-1"			ABUT.-DIAPH.-HORIZ.
S519	X	48	11'-11"	X		PIER-DIAPH.-VERT.
S420	X	96	4'-9"			PIER-DIAPH.-HORIZ.
S521	X	642	4'-10"	X		PPT.-"LF"-VERT.
S522	X	642	4'-2"	X		PPT.-"LF"-VERT.
S523	X	60	37'-1"			PPT.-"LF"-HORIZ.
S424	X	30	36'-8"			MEDIAN-LONGIT.
S425	X	284	4'-0"			MEDIAN-TRANS.





BEARING PAD DETAIL



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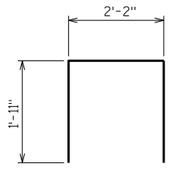

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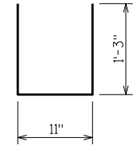

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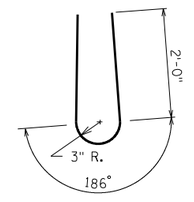

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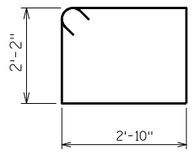

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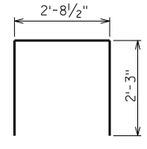

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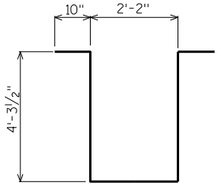

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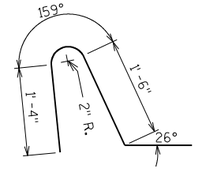


S522

TOP OF DECK ELEVATIONS

	W. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER 1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	E. ABUT.
EOD	916.08	916.15	916.20	916.26	916.31	916.36	916.41	916.45	916.49	916.53	916.56	916.59	916.62	916.64	916.66	916.68	916.69	916.70	916.71	916.71	916.72
GIR. 1	916.14	916.20	916.26	916.32	916.37	916.42	916.47	916.51	916.55	916.59	916.62	916.65	916.68	916.70	916.72	916.74	916.75	916.76	916.77	916.77	916.77
GIR. 2	916.33	916.39	916.45	916.50	916.55	916.60	916.65	916.69	916.73	916.77	916.80	916.83	916.86	916.88	916.90	916.92	916.93	916.94	916.95	916.95	916.95
GIR. 3	916.51	916.57	916.63	916.68	916.74	916.78	916.83	916.87	916.91	916.95	916.98	917.01	917.04	917.06	917.08	917.09	917.11	917.12	917.13	917.13	917.13
GIR. 4	916.69	916.75	916.81	916.87	916.92	916.97	917.01	917.05	917.09	917.13	917.16	917.19	917.22	917.24	917.26	917.27	917.29	917.30	917.30	917.31	917.31
GIR. 5	916.87	916.94	916.99	917.05	917.10	917.15	917.19	917.23	917.27	917.31	917.34	917.37	917.40	917.42	917.44	917.45	917.47	917.48	917.48	917.49	917.48
GIR. 6	916.70	916.76	916.82	916.88	916.93	916.98	917.02	917.07	917.10	917.14	917.18	917.20	917.23	917.25	917.27	917.28	917.30	917.30	917.30	917.30	917.30
GIR. 7	916.52	916.59	916.65	916.70	916.76	916.81	916.85	916.89	916.93	916.97	917.00	917.03	917.05	917.07	917.09	917.11	917.12	917.12	917.13	917.13	917.12
GIR. 8	916.35	916.41	916.47	916.53	916.58	916.63	916.68	916.72	916.76	916.79	916.82	916.85	916.88	916.90	916.91	916.93	916.94	916.94	916.95	916.95	916.94
GIR. 9	916.18	916.24	916.30	916.35	916.41	916.46	916.50	916.54	916.58	916.62	916.65	916.68	916.70	916.72	916.74	916.75	916.76	916.77	916.77	916.77	916.76
EOD	916.12	916.18	916.24	916.30	916.35	916.40	916.45	916.49	916.53	916.56	916.59	916.62	916.64	916.66	916.68	916.69	916.70	916.71	916.71	916.71	916.71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

SUPERSTRUCTURE DETAILS

SHEET 16

415

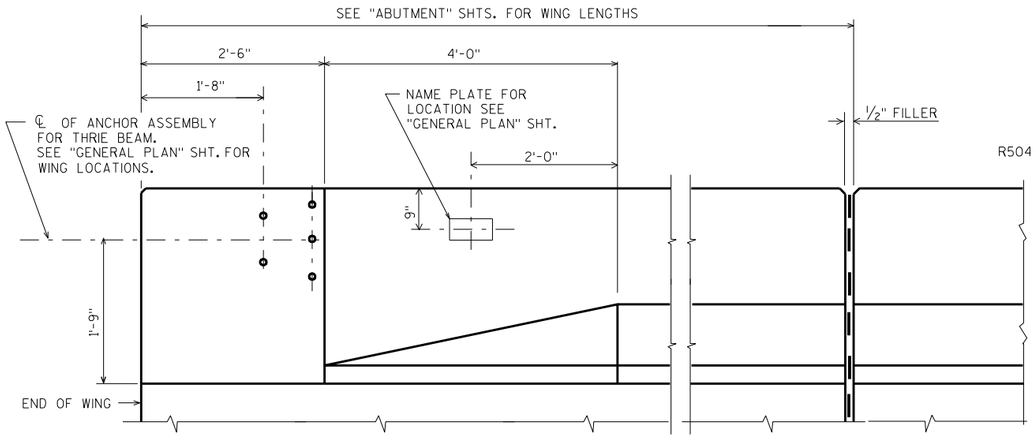
SCALE = 1.333

8

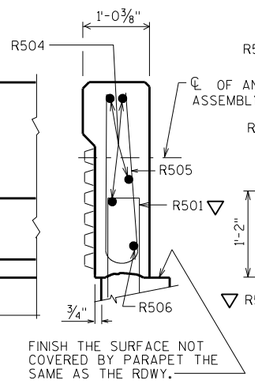
8

STATE PROJECT NUMBER

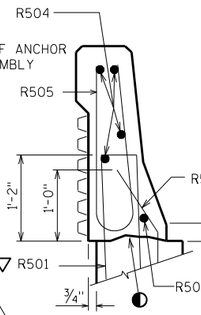
1390-04-82



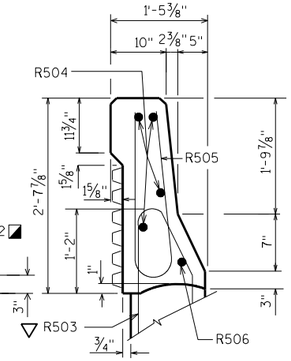
INSIDE ELEVATION



SECTION A



SECTION B

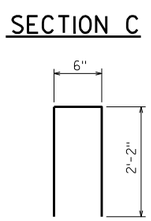


SECTION C

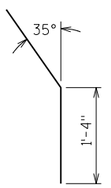
BILL OF BARS

FOR ABUTMENT PARAPETS

BAR MARK	COAT	W. ABUT.	E. ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	28	28	4'-7"	X		PARAPET VERT.
R502	X	16	16	2'-4"	X		PARAPET VERT.
R503	X	16	16	4'-7"	X		PARAPET VERT.
R504	X	8	8	11'-8"			PARAPET HORIZ.
R505	X	44	44	4'-10"	X		PARAPET VERT.
R506	X	2	2	11'-8"	X		PARAPET HORIZ.



R501



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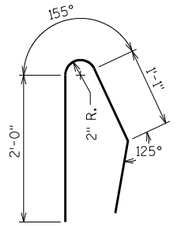

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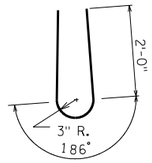

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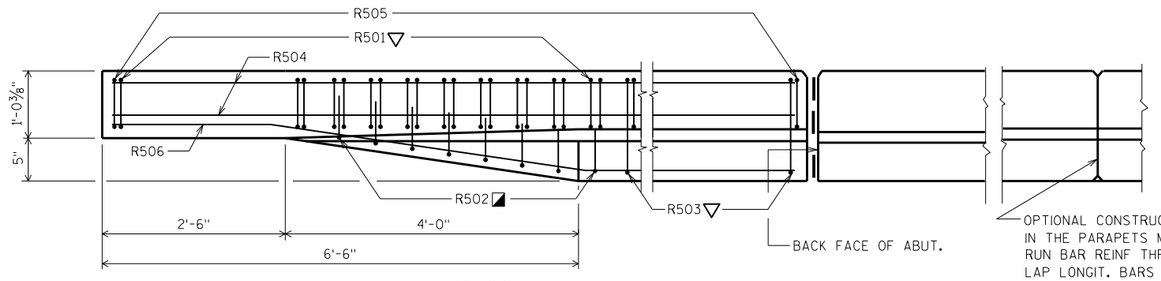
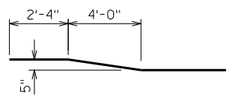
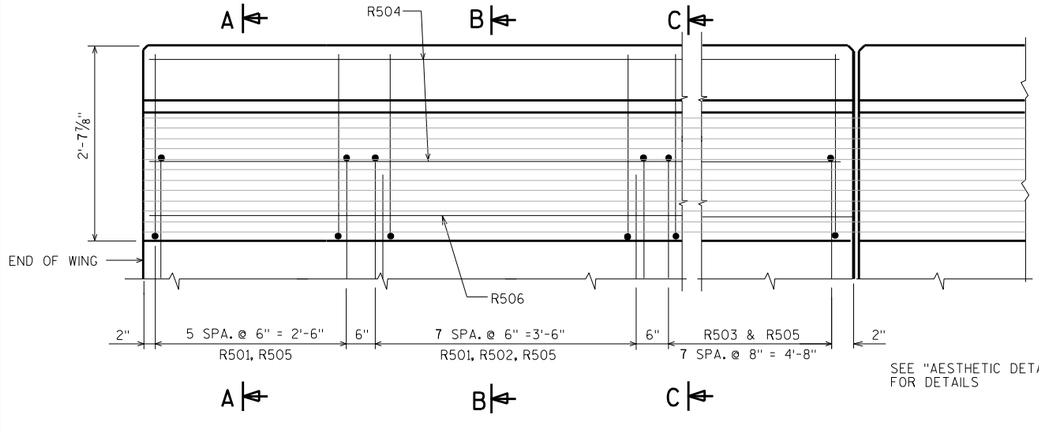


PLAN

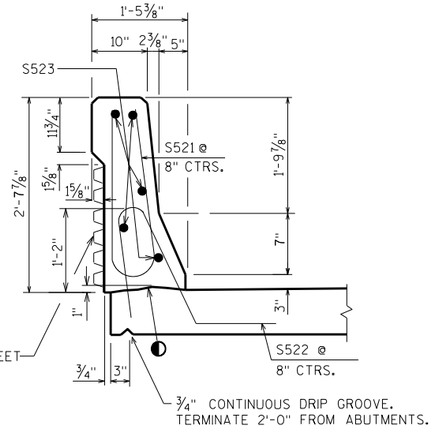
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9" MIN. JOINT SPACING OF 80'-0" DEFINE CONST. JOINT WITH A ¾" 'V' GROOVE.



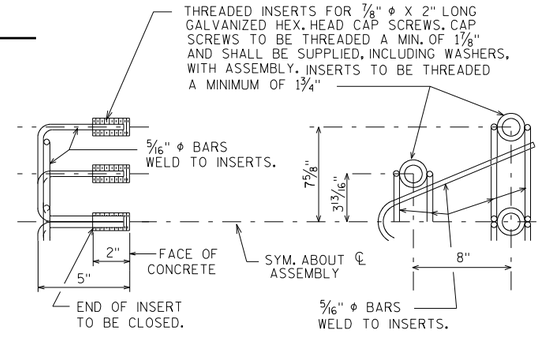
R506



OUTSIDE ELEVATION



SECTION THRU PARAPET ON BRIDGE



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

◪ R502 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R502 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ R501 AND R503 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

SLOPED FACE PARAPET 'LF' (MODIFIED)

SHEET 17

416

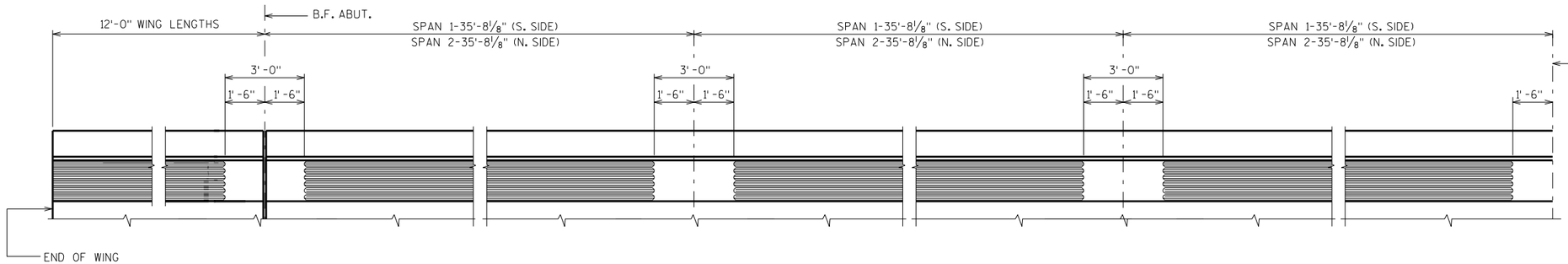
SCALE = 1

8

8

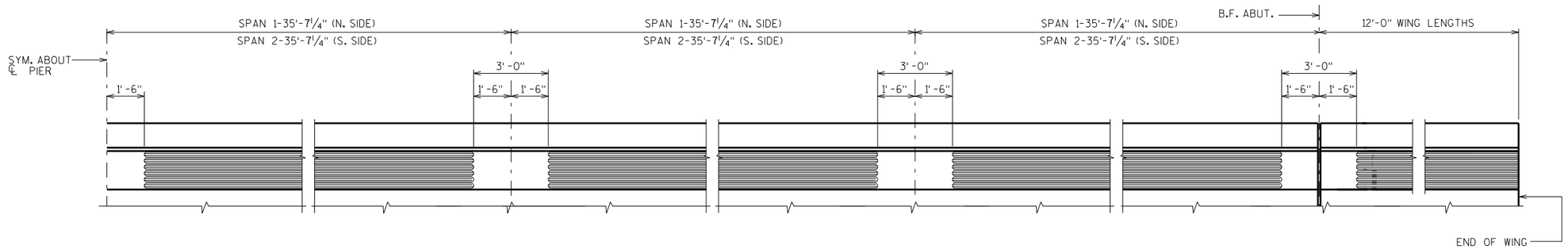
STATE PROJECT NUMBER

1390-04-82



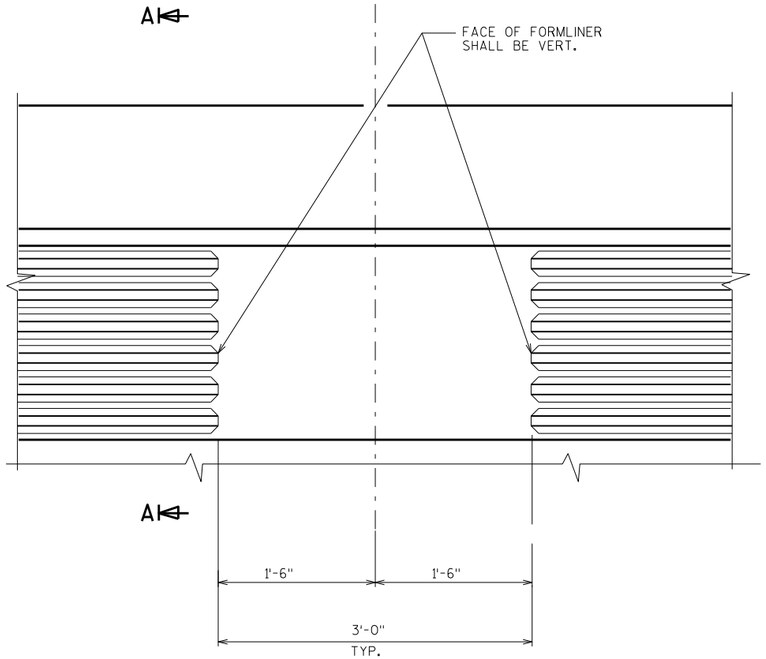
PART OUTSIDE ELEVATION

NORMAL TO ROADWAY

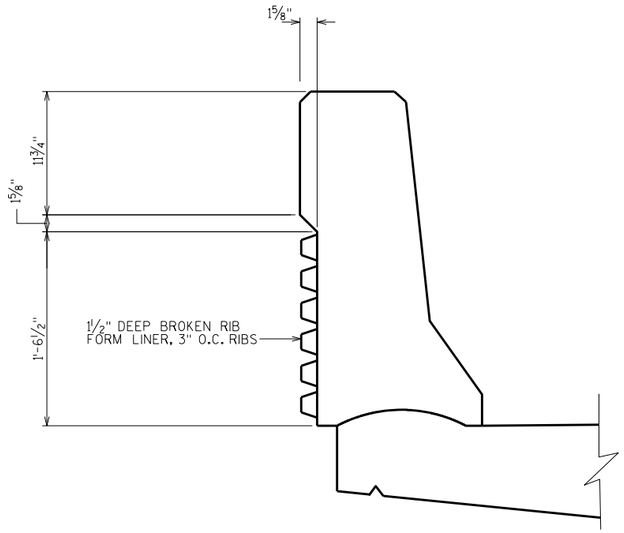


PART OUTSIDE ELEVATION

NORMAL TO ROADWAY



DETAIL OF REVEAL



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

AESTHETIC DETAILS

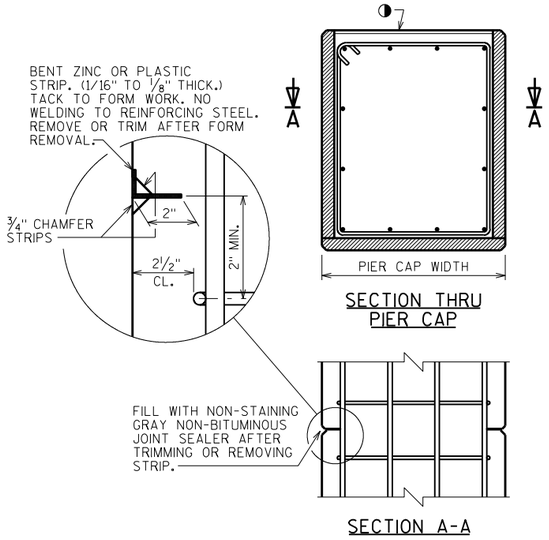
SHEET 18

417

8

SCALE = 2.33

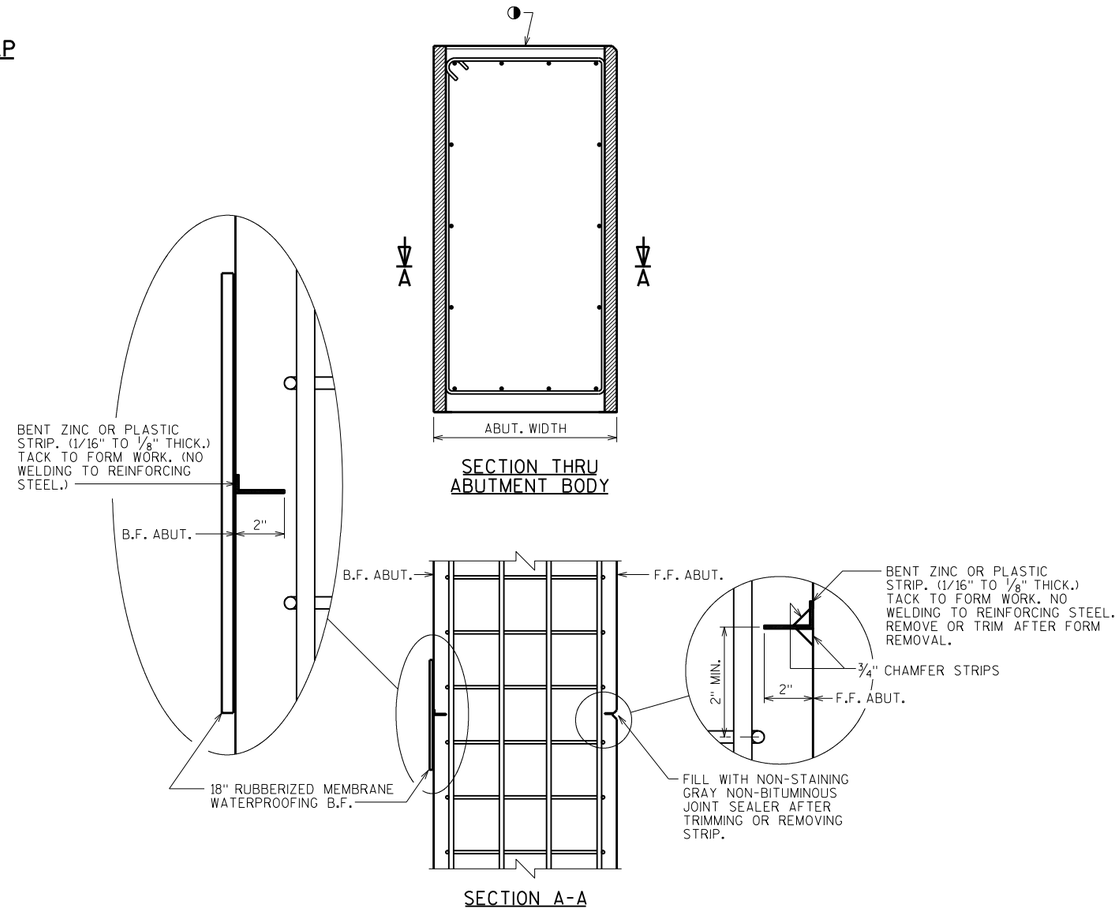
STATE PROJECT NUMBER
1390-04-82



SECTION THRU PIER CAP

SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT PIER CAP



SECTION THRU ABUTMENT BODY

SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

NO.	DATE	REVISION	BY

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STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

ALTERNATE CONSTRUCTION JOINT

SHEET 19

418

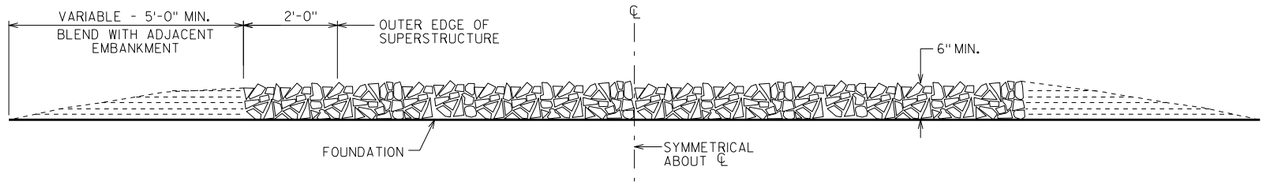
8

8

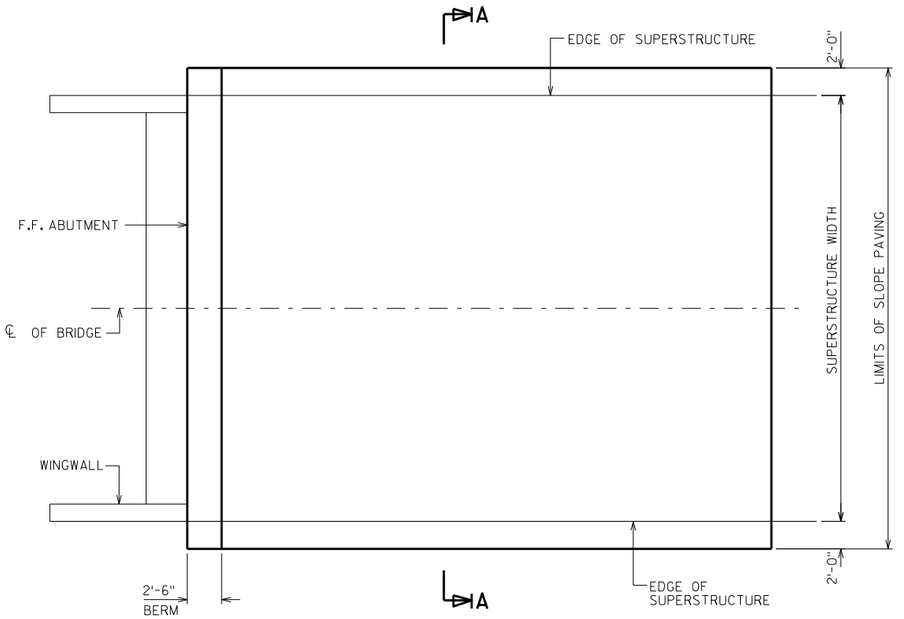
1 2 3 6

SCALE = 1

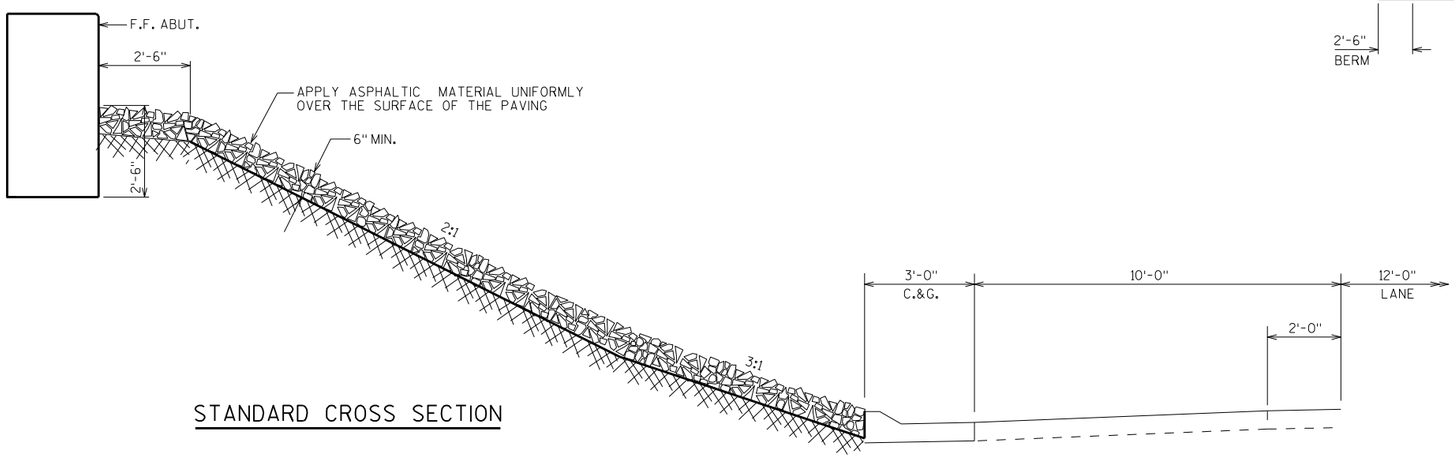
STATE PROJECT NUMBER
1390-04-82



SECTION A-A



PLAN



STANDARD CROSS SECTION

GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-196

DRAWN BY CRJ | PLANS CK'D. WWR

SLOPE PAVING (CRUSHED AGGREGATE)

SHEET 20

419

8

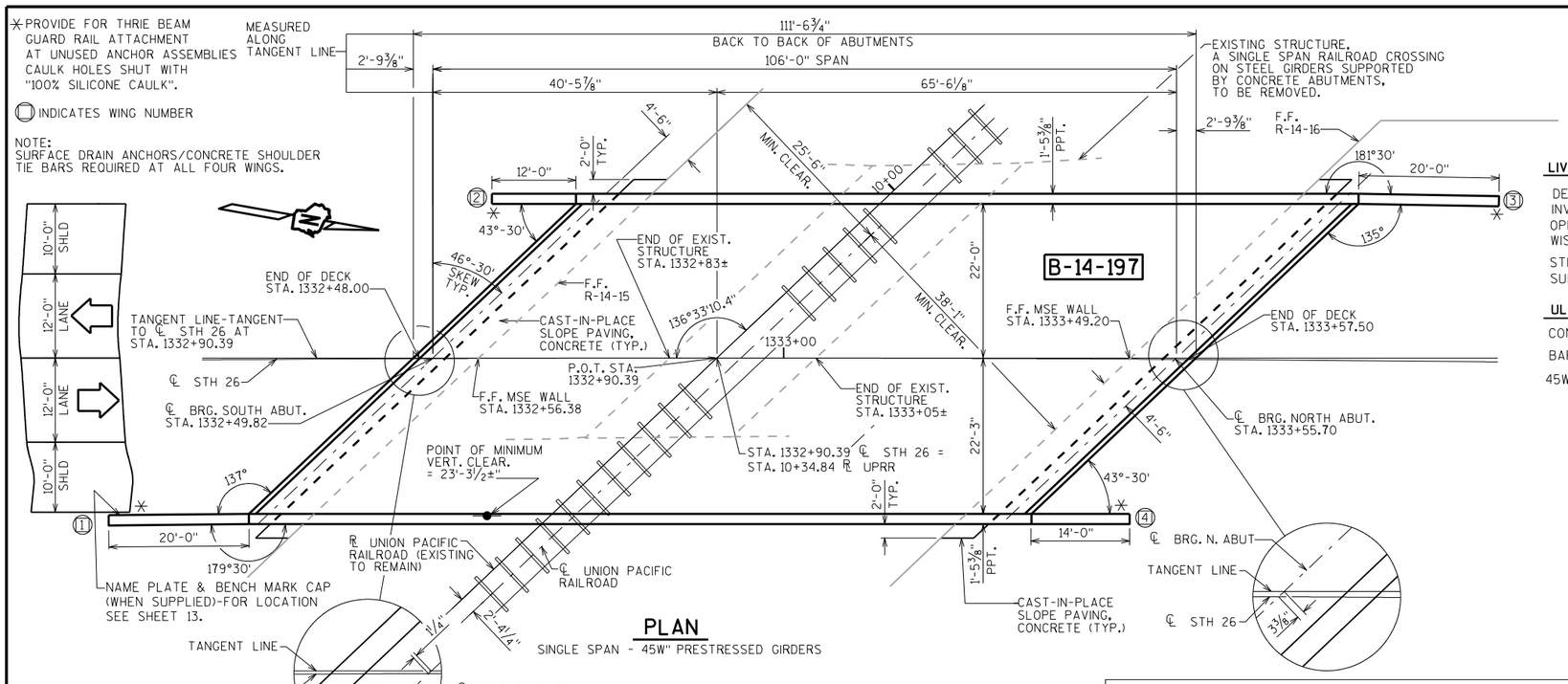
8

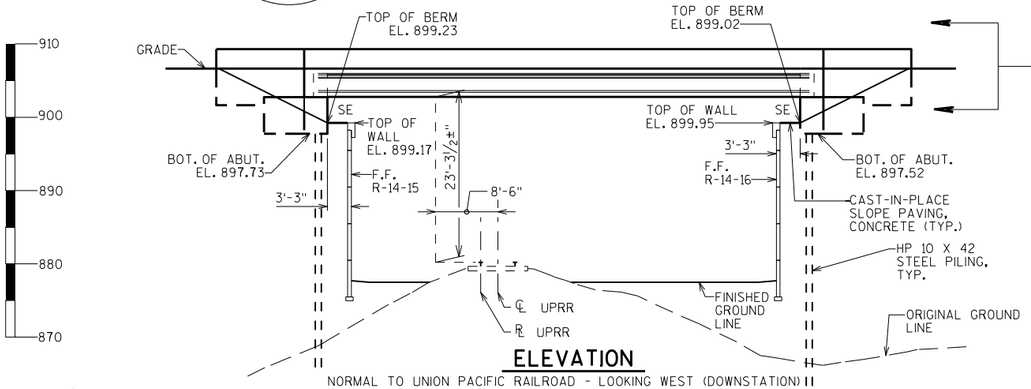
1 2 3 9

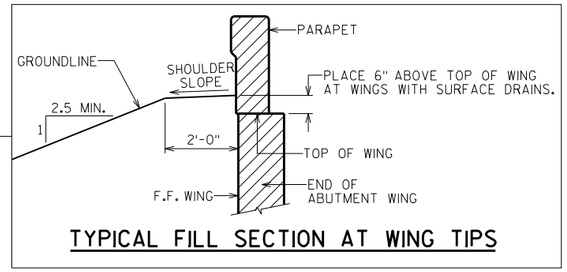
SCALE = 1

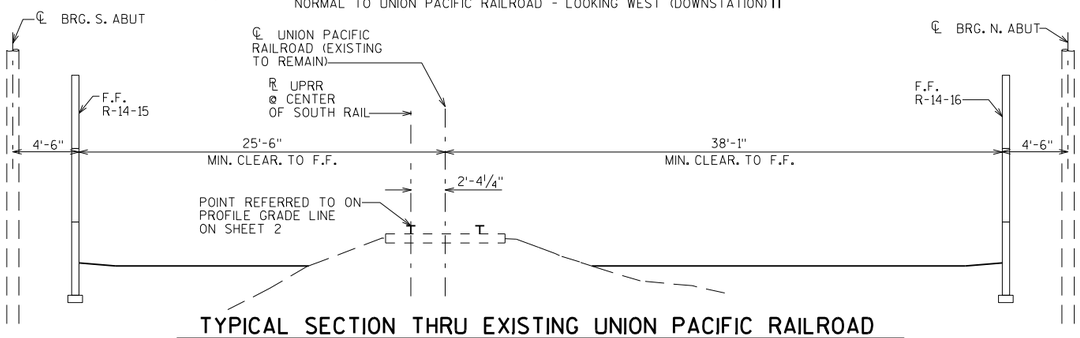
STATE PROJECT NUMBER

1390-04-82









DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR; RF=1.17
OPERATING RATING FACTOR; RF=1.54
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV); 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY DECK — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
45W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING.
PILES SHALL BE PRE-BORED A MINIMUM OF 3 FEET INTO BEDROCK.
AFTER PILES HAVE BEEN FIRMLY SEATED, FILL THE AREA AROUND THE PILE WITH CEMENT GROUT.
ESTIMATED 60'-0" LONG AT BOTH ABUTMENTS.

CURVE DATA

℄ STH 26

P.I. = STA. 1338+17.43
Δ = 11°45'43.42"
D = 0°30'58.24"
T = 1143.36'
L = 2278.68'
R = 11100.00'
S.E. = NORMAL CROWN
P.C. = STA. 1326+74.07
P.T. = STA. 1349+52.76

TRAFFIC VOLUME

STH 26

A.D.T.=4350 (2035)
R.D.S.=70 M.P.H.

STRUCTURE DESIGN CONTACTS:

JAMES LUEBKE (608) 266-5098
LAURA SHADEWALD (608) 267-9592

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. 45W" PRESTRESSED GIRDER DETAILS 1
9. 45W" PRESTRESSED GIRDER DETAILS 2
10. STEEL DIAPHRAGM
11. SUPERSTRUCTURE
12. SUPERSTRUCTURE DETAILS
13. SINGLE SLOPE PARAPET 32SS
14. ALTERNATE CONSTRUCTION JOINT

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 7/29/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-14-197

STH 26 OVER UNION PACIFIC RAILROAD

COUNTY	TOWN
DODGE	CLYMAN

DESIGN SPEC. AASHTO LRFD DESIGN SPEC. 5th EDITION

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JDL	BLB	JPH	BLB

GENERAL PLAN

SHEET 1 OF 14

420

SCALE = 10

I.D. 1390-04-04B

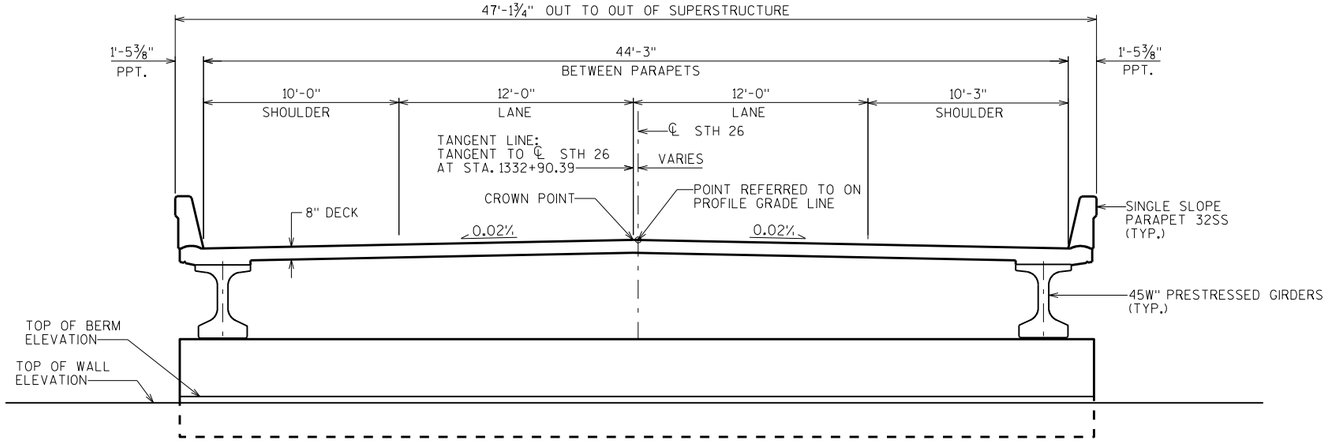
DATE: JAN. 2013

8

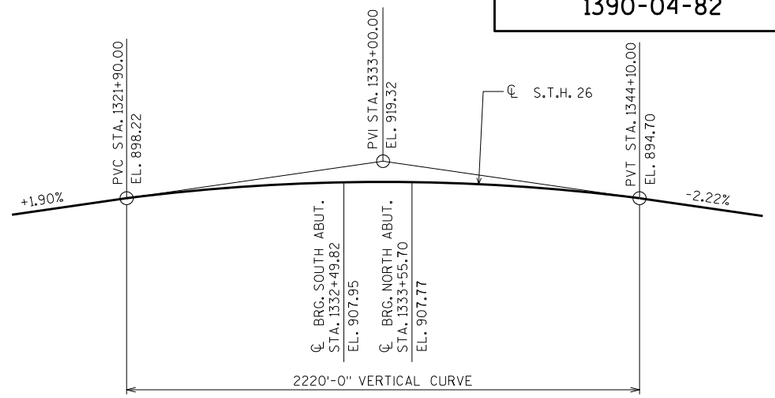
8

STATE PROJECT NUMBER

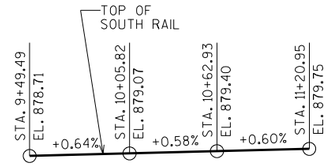
1390-04-82



CROSS SECTION THRU ROADWAY LOOKING NORTH



PROFILE GRADE LINE ON STH 26



PROFILE GRADE LINE ON UNION PACIFIC RAILROAD

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	NORTH ABUT.	TOTALS
203.0200	REMOVING OLD STRUCTURE STA. 1332+95	LS	———	———	———	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-14-197	LS	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	260	270	530
502.0100	CONCRETE MASONRY BRIDGES	CY	232	65	67	364
502.3200	PROTECTIVE SURFACE TREATMENT	SY	632	14	14	660
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	749	———	———	749
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	———	4060	4250	8310
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	35,530	2930	3120	41,580
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	7	7	14
506.4000	STEEL DIAPHRAGMS B-14-197	EACH	12	———	———	12
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	17	18	35
550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	———	280	250	530
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	———	780	780	1560
604.0400	SLOPE PAVING CONCRETE	SY	———	22	22	44
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	130	130	260
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	2	2	4
	NON-BID ITEMS					
	FILLER	SIZE	———	———	———	½" & ¾"
	EXPANDED POLYSTYRENE	SIZE	———	———	———	1"
	NON-BITUMINOUS JOINT SEALER	SIZE	———	———	———	¾"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE AND THE FRONT FACE AND THE TOP OF THE PARAPET, INCLUDING PARAPETS ON ABUTMENT WINGS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

CROSS SECTION & QUANTITIES

SHEET 2

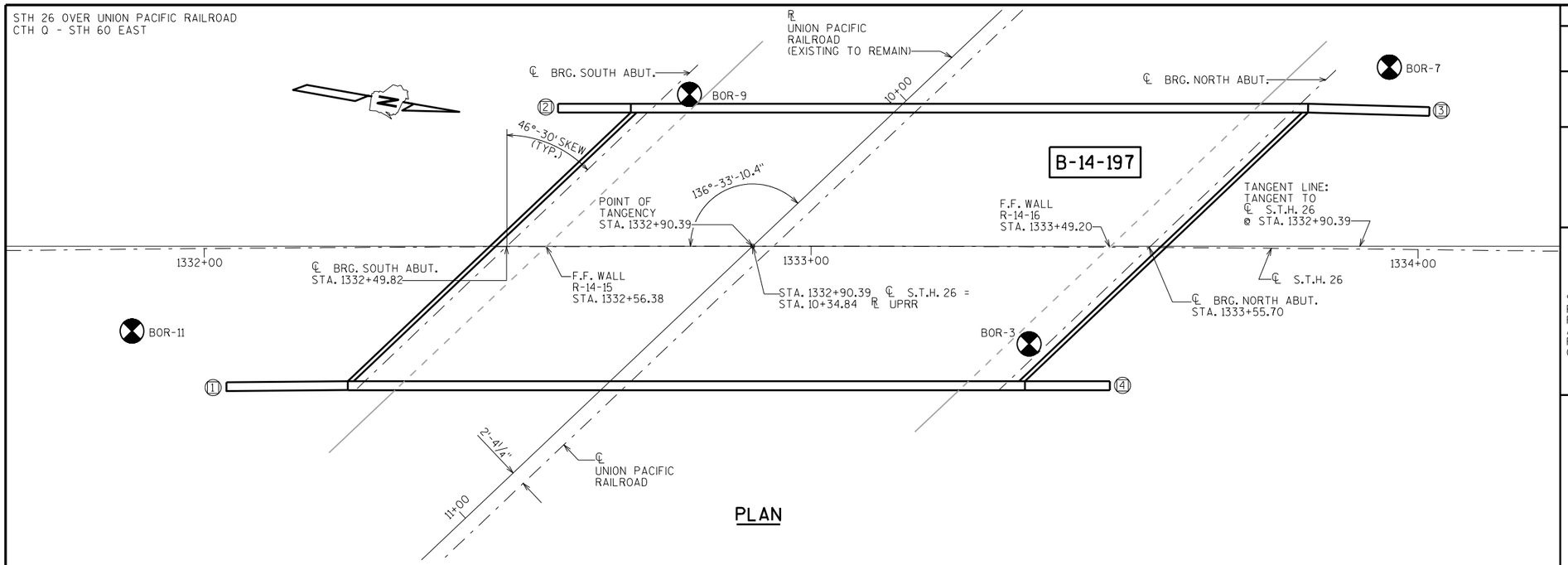
421

8

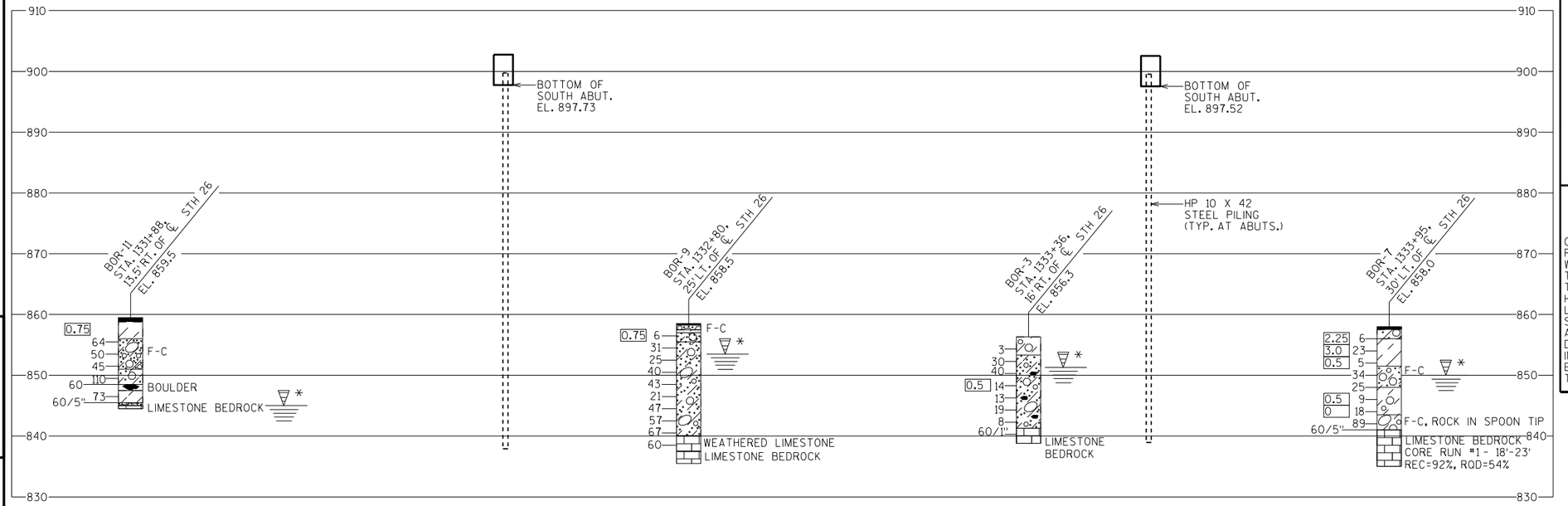
8

SCALE = 3.75

STH 26 OVER UNION PACIFIC RAILROAD
CTH O - STH 60 EAST



PLAN



* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

STATE PROJECT NUMBER

1390-04-82

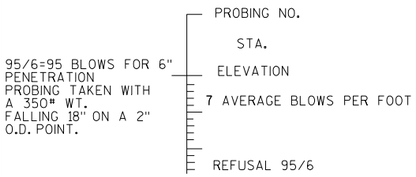
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

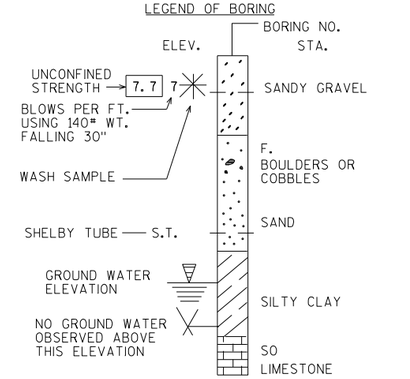
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

SUBSURFACE EXPLORATION

SHEET 3

422

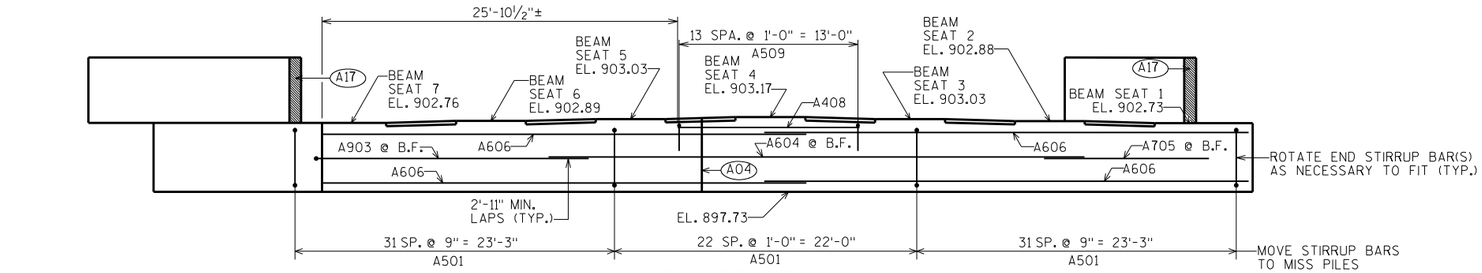
SCALE = 10

8

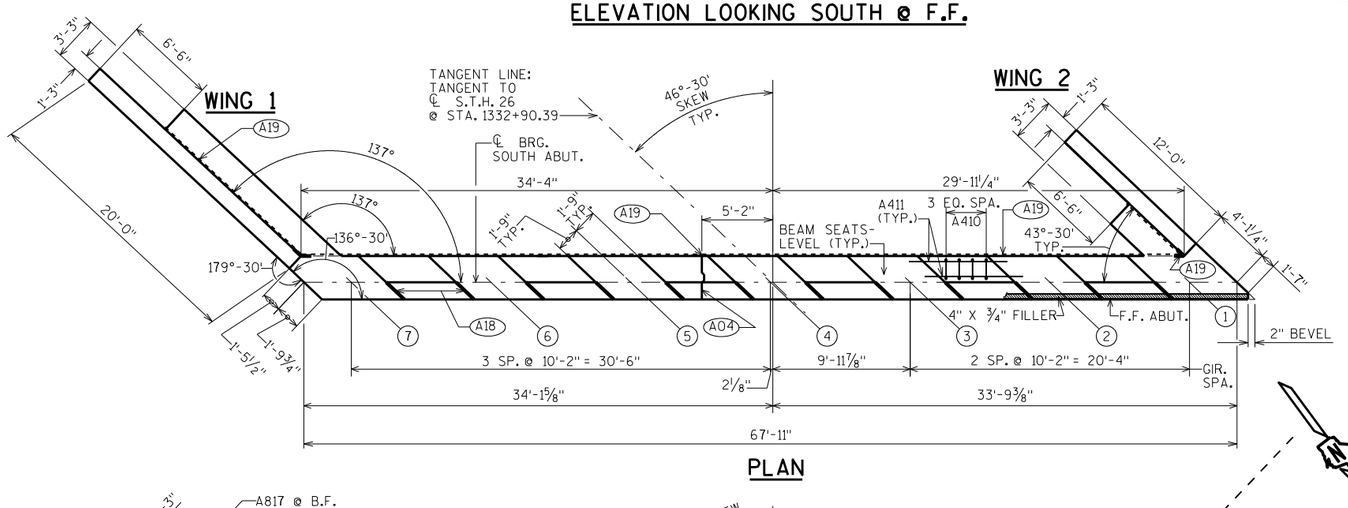
8

STATE PROJECT NUMBER

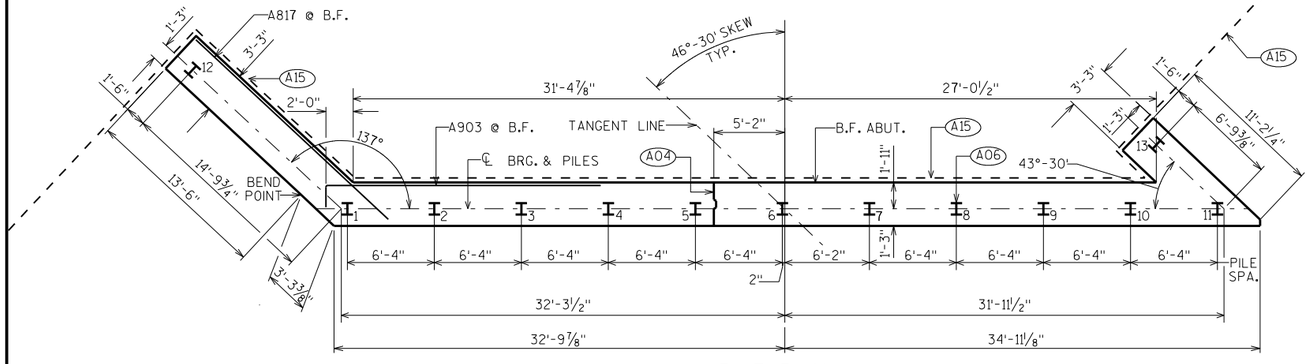
1390-04-82



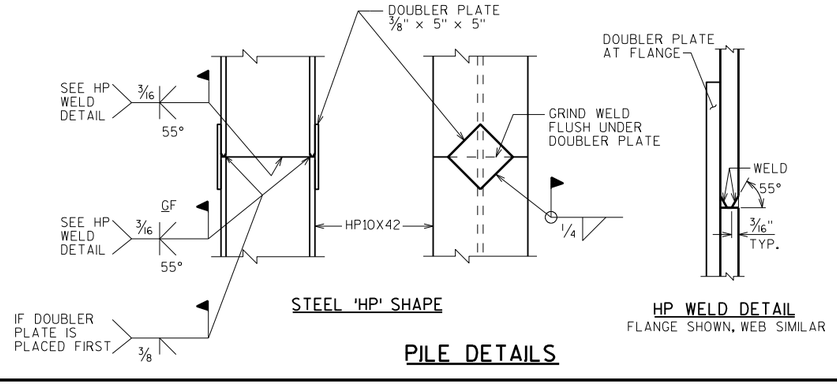
ELEVATION LOOKING SOUTH @ F.F.



PLAN



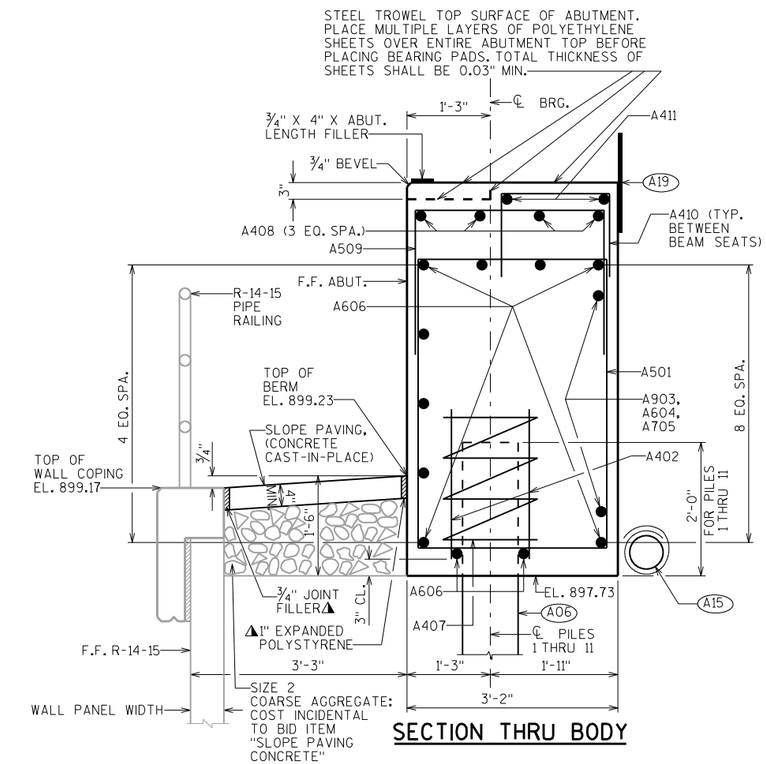
PILE PLAN



STEEL 'HP' SHAPE

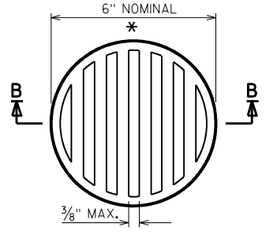
HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

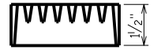


SECTION THRU BODY

▲SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).



RODENT SCREEN DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2" × 8". ¾" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET 14.

(A06) SUPPORT ABUTMENT ON HP 10 × 42 STEEL PILING, ESTIMATED 60 FEET LONG. PILES SHALL BE PRE-BORED A MINIMUM OF 3 FEET INTO BEDROCK. AFTER PILES HAVE BEEN FIRMLY SEATED, FILL THE AREA AROUND THE PILE WITH CEMENT GROUT.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

SOUTH ABUTMENT

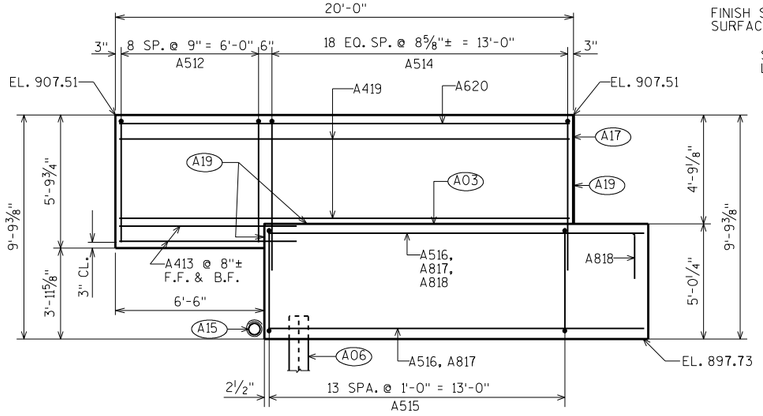
SHEET 4

423

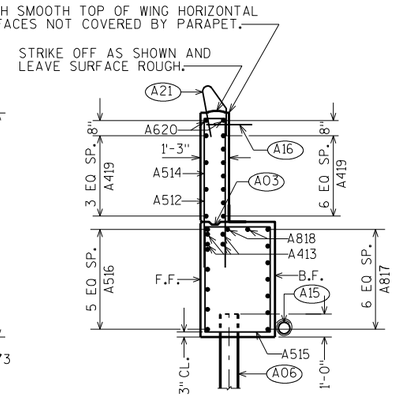
SCALE = 5.3333

8

8



WING 1 ELEVATION



WING 1 SECTION

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" × 6". (18" R.M.W. @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

A06 SUPPORT ABUTMENT ON HP 10 × 42 STEEL PILING, ESTIMATED 60 FEET LONG. PILES SHALL BE PRE-BORED A MINIMUM OF 3 FEET INTO BEDROCK. AFTER PILES HAVE BEEN FIRMLY SEATED, FILL THE AREA AROUND THE PILE WITH CEMENT GROUT.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

A16 A430 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

A21 FOR PPT. BARS & DIMENSION SEE PARAPET SHEET 13.

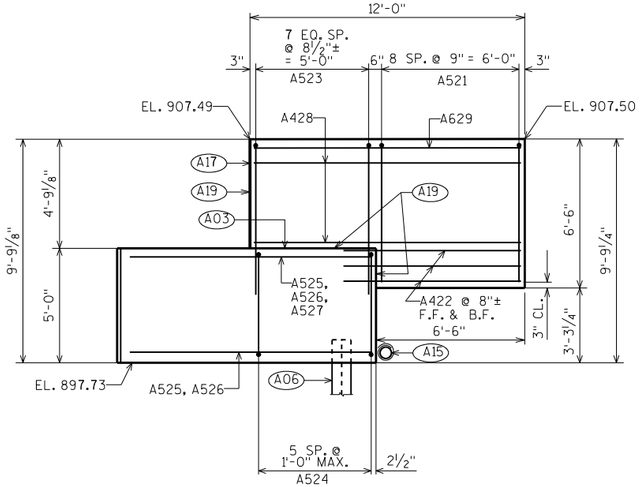
STATE PROJECT NUMBER

1390-04-82

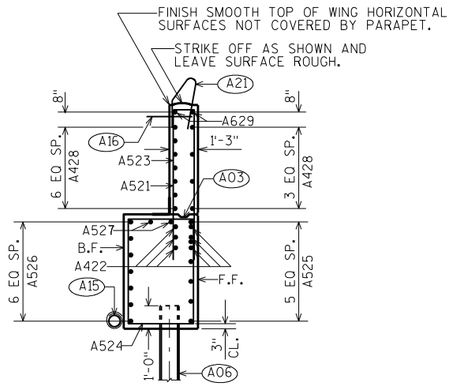
BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

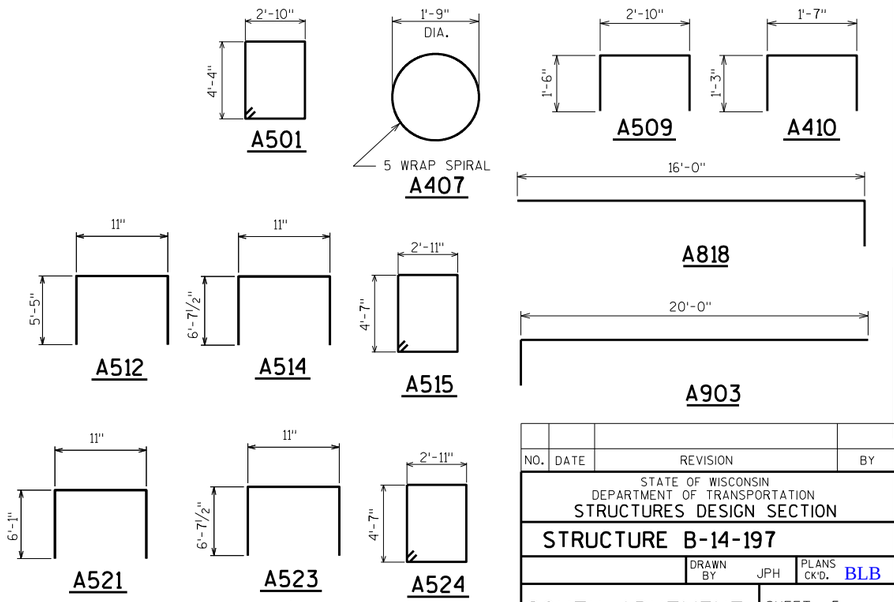
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		85	15'-0"	X		BODY-STIRRUPS-VERT.
A402		22	2'-3"			BODY-VERT.-BOT.-2 PER PILE
A903		7	21'-4"	X		BODY-HORIZONTAL-B.F.-WING 1 END
A604		7	39'-0"			BODY-HORIZONTAL-B.F.-MIDDLE
A705		7	12'-0"			BODY-HORIZONTAL-B.F.-WING 2 END
A606		22	35'-3"			BODY-HORIZONTAL
A407		11	28'-0"	X		BODY-VERT.-BOT.-SPIRAL-1 PER PILE
A408		4	13'-3"			BODY-HORIZ.-TOP-UNDER BEAM SEAT 4
A509		14	5'-7"	X		BODY-VERT.-TOP-UNDER BEAM SEAT 4
A410		24	3'-11"	X		BODY-VERT.-TOP-BETWEEN BEAM SEATS
A411		12	7'-2"			BODY-HORIZ.-TOP-BETWEEN BEAM SEATS
A512	X	9	11'-6"	X		WING 1-VERTICAL
A413	X	4	7'-9"			WING 1-HORIZONTAL-B.F. & F.F.
A514	X	19	13'-11"	X		WING 1-VERTICAL
A515	X	14	15'-8"	X		WING 1-BOT.-VERT.-STIRRUP
A516	X	6	16'-5"			WING 1-HORIZONTAL-F.F.
A817	X	7	19'-2"			WING 1-HORIZONTAL-B.F.
A818	X	2	17'-6"	X		WING 1-HORIZONTAL
A419	X	11	19'-7"			WING 1-HORIZONTAL-F.F. & B.F.
A620	X	2	19'-7"			WING 1-HORIZONTAL-TOP-F.F. & B.F.
A521	X	9	12'-10"	X		WING 2-VERTICAL
A422	X	6	7'-9"			WING 2-HORIZONTAL-B.F. & F.F.
A523	X	8	13'-11"	X		WING 2-VERTICAL
A524	X	6	15'-8"	X		WING 2-BOT.-VERTICAL-STIRRUP
A525	X	6	10'-7"			WING 2-HORIZONTAL-F.F.
A526	X	7	5'-3"			WING 2-HORIZONTAL-B.F.
A527	X	2	7'-3"			WING 2-HORIZONTAL
A428	X	11	11'-7"			WING 2-HORIZONTAL-F.F. & B.F.
A629	X	2	11'-7"			WING 2-HORIZONTAL-TOP-B.F. & F.F.
A430	X	34	2'-0"			WINGS 1&2-TOP-B.F.-HORIZ.-SURFACE DRAINS



WING 2 ELEVATION



WING 2 SECTION



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

SOUTH ABUTMENT DETAILS

SHEET 5

424

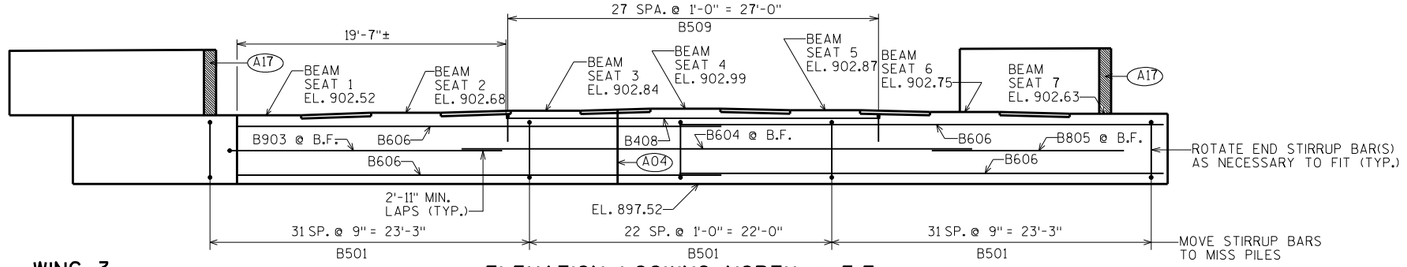
SCALE = 3.2

8

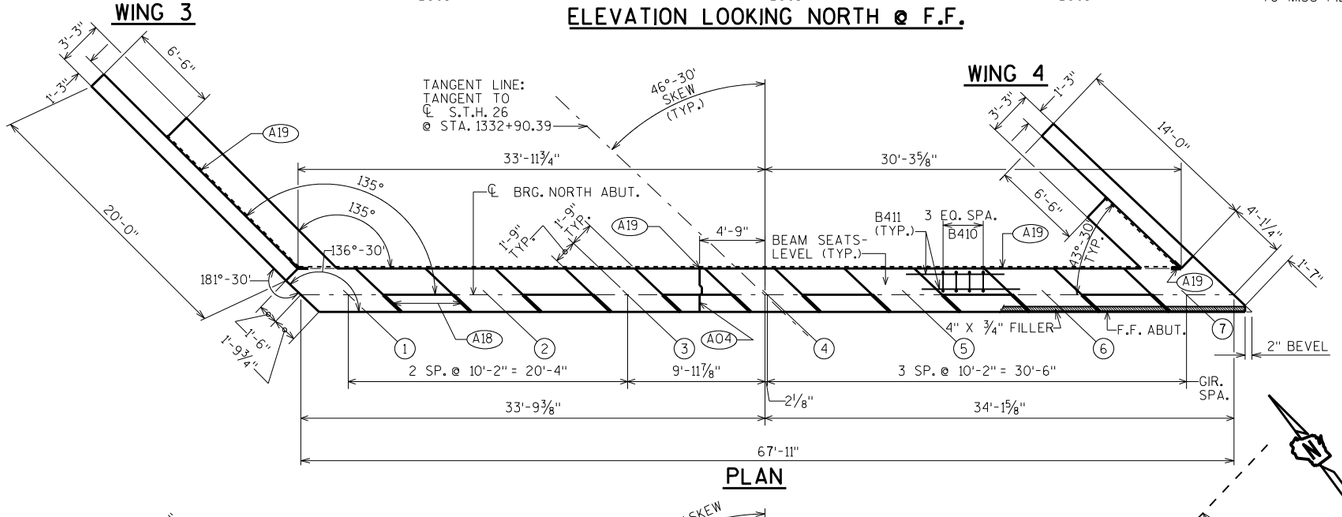
8

STATE PROJECT NUMBER

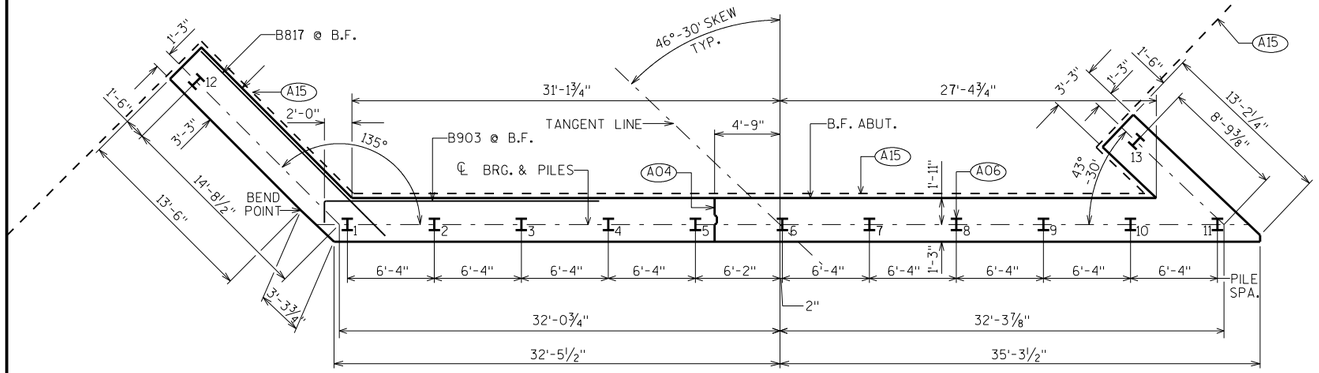
1390-04-82



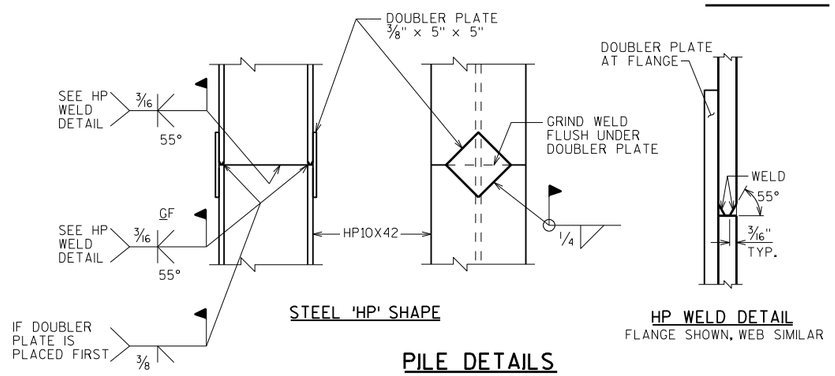
ELEVATION LOOKING NORTH @ F.F.



PLAN



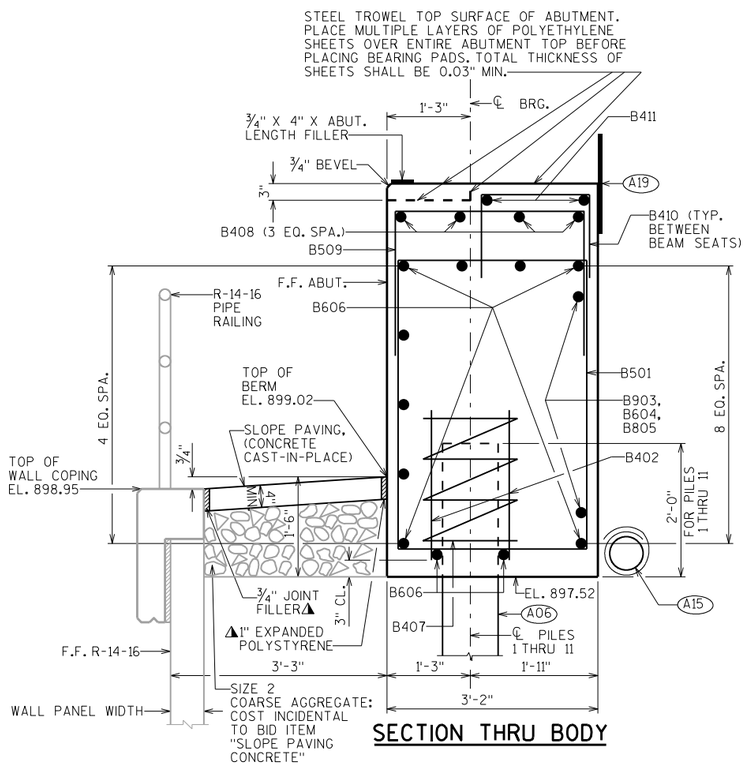
PILE PLAN



STEEL 'HP' SHAPE

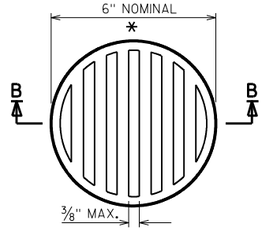
HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

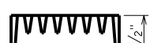


SECTION THRU BODY

▲SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).



RODENT SCREEN DETAIL



SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2" x 8". ¾" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET 14.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 60 FEET LONG. PILES SHALL BE PRE-BORED A MINIMUM OF 3 FEET INTO BEDROCK. AFTER PILES HAVE BEEN FIRMLY SEATED, FILL THE AREA AROUND THE PILE WITH CEMENT GROUT.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

NORTH ABUTMENT

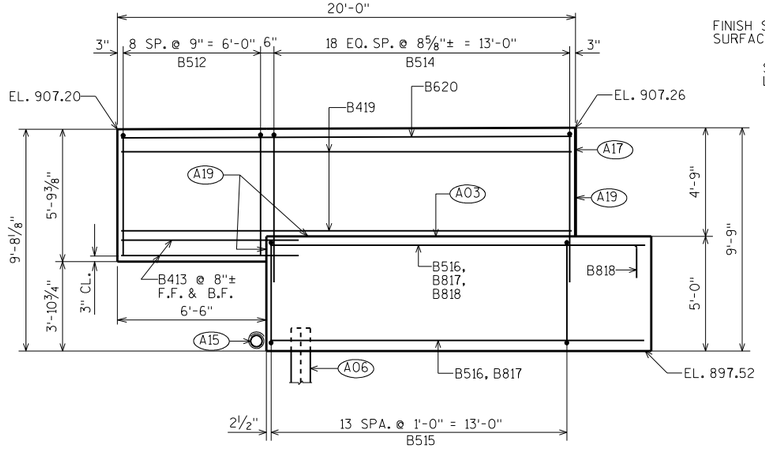
SHEET 6

425

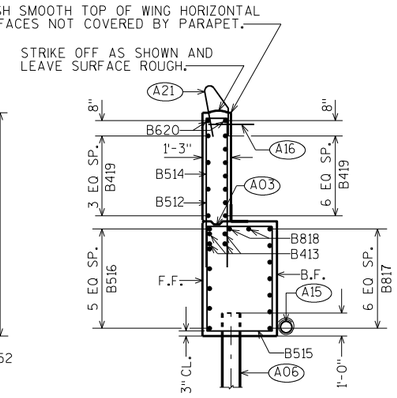
SCALE = 5.3333

8

8



WING 3 ELEVATION



WING 3 SECTION

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" × 6". (18" R.M.W. @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

A06 SUPPORT ABUTMENT ON HP 10 × 42 STEEL PILING. ESTIMATED 60 FEET LONG. PILES SHALL BE PRE-BORED A MINIMUM OF 3 FEET INTO BEDROCK. AFTER PILES HAVE BEEN FIRMLY SEATED, FILL THE AREA AROUND THE PILE WITH CEMENT GROUT.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

A16 B430 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

A21 FOR PPT. BARS & DIMENSION SEE PARAPET SHEET 13.

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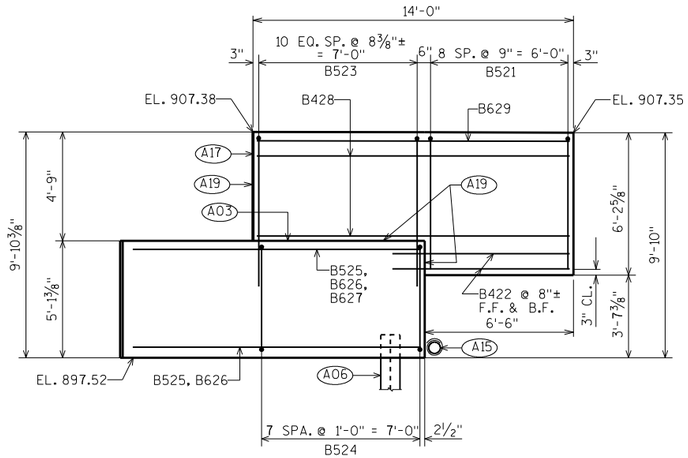
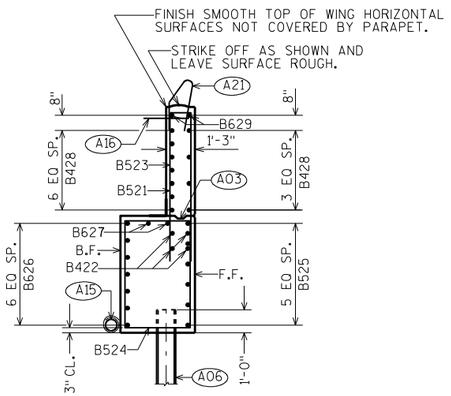
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

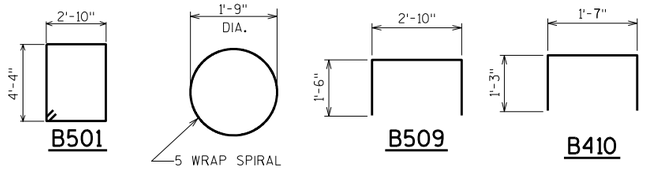
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		85	15'-0"	X		BODY-STIRRUPS-VERT.
B402		22	2'-3"			BODY-VERT.-BOT.-2 PER PILE
B903		7	21'-4"	X		BODY-HORIZONTAL-B.F.-WING 3 END
B604		7	37'-2"			BODY-HORIZONTAL-B.F.-MIDDLE
B805		7	14'-0"			BODY-HORIZONTAL-B.F.-WING 4 END
B606		22	35'-3"			BODY-HORIZONTAL
B407		11	28'-0"	X		BODY-VERT.-BOT.-SPIRAL-1 PER PILE
B408		4	27'-3"			BODY-HORIZ.-TOP-UNDER BEAM SEATS 3-5
B509		28	5'-7"	X		BODY-VERT.-TOP-UNDER BEAM SEATS 3-5
B410		24	3'-11"	X		BODY-VERT.-TOP-BETWEEN BEAM SEATS
B411		12	7'-2"			BODY-HORIZ.-TOP-BETWEEN BEAM SEATS
B512	X	9	11'-5"	X		WING 3-VERTICAL
B413	X	4	7'-9"			WING 3-HORIZONTAL-B.F. & F.F.
B514	X	19	13'-10"	X		WING 3-VERTICAL
B515	X	14	15'-7"	X		WING 3-BOT.-VERT.-STIRRUP
B516	X	6	16'-4"			WING 3-HORIZONTAL-F.F.
B817	X	7	19'-0"			WING 3-HORIZONTAL-B.F.
B818	X	2	17'-6"	X		WING 3-HORIZONTAL
B419	X	11	19'-7"			WING 3-HORIZONTAL-F.F. & B.F.
B620	X	2	19'-7"			WING 3-HORIZONTAL-TOP-F.F. & B.F.
B521	X	9	12'-3"	X		WING 4-VERTICAL
B422	X	4	7'-9"			WING 4-HORIZONTAL-B.F. & F.F.
B523	X	11	13'-10"	X		WING 4-VERTICAL
B524	X	8	15'-10"	X		WING 2-BOT.-VERTICAL-STIRRUP
B525	X	6	12'-7"			WING 4-HORIZONTAL-F.F.
B626	X	7	7'-7"			WING 4-HORIZONTAL-B.F.
B627	X	2	9'-7"			WING 4-HORIZONTAL
B428	X	11	13'-7"			WING 4-HORIZONTAL-F.F. & B.F.
B629	X	2	13'-7"			WING 4-HORIZONTAL-TOP-B.F. & F.F.
B430	X	36	2'-0"			WING 3&4-TOP-B.F.-HORIZ.-SURFACE DRAINS

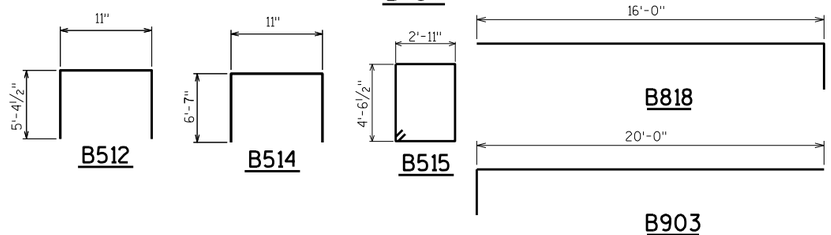


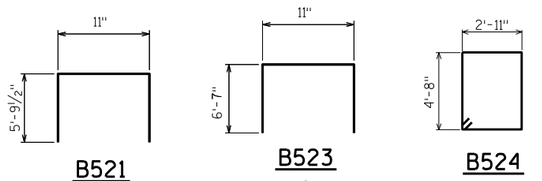
WING 4 ELEVATION



WING 4 SECTION







NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

NORTH ABUTMENT DETAILS

SHEET 7

426

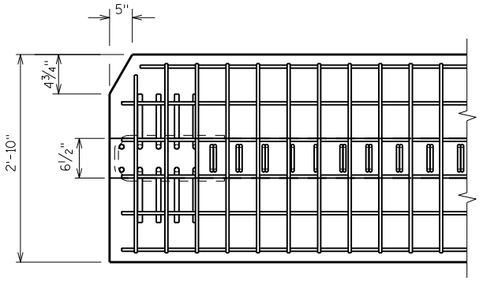
SCALE = 3.2

8

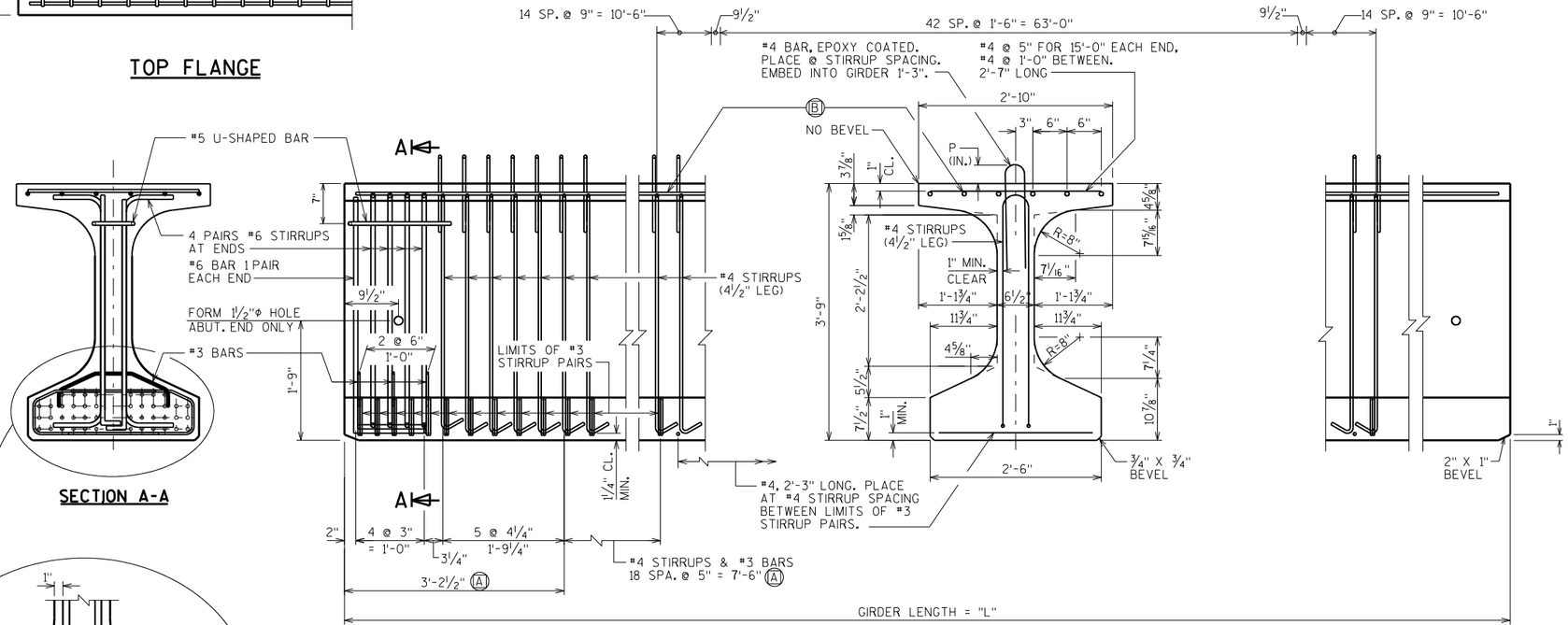
8

STATE PROJECT NUMBER

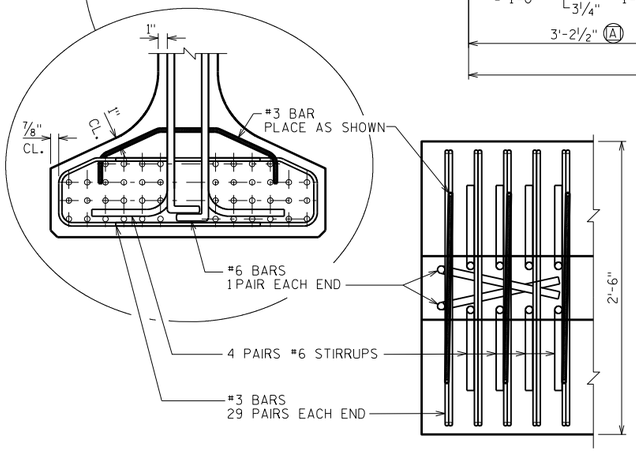
1390-04-82



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 = 1'-11"

GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE DECK, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

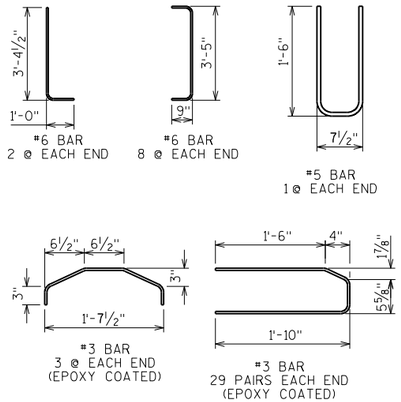
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT CHIEF, (608)266-5161.

PRESTRESSING STRANDS SHALL BE 0.6" DIA.-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET 10.



✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" 1ST 1/3 OF GIRDER	"P" MID 1/3 OF GIRDER	"P" END 1/3 OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.)	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.)
1	ALL 7	107.00'	0.7	1.3	1.8	2.1	2.2	2.1	1.8	1.3	0.7	8000	7"	7"	7"	0.60	36	6400	40	13.75	16.75	5.0		

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

45W" PRESTRESSED GIRDER DETAILS 1

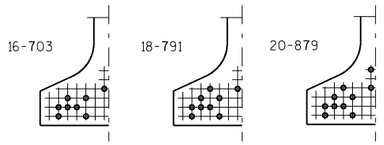
SHEET 8

427

SCALE = 1

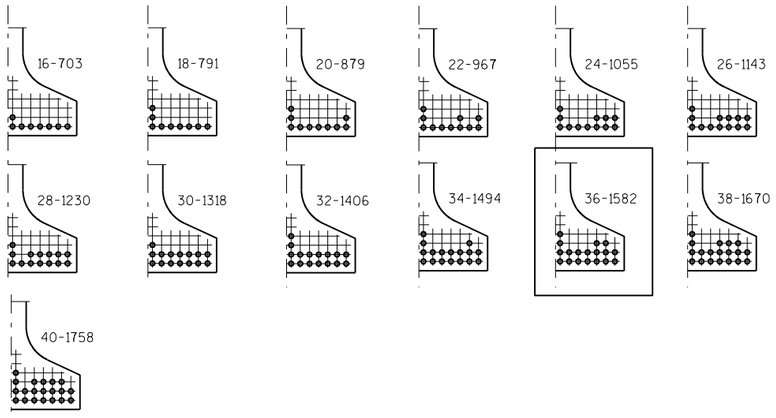
STATE PROJECT NUMBER

1390-04-82



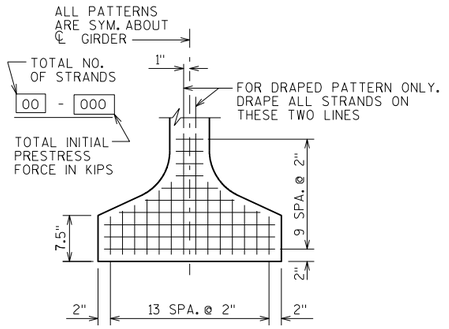
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

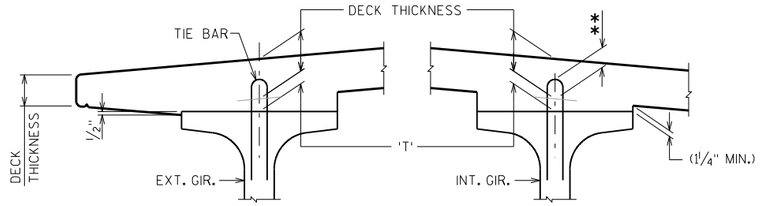


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

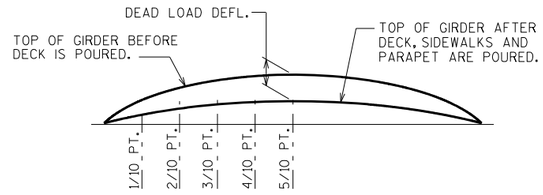
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLANS DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

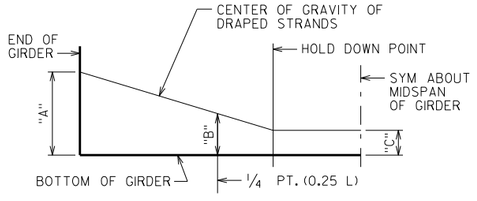
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE:
AN AVERAGE HAUNCH ('T') OF 3.1" WAS USED FOR COMPUTING THE SUPERSTRUCTURE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.)*
1	4.00

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T'. USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

45W" PRESTRESSED GIRDER DETAILS 2

SHEET 9

428

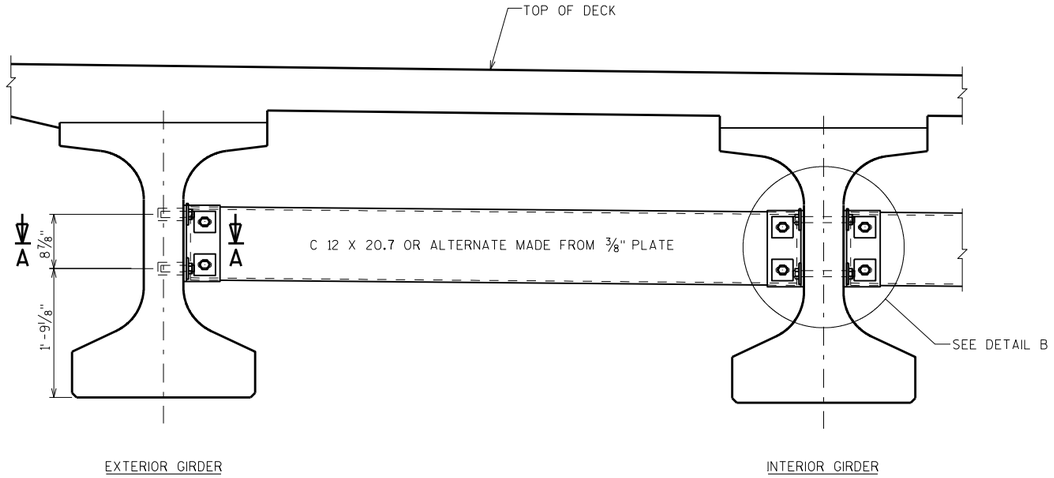
8

8

SCALE = 1

STATE PROJECT NUMBER

1390-04-82



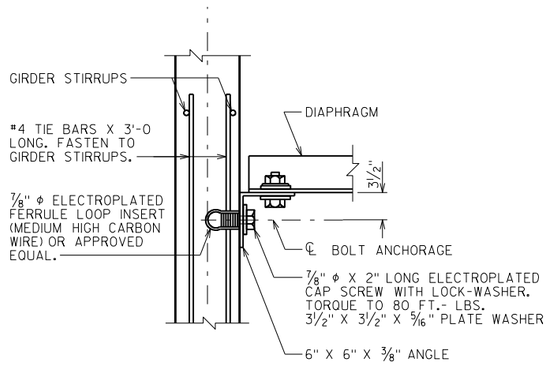
PART TRANSVERSE SECTION AT DIAPHRAGM

NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-14-197", EACH.

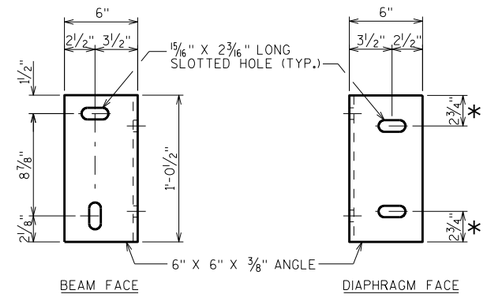
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT. ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.



