LAX JANUARY 2015

PROJECT ID: 1023-02-74

COUNTY: MONROE COUNTY

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 = 480



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

KIRBY - USH 12

1.26 M EAST OF CTH E ELY TO USH 12

IH 94

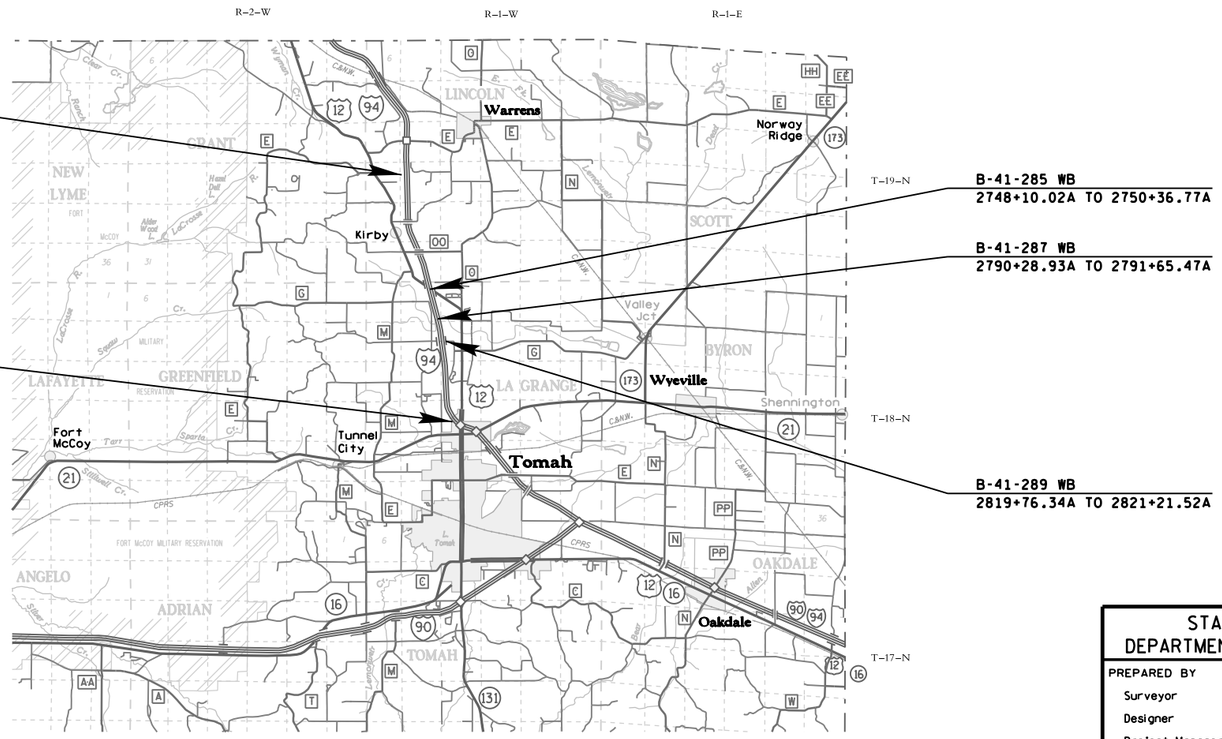
MONROE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1023-02-74	WISC 2015002	1

STATE PROJECT NUMBER
1023-02-74

BEGIN PROJECT 1023-02-74
STATION 2613+50A WB
X=699572.95
Y=438838.21

END PROJECT 1023-02-74
STATION 2937+05A WB
X=706818.06
Y=407921.49



B-41-285 WB
2748+10.02A TO 2750+36.77A

B-41-287 WB
2790+28.93A TO 2791+65.47A

B-41-289 WB
2819+76.34A TO 2821+21.52A

LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 6.127 MI.

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

DESIGN DESIGNATION

A.A.D.T. 2015	=	23,300
A.A.D.T. 2035	=	28,100
D.H.V.	=	3288
D.D.	=	58/42
T.	=	41.4%
DESIGN SPEED	=	70 MPH
ESALS	=	48,910,800

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	MIKE GREINER
Project Manager	BRIAN MEYER
Regional Examiner	MIKE RUD
Regional Supervisor	JIM SAVOLDELLI
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 09-02-2014 (Signature)

E

2

GENERAL NOTES

- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- CURVE DATA IS BASED ON ARC DEFINITION.
- D.O.T. BRIDGE BENCHMARK MONUMENT TO BE FURNISHED BY THE STATE AND PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.
- PLAN ELEVATIONS = USGS DATUM 83.
- THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.
- ALL RADII ARE MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.
- NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER
- REMOVE EXISTING OLD CULVERTS AS SHOWN ON THE PLANS.
- PAVEMENT REMOVAL WILL BE TO THE NEAREST JOINT OR A SAWED EDGE WILL BE REQUIRED AS DIRECTED BY THE ENGINEER. PAVEMENT REMOVAL INCLUDES EXISTING APPROACH PANELS
- WHEN PORTIONS OF EXISTING ASPHALTIC SURFACES ARE TO BE REMOVED TO ACCOMMODATE NEW CONSTRUCTION, THE LINE OF SUCH REMOVAL SHALL BE NEATLY DELINEATED WITH A SAW CUT JOINT THROUGH THE ASPHALTIC SURFACE SO THAT REMOVAL OF THE ASPHALT SHALL BE ACCOMPLISHED WITHOUT DAMAGE TO REMAINING PORTIONS. THE LOCATION OF SAW JOINTS AND THE AMOUNT REMOVED WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE BORROW EXCAVATION SHALL NOT BE COMPLETED UNTIL ALL AVAILABLE COMMON EXCAVATION HAS BEEN USED.
- THE EXPANDED FILL, AS SHOWN ON THE PLAN AND PROFILE SHEETS, INCLUDES THE FILL EXPANDED BY 1.25 AND MARSH EXCAVATION EXPANDED BY 1.5.
- INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- INLET GRATE ELEVATIONS REFERRED TO ON INLET NOTES ARE GUTTER FLOW LINE ELEVATIONS.
- THE LAST SECTION OF ALL EXISTING REINFORCED CONCRETE CULVERT PIPES THAT ARE TO BE EXTENDED SHALL BE, IF NECESSARY, RESET PRIOR TO INSTALLING THE PIPE EXTENSION.
- PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD OR MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
- ASPHALT MATERIAL FOR PLANT MIXES HAS BEEN ESTIMATED AT 5.5% OF THE HMA PAVEMENT.
- WHEREVER ASPHALTIC CONCRETE PAVEMENT ABUTS OR OVERLAPS ONTO PORTLAND CEMENT CONCRETE, THE EXISTING PAVEMENT SHALL RECEIVE A TACK COAT OF RS-1 OR RS-2 EMULSIFIED ASPHALT.
- 3.5 INCH HMA PAVEMENT, NOMINAL SIZE 12.5MM TYPE E-0.3, SHALL BE CONSTRUCTED WITH A SINGLE LAYER
- CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
- SECTIONS AS SHOWN ON THE CROSS SECTION SHEETS INCLUDE THE THICKNESS OF TOPSOIL.
- THE QUANTITY OF THE ITEMS FOR EROSION PROTECTION INCLUDES AN UNDISTRIBUTED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED, AND MULCHED OR SODDED AS DIRECTED BY THE ENGINEER.
- (SALVAGED) TOPSOIL AND MULCH HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 5 FT BEYOND THE TOE OF SLOPE. SEEDING AND FERTILIZER HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 5 FT.
- (SALVAGED) TOPSOIL WHERE REQUIRED, IS TO BE PLACED ON ALL CUT AND FILL SLOPES (EXCEPT CHANNEL CHANGE AND MARSH DISPOSAL SLOPES) TO AN APPROXIMATE DEPTH OF 3 INCHES AT THE TIME OF PLACING.
- DIMENSIONS OF RIPRAP PLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

STANDARD ABBREVIATIONS

AC.	ACRE	MAX.	MAXIMUM
AGG.	AGGREGATE	MGAL	1000 GALLONS
AH	AHEAD	MIN.	MINIMUM
<	ANGLE	N.C.	NORMAL CROWN OR NO CHANGE
AE, AEW	APRON ENDWALL	N	NORTH
ASPH.	ASPHALTIC	NO.	NUMBER
A.D.T.	AVERAGE DAILY TRAFFIC	PAV'T	PAVEMENT
B.F.	BACK FACE	P.L.E.	PERMANENT LIMITED EASEMENT
BK.	BACK	P.C.	POINT OF CURVATURE
BEG.	BEGIN	P.I.	POINT OF INTERSECTION
B.M.	BENCH MARK	P.T.	POINT OF TANGENCY
C/L	CENTER LINE	V.P.C.	VERTICAL POINT OF CURVATURE
D	CENTRAL ANGLE OR DELTA	V.P.I.	VERTICAL POINT OF INTERSECTION
C.M.C.P.	CORRUGATED METAL CULVERT PIPE	V.P.T.	VERTICAL POINT OF TANGENCY
C.M.P.	CORRUGATED METAL PIPE	PCC	PORTLAND CEMENT CONCRETE
CO.	COUNTY	P.E.	PRIVATE ENTRANCE
CTH	COUNTY TRUNK HIGHWAY	P.L.	PROPERTY LINE
CR.	CREEK	R	RADIUS OR RANGE
C.A.B.C.	CRUSHED AGGREGATE BASE COURSE	R/L	REFERENCE LINE
C.Y.	CUBIC YARD	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
C.P.	CULVERT PIPE	RT	RIGHT
C. & G.	CURB AND GUTTER	REQ'D	REQUIRED
D	DEGREE OF CURVE	R.H.F.	RIGHT HAND FORWARD
D.H.V.	DESIGN HOUR VOLUME	R/W	RIGHT OF WAY
DIA.	DIAMETER	R.	RIVER
DISCH.	DISCHARGE	RD.	ROAD
EA	EACH	SHLD.	SHOULDER(S)
E	EAST	SHR.	SHRINKAGE
ELEC.	ELECTRIC(AL), ELEC. CABLE	S	SOUTH
EL., ELEV.	ELEVATION	S.F.	SQUARE FOOT (FEET)
EXC.	EXCAVATION	SDD	STANDARD DETAIL DRAWING(S)
F.F.	FACE TO FACE	STH	STATE TRUNK HIGHWAY
FERT.	FERTILIZER	STA.	STATION
F.E.	FIELD ENTRANCE	S.E.	SUPERELEVATION
F/L, F.L.	FLOW LINE	S/L	SURVEY LINE
CWT.	HUNDRED WEIGHT	T	TANGENT
INL	INLET	TEL.	TELEPHONE
INTER.	INTERSECTION	TEMP.	TEMPORARY
JT.	JOINT	T.L.E.	TEMPORARY LIMITED EASEMENT
LT	LEFT	T.O.C.	TOP OF CURB
L.H.F.	LEFT HAND FORWARD	T.	(TRUCKS) PERCENT OF
L.	LENGTH OF CURVE	TYP.	TYPICAL
L.F.	LINEAR FOOT(FEET)	UNCL.	UNCLASSIFIED
LC.	LONG CHORD	U.G.	UNDERGROUND (CABLE)
LS	LUMP SUM	V.C.	VERTICAL CURVE
M.P.	MARKER POST	W	WEST

2

STATE PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	GENERAL NOTES	SHEET NO: 2	E

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MIKE GREINER
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WISDOT SW REGION
PROJECT DEVELOPMENT
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WEST CENTRAL REGION
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(608) 785-9115

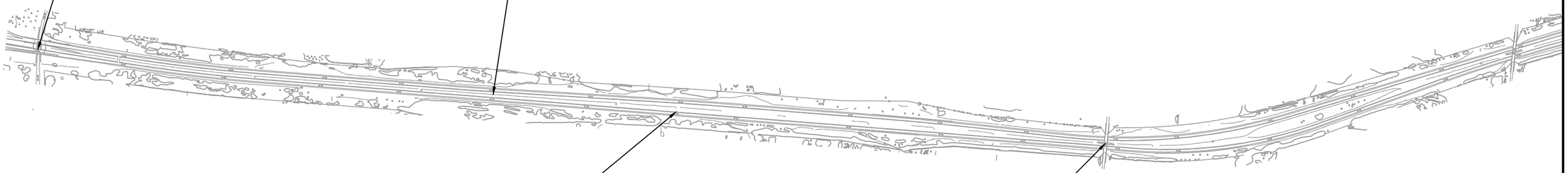
DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

2

N

CTH EW AT WARRENS
(EXIT 135)

CROSSOVER #1
STATION 2594+63A



BEGIN PROJECT
1023-02-74
STATION 2614+05A

CORTLAND AVENUE OVERPASS
B-41-67
STATION 2656+35A

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\020201_PO.DWG PLOT DATE : 8/19/2014 10:35 AM PLOT BY : SHAW, ADAM M PLOT NAME : ---------- PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

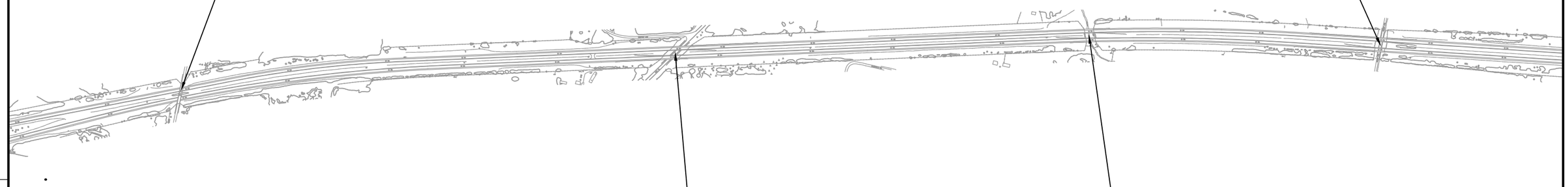
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CTH00 OVERPASS
B-41-69
STATION 2749+75A

EMPIRE AVENUE UNDERPASS
BRIDGE RECONSTRUCTION
B-41-289
STATION 2820+70A

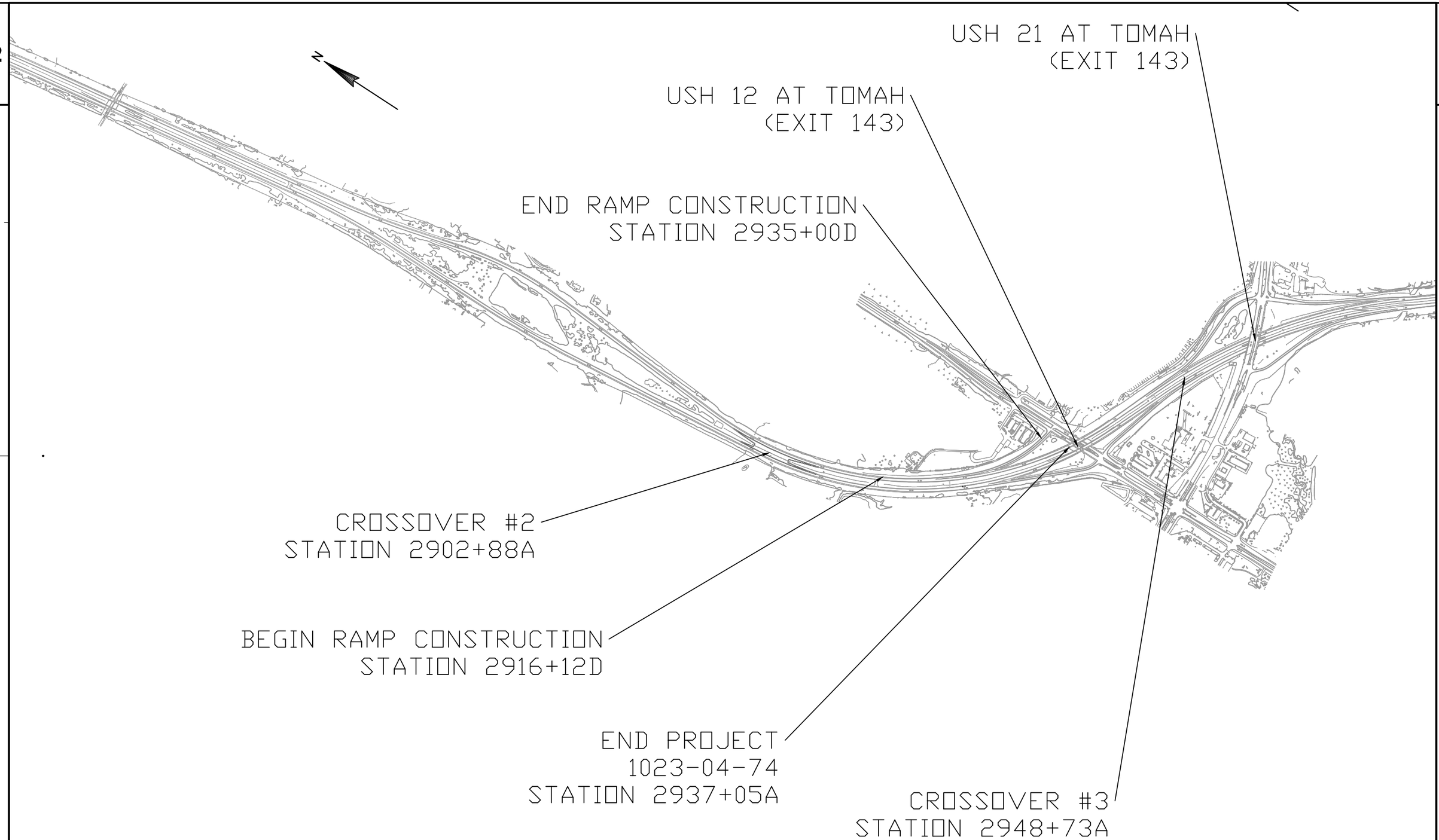


USH 12 UNDERPASS
BRIDGE RECONSTRUCTION
B-41-285
STATION 2748+98A

MILL CREEK
BRIDGE RECONSTRUCTION
B-41-287
STATION 2791+45A

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PROJECT OVERVIEW	SHEET 5	E

2



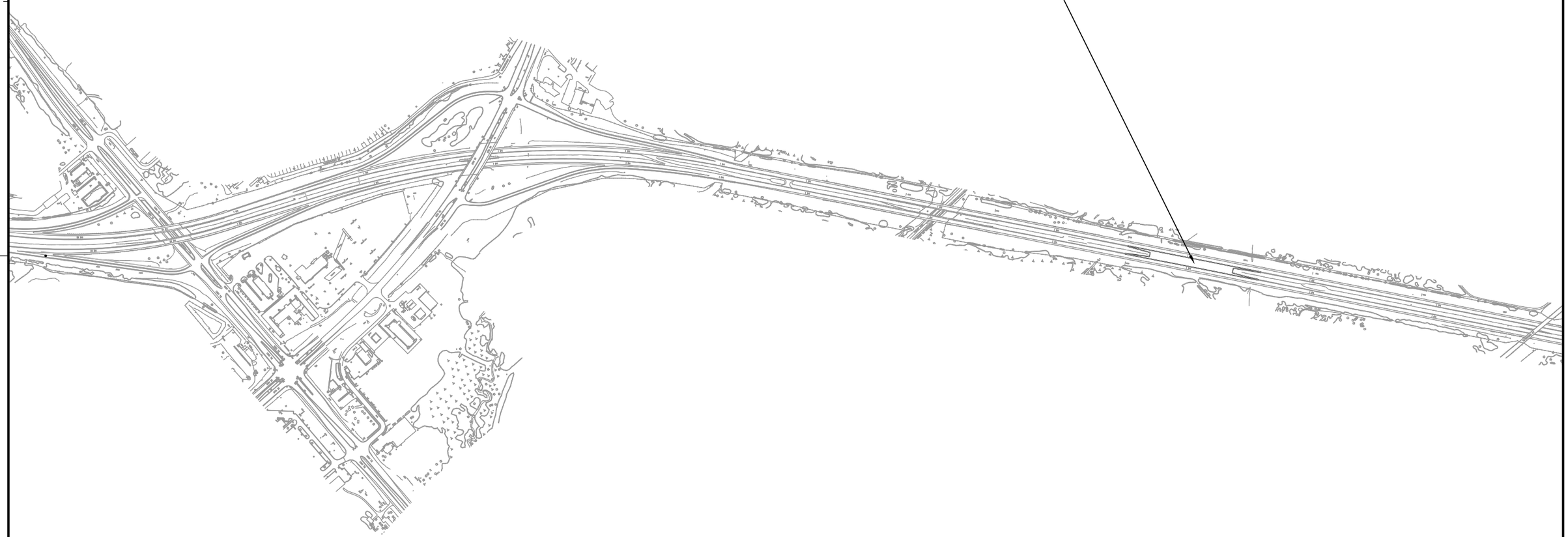
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WISDOT/CADDS SHEET 42

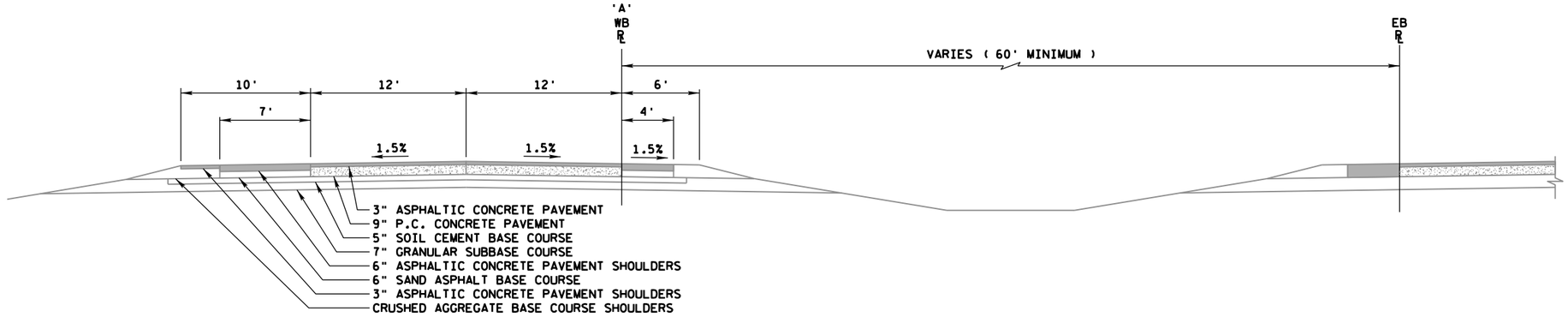
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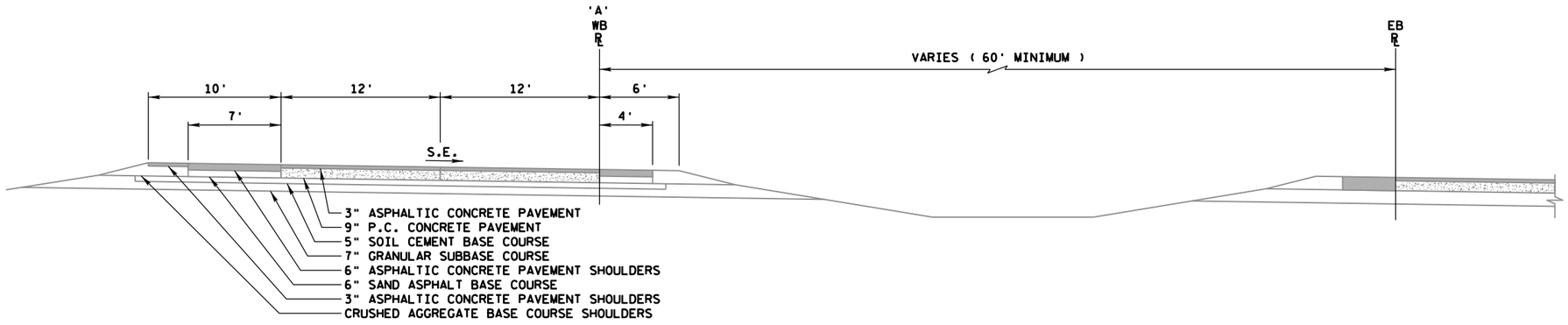
CROSSOVER #4
STATION 3011+75A



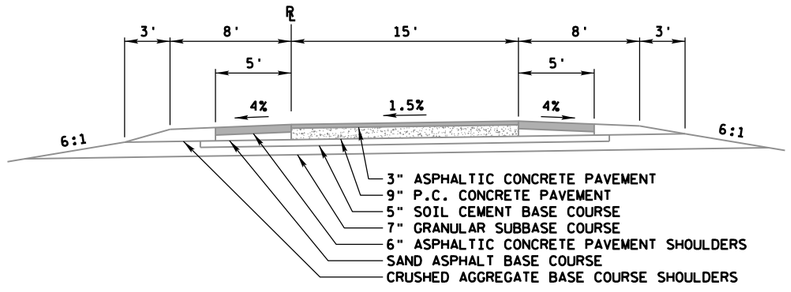
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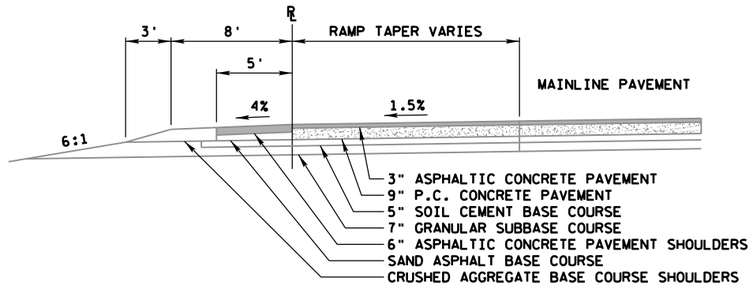
EXISTING TYPICAL TANGENT SECTION
WB IH 94



EXISTING TYPICAL SUPERELEVATED SECTION
WB IH 94

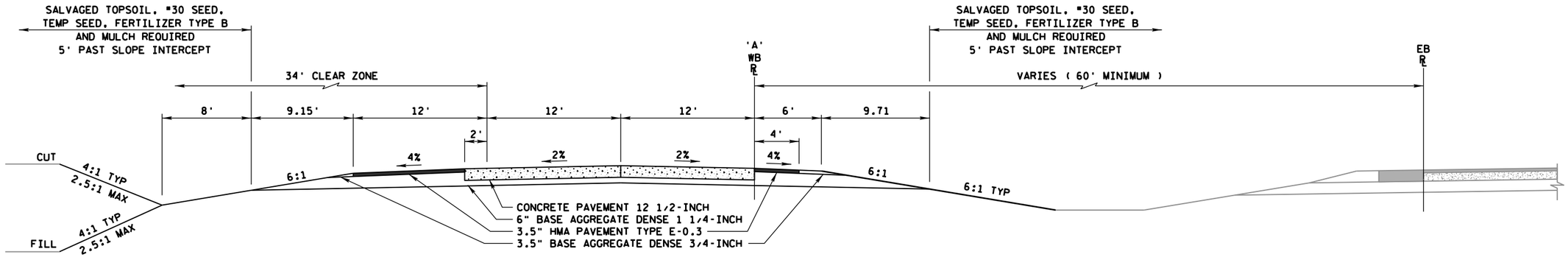


EXISTING TYPICAL RAMP SECTION
IH 94

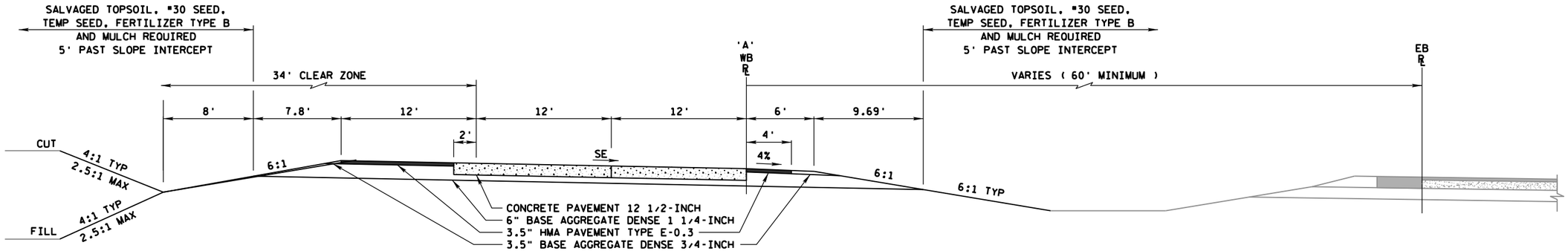


EXISTING TYPICAL RAMP TAPER SECTION
IH 94

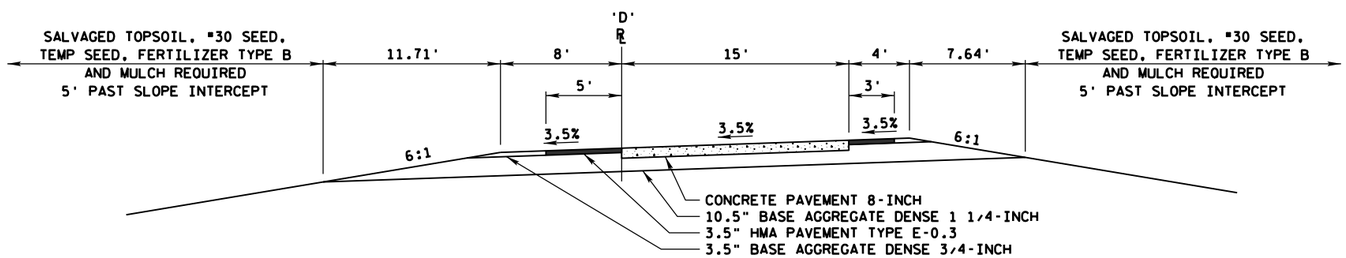
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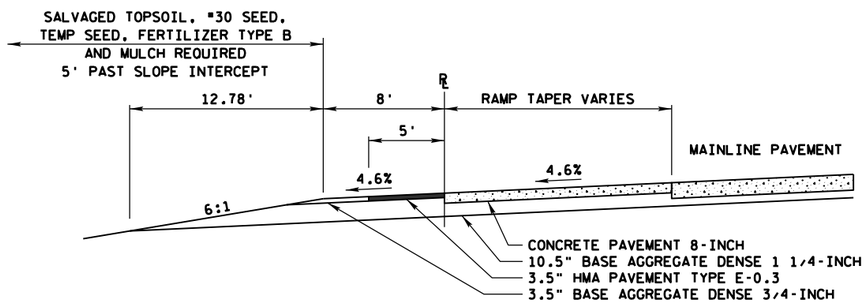
FINISHED TANGENT TYPICAL SECTION
WB IH 94



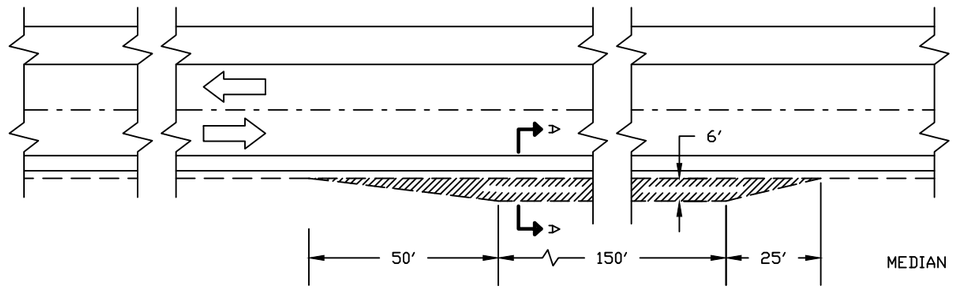
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WB IH 94

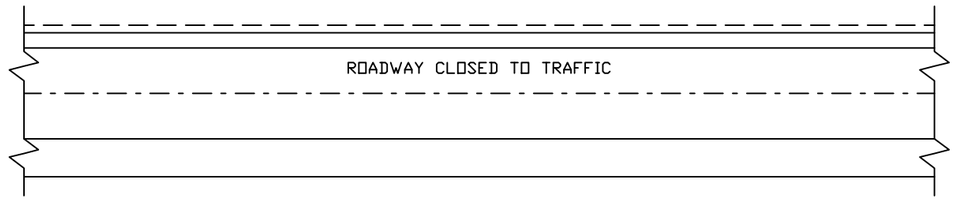


FINISHED RAMP TYPICAL SECTION
IH 94



FINISHED RAMP TAPER TYPICAL SECTION
IH 94





PLAN VIEW

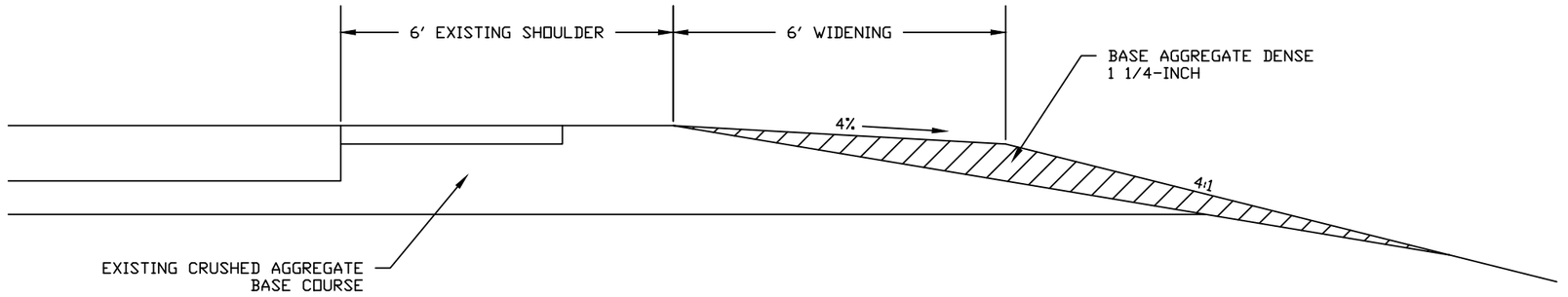
EMERGENCY PULLOUTS FOR DIVIDED HIGHWAYS

LEGEND

DIRECTION OF TRAFFIC

GENERAL NOTES:

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 THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

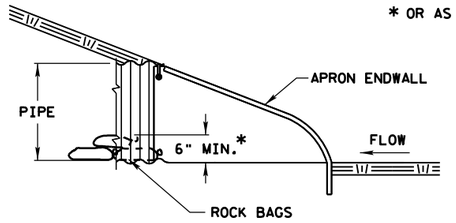


SECTION A-A

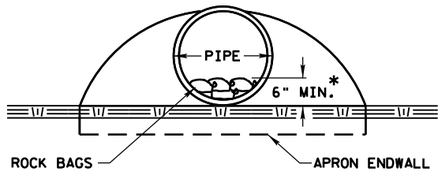
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL: EMERGENCY PULLOUT	SHEET 10	E

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* OR AS DIRECTED BY THE ENGINEER



SIDE VIEW



END VIEW

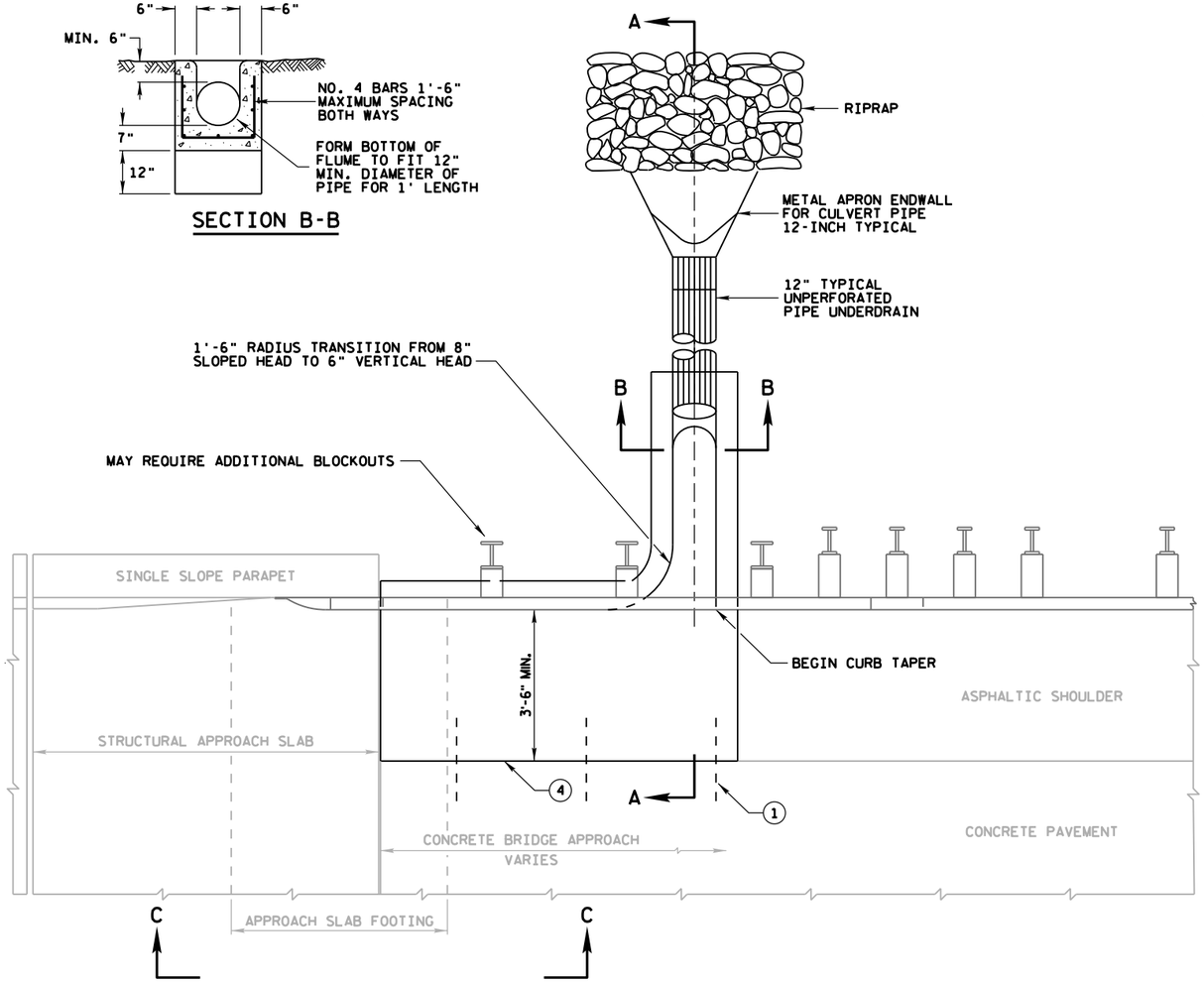
CULVERT PIPE CHECK

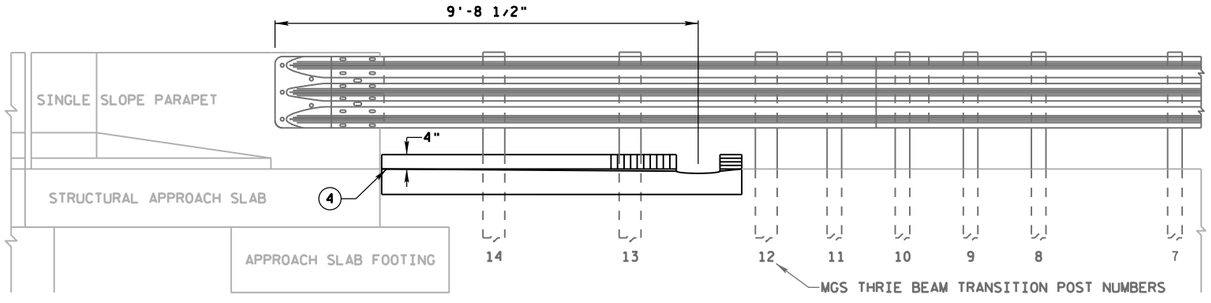
PROJECT NO: 1023-02-74	HWY: IH-94	COUNTY: MONROE	CONSTRUCTION DETAILS	SHEET 11	E

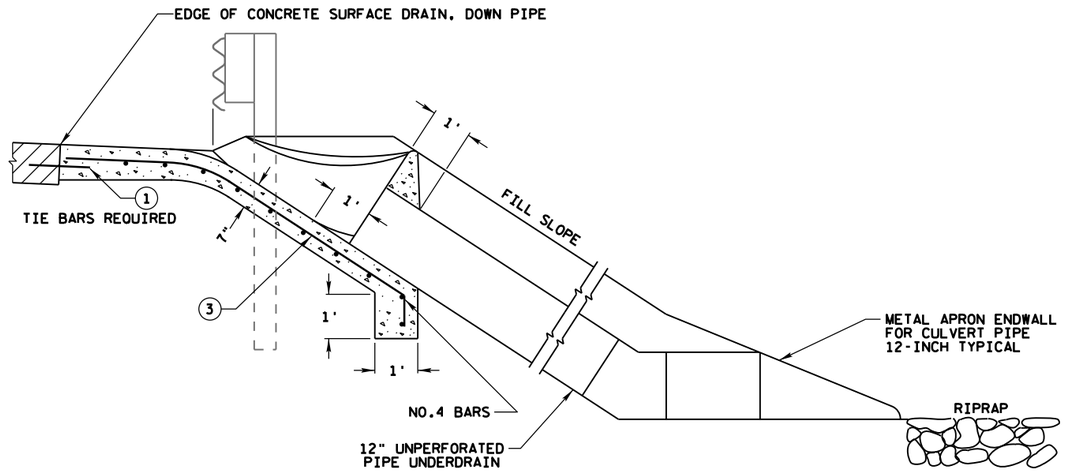
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2

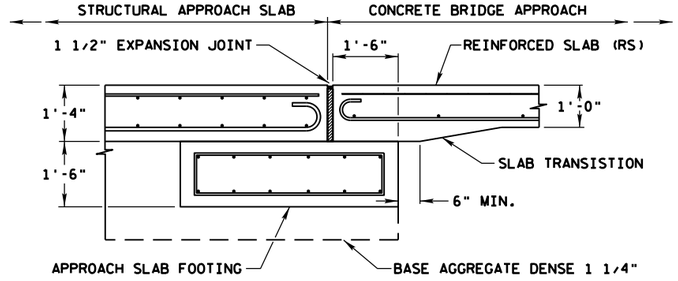
SECTION B-B





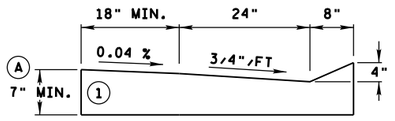


SECTION A-A



SECTION C-C

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH FOOTING DETAIL



CONCRETE SURFACE DRAIN, DOWN PIPE WITH 8" SLOPED CURB

(A) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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.

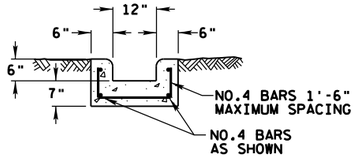
(2) NO.4 x 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

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

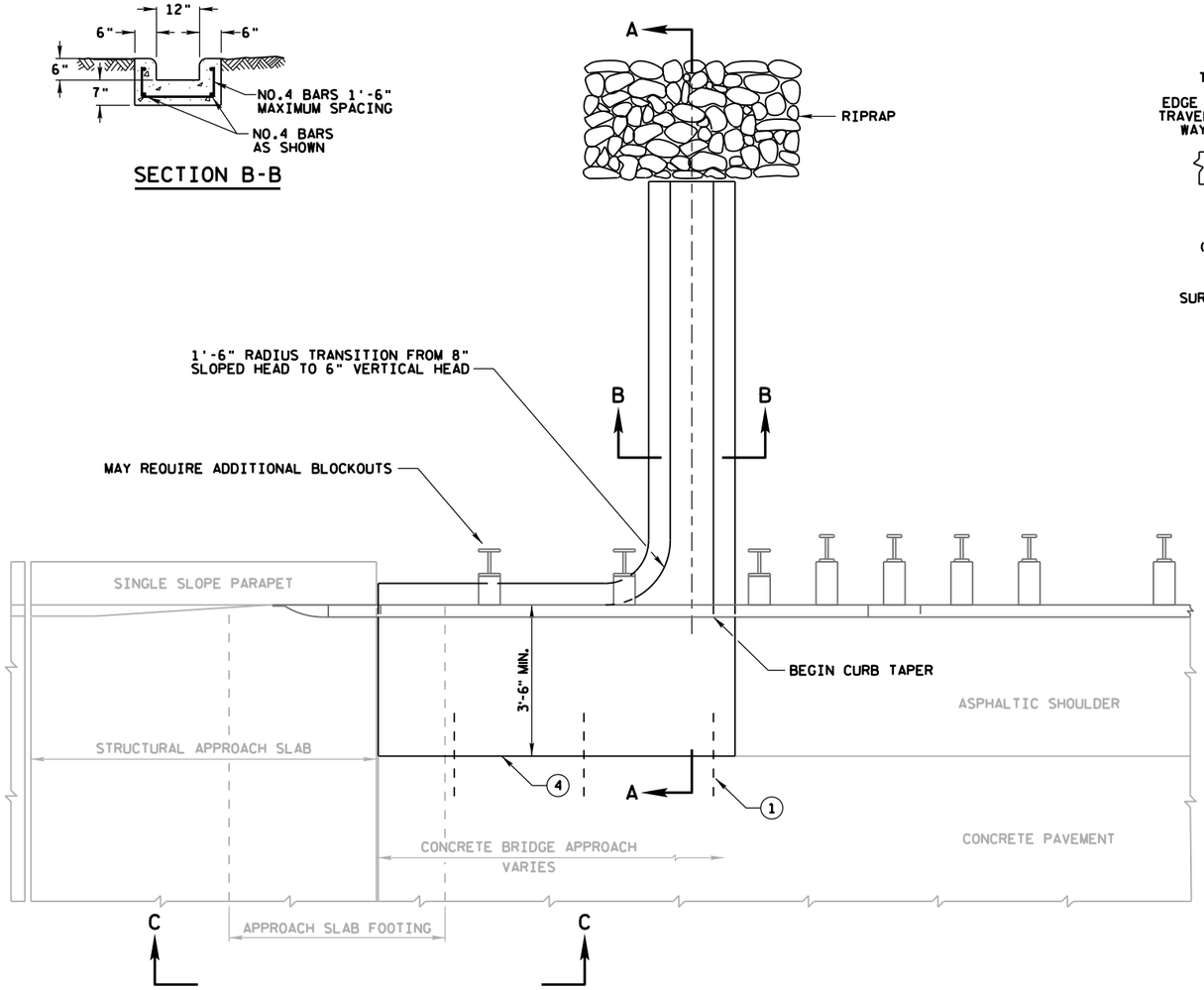
(4) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

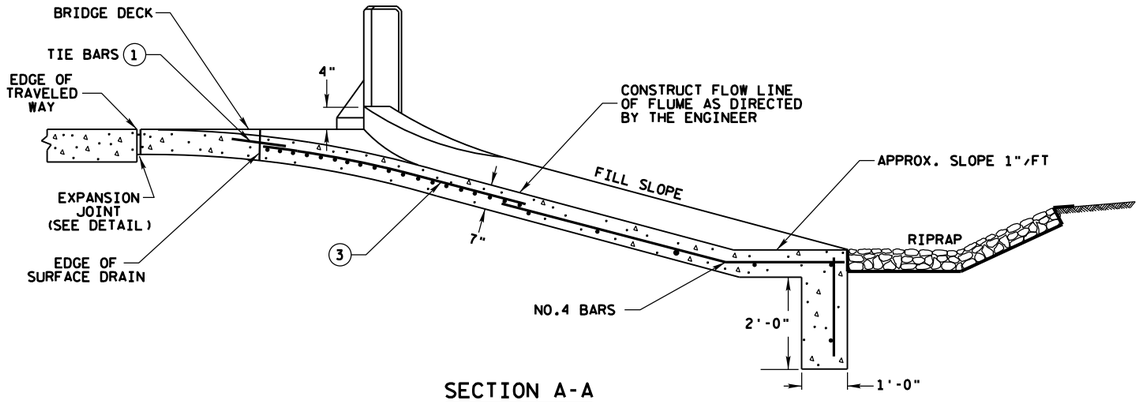
PROJECT NO: 1023-02-74	HWY: IH 90	COUNTY: MONROE	CONSTRUCTION DETAIL-CONCRETE SURFACE DRAIN, DOWN PIPE	SHEET 12	E

FILE NAME : N:\PDS\c3d\10230204\SheetsPlan\10230274\021003_cd.dgn PLOT DATE : 21-AUG-2014 20:14 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 3.475500:1.000000

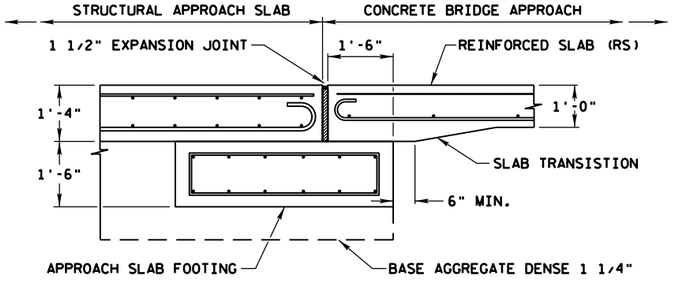


SECTION B-B



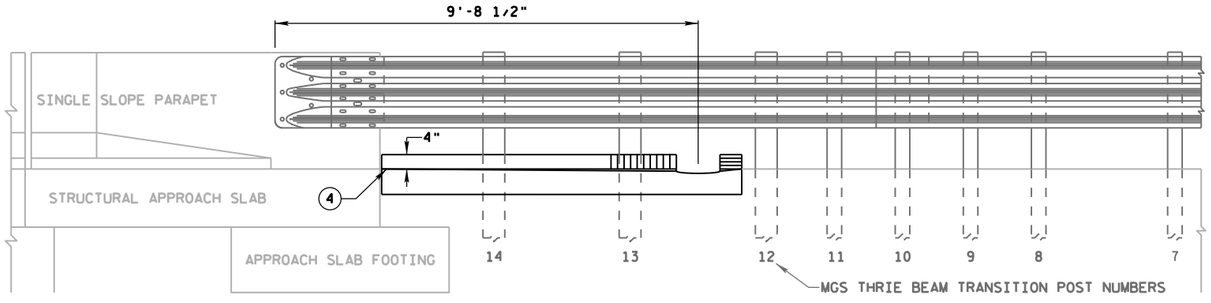


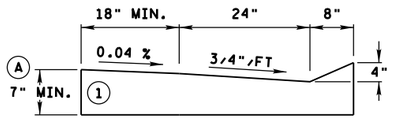
SECTION A-A



SECTION C-C

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH FOOTING DETAIL





CONCRETE SURFACE DRAIN, FLUME WITH 8" SLOPED CURB

(A) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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.

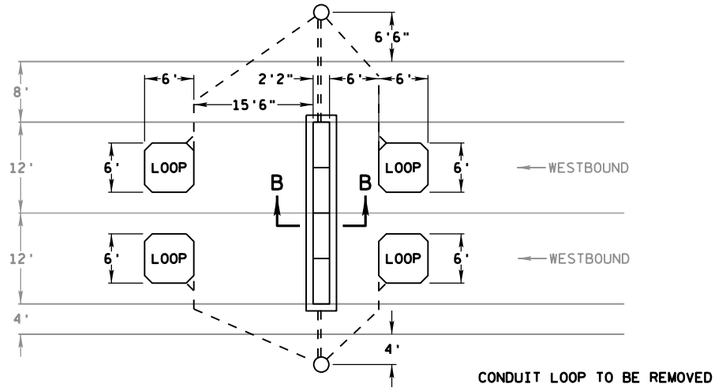
ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

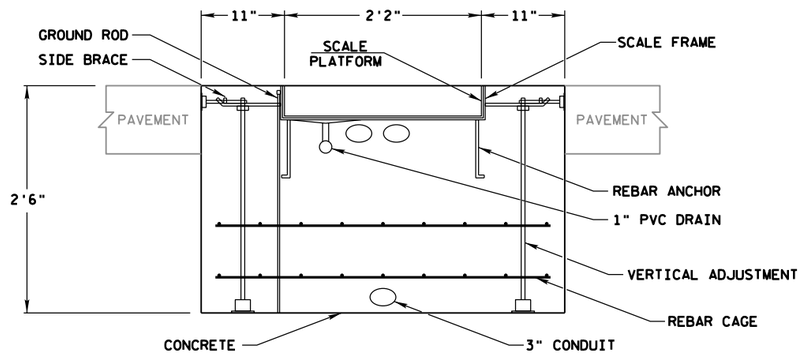
(2) NO.4 x 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

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

(4) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.



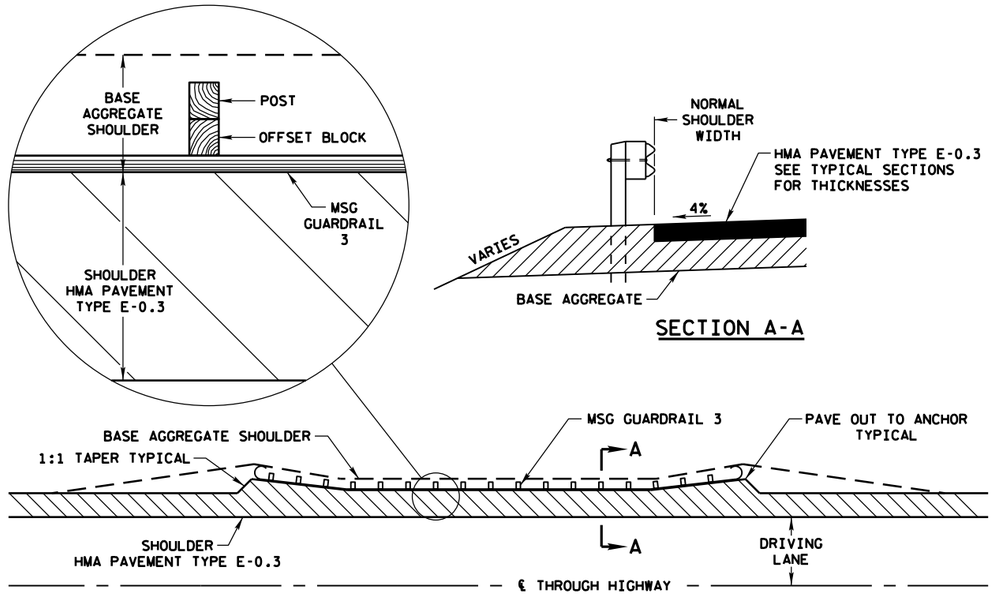
PLAN VIEW



SECTION BB

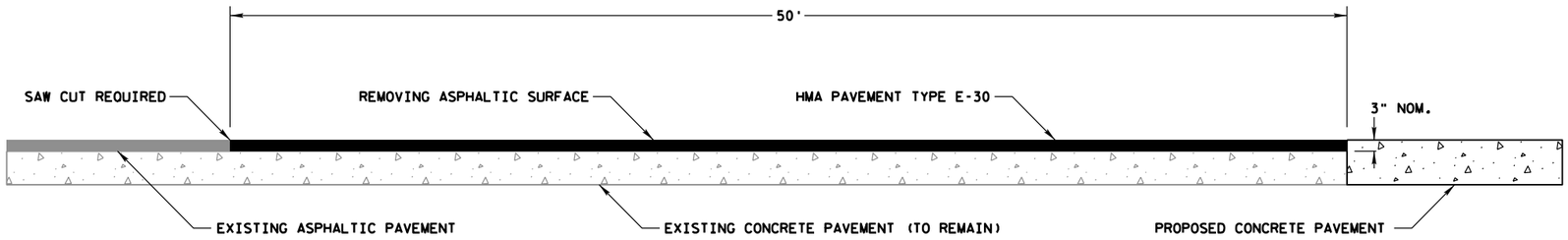
REMOVING WEIGH IN MOTION DETAIL

STATION 2739+25'A'



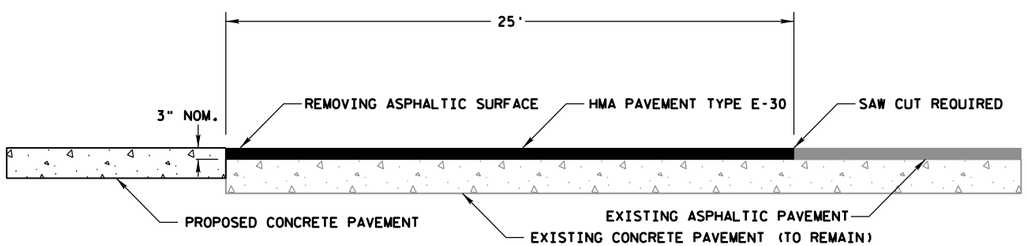
ASPHALTIC PAVED SHOULDER ALONG GUARDRAIL

2



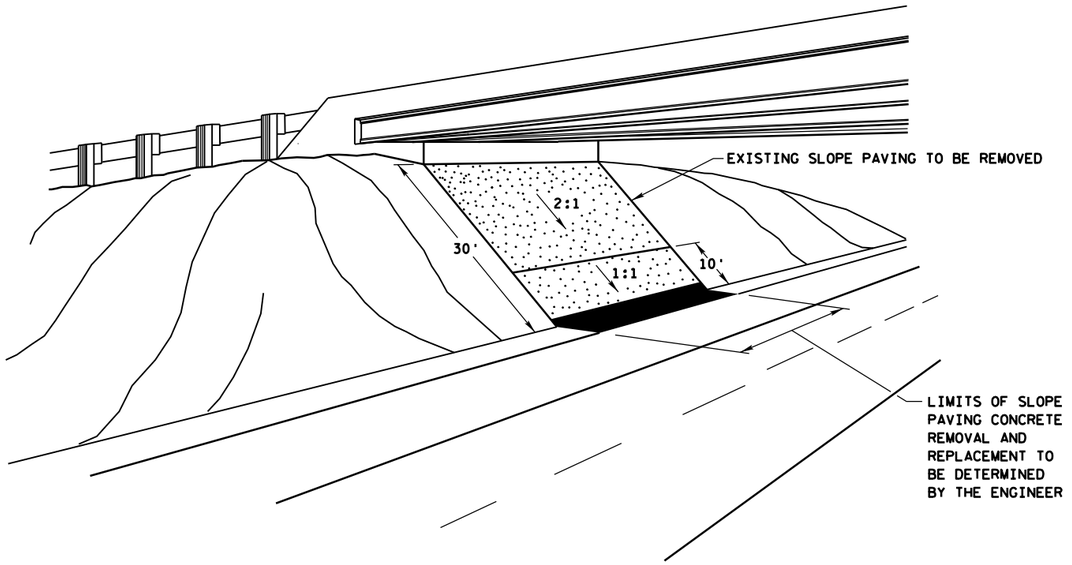
PROPOSED MAINLINE PAVEMENT TRANSITION

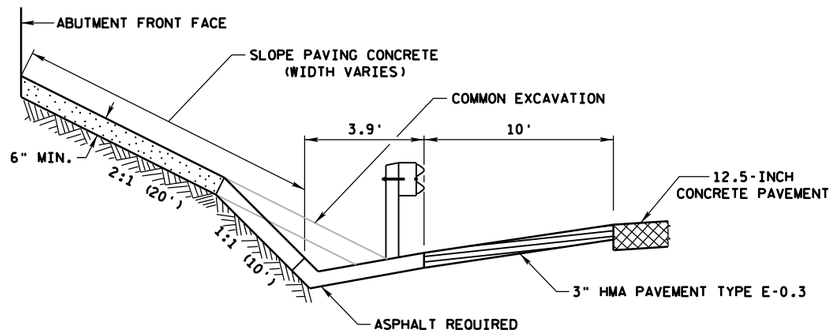
STATION 2613+50A TO 2614+00A



PROPOSED RAMP PAVEMENT TRANSITION

STATION 2935+00D TO 2935+25D

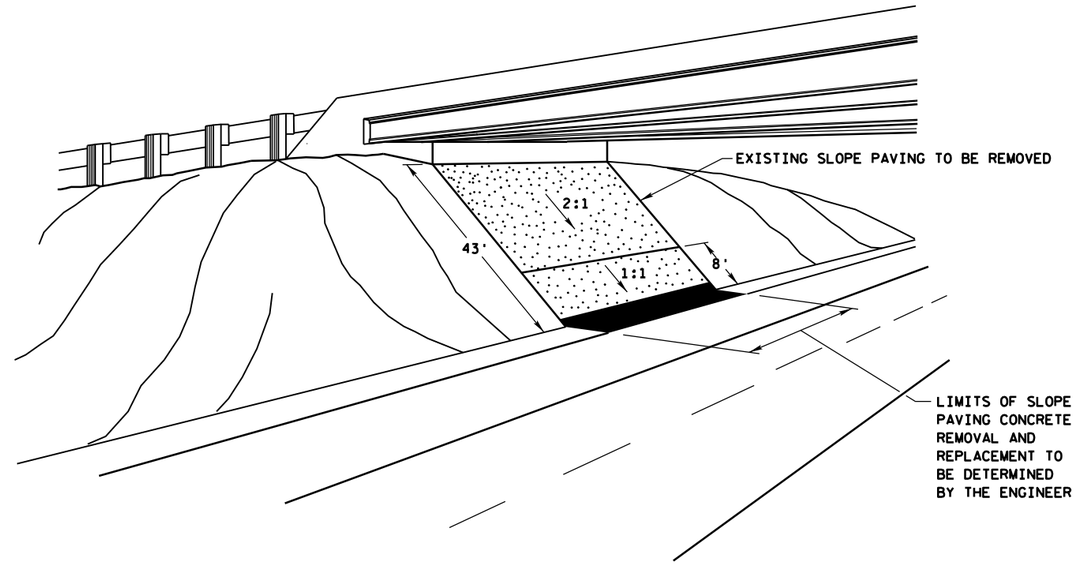


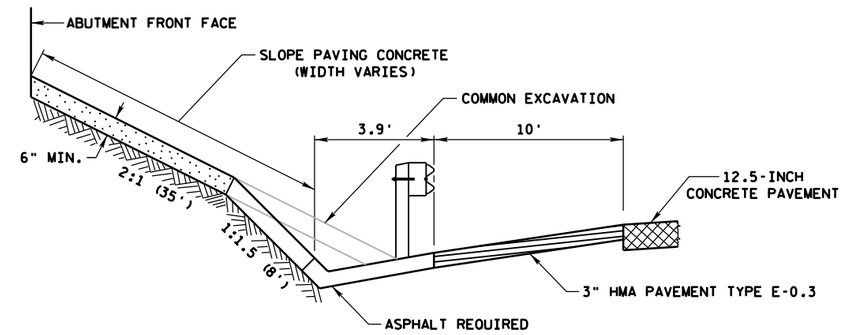


CROSS SECTION

SLOPE PAVING CONCRETE AT BRIDGE

B-41-0068 STATION 2656+22A - 2656+53A

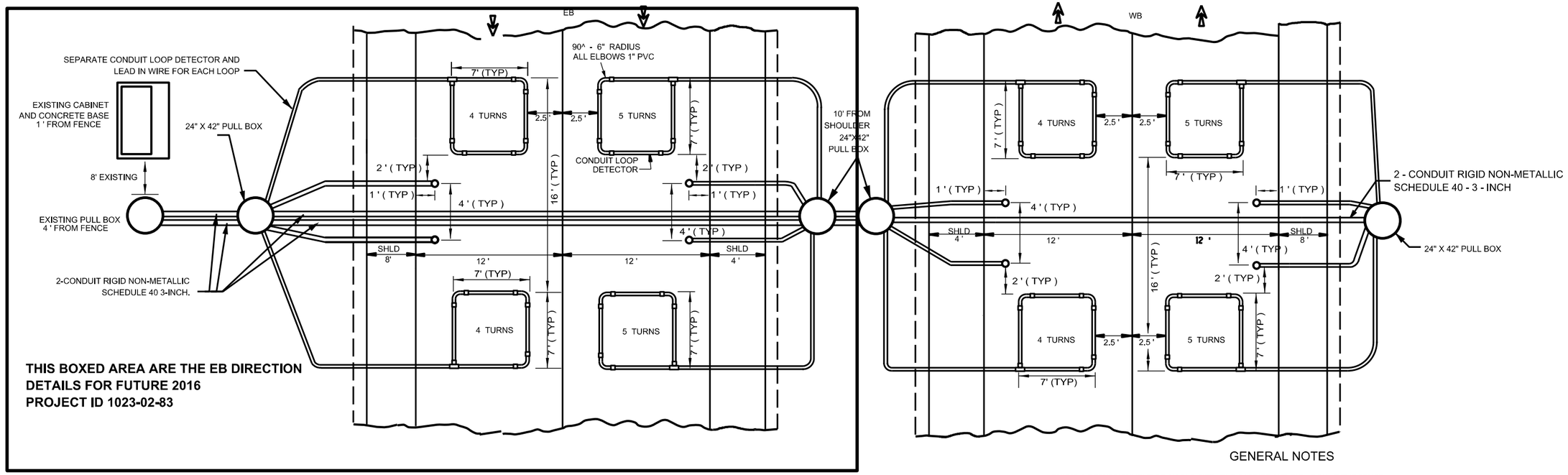




CROSS SECTION

SLOPE PAVING CONCRETE AT BRIDGE

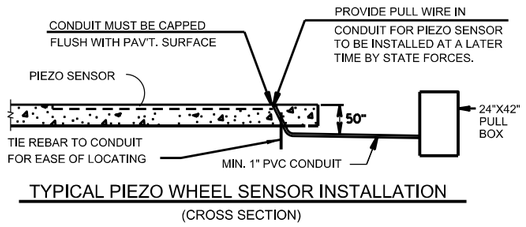
B-41-0069 STATION 2698+58A - 2698+91A



WEIGHT-IN-MOTION DETECTOR INSTALLATION

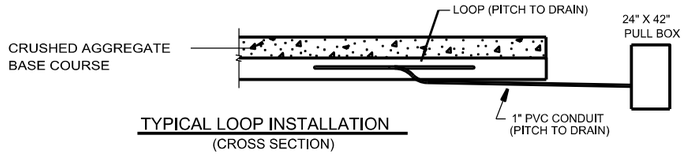
STA 2739 + 25 'A'

ITEM DESCRIPTION	QUANTITY
CONDUIT LOOP DETECTOR	300 LF
LOOP DETECTOR WIRE	650 LF
CONDUIT RIGID NON-METALLIC SCH 80 3-INCH	60 LF
CONDUIT RIGID NON-METALLIC SCH 40 1-INCH	10 LF
PULL BOXES STEEL 24X42-INCH	2 EA.



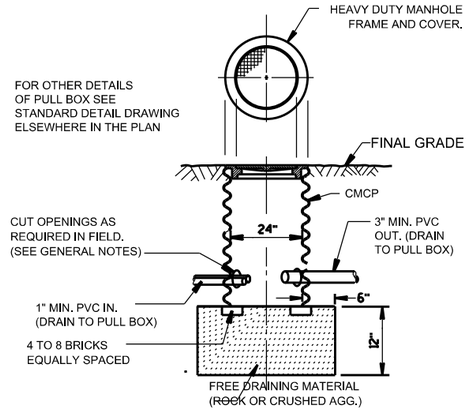
TYPICAL PIEZO WHEEL SENSOR INSTALLATION

(CROSS SECTION)



TYPICAL LOOP INSTALLATION

(CROSS SECTION)



24" X 42" PULL BOX DETAIL

(SEE S.D.D. FOR ADDITIONAL INFORMATION)

GENERAL NOTES

THIS IS A REFURBISHMENT OF AN OLD SITE. THE CABINET AND PULL BOX AT THE FENCE WILL BE RE-USED WHEN EB PROJECT IS COMPLETED IN 2016

DO NOT CHANGE THE LOOP DESIGN. OTHER DESIGNS DO NOT WORK WITH OUR EQUIPMENT.

ALL LOOPS TO HAVE THE NUMBER OF TURNS INDICATED ON DETAIL. LOOP WIRE SHALL BE NO. 12 AWG TYPE USE, WITH XLP INSULATION, STRANDED COPPER. LOOP LEAD WIRE FROM LOOP TO PULL BOX TO BE TWISTED AT LEAST 3 TURNS PER FOOT BEFORE INSTALLATION.

THE TWO SINGLE CONDUCTOR LOOP WIRES SHALL BE TWISTED TOGETHER AT A RATE OF 3-4 TWISTS PER FOOT FROM THE EXIT "T" OF THE LOOP TO THE CONTROL CABINET OR ITS CONNECTION WITH LOOP LEAD-IN CABLE AT THE PULL BOX. THESE TWISTED SINGLE CONDUCTOR PAIRS SHALL BE INSTALLED IN WELL DRAINED, PVC CONDUIT.

ALL LOOP INSTALLATIONS SHALL HAVE THE LOOP DETECTOR CONDUIT PITCHED TO DRAIN TO THE PULL BOX.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT OR DUCT THAT IS TO FIT IN THE OPENING, PLUS NO MORE THAN .".

THE LOOP WIRE ENDS SHALL BE SEALED WITH TAR OR SCOTCHKOTE TO KEEP WATER OUT OF THE INSULATING JACKET OF THE WIRE. THE LEAD-IN WIRE WILL BE SPLICED WHEN THE PROJECT IS COMPLETED IN 2016.

THIS BOXED AREA ARE THE GENERAL NOTES ARE FOR THE 2016 PROJECT ID 1023-02-83

LOOP WIRE TO LEAD-IN CABLE SPICES SHALL BE MADE ONLY IN THE PULL BOX WHICH IS NEAR THE EDGE OF THE ROAD. ALL SPLICES SHALL BE MADE AS SOON AS POSSIBLE AFTER WIRES ARE INSTALLED, A SPLICE OF A TWO CONDUCTOR CABLE CONSISTS OF TWO SOLDERED JOINTS ENCLOSED IN A SINGLE SPLICE KIT. EACH SOLDERED CONNECTION SHALL BE INSULATED FROM ONE ANOTHER. ALL SPLICES SHALL BE MADE WITH EPOXY TYPE SPLICE KITS SUCH AS "3M 82A1" OR APPROVED EQUAL.

TWO CONDUCTOR, NO. 12 AWG, LOOP DETECTOR LEAD IN CABLE SHALL BE USED FROM THE SPLICE CONNECTION AT THE PULL BOX TO THE CONTROL CABINET.

DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS IN THE PULL BOX AND CABINET.

A COMPLETE "AS BUILT" WIRING DIAGRAM SHOWING LOOPS, CONNECTIONS AND LEAD-INS, SHALL BE PROVIDED TO THE ENGINEER AND JANE OLDENBURG EMAIL TO jane.oldenburg@dot.wi.gov OR SEND TO WI DOT - TRAVEL SURVEY SHOP, 3633 PIERSTORFF ST., MADISON, WI 53704, 608-245-2679, UPON COMPLETION OF THE LOOP WIRING INSTALLATION.

DRAIN SUMPS FOR CONDUIT, INCLUDING ALL LABOR, FITTINGS AND MATERIALS SHALL BE INCIDENTAL TO THE INSTALLED UNIT COST OF THE CONDUIT.

THE CONTRACTOR SHALL FURNISH THE FOLLOWING: LOOP DETECTOR CONDUIT 1", LOOP DETECTOR WIRE, 3" P.V.C. CONDUIT, PIEZO CONDUIT, AND 24" PULL BOXES PER THIS DETAIL AND AS SHOWN ON CONSTRUCTION DETAIL SHEET. THE 3" P.V.C CONDUIT AND 24" PULL BOXES MAY NOT BE NEEDED IF THE EXISTING CONDUIT AND/OR PULL BOXES CAN BE USED.

NO JOINTS OR PAVEMENT CORING ALLOWED 6 FEET EITHER SIDE OF LOOP AND PIEZO AREA.

LOOPS SHALL BE INSTALLED IN THE CRUSHED AGGREGATE BASE COURSE, NOT THE PAVEMENT. SEE SDD 9F 15.

A 2' 1/2 " DIA. PIECE OF REBAR SHOULD BE USED TO SUPPORT PIEZO SENSOR CONDUIT. THIS AIDS IN SUPPORT DURING CONCRETE POUR AND AIDS LOCATING LATER. PUT A TEMPORARY COVERING OVER PIEZO SENSOR CONDUIT END THAT CAN BE REMOVED OR PUNCTURED LATER, BUT WILL KEEP THE CONCRETE OUT OF THE PVC CONDUIT, SUCH AS DUCT TAPE, OR PLUMBERS PUTTY.

PROJECT NO: 1023-02-74	HWY: I - 94	COUNTY: MONROE	CONSTRUCTION DETAIL: INSTALLATION OF WEIGHT-IN-MOTION ATR	SHEET	E

PLOT DATE:
PLOT SCALE:
Originator : dotjmo
FILE NAME: I - 94 atr loopdetector.dgn

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2640+00A	1084.09	0.02	12.00	1084.33	-0.02	26.00	1084.05
2640+25A	1083.96	0.02	12.00	1084.20	-0.02	26.00	1083.92
2640+50A	1083.83	0.02	12.00	1084.07	-0.02	26.00	1083.79
2640+75A	1083.70	0.02	12.00	1083.94	-0.02	26.00	1083.66
2641+00A	1083.56	0.02	12.00	1083.80	-0.02	26.00	1083.52
2641+25A	1083.43	0.02	12.00	1083.67	-0.02	26.00	1083.39
2641+50A	1083.30	0.02	12.00	1083.54	-0.02	26.00	1083.26
2641+75A	1083.17	0.02	12.00	1083.41	-0.02	26.00	1083.13
2642+00A	1083.04	0.02	12.00	1083.28	-0.02	26.00	1083.00
2642+25A	1082.91	0.02	12.00	1083.15	-0.02	26.00	1082.87
2642+50A	1082.78	0.02	12.00	1083.02	-0.02	26.00	1082.74
2642+75A	1082.64	0.02	12.00	1082.88	-0.02	26.00	1082.60
2643+00A	1082.51	0.02	12.00	1082.75	-0.02	26.00	1082.47
2643+25A	1082.38	0.02	12.00	1082.62	-0.02	26.00	1082.34
2643+50A	1082.25	0.02	12.00	1082.49	-0.02	26.00	1082.21
2643+75A	1082.12	0.02	12.00	1082.36	-0.02	26.00	1082.08
2644+00A	1081.99	0.02	12.00	1082.23	-0.02	26.00	1081.95
2644+25A	1081.86	0.02	12.00	1082.10	-0.02	26.00	1081.82
2644+50A	1081.73	0.02	12.00	1081.97	-0.02	26.00	1081.69
2644+75A	1081.59	0.02	12.00	1081.83	-0.02	26.00	1081.55
2645+00A	1081.46	0.02	12.00	1081.70	-0.02	26.00	1081.42
2645+25A	1081.33	0.02	12.00	1081.57	-0.02	26.00	1081.29
2645+50A	1081.20	0.02	12.00	1081.44	-0.02	26.00	1081.16
2645+75A	1081.07	0.02	12.00	1081.31	-0.02	26.00	1081.03
2646+00A	1080.94	0.02	12.00	1081.18	-0.02	26.00	1080.90
2646+25A	1080.81	0.02	12.00	1081.05	-0.02	26.00	1080.77
2646+50A	1080.67	0.02	12.00	1080.91	-0.02	26.00	1080.63
2646+75A	1080.54	0.02	12.00	1080.78	-0.02	26.00	1080.50
2647+00A	1080.41	0.02	12.00	1080.65	-0.02	26.00	1080.37
2647+25A	1080.28	0.02	12.00	1080.52	-0.02	26.00	1080.24
2647+50A	1080.14	0.02	12.00	1080.38	-0.02	26.00	1080.10
2647+75A	1080.01	0.02	12.00	1080.25	-0.02	26.00	1079.97
2648+00A	1079.88	0.02	12.00	1080.12	-0.02	26.00	1079.84
2648+25A	1079.74	0.02	12.00	1079.98	-0.02	26.00	1079.70
2648+50A	1079.61	0.02	12.00	1079.85	-0.02	26.00	1079.57
2648+75A	1079.48	0.02	12.00	1079.72	-0.02	26.00	1079.44
2649+00A	1079.34	0.02	12.00	1079.58	-0.02	26.00	1079.30
2649+25A	1079.21	0.02	12.00	1079.45	-0.02	26.00	1079.17
2649+50A	1079.08	0.02	12.00	1079.32	-0.02	26.00	1079.04
2649+75A	1078.94	0.02	12.00	1079.18	-0.02	26.00	1078.90
2650+00A	1078.81	0.02	12.00	1079.05	-0.02	26.00	1078.77
2650+25A	1078.67	0.02	12.00	1078.91	-0.02	26.00	1078.63
2650+50A	1078.54	0.02	12.00	1078.78	-0.02	26.00	1078.50
2650+75A	1078.41	0.019	12.00	1078.64	-0.02	26.00	1078.36
2651+00A	1078.27	0.013	12.00	1078.43	-0.02	26.00	1078.15
2651+25A	1078.14	0.007	12.00	1078.22	-0.02	26.00	1077.94
2651+50A	1078.00	0.002	12.00	1078.02	-0.02	26.00	1077.74
2651+75A	1077.87	-0.004	12.00	1077.82	-0.02	26.00	1077.54
2652+00A	1077.73	-0.009	12.00	1077.62	-0.02	26.00	1077.34
2652+25A	1077.60	-0.015	12.00	1077.42	-0.02	26.00	1077.14
2652+50A	1077.46	-0.02	12.00	1077.22	-0.02	26.00	1076.94
2652+75A	1077.33	-0.026	12.00	1077.02	-0.026	26.00	1076.65

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2653+00A	1077.19	-0.031	12.00	1076.82	-0.031	26.00	1076.38
2653+25A	1077.06	-0.034	12.00	1076.65	-0.034	26.00	1076.18
2653+50A	1076.92	-0.034	12.00	1076.51	-0.034	26.00	1076.04
2653+75A	1076.79	-0.034	12.00	1076.38	-0.034	26.00	1075.91
2654+00A	1076.65	-0.034	12.00	1076.24	-0.034	26.00	1075.77
2654+25A	1076.52	-0.034	12.00	1076.11	-0.034	26.00	1075.64
2654+50A	1076.39	-0.034	12.00	1075.98	-0.034	26.00	1075.51
2654+75A	1076.27	-0.034	12.00	1075.86	-0.034	26.00	1075.39
2655+00A	1076.15	-0.034	12.00	1075.74	-0.034	26.00	1075.27
2655+25A	1076.03	-0.034	12.00	1075.62	-0.034	26.00	1075.15
2655+50A	1075.91	-0.034	12.00	1075.50	-0.034	26.00	1075.03
2655+75A	1075.79	-0.034	12.00	1075.38	-0.034	26.00	1074.91
2656+00A	1075.68	-0.034	12.00	1075.27	-0.034	26.00	1074.80
2656+25A	1075.57	-0.034	12.00	1075.16	-0.034	26.00	1074.69
2656+50A	1075.46	-0.034	12.00	1075.05	-0.034	26.00	1074.58
2656+75A	1075.36	-0.034	12.00	1074.95	-0.034	26.00	1074.48
2657+00A	1075.26	-0.034	12.00	1074.85	-0.034	26.00	1074.38
2657+25A	1075.16	-0.034	12.00	1074.75	-0.034	26.00	1074.28
2657+50A	1075.06	-0.034	12.00	1074.65	-0.034	26.00	1074.18
2657+75A	1074.97	-0.034	12.00	1074.56	-0.034	26.00	1074.09
2658+00A	1074.87	-0.034	12.00	1074.46	-0.034	26.00	1073.99
2658+25A	1074.78	-0.034	12.00	1074.37	-0.034	26.00	1073.90
2658+50A	1074.70	-0.034	12.00	1074.29	-0.034	26.00	1073.82
2658+75A	1074.61	-0.034	12.00	1074.20	-0.034	26.00	1073.73
2659+00A	1074.53	-0.034	12.00	1074.12	-0.034	26.00	1073.65
2659+25A	1074.45	-0.034	12.00	1074.04	-0.034	26.00	1073.57
2659+50A	1074.38	-0.034	12.00	1073.97	-0.034	26.00	1073.50
2659+75A	1074.30	-0.034	12.00	1073.89	-0.034	26.00	1073.42
2660+00A	1074.23	-0.034	12.00	1073.82	-0.034	26.00	1073.35
2660+25A	1074.16	-0.034	12.00	1073.75	-0.034	26.00	1073.28
2660+50A	1074.08	-0.034	12.00	1073.67	-0.034	26.00	1073.20
2660+75A	1074.01	-0.034	12.00	1073.60	-0.034	26.00	1073.13
2661+00A	1073.94	-0.034	12.00	1073.53	-0.034	26.00	1073.06
2661+25A	1073.86	-0.034	12.00	1073.45	-0.034	26.00	1072.98
2661+50A	1073.79	-0.034	12.00	1073.38	-0.034	26.00	1072.91
2661+75A	1073.72	-0.034	12.00	1073.31	-0.034	26.00	1072.84
2662+00A	1073.64	-0.034	12.00	1073.23	-0.034	26.00	1072.76
2662+25A	1073.57	-0.034	12.00	1073.16	-0.034	26.00	1072.69
2662+50A	1073.50	-0.034	12.00	1073.09	-0.034	26.00	1072.62
2662+75A	1073.42	-0.034	12.00	1073.01	-0.034	26.00	1072.54
2663+00A	1073.35	-0.034	12.00	1072.94	-0.034	26.00	1072.47
2663+25A	1073.28	-0.034	12.00	1072.87	-0.034	26.00	1072.40
2663+50A	1073.20	-0.034	12.00	1072.79	-0.034	26.00	1072.32
2663+75A	1073.11	-0.034	12.00	1072.70	-0.034	26.00	1072.23
2664+00A	1073.02	-0.034	12.00	1072.61	-0.034	26.00	1072.14
2664+25A	1072.93	-0.034	12.00	1072.52	-0.034	26.00	1072.05
2664+50A	1072.83	-0.034	12.00	1072.42	-0.034	26.00	1071.95
2664+75A	1072.72	-0.034	12.00	1072.31	-0.034	26.00	1071.84
2665+00A	1072.61	-0.034	12.00	1072.20	-0.034	26.00	1071.73
2665+25A	1072.50	-0.034	12.00	1072.09	-0.034	26.00	1071.62
2665+50A	1072.38	-0.034	12.00	1071.97	-0.034	26.00	1071.50
2665+75A	1072.26	-0.034	12.00	1071.85	-0.034	26.00	1071.38

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2666+00A	1072.13	-0.034	12.00	1071.72	-0.034	26.00	1071.25
2666+25A	1072.00	-0.034	12.00	1071.59	-0.034	26.00	1071.12
2666+50A	1071.86	-0.034	12.00	1071.45	-0.034	26.00	1070.98
2666+75A	1071.72	-0.034	12.00	1071.31	-0.034	26.00	1070.84
2667+00A	1071.57	-0.034	12.00	1071.16	-0.034	26.00	1070.69
2667+25A	1071.42	-0.034	12.00	1071.01	-0.034	26.00	1070.54
2667+50A	1071.27	-0.034	12.00	1070.86	-0.034	26.00	1070.39
2667+75A	1071.12	-0.034	12.00	1070.71	-0.034	26.00	1070.24
2668+00A	1070.97	-0.034	12.00	1070.56	-0.034	26.00	1070.09
2668+25A	1070.82	-0.034	12.00	1070.41	-0.034	26.00	1069.94
2668+50A	1070.67	-0.034	12.00	1070.26	-0.034	26.00	1069.79
2668+75A	1070.52	-0.034	12.00	1070.11	-0.034	26.00	1069.64
2669+00A	1070.37	-0.034	12.00	1069.96	-0.034	26.00	1069.49
2669+25A	1070.22	-0.034	12.00	1069.81	-0.034	26.00	1069.34
2669+50A	1070.07	-0.034	12.00	1069.66	-0.034	26.00	1069.19
2669+75A	1069.92	-0.034	12.00	1069.51	-0.034	26.00	1069.04
2670+00A	1069.77	-0.034	12.00	1069.36	-0.034	26.00	1068.89
2670+25A	1069.62	-0.034	12.00	1069.21	-0.034	26.00	1068.74
2670+50A	1069.47	-0.034	12.00	1069.06	-0.034	26.00	1068.59
2670+75A	1069.31	-0.034	12.00	1068.90	-0.034	26.00	1068.43
2671+00A	1069.15	-0.034	12.00	1068.74	-0.034	26.00	1068.27
2671+25A	1068.98	-0.034	12.00	1068.57	-0.034	26.00	1068.10
2671+50A	1068.81	-0.034	12.00	1068.40	-0.034	26.00	1067.93
2671+75A	1068.63	-0.034	12.00	1068.22	-0.034	26.00	1067.75
2672+00A	1068.45	-0.034	12.00	1068.04	-0.034	26.00	1067.57
2672+25A	1068.27	-0.034	12.00	1067.86	-0.034	26.00	1067.39
2672+50A	1068.07	-0.034	12.00	1067.66	-0.034	26.00	1067.19
2672+75A	1067.88	-0.034	12.00	1067.47	-0.034	26.00	1067.00
2673+00A	1067.68	-0.034	12.00	1067.27	-0.034	26.00	1066.80
2673+25A	1067.47	-0.034	12.00	1067.06	-0.034	26.00	1066.59
2673+50A	1067.26	-0.034	12.00	1066.85	-0.034	26.00	1066.38
2673+75A	1067.05	-0.034	12.00	1066.64	-0.034	26.00	1066.17
2674+00A	1066.83	-0.034	12.00	1066.42	-0.034	26.00	1065.95
2674+25A	1066.61	-0.034	12.00	1066.20	-0.034	26.00	1065.73
2674+50A	1066.38	-0.031	12.00	1066.01	-0.031	26.00	1065.57
2674+75A	1066.14	-0.025	12.00	1065.84	-0.025	26.00	1065.49
2675+00A	1065.91	-0.02	12.00	1065.67	-0.020	26.00	1065.39
2675+25A	1065.66	-0.014	12.00	1065.49	-0.020	26.00	1065.21
2675+50A	1065.41	-0.008	12.00	1065.31	-0.020	26.00	1065.03
2675+75A	1065.16	-0.003	12.00	1065.12	-0.020	26.00	1064.84
2676+00A	1064.91	0.003	12.00	1064.95	-0.020	26.00	1064.67
2676+25A	1064.64	0.008	12.00	1064.74	-0.020	26.00	1064.46
2676+50A	1064.38	0.014	12.00	1064.55	-0.020	26.00	1064.27
2676+75A	1064.11	0.019	12.00	1064.34	-0.020	26.00	1064.06
2677+00A	1063.83	0.02	12.00	1064.07	-0.020	26.00	1063.79
2677+25A	1063.55	0.02	12.00	1063.79	-0.020	26.00	1063.51
2677+50A	1063.27	0.02	12.00	1063.51	-0.020	26.00	1063.23
2677+75A	1062.98	0.02	12.00	1063.22	-0.020	26.00	1062.94
2678+00A	1062.68	0.02	12.00	1062.92	-0.020	26.00	1062.64
2678+25A	1062.38	0.02	12.00	1062.62	-0.020	26.00	1062.34
2678+50A	1062.08	0.02	12.00	1062.32	-0.020	26.00	1062.04
2678+75A	1061.77	0.02	12.00	1062.01	-0.020	26.00	1061.73

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2679+00A	1061.46	0.02	12.00	1061.70	-0.02	26.00	1061.42
2679+25A	1061.14	0.02	12.00	1061.38	-0.02	26.00	1061.10
2679+50A	1060.81	0.02	12.00	1061.05	-0.02	26.00	1060.77
2679+75A	1060.49	0.02	12.00	1060.73	-0.02	26.00	1060.45
2680+00A	1060.15	0.02	12.00	1060.39	-0.02	26.00	1060.11
2680+25A	1059.82	0.02	12.00	1060.06	-0.02	26.00	1059.78
2680+50A	1059.48	0.02	12.00	1059.72	-0.02	26.00	1059.44
2680+75A	1059.13	0.02	12.00	1059.37	-0.02	26.00	1059.09
2681+00A	1058.78	0.02	12.00	1059.02	-0.02	26.00	1058.74
2681+25A	1058.42	0.02	12.00	1058.66	-0.02	26.00	1058.38
2681+50A	1058.06	0.02	12.00	1058.30	-0.02	26.00	1058.02
2681+75A	1057.70	0.02	12.00	1057.94	-0.02	26.00	1057.66
2682+00A	1057.33	0.02	12.00	1057.57	-0.02	26.00	1057.29
2682+25A	1056.95	0.02	12.00	1057.19	-0.02	26.00	1056.91
2682+50A	1056.57	0.02	12.00	1056.81	-0.02	26.00	1056.53
2682+75A	1056.19	0.02	12.00	1056.43	-0.02	26.00	1056.15
2683+00A	1055.80	0.02	12.00	1056.04	-0.02	26.00	1055.76
2683+25A	1055.41	0.02	12.00	1055.65	-0.02	26.00	1055.37
2683+50A	1055.01	0.02	12.00	1055.25	-0.02	26.00	1054.97
2683+75A	1054.61	0.02	12.00	1054.85	-0.02	26.00	1054.57
2684+00A	1054.20	0.02	12.00	1054.44	-0.02	26.00	1054.16
2684+25A	1053.79	0.02	12.00	1054.03	-0.02	26.00	1053.75
2684+50A	1053.37	0.02	12.00	1053.61	-0.02	26.00	1053.33
2684+75A	1052.96	0.02	12.00	1053.20	-0.02	26.00	1052.92
2685+00A	1052.55	0.02	12.00	1052.79	-0.02	26.00	1052.51
2685+25A	1052.13	0.02	12.00	1052.37	-0.02	26.00	1052.09
2685+50A	1051.72	0.02	12.00	1051.96	-0.02	26.00	1051.68
2685+75A	1051.31	0.02	12.00	1051.55	-0.02	26.00	1051.27
2686+00A	1050.89	0.02	12.00	1051.13	-0.02	26.00	1050.85
2686+25A	1050.48	0.02	12.00	1050.72	-0.02	26.00	1050.44
2686+50A	1050.07	0.02	12.00	1050.31	-0.02	26.00	1050.03
2686+75A	1049.66	0.02	12.00	1049.90	-0.02	26.00	1049.62
2687+00A	1049.24	0.02	12.00	1049.48	-0.02	26.00	1049.20
2687+25A	1048.83	0.02	12.00	1049.07	-0.02	26.00	1048.79
2687+50A	1048.42	0.02	12.00	1048.66	-0.02	26.00	1048.38
2687+75A	1048.00	0.02	12.00	1048.24	-0.02	26.00	1047.96
2688+00A	1047.59	0.02	12.00	1047.83	-0.02	26.00	1047.55
2688+25A	1047.18	0.02	12.00	1047.42	-0.02	26.00	1047.14
2688+50A	1046.76	0.02	12.00	1047.00	-0.02	26.00	1046.72
2688+75A	1046.35	0.02	12.00	1046.59	-0.02	26.00	1046.31
2689+00A	1045.94	0.02	12.00	1046.18	-0.02	26.00	1045.90
2689+25A	1045.52	0.02	12.00	1045.76	-0.02	26.00	1045.48
2689+50A	1045.11	0.02	12.00	1045.35	-0.02	26.00	1045.07
2689+75A	1044.70	0.02	12.00	1044.94	-0.02	26.00	1044.66
2690+00A	1044.28	0.02	12.00	1044.52	-0.02	26.00	1044.24
2690+25A	1043.87	0.02	12.00	1044.11	-0.02	26.00	1043.83
2690+50A	1043.46	0.02	12.00	1043.70	-0.02	26.00	1043.42
2690+75A	1043.04	0.02	12.00	1043.28	-0.02	26.00	1043.00
2691+00A	1042.63	0.02	12.00	1042.87	-0.02	26.00	1042.59
2691+25A	1042.22	0.02	12.00	1042.46	-0.02	26.00	1042.18
2691+50A	1041.81	0.02	12.00	1042.05	-0.02	26.00	1041.77
2691+75A	1041.41	0.02	12.00	1041.65	-0.02	26.00	1041.37

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2692+00A	1041.01	0.02	12.00	1041.25	-0.02	26.00	1040.97
2692+25A	1040.63	0.02	12.00	1040.87	-0.02	26.00	1040.59
2692+50A	1040.25	0.02	12.00	1040.49	-0.02	26.00	1040.21
2692+75A	1039.88	0.02	12.00	1040.12	-0.02	26.00	1039.84
2693+00A	1039.52	0.02	12.00	1039.76	-0.02	26.00	1039.48
2693+25A	1039.16	0.02	12.00	1039.40	-0.02	26.00	1039.12
2693+50A	1038.82	0.02	12.00	1039.06	-0.02	26.00	1038.78
2693+75A	1038.48	0.02	12.00	1038.72	-0.02	26.00	1038.44
2694+00A	1038.15	0.02	12.00	1038.39	-0.02	26.00	1038.11
2694+25A	1037.83	0.02	12.00	1038.07	-0.02	26.00	1037.79
2694+50A	1037.52	0.02	12.00	1037.76	-0.02	26.00	1037.48
2694+75A	1037.22	0.02	12.00	1037.46	-0.02	26.00	1037.18
2695+00A	1036.92	0.02	12.00	1037.16	-0.02	26.00	1036.88
2695+25A	1036.63	0.02	12.00	1036.87	-0.02	26.00	1036.59
2695+50A	1036.35	0.02	12.00	1036.59	-0.02	26.00	1036.31
2695+75A	1036.08	0.02	12.00	1036.32	-0.02	26.00	1036.04
2696+00A	1035.82	0.02	12.00	1036.06	-0.02	26.00	1035.78
2696+25A	1035.56	0.02	12.00	1035.80	-0.02	26.00	1035.52
2696+50A	1035.31	0.02	12.00	1035.55	-0.02	26.00	1035.27
2696+75A	1035.08	0.02	12.00	1035.32	-0.02	26.00	1035.04
2697+00A	1034.84	0.02	12.00	1035.08	-0.02	26.00	1034.80
2697+25A	1034.62	0.02	12.00	1034.86	-0.02	26.00	1034.58
2697+50A	1034.41	0.02	12.00	1034.65	-0.02	26.00	1034.37
2697+75A	1034.20	0.02	12.00	1034.44	-0.02	26.00	1034.16
2698+00A	1034.00	0.02	12.00	1034.24	-0.02	26.00	1033.96
2698+25A	1033.81	0.02	12.00	1034.05	-0.02	26.00	1033.77
2698+50A	1033.63	0.02	12.00	1033.87	-0.02	26.00	1033.59
2698+75A	1033.46	0.02	12.00	1033.70	-0.02	26.00	1033.42
2699+00A	1033.29	0.02	12.00	1033.53	-0.02	26.00	1033.25
2699+25A	1033.13	0.02	12.00	1033.37	-0.02	26.00	1033.09
2699+50A	1032.98	0.02	12.00	1033.22	-0.02	26.00	1032.94
2699+75A	1032.83	0.02	12.00	1033.07	-0.02	26.00	1032.79
2700+00A	1032.67	0.02	12.00	1032.91	-0.02	26.00	1032.63
2700+25A	1032.52	0.02	12.00	1032.76	-0.02	26.00	1032.48
2700+50A	1032.37	0.02	12.00	1032.61	-0.02	26.00	1032.33
2700+75A	1032.22	0.02	12.00	1032.46	-0.02	26.00	1032.18
2701+00A	1032.07	0.02	12.00	1032.31	-0.02	26.00	1032.03
2701+25A	1031.91	0.02	12.00	1032.15	-0.02	26.00	1031.87
2701+50A	1031.76	0.02	12.00	1032.00	-0.02	26.00	1031.72
2701+75A	1031.61	0.02	12.00	1031.85	-0.02	26.00	1031.57
2702+00A	1031.46	0.02	12.00	1031.70	-0.02	26.00	1031.42
2702+25A	1031.30	0.02	12.00	1031.54	-0.02	26.00	1031.26
2702+50A	1031.15	0.02	12.00	1031.39	-0.02	26.00	1031.11
2702+75A	1031.00	0.02	12.00	1031.24	-0.014	26.00	1031.04
2703+00A	1030.85	0.02	12.00	1031.09	-0.009	26.00	1030.96
2703+25A	1030.69	0.02	12.00	1030.93	-0.003	26.00	1030.89
2703+50A	1030.54	0.02	12.00	1030.78	0.002	26.00	1030.81
2703+75A	1030.39	0.02	12.00	1030.63	0.008	26.00	1030.74
2704+00A	1030.24	0.02	12.00	1030.48	0.014	26.00	1030.68
2704+25A	1030.08	0.02	12.00	1030.32	0.019	26.00	1030.59
2704+50A	1029.93	0.02	12.00	1030.17	0.020	26.00	1030.45
2704+75A	1029.78	0.02	12.00	1030.02	0.020	26.00	1030.30

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2705+00A	1029.63	0.02	12.00	1029.87	0.02	26.00	1030.15
2705+25A	1029.48	0.02	12.00	1029.72	0.02	26.00	1030.00
2705+50A	1029.32	0.02	12.00	1029.56	0.02	26.00	1029.84
2705+75A	1029.17	0.02	12.00	1029.41	0.02	26.00	1029.69
2706+00A	1029.02	0.02	12.00	1029.26	0.02	26.00	1029.54
2706+25A	1028.87	0.02	12.00	1029.11	0.02	26.00	1029.39
2706+50A	1028.71	0.02	12.00	1028.95	0.02	26.00	1029.23
2706+75A	1028.56	0.02	12.00	1028.80	0.02	26.00	1029.08
2707+00A	1028.41	0.02	12.00	1028.65	0.02	26.00	1028.93
2707+25A	1028.26	0.02	12.00	1028.50	0.02	26.00	1028.78
2707+50A	1028.10	0.02	12.00	1028.34	0.02	26.00	1028.62
2707+75A	1027.95	0.02	12.00	1028.19	0.02	26.00	1028.47
2708+00A	1027.80	0.02	12.00	1028.04	0.02	26.00	1028.32
2708+25A	1027.65	0.02	12.00	1027.89	0.02	26.00	1028.17
2708+50A	1027.49	0.02	12.00	1027.73	0.02	26.00	1028.01
2708+75A	1027.34	0.02	12.00	1027.58	0.02	26.00	1027.86
2709+00A	1027.19	0.02	12.00	1027.43	0.02	26.00	1027.71
2709+25A	1027.04	0.02	12.00	1027.28	0.02	26.00	1027.56
2709+50A	1026.89	0.02	12.00	1027.13	0.02	26.00	1027.41
2709+75A	1026.73	0.02	12.00	1026.97	0.02	26.00	1027.25
2710+00A	1026.58	0.02	12.00	1026.82	0.02	26.00	1027.10
2710+25A	1026.43	0.02	12.00	1026.67	0.02	26.00	1026.95
2710+50A	1026.28	0.02	12.00	1026.52	0.02	26.00	1026.80
2710+75A	1026.12	0.02	12.00	1026.36	0.02	26.00	1026.64
2711+00A	1025.97	0.02	12.00	1026.21	0.02	26.00	1026.49
2711+25A	1025.82	0.02	12.00	1026.06	0.02	26.00	1026.34
2711+50A	1025.67	0.02	12.00	1025.91	0.02	26.00	1026.19
2711+75A	1025.51	0.02	12.00	1025.75	0.02	26.00	1026.03
2712+00A	1025.36	0.02	12.00	1025.60	0.02	26.00	1025.88
2712+25A	1025.21	0.02	12.00	1025.45	0.02	26.00	1025.73
2712+50A	1025.06	0.02	12.00	1025.30	0.02	26.00	1025.58
2712+75A	1024.91	0.02	12.00	1025.15	0.02	26.00	1025.43
2713+00A	1024.76	0.02	12.00	1025.00	0.02	26.00	1025.28
2713+25A	1024.61	0.02	12.00	1024.85	0.02	26.00	1025.13
2713+50A	1024.46	0.02	12.00	1024.70	0.02	26.00	1024.98
2713+75A	1024.31	0.02	12.00	1024.55	0.02	26.00	1024.83
2714+00A	1024.16	0.02	12.00	1024.40	0.02	26.00	1024.68
2714+25A	1024.01	0.02	12.00	1024.25	0.02	26.00	1024.53
2714+50A	1023.86	0.02	12.00	1024.10	0.02	26.00	1024.38
2714+75A	1023.71	0.02	12.00	1023.95	0.02	26.00	1024.23
2715+00A	1023.56	0.02	12.00	1023.80	0.02	26.00	1024.08
2715+25A	1023.41	0.02	12.00	1023.65	0.02	26.00	1023.93
2715+50A	1023.27	0.02	12.00	1023.51	0.02	26.00	1023.79
2715+75A	1023.12	0.02	12.00	1023.36	0.02	26.00	1023.64
2716+00A	1022.97	0.02	12.00	1023.21	0.02	26.00	1023.49
2716+25A	1022.83	0.02	12.00	1023.07	0.02	26.00	1023.35
2716+50A	1022.68	0.02	12.00	1022.92	0.02	26.00	1023.20
2716+75A	1022.53	0.02	12.00	1022.77	0.02	26.00	1023.05
2717+00A	1022.39	0.02	12.00	1022.63	0.02	26.00	1022.91
2717+25A	1022.24	0.02	12.00	1022.48	0.02	26.00	1022.76
2717+50A	1022.10	0.02	12.00	1022.34	0.02	26.00	1022.62
2717+75A	1021.95	0.02	12.00	1022.19	0.02	26.00	1022.47

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2718+00A	1021.81	0.02	12.00	1022.05	0.020	26.00	1022.33
2718+25A	1021.67	0.02	12.00	1021.91	0.020	26.00	1022.19
2718+50A	1021.52	0.02	12.00	1021.76	0.020	26.00	1022.04
2718+75A	1021.38	0.02	12.00	1021.62	0.020	26.00	1021.90
2719+00A	1021.23	0.02	12.00	1021.47	0.020	26.00	1021.75
2719+25A	1021.09	0.02	12.00	1021.33	0.020	26.00	1021.61
2719+50A	1020.94	0.02	12.00	1021.18	0.020	26.00	1021.46
2719+75A	1020.80	0.02	12.00	1021.04	0.020	26.00	1021.32
2720+00A	1020.65	0.02	12.00	1020.89	0.020	26.00	1021.17
2720+25A	1020.51	0.02	12.00	1020.75	0.015	26.00	1020.96
2720+50A	1020.36	0.02	12.00	1020.60	0.009	26.00	1020.73
2720+75A	1020.22	0.02	12.00	1020.46	0.003	26.00	1020.50
2721+00A	1020.07	0.02	12.00	1020.31	-0.002	26.00	1020.28
2721+25A	1019.93	0.02	12.00	1020.17	-0.008	26.00	1020.06
2721+50A	1019.79	0.02	12.00	1020.03	-0.013	26.00	1019.85
2721+75A	1019.64	0.02	12.00	1019.88	-0.019	26.00	1019.61
2722+00A	1019.50	0.02	12.00	1019.74	-0.02	26.00	1019.46
2722+25A	1019.35	0.02	12.00	1019.59	-0.02	26.00	1019.31
2722+50A	1019.21	0.02	12.00	1019.45	-0.02	26.00	1019.17
2722+75A	1019.06	0.02	12.00	1019.30	-0.02	26.00	1019.02
2723+00A	1018.92	0.02	12.00	1019.16	-0.02	26.00	1018.88
2723+25A	1018.77	0.02	12.00	1019.01	-0.02	26.00	1018.73
2723+50A	1018.62	0.02	12.00	1018.86	-0.02	26.00	1018.58
2723+75A	1018.47	0.02	12.00	1018.71	-0.02	26.00	1018.43
2724+00A	1018.32	0.02	12.00	1018.56	-0.02	26.00	1018.28
2724+25A	1018.16	0.02	12.00	1018.40	-0.02	26.00	1018.12
2724+50A	1018.01	0.02	12.00	1018.25	-0.02	26.00	1017.97
2724+75A	1017.84	0.02	12.00	1018.08	-0.02	26.00	1017.80
2725+00A	1017.68	0.02	12.00	1017.92	-0.02	26.00	1017.64
2725+25A	1017.51	0.02	12.00	1017.75	-0.02	26.00	1017.47
2725+50A	1017.35	0.02	12.00	1017.59	-0.02	26.00	1017.31
2725+75A	1017.18	0.02	12.00	1017.42	-0.02	26.00	1017.14
2726+00A	1017.00	0.02	12.00	1017.24	-0.02	26.00	1016.96
2726+25A	1016.83	0.02	12.00	1017.07	-0.02	26.00	1016.79
2726+50A	1016.65	0.02	12.00	1016.89	-0.02	26.00	1016.61
2726+75A	1016.47	0.02	12.00	1016.71	-0.02	26.00	1016.43
2727+00A	1016.28	0.02	12.00	1016.52	-0.02	26.00	1016.24
2727+25A	1016.10	0.02	12.00	1016.34	-0.02	26.00	1016.06
2727+50A	1015.91	0.02	12.00	1016.15	-0.02	26.00	1015.87
2727+75A	1015.73	0.02	12.00	1015.97	-0.02	26.00	1015.69
2728+00A	1015.54	0.02	12.00	1015.78	-0.02	26.00	1015.50
2728+25A	1015.35	0.02	12.00	1015.59	-0.02	26.00	1015.31
2728+50A	1015.17	0.02	12.00	1015.41	-0.02	26.00	1015.13
2728+75A	1014.98	0.02	12.00	1015.22	-0.02	26.00	1014.94
2729+00A	1014.80	0.02	12.00	1015.04	-0.02	26.00	1014.76
2729+25A	1014.61	0.02	12.00	1014.85	-0.02	26.00	1014.57
2729+50A	1014.43	0.02	12.00	1014.67	-0.02	26.00	1014.39
2729+75A	1014.24	0.02	12.00	1014.48	-0.02	26.00	1014.20
2730+00A	1014.06	0.02	12.00	1014.30	-0.02	26.00	1014.02
2730+25A	1013.87	0.02	12.00	1014.11	-0.02	26.00	1013.83
2730+50A	1013.69	0.02	12.00	1013.93	-0.02	26.00	1013.65
2730+75A	1013.50	0.02	12.00	1013.74	-0.02	26.00	1013.46

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2731+00A	1013.32	0.02	12.00	1013.56	-0.02	26.00	1013.28
2731+25A	1013.13	0.02	12.00	1013.37	-0.02	26.00	1013.09
2731+50A	1012.95	0.02	12.00	1013.19	-0.02	26.00	1012.91
2731+75A	1012.77	0.02	12.00	1013.01	-0.02	26.00	1012.73
2732+00A	1012.60	0.02	12.00	1012.84	-0.02	26.00	1012.56
2732+25A	1012.43	0.02	12.00	1012.67	-0.02	26.00	1012.39
2732+50A	1012.27	0.02	12.00	1012.51	-0.02	26.00	1012.23
2732+75A	1012.12	0.02	12.00	1012.36	-0.02	26.00	1012.08
2733+00A	1011.98	0.02	12.00	1012.22	-0.02	26.00	1011.94
2733+25A	1011.85	0.02	12.00	1012.09	-0.02	26.00	1011.81
2733+50A	1011.72	0.02	12.00	1011.96	-0.02	26.00	1011.68
2733+75A	1011.60	0.02	12.00	1011.84	-0.02	26.00	1011.56
2734+00A	1011.48	0.02	12.00	1011.72	-0.02	26.00	1011.44
2734+25A	1011.37	0.02	12.00	1011.61	-0.02	26.00	1011.33
2734+50A	1011.27	0.02	12.00	1011.51	-0.02	26.00	1011.23
2734+75A	1011.18	0.02	12.00	1011.42	-0.02	26.00	1011.14
2735+00A	1011.10	0.02	12.00	1011.34	-0.02	26.00	1011.06
2735+25A	1011.02	0.02	12.00	1011.26	-0.02	26.00	1010.98
2735+50A	1010.95	0.02	12.00	1011.19	-0.02	26.00	1010.91
2735+75A	1010.88	0.02	12.00	1011.12	-0.02	26.00	1010.84
2736+00A	1010.82	0.02	12.00	1011.06	-0.02	26.00	1010.78
2736+25A	1010.77	0.02	12.00	1011.01	-0.02	26.00	1010.73
2736+50A	1010.73	0.02	12.00	1010.97	-0.02	26.00	1010.69
2736+75A	1010.70	0.02	12.00	1010.94	-0.02	26.00	1010.66
2737+00A	1010.67	0.02	12.00	1010.91	-0.02	26.00	1010.63
2737+25A	1010.65	0.02	12.00	1010.89	-0.02	26.00	1010.61
2737+50A	1010.63	0.02	12.00	1010.87	-0.02	26.00	1010.59
2737+75A	1010.62	0.02	12.00	1010.86	-0.02	26.00	1010.58
2738+00A	1010.62	0.02	12.00	1010.86	-0.02	26.00	1010.58
2738+25A	1010.63	0.02	12.00	1010.87	-0.02	26.00	1010.59
2738+50A	1010.65	0.02	12.00	1010.89	-0.02	26.00	1010.61
2738+75A	1010.67	0.02	12.00	1010.91	-0.02	26.00	1010.63
2739+00A	1010.70	0.02	12.00	1010.94	-0.02	26.00	1010.66
2739+25A	1010.73	0.02	12.00	1010.97	-0.02	26.00	1010.69
2739+50A	1010.78	0.02	12.00	1011.02	-0.02	26.00	1010.74
2739+75A	1010.83	0.02	12.00	1011.07	-0.02	26.00	1010.79
2740+00A	1010.88	0.02	12.00	1011.12	-0.02	26.00	1010.84
2740+25A	1010.95	0.02	12.00	1011.19	-0.02	26.00	1010.91
2740+50A	1011.01	0.02	12.00	1011.25	-0.02	26.00	1010.97
2740+75A	1011.07	0.02	12.00	1011.31	-0.02	26.00	1011.03
2741+00A	1011.13	0.02	12.00	1011.37	-0.02	26.00	1011.09
2741+25A	1011.20	0.02	12.00	1011.44	-0.02	26.00	1011.16
2741+50A	1011.26	0.02	12.00	1011.50	-0.02	26.00	1011.22
2741+75A	1011.32	0.02	12.00	1011.56	-0.02	26.00	1011.28
2742+00A	1011.39	0.02	12.00	1011.63	-0.02	26.00	1011.35
2742+25A	1011.45	0.02	12.00	1011.69	-0.02	26.00	1011.41
2742+50A	1011.51	0.02	12.00	1011.75	-0.02	26.00	1011.47
2742+75A	1011.57	0.02	12.00	1011.81	-0.02	26.00	1011.53
2743+00A	1011.64	0.02	12.00	1011.88	-0.02	26.00	1011.60
2743+25A	1011.70	0.02	12.00	1011.94	-0.02	26.00	1011.66
2743+50A	1011.76	0.02	12.00	1012.00	-0.02	26.00	1011.72
2743+75A	1011.82	0.02	12.00	1012.06	-0.02	26.00	1011.78

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2744+00A	1011.87	0.02	12.00	1012.11	-0.02	26.00	1011.83
2744+25A	1011.90	0.02	12.00	1012.14	-0.02	26.00	1011.86
2744+50A	1011.91	0.02	12.00	1012.15	-0.02	26.00	1011.87
2744+75A	1011.91	0.02	12.00	1012.15	-0.02	26.00	1011.87
2745+00A	1011.90	0.02	12.00	1012.14	-0.02	26.00	1011.86
2745+25A	1011.86	0.02	12.00	1012.10	-0.02	26.00	1011.82
2745+50A	1011.82	0.02	12.00	1012.06	-0.02	26.00	1011.78
2745+75A	1011.76	0.02	12.00	1012.00	-0.02	26.00	1011.72
2746+00A	1011.68	0.02	12.00	1011.92	-0.02	26.00	1011.64
2746+25A	1011.59	0.02	12.00	1011.83	-0.02	26.00	1011.55
2746+50A	1011.48	0.02	12.00	1011.72	-0.02	26.00	1011.44
2746+75A	1011.35	0.02	12.00	1011.59	-0.02	26.00	1011.31
2747+00A	1011.21	0.02	12.00	1011.45	-0.02	26.00	1011.17
2747+25A	1011.06	0.02	12.00	1011.30	-0.02	26.00	1011.02
2747+50A	1010.89	0.02	12.00	1011.13	-0.02	26.00	1010.85
2747+75A	1010.70	0.02	12.00	1010.94	-0.02	26.00	1010.66
2748+00A	1010.50	0.02	12.00	1010.74	-0.02	26.00	1010.46
2748+25A	1010.29	0.02	12.00	1010.53	-0.02	26.00	1010.25
2748+50A	1010.05	0.02	12.00	1010.29	-0.02	26.00	1010.01
2748+75A	1009.81	0.02	12.00	1010.05	-0.02	26.00	1009.77
2749+00A	1009.54	0.02	12.00	1009.78	-0.02	26.00	1009.50
2749+25A	1009.27	0.02	12.00	1009.51	-0.02	26.00	1009.23
2749+50A	1008.97	0.02	12.00	1009.21	-0.02	26.00	1008.93
2749+75A	1008.66	0.02	12.00	1008.90	-0.02	26.00	1008.62
2750+00A	1008.34	0.02	12.00	1008.58	-0.02	26.00	1008.30
2750+25A	1008.00	0.02	12.00	1008.24	-0.02	26.00	1007.96
2750+50A	1007.65	0.02	12.00	1007.89	-0.02	26.00	1007.61
2750+75A	1007.28	0.02	12.00	1007.52	-0.02	26.00	1007.24
2751+00A	1006.89	0.02	12.00	1007.13	-0.02	26.00	1006.85
2751+25A	1006.49	0.02	12.00	1006.73	-0.02	26.00	1006.45
2751+50A	1006.07	0.02	12.00	1006.31	-0.02	26.00	1006.03
2751+75A	1005.64	0.02	12.00	1005.88	-0.02	26.00	1005.60
2752+00A	1005.19	0.02	12.00	1005.43	-0.02	26.00	1005.15
2752+25A	1004.73	0.02	12.00	1004.97	-0.02	26.00	1004.69
2752+50A	1004.25	0.02	12.00	1004.49	-0.02	26.00	1004.21
2752+75A	1003.76	0.02	12.00	1004.00	-0.02	26.00	1003.72
2753+00A	1003.25	0.02	12.00	1003.49	-0.02	26.00	1003.21
2753+25A	1002.72	0.02	12.00	1002.96	-0.02	26.00	1002.68
2753+50A	1002.18	0.02	12.00	1002.42	-0.02	26.00	1002.14
2753+75A	1001.63	0.02	12.00	1001.87	-0.02	26.00	1001.59
2754+00A	1001.06	0.02	12.00	1001.30	-0.02	26.00	1001.02
2754+25A	1000.47	0.02	12.00	1000.71	-0.02	26.00	1000.43
2754+50A	999.87	0.02	12.00	1000.11	-0.02	26.00	999.83
2754+75A	999.25	0.02	12.00	999.49	-0.02	26.00	999.21
2755+00A	998.63	0.02	12.00	998.87	-0.02	26.00	998.59
2755+25A	998.00	0.02	12.00	998.24	-0.02	26.00	997.96
2755+50A	997.37	0.02	12.00	997.61	-0.02	26.00	997.33
2755+75A	996.75	0.02	12.00	996.99	-0.02	26.00	996.71
2756+00A	996.17	0.02	12.00	996.41	-0.02	26.00	996.13
2756+25A	995.62	0.02	12.00	995.86	-0.02	26.00	995.58
2756+50A	995.09	0.02	12.00	995.33	-0.02	26.00	995.05
2756+75A	994.60	0.02	12.00	994.84	-0.02	26.00	994.56

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2757+00A	994.14	0.02	12.00	994.38	-0.02	26.00	994.10
2757+25A	993.71	0.02	12.00	993.95	-0.02	26.00	993.67
2757+50A	993.32	0.02	12.00	993.56	-0.02	26.00	993.28
2757+75A	992.95	0.02	12.00	993.19	-0.02	26.00	992.91
2758+00A	992.62	0.02	12.00	992.86	-0.02	26.00	992.58
2758+25A	992.31	0.02	12.00	992.55	-0.02	26.00	992.27
2758+50A	992.04	0.02	12.00	992.28	-0.02	26.00	992.00
2758+75A	991.80	0.02	12.00	992.04	-0.02	26.00	991.76
2759+00A	991.59	0.02	12.00	991.83	-0.02	26.00	991.55
2759+25A	991.41	0.02	12.00	991.65	-0.02	26.00	991.37
2759+50A	991.26	0.02	12.00	991.50	-0.02	26.00	991.22
2759+75A	991.13	0.02	12.00	991.37	-0.02	26.00	991.09
2760+00A	991.01	0.02	12.00	991.25	-0.02	26.00	990.97
2760+25A	990.88	0.02	12.00	991.12	-0.02	26.00	990.84
2760+50A	990.75	0.02	12.00	990.99	-0.02	26.00	990.71
2760+75A	990.62	0.02	12.00	990.86	-0.02	26.00	990.58
2761+00A	990.50	0.02	12.00	990.74	-0.02	26.00	990.46
2761+25A	990.37	0.02	12.00	990.61	-0.02	26.00	990.33
2761+50A	990.24	0.02	12.00	990.48	-0.02	26.00	990.20
2761+75A	990.12	0.02	12.00	990.36	-0.02	26.00	990.08
2762+00A	989.99	0.02	12.00	990.23	-0.02	26.00	989.95
2762+25A	989.86	0.02	12.00	990.10	-0.02	26.00	989.82
2762+50A	989.73	0.02	12.00	989.97	-0.02	26.00	989.69
2762+75A	989.61	0.02	12.00	989.85	-0.02	26.00	989.57
2763+00A	989.48	0.02	12.00	989.72	-0.02	26.00	989.44
2763+25A	989.35	0.02	12.00	989.59	-0.02	26.00	989.31
2763+50A	989.23	0.02	12.00	989.47	-0.02	26.00	989.19
2763+75A	989.10	0.02	12.00	989.34	-0.02	26.00	989.06
2764+00A	988.97	0.02	12.00	989.21	-0.02	26.00	988.93
2764+25A	988.85	0.02	12.00	989.09	-0.02	26.00	988.81
2764+50A	988.72	0.02	12.00	988.96	-0.02	26.00	988.68
2764+75A	988.59	0.02	12.00	988.83	-0.02	26.00	988.55
2765+00A	988.46	0.02	12.00	988.70	-0.02	26.00	988.42
2765+25A	988.34	0.02	12.00	988.58	-0.02	26.00	988.30
2765+50A	988.21	0.02	12.00	988.45	-0.02	26.00	988.17
2765+75A	988.08	0.02	12.00	988.32	-0.02	26.00	988.04
2766+00A	987.96	0.02	12.00	988.20	-0.02	26.00	987.92
2766+25A	987.83	0.02	12.00	988.07	-0.02	26.00	987.79
2766+50A	987.70	0.02	12.00	987.94	-0.02	26.00	987.66
2766+75A	987.58	0.02	12.00	987.82	-0.02	26.00	987.54
2767+00A	987.45	0.02	12.00	987.69	-0.02	26.00	987.41
2767+25A	987.32	0.02	12.00	987.56	-0.02	26.00	987.28
2767+50A	987.19	0.02	12.00	987.43	-0.02	26.00	987.15
2767+75A	987.07	0.02	12.00	987.31	-0.02	26.00	987.03
2768+00A	986.94	0.02	12.00	987.18	-0.02	26.00	986.90
2768+25A	986.81	0.02	12.00	987.05	-0.02	26.00	986.77
2768+50A	986.69	0.02	12.00	986.93	-0.02	26.00	986.65
2768+75A	986.56	0.02	12.00	986.80	-0.02	26.00	986.52
2769+00A	986.43	0.02	12.00	986.67	-0.02	26.00	986.39
2769+25A	986.31	0.02	12.00	986.55	-0.02	26.00	986.27
2769+50A	986.18	0.02	12.00	986.42	-0.02	26.00	986.14
2769+75A	986.05	0.02	12.00	986.29	-0.02	26.00	986.01

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2770+00A	985.92	0.02	12.00	986.16	-0.02	26.00	985.88
2770+25A	985.80	0.02	12.00	986.04	-0.02	26.00	985.76
2770+50A	985.67	0.02	12.00	985.91	-0.02	26.00	985.63
2770+75A	985.54	0.02	12.00	985.78	-0.02	26.00	985.50
2771+00A	985.42	0.02	12.00	985.66	-0.02	26.00	985.38
2771+25A	985.29	0.02	12.00	985.53	-0.02	26.00	985.25
2771+50A	985.16	0.02	12.00	985.40	-0.02	26.00	985.12
2771+75A	985.04	0.02	12.00	985.28	-0.02	26.00	985.00
2772+00A	984.91	0.02	12.00	985.15	-0.02	26.00	984.87
2772+25A	984.78	0.02	12.00	985.02	-0.02	26.00	984.74
2772+50A	984.65	0.02	12.00	984.89	-0.02	26.00	984.61
2772+75A	984.53	0.02	12.00	984.77	-0.02	26.00	984.49
2773+00A	984.40	0.02	12.00	984.64	-0.02	26.00	984.36
2773+25A	984.27	0.02	12.00	984.51	-0.02	26.00	984.23
2773+50A	984.15	0.02	12.00	984.39	-0.02	26.00	984.11
2773+75A	984.02	0.02	12.00	984.26	-0.02	26.00	983.98
2774+00A	983.89	0.02	12.00	984.13	-0.02	26.00	983.85
2774+25A	983.77	0.02	12.00	984.01	-0.02	26.00	983.73
2774+50A	983.64	0.02	12.00	983.88	-0.02	26.00	983.60
2774+75A	983.51	0.02	12.00	983.75	-0.02	26.00	983.47
2775+00A	983.38	0.02	12.00	983.62	-0.02	26.00	983.34
2775+25A	983.26	0.02	12.00	983.50	-0.02	26.00	983.22
2775+50A	983.13	0.02	12.00	983.37	-0.02	26.00	983.09
2775+75A	983.00	0.02	12.00	983.24	-0.02	26.00	982.96
2776+00A	982.88	0.02	12.00	983.12	-0.02	26.00	982.84
2776+25A	982.75	0.02	12.00	982.99	-0.02	26.00	982.71
2776+50A	982.62	0.02	12.00	982.86	-0.02	26.00	982.58
2776+75A	982.50	0.02	12.00	982.74	-0.02	26.00	982.46
2777+00A	982.37	0.02	12.00	982.61	-0.02	26.00	982.33
2777+25A	982.24	0.02	12.00	982.48	-0.02	26.00	982.20
2777+50A	982.11	0.02	12.00	982.35	-0.02	26.00	982.07
2777+75A	981.99	0.02	12.00	982.23	-0.02	26.00	981.95
2778+00A	981.86	0.02	12.00	982.10	-0.02	26.00	981.82
2778+25A	981.73	0.02	12.00	981.97	-0.02	26.00	981.69
2778+50A	981.61	0.02	12.00	981.85	-0.02	26.00	981.57
2778+75A	981.48	0.02	12.00	981.72	-0.02	26.00	981.44
2779+00A	981.35	0.02	12.00	981.59	-0.02	26.00	981.31
2779+25A	981.23	0.02	12.00	981.47	-0.02	26.00	981.19
2779+50A	981.10	0.02	12.00	981.34	-0.02	26.00	981.06
2779+75A	980.97	0.02	12.00	981.21	-0.02	26.00	980.93
2780+00A	980.84	0.02	12.00	981.08	-0.02	26.00	980.80
2780+25A	980.72	0.02	12.00	980.96	-0.02	26.00	980.68
2780+50A	980.59	0.02	12.00	980.83	-0.02	26.00	980.55
2780+75A	980.46	0.02	12.00	980.70	-0.02	26.00	980.42
2781+00A	980.34	0.02	12.00	980.58	-0.02	26.00	980.30
2781+25A	980.21	0.02	12.00	980.45	-0.02	26.00	980.17
2781+50A	980.08	0.02	12.00	980.32	-0.02	26.00	980.04
2781+75A	979.96	0.02	12.00	980.20	-0.02	26.00	979.92
2782+00A	979.83	0.02	12.00	980.07	-0.02	26.00	979.79
2782+25A	979.70	0.02	12.00	979.94	-0.02	26.00	979.66
2782+50A	979.57	0.02	12.00	979.81	-0.02	26.00	979.53
2782+75A	979.45	0.02	12.00	979.69	-0.02	26.00	979.41

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2783+00A	979.32	0.02	12.00	979.56	-0.02	26.00	979.28
2783+25A	979.19	0.02	12.00	979.43	-0.02	26.00	979.15
2783+50A	979.07	0.02	12.00	979.31	-0.02	26.00	979.03
2783+75A	978.94	0.02	12.00	979.18	-0.02	26.00	978.90
2784+00A	978.81	0.02	12.00	979.05	-0.02	26.00	978.77
2784+25A	978.68	0.02	12.00	978.92	-0.02	26.00	978.64
2784+50A	978.56	0.02	12.00	978.80	-0.02	26.00	978.52
2784+75A	978.43	0.02	12.00	978.67	-0.02	26.00	978.39
2785+00A	978.32	0.02	12.00	978.56	-0.02	26.00	978.28
2785+25A	978.21	0.02	12.00	978.45	-0.02	26.00	978.17
2785+50A	978.11	0.02	12.00	978.35	-0.02	26.00	978.07
2785+75A	978.01	0.02	12.00	978.25	-0.02	26.00	977.97
2786+00A	977.93	0.02	12.00	978.17	-0.02	26.00	977.89
2786+25A	977.85	0.02	12.00	978.09	-0.02	26.00	977.81
2786+50A	977.78	0.02	12.00	978.02	-0.02	26.00	977.74
2786+75A	977.72	0.02	12.00	977.96	-0.02	26.00	977.68
2787+00A	977.66	0.02	12.00	977.90	-0.02	26.00	977.62
2787+25A	977.62	0.02	12.00	977.86	-0.02	26.00	977.58
2787+50A	977.58	0.02	12.00	977.82	-0.02	26.00	977.54
2787+75A	977.55	0.02	12.00	977.79	-0.02	26.00	977.51
2788+00A	977.53	0.02	12.00	977.77	-0.02	26.00	977.49
2788+25A	977.51	0.02	12.00	977.75	-0.02	26.00	977.47
2788+50A	977.50	0.02	12.00	977.74	-0.02	26.00	977.46
2788+75A	977.50	0.02	12.00	977.74	-0.02	26.00	977.46
2789+00A	977.51	0.02	12.00	977.75	-0.02	26.00	977.47
2789+25A	977.53	0.02	12.00	977.77	-0.02	26.00	977.49
2789+50A	977.55	0.02	12.00	977.79	-0.02	26.00	977.51
2789+75A	977.58	0.02	12.00	977.82	-0.02	26.00	977.54
2790+00A	977.62	0.02	12.00	977.86	-0.02	26.00	977.58
2790+25A	977.67	0.02	12.00	977.91	-0.02	26.00	977.63
2790+50A	977.73	0.02	12.00	977.97	-0.02	26.00	977.69
2790+75A	977.79	0.02	12.00	978.03	-0.02	26.00	977.75
2791+00A	977.86	0.02	12.00	978.10	-0.02	26.00	977.82
2791+25A	977.94	0.02	12.00	978.18	-0.02	26.00	977.90
2791+50A	978.02	0.02	12.00	978.26	-0.02	26.00	977.98
2791+75A	978.12	0.02	12.00	978.36	-0.02	26.00	978.08
2792+00A	978.21	0.02	12.00	978.45	-0.02	26.00	978.17
2792+25A	978.30	0.02	12.00	978.54	-0.02	26.00	978.26
2792+50A	978.39	0.02	12.00	978.63	-0.02	26.00	978.35
2792+75A	978.48	0.02	12.00	978.72	-0.02	26.00	978.44
2793+00A	978.58	0.02	12.00	978.82	-0.02	26.00	978.54
2793+25A	978.67	0.02	12.00	978.91	-0.02	26.00	978.63
2793+50A	978.76	0.02	12.00	979.00	-0.02	26.00	978.72
2793+75A	978.85	0.02	12.00	979.09	-0.02	26.00	978.81
2794+00A	978.94	0.02	12.00	979.18	-0.02	26.00	978.90
2794+25A	979.03	0.02	12.00	979.27	-0.02	26.00	978.99
2794+50A	979.13	0.02	12.00	979.37	-0.02	26.00	979.09
2794+75A	979.22	0.02	12.00	979.46	-0.02	26.00	979.18
2795+00A	979.31	0.02	12.00	979.55	-0.02	26.00	979.27
2795+25A	979.40	0.02	12.00	979.64	-0.02	26.00	979.36
2795+50A	979.49	0.02	12.00	979.73	-0.02	26.00	979.45
2795+75A	979.59	0.02	12.00	979.83	-0.02	26.00	979.55

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2796+00A	979.68	0.02	12.00	979.92	-0.02	26.00	979.64
2796+25A	979.77	0.02	12.00	980.01	-0.02	26.00	979.73
2796+50A	979.86	0.02	12.00	980.10	-0.02	26.00	979.82
2796+75A	979.95	0.02	12.00	980.19	-0.02	26.00	979.91
2797+00A	980.04	0.02	12.00	980.28	-0.02	26.00	980.00
2797+25A	980.14	0.02	12.00	980.38	-0.02	26.00	980.10
2797+50A	980.23	0.02	12.00	980.47	-0.02	26.00	980.19
2797+75A	980.32	0.02	12.00	980.56	-0.02	26.00	980.28
2798+00A	980.41	0.02	12.00	980.65	-0.02	26.00	980.37
2798+25A	980.50	0.02	12.00	980.74	-0.02	26.00	980.46
2798+50A	980.59	0.02	12.00	980.83	-0.02	26.00	980.55
2798+75A	980.69	0.02	12.00	980.93	-0.02	26.00	980.65
2799+00A	980.78	0.02	12.00	981.02	-0.02	26.00	980.74
2799+25A	980.87	0.02	12.00	981.11	-0.02	26.00	980.83
2799+50A	980.96	0.02	12.00	981.20	-0.02	26.00	980.92
2799+75A	981.05	0.02	12.00	981.29	-0.02	26.00	981.01
2800+00A	981.15	0.02	12.00	981.39	-0.02	26.00	981.11
2800+25A	981.24	0.02	12.00	981.48	-0.02	26.00	981.20
2800+50A	981.33	0.02	12.00	981.57	-0.02	26.00	981.29
2800+75A	981.42	0.02	12.00	981.66	-0.02	26.00	981.38
2801+00A	981.51	0.02	12.00	981.75	-0.02	26.00	981.47
2801+25A	981.60	0.02	12.00	981.84	-0.02	26.00	981.56
2801+50A	981.70	0.02	12.00	981.94	-0.02	26.00	981.66
2801+75A	981.79	0.02	12.00	982.03	-0.02	26.00	981.75
2802+00A	981.88	0.02	12.00	982.12	-0.02	26.00	981.84
2802+25A	981.97	0.02	12.00	982.21	-0.02	26.00	981.93
2802+50A	982.07	0.02	12.00	982.31	-0.02	26.00	982.03
2802+75A	982.17	0.02	12.00	982.41	-0.02	26.00	982.13
2803+00A	982.28	0.02	12.00	982.52	-0.02	26.00	982.24
2803+25A	982.41	0.02	12.00	982.65	-0.02	26.00	982.37
2803+50A	982.55	0.02	12.00	982.79	-0.02	26.00	982.51
2803+75A	982.70	0.02	12.00	982.94	-0.02	26.00	982.66
2804+00A	982.86	0.02	12.00	983.10	-0.02	26.00	982.82
2804+25A	983.03	0.02	12.00	983.27	-0.02	26.00	982.99
2804+50A	983.21	0.02	12.00	983.45	-0.02	26.00	983.17
2804+75A	983.40	0.02	12.00	983.64	-0.02	26.00	983.36
2805+00A	983.60	0.02	12.00	983.84	-0.02	26.00	983.56
2805+25A	983.82	0.02	12.00	984.06	-0.02	26.00	983.78
2805+50A	984.05	0.02	12.00	984.29	-0.02	26.00	984.01
2805+75A	984.28	0.02	12.00	984.52	-0.02	26.00	984.24
2806+00A	984.53	0.02	12.00	984.77	-0.02	26.00	984.49
2806+25A	984.79	0.02	12.00	985.03	-0.02	26.00	984.75
2806+50A	985.06	0.02	12.00	985.30	-0.02	26.00	985.02
2806+75A	985.34	0.02	12.00	985.58	-0.02	26.00	985.30
2807+00A	985.64	0.02	12.00	985.88	-0.02	26.00	985.60
2807+25A	985.94	0.02	12.00	986.18	-0.02	26.00	985.90
2807+50A	986.25	0.02	12.00	986.49	-0.02	26.00	986.21
2807+75A	986.58	0.02	12.00	986.82	-0.02	26.00	986.54
2808+00A	986.92	0.02	12.00	987.16	-0.02	26.00	986.88
2808+25A	987.26	0.02	12.00	987.50	-0.02	26.00	987.22
2808+50A	987.62	0.02	12.00	987.86	-0.02	26.00	987.58
2808+75A	987.99	0.02	12.00	988.23	-0.02	26.00	987.95

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2809+00A	988.38	0.02	12.00	988.62	-0.02	26.00	988.34
2809+25A	988.77	0.02	12.00	989.01	-0.02	26.00	988.73
2809+50A	989.17	0.02	12.00	989.41	-0.02	26.00	989.13
2809+75A	989.59	0.02	12.00	989.83	-0.02	26.00	989.55
2810+00A	990.01	0.02	12.00	990.25	-0.02	26.00	989.97
2810+25A	990.45	0.02	12.00	990.69	-0.02	26.00	990.41
2810+50A	990.90	0.02	12.00	991.14	-0.02	26.00	990.86
2810+75A	991.36	0.02	12.00	991.60	-0.02	26.00	991.32
2811+00A	991.83	0.02	12.00	992.07	-0.02	26.00	991.79
2811+25A	992.31	0.02	12.00	992.55	-0.02	26.00	992.27
2811+50A	992.80	0.02	12.00	993.04	-0.02	26.00	992.76
2811+75A	993.30	0.02	12.00	993.54	-0.02	26.00	993.26
2812+00A	993.82	0.02	12.00	994.06	-0.02	26.00	993.78
2812+25A	994.34	0.02	12.00	994.58	-0.02	26.00	994.30
2812+50A	994.88	0.02	12.00	995.12	-0.02	26.00	994.84
2812+75A	995.43	0.02	12.00	995.67	-0.02	26.00	995.39
2813+00A	995.99	0.02	12.00	996.23	-0.02	26.00	995.95
2813+25A	996.56	0.02	12.00	996.80	-0.02	26.00	996.52
2813+50A	997.14	0.02	12.00	997.38	-0.02	26.00	997.10
2813+75A	997.73	0.02	12.00	997.97	-0.02	26.00	997.69
2814+00A	998.33	0.02	12.00	998.57	-0.02	26.00	998.29
2814+25A	998.93	0.02	12.00	999.17	-0.02	26.00	998.89
2814+50A	999.52	0.02	12.00	999.76	-0.02	26.00	999.48
2814+75A	1000.12	0.02	12.00	1000.36	-0.02	26.00	1000.08
2815+00A	1000.72	0.02	12.00	1000.96	-0.02	26.00	1000.68
2815+25A	1001.32	0.02	12.00	1001.56	-0.02	26.00	1001.28
2815+50A	1001.91	0.02	12.00	1002.15	-0.02	26.00	1001.87
2815+75A	1002.51	0.02	12.00	1002.75	-0.02	26.00	1002.47
2816+00A	1003.11	0.02	12.00	1003.35	-0.02	26.00	1003.07
2816+25A	1003.70	0.02	12.00	1003.94	-0.02	26.00	1003.66
2816+50A	1004.27	0.02	12.00	1004.51	-0.02	26.00	1004.23
2816+75A	1004.82	0.02	12.00	1005.06	-0.02	26.00	1004.78
2817+00A	1005.36	0.02	12.00	1005.60	-0.02	26.00	1005.32
2817+25A	1005.88	0.02	12.00	1006.12	-0.02	26.00	1005.84
2817+50A	1006.39	0.02	12.00	1006.63	-0.02	26.00	1006.35
2817+75A	1006.88	0.02	12.00	1007.12	-0.02	26.00	1006.84
2818+00A	1007.36	0.02	12.00	1007.60	-0.02	26.00	1007.32
2818+25A	1007.82	0.02	12.00	1008.06	-0.02	26.00	1007.78
2818+50A	1008.27	0.02	12.00	1008.51	-0.02	26.00	1008.23
2818+75A	1008.70	0.02	12.00	1008.94	-0.02	26.00	1008.66
2819+00A	1009.11	0.02	12.00	1009.35	-0.02	26.00	1009.07
2819+25A	1009.51	0.02	12.00	1009.75	-0.02	26.00	1009.47
2819+50A	1009.90	0.02	12.00	1010.14	-0.02	26.00	1009.86
2819+75A	1010.27	0.02	12.00	1010.51	-0.02	26.00	1010.23
2820+00A	1010.62	0.02	12.00	1010.86	-0.02	26.00	1010.58
2820+25A	1010.96	0.02	12.00	1011.20	-0.02	26.00	1010.92
2820+50A	1011.28	0.02	12.00	1011.52	-0.02	26.00	1011.24
2820+75A	1011.58	0.02	12.00	1011.82	-0.02	26.00	1011.54
2821+00A	1011.87	0.02	12.00	1012.11	-0.02	26.00	1011.83
2821+25A	1012.15	0.02	12.00	1012.39	-0.02	26.00	1012.11
2821+50A	1012.41	0.02	12.00	1012.65	-0.02	26.00	1012.37
2821+75A	1012.65	0.02	12.00	1012.89	-0.02	26.00	1012.61

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2822+00A	1012.88	0.02	12.00	1013.12	-0.02	26.00	1012.84
2822+25A	1013.09	0.02	12.00	1013.33	-0.02	26.00	1013.05
2822+50A	1013.29	0.02	12.00	1013.53	-0.02	26.00	1013.25
2822+75A	1013.47	0.02	12.00	1013.71	-0.02	26.00	1013.43
2823+00A	1013.64	0.02	12.00	1013.88	-0.02	26.00	1013.60
2823+25A	1013.79	0.02	12.00	1014.03	-0.02	26.00	1013.75
2823+50A	1013.92	0.02	12.00	1014.16	-0.02	26.00	1013.88
2823+75A	1014.04	0.02	12.00	1014.28	-0.02	26.00	1014.00
2824+00A	1014.14	0.02	12.00	1014.38	-0.02	26.00	1014.10
2824+25A	1014.23	0.02	12.00	1014.47	-0.02	26.00	1014.19
2824+50A	1014.30	0.02	12.00	1014.54	-0.02	26.00	1014.26
2824+75A	1014.36	0.02	12.00	1014.60	-0.02	26.00	1014.32
2825+00A	1014.40	0.02	12.00	1014.64	-0.02	26.00	1014.36
2825+25A	1014.44	0.02	12.00	1014.68	-0.02	26.00	1014.40
2825+50A	1014.48	0.02	12.00	1014.72	-0.02	26.00	1014.44
2825+75A	1014.52	0.02	12.00	1014.76	-0.02	26.00	1014.48
2826+00A	1014.55	0.02	12.00	1014.79	-0.02	26.00	1014.51
2826+25A	1014.59	0.02	12.00	1014.83	-0.02	26.00	1014.55
2826+50A	1014.63	0.02	12.00	1014.87	-0.02	26.00	1014.59
2826+75A	1014.67	0.02	12.00	1014.91	-0.02	26.00	1014.63
2827+00A	1014.71	0.02	12.00	1014.95	-0.02	26.00	1014.67
2827+25A	1014.75	0.02	12.00	1014.99	-0.02	26.00	1014.71
2827+50A	1014.80	0.02	12.00	1015.04	-0.02	26.00	1014.76
2827+75A	1014.86	0.02	12.00	1015.10	-0.02	26.00	1014.82
2828+00A	1014.92	0.02	12.00	1015.16	-0.02	26.00	1014.88
2828+25A	1014.99	0.02	12.00	1015.23	-0.02	26.00	1014.95
2828+50A	1015.06	0.02	12.00	1015.30	-0.02	26.00	1015.02
2828+75A	1015.14	0.02	12.00	1015.38	-0.02	26.00	1015.10
2829+00A	1015.22	0.02	12.00	1015.46	-0.02	26.00	1015.18
2829+25A	1015.31	0.02	12.00	1015.55	-0.02	26.00	1015.27
2829+50A	1015.41	0.02	12.00	1015.65	-0.02	26.00	1015.37
2829+75A	1015.51	0.02	12.00	1015.75	-0.02	26.00	1015.47
2830+00A	1015.61	0.02	12.00	1015.85	-0.02	26.00	1015.57
2830+25A	1015.72	0.02	12.00	1015.96	-0.02	26.00	1015.68
2830+50A	1015.84	0.02	12.00	1016.08	-0.02	26.00	1015.80
2830+75A	1015.96	0.02	12.00	1016.20	-0.02	26.00	1015.92
2831+00A	1016.08	0.02	12.00	1016.32	-0.02	26.00	1016.04
2831+25A	1016.22	0.02	12.00	1016.46	-0.02	26.00	1016.18
2831+50A	1016.35	0.02	12.00	1016.59	-0.02	26.00	1016.31
2831+75A	1016.48	0.02	12.00	1016.72	-0.02	26.00	1016.44
2832+00A	1016.61	0.02	12.00	1016.85	-0.02	26.00	1016.57
2832+25A	1016.74	0.02	12.00	1016.98	-0.02	26.00	1016.70
2832+50A	1016.87	0.02	12.00	1017.11	-0.02	26.00	1016.83
2832+75A	1017.00	0.02	12.00	1017.24	-0.02	26.00	1016.96
2833+00A	1017.13	0.02	12.00	1017.37	-0.02	26.00	1017.09
2833+25A	1017.26	0.02	12.00	1017.50	-0.02	26.00	1017.22
2833+50A	1017.39	0.02	12.00	1017.63	-0.02	26.00	1017.35
2833+75A	1017.52	0.02	12.00	1017.76	-0.02	26.00	1017.48
2834+00A	1017.65	0.02	12.00	1017.89	-0.02	26.00	1017.61
2834+25A	1017.78	0.02	12.00	1018.02	-0.02	26.00	1017.74
2834+50A	1017.91	0.02	12.00	1018.15	-0.02	26.00	1017.87
2834+75A	1018.04	0.02	12.00	1018.28	-0.02	26.00	1018.00

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2835+00A	1018.17	0.02	12.00	1018.41	-0.02	26.00	1018.13
2835+25A	1018.30	0.02	12.00	1018.54	-0.02	26.00	1018.26
2835+50A	1018.44	0.02	12.00	1018.68	-0.02	26.00	1018.40
2835+75A	1018.57	0.02	12.00	1018.81	-0.02	26.00	1018.53
2836+00A	1018.70	0.02	12.00	1018.94	-0.02	26.00	1018.66
2836+25A	1018.83	0.02	12.00	1019.07	-0.02	26.00	1018.79
2836+50A	1018.96	0.02	12.00	1019.20	-0.02	26.00	1018.92
2836+75A	1019.09	0.02	12.00	1019.33	-0.02	26.00	1019.05
2837+00A	1019.22	0.02	12.00	1019.46	-0.02	26.00	1019.18
2837+25A	1019.35	0.02	12.00	1019.59	-0.02	26.00	1019.31
2837+50A	1019.48	0.02	12.00	1019.72	-0.02	26.00	1019.44
2837+75A	1019.61	0.02	12.00	1019.85	-0.02	26.00	1019.57
2838+00A	1019.74	0.02	12.00	1019.98	-0.02	26.00	1019.70
2838+25A	1019.87	0.02	12.00	1020.11	-0.02	26.00	1019.83
2838+50A	1020.00	0.02	12.00	1020.24	-0.02	26.00	1019.96
2838+75A	1020.13	0.02	12.00	1020.37	-0.02	26.00	1020.09
2839+00A	1020.26	0.02	12.00	1020.50	-0.02	26.00	1020.22
2839+25A	1020.39	0.02	12.00	1020.63	-0.02	26.00	1020.35
2839+50A	1020.53	0.02	12.00	1020.77	-0.02	26.00	1020.49
2839+75A	1020.66	0.02	12.00	1020.90	-0.02	26.00	1020.62
2840+00A	1020.79	0.02	12.00	1021.03	-0.02	26.00	1020.75
2840+25A	1020.92	0.02	12.00	1021.16	-0.02	26.00	1020.88
2840+50A	1021.05	0.02	12.00	1021.29	-0.02	26.00	1021.01
2840+75A	1021.18	0.02	12.00	1021.42	-0.02	26.00	1021.14
2841+00A	1021.31	0.02	12.00	1021.55	-0.02	26.00	1021.27
2841+25A	1021.44	0.02	12.00	1021.68	-0.02	26.00	1021.40
2841+50A	1021.57	0.02	12.00	1021.81	-0.02	26.00	1021.53
2841+75A	1021.70	0.02	12.00	1021.94	-0.02	26.00	1021.66
2842+00A	1021.83	0.02	12.00	1022.07	-0.02	26.00	1021.79
2842+25A	1021.96	0.02	12.00	1022.20	-0.02	26.00	1021.92
2842+50A	1022.09	0.02	12.00	1022.33	-0.02	26.00	1022.05
2842+75A	1022.22	0.02	12.00	1022.46	-0.02	26.00	1022.18
2843+00A	1022.35	0.02	12.00	1022.59	-0.02	26.00	1022.31
2843+25A	1022.48	0.02	12.00	1022.72	-0.02	26.00	1022.44
2843+50A	1022.61	0.02	12.00	1022.85	-0.02	26.00	1022.57
2843+75A	1022.75	0.02	12.00	1022.99	-0.02	26.00	1022.71
2844+00A	1022.88	0.02	12.00	1023.12	-0.02	26.00	1022.84
2844+25A	1023.01	0.02	12.00	1023.25	-0.02	26.00	1022.97
2844+50A	1023.14	0.02	12.00	1023.38	-0.02	26.00	1023.10
2844+75A	1023.27	0.02	12.00	1023.51	-0.02	26.00	1023.23
2845+00A	1023.40	0.02	12.00	1023.64	-0.02	26.00	1023.36
2845+25A	1023.53	0.02	12.00	1023.77	-0.020	26.00	1023.49
2845+50A	1023.66	0.02	12.00	1023.90	-0.020	26.00	1023.62
2845+75A	1023.79	0.019	12.00	1024.02	-0.020	26.00	1023.74
2846+00A	1023.92	0.013	12.00	1024.08	-0.020	26.00	1023.80
2846+25A	1024.05	0.007	12.00	1024.13	-0.020	26.00	1023.85
2846+50A	1024.18	0.002	12.00	1024.20	-0.020	26.00	1023.92
2846+75A	1024.31	-0.004	12.00	1024.26	-0.020	26.00	1023.98
2847+00A	1024.43	-0.009	12.00	1024.32	-0.020	26.00	1024.04
2847+25A	1024.55	-0.015	12.00	1024.37	-0.020	26.00	1024.09
2847+50A	1024.66	-0.02	12.00	1024.42	-0.020	26.00	1024.14
2847+75A	1024.76	-0.024	12.00	1024.47	-0.024	26.00	1024.14

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2848+00A	1024.85	-0.024	12.00	1024.56	-0.024	26.00	1024.23
2848+25A	1024.94	-0.024	12.00	1024.65	-0.024	26.00	1024.32
2848+50A	1025.02	-0.024	12.00	1024.73	-0.024	26.00	1024.40
2848+75A	1025.09	-0.024	12.00	1024.80	-0.024	26.00	1024.47
2849+00A	1025.16	-0.024	12.00	1024.87	-0.024	26.00	1024.54
2849+25A	1025.22	-0.024	12.00	1024.93	-0.024	26.00	1024.60
2849+50A	1025.27	-0.024	12.00	1024.98	-0.024	26.00	1024.65
2849+75A	1025.32	-0.024	12.00	1025.03	-0.024	26.00	1024.70
2850+00A	1025.36	-0.024	12.00	1025.07	-0.024	26.00	1024.74
2850+25A	1025.39	-0.024	12.00	1025.10	-0.024	26.00	1024.77
2850+50A	1025.41	-0.024	12.00	1025.12	-0.024	26.00	1024.79
2850+75A	1025.43	-0.024	12.00	1025.14	-0.024	26.00	1024.81
2851+00A	1025.44	-0.024	12.00	1025.15	-0.024	26.00	1024.82
2851+25A	1025.44	-0.024	12.00	1025.15	-0.024	26.00	1024.82
2851+50A	1025.44	-0.024	12.00	1025.15	-0.024	26.00	1024.82
2851+75A	1025.43	-0.024	12.00	1025.14	-0.024	26.00	1024.81
2852+00A	1025.41	-0.024	12.00	1025.12	-0.024	26.00	1024.79
2852+25A	1025.38	-0.024	12.00	1025.09	-0.024	26.00	1024.76
2852+50A	1025.35	-0.024	12.00	1025.06	-0.024	26.00	1024.73
2852+75A	1025.31	-0.024	12.00	1025.02	-0.024	26.00	1024.69
2853+00A	1025.27	-0.024	12.00	1024.98	-0.024	26.00	1024.65
2853+25A	1025.21	-0.024	12.00	1024.92	-0.024	26.00	1024.59
2853+50A	1025.15	-0.024	12.00	1024.86	-0.024	26.00	1024.53
2853+75A	1025.09	-0.024	12.00	1024.80	-0.024	26.00	1024.47
2854+00A	1025.01	-0.024	12.00	1024.72	-0.024	26.00	1024.39
2854+25A	1024.93	-0.024	12.00	1024.64	-0.024	26.00	1024.31
2854+50A	1024.84	-0.024	12.00	1024.55	-0.024	26.00	1024.22
2854+75A	1024.75	-0.024	12.00	1024.46	-0.024	26.00	1024.13
2855+00A	1024.64	-0.024	12.00	1024.35	-0.024	26.00	1024.02
2855+25A	1024.53	-0.024	12.00	1024.24	-0.024	26.00	1023.91
2855+50A	1024.42	-0.024	12.00	1024.13	-0.024	26.00	1023.80
2855+75A	1024.29	-0.024	12.00	1024.00	-0.024	26.00	1023.67
2856+00A	1024.16	-0.024	12.00	1023.87	-0.024	26.00	1023.54
2856+25A	1024.03	-0.019	12.00	1023.80	-0.020	26.00	1023.52
2856+50A	1023.88	-0.013	12.00	1023.72	-0.020	26.00	1023.44
2856+75A	1023.73	-0.008	12.00	1023.63	-0.020	26.00	1023.35
2857+00A	1023.57	-0.002	12.00	1023.55	-0.020	26.00	1023.27
2857+25A	1023.41	0.003	12.00	1023.45	-0.020	26.00	1023.17
2857+50A	1023.23	0.009	12.00	1023.34	-0.020	26.00	1023.06
2857+75A	1023.05	0.015	12.00	1023.23	-0.020	26.00	1022.95
2858+00A	1022.87	0.02	12.00	1023.11	-0.020	26.00	1022.83
2858+25A	1022.67	0.02	12.00	1022.91	-0.020	26.00	1022.63
2858+50A	1022.47	0.02	12.00	1022.71	-0.020	26.00	1022.43
2858+75A	1022.26	0.02	12.00	1022.50	-0.020	26.00	1022.22
2859+00A	1022.05	0.02	12.00	1022.29	-0.020	26.00	1022.01
2859+25A	1021.83	0.02	12.00	1022.07	-0.020	26.00	1021.79
2859+50A	1021.60	0.02	12.00	1021.84	-0.020	26.00	1021.56
2859+75A	1021.36	0.02	12.00	1021.60	-0.020	26.00	1021.32
2860+00A	1021.12	0.02	12.00	1021.36	-0.017	26.00	1021.12
2860+25A	1020.87	0.02	12.00	1021.11	-0.011	26.00	1020.96
2860+50A	1020.61	0.02	12.00	1020.85	-0.006	26.00	1020.77
2860+75A	1020.35	0.02	12.00	1020.59	0.000	26.00	1020.59

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2861+00A	1020.08	0.020	12.00	1020.32	0.005	26.00	1020.39
2861+25A	1019.80	0.020	12.00	1020.04	0.011	26.00	1020.19
2861+50A	1019.51	0.020	12.00	1019.75	0.016	26.00	1019.97
2861+75A	1019.22	0.022	12.00	1019.48	0.022	26.00	1019.79
2862+00A	1018.92	0.028	12.00	1019.26	0.028	26.00	1019.65
2862+25A	1018.62	0.033	12.00	1019.02	0.033	26.00	1019.48
2862+50A	1018.30	0.039	12.00	1018.77	0.039	26.00	1019.31
2862+75A	1017.98	0.044	12.00	1018.51	0.044	26.00	1019.12
2863+00A	1017.66	0.046	12.00	1018.21	0.046	26.00	1018.86
2863+25A	1017.32	0.046	12.00	1017.87	0.046	26.00	1018.52
2863+50A	1016.98	0.046	12.00	1017.53	0.046	26.00	1018.18
2863+75A	1016.63	0.046	12.00	1017.18	0.046	26.00	1017.83
2864+00A	1016.29	0.046	12.00	1016.84	0.046	26.00	1017.49
2864+25A	1015.94	0.046	12.00	1016.49	0.046	26.00	1017.14
2864+50A	1015.59	0.046	12.00	1016.14	0.046	26.00	1016.79
2864+75A	1015.24	0.046	12.00	1015.79	0.046	26.00	1016.44
2865+00A	1014.90	0.046	12.00	1015.45	0.046	26.00	1016.10
2865+25A	1014.55	0.046	12.00	1015.10	0.046	26.00	1015.75
2865+50A	1014.20	0.046	12.00	1014.75	0.046	26.00	1015.40
2865+75A	1013.85	0.046	12.00	1014.40	0.046	26.00	1015.05
2866+00A	1013.51	0.046	12.00	1014.06	0.046	26.00	1014.71
2866+25A	1013.16	0.046	12.00	1013.71	0.046	26.00	1014.36
2866+50A	1012.81	0.046	12.00	1013.36	0.046	26.00	1014.01
2866+75A	1012.46	0.046	12.00	1013.01	0.046	26.00	1013.66
2867+00A	1012.12	0.046	12.00	1012.67	0.046	26.00	1013.32
2867+25A	1011.77	0.046	12.00	1012.32	0.046	26.00	1012.97
2867+50A	1011.42	0.046	12.00	1011.97	0.046	26.00	1012.62
2867+75A	1011.07	0.046	12.00	1011.62	0.046	26.00	1012.27
2868+00A	1010.73	0.046	12.00	1011.28	0.046	26.00	1011.93
2868+25A	1010.38	0.046	12.00	1010.93	0.046	26.00	1011.58
2868+50A	1010.03	0.046	12.00	1010.58	0.046	26.00	1011.23
2868+75A	1009.68	0.046	12.00	1010.23	0.046	26.00	1010.88
2869+00A	1009.34	0.046	12.00	1009.89	0.046	26.00	1010.54
2869+25A	1008.99	0.046	12.00	1009.54	0.046	26.00	1010.19
2869+50A	1008.64	0.046	12.00	1009.19	0.046	26.00	1009.84
2869+75A	1008.30	0.046	12.00	1008.85	0.046	26.00	1009.50
2870+00A	1007.95	0.046	12.00	1008.50	0.046	26.00	1009.15
2870+25A	1007.60	0.046	12.00	1008.15	0.046	26.00	1008.80
2870+50A	1007.25	0.046	12.00	1007.80	0.046	26.00	1008.45
2870+75A	1006.91	0.046	12.00	1007.46	0.046	26.00	1008.11
2871+00A	1006.56	0.046	12.00	1007.11	0.046	26.00	1007.76
2871+25A	1006.21	0.046	12.00	1006.76	0.046	26.00	1007.41
2871+50A	1005.86	0.046	12.00	1006.41	0.046	26.00	1007.06
2871+75A	1005.52	0.046	12.00	1006.07	0.046	26.00	1006.72
2872+00A	1005.17	0.046	12.00	1005.72	0.046	26.00	1006.37
2872+25A	1004.82	0.046	12.00	1005.37	0.046	26.00	1006.02
2872+50A	1004.47	0.046	12.00	1005.02	0.046	26.00	1005.67
2872+75A	1004.13	0.046	12.00	1004.68	0.046	26.00	1005.33
2873+00A	1003.78	0.046	12.00	1004.33	0.046	26.00	1004.98
2873+25A	1003.43	0.046	12.00	1003.98	0.046	26.00	1004.63
2873+50A	1003.08	0.046	12.00	1003.63	0.046	26.00	1004.28
2873+75A	1002.74	0.041	12.00	1003.23	0.041	26.00	1003.81

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2874+00A	1002.39	0.036	12.00	1002.82	0.036	26.00	1003.33
2874+25A	1002.04	0.03	12.00	1002.40	0.030	26.00	1002.82
2874+50A	1001.69	0.025	12.00	1001.99	0.025	26.00	1002.34
2874+75A	1001.35	0.02	12.00	1001.59	0.019	26.00	1001.86
2875+00A	1001.00	0.02	12.00	1001.24	0.014	26.00	1001.44
2875+25A	1000.65	0.02	12.00	1000.89	0.008	26.00	1001.00
2875+50A	1000.30	0.02	12.00	1000.54	0.002	26.00	1000.57
2875+75A	999.96	0.02	12.00	1000.20	-0.003	26.00	1000.16
2876+00A	999.61	0.02	12.00	999.85	-0.009	26.00	999.72
2876+25A	999.26	0.02	12.00	999.50	-0.014	26.00	999.30
2876+50A	998.91	0.02	12.00	999.15	-0.020	26.00	998.87
2876+75A	998.57	0.02	12.00	998.81	-0.020	26.00	998.53
2877+00A	998.22	0.02	12.00	998.46	-0.020	26.00	998.18
2877+25A	997.87	0.02	12.00	998.11	-0.020	26.00	997.83
2877+50A	997.53	0.02	12.00	997.77	-0.020	26.00	997.49
2877+75A	997.18	0.02	12.00	997.42	-0.020	26.00	997.14
2878+00A	996.83	0.02	12.00	997.07	-0.020	26.00	996.79
2878+25A	996.48	0.02	12.00	996.72	-0.020	26.00	996.44
2878+50A	996.14	0.02	12.00	996.38	-0.020	26.00	996.10
2878+75A	995.79	0.02	12.00	996.03	-0.020	26.00	995.75
2879+00A	995.44	0.02	12.00	995.68	-0.020	26.00	995.40
2879+25A	995.09	0.02	12.00	995.33	-0.020	26.00	995.05
2879+50A	994.75	0.02	12.00	994.99	-0.020	26.00	994.71
2879+75A	994.40	0.02	12.00	994.64	-0.020	26.00	994.36
2880+00A	994.05	0.02	12.00	994.29	-0.020	26.00	994.01
2880+25A	993.70	0.02	12.00	993.94	-0.020	26.00	993.66
2880+50A	993.36	0.02	12.00	993.60	-0.020	26.00	993.32
2880+75A	993.01	0.02	12.00	993.25	-0.020	26.00	992.97
2881+00A	992.66	0.02	12.00	992.90	-0.020	26.00	992.62
2881+25A	992.31	0.02	12.00	992.55	-0.020	26.00	992.27
2881+50A	991.97	0.02	12.00	992.21	-0.020	26.00	991.93
2881+75A	991.62	0.02	12.00	991.86	-0.020	26.00	991.58
2882+00A	991.27	0.02	12.00	991.51	-0.020	26.00	991.23
2882+25A	990.92	0.02	12.00	991.16	-0.020	26.00	990.88
2882+50A	990.58	0.02	12.00	990.82	-0.020	26.00	990.54
2882+75A	990.23	0.02	12.00	990.47	-0.020	26.00	990.19
2883+00A	989.88	0.02	12.00	990.12	-0.020	26.00	989.84
2883+25A	989.53	0.02	12.00	989.77	-0.020	26.00	989.49
2883+50A	989.19	0.02	12.00	989.43	-0.020	26.00	989.15
2883+75A	988.84	0.02	12.00	989.08	-0.020	26.00	988.80
2884+00A	988.49	0.02	12.00	988.73	-0.020	26.00	988.45
2884+25A	988.14	0.02	12.00	988.38	-0.020	26.00	988.10
2884+50A	987.80	0.02	12.00	988.04	-0.020	26.00	987.76
2884+75A	987.45	0.02	12.00	987.69	-0.020	26.00	987.41
2885+00A	987.10	0.02	12.00	987.34	-0.020	26.00	987.06
2885+25A	986.75	0.02	12.00	986.99	-0.020	26.00	986.71
2885+50A	986.41	0.02	12.00	986.65	-0.020	26.00	986.37
2885+75A	986.06	0.02	12.00	986.30	-0.020	26.00	986.02
2886+00A	985.71	0.02	12.00	985.95	-0.020	26.00	985.67
2886+25A	985.37	0.02	12.00	985.61	-0.020	26.00	985.33
2886+50A	985.02	0.02	12.00	985.26	-0.020	26.00	984.98
2886+75A	984.67	0.02	12.00	984.91	-0.020	26.00	984.63

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2887+00A	984.32	0.02	12.00	984.56	-0.02	26.00	984.28
2887+25A	983.98	0.02	12.00	984.22	-0.02	26.00	983.94
2887+50A	983.63	0.02	12.00	983.87	-0.02	26.00	983.59
2887+75A	983.30	0.02	12.00	983.54	-0.02	26.00	983.26
2888+00A	982.96	0.02	12.00	983.20	-0.02	26.00	982.92
2888+25A	982.64	0.02	12.00	982.88	-0.02	26.00	982.60
2888+50A	982.32	0.02	12.00	982.56	-0.02	26.00	982.28
2888+75A	982.00	0.02	12.00	982.24	-0.02	26.00	981.96
2889+00A	981.69	0.02	12.00	981.93	-0.02	26.00	981.65
2889+25A	981.39	0.02	12.00	981.63	-0.02	26.00	981.35
2889+50A	981.09	0.02	12.00	981.33	-0.02	26.00	981.05
2889+75A	980.80	0.02	12.00	981.04	-0.02	26.00	980.76
2890+00A	980.51	0.02	12.00	980.75	-0.02	26.00	980.47
2890+25A	980.22	0.02	12.00	980.46	-0.02	26.00	980.18
2890+50A	979.95	0.02	12.00	980.19	-0.02	26.00	979.91
2890+75A	979.68	0.02	12.00	979.92	-0.02	26.00	979.64
2891+00A	979.41	0.02	12.00	979.65	-0.02	26.00	979.37
2891+25A	979.15	0.02	12.00	979.39	-0.02	26.00	979.11
2891+50A	978.89	0.02	12.00	979.13	-0.02	26.00	978.85
2891+75A	978.64	0.02	12.00	978.88	-0.02	26.00	978.60
2892+00A	978.40	0.02	12.00	978.64	-0.02	26.00	978.36
2892+25A	978.16	0.02	12.00	978.40	-0.02	26.00	978.12
2892+50A	977.92	0.02	12.00	978.16	-0.02	26.00	977.88
2892+75A	977.70	0.02	12.00	977.94	-0.02	26.00	977.66
2893+00A	977.47	0.02	12.00	977.71	-0.02	26.00	977.43
2893+25A	977.25	0.017	12.00	977.45	-0.020	26.00	977.17
2893+50A	977.04	0.011	12.00	977.17	-0.020	26.00	976.89
2893+75A	976.84	0.006	12.00	976.91	-0.020	26.00	976.63
2894+00A	976.63	0	12.00	976.63	-0.020	26.00	976.35
2894+25A	976.44	-0.005	12.00	976.38	-0.020	26.00	976.10
2894+50A	976.25	-0.011	12.00	976.12	-0.020	26.00	975.84
2894+75A	976.06	-0.017	12.00	975.86	-0.020	26.00	975.58
2895+00A	975.88	-0.022	12.00	975.62	-0.022	26.00	975.31
2895+25A	975.71	-0.028	12.00	975.37	-0.028	26.00	974.98
2895+50A	975.54	-0.033	12.00	975.14	-0.033	26.00	974.68
2895+75A	975.38	-0.039	12.00	974.91	-0.039	26.00	974.37
2896+00A	975.22	-0.044	12.00	974.69	-0.044	26.00	974.08
2896+25A	975.07	-0.046	12.00	974.52	-0.046	26.00	973.87
2896+50A	974.92	-0.046	12.00	974.37	-0.046	26.00	973.72
2896+75A	974.78	-0.046	12.00	974.23	-0.046	26.00	973.58
2897+00A	974.64	-0.046	12.00	974.09	-0.046	26.00	973.44
2897+25A	974.51	-0.046	12.00	973.96	-0.046	26.00	973.31
2897+50A	974.39	-0.046	12.00	973.84	-0.046	26.00	973.19
2897+75A	974.27	-0.046	12.00	973.72	-0.046	26.00	973.07
2898+00A	974.15	-0.046	12.00	973.60	-0.046	26.00	972.95
2898+25A	974.04	-0.046	12.00	973.49	-0.046	26.00	972.84
2898+50A	973.94	-0.046	12.00	973.39	-0.046	26.00	972.74
2898+75A	973.84	-0.046	12.00	973.29	-0.046	26.00	972.64
2899+00A	973.75	-0.046	12.00	973.20	-0.046	26.00	972.55
2899+25A	973.66	-0.046	12.00	973.11	-0.046	26.00	972.46
2899+50A	973.58	-0.046	12.00	973.03	-0.046	26.00	972.38
2899+75A	973.51	-0.046	12.00	972.96	-0.046	26.00	972.31

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2900+00A	973.43	-0.046	12.00	972.88	-0.046	26.00	972.23
2900+25A	973.37	-0.046	12.00	972.82	-0.046	26.00	972.17
2900+50A	973.31	-0.046	12.00	972.76	-0.046	26.00	972.11
2900+75A	973.25	-0.046	12.00	972.70	-0.046	26.00	972.05
2901+00A	973.21	-0.046	12.00	972.66	-0.046	26.00	972.01
2901+25A	973.16	-0.046	12.00	972.61	-0.046	26.00	971.96
2901+50A	973.12	-0.046	12.00	972.57	-0.046	26.00	971.92
2901+75A	973.09	-0.046	12.00	972.54	-0.046	26.00	971.89
2902+00A	973.06	-0.046	12.00	972.51	-0.046	26.00	971.86
2902+25A	973.04	-0.046	12.00	972.49	-0.046	26.00	971.84
2902+50A	973.03	-0.046	12.00	972.48	-0.046	26.00	971.83
2902+75A	973.01	-0.046	12.00	972.46	-0.046	26.00	971.81
2903+00A	973.01	-0.046	12.00	972.46	-0.046	26.00	971.81
2903+25A	973.01	-0.046	12.00	972.46	-0.046	26.00	971.81
2903+50A	973.01	-0.046	12.00	972.46	-0.046	26.00	971.81
2903+75A	973.02	-0.046	12.00	972.47	-0.046	26.00	971.82
2904+00A	973.03	-0.046	12.00	972.48	-0.046	26.00	971.83
2904+25A	973.05	-0.046	12.00	972.50	-0.046	26.00	971.85
2904+50A	973.06	-0.046	12.00	972.51	-0.046	26.00	971.86
2904+75A	973.07	-0.046	12.00	972.52	-0.046	26.00	971.87
2905+00A	973.08	-0.046	12.00	972.53	-0.046	26.00	971.88
2905+25A	973.09	-0.046	12.00	972.54	-0.046	26.00	971.89
2905+50A	973.10	-0.046	12.00	972.55	-0.046	26.00	971.90
2905+75A	973.11	-0.046	12.00	972.56	-0.046	26.00	971.91
2906+00A	973.12	-0.046	12.00	972.57	-0.046	26.00	971.92
2906+25A	973.14	-0.046	12.00	972.59	-0.046	26.00	971.94
2906+50A	973.15	-0.046	12.00	972.60	-0.046	26.00	971.95
2906+75A	973.16	-0.046	12.00	972.61	-0.046	26.00	971.96
2907+00A	973.17	-0.046	12.00	972.62	-0.046	26.00	971.97
2907+25A	973.18	-0.046	12.00	972.63	-0.046	26.00	971.98
2907+50A	973.19	-0.046	12.00	972.64	-0.046	26.00	971.99
2907+75A	973.20	-0.046	12.00	972.65	-0.046	26.00	972.00
2908+00A	973.21	-0.046	12.00	972.66	-0.046	26.00	972.01
2908+25A	973.23	-0.046	12.00	972.68	-0.046	26.00	972.03
2908+50A	973.24	-0.046	12.00	972.69	-0.046	26.00	972.04
2908+75A	973.24	-0.046	12.00	972.69	-0.046	26.00	972.04
2909+00A	973.25	-0.046	12.00	972.70	-0.046	26.00	972.05
2909+25A	973.25	-0.046	12.00	972.70	-0.046	26.00	972.05
2909+50A	973.25	-0.046	12.00	972.70	-0.046	26.00	972.05
2909+75A	973.25	-0.046	12.00	972.70	-0.046	26.00	972.05
2910+00A	973.24	-0.046	12.00	972.69	-0.046	26.00	972.04
2910+25A	973.23	-0.046	12.00	972.68	-0.046	26.00	972.03
2910+50A	973.22	-0.046	12.00	972.67	-0.046	26.00	972.02
2910+75A	973.20	-0.046	12.00	972.65	-0.046	26.00	972.00
2911+00A	973.18	-0.046	12.00	972.63	-0.046	26.00	971.98
2911+25A	973.16	-0.046	12.00	972.61	-0.046	26.00	971.96
2911+50A	973.14	-0.046	12.00	972.59	-0.046	26.00	971.94
2911+75A	973.11	-0.046	12.00	972.56	-0.046	26.00	971.91
2912+00A	973.08	-0.046	12.00	972.53	-0.046	26.00	971.88
2912+25A	973.05	-0.046	12.00	972.50	-0.046	26.00	971.85
2912+50A	973.02	-0.046	12.00	972.47	-0.046	26.00	971.82
2912+75A	972.98	-0.046	12.00	972.43	-0.046	26.00	971.78

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2913+00A	972.94	-0.046	12.00	972.39	-0.046	26.00	971.74
2913+25A	972.89	-0.046	12.00	972.34	-0.046	26.00	971.69
2913+50A	972.84	-0.046	12.00	972.29	-0.046	26.00	971.64
2913+75A	972.80	-0.046	12.00	972.25	-0.046	26.00	971.60
2914+00A	972.74	-0.046	12.00	972.19	-0.046	26.00	971.54
2914+25A	972.69	-0.046	12.00	972.14	-0.046	26.00	971.49
2914+50A	972.63	-0.046	12.00	972.08	-0.046	26.00	971.43
2914+75A	972.57	-0.046	12.00	972.02	-0.046	26.00	971.37
2915+00A	972.50	-0.046	12.00	971.95	-0.046	26.00	971.30
2915+25A	972.44	-0.046	12.00	971.89	-0.046	26.00	971.24
2915+50A	972.37	-0.046	12.00	971.82	-0.046	26.00	971.17
2915+75A	972.29	-0.046	12.00	971.74	-0.046	26.00	971.09
2916+00A	972.22	-0.046	12.00	971.67	-0.046	26.00	971.02
2916+25A	972.14	-0.046	12.00	971.59	-0.046	26.00	970.94
2916+50A	972.06	-0.046	12.00	971.51	-0.046	26.00	970.86
2916+75A	971.97	-0.046	12.00	971.42	-0.046	26.00	970.77
2917+00A	971.88	-0.046	12.00	971.33	-0.046	26.00	970.68
2917+25A	971.79	-0.046	12.00	971.24	-0.046	26.00	970.59
2917+50A	971.70	-0.046	12.00	971.15	-0.046	26.00	970.50
2917+75A	971.60	-0.046	12.00	971.05	-0.046	26.00	970.40
2918+00A	971.51	-0.046	12.00	970.96	-0.046	26.00	970.31
2918+25A	971.40	-0.046	12.00	970.85	-0.046	26.00	970.20
2918+50A	971.30	-0.046	12.00	970.75	-0.046	26.00	970.10
2918+75A	971.20	-0.046	12.00	970.65	-0.046	26.00	970.00
2919+00A	971.09	-0.046	12.00	970.54	-0.046	26.00	969.89
2919+25A	970.99	-0.046	12.00	970.44	-0.046	26.00	969.79
2919+50A	970.88	-0.046	12.00	970.33	-0.046	26.00	969.68
2919+75A	970.78	-0.046	12.00	970.23	-0.046	26.00	969.58
2920+00A	970.70	-0.046	12.00	970.15	-0.046	26.00	969.50
2920+25A	970.62	-0.046	12.00	970.07	-0.046	26.00	969.42
2920+50A	970.56	-0.046	12.00	970.01	-0.046	26.00	969.36
2920+75A	970.52	-0.046	12.00	969.97	-0.046	26.00	969.32
2921+00A	970.49	-0.046	12.00	969.94	-0.046	26.00	969.29
2921+25A	970.47	-0.046	12.00	969.92	-0.046	26.00	969.27
2921+50A	970.47	-0.046	12.00	969.92	-0.046	26.00	969.27
2921+75A	970.48	-0.046	12.00	969.93	-0.046	26.00	969.28
2922+00A	970.50	-0.046	12.00	969.95	-0.046	26.00	969.30
2922+25A	970.54	-0.046	12.00	969.99	-0.046	26.00	969.34
2922+50A	970.59	-0.046	12.00	970.04	-0.046	26.00	969.39
2922+75A	970.65	-0.046	12.00	970.10	-0.046	26.00	969.45
2923+00A	970.73	-0.046	12.00	970.18	-0.046	26.00	969.53
2923+25A	970.82	-0.046	12.00	970.27	-0.046	26.00	969.62
2923+50A	970.93	-0.046	12.00	970.38	-0.046	26.00	969.73
2923+75A	971.05	-0.046	12.00	970.50	-0.046	26.00	969.85
2924+00A	971.18	-0.046	12.00	970.63	-0.046	26.00	969.98
2924+25A	971.33	-0.046	12.00	970.78	-0.046	26.00	970.13
2924+50A	971.49	-0.046	12.00	970.94	-0.046	26.00	970.29
2924+75A	971.67	-0.046	12.00	971.12	-0.046	26.00	970.47
2925+00A	971.86	-0.046	12.00	971.31	-0.046	26.00	970.66
2925+25A	972.06	-0.046	12.00	971.51	-0.046	26.00	970.86
2925+50A	972.28	-0.046	12.00	971.73	-0.046	26.00	971.08
2925+75A	972.51	-0.046	12.00	971.96	-0.046	26.00	971.31

CONCRETE PAVEMENT GRADES WB IH 94

STATION	REFEENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RT	RT OFFSET ELEVATION
2926+00A	972.75	-0.046	12.00	972.20	-0.046	26.00	971.55
2926+25A	973.01	-0.046	12.00	972.46	-0.046	26.00	971.81
2926+50A	973.28	-0.046	12.00	972.73	-0.046	26.00	972.08
2926+75A	973.56	-0.046	12.00	973.01	-0.046	26.00	972.36
2927+00A	973.86	-0.046	12.00	973.31	-0.046	26.00	972.66
2927+25A	974.17	-0.046	12.00	973.62	-0.046	26.00	972.97
2927+50A	974.50	-0.046	12.00	973.95	-0.046	26.00	973.30
2927+75A	974.84	-0.046	12.00	974.29	-0.046	26.00	973.64
2928+00A	975.19	-0.046	12.00	974.64	-0.046	26.00	973.99
2928+25A	975.56	-0.046	12.00	975.01	-0.046	26.00	974.36
2928+50A	975.94	-0.046	12.00	975.39	-0.046	26.00	974.74
2928+75A	976.33	-0.046	12.00	975.78	-0.046	26.00	975.13
2929+00A	976.72	-0.046	12.00	976.17	-0.046	26.00	975.52
2929+25A	977.11	-0.046	12.00	976.56	-0.046	26.00	975.91
2929+50A	977.51	-0.046	12.00	976.96	-0.046	26.00	976.31
2929+75A	977.90	-0.046	12.00	977.35	-0.046	26.00	976.70
2930+00A	978.29	-0.046	12.00	977.74	-0.046	26.00	977.09
2930+25A	978.68	-0.046	12.00	978.13	-0.046	26.00	977.48
2930+50A	979.07	-0.046	12.00	978.52	-0.046	26.00	977.87
2930+75A	979.46	-0.046	12.00	978.91	-0.046	26.00	978.26
2931+00A	979.85	-0.046	12.00	979.30	-0.046	26.00	978.65
2931+25A	980.24	-0.046	12.00	979.69	-0.046	26.00	979.04
2931+50A	980.63	-0.046	12.00	980.08	-0.046	26.00	979.43
2931+75A	981.02	-0.046	12.00	980.47	-0.046	26.00	979.82
2932+00A	981.41	-0.046	12.00	980.86	-0.046	26.00	980.21
2932+25A	981.78	-0.046	12.00	981.23	-0.046	26.00	980.58
2932+50A	982.13	-0.046	12.00	981.58	-0.046	26.00	980.93
2932+75A	982.46	-0.046	12.00	981.91	-0.046	26.00	981.26
2933+00A	982.76	-0.046	12.00	982.21	-0.046	26.00	981.56
2933+25A	983.04	-0.046	12.00	982.49	-0.046	26.00	981.84
2933+50A	983.30	-0.046	12.00	982.75	-0.046	26.00	982.10
2933+75A	983.54	-0.046	12.00	982.99	-0.046	26.00	982.34
2934+00A	983.75	-0.046	12.00	983.20	-0.046	26.00	982.55
2934+25A	983.94	-0.046	12.00	983.39	-0.046	26.00	982.74
2934+50A	984.11	-0.046	12.00	983.56	-0.046	26.00	982.91
2934+75A	984.25	-0.046	12.00	983.70	-0.046	26.00	983.05
2935+00A	984.37	-0.046	12.00	983.82	-0.046	26.00	983.17
2935+25A	984.47	-0.046	12.00	983.92	-0.046	26.00	983.27
2935+50A	984.55	-0.046	12.00	984.00	-0.046	26.00	983.35
2935+75A	984.60	-0.046	12.00	984.05	-0.046	26.00	983.40
2936+00A	984.63	-0.046	12.00	984.08	-0.046	26.00	983.43
2936+25A	984.64	-0.046	12.00	984.09	-0.046	26.00	983.44
2936+50A	984.62	-0.046	12.00	984.07	-0.046	26.00	983.42

2

CONCRETE PAVEMENT GRADES RAMP

	REFEENCE LINE	CROSS SLOPE	OFFSET	RT OFFSET
STATION	ELEVATION	RT	RT	ELEVATION
2928+35D	973.60	0.035	15.00	974.13
2928+50D	973.67	0.035	15.00	974.20
2928+75D	973.71	0.035	15.00	974.24
2929+00D	973.68	0.035	15.00	974.21
2929+25D	973.56	0.035	15.00	974.09
2929+50D	973.37	0.035	15.00	973.90
2929+75D	973.09	0.035	15.00	973.62
2930+00D	972.74	0.035	15.00	973.27
2930+25D	972.31	0.035	15.00	972.84
2930+50D	971.80	0.035	15.00	972.33
2930+75D	971.21	0.035	15.00	971.74
2931+00D	970.54	0.035	15.00	971.07
2931+25D	969.84	0.035	15.00	970.37
2931+50D	969.13	0.035	15.00	969.66
2931+75D	968.43	0.035	15.00	968.96
2932+00D	967.73	0.035	15.00	968.26
2932+25D	967.03	0.035	15.00	967.56
2932+50D	966.32	0.035	15.00	966.85
2932+75D	965.62	0.035	15.00	966.15
2933+00D	964.96	0.035	15.00	965.49
2933+25D	964.42	0.035	15.00	964.95
2933+50D	963.86	0.035	15.00	964.39
2933+75D	963.48	0.035	15.00	964.01
2934+00D	963.07	0.035	15.00	963.60
2934+25D	962.83	0.035	15.00	963.36
2934+50D	962.58	0.035	15.00	963.11
2934+75D	962.45	0.035	15.00	962.98
2935+00D	962.33	0.035	15.00	962.86

2

2

LEGEND

CULVERT PIPE CHECK

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

SLOPE INTERCEPT

2610A 2615A 2620A 2625A

IH 94 IH 94

2610 2615 2620 2625

IH 94 IH 94

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:47 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

LEGEND

CULVERT PIPE CHECK

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

2625A 2630A IH 94 2635A IH 94 26

SLOPE INTERCEPT

2625 2630 2635 26

IH 94 IH 94

SIGN

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:47 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

LEGEND

CULVERT PIPE CHECK

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

IH 94 2640A

2645A

IH 94 2650A

2640

IH 94

2645

IH 94

2650

SLOPE INTERCEPT

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:48 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

- INLET PROTECTION TYPE A
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

SLOPE INTERCEPT

FO

SIGN

IH 94

2655A

2655

2660A

2660

2665A

2665

PC: 2858+57.39

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:48 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

△△△ TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

FO

2670A

IH 94

2675A

2680A

IH 94

PT: 2678+38.13

SLOPE INTERCEPT

2670

2675

2680

IH 94

IH 94

SIGN

SIGN

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:48 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

- INLET PROTECTION TYPE A
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING # 30, FERT TYPE B AND MULCH UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

2685A

IH 94 WB

2690A

PC: 2690+73.98

IH 94

2695A

2695

2690

2685

IH 94 EB

IH 94

SLOPE INTERCEPT

CTH 00

OH

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:48 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

LEGEND

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

SHPO COMMINTMENT AREA47 M064:
STA. 2706+50A TO STA. 2714+50A
WITHIN ROW LIMITS. ARCHITECTURAL/
HISTORICAL COORDINATOR REQUIRED

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

2700A

2705A

2710A

2700

2705

SLOPE INTERCEPT

2710

IH 94

IH 94

IH 94

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:49 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

- INLET PROTECTION TYPE A
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

FO

SIGN

IH 94

2715A

2720A

2725+37.97

PT

2720

2725

SLOPE INTERCEPT

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:49 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

2

LEGEND

- INLET PROTECTION TYPE A
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B
- SILT FENCE

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

SHPO COMMITMENT AREA 47 M065:
STA. 2735+50A TO STA. 2740+50A
WITHIN ROW LIMITS. ARCHITECTURAL/
HISTORICAL COORDINATOR REQUIRED

N

FO

2730A

2735A

IH 94

2740A

2730

2735

2740

SLOPE INTERCEPT

IH 94

SIGN

SIGN

SIGN

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:49 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

LEGEND

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

SILT FENCE

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

DESTINY AVE

FO

2745A

IH 94

2750A

IH 94

2755A

INL

2745

2750

2755

IH 94

IH 94

SLOPE INTERCEPT

USH 12

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:50 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

INLET PROTECTION TYPE A

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

2760A

IH 94

2765A

2770A

IH 94

2760

2765

2770

IH 94

IH 94

SLOPE INTERCEPT

ELSWORTH RD

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:50 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

INLET PROTECTION TYPE A

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

SLOPE INTERCEPT

2775A

2780A

IH 94

2785A

2786+80.35

PC

2775

2780

2785

IH 94

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:50 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

INLET PROTECTION TYPE A

CULVERT PIPE CHECK

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

SLOPE INTERCEPT

MILL CREEK

MILL CRK

MILL CRK MILL CREEK

SIGN

SIGN

IH 94

IH 94

IH 94

IH 94

2790A

2795A

2800A

2790

2795

2800

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 43	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:51 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

LEGEND

INLET PROTECTION TYPE A

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

SILT FENCE

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

FO

IH 94

2805A

2810A

2815A

PT: 2811+34.79

2805

2810

2815

SLOPE INTERCEPT

IH 94

SIGN

SIGN

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 44	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:51 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

LEGEND

- INLET PROTECTION TYPE A
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECK
- EROSION MAT CLASS II TYPE B
- SILT FENCE

N

SPECIAL DITCH

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

2820A IH 94

2825A IH 94

2830A

2820

2825

2830

IH 94

IH 94

SLOPE INTERCEPT

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:51 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

INLET PROTECTION TYPE A

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

FO

IH 94

2835A

2840A

IH 94

PC: 2843+76.66

2845A

2835

2840

2845

IH 94

SLOPE INTERCEPT

IH 94

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:52 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

LEGEND

△△△ TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

FO

2850A

IH 94

2855A

2860A

SLOPE INTERCEPT

2850

IH 94

SIGN

2855

PT: 2855+59.46

2860

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 47	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:52 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

ΔΔΔ TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING # 30, FERT TYPE B AND MULCH UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

2865A

2870A

2875A

IH 94

SLOPE INTERCEPT

N

PC: 2866+66.29

2865

2870

2875

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 48	E

2

2

LEGEND

CULVERT PIPE CHECK

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

SILT FENCE

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

SLOPE INTERCEPT

PT: 2878+98.38

2875

2880

2885

2890

IH 94

SIGN

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 49	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:53 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

SILT FENCE

SLOPE INTERCEPT

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

2890A
2895A
2900A
2905A
2905
2900
2895
2890
PC: 2901+82.31
IH 94
SIGN
SEPTIC

PROJECT NO:1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:53 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

INLET PROTECTION TYPE A

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

ENDIVE AVE

A/C

BP: 2916+12.00

PCC: 2919+72.00

2905A

2910A

2915A

2920A

2905

2910

2915

2920

IH 94

SIGN

SLOPE INTERCEPT

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:53 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

LEGEND

INLET PROTECTION TYPE A

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

SILT FENCE

SPECIAL DITCH

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

SLOPE INTERCEPT

ENDIVE AVE

ENDIVE AVE

PCC: 2919+72.00

PCC: 2922+72.14

PCC: 2925+72.00

EP: 2935+9

IH 94

IH 94

IH 94

2920

2920A

2925

2925A

2930

2930A

2935

SIGN

MH

INL

FO

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:54 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

EROSION MAT CLASS II TYPE B

SILT FENCE

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

EP: 2935+96.18

SLOPE INTERCEPT

SLOPE INTERCEPT

PT: 2942+17.39

USH 12

IH 94

2930

2930A

2935

2935A

2940

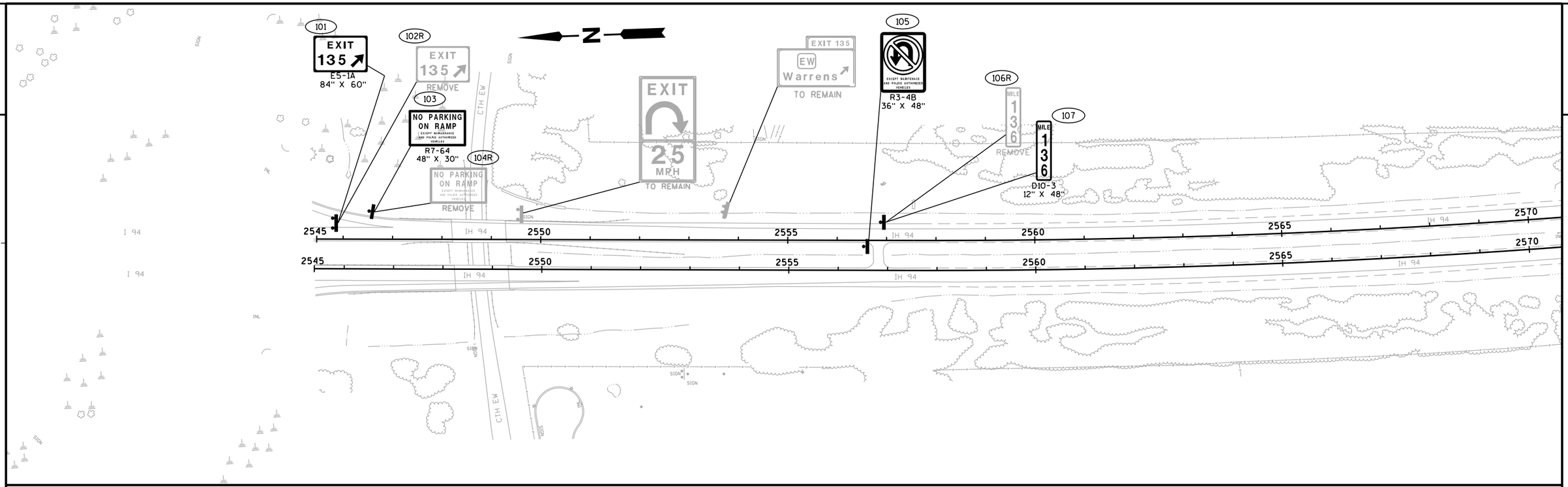
2940A

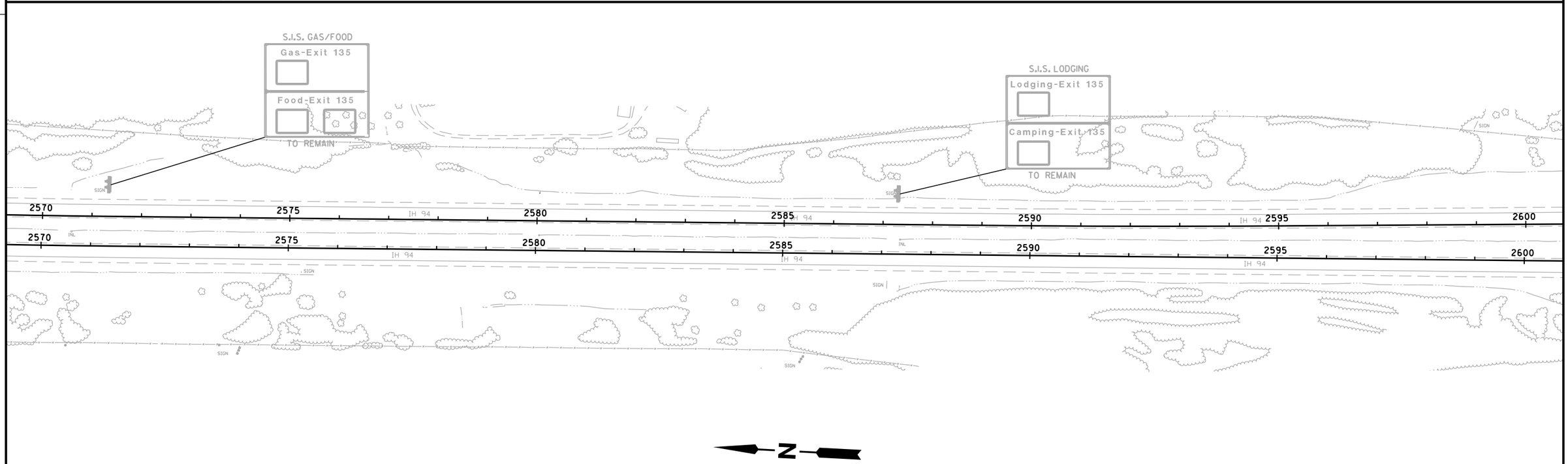
2945

2945A

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 53	E

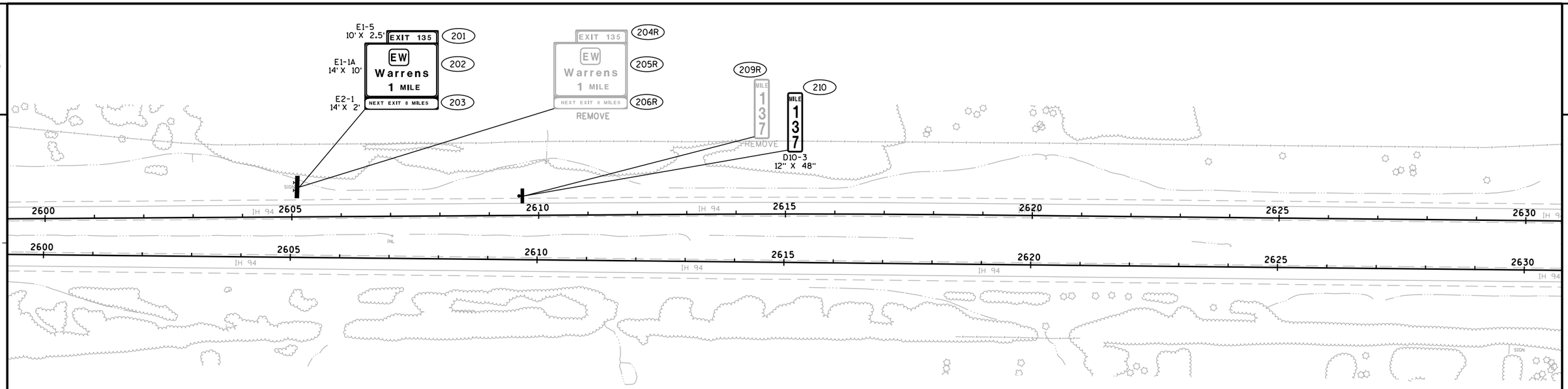
FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\022001.2_EC.DWG PLOT DATE : 8/28/2014 9:54 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

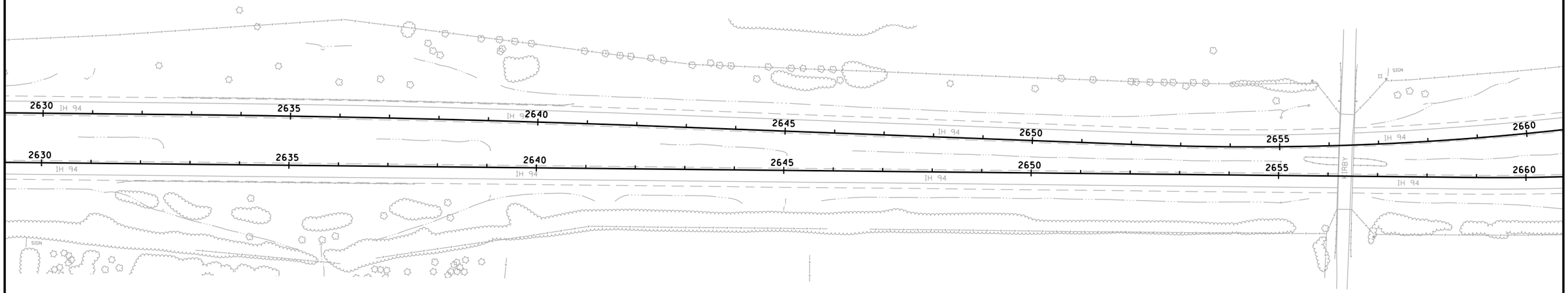




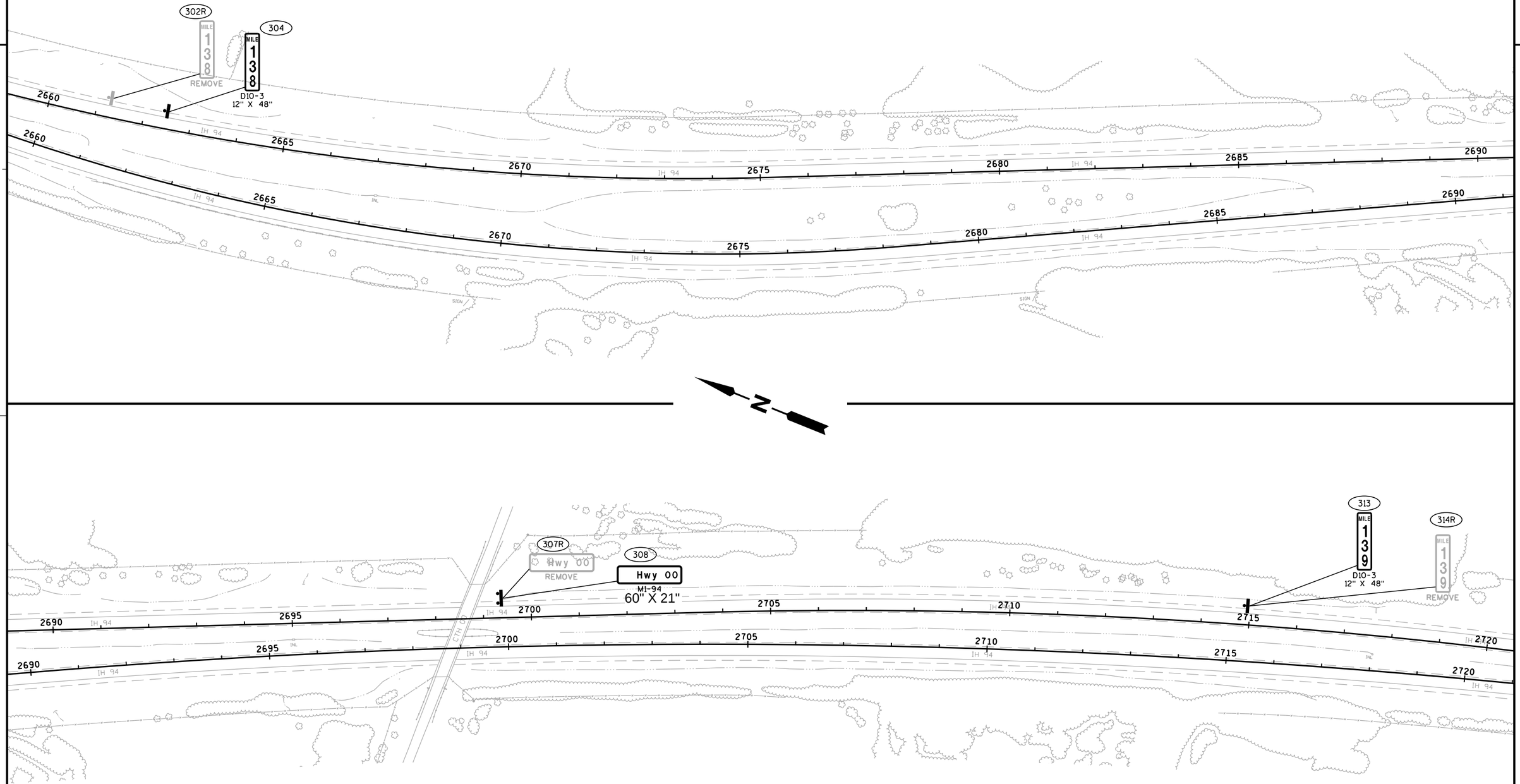
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET E

2





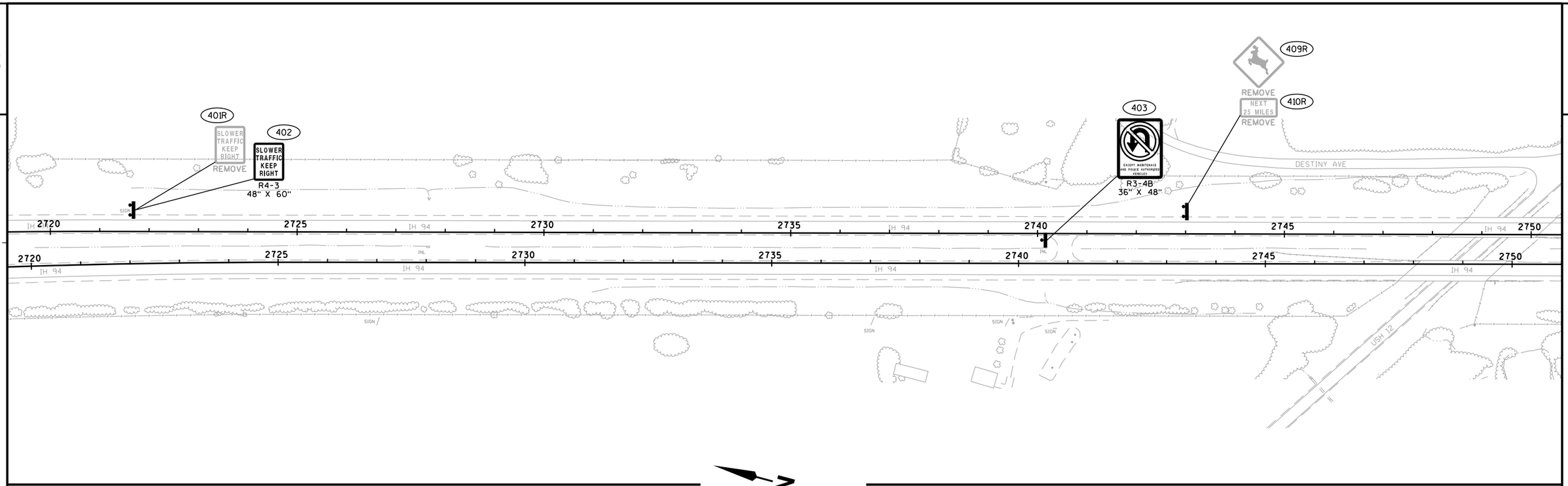
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET E

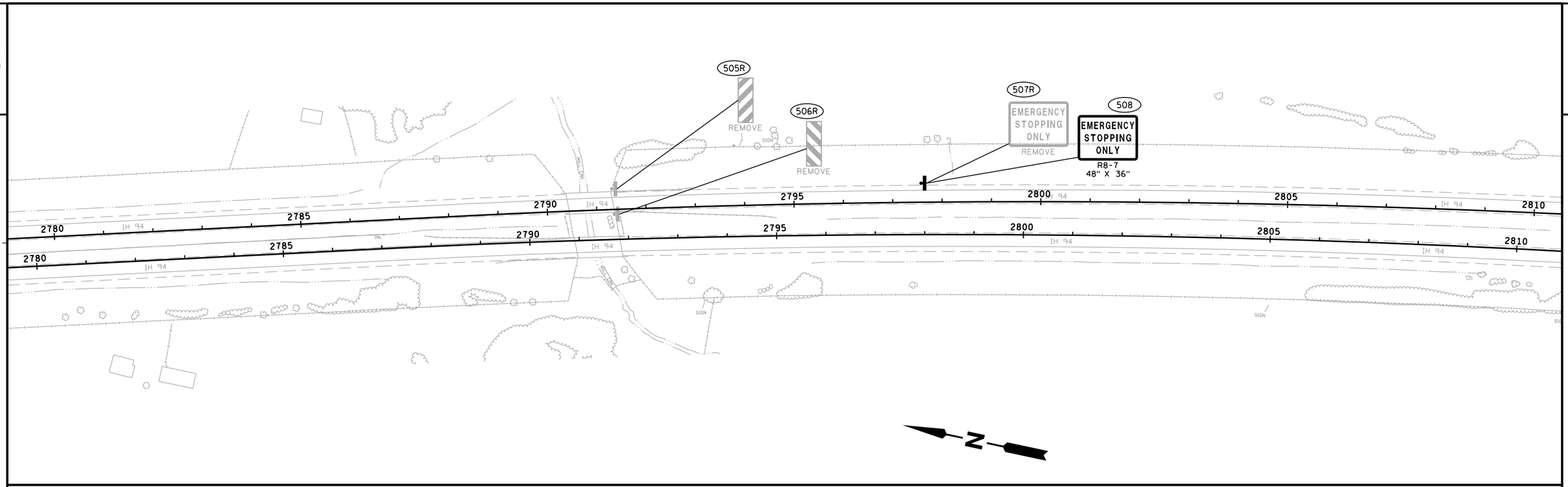
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2



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET E

2



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET E

N

601

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES

R3-4B
36" X 48"

2840 2845 2850 2855 2860 2865 2870

IH 94

INL

SIGN

613R

MILE 142

REMOVE

614

MILE 142

D10-3
12" X 48"

616R

Black River Falls 27
Eau Claire 74
St. Paul 158

REMOVE

617

Black River Falls 27
Eau Claire 74
St. Paul 158

D2-3
23' X 7'

N

622R

LOGO LOGO

TRAVEL INFO CALL 511

REMOVE

623

LOGO LOGO

TRAVEL INFO CALL 511

D12-5
60" X 66"

2870 2875 2880 2885 2890 2895 2900

IH 94

SIGN

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET E

FILE NAME • P:\State\i94\10230204\Cad\eplans\Permanent Signing\023211_ps.dgn PLOT DATE • 02-JUL-2014 11:09 PLOT BY • dotszz PLOT NAME • PLOT SCALE • 200:1

2

701R
SPEED LIMIT 65
REMOVE

702
SPEED LIMIT 65
R2-1
48" X 60"

704R
WEST
INTERSTATE 94
REMOVE

705
WEST
INTERSTATE 94
J4-1
36" X 54"

707
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R3-4B
36" X 48"

709R
REMOVE

710R
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
REMOVE

716R
MILE 143
REMOVE

718
MILE 143
D10-3
12" X 48"

719R
REMOVE

721
PEDESTRIANS
BICYCLES
NON MOTORIZED TRAFFIC
MOTOR BICYCLES
PROHIBITED
R5-57
36" X 36"

722R
PEDESTRIANS
BICYCLES
NON MOTORIZED TRAFFIC
MOTOR BICYCLES
PROHIBITED
REMOVE

723R
NO PARKING ON RAMP
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
REMOVE

724
NO PARKING ON RAMP
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R7-64
48" X 30"

720
W4-1
48" X 48"

725
Hwy 12
M1-94
60" X 21"

726R
Hwy 12
REMOVE

2900 2905 2910 2915 2920 2925 2930 2935 2940 2945 2949

IH 94 I 94 USH 12 STH 21 ENDIVE AVE VANDERVORT ST

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET E

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GENERAL NOTES FOR SIGNS PCMS

CONSIDER GEOMETRICS WHEN LOCATING PCMS SO THE DRIVER HAS A CLEAR VIEW OF THE BOARD FOR A MINIMUM OF 1000 FEET IN FRONT OF THE PCMS.