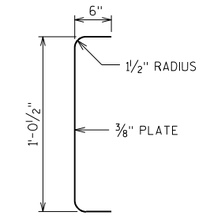
SECTION A-A

(FOR EXTERIOR ATTACHMENT)

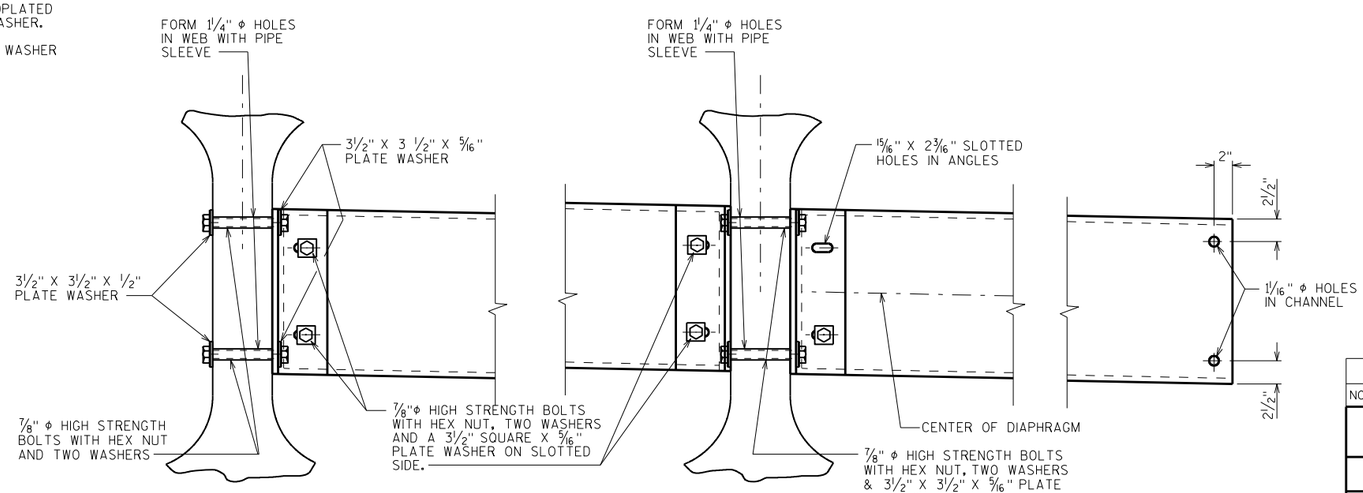


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU ALTERNATE DIAPHRAGM



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

STEEL DIAPHRAGM

SHEET 10

429

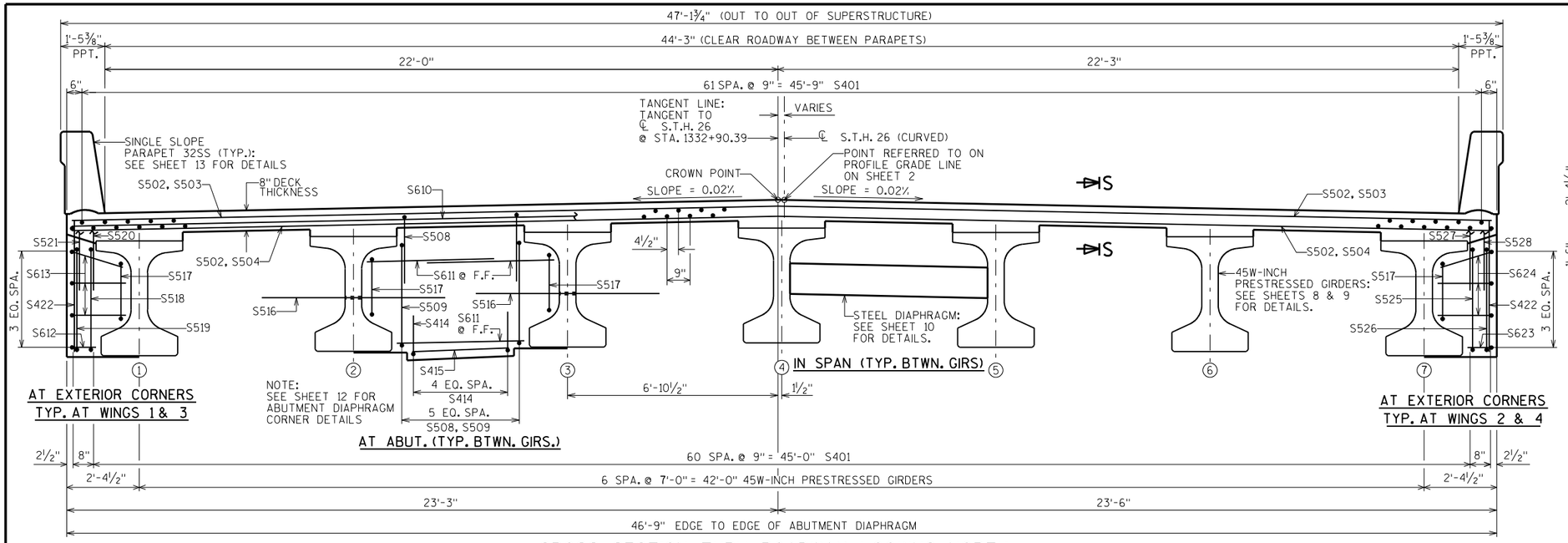
SCALE = 1

8

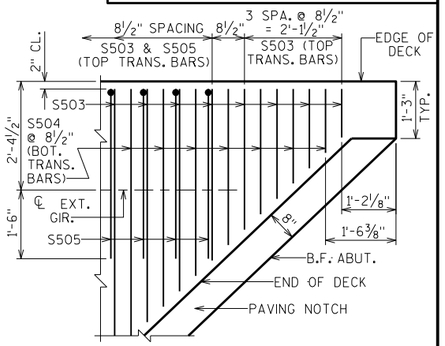
8

STATE PROJECT NUMBER

1390-04-82

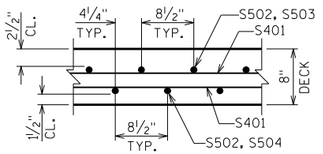


CROSS SECTION THRU ROADWAY LOOKING NORTH

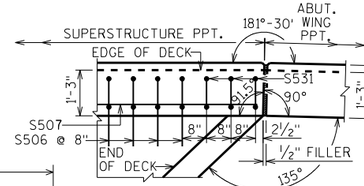


EDGE OF DECK PLAN

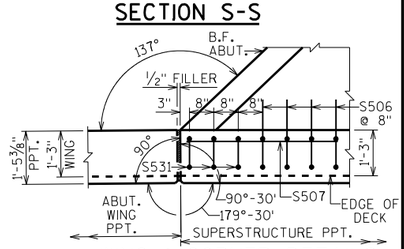
SHOWING TRANSVERSE DECK REINFORCEMENT
(TYPICAL AT WING 1 & 3 CORNERS)



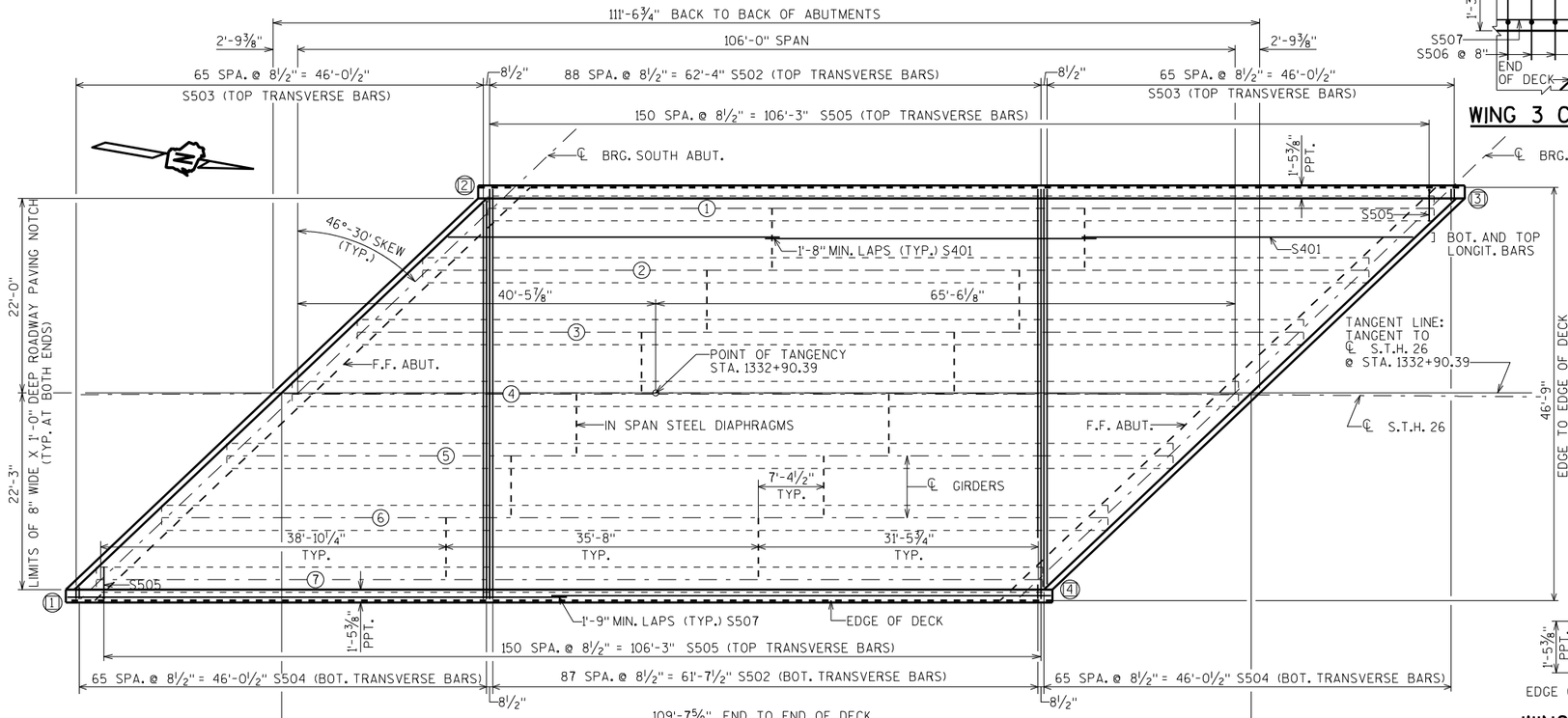
SECTION S-S



WING 3 CORNER DETAILS



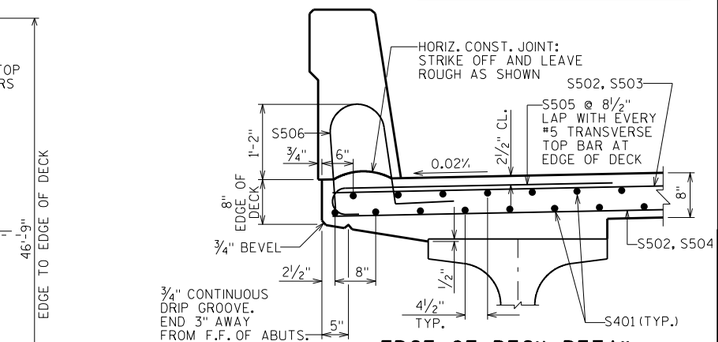
WING 1 CORNER DETAILS



(1) INDICATES WING NUMBER

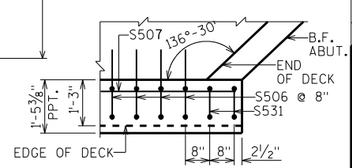
PLAN

(MEASUREMENTS MADE ALONG TANGENT LINE)



EDGE OF DECK DETAIL

(TYP. AT BOTH SIDES)



WINGS 2&4 CORNER DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

SUPERSTRUCTURE

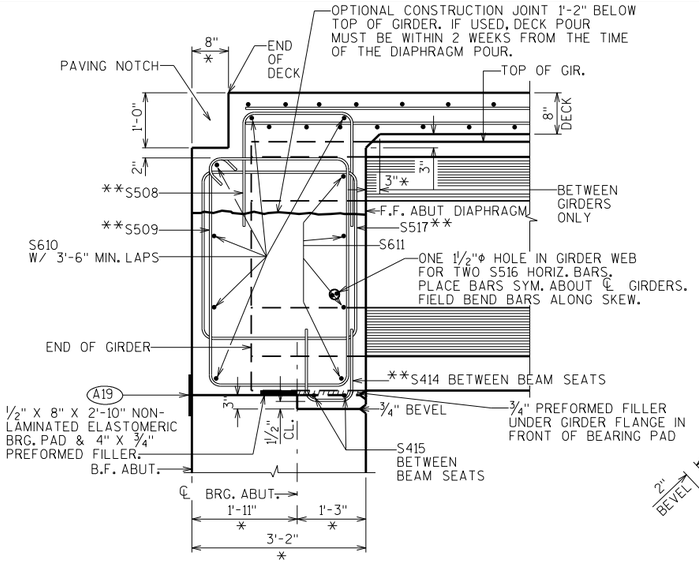
SHEET 11

430

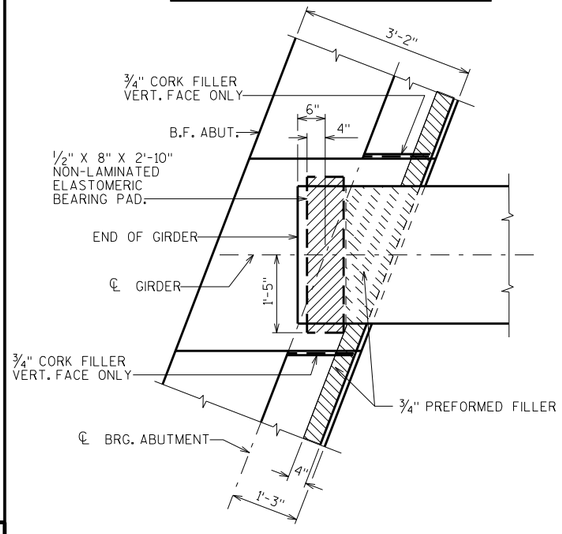
SCALE = 8

8

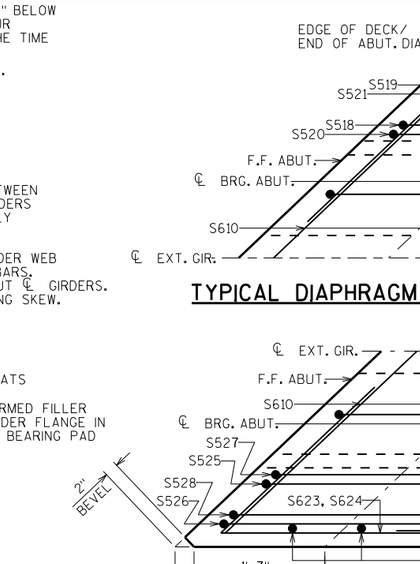
8



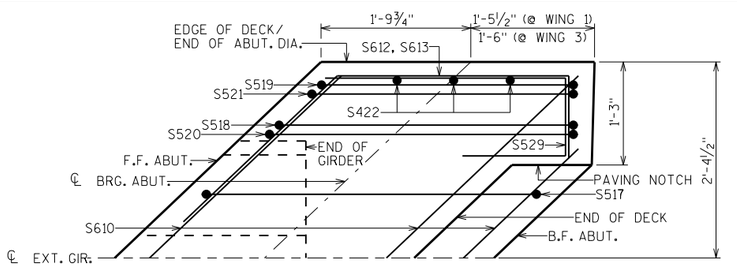
CROSS SECTION THRU ABUTMENT DIAPHRAGMS BETWEEN EXTERIOR GIRDERS



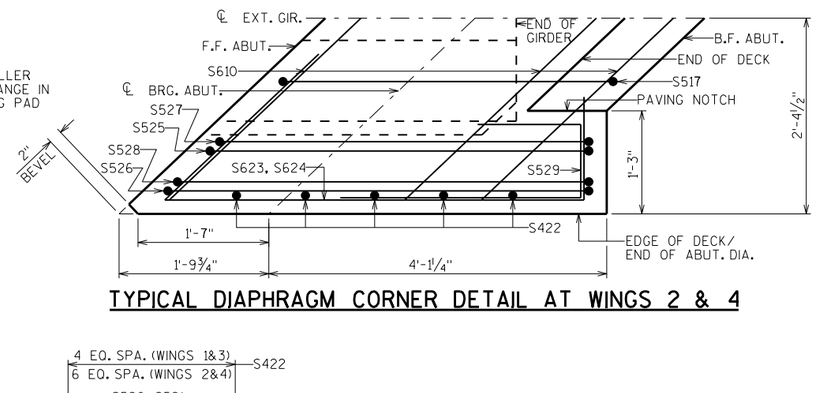
BEARING PAD DETAIL



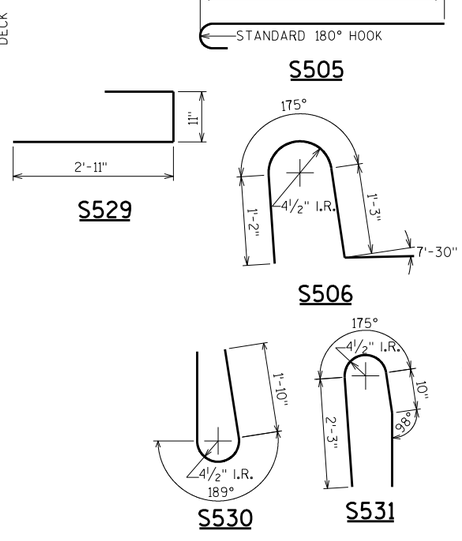
OUTSIDE FACE OF ABUT. DIAPHRAGM

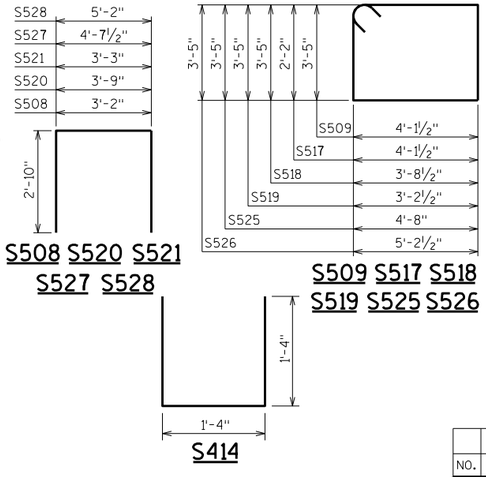


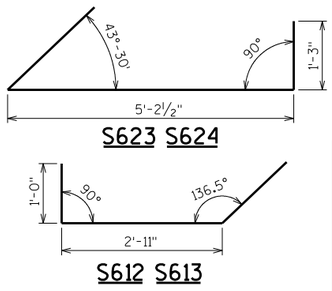
TYPICAL DIAPHRAGM CORNER DETAIL AT WINGS 1 & 3



TYPICAL DIAPHRAGM CORNER DETAIL AT WINGS 2 & 4







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
S401	X	375	37'-6"			DECK-HORIZONTAL-LONGITUDINAL-TOP & BOTTOM
S502	X	177	46'-5"			DECK-HORIZ.-TRANSVERSE-TOP & BOTTOM
S503	X	132	22'-11"		⚠	DECK-HORIZ.-TRANSVERSE-TOP-AT ACUTE CORNERS
S504	X	132	23'-3"		⚠	DECK-HORIZ.-TRANSVERSE-BOT.-AT ACUTE CORNERS
S505	X	302	4'-4"	X		DECK-HORIZ.-TRANSVERSE-TOP-AT EDGES
S506	X	326	4'-5"	X		PARAPET & DECK-VERT.-TRANS.
S507	X	24	56'-6"			PARAPET-HORIZ.-LONGIT.
S508	X	72	8'-7"	X		ABUT. DIAPHRAGM & DECK-VERT.-BTWN. GIRS.
S509	X	72	15'-9"	X		ABUT. DIAPHRAGM-VERT.-STIRRUP-BTWN. GIRS.
S610	X	24	35'-6"			ABUT. DIAPHRAGM B.F. & DECK-HORIZ.
S611	X	84	6'-1"			ABUT. DIAPHRAGM-HORIZ.-F.F.-BTWN. GIRS.
S612	X	2	4'-10"	X		ABUT. DIAPHRAGM-HORIZ.-BOT.-AT WING 1& 3 EXTERIORS
S613	X	6	6'-3"	X		ABUT. DIAPHRAGM-HORIZ.-AT WING 1& 3 EXTERIORS
S414	X	60	3'-10"	X		ABUT. DIAPHRAGM-VERT.-BOT.-F.F.-BTWN. BEAM SEATS
S415	X	24	4'-7"			ABUT. DIAPHRAGM-HORIZ.-BOT.-BTWN. BEAM SEATS
S516	X	28	6'-0"			ABUT. DIAPHRAGM-HORIZ.-THRU GIRDERS
S517	X	28	13'-3"	X		ABUT. DIAPHRAGM-VERT.-STIRRUP-UNDER GIR. FLANGES
S518	X	2	14'-11"	X		ABUT. DIAPHRAGM-VERT.-STIRRUP-AT WING 1& 3 EXTERIORS
S519	X	2	13'-11"	X		ABUT. DIAPHRAGM-VERT.-STIRRUP-AT WING 1& 3 EXTERIORS
S520	X	2	9'-2"	X		ABUT. DIAPHRAGM & DECK-VERT.-AT WING 1& 3 EXTERIORS
S521	X	2	8'-8"	X		ABUT. DIAPHRAGM & DECK-VERT.-AT WING 1& 3 EXTERIORS
S422	X	16	4'-4"			ABUT. DIAPHRAGM & DECK-VERT.-AT ALL 4 EXTERIORS
S623	X	2	7'-2"	X		ABUT. DIAPHRAGM-HORIZ.-BOT.-AT WING 2 & 4 EXTERIORS
S624	X	6	8'-7"	X		ABUT. DIAPHRAGM-HORIZ.-AT WING 2 & 4 EXTERIORS
S525	X	2	16'-10"	X		ABUT. DIAPHRAGM-VERT.-STIRRUP-AT WING 2 & 4 EXTERIORS
S526	X	2	17'-11"	X		ABUT. DIAPHRAGM-VERT.-STIRRUP-AT WING 2 & 4 EXTERIORS
S527	X	2	10'-1"	X		ABUT. DIAPHRAGM & DECK-VERT.-AT WING 2 & 4 EXTERIORS
S528	X	2	10'-7"	X		ABUT. DIAPHRAGM & DECK-VERT.-AT WING 2 & 4 EXTERIORS
S529	X	4	4'-10"	X		ABUT. DIAPH./DECK-TOP-HORIZ.-AT ALL 4 GIRDER EXTERIORS
S530	X	336	5'-0"	X		PARAPET-VERT.-TRANS.
S531	X	10	5'-10"	X		PARAPET & ABUT. DIAPH.-VERT.-TRANS.-AT ALL 4 DECK CORNERS ONLY

⚠ 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. REQD.	LENGTH
S503	2 SERIES OF 66 BARS	1'-1" TO 44'-9"
S504	2 SERIES OF 66 BARS	1'-5" TO 45'-1"

BUNDLE AND TAG EACH SERIES SEPARATELY

TOP OF DECK ELEVATIONS

EOD = EDGE OF DECK

	℄ S. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ N. ABUT.
LEFT EOD	907.49	907.48	907.46	907.45	907.43	907.41	907.39	907.36	907.33	907.30	907.27
GIR. 1	907.51	907.50	907.48	907.47	907.45	907.43	907.41	907.38	907.35	907.33	907.30
GIR. 2	907.66	907.65	907.64	907.62	907.60	907.58	907.56	907.54	907.51	907.49	907.46
GIR. 3	907.81	907.80	907.78	907.77	907.76	907.74	907.72	907.70	907.67	907.65	907.62
GIR. 4	907.95	907.94	907.93	907.92	907.90	907.88	907.87	907.85	907.82	907.80	907.77
GIR. 5	907.81	907.80	907.79	907.78	907.77	907.76	907.74	907.72	907.70	907.68	907.65
GIR. 6	907.67	907.67	907.66	907.65	907.64	907.63	907.61	907.59	907.57	907.55	907.53
GIR. 7	907.54	907.53	907.53	907.52	907.51	907.50	907.48	907.47	907.45	907.43	907.41
RIGHT EOD	907.52	907.51	907.51	907.50	907.49	907.48	907.47	907.45	907.43	907.41	907.39

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

*DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

**BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

SUPERSTRUCTURE DETAILS

SHEET 12

431

STATE PROJECT NUMBER

1390-04-82

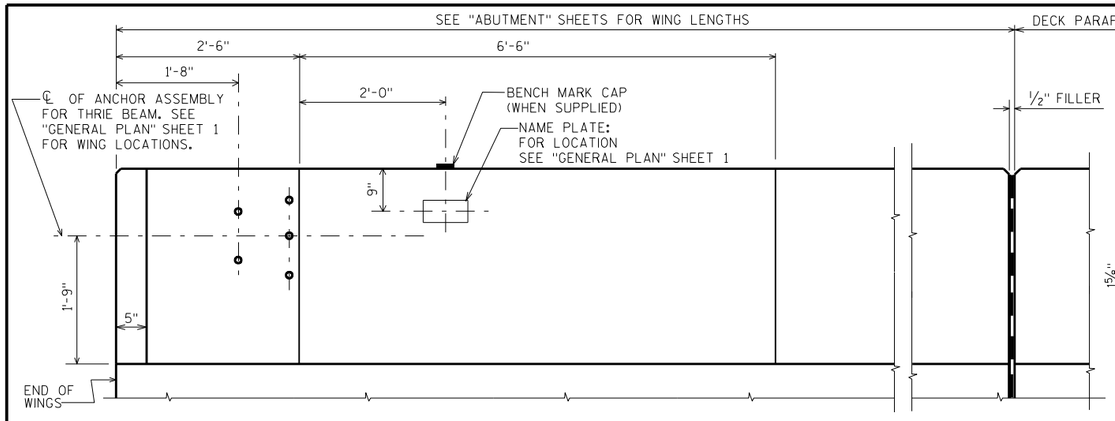
8

8

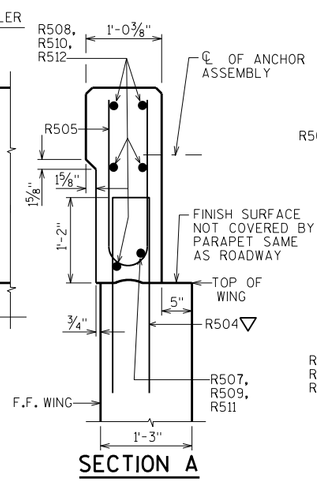
SCALE = 1.3333

STATE PROJECT NUMBER

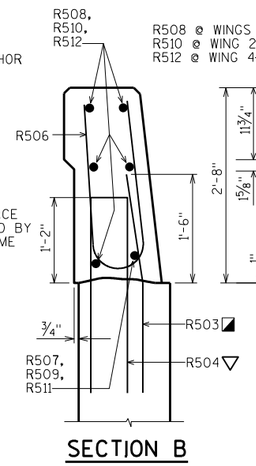
1390-04-82



INSIDE ELEVATION



SECTION A



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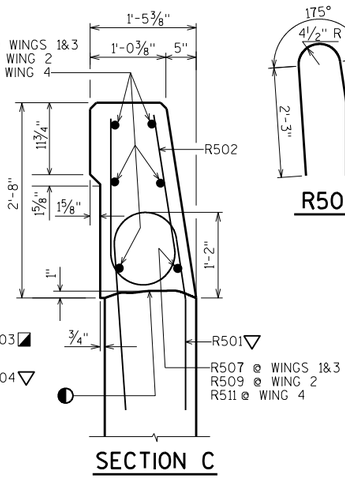

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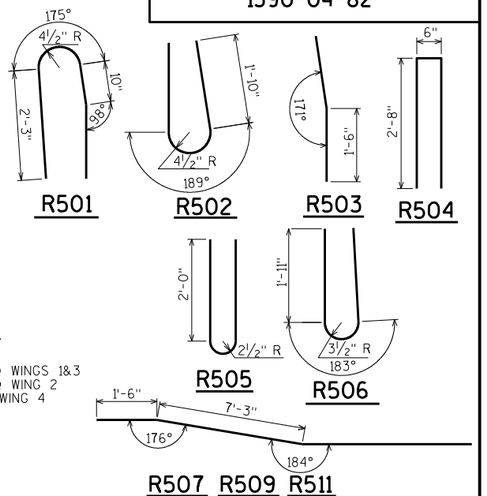
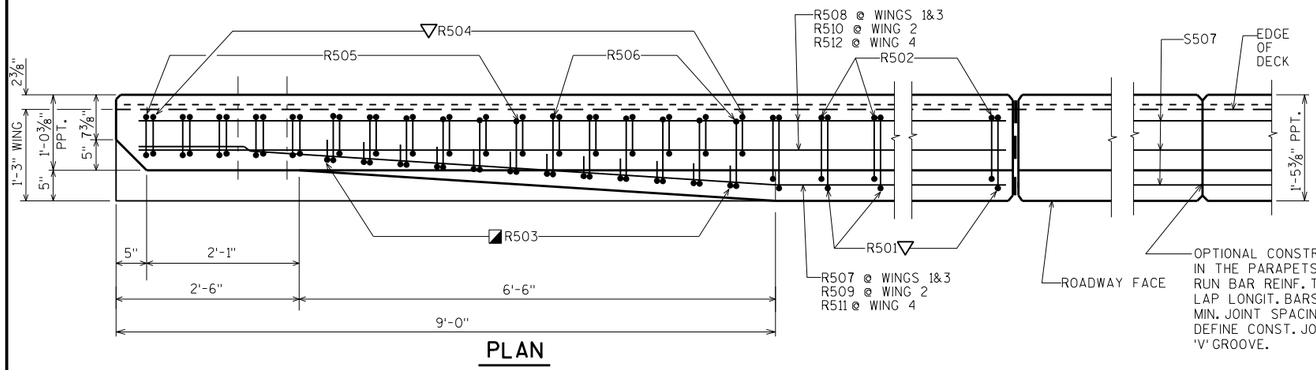
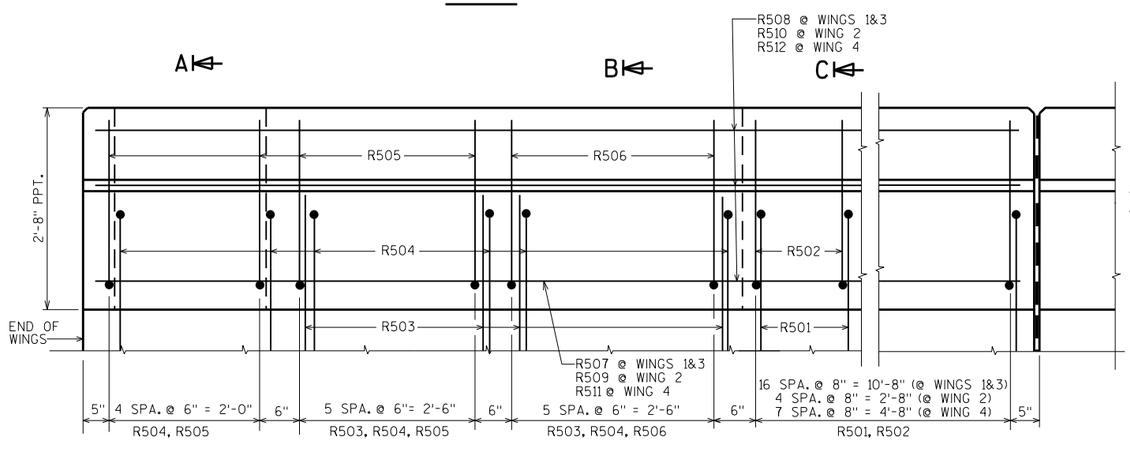
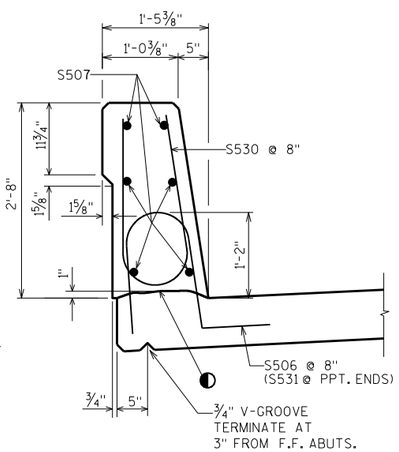




PLAN



OUTSIDE ELEVATION



SECTION THRU PARAPET ON DECK

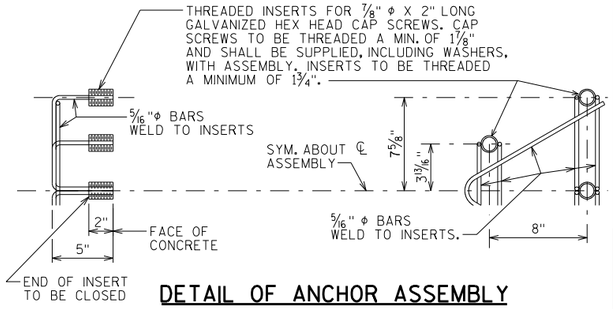
SEE SHEET 12 FOR THE BILL OF BARS AND BAR DETAILS.

BILL OF BARS

FOR ABUTMENT PARAPETS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR SIZE SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D. S. ABUT.	NO. REQ'D. N. ABUT.	LENGTH	BENT	LOCATION
R501	X	22	25	5'-10"	X	PARAPET & WING-VERT.-TRANS.-AT WINGS 1,2,3,&4
R502	X	22	25	5'-0"	X	PARAPET-VERT.-TRANS.-AT WINGS 1,2,3,&4
R503	X	24	24	3'-0"	X	PARAPET & WING-VERT.-TRANS.-AT WINGS 1,2,3,&4
R504	X	34	34	5'-7"	X	PARAPET & WING-VERT.-TRANS.-AT WINGS 1,2,3,&4
R505	X	22	22	4'-9"	X	PARAPET-VERT.-TRANS.-AT WINGS 1,2,3,&4
R506	X	12	12	4'-10"	X	PARAPET-VERT.-TRANS.-AT WINGS 1,2,3,&4
R507	X	1	1	19'-8"	X	PARAPET-HORIZ.-LONGIT.-AT WINGS 1&3
R508	X	5	5	19'-8"		PARAPET-HORIZ.-LONGIT.-AT WINGS 1&3
R509	X	1	--	11'-8"	X	PARAPET-HORIZ.-LONGIT.-AT WING 2
R510	X	5	--	11'-8"		PARAPET-HORIZ.-LONGIT.-AT WING 2
R511	X	--	1	13'-8"	X	PARAPET-HORIZ.-LONGIT.-AT WING 4
R512	X	--	5	13'-8"		PARAPET-HORIZ.-LONGIT.-AT WING 4



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

◐ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ R501 AND R504 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

SINGLE SLOPE PARAPET 32SS

SHEET 13

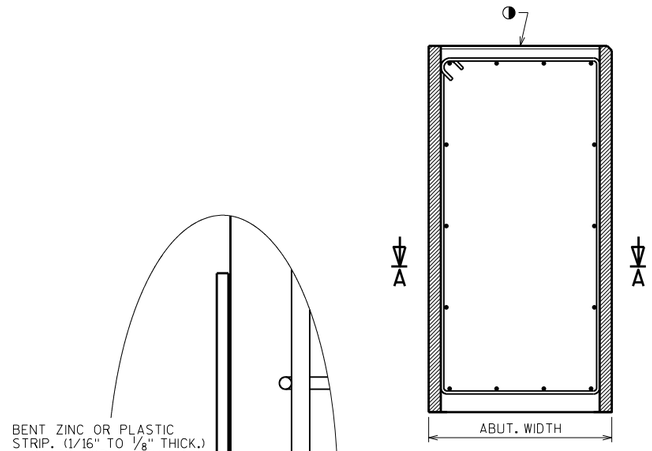
432

SCALE = 1

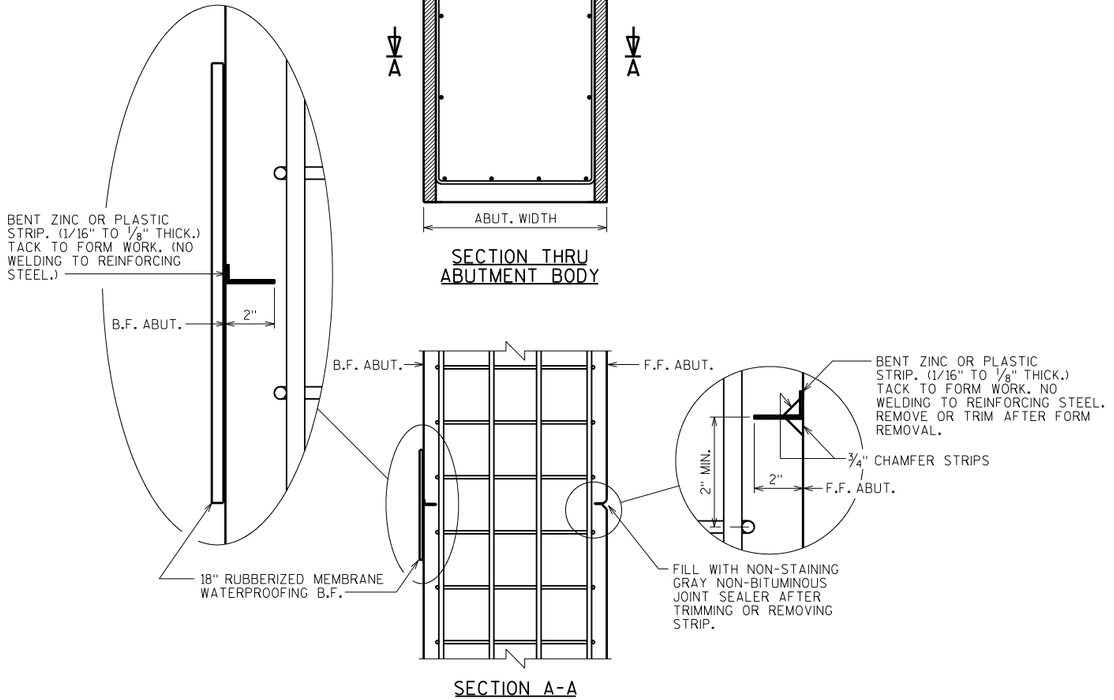
8

8

STATE PROJECT NUMBER
1390-04-82



SECTION THRU ABUTMENT BODY



SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-197

DRAWN BY JPH | PLANS CK'D. BLB

ALTERNATE CONSTRUCTION JOINT

SHEET 14

433

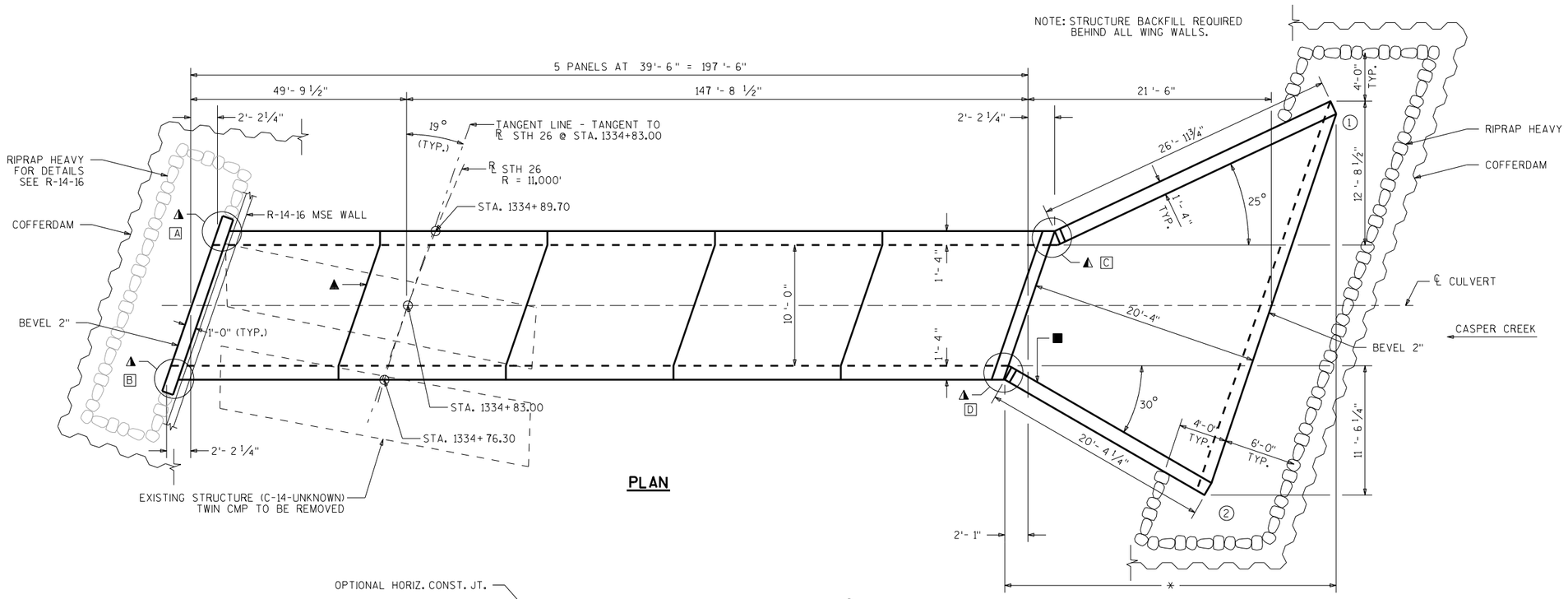
8

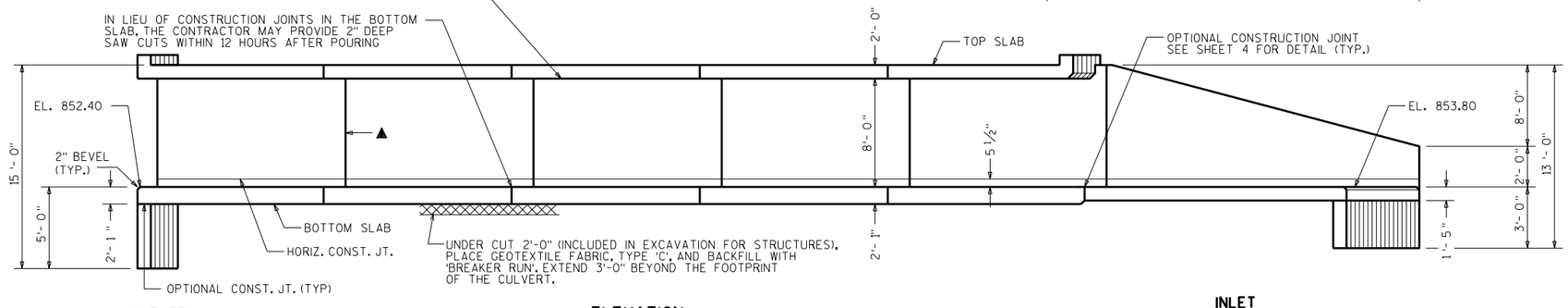
8

SCALE = 1

STATE PROJECT NUMBER
1390-04-82

▲ SEE CORNER DETAILS SHT 4
■ NAME PLATE LOCATION (SEE SHT 4)
* BUILD APRON AND END OF BOX LEVEL
▲ VERT. CONST. JOINT (TYP.)
○ INDICATES WING NUMBER
□ INDICATES CORNER LETTER





LIST OF DRAWINGS

1. LAYOUT
2. BOX DETAILS
3. APRON DETAILS
4. DETAILS
5. SUBSURFACE EXPLORATION

STRUCTURE DESIGN CONTACT:
DANIELLE DE TENNIS (608) 266-8689
LAURA SHADEWALD (608) 267-2692

DESIGN DATA

LIVELOAD: HL-93
EARTHLOAD: DESIGNED FOR 43.0 FT. OF FILL.
ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY, GRADE A-FA ——— f'_c = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60000 P.S.I.
INVERTS TO BE SET 1'-0" MIN. BELOW STREAMBED.

TRAFFIC VOLUME

STH 26
A.D.T. = 4350 (2035)
R.D.S. = 70 M.P.H.

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 50 C.F.S.
VEL. = 5.1 F.P.S.
HW. = EL. 857.3
DRAINAGE AREA = 2.1 SQ. MI.
OVERTOPPING RDWY. = N.A.

2 YEAR FREQUENCY
Q_2 = 23 C.F.S.
$HW._2$ = EL. 856.75

TOTAL ESTIMATED QUANTITIES

BID ITEMS

203.0200	REMOVING OLD STRUCTURE STA. 1334+83.00	1	LS
206.2000	EXCAVATION FOR STRUCTURES CULVERTS C-14-3063	1	LS
206.5000	COFFERDAMS C-14-3063	1	LS
210.0100	BACKFILL STRUCTURE	2,721	CY
311.0115	BREAKER RUN	320	CY
504.0100	CONCRETE MASONRY CULVERTS	590	CY
505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	52,320	LB
505.0610	BAR STEEL REINFORCEMENT HS COATED CULVERTS	860	LB
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	37	SY
606.0300	RIPRAP HEAVY	23	CY
645.0105	GEOTEXTILE FABRIC TYPE C	590	SY
645.0120	GEOTEXTILE FABRIC TYPE HR	54	SY

NON-BID ITEMS

FILLER	3/4"	SIZE
CORK	1"	SIZE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE TOP OF THE BOX WITHIN THE LENGTH OF THE CULVERT.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE A 18" (MIN.) WIDE SHEET OF 'RUBBERIZED MEMBRANE WATERPROOFING' ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DEVELOPMENT SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS ON CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES
ACCEPTED William C. Dreher LLS — 5/7/13
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-14-3063

STH 26 OVER CASPER CREEK

COUNTY	TOWN ~~CITY/VILLAGE~~
DODGE	CLYMAN

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
DFD	DVB	DFD	DVB

LAYOUT

SHEET 1 OF 5

434

I.D. 1390-04-04

DATE: JAN. 2013

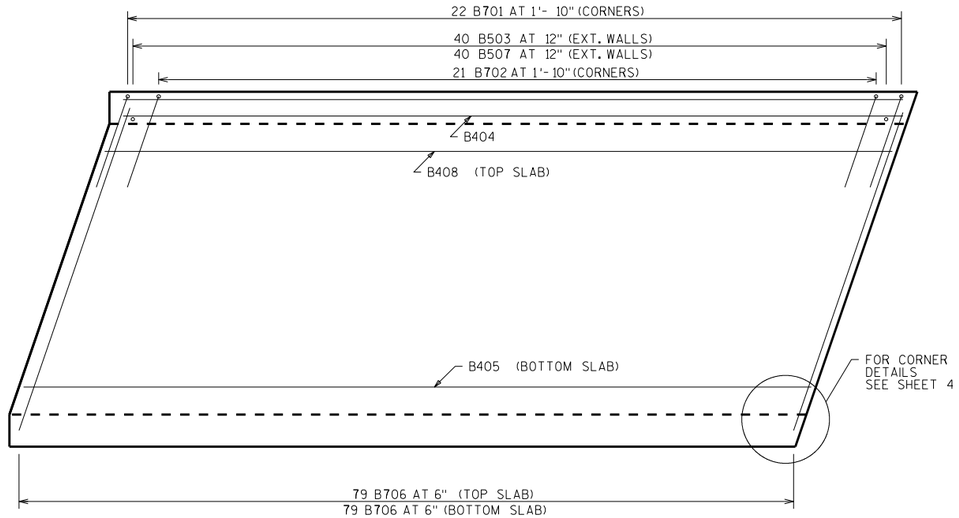
SCALE = 4

8

8

STATE PROJECT NUMBER

1390-04-82



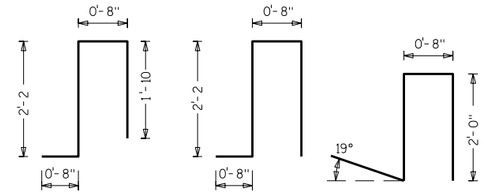
PLAN VIEW OF EXTERIOR PANEL

USE IDENTICAL STEEL IN OTHER PANELS.
APRON AND HEADER ARE NOT SHOWN.

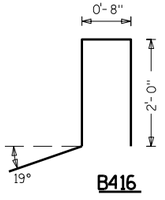
BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

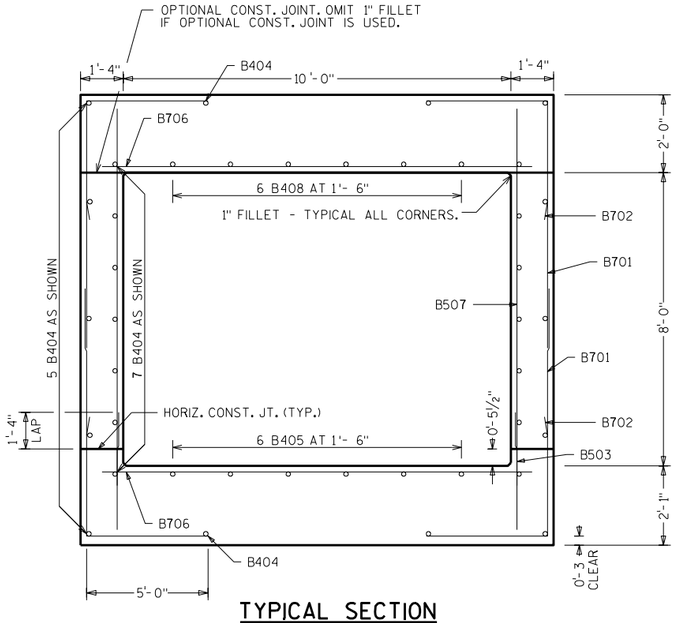
MARK	NUMBER REQ'D.	LENGTH	BENT	LOCATION
B701	440	12-1	5-0	CORNERS
B702	420	9-9	5-0	CORNERS
B503	400	3-10	NO	WALLS-DOWELS VERT.
B404	70	39-0	NO	TOP&BOTTOM SLAB & WALL
B405	30	39-0	NO	BOTTOM SLAB LONGIT.
B706	790	12-4	NO	TOP & BOTTOM SLAB TRANS.
B507	400	9-3	NO	WALLS VERT.
B408	30	39-0	NO	TOP SLAB LONGIT.
B409	4	13-0	NO	HEADERS HORIZ.
B310	19	5-0	YES	HEADER STIRRUPS VERT. INLET
B511	176	4-0	NO	VERT.CONST.JOINT
B412	19	5-5	YES	HEADER STIRRUPS VERT. OUTLET
B413	4	12-3	NO	OUTLET LIP
B414	4	5-5	2-9	OUTLET CORNERS
B415	17	5-1	YES	WALL STIRRUP
B416	17	5-1	YES	WALL STIRRUP



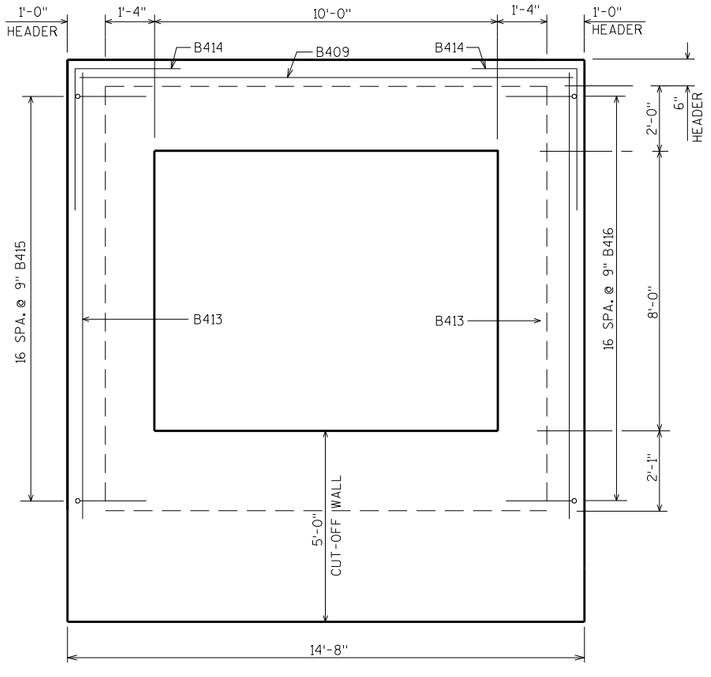
B310 B412 B415



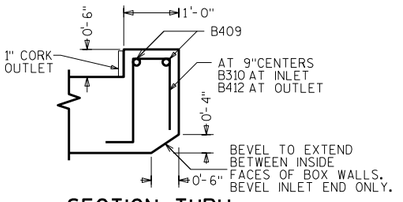
B416



TYPICAL SECTION THRU BOX

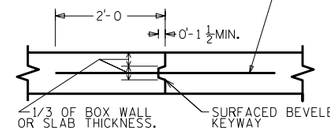


WEST END VIEW OF BOX



SECTION THRU TOP HEADER

B511 AT 12" CONTRACTOR MAY UTILIZE MASONRY ANCHORS TYPE S (EPOXY ANCHORED) 5/8-INCH WITH 1'-3" MINIMUM EMBEDMENT AND A MINIMUM PULLOUT CAPACITY OF 19 KIPS. INCIDENTAL TO "BAR STEEL REINFORCEMENT HS CULVERTS".



VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-14-3063

DRAWN BY DFD | PLANS CK'D. DVB

BOX DETAILS

SHEET 2

435

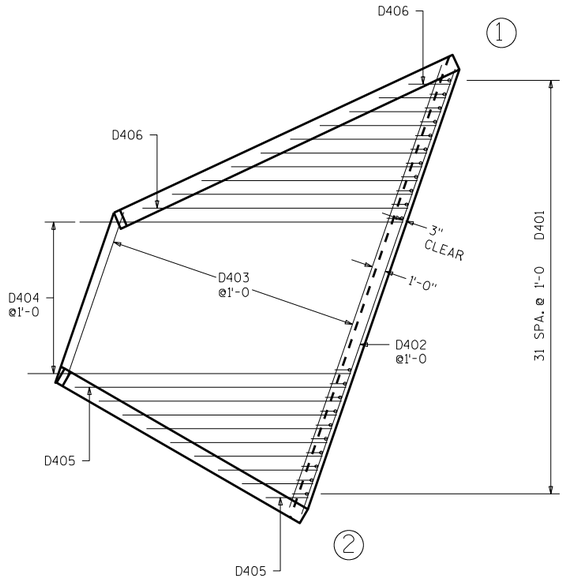
SCALE = 4

8

8

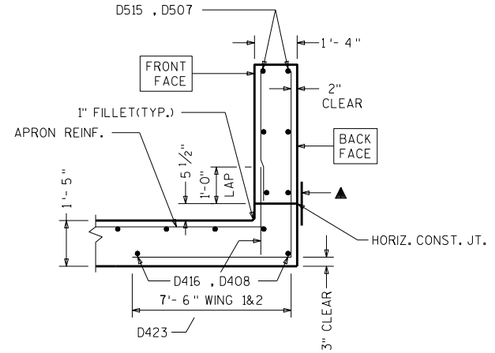
STATE PROJECT NUMBER

1390-04-82



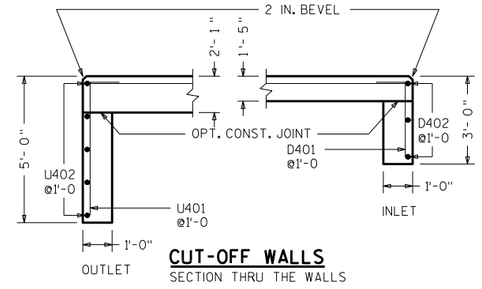
APRON REINF.

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).



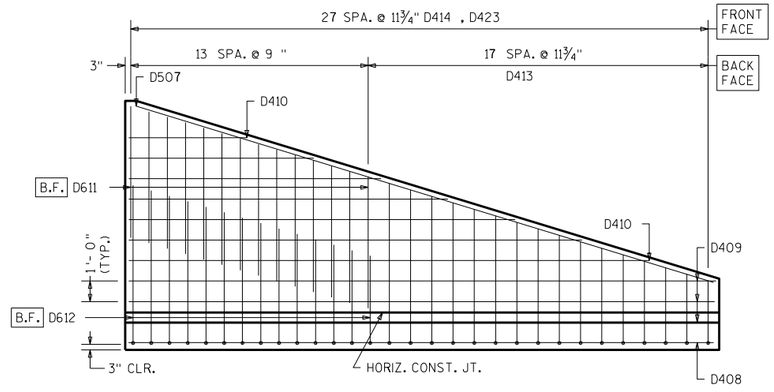
SECTION THRU WINGS

AT RIGHT ANGLES TO WING WALLS

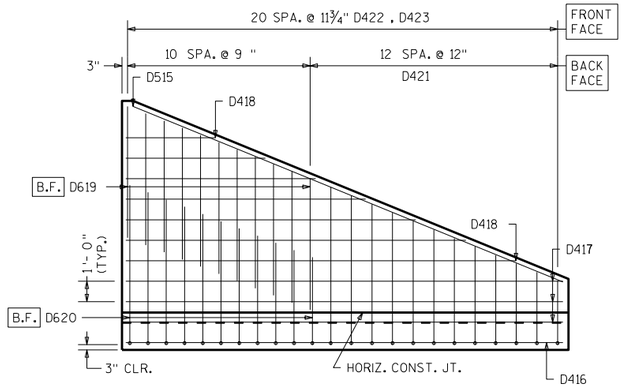


CUT-OFF WALLS

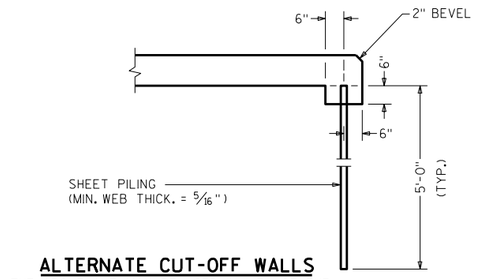
SECTION THRU THE WALLS



WING 1



WING 2



ALTERNATE CUT-OFF WALLS

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-14-3063

DRAWN BY DFD | PLANS CK'D. DVB

APRON DETAILS

SHEET 3

436

SCALE = 4

8

8

STATE PROJECT NUMBER

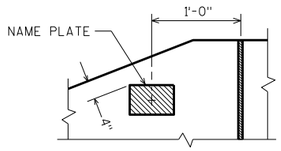
1390-04-82

BILL OF BARS

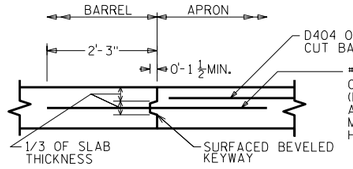
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		14	5 - 6	1 - 0		OUTLET APRON AND CUTOFF WALL
U402		5	13 - 0			OUTLET APRON AND CUTOFF WALL
D401		32	3 - 6	1 - 0		INLET APRON AND CUTOFF WALL
D402		3	33 - 6			INLET APRON AND CUTOFF WALL
D403		20	24 - 2		*	INLET APRON
D404		13	23 - 6			INLET APRON
D405		9	11 - 6		*	INLET APRON
D406		10	11 - 1		*	INLET APRON
D507		2	27 - 8			WING 1 -DIAGONAL - BOTH FACES
D408		2	26 - 6			WING " -HORIZONTAL -APRON BOTT. SLAB
D409		6	26 - 6			WING " -HORIZONTAL - BOTH FACES
D410		14	13 - 6		*	WING " -HORIZONTAL - BOTH FACES
D611		14	6 - 0			WING " -VERTICAL - BACK FACE
D612	X	14	13 - 9	7 - 4	*	WING " -VERTICAL - BACK FACE
D413	X	17	12 - 8	7 - 4	*	WING " -VERTICAL - BACK FACE
D414		28	5 - 3		*	WING " -VERTICAL - FRONT FACE
D515		2	21 - 5			WING 2 -DIAGONAL - BOTH FACES
D416		2	19 - 11			WING " -HORIZONTAL -APRON BOTT. SLAB
D417		6	19 - 11			WING " -HORIZONTAL - BOTH FACES
D418		14	10 - 4		*	WING " -HORIZONTAL - BOTH FACES
D619		11	6 - 0			WING " -VERTICAL - BACK FACE
D620	X	11	13 - 11	7 - 4	*	WING " -VERTICAL - BACK FACE
D421	X	12	12 - 7	7 - 4	*	WING " -VERTICAL - BACK FACE
D422		21	5 - 4		*	WING " -VERTICAL - FRONT FACE
D423	X	49	2 - 10			WINGS 1 AND 2 - DOWELS - FRONT FACE

* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



NAME PLATE LOCATION
WING 2

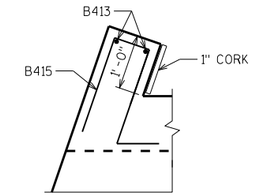


OPTIONAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

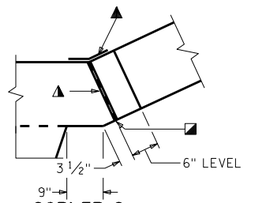
BAR SERIES TABLE --- BUNDLE AND TAG EACH SERIES SEPARATELY

BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
D403	1 SERIES OF 20	13 - 2 TO 35 - 1
D405	1 SERIES OF 9	3 - 5 TO 19 - 7
D406	1 SERIES OF 10	2 - 9 TO 19 - 4
D410	2 SERIES OF 7	3 - 7 TO 23 - 5
D612	1 SERIES OF 14	12 - 6 TO 15 - 4
D413	1 SERIES OF 17	10 - 4 TO 15 - 0
D414	1 SERIES OF 28	1 - 3 TO 9 - 2
D418	2 SERIES OF 7	2 - 10 TO 17 - 9
D620	1 SERIES OF 11	12 - 4 TO 15 - 4
D421	1 SERIES OF 12	10 - 3 TO 14 - 10
D422	1 SERIES OF 21	1 - 3 TO 9 - 2

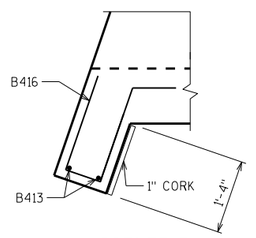


CORNER A

▲ 3/4" FILLER TYPICAL. EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WING.



CORNER C

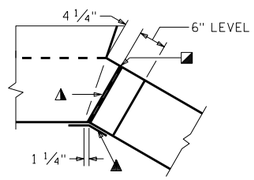


CORNER B

◪ 1" BEVEL TYPICAL

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.

CORNER DETAILS



CORNER D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-14-3063

DRAWN BY DFD | PLANS CK'D. DVB

DETAILS

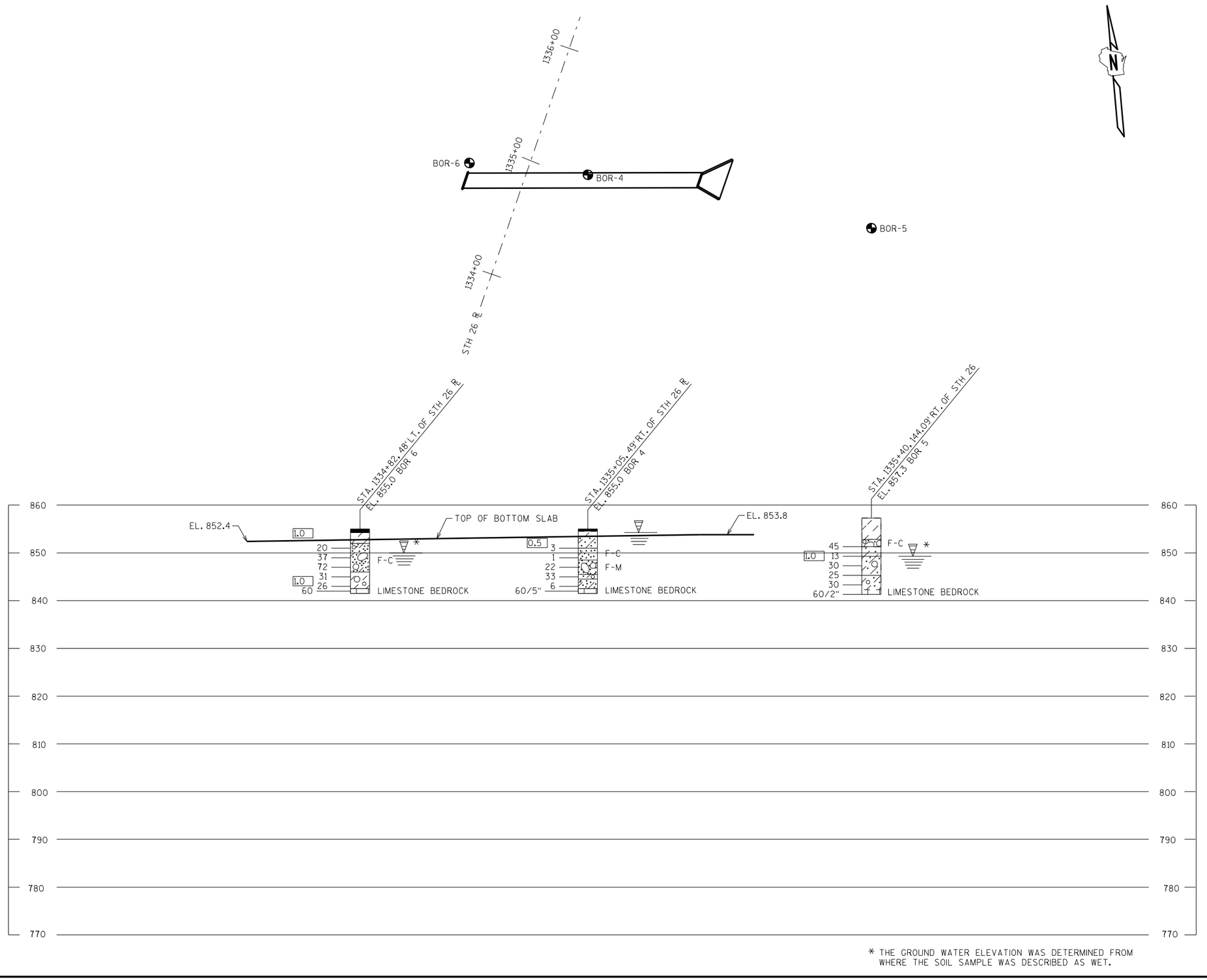
SHEET 4

437

8

8

SCALE =



* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

STATE PROJECT NUMBER

1390-04-82

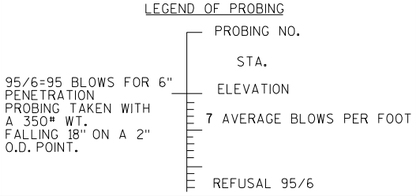
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

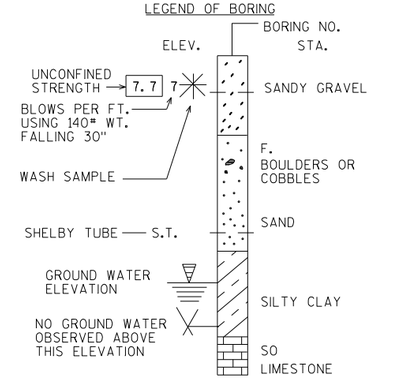
MATERIAL SYMBOLS

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 C-14-3063

DRAWN BY PR | PLANS CK'D. DVB

SUBSURFACE EXPLORATION

SHEET 5

438

SCALE =

8

8

STATE PROJECT NUMBER
1390-04-82

(A15) INDICATES WING NUMBER FOR B-14-197

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. SEE SHEET 3.

'SW' = SOUTH RETAINING WALL (R-14-15)

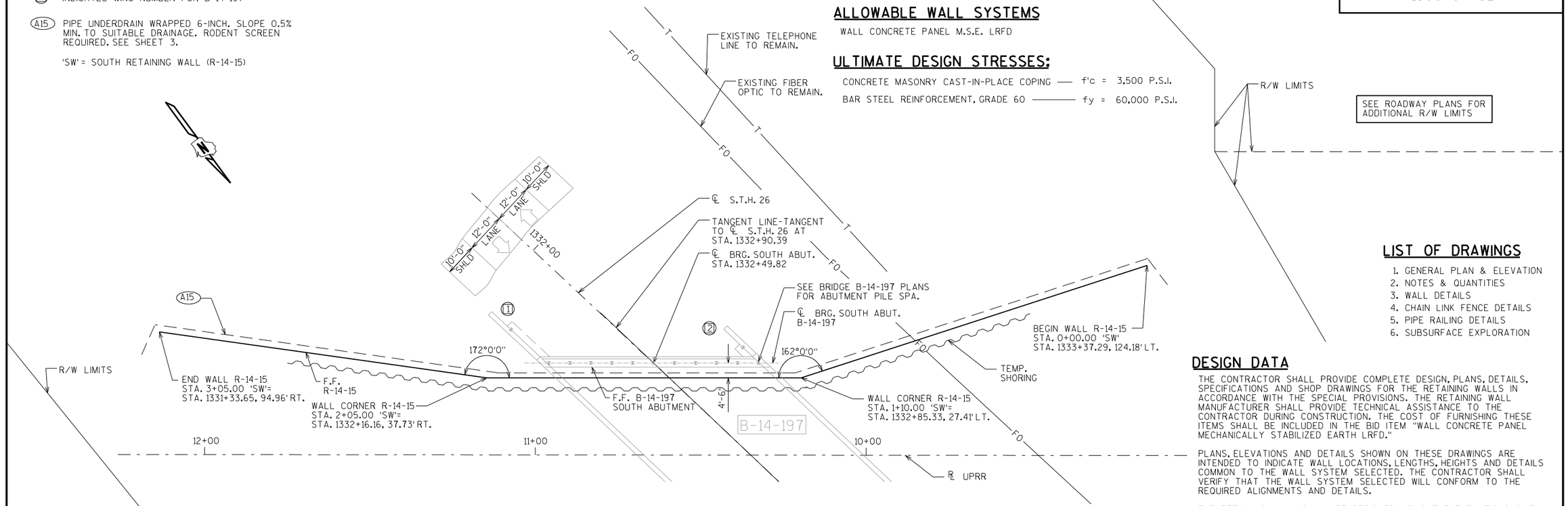
ALLOWABLE WALL SYSTEMS

WALL CONCRETE PANEL M.S.E. LRFD

ULTIMATE DESIGN STRESSES:

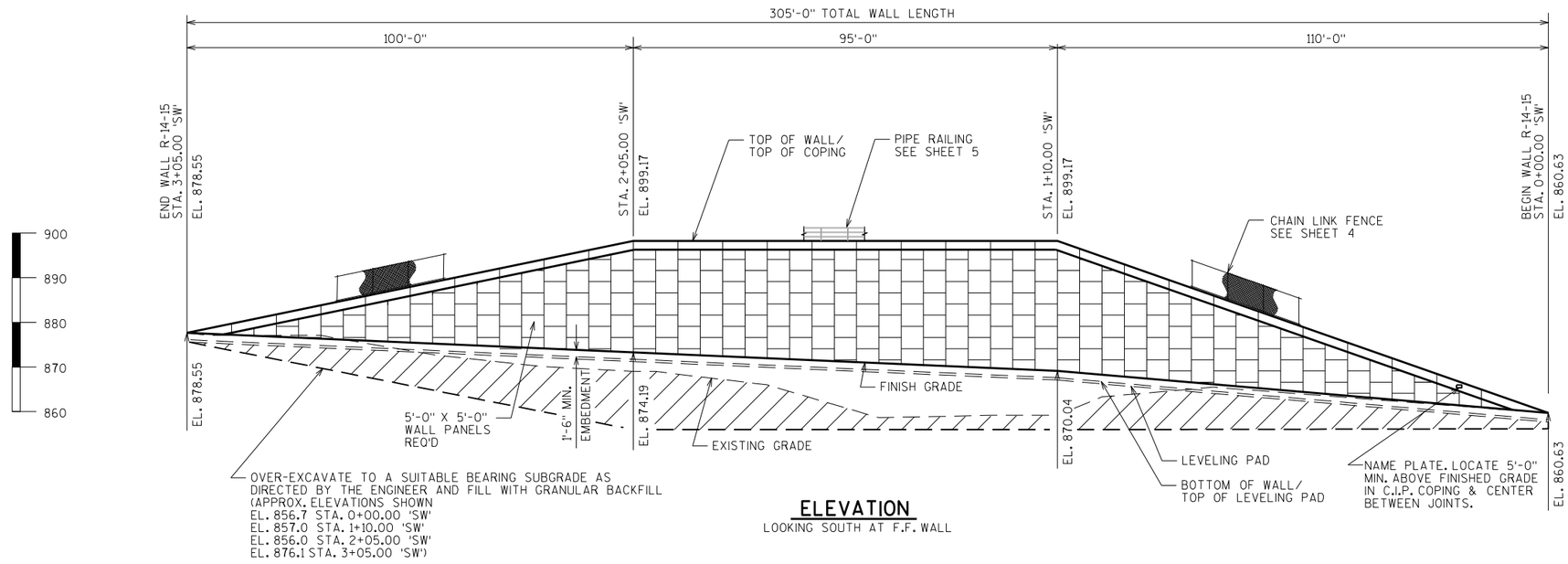
CONCRETE MASONRY CAST-IN-PLACE COPING —— f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 —— fy = 60,000 P.S.I.



PLAN

M.S.E. RETAINING WALL



ELEVATION

LOOKING SOUTH AT F.F. WALL

LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. NOTES & QUANTITIES
3. WALL DETAILS
4. CHAIN LINK FENCE DETAILS
5. PIPE RAILING DETAILS
6. SUBSURFACE EXPLORATION

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD."

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 SHALL BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEET 2.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON SHEET 3.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE LOAD OF 240 PSF.

DESIGN THE MSE WALL IN FRONT OF THE ABUTMENT BODY TO RESIST THE FORCE FROM ALL HORIZONTAL EARTH PRESSURE ACTING ON THE BACK OF THE ABUTMENT BELOW THE BEAM SEATS AND A LIVE LOAD SURCHARGE OF 240 PSF.

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.

STRUCTURE DESIGN CONTACT:

JAMES LUEBKE (608) 266-5098

LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT

BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 7/29/13

CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-14-15

RETAINING WALL FOR S.T.H. 26 OVER UPRR

COUNTY	TOWN ~~CITY/VILLAGE~~
DODGE	CLYMAN

DESIGN SPEC. AASHTO LRFD DESIGN SPEC.

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JDL	BLB	JDL	JDL

GENERAL PLAN & ELEVATION

SHEET 1 OF 6

439

SCALE = 15

I.D. 1390-04-04D

DATE: MARCH. '13

STATE PROJECT NUMBER

1390-04-82

SOIL PARAMETERS

SOIL DESCRIPTION	FRICTION ANGLE (DEGREES)	COHESION (PSF)	UNIT WEIGHT (PCF)
GRANULAR BACKFILL WITHIN THE WALL IN THE REINFORCING ZONE	30	0	120
FILL BEHIND THE REINFORCING ZONE	31	0	120
B-10			
GRANULAR FILL (REPLACES TOPSOIL) (ELEVATION 862.5 FT- 862.0 FT)	32	0	120
GRANULAR FILL (REPLACES SILT, SOME SAND, LIT. GRAVEL) (ELEVATION 862.0 FT- 856.0 FT)	32	0	120
GRANULAR FILL (REPLACES SILT, DARK BROWN, ORGANICS) (ELEVATION 856.0 FT - 852.5 FT)	32	0	120
SILT, GRAY, TRACE SAND (ELEVATION 852.5 FT - 851.0 FT)	32	0	115
SAND AND GRAVEL, GRAY, FINE TO COURSE (ELEVATION 851.0 FT - 846.5 FT)	33	0	130
SAND AND GRAVEL, GRAY, FINE TO COURSE (ELEVATION 846.5 FT - 841.5 FT)	40	0	125
LIMESTONE BEDROCK (ELEVATION 841.5 FT AND BELOW)	0	96,000	140
B-9			
GRANULAR FILL (REPLACES TOPSOIL) (ELEVATION 858.5 FT- 858.0 FT)	32	0	120
GRANULAR FILL (REPLACES SAND AND GRAVEL, BROWN) (ELEVATION 858.0 FT - 857.5 FT)	32	0	120
GRANULAR FILL (REPLACES CLAY, BROWN, SOME SILT) (ELEVATION 857.5 FT - 855.5 FT)	32	0	120
SILT, BROWN, SOME SAND, SOME GRAVEL (ELEVATION 855.5 FT - 839.0 FT)	34	0	130
WEATHERED LIMESTONE BEDROCK (ELEVATION 839.0 FT - 837.5 FT)	0	25,000	135
LIMESTONE BEDROCK (ELEVATION 837.5 FT AND BELOW)	0	96,000	140
B-11			
GRANULAR FILL (REPLACES TOPSOIL) (ELEVATION 859.5 FT- 859.0 FT)	32	0	120
GRANULAR FILL (REPLACES SILT, DARK BROWN, ORGANICS) (ELEVATION 859.0 FT - 856.5 FT)	32	0	120
SAND AND GRAVEL, BROWN, FINE TO COURSE, SOME SILT (ELEVATION 856.5 FT - 851.0 FT)	36	0	135
SILT, BROWN, SOME SAND, SOME GRAVEL (ELEVATION 851.0 FT - 845.0 FT)	0	25,000	135
LIMESTONE BEDROCK (ELEVATION 845.0 FT AND BELOW)	0	96,000	140
B-1			
GRANULAR FILL (REPLACES TOPSOIL) (ELEVATION 876.1 FT- 875.1 FT)	32	0	120
GRANULAR FILL (REPLACES SILT, BROWN, SOME CLAY) (ELEVATION 875.1 FT - 873.1 FT)	32	0	120
SILT, SOME SAND, SOME GRAVEL, FEW COBBLES (ELEVATION 873.1 FT - 864.1 FT)	34	0	130
SAND AND SILT, BROWN AND GRAY, SOME GRAVEL (ELEVATION 864.1 FT - 831.1 FT)	0	25,000	135
LIMESTONE BEDROCK (ELEVATION 831.1 FT AND BELOW)	0	96,000	140

THE MSE WALL WITH PRECAST CONCRETE PANELS WILL ACHIEVE THE EXTERNAL STABILITY CAPACITY TO DEMAND IF THE SLIDING AND BEARING RESISTANCE REQUIREMENTS ARE MET. THE EXTERNAL STABILITY EVALUATION TABLE PRESENTS THE MINIMUM LENGTH OF THE REINFORCEMENT. IN THE AREA OF THE WALL THAT SUPPORTS THE ABUTMENT, THE RATIO OF LENGTH OF REINFORCEMENT TO TOTAL HEIGHT OF WALL SHOULD BE INCREASED FROM 0.70 TO 0.81 AND IN THE AREAS WITH THE BACKSLOPE OF 3.5H:1V RATIO OF LENGTH OF REINFORCEMENT TO TOTAL HEIGHT OF WALL SHOULD BE INCREASED FROM 0.70 TO 0.74.

THE CONTRACTOR SHOULD REMOVE THE NEAR SURFACE SOFT SILT AND CLAY BELOW THE RETAINING WALL TO AN ESTIMATED ELEVATION THAT RANGES FROM ELEVATION 852 FEET (WEST END) TO ELEVATION 855 FEET (CENTER TO EAST END) AND REPLACE THE EXCAVATED SOIL WITH GRANULAR FILL.

THE BACKFILL BEHIND THE MSE WALL WITH PRECAST CONCRETE FACING SHOULD BE GRANULAR AND FREE DRAINING.

THE SOUTHWEST REGION, MADISON OFFICE SOILS ENGINEER SHOULD REVIEW THE FILL SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALL.

WALL EXTERNAL STABILITY EVALUATION

DIMENSIONS					
WALL HEIGHT (FEET)[1]	12.7	29.5	30.6	27.4	14.4
EXPOSED WALL HEIGHT (FEET)	11.2	28.0	29.1[2]	25.9	12.9[2]
LENGTH OF REINFORCEMENT (FEET)[3]	8.9	20.6	24.8	19.2	10.6
LENGTH OF REIN./WALL HEIGHT	0.70	0.70	0.81	0.70	0.74
WALL STATION	0+42	1+06	1+10	2+05	2+53
BORING USED	B-10	B-9	B-9	B-11	B-1
CAPACITY TO DEMAND RATIO (CDR)[4]					
SLIDING (CDR > 1.0)	1.3	1.5	1.1	1.3	1.0
ECCENTRICITY (CDR > 1.0)	1.2	1.4	1.0	1.3	1.2
GLOBAL STABILITY (CDR > 1.0)	NA[5]	NA[5]	1.0	NA[5]	NA[5]
BEARING RESISTANCE (CDR > 1.0)	1.9[6]	1.55[6]	1.1[6]	1.4[6]	1.3[6]
REQUIRED BEARING RESISTANCE (PSF)	6,000[6]	10,000[6]	10,000[6]	10,000[6]	6,000[6]

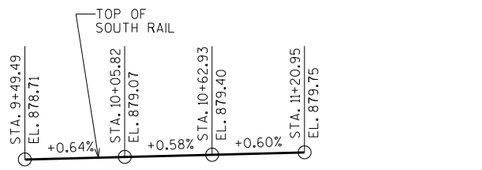
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FEET.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD THAT WAS EQUAL TO THE WEIGHT OF THE SOIL BEHIND THE ABUTMENT, OR A 3.5H:1V BACKSLOPE.
3. THE LENGTH OF REINFORCEMENT IS THE MINIMUM REQUIRED LENGTH.
4. CDR REQUIREMENTS AND LOAD AND RESISTANCE FACTORS ARE PRESENTED IN CHAPTER 14 OF THE BRIDGE MANUAL.
5. NA NOT APPLICABLE, GLOBAL SLOPE STABILITY WAS EVALUATED AT THE CRITICAL WALL LOCATION.
6. REQUIRES EXCAVATION OF THE NEAR SURFACE SOFT SILTS AND CLAYS.

NOTES: THE TYPICAL WALL SECTION USED IN THE ANALYSES HAD AN EXPOSED HEIGHT THAT VARIES FROM 11.2 FEET TO 29.1 FEET. THE FOLLOWING ASSUMPTIONS ARE ALSO INCLUDED IN THE ANALYSES:

1. THE SLOPE IN FRONT OF THE WALL IS HORIZONTAL.
2. THE SLOPE IN BACK OF THE WALL RANGES FROM HORIZONTAL TO 3.5H:1V.
3. WATER LEVEL RANGED FROM ELEVATION 845 FEET TO ELEVATION 856 FEET.
4. THE GRANULAR BACKFILL IS FREE DRAINING AND WILL NOT BECOME SATURATED.
5. THE MINIMUM EMBEDMENT DEPTH IS 1.5 FEET.
6. A SURCHARGE LOAD OF 240 PSF IS INCLUDED TO MODEL PEDESTRIAN AND LIGHTWEIGHT CONSTRUCTION EQUIPMENT.
7. AN ADDITIONAL SURCHARGE LOAD EQUIVALENT TO THE WEIGHT OF THE SOIL BEHIND THE ABUTMENT IS ALSO INCLUDED IN THE DESIGN.
8. GLOBAL STABILITY FACTOR OF SAFETY WAS DETERMINED BY THE COMPUTER PROGRAM XSTABL
9. BEARING RESISTANCE IS DETERMINED BY TERZAGHI'S BEARING CAPACITY EQUATION.
10. SETTLEMENT OF THE FOUNDATION ON COHESIONLESS AND COHESIVE SOIL IS BASED UPON METHODS DESCRIBED IN THE FHWA SOILS AND FOUNDATIONS MANUAL.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
206.3000	EXCAVATION FOR STRUCTURES RETAINING WALLS R-14-15	LS	1
206.6000.S	TEMPORARY SHORING	SF	1800
209.0100	BACKFILL GRANULAR	CY	1390
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	325
SPV.0090	FENCE CHAIN LINK POLYMER-COATED 6-FT	LF	245
SPV.0105	RAILING PIPE GALVANIZED R-14-15	LS	1
SPV.0165	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD	SF	5900
	NON-BID ITEMS		
	PRE-FORMED JOINT FILLER	SIZE	¾"
	POLYSTYRENE	SIZE	1"
	NON-BITUMINOUS JOINT SEALER	—	—



PROFILE GRADE LINE ON UNION PACIFIC RAILROAD

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL ALL EXPOSED EDGES OF CONCRETE ¾" UNLESS NOTED OTHERWISE.

BAR STEEL REINFORCEMENT SHALL HAVE 2" CLEAR COVER UNLESS OTHERWISE SHOWN OR NOTED.

ALL WALL STATIONING AND OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL (R-14-15).

THE EXISTING GROUND LINE IS THE UPPER LIMIT OF EXCAVATION FOR STRUCTURES.

COORDINATE THE CONSTRUCTION OF RETAINING WALL R-14-15 WITH THE SOUTH ABUTMENT OF BRIDGE B-14-197.

THE EXISTING STRUCTURE IS NOT SHOWN. THE REMOVAL OF THE STRUCTURE IS INCLUDED IN A LUMP SUM PAY ITEM FOR BRIDGE B-14-197.

ALL BAR STEEL REINFORCEMENT IN CAST-IN-PLACE CONCRETE IS TO BE EPOXY COATED.

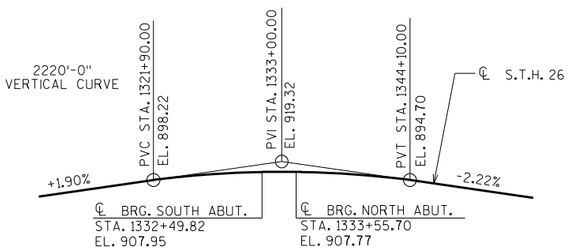
THE PLAN QUANTITY FOR THE ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO THE TOP OF LEVELING PAD, SET A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.

GEOMETRY TABLE

WALL STATION	℄ S.T.H 26 STATION	℄ OFFSET TO F.F. WALL	TOP OF WALL ELEV.	FINISH GRADE ELEV. @ F.F. WALL
0+00.00 'SW'	1333+37.29	124.18' LT	860.63	860.63
0+25.00 'SW'	———	———	869.39	862.77
0+50.00 'SW'	———	———	878.15	864.91
0+75.00 'SW'	———	———	886.91	867.05
1+00.00 'SW'	———	———	895.67	869.18
1+10.00 'SW'	1332+85.33	27.41' LT	899.17	870.04
1+25.00 'SW'	———	———	899.17	870.69
1+50.00 'SW'	———	———	899.17	871.79
1+75.00 'SW'	———	———	899.17	872.88
2+00.00 'SW'	———	———	899.17	873.97
2+05.00 'SW'	1332+16.16	37.73' RT	899.17	874.19
2+25.00 'SW'	———	———	895.05	875.06
2+50.00 'SW'	———	———	889.89	876.15
2+75.00 'SW'	———	———	884.74	877.24
3+00.00 'SW'	———	———	879.58	878.33
3+05.00 'SW'	1331+33.65	94.96' RT	878.55	878.55

NOTE: ALL WALL STATIONING & OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL.



PROFILE GRADE LINE ON S.T.H. 26

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-15

DRAWN BY JDL | PLANS CK'D. JDL

NOTES & QUANTITIES

SHEET 2

440

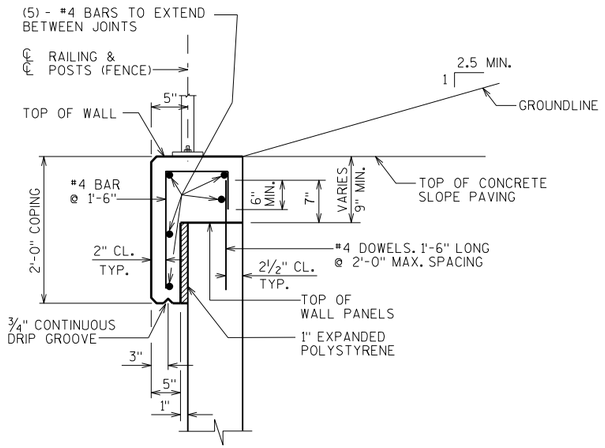
SCALE = 6

8

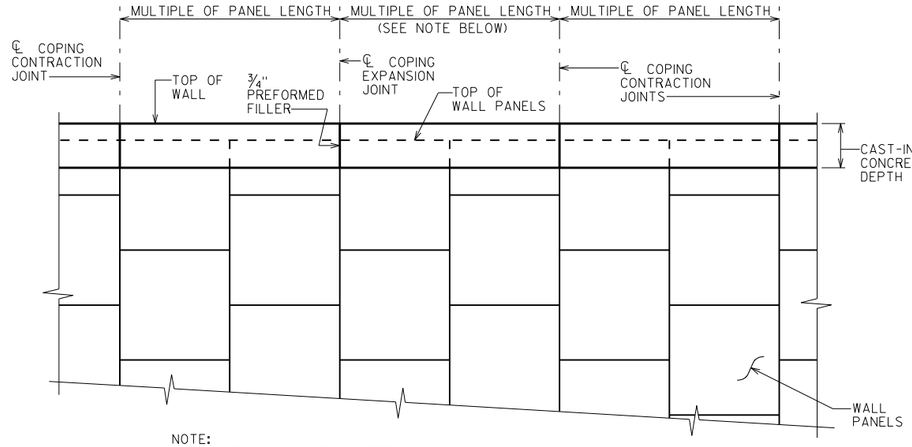
8

STATE PROJECT NUMBER

1390-04-82



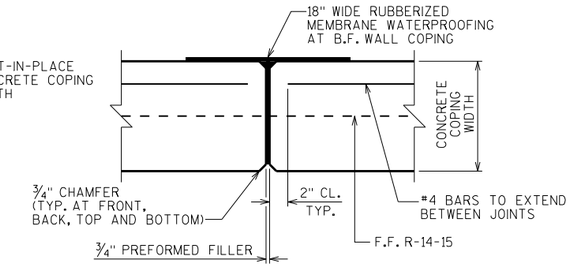
CAST-IN-PLACE CONCRETE COPING DETAIL



NOTE:
ALL JOINTS SHALL BE LOCATED AS SHOWN ON WALL ELEVATIONS AND MUST COINCIDE WITH PANEL JOINTS ON FRONT FACE.

CAST-IN-PLACE COPING PARTIAL ELEVATION

LOOKING AT F.F. WALL



COPING EXPANSION JOINT

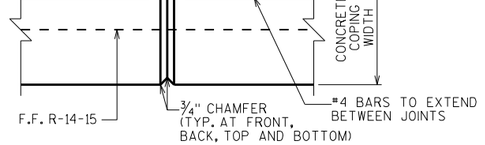
DO NOT RUN BAR STEEL THRU JOINT

MAXIMUM SPACING OF JOINTS SHALL BE 50'-0" AND MUST LINE UP WITH THE WALL PANELS' JOINTS.

SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF FILLER WITH A NON-STAINING LIGHT TAN NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)

RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF WALL PANELS.

ALL EXPANSION JOINTS TO EXTEND THE FULL DEPTH OF COPING.

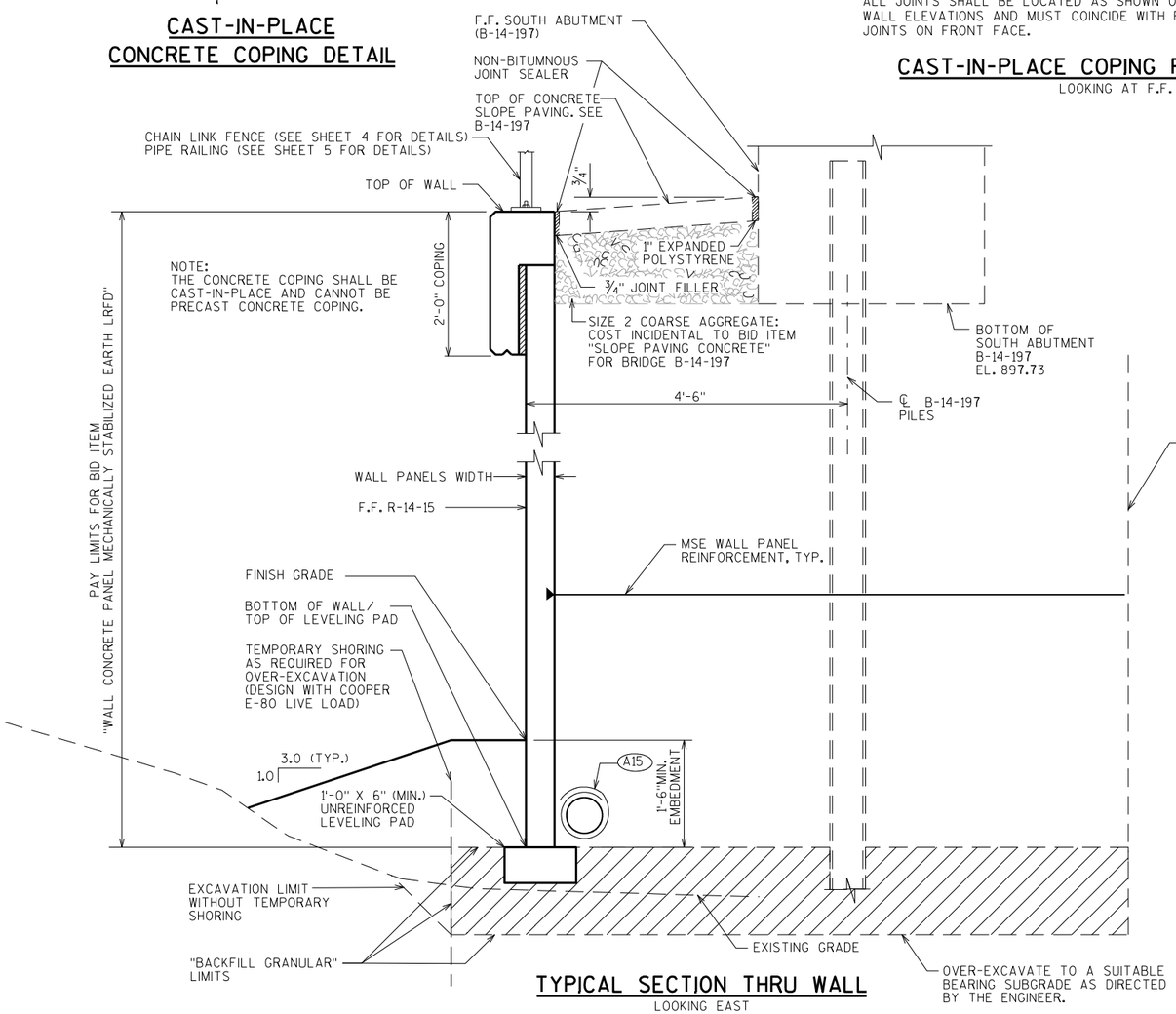


COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT

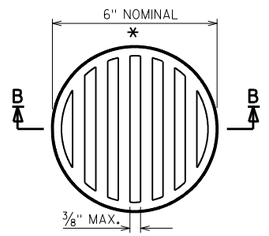
MAXIMUM SPACING OF JOINTS SHALL BE 12'-0" AND MUST LINE UP WITH THE WALL PANELS' JOINTS.

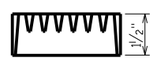
ALL CONTRACTION JOINTS TO EXTEND THE FULL DEPTH OF COPING



TYPICAL SECTION THRU WALL

LOOKING EAST





SECTION B-B

RODENT SCREEN DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-15

DRAWN BY JDL | PLANS CK'D. JDL

WALL DETAILS

SHEET 3

441

SCALE = 6

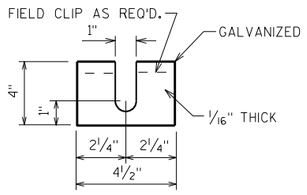
8

8

STATE PROJECT NUMBER
1390-04-82

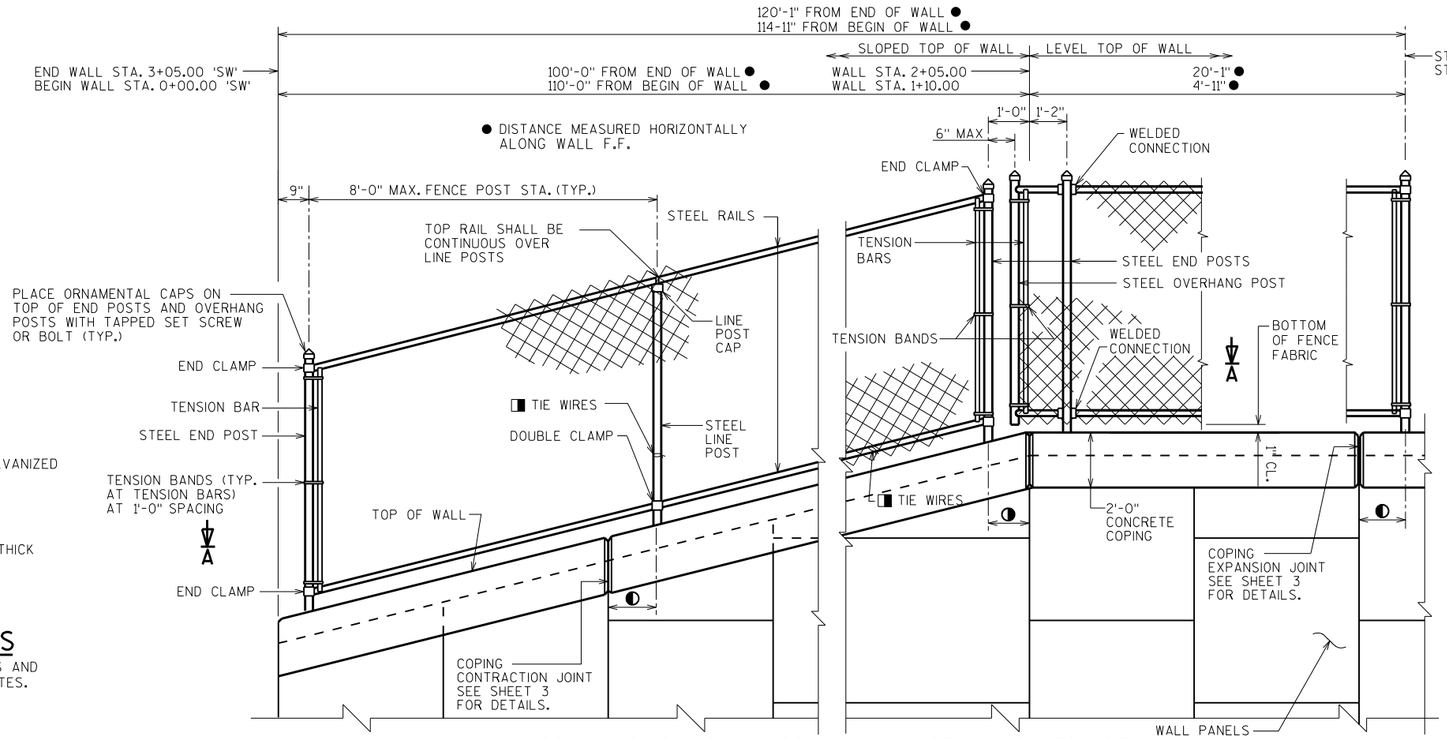
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12



POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



◐ 1'-0" MIN. DISTANCE REQUIRED BETWEEN THE ℄ OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION JOINTS) AND THE ℄ OF FENCE POSTS

PARTIAL ELEVATION OF WALL COPING & FENCE

(LOOKING SOUTH AT F.F. WALL)

NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 6-FT.", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

◪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

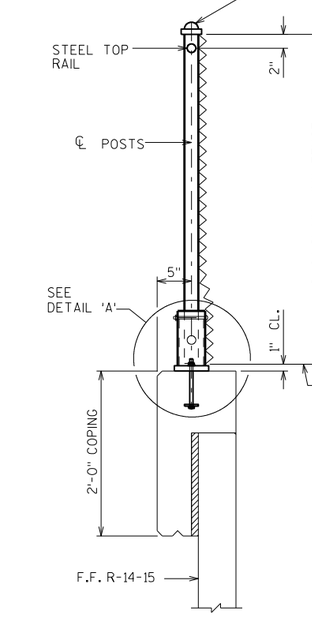
◭ 1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", 1/2" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ 1/2" DIA. CONCRETE MASONRY ANCHOR, TYPE "S", 6" MIN. EMBEDMENT (EPOXY ANCHORED) INTO CONCRETE AND MINIMUM PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER AND NUT SHALL BE GALVANIZED.

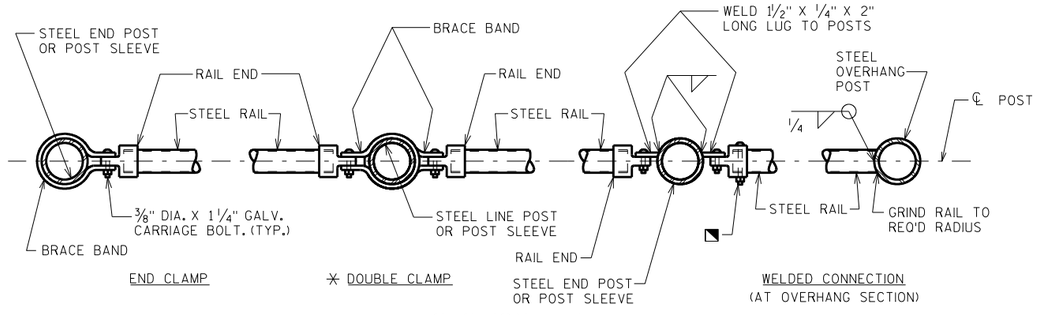
◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◪ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.

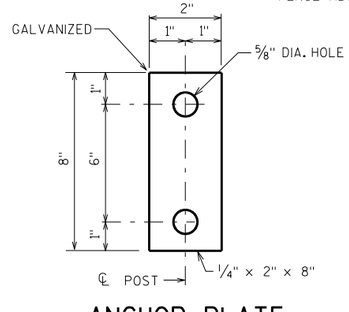


SECTION THRU FENCE

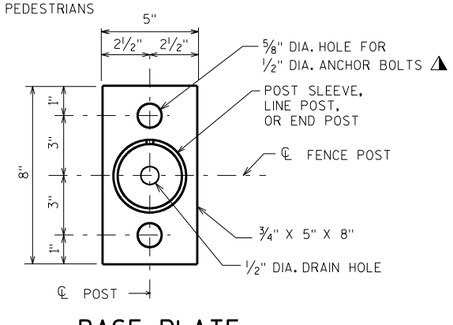


SECTION A-A

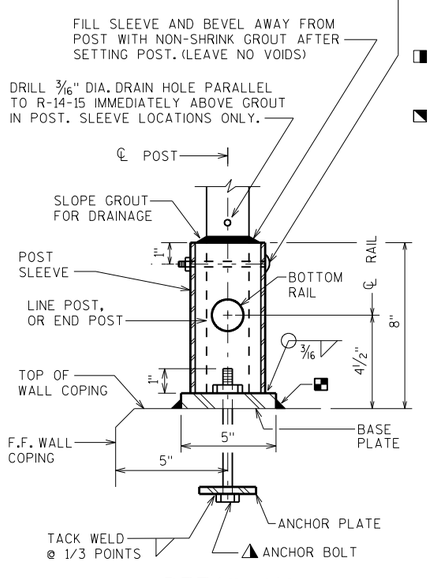
NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS



ANCHOR PLATE



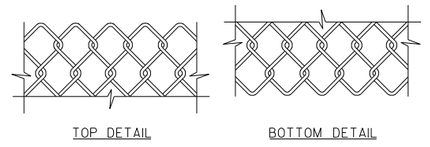
BASE PLATE



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.



FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-15

DRAWN BY JDL | PLANS CK'D. JDL

CHAIN LINK FENCE DETAILS

SHEET 4

442

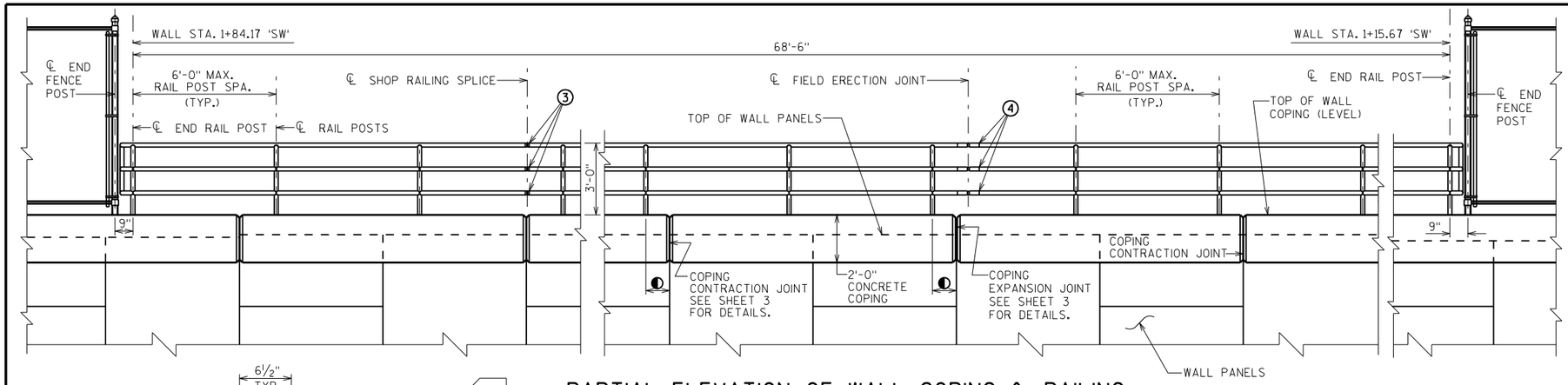
SCALE = 5.33333

8

8

STATE PROJECT NUMBER

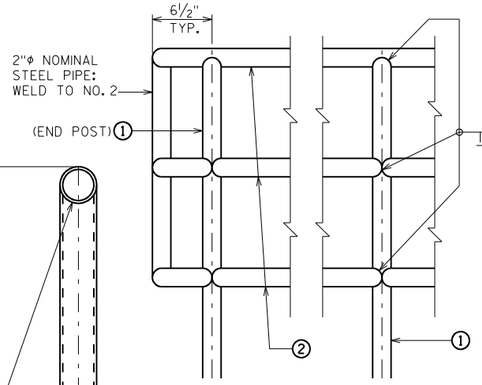
1390-04-82



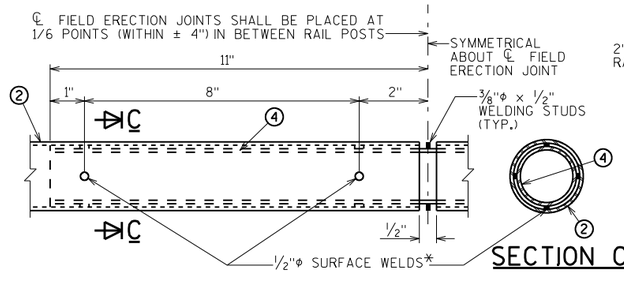
PARTIAL ELEVATION OF WALL COPING & RAILING

LOOKING SOUTH AT F.F. WALL

◐ 1'-0" MIN. DISTANCE REQUIRED BETWEEN THE ℄ OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION JOINTS) AND THE ℄ OF RAIL POSTS

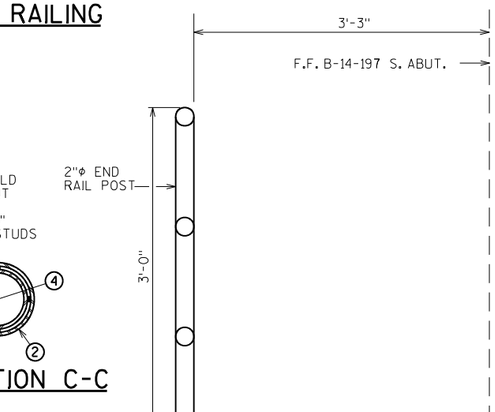


PART ELEVATION OF RAILING



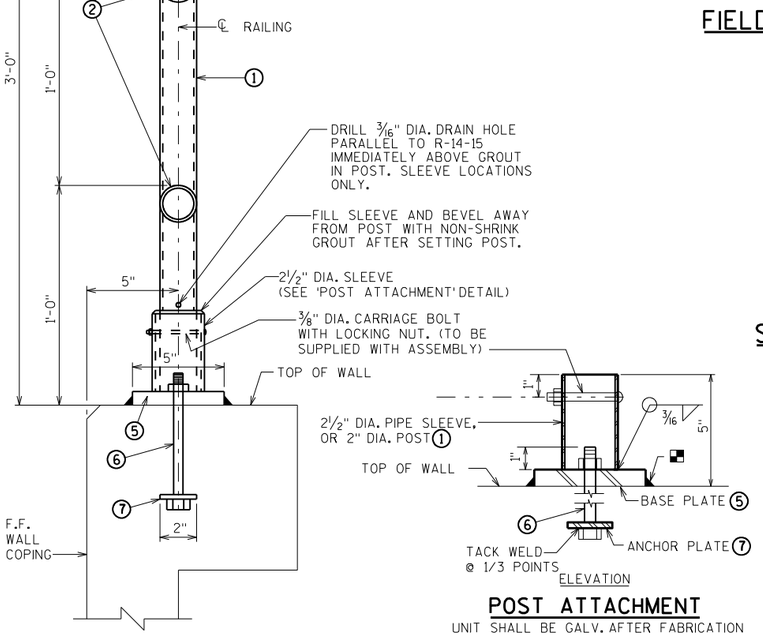
FIELD ERECTION JOINT DETAIL

*MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



SECTION C-C

SECTION THRU WALL AT ABUT.

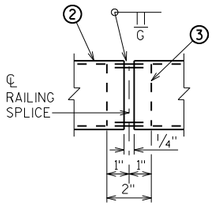


SECTION THRU RAILING

POST ATTACHMENT

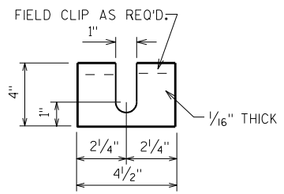
UNIT SHALL BE GALV. AFTER FABRICATION

NOTE:
IN LIEU OF USING THE 2½"φ SLEEVE, THE 2"φ RAIL POST MAY BE WELDED TO THE BASE PLATE.



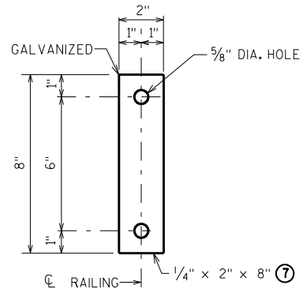
SHOP RAILING SPLICE DETAIL

(LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS)

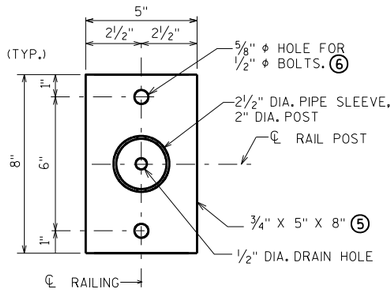


POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST.



ANCHOR PLATE



BASE PLATE

LEGEND

① 2"φ NOMINAL STEEL PIPE FOR POSTS: CUT BOTTOM OF POST TO MATCH TOP OF CONCRETE. POSTS ARE TO BE SET VERTICAL.

② 2"φ NOMINAL STEEL PIPE FOR RAILS: WELD TO NO. 1

③ 1½"φ PIPE SLEEVE FOR NO. 2. PROVIDE "SLIDING FIT" WITH A MINIMUM OUT TO OUT DIMENSION OF 2 1/16".

④ 1½"φ PIPE SLEEVE x 1'-10" LONG FOR NO. 2. PROVIDE ½"φ SURFACE WELDS ON ALL SIDES AS SHOWN. GRIND WELDS TO FIT FREE INTO I.D. OF NO. 2. PROVIDE ⅜"φ x ½" WELDING STUDS ON TOP AND BOTTOM SURFACES AT CENTERLINE.

⑤ PLATE ¾" x 5" x 8", WITH ⅝"φ HOLE FOR ANCHOR BOLTS NO. 6. WELD TO NO. 1. OR PIPE SLEEVE AS SHOWN.

⑥ ½" DIA. X 6⅞" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", ½" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR ½" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆ ½" DIA. CONCRETE MASONRY ANCHOR, TYPE "S", ☆ MIN. EMBEDMENT (EPOXY ANCHORED) INTO CONCRETE AND MINIMUM PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER AND NUT SHALL BE GALVANIZED.

⑦ ¼" x 2" x 8" FLAT BAR, WITH ⅝"φ HOLES FOR ANCHOR BOLTS NO. 6.

NOTES

BID ITEM SHALL BE "RAILING PIPE GALVANIZED R-14-15", WHICH INCLUDES ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

FIELD ERECTION JOINTS MUST BE PLACED IN BETWEEN RAIL POSTS WHERE THERE IS ALSO A CONCRETE COPING EXPANSION JOINT IN BETWEEN RAIL POSTS.

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.

ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE SPECIAL PROVISIONS. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 27038.

DRILL DRAIN HOLES PRIOR TO GALVANIZING.

ALL MATERIALS USED IN FABRICATION SHALL BE MADE FROM MATERIALS CONFORMING TO A.S.T.M. DESIGNATION A709 GRADE 36 UNLESS NOTED OTHERWISE.

STEEL POST SHIMS MAY BE USED UNDER POSTS WHERE REQ'D. FOR ALIGNMENT.

ALL RAILS, POSTS AND SLEEVES ARE STANDARD WEIGHT PIPE, SCHEDULE 40.

PLACE ALL NUTS ON OUTSIDE OF POSTS.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING.

■ CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS IN POST SHIMS AND BASE PLATES WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-15

DRAWN BY JDL | PLANS CK'D. JDL

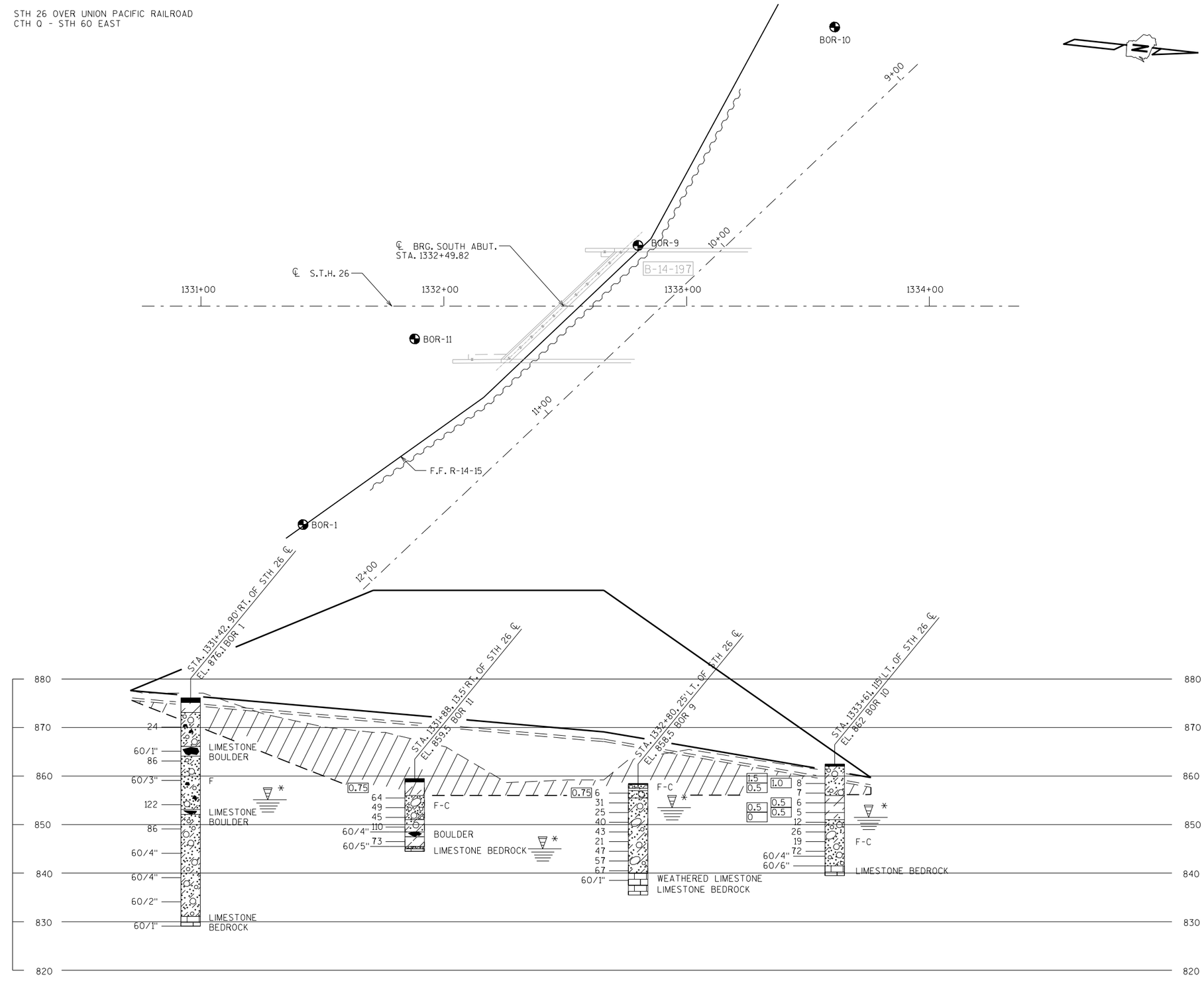
PIPE RAILING DETAILS

SHEET 5

443

SCALE =

STH 26 OVER UNION PACIFIC RAILROAD
CTH Q - STH 60 EAST



* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

STATE PROJECT NUMBER

1390-04-82

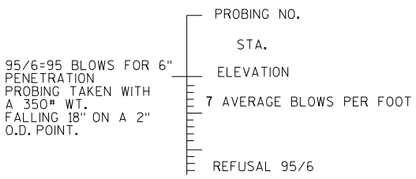
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

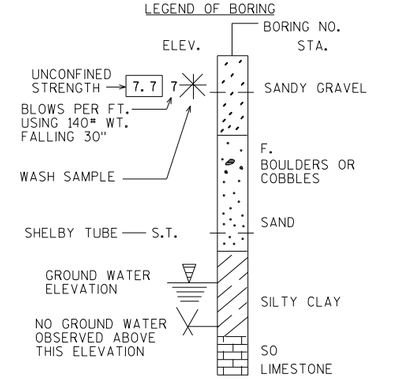
MATERIAL SYMBOLS

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-14-15

DRAWN BY JDL PLANS CK'D. JDL

SUBSURFACE EXPLORATION

SHEET 6

444

SCALE =

8

8

STATE PROJECT NUMBER

1390-04-82

(W) INDICATES WING NUMBER FOR B-14-197

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. SEE SHEET 3.

'NW' = NORTH RETAINING WALL (R-14-16)

ALLOWABLE WALL SYSTEMS

WALL CONCRETE PANEL M.S.E. LRFD

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY CAST-IN-PLACE COPING —— f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 —— fy = 60,000 P.S.I.

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD."

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 SHALL BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEET 2.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON SHEET 3.

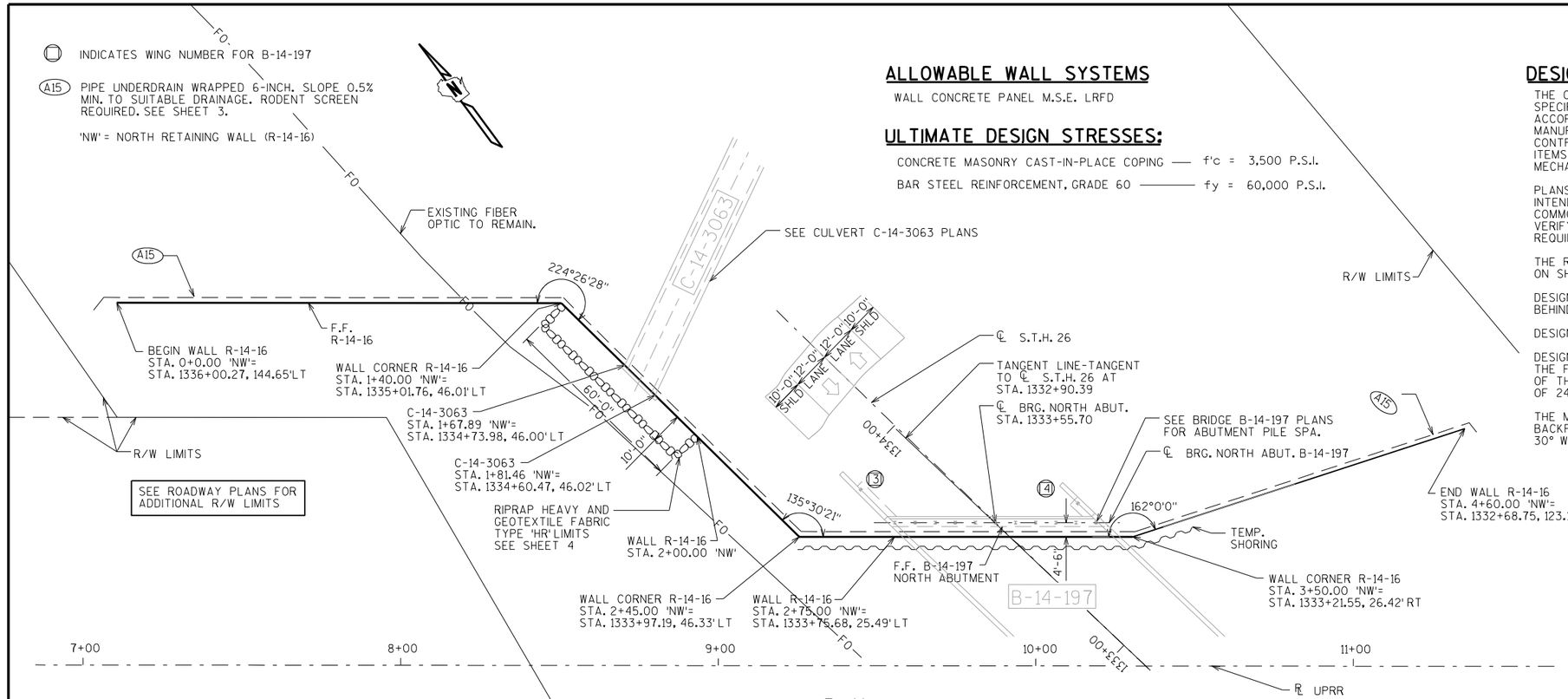
DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE LOAD OF 240 PSF.

DESIGN THE MSE WALL IN FRONT OF THE ABUTMENT BODY TO RESIST THE FORCE FROM ALL HORIZONTAL EARTH PRESSURE ACTING ON THE BACK OF THE ABUTMENT BELOW THE BEAM SEATS AND A LIVE LOAD SURCHARGE OF 240 PSF.

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.

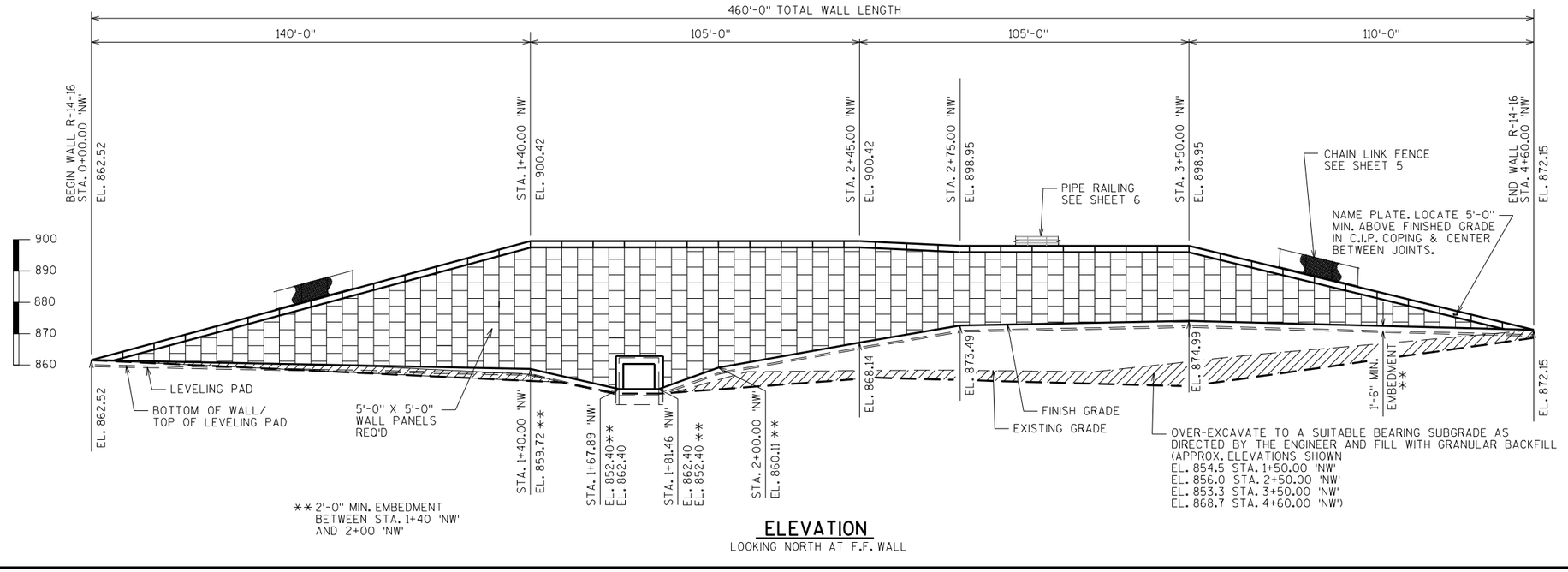
LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. NOTES & QUANTITIES
3. WALL DETAILS
4. WALL DETAILS
5. CHAIN LINK FENCE DETAILS
6. PIPE RAILING DETAILS
7. SUBSURFACE EXPLORATION



PLAN

M.S.E. RETAINING WALL



ELEVATION

LOOKING NORTH AT F.F. WALL

STRUCTURE DESIGN CONTACT:

JAMES LUEBKE (608) 266-5098

LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**

BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS — CHIEF STRUCTURES DESIGN ENGINEER — DATE 7/29/13

STRUCTURE R-14-16

RETAINING WALL FOR S.T.H. 26 OVER UPRR

COUNTY	TOWN ~~CITY/VILLAGE~~
DODGE	CLYMAN

DESIGN SPEC. AASHTO LRFD DESIGN SPEC.

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JDL	BLB	JDL	JDL

GENERAL PLAN & ELEVATION

SHEET 1 OF 7

445

I.D. 1390-04-04E

DATE: MARCH. '13

SCALE = 15

8

8

STATE PROJECT NUMBER

1390-04-82

SOIL PARAMETERS

SOIL DESCRIPTION	FRICTION ANGLE (DEGREES)	COHESION (PSF)	UNIT WEIGHT (PCF)
GRANULAR BACKFILL WITHIN THE WALL IN THE REINFORING ZONE	30	0	120
FILL BEHIND AND BELOW THE REINFORCING ZONE	32	0	120
B-8			
SILT, BROWN, SOME SAND, WITH GRAVEL (ELEVATION 859.1 FT - 856.2 FT)	33	0	125
SILT, BROWN, SOME SAND, SOME GRAVEL (ELEVATION 856.2 FT - 849.7 FT)	34	0	130
SILT, BROWN, SOME SAND, SOME GRAVEL (ELEVATION 849.7 FT - 844.2 FT)	32	0	120
BEDROCK (ELEVATION 844.2 FT AND BELOW)	0	96,000	140
B-6			
SAND AND GRAVEL, FINE TO COURSE, LITTLE SILT (ELEVATION 850.9 FT - 846.0 FT)	36	0	135
SILT, SOME SAND, SOME GRAVEL (ELEVATION 846.0 FT - 842.5 FT)	34	0	130
BEDROCK (ELEVATION 842.5 FT AND BELOW)	0	96,000	140
B-7			
FILL, (REPLACES TOPSOIL AND SILT, BROWN, SOME GRAVEL) (ELEVATION 865.6 FT - 856.0 FT)	32	0	120
SILT, BROWN, TRACE CLAY (ELEVATION 856.0 FT - 853.5 FT)	0	2,500	125
SILT, GRAY, SOME CLAY (ELEVATION 853.5 FT - 851.5 FT)	0	500	115
SAND AND GRAVEL, BROWN, FINE TO COURSE, SOME SILT (ELEVATION 851.5 FT - 848.0 FT)	34	0	130
SILT, GRAY, LITTLE GRAVEL (ELEVATION 848.0 FT - 843.5 FT)	0	1,000	115
GRAVEL, BROWN, SOME SILT (ELEVATION 843.5 FT - 841.0 FT)	36	0	135
BEDROCK (ELEVATION 841.0 FT AND BELOW)	0	96,000	140
B-3			
FILL, (REPLACES SILT, BROWN, SOME GRAVEL) (ELEVATION 867.6 FT - 853.3 FT)	32	0	120
SILT, BROWN, SOME SAND, SOME GRAVEL (ELEVATION 853.3 FT - 849.3 FT)	35	0	135
SILT, BROWN, SOME SAND, SOME GRAVEL (ELEVATION 849.3 FT - 841.3 FT)	33	0	125
BEDROCK (ELEVATION 841.3 FT AND BELOW)	0	96,000	140
B-2			
FILL, (REPLACES SILT, BROWN, LITTLE SAND, LITTLE GRAVEL) (ELEVATION 869.1 FT - 857.2 FT)	32	0	120
SAND, FINE TO MEDIUM, SOME SILT, SOME GRAVEL (ELEVATION 857.2 FT - 853.2 FT)	30	0	110
SAND, FINE TO MEDIUM, SOME SILT, SOME GRAVEL (ELEVATION 853.2 FT - 847.2 FT)	34	0	130
SAND, FINE TO MEDIUM, SOME SILT, SOME GRAVEL (ELEVATION 847.2 FT - 838.7 FT)	35	0	135
SILT, GRAY, SOME SAND, SOME GRAVEL (ELEVATION 838.7 FT - 833.7 FT)	36	0	135
GRAVEL AND COBBLES, FINE TO COURSE (ELEVATION 833.7 FT - 831.7 FT)	36	0	135
BEDROCK (ELEVATION 831.7 FT AND BELOW)	0	96,000	140

THE MSE WALL WITH PRECAST CONCRETE PANELS WILL ACHIEVE THE EXTERNAL STABILITY CAPACITY TO DEMAND IF THE SLIDING AND BEARING RESISTANCE REQUIREMENTS ARE MET. THE EXTERNAL STABILITY EVALUATION TABLE PRESENTS THE MINIMUM LENGTH OF THE REINFORCEMENT. IN THE AREA OF THE WALL THAT SUPPORTS THE ABUTMENT, THE RATIO OF LENGTH OF REINFORCEMENT TO TOTAL HEIGHT OF WALL SHOULD BE INCREASED FROM 0.70 TO 0.80 AND IN THE AREAS WITH THE BACKSLOPE OF 3.5H:1V RATIO OF LENGTH OF REINFORCEMENT TO TOTAL HEIGHT OF WALL SHOULD BE INCREASED FROM 0.70 TO 0.72.

THE CONTRACTOR SHOULD REMOVE THE NEAR SURFACE SOFT SILT AND CLAY BELOW THE RETAINING WALL TO AN ESTIMATED ELEVATION THAT RANGES FROM ELEVATION 852 FEET TO ELEVATION 859 FEET AND REPLACE THE EXCAVATED SOIL WITH GRANULAR FILL.

THE BACKFILL BEHIND THE MSE WALL WITH PRECAST CONCRETE FACING SHOULD BE GRANULAR AND FREE DRAINING.

THE SOUTHWEST REGION, MADISON OFFICE SOILS ENGINEER SHOULD REVIEW THE FILL SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALL.

WALL EXTERNAL STABILITY EVALUATION

DIMENSIONS						
WALL HEIGHT (FEET)[1]	16.0	48.6	33.7	30.4	30.4	13.7
EXPOSED WALL HEIGHT (FEET)	14.5	47.1	32.2	29.9[2]	28.9	12.2
LENGTH OF REINFORCEMENT (FEET)[3]	11.5	34.0	23.6	25.1	21.3	9.6
LENGTH OF REIN./WALL HEIGHT	0.72	0.70	0.70	0.80	0.70	0.70
WALL STATION	0+50	1+67.9	2+50	3+00	3+50	4+04
BORING USED	B-8	B-6	B-7	B-3	B-3	B-2
CAPACITY TO DEMAND RATIO (CDR)[5]						
SLIDING (CDR > 1.0)	1.0	1.3	1.4	1.1	1.5	1.3
ECCENTRICITY (CDR > 1.0)	1.2	1.3	1.3	1.0	1.4	1.2
GLOBAL STABILITY (CDR > 1.0)	NA[6]	1.3	1.4	NA[6]	NA[6]	NA[6]
BEARING RESISTANCE (CDR > 1.0)	1.2	1.2	1.8	1.6	2.0	2.6
REQUIRED BEARING RESISTANCE (PSF)	6,000	15,000	15,000	15,000	14,000	9,000

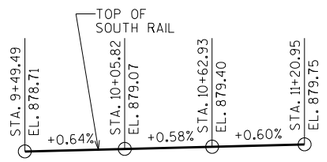
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FEET.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD THAT WAS EQUAL TO THE WEIGHT OF THE SOIL BEHIND THE ABUTMENT.
3. THE LENGTH OF REINFORCEMENT IS THE MINIMUM REQUIRED LENGTH.
4. REQUIRES EXCAVATION OF THE NEAR SURFACE SOFT SILTS AND CLAYS.
5. CDR REQUIREMENTS AND LOAD AND RESISTANCE FACTORS ARE PRESENTED IN CHAPTER 14 OF THE BRIDGE MANUAL.
6. NA NOT APPLICABLE, GLOBAL SLOPE STABILITY WAS EVALUATED AT THE CRITICAL WALL LOCATION.

NOTES: THE TYPICAL WALL SECTION USED IN THE ANALYSES HAD AN EXPOSED HEIGHT THAT VARIES FROM 12.2 FEET TO 47.1 FEET. THE FOLLOWING ASSUMPTIONS ARE ALSO INCLUDED IN THE ANALYSES:

1. THE SLOPE IN FRONT OF THE WALL IS HORIZONTAL.
2. THE SLOPE IN BACK OF THE WALL RANGES FROM HORIZONTAL TO 3.5H:1V.
3. WATER LEVEL RANGED FROM ELEVATION 843 FEET TO ELEVATION 857 FEET.
4. THE GRANULAR BACKFILL IS FREE DRAINING AND WILL NOT BECOME SATURATED.
5. THE MINIMUM EMBEDMENT DEPTH IS 1.5 FEET.
6. A SURCHARGE LOAD OF 240 PSF IS INCLUDED TO MODEL PEDESTRIAN AND LIGHTWEIGHT CONSTRUCTION EQUIPMENT.
7. AN ADDITIONAL SURCHARGE LOAD EQUIVALENT TO THE WEIGHT OF THE SOIL BEHIND THE ABUTMENT IS ALSO INCLUDED IN THE DESIGN.
8. GLOBAL STABILITY FACTOR OF SAFETY WAS DETERMINED BY THE COMPUTER PROGRAM XSTABL
9. BEARING RESISTANCE IS DETERMINED BY TERZAGHI'S BEARING CAPACITY EQUATION.
10. SETTLEMENT OF THE FOUNDATION ON COHESIONLESS AND COHESIVE SOIL IS BASED UPON METHODS DESCRIBED IN THE FHWA SOILS AND FOUNDATIONS MANUAL.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
206.3000	EXCAVATION FOR STRUCTURES RETAINING WALLS R-14-16	LS	1
206.6000.S	TEMPORARY SHORING	SF	470
209.0100	BACKFILL GRANULAR	CY	1600
606.0300	RIPRAP HEAVY	CY	50
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	480
645.0120	GEOTEXTILE FABRIC TYPE HR	SY	100
SPV.0090	FENCE CHAIN LINK POLYMER-COATED 6-FT	LF	397
SPV.0105	RAILING PIPE GALVANIZED R-14-16	LS	1
SPV.0165	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD	SF	11,900
	NON-BID ITEMS		
	PRE-FORMED JOINT FILLER	SIZE	¾"
	POLYSTYRENE	SIZE	1"
	NON-BITUMINOUS JOINT SEALER	—	—



PROFILE GRADE LINE ON UNION PACIFIC RAILROAD

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL ALL EXPOSED EDGES OF CONCRETE ¾" UNLESS NOTED OTHERWISE.

BAR STEEL REINFORCEMENT SHALL HAVE 2" CLEAR COVER UNLESS OTHERWISE SHOWN OR NOTED.

ALL WALL STATIONING AND OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL (R-14-16).

THE EXISTING GROUND LINE IS THE UPPER LIMIT OF EXCAVATION FOR STRUCTURES.

COORDINATE THE CONSTRUCTION OF RETAINING WALL R-14-16 WITH THE NORTH ABUTMENT OF BRIDGE B-14-197.

THE EXISTING STRUCTURE IS NOT SHOWN. THE REMOVAL OF THE STRUCTURE IS INCLUDED IN A LUMP SUM PAY ITEM FOR BRIDGE B-14-197.

ALL BAR STEEL REINFORCEMENT IN CAST-IN-PLACE CONCRETE IS TO BE EPOXY COATED.

THE PLAN QUANTITY FOR THE ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO THE TOP OF LEVELING PAD, SET A CONSTANT DEPTH OF 1'-6" (2'-0" BETWEEN STA. 1+40'NW' AND 2+00'NW') BELOW FINISHED GRADE.

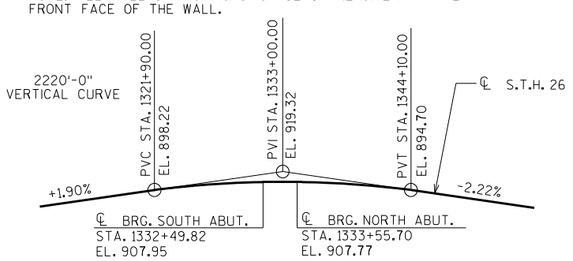
RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.

GEOMETRY TABLE

** 2'-0" MIN. EMBEDMENT REQUIRED

WALL STATION	℄ S.T.H 26 STATION	℄ OFFSET TO F.F. WALL	TOP OF WALL ELEV.	FINISH GRADE ELEV. @ F.F. WALL
0+00.00 'NW'	1336+00.27	144.65' LT	862.52	862.52
0+25.00 'NW'	———	———	869.29	862.02
0+50.00 'NW'	———	———	876.06	861.52
0+75.00 'NW'	———	———	882.82	861.02
1+00.00 'NW'	———	———	889.59	860.52
1+25.00 'NW'	———	———	896.36	860.02
1+40.00 'NW'	1335+01.76	46.01' LT	900.42	859.72 **
1+50.00 'NW'	———	———	900.42	857.10 **
1+67.89 'NW'	———	———	900.42	852.40 **
1+67.89 'NW'	———	———	900.42	862.40
1+75.00 'NW'	———	———	900.42	862.40
1+81.46 'NW'	———	———	900.42	862.40
1+81.46 'NW'	———	———	900.42	852.40 **
2+00.00 'NW'	———	———	900.42	860.11 **
2+25.00 'NW'	———	———	900.42	864.88
2+45.00 'NW'	1333+97.19	46.33' LT	900.42	868.69
2+50.00 'NW'	———	———	900.18	869.64
2+75.00 'NW'	1333+75.68	25.49' LT	898.95	874.41
3+00.00 'NW'	———	———	898.95	874.60
3+25.00 'NW'	———	———	898.95	874.80
3+50.00 'NW'	1333+21.55	26.42' RT	898.95	874.99
3+75.00 'NW'	———	———	892.86	874.34
4+00.00 'NW'	———	———	886.77	873.70
4+25.00 'NW'	———	———	880.68	873.05
4+50.00 'NW'	———	———	874.59	872.41
4+60.00 'NW'	1332+68.75	123.11' RT	872.15	872.15

NOTE: ALL WALL STATIONING & OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL.



PROFILE GRADE LINE ON S.T.H. 26

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-16

DRAWN BY JDL | PLANS CK'D. JDL

NOTES & QUANTITIES

SHEET 2

446

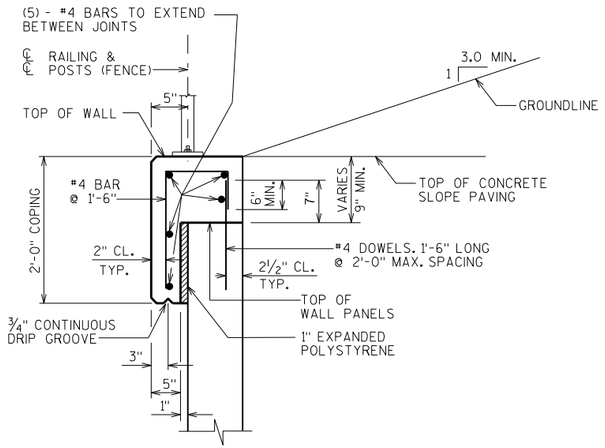
SCALE = 6

8

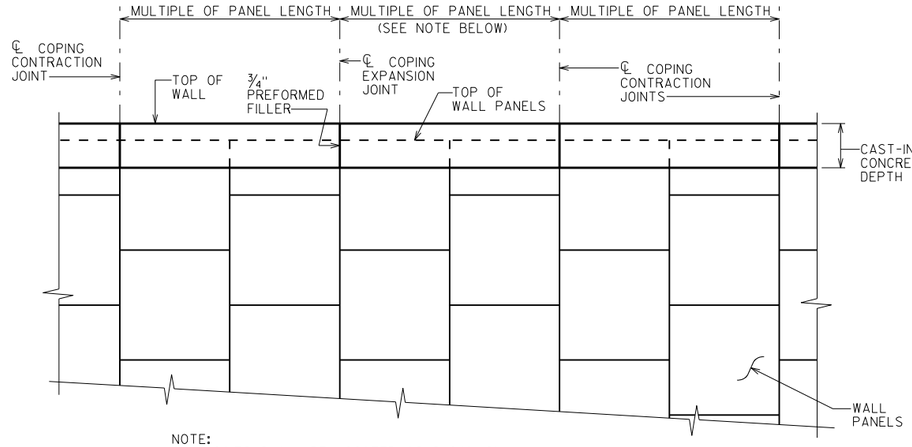
8

STATE PROJECT NUMBER

1390-04-82



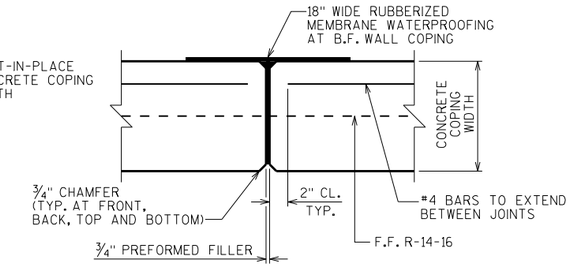
CAST-IN-PLACE CONCRETE COPING DETAIL



NOTE:
ALL JOINTS SHALL BE LOCATED AS SHOWN ON WALL ELEVATIONS AND MUST COINCIDE WITH PANEL JOINTS ON FRONT FACE.

CAST-IN-PLACE COPING PARTIAL ELEVATION

LOOKING AT F.F. WALL



COPING EXPANSION JOINT

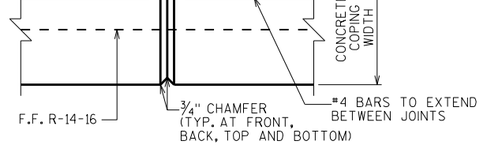
DO NOT RUN BAR STEEL THRU JOINT

MAXIMUM SPACING OF JOINTS SHALL BE 50'-0" AND MUST LINE UP WITH THE WALL PANELS' JOINTS.

SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF FILLER WITH A NON-STAINING LIGHT TAN NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)

RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF WALL PANELS.

ALL EXPANSION JOINTS TO EXTEND THE FULL DEPTH OF COPING.

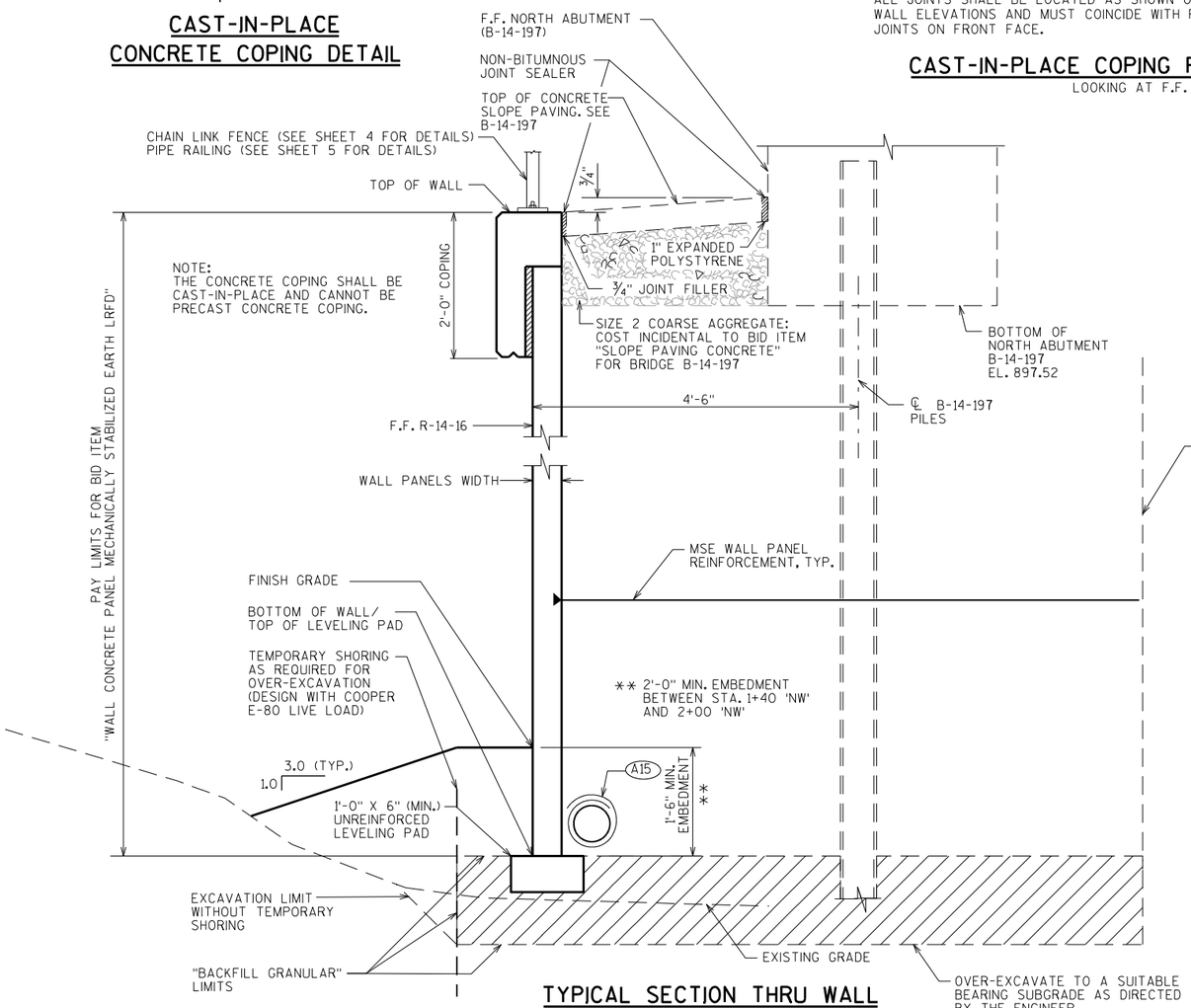


COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT

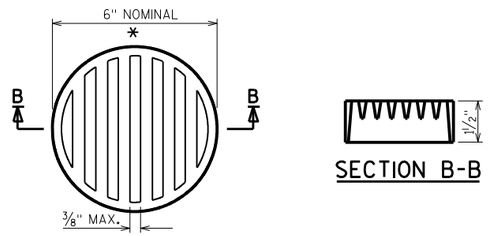
MAXIMUM SPACING OF JOINTS SHALL BE 12'-0" AND MUST LINE UP WITH THE WALL PANELS' JOINTS.

ALL CONTRACTION JOINTS TO EXTEND THE FULL DEPTH OF COPING



TYPICAL SECTION THRU WALL

LOOKING WEST



SECTION B-B

RODENT SCREEN DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-16

DRAWN BY JDL | PLANS CK'D. JDL

WALL DETAILS

SHEET 3

447

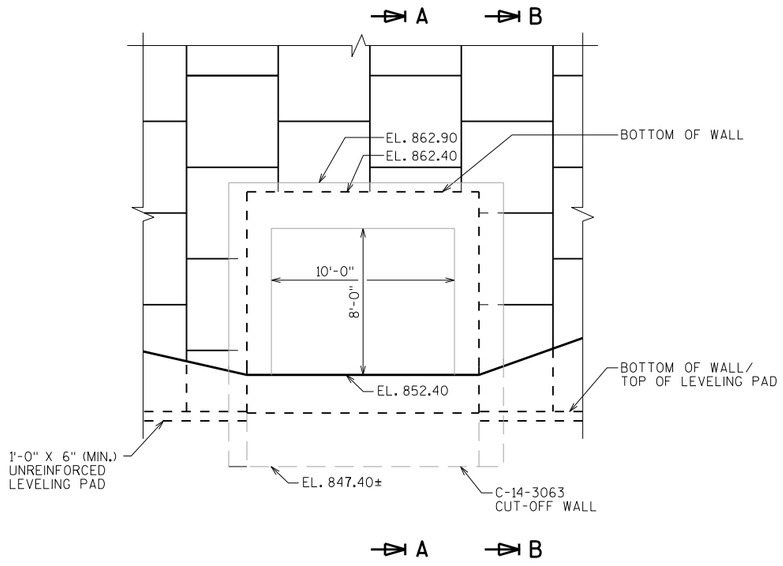
SCALE = 6

8

8

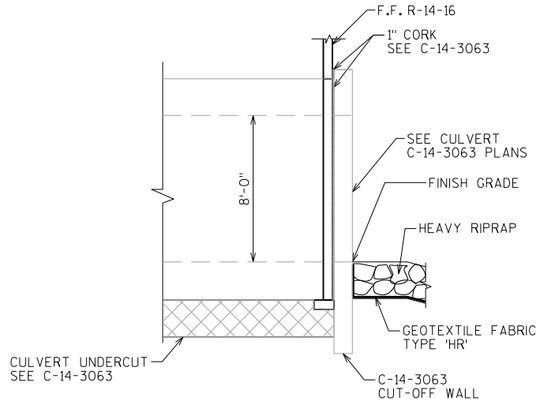
STATE PROJECT NUMBER

1390-04-82



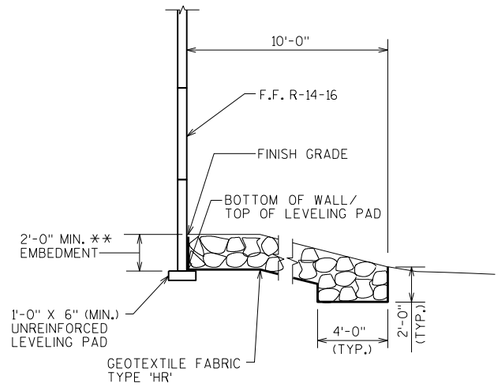
CULVERT PARTIAL ELEVATION

LOOKING EAST AT F.F. WALL



SECTION A-A

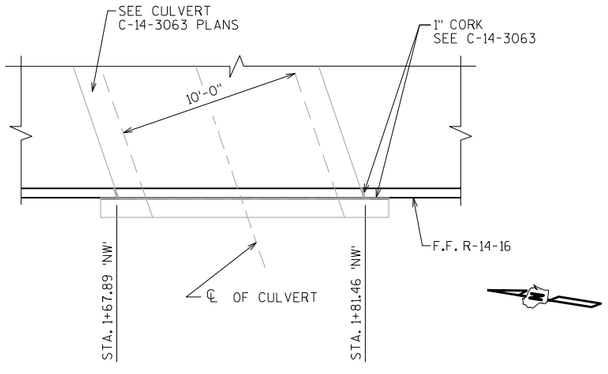
LOOKING SOUTH



** 2'-0" MIN. STA. 1+40 'NW' AND 2+00 'NW'
1'-6" MIN. (TYP.)

SECTION B-B

LOOKING SOUTH



CULVERT PARTIAL PLAN

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-16

DRAWN BY JDL | PLANS CK'D. JDL

WALL DETAILS

SHEET 4

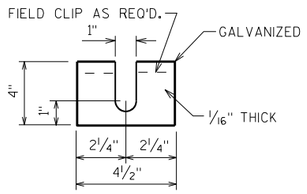
448

SCALE = 6

STATE PROJECT NUMBER
1390-04-82

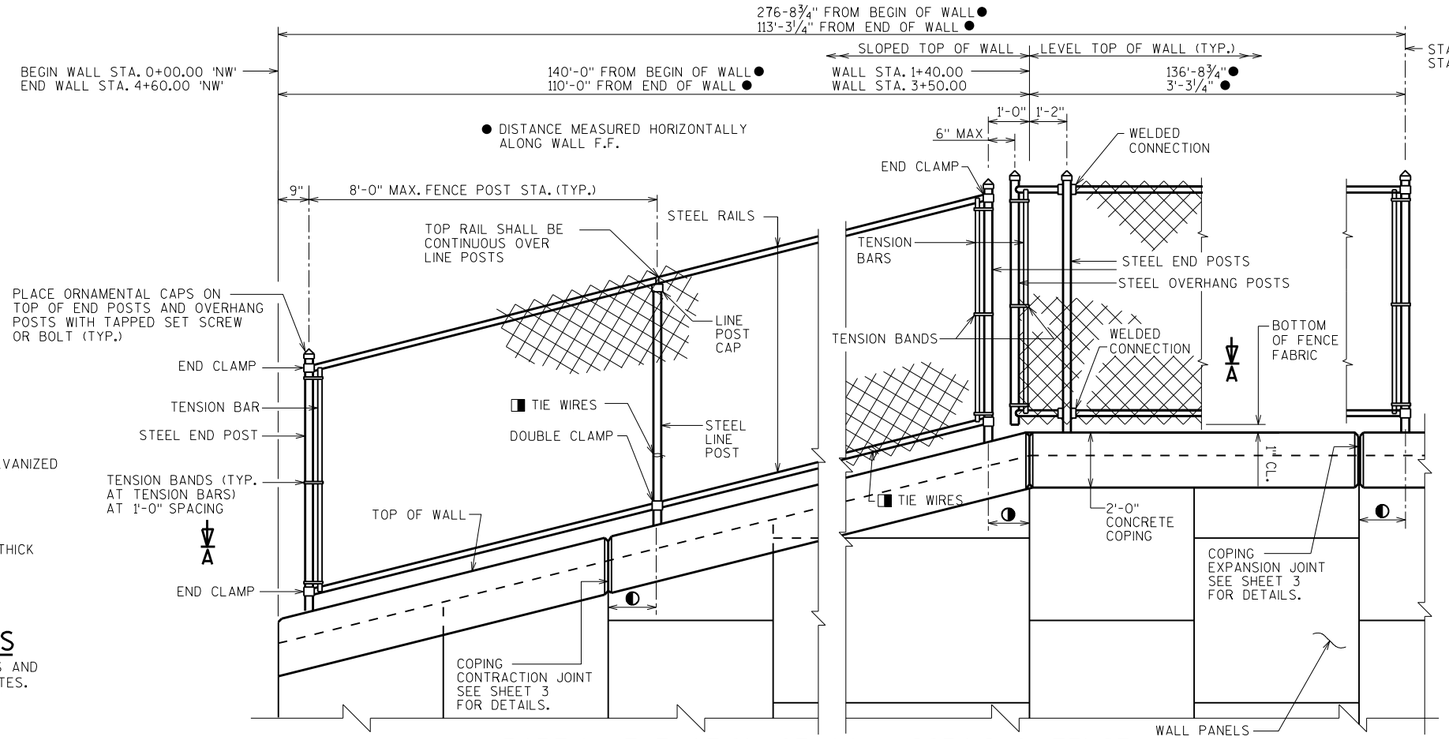
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12



POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



◐ 1'-0" MIN. DISTANCE REQUIRED BETWEEN THE ℄ OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION JOINTS) AND THE ℄ OF FENCE POSTS

PARTIAL ELEVATION OF WALL COPING & FENCE

(LOOKING NORTH AT F.F. WALL)

NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "WALL SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 6-FT.", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

◘ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

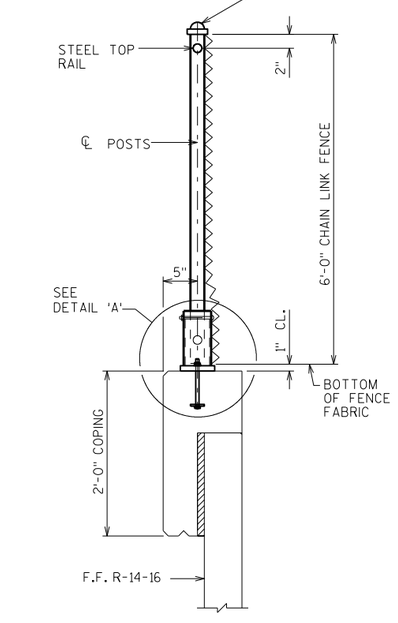
◭ 1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", 1/2" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ 1/2" DIA. CONCRETE MASONRY ANCHOR, TYPE "S", 6" MIN. EMBEDMENT (EPOXY ANCHORED) INTO CONCRETE AND MINIMUM PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER AND NUT SHALL BE GALVANIZED.

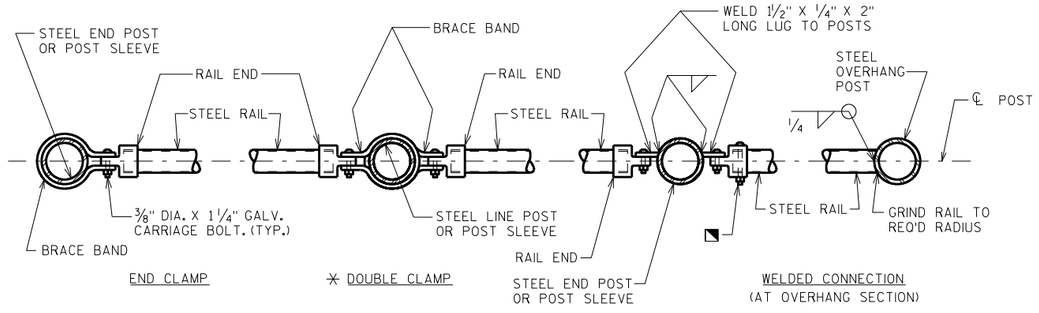
◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◪ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.

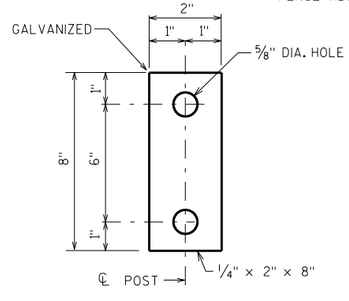


SECTION THRU FENCE

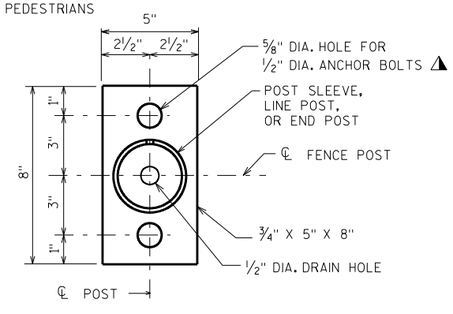


SECTION A-A

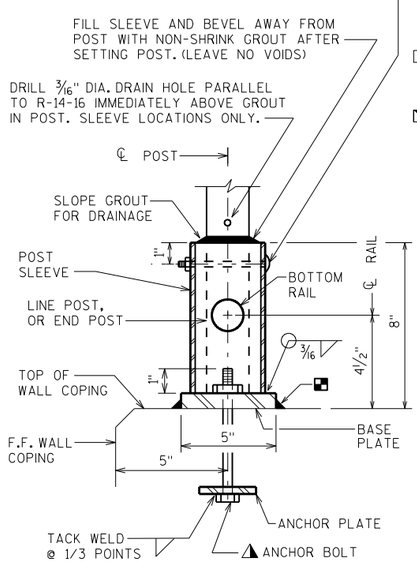
NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS



ANCHOR PLATE



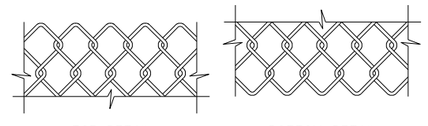
BASE PLATE



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.



TOP DETAIL

BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-16

DRAWN BY JDL | PLANS CK'D. JDL

CHAIN LINK FENCE DETAILS

SHEET 5

449

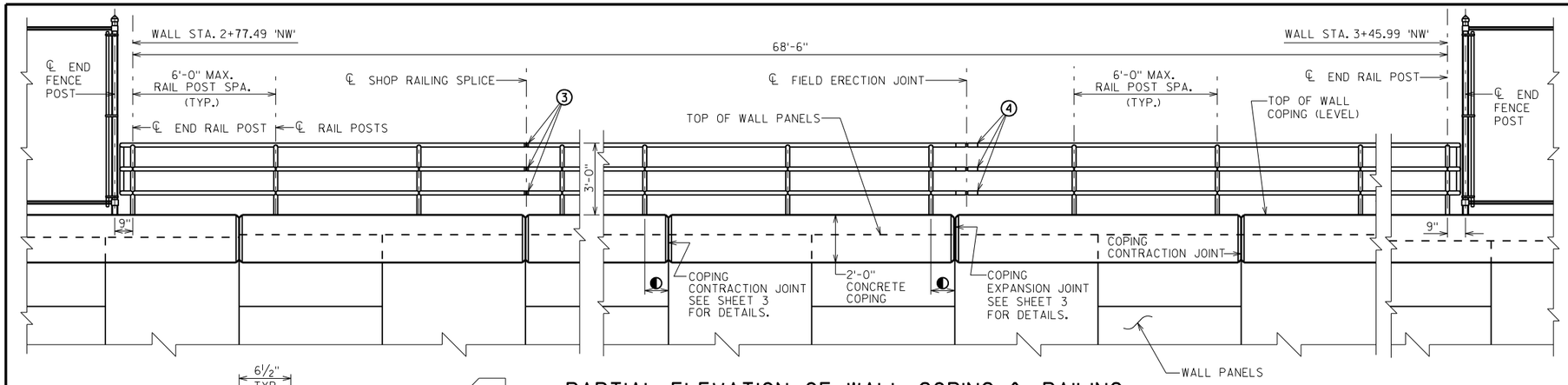
SCALE = 5.33333

8

8

STATE PROJECT NUMBER

1390-04-82



PARTIAL ELEVATION OF WALL COPING & RAILING

LOOKING NORTH AT F.F. WALL

◐ 1'-0" MIN. DISTANCE REQUIRED BETWEEN THE ℄ OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION JOINTS) AND THE ℄ OF RAIL POSTS

LEGEND

① 2"φ NOMINAL STEEL PIPE FOR POSTS: CUT BOTTOM OF POST TO MATCH TOP OF CONCRETE. POSTS ARE TO BE SET VERTICAL.

② 2"φ NOMINAL STEEL PIPE FOR RAILS: WELD TO NO. 1

③ 1½"φ PIPE SLEEVE FOR NO. 2. PROVIDE "SLIDING FIT" WITH A MINIMUM OUT TO OUT DIMENSION OF 2 1/16".

④ 1½"φ PIPE SLEEVE x 1'-10" LONG FOR NO. 2. PROVIDE ½"φ SURFACE WELDS ON ALL SIDES AS SHOWN. GRIND WELDS TO FIT FREE INTO I.D. OF NO. 2. PROVIDE ⅜"φ x ½" WELDING STUDS ON TOP AND BOTTOM SURFACES AT CENTERLINE.

⑤ PLATE ¾" x 5" x 8", WITH ⅝"φ HOLE FOR ANCHOR BOLTS NO. 6. WELD TO NO. 1. OR PIPE SLEEVE AS SHOWN.

⑥ ½" DIA. X 6⅞" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", ½" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR ½" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ ½" DIA. CONCRETE MASONRY ANCHOR, TYPE "S", 6" MIN. EMBEDMENT (EPOXY ANCHORED) INTO CONCRETE AND MINIMUM PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER AND NUT SHALL BE GALVANIZED.

⑦ ¼" x 2" x 8" FLAT BAR, WITH ⅝"φ HOLES FOR ANCHOR BOLTS NO. 6.

NOTES

BID ITEM SHALL BE "RAILING PIPE GALVANIZED R-14-16", WHICH INCLUDES ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

FIELD ERECTION JOINTS MUST BE PLACED IN BETWEEN RAIL POSTS WHERE THERE IS ALSO A CONCRETE COPING EXPANSION JOINT IN BETWEEN RAIL POSTS.

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.

ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE SPECIAL PROVISIONS. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 27038.

DRILL DRAIN HOLES PRIOR TO GALVANIZING.

ALL MATERIALS USED IN FABRICATION SHALL BE MADE FROM MATERIALS CONFORMING TO A.S.T.M. DESIGNATION A709 GRADE 36 UNLESS NOTED OTHERWISE.

STEEL POST SHIMS MAY BE USED UNDER POSTS WHERE REQ'D. FOR ALIGNMENT.

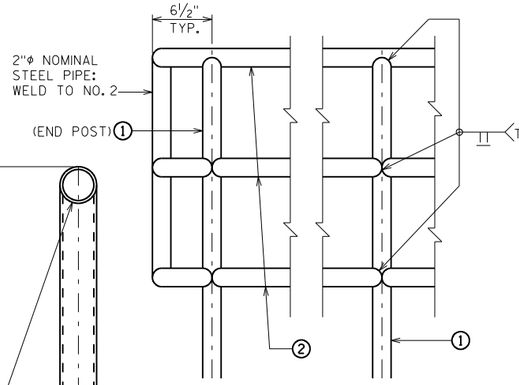
ALL RAILS, POSTS AND SLEEVES ARE STANDARD WEIGHT PIPE, SCHEDULE 40.

PLACE ALL NUTS ON OUTSIDE OF POSTS.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING.

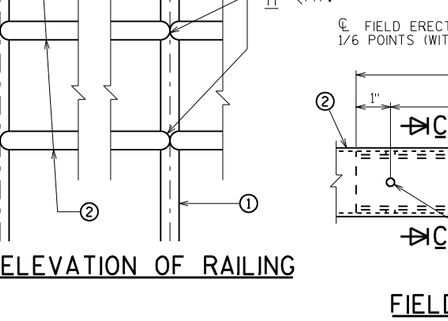
■ CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS IN POST SHIMS AND BASE PLATES WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



PART ELEVATION OF RAILING

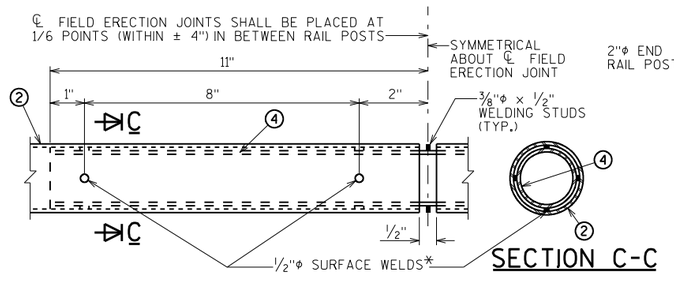
SECTION THRU RAILING



POST ATTACHMENT

UNIT SHALL BE GALV. AFTER FABRICATION

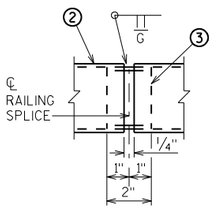
NOTE:
IN LIEU OF USING THE 2½"φ SLEEVE, THE 2"φ RAIL POST MAY BE WELDED TO THE BASE PLATE.



FIELD ERECTION JOINT DETAIL

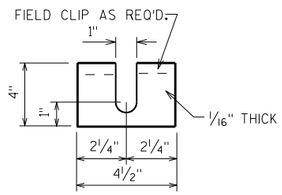
*MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

SECTION C-C



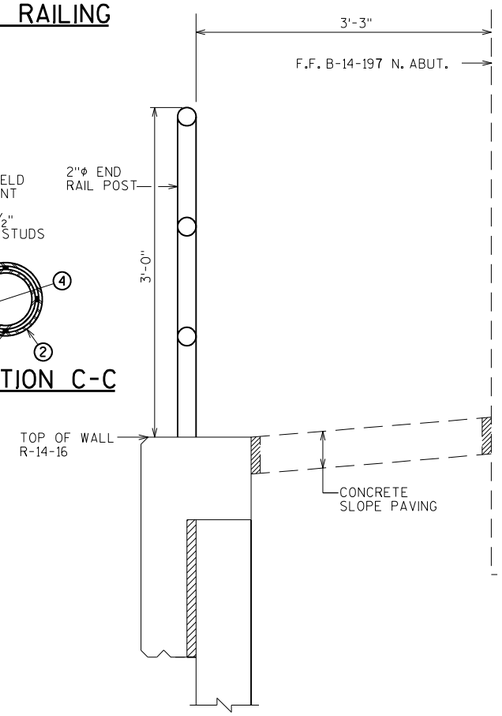
SHOP RAILING SPLICE DETAIL

(LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS)

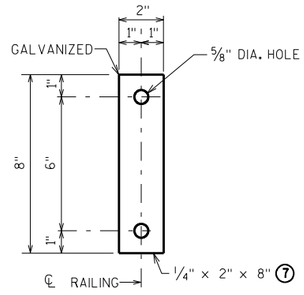


POST SHIM DETAILS

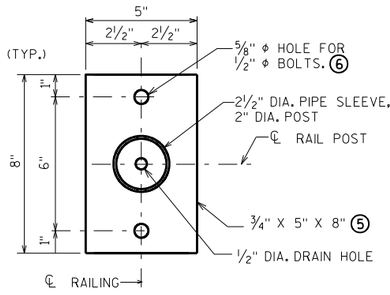
SHIMS REQUIRED ONLY WHEN POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST.



SECTION THRU WALL AT ABUT.



ANCHOR PLATE



BASE PLATE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-16

DRAWN BY JDL | PLANS CK'D. JDL

PIPE RAILING DETAILS

SHEET 6

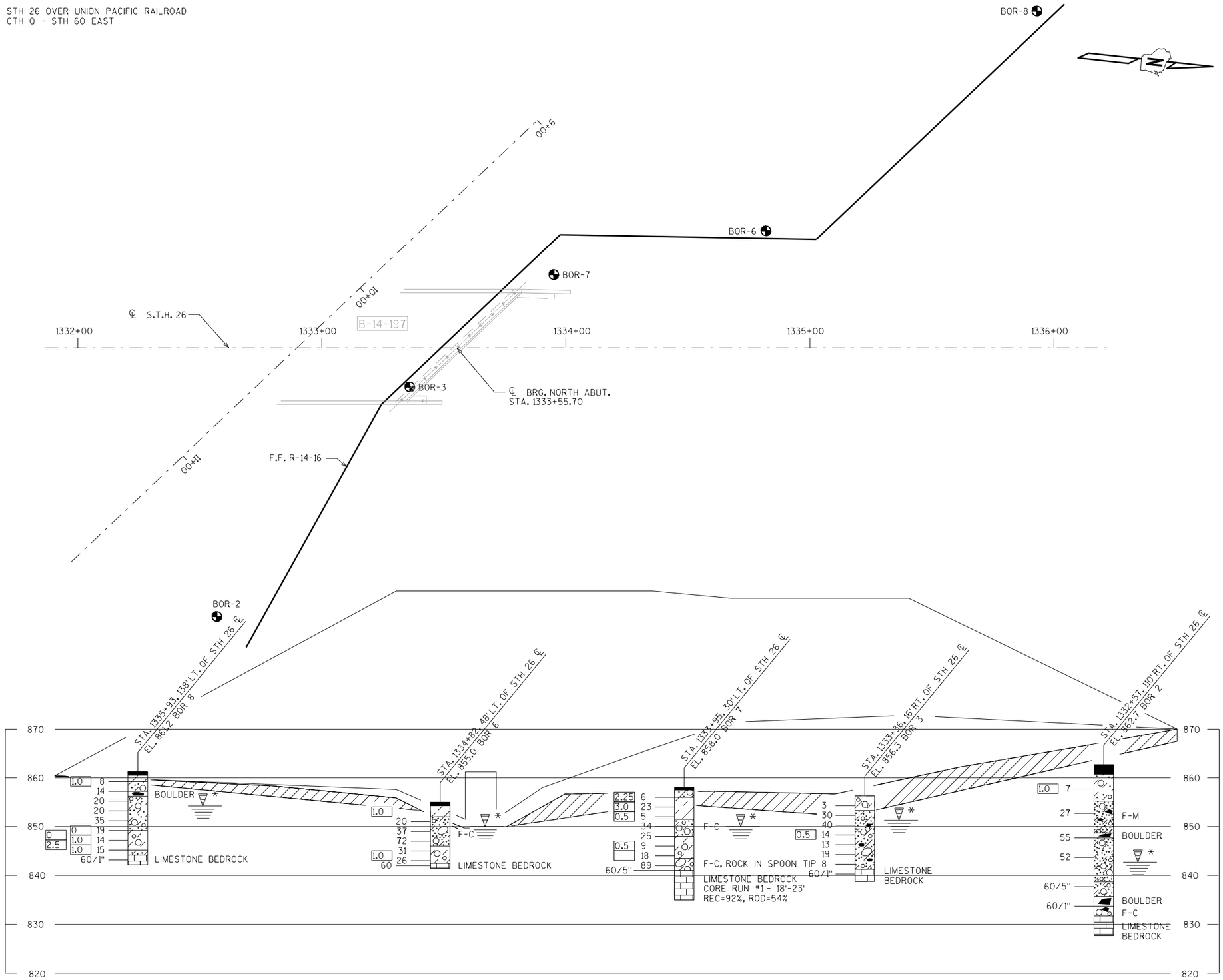
450

SCALE =

8

8

STH 26 OVER UNION PACIFIC RAILROAD
CTH Q - STH 60 EAST



* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

STATE PROJECT NUMBER

1390-04-82

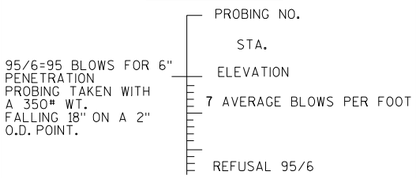
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

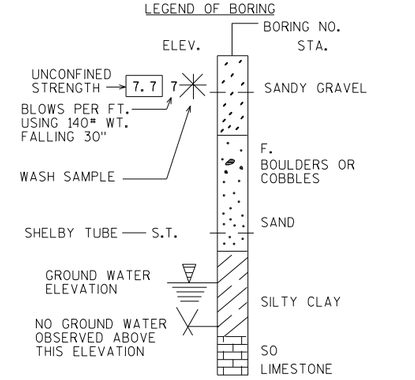
MATERIAL SYMBOLS

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-14-16

DRAWN BY PR | PLANS CK'D. JDL

SUBSURFACE EXPLORATION

SHEET 7

451

SCALE =

STH 60 - STAGE 1B

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
690+00	120.16	0.00				
691+00	139.43	0.00	480.73	0.00	480.73	0.00
692+00	86.89	2.23	419.12	4.12	899.85	4.12
693+00	54.54	40.92	261.91	79.89	1161.76	84.01
694+00	35.62	67.70	166.97	201.14	1328.73	285.15
695+00	35.12	153.25	131.01	409.17	1459.74	694.33
696+00	16.63	206.49	95.84	666.20	1555.58	1360.52
697+00	16.83	185.04	61.97	725.06	1617.55	2085.58
698+00	0.00	212.79	31.17	736.72	1648.72	2822.30
699+00	0.00	317.28	0.00	981.62	1648.72	3803.91
700+00	32.26	556.43	59.74	1617.98	1708.46	5421.89
701+00	156.64	782.01	349.82	2478.60	2058.28	7900.49
702+00	493.30	1021.21	1203.60	3339.31	3261.88	11239.81
703+00	245.42	1402.43	1368.01	4488.23	4629.89	15728.04
704+00	0.00	628.13	454.49	3760.29	5084.38	19488.33
705+00	145.88	2406.47	270.14	5619.62	5354.53	25107.95
705+69.74	0.00	4103.35	188.40	8407.31	5542.93	33515.26
			Totals:		**5,543**	**33,515**

RAMP 3 (SW) PLUS WIDENING - STAGE 1B

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1287+00	268.72	147.91				
1288+00	206.58	297.09	880.19	824.08	880.19	824.08
1289+00	167.08	577.73	691.98	1620.04	1572.17	2444.12
1290+00	174.02	936.36	631.67	2803.87	2203.84	5247.99
1291+00	144.16	1146.91	589.21	3857.91	2793.05	9105.90
1292+00	111.32	1197.41	473.11	4341.34	3266.16	13447.23
1293+00	31.88	1060.62	265.19	4181.53	3531.35	17628.77
1294+00	140.89	2038.17	319.95	5738.50	3851.30	23367.26
1294+50	339.60	1919.27	444.90	3664.30	4296.21	27031.56
			Totals:		**4,296**	**27,032**

RAMP 4 (NW) PLUS WIDENING - STAGE 1B

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1296+50	0.00	1283.58				
1297+00	3.43	1203.03	3.18	2302.41	3.18	2302.41
1298+00	132.66	909.23	252.02	3911.58	255.19	6213.99
1299+00	157.00	664.23	536.40	2913.80	791.59	9127.79
1300+00	101.04	390.87	477.84	1953.88	1269.44	11081.67
				Totals:	**1,269**	**11,082**

RAMP 3 (SW) TEMPORARY CONNECTION - STAGE 1B

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1282+00	0.00	18.96				
1283+00	0.00	34.45	0.00	98.92	0.00	98.92
1284+00	0.00	47.20	0.00	151.21	0.00	250.13
1284+50	100.42	55.47	92.98	95.07	92.98	345.20
1285+00	85.31	66.88	171.97	113.29	264.95	458.49
1285+50	82.66	98.21	155.53	152.86	420.48	611.34
1286+00	98.97	129.25	168.18	210.61	588.66	821.96
1286+50	145.48	169.84	226.35	276.94	815.01	1098.90
1287+00	268.72	147.91	383.52	294.22	1198.53	1393.11
				Totals:	**1,199**	**1,393**

RAMP 4 (SW) TEMPORARY CONNECTION - STAGE 1B

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1300+00	101.03	390.90				
1300+50	43.20	234.67	133.55	579.23	133.55	579.23
1301+00	34.53	113.46	71.97	322.34	205.52	901.57
1301+50	51.59	36.59	79.73	138.94	285.25	1040.50
1302+00	25.75	2.62	71.60	36.31	356.85	1076.82
				Totals:	**357**	**1,077**

ETERNAL LANE - STAGE 1B

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
10+75	0.00	210.67				
11+00	0.00	174.19	0.00	178.18	0.00	178.18
11+50	0.00	129.73	0.00	281.41	0.00	459.59
12+00	0.00	128.63	0.00	239.22	0.00	698.81
12+50	0.00	140.67	0.00	249.35	0.00	948.16
13+00	0.00	144.99	0.00	264.50	0.00	1212.66
13+50	0.00	160.41	0.00	282.78	0.00	1495.44
14+00	0.00	146.38	0.00	284.07	0.00	1779.50
14+50	0.00	84.31	0.00	213.60	0.00	1993.11
15+00	0.00	66.02	0.00	139.19	0.00	2132.30
15+50	0.00	49.02	0.00	106.52	0.00	2238.82
16+00	0.00	32.19	0.00	75.20	0.00	2314.02
16+50	1.56	16.00	1.45	44.63	1.45	2358.65
17+00	2.21	18.01	3.49	31.50	4.93	2390.15
17+50	0.00	35.07	2.04	49.15	6.98	2439.29
18+00	0.00	48.77	0.00	77.62	6.98	2516.92
18+50	0.00	65.59	0.00	105.88	6.98	2622.80
19+00	0.00	86.04	0.00	140.40	6.98	2763.19
19+50	0.00	99.61	0.00	171.90	6.98	2935.10
20+00	0.00	110.21	0.00	194.28	6.98	3129.38
20+50	0.00	104.26	0.00	198.59	6.98	3327.97
21+00	0.00	75.18	0.00	166.15	6.98	3494.13
21+50	0.00	50.83	0.00	116.68	6.98	3610.81
22+00	0.00	50.09	0.00	93.45	6.98	3704.25
22+50	0.00	31.75	0.00	75.78	6.98	3780.03
23+00	0.87	12.25	0.81	40.74	7.79	3820.78
23+50	0.32	18.24	1.10	28.24	8.89	3849.02
24+00	0.00	562.22	0.30	537.46	9.19	4386.48
24+50	0.00	738.69	0.00	1204.54	9.19	5591.02
				Totals:	**9**	**5,591**

STH 26 - STAGE 1C

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1232+00	70.29	16.44				
1233+00	0.00	445.07	130.17	854.65	130.17	854.65
1234+00	23.93	395.17	44.32	1555.99	174.50	2410.64
1235+00	149.25	231.53	320.72	1160.56	495.21	3571.20
1236+00	362.32	136.86	947.36	682.21	1442.58	4253.42
1237+00	331.26	192.18	1284.42	609.34	2726.99	4862.75
1238+00	228.49	297.00	1036.59	905.89	3763.58	5768.65
1239+00	396.12	69.34	1156.69	678.41	4920.27	6447.06
1240+00	717.02	0.00	2061.37	128.41	6981.64	6575.46
1241+00	444.94	0.00	2151.78	0.00	9133.43	6575.46
1242+00	1118.44	0.00	2895.14	0.00	12028.57	6575.46
1243+00	1071.55	0.00	4055.53	0.00	16084.10	6575.46
1244+00	1084.10	0.00	3991.96	0.00	20076.06	6575.46
1245+00	1123.12	0.00	4087.46	0.00	24163.52	6575.46
1246+00	750.28	0.00	3469.27	0.00	27632.79	6575.46
1247+00	666.80	0.00	2624.24	0.00	30257.03	6575.46
1248+00	550.10	0.00	2253.52	0.00	32510.55	6575.46
1249+00	573.09	0.00	2079.98	0.00	34590.53	6575.46
1250+00	581.07	0.00	2137.33	0.00	36727.86	6575.46
1251+00	347.57	0.00	1719.70	0.00	38447.56	6575.46
1252+00	204.97	2.30	1023.22	4.26	39470.77	6579.72
1253+00	73.89	67.59	516.41	129.42	39987.18	6709.14
1254+00	76.01	133.58	277.59	372.52	40264.77	7081.66
1255+00	2.24	494.94	144.90	1163.92	40409.67	8245.58
1256+00	3.68	524.14	10.96	1887.19	40420.64	10132.77
1257+00	3.89	514.78	14.03	1923.92	40434.66	12056.69
1258+00	95.91	157.35	184.82	1244.69	40619.48	13301.38
1259+00	274.13	0.00	685.26	291.40	41304.74	13592.78
1260+00	288.54	0.00	1041.98	0.00	42346.72	13592.78
1261+00	182.98	85.63	873.20	158.57	43219.92	13751.34
1262+00	84.07	312.03	494.54	736.40	43714.46	14487.74
1263+00	36.02	205.27	222.39	957.97	43936.85	15445.71
1264+00	311.08	0.00	642.79	380.13	44579.64	15825.84
1265+00	209.58	5.38	964.20	9.96	45543.83	15835.81
1266+00	67.09	226.42	512.35	429.27	46056.19	16265.07
1267+00	21.54	410.74	164.12	1179.93	46220.30	17445.00
1268+00	5.59	516.69	50.23	1717.46	46270.53	19162.46
1269+00	64.67	318.53	130.10	1546.69	46400.63	20709.16
1270+00	215.33	352.97	518.51	1243.51	46919.15	21952.67

STH 26 - STAGE 1C

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1271+00	182.26	298.05	736.29	1205.59	47655.43	23158.26
1272+00	176.38	205.95	664.15	933.33	48319.59	24091.59
1273+00	126.14	206.45	560.23	763.70	48879.81	24855.29
1274+00	90.42	199.48	401.04	751.72	49280.85	25607.01
1275+00	91.68	233.49	337.21	801.80	49618.06	26408.80
1276+00	82.35	269.63	322.27	931.69	49940.33	27340.50
1277+00	86.25	259.99	312.22	980.77	50252.55	28321.27
1278+00	98.92	220.15	342.91	889.15	50595.46	29210.41
1279+00	120.60	121.45	406.52	632.60	51001.98	29843.01
1280+00	77.69	42.42	367.19	303.48	51369.18	30146.49
1281+00	18.57	18.58	178.26	112.97	51547.44	30259.46
1282+00	4.75	100.53	43.19	220.58	51590.63	30480.04
1283+00	104.52	65.70	202.35	307.85	51792.98	30787.88
1284+00	65.79	82.15	315.38	273.80	52108.36	31061.69
1285+00	0.00	250.33	121.82	615.70	52230.18	31677.39
1286+00	0.00	393.14	0.00	1191.60	52230.18	32868.99
1287+00	0.00	487.46	0.00	1630.74	52230.18	34499.73
1288+00	138.08	85.66	255.70	1061.34	52485.88	35561.07
1289+00	8.58	492.09	271.59	1069.90	52757.47	36630.97
1290+00	0.00	686.81	15.89	2183.13	52773.36	38814.11
1291+00	0.00	791.51	0.00	2737.62	52773.36	41551.72
1292+00	0.00	896.60	0.00	3126.12	52773.36	44677.84
1293+00	603.19	394.02	1117.02	2390.03	53890.39	47067.87
1294+00	1856.96	0.00	4555.84	729.67	58446.22	47797.54
1294+50	0.00	0.00	1719.41	0.00	60165.63	47797.54
				Totals:	**60,166**	**47,798**

CTH J - STAGE 1C

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
11+00	159.74	1.67				
11+50	91.65	27.68	232.77	27.18	232.77	27.18
12+00	73.76	100.10	153.16	118.32	385.93	145.50
				Totals:	**386**	**146**

RAMP 2 (SE) PLUS WIDENING - STAGE 1C

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1279+00	10.19	56.01				
1280+00	27.16	29.10	69.16	157.61	69.16	157.61
1281+00	63.86	39.62	168.56	127.25	237.72	284.87
1282+00	43.52	38.89	198.85	145.38	436.58	430.24
1283+00	44.90	130.82	163.74	314.28	600.31	744.52
1284+00	218.42	24.65	487.63	287.91	1087.95	1032.43
1285+00	536.96	71.67	1398.86	178.36	2486.80	1210.79
1286+00	464.18	322.04	1853.98	729.09	4340.78	1939.88
1287+00	138.03	585.09	1115.21	1679.88	5455.99	3619.77
1288+00	1028.71	197.66	2160.63	1449.54	7616.63	5069.30
1289+00	558.46	1099.70	2939.22	2402.51	10555.84	7471.82
1290+00	842.39	1582.76	2594.17	4967.51	13150.01	12439.33
1291+00	1375.28	1544.34	4106.80	5790.91	17256.81	18230.24
1292+00	475.54	15.56	3427.46	2888.69	20684.26	21118.94
1293+00	726.70	2937.74	2226.38	5469.07	22910.64	26588.01
1294+00	0.00	4401.61	1345.74	13591.40	24256.38	40179.41
				Totals:	**24,256**	**40,179**

TEMPORARY ROAD- STAGE 1C

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
35+00	0.00	0.00				
36+00	0.00	0.00	0.00	0.00	0.00	0.00
37+00	14.42	0.01	26.71	0.01	26.71	0.01
38+00	43.53	3.55	107.31	6.59	134.02	6.60
39+00	92.82	17.79	252.50	39.53	386.52	46.12
40+00	93.88	19.04	345.74	68.21	732.26	114.33
41+00	9.38	143.89	191.21	301.72	923.47	416.05
42+00	0.00	258.30	17.36	744.80	940.83	1160.85
43+00	0.00	232.85	0.00	909.54	940.83	2070.40
44+00	0.00	249.94	0.00	894.05	940.83	2964.45
45+00	0.00	174.81	0.00	786.58	940.83	3751.03
46+00	0.00	145.29	0.00	592.78	940.83	4343.81
47+00	0.00	280.21	0.00	787.97	940.83	5131.77
48+00	0.00	523.57	0.00	1488.49	940.83	6620.26
49+00	0.00	944.19	0.00	2718.08	940.83	9338.34
50+00	0.00	439.77	0.00	2562.89	940.83	11901.24
51+00	0.00	357.35	0.00	1476.14	940.83	13377.38
52+00	0.00	283.09	0.00	1186.00	940.83	14563.38
53+00	0.00	75.62	0.00	664.27	940.83	15227.65
54+00	134.63	0.00	249.31	140.03	1190.14	15367.68
55+00	229.70	18.66	674.68	34.56	1864.82	15402.24
56+00	108.85	10.76	626.95	54.48	2491.78	15456.73
57+00	10.91	2.57	221.78	24.68	2713.55	15481.41
58+00	0.00	0.00	20.20	4.76	2733.76	15486.17
				Totals:	**2,734**	**15,486**

BIWER ROAD -STAGE 1C

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
10+50	0.00	119.16				
11+00	0.00	108.26	0.00	210.57	0.00	210.57
12+00	0.00	157.35	0.00	491.86	0.00	702.43
13+00	2.04	164.26	3.78	595.58	3.78	1298.02
14+00	3.52	135.60	10.30	555.31	14.08	1853.32
15+00	29.03	104.05	60.28	443.81	74.36	2297.13
16+00	40.76	78.48	129.23	338.03	203.59	2635.16
17+00	0.74	133.64	76.85	392.83	280.44	3027.98
18+00	7.12	132.89	14.56	493.59	295.00	3521.57
19+00	41.25	91.18	89.56	414.96	384.56	3936.53
20+00	144.23	80.20	343.48	317.37	728.04	4253.90
21+00	719.44	100.76	1599.39	335.11	2327.44	4589.01
22+00	1187.65	95.31	3531.64	363.09	5859.08	4952.10
23+00	1649.29	64.78	5253.58	296.46	11112.66	5248.56
24+00	1683.78	50.93	6172.35	214.28	17285.01	5462.83
25+00	1132.03	66.21	5214.46	216.94	22499.48	5679.77
26+00	202.47	0.26	2471.29	123.10	24970.77	5802.87
26+50	57.43	2.40	240.65	2.46	25211.42	5805.33
27+00	45.45	12.27	95.26	13.58	25306.68	5818.92
			Totals:		**25,307**	**5,819**

CROSSOVER X9 - STAGE 1C

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1227+00	0.00	0.00				
1227+50	13.31	0.08	12.32	0.08	12.32	0.08
1228+00	18.58	4.91	29.53	4.63	41.86	4.71
1228+50	15.82	30.44	31.85	32.73	73.71	37.44
1229+00	7.68	50.11	21.76	74.59	95.47	112.02
1229+50	20.79	44.93	26.36	88.01	121.83	200.03
1230+00	0.00	0.00	19.25	41.61	141.09	241.64
1230+50	16.97	5.01	15.72	4.64	156.80	246.27
1231+00	46.49	0.00	58.76	4.64	215.57	250.91
1231+50	23.65	4.73	64.95	4.38	280.51	255.29
1232+00	16.54	0.00	37.21	4.38	317.72	259.67
1232+50	0.00	0.00	15.31	0.00	333.03	259.67
				Totals:	**333**	**260**

CTH J - STAGE 2

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
3+75	75.10	32.46				
4+00	77.43	30.83	70.62	29.30	70.62	29.30
4+50	82.81	46.08	148.37	71.21	218.99	100.51
5+00	92.48	108.35	162.31	142.99	381.30	243.50
5+50	113.46	62.89	190.69	158.56	571.99	402.06
6+00	161.25	0.00	254.37	58.24	826.35	460.30
				Totals:	**826**	**460**

KREUZIGER WAY - STAGE 2

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
0+50	0.00	299.54				
1+00	0.00	139.85	0.00	406.85	0.00	406.85
2+00	0.00	72.93	0.00	394.04	0.00	800.89
3+00	0.00	68.76	0.00	262.39	0.00	1063.27
4+00	0.00	72.68	0.00	261.93	0.00	1325.20
5+00	0.00	75.08	0.00	273.62	0.00	1598.82
6+00	0.00	90.85	0.00	307.28	0.00	1906.10
7+00	0.08	237.04	0.16	607.22	0.16	2513.33
8+00	1.83	118.44	3.53	658.30	3.69	3171.62
9+00	0.00	91.24	3.38	388.28	7.07	3559.90
10+00	0.90	73.38	1.67	304.84	8.74	3864.75
11+00	1.43	72.91	4.32	270.91	13.06	4135.65
12+00	2.46	88.22	7.21	298.39	20.27	4434.05
13+00	8.22	86.27	19.79	323.14	40.06	4757.18
14+00	11.82	97.33	37.11	340.00	77.17	5097.18
15+00	7.47	126.11	35.73	413.77	112.90	5510.95
16+00	3.97	133.54	21.20	480.82	134.10	5991.78
17+00	10.06	100.38	26.00	433.18	160.10	6424.96
18+00	21.55	52.49	58.54	283.11	218.64	6708.07
19+00	28.14	22.01	92.01	137.97	310.65	6846.03
20+00	5.57	53.34	62.43	139.54	373.08	6985.57
21+00	3.22	49.26	16.28	190.00	389.36	7175.58
22+00	3.39	63.20	12.23	208.26	401.59	7383.84
23+00	4.57	64.82	14.74	237.07	416.33	7620.91
24+00	10.39	58.46	27.70	228.30	444.03	7849.21
25+00	5.32	91.65	29.08	277.97	473.11	8127.18
26+00	14.29	77.62	36.30	313.46	509.41	8440.64
27+00	21.62	205.40	66.50	524.12	575.91	8964.76
28+00	15.29	59.67	68.36	490.87	644.27	9455.62
29+00	11.16	45.97	48.98	195.63	693.25	9651.25
30+00	10.12	22.00	39.41	125.87	732.66	9777.13
31+00	9.08	12.80	35.56	64.44	768.23	9841.57
32+00	14.79	6.14	44.20	35.07	812.43	9876.64
33+00	13.78	13.36	52.89	36.10	865.32	9912.74
34+00	113.47	134.00	235.65	272.88	1100.97	10185.62
				Totals:	**1,101**	**10,186**

HOLL ROAD - STAGE 2

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
4+31	0.00	0.00				
5+00	0.00	657.32	0.00	839.91	0.00	839.91
6+00	13.62	343.94	25.23	1854.20	25.23	2694.11
7+00	20.90	278.49	63.93	1152.65	89.15	3846.76
8+00	14.92	338.09	66.32	1141.81	155.48	4988.58
9+00	140.03	1.82	286.94	629.45	442.42	5618.03
10+00	57.97	3.25	366.67	9.39	809.09	5627.41
11+00	39.72	2.99	180.90	11.57	990.00	5638.98
12+00	0.00	350.73	73.55	655.04	1063.54	6294.03
13+00	16.14	120.61	29.89	872.85	1093.43	7166.87
14+00	0.00	195.51	29.89	585.40	1123.32	7752.27
15+00	0.00	399.71	0.00	1102.25	1123.32	8854.52
16+00	0.00	488.51	0.00	1644.85	1123.32	10499.37
17+00	0.77	771.96	1.43	2334.20	1124.75	12833.57
18+00	0.00	241.35	1.43	1876.50	1126.18	14710.07
19+00	0.00	559.31	0.00	1482.71	1126.18	16192.78
19+50	0.00	0.00	0.00	517.88	1126.18	16710.66
				Totals:	**1,126**	**16,711**

BAILEY DRIVEWAY (D6) - STAGE 2

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
5+00	0.00	638.56				
5+50	0.00	840.48	0.00	1369.48	0.00	1369.48
6+00	0.00	846.06	0.00	1561.61	0.00	2931.09
6+50	0.00	859.17	0.00	1578.91	0.00	4510.00
7+00	1.69	866.50	1.56	1597.84	1.56	6107.85
7+50	0.00	869.21	1.56	1607.14	3.13	7714.99
8+00	0.00	873.57	0.00	1613.69	3.13	9328.68
8+50	0.00	887.16	0.00	1630.30	3.13	10958.98
9+00	0.00	1035.06	0.00	1779.83	3.13	12738.81
9+50	0.00	1504.74	0.00	2351.67	3.13	15090.47
				Totals:	**3**	**15,090**

STH 26 (HILL FILL) - STAGE 2

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1317+00	0.00	0.00				
1318+00	166.56	965.68	308.44	1788.30	308.44	1788.30
1319+00	37.96	1515.53	378.73	4594.84	687.18	6383.14
1320+00	24.35	2029.87	115.38	6565.55	802.56	12948.69
1321+00	24.98	2645.25	91.35	8657.62	893.91	21606.31
1322+00	19.22	3326.42	81.85	11058.64	975.76	32664.96
1323+00	23.76	4082.39	79.59	13720.01	1055.35	46384.97
1324+00	19.71	4818.42	80.50	16482.98	1135.85	62867.95
1325+00	18.52	5268.98	70.81	18680.37	1206.66	81548.32
1326+00	14.90	5569.29	61.89	20070.87	1268.55	101619.19
1327+00	12.57	5749.49	50.88	20960.70	1319.43	122579.89
1328+00	29.40	6107.25	77.74	21956.92	1397.17	144536.81
1329+00	89.22	6819.01	219.67	23937.51	1616.84	168474.32
1330+00	356.61	6211.44	825.61	24130.45	2442.45	192604.77
1331+00	597.05	6458.32	1766.04	23462.50	4208.49	216067.27
1332+00	317.48	5794.09	1693.58	22689.65	5902.08	238756.92
1332+47	226.72	4110.40	473.66	8620.58	6375.73	247377.50
		Railroad Bridge				

D7' DRIVEWAY - STAGE 2

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
12+50	0.00	146.56				
13+00	0.00	78.39	0.00	208.29	0.00	208.29
13+50	0.00	28.15	0.00	98.65	0.00	306.94
14+00	17.07	0.00	15.81	26.07	15.81	333.01
14+50	0.00	0.00	15.81	0.00	31.61	333.01
15+00	0.00	0.00	0.00	0.00	31.61	333.01
15+38	0.07	276.94	0.05	194.88	31.66	527.89
				Totals:	**32**	**528**

STH 26 (HILL FILL) - STAGE 2

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
		Railroad Bridge				
1333+59	0.00	4248.49				
1334+00	0.00	6486.14	0.00	8249.76	0.00	8249.76
1335+00	0.00	6726.70	0.00	24468.23	0.00	32717.99
1336+00	0.00	8360.91	0.00	27940.03	0.00	60658.01
1337+00	10.92	6704.81	20.22	27899.50	20.22	88557.51
1338+00	17.77	5478.82	53.14	22562.29	73.37	111119.80
1339+00	23.45	4487.85	76.34	18456.79	149.70	129576.60
1340+00	3.19	4053.40	49.34	15817.12	199.04	145393.72
1341+00	18.06	3524.12	39.36	14032.45	238.40	159426.17
1342+00	0.00	3375.69	33.44	12777.44	271.84	172203.61
1343+00	0.00	3295.65	0.00	12354.34	271.84	184557.95
1344+00	0.00	2976.24	0.00	11614.61	271.84	196172.56
1345+00	0.00	2727.15	0.00	10561.84	271.84	206734.40
1346+00	0.00	2242.59	0.00	9203.23	271.84	215937.63
1347+00	0.00	1826.55	0.00	7535.45	271.84	223473.08
1348+00	0.00	1117.80	0.00	5452.50	271.84	228925.57
1349+00	0.00	831.95	0.00	3610.65	271.84	232536.22
1350+00	0.00	619.75	0.00	2688.33	271.84	235224.55
1351+00	0.02	373.28	0.04	1838.94	271.89	237063.49
1352+00	40.72	191.72	75.45	1046.29	347.34	238109.78
1353+00	123.80	45.19	304.68	438.72	652.01	238548.50
1354+00	92.79	85.57	401.09	242.14	1053.10	238790.64
1355+00	115.58	63.41	385.86	275.88	1438.96	239066.52
1356+00	140.90	33.75	474.95	179.91	1913.91	239246.44
1357+00	134.72	22.78	510.40	104.67	2424.31	239351.10
				Totals:	**8,800**	**486,729**

STH 26 - STAGE 3

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1230+00	108.22	5.03				
1231+00	291.05	0.00	739.39	9.32	739.39	9.32
1232+00	465.55	0.00	1401.10	0.00	2140.49	9.32
1233+00	600.75	23.48	1974.62	43.49	4115.11	52.80
1234+00	512.61	0.00	2061.78	43.49	6176.89	96.29
1235+00	530.52	0.00	1931.73	0.00	8108.62	96.29
1236+00	536.08	0.00	1975.19	0.00	10083.81	96.29
1237+00	532.33	0.00	1978.53	0.00	12062.34	96.29
1238+00	521.34	0.00	1951.24	0.00	14013.58	96.29
1239+00	468.08	0.00	1832.27	0.00	15845.85	96.29
1240+00	462.18	0.00	1722.70	0.00	17568.55	96.29
1241+00	344.74	0.00	1494.28	0.00	19062.84	96.29
1242+00	429.11	0.00	1433.06	0.00	20495.89	96.29
1243+00	397.85	0.00	1531.41	0.00	22027.31	96.29
1244+00	356.17	0.00	1396.33	0.01	23423.64	96.30
1245+00	283.43	0.00	1184.44	0.01	24608.08	96.31
1246+00	172.88	0.41	845.02	0.75	25453.10	97.06
1247+00	63.31	7.06	437.38	13.83	25890.49	110.90
1248+00	4.03	58.04	124.69	120.56	26015.18	231.45
1249+00	25.20	107.86	54.12	307.21	26069.30	538.66
1250+00	7.49	158.87	60.54	493.93	26129.84	1032.60
1251+00	11.59	210.63	35.34	684.25	26165.18	1716.84
1252+00	11.85	278.31	43.41	905.44	26208.59	2622.28
1253+00	23.87	306.33	66.16	1082.66	26274.75	3704.94
1254+00	24.15	281.95	88.93	1089.40	26363.68	4794.33
1255+00	20.86	280.97	83.35	1042.44	26447.03	5836.77
1256+00	25.52	212.68	85.89	914.16	26532.92	6750.93
1257+00	0.15	120.03	47.52	616.13	26580.44	7367.07
1258+00	50.45	23.24	93.69	265.32	26674.14	7632.39
1259+00	168.01	5.05	404.56	52.39	27078.70	7684.78
1260+00	345.74	0.00	951.40	9.35	28030.10	7694.13

STH 26 - STAGE 3

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1261+00	294.34	0.00	1185.33	0.00	29215.43	7694.13
1262+00	338.01	0.00	1171.02	0.00	30386.45	7694.13
1263+00	385.45	0.00	1339.74	0.00	31726.20	7694.13
1264+00	481.31	0.00	1605.11	0.00	33331.31	7694.13
1265+00	477.34	0.00	1775.29	0.00	35106.60	7694.13
1266+00	290.30	1.04	1421.55	1.92	36528.15	7696.05
1267+00	228.72	0.00	961.15	1.92	37489.30	7697.97
1268+00	195.19	15.60	785.02	28.89	38274.31	7726.86
1269+00	243.82	4.22	812.97	36.70	39087.29	7763.56
1270+00	243.65	0.00	902.73	7.81	39990.01	7771.37
1271+00	232.65	25.77	882.04	47.73	40872.05	7819.09
1272+00	238.19	24.14	871.92	92.44	41743.97	7911.53
1273+00	225.91	25.87	859.43	92.62	42603.40	8004.14
1274+00	210.21	27.56	807.63	98.95	43411.03	8103.09
1275+00	219.48	28.14	795.73	103.14	44206.75	8206.23
1276+00	232.62	27.75	837.22	103.48	45043.97	8309.71
1277+00	262.57	26.07	917.01	99.66	45960.98	8409.38
1278+00	275.30	21.90	996.05	88.84	46957.03	8498.21
1279+00	262.78	11.95	996.44	62.68	47953.47	8560.90
1280+00	410.84	10.65	1247.44	41.85	49200.91	8602.74
1281+00	106.30	0.00	957.67	19.72	50158.58	8622.46
1282+00	164.63	0.00	501.72	0.00	50660.30	8622.46
1283+00	103.61	1.02	496.73	1.89	51157.03	8624.35
1284+00	87.80	4.57	354.46	10.35	51511.49	8634.70
1285+00	71.08	8.30	294.23	23.84	51805.72	8658.54
1286+00	29.32	32.91	185.94	76.33	51991.66	8734.87
1287+00	6.47	53.02	66.28	159.13	52057.94	8894.00
1288+00	0.20	92.12	12.35	268.78	52070.29	9162.78
1289+00	10.56	110.57	19.93	375.36	52090.22	9538.15
1290+00	16.63	135.12	50.36	454.99	52140.59	9993.14
1291+00	0.00	193.26	30.80	608.12	52171.39	10601.25

STH 26 - STAGE 3

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1292+00	53.97	177.84	99.94	687.23	52271.33	11288.49
1293+00	54.68	181.80	201.21	666.01	52472.54	11954.49
1294+00	2349.89	200.27	4452.91	707.54	56925.46	12662.03
1295+00	0.00	1098.62	4351.65	2405.35	61277.10	15067.38
1296+00	0.00	1792.71	0.00	5354.31	61277.10	20421.68
1297+00	34.95	1321.67	64.73	5767.37	61341.83	26189.05
1298+00	117.88	901.52	283.03	4117.03	61624.86	30306.08
1299+00	156.91	601.10	508.87	2782.63	62133.73	33088.71
1300+00	157.02	404.69	581.35	1862.56	62715.08	34951.26
1301+00	193.52	162.22	649.16	1049.83	63364.24	36001.10
1302+00	266.82	21.57	852.49	340.35	64216.73	36341.45
1303+00	275.68	12.63	1004.63	63.33	65221.36	36404.78
1304+00	298.71	2.74	1063.68	28.47	66285.04	36433.24
1305+00	318.56	0.00	1143.10	5.08	67428.14	36438.32
1306+00	360.19	0.00	1256.94	0.00	68685.08	36438.32
1307+00	428.33	0.00	1460.22	0.00	70145.30	36438.32
1308+00	792.11	0.00	2260.08	0.00	72405.38	36438.32
1309+00	1741.87	0.00	4692.55	0.00	77097.93	36438.32
1310+00	2193.39	0.00	7287.52	0.00	84385.45	36438.32
1311+00	2570.86	0.00	8822.69	0.00	93208.14	36438.32
1312+00	2943.68	0.00	10212.11	0.00	103420.25	36438.32
1313+00	3125.98	0.00	11240.12	0.00	114660.37	36438.32
1314+00	2579.70	0.00	10566.07	0.00	125226.44	36438.32
1315+00	1878.12	0.00	8255.21	0.00	133481.65	36438.32
1316+00	1126.83	26.76	5564.71	49.55	139046.36	36487.88
1317+00	523.47	377.12	3056.10	747.93	142102.45	37235.81
1318+00	166.56	965.68	1277.82	2486.67	143380.28	39722.48
			Totals:		**143,380**	**39,722**

CTH J - STAGE 3

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
6+00	161.25	0.00				
6+50	204.87	0.00	339.00	0.00	339.00	0.00
7+00	257.19	0.00	427.84	0.00	766.84	0.00
7+50	320.64	0.00	535.03	0.00	1301.87	0.00
8+00	437.99	0.00	702.44	0.00	2004.31	0.00
				Totals:	**2,004**	**0**

RAMP 1 (NE) - STAGE 3

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1296+00	0.00	0.00				
1297+00	0.00	195.30	0.00	361.67	0.00	361.67
1298+00	0.00	106.57	0.00	559.02	0.00	920.69
1299+00	6.66	15.86	12.33	226.72	12.33	1147.41
1300+00	0.00	11.37	12.33	50.43	24.67	1197.83
1301+00	2.41	0.00	4.46	21.06	29.13	1218.89
1302+00	17.75	0.00	37.33	0.00	66.46	1218.89
1303+00	1.87	11.37	36.33	21.06	102.80	1239.94
1304+00	0.00	3.28	3.46	27.13	106.26	1267.07
1305+00	0.06	0.00	0.11	6.07	106.37	1273.15
1306+00	0.27	0.00	0.61	0.00	106.98	1273.15
1307+00	0.03	0.00	0.56	0.00	107.54	1273.15
				Totals:	**108**	**1,273**

RAMP 3 (SW) - STAGE 3

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1281+00	276.31	4.48				
1282+00	242.65	2.26	961.03	12.48	961.03	12.48
1283+00	190.46	23.01	802.05	46.78	1763.08	59.27
1284+00	171.61	40.88	670.50	118.30	2433.59	177.57
1285+00	159.08	15.64	612.38	104.66	3045.97	282.22
1286+00	123.25	63.70	522.84	146.93	3568.81	429.15
1287+00	222.78	151.77	640.80	399.04	4209.61	828.19
1288+00	85.64	0.00	571.15	281.06	4780.76	1109.25
1289+00	139.75	0.00	417.39	0.00	5198.15	1109.25
1290+00	259.36	0.00	739.09	0.00	5937.24	1109.25
1291+00	199.42	7.57	849.59	14.02	6786.83	1123.27
1292+00	197.39	6.43	734.83	25.93	7521.67	1149.20
1293+00	239.66	7.59	809.35	25.96	8331.02	1175.16
1294+00	276.08	5.09	955.07	23.48	9286.09	1198.64
1294+50	271.71	48.97	507.21	50.06	9793.30	1248.70
				Totals:	**9,793**	**1,249**

RAMP 4 (NW) - STAGE 3

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
1296+50	125.20	0.00				
1297+00	225.05	0.00	324.31	0.00	324.31	0.00
1298+00	194.95	1.15	777.78	2.13	1102.08	2.13
1299+00	171.36	0.00	678.35	2.13	1780.44	4.26
1300+00	188.98	335.97	667.29	622.16	2447.73	626.42
1301+00	47.13	84.81	437.24	779.21	2884.97	1405.62
1302+00	111.32	5.71	293.43	167.63	3178.40	1573.25
1303+00	208.27	0.00	591.84	10.58	3770.24	1583.83
1304+00	310.49	0.00	960.67	0.00	4730.91	1583.83
1305+00	350.83	0.00	1224.66	0.00	5955.57	1583.83
1306+00	416.44	0.00	1420.86	0.00	7376.43	1583.83
1307+00	455.46	0.00	1614.62	0.00	8991.05	1583.83
1308+00	495.54	0.00	1761.10	0.00	10752.15	1583.83
1309+00	501.83	0.00	1846.97	0.00	12599.12	1583.83
				Totals:	**12,599**	**1,584**

STH 60 - STAGE 3

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
775+00	0.00	227.16				
776+00	0.00	150.96	0.00	700.23	0.00	700.23
777+00	0.00	186.22	0.00	624.40	0.00	1324.63
778+00	0.95	216.37	1.76	745.53	1.76	2070.16
779+00	2.66	189.84	6.69	752.25	8.45	2822.41
780+00	26.01	104.28	53.10	544.67	61.55	3367.08
781+00	56.91	66.89	153.55	316.97	215.10	3684.05
782+00	84.94	22.15	262.67	164.89	477.78	3848.94
782+50	106.25	18.72	177.03	37.85	654.81	3886.79
				Totals:	**655**	**3,887**

CTH W - STAGE 3

Station	End areas Common	End areas Unexpanded Fill	Volumes Common (CY)	Volumes Unexpanded Fill (CY)	Cumulative Common (CY)	Cumulative Unexpanded Fill (CY)
14+20	50.84	22.66				
14+50	153.92	0.58	113.76	12.91	113.76	12.91
15+00	81.54	7.10	218.01	7.10	331.77	20.01
15+50	71.10	9.48	141.32	15.35	473.09	35.36
16+00	62.94	2.65	124.11	11.23	597.20	46.59
16+50	73.32	0.97	126.17	3.36	723.37	49.95
17+00	82.43	7.40	144.22	7.75	867.59	57.70
17+50	75.19	9.94	145.94	16.05	1013.53	73.75
				Totals:	**1,014**	**74**

Excess Topsoil SB Lanes				
Station	End areas Common	Volumes Common (CY)	Cumulative Common (CY)	Stage
1239+00	0.00			
1240+00	0.00	0.00	0.00	3
1241+00	0.00	0.00	**0.00**	
Gap				
1249+00	0.00			
1250+00	141.58	262.19	262.19	3
1251+00	0.00	262.19	**524.37**	
Gap				
1256+00	0.00			
1257+00	138.70	256.85	256.85	3
1258+00	0.00	256.85	**513.70**	
Gap				
1261+00	0.00			
1262+00	0.00	0.00	0.00	3
1263+00	0.00	0.00	**0.00**	
Gap				
1269+00	0.00			
1270+00	0.00	0.00	0.00	3
1271+00	0.00	0.00	**0.00**	
Gap				
1284+00	0.00			
1285+00	163.31	302.43	302.43	3
1286+00	0.00	302.43	**604.85**	
Gap				
1288+00	0.00			
1289+00	175.29	324.61	324.61	
1290+00	111.85	531.74	856.35	
1291+00	110.94	412.57	1268.93	
1292+00	243.53	656.43	1925.35	
1293+00	210.34	840.50	2765.85	
1294+00	186.13	734.20	3500.06	
1295+00	170.82	661.02	4161.07	
1296+00	108.06	516.44	4677.52	
1297+00	139.64	458.70	5136.22	
1298+00	37.84	328.67	5464.89	
1298+88	27.37	106.27	5571.16	
1299+00	25.87	11.83	5582.99	3
1300+00	13.29	72.52	5655.51	
1301+00	9.52	42.24	5697.75	
1302+00	1.61	20.61	5718.36	
1303+00	0.62	4.13	5722.49	
1304+00	0.74	2.52	5725.01	
1305+00	1.19	3.57	5728.58	
1306+00	0.00	2.20	5730.78	
1307+00	0.00	0.00	5730.78	
1308+00	0.00	0.00	5730.78	
1309+00	0.00	0.00	5730.78	
1310+00	0.00	0.00	5730.78	

Excess Topsoil SB Lanes				
Station	End areas Common	Volumes Common (CY)	Cumulative Common (CY)	Stage
1311+00	0.00	0.00	5730.78	
1312+00	0.00	0.00	5730.78	
1313+00	0.00	0.00	5730.78	
1314+00	0.00	0.00	5730.78	
1315+00	0.00	0.00	5730.78	
1316+00	92.06	170.48	5901.27	
1317+00	92.44	341.66	6242.92	
1318+00	98.11	352.85	6595.78	3
1319+00	164.51	486.32	7082.10	
1320+00	168.23	616.18	7698.28	
1321+00	173.04	631.96	8330.24	
1322+00	44.89	403.56	8733.79	
1323+00	116.86	299.52	9033.31	
1324+00	160.51	513.64	9546.95	
1325+00	205.78	678.31	10225.27	
1325+53	172.49	371.27	10596.53	
1326+00	134.12	266.86	10863.39	
1327+00	113.91	459.31	11322.70	
1328+00	95.20	387.24	11709.94	2
1329+00	57.61	282.98	11992.92	
1330+00	0.00	106.69	**12099.60**	
Gap				
1333+00	0.00			
1334+00	117.45	217.50	217.50	
1335+00	266.64	711.27	928.77	
1336+00	153.79	778.56	1707.32	2
1337+00	141.19	546.24	2253.56	
1338+00	0.00	261.45	**2515.02**	
Gap				
1344+00	0.00			
1345+00	106.48	197.19	197.19	
1346+25	133.94	556.52	753.70	
1346+50	127.48	121.02	874.72	2
1346+00	112.28	-222.00	652.73	
1347+00	103.05	398.76	1051.49	
1348+00	0.00	190.83	**1242.32**	
SB Lane Totals			**17,500**	

Stage	Totals
Stage 1a	0
Stage 1b	0
Stage 1c	0
Stage 2	5,583
Stage 3	11,856

Excess Topsoil NB Lanes				
Station	End areas Common	Volumes Common (CY)	Cumulative Common (CY)	Stage
1239+00	0.00			
1240+00	0.00	0.00	0.00	1c
1241+00	0.00	0.00	**0.00**	
Gap				
1249+00	0.00			
1250+00	0.00	0.00	0.00	1c
1251+00	0.00	0.00	**0.00**	
Gap				
1256+00	0.00			
1257+00	160.03	296.35	296.35	1c
1258+00	0.00	296.35	**592.70**	
Gap				
1261+00	0.00			
1262+00	78.63	145.61	145.61	1c
1263+00	0.00	145.61	**291.22**	
Gap				
1269+00	0.00			
1270+00	45.92	85.04	85.04	1c
1271+00	0.00	85.04	**170.07**	
Gap				
1284+00	0.00			
1285+00	208.08	385.33	385.33	1c
1286+00	0.00	385.33	**770.67**	
Gap				
1288+00	0.00			
1289+00	188.95	349.91	349.91	
1290+00	127.24	585.54	935.44	
1291+00	127.88	472.44	1407.89	1c
1292+00	283.56	761.93	2169.81	
1293+00	214.45	922.24	3092.06	
1294+00	0.00	397.13	3489.19	
1295+00	207.53	384.31	3873.50	
1296+00	138.38	640.57	4514.07	
1297+00	172.98	576.59	5090.67	
1298+00	52.24	417.07	5507.74	
1298+88	51.17	168.52	5676.26	
1299+00	50.34	22.56	5698.82	
1300+00	46.70	179.70	5878.52	
1301+00	42.54	165.26	6043.78	
1302+00	29.54	133.48	6177.26	3
1303+00	10.79	74.69	6251.95	
1304+00	8.22	35.20	6287.15	
1305+00	4.62	23.78	6310.93	
1306+00	0.00	8.56	6319.49	
1307+00	0.00	0.00	6319.49	
1308+00	0.00	0.00	6319.49	
1309+00	0.00	0.00	6319.49	
1310+00	0.00	0.00	6319.49	

Excess Topsoil NB Lanes				
Station	End areas Common	Volumes Common (CY)	Cumulative Common (CY)	Stage
1311+00	0.00	0.00	6319.49	
1312+00	0.00	0.00	6319.49	
1313+00	0.00	0.00	6319.49	
1314+00	0.00	0.00	6319.49	
1315+00	0.00	0.00	6319.49	
1316+00	0.00	0.00	6319.49	
1317+00	92.44	171.18	6490.66	
1318+00	98.11	352.85	6843.51	3
1319+00	164.51	486.32	7329.84	
1320+00	168.23	616.18	7946.01	
1321+00	173.04	631.96	8577.98	
1322+00	44.89	403.56	8981.53	
1323+00	116.86	299.52	9281.05	
1324+00	160.51	513.64	9794.69	
1325+00	205.78	678.31	10473.00	
1325+53	172.49	371.27	10844.27	
1326+00	134.12	266.86	11111.13	
1327+00	113.91	459.31	11570.43	2
1328+00	95.20	387.24	11957.67	
1329+00	57.61	282.98	12240.66	
1330+00	0.00	106.69	**12347.34**	
Gap				
1333+00	0.00			
1334+00	117.45	217.50	217.50	
1335+00	266.64	711.27	928.77	2
1336+00	153.79	778.56	1707.32	
1337+00	141.19	546.24	2253.56	
1338+00	0.00	261.45	**2515.02**	
Gap				
1344+00	0.00			
1345+00	106.48	197.19	197.19	
1346+25	133.94	556.52	753.70	
1346+50	127.48	121.02	874.72	2
1346+00	112.28	-222.00	652.73	
1347+00	103.05	398.76	1051.49	
1348+00	0.00	190.83	**1242.32**	
NB Lane Totals			**17,929**	

Stage	Totals
Stage 1a	0
Stage 1b	0
Stage 1c	5,314
Stage 2	5,632
Stage 3	6,984

Select Crush for Soil Stabilization (Ramp 2)			
Station	End areas Common	Volumes Common (CY)	Cumulative Common (CY)
1288+00	0.00		
1289+00	71.86	133.07	133.07
1290+00	82.73	286.28	419.35
1291+00	36.60	220.98	640.33
1292+00	0.00	67.78	708.11
1293+00	72.20	133.70	841.81
1294+00	136.43	386.35	**1228.17**

Geogrid Reinforcement for Soil Stabilization Area (Ramp 2)				
Station	Length (FT)	Lengths Rounded (FT)	Areas (SY)	Cumulative Areas (SY)
1288+00	0.00	0.00		
1289+00	73.35	74.00	411.11	411.11
1290+00	84.12	85.00	883.33	1294.44
1291+00	37.33	38.00	683.33	1977.78
1292+00	0.00	0.00	211.11	2188.89
1293+00	72.95	73.00	405.56	2594.44
1294+00	137.92	138.00	1172.22	**3766.67**

Select Crush for Soil Stabilization (Ramp 3)			
Station	End areas Common	Volumes Common (CY)	Cumulative Common (CY)
1290+00	0.00		
1291+00	72.06	133.44	133.44
1292+00	75.45	273.17	406.61
1293+00	0.00	139.72	546.33
1294+00	88.96	164.74	711.07
1294+50	92.48	168.00	**879.07**

Geogrid Reinforcement for Soil Stabilization Area (Ramp 3)				
Station	Length (FT)	Lengths Rounded (FT)	Areas (SY)	Cumulative Areas (SY)
1290+00	0.00	0.00		
1291+00	73.57	74.00	411.11	411.11
1292+00	76.77	77.00	838.89	1250.00
1293+00	0.00	0.00	427.78	1677.78
1294+00	90.23	91.00	505.56	2183.33
1294+50	93.98	94.00	513.89	**2697.22**

Select Crush for Soil Stabilization (Ramp 4)			
Station	End areas Common	Volumes Common (CY)	Cumulative Common (CY)
1297+00	0.00		
1298+00	65.06	120.48	120.48
1299+00	60.24	232.04	352.52
1299+24	58.92	52.96	405.48
1300+00	0.00	82.92	**488.40**

Geogrid Reinforcement for Soil Stabilization Area (Ramp 4)				
Station	Length (FT)	Lengths Rounded (FT)	Areas (SY)	Cumulative Areas (SY)
1297+00	0.00	0.00		
1298+00	66.45	67.00	372.22	372.22
1299+00	61.59	62.00	716.67	1088.89
1299+24	60.27	61.00	164.00	1252.89
1300+00	0.00	0.00	257.56	**1510.44**

Rock Excavation SB Lanes (STH26)			
Station	End areas Common	Volumes Common (CY)	Cumulative Common (CY)
1311+00	0.00		
1312+00	1236.17	2289.20	2289.20
1313+00	1445.99	4966.96	7256.17
1314+00	343.93	3314.67	10570.83
1315+00	0.00	636.91	11207.74
		Total:	**11,250**

R/W 220.83' LT.