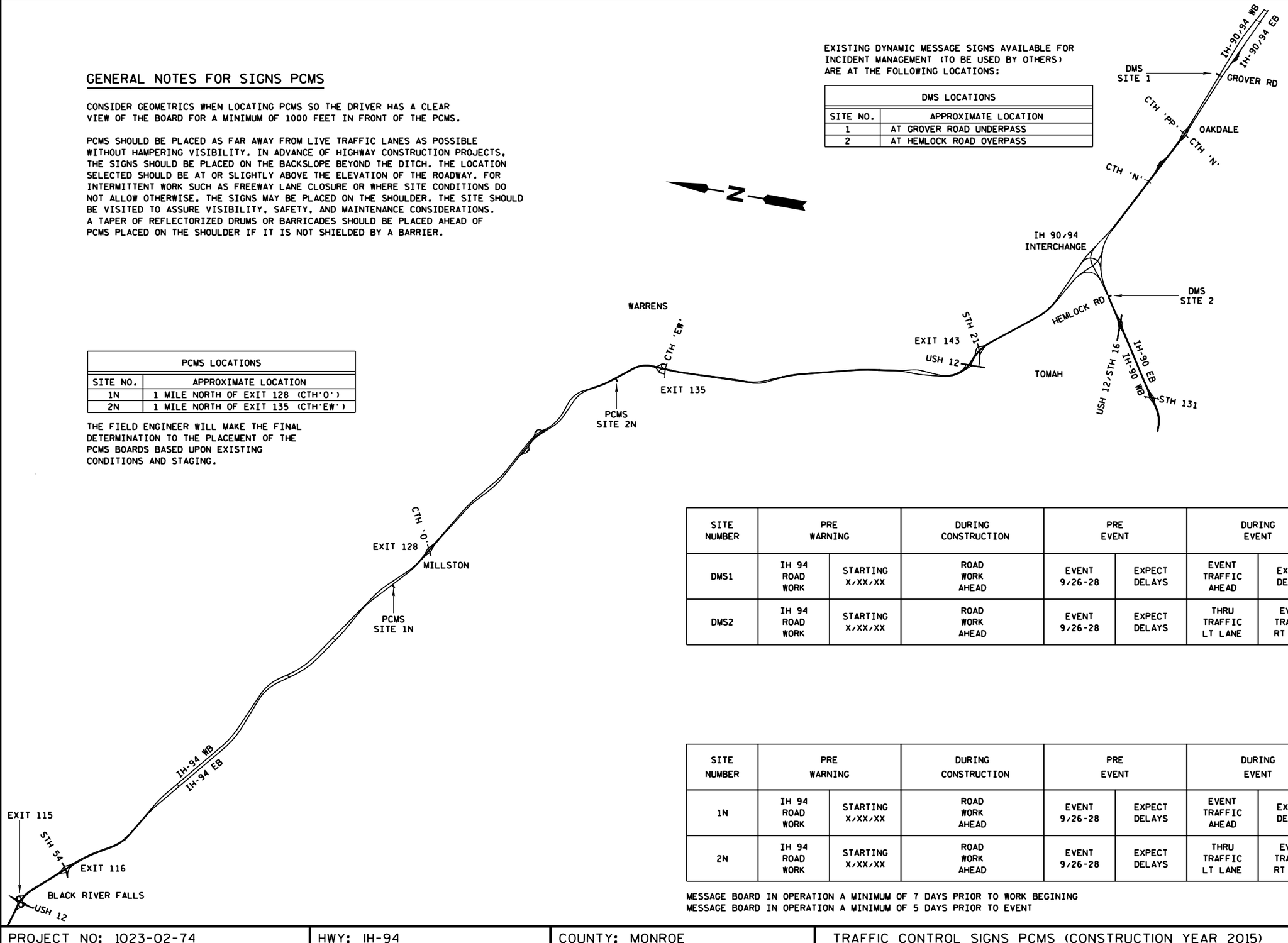
PCMS SHOULD BE PLACED AS FAR AWAY FROM LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY. IN ADVANCE OF HIGHWAY CONSTRUCTION PROJECTS, THE SIGNS SHOULD BE PLACED ON THE BACKSLOPE BEYOND THE DITCH. THE LOCATION SELECTED SHOULD BE AT OR SLIGHTLY ABOVE THE ELEVATION OF THE ROADWAY. FOR INTERMITTENT WORK SUCH AS FREEWAY LANE CLOSURE OR WHERE SITE CONDITIONS DO NOT ALLOW OTHERWISE, THE SIGNS MAY BE PLACED ON THE SHOULDER. THE SITE SHOULD BE VISITED TO ASSURE VISIBILITY, SAFETY, AND MAINTENANCE CONSIDERATIONS. A TAPER OF REFLECTORIZED DRUMS OR BARRICADES SHOULD BE PLACED AHEAD OF PCMS PLACED ON THE SHOULDER IF IT IS NOT SHIELDED BY A BARRIER.

PCMS LOCATIONS	
SITE NO.	APPROXIMATE LOCATION
1N	1 MILE NORTH OF EXIT 128 (CTH'O')
2N	1 MILE NORTH OF EXIT 135 (CTH'EW')

THE FIELD ENGINEER WILL MAKE THE FINAL DETERMINATION TO THE PLACEMENT OF THE PCMS BOARDS BASED UPON EXISTING CONDITIONS AND STAGING.

EXISTING DYNAMIC MESSAGE SIGNS AVAILABLE FOR INCIDENT MANAGEMENT (TO BE USED BY OTHERS) ARE AT THE FOLLOWING LOCATIONS:

DMS LOCATIONS	
SITE NO.	APPROXIMATE LOCATION
1	AT GROVER ROAD UNDERPASS
2	AT HEMLOCK ROAD OVERPASS

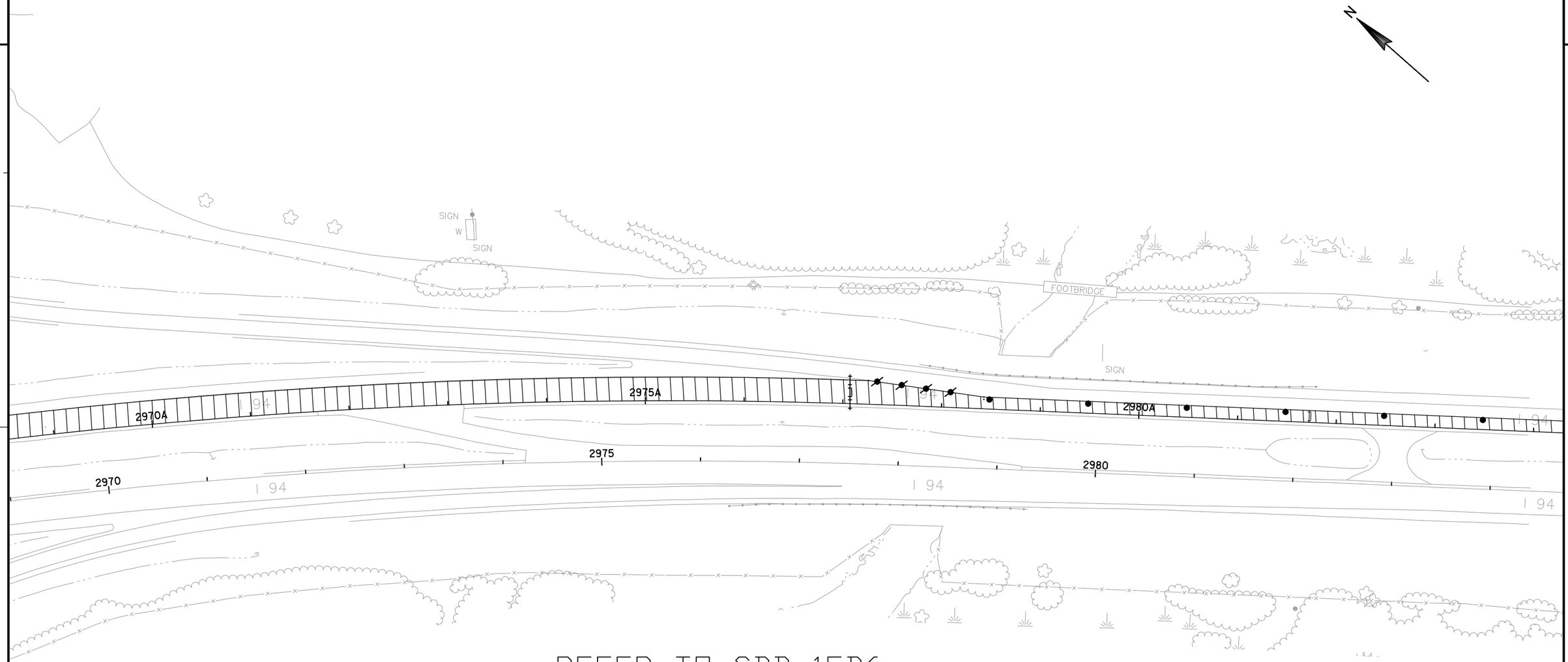


SITE NUMBER	PRE WARNING		DURING CONSTRUCTION	PRE EVENT		DURING EVENT		INCIDENT MANAGEMENT	
DMS1	IH 94 ROAD WORK	STARTING X/XX/XX	ROAD WORK AHEAD	EVENT 9/26-28	EXPECT DELAYS	EVENT TRAFFIC AHEAD	EXPECT DELAYS	TRAFFIC STOPPED AHEAD	ALT ROUTE EXIT XXX
DMS2	IH 94 ROAD WORK	STARTING X/XX/XX	ROAD WORK AHEAD	EVENT 9/26-28	EXPECT DELAYS	THRU TRAFFIC LT LANE	EVENT TRAFFIC RT LANE	TRAFFIC STOPPED AHEAD	BE PREPARED TO STOP

SITE NUMBER	PRE WARNING		DURING CONSTRUCTION	PRE EVENT		DURING EVENT		INCIDENT MANAGEMENT	
1N	IH 94 ROAD WORK	STARTING X/XX/XX	ROAD WORK AHEAD	EVENT 9/26-28	EXPECT DELAYS	EVENT TRAFFIC AHEAD	EXPECT DELAYS	TRAFFIC STOPPED AHEAD	ALT ROUTE EXIT XXX
2N	IH 94 ROAD WORK	STARTING X/XX/XX	ROAD WORK AHEAD	EVENT 9/26-28	EXPECT DELAYS	THRU TRAFFIC LT LANE	EVENT TRAFFIC RT LANE	TRAFFIC STOPPED AHEAD	BE PREPARED TO STOP

MESSAGE BOARD IN OPERATION A MINIMUM OF 7 DAYS PRIOR TO WORK BEGINING
MESSAGE BOARD IN OPERATION A MINIMUM OF 5 DAYS PRIOR TO EVENT

2



REFER TO SDD 15D6

PROJECT NO: 1023-02-04	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL - STAGE 1	SHEET 62	E

2

2

N

REFER TO SDD 15D12

SIGN

SIGN

I 94

2995A

3000A

I 94

3005A

2995

3000

3005

I 94

I 94

FOLEY AVE

CHICAGO AND NORTHWESTERN

REFER TO SDD 15D6

PROJECT NO: 1023-02-04	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL - STAGE 1	SHEET	E

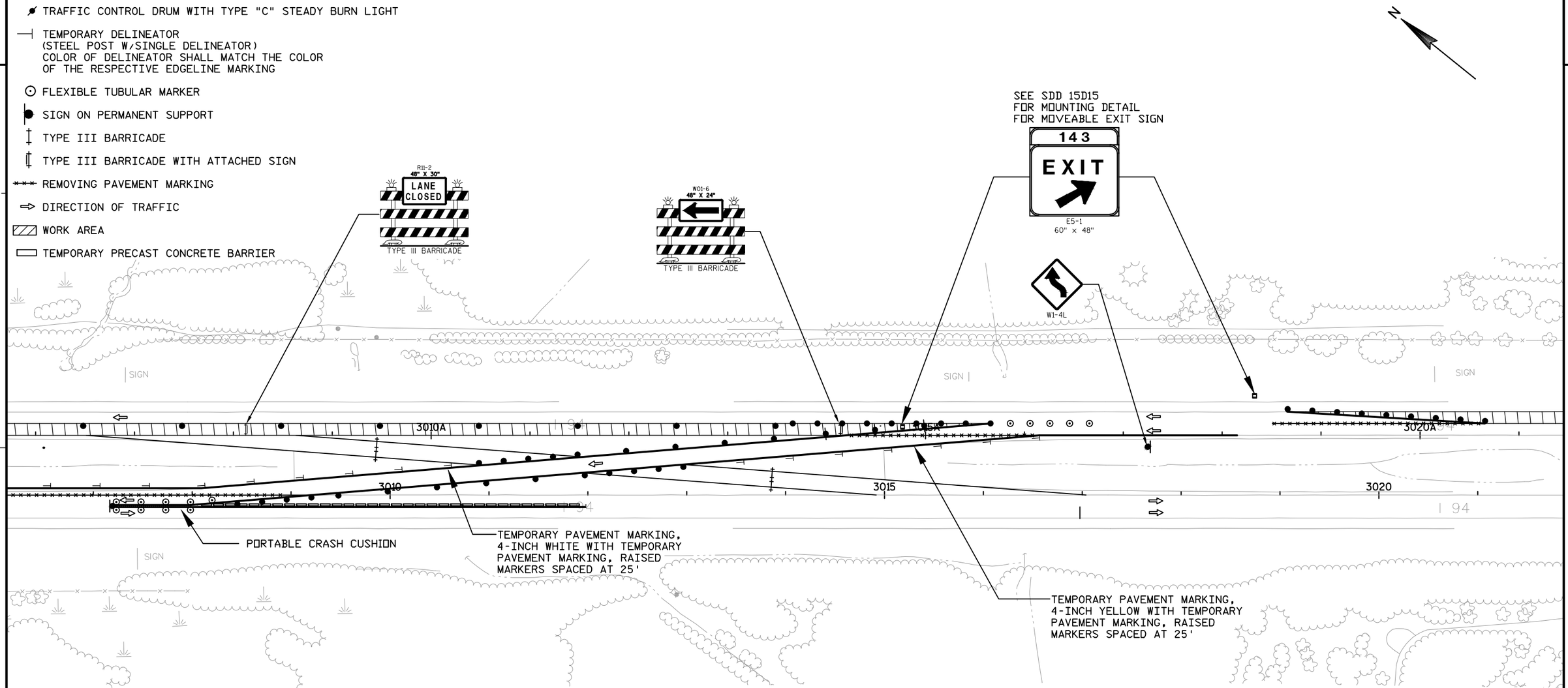
FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\025001_TC.DWG PLOT DATE : 8/14/2014 7:59 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- FLEXIBLE TUBULAR MARKER
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PRECAST CONCRETE BARRIER



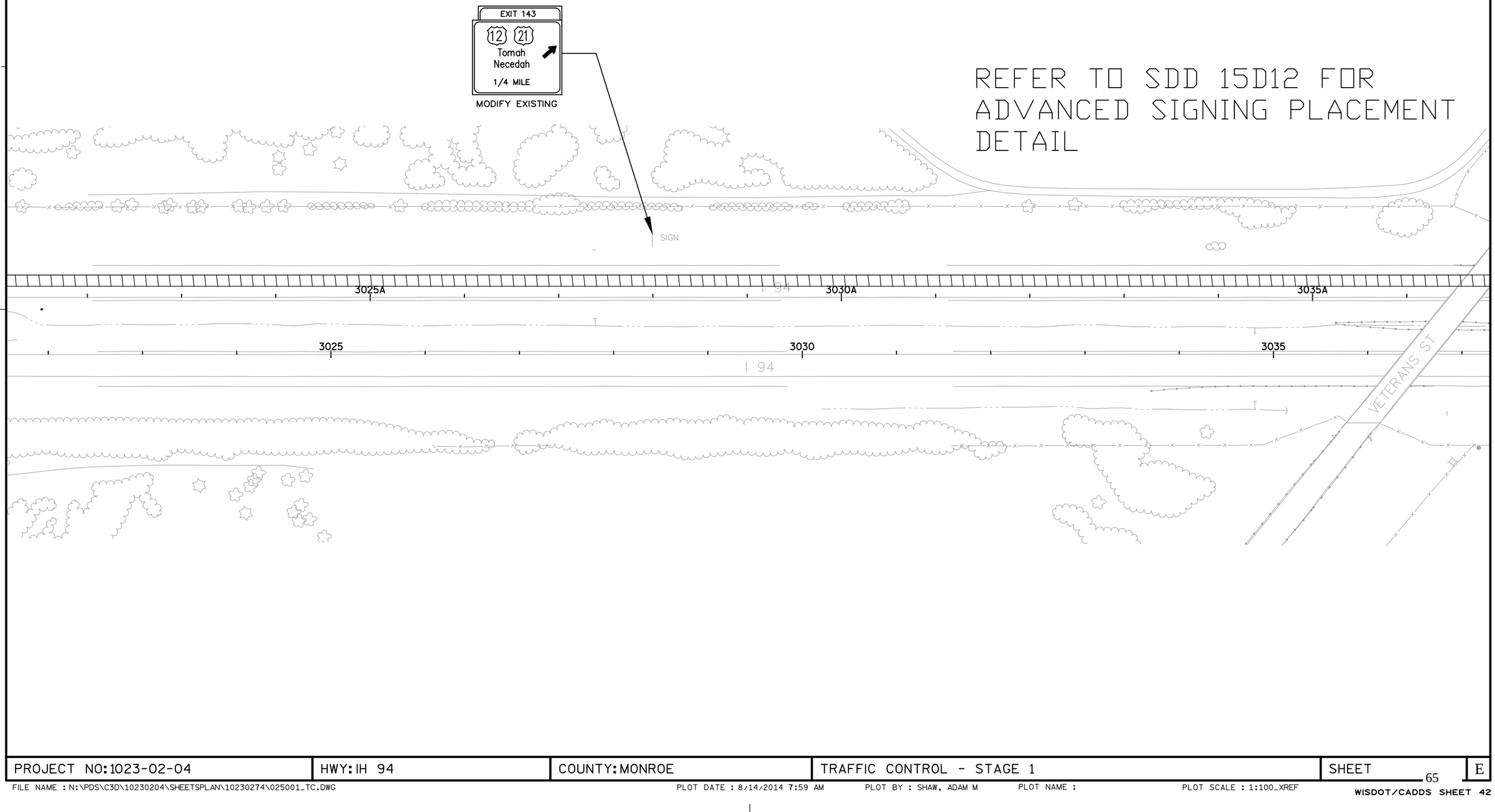
PROJECT NO:1023-02-04	HWY:IH 94	COUNTY:MONROE	TRAFFIC CONTROL - STAGE 1	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\025001_TC.DWG PLOT DATE : 8/14/2014 7:59 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 1023-02-04	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL - STAGE 1	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\025001_TC.DWG PLOT DATE : 8/14/2014 7:59 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF

2

JCT EAST 12 21
EXISTING SIGN

WEST
MB3-4
24" X 12"
4 INTERSTATE 94
M1-1
24" X 24"

DETOUR AHEAD
W20-2-A
48" X 48"

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
5 INTERSTATE 94
M1-1
24" X 24"
M06-1
21" X 21"

WEST EAST 12 12
EXISTING SIGN

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94 8
M1-1
24" X 24"
M05-1L
21" X 21"

EAST EAST WEST 21 12 21
EXISTING SIGN

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94 9
M1-1
24" X 24"
M05-1L
21" X 21"

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94 7
M1-1
24" X 24"
M06-1
21" X 21"

EAST EAST WEST 21 12 21
EXISTING SIGN

WEST
MB3-4
24" X 12"
INTERSTATE 94 1
M1-1
24" X 24"

DETOUR AHEAD
W20-2-A
48" X 48"

JCT 21
EXISTING SIGN

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94 6
M1-1
24" X 24"
M06-1
21" X 21"

WEST EAST EAST 12 21 12
EXISTING SIGN

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94 2
M1-1
24" X 24"
M05-1R
21" X 21"

WEST WEST EAST 21 12 21
EXISTING SIGN

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94 3
M1-1
24" X 24"
M06-1
21" X 21"

WEST WEST EAST 21 12 21
EXISTING SIGN

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94 10
M1-1
24" X 24"

EAST 21
EXISTING SIGN

11C
Eau Claire COVER
Madison
EXISTING SIGN

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL : DETOUR SIGNING	SHEET E

FILE NAME : P:\State\i94\10230204\Cad\027001_dt.dgn PLOT DATE : 08-JUL-2014 09:37 PLOT BY : doteag PLOT NAME : PLOT SCALE : 148.95:1
WISDOT/CADDS SHEET 42

2

22 DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94
M1-1
24" X 24"

21C WEST INTERSTATE 94 COVER
EXISTING SIGN

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94 20
M1-1
24" X 24"
M06-1
21" X 21"

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94 19
M1-1
24" X 24"
M06-1
21" X 21"

WEST
MB3-4
24" X 12"
INTERSTATE 94 18
M1-1
24" X 24"
DETOUR AHEAD
W20-2-A
48" X 48"

17C EAST | EAST | TO | WEST COVER
INTERSTATE 94 | 12 | 21 | INTERSTATE 94
EXISTING SIGN

JCT INTERSTATE 94
EXISTING SIGN

USH 12 (S.B.)
USH 12 (N.B.)
IH 94

12C WEST INTERSTATE 94 COVER
EXISTING SIGN

13C ← Eau Claire COVER
EXISTING SIGN

14C WEST INTERSTATE 94 COVER
EXISTING SIGN

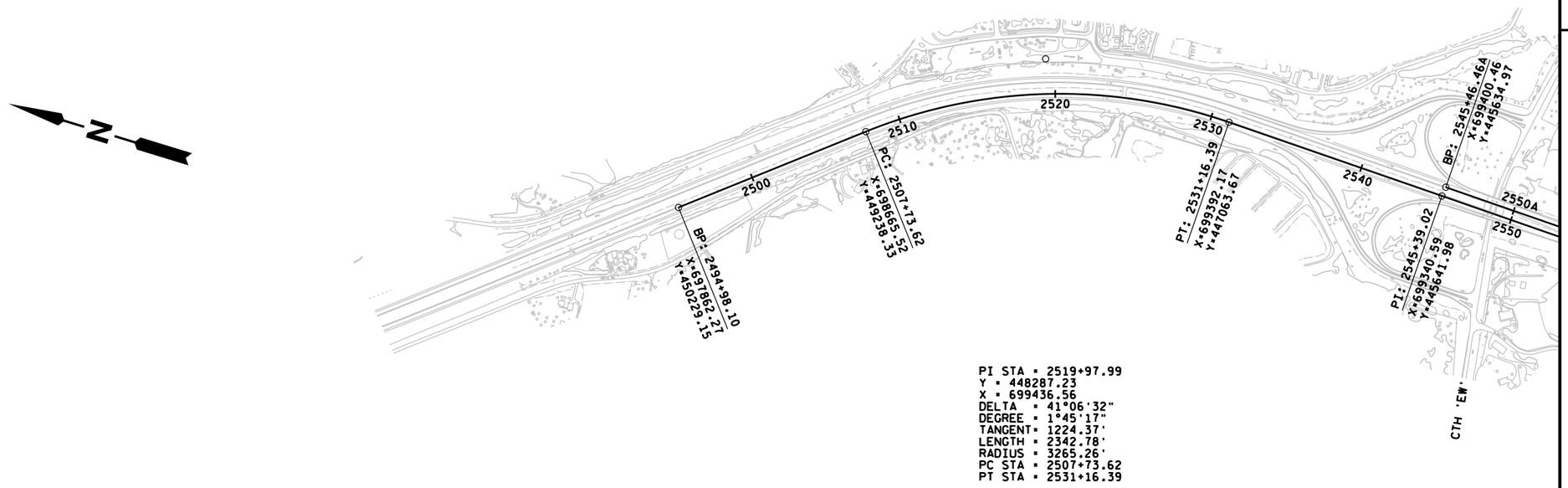
15C WEST INTERSTATE 94 COVER
EXISTING SIGN

16C ↑ Tomah
Madison
Eau Claire → COVER
EXISTING SIGN

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL : DETOUR SIGNING	SHEET 67	E

FILE NAME : P:\State\i94\10230204\Cad\027002_dt.dgn PLOT DATE : 08-JUL-2014 09:39 PLOT BY : doteag PLOT NAME : PLOT SCALE : 148.95:1

2



PI STA = 2519+97.99
Y = 448287.23
X = 699436.56
DELTA = 41°06'32"
DEGREE = 1°45'17"
TANGENT= 1224.37'
LENGTH = 2342.78'
RADIUS = 3265.26'
PC STA = 2507+73.62
PT STA = 2531+16.39

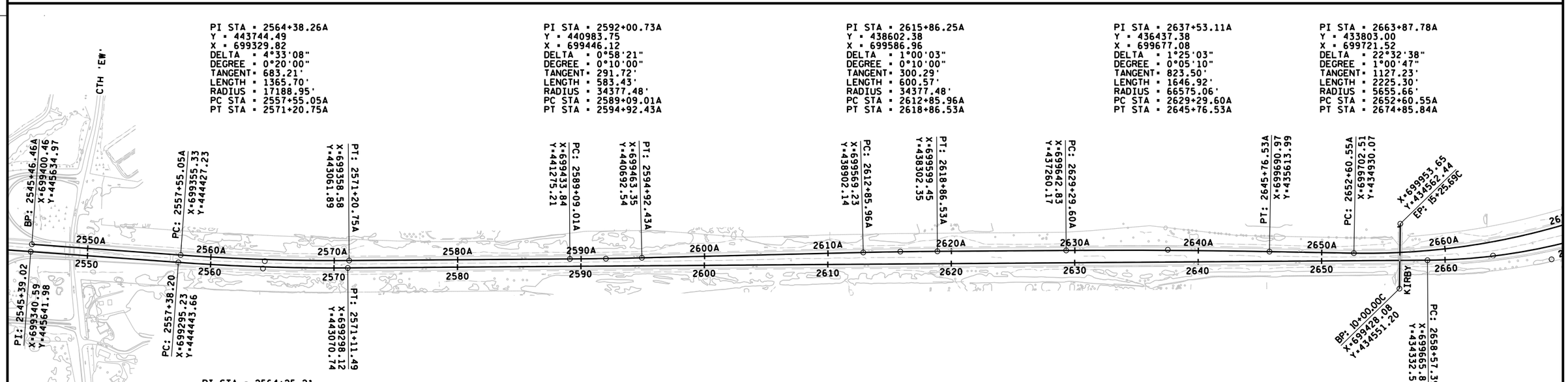
PI STA = 2564+38.26A
Y = 443744.49
X = 699329.82
DELTA = 4°33'08"
DEGREE = 0°20'00"
TANGENT= 683.21'
LENGTH = 1365.70'
RADIUS = 17188.95'
PC STA = 2557+55.05A
PT STA = 2571+20.75A

PI STA = 2592+00.73A
Y = 440983.75
X = 699446.12
DELTA = 0°58'21"
DEGREE = 0°10'00"
TANGENT= 291.72'
LENGTH = 583.43'
RADIUS = 34377.48'
PC STA = 2589+09.01A
PT STA = 2594+92.43A

PI STA = 2615+86.25A
Y = 438602.38
X = 699586.96
DELTA = 1°00'03"
DEGREE = 0°10'00"
TANGENT= 300.29'
LENGTH = 600.57'
RADIUS = 34377.48'
PC STA = 2612+85.96A
PT STA = 2618+86.53A

PI STA = 2637+53.11A
Y = 436437.38
X = 699677.08
DELTA = 1°25'03"
DEGREE = 0°05'10"
TANGENT= 823.50'
LENGTH = 1646.92'
RADIUS = 66575.06'
PC STA = 2629+29.60A
PT STA = 2645+76.53A

PI STA = 2663+87.78A
Y = 433803.00
X = 699721.52
DELTA = 22°32'38"
DEGREE = 1°00'47"
TANGENT= 1127.23'
LENGTH = 2225.30'
RADIUS = 5655.66'
PC STA = 2652+60.55A
PT STA = 2674+85.84A



PI STA = 2564+25.21
Y = 443757.14
X = 699269.24
DELTA = 4°34'39"
DEGREE = 0°20'00"
TANGENT= 687.01'
LENGTH = 1373.29'
RADIUS = 17188.95'
PC STA = 2557+38.20
PT STA = 2571+11.49

PI STA = 2668+62.65
Y = 433328.20
X = 699708.07
DELTA = 24°07'19"
DEGREE = 1°13'04"
TANGENT= 1005.26'
LENGTH = 1980.74'
RADIUS = 4704.75'
PC STA = 2658+57.39
PT STA = 2678+38.13

PROJECT NO: 1023-02-74	HWY: IH-94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 68	E

PI STA = 2663+87.78A
Y = 433803.00
X = 699721.52
DELTA = 22°32'38"
DEGREE = 1°00'47"
TANGENT = 1127.23'
LENGTH = 2225.30'
RADIUS = 5655.66'
PC STA = 2652+60.55A
PT STA = 2674+85.84A

PI STA = 2712+16.17A
Y = 429348.67
X = 701659.26
DELTA = 8°36'07"
DEGREE = 0°31'38"
TANGENT = 817.21'
LENGTH = 1631.34'
RADIUS = 10866.03'
PC STA = 2703+98.96A
PT STA = 2720+30.31A

PI STA = 2800+67.16A
Y = 420792.65
X = 703937.15
DELTA = 6°13'02"
DEGREE = 0°15'00"
TANGENT = 1244.66'
LENGTH = 2486.88'
RADIUS = 22918.32'
PC STA = 2788+22.50A
PT STA = 2813+09.39A

PT: 2674+85.84A
X=700171.18
Y=432769.34

EP: 23+40"00"
X=701417.09
Y=430597.88

PC: 2703+98.96A
X=701333.26
Y=430098.04

PT: 2720+30.31A
X=701869.50
Y=428558.98

EP: 25+00.00
X=702957.17
Y=425535.87

USH 12

PC: 2788+22.50A
X=703616.94
Y=421995.41

2670A 2680A 2690A 2700A 2710A 2720A 2730A 2740A 2750A 2760A 2770A 2780A 2790

2670 2680 2690 2700 2710 2720 2730 2740 2750 2760 2770 2780 2790

PT: 2678+38.13
X=700157.11
Y=432428.80

PC: 2690+73.98
X=700709.15
Y=431323.10

CTH "00"

BP: 16+75"00"
X=700752.31
Y=430589.85

PT: 2725+37.97
X=701932.61
Y=428088.71

BP: 15+00.00
X=702121.24
Y=426084.70

PC: 2786+80.35
X=703512.87
Y=422153.08

PI STA = 2668+62.65
Y = 433328.20
X = 699708.07
DELTA = 24°07'19"
DEGREE = 1°13'04"
TANGENT = 1005.26'
LENGTH = 1980.74'
RADIUS = 4704.75'
PC STA = 2658+57.39
PT STA = 2678+38.13

PI STA = 2708+11.94
Y = 429768.16
X = 701485.48
DELTA = 11°37'24"
DEGREE = 0°20'08"
TANGENT = 1737.96'
LENGTH = 3463.99'
RADIUS = 17075.39'
PC STA = 2690+73.98
PT STA = 2725+37.97

PI STA = 2799+08.75
Y = 420966.04
X = 703828.90
DELTA = 6°08'10"
DEGREE = 0°15'00"
TANGENT = 1228.40'
LENGTH = 2454.45'
RADIUS = 22918.32'
PC STA = 2786+80.35
PT STA = 2811+34.80

N

PI STA = 2800+67.16A
Y = 420792.65
X = 703937.15
DELTA = 6°13'02"
DEGREE = 0°15'00"
TANGENT = 1244.66'
LENGTH = 2486.88'
RADIUS = 22918.32'
PC STA = 2788+22.50A
PT STA = 2813+09.39A

PI STA = 2851+84.37
Y = 415731.78
X = 704710.76
DELTA = 6°02'38"
DEGREE = 0°40'00"
TANGENT = 453.72'
LENGTH = 906.60'
RADIUS = 8594.43'
PC STA = 2847+30.66
PT STA = 2856+37.25

PI STA = 2868+23.67A
Y = 414145.58
X = 705127.93
DELTA = 18°07'50"
DEGREE = 1°30'00"
TANGENT = 609.45'
LENGTH = 1208.71'
RADIUS = 3819.72'
PC STA = 2862+14.22A
PT STA = 2874+22.93A

PI STA = 2922+56.95A
Y = 408711.67
X = 704805.50
DELTA = 70°52'35"
DEGREE = 1°30'00"
TANGENT = 2718.57'
LENGTH = 4725.44'
RADIUS = 3820.00'
PC STA = 2895+38.38A
PT STA = 2942+63.83A

PT: 2813+09.39A
X=704125.23
Y=419562.27

DERBY AVE

EP: 25+00.00
X=704658.47
Y=418840.64

PC: 2847+30.66A
X=704642.20
Y=416180.29

PT: 2856+37.25A
X=704826.16
Y=415292.98

PC: 2862+14.22A
X=704972.91
Y=414734.99

PT: 2874+22.93A
X=705091.83
Y=413537.20

PC: 2895+38.38A
X=704966.52
Y=411425.46

790A 2800A 2810A 2820A 2830A 2840A 2850A 2860A 2870A 2880A 2890A 2900A 2910A

790 2800 2810 2820 2830 2840 2850 2860 2870 2880 2890 2900 2910

PT: 2811+34.80
X=704016.24
Y=419752.01

BP: 15+00.00
X=703658.72
Y=418818.29

PC: 2843+76.67
X=704810.64
Y=416548.06

PT: 2855+59.47
X=704599.99
Y=415369.82

PC: 2866+66.29
X=704598.07
Y=414263.00

PT: 2878+98.38
X=704662.12
Y=413033.17

PC: 2901+82.32
X=704903.30
Y=410762.01

PI STA = 2799+08.75
Y = 420966.04
X = 703828.90
DELTA = 6°08'10"
DEGREE = 0°15'00"
TANGENT = 1228.40'
LENGTH = 2454.45'
RADIUS = 22918.32'
PC STA = 2786+80.35
PT STA = 2811+34.80

PI STA = 2849+69.25
Y = 415962.41
X = 704601.01
DELTA = 8°52'16"
DEGREE = 0°45'00"
TANGENT = 592.59'
LENGTH = 1182.80'
RADIUS = 7639.44'
PC STA = 2843+76.67
PT STA = 2855+59.47

PI STA = 2872+82.93
Y = 413646.36
X = 704597.01
DELTA = 6°09'38"
DEGREE = 0°30'00"
TANGENT = 616.64'
LENGTH = 1232.09'
RADIUS = 11459.16'
PC STA = 2866+66.29
PT STA = 2878+98.38

PI STA = 2924+51.47
Y = 408505.53
X = 705142.91
DELTA = 61°25'34"
DEGREE = 1°30'00"
TANGENT = 2269.16'
LENGTH = 4095.07'
RADIUS = 3819.72'
PC STA = 2901+82.32
PT STA = 2942+77.39

N

PROJECT NO: 1023-02-74	HWY: IH-94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 69	E

FILE NAME : P:\State\i94\10230204\Cad\eplans\027210_ad.dgn PLOT DATE : 01-JUL-2014 17:33 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 800.000000:1.000000
WISDOT/CADDS SHEET 42

PI STA = 2917'D'+92.14
Y = 409278.61
X = 705509.83
DELTA = 5°30'59"
DEGREE = 1°31'56"
TANGENT = 180.14'
LENGTH = 360.00'
RADIUS = 3739.16'
PC STA = 2916'D'+12.00
PT STA = 2919'D'+72.00

PI STA = 2921'D'+22.15
Y = 409005.43
X = 705695.39
DELTA = 4°35'39"
DEGREE = 1°31'50"
TANGENT = 150.15'
LENGTH = 300.14'
RADIUS = 3743.38'
PC STA = 2919'D'+72.00
PT STA = 2922'D'+72.14

PI STA = 2924'D'+22.15
Y = 408769.83
X = 705881.34
DELTA = 4°31'03"
DEGREE = 1°30'24"
TANGENT = 150.00'
LENGTH = 299.85'
RADIUS = 3802.95'
PC STA = 2922'D'+72.14
PT STA = 2925'D'+72.00

PI STA = 2931'D'+07.53
Y = 408267.26
X = 706347.58
DELTA = 40°47'07"
DEGREE = 3°58'38"
TANGENT = 535.54'
LENGTH = 1025.46'
RADIUS = 1440.59'
PC STA = 2925'D'+72.00
PT STA = 2935'D'+97.46

PI STA = 2963+67.81A
Y = 406864.66
X = 709260.33
DELTA = 28°25'49"
DEGREE = 1°00'01"
TANGENT = 1451.02'
LENGTH = 2842.25'
RADIUS = 5728.00'
PC STA = 2949+16.78A
PT STA = 2977+59.04A

BP: 2916'D'+12.00 X=705420.94 Y=409435.29
PCC: 2919'D'+72.00 X=705613.36 Y=409131.20
PCC: 2922'D'+72.14 X=705787.23 Y=408886.64
PCC: 2925'D'+72.00 X=705984.37 Y=408660.80
EP: 2935'D'+97.46 X=708879.67 Y=408206.54
PT: 2942+63.83A X=707316.78 Y=407610.47
PC: 2949+16.78A X=707919.95 Y=407420.59
PT: 2977+59.04A X=710174.48 Y=405737.81
PT: 2978+16.04 X=710137.09 Y=405687.58
PC: 2949+73.34 X=707882.08 Y=407370.24
PT: 2942+77.39 X=707239.16 Y=407636.71
EP: 3039+33.92 X=713991.57 Y=400936.64

USH 12
STH 21
STH 21
USH 12

2920'D' 2920A 2920 2930'D' 2930A 2930 2940A 2940 2950A 2950 2960A 2960 2970A 2970 2980A 2980 2990A 2990 3000A 3000 3010A 3010 3020A 3020 3030A 3030 3040A

PI STA = 2924+51.47
Y = 408505.53
X = 705142.91
DELTA = 61°25'34"
DEGREE = 1°30'00"
TANGENT = 2269.16'
LENGTH = 4095.07'
RADIUS = 3819.72'
PC STA = 2901+82.32
PT STA = 2942+77.39

PI STA = 2922+56.95A
Y = 408711.67
X = 704805.50
DELTA = 70°52'35"
DEGREE = 1°30'00"
TANGENT = 2718.57'
LENGTH = 4725.44'
RADIUS = 3820.00'
PC STA = 2895+38.38A
PT STA = 2942+63.83A

PI STA = 2964+24.60
Y = 406814.58
X = 709222.74
DELTA = 28°26'05"
DEGREE = 1°00'01"
TANGENT = 1451.26'
LENGTH = 2842.70'
RADIUS = 5728.00'
PC STA = 2949+73.34
PT STA = 2978+16.04

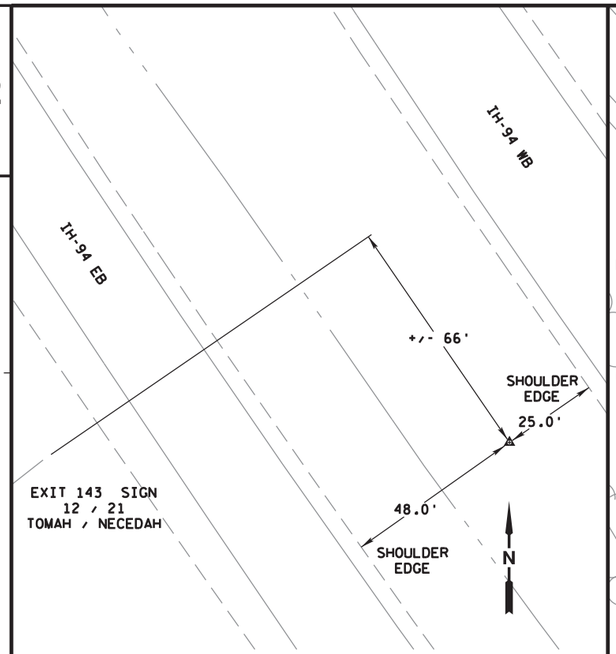
PI STA = 3063+17.82A
Y = 399090.95
X = 715566.35
DELTA = 27°30'39"
DEGREE = 0°45'08"
TANGENT = 1864.93'
LENGTH = 3657.93'
RADIUS = 7618.22'
PC STA = 3044+52.88A
PT STA = 3081+10.81A

PC: 3044+52.88A X=714391.47 Y=400539.28
PT: 3081+10.81A X=717277.38 Y=398349.10
EP: 3136+19.80A X=722331.74 Y=396157.67
EP: 3039+33.92 X=713991.57 Y=400936.64

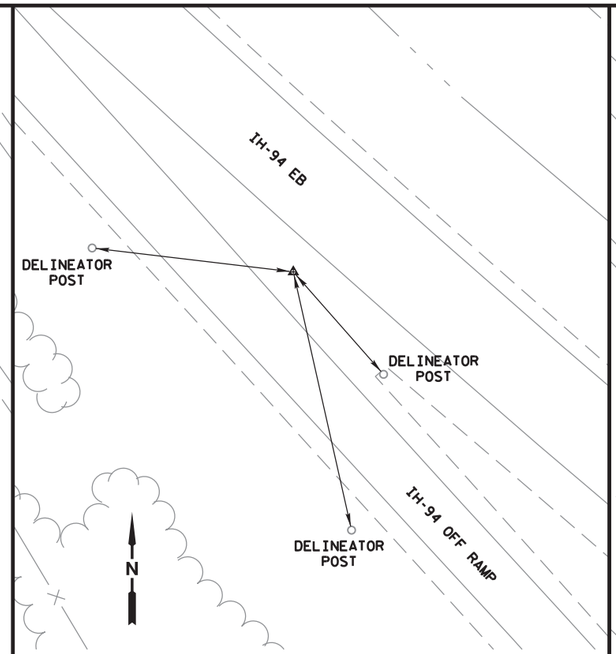
FORBES RD

3040A 3050A 3060A 3070A 3080A 3090A 3100A 3110A 3120A 3130A

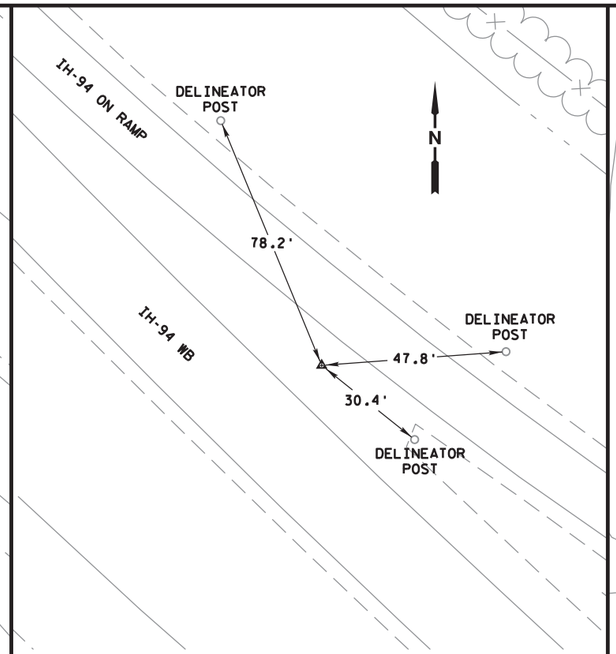
PROJECT NO: 1023-02-74	HWY: IH-94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 70	E



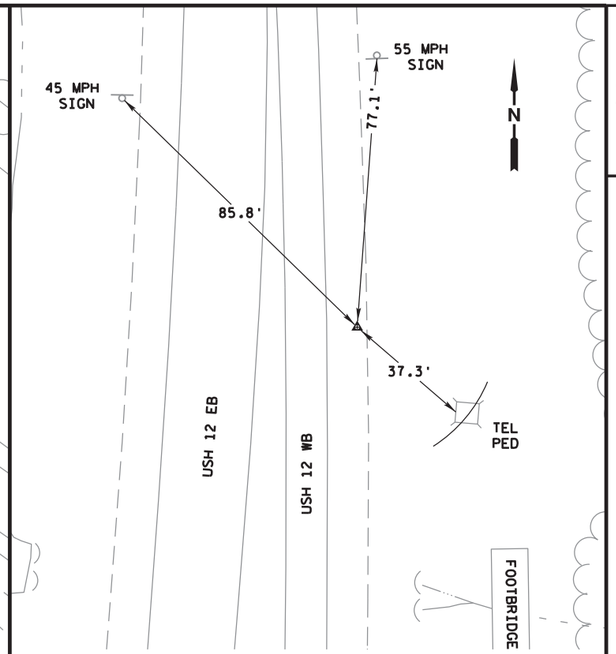
CONTROL POINT 800
REBAR WITH CAP
X=705624.72 Y=408992.46
+/- 1500 FT WEST OF IH-94 & USH 12 INTERSECTION



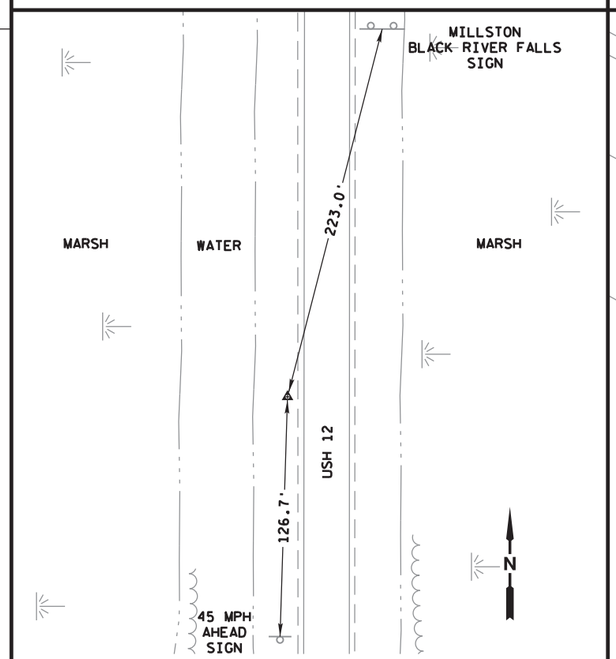
CONTROL POINT 801
MAG NAIL
X=706130.07 Y=408298.49
+/- 500 FT WEST OF IH-94 & USH 12 INTERSECTION



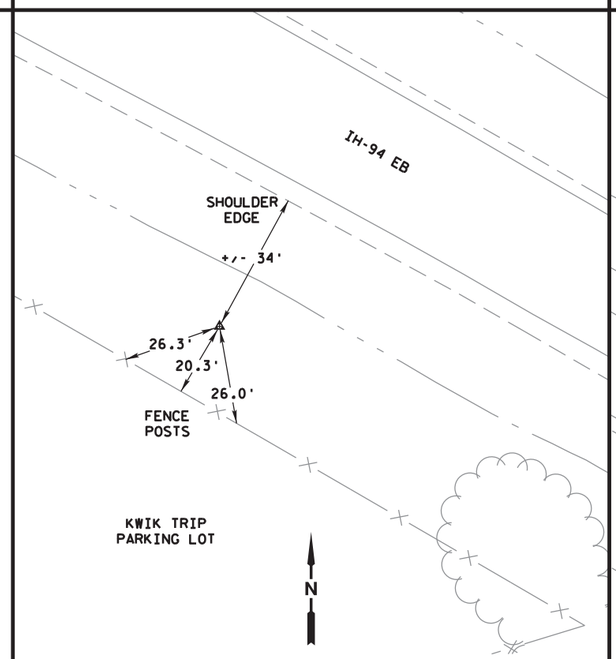
CONTROL POINT 802
MAG NAIL
X=706131.68 Y=408492.71
+/- 700 FT WEST OF IH-94 & USH 12 INTERSECTION



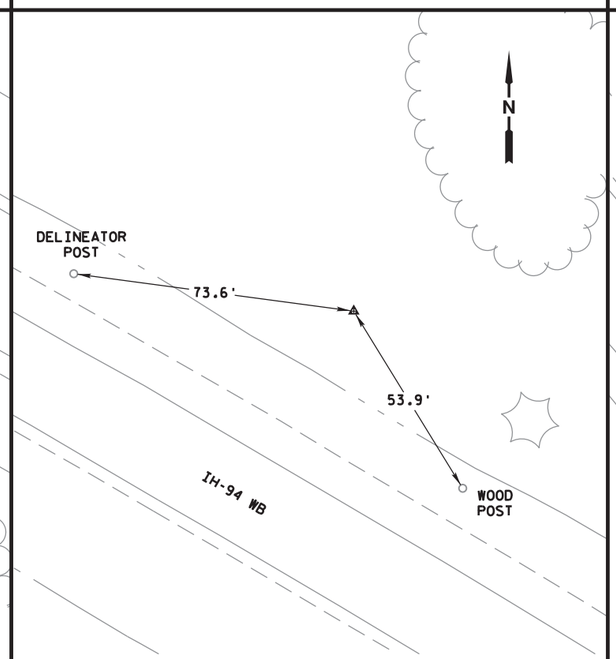
CONTROL POINT 803
MAG NAIL
X=706955.58 Y=409726.40
+/- .35 MI NORTH OF IH-94 WB & USH 12 INTERSECTION



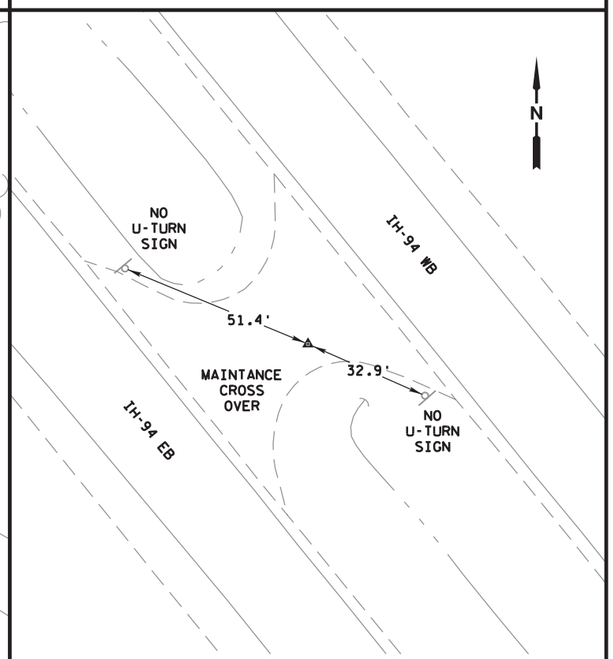
CONTROL POINT 804
REBAR WITH CAP
X=706903.20 Y=410843.52
+/- .56 MI NORTH OF IH-94 WB & USH 12 INTERSECTION



CONTROL POINT 805
REBAR WITH CAP
X=708483.89 Y=406990.44
+/- 300 FT WEST OF IH-94 & STH 21 INTERSECTION

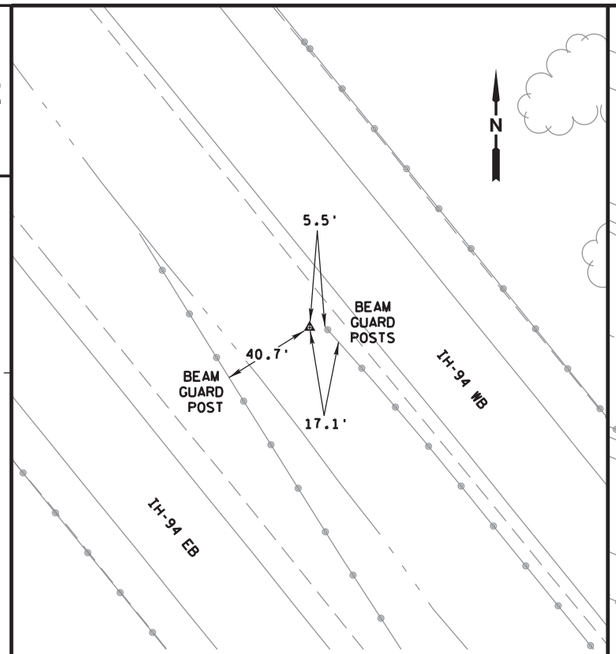


CONTROL POINT 806
REBAR WITH CAP
X=708651.98 Y=407133.11
+/- 300 FT WEST OF IH-94 & STH 21 INTERSECTION

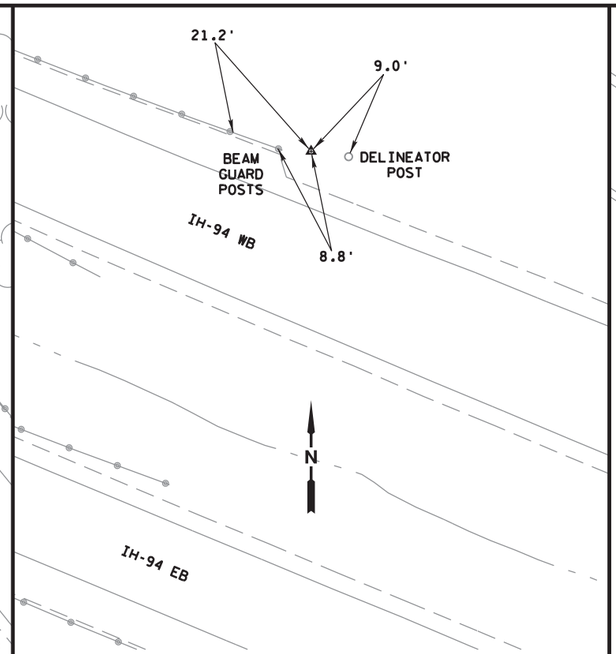


CONTROL POINT 811
MAG NAIL
X=710475.09 Y=405327.59
+/- .42 MI EAST OF IH-94 & STH 21 INTERSECTION

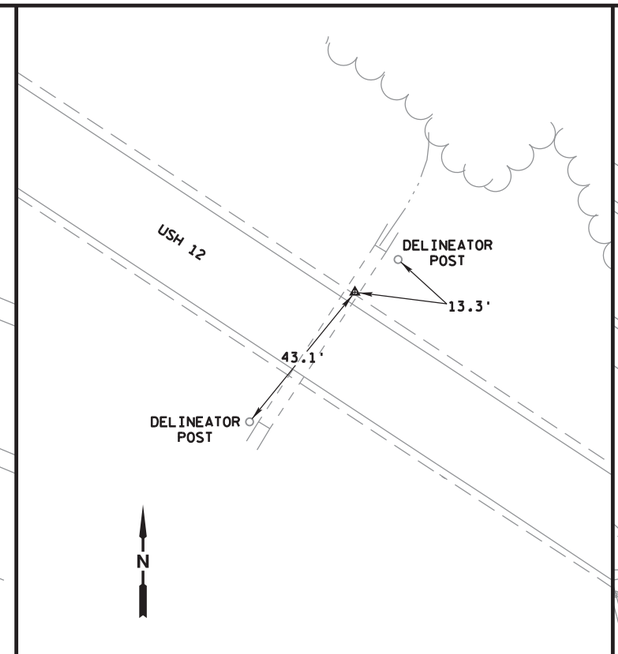
PROJECT NO: 1023-02-74	HWY: IH-94	COUNTY: MONROE	ALIGNMENT TIES	SHEET 71	E



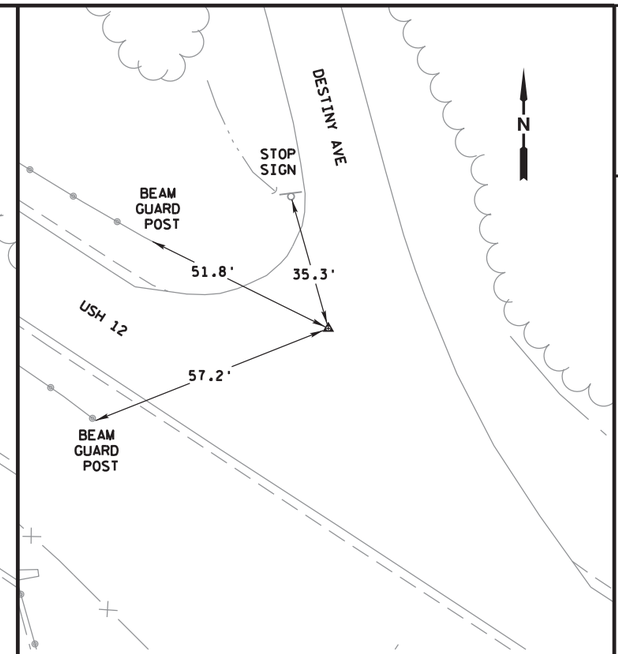
CONTROL POINT 812
REBAR WITH CAP
X=710925.84 Y=404793.46
+/- .55 MI EAST OF IH-94 & STH 21 INTERSECTION



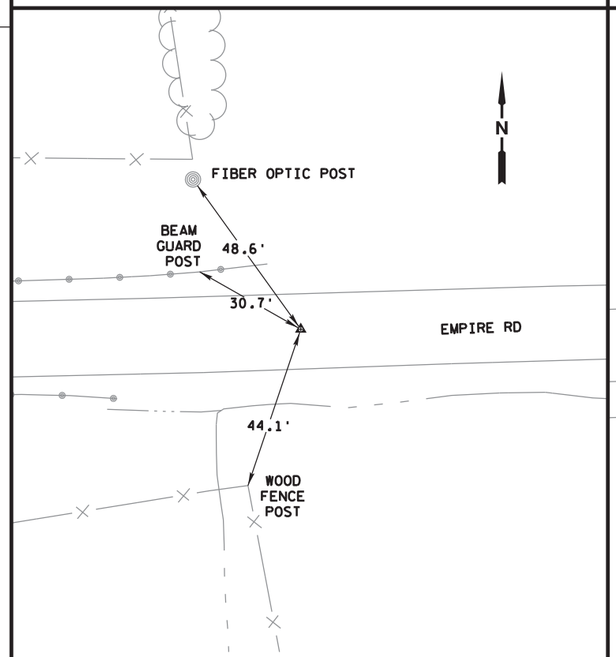
CONTROL POINT 813
REBAR WITH CAP
X=707309.83 Y=407720.56
+/- 300 FT EAST OF IH-94 & USH 12 INTERSECTION



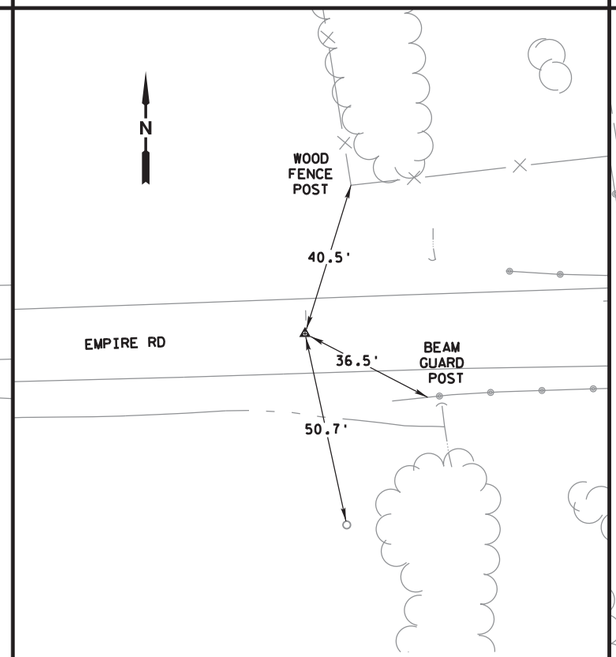
CONTROL POINT 913
MAG NAIL
X=702229.25 Y=426031.57
+/- 300 FT WEST OF IH-94 EB & USH 12 INTERSECTION



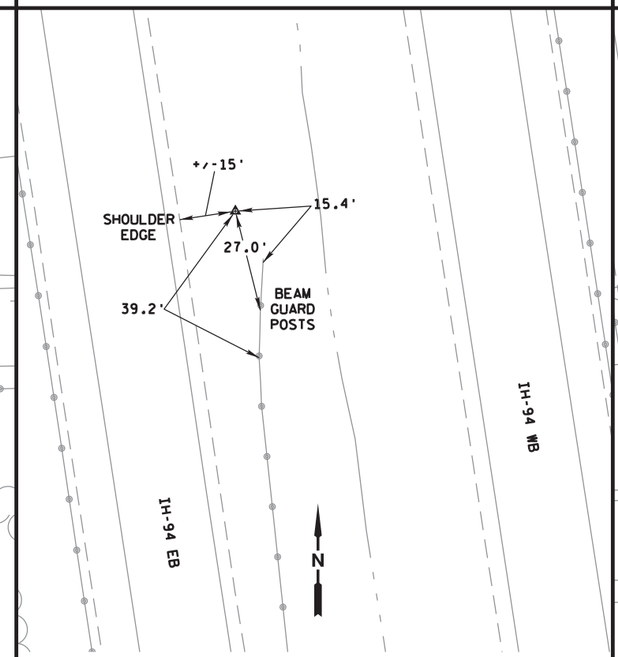
CONTROL POINT 914
MAG NAIL
X=702767.56 Y=425696.97
AT USH 12 & DESTINY AVE INTERSECTION



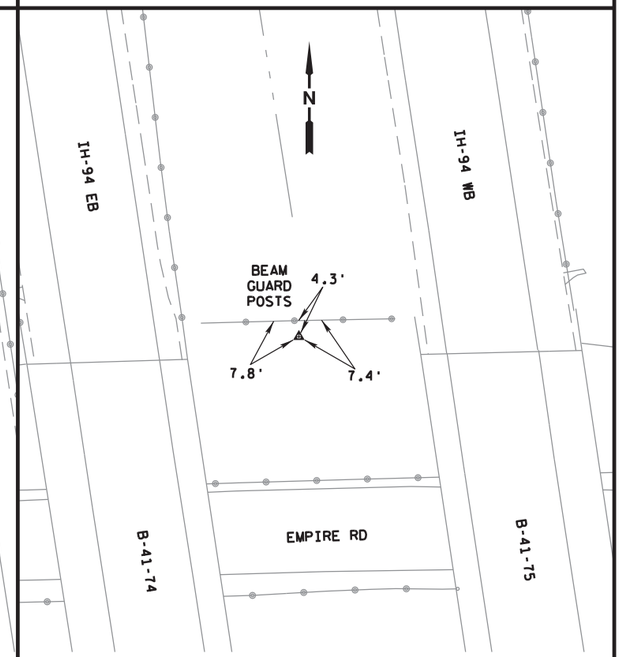
CONTROL POINT 915
MAG NAIL
X=704374.76 Y=418834.79
+/- 100 FT EAST OF IH-94 WB & EMPIRE ROAD INTERSECTION



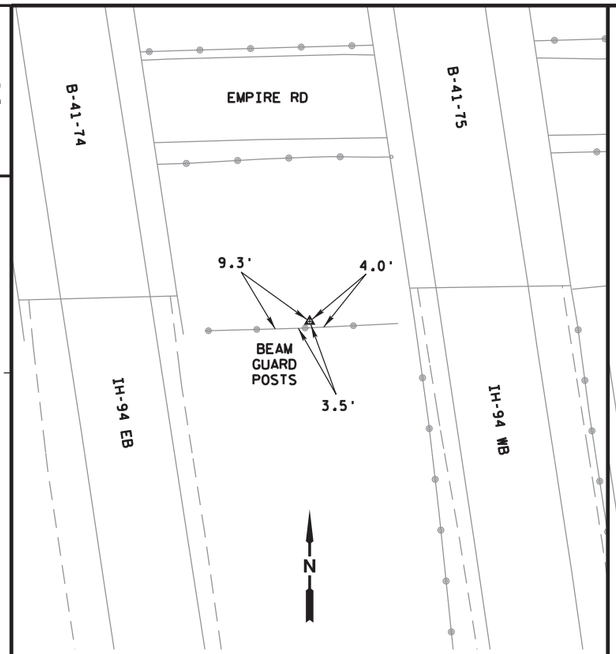
CONTROL POINT 916
MAG NAIL
X=704018.84 Y=418826.52
+/- 100 FT WEST OF IH-94 EB & EMPIRE ROAD INTERSECTION



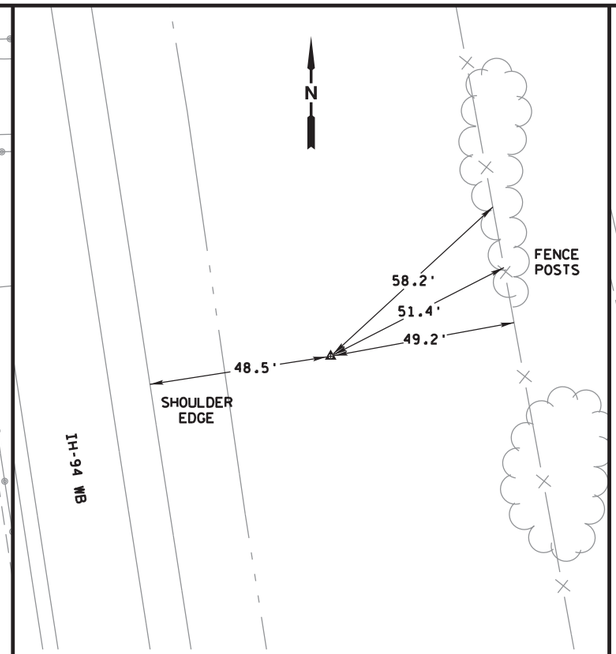
CONTROL POINT 917
REBAR WITH CAP
X=704120.67 Y=419203.99
+/- 200 FT NORTH OF IH-94 & EMPIRE ROAD INTERSECTION



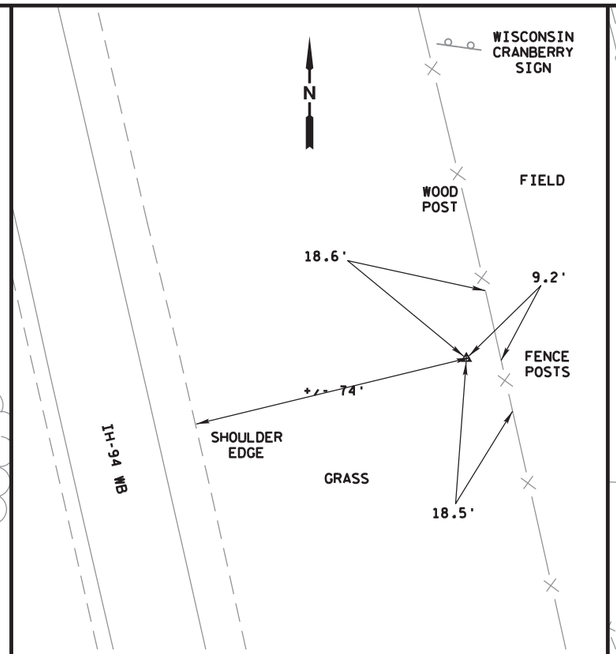
CONTROL POINT 918
REBAR WITH CAP
X=704188.51 Y=418882.58
+/- 50 FT NORTH OF IH-94 & EMPIRE ROAD INTERSECTION



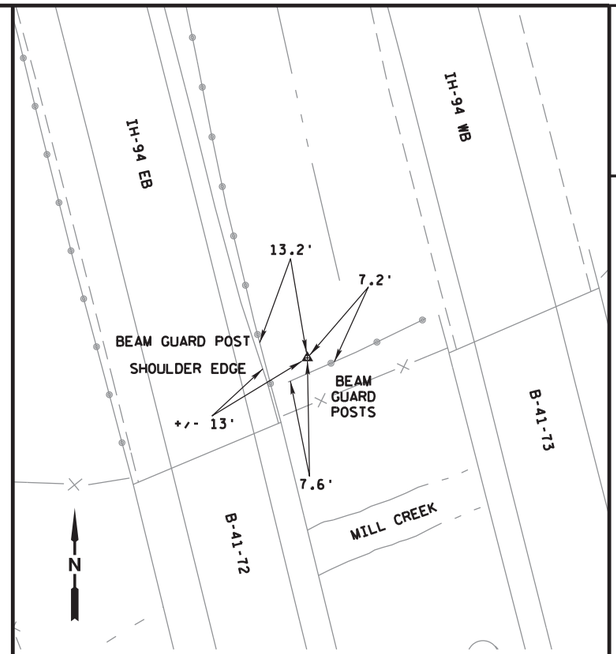
CONTROL POINT 919
REBAR WITH CAP
X=704208.82 Y=418772.54
+/- 50 FT SOUTH OF IH-94 & EMPIRE RD INTERSECTION



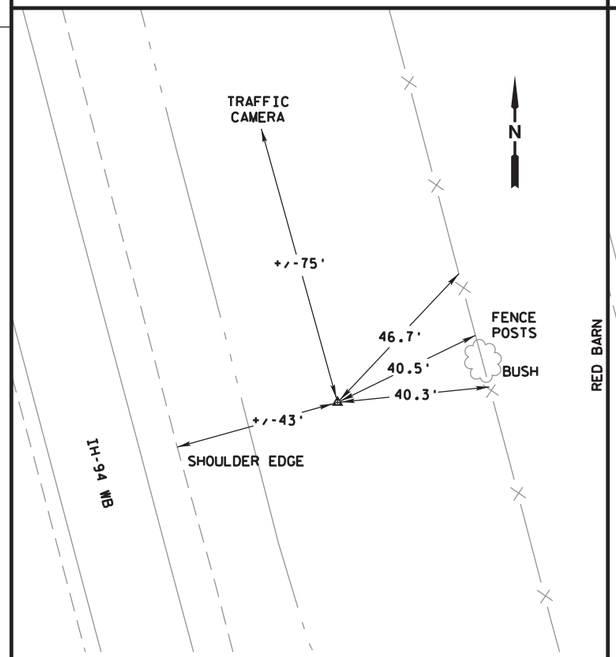
CONTROL POINT 920
REBAR
X=704391.92 Y=418351.16
+/- 300 FT SOUTH OF IH-94 & EMPIRE RD INTERSECTION



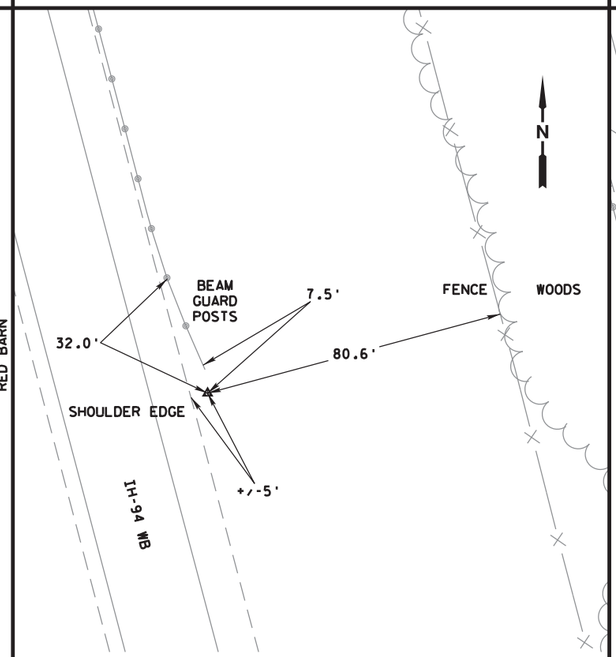
CONTROL POINT 921
REBAR WITH CAP
X=703905.35 Y=421274.19
+/- 300 FT SOUTH OF IH-94 & MILL CREEK INTERSECTION



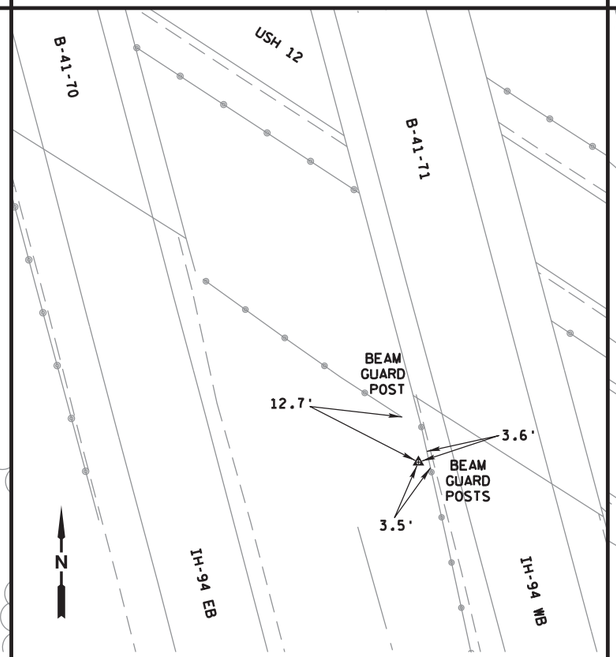
CONTROL POINT 922
REBAR WITH CAP
X=703627.57 Y=421776.66
+/- 50 FT NORTH OF IH-94 & MILL CREEK INTERSECTION



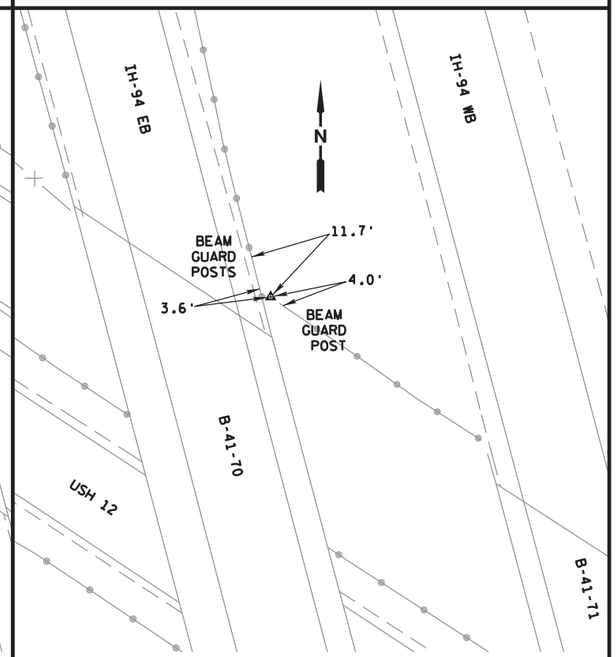
CONTROL POINT 923
REBAR WITH CAP
X=703615.06 Y=422298.95
+/- 500 FT NORTH OF IH-94 & MILL CREEK INTERSECTION



CONTROL POINT 924
REBAR WITH CAP
X=702859.25 Y=424990.70
+/- 600 FT SOUTH OF IH-94 & USH 12 INTERSECTION

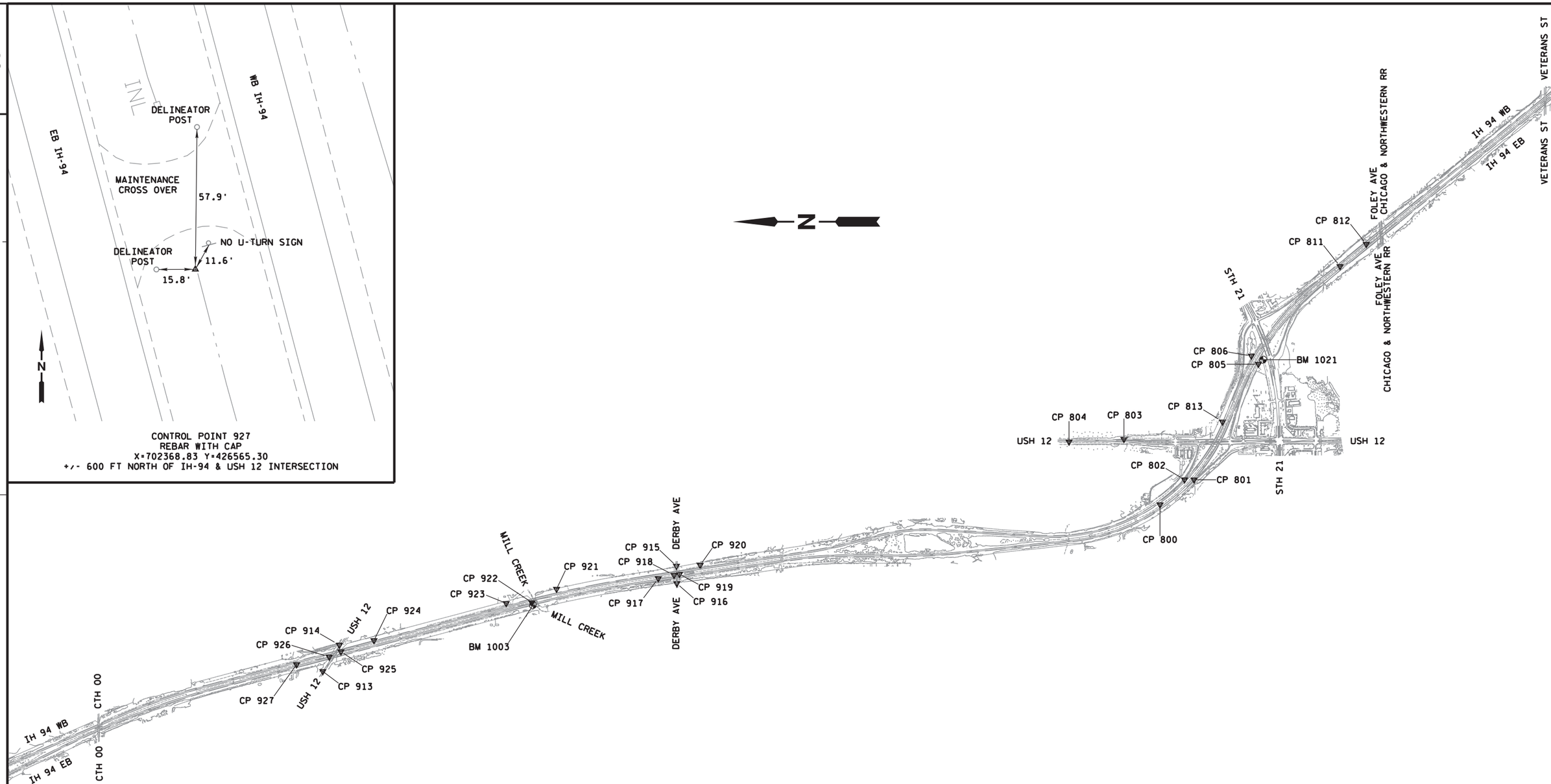


CONTROL POINT 925
REBAR WITH CAP
X=702631.48 Y=425662.71
+/- 50 FT SOUTH OF IH-94 & USH 12 INTERSECTION



CONTROL POINT 926
REBAR WITH CAP
X=702524.72 Y=425902.28
+/- 50 FT NORTH OF IH-94 & USH 12 INTERSECTION

CONTROL POINT 927
REBAR WITH CAP
X=702368.83 Y=426565.30
+/- 600 FT NORTH OF IH-94 & USH 12 INTERSECTION



PROJECT NO: 1023-02-74	HWY: IH-94	COUNTY: MONROE	ALIGNMENT TIES - CONTROL POINTS LOCATION MAP	SHEET 74	E

DATE 24NOV14 E S T I M A T E O F Q U A N T I T I E S

LINE 1023-02-74

NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	201.0105	CLEARING	STA	58.000	58.000
0020	201.0205	GRUBBING	STA	58.000	58.000
0030	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	1.000	1.000
0040	203.0200	REMOVING OLD STRUCTURE (STATION) 01. 2748+97.70	LS	1.000	1.000
0050	203.0200	REMOVING OLD STRUCTURE (STATION) 02. 2820+50	LS	1.000	1.000
0060	203.0210.S	ABATEMENT OF ASBESTOS CONTAINING MATERIAL (STRUCTURE) 01. B-41-0071	LS	1.000	1.000
0070	203.0210.S	ABATEMENT OF ASBESTOS CONTAINING MATERIAL (STRUCTURE) 02. B-41-0073	LS	1.000	1.000
0080	203.0225.S	DEBRIS CONTAINMENT (STRUCTURE) 01. B-41-0071	LS	1.000	1.000
0090	203.0600.S	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS (STATION) 01. 2790A+88	LS	1.000	1.000
0100	204.0100	REMOVING PAVEMENT	SY	89,944.000	89,944.000
0110	204.0110	REMOVING ASPHALTIC SURFACE	SY	186.000	186.000
0120	204.0165	REMOVING GUARDRAIL	LF	4,698.000	4,698.000
0130	204.0170	REMOVING FENCE	LF	725.000	725.000
0140	204.0180	REMOVING DELINEATORS AND MARKERS	EACH	76.000	76.000
0150	204.0190	REMOVING SURFACE DRAINS	EACH	1.000	1.000
0160	204.0195	REMOVING CONCRETE BASES	EACH	2.000	2.000
0170	204.0220	REMOVING INLETS	EACH	5.000	5.000
0180	204.0245	REMOVING STORM SEWER (SIZE) 01. 18-INCH	LF	10.000	10.000
0190	204.0245	REMOVING STORM SEWER (SIZE) 02. 24-INCH	LF	18.000	18.000
0200	204.0245	REMOVING STORM SEWER (SIZE) 03. 30-INCH	LF	36.000	36.000
0210	204.0245	REMOVING STORM SEWER (SIZE) 04. 36-INCH	LF	8.000	8.000
0220	204.0245	REMOVING STORM SEWER (SIZE) 05. 48-INCH	LF	6.000	6.000
0230	204.0245	REMOVING STORM SEWER (SIZE) 06. 54-INCH	LF	6.000	6.000
0240	204.0245	REMOVING STORM SEWER (SIZE) 07. 60-INCH	LF	12.000	12.000
0250	204.0260	ABANDONING INLETS	EACH	1.000	1.000
0260	204.0270	ABANDONING CULVERT PIPES	EACH	1.000	1.000
0270	205.0100	EXCAVATION COMMON	CY	91,437.000	91,437.000
0280	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 01. B-41-0285	LS	1.000	1.000
0290	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 02. B-41-0287	LS	1.000	1.000
0300	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 03. B-41-0289	LS	1.000	1.000
0310	210.0100	BACKFILL STRUCTURE	CY	913.000	913.000
0320	213.0100	FINISHING ROADWAY (PROJECT) 01. 1023-02-74	EACH	1.000	1.000
0330	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	3,176.000	3,176.000
0340	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	108,763.000	108,763.000
0350	415.0080	CONCRETE PAVEMENT 8-INCH	SY	1,630.000	1,630.000
0360	415.0125	CONCRETE PAVEMENT 12 1/2-INCH	SY	93,069.000	93,069.000
0370	415.0410	CONCRETE PAVEMENT APPROACH SLAB	SY	449.000	449.000
0380	415.6000.S	ROUT AND SEAL	LF	131,057.000	131,057.000
0390	416.0610	DRILLED TIE BARS	EACH	5.000	5.000
0400	416.0620	DRILLED DOWEL BARS	EACH	152.000	152.000
0410	416.1010	CONCRETE SURFACE DRAINS	CY	12.000	12.000
0420	416.1110	CONCRETE SHOULDER RUMBLE STRIPS	LF	31,268.000	31,268.000
0430	440.4410.S	INCENTIVE IRI RIDE	DOL	24,500.000	24,500.000
0440	455.0105	ASPHALTIC MATERIAL PG58-28	TON	588.000	588.000
0450	455.0140	ASPHALTIC MATERIAL PG64-28P	TON	3.000	3.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1023-02-74 QUANTITY
0460	455.0605	TACK COAT	GAL	5.000	5.000
0470	460.1100	HMA PAVEMENT TYPE E-0.3	TON	10,681.000	10,681.000
0480	460.1130	HMA PAVEMENT TYPE E-30	TON	40.000	40.000
0490	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	6,870.000	6,870.000
0500	460.4000	HMA COLD WEATHER PAVING	TON	2,670.000	2,670.000
0510	465.0400	ASPHALTIC SHOULDER RUMBLE STRIPS	LF	31,268.000	31,268.000
0520	502.0100	CONCRETE MASONRY BRIDGES	CY	2,608.000	2,608.000
0530	502.3200	PROTECTIVE SURFACE TREATMENT	SY	3,703.000	3,703.000
0540	503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	2,418.000	2,418.000
0550	505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	59,470.000	59,470.000
0560	505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	362,010.000	362,010.000
0570	506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	68.000	68.000
0580	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 01. B-41-0285	EACH	21.000	21.000
0590	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 02. B-41-0287	EACH	18.000	18.000
0600	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	104.000	104.000
0610	520.7000	CLEANING CULVERT PIPES	EACH	2.000	2.000
0620	520.8000	CONCRETE COLLARS FOR PIPE	EACH	66.000	66.000
0630	520.9700.S	CULVERT PIPE LINERS (SIZE) 01. 48-INCH	LF	394.000	394.000
0640	520.9750.S	CLEANING CULVERT PIPES FOR LINER VERIFICATION	EACH	1.000	1.000
0650	521.1012	APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	EACH	2.000	2.000
0660	521.1618	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 10 TO 1	EACH	2.000	2.000
0670	521.1624	APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 10 TO 1	EACH	2.000	2.000
0680	522.0118	CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	14.000	14.000
0690	522.0124	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	146.000	146.000
0700	522.0130	CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	60.000	60.000
0710	522.0136	CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	20.000	20.000
0720	522.0148	CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH	LF	18.000	18.000
0730	522.0154	CULVERT PIPE REINFORCED CONCRETE CLASS III 54-INCH	LF	6.000	6.000
0740	522.0160	CULVERT PIPE REINFORCED CONCRETE CLASS III 60-INCH	LF	34.000	34.000
0750	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	1.000	1.000
0760	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	5.000	5.000
0770	522.1030	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	EACH	5.000	5.000
0780	522.1036	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH	EACH	1.000	1.000
0790	522.1048	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH	EACH	1.000	1.000
0800	522.1054	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH	EACH	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1023-02-74 QUANTITY
0810	522.1060	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 60-INCH	EACH	2.000	2.000
0820	524.0118	CULVERT PIPE SALVAGED 18-INCH	LF	56.000	56.000
0830	524.0124	CULVERT PIPE SALVAGED 24-INCH	LF	16.000	16.000
0840	524.0130	CULVERT PIPE SALVAGED 30-INCH	LF	96.000	96.000
0850	524.0136	CULVERT PIPE SALVAGED 36-INCH	LF	72.000	72.000
0860	524.0148	CULVERT PIPE SALVAGED 48-INCH	LF	6.000	6.000
0870	524.0154	CULVERT PIPE SALVAGED 54-INCH	LF	16.000	16.000
0880	524.0160	CULVERT PIPE SALVAGED 60-INCH	LF	32.000	32.000
0890	524.0618	APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH	EACH	5.000	5.000
0900	524.0624	APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH	EACH	1.000	1.000
0910	524.0630	APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH	EACH	2.000	2.000
0920	524.0636	APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH	EACH	4.000	4.000
0930	530.0118	CULVERT PIPE CORRUGATED POLYETHYLENE 18-INCH	LF	124.000	124.000
0940	530.0124	CULVERT PIPE CORRUGATED POLYETHYLENE 24-INCH	LF	270.000	270.000
0950	550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	3,860.000	3,860.000
0960	550.2104	PILING CIP CONCRETE 10 3/4 X 0.25-INCH	LF	495.000	495.000
0970	603.8000	CONCRETE BARRIER TEMPORARY PRECAST DELIVERED	LF	1,600.000	1,600.000
0980	603.8125	CONCRETE BARRIER TEMPORARY PRECAST INSTALLED	LF	1,600.000	1,600.000
0990	604.0400	SLOPE PAVING CONCRETE	SY	726.000	726.000
1000	604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	790.000	790.000
1010	606.0200	RIPRAP MEDIUM	CY	4.000	4.000
1020	606.0300	RIPRAP HEAVY	CY	370.000	370.000
1030	611.0642	INLET COVERS TYPE MS	EACH	2.000	2.000
1040	611.3901	INLETS MEDIAN 1 GRATE	EACH	1.000	1.000
1050	611.3902	INLETS MEDIAN 2 GRATE	EACH	3.000	3.000
1060	611.9710	SALVAGED INLET COVERS	EACH	5.000	5.000
1070	612.0212	PIPE UNDERDRAIN UNPERFORATED 12-INCH	LF	100.000	100.000
1080	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	634.000	634.000
1090	614.0115	ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2	EACH	4.000	4.000
1100	614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	8.000	8.000
1110	614.0905	CRASH CUSHIONS TEMPORARY	EACH	4.000	4.000
1120	614.2300	MGS GUARDRAIL 3	LF	2,738.000	2,738.000
1130	614.2500	MGS THRIE BEAM TRANSITION	LF	512.000	512.000
1140	614.2610	MGS GUARDRAIL TERMINAL EAT	EACH	19.000	19.000
1150	614.2620	MGS GUARDRAIL TERMINAL TYPE 2	EACH	12.000	12.000
1160	616.0100	FENCE WOVEN WIRE (HEIGHT) 01. 4-FT	LF	662.000	662.000
1170	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1023-02-74	EACH	1.000	1.000
1180	619.1000	MOBILIZATION	EACH	1.000	1.000
1190	624.0100	WATER	MGAL	269.000	269.000
1200	625.0500	SALVAGED TOPSOIL	SY	130,445.000	130,445.000
1210	627.0200	MULCHING	SY	167,367.000	167,367.000
1220	628.1504	SILT FENCE	LF	4,745.000	4,745.000
1230	628.1520	SILT FENCE MAINTENANCE	LF	4,745.000	4,745.000
1240	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	4.000	4.000

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DATE 24NOV14 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	1023-02-74 QUANTITY
1250	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	3.000	3.000
1260	628.2023	EROSION MAT CLASS II TYPE B	SY	34,604.000	34,604.000
1270	628.7005	INLET PROTECTION TYPE A	EACH	12.000	12.000
1280	628.7504	TEMPORARY DITCH CHECKS	LF	1,470.000	1,470.000
1290	628.7555	CULVERT PIPE CHECKS	EACH	114.000	114.000
1300	629.0210	FERTILIZER TYPE B	CWT	106.000	106.000
1310	630.0130	SEEDING MIXTURE NO. 30	LB	3,013.000	3,013.000
1320	630.0200	SEEDING TEMPORARY	LB	6,304.000	6,304.000
1330	633.0200	DELINEATORS FLEXIBLE	EACH	96.000	96.000
1340	633.1100	DELINEATORS TEMPORARY	EACH	75.000	75.000
1350	633.5200	MARKERS CULVERT END	EACH	55.000	55.000
1360	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	7.000	7.000
1370	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	15.000	15.000
1380	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	11.000	11.000
1390	635.0200	SIGN SUPPORTS STRUCTURAL STEEL HS	LB	586.000	586.000
1400	635.0300	SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS	EACH	2.000	2.000
1410	636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	3.200	3.200
1420	636.0500	SIGN SUPPORTS STEEL REINFORCEMENT	LB	196.000	196.000
1430	637.1220	SIGNS TYPE I REFLECTIVE SH	SF	354.000	354.000
1440	637.2210	SIGNS TYPE II REFLECTIVE H	SF	280.000	280.000
1450	638.2601	REMOVING SIGNS TYPE I	EACH	4.000	4.000
1460	638.2602	REMOVING SIGNS TYPE II	EACH	29.000	29.000
1470	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	35.000	35.000
1480	638.3100	REMOVING STRUCTURAL STEEL SIGN SUPPORTS	EACH	2.000	2.000
1490	642.5001	FIELD OFFICE TYPE B	EACH	1.000	1.000
1500	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01. 1023-02-74	DAY	149.000	149.000
1510	643.0300	TRAFFIC CONTROL DRUMS	DAY	57,484.000	57,484.000
1520	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	4,076.000	4,076.000
1530	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	1,615.000	1,615.000
1540	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	1,615.000	1,615.000
1550	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	9,794.000	9,794.000
1560	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	9,579.000	9,579.000
1570	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	734.000	734.000
1580	643.0900	TRAFFIC CONTROL SIGNS	DAY	13,364.000	13,364.000
1590	643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II	EACH	52.000	52.000
1600	643.1000	TRAFFIC CONTROL SIGNS FIXED MESSAGE	SF	85.000	85.000
1610	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	298.000	298.000
1620	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 1023-02-74	EACH	1.000	1.000
1630	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	4,794.000	4,794.000
1640	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	555.000	555.000
1650	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	111,618.000	111,618.000
1660	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	636.000	636.000
1670	646.0600	REMOVING PAVEMENT MARKINGS	LF	149,338.000	149,338.000
1680	649.0100	TEMPORARY PAVEMENT MARKING 4-INCH	LF	266,025.000	266,025.000
1690	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	8,650.000	8,650.000
1700	649.0801	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH	LF	1,200.000	1,200.000
1710	649.2100	TEMPORARY RAISED PAVEMENT MARKERS	EACH	330.000	330.000

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DATE 24NOV14 E S T I M A T E O F Q U A N T I T I E S

LINE 1023-02-74

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
1720	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	33,730.000	33,730.000
1730	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	1.000	1.000
1740	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 01. B-41-0285	LS	1.000	1.000
1750	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 02. B-41-0287	LS	1.000	1.000
1760	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 03. B-41-0289	LS	1.000	1.000
1770	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	33,730.000	33,730.000
1780	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1023-02-74	LS	1.000	1.000
1790	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	33,730.000	33,730.000
1800	652.0110	CONDUIT RIGID METALLIC 1-INCH	LF	10.000	10.000
1810	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	60.000	60.000
1820	652.0800	CONDUIT LOOP DETECTOR	LF	300.000	300.000
1830	653.0140	PULL BOXES STEEL 24X42-INCH	EACH	2.000	2.000
1840	655.0800	LOOP DETECTOR WIRE	LF	650.000	650.000
1850	690.0150	SAWING ASPHALT	LF	1,065.000	1,065.000
1860	690.0250	SAWING CONCRETE	LF	239.000	239.000
1870	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5. 00/HR	HRS	2,400.000	2,400.000
1880	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	2,400.000	2,400.000
1890	SPV.0045	SPECIAL 01. PCMS REMOTE COMMUNICATIONS	DAY	298.000	298.000
1900	SPV.0060	SPECIAL 01. INSTALLATION OF TEMPORARY EMERGENCY PULLOUTS	EACH	11.000	11.000
1910	SPV.0060	SPECIAL 02. FLEXIBLE TUBULAR MARKER POSTS SPECIAL	EACH	253.000	253.000
1920	SPV.0060	SPECIAL 03. FLEXIBLE TUBULAR MARKER BASES SPECIAL	EACH	253.000	253.000
1930	SPV.0060	SPECIAL 04. UTILITY LINE OPENING	EACH	6.000	6.000
1940	SPV.0085	SPECIAL 01. BAR STEEL REINFORCEMENT HS STAINLESS BRIDGES	LB	7,250.000	7,250.000
1950	SPV.0105	SPECIAL 01. REMOVING WEIGH IN MOTION	LS	1.000	1.000
1960	SPV.0165	SPECIAL 01. EMERGENCY PARKING 2 HOUR MAX SIGN	SF	132.000	132.000
1970	SPV.0165	SPECIAL 02. EMERGENCY PARKING 1/4 MILE SIGN	SF	132.000	132.000

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CLEARING & GRUBBING SUMMARY

CAT.	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	COMMMENTS
0010	2615+50A	-	2616+50A	IH 94 LT	1.00	1.00	
0010	2636+50A	-	2637+50A	IH 94 LT	1.00	1.00	
0010	2644+25A	-	2646+50A	IH 94 LT	2.25	2.25	
0010	2648+00A	-	2648+25A	IH 94 LT	0.25	0.25	
0010	2650+00A	-	2650+25A	IH 94 LT	0.25	0.25	
0010	2679+50A	-	2682+50A	IH 94 LT	3.00	3.00	
0010	2680+75A	-	2681+00A	IH 94 RT	0.25	0.25	
0010	2686+25A	-	2686+75A	IH 94 LT	0.50	0.50	
0010	2688+00A	-	2688+50A	IH 94 LT	0.50	0.50	CULVERT END
0010	2689+00A	-	2689+75A	IH 94 LT	0.75	0.75	
0010	2744+00A	-	2745+50A	IH 94 LT	1.50	1.50	
0010	2746+25A	-	2747+00A	IH 94 LT	0.75	0.75	
0010	2846+50A	-	2847+00A	IH 94 LT	0.50	0.50	
0010	2857+50A	-	2858+50A	IH 94 LT	1.00	1.00	
0010	2848+00A	-	2860+75A	IH 94 RT	12.75	12.75	
0010	2862+50A	-	2863+00A	IH 94 LT	0.50	0.50	
0010	2863+50A	-	2865+00A	IH 94 RT	1.50	1.50	
0010	2866+00A	-	2867+25A	IH 94 RT	1.25	1.25	
0010	2866+25A	-	2867+25A	IH 94 LT	1.00	1.00	
0010	2879+50A	-	2881+75A	IH 94 LT	2.25	2.25	
0010	2882+50A	-	2894+00A	IH 94 LT	11.50	11.50	
0010	2880+75A	-	2892+50A	IH 94 RT	11.75	11.75	
0010	2893+25A	-	2894+00A	IH 94 RT	0.75	0.75	
0010	2924+75A	-	2925+50A	IH 94 LT	0.75	0.75	
0010	2932+00A	-	2932+25A	IH 94 LT	0.25	0.25	
				TOTAL 0010	58	58	

REMOVING PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	204.011 REMOVING ASPHALTIC SURFACE SY	REMARKS
0010	2613+50A	-	2614+00A	IH 94 WB	-	144	TRANSITION
0010	2614+00A	-	2734+73A	IH 94 WB	32195	-	-
0010	2734+73A	-	2748+38A	IH 94 WB	3640	-	-
0010	2750+05A	-	2790+42A	IH 94 WB	10765	-	-
0010	2791+34A	-	2820+01A	IH 94 WB	7644	-	-
0010	2821+99A	-	2930+65A	IH 94 WB	28976	-	-
0010	2930+65A	-	2936+74A	IH 94 WB	1624	-	-
0010	2936+74A	-	2937+04A	IH 94 WB	66	-	-
0010	2916+12D		2935+00D	IH 94 WB	5035	-	ON RAMP
	2935+00D		2935+25D	IH 94 WB		42	TRANSITION
				TOTAL 0010	89944	186	

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Division	From / To Station	Location	Common Excavation (1) (item # 205.0100)		Salvaged / Unusable Pavement Material (4)	Available Material (5)	Marsh Excavation (6)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate + / - (14)	Waste	Borrow	Comment:
			Cut (2)	Excavation			(item #205.0500)		Factor			(item #208.0100)	
Division 1													
	2614+00A - 2748+10A	IH 94 WB	37,703	-	17,755	19,948	-	14,414	18,017	1,931			
	2750+37A - 2790+29A	IH 94 WB	10,438	-	5,250	5,188	-	4,622	5,777	-589			
	2791+65A - 2819+76A	IH 94 WB	6,154	-	3,719	2,435	-	5,534	6,917	-4,482			
	2821+22A - 2936+50A	IH 94 WB	35,121	-	15,264	19,857	-	13,021	16,276	3,581			
	-	-	-	-	-	-	-	-	-	-			
	2925+72D - 2935+00D	RAMP	2,021	-	859	1,162	-	362	452	710			
Division 1 Subtotal			91,437	-	42,847	48,590	0	37,953	47,439	1,151			
Grand Total			91,437.00	-	42,847.00	48,590.00	0.00	37,953.00	47,439.00	1,150.98	1,150.98	0.00	

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Marsh Excavation - to be backfilled with Select Borrow Material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well. Item number 205.0500
7) Rock Excavation item number 205.0200
8) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.6
9) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
10) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.5. Item number 208.11
11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1.3. Item number 208.11
12) Expanded Rock - Factor = 1.1.
13) Expanded Fill. Factor = 1.25

Depending on selections:

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor

REMOVING GUARDRAIL

CAT	STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF	COMMMENTS
0010	2632+70A		2640+72A	WB LT	802	
0010	2655+49A	-	2656+18A	CORTLAND	145	BULLNOSE
0010	2656+48A	-	2657+14A	CORTLAND	140	BULLNOSE
0010	2747+95A	-	-	IH 94 WB	64	
0010	2748+54A	-	-	IH 94 WB	71	
0010	2750+16A	-	2753+08A	IH 94 WB RT	294	
0010	2750+59A	-	2757+27A	IH 94 WB LT	668	
0010	2790+39A	-	-	IH 94 WB	40	
0010	2791+46A	-	2794+65A	IH 94 WB RT	319	
0010	2791+40A	-	2792+95A	IH 94 WB LT	155	
0010	2791+50A	-	-	IH 94 WB	39	
0010	2813+21A	-	2819+95A	IH 94 WB LT	674	
0010	2819+87A	-	-	IH 94 WB	51	
0010	2821+04A	-	-	IH 94 WB	51	
0010	2821+15A	-	2824+08A	IH 94 WB LT	293	
0010	2821+09A	-	2824+02A	IH 94 WB RT	294	
0010	2930+80A	-	2936+84A	IH 94 WB LT	599	
				TOTAL 0010	4698	

FENCE SUMMARY

CAT	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF	616.0100 FENCE WOVEN WIRE (4 FT) LF	REMARKS
0010	2748+67A	-	2749+42A	LT	-	109	
0010	2748+74A	-	2749+40A	LT	106.8	-	
0010	2750+49A	-	2751+90A	LT	163.5	-	
0010	2750+57A	-	2751+90A	LT	-	153.5	
0010	2789+77A	-	2790+23A	LT	-	91	
0010	2789+77A	-	2790+35A	LT	101	-	
0010	2790+35A	-	2790+50A	RT	-	35.1	
0010	2790+44A	-	2790+50A	RT	47.9	-	
0010	2791+30A	-	2791+63A	LT	89.6	-	
0010	2791+36A	-	2791+44A	RT	48.7	-	
0010	2791+39A	-	2791+63A	LT	-	82.9	
0010	2791+46A	-	2791+51A	RT	-	33	
0010	2820+04A	-	2820+18A	LT	83.1	-	
0010	2820+05A	-	2820+18A	LT	-	78.2	
0010	2821+05A	-	-	LT	83.6	78.6	
				TOTAL 0010	725	662	

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REMOVING DELINEATORS AND MARKERS

CAT	STATION	TO STATION	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EA	COMMMENTS
0010	2614+00A	2937+05A	IH 94 WB, RT	76	
			TOTAL 0010	76	

REMOVING SURFACE DRAINS

CAT	STATION	LOCATION	204.0190 REMOVING SURFACE DRAINS EACH	REMARKS
0010	2821+70A	LT	1	ENDWALL RESET
		TOTAL 0010	1	

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ABANDONING SUMMARY

CAT	STATION	LOCATION	204.0260 ABANDONING INLETS EACH	204.270 ABANDONING CULVERT PIPE EACH	COMMENTS
0010	2746+25A	RT	1	1	
		TOTAL 0010	1	1	

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BASE AGGREGATE SUMMARY

CAT	STATION	TO	STATION	LOCATION	305.011 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
0010	2614+00A	-	2734+73A	IH 94 WB	1132	39528	96	
0010	2734+73A	-	2744+25A	IH 94 WB	89	3118	8	
0010	2744+25A	-	2748+02A	IH 94 WB	35	1666	3	
0010	2749+89A	-	2753+32A	IH 94 WB	32	1518	3	
0010	2753+32A	-	2786+68A	IH 94 WB	313	10924	26	
0010	2786+68A	-	2790+50A	IH 94 WB	36	1671	3	
0010	2791+46A	-	2795+09A	IH 94 WB	34	1609	3	
0010	2795+09A	-	2816+13A	IH 94 WB	197	6891	17	
0010	2816+13A	-	2819+96A	IH 94 WB	36	1662	3	
0010	2821+01A	-	2824+79A	IH 94 WB	35	1642	3	
0010	2824+79A	-	2930+65A	IH 94 WB	993	34661	84	
0010	2930+65A	-	2937+05A	IH 94 WB	60	2095	5	
0010	2916+12D	-	2919+72D	IH 94 WB	34	117	3	ON RAMP
0010	2919+72D	-	2925+72D	IH 94 WB	56	194	5	ON RAMP
0010	2925+72D	-	2935+50D	IH 94 WB	92	317	8	ON RAMP
				TOTAL 0010	3176	107613	269	

CONCRETE PAVEMENT SUMMARY

CAT.	STATION	TO	STATION	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0125 CONCRETE PAVEMENT 12 1/2-INCH SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	COMMENTS
0010	2614+00A	-	2734+00A	IH 94 WB	-	34667	-	
0010	2734+00A	-	2747+95A	IH 94 WB	-	4030	-	
0010	2747+95A	-	2748+10A	IH 94 WB	-	-	88	
0010	2750+37A	-	2750+67A	IH 94 WB	-	-	88	
0010	2750+67A	-	2790+08A	IH 94 WB	-	11385	-	
0010	2790+08A	-	2790+29A	IH 94 WB	-	-	53	
0010	2791+66A	-	2791+82A	IH 94 WB	-	-	53	
0010	2791+82A	-	2819+60A	IH 94 WB	-	8025	-	
0010	2819+60A	-	2819+77A	IH 94 WB	-	-	51	
0010	2821+22A	-	2821+41A	IH 94 WB	-	-	51	
0010	2821+41A	-	2931+00A	IH 94 WB	-	31659	-	
0010	2931+00A	-	2938+00A	IH 94 WB	-	2022	-	
0010	2916+12D	-	2919+72D	IH 94 WB	-	280	-	ON RAMP
0010	2919+72D	-	2925+72D	IH 94 WB	-	1000	-	ON RAMP
0010	2925+72D	-	2935+50D	IH 94 WB	1630	-	-	ON RAMP
0010	2936+74A		2937+05A	IH 94 WB	-	-	65	
				TOTAL 0010	1630	93069	449	

DRILLED TIE BARS AND DOWEL BARS

CAT	STATION	LOCATION	416.0610 Drilled Tie Bars EACH	416.0620 Drilled Dowel Bars EACH	REMARKS
0010	2614+00A	MAINLINE	-	16	STAGE 1
0010	2890+00A	MAINLINE	-	16	STAGE 1
0010	UNDISTRIBUTED	MAINLINE	-	48	STAGE 1
0010	2935+00D	RAMP	-	8	STAGE 1
0010	2890+00A	MAINLINE	-	16	STAGE 2
0010	UNDISTRIBUTED	MAINLINE	-	48	STAGE 2
0010	2821+70A	LT	5	-	ENDWALL/SURFACE DRAIN
		TOTAL 0010	5	152	

ASPHALT PAVEMENT SUMMARY

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CAT.	STATION	TO	STATION	LOCATION	415.600.S ROUTE AND SEAL LF	455.0105 ASPHALTIC MATERIAL PG58-28 TON	460.1100 HMA PAVEMENT TYPE E-0.3 TON	455.0140 ASPHALTIC MATERIAL PG64-28P TON	455.0605 TACK COAT GAL	460.1130 HMA PAVEMENT TYPE E-30 TON	460.4000 HMA COLD WEATHER PAVING TON	REMARKS
0010	2613+50A	-	2614+00A	IH 94 WB LT	-	-	-	2	4	40	-	TRANSITION
0010	2614+00A	-	2734+73A	IH 94 WB LT	24146	59	1080	-	-	-	-	
0010	2734+73A	-	2748+11A	IH 94 WB LT	2675	7	120	-	-	-	-	
0010	2750+37A	-	2790+30A	IH 94 WB LT	7985	20	357	-	-	-	-	
0010	2791+66A	-	2819+76A	IH 94 WB LT	5620	14	251	-	-	-	-	
0010	2821+21A	-	2930+65A	IH 94 WB LT	21887	54	979	-	-	-	-	
0010	2930+65A	-	2937+05A	IH 94 WB LT	1280	3	57	-	-	-	-	
0010	2614+03A	-	2734+95A	IH 94 WB RT	24184	149	2704	-	-	-	-	
0010	2734+95A	-	2744+25A	IH 94 WB RT	1861	11	208	-	-	-	-	
0010	2744+25A	-	2748+11A	IH 94 WB RT	770	6	103	-	-	-	-	TAPER
0010	2750+37A	-	2753+32A	IH 94 WB RT	589	5	94	-	-	-	-	TAPER
0010	2753+32A	-	2786+68A	IH 94 WB RT	6673	41	746	-	-	-	-	
0010	2786+68A	-	2790+30A	IH 94 WB RT	723	5	99	-	-	-	-	TAPER
0010	2791+66A	-	2795+09A	IH 94 WB RT	685	5	96	-	-	-	-	TAPER
0010	2795+09A	-	2816+13A	IH 94 WB RT	4209	26	471	-	-	-	-	
0010	2816+13A	-	2819+76A	IH 94 WB RT	726	5	97	-	-	-	-	TAPER
0010	2821+21A	-	2824+79A	IH 94 WB RT	714	5	95	-	-	-	-	TAPER
0010	2824+79A	-	2930+65A	IH 94 WB RT	21173	130	2367	-	-	-	-	
0010	2930+65A	-	2937+05A	IH 94 WB RT	1280	8	143	-	-	-	-	
0010	2916+12A	-	2919+72A	IH 94 WB	720	3	56	-	-	-	-	ON RAMP
0010	2919+72A	-	2925+72A	IH 94 WB	1200	11	201	-	-	-	-	ON RAMP
0010	2925+72A	-	2935+50A	IH 94 WB	1956	18	328	-	-	-	-	ON RAMP
0010	2934+50D	-	2935+00D	IH 94 WB	-	1	17	-	-	-	-	ON RAMP
0010	2935+00D	-	2935+35D	IH 94 WB	-	1	11	-	1	-	-	TRANSITION
				TOTAL 0010	131057	588	10681	3	5	40	2670	

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CONCRETE SURFACE DRAINS AND PIPE UNDERDRAIN

CAT	STATION	LOCATION	416.1010 CONCRETE SURFACE DRAIN CY	521.1012 APRON ENDWALLS CULVERT PIPE STEEL 12-INCH EACH	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH LF	REMARKS
0010	2750+25A	RT	2	-	-	B-41-0285
0010	2751+00A	LT	1	1	50	B-41-0285
0010	2790+50A	RT	3	-	-	B-41-0287
0010	2790+25A	LT	2	-	-	B-41-0287
0010	2819+60A	RT	2	-	-	B-41-0289
0010	2819+80A	LT	1	1	50	B-41-0289
0010	2821+70A	LT	1	-	-	ENDWALL RESET
		TOTAL 0010	12	2	100	

RUMBLE STRIP SUMMARY

CAT.	STATION TO STATION	LOCATION	416.1110 CONCRETE RUMBLE STRIPS SHOULDER LF	465.0400 ASPHALTIC SHOULDER RUMBLE STRIP LF	COMMENTS
0010	2614+00A - 2734+00A	IH 94 WB	12000	12000	
0010	2734+00A - 2740+35A	IH 94 WB	635	635	
0010	2741+10A - 2747+95A	IH 94 WB	685	685	
0010	2747+95A - 2748+15A	IH 94 WB	-	-	
0010	2750+47A - 2750+67A	IH 94 WB	-	-	
0010	2750+67A - 2790+08A	IH 94 WB	3941	3941	
0010	2790+08A - 2790+28A	IH 94 WB	-	-	
0010	2791+72A - 2791+92A	IH 94 WB	-	-	
0010	2791+92A - 2819+60A	IH 94 WB	2768	2768	
0010	2819+60A - 2819+80A	IH 94 WB	-	-	
0010	2821+21A - 2821+41A	IH 94 WB	-	-	
0010	2821+41A - 2841+55A	IH 94 WB	2014	2014	
0010	2842+30A - 2914+80A	IH 94 WB	7250	7250	
0010	2915+55A - 2925+80A	IH 94 WB	1025	1025	
0010	2928+50A - 2931+00A	IH 94 WB	250	250	
0010	2931+00A - 2938+00A	IH 94 WB	700	700	
		TOTAL 0010	31268	31268	

CULVERT PIPE LINERS

CAT.	STATION	LOCATION	520.9700.S CULVERT PIPE LINERS 48-INCH LF	520.9750.S CLEANING CULVERT PIPES FOR LINER VERIFICATION EACH	COMMENTS
0010	2635+62A	IH 94 WB	394	1	
		TOTAL 0010	394	1	

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CLEANING CULVERT PIPE SUMMARY

CAT.	STATION	LOCATION	520.7000 CLEANING CULVERT PIPES EACH	COMMENTS
0010	2655+03A	LT	1	
0010	2751+35A	LT	1	ALONG USH 12
		TOTAL 0010	2	

SLOPE PAVING CONCRETE

CAT.	STATION	TO	STATION	LOCATION	604.0400 SLOPE PAVING CONCRETE SY	REMARKS
		-				
0010	2656+22A	-	2656+53A	IH 94 WB LT	104	CORTLAND UNDERPASS
0010	2698+58A	-	2698+91A	IH 94 WB LT	156	CTH OO UNDERPASS
				TOTAL 0010	260	

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

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GUARDRAIL SUMMARY

CAT.	STATION	TO	STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH	COMMENTS
0010	2654+28A	-	2654+81A	IH 94 WB LT	-	-	1	-	
0010	2654+81A	-	2658+35A	IH 94 WB LT	350	-	-	-	
0010	2658+35A	-	2658+88A	IH 94 WB LT	-	-	1	-	
0010	2695+43A	-	2695+96A	IH 94 WB RT	-	-	1	-	
0010	2695+96A	-	2700+21A	IH 94 WB RT	425	-	-	-	
0010	2700+21A	-	2700+74A	IH 94 WB RT	-	-	1	-	
0010	2696+51A	-	2697+04A	IH 94 WB LT	-	-	1	-	
0010	2697+04A	-	2700+92A	IH 94 WB LT	388	-	-	-	
0010	2700+92A	-	2701+45A	IH 94 WB LT	-	-	1	-	
0010	2745+95A	-	2746+48A	IH 94 WB LT	-	-	1	-	
0010	2746+48A	-	2748+11A	IH 94 WB LT	163	-	-	-	
0010	2748+11A	-	2748+50A	IH 94 WB LT	-	39	-	-	
0010	2746+55A	-	2747+08A	IH 94 WB RT	-	-	1	-	
0010	2747+08A	-	2747+46A	IH 94 WB RT	38	-	-	-	
0010	2747+46A	-	2747+85A	IH 94 WB RT	-	39	-	-	
0010	2747+95A	-	2747+95A	IH 94 WB RT	25	-	-	2	MEDIAN
0010	2750+00A		2750+00A	IH 94 WB RT	25	-	-	2	MEDIAN
0010	2750+12A	-	2750+51A	IH 94 WB RT	-	39	-	-	
0010	2750+51A	-	2750+89A	IH 94 WB RT	38	-	-	-	
0010	2750+89A	-	2751+42A	IH 94 WB RT	-	-	1	-	
0010	2750+77A	-	2751+16A	IH 94 WB LT	-	39	-	-	
0010	2751+16A	-	2752+79A	IH 94 WB LT	163	-	-	-	
0010	2752+79A	-	2753+32A	IH 94 WB LT	-	-	1	-	
0010	2788+43A	-	2788+96A	IH 94 WB LT	-	-	1	-	
0010	2788+96A	-	2789+83A	IH 94 WB LT	88	-	-	-	
0010	2789+83A	-	2790+23A	IH 94 WB LT	-	39	-	-	
0010	2789+03A	-	2789+56A	IH 94 WB RT	-	-	1	-	
0010	2789+56A	-	2789+93A	IH 94 WB RT	38	-	-	-	
0010	2789+93A	-	2790+33A	IH 94 WB RT	-	39	-	-	
0010	2790+34A	-	2790+34A	IH 94 WB RT	25	-	-	2	MEDIAN
0010	2791+53A	-	2791+53A	IH 94 WB RT	25	-	-	2	MEDIAN
0010	2791+59A	-	2791+99A	IH 94 WB LT	-	39	-	-	
0010	2791+99A	-	2793+61A	IH 94 WB LT	163	-	-	-	
0010	2793+61A	-	2794+14A	IH 94 WB LT	-	-	1	-	
0010	2791+69A	-	2792+09A	IH 94 WB RT	-	39	-	-	
0010	2792+09A	-	2792+46A	IH 94 WB RT	38	-	-	-	
0010	2792+46A	-	2792+99A	IH 94 WB RT	-	-	1	-	
0010	2815+89A	-	2816+42A	IH 94 WB LT	-	-	1	-	
0010	2816+42A	-	2819+42A	IH 94 WB LT	300	-	-	-	
0010	2819+42A	-	2819+81A	IH 94 WB LT	-	39	-	-	
0010	2818+44A	-	2818+97A	IH 94 WB RT	-	-	1	-	
0010	2818+97A	-	2819+34A	IH 94 WB RT	38	-	-	-	
0010	2819+34A	-	2819+73A	IH 94 WB RT	-	39	-	-	
0010	2819+82A	-	2819+82A	IH 94 WB RT	25	-	-	2	MEDIAN
0010	2821+04A	-	2821+04A	IH 94 WB RT	25	-	-	2	MEDIAN
0010	2821+19A	-	2821+58A	IH 94 WB RT	-	39	-	-	
0010	2821+58A	-	2821+96A	IH 94 WB RT	38	-	-	-	
0010	2821+96A	-	2822+49A	IH 94 WB RT	-	-	1	-	
0010	2821+26A	-	2821+66A	IH 94 WB LT	-	39	-	-	
0010	2821+66A	-	2823+28A	IH 94 WB LT	163	-	-	-	
0010	2823+28A	-	2823+81A	IH 94 WB LT	-	-	1	-	
0010	2934+29A	-	2934+82A	IH 94 WB LT	-	-	1	-	
0010	2934+82A	-	2936+44A	IH 94 WB LT	163	-	-	-	
0010	2936+44A	-	2936+84A	IH 94 WB LT	-	39	-	-	
				TOTAL 0010	2738	512	19	12	

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REMOVING CULVERT, INLETS AND STORMSEWER SUMMARY

CAT.	STATION	LOCATION	203.0100 REMOVING SMALL CULVERT PIPES EACH	204.0220 REMOVING INLETS EACH	204.0245.18 REMOVING STORM SEWER 18-INCH LF	204.0245.24 REMOVING STORM SEWER 24-INCH LF	204.0245.30 REMOVING STORM SEWER 30-INCH LF	204.0245.36 REMOVING STORM SEWER 36-INCH LF	204.0245.48 REMOVING STORM SEWER 48-INCH LF	204.0245.54 REMOVING STORM SEWER 54-INCH LF	REMARKS
0010	2620+27A	119' LT	-	-	-	-	6	-	-	-	
0010	2655+03A	54' LT	-	-	-	6	-	-	-	-	
0010	2666+80A	93' LT	-	-	-	-	6	-	-	-	
0010	2695+01A	40' RT	-	1	-	-	-	8	-	-	
0010	2717+62A	56' LT	-	-	-	6	-	-	-	-	
0010	2740+17A	34' RT	-	1	4	-	-	-	-	-	
0010	2786+63A	62' LT	-	-	-	6	-	-	-	-	
0010	2798+22A	59' LT	-	-	6	-	-	-	-	-	
0010	2812+96A	90' LT	-	-	-	-	-	-	6	-	
0010	2821+70A	45' RT	-	1	-	-	-	-	-	-	
0010	2842+23A	44' RT	-	1	-	-	-	-	-	-	
0010	2864+75A	99' LT	-	-	-	-	6	-	-	-	
0010	2864+93A	70' RT	-	-	-	-	6	-	-	-	
0010	2881+68A	101' LT	-	-	-	-	6	-	-	-	
0010	2881+71A	71' RT	-	-	-	-	6	-	-	-	
0010	2900+66A	56' LT	-	-	-	-	-	-	-	6	
0010	2922+49A	36' RT	1	1	-	-	-	-	-	-	
		TOTAL 0010	1	5	10	18	36	8	6	6	

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APRON ENDWALLS AND CULVERT PIPE SUMMARY

CAT.	STATION	LOCATION	204.0245.60 REMOVING STORM SEWER 60-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH	521.1618 APRON ENDWALL FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 10:1 EACH	530.0118 CULVERT PIPE CORRUGATED POLYETHYLENE 18-INCH LF	521.1624 APRON ENDWALL FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 10:1 EACH	530.0124 CULVERT PIPE CORRUGATED POLYETHYLENE 24-INCH LF	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	REMARKS
0010	2620+27A	119' LT	-	2	-	-	-	-	-	-	-	
0010	2655+03A	54' LT	-	1	-	-	-	-	-	-	6	
0010	2660+91A	LT	-	2	-	-	-	-	-	-	-	
0010	2666+80A	93' LT	-	4	-	-	-	-	-	-	-	
0010	2688+33A	88' LT	6	1	-	-	-	-	-	-	-	
0010	2695+01A	40' RT	-	2	-	-	-	-	-	-	-	
0010	2695+25A	LT	-	3	-	-	-	-	-	-	-	
0010	2717+62A	56' LT	-	1	-	-	-	-	-	-	14	
0010	2739+79A	RT	-	-	1	27	-	-	-	-	-	
0010	2740+17A	34' RT	-	1	-	-	-	-	4	-	-	
0010	2741+24A	RT	-	-	1	97	-	-	-	-	-	
0010	2748+00A	RT	-	2	-	-	-	-	-	-	-	
0010	2762+65A	LT	-	1	-	-	-	-	-	-	-	
0010	2786+63A	62' LT	-	1	-	-	-	-	-	-	6	
0010	2798+22A	59' LT	-	1	-	-	-	-	10	1	-	
0010	2810+63A	66' LT	-	1	-	-	-	-	-	-	-	
0010	2812+96A	90' LT	-	2	-	-	-	-	-	-	-	
0010	2821+70A	LT	-	3	-	-	-	-	-	-	-	
0010	2821+70A	45' RT	-	1	-	-	-	-	-	-	8	
0010	2824+34A	RT	-	-	-	-	1	247	-	-	-	
0010	2842+59A	RT	-	-	-	-	1	23	-	-	-	
0010	2848+44A	125' LT	6	5	-	-		-	-	-	-	
0010	2851+48A	LT	-	3	-	-	-	-	-	-	-	
0010	2851+54A	RT	-	2	-	-	-	-	-	-	-	
0010	2864+75A	99' LT	-	2	-	-	-	-	-	-	-	
0010	2864+93A	70' RT	-	4	-	-	-	-	-	-	-	
0010	2881+68A	101' LT	-	1	-	-	-	-	-	-	-	
0010	2881+71A	71' RT	-	2	-	-	-	-	-	-	-	
0010	2889+34A	79' LT	-	4	-	-	-	-	-	-	-	
0010	2889+58A	57' RT	-	1	-	-	-	-	-	-	-	
0010	2900+66A	56' LT	-	3	-	-	-	-	-	-	-	
0010	2903+30A	LT	-	4	-	-	-	-	-	-	-	
0010	2909+34A	LT	-	6	-	-	-	-	-	-	-	
0010	2922+49A	LT	-	-	-	-	-	-	-	-	112	
		TOTAL 0010	12	66	2	124	2	270	14	1	146	

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APRON ENDWALLS AND CULVERT PIPE SUMMARY (CONTINUED)

CAT.	STATION	LOCATION	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	522.0148 CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	522.0154 CULVERT PIPE REINFORCED CONCRETE CLASS III 54-INCH LF	522.1054 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH EACH	REMARKS
0010	2620+27A	119' LT	-	12	1	-	-	-	-	-	-	
0010	2655+03A	54' LT	1	-	-	-	-	-	-	-	-	
0010	2666+80A	93' LT	-	-	-	12	1	-	-	-	-	
0010	2695+01A	40' RT	-	-	-	8	-	-	-	-	-	
0010	2717+62A	56' LT	1	-	-	-	-	-	-	-	-	
0010	2786+63A	62' LT	1	-	-	-	-	-	-	-	-	
0010	2812+96A	90' LT	-	-	-	-	-	18	1	-	-	
0010	2864+75A	99' LT	-	12	1	-	-	-	-	-	-	
0010	2864+93A	70' RT	-	20	1	-	-	-	-	-	-	
0010	2881+68A	101' LT	-	8	1	-	-	-	-	-	-	
0010	2881+71A	71' RT	-	8	1	-	-	-	-	-	-	
0010	2900+66A	56' LT	-	-	-	-	-	-	-	6	1	
0010	2922+49A	36' RT	1	-	-	-	-	-	-	-	-	
0010	2922+77A	LT	1	-	-	-	-	-	-	-	-	
		TOTAL 0010	5	60	5	20	1	18	1	6	1	

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CULVERT PIPE SALVAGED SUMMARY

CAT.	STATION	LOCATION	522.0160 CULVERT PIPE REINFORCED CONCRETE CLASS III 60-INCH LF	522.1060 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 60-INCH EACH	524.0118 CULVERT PIPE SALVAGED 18-INCH LF	524.0124 CULVERT PIPE SALVAGED 24-INCH LF	524.0130 CULVERT PIPE SALVAGED 30-INCH LF	524.0136 CULVERT PIPE SALVAGED 36-INCH LF	524.0148 CULVERT PIPE SALVAGED 48-INCH LF	524.0154 CULVERT PIPE SALVAGED 54-INCH LF	524.0160 CULVERT PIPE SALVAGED 60-INCH LF	REMARKS
0010	2620+27A	119' LT	-	-	-	-	8	-	-	-	-	
0010	2660+91A	LT	-	-	-	-	-	8	-	-	-	
0010	2666+80A	93' LT	-	-	-	-	-	24	-	-	-	
0010	2688+33A	88' LT	14	1	-	-	-	-	-	-	-	
0010	2695+25A	LT	-	-	-	-	-	16	-	-	-	
0010	2748+00A	RT	-	-	-	-	8	-	-	-	-	
0010	2810+63A	66' LT	-	-	8	-	-	-	-	-	-	
0010	2812+96A	90' LT	-	-	-	-	-	-	6	-	-	
0010	2821+70A	LT	-	-	-	16	-	-	-	-	-	
0010	2848+44A	125' LT	20	1	-	-	-	-	-	-	32	
0010	2851+48A	LT	-	-	16	-	-	-	-	-	-	
0010	2851+54A	RT	-	-	8	-	-	-	-	-	-	
0010	2864+75A	99' LT	-	-	-	-	8	-	-	-	-	
0010	2864+93A	70' RT	-	-	-	-	24	-	-	-	-	
0010	2881+71A	71' RT	-	-	-	-	8	-	-	-	-	
0010	2889+34A	79' LT	-	-	-	-	-	24	-	-	-	
0010	2900+66A	56' LT	-	-	-	-	-	-	-	16	-	
0010	2903+30A	LT	-	-	24	-	-	-	-	-	-	
0010	2909+34A	LT	-	-	-	-	40	-	-	-	-	
		TOTAL 0010	34	2	56	16	96	72	6	16	32	

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APRON ENDWALLS FOR CULVERT PIPE SALVAGED AND INLET MEDIAN SUMMARY

CAT.	STATION	LOCATION	524.0618 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH EACH	524.0624 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH EACH	524.0630 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH EACH	524.0636 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH EACH	606.0200 RIPRAP MEDIUM CY	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.9710 SALVAGED INLET COVERS EACH	611.0642 INLET COVERS TYPE MS EACH	REMARKS
0010	2660+91A	LT	-	-	-	1	-	-	-	-	-	
0010	2695+01A	40' RT	-	-	-	-	-	-	1	2	-	
0010	2695+25A	LT	-	-	-	1	-	-	-	-	-	
0010	2740+17A	34' RT	-	-	-	-	-	1	-	1	-	
0010	2748+00A	RT	-	-	1	-	-	-	-	-	-	
0010	2762+65A	LT	1	-		-	-	-	-	-	-	
0010	2810+63A	66' LT	1	-	-	-	-	-	-	-	-	
0010	2821+70A	LT	-	1	-	-	-	-	-	-	-	
0010	2821+70A	45' RT	-	-	-	-	-	-	1	1	1	
0010	2842+23A	44' RT	-	-	-	-	-	-	1	1	1	
0010	2848+44A	125' LT	-	-	-	-	4	-	-	-	-	
0010	2851+48A	LT	1	-	-	-	-	-	-	-	-	
0010	2851+54A	RT	1	-	-	-	-	-	-	-	-	
0010	2889+34A	79' LT	-	-	-	1	-	-	-	-	-	
0010	2889+58A	57' RT	-	-	-	1	-	-	-	-	-	
0010	2903+30A	LT	1	-	-	-	-	-	-	-	-	
0010	2909+34A	LT	-	-	1	-	-	-	-	-	-	
		TOTAL 0010	5	1	2	4	4	1	3	5	2	

TOPSOIL, MULCH, FERTILIZER, SEEDING SUMMARY

CAT.	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCH SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING NO. 30 LB	630.0200 SEEDING TEMPORARY LB	COMMENTS
0010	2614+00A	-	2630+00A	IH 94 WB LT	5085.5	5974.4	3.76	107.54	161.31	
0010	2614+00A	-	2630+00A	IH 94 WB RT	676.3	1565.3	0.99	28.18	297.55	
0010	2631+00A	-	2647+00A	IH 94 WB LT	4762.7	5651.4	3.56	101.73	152.59	
0010	2631+00A	-	2647+00A	IH 94 WB RT	1121.3	1998.8	1.26	35.98	271.80	
0010	2648+00A	-	2655+54A	IH 94 WB LT	3123.1	3541.8	2.23	63.75	95.63	
0010	2648+00A	-	2655+54A	IH 94 WB RT	1069.7	1488.9	0.94	26.80	79.30	
0010	2655+67A	-	2666+80A	IH 94 WB LT	1762.4	2380.8	1.50	42.85	64.28	
0010	2655+67A	-	2666+80A	IH 94 WB RT	2992.6	3599.5	2.27	64.79	228.76	
0010	2667+00A	-	2680+00A	IH 94 WB LT	3683.7	4405.7	2.78	79.30	118.95	
0010	2667+00A	-	2680+00A	IH 94 WB RT	3484.5	4316.8	2.72	77.70	237.00	
0010	2681+00A	-	2695+46A	IH 94 WB LT	5037.4	5841.1	3.68	105.14	157.71	
0010	2681+00A	-	2695+46A	IH 94 WB RT	1771.6	2574.5	1.62	46.34	214.58	
0010	2695+55A	-	2702+49A	IH 94 WB LT	2541.4	2972.9	1.87	53.51	80.27	
0010	2695+55A	-	2702+49A	IH 94 WB RT	943	1328.5	0.84	23.91	103.79	
0010	2702+50A	-	2717+62A	IH 94 WB LT	4794.1	5634.2	3.55	101.42	152.12	
0010	2702+50A	-	2717+62A	IH 94 WB RT	1005.3	1845.7	1.16	33.22	220.18	
0010	2717+63A	-	2731+00A	IH 94 WB LT	5011.4	5754.1	3.63	103.57	155.36	
0010	2717+63A	-	2731+00A	IH 94 WB RT	1258.4	2001.1	1.26	36.02	162.09	
0010	2732+00A	-	2746+17A	IH 94 WB LT	4477.6	5264.9	3.32	94.77	142.15	
0010	2732+00A	-	2746+17A	IH 94 WB RT	2093.9	2992.2	1.89	53.86	163.65	
0010	2746+47A	-	2748+31A	IH 94 WB LT	317.3	402.2	0.25	7.24	10.86	
0010	2746+47A	-	2748+31A	IH 94 WB RT	130.5	215.4	0.14	3.88	15	
0010	2750+17A	-	2758+00A	IH 94 WB LT	3497.7	3905	2.46	70.29	105.44	
0010	2750+17A	-	2758+00A	IH 94 WB RT	879.4	1286.4	0.81	23.16	66.76	
0010	2759+00A	-	2776+00A	IH 94 WB LT	4066.8	5011.4	3.16	90.21	135.31	
0010	2759+00A	-	2776+00A	IH 94 WB RT	930.9	1875.7	1.18	33.76	205.60	
0010	2777+00A	-	2789+00A	IH 94 WB LT	2482.5	4149.1	2.61	74.68	112.03	
0010	2777+00A	-	2789+00A	IH 94 WB RT	591.3	1258	0.79	22.64	131.18	
0010	2789+15A	-	2790+50A	IH 94 WB LT	167.6	214.7	0.14	3.86	5.80	
0010	2789+15A	-	2790+50A	IH 94 WB RT	42.4	117.4	0.07	2.11	3.19	
0010	2791+46A	-	2795+00A	IH 94 WB LT	598.3	765	0.48	13.77	20.66	
0010	2791+46A	-	2795+00A	IH 94 WB RT	73.8	247.6	0.16	4.46	11.75	
0010	2796+00A	-	2811+00A	IH 94 WB LT	2766.8	3809.5	2.40	68.57	102.86	
0010	2796+00A	-	2811+00A	IH 94 WB RT	842.4	1712.3	1.08	30.82	193.12	
				SUBTOTALS	74084	96103	61	1730	4379	

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TOPSOIL, MULCH, FERTILIZER, SEEDING SUMMARY (CONTINUED)

CAT.	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCH SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING NO. 30 LB	630.0200 SEEDING TEMPORARY LB	COMMENTS
0010	2812+00A	-	2818+81A	IH 94 WB LT	4424.3	4802.7	3.03	86.45	129.67	
0010	2812+00A	-	2818+81A	IH 94 WB RT	534	961	0.61	17.30	25.95	
0010	2819+00A	-	2819+96A	IH 94 WB LT	89.7	100.3	0.06	1.81	2.71	
0010	2819+00A	-	2819+96A	IH 94 WB RT	116.4	180.4	0.11	3.25	4.87	
0010	2821+01A	-	2828+00A	IH 94 WB LT	776.6	1165.1	0.73	20.97	31.46	
0010	2821+01A	-	2828+00A	IH 94 WB RT	703.2	980	0.62	17.64	26.46	
0010	2829+00A	-	2846+00A	IH 94 WB LT	3673.5	4618.3	2.91	83.13	124.69	
0010	2829+00A	-	2846+00A	IH 94 WB RT	713.9	1714.4	1.08	30.86	46.29	
0010	2846+59A	-	2856+37A	IH 94 WB LT	5081.6	5625	3.54	101.25	151.88	
0010	2846+59A	-	2856+37A	IH 94 WB RT	722.2	1295.5	0.82	23.32	34.98	
0010	2857+00A	-	2867+00A	IH 94 WB LT	4043	4592.3	2.89	82.66	123.99	
0010	2857+00A	-	2867+00A	IH 94 WB RT	2062.2	2551.5	1.61	45.93	68.89	
0010	2868+00A	-	2881+71A	IH 94 WB LT	3971.9	4733.5	2.98	85.20	127.80	
0010	2868+00A	-	2881+71A	IH 94 WB RT	2213.6	2991.3	1.88	53.84	80.77	
0010	2882+00A	-	2897+00A	IH 94 WB LT	6689.5	7522.7	4.74	135.41	203.11	
0010	2882+00A	-	2897+00A	IH 94 WB RT	6901.3	7628.4	4.81	137.31	205.97	
0010	2898+00A	-	2914+00A	IH 94 WB LT	2752.4	3635.5	2.29	65.44	98.16	
0010	2898+00A	-	2914+00A	IH 94 WB RT	752.5	1586.2	1.00	28.55	42.83	
0010	2915+00A	-	2932+00A	IH 94 WB LT	2534.2	3478.8	2.19	62.62	93.93	
0010	2915+00A	-	2932+00A	IH 94 WB RT	1990.3	2907.2	1.83	52.33	78.49	
0010	2933+00A	-	2937+05A	IH 94 WB LT	1550.4	1744.8	1.10	31.41	47.11	
0010	2933+00A	-	2936+50A	IH 94 WB RT	976	1392.8	0.88	25.07	37.61	
0010	2926+00D	-	2935+00D	IH 94 WB LT	2493.2	3097.4	1.95	55.75	83.63	ON-RAMP
0010	2926+00D	-	2935+00D	IH 94 WB RT	594.5	1958.5	1.23	35.25	52.88	ON-RAMP
				SUBTOTALS	56361	71264	45	1283.00	1925	
				TOTAL 0010	130445	167367	106	3013	6304	

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EROSION CONTROL SUMMARY

CAT.	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2023 EROSION MAT CLASS II TYPE B SY	REMARKS
0010	PROJECT	-	-	IH-94 WB	-	-	4	3	-	
0010	2614+00A	-	2617+00A	IH-94 WB, LT	-	-	-	-	199	
0010	2623+03A	-	2629+80A	IH-94 WB, LT	-	-	-	-	457	
0010	2639+76A	-	2653+91A	IH-94 WB, LT	-	-	-	-	3536	
0010	2653+40A	-	2654+99A	IH-94 WB, RT	-	-	-	-	124	
0010	2657+63A	-	2658+60A	IH-94 WB, RT	-	-	-	-	66	
0010	2672+06A	-	2684+27A	IH-94 WB, LT	-	-	-	-	3536	
0010	2671+71A	-	2684+99A	IH-94 WB, RT	-	-	-	-	2286	
0010	2689+75A	-	2693+50A	IH-94 WB, LT	-	-	-	-	253	
0010	2697+43A	-	2698+51A	IH-94 WB, LT	-	-	-	-	78	
0010	2699+66A	-	2717+59A	IH-94 WB, LT	-	-	-	-	3226	
0010	2717+64A	-	2718+26A	IH-94 WB, LT	-	-	-	-	46	
0010	2721+29A	-	2727+42A	IH-94 WB, RT	-	-	-	-	409	
0010	2727+17A	-	2728+19A	IH-94 WB, LT	-	-	-	-	67	
0010	2731+26A	-	2742+49A	IH-94 WB, LT	-	-	-	-	1481	
0010	2738+85A	-	2739+73A	IH-94 WB, RT	-	-	-	-	58	
0010	2741+28A	-	2746+66A	IH-94 WB, RT	-	-	-	-	407	
0010	2742+61A	-	2748+75A	IH-94 WB, LT	416	416	-	-	-	
0010	2750+79A	-	2755+94A	IH-94 WB, LT	531	531	-	-	-	
0010	2750+12A	-	2755+47A	IH-94 WB, RT	-	-	-	-	386	
0010	2750+57A	-	2752+72A	IH-94 WB, LT	-	-	-	-	381	
0010	2761+46A	-	2762+43A	IH-94 WB, RT	-	-	-	-	65	
0010	2762+91A	-	2764+52A	IH-94 WB, RT					107	
0010	2765+00A	-	2786+60A	IH-94 WB, LT	-	-	-	-	5960	
0010	2785+77A	-	2786+42A	IH-94 WB, RT					43	
0010	2786+91A	-	2790+33A	IH-94 WB, RT	-	-	-	-	228	
				SUBTOTALS	947	947	4	3	23399	

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CAT.	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2023 EROSION MAT CLASS II TYPE B SY	REMARKS
0010	2789+71A	-	2790+07A	MILL CREEK	311	311	-	-	-	
0010	2791+39A	-	2791+75A	MILL CREEK	284	284	-	-	-	
0010	2791+51A	-	2793+79A	IH-94 WB, RT	-	-	-	-	228	
0010	2795+09A	-	2796+00A	IH-94 WB, LT	-	-	-	-	61	
0010	2800+00A	-	2805+00A	IH-94 WB, LT	-	-	-	-	334	
0010	2811+07A	-	2811+91A	IH-94 WB, LT	198	198	-	-	-	
0010	2813+04A	-	2820+40A	IH-94 WB, LT	765	765	-	-	-	
0010	2816+26A	-	2819+78A	IH-94 WB, LT	-	-	-	-	1986	
0010	2816+05A	-	2819+73A	IH-94 WB, RT	-	-	-	-	245	
0010	2821+05A	-	2828+27A	IH-94 WB, LT	-	-	-	-	1061	
0010	2821+22A	-	2824+99A	IH-94 WB, RT	-	-	-	-	203	
0010	2832+04A	-	2842+03A	IH-94 WB, LT	-	-	-	-	925	
0010	2842+58A	-	2843+33A	IH-94 WB, RT	-	-	-	-	50	
0010	2852+18A	-	2860+49A	IH-94 WB, LT	-	-	-	-	3095	
0010	2857+96A	-	2865+95A	IH-94 WB, RT	-	-	-	-	492	
0010	2861+08A	-	2861+92A	IH-94 WB, LT					58	
0010	2869+00A	-	2875+30A	IH-94 WB, RT	-	-	-	-	418	
0010	2869+00A	-	2877+00A	IH-94 WB, LT	-	-	-	-	538	
0010	2879+52A	-	2881+63A	IH-94 WB, LT	224	224	-	-	-	
0010	2881+73A	-	2895+53A	IH-94 WB, LT	1386	1386	-	-	-	
0010	2913+55A	-	2920+38A	IH-94 WB, LT	-	-	-	-	449	
0010	2922+78A	-	2929+11A	IH-94 WB, RT	-	-	-	-	414	
0010	2921+12D	-	2935+14D	IH-94 WB, LT	1225	1225	-	-	-	ON RAMP
0010	2931+59D	-	2935+00D	IH-94 WB, RT					234	ON RAMP
0010	2922+78A	-	2929+11A	IH-94 WB, LT	-	-	-	-	414	
				SUBTOTALS	3798	3798	0	0	11205	
				TOTAL 0010	4745	4745	4	3	34604	

CAT.	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	COMMENTS
0010	2615+50A	IH-94 WB,LT	-	15	-	
0010	2616+92A	IH-94 WB,LT	-	15	-	
0010	2620+27A	IH-94 WB,LT	-	-	5	
0010	2623+22A	IH-94 WB,LT	-	15	-	
0010	2624+03A	IH-94 WB,RT	-	-	1	
0010	2627+40A	IH-94 WB,LT	-	15	-	
0010	2628+94A	IH-94 WB,LT	-	15	-	
0010	2632+44A	IH-94 WB,RT	-	-	1	
0010	2635+60A	IH-94 WB,LT	-	-	1	
0010	2639+05A	IH-94 WB,RT	-	-	13	
0010	2641+52A	IH-94 WB,LT	-	15	-	
0010	2643+52A	IH-94 WB,LT	-	15	-	
0010	2645+05A	IH-94 WB,RT	-	-	1	
0010	2645+52A	IH-94 WB,LT	-	15	-	
0010	2647+50A	IH-94 WB,LT	-	15	-	
0010	2649+50A	IH-94 WB,LT	-	15	-	
0010	2651+50A	IH-94 WB,LT	-	15	-	
0010	2653+55A	IH-94 WB,LT	-	15	-	
0010	2655+03A	IH-94 WB,RT	1	-	-	
0010	2655+28A	IH-94 WB,LT	-	15	-	
0010	2655+55A	IH-94 WB,LT	-	-	3	
0010	2658+47A	IH-94 WB,RT	-	15	-	
0010	2660+91A	IH-94 WB,LT	-	-	7	
0010	2661+02A	IH-94 WB,RT	-	-	1	
0010	2666+80A	IH-94 WB,LT	-	-	7	
0010	2667+03A	IH-94 WB,RT	1	-	-	
0010	2673+74A	IH-94 WB,RT	-	15	-	
0010	2673+92A	IH-94 WB,LT	-	15	-	
0010	2675+74A	IH-94 WB,RT	-	15	-	
0010	2675+92A	IH-94 WB,LT	-	15	-	
0010	2677+73A	IH-94 WB,RT	-	15	-	
0010	2677+94A	IH-94 WB,LT	-	15	-	
0010	2679+78A	IH-94 WB,RT	-	15	-	
0010	2679+93A	IH-94 WB,LT	-	15	-	
0010	2681+79A	IH-94 WB,RT	-	15	-	
0010	2681+96A	IH-94 WB,LT	-	15	-	
		SUBTOTALS	2	360	40	

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CAT.	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	COMMENTS
0010	2683+81A	IH-94 WB,RT	-	15	-	
0010	2683+90A	IH-94 WB,LT	-	15	-	
0010	2686+52A	IH-94 WB,RT	-	-	1	
0010	2688+33A	IH-94 WB,LT	-	-	20	
0010	2693+24A	IH-94 WB,LT	-	15	-	
0010	2695+01A	IH-94 WB,RT	1	-	-	
0010	2695+25A	IH-94 WB,LT	-	-	7	
0010	2702+75A	IH-94 WB,LT	-	15	-	
0010	2704+76A	IH-94 WB,LT	-	15	-	
0010	2706+74A	IH-94 WB,LT	-	15	-	
0010	2708+72A	IH-94 WB,LT	-	15	-	
0010	2710+72A	IH-94 WB,LT	-	15	-	
0010	2712+72A	IH-94 WB,LT	-	15	-	
0010	2714+71A	IH-94 WB,LT	-	15	-	
0010	2716+71A	IH-94 WB,LT	-	15	-	
0010	2717+62A	IH-94 WB,LT	1	-	3	
0010	2722+74A	IH-94 WB,RT	-	15	-	
0010	2724+74A	IH-94 WB,RT	-	15	-	
0010	2726+74A	IH-94 WB,RT	-	15	-	
0010	2727+56A	IH-94 WB,RT	1	-	-	
0010	2727+67A	IH-94 WB,LT	-	-	7	
0010	2732+56A	IH-94 WB,LT	-	15	-	
0010	2734+57A	IH-94 WB,LT	-	15	-	
0010	2736+57A	IH-94 WB,LT	-	15	-	
0010	2738+57A	IH-94 WB,LT	-	15	-	
0010	2739+79A	IH-94 WB,RT	-	-	1	
0010	2740+17A	IH-94 WB,RT	1	-	-	
0010	2740+57A	IH-94 WB,LT	-	15	-	
0010	2741+24A	IH-94 WB,RT	-	-	1	
0010	2741+81A	IH-94 WB,RT	-	15	-	
0010	2743+52A	IH-94 WB,RT	-	15	-	
0010	2745+53A	IH-94 WB,RT	-	15	-	
0010	2750+96A	IH-94 WB,LT	-	-	3	
0010	2753+07A	IH-94 WB,RT	-	15	-	
0010	2755+07A	IH-94 WB,RT	-	15	-	
		SUBTOTALS	4	360	43	

CAT.	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	COMMENTS
0010	2762+07A	IH-94 WB,RT	-	15	-	
0010	2762+67A	IH-94 WB,RT	1	-	-	
0010	2764+69A	IH-94 WB,RT	-	15	-	
0010	2766+70A	IH-94 WB,LT	-	15	-	
0010	2768+69A	IH-94 WB,LT	-	15	-	
0010	2770+70A	IH-94 WB,LT	-	15	-	
0010	2772+70A	IH-94 WB,LT	-	15	-	
0010	2774+70A	IH-94 WB,LT	-	15	-	
0010	2776+70A	IH-94 WB,LT	-	15	-	
0010	2778+70A	IH-94 WB,LT	-	15	-	
0010	2780+70A	IH-94 WB,LT	-	15	-	
0010	2782+70A	IH-94 WB,LT	-	15	-	
0010	2784+70A	IH-94 WB,LT	-	15	-	
0010	2786+36A	IH-94 WB,LT&RT	-	30	-	
0010	2786+66A	IH-94 WB,RT	1	-	-	
0010	2788+54A	IH-94 WB,RT	-	15	-	
0010	2792+96A	IH-94 WB,RT	-	15	-	
0010	2798+24A	IH-94 WB,RT	-	-	1	
0010	2800+15A	IH-94 WB,LT	-	15	-	
0010	2801+98A	IH-94 WB,LT	-	15	-	
0010	2803+96A	IH-94 WB,LT	-	15	-	
0010	2810+66A	IH-94 WB,RT	1	-	-	
0010	2816+66A	IH-94 WB,RT	-	15	-	
0010	2818+66A	IH-94 WB,RT	-	15	-	
0010	2821+71A	IH-94 WB,RT	1	-	-	
0010	2821+91A	IH-94 WB,LT	-	15	-	
0010	2823+11A	IH-94 WB,RT	-	15	-	
0010	2823+89A	IH-94 WB,LT	-	15	-	
0010	2824+34A	IH-94 WB,RT	-	-	3	
0010	2825+89A	IH-94 WB,LT	-	15	-	
0010	2827+37A	IH-94 WB,LT	-	15	-	
0010	2833+36A	IH-94 WB,LT	-	15	-	
0010	2835+48A	IH-94 WB,LT	-	15	-	
0010	2837+53A	IH-94 WB,LT	-	15	-	
0010	2839+37A	IH-94 WB,LT	-	15	-	
0010	2841+12A	IH-94 WB,LT	-	15	-	
0010	2842+23A	IH-94 WB,RT	1	-	-	
0010	2842+59A	IH-94 WB,RT	-	-	3	
0010	2843+00A	IH-94 WB,RT	-	15	-	
0010	2851+54A	IH-94 WB,RT	-	-	1	
0010	2853+26A	IH-94 WB,LT	-	15	-	
		SUBTOTALS	5	495	8	

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CAT.	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	COMMENTS
0010	2855+29A	IH-94 WB,LT	-	15	-	
0010	2857+34A	IH-94 WB,LT	-	15	-	
0010	2859+14A	IH-94 WB,RT	-	15	-	
0010	2859+09A	IH-94 WB,RT	-	15	-	
0010	2860+82A	IH-94 WB,RT	-	15	-	
0010	2862+12A	IH-94 WB,RT	-	15	-	
0010	2864+93A	IH-94 WB,RT	-	-	5	
0010	2870+10A	IH-94 WB,LT&RT	-	30	-	
0010	2872+09A	IH-94 WB,LT&RT	-	30	-	
0010	2874+12A	IH-94 WB,LT&RT	-	30	-	
0010	2876+11A	IH-94 WB,LT	-	15	-	
0010	2881+71A	IH-94 WB,RT	-	-	5	
0010	2889+58A	IH-94 WB,RT	-	-	7	
0010	2909+31A	IH-94 WB,RT	1	-	-	
0010	2914+17A	IH-94 WB,LT	-	15	-	
0010	2916+14A	IH-94 WB,LT	-	15	-	
0010	2918+23A	IH-94 WB,LT	-	15	-	
0010	2920+16A	IH-94 WB,LT	-	15	-	
0010	2922+49A	IH-94 WB,RT	-	-	3	
0010	2935+39D	IH-94 WB,RT	-	-	3	ON RAMP
		SUBTOTALS	1	255	23	
		TOTAL 0010	12	1470	114	

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CONCRETE BARRIER TEMPORARY PRECAST

CAT	LOCATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	REMARKS
0010	CROSSOVER #1	400	400	1	STAGE 1A
0010	CROSSOVER #3	400	400	1	STAGE 1A
0010	CROSSOVER #1	400	400	1	STAGE 2A
0010	CROSSOVER #2	400	400	1	STAGE 2A
	TOTALS	1,600	1,600	4	

DELINEATORS TEMPORARY

CATEGORY	STATION		LOCATION	633.1100 DELINEATORS TEMPORARY EACH	REMARKS
0010	2589+50Z	2593+00Z	CROSSOVER 1	7	* STAGE 1
0010	2595+50Z	2601+00Z	CROSSOVER 1	11	* STAGE 1
0010	2942+00V	2950+50V	CROSSOVER 3	17	STAGE 1
0010	2953+00V	2955+00V	CROSSOVER 3	4	STAGE 1
0010	3005+00	3009+00	CROSSOVER 4	8	STAGE 1
0010	3015+00V	3019+00V	CROSSOVER 4	8	STAGE 1
0010	2897+00	2902+00	CROSSOVER 2	10	STAGE 2
0010	2905+00A	2910+00A	CROSSOVER 2	10	STAGE 2
			TOTAL 0010	75	

* LEAVE IN PLACE OVER SUMMER SHUTDOWN

CULVERT PIPE MARKERS SUMMARY

CAT.	STATION	TO	STATION	LOCATION	633.5200 MARKERS CULVERT END EACH	633.0200 DELINEATORS FLEXIBLE EA	COMMENTS
0010	2620+30A	-	-	IH 94 WB RT	1	-	
0010	2624+00A	-	-	IH 94 WB RT	1	-	
0010	2632+40A	-	-	IH 94 WB RT	1	-	
0010	2635+60A	-	-	IH 94 WB LT	1	-	
0010	2635+60A	-	-	IH 94 WB RT	1	-	
0010	2639+10A	-	-	IH 94 WB RT	1	-	
0010	2645+15A	-	-	IH 94 WB RT	1	-	
0010	2655+01A	-	-	IH 94 WB RT	1	-	
0010	2655+03A	-	-	IH 94 WB LT	1	-	
0010	2660+91A	-	-	IH 94 WB LT	1	-	
0010	2661+08A	-	-	IH 94 WB RT	2	-	
0010	2666+80A	-	-	IH 94 WB LT	1	-	
0010	2667+02A	-	-	IH 94 WB RT	1	-	
0010	2687+55A	-	-	IH 94 WB RT	1	-	
0010	2688+33A	-	-	IH 94 WB LT	1	-	
0010	2695+01A	-	-	IH 94 WB RT	1	-	
0010	2695+25A	-	-	IH 94 WB LT	1	-	
0010	2727+65A	-	-	IH 94 WB RT	1	-	
0010	2727+67A	-	-	IH 94 WB LT	1	-	
0010	2747+08A	-	-	IH 94 WB RT	1	-	
0010	2751+35A	-	-	IH 94 WB LT	1	-	
0010	2762+65A	-	-	IH 94 WB LT	1	-	
0010	2762+67A	-	-	IH 94 WB RT	1	-	
0010	2786+63A	-	-	IH 94 WB LT	1	-	
0010	2786+66A	-	-	IH 94 WB RT	1	-	
0010	2798+22A	-	-	IH 94 WB LT	1	-	
0010	2798+23A	-	-	IH 94 WB RT	1	-	
0010	2810+63A	-	-	IH 94 WB LT	1	-	
0010	2810+66A	-	-	IH 94 WB RT	1	-	
0010	2812+96A	-	-	IH 94 WB LT	1	-	
0010	2821+70A	-	-	IH 94 WB LT	1	-	
0010	2821+70A	-	-	IH 94 WB RT	1	-	
0010	2842+23A	-	-	IH 94 WB RT	1	-	
0010	2848+44A	-	-	IH 94 WB LT	1	-	
0010	2851+48A	-	-	IH 94 WB LT	1	-	
0010	2851+54A	-	-	IH 94 WB RT	1	-	
0010	2864+75A	-	-	IH 94 WB LT	1	-	
0010	2864+93A	-	-	IH 94 WB RT	1	-	
0010	2880+70A	-	-	IH 94 WB RT	1	-	
				SUBTOTAL	40		

CULVERT PIPE MARKERS SUMMARY (CONTINUED)

CAT.	STATION	TO	STATION	LOCATION	633.5200 MARKERS CULVERT END EACH	633.0200 DELINEATORS FLEXIBLE EA	COMMENTS
0010	2881+68A	-	-	IH 94 WB LT	1	-	
0010	2881+71A	-	-	IH 94 WB RT	1	-	
0010	2889+34A	-	-	IH 94 WB LT	1	-	
0010	2889+58A	-	-	IH 94 WB RT	1	-	
0010	2889+98A	-	-	IH 94 WB RT	1	-	
0010	2900+66A	-	-	IH 94 WB LT	1	-	
0010	2903+30A	-	-	IH 94 WB LT	1	-	
0010	2909+29A	-	-	IH 94 WB RT	1	-	
0010	2909+34A	-	-	IH 94 WB LT	1	-	
0010	2922+49A	-	-	IH 94 WB RT	1	-	
0010	2922+49A	-	-	IH 94 WB LT	1	-	
0010	2620+27A	-	-	IH 94 WB LT	1	-	
0010	2717+62A	-	-	IH 94 WB LT	1	-	
0010	2717+63A	-	-	IH 94 WB RT	1	-	
0010	2740+17A	-	-	IH 94 WB RT	1	-	
0010	2614+00A	-	2748+31A	IH 94 WB RT	-	34	
0010	2750+17A	-	2790+50A	IH 94 WB RT	-	10	
0010	2790+50A	-	2819+96A	IH 94 WB RT	-	7	
0010	2821+01A	-	2916+12A	IH 94 WB RT	-	24	
0010	2916+12A	-	2935+50A	IH 94 WB RT	-	19	
0010	2928+55A	-	2936+50A	IH 94 WB RT	-	2	
				SUBTOTAL	15	96	
				TOTAL 0010	55	96	

TYPE 1 SIGNS

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	204.0195 REMOVING CONCRETE BASES EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	635.0300 REPLACING BASE CONNECTION BOLTS EACH	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGNS SUPPORTS STEEL REINFORCEMENT LB	637.1220 SIGNS TYPE I REFLECTIVE SH SF	638.2601 REMOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCURAL SIGN SUPPORTS EACH	REMARKS
201	2605+05A	IH 94 WB LT	E1--5	120" x 30"	Exit Number for E1-1	135	-	-	-	-	-	25.00	-	-	
202	2605+05A	IH 94 WB LT	E1-1A	168" x 120"	Advance Exit Guide Sign, _ Mile	EW	2	293.00	-	1.6	98.00	140.00	-	-	Use Existing Beams
						Warrens	-	-	-	-	-	-	-	-	
						1	-	-	-	-	-	-	-	-	
203	2605+05A	IH 94 WB LT	E2-1	156" x 24"	Next Exit _ Miles	8	-	-	-	-	-	28.00	-	-	
204R	2605+05A	IH 94 WB LT	E1--5	120" x 36"	Exit Number for E1-1	135	-	-	-	-	-	-	1	-	
205R	2605+05A	IH 94 WB LT	E1-1A	156" x 120"	Advance Exit Guide Sign, _ Mile	EW	-	-	-	-	-	-	1	2	
						Warrens	-	-	-	-	-	-	-	-	
						1	-	-	-	-	-	-	-	-	
206R	2605+05A	IH 94 WB LT	E2-1	156" x 24"	Next Exit _ Miles	8	-	-	-	-	-	-	1	-	
616R	2880+65A	IH 94 WB LT	D2-3	276" x 84"	Destination/Distance (Three)	Black River Falls 27	-	-	-	-	-	-	1	-	Existing Bases to Remain
						Eay Claire 74	-	-	-	-	-	-	-	-	
						St. Paul 158	-	-	-	-	-	-	-	-	
617	2880+85A	IH 94 WB LT	D2-3	276" x 84"	Destination/Distance (Three)	Black River Falls 27	-	293.00	2	1.6	98.00	161.00	-	-	
						Eay Claire 74	-	-	-	-	-	-	-	-	
						St. Paul 158	-	-	-	-	-	-	-	-	
						TOTALS	2.00	586.00	2.00	3.20	196.00	354.00	4.00	2.00	

TYPE II SIGNS

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	ORDER LINES	634.0614 WOOD POSTS 14' EACH	634.0616 WOOD POSTS 16' EACH	634.0618 WOOD POSTS 18' EACH	637.2210 SIGNS TYPE II REFELCTIVE H EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
0010	101	2545+80A	IH 94 WB LT	E5-1A	90" x 60"	135, Arrow Tilt Right			2	35.00			Exit Number with no Letters (Arrow)
0010	102R	2545+80A	IH 94 WB LT	E5-1A	90" x 60"	135, Arrow Tilt Right					1	2	Exit Number with no Letters (Arrow)
0010	103	2546+60A	IH 94 WB LT	R7-64	48" x 30"		1			10.00			No Parking on Ramp
0010	104R	2546+60A	IH 94 WB LT	R7-64	48" x 30"						1	1	No Parking on Ramp
0010	105	2556+60A	IH 94 WB RT	R3-4B	36" x 48"			1		12.00			No U Turn Sign Comb. with Maint. & Police Vehicles
0010	106R	2556+90A	IH 94 WB LT	D10-3	12" x 48"	136					1	1	Milepost Marker
0010	107	2556+90A	IH 94 WB LT	D10-3	12" x 48"	136		1		4.00			Milepost Marker
0010	209R	2609+65A	IH 94 WB LT	D10-3	12" x 48"	Mile 137					1	1	Milepost Marker
0010	210	2609+65A	IH 94 WB LT	D10-3	12" x 48"	Mile 137		1		4.00			Milepost Marker
0010	302R	2661+25A	IH 94 WB LT	D10-3	12" x 48"	Mile 138					1	1	Milepost Marker
0010	304	2662+45A	IH 94 WB LT	D10-3	12" x 48"	Mile 138		1		4.00			Milepost Marker
0010	307R	2699+30A	IH 94 WB LT	M1-94	60" x 21"	Hwy OO					1	2	Crossroad Name
0010	308	2699+30A	IH 94 WB LT	M1-94	60" x 21"	Hwy OO	2			8.75			Crossroad Name
0010	313	2714+90A	IH 94 WB LT	D10-3	12" x 48"	Mile 139		1		4.00			Milepost Marker
0010	314R	2714+90A	IH 94 WB LT	D10-3	12" x 48"	Mile 139					1	1	Milepost Marker
0010	401R	2721+70A	IH 94 WB LT	R4-3	48" x 60"						1	2	Slower Traffic Keep Right
0010	402	2721+70A	IH 94 WB LT	R4-3	48" x 60"				2	20.00			Slower Traffic Keep Right
0010	403	2740+15A	IH 94 WB RT	R3-4B	36" x 48"			1		12.00			No U Turn Sign Comb. with Maint. & Police Vehicles
0010	409R	2743+00A	IH 94 WB LT	W11-3	48" x 48"						1	2	Deer Crossing Symbol
0010	410R	2743+00A	IH 94 WB LT	W57-51	48" x 24"	25					1		Next _ Miles
0010	415R	2750+10A	IH 94 WB RT	W5-52L	18" x 54"						1	1	Clearance Stripper Down Right
0010	416R	2750+50A	IH 94 WB LT	W5-52R	18" x 54"						1	1	Clearance Stripper Down Left
0010	417R	2750+70A	IH 94 WB LT	M1-94	54" x 21"	US 12					1	2	Crossroad Name
0010	418	2750+70A	IH 94 WB LT	M1-94	60" x 21"	Hwy 12	2			7.88			Crossroad Name
0010	421R	2767+70A	IH 94 WB LT	D10-3	12" x 48"	Mile 140					1	1	Milepost Marker
0010	422	2767+70A	IH 94 WB LT	D10-3	12" x 48"	Mile 140		1		4.00			Milepost Marker
						Sheet Totals	5	7	4	125.63	14	18	

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TYPE II SIGNS (CONTINUED)

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	ORDER LINES	634.0614 WOOD POSTS 14' EACH	634.0616 WOOD POSTS 16' EACH	634.0618 WOOD POSTS 18' EACH	634.0620 WOOD POSTS 20' EACH	637.2210 SIGNS TYPE II REFELCTIVE H EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
0010	505R	2791+30A	IH 94 WB LT	W5-52R	18" x 54"							1	1	Clearance Stripper Down Left
0010	506R	2791+40A	IH 94 WB RT	W5-52L	18" x 54"							1	1	Clearance Stripper Down Right
0010	507R	2797+60A	IH 94 WB LT	R8-7	48" x 36"							1	1	Emergency Stopping Only
0010	508	2797+60A	IH 94 WB LT	R8-7	48" x 36"			1			12.00			Emergency Stopping Only
0010	511R	2819+60A	IH 94 WB LT	D10-3	12" x 48"	Mile 141						1	1	Milepost Marker
0010	512	2819+60A	IH 94 WB LT	D10-3	12" x 48"	Mile 141		1			4.00			Milepost Marker
0010	601	2841+50A	IH 94 WB RT	R3-4B	36" x 48"			1			12.00			No U Turn Sign Combined with Maint. And Police Vehicles
0010	613R	2873+90A	IH 94 WB LT	D10-3	12" x 48"	Mile 142						1	1	Milepost Marker
0010	614	2873+90A	IH 94 WB LT	D10-3	12" x 48"	Mile 142		1			4.00			Milepost Marker
0010	622R	2896+00A	IH 94 WB LT	D12-5	60" x 66"							1	2	Travel Info Call 511
0010	623	2896+00A	IH 94 WB LT	D12-5	60" x 66"				2		27.50			Travel Info Call 511
0010	701R	2901+10A	IH 94 WB LT	R2-1	48" x 60"	65						1	1	Speed Limit_MPH
0010	702	2901+10A	IH 94 WB LT	R2-1	48" x 60"				2		20.00			Speed Limit_MPH
0010	704R	2911+90A	IH 94 WB LT	J4-1	36" x 54"	West						1	1	Reassurance Assembly (1 Headed Route Panel)
0010	705	2911+90A	IH 94 WB LT	J4-1	36" x 54"	West			1		13.5			Reassurance Assembly (1 Headed Route Panel)
0010	707	2914+90A	IH 94 WB RT	R3-4B	36" x 48"			1			12.00			No U Turn Sign Combined with Maint. And Police Vehicles
0010	709R	2915+60A	IH 94 WB RT	R3-4	36" x 36"							1	1	No U Turn Symbol
0010	710R	2915+60A	IH 94 WB RT	R3-4A	36" x 12"							1		Except Maintenance and Police Authorized Vehicles
0010	716R	2924+10A	IH 94 WB LT	D10-3	12" x 48"	Mile 143						1	1	Milepost Marker
0010	718	2926+00A	IH 94 WB LT	D10-3	12" x 48"	Mile 143		1			4.00			Milepost Marker
0010	719R	2929+15A	IH 94 WB LT	W4-1	48" x 48"							1	2	Merging Traffic Symbol (Right)
0010	720	2931+50A	IH 94 WB LT	W4-1	48" x 48"				2		16.00			Merging Traffic Symbol (Right)
0010	721	2933+50A	IH 94 WB LT	R5-57	36" x 36"							1	1	Pedestrians Etc., Prohibited
0010	722R	2933+50A	IH 94 WB LT	R5-57	36" x 36"			1			9.00			Pedestrians Etc., Prohibited
0010	723R	2934+90A	IH 94 WB LT	R7-64	48" x 30"							1	1	No Parking On Ramp
0010	724	2934+90A	IH 94 WB LT	R7-64	48" x 30"			1			10.00			No Parking On Ramp
0010	725	2938+80A	IH 94 WB LT	M1-94	60" x 21"	Hwy 12	2				8.75			Crossroad Name
0010	726R	2938+80A	IH 94 WB LT	M1-94	60" x 21"	Hwy 12						1	2	Crossroad Name
						Sheet Totals	2	8	7	0	152.75	15	17	
						TOTAL 0010	7	15	11	0	280	29	35	

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TRAFFIC CONTROL SUMMARY

WB 2015 Work

		Location	Duration	643.0200 TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) Drums Each	DAY	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III Barricades Each	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C Type C Each	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A Type A Each	DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS Arow Boards Each	DAY	643.0900 TRAFFIC CONTROL SIGNS Signs Each	DAY	Detour Signs Each	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	SPV.0045.01 PCMS REMOTE COMMUNICATIONS PCMS Each	DAY	PCMS Each	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAY	Remarks
												Stage 1													
Stage 1A																									
258800 -	301700	EB LT	7	462	7	3234	33	231	14	98	66	462	2	14	53	371	-	4	14	2	14	2	-	Bi-Directional Setup
USH 12	ON RAMP	EB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Setup
STH 21	ON RAMP	EB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Setup
259000 -	305900	WB LT	7	494	-	3458	37	259	14	98	74	518	2	14	60	420	-	6	-	-	-	-	-	Bi-Directional Setup
USH 12	ON RAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Setup
STH 21	ON RAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Setup
Industrial Ave	On Ramp	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Setup
259000	305900	WB RT	69	99	69	6831	5	345	17	1173	10	690	2	138	33	2277	-	-	-	-	-	-	-	BI-Directional on EB
258800	301700	EB LT	69	36	-	2484	2	138	14	966	4	276	2	138	23	1587	-	-	138	2	138	2	-	BI-Directional on EB
USH 12	ON RAMP	EB LT	69	-	-	-	-	-	-	-	-	-	-	-	4	276	-	-	-	-	-	-	-	BI-Directional on EB
STH 21	ON RAMP	EB LT	69	-	-	-	-	-	-	-	-	-	-	-	4	276	-	-	-	-	-	-	-	BI-Directional on EB
USH 12	ON RAMP	WB RT	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	CLOSED
STH 21	ON RAMP	WB RT	69	35	-	2415	6	414	23	1587	8	552	-	-	6	414	-	-	-	-	-	-	-	BI-Directional on EB
STH 21	OFF RAMP	WB RT	69	49	-	3381	6	414	5	345	10	690	-	-	6	414	-	-	-	-	-	-	-	BI-Directional on EB
Industrial Ave	On Ramp	WB RT	69	30	-	2070	-	-	10	690	-	-	-	-	4	276	-	-	-	-	-	-	-	BI-Directional on EB
USH 12	MAINLINE	EB	69	37	-	2553	1	69	14	966	2	138	2	138	10	690	-	-	-	-	-	-	-	Ramp Closure
USH 12	Detour	EB	69	-	-	-	-	-	-	-	-	-	-	-	-	-	51	8	-	-	-	-	3519	Ramp Closure
Stage 1B																									
258800 -	301700	EB LT	7	462	7	3234	33	231	14	98	66	462	2	14	53	371	-	4	14	2	14	2	-	Bi-Directional Removal
USH 12	ON RAMP	EB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Removal
STH 21	ON RAMP	EB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Removal
259000 -	305900	WB LT	7	494	-	3458	37	259	14	98	74	518	2	14	60	420	-	6	-	-	-	-	-	Bi-Directional Removal
USH 12	ON RAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Removal
STH 21	ON RAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Removal
Industrial Ave	On Ramp	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Removal
		SUBTOTALS		83		33118		2360		6119		4306		470		8072	51	**28**	166	6	166	6	3519	

** QUANTITIY LISTED ELSEWHERE **

TRAFFIC CONTROL SUMMARY (CONTINUED)

WB 2015 Work				643.0200 TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT)	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS		643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II	643.1050 TRAFFIC CONTROL SIGNS PCMS		SPV.0045.01 PCMS REMOTE COMMUNICATIONS		643.3000 TRAFFIC CONTROL DETOUR SIGNS	
		Location	Duration	Drums Each	DAY	DAY	Barricades Each	DAY	Type C Each	DAY	Type A Each	DAY	Arow Boards Each	DAY	Signs Each	DAY	Detour Signs Each	EACH	DAY	PCMS Each	DAY	PCMS Each	DAY	Remarks
Stage 2																								
Stage 2A																								
258800	- 290700	EB LT	7	372	7	2604	26	182	14	98	52	364	2	14	53	371	-	4	14	2	14	2	-	Bi-Directional Setup
259000	- 298700	WB LT	7	425	-	2975	30	210	14	98	60	420	2	14	53	371	-	4	-	-	-	-	-	Bi-Directional Setup
STH 21	ON RAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Setup
USH 12	ON RAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Setup
259000	298700	WB RT	52	132	52	6864	9	468	17	884	16	832	2	104	31	1612	-	-	-	-	-	-	-	BI-Directional on EB
258800	290700	EB LT	52	36	-	1872	2	104	14	728	4	208	2	104	23	1196	-	-	104	2	104	2	-	BI-Directional on EB
STH 21	OFF RAMP	WB RT	52	20	-	1040	-	-	8	416	-	-	-	-	1	52	-	-	-	-	-	-	-	BI-Directional on EB
STH 21	ON RAMP	WB RT	52	33	-	1716	-	-	10	520	-	-	-	-	4	208	-	-	-	-	-	-	-	BI-Directional on EB
USH 12	ON RAMP	WB RT	52	33	-	1716	-	-	10	520	-	-	-	-	4	208	-	-	-	-	-	-	-	BI-Directional on EB
Empire Ave	TOWN ROAD		30	-	-	-	12	360	-	-	8	2880	-	-	14	420	-	-	-	-	-	-	-	Bridge Replacment
Stage 2B																								
258800	- 290700	EB LT	7	372	7	2604	26	182	14	98	52	364	2	14	53	371	-	4	14	2	14	2	-	Bi-Directional Removal
259000	- 298700	WB LT	7	425	-	2975	30	210	14	98	60	420	2	14	53	371	-	4	-	-	-	-	-	Bi-Directional Removal
STH 21	ON RAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Removal
USH 12	ON RAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	4	28	-	-	-	-	-	-	-	Bi-Directional Removal
		SUBTOTALS			66	24366		1716		3460		5488		264		5292	0	16	132	6	132	6	0	
		TOTAL			149	57484		4076		9579		9794		734		13364	51	**44**	298	12	298	12	3519	

** QUANTITIY LISTED ELSEWHERE **

TRAFFIC CONTROL FLEXABLE TUBULAR MARKERS

CAT	STATION TO	STATION	LOCATION	643.0500 TRAFFIC CONTROL FLEXABLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXABLE TUBULAR MARKER BASES EACH	REMARKS
0010	2597+00A -	3008+00A	EB	844	844	STAGE 1
0010	2593+22A -	2595+66A	MEDIAN	49	49	SUMMER SHUTDOWN
0010	2597+00A -	2900+00A	EB	622	622	STAGE 2
		PROJECT	EB	100	100	UNDISTRIBUTED
			TOTAL 0010	1615	1615	

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CAT	STATION	LOCATION	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	COMMENTS
0010	3028+00A	LT	5	
0010	3054+40A	LT	80	
		TOTAL 0010	85	

DETOUR SIGNING

CAT	SIGN NUMBER	LOCATION	SIGN CODE	SIGN SIZE IN INCHES	SIGN DESCRIPTION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
STAGE 1A										
0010	1	USH 12 WEST BOUND 1000' SOUTH OF STH 21, RIGHT	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	-	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	1	
0010			W20-2-A	48 X 48	DETOUR AHEAD	-	-	25	1	
0010	2	USH 12 WEST BOUND 600' SOUTH OF STH 21, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	25	-	
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	2	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	2	
0010			MO5-1-R	21 X 21	ORANGE, RIGHT TURN ARROW	-	-	25	2	
0010	3	USH 12 WEST BOUND AT STH 21, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	25	-	
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	3	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	3	
0010			MO6-1	21 X 21	ORANGE, RIGHT ARROW	-	-	25	3	
0010	4	STH 21 EAST BOUND 850' WEST OF USH 12, RIGHT	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	-	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	4	
0010			W20-2-A	48 X 48	DETOUR AHEAD	-	-	25	4	
0010	5	STH 21 EAST BOUND 600' WEST OF USH 12, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	25	-	
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	5	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	5	
0010			MO6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	25	5	
0010	6	STH 21 EAST BOUND AT USH 12, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	25	-	
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	6	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	6	
0010			MO6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	25	6	
0010	7	USH 12 EAST BOUND AT STH 21, MEDIAN	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	25	-	
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	7	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	7	
0010			MO6-1	21 X 21	ORANGE, LEFT ARROW	-	-	25	7	
0010	8	USH 12 EAST BOUND 600' NORTH OF STH 21, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	25	-	
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	8	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	8	
0010			MO5-1-L	21 X 21	ORANGE, LEFT TURN ARROW	-	-	25	8	
0010	9	USH 12 EAST BOUND 600' NORTH OF STH 21, MEDIAN	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	25	-	
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	9	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	9	
0010			MO5-1-L	21 X 21	ORANGE, LEFT TURN ARROW	-	-	25	9	
0010	10	STH 21 EAST BOUND 50' EAST OF USH 12, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	25	-	
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	10	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	10	
					SHEET SUBTOTAL	0	0	925	150	

DETOUR SIGNING (CONTINUED)

CAT	SIGN NUMBER	LOCATION	SIGN CODE	SIGN SIZE IN INCHES	SIGN DESCRIPTION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
STAGE 1A										
0010	11C	USH 12 WEST BOUND 700' NORTH OF STH 21, RIGHT	D1-2	60 X 30	(UP ARROW) EAU CLAIRE	1	-	-	-	COVER (UP ARROW) EAU CLAIRE
					MADISON (RIGHT ARROW)	-	-	-	-	
0010	12C	USH 12 WEST BOUND 100' NORTH OF ON RAMP TO IH 94 EAST, RIGHT	J2-1	24 X 57	BLUE, WEST CARDINAL MARKER	1	-	-	-	
					INTERSTATE ROUTE MARKER, 94	-	-	-	12C	
					BLUE, LEFT TURN ARROW	-	-	-	12C	
0010	13C	USH 12 WEST BOUND 350' NORTH OF ON RAMP TO IH 94 EAST, RIGHT	D1-1	72 X 15	(LEFT ARROW) EAU CLAIRE	1	-	-	-	
							-			
0010	14C	USH 12 WEST BOUND AT ON RAMP TO IH 94 WEST, RIGHT	J3-1	24 X 57	BLUE, WEST CARDINAL MARKER	1	-	-	-	
					INTERSTATE ROUTE MARKER, 94	-	-	-	14C	
					BLUE, LEFT ARROW	-	-	-	14C	
0010	15C	USH 12 WEST BOUND AT ON RAMP TO IH 94 WEST, MEDIAN	J3-1	24 X 57	BLUE, WEST CARDINAL MARKER	1	-	-	-	
					INTERSTATE ROUTE MARKER, 94	-	-	-	15C	
					BLUE, LEFT ARROW	-	-	-	15C	
0010	16C	USH 12 EAST BOUND 350' NORTH OF ON RAMP TO IH 94 WEST, RIGHT	D1-3	72 X 36	(UP ARROW) TOMAH	1	-	-	-	COVER EAU CLAIRE (RIGHT ARROW)
					(UP ARROW) MADISON	-	-	-	-	
					EAU CLAIRE (RIGHT ARROW)	-	-	-	-	
0010	17C	USH 12 EAST BOUND 1200' NORTH OF ON RAMP TO IH 94 WEST, RIGHT	J2-4	96 x 57	EAST EAST TO WEST	1	-	-	-	COVER WEST, 94, (RIGHT TURN ARROW)
					94 12 21 94	-	-	-	-	
					(UP ARROW) (UP ARROW) (UP ARROW) (RIGHT TURN ARROW	-	-	-	-	
0010	18	USH 12 EAST BOUND 1000' NORTH OF ON RAMP TO IH 94 WEST, RIGHT	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	-	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	18	
0010			W20-2-A	48 X 48	DETOUR AHEAD	-	-	25	18	
0010	19	USH 12 EAST BOUND 800' NORTH OF ON RAMP TO IH 94 WEST, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	25	-	
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	19	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	19	
0010			MO6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	25	19	
0010	20	USH 12 EAST BOUND 25' NORTH OF ON RAMP TO IH 94 WEST, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	25	-	
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	20	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	20	
0010			MO6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	25	20	
0010	21C	USH 12 EAST BOUND 25' NORTH OF ON RAMP TO IH 94 WEST, RIGHT	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	1	-	-	-	COVER WEST, 94, (RIGHT ARROW)
			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	-	-	
			MB6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	-	-	
0010	22	USH 12 EAST BOUND 25' NORTH OF ON RAMP TO IH 94 WEST, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	25	-	
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	25	22	
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	25	22	
0010		PROJECT				-	1	-	-	
					SHEET SUBTOTAL	8		350	197	
					TOTAL 0010	** 8	** 1	1275	347	

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PAVEMENT MARKING SUMMARY

CAT.	STA	-	STA	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	646.0600 REMOVING PAVEMENT MARKING LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	REMARKS
	STAGE 1A										
0010	2581+50	-	2588+50	EB MAINLINE	-	-	175	-	700	-	LANE CLOSURE TAPER
0010	2591+00A	-	2593+00A	WEST X-OVER	-	-	200	-	-	-	MEDIAN EDGELINE
0010	2596+00	-	2605+50	WEST X-OVER	-	-	950	-	-	-	MEDIAN EDGELINE
0010	2591+00Z	-	2593+50Z	WEST X-OVER	-	-	-	250	-	-	YELLOW
0010	2593+50Z	-	2594+50Z	WEST X-OVER	-	-	-	-	100	-	YELLOW
0010	2594+50Z	-	2596+00Z	WEST X-OVER	-	-	-	150	-	-	YELLOW
0010	2596+00Z	-	2598+50Z	WEST X-OVER	-	-	-	-	250	-	YELLOW
0010	2593+00Z	-	2594+50Z	WEST X-OVER	-	-	-	150	-	-	WHITE
0010	2594+50Z	-	2595+50Z	WEST X-OVER	-	-	-	-	100	-	WHITE
0010	2595+50Z	-	2605+50Z	WEST X-OVER	-	-	-	1000	-	-	WHITE
0010	2597+50	-	3009+00	EB MAINLINE	-	-	-	82300	-	-	DOUBLE YELLOW
0010	2605+50	-	2940+00	EB MAINLINE	-	-	-	33450	-	-	WHITE
0010	2614+00A	-	2734+73A	IH 94 WB	27158	-	-	-	-	-	
0010	2734+73A	-	2930+65A	IH 94 WB	44082	-	-	-	-	-	
0010	2930+65A	-	2937+05A	IH 94 WB	1440	-	-	-	-	-	
0010	2925+72D	-	2928+90D	IH 94 WB	-	636	-	-	-	-	WB ON-RAMP
0010	2940+00	-	2948+50	STH 21 ON RAMP	-	-	850	-	-	-	MEDIAN EDGELINE
0010	2948+50	-	2949+50	STH 21 ON RAMP	-	-	-	-	-	100	GORE
0010	2948+50V	-	2949+50V	STH 21 ON RAMP	-	-	-	-	-	100	GORE
0010	2940+00V	-	2950+75V	STH 21 ON RAMP	-	-	-	1075	-	-	WHITE
0010	2950+75V	-	2951+75V	STH 21 ON RAMP	-	-	-	-	100	-	WHITE
0010	2951+75V	-	2955+00V	STH 21 ON RAMP	-	-	-	325	-	-	WHITE
0010	2949+25V	-	2951+50V	STH 21 ON RAMP	-	-	-	225	-	-	YELLOW
0010	2951+50V	-	2952+50V	STH 21 ON RAMP	-	-	-	-	100	-	YELLOW
0010	2952+50V	-	2955+00V	STH 21 ON RAMP	-	-	-	250	-	-	YELLOW
0010	2949+50	-	3000+00	MAINLINE	-	-	-	5050	-	-	WHITE
				SUBTOTALS	72680	636	2175	124225	1350	200	

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PAVEMENT MARKING SUMMARY (CONTINUED)

CAT.	STA	-	STA	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	646.0600 REMOVING PAVEMENT MARKING LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	REMARKS
0010	3000+00	-	3010+00	EAST X-OVER	-	-	1000	-	-	-	MEDIAN EDGELINE
0010	3007+00	-	3009+50	EAST X-OVER	-	-	-	-	250	-	YELLOW
0010	3009+50	-	3012+00	EAST X-OVER	-	-	-	250	-	-	YELLOW
0010	3012+00	-	3013+00	EAST X-OVER	-	-	-	-	100	-	YELLOW
0010	3013+00	-	3018+50	EAST X-OVER	-	-	-	600	-	-	YELLOW
0010	3000+00	-	3011+00	EAST X-OVER	-	-	-	1100	-	-	WHITE
0010	3011+00	-	3012+00	EAST X-OVER	-	-	-	-	100	-	WHITE
0010	3012+00	-	3014+00	EAST X-OVER	-	-	-	150	-	-	WHITE
0010	3014+00	-	3016+00	EAST X-OVER	-	-	-	-	200	-	WHITE
0010	3014+00A	-	3016+00A	EAST X-OVER	-	-	200	-	-	-	MEDIAN EDGELINE
0010	3014+00A	-	3016+00A	EAST X-OVER	-	-	200	-	-	-	MEDIAN EDGELINE
0010	3037+00A	-	3041+50A	INDUSTRIAL ON RAMP	-	-	112.5	-		-	CL SKIPS
0010	3041+50A	-	3042+50A	INDUSTRIAL ON RAMP	-	-	-	-	-	200	GORE
0010	3042+50A		3048+00A	INDUSTRIAL ON RAMP	-	-	-	-	550	-	RAMP YELLOW
0010	3058+50A	-	3065+50A	MAINLINE	-	-	175	-	700	-	LANE CLOSURE TAPER
	STAGE 1B										
0010	2597+50	-	3009+00	EB MAINLINE	-	-	82300	10287.5	-	-	DOUBLE YELLOW CL
0010	2581+50	-	2588+50	EB MAINLINE	-	-	-	175	-	-	CL SKIPS
0010	2591+00A	-	2593+00A	WEST X-OVER	-	-	-	200	-	-	MEDIAN EDGELINE
0010	2596+00	-	2605+50	WEST X-OVER	-	-	-	950	-	-	MEDIAN EDGELINE
0010	2940+00	-	2948+50	STH 21 ON RAMP	-	-	-	850	-	-	MEDIAN EDGELINE
0010	3000+00	-	3010+00	EAST X-OVER	-	-	-	1000	-	-	MEDIAN EDGELINE
0010	3014+00A	-	3016+00A	EAST X-OVER	-	-	-	200	-	-	MEDIAN EDGELINE
0010	3037+00A	-	3041+50A	INDUSTRIAL ON RAMP	-	-	-	112.5	-	-	CL SKIPS
0010	3058+50A	-	3065+50A	WB MAINLINE	-	-	-	175	-	-	CL SKIPS
0010	2605+50	-	2940+00	EB LT MAINLINE	-	-	-	33450	-	-	YELLOW
				SUBTOTALS	0	0	83787.5	49500	1900	200	

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PAVEMENT MARKING SUMMARY (CONTINUED)

CAT.	STA	-	STA	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	646.0600 REMOVING PAVEMENT MARKING LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	REMARKS
	STAGE 2A										
0010	2581+50	-	2588+50	EB MAINLINE	-	-	175	-	700	-	LANE CLOSURE TAPER
0010	2591+00A	-	2593+00A	WEST X-OVER	-	-	200	-	-	-	MEDIAN EDGELINE
0010	2596+00	-	2605+50	WEST X-OVER	-	-	950	-	-	-	MEDIAN EDGELINE
0010	2591+00Z	-	2593+50Z	WEST X-OVER	-	-	-	250	-	-	YELLOW
0010	2593+50Z	-	2594+50Z	WEST X-OVER	-	-	-	-	100	-	YELLOW
0010	2594+50Z	-	2596+00Z	WEST X-OVER	-	-	-	150	-	-	YELLOW
0010	2596+00Z	-	2598+50Z	WEST X-OVER	-	-	-	-	250	-	YELLOW
0010	2593+00Z	-	2594+50Z	WEST X-OVER	-	-	-	150	-	-	WHITE
0010	2594+50Z	-	2595+50Z	WEST X-OVER	-	-	-	-	100	-	WHITE
0010	2595+50Z	-	2605+50Z	WEST X-OVER	-	-	-	1000	-	-	WHITE
0010	2597+50	-	2900+00	EB MAINLINE	-	-	-	60500	-	-	DOUBLE YELLOW
0010	2605+50	-	2890+50	EB LT MAINLINE	-	-	-	28500	-	-	WHITE
0010	2892+50	-	2901+00	EAST X-OVER	-	-	850	-	-	-	MEDIAN EDGELINE
0010	2892+50	-	2902+50	EAST X-OVER	-	-	-	1000	-	-	WHITE
0010	2902+50	-	2903+50	EAST X-OVER	-	-	-	-	100	-	WHITE
0010	2903+50	-	2906+25	EAST X-OVER	-	-	-	275	-	-	WHITE
0010	2906+25	-	2907+50	EAST X-OVER	-	-	-	-	125	-	WHITE
0010	2899+50	-	2901+25	EAST X-OVER	-	-	-	-	175	-	YELLOW
0010	2901+75	-	2903+25	EAST X-OVER	-	-	-	150	-	-	YELLOW
0010	2903+25	-	2904+25	EAST X-OVER	-	-	-	-	100	-	YELLOW
0010	2904+25	-	2907+50	EAST X-OVER	-	-	-	325	-	-	YELLOW
0010	2906+00A	-	2908+00A	EAST X-OVER	-	-	200	-	-	-	MEDIAN EDGELINE
0010	2913+00A		2917+75A	USH 12 WB ON RAMP	-	-	125	-	-	-	CL SKIPS
0010	2913+00A		2922+00A	USH 12 WB ON RAMP	-	-	-	-	900	-	WHITE
0010	2907+50A		2918+50A	USH 12 WB ON RAMP	-	-	-	-	-	200	GORE
0010	2918+50A		2924+00A	USH 12 WB ON RAMP	-	-	-	-	550	-	YELLOW
				SUBTOTALS	0	0	2500	92300	3100	200	

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PAVEMENT MARKING SUMMARY (CONTINUED)

CAT.	STA		STA	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	646.0600 REMOVING PAVEMENT MARKING LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	REMARKS
0010	2939+00A		2943+50A	STH 21 ON RAMP	-	-	112.5	-	-	-	CL SKIPS
0010	2939+00A		2948+00A	STH 21 ON RAMP	-	-	-	-	900	-	WHITE
0010	2943+50A		2944+50A	STH 21 ON RAMP	-	-	-	-	-	200	GORE
0010	2944+50A		2950+00A	STH 21 ON RAMP	-	-	-	-	550	-	YELLOW
0010	2977+75A		2979+75A	STH 21 OFF RAMP	-	-	-	-	-	400	GORE
0010	2980+75A		2983+75A	STH 21 OFF RAMP	-	-	75		-	-	CL SKIPS
0010	2981+50A		2982+50A	STH 21 OFF RAMP	-	-	-	-	100	-	WHITE
0010	2987+50A	-	2995+00A	EAST X-OVER	-	-	187.5	-	750	-	CL TAPER
	STAGE 2B										
0010	2581+50	-	2588+50	EB MAINLINE	175	-	-	-	-	-	CL SKIPS
0010	2591+00A	-	2593+00A	WEST X-OVER	200	-	-	-	-	-	MEDIAN EDGELINE
0010	2596+00	-	2605+50	WEST X-OVER	950	-	-	-	-	-	MEDIAN EDGELINE
0010	2597+50	-	2900+00	EB MAINLINE	7562.5	-	60500	-	-	-	DOUBLE YELLOW CL
0010	2605+50	-	2890+50	EB LT MAINLINE	28500	-	-	-	-	-	YELLOW
0010	2892+50	-	2901+00	EAST X-OVER	850	-	-	-	-	-	MEDIAN EDGELINE
0010	2906+00A	-	2908+00A	EAST X-OVER	200	-	-	-	-	-	MEDIAN EDGELINE
0010	2913+00A		2917+75A	USH 12 WB ON RAMP	125	-	-	-	-	-	CL SKIPS
0010	2939+00A		2943+50A	STH 21 ON RAMP	112.5	-	-	-	-	-	CL SKIPS
0010	2980+75A		2983+75A	STH 21 OFF RAMP	75	-	-	-	-	-	CL SKIPS
0010	2987+50A	-	2995+00A	EAST X-OVER	187.5	-	-	-	-	-	CL TAPER
				SUBTOTALS	38938	0	60875	0	2300	600	
				TOTAL 0010	111618	636	149338	266025	8650	1200	

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CONSTRUCTION STAKING SUMMARY

CAT.	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.6500.01 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE B-41-285) LS	650.6500.02 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE B-41-287) LS	650.6500.03 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE B-41-289) LS	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
	PROJECT	-	-	IH 94	-	-	-	-	-	-	1	-	
0010	2614+00A	-	2748+32A	IH 94 WB	13432	-	-	-	-	13432	-	13432	
0010	2750+05A	-	2790+42A	IH 94 WB	4037	-	-	-	-	4037	-	4037	
0010	2791+34A	-	2820+01A	IH 94 WB	2866	-	-	-	-	2866	-	2866	
0010	2821+99A	-	2937+05A	IH 94 WB	11506	-	-	-	-	11506	-	11506	
0010	2916+12D	-	2935+00D	IH 94 WB	1888	-	-	-	-	1888	-	1888	
0010	2922+49A	-	2922+77A	IH 94 WB	-	1	-	-	-	-	-	-	
0020	-	-	-	B-41-285	-	-	1	-	-	-	-	-	
0030	-	-	-	B-41-287	-	-	-	1	-	-	-	-	
0040	-	-	-	B-41-289	-	-	-	-	1	-	-	-	
				TOTAL 0010	33730	1	1	1	1	33730	1	33730	

SAWING SUMMARY

CAT.	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	2613+50A	-		MAINLINE	38	-	STAGE 1
0010	2614+00A	-	-	MAINLINE	-	24	STAGE 1
0010	2740+50A	-		RT	20	-	MAINTENANCE X-OVER
0010	2841+75A	-	-	RT	20	-	MAINTENANCE X-OVER
0010	2890+00A		-	MAINLINE	14	24	STAGE 1
0010	UNDISTRIBUTED		-	MAINLINE	42	72	STAGE 1
0010	2890+00A		-	MAINLINE	14	26	STAGE 2
0010	UNDISTRIBUTED		-	MAINLINE	42	78	STAGE 2
0010	2899+10A	-	2907+30A	RT	820	-	CROSSOVER 2
0010	2915+25A	-	-	RT	20	-	MAINTENANCE X-OVER
0010	2935+00D	-	-	RAMP	10	15	STAGE 1
0010	2935+25D	-	-	RAMP	25	-	STAGE 1
				TOTAL 0010	1065	239	

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TEMPORARY RAISED PAVEMENT MARKERS

CATEGORY	STATION TO STATION	LOCATION	649.2100 TEMPORARY RAISED PAVEMENT MARKERS EACH	REMARKS
0010	2589+50Z - 2597+00Z	RT	30	* STAGE 1 & 2 CROSSOVER 1
0010	2589+50Z - 2601+50Z	LT	48	* STAGE 1 & 2 CROSSOVER 1
0010	2940+00V - 2955+00V	RT	24	STAGE 1 CROSSOVER 3
0010	2949+00V - 2955+00V	LT	60	STAGE 1 CROSSOVER 3
0010	2897+00 - 2910+00A	LT	52	STAGE 2 CROSSOVER 2
0010	2901+00 - 2910+00A	RT	36	STAGE 2 CROSSOVER 2
0010	3005+00 - 3014+00A	LT	38	STAGE 1 CROSSOVER 4
0010	3009+00 - 3019+00A	RT	42	STAGE 1 CROSSOVER 4
		TOTAL 0010	330	

* LEAVE IN PLACE OVER SUMMER SHUTDOWN

TEMPORARY EMERGENCY PULLOUTS

CATEGORY	LOCATION STATION	TO	STATION	SPV.0060.01 INSTALLATION OF TEMPORARY EMERGENCY PULLOUTS EACH	*CY	*TON
	WESTBOUND					
0010	2640+50A	-	2642+75A	1	14	28
0010	2666+90A	-	2669+15A	1	17	34
0010	2692+00A	-	2694+25A	1	32	64
0010	2718+00A	-	2720+25A	1	32	64
0010	2736+00A	-	2738+25A	1	31	62
0010	2772+00A	-	2774+25A	1	21	42
0010	2799+00A	-	2801+25A	1	10	20
0010	2828+00A	-	2830+25A	1	33	66
0010	2852+00A	-	2854+25A	1	17	34
0010	2883+00A	-	2885+25A	1	33	66
0010	2916+00A	-	2918+25A	1	10	20
			TOTAL	11		424

* THIS QUANTITY IS FOR INFORMATIONAL PURPOSES ONLY

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS SPECIAL

CATEGORY	STATION TO STATION	LOCATION	SPV.0060.02 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	SPV.0060.03 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	REMARKS
0010	2949+40A - 2950+00A	MEDIAN	12	12	STAGE 1 CROSSOVER 3 (RAMP)
0010	3009+00A - 3015+00A	MEDIAN	116	116	STAGE 1 CROSSOVER 4
0010	2593+22A - 2595+66A	MEDIAN	49	49	STAGE 2 CROSSOVER 1
0010	2901+00A - 2905+00A	MEDIAN	76	76	STAGE 2 CROSSOVER 2
		TOTAL	253	253	

UTILITY LINE OPENING

CAT	STATION TO STATION	LOCATION	SPV.0060.40 UTILITY LINE OPENING EACH	REMARKS
0010	2748+74A - 2749+40A	LT	1	-
0010	2750+49A - 2751+90A	LT	1	-
0010	2789+77A - 2790+35A	LT	1	-
0010	2791+30A - 2791+63A	LT	1	-
0010	2820+04A - 2820+18A	LT	1	-
0010	2821+05A - 2821+05A	LT	1	-
		TOTAL	6	

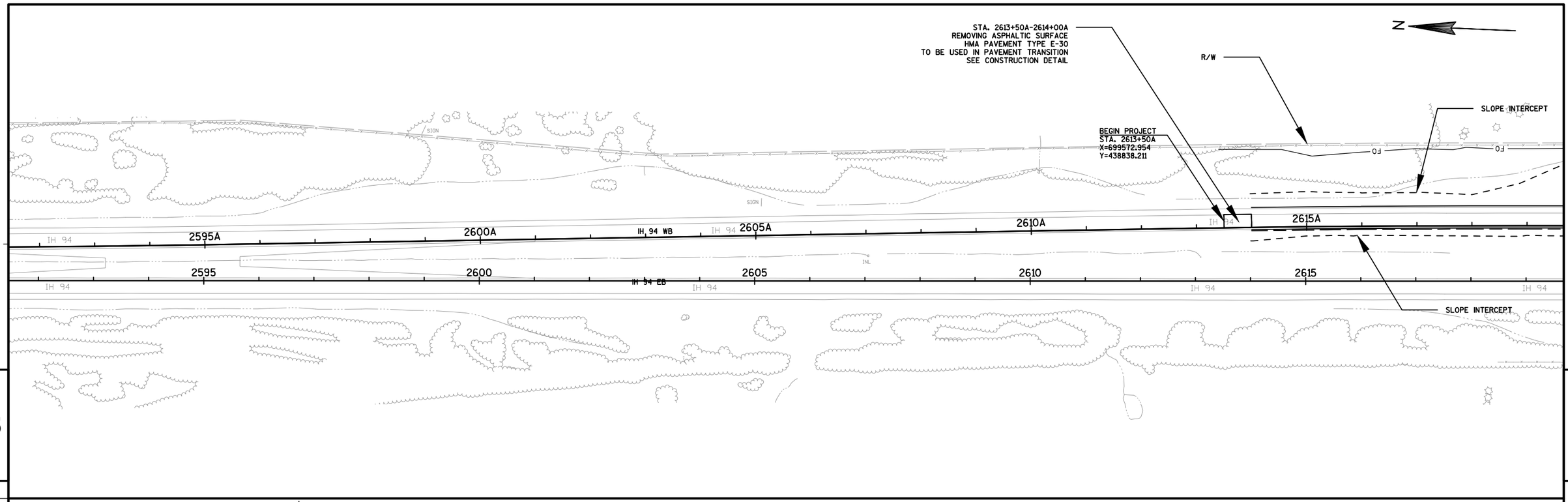
TEMPORARY EMERGENCY PULLOUT SIGNS

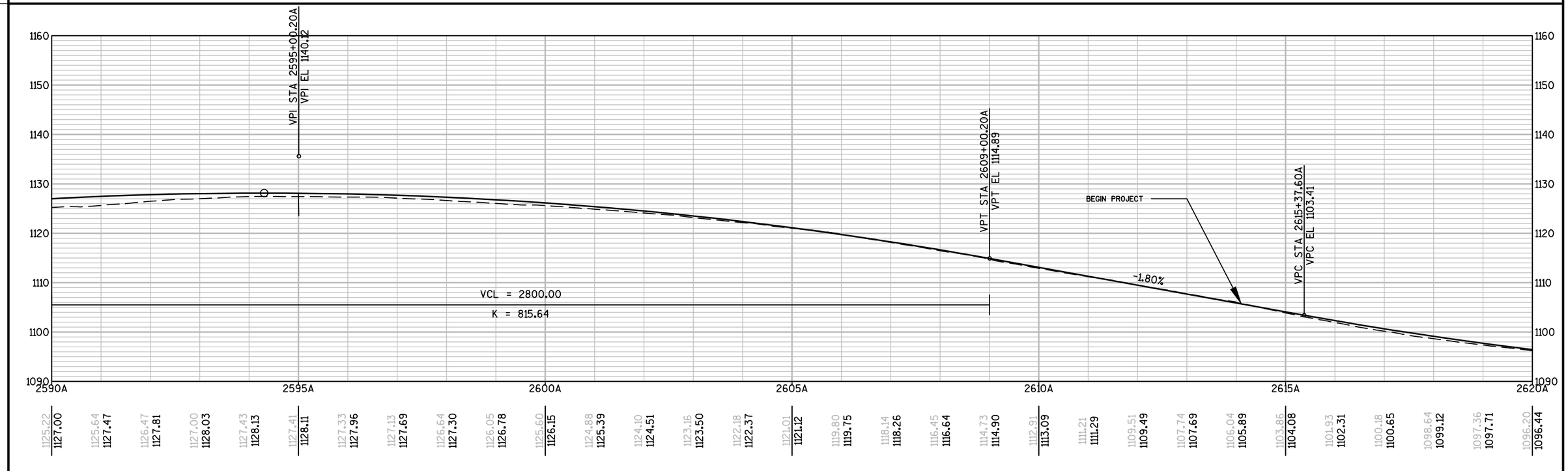
CAT.	STATION	LOCATION	SPV.0165.01 EMERGENCY PARKING 2 HOUR MAX SIGN SF	SPV.0165.02 EMERGENCY PARKING 1/4 MILE SIGN SF	COMMENTS
0010	2622+00	IH 94 EB	12	-	
0010	2635+20	IH 94 EB	-	12	
0010	2652+00	IH 94 EB	12	-	
0010	2665+20	IH 94 EB	-	12	
0010	2678+00	IH 94 EB	12	-	
0010	2691+20	IH 94 EB	-	12	
0010	2704+00	IH 94 EB	12	-	
0010	2717+20	IH 94 EB	-	12	
0010	2730+00	IH 94 EB	12	-	
0010	2743+20	IH 94 EB	-	12	
0010	2756+00	IH 94 EB	12	-	
0010	2769+20	IH 94 EB	-	12	
0010	2782+00	IH 94 EB	12	-	
0010	2795+20	IH 94 EB	-	12	
0010	2808+00	IH 94 EB	12	-	
0010	2821+20	IH 94 EB	-	12	
0010	2834+00	IH 94 EB	12	-	
0010	2847+20	IH 94 EB	-	12	
0010	2860+00	IH 94 EB	12	-	
0010	2873+20	IH 94 EB	-	12	
0010	2886+00	IH 94 EB	12	-	
0010	2899+20	IH 94 EB	-	12	
		TOTAL 0010	132	132	

REMOVING WEIGHT IN MOTION

CAT	STATION	LOCATION	SPV.0105.01 REMOVING WIEIGH IN MOTION LS	COMMENTS
0010	2739+30A	IH 94 WB	1	
		TOTAL 0010	1	

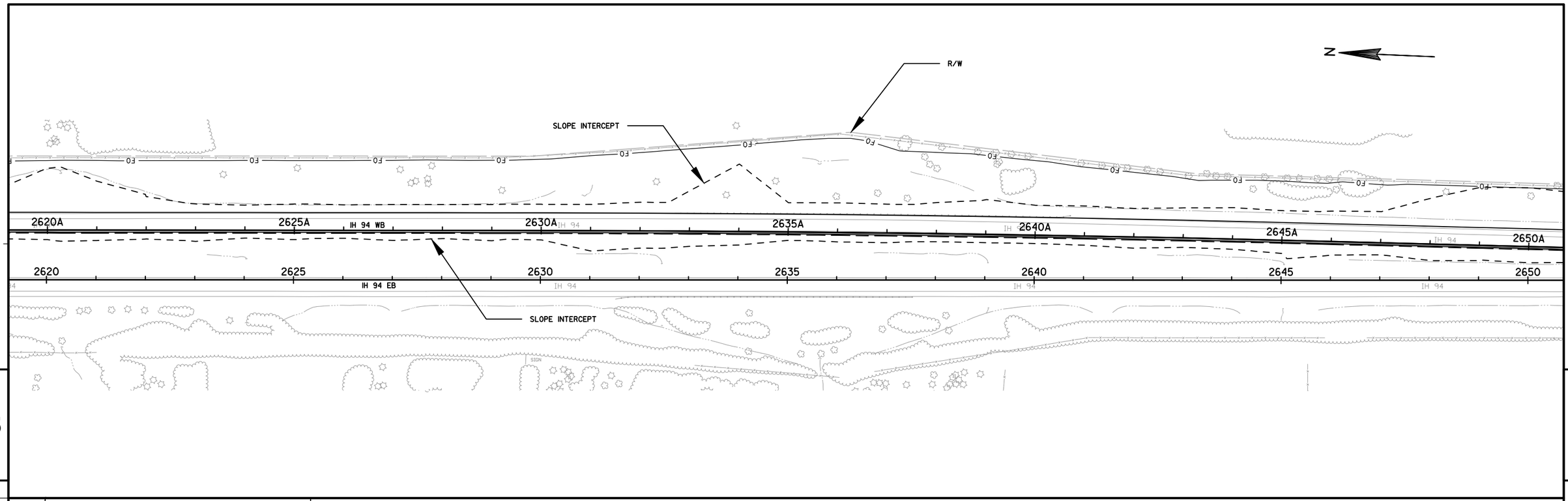
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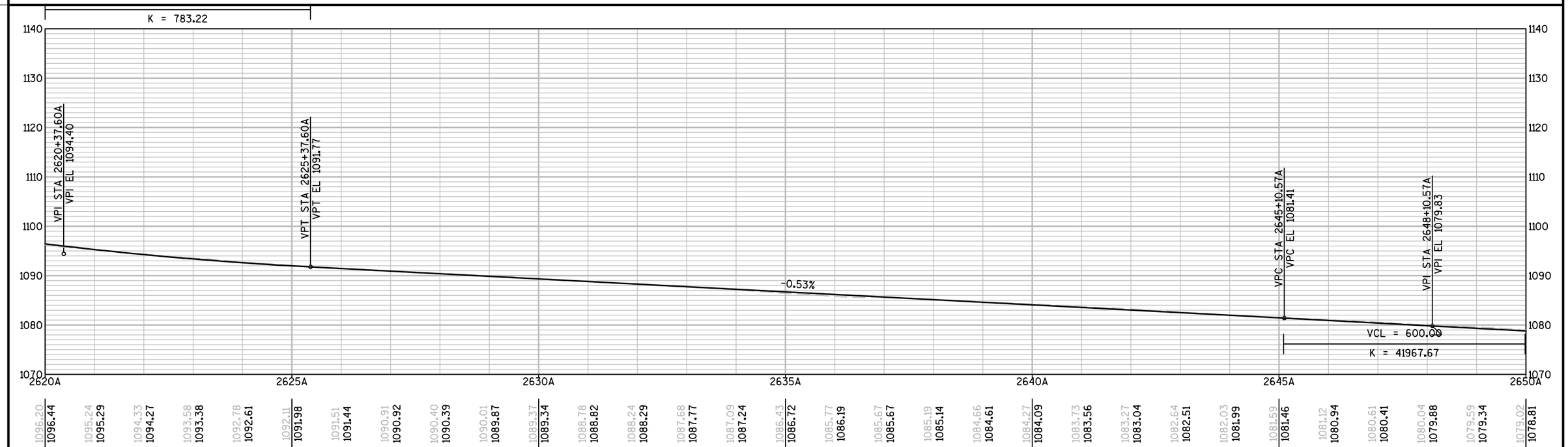




PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONORE	PLAN AND PROFILE: IH 94 WESTBOUND MAINLINE	SHEET	E

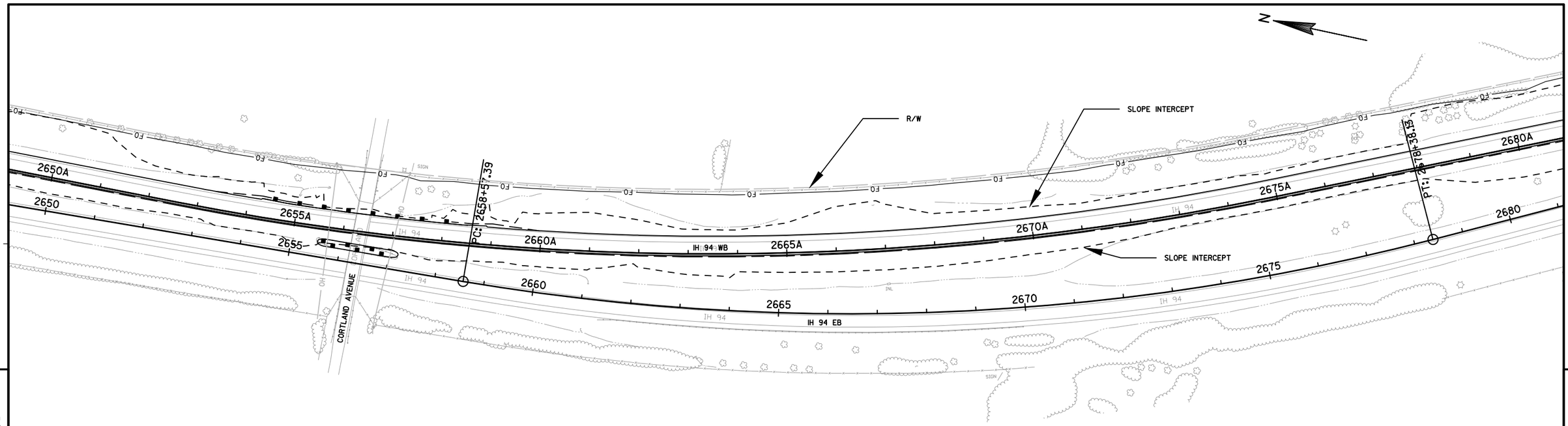
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WISDOT/CADDS SHEET 44

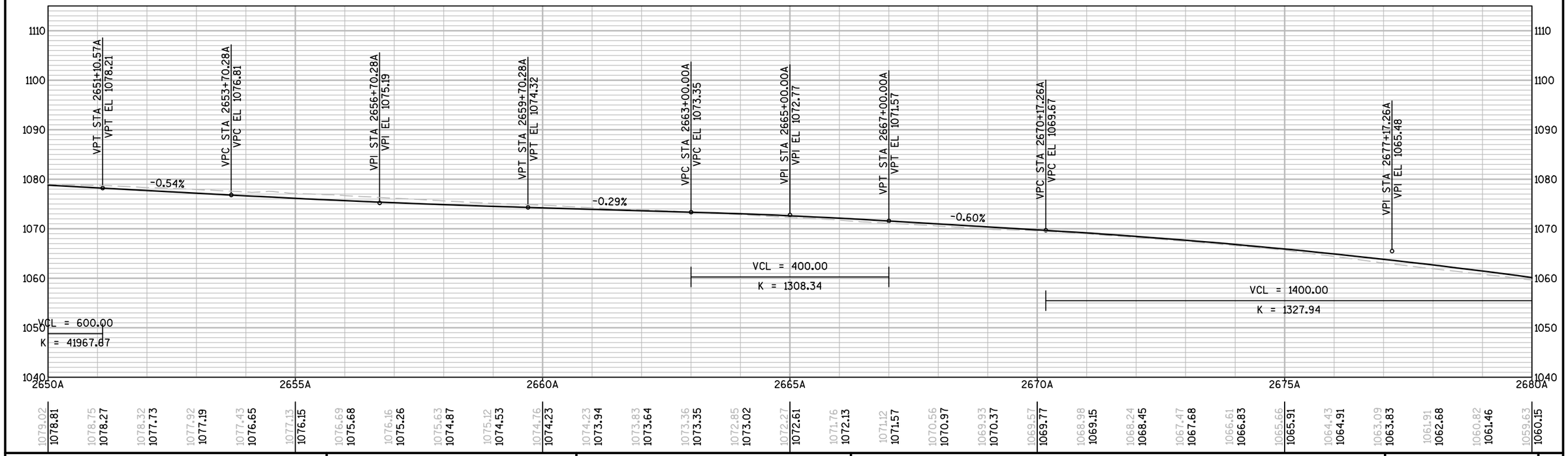




PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONORE	PLAN AND PROFILE: IH 94 WESTBOUND MAINLINE	SHEET	E

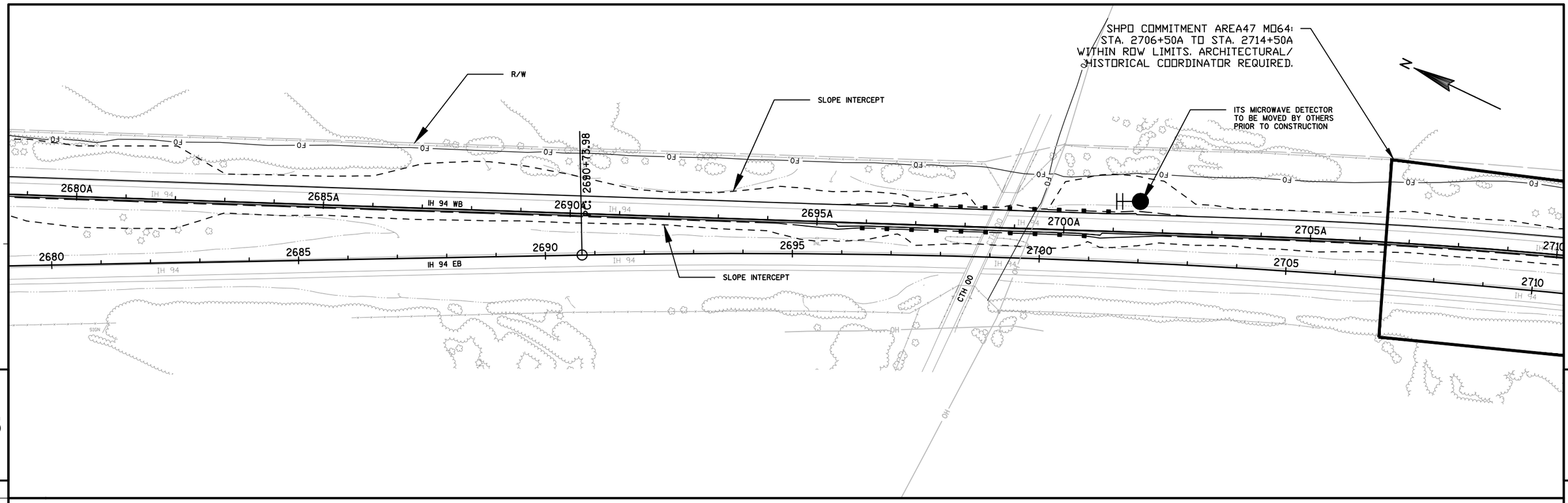
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WISDOT/CADDS SHEET 44

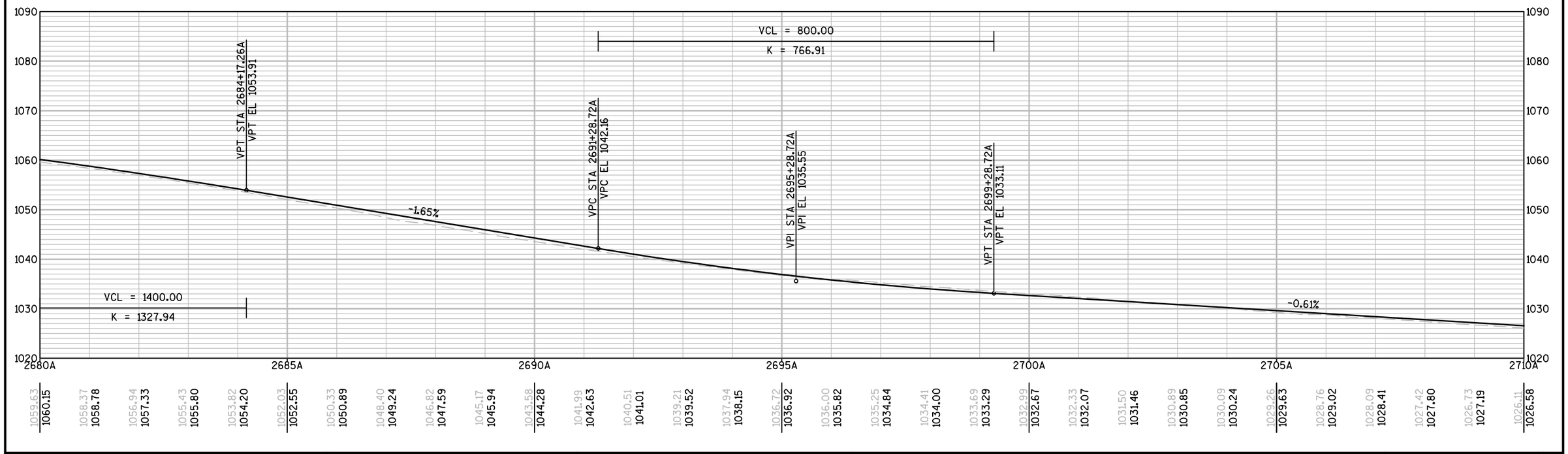




PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 WESTBOUND MAINLINE	SHEET E

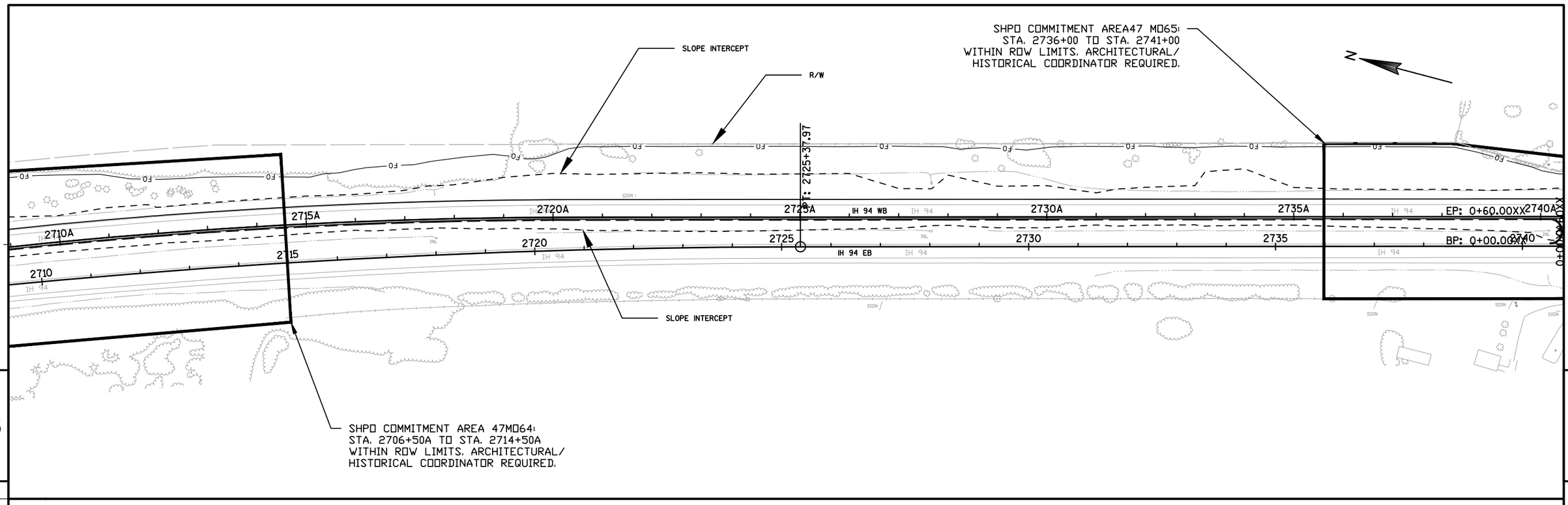
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WISDOT/CADDS SHEET 44

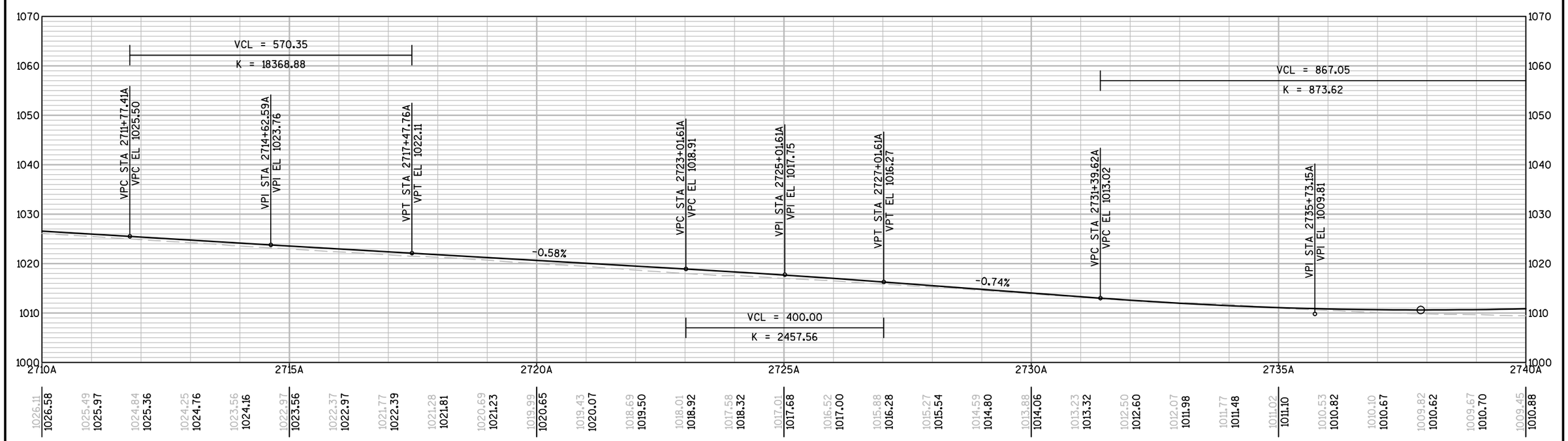




PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 WESTBOUND MAINLINE	SHEET E

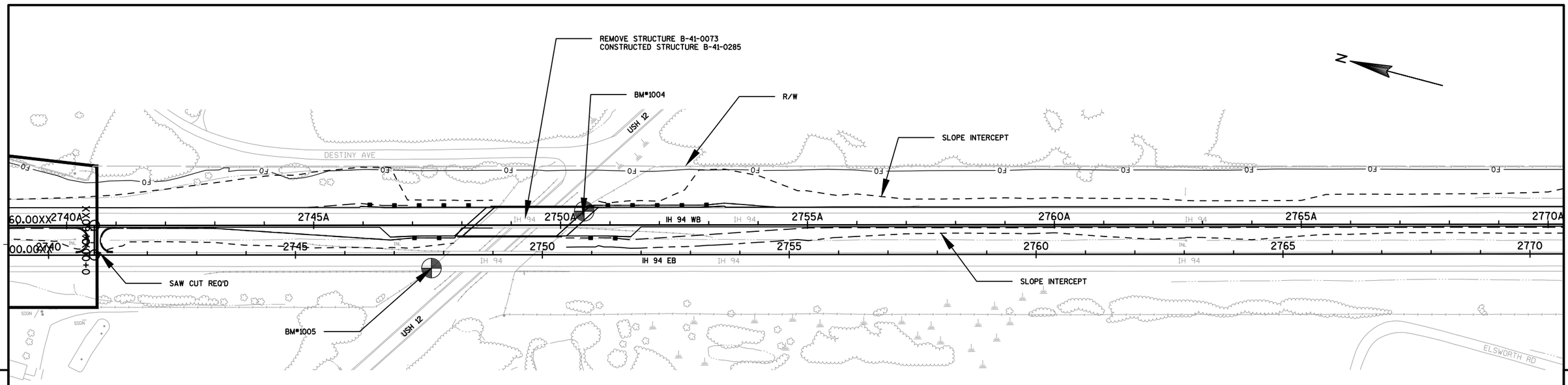
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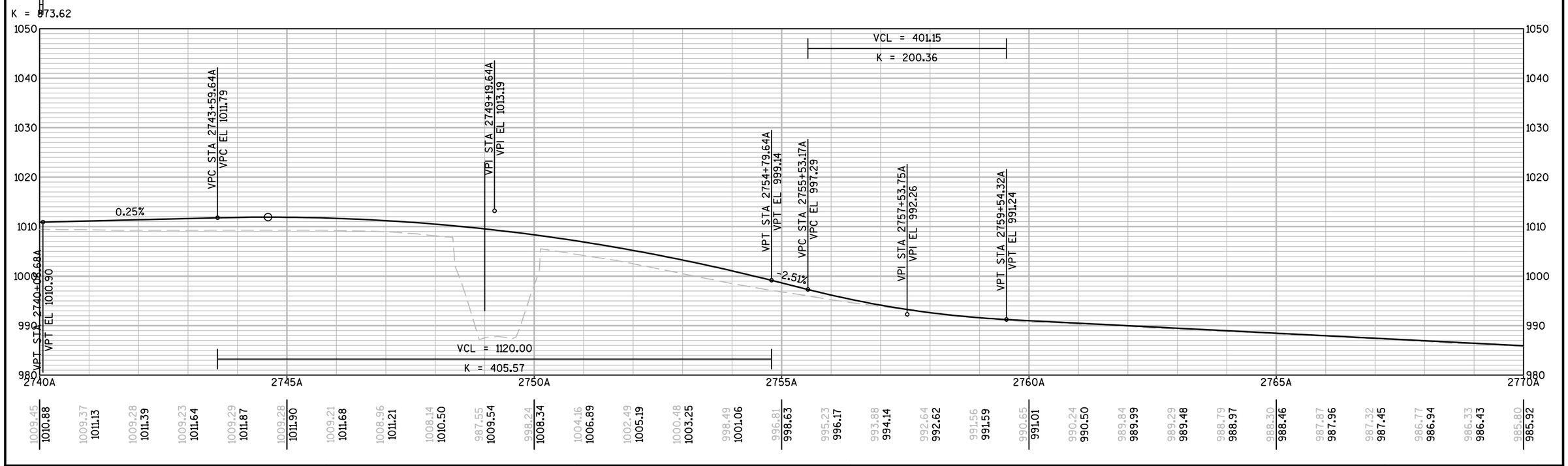
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 WESTBOUND MAINLINE	SHEET E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050101_PP.DWG PLOT DATE : 11/6/2014 10:16 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:200 FT



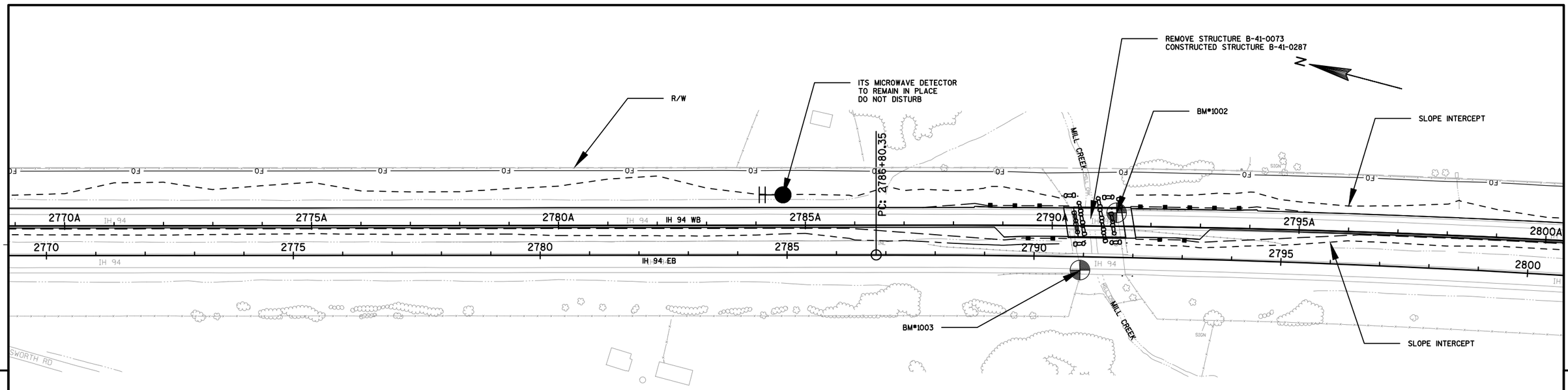
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1004	2750+47A	CHIZSQUAREONSECORNEROFB-41-71	1007.15
1005	2747+75	CHIZSQUAREONNWCORNEROFB-41-70	1009.93



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONORE	PLAN AND PROFILE: IH 94 WESTBOUND MAINLINE	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050101_PP.DWG PLOT DATE : 11/6/2014 10:18 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

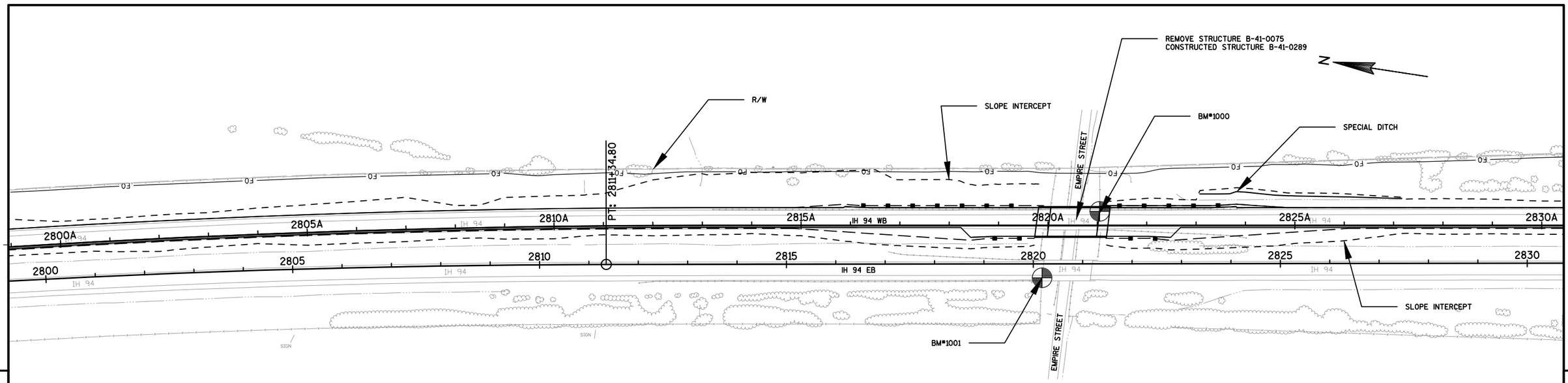


BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1002	2791+31A	CHIZSQUAREONSECORNEROFB-41-73	980.02
1003	2790+94	CHIZSQUAREONNWCORNEROFB-41-72	979.14

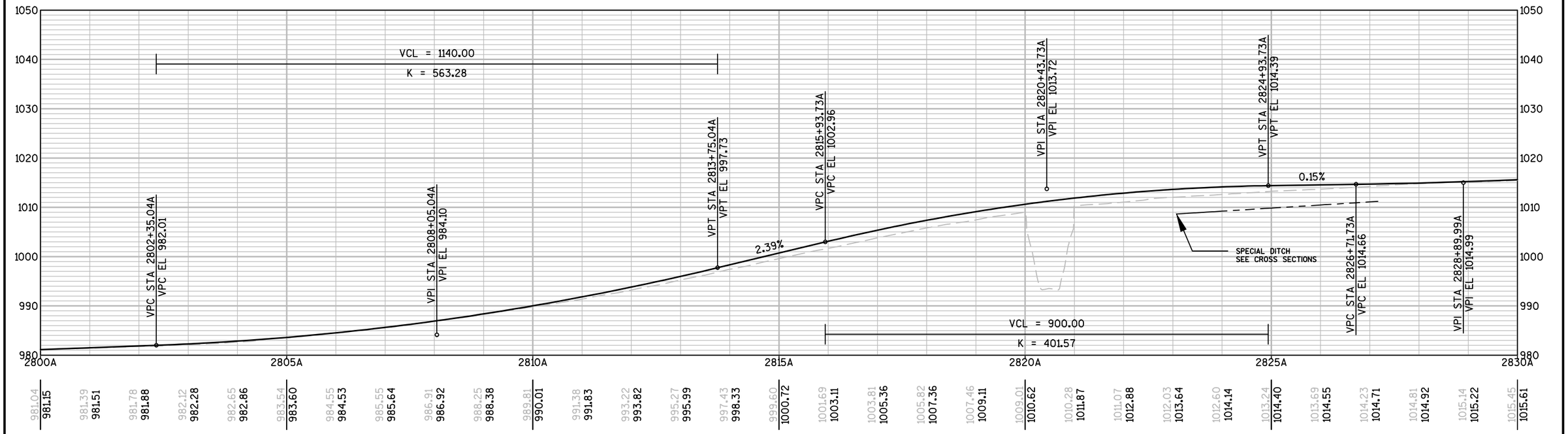
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONORE	PLAN AND PROFILE: IH 94 WESTBOUND MAINLINE	SHEET	E

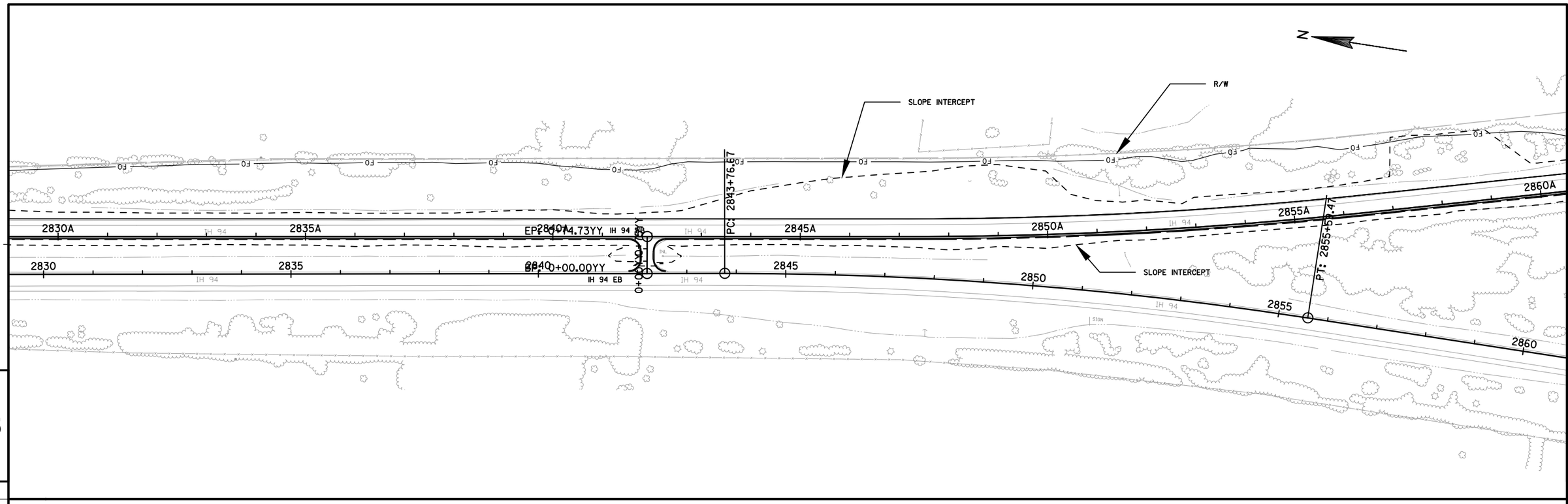
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WISDOT/CADDS SHEET 44

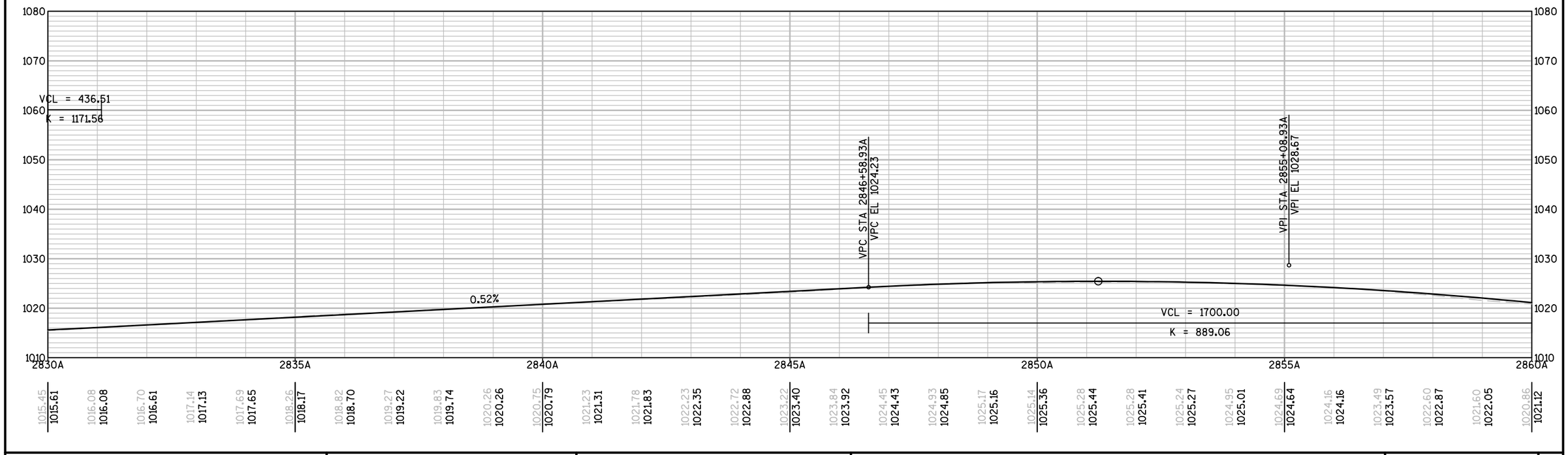


BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1000	2821+04A	CHIZSQUAREONSECORNEROFB-41-75	1012.44
1001	2820+17	CHIZSQUAREONNWCORNEROFB-41-74	1011.90



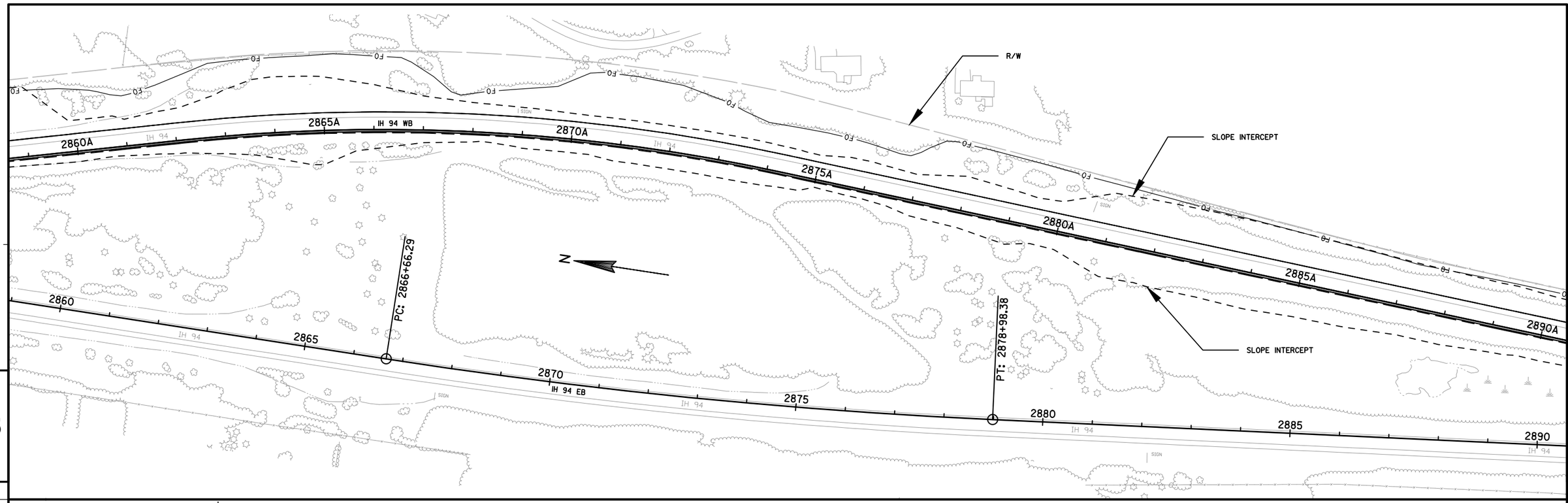


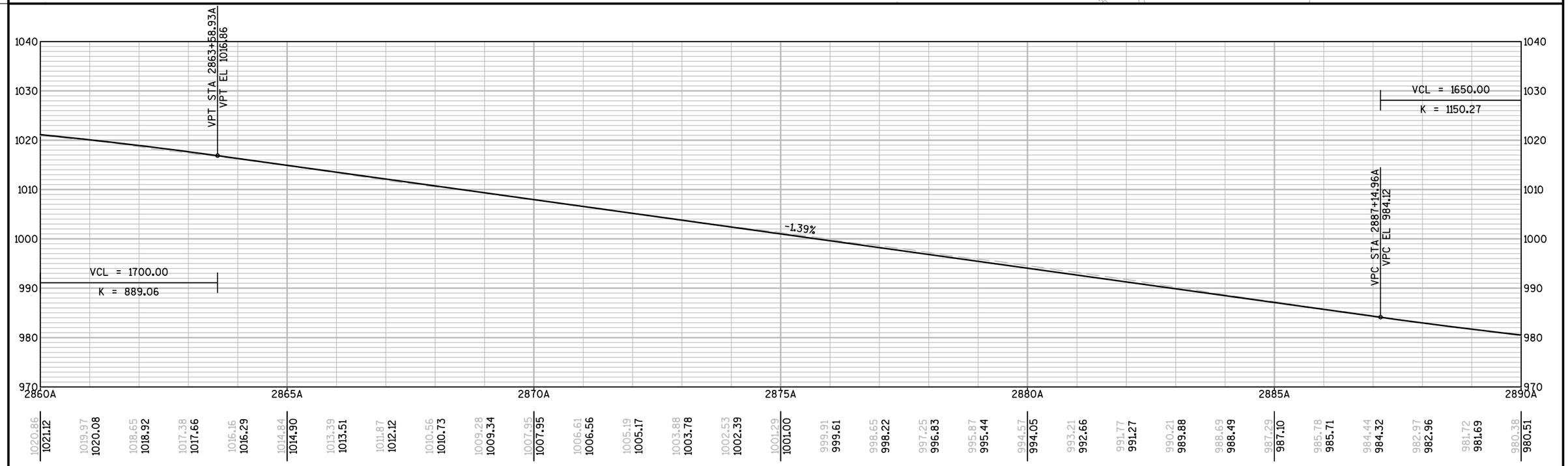


PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONORE	PLAN AND PROFILE: IH 94 WESTBOUND MAINLINE	SHEET E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050101_PP.DWG PLOT DATE : 11/6/2014 10:21 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

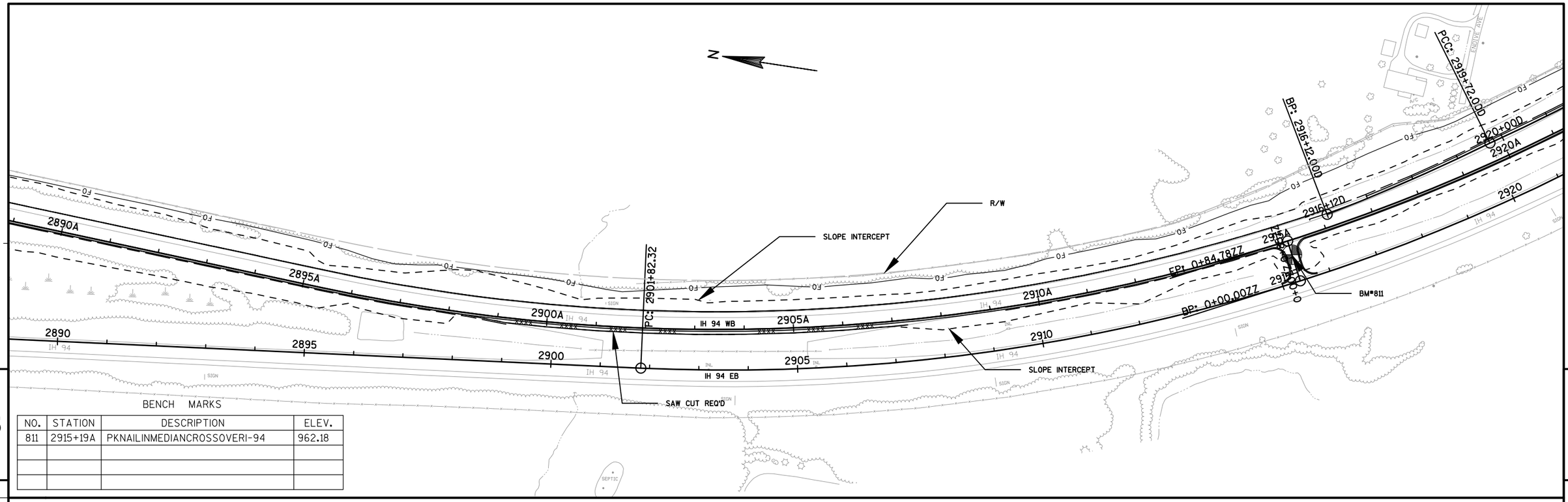




PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 WESTBOUND MAINLINE	SHEET E

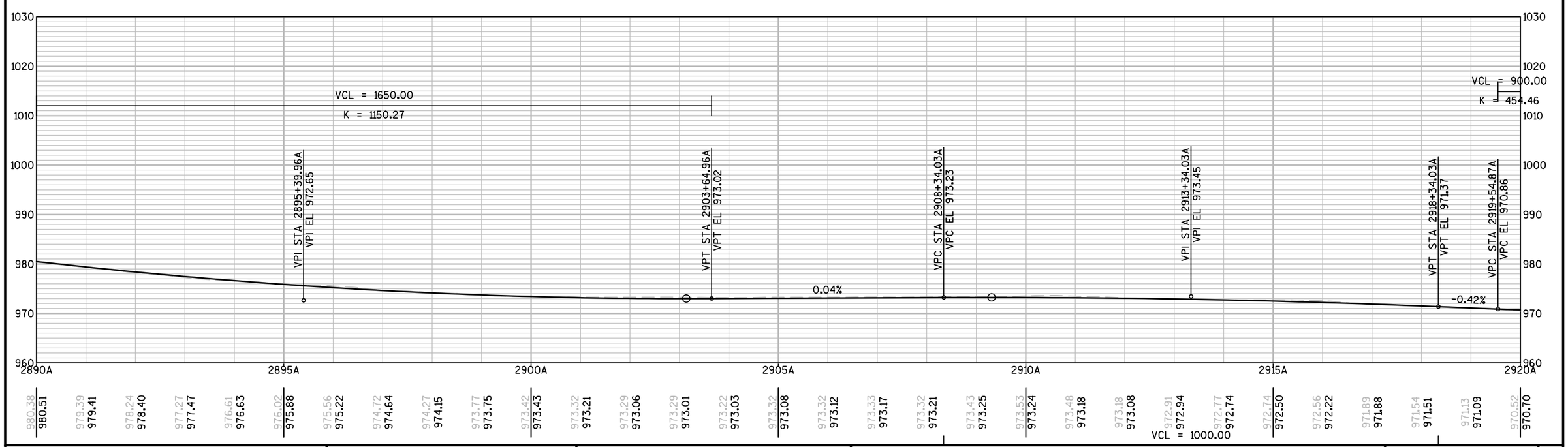
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WISDOT/CADDS SHEET 44

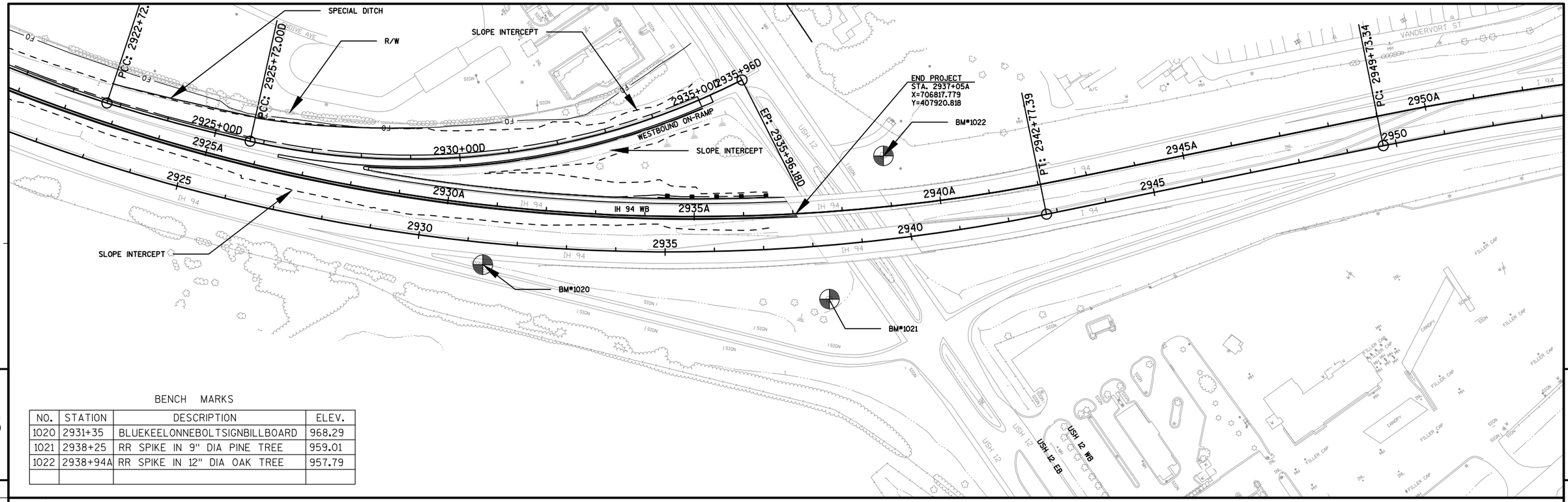


BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
811	2915+19A	PKNAILINMEDIANCROSSOVERI-94	962.18

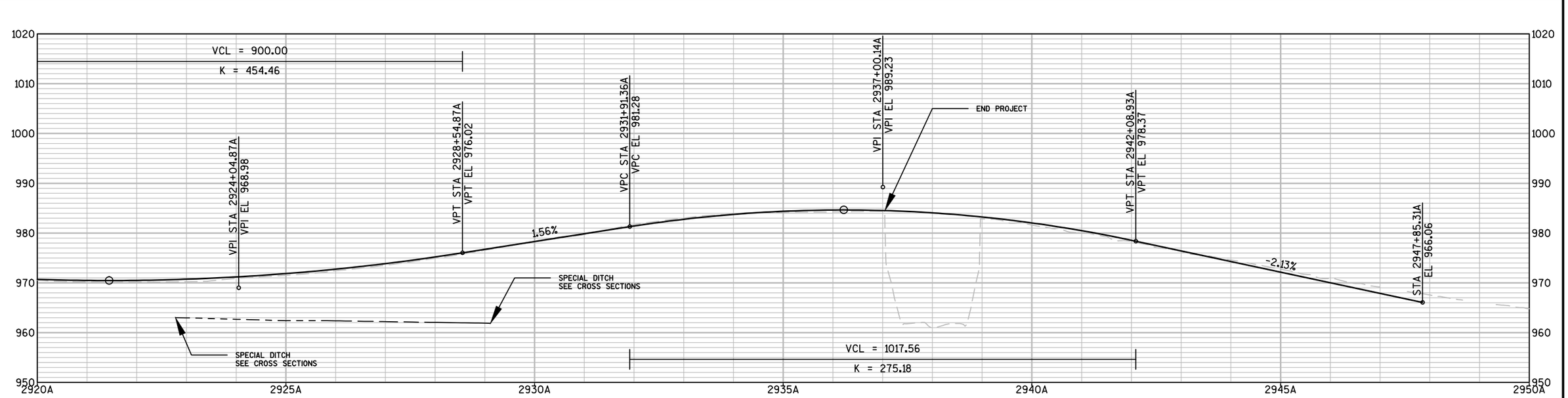


PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONORE	PLAN AND PROFILE: IH 94 WESTBOUND MAINLINE	SHEET	E



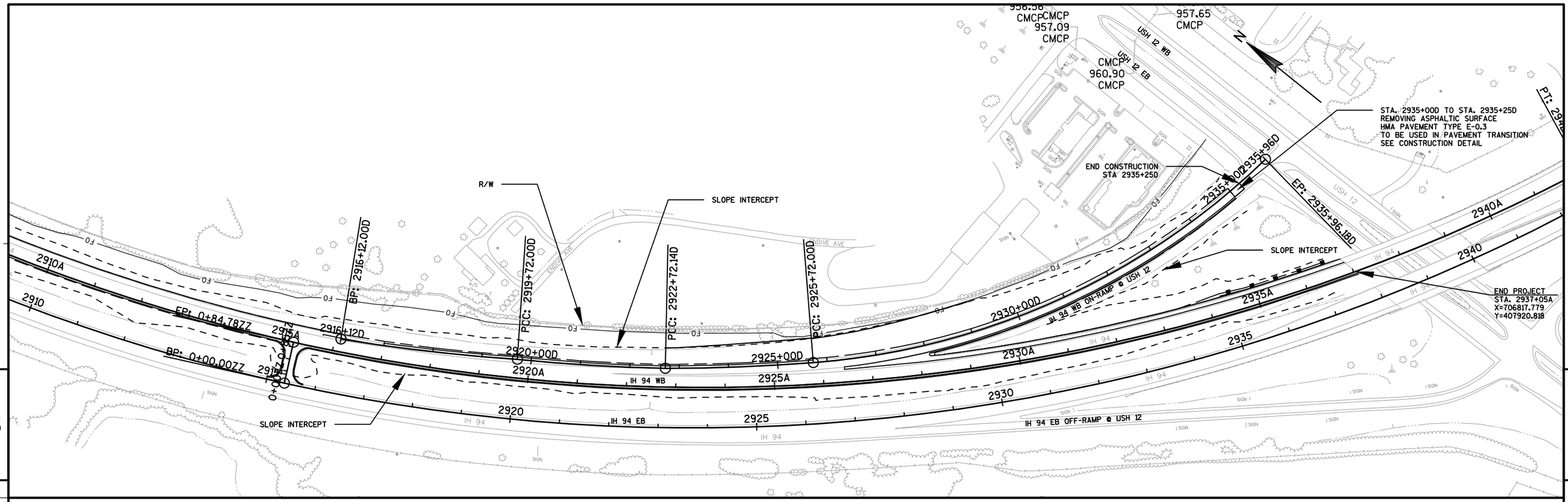
BENCH MARKS

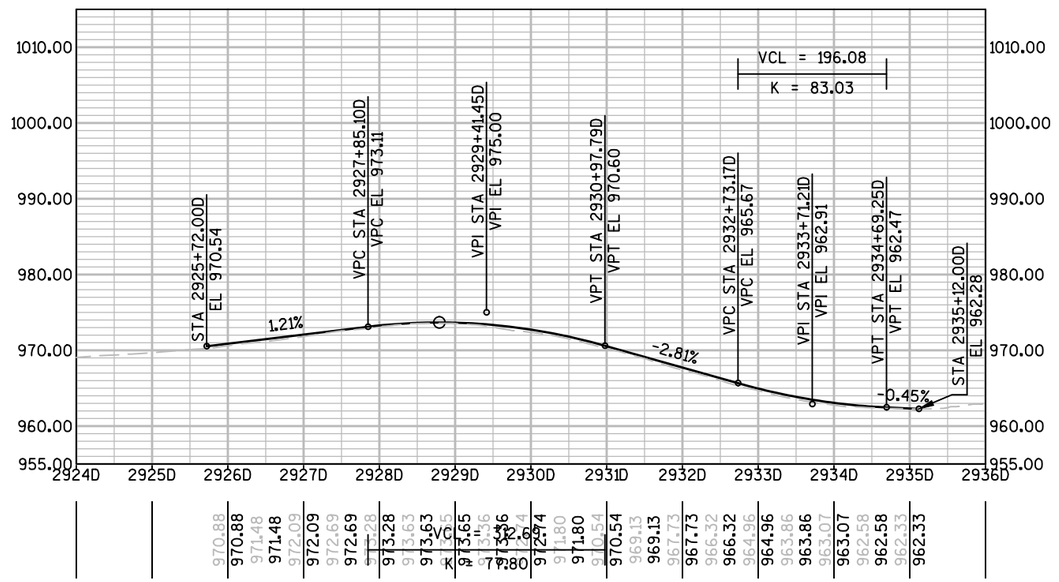
NO.	STATION	DESCRIPTION	ELEV.
1020	2931+35	BLUEKEELONNEBOLTSIGNBILLBOARD	968.29
1021	2938+25	RR SPIKE IN 9" DIA PINE TREE	959.01
1022	2938+94A	RR SPIKE IN 12" DIA OAK TREE	957.79



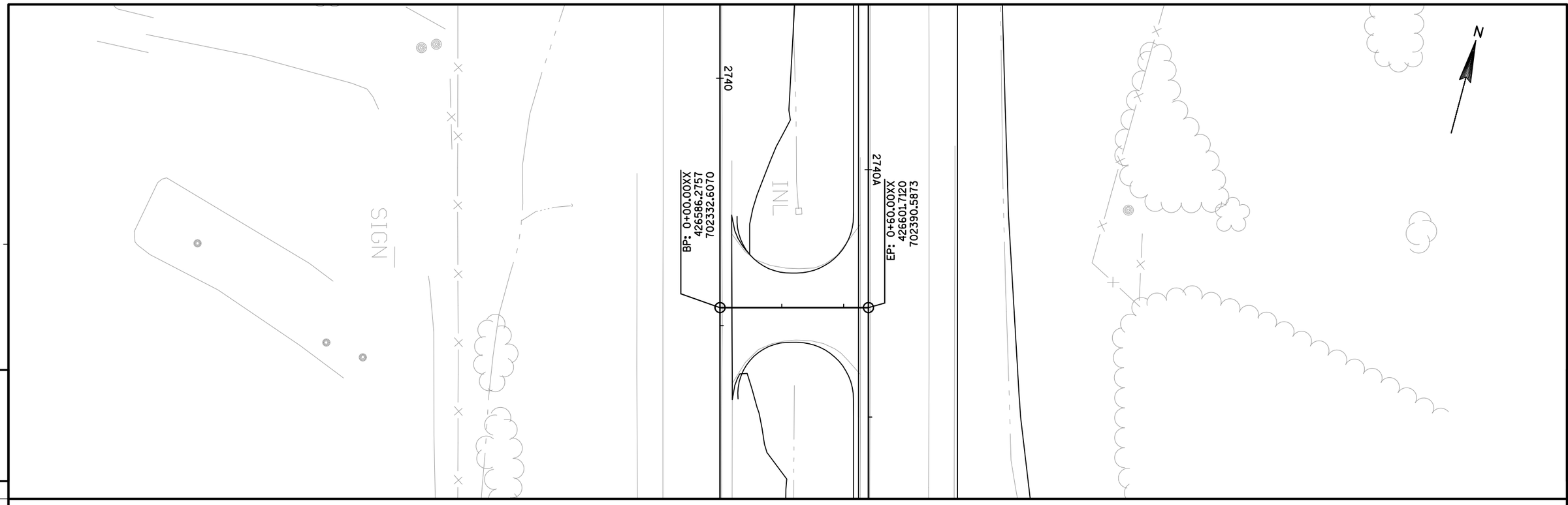
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 WESTBOUND MAINLINE	SHEET	E

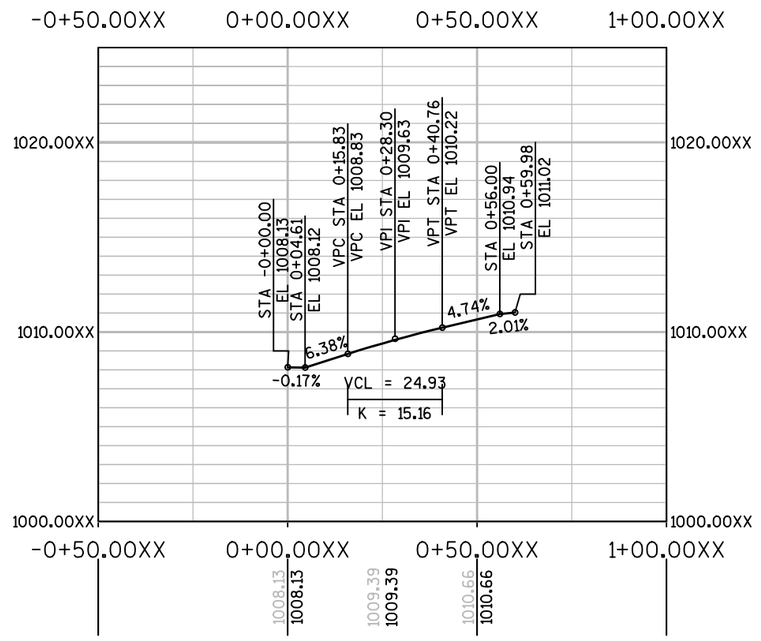
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WISDOT/CADDS SHEET 44



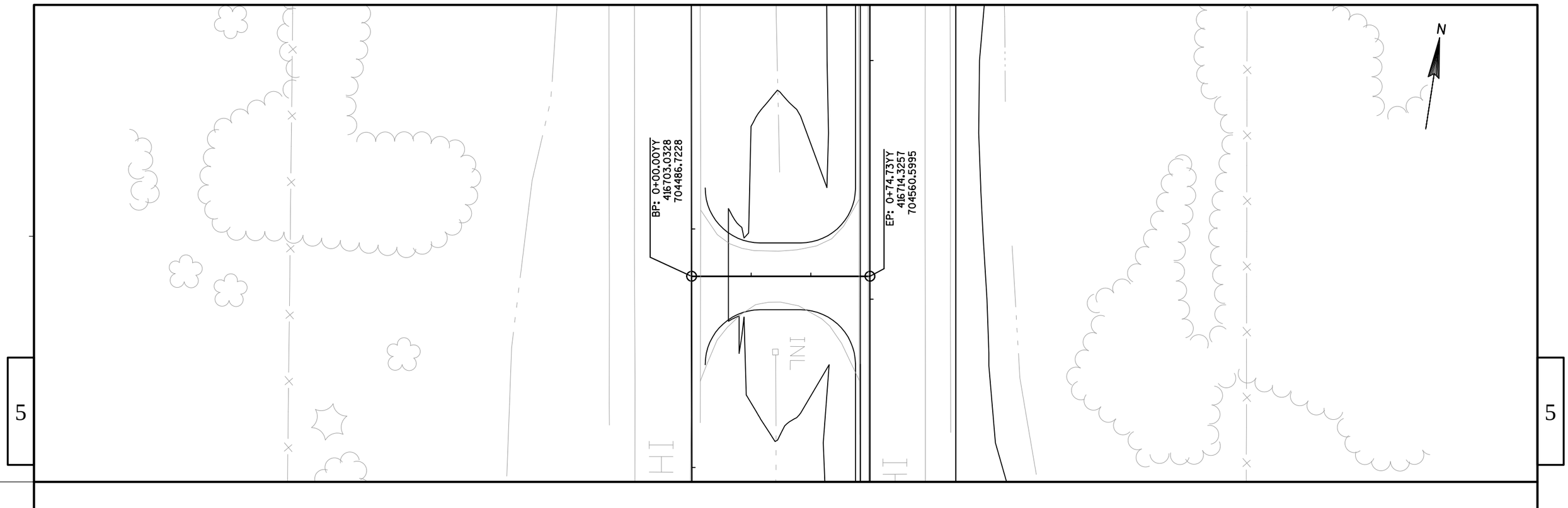


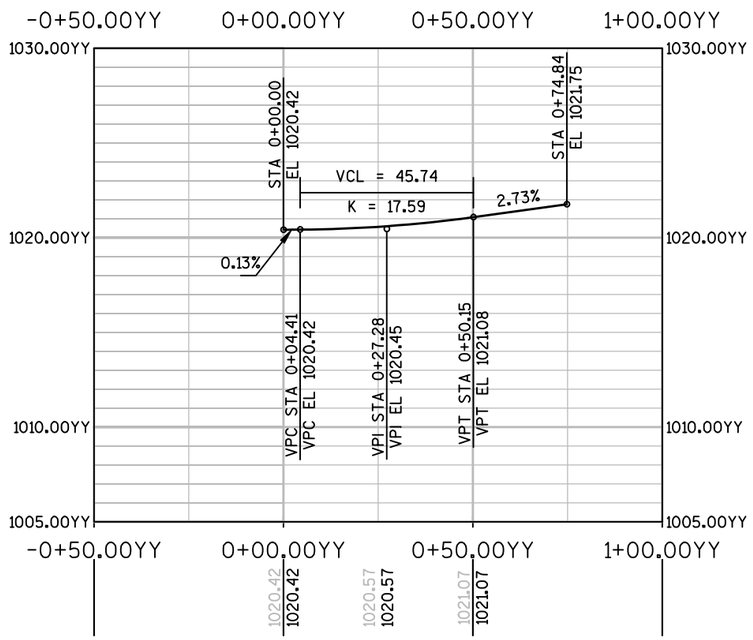
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: WESTBOUND ON-RAMP	SHEET	E



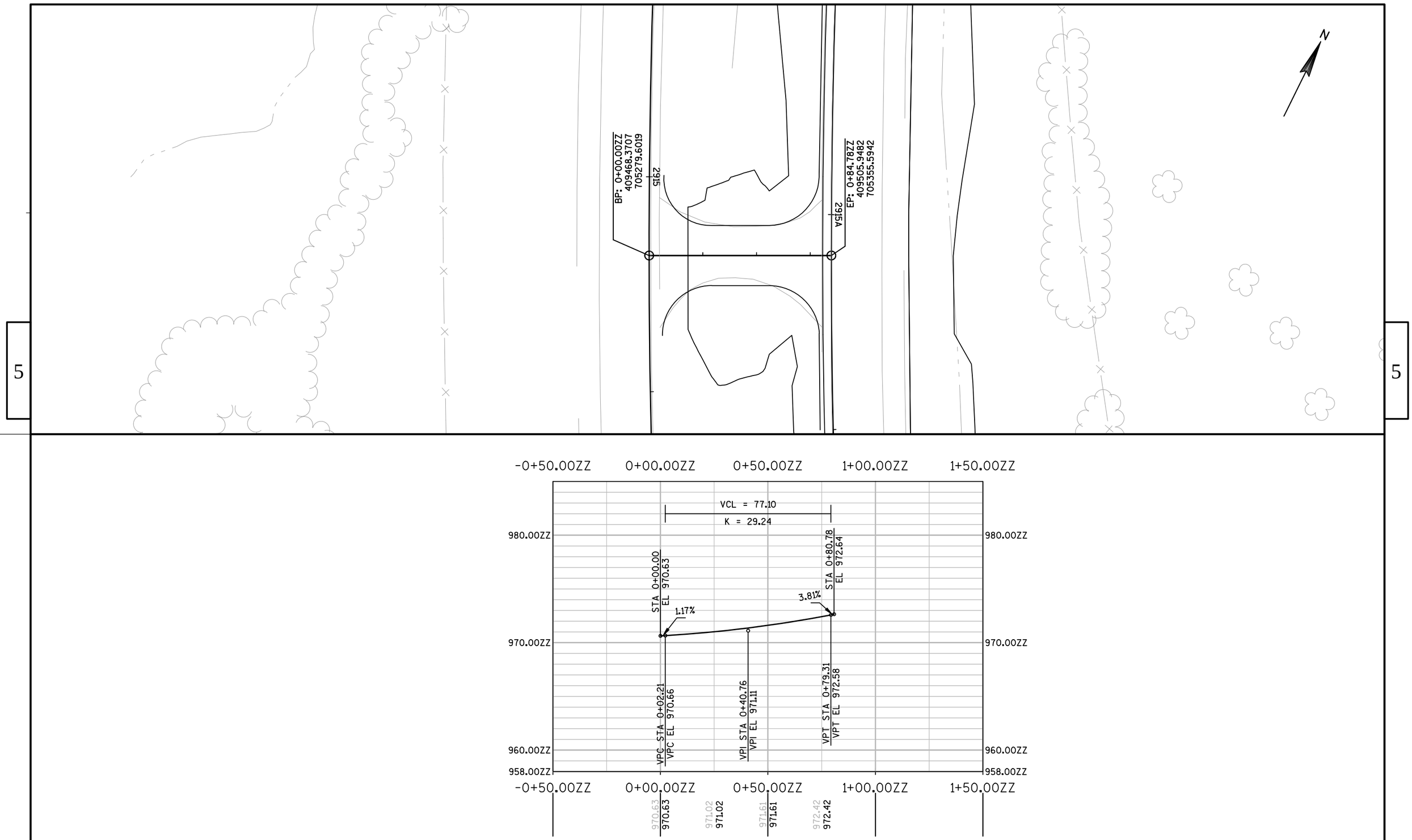


PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: MAINTENANCE CROSSOVER	SHEET 130	E





PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: MAINTENANCE CROSSOVER	SHEET 131	E

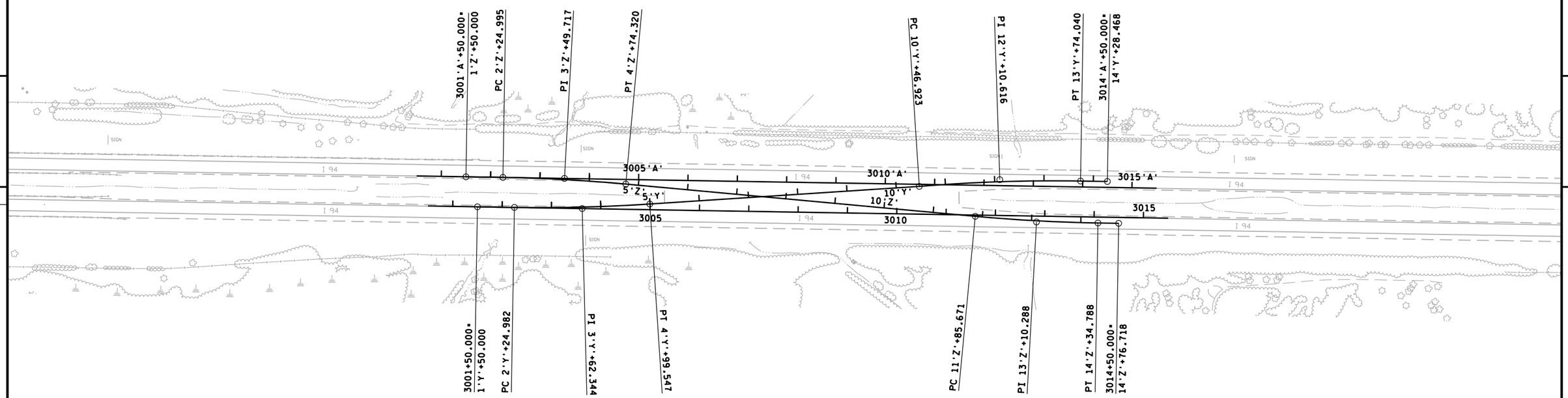


PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: MAINTENANCE CROSSOVER	SHEET	E

NOTE: FOR INFORMATION ONLY

CURVE DATA 'Z' LINE
Δ = 4°19'43.9" (RT)
D = 1°44'10.4"
T = 124.722
L = 249.324
E = 2.356
R = 3300.000
PC STA = 2'Z'+24.995
PC N = 403583.438
PC E = 711922.389
PI STA = 3'Z'+49.717
PI N = 403486.589
PI E = 712000.975
PT STA = 4'Z'+74.320
PT N = 403384.084
PT E = 712072.026

CURVE DATA 'Y' LINE
Δ = 5°40'46.2" (RT)
D = 1°44'10.4"
T = 163.692
L = 327.116
E = 4.057
R = 3300.000
PC STA = 10'Y'+46.923
PC N = 402925.338
PC E = 712450.833
PI STA = 12'Y'+10.616
PI N = 402809.063
PI E = 712566.051
PT STA = 13'Y'+74.040
PT N = 402681.955
PT E = 712669.196

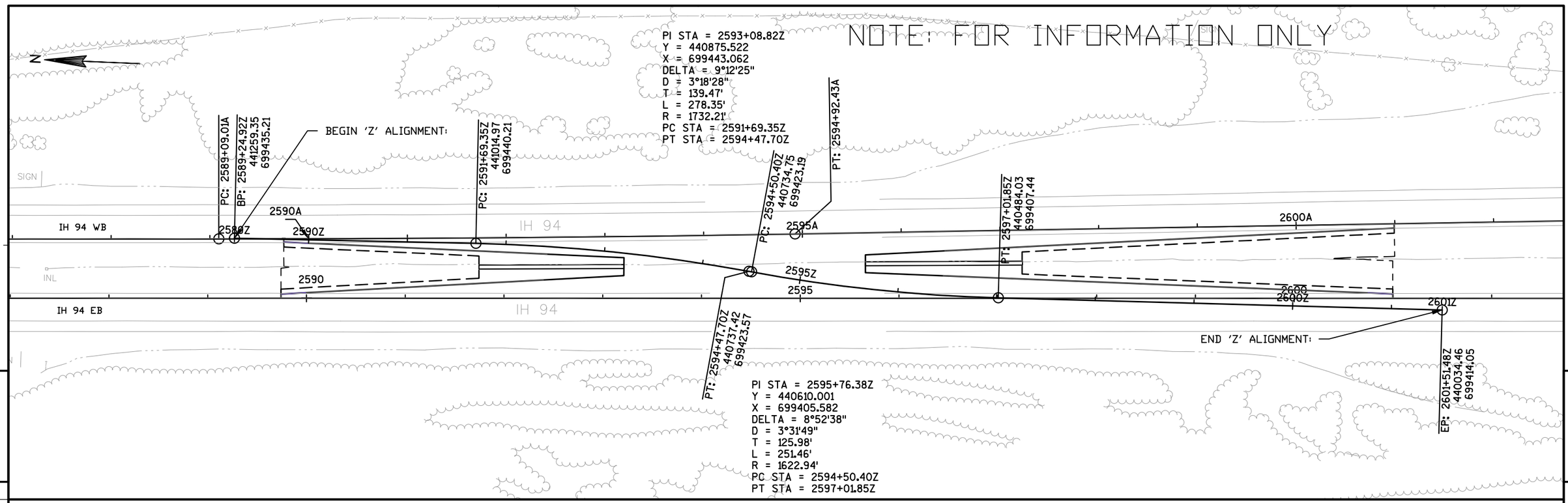


CURVE DATA 'Y' LINE
Δ = 4°46'01.6" (LT)
D = 1°44'10.4"
T = 137.362
L = 274.565
E = 2.858
R = 3300.000
PC STA = 2'Y'+24.982
PC N = 403526.554
PC E = 711890.697
PI STA = 3'Y'+62.344
PI N = 403419.884
PI E = 711977.240
PT STA = 4'Y'+99.547
PT N = 403320.775
PT E = 712072.349

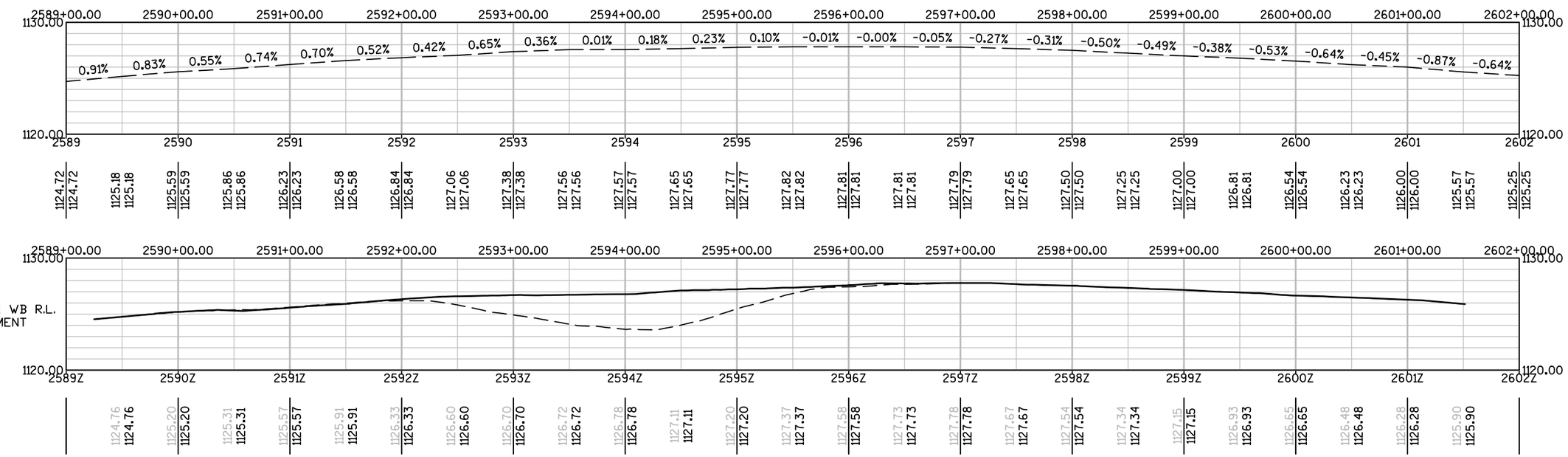
CURVE DATA 'Z' LINE
Δ = 4°19'30.9" (LT)
D = 1°44'10.4"
T = 124.618
L = 249.117
E = 2.352
R = 3300.000
PC STA = 11'Z'+85.671
PC N = 402799.448
PC E = 712477.268
PI STA = 13'Z'+10.288
PI N = 402697.029
PI E = 712548.260
PT STA = 14'Z'+34.788
PT N = 402600.256
PT E = 712626.774

NOTE: FOR INFORMATION ONLY

NOTE: FOR INFORMATION ONLY



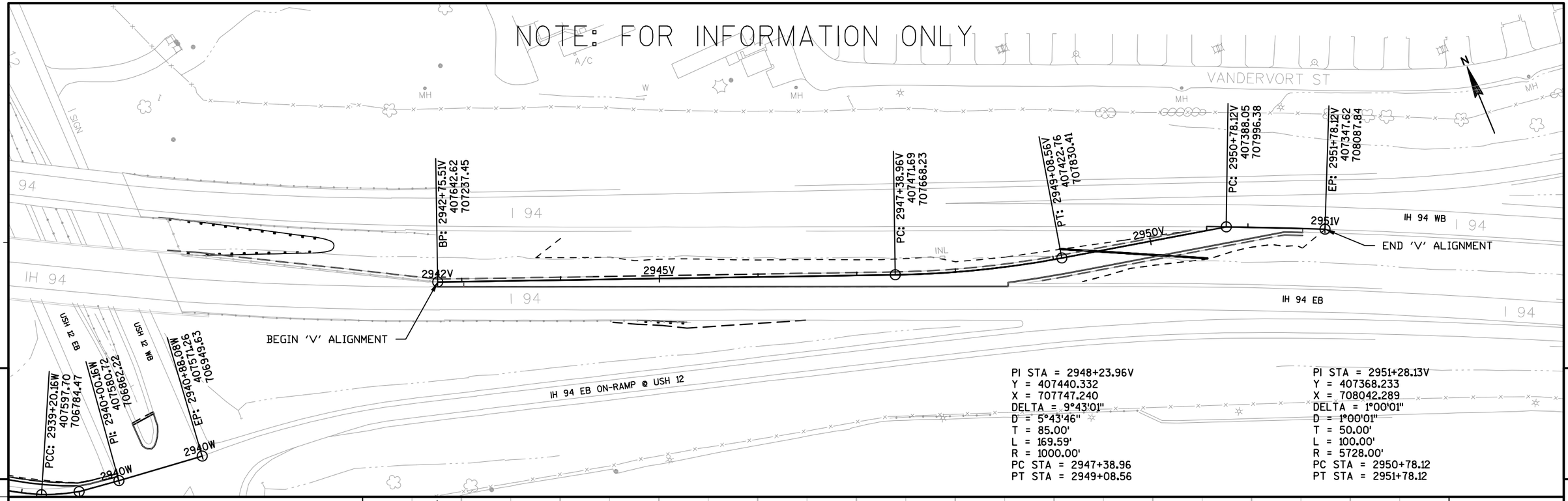
IH 94 EB EXISTING PROFILE

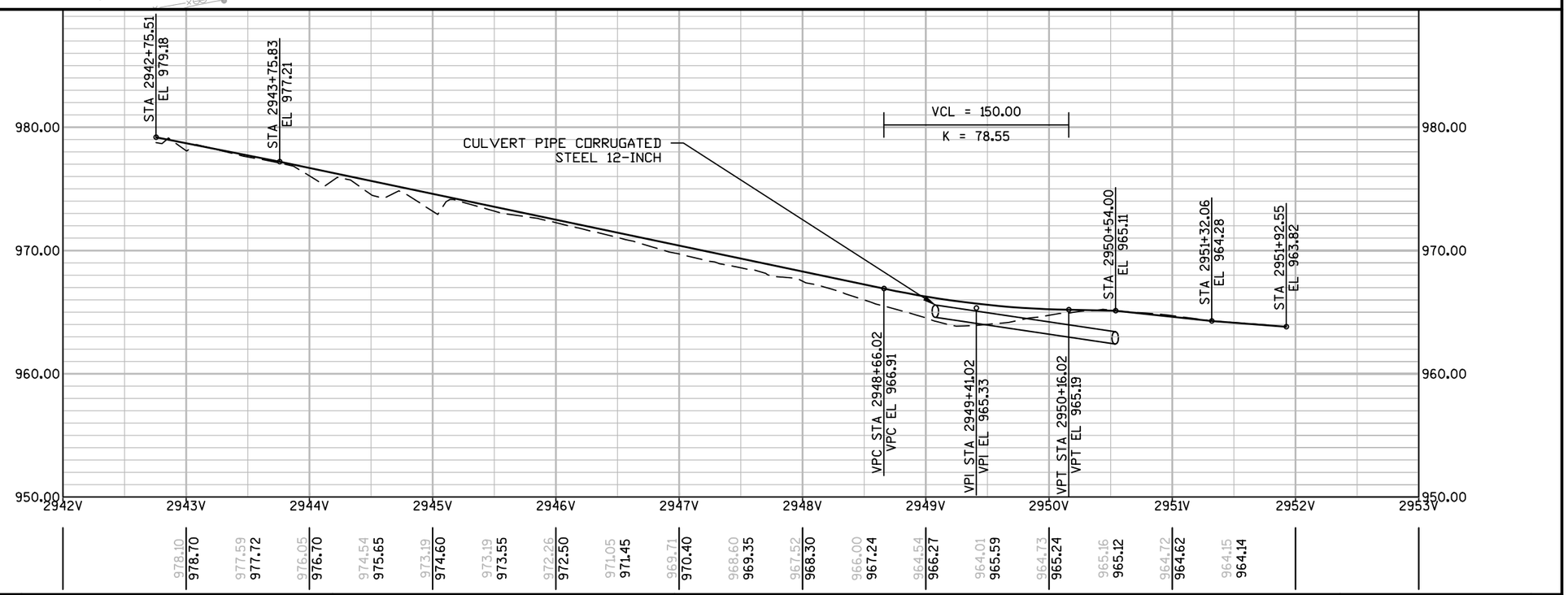


PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: CROSSOVER #1 - 'Z' ALIGNMENT	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\TEST\050104_PP.DWG PLOT DATE : 8/27/2014 10:55 AM PLOT BY : SHAW, ADAM M PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44

NOTE: FOR INFORMATION ONLY





PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: CROSSOVER #2 - 'V' ALIGNMENT	SHEET	E

N

STA. 2620+27A, 119' LT
CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH, 12 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH
(2) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (ENDWALL ONLY)

R/W

SLOPE INTERCEPT

STA. 2613+50A-2614+00A
REMOVING ASPHALTIC SURFACE
HMA PAVEMENT TYPE E-30
TO BE USED IN PAVEMENT TRANSITION
SEE CONSTRUCTION DETAIL

BEGIN PROJECT
STA. 2613+50A
X=699572.954
Y=438838.211

FO

5

5

2610A 2615A 2620A 2625A

IH 94

SLOPE INTERCEPT

2610 2615 2620 2625

IH 94 IH 94

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:29 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

SLOPE INTERCEPT

R/W

STA. 2635+60A, RESET LT
CULVERT PIPE LINERS, 48-INCH
Q50=95 CFS
n=0.012

REMOVING GUARDRAIL:
STA. 2632+70A TO STA. 2640+72A,
36' LT, 802 LF.

5

5

2625A

2630A

IH 94

2635A

IH 94

26

SLOPE INTERCEPT

2625

2630

2635

26

IH 94

IH 94

SIGN

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:29 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

N

R/W

SLOPE INTERCEPT

END TAPER
STA: 2654+28A
OFFSET: 44' LT

5

5

IH 94

2640A

2645A

IH 94

2650A

INSTALLATION OF TEMPORARY EMERGENCY PULLOUTS
SEE CONSTRUCTION DETAIL

2640

2645

2650

IH 94

IH 94

BEGIN TAPER
STA: 2653+23A
OFFSET: 36' LT

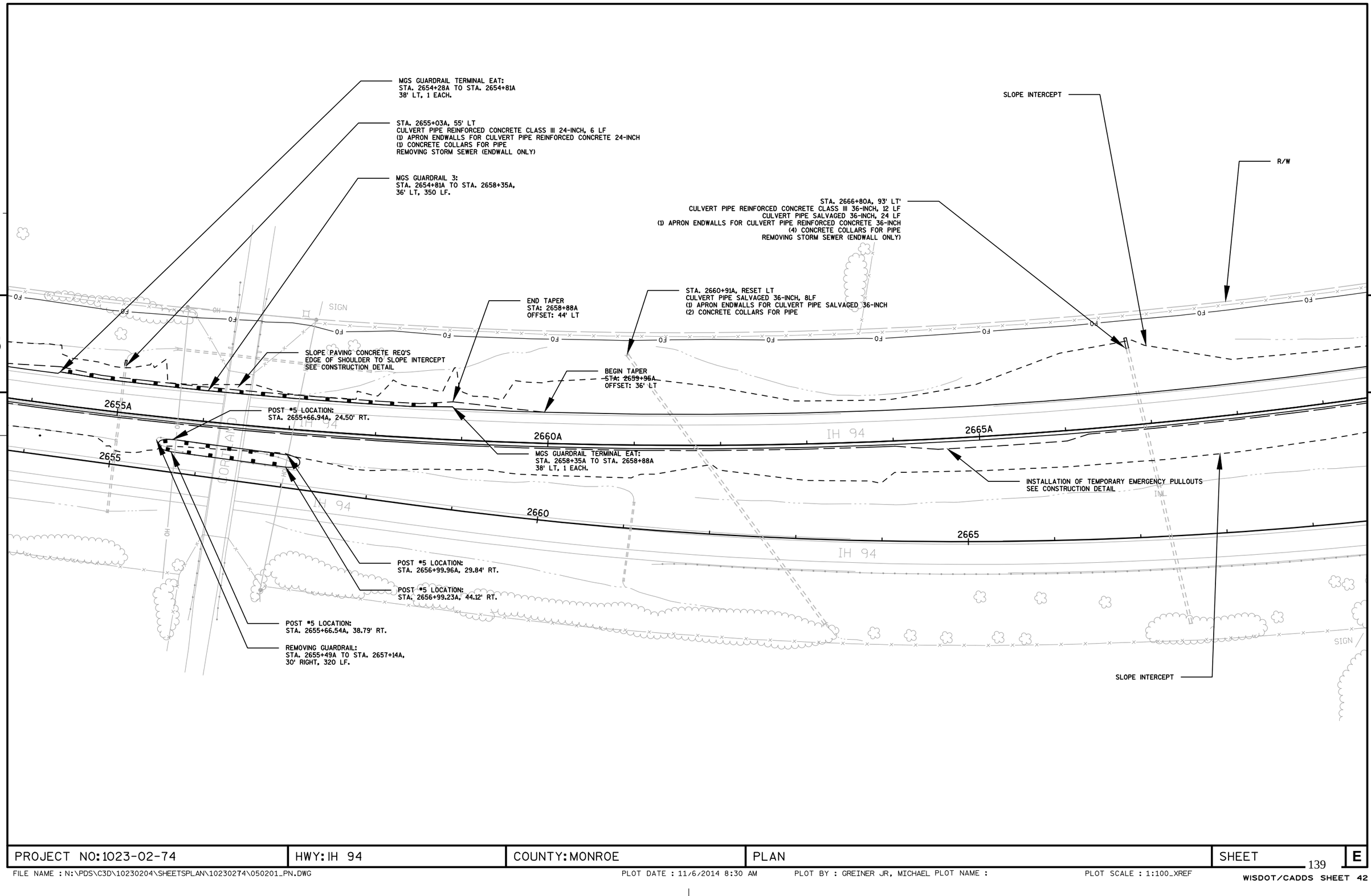
SLOPE INTERCEPT

MGS GUARDRAIL TERMINAL EAT:
STA. 2654+28A TO STA. 2654+81A
38' LT, 1 EACH.

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

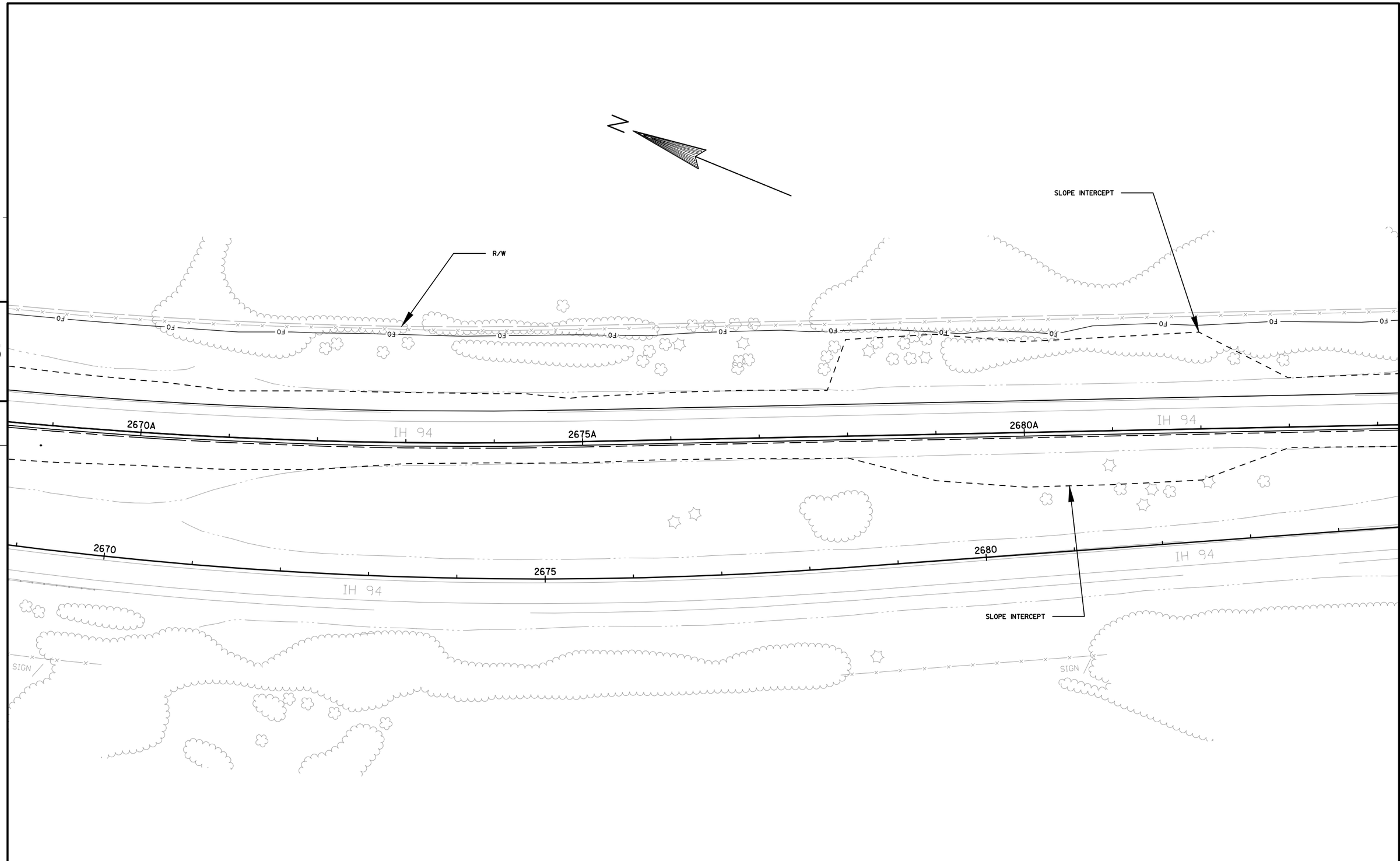
FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:29 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:30 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:30 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

STA. 2688+33A, 88' LT
CULVERT PIPE REINFORCED CONCRETE CLASS III 60-INCH, 14 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 60-INCH
(1) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (ENDWALL ONLY)

SLOPE INTERCEPT

R/W

STA. 2695+25A, RESET LT
CULVERT PIPE SALVAGED 36-INCH, 16 LF
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH
(3) CONCRETE COLLARS FOR PIPE

BEGIN TAPER
STA: 2695+31A
OFFSET: 36' LT

END TAPER
STA: 2696+51A
OFFSET: 44' LT

SLOPE PAVING CONCRETE REQ'S
EDGE OF SHOULDER TO SLOPE INTERCEPT
SEE CONSTRUCTION DETAIL

MGS GUARDRAIL 3:
STA. 2697+04A TO STA. 2700+92A,
36' LT, 387.5 LF.

5

5

2685A

IH 94 WB

2690A

IH 94

2695A

INSTALLATION OF TEMPORARY EMERGENCY PULLOUTS
SEE CONSTRUCTION DETAIL

2695

2690

2685

IH 94 EB

IH 94

IH 9

CTH OO

SLOPE INTERCEPT

BEGIN TAPER
STA: 2694+23A
OFFSET: 6' RT

STA. 2695+01A, 40' RT, TOP OF CASTING 1031.98'
(1) REMOVING INLETS
REMOVING STORM SEWER, 8 LF
INLET DEPTH 10.06
(1) INLETS MEDIAN 2 GRATE
(2) SALVAGED INLET COVERS
CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH, 8 LF
(2) CONCRETE COLLARS FOR PIPE

END TAPER
STA: 2695+43A
OFFSET: 14' RT

MGS GUARDRAIL TERMINAL EAT:
STA. 2695+43A TO STA. 2695+96A,
8' RT, 1 EACH.

MGS GUARDRAIL 3:
STA. 2695+96A TO STA. 2700+21A,
6' RT, 425 LF.

MGS GUARDRAIL TERMINAL EAT:
STA. 2696+51A TO STA. 2697+04A,
38' LT, 1 EACH.

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:30 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

END TAPER
STA: 2701+45A
OFFSET: 44' LT

MGS GUARDRAIL TERMINAL EAT:
STA. 2700+92A TO STA. 2701+45A,
38' LT, 1 EACH.

BEGIN TAPER
STA: 2702+65A
OFFSET: 36' LT

R/W

SHPO COMMINTMENT AREA47 M064:
STA. 2706+50A TO STA. 2714+50A
WITHIN ROW LIMITS. ARCHITECTURAL/
HISTORICAL COORDINATOR REQUIRED

SLOPE INTERCEPT

2705A

2700A

2710A

2700

2705

2710

SLOPE INTERCEPT

IH 94

BEGIN TAPER
STA: 2701+94A
OFFSET: 6' RT

MGS GUARDRAIL TERMINAL EAT:
STA. 2700+21A TO 2700+74A,
8' RT, 1 EACH.

END TAPER
STA: 2700+74A
OFFSET: 14' RT

5

5

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:31 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

R/W

STA. 2717+62A, 56' LT
CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH, 14 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH
(1) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (ENDWALL ONLY)

SLOPE INTERCEPT

5

5

FO

SIGN

IH 94

2715A

2720A

2725A

INL

INSTALLATION OF TEMPORARY EMERGENCY PULLOUTS
SEE CONSTRUCTION DETAIL

2715

2720

2725

IH 94

IH 94

SIGN

SLOPE INTERCEPT

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:31 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

N

R/W

SLOPE INTERCEPT

SHPO COMMITMENT AREA 47 MO65:
STA. 2735+50A TO STA. 2740+50A
WITHIN ROW LIMITS. ARCHITECTURAL/
HISTORICAL COORDINATOR REQUIRED

SHPO COMMITMENT AREA BMO-0069
STA. 2738+16A TO STA. 2740+93A
ARCHITECTURAL/HISTORICAL COORDINATOR REQUIRED

5

5

INSTALLATION OF TEMPORARY EMERGENCY PULLOUTS
SEE CONSTRUCTION DETAIL

REMOVING WEIGH IN MOTION
SEE CONSTRUCTION DETAIL

RADIUS POINT
STA: 2740+19A
OFFSET: 29' RT
25' RAD

RADIUS POINT
STA: 2740+93A
OFFSET: 29' RT
25' RAD

STA. 2741+24A, 32' RT
(1) APRON ENDWALLS FOR CULVERT
PIPE SLOPED SIDE DRAINS
STEEL 18-INCH 10:1

94

2730A

2735A

IH 94

2740A

2730

2735

2740

IH 94

STA. 2739+79A, 32' RT
(1) APRON ENDWALLS FOR CULVERT PIPE SLOPED
SIDE DRAINS STEEL 18-INCH 10:1

STA. 2741+17A-2741+16A, 32' RT
CULVERT PIPE CORRUGATED
POLYETHYLENE 18-INCH, 97 LF
INLET ELEV. 1006.44
OUTLET ELEV. 1005.48
SLOPE 1%

STA. 2739+87A-2741+17A, 32' RT
CULVERT PIPE CORRUGATED POLYETHYLENE 18-INCH, 27 LF
INV. ELEV. 1006.18
OUTLET ELEV. 1005.48
SLOPE 2%

SLOPE INTERCEPT

SIGN

SIGN

SIGN

RADIUS POINT
STA: 2740+91A
OFFSET: 31.7' RT
25' RAD

¾" CRUSHED AGGREGATE BASE SURFACE

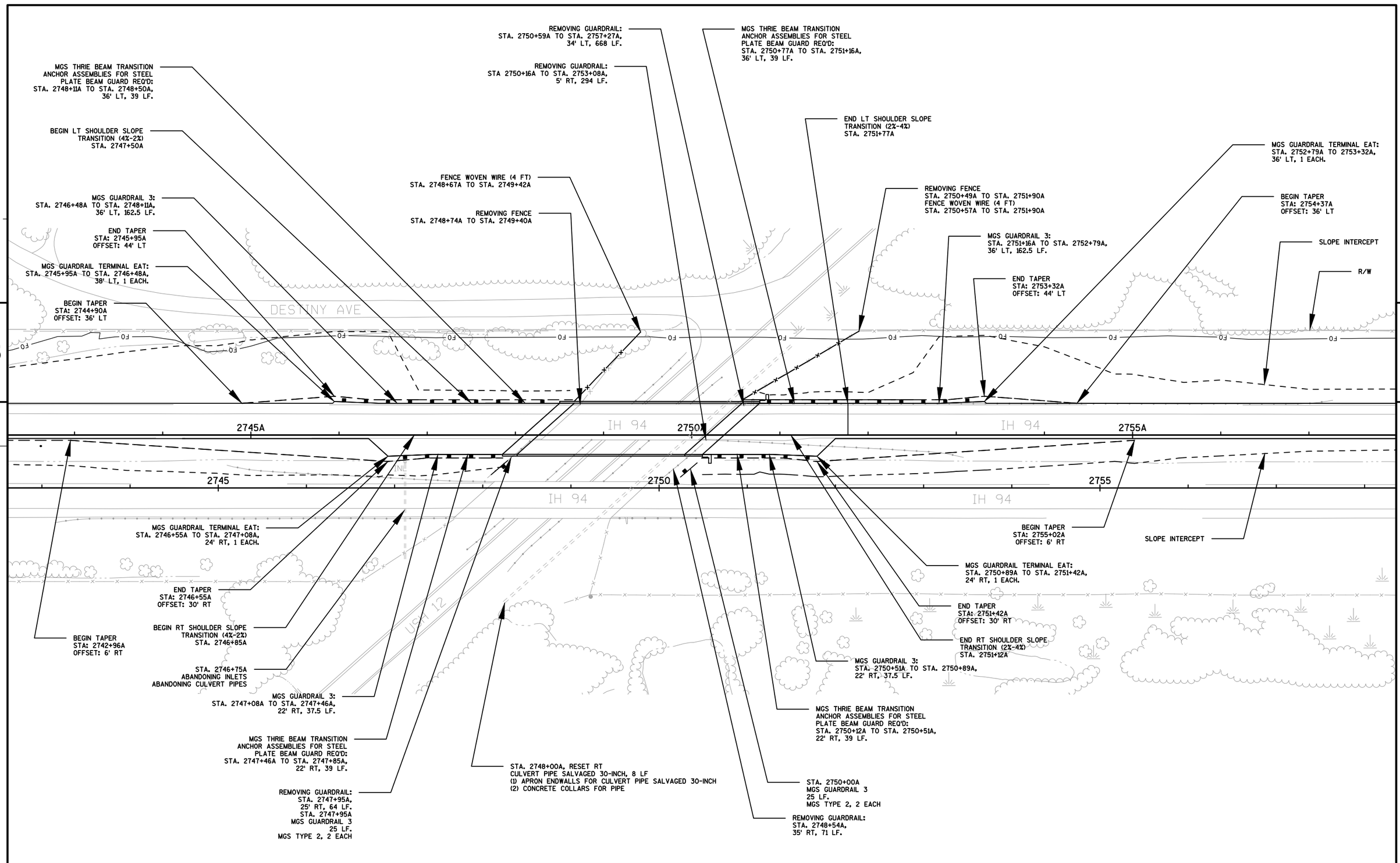
STA. 2740+17A, 32' RT, TOP OF CASTING 1007.94'
(1) REMOVING INLETS
REMOVING STORM SEWER, 4 LF
6:1 SLOPE
INLET DEPTH 4.64'
(1) INLETS MEDIAN 1 GRATE
(1) SALVAGED INLET COVERS
CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH, 4 LF
(1) CONCRETE COLLARS FOR PIPE

RADIUS POINT
STA: 2740+20A
OFFSET: 31.5' RT
25' RAD

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:31 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:32 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

STA. 2762+65A, RESET LT
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH
(1) CONCRETE COLLARS FOR PIPE

R/W

SLOPE INTERCEPT

5

5

2760A

IH 94

2765A

2770A

IH 94

INL

2760

2765

2770

IH 94

IH 94

SLOPE INTERCEPT

ELSWORTH RD

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:32 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

R/W

SLOPE INTERCEPT

STA. 2786+63A, 62' LT
CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH, 6 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH
(1) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (ENDWALL ONLY)

BEGIN TAPER
STA: 2785+89A
OFFSET: 6' RT

5

5

2775A

2780A

IH 94

2785A

INSTALLATION OF TEMPORARY EMERGENCY PULLOUTS
SEE CONSTRUCTION DETAIL

2775

2780

2785

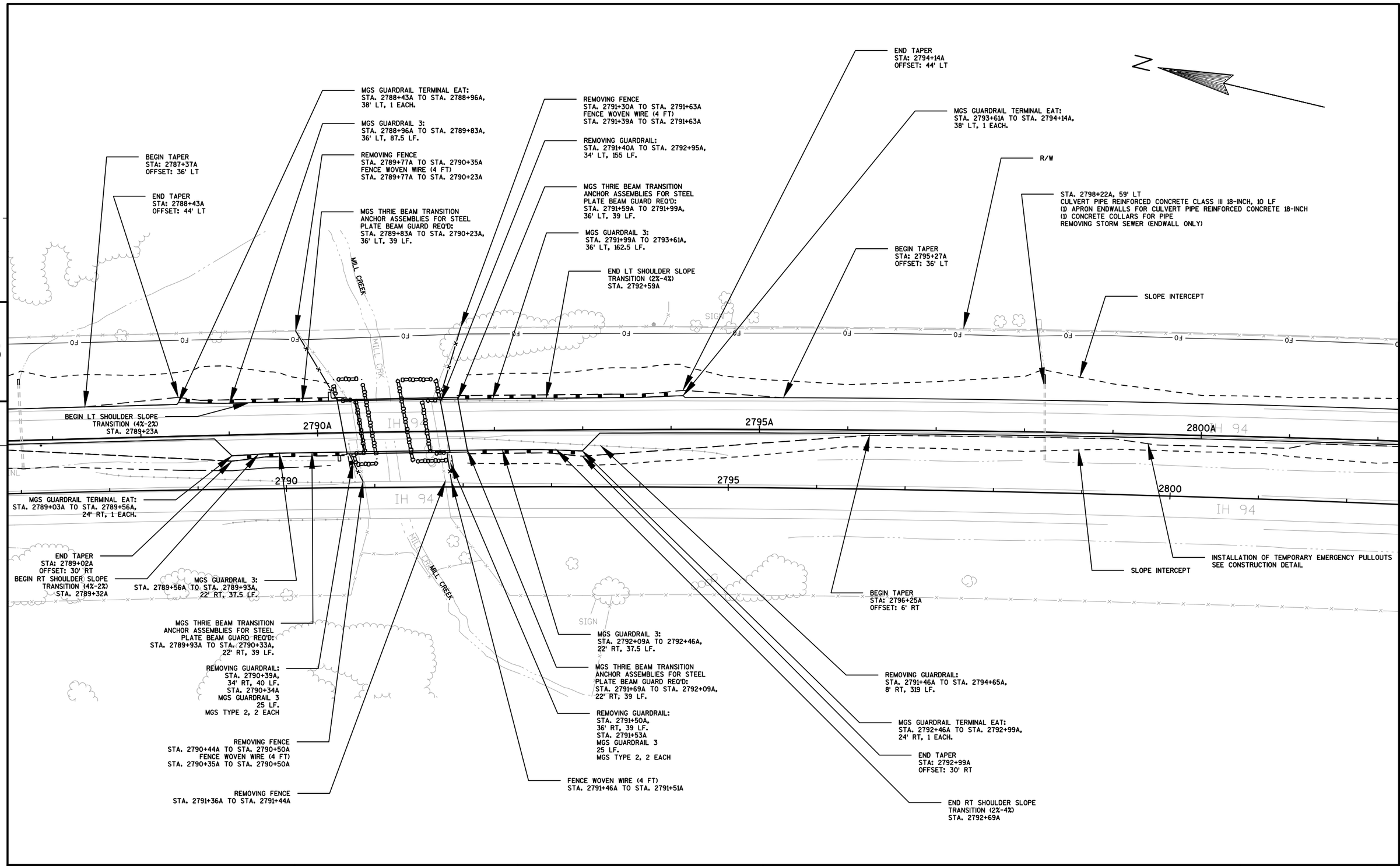
IH 94

SLOPE INTERCEPT

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:32 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:33 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

R/W

STA. 2810+63A, 66' LT
CULVERT PIPE SALVAGED 18-INCH, 8 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH
(2) CONCRETE COLLARS FOR PIPE

STA. 2812+96A, 90' LT
CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH, 18 LF
CONCRETE PIPE SALVAGED 48-INCH, 6 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH
(2) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (ENDWALL ONLY)

REMOVING GUARDRAIL:
STA. 2813+21A TO STA. 2819+95A,
32' LT, 674 LF.

MGS GUARDRAIL 3:
STA. 2816+42A TO STA. 2819+42A,
36' LT, 300 LF.

END TAPER
STA: 2815+89A
OFFSET: 43' LT

BEGIN TAPER
STA: 2814+84A
OFFSET: 36' LT

SLOPE INTERCEPT

5

5

2805A

IH 94

2810A

2815A

BEGIN TAPER
STA: 2814+84A
OFFSET: 6' RT

2805

2810

2815

SLOPE INTERCEPT

IH 94

SIGN

SIGN

MGS GUARDRAIL TERMINAL EAT:
STA. 2815+89A TO STA. 2816+42A,
38' LT, 1 EACH.

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:33 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

N

R/W

REMOVING FENCE
STA. 2821+05A
FENCE WOVEN WIRE (4 FT)
STA. 2821+05A

MGS THRIE BEAM TRANSITION
ANCHOR ASSEMBLIES FOR STEEL
PLATE BEAM GUARD REQ'D:
STA. 2821+26A TO STA. 2821+66A,
36' LT, 39 LF.

REMOVING GUARDRAIL:
STA. 2821+15A TO STA. 2824+08A,
33' LT, 293 LF.

MGS GUARDRAIL 3:
STA. 2821+66A TO 2823+28A,
36' LT, 162.5 LF.

REMOVING FENCE
STA. 2820+04A TO STA. 2820+18A
FENCE WOVEN WIRE (4 FT)
STA. 2820+05A TO STA. 2820+18A

STA. 2821+70A, RESET LT
CULVERT PIPE SALVAGED 24-INCH, 16 LF
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH
(3) CONCRETE COLLARS FOR PIPE

STA. 2821+70A, 38' RT, TOP OF CASTING 1010.00'
CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH, 8 LF
(1) REMOVING INLETS
INLET DEPTH 6.9'
(1) INLETS MEDIAN 2 GRATE
(1) SALVAGED INLET COVERS
(1) INLET COVERS TYPE MS
(1) CONCRETE COLLARS FOR PIPE

END TAPER
STA: 2823+81A
OFFSET: 43' LT

MGS GUARDRAIL TERMINAL EAT:
STA. 2823+28A TO STA. 2823+81A,
38' LT, 1 EACH.

MGS THRIE BEAM TRANSITION
ANCHOR ASSEMBLIES FOR STEEL
PLATE BEAM GUARD REQ'D:
STA. 2819+42A TO STA. 2819+81A,
36' LT, 39 LF.

END LT SHOULDER SLOPE
TRANSITION (2%-4%)
STA. 2822+26A

BEGIN TAPER
STA: 2824+86A
OFFSET: 36' LT

SPECIAL DITCH

MGS GUARDRAIL 3:
STA. 2816+42A TO STA. 2819+42A,
36' LT, 300 LF.

SLOPE INTERCEPT

BEGIN LT SHOULDER SLOPE
TRANSITION (4%-2%)
STA. 2818+81A

5

5

2820A IH 94

2825A IH 94

2830A

2820

2825

2830

IH 94

IH 94

MGS GUARDRAIL TERMINAL EAT:
STA. 2818+44A TO STA. 2818+97A,
24' RT, 1 EACH.

END TAPER
STA: 2818+44A
OFFSET: 30' RT

BEGIN RT SHOULDER SLOPE
TRANSITION (4%-2%)
STA. 2818+73A

MGS GUARDRAIL 3:
STA. 2818+97A TO STA. 2819+34A,
22' RT, 37.5 LF.

MGS THRIE BEAM TRANSITION
ANCHOR ASSEMBLIES FOR STEEL
PLATE BEAM GUARD REQ'D:
STA. 2819+34A TO STA. 2819+73A,
22' RT, 39 LF.

REMOVING GUARDRAIL:
STA. 2819+87A,
37' RT, 51 LF.
STA. 2819+82A
MGS GUARDRAIL 3
25 LF.
MGS TYPE 2, 2 EACH

REMOVING GUARDRAIL:
STA. 2821+04A,
40' RT, 51 LF.
STA. 2821+04A
MGS GUARDRAIL 3
25 LF.
MGS TYPE 2, 2 EACH

MGS GUARDRAIL 3:
STA. 2821+58A TO STA. 2821+96A,
22' RT, 37.5 LF.

MGS THRIE BEAM TRANSITION
ANCHOR ASSEMBLIES FOR STEEL
PLATE BEAM GUARD REQ'D:
STA. 2821+19A TO STA. 2821+58A,
22' RT, 39 LF.

BEGIN TAPER
STA: 2826+09A
OFFSET: 6' RT

INSTALLATION OF TEMPORARY EMERGENCY PULLOUTS
SEE CONSTRUCTION DETAIL

STA. 2824+34A, 38' RT
APRON ENDWALLS FOR CULVERT
PIPE SLOPED SIDE DRAINS
STEEL 24-INCH 10:1

SLOPE INTERCEPT

REMOVING GUARDRAIL:
STA. 2821+09A TO STA. 2824+02A,
9' RT, 294 LF.

MGS GUARDRAIL TERMINAL EAT:
STA. 2821+96A TO STA. 2822+49A,
24' RT, 1 EACH.

END TAPER
STA: 2822+49A
OFFSET: 30' RT

STA. 2821+70A-2824+21A,38' RT
CULVERT PIPE CORRUGATED, 247 LF
POLYETHYLENE 24-INCH
INLET ELEV. 1008.40
OUTLET ELEV. 1003.10
SLOPE 1.8%

END RT SHOULDER SLOPE
TRANSITION (2%-4%)
STA. 2822+18A

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:33 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

R/W

STA. 2842+23A, 40' RT, TOP OF CASTING 1019.51'
(1) REMOVING INLETS
INLET DEPTH 5.59'
(1) INLETS MEDIAN 2 GRATE
(1) SALVAGED INLET COVERS
(1) INLET COVERS TYPE MS

SLOPE INTERCEPT

RADIUS POINT
STA: 2841+53A
OFFSET: 29' RT
25' RAD

RADIUS POINT
STA: 2842+27A
OFFSET: 29' RT
25' RAD

5

5

IH 94

2835A

2840A

IH 94

2845A

2835

2840

2845

IH 94

IH 94

SLOPE INTERCEPT

RADIUS POINT
STA: 2841+53A
OFFSET: 46' RT
25' RAD

STA. 2842+59A, 40' RT
(1) APRON ENDWALLS FOR CULVERT
PIPE SLOPED SIDE DRAINS
STEEL 24-INCH 10:1

STA. 2842+23A-2842+46A ,40' RT
CULVERT PIPE CORRUGATED, 23 LF
POLYETHYLENE 24-INCH
INLET ELEV. 1017.60
OUTLET ELEV. 1014.36
SLOPE 9%

RADIUS POINT
STA: 2942+27A
OFFSET: 46' RT
25' RAD

¾" CRUSHED AGGREGATE BASE SURFACE

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:34 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

STA. 2848+44A, 125' LT
CONCRETE PIPE REINFORCED CONCRETE CLASS III 60-INCH, 20 LF
CULVERT PIPE SALVAGED 60-INCH, 32 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 60-INCH
(5) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (ENDWALL ONLY)
RIPRAP MEDIUM, 4 CY

STA. 2851+48A, RESET RT
CULVERT PIPE SALVAGED 18-INCH, 16 LF
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH
(3) CONCRETE COLLARS FOR PIPE

R/W

SLOPE INTERCEPT

5

5

2850A

IH 94

2855A

2860A

INSTALLATION OF TEMPORARY EMERGENCY PULLOUTS
SEE CONSTRUCTION DETAIL

SLOPE INTERCEPT

STA. 2851+54A, RESET RT
CULVERT PIPE SALVAGED 18-INCH, 8 LF
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH
(2) CONCRETE COLLARS FOR PIPE

2850

IH 94

2855

2860

SIGN

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:34 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

STA. 2864+75A, 99' LT
CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH, 12 LF
CULVERT PIPE SALVAGED 30-INCH, 8 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH
(2) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (ENDWALL ONLY)

R/W

SLOPE INTERCEPT

5

5

FO

SIGN

2865A

2870A

2875A

IH 94

IH 94

SLOPE INTERCEPT

STA. 2864+93A, 70' RT
CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH, 20 LF
CULVERT PIPE SALVAGED 30-INCH, 24 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH
(4) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (ENDWALL ONLY)

IH 94

2865

2870

2875

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\1023074\050201_PN.DWG PLOT DATE : 11/6/2014 8:34 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

STA. 2881+68A, 101' LT
CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH, 8 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH
(1) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (ENDWALL ONLY)

R/W

STA. 2889+34A, 80' LT
CULVERT PIPE SALVAGED 36-INCH, 24 LF
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH
(4) CONCRETE COLLARS FOR PIPE

SLOPE INTERCEPT

5

5

FO

SIGN

IH 94

2880A

2885A

2890A

INSTALLATION OF TEMPORARY EMERGENCY PULLOUTS
SEE CONSTRUCTION DETAIL

STA. 2881+71A, 71' RT, INV ELEV. 974.62'
CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH, 8 LF
CULVERT PIPE SALVAGED 30-INCH, 8 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH
(2) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (ENDWALL ONLY)

SLOPE INTERCEPT

STA. 2889+58A, 57' RT
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH
(1) CONCRETE COLLARS FOR PIPE

2890

2885

2880

2875

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:35 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42

STA. 2900+66A, 56' LT
CULVERT PIPE REINFORCED CONCRETE CLASS III 54-INCH, 6 LF
CULVERT PIPE SALVAGED 54-INCH, 16 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH
(3) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (ENDWALL ONLY)

STA. 2903+30A, RESET LT
CULVERT PIPE SALVAGED 18-INCH, 24 LF
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED
(4) CONCRETE COLLARS FOR PIPE

SLOPE INTERCEPT

R/W

SAW CUT REQ'D

SLOPE INTERCEPT

5

5

2890A
2895A
2900A
2905A
2890
2895
2900
2905

IH 94

SIGN

SEPTIC

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\1023074\050201_PN.DWG PLOT DATE : 11/6/2014 8:35 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

STA. 2909+34A, RESET LT
CULVERT PIPE SALVAGED 30-INCH, 40 LF
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH
(6) CONCRETE COLLARS FOR PIPE

RADIUS POINT
STA: 2914+82A
OFFSET: 29' RT
25' RAD

RADIUS POINT
STA: 2915+56A
OFFSET: 29' RT
25' RAD

SLOPE INTERCEPT

R/W

ENDIVE AVE

A/C

PCC: 2919+72.00D

BP: 2916+12.00D

2916+12D

2920+00D

2905A

2910A

2915A

2920A

2905

2910

2915

2920

IH 94

INL

SIGN

INSTALLATION OF TEMPORARY EMERGENCY PULLOUTS
SEE CONSTRUCTION DETAIL

RADIUS POINT
STA: 2914+84A
OFFSET: 56.3
25' RAD

RADIUS POINT
STA: 2915+56A
OFFSET: 55.7' RT
25' RAD

SLOPE INTERCEPT

¾" CRUSHED AGGREGATE BASE SURFACE

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:35 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

STA. 2922+77A, 79' LT
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH

STA. 2922+49A, 36' RT
(1) REMOVING INLETS
(1) REMOVING SMAL PIPE CULVERTS

SLOPE INTERCEPT

R/W

SPECIAL DITCH

END TAPER
STA: 2934+26A
OFFSET: 43' LT

REMOVING GUARDRAIL:
STA. 2930+80A TO STA. 2936+84A,
36' LT, 599 LF.

BEGIN TAPER
STA: 2933+40A
OFFSET: 36' LT

STA. 2922+49A-2922+77A,79' LT
CULVERT PIPE REINFORCED, 112 LF
CONCRETE CLASS III 24-INCH
INLET ELEV. 964.52
OUTLET ELEV. 963.00
SLOPE 1.2%

STA. 2922+49A, 41' RT
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH

SLOPE INTERCEPT

ENDIVE AVE

IH 94

SIGN

FO

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET 157	E

SLOPE INTERCEPT

R/W

EP: 2935+96.18D

2935+96D

STA. 2935+00D TO STA. 2935+25D
REMOVING ASPHALTIC SURFACE
HMA PAVEMENT TYPE E-0.3
TO BE USED IN PAVEMENT TRANSITION
SEE CONSTRUCTION DETAIL

2935+00D

2930+00D

MGS GUARDRAIL TERMINAL EAT:
STA. 2934+29A TO STA. 2934+82A,
38' LT, 1 EACH.

MGS GUARDRAIL 3:
STA. 2934+82A TO 2936+44A,
36' LT, 162.5 LF.

END CONSTRUCTION
STA 2935+25D

MGS THRIE BEAM TRANSITION
ANCHOR ASSEMBLIES FOR STEEL
PLATE BEAM GUARD REQ'D:
STA. 2936+44A TO STA. 2936+84A,
36' LT, 39 LF.

END TAPER
STA: 2934+26A
OFFSET: 43' LT

BEGIN TAPER
STA: 2933+40A
OFFSET: 26' LT

5

5

2930A

2935A

2940A

2945A

IH 94

SLOPE INTERCEPT

END PROJECT
STA. 2937+05A
X=706817.779
Y=407920.818

2935

2940

2945

N

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E

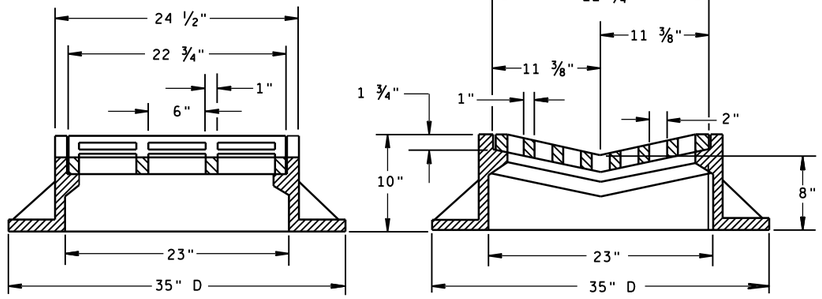
FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230274\050201_PN.DWG PLOT DATE : 11/6/2014 8:36 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:100_XREF

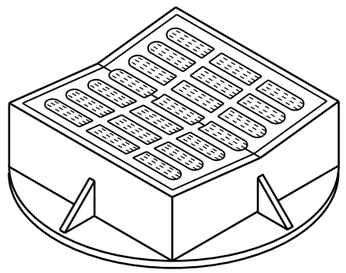
WISDOT/CADDS SHEET 42

Standard Detail Drawing List

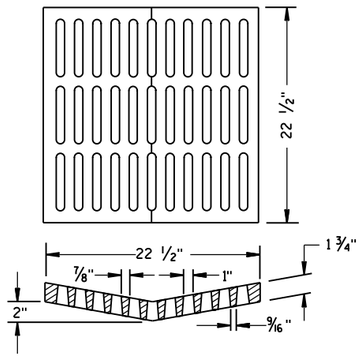
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS
11A01-05	MAINTENANCE CROSSOVER FOR FREEWAYS
12A03-10	NAME PLATE (STRUCTURES)
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13B02-07A	CONCRETE BRIDGE APPROACH
13B02-07B	STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH
13C01-16	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-11A	RURAL DOWELED CONCRETE PAVEMENT
13C11-11B	RURAL DOWELED CONCRETE PAVEMENT
13C17-01B	CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI
13C18-02A	CONCRETE PAVEMENT JOINTING
13C18-02B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-02C	CONCRETE PAVEMENT JOINT TIES
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-01A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	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)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-02	FLEXIBLE DELINEATOR POST
15A06-02	DELINEATOR LAYOUT
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-01D	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D11-04	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D11-05	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-04	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D13-02	TEMPORARY EMERGENCY PULLOUTS
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D29-03	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

6



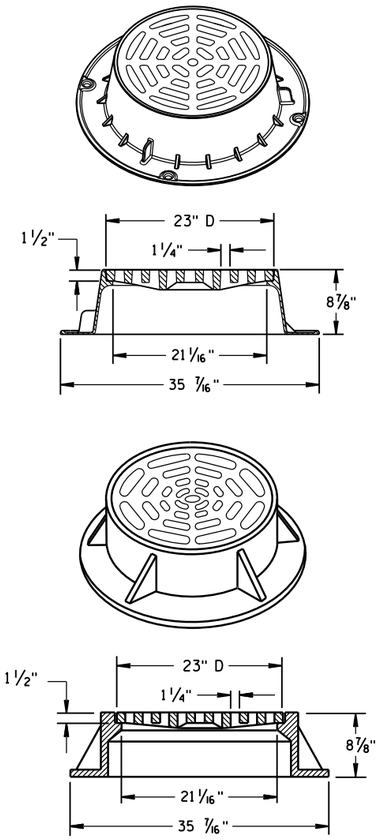


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

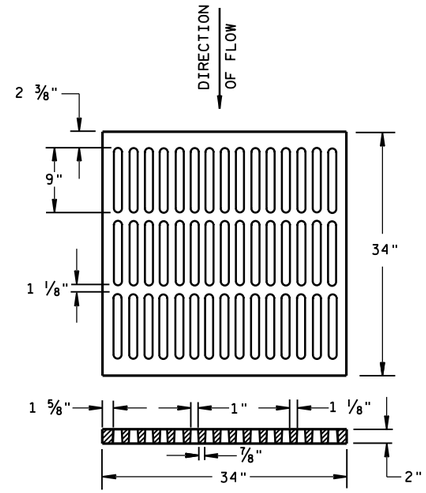
NOTE: EITHER CASTING IS ACCEPTABLE

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.

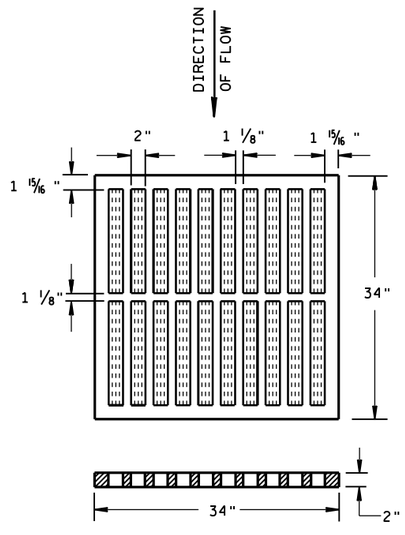
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



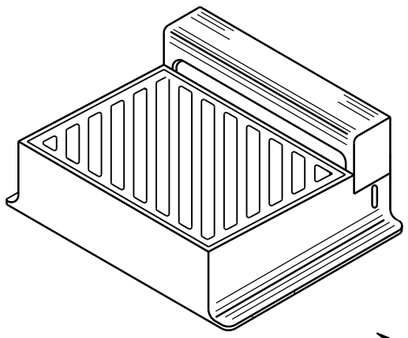
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

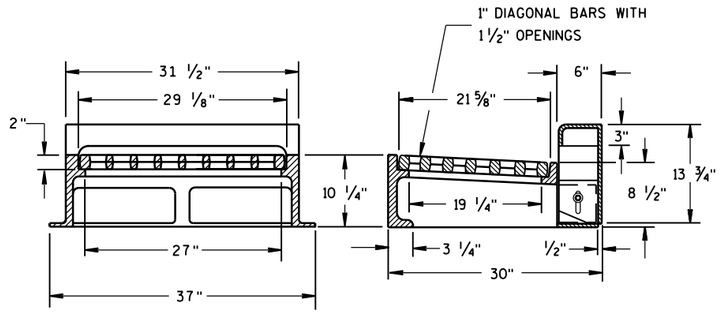


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

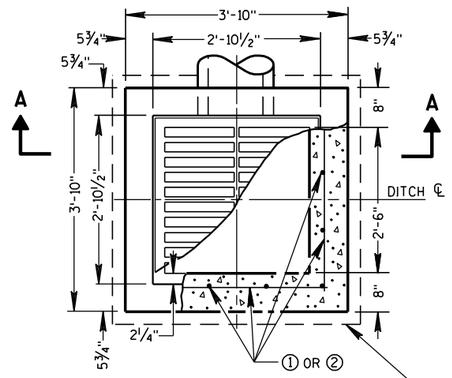
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

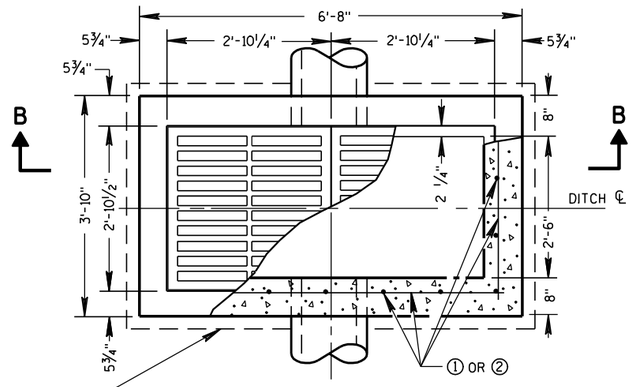
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 A 5-19b

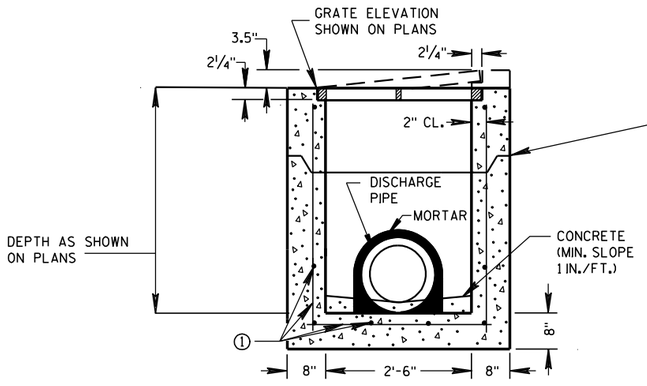


PLAN VIEW

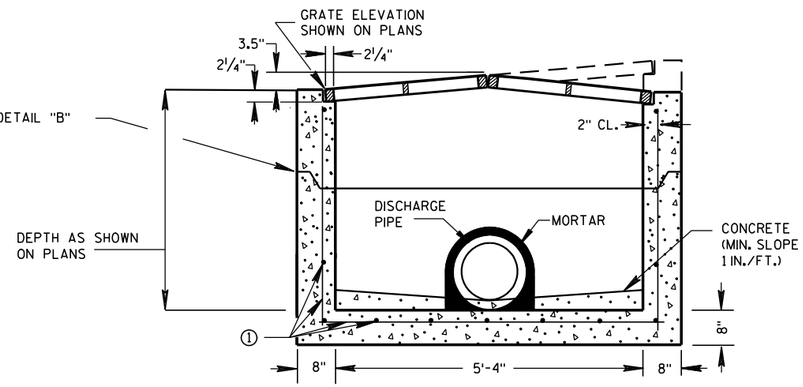


PLAN VIEW

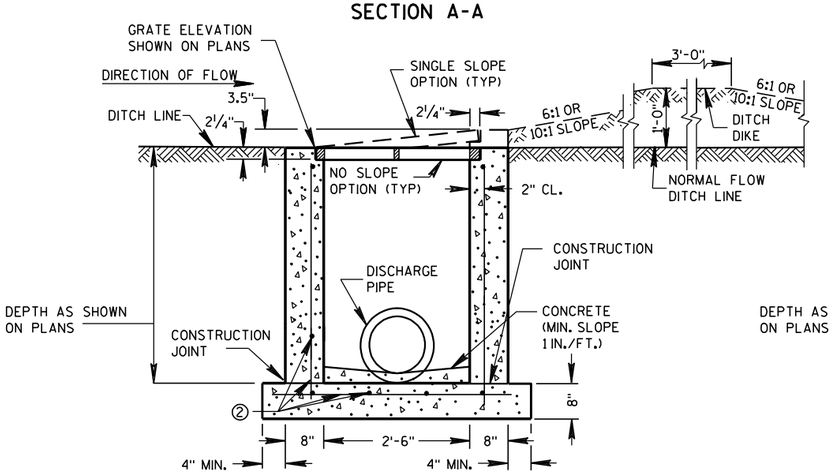
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



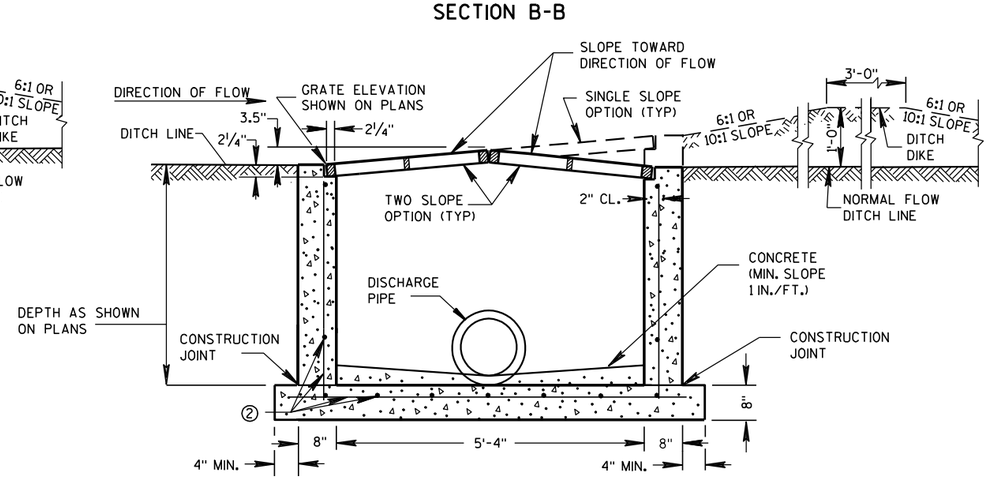
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

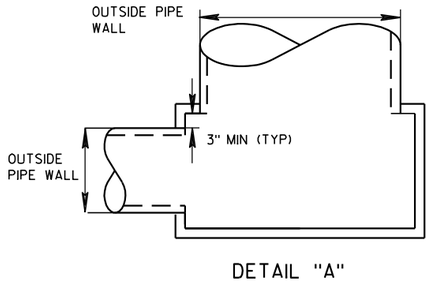
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

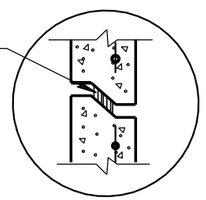
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

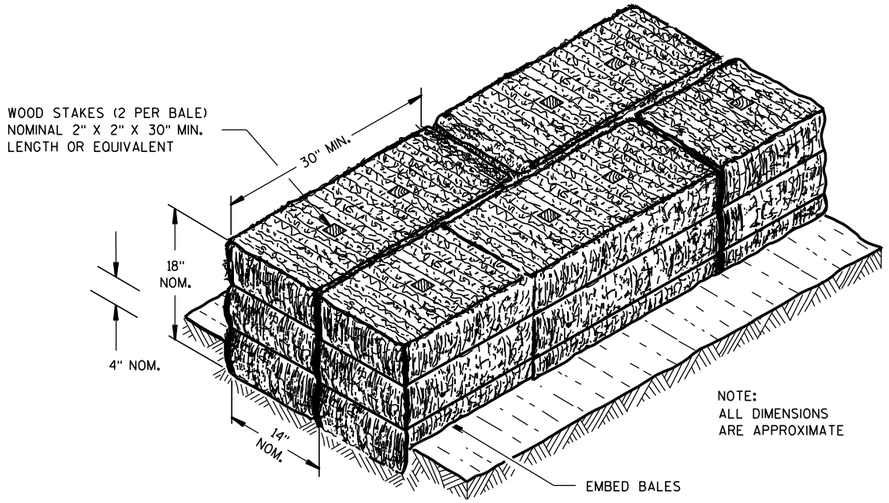
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

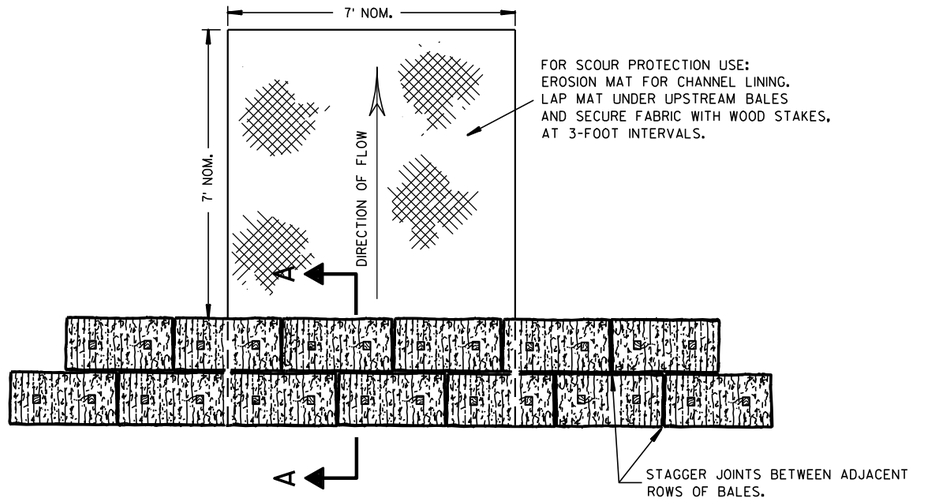
S.D.D. 8 C 8-1

6

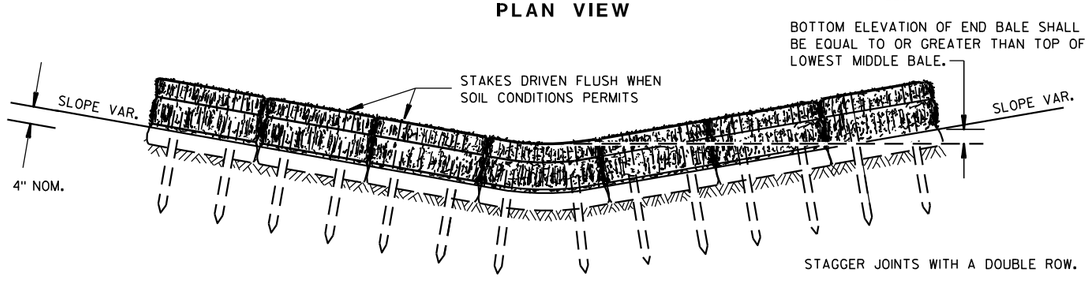
S.D.D. 8 C 8-1



SECTION A-A



PLAN VIEW



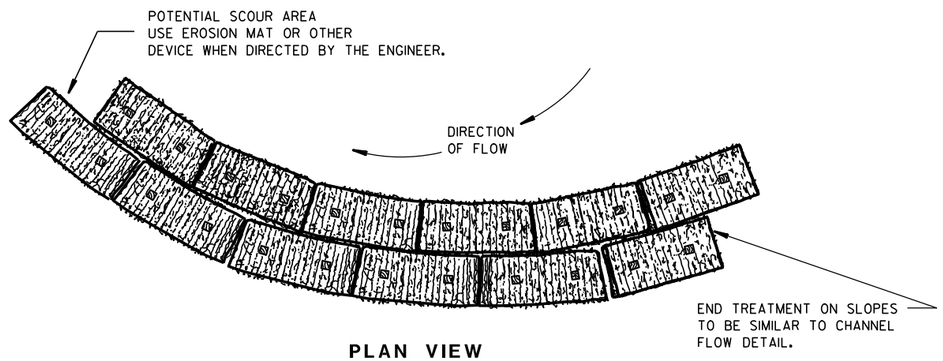
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

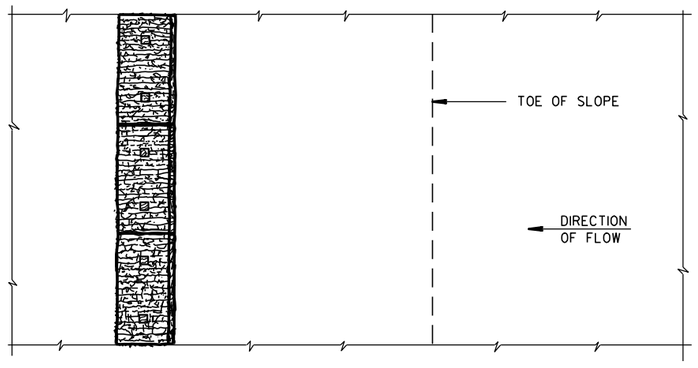
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

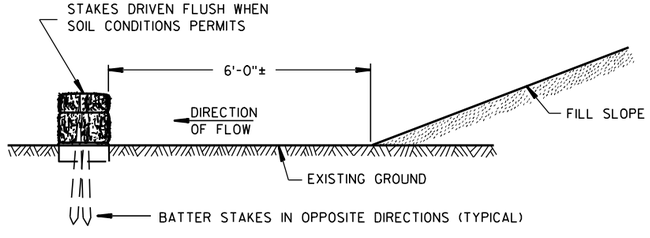


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

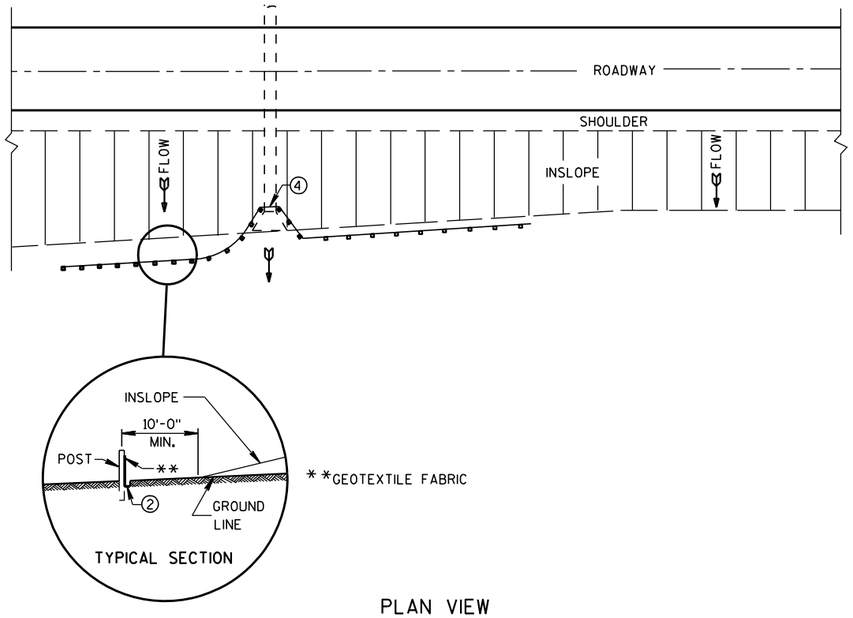
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

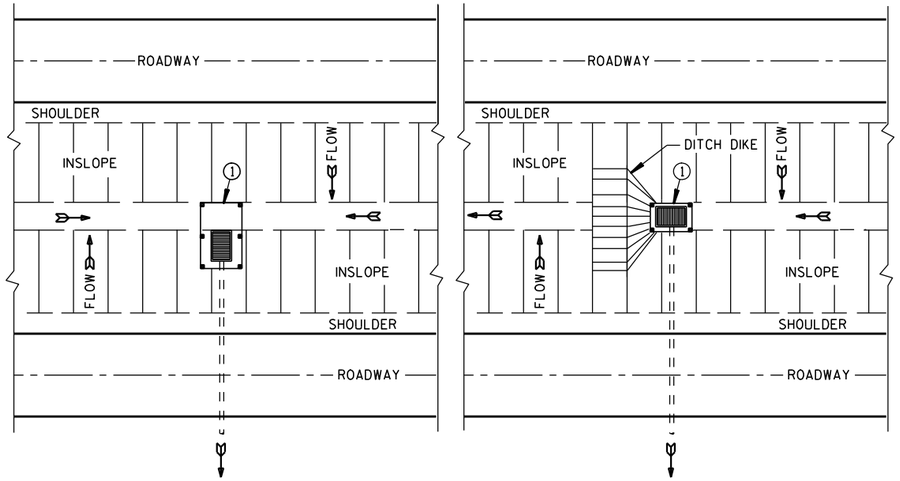
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



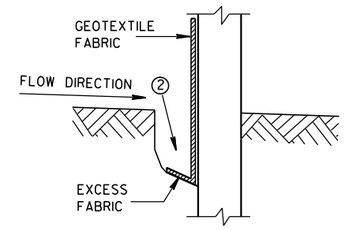
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

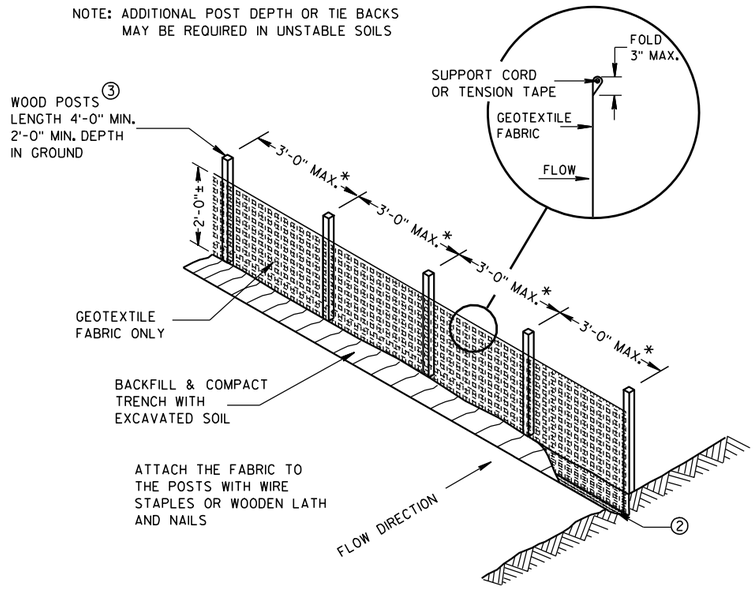
GENERAL NOTES

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

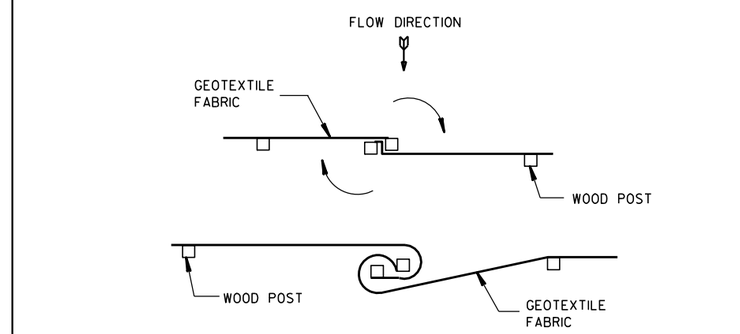
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



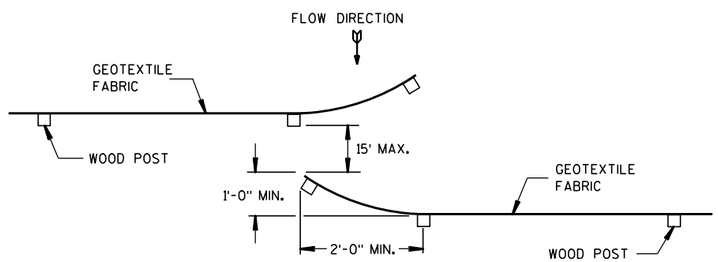
TRENCH DETAIL



SILT FENCE

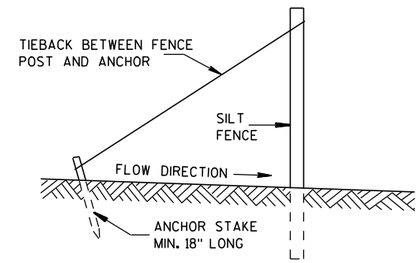


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

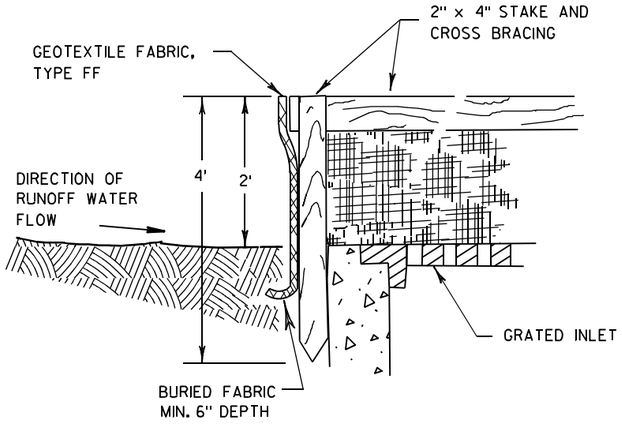
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

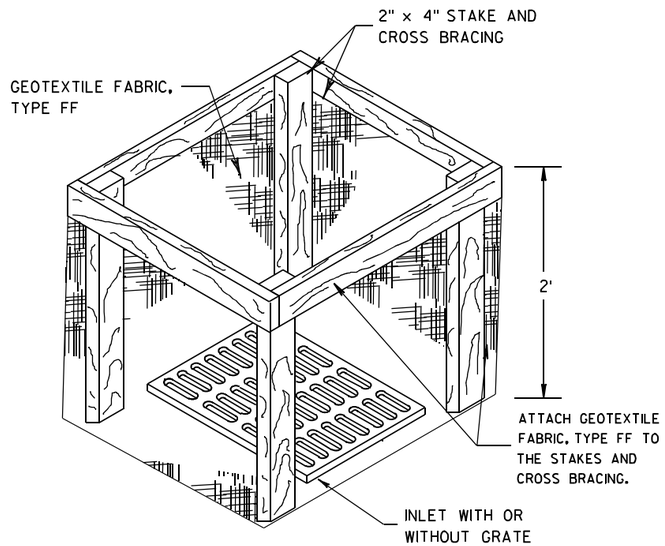
6

S.D.D. 8 E 9-6

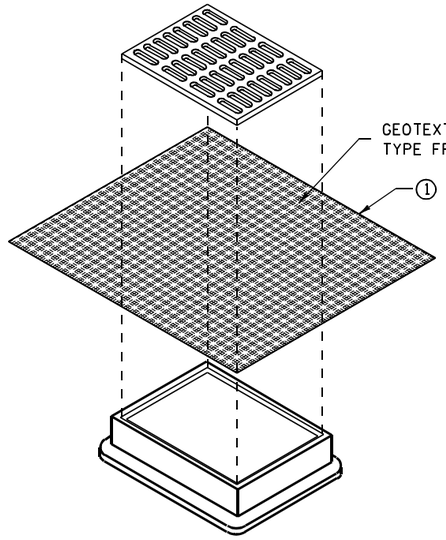
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S.D.D. 8 E 9-6



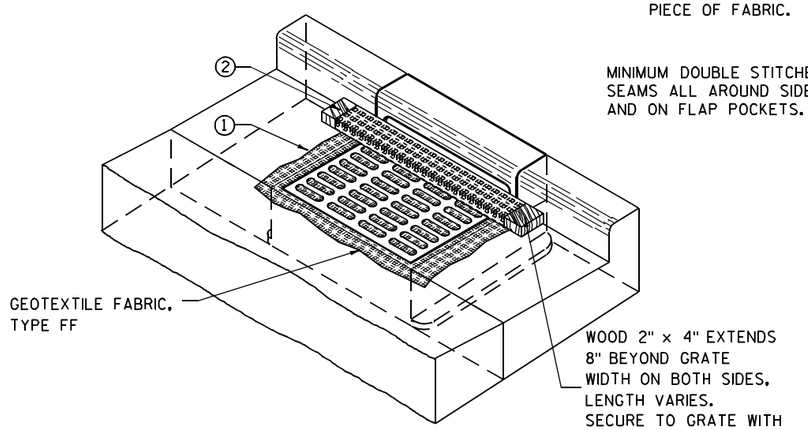


INLET PROTECTION, TYPE A

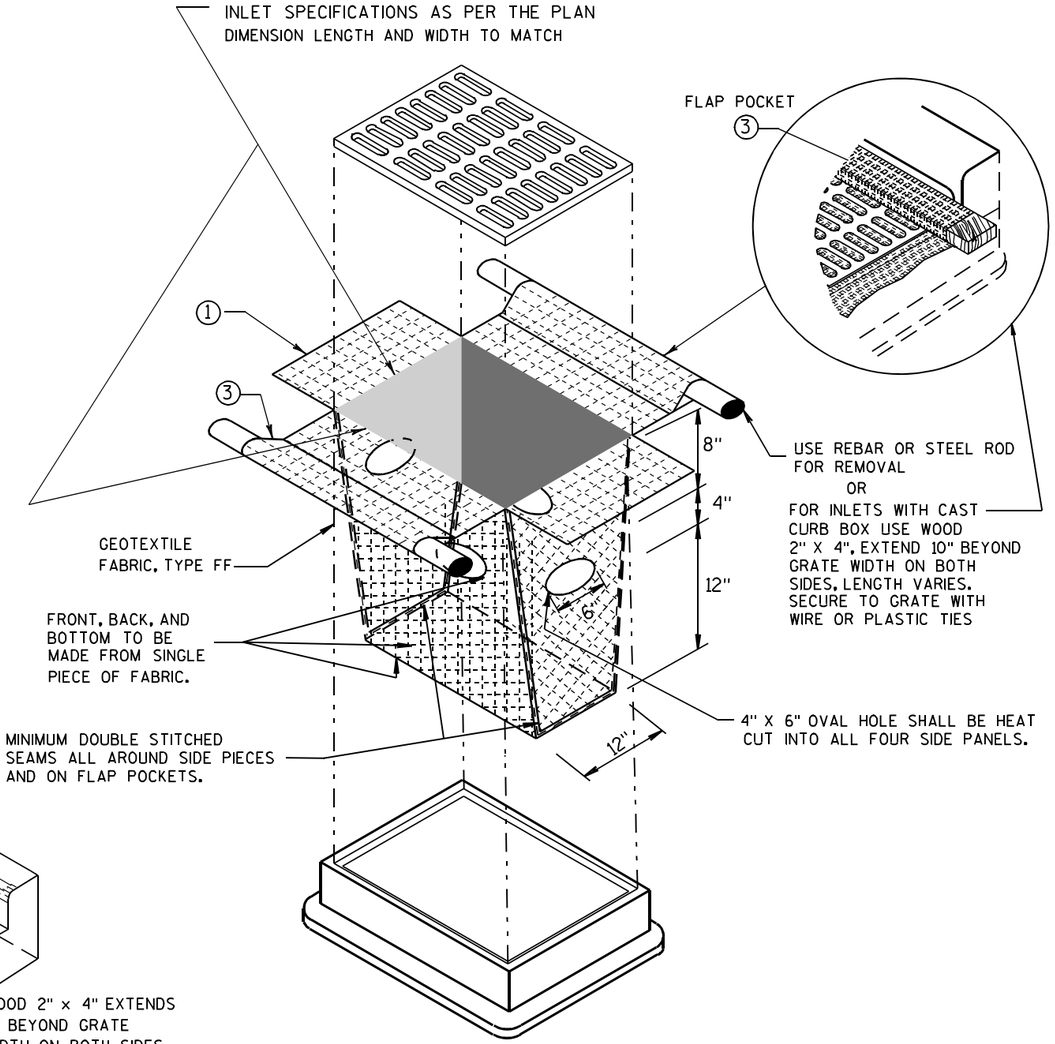


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2

METAL APRON ENDWALLS

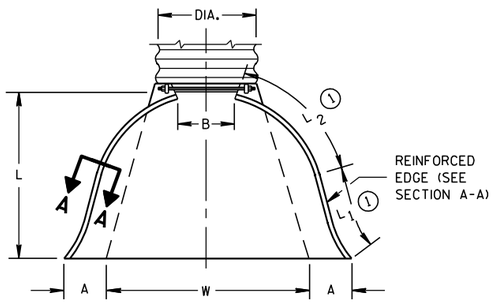
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

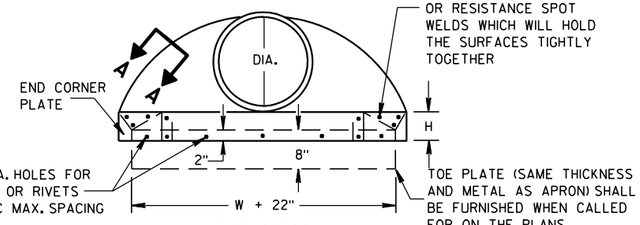
REINFORCED CONCRETE APRON ENDWALLS

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

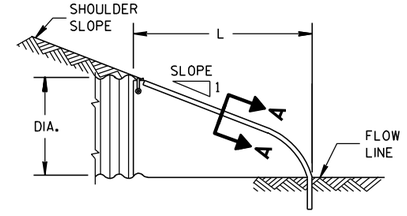
* MINIMUM
** MAXIMUM



PLAN VIEW

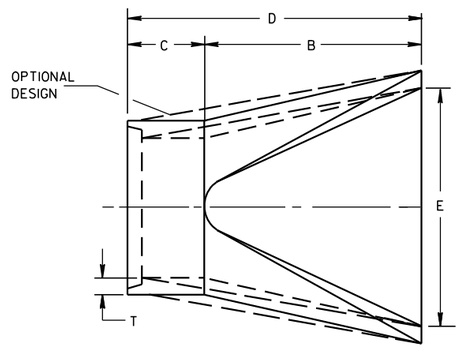


END VIEW

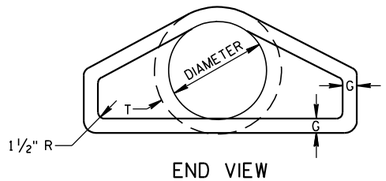


SIDE ELEVATION

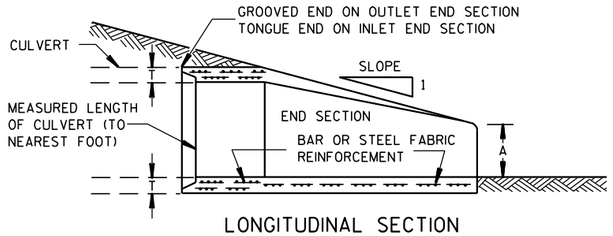
METAL ENDWALLS



PLAN

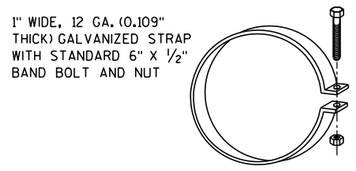


END VIEW



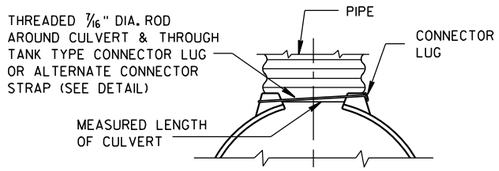
LONGITUDINAL SECTION

CONCRETE ENDWALLS

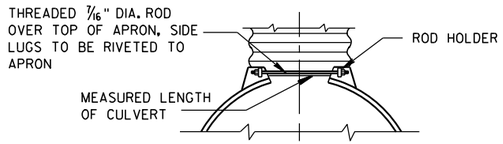


ALTERNATE FOR TYPE 1 CONNECTION

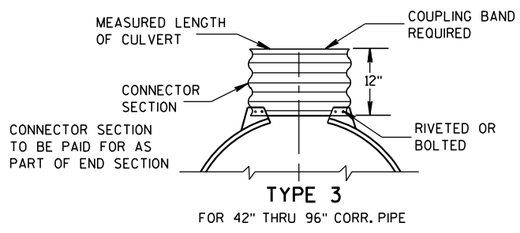
END SECTION CONNECTOR STRAP



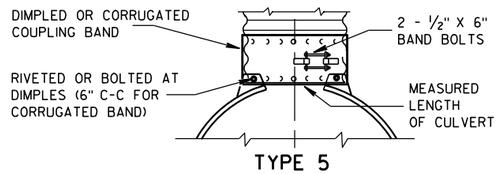
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

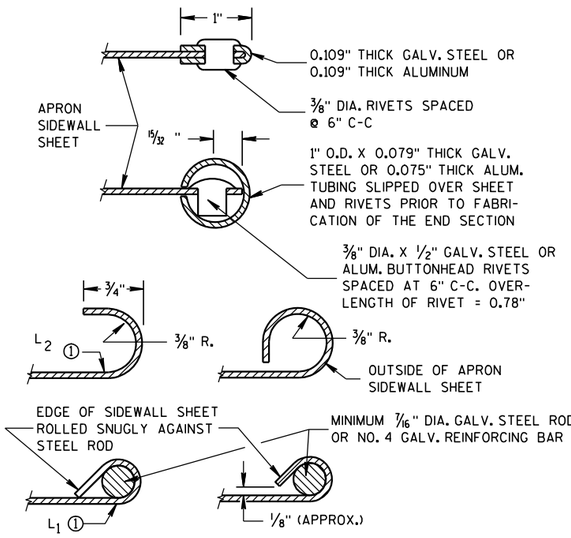
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

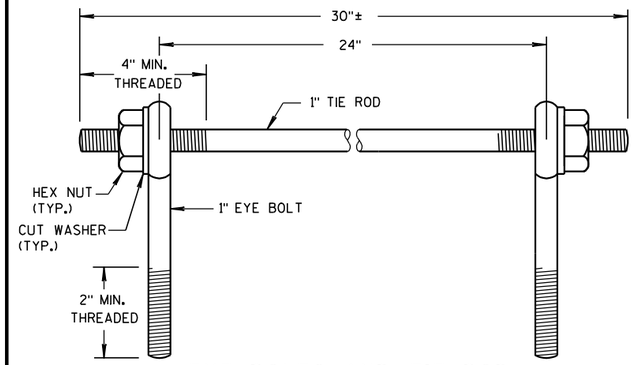
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

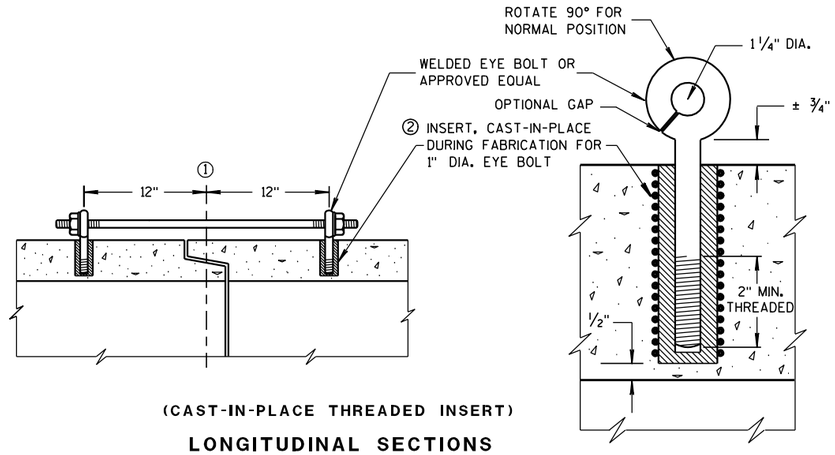
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

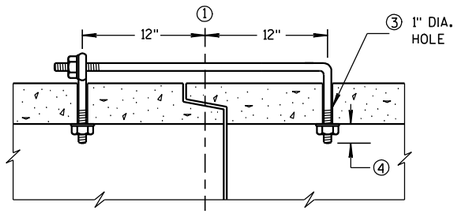
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

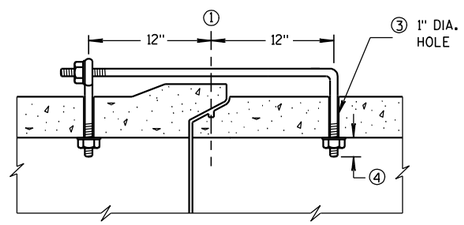
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

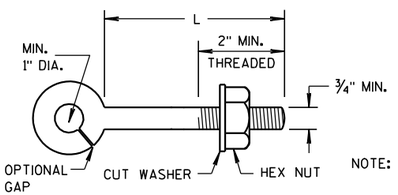


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

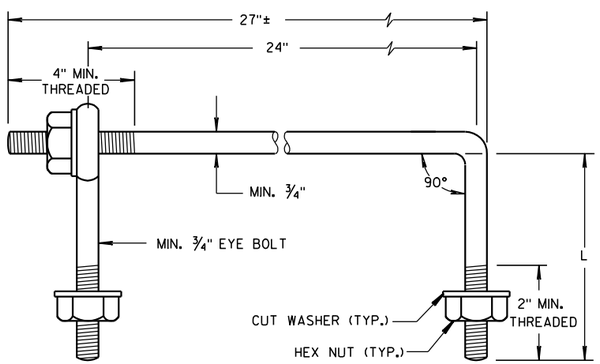
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

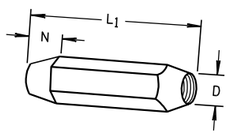
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

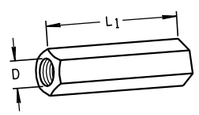
ADJUSTABLE TIE ROD TABLE

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



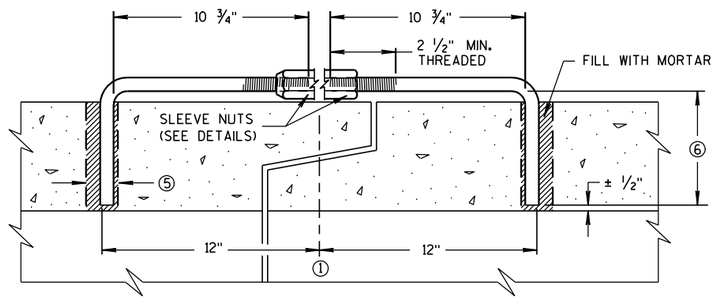
TAPERED



PLAIN

RIGHT AND LEFT THREADS

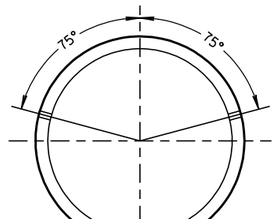
SLEEVE NUTS



LONGITUDINAL SECTION

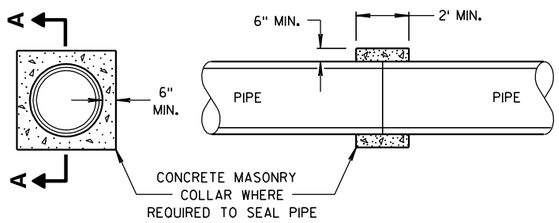
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

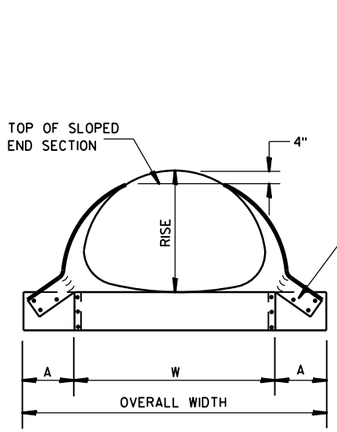
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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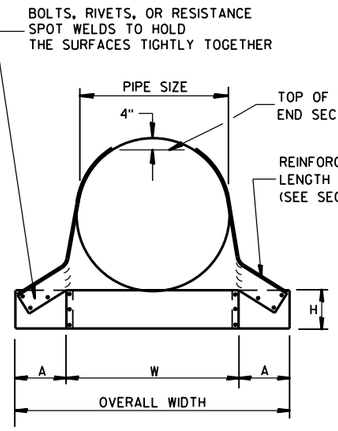
S.D.D. 8 F 4-7

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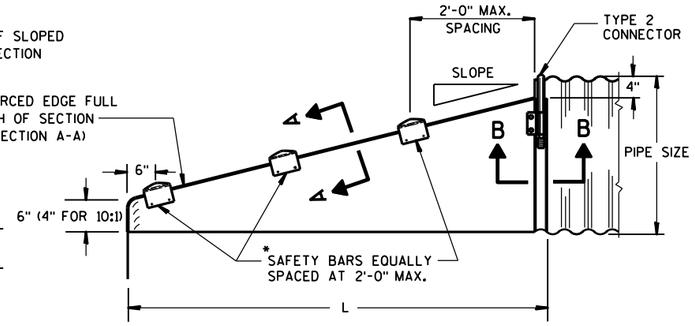
S.D.D. 8 F 4-7



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

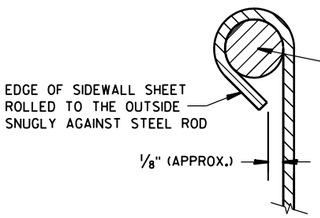
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

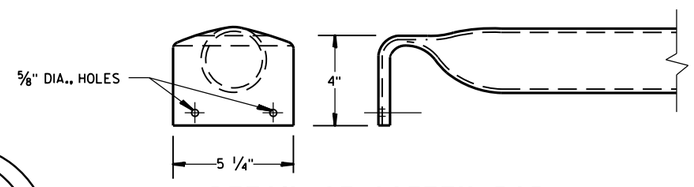
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	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.

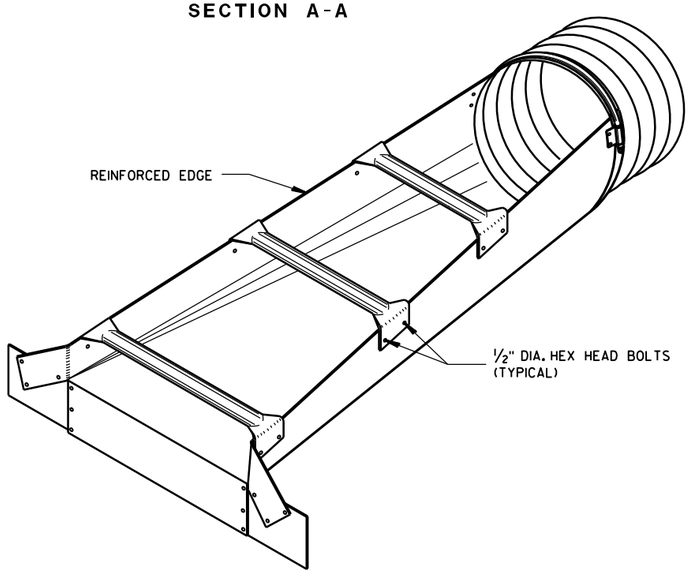


DETAIL OF SAFETY BAR

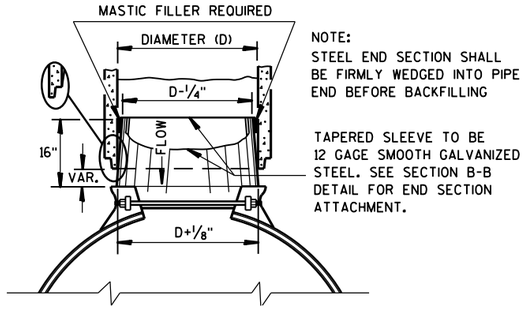
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

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	——	——

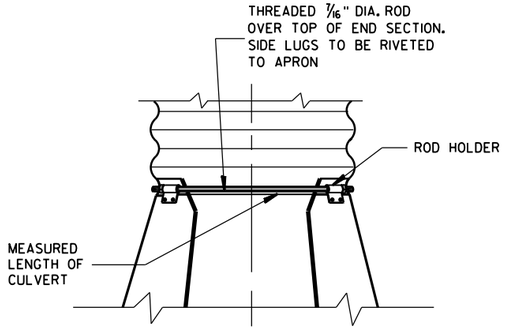
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



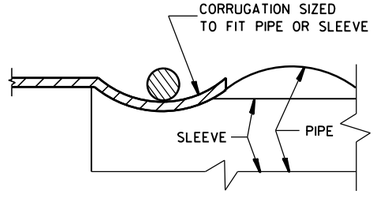
ISOMETRIC VIEW



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

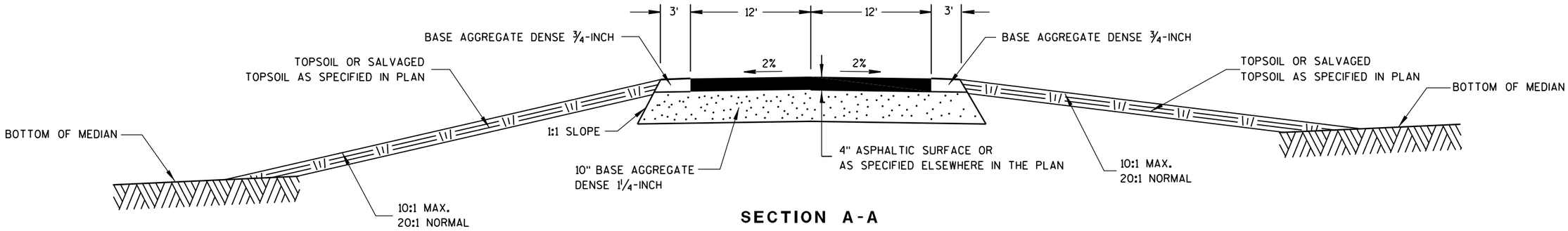
APPROVED
9/14/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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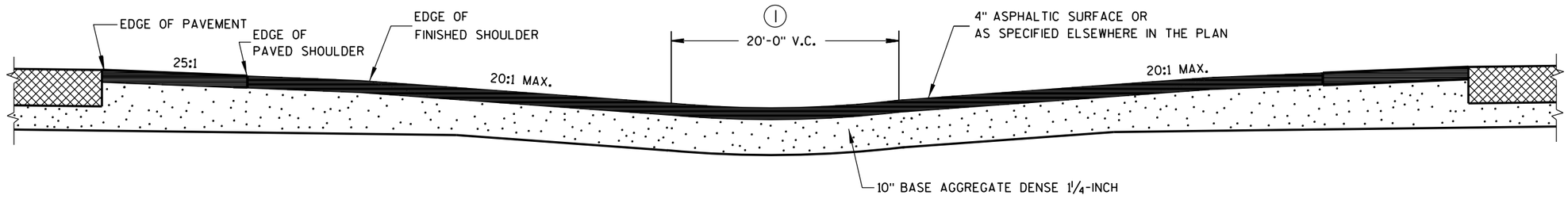
S.D.D. 8 F 7-5

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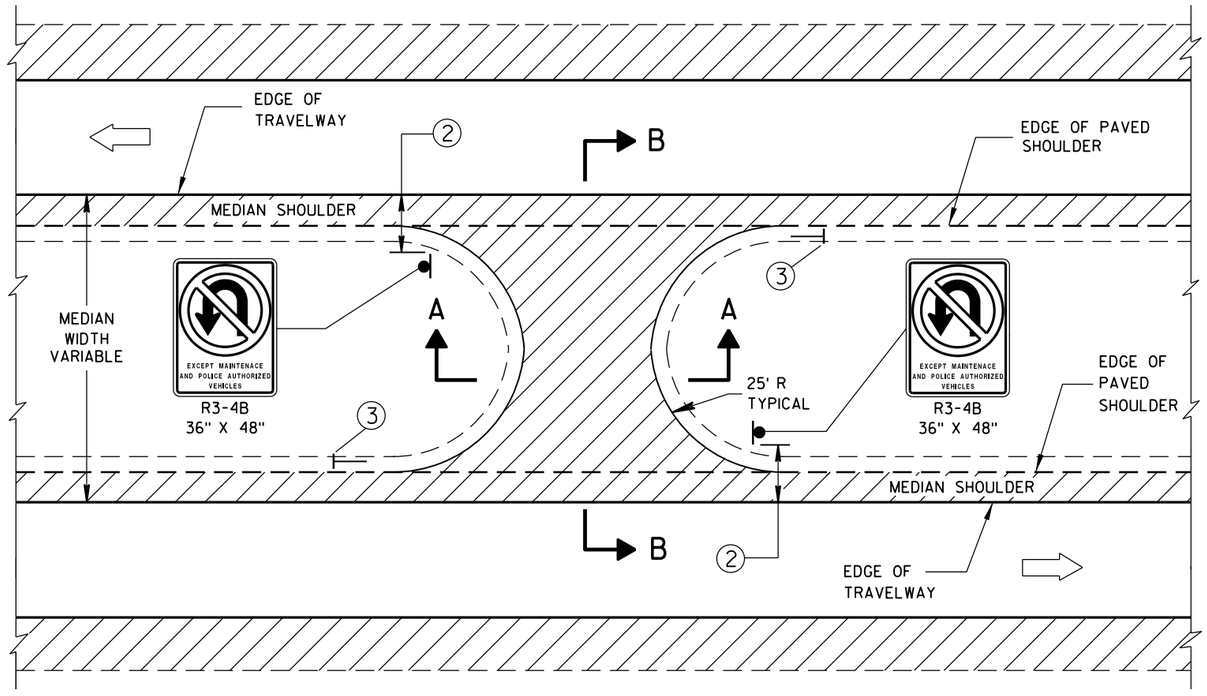
S.D.D. 8 F 7-5



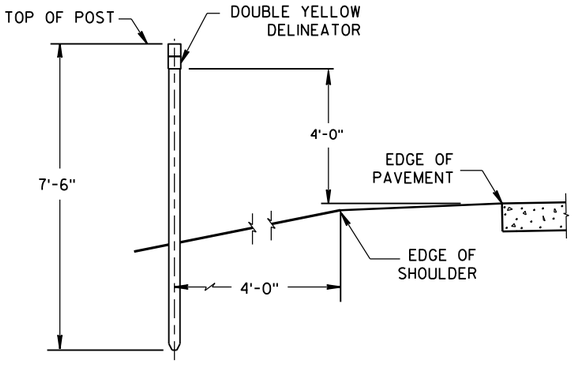
SECTION A-A



SECTION B-B



PLAN VIEW



DOUBLE YELLOW DELINEATOR INSTALLATION

GENERAL NOTES

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

(1) ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.

(2) SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

(3) INSTALL DOUBLE YELLOW DELINEATOR. SEE STANDARD DETAIL DRAWING 15A2.

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D
ENGINEER

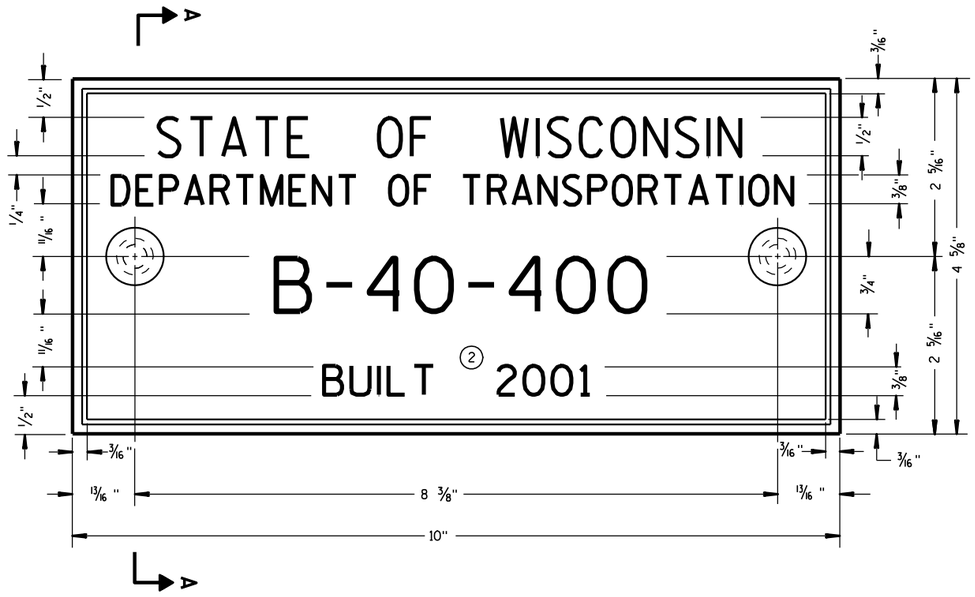
FHWA

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S.D.D. 11 A 1-5

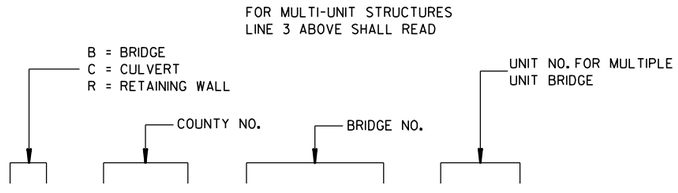
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S.D.D. 11 A 1-5



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

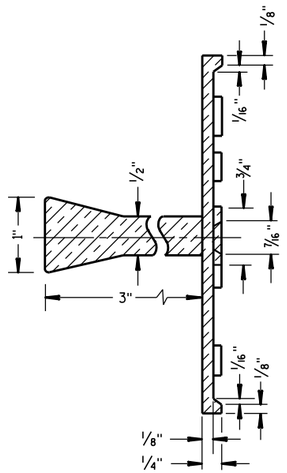
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

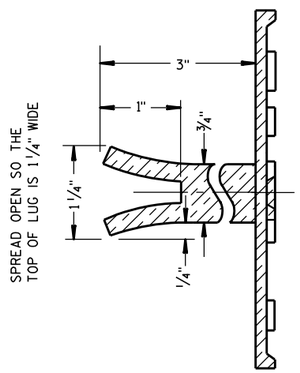
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

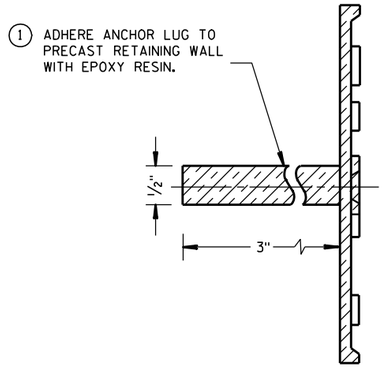
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

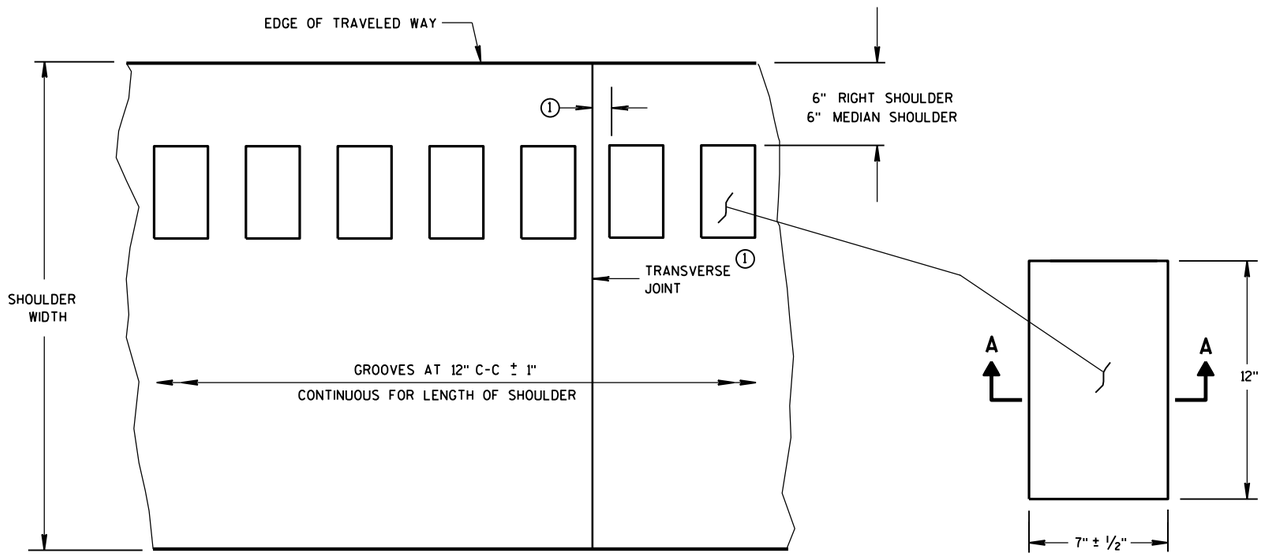
APPROVED

3/26/10 DATE — /S/ Scot Beck — CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

6

S.D.D. 12 A 3-10



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

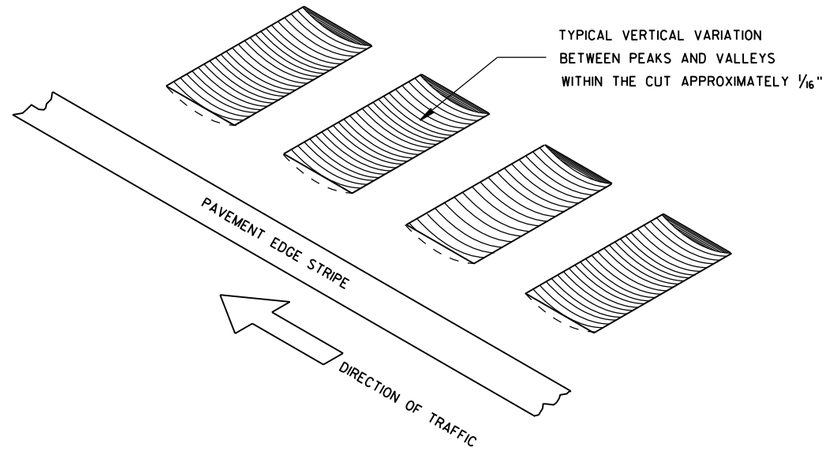
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

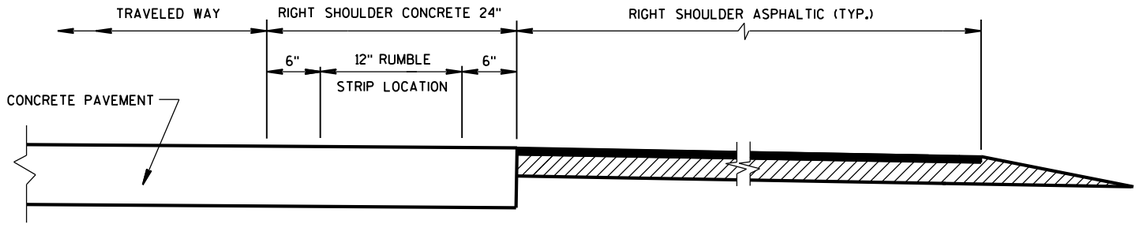
RUMBLE STRIPS ON EXPRESSWAYS

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.

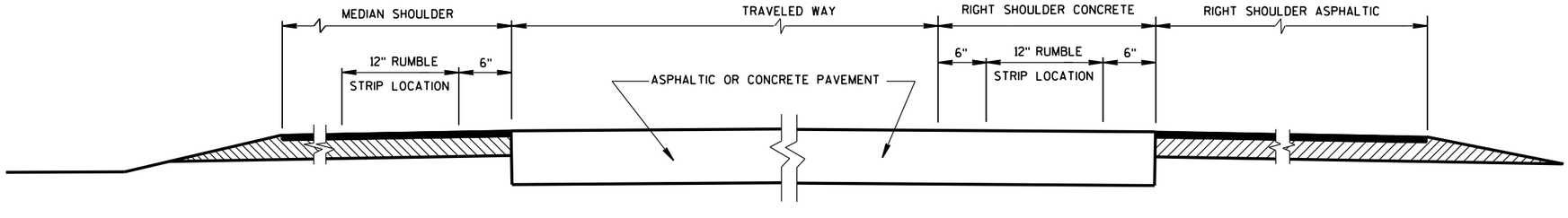
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



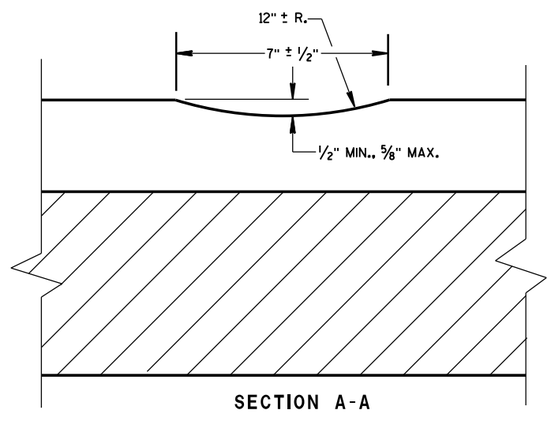
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

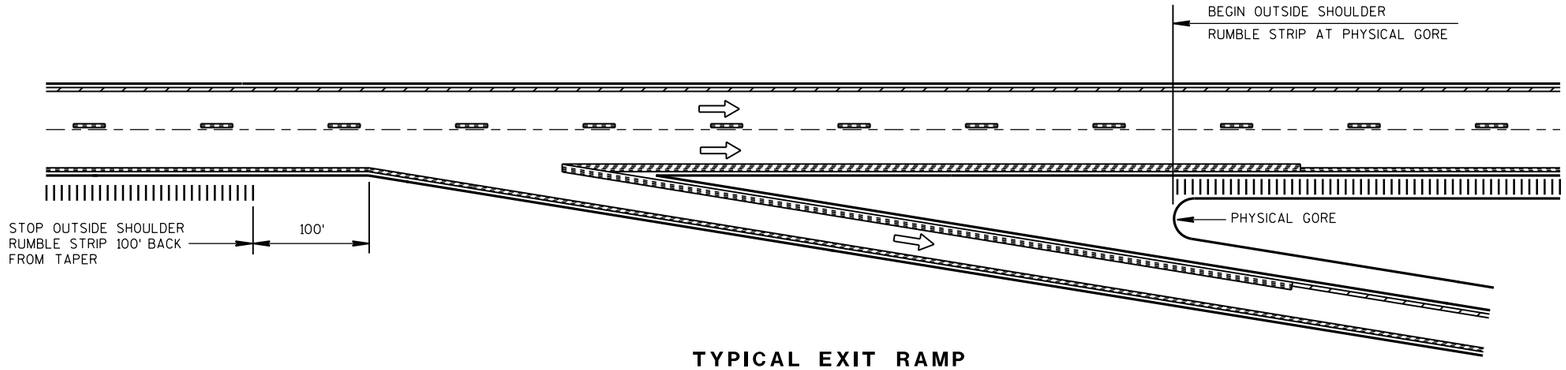
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 A 5-5a

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S.D.D. 13 A 5-5a



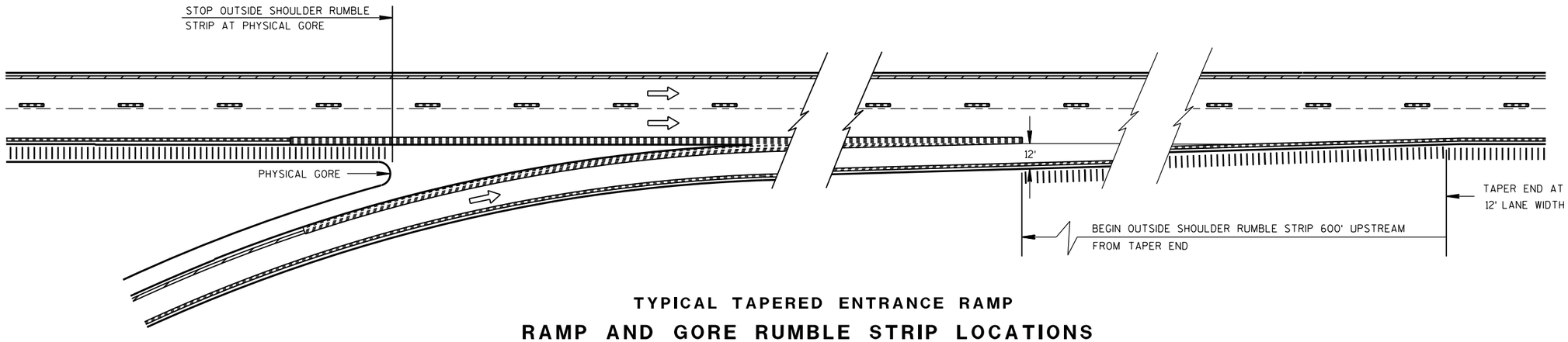
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

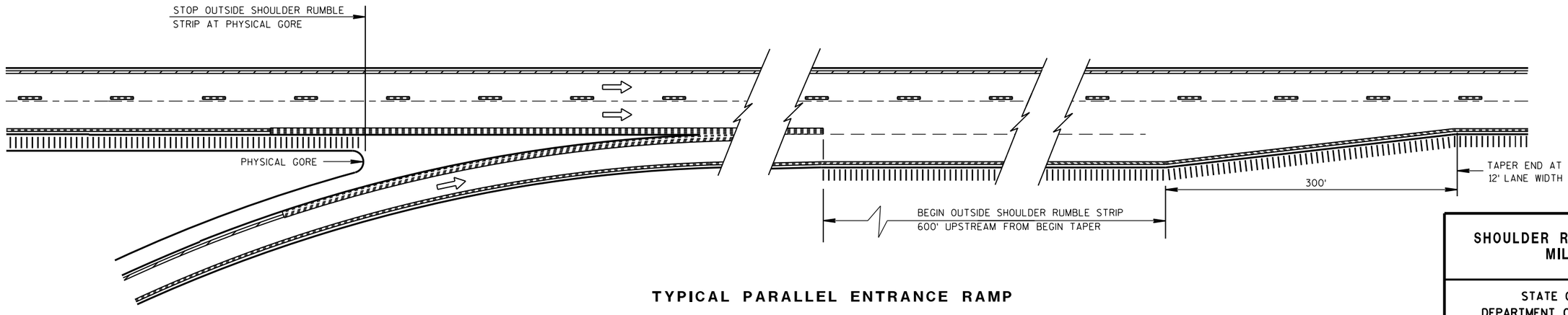
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

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

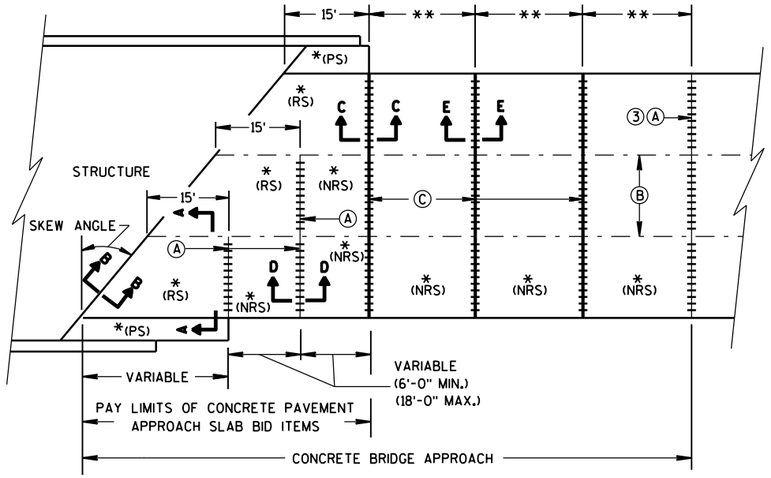
SHOULDER RUMBLE STRIP, MILLING

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DEPARTMENT OF TRANSPORTATION

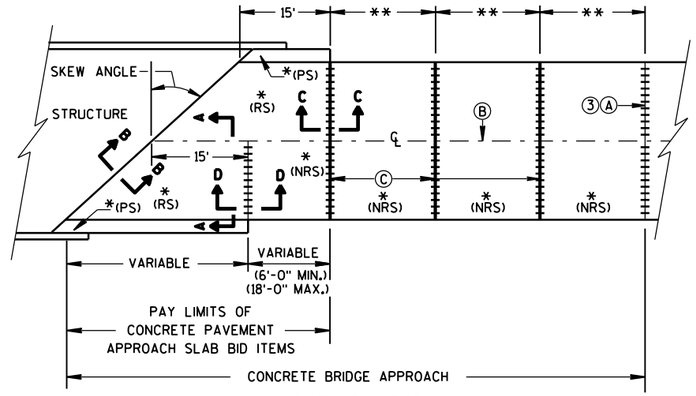
APPROVED
12/17/2012 — DATE
/S/ Jerry H. Zoga — ROADWAY STANDARDS ENGINEER
FHWA

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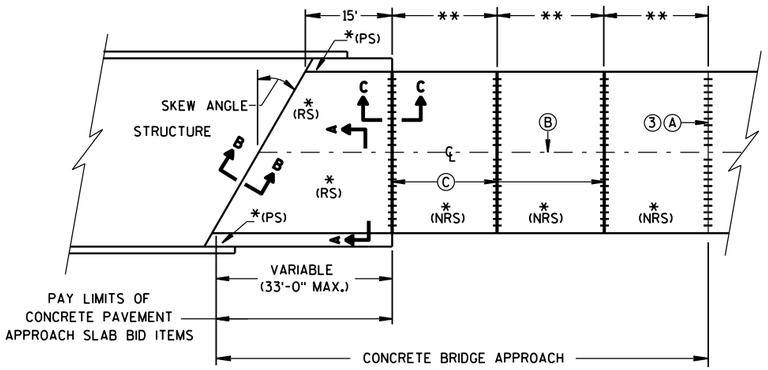
S.D.D. 13 A 5-5b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



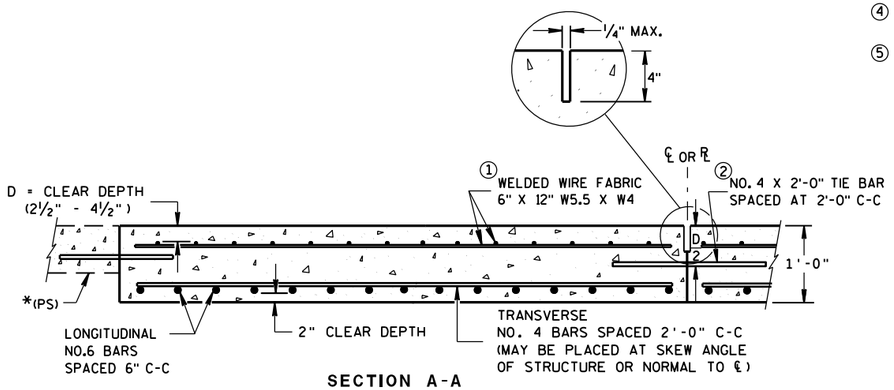
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

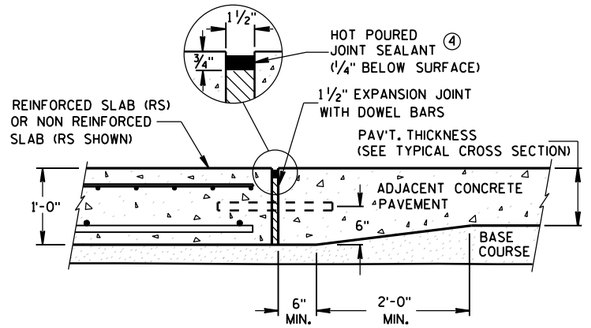
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN (SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)
***STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11, & SDD 13C13)

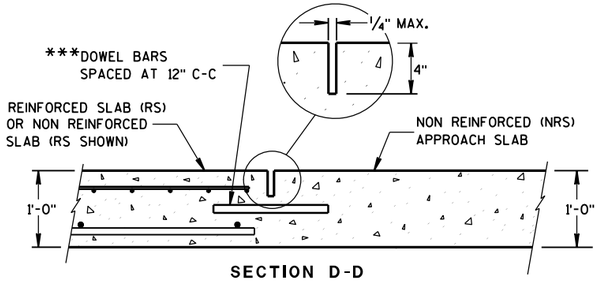
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) STANDARD LONGITUDINAL JOINT AND TIE BARS.
(C) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



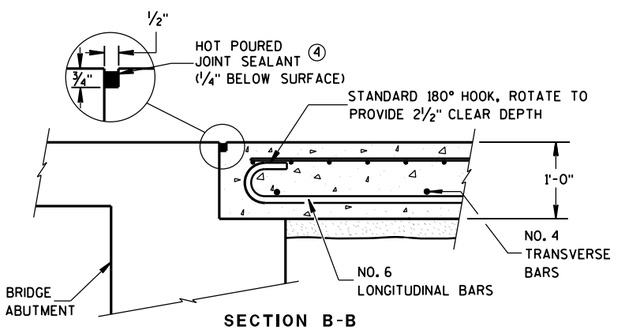
SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

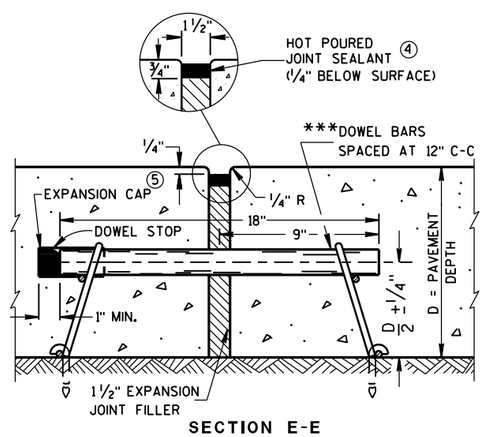
THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

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. DO NOT DOWEL A CONTRACTION JOINT THAT ABUTS AN HMA PAVEMENT.
4. USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.
5. PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION E-E
EXPANSION JOINT

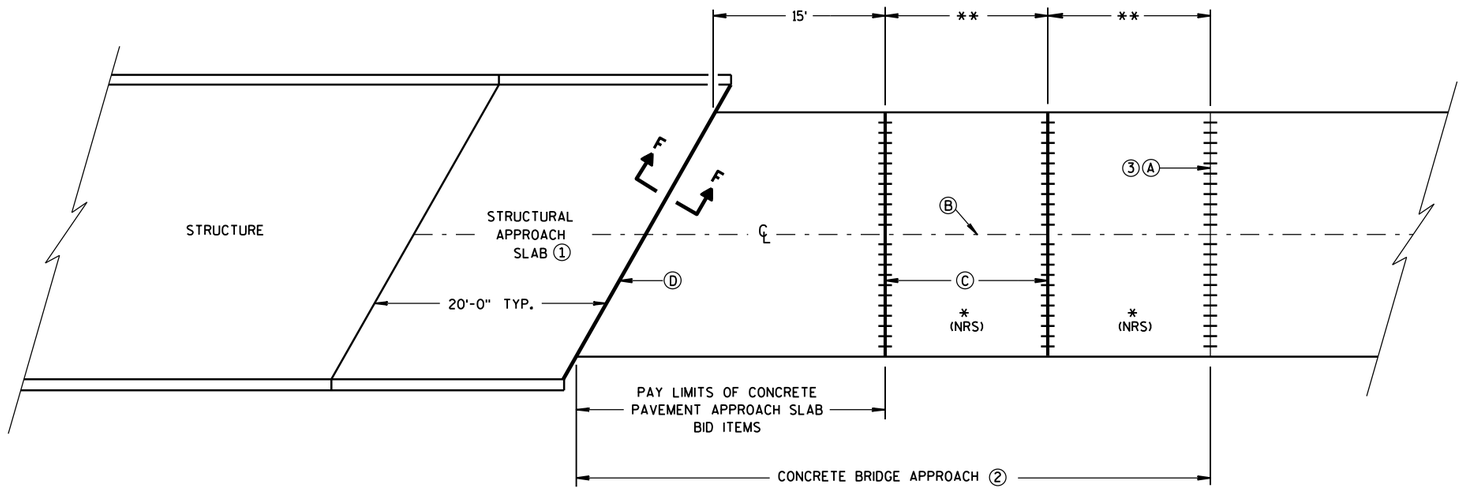
CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2014 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
EER
FHWA

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S.D.D. 13 B 2-7a



BRIDGE APPROACHES

GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE BRIDGE APPROACH.

① CONFORM TO APPLICABLE BRIDGE MANUAL STANDARD DRAWINGS FOR *STRUCTURAL APPROACH SLABS* (SEE CHAPTER 12 - ABUTMENTS).

② CONFORM TO SHEET (a) OF THIS SET FOR *CONCRETE BRIDGE APPROACH* DETAILS, WITH ONE EXCEPTION — WHEN CONSTRUCTING A *CONCRETE BRIDGE APPROACH* NEXT TO A *STRUCTURAL APPROACH SLAB*, AS SHOWN IN THE DETAIL DRAWING, THE *CONCRETE BRIDGE APPROACH* WILL ONLY HAVE TWO EXPANSION JOINTS; THE THIRD EXPANSION JOINT IS AT THE END OF THE *STRUCTURAL APPROACH SLAB*.

③ DO NOT DOWEL A CONTRACTION JOINT THAT ABUTS AN HMA PAVEMENT.

*(NRS) = NON-REINFORCED CONCRETE SLAB

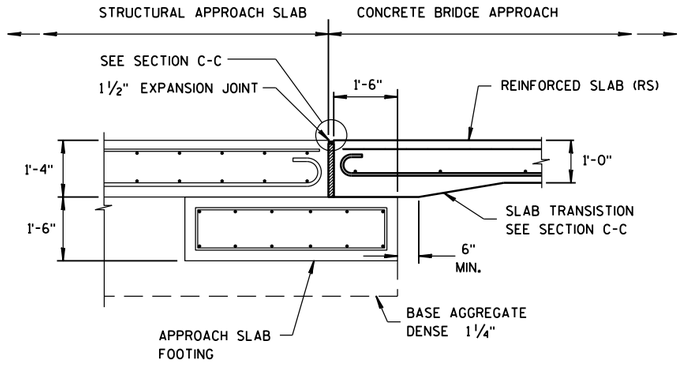
**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)

Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄

Ⓑ STANDARD LONGITUDINAL JOINT AND TIE BARS.

Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION F-F

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

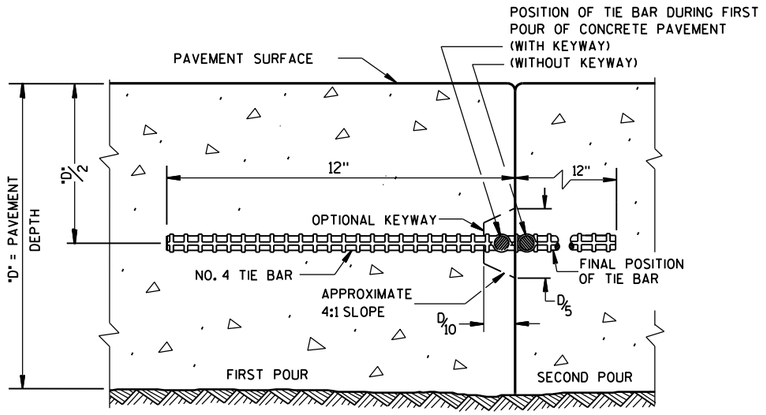
STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

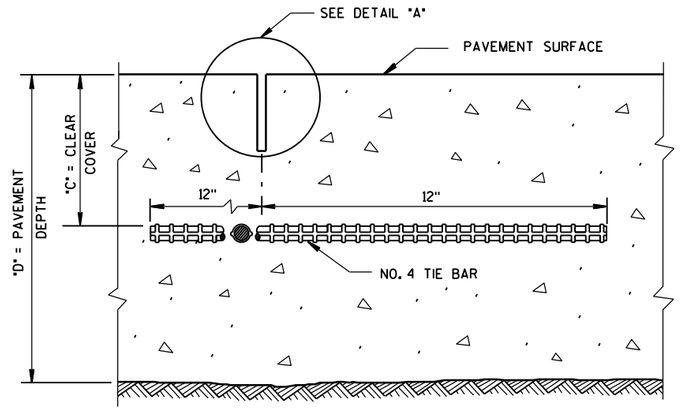
APPROVED
June, 2014 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
FHWA
EER

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S.D.D. 13 B 2-7b



CONSTRUCTION JOINT



SAWED JOINT

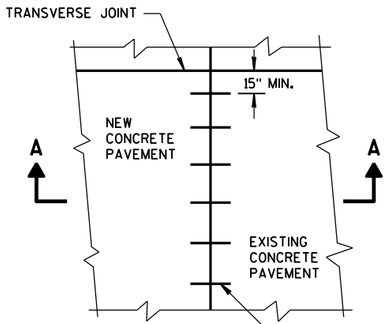
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

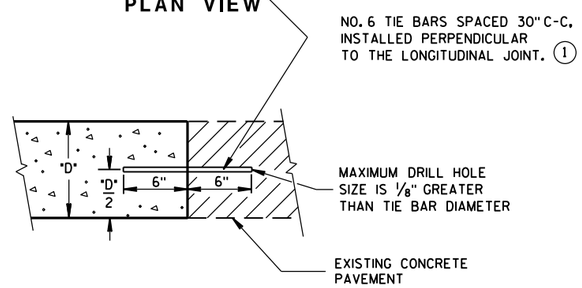
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

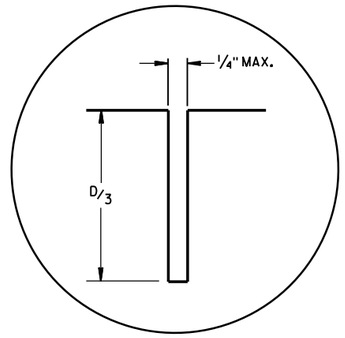


PLAN VIEW



SECTION A-A

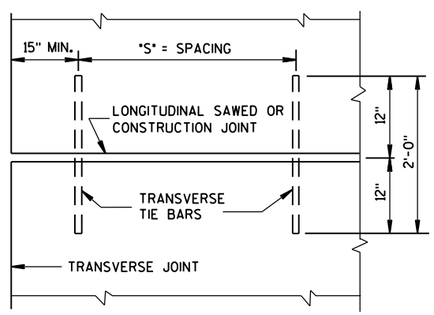
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



DETAIL "A"

TIE BAR TABLE

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

5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE

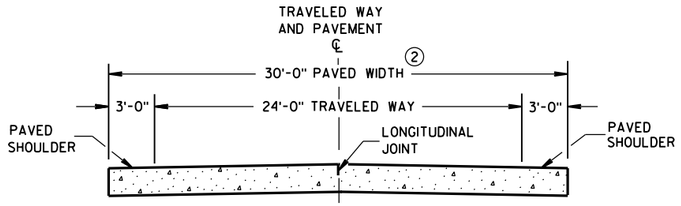
FHWA

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S.D.D. 13 C 1-16

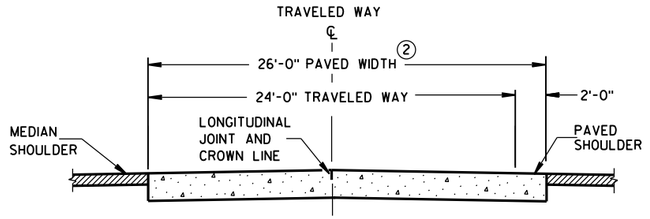
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S.D.D. 13 C 1-16

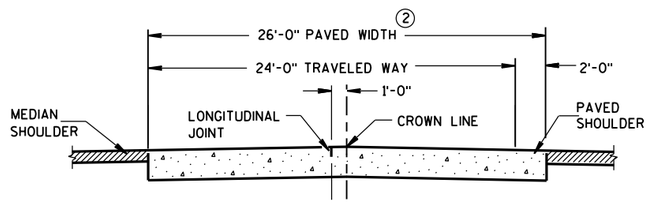


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B ①

DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE 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, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

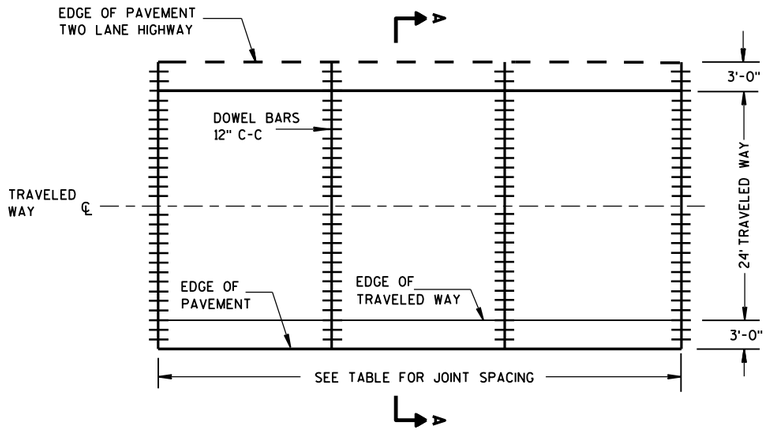
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

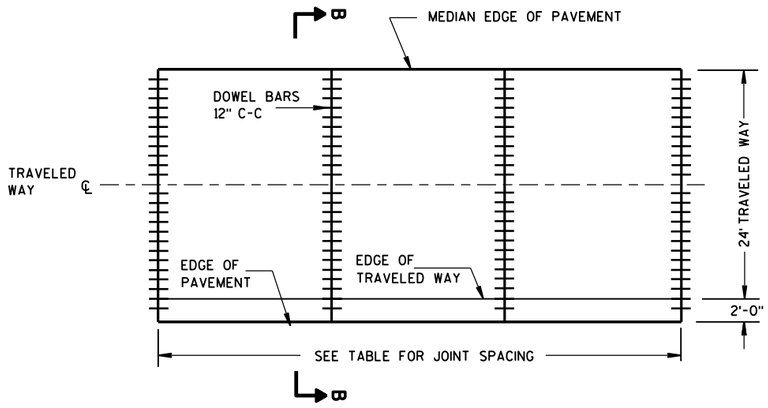
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

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



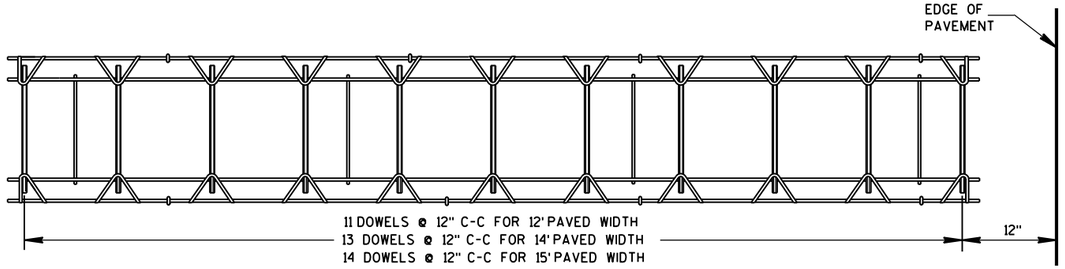
CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED
CONCRETE PAVEMENT

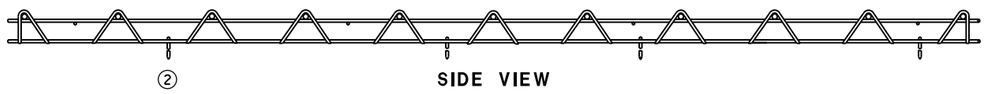
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 C 11-11a



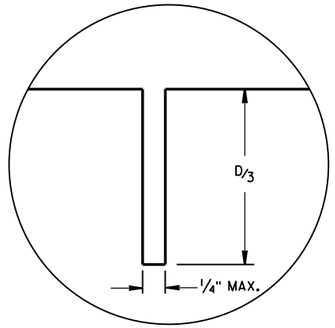
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② 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.