STAGE 3 — STAGE 1C

916.70 -199.89 | FO | 4:1 | 6:1 | 908.89 -142.01 | GAS | 909.49 -112.00 | 908.98 -86.58 | 9.7:1 | 907.89 -61.37 | 4:1 | 9.7:1 | 905.28 -50.73 | 908.95 -15.24 | 909.25 0.00 | 909.49 12.00 | 6:1 | 908.89 42.01 | 6:1 | 906.23 58.00 | 4:1 | 901.39 77.34 | R/W

1234+00

R/W 218.67' LT.

STAGE 3 — STAGE 1C

913.45 -201.82 | FO | 4:1 | 6:1 | 908.00 -142.01 | GAS | 908.60 -112.00 | 908.09 -86.58 | 11.1:1 | 904.21 -39.65 | 11.1:1 | 6:1 | 908.09 -16.42 | 908.60 12.00 | 6:1 | 908.00 42.01 | 4:1 | 905.34 58.00 | R/W

904.20 -164.81 | 904.22 -161.25 | 904.27 -150.88 | 1 - 24" X 78' RCCP @ 0.51% | 904.66 -73.55 | 904.72 -63.15 | 904.78 -50.00 | 904.13 -37.68 | 903.80 -27.27 | 1 - 24" X 92' TEMPORARY CP @ 3.21% | 900.84 64.13 | 900.65 70.85 | 900.43 77.63

1233+00

R/W 216.50' LT.

STAGE 3 — STAGE 1C

908.61 -182.11 | FO | 4:1 | 6:1 | 907.11 -142.01 | GAS | 907.71 -112.00 | 907.20 -86.58 | 7.5:1 | 902.30 -50.00 | 7.5:1 | 902.99 -44.83 | 904.76 -31.67 | 907.20 -13.42 | 907.71 12.00 | 907.11 42.01 | 6:1 | 904.44 58.00 | 4:1 | 900.24 74.83 | R/W

1232+00

R/W 214.33' LT.

907.23 -176.19 | 4:1 | 6:1 | 906.22 -142.01 | GAS | 906.82 -112.00 | 906.31 -86.58 | 8.4:1 | 901.95 -50.00 | 902.18 -48.12 | R/W

1231+00

R/W 212.17' LT.

FO | 906.07 -172.47 | 4:1 | 6:1 | 905.54 -142.01 | GAS | 906.14 -112.00 | 905.63 -86.58 | 9:1 | 901.61 -50.00 | R/W

10.0 FT | 10.0 FT

1230+00

910 / 900 / 890

-200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80

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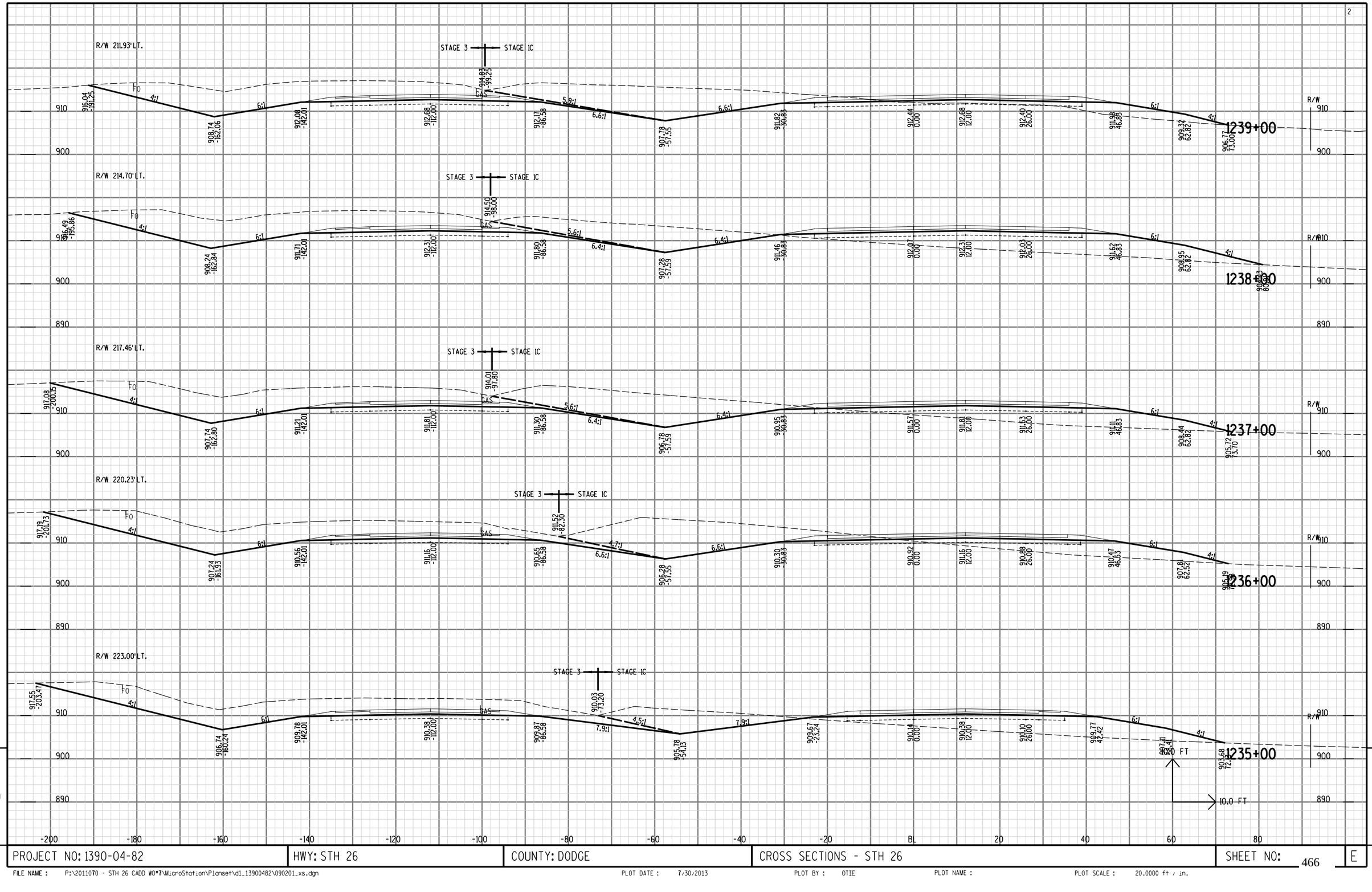
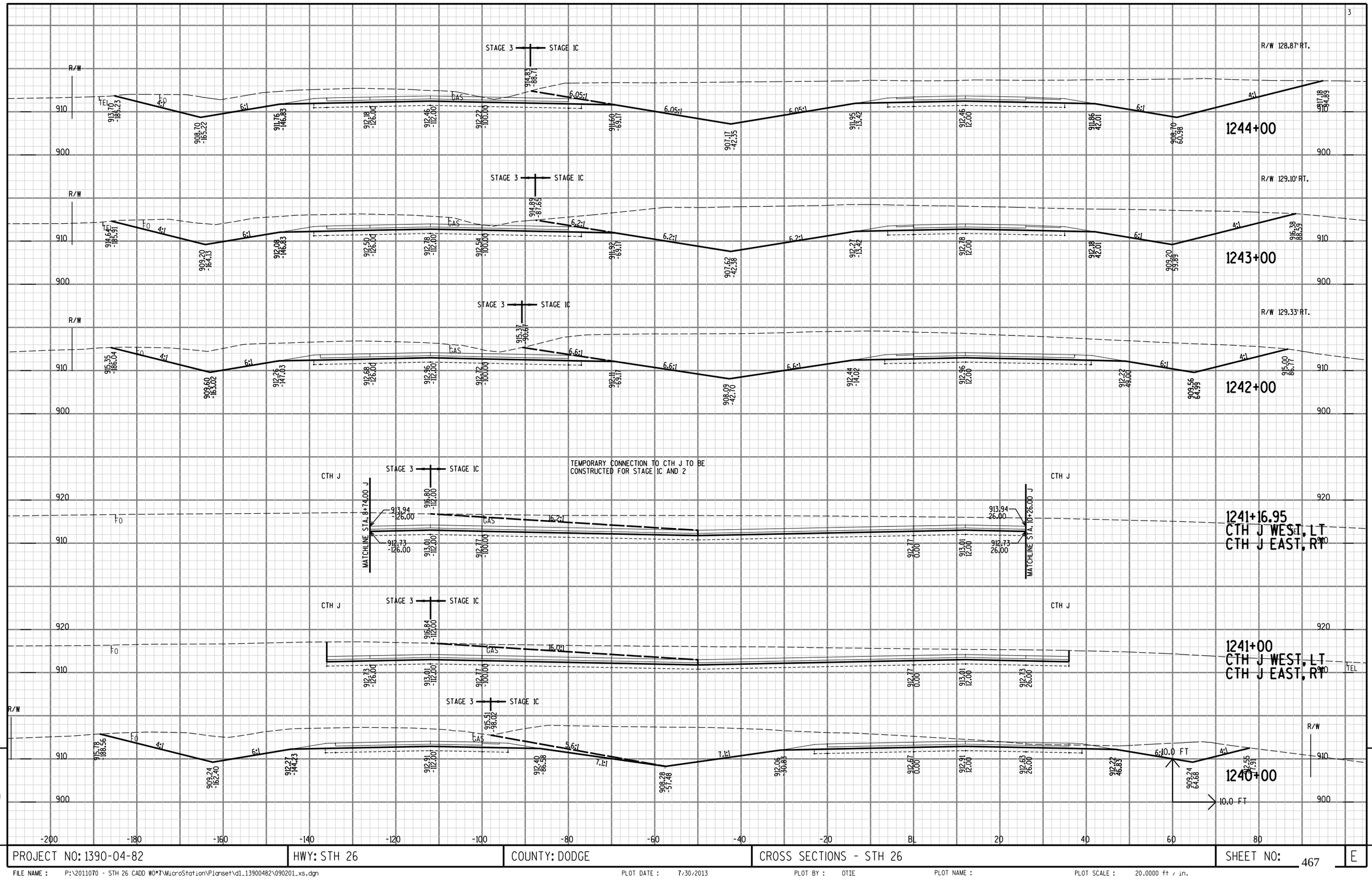
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 465	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 466	E



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 467	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL

1250+00

STAGE 3 — STAGE 1C
R/W 105.00' RT.
TLE
TEL
R/W
905.74 -78.13
904.42 -169.25
903.00 -163.56
904.39 -158.00
902.85 -142.01
902.85 -112.00
900.15 -86.58
900.93 -65.39
900.99 -59.27
901.05 -50.00
901.24 -43.77
901.56 -33.36
907.15 -13.42
907.45 12.00
907.05 42.01
904.04 46.66
904.36 57.07
904.39 58.00
911.06 84.70
1 - 24" X 136'RCCP @ 0.58% SKEW 50.2° LHF
1 - 24" X 80'RCCP @ 3.10%
EXCESS TOPSOIL QUANTITIES CALCULATED USING AVERAGE END AREA VOLUMES FROM STA. 1249+00 TO STA. 1251+00

1249+00

STAGE 3 — STAGE 1C
907.15 -19.74
905.98 -176.06
903.50 -164.14
905.53 -158.00
908.20 -142.01
908.80 -112.00
908.29 -86.58
902.19 -50.00
908.29 -13.42
908.80 12.00
908.20 42.01
905.53 58.00
911.06 84.70

1248+00

STAGE 3 — STAGE 1C
908.58 -82.26
907.79 -161.43
906.70 -157.05
909.21 -142.01
909.81 -112.00
909.30 -86.58
903.20 -50.00
909.30 -13.42
909.81 12.00
909.21 42.01
906.54 58.00
911.06 84.70

1247+00

STAGE 3 — STAGE 1C
910.38 -83.00
909.67 -169.78
907.20 -159.88
910.06 -142.70
910.40 -126.00
910.68 -112.00
910.44 -100.00
909.98 -76.98
904.78 -45.78
910.17 -13.42
910.68 12.00
910.08 42.01
907.20 59.21
912.81 84.72

1246+00

STAGE 3 — STAGE 1C
912.57 -81.28
911.02 -178.17
907.70 -164.91
910.71 -146.83
911.13 -126.00
911.41 -112.00
911.17 -100.00
910.55 -69.17
906.08 -42.34
910.90 -13.42
911.41 12.00
910.81 42.01
907.70 60.67
914.15 86.47
R/W 128.63' RT.

1245+00

STAGE 3 — STAGE 1C
914.17 -87.32
912.56 -182.83
908.20 -165.47
911.31 -146.83
911.72 -126.00
912.00 -112.00
911.76 -100.00
911.15 -69.17
906.68 -42.34
911.50 -13.42
912.00 12.00
911.40 42.01
908.20 61.23
916.68 85.14
10.0 FT
10.0 FT

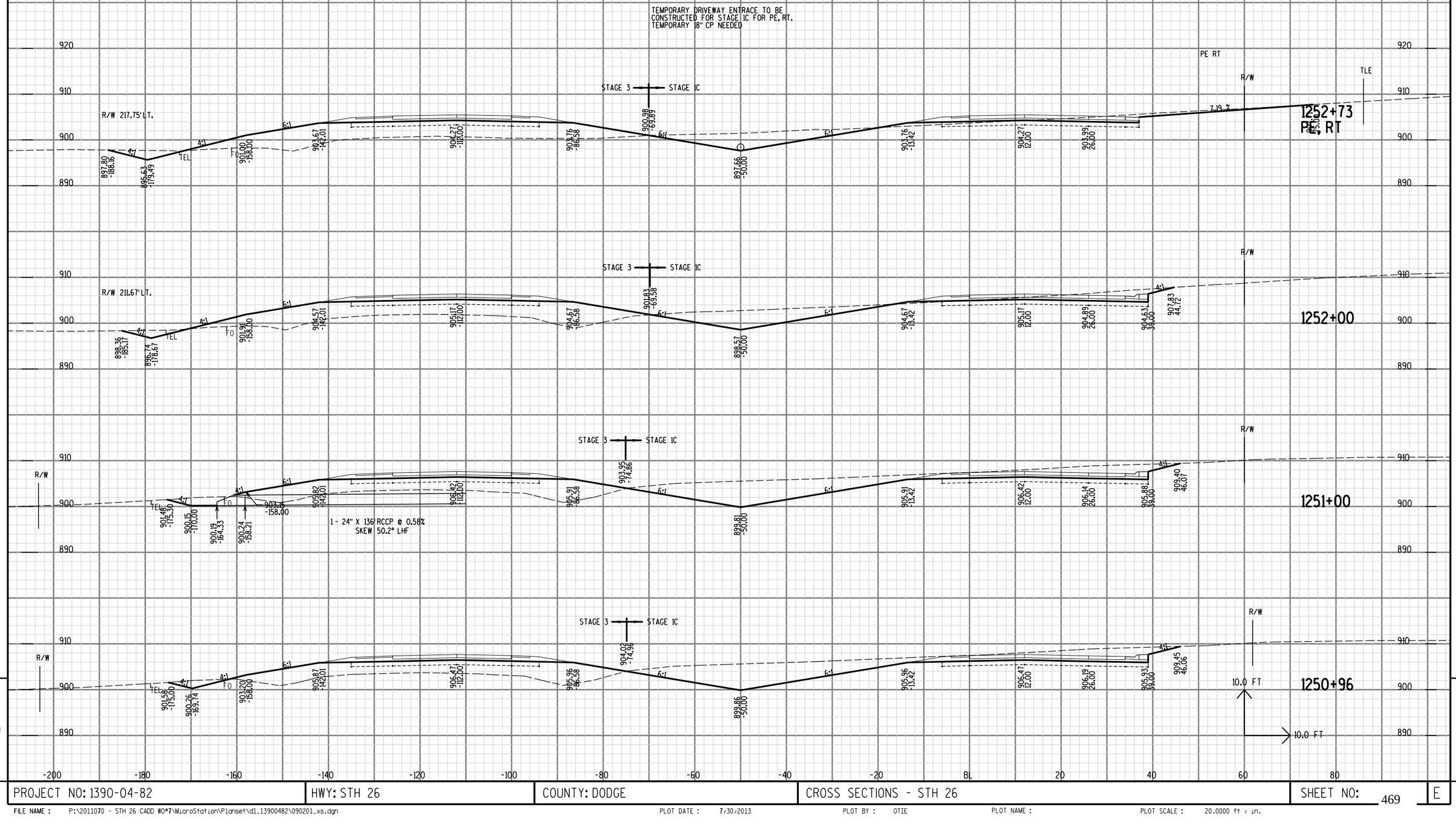
-200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80

9 9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 468	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

TEMPORARY DRIVEWAY ENTRACE TO BE CONSTRUCTED FOR STAGE 1C FOR PE, RT. TEMPORARY 18" CP NEEDED



9 9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 469	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

R/W 209.25'LT.

STAGE 3 — STAGE 1C

900 / 890 / 880

4:1 — TEL — 4:1 — 6:1 — FO — 6:1 — 6:1 — 6:1 — 4:1 — 4:1 — R/W

896.27 -181.60 | 893.66 -171.15 | 896.34 -158.00 | 899.61 -142.01 | 900.20 -112.00 | 899.70 -86.58 | 893.54 -50.39 | 893.60 -50.00 | 899.70 -13.42 | 900.21 12.00 | 899.61 42.01 | 896.94 56.00 | 892.32 76.43 | 893.26 80.25

1256+00

R/W 212.84'LT.

STAGE 3 — STAGE 1C

900 / 890

4:1 — TEL — 4:1 — 6:1 — 6:1 — 6:1 — 6:1 — 6.0:1 — R/W

3.43 %

896.43 -183.45 | 894.13 -174.22 | 898.48 -158.00 | 900.85 -142.01 | 901.46 -112.00 | 900.94 -86.58 | 895.53 -70.00 | 894.84 -50.00 | 900.94 -13.42 | 901.45 12.00 | 901.17 26.00 | 900.91 39.00 | 896.46 76.00

1255+00

R/W 213.55'LT.

STAGE 3 — STAGE 1C

910 / 900 / 890

4:1 — TEL — 4:1 — 6:1 — 6:1 — 6:1 — 6:1 — 5.88 % — R/W

896.54 -184.11 | 894.22 -174.84 | 898.43 -158.00 | 901.10 -142.01 | 901.70 -112.00 | 901.19 -86.58 | 896.47 -56.27 | 895.09 -50.00 | 901.19 -13.42 | 901.70 2.00 | 901.42 26.00 | 898.40 105.00

FE RT

1254+80

FE, RT

R/W 216.42'LT.

STAGE 3 — STAGE 1C

900 / 890

4:1 — TEL — 4:1 — 6:1 — 6:1 — 6:1 — 6:1 — 24.7:1 — R/W

897.06 -187.15 | 894.60 -177.30 | 898.38 -158.00 | 902.09 -142.01 | 902.63 -112.00 | 902.18 -86.58 | 899.22 -68.78 | 896.09 -50.00 | 902.18 -13.42 | 902.69 12.00 | 902.41 26.00 | 902.13 39.00 | 902.42 76.00

1254+00

R/W 220.00'LT.

STAGE 3 — STAGE 1C

910 / 900 / 890

4:1 — TEL — 4:1 — 6:1 — 6:1 — 6:1 — 6:1 — 25.0:1 — R/W

897.61 -190.30 | 895.10 -180.27 | 900.67 -158.00 | 903.33 -142.01 | 903.83 -112.00 | 903.42 -86.58 | 900.07 -66.48 | 897.33 -50.00 | 903.42 -13.42 | 903.33 12.00 | 903.65 26.00 | 903.39 39.00 | 906.64 76.00

1 - 12" X 73'RCPSS @ 1.46%

897.41 -44.30 | 897.50 -38.23

898.56 34.42

INLET 2X3-FT
INLET COVER TYPE H
6" PIPE UNDERDRAIN
TO DRAIN INTO INLET

10.0 FT | 10.0 FT

1253+00

TLE

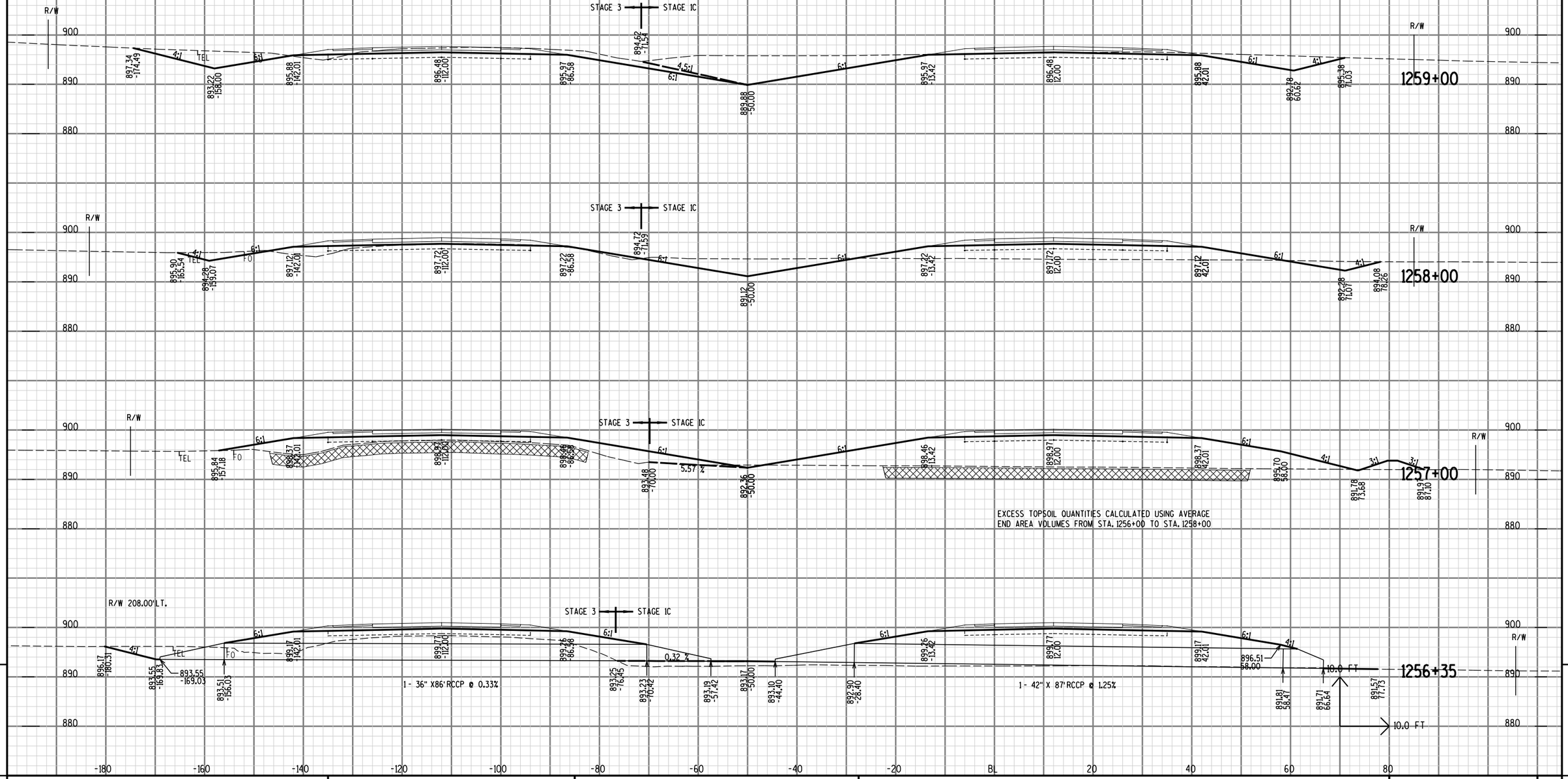
-180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 470	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

9 9

KEY
EXCESS TOPSOIL REMOVAL



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 471	E

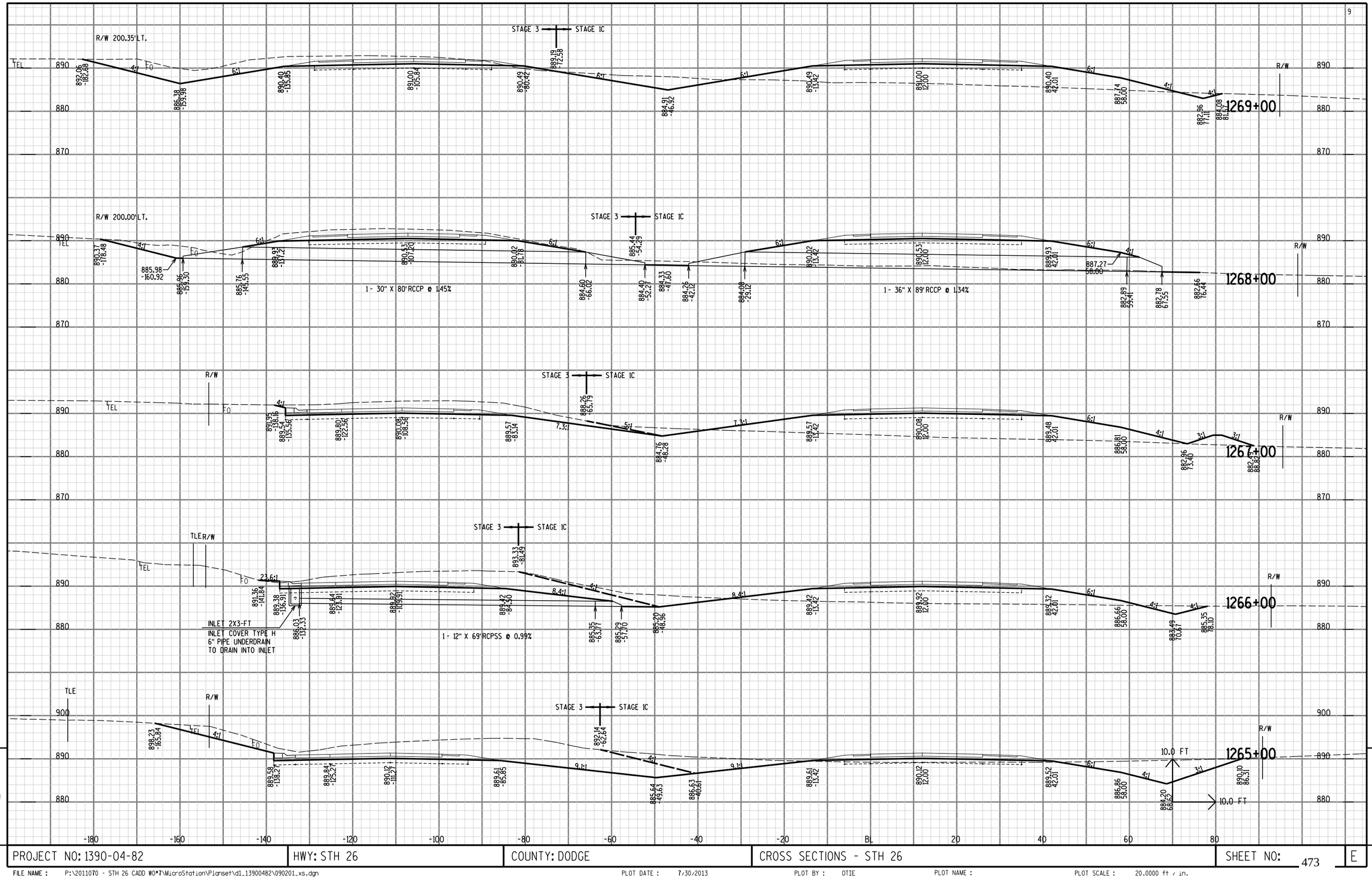
FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL

TLE
R/W
TEL
FO
STAGE 3
STAGE 1C
4:1
9.0:1
6:1
3:1
1264+00
1263+00
1262+00
1261+00
1260+00
1 - 24" X 92' RCCP @ 0.52%
1 - 24" X 80' RCCP @ 3.09%
EXCESS TOPSOIL QUANTITIES CALCULATED USING AVERAGE END AREA VOLUMES FROM STA. 1261+00 TO STA. 1263+00
R/W 200.00' LT.
10.0 FT

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 472	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 473	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL

R/W 228.69' LT.

STAGE 3 — STAGE 1C

890.01 -64.65

892.59 -175.02 | 887.98 -154.28 | 890.89 -136.79 | 891.68 -97.65 | 891.17 -72.23 | 886.69 -42.82 | 891.17 -13.42 | 891.68 12.00 | 891.08 42.01 | 888.41 98.00 | 886.57 165.35

R/W 224.14' LT.

STAGE 3 — STAGE 1C

890.20 -65.67

892.81 -171.44 | 888.38 -153.73 | 891.05 -131.74 | 891.83 -93.02 | 891.31 -73.60 | 887.09 -43.51 | 891.31 -13.42 | 891.82 12.00 | 891.22 42.01 | 888.56 98.00 | 887.26 163.21

R/W 218.89' LT.

STAGE 3 — STAGE 1C

890.31 -68.24

892.25 -172.12 | 887.98 -155.62 | 891.14 -136.66 | 891.87 -100.34 | 891.36 -74.91 | 886.57 -44.19 | 891.36 -13.42 | 891.87 12.00 | 891.27 42.01 | 888.60 98.00 | 886.10 168.00 | 885.33 171.33

STAGE 3 — STAGE 1C

890.25 -69.93

R/W 209.41' LT.

FO

891.25 -170.94 | 887.58 -156.25 | 891.14 -134.88 | 891.80 -101.75 | 891.30 -76.33 | 886.17 -44.88 | 891.30 -13.42 | 891.80 12.00 | 891.20 42.01 | 888.54 98.00 | 884.46 174.32 | 886.97 841.14

R/W

STAGE 3 — STAGE 1C

889.88 -70.16

FO

890.26 -168.79 | 887.18 -156.48 | 891.04 -133.34 | 891.64 -103.12 | 891.13 -77.70 | 885.78 -45.56 | 891.13 -13.42 | 891.64 12.00 | 891.04 42.01 | 888.38 98.00 | 883.96 175.66 | 885.37 181.28

STAGE 3 — STAGE 1C

892.30 -87.65

R/W 200.00' LT.

892.57 -181.61 FO | 885.78 -159.45 | 890.77 -134.49 | 891.37 -104.48 | 890.86 -79.06 | 885.39 -46.24 | 890.86 -13.42 | 891.37 12.00 | 890.77 42.01 | 888.10 98.00 | 883.46 178.16 | 884.16 179.39

R/W

10.0 FT

10.0 FT

EXCESS TOPSOIL QUANTITIES CALCULATED USING AVERAGE END AREA VOLUMES FROM STA. 1269+00 TO STA. 1271+00

1275+00 | 1274+00 | 1273+00 | 1272+00 | 1271+00 | 1270+00

890 / 880 / 870

-180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80

9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 474	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

R/W 240.86'LT.

STAGE 3 — STAGE 1C

R/W 194.58'RT.

1280+00

MATCHLINE STA. 1279+62.03 R2

R/W 239.83'LT.

STAGE 3 — STAGE 1C

R/W 180.23'RT.

1279+00

MATCHLINE STA. 13+23.21 B

R/W 239.37'LT.

STAGE 3 — STAGE 1C

R/W 175.93'RT.

1278+69

1 - 24" X 86'RCCP @ 1.07%

1 - 24" X 94'RCCP @ 0.49%

MATCHLINE STA. 12+32.00 B

R/W 238.10'LT.

STAGE 3 — STAGE 1C

R/W 164.65'RT.

1278+00

MATCHLINE STA. 12+22.24 B

R/W 235.67'LT.

STAGE 3 — STAGE 1C

R/W 148.76'RT.

1277+00

MATCHLINE STA. 11+21.62 B

R/W 232.53'LT.

STAGE 3 — STAGE 1C

R/W 133.62'RT.

1276+00

MATCHLINE STA. 10+20.87 B

-200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 475	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL
** STAGE 1C MATCHLINE

EXCESS TOPSOIL QUANTITIES CALCULATED USING AVERAGE END AREA VOLUMES FROM STA. 1284+00 TO STA. 1286+00

1287+00
R/W 304.24' LT.
MATCHLINE STA. 1286+85.64 R3
885.11 -159.87
885.11 -126.80
887.72 -111.44
888.32 -81.13
887.81 -55.71
886.19 -50.00
884.65 -34.59
887.81 -13.42
888.32 12.00
887.72 42.01
884.79 59.59
MATCHLINE STA. 1286+62.85 R2
R/W 376.97' RT.

1286+00
R/W 279.66' LT.
MATCHLINE STA. 1285+86.88 R3
885.61 -148.24
885.61 -122.72
887.31 -112.52
887.91 -82.51
887.40 -57.09
886.53 -50.00
884.96 -35.26
887.40 -13.42
887.91 12.00
887.31 42.01
885.44 -53.24
MATCHLINE STA. 1285+63.14 R2
887.66 45.53
R/W 322.69' RT.

1285+00
R/W 254.29' LT.
MATCHLINE STA. 1284+88.02 R3
886.11 -136.21
886.11 -120.02
887.13 -83.88
887.73 -58.42
887.86 -55.00
885.26 -35.55
887.22 -13.42
887.73 12.00
886.13 48.04
MATCHLINE STA. 1284+63.36 R2
888.34 34.00
887.13 42.01
R/W 291.54' RT.

1284+00
R/W 247.31' LT.
MATCHLINE STA. 1283+90.49 R3
886.61 -124.22
886.61 -108.76
887.19 -115.28
887.79 -85.27
887.90 -58.00
885.55 -36.64
887.28 -13.42
887.79 12.00
886.89 43.78
MATCHLINE STA. 1283+63.16 R2
888.40 34.00
887.19 42.01
R/W 267.77' RT.

1283+00
R/W 243.71' LT.
MATCHLINE STA. 1282+93.54 R3
887.73 -115.16
887.51 -115.16
888.08 -86.65
887.57 -61.23
887.05 -53.91
885.86 -37.33
887.57 -13.42
888.08 12.00
887.52 40.11
MATCHLINE STA. 1282+62.87 R2
888.69 34.00
887.80 40.11
R/W 244.80' RT.

1282+00
R/W 240.81' LT.
MATCHLINE STA. 1281+95.69 R3
889.30 -106.97
888.29 -102.03
888.09 -106.97
888.57 -86.03
888.06 -62.61
886.85 -30.43
886.32 -38.01
888.06 -13.42
888.57 12.00
889.32 34.88
888.29 26.00
888.11 34.88
MATCHLINE STA. 1281+62.49 R2
R/W 225.56' RT.
ELEC

1281+00
R/W 241.19' LT.
MATCHLINE STA. 1280+97.77 R3
889.96 -104.56
888.80 -103.41
888.76 104.56
889.09 -93.41
888.57 -63.99
887.46 -52.95
886.01 -38.70
888.57 -13.42
889.08 12.00
889.90 31.73
888.80 26.00
888.69 31.73
MATCHLINE STA. 1280+62.25 R2
R/W 209.69' RT.
10.0 FT
10.0 FT

-200 -180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 476	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL
** STAGE 1C MATCHLINE

R/W 415.50'LT.
MATCHLINE STA. 1291+88.96 R3
887.24 -210.03
887.24 -123.89
888.19 -120.22
890.85 -104.23
890.85 -92.22
890.94 -48.80
887.10 -36.50
888.00 -31.11
890.94 -13.42
891.45 12.00
890.85 42.01
888.19 58.00
886.85 64.01
STAGE 3 — STAGE 1C
STAGE 1C
889.08 100.38
32.9:1
1292+00
886.85 108.73
MATCHLINE STA. 1291+61.91 R2
R/W 490.93'RT.

R/W 394.78'LT.
MATCHLINE STA. 1290+79.91 R3
886.74 -202.49
886.74 -126.49
887.56 -121.60
890.22 -105.61
890.22 -76.80
890.81 -50.08
886.63 -35.55
887.25 -31.60
890.31 -13.42
890.82 12.00
890.22 42.01
887.56 58.00
886.22 64.01
STAGE 3 — STAGE 1C
STAGE 1C
888.68 88.80
30.3:1
1291+00
886.22 97.24
MATCHLINE STA. 1290+61.25 R2
R/W 476.15'RT.

R/W 373.30'LT.
MATCHLINE STA. 1289+81.46 R3
886.24 -192.42
886.24 -127.09
886.92 -122.38
889.59 -106.99
890.19 -76.99
893.68 -50.65
886.76 -50.00
3.62 %
886.19 -34.36
886.50 -32.49
889.68 -13.42
890.19 12.00
889.59 42.01
886.92 58.00
885.59 66.01
STAGE 3 — STAGE 1C
STAGE 1C
888.28 77.90
27.4:1
1290+00
885.59 86.08
MATCHLINE STA. 1289+61.58 R2
R/W 462.14'RT.

R/W 351.05'LT.
MATCHLINE STA. 1288+82.93 R3
885.74 -181.96
885.74 -127.70
886.24 -124.37
888.96 -106.38
889.25 -96.21
889.05 -59.35
887.03 -40.85
885.76 -33.18
889.05 -13.42
889.56 12.00
888.96 42.01
886.29 58.00
884.96 66.01
STAGE 3 — STAGE 1C
STAGE 1C
887.88 68.08
24.2:1
1289+00
884.96 84.03
MATCHLINE STA. 1288+63.56 R2
R/W 448.89'RT.

EXCESS TOPSOIL QUANTITIES CALCULATED USING AVERAGE
END AREA VOLUMES FROM STA. 1288+00 TO STA. 1306+00

R/W 328.04'LT.
MATCHLINE STA. 1287+84.34 R3
885.24 -171.11
885.24 -128.30
885.66 -125.75
888.33 -109.76
888.93 -79.75
886.96 -50.00
8.3 %
885.01 -33.81
888.42 -13.42
888.93 12.00
888.33 42.01
885.66 58.00
884.24 66.50
STAGE 3 — STAGE 1C
STAGE 1C
887.49 63.08
25.1:1
1288+00
MATCHLINE STA. 1287+62.59 R2
R/W 432.41'RT.

R/W 313.14'LT.
MATCHLINE STA. 1287+23.00 R3
884.95 -167.59
887.80 -140.00
11.8:1
0.30 %
884.83 -129.22
884.82 -126.48
884.79 -115.60
887.93 -109.53
884.75 -103.84
888.53 -80.62
0.30 %
888.02 -55.20
884.58 -48.46
884.55 -37.58
884.54 -34.31
884.26 -32.45
888.02 -13.42
888.53 12.00
884.35 -18.10
887.93 42.01
883.38 62.84
883.51 51.71
STAGE 3 — STAGE 1C
STAGE 1C
887.24 64.09
883.37 64.09
32.0:1
1287+37
MATCHLINE STA. 1287+00.00 R2
R/W 397.35'RT.
10.0 FT
2 - TEMPORARY INLETS MEDIAN 2 GRATE
INLET COVERS TYPE MS-A
10.0 FT
2 - 24"X38" X 67'RCHECP @ 0.31%
2 - 30" X 70'RCCP @ 1.20%
REMOVE INLET AND ADD RIGHT APRON ENDWALL DURING
STAGE 4 FOR STH 26 FINAL CROSS SECTIONS

-180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 477	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn
PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL
** STAGE 1C MATCHLINE

R/W 391.68' LT.
MATCHLINE STA. 1297+35.72 R4
890
891.80
-169.92
880
6:1
891.80 -112.73
894.01 -99.48
894.01 -99.48
894.47 -68.47
894.40 -44.05
8.9:1
897.37 -29.14
8.9:1
894.10 -13.42
894.61 12.00
894.01 42.01
6:1
891.35 58.00
4:1
888.19 66.64
FCL
R/W 418.39' RT.
MATCHLINE STA. 1297+13.01 RT
1297+00
889.19 151.21
890
880

MATCHLINE STA. 705+48.38 S
890
892.20
-149.40
880
6:1
892.20 -103.37
893.38 -101.31
893.38 -101.31
893.98 -73.98
893.47 -45.88
10:1
891.85 -29.63
10:1
893.47 -13.42
893.98 12.00
893.38 42.01
6:1
890.71 58.00
FCL
MATCHLINE STA. 708+00.00 S
890.71 101.24
1296+00
890
880

STEEL THRIE BEAM BULLNOSE TERMINALS RUNS FROM STA. 1294+16.21 TO STA. 1296+35.37 AROUND BRIDGE PIERS

SEE SDD 14B26-2A AND GRADING AT BULLNOSE CROSS SECTIONS FOR GRADING DETAILS AT BULLNOSE

R/W 718.99' LT.
MATCHLINE STRUCTURE B-14-196
900
890
880
3:1
900.90 -117.26
892.81 -96.76
893.07 -85.36
893.35 -72.86
892.84 -46.84
10:1
891.22 -29.63
10:1
892.84 -13.42
893.35 12.00
893.07 26.00
892.81 39.00
FCL
3:1
900.90 58.00
MATCHLINE STRUCTURE B-14-196
1295+00
900
890
880

R/W 577.35' LT.
MATCHLINE STA. 1294+22.46 R3
900
890
880
STAGE 3
STAGE 1C
889.22 -47.73
6:1
888.24 -206.70
6:1
888.24 -124.69
889.45 -117.45
892.12 -90.46
892.72 -70.45
892.72 -46.53
892.20 -25.41
10:1
889.50 -40.50
10:1
890.58 -29.73
892.20 -13.42
892.72 12.00
6:1
892.12 42.01
6:1
889.45 58.00
35.7:1
888.12 66.01
STAGE 1C
890.87 86.50
1294+00
888.12 135.96
MATCHLINE STA. 1294+64.24 R2
900
890
880

R/W 460.76' LT.
MATCHLINE STA. 1293+05.74 R3
900
890
880
STAGE 3
STAGE 1C
888.22 -40.64
PLUG PIPE AT STA. 1293+00 UPON INSTALLATION UNTIL RAMP 2 WIDENING REMOVED DURING STAGE 4
6:1
887.74 -221.42
6:1
887.74 -125.29
888.82 -118.84
892.48 -102.85
892.08 -72.84
892.48 -42.92
8:1
889.48 -30.42
8:1
889.39 -25.71
890.52 -17.39
891.58 -13.42
892.08 12.00
892.48 42.01
6:1
887.75 53.26
35:1
887.58 61.38
887.48 66.01
STAGE 1C
889.48 111.20
887.48 120.94
MATCHLINE STA. 1293+62.72 R2
10.0 FT
10.0 FT
1293+00
1 - 19"X30" X 71'RCHECP @ 2.07%
900
890
880
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 478	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL

R/W 224.65' LT.
MATCHLINE STA. 1303+28.11 R4
894.38 -98.92
896.42 -88.52
896.42 -58.51
896.21 -33.09
894.92 -23.25
896.20 -13.42
896.72 12.00
896.12 42.01
894.84 58.00
MATCHLINE STA. 1303+40.12 RT
R/W 164.29' RT.
1303+00

R/W 231.57' LT.
MATCHLINE STA. 1302+28.93 R4
893.67 -105.03
896.12 -90.55
896.72 -60.34
896.21 -34.92
894.52 -24.17
896.20 -13.42
896.72 12.00
896.12 42.01
892.20 65.54
892.20 78.07
MATCHLINE STA. 1302+39.67 RT
R/W 212.99' RT.
1302+00

R/W 238.49' LT.
MATCHLINE STA. 1301+31.14 R4
893.31 -113.54
893.31 -108.16
895.97 -92.17
896.57 -62.16
895.97 -36.15
894.12 -25.08
896.97 -13.42
896.57 12.00
TEL
895.97 42.01
893.31 58.00
890.02 71.17
890.02 94.59
MATCHLINE STA. 1301+39.54 RT
R/W 261.69' RT.
1301+00

R/W 245.41' LT.
MATCHLINE STA. 1300+36.66 R4
892.81 -124.93
892.81 -111.21
895.68 -94.04
896.28 -63.99
895.77 -38.58
893.67 -26.00
896.77 -13.42
896.28 12.00
TEL
895.68 42.01
893.01 58.00
887.83 78.71
887.83 111.12
MATCHLINE STA. 1300+39.41 RT
R/W 310.39' RT.
1300+00

R/W 282.62' LT.
MATCHLINE STA. 1299+36.39 R4
0.50 %
891.29 -139.26
891.19 -120.05
892.57 -111.82
895.43 -95.83
895.83 -65.82
895.36 -40.88
893.08 -26.91
895.32 -13.42
895.83 12.00
TEL
895.23 42.01
892.57 58.00
3.00 %
886.92 80.57
885.58 125.52
MATCHLINE STA. 1299+39.94 RT
R/W 359.09' RT.
1299+00

R/W 287.28' LT.
MATCHLINE STA. 1299+24.00 R4
0.50 %
891.10 -141.10
891.00 -121.05
890.98 -115.97
890.69 -106.22
895.47 -96.08
895.77 -66.04
895.59 -40.88
1 - 30" X 78' RCCP @ 2.08%
INLET MEDIAN 2 GRATE
INLET COVERS TYPE MS-A
889.07 -28.27
892.38 -27.02
895.26 -13.42
895.77 12.00
TEL
1 - 30" X 93' RCCP @ 2.08%
895.17 42.01
892.50 58.00
3.02 %
887.08 66.96
886.95 73.10
886.79 80.85
885.39 127.25
MATCHLINE STA. 1299+28.00 RT
R/W 364.41' RT.
1298+88

R/W 324.19' LT.
MATCHLINE STA. 1298+36.06 R4
891.40 -154.59
891.40 -117.09
891.98 -113.64
894.64 -97.65
895.24 -67.64
894.73 -42.85
892.70 -27.82
894.73 -16.42
895.24 12.00
TEL
894.64 42.01
891.98 56.00
887.17 77.21
10.0 FT
887.17 142.90
MATCHLINE STA. 1298+34.45 RT
10.0 FT
R/W 389.68' RT.
1298+00

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 479	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL

R/W 190.06' LT.
MATCHLINE STA. 1308+28.81 R4
895.32 -67.27
894.19 -63.38
894.1 -67.27
894.47 -49.38
893.95 -23.96
6:1
893.08 10.69
6:1
891.96 -13.42
894.47 12.00
893.60 55.13
6:1
890.93 71.72
4:1
897.36 97.44
R/W
1308+00

R/W 196.98' LT.
MATCHLINE STA. 1307+28.61 R4
895.97 -74.24
894.76 -74.24
894.34 -65.20
895.22 -51.20
894.71 -25.18
6:1
893.68 -19.60
6:1
894.71 -13.42
895.22 12.00
896.15 26.00
894.94 26.00
MATCHLINE STA. 1307+32.29 RT
R/W
1307+00

R/W 203.90' LT.
MATCHLINE STA. 1306+28.38 R4
895.48 -81.43
895.25 -81.43
895.82 -53.03
895.31 -27.61
5.5:1
894.02 -24.51
5.5:1
895.31 -13.42
895.82 12.00
896.68 29.02
895.54 26.00
895.48 29.02
MATCHLINE STA. 1306+33.51 RT
R/W
1306+00

R/W 210.81' LT.
MATCHLINE STA. 1305+28.29 R4
895.27 -87.26
895.67 -84.87
896.27 -54.86
895.76 -29.44
5.6:1
894.32 -21.43
5.6:1
895.76 -13.42
896.27 12.00
896.96 37.61
895.99 26.00
895.75 37.61
MATCHLINE STA. 1305+34.65 RT
R/W
1305+00

R/W 217.73' LT.
MATCHLINE STA. 1304+28.20 R4
894.90 -93.09
895.97 -86.69
896.57 -56.68
896.06 -31.26
6.2:1
894.62 -22.34
6.2:1
896.06 -13.42
896.57 12.00
895.89 46.00
2.00
895.97 42.01
MATCHLINE STA. 1304+38.88 RT
R/W
10.0 FT
10.0 FT
1304+00

900
890
880
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120

9

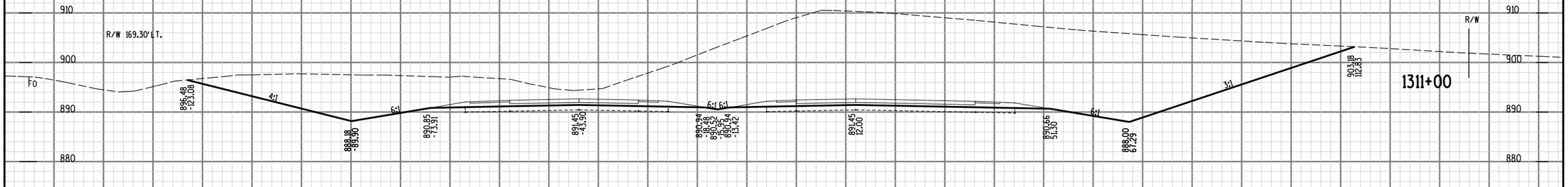
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 480 E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
ROCK EXCAVATION

R/W 162.38'LT.

R/W 169.30'LT.



R/W 176.22'LT.

R/W 183.14'LT.

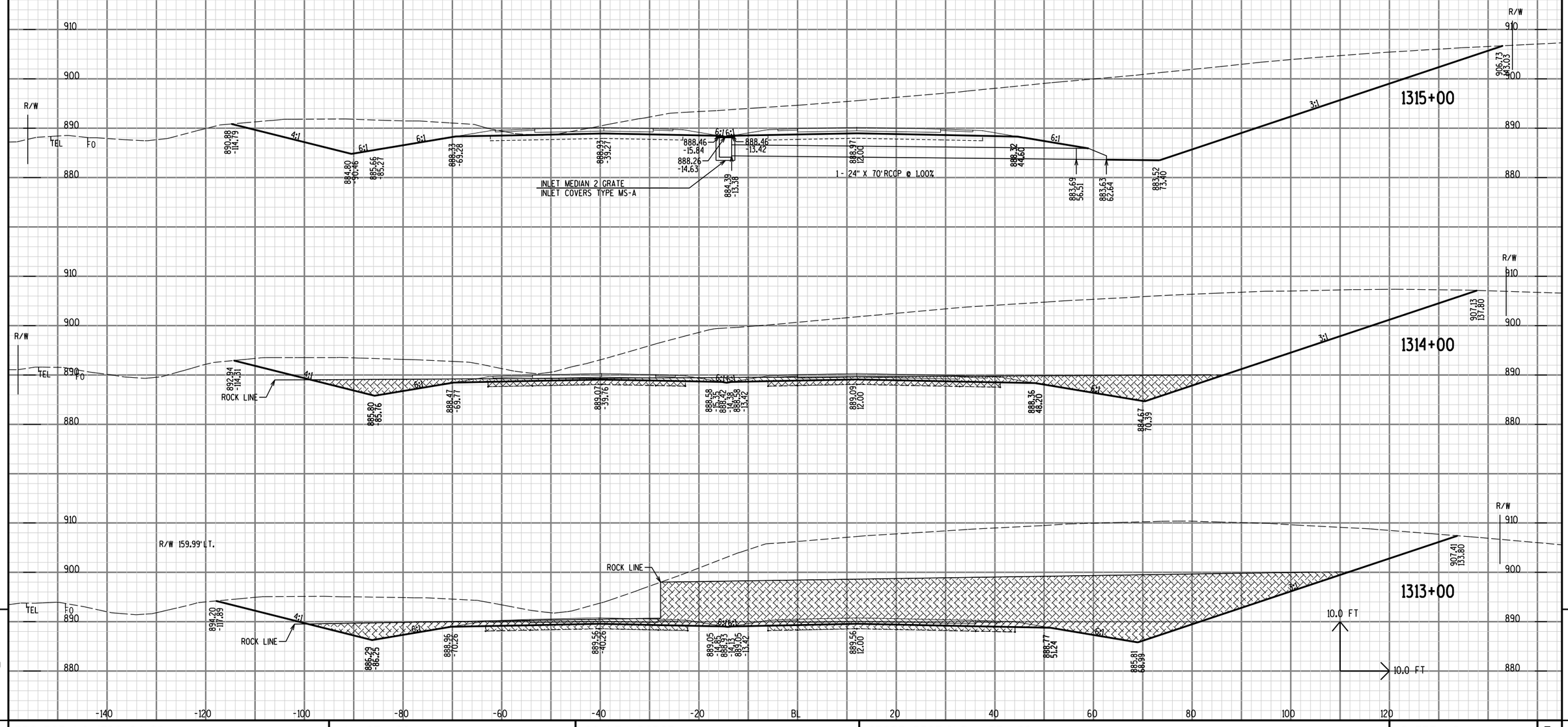
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120

9 9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 481	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
ROCK EXCAVATION



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 482	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL

1319+00

1318+00

1317+00

1316+00

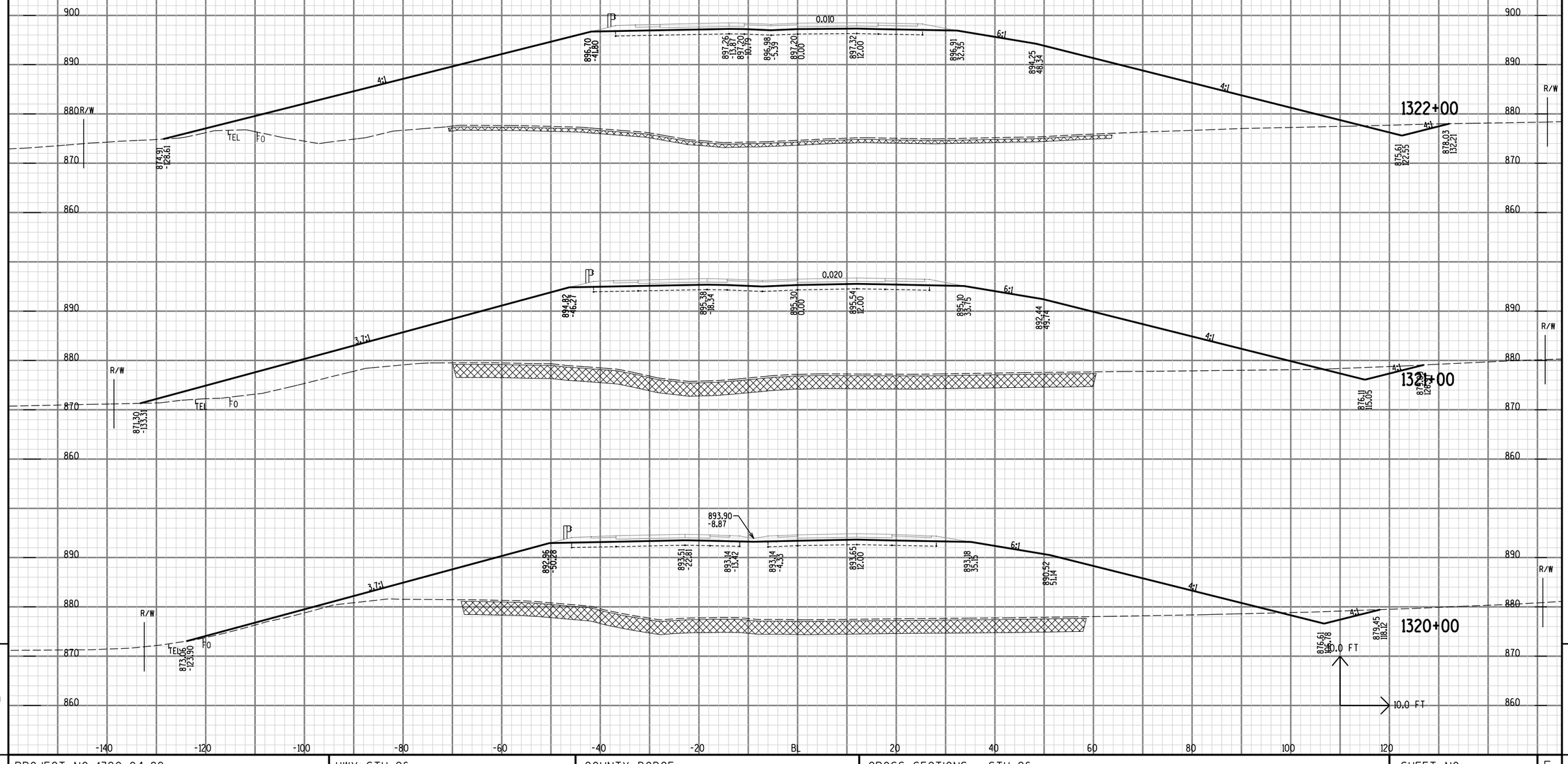
1 - 24" X 146'RCCP @ 0.82%

EXCESS TOPSOIL QUANTITIES CALCULATED USING AVERAGE END AREA VOLUMES FROM STA. 1315+00 TO STA. 1330+00

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 483	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL

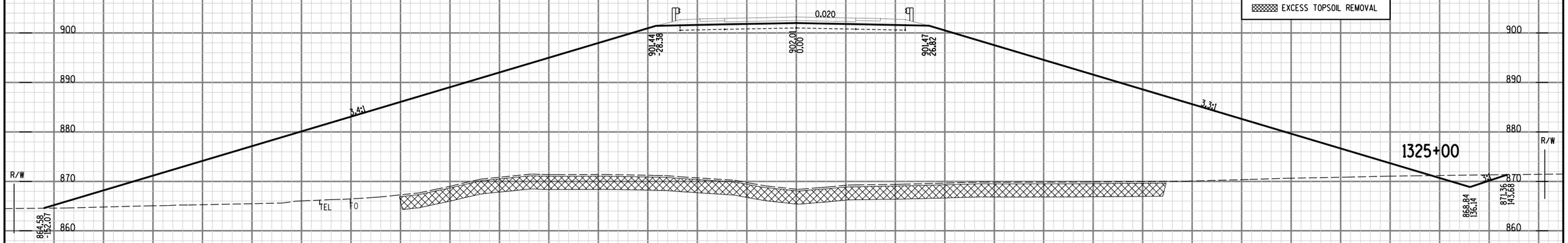


PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 484	E

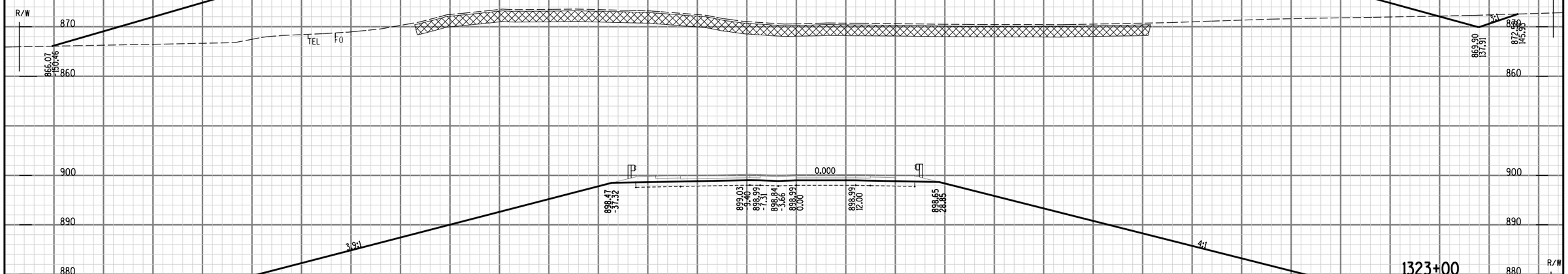
FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL

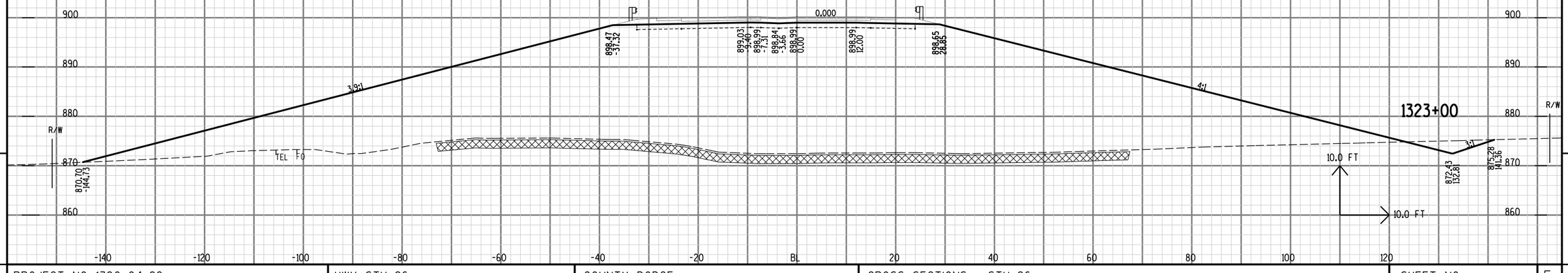
1325+00



1324+00



1323+00



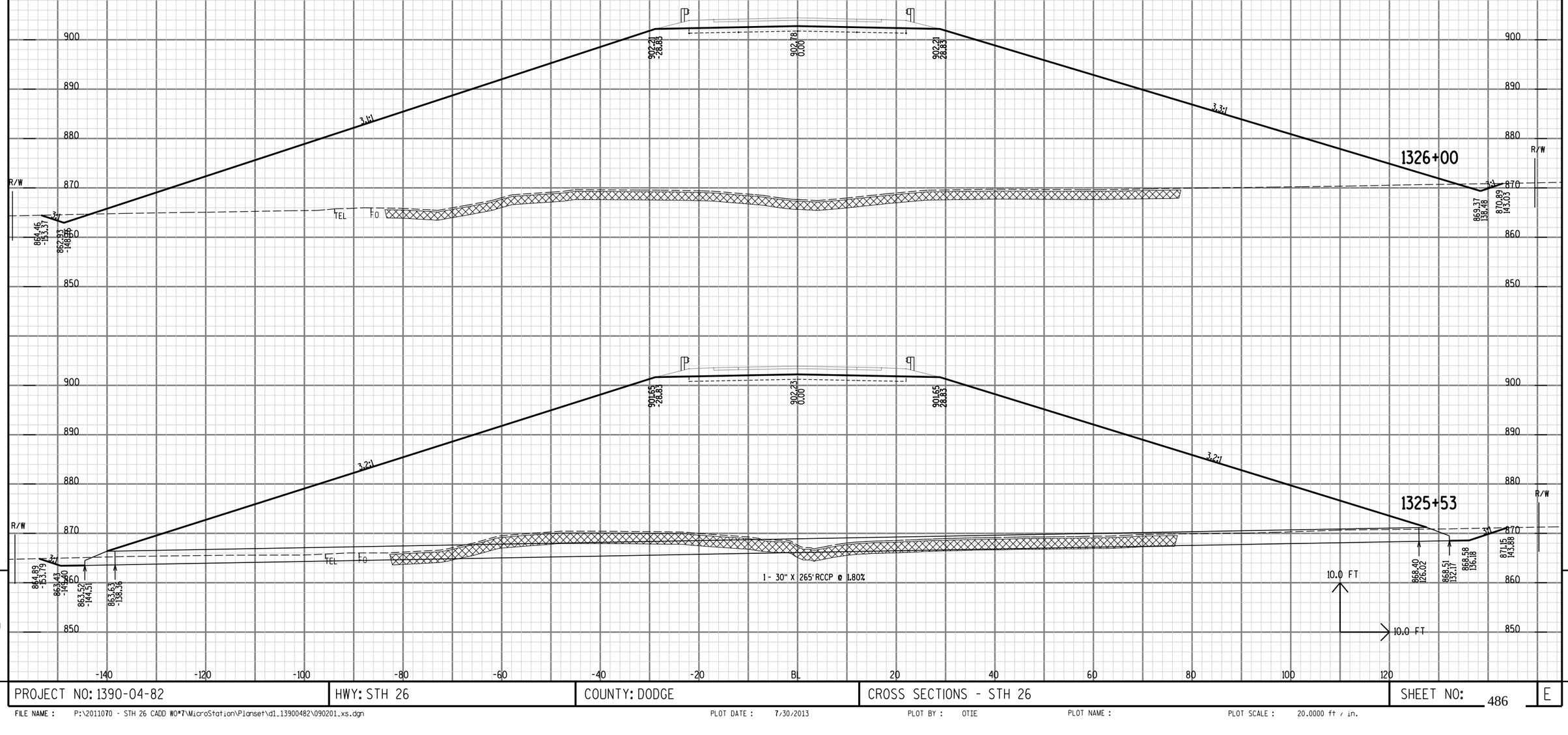
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120

9 9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 485	E

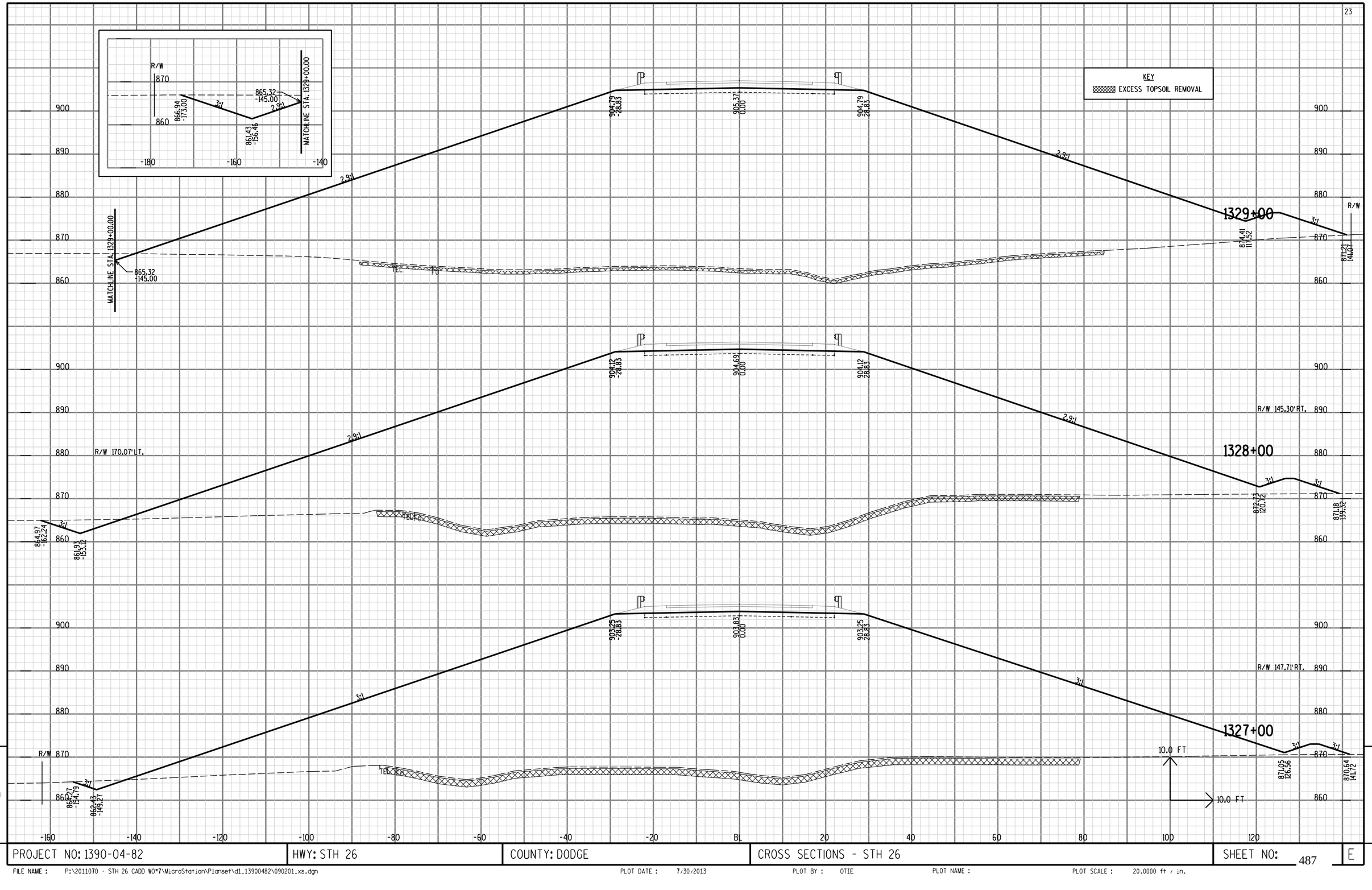
FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 486	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

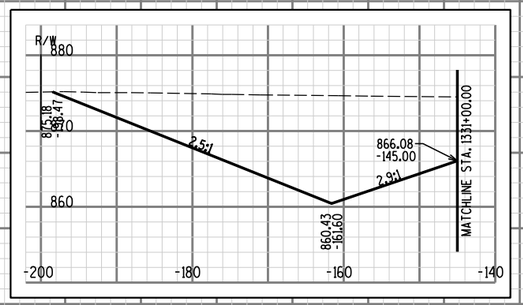


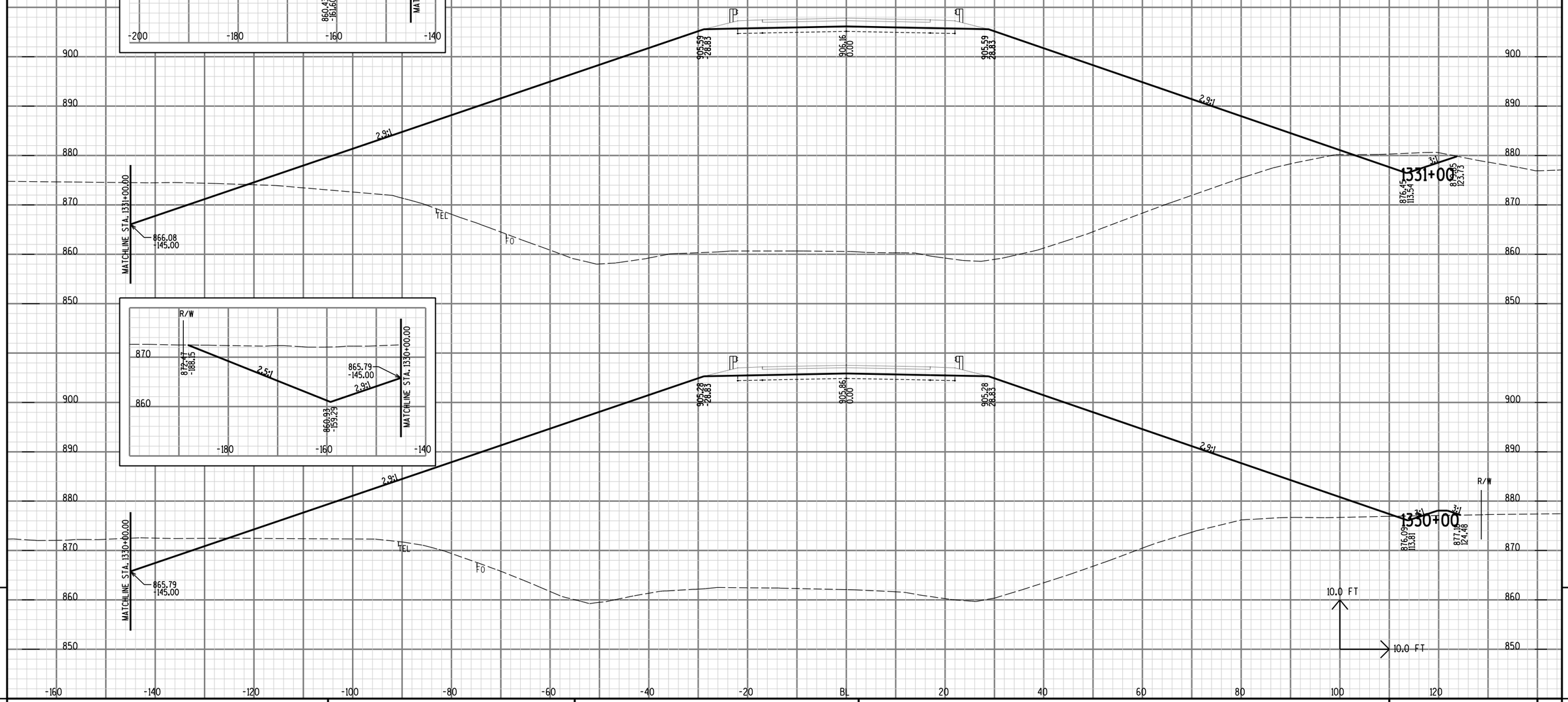
9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 487	E

9

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.





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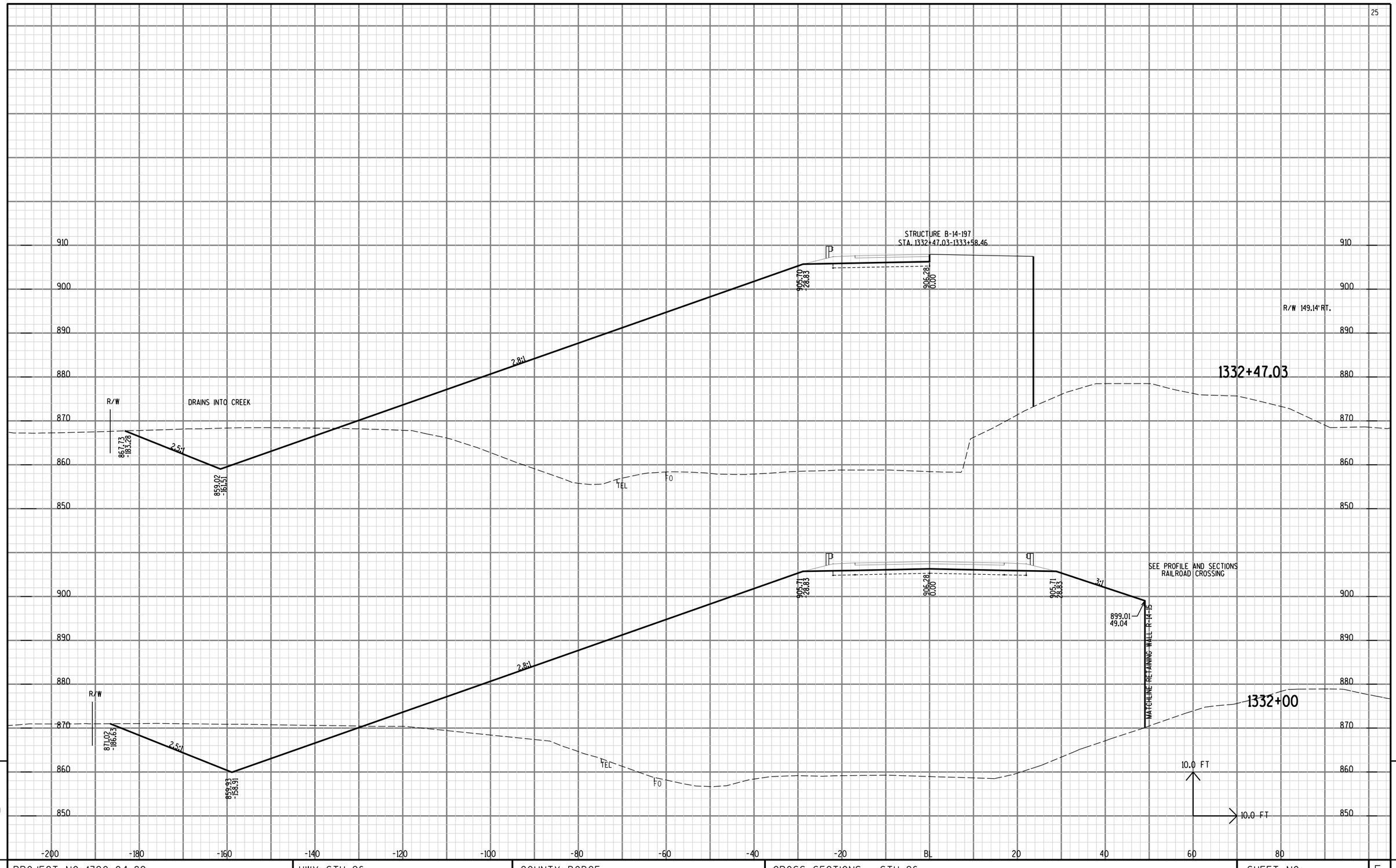
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 488	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 489	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL

SEE PROFILE AND SECTIONS
RAILROAD CROSSING

MATCHLINE RETAINING WALL R-14-16

899.48
-46.31

905.39
-28.83

905.97
0.00

905.39
28.83

3:1

3:1

EO

1334+00

R/W

863.16
161.01

EXCESS TOPSOIL QUANTITIES CALCULATED USING AVERAGE
END AREA VOLUMES FROM STA. 1333+00 TO STA. 1338+00

906.09
0.00

905.52
28.83

3:1

EO

1333+58.46

R/W

10.0 FT

864.33
157.68

10.0 FT

900
890
880
870
860
850

-100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140 160

9

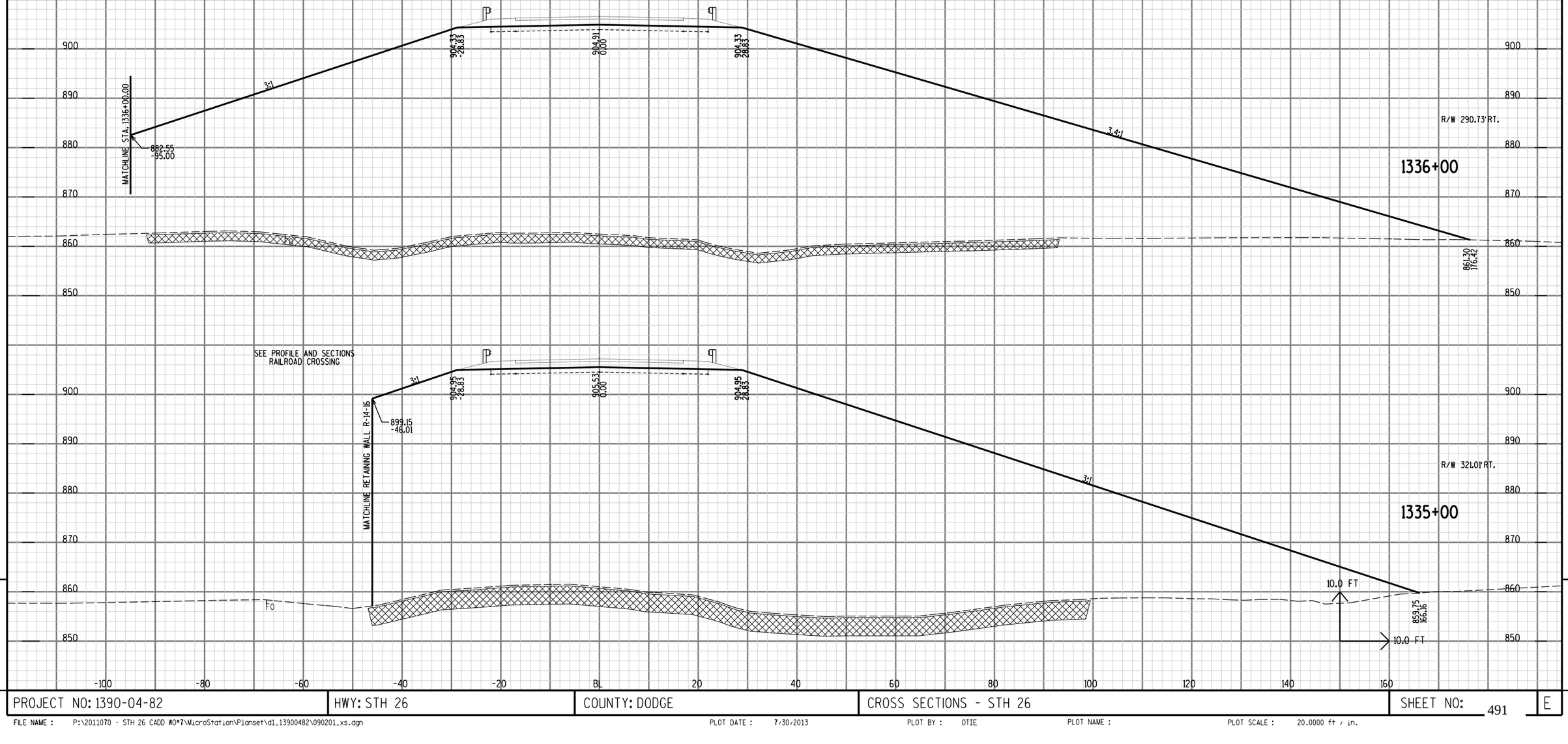
9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 490	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY

EXCESS TOPSOIL REMOVAL



9 9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 491	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL

1339+00
R/W 193.53' RT.
R/W
880.77 -111.16
878.48 -104.29
FG
901.35 -28.83
901.93 0.00
901.35 28.83
3.3:1
3.4:1
877.73 109.14
MATCHLINE STA. 1+94.91 FWD

1338+00
R/W 227.01' RT.
R/W
872.20 -150.11
870.10 -123.86
FG
902.33 -28.83
903.11 0.00
902.33 28.83
2.9:1
3.4:1
871.44 135.00
MATCHLINE STA. 7+96.32 AHD

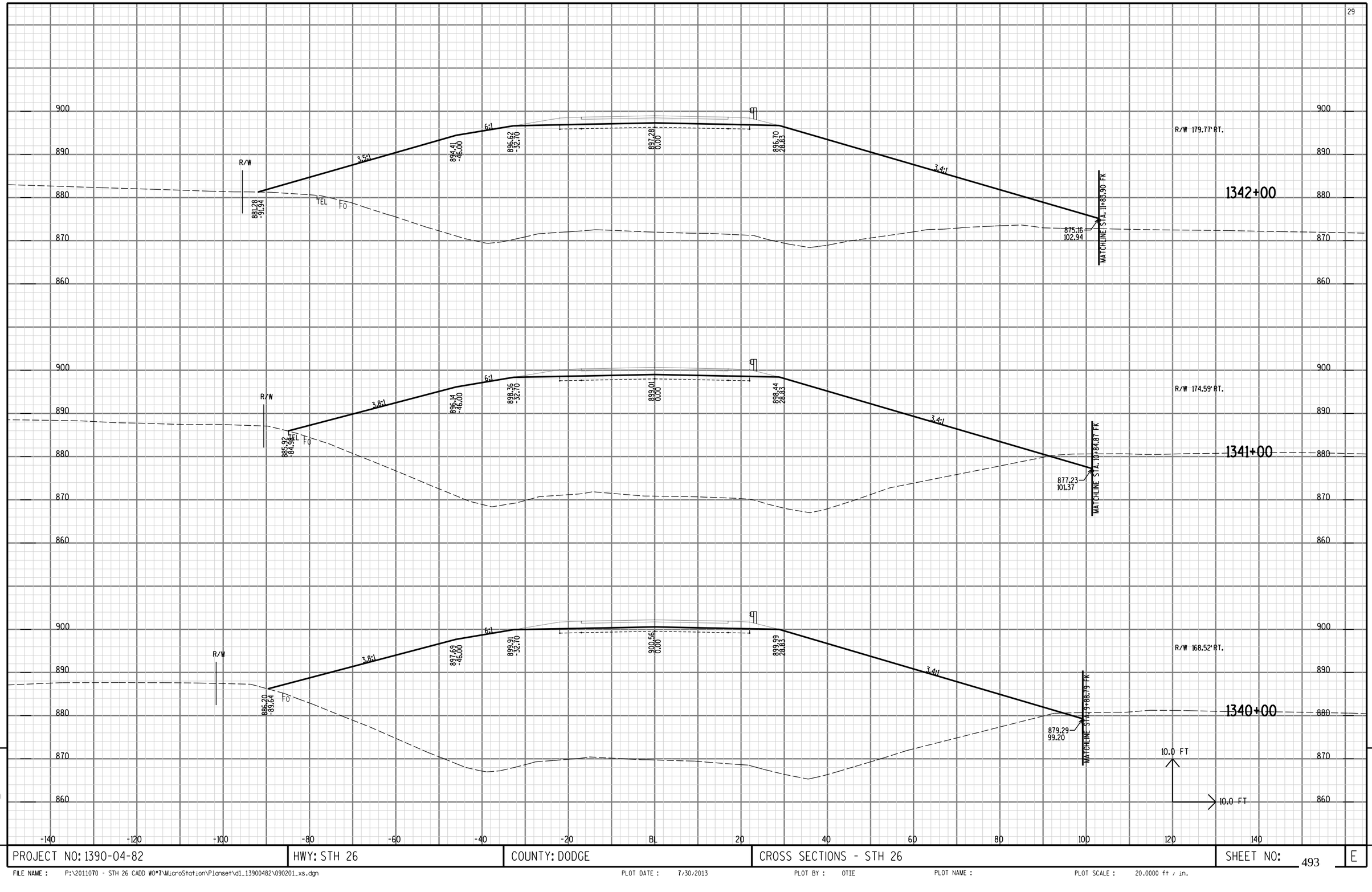
1337+00
R/W 259.40' RT.
R/W
865.73 -146.85
861.90 -141.37
FG
903.52 -28.83
904.10 0.00
903.52 28.83
2.8:1
3.4:1
10.0 FT
10.0 FT
864.59 162.23

900
890
880
870
860
-140
-120
-100
-80
-60
-40
-20
BL
20
40
60
80
100
120
140

9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 492	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



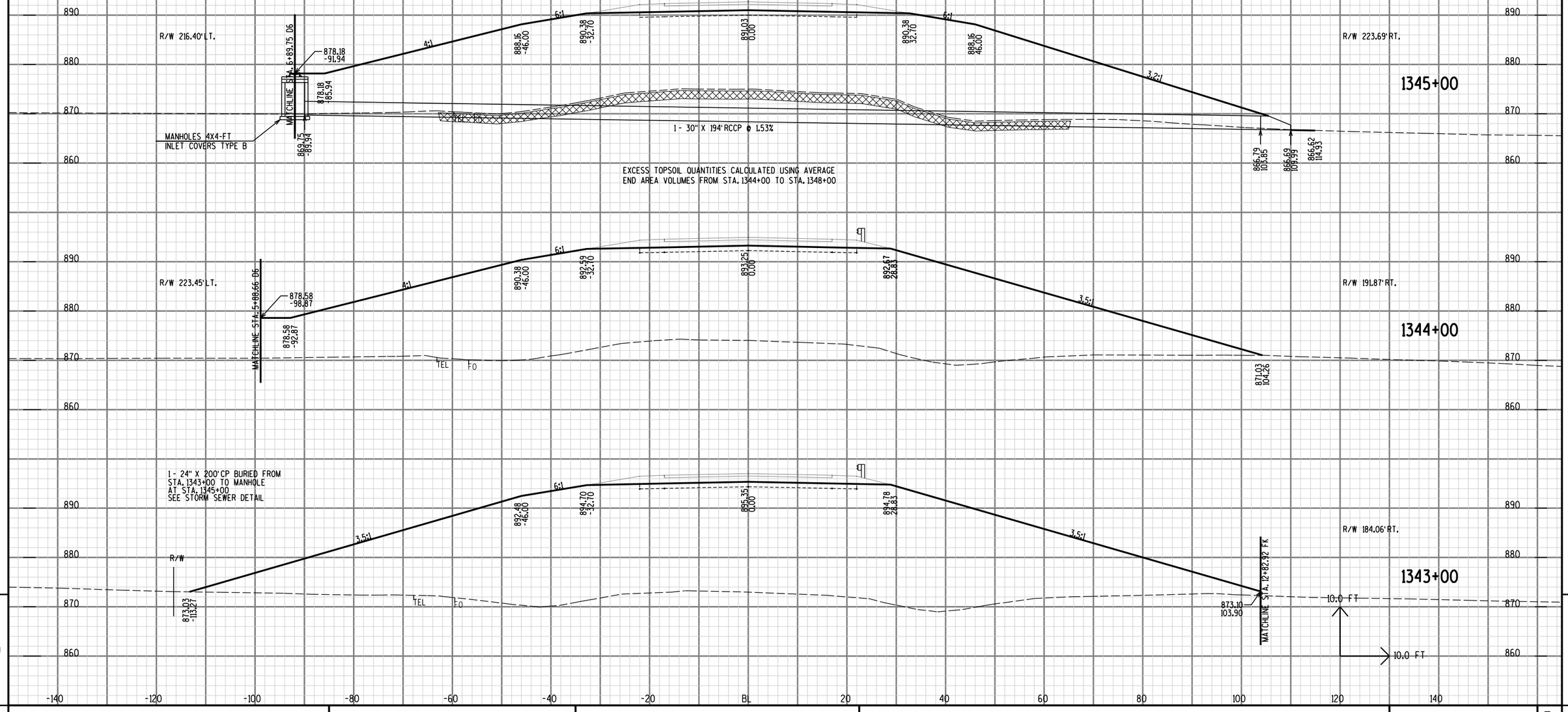
9

9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 493	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL



9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 494	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
EXCESS TOPSOIL REMOVAL

R/W 184.47' LT.
PE LT
1.965%
6:1
3.5:1
883.72 -46.00
885.94 -32.70
886.59 0.00
885.83 37.38
884.50 46.00
R/W 284.17' RT.
865.97 110.84
1347+00
'D6' PE, LT
871.02 -91.00
870.92 -90.81
870.89 -82.27
ELEC
TEL FO

R/W 207.56' LT.
MATCHLINE STA. 9+50.00 D6
4:1
884.83 -46.00
883.80 -50.11
887.05 -32.70
887.70 0.00
886.97 36.63
885.41 46.00
R/W 269.44' RT.
866.07 113.67
1346+50

R/W 208.88' LT.
MATCHLINE STA. 8+16.27 D6
878.70 -78.75
878.70 -72.15
885.39 -46.00
887.60 -32.70
888.26 0.00
887.56 34.82
885.70 46.00
R/W 261.98' RT.
866.19 114.26
1346+25

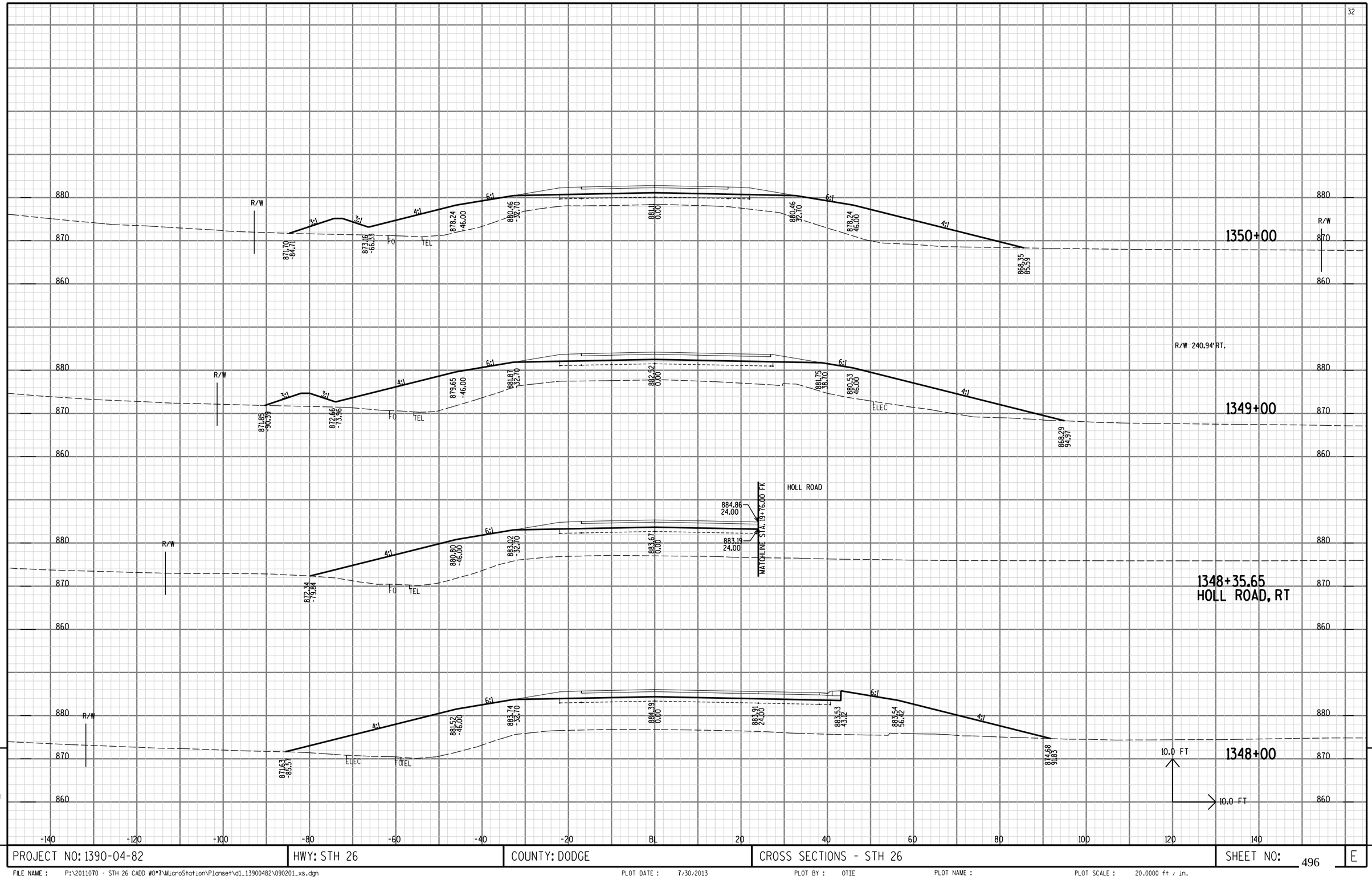
R/W 210.27' LT.
MATCHLINE STA. 7+90.98 D6
878.58 -81.46
878.58 -75.46
885.94 -46.00
888.16 -32.70
888.81 0.00
888.15 32.97
885.98 46.00
R/W 254.46' RT.
866.35 114.72
1346+00
10.0 FT
10.0 FT

880 870 860 890
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 495	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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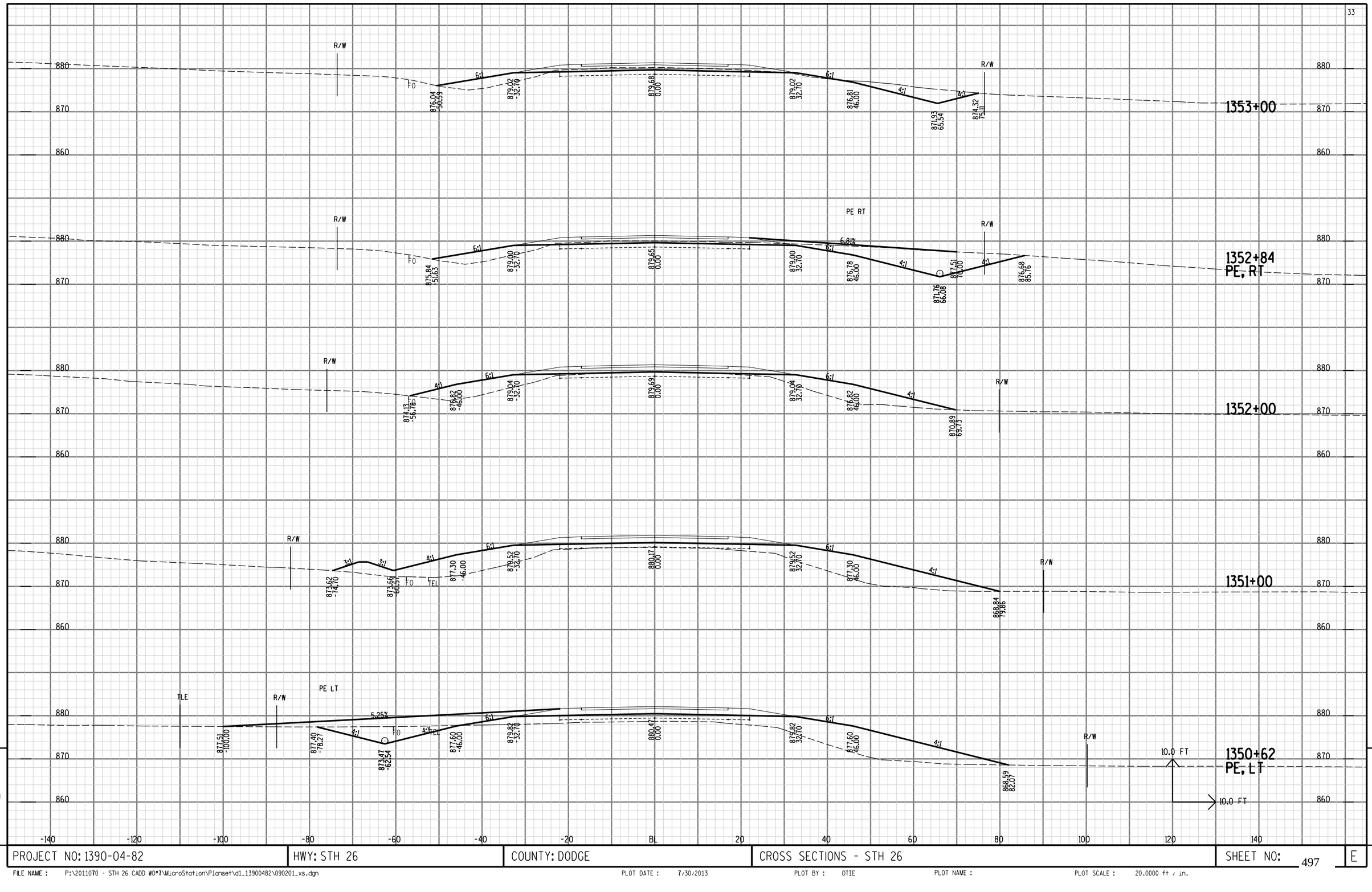
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 496	E

9

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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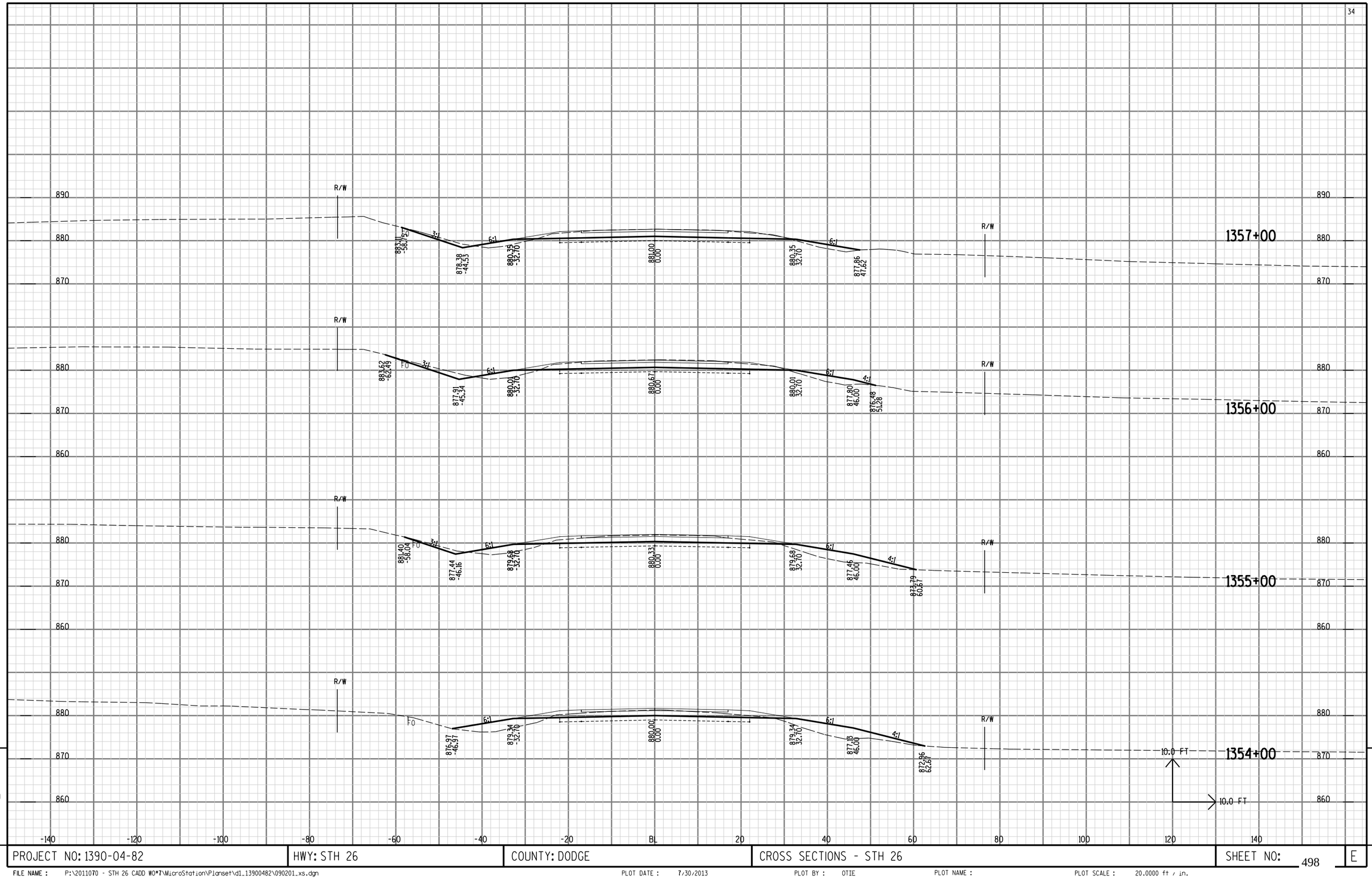
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 497	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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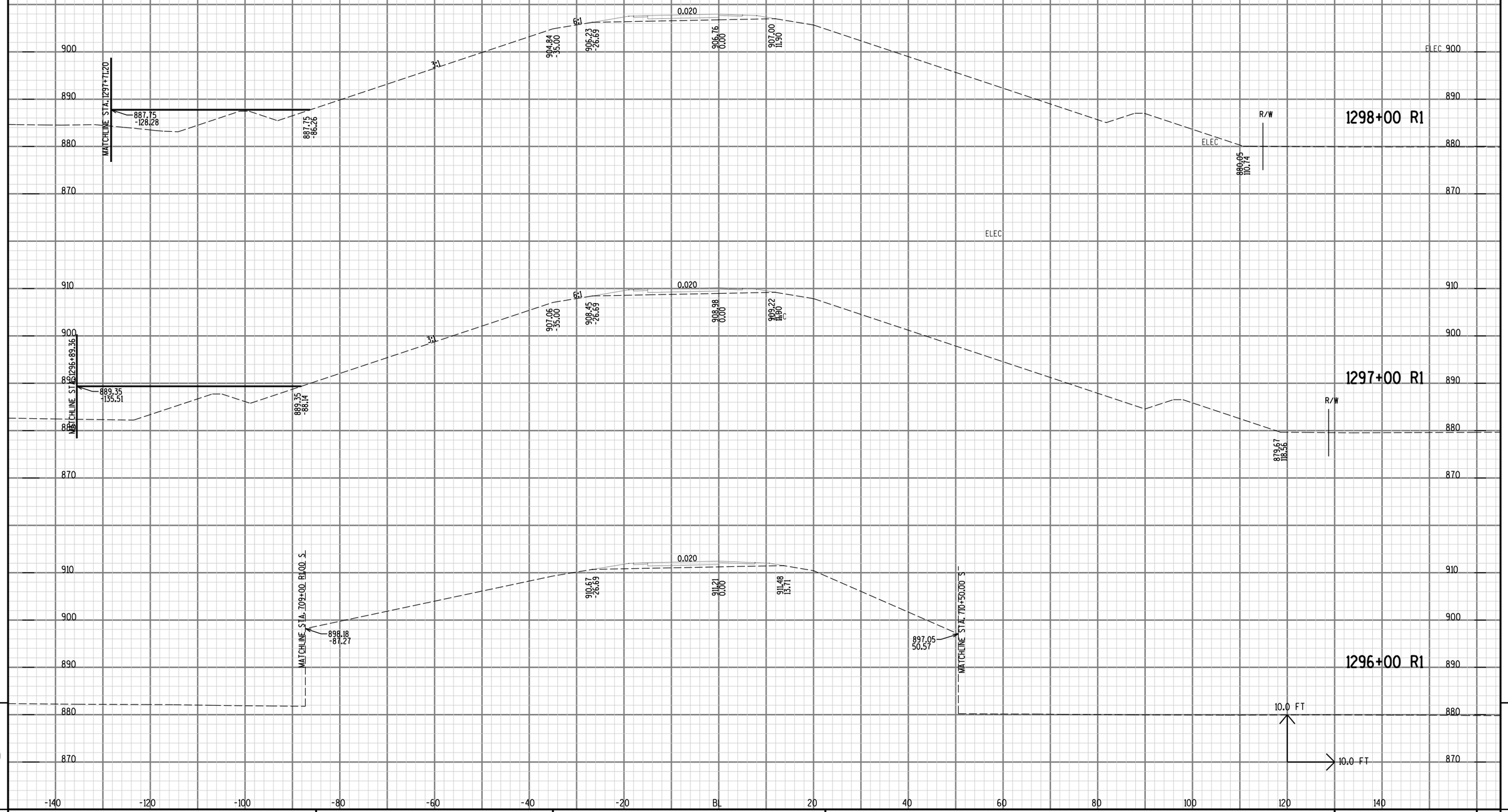
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26	SHEET NO: 498	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090201_xs.dgn PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

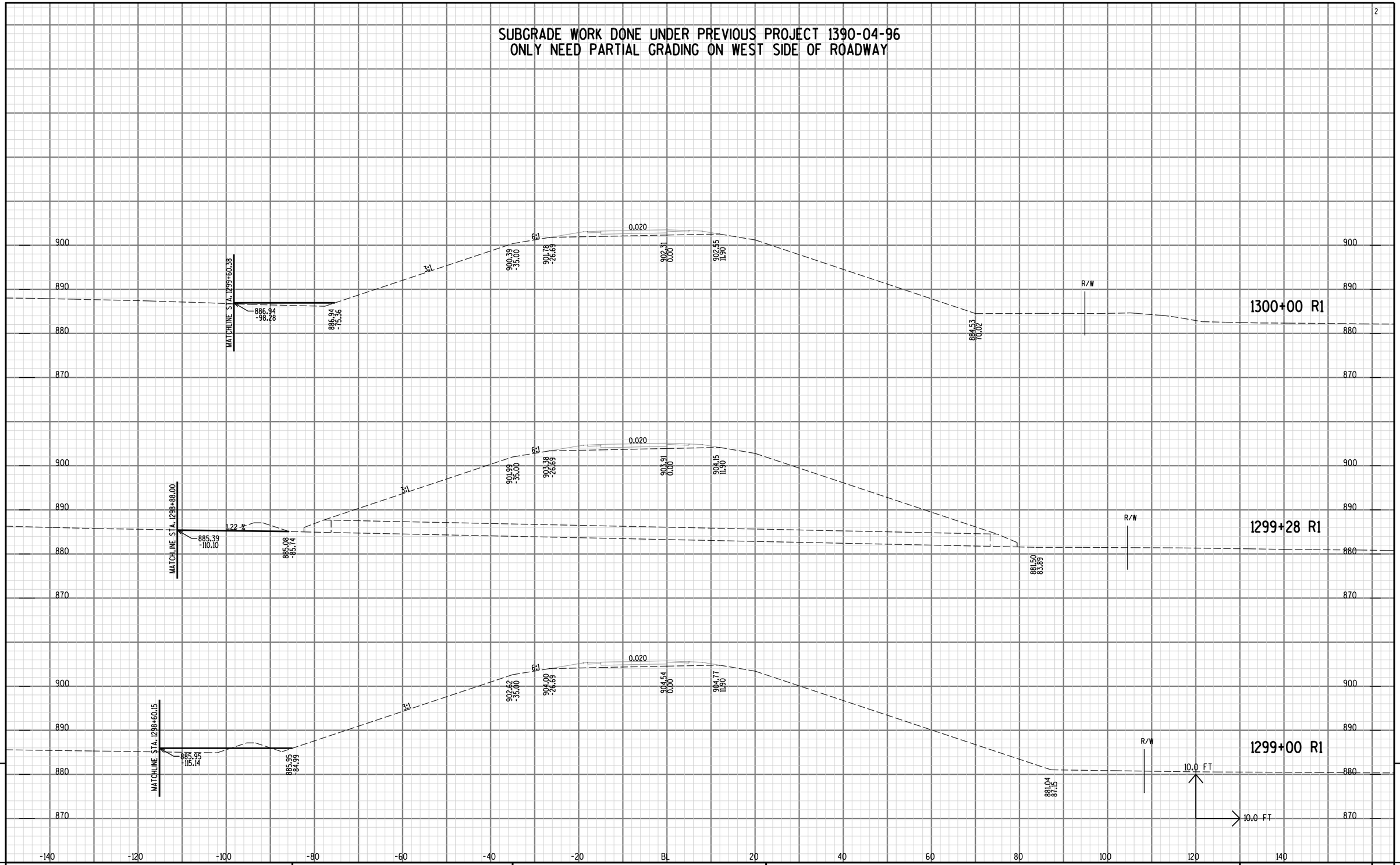
SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96
ONLY NEED PARTIAL GRADING ON WEST SIDE OF ROADWAY



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 1(NE)	SHEET NO: 499	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090202_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

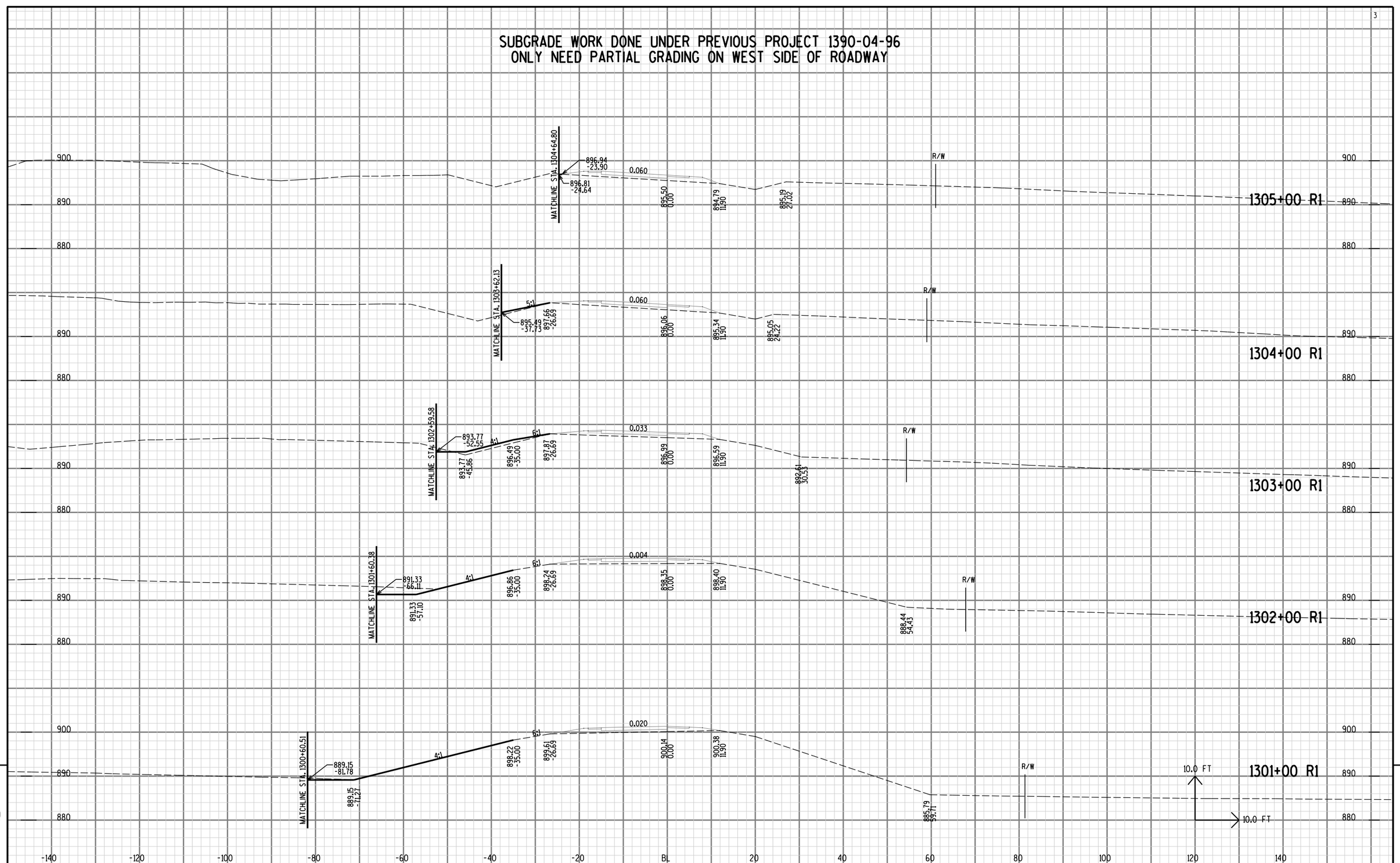
SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96
ONLY NEED PARTIAL GRADING ON WEST SIDE OF ROADWAY



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 1(NE)	SHEET NO: 500	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090202_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96
ONLY NEED PARTIAL GRADING ON WEST SIDE OF ROADWAY



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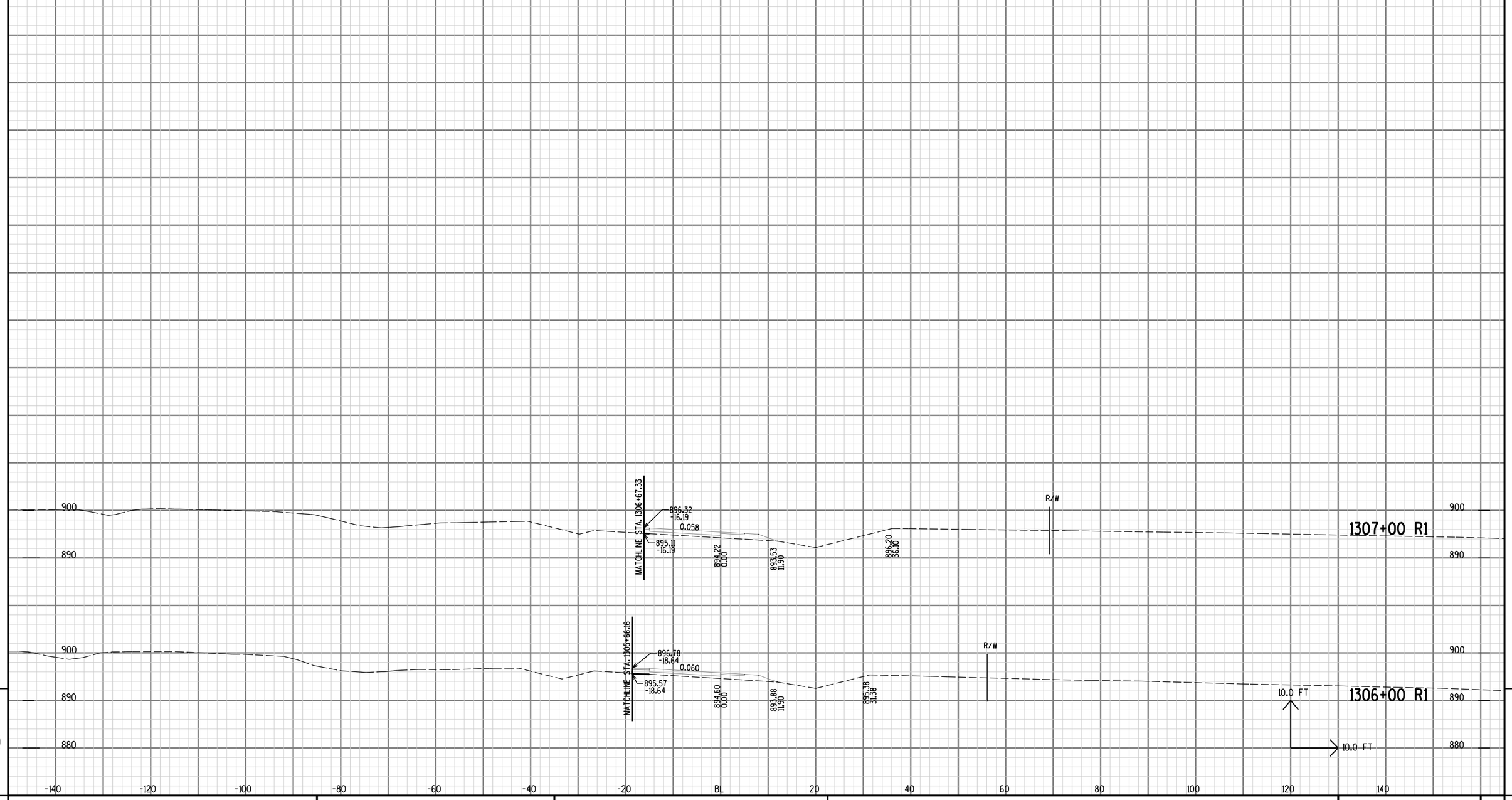
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 1(NE)	SHEET NO: 501	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090202_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96
ONLY NEED PARTIAL GRADING ON WEST SIDE OF ROADWAY



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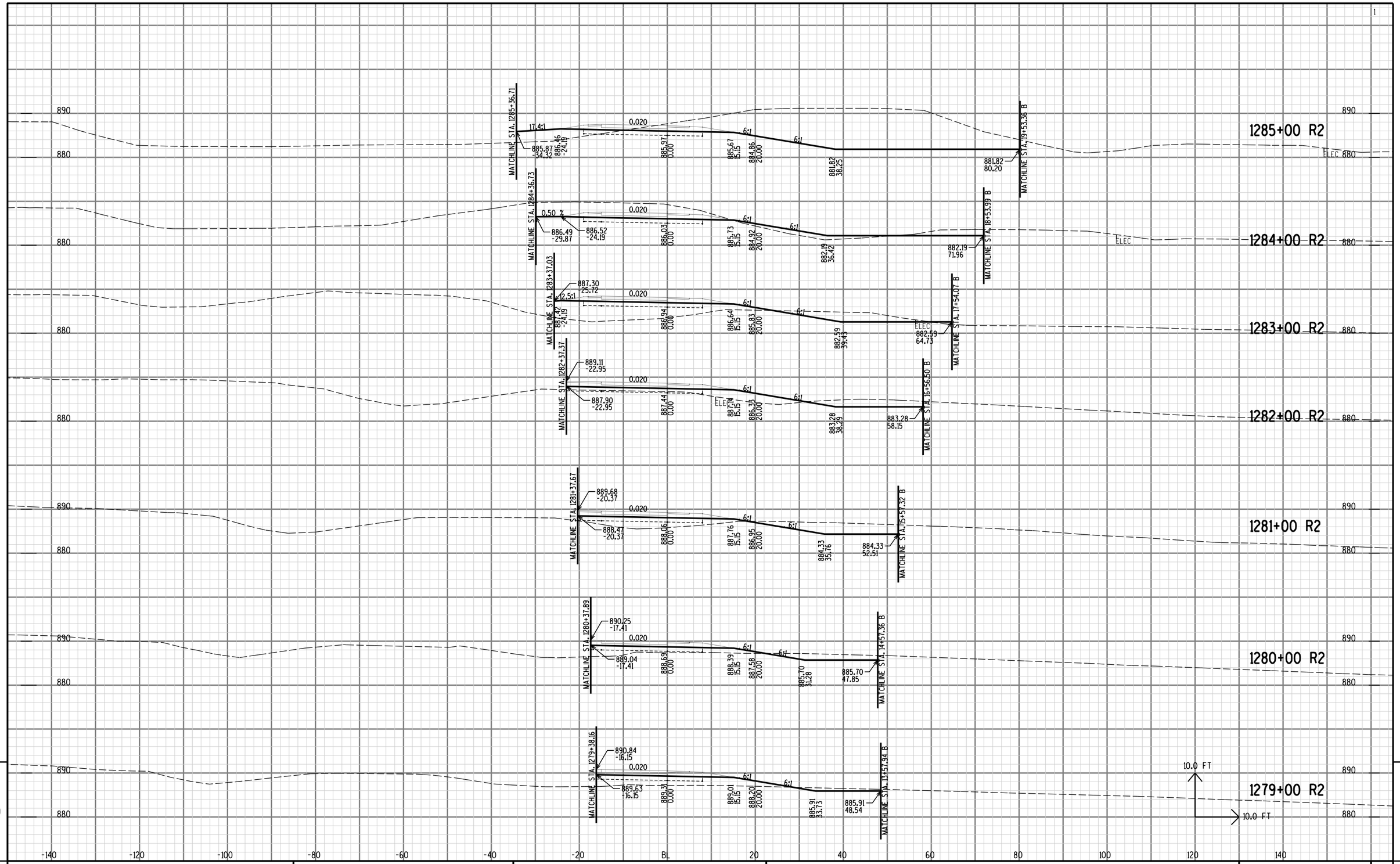
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 1(NE)	SHEET NO: 502	E

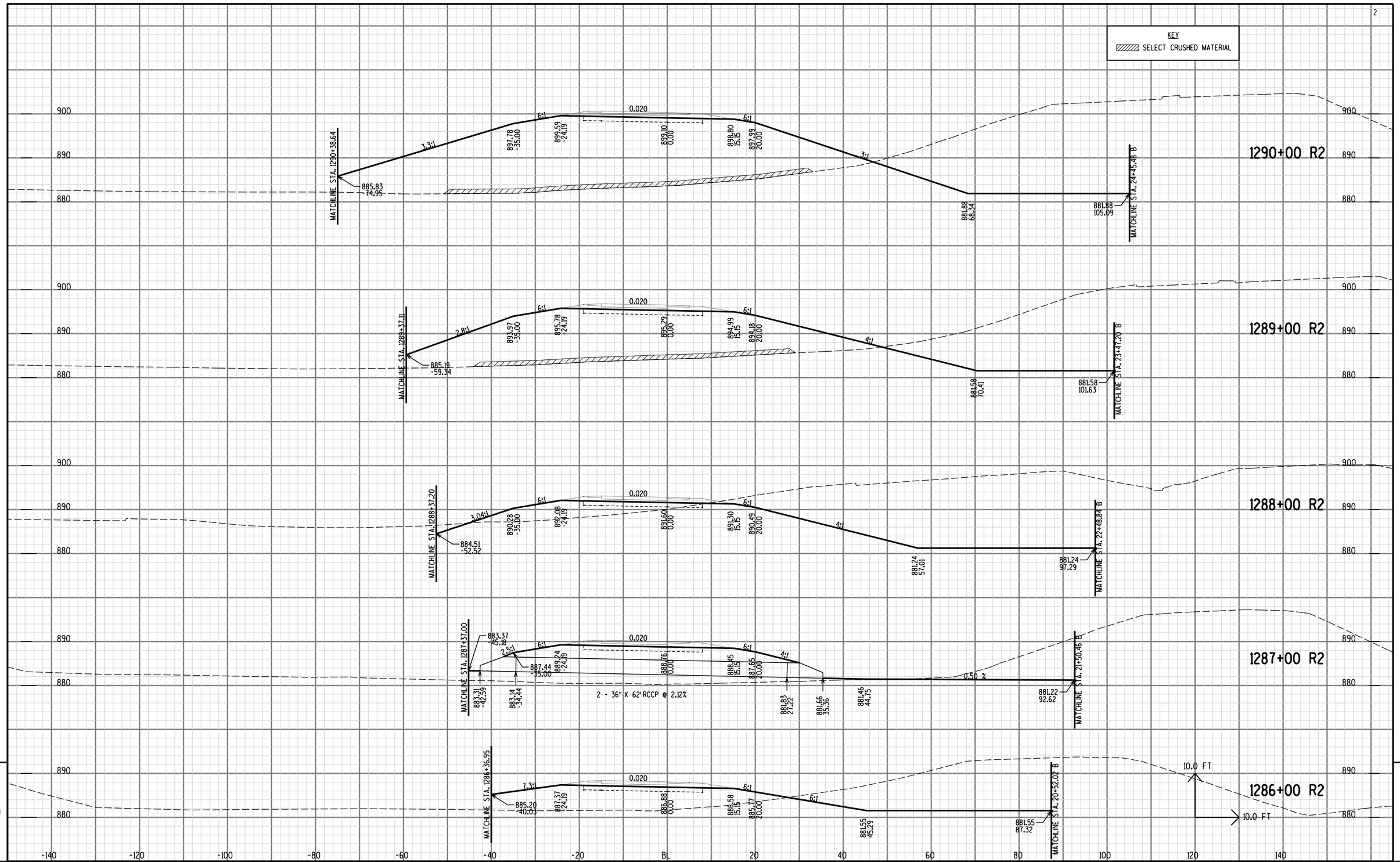
FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090202_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 2 (SE)	SHEET NO: 503	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090203_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
SELECT CRUSHED MATERIAL



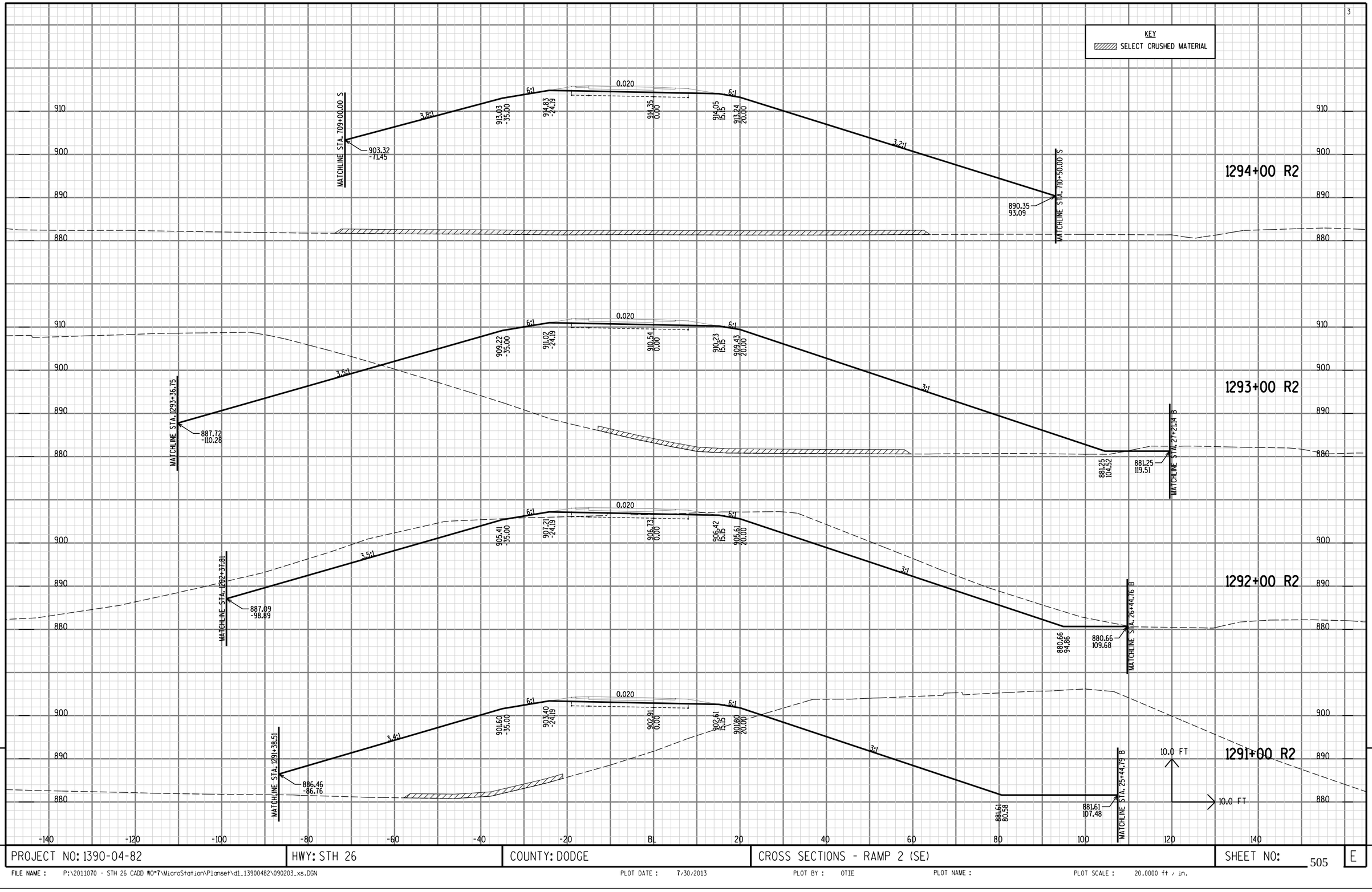
9

9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 2 (SE)	SHEET NO: 504	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090203_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
SELECT CRUSHED MATERIAL



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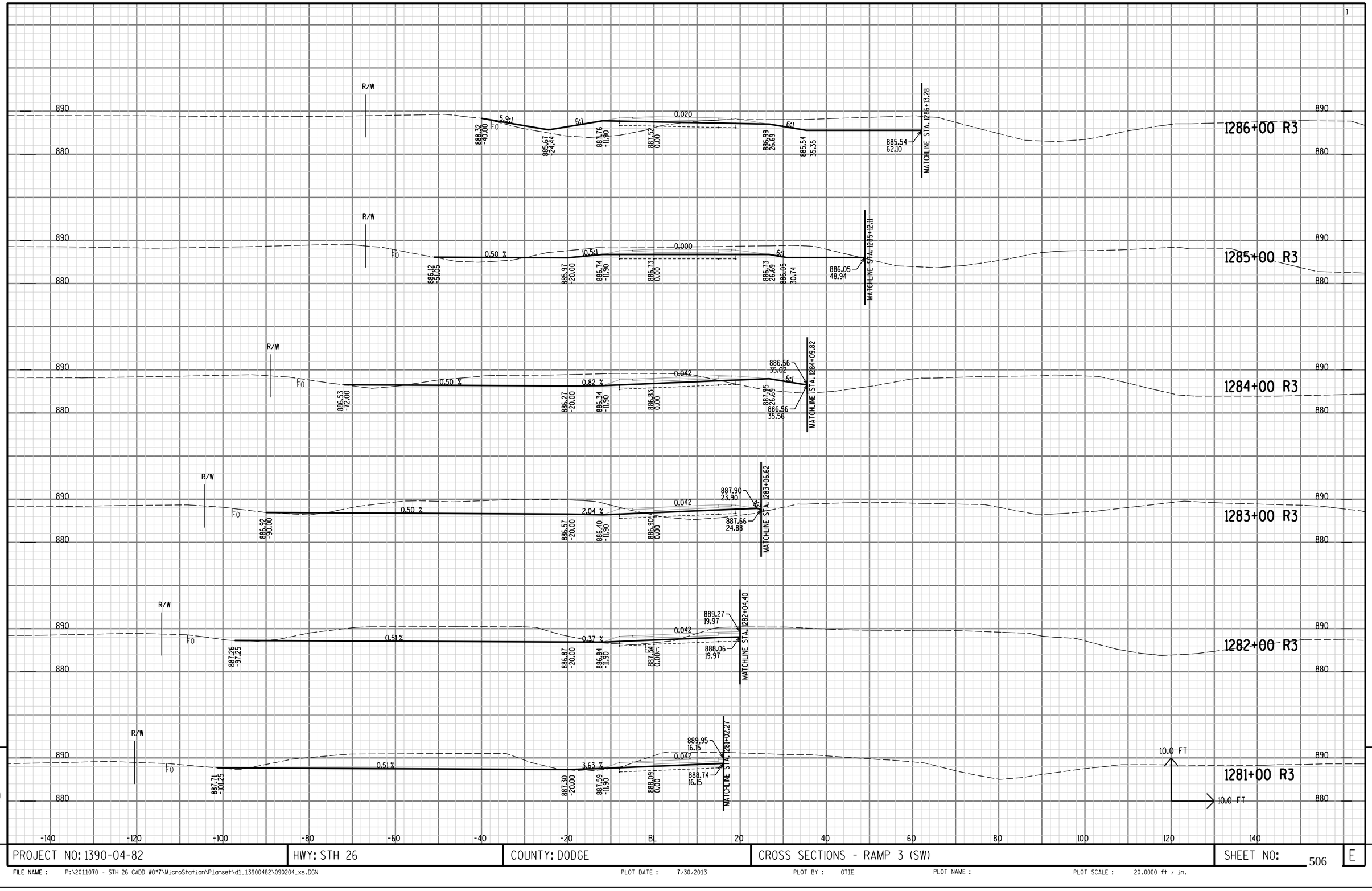
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 2 (SE)	SHEET NO: 505	E

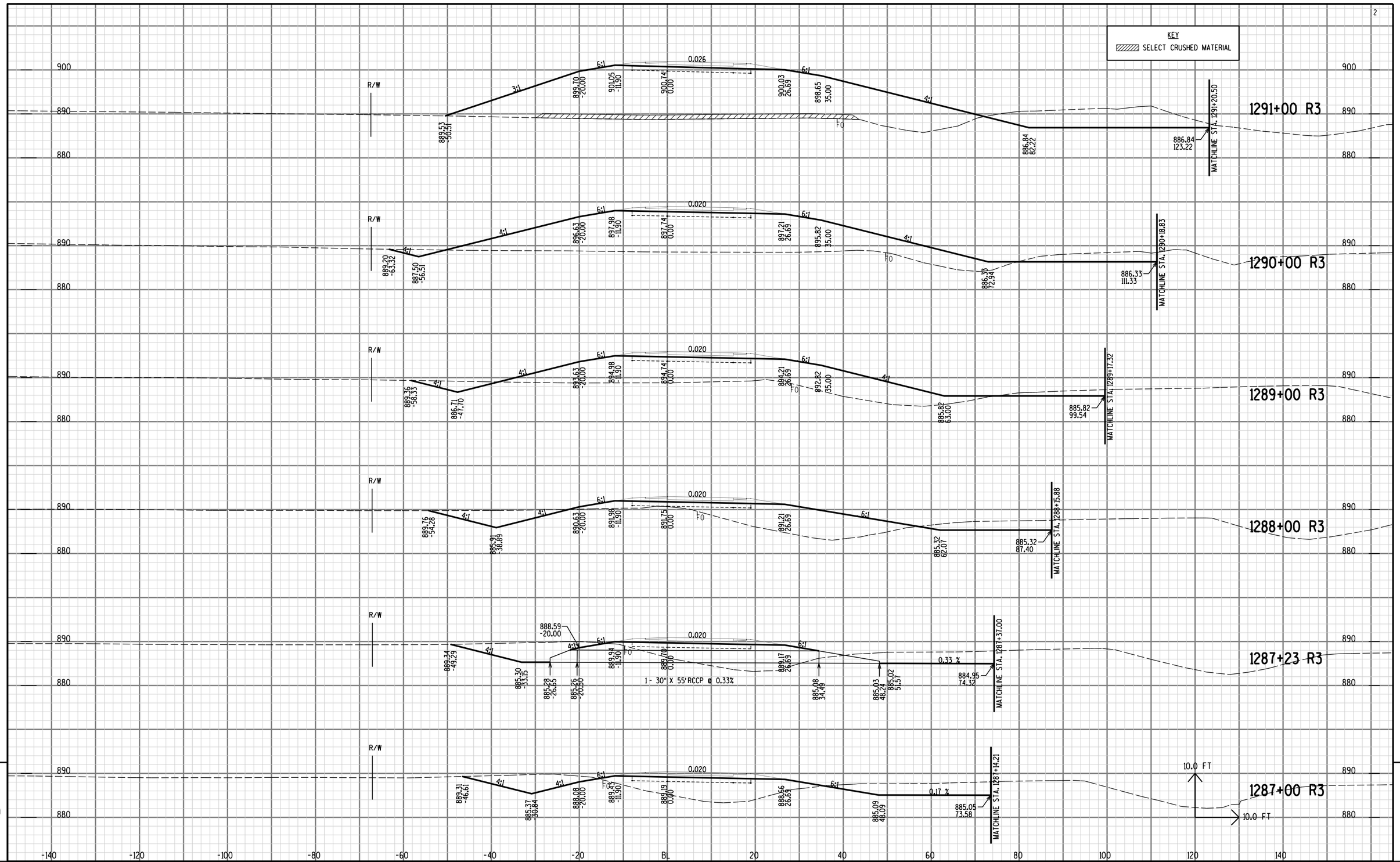
FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090203_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 3 (SW)	SHEET NO: 506 E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090204_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
SELECT CRUSHED MATERIAL



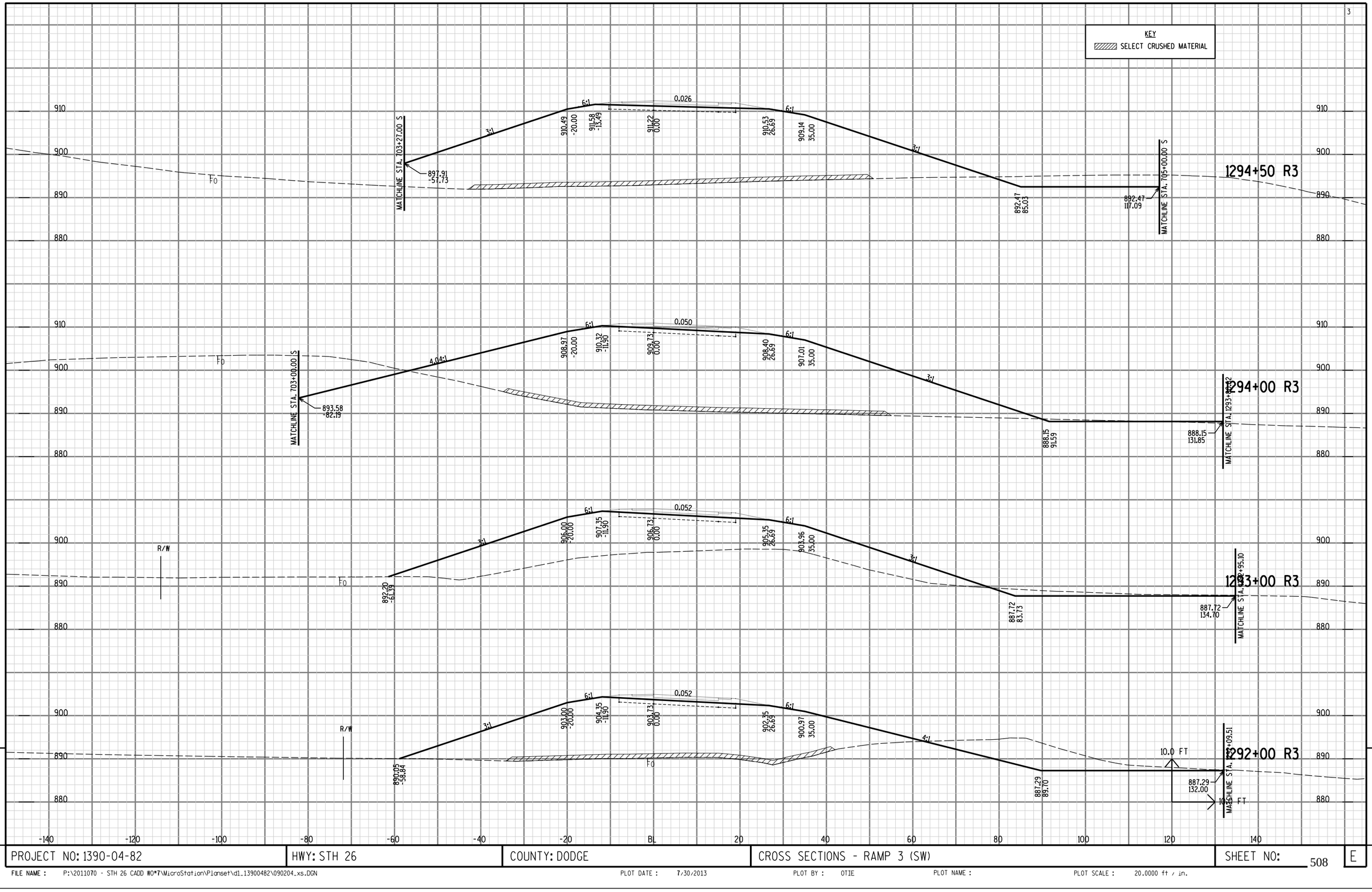
9

9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 3 (SW)	SHEET NO: 507	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090204_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
SELECT CRUSHED MATERIAL



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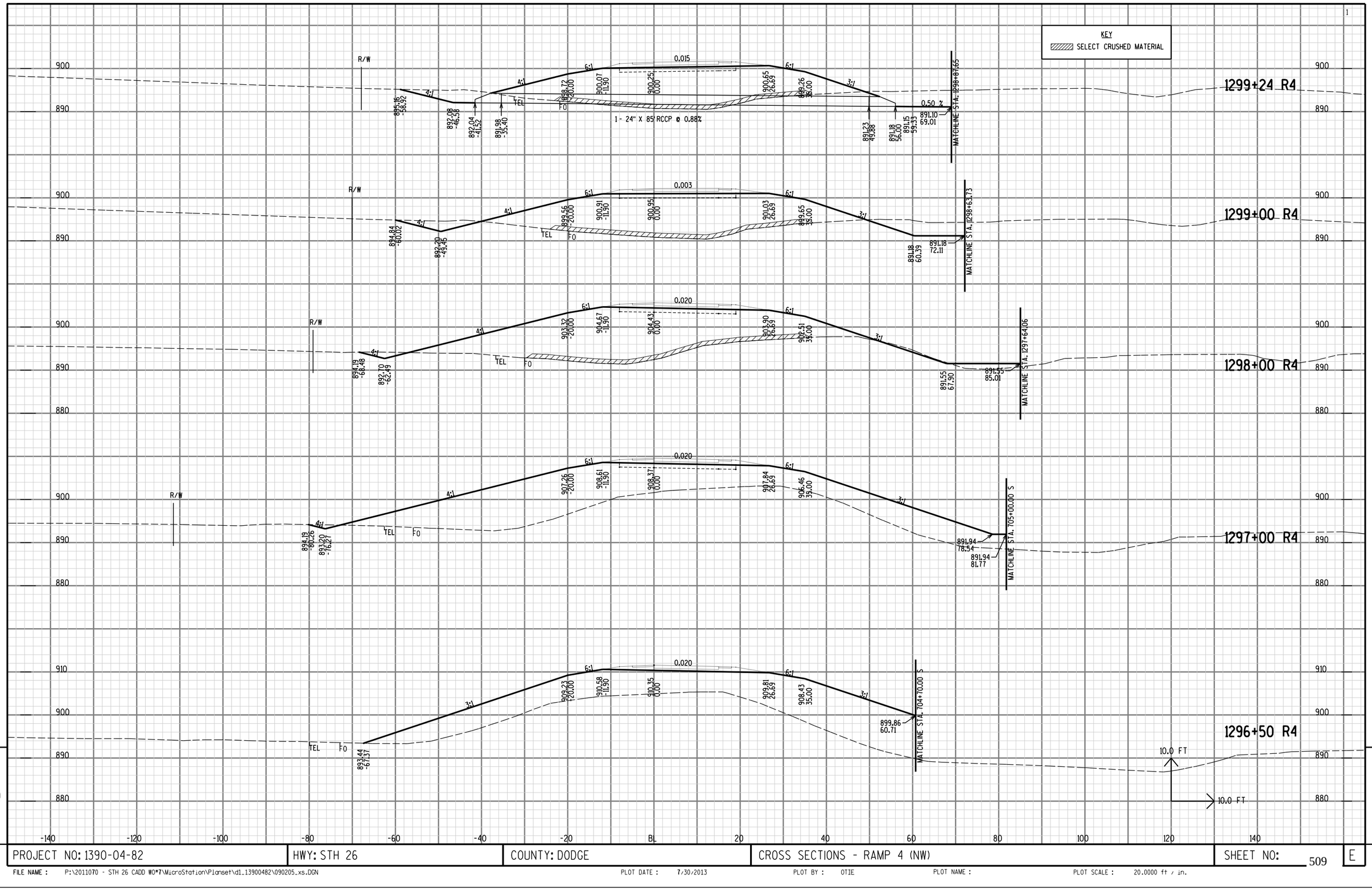
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 3 (SW)	SHEET NO: 508	E

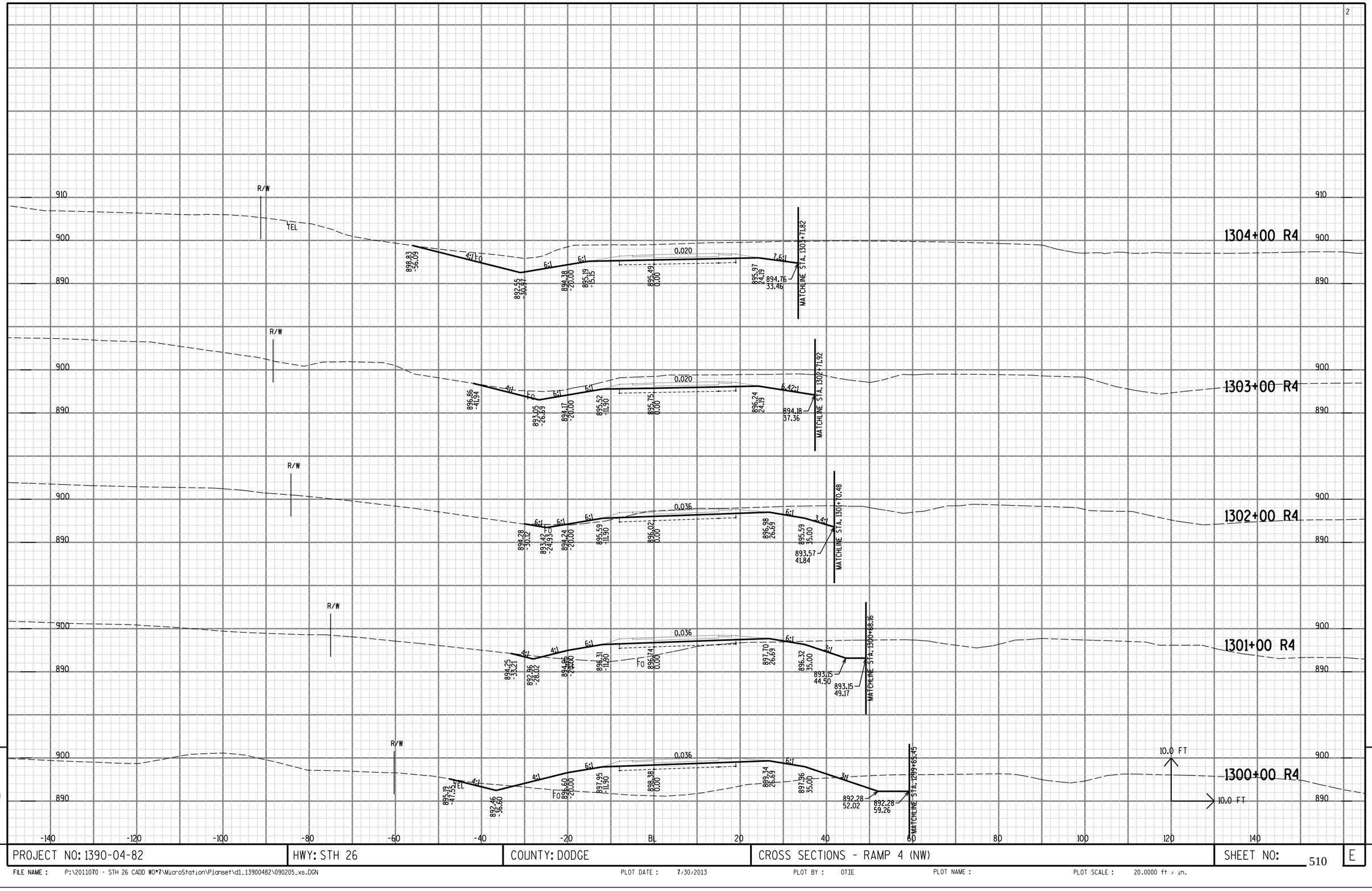
FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090204_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

KEY
SELECT CRUSHED MATERIAL



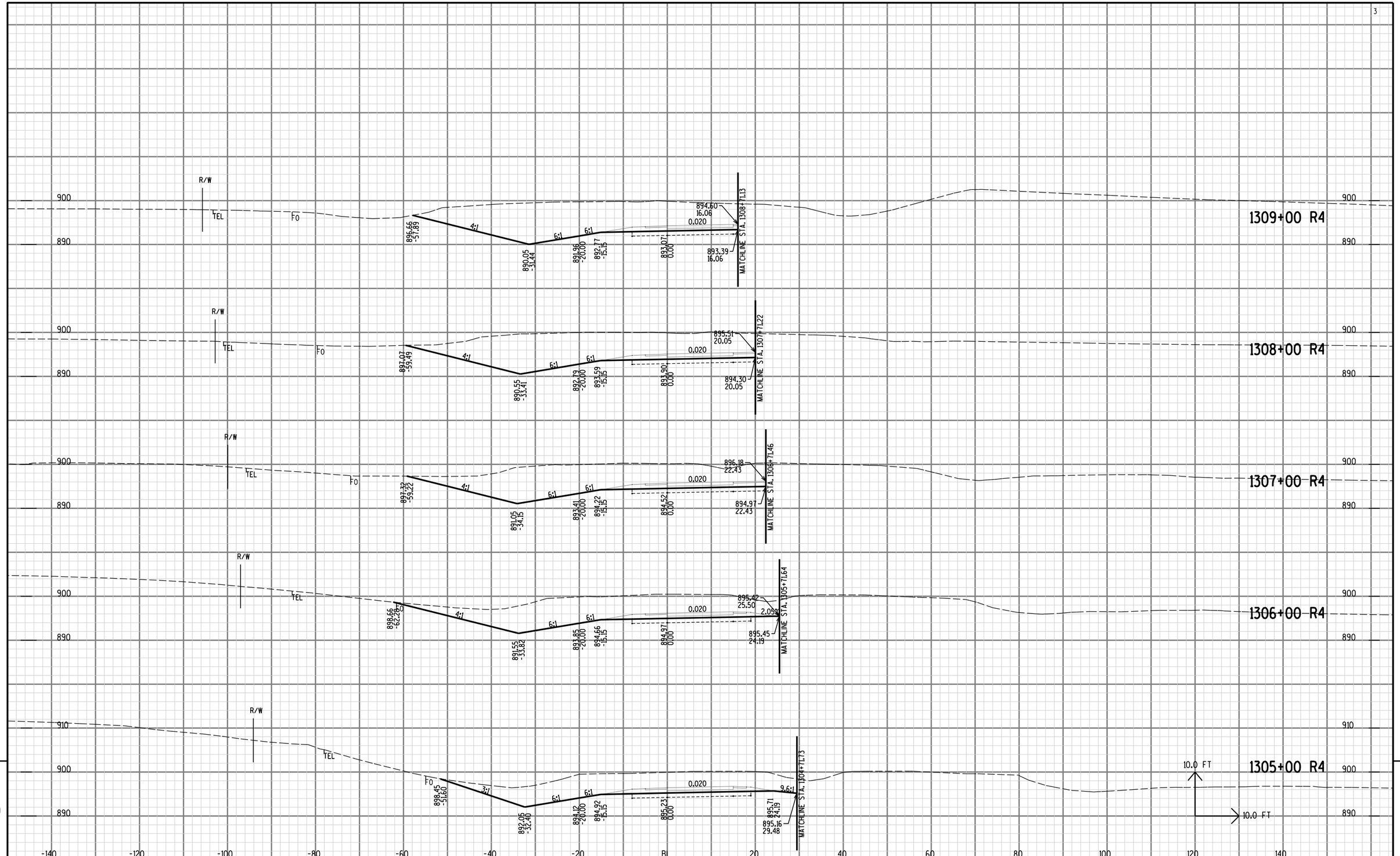
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 4 (NW)	SHEET NO: 509	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090205_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 4 (NW)	SHEET NO: 510 E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090205_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

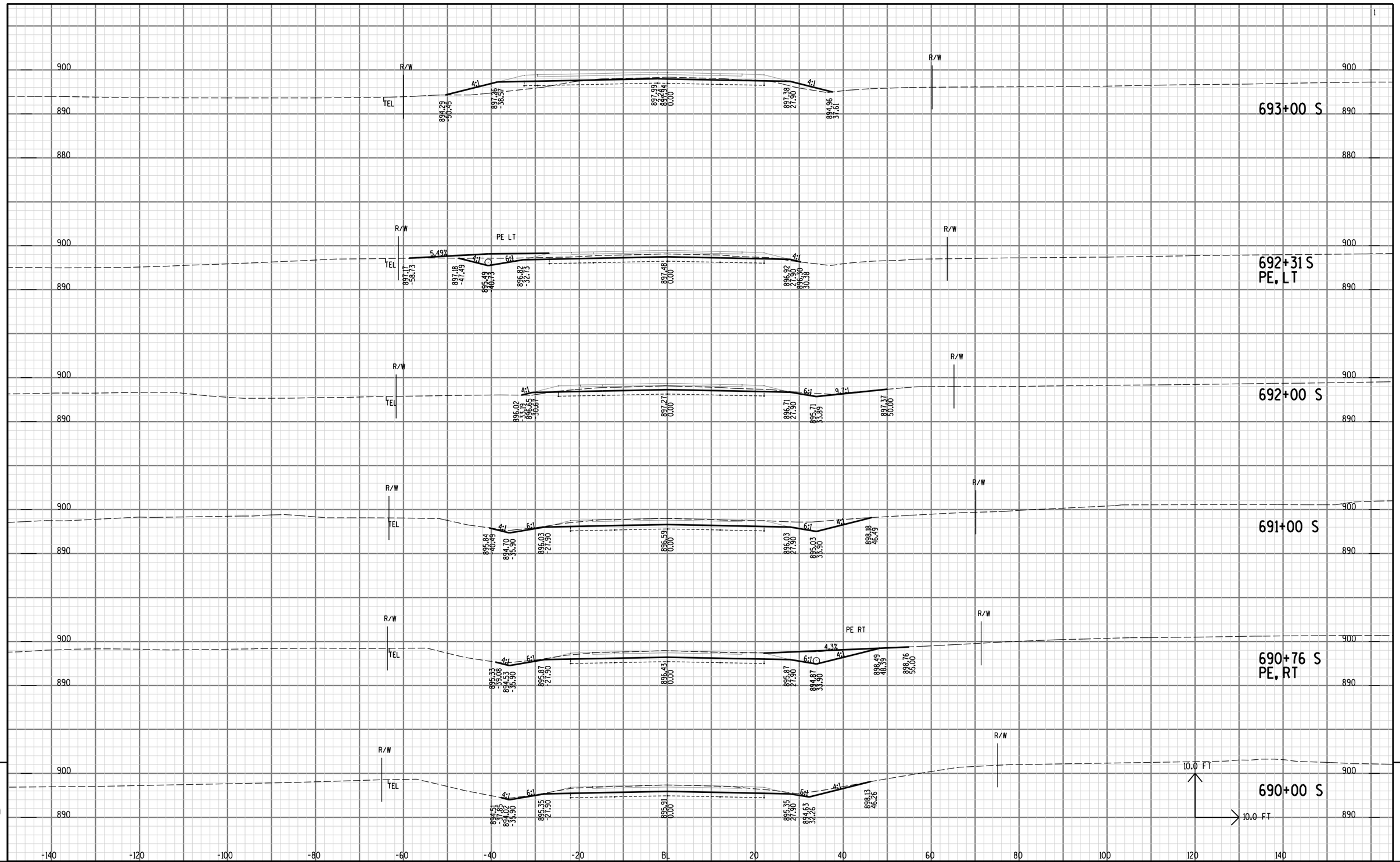


9

9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - RAMP 4 (NW)	SHEET NO: 511	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090205_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

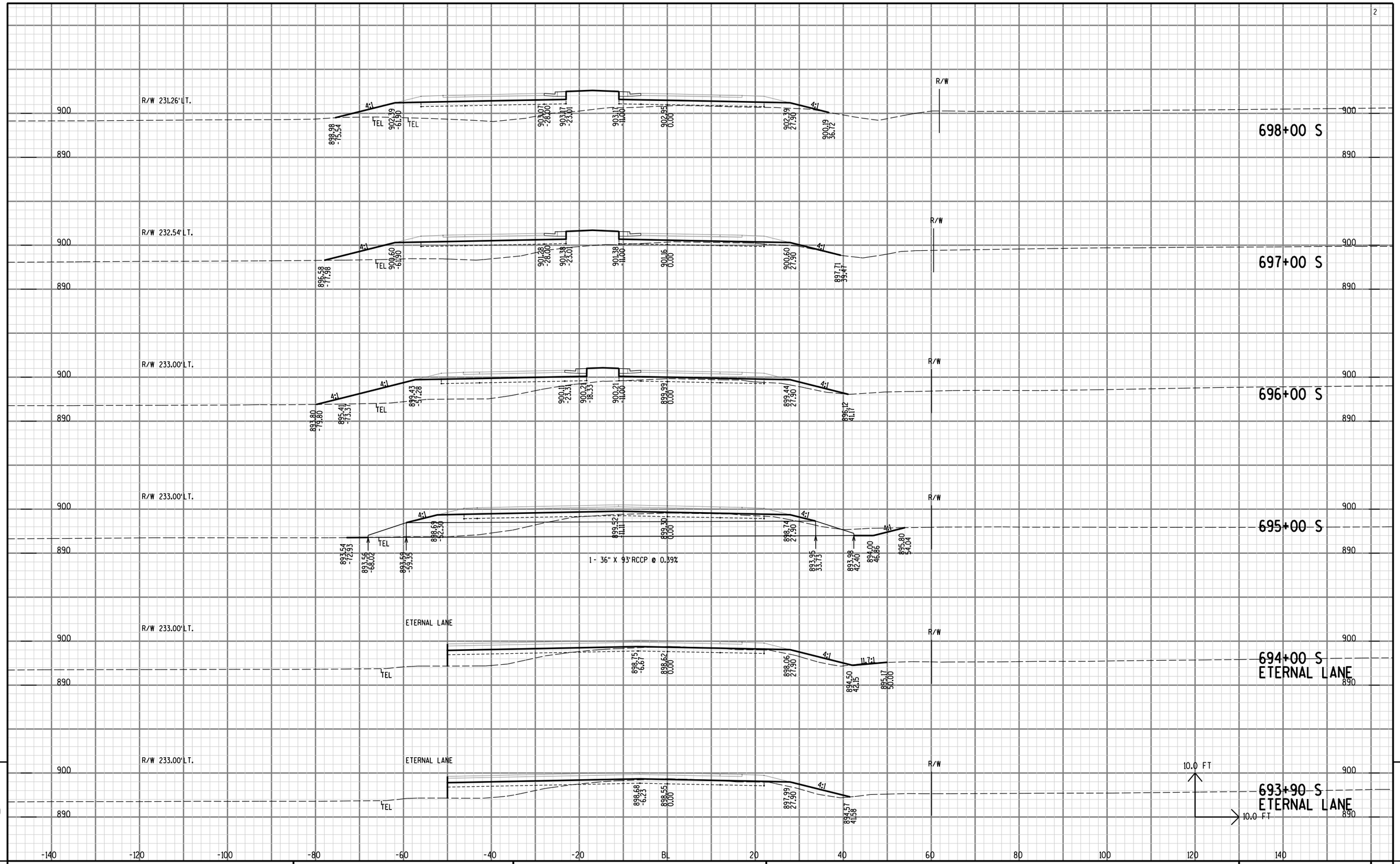


9

9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 512	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090206_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

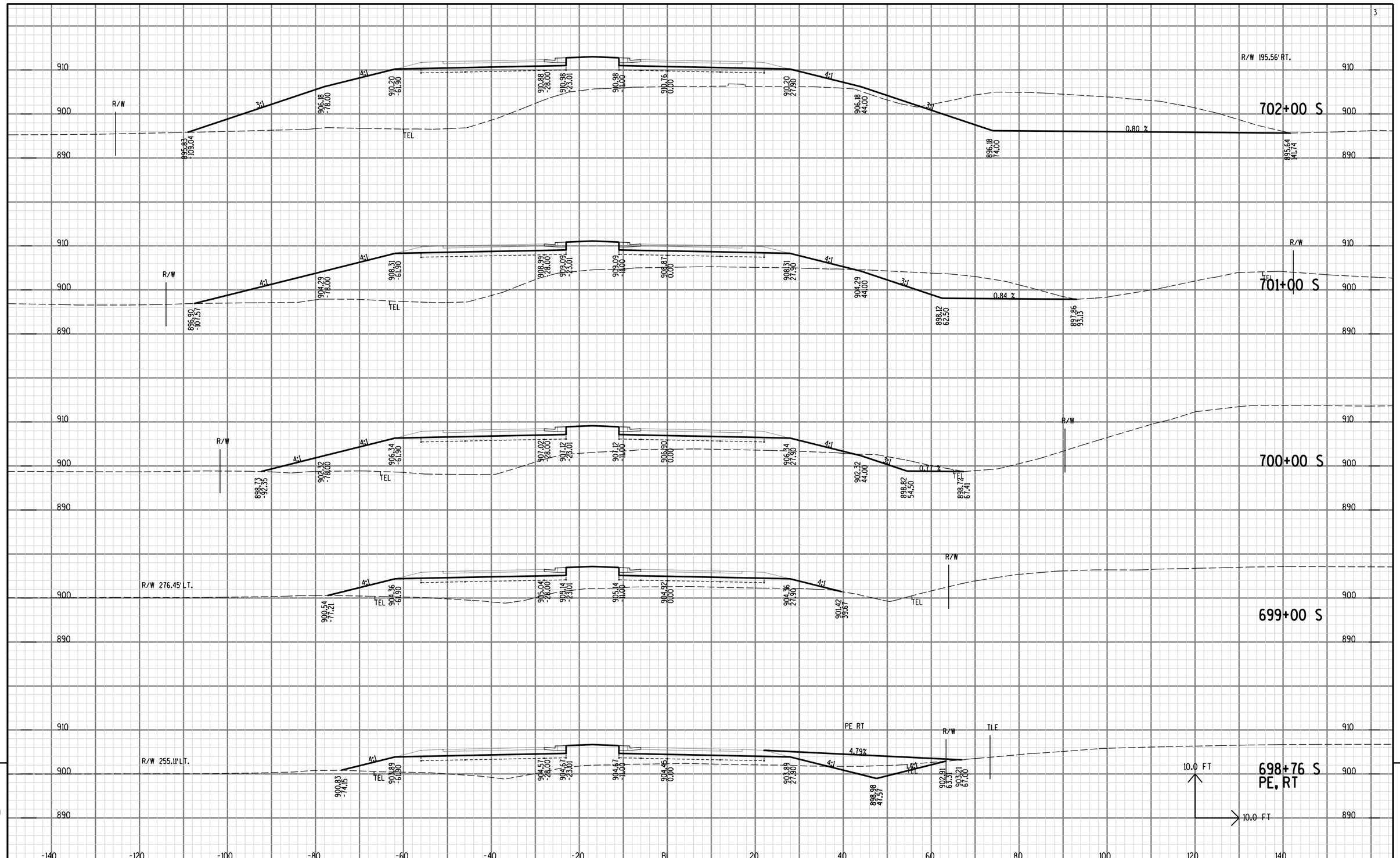


9

9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 513	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090206_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



9

9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 514	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090206_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

STRUCTURE B-14-196
STA. 705+69.74 S - 707+82.25 S

R/W 942.40' RT.

705+00 S

MATCHLINE STA. 1297+00.00 R4

MATCHLINE STA. 1284+50.00 R3

VAR.

4:1

3:1

910.21 -72.48

914.23 -56.38

95.00 -18.00

915.10 -5.00

915.00 11.71

914.86 0.00

914.27 29.80

910.72 44.00

891.94 -143.08

892.47 98.75

R/W 426.74' LT.

RAMP 4 (NW)

RAMP 3 (SW)

913.89 0.00

R/W 590.67' RT.

704+00 S
RAMP 3, RT.
RAMP 4, LT.

R/W 163.04' LT.

907.77 -78.00

911.79 -61.90

912.47 -28.00

912.57 -2.301

912.57 11.00

912.35 0.00

911.72 31.74

908.65 44.00

894.19 -118.14

894.00 87.35

TEL

FO

R/W 278.19' RT.

703+00 S

10.0 FT

0.86 %

10.0 FT

893.58 137.16

MATCHLINE STA. 1294+00.00 R3

910
900
890
880

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

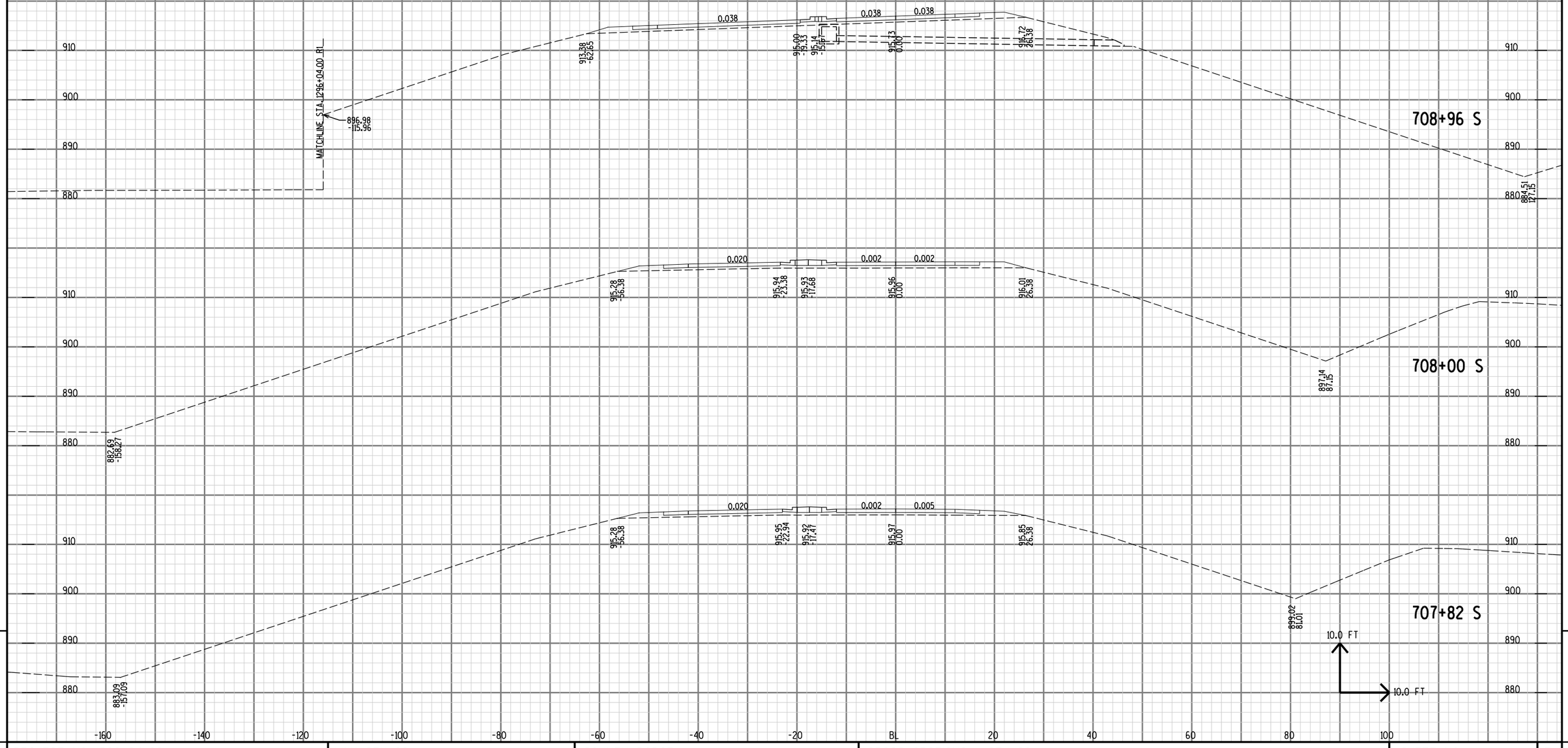
9

9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 515	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090206_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96

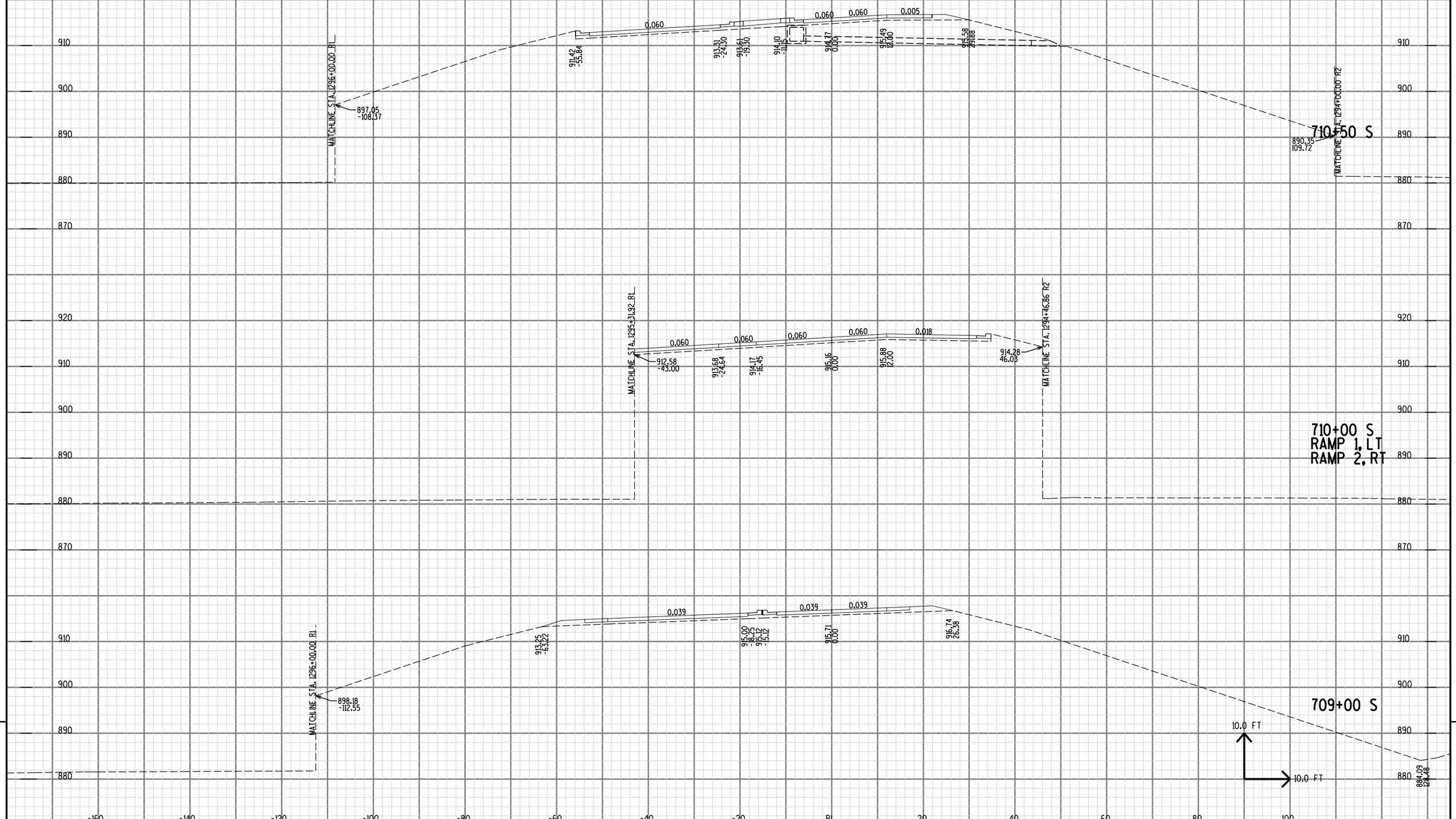


9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 516	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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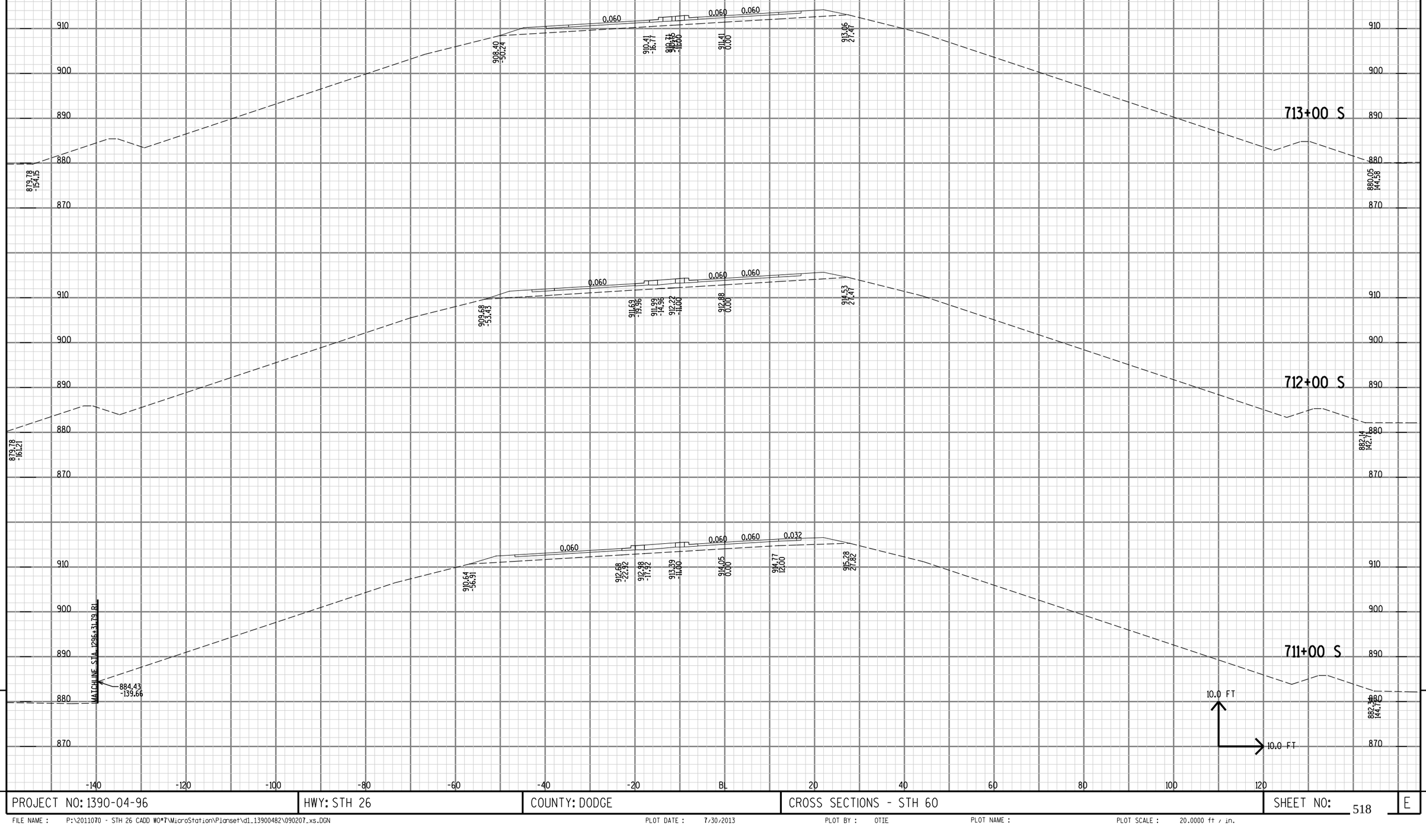
PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 517	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



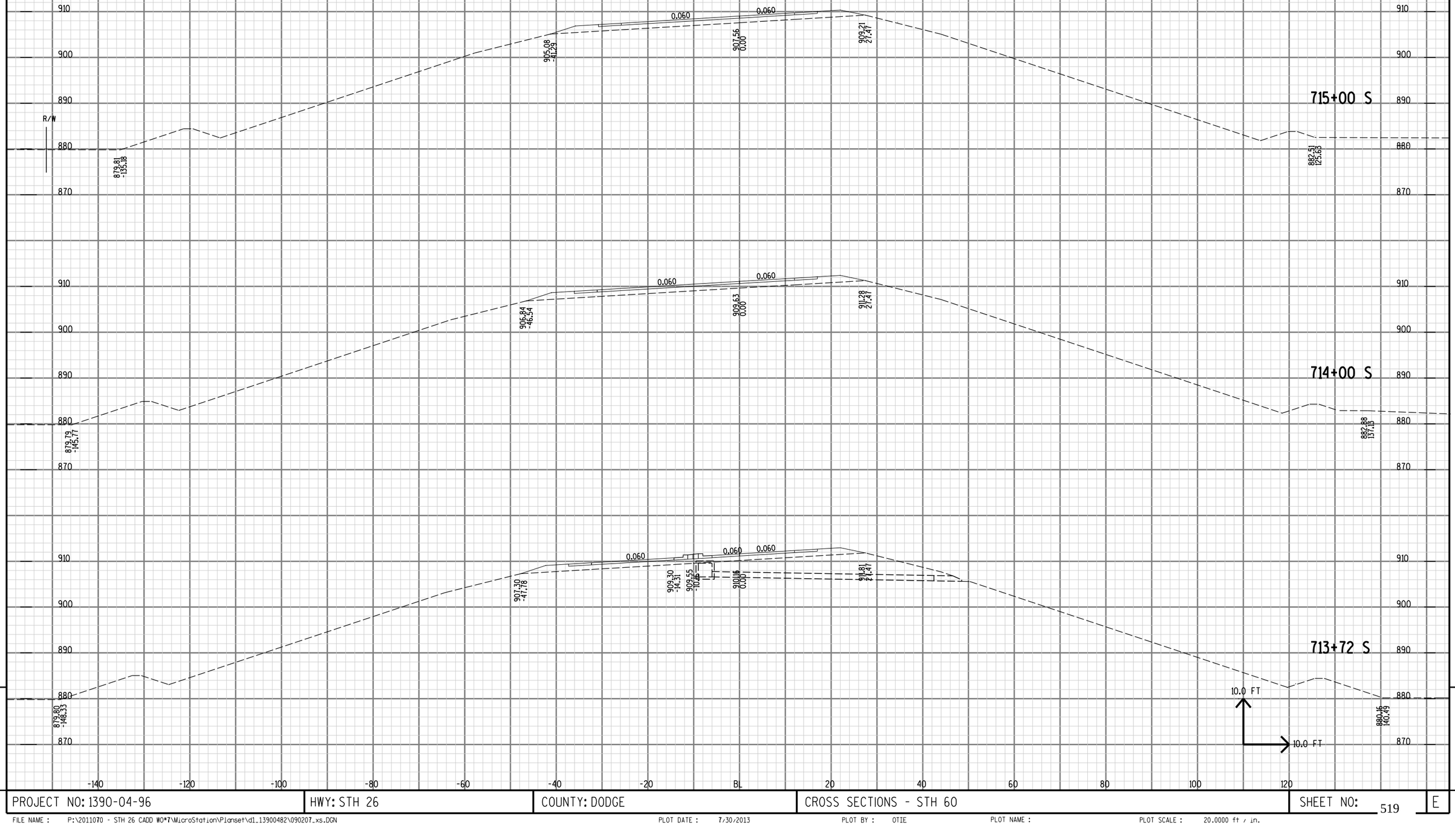
9

9

PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 518	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



9

9

PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 519	E

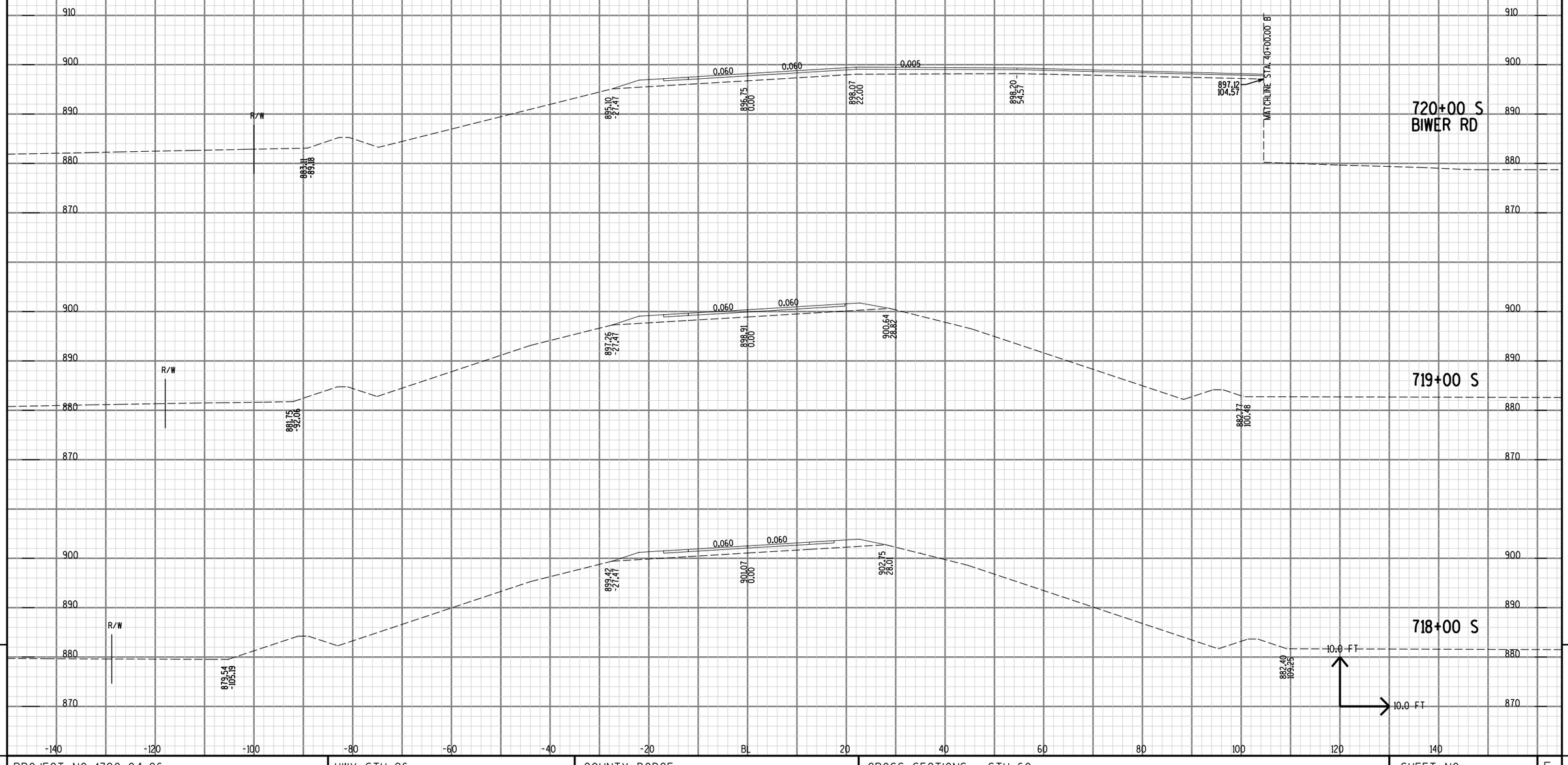
ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96

9

PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 520	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

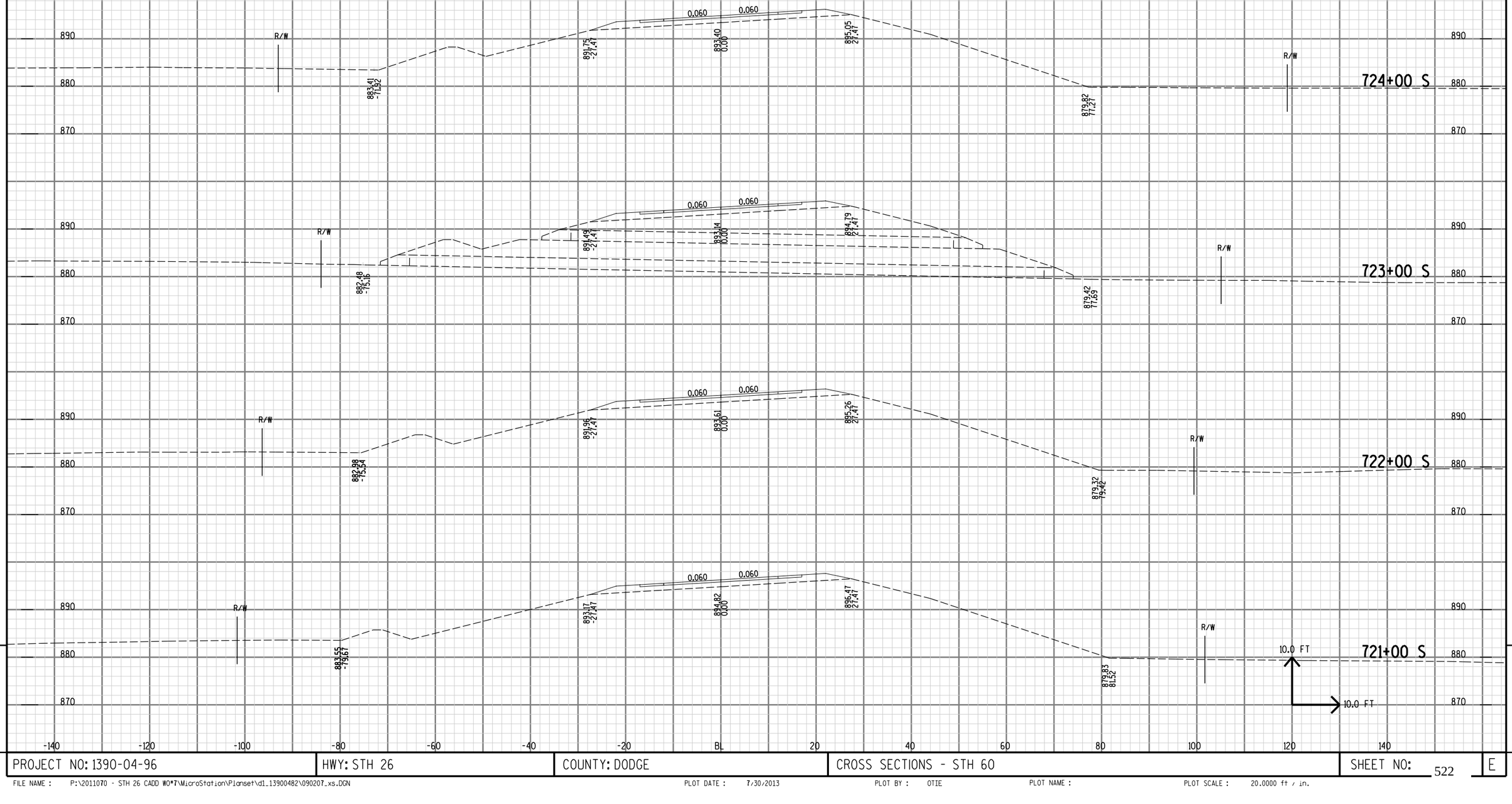
ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



9

PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 521	E

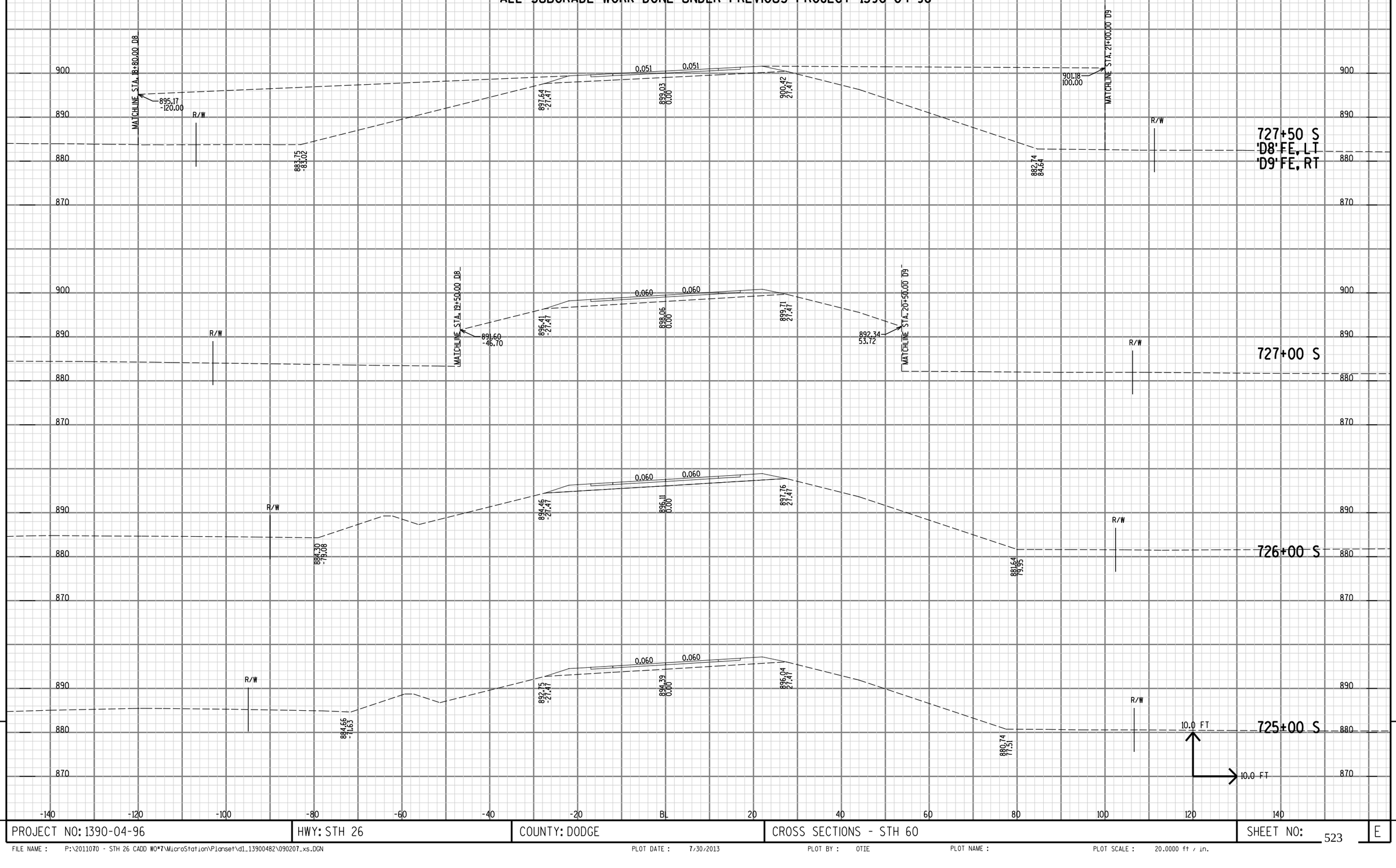
ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



9

PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 522	E

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



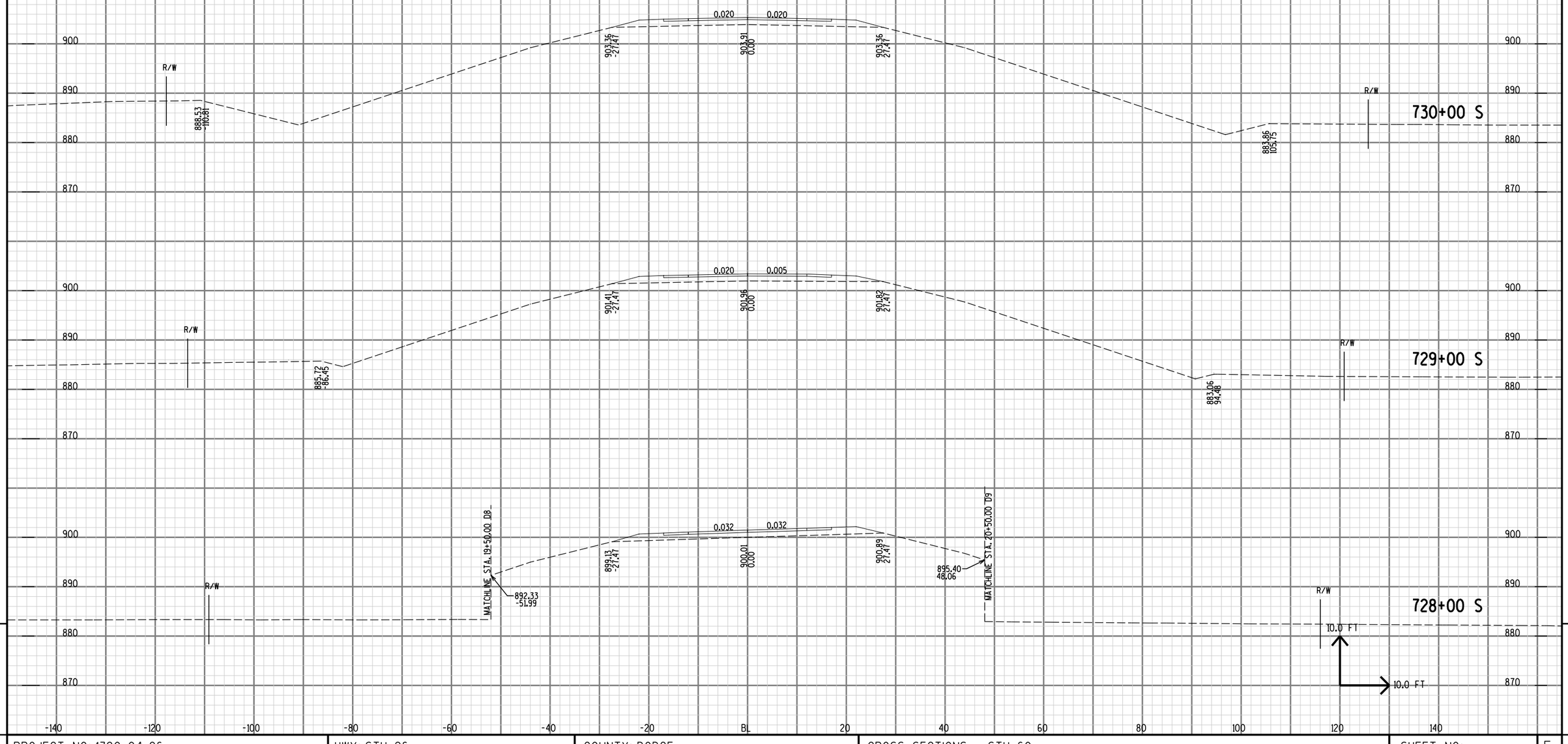
9

PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 523	E

9

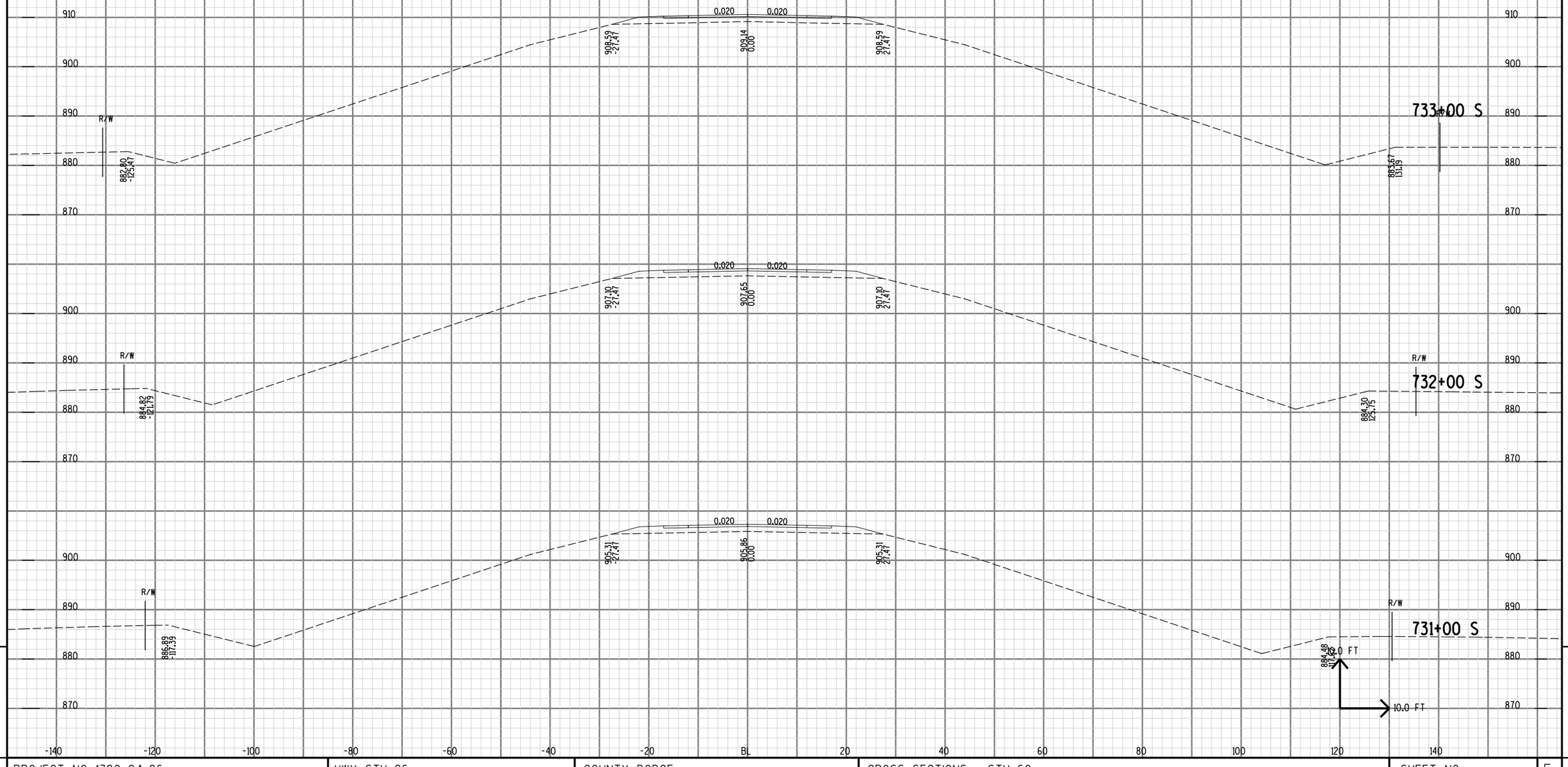
FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 524	E