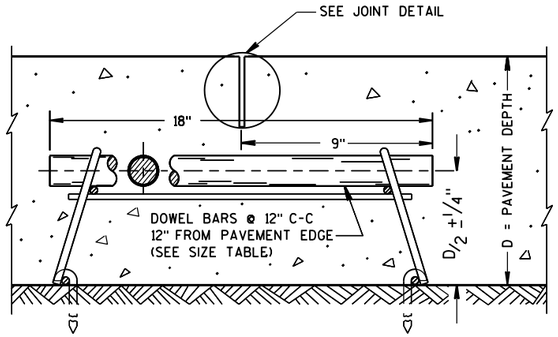
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

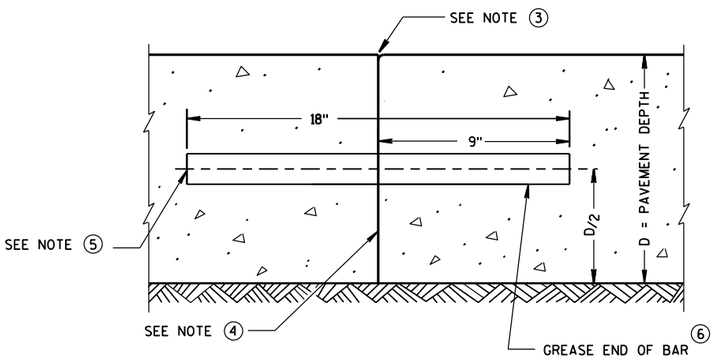
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

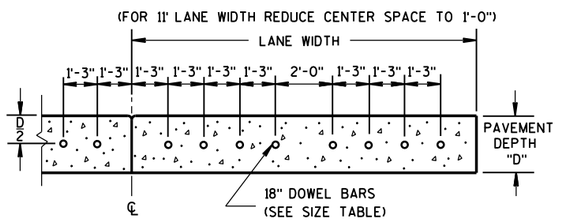
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ... NEER

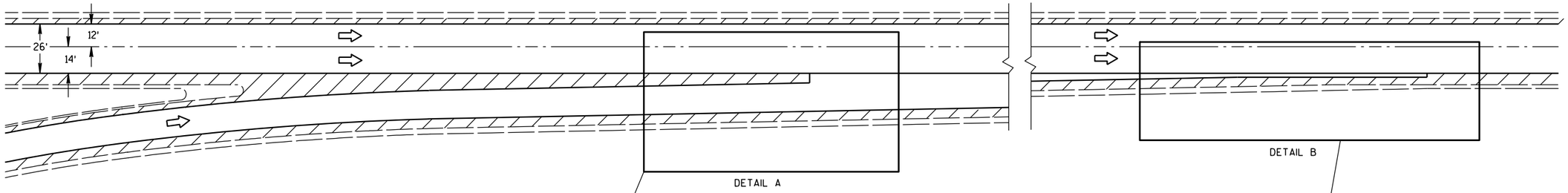
FHWA

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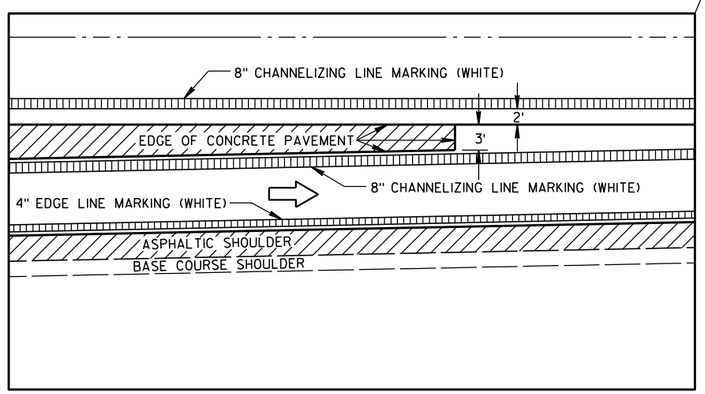
S.D.D. 13 C 11-11b

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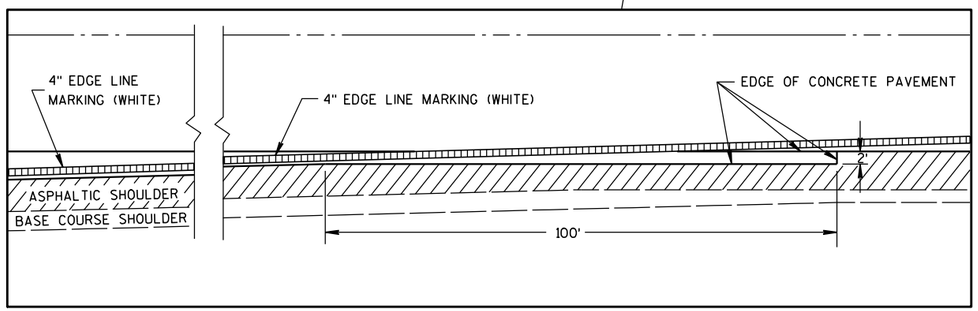
S.D.D. 13 C 11-11b



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

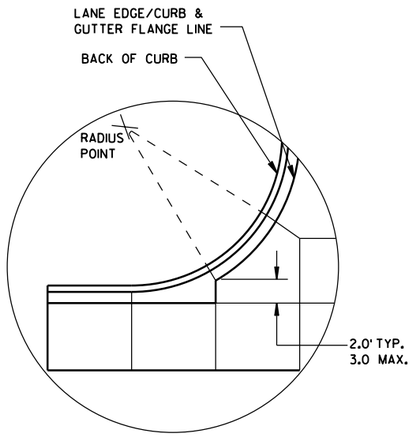
APPROVED

5/27/98
DATE

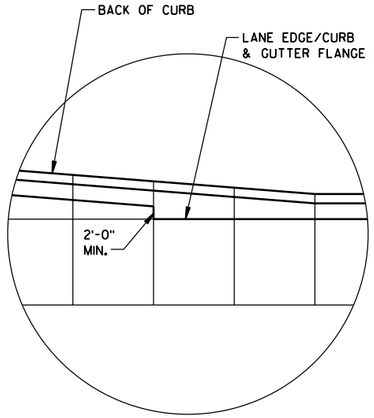
/S/ Rory L. Rhi[illegible]
CHIEF ROADWAY DEVELOP[illegible]INEER

FHWA

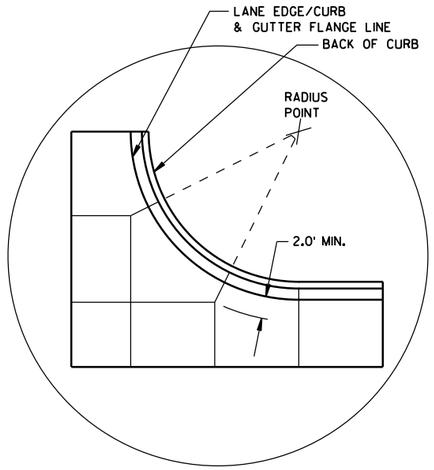
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S.D.D. 13 C 17-1b



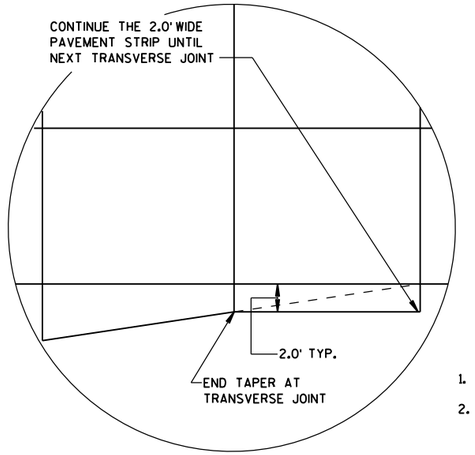
DETAIL "A"



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.

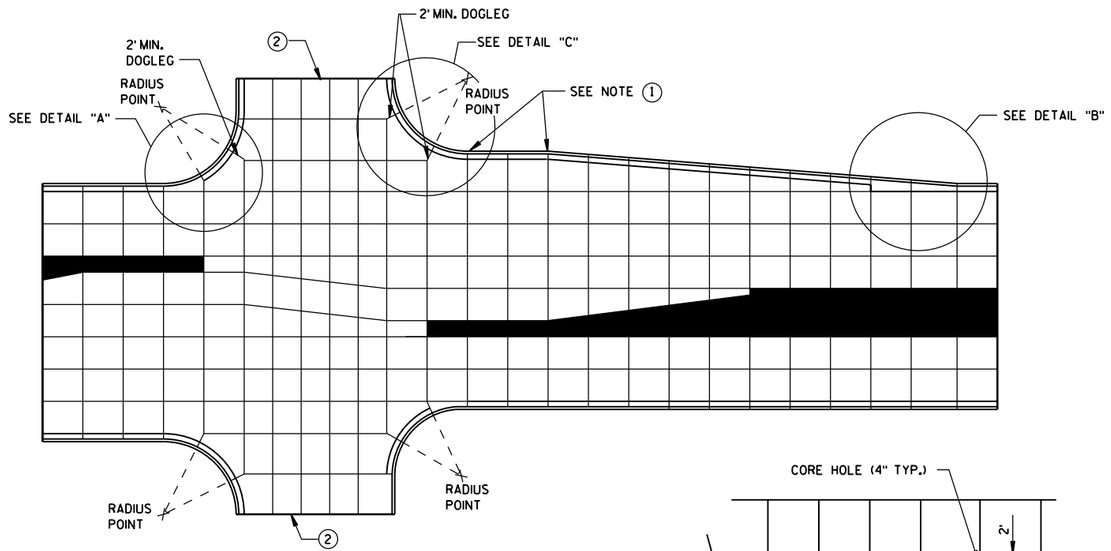
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

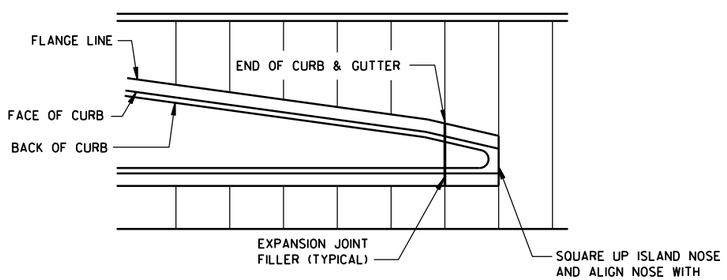


STANDARD INTERSECTION

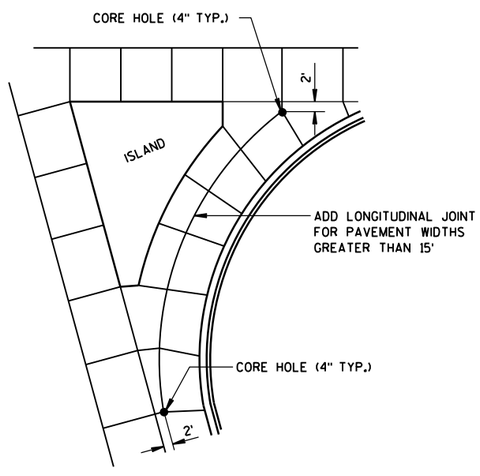
PAVEMENT DEPTH AND JOINT SPACING TABLE

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 TRANSPOR

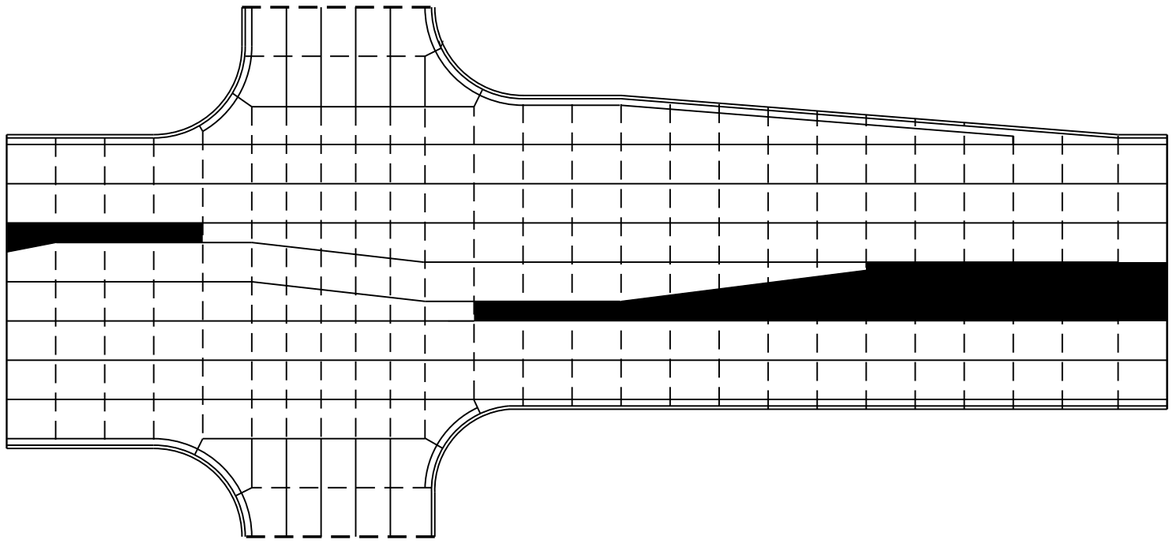
6
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

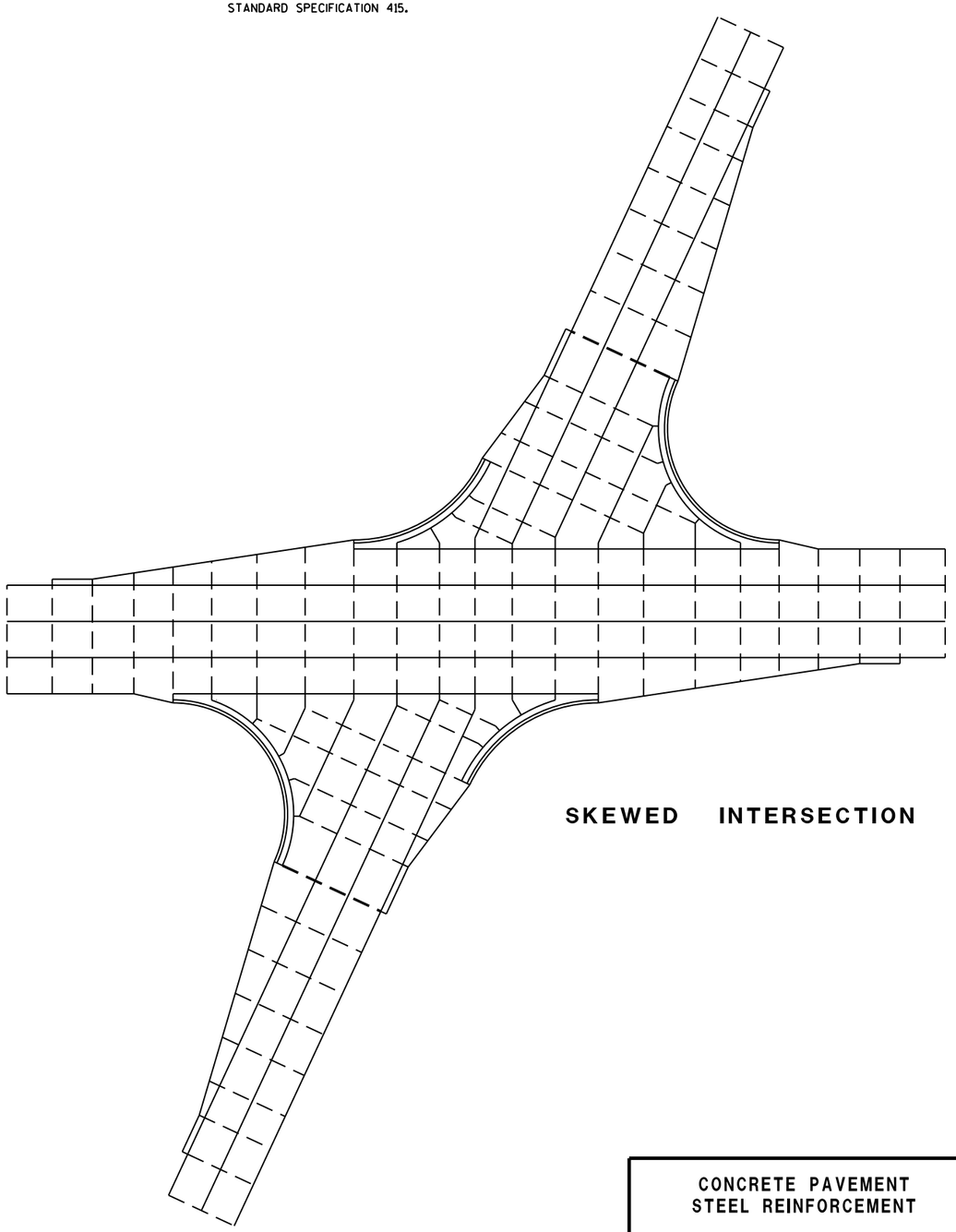
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

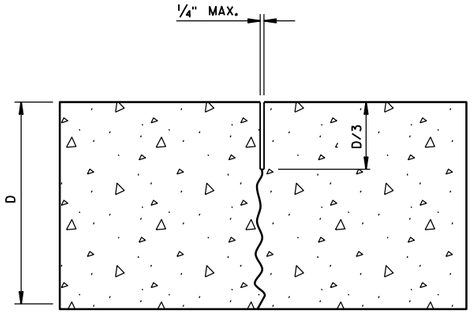
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

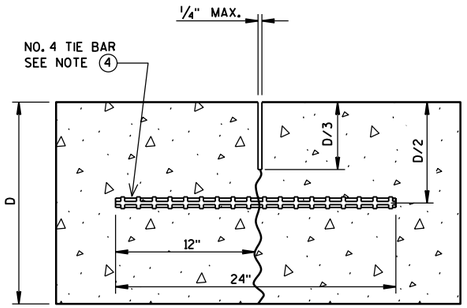
S.D.D. 13 C 18-2b

6

S.D.D. 13 C 18-2b



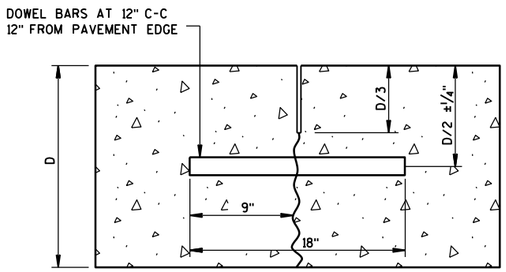
UNDOWELED-TRANSVERSE



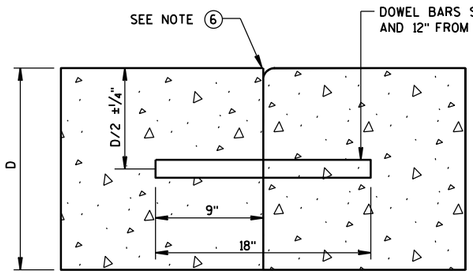
TIED LONGITUDINAL

GENERAL NOTES

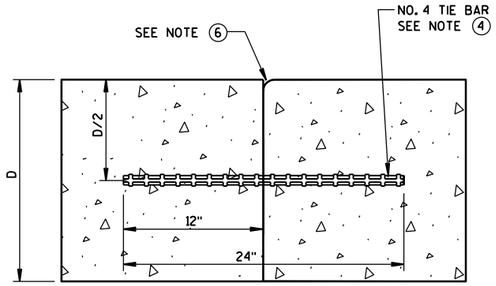
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. SPACE TIE BARS AT LONGITUDINAL CONSTRUCTION OR CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C1.
5. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
6. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.



DOWELED-TRANSVERSE



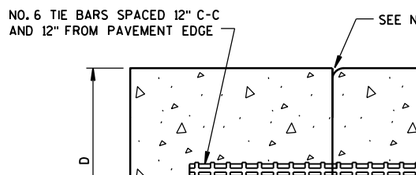
DOWELED TRANSVERSE



TIED LONGITUDINAL

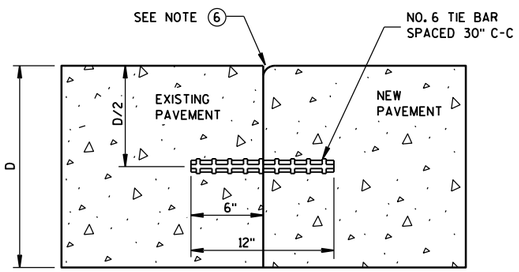
CONTRACTION JOINTS

SEE NOTE (2)



TIED TRANSVERSE

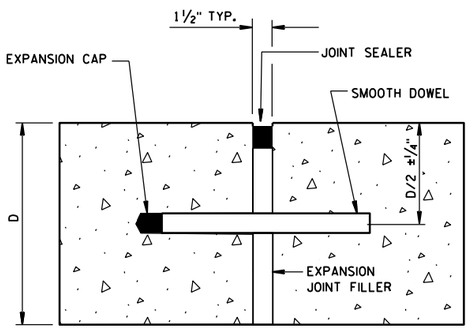
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

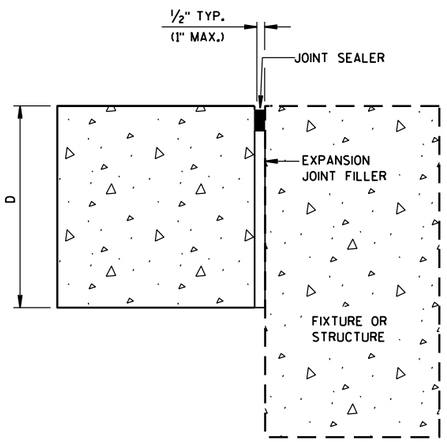
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

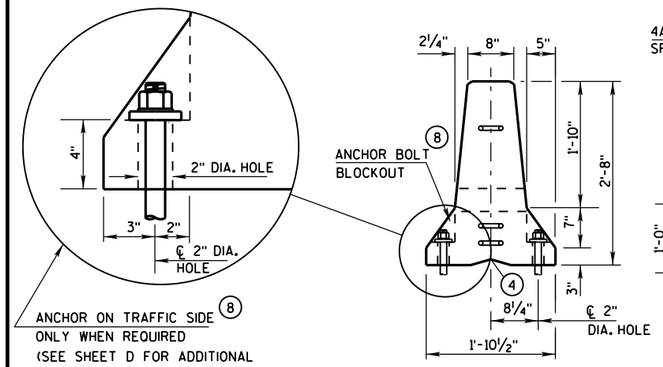
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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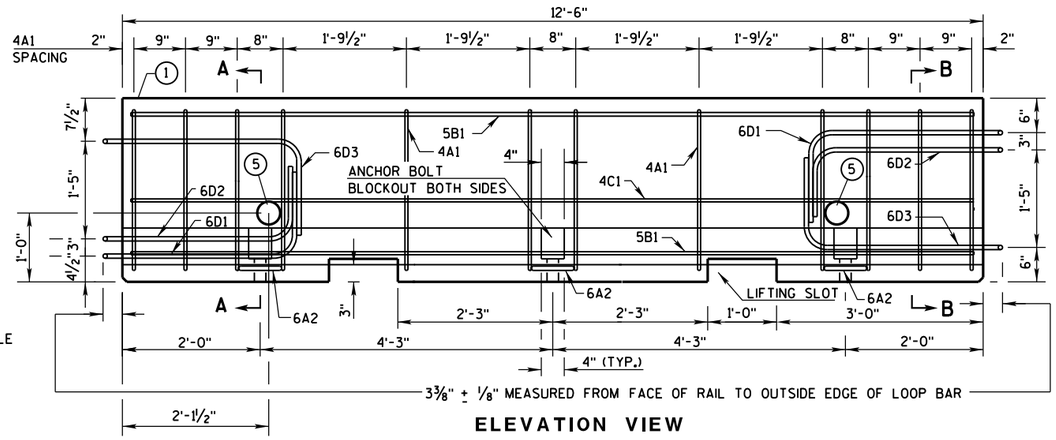
S.D.D. 13 C 18-2c

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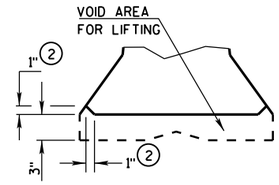
S.D.D. 13 C 18-2c



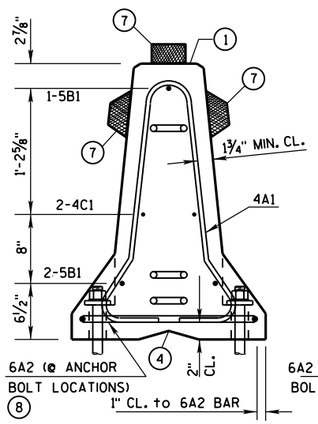
END VIEW



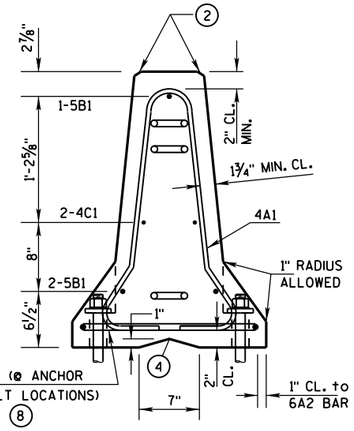
ELEVATION VIEW



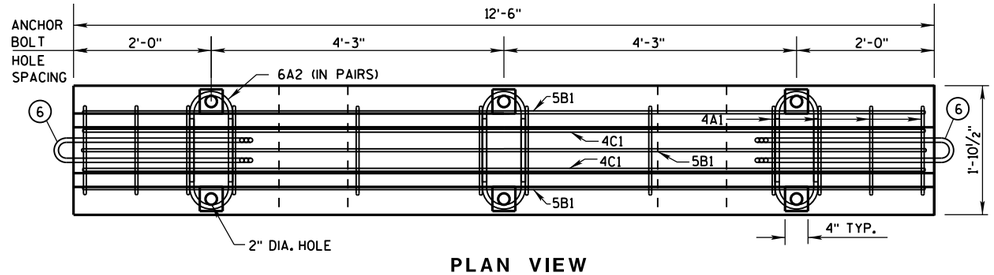
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

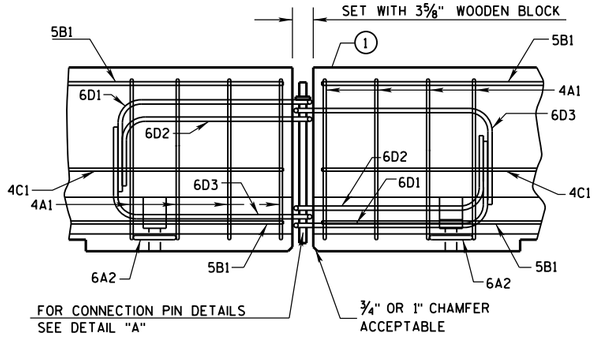


SECTION B-B
(STIRRUP PLACEMENT)

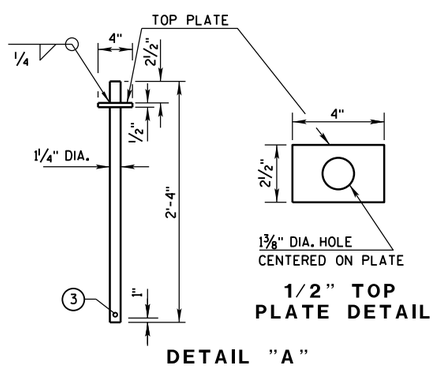


PLAN VIEW

DETAILS OF BARRIER SECTION

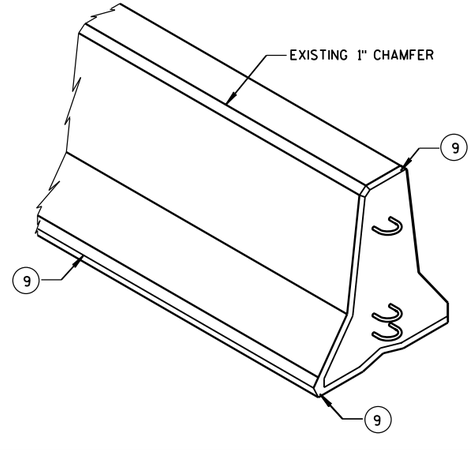


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR EPOXY ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

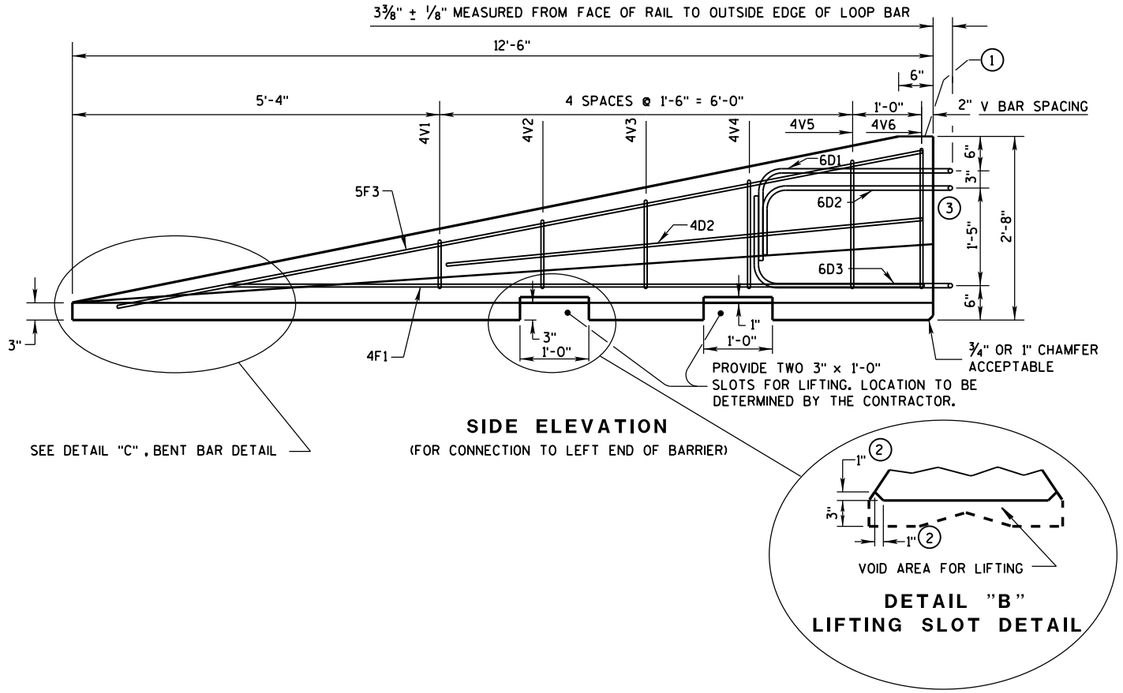
(8) SEE SHEET D FOR ANCHORING CRITERIA.

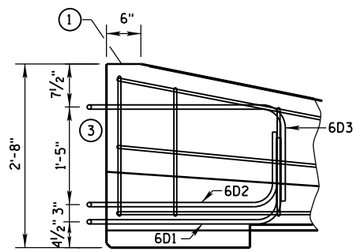
(9) 1" CHAMFER OPTIONAL.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

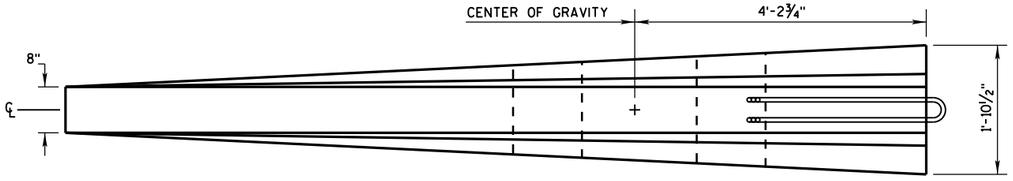
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S.D.D. 14 B 7-14a

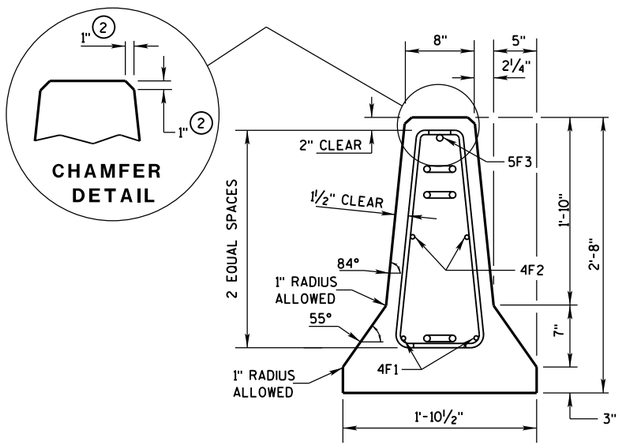


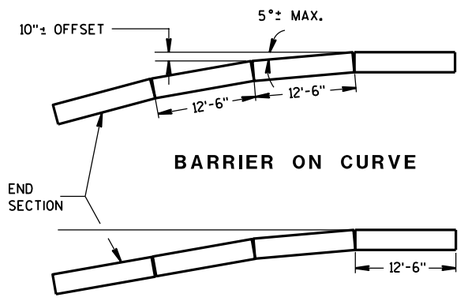


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

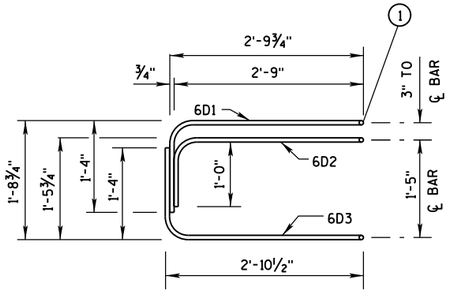
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S.D.D. 14 B 7-14b

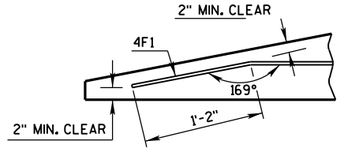
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

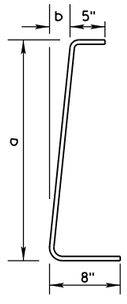
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

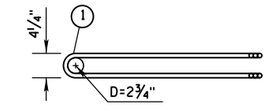
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

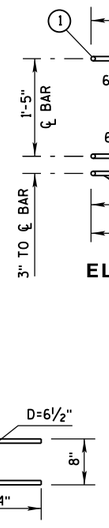
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

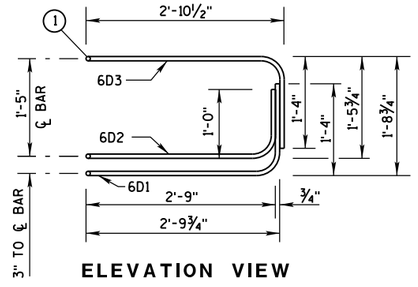
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



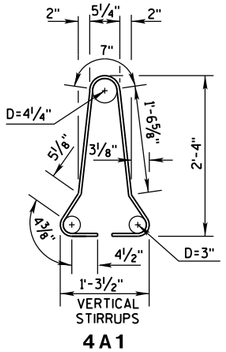
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



ELEVATION VIEW



4A1

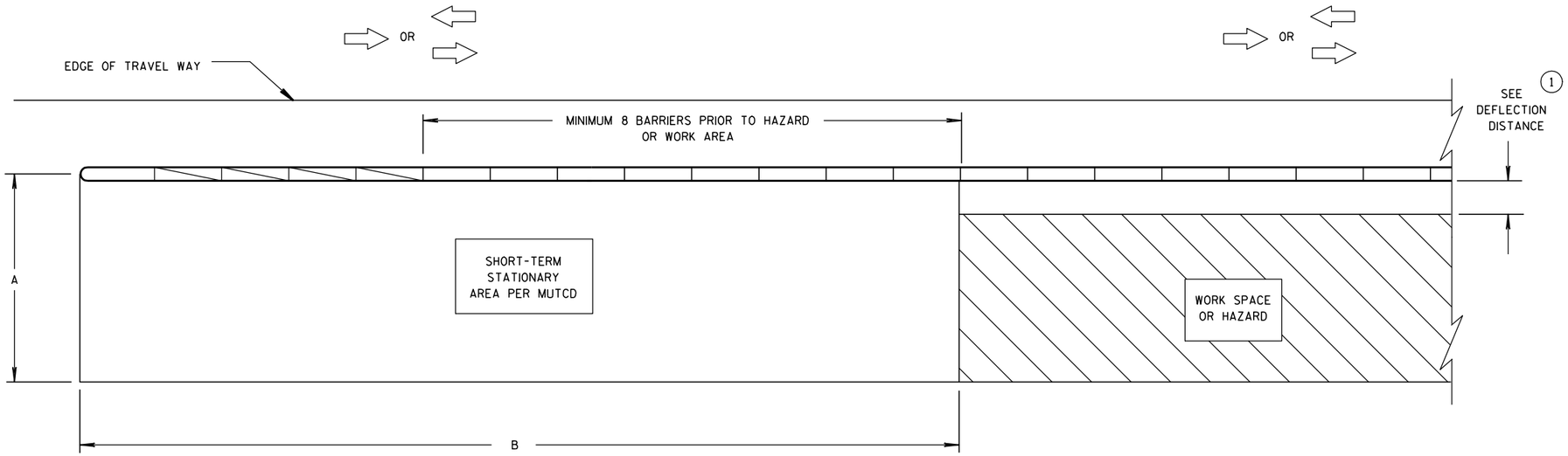
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
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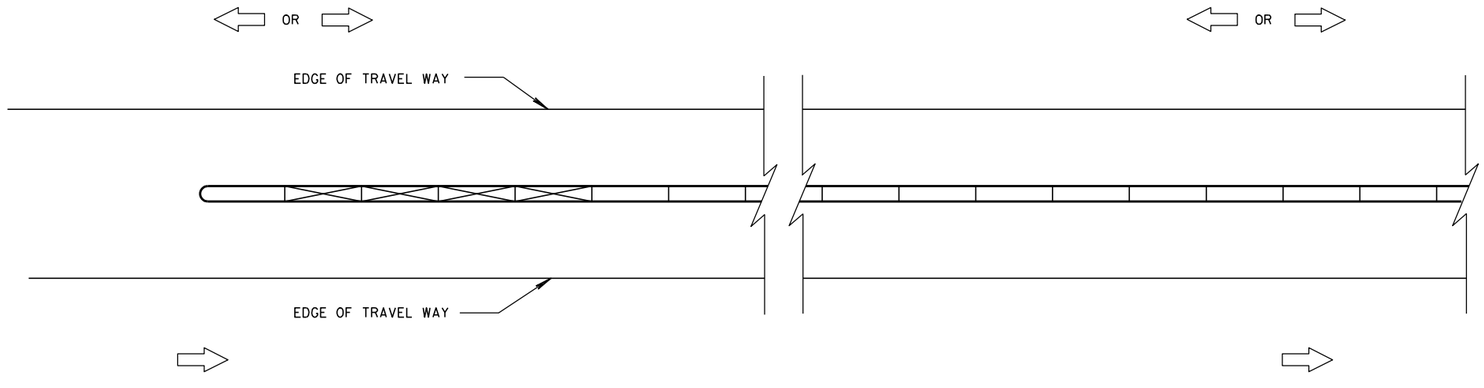
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

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GENERAL NOTES

1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

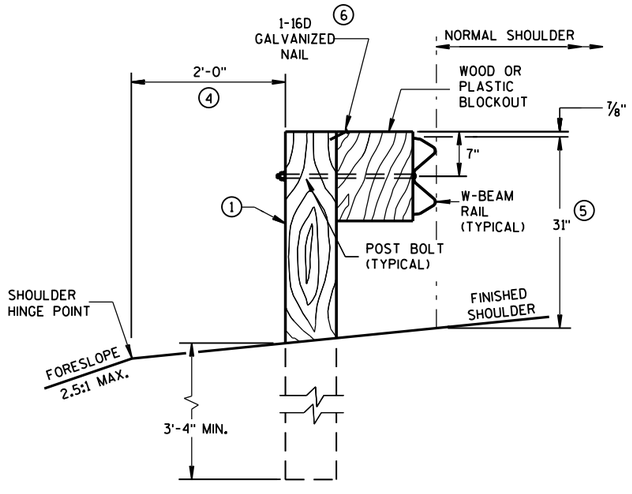
2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

3. IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

4. WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

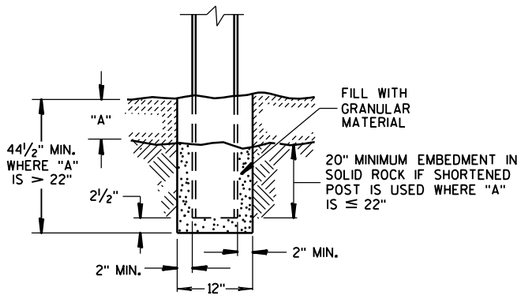
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

6. WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



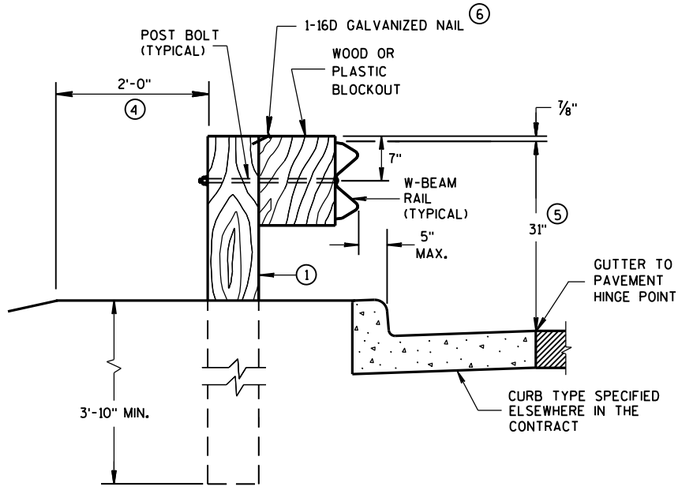
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



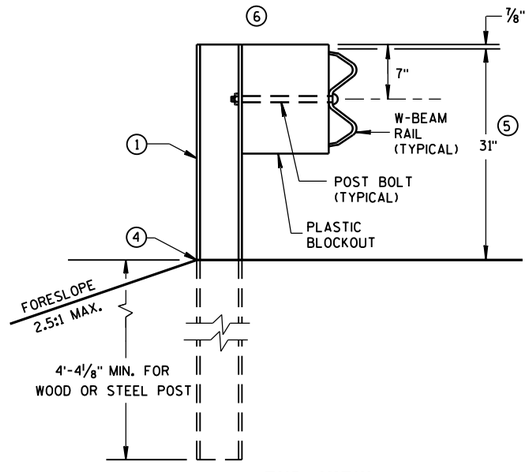
END VIEW

SETTING STEEL OR WOOD POST IN ROCK 3



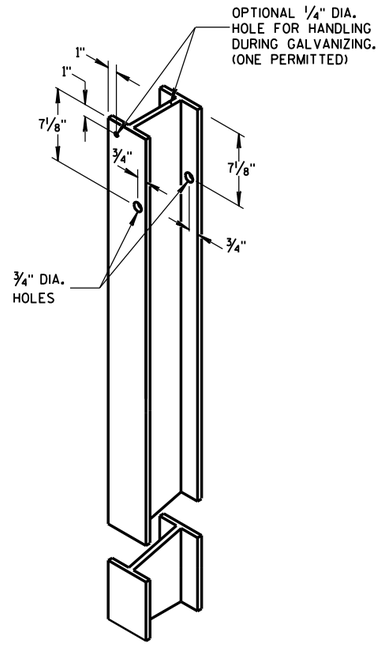
END VIEW

LOCATED ALONG A CURBED ROADWAY

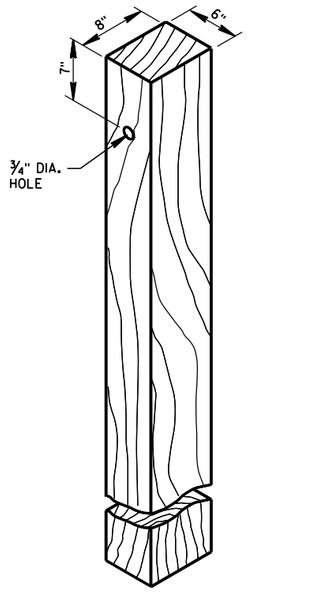


END VIEW

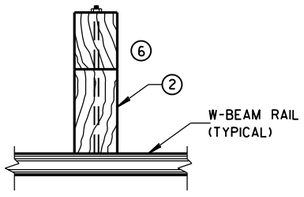
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



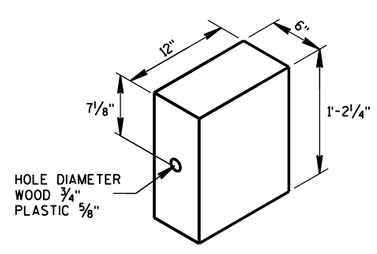
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) 1



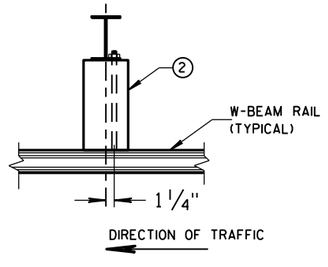
WOOD POST
(6" X 8") NOMINAL 1



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT 2

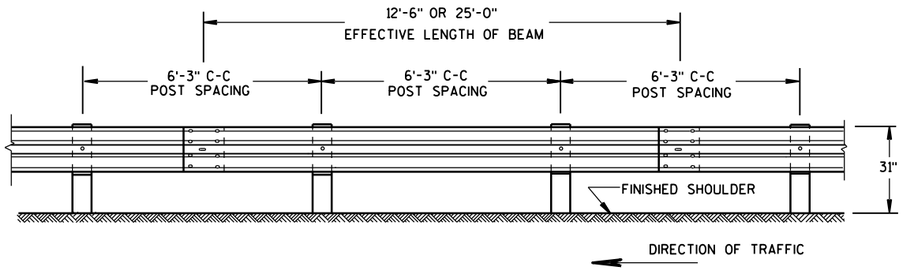


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

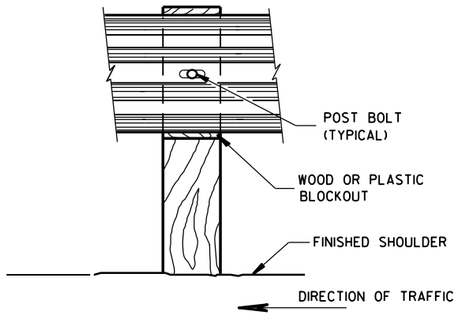
STATE OF WISCONSIN
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FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

GENERAL NOTES

(7) PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

(8) 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.

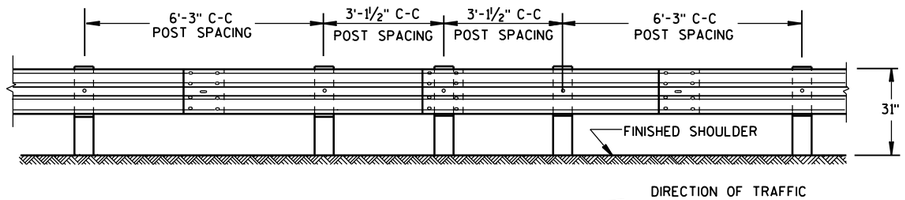
(9) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

(10) PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

(11) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

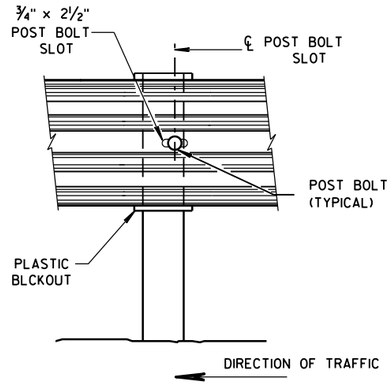
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

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.

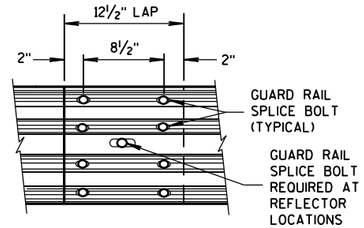


FRONT VIEW

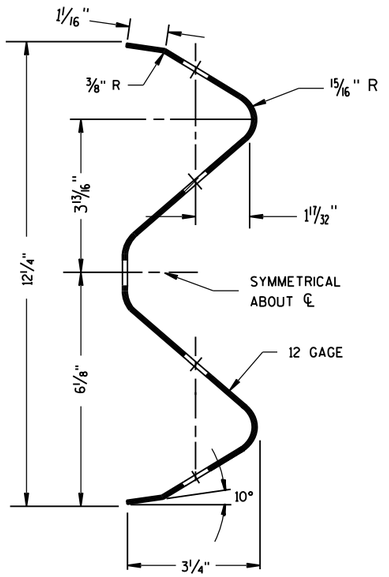
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



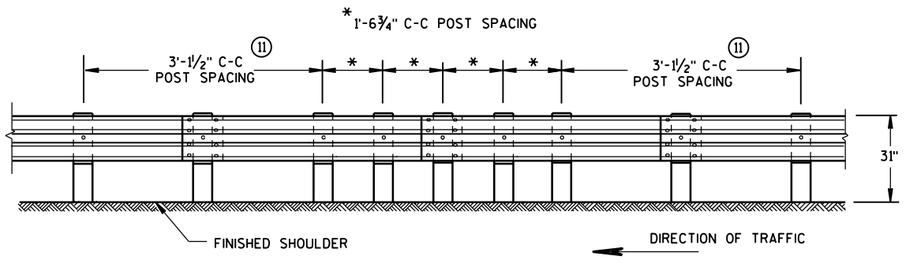
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

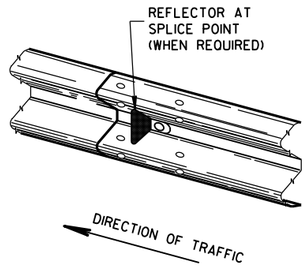


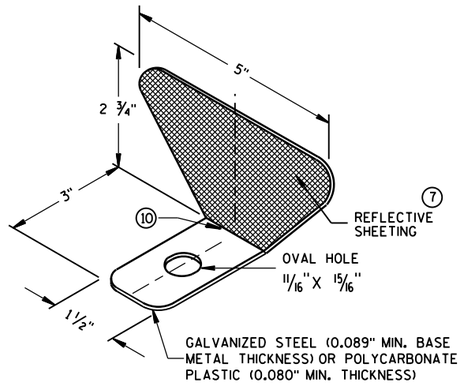
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (7)

REFLECTOR SPACING (8)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 (9) 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2 (10)	3

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

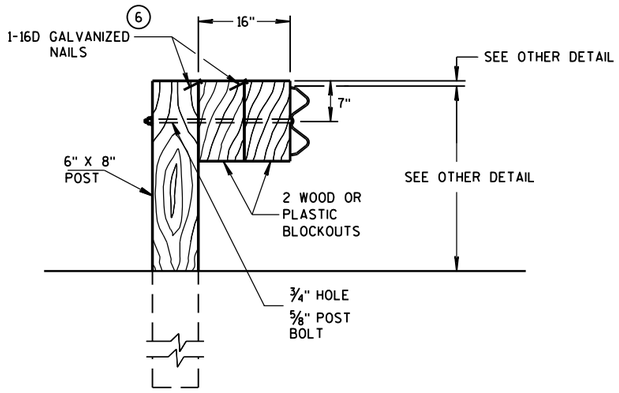
STATE OF WISCONSIN
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S.D.D. 14 B 42-3b

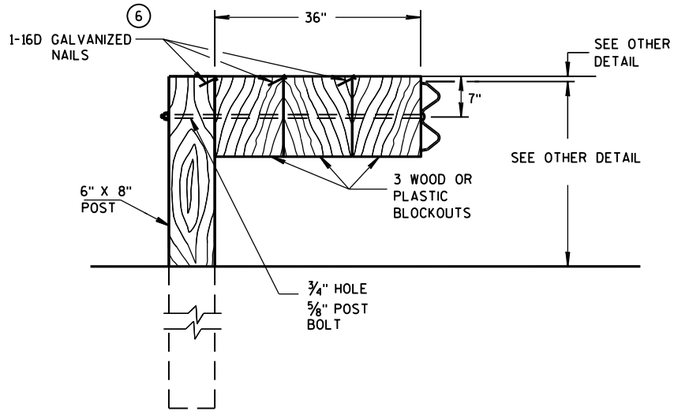
6

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DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

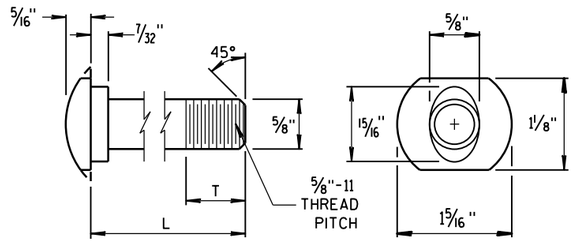


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

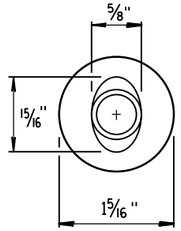
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

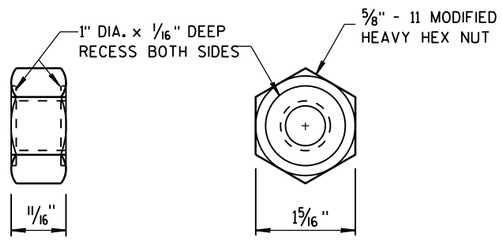


POST BOLT TABLE

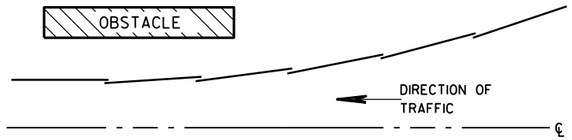
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

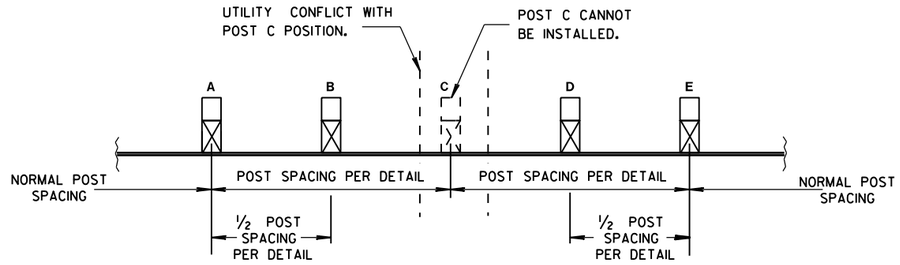


POST BOLT AND RECESS NUT

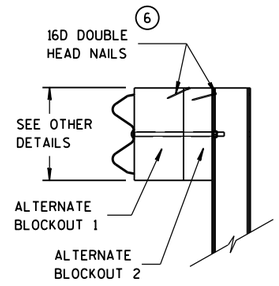


PLAN VIEW

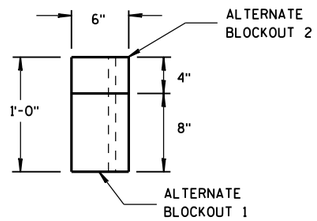
BEAM LAPPING DETAIL



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
June 2014
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

6
S.D.D. 14 B 42-3c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, 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) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(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.

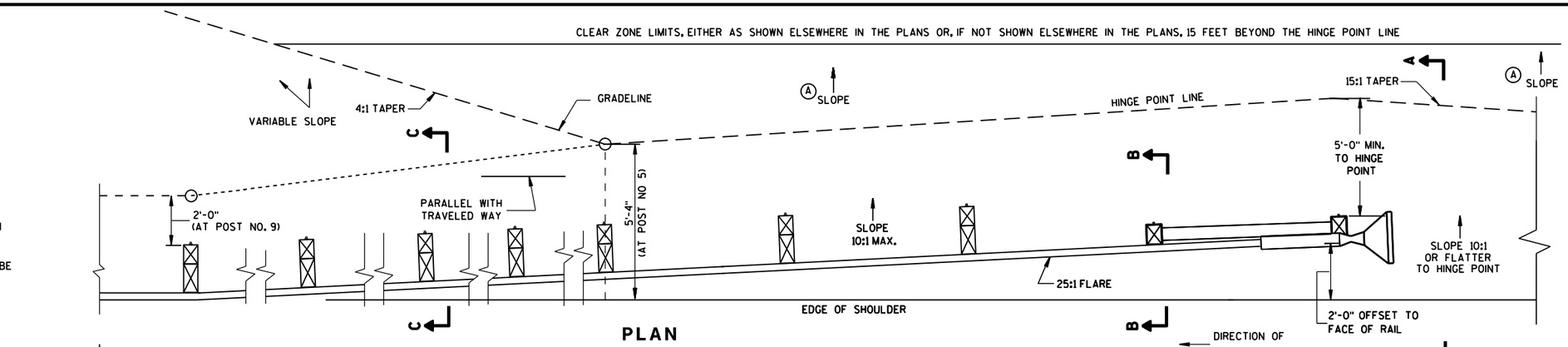
SEE SDD 14B42 FOR MORE INFORMATION.

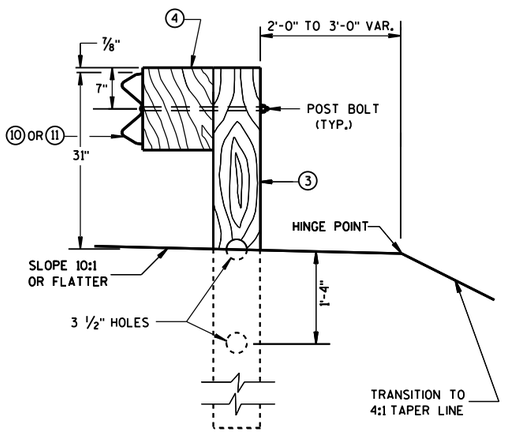
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

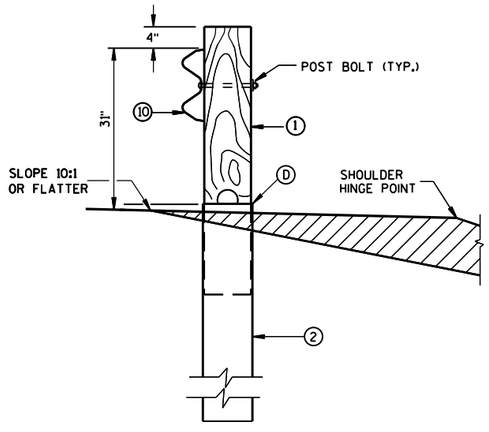
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

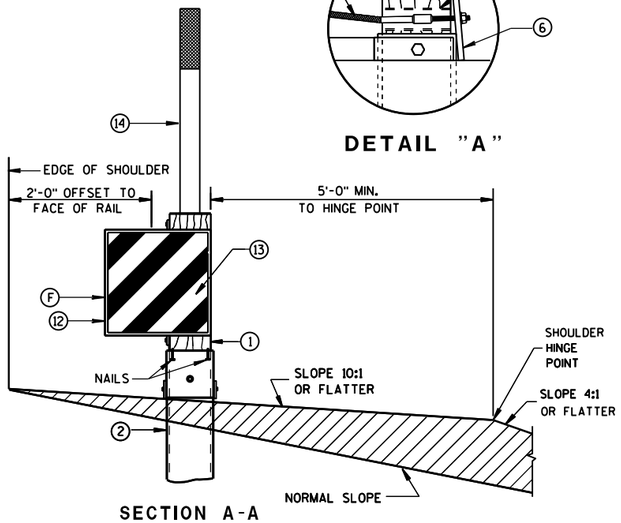




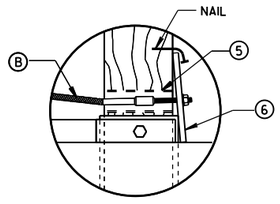
SECTION C-C
TYPICAL AT POST NOS. 3-9



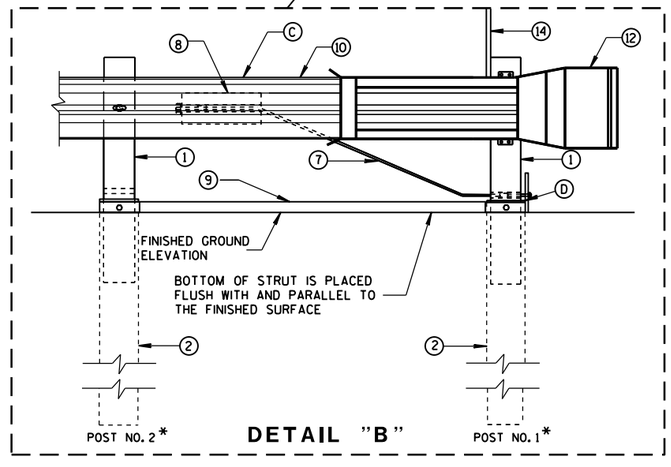
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"

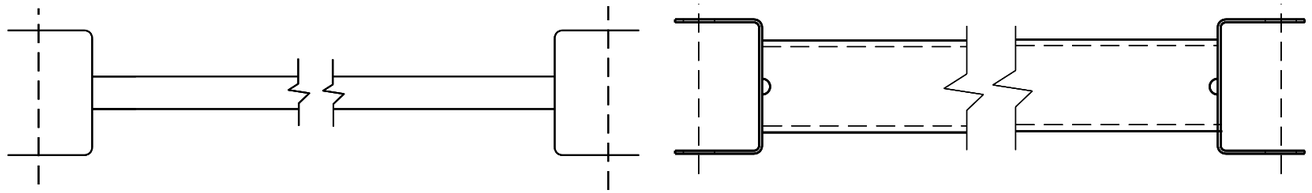


DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

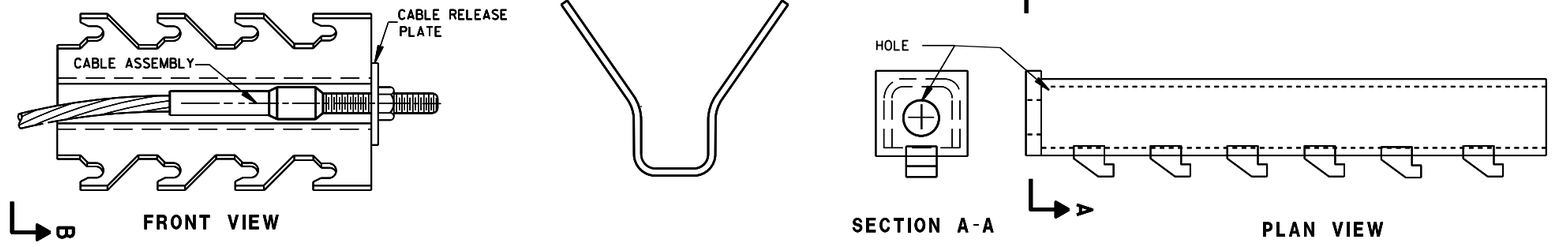
S.D.D. 14 B 44-2a



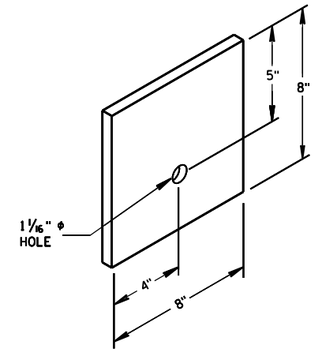
GENERIC GROUND STRUT (9) (H)

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 F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)

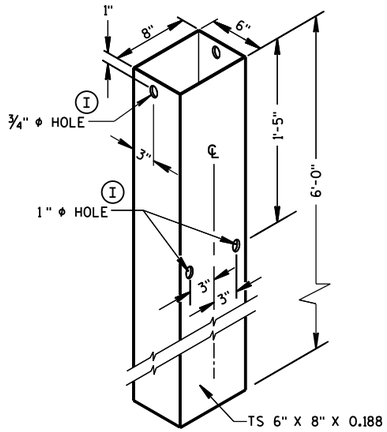


BEARING PLATE (6)

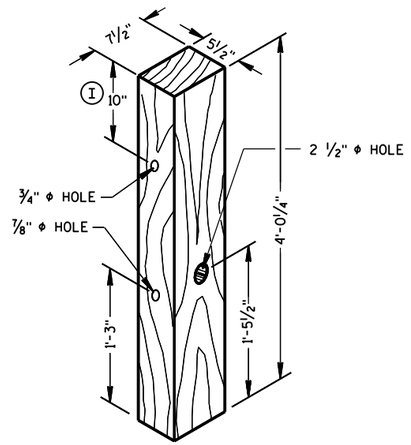
MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 44-2b

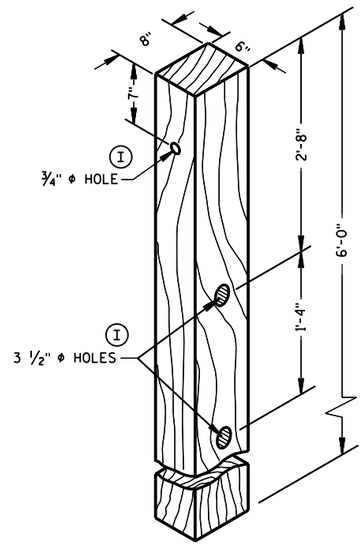


FOUNDATION TUBE (2)



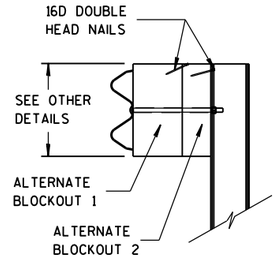
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

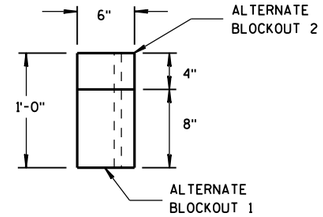


POSTS NUMBER 3-9

WOOD CRT POST (3)

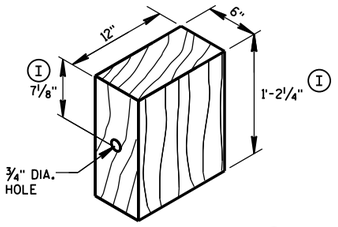


SIDE VIEW



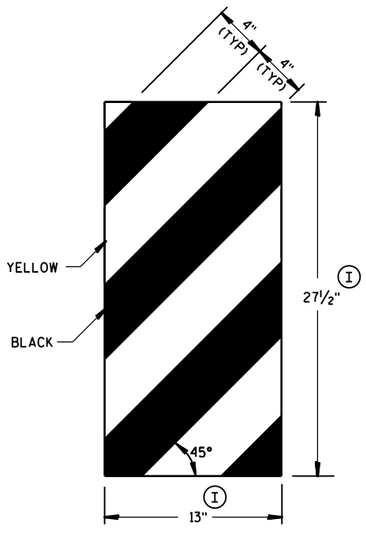
TOP VIEW

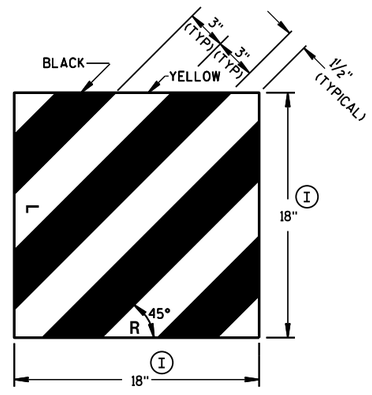
ALTERNATE WOOD BLOCKOUT DETAIL



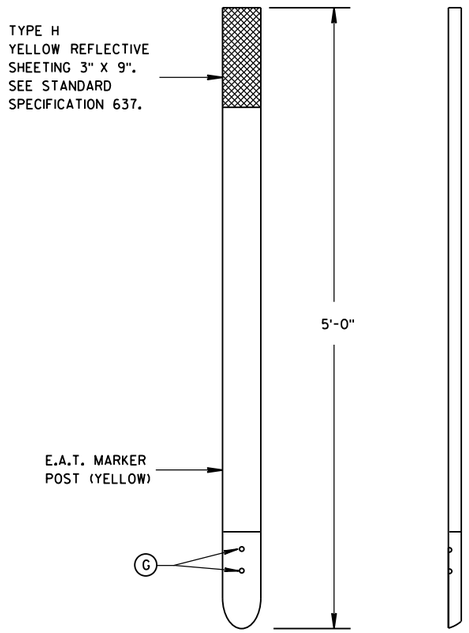
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





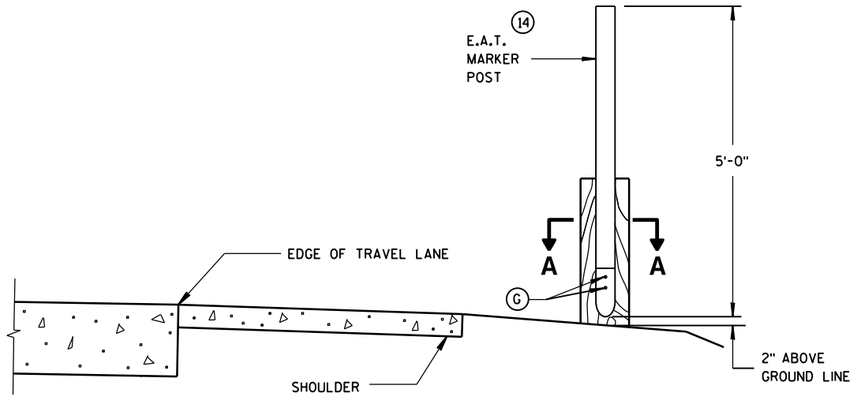
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

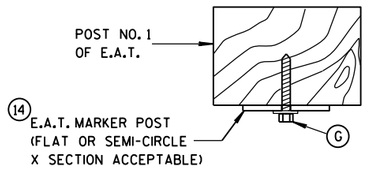
SIDE VIEW

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

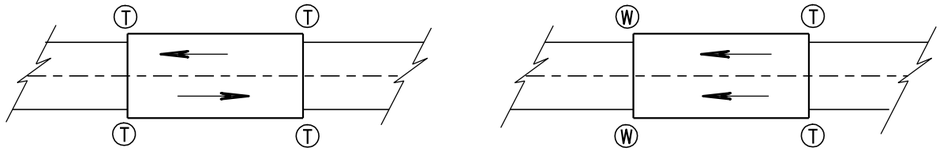
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 44-2c



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

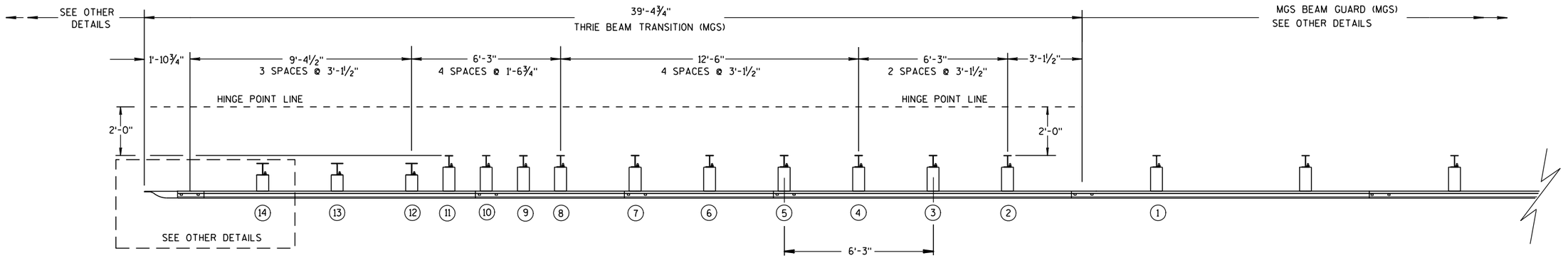
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

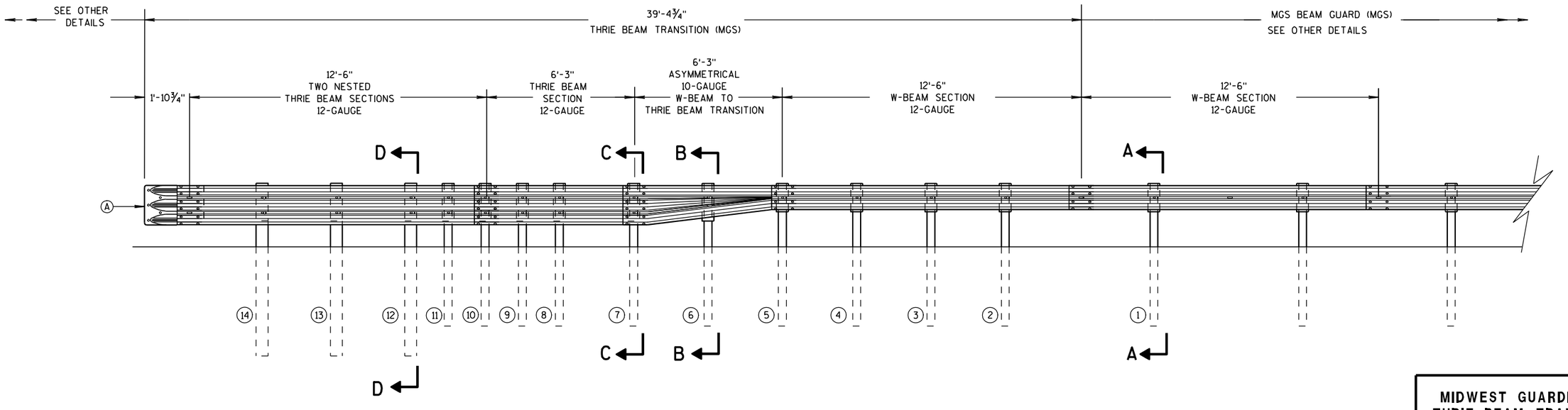
TRANSITION USES STEEL POSTS ONLY.

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

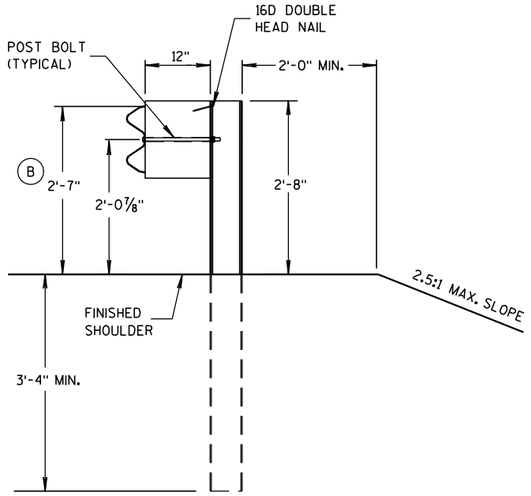
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 45-3a

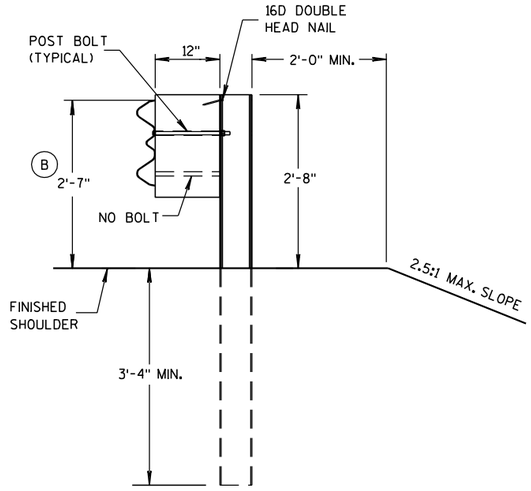
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



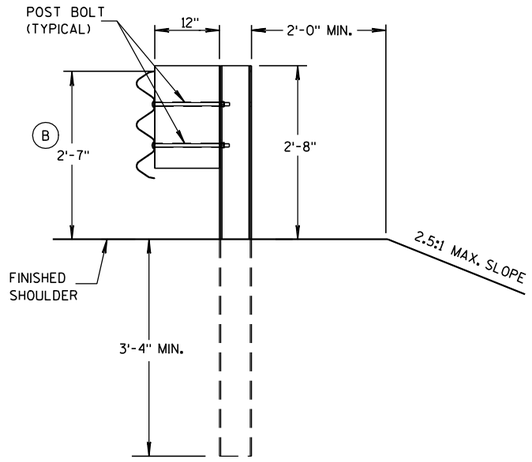
SECTION A-A

POSTS 1-5



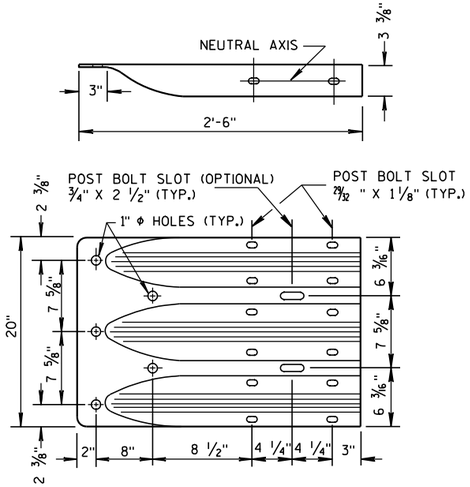
SECTION B-B

POST 6

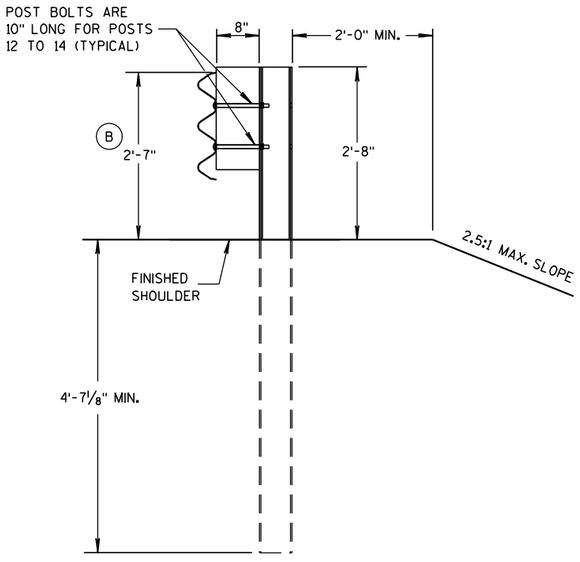


SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-14

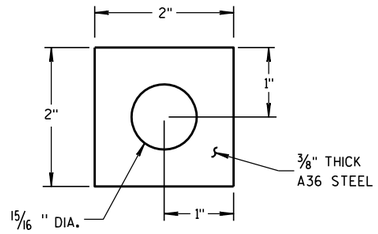
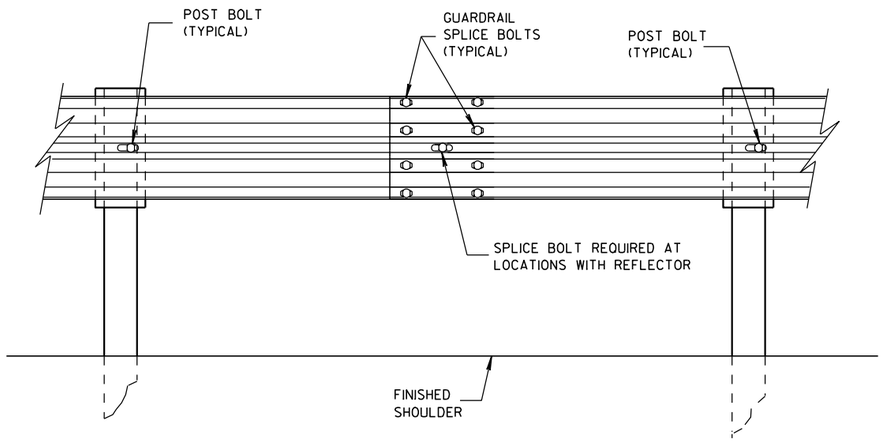
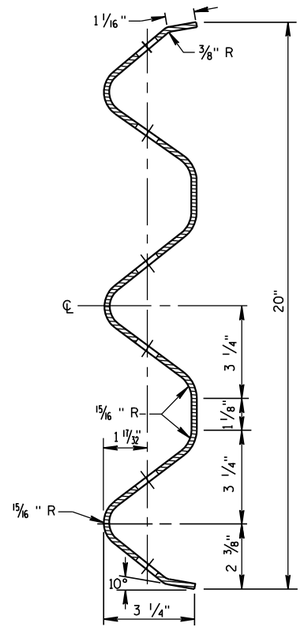


PLATE WASHER DETAIL



SPLICE DETAIL



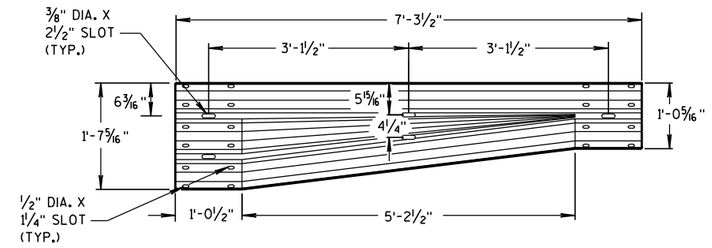
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

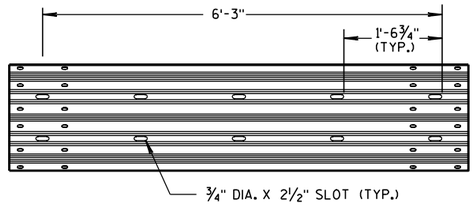
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

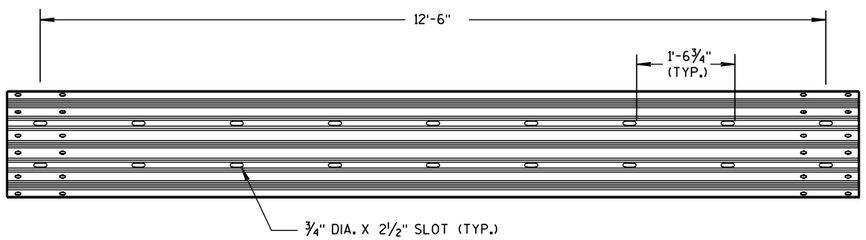
S.D.D. 14 B 45-3b



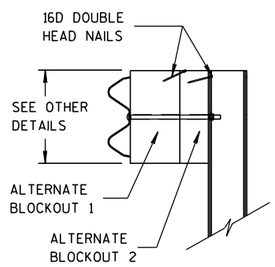
W-BEAM TO THRIE BEAM TRANSITION SECTION



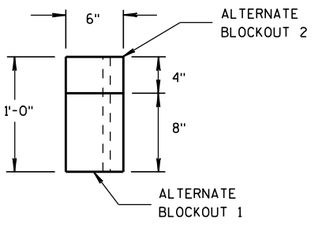
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

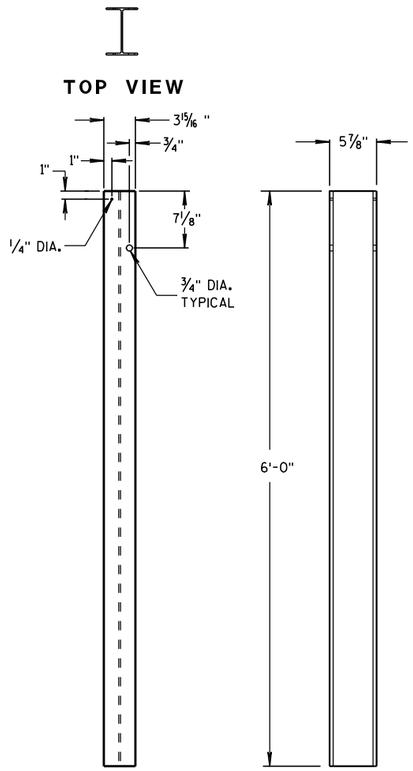


SIDE VIEW

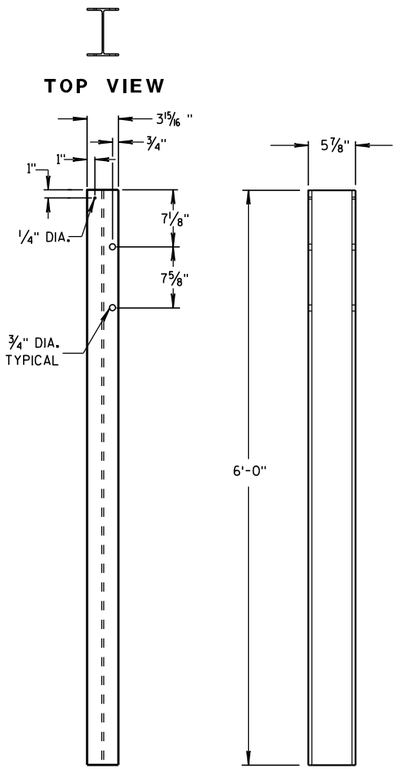


TOP VIEW

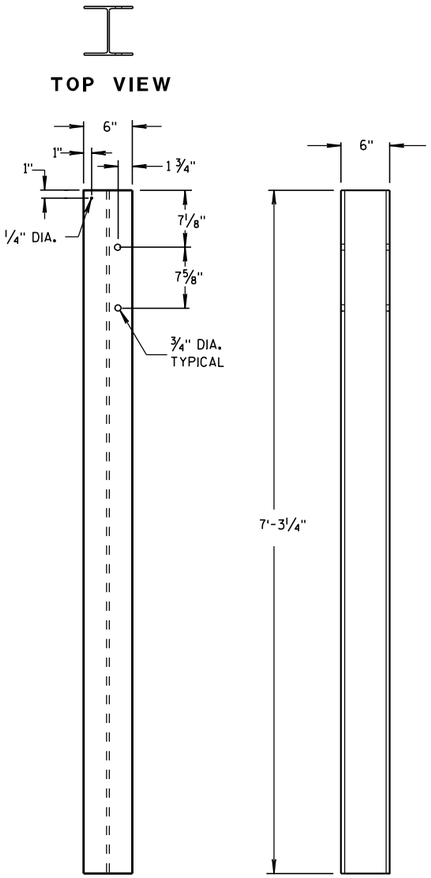
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

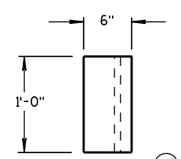


STEEL POSTS 6-11

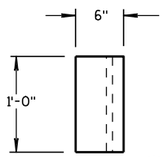


STEEL POSTS 12-14

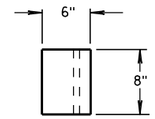
1 WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



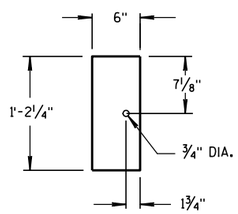
TOP VIEW (1)



TOP VIEW (1)

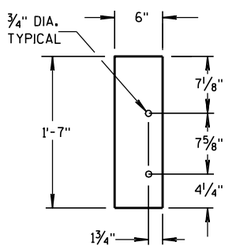


TOP VIEW



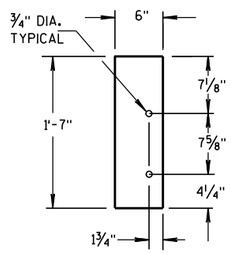
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

BLOCKOUT POSTS 12-14

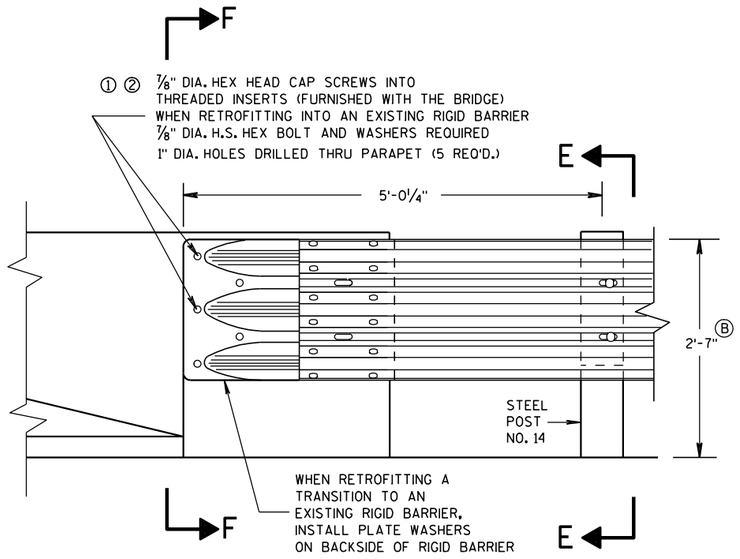
STEEL POST SIZES

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"

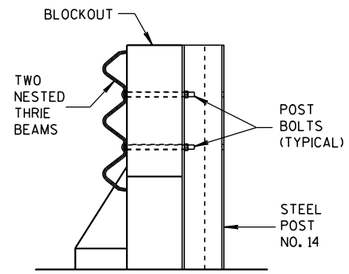
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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.

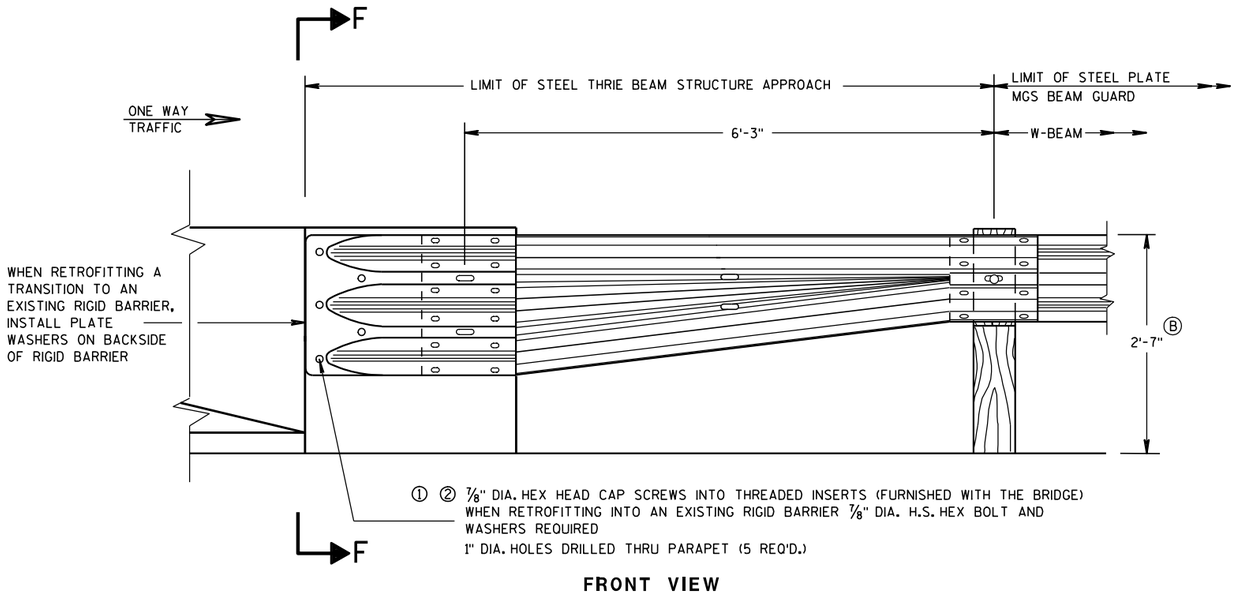
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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.

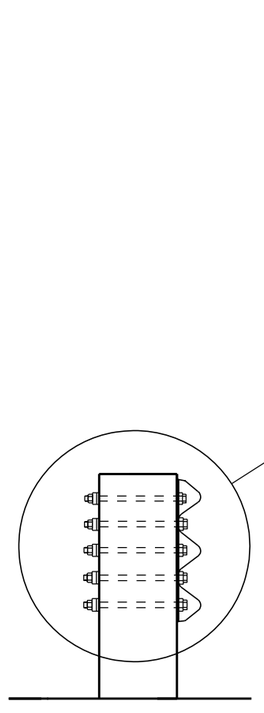
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

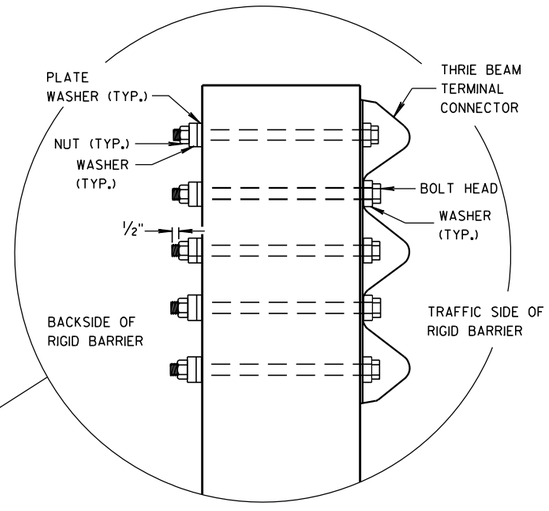
THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



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 DEVELOPMENT ENGINEER

FHWA

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S.D.D. 14 B 45-3d

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S.D.D. 14 B 45-3d

GENERAL NOTES

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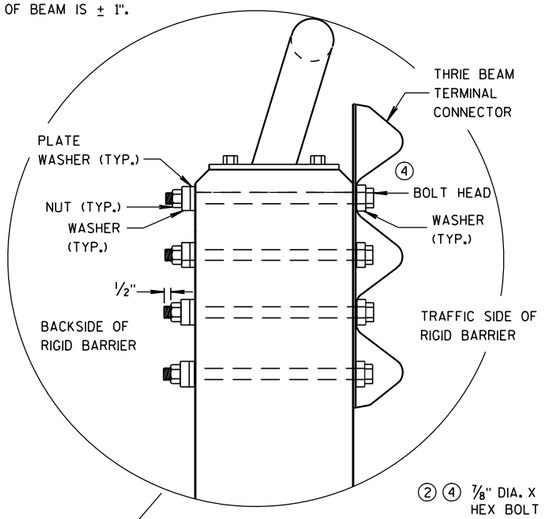
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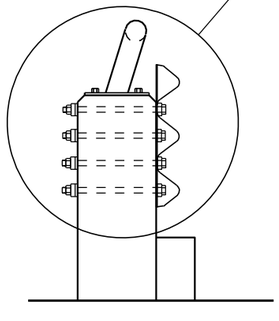
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③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2". BLOCK IS INCIDENTAL TO THE CONTRACT.

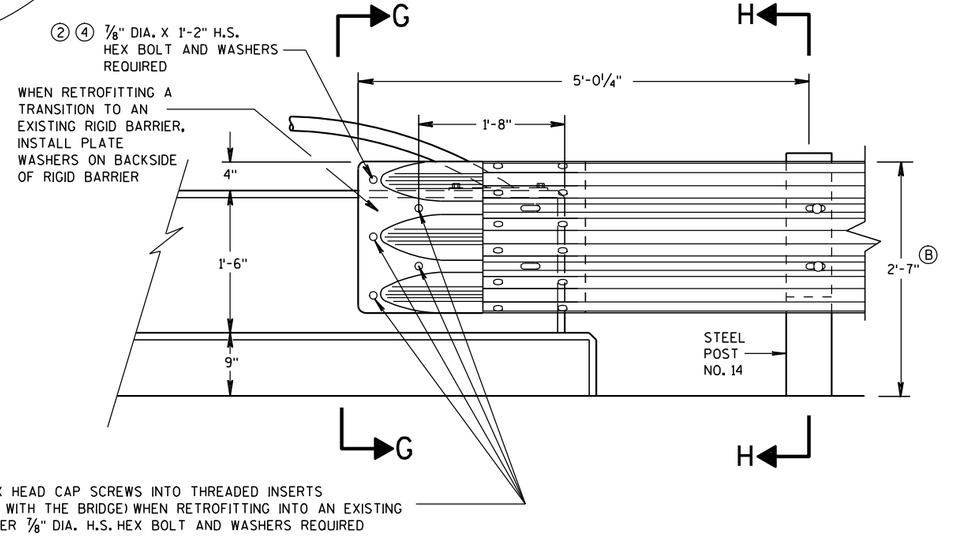
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

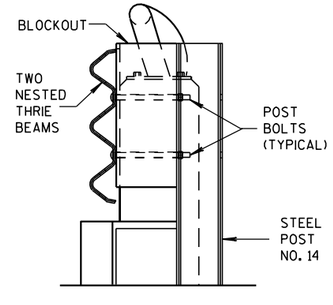




SECTION G-G

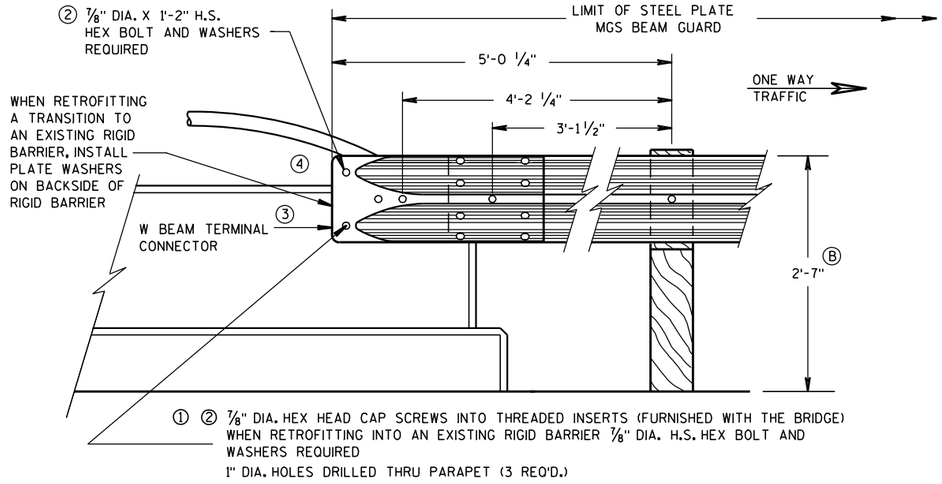


FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

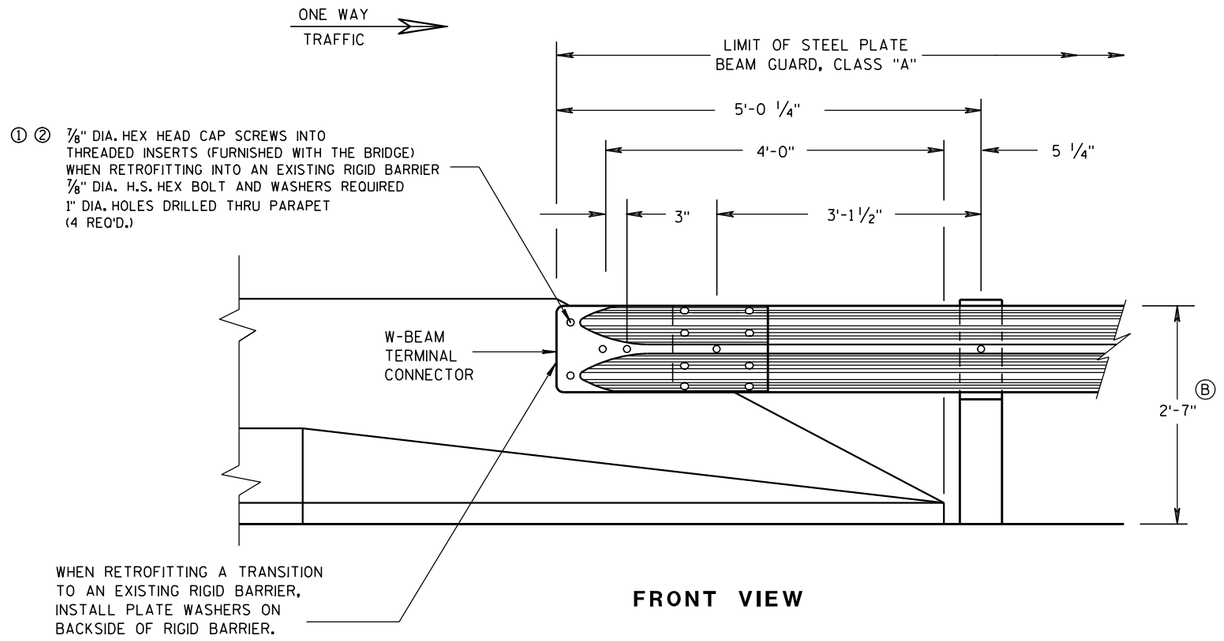
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

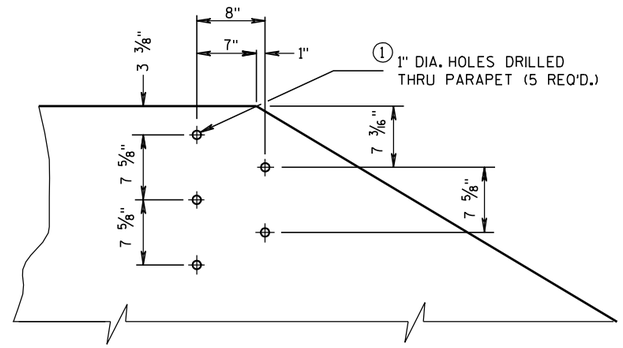
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

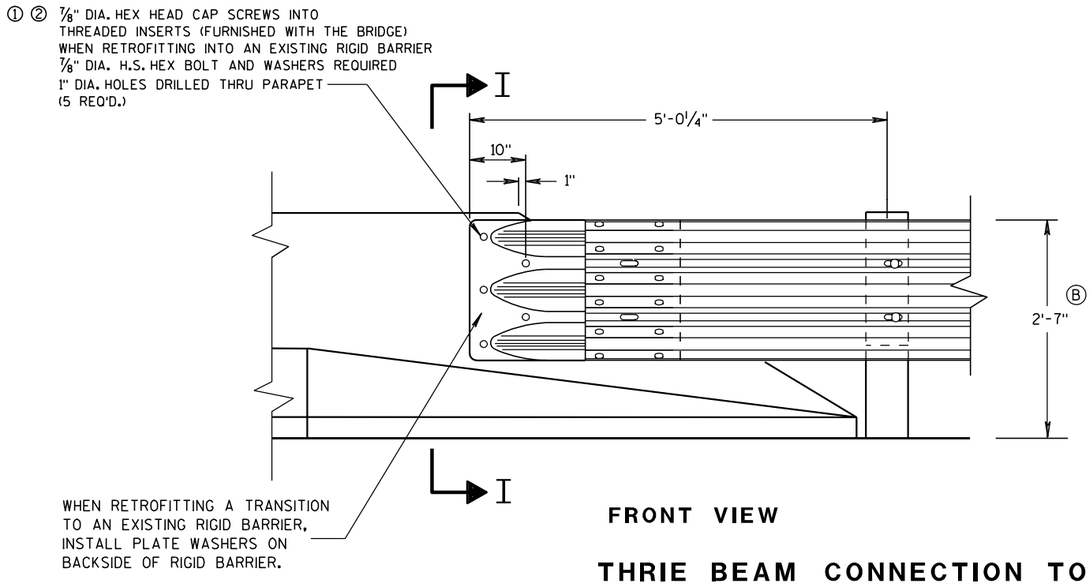
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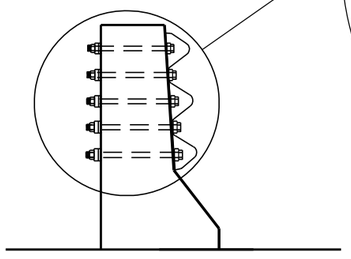
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



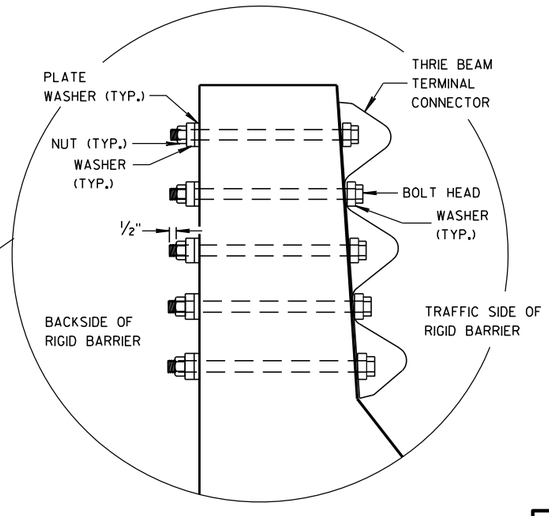
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

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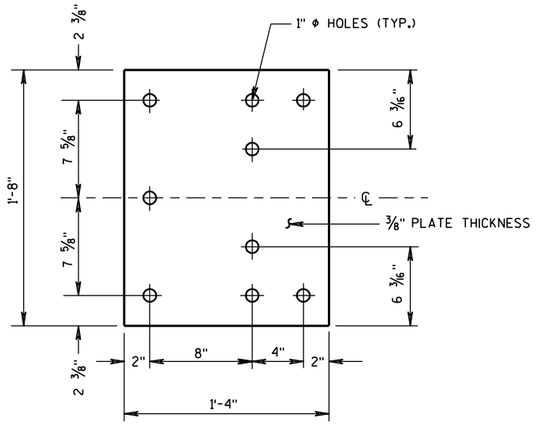
FHWA

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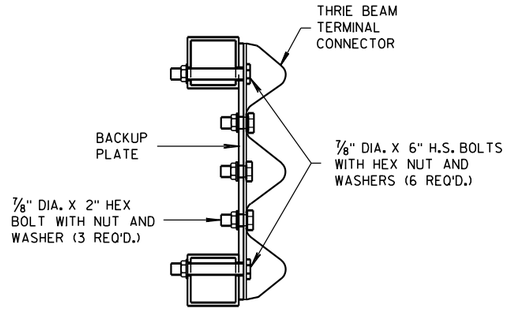
S.D.D. 14 B 45-3f

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S.D.D. 14 B 45-3f



BACK-UP PLATE DETAIL

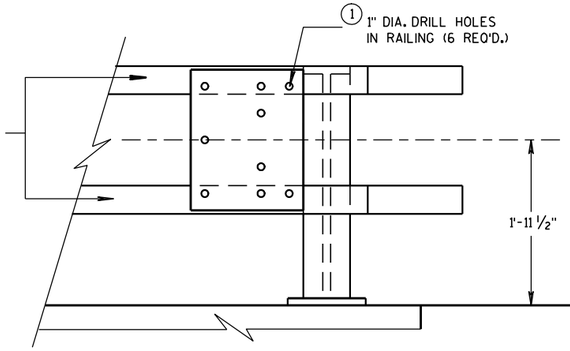


SECTION J-J

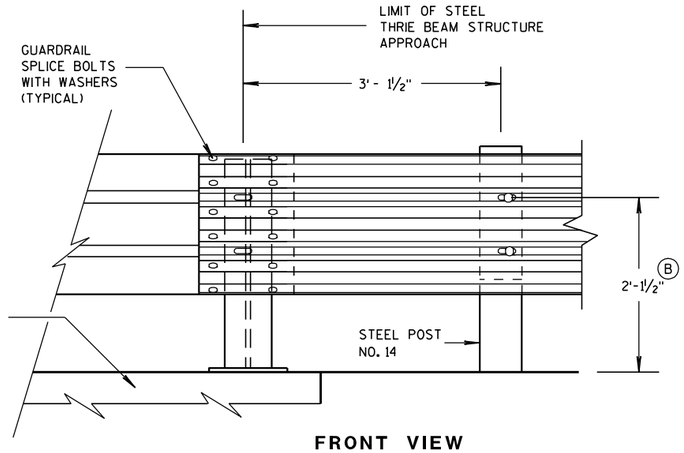
GENERAL NOTES

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(B) TOLERANCE FOR TOP OF BEAM IS ± 1".

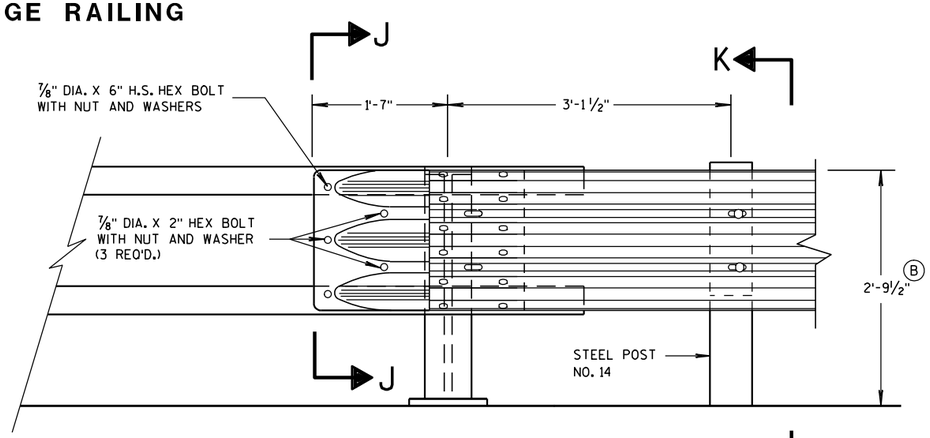


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

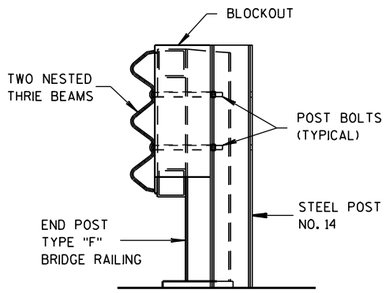


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

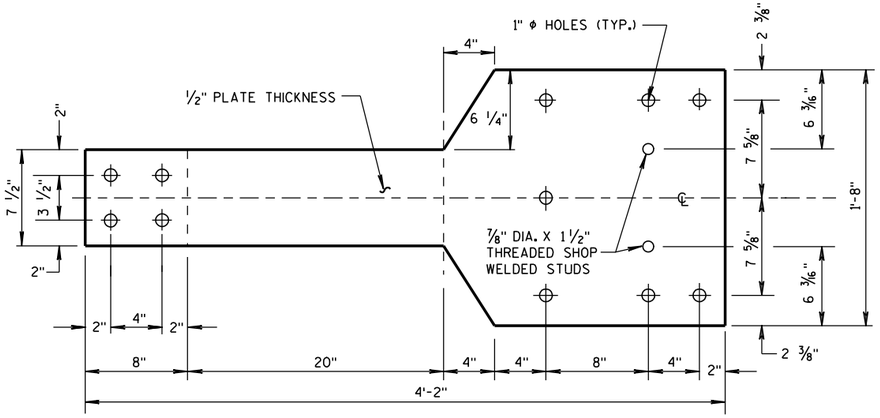
THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
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8/31/2012 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

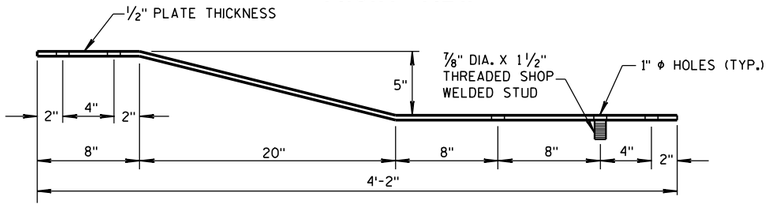
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S.D.D. 14 B 45-3g

GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

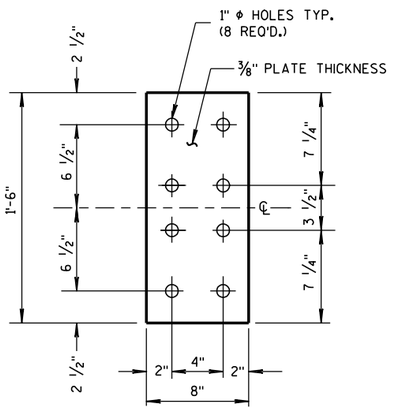


FRONT VIEW



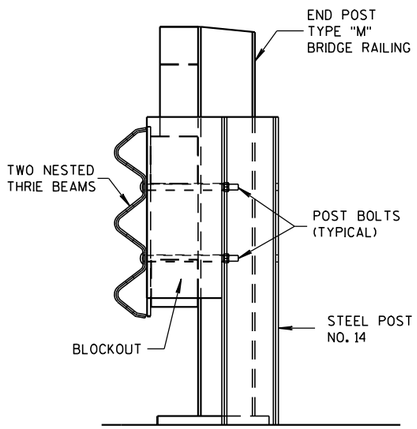
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

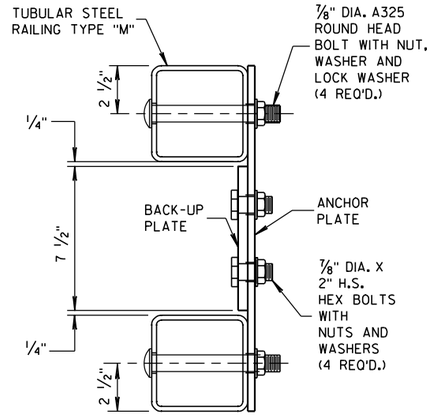


FRONT VIEW

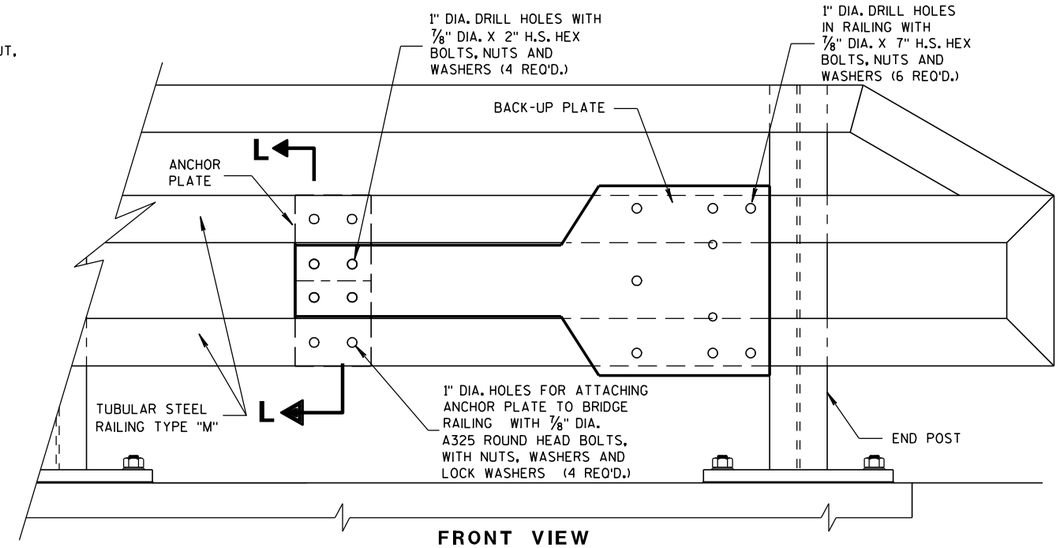
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

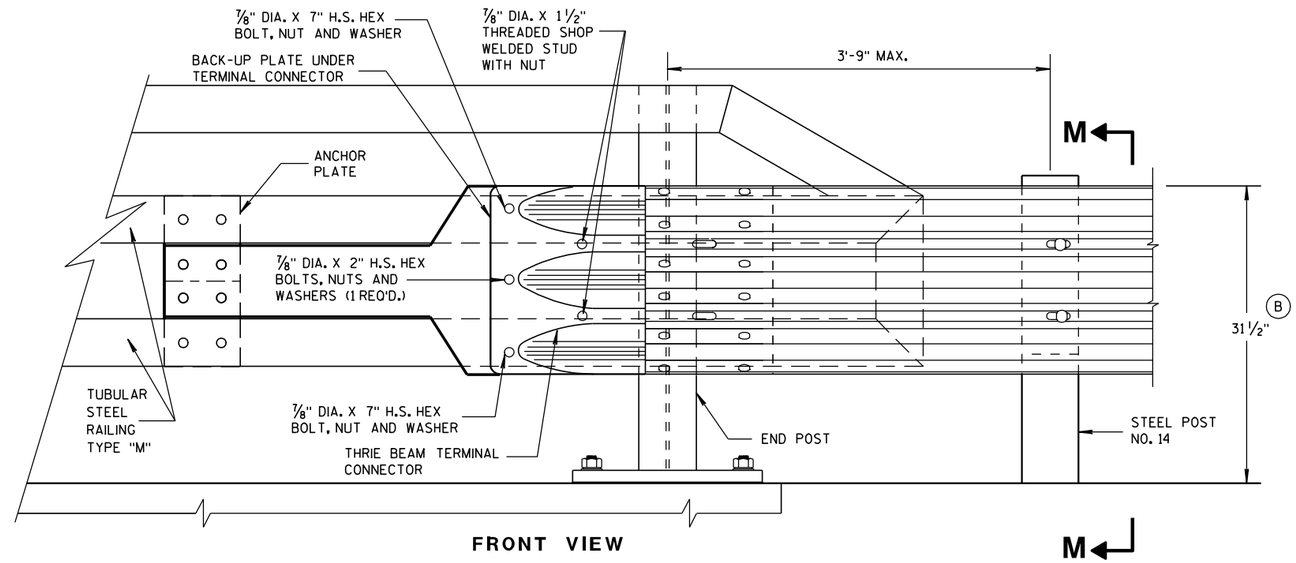


SECTION L-L

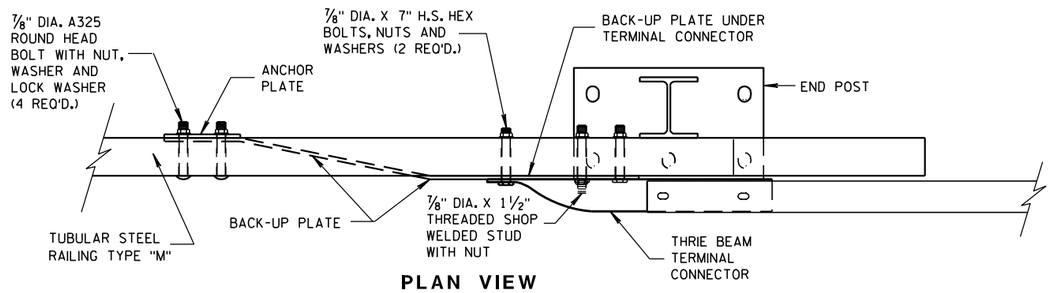


FRONT VIEW

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

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GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

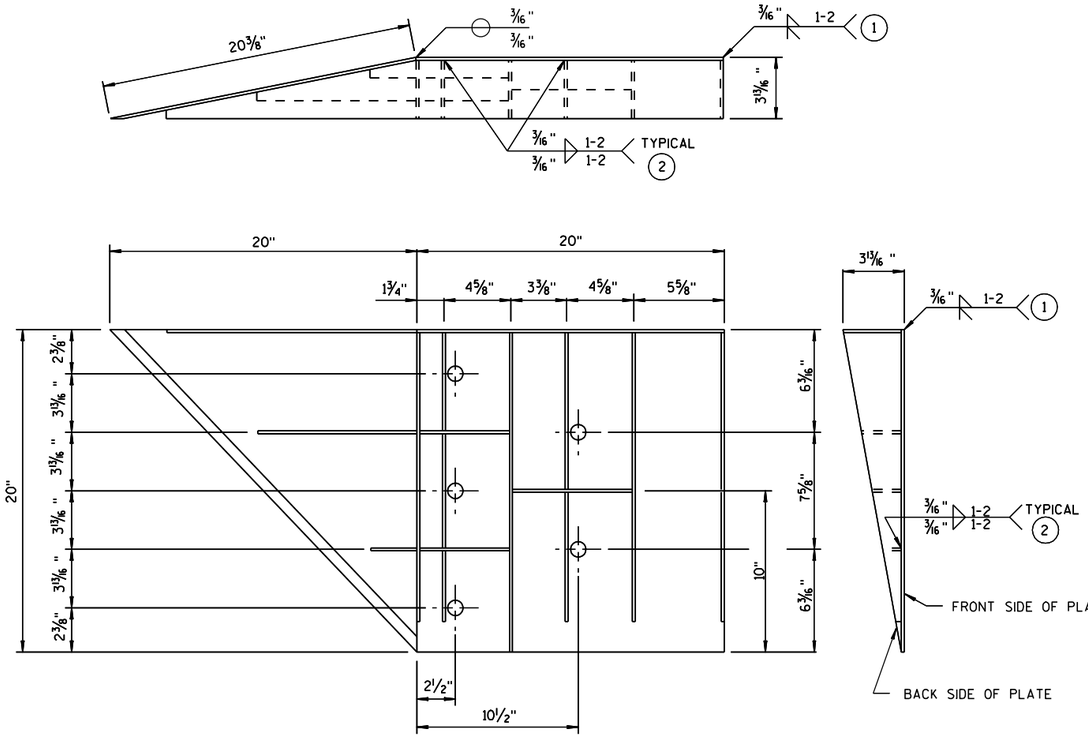
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(1) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(2) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

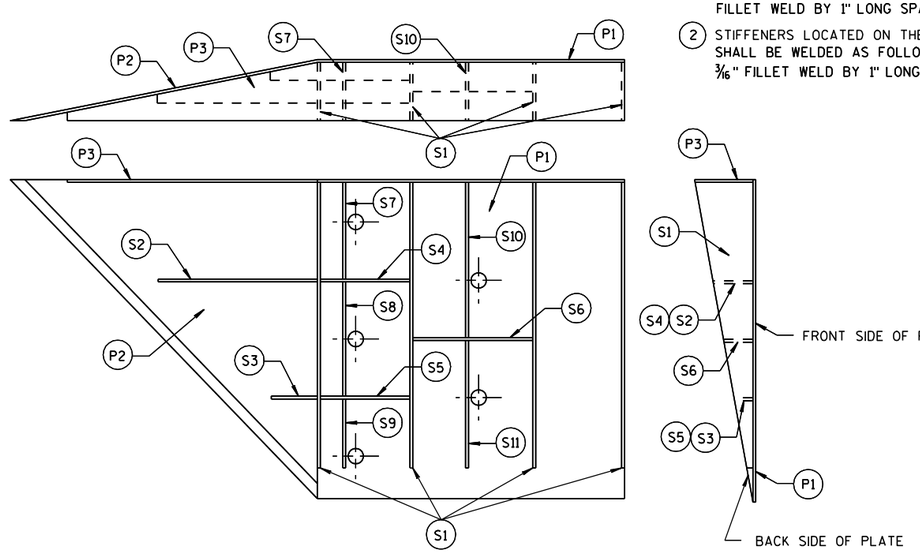


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

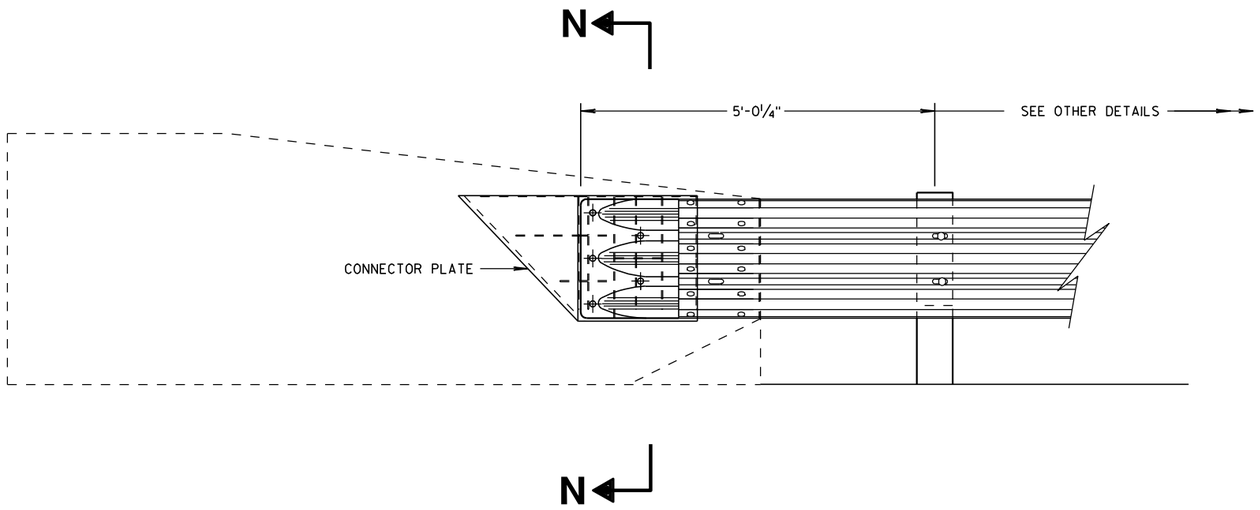
APPROVED
8/31/2012 DATE
/S/ Jerry H ...
ROADWAY STANDARDS ENGINEER
FHWA

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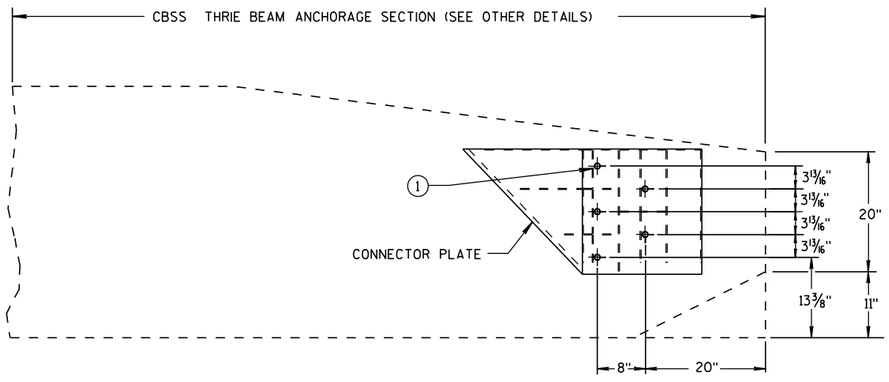
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S.D.D. 14 B 45-3i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

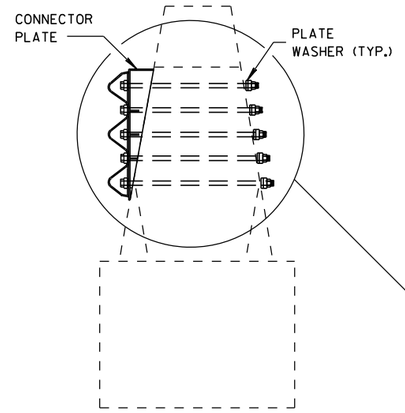


SINGLE SLOPE CONNECTION PLATE PLACEMENT

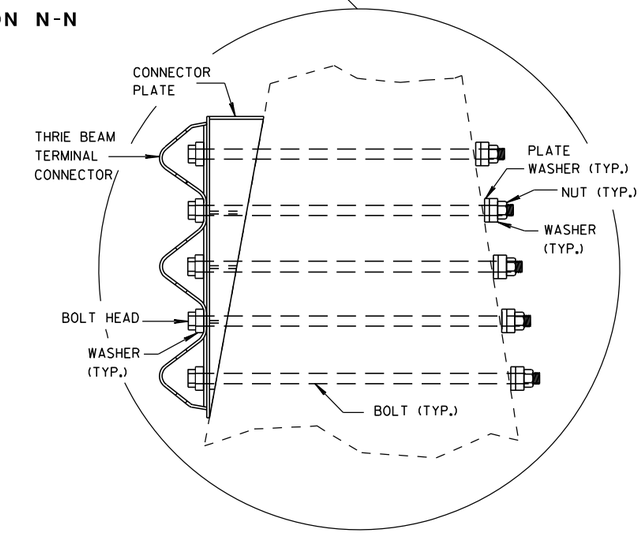
GENERAL NOTES

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 ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS DEVELOPMENT ENGINEER

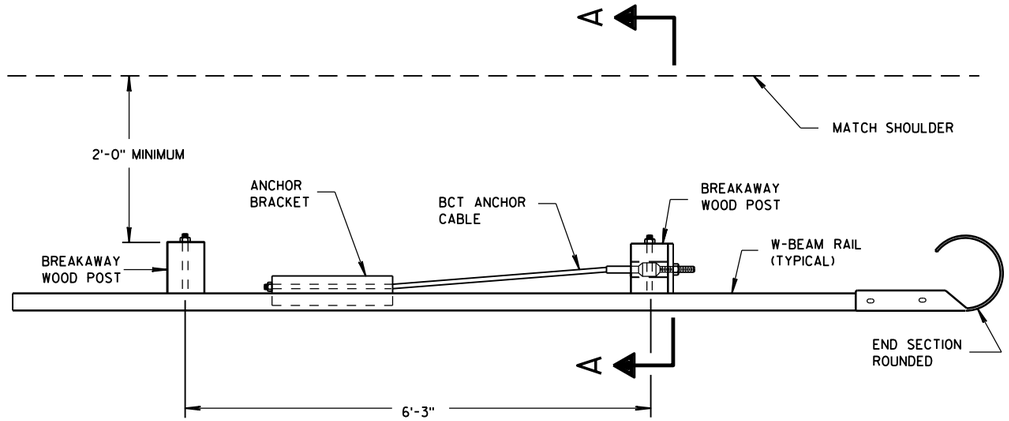
FHWA

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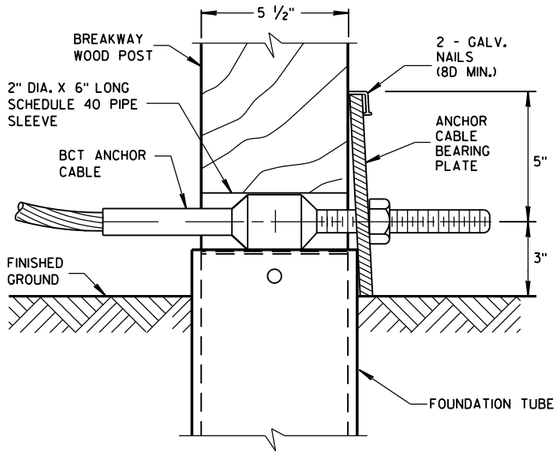
S.D.D. 14 B 45-3j

6

S.D.D. 14 B 45-3j



PLAN VIEW



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

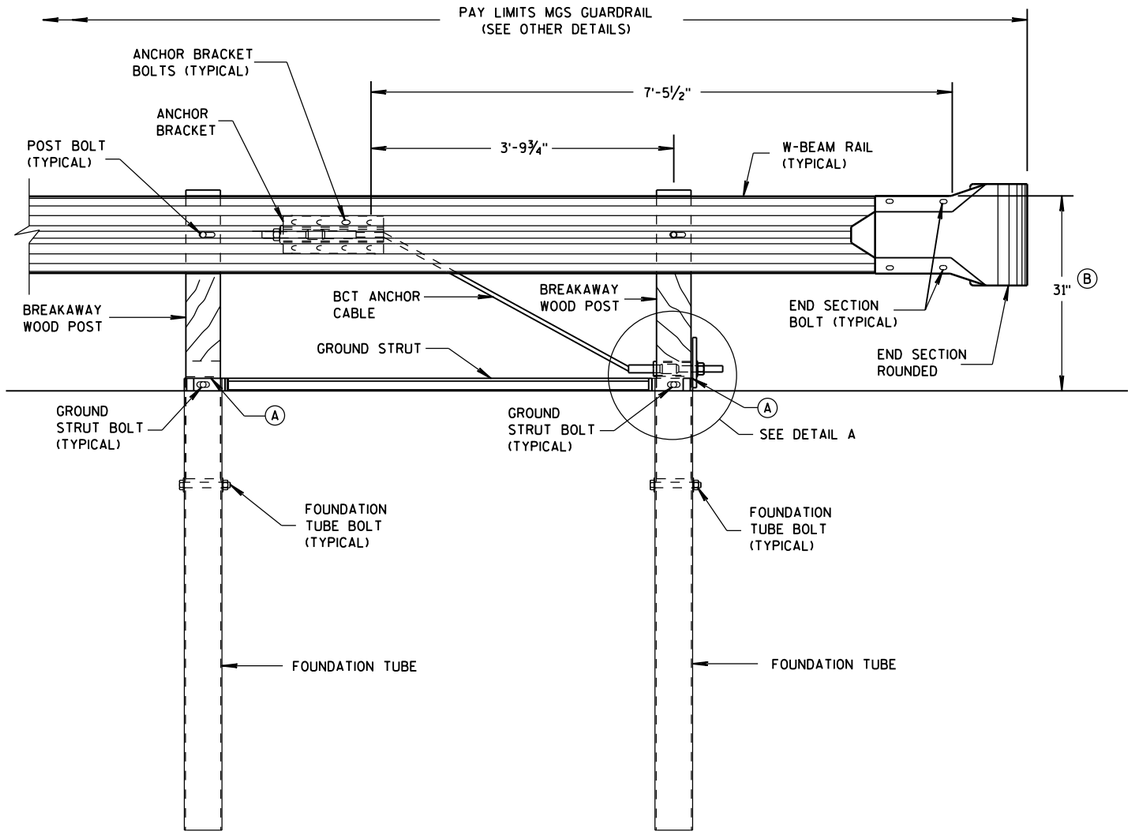
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

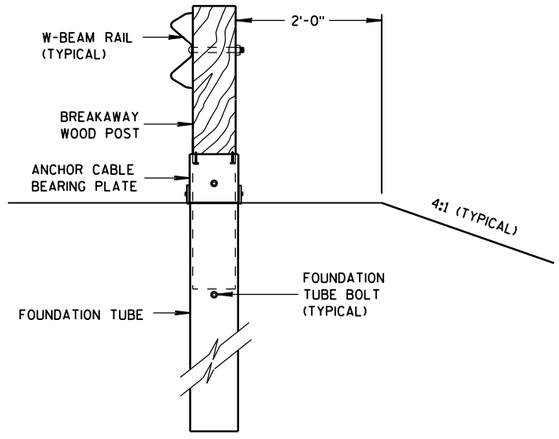
(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".

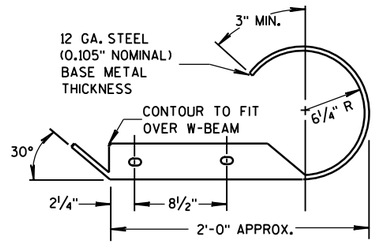


FRONT VIEW

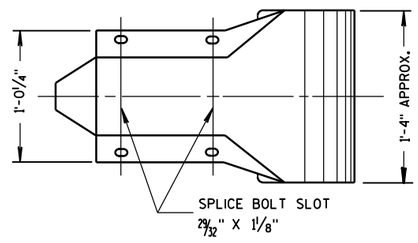
END RAIL DETAIL



SECTION A-A



PLAN VIEW



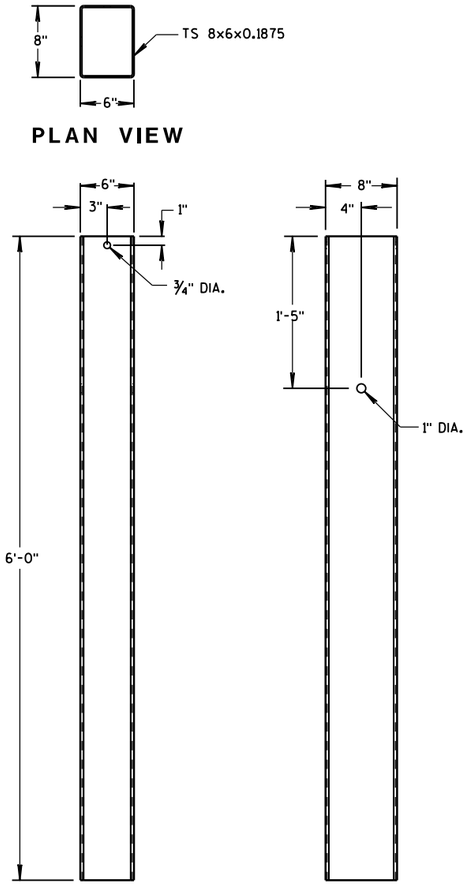
FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

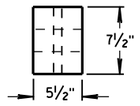
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S.D.D. 14 B 47-2a



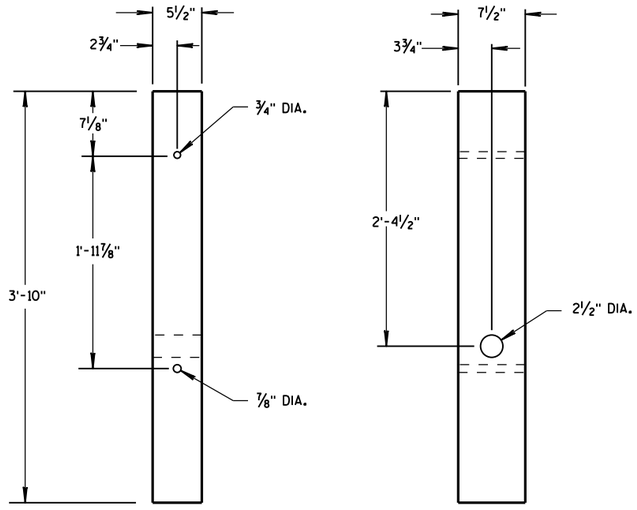
PLAN VIEW

FRONT VIEW SIDE VIEW

FOUNDATION TUBE



PLAN VIEW

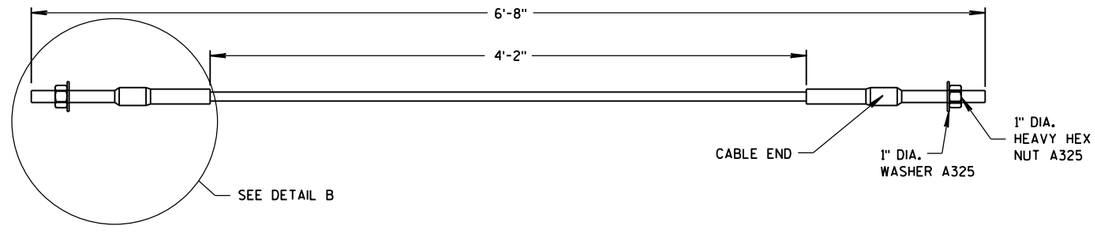


FRONT VIEW SIDE VIEW

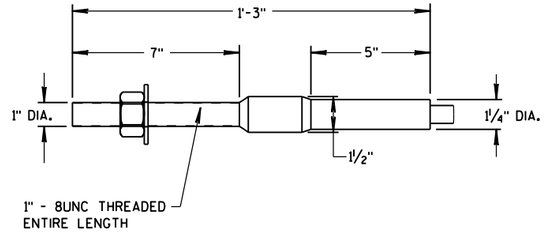
BREAKAWAY WOOD POST

GENERAL NOTES

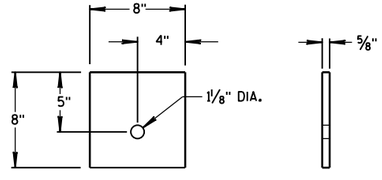
BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.



BCT ANCHOR CABLE



DETAIL B



SIDE VIEW FRONT VIEW

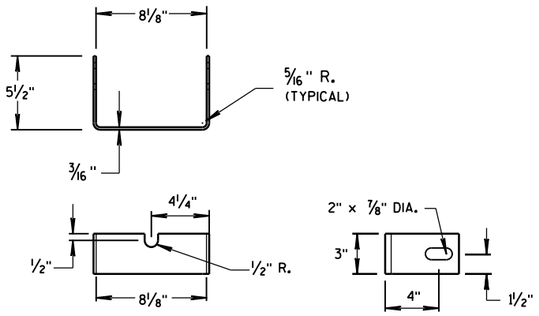
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

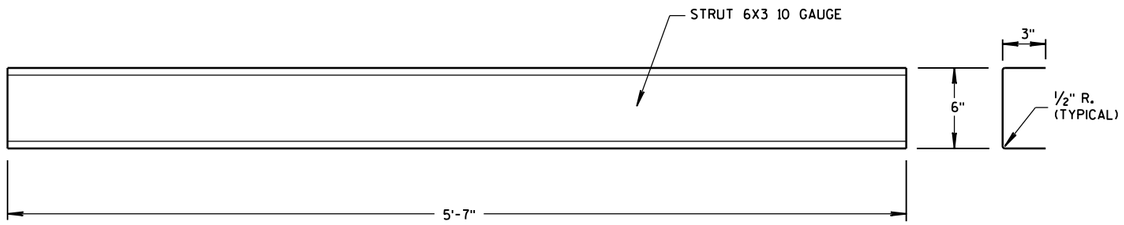
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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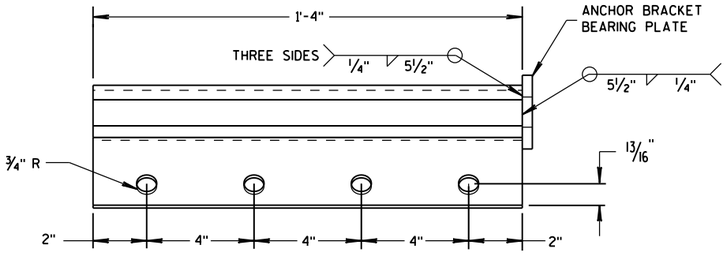
S.D.D. 14 B 47-2b

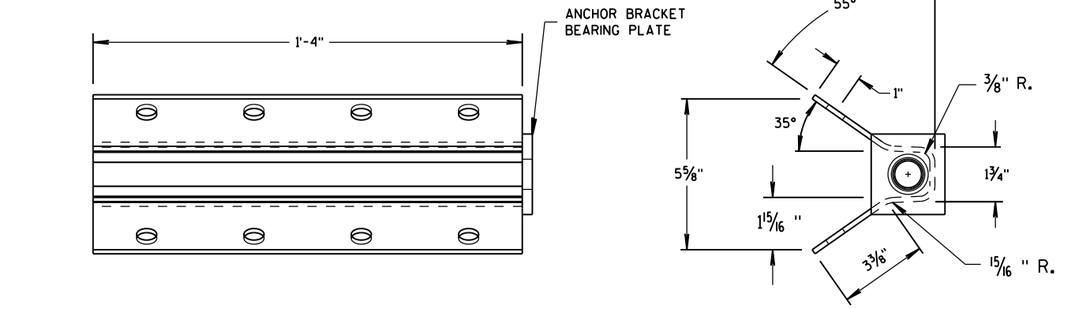


YOKE DETAIL

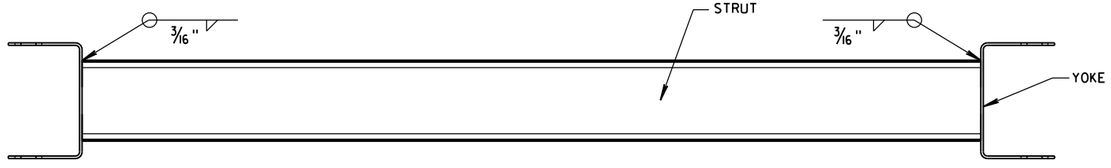


STRUT DETAIL

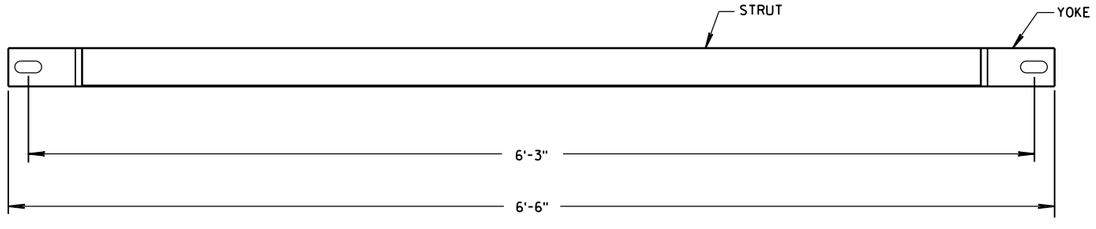




ANCHOR BRACKET

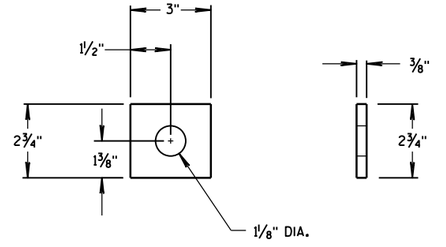


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

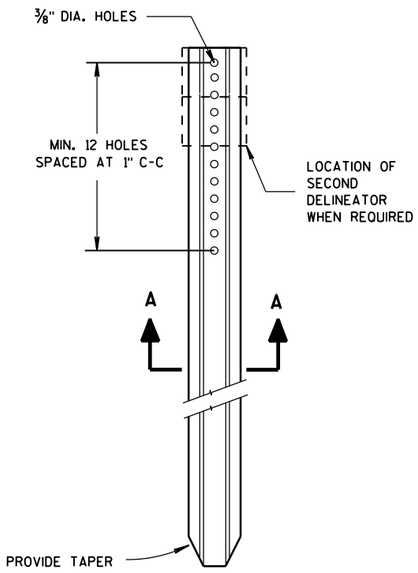
APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

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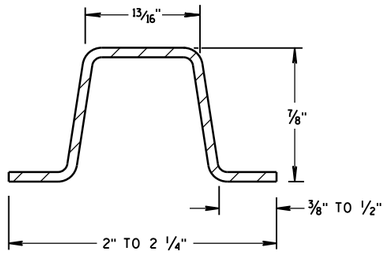
S.D.D. 14 B 47-2c

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S.D.D. 14 B 47-2c

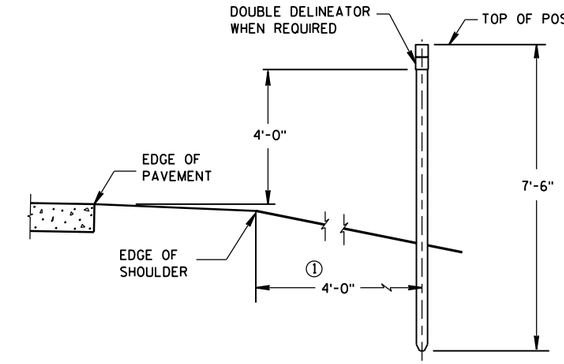


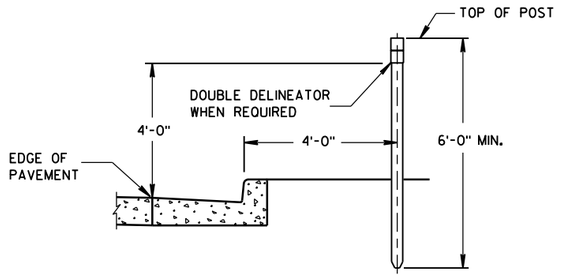
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



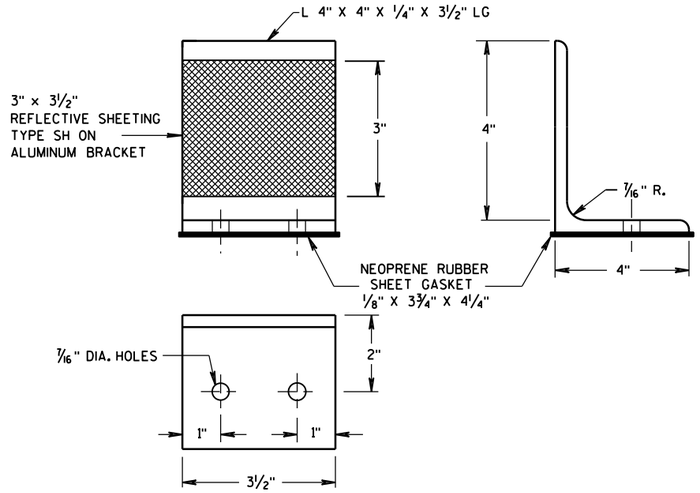


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

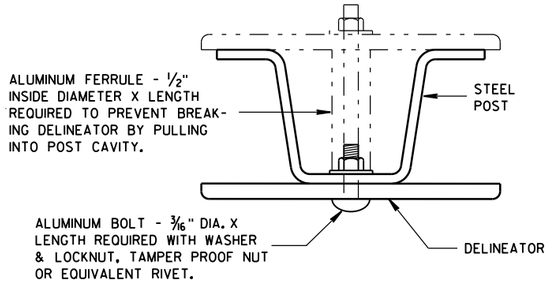
GENERAL NOTES

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

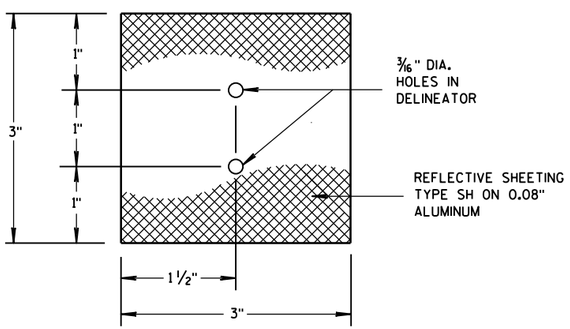
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



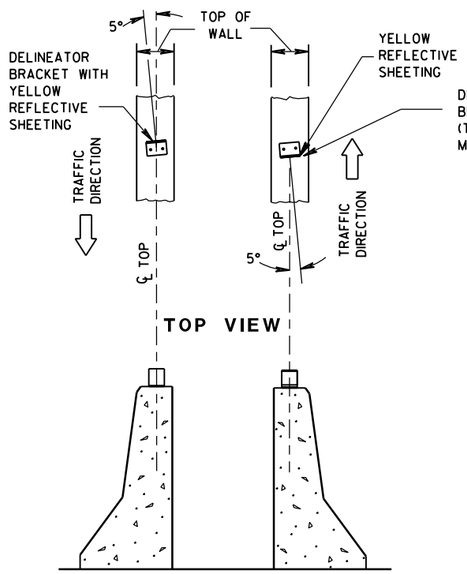
DELINEATOR BRACKET



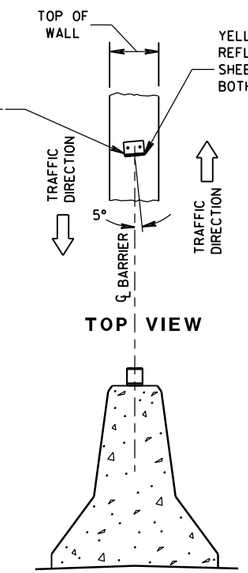
MOUNTING DETAIL FOR DELINEATOR



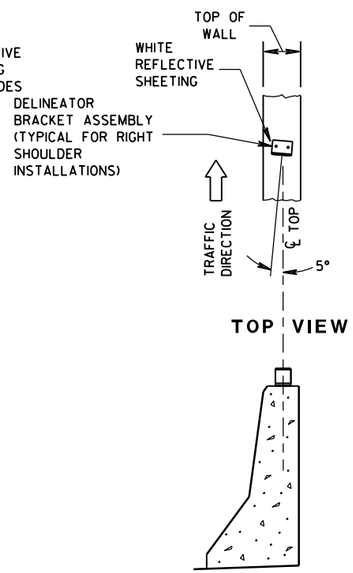
3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN

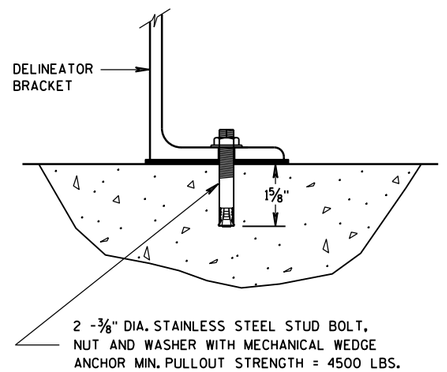


MEDIAN BARRIER



BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

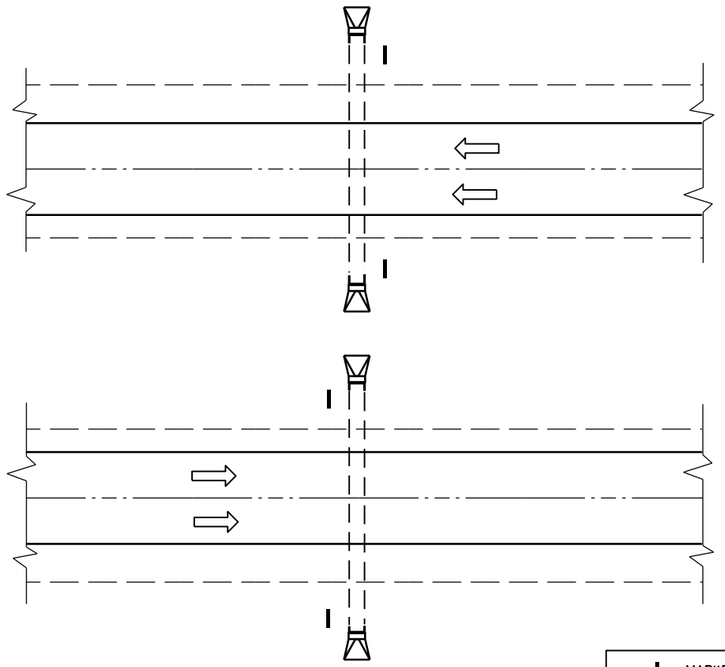
APPROVED
7/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

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S.D.D. 15 A 2-8

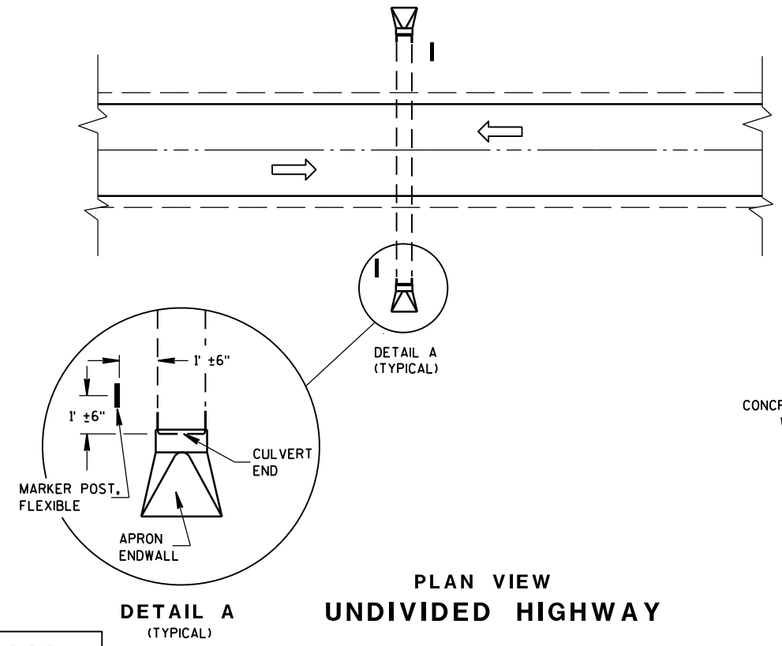
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S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

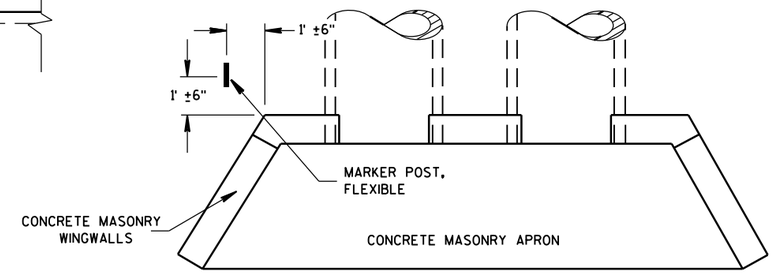
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

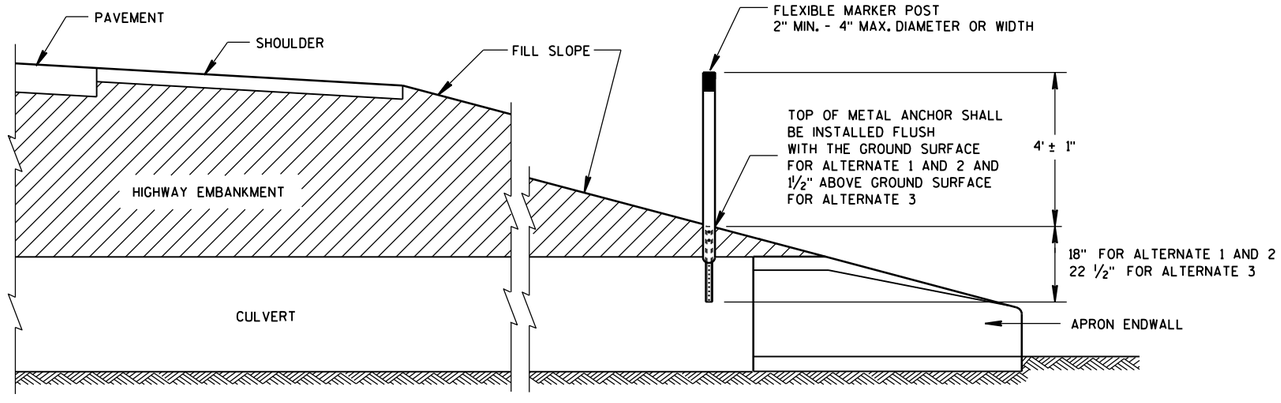
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

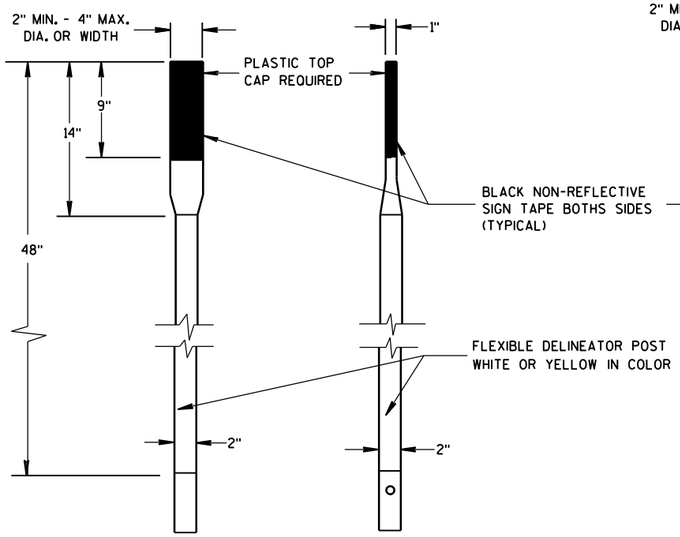
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

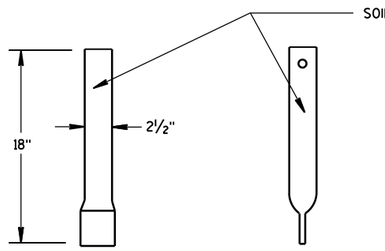
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S.D.D. 15 A 3-2a

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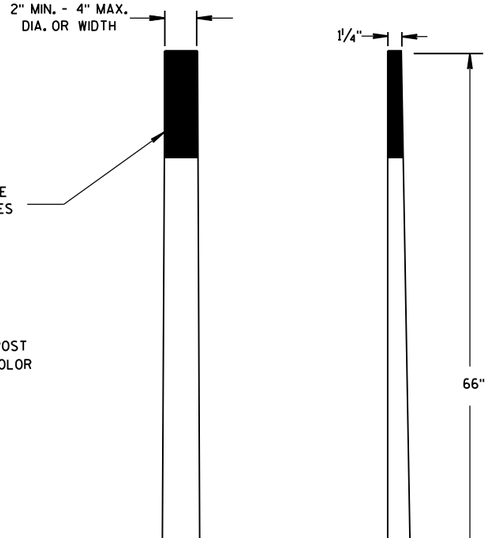
S.D.D. 15 A 3-2a





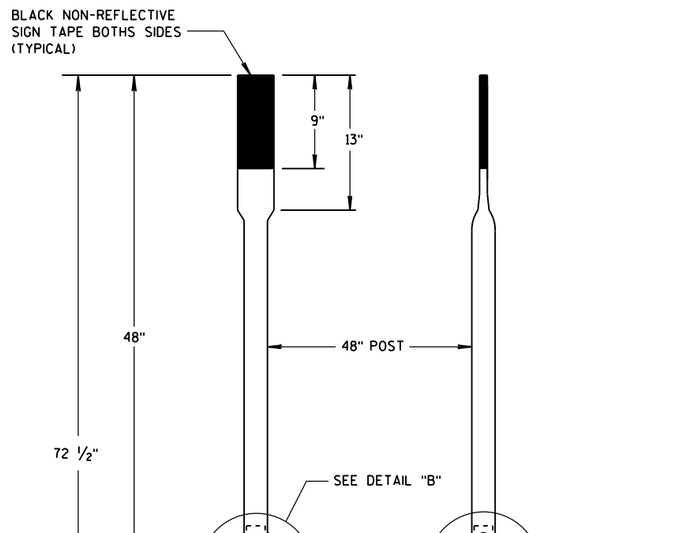
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

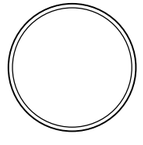
ALTERNATE 2



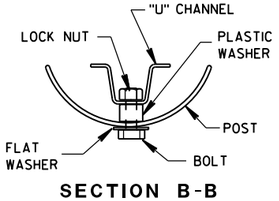
FRONT VIEW SIDE VIEW

ALTERNATE 3

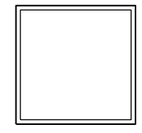
FLEXIBLE MARKER POSTS



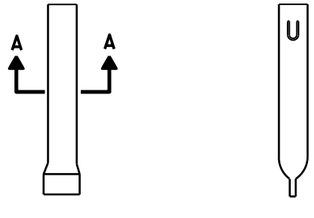
SECTION A-A



SECTION B-B

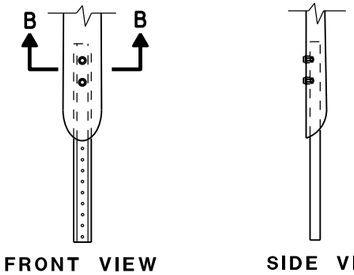


SECTION C-C



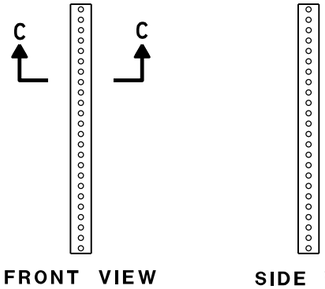
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

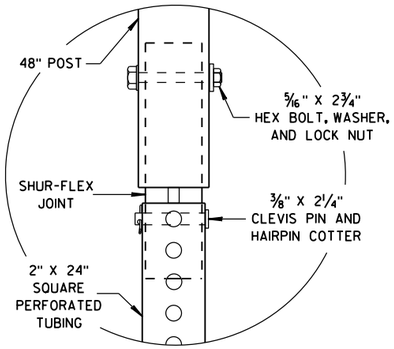
ALTERNATE 2



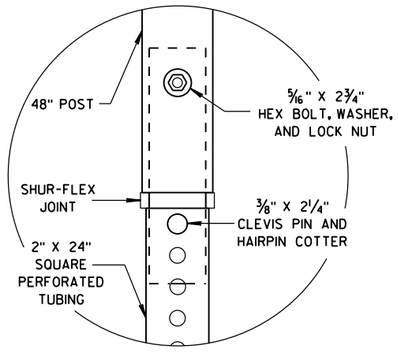
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



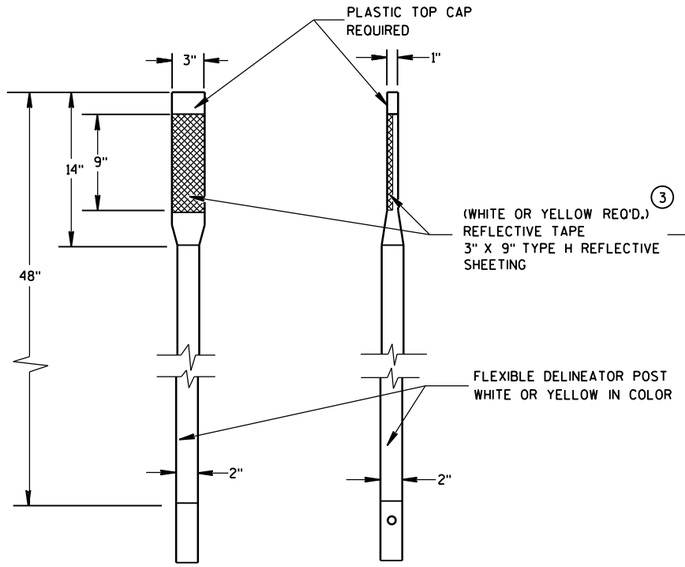
DETAIL C

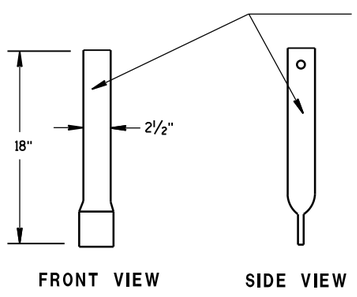
FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

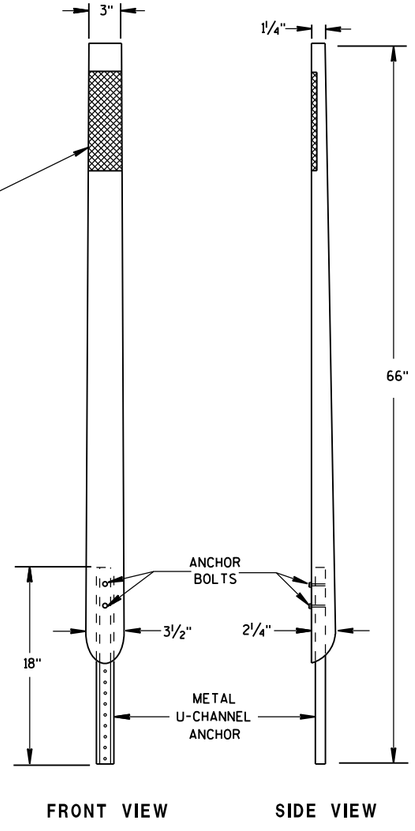
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6
S.D.D. 15 A 3-2b

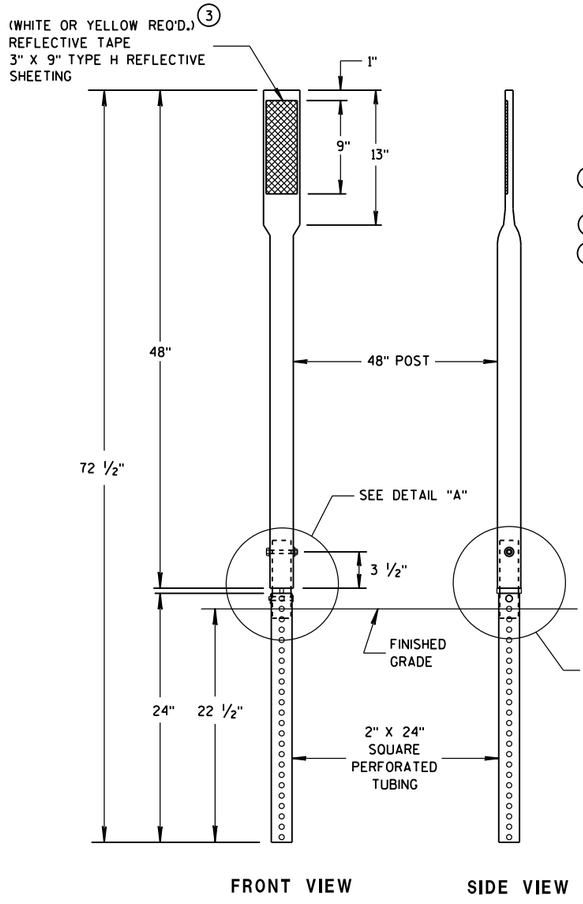




ALTERNATE 1



ALTERNATE 2



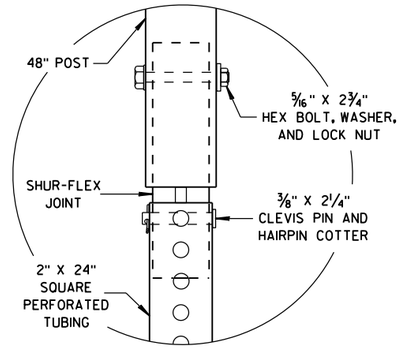
ALTERNATE 3

FLEXIBLE DELINEATOR POSTS

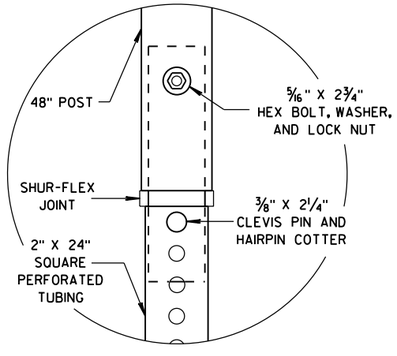
GENERAL NOTES

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

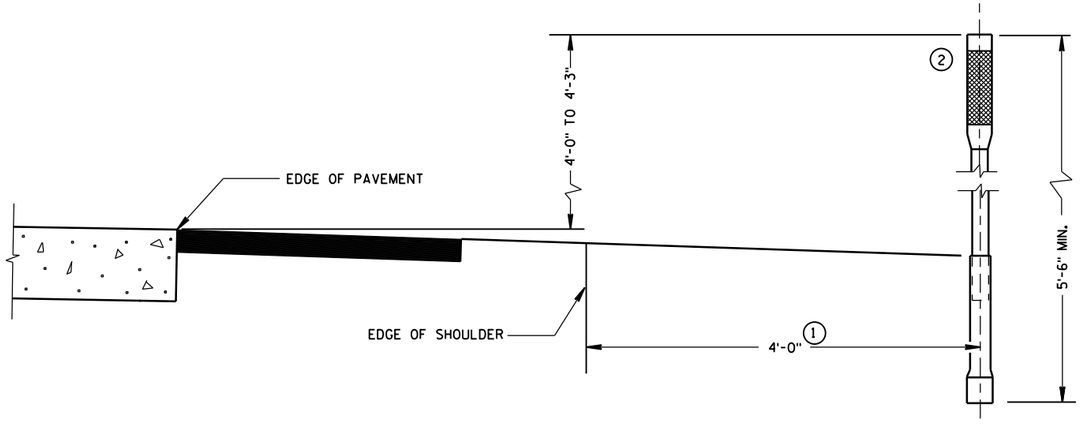
1. DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.
2. EITHER ALTERNATE NO. 1, NO. 2 OR NO. 3 MAY BE FURNISHED.
3. AS PER SECTION 637.2.2.2. OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

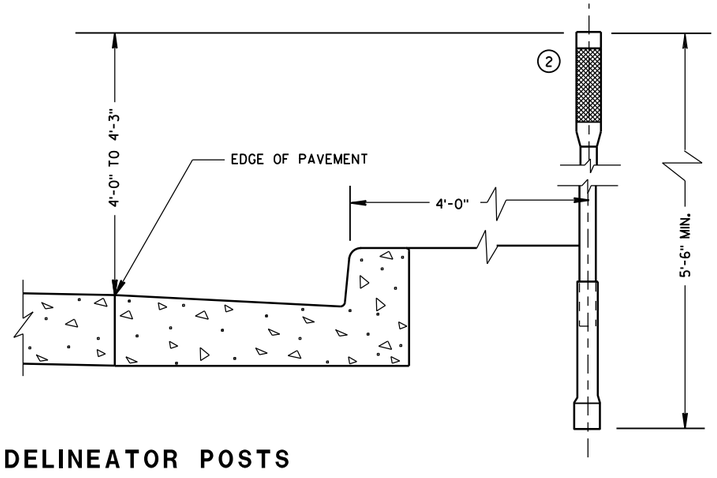


DETAIL A



DETAIL B





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-26-2012
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

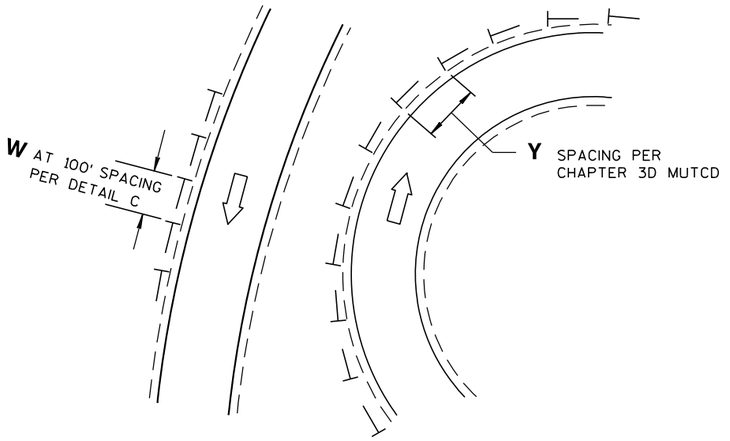
S.D.D. 15 A 4-2

6

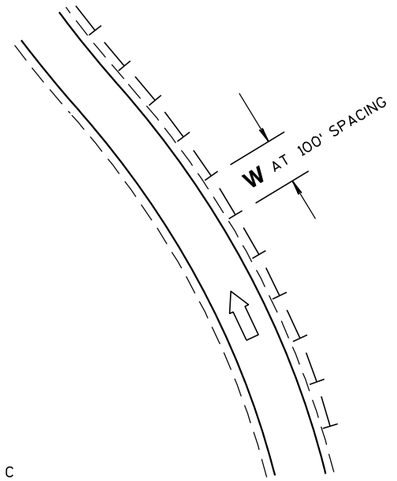
S.D.D. 15 A 4-2

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



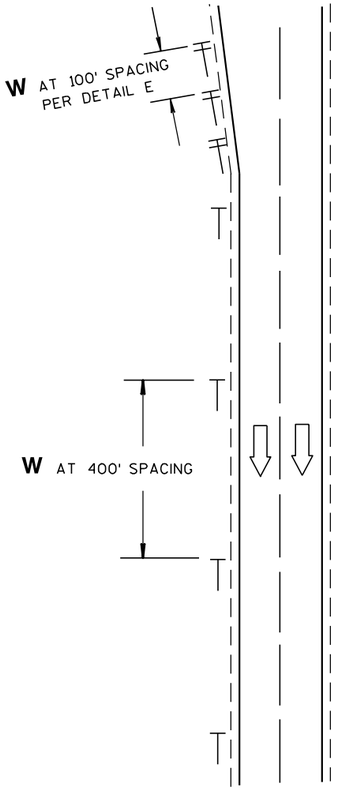
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



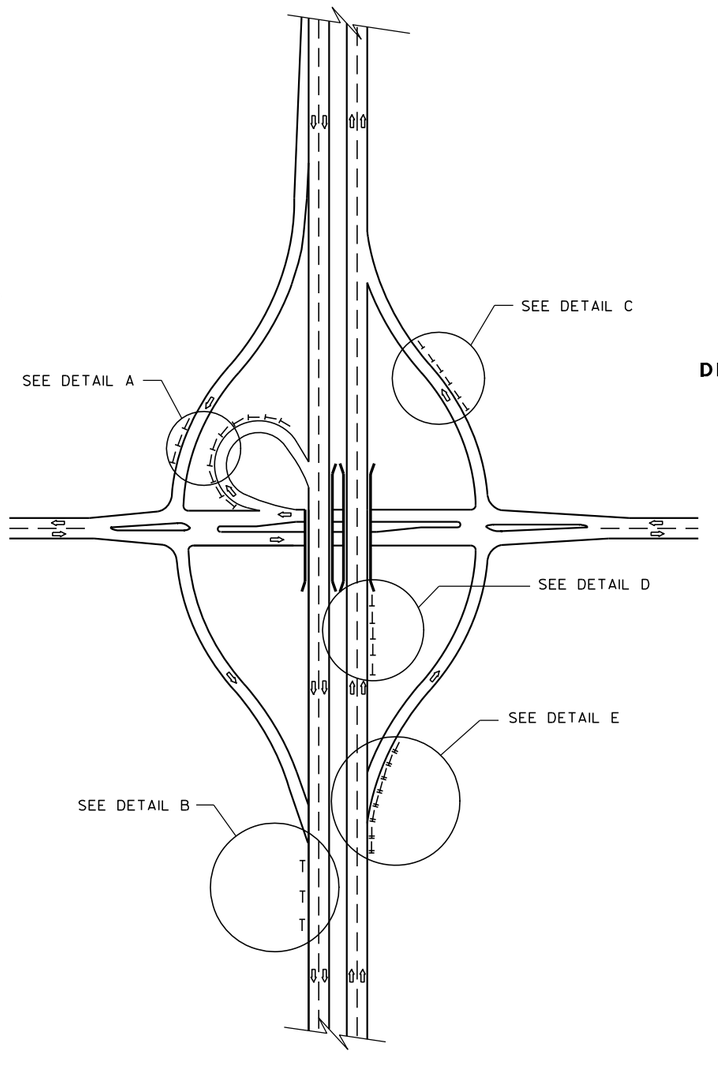
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

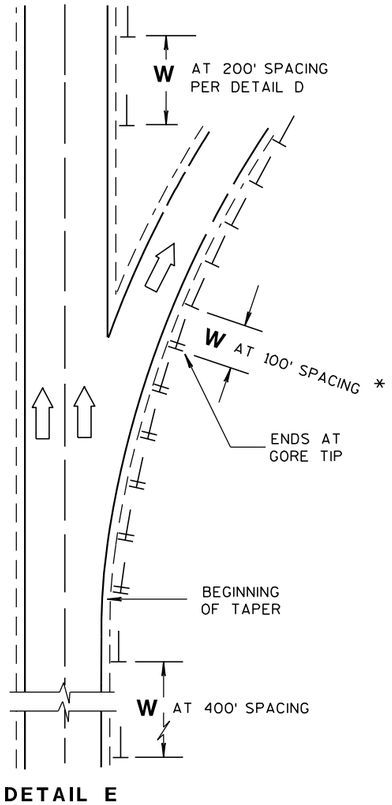
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



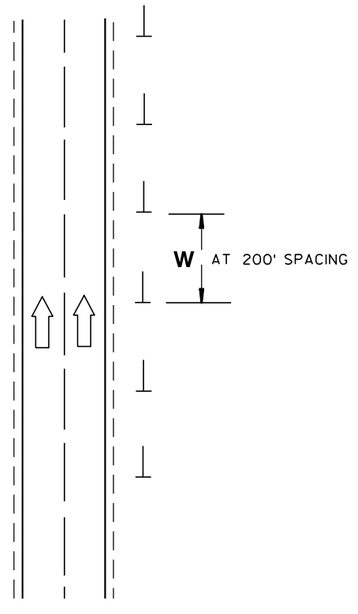
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



DETAIL E
DELINEATOR LAYOUT FOR ACCELERATION - DECELERATION LANES AND TAPERS AT RAMPS



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/5/09 DATE
/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA

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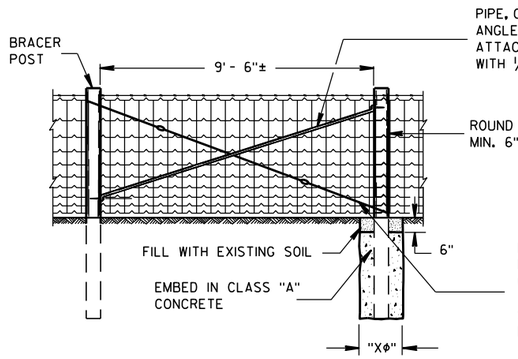
S.D.D. 15 A 6-2

6

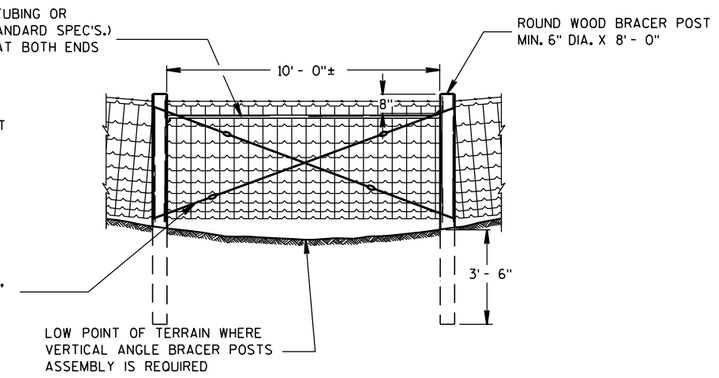
S.D.D. 15 A 6-2

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

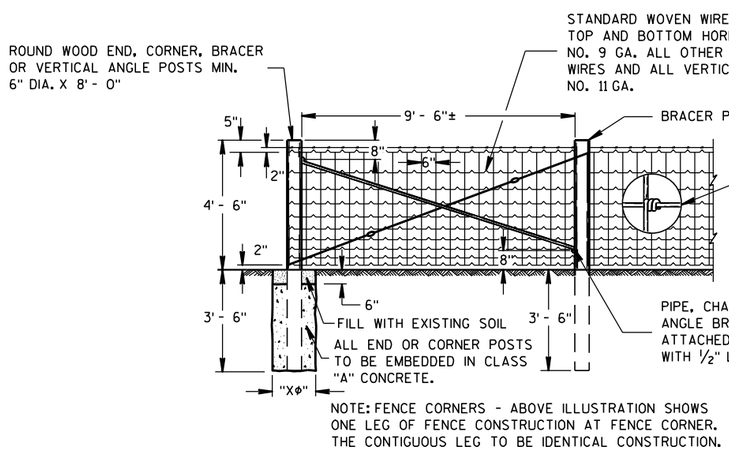
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

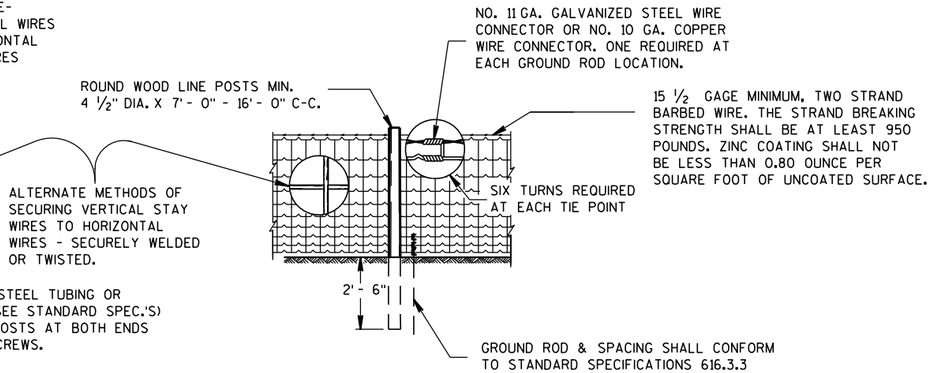
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



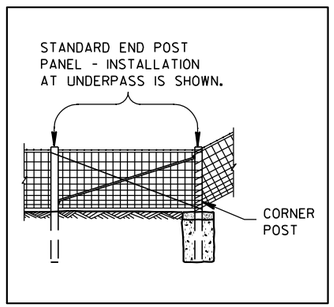
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

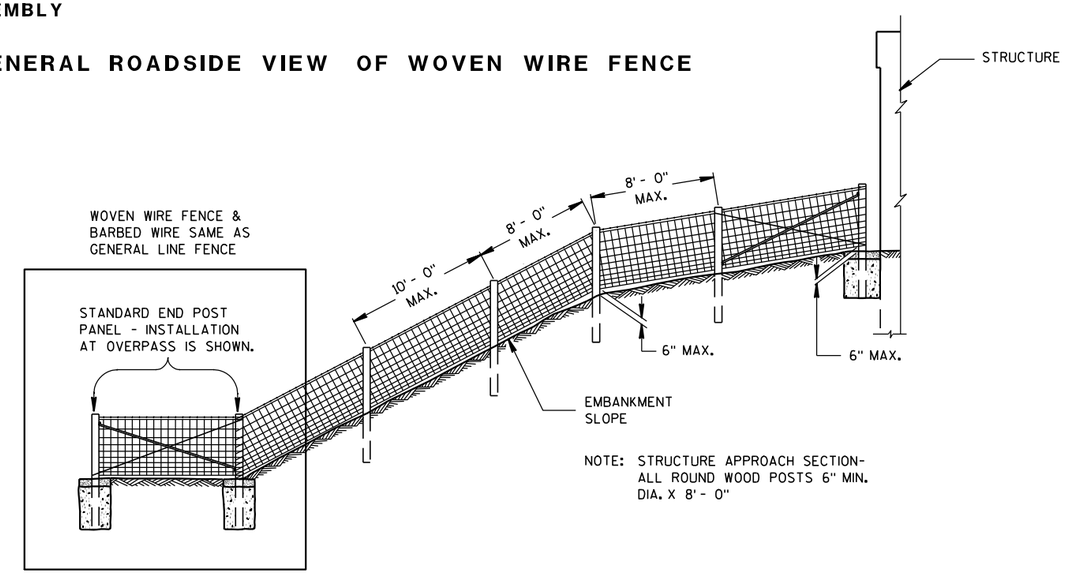


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

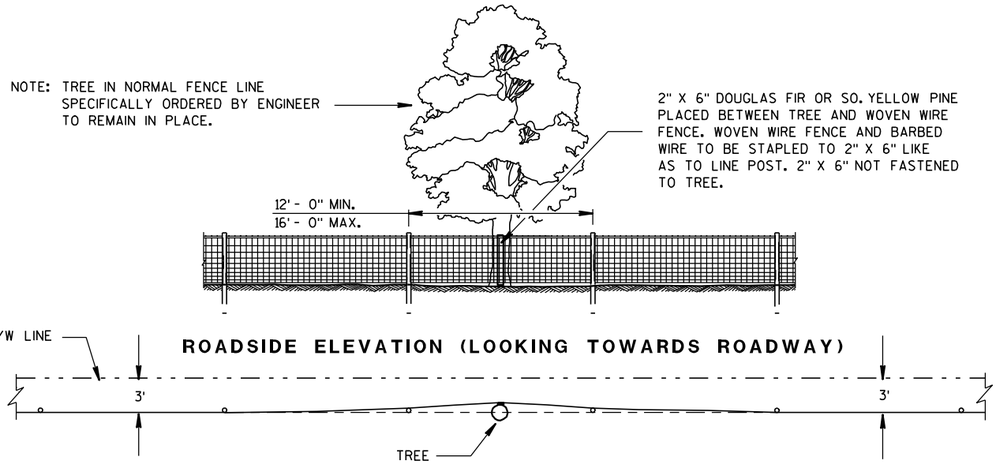
FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

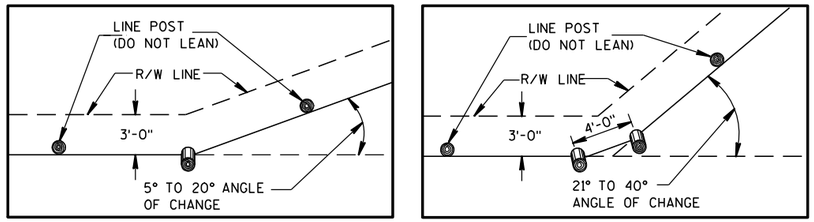
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S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



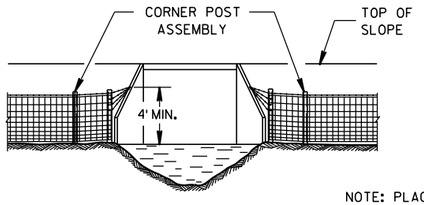
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

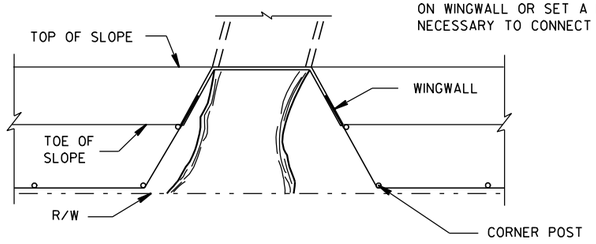
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

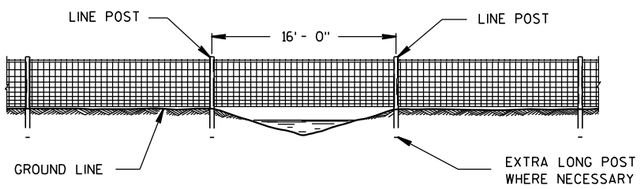
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



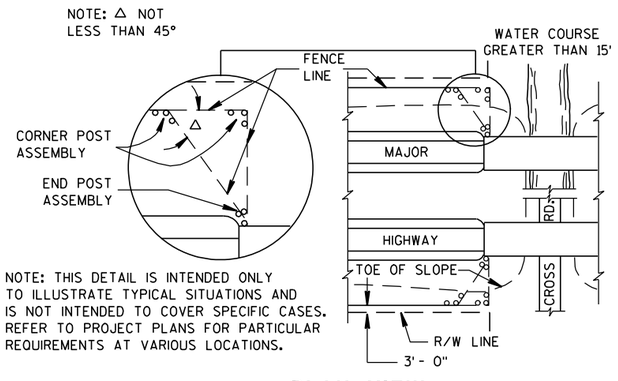
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



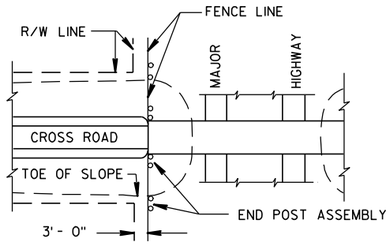
FENCE INSTALLATION TO WINGWALLS



FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



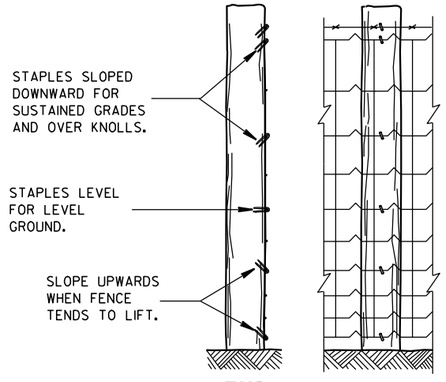
PLAN VIEW
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW
MAJOR HIGHWAY UNDERPASS

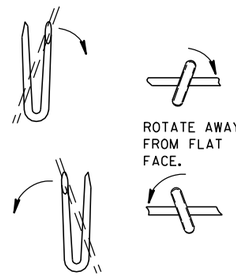
FENCE LOCATION AT STRUCTURES

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL



LINE POST

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008
DATE
/S/ Jerry H. Zinn
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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.

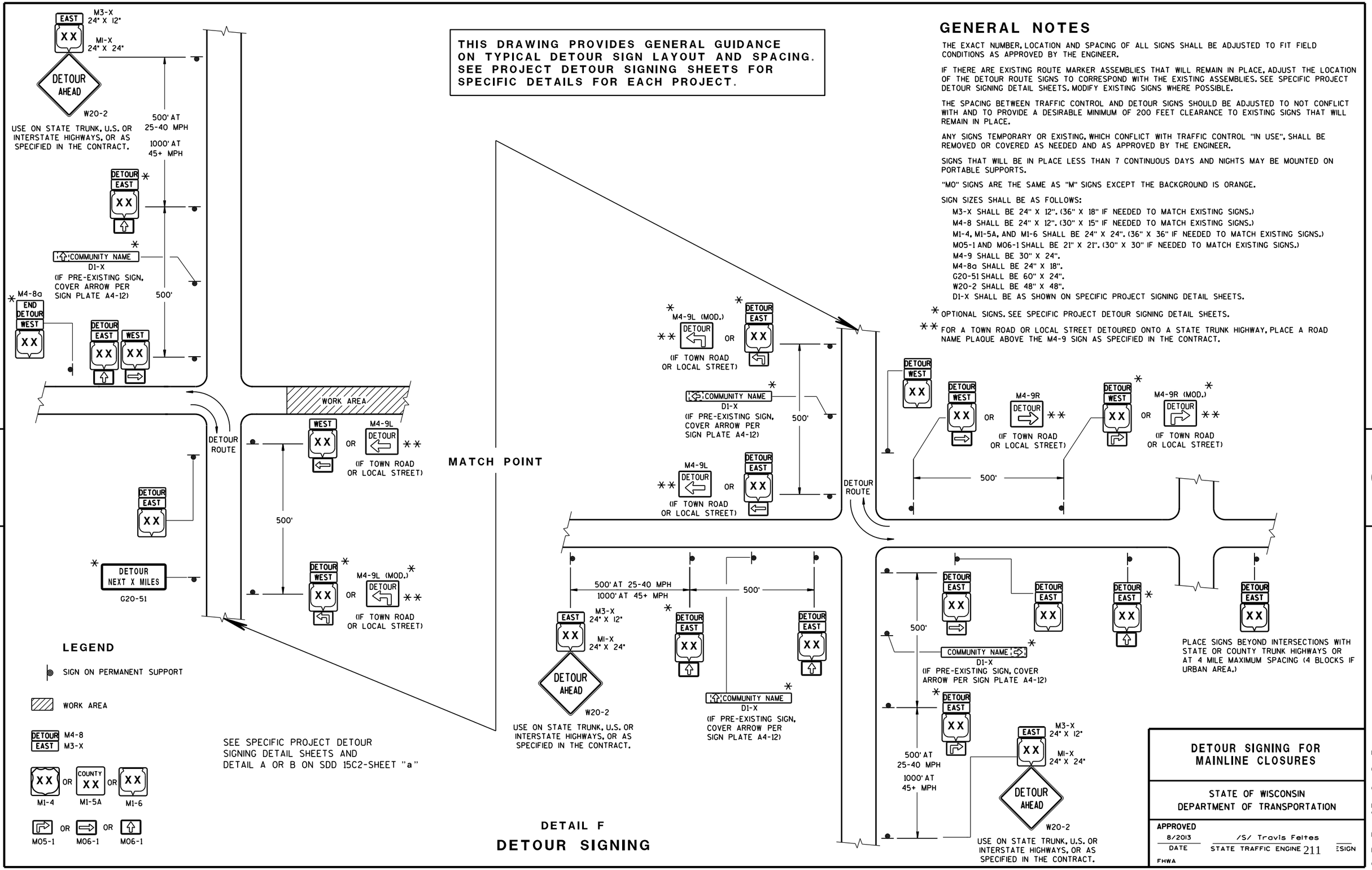
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- 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

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8, M3-X
- XX OR COUNTY XX OR XX — M1-4, M1-5A, M1-6
- M05-1 OR M06-1 OR M06-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

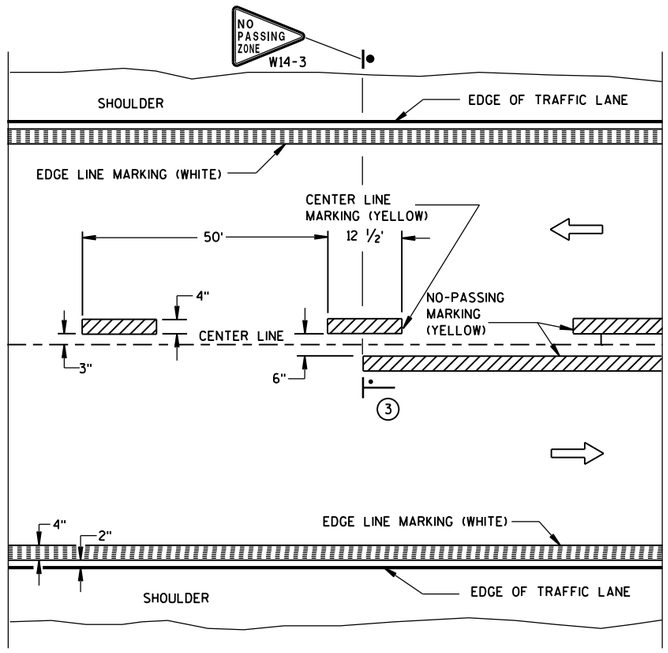
DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

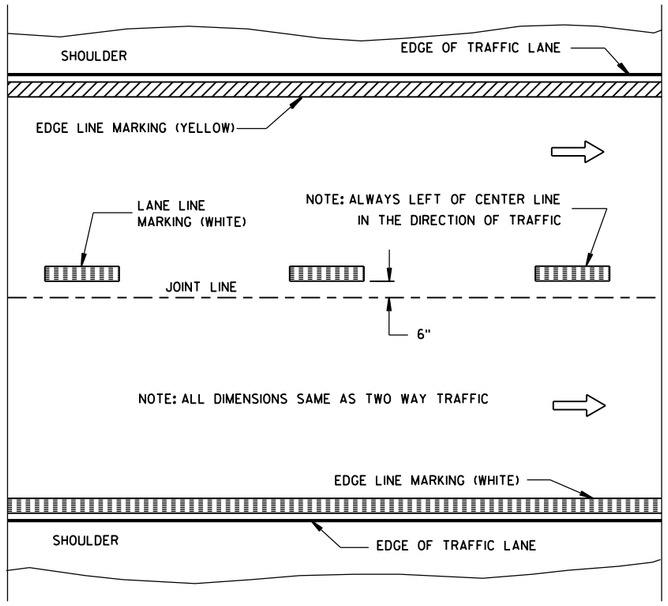
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

S.D.D. 15 C 2-5c

S.D.D. 15 C 2-5c

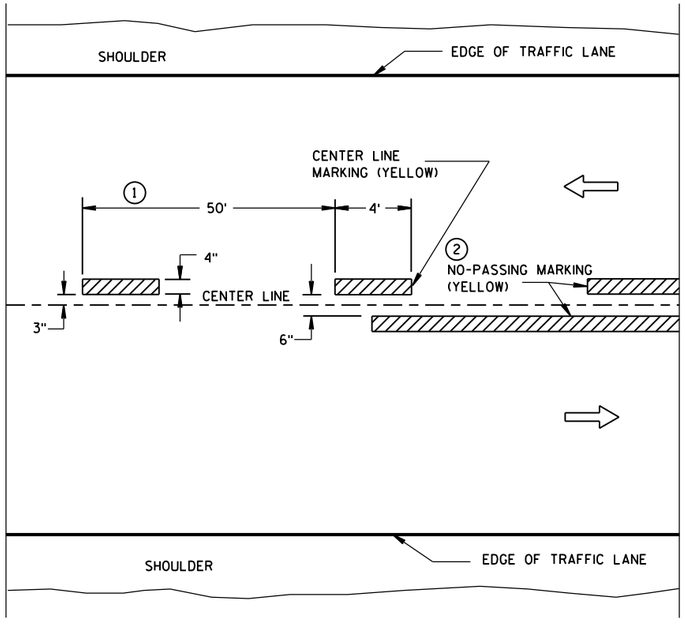


TWO WAY TRAFFIC

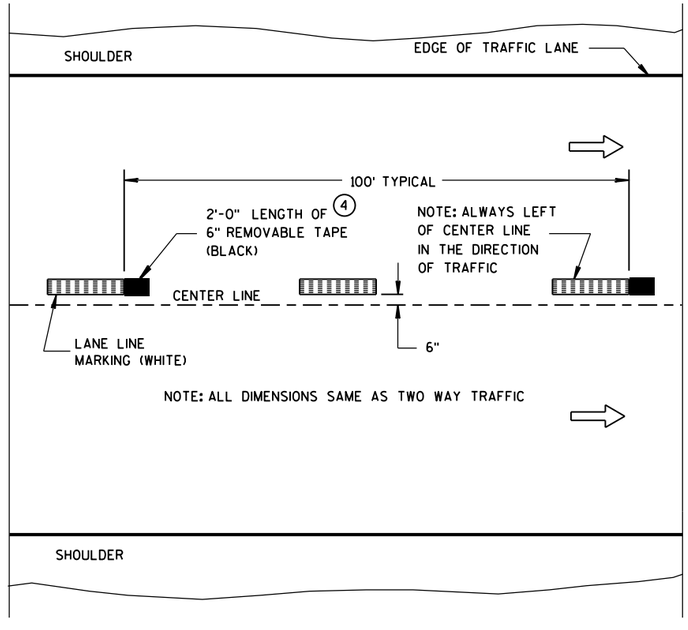


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

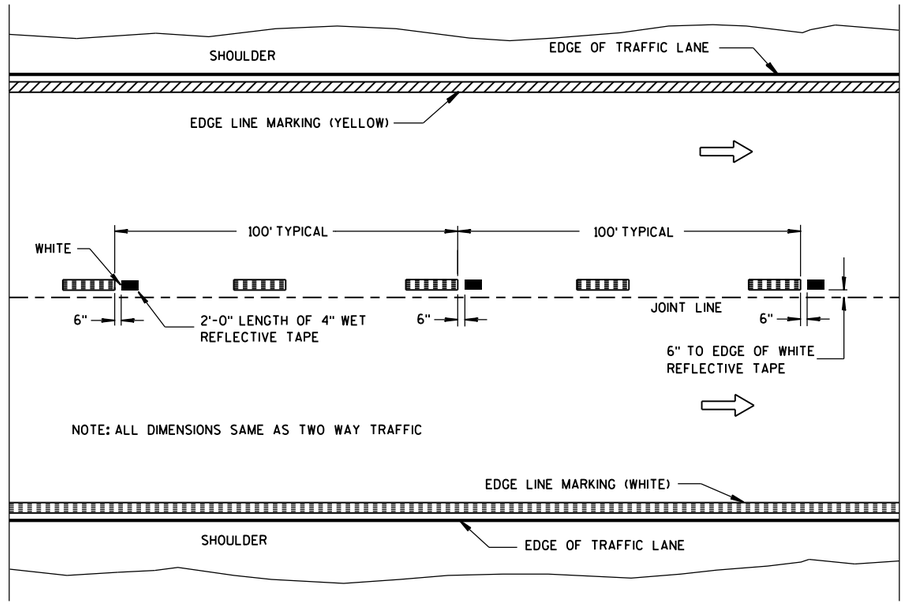
GENERAL NOTES

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

5-13-2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC E

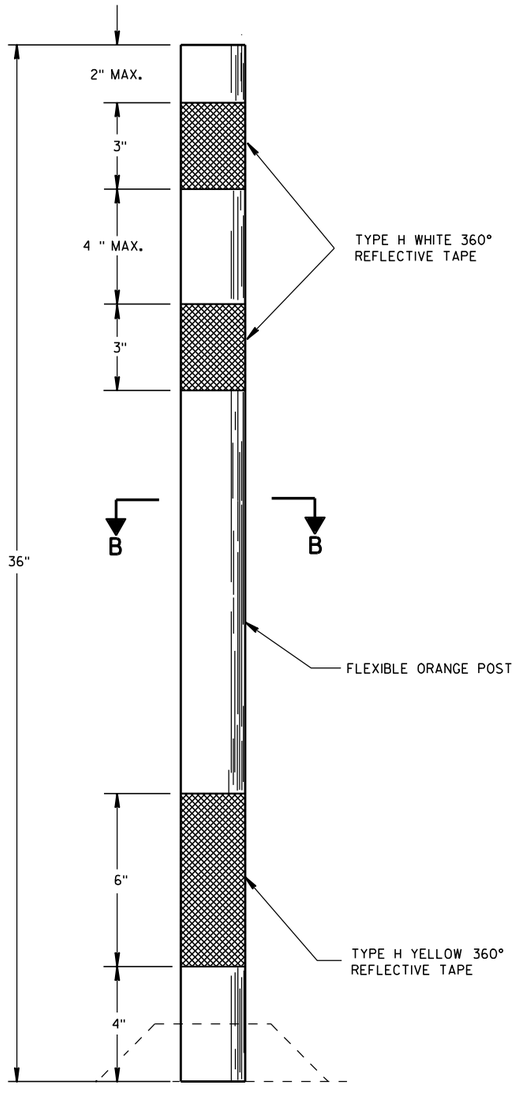
FHWA

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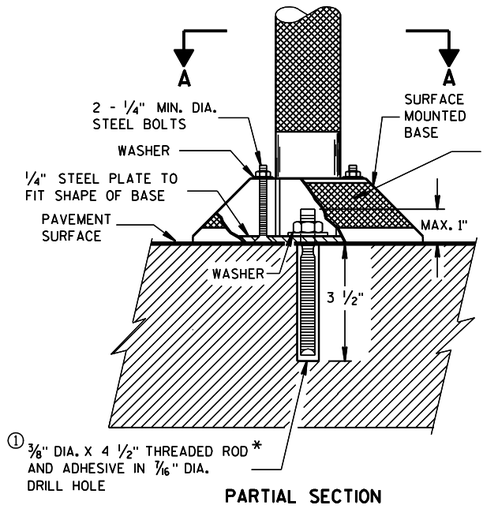
S.D.D. 15 C 8-16a

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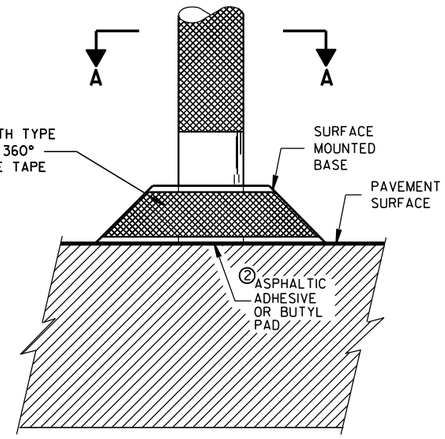
S.D.D. 15 C 8-16a



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

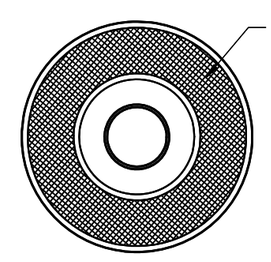
GENERAL NOTES

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.