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 525	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96

735+00 S

910.57
30.76

911.18
0.00

910.57
30.76

889.09
84.46

[MATCHLINE RETAINING WALL 'R-14-17'

881.85
-122.42

R/W

734+72 S

910.35
30.76

910.97
0.00

910.35
30.76

880.28
122.69

881.79
-122.57

734+00 S

0.020 0.020

908.70
30.76

910.31
0.00

909.70
30.76

10.0 FT

10.0 FT

881.82
114.73

881.83
-122.41

910
900
890
880
870

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 526	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96

12

737+00 S

MATCHLINE RETAINING WALL R-14-18

884.71
-97.44

911.38
360.76

0.020

911.99
0.00

0.020

911.38
30.16

882.25
103.58

R/W

736+42 S

0.020

911.88
0.00

911.27
30.16

882.21
103.40

R/W

STRUCTURE B-14-198
STA.735+49.40-736+42.00

910.88
360.76

0.020

911.50
0.00

735+49.40 S

R/W

881.89
-103.23

10.0 FT

10.0 FT

R/W

910
900
890
880
870
920

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

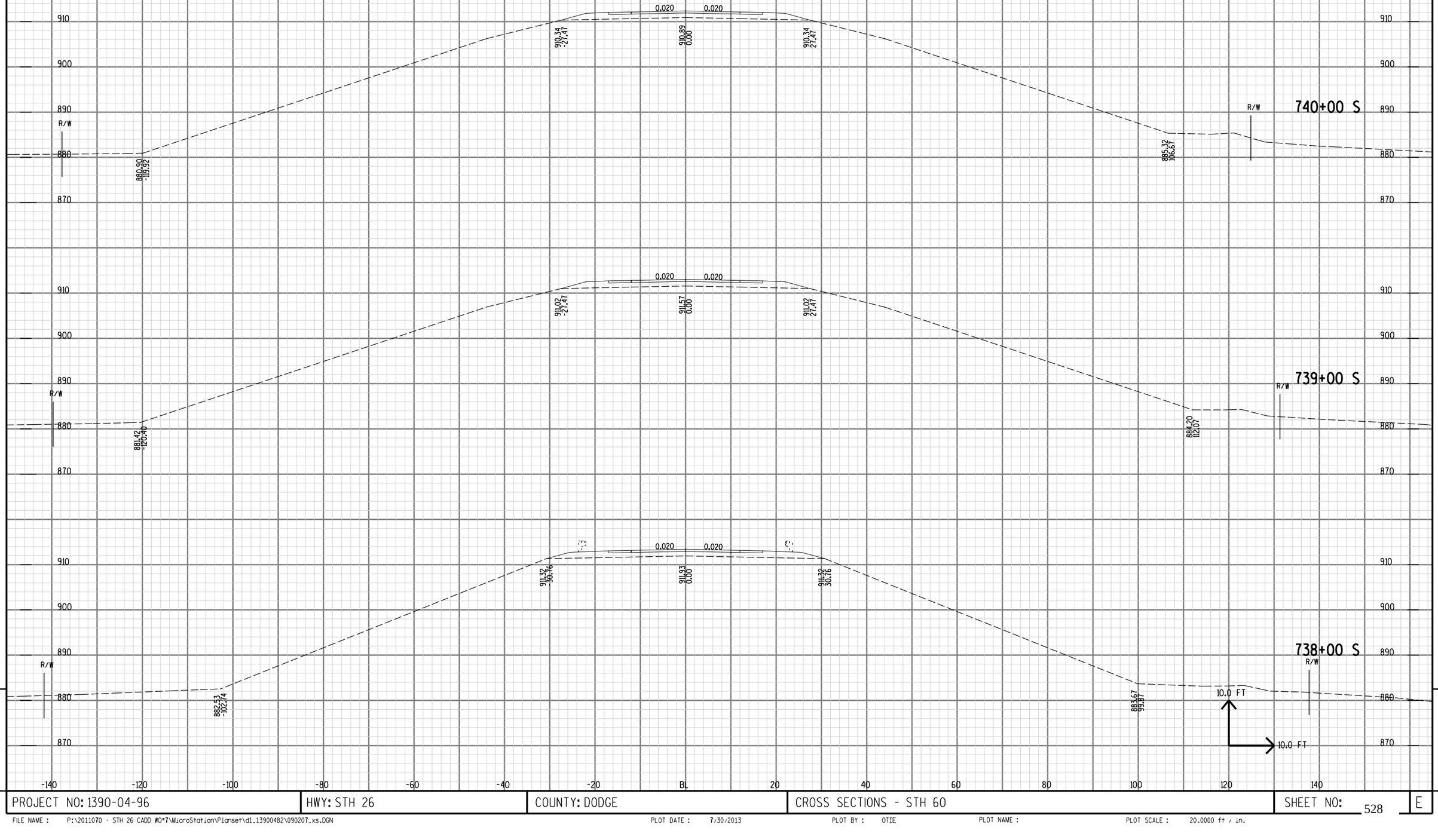
9

9

PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 527	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



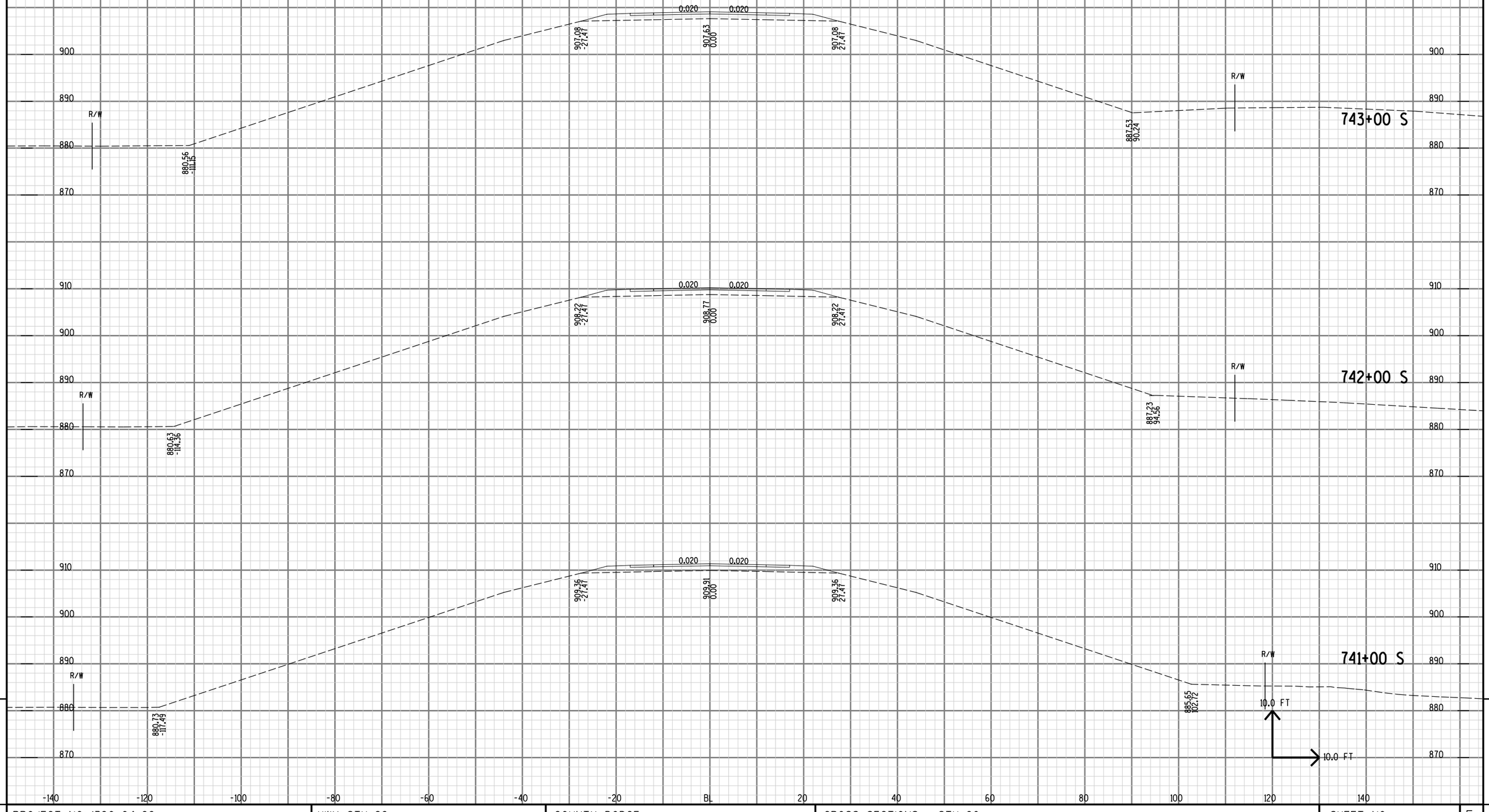
9

9

PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 528	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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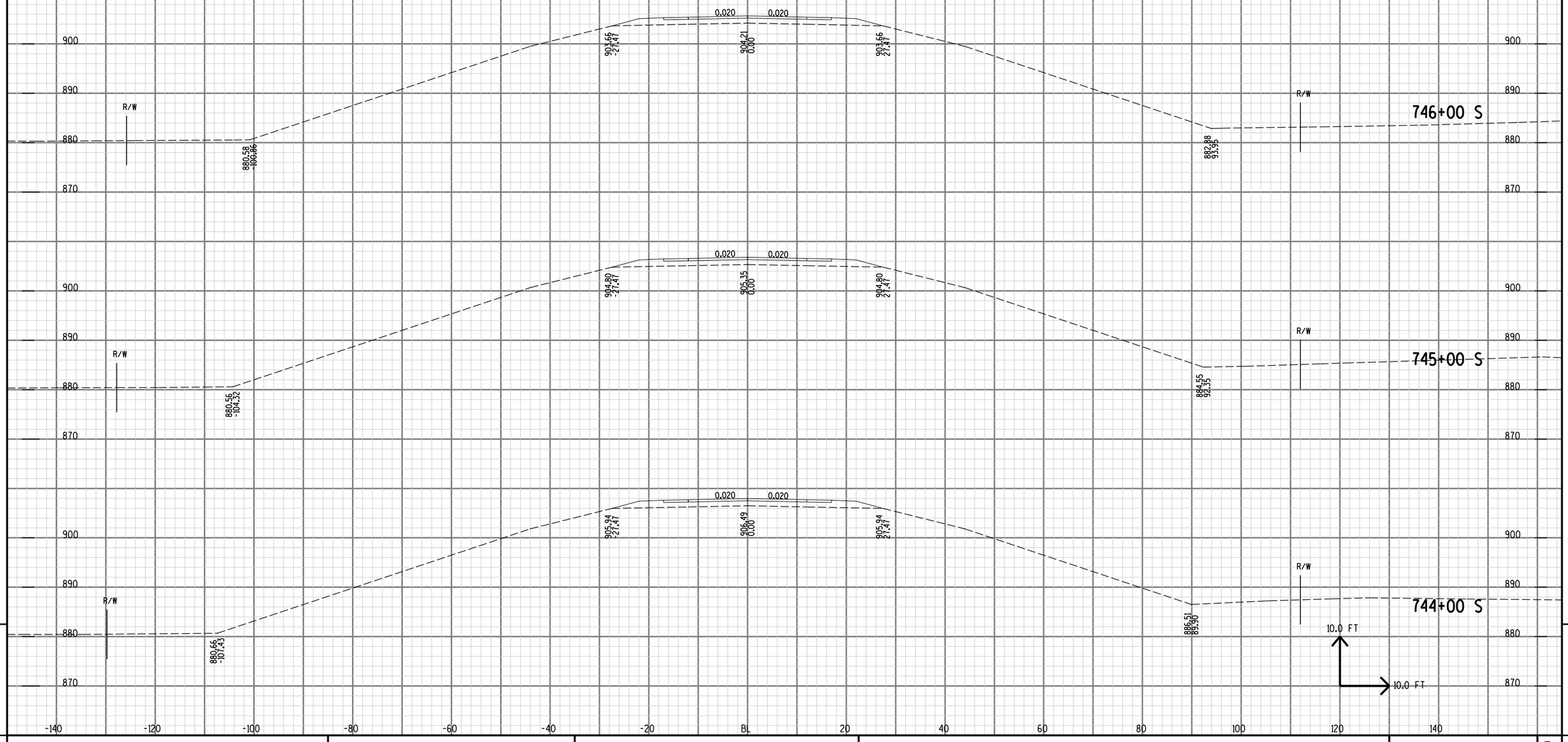
PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 529	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

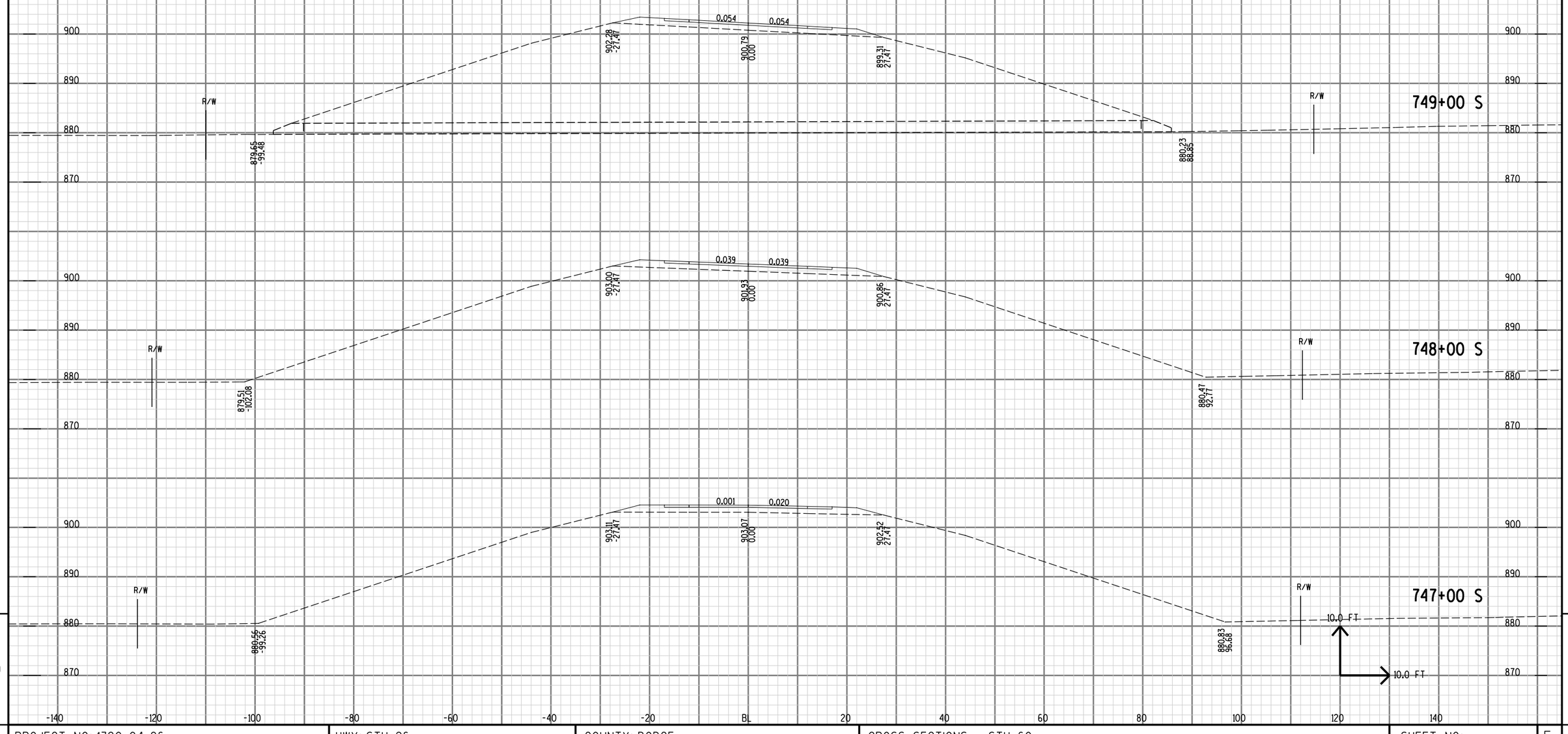
ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 530 E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

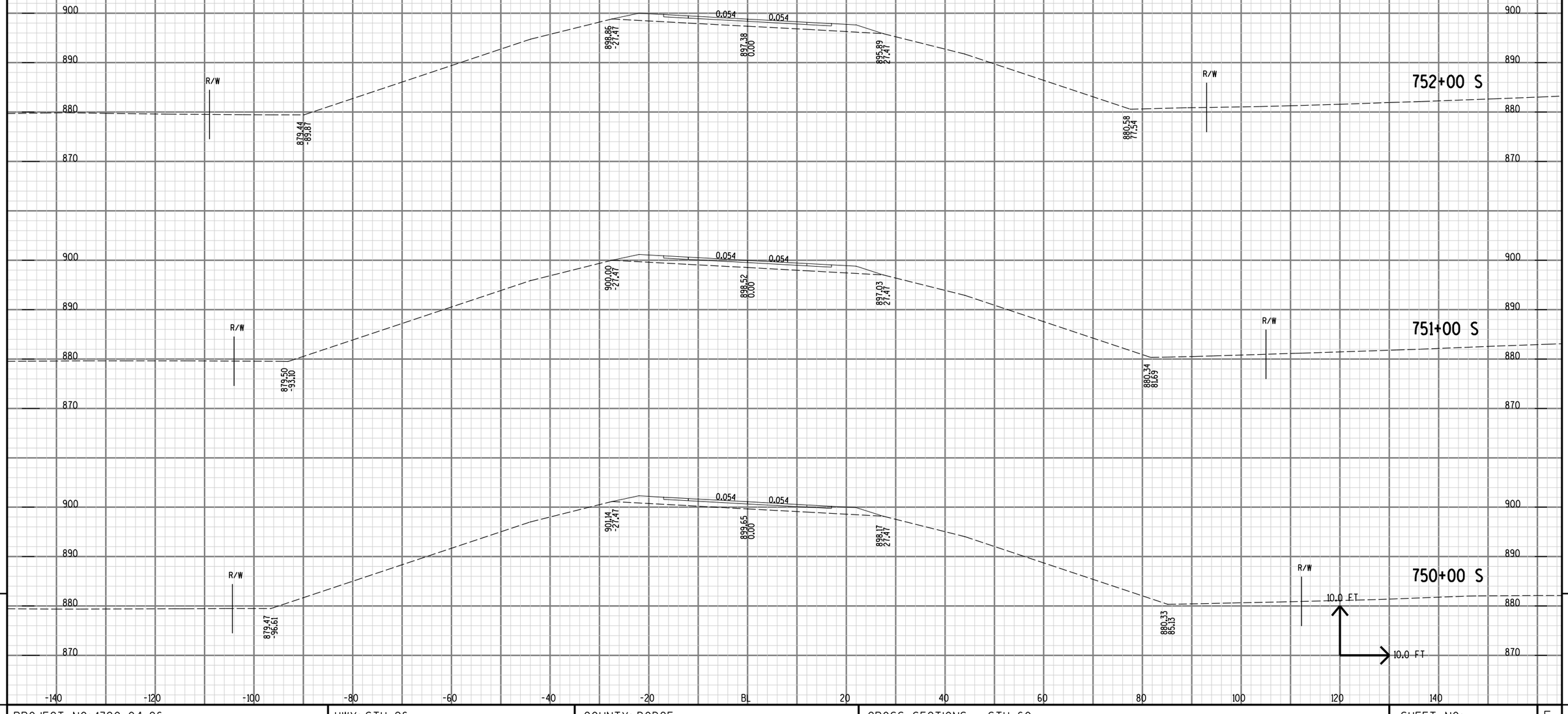
ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 531	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

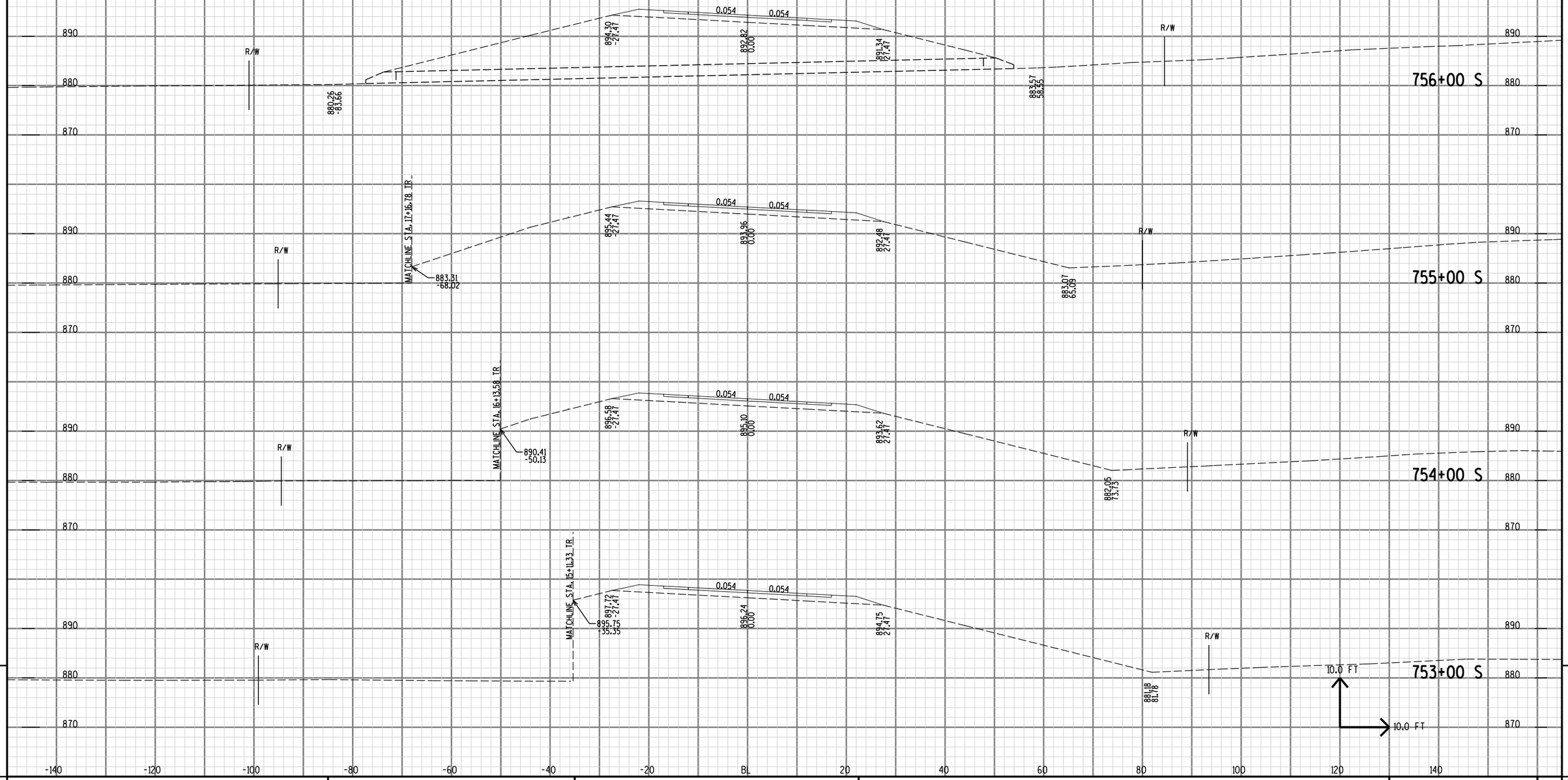
ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 532

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

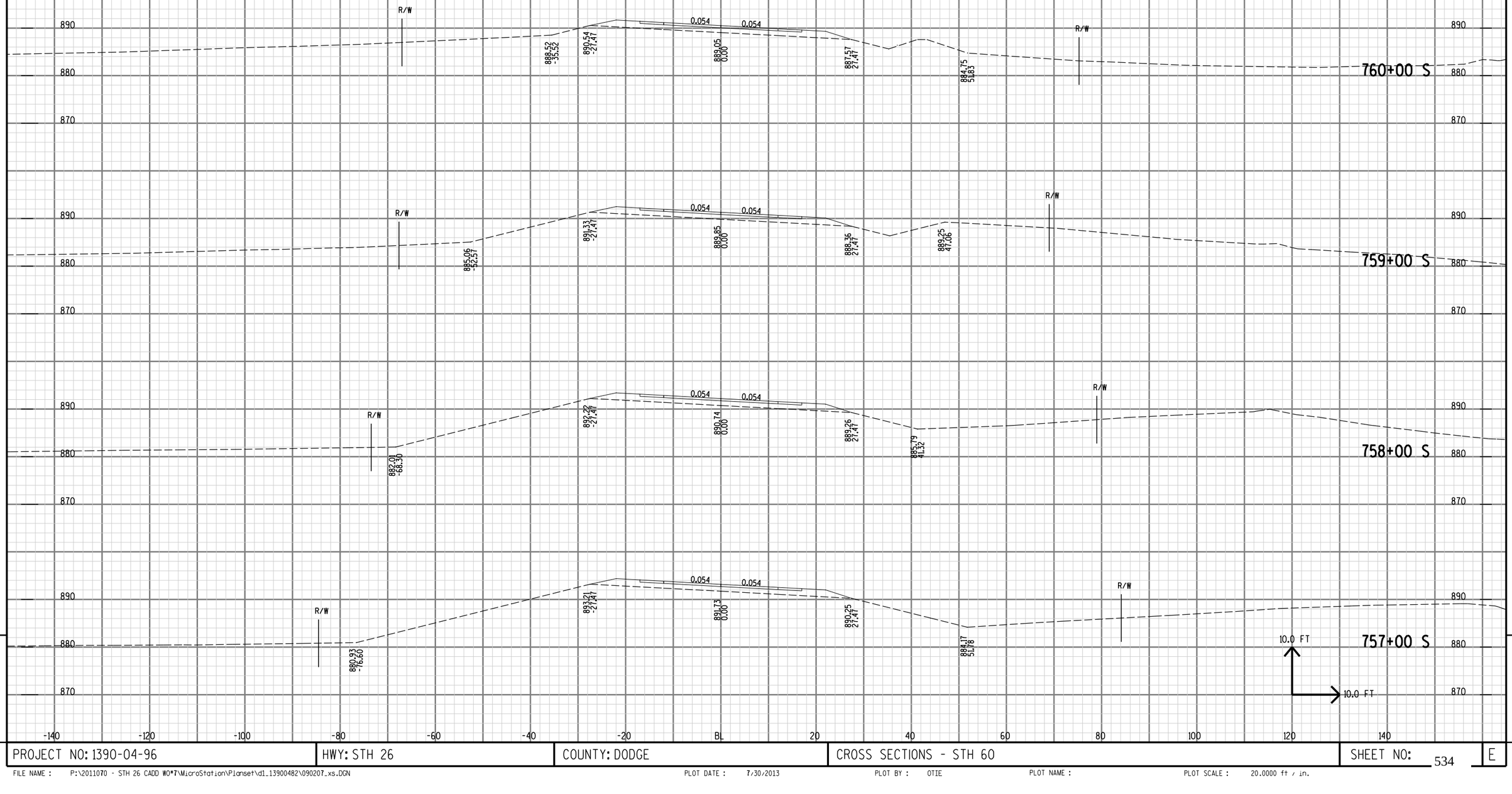
ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 533	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



9

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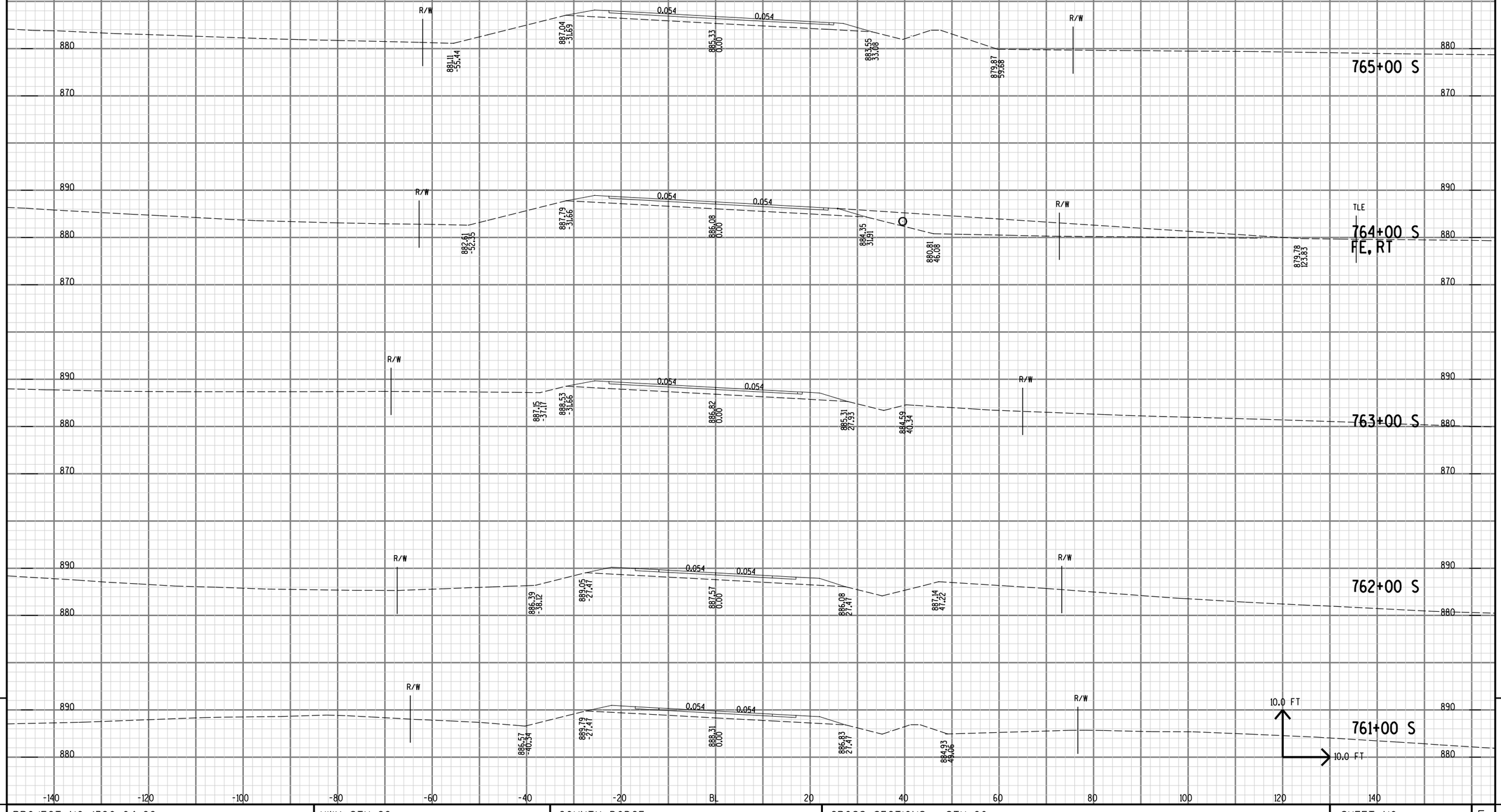
PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 534	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

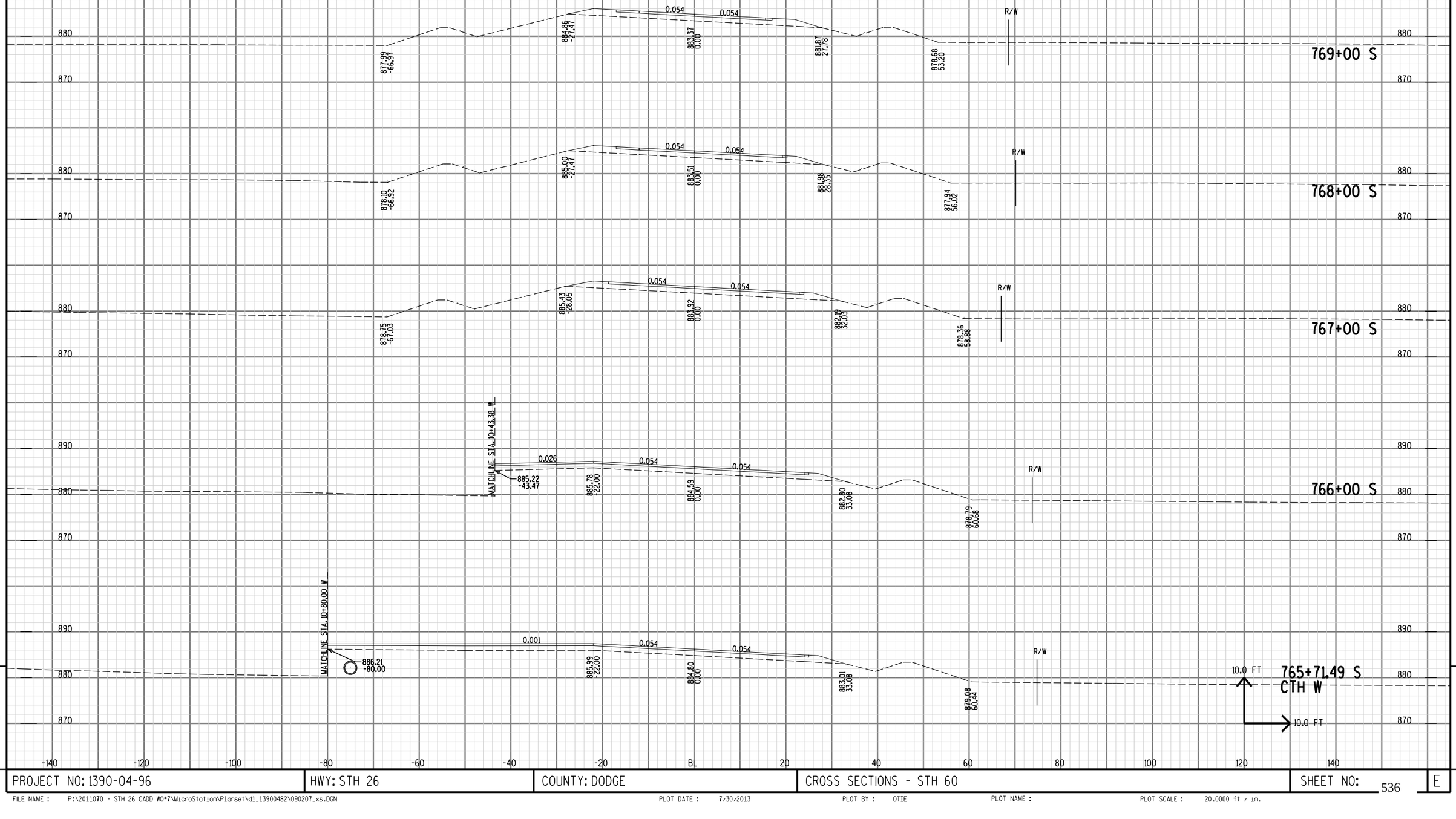
ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 535	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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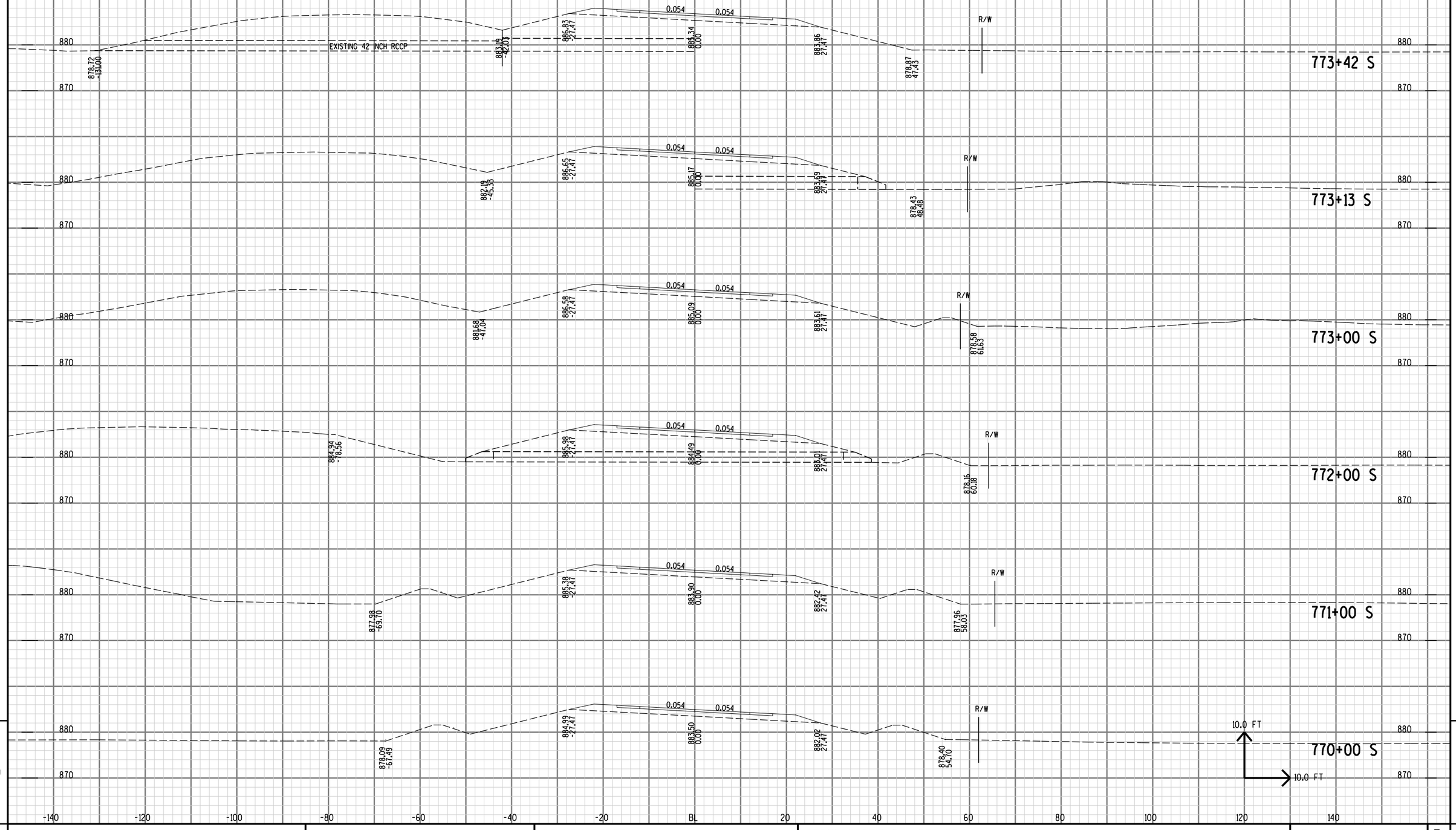
PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 536	E

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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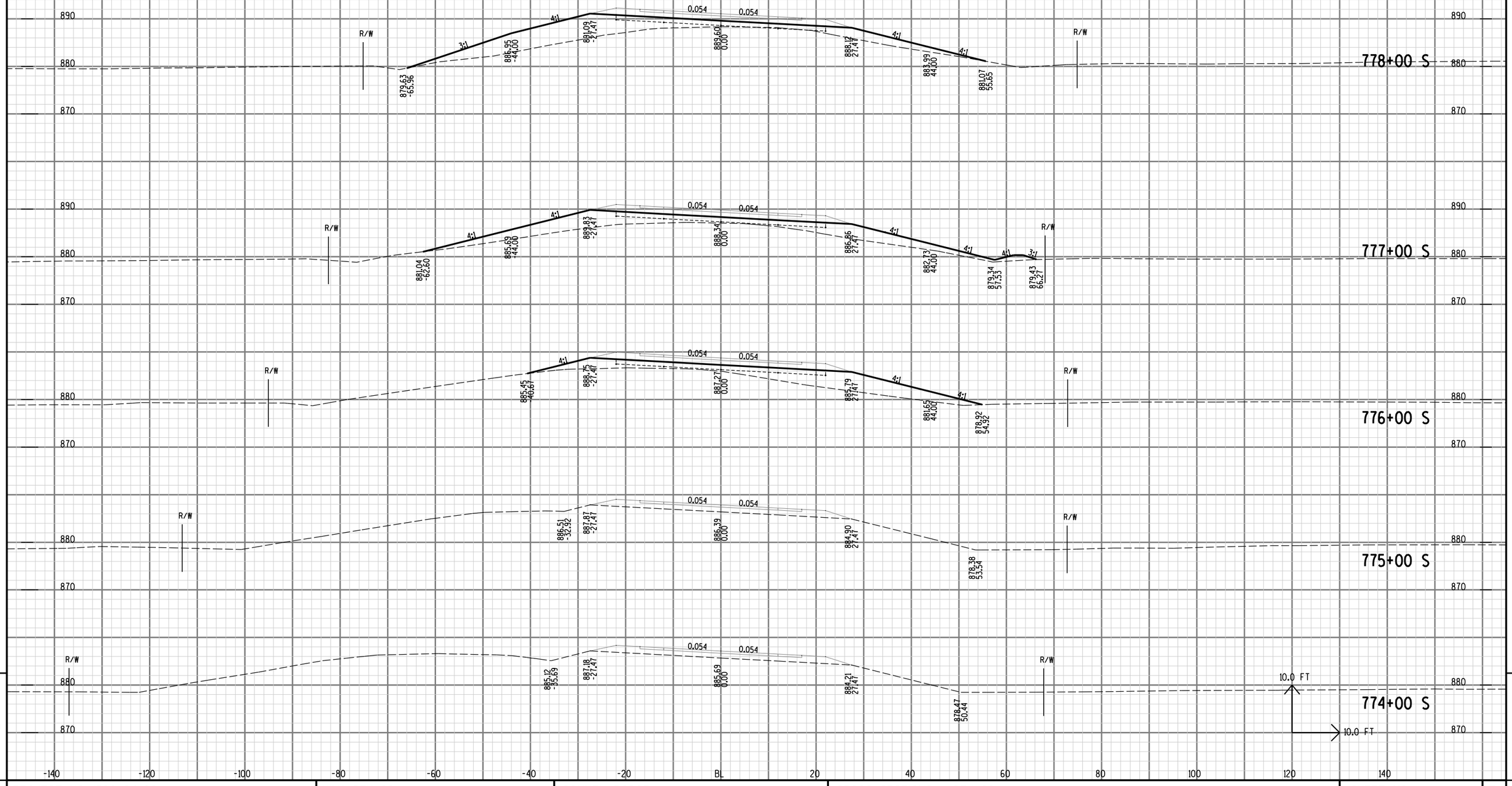
PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 537	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96 UP TO STA. 775+00



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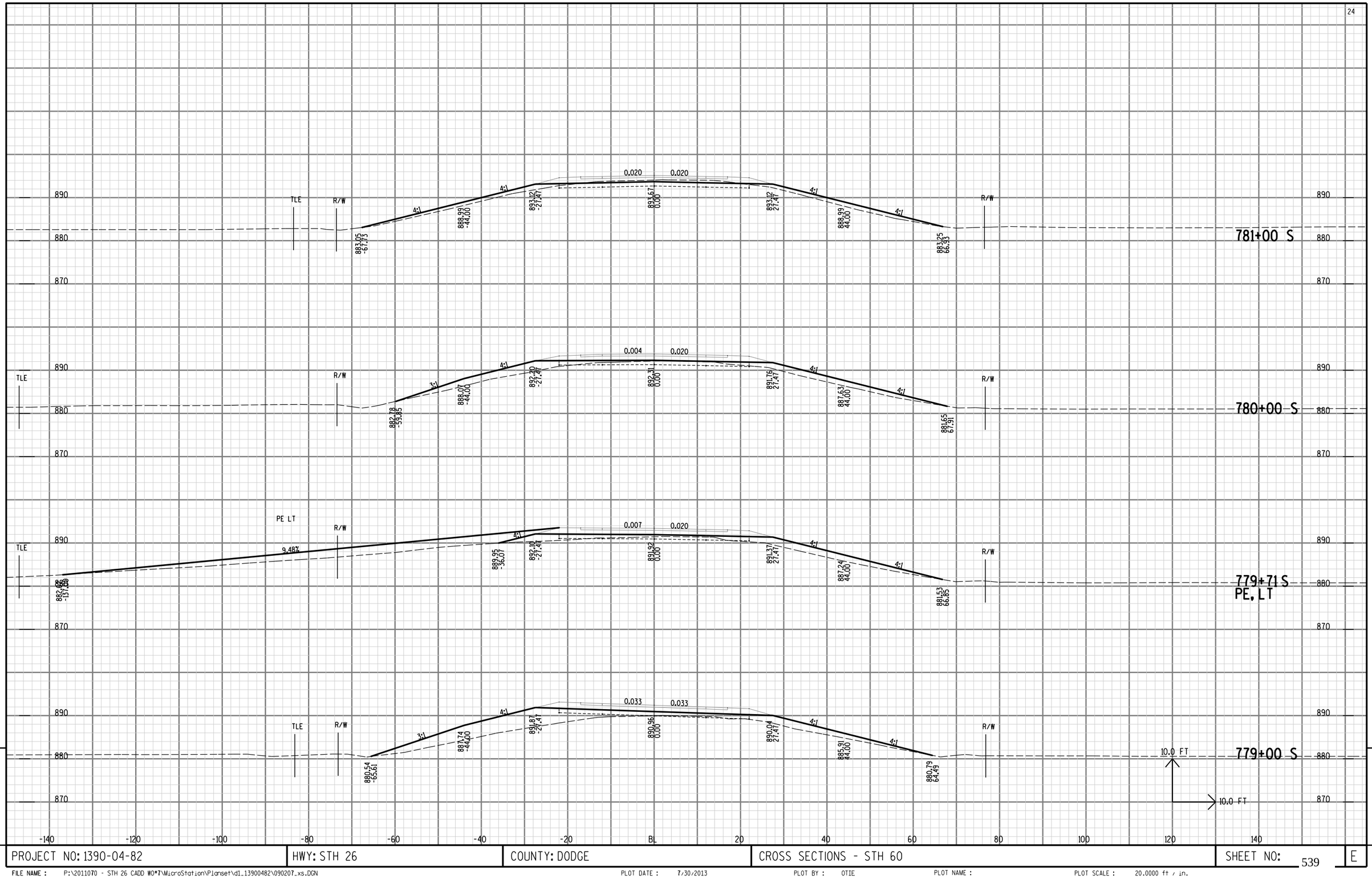
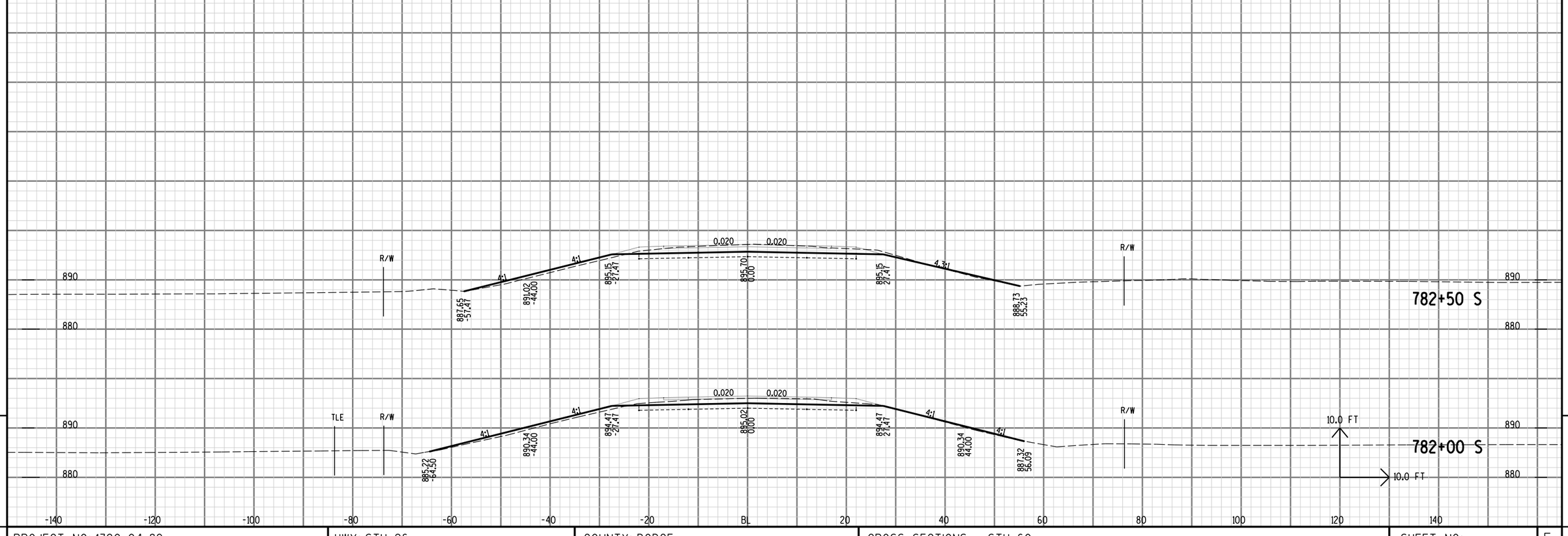
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 538	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 539 E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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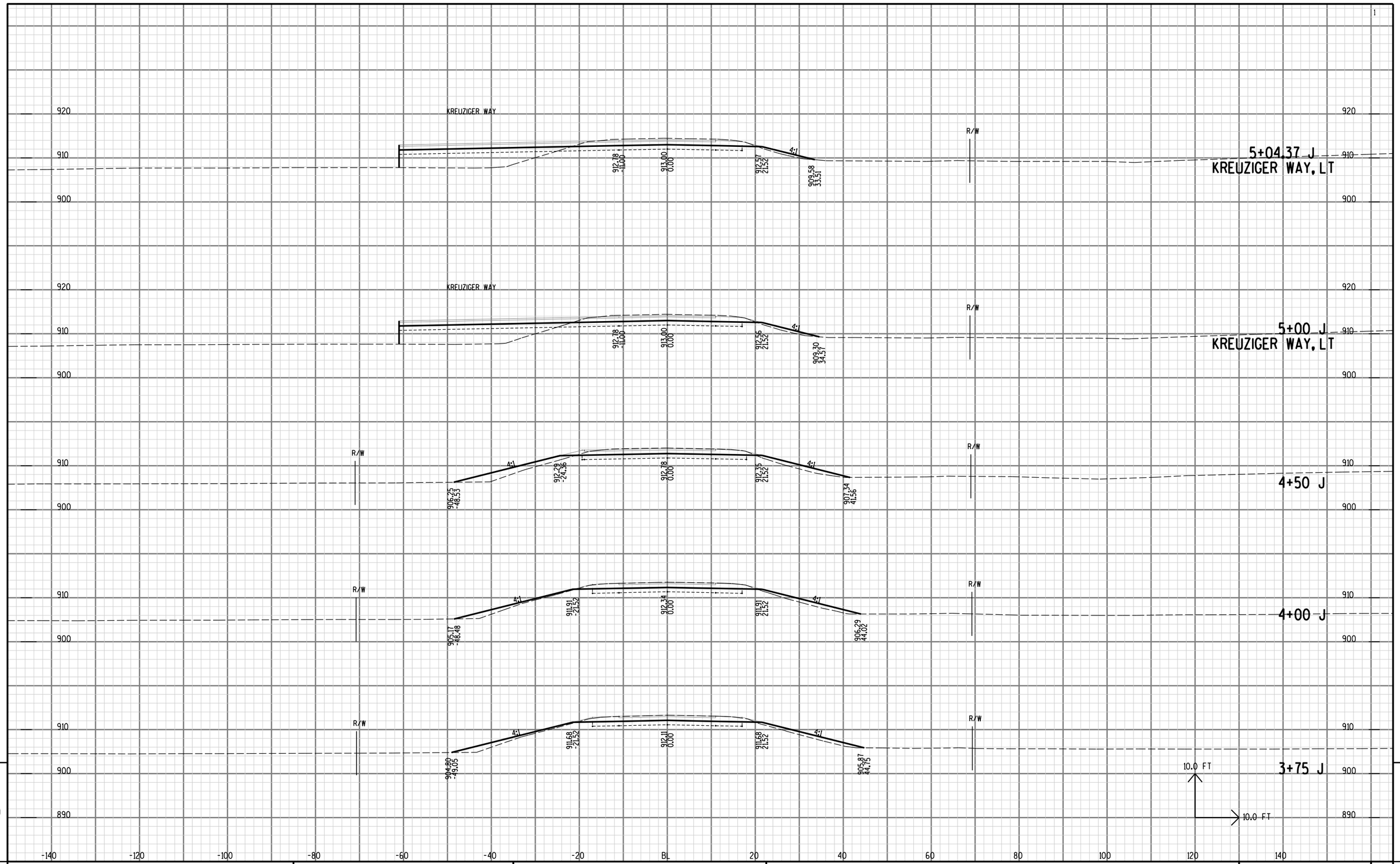
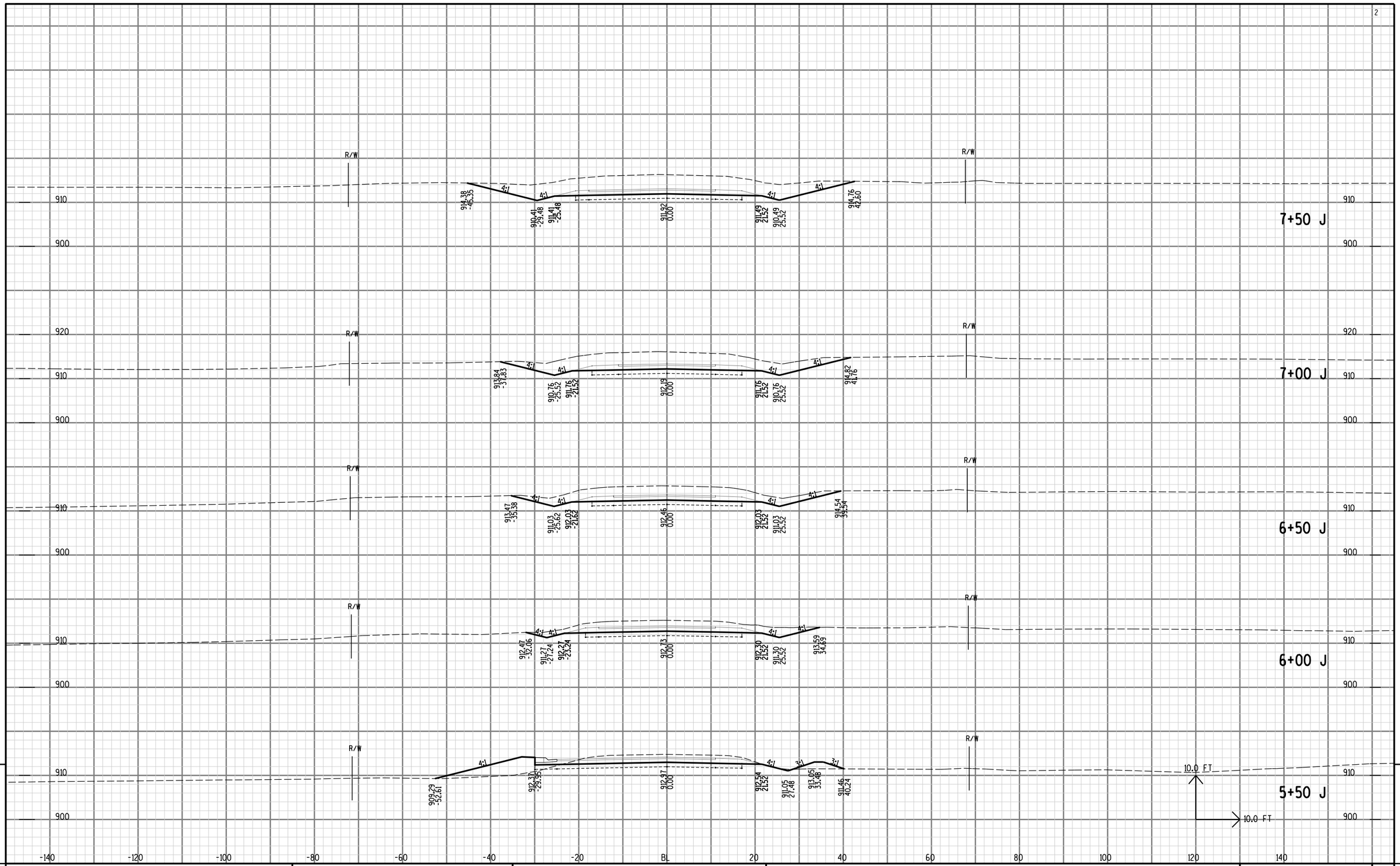
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 60	SHEET NO: 540	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090207_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - CTH J	SHEET NO: 541 E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090208_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.



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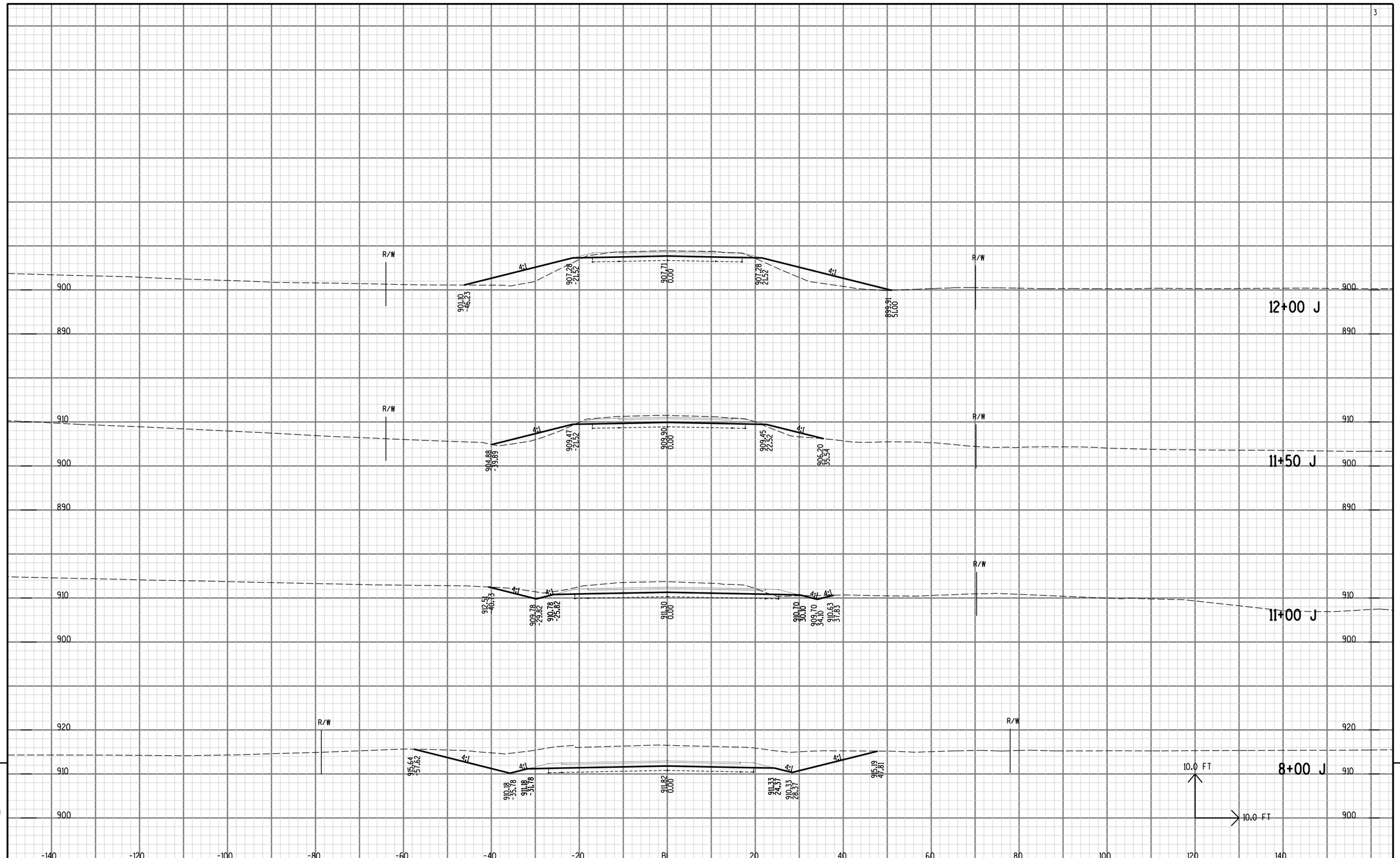
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - CTH J	SHEET NO: 542	E



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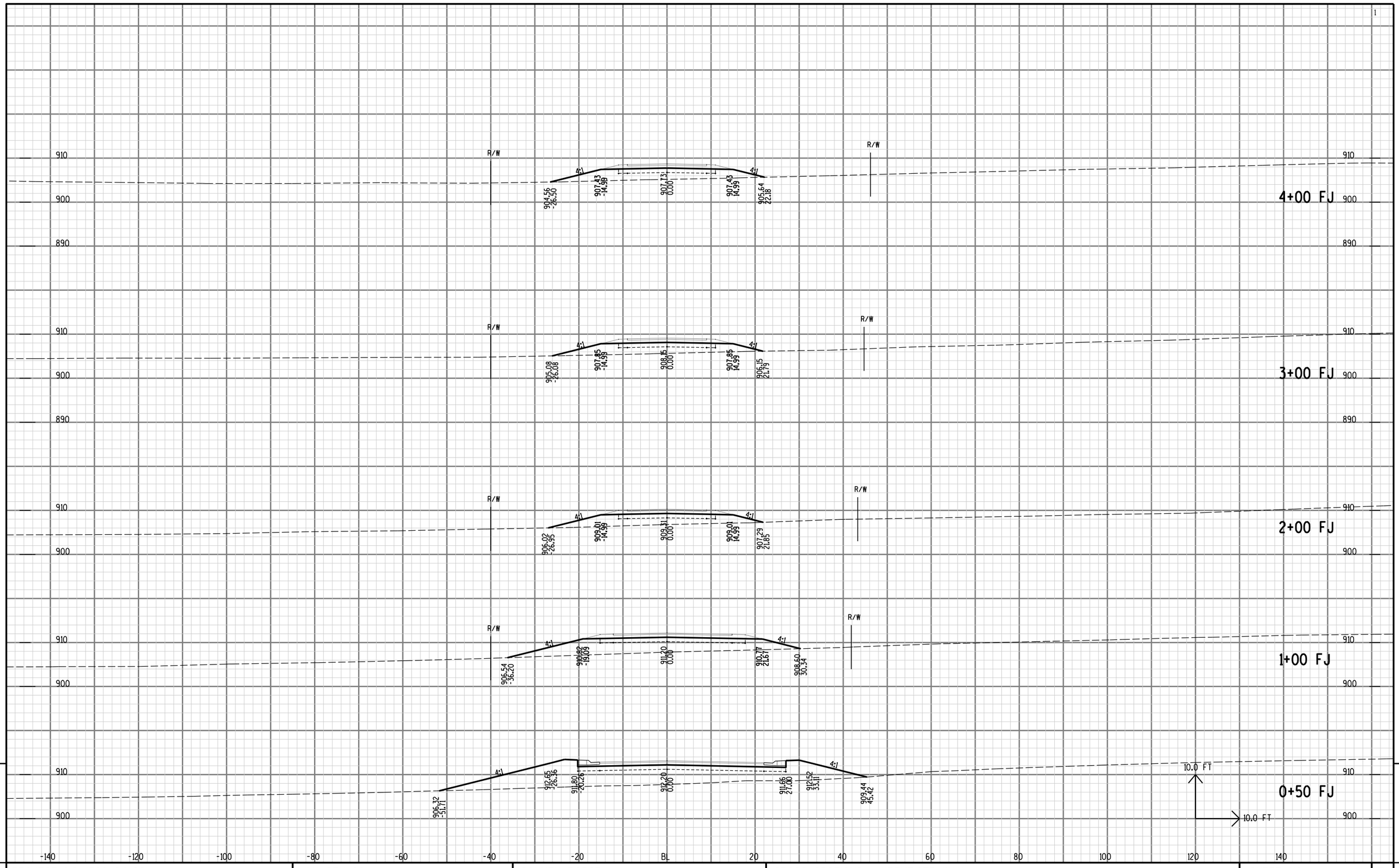
9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - CTH J	SHEET NO: 543	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090208_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.



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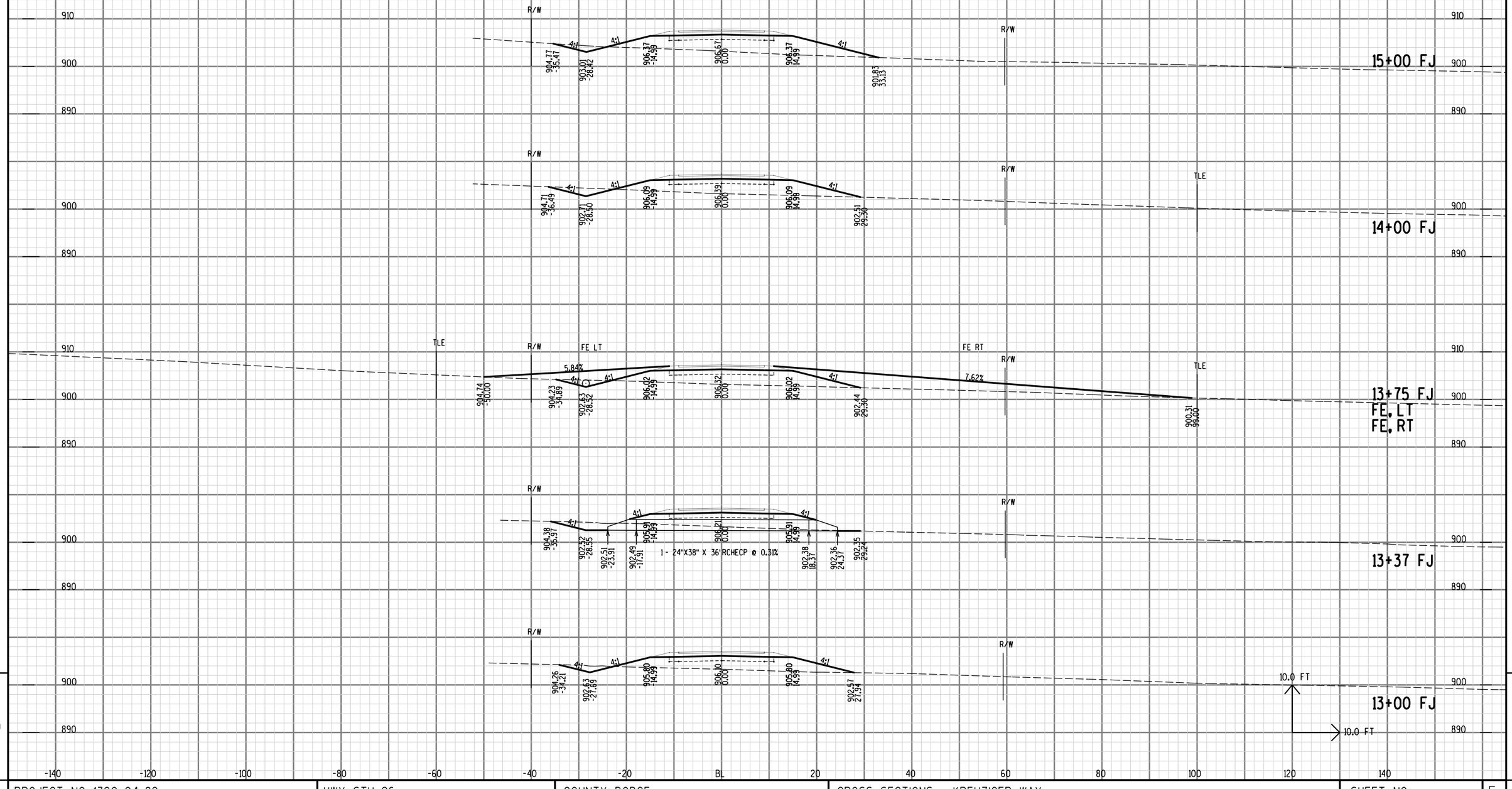
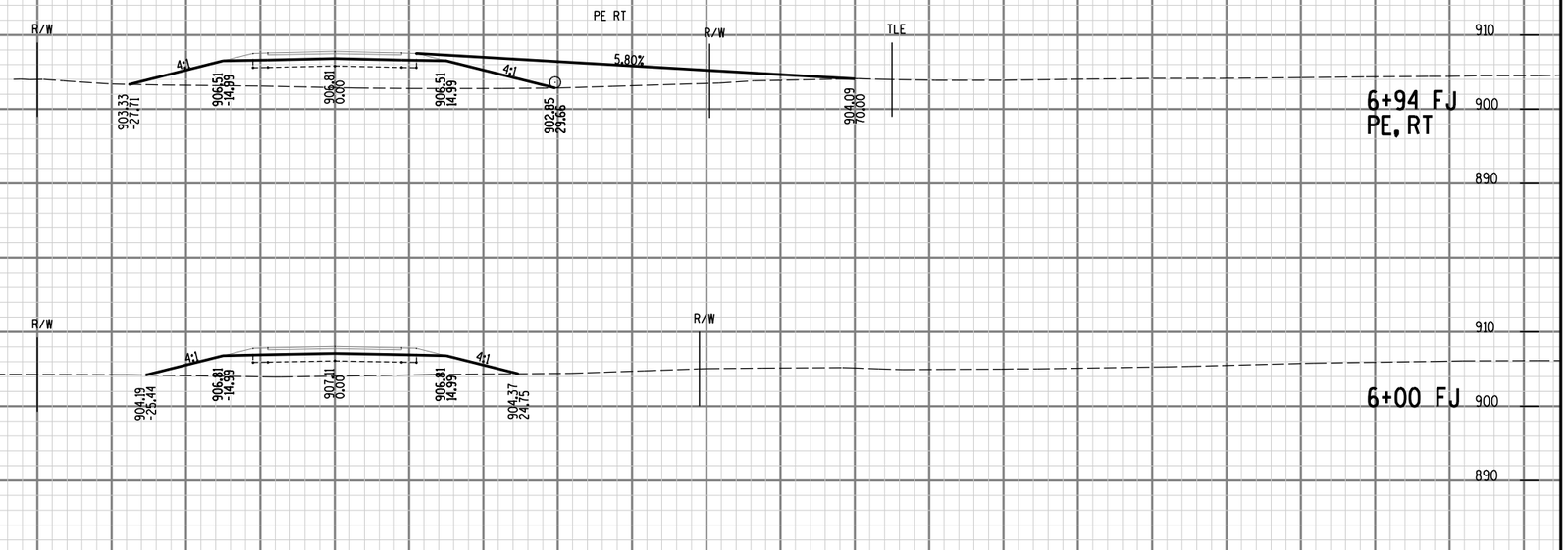
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - KREUZIGER WAY	SHEET NO: 544	E

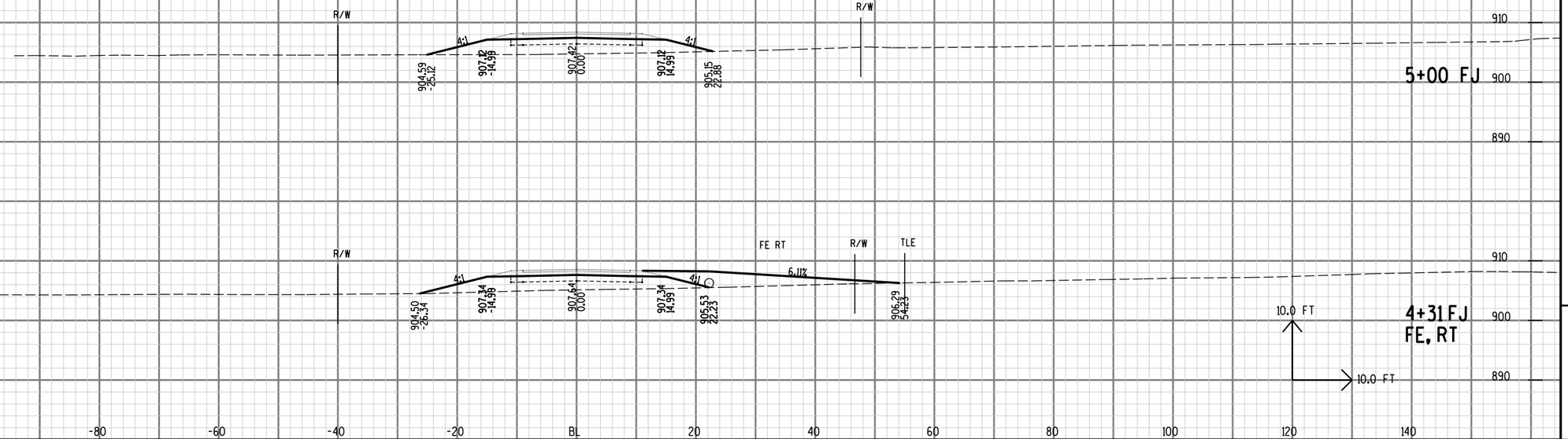
FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090209_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - KREUZIGER WAY	SHEET NO: 545	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090209_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.





9

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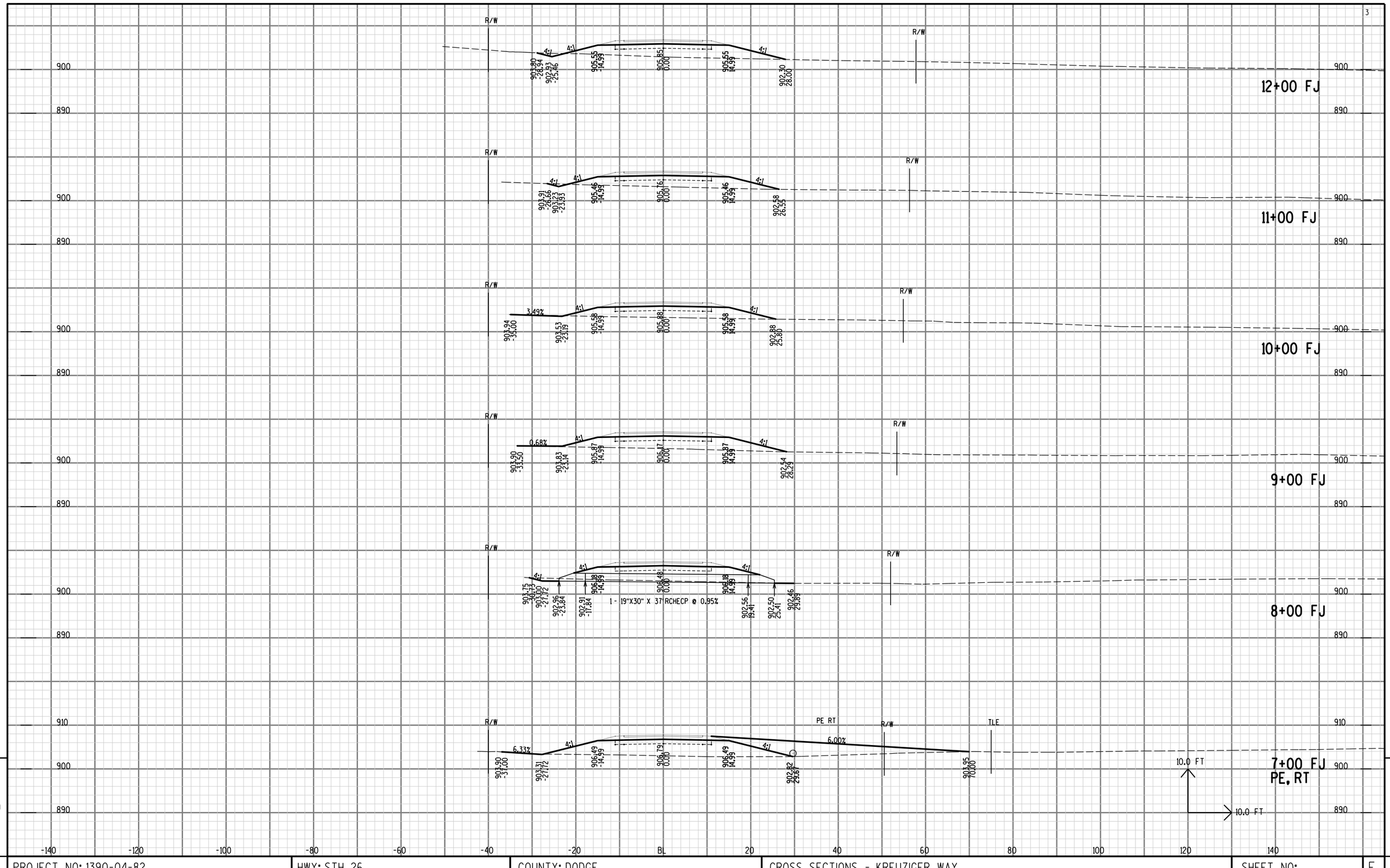
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - KREUZIGER WAY	SHEET NO: 546	E

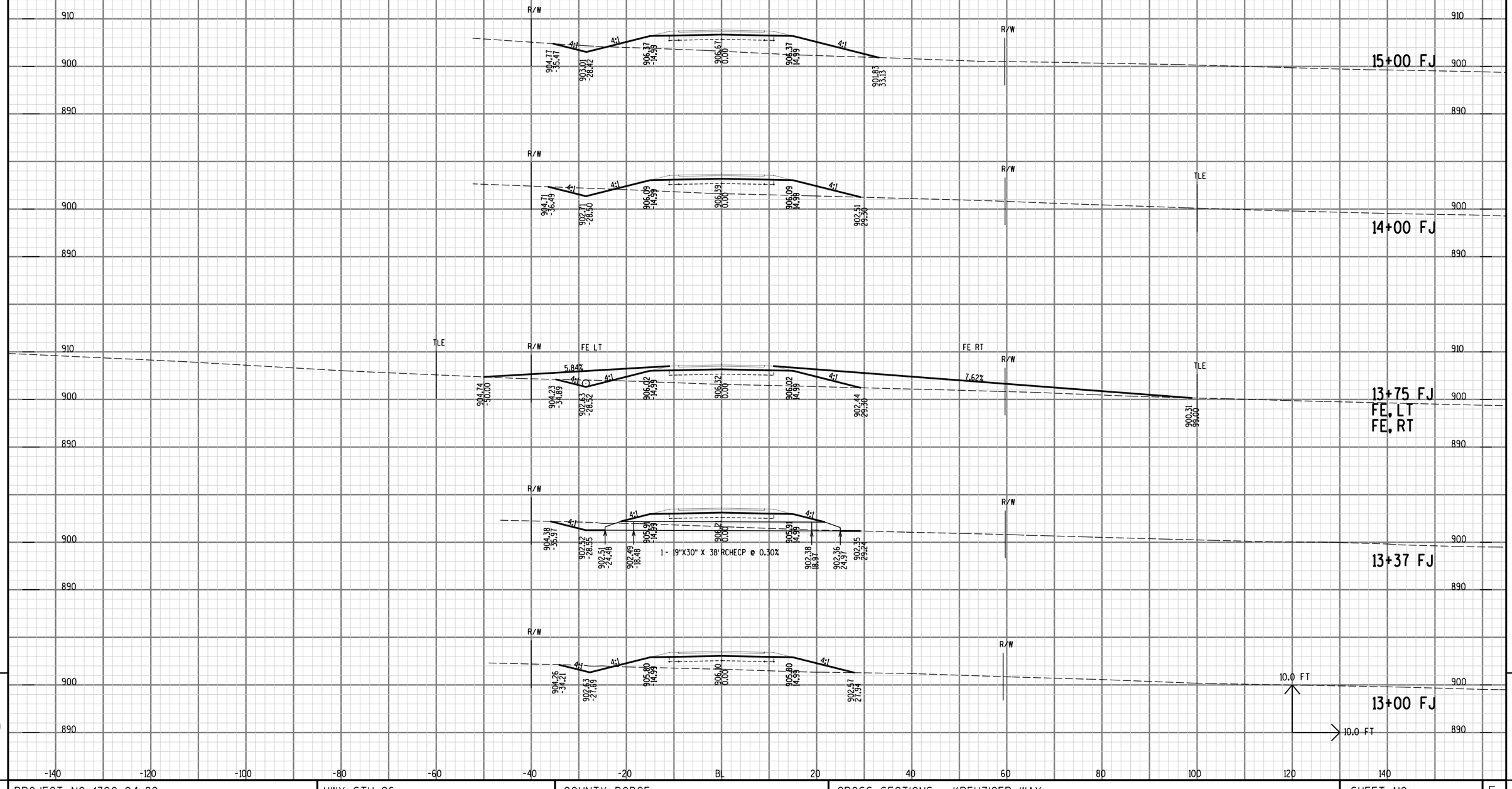
FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090209_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - KREUZIGER WAY	SHEET NO: 547	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090209_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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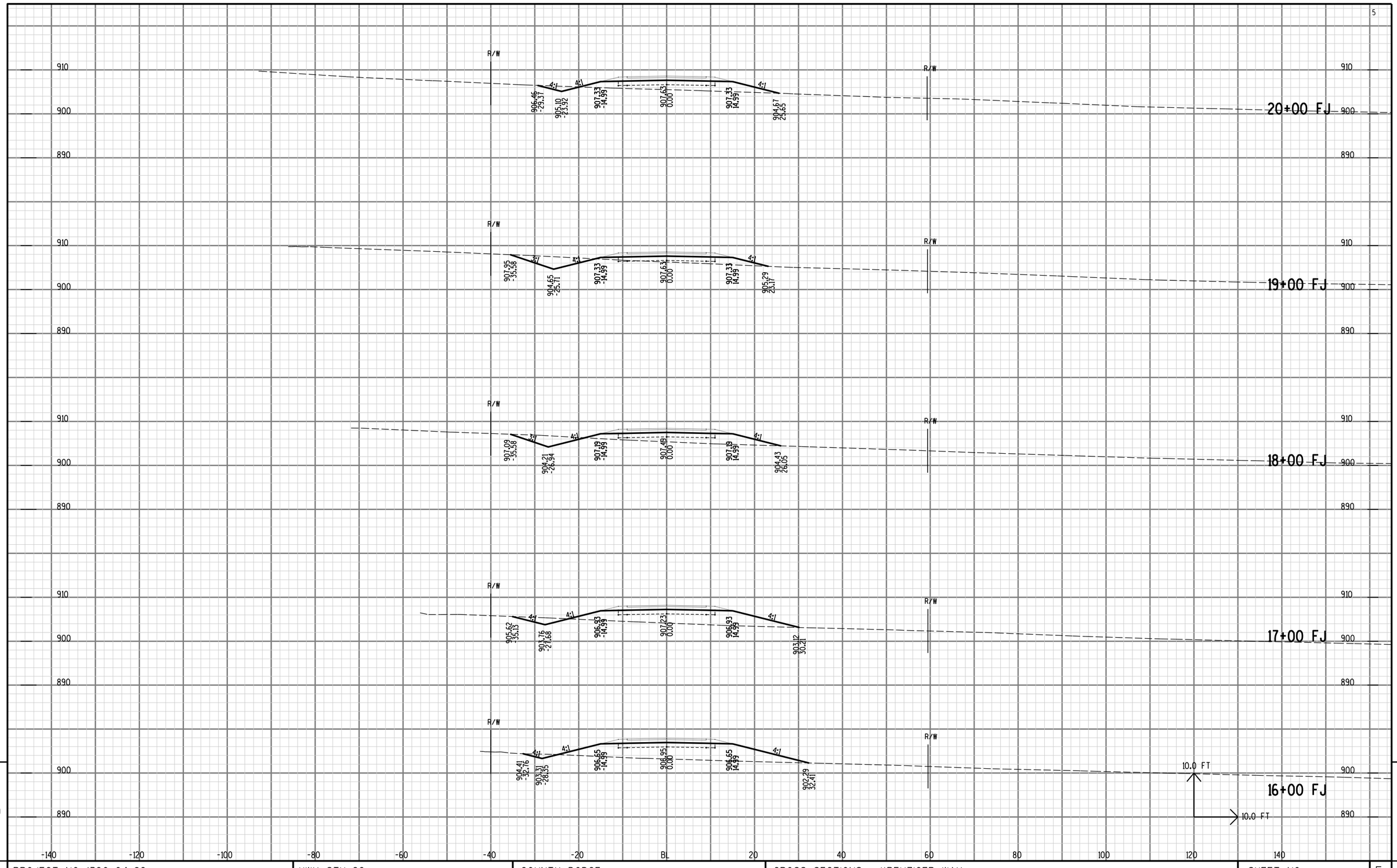
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - KREUZIGER WAY	SHEET NO: 548	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090209_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



9

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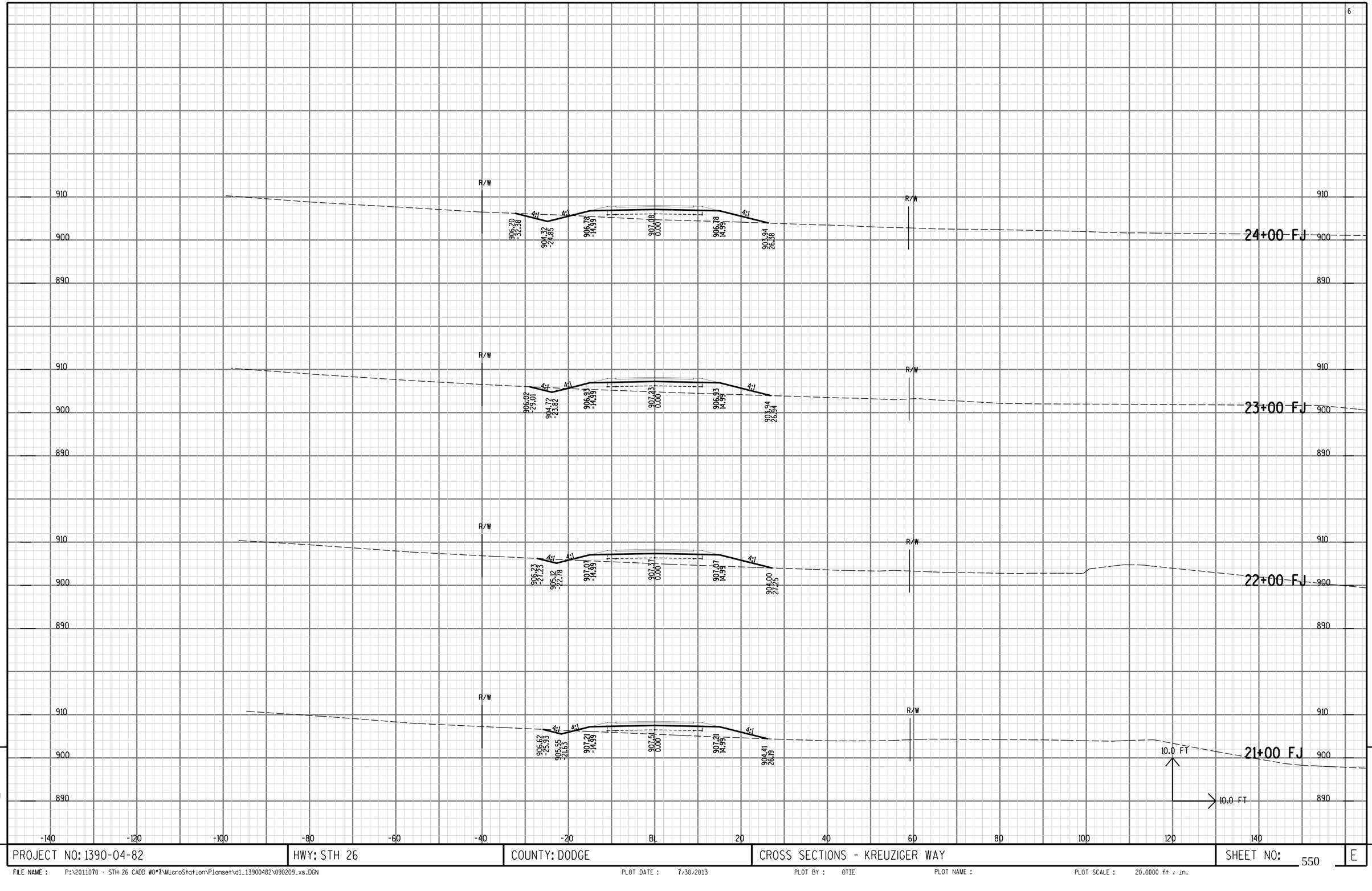
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - KREUZIGER WAY	SHEET NO: 549	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090209_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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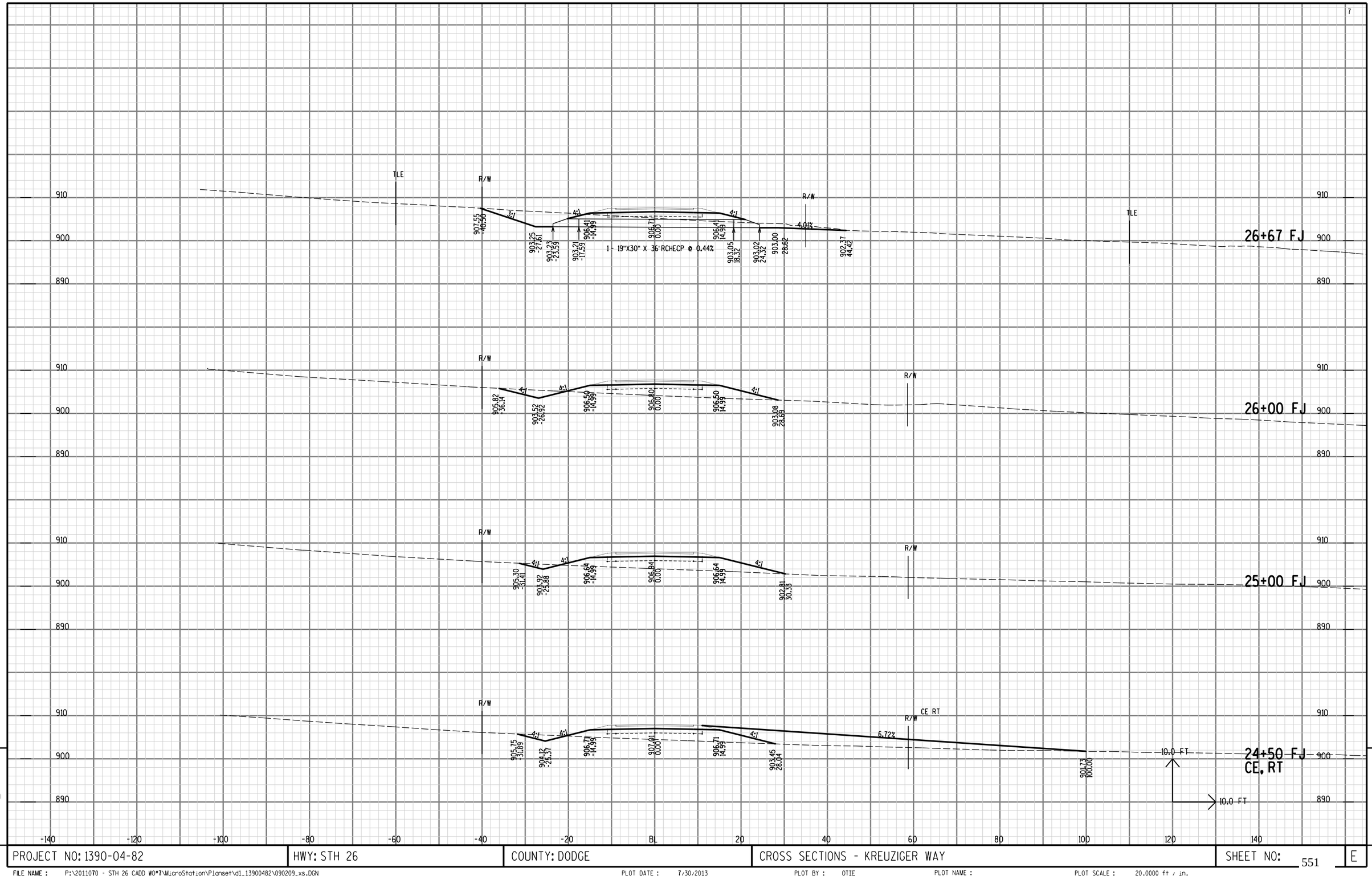
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - KREUZIGER WAY	SHEET NO: 550	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090209_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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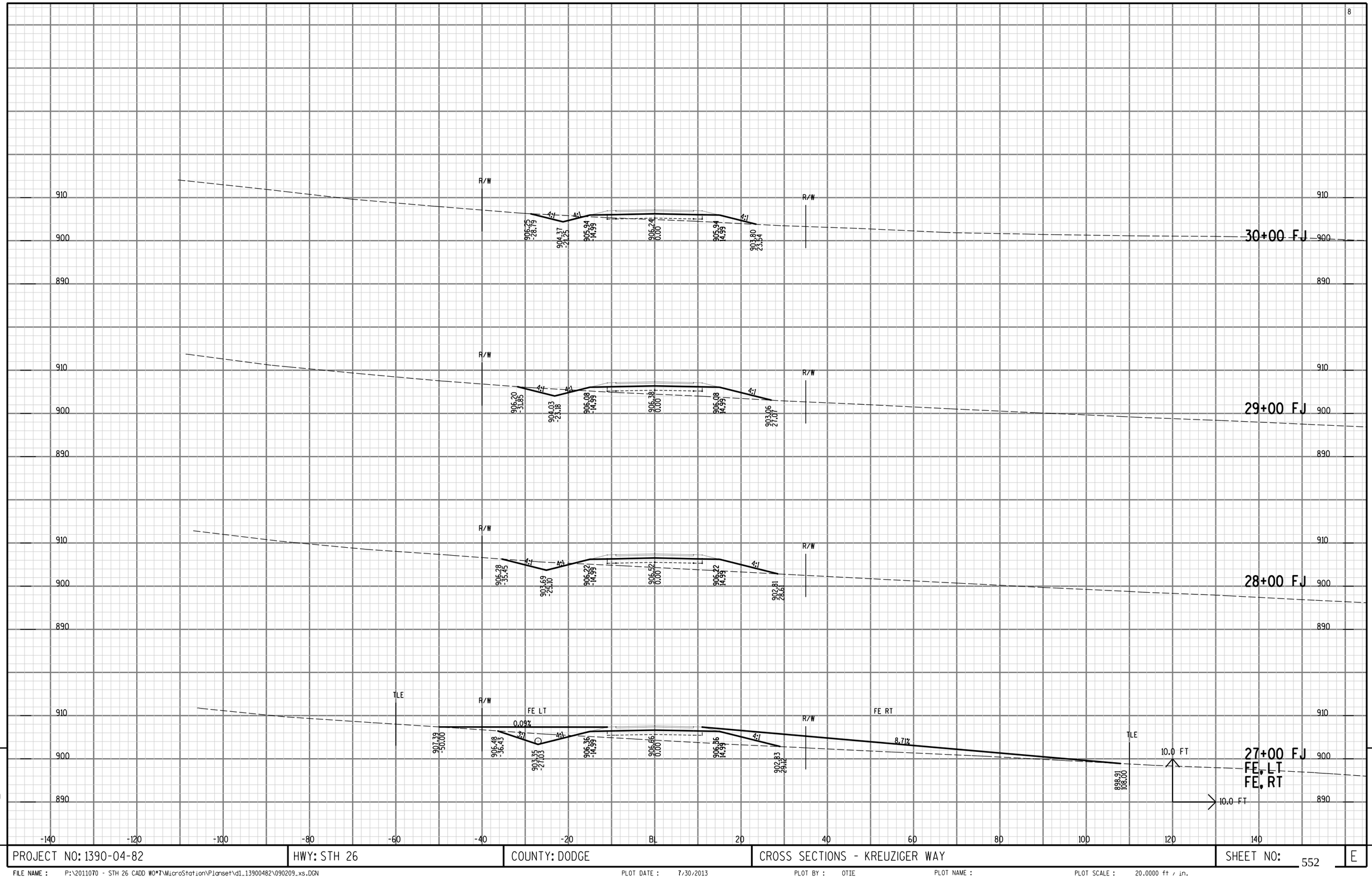
9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - KREUZIGER WAY	SHEET NO: 551	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090209_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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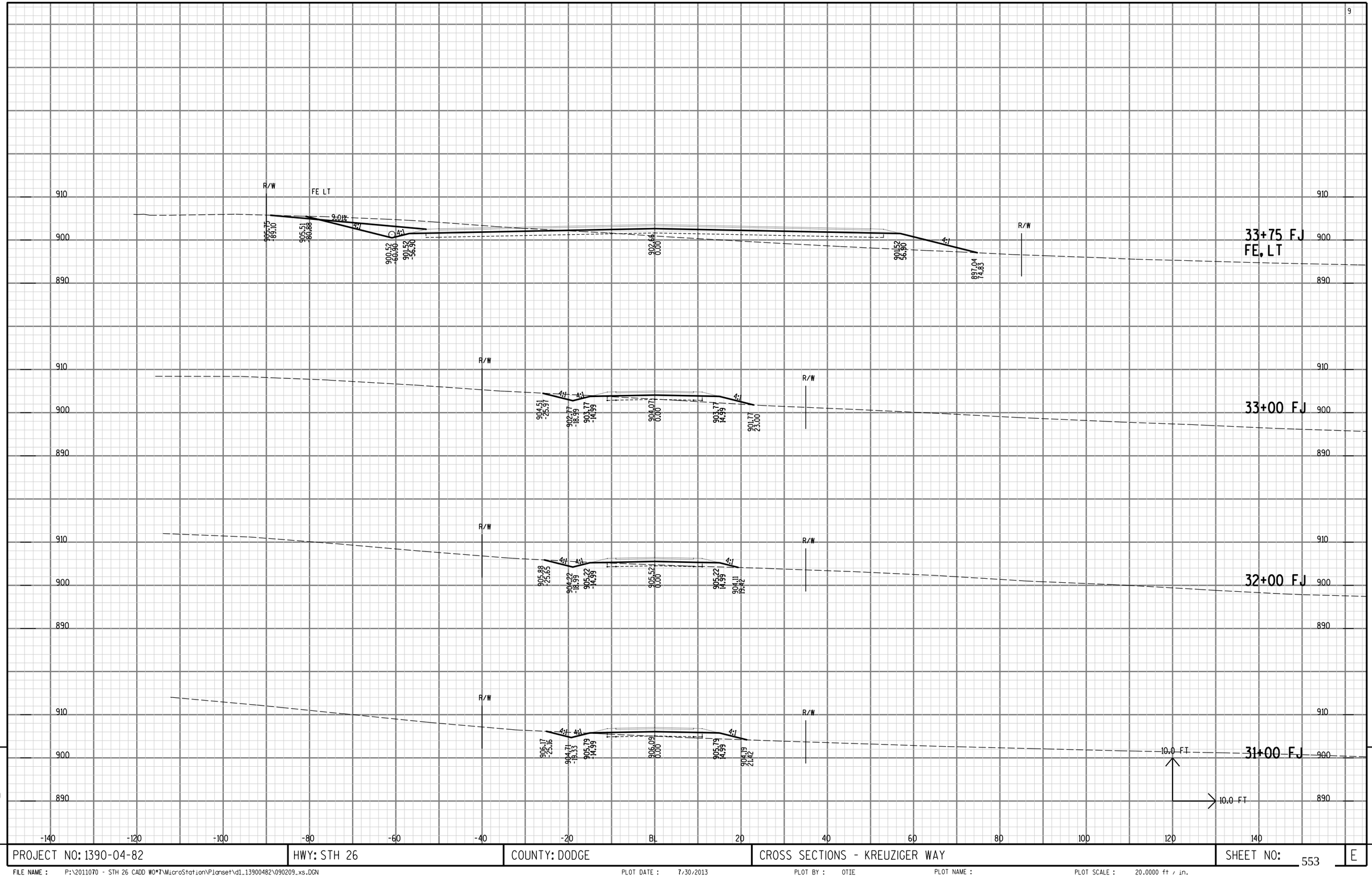
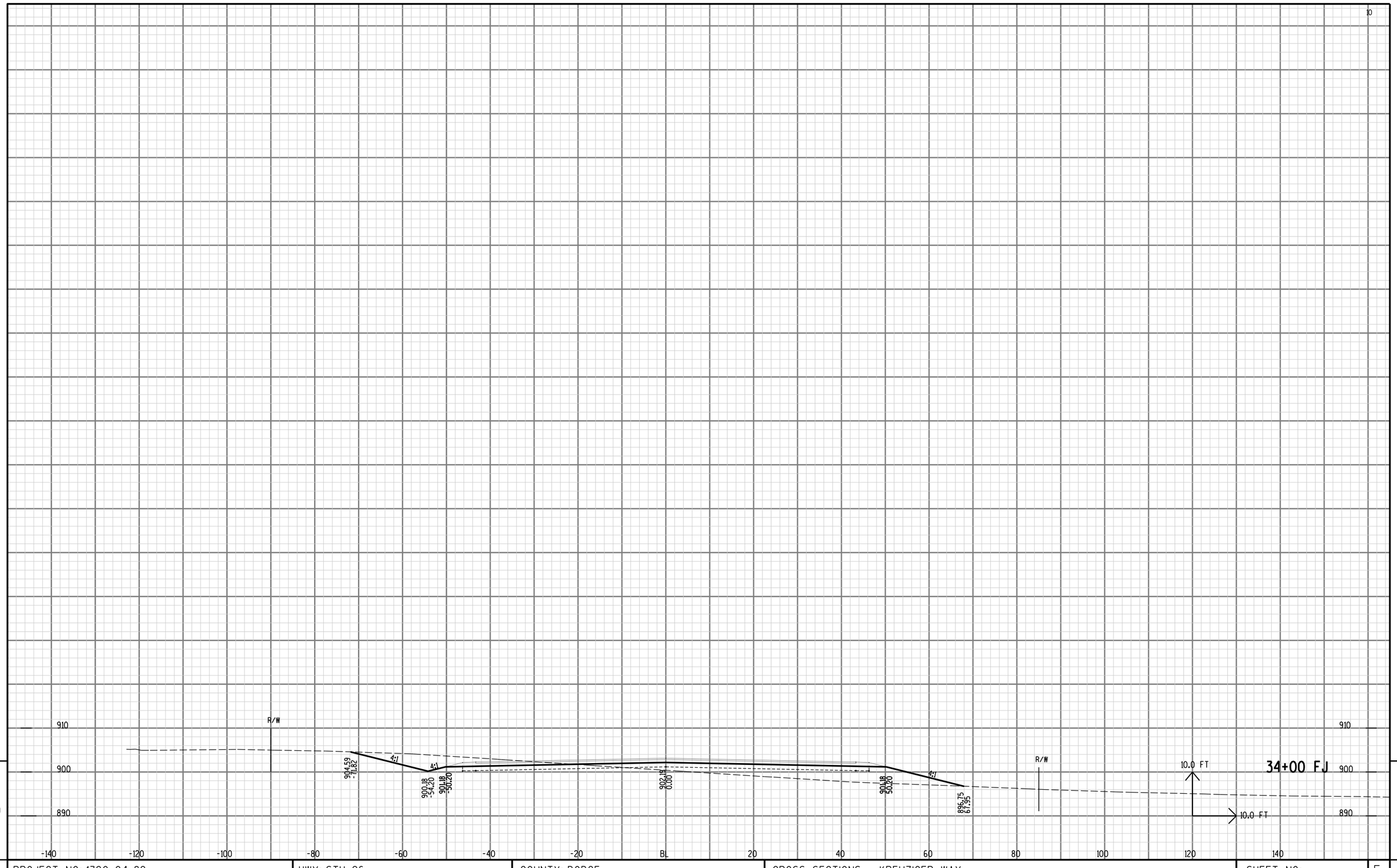
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - KREUZIGER WAY	SHEET NO: 552	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090209_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - KREUZIGER WAY	SHEET NO: 553 E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090209_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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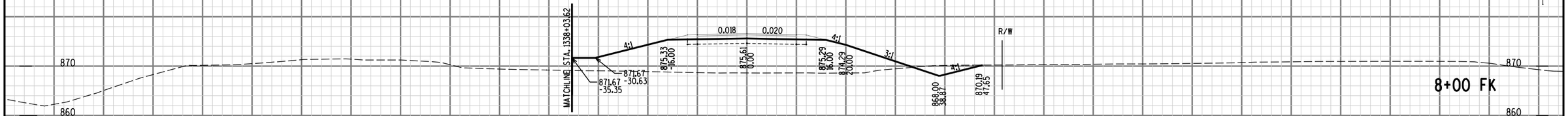
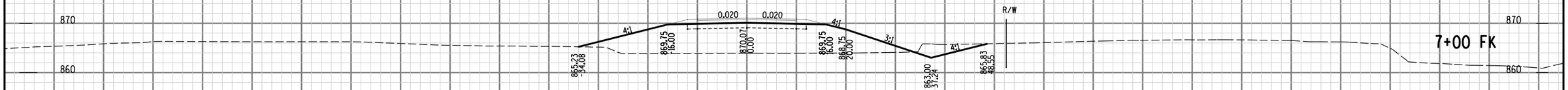
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - KREUZIGER WAY	SHEET NO: 554	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090209_xs.DGN PLOT DATE : 7/30/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

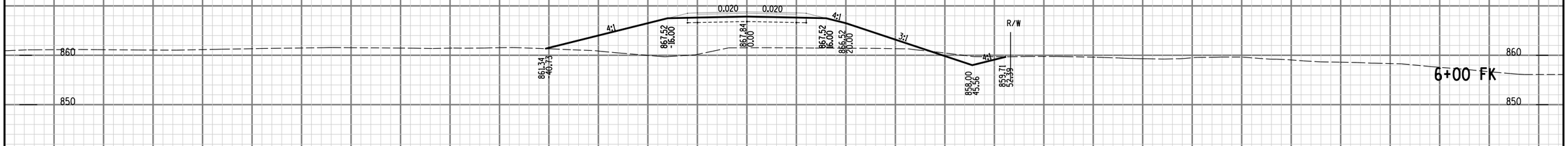
8+00 FK



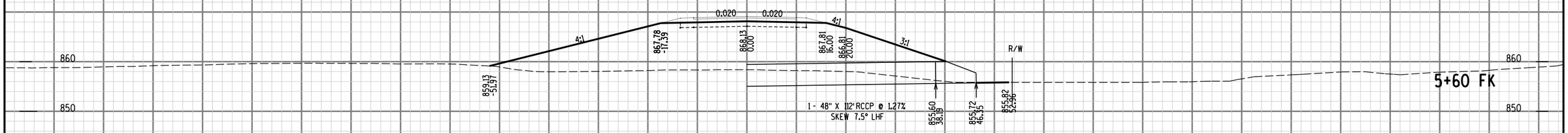
7+00 FK



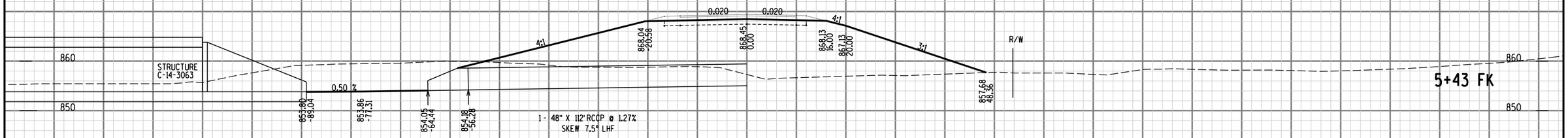
6+00 FK



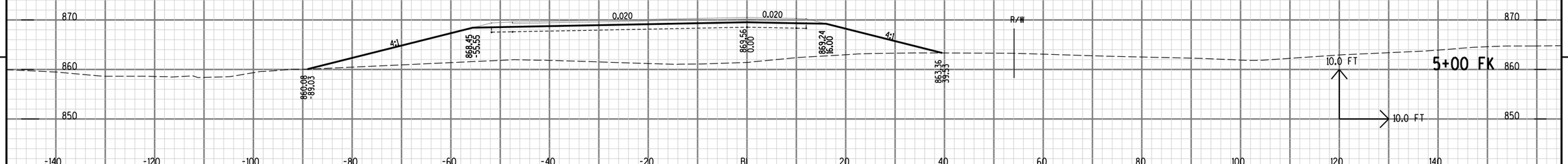
5+60 FK



5+43 FK



5+00 FK



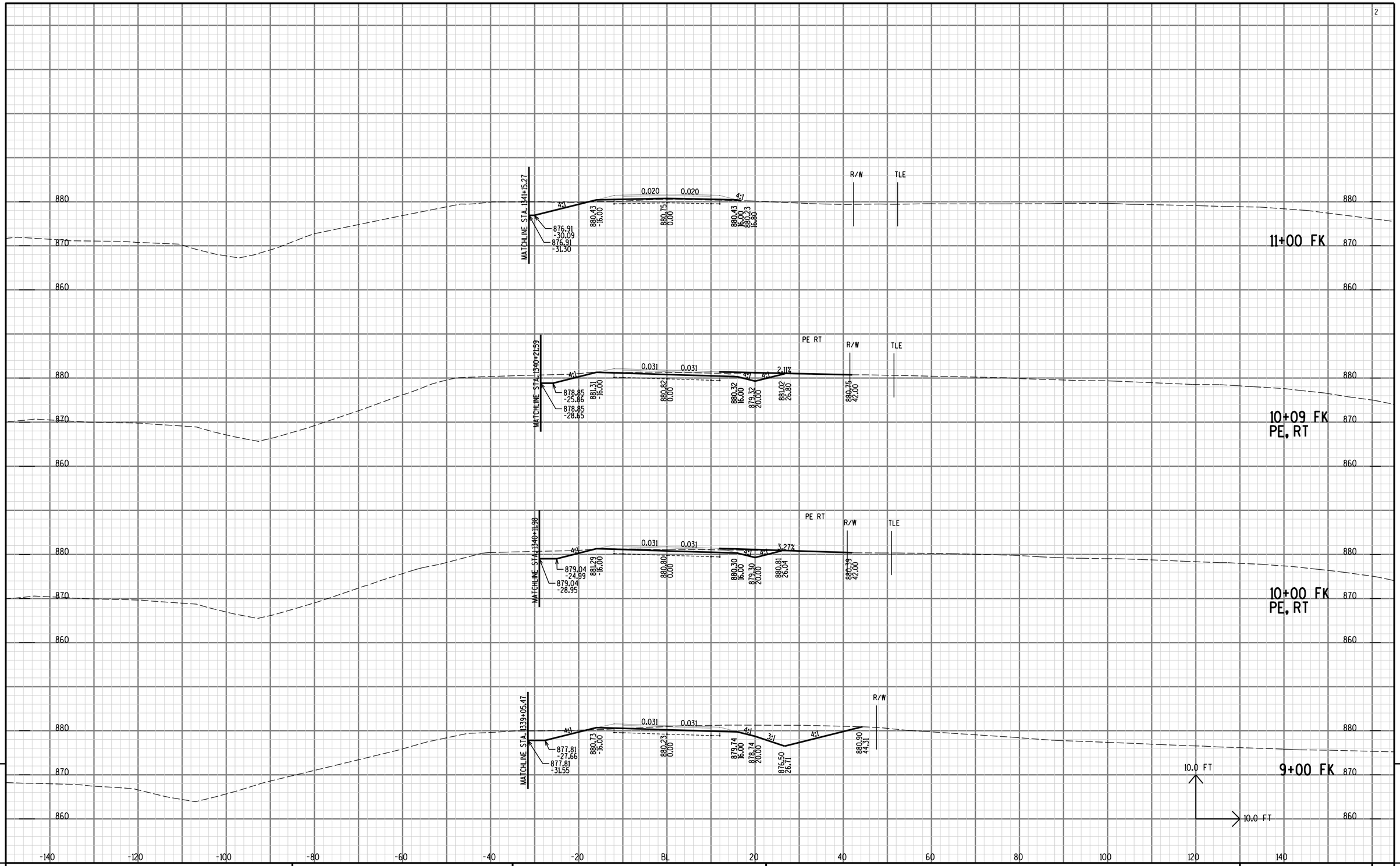
9

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - HOLL ROAD	SHEET NO: 555	E

FILE NAME : PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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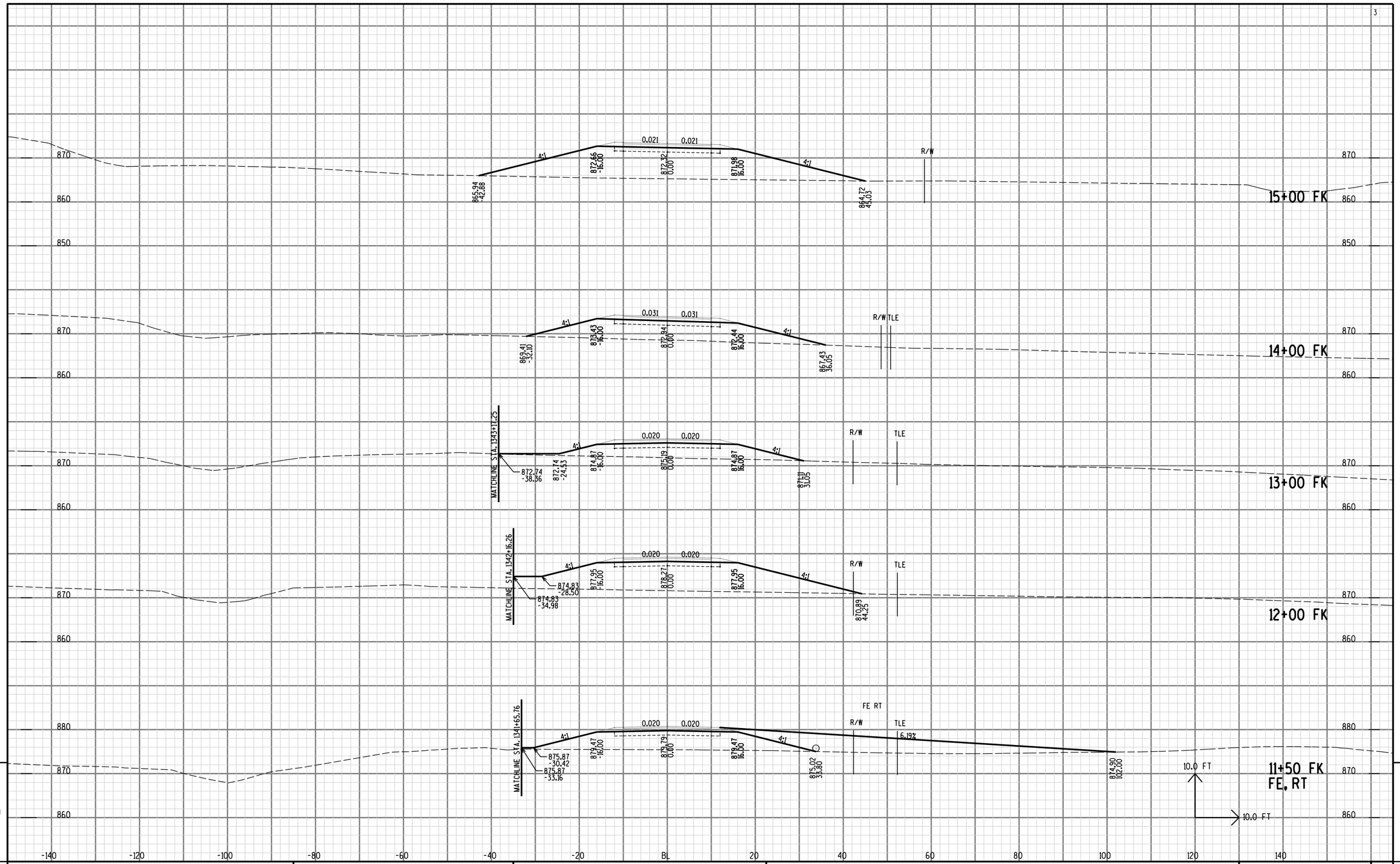
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - HOLL ROAD	SHEET NO: 556	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090210_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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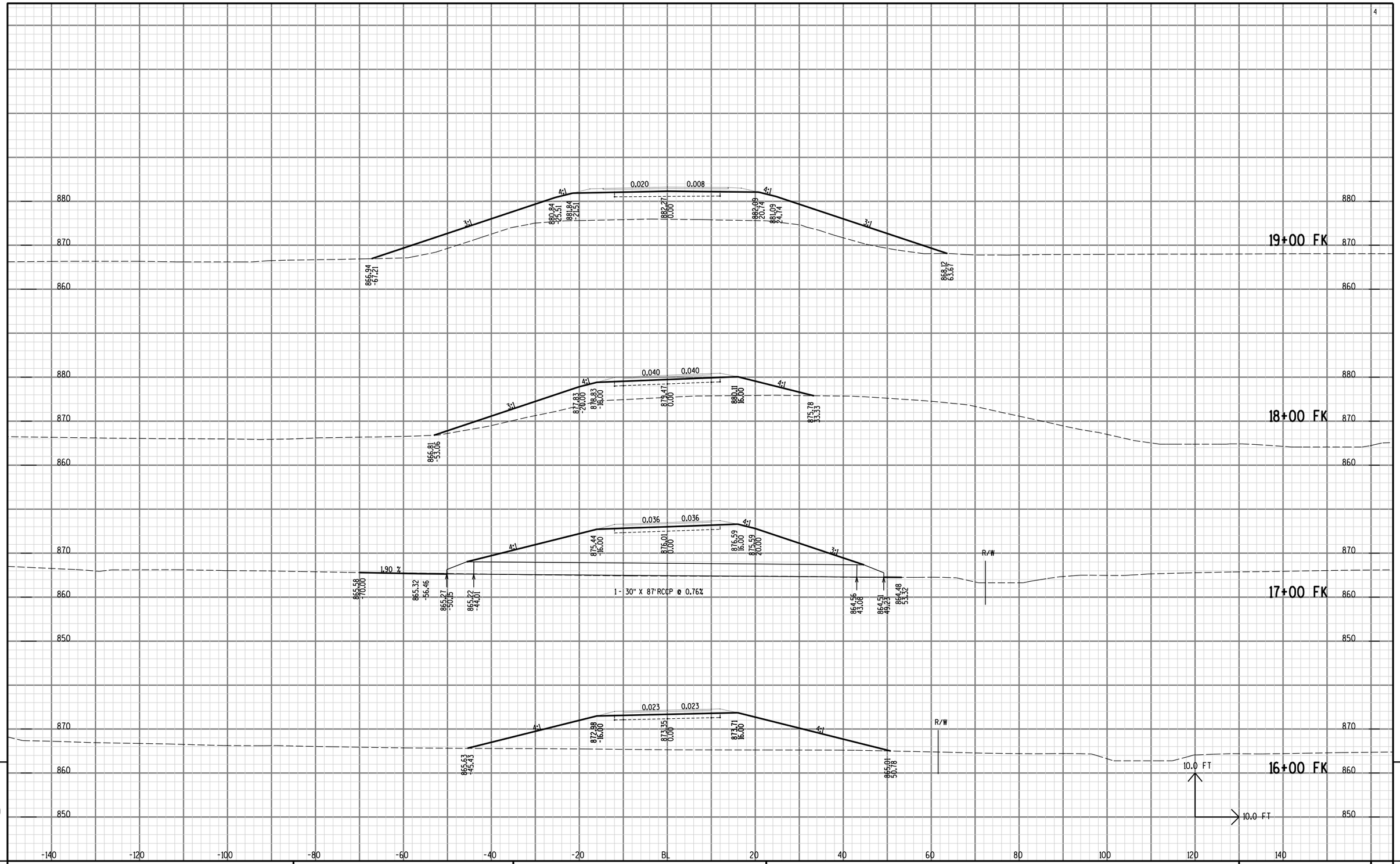
9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - HOLL ROAD	SHEET NO: 557	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090210_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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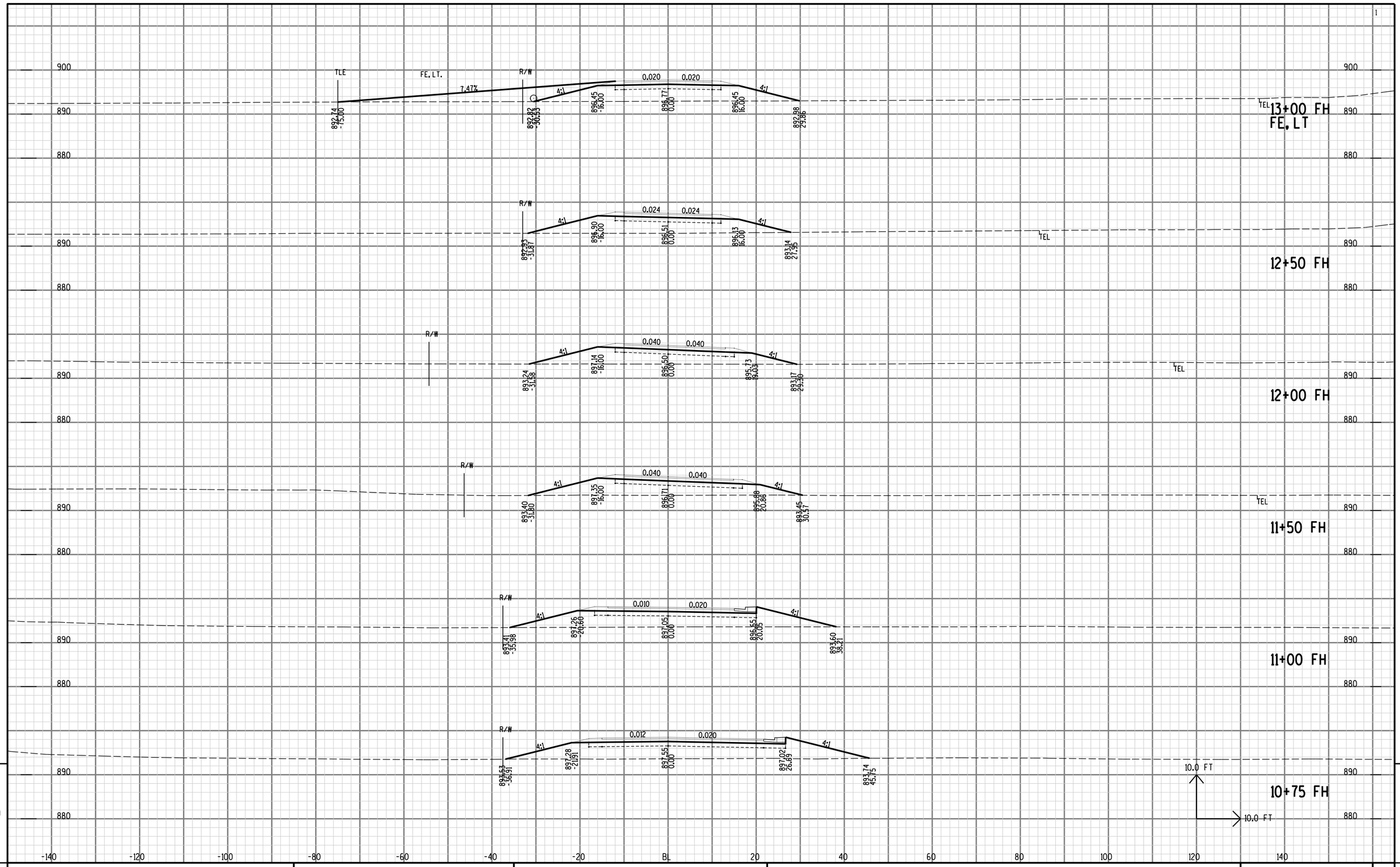
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - HOLL ROAD	SHEET NO: 558	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090210_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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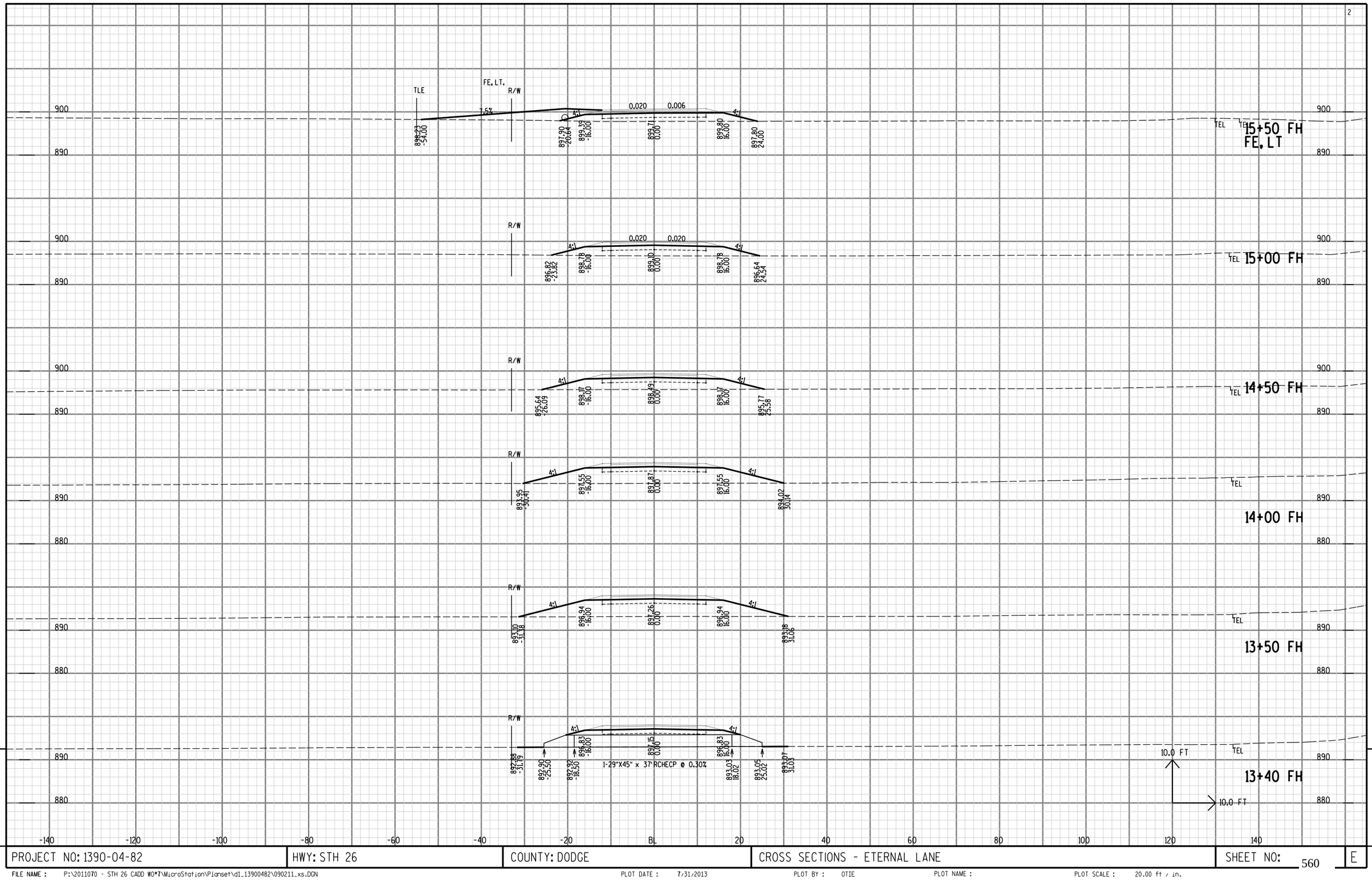
9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - ETERNAL LANE	SHEET NO: 559	E

FILE NAME :

PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.



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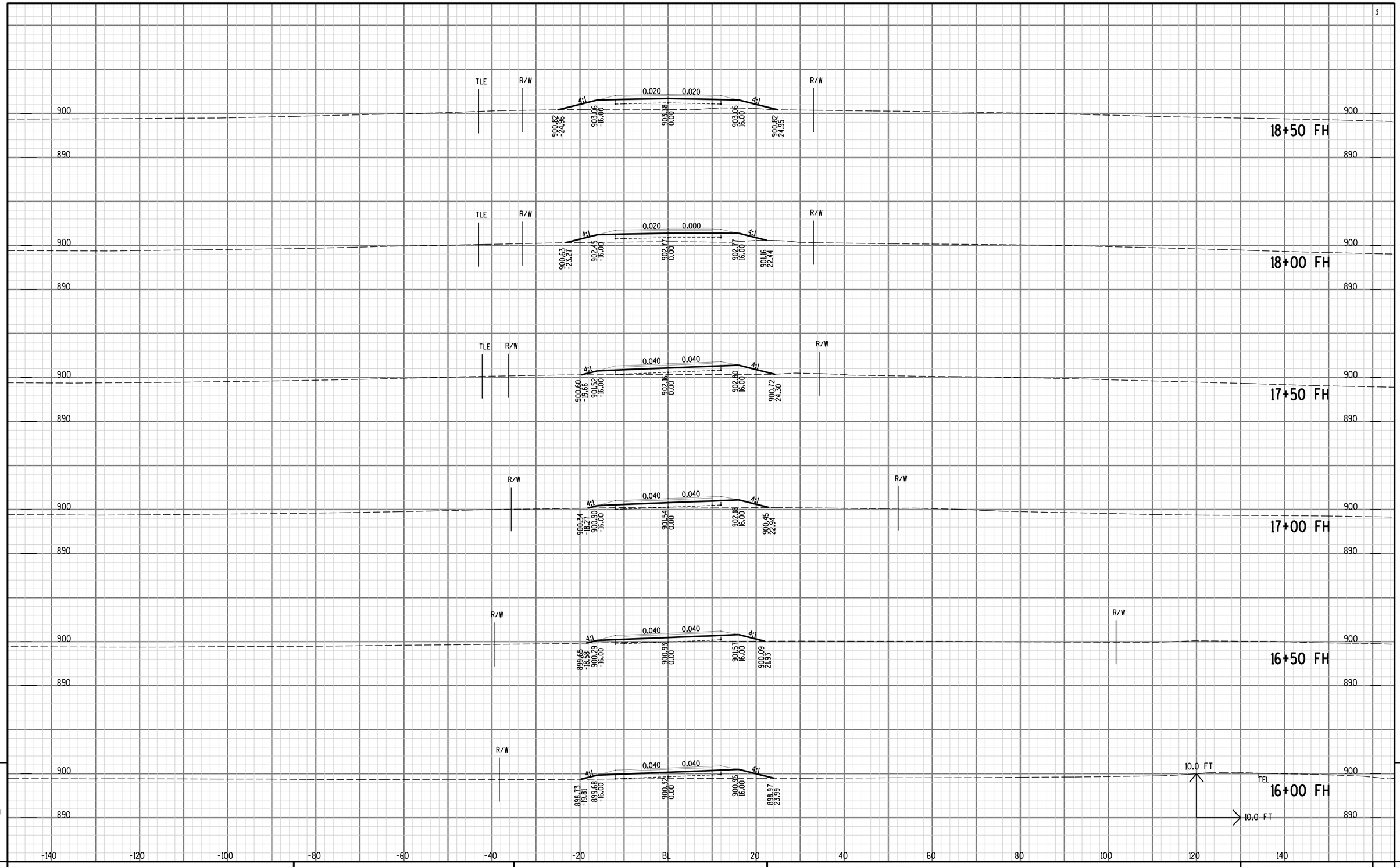
9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - ETERNAL LANE	SHEET NO: 560	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090211_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.



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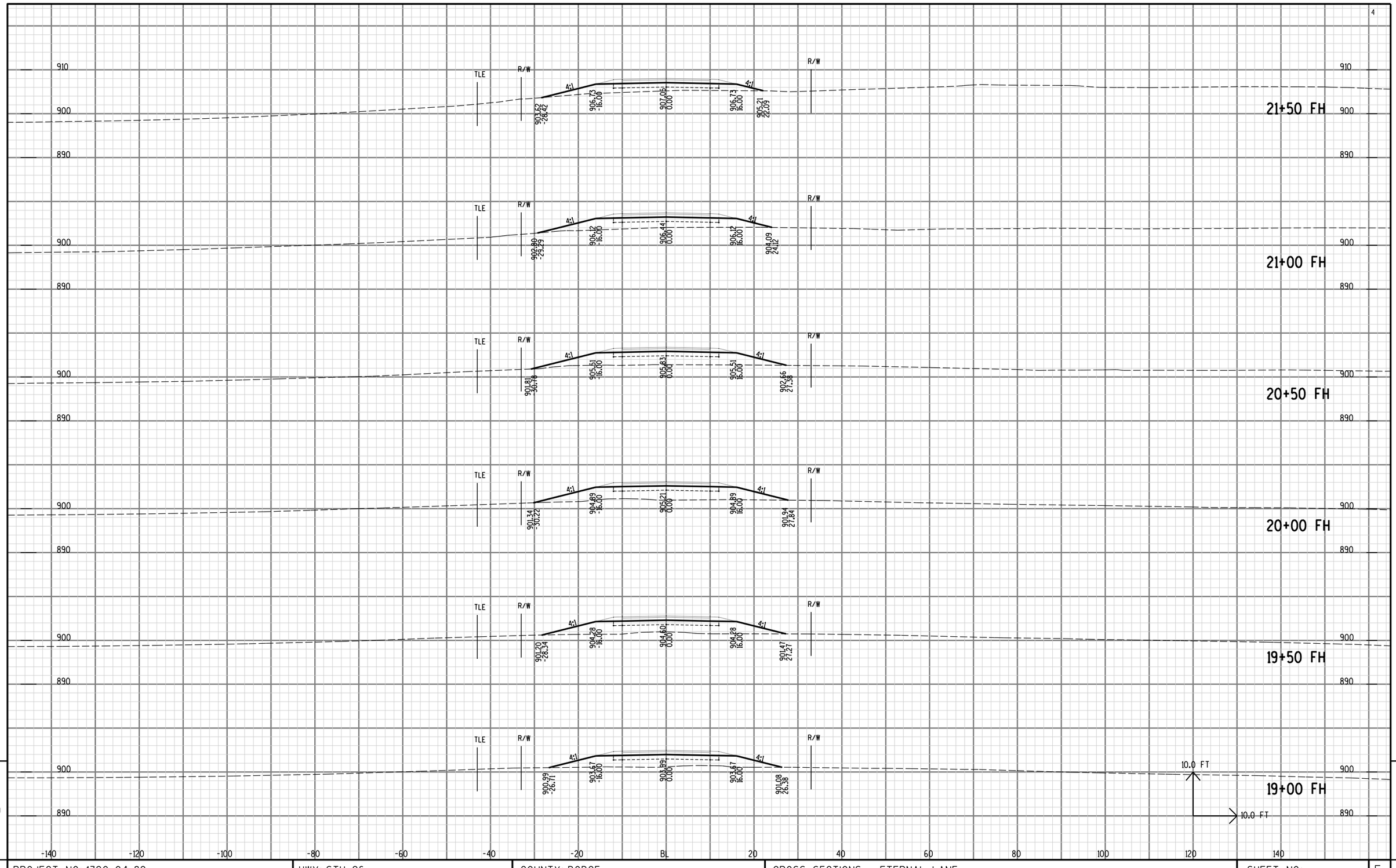
9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - ETERNAL LANE	SHEET NO: 561	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090211_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.



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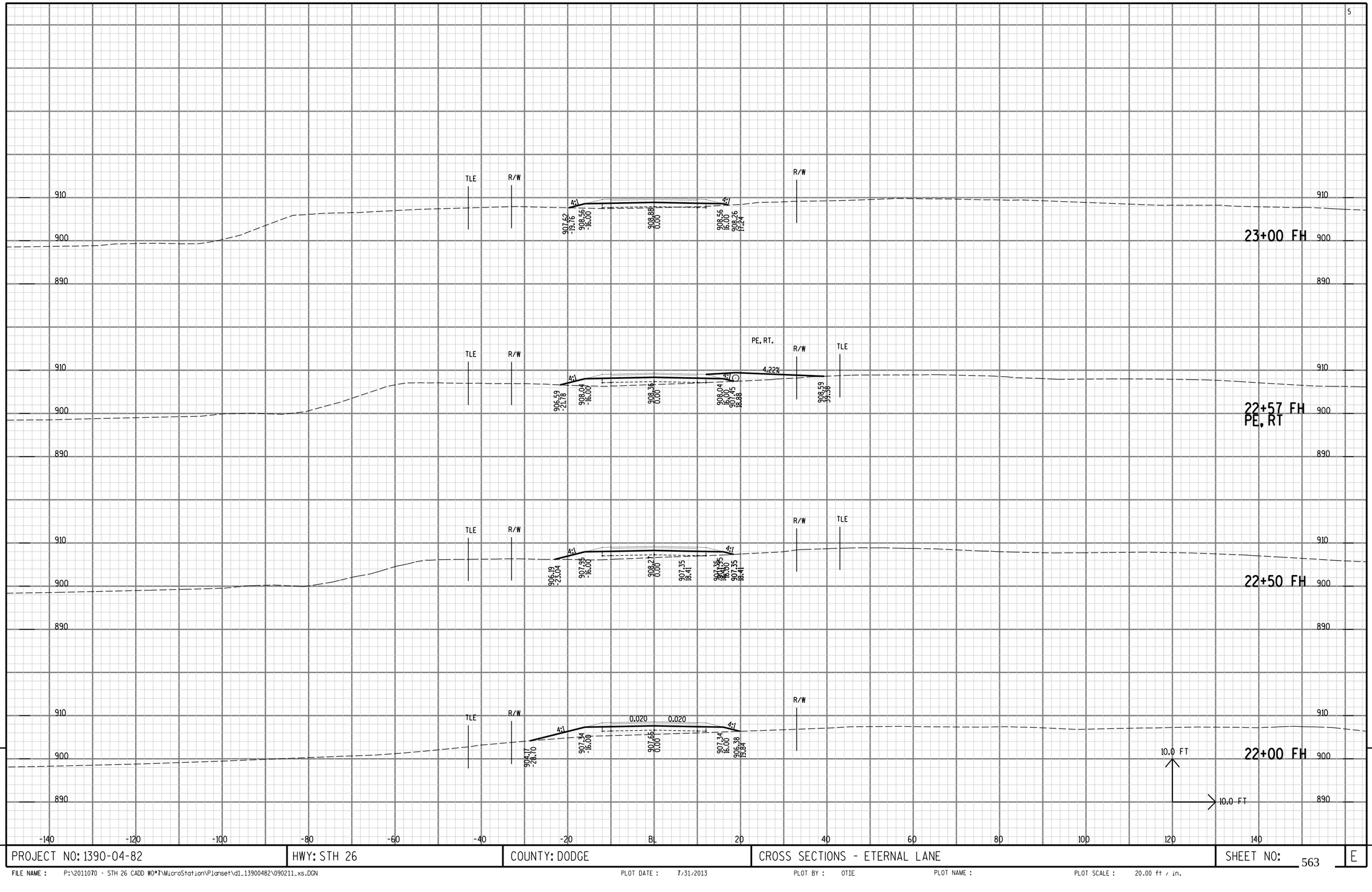
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - ETERNAL LANE	SHEET NO: 562	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090211_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.



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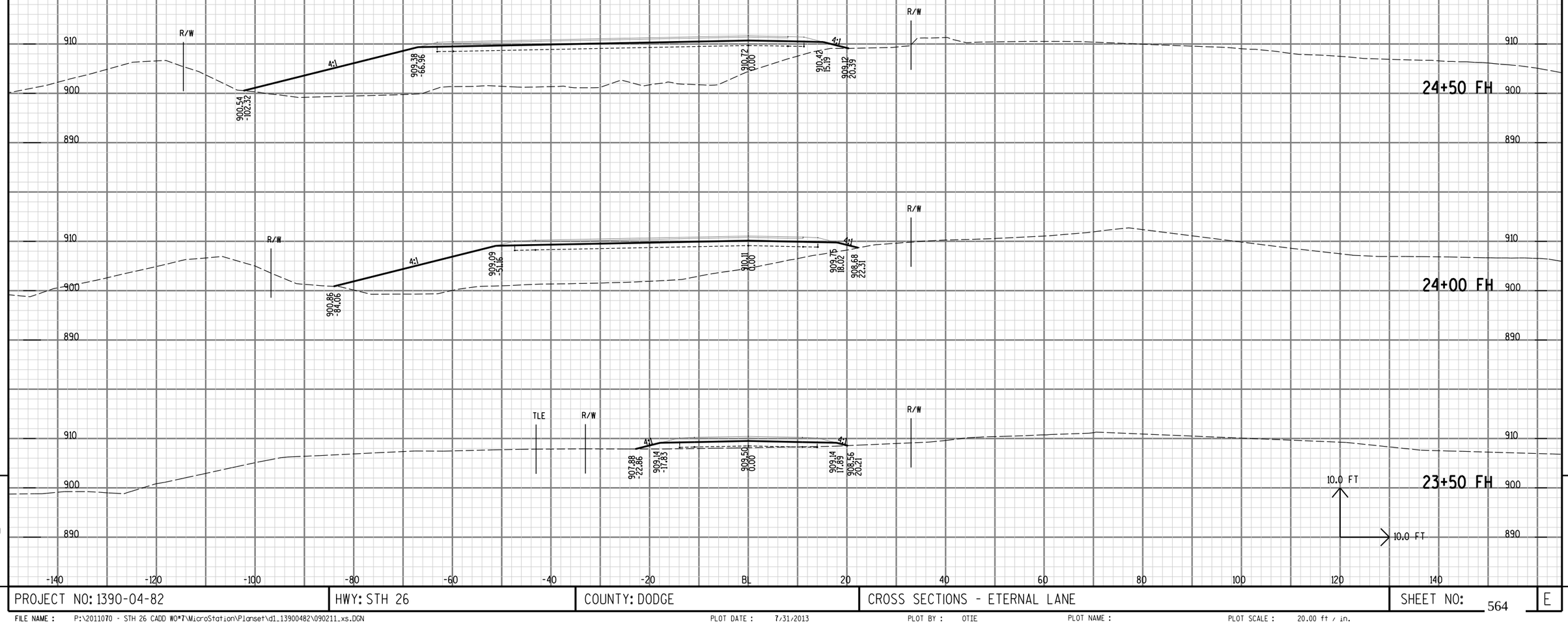
9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - ETERNAL LANE	SHEET NO: 563	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090211_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.



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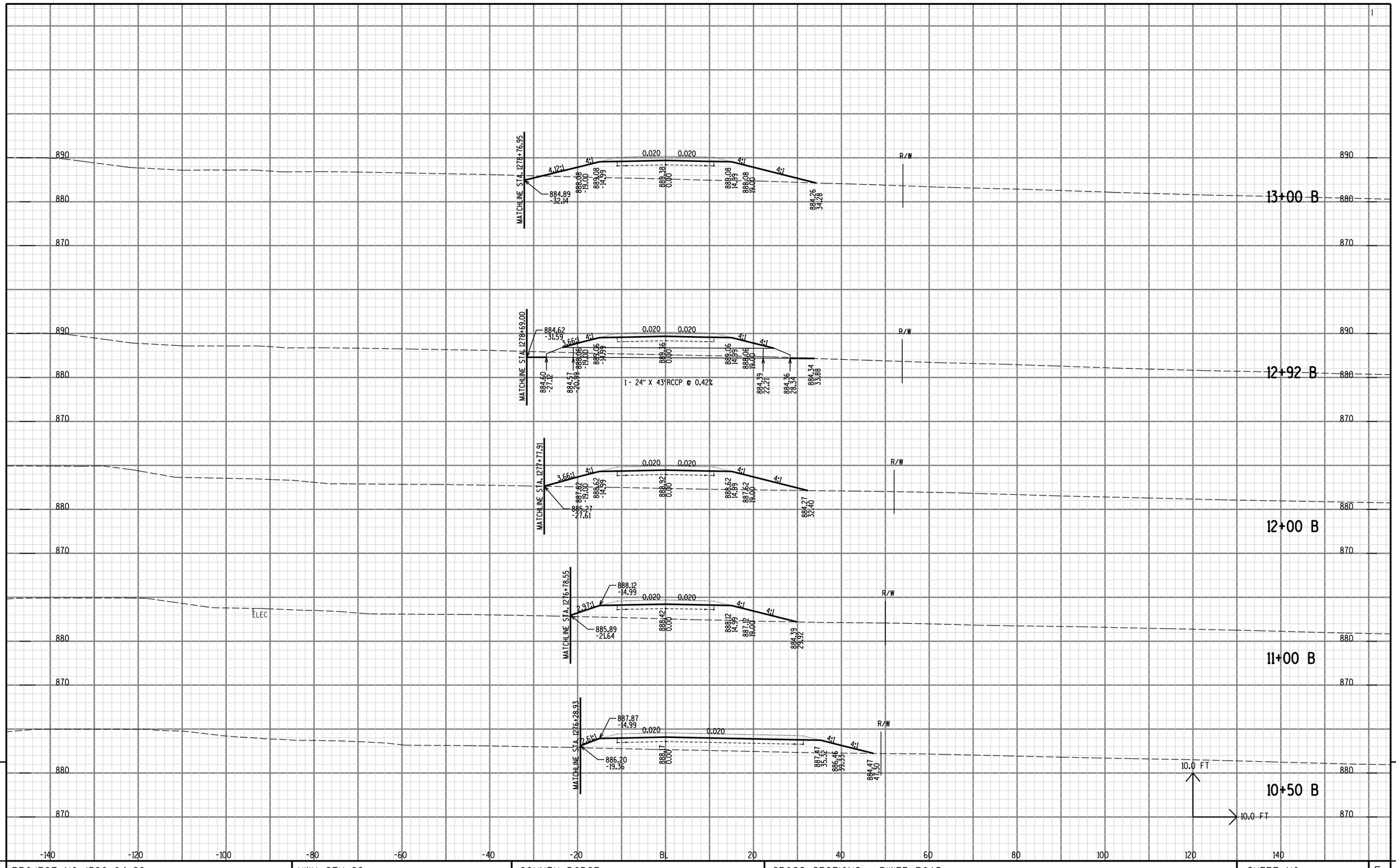
9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - ETERNAL LANE	SHEET NO: 564	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090211_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.



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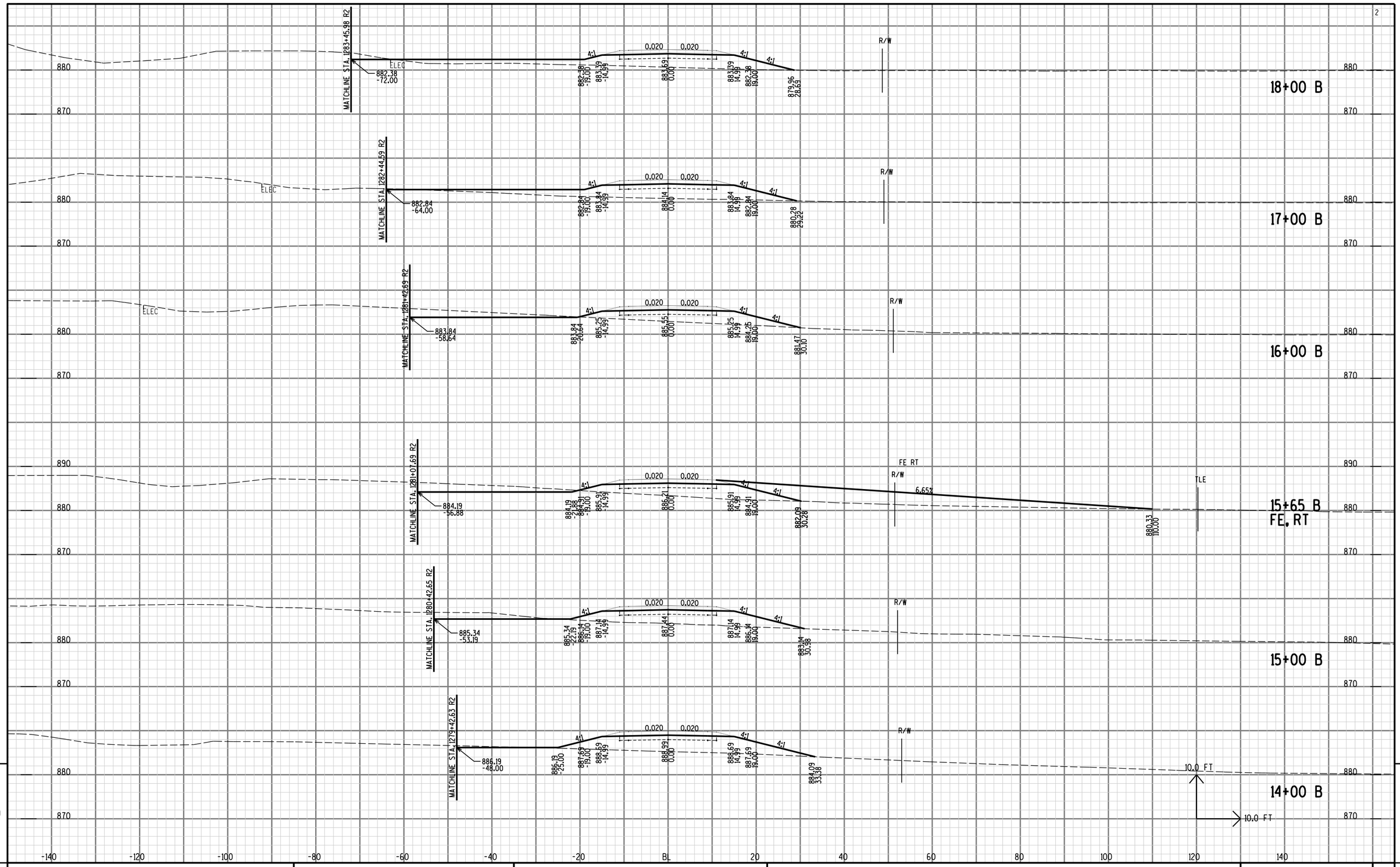
9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - BIWER ROAD	SHEET NO: 565	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090212_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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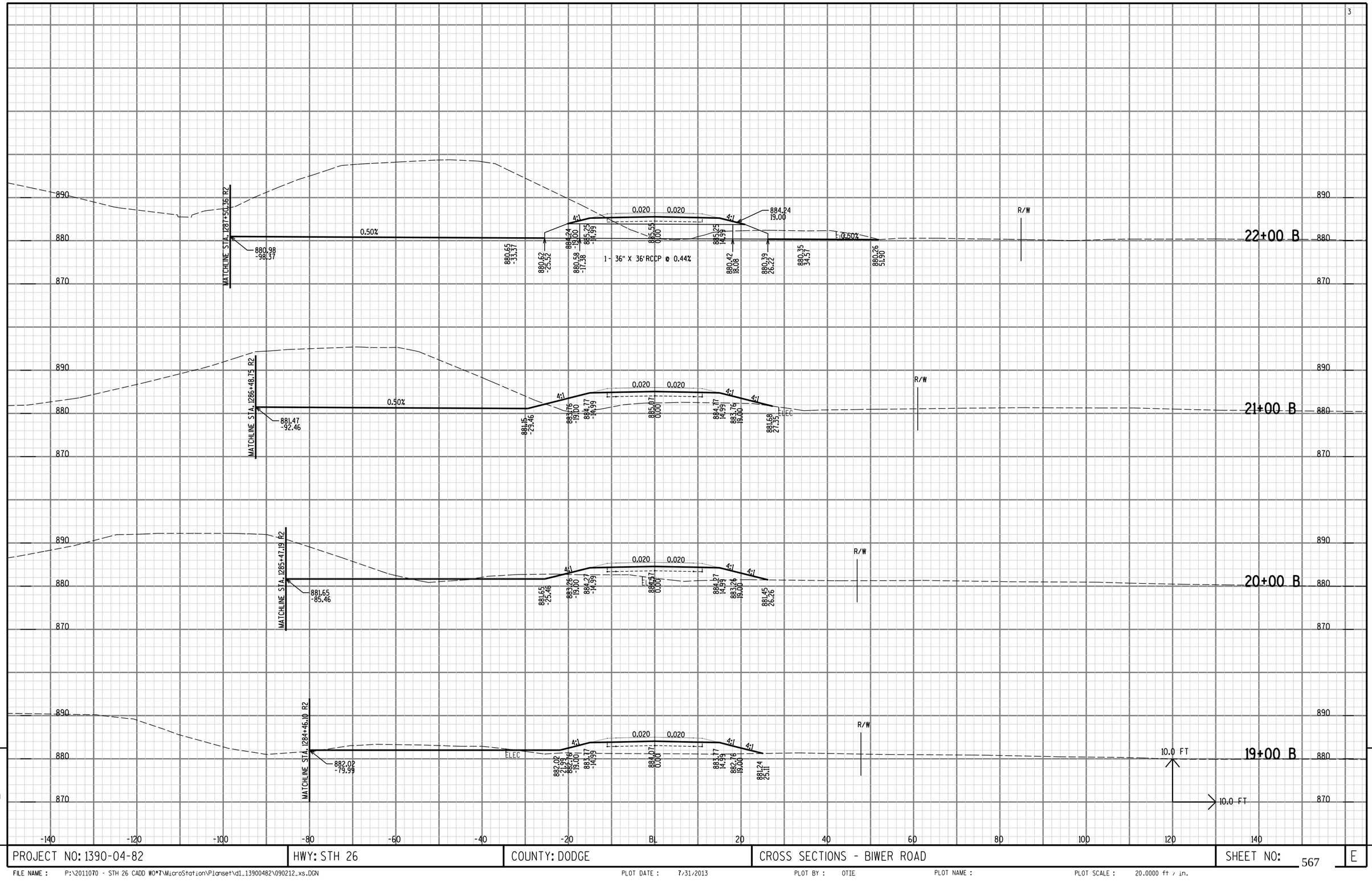
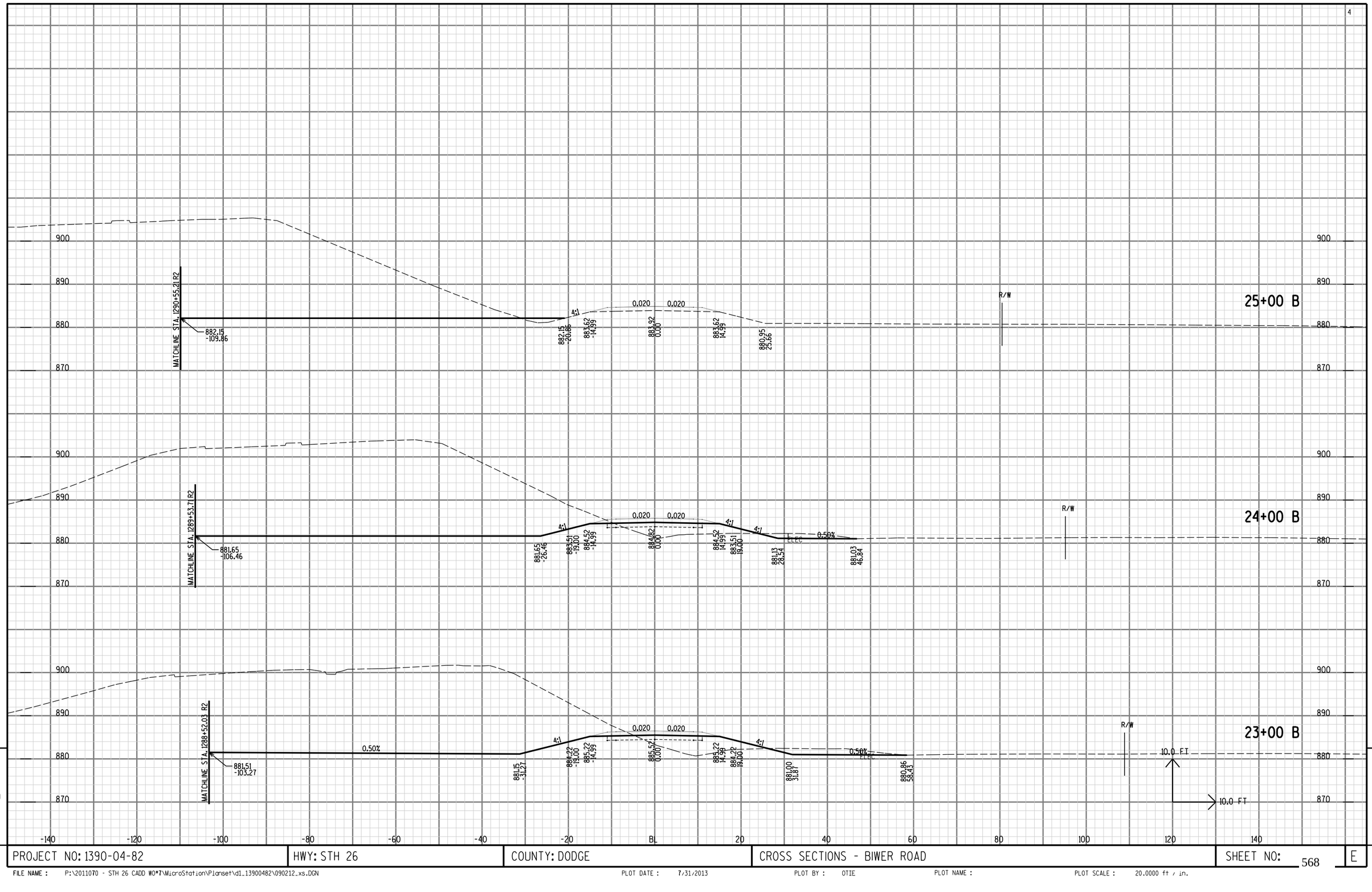
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - BIWER ROAD	SHEET NO: 566	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090212_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - BIWER ROAD	SHEET NO: 567 E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090212_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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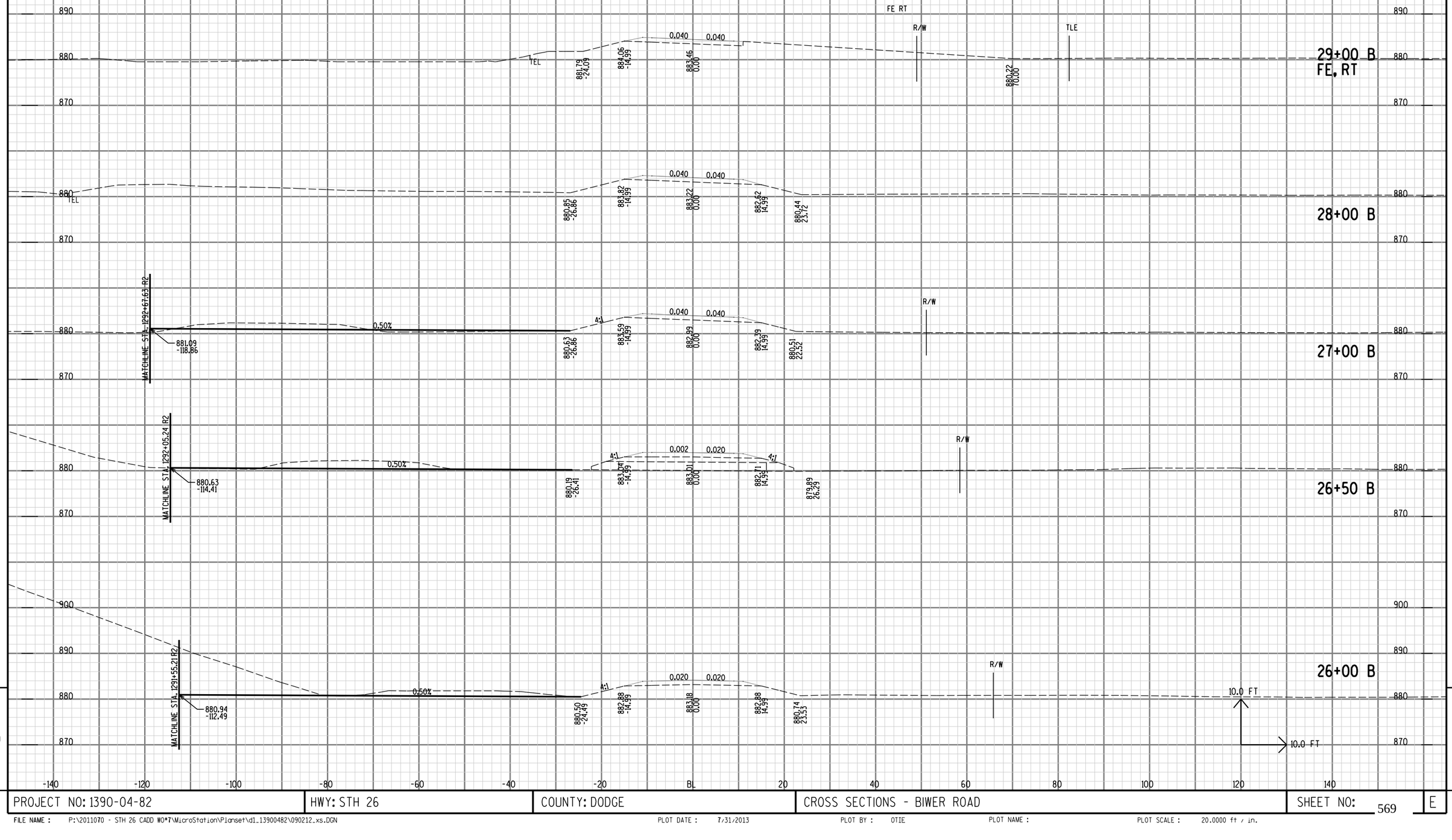
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - BIWER ROAD	SHEET NO: 568	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090212_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

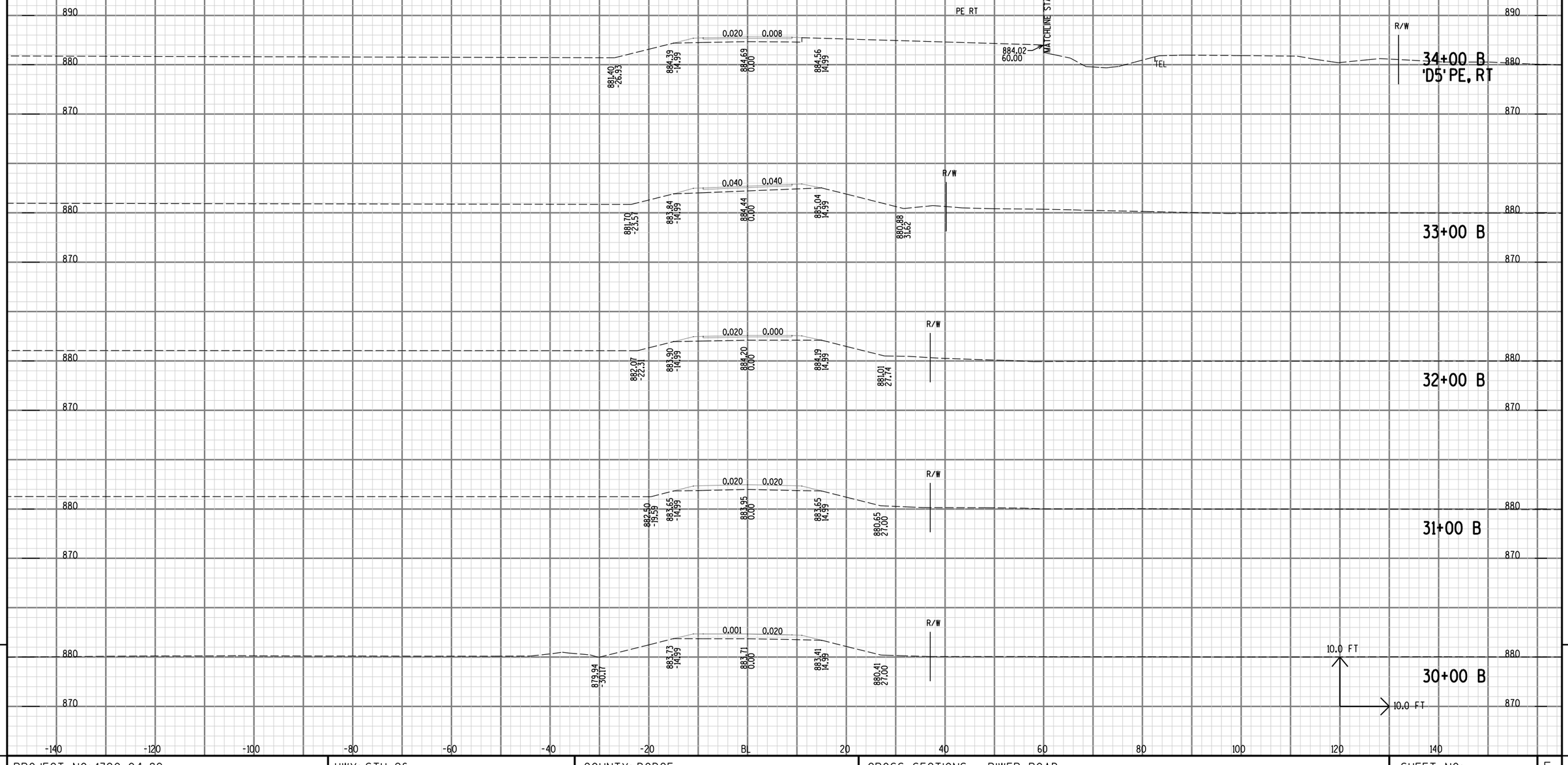
SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96
ONLY NEED PARTIAL GRADING ON WEST SIDE OF ROADWAY



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - BIWER ROAD	SHEET NO: 569	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090212_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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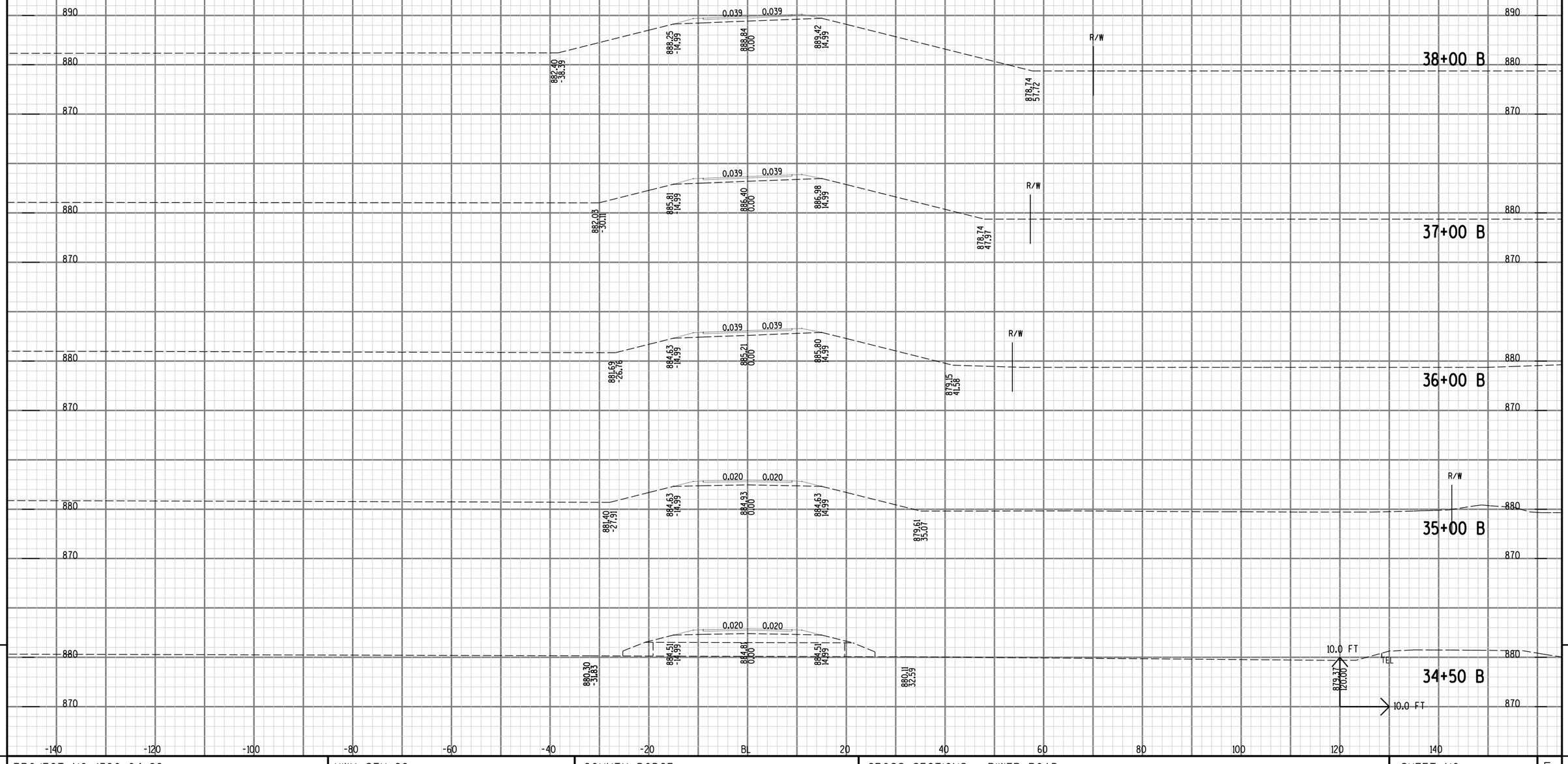
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - BIWER ROAD	SHEET NO: 570	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090212_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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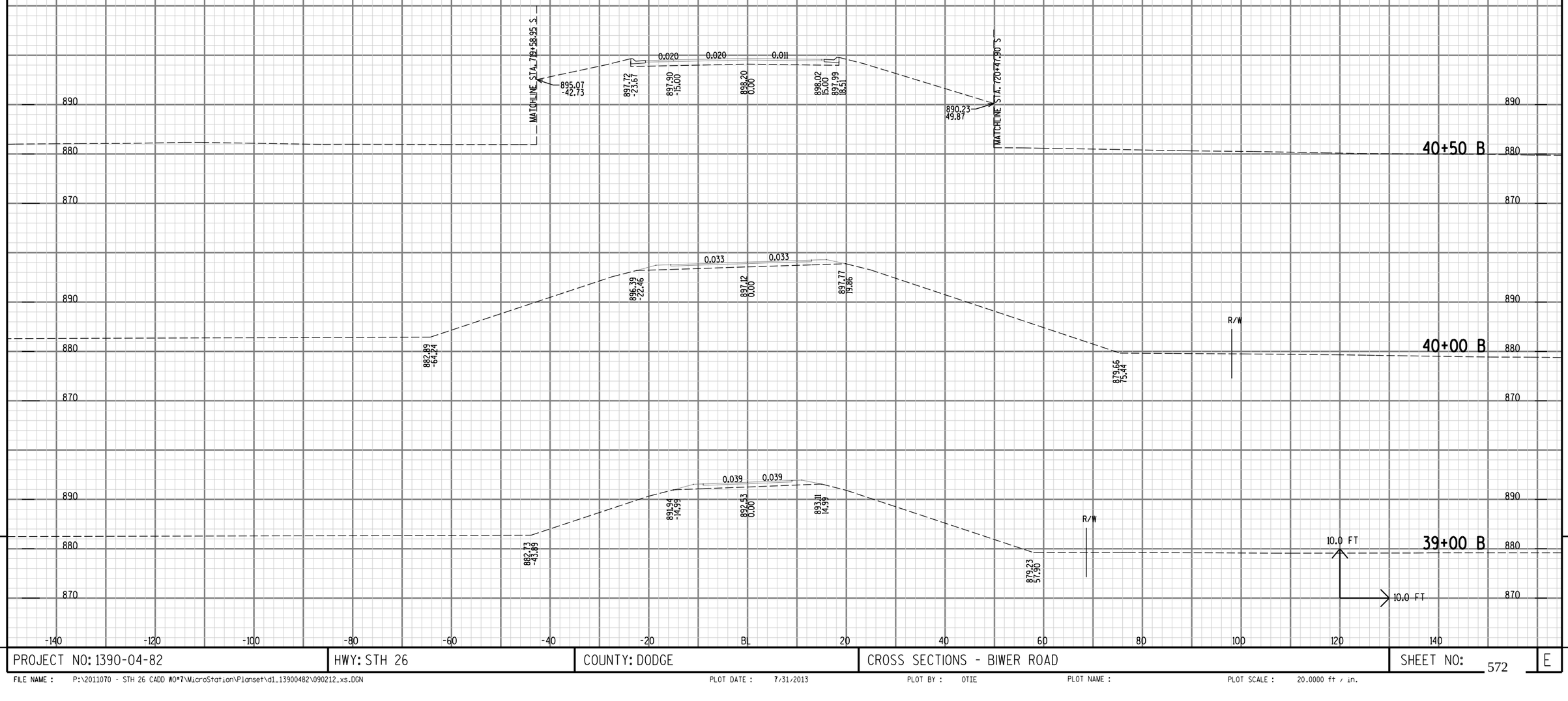
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - BIWER ROAD	SHEET NO: 571	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090212_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96

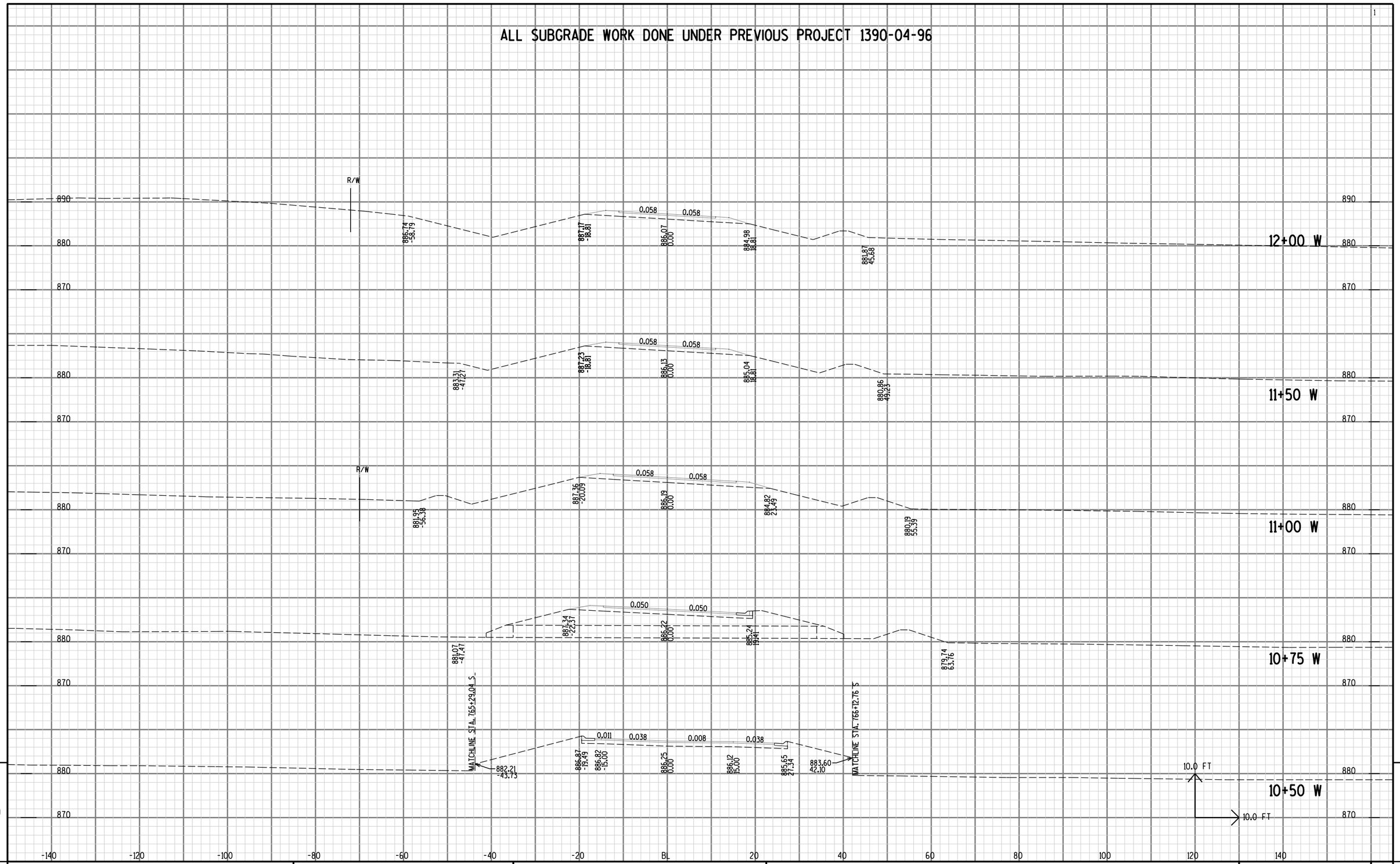


9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - BIWER ROAD	SHEET NO: 572	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090212_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

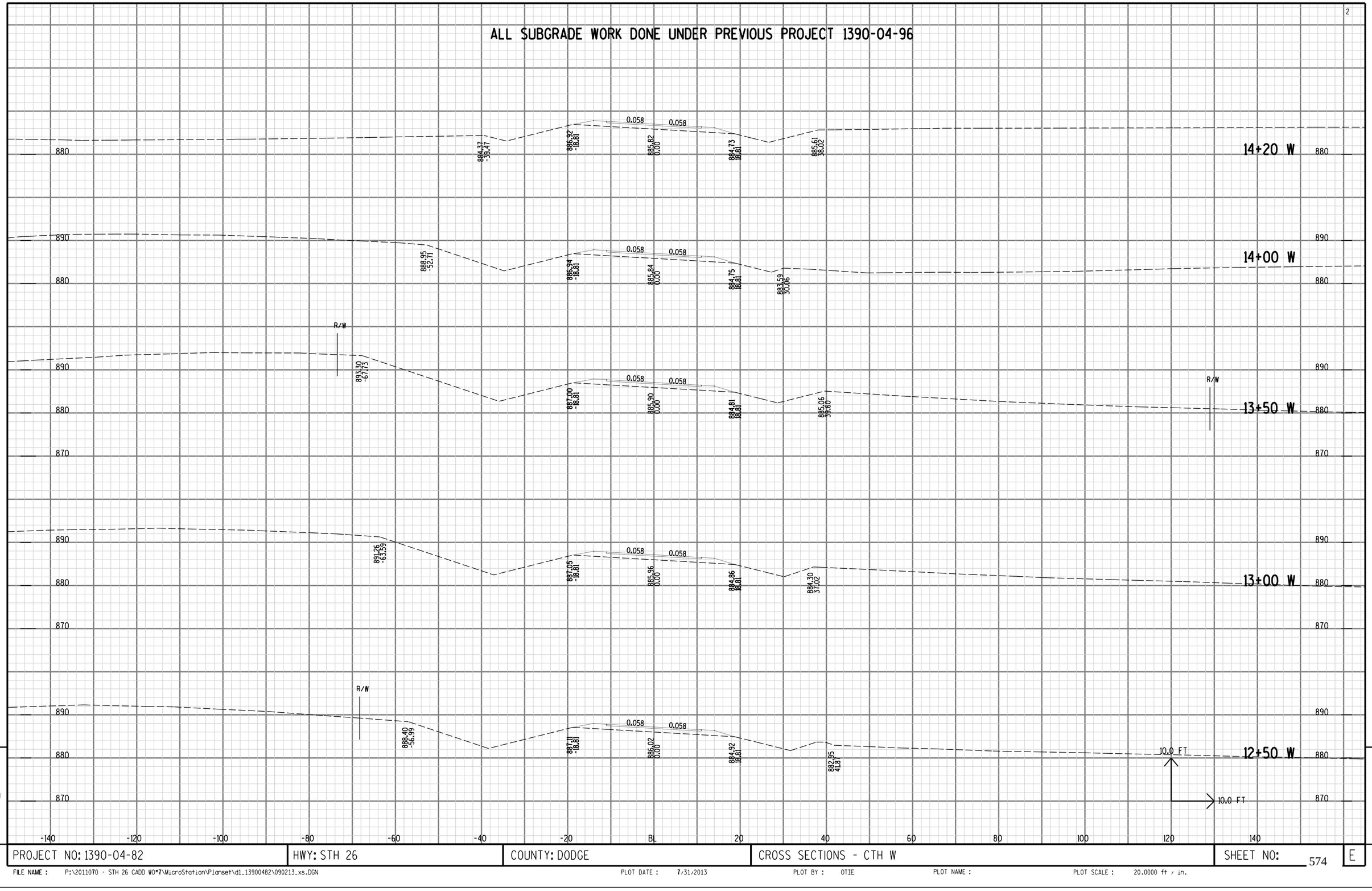
ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - CTH W	SHEET NO: 573	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090213_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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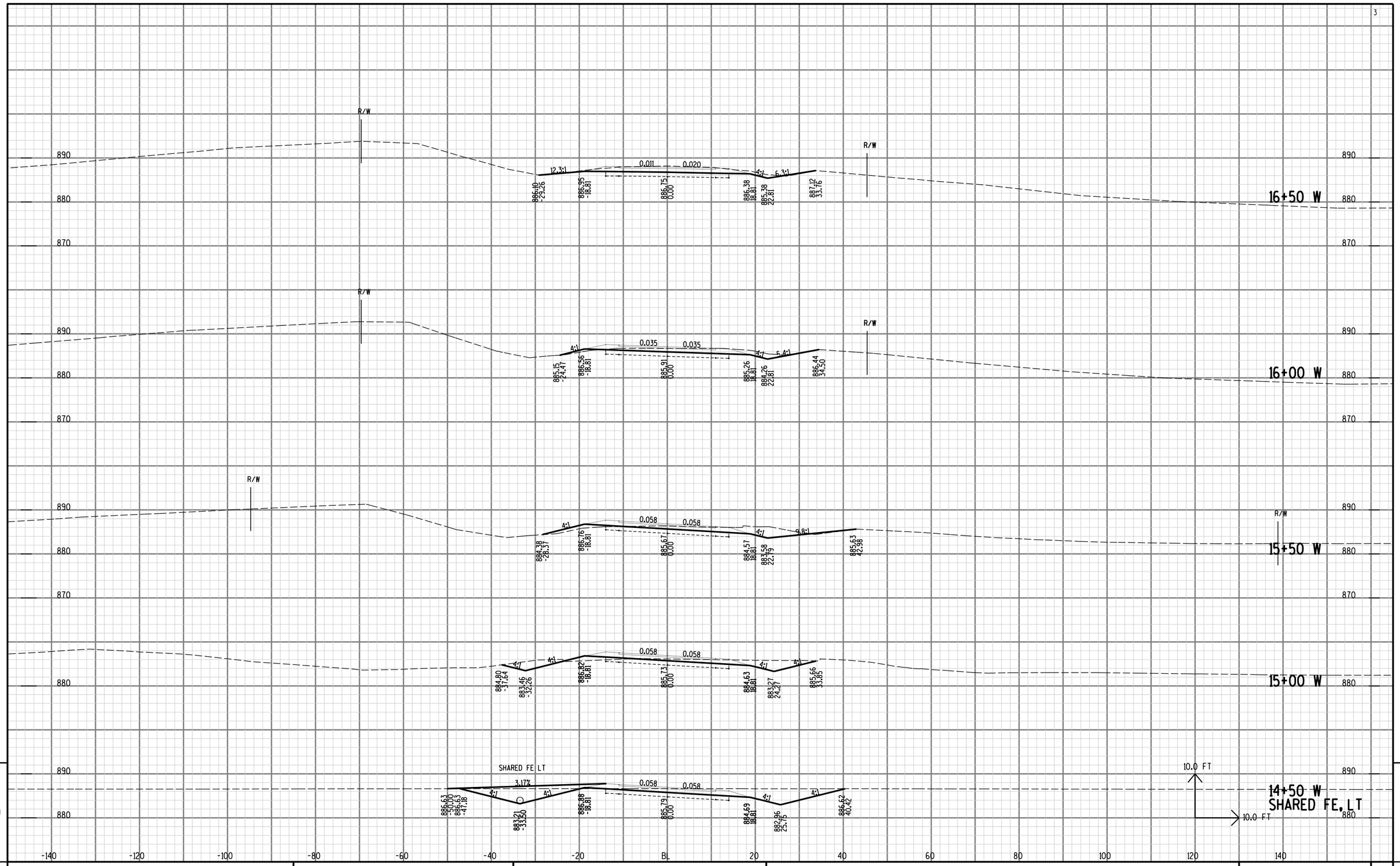
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - CTH W	SHEET NO: 574	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090213_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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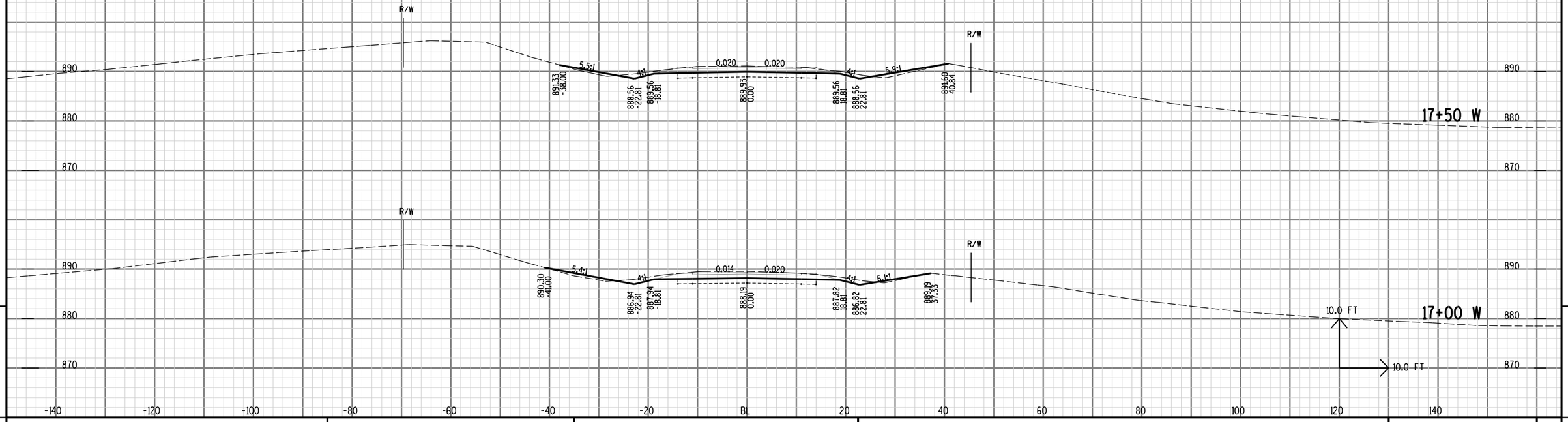
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - CTH W	SHEET NO: 575	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090213_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - CTH W	SHEET NO: 576	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090213_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

9

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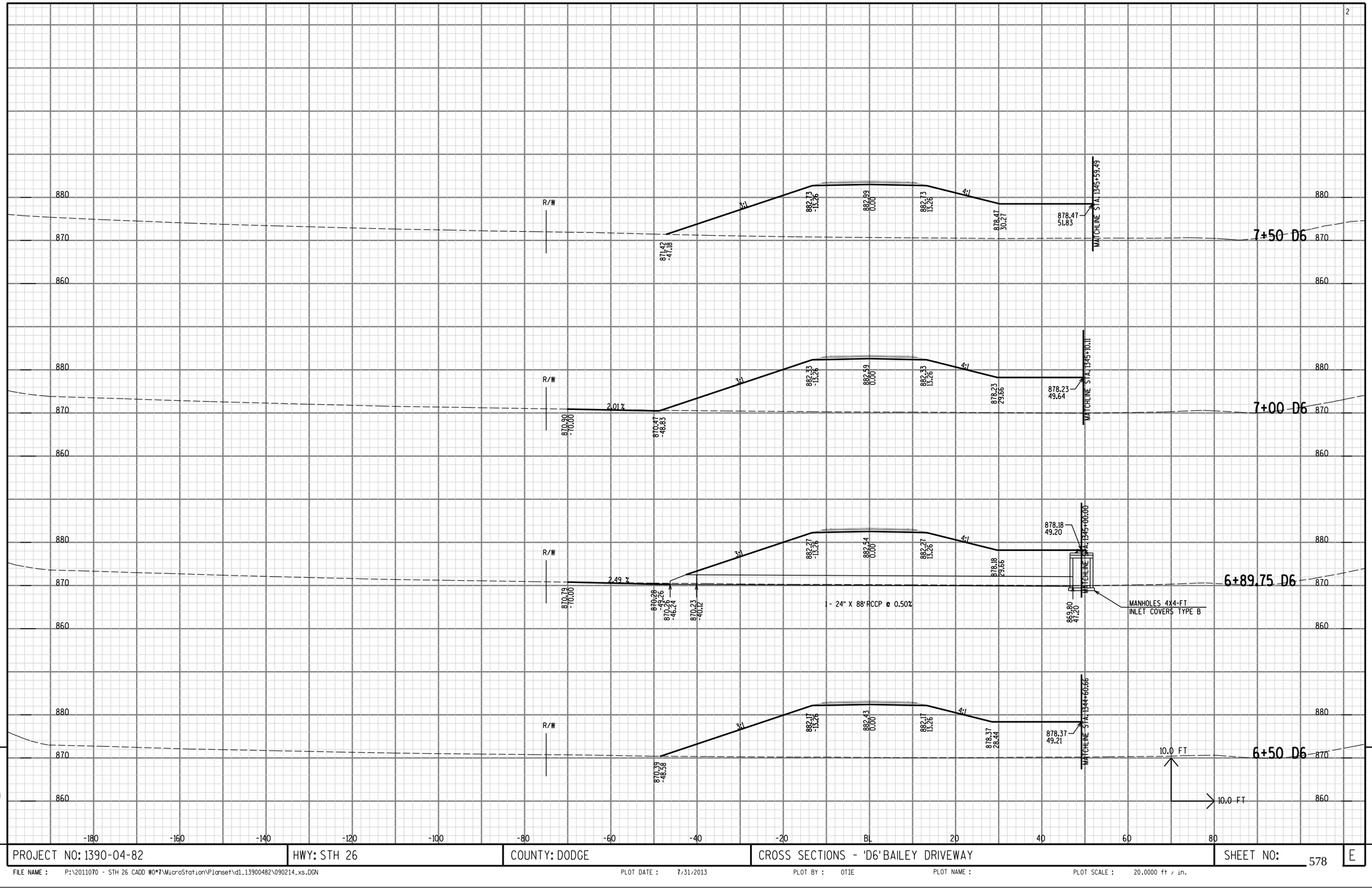
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - 'D6' BAILEY DRIVEWAY	SHEET NO: 577	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090214_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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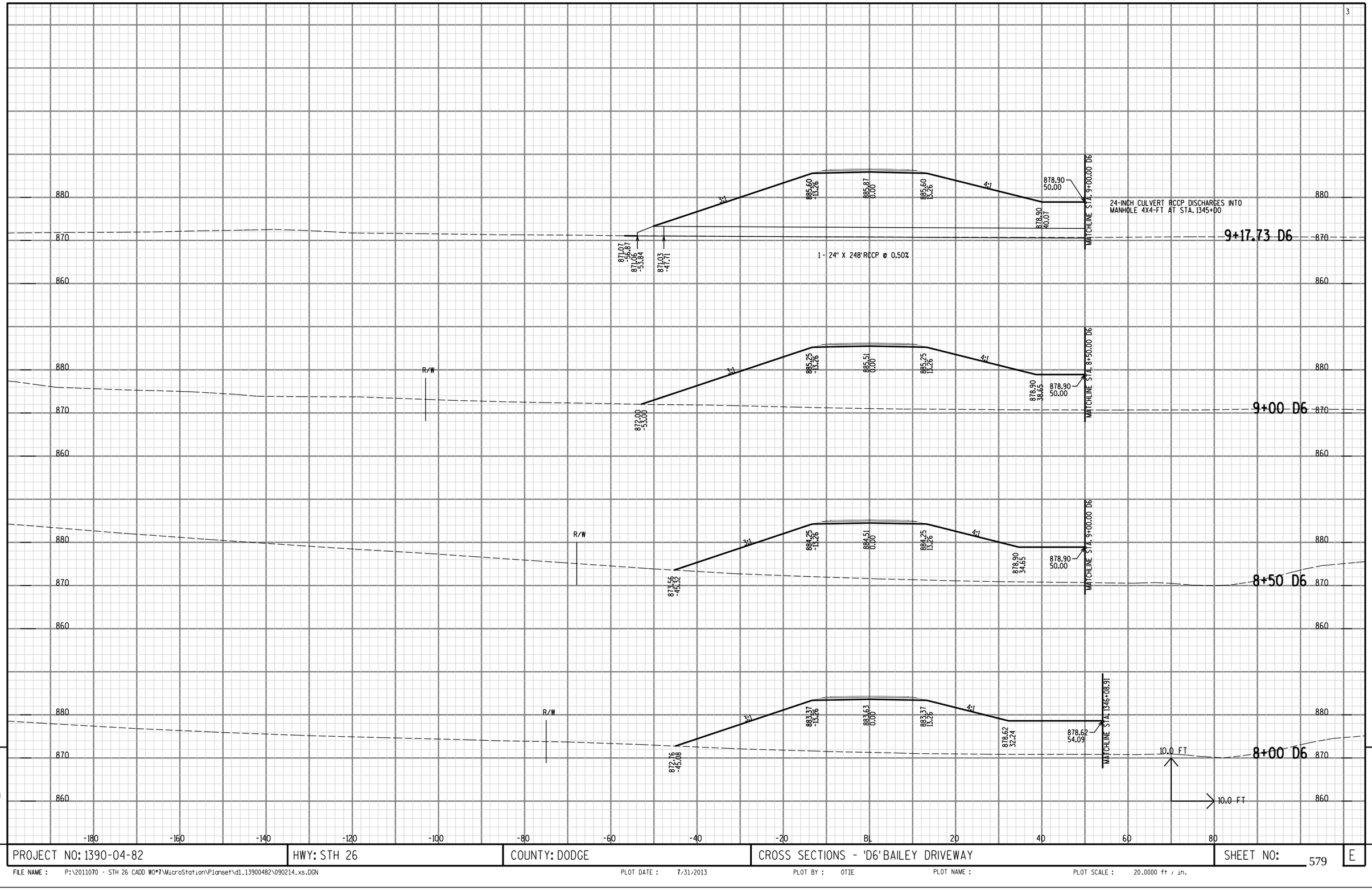
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - 'D6' BAILEY DRIVEWAY	SHEET NO: 578	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090214_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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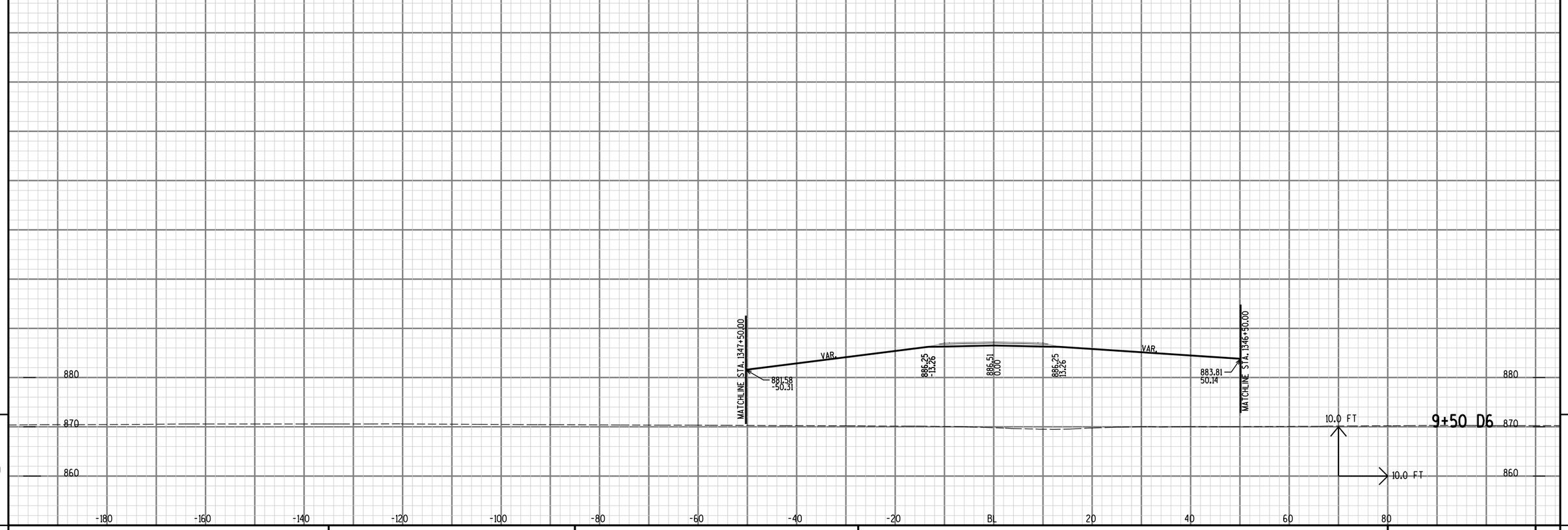
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - 'D6' BAILEY DRIVEWAY	SHEET NO: 579	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090214_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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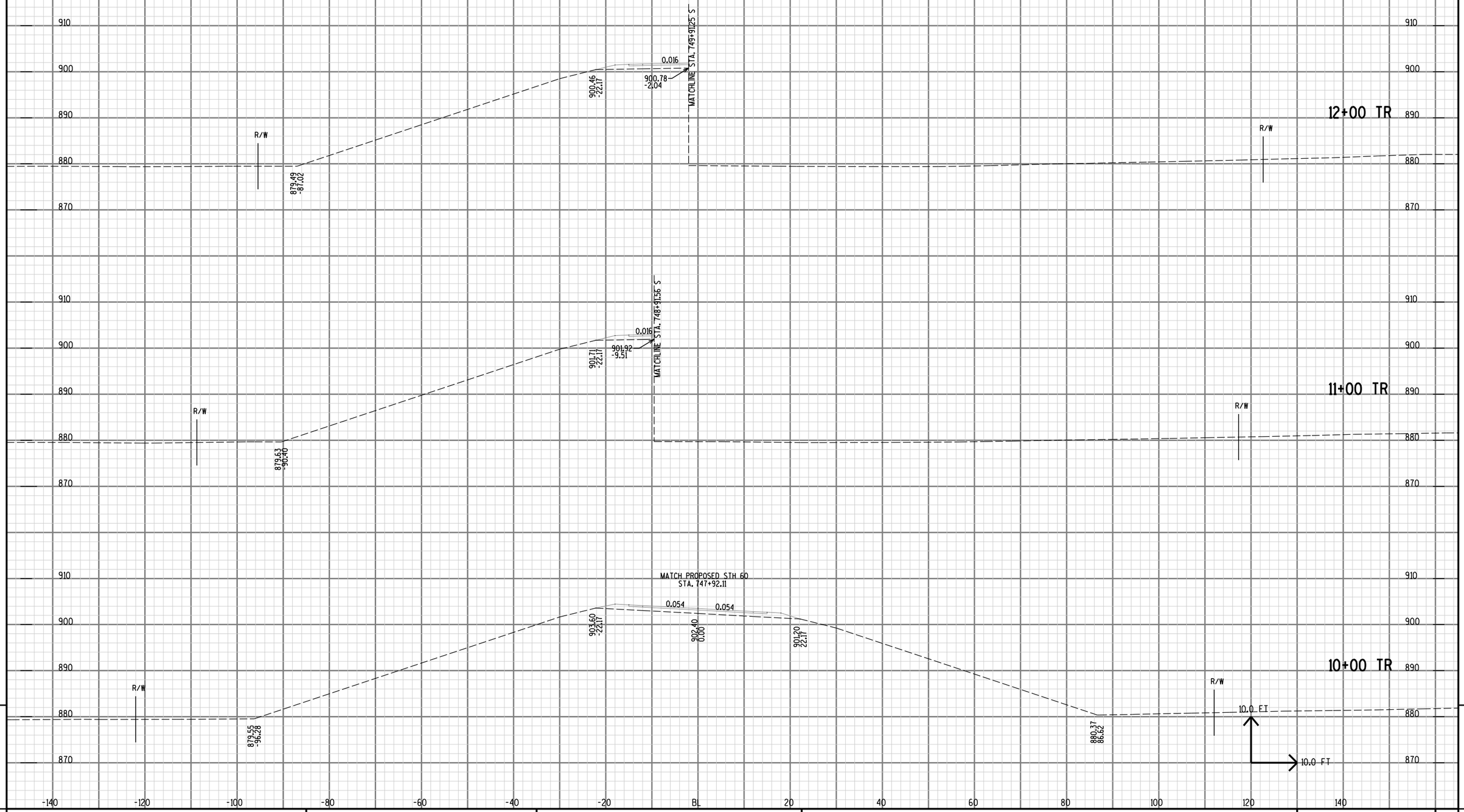
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - 'D6' BAILEY DRIVEWAY	SHEET NO: 580	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090214_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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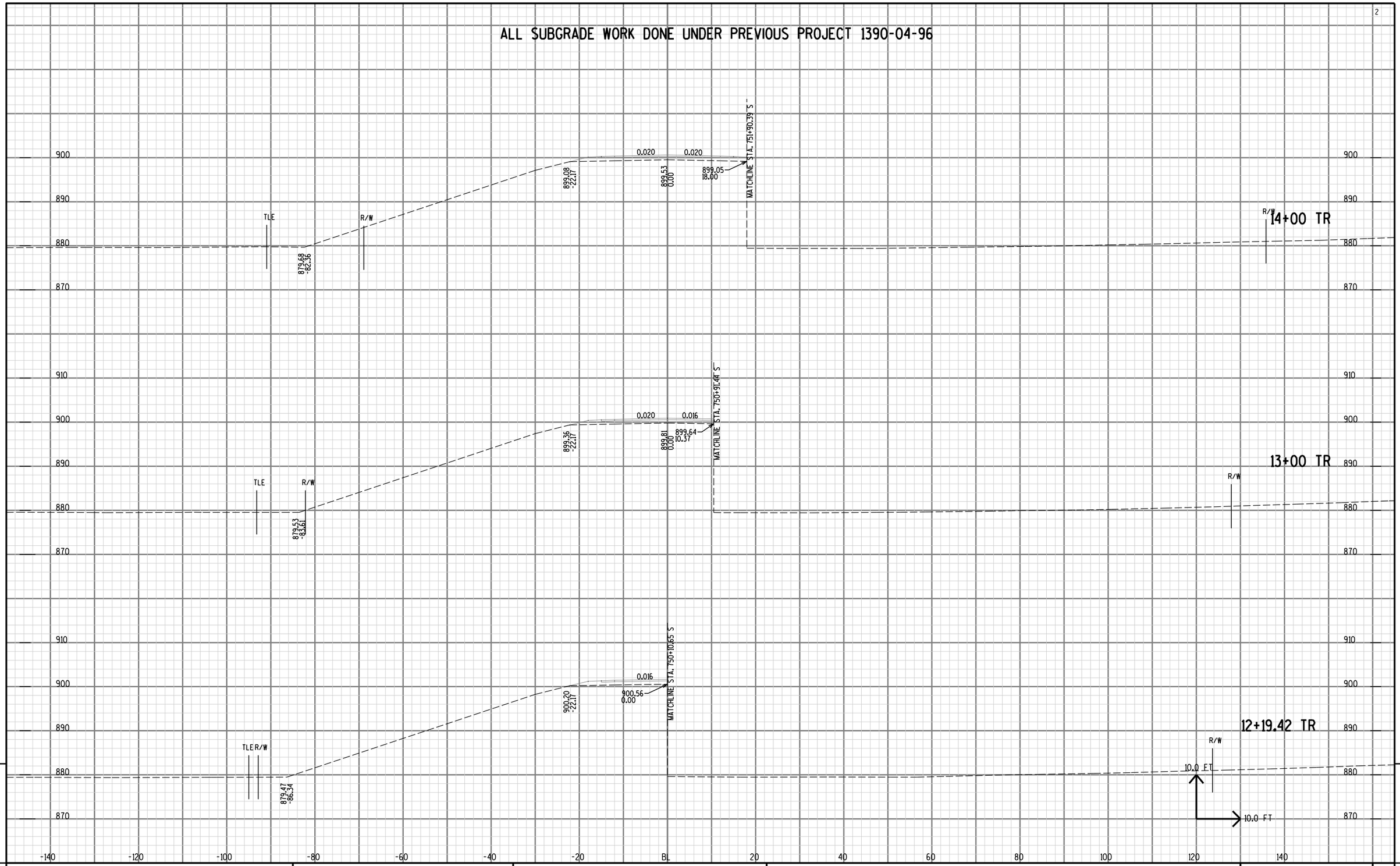
PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY ROAD	SHEET NO: 581	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090215_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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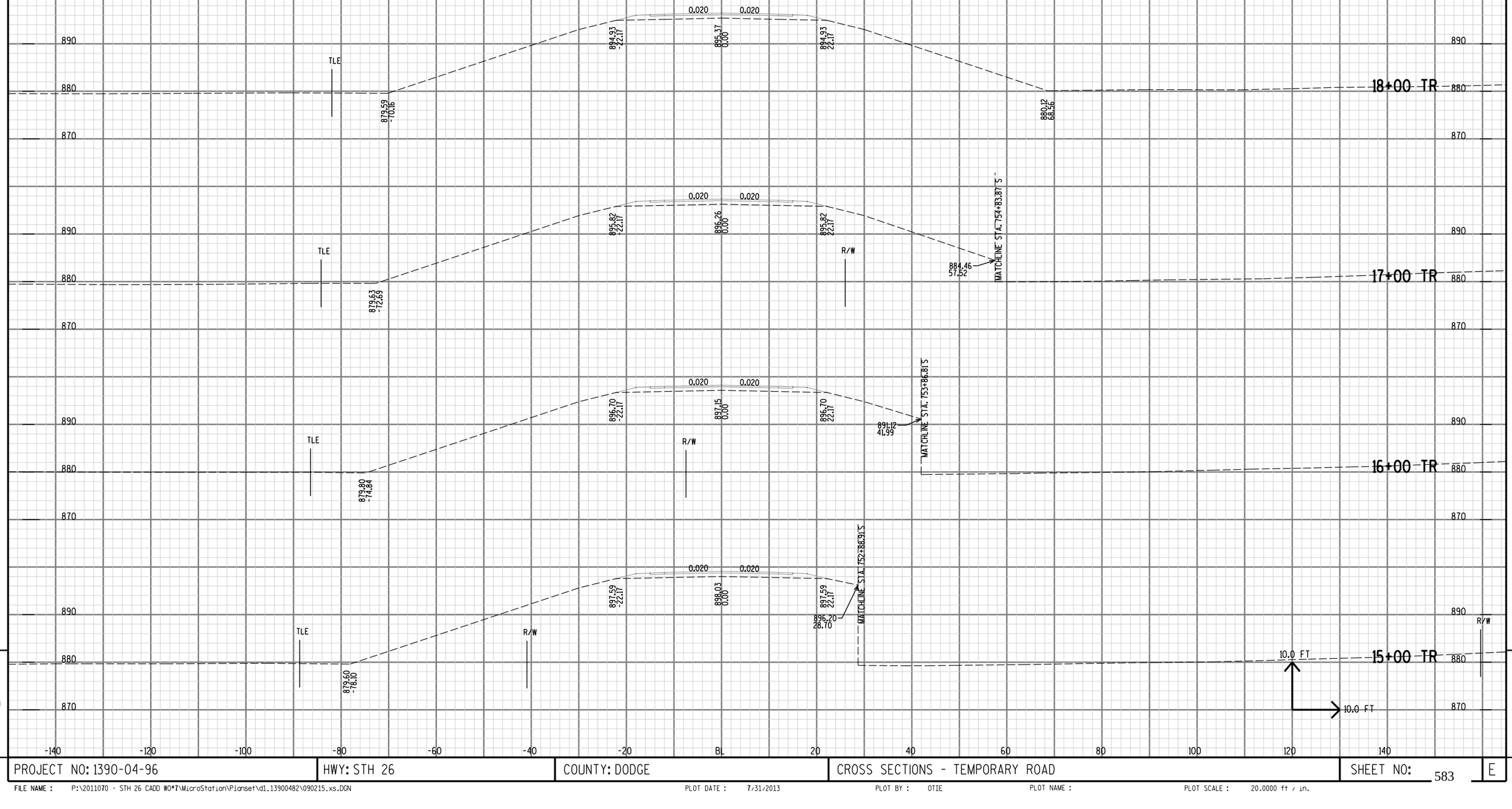
PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY ROAD	SHEET NO: 582	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090215_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