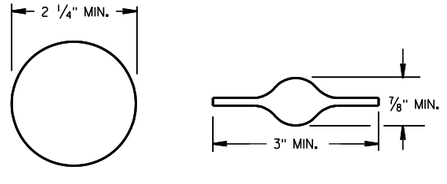
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



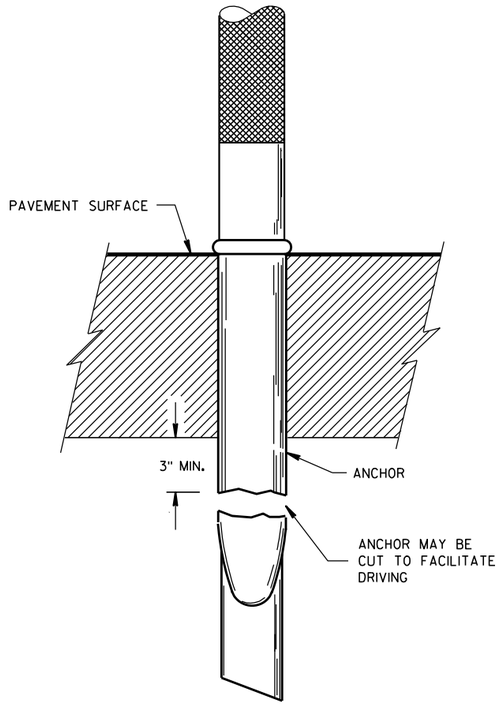
SECTION A-A

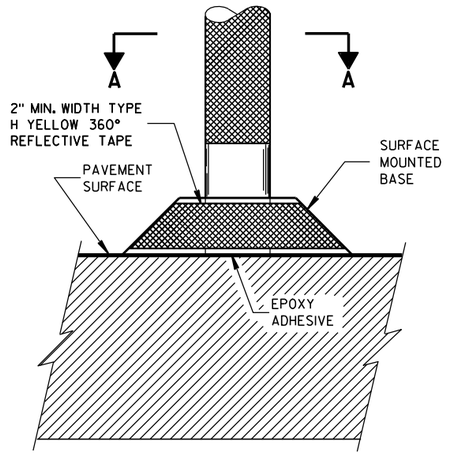
SURFACE MOUNTED BASE



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

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S.D.D. 15 C 11-5

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S.D.D. 15 C 11-5

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

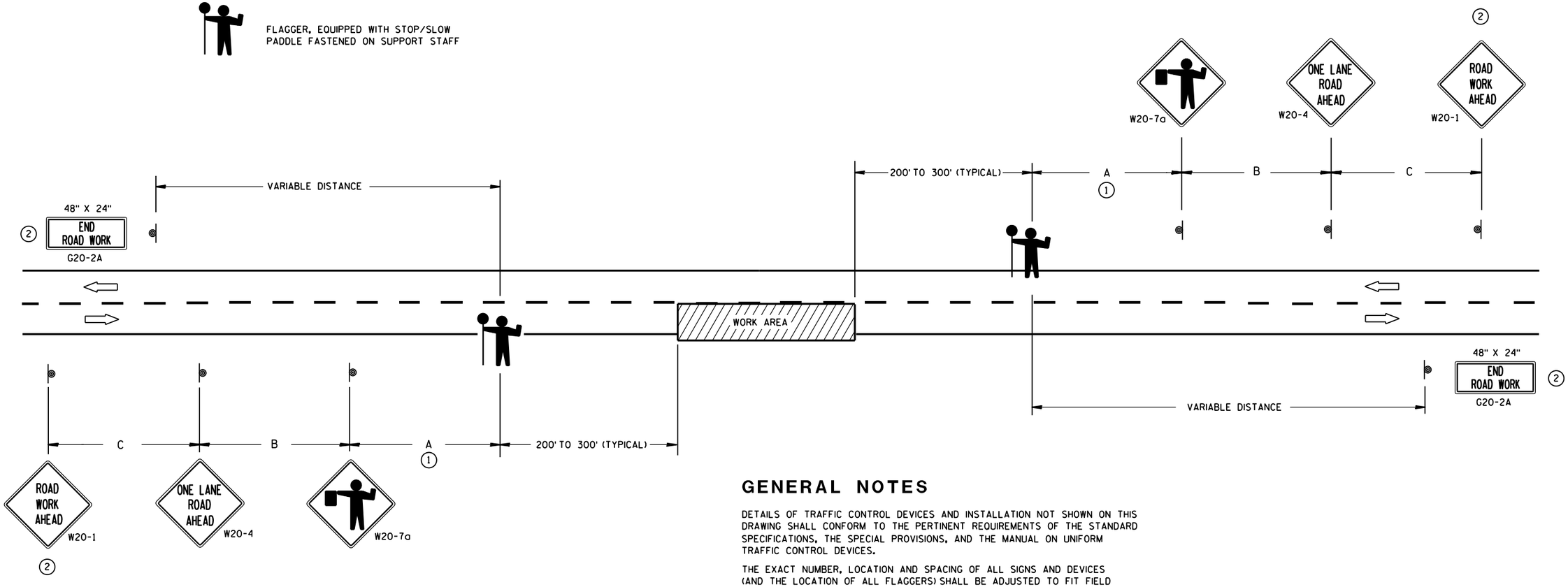
SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



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, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

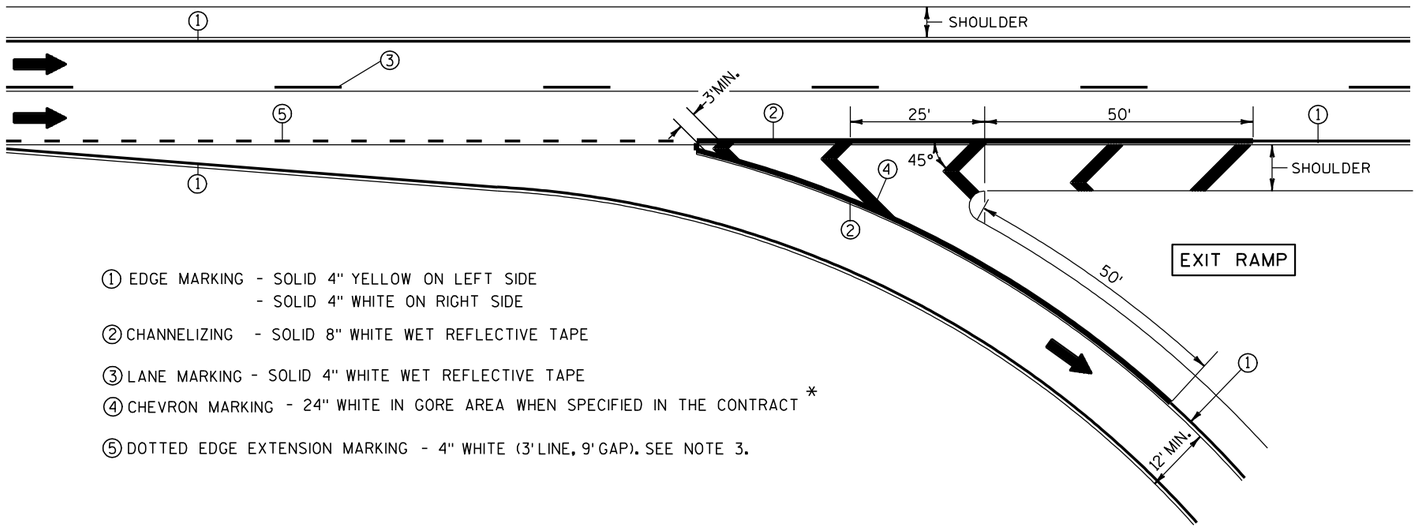
APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 12-4

6

S.D.D. 15 C 12-4



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:

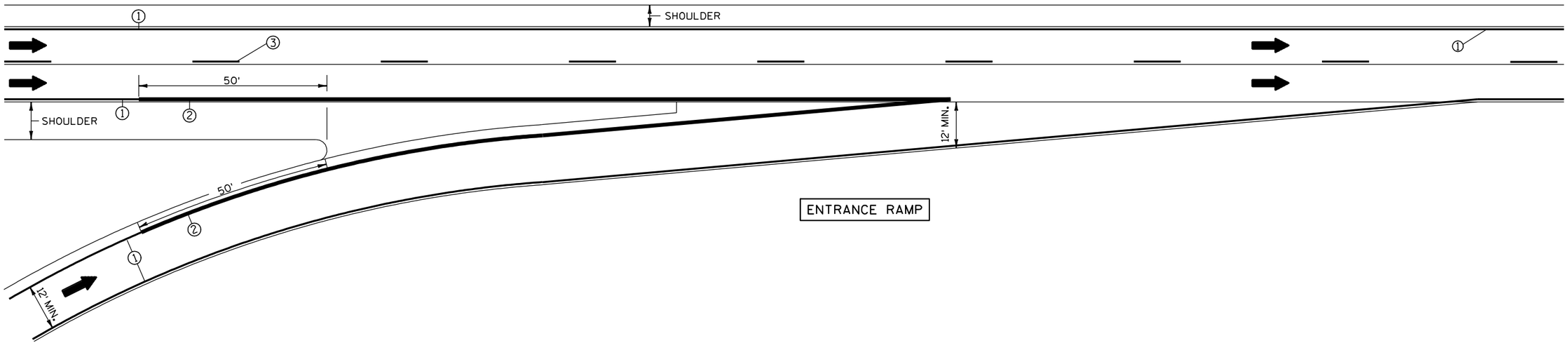
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

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

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S.D.D. 15 C 31-1a

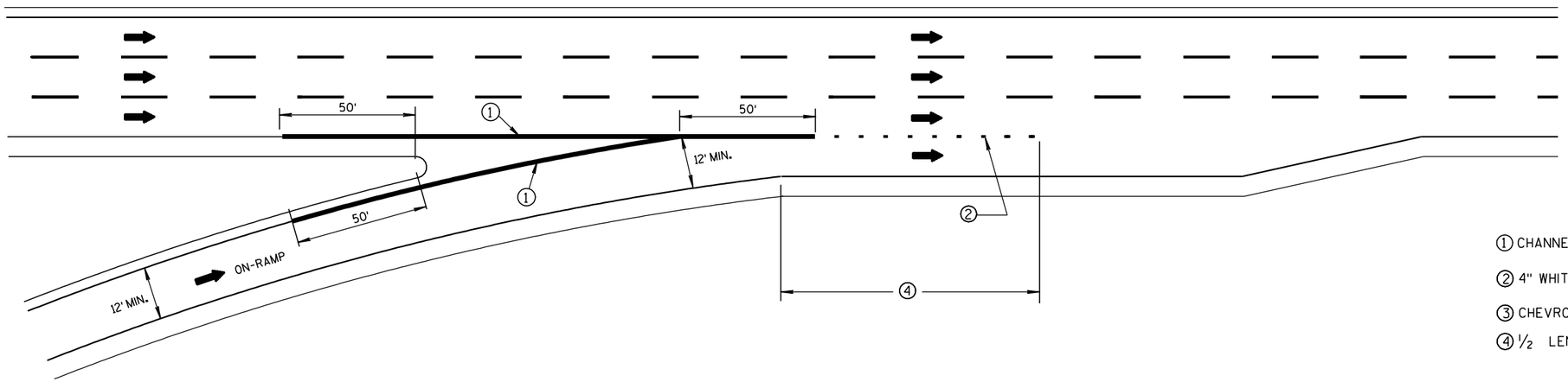
S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

NOTES:

1. AHEAD ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.
2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.
3. RETRACE EXISTING DIAGONAL MARKINGS.



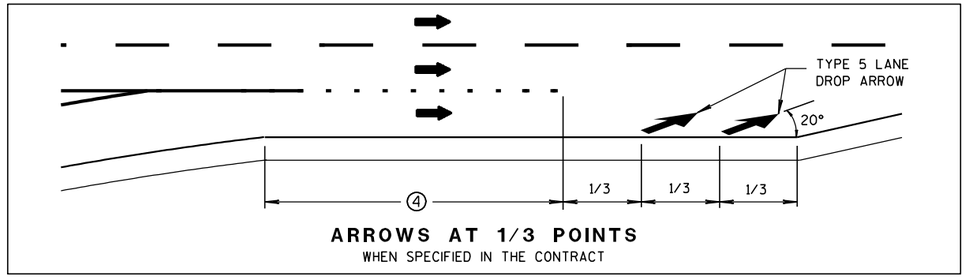
① CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN GORE AREA.

② 4" WHITE (3' LINE, 9' GAP).

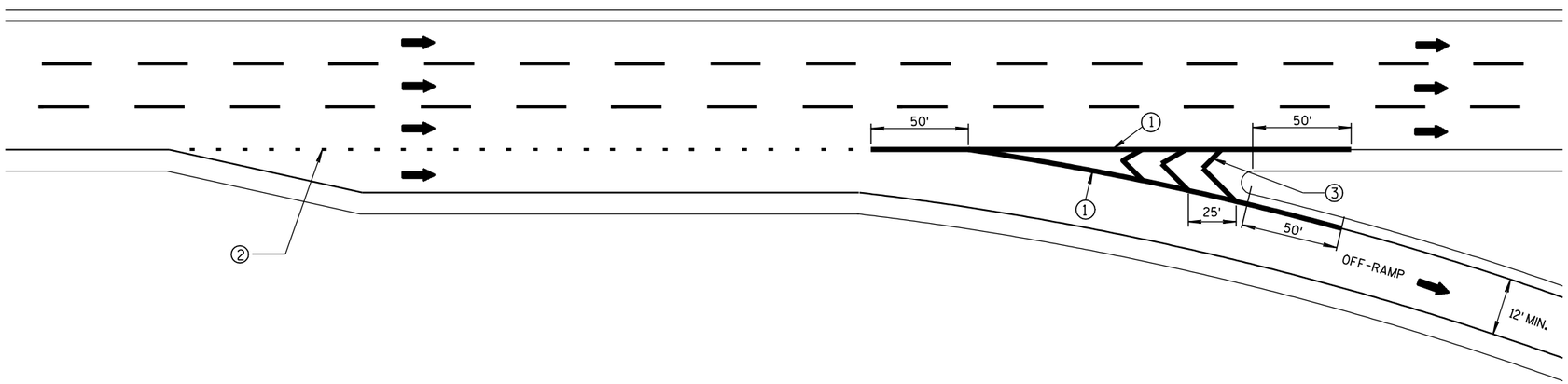
③ CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT.

④ ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP



ARROWS AT 1/3 POINTS
WHEN SPECIFIED IN THE CONTRACT



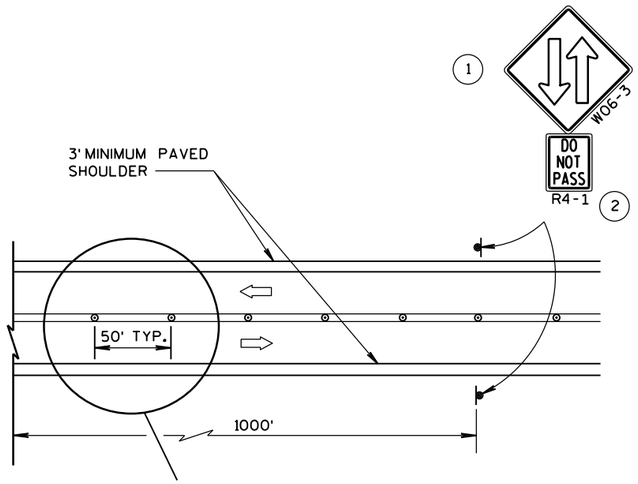
SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

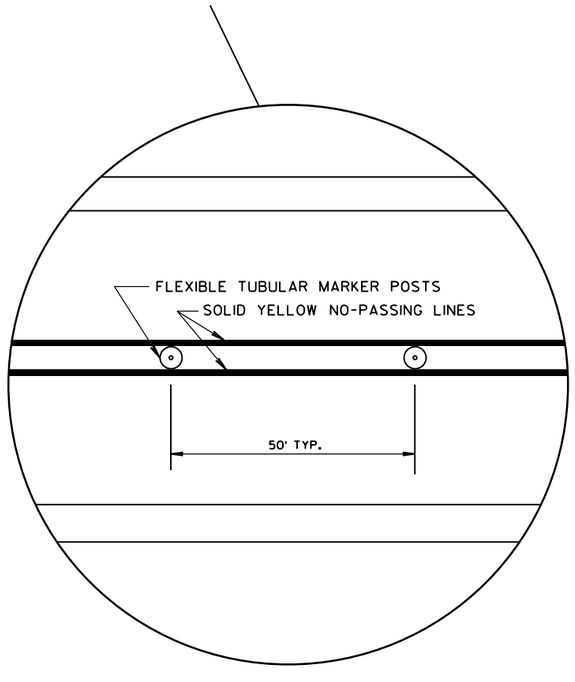
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/23/2011 DATE
/S/ Thomas N. Nothem STATE TRAFFIC ENGINE 216 SIGN
FHWA

6
S.D.D. 15 C 31-1d



TWO LANE, TWO WAY OPERATION



GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

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

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

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

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

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50-FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.



THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500 FEET BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

(2) CONVENTIONAL: 24"x30"
FREEWAY AND EXPRESSWAY: 36"x48"

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

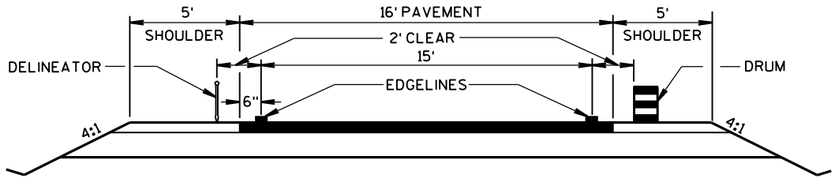
APPROVED
8/2013 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER
SIGN
FHWA

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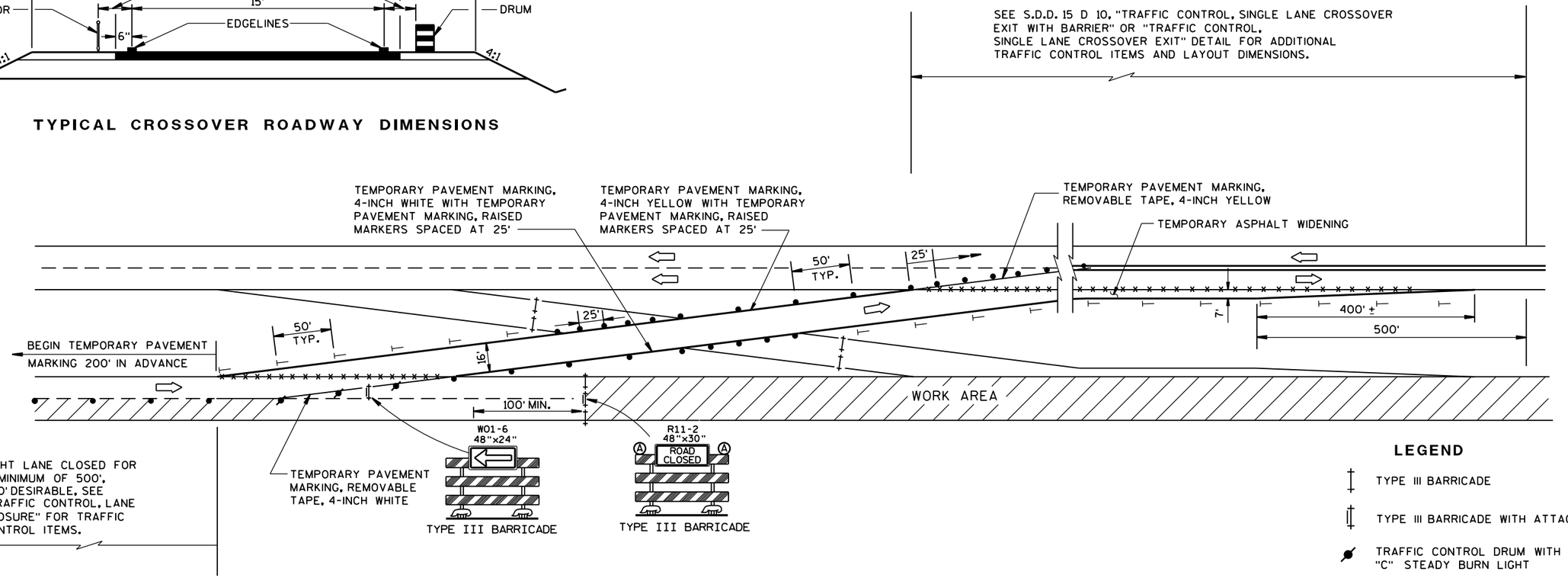
S.D.D. 15 D 6-3

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S.D.D. 15 D 6-3



TYPICAL CROSSOVER ROADWAY DIMENSIONS



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- REMOVING PAVEMENT MARKINGS
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC
- WORK AREA

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.

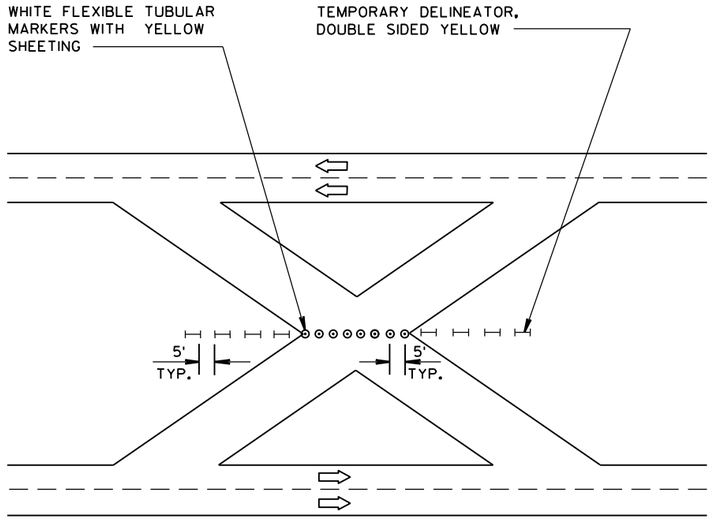
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

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

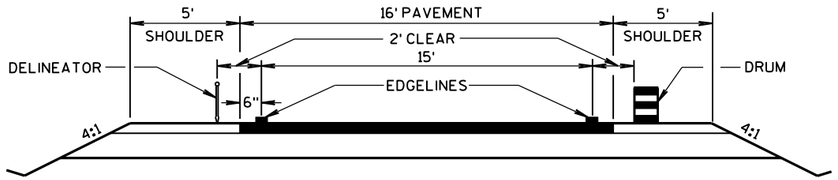
TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
SIGN
FHWA

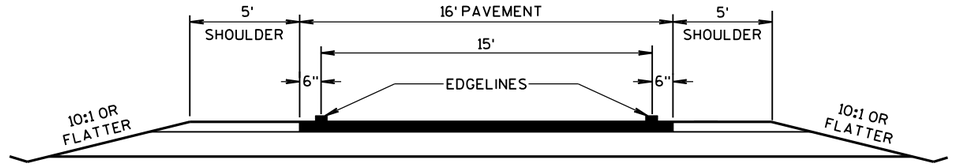
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S.D.D. 15 D 11-4



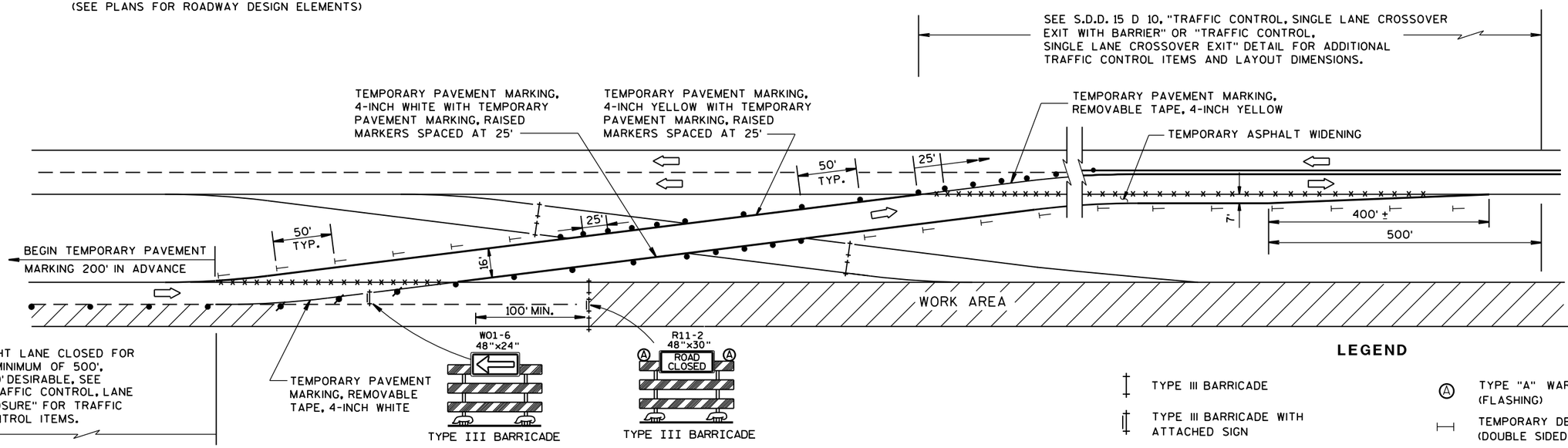
TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- REMOVING PAVEMENT MARKINGS
- DELINEATOR FLEXIBLE/ TUBULAR MARKER
- DIRECTION OF TRAFFIC
- WORK AREA

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.

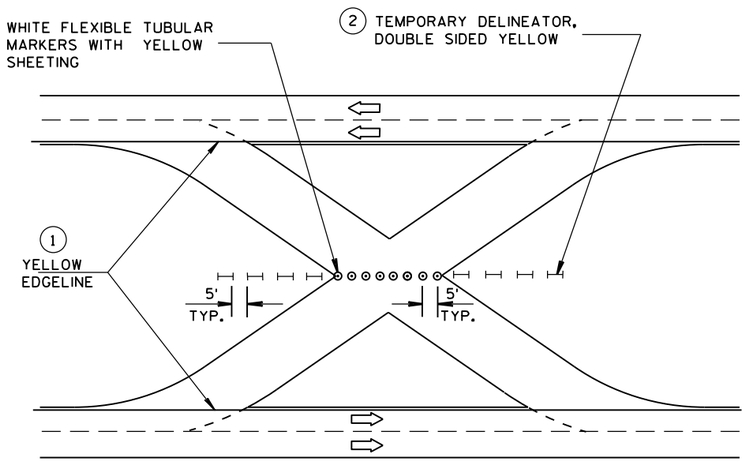
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/2014 DATE — /S/ Travis Feltes STATE TRAFFIC ENGINEER — SIGN

FHWA

6

S.D.D. 15 D 11-5

6

S.D.D. 15 D 11-5

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

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"×48" UNLESS OTHERWISE NOTED.

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

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

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.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

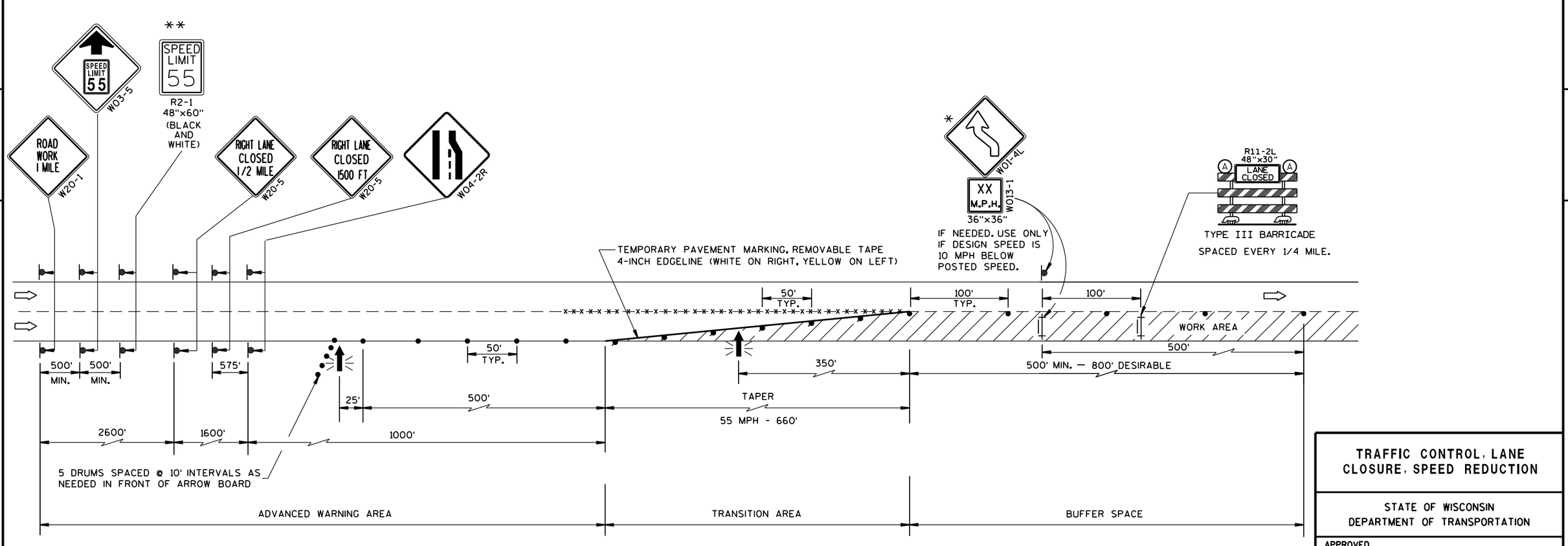
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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 (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



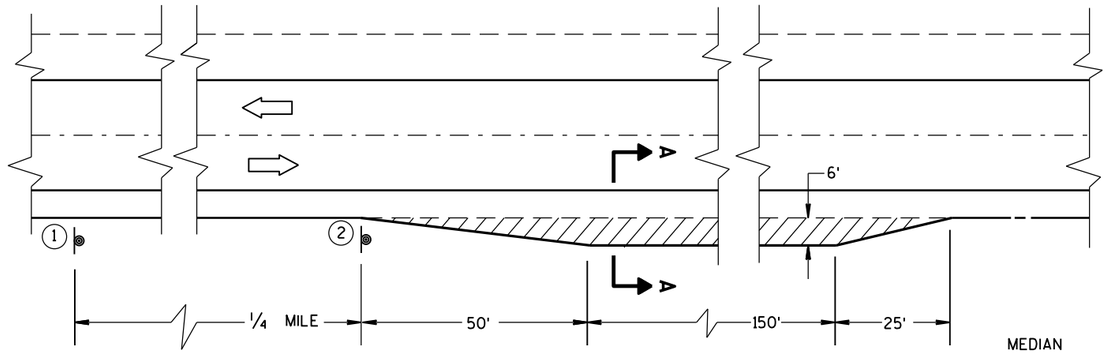
TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

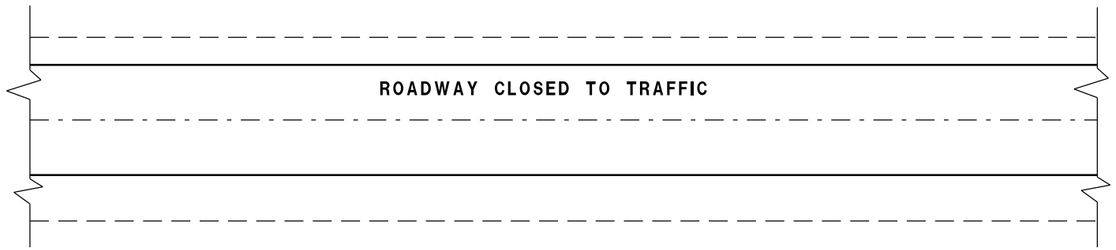
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3-2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

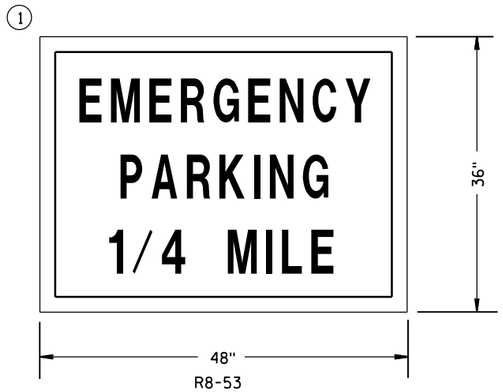
S.D.D. 15 D 12-4





PLAN VIEW

TEMPORARY EMERGENCY PULLOUTS FOR DIVIDED HIGHWAYS



SIGNS TO BE BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

SIGNS FOR TEMPORARY EMERGENCY PULLOUTS

GENERAL NOTES

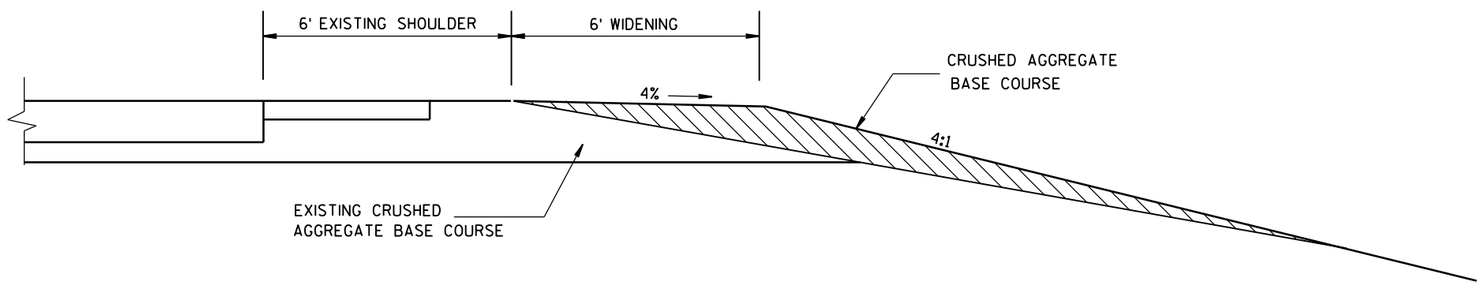
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

TEMPORARY EMERGENCY PULLOUTS AND SIGNS SHALL BE REMOVED AND THE ROADWAY RESTORED TO ITS ORIGINAL CROSS SECTION AND CONDITION PRIOR TO REOPENING THE ROADWAY TO ONE WAY TRAFFIC.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



SECTION A-A

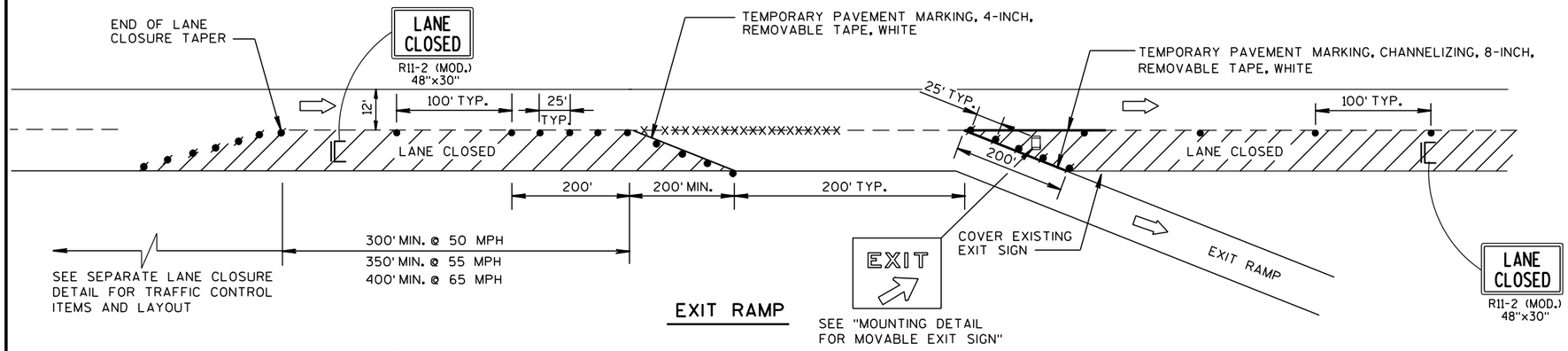
TEMPORARY EMERGENCY PULLOUTS

STATE OF WISCONSIN
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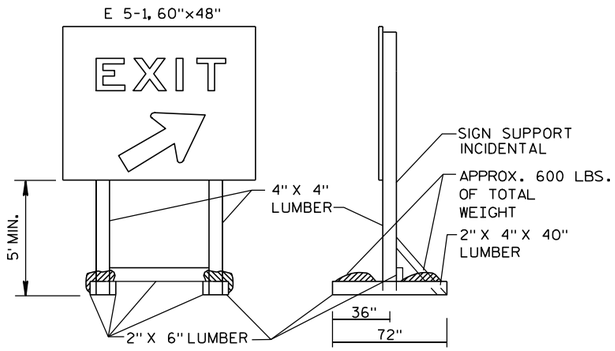
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
SIGN
FHWA

6 S.D.D. 15 D 13-2

6 S.D.D. 15 D 13-2

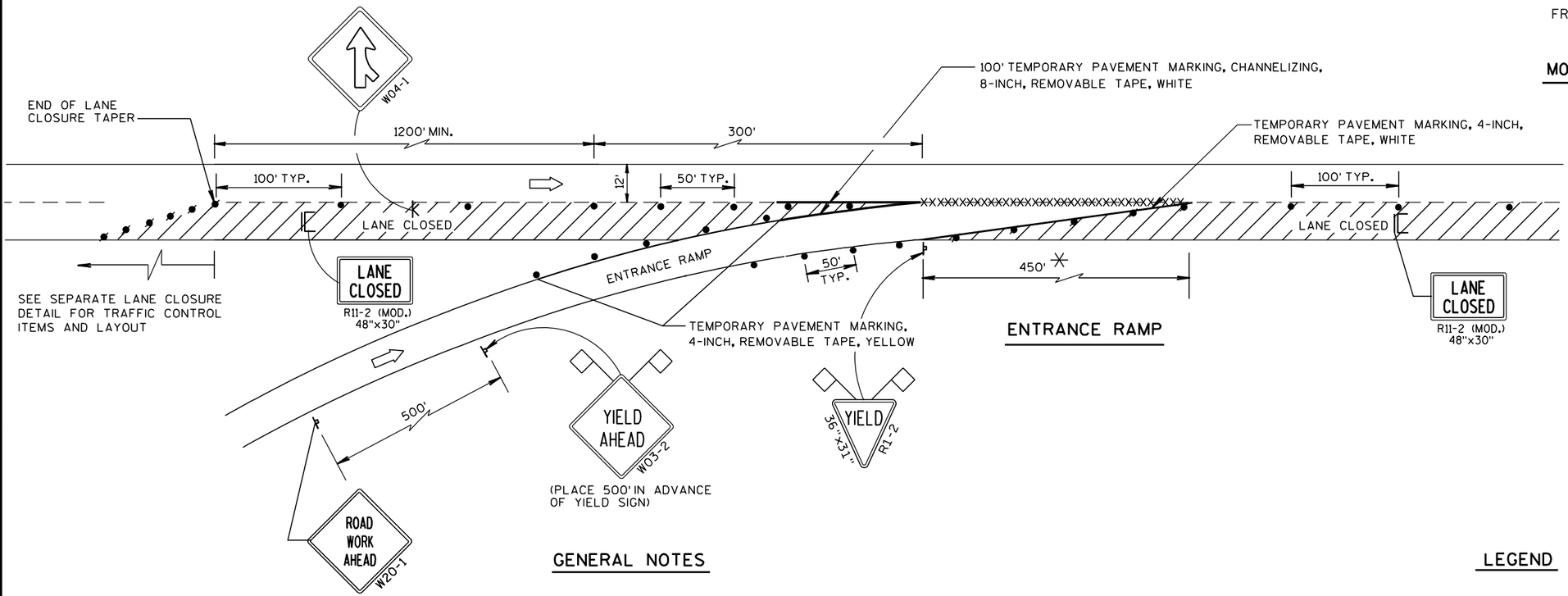


EXIT RAMP



NOTE: ALL LUMBER DIMENSIONS ARE NOMINAL

MOUNTING DETAIL FOR MOVABLE EXIT SIGN



ENTRANCE RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2 (MOD.) "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

✳ LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

LEGEND

- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT
- TRAFFIC CONTROL, DRUM
- TRAFFIC CONTROL, DRUM WITH WARNING LIGHT, TYPE C (STEADY-BURN)
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE (8' EQUIVALENT) WITH SIGN
- FLAGS, 16"x16" MIN., ORANGE
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/24/2000 DATE
/S/ Chester J. [illegible] CHIEF SIGNS AND MAR 222 INEER
FHWA

6
S.D.D. 15 D 15-1

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

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.

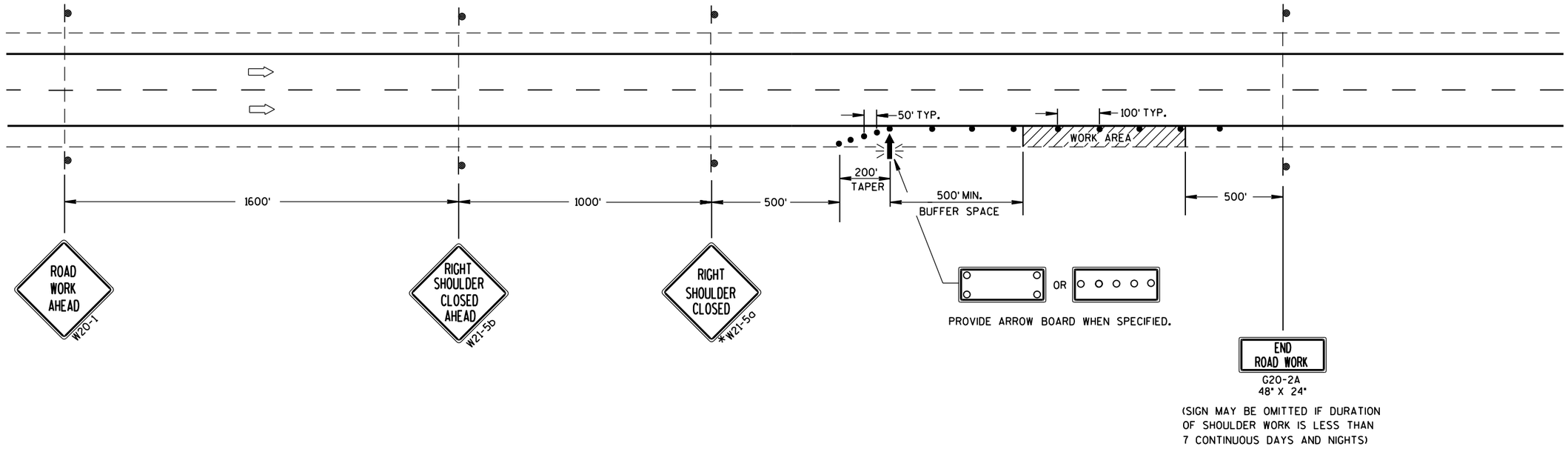
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

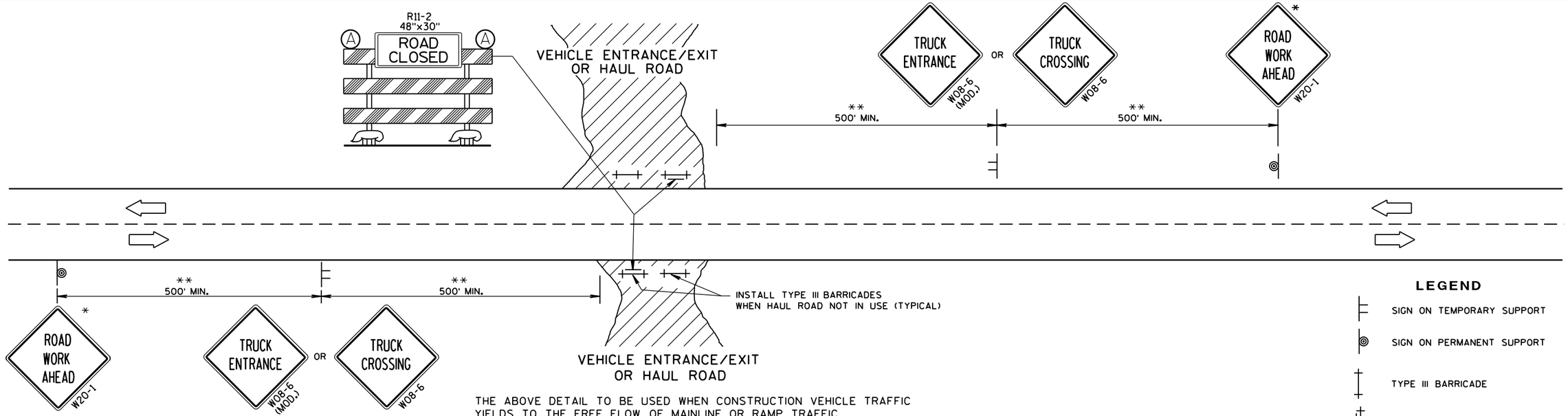
8/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 D 27-2



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

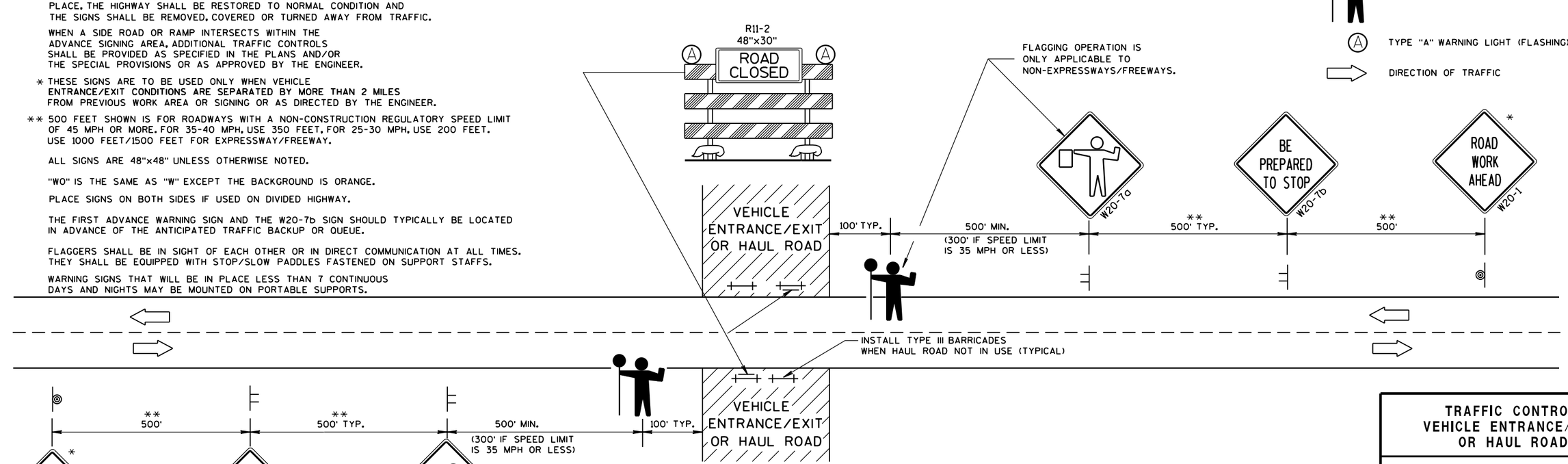
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

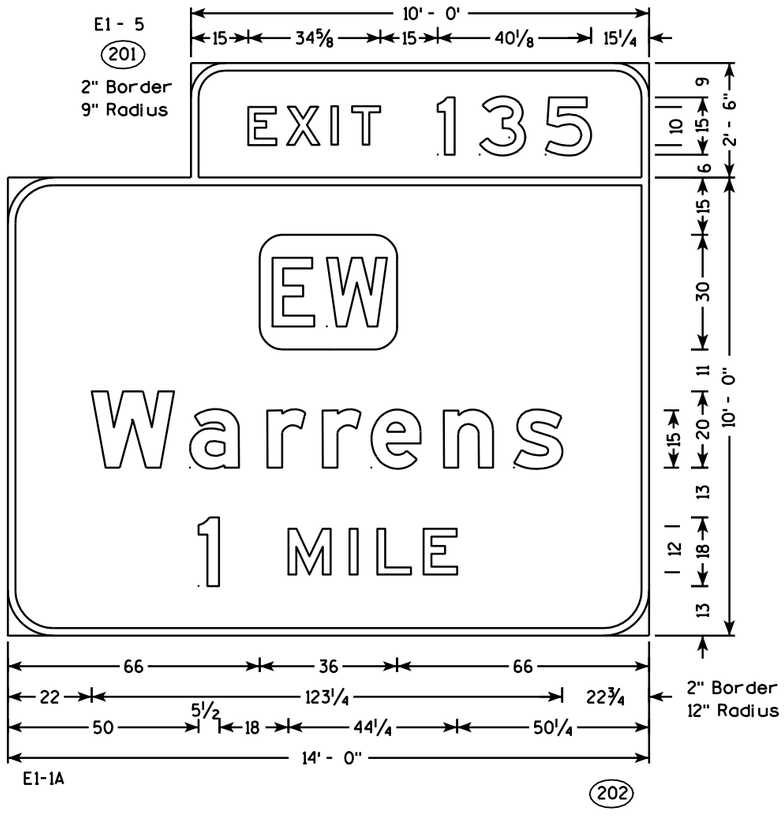
6

S.D.D. 15 D 29-3

NOTES

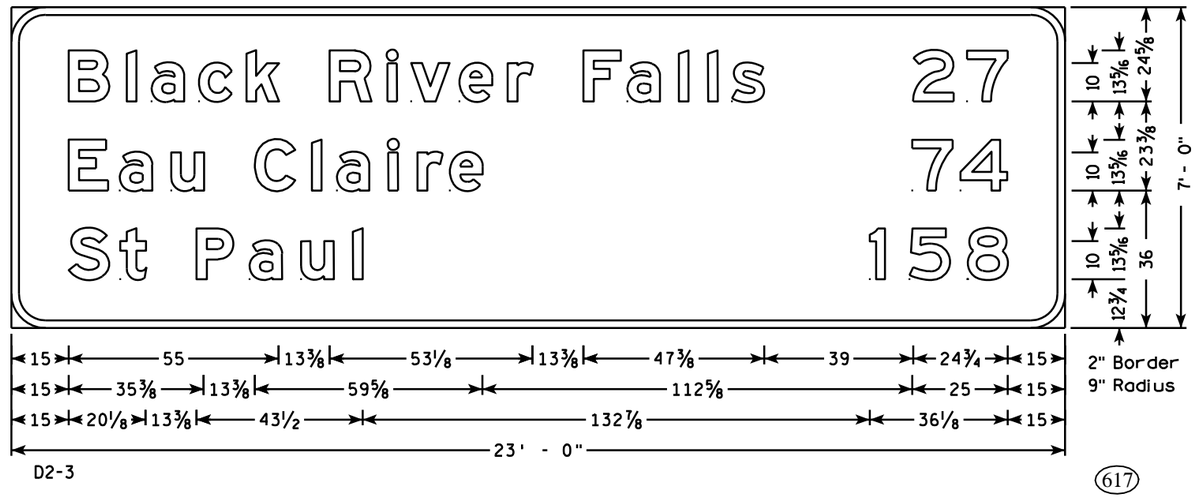
1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap WORDS are Series E

E1 - 5
(201)
2" Border
9" Radius



E1-1A

(202)



D2-3

(617)

7

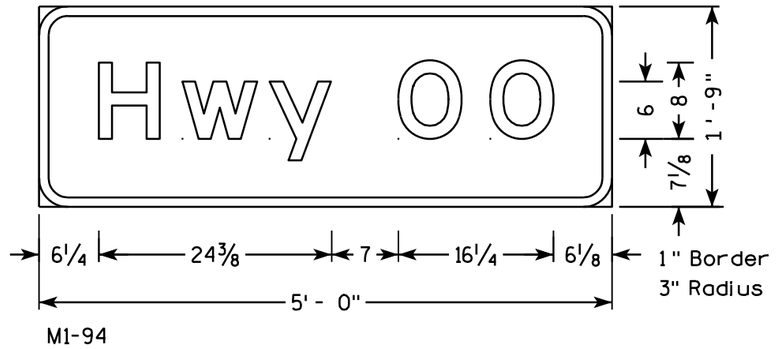
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET NO: 225	E

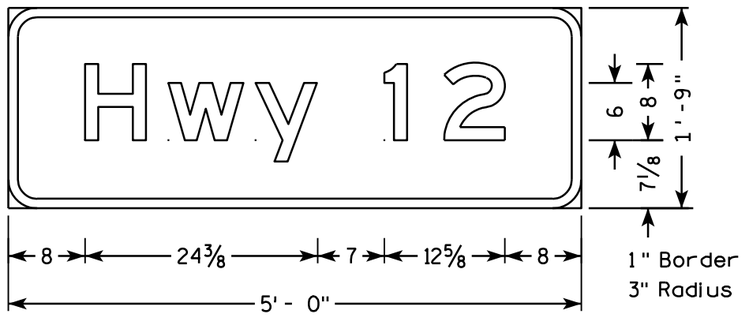
FILE NAME : C:\CAEFiles\Projects\tr_d5\5411A113.dgn PLOT DATE : 14-JAN-2013 12:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 39.695175:1.000000

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



M1-94

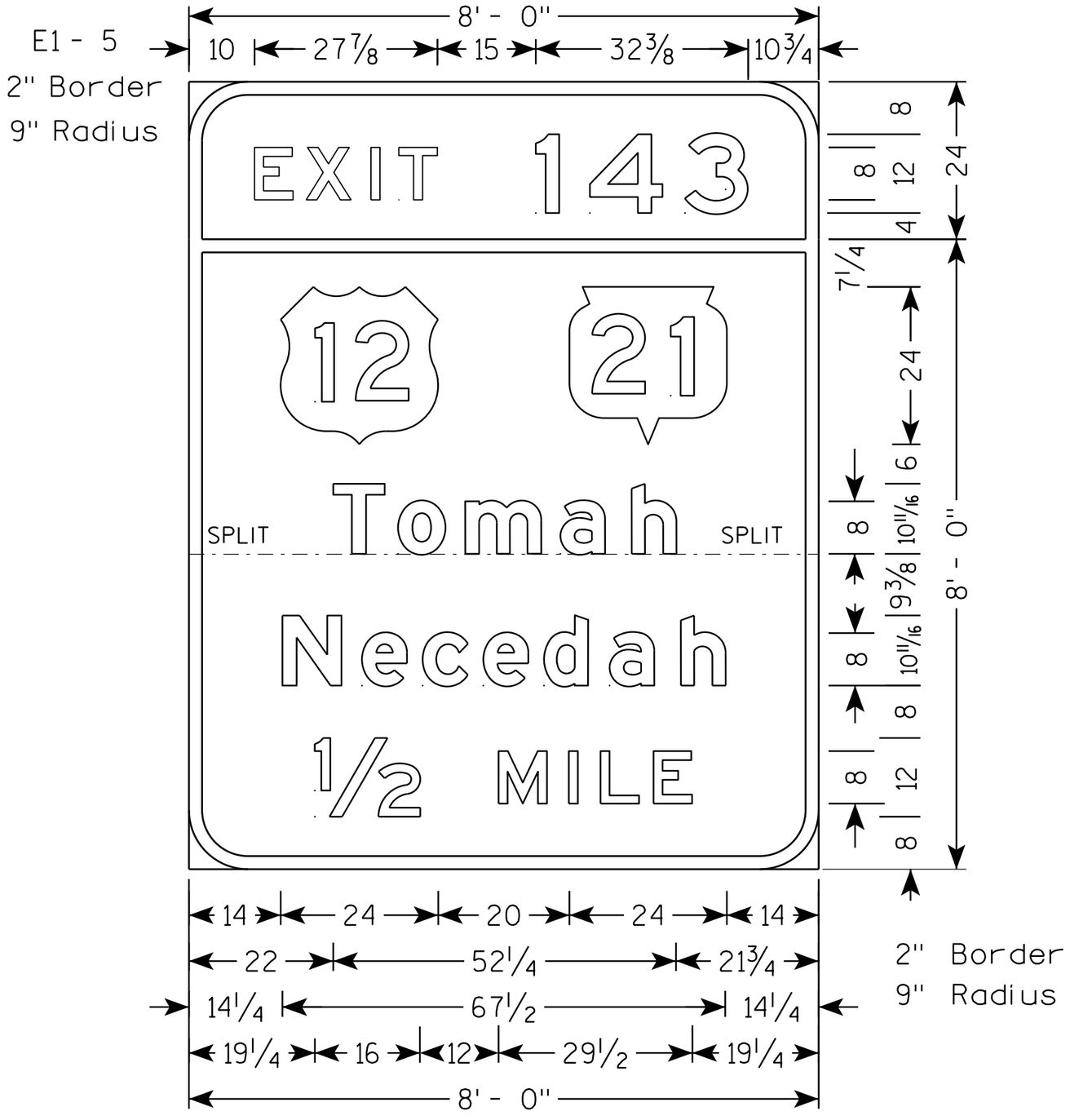


M1-94

7

7

PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET NO: 226	E

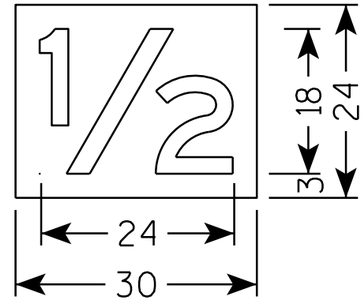


E1-1A(MOD)

2" Border
9" Radius

NOTES

1. Sign is Type III - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E Modified except all cap Words are Series E



7

7

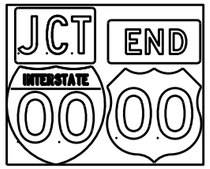
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WISDOT/CADDS SHEET 42

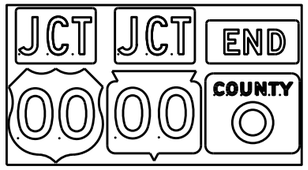
TYPICAL ASSEMBLIES



J1-1



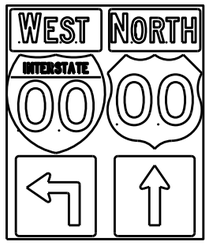
J1-2



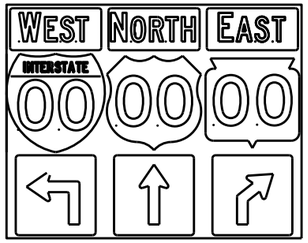
J1-3



J2-1



J2-2

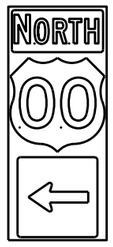


J2-3

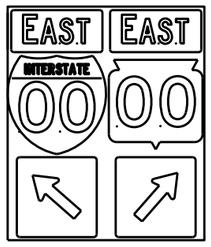


JV

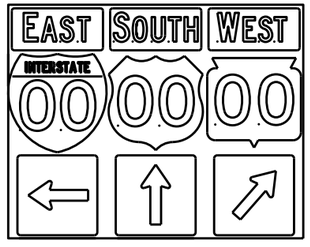
(Typical Vertical J-Assembly
See Note 10 and 11)



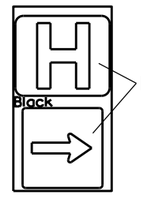
J3-1



J3-2



J3-3

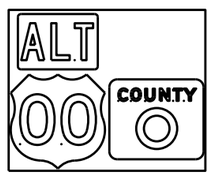


Blue Background

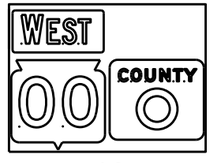
JH-1



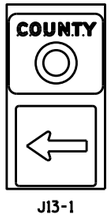
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

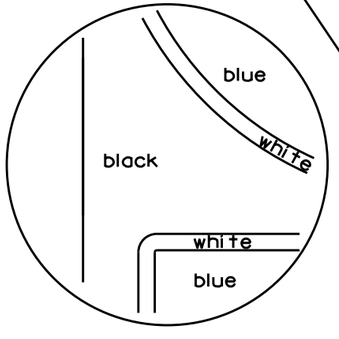


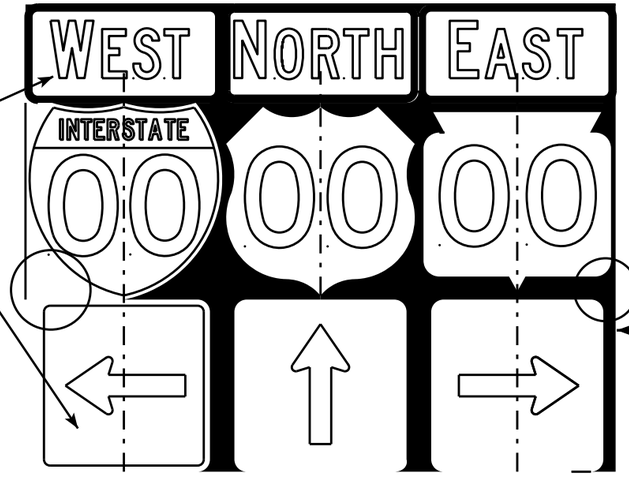
J23-1

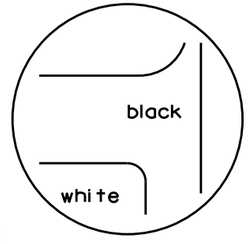


J22-1

[blue background with interstate]







[black background]

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

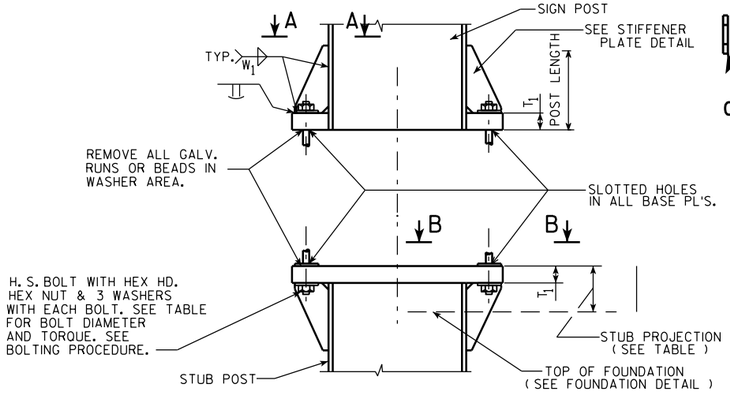
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

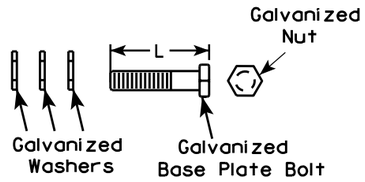
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :
WISDOT/CADDS SHEET 42

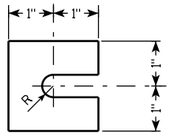


SIGN POST AND STUB POST ELEVATION



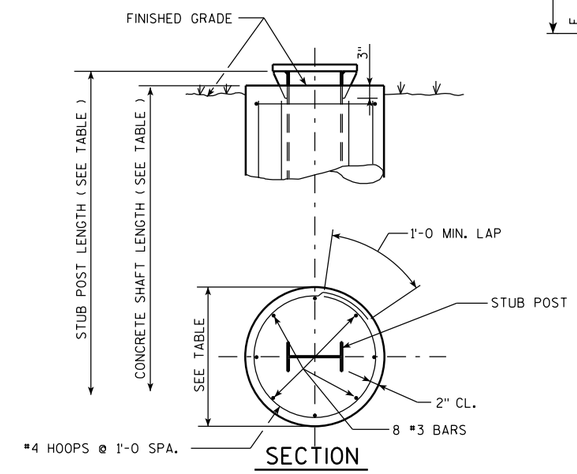
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

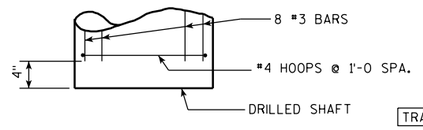


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

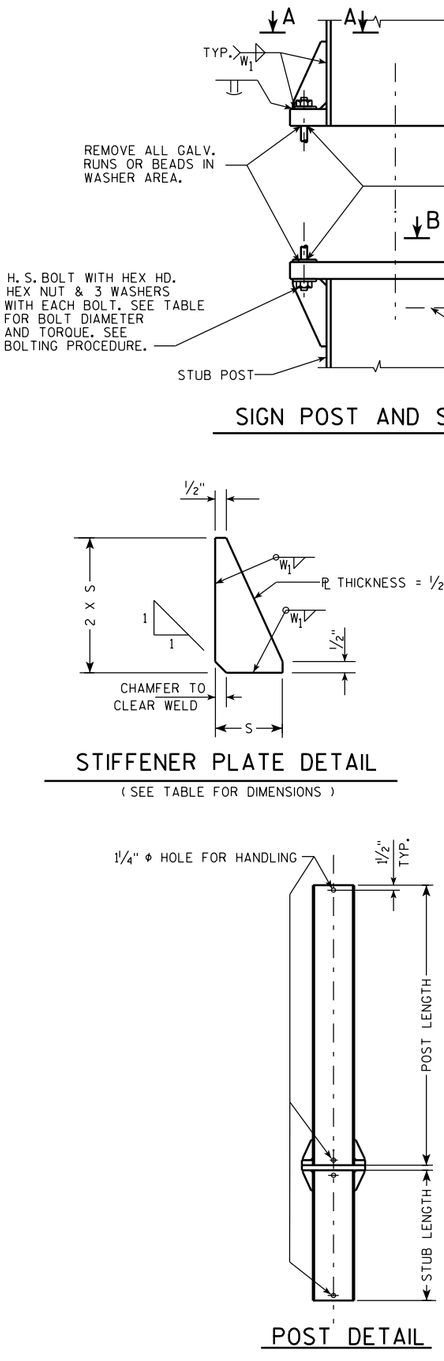
SHIM DETAIL



SECTION



FOUNDATION DETAIL



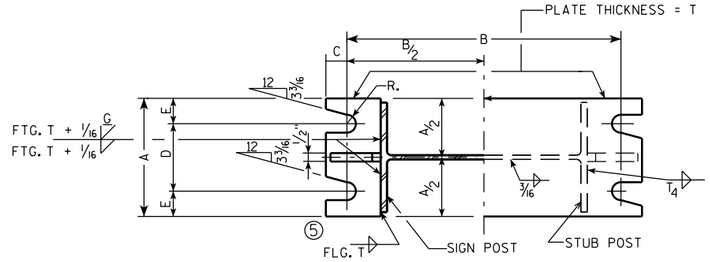
POST DETAIL

	QUANTITIES FOR 1 FOOTING	
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
E	1.0	62

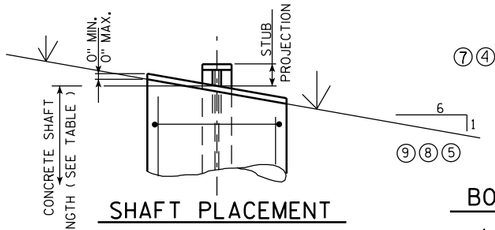
⑦

REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3

⑦



SECTION 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 & ½ WIND[4]	140	[4]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.

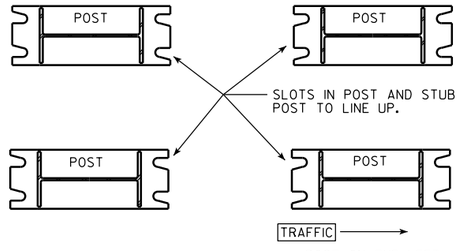
GENERAL NOTES

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. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. 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)
5. 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

L	X	TYPE	DIMENSION / POST SIZE	BASE CONNECTION DATA TABLE: BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	FOUNDATION DATA: STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	② K
3 ¾	④	A	W10"X12.0 #/FT.	¾" Φ @ 75#-FT.	5¼"	1'-0⅜	⅞"	3½"	⅞"	1"	3/16"	5/16"	13/32"	2⅛"	3'-6	3"	2'-0 Φ	5'-0	76.0# ④
4 ¾	④	B	W12"X16.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1¼"	¼"	5/16"	15/32"	3"	5'-6	3"	2'-0 Φ	7'-0	146.5# ④
5		C	W12"X19.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	5/16"	5/16"	15/32"	3"	6'-0	3"	2'-0 Φ	7'-6	182.1#
5		D	W12"X22.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	⅜"	5/16"	15/32"	3"	6'-6	3"	2'-0 Φ	8'-0	210.5#
5	③	E	W12"X26.0 #/FT.	1" Φ @ 90#-FT.	7"	1'-4¼	1¼"	4"	1½"	1½"	⅜"	5/16"	11/32"	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 6/30/14 PLATE NO. A3-1.15

⑩	1-21-14	LUBRICATION OF BASE BOLTS
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1
NO.	DATE	REVISION

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

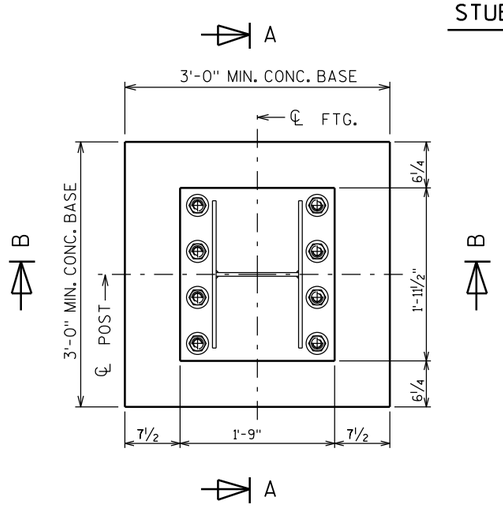
SHEET 229

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

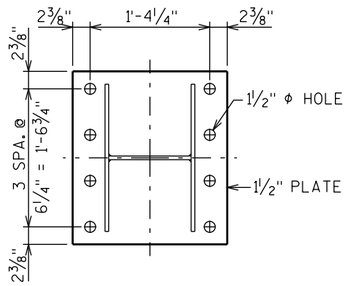
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WISDOT/CADDS SHEET 42

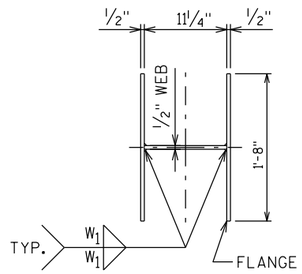
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



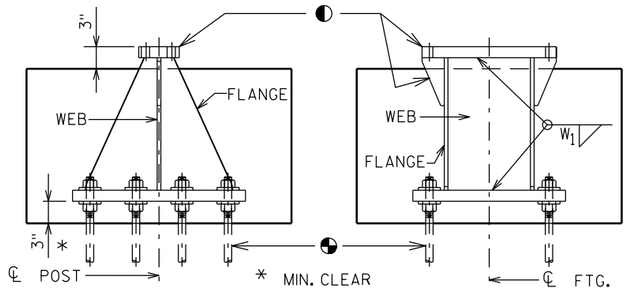
BASE PLATE



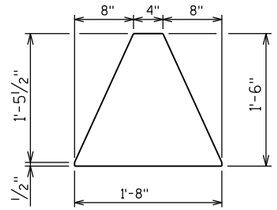
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



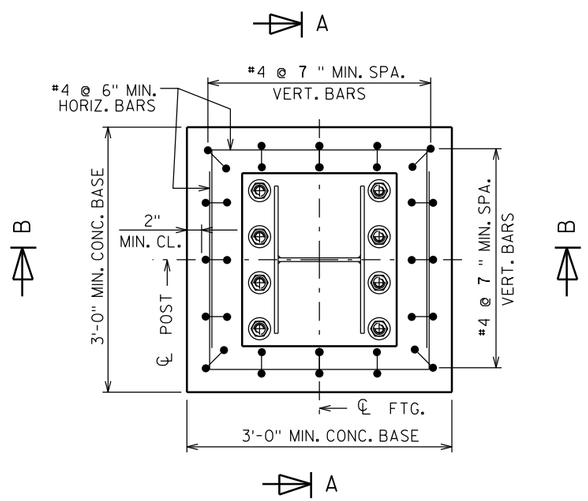
FLANGE

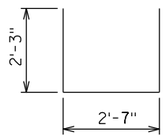
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

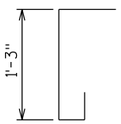
CONCRETE BASE SECTION





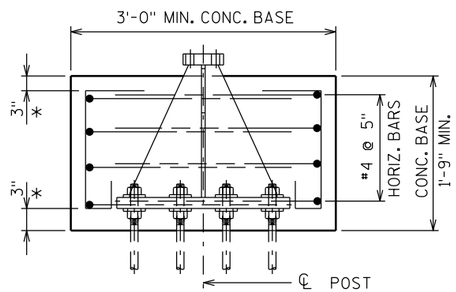
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



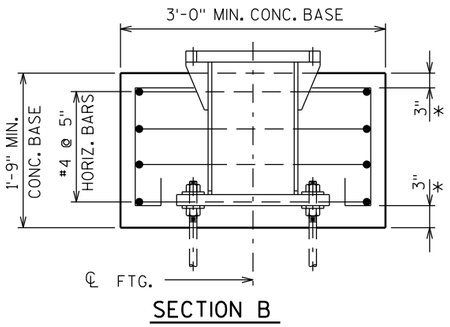
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

WISCONSIN DEPT OF TRANSPORTATION

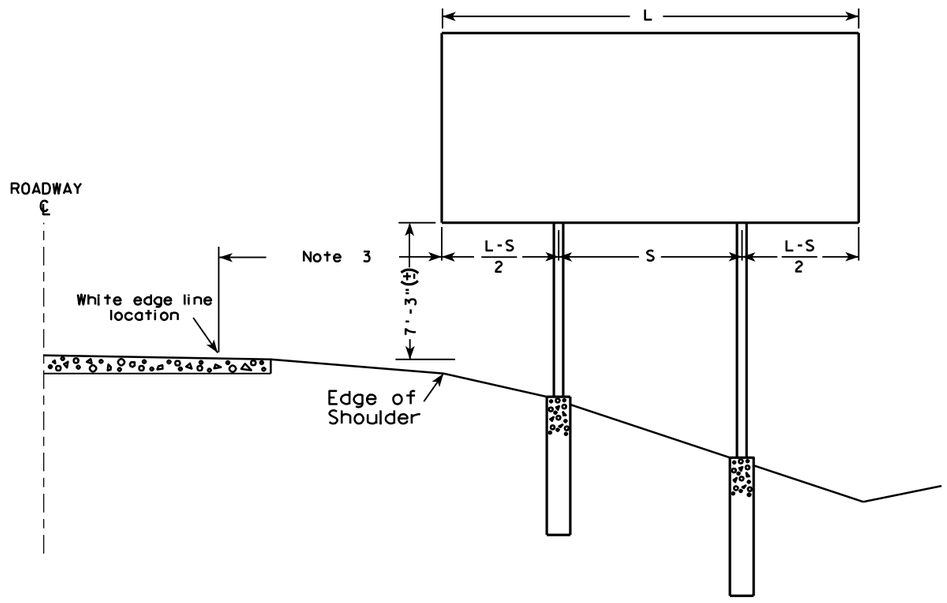
APPROVED Matthew R Rauch
for State Traffic Engineer

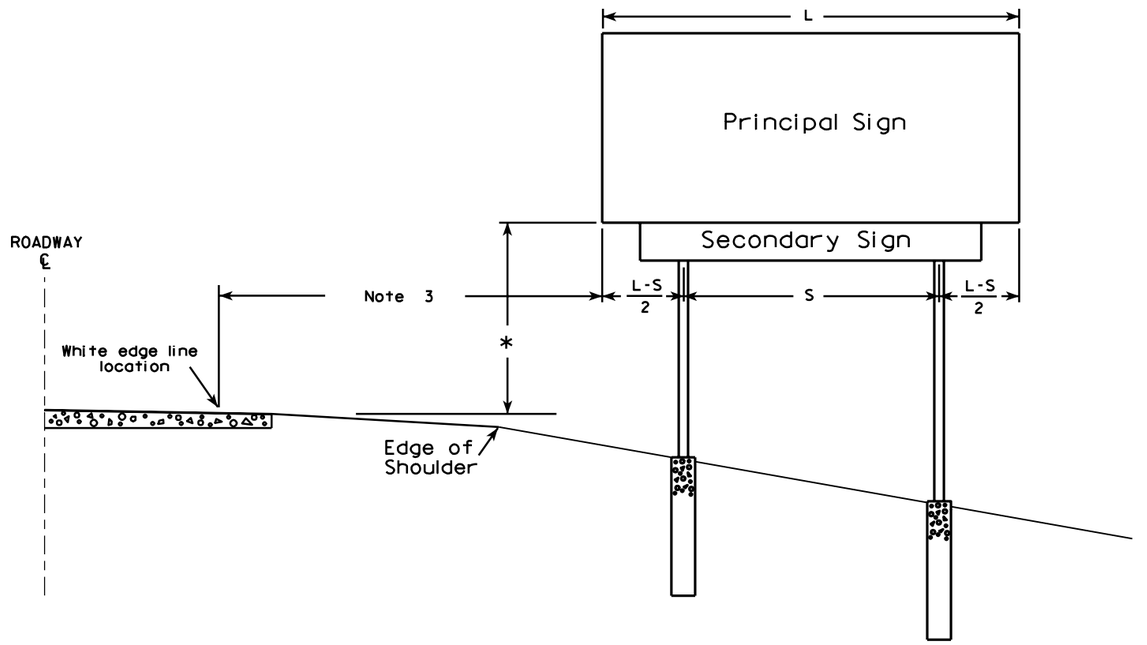
DATE 2/06/2014 PLATE A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

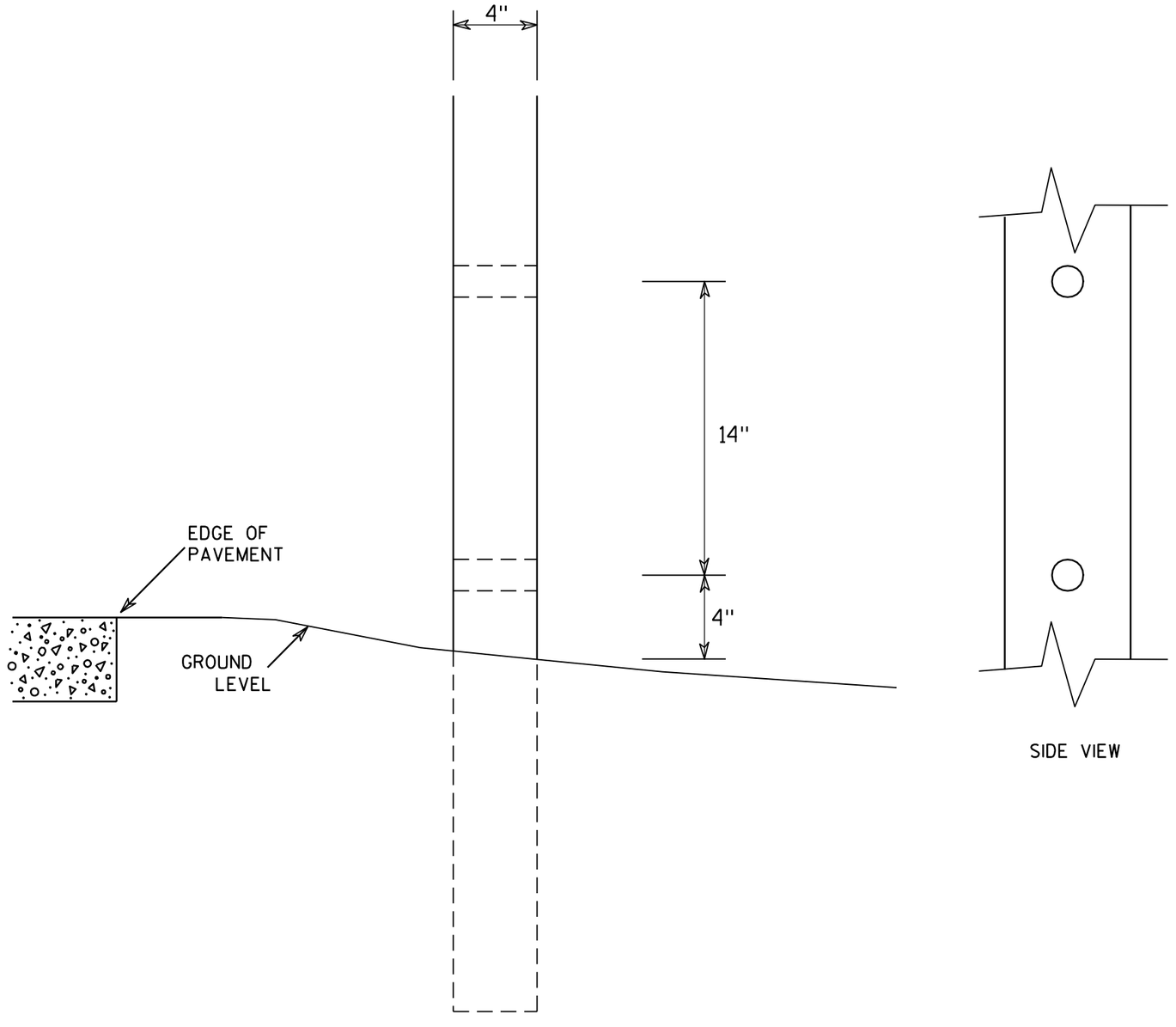
TYPICAL INSTALLATION
OF TYPE I SIGNS

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: 231	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.

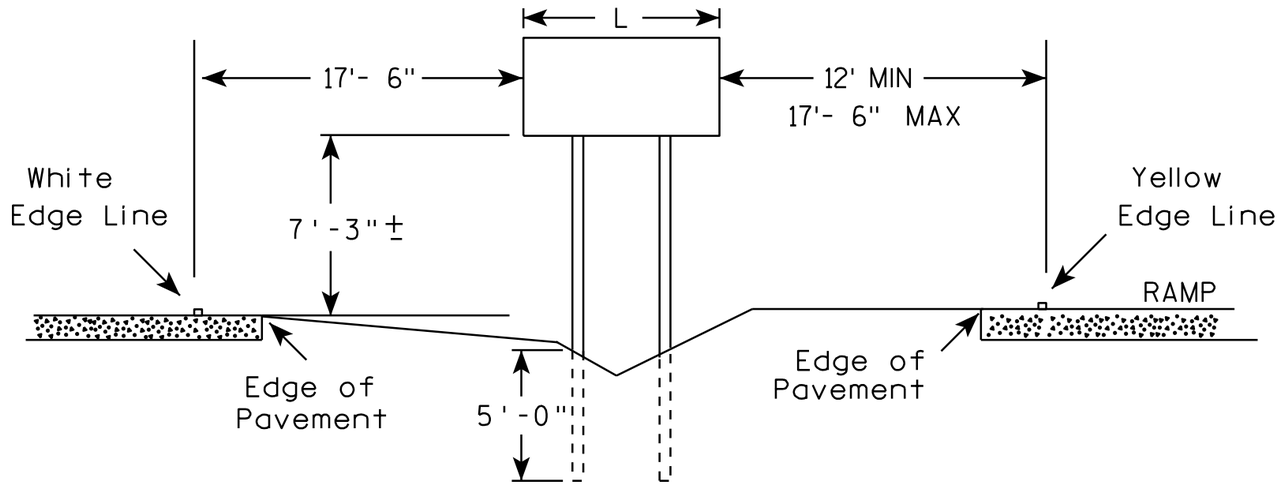
4 X 6 WOOD POST MODIFICATIONS

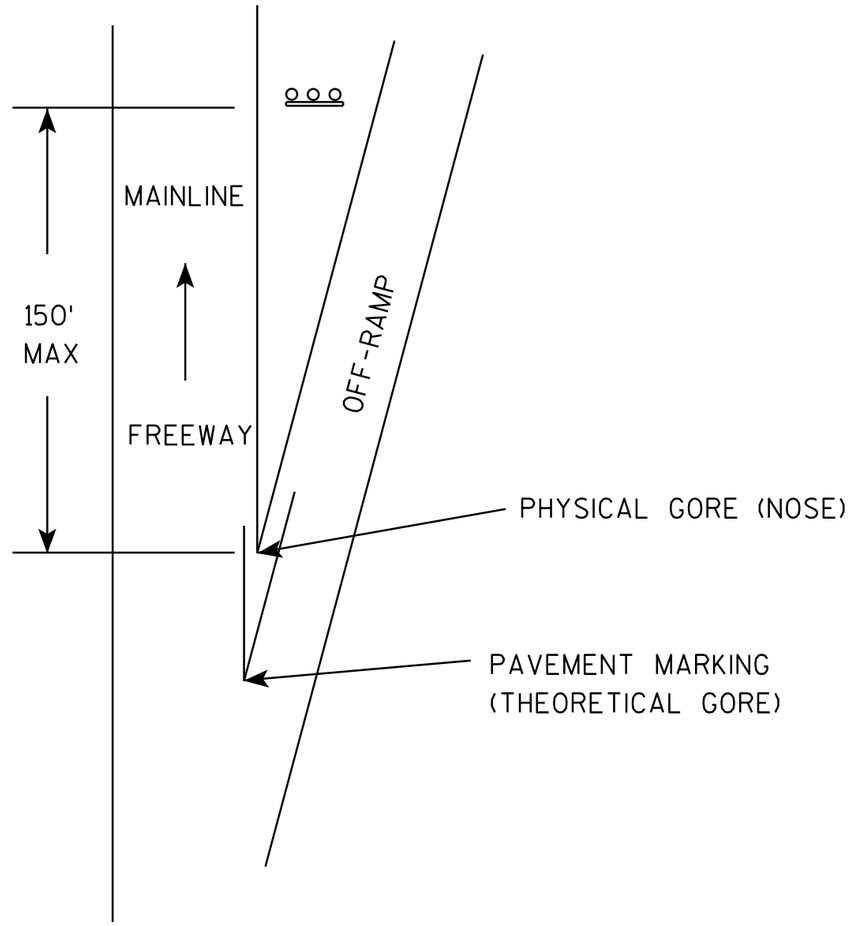
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 232	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 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

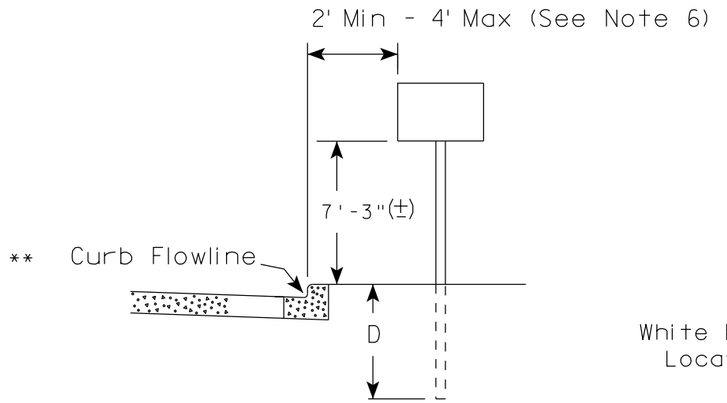
DATE 2/06/14 PLA... A4-2.3

PROJECT NO: | SHEET NO: E

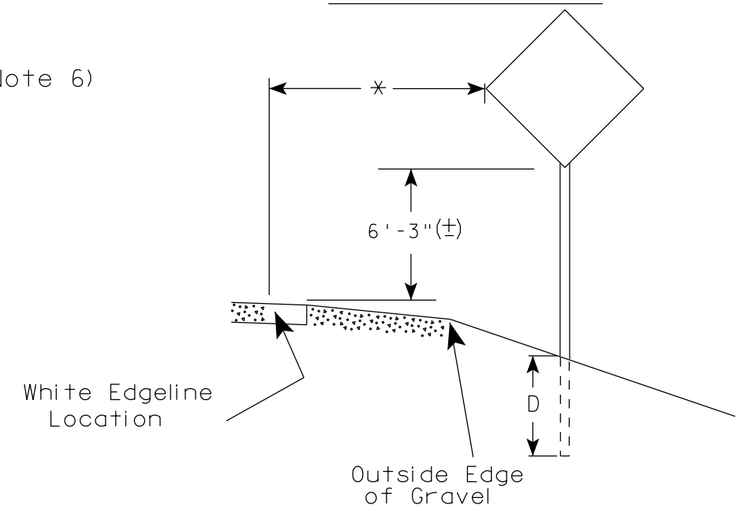
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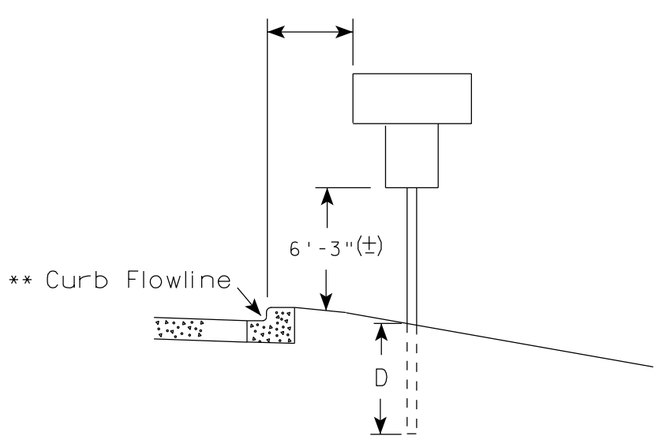
WISDOT/CADDS SHEET 42

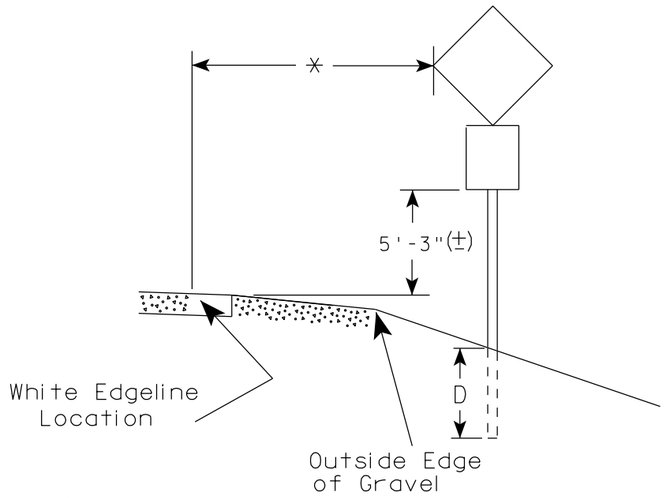
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, 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 (A2-1S) 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), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

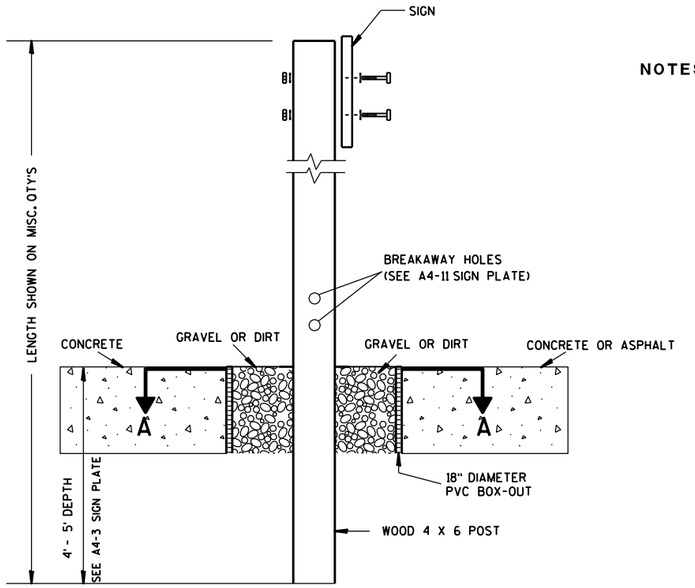
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 10/13/14 PLATE NO. A4-3.19

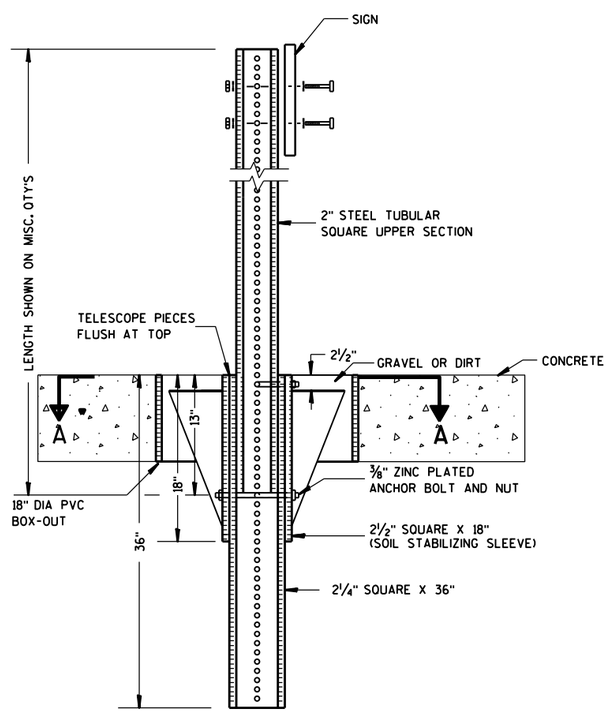
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

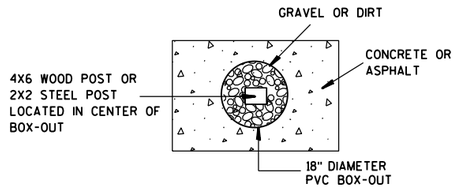
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

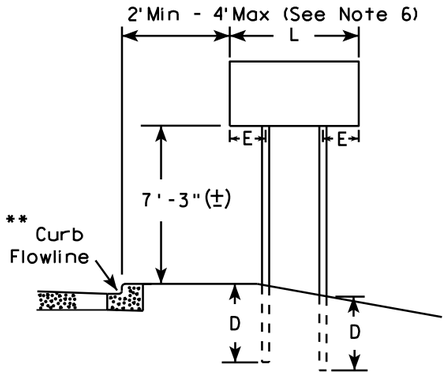
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

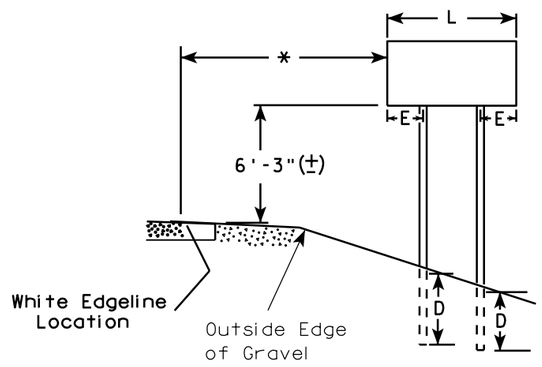
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

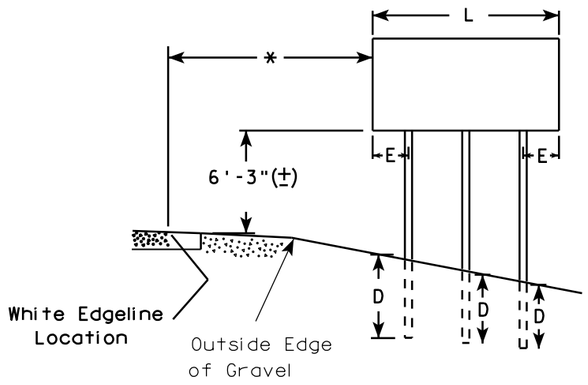
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

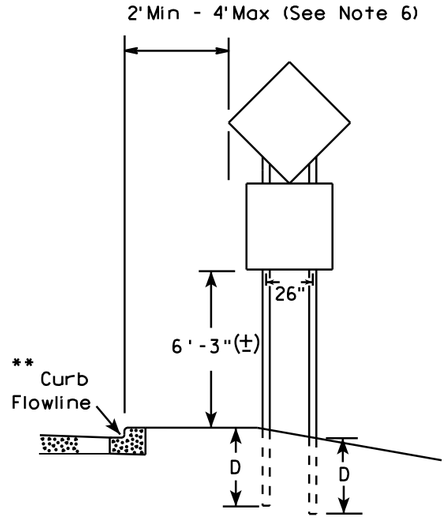
URBAN AREA



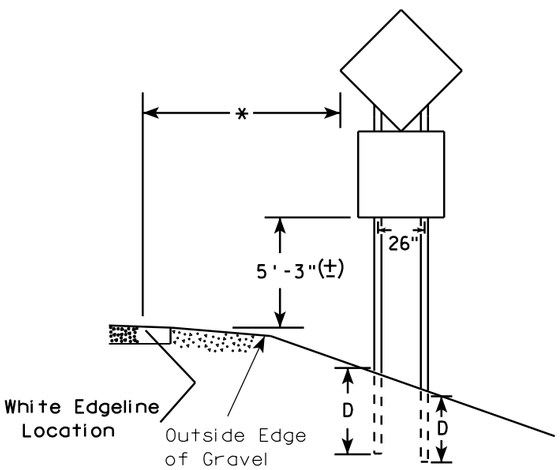
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 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 (A2-1S) 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), In Road Object Markers (W5-54) & End of Road Markers (W5-56) 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 less than 20 S.F. in area.

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'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

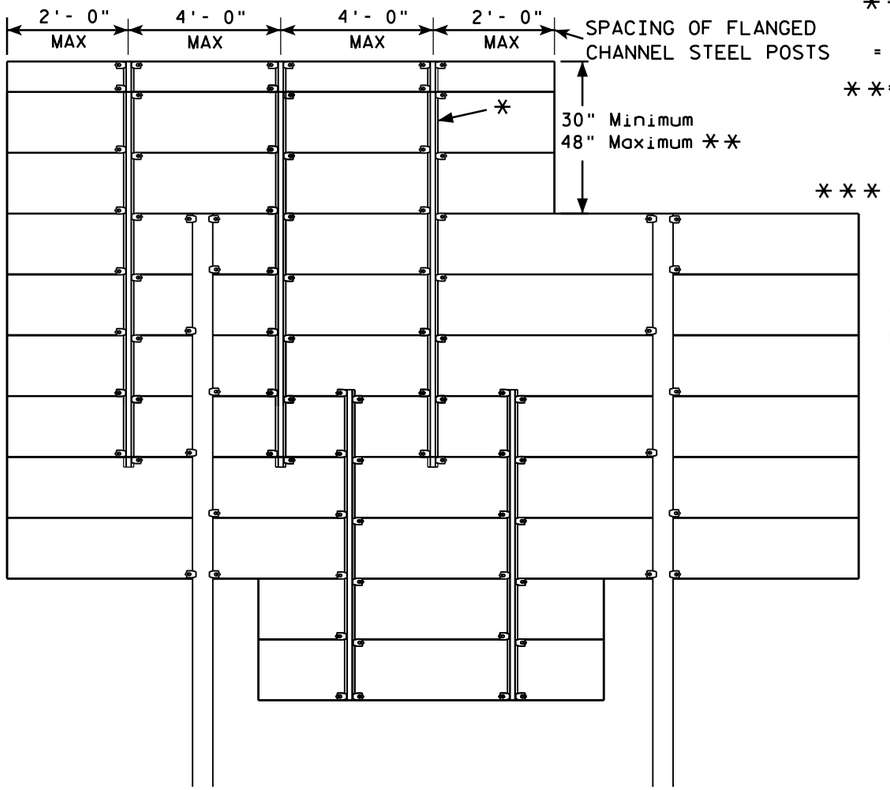
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE NO. A4-4 236 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

GROUND MOUNTED SIGN

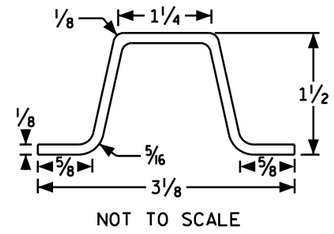


* =2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

** =FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

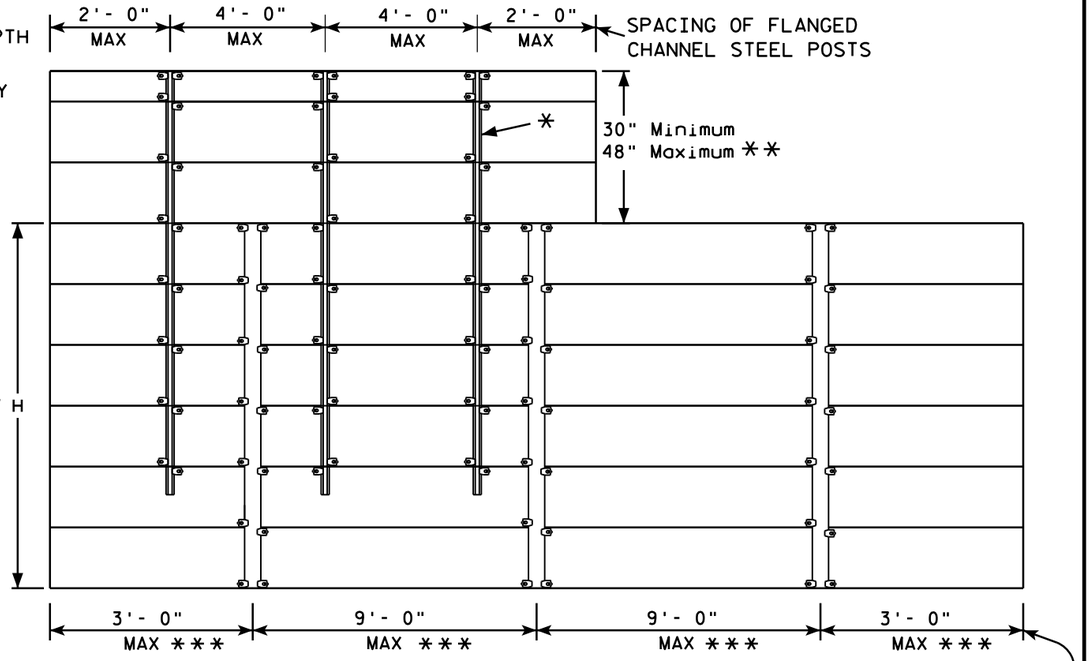
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS
5" X 3.5" X 3.7 LBS./ft.

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)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

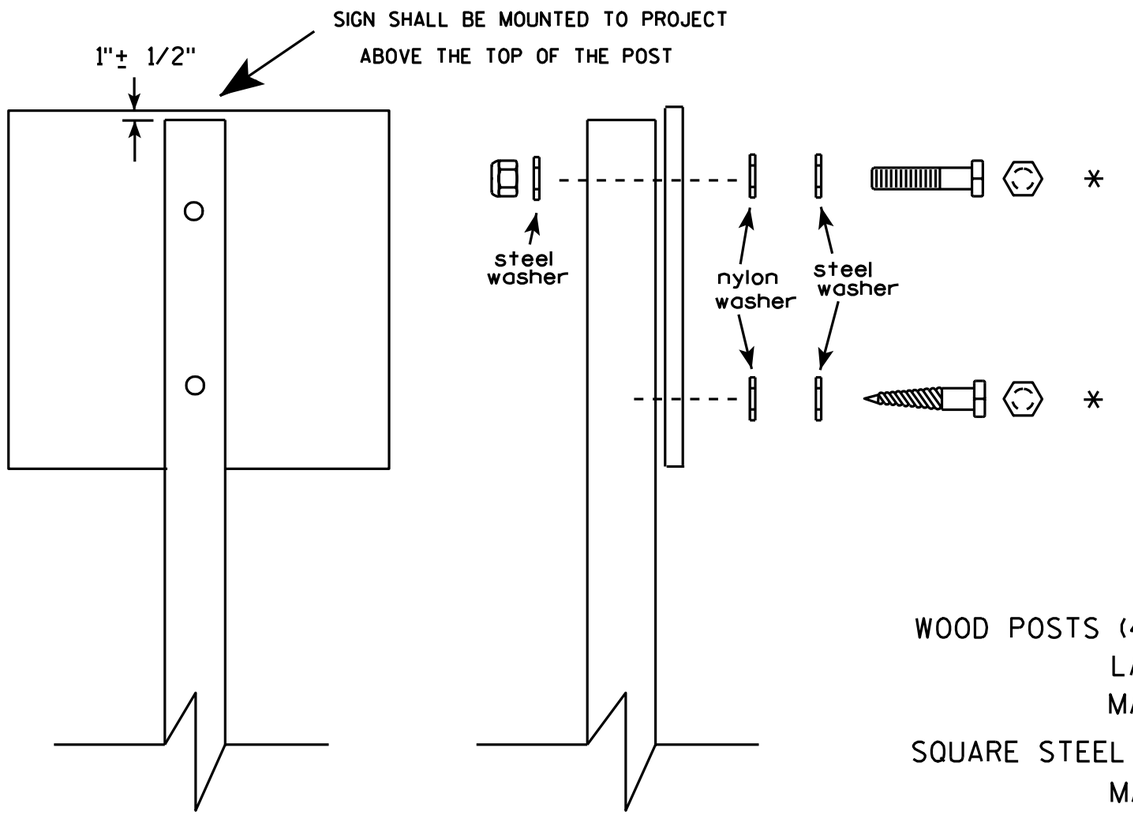
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 237 A4-6.12

PROJECT NO:				SHEET NO:	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

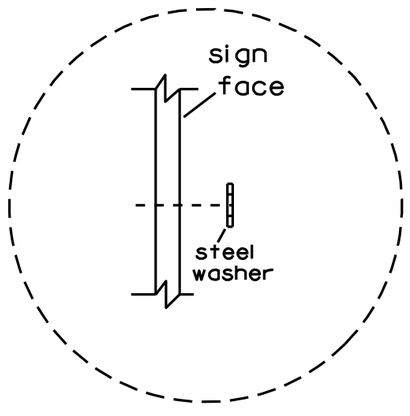
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

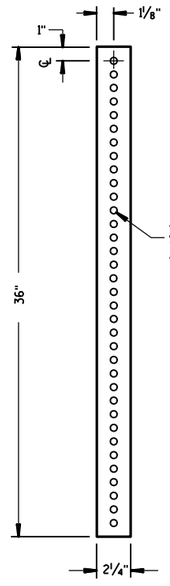
7

PROJECT NO:

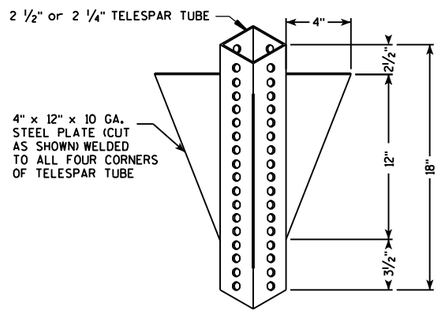
SHEET NO: 238 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

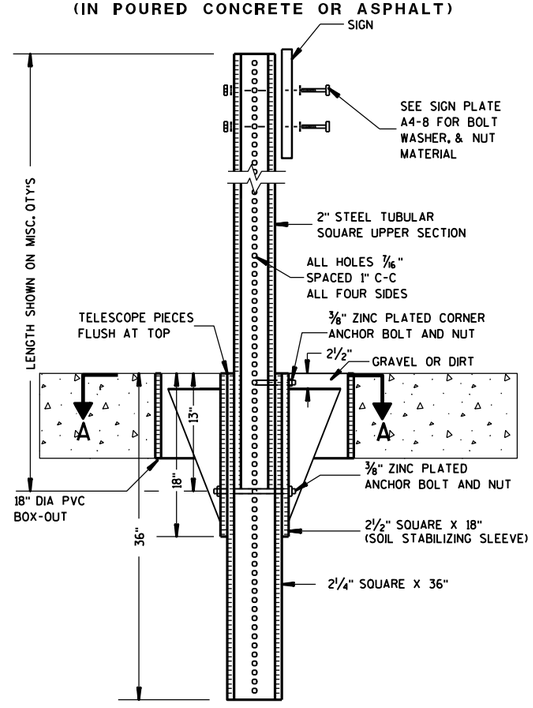
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



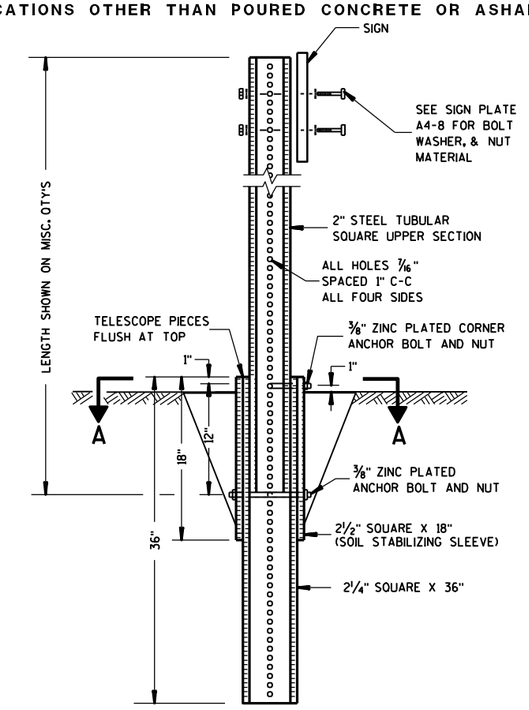
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

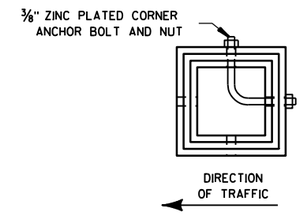


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL SIGN POST A4-9

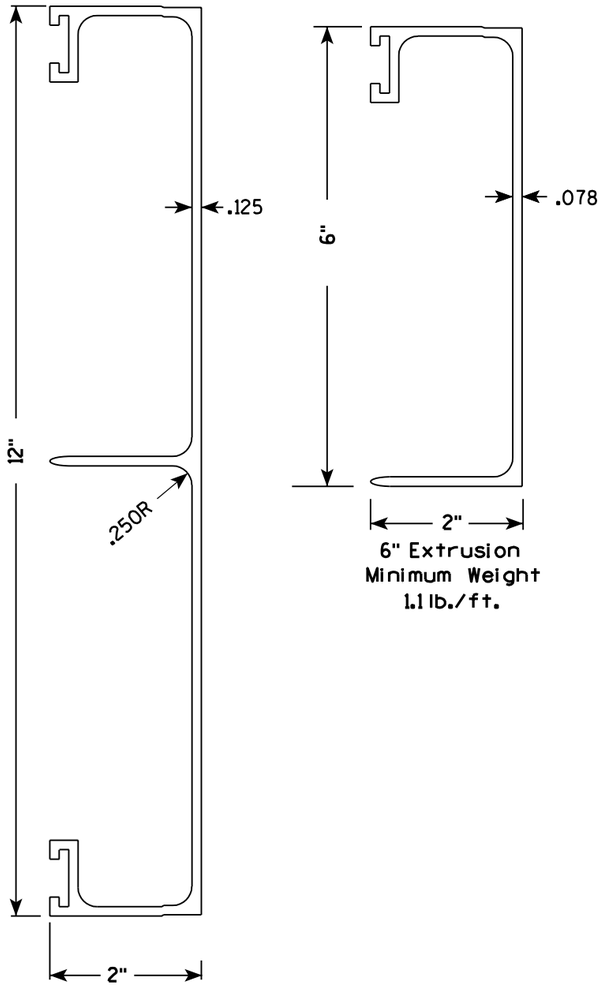
WISCONSIN DEPT OF TRANSPORTATION

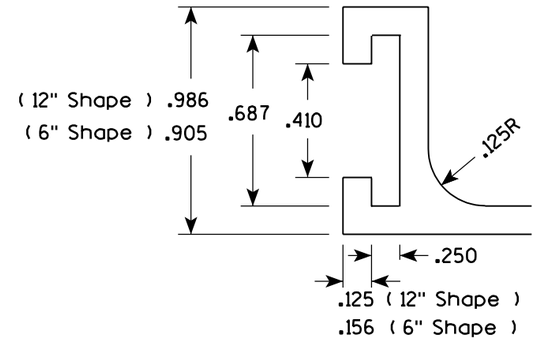
APPROVED Matthew R Rauch
for State Traffic Engineer

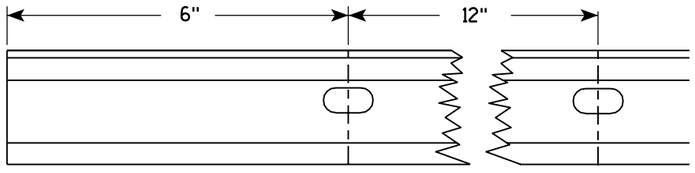
DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 239	E

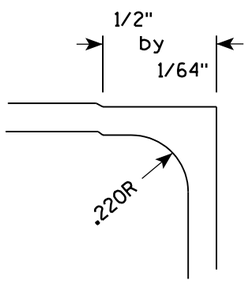
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

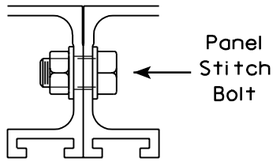


Hardware

STITCH BOLT, WASHER & NUT

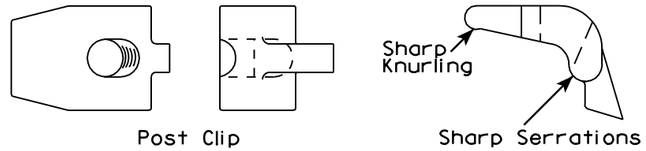
The hardware includes:

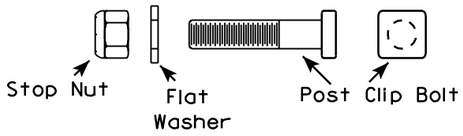
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

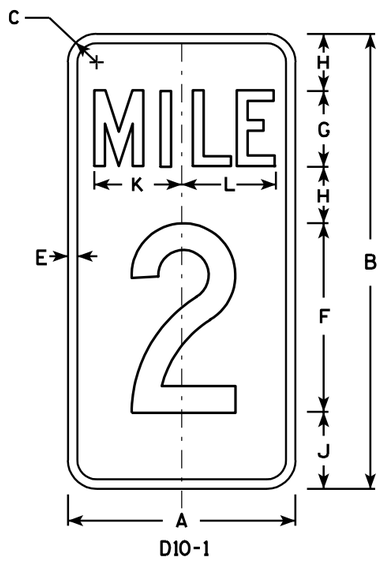
1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

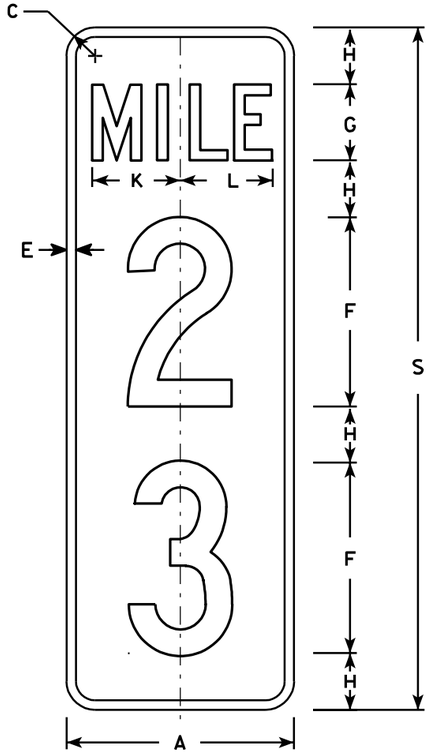
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

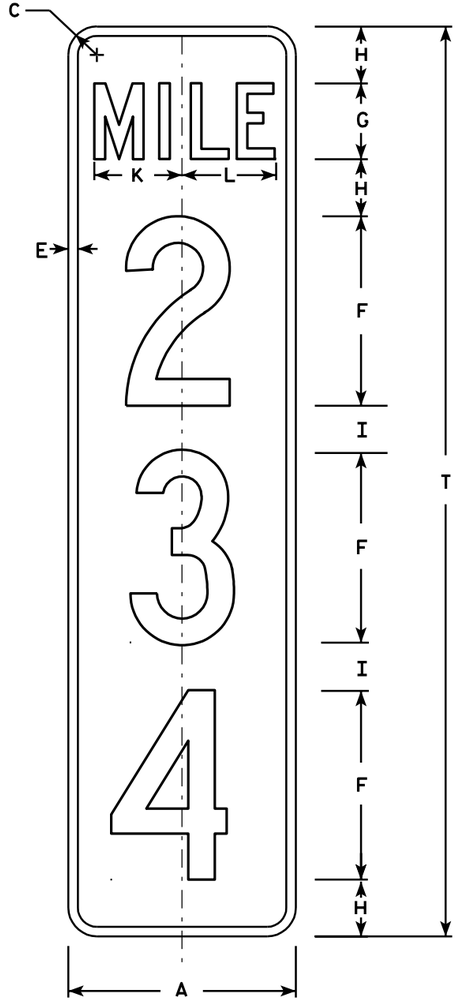
DATE 11/18/99 PLATE NO. A5-2.9



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

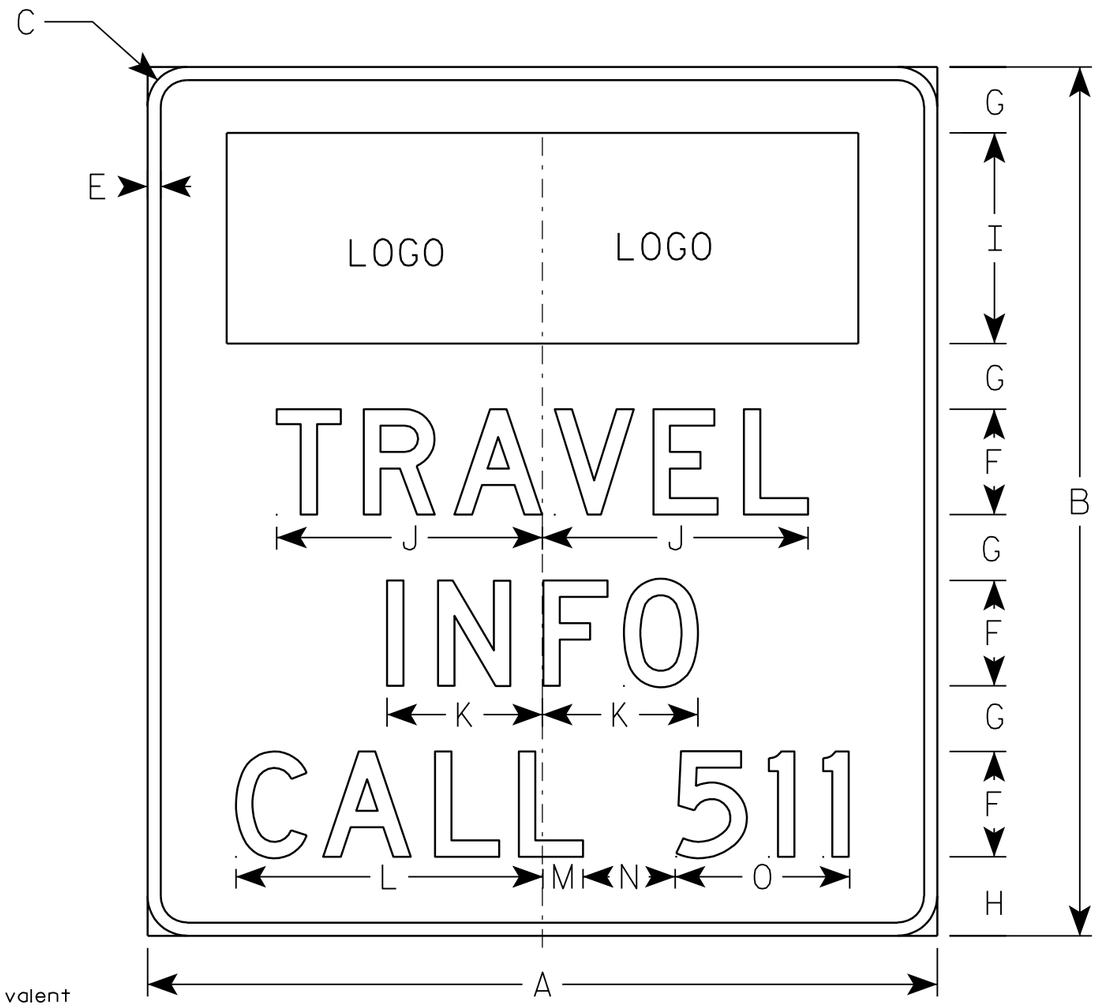
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for Director, Office of Traffic

DATE 1/16/02 PLATE NO. D10-3.2

PROJECT NO:

SHEET NO: 241 E



D12-5

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - 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.

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 1650 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	60	66	2 1/4		1	8	5	6	16	20 1/4	11 7/8	23 3/8	3 1/8	7	13 1/4												27.5	2.48
3																												
4																												
5																												

STANDARD SIGN
D12-5

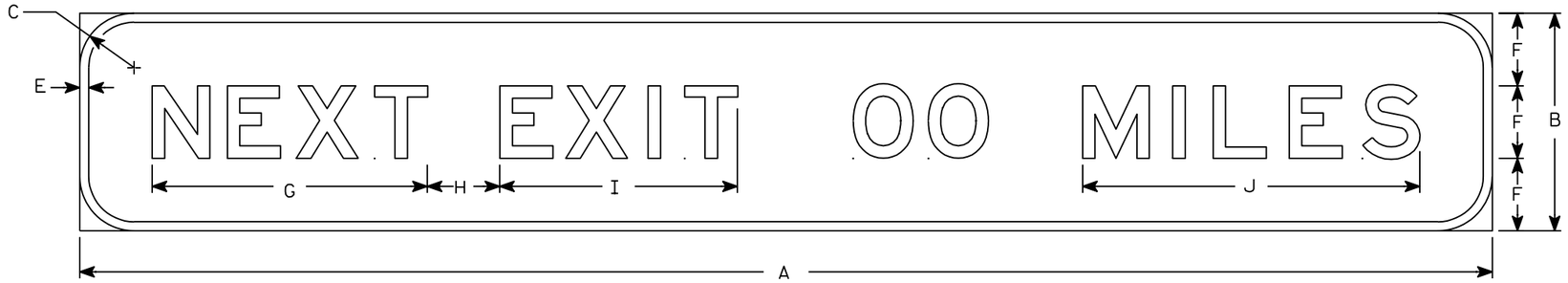
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

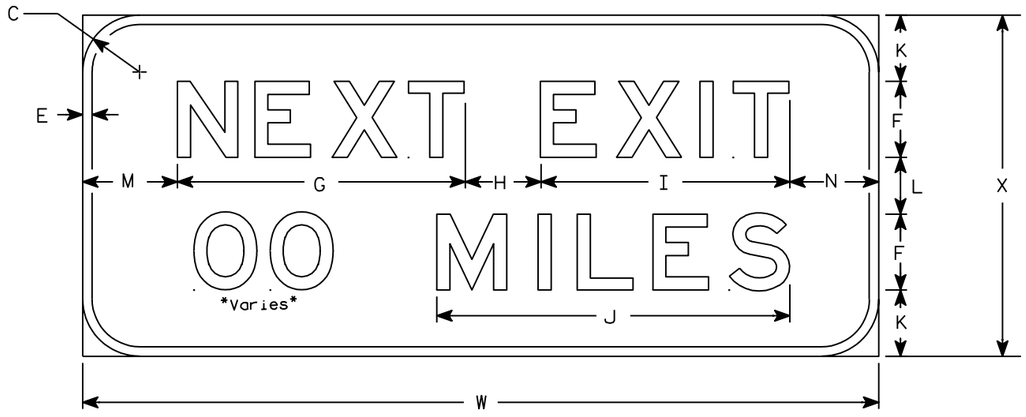
DATE 12/5/08 PLATE NO. D12-5.2

PROJECT NO:

SHEET NO: 242 E



E2-1



E2-1A

NOTES

1. Sign is Type I - Type SH Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E
4. Substitute appropriate numerals and adjust spacing as required to achieve proper balance.

E2-1
Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	3900 mm X 600 mm
5	3900 mm X 600 mm

E2-1A
Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	2100 mm X 900 mm
5	2100 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	E2-1 Area sq. ft.	E2-1A Area sq. ft.	E2-1 Area sq. m.	E2-1A Area sq. m.
1																												
2																												
3																												
4	156	24	6		1	8	30 3/8	8	26 1/4	37 1/4	7	6	10	9 3/8									84	36	26.0	21.0	2.42	1.95
5	156	24	6		1	8	30 3/8	8	26 1/4	37 1/4	7	6	10	9 3/8									84	36	26.0	21.0	2.42	1.95

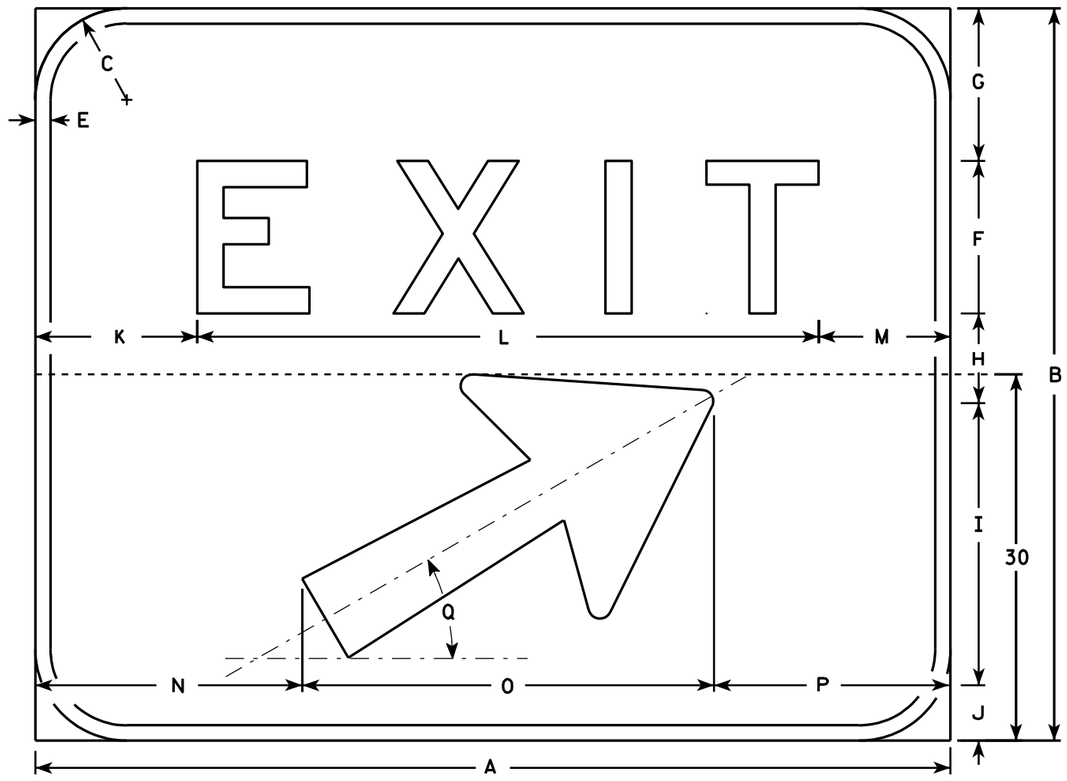
STANDARD SIGN
E2-1 & E2-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/8/08 PLATE NO. E2-1.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 243	E



E5-1

NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but borders shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces for the 72 x 60 size as shown on the detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. As per the Standard Spec's, this sign shall not have a vertical joint.

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	1500 mm X 1200 mm
5	1800 mm X 1500 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2																												
3																												
4	60	48	6		1	10	10	5 7/8	18 1/2	3 5/8	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°										20.0	1.80
5	72	60	6		1	12	12	10	18 1/2	7 1/2	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°										30.0	2.70

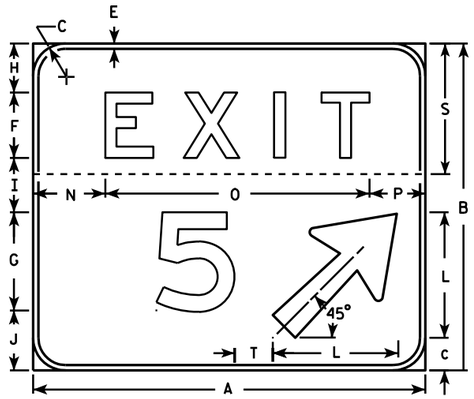
STANDARD SIGN
E5 - 1

WISCONSIN DEPT OF TRANSPORTATION

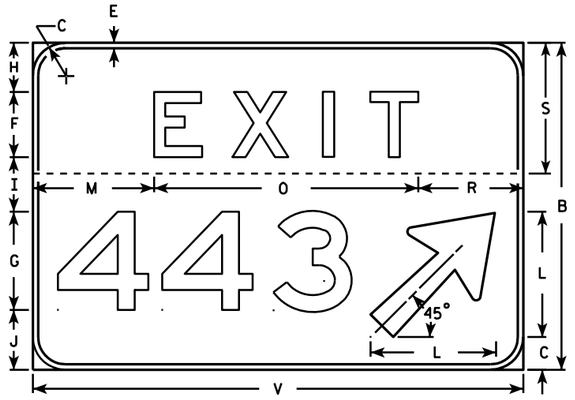
APPROVED Chester J Spang for State Traffic Engineer

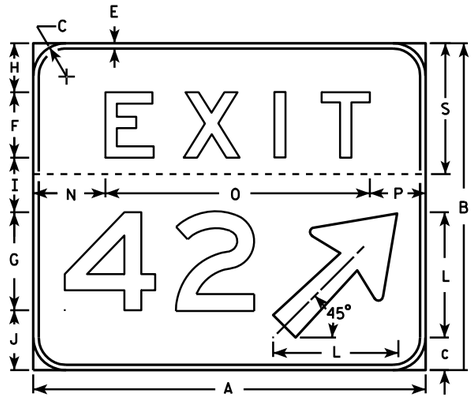
DATE 6/22/00 PLATE NO. E5-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 244	E



NOTE: T diminision shall be measured from the back of the number to the front of the arrow





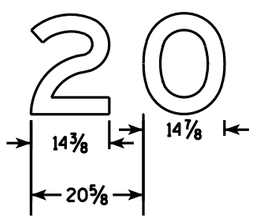
NOTES

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	O	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

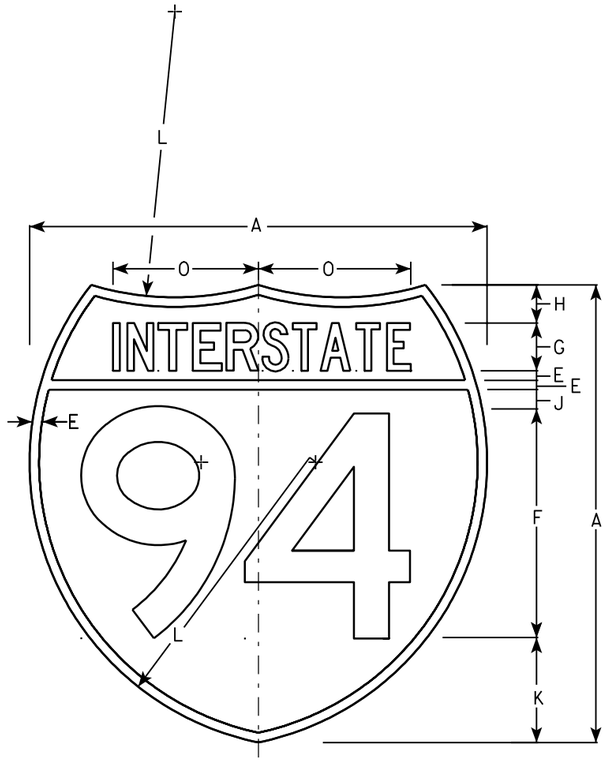
STANDARD SIGN E5-1A

WISCONSIN DEPT OF TRANSPORTATION

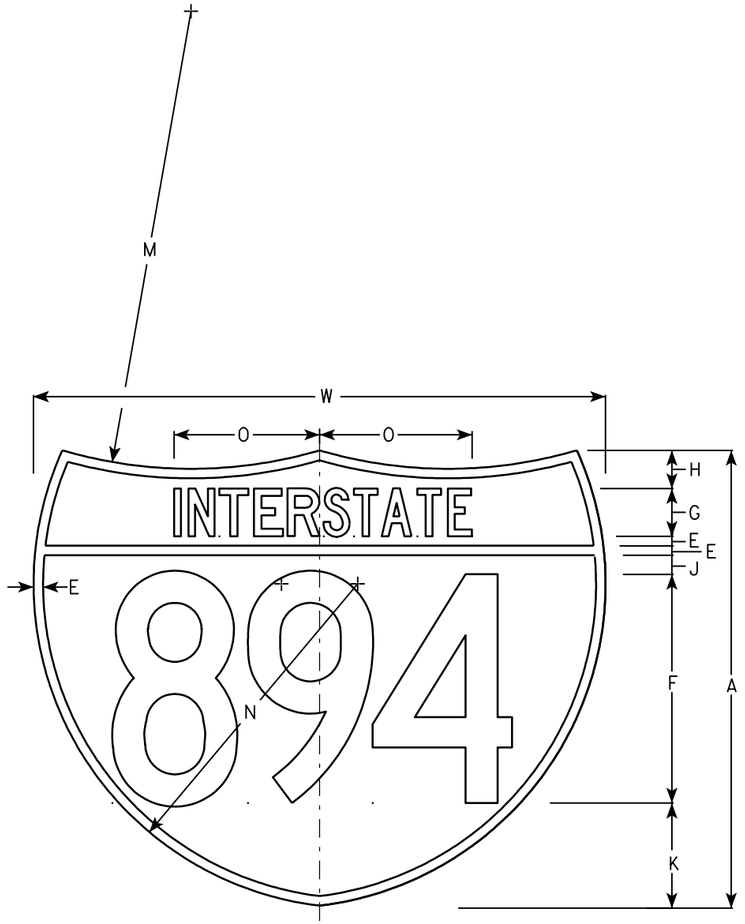
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/11/10 PLATE NO. E5-1A.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 245 | E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 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	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

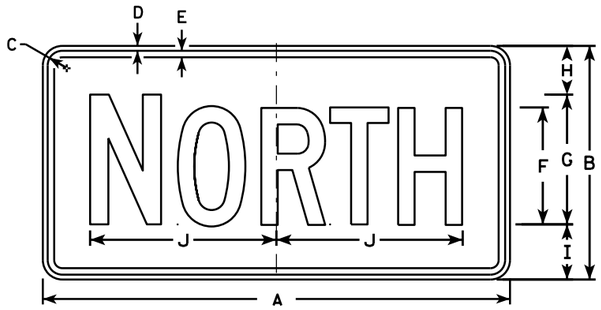
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

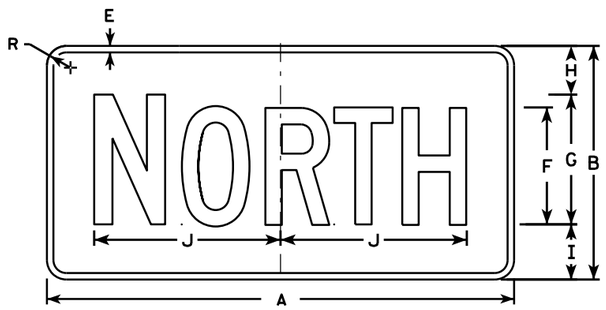
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 246	E



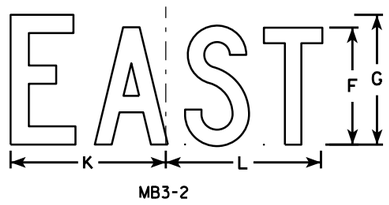
M3-1
MK3-1
MM3-1
MN3-1



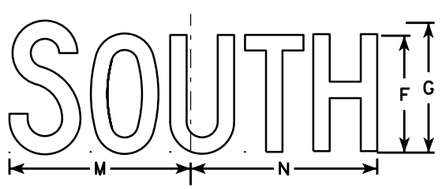
MB3-1



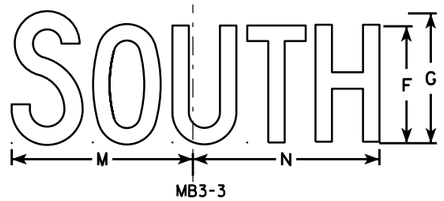
M3-2
MK3-2
MM3-2
MN3-2



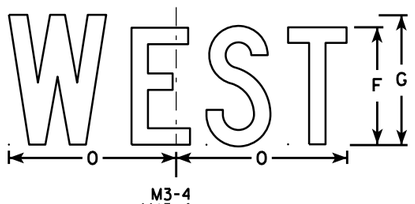
MB3-2



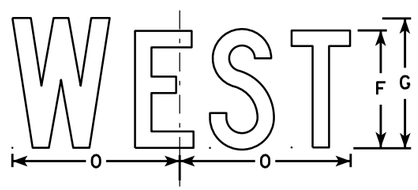
M3-3
MK3-3
MM3-3
MN3-3



MB3-3



M3-4
MK3-4
MM3-4
MN3-4



MB3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
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

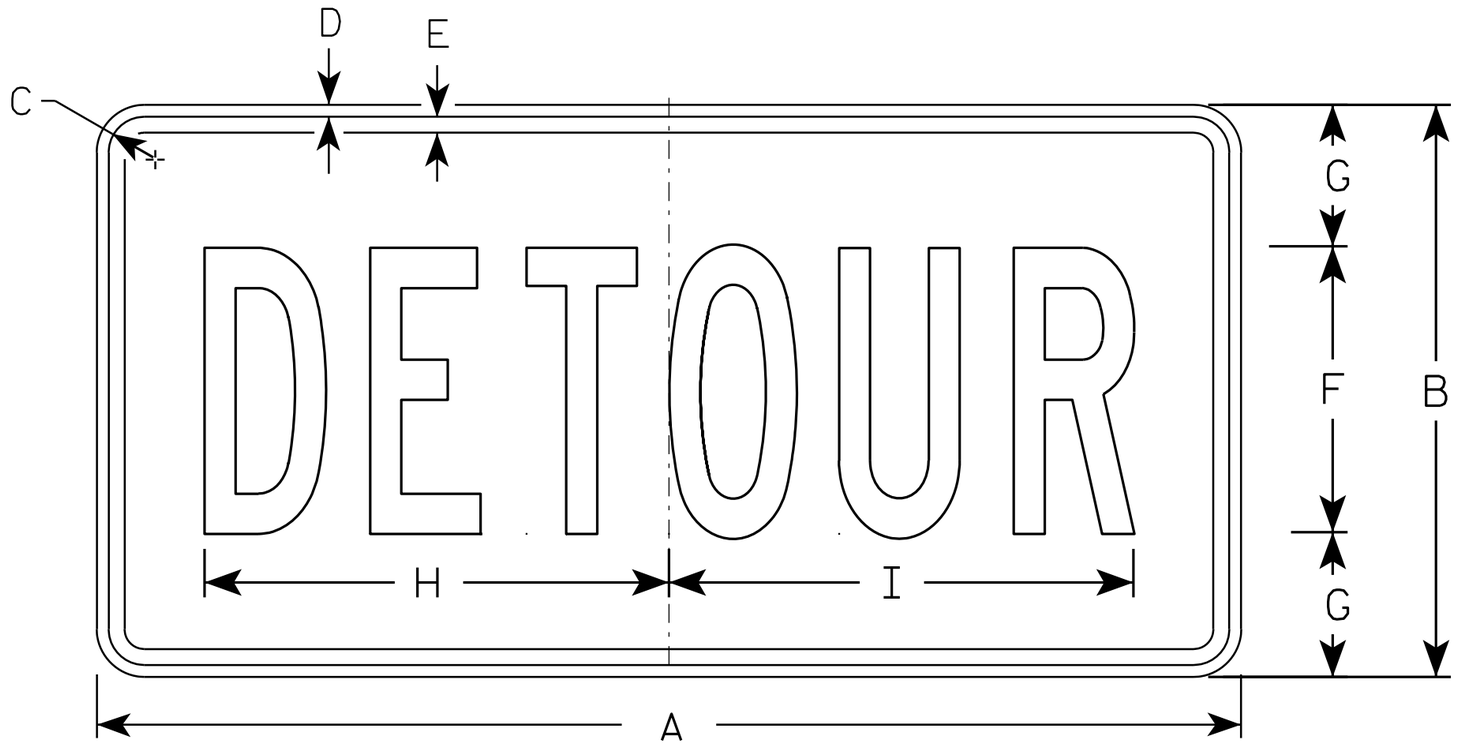
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO M3-1.13

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

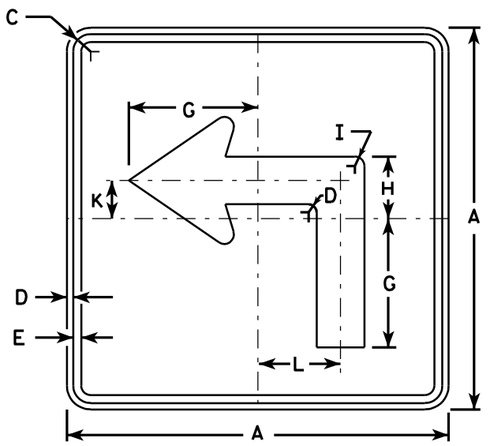
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

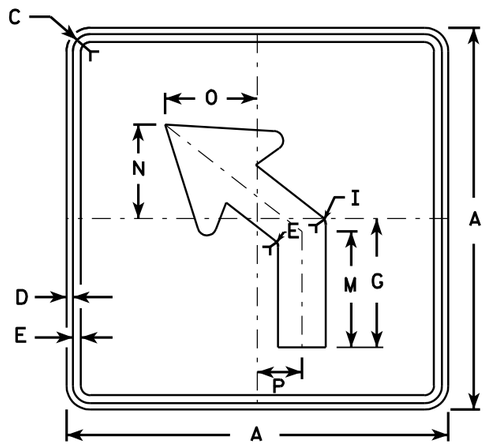
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

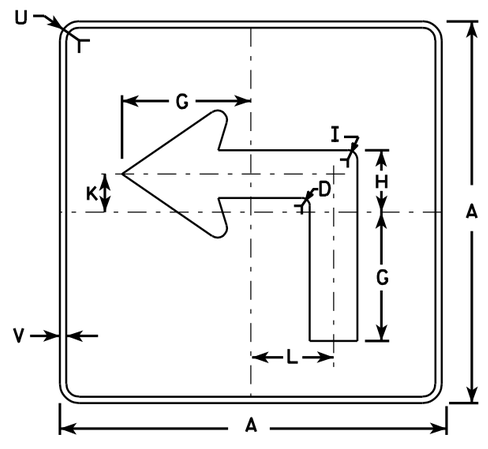
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 248	E



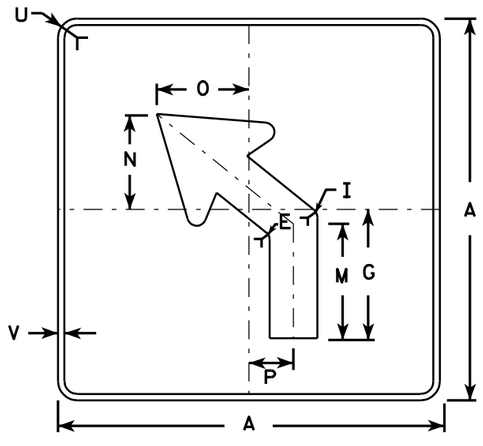
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



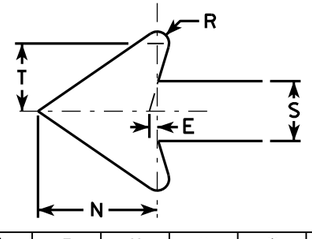
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



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
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White - Type H Reflective
   MG5-1 and MG5-2 Background - Green
   Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green
   Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   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.

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	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
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
4	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
5	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

STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

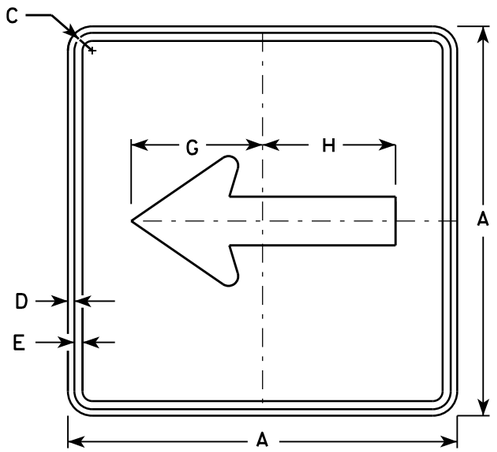
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

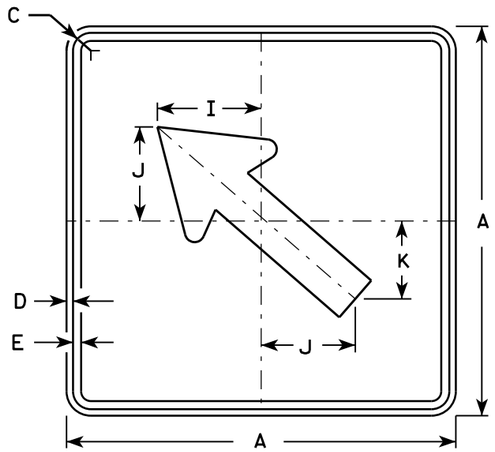
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 249 | E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 29-JUL-2013 13:34 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.908552:1.000000
WISDOT/CADDS SHEET 42



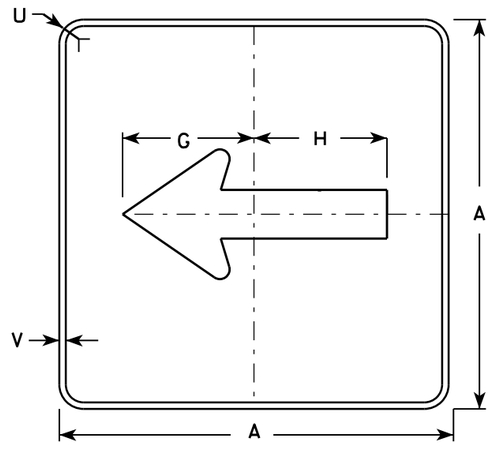
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



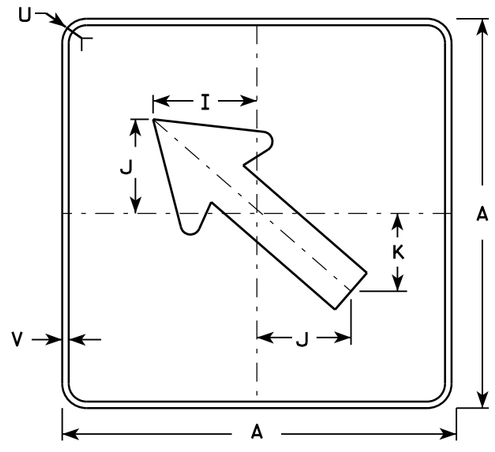
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

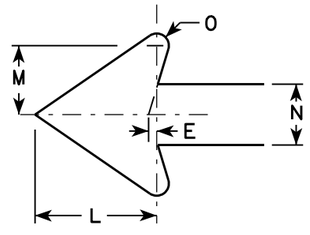
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MG6-1 and MG6-2 Background - Green
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1



MB6-2



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	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
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
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
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

STANDARD SIGN M6-1 & M6-2 SERIES

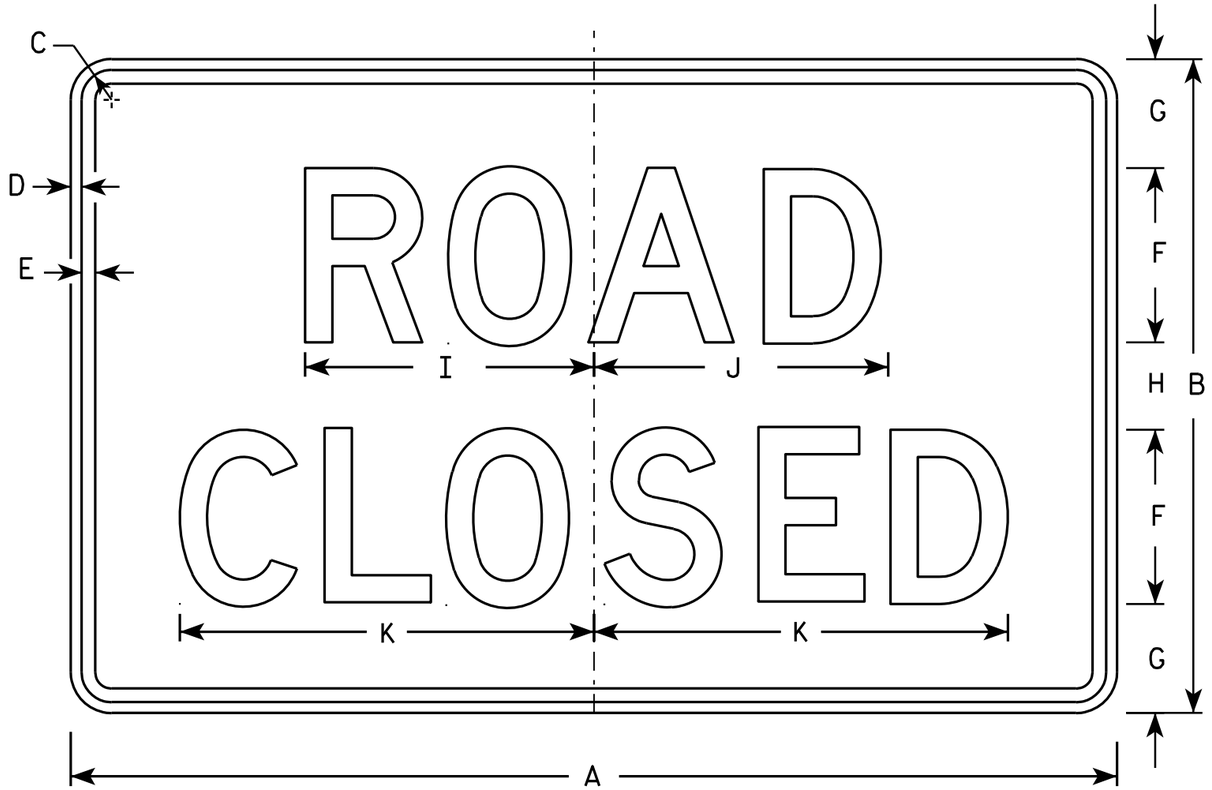
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/03/14 PLATE 250 M6-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

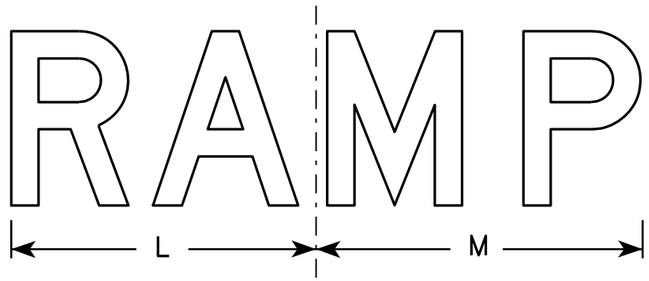
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 03-JUL-2014 14:28 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000



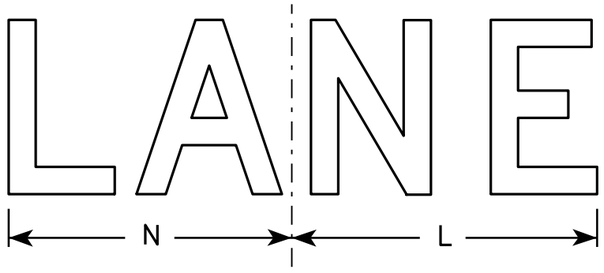
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

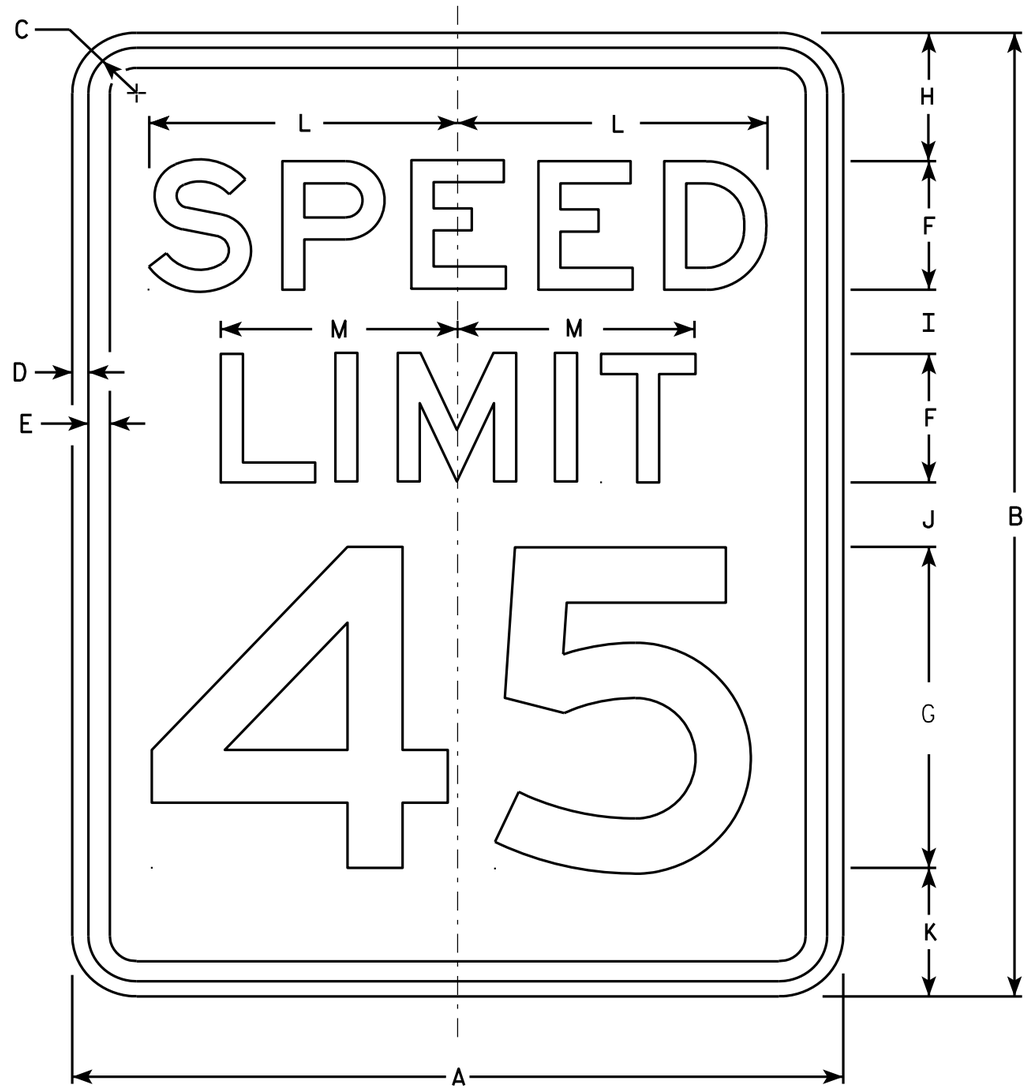
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 251	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

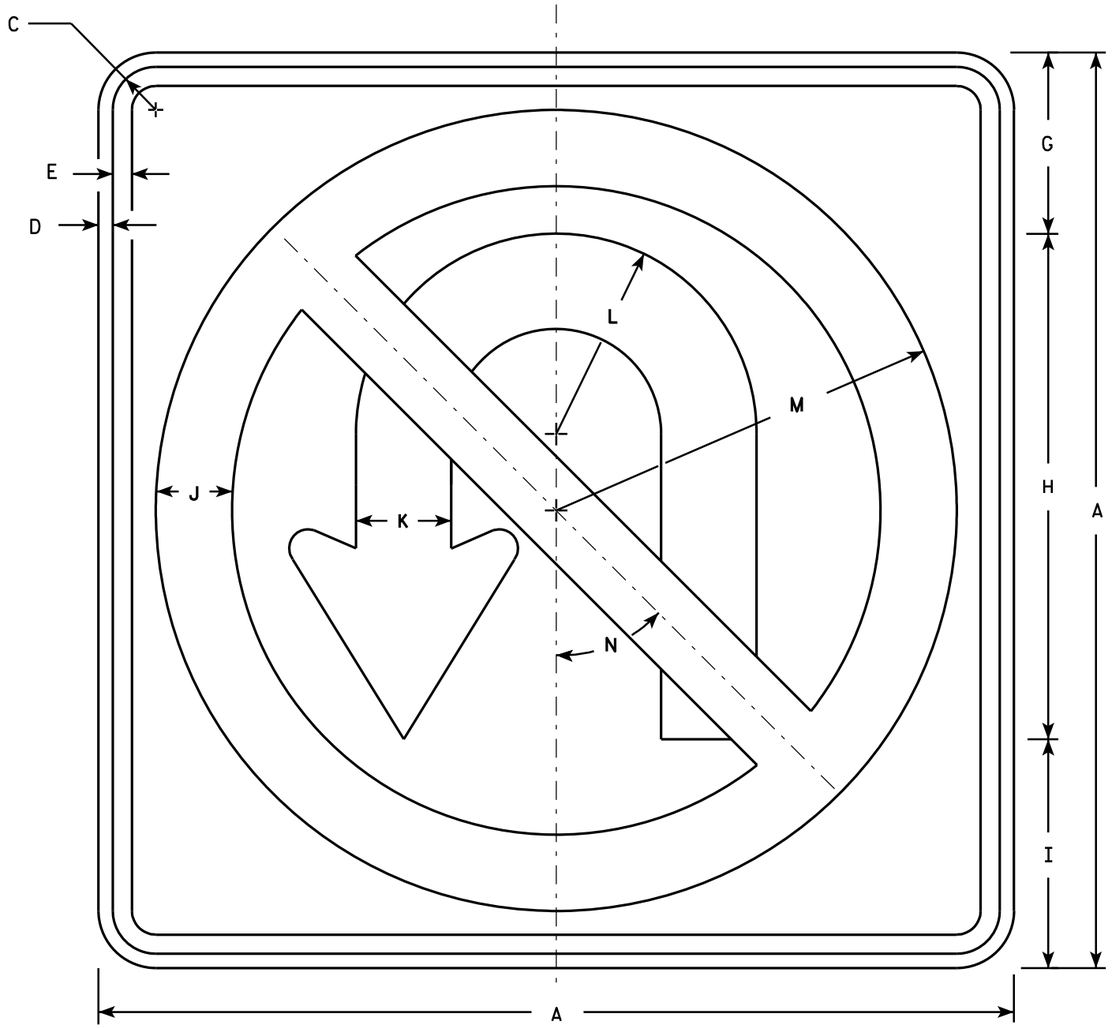
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

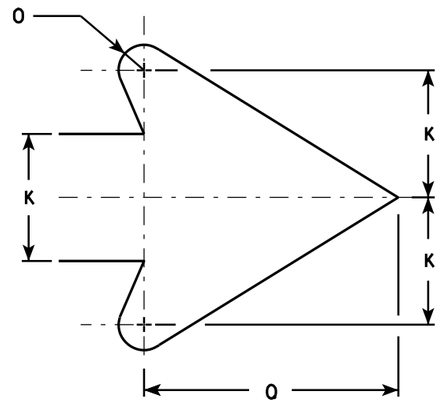
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 252 | E



R3-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

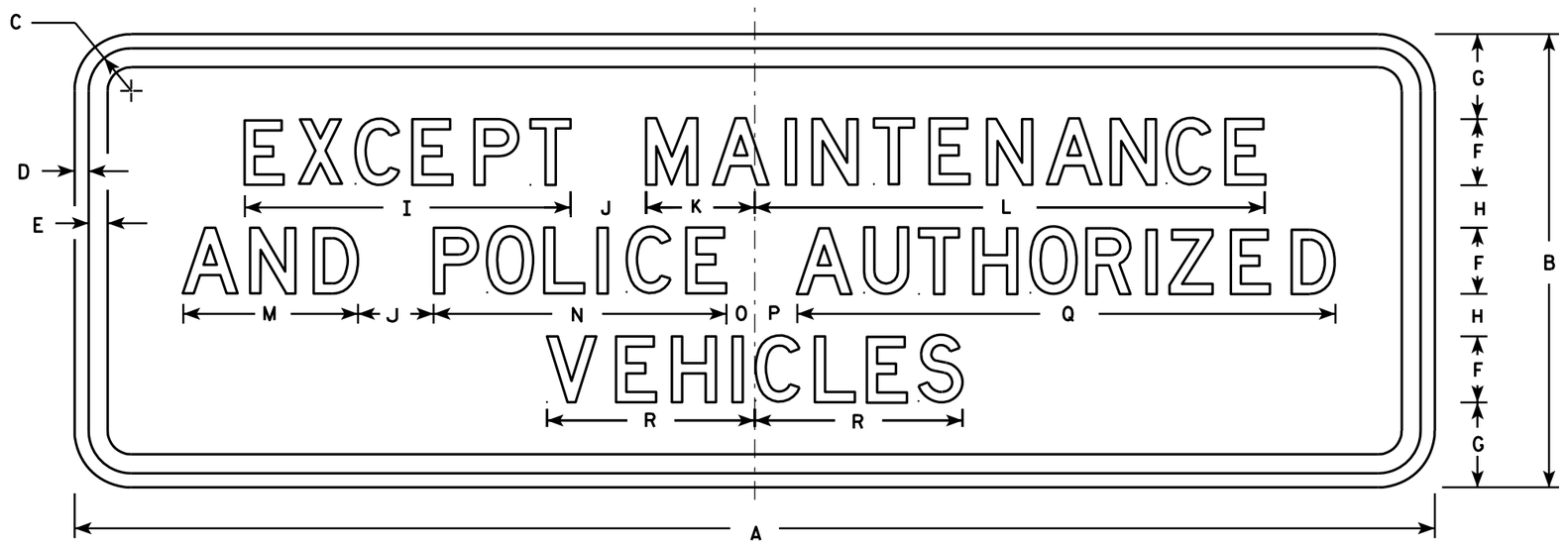
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 253	E

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-4A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36	12	1 3/8	1/2	3/8	1 3/4	2 1/4	1 1/8	8 5/8	2	2 7/8	13 1/2	4 5/8	7 3/4	3/4	1 1/8	14 1/4	5 1/2									3.0
5	36	12	1 3/8	1/2	3/8	1 3/4	2 1/4	1 1/8	8 5/8	2	2 7/8	13 1/2	4 5/8	7 3/4	3/4	1 1/8	14 1/4	5 1/2									3.0

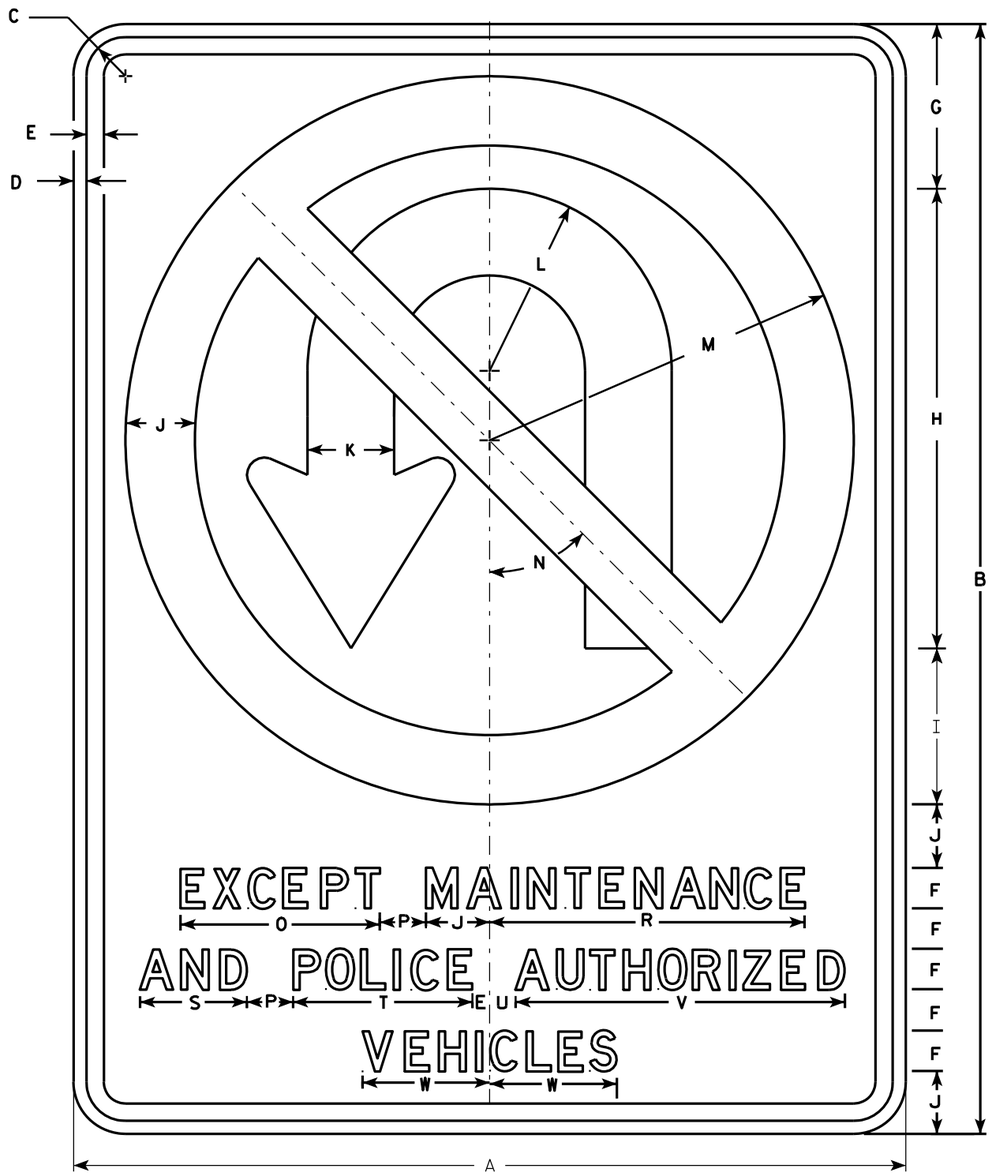
STANDARD SIGN
R3-4A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4A.10

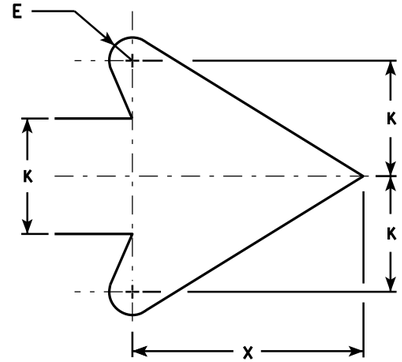
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 254	E



R3-4B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 255	E



R5-57

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0
5	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0

STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

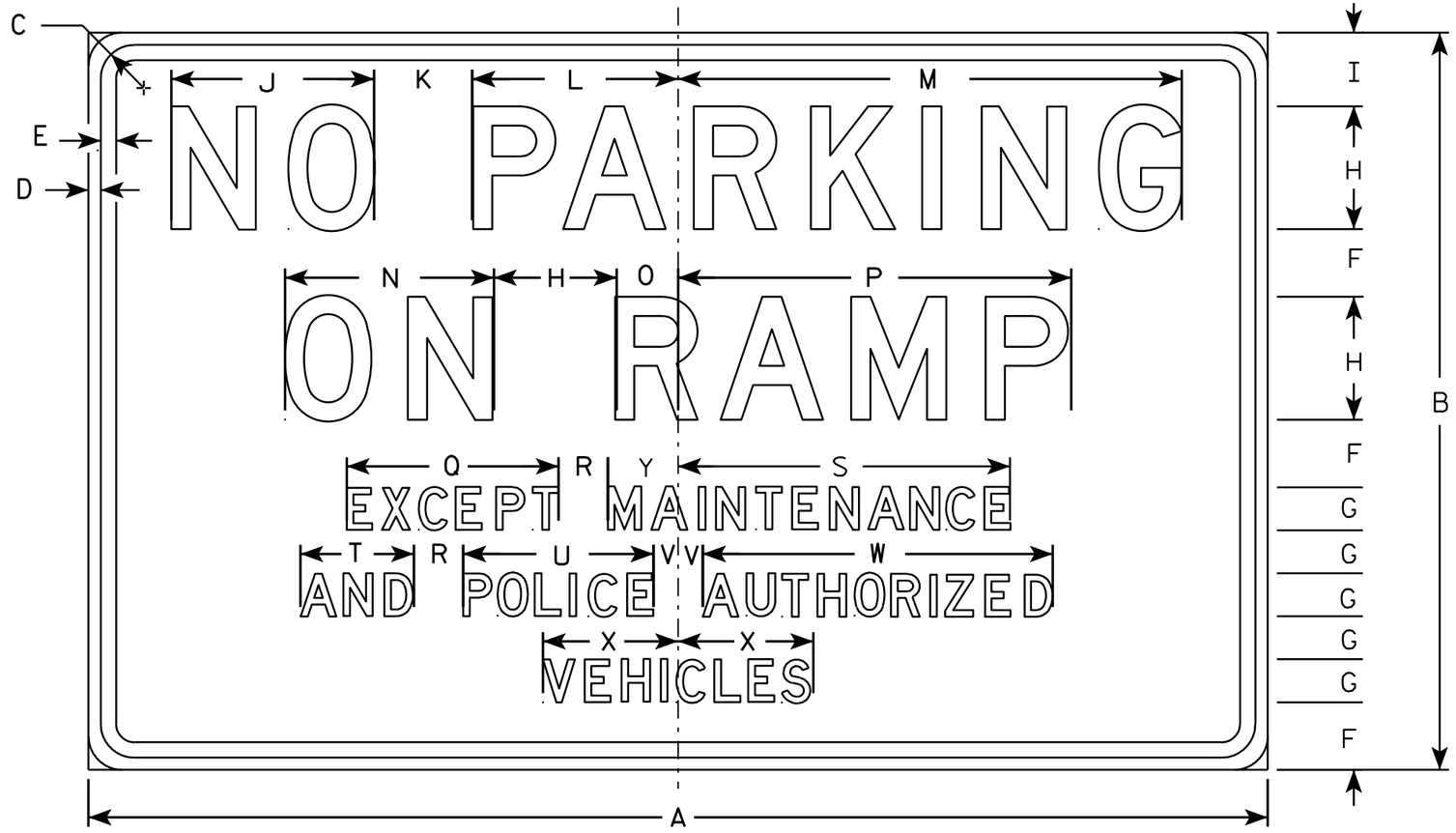
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 256 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R557.DGN PLOT DATE : 29-MAR-2011 14:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

7



R7-64

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 - Lines 1& 2 and Border are RED
   Lines 3, 4, & 5 are BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3	48	30	1 3/8	1/2	5/8	2 3/4	1 3/4	5	3	8 1/4	4	8 3/8	20 1/2	8 1/2	2 1/2	16	8 5/8	2	13 5/8	4 5/8	7 3/4	1	14 1/4	5 1/2			10.0
4																											
5																											

STANDARD SIGN
R7-64

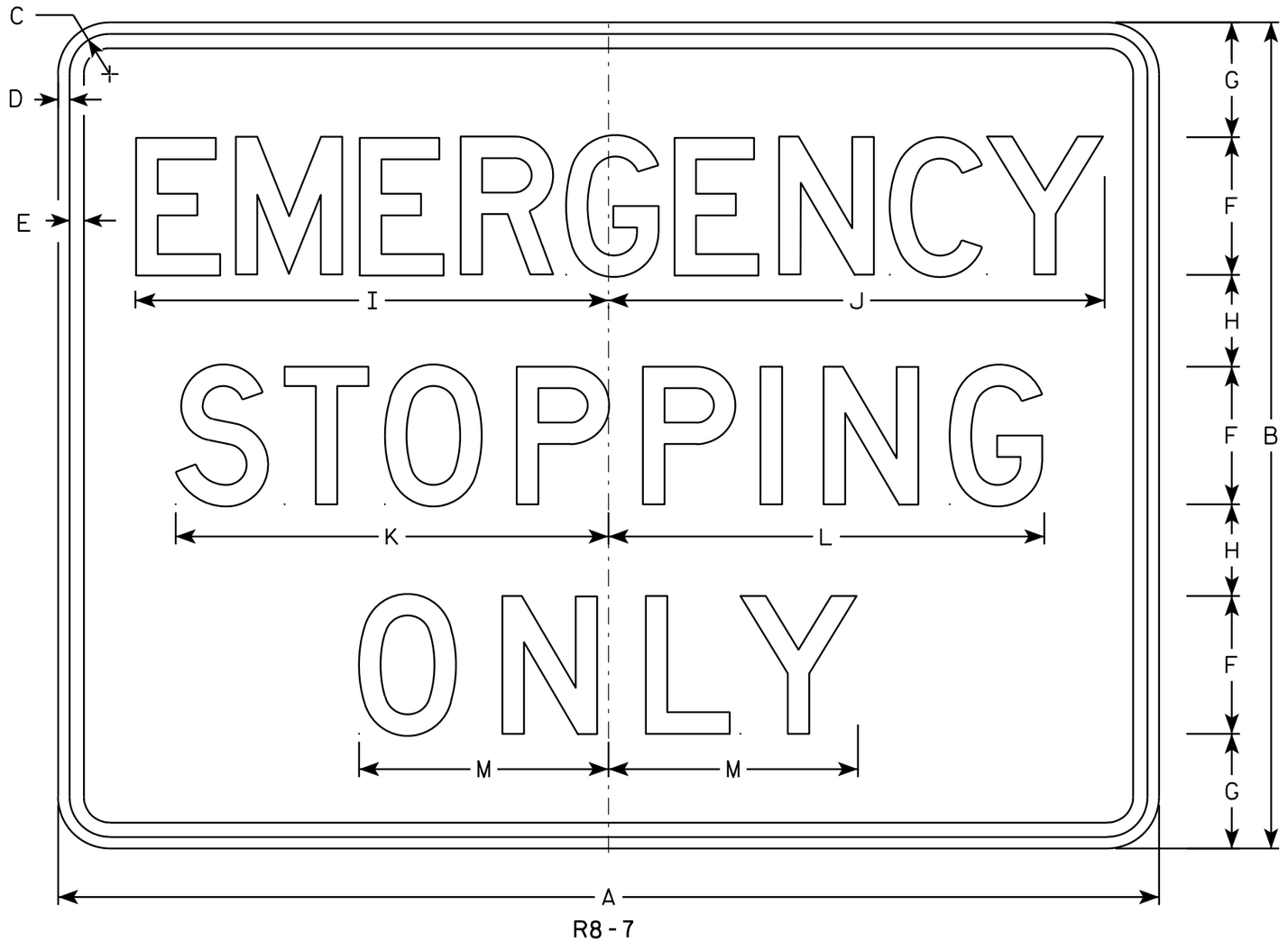
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-64.3

PROJECT NO:

SHEET NO: 257 E



R8 - 7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0

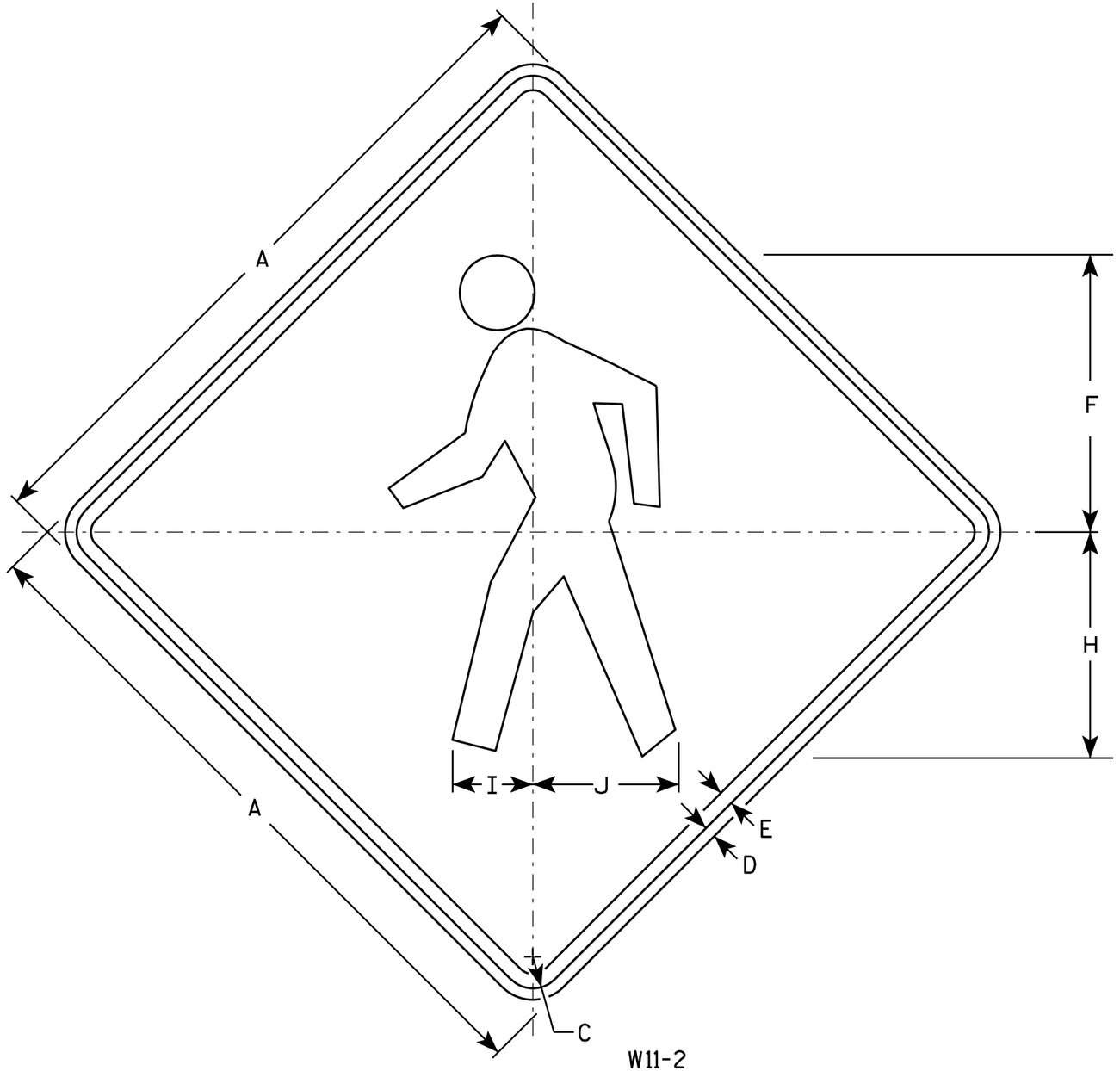
STANDARD SIGN
R8 - 7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R8-7.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 258 | E



W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

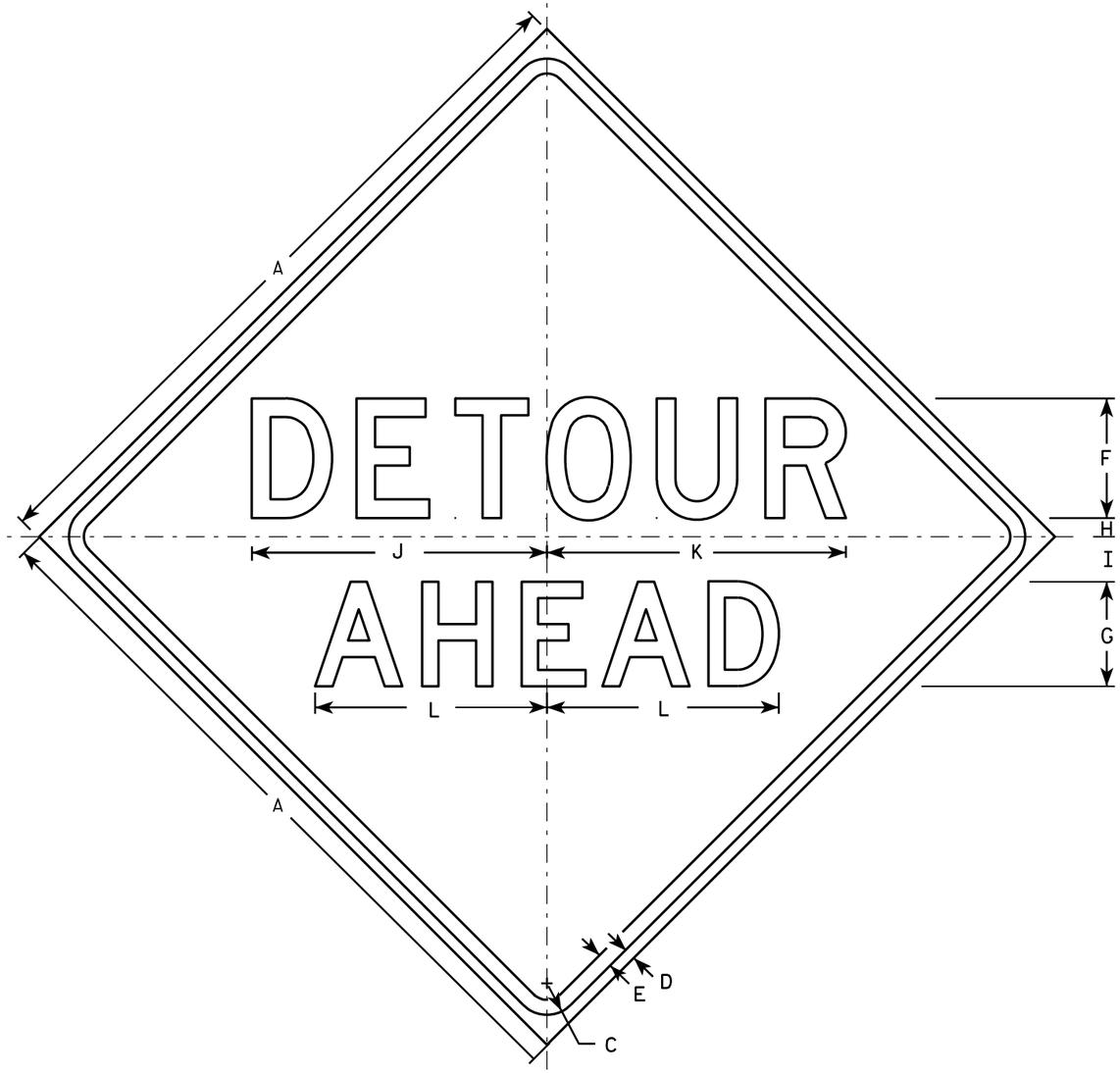
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

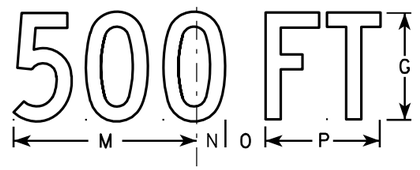
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

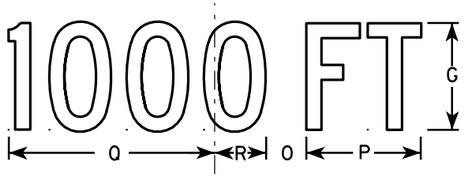
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 259	E



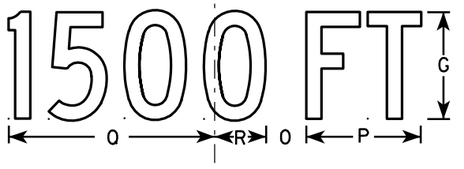
W20-2A



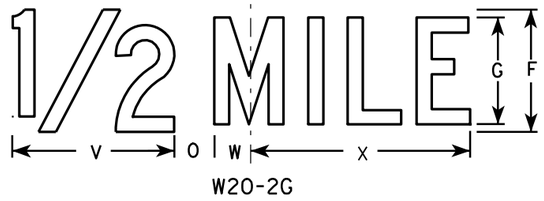
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

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	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

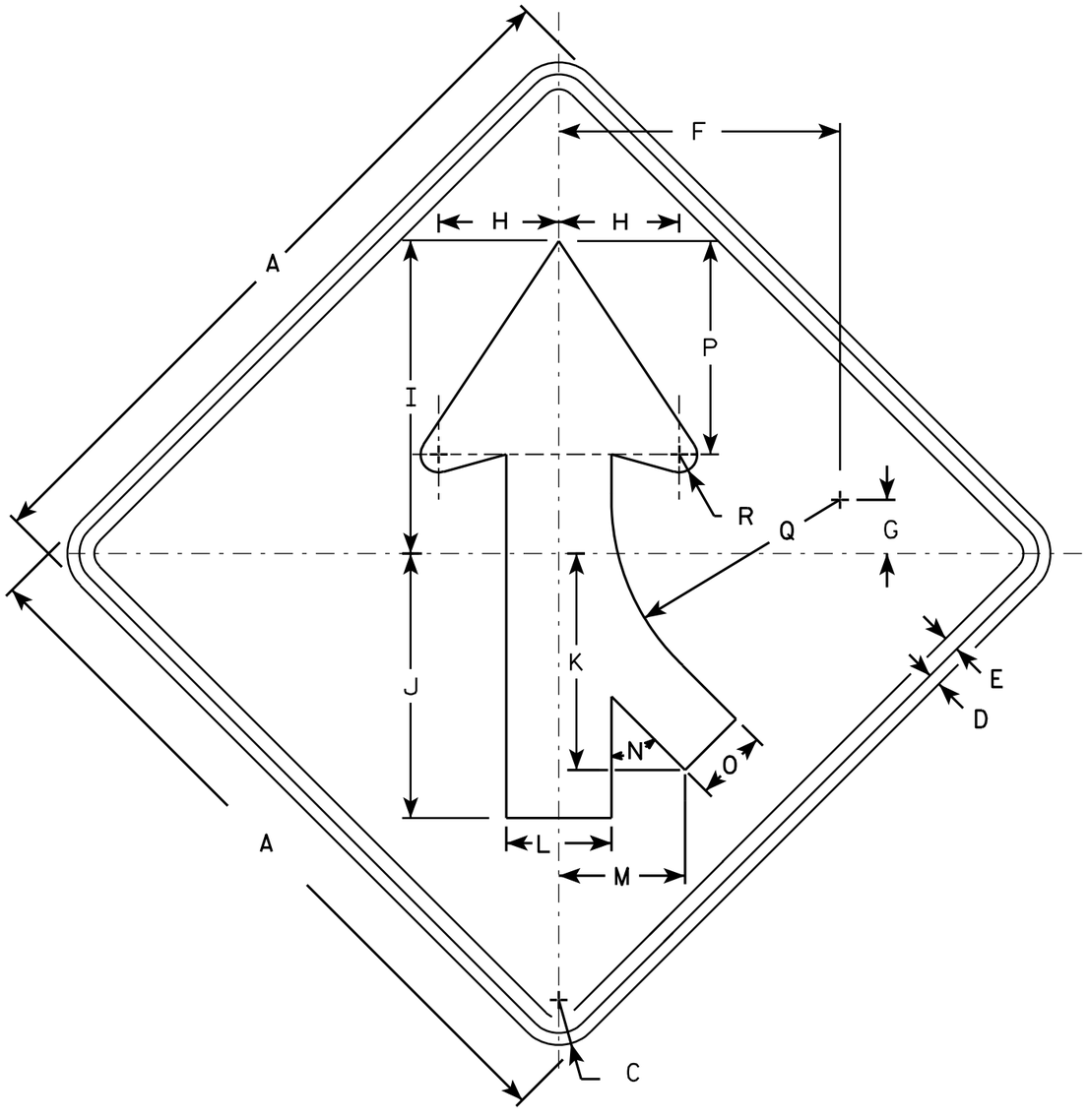
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 260	E



W4-1 R

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	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

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.

STANDARD SIGN
W4-1

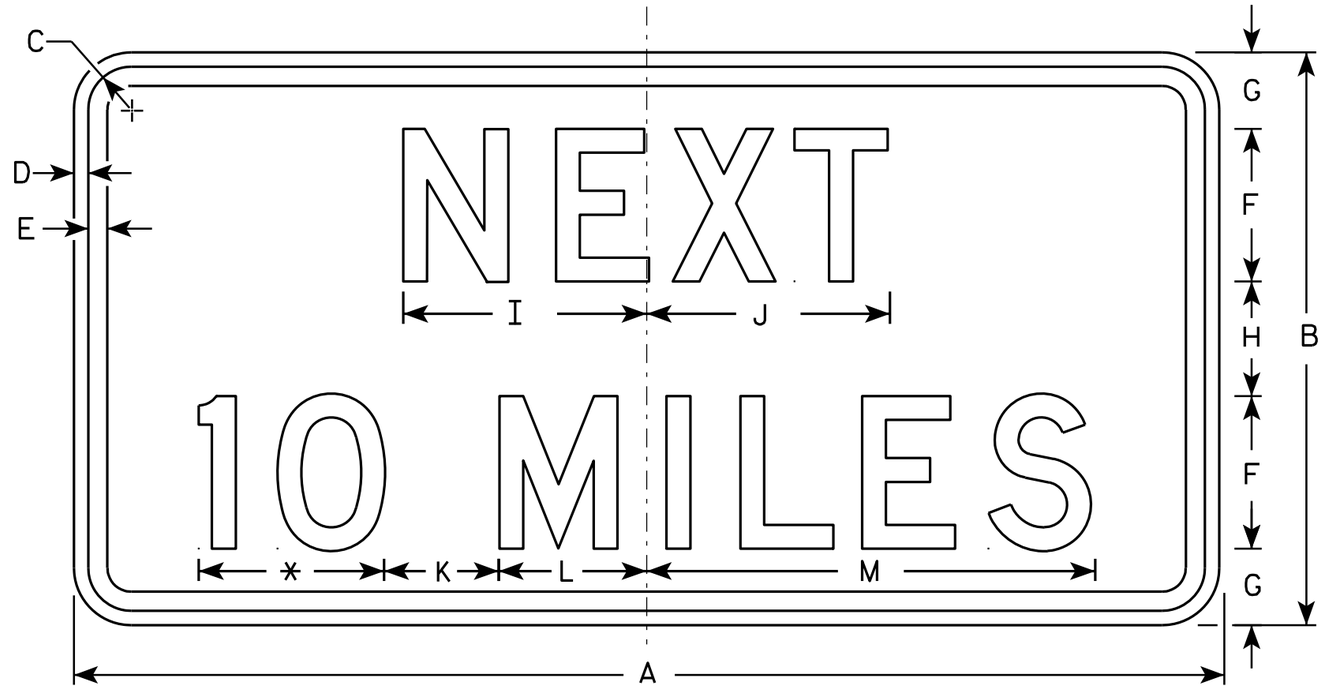
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rausch for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 261 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W41.DGN PLOT DATE : 12-MAR-2013 11:06 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.202372:1.000000
WISDOT/CADDS SHEET 42



W57-51

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. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	3	1 3/4	2 1/2	5	5 1/8	3	2 3/4	9 5/8														2.0
2S	30	15	1 1/8	3/8	1/2	4	2	3	6 3/8	6 3/8	3	3 7/8	11 3/4														3.13
2M	36	18	1 1/8	3/8	1/2	5	2 5/8	2 3/4	7 7/8	8	5	4 1/8	15 3/8														4.5
3	36	18	1 1/8	3/8	1/2	5	2 5/8	2 3/4	7 7/8	8	5	4 1/8	15 3/8														4.5
4	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0

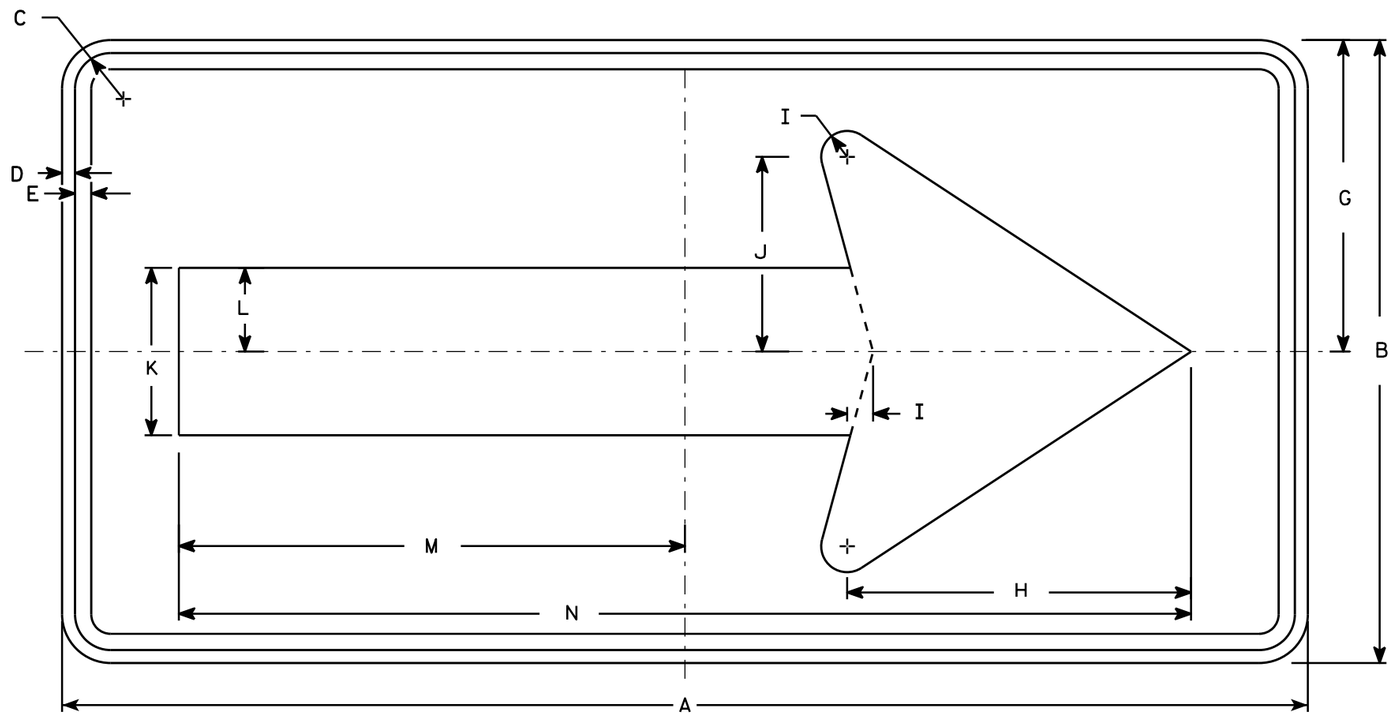
STANDARD SIGN
W57-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W57-51.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 262	E



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

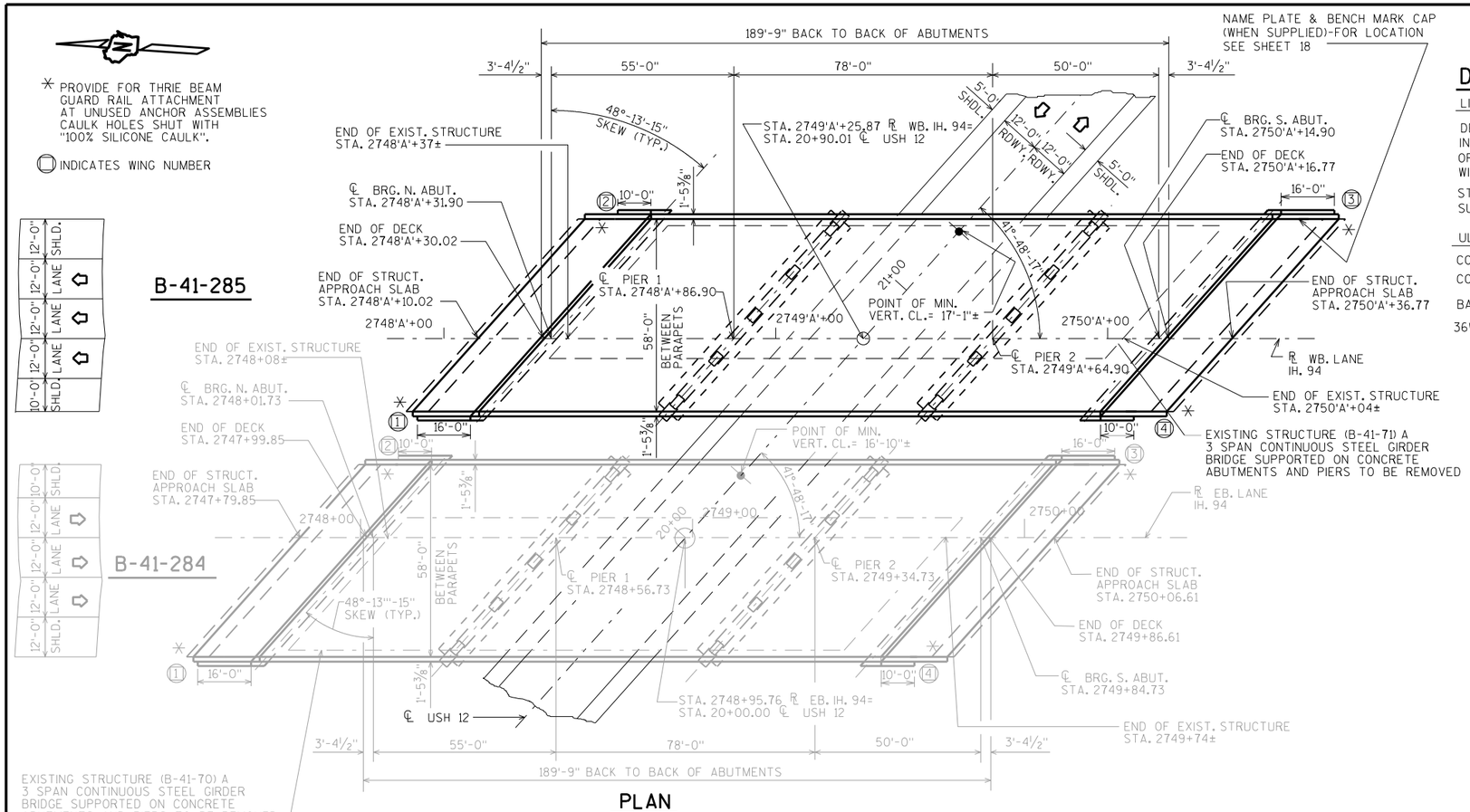
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

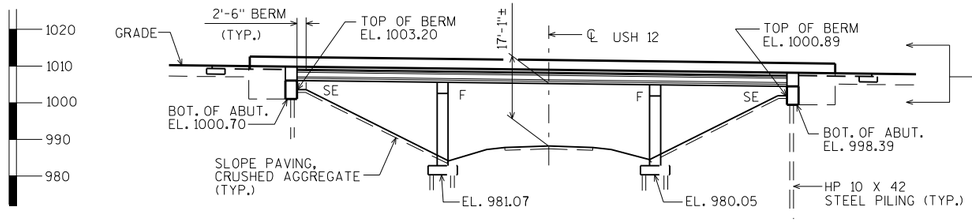
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER
1023-02-74



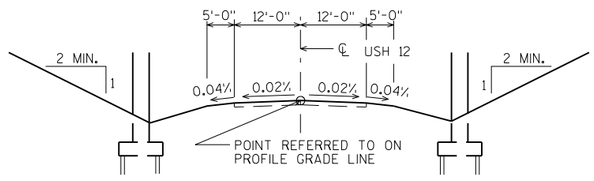
PLAN

3 SPAN-36W" PRESTRESSED GIRDERS

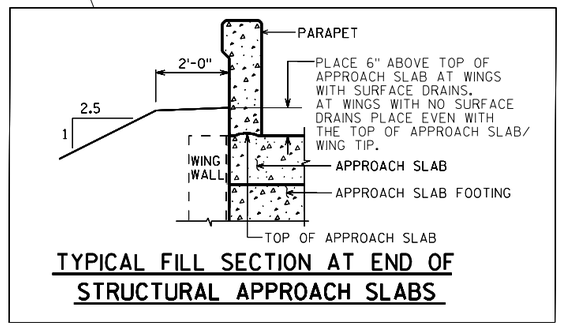


ELEVATION

NORMAL TO USH 12



CROSS SECTION THRU USH 12



TYPICAL FILL SECTION AT END OF STRUCTURAL APPROACH SLABS

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.04
OPERATING RATING FACTOR: RF=1.35
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.
CONCRETE MASONRY STRUCTURAL APPROACH SLAB f'c = 4,000 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
36W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 120 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 35 FEET LONG AT BOTH ABUTMENTS.