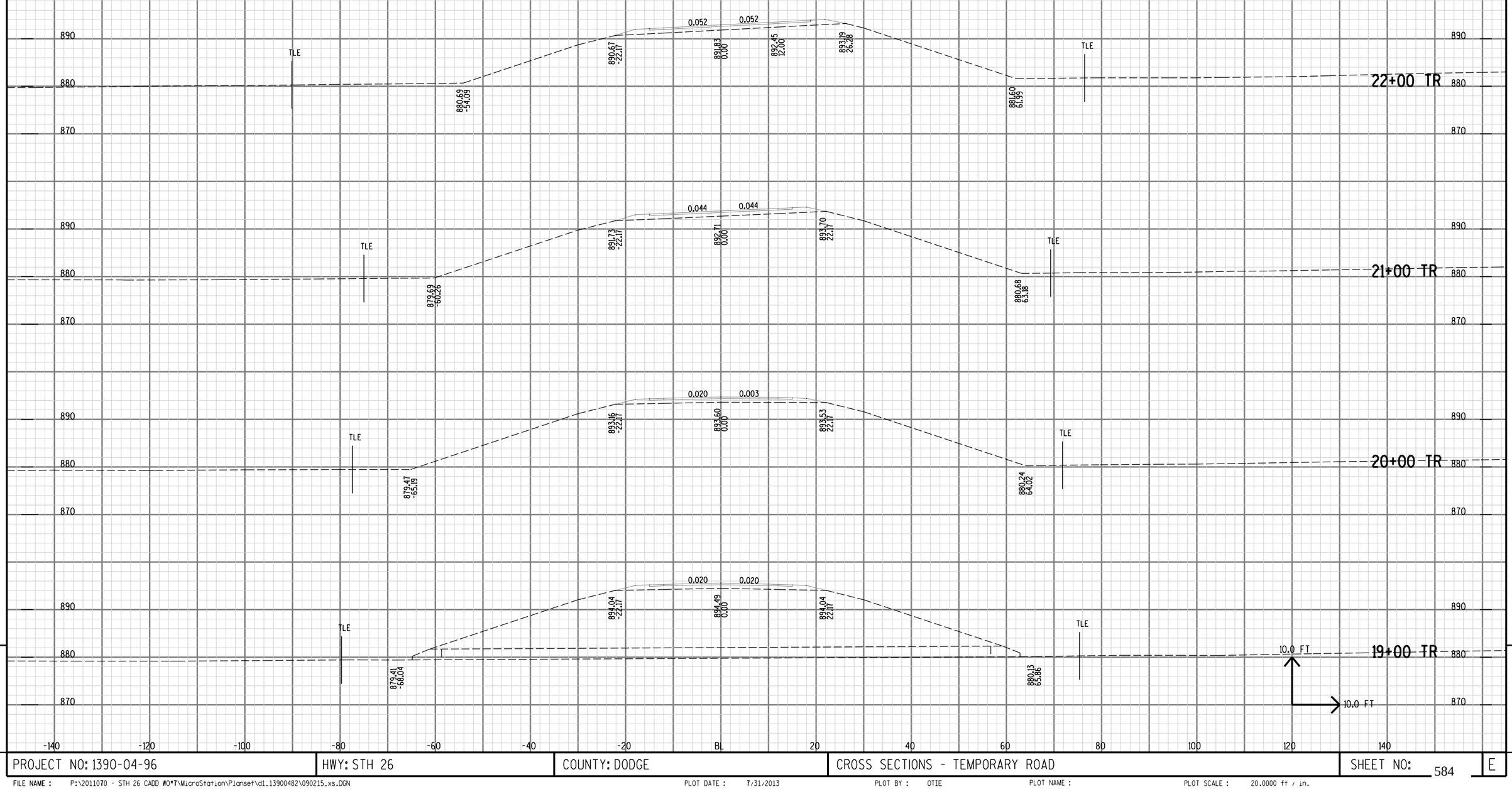
ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY ROAD	SHEET NO: 583	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090215_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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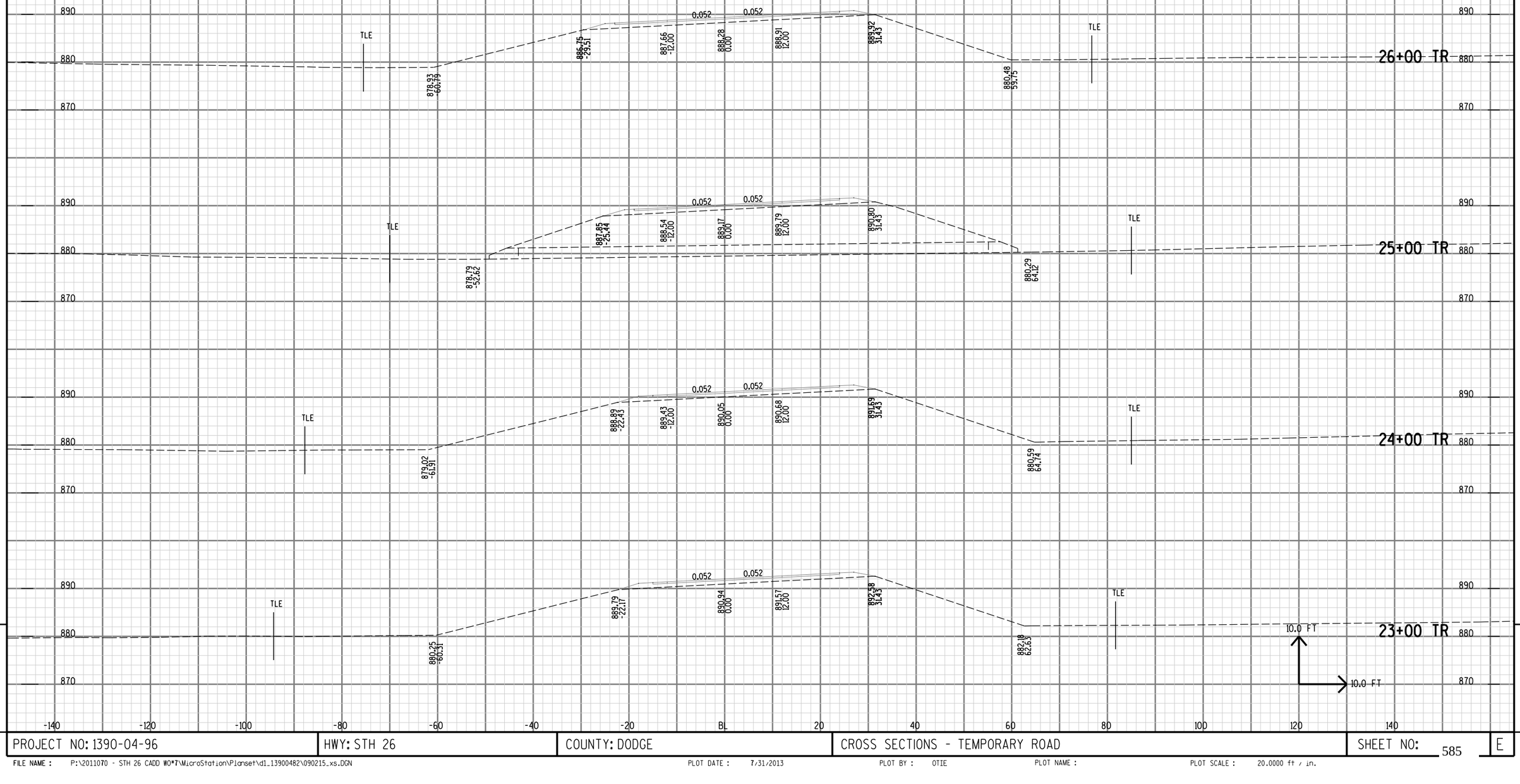
PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY ROAD	SHEET NO: 584	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090215_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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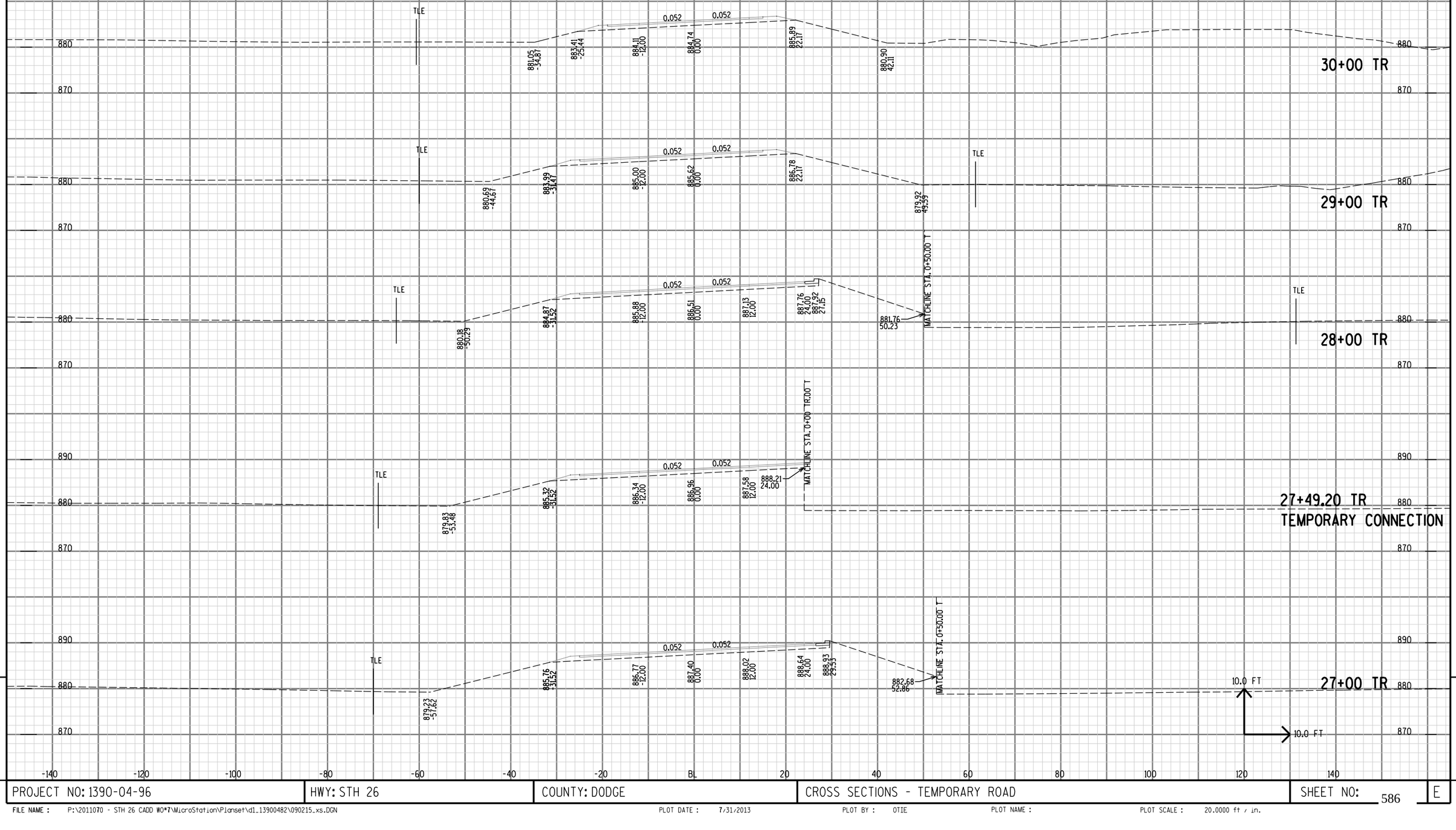
PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY ROAD	SHEET NO: 585	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090215_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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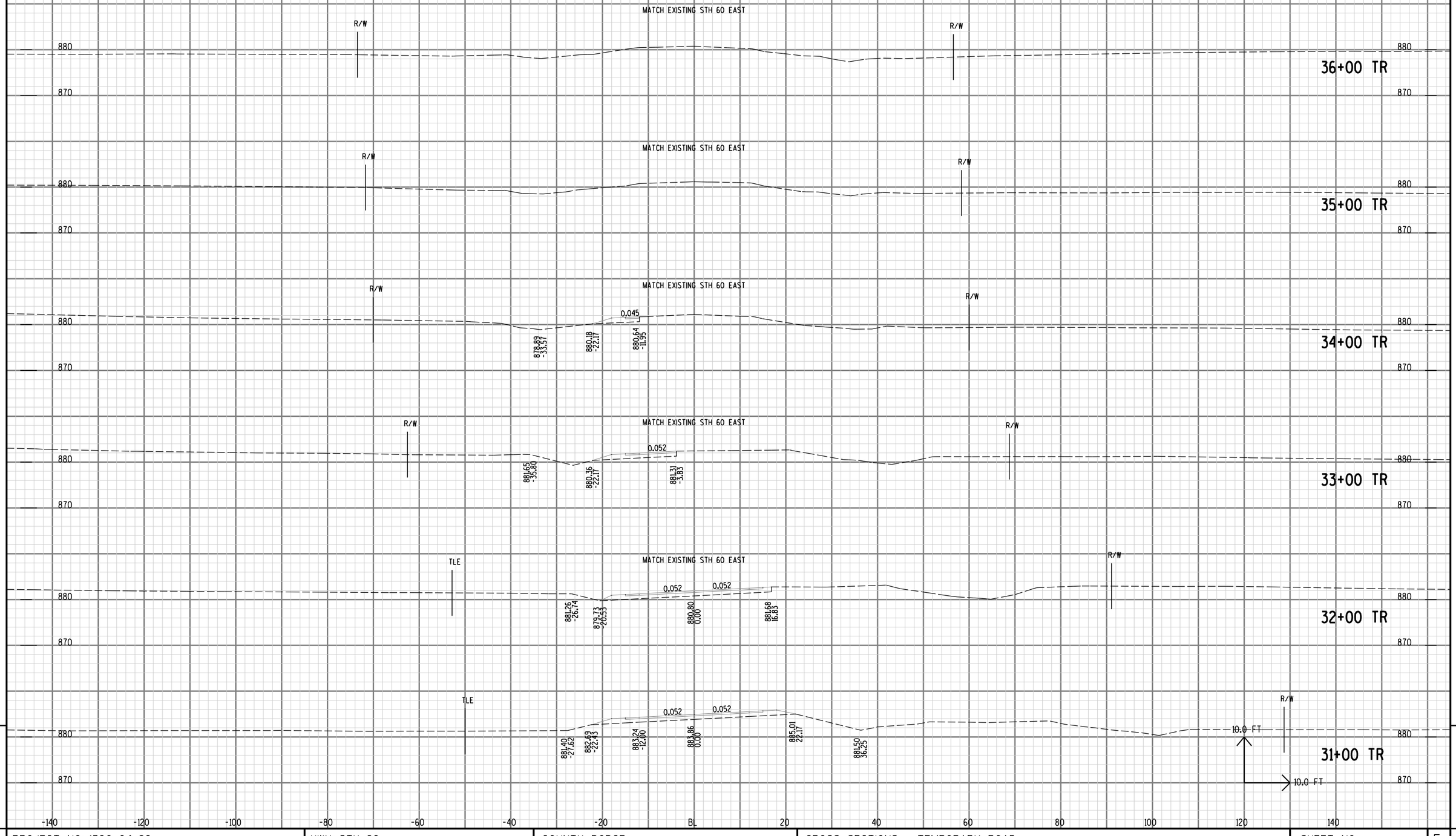
PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY ROAD	SHEET NO: 586	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090215_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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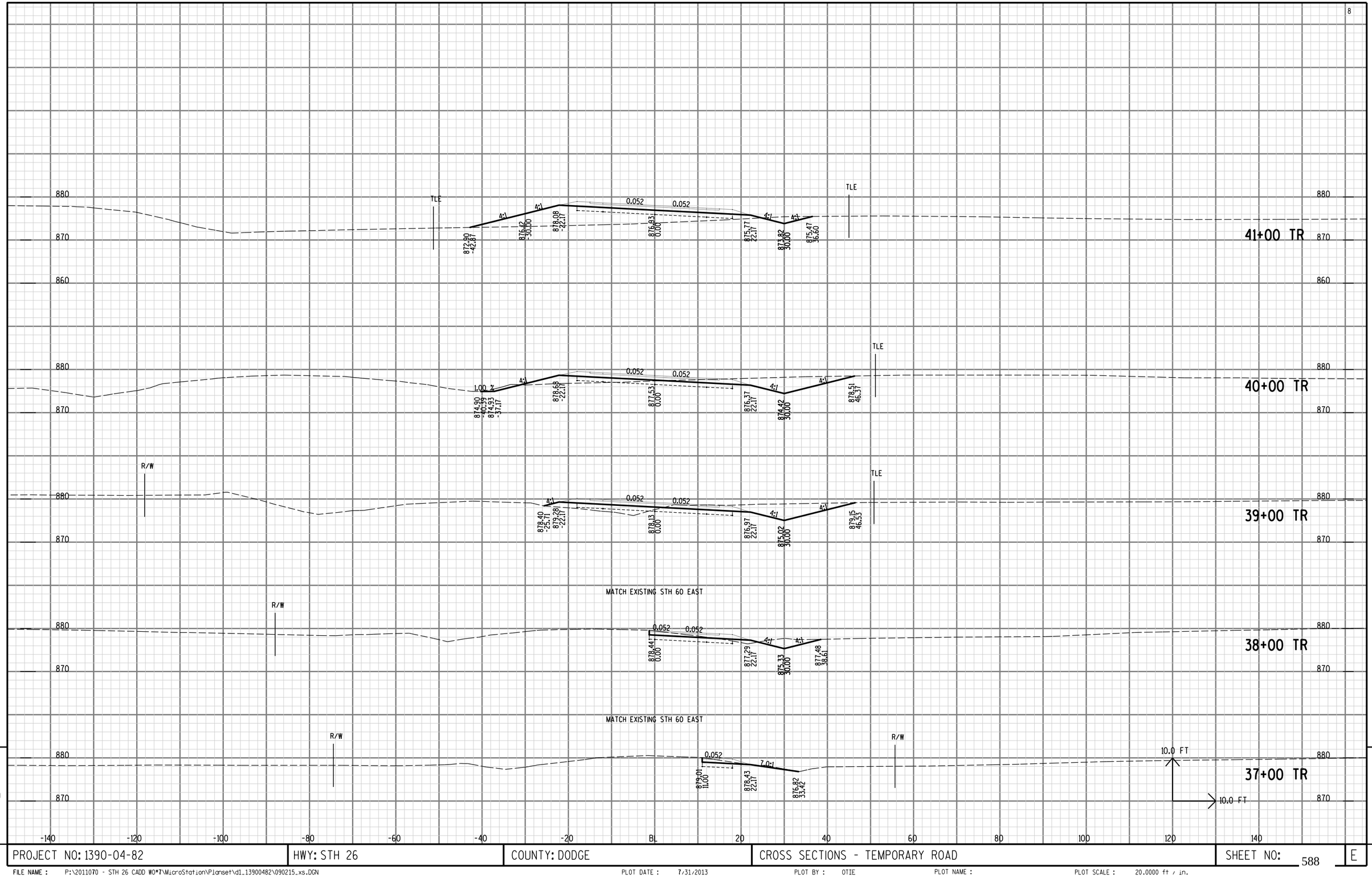
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY ROAD	SHEET NO: 587	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090215_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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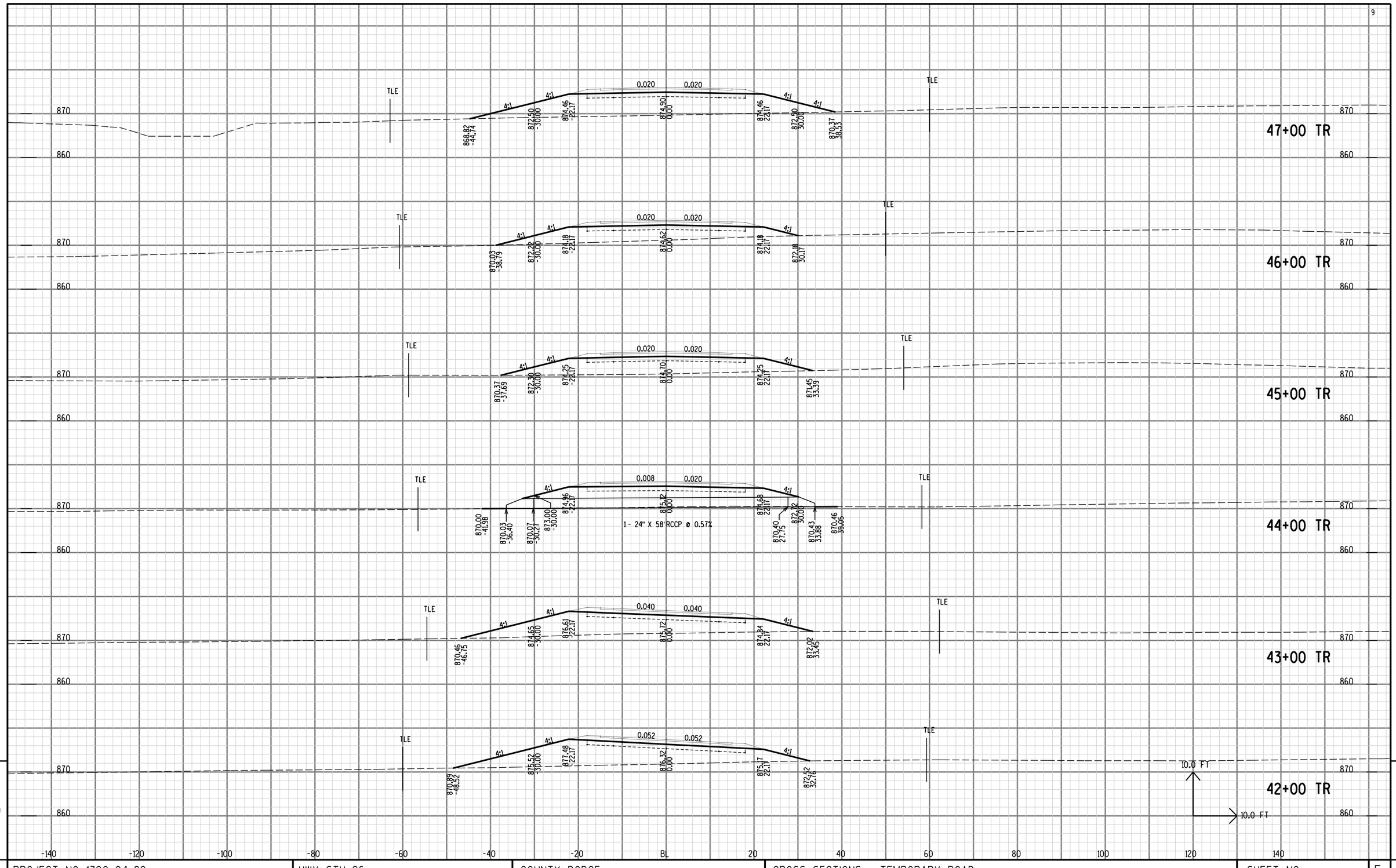
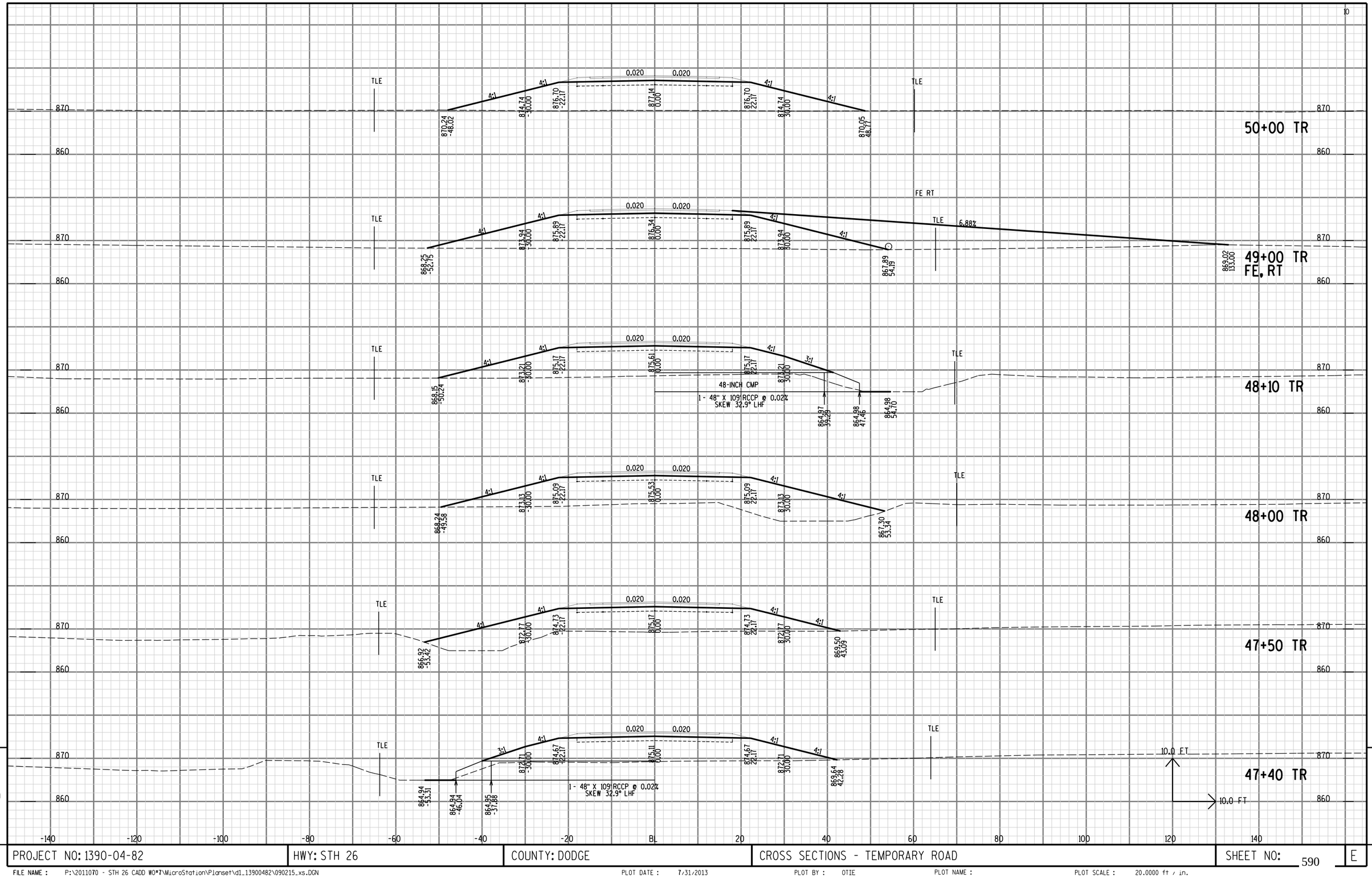
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY ROAD	SHEET NO: 588	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090215_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY ROAD	SHEET NO: 589	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090215_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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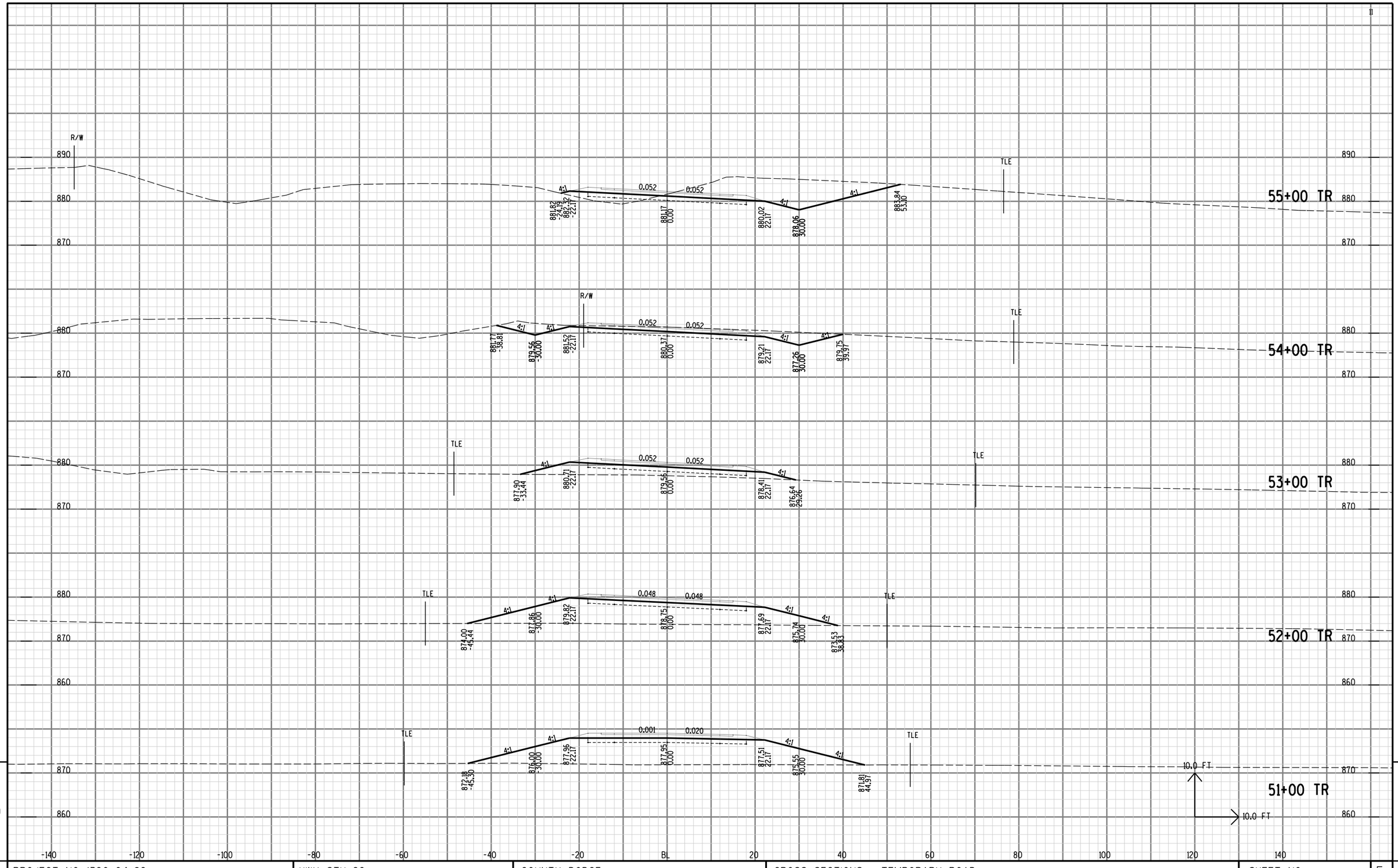
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY ROAD	SHEET NO: 590	E

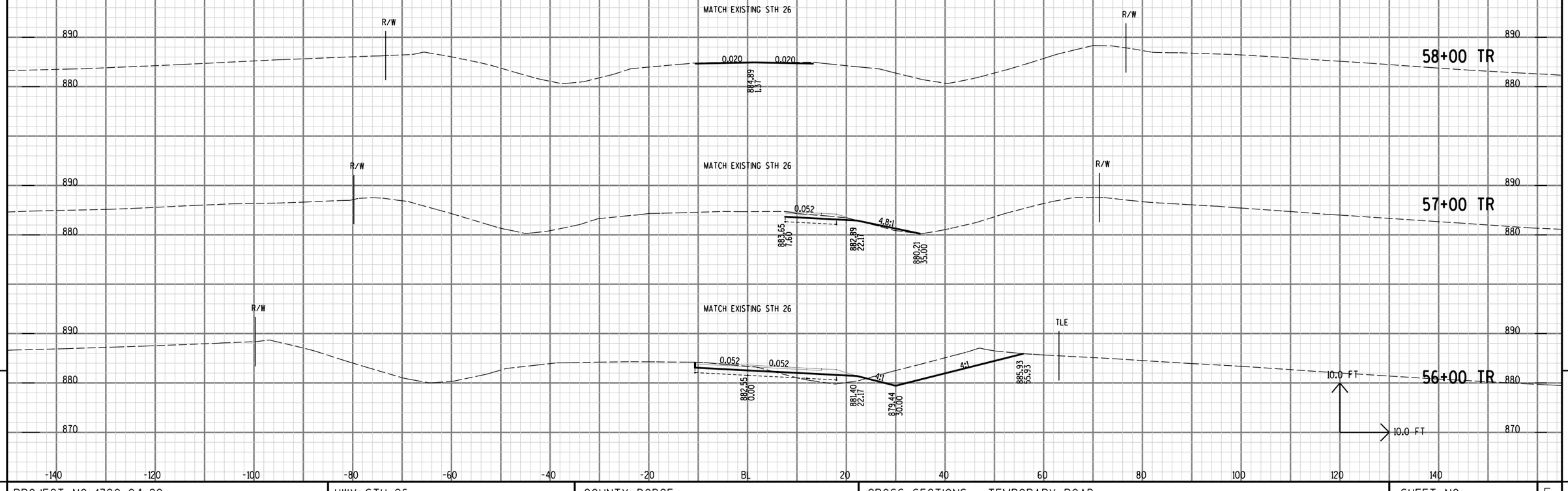
FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090215_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY ROAD	SHEET NO: 591	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090215_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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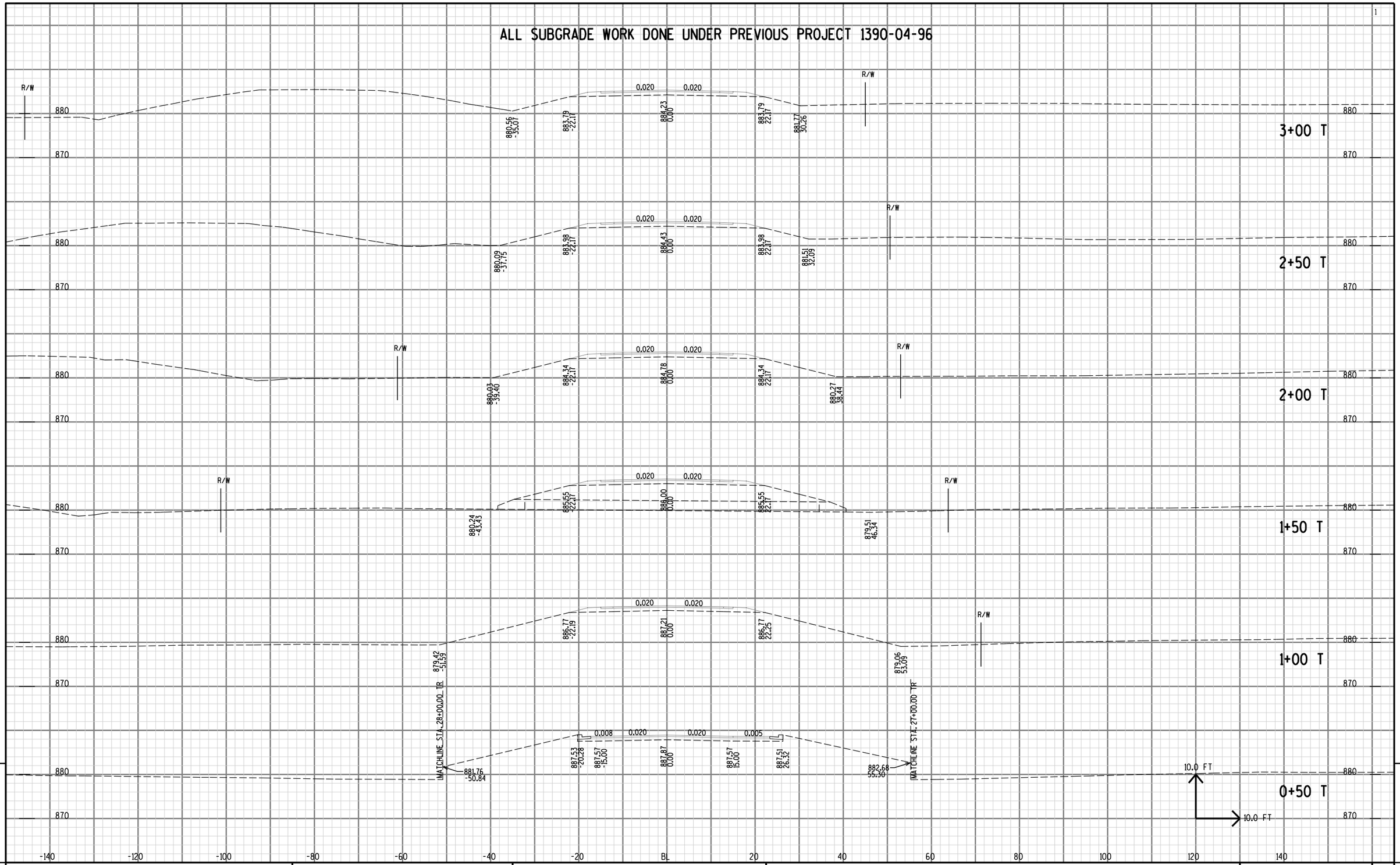
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY ROAD	SHEET NO: 592	E

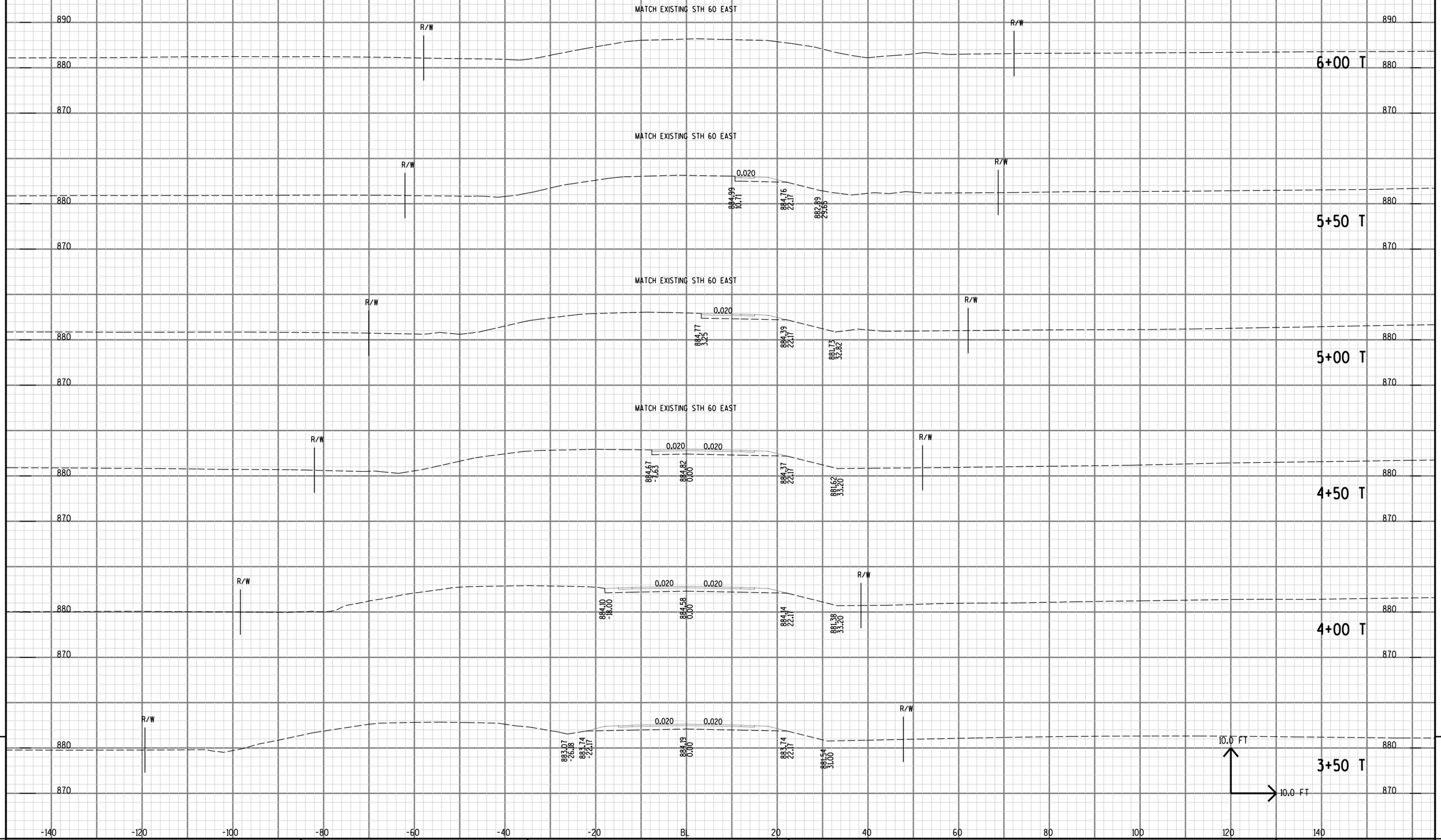
ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY CONNECTION TO STH 60 EAST	SHEET NO: 593	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090216_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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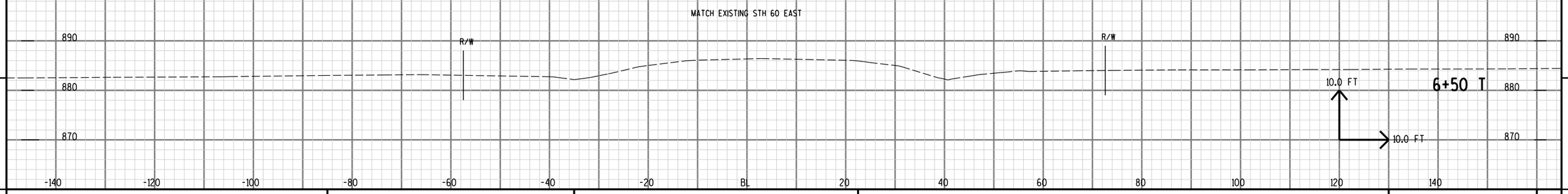
PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY CONNECTION TO STH 60 EAST	SHEET NO: 594	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090216_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

ALL SUBGRADE WORK DONE UNDER PREVIOUS PROJECT 1390-04-96



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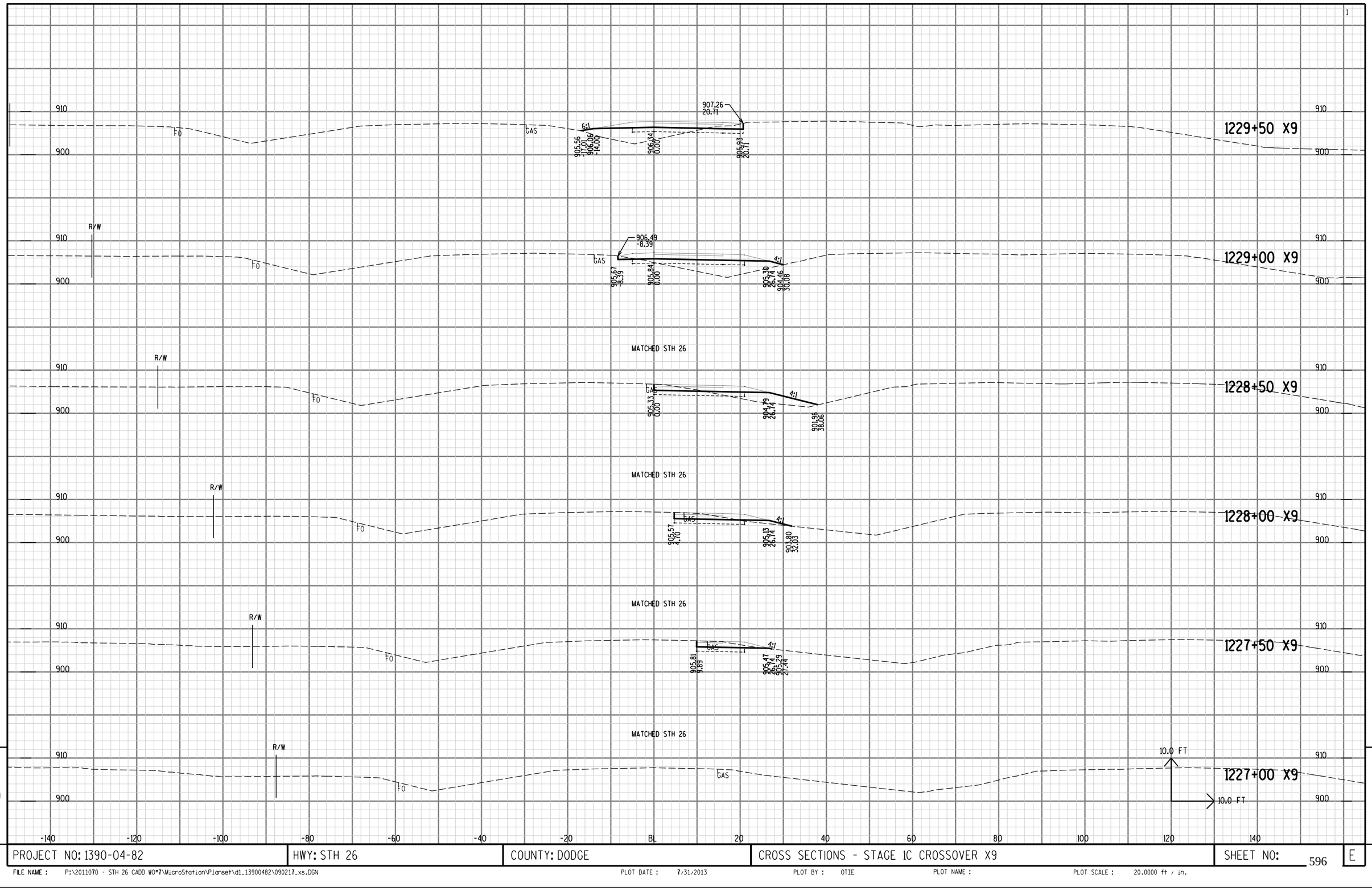
PROJECT NO: 1390-04-96	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - TEMPORARY CONNECTION TO STH 60 EAST	SHEET NO: 595	E



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1C CROSSOVER X9	SHEET NO: 596	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090217_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

MATCHED STH 26

910
900
890

GAS

A:1
905.20
-14.93
906.25
-10.74
906.46
0.00

R/W

1231+50 X9

MATCHED STH 26

906.95
-5.15
905.66
-5.15
905.77
0.00

GAS

R/W

1231+00 X9

MATCHED CROSSOVER 5

FO

GAS

906.76
3.83
907.22
26.74
906.60
29.19
4:1

R/W

1230+50 X9

MATCHED CROSSOVER 5

FO

GAS

R/W

1230+25.48 X9

MATCHED CROSSOVER 5

FO

GAS

R/W

1230+00 X9

10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

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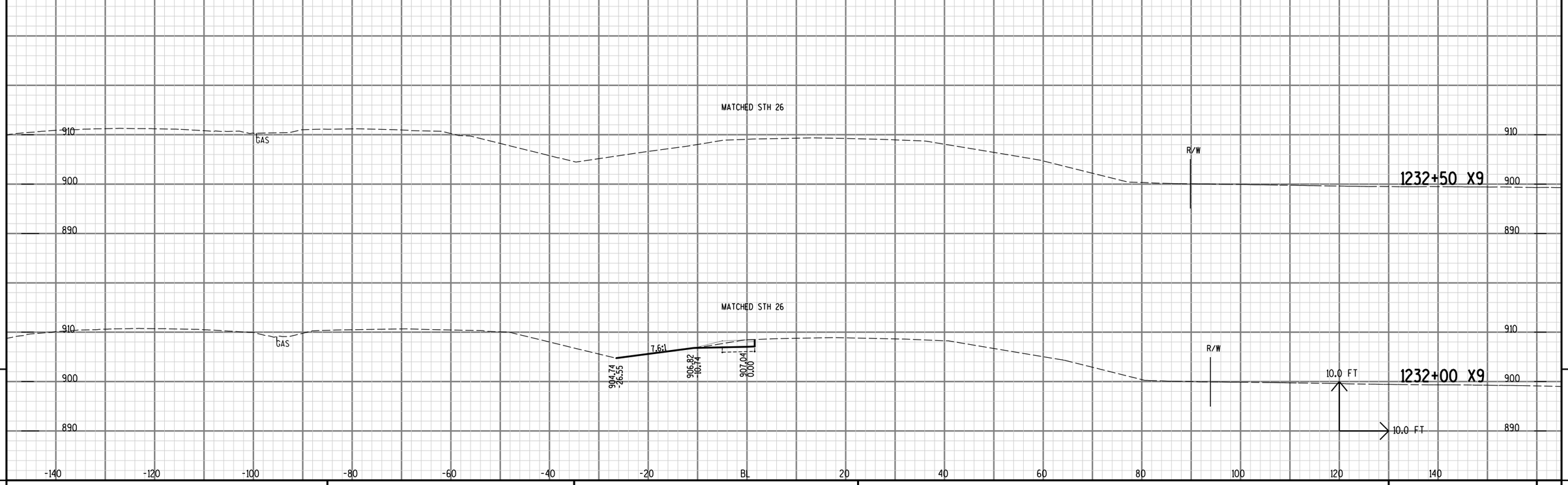
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1C CROSSOVER X9	SHEET NO: 597	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090217_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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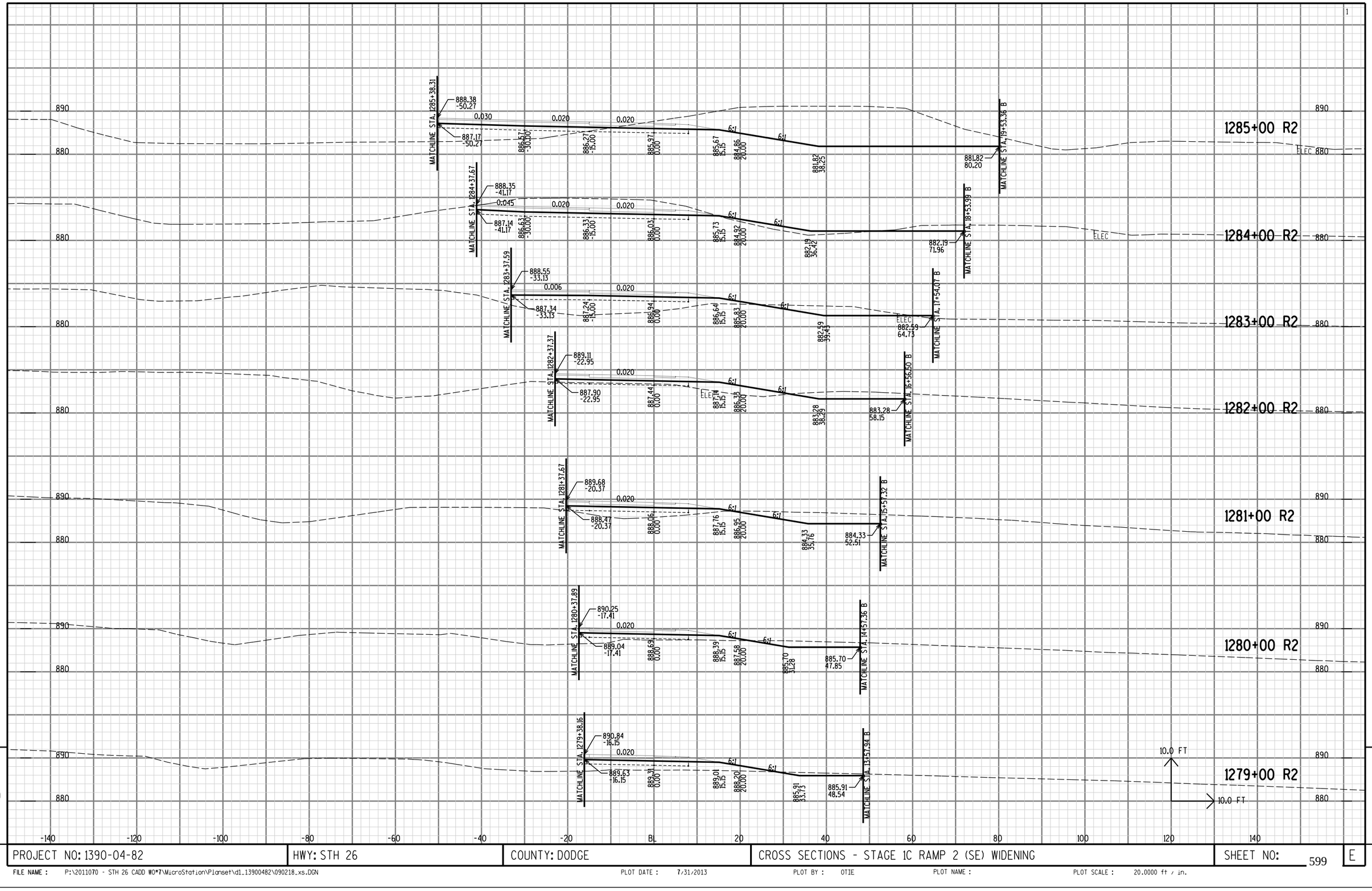
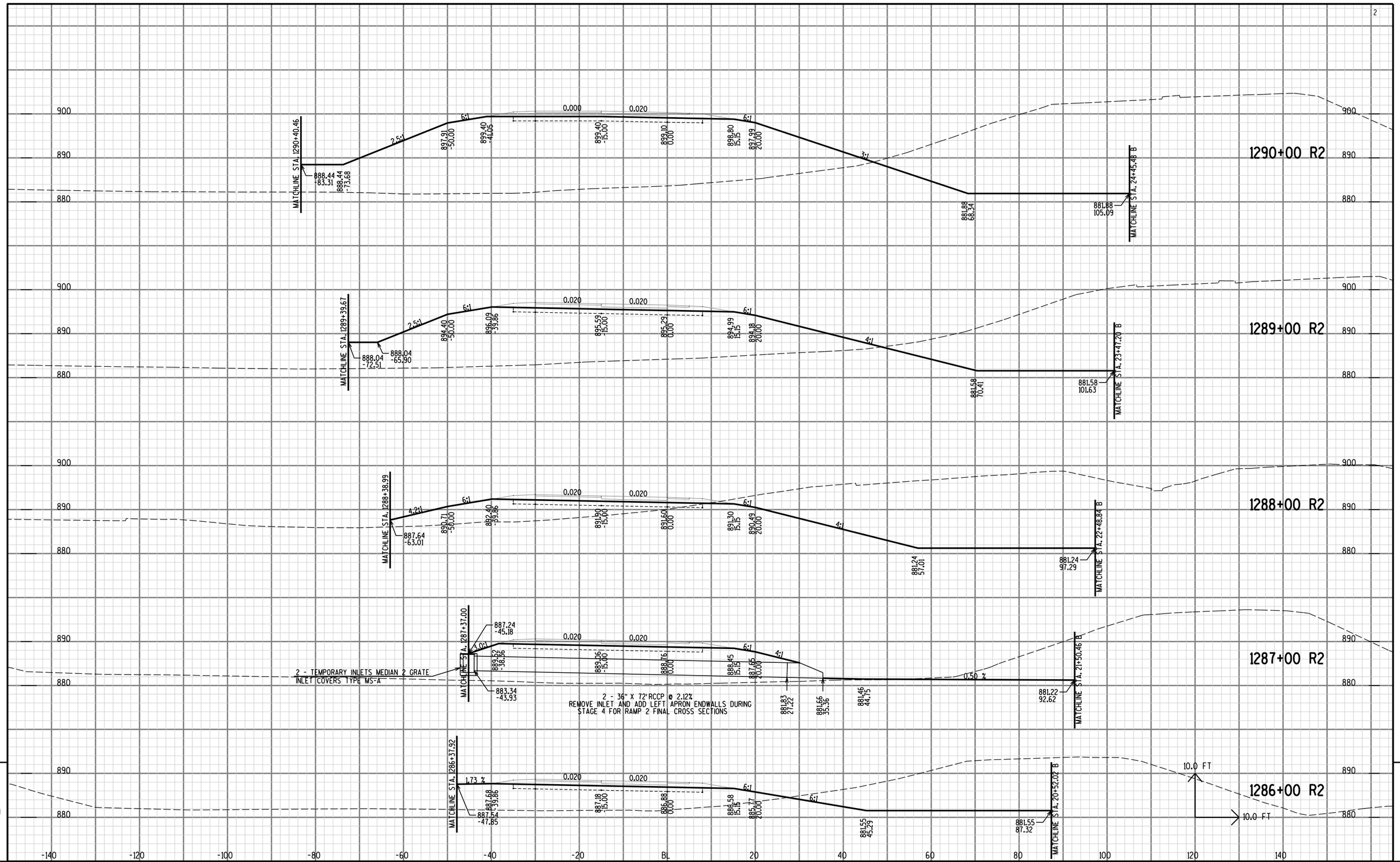
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1C CROSSOVER X9	SHEET NO: 598	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090217_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1C RAMP 2 (SE) WIDENING	SHEET NO: 599	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090218_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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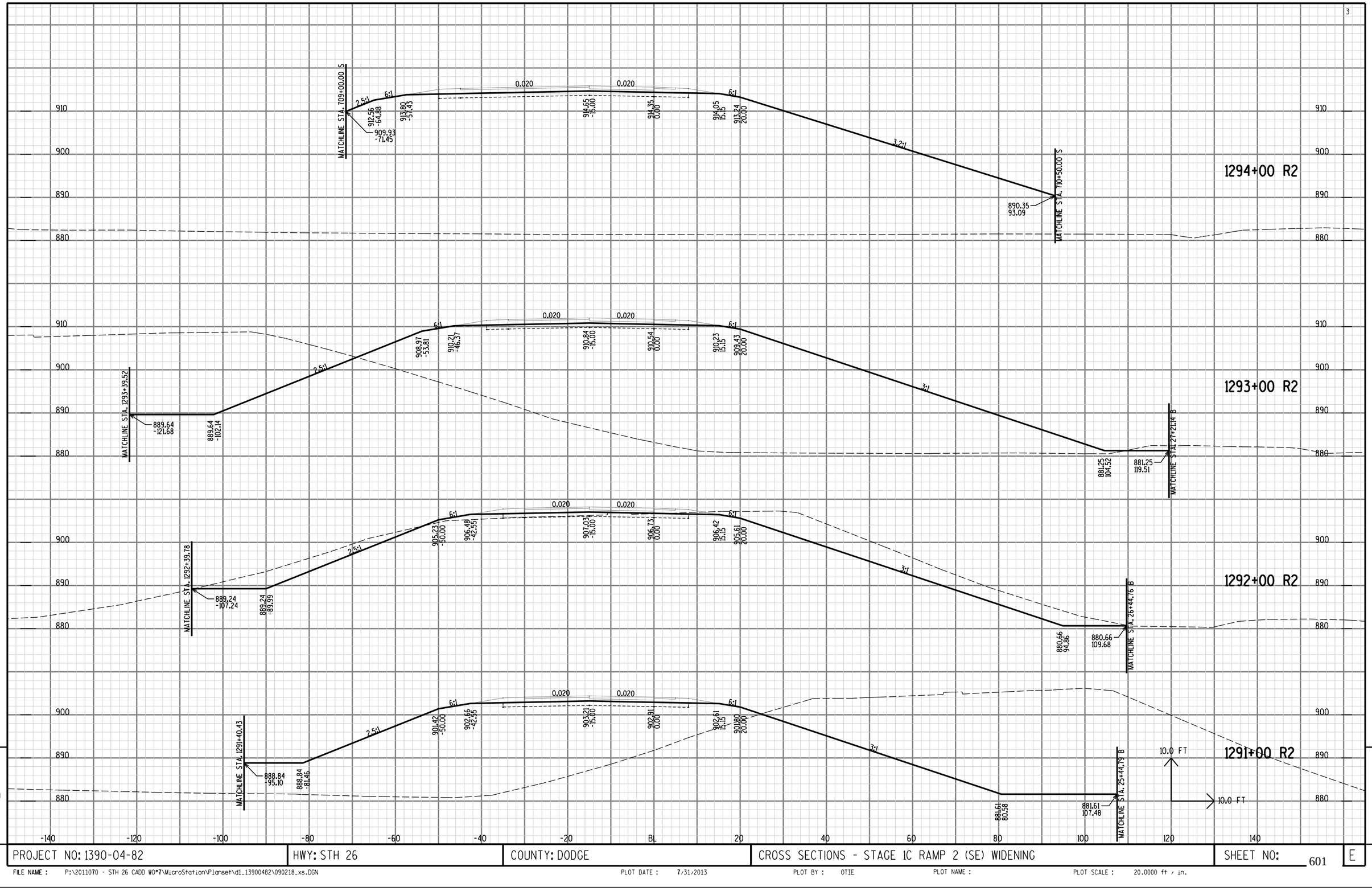
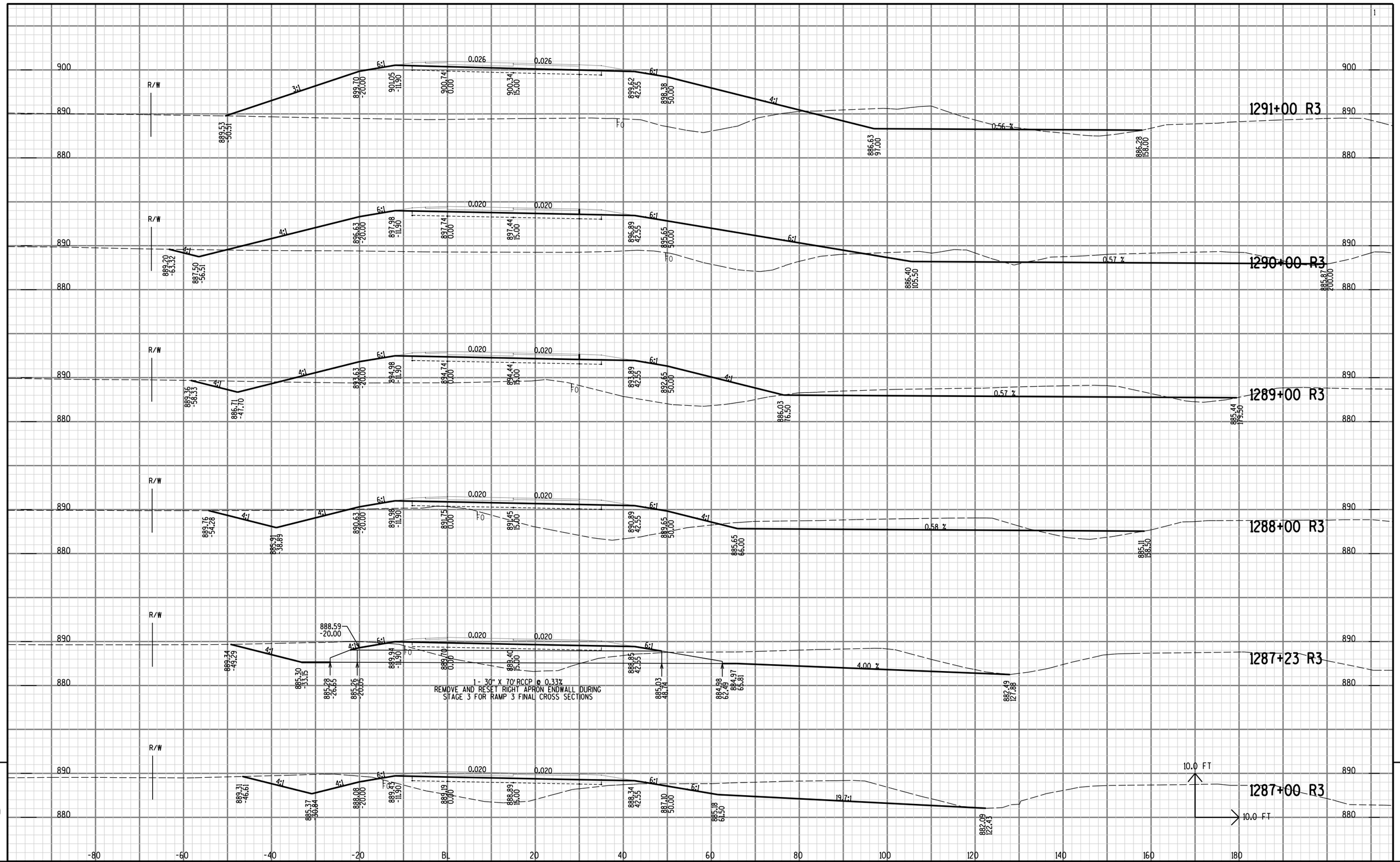
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1C RAMP 2 (SE) WIDENING	SHEET NO: 600	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090218_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



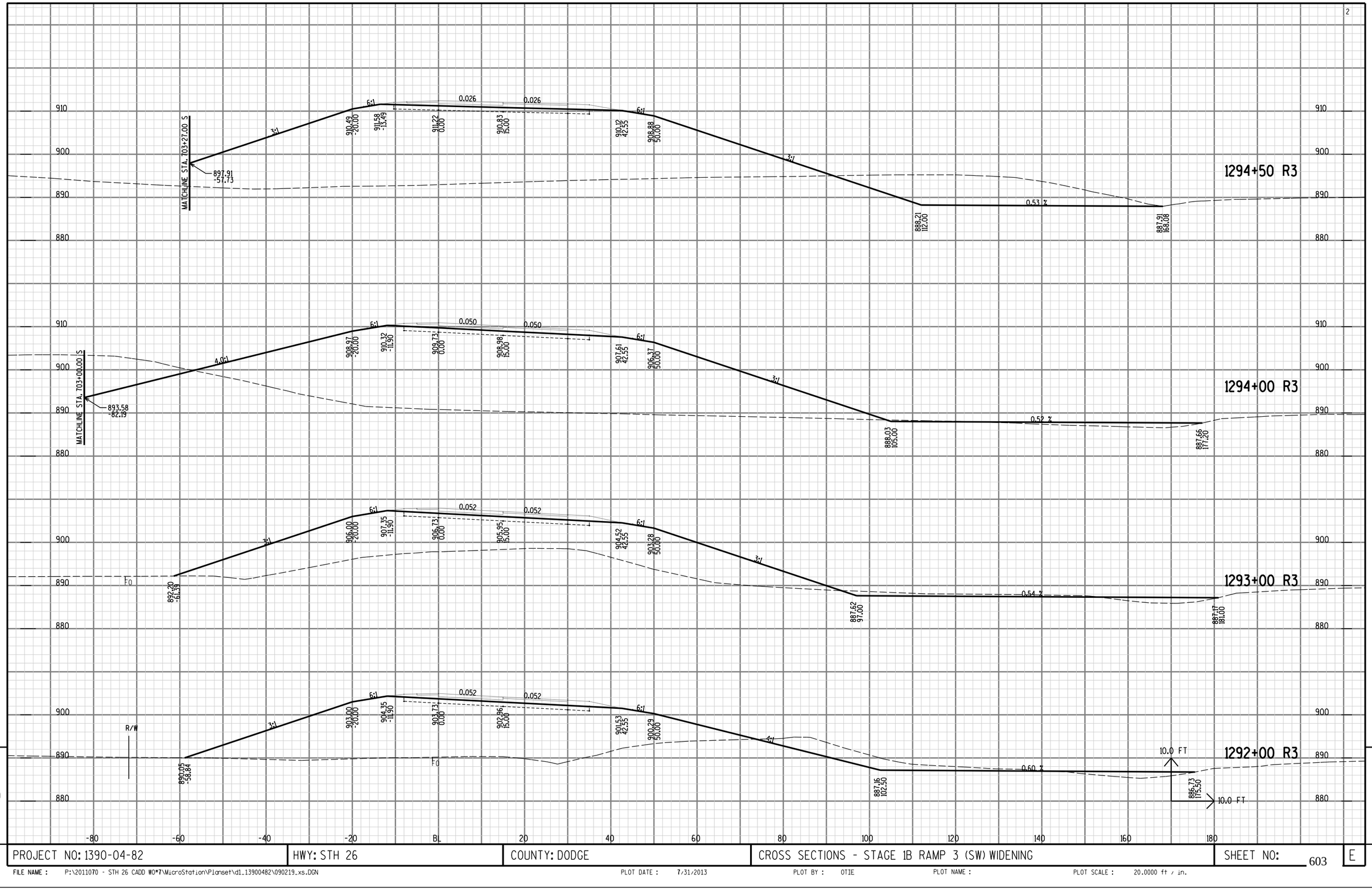
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1C RAMP 2 (SE) WIDENING	SHEET NO: 601 E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090218_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1B RAMP 3 (SW) WIDENING	SHEET NO: 602 E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090219_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1B RAMP 3 (SW) WIDENING	SHEET NO: 603 E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090219_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

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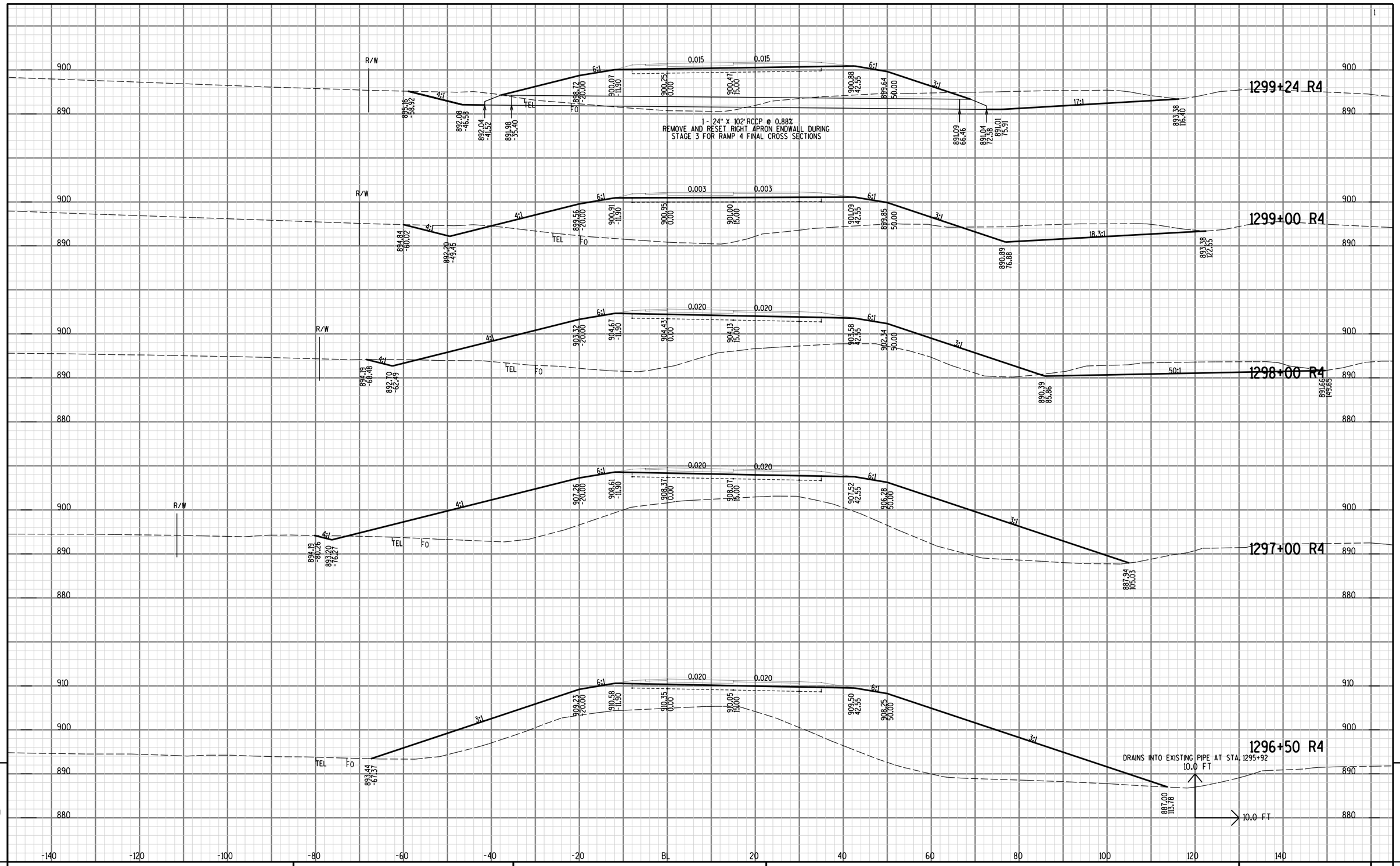

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1B RAMP 4 (NW) WIDENING	SHEET NO: 604	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090220_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.000 ft / in.

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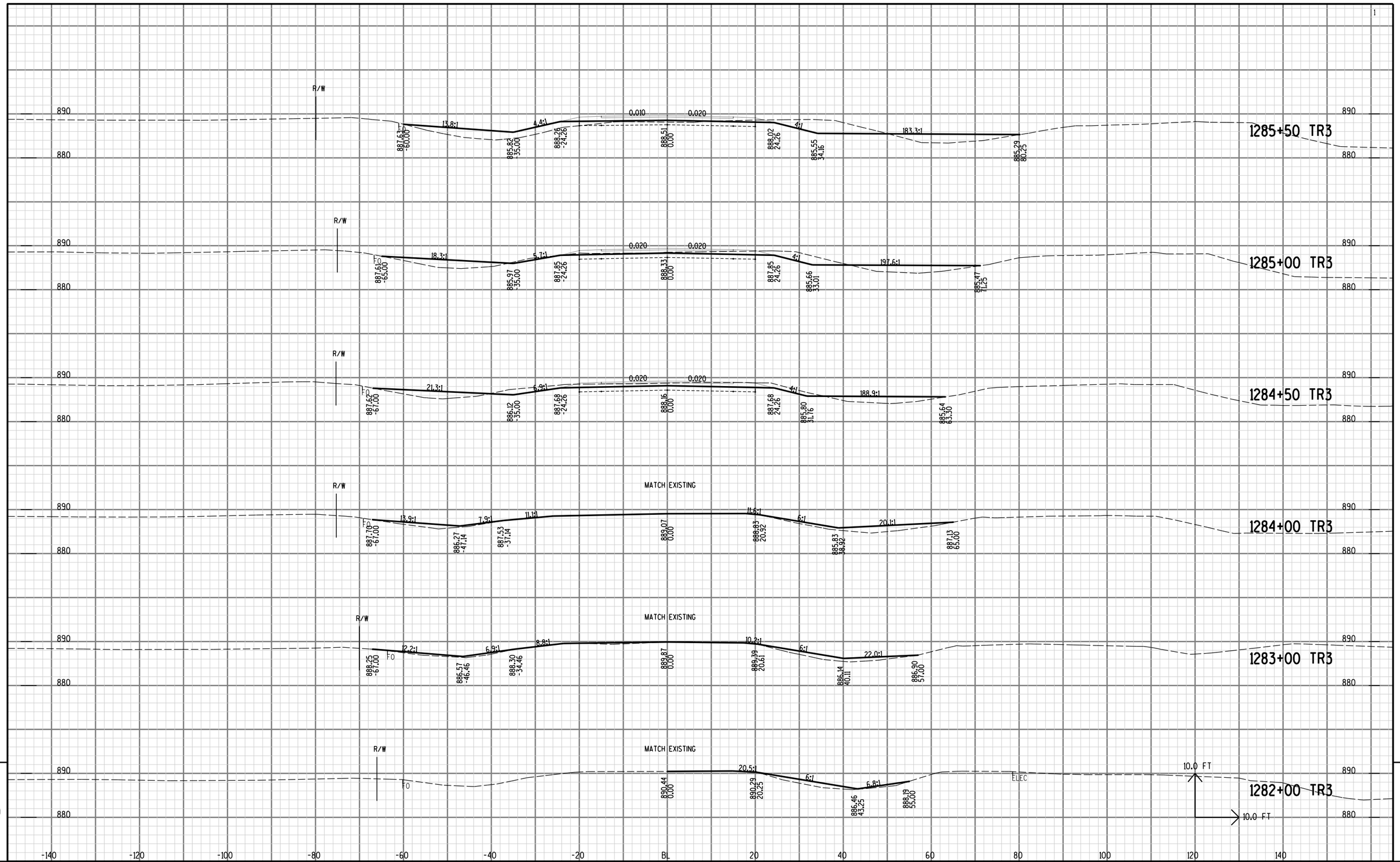
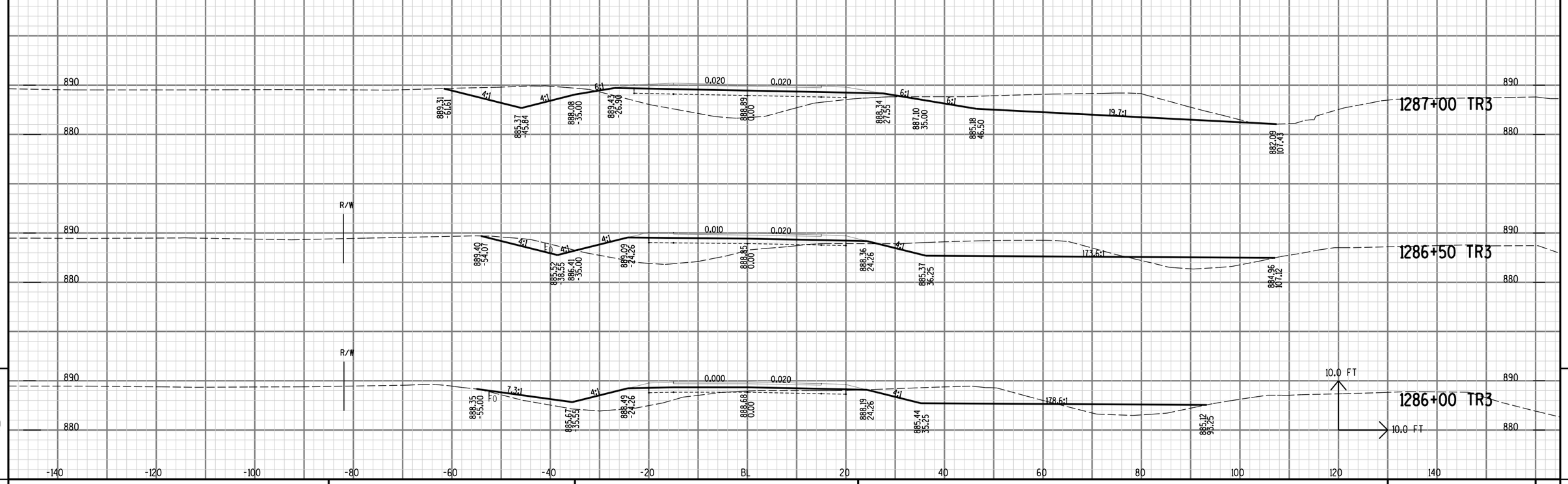
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1B RAMP 4 (NW) WIDENING	SHEET NO: 605	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090220_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1B RAMP 3 (SW) TEMPORARY CONNECTION	SHEET NO: 606	E

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900482\090221_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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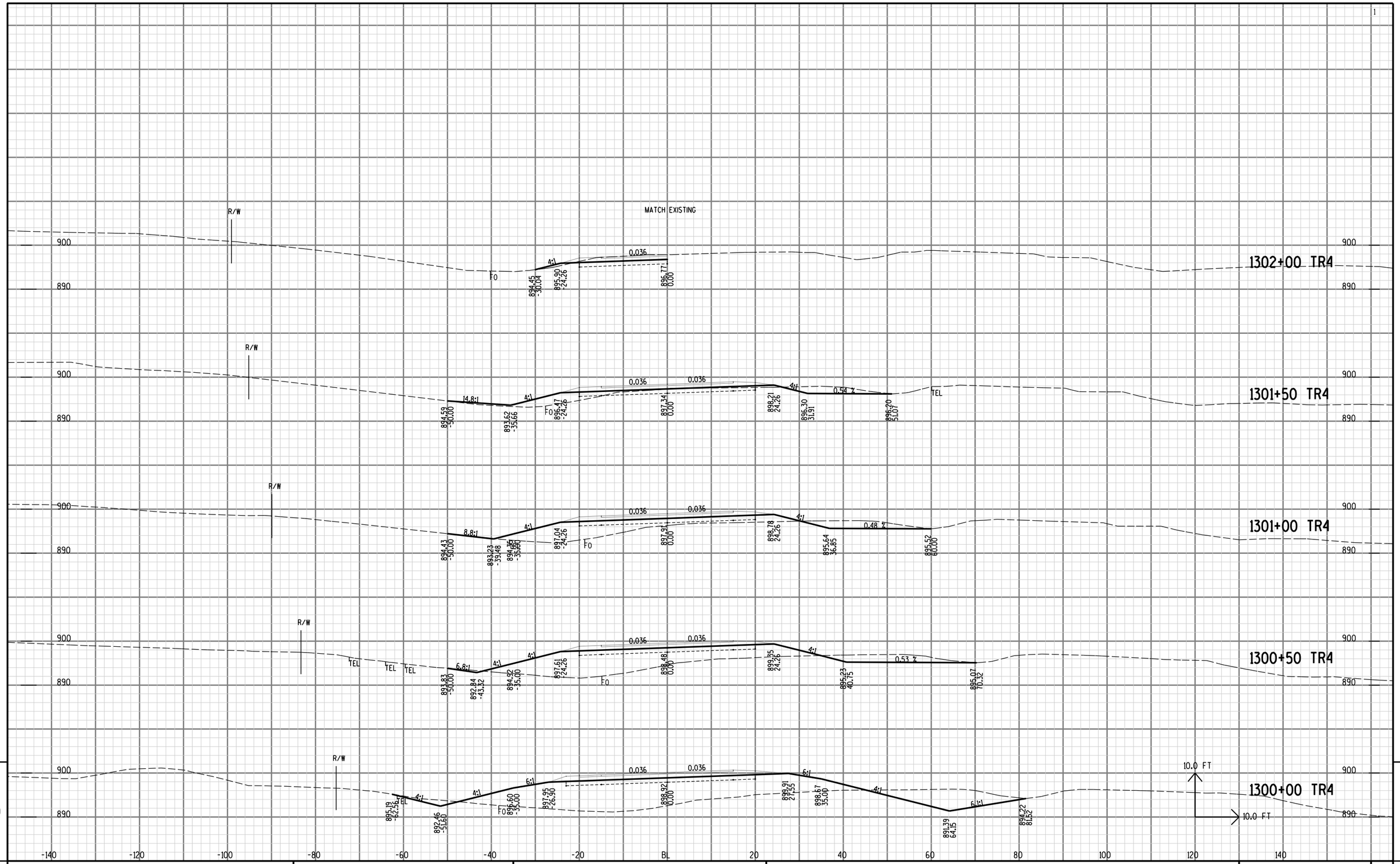
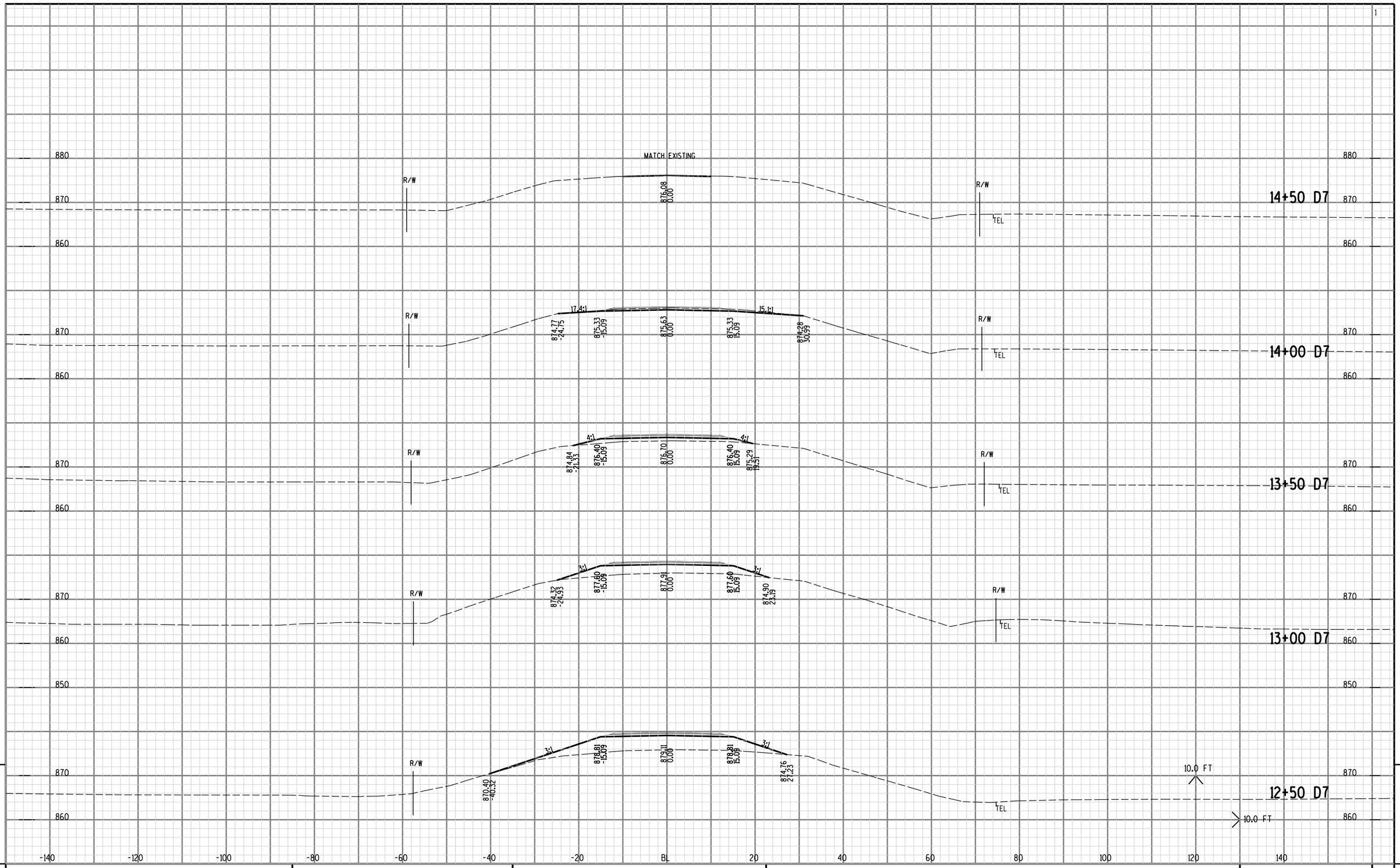
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1B RAMP 3 (SW) TEMPORARY CONNECTION	SHEET NO: 607	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090221_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STAGE 1B RAMP 4 (NW) TEMPORARY CONNECTION	SHEET NO: 608	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090222_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



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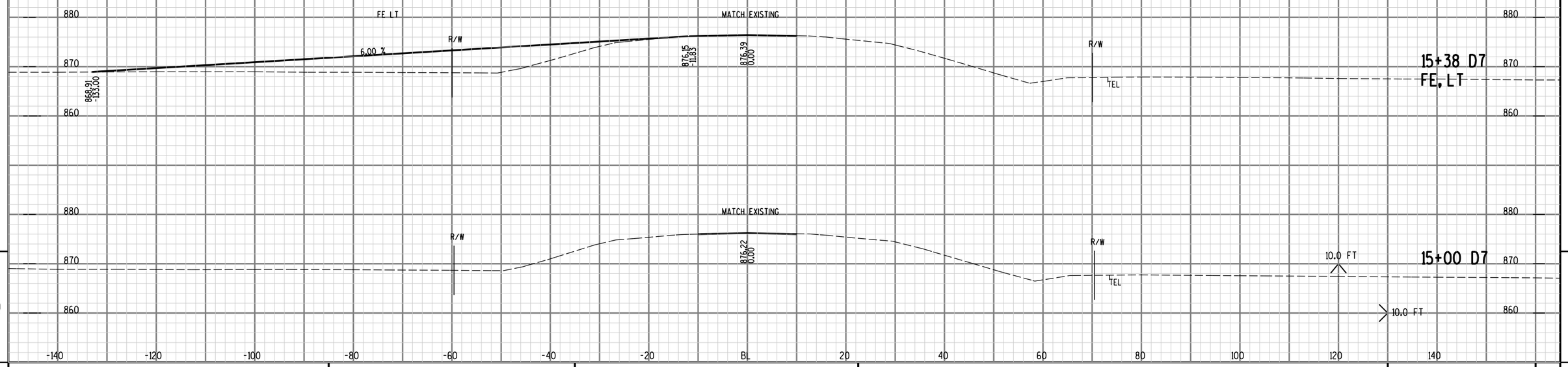
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - 'D7' DRIVEWAY	SHEET NO: 609	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090223_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.



9

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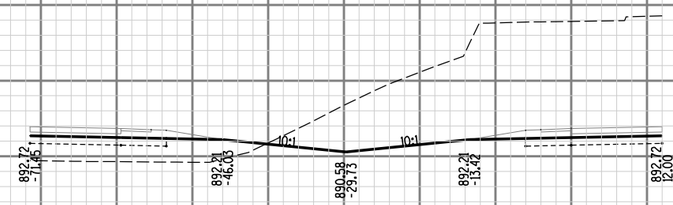
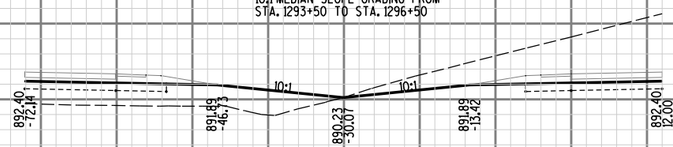
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - 'D7' DRIVEWAY	SHEET NO: 610	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090223_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.



1294+00

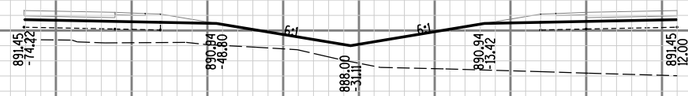
10:1 MEDIAN SLOPE GRADING FROM
STA. 1293+50 TO STA. 1296+50



1293+50

1293+00

VARIABLE MEDIAN SLOPE GRADING FROM
STA. 1292+00 TO STA. 1293+50



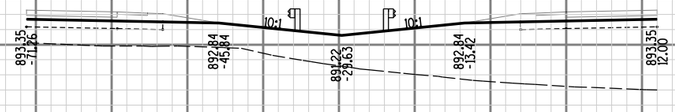
1292+00

10.0 FT

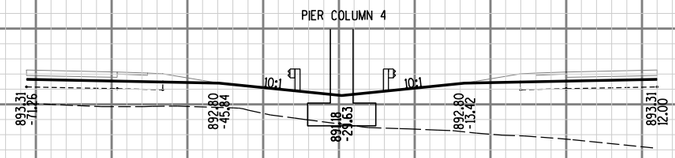
10.0 FT

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26 - GRADING AT STEEL THRIE BEAM BULLNOSE TERMINALS	SHEET NO: 611 E

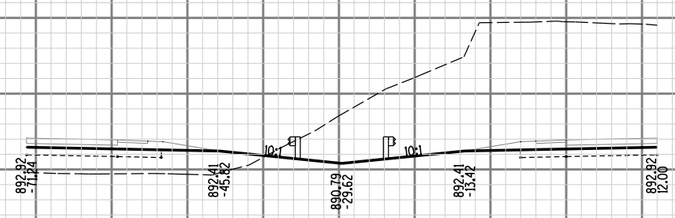
FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090224_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



1295+00

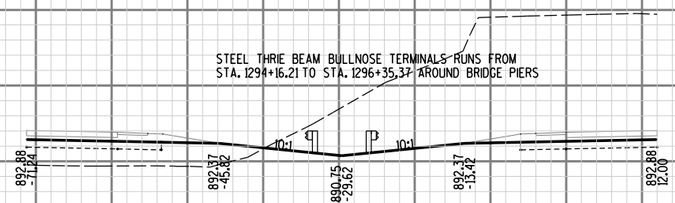


1294+94.29
PIER COLUMN 4



1294+32.04
POST 5

STEEL THRIE BEAM BULLNOSE TERMINALS RUNS FROM
STA. 1294+16.21 TO STA. 1296+35.37 AROUND BRIDGE PIERS

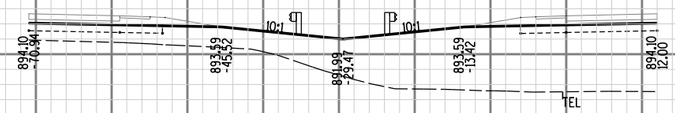


10.0 FT 1294+25.79
POST 1
10.0 FT

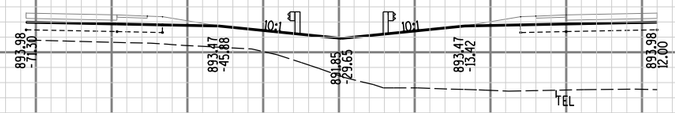
9 9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26 - GRADING AT STEEL THRIE BEAM BULLNOSE TERMINALS	SHEET NO: 612	E

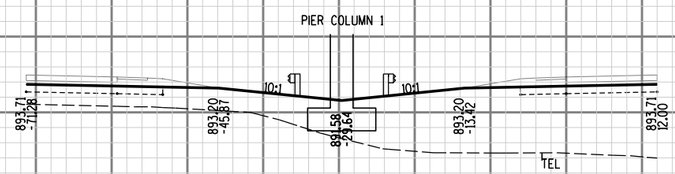
FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090224_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.



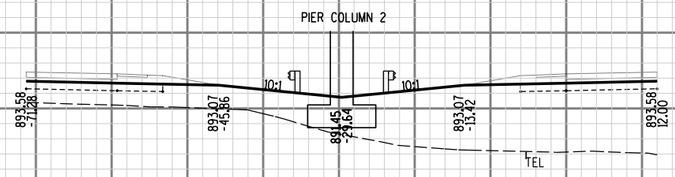
1296+19.54
POST 5



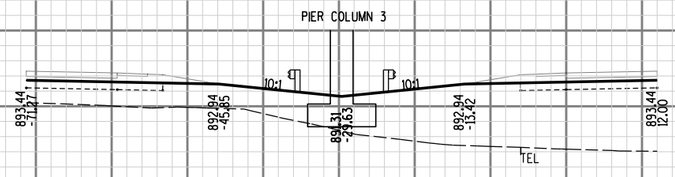
1296+00



1295+57.29
PIER COLUMN 1



1295+36.29
PIER COLUMN 2



10.0 FT
1295+15.29
PIER COLUMN 3
10.0 FT

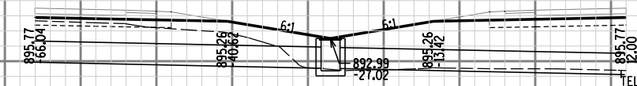
-180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100

9

9

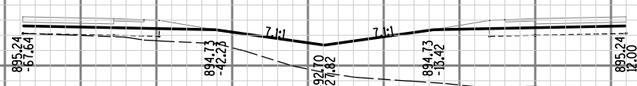
PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26 - GRADING AT STEEL THRIE BEAM BULLNOSE TERMINALS	SHEET NO: 613	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090224_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

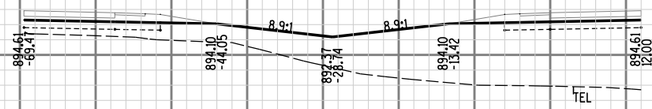


1298+88

1298+50

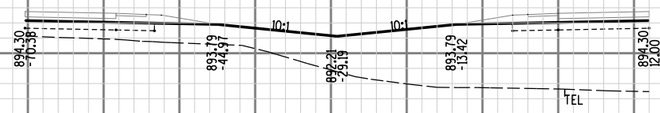


1298+00

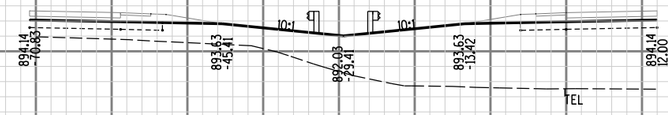


1297+00

VARIABLE MEDIAN SLOPE GRADING FROM
STA. 1296+50 TO STA. 1298+88



1296+50



10.0 FT

1296+25.79
POST 1

10.0 FT

-180 -160 -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100

9

9

PROJECT NO: 1390-04-82	HWY: STH 26	COUNTY: DODGE	CROSS SECTIONS - STH 26 - GRADING AT STEEL THRIE BEAM BULLNOSE TERMINALS	SHEET NO: 614	E

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900482\090224_xs.DGN PLOT DATE : 7/31/2013 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.0000 ft / in.

Notes

Wisconsin Department of Transportation

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