PIER TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 15 FEET LONG AT BOTH PIERS.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

WB. IH 94	USH 12
A.D.T.=28,100 (2035)	A.D.T.=2,200 (2035)
R.D.S.=70 M.P.H.	R.D.S.=60 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. NORTH ABUTMENT
5. NORTH ABUTMENT DETAILS
6. SOUTH ABUTMENT
7. SOUTH ABUTMENT DETAILS
8. PIER 1
9. PIER 1 DETAILS
10. PIER 2
11. PIER 2 DETAILS
12. 36W" PRESTRESSED GIRDER DETAILS
13. 36W" PRESTRESSED GIRDER DETAILS
14. STEEL DIAPHRAGM
15. SUPERSTRUCTURE CROSS SECTION
16. SUPERSTRUCTURE PLAN
17. SUPERSTRUCTURE DETAILS
18. SINGLE SLOPE PARAPET 32SS
19. SLOPE PAVING (CRUSHED AGGREGATE)
20. ALTERNATE CONSTRUCTION JOINT
21. NORTH STRUCTURAL APPROACH SLAB
22. SOUTH STRUCTURAL APPROACH SLAB

STRUCTURE DESIGN CONTACTS:
BRANDAN BURGER (608) 267-4019
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 11/7/14
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-41-285

WB. IH. 94 OVER USH 12

COUNTY MONROE | TOWN ~~CITY/VILLAGE~~ LA GRANGE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
BLB	TAB	WWR	BLB

GENERAL PLAN

SHEET 1 OF 22

264

SCALE = 20

I.D. 1023-02-04C

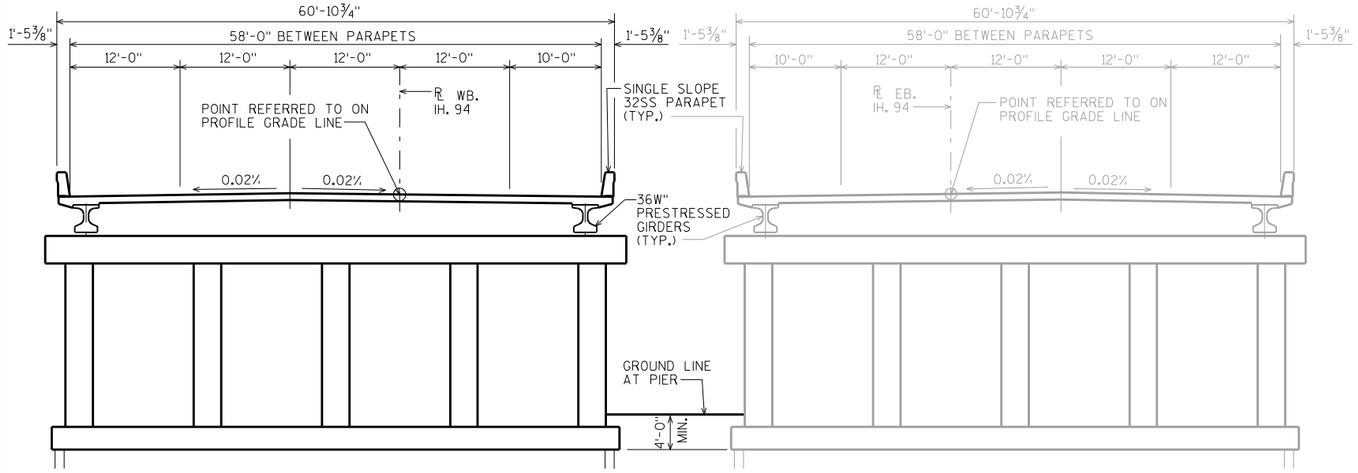
DATE: MAY 2014

8

8

STATE PROJECT NUMBER

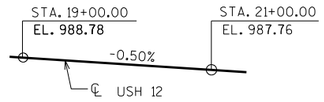
1023-02-74



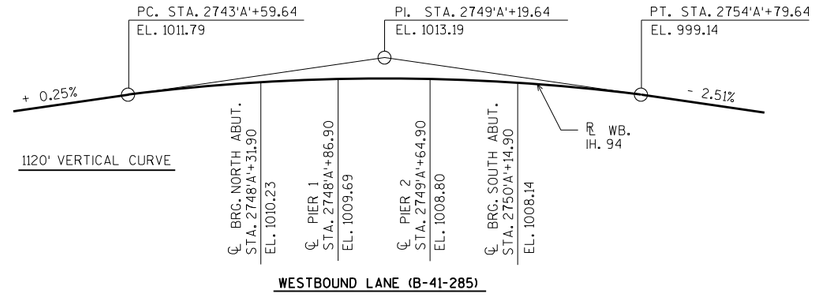
WESTBOUND LANE (B-41-285)

EASTBOUND LANE (B-41-284)

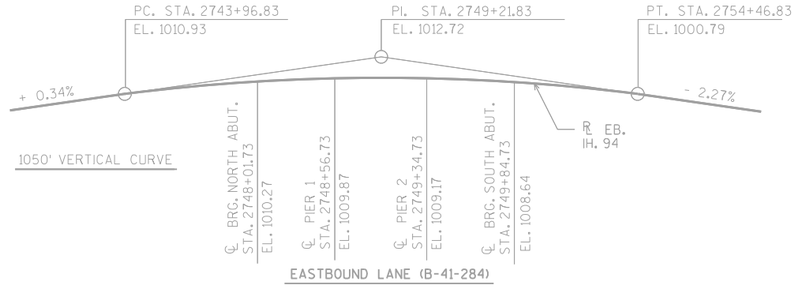
CROSS SECTION THRU ROADWAY LOOKING SOUTH



PROFILE GRADE LINE USH 12



WESTBOUND LANE (B-41-285)



EASTBOUND LANE (B-41-284)

PROFILE GRADE LINE IH. 94

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	NORTH APPROACH	NORTH ABUT.	PIER 1	PIER 2	SOUTH ABUT.	SOUTH APPROACH	TOTALS
203.0200	**REMOVING OLD STRUCTURE STA.** 2748+97.70	**LS**	—	—	—	—	—	—	—	1
203.0210.S	ABATEMENT OF ASBESTOS CONTAINING MATERIALS B-41-71	LS	—	—	—	—	—	—	—	1
203.0225.S	DEBRIS CONTAINMENT B-41-71	LS	—	—	—	—	—	—	—	1
206.1000	**EXCAVATION FOR STRUCTURES BRIDGES B-**41-285	**LS**	—	—	—	—	—	—	—	1
210.0100	BACKFILL STRUCTURE	CY	—	—	165	—	—	175	—	340
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	—	170	—	—	—	—	170	340
502.0100	CONCRETE MASONRY BRIDGES	CY	495	90	90	160	160	90	90	1,175
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1,360	145	—	—	—	—	145	1,650
503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	1,468	—	—	—	—	—	—	1,468
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	—	—	6,520	13,475	13,475	6,580	—	40,050
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	97,580	14,690	1,550	20,200	20,205	1,550	14,690	170,465
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	—	—	8	16	16	8	—	48
506.4000	STEEL DIAPHRAGMS B-41-285	EACH	21	—	—	—	—	—	—	21
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	—	—	22	—	—	22	—	44
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	—	—	490	495	495	490	—	1,970
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	—	—	415	—	—	375	—	790
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	—	—	125	—	—	125	—	250
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	4	—	—	—	—	—	—	4
SPV.0085	BAR STEEL REINFORCEMENT HS STAINLESS BRIDGES	LB	3,100	—	—	—	—	—	—	3,100
	NON-BID ITEMS									
	FILLER	SIZE	—	—	—	—	—	—	—	½",¾",1½"

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 AND BASE AGGREGATE DENSE AS DETAILED ON "STRUCTURAL APPROACH SLAB" SHEETS.

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 & STRUCTURAL APPROACH SLAB SURFACE AND THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPETS ON STRUCTURAL APPROACH SLABS.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND 19.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY WWR | PLANS CK'D. BLB

CROSS SECTION & QUANTITIES

SHEET 2

265

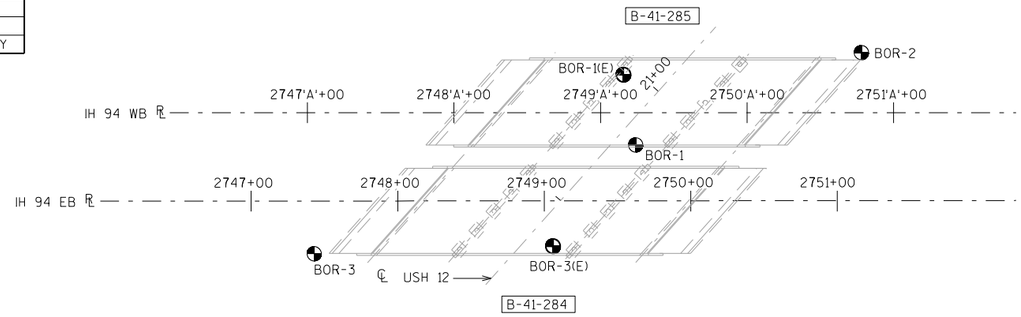
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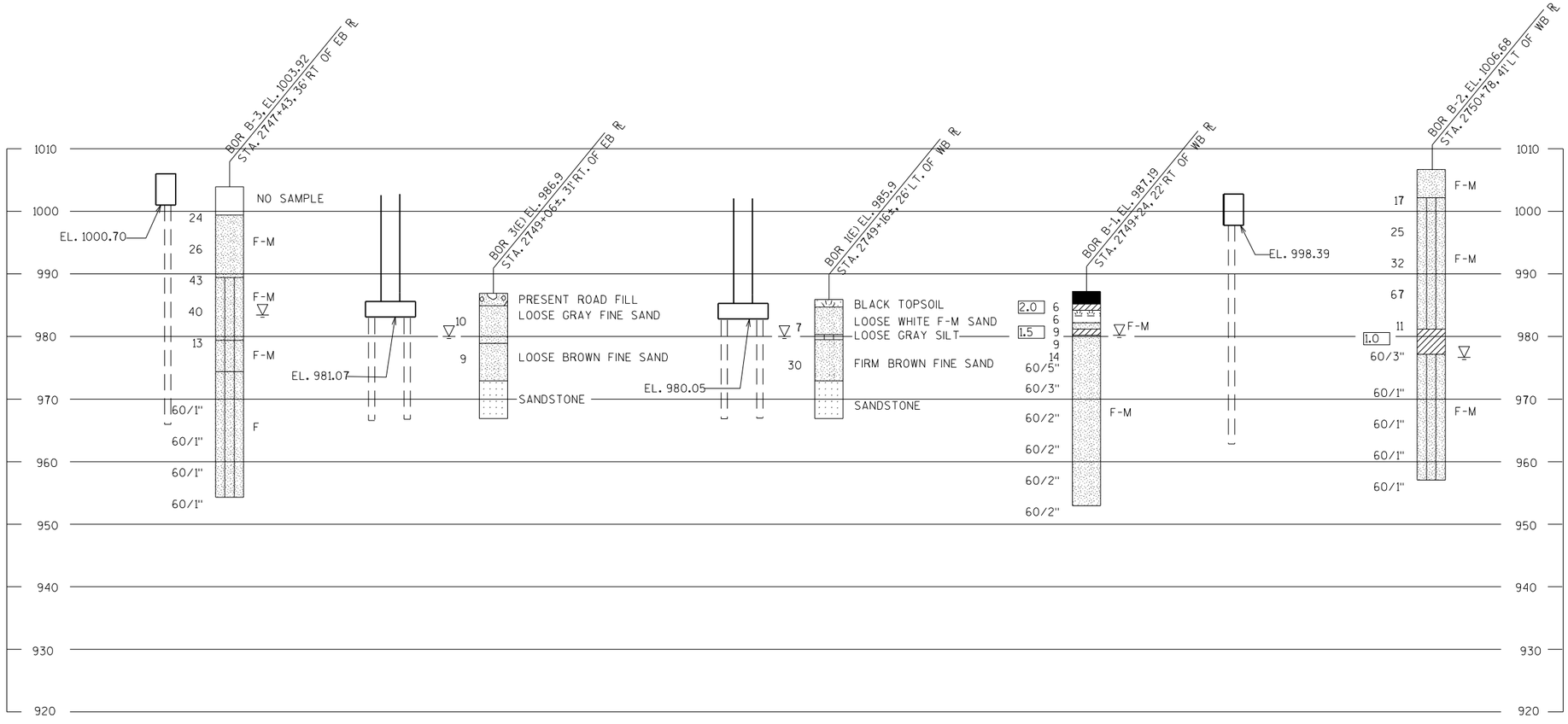
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SCALE = 8

KIRBY - USH 12

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	11/21/2013	425752	702598
2	11/26/2013	425600	702694
3	11/27/2013	425952	702444
BORINGS COMPLETED BY: AMERICAN ENGINEERING TESTING			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) MONROE COUNTY			





BORINGS DESIGNATED AS "(E)" WERE DERIVED FROM EXISTING STRUCTURES B-41-70/71, 1968 PLANS

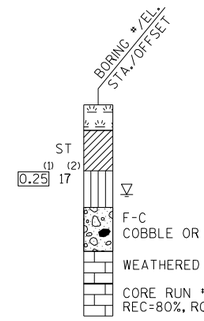
STATE PROJECT NUMBER

1023-02-74

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY PR/WWR | PLANS CK'D.

SUBSURFACE EXPLORATION

SHEET 3

266

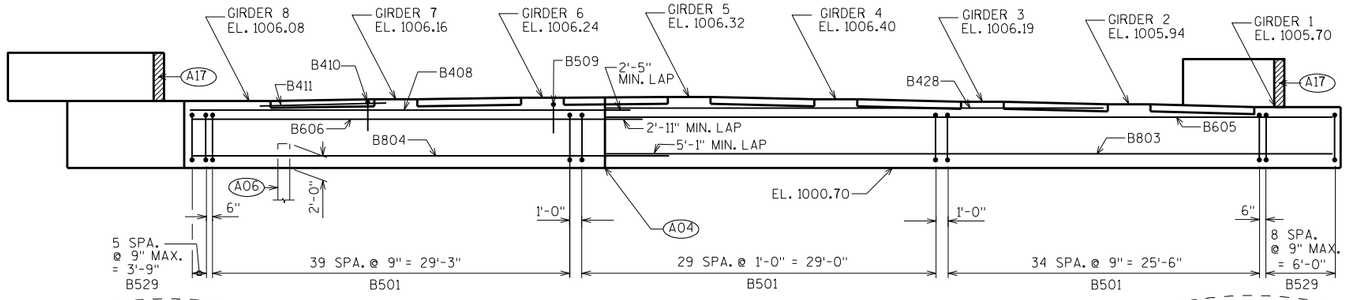
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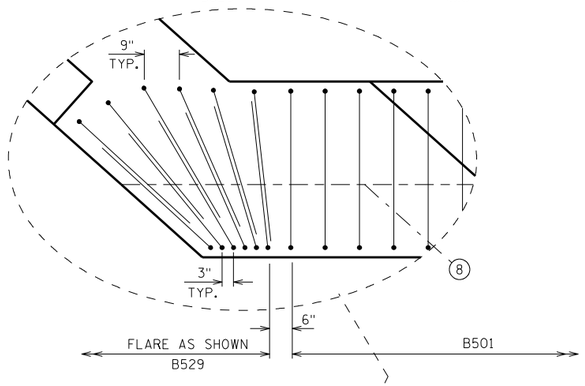
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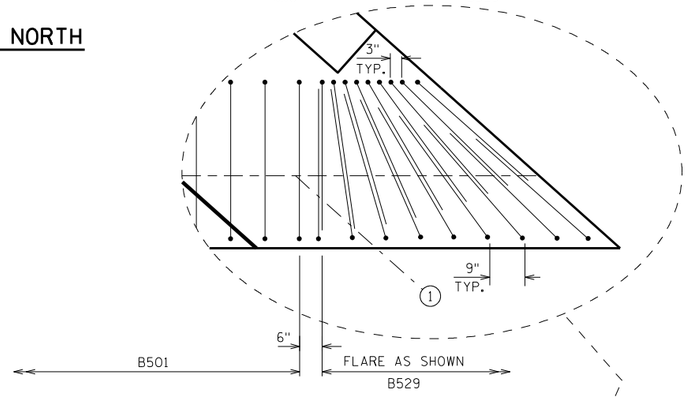
STATE PROJECT NUMBER

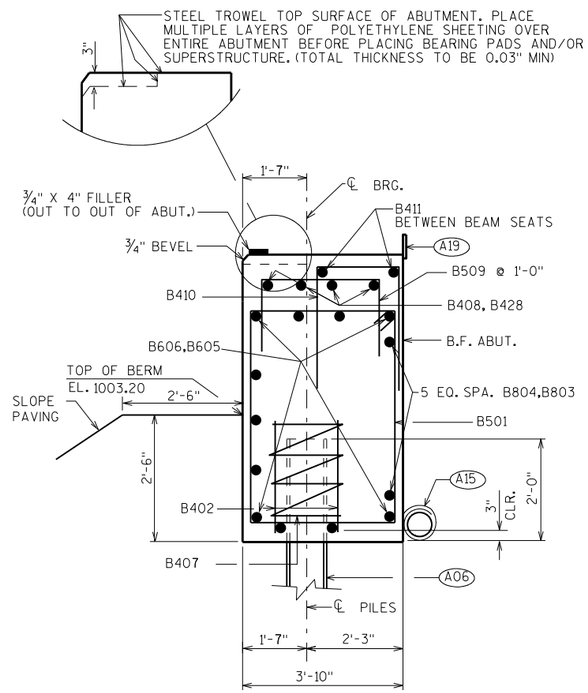
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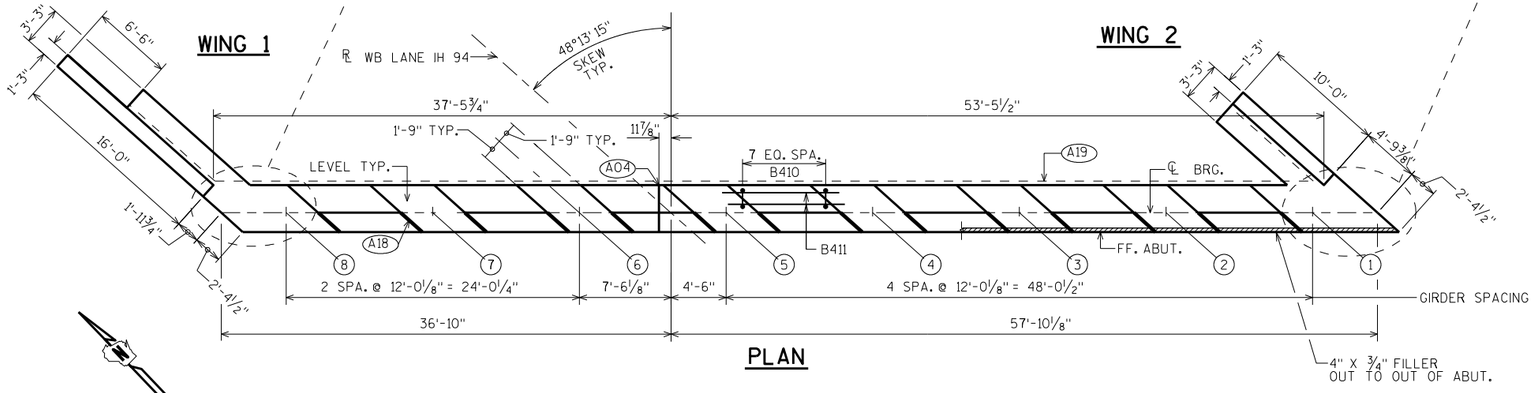
ELEVATION LOOKING NORTH



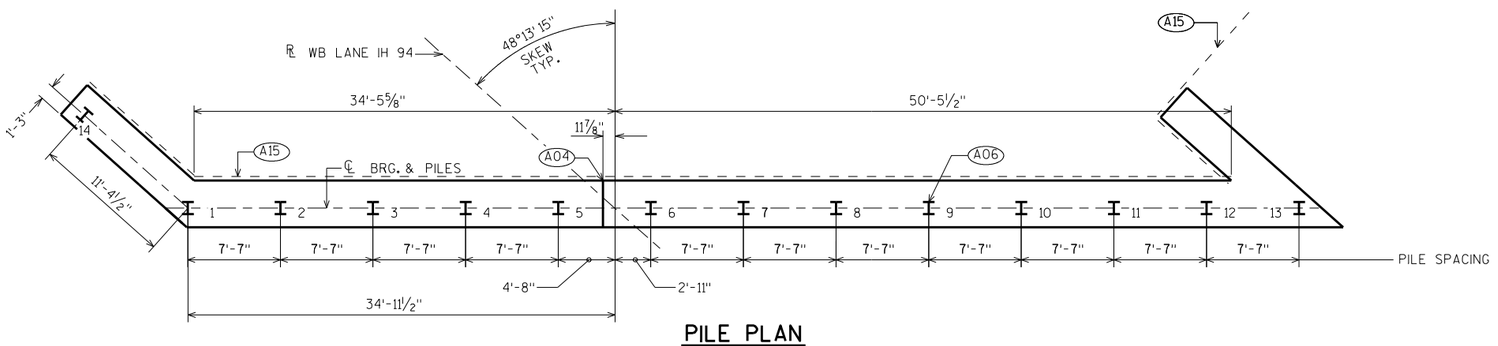




SECTION THRU BODY



PLAN



PILE PLAN

(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 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 120 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-41-285

DRAWN BY WWR | PLANS CK'D.

NORTH ABUTMENT

SHEET 4

267

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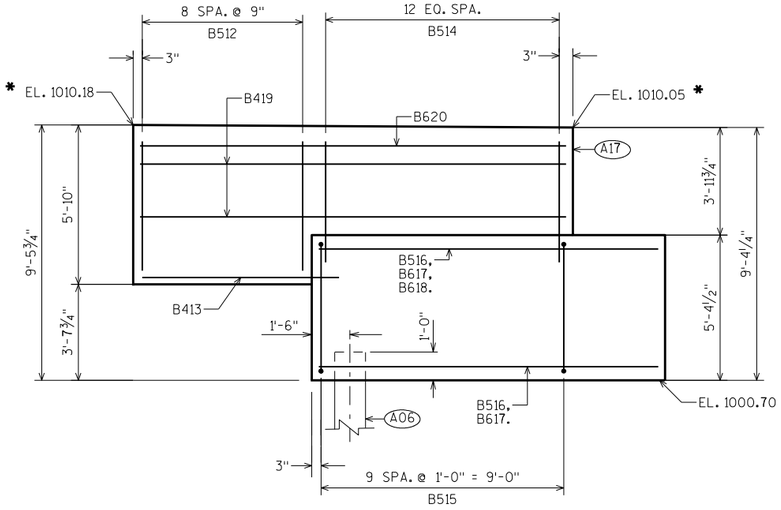
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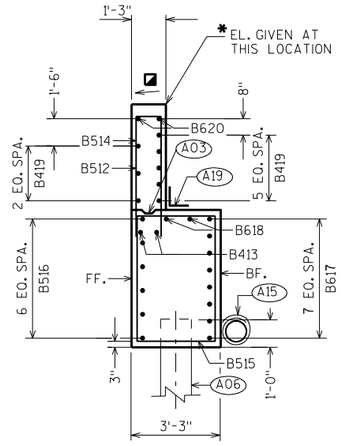
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STATE PROJECT NUMBER

1023-02-74



WING 1 ELEVATION



WING 1 SECTION

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

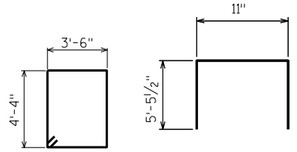
A06 SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 35 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD 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.

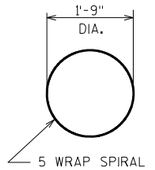
A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

◪ SLOPE FOR DRAINAGE

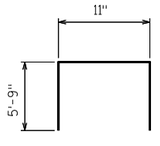


B501

B512



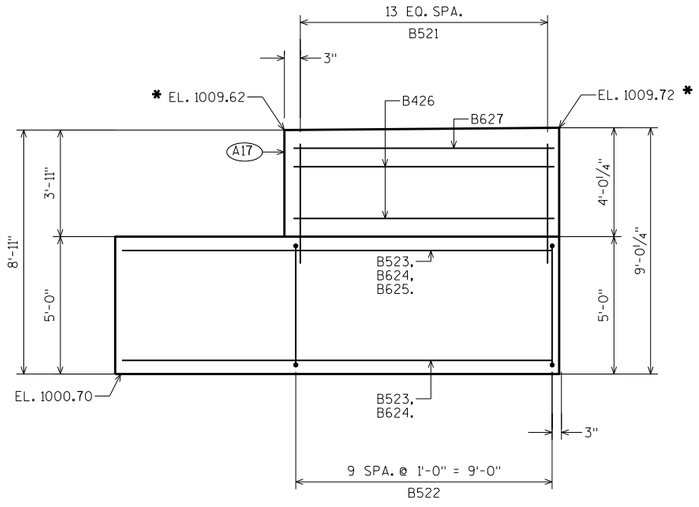
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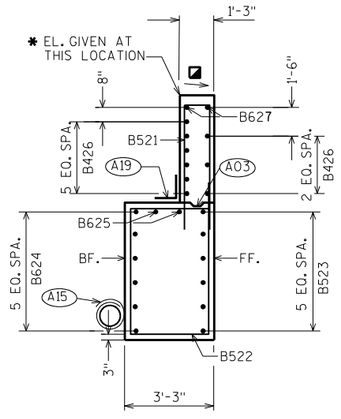
B514

BILL OF BARS

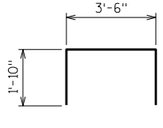
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		105	16'-4"	X		BODY-STIRRUPS
B402		26	2'-3"			PILES- 2 PER BODY PILE
B803		6	56'-0"			BODY-HORIZONTAL
B804		6	42'-9"			BODY-HORIZONTAL
B605		11	56'-0"			BODY-HORIZONTAL
B606		11	41'-0"			BODY-HORIZONTAL
B407		13	28'-0"	X		PILES-1 PER BODY PILE
B408		4	19'-7"			BODY-HORZ. OVER GIRS. 6-8
B509		74	7'-0"	X		BODY-TOP OVER GIRS. 3-8
B410		56	4'-3"	X		BODY-BETWEEN BEAM SEATS
B411		14	7'-6"			BODY-HORZ.-BTWN. BEAM SEATS
B512	X	9	11'-7"	X		WING 1-VERTICAL
B413	X	2	7'-8"			WING 1-HORIZONTAL
B514	X	13	12'-2"	X		WING 1-VERTICAL
B515	X	10	16'-5"	X		WING 1-STIRRUP
B516	X	7	12'-6"			WING 1-HORIZONTAL
B617	X	8	14'-7"			WING 1-HORIZONTAL
B618	X	2	12'-6"			WING 1-HORIZONTAL
B419	X	9	15'-8"			WING 1-HORIZONTAL
B620	X	2	15'-8"			WING 1-HORIZONTAL
B521	X	14	12'-4"	X		WING 2-VERTICAL
B522	X	10	15'-10"	X		WING 2-STIRRUP
B523	X	6	13'-2"			WING 2-HORIZONTAL
B624	X	6	10'-9"			WING 2-HORIZONTAL
B625	X	2	12'-2"			WING 2-HORIZONTAL
B426	X	9	9'-8"			WING 2-HORIZONTAL
B627	X	2	9'-8"			WING 2-HORIZONTAL
B428		4	36'-0"			BODY-HORZ. OVER GIRS. 3-5
B529		30	11'-1"	X		BODY-VERT. U-BAR



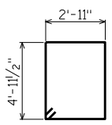
WING 2 ELEVATION



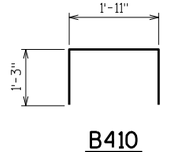
WING 2 SECTION



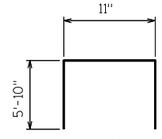
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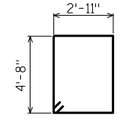
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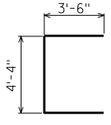
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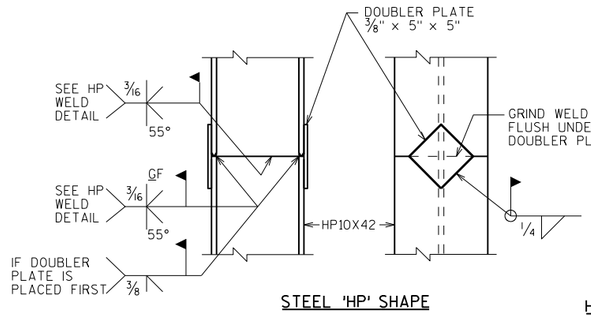
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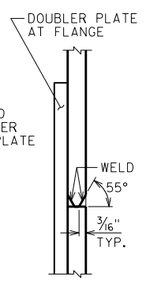
B522



B529



STEEL 'HP' SHAPE



HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY WWR | PLANS CK'D.

NORTH ABUTMENT DETAILS

SHEET 5

268

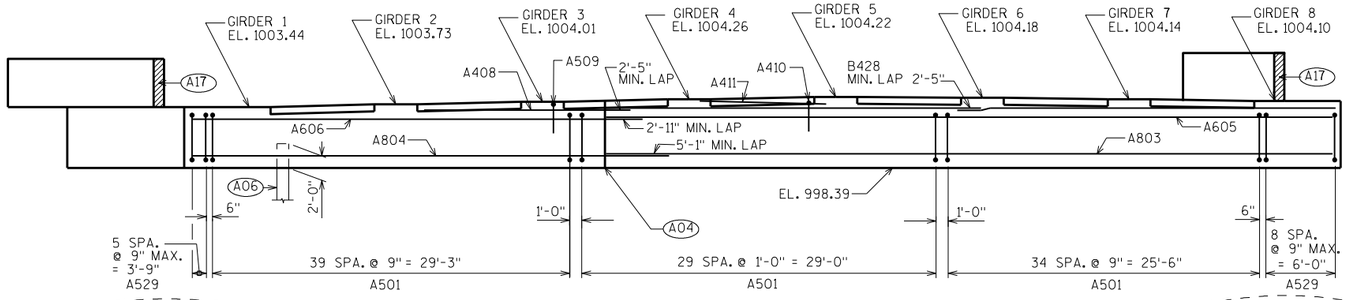
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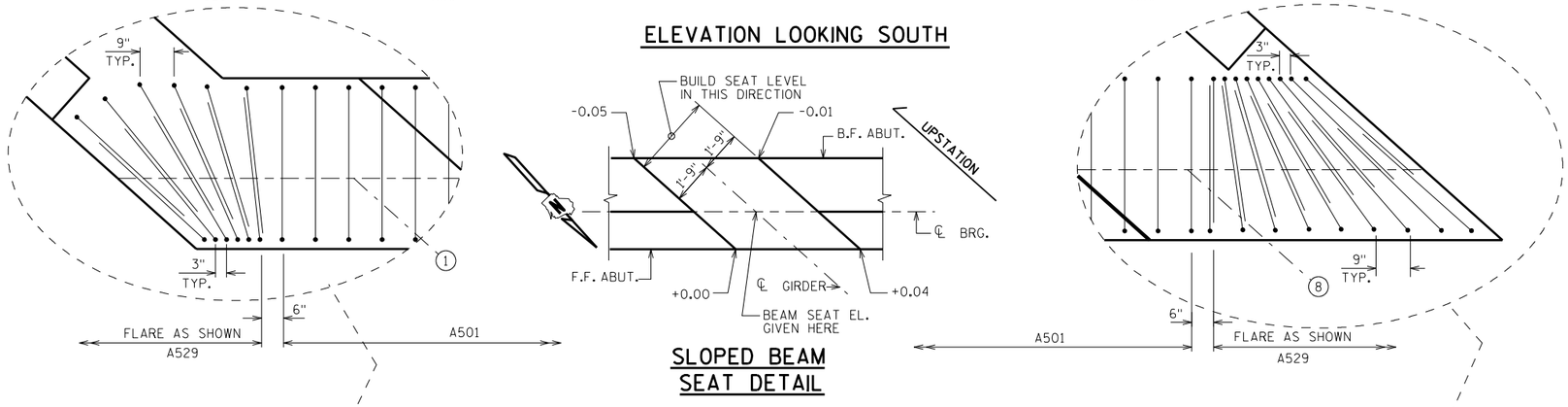
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STATE PROJECT NUMBER

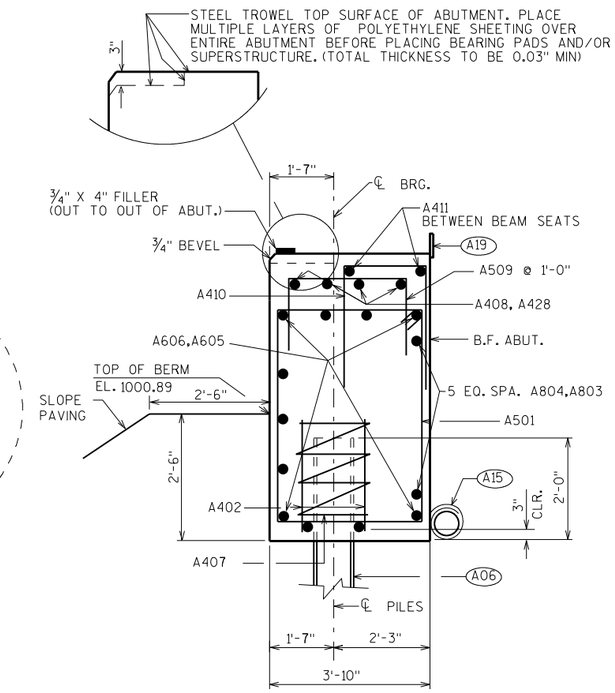
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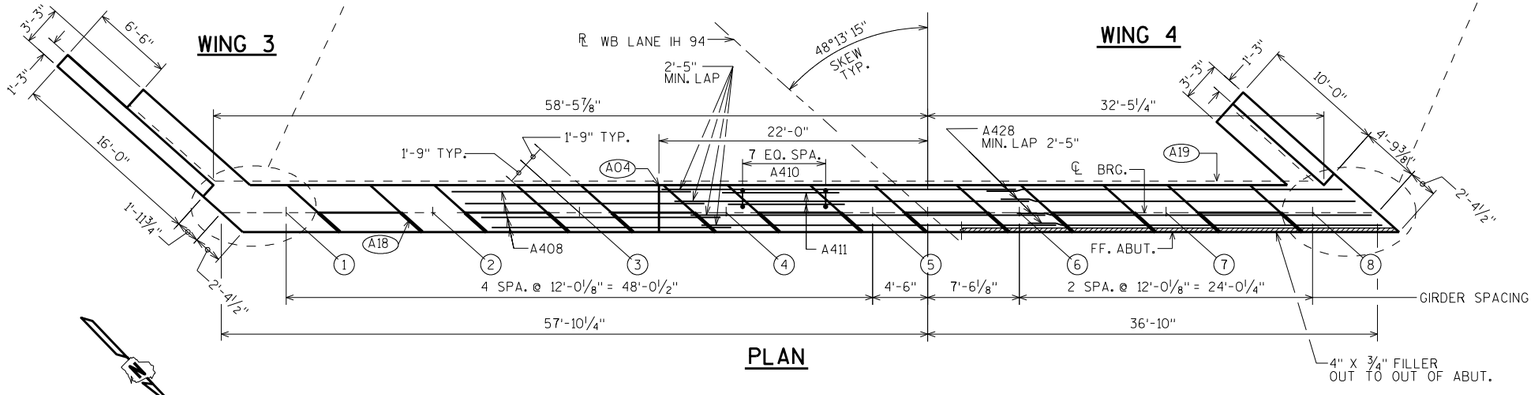
ELEVATION LOOKING SOUTH



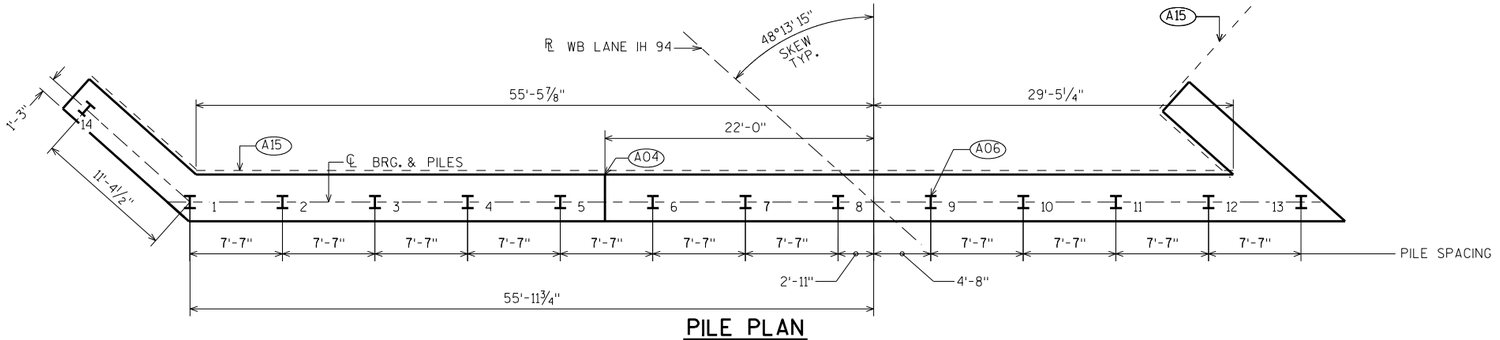
SLOPED BEAM SEAT DETAIL



SECTION THRU BODY



PLAN



PILE PLAN

(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.

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY WWR | PLANS CK'D.

SOUTH ABUTMENT

SHEET 6

269

8

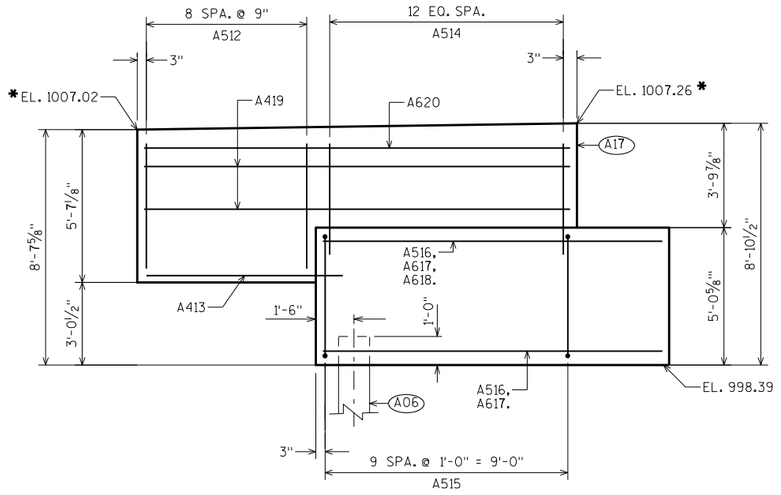
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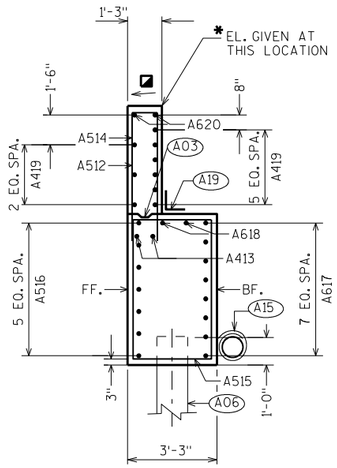
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STATE PROJECT NUMBER

1023-02-74



WING 3 ELEVATION



WING 3 SECTION

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

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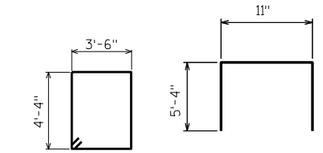
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◪ SLOPE FOR DRAINAGE

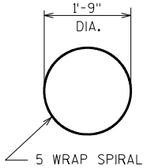
BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		105	16'-4"	X		BODY-STIRRUPS
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A408		4	19'-7"			BODY-HORZ. OVER GIRS. 3-4
A509		74	7'-0"	X		BODY-TOP OVER GIRS. 3-8
A410		56	4'-3"	X		BODY-BETWEEN BEAM SEATS
A411		14	7'-4"			BODY-HORZ.-BTWN. BEAM SEATS
A512	X	9	11'-4"	X		WING 3-VERTICAL
A413	X	2	7'-8"			WING 3-HORIZONTAL
A514	X	13	12'-0"	X		WING 3-VERTICAL
A515	X	10	15'-9"	X		WING 3-STIRRUP
A516	X	6	12'-6"			WING 3-HORIZONTAL
A617	X	8	14'-7"			WING 3-HORIZONTAL
A618	X	2	12'-6"			WING 3-HORIZONTAL
A419	X	9	15'-8"			WING 3-HORIZONTAL
A620	X	2	15'-8"			WING 3-HORIZONTAL
A521	X	14	12'-0"	X		WING 4-VERTICAL
A522	X	10	17'-2"	X		WING 4-STIRRUP
A523	X	6	13'-2"			WING 4-HORIZONTAL
A624	X	7	10'-9"			WING 4-HORIZONTAL
A625	X	2	12'-2""			WING 4-HORIZONTAL
A426	X	9	9'-8"			WING 4-HORIZONTAL
A627	X	2	9'-8"			WING 4-HORIZONTAL
A428		8	29'-2"			BODY-HORZ. OVER GIRS. 4-8
A529		30	11'-1"	X		BODY-VERT. U-BAR

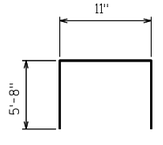


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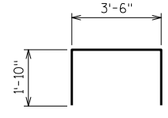
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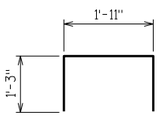
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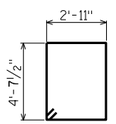
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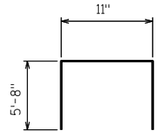
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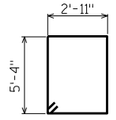
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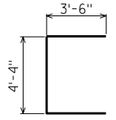
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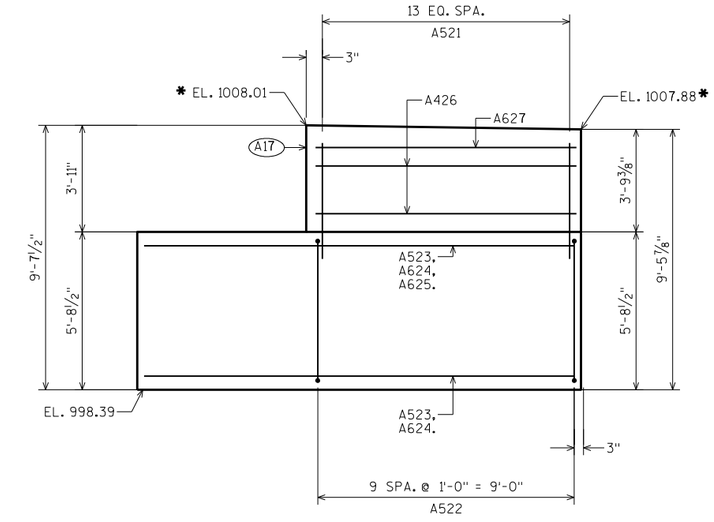
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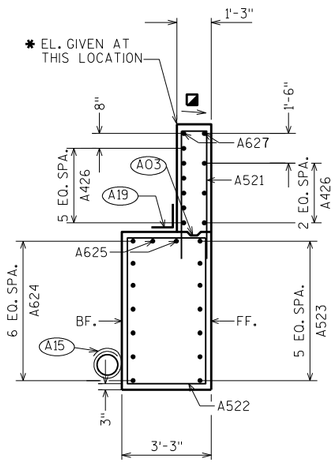
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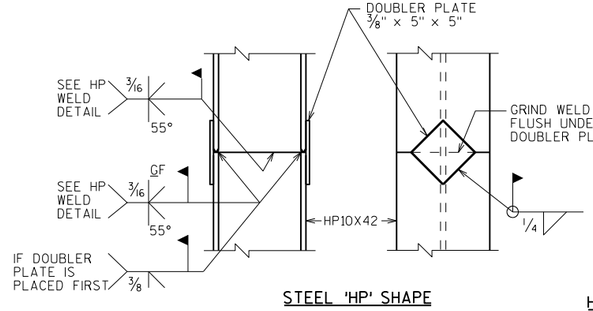
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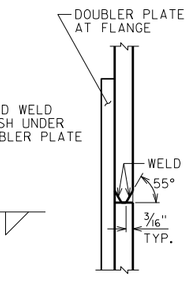
WING 4 ELEVATION



WING 4 SECTION



STEEL 'HP' SHAPE



HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY WWR | PLANS CK'D.

SOUTH ABUTMENT DETAILS

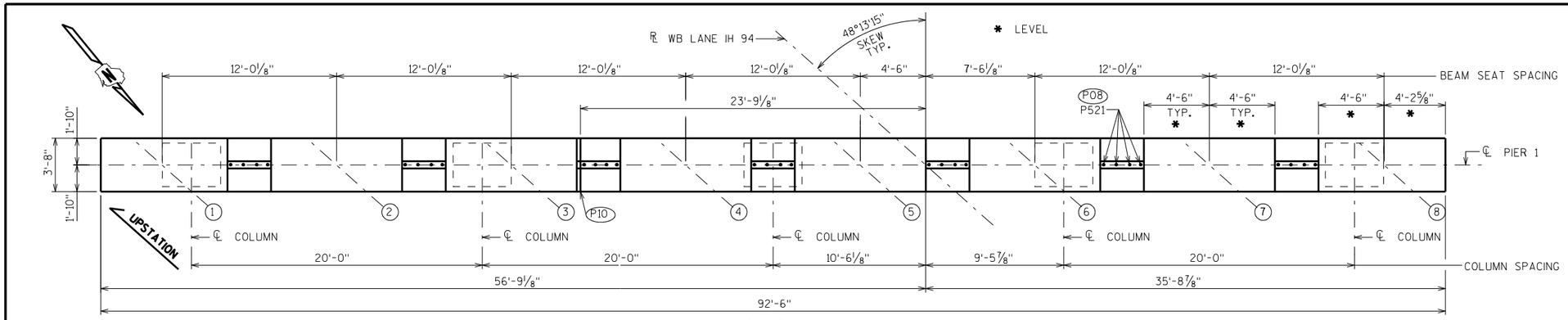
SHEET 7

270

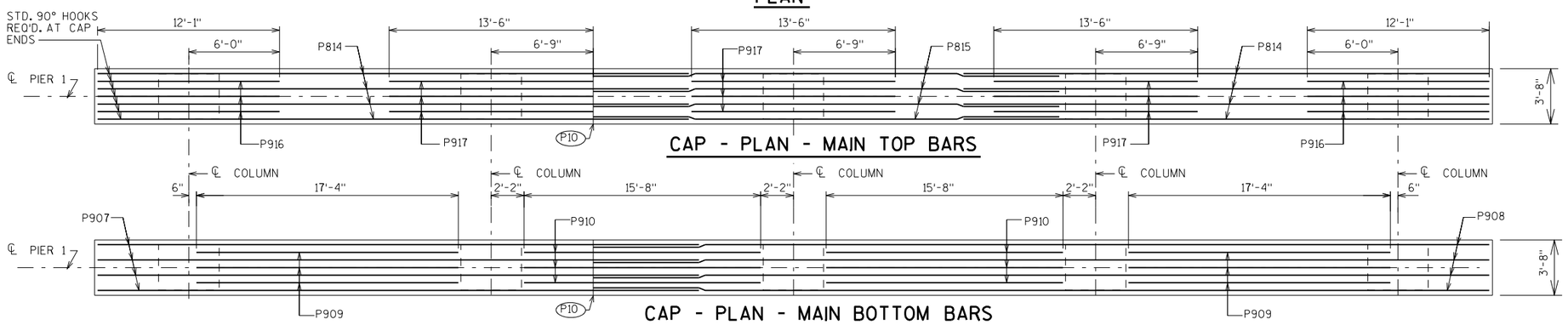
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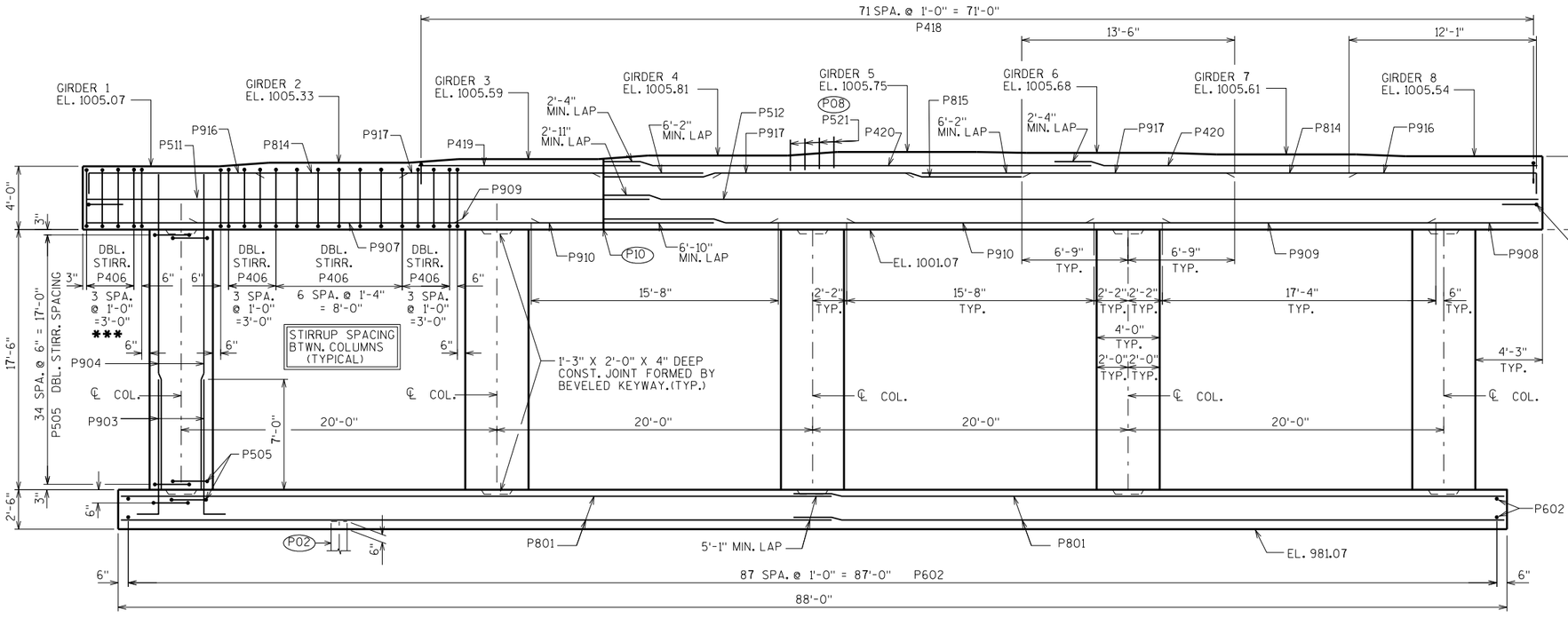


PLAN



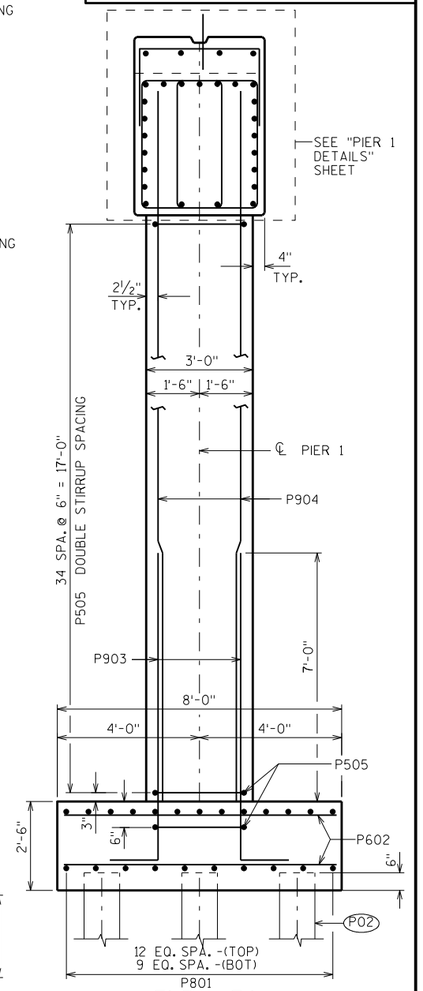
CAP - PLAN - MAIN TOP BARS

CAP - PLAN - MAIN BOTTOM BARS



ELEVATION

*** STIRRUP SPACING TYP. AT CAP ENDS



END VIEW

(P02) SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 15 FEET 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.)

(P10) VERT. CONST. JOINT FORMED BY SURFACED BEVELED 2" X 6" X 2'-0" KEYWAY. FOR OPTIONAL DETAILS, SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE B-41-285

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PIER 1

SHEET 8

271

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1023-02-74

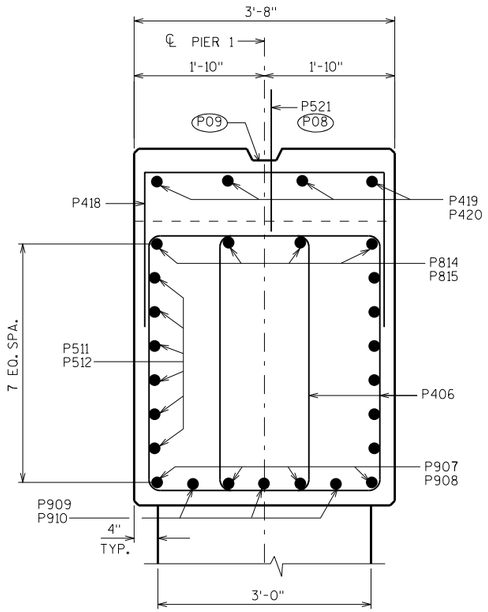
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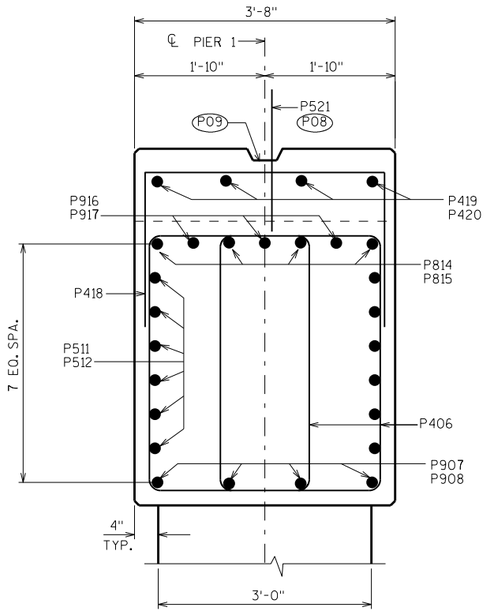
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STATE PROJECT NUMBER

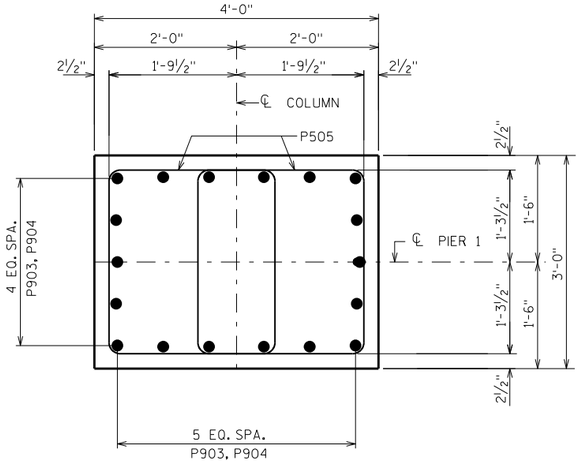
1023-02-74



SECTION THRU CAP BTWN. COLUMNS



SECTION THRU CAP AT COLUMNS



SECTION THRU COLUMNS

BILL OF BARS

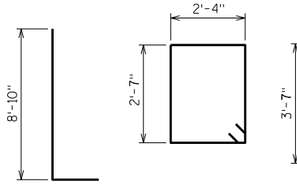
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
P801		92	46'-5"			FOOTING-LONGIT.
P602		176	7'-8"			FOOTING-TRANSVERSE
P903	X	90	10'-2"	X		FOOTING/COLUMN-VERT.
P904	X	90	21'-0"			COLUMN-VERT.
P505	X	360	10'-6"	X		FOOTING/COLUMN-HORIZ.-STIRRUP
P406	X	140	12'-4"	X		CAP-VERT. STIRRUPS
P907	X	4	39'-10			CAP-BOT.-HORIZ.
P908	X	4	59'-3"			CAP-BOT.-HORIZ.
P909	X	6	17'-4"			CAP-BOT.-HORIZ.
P910	X	6	15'-8"			CAP-BOT.-HORIZ.
P511	X	12	35'-11			CAP-MIDDLE-HORIZ.
P512	X	12	59'-3"			CAP-MIDDLE-HORIZ.
P513	X	12	5'-11"	X		CAP-ENDS-HORIZ.
P814	X	8	40'-4"	X		CAP-TOP-HORIZ.
P815	X	4	26'-6"			CAP-TOP-HORIZ.
P916	X	6	13'-5"	X		CAP-TOP-ENDS
P917	X	6	13'-6"			CAP-TOP-HORIZ.
P418	X	72	7'-1"	X		CAP-TOP-U-BARS
P419	X	4	14'-1"			CAP-TOP-HORIZ.
P420	X	8	30'-10			CAP-TOP-HORIZ.
P521	X	28	2'-0"			CAP-TOP-VERT.-DOWEL

(P02) SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 15 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

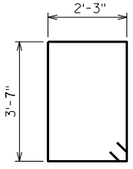
(P08) BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.

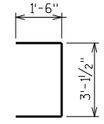


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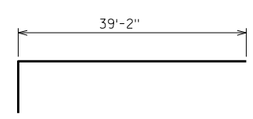
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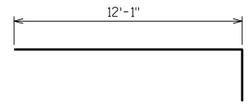
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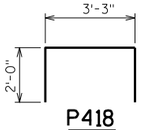
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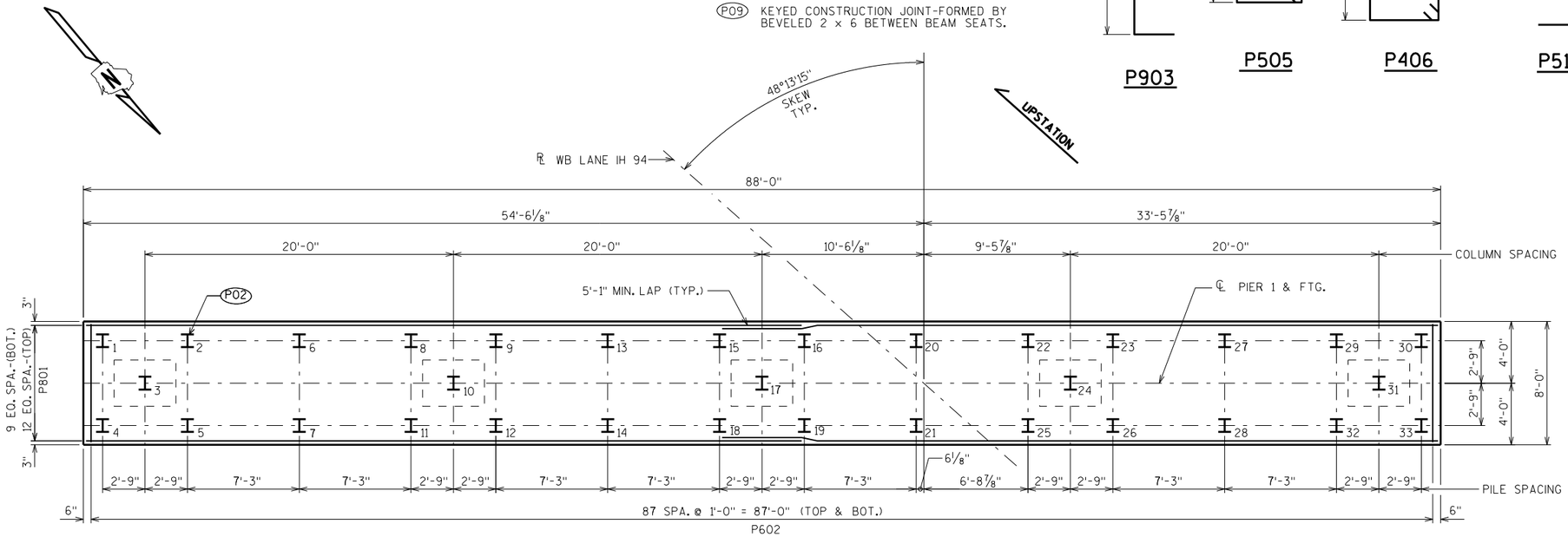
P814



P916



P418



FOOTING PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

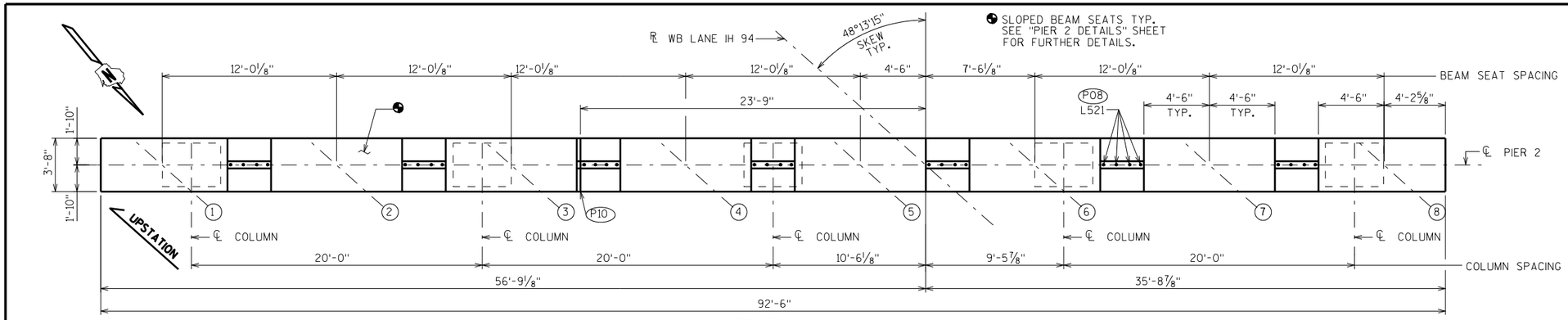
DRAWN BY WWR | PLANS CK'D.

PIER 1 DETAILS

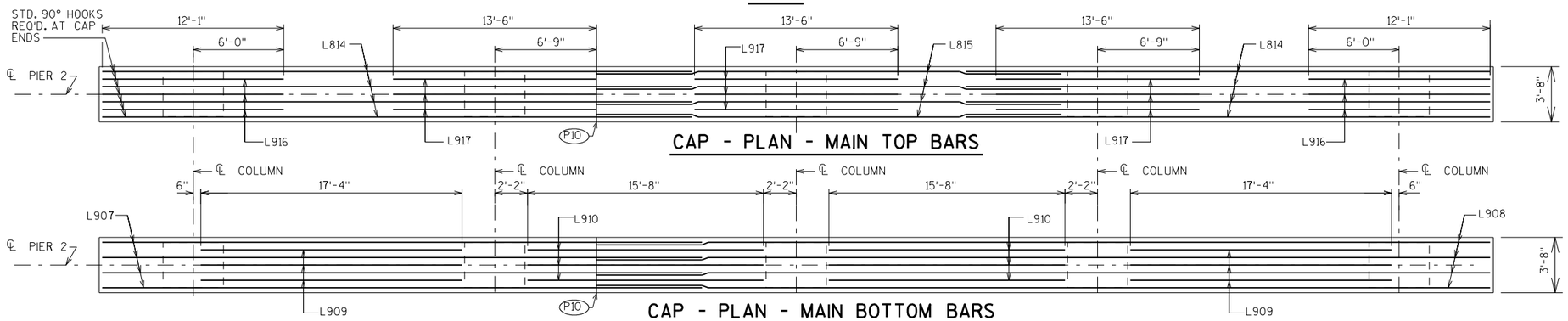
SHEET 9

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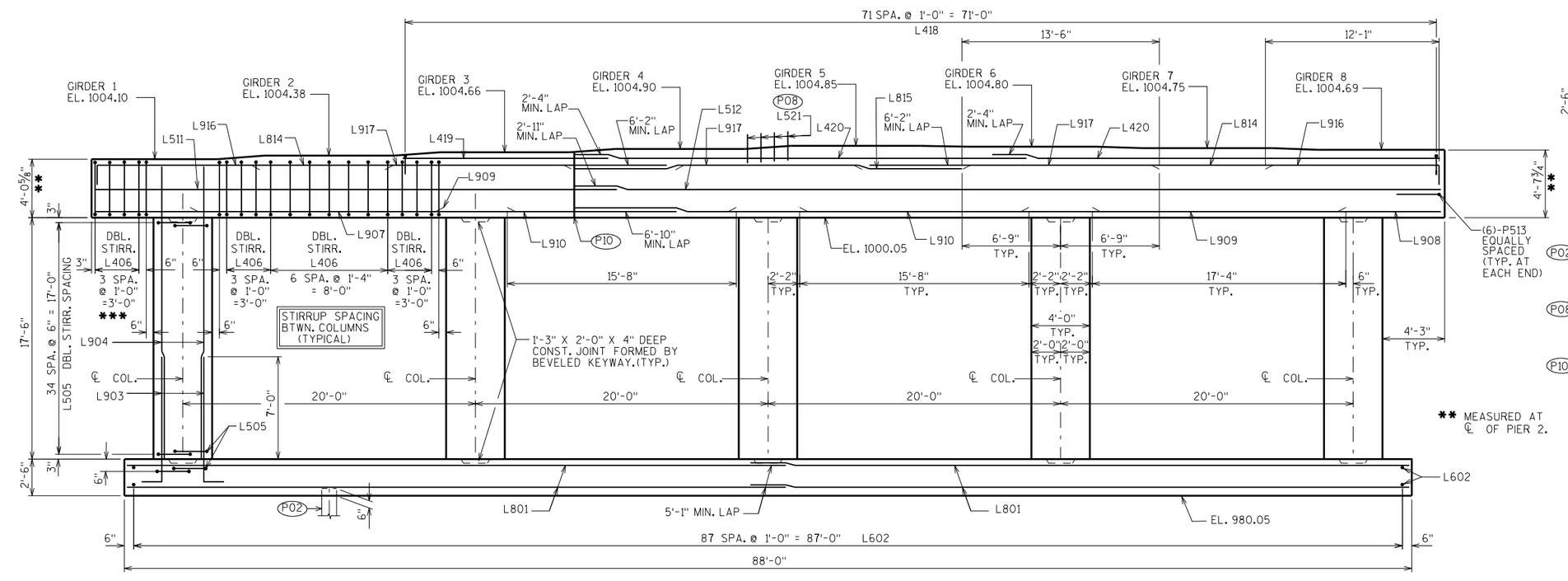


PLAN



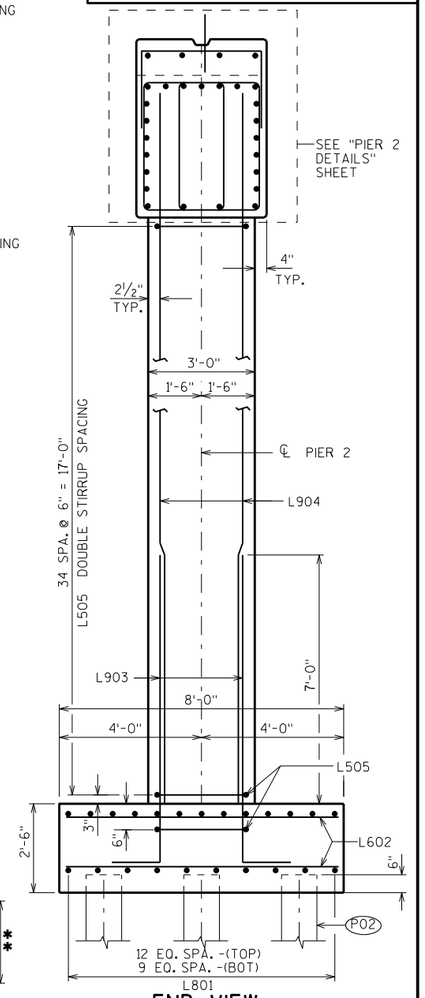
CAP - PLAN - MAIN TOP BARS

CAP - PLAN - MAIN BOTTOM BARS



ELEVATION

*** STIRRUP SPACING TYP. AT CAP ENDS



END VIEW

P02 SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 15 FEET 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.)

P10 VERT. CONST. JOINT FORMED BY SURFACED BEVELED 2" X 6" X 2'-0" KEYWAY. FOR OPTIONAL DETAILS, SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

** MEASURED AT ℄ OF PIER 2.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

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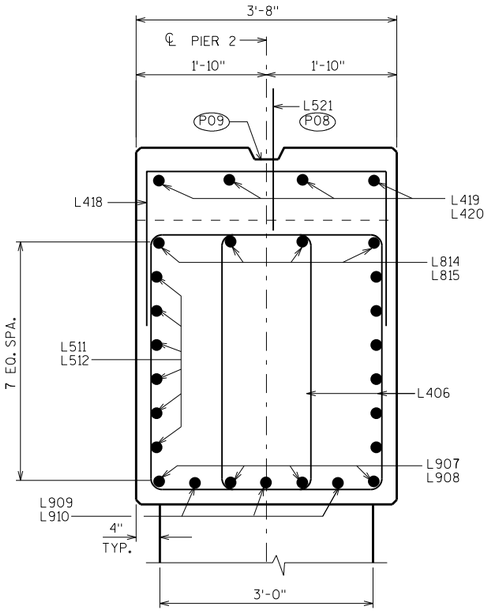
PIER 2

SHEET 10

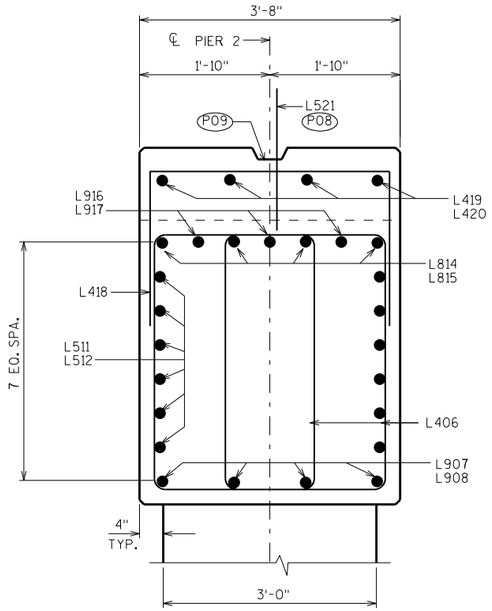
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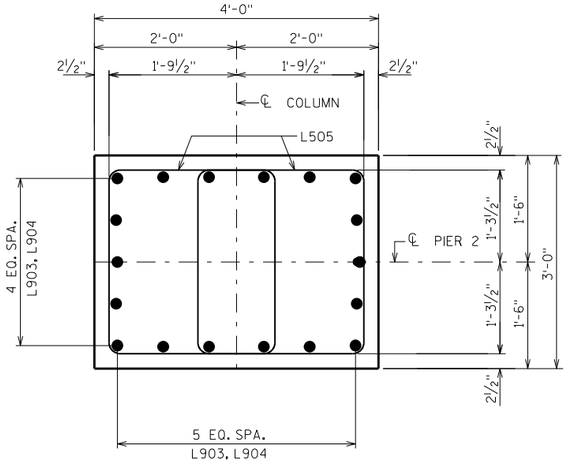
STATE PROJECT NUMBER
1023-02-74



SECTION THRU CAP BTWN. COLUMNS



SECTION THRU CAP AT COLUMNS

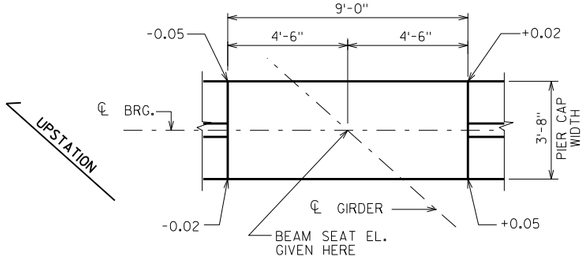


SECTION THRU COLUMNS

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
L801		92	46'-5"			FOOTING-LONGIT.
L602		176	7'-8"			FOOTING-TRANSVERSE
L903	X	90	10'-2"	X		FOOTING/COLUMN-VERT.
L904	X	90	21'-0"			COLUMN-VERT.
L505	X	360	10'-6"	X		FOOTING/COLUMN-HORIZ.-STIRRUP
L406	X	140	12'-5"	X		CAP-VERT. STIRRUPS
L907	X	4	39'-10"			CAP-BOT.-HORIZ.
L908	X	4	59'-3"			CAP-BOT.-HORIZ.
L909	X	6	17'-4"			CAP-BOT.-HORIZ.
L910	X	6	15'-8"			CAP-BOT.-HORIZ.
L511	X	12	35'-11"			CAP-MIDDLE-HORIZ.
L512	X	12	59'-3"			CAP-MIDDLE-HORIZ.
L513	X	12	5'-11"	X		CAP-ENDS-HORIZ.
L814	X	8	40'-4"	X		CAP-TOP-HORIZ.
L815	X	4	26'-6"			CAP-TOP-HORIZ.
L916	X	6	13'-5"	X		CAP-TOP-ENDS
L917	X	6	13'-6"			CAP-TOP-HORIZ.
L418	X	72	6'-9"	X		CAP-TOP-U-BARS
L419	X	4	14'-1"			CAP-TOP-HORIZ.
L420	X	8	30'-10"			CAP-TOP-HORIZ.
L521	X	28	2'-0"			CAP-TOP-VERT.-DOWEL

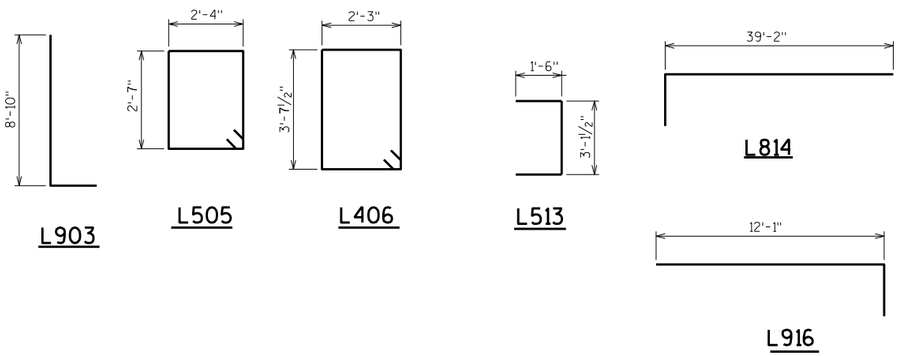


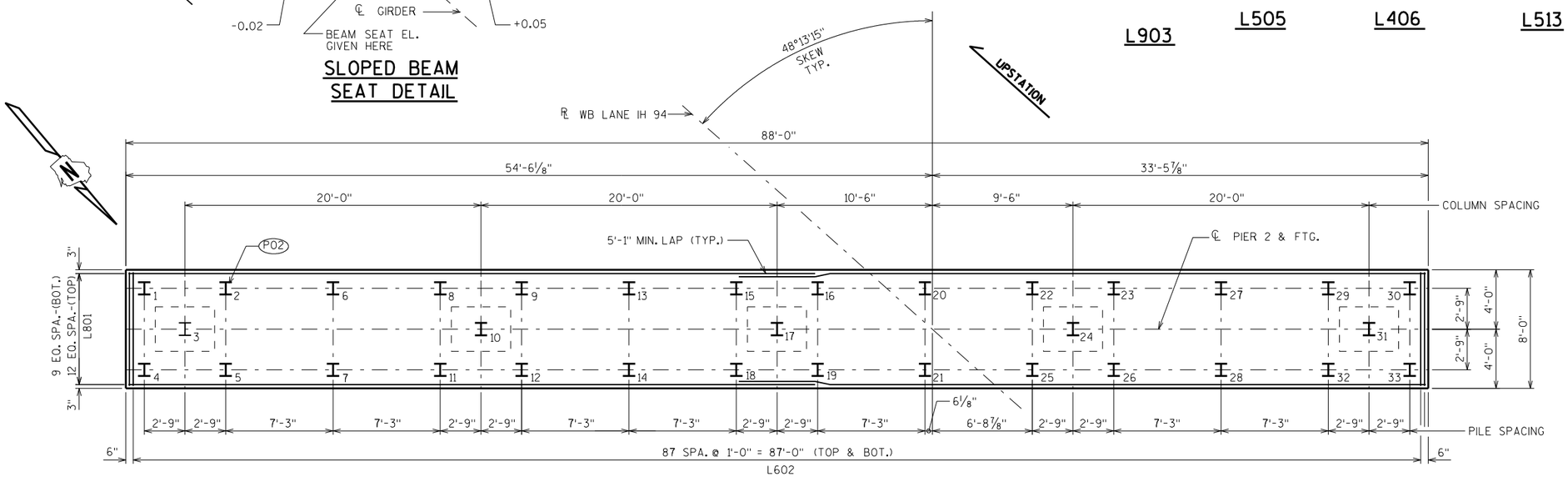
SLOPED BEAM SEAT DETAIL

(P02) SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 15 FEET 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.





FOOTING PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY WWR | PLANS CK'D.

PIER 2 DETAILS

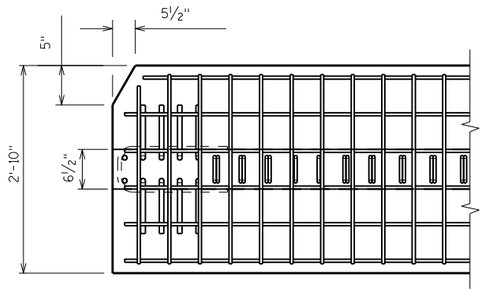
SHEET 11

274

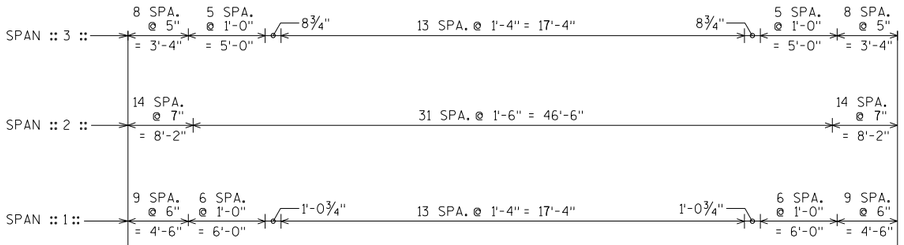
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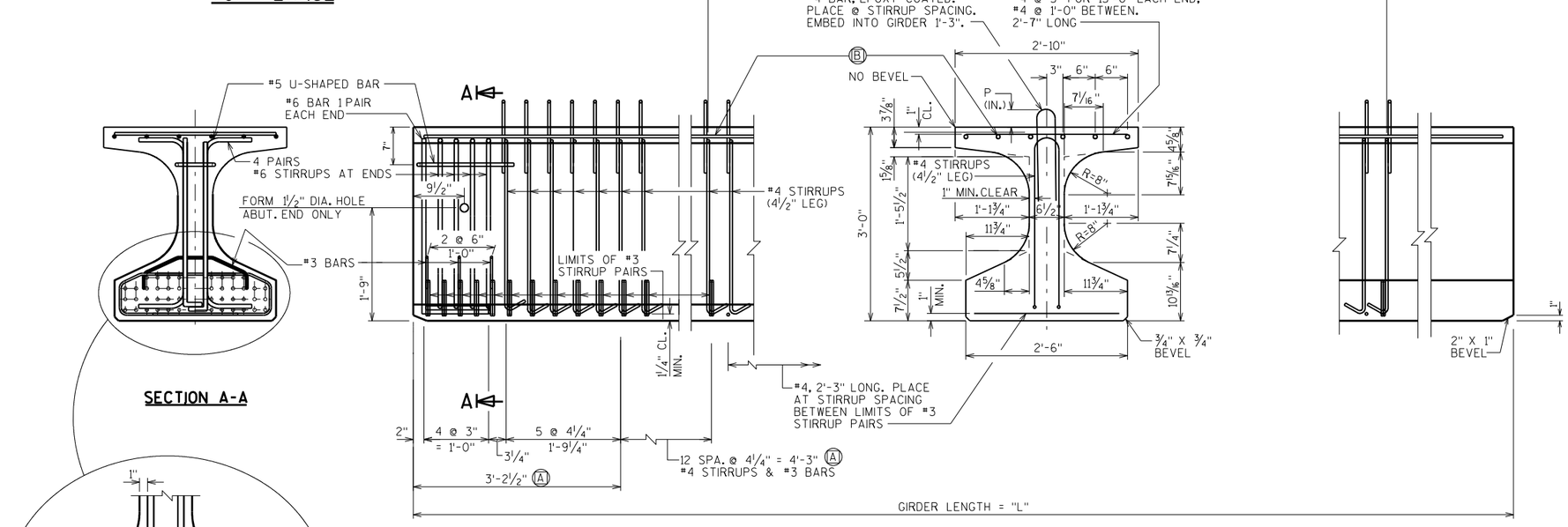
STATE PROJECT NUMBER

1023-02-74

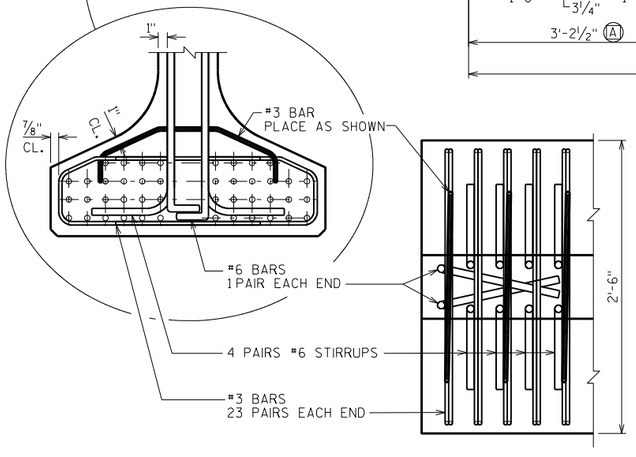


TOP FLANGE





SECTION A-A

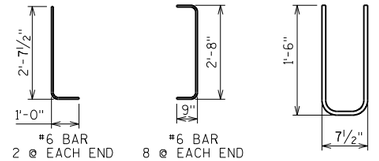


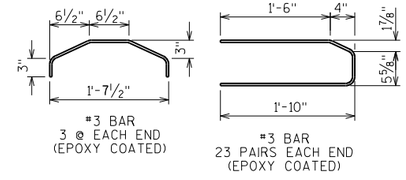
BOTTOM FLANGE

SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ (SPAN 1) 6 #4, FULL LENGTH, MIN. LAP = 1'-11"
(SPAN 2) 6 #4, FULL LENGTH, MIN. LAP = 1'-11"
(SPAN 3) 6 #4, FULL LENGTH, MIN. LAP = 1'-11"





NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE 0.6" DIA. -7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

* 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	55.38	0.1	0.2	0.2	0.3	0.3	0.3	0.2	0.2	0.1	8000	7	7	7	0.60	——	——	——	——	——	——	16	6400
2	ALL	77.75	0.4	0.7	1.0	1.1	1.2	1.1	1.0	0.7	0.4	8000	7	7	7	0.60	20	6400	32	14.0	11.0	4.0	——	——
3	ALL	50.38	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.1	8000	7	7	7	0.60	——	——	——	——	——	——	16	6400

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY WWR | PLANS CK'D.

36W" PRESTRESSED GIRDER DETAILS

SHEET 12

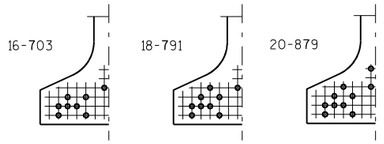
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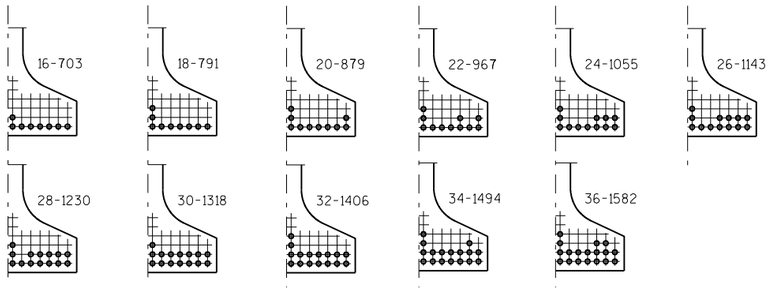
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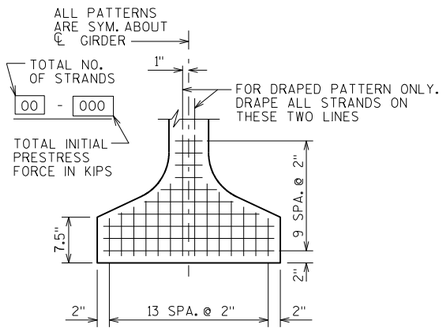
STATE PROJECT NUMBER
1023-02-74



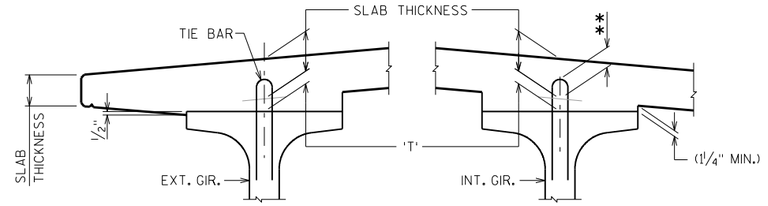
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

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.

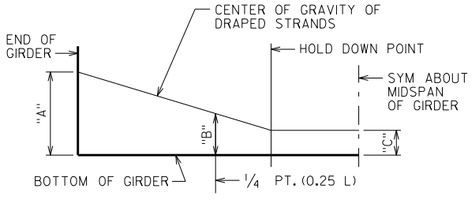
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

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 2¾" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



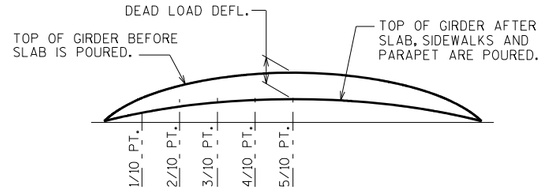
DRAPED STRAND PROFILE

*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	0.87
2	1.64
3	0.77

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



DEAD LOAD DEFLECTION DIAGRAM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY WWR | PLANS CK'D.

36W" PRESTRESSED GIRDER DETAILS

SHEET 13

276

8

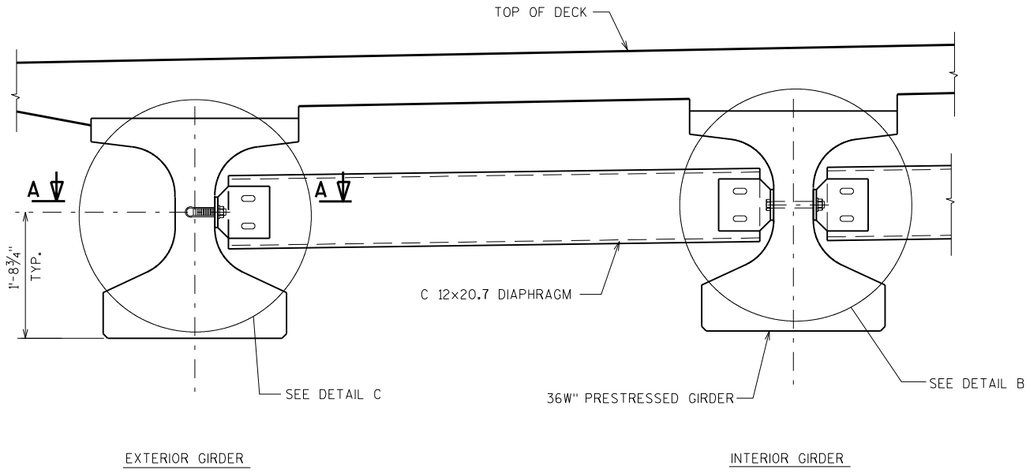
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STATE PROJECT NUMBER

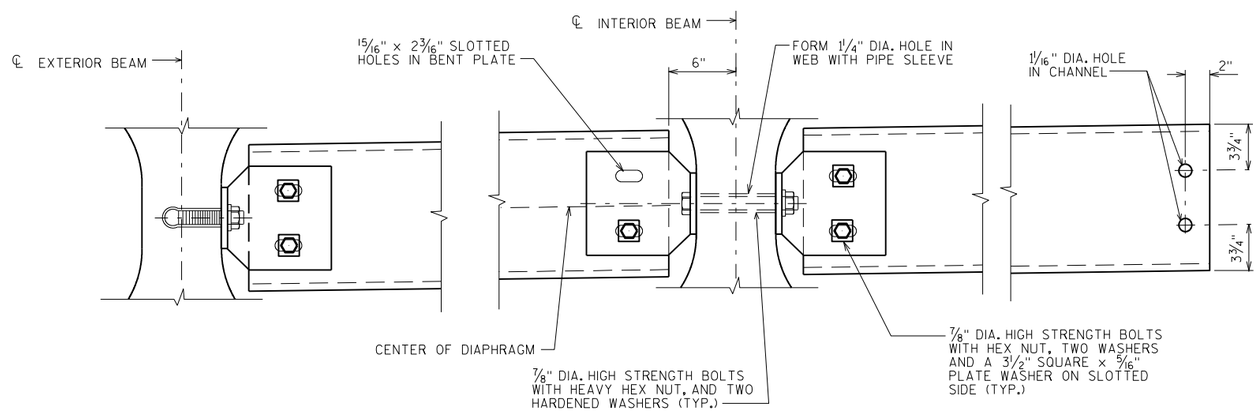
1023-02-74



EXTERIOR GIRDER

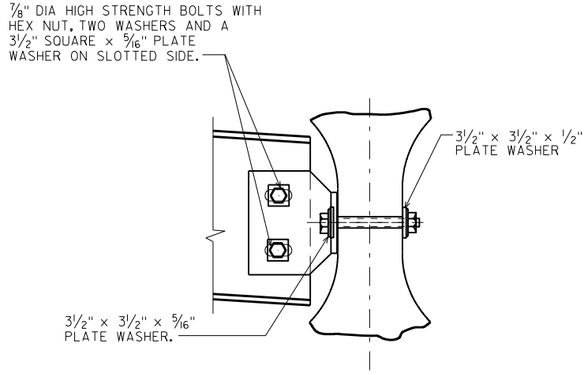
INTERIOR GIRDER

PART TRANSVERSE SECTION AT DIAPHRAGM



DETAIL C

DETAIL B



SECTION AT INTERIOR GIRDERS THRU DIAPHRAGM FOR SKEW ANGLES > 10°

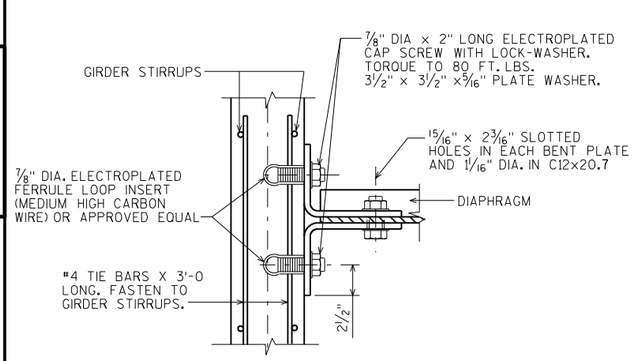
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-41-285", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

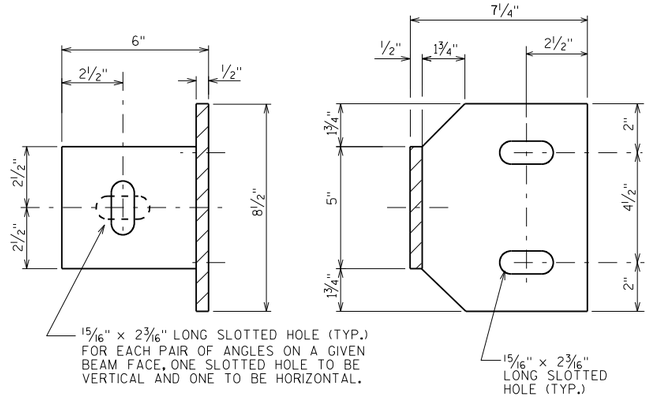
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563. LUBRICANT AND TEST FOR COATED NUTS.



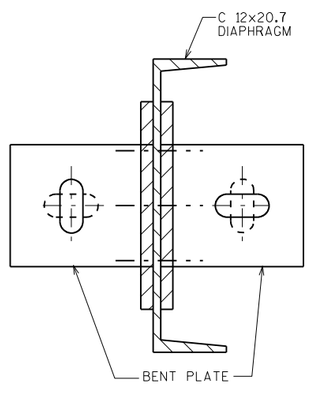
SECTION A-A

(FOR EXTERIOR ATTACHMENT)



BEAM FACE

DIAPHRAGM FACE



ATTACHMENT TO CHANNEL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY WWR | PLANS CK'D.

STEEL DIAPHRAGM

SHEET 14

277

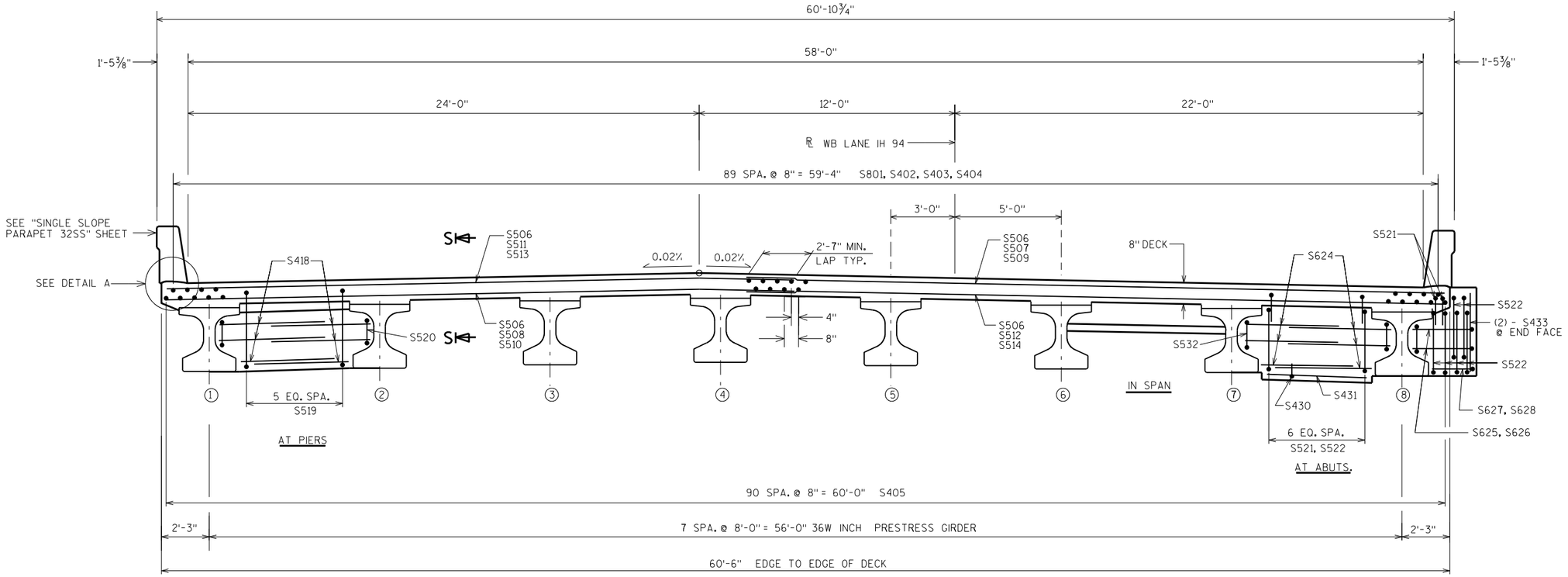
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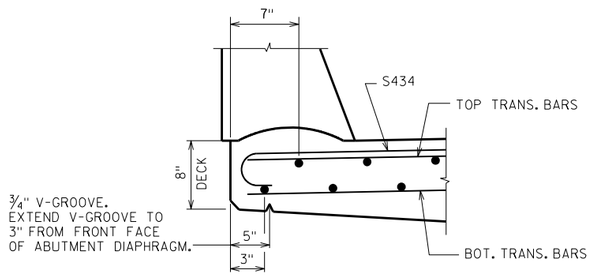
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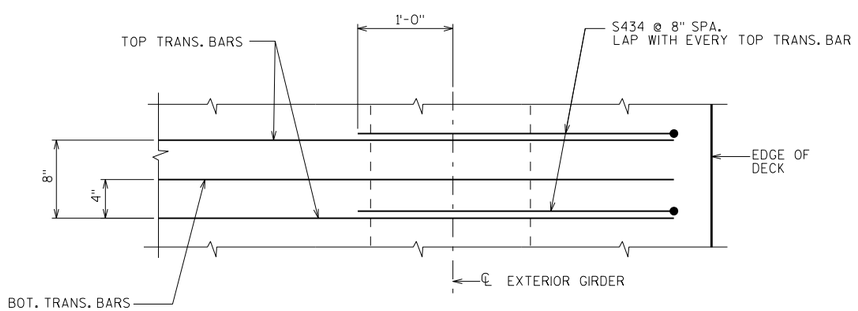
STATE PROJECT NUMBER
1023-02-74



CROSS SECTION THRU ROADWAY
(LOOKING SOUTH)

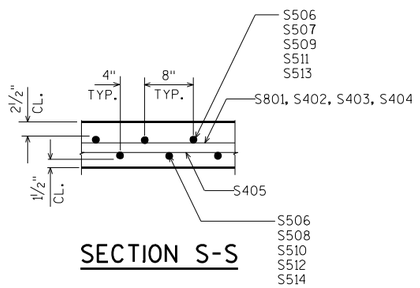


DETAIL A



PLAN

ADDITIONAL OVERHANG REINFORCEMENT DETAIL



SECTION S-S

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

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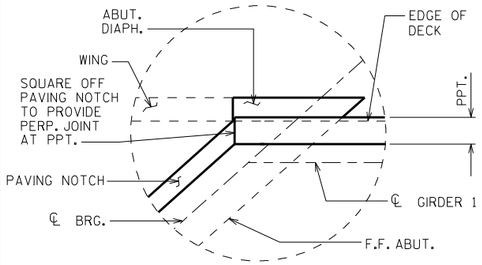
SUPERSTRUCTURE CROSS SECTION

SHEET 15

278

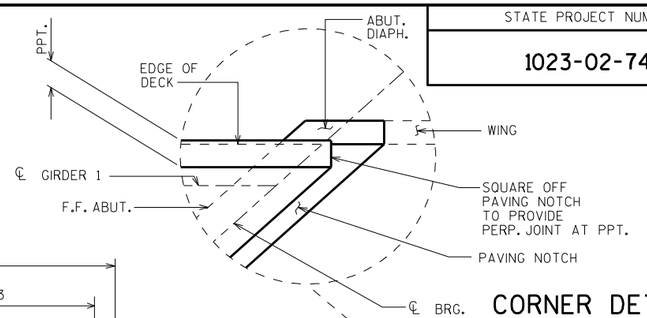
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STATE PROJECT NUMBER
1023-02-74



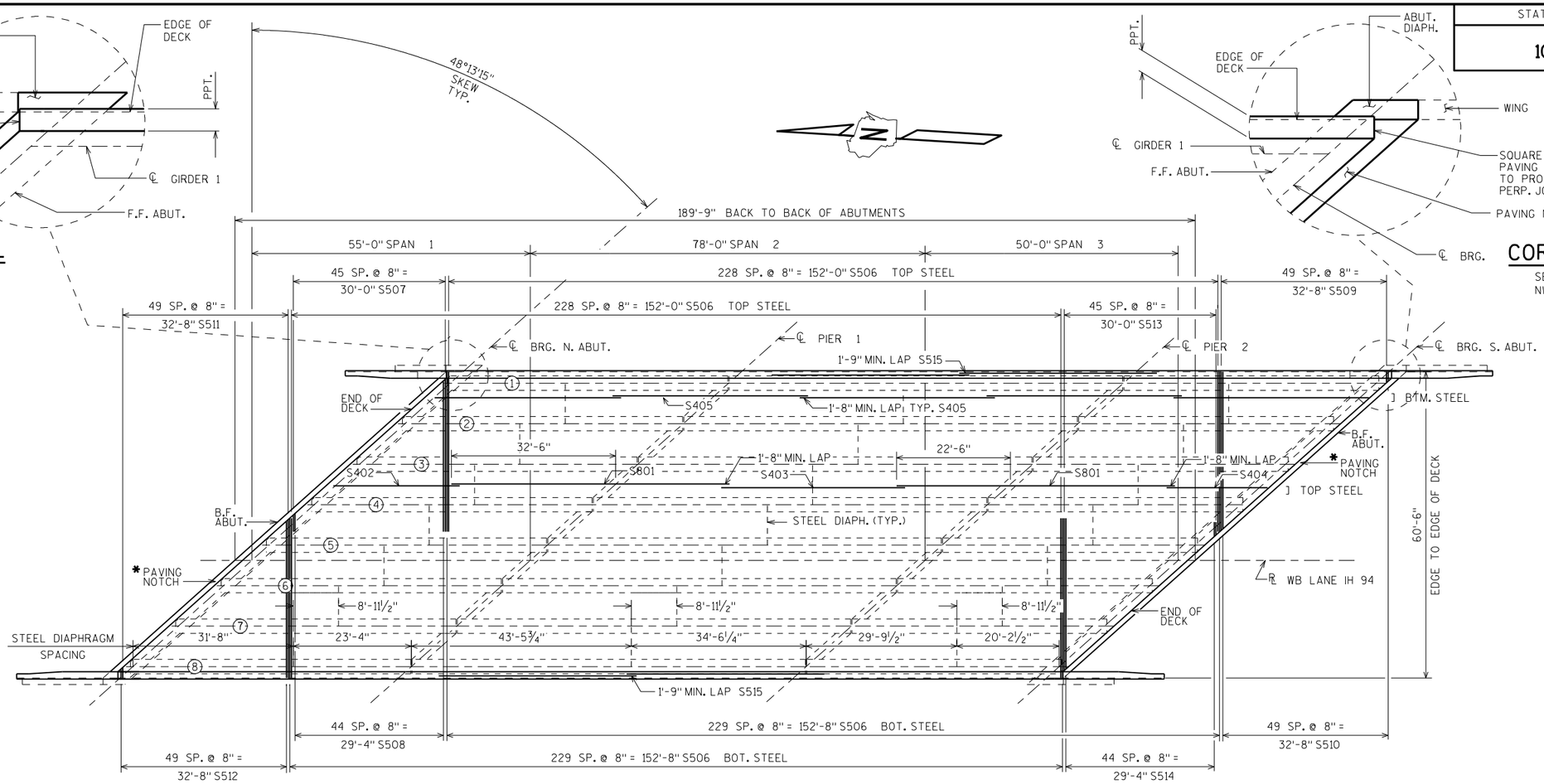
CORNER DETAIL

NE CORNER SHOWN,
SW CORNER SIMILAR



CORNER DETAIL

SE CORNER SHOWN,
NW CORNER SIMILAR



PLAN

TOP OF DECK ELEVATIONS

	N. 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	PIER 2
LT. EOD	1009.58	1009.52	1009.47	1009.41	1009.35	1009.29	1009.23	1009.17	1009.11	1009.05	1008.98	1008.89	1008.80	1008.71	1008.61	1008.52	1008.42	1008.32	1008.22	1008.12	1008.01
GIR. 1	1009.63	1009.57	1009.51	1009.46	1009.40	1009.34	1009.28	1009.22	1009.16	1009.10	1009.03	1008.94	1008.85	1008.76	1008.66	1008.57	1008.47	1008.37	1008.27	1008.17	1008.06
GIR. 2	1009.87	1009.82	1009.76	1009.71	1009.65	1009.59	1009.54	1009.48	1009.42	1009.36	1009.29	1009.21	1009.12	1009.02	1008.93	1008.84	1008.74	1008.64	1008.55	1008.45	1008.34
GIR. 3	1010.12	1010.07	1010.01	1009.96	1009.90	1009.85	1009.79	1009.73	1009.67	1009.61	1009.55	1009.47	1009.38	1009.29	1009.20	1009.11	1009.01	1008.92	1008.82	1008.72	1008.62
GIR. 4	1010.33	1010.28	1010.22	1010.17	1010.11	1010.06	1010.00	1009.95	1009.89	1009.83	1009.77	1009.69	1009.60	1009.51	1009.42	1009.33	1009.24	1009.15	1009.05	1008.95	1008.86
GIR. 5	1010.25	1010.20	1010.15	1010.10	1010.04	1009.99	1009.93	1009.88	1009.82	1009.76	1009.71	1009.62	1009.54	1009.45	1009.37	1009.28	1009.19	1009.09	1009.00	1008.90	1008.81
GIR. 6	1010.17	1010.12	1010.07	1010.02	1009.97	1009.92	1009.86	1009.81	1009.75	1009.70	1009.64	1009.56	1009.48	1009.39	1009.31	1009.22	1009.13	1009.04	1008.95	1008.85	1008.76
GIR. 7	1010.09	1010.04	1009.99	1009.94	1009.89	1009.84	1009.79	1009.74	1009.68	1009.63	1009.57	1009.49	1009.41	1009.33	1009.24	1009.16	1009.07	1008.98	1008.89	1008.80	1008.71
GIR. 8	1010.01	1009.96	1009.91	1009.87	1009.82	1009.77	1009.71	1009.66	1009.61	1009.56	1009.50	1009.42	1009.34	1009.26	1009.18	1009.10	1009.01	1008.92	1008.84	1008.75	1008.65
RT. EOD	1010.01	1009.96	1009.92	1009.87	1009.82	1009.77	1009.72	1009.67	1009.61	1009.56	1009.51	1009.43	1009.35	1009.27	1009.19	1009.10	1009.02	1008.93	1008.84	1008.76	1008.66

	PIER 2	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	S. ABUT.
LT. EOD	1008.01	1007.94	1007.88	1007.81	1007.74	1007.67	1007.60	1007.53	1007.45	1007.38	1007.31
GIR. 1	1008.06	1008.00	1007.93	1007.86	1007.79	1007.72	1007.65	1007.58	1007.51	1007.44	1007.37
GIR. 2	1008.34	1008.28	1008.21	1008.14	1008.08	1008.01	1007.94	1007.87	1007.80	1007.73	1007.66
GIR. 3	1008.62	1008.56	1008.49	1008.42	1008.36	1008.29	1008.22	1008.15	1008.08	1008.01	1007.94
GIR. 4	1008.86	1008.79	1008.73	1008.66	1008.60	1008.53	1008.46	1008.40	1008.33	1008.26	1008.19
GIR. 5	1008.81	1008.75	1008.68	1008.62	1008.55	1008.49	1008.42	1008.36	1008.29	1008.22	1008.15
GIR. 6	1008.76	1008.70	1008.63	1008.57	1008.51	1008.44	1008.38	1008.31	1008.25	1008.18	1008.11
GIR. 7	1008.71	1008.65	1008.59	1008.52	1008.46	1008.40	1008.34	1008.27	1008.21	1008.14	1008.07
GIR. 8	1008.65	1008.60	1008.54	1008.47	1008.41	1008.35	1008.29	1008.23	1008.16	1008.10	1008.03
RT. EOD	1008.66	1008.61	1008.55	1008.49	1008.42	1008.36	1008.30	1008.24	1008.17	1008.11	1008.05

* LIMITS OF PAVING NOTCH ARE: 1'-0"W X 1'-4"D X LENGTH OF ABUT. WITHIN 1'-3" WINGWALLS. (SQUARE NOTCH OFF IN ORDER TO PROVIDE PERPENDICULAR JOINT FOR PARAPET)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

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SUPERSTRUCTURE PLAN

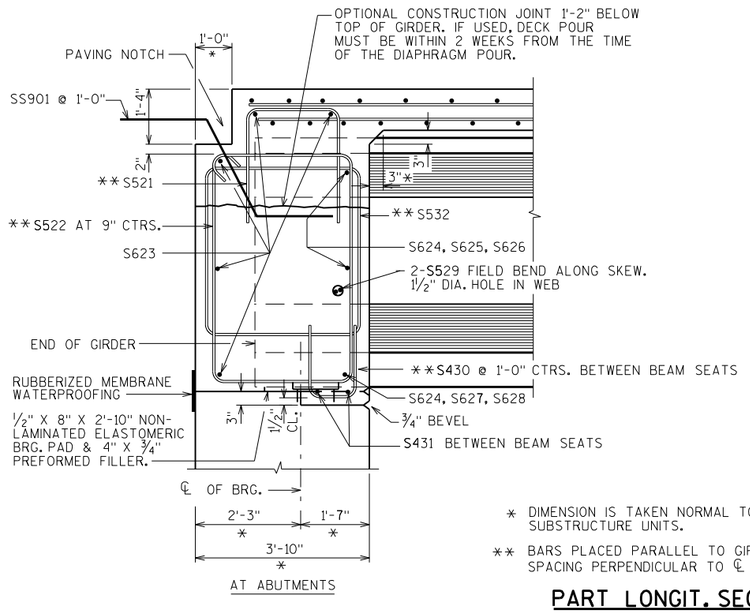
SHEET 16

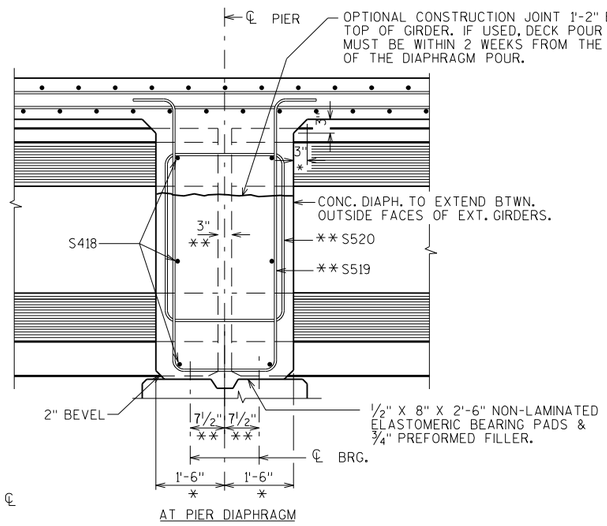
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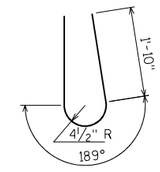
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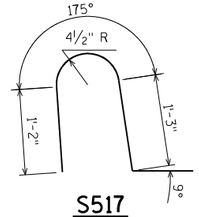
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S516

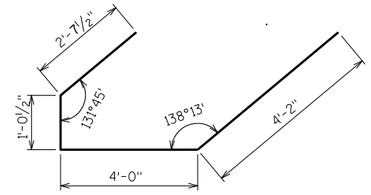


S517

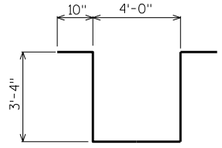
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** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS

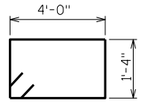
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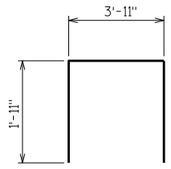
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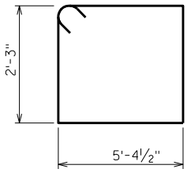
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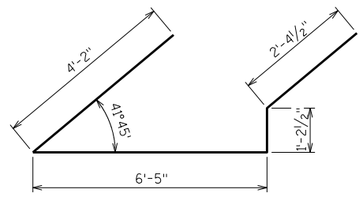
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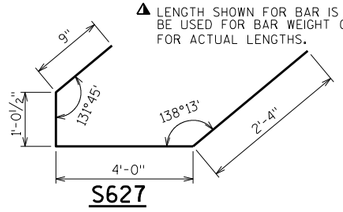
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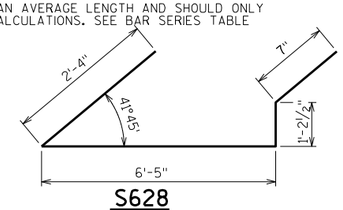
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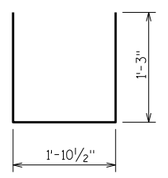
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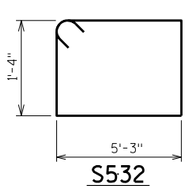
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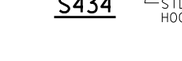
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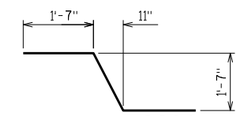
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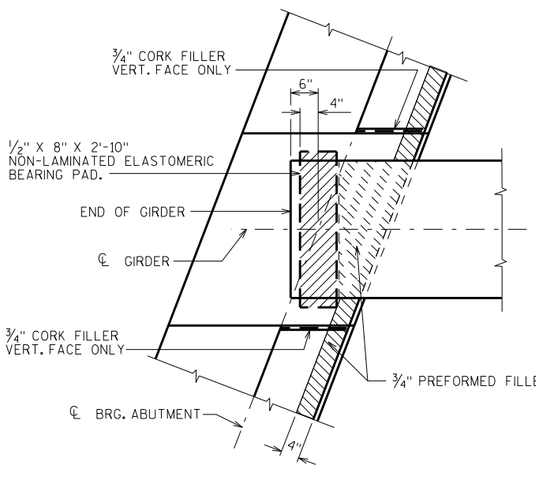
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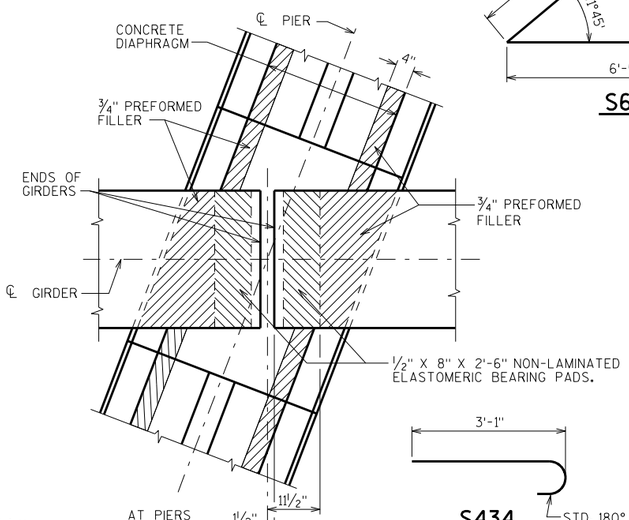


S434



SS901





BEARING PAD DETAIL

BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S801	X	180	55'-0"			LONGITUDINAL CONTINUITY
S402	X	90	25'-10"			LONGITUDINAL TOP
S403	X	90	36'-4"			LONGITUDINAL TOP
S404	X	90	20'-10"			LONGITUDINAL TOP
S405	X	455	38'-7"			LONGITUDINAL BOTTOM
S506	X	918	31'-5"			TRANSVERSE-TOP & BOT.
S507	X	46	16'-4"		▲	TRANSVERSE-TOP
S508	X	45	16'-4"		▲	TRANSVERSE-BOT.
S509	X	50	16'-4"		▲	TRANSVERSE-TOP
S510	X	50	16'-0"		▲	TRANSVERSE-BOT.
S511	X	50	16'-4"		▲	TRANSVERSE-TOP
S512	X	50	16'-0"		▲	TRANSVERSE-BOT.
S513	X	46	16'-4"		▲	TRANSVERSE-TOP
S514	X	45	16'-4"		▲	TRANSVERSE-BOT.
S515	X	50	39'-1"			PARAPET 32SS
S516	X	564	5'-0"	X		PARAPET 32SS
S517	X	564	4'-5"	X		PARAPET 32SS
S418	X	168	6'-9"			PIER DIAPHRAGM
S519	X	84	11'-10"	X		PIER DIAPHRAGM
S520	X	28	11'-4"	X		PIER DIAPHRAGM
S521	X	106	7'-6"	X		ABUT. DIAPHRAGM
S522	X	122	15'-11"	X		ABUT. DIAPHRAGM
S623	X	30	33'-6"			ABUT. DIAPHRAGM
S624	X	84	7'-4"			ABUT. DIAPHRAGM
S625	X	4	11'-6"	X		ABUT. DIAPHRAGM
S626	X	4	13'-9"	X		ABUT. DIAPHRAGM
S627	X	2	7'-9"	X		ABUT. DIAPHRAGM
S628	X	2	10'-6"	X		ABUT. DIAPHRAGM
S529	X	32	6'-0"			ABUT. DIAPHRAGM
S430	X	112	4'-3"	X		ABUT. DIAPHRAGM
S431	X	28	6'-5"			ABUT. DIAPHRAGM
S532	X	32	13'-10"	X		ABUT. DIAPHRAGM
S433	X	8	3'-5"			ABUT. DIAPHRAGM
S434	X	650	3'-7"	X		TRANSVERSE
SS901		182	5'-0"	X		N. & S. ABUT. DIAPHRAGM

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

BUNDLE AND TAG EACH SERIES SEPARATELY

MARK	NO. REQD.	LENGTH
S507	1 SERIES OF 46	2'-11" TO 29'-9"
S508	1 SERIES OF 45	3'-3" TO 29'-5"
S509	1 SERIES OF 50	1'-9" TO 30'-11"
S510	1 SERIES OF 50	1'-5" TO 30'-8"
S511	1 SERIES OF 50	1'-9" TO 30'-11"
S512	1 SERIES OF 50	1'-5" TO 30'-8"
S513	1 SERIES OF 46	2'-11" TO 29'-9"
S514	1 SERIES OF 45	3'-3" TO 29'-5"

STATE PROJECT NUMBER

1023-02-74

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY WWR | PLANS CK'D.

SUPERSTRUCTURE DETAILS

SHEET 17

280

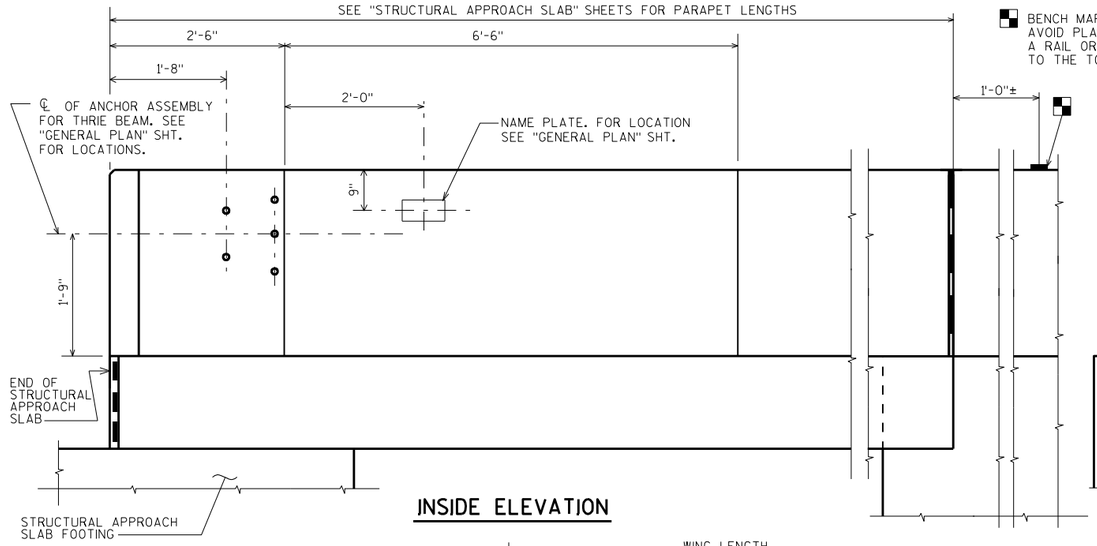
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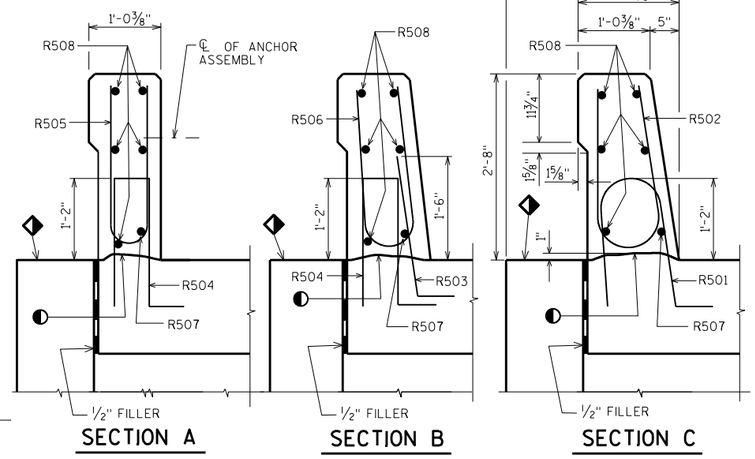
STATE PROJECT NUMBER

1023-02-74



INSIDE ELEVATION

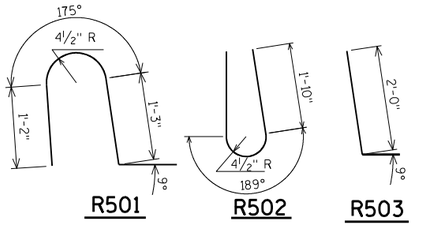
BENCH MARK CAP (WHEN SUPPLIED). AVOID PLACING A BENCH MARK CAP BELOW A RAIL OR FENCE SYSTEM THAT IS ATTACHED TO THE TOP OF THE PARAPET.

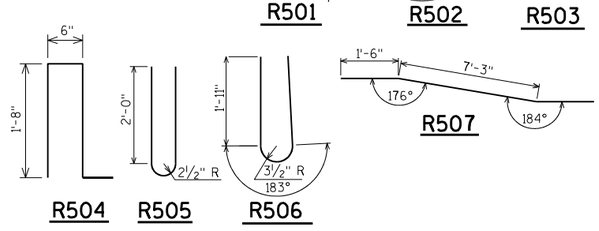


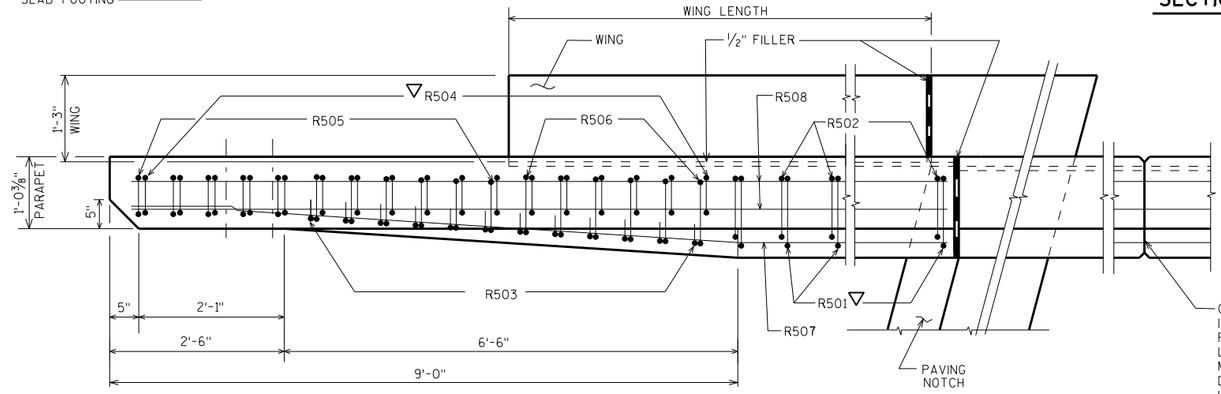
BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

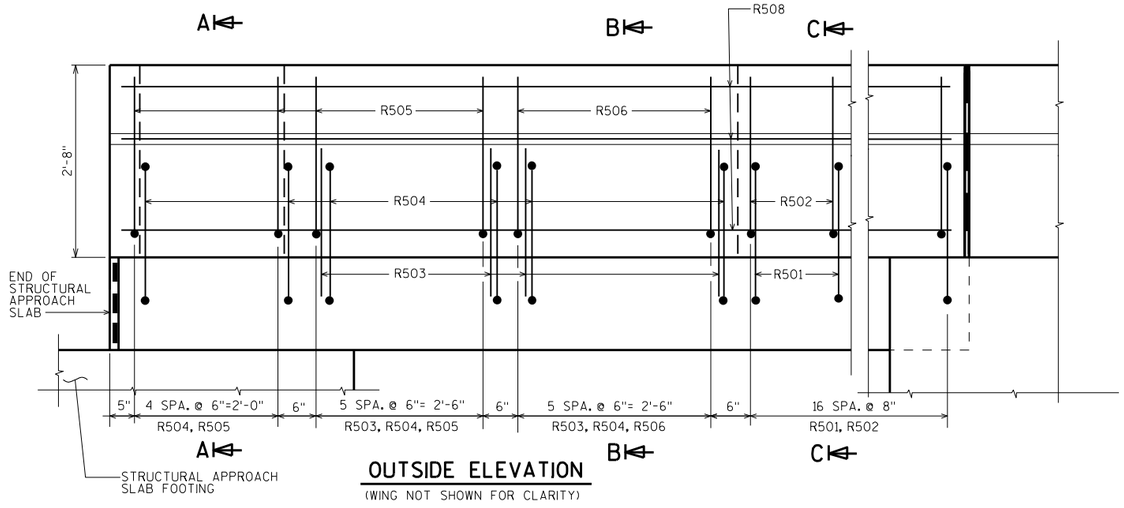
BAR MARK	COAT	N. APPR.	S. APPR.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	34	34	4-5	X		PARAPET VERT.
R502	X	34	34	5-0	X		PARAPET VERT.
R503	X	24	24	2-9	X		PARAPET VERT.
R504	X	34	34	4-4	X		PARAPET VERT.
R505	X	22	22	4-9	X		PARAPET VERT.
R506	X	12	12	4-10	X		PARAPET VERT.
R507	X	2	2	19-5	X		PARAPET HORIZ.
R508	X	10	10	19-5			PARAPET HORIZ.





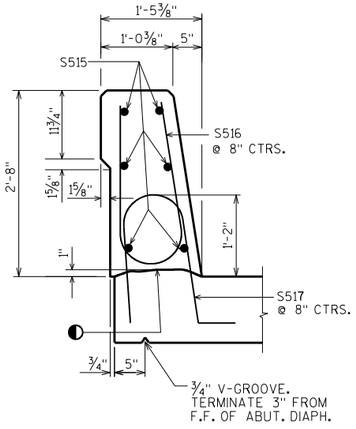


PLAN

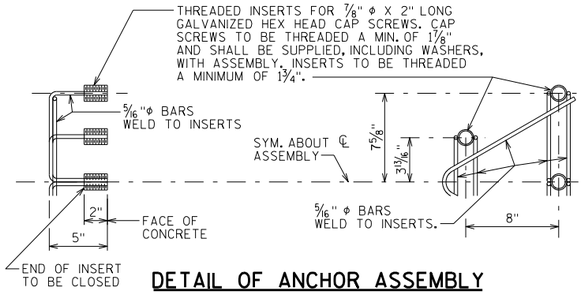


OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)



SECTION THRU PARAPET ON DECK



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.

◆ SLOPE FOR DRAINAGE

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY: WWR | PLANS CK'D.

SINGLE SLOPE PARAPET 32SS

SHEET 18

281

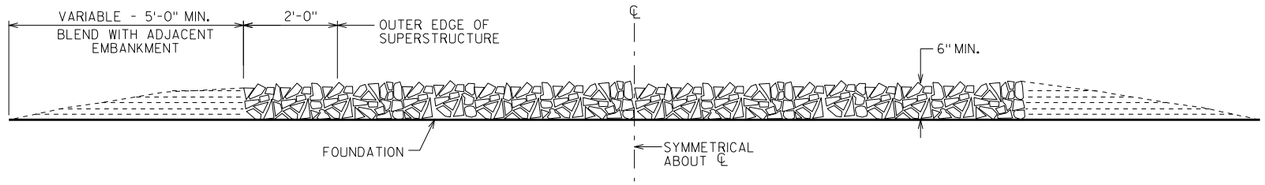
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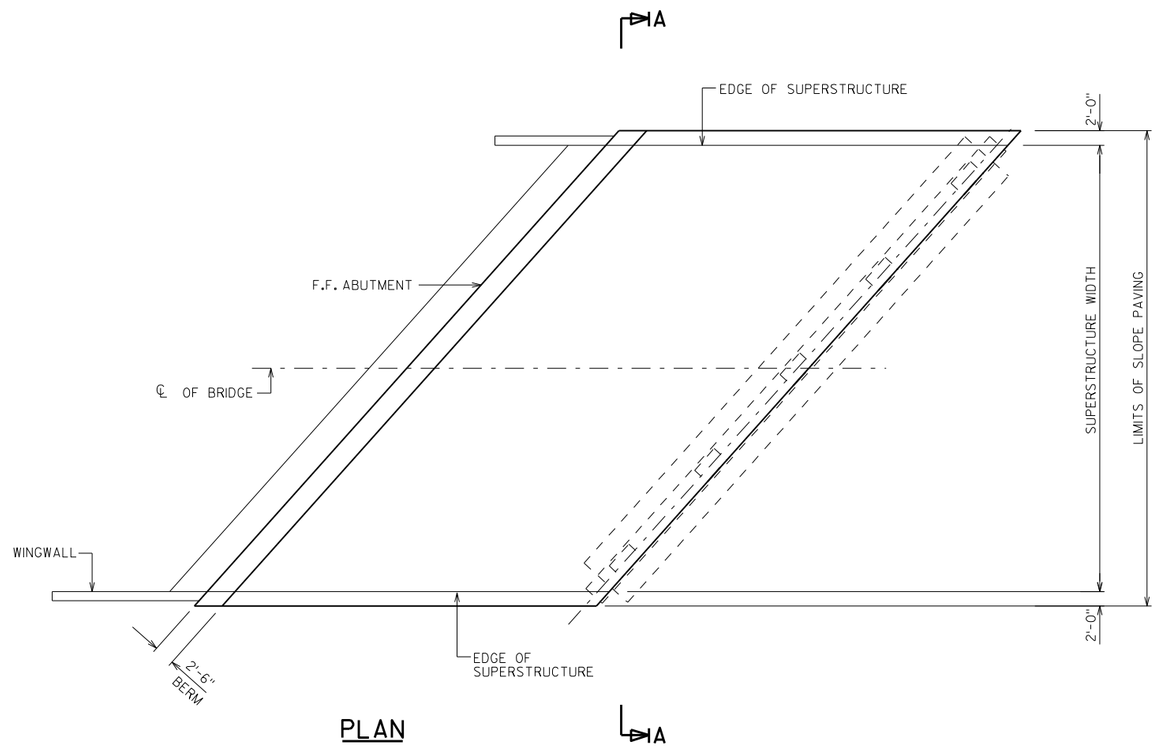
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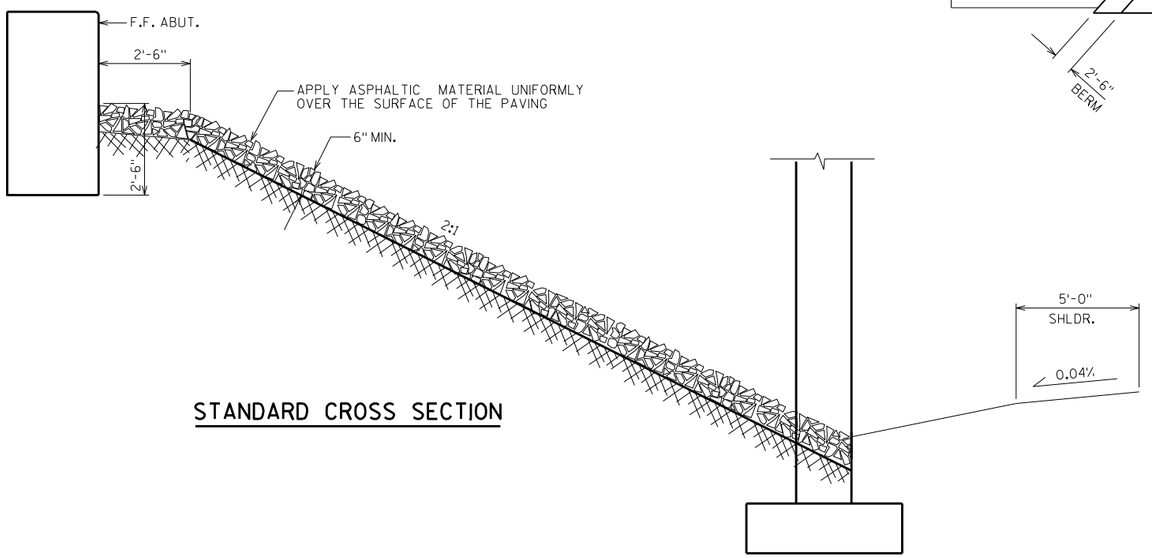
STATE PROJECT NUMBER
1023-02-74



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-41-285

DRAWN BY WWR | PLANS CK'D.

SLOPE PAVING (CRUSHED AGGREGATE)

SHEET 19

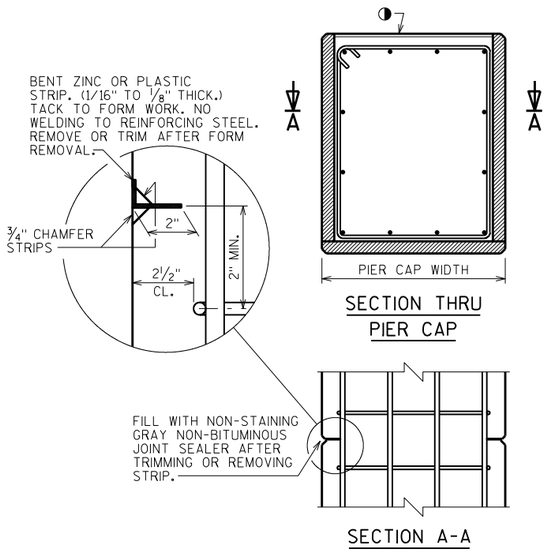
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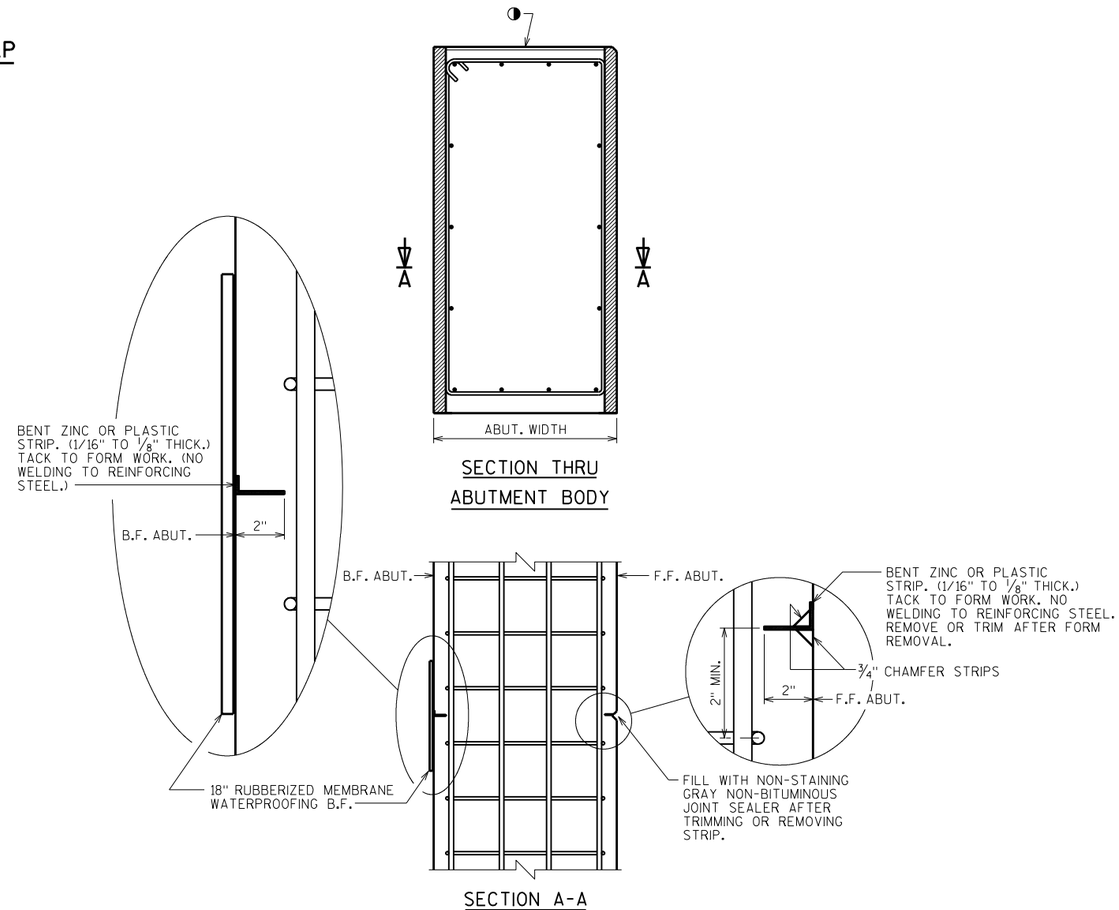
STATE PROJECT NUMBER
1023-02-74



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY WWR | PLANS CK'D.

ALTERNATE CONSTRUCTION JOINT

SHEET 20

283

8

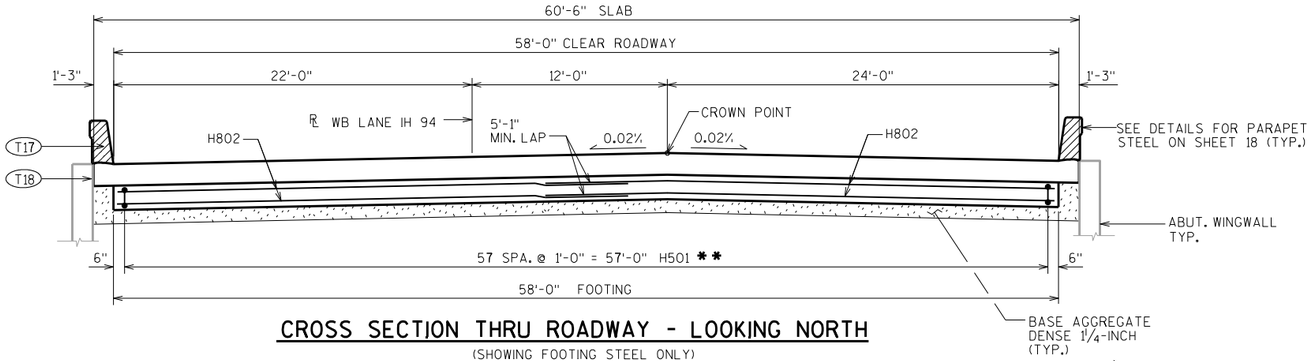
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STATE PROJECT NUMBER
1023-02-74



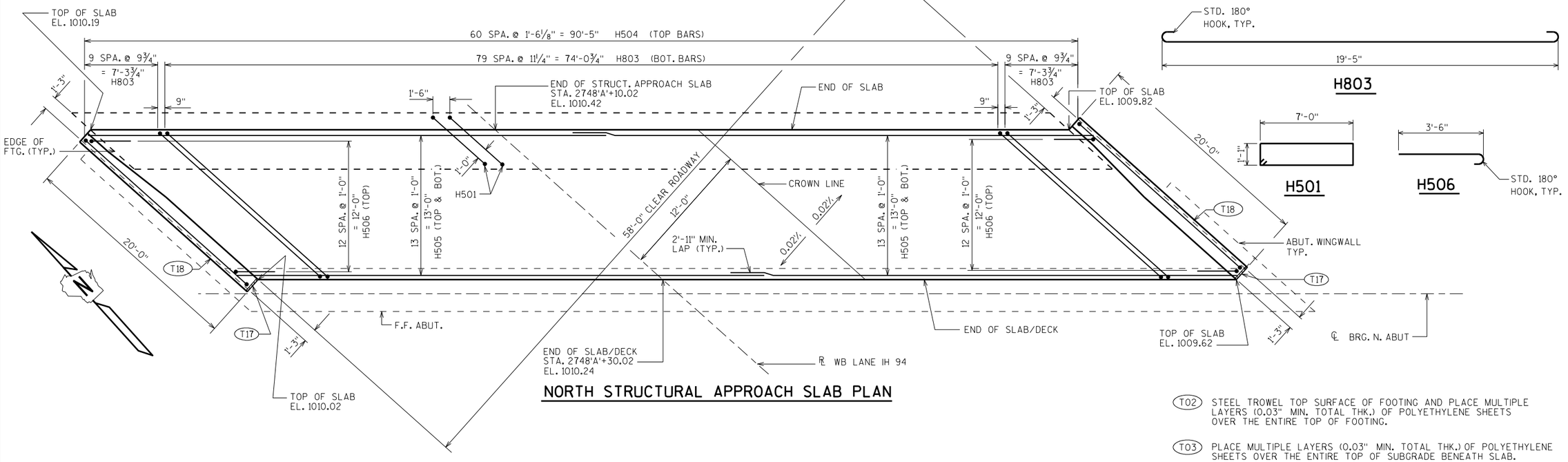
CROSS SECTION THRU ROADWAY - LOOKING NORTH

(SHOWING FOOTING STEEL ONLY)

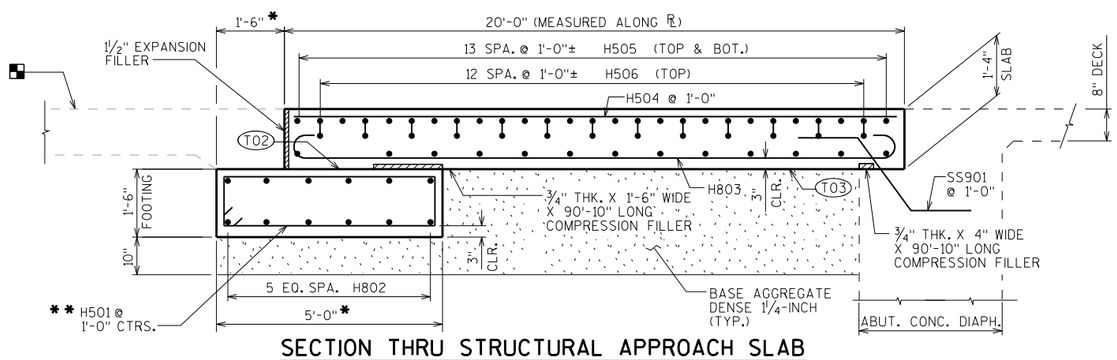
BILL OF BARS

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
H501	X	58	16'-10"	X		APPROACH SLAB FTG. - STIRRUP
H802	X	24	46'-0"			APPROACH SLAB FTG. - TRANS.
H803	X	100	21'-3"	X		APPROACH SLAB - LONG. - BOT.
H504	X	61	19'-5"			APPROACH SLAB - LONG. - TOP
H505	X	56	46'-9"			APPROACH SLAB - LONG - TOP & BOT.
H506	X	26	4'-1"	X		APPROACH SLAB - TRANS - TOP.



NORTH STRUCTURAL APPROACH SLAB PLAN



SECTION THRU STRUCTURAL APPROACH SLAB

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

T03 PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB.

T17 ½" FILLER (INCLUDED IN PARAPET 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.

T18 ½" FILLER PLACED BTWN. ABUT. WINGWALL AND APPROACH SLAB): 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.

* MEASURED NORMAL TO SUBSTRUCTURE

** BARS PLACED PARALLEL TO ℄ SPACING PERPENDICULAR TO ℄

■ CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY WWR | PLANS CK'D.

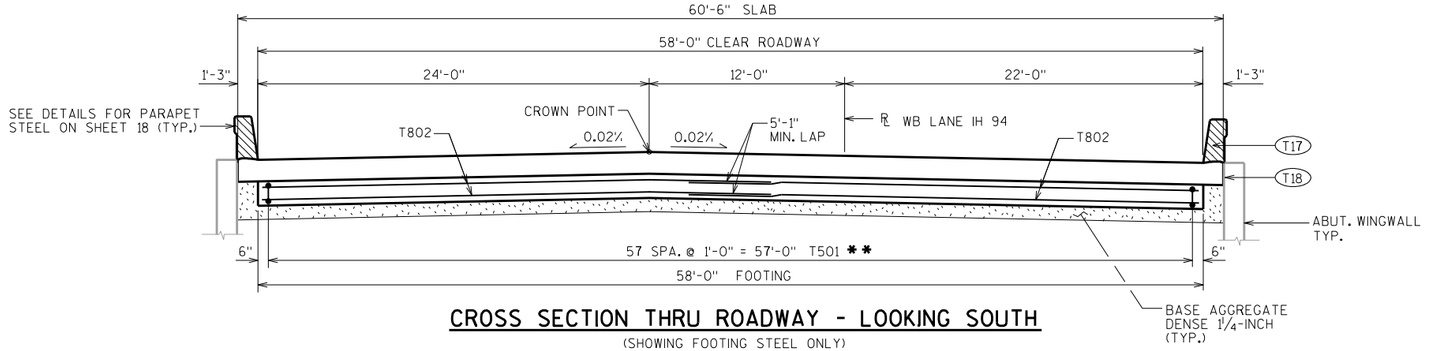
NORTH STRUCTURAL APPROACH SLAB

SHEET 21

284

SCALE =

STATE PROJECT NUMBER
1023-02-74



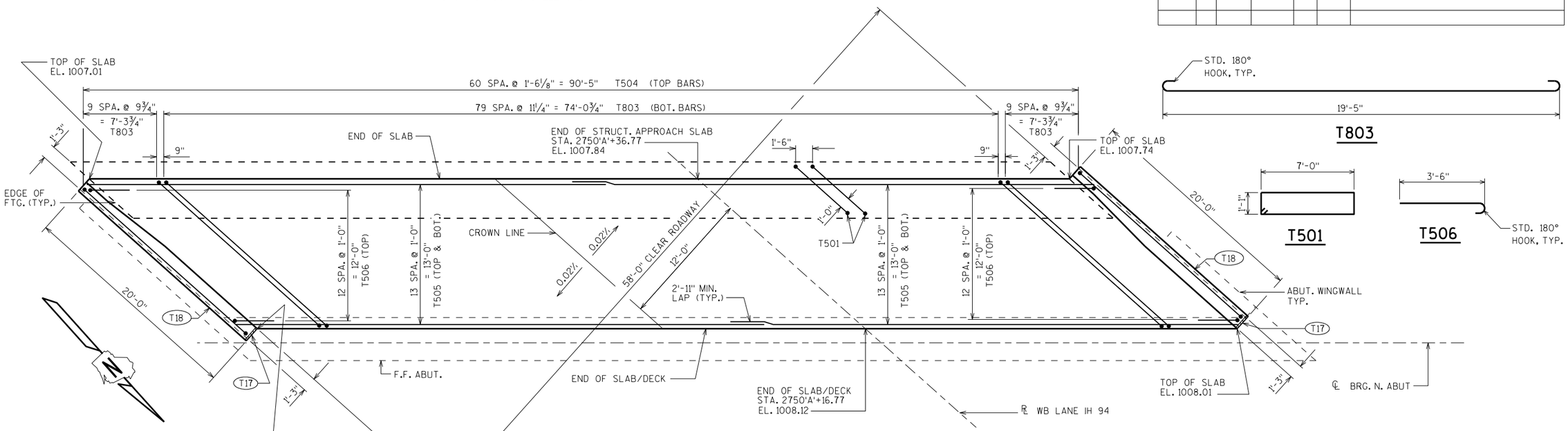
CROSS SECTION THRU ROADWAY - LOOKING SOUTH

(SHOWING FOOTING STEEL ONLY)

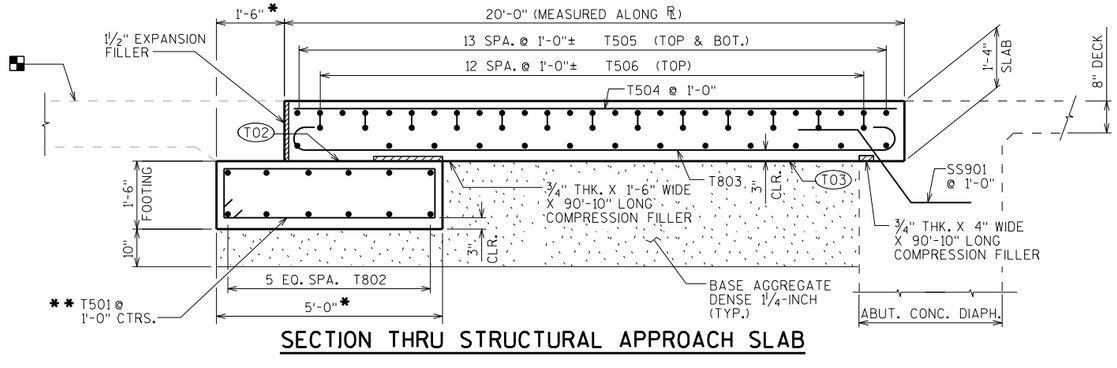
BILL OF BARS

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
T501	X	58	16'-10"	X		APPROACH SLAB FTG. - STIRRUP
T802	X	24	46'-0"			APPROACH SLAB FTG. - TRANS.
T803	X	100	21'-3"	X		APPROACH SLAB - LONG. - BOT.
T504	X	61	19'-5"			APPROACH SLAB - LONG. - TOP
T505	X	56	46'-9"			APPROACH SLAB - LONG - TOP & BOT.
T506	X	26	4'-1"	X		APPROACH SLAB - TRANS - TOP.



SOUTH STRUCTURAL APPROACH SLAB PLAN



SECTION THRU STRUCTURAL APPROACH SLAB

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

T03 PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB.

T17 ½" FILLER (INCLUDED IN PARAPET 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.

T18 ½" FILLER PLACED BTWN. ABUT. WINGWALL AND APPROACH SLAB): 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.

* MEASURED NORMAL TO SUBSTRUCTURE

** BARS PLACED PARALLEL TO ℄ SPACING PERPENDICULAR TO ℄

▪ CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-285

DRAWN BY: WWR | PLANS CK'D.:

SOUTH STRUCTURAL APPROACH SLAB

SHEET 22

285

SCALE =

8

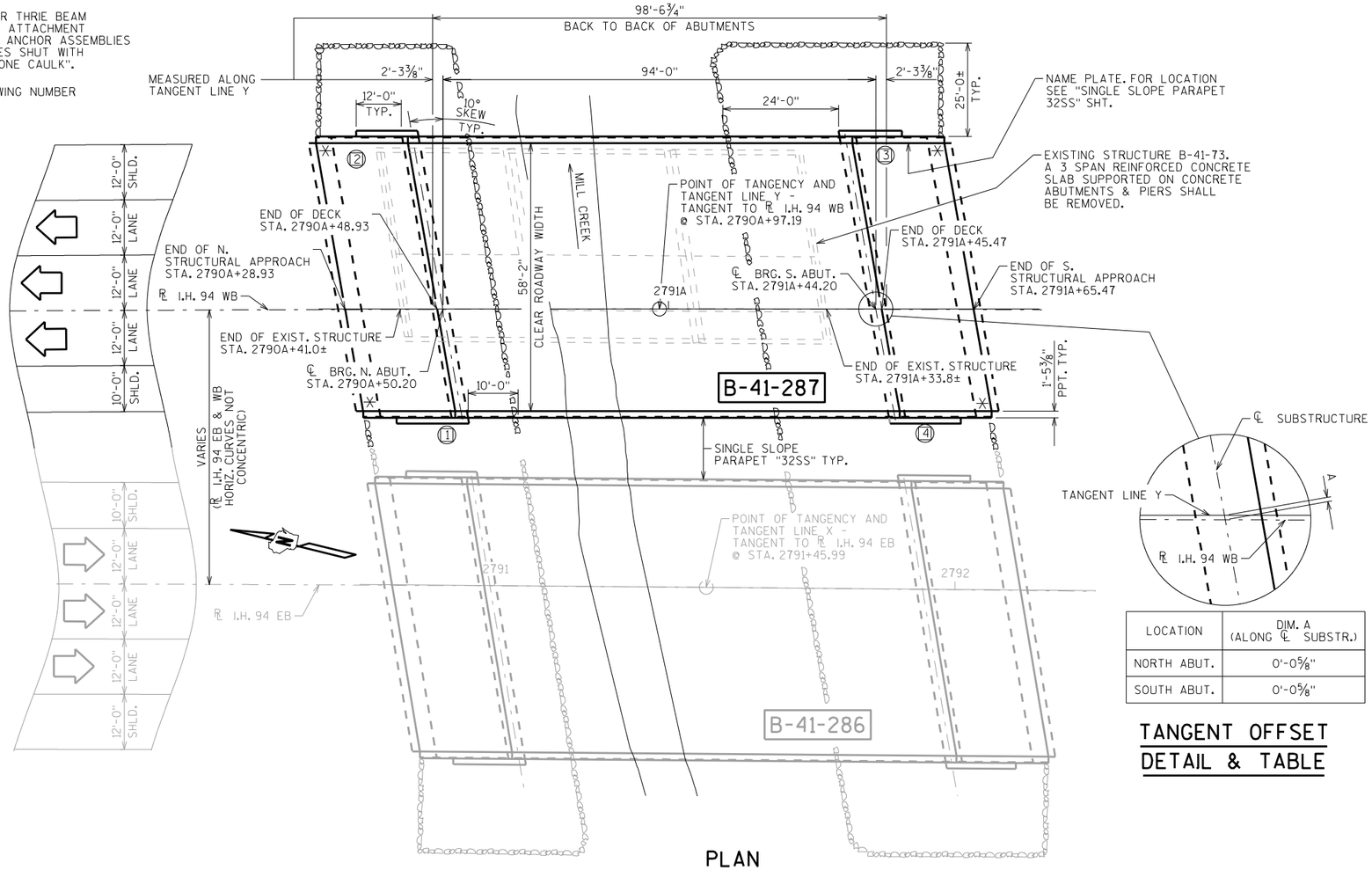
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STATE PROJECT NUMBER

1023-02-74

* PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

(2) INDICATES WING NUMBER



PLAN

SINGLE SPAN 36W" PRESTRESSED GIRDER

LOCATION	DIM. A (ALONG ℄ SUBSTR.)
NORTH ABUT.	0'-0⅝"
SOUTH ABUT.	0'-0⅝"

TANGENT OFFSET DETAIL & TABLE

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF=1.12
OPERATING RATING: RF=1.45
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 215 (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.
CONCRETE MASONRY STRUCTURAL APPROACH SLAB —— f'c = 4,000 P.S.I.
CONCRETE MASONRY ALL OTHER —— f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 —— fy = 60,000 P.S.I.
BAR STEEL REINFORCEMENT STAINLESS, GRADE 60 —— fy = 60,000 P.S.I.
36W" PRESTRESSED GIRDER, 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 45'-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.

TRAFFIC VOLUME

I.H. 94 WB

A.D.T. = 28,100 (2035)
R.D.S. = 70 M.P.H.

CURVE DATA

I.H. 94 WB

P.I. = 2800A+67.16
Δ = 6° 13' 02"
D = 0° 15' 00"
T = 1244.66
L = 2486.88
R = 22918.32
P.C. = 2788A+22.50
P.T. = 2813A+09.39

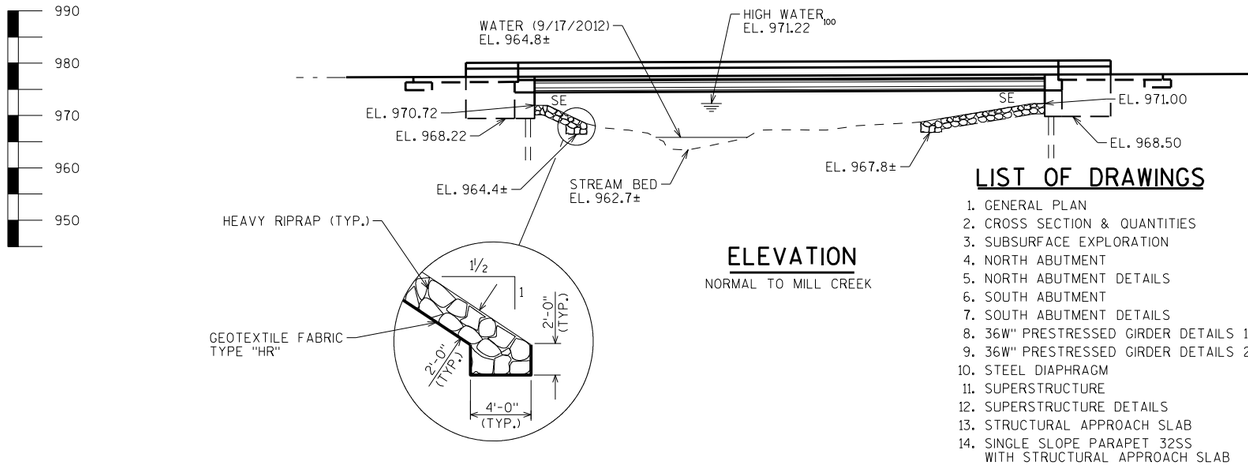
HYDRAULIC DATA

100 YEAR FREQUENCY

Q_{100} = 1800 C.F.S.
VEL. = 6.7 F.P.S.
H.W. EL. = 971.22 FT.
WATERWAY AREA = 269 SQ. FT.
DRAINAGE AREA = 18.2 SQ. MI.
ROAD OVERTOPPING = NA
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY

Q_2 = 445 C.F.S.
HW_2 = 968.11 FT.

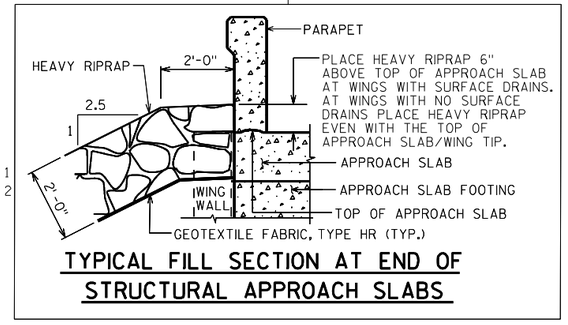


ELEVATION

NORMAL TO MILL CREEK

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. NORTH ABUTMENT
5. NORTH ABUTMENT DETAILS
6. SOUTH ABUTMENT
7. SOUTH ABUTMENT DETAILS
8. 36W" PRESTRESSED GIRDER DETAILS 1
9. 36W" PRESTRESSED GIRDER DETAILS 2
10. STEEL DIAPHRAGM
11. SUPERSTRUCTURE
12. SUPERSTRUCTURE DETAILS
13. STRUCTURAL APPROACH SLAB
14. SINGLE SLOPE PARAPET 32SS WITH STRUCTURAL APPROACH SLAB
15. ALTERNATE CONSTRUCTION JOINT



TYPICAL FILL SECTION AT END OF STRUCTURAL APPROACH SLABS

STRUCTURE DESIGN CONTACTS:

JONATHON RESHESKE (608) 266-8491
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 11/7/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-41-287

I.H. 94 WB OVER MILL CREEK

COUNTY: MONROE — TOWN/~~CITY/VILLAGE~~: LA GRANGE

DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JLR	BLB	JLR	BLB

GENERAL PLAN

SHEET 1 OF 15

286

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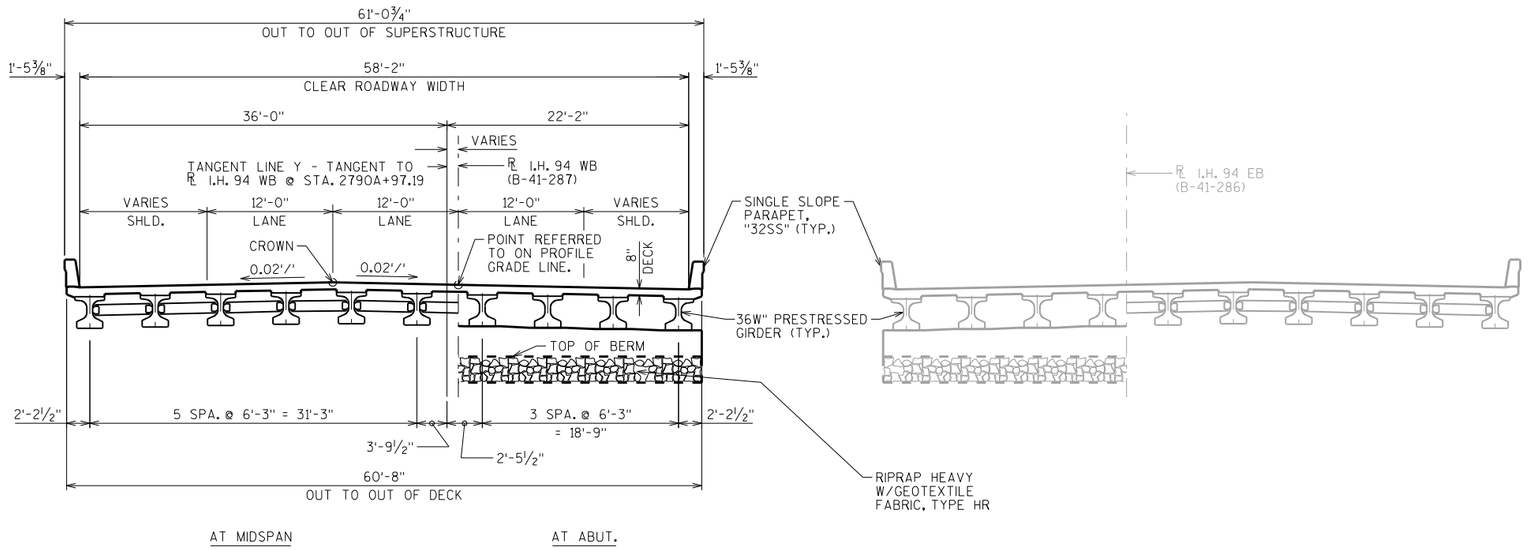
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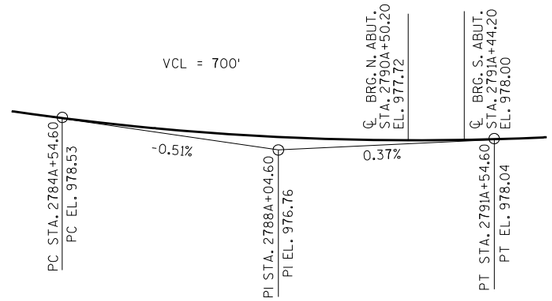
I.D. 1023-02-04E

DATE: MAY 2014

STATE PROJECT NUMBER
1023-02-74



CROSS SECTION THRU ROADWAY LOOKING SOUTH



PROFILE GRADE LINE I.H. 94 WB

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER	NORTH APPROACH	NORTH ABUT.	SOUTH ABUT.	SOUTH APPROACH	TOTALS
203.0600.S	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA. 2790A+88	LS	———	———	———	———	———	1
203.0210.S	ABATEMENT OF ASBESTOS CONTAINING MATERIALS B-41-0073	LS	———	———	———	———	———	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-41-287	LS	———	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	———	160	160	———	320
305.0120	BASE AGGREGATE DENSE 1¼ - INCH	TONS	———	204	———	———	204	408
502.0100	CONCRETE MASONRY BRIDGES	CY	243	82	65	65	82	537
502.3200	PROTECTIVE SURFACE TREATMENT	SY	704	146	———	———	146	996
503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	950	———	———	———	———	950
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	———	———	3,895	3,895	———	7,790
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	35,855	13,865	1,500	1,500	13,865	66,585
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	———	10	10	———	20
506.4000	STEEL DIAPHRAGMS B-41-287	EACH	18	———	———	———	———	18
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	———	16	16	———	32
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	———	———	585	585	———	1,170
606.0300	RIPRAP HEAVY	CY	———	———	140	230	———	370
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	———	90	90	———	180
614.0115	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	———	2	2	———	4
645.0120	GEOTEXTILE FABRIC TYPE HR	SY	———	———	210	345	———	555
SPV.0085	BAR STEEL REINFORCEMENT HS STAINLESS BRIDGES	LB	2,040	———	———	———	———	2,040
			———	———	———	———	———	
			———	———	———	———	———	
	NON-BID ITEMS							
	FILLER	SIZE	———	———	———	———	———	½", ¾", & 1½"

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 AND BASE AGGREGATE DENSE, AS DETAILED ON "STRUCTURAL APPROACH SLAB" SHEET.

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 & STRUCTURAL APPROACH SLAB SURFACE, AND THE FRONT FACE AND THE TOP OF THE PARAPET, INCLUDING PARAPETS ON APPROACH SLABS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE FABRIC TYPE 'HR' TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-287

DRAWN BY JLR | PLANS CK'D. BLB

CROSS SECTION & QUANTITIES

SHEET 2

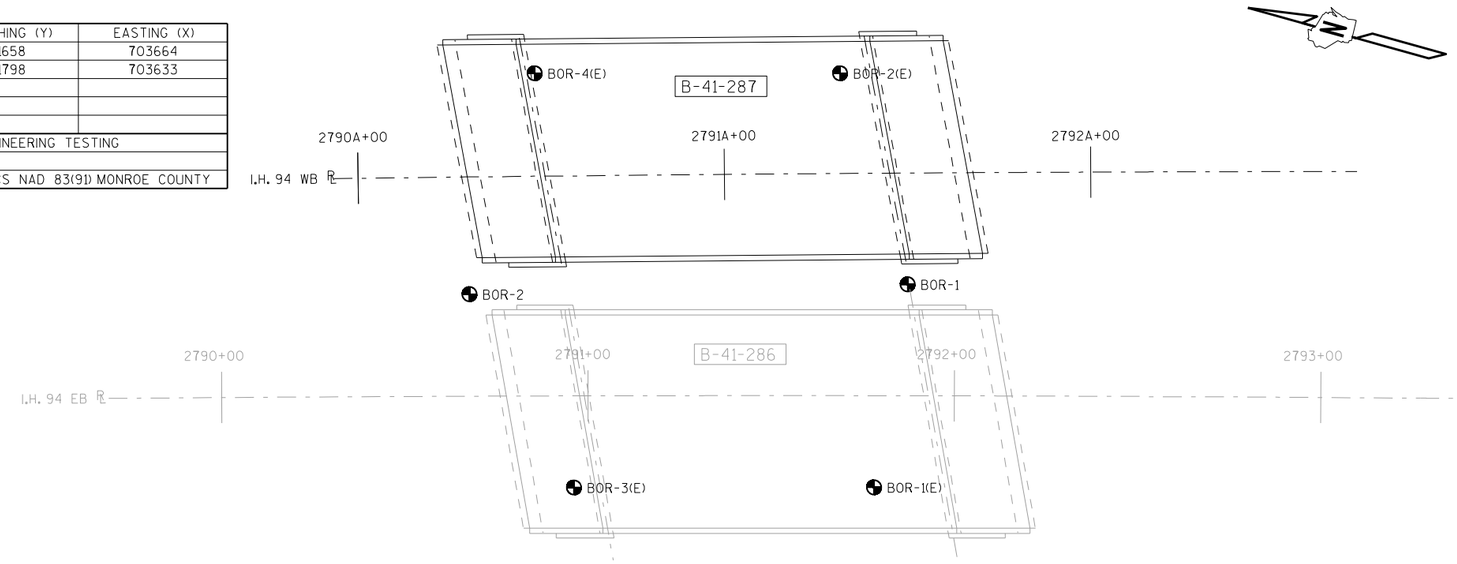
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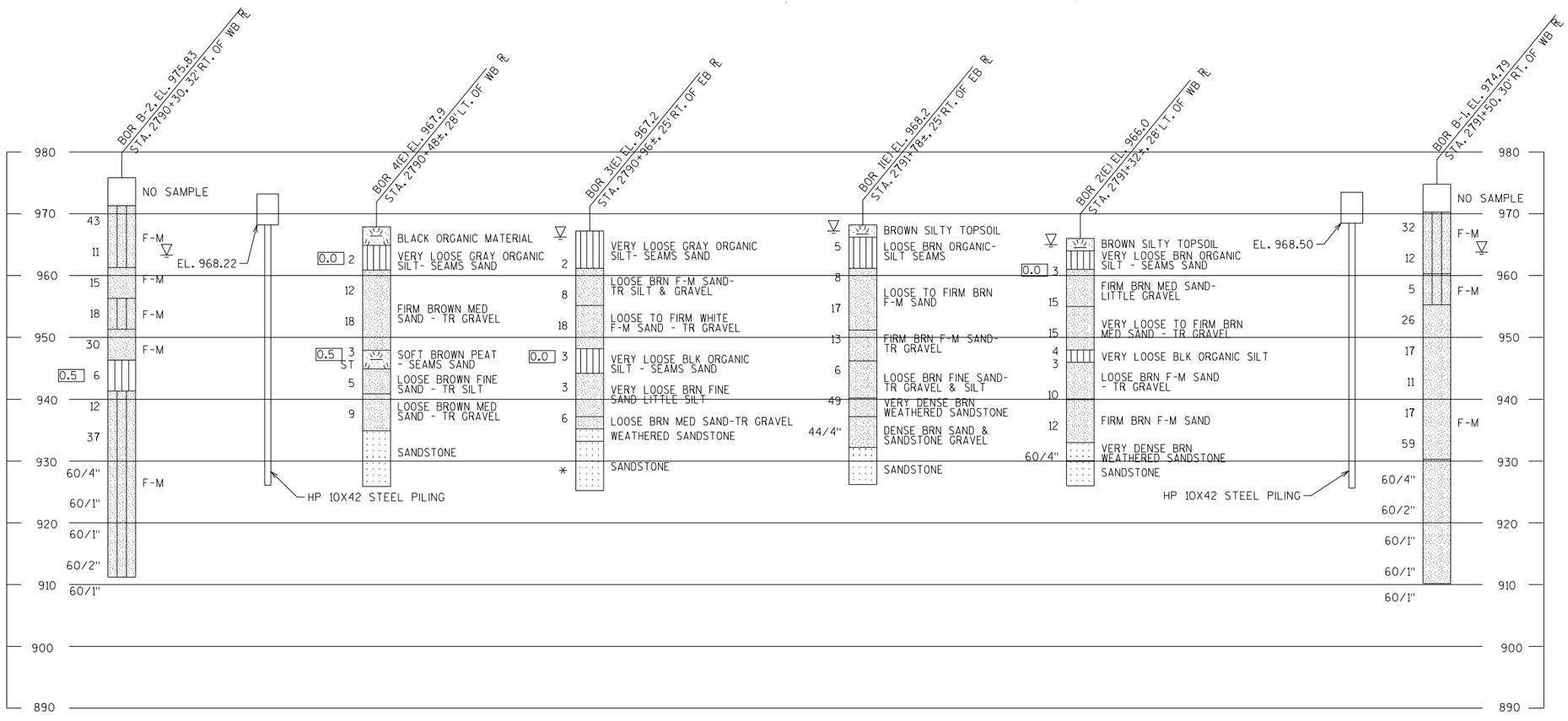
SCALE = 7

KIRBY - USH 12

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	11/25/2013	421658	703664
2	11/26/2013	421798	703633

BORINGS COMPLETED BY: AMERICAN ENGINEERING TESTING
REPORT COMPLETED BY: WISDOT
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) MONROE COUNTY





BORINGS DESIGNATED AS "(E)" WERE DERIVED FROM EXISTING STRUCTURES B-41-72/73, 1968 PLANS

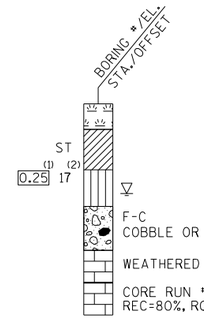
STATE PROJECT NUMBER

1023-02-74

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-287

DRAWN BY PR | PLANS CK'D. BLB

SUBSURFACE EXPLORATION

SHEET 3

288

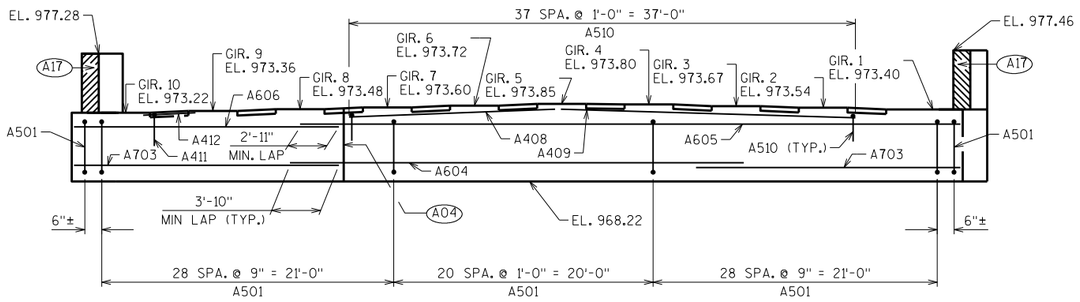
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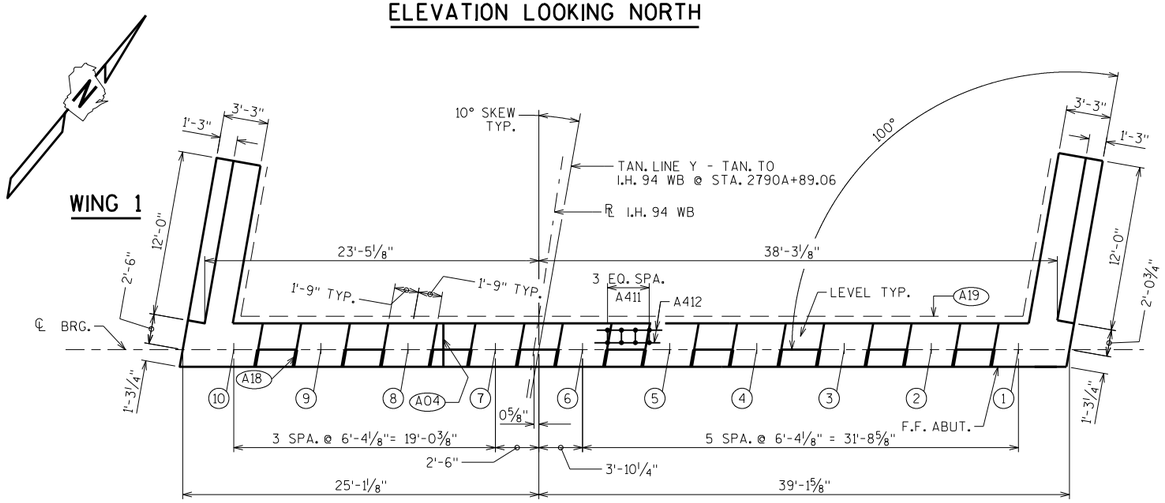
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STATE PROJECT NUMBER

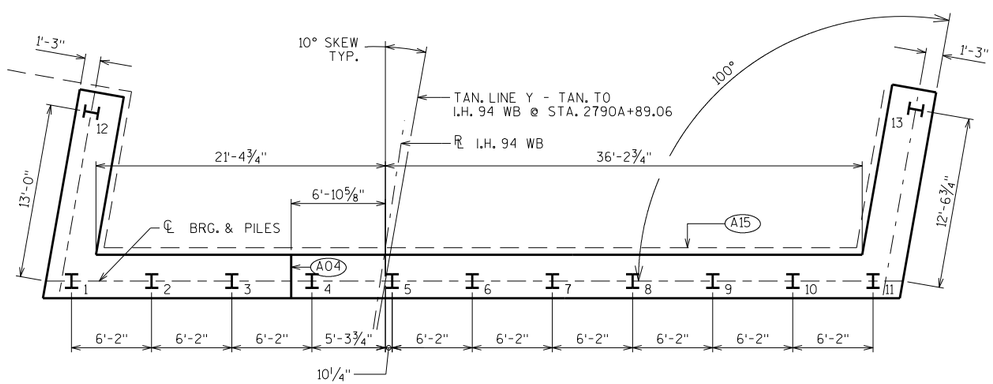
1023-02-74



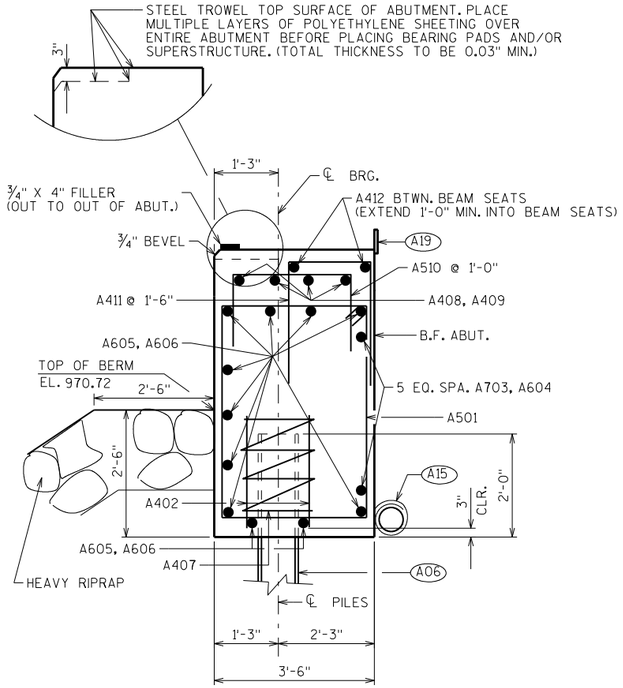
ELEVATION LOOKING NORTH



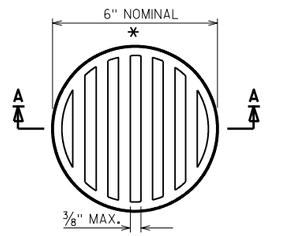
PLAN



PILE PLAN



SECTION THRU BODY



RODENT SHIELD DETAIL

SECTION A-A

✳ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(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 45'-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-41-287

DRAWN BY JLR | PLANS CK'D. BLB

NORTH ABUTMENT

SHEET 4

289

SCALE = 5.33

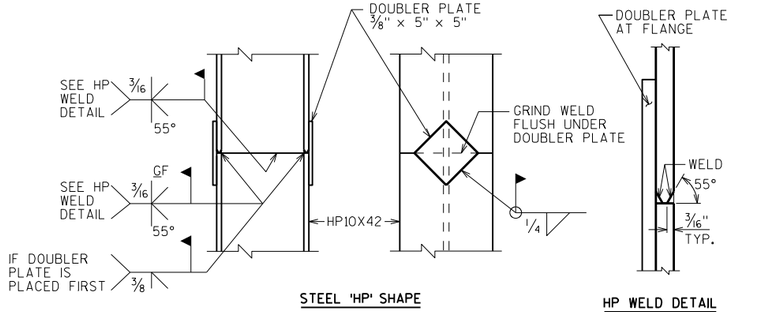
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STATE PROJECT NUMBER
1023-02-74

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(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.



STEEL 'HP' SHAPE

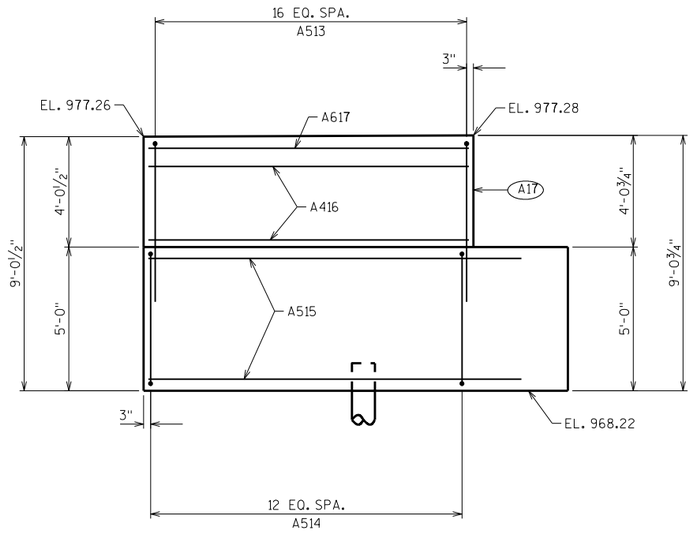
HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

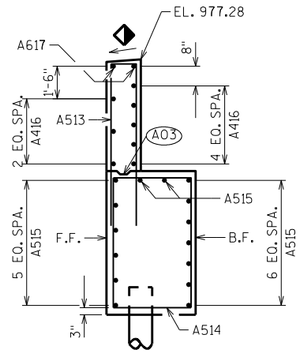
PILE DETAILS

BILL OF BARS

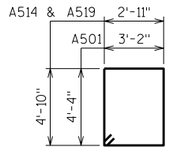
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
A501		79	15'-8"	X	BODY-STIRRUPS
A402		22	2'-3"		PILES- 2 PER PILE
A703		12	17'-7"		BODY-HORIZONTAL
A604		6	36'-3"		BODY-HORIZONTAL
A605		11	47'-7"		BODY-HORIZONTAL
A606		11	19'-1"		BODY-HORIZONTAL
A407		11	28'-0"	X	PILES-1 PER PILE
A408		4	15'-6"		BODY-HORZ. OVER GIRS. 5-7
A409		4	22'-8"		BODY-HORZ. OVER GIRS. 2-5
A510		37	6'-3"	X	BODY-TOP OVER GIRS. 2-7
A411		36	4'-3"	X	BODY-VERT.-BETWEEN BEAM SEATS
A412		18	4'-10"		BODY-HORZ.-BETWEEN BEAM SEATS
A513	X	17	12'-6"	X	WING 1-VERTICAL
A514	X	13	16'-2"	X	WING 1-STIRRUP
A515	X	15	13'-7"		WING 1-HORIZONTAL
A416	X	8	11'-8"		WING 1-HORIZONTAL
A617	X	2	11'-8"		WING 1-TOP HORIZONTAL
A518	X	17	12'-6"	X	WING 2-VERTICAL
A519	X	13	16'-2"	X	WING 2-STIRRUP
A520	X	15	13'-7"		WING 2-HORIZONTAL
A421	X	8	11'-8"		WING 2-HORIZONTAL
A622	X	2	11'-8"		WING 2-TOP HORIZONTAL



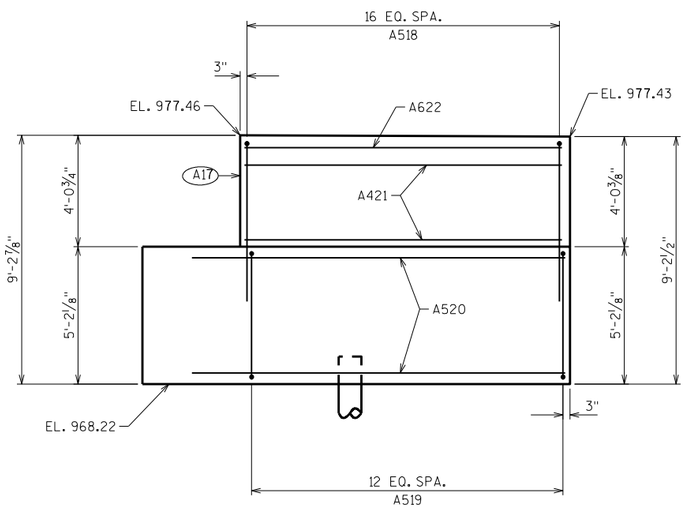
WING 1 ELEVATION



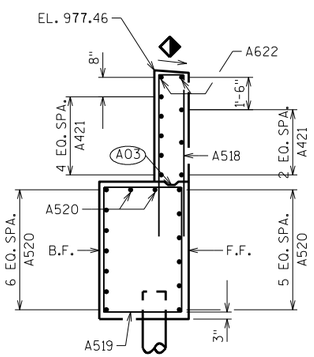
WING 1 SECTION



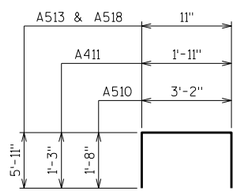
A501, A514, A519



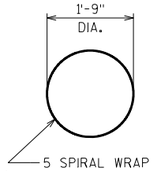
WING 2 ELEVATION



WING 2 SECTION



A510, A411, A513, A518



A407

SLOPE 0.02% FOR DRAINAGE

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STRUCTURE B-41-287

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NORTH ABUTMENT DETAILS

SHEET 5

290

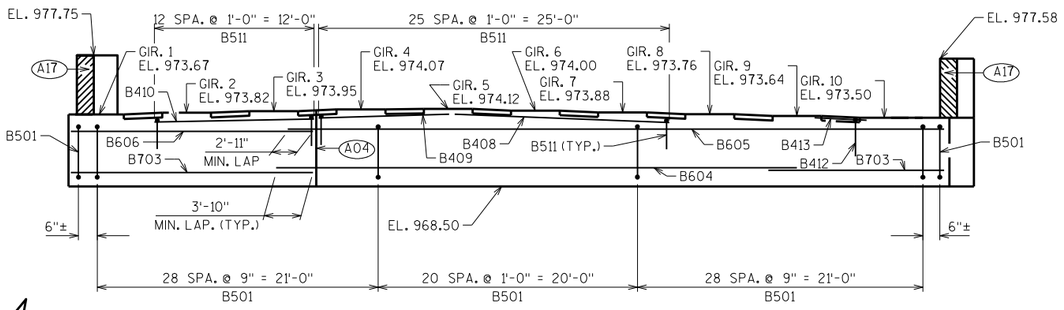
SCALE = 2.67

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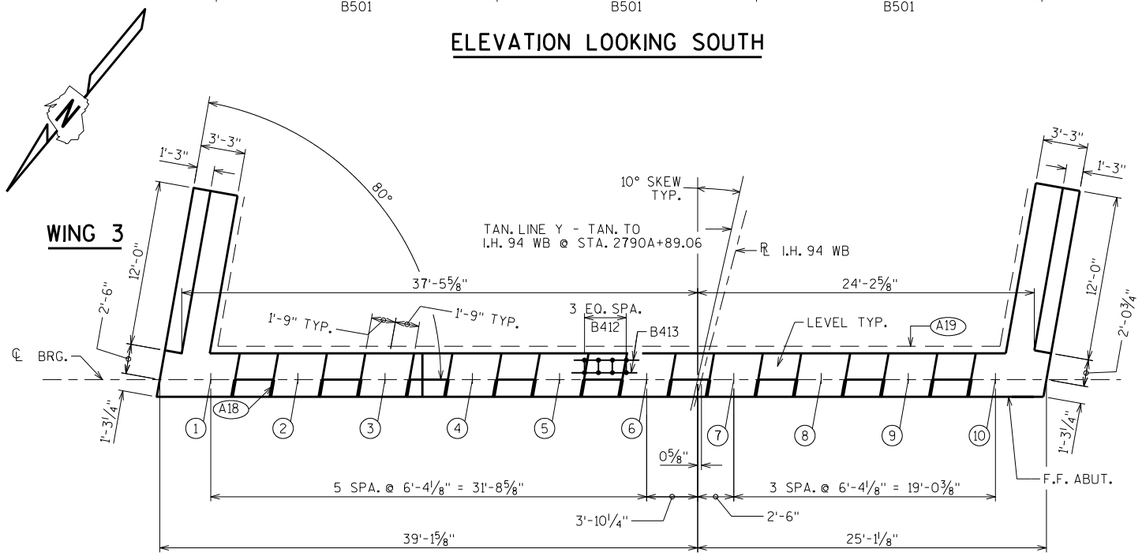
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STATE PROJECT NUMBER

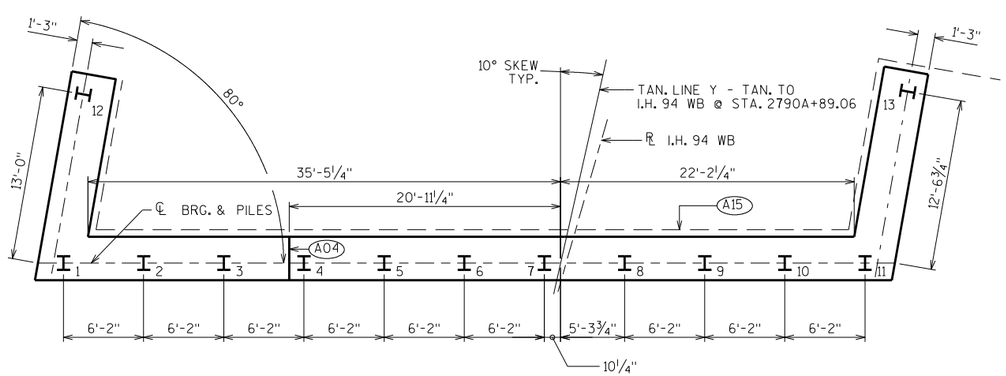
1023-02-74



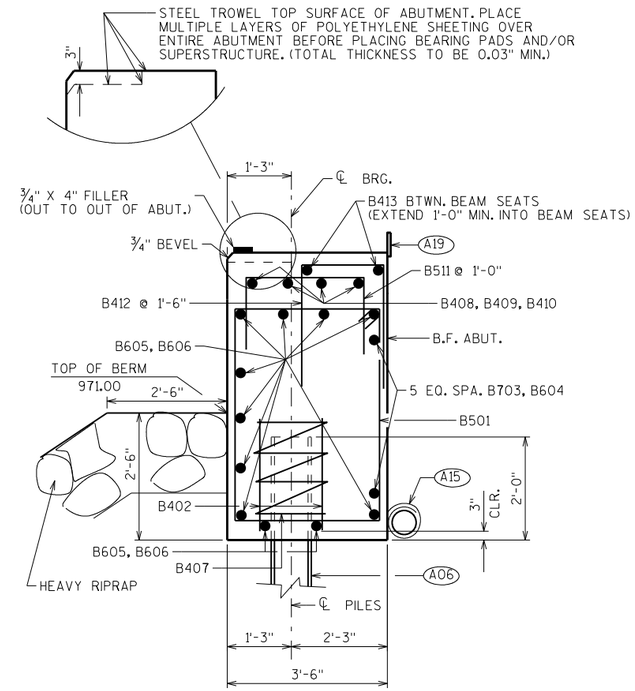
ELEVATION LOOKING SOUTH



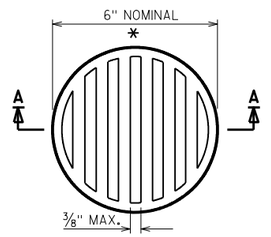
PLAN



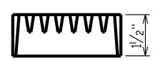
PILE PLAN



SECTION THRU BODY



RODENT SHIELD DETAIL



SECTION A-A

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(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 45'-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.

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SOUTH ABUTMENT

SHEET 6

291

8

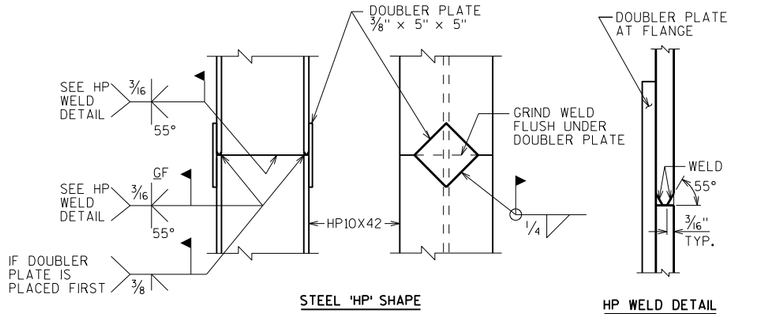
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SCALE = 5.33

STATE PROJECT NUMBER
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(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(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.



STEEL 'HP' SHAPE

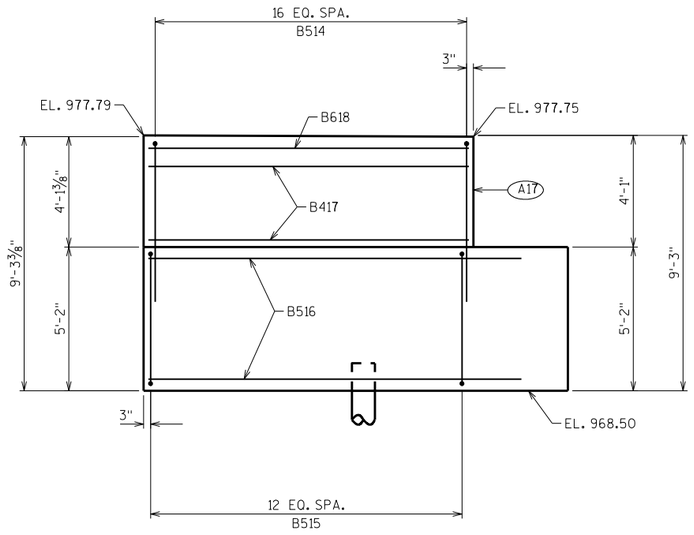
HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

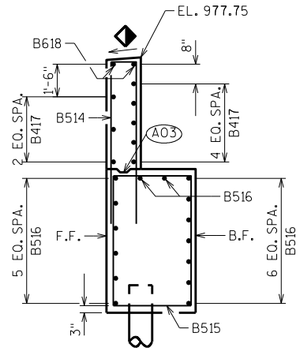
PILE DETAILS

BILL OF BARS

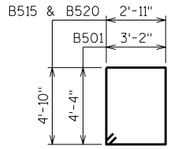
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
B501		79	15'-8"	X	BODY-STIRRUPS
B402		22	2'-3"		PILES- 2 PER PILE
B703		12	17'-7"		BODY-HORIZONTAL
B604		6	36'-3"		BODY-HORIZONTAL
B605		11	47'-7"		BODY-HORIZONTAL
B606		11	19'-1"		BODY-HORIZONTAL
B407		11	28'-0"	X	PILES-1 PER PILE
B408		4	15'-6"		BODY-HORZ. OVER GIRS. 5-7
B409		4	12'-0"		BODY-HORZ. OVER GIRS. 4 & 5
B410		4	10'-8"		BODY-HORZ. OVER GIRS. 2 & 3
B511		37	6'-3"	X	BODY-TOP OVER GIRS. 2-7
B412		36	4'-3"	X	BODY-VERT.-BETWEEN BEAM SEATS
B413		18	4'-10"		BODY-HORZ.-BETWEEN BEAM SEATS
B514	X	17	12'-6"	X	WING 3-VERTICAL
B515	X	13	16'-2"	X	WING 3-STIRRUP
B516	X	15	13'-7"		WING 3-HORIZONTAL
B417	X	8	11'-8"		WING 3-HORIZONTAL
B618	X	2	11'-8"		WING 3-TOP HORIZONTAL
B519	X	17	12'-6"	X	WING 4-VERTICAL
B520	X	13	16'-2"	X	WING 4-STIRRUP
B521	X	15	13'-7"		WING 4-HORIZONTAL
B422	X	8	11'-8"		WING 4-HORIZONTAL
B623	X	2	11'-8"		WING 4-TOP HORIZONTAL



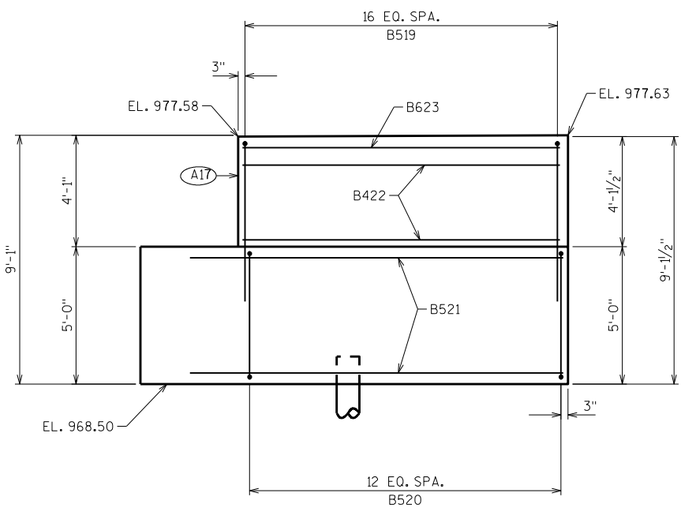
WING 3 ELEVATION



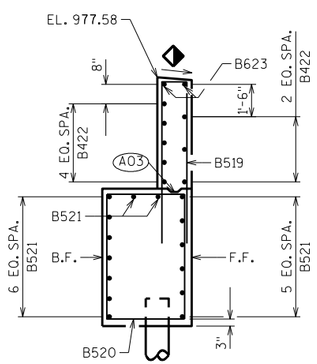
WING 3 SECTION



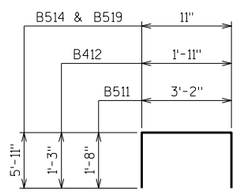
B501, B515, B520



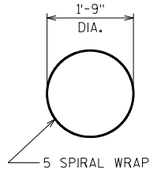
WING 4 ELEVATION



WING 4 SECTION



B511, B412, B514, B519



B407

SLOPE 0.02% FOR DRAINAGE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-287

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SOUTH ABUTMENT DETAILS

SHEET 7

292

SCALE = 2.67

8

8

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NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

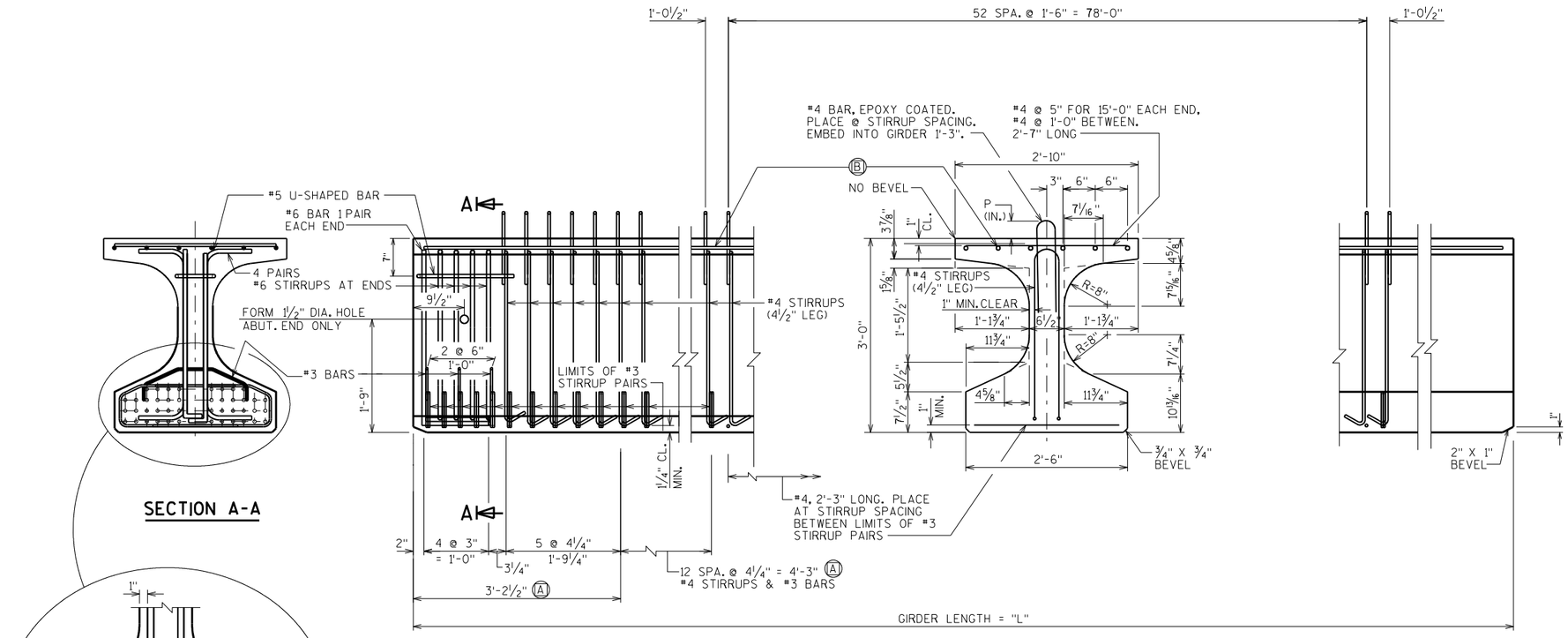
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

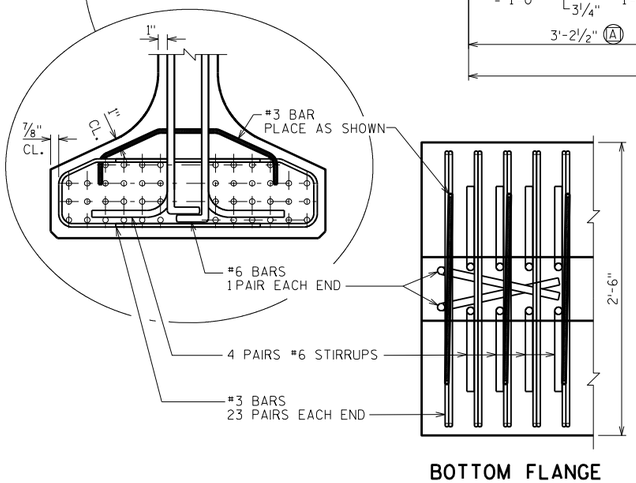
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE 0.6" DIA. -7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.



SECTION A-A

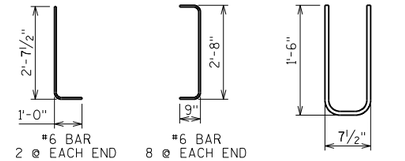


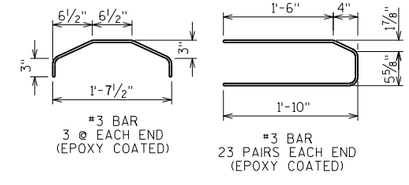
BOTTOM FLANGE

SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"





✳ 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	1-10	95.00	0.7	1.3	1.7	2.0	2.1	2.0	1.7	1.3	0.7	8000	7	8	7	0.60	34	6400	31.0	11.5	14.5	5.0		

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-287

DRAWN BY JLR | PLANS CK'D. BLB

36W" PRESTRESSED GIRDER DETAILS 1

SHEET 8

293

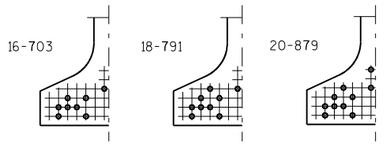
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SCALE = 1

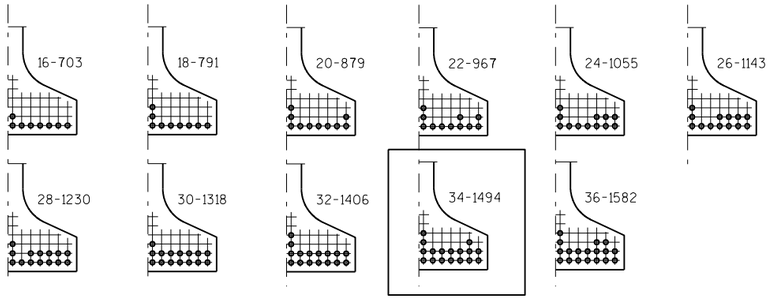
STATE PROJECT NUMBER

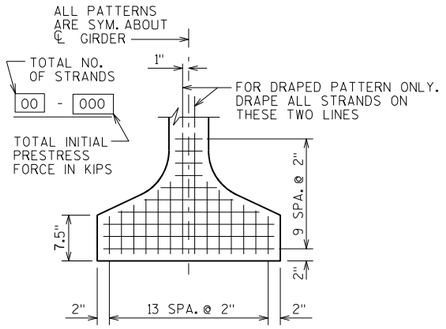
1023-02-74



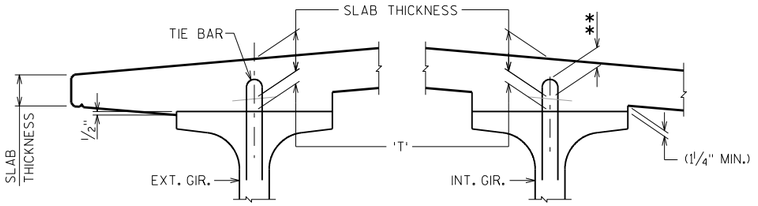
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS





TYP. STRAND PATTERN



SLAB HAUNCH DETAIL

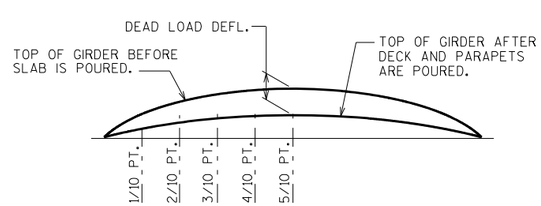
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** 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'

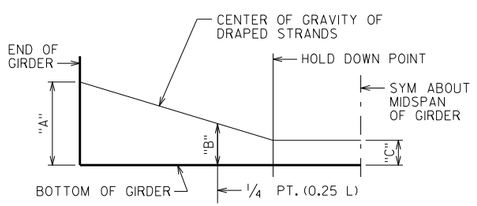
NOTE: AN AVERAGE HAUNCH ('T') OF 3.4" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM

ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



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	4.03

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-287

DRAWN BY JLR | PLANS CK'D. BLB

36W" PRESTRESSED GIRDER DETAILS 2

SHEET 9

294

8

8

SCALE = 1

STATE PROJECT NUMBER

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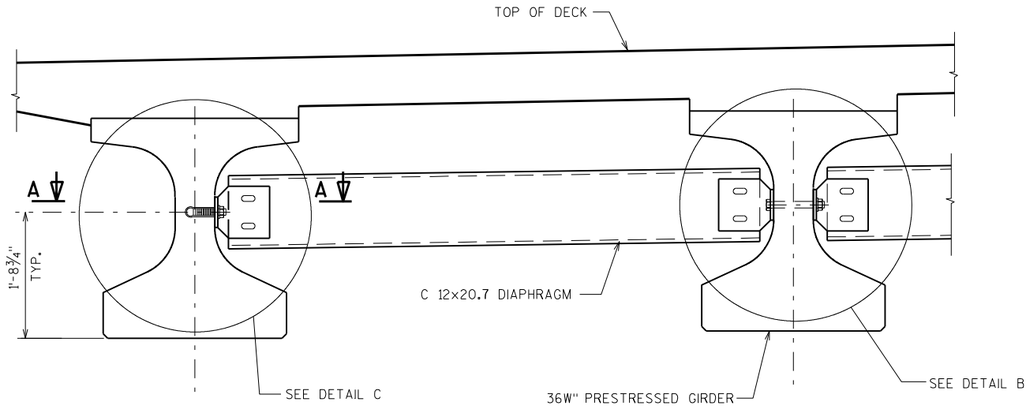
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-41-287", 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.

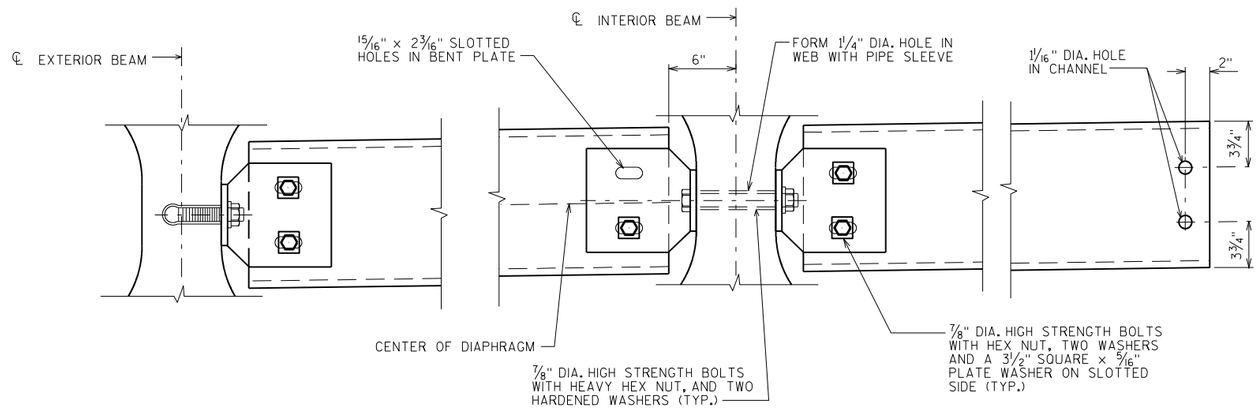
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.



EXTERIOR GIRDER

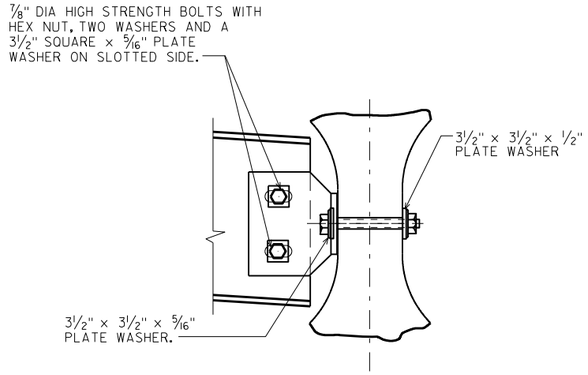
INTERIOR GIRDER

PART TRANSVERSE SECTION AT DIAPHRAGM

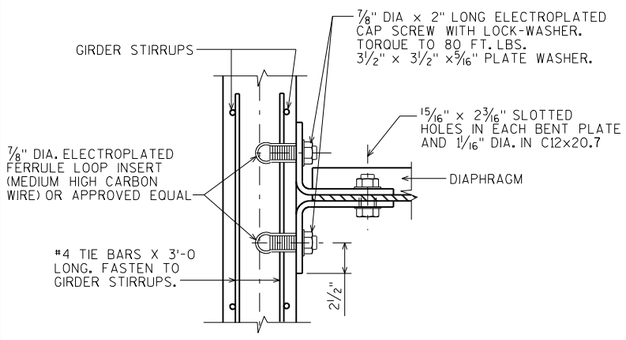


DETAIL C

DETAIL B

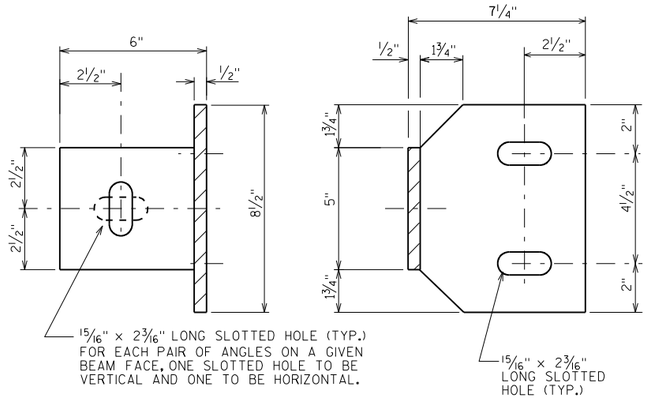


SECTION AT INTERIOR GIRDERS THRU DIAPHRAGM FOR SKEW ANGLES > 10°



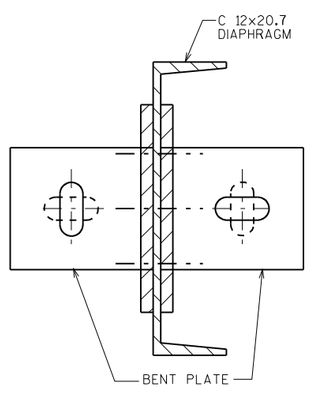
SECTION A-A

(FOR EXTERIOR ATTACHMENT)



BEAM FACE

DIAPHRAGM FACE



ATTACHMENT TO CHANNEL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-287

DRAWN BY JLR | PLANS CK'D. BLB

STEEL DIAPHRAGM

SHEET 10

295

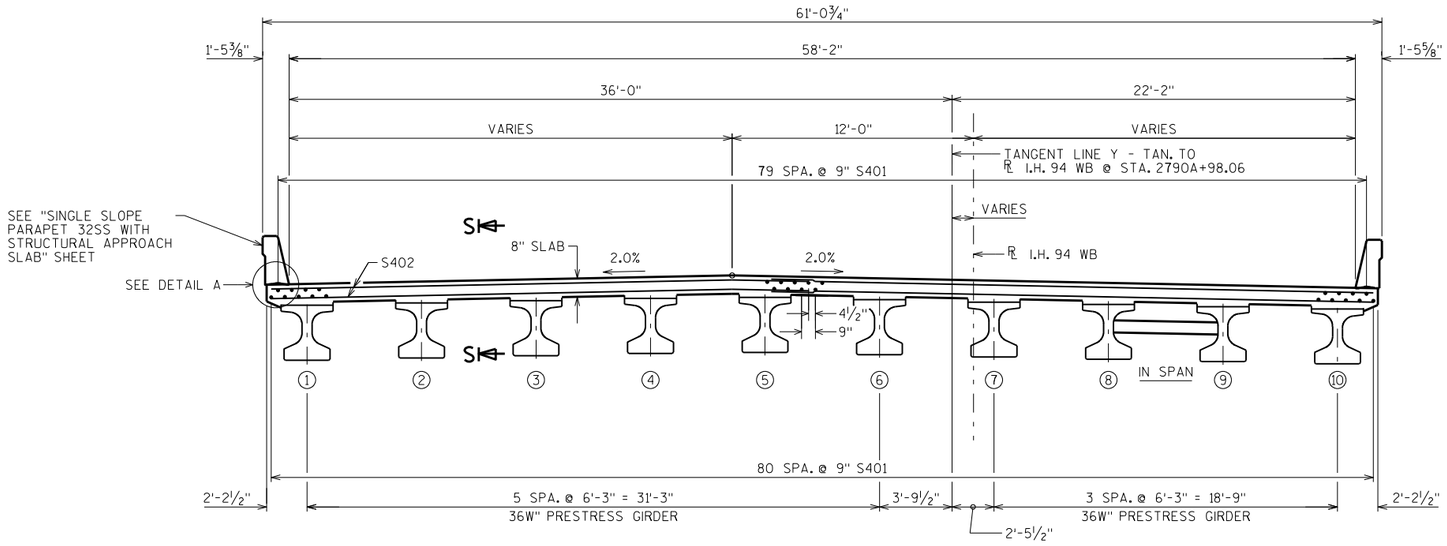
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8

8

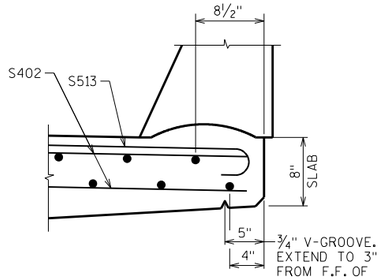
STATE PROJECT NUMBER

1023-02-74

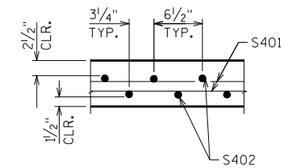


CROSS SECTION THRU ROADWAY

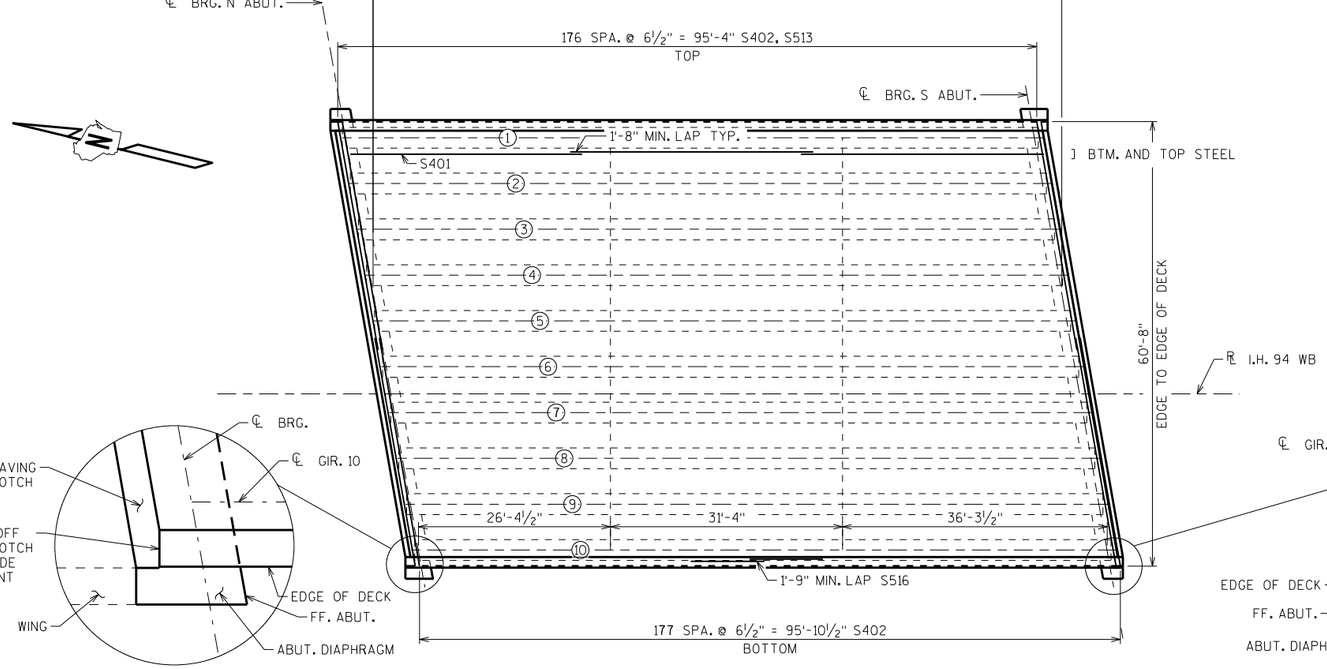
(LOOKING SOUTH)



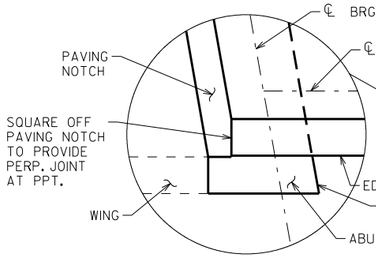
DETAIL A



SECTION S-S

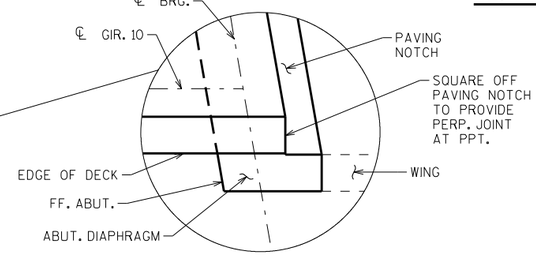


PLAN



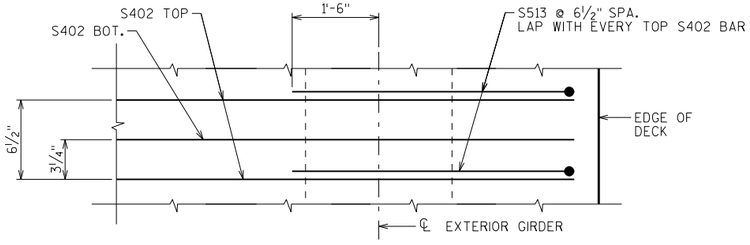
CORNER DETAIL

NW CORNER SHOWN
SE CORNER SIMILAR



CORNER DETAIL

SW CORNER SHOWN
NE CORNER SIMILAR



PLAN

ADDITIONAL OVERHANG REINFORCEMENT DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-287

DRAWN BY JLR | PLANS CK'D. BLB

SUPERSTRUCTURE

SHEET 11

296

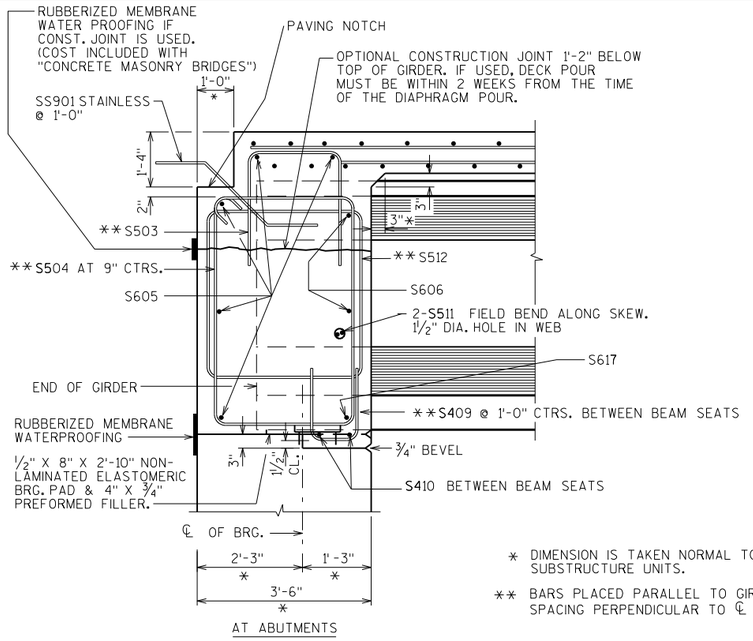
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STATE PROJECT NUMBER

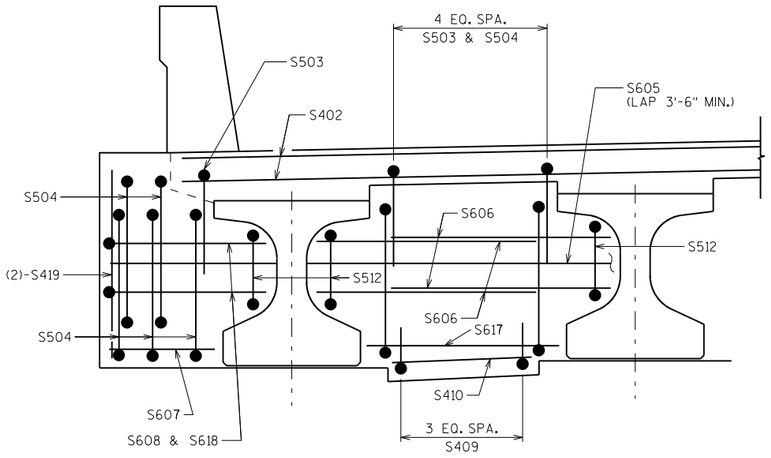
1023-02-74



PART LONGIT. SECTION

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS

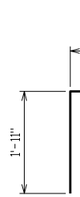


DIAPHRAGM AT ABUTMENT

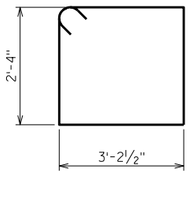
BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
S401	X	483	33'-9"		LONGITUDINAL TOP & BOTTOM
S402	X	710	31'-6"		TRANSVERSE
S503	X	94	5'-9"	X	ABUT. DIAPHRAGM
S504	X	106	11'-9"	X	ABUT. DIAPHRAGM
S605	X	20	33'-9"		ABUT. DIAPHRAGM
S606	X	72	4'-0"		ABUT. DIAPHRAGM
S607	X	4	1'-11"		ABUT. DIAPHRAGM
S608	X	4	8'-8"	X	ABUT. DIAPHRAGM
S409	X	72	3'-3"	X	ABUT. DIAPHRAGM
S410	X	36	2'-6"		ABUT. DIAPHRAGM
S511	X	40	6'-0"		ABUT. DIAPHRAGM
S512	X	40	9'-9"	X	ABUT. DIAPHRAGM
S513	X	354	4'-2"	X	TRANSVERSE TOP ADDITIONAL REINF.
S514	X	290	4'-5"	X	PARAPET 32SS
S515	X	290	5'-0"	X	PARAPET 32SS
S516	X	36	33'-10"		PARAPET 32SS
S617	X	18	3'-3"		ABUT. DIAPHRAGM
S618	X	4	2'-9"	X	ABUT. DIAPHRAGM
S419	X	8	3'-7"		ABUT. DIAPHRAGM
SS901		120	5'-0"	X	ABUT. DIAPH./APPROACH SLAB - VERTICAL

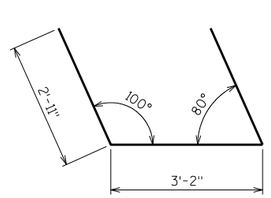
STAINLESS STEEL



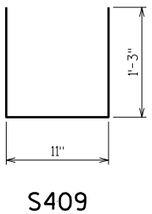
S503



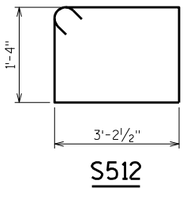
S504



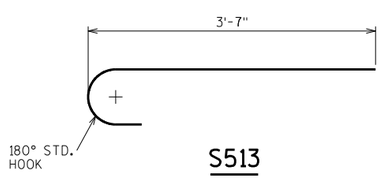
S608



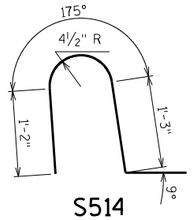
S409



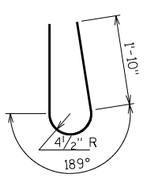
S512



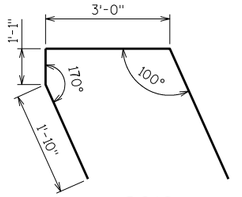
S513



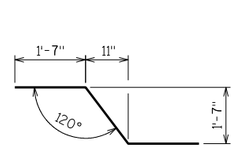
S514



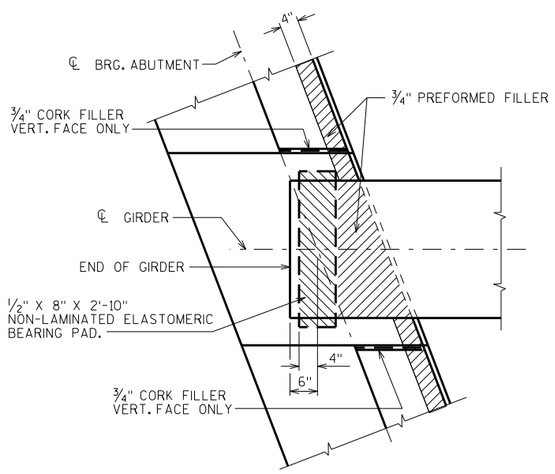
S515



S618



SS901



BEARING PAD DETAIL

TOP OF DECK ELEVATIONS

	N. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	S. ABUT.
LT. EOD	977.47	977.49	977.51	977.54	977.56	977.59	977.62	977.65	977.68	977.71	977.74
GIR. 1	977.48	977.51	977.53	977.56	977.58	977.61	977.64	977.67	977.70	977.73	977.76
GIR. 2	977.61	977.64	977.66	977.68	977.71	977.74	977.77	977.79	977.82	977.86	977.89
GIR. 3	977.74	977.76	977.79	977.81	977.84	977.87	977.89	977.92	977.95	977.98	978.02
GIR. 4	977.87	977.89	977.92	977.94	977.97	977.99	978.02	978.05	978.08	978.11	978.15
GIR. 5	977.92	977.94	977.97	977.99	978.02	978.04	978.07	978.10	978.13	978.16	978.20
GIR. 6	977.80	977.82	977.84	977.87	977.89	977.92	977.95	977.98	978.01	978.04	978.08
GIR. 7	977.67	977.70	977.72	977.75	977.77	977.80	977.83	977.86	977.89	977.92	977.96
GIR. 8	977.55	977.58	977.60	977.62	977.65	977.68	977.71	977.74	977.77	977.80	977.83
GIR. 9	977.43	977.45	977.48	977.50	977.53	977.56	977.59	977.62	977.65	977.68	977.71
GIR. 10	977.31	977.33	977.36	977.38	977.41	977.44	977.46	977.49	977.53	977.56	977.59
RT. EOD	977.29	977.31	977.34	977.36	977.39	977.42	977.45	977.48	977.51	977.54	977.57

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-287

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SUPERSTRUCTURE DETAILS

SHEET 12

297

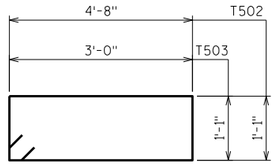
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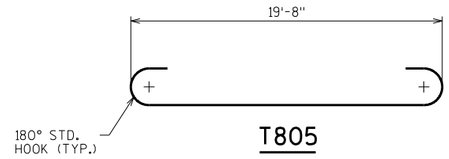
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STATE PROJECT NUMBER

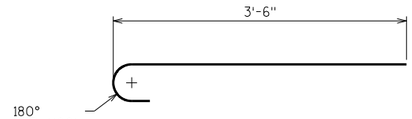
1023-02-74



T502, T503



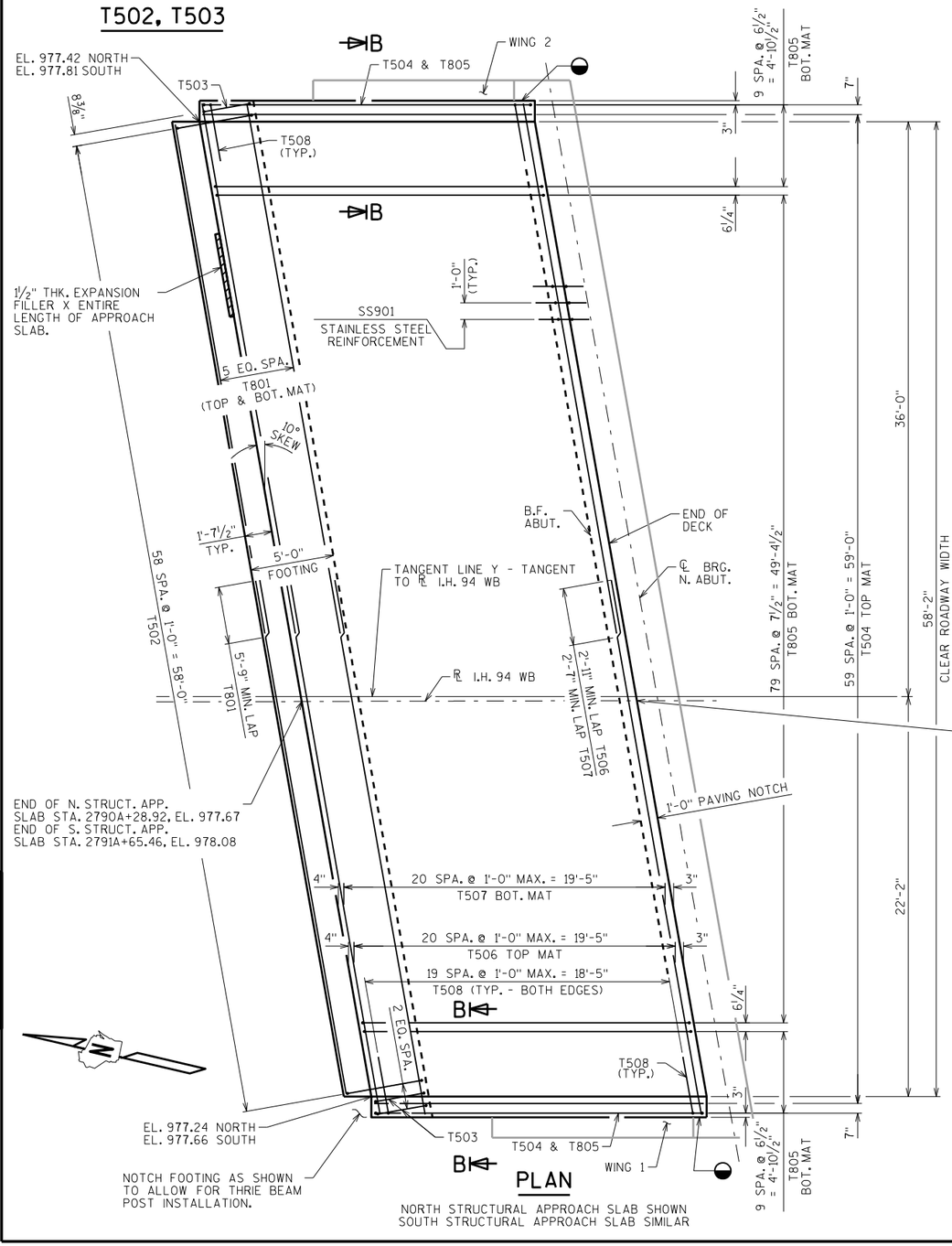
T805



T508

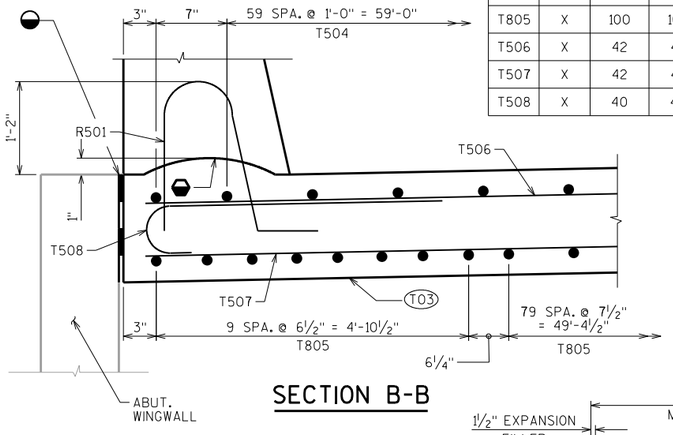
BILL OF BARS

BAR MARK	COAT	NO. REQ'D. NORTH SLAB	NO. REQ'D. SOUTH SLAB	LENGTH	BENT	LOCATION
T801	X	24	24	33'-6"		FOOTING - HORIZONTAL
T502	X	59	59	12'-2"	X	FOOTING - STIRRUP
T503	X	3	3	8'-10"	X	FOOTING - STIRRUP
T504	X	62	62	19'-8"		APPROACH SLAB - LONGITUDINAL - TOP
T805	X	100	100	21'-6"	X	APPROACH SLAB - LONGITUDINAL - BOTTOM
T506	X	42	42	32'-1"		APPROACH SLAB - TRANSVERSE - TOP
T507	X	42	42	31'-11"		APPROACH SLAB - TRANSVERSE - BOTTOM
T508	X	40	40	4'-1"	X	APPROACH SLAB - TRANSVERSE - TOP EDGES OF SLAB



PLAN

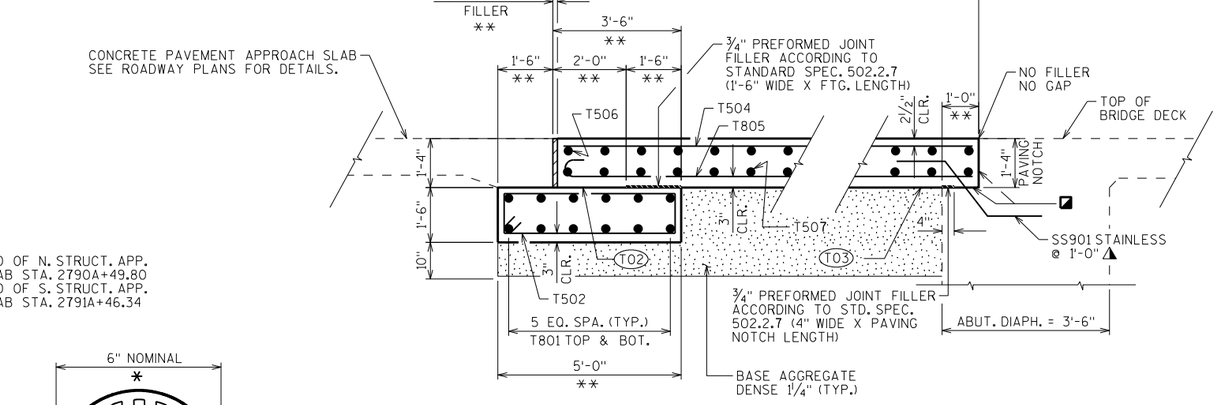
NORTH STRUCTURAL APPROACH SLAB SHOWN
SOUTH STRUCTURAL APPROACH SLAB SIMILAR



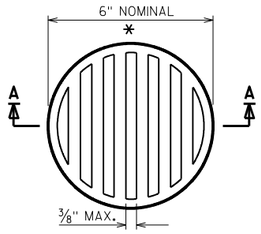
SECTION B-B

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN.) TOTAL THK. OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

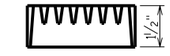
T03 PLACE MULTIPLE LAYERS (0.03" MIN.) TOTAL THK. OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.



SECTION THRU
APPROACH SLAB



RODENT SHIELD DETAIL



SECTION A-A

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER, A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

◪ APPLY PROTECTIVE SURFACE TREATMENT TO ENTIRE PAVING NOTCH SURFACE PRIOR TO POURING THE STRUCTURAL APPROACH SLAB.

◭ SPACE PERPENDICULAR TO TANGENT LINE Y

** DIMENSION MEASURED NORMAL TO ABUTMENT BODY

◒ CONST. JOINT - STRIKE OFF AS SHOWN

◒ 1/2" FILLER REQ'D ALONG WINGS. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-287

DRAWN BY JLR | PLANS CK'D. BLB

STRUCTURAL APPROACH SLAB

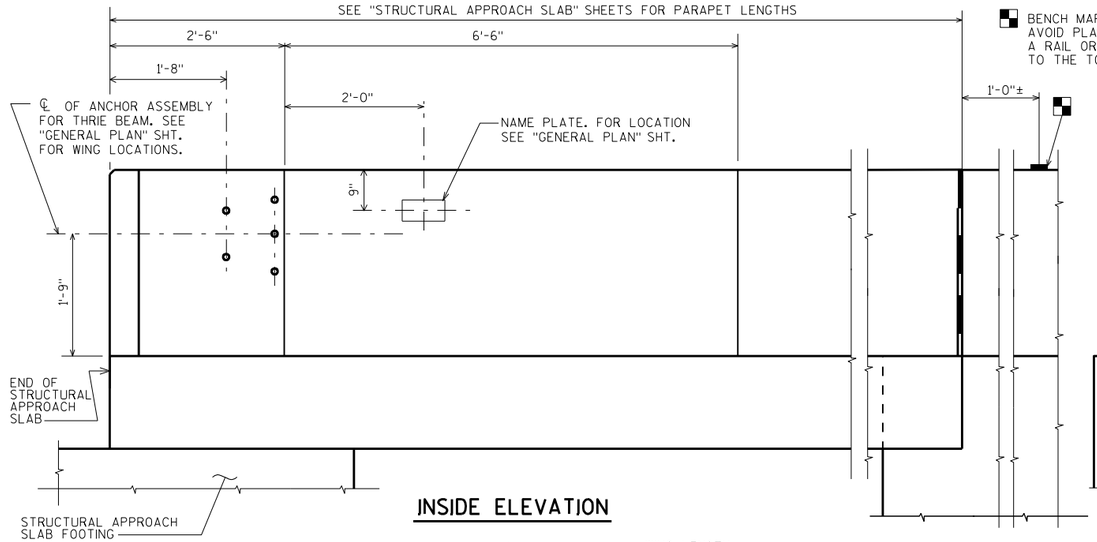
SHEET 13

298

SCALE = 4

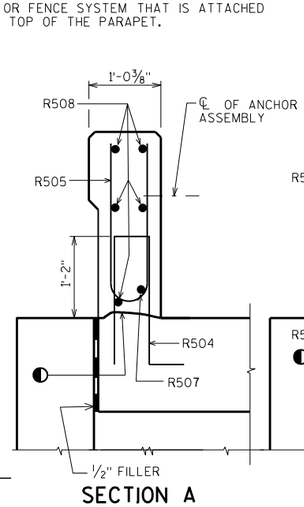
STATE PROJECT NUMBER

1023-02-74

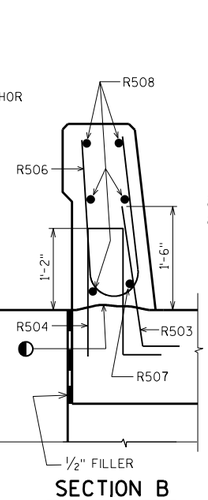


INSIDE ELEVATION

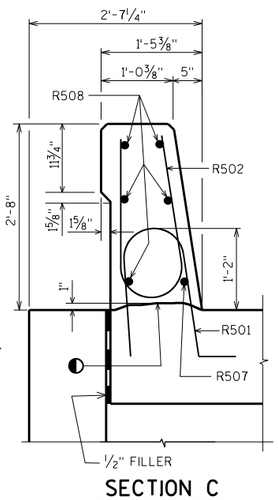
BENCH MARK CAP (WHEN SUPPLIED). AVOID PLACING A BENCH MARK CAP BELOW A RAIL OR FENCE SYSTEM THAT IS ATTACHED TO THE TOP OF THE PARAPET.



SECTION A



SECTION B

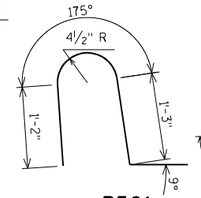


SECTION C

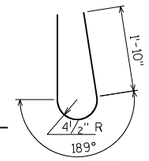
BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

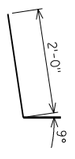
BAR MARK	COAT	N. ABUT.	S. ABUT.	LENGTH	BENT	LOCATION
R501	X	32	32	4'-5"	X	PARAPET VERT.
R502	X	32	32	5'-0"	X	PARAPET VERT.
R503	X	24	24	2'-9"	X	PARAPET VERT.
R504	X	34	34	4'-4"	X	PARAPET VERT.
R505	X	22	22	4'-9"	X	PARAPET VERT.
R506	X	12	12	4'-10"	X	PARAPET VERT.
R507	X	2	2	19'-4"	X	PARAPET HORIZ.
R508	X	10	10	19'-9"		PARAPET HORIZ.



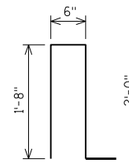
R501



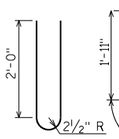
R502



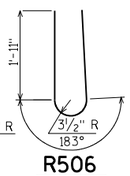
R503



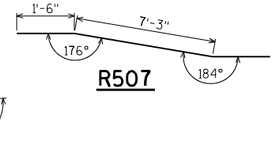
R504



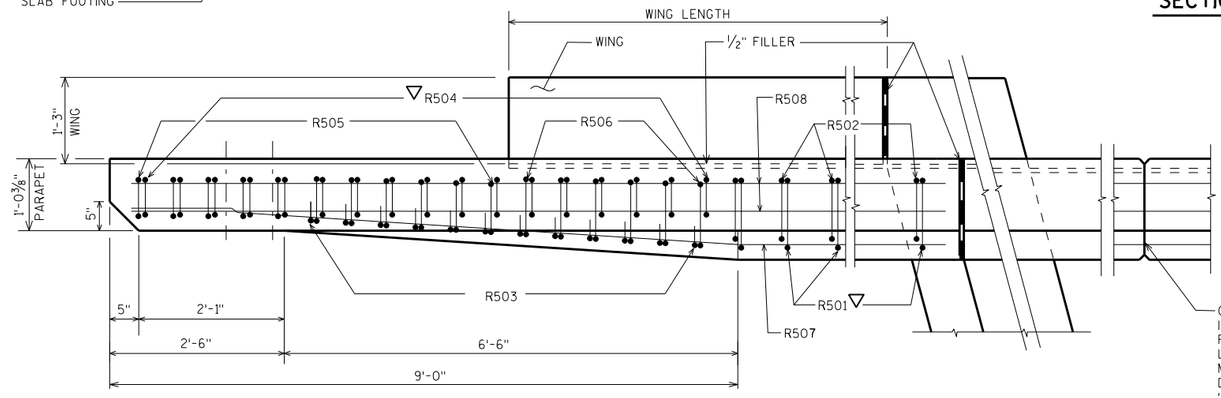
R505



R506

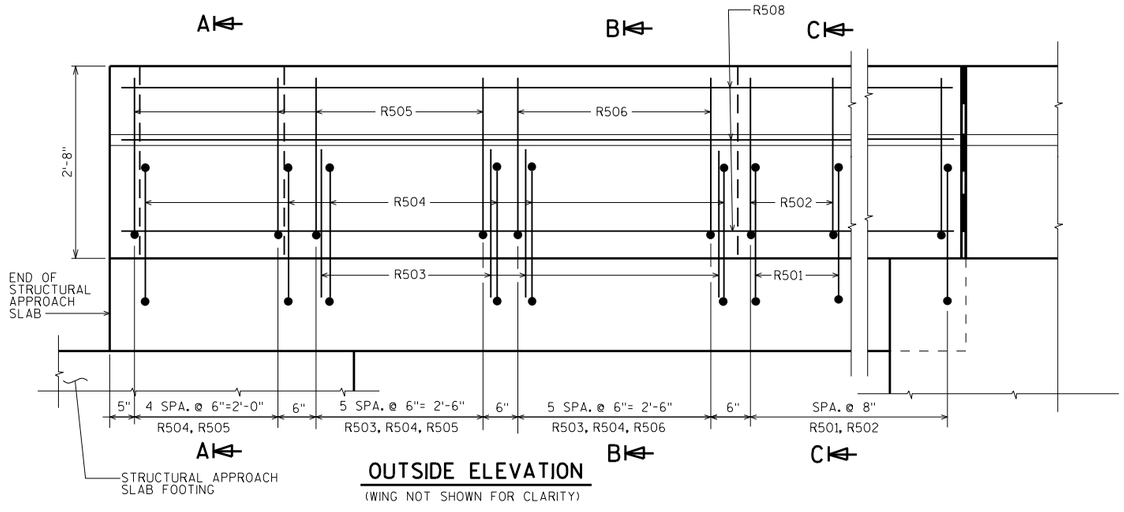


R507



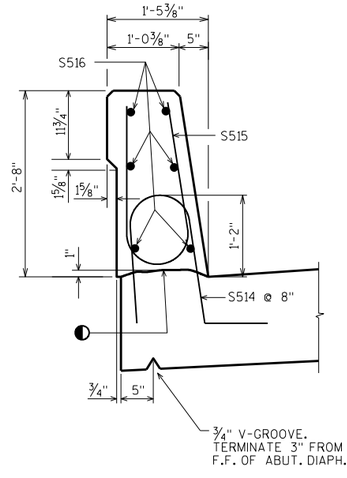
PLAN

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 3/4" - 'V' GROOVE.

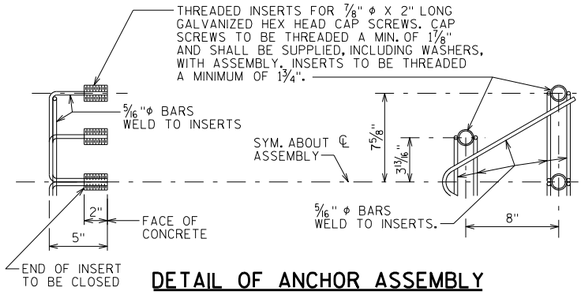


OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)



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.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-287

DRAWN BY JLR | PLANS CK'D. BLB

SINGLE SLOPE PARAPET 32SS WITH STRUCTURAL APPROACH SLAB

SHEET 14

299

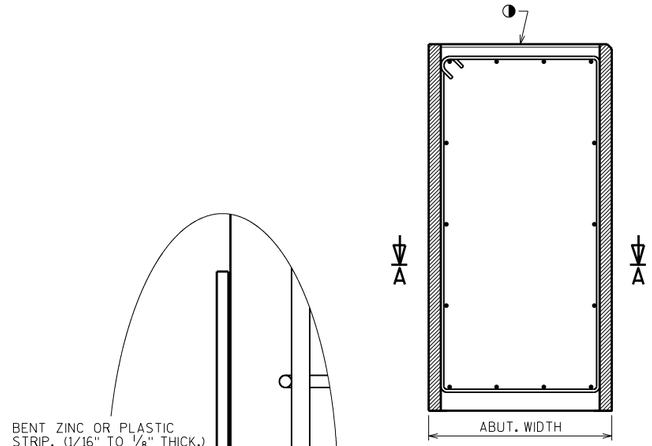
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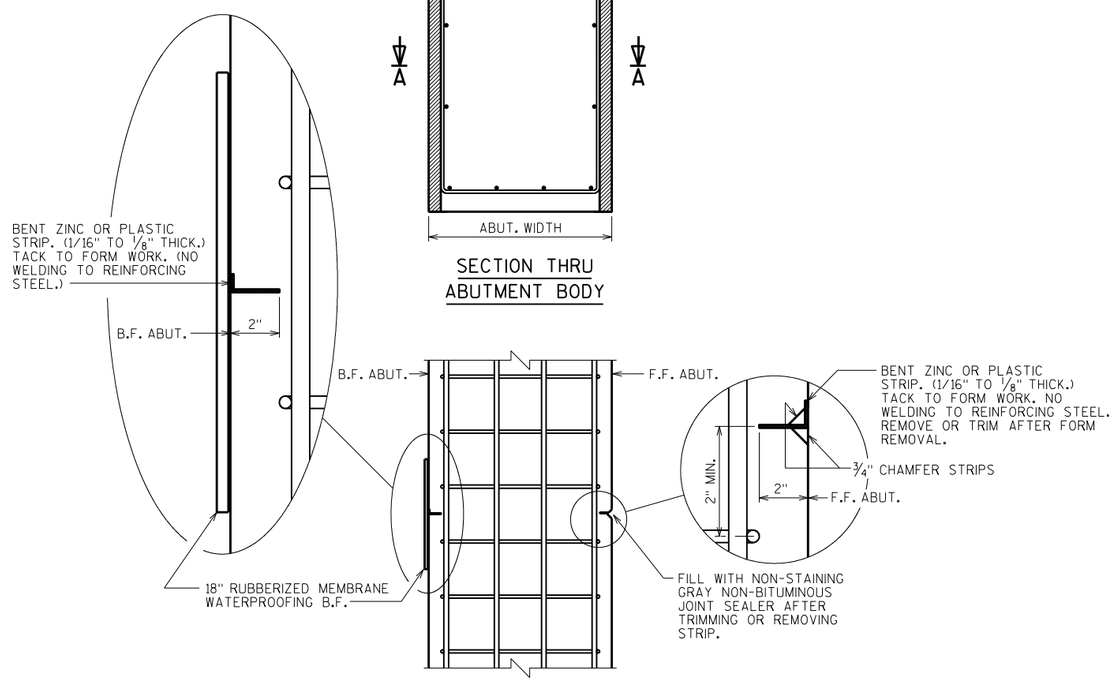
8

STATE PROJECT NUMBER

1023-02-74



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-41-287

DRAWN BY JLR | PLANS CK'D. BLB

ALTERNATE CONSTRUCTION JOINT

SHEET 15

300

SCALE = 1.0

8

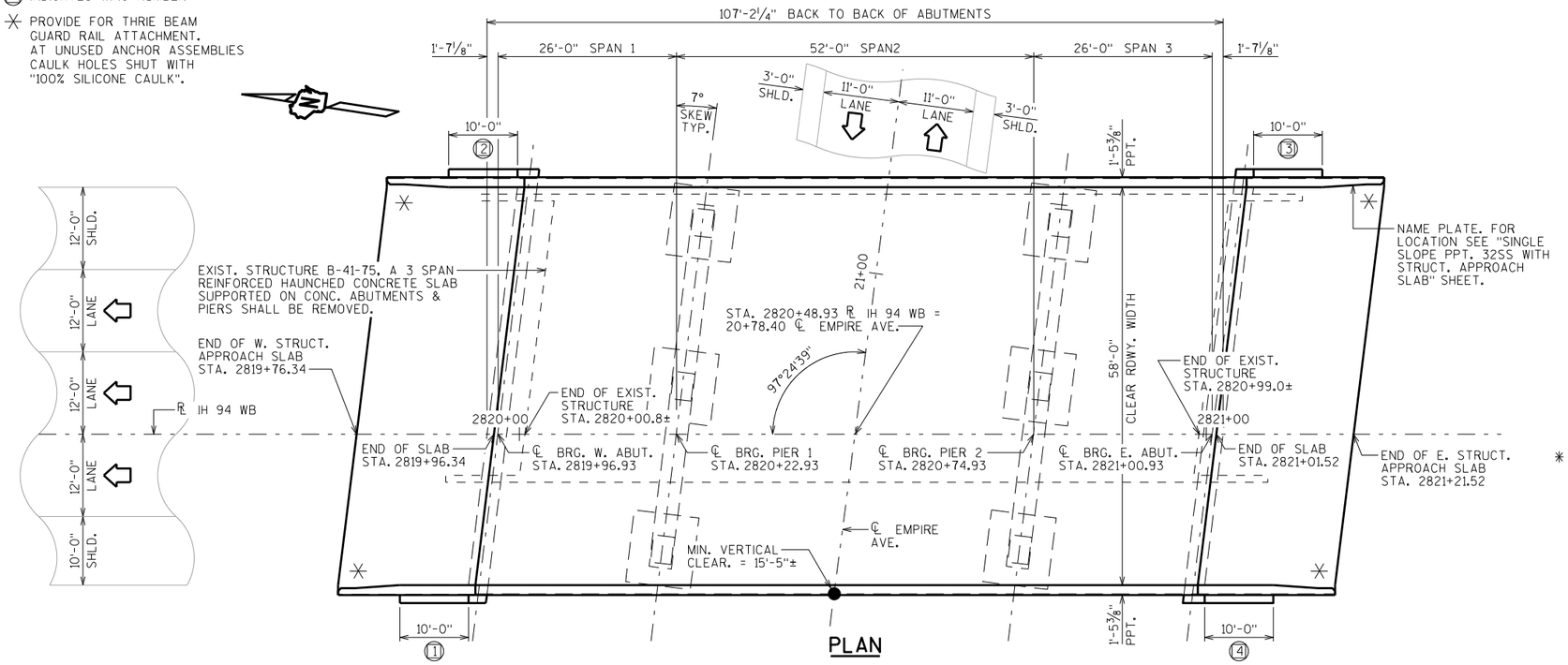
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STATE PROJECT NUMBER

1023-02-74

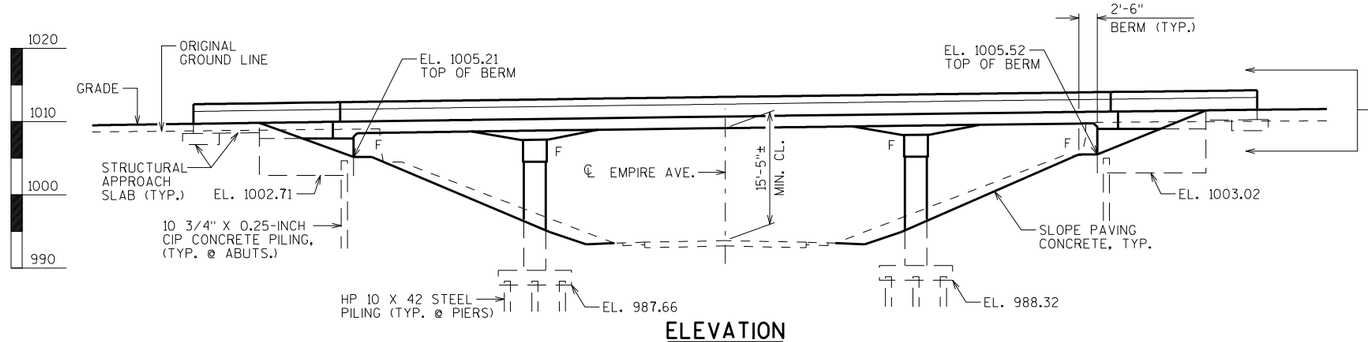
INDICATES WING NUMBER

PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT. AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".



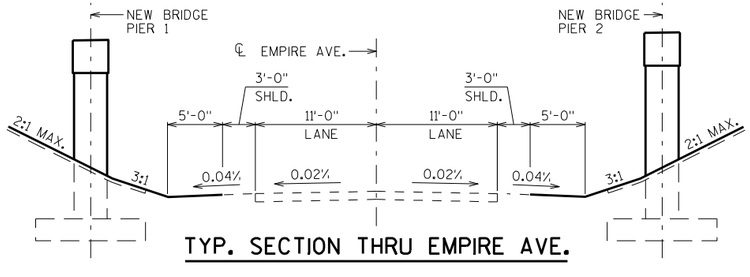
PLAN

3 SPAN HAUNCHED CONCRETE SLAB

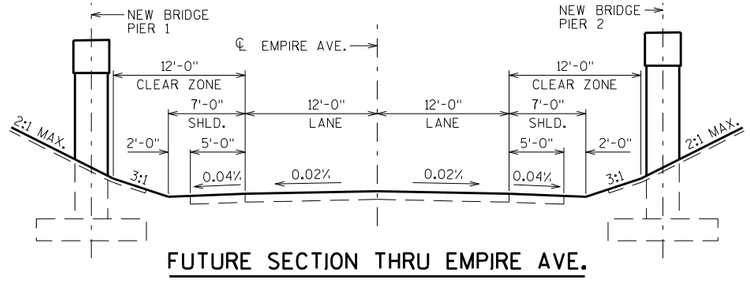


ELEVATION

NORMAL TO IH 94 WB



TYP. SECTION THRU EMPIRE AVE.



FUTURE SECTION THRU EMPIRE AVE.

(THIS CROSS SECTION WAS USED TO SIZE STRUCTURE)

DESIGN DATA

LIVE LOAD:

DESIGN RATING: HL-93
INVENTORY RATING: RF = 1.21
OPERATIONAL RATING: RF = 1.56
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 245 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.

FOUNDATION DATA

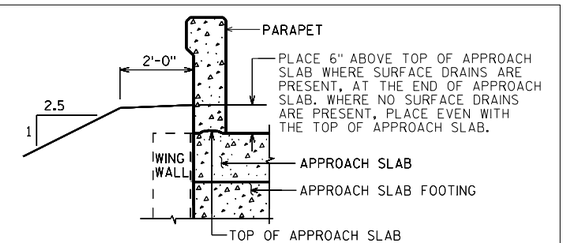
ABUTMENTS TO BE SUPPORTED ON 10 3/4" X 0.25-INCH CIP CONCRETE PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 90 TONS ✳✳ PER PILE, AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. PILES ARE ESTIMATED 30 FEET LONG AT WEST ABUTMENT & 25 FEET LONG AT EAST ABUTMENT.

PIERS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ✳✳ PER PILE, AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. PILES ARE ESTIMATED 15 FEET LONG.

✳✳ THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

EMPIRE AVE.	IH 94 WB
A.D.T. = 100+ (2035)	A.D.T. = 28,100 (2035)
R.D.S. = 60 M.P.H.	R.D.S. = 70 M.P.H.



TYPICAL FILL SECTION AT END OF STRUCTURAL APPROACH SLABS

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 1
9. PIER 1 DETAILS
10. PIER 2
11. PIER 2 DETAILS
12. SUPERSTRUCTURE CROSS SECTION
13. SUPERSTRUCTURE 1
14. SUPERSTRUCTURE 2
15. SUPERSTRUCTURE DETAILS
16. WEST STRUCT. APPROACH SLAB
17. WEST STRUCT. APPROACH SLAB DETAILS
18. EAST STRUCT. APPROACH SLAB
19. EAST STRUCT. APPROACH SLAB DETAILS
20. SINGLE SLOPE PPT. 32SS WITH STRUCT. APPROACH SLAB
21. SLOPE PAVING (CONCRETE CAST-IN-PLACE)
22. ALTERNATE CONSTRUCTION JOINT

STRUCTURE DESIGN CONTACTS:

ALEXANDER CRABTREE (608) 266-3686
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C Dreher LLS 10/27/14
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-41-289

IH 94 WB OVER EMPIRE AVE.

COUNTY	TOWN ~~CITY/VILLAGE~~
MONROE	LA GRANGE

DESIGN SPEC. AASHTO LRFD DESIGN SPEC.

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
ARC	CAD	ARC	CAD

GENERAL PLAN

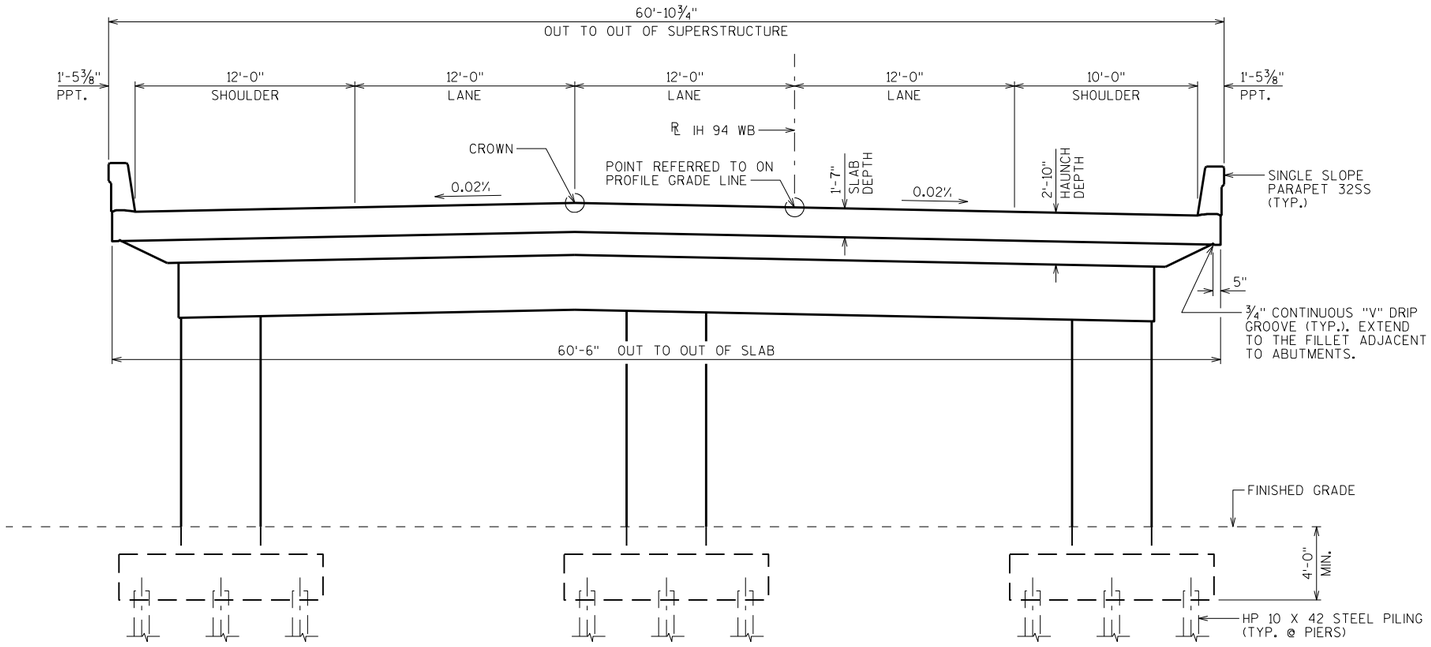
SHEET 1 OF 22

301

I.D. 1023-02-04G

DATE: JULY 2014

SCALE = 10



CROSS SECTION THRU BRIDGE

(LOOKING SOUTH)

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 & BASE AGGREGATE DENSE, AS DETAILED.

SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE, UNLESS AN ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

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 & STRUCTURAL APPROACH SLAB SURFACE, AND THE FRONT FACE AND TOP OF THE PARAPETS, INCLUDING PARAPETS ON APPROACH SLABS.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

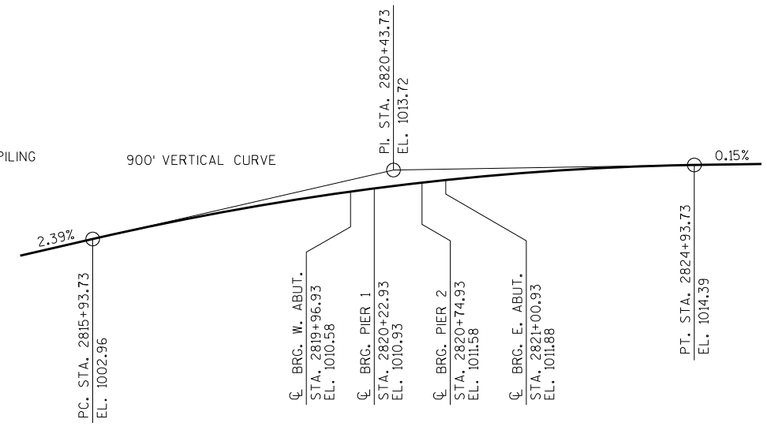
THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON THE "GENERAL PLAN" & "SLOPE PAVING (CONCRETE CAST-IN-PLACE)" SHEETS, AS WELL AS THE ABUTMENT DETAILS.

STATE PROJECT NUMBER

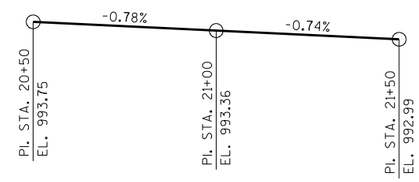
1023-02-74

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	WEST APPROACH	WEST ABUT.	SUPER.	PIER 1	PIER 2	EAST ABUT.	EAST APPROACH	TOTALS
203.0200	REMOVING OLD STRUCTURE STA. 2820+50	LS	———	———	———	———	———	———	———	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-41-289	LS	———	———	———	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	113	———	———	———	140	———	253
305.0120	BASE AGGREGATE DENSE 1-1/4"	TON	201	———	———	———	———	———	201	402
502.0100	CONCRETE MASONRY BRIDGES	CY	86	51	466	73	73	61	86	896
502.3200	PROTECTIVE SURFACE TREATMENT	SY	146	———	765	———	———	———	146	1,057
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	———	3,960	———	1,780	1,780	4,110	———	11,630
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	13,800	1,360	71,720	11,420	11,420	1,440	13,800	124,960
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	14	———	———	———	14	———	28
550.1100	PILING STEEL HP 10 X 42 LB	LF	———	———	———	360	360	———	———	720
550.2104	PILING CIP CONCRETE 10 3/4 X 0.25-INCH	LF	———	270	———	———	———	225	———	495
604.0400	SLOPE PAVING CONCRETE	SY	———	233	———	———	———	233	———	466
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	102	———	———	———	102	———	204
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	———	4	———	———	———	———	4
SPV.0085	BAR STEEL REINFORCEMENT HS STAINLESS BRIDGES	LB	———	———	2,110	———	———	———	———	2,110
			———	———	———	———	———	———	———	———
			———	———	———	———	———	———	———	———
			———	———	———	———	———	———	———	———
			———	———	———	———	———	———	———	———
			———	———	———	———	———	———	———	———
	NON-BID ITEMS									
	FILLER	SIZE								½", ¾", 1" & 1½"



PROFILE GRADE LINE IH 94 WB



PROFILE GRADE LINE EMPIRE AVE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

CROSS SECTION & QUANTITIES

SHEET 2

302

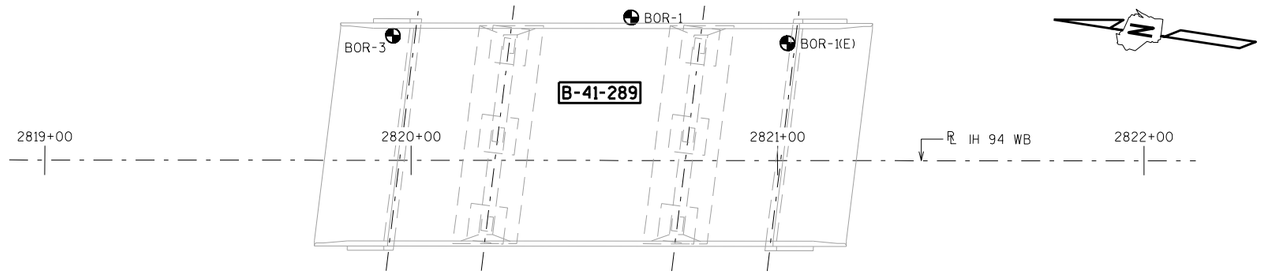
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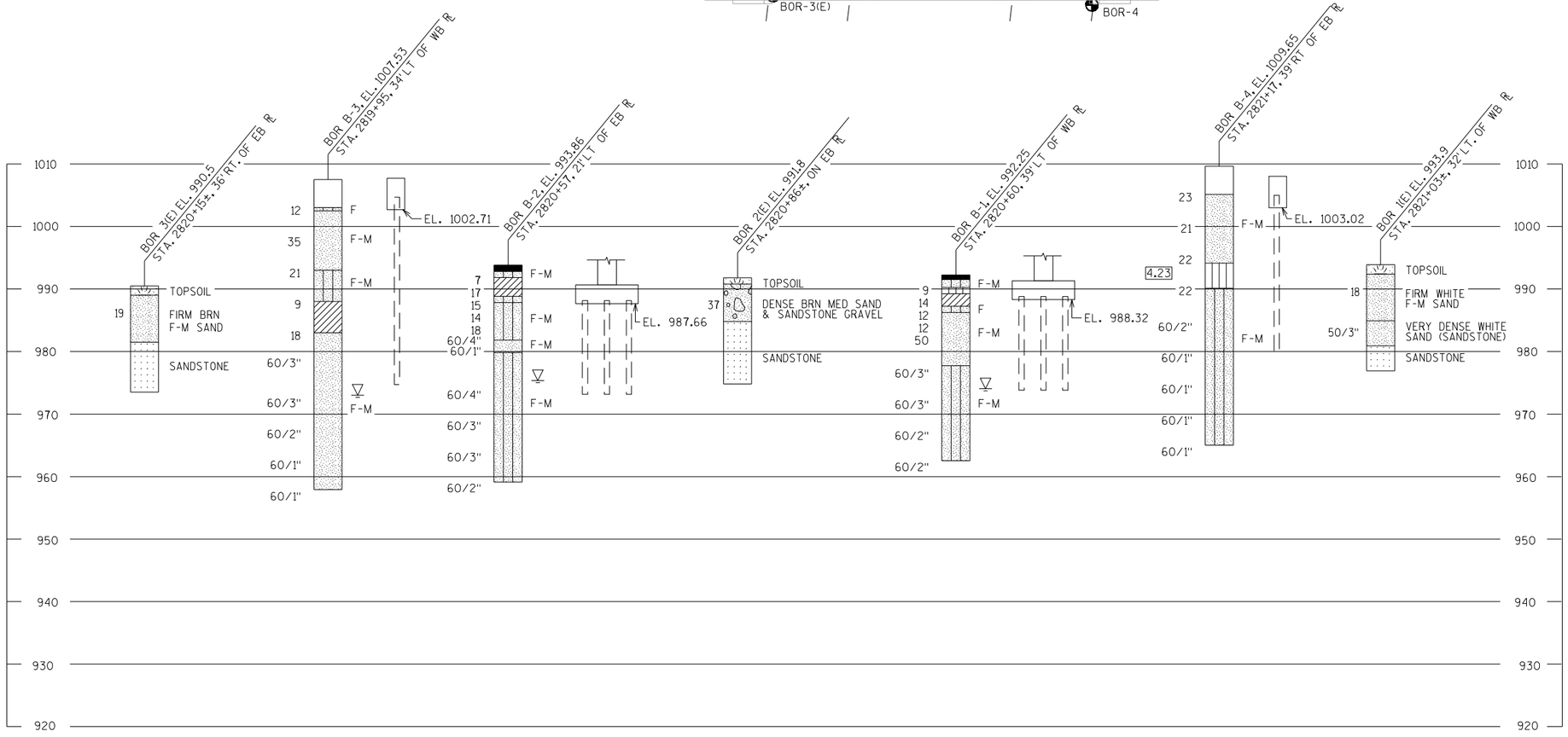
8

8

KIRBY - USH 12

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	11/21/2013	418828	704273
2	11/22/2013	418833	704176
3	11/25/2013	418894	704259
4	11/22/2013	418767	704120
BORINGS COMPLETED BY: AMERICAN ENGINEERING TESTING			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) MONROE COUNTY			





BORINGS DESIGNATED AS "(E)" WERE DERIVED FROM EXISTING STRUCTURES B-41-74/75, 1968 PLANS

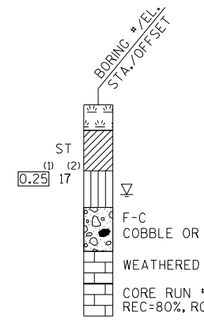
STATE PROJECT NUMBER

1023-02-74

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

SUBSURFACE EXPLORATION

SHEET 3

303

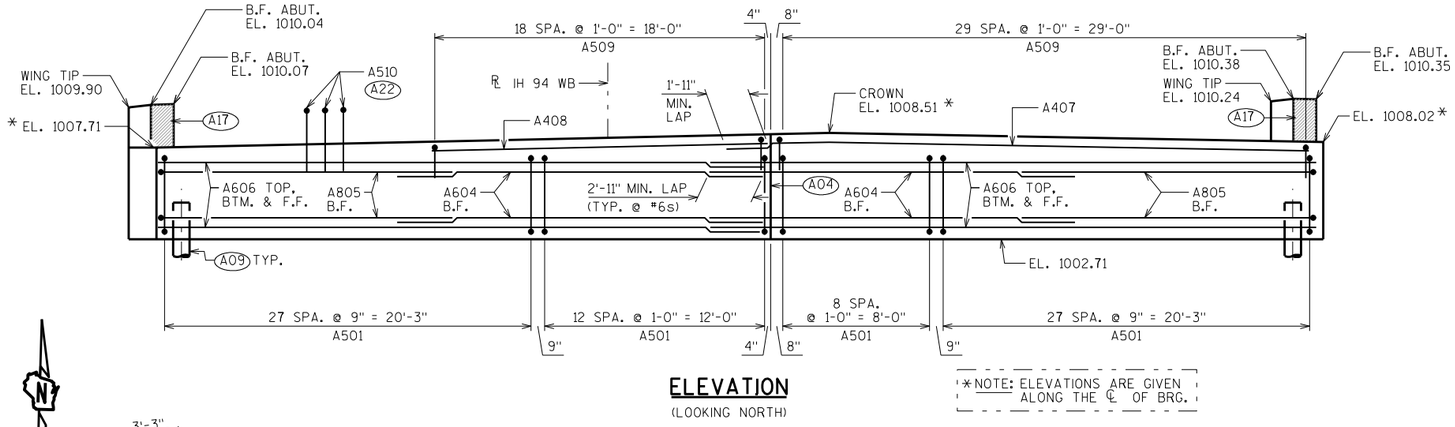
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8

STATE PROJECT NUMBER

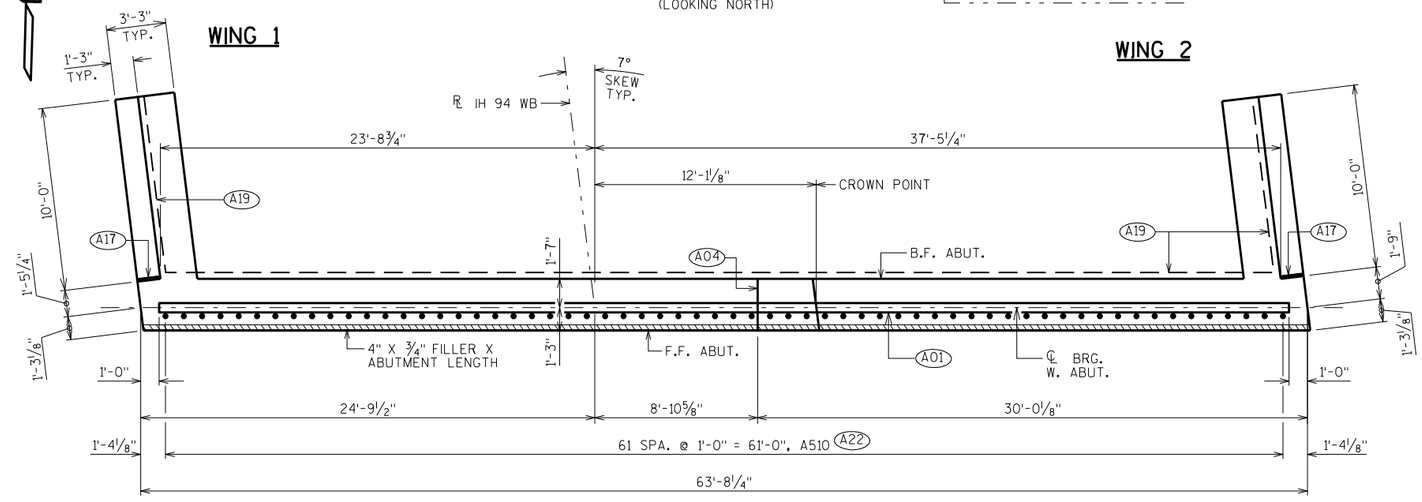
1023-02-74



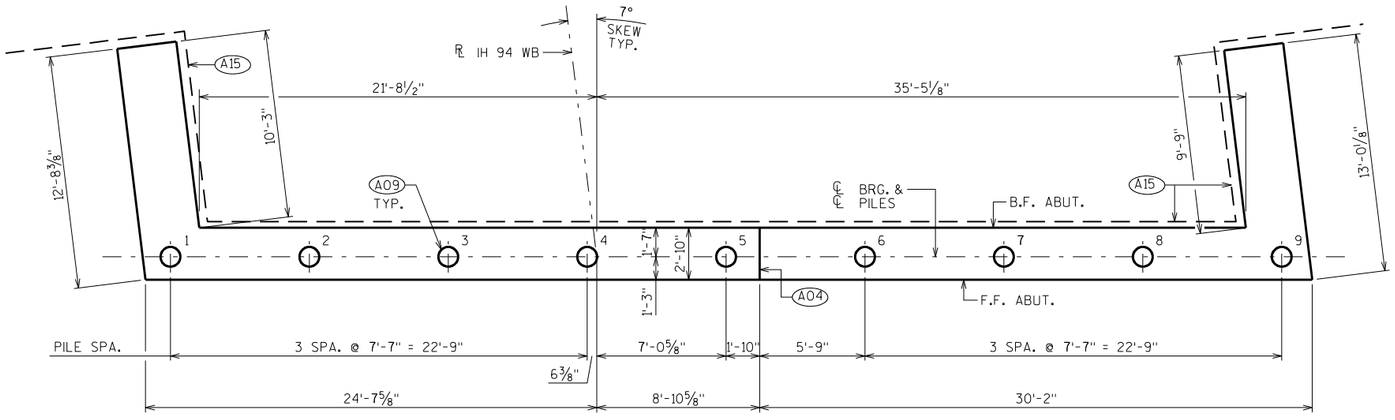
ELEVATION

(LOOKING NORTH)

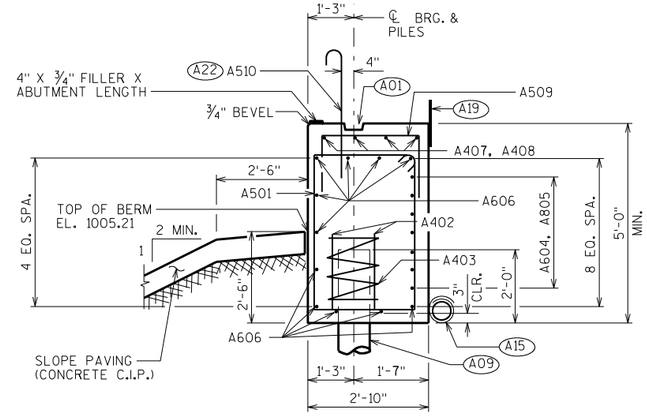
*NOTE: ELEVATIONS ARE GIVEN ALONG THE ℄ OF BRG.



PLAN



PILE PLAN



SECTION THRU BODY

(A01) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".

(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.

(A09) SUPPORT ABUTMENT ON 10-3/4" DIA. CAST-IN-PLACE CONCRETE PILING, ESTIMATED 30 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 90 TONS PER PILE. SEE "WEST ABUTMENT DETAILS" SHEET FOR PILE SPLICE DETAILS.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. (SEE "WEST ABUTMENT DETAILS" SHEET FOR DETAILS.)

(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.

(A22) A510 BARS AT 1'-0" CENTERS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-6" INTO CONCRETE.)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

WEST ABUTMENT

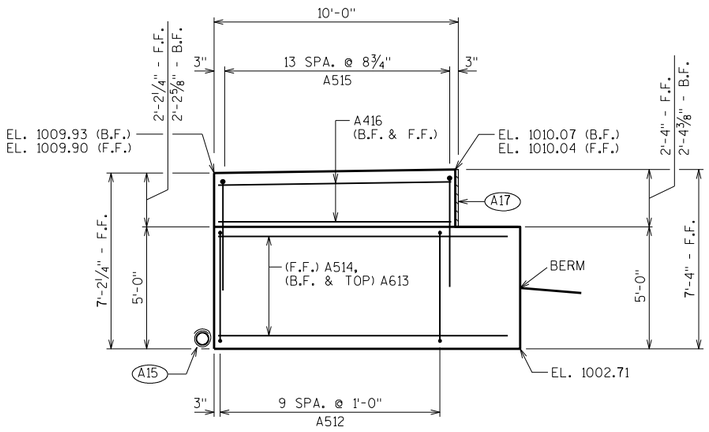
SHEET 4

304

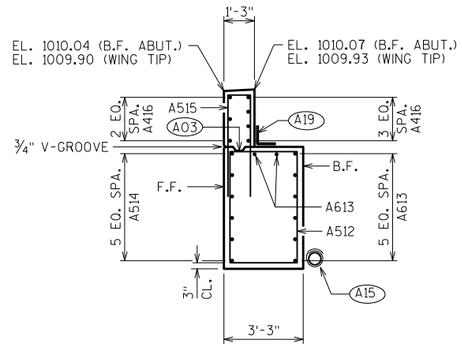
SCALE = 4

STATE PROJECT NUMBER

1023-02-74



WING 1 ELEVATION



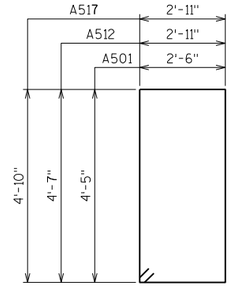
WING 1 SECTION

(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).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD 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.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

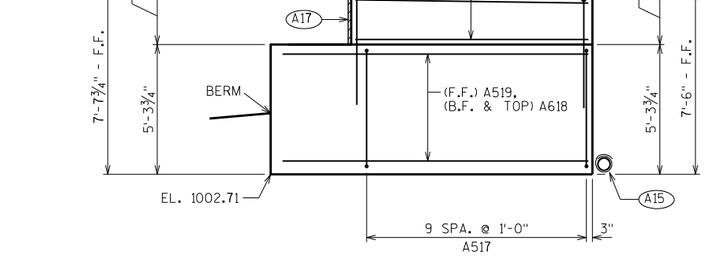


A501, A512, A517

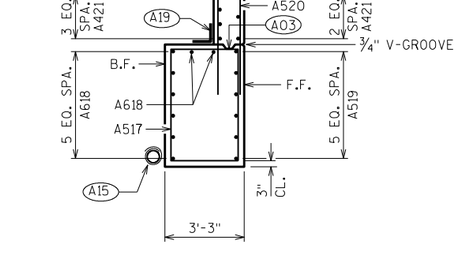
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

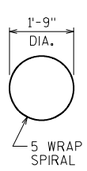
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
A501		78	14'-6"	X	BODY STIRRUPS
A402		18	2'-3"		PILES - 2 PER BODY PILE
A403		9	28'-0"	X	PILES - 1 PER BODY PILE
A604		14	20'-0"		BODY - HORIZ. - B.F. - MIDDLE
A805		14	17'-0"	X	BODY - HORIZ. - B.F. - ENDS
A606		22	33'-2"		BODY - HORIZ. - TOP, F.F. & BTM.
A407		4	31'-11"		BODY - HORIZ. - TOP
A408		4	18'-4"		BODY - HORIZ. - TOP
A509		49	5'-11"	X	BODY - VERT. - TOP
A510	X	62	3'-7"	X	BODY - VERT. - TOP - STAB BARS
A411		NOT	USED		
A512	X	10	15'-8"	X	WING 1 - STIRRUPS
A613	X	8	12'-2"		WING 1 - HORIZ. - B.F. & TOP
A514	X	6	12'-4"		WING 1 - HORIZ. - F.F.
A515	X	14	9'-0"	X	WING 1 - VERT. - TOP
A416	X	7	9'-8"		WING 1 - HORIZ. - TOP - F.F. & B.F.
A517	X	10	16'-2"	X	WING 2 - STIRRUPS
A618	X	8	11'-8"		WING 2 - HORIZ. - B.F. & TOP
A519	X	6	12'-7"		WING 2 - HORIZ. - F.F.
A520	X	14	9'-0"	X	WING 2 - VERT. - TOP
A421	X	7	9'-8"		WING 2 - HORIZ. - TOP - F.F. & B.F.



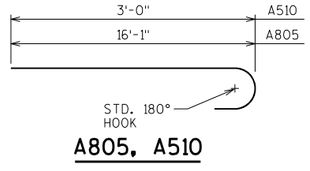
WING 2 ELEVATION



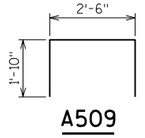
WING 2 SECTION



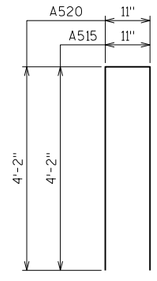
A403



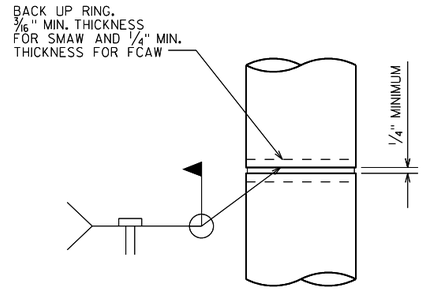
A805, A510



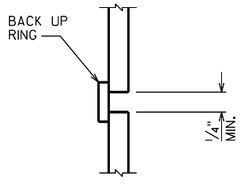
A509



A515, A520

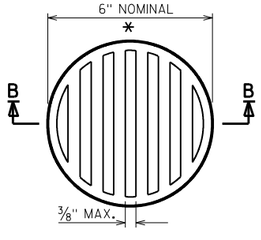


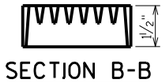
CAST-IN-PLACE 'PIPE PILE'



C.I.P. PILE WELD DETAIL

PILE DETAILS





SECTION B-B

RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

WEST ABUTMENT DETAILS

SHEET 5

305

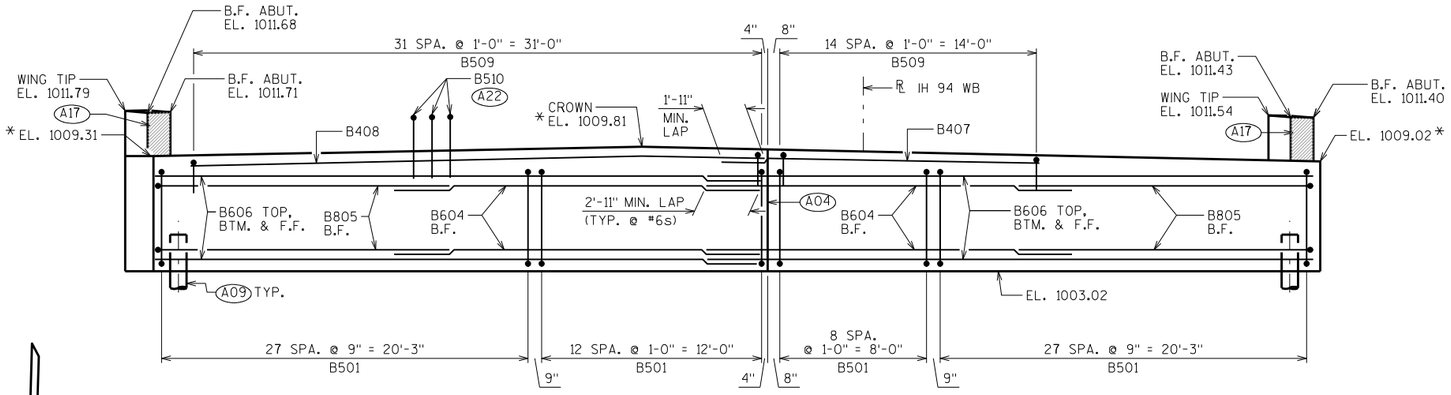
SCALE = 3

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8

STATE PROJECT NUMBER

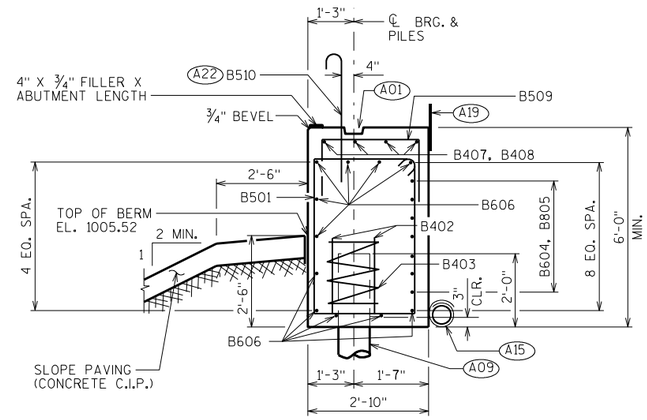
1023-02-74



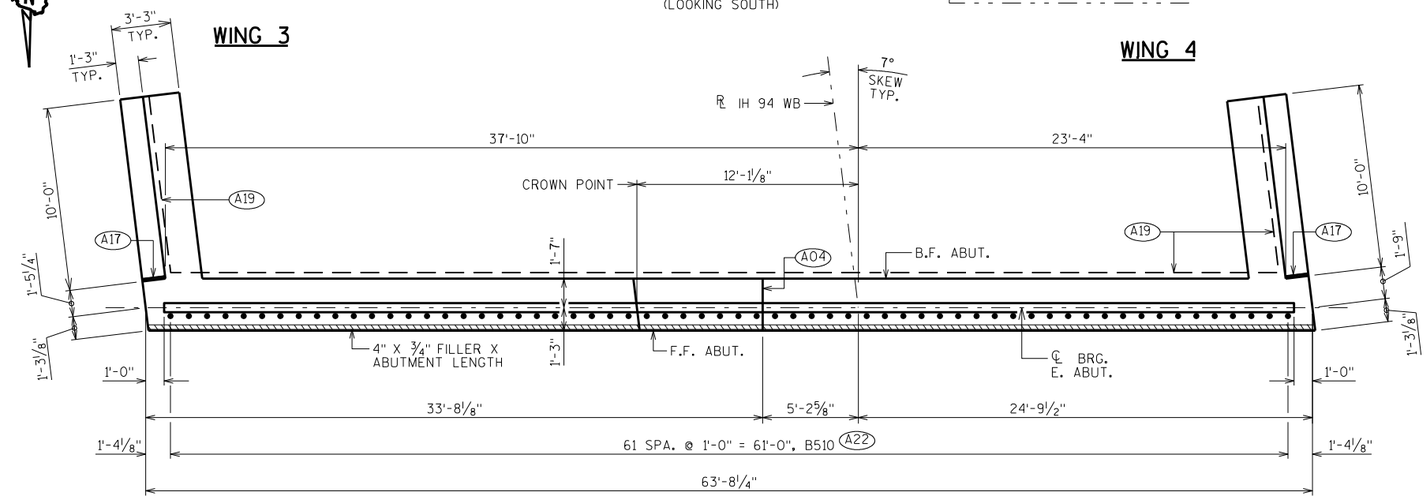
ELEVATION

(LOOKING SOUTH)

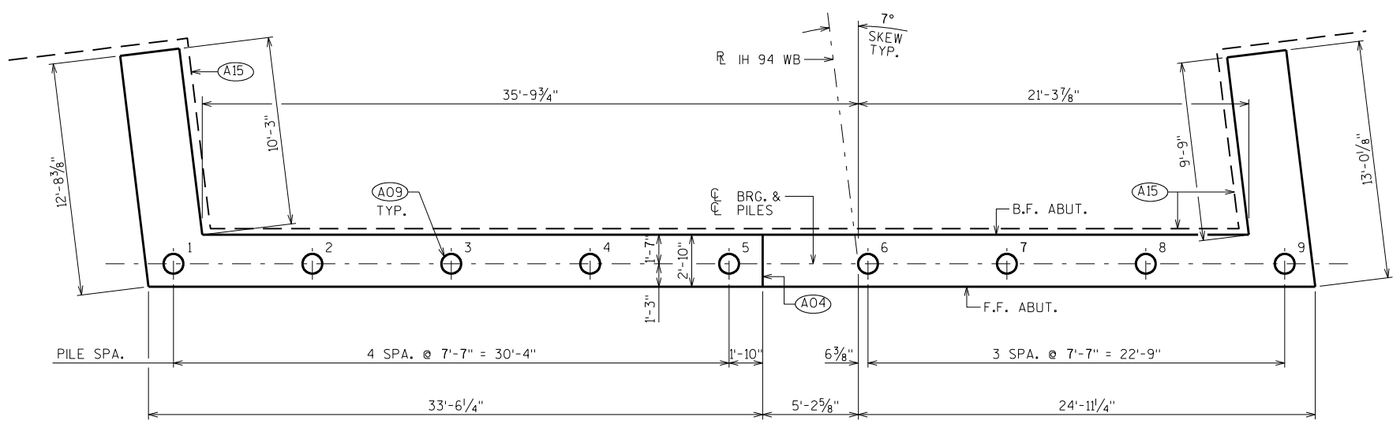
*NOTE: ELEVATIONS ARE GIVEN ALONG THE ℄ OF BRG.



SECTION THRU BODY



PLAN



PILE PLAN

(A01) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".

(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.

(A09) SUPPORT ABUTMENT ON 10-3/4" DIA. CAST-IN-PLACE CONCRETE PILING, ESTIMATED 25 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 90 TONS PER PILE. SEE "EAST ABUTMENT DETAILS" SHEET FOR PILE SPLICE DETAILS.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. (SEE "WEST ABUTMENT DETAILS" SHEET FOR DETAILS.)

(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.

(A22) B510 BARS AT 1'-0" CENTERS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-6" INTO CONCRETE.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

EAST ABUTMENT

SHEET 6

306

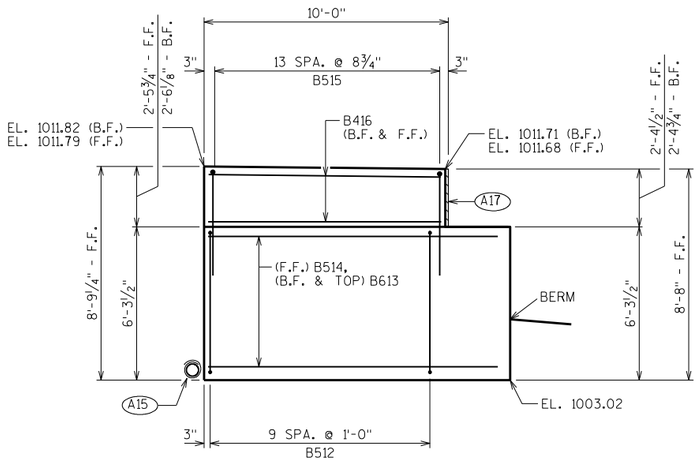
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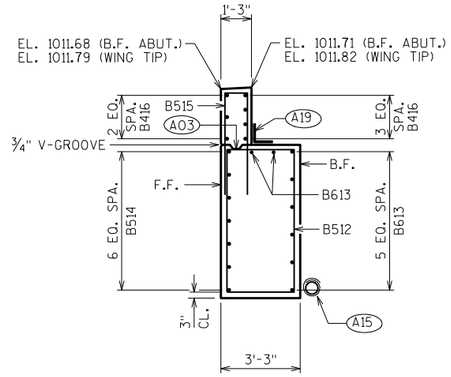
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STATE PROJECT NUMBER

1023-02-74



WING 3 ELEVATION



WING 3 SECTION

(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).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. (SEE "WEST ABUTMENT DETAILS" SHEET FOR DETAILS.)

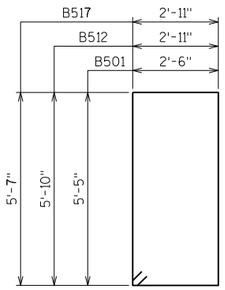
(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

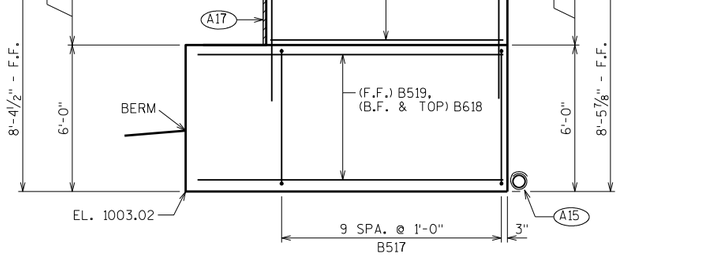
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

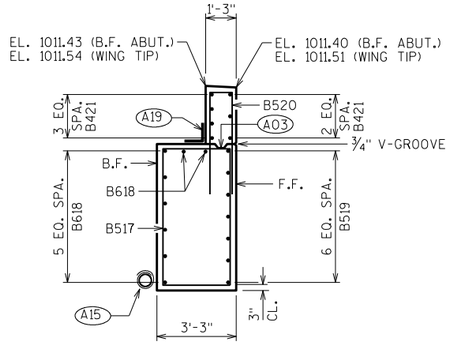
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
B501		78	16'-6"	X	BODY STIRRUPS
B402		18	2'-3"		PILES - 2 PER BODY PILE
B403		9	28'-0"	X	PILES - 1 PER BODY PILE
B604		14	20'-0"		BODY - HORIZ. - B.F. - MIDDLE
B805		14	17'-0"	X	BODY - HORIZ. - B.F. - ENDS
B606		22	33'-2"		BODY - HORIZ. - TOP, F.F. & BTM.
B407		4	16'-11"		BODY - HORIZ. - TOP
B408		4	31'-4"		BODY - HORIZ. - TOP
B509		47	5'-11"	X	BODY - VERT. - TOP
B510	X	62	3'-7"	X	BODY - VERT. - TOP - STAB BARS
B411		NOT	USED		
B512	X	10	18'-2"	X	WING 3 - STIRRUPS
B613	X	8	12'-2"		WING 3 - HORIZ. - B.F. & TOP
B514	X	7	12'-4"		WING 3 - HORIZ. - F.F.
B515	X	14	9'-4"	X	WING 3 - VERT. - TOP
B416	X	7	9'-8"		WING 3 - HORIZ. - TOP - F.F. & B.F.
B517	X	10	17'-8"	X	WING 4 - STIRRUPS
B618	X	8	11'-8"		WING 4 - HORIZ. - B.F. & TOP
B519	X	7	12'-7"		WING 4 - HORIZ. - F.F.
B520	X	14	9'-4"	X	WING 4 - VERT. - TOP
B421	X	7	9'-8"		WING 4 - HORIZ. - TOP - F.F. & B.F.



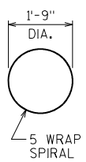
B501, B512, B517



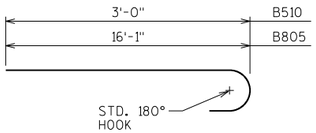
WING 4 ELEVATION



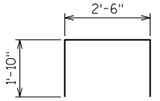
WING 4 SECTION



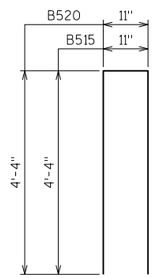
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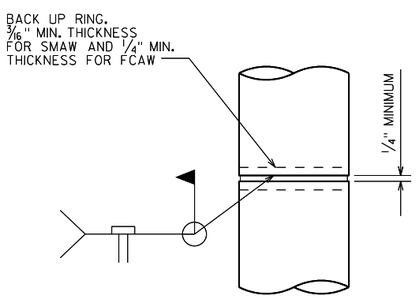
B805, B510



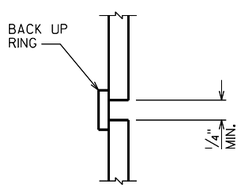
B509



B515, B520



CAST-IN-PLACE 'PIPE PILE'



C.I.P. PILE WELD DETAIL

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

EAST ABUTMENT DETAILS

SHEET 7

307

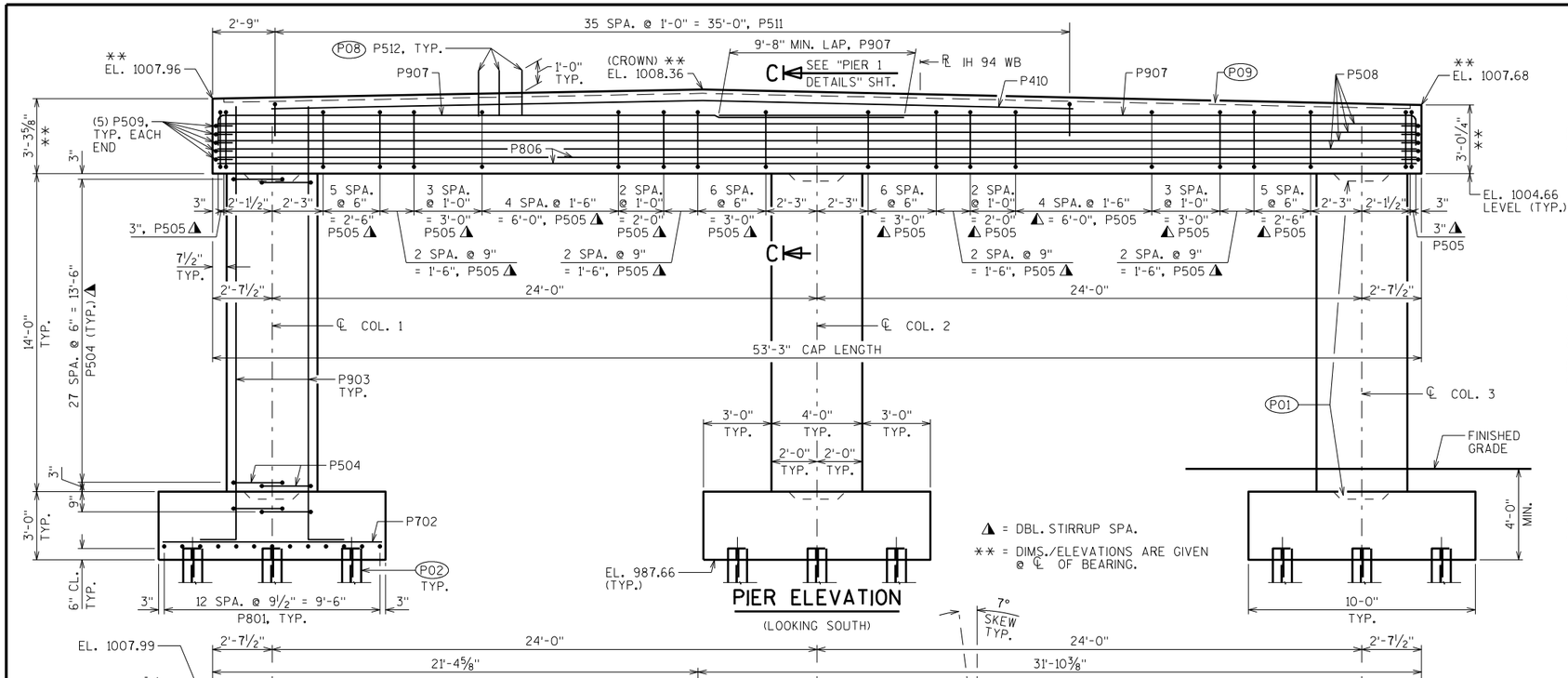
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8

STATE PROJECT NUMBER

1023-02-74



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

PIER 1

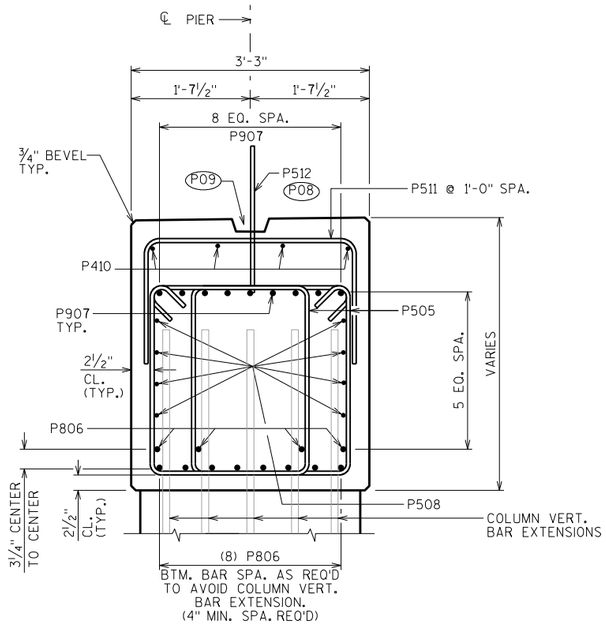
SHEET 8

308

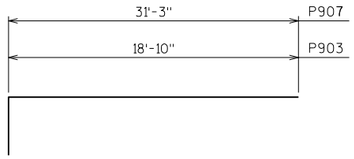
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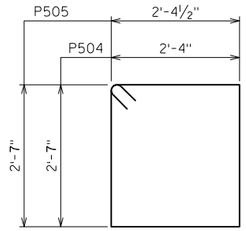
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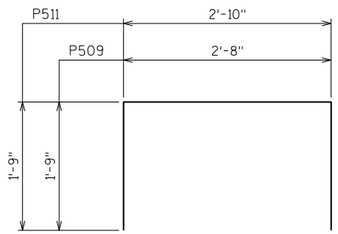
SECTION C-C



P903, P907



P504, P505

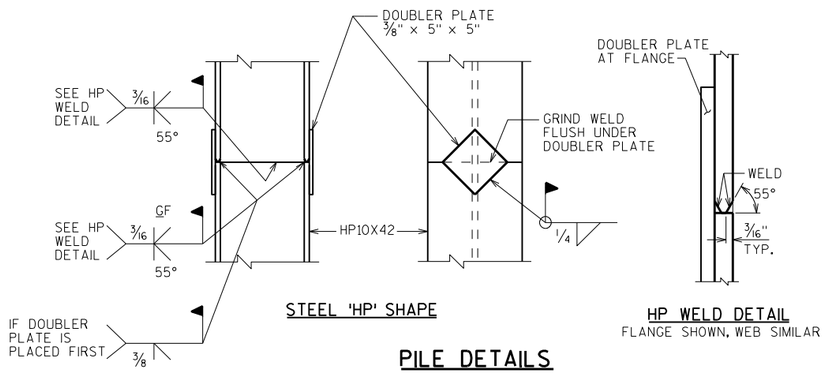


P509, P511

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
P801		39	9'-8"		FOOTING-HORIZ.-BOT. MAT
P702		39	9'-8"		FOOTING-HORIZ.-BOT. MAT
P903	X	54	20'-2"	X	FOOTING/COLUMN-VERT.
P504	X	174	10'-6"	X	COLUMN-STIRRUPS
P505	X	108	10'-7"	X	CAP-STIRRUPS
P806	X	12	52'-10"		CAP-HORIZ.-BOT.
P907	X	18	32'-7"	X	CAP-HORIZ.-TOP
P508	X	8	52'-10"		CAP-HORIZ.-SIDES
P509	X	10	5'-11"	X	CAP-HORIZ.-ENDS
P410	X	4	35'-4"		CAP-HORIZ.-TOP
P511	X	36	6'-1"	X	CAP-VERT.-TOP
P512	X	53	2'-0"		CAP - DOWEL BARS



STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

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PIER 1 DETAILS

SHEET 9

309

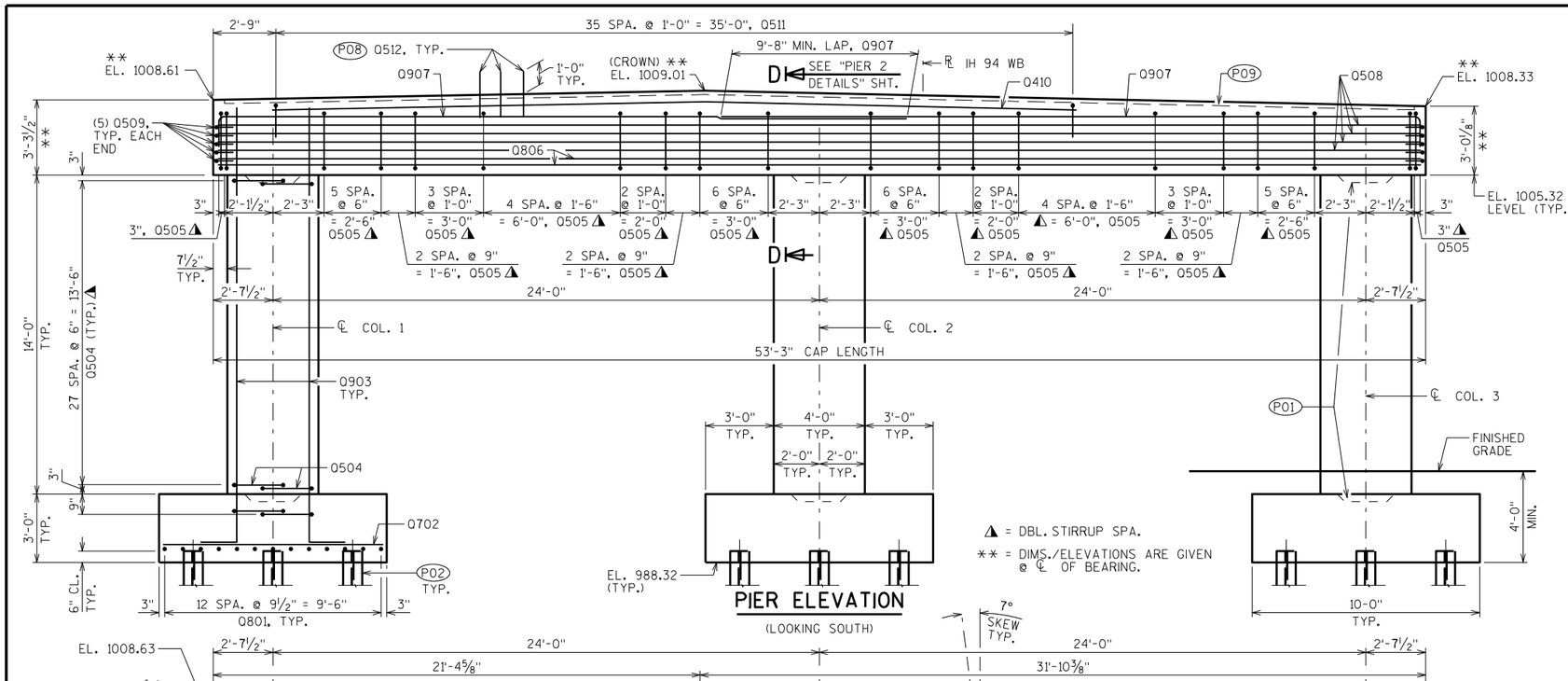
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STATE PROJECT NUMBER

1023-02-74



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

PIER 2

SHEET 10

310

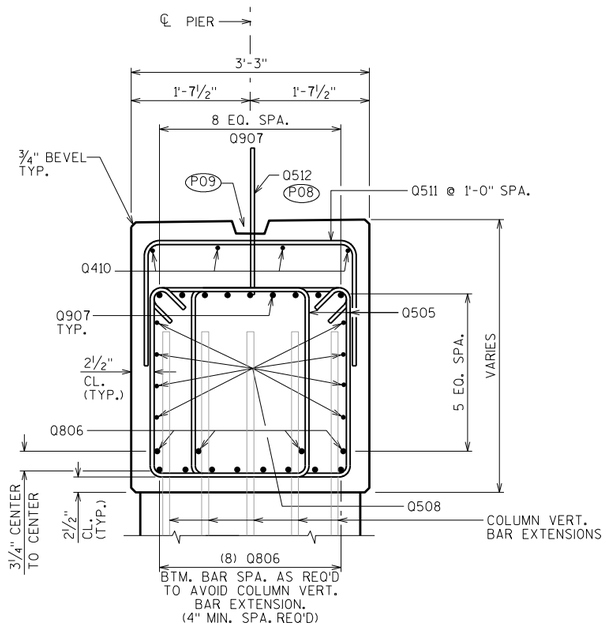
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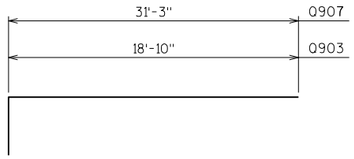
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STATE PROJECT NUMBER

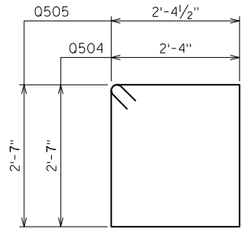
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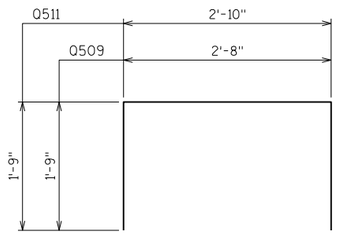
SECTION C-C



Q903, Q907



Q504, Q505

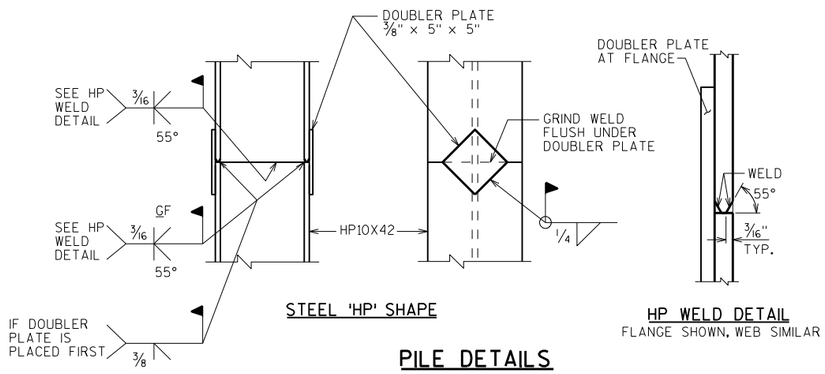


Q509, Q511

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Q410	X	4	35'-4"		CAP-HORIZ.-TOP
Q511	X	36	6'-1"	X	CAP-VERT.-TOP
Q512	X	53	2'-0"		CAP - DOWEL BARS



STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

PIER 2 DETAILS

SHEET 11

311

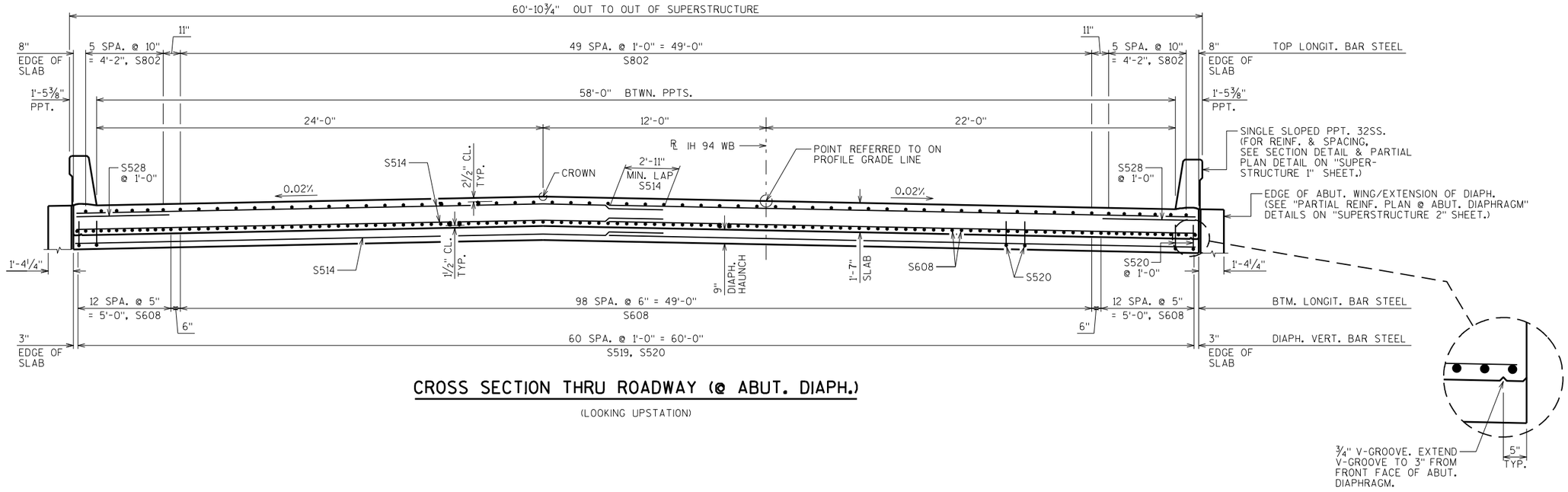
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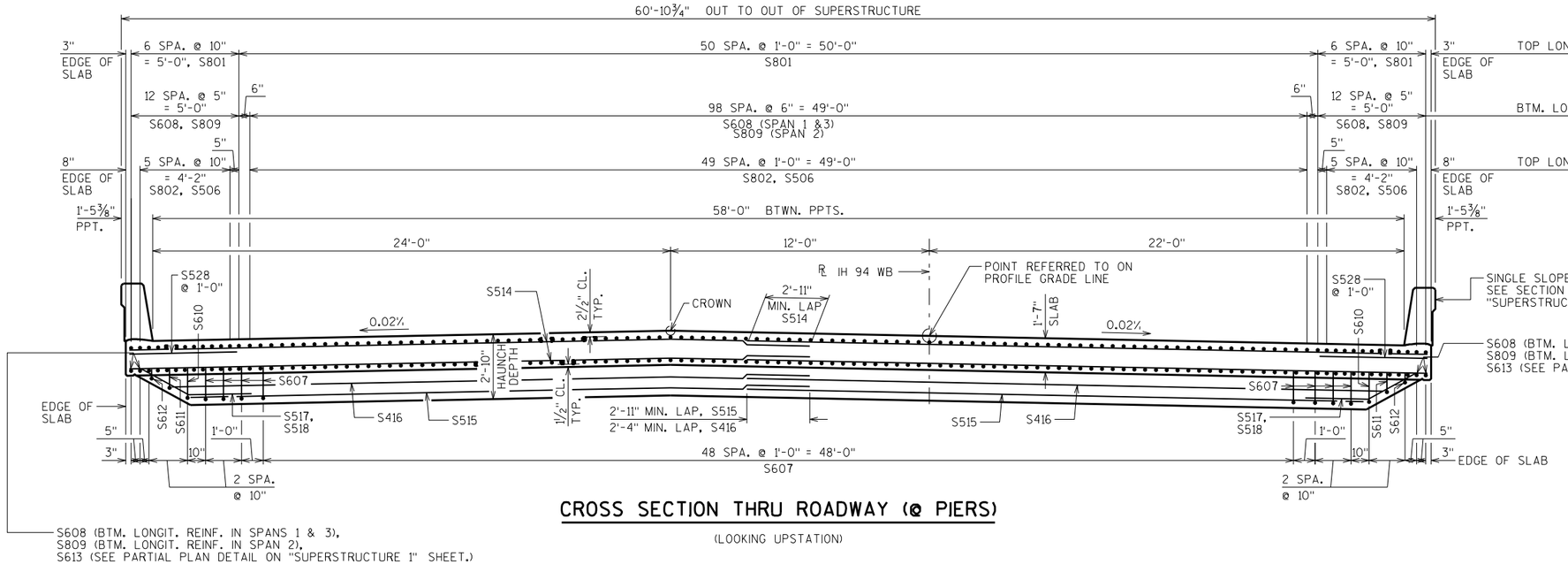
STATE PROJECT NUMBER

1023-02-74



CROSS SECTION THRU ROADWAY (℄ ABUT. DIAPH.)

(LOOKING UPSTATION)



CROSS SECTION THRU ROADWAY (℄ PIERS)

(LOOKING UPSTATION)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

SUPERSTRUCTURE CROSS SECTION

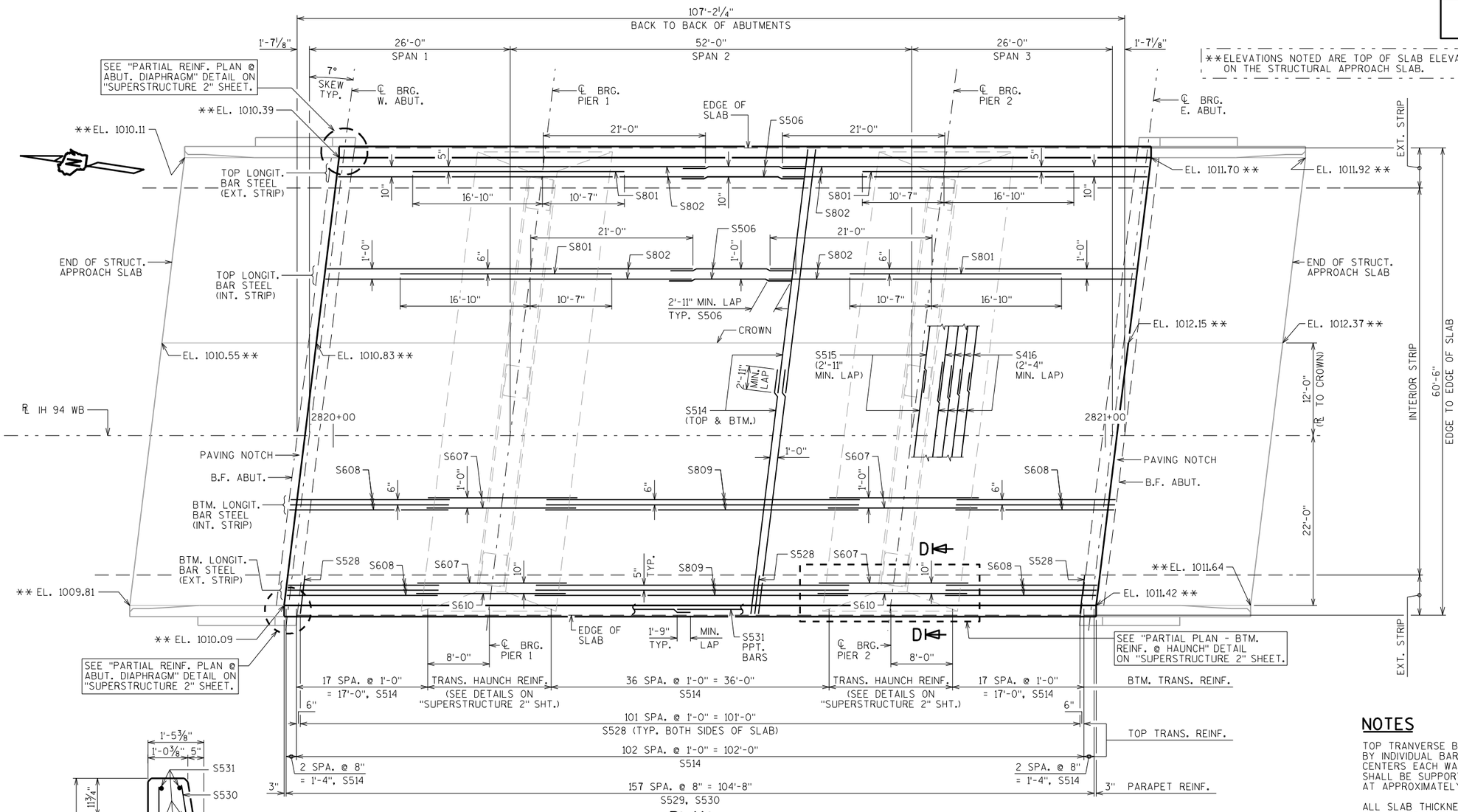
SHEET 12

312

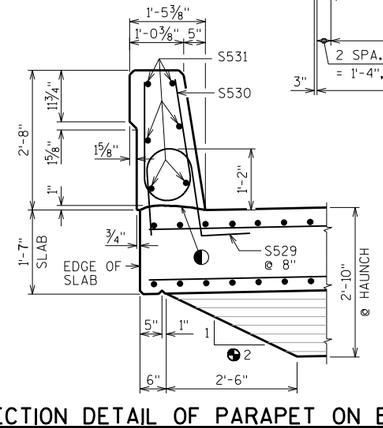
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STATE PROJECT NUMBER

1023-02-74



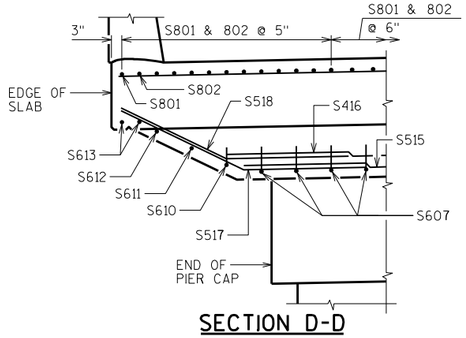
PLAN



SECTION DETAIL OF PARAPET ON BRIDGE

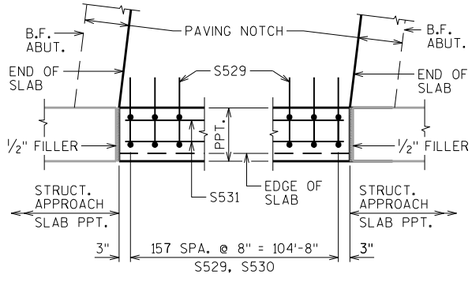
◒ TRANSVERSE TAPERED HAUNCH SLOPE PERPENDICULAR TO EDGE OF SLAB.

◐ CONSTRUCTION JOINT - STRIKE OFF AS SHOWN



SECTION D-D

(FOR MORE DETAIL, SEE "PARTIAL PLAN - BTM. REINF. @ HAUNCH" DETAIL ON "SUPERSTRUCTURE 2" SHT.)



PARTIAL PLAN DETAIL OF PARAPET REINF.

(SHOWING N.W. & S.W. CORNERS - DETAIL TYP. @ BOTH SIDES OF SUPERSTRUCTURE)

NOTES

TOP TRANVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE (+).

PARAPETS PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED.

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT. (SEE "SUPERSTRUCTURE DETAILS" SHEET FOR CAMBER VALUES.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

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SUPER-STRUCTURE 1

SHEET 13

313

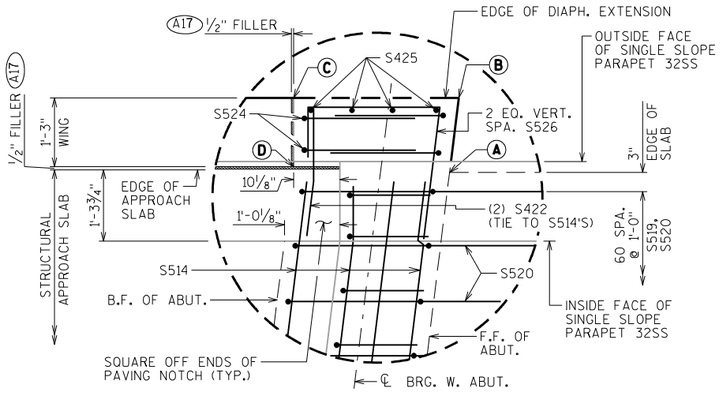
SCALE = 7

8

8

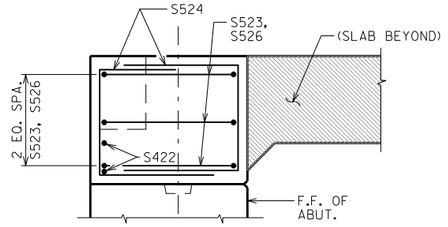
STATE PROJECT NUMBER

1023-02-74



PARTIAL REINF. PLAN @ ABUT. DIAPHRAGM

(NORTHEAST CORNER SHOWN, SOUTHWEST CORNER SIMILAR)



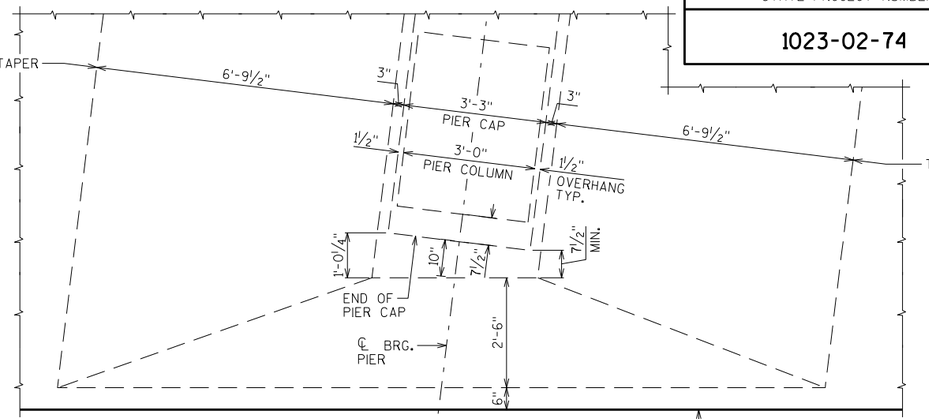
SECTION E-E

(ALL OTHER CORNERS SIMILAR)

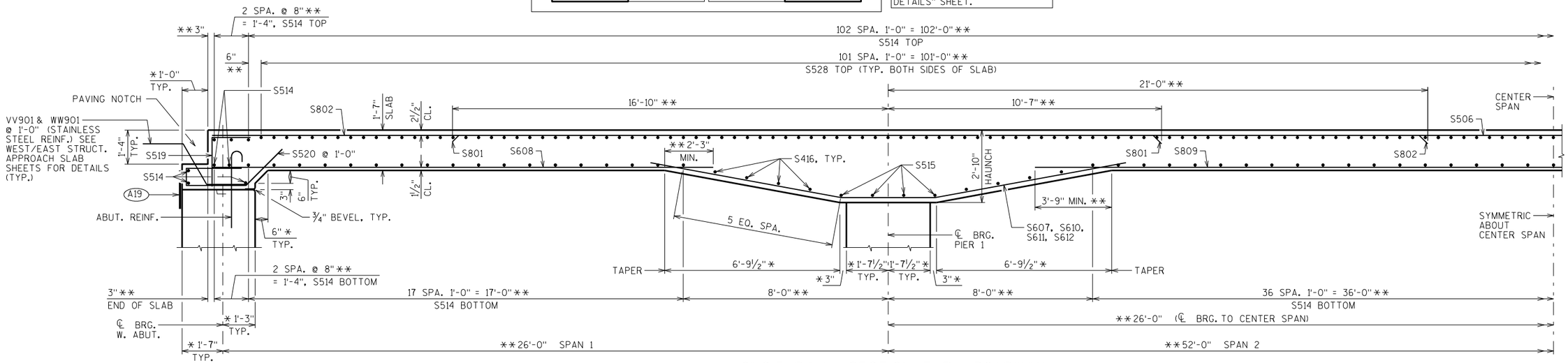
TOP OF DIAPH. ELEVATION TABLE

WING #2 (N.E.)		WING #3 (S.E.)	
C EL. 1010.35	B EL. 1010.35	B EL. 1011.65	C EL. 1011.68
D EL. 1010.38	A EL. 1010.42	A EL. 1011.68	D EL. 1011.71
WING #1 (N.W.)		**WING #4 (S.W.)**	
D EL. 1010.07	A EL. 1010.11	A EL. 1011.40	D EL. 1011.43
C EL. 1010.04	B EL. 1010.04	B EL. 1011.37	C EL. 1011.40

EL. "C" & "D" VALUES EQUAL THE TOP OF WING ELEVATIONS AT THE B.F. ABUTMENT, NOTED ON THE "WEST/EAST ABUTMENT DETAILS" SHEET.



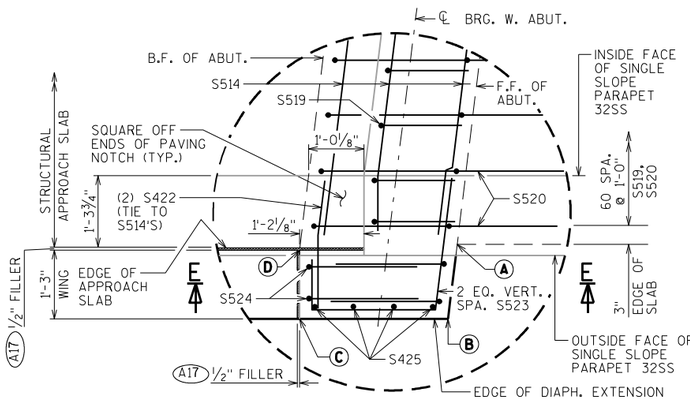
PLAN DIMENSIONS OF PIER HAUNCH



LONGITUDINAL SECTION THRU ROADWAY

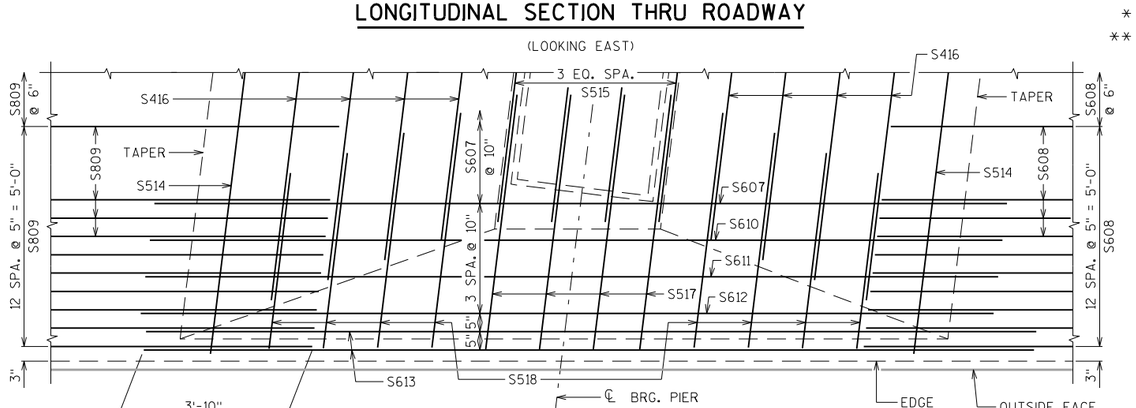
* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** DIMENSION IS TAKEN ALONG LENGTH OF SLAB.



PARTIAL REINF. PLAN @ ABUT. DIAPHRAGM

(NORTHWEST CORNER SHOWN, SOUTHEAST CORNER SIMILAR)



PARTIAL PLAN - BTM. REINF. @ HAUNCH

(SOUTHWEST END OF PIER 2'S HAUNCH SHOWN, ALL OTHER ENDS SIMILAR)

A17 ½" FILLER: 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.

A19 18" (RMW) RUBBERIZED MEMBRANE WATER-PROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

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STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

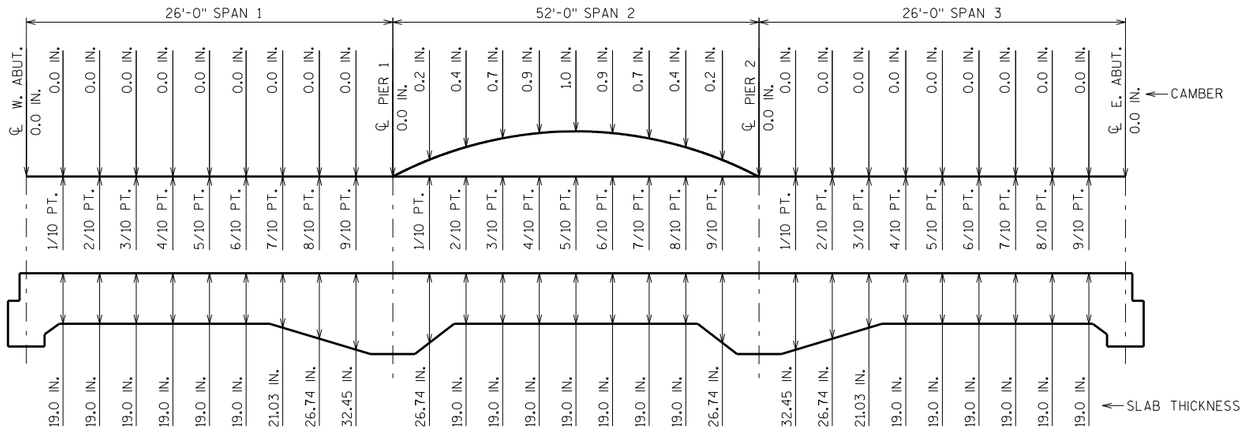
DRAWN BY ARC | PLANS CK'D. CAD

SUPER-STRUCTURE 2

SHEET 14

314

SCALE = 2



CAMBER AND SLAB THICKNESS DIAGRAM

CAMBER IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS.

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEADLOAD DEFLECTION & FUTURE CREEP.
CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

PARAPETS SHOWN ABOVE THE HORIZ. CONST. JT. SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED.

TO DETERMINE FALSEWORK ELEVATION AT EDGE OF SLAB, CROWN OR CENTERLINE FOLLOW THIS PROCEDURE:

	TOP OF DECK ELEVATION AT FINAL GRADE
LESS	SLAB THICKNESS
PLUS	CAMBER
PLUS	FORM SETTLEMENT/DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR)
EQUALS	TOP OF SLAB FALSEWORK ELEVATION.

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF DECK ELEVATIONS AT THE ℄ OF ABUTMENTS, THE ℄ OF PIERS AND AT 5/10 PTS. TO VERIFY CAMBER. TAKE ELEVATIONS ALONG GUTTER LINES AND CROWN OR ℄.

TOP OF SLAB ELEVATIONS

	℄ BRG. W. ABUT.	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.
LEFT GUTTER	1010.40	1010.43	1010.47	1010.50	1010.54	1010.57	1010.61	1010.64	1010.68	1010.71
CROWN POINT	1010.84	1010.87	1010.91	1010.94	1010.98	1011.01	1011.05	1011.08	1011.12	1011.15
℄ IH 94 WB	1010.58	1010.61	1010.65	1010.68	1010.72	1010.75	1010.79	1010.82	1010.86	1010.89
RIGHT GUTTER	1010.10	1010.13	1010.17	1010.21	1010.24	1010.28	1010.31	1010.35	1010.38	1010.42

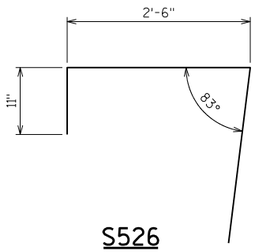
	℄ BRG. PIER 1	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.
LEFT GUTTER	1010.75	1010.81	1010.88	1010.95	1011.01	1011.08	1011.14	1011.21	1011.27	1011.33
CROWN POINT	1011.19	1011.26	1011.32	1011.39	1011.46	1011.52	1011.59	1011.65	1011.71	1011.78
℄ IH 94 WB	1010.93	1011.00	1011.06	1011.13	1011.20	1011.26	1011.33	1011.39	1011.46	1011.52
RIGHT GUTTER	1010.45	1010.52	1010.59	1010.66	1010.72	1010.79	1010.85	1010.92	1010.98	1011.05

	℄ BRG. PIER 2	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	℄ BRG. E. ABUT.
LEFT GUTTER	1011.39	1011.42	1011.46	1011.49	1011.52	1011.55	1011.58	1011.60	1011.63	1011.66	1011.69
CROWN POINT	1011.84	1011.87	1011.90	1011.93	1011.96	1011.99	1012.02	1012.05	1012.08	1012.11	1012.14
℄ IH 94 WB	1011.58	1011.61	1011.64	1011.67	1011.70	1011.73	1011.76	1011.79	1011.82	1011.85	1011.88
RIGHT GUTTER	1011.11	1011.14	1011.17	1011.20	1011.23	1011.26	1011.29	1011.32	1011.35	1011.38	1011.41

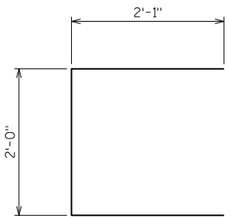
BAR SERIES TABLE

BUNDLE AND TAG EACH SERIES SEPARATELY

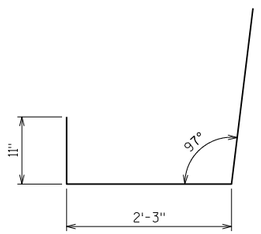
MARK	NO. REQ'D.	LENGTH
S518	8 SERIES OF 4	4'-1" TO 5'-7"



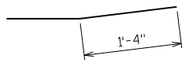
S526



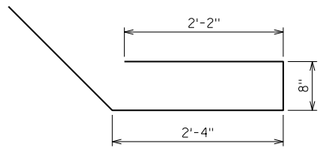
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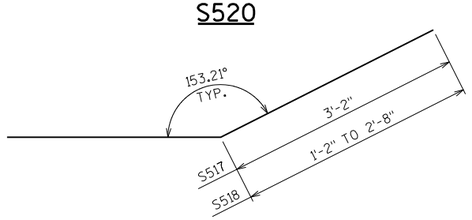
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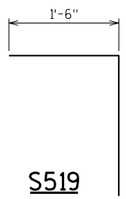
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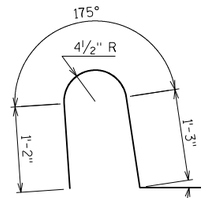
S520



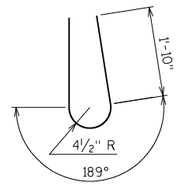
S517, S518



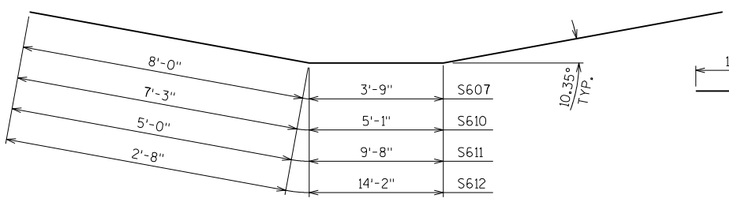
S519



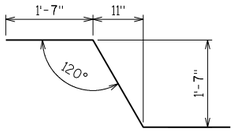
S529



S530



S607, S610, S611, S612



STAINLESS STEEL → VV901, WW901

STATE PROJECT NUMBER

1023-02-74

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
S801	X	126	27'-5"			SLAB-LONGIT.-TOP-OVER PIERS
S802	X	124	47'-5"			SLAB-LONGIT.-TOP-OVER PIERS
S503	X	NOT	USED			
S504	X	NOT	USED			
S405	X	NOT	USED			
S506	X	62	15'-10"			SLAB-LONGIT.-TOP-SPAN 2
S607	X	110	19'-9"	X		SLAB-HAUNCH-LONGIT. BTM.
S608	X	250	20'-0"			SLAB-LONGIT.-BTM.-SPANS 1 & 3
S809	X	125	42'-1"			SLAB-LONGIT.-BTM.-SPAN 2
S610	X	4	19'-7"	X		SLAB-HAUNCH-LONGIT.-HAUNCH TAPER-ENDS
S611	X	4	19'-8"	X		SLAB-HAUNCH-LONGIT.-HAUNCH TAPER-ENDS
S612	X	4	19'-6"	X		SLAB-HAUNCH-LONGIT.-HAUNCH TAPER-ENDS
S613	X	8	19'-2"			SLAB-LONGIT.-BTM.-HAUNCH TAPER-END
S514	X	360	31'-10"			SLAB-TRANS.-TOP & BTM.
S515	X	16	28'-11"			SLAB-TRANS. BTM.-HAUNCH-OVER PIERS
S416	X	32	30'-3"			SLAB-TRANS. BTM.-HAUNCH-TAPER
S517	X	16	6'-1"	X		SLAB-TRANS. BTM.-HAUNCH-TAPER-ENDS
S518	X	32	4'-10"	X	⚠	SLAB-TRANS. BTM.-HAUNCH-TAPER-ENDS
S519	X	122	3'-3"	X		DIAPHRAGM-VERT.
S520	X	122	7'-2"	X		DIAPHRAGM-VERT.
S421	X	NOT	USED			
S422	X	8	2'-4"	X		DIAPHRAGM-HORIZ.-END
S523	X	6	5'-4"	X		DIAPHRAGM-HORIZ.-END
S524	X	16	5'-11"	X		DIAPHRAGM-VERT.-END
S425	X	16	2'-0"			DIAPHRAGM-VERT.-END
S526	X	6	5'-8"	X		DIAPHRAGM-HORIZ.-END
S427	X	NOT	USED			
S528	X	204	5'-0"			SLAB-TOP-TRANS.-ENDS
S529	X	316	4'-5"	X		PARAPET-VERT.
S530	X	316	5'-0"	X		PARAPET-VERT.
S531	X	24	53'-3"			PARAPET-HORIZ.
VV901		62	5'-0"	X		CONC. ABUT. DIAPH. TO APPROACH SLAB
WW901		62	5'-0"	X		CONC. ABUT. DIAPH. TO APPROACH SLAB

STAINLESS STEEL BAR. SEE "EAST/WEST STRUCT. APPROACH SLAB" SHEET & DETAILS SHEET FOR BAR SPACING & CONSTRUCTION DETAILS.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

SUPERSTRUCTURE DETAILS

SHEET 15

315

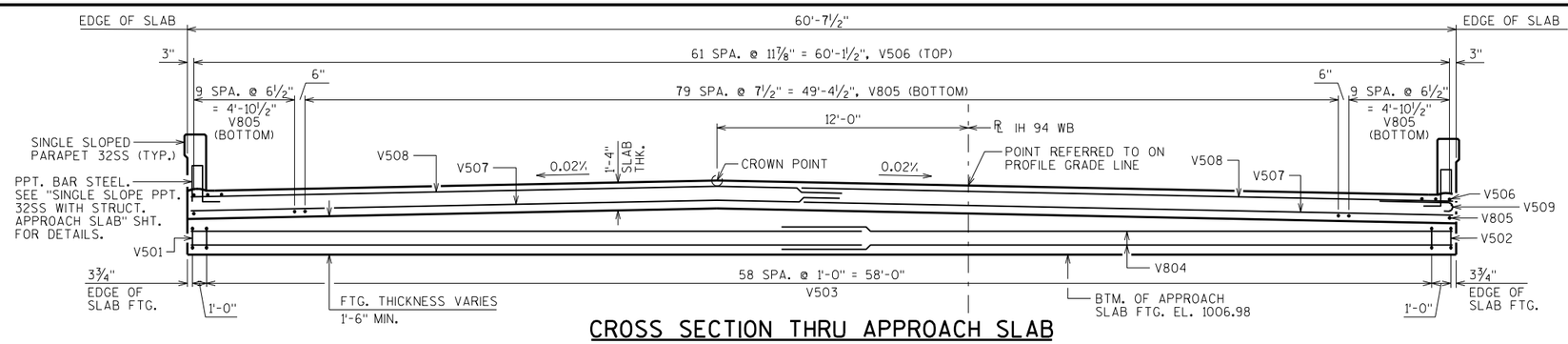
SCALE = 1

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STATE PROJECT NUMBER

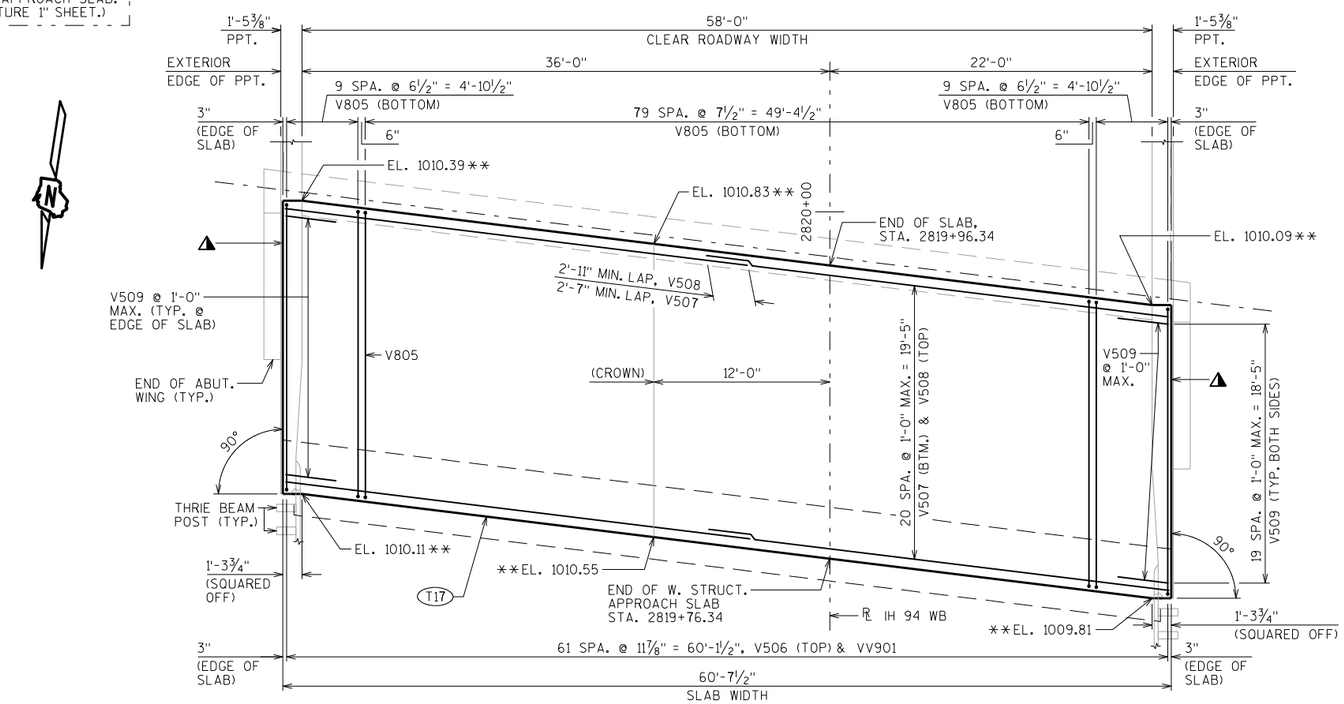
1023-02-74



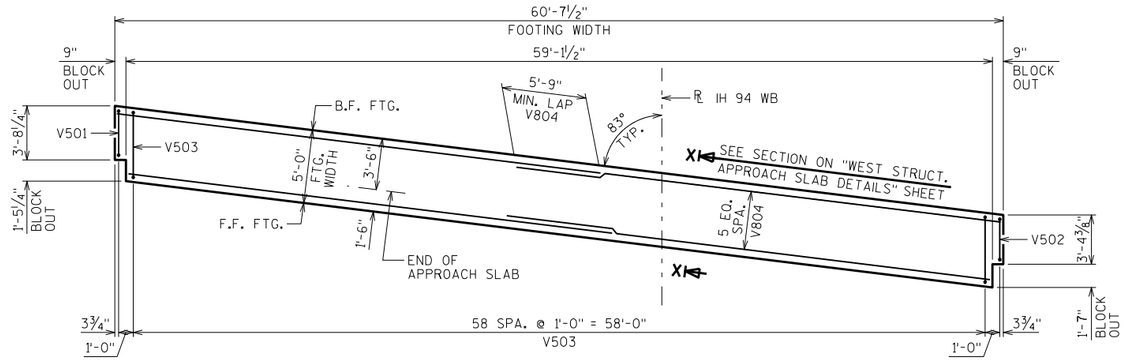
CROSS SECTION THRU APPROACH SLAB

(LOOKING UPSTATION)

**TOP OF SLAB ELEVATIONS OF STRUCTURAL APPROACH SLAB. (ELEVATIONS ALSO NOTED ON "SUPERSTRUCTURE 1" SHEET.)



PLAN OF APPROACH SLAB



PLAN OF APPROACH FTG.

⚠ 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.

(T17) 1½" EXPANSION FILLER. (1½" THICKNESS INCLUDED IN 20'-0" LENGTH.) (FULL 1'-4" DEPTH OF APPROACH SLAB.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

WEST STRUCT. APPROACH SLAB

SHEET 16

316

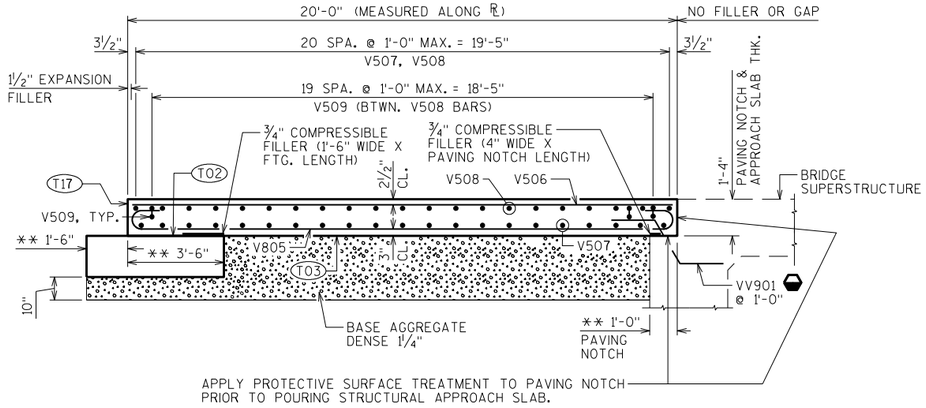
SCALE = 5

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STATE PROJECT NUMBER

1023-02-74

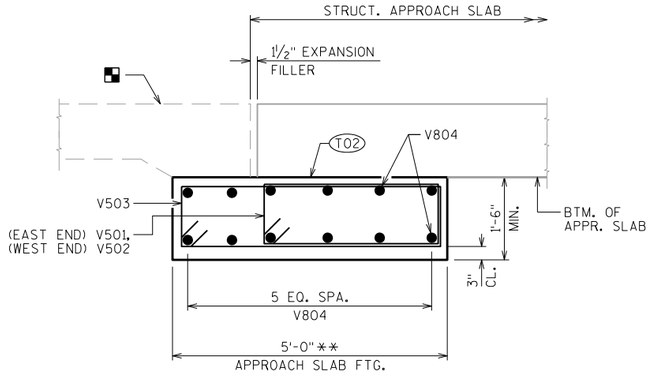


SECTION THRU STRUCTURAL APPROACH SLAB

** MEASURED NORMAL TO ABUTMENT.

SEE "SUPERSTRUCTURE DETAILS" SHEET FOR BAR BEND DETAILS.

CONCRETE PAVEMENT APPROACH SLAB SEE ROADWAY PLANS FOR DETAILS.



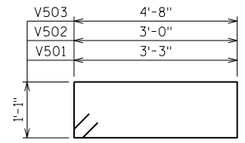
SECTION X-X

(SHOWING FOOTING ONLY)

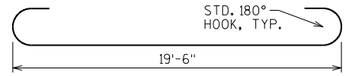
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
V501	X	1	9'-4"	X	FOOTING-STIRRUP-EDGE
V502	X	1	8'-10"	X	FOOTING-STIRRUP-EDGE
V503	X	59	12'-2"	X	FOOTING-STIRRUP
V804	X	24	33'-3"		FOOTING-TRANS.-TOP & BTM.
V805	X	100	21'-4"	X	SLAB-LONGIT.-BTM.
V506	X	62	19'-6"		SLAB-LONGIT.-TOP
V507	X	42	31'-8"		SLAB-TRANS.-BTM.
V508	X	42	31'-10"		SLAB-TRANS.-TOP
V509	X	40	4'-1"	X	SLAB-TRANS.-TOP-EDGE

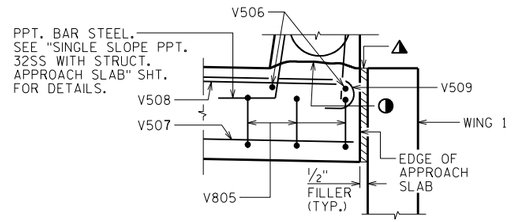


V501, V502, V503



V805

V509



TYP. SECTION @ EDGE OF APPROACH SLAB

(WEST EDGE SHOWN, EAST EDGE SIMILAR)

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

⚠ 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.

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

(T17) 1½" EXPANSION FILLER. (1½" THICKNESS INCLUDED IN 20'-0" LENGTH.) (FULL 1'-4" DEPTH OF APPROACH SLAB.)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

WEST STRUCT. APPROACH SLAB DETAILS

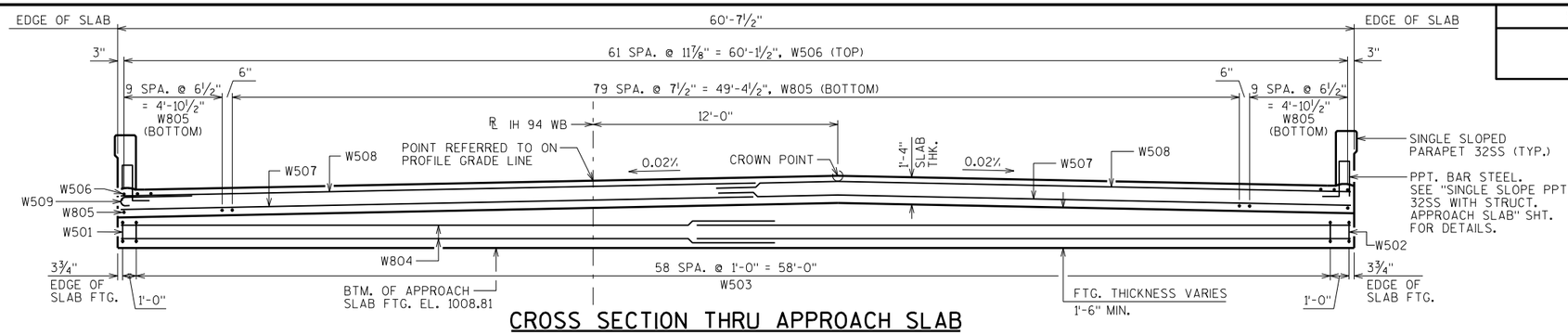
SHEET 17

317

SCALE = 4

STATE PROJECT NUMBER

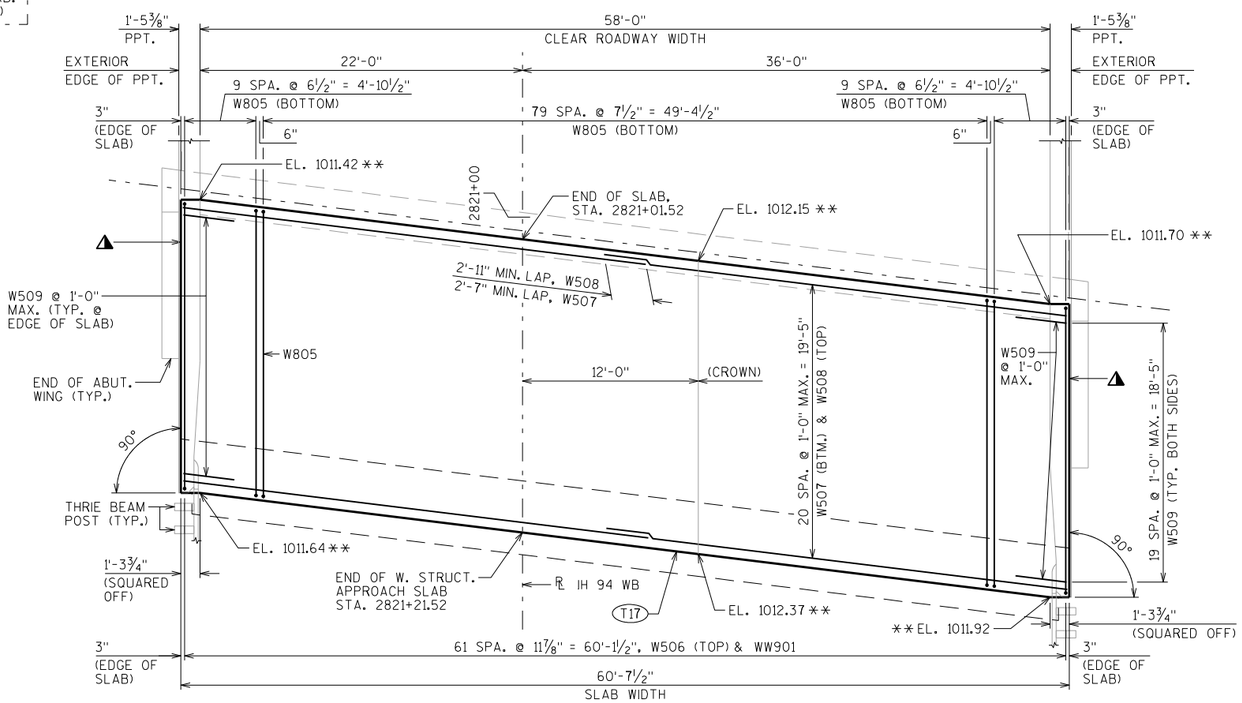
1023-02-74



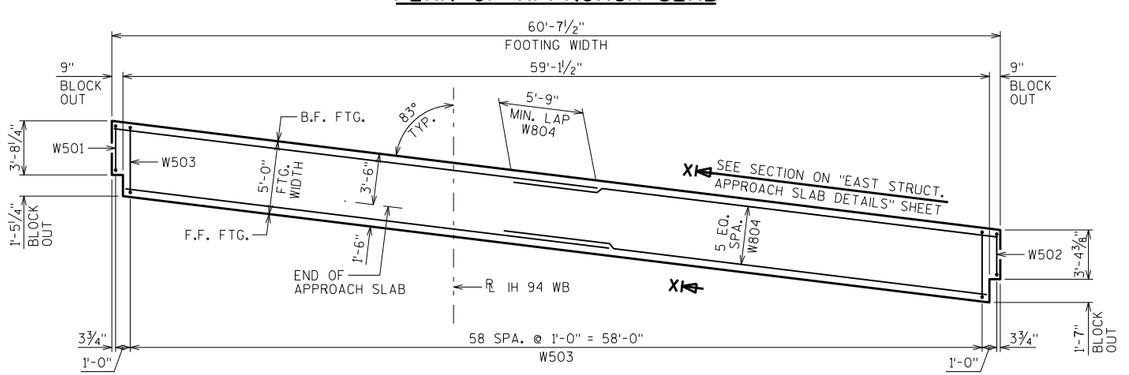
CROSS SECTION THRU APPROACH SLAB

(LOOKING DOWNSTATION)

**TOP OF SLAB ELEVATIONS OF STRUCTURAL APPROACH SLAB. (ELEVATIONS ALSO NOTED ON "SUPERSTRUCTURE 1" SHEET.)



PLAN OF APPROACH SLAB



PLAN OF APPROACH FTG.

▲ 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.

(T17) 1½" EXPANSION FILLER. (1½" THICKNESS INCLUDED IN 20'-0" LENGTH.) (FULL 1'-4" DEPTH OF APPROACH SLAB.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

EAST STRUCT. APPROACH SLAB

SHEET 18

318

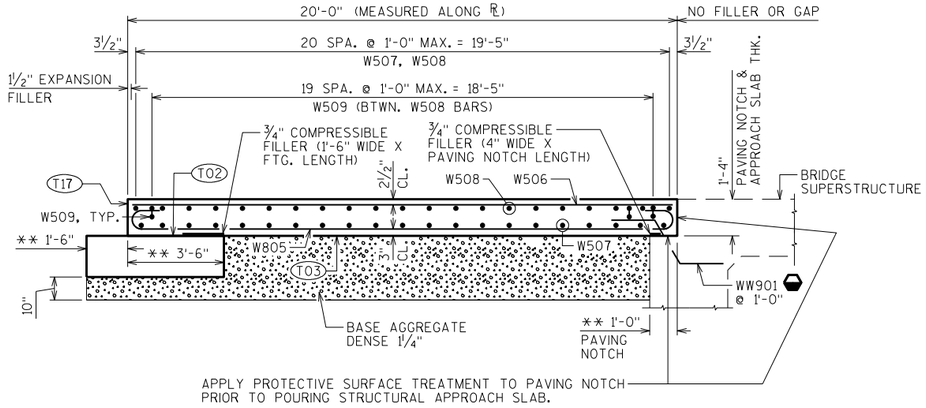
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STATE PROJECT NUMBER

1023-02-74

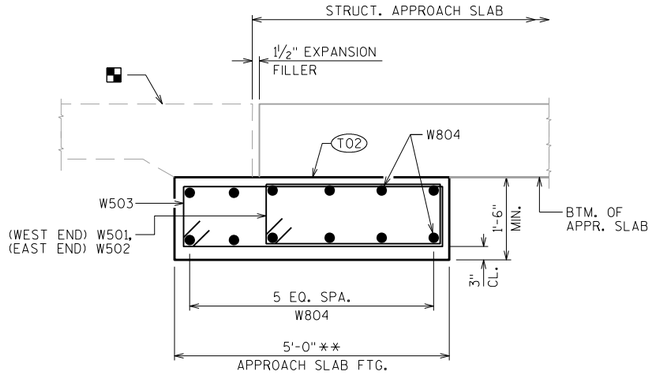


SECTION THRU STRUCTURAL APPROACH SLAB

** MEASURED NORMAL TO ABUTMENT.

SEE "SUPERSTRUCTURE DETAILS" SHEET FOR BAR BEND DETAILS.

CONCRETE PAVEMENT APPROACH SLAB SEE ROADWAY PLANS FOR DETAILS.



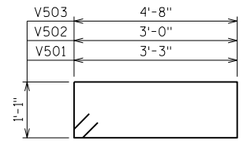
SECTION X-X

(SHOWING FOOTING ONLY)

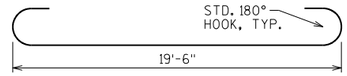
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

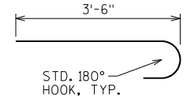
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
W501	X	1	9'-4"	X	FOOTING-STIRRUP-EDGE
W502	X	1	8'-10"	X	FOOTING-STIRRUP-EDGE
W503	X	59	12'-2"	X	FOOTING-STIRRUP
W804	X	24	33'-3"		FOOTING-TRANS.-TOP & BTM.
W805	X	100	21'-4"	X	SLAB-LONGIT.-BTM.
W506	X	62	19'-6"		SLAB-LONGIT.-TOP
W507	X	42	31'-8"		SLAB-TRANS.-BTM.
W508	X	42	31'-10"		SLAB-TRANS.-TOP
W509	X	40	4'-1"	X	SLAB-TRANS.-TOP-EDGE



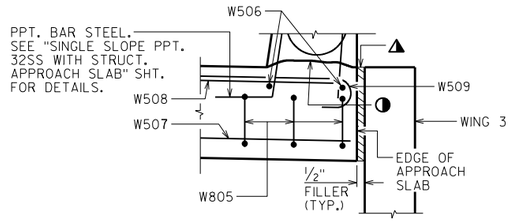
W501, W502, W503



W805



W509



TYP. SECTION @ EDGE OF APPROACH SLAB

(EAST EDGE SHOWN, WEST EDGE SIMILAR)

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

⚠ 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.

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

T03 PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

T17 1½" EXPANSION FILLER. (1½" THICKNESS INCLUDED IN 20'-0" LENGTH.) (FULL 1'-4" DEPTH OF APPROACH SLAB.)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

EAST STRUCT. APPROACH SLAB DETAILS

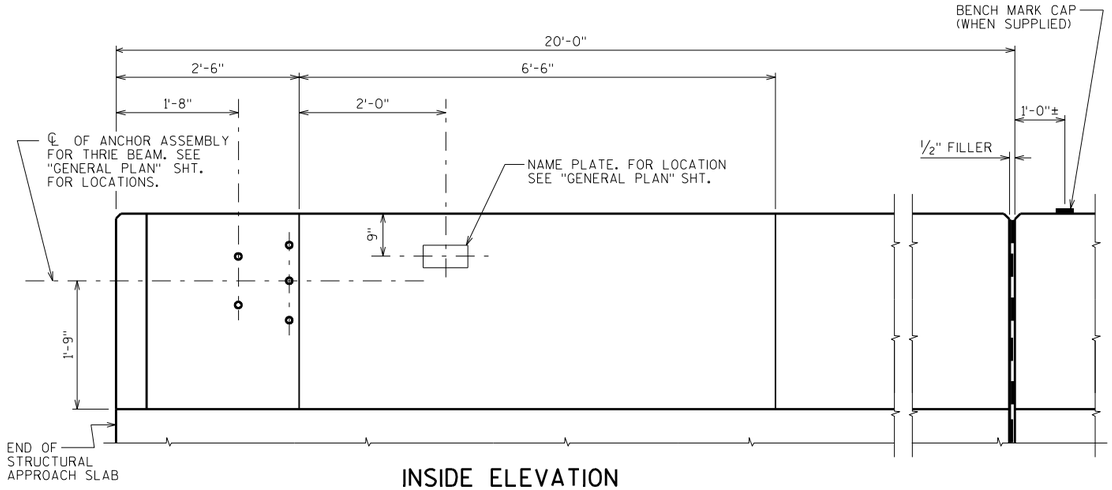
SHEET 19

319

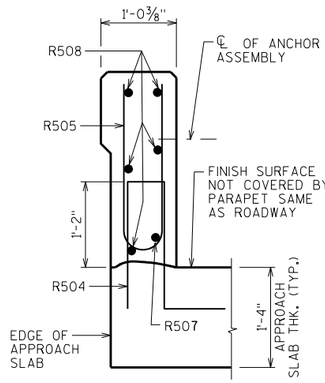
SCALE = 4

STATE PROJECT NUMBER

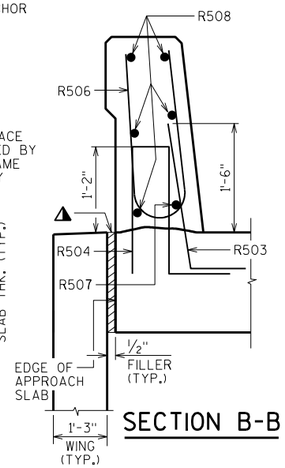
1023-02-74



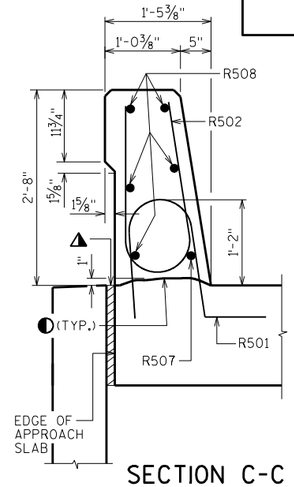
INSIDE ELEVATION



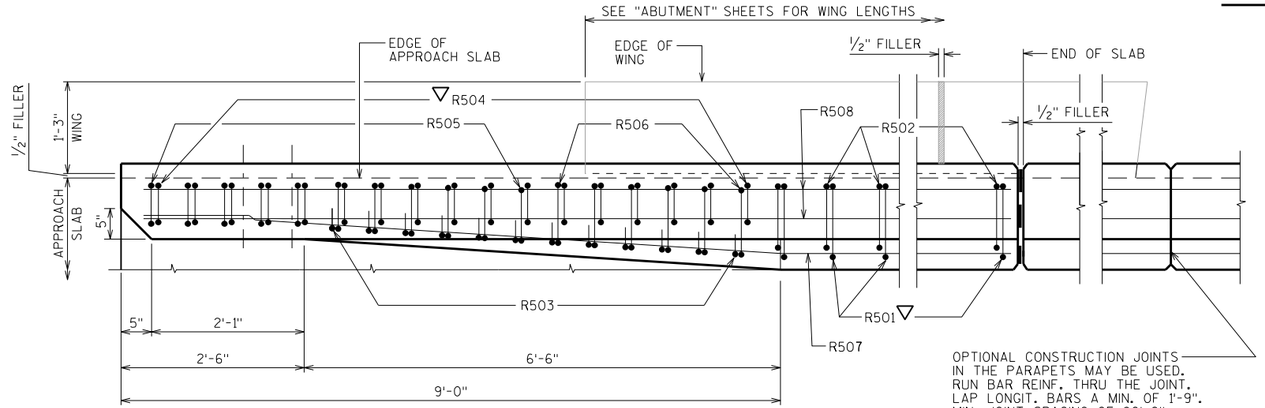
SECTION A-A



SECTION B-B



SECTION C-C



PLAN

BILL OF BARS

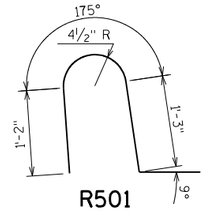
FOR STRUCTURAL APPROACH SLAB PARAPETS

BAR MARK	COAT	WEST	EAST	LENGTH	BENT	LOCATION
R501	X	36	36	4'-5"	X	PARAPET VERT.
R502	X	36	36	5'-0"	X	PARAPET VERT.
R503	X	24	24	2'-9"	X	PARAPET VERT.
R504	X	34	34	4'-4"	X	PARAPET VERT.
R505	X	22	22	4'-9"	X	PARAPET VERT.
R506	X	12	12	4'-10"	X	PARAPET VERT.
R507	X	2	2	19'-6"	X	PARAPET HORIZ.
R508	X	10	10	19'-6"		PARAPET HORIZ.

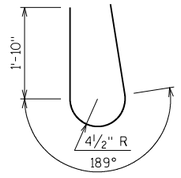
◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE SLAB IS POURED.

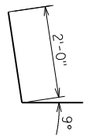
◭ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.



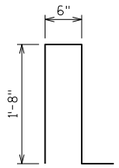
R501



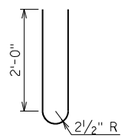
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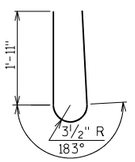
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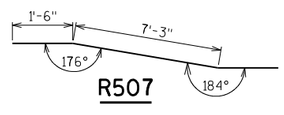
R504



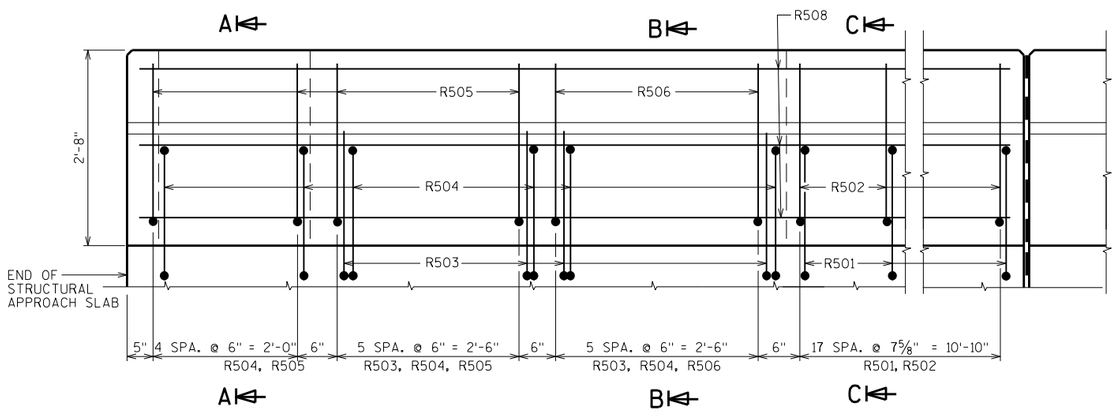
R505



R506

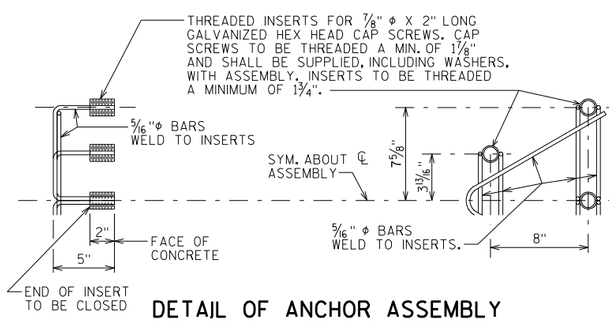


R507



OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

SINGLE SLOPE PPT. 32SS WITH STRUCT. APPROACH SLAB

SHEET 20

320

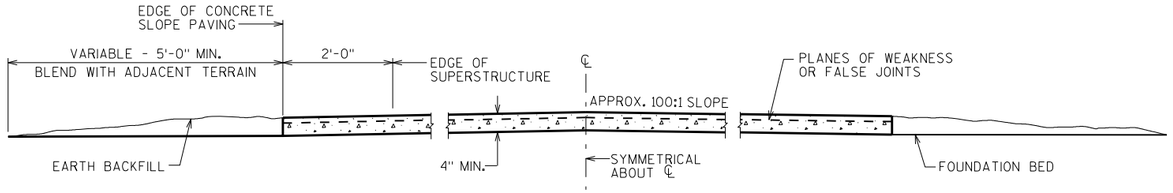
SCALE = 1

8

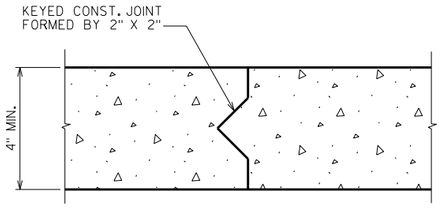
8

STATE PROJECT NUMBER

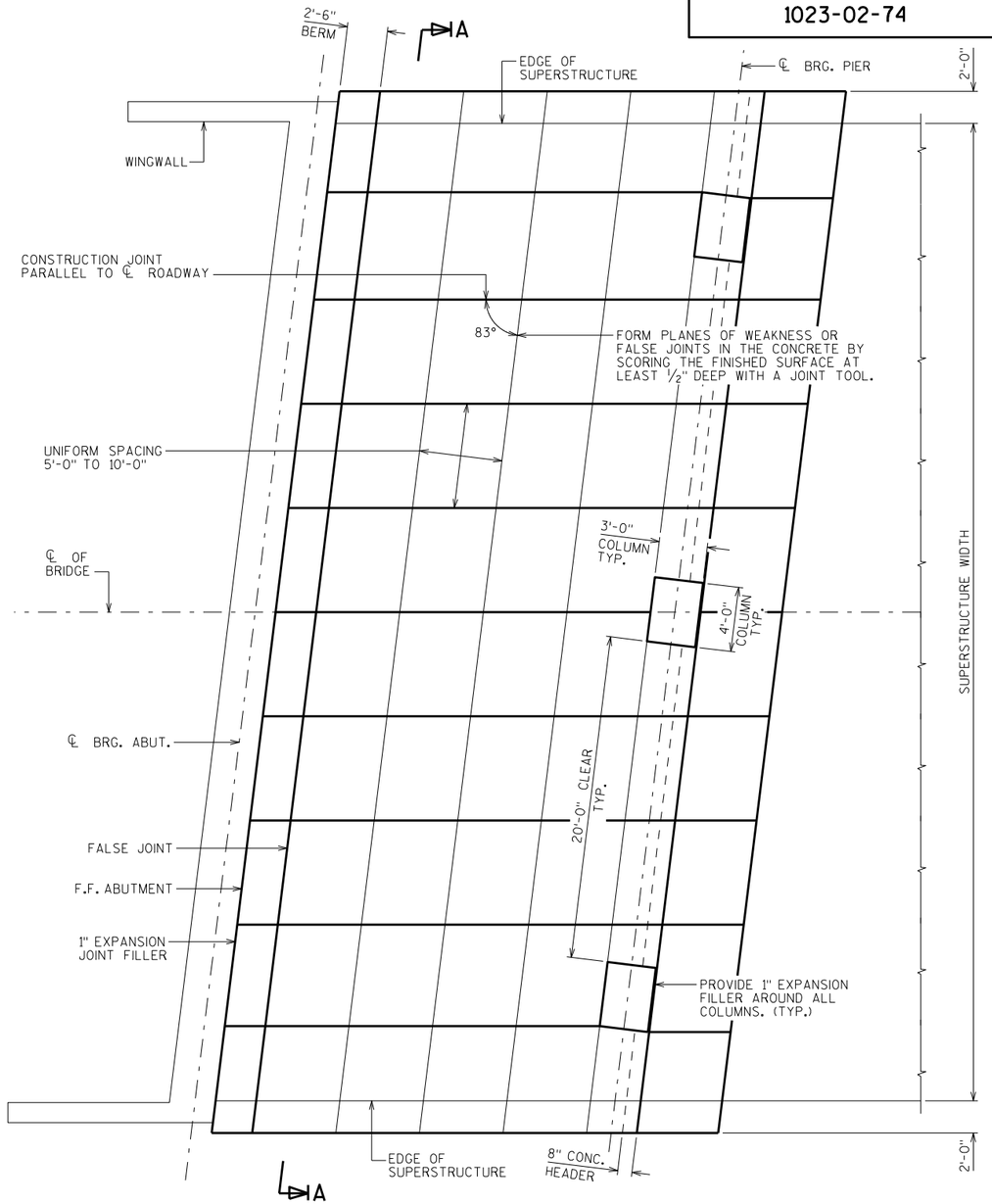
1023-02-74



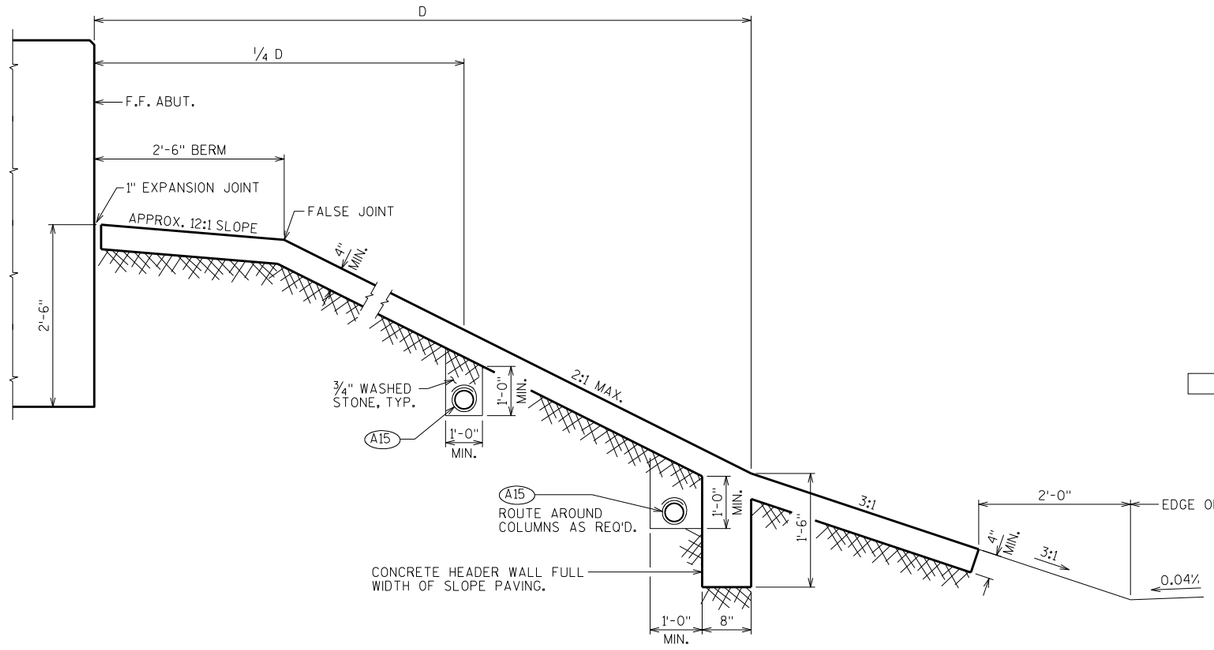
SECTION A-A



CONSTRUCTION JOINT



CONSTRUCTION JOINT PLAN



TYPICAL SECTION

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HEREON SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. (SEE "WEST ABUTMENT DETAILS" SHEET FOR RODENT SHIELD DETAILS.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-289

DRAWN BY ARC | PLANS CK'D. CAD

SLOPE PAVING (CONCRETE CAST-IN-PLACE)

SHEET 21

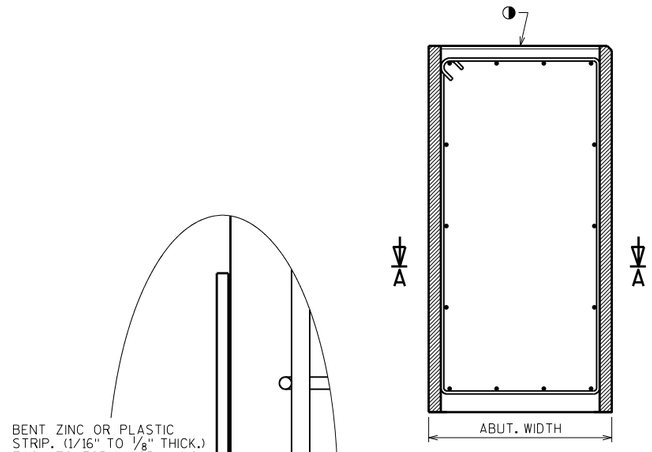
321

SCALE = 1

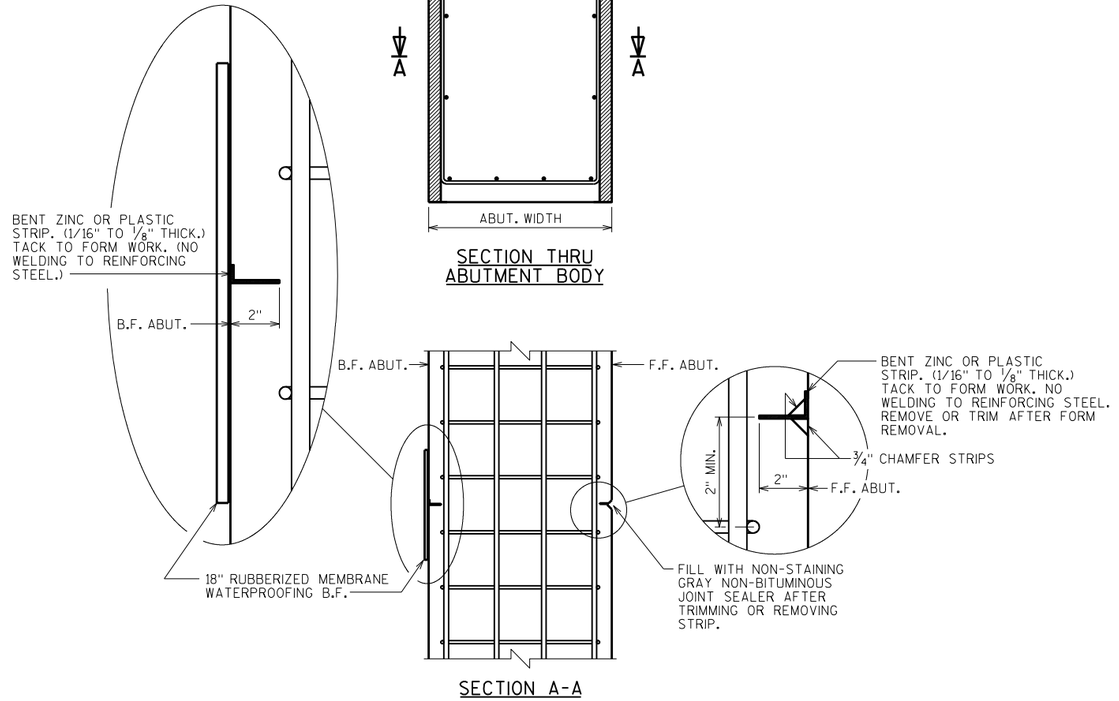
8

8

STATE PROJECT NUMBER
1023-02-74



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-41-289

DRAWN BY ARC | PLANS CK'D. CAD

ALTERNATE CONSTRUCTION JOINT

SHEET 22

322

8

8

123

SCALE = 1

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2614+00A	0.00	99.25	35.75	1.46	0	0	0	0	0	0	0.00	0.00
2615+00A	100.00	84.23	35.75	0.04	340	132	3	340	3	0	0.00	203.90
2616+00A	100.00	69.67	35.75	0.47	285	132	1	625	5	0	0.00	355.31
2617+00A	100.00	59.59	35.75	1.66	239	132	4	864	10	0	0.00	457.34
2618+00A	100.00	57.55	35.75	0.84	217	132	5	1,081	15	0	0.00	536.07
2618+87A	86.53	63.4	35.75	9.55	194	115	17	1,275	36	0	0.00	594.50
2619+00A	13.47	64.04	35.75	17.22	32	18	7	1,307	45	0	0.00	600.11
2620+00A	100.00	67.48	35.75	114.29	244	132	244	1,550	349	0	0.00	406.83
2620+27A	26.64	67.24	35.75	166.26	66	35	138	1,617	522	0	0.00	264.99
2621+00A	73.36	70.24	35.75	77.78	187	97	332	1,803	936	0	0.00	-59.77
2622+00A	100.00	73	35.75	8.16	265	132	159	2,069	1,135	0	0.00	-125.85
2623+00A	100.00	82.14	35.75	2.94	287	132	21	2,356	1,161	0	0.00	3.34
2624+00A	100.00	78.85	35.75	1.94	298	132	9	2,654	1,172	0	0.00	157.77
2625+00A	100.00	76.88	35.75	3.35	288	132	10	2,943	1,185	0	0.00	301.51
2626+00A	100.00	72.56	35.75	2.23	277	132	10	3,219	1,197	0	0.00	432.92
2627+00A	100.00	66.84	35.75	3.46	258	132	11	3,477	1,211	0	0.00	545.49
2628+00A	100.00	72.12	35.75	3.94	257	132	14	3,735	1,228	0	0.00	653.29
2629+00A	100.00	77.74	35.75	3.21	278	132	13	4,012	1,244	0	0.00	781.85
2629+30A	29.60	78.34	35.75	4.24	86	39	4	4,098	1,249	0	0.00	823.11
2630+00A	70.40	75.91	35.75	1.92	201	93	8	4,299	1,259	0	0.00	920.95
2631+00A	100.00	79.13	35.75	0.73	287	132	5	4,586	1,266	0	0.00	1,069.52
2632+00A	100.00	90.24	35.75	0	314	132	1	4,900	1,267	0	0.00	1,249.07
2632+44A	44.09	90.24	35.75	0	147	58	0	5,047	1,267	0	0.00	1,338.06
2633+00A	55.91	90.57	35.75	0	187	74	0	5,234	1,267	0	0.00	1,451.23
2634+00A	100.00	90.36	35.75	117.37	335	132	217	5,569	1,539	0	0.00	1,382.18
2635+00A	100.00	83.51	35.75	0	322	132	217	5,891	1,811	0	0.00	1,300.07
2635+62A	62.24	79.89	35.75	0.5	188	82	1	6,080	1,811	0	0.00	1,405.27
2636+00A	37.76	77.14	35.75	1.13	110	50	1	6,189	1,813	0	0.00	1,463.65
2637+00A	100.00	89.93	35.75	0	309	132	2	6,499	1,815	0	0.00	1,638.02
2638+00A	100.00	97.49	35.75	0.04	347	132	0	6,846	1,816	0	0.00	1,852.59
2639+00A	100.00	98.93	35.75	1.36	364	132	3	7,210	1,819	0	0.00	2,080.69
2640+00A	100.00	112.03	35.75	0	391	132	3	7,600	1,822	0	0.00	2,335.80
2641+00A	100.00	115.89	35.75	0	422	132	0	8,022	1,822	0	0.00	2,625.46
2642+00A	100.00	111.02	35.75	0	420	132	0	8,443	1,822	0	0.00	2,913.26
2643+00A	100.00	97.85	35.75	0	387	132	0	8,829	1,822	0	0.00	3,167.65
2644+00A	100.00	92.59	35.75	0	353	132	0	9,182	1,822	0	0.00	3,387.91
2645+00A	100.00	91.57	35.75	0	341	132	0	9,523	1,822	0	0.00	3,596.54
2645+77A	76.53	96.87	35.75	0	267	101	0	9,790	1,822	0	0.00	3,762.26
2646+00A	23.47	99.83	35.75	0	86	31	0	9,876	1,822	0	0.00	3,816.68
2647+00A	100.00	97.4	35.75	0	365	132	0	10,241	1,822	0	0.00	4,049.52
2648+00A	100.00	105.41	35.75	0.05	376	132	0	10,616	1,822	0	0.00	4,292.57
2649+00A	100.00	219.37	35.75	0.34	601	132	1	11,218	1,823	0	0.00	4,760.70
2650+00A	100.00	288.84	35.75	0	941	132	1	12,159	1,824	0	0.00	5,568.64
2650+69A	68.54	219.36	35.75	0	645	91	0	12,804	1,824	0	0.00	6,122.93
2651+00A	31.46	175	35.75	0	230	42	0	13,034	1,824	0	0.00	6,311.02
2651+59A	58.54	136.58	35.75	0	338	78	0	13,372	1,824	0	0.00	6,571.29
2652+00A	41.46	122.76	35.75	0	199	55	0	13,571	1,824	0	0.00	6,715.50
2652+49A	48.54	119.49	35.75	0	218	64	0	13,788	1,824	0	0.00	6,868.99
2652+61A	12.01	122.83	35.75	0	54	16	0	13,842	1,824	0	0.00	6,906.97

CONTINUED

2652+81A	20.56	128.86	35.75	0	96	27	0	13,938	1,824	0	0.00	6,975.59
2653+00A	18.89	135.07	35.75	0	92	25	0	14,031	1,824	0	0.00	7,042.90
2653+23A	23.00	141.98	35.75	0	118	30	0	14,149	1,824	0	0.00	7,130.45
2653+42A	18.95	136.35	35.75	0	98	25	0	14,246	1,824	0	0.00	7,203.02
2654+00A	58.05	125.05	35.75	0	281	77	0	14,527	1,824	0	0.00	7,407.17
2654+28A	28.27	139.32	35.75	0	138	37	0	14,666	1,824	0	0.00	7,508.14
2654+53A	24.73	148.56	35.75	0	132	33	0	14,797	1,824	0	0.00	7,607.24
2654+78A	25.00	144.05	35.75	0.06	135	33	0	14,933	1,824	0	0.00	7,709.57
2654+91A	13.11	143.97	35.75	0	70	17	0	15,003	1,824	0	0.00	7,762.12
2655+00A	8.89	148.07	35.75	0	48	12	0	15,051	1,824	0	0.00	7,798.43
2655+54A	54.44	145.97	35.75	0	296	72	0	15,347	1,824	0	0.00	8,022.78
2655+67A	12.50	147.09	35.75	0	68	17	0	15,415	1,824	0	0.00	8,074.07
2656+00A	33.06	148.69	35.75	0	181	44	0	15,596	1,824	0	0.00	8,211.38
2656+22A	21.98	151.87	35.75	0	122	29	0	15,719	1,824	0	0.00	8,304.61
2656+55A	33.45	155.32	35.75	0	190	44	0	15,909	1,824	0	0.00	8,450.59
2657+00A	44.57	128.02	35.75	0.66	234	59	1	16,143	1,824	0	0.00	8,624.77
2657+12A	12.46	127.1	35.75	1.67	59	16	1	16,202	1,825	0	0.00	8,666.47
2657+76A	63.33	122.5	35.75	11.11	293	84	15	16,494	1,844	0	0.00	8,856.61
2658+00A	24.21	117.93	35.75	10.93	108	32	10	16,602	1,856	0	0.00	8,919.99
2658+38A	38.00	129.88	35.75	6.49	174	50	12	16,777	1,872	0	0.00	9,028.74
2658+63A	25.00	125.21	35.75	8.41	118	33	7	16,895	1,880	0	0.00	9,105.11
2658+88A	25.00	117.78	35.75	16.92	112	33	12	17,007	1,895	0	0.00	9,169.85
2659+00A	12.00	114.84	35.75	6.51	52	16	5	17,059	1,901	0	0.00	9,199.14
2659+86A	85.79	107.85	35.75	5.49	354	114	19	17,413	1,925	0	0.00	9,415.51
2659+95A	9.21	110.14	35.75	5.66	37	12	2	17,450	1,928	0	0.00	9,438.12
2660+00A	5.00	110.85	35.75	5.83	20	7	1	17,470	1,929	0	0.00	9,450.63
2660+91A	91.10	107.36	35.75	4.47	368	121	17	17,838	1,951	0	0.00	9,676.40
2661+00A	8.90	106.28	35.75	3.91	35	12	1	17,874	1,952	0	0.00	9,698.11
2662+00A	100.00	84.34	35.75	1.9	353	132	11	18,227	1,966	0	0.00	9,905.26
2663+00A	100.00	70.92	35.75	12.6	288	132	27	18,514	1,999	0	0.00	10,026.80
2664+00A	100.00	62.51	35.75	12.38	247	132	46	18,761	2,057	0	0.00	10,083.66
2665+00A	100.00	55.69	35.75	24.82	219	132	69	18,980	2,143	0	0.00	10,084.03
2666+00A	100.00	50.42	35.75	72.35	197	132	180	19,177	2,368	0	0.00	9,923.20
2666+80A	79.94	49.09	35.75	107.86	147	106	267	19,324	2,702	0	0.00	9,631.20
2667+00A	20.06	49.53	35.75	67.37	37	27	65	19,361	2,783	0	0.00	9,559.89
2667+02A	2.37	49.59	35.75	66.41	4	3	6	19,365	2,790	0	0.00	9,553.76
2668+00A	97.63	50.69	35.75	30.58	181	129	175	19,546	3,010	0	0.00	9,386.61
2669+00A	100.00	53.01	35.75	23.91	192	132	101	19,738	3,136	0	0.00	9,320.10
2670+00A	100.00	63.01	35.75	19.04	215	132	80	19,953	3,235	0	0.00	9,303.12
2671+00A	100.00	66.36	35.75	14.94	240	132	63	20,193	3,314	0	0.00	9,331.63
2672+00A	100.00	79.11	35.75	9.78	269	132	46	20,462	3,371	0	0.00	9,411.39
2673+00A	100.00	74.69	35.75	4.13	285	132	26	20,747	3,403	0	0.00	9,531.60
2674+00A	100.00	74.27	35.75	2.92	276	132	13	21,023	3,420	0	0.00	9,658.73
2674+35A	34.85	74.77	35.75	3.12	96	46	4	21,119	3,424	0	0.00	9,703.90
2674+86A	50.99	60.33	35.75	3.37	128	68	6	21,246	3,432	0	0.00	9,756.29
2674+98A	12.01	58.07	35.75	4.12	26	16	2	21,273	3,434	0	0.00	9,764.64
2675+00A	2.15	57.94	35.75	4.13	5	3	0	21,277	3,435	0	0.00	9,766.00
2675+88A	87.85	46.77	35.75	7.81	170	116	19	21,448	3,459	0	0.00	9,795.75
2676+00A	12.15	44.63	35.75	8.67	21	16	4	21,468	3,463	0	0.00	9,795.59
2676+78A	77.85	32.68	35.75	10.53	111	103	28	21,580	3,498	0	0.00	9,769.37
2677+00A	22.15	32.52	35.75	11.34	27	29	9	21,607	3,509	0	0.00	9,755.57
2678+00A	100.00	140.17	35.75	11.78	320	132	43	21,926	3,563	0	0.00	9,889.44

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2679+00A	100.00	201.47	35.75	11.53	633	132	43	22,559	3,617	0	0.00	10,335.74
2680+00A	100.00	185.88	35.75	6.56	717	132	34	23,276	3,659	0	0.00	10,878.77
2681+00A	100.00	199.01	35.75	5.16	713	132	22	23,989	3,686	0	0.00	11,432.00
2682+00A	100.00	219.08	35.75	7.09	774	132	23	24,763	3,714	0	0.00	12,045.47
2683+00A	100.00	49.65	35.75	9.65	498	132	31	25,261	3,753	0	0.00	12,371.96
2684+00A	100.00	46.17	35.75	7.17	177	132	31	25,438	3,792	0	0.00	12,378.06
2685+00A	100.00	42.37	35.75	9.78	164	132	31	25,602	3,831	0	0.00	12,370.38
2686+00A	100.00	38.35	35.75	19.2	149	132	54	25,752	3,898	0	0.00	12,320.38
2687+00A	100.00	27.23	35.75	70	121	132	165	25,873	4,105	0	0.00	12,102.93
2688+00A	100.00	30.15	35.75	117.71	106	132	348	25,980	4,539	0	0.00	11,642.27
2688+33A	33.41	31.21	35.75	138.53	38	44	159	26,017	4,737	0	0.00	11,437.80
2689+00A	66.59	32.67	35.75	111.55	79	88	308	26,096	5,123	0	0.00	11,042.94
2690+00A	100.00	34.77	35.75	61.02	125	132	320	26,221	5,522	0	0.00	10,635.96
2691+00A	100.00	40.82	35.75	6.7	140	132	125	26,361	5,679	0	0.00	10,486.77
2692+00A	100.00	50.59	35.75	0.72	169	132	14	26,530	5,696	0	0.00	10,506.47
2693+00A	100.00	56.28	35.75	3.44	198	132	8	26,728	5,706	0	0.00	10,562.34
2694+00A	100.00	19.41	35.75	84.48	140	132	163	26,868	5,909	0	0.00	10,366.58
2694+23A	23.00	12.33	35.75	117.67	14	30	86	26,882	6,017	0	0.00	10,242.02
2695+00A	77.00	3.68	35.75	230.12	23	102	496	26,905	6,637	0	0.00	9,542.99
2695+31A	31.00	1.69	35.75	241.13	3	41	271	26,908	6,975	0	0.00	9,166.86
2695+43A	12.00	1.15	35.75	249.8	1	16	109	26,909	7,111	0	0.00	9,015.23
2695+68A	25.00	0.43	35.75	255.6	1	33	234	26,909	7,404	0	0.00	8,690.39
2695+93A	25.00	0	35.75	258.53	0	33	238	26,909	7,701	0	0.00	8,359.95
2696+00A	7.00	82.61	35.75	20.2	11	9	36	26,920	7,747	0	0.00	8,316.23
2696+51A	51.00	96.67	35.75	6.97	169	68	26	27,089	7,779	0	0.00	8,385.95
2696+76A	25.00	101.97	35.75	1.96	92	33	4	27,181	7,784	0	0.00	8,439.64
2697+00A	24.00	110.32	35.75	0	94	32	1	27,276	7,785	0	0.00	8,501.12
2697+01A	1.00	110.61	35.75	0	4	1	0	27,280	7,785	0	0.00	8,503.89
2698+00A	99.00	137.87	35.75	0	456	131	0	27,735	7,785	0	0.00	8,828.36
2698+58A	58.27	117.75	35.75	0	276	77	0	28,011	7,785	0	0.00	9,027.04
2698+91A	32.71	116.86	35.75	0	142	43	0	28,153	7,785	0	0.00	9,125.83
2699+00A	9.02	119.4	35.75	0	39	12	0	28,193	7,785	0	0.00	9,153.36
2700+00A	100.00	239.91	35.75	0	665	132	0	28,858	7,785	0	0.00	9,686.34
2700+44A	44.00	243	35.75	0.04	393	58	0	29,252	7,785	0	0.00	10,021.52
2700+69A	25.00	273.31	35.75	3.25	239	33	2	29,491	7,787	0	0.00	10,225.55
2700+74A	5.00	276.09	35.75	4.55	51	7	1	29,542	7,788	0	0.00	10,268.90
2700+95A	21.00	270.37	35.75	6.11	213	28	4	29,754	7,793	0	0.00	10,448.42
2701+00A	5.00	266.19	35.75	6.24	50	7	1	29,804	7,794	0	0.00	10,490.05
2701+20A	20.00	267.47	35.75	5.43	198	26	4	30,001	7,800	0	0.00	10,655.82
2701+45A	25.00	281.92	35.75	3.54	254	33	4	30,256	7,805	0	0.00	10,871.87
2701+94A	49.00	172.61	35.75	1.03	412	65	4	30,668	7,810	0	0.00	11,214.25
2702+00A	6.00	161.94	35.75	1.18	37	8	0	30,705	7,810	0	0.00	11,243.18
2702+49A	48.96	102.73	35.75	1.47	240	65	2	30,945	7,813	0	0.00	11,415.32
2702+50A	1.07	101.86	35.75	1.52	4	1	0	30,949	7,813	0	0.00	11,417.89
2702+65A	14.97	94.11	35.75	2.2	54	20	1	31,004	7,815	0	0.00	11,451.10
2703+00A	35.00	86.22	35.75	1.9	117	46	3	31,121	7,818	0	0.00	11,518.31
2703+39A	38.96	75.85	35.75	1.67	117	52	3	31,238	7,821	0	0.00	11,580.44
2703+99A	60.00	60.25	35.75	7.79	151	79	11	31,389	7,834	0	0.00	11,639.08
2704+00A	1.04	60.03	35.75	8.07	2	1	0	31,391	7,835	0	0.00	11,639.64

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2704+29A	28.96	54.62	35.75	12.05	61	38	11	31,453	7,848	0	0.00	11,649.29
2705+00A	71.04	48.59	35.75	14.65	136	94	35	31,588	7,892	0	0.00	11,647.10
2706+00A	100.00	52.39	35.75	6.03	187	132	38	31,775	7,940	0	0.00	11,653.82
2707+00A	100.00	51.83	35.75	3.93	193	132	18	31,968	7,963	0	0.00	11,691.36
2708+00A	100.00	43.2	35.75	7.83	176	132	22	32,144	7,990	0	0.00	11,707.71
2709+00A	100.00	41.17	35.75	8.96	156	132	31	32,301	8,029	0	0.00	11,692.68
2710+00A	100.00	38.68	35.75	12.88	148	132	40	32,449	8,080	0	0.00	11,657.59
2711+00A	100.00	37.95	35.75	11.02	142	132	44	32,590	8,135	0	0.00	11,611.76
2712+00A	100.00	37.65	35.75	10.89	140	132	41	32,730	8,186	0	0.00	11,568.64
2713+00A	100.00	35.82	35.75	15.07	136	132	48	32,866	8,246	0	0.00	11,512.19
2714+00A	100.00	32.56	35.75	16.17	127	132	58	32,993	8,318	0	0.00	11,434.10
2715+00A	100.00	33.43	35.75	18.51	122	132	64	33,115	8,399	0	0.00	11,343.62
2716+00A	100.00	33.81	35.75	15.91	125	132	64	33,240	8,478	0	0.00	11,256.05
2717+00A	100.00	35.14	35.75	26.75	128	132	79	33,368	8,577	0	0.00	11,152.58
2717+62A	61.86	34.74	35.75	54.71	80	82	93	33,448	8,694	0	0.00	11,034.09
2717+63A	0.98	34.75	35.75	50.13	1	1	2	33,449	8,696	0	0.00	11,031.68
2718+00A	37.17	34.24	35.75	29.28	47	49	55	33,496	8,764	0	0.00	10,961.63
2719+00A	100.00	35.27	35.75	55.06	129	132	156	33,625	8,960	0	0.00	10,762.71
2720+00A	100.00	29.76	35.75	77.29	120	132	245	33,745	9,266	0	0.00	10,444.37
2720+00A	0.31	29.73	35.75	77.27	0	0	1	33,746	9,267	0	0.00	10,443.19
2720+30A	30.00	31.55	35.75	62.99	34	40	78	33,780	9,364	0	0.00	10,340.12
2720+90A	60.00	34.46	35.75	51.05	73	79	127	33,853	9,523	0	0.00	10,175.62
2721+00A	9.69	34.78	35.75	50.32	12	13	18	33,866	9,546	0	0.00	10,152.48
2721+80A	80.31	37.59	35.75	50.1	108	106	149	33,973	9,732	0	0.00	9,967.09
2722+00A	19.69	35.25	35.75	54.41	27	26	38	34,000	9,780	0	0.00	9,919.94
2723+00A	100.00	29.57	35.75	63.31	120	132	218	34,120	10,052	0	0.00	9,635.07
2724+00A	100.00	32.2	35.75	46.55	114	132	203	34,234	10,307	0	0.00	9,362.75
2725+00A	100.00	34.43	35.75	41.91	123	132	164	34,358	10,511	0	0.00	9,148.96
2726+00A	100.00	41.12	35.75	26.99	140	132	128	34,498	10,671	0	0.00	8,996.97
2727+00A	100.00	50.36	35.75	5.24	169	132	60	34,667	10,746	0	0.00	8,959.37
2727+65A	64.54	54.04	35.75	3.4	125	85	10	34,792	10,758	0	0.00	8,985.78
2727+67A	2.13	54.39	35.75	3.35	4	3	0	34,796	10,759	0	0.00	8,986.90
2728+00A	33.34	58.48	35.75	6.53	70	44	6	34,866	10,766	0	0.00	9,004.81
2729+00A	100.00	58.83	35.75	4.33	217	132	20	35,083	10,792	0	0.00	9,064.51
2730+00A	100.00	61.65	35.75	9.02	223	132	25	35,306	10,822	0	0.00	9,124.31
2731+00A	100.00	66.18	35.75	0.52	237	132	18	35,543	10,845	0	0.00	9,206.54
2732+00A	100.00	81.61	35.75	0	274	132	1	35,816	10,846	0	0.00	9,346.62
2733+00A	100.00	94	35.75	0.01	325	132	0	36,142	10,846	0	0.00	9,539.39
2734+00A	100.00	165.81	35.75	0.16	481	132	0	36,623	10,846	0	0.00	9,887.72
2735+00A	100.00	72.97	35.75	0.2	442	132	1	37,065	10,847	0	0.00	10,196.66
2736+00A	100.00	53.42	35.75	1.81	234	132	4	37,299	10,852	0	0.00	10,293.66
2737+00A	100.00	40.27	35.75	4.04	174	132	11	37,472	10,865	0	0.00	10,321.21
2738+00A	100.00	28.02	35.75	8.06	126	132	22	37,599	10,893	0	0.00	10,287.25
2739+00A	100.00	13.49	35.75	19.98	77	132	52	37,676	10,958	0	0.00	10,166.81
2740+00A	100.00	0.75	35.75	28.08	26	132	89	37,702	11,069	0	0.00	9,949.52
2740+17A	16.67	0.2	35.75	31.95	0	22	19	37,702	11,092	0	0.00	9,904.59
2740+44A	27.07	0.03	35.75	30.74	0	36	31	37,703	11,132	0	0.00	9,829.57
2740+56A	12.01	0.02	35.75	34.41	0	16	14	37,703	11,150	0	0.00	9,795.57
2740+56A	0.00	0.02	35.75	34.41	0	0	0	37,703	11,150	0	0.00	9,795.57
2740+68A	12.02	0.02	35.75	37.86	0	16	16	37,703	11,170	0	0.00	9,759.55

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STATE PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EARTHWORK DETAIL	SHEET NO:	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

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2741+00A	32.23	0	35.75	60.88	0	43	59	37,703	11,244	0	0.00	9,643.22
2742+00A	100.00	0	35.75	118.81	0	132	333	37,703	11,660	0	0.00	9,094.87
2742+96A	96.00	0	35.75	151.43	0	127	480	37,703	12,260	0	0.00	8,367.22
2743+00A	4.00	0	35.75	153.59	0	5	23	37,703	12,288	0	0.00	8,333.68
2744+00A	100.00	0	35.75	236.7	0	132	723	37,703	13,192	0	0.00	7,297.83
2744+90A	90.00	0	35.75	295.49	0	119	887	37,703	14,301	0	0.00	6,069.93
2745+00A	10.00	0	35.75	307.93	0	13	112	37,703	14,440	0	0.00	5,917.01
2745+95A	95.00	0	35.75	398.62	0	126	1,243	37,703	15,994	0	0.00	4,237.47
2746+00A	5.00	0	35.75	396.47	0	7	74	37,703	16,086	0	0.00	4,138.82
2746+20A	20.00	0	35.75	389.93	0	26	291	37,703	16,450	0	0.00	3,748.27
2746+45A	25.00	0	35.75	377.23	0	33	355	37,703	16,894	0	0.00	3,271.21
2746+55A	10.00	0	35.75	353.51	0	13	135	37,703	17,063	0	0.00	3,088.81
2746+80A	25.00	0	35.75	167.26	0	33	241	37,703	17,365	0	0.00	2,754.34
2747+00A	20.00	0	35.75	145.23	0	26	116	37,703	17,509	0	0.00	2,583.19
2747+05A	5.00	0	35.75	143.81	0	7	27	37,703	17,543	0	0.00	2,543.11
2747+84A	78.83	0	35.75	80.2	0	104	327	37,703	17,951	0	0.00	2,029.99
2748+00A	16.17	0	35.75	42.41	0	21	37	37,703	17,997	0	0.00	1,962.67
2748+10A	10.02	0	30.00	41.8	0	12	16	37,703	18,017	0	0.00	1,930.94

37,703	17,755	14,414		18,017

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STATE PROJECT NO: 1023-02-74	**HWY: IH 94**	**COUNTY: MONROE**	**EARTHWORK DETAIL**	**SHEET NO:** 327 **E**

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2750+37A	0.00	0	5.60	84.79	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2750+50A	13.23	0	21.60	101.97	0	7	46	0	57	0	0	0	0.00	0.00	-63.86
2750+77A	27.08	0.17	35.75	161.11	0	29	132	0	222	0	0	0	0.00	0.00	-257.45
2750+92A	14.92	0	35.75	140.52	0	20	83	0	326	0	0	0	0.00	0.00	-381.33
2751+00A	8.00	0	35.75	140.81	0	11	42	0	378	0	0	0	0.00	0.00	-444.02
2751+17A	17.00	0	35.75	148.25	0	23	91	0	492	0	0	0	0.00	0.00	-580.28
2751+42A	25.00	0	35.75	161.61	0	33	143	0	671	0	0	0	0.00	0.00	-792.70
2752+00A	58.00	0	35.75	167.31	0	77	353	0	1,113	0	0	0	0.00	0.00	-1,311.10
2752+82A	82.00	0	35.75	428.98	0	109	905	0	2,245	0	0	0	0.00	0.00	-2,551.52
2753+00A	18.00	0	35.75	425.36	0	24	285	0	2,601	0	0	0	0.00	0.00	-2,931.33
2753+07A	7.00	0	35.75	427.69	0	9	111	0	2,739	0	0	0	0.00	0.00	-3,078.82
2753+32A	25.00	0	35.75	437.83	0	33	401	0	3,240	0	0	0	0.00	0.00	-3,612.80
2754+00A	68.00	0	35.75	216.8	0	90	824	0	4,270	0	0	0	0.00	0.00	-4,733.28
2754+37A	37.00	0	35.75	132.87	0	49	240	0	4,570	0	0	0	0.00	0.00	-5,081.75
2755+00A	63.00	0	35.75	60.08	0	83	225	0	4,851	0	0	0	0.00	0.00	-5,446.56
2755+02A	2.00	0	35.75	57.4	0	3	4	0	4,857	0	0	0	0.00	0.00	-5,454.64
2756+00A	98.00	28.49	35.75	3.03	52	130	110	52	4,994	0	0	0	0.00	0.00	-5,669.78
2757+00A	100.00	60.24	35.75	0.25	164	132	6	216	5,001	0	0	0	0.00	0.00	-5,645.47
2758+00A	100.00	78.21	35.75	0	256	132	0	473	5,002	0	0	0	0.00	0.00	-5,522.07
2759+00A	100.00	78.89	35.75	0	291	132	0	763	5,002	0	0	0	0.00	0.00	-5,363.55
2760+00A	100.00	66.19	35.75	0	269	132	0	1,032	5,002	0	0	0	0.00	0.00	-5,227.29
2761+00A	100.00	65.71	35.75	1.42	244	132	3	1,276	5,005	0	0	0	0.00	0.00	-5,118.72
2762+00A	100.00	64.4	35.75	4.43	241	132	11	1,517	5,019	0	0	0	0.00	0.00	-5,023.73
2762+65A	65.24	60.32	35.75	2.78	151	86	9	1,668	5,030	0	0	0	0.00	0.00	-4,970.32
2762+67A	1.69	60.35	35.75	2.4	4	2	0	1,672	5,030	0	0	0	0.00	0.00	-4,968.98
2763+00A	33.07	62.58	35.75	2.91	75	44	3	1,747	5,034	0	0	0	0.00	0.00	-4,941.55
2764+00A	100.00	66.34	35.75	4.91	239	132	14	1,986	5,052	0	0	0	0.00	0.00	-4,853.32
2765+00A	100.00	69.61	35.75	1.34	252	132	12	2,238	5,067	0	0	0	0.00	0.00	-4,748.44
2766+00A	100.00	77.43	35.75	0.11	272	132	3	2,510	5,070	0	0	0	0.00	0.00	-4,611.90
2767+00A	100.00	73.59	35.75	0.07	280	132	0	2,790	5,070	0	0	0	0.00	0.00	-4,465.06
2768+00A	100.00	72.22	35.75	0.29	270	132	1	3,060	5,071	0	0	0	0.00	0.00	-4,328.28
2769+00A	100.00	73.57	35.75	0.31	270	132	1	3,330	5,073	0	0	0	0.00	0.00	-4,192.10
2770+00A	100.00	78.21	35.75	0	281	132	1	3,611	5,073	0	0	0	0.00	0.00	-4,044.15
2771+00A	100.00	90.45	35.75	0.98	312	132	2	3,923	5,076	0	0	0	0.00	0.00	-3,866.49
2772+00A	100.00	102.22	35.75	0	357	132	2	4,280	5,078	0	0	0	0.00	0.00	-3,644.37
2773+00A	100.00	89.27	35.75	0	355	132	0	4,634	5,078	0	0	0	0.00	0.00	-3,422.17
2774+00A	100.00	93.18	35.75	0.31	338	132	1	4,972	5,079	0	0	0	0.00	0.00	-3,217.42
2775+00A	100.00	98.16	35.75	0.53	354	132	2	5,327	5,080	0	0	0	0.00	0.00	-2,997.44
2776+00A	100.00	81.53	35.75	0.17	333	132	1	5,659	5,082	0	0	0	0.00	0.00	-2,798.71
2777+00A	100.00	79.91	35.75	0.35	299	132	1	5,958	5,083	0	0	0	0.00	0.00	-2,633.36
2778+00A	100.00	84.85	35.75	0.48	305	132	2	6,263	5,085	0	0	0	0.00	0.00	-2,462.58
2779+00A	100.00	93.45	35.75	0.45	330	132	2	6,594	5,087	0	0	0	0.00	0.00	-2,266.95
2780+00A	100.00	107.46	35.75	0	372	132	1	6,966	5,088	0	0	0	0.00	0.00	-2,028.34
2781+00A	100.00	134.65	35.75	0	448	132	0	7,414	5,088	0	0	0	0.00	0.00	-1,712.40
2782+00A	100.00	156.58	35.75	0	539	132	0	7,953	5,088	0	0	0	0.00	0.00	-1,305.49
2783+00A	100.00	98.79	35.75	0.07	473	132	0	8,426	5,089	0	0	0	0.00	0.00	-965.15
2784+00A	100.00	88.71	35.75	0.53	347	132	1	8,773	5,090	0	0	0	0.00	0.00	-751.73
2785+00A	100.00	85.13	35.75	0.49	322	132	2	9,095	5,092	0	0	0	0.00	0.00	-564.57
2785+89A	89.00	73.08	35.75	4.88	261	118	9	9,356	5,103	0	0	0	0.00	0.00	-432.72

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2786+00A	11.00	65.76	35.75	10.06	28	15	3	9,384	5,107	0	0	0	0.00	0.00	-422.81
2786+63A	63.11	59.68	35.75	48.08	147	84	68	9,531	5,192	0	0	0	0.00	0.00	-444.70
2786+66A	2.68	59.49	35.75	46.81	6	4	5	9,537	5,198	0	0	0	0.00	0.00	-448.23
2787+00A	34.21	65.45	35.75	37.54	79	45	53	9,616	5,265	0	0	0	0.00	0.00	-481.17
2787+37A	37.00	63.94	35.75	40.39	89	49	53	9,705	5,332	0	0	0	0.00	0.00	-508.25
2788+00A	63.00	66.79	35.75	38.88	153	83	92	9,857	5,447	0	0	0	0.00	0.00	-554.75
2788+43A	43.29	71.69	35.75	35.44	111	57	60	9,968	5,522	0	0	0	0.00	0.00	-575.53
2788+68A	24.71	73.48	35.75	42.47	66	33	36	10,035	5,566	0	0	0	0.00	0.00	-586.38
2788+93A	25.00	73.98	35.75	48.86	68	33	42	10,103	5,619	0	0	0	0.00	0.00	-604.07
2789+00A	7.00	73.38	35.75	46.63	19	9	12	10,122	5,635	0	0	0	0.00	0.00	-609.71
2789+03A	3.00	73.15	35.75	45.35	8	4	5	10,130	5,641	0	0	0	0.00	0.00	-611.93
2789+28A	25.00	71.15	35.75	37.63	67	33	38	10,197	5,689	0	0	0	0.00	0.00	-626.24
2789+53A	25.00	70.54	35.75	27.23	66	33	30	10,263	5,726	0	0	0	0.00	0.00	-631.28
2790+00A	47.00	70.1	35.75	12	122	62	34	10,385	5,769	0	0	0	0.00	0.00	-613.79
2790+29A	28.93	28.61	1.50	0	53	20	6	10,438	5,777	0	0	0	0.00	0.00	-588.90

10,438	5,250	4,622		5,777

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STATE PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EARTHWORK DETAIL	SHEET NO:	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY) Expanded Rock 1.10	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2791+65A	0.00	0	0.00	15.8	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2791+69A	3.83	76.07	35.75	16.03	5	3	2	5	3	0	0	0	0.00	0.00	0.04
2792+00A	30.70	75.38	35.75	17.06	86	41	19	91	26	0	0	0	0.00	0.00	21.97
2792+49A	49.00	76.16	35.75	18.84	138	65	33	229	67	0	0	0	0.00	0.00	53.88
2792+74A	25.00	78.75	35.75	16.42	72	33	16	301	87	0	0	0	0.00	0.00	72.09
2792+99A	25.00	81.82	35.75	17.01	74	33	15	375	107	0	0	0	0.00	0.00	93.98
2793+00A	1.00	81.89	35.75	17.21	3	1	1	378	108	0	0	0	0.00	0.00	94.90
2793+64A	64.00	75.08	35.75	21.21	186	85	46	564	165	0	0	0	0.00	0.00	139.28
2793+89A	25.00	71.12	35.75	26.98	68	33	22	632	192	0	0	0	0.00	0.00	145.97
2794+00A	11.00	70.03	35.75	32.07	29	15	12	661	207	0	0	0	0.00	0.00	145.13
2794+14A	14.00	69.19	35.75	32.44	36	19	17	697	228	0	0	0	0.00	0.00	141.78
2795+00A	86.00	65.48	35.75	8.34	214	114	65	911	310	0	0	0	0.00	0.00	161.20
2795+27A	27.00	63.83	35.75	7	65	36	8	976	319	0	0	0	0.00	0.00	180.52
2796+00A	73.00	73.27	35.75	2.5	185	97	13	1,161	335	0	0	0	0.00	0.00	253.14
2796+25A	25.00	74.45	35.75	2.72	68	33	2	1,230	338	0	0	0	0.00	0.00	285.41
2797+00A	75.00	77.93	35.75	2.78	212	99	8	1,441	348	0	0	0	0.00	0.00	388.19
2798+00A	100.00	79.58	35.75	7.19	292	132	18	1,733	371	0	0	0	0.00	0.00	524.39
2798+22A	21.95	78.72	35.75	26.4	64	29	14	1,797	388	0	0	0	0.00	0.00	542.61
2798+23A	1.46	78.73	35.75	21.17	4	2	1	1,801	389	0	0	0	0.00	0.00	543.32
2799+00A	76.60	80.11	35.75	6.63	225	101	39	2,027	439	0	0	0	0.00	0.00	617.92
2800+00A	100.00	80.33	35.75	0	297	132	12	2,324	454	0	0	0	0.00	0.00	767.27
2801+00A	100.00	78.32	35.75	0.02	294	132	0	2,618	454	0	0	0	0.00	0.00	928.62
2802+00A	100.00	80.83	35.75	0	295	132	0	2,912	454	0	0	0	0.00	0.00	1,090.88
2803+00A	100.00	79.07	35.75	0	296	132	0	3,208	454	0	0	0	0.00	0.00	1,254.59
2804+00A	100.00	71.77	35.75	1.38	279	132	3	3,488	457	0	0	0	0.00	0.00	1,398.32
2805+00A	100.00	82.19	35.75	3.21	285	132	9	3,773	468	0	0	0	0.00	0.00	1,540.40
2806+00A	100.00	84.4	35.75	4.42	309	132	14	4,081	486	0	0	0	0.00	0.00	1,698.83
2807+00A	100.00	85.61	35.75	7.34	315	132	22	4,396	513	0	0	0	0.00	0.00	1,854.03
2808+00A	100.00	89.6	35.75	0	324	132	14	4,721	530	0	0	0	0.00	0.00	2,029.10
2809+00A	100.00	82.96	35.75	4.49	320	132	8	5,040	540	0	0	0	0.00	0.00	2,205.85
2810+00A	100.00	75.62	35.75	7.29	294	132	22	5,334	568	0	0	0	0.00	0.00	2,339.84
2810+63A	62.52	64.53	35.75	6.86	162	83	16	5,496	588	0	0	0	0.00	0.00	2,398.85
2810+66A	3.57	63.99	35.75	7.38	9	5	1	5,505	589	0	0	0	0.00	0.00	2,401.44
2811+00A	33.91	58.95	35.75	9.15	77	45	10	5,582	602	0	0	0	0.00	0.00	2,420.77
2812+00A	100.00	48.24	35.75	41.83	199	132	94	5,780	720	0	0	0	0.00	0.00	2,368.85
2812+96A	96.20	37.53	35.75	181.32	153	127	398	5,933	1,217	0	0	0	0.00	0.00	1,897.36
2813+00A	3.80	36.95	35.75	167.55	5	5	25	5,938	1,248	0	0	0	0.00	0.00	1,866.86
2813+09A	9.39	35.43	35.75	159.14	13	12	57	5,951	1,319	0	0	0	0.00	0.00	1,796.04
2814+00A	90.61	25.38	35.75	197.2	102	120	598	6,053	2,066	0	0	0	0.00	0.00	1,030.66
2814+84A	84.00	14.4	35.75	207.33	62	111	629	6,115	2,853	0	0	0	0.00	0.00	194.73
2815+00A	16.00	13.08	35.75	214.84	8	21	125	6,123	3,009	0	0	0	0.00	0.00	25.33
2815+89A	89.00	3.02	35.75	359.07	27	118	946	6,150	4,192	0	0	0	0.00	0.00	-1,248.34
2816+00A	11.00	1.99	35.75	349.59	1	15	144	6,151	4,372	0	0	0	0.00	0.00	-1,442.33
2816+14A	14.00	0.99	35.75	349.33	1	19	181	6,151	4,599	0	0	0	0.00	0.00	-1,686.60
2816+39A	25.00	0.37	35.75	367.41	1	33	332	6,152	5,013	0	0	0	0.00	0.00	-2,133.85
2817+00A	61.00	0.25	35.75	106.06	1	81	535	6,153	5,682	0	0	0	0.00	0.00	-2,882.48
2818+00A	100.00	0.21	35.75	105.18	1	132	391	6,154	6,171	0	0	0	0.00	0.00	-3,503.01
2818+40A	39.83	0.02	35.75	99.96	0	53	151	6,154	6,360	0	0	0	0.00	0.00	-3,744.73
2818+44A	4.17	0.01	35.75	100.4	0	6	15	6,154	6,379	0	0	0	0.00	0.00	-3,769.58

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2818+69A	25.00	0	35.75	97.32	0	33	92	6,154	6,494	0	0	0	0.00	0.00	-3,917.10
2818+94A	25.00	0	35.75	96.7	0	33	90	6,154	6,606	0	0	0	0.00	0.00	-4,062.48
2819+00A	6.00	0.01	35.75	96.56	0	8	21	6,154	6,633	0	0	0	0.00	0.00	-4,097.26
2819+72A	72.47	0.15	35.75	67.24	0	96	220	6,154	6,908	0	0	0	0.00	0.00	-4,467.79
2819+76A	3.87	0	27.00	38.25	0	4	8	6,154	6,917	0	0	0	0.00	0.00	-4,481.72

6154	3719	5,534		6,917

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STATE PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EARTHWORK DETAIL	SHEET NO: 331	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 5	Cumulative Vol (CY) Reduced Marsh in Fill 0.60 Note 6	Cumulative Vol (CY) Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2821+22A	0.00	0.21	26.50	21.77	0	0	0	0	0	0	0	0	0	0
2821+26A	4.93	0.17	35.75	48.04	0	6	6	0	8	0	0	0.00	0.00	-13.62
2821+70A	43.30	0	35.75	97.25	0	57	116	0	154	0	0	0.00	0.00	-216.44
2821+98A	28.25	0	35.75	103.6	0	37	105	0	285	0	0	0.00	0.00	-385.18
2822+00A	2.00	0	35.75	104.41	0	3	8	0	295	0	0	0.00	0.00	-397.46
2822+23A	23.00	0	35.75	103.36	0	30	88	0	405	0	0	0.00	0.00	-538.53
2822+49A	25.52	0	35.75	107.51	0	34	100	0	530	0	0	0.00	0.00	-696.86
2823+00A	51.48	0	35.75	105.46	0	68	203	0	784	0	0	0.00	0.00	-1,018.84
2823+31A	31.00	16.14	35.75	121.55	9	41	130	9	946	0	0	0.00	0.00	-1,213.52
2823+56A	25.00	16.77	35.75	115.21	15	33	110	25	1,083	0	0	0.00	0.00	-1,368.40
2823+81A	25.00	19.2	35.75	108.69	17	33	104	41	1,213	0	0	0.00	0.00	-1,514.42
2824+00A	19.00	16.98	35.75	97.29	13	25	72	54	1,304	0	0	0.00	0.00	-1,617.44
2824+86A	86.00	11.02	35.75	56.31	45	114	245	99	1,609	0	0	0.00	0.00	-1,992.50
2825+00A	14.00	13.56	35.75	50.23	6	19	28	105	1,644	0	0	0.00	0.00	-2,039.19
2826+00A	100.00	25.99	35.75	20.21	73	132	130	178	1,807	0	0	0.00	0.00	-2,261.41
2826+09A	9.00	27.09	35.75	18.82	9	12	7	187	1,815	0	0	0.00	0.00	-2,272.61
2827+00A	91.00	42.57	35.75	8.68	117	120	46	304	1,873	0	0	0.00	0.00	-2,333.64
2828+00A	100.00	60.77	35.75	7.31	191	132	30	496	1,910	0	0	0.00	0.00	-2,311.69
2829+00A	100.00	63.06	35.75	4.13	229	132	21	725	1,937	0	0	0.00	0.00	-2,241.27
2830+00A	100.00	64.21	35.75	1.49	236	132	10	961	1,950	0	0	0.00	0.00	-2,151.00
2831+00A	100.00	69.74	35.75	0.74	248	132	4	1,209	1,955	0	0	0.00	0.00	-2,040.51
2832+00A	100.00	71.01	35.75	0.39	261	132	2	1,470	1,957	0	0	0.00	0.00	-1,914.89
2833+00A	100.00	70.38	35.75	0.36	262	132	1	1,731	1,959	0	0	0.00	0.00	-1,787.20
2834+00A	100.00	71.73	35.75	0.35	263	132	1	1,995	1,961	0	0	0.00	0.00	-1,658.08
2835+00A	100.00	71.2	35.75	1.38	265	132	3	2,259	1,965	0	0	0.00	0.00	-1,529.81
2836+00A	100.00	73.09	35.75	0.77	267	132	4	2,526	1,970	0	0	0.00	0.00	-1,399.99
2837+00A	100.00	75.03	35.75	0.2	274	132	2	2,801	1,972	0	0	0.00	0.00	-1,260.35
2838+00A	100.00	79.76	35.75	0	287	132	0	3,087	1,972	0	0	0.00	0.00	-1,106.57
2839+00A	100.00	75.44	35.75	0	287	132	0	3,375	1,972	0	0	0.00	0.00	-951.57
2840+00A	100.00	73.3	35.75	0	275	132	0	3,650	1,972	0	0	0.00	0.00	-808.53
2841+00A	100.00	61.62	35.75	0.06	250	132	0	3,900	1,973	0	0	0.00	0.00	-691.23
2841+78A	78.42	129.15	35.75	0.67	277	104	1	4,177	1,974	0	0	0.00	0.00	-519.35
2841+90A	12.00	125.83	35.75	0.99	57	16	0	4,234	1,974	0	0	0.00	0.00	-479.04
2842+00A	9.58	128.68	35.75	1.15	45	13	0	4,279	1,975	0	0	0.00	0.00	-447.04
2842+02A	2.42	128.85	35.75	1.18	12	3	0	4,290	1,975	0	0	0.00	0.00	-438.84
2842+23A	20.26	105.08	35.75	1.31	88	27	1	4,378	1,976	0	0	0.00	0.00	-379.08
2843+00A	77.33	59.44	35.75	7.18	236	102	12	4,614	1,991	0	0	0.00	0.00	-261.07
2844+00A	100.00	60.82	35.75	47.46	223	132	101	4,837	2,118	0	0	0.00	0.00	-297.26
2845+00A	100.00	58.53	35.75	79.14	221	132	234	5,058	2,411	0	0	0.00	0.00	-501.70
2845+69A	68.65	60.29	35.75	109.69	151	91	240	5,209	2,711	0	0	0.00	0.00	-741.62
2846+00A	31.35	64.8	35.75	114.38	73	42	130	5,281	2,873	0	0	0.00	0.00	-873.11
2846+59A	58.65	67.75	35.75	123.97	144	78	259	5,425	3,197	0	0	0.00	0.00	-1,130.41
2847+00A	41.35	69.63	35.75	140.35	105	55	202	5,530	3,450	0	0	0.00	0.00	-1,332.95
2847+31A	30.66	70.59	35.75	154.82	80	41	168	5,610	3,660	0	0	0.00	0.00	-1,503.40
2847+49A	18.00	70.94	35.75	160.11	47	24	105	5,657	3,791	0	0	0.00	0.00	-1,611.25
2847+67A	18.00	73.13	35.75	160.83	48	24	107	5,705	3,924	0	0	0.00	0.00	-1,720.79
2848+00A	33.35	71.35	35.75	198.41	89	44	222	5,794	4,202	0	0	0.00	0.00	-1,953.03
2848+44A	43.79	70.53	35.75	283.08	115	58	390	5,909	4,690	0	0	0.00	0.00	-2,384.03

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STATE PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EARTHWORK DETAIL	SHEET NO:	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

CONTINUED

2849+00A	56.21	68.38	35.75	226.53	145	74	530	6,054	5,353	0	0	0.00	0.00	-2,976.94
2850+00A	100.00	56.73	35.75	113.8	232	132	630	6,286	6,141	0	0	0.00	0.00	-3,665.46
2851+00A	100.00	60.09	35.75	10.71	216	132	231	6,502	6,429	0	0	0.00	0.00	-3,869.75
2851+48A	48.38	61.42	35.75	5.28	109	64	14	6,611	6,447	0	0	0.00	0.00	-3,842.85
2851+54A	5.50	61.79	35.75	4.96	13	7	1	6,623	6,448	0	0	0.00	0.00	-3,838.89
2852+00A	46.12	61.43	35.75	7.83	105	61	11	6,729	6,462	0	0	0.00	0.00	-3,808.37
2853+00A	100.00	75.83	35.75	1.42	254	132	17	6,983	6,483	0	0	0.00	0.00	-3,708.01
2854+00A	100.00	75.19	35.75	0.18	280	132	3	7,263	6,487	0	0	0.00	0.00	-3,564.45
2855+00A	100.00	79.49	35.75	0.09	286	132	1	7,549	6,488	0	0	0.00	0.00	-3,411.04
2856+00A	100.00	78.58	35.75	0.53	293	132	1	7,842	6,489	0	0	0.00	0.00	-3,252.16
2856+01A	1.26	78.72	35.75	0.54	4	2	0	7,845	6,489	0	0	0.00	0.00	-3,250.20
2856+19A	18.00	75.68	35.75	0.94	51	24	0	7,897	6,490	0	0	0.00	0.00	-3,223.18
2856+37A	18.00	73.92	35.75	0.93	50	24	1	7,947	6,490	0	0	0.00	0.00	-3,197.93
2857+00A	62.75	67.25	35.75	1.55	164	83	3	8,111	6,494	0	0	0.00	0.00	-3,120.58
2857+09A	9.26	420.71	35.75	1.31	84	12	0	8,194	6,495	0	0	0.00	0.00	-3,049.81
2857+99A	90.00	341.36	35.75	2.01	1,270	119	6	9,465	6,502	0	0	0.00	0.00	-1,905.78
2858+00A	0.74	341.06	35.75	2	9	1	0	9,474	6,502	0	0	0.00	0.00	-1,897.42
2859+00A	100.00	365.98	35.75	1.73	1,309	132	7	10,783	6,510	0	0	0.00	0.00	-729.13
2859+86A	86.21	63.85	35.75	1.75	686	114	6	11,469	6,517	0	0	0.00	0.00	-163.99
2860+00A	13.79	63.9	35.75	2.23	33	18	1	11,502	6,518	0	0	0.00	0.00	-150.90
2860+76A	76.21	67.66	35.75	0.62	186	101	4	11,688	6,523	0	0	0.00	0.00	-71.16
2861+00A	23.79	63.92	35.75	2.46	58	31	1	11,746	6,525	0	0	0.00	0.00	-46.39
2861+66A	66.21	61.57	35.75	14.17	154	88	20	11,900	6,551	0	0	0.00	0.00	-5.68
2862+00A	33.79	57.81	35.75	19.91	75	45	21	11,974	6,577	0	0	0.00	0.00	-2.38
2862+14A	14.22	55.5	35.75	23.28	30	19	11	12,004	6,592	0	0	0.00	0.00	-5.59
2862+83A	68.99	49.74	35.75	53.01	134	91	97	12,139	6,713	0	0	0.00	0.00	-84.32
2863+00A	16.79	51.44	35.75	61	31	22	35	12,170	6,758	0	0	0.00	0.00	-119.40
2864+00A	100.00	60.17	35.75	130.67	207	132	355	12,377	7,201	0	0	0.00	0.00	-488.80
2864+75A	74.61	66.39	35.75	197.22	175	99	453	12,552	7,768	0	0	0.00	0.00	-979.01
2864+93A	18.30	67.95	35.75	187.42	46	24	130	12,597	7,931	0	0	0.00	0.00	-1,120.64
2865+00A	7.09	67.96	35.75	178.75	18	9	48	12,615	7,991	0	0	0.00	0.00	-1,172.30
2866+00A	100.00	64.67	35.75	46.84	246	132	418	12,861	8,513	0	0	0.00	0.00	-1,581.29
2867+00A	100.00	60.87	35.75	26.13	232	132	135	13,093	8,682	0	0	0.00	0.00	-1,650.13
2868+00A	100.00	61.12	35.75	10.01	226	132	67	13,319	8,765	0	0	0.00	0.00	-1,640.29
2869+00A	100.00	73.85	35.75	7.35	274	132	27	13,593	8,799	0	0	0.00	0.00	-1,533.21
2870+00A	100.00	73.53	35.75	3.34	273	132	20	13,865	8,824	0	0	0.00	0.00	-1,417.43
2871+00A	100.00	77.88	35.75	5.68	280	132	17	14,146	8,845	0	0	0.00	0.00	-1,290.33
2872+00A	100.00	84.29	35.75	7.15	300	132	24	14,446	8,875	0	0	0.00	0.00	-1,152.12
2873+00A	100.00	89.38	35.75	9.27	322	132	30	14,768	8,913	0	0	0.00	0.00	-1,000.93
2873+54A	53.94	91.8	35.75	10.26	181	71	20	14,949	8,937	0	0	0.00	0.00	-915.76
2874+00A	46.06	90.46	35.75	5.89	155	61	14	15,104	8,954	0	0	0.00	0.00	-838.50
2874+23A	22.93	90.2	35.75	3.47	77	30	4	15,181	8,959	0	0	0.00	0.00	-797.11
2874+71A	48.01	90.9	35.75	0.65	161	64	4	15,342	8,964	0	0	0.00	0.00	-704.26
2875+00A	29.06	86.1	35.75	0.42	95	38	1	15,437	8,965	0	0	0.00	0.00	-648.20
2875+61A	60.94	86.06	35.75	0.29	194	81	1	15,631	8,966	0	0	0.00	0.00	-535.61
2876+00A	39.06	88.02	35.75	0.34	126	52	0	15,757	8,966	0	0	0.00	0.00	-461.97
2876+51A	50.94	96.73	35.75	0.17	174	67	0	15,932	8,967	0	0	0.00	0.00	-355.75
2877+00A	49.06	101	35.75	0	180	65	0	16,111	8,967	0	0	0.00	0.00	-241.25
2878+00A	100.00	109.57	35.75	0	390	132	0	16,501	8,967	0	0	0.00	0.00	16.29
2879+00A	100.00	121.32	35.75	0	428	132	0	16,929	8,967	0	0	0.00	0.00	311.45
2880+00A	100.00	114.04	35.75	1.39	436	132	3	17,365	8,970	0	0	0.00	0.00	611.68
2881+00A	100.00	108.37	35.75	88.6	412	132	167	17,777	9,179	0	0	0.00	0.00	682.83

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STATE PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EARTHWORK DETAIL	SHEET NO:	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

CONTINUED

2881+68A	68.09	101.22	35.75	117.47	264	90	260	18,041	9,503	0	0	0.00	0.00	532.15
2881+71A	2.56	101.26	35.75	113.81	10	3	11	18,050	9,517	0	0	0.00	0.00	524.66
2882+00A	29.35	100.38	35.75	113.65	110	39	124	18,160	9,672	0	0	0.00	0.00	440.86
2883+00A	100.00	92.23	35.75	104.18	357	132	403	18,517	10,176	0	0	0.00	0.00	160.90
2884+00A	100.00	80.94	35.75	171.06	321	132	510	18,837	10,813	0	0	0.00	0.00	-287.95
2885+00A	100.00	81.69	35.75	141.22	301	132	578	19,139	11,536	0	0	0.00	0.00	-842.06
2886+00A	100.00	76.54	35.75	146.65	293	132	533	19,432	12,202	0	0	0.00	0.00	-1,347.82
2887+00A	100.00	73.57	35.75	106.88	278	132	470	19,710	12,789	0	0	0.00	0.00	-1,789.12
2888+00A	100.00	78.46	35.75	116.83	282	132	414	19,991	13,307	0	0	0.00	0.00	-2,157.83
2889+00A	100.00	70.52	35.75	96.89	276	132	396	20,267	13,802	0	0	0.00	0.00	-2,509.08
2889+34A	34.00	66.46	35.75	77.54	86	45	110	20,353	13,939	0	0	0.00	0.00	-2,605.13
2889+58A	24.00	65.58	35.75	71.82	59	32	66	20,412	14,022	0	0	0.00	0.00	-2,661.20
2890+00A	42.00	66.28	35.75	74.25	103	56	114	20,514	14,164	0	0	0.00	0.00	-2,756.27
2891+00A	100.00	66.19	35.75	73.72	245	132	274	20,760	14,506	0	0	0.00	0.00	-2,985.88
2892+00A	100.00	62.51	35.75	66.53	238	132	260	20,998	14,831	0	0	0.00	0.00	-3,204.61
2893+00A	100.00	58.21	35.75	46.31	224	132	209	21,222	15,092	0	0	0.00	0.00	-3,374.67
2893+10A	10.38	58.36	35.75	44.2	22	14	17	21,244	15,114	0	0	0.00	0.00	-3,387.74
2894+00A	89.62	68.88	35.75	27.53	211	119	119	21,455	15,263	0	0	0.00	0.00	-3,444.05
2894+00A	0.38	68.91	35.75	27.56	1	0	0	21,456	15,263	0	0	0.00	0.00	-3,444.06
2894+90A	90.00	74.42	35.75	24.39	239	119	87	21,695	15,372	0	0	0.00	0.00	-3,432.58
2895+00A	9.62	75.6	35.75	19.73	27	13	8	21,722	15,381	0	0	0.00	0.00	-3,428.41
2895+38A	38.38	79.86	35.75	12.82	110	51	23	21,832	15,410	0	0	0.00	0.00	-3,397.65
2896+00A	61.62	99.14	35.75	0.7	204	82	15	22,037	15,430	0	0	0.00	0.00	-3,294.27
2896+07A	7.38	102.37	35.75	0.51	28	10	0	22,064	15,430	0	0	0.00	0.00	-3,276.72
2897+00A	92.62	109.02	35.75	0	363	123	1	22,427	15,431	0	0	0.00	0.00	-3,037.87
2898+00A	100.00	121.84	35.75	0	428	132	0	22,854	15,431	0	0	0.00	0.00	-2,742.76
2899+00A	100.00	101.77	35.75	0	414	132	0	23,268	15,431	0	0	0.00	0.00	-2,461.07
2900+00A	100.00	103.83	35.75	0	381	132	0	23,649	15,431	0	0	0.00	0.00	-2,212.74
2900+66A	65.90	97.99	35.75	0	246	87	0	23,895	15,431	0	0	0.00	0.00	-2,053.70
2901+00A	34.10	104.69	35.75	0	128	45	0	24,023	15,431	0	0	0.00	0.00	-1,970.86
2902+00A	100.00	114.55	35.75	0	406	132	0	24,429	15,431	0	0	0.00	0.00	-1,697.27
2903+00A	100.00	114.97	35.75	0	425	132	0	24,854	15,431	0	0	0.00	0.00	-1,404.64
2903+30A	30.35	110.73	35.75	0	127	40	0	24,981	15,431	0	0	0.00	0.00	-1,317.96
2904+00A	69.65	107.33	35.75	0	281	92	0	25,262	15,431	0	0	0.00	0.00	-1,128.94
2905+00A	100.00	105.56	35.75	0	394	132	0	25,657	15,431	0	0	0.00	0.00	-867.10
2906+00A	100.00	103.8	35.75	0	388	132	0	26,044	15,431	0	0	0.00	0.00	-611.81
2907+00A	100.00	100.05	35.75	0	378	132	0	26,422	15,431	0	0	0.00	0.00	-366.71
2908+00A	100.00	106.7	35.75	0	383	132	0	26,805	15,431	0	0	0.00	0.00	-116.25
2909+00A	100.00	104.64	35.75	0	391	132	0	27,196	15,431	0	0	0.00	0.00	142.71
2909+34A	34.24	102.94	35.75	0	132	45	0	27,328	15,431	0	0	0.00	0.00	228.99
2910+00A	65.76	99.57	35.75	0	247	87	0	27,574	15,431	0	0	0.00	0.00	388.54
2911+00A	100.00	87.47	35.75	0.73	346	132	1	27,921	15,433	0	0	0.00	0.00	600.81
2912+00A	100.00	81.09	35.75	7.69	312	132	16	28,233	15,452	0	0	0.00	0.00	761.06
2913+00A	100.00	79.6	35.75	0.69	298	132	16	28,530	15,472	0	0	0.00	0.00	906.83
2914+00A	100.00	98.39	35.75	2	330	132	5	28,860	15,478	0	0	0.00	0.00	1,097.81
2915+00A	100.00	118.28	35.75	0	401	132	4	29,261	15,482	0	0	0.00	0.00	1,362.01
2915+05A	5.12	160.36	35.75	0	26	7	0	29,288	15,482	0	0	0.00	0.00	1,381.65
2915+19A	13.92	150.4	35.75	0	80	18	0	29,368	15,482	0	0	0.00	0.00	1,443.34
2915+32A	13.04	150.14	35.75	0	73	17	0	29,440	15,482	0	0	0.00	0.00	1,498.67
2916+00A	67.91	109.35	35.75	0.27	326	90	0	29,767	15,483	0	0	0.00	0.00	1,734.67
2917+00A	100.00	104	35.75	3.56	395	132	7	30,162	15,492	0	0	0.00	0.00	1,988.49

CONTINUED

2918+00A	100.00	98.76	35.75	0.02	375	132	7	30,537	15,500	0	0	0.00	0.00	2,223.27
2919+00A	100.00	94.15	35.75	0	357	132	0	30,895	15,500	0	0	0.00	0.00	2,448.06
2920+00A	100.00	79.39	35.75	0.65	0	132	1	30,895	15,501	0	0	0.00	0.00	2,314.15
2921+00A	100.00	79.03	35.75	1.79	293	132	5	31,188	15,507	0	0	0.00	0.00	2,469.46
2922+00A	100.00	77.47	35.75	2.22	290	132	7	31,478	15,516	0	0	0.00	0.00	2,617.59
2922+49A	48.99	70.06	35.75	5.87	134	65	7	31,612	15,526	0	0	0.00	0.00	2,677.39
2923+00A	51.01	66.03	35.75	6.76	129	68	12	31,740	15,541	0	0	0.00	0.00	2,723.49
2924+00A	100.00	74.13	35.75	10.65	260	132	32	32,000	15,581	0	0	0.00	0.00	2,810.34
2925+00A	100.00	79.23	35.75	8.34	284	132	35	32,284	15,625	0	0	0.00	0.00	2,917.97
2925+82A	82.20	41.95	35.75	4.22	184	109	19	32,468	15,649	0	0	0.00	0.00	2,969.70
2926+00A	17.80	42.2	35.75	5.29	28	24	3	32,496	15,653	0	0	0.00	0.00	2,969.95
2927+00A	100.00	44.29	35.75	7.67	160	132	24	32,656	15,683	0	0	0.00	0.00	2,967.71
2928+00A	100.00	46.31	35.75	9.07	168	132	31	32,824	15,721	0	0	0.00	0.00	2,964.33
2928+50A	50.04	63.04	35.75	12.55	101	66	20	32,925	15,746	0	0	0.00	0.00	2,974.36
2929+00A	49.96	68.75	35.75	17.27	122	66	28	33,047	15,781	0	0	0.00	0.00	2,995.66
2930+00A	100.00	71.16	35.75	15.27	259	132	60	33,306	15,856	0	0	0.00	0.00	3,047.02
2931+00A	100.00	66.17	35.75	27.64	254	132	79	33,561	15,956	0	0	0.00	0.00	3,069.60
2932+00A	100.00	83.13	35.75	22.73	276	132	93	33,837	16,072	0	0	0.00	0.00	3,097.07
2933+00A	100.00	81.09	35.75	14.67	304	132	69	34,141	16,159	0	0	0.00	0.00	3,182.20
2933+40A	39.55	84.02	35.75	5.33	121	52	15	34,262	16,177	0	0	0.00	0.00	3,232.45
2933+43A	3.44	84.13	35.75	5.09	11	5	1	34,273	16,178	0	0	0.00	0.00	3,237.78
2934+00A	57.01	85.75	35.75	12.76	179	75	19	34,452	16,201	0	0	0.00	0.00	3,318.09
2934+26A	25.59	85.48	35.75	16.38	81	34	14	34,533	16,219	0	0	0.00	0.00	3,348.09
2934+38A	12.63	83.49	35.75	10.54	40	17	6	34,573	16,227	0	0	0.00	0.00	3,363.02
2934+51A	12.63	80.02	35.75	6.31	38	17	4	34,611	16,231	0	0	0.00	0.00	3,379.60
2935+00A	49.15	70.85	35.75	4.2	137	65	10	34,748	16,243	0	0	0.00	0.00	3,439.89
2936+00A	100.00	64.04	35.75	5.46	250	132	18	34,998	16,266	0	0	0.00	0.00	3,534.92
2936+50A	50.00	68.22	35.75	3.45	122	66	8	35,121	16,276	0	0	0.00	0.00	3,580.87

35121	15264	13,021		16,276

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STATE PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EARTHWORK DETAIL	SHEET NO: 335	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2925+72D	0.00	43.46	25.00	1.55	0	0	0	0	0	0	0	0	0	0	0
2926+00D	27.72	43.59	25.00	4.33	45	26	3	45	4	0	0	0	0.00	0.00	15.24
2926+50D	50.00	51.34	25.00	0.55	88	46	5	133	9	0	0	0	0.00	0.00	51.20
2927+00D	50.00	56.58	25.00	1.33	100	46	2	233	12	0	0	0	0.00	0.00	102.65
2927+50D	50.00	62.99	25.00	7.26	111	46	8	343	22	0	0	0	0.00	0.00	157.13
2928+00D	50.00	65.36	25.00	13.1	119	46	19	462	45	0	0	0	0.00	0.00	206.11
2928+50D	50.00	54.18	25.00	20.51	111	46	31	573	84	0	0	0	0.00	0.00	231.60
2929+00D	50.00	52.95	25.00	24.56	99	46	42	672	136	0	0	0	0.00	0.00	232.33
2929+50D	50.00	50.22	25.00	28.64	96	46	49	767	198	0	0	0	0.00	0.00	219.99
2930+00D	50.00	42.33	25.00	23.66	86	46	48	853	258	0	0	0	0.00	0.00	198.85
2930+50D	50.00	51.25	25.00	30.17	87	46	50	940	321	0	0	0	0.00	0.00	176.90
2931+00D	50.00	52.95	25.00	18.22	96	46	45	1,036	377	0	0	0	0.00	0.00	171.08
2931+50D	50.00	57.19	25.00	12.98	102	46	29	1,138	413	0	0	0	0.00	0.00	190.65
2932+50D	100.00	69.41	25.00	1.63	234	93	27	1,373	447	0	0	0	0.00	0.00	298.69
2933+00D	50.00	67.34	25.00	0	127	46	2	1,499	448	0	0	0	0.00	0.00	377.12
2933+50D	50.00	65.74	25.00	1.43	123	46	1	1,623	450	0	0	0	0.00	0.00	452.39
2934+00D	50.00	65.56	25.00	0.11	122	46	1	1,744	452	0	0	0	0.00	0.00	525.89
2934+50D	50.00	69.74	25.00	0	125	46	0	1,869	452	0	0	0	0.00	0.00	604.74
2935+00D	50.00	93.71	25.00	0	151	46	0	2,021	452	0	0	0	0.00	0.00	709.79

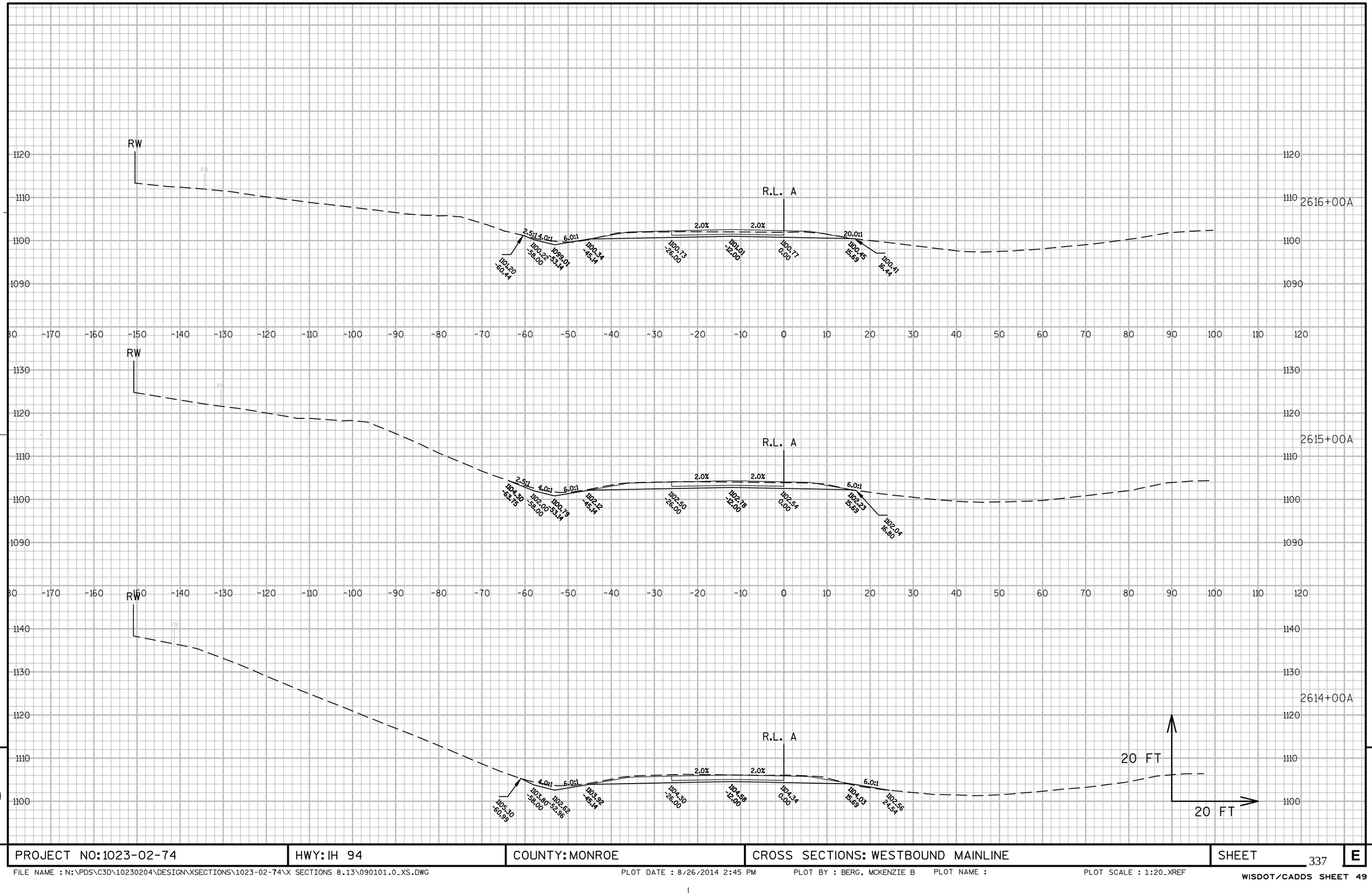
2,021	859	362		452

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STATE PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	EARTHWORK DETAIL	SHEET NO:	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

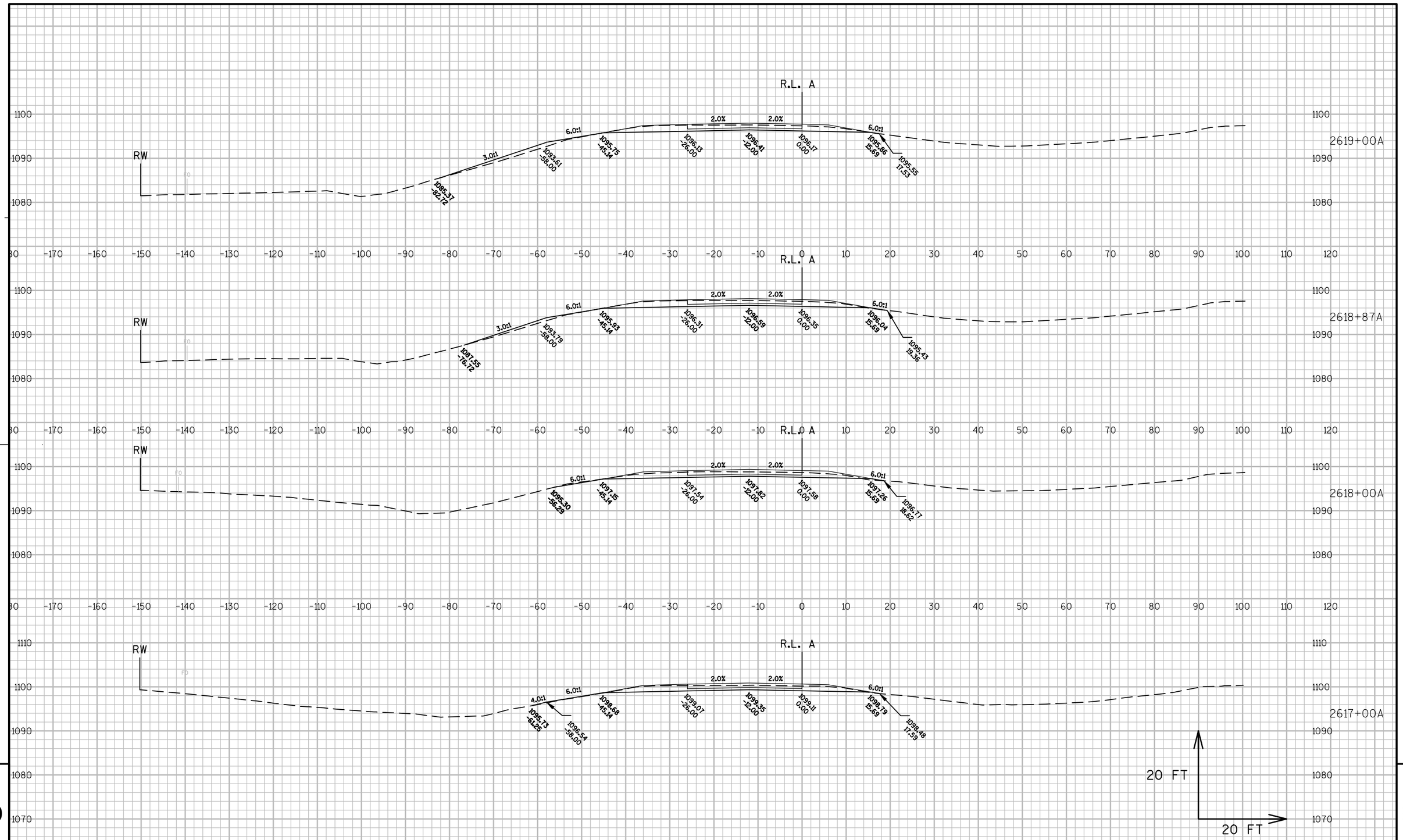


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 337	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:45 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

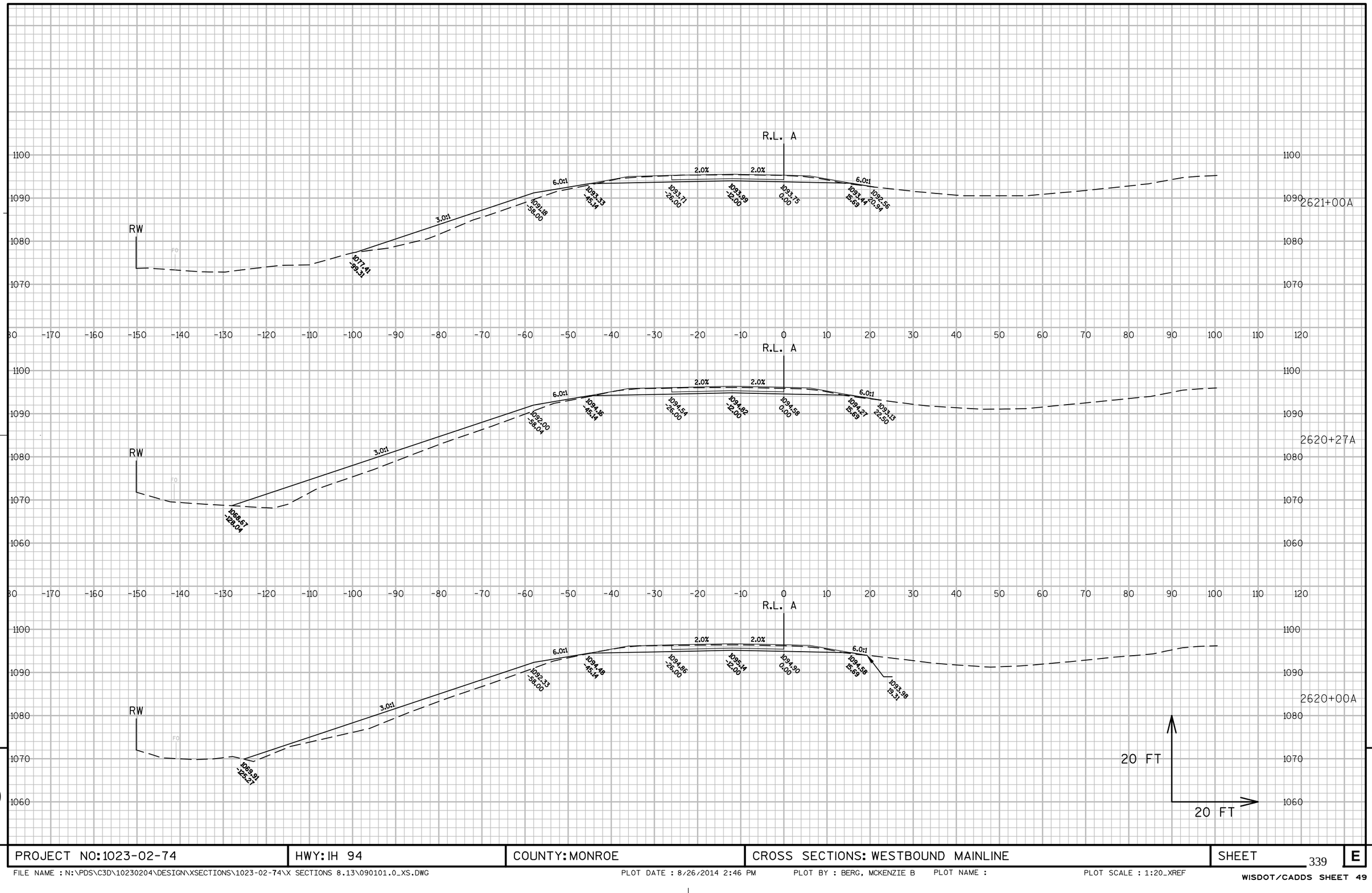


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 338	E

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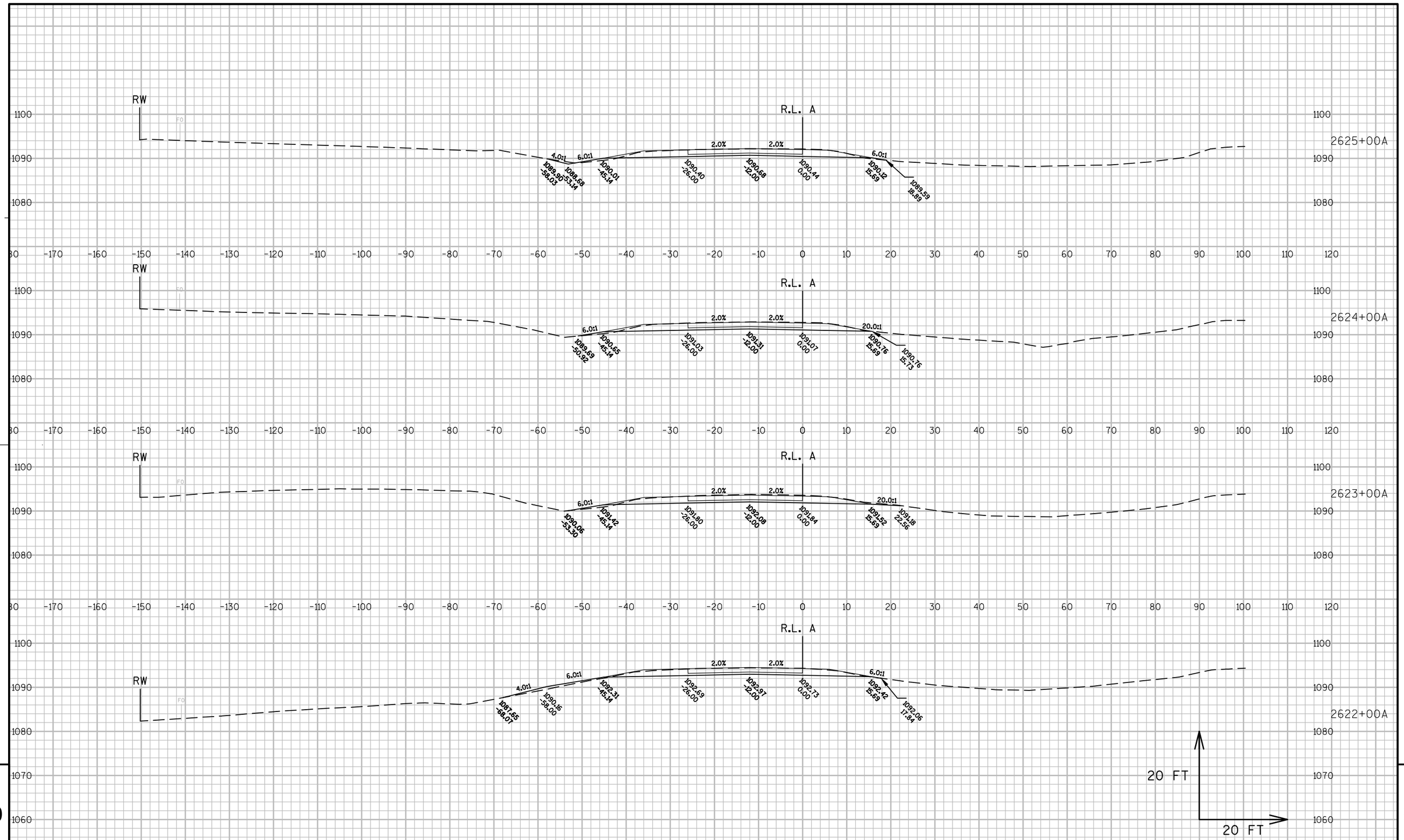
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 339	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:46 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

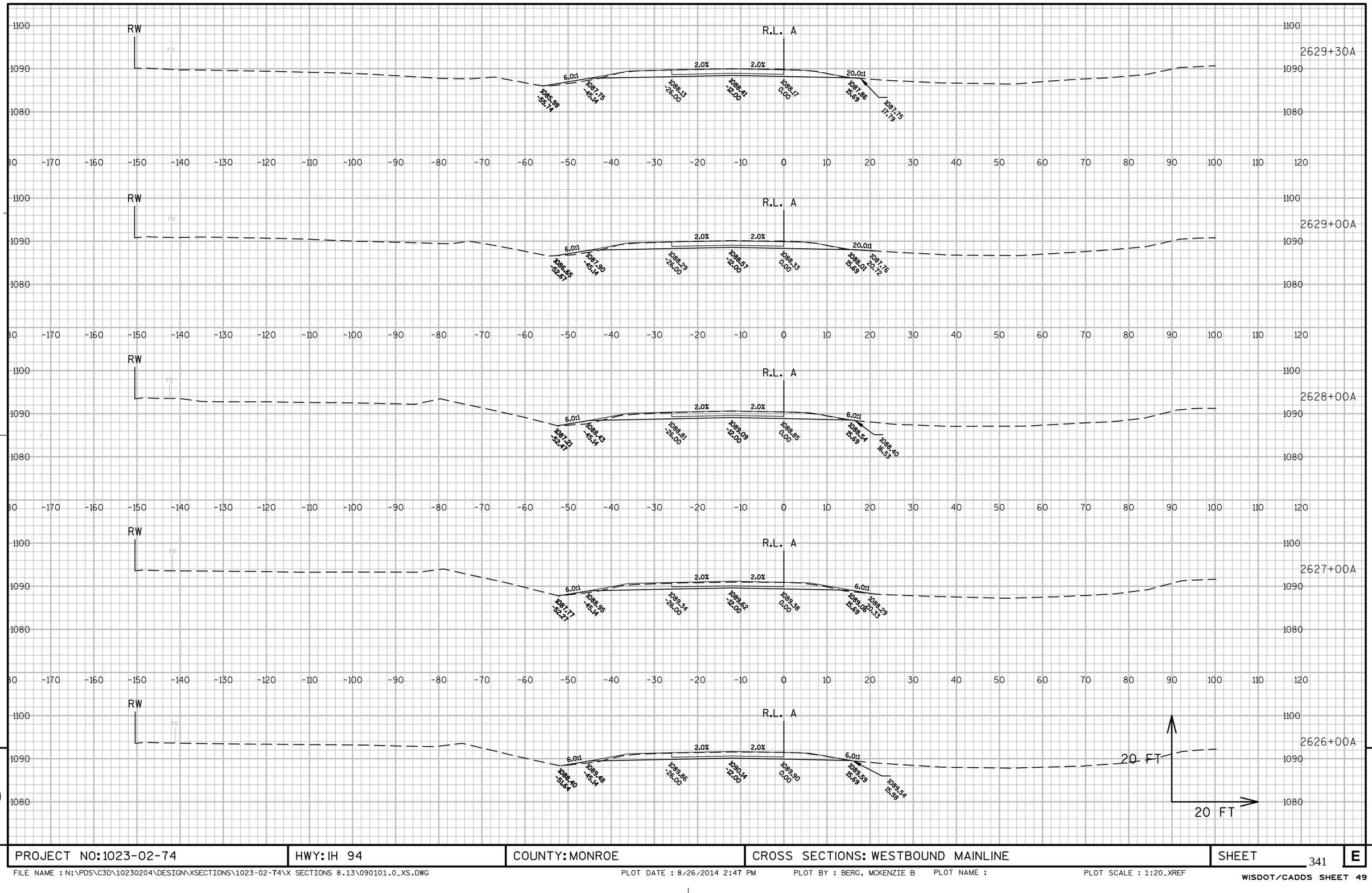


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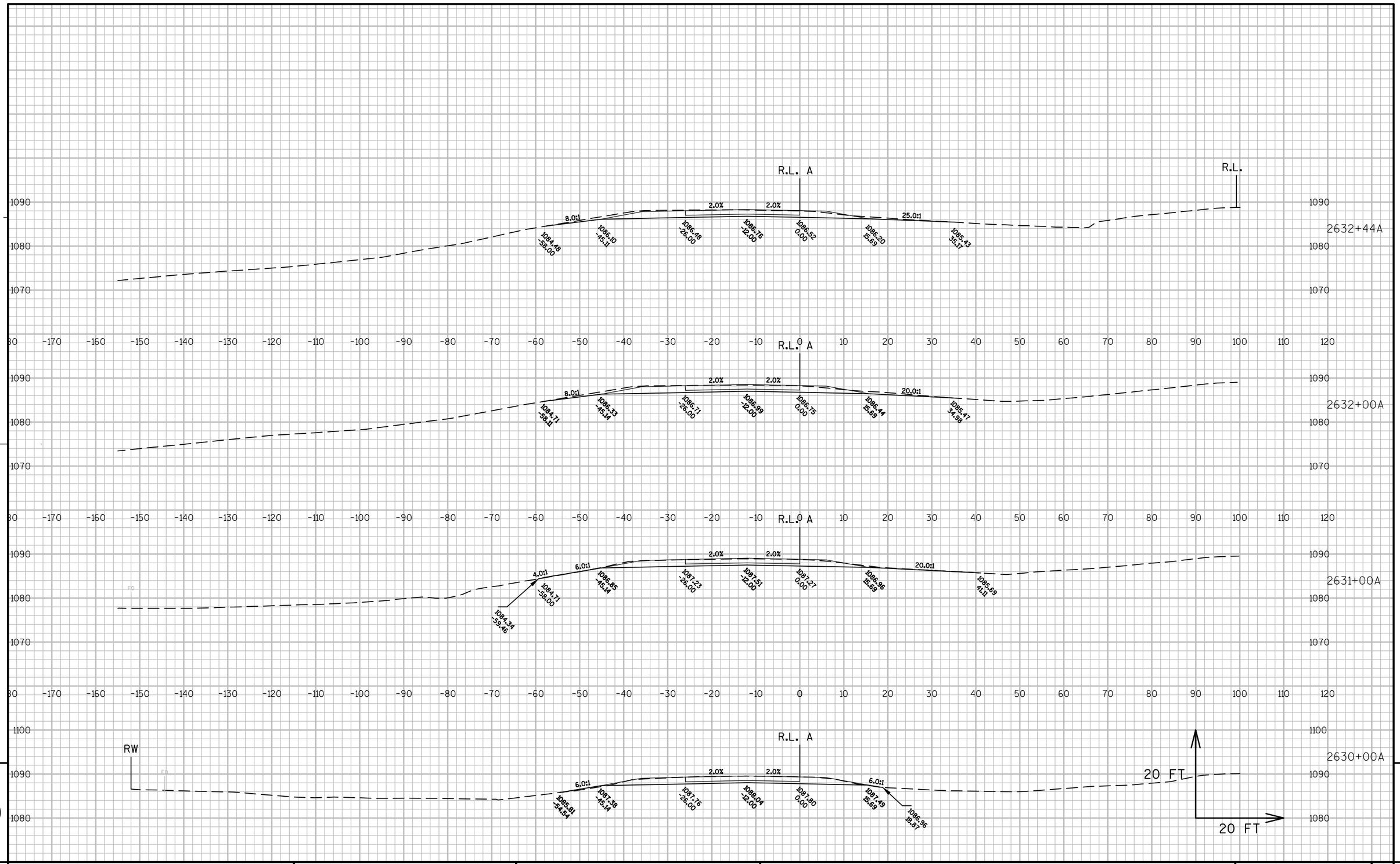
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 340	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:46 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 341	E

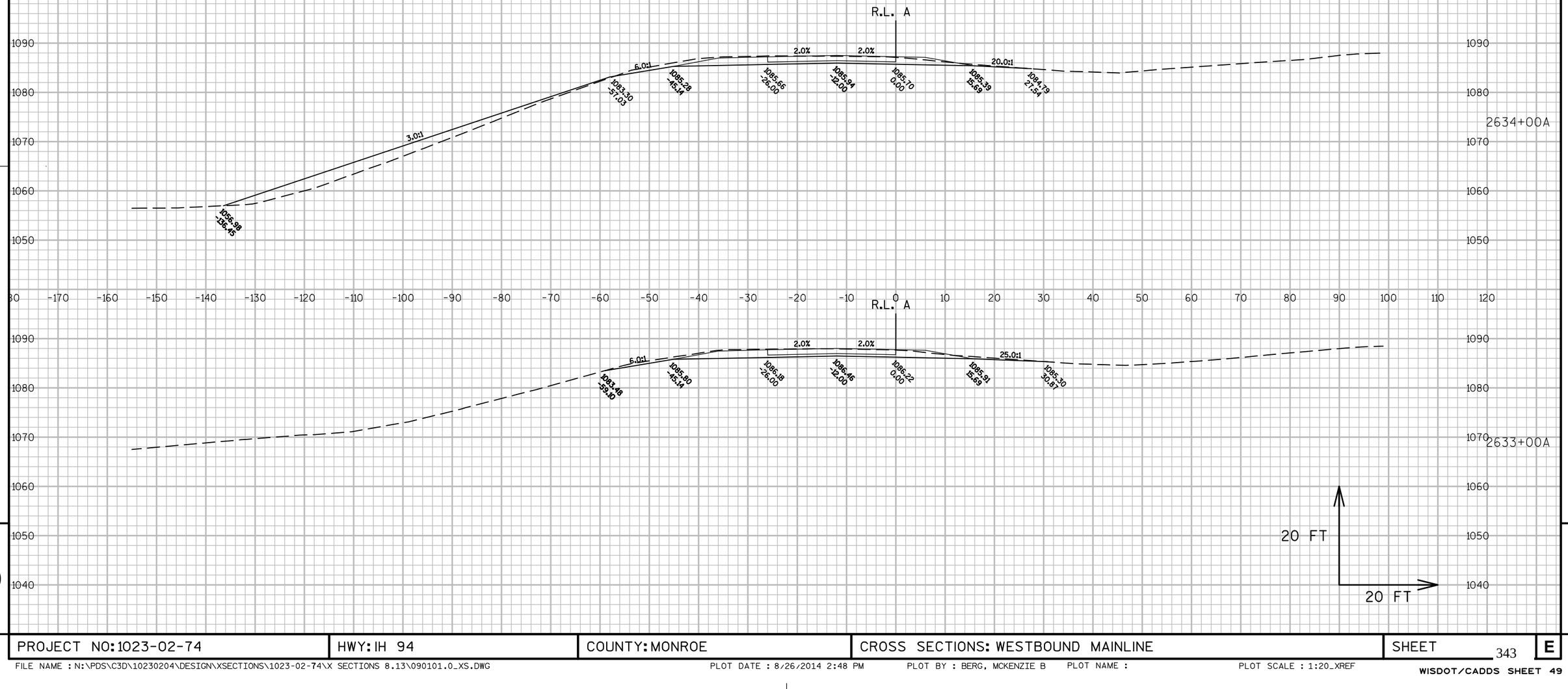


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 342	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:47 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

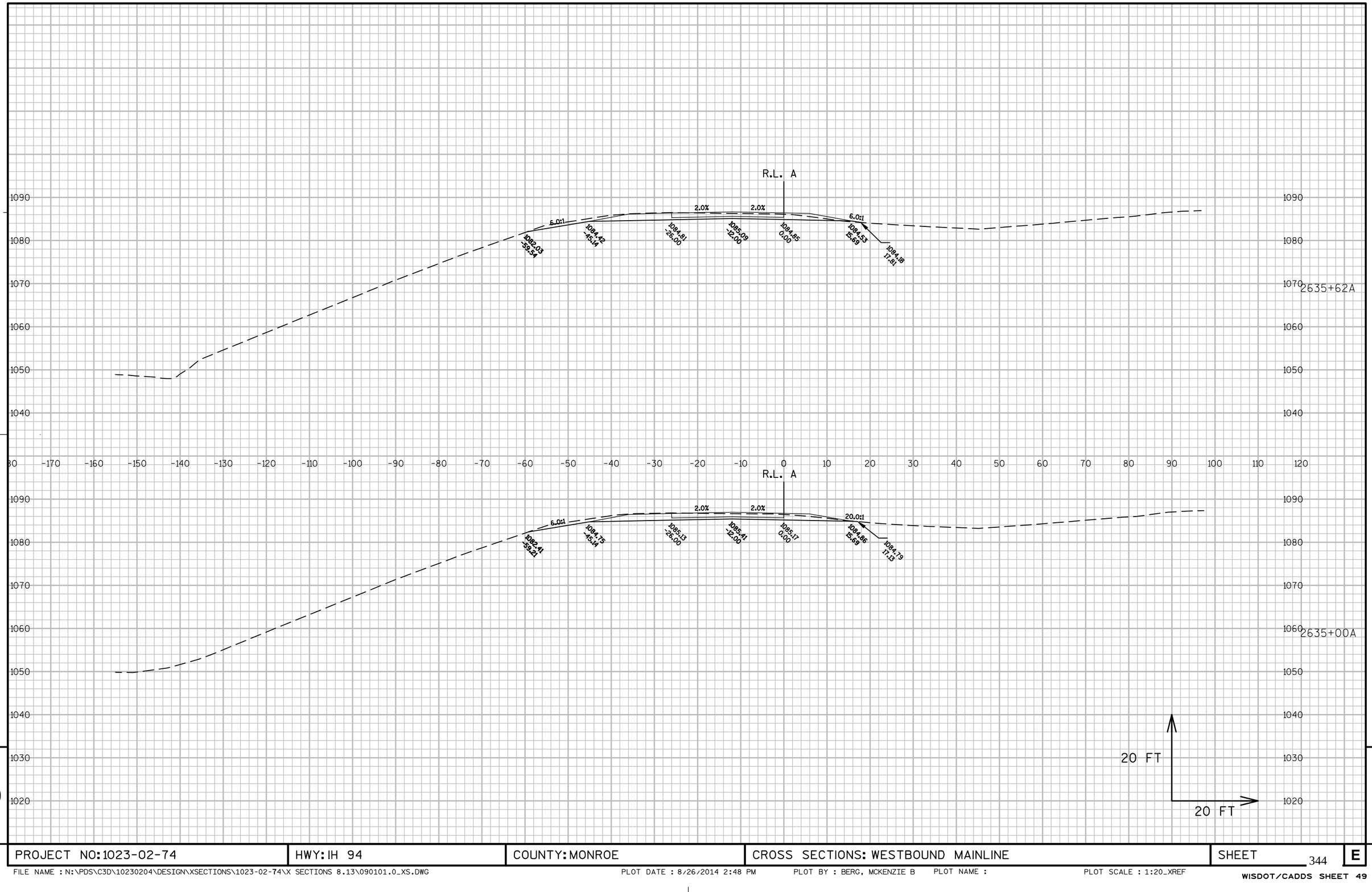
WISDOT/CADDS SHEET 49



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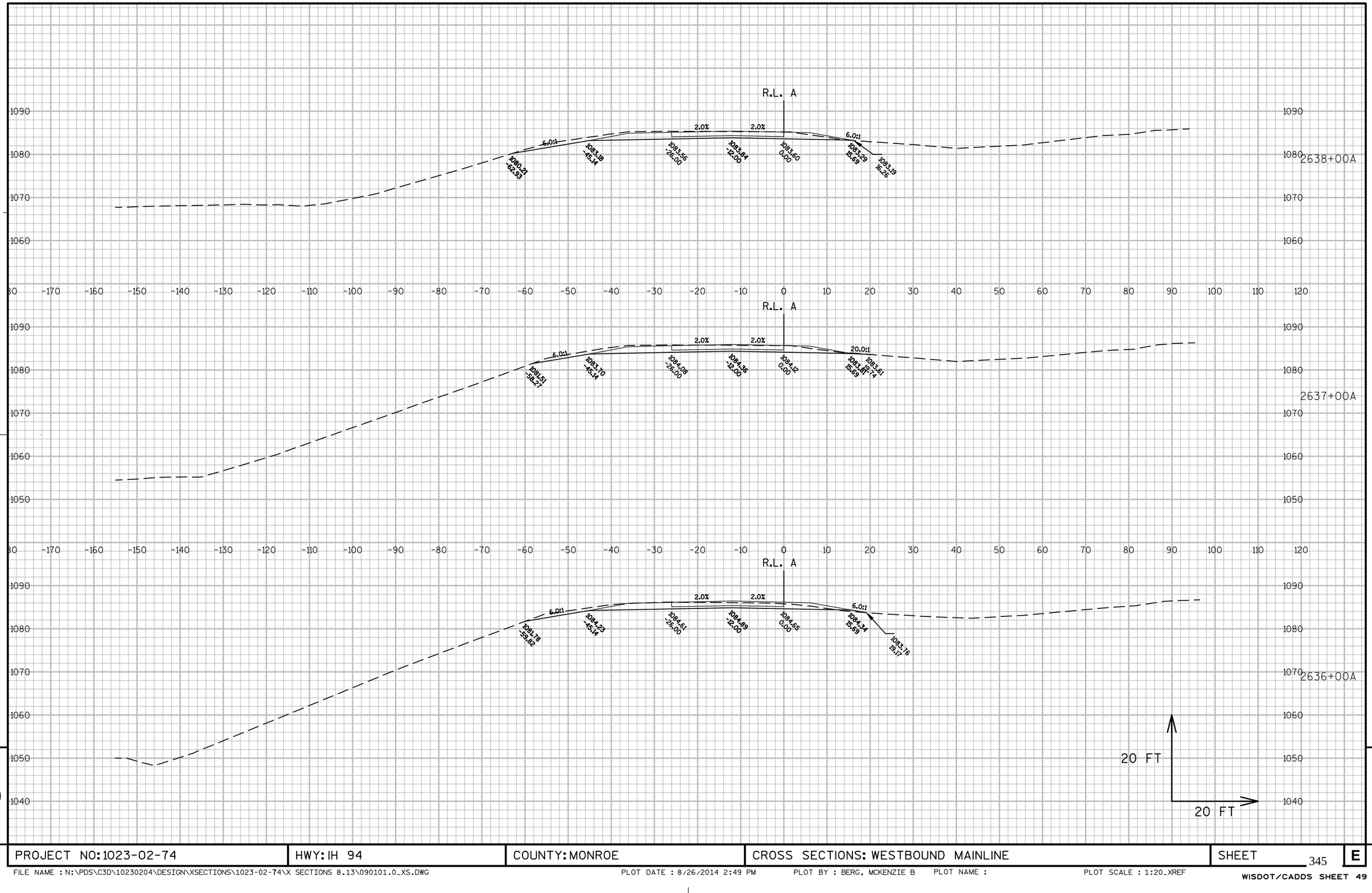
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 343	E



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 344	E

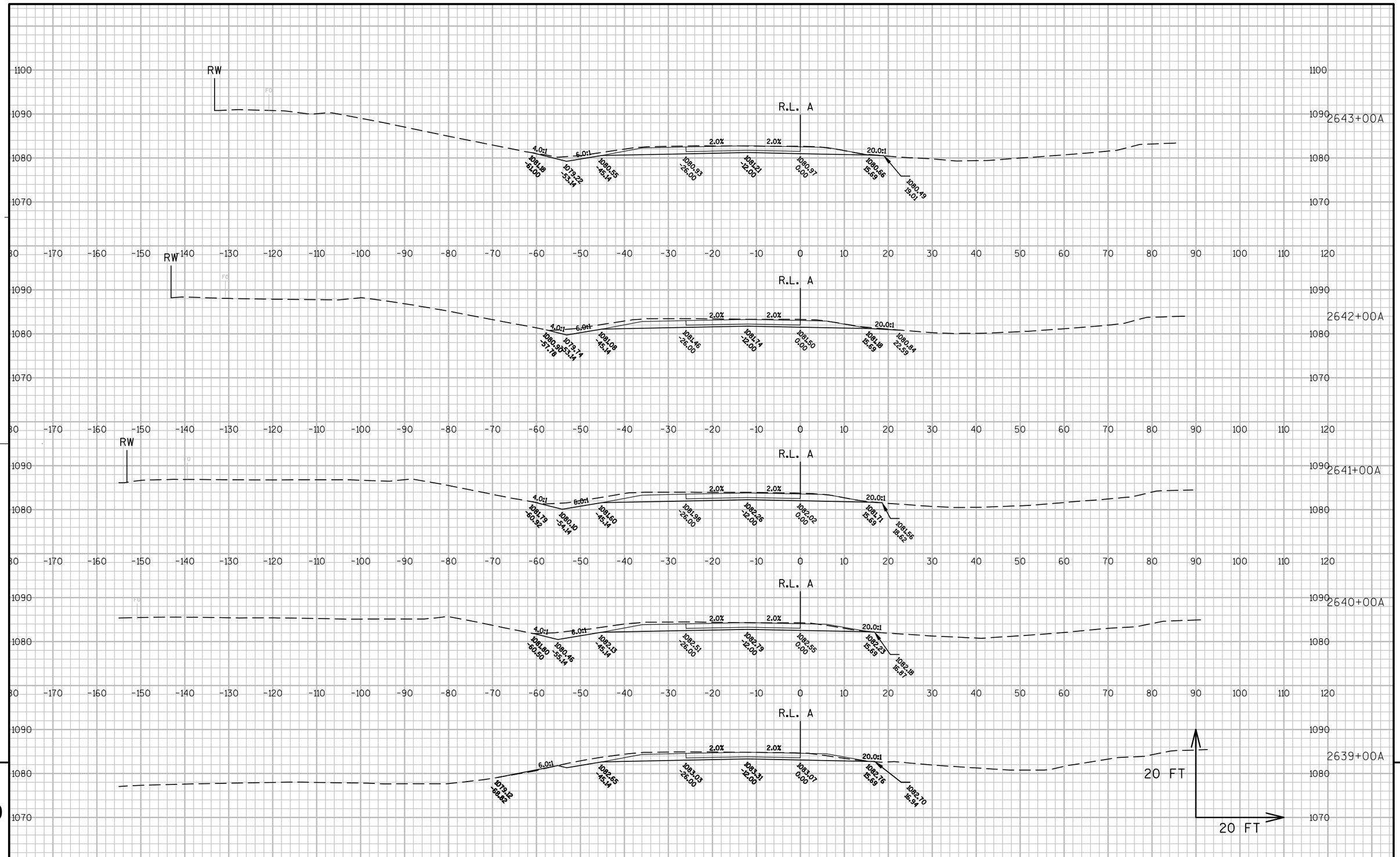
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:48 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 345	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:49 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



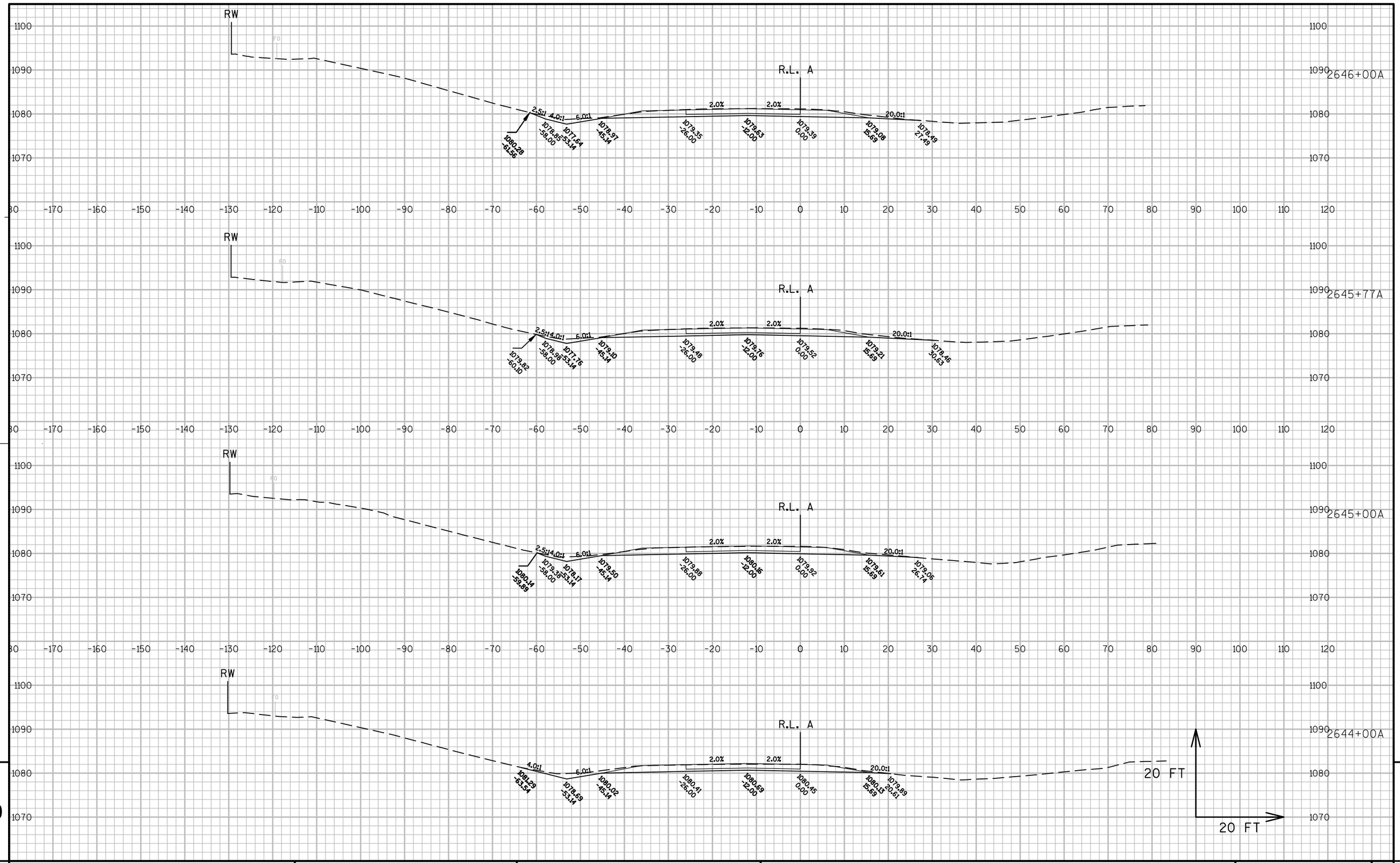
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 346	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:49 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

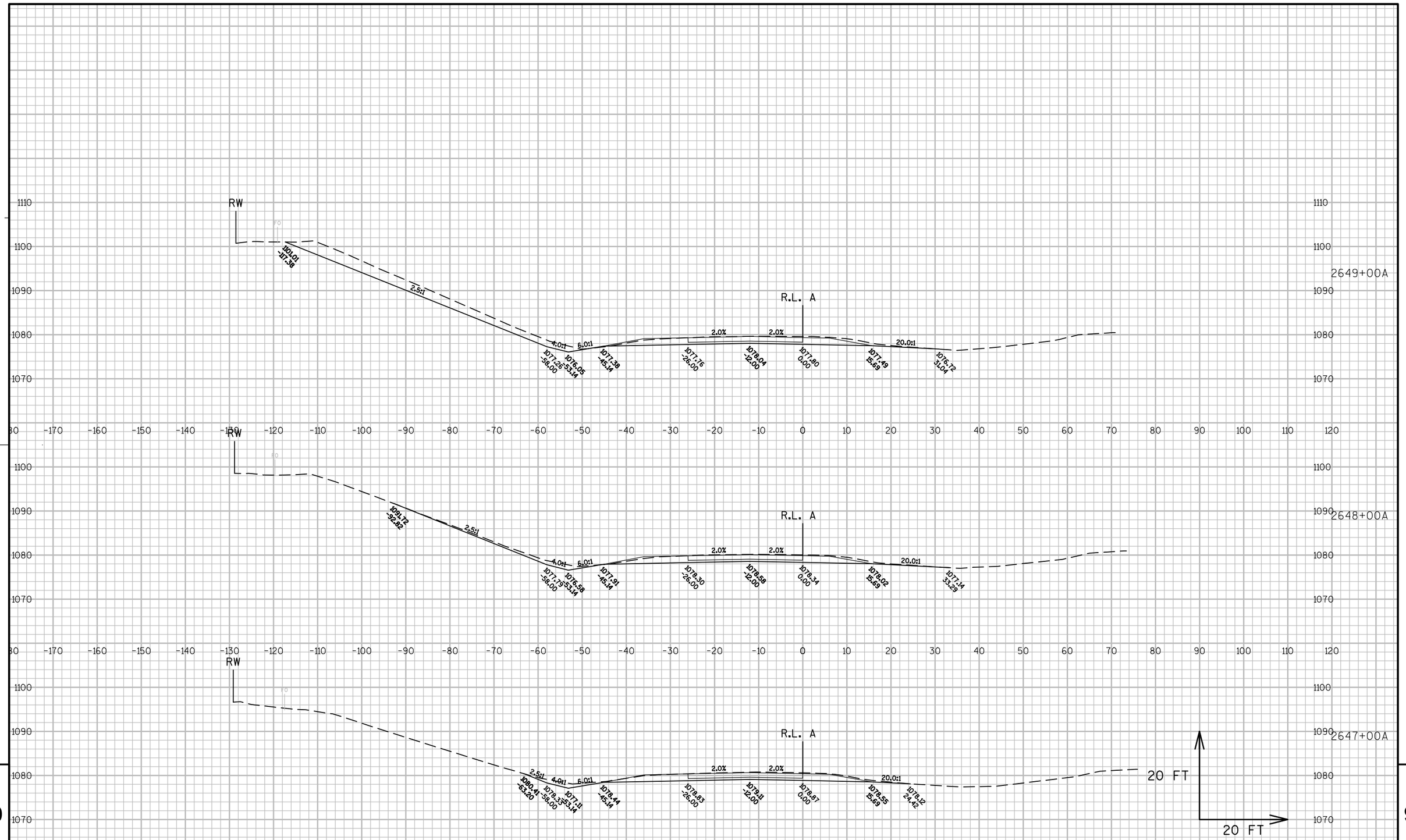
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 347	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:50 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

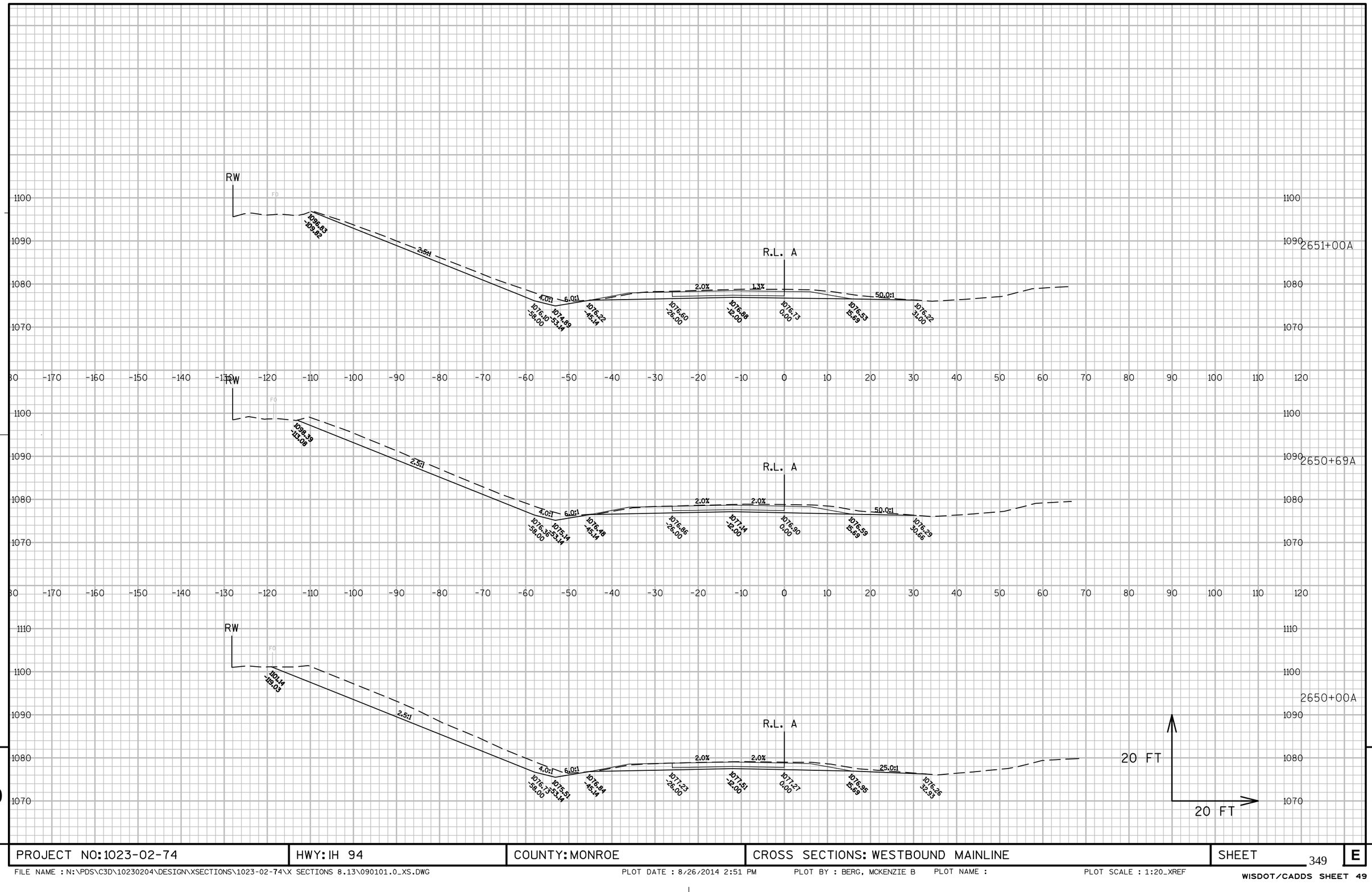


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 348	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG
PLOT DATE : 8/26/2014 2:50 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



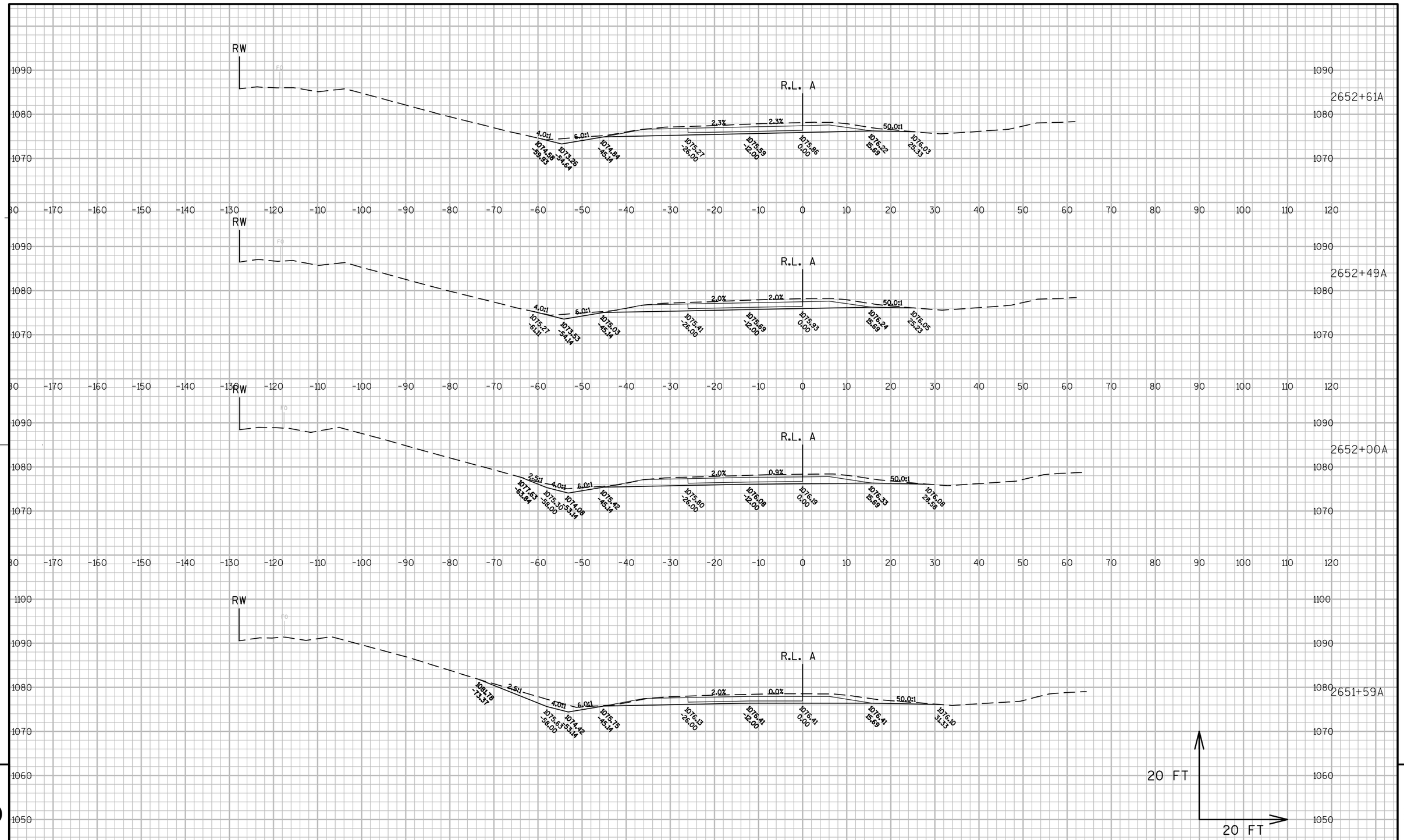
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 349	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:51 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

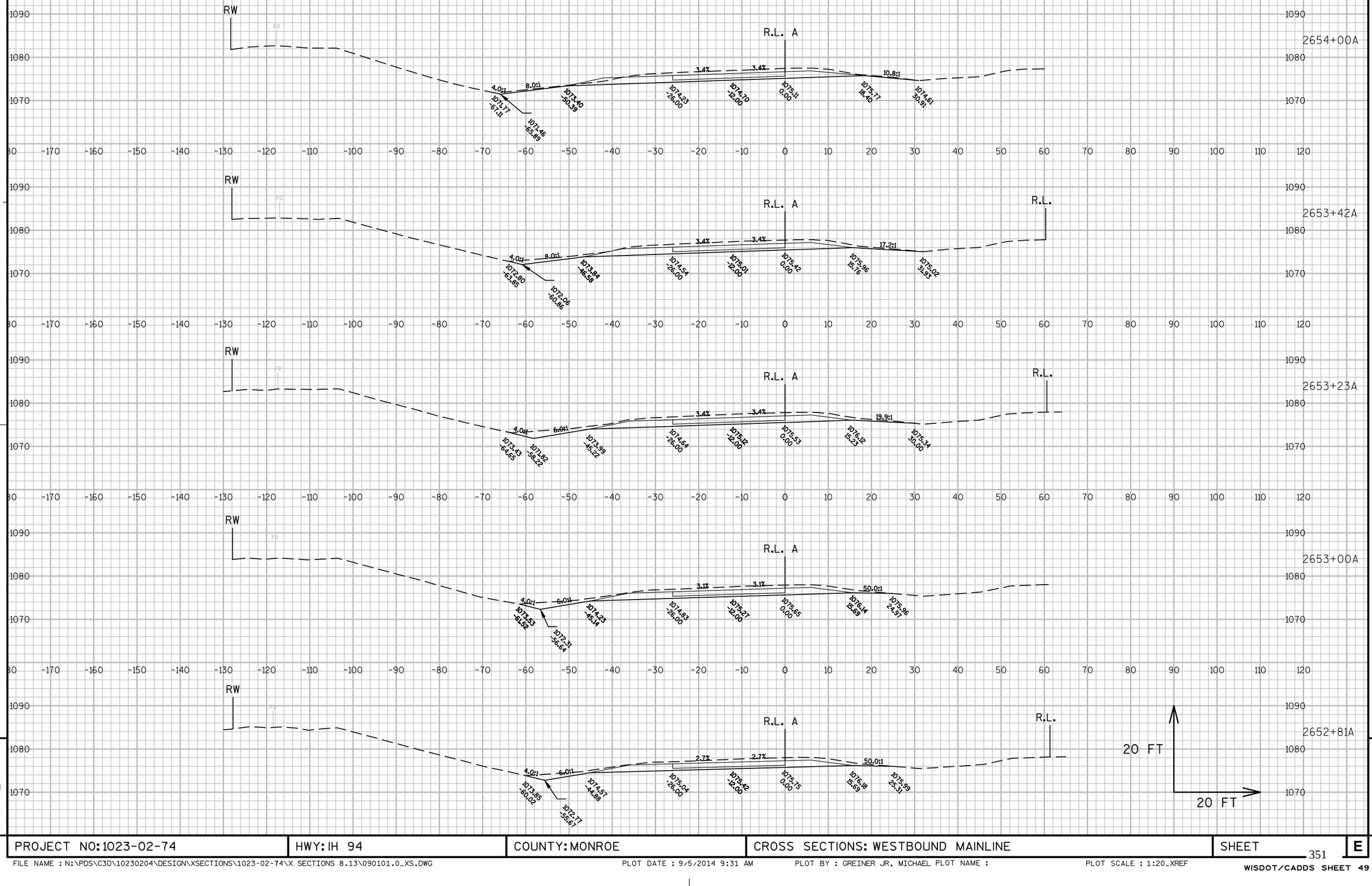
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 350	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:51 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

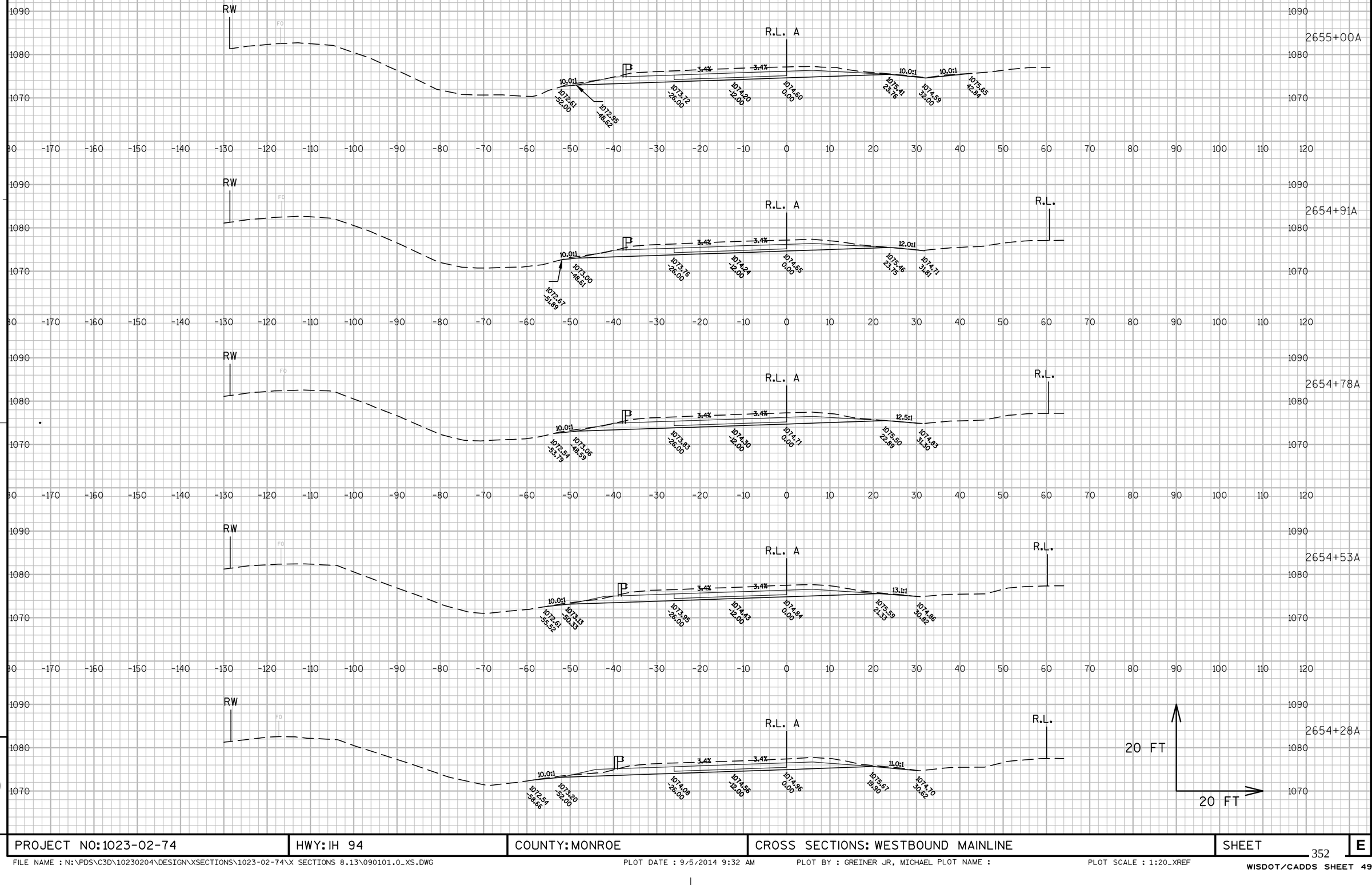
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 351	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 9/5/2014 9:31 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF

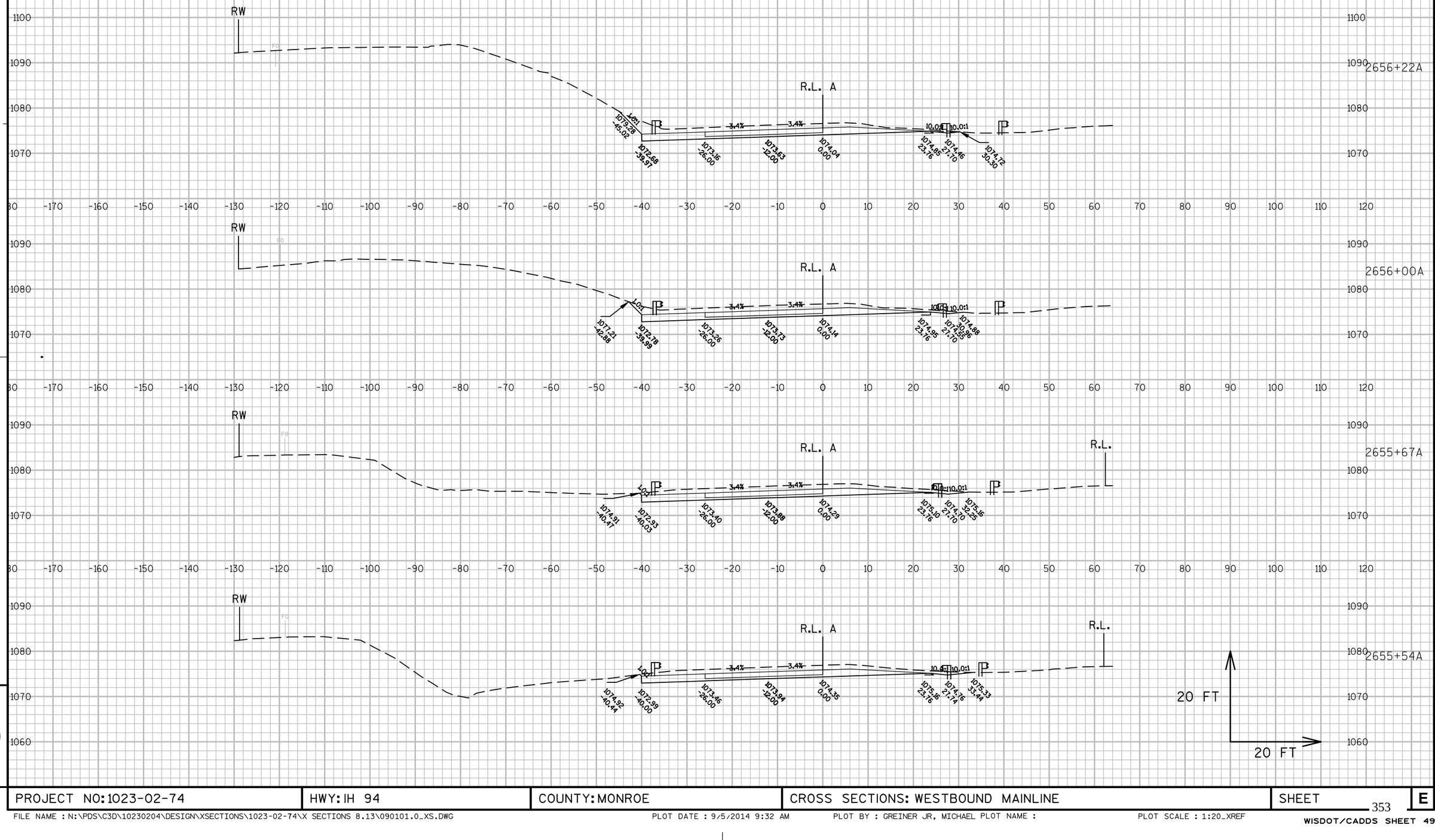
WISDOT/CADDS SHEET 49



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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET	E

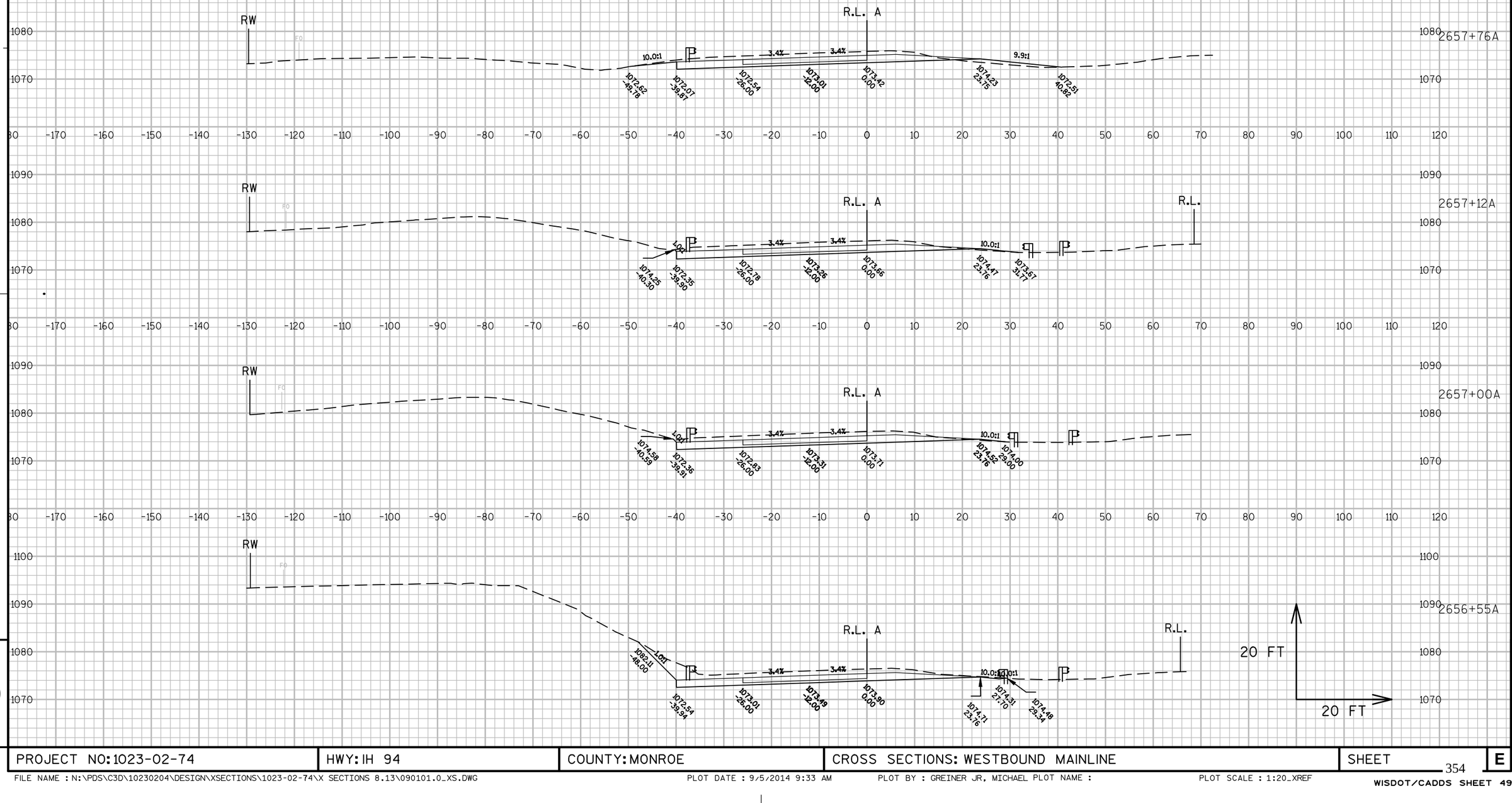
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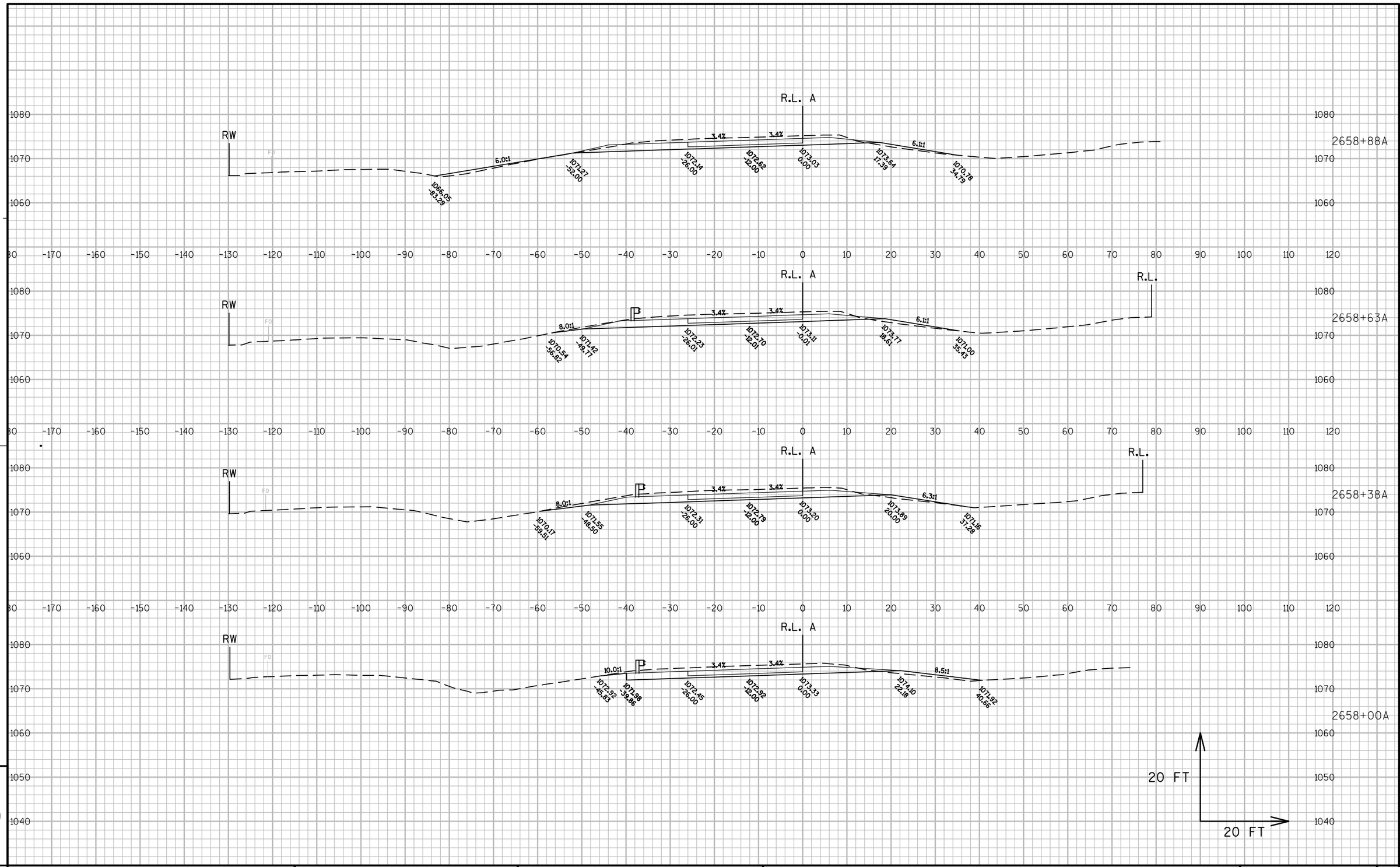
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 353	E



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 354	E

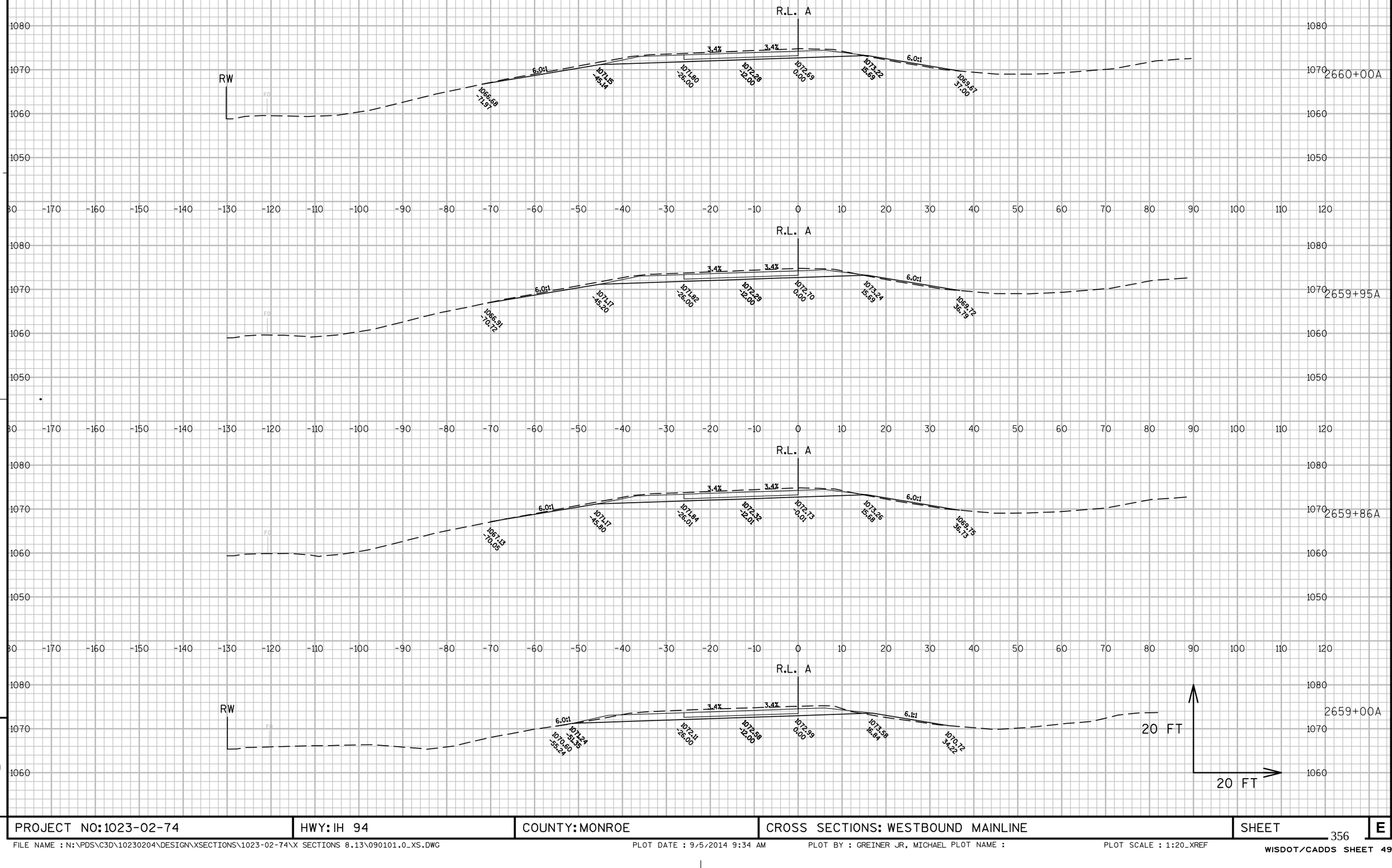
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WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 9/5/2014 9:33 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF

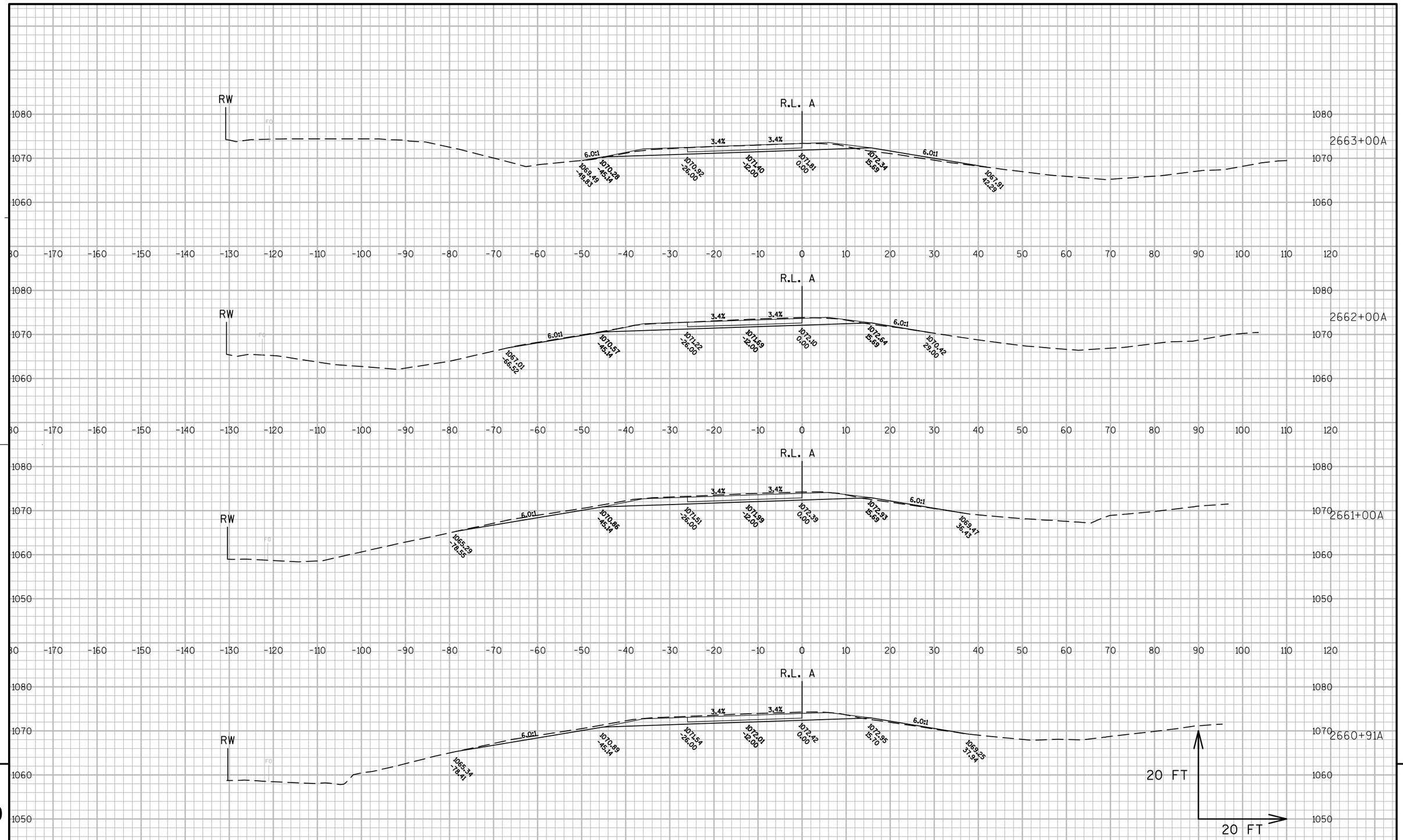


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 9/5/2014 9:34 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

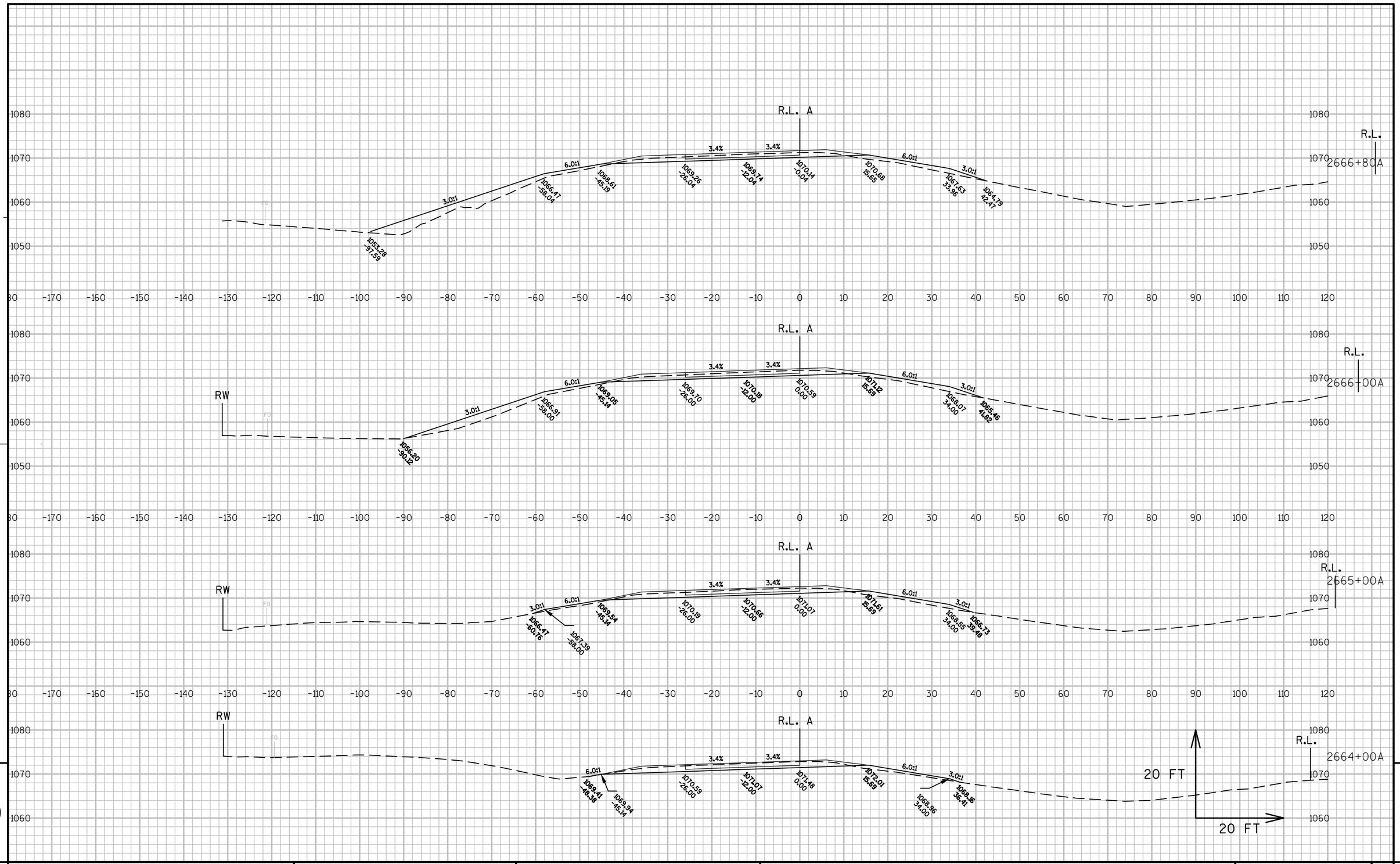


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 357	E

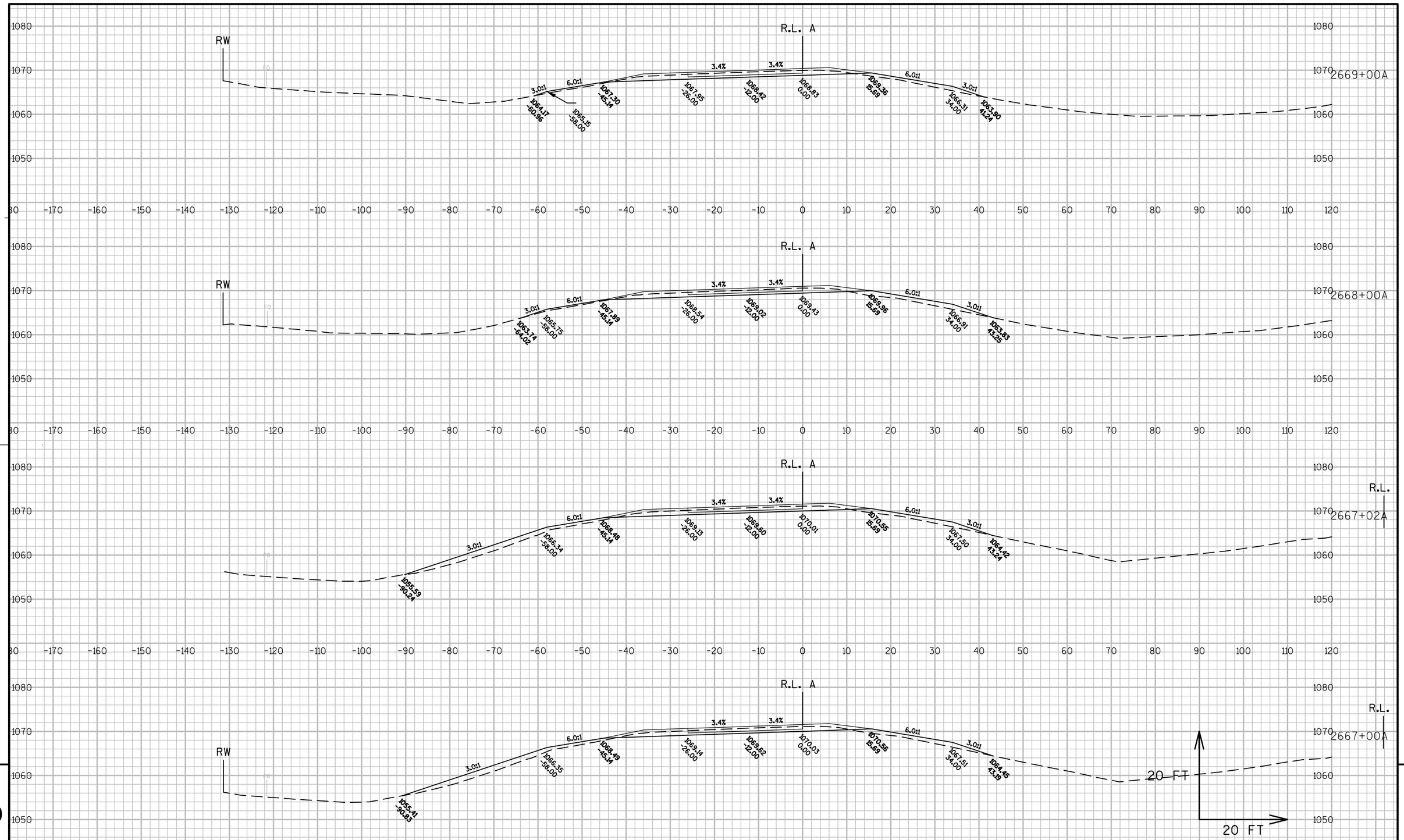
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WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 358	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:55 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



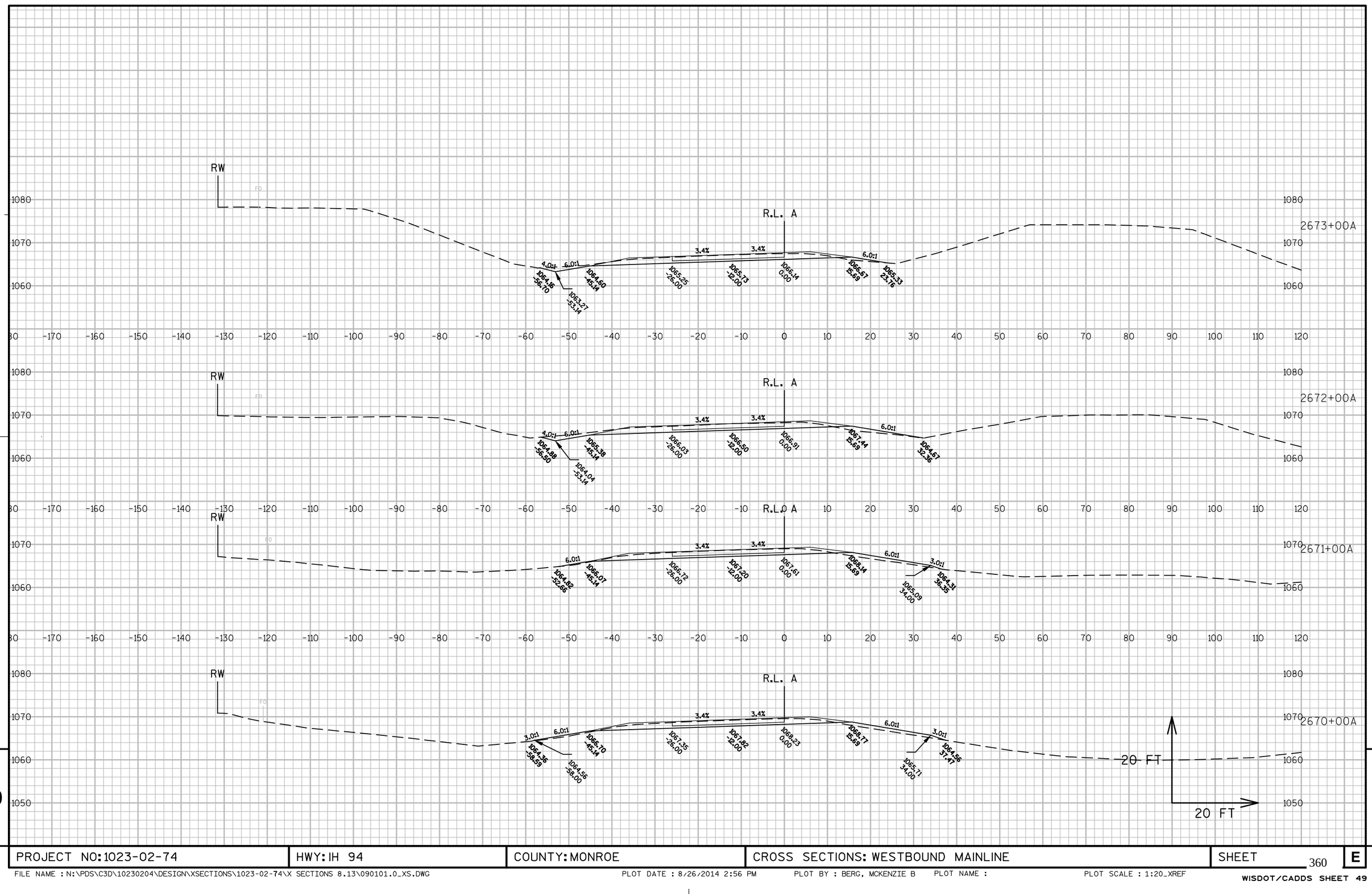
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 359	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:56 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

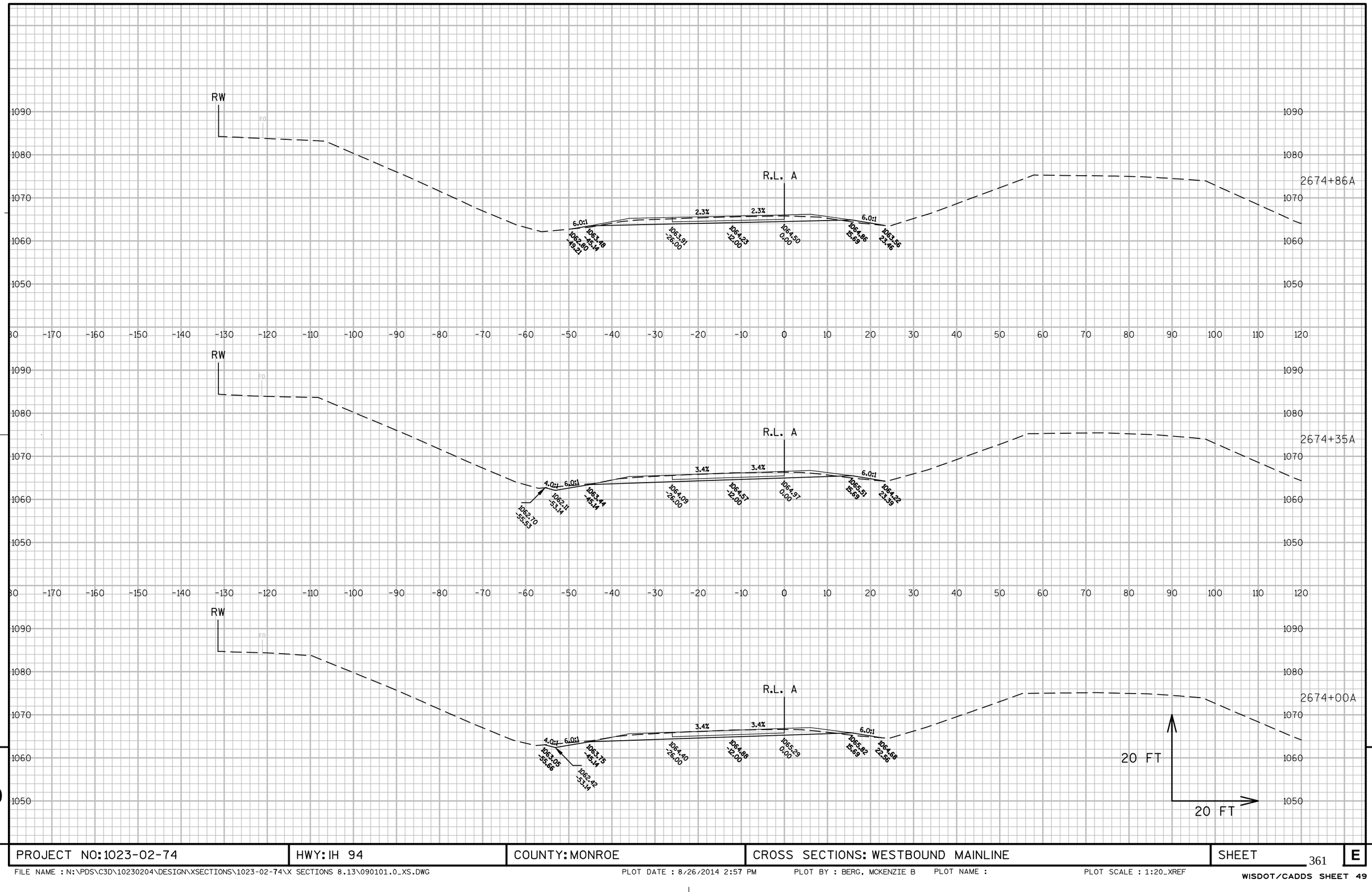


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 360	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG
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WISDOT/CADDS SHEET 49



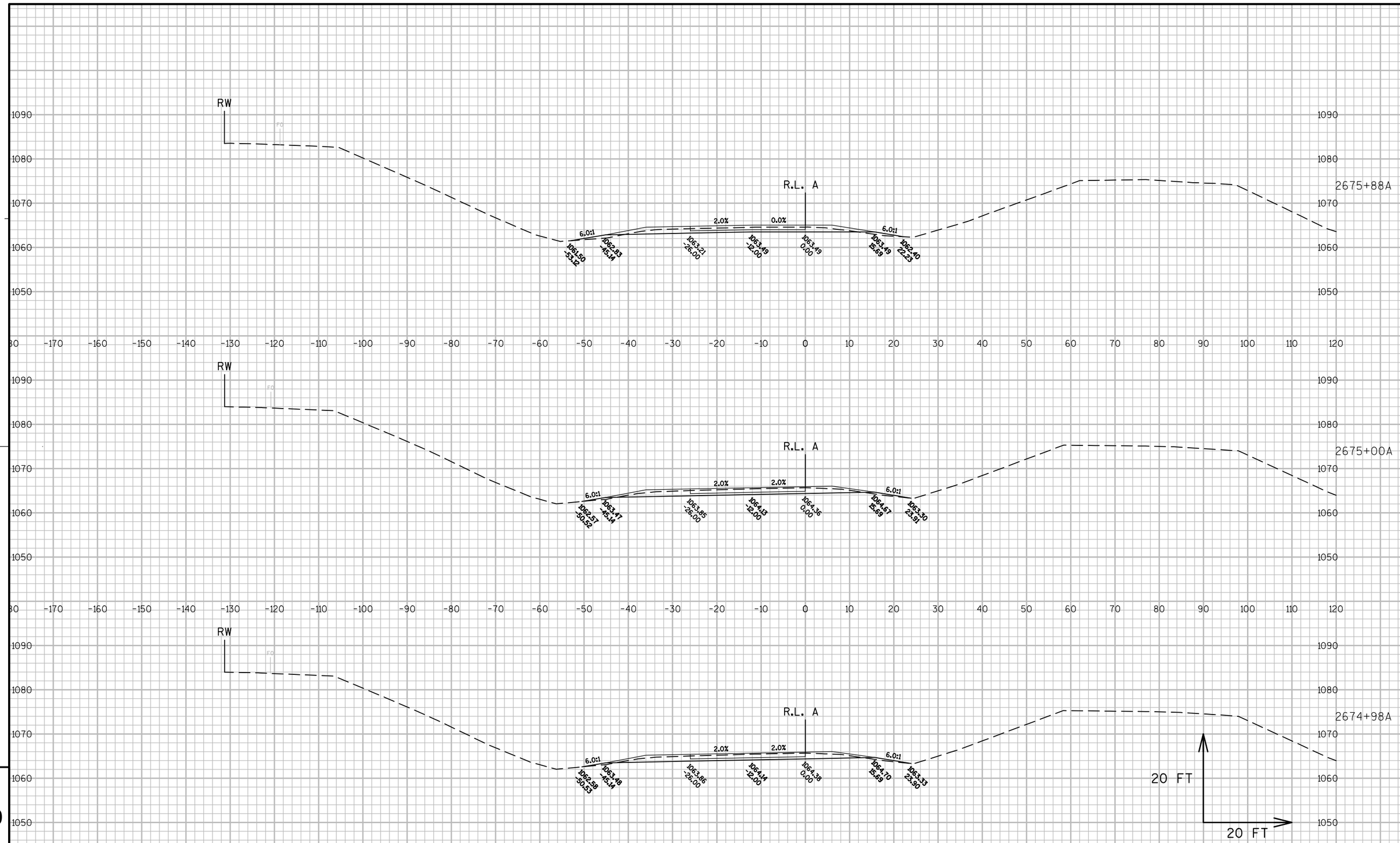
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 361	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:57 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

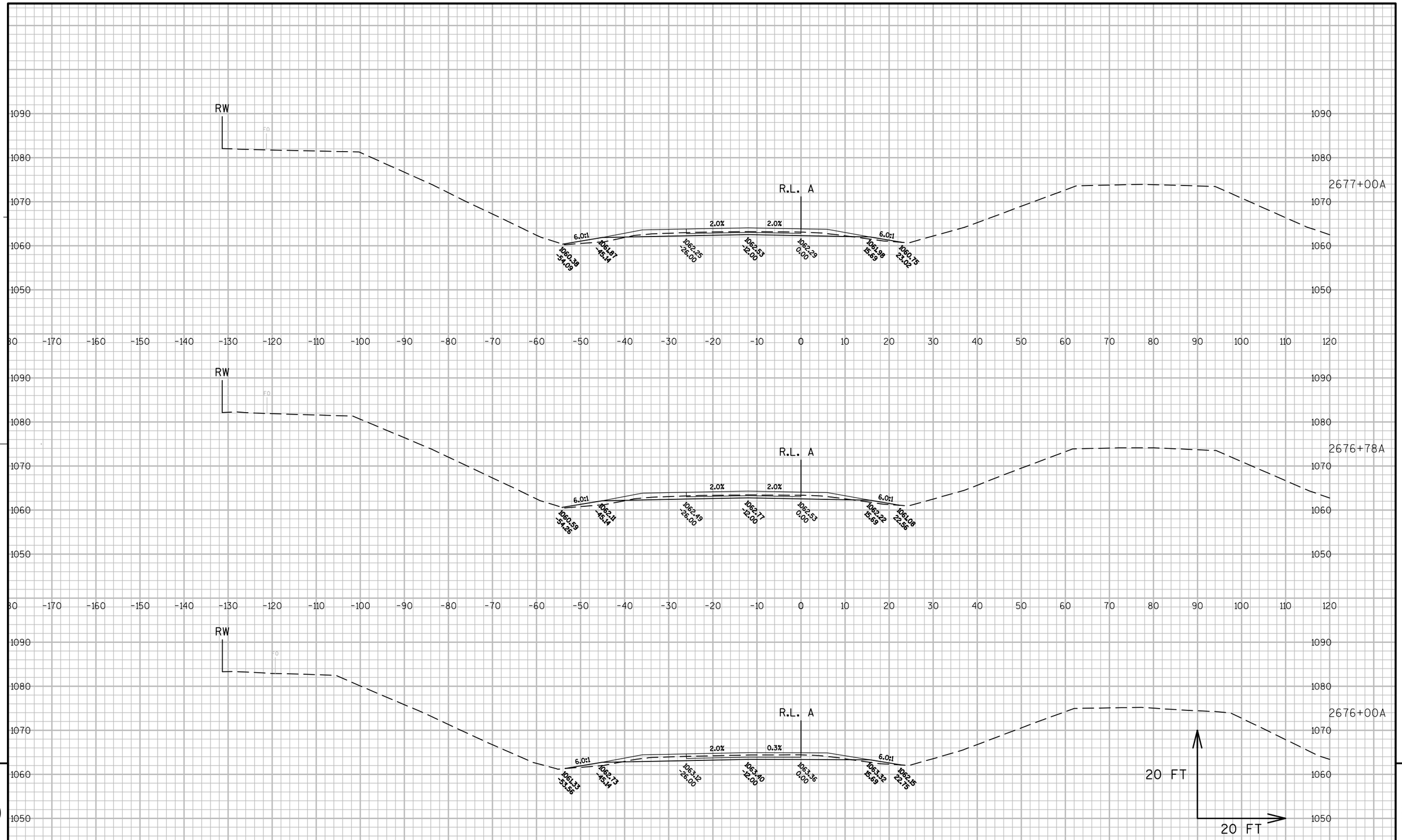


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 362	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:57 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



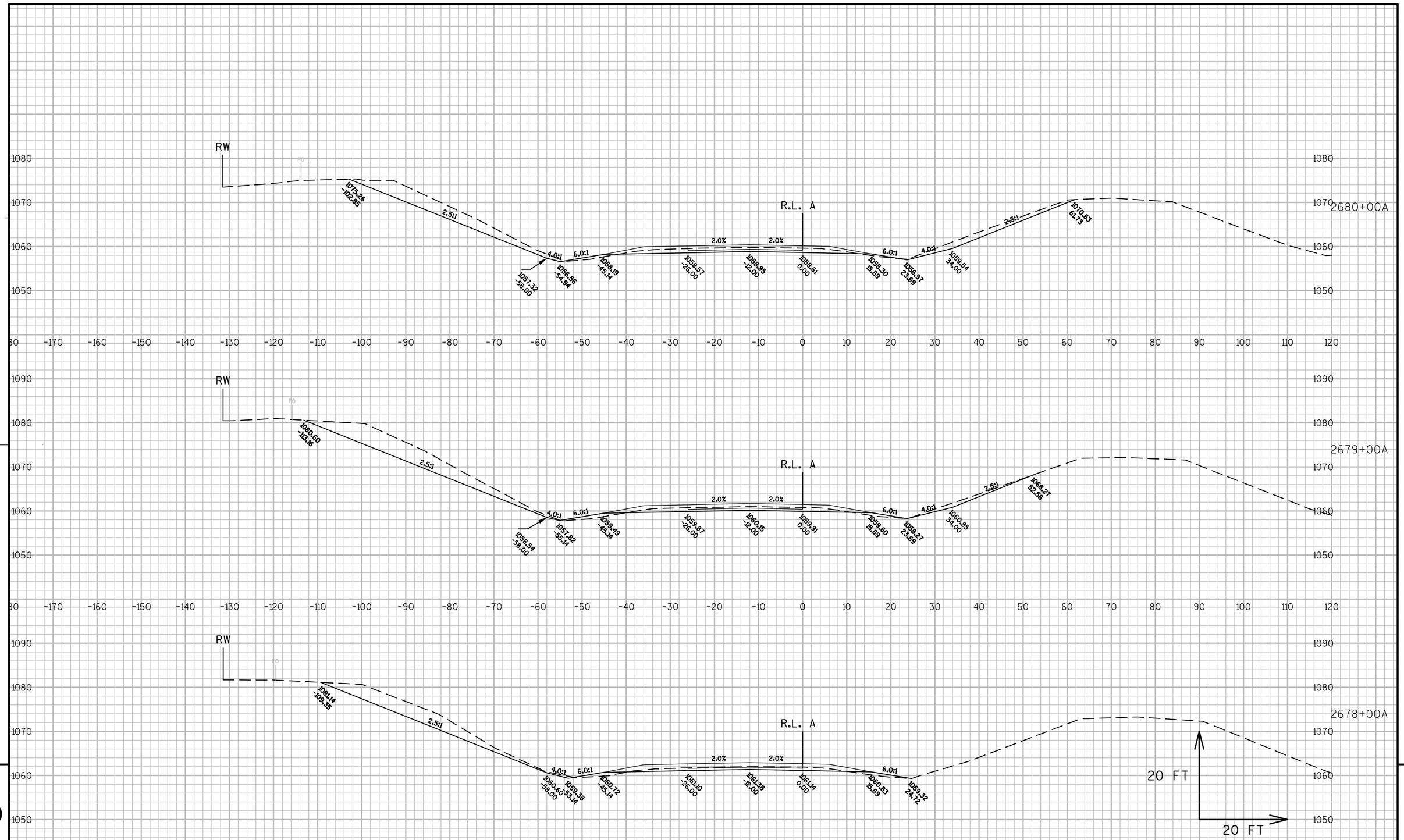
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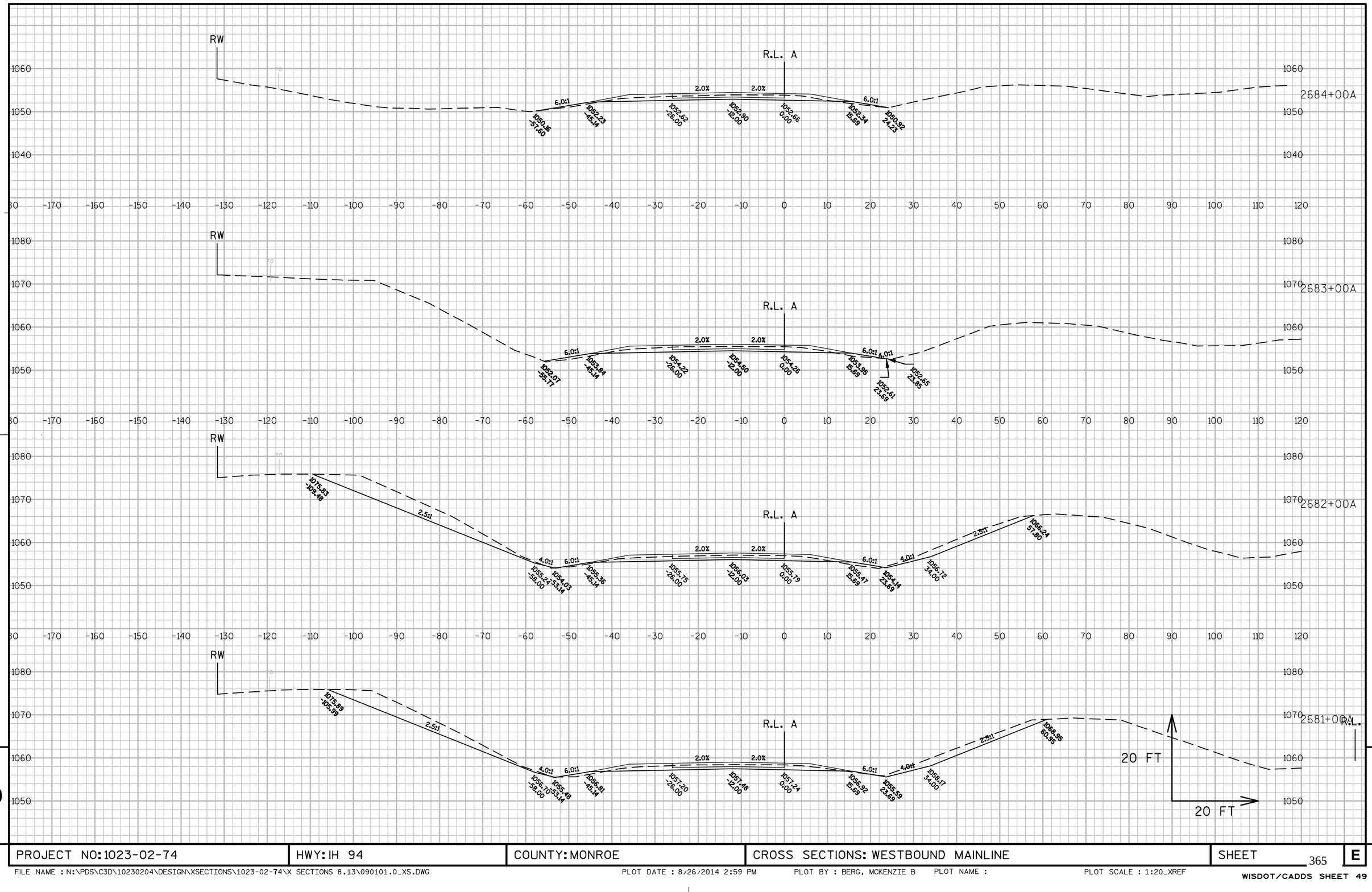
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 363	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:58 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 364	E

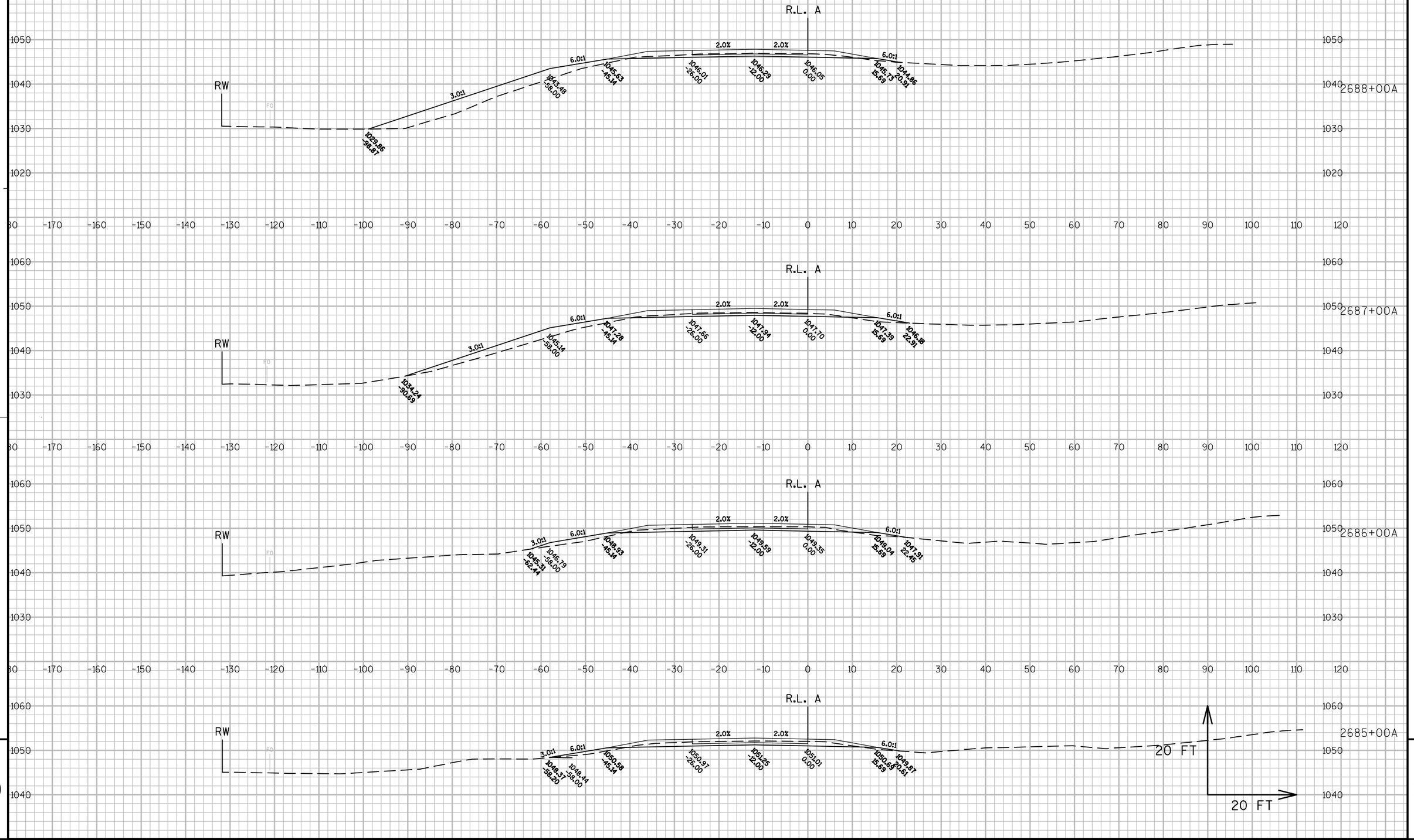


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 365	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:59 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



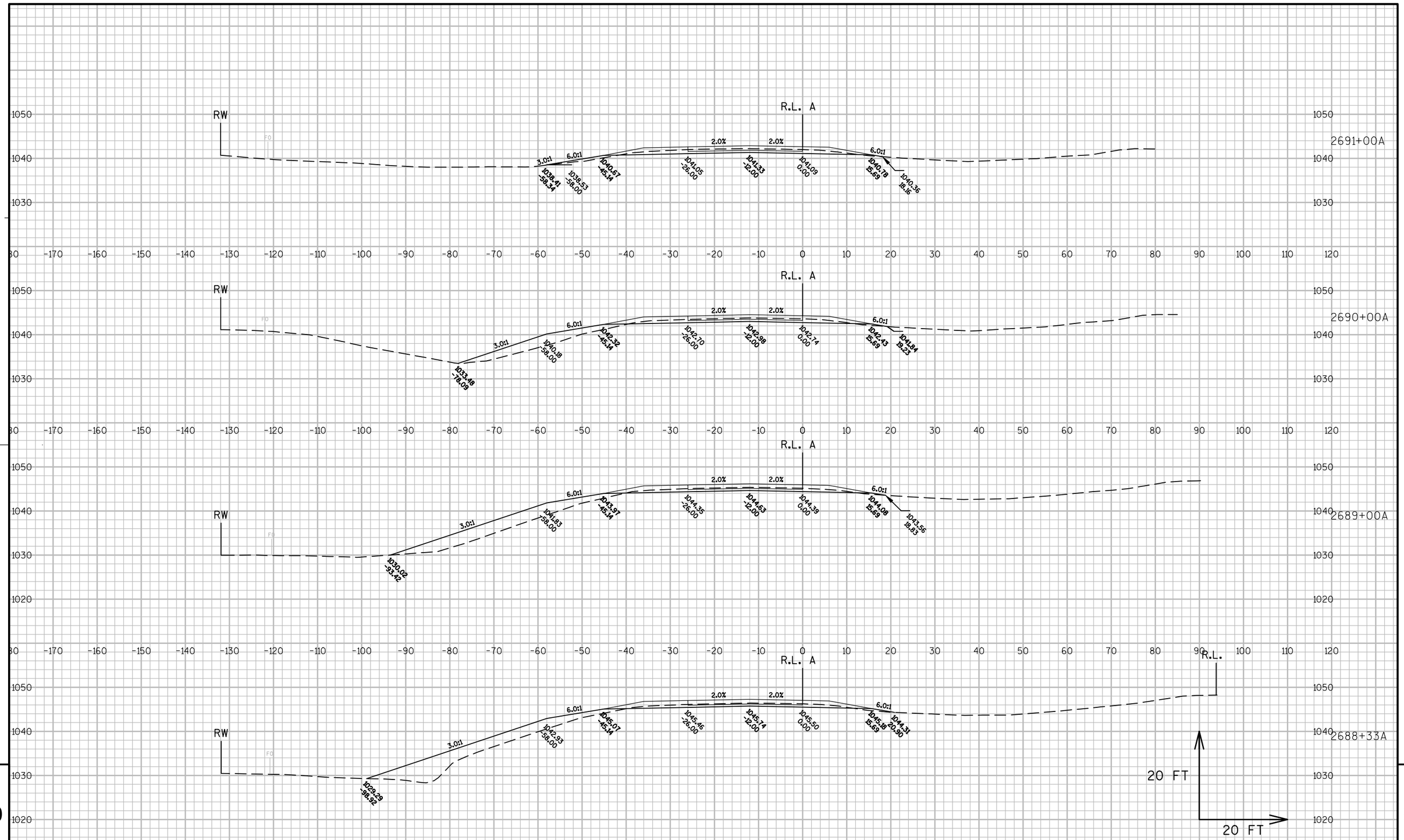
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 366	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 2:59 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

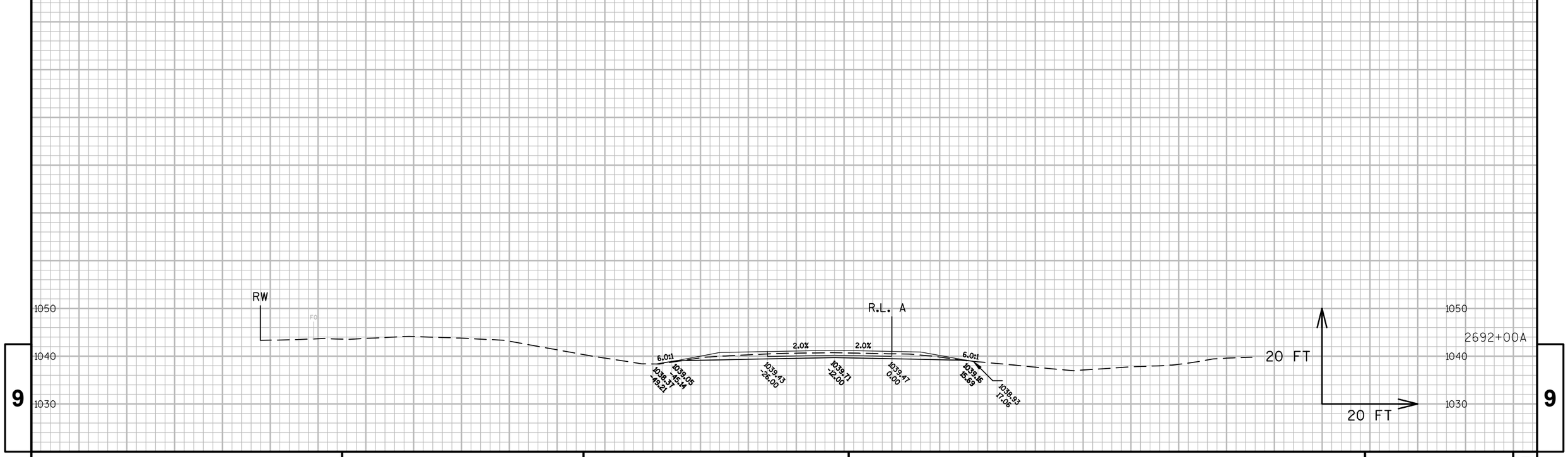


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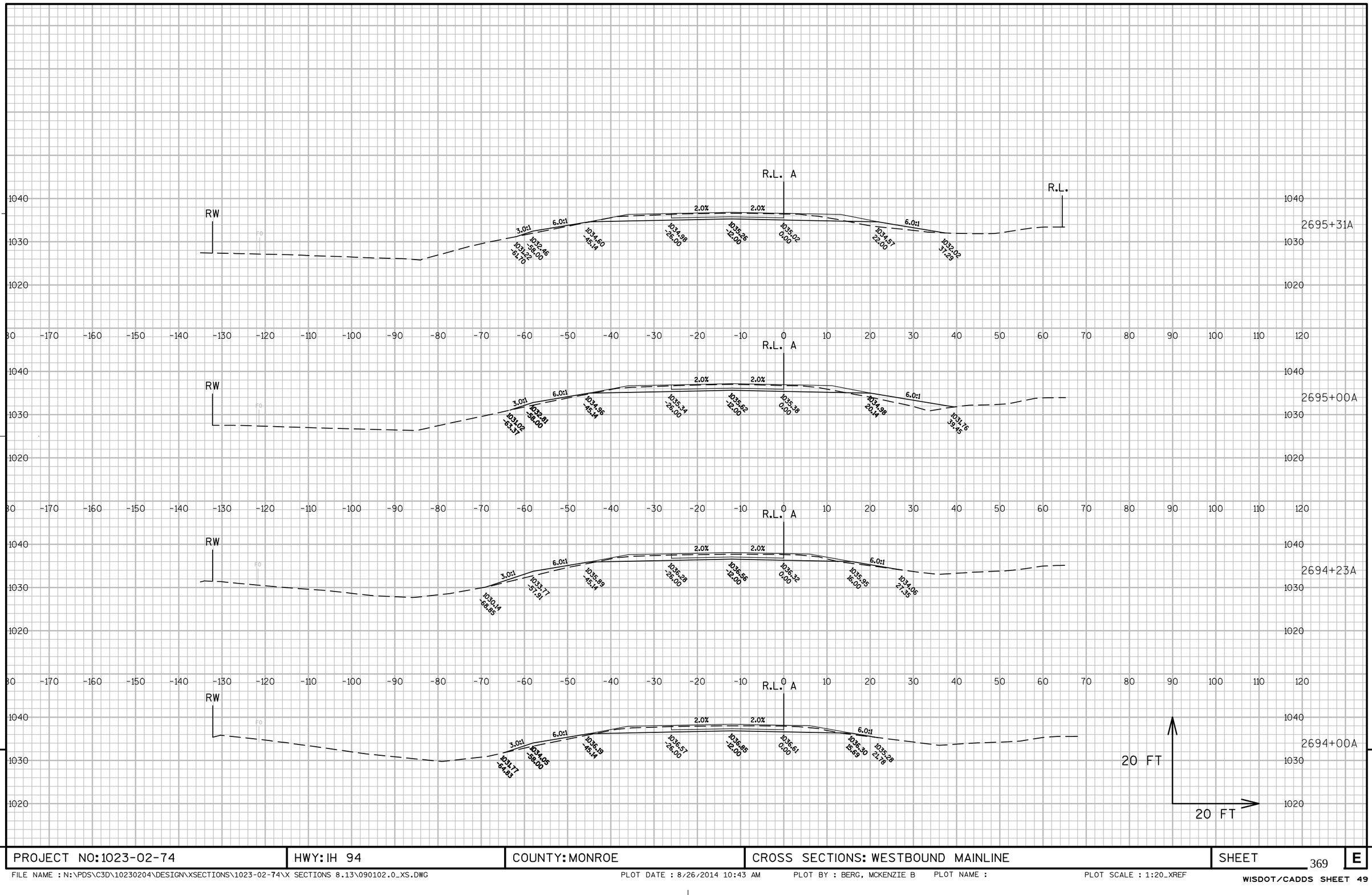
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 367	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090101.0_XS.DWG PLOT DATE : 8/26/2014 3:00 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 368	E

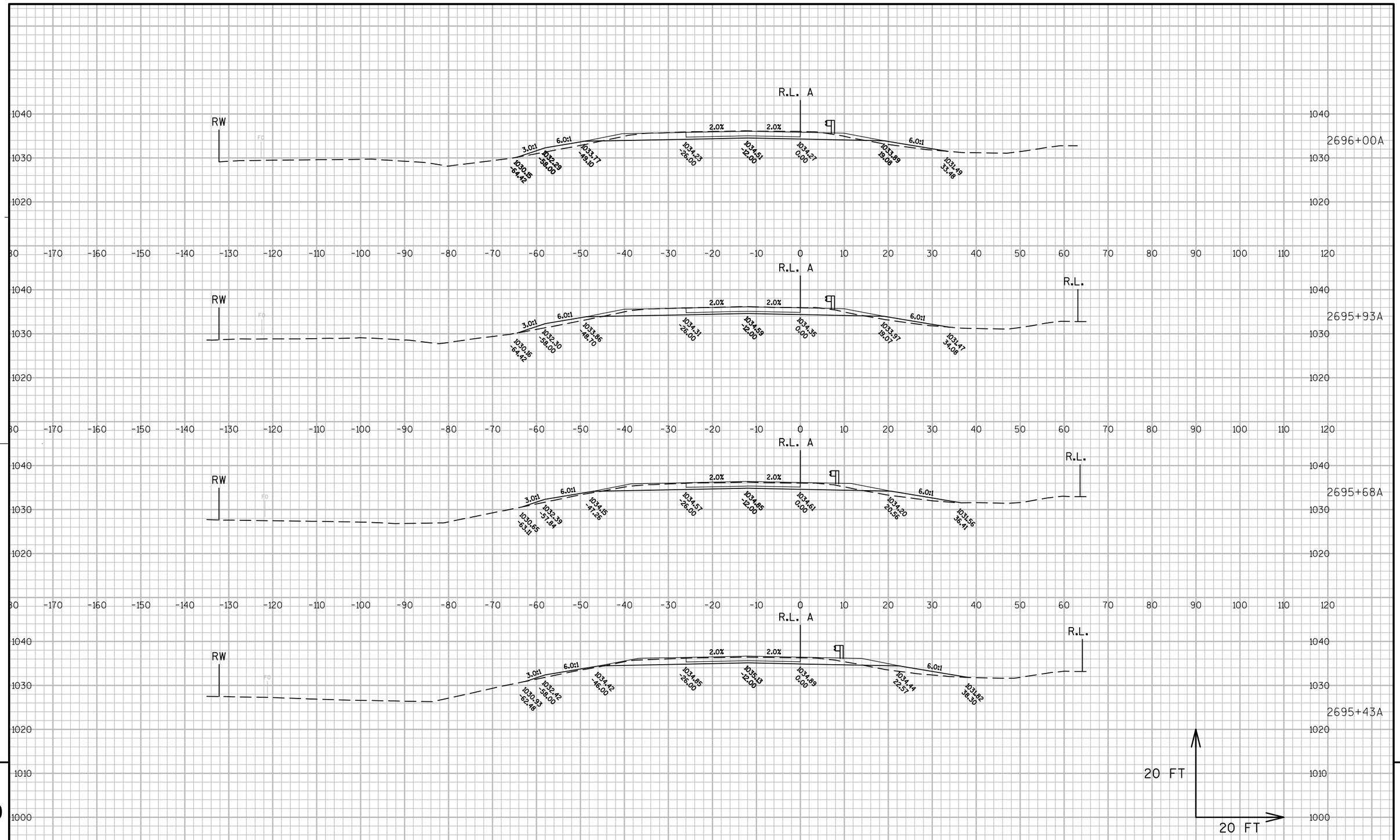


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 369	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.0_XS.DWG PLOT DATE : 8/26/2014 10:43 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



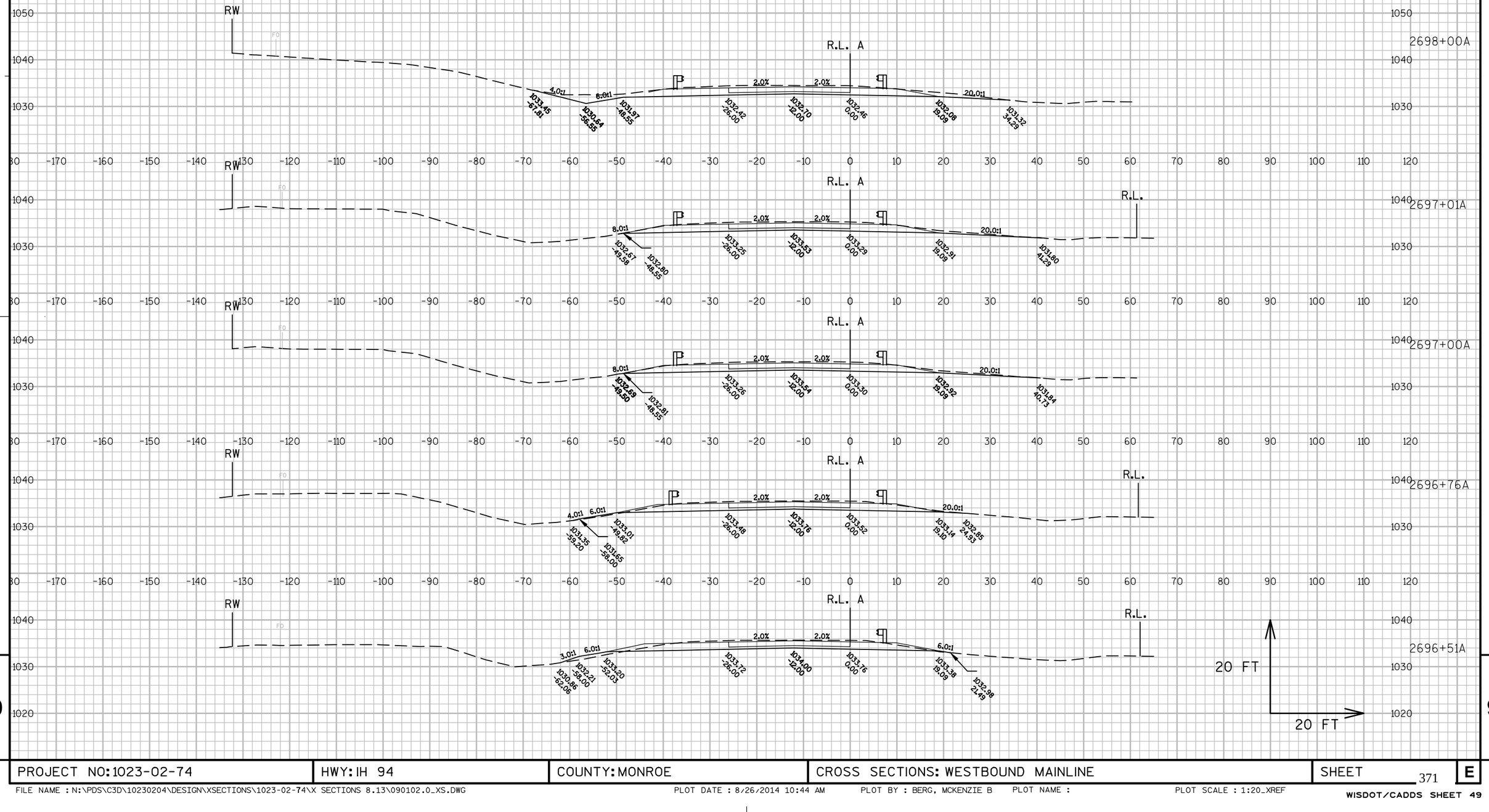
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 370	E

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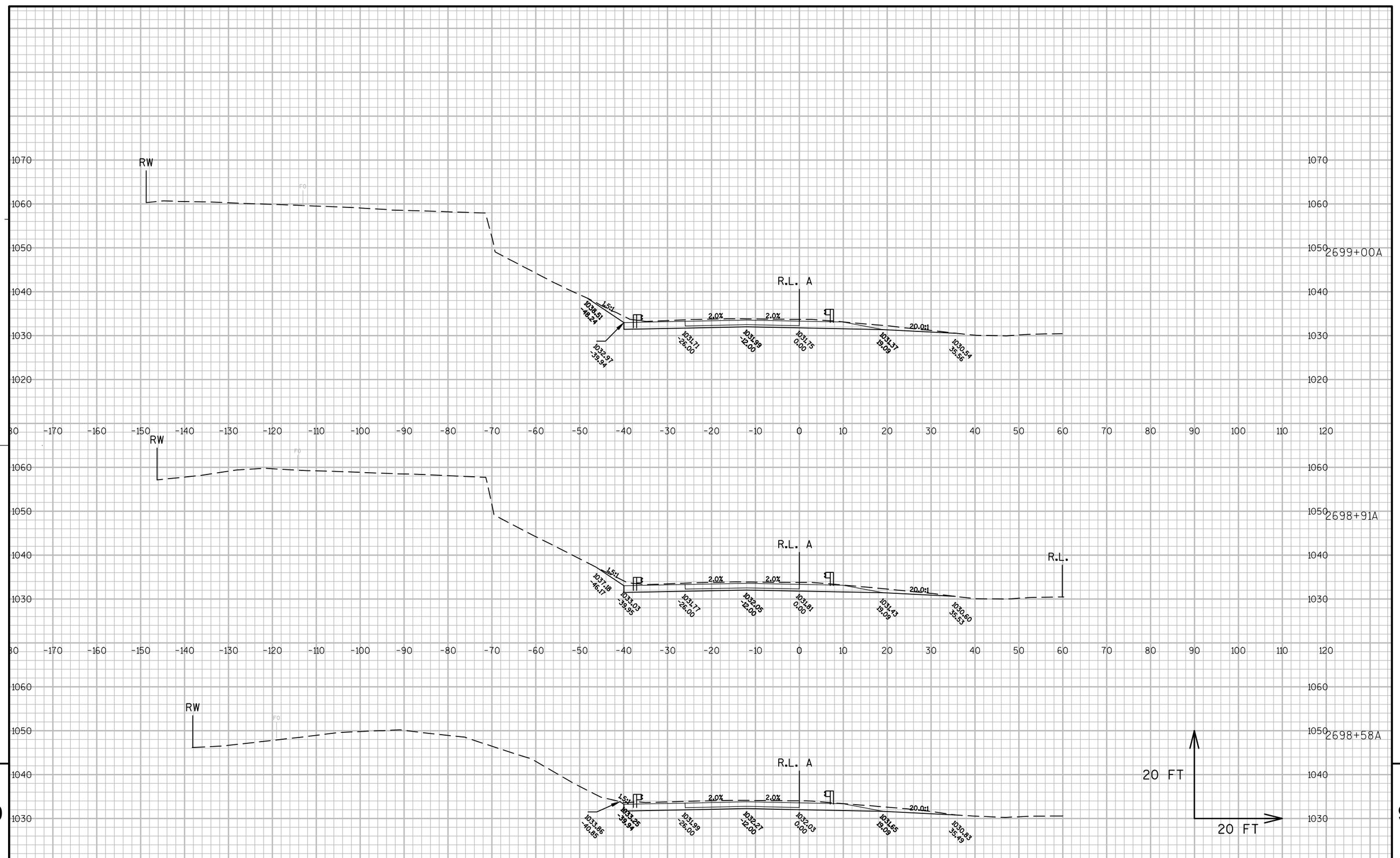
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 371	E

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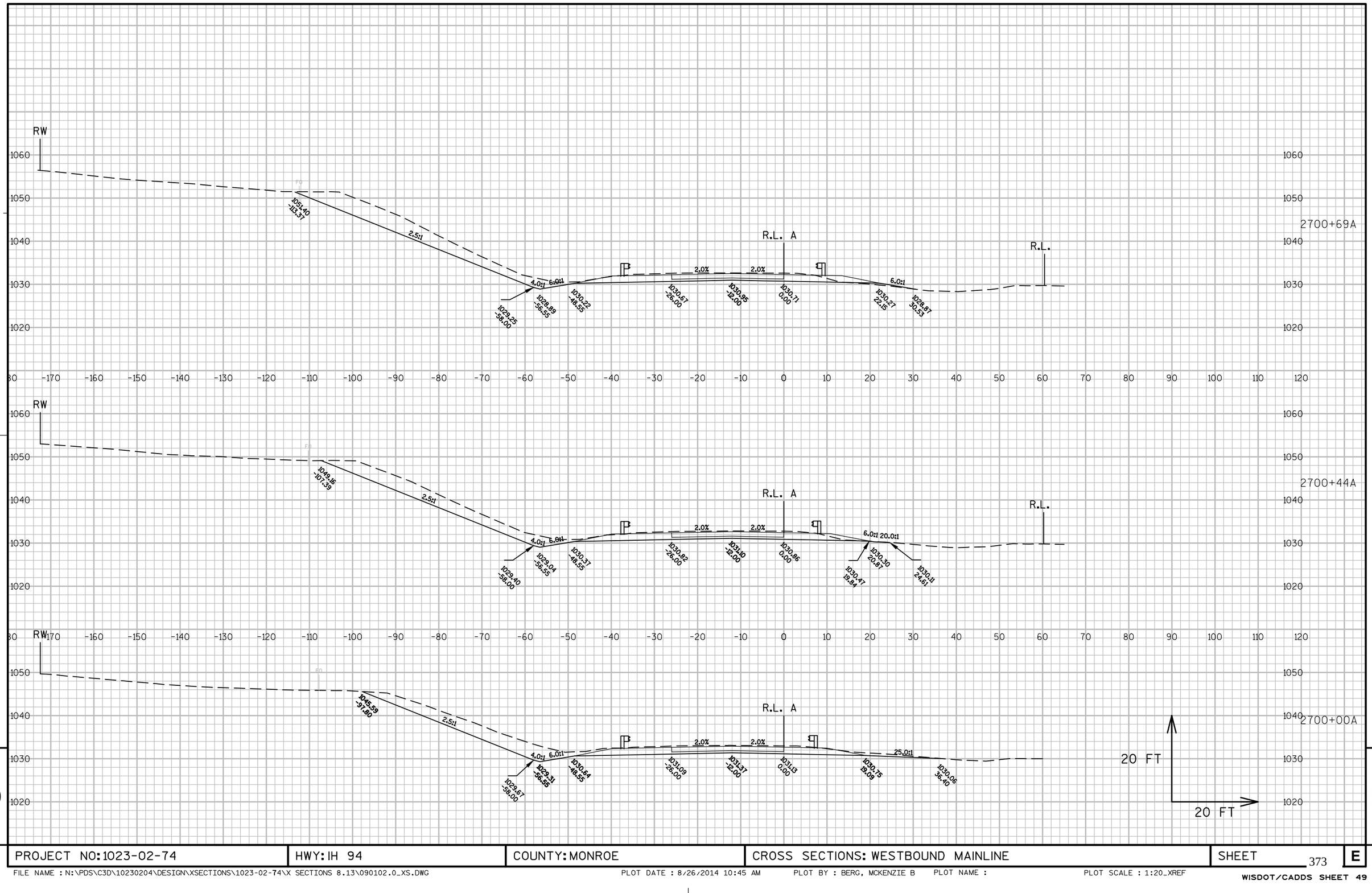
WISDOT/CADDS SHEET 49



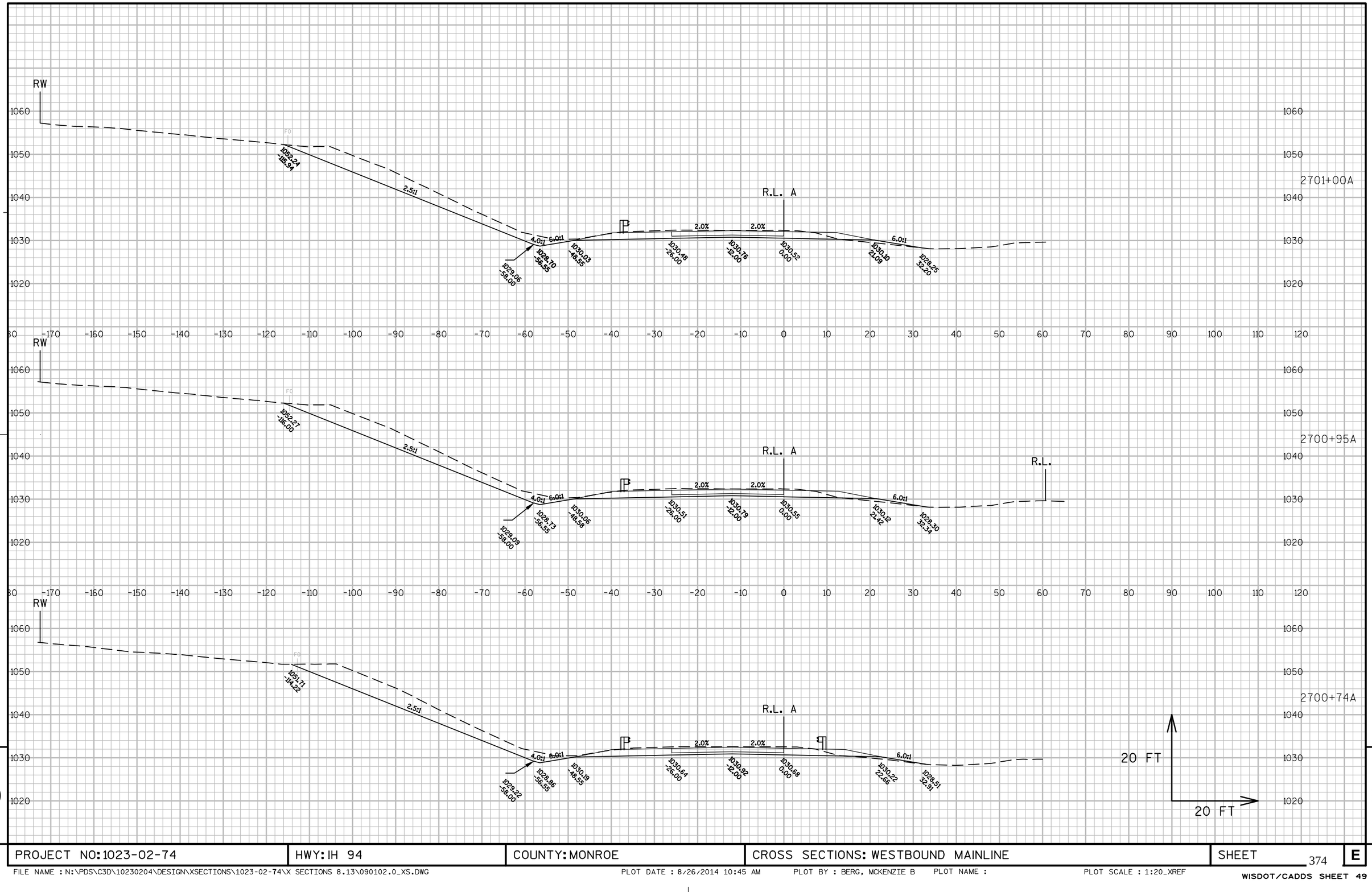
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WISDOT/CADDS SHEET 49



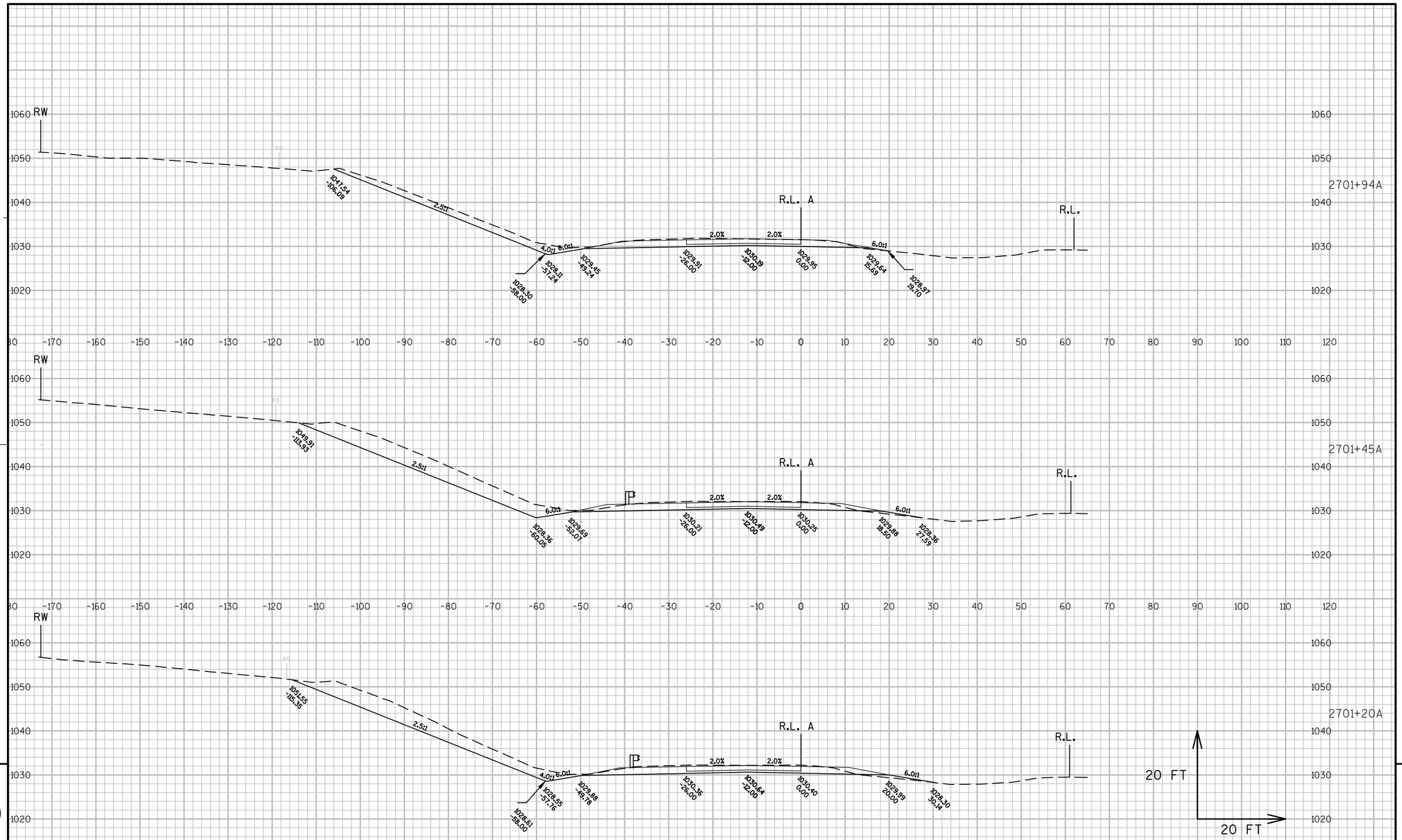
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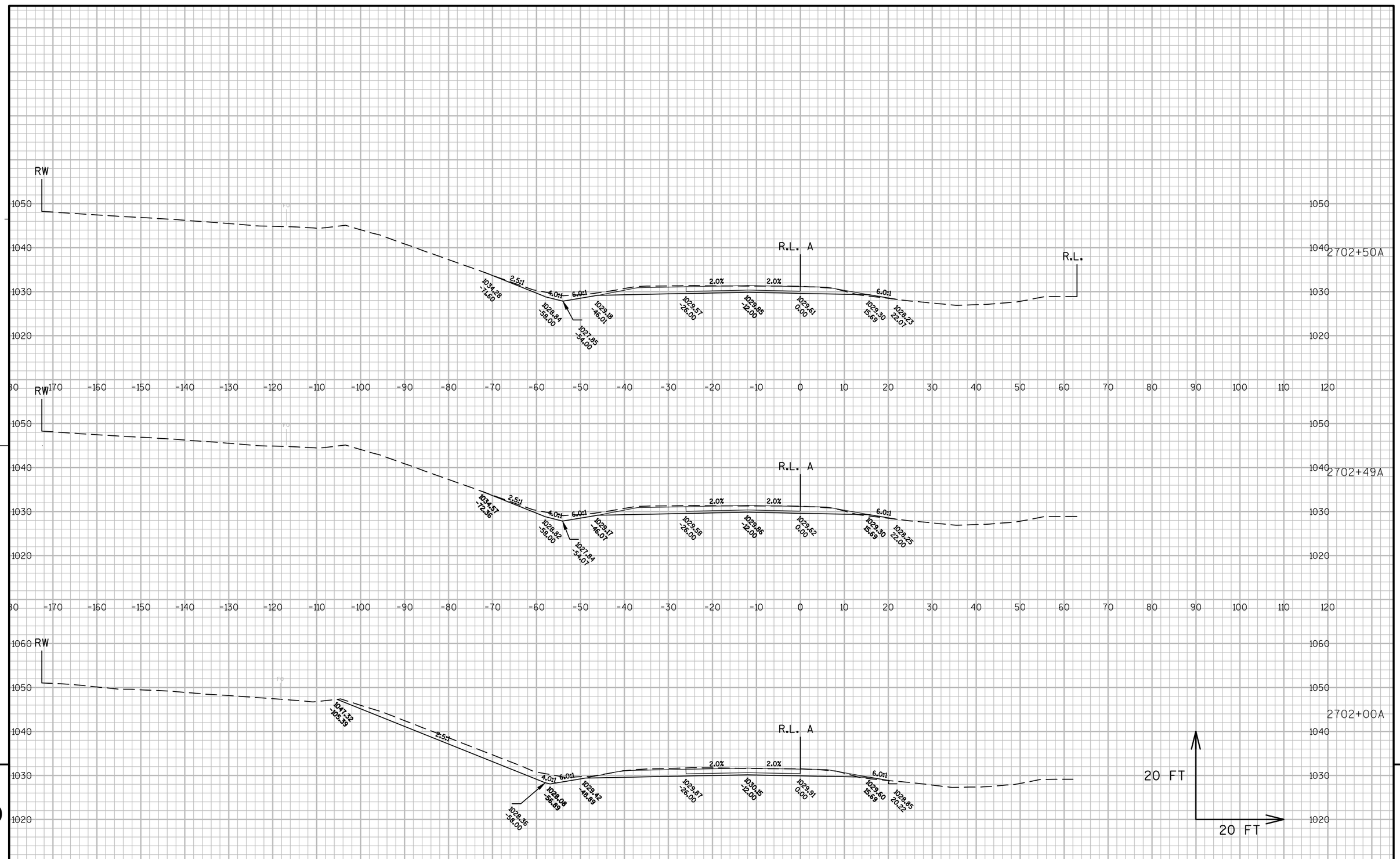
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 375	E

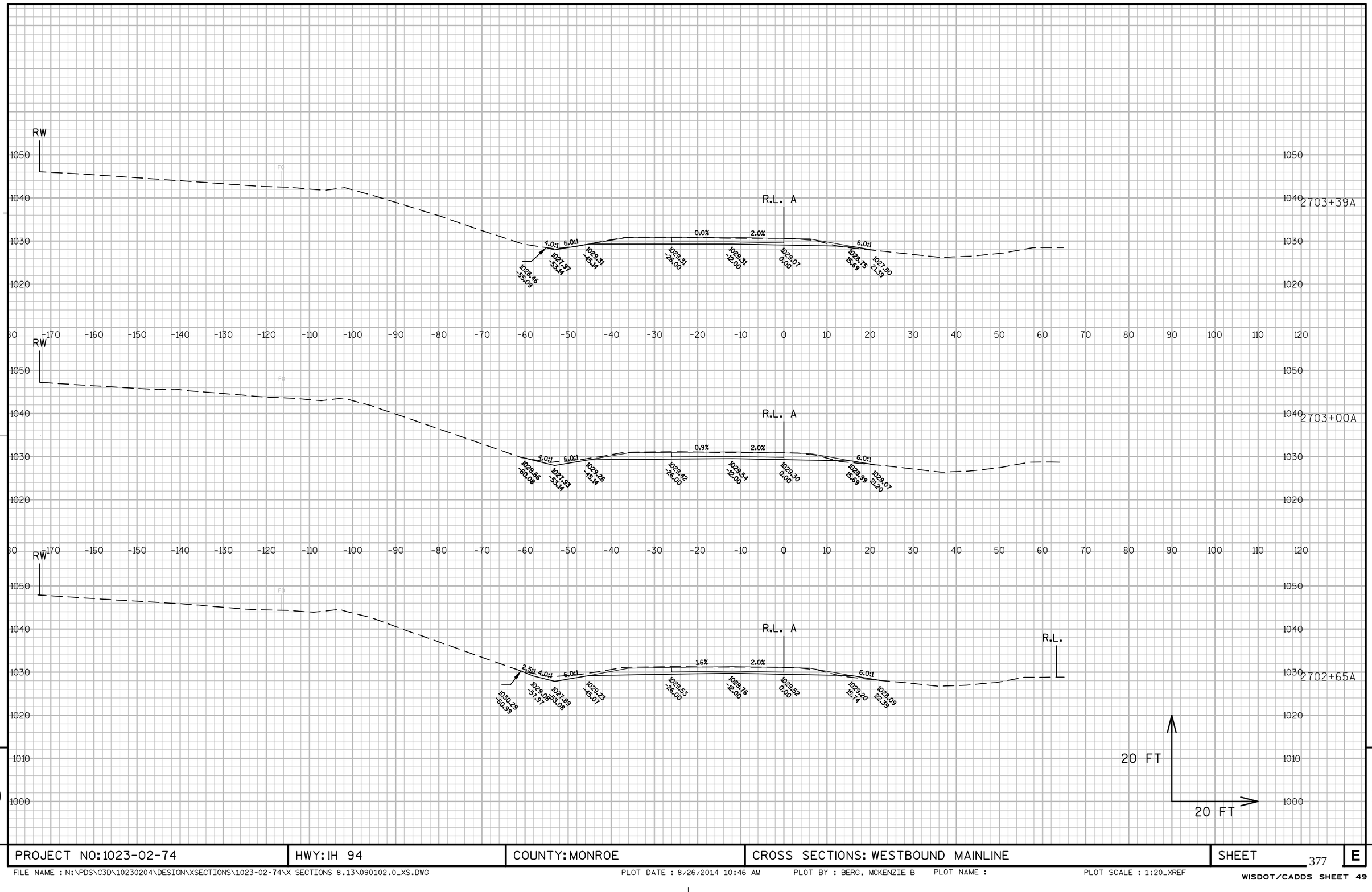


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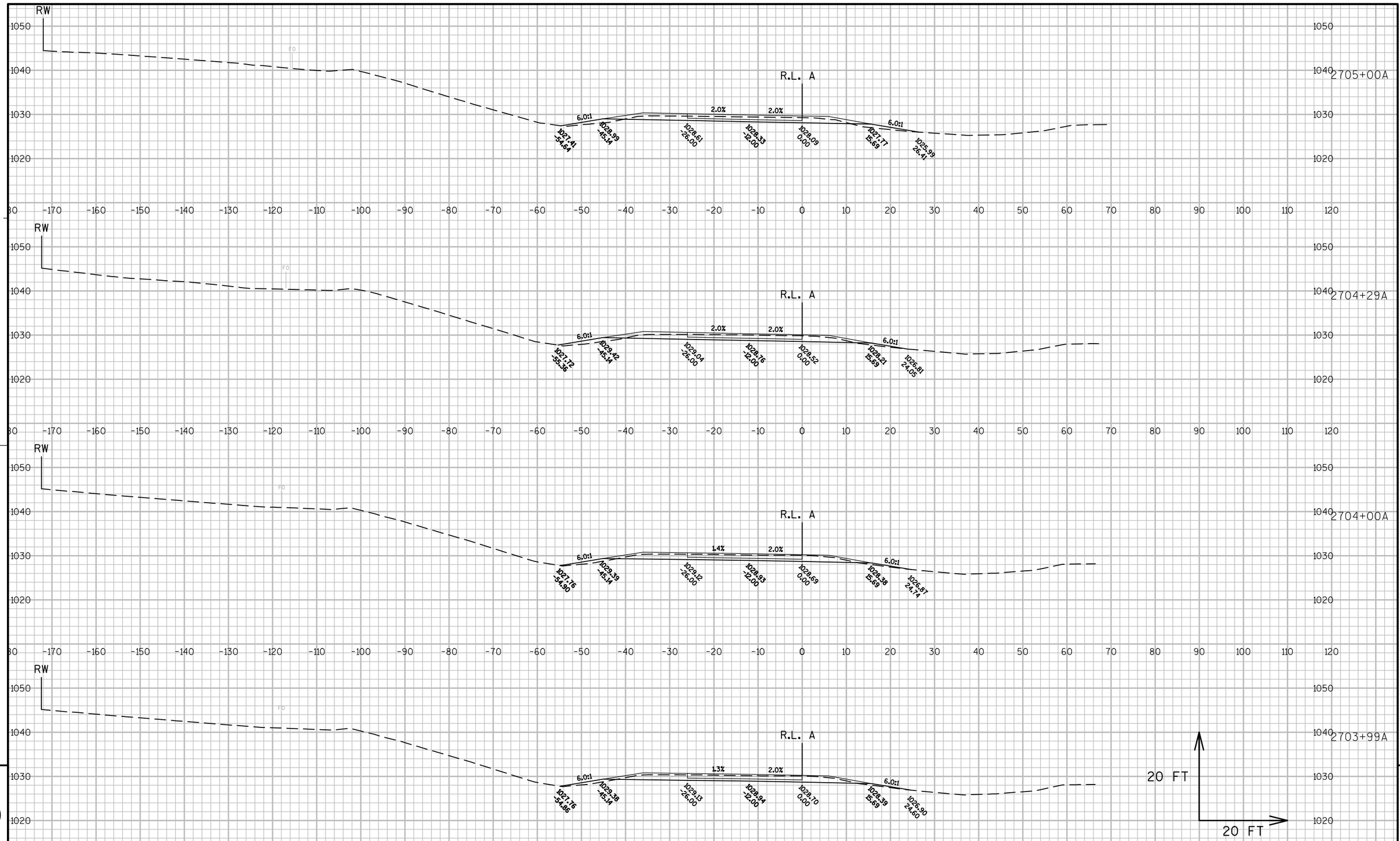
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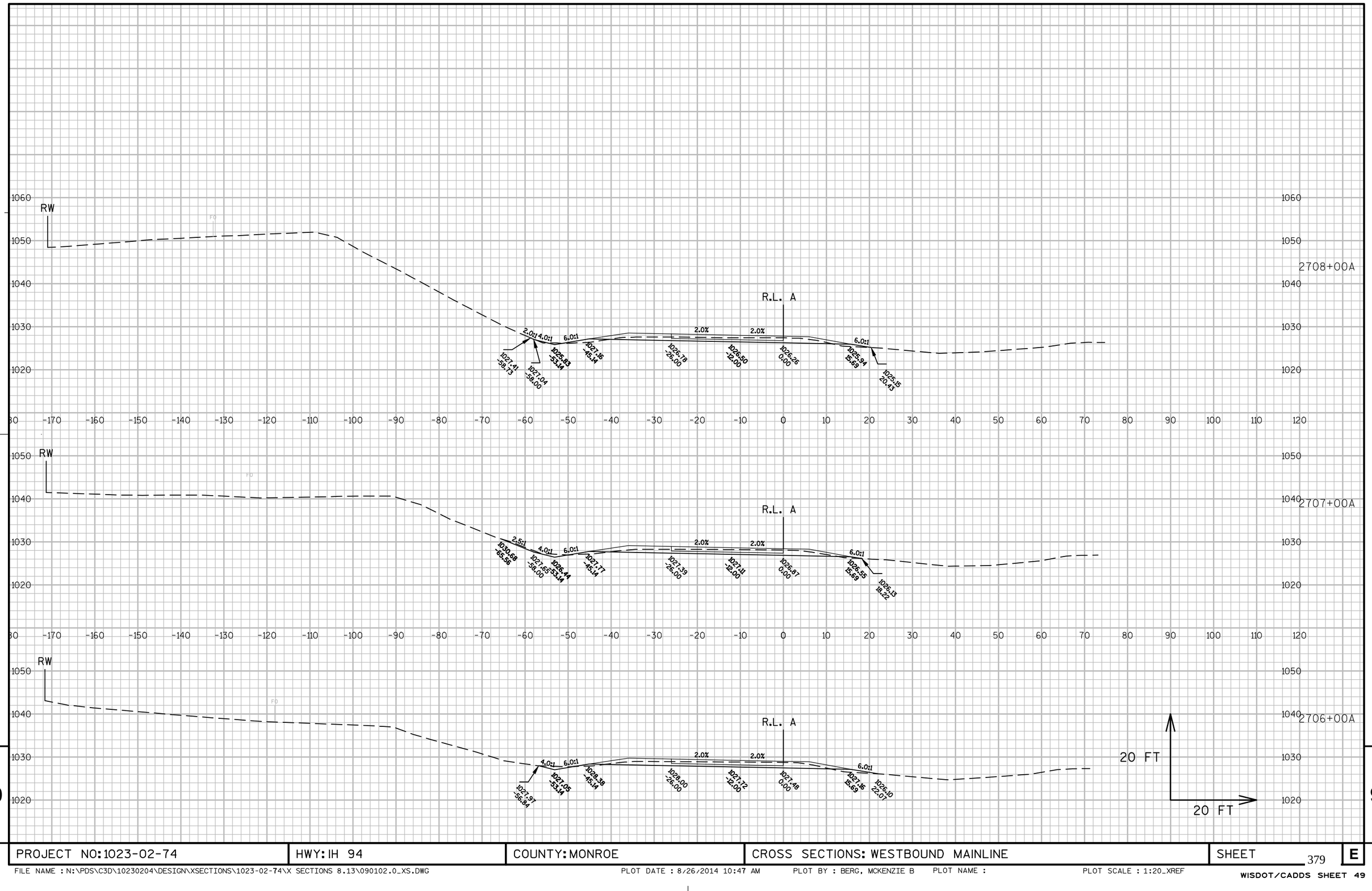
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 377	E



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 378	E

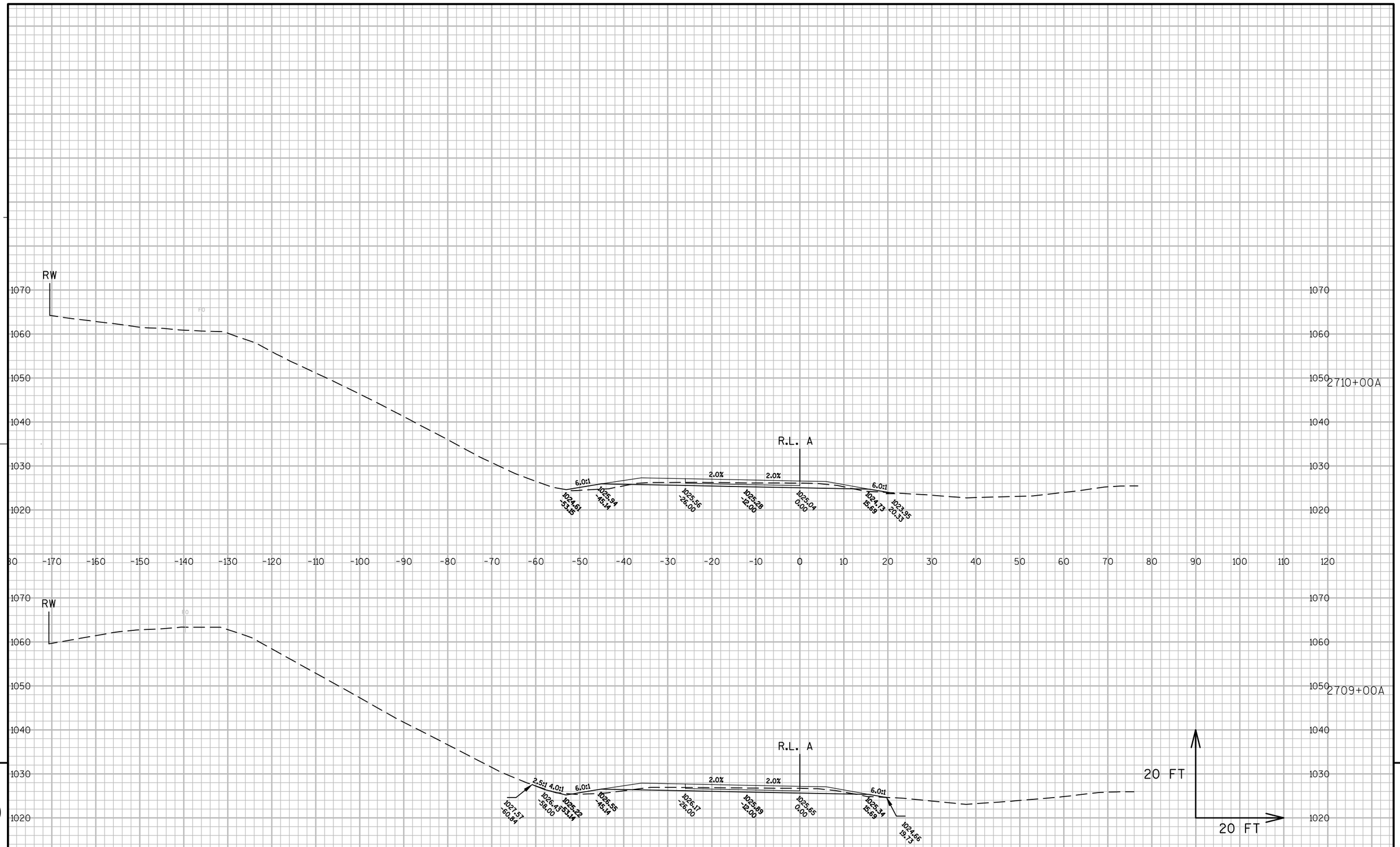
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 379	E

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WISDOT/CADDS SHEET 49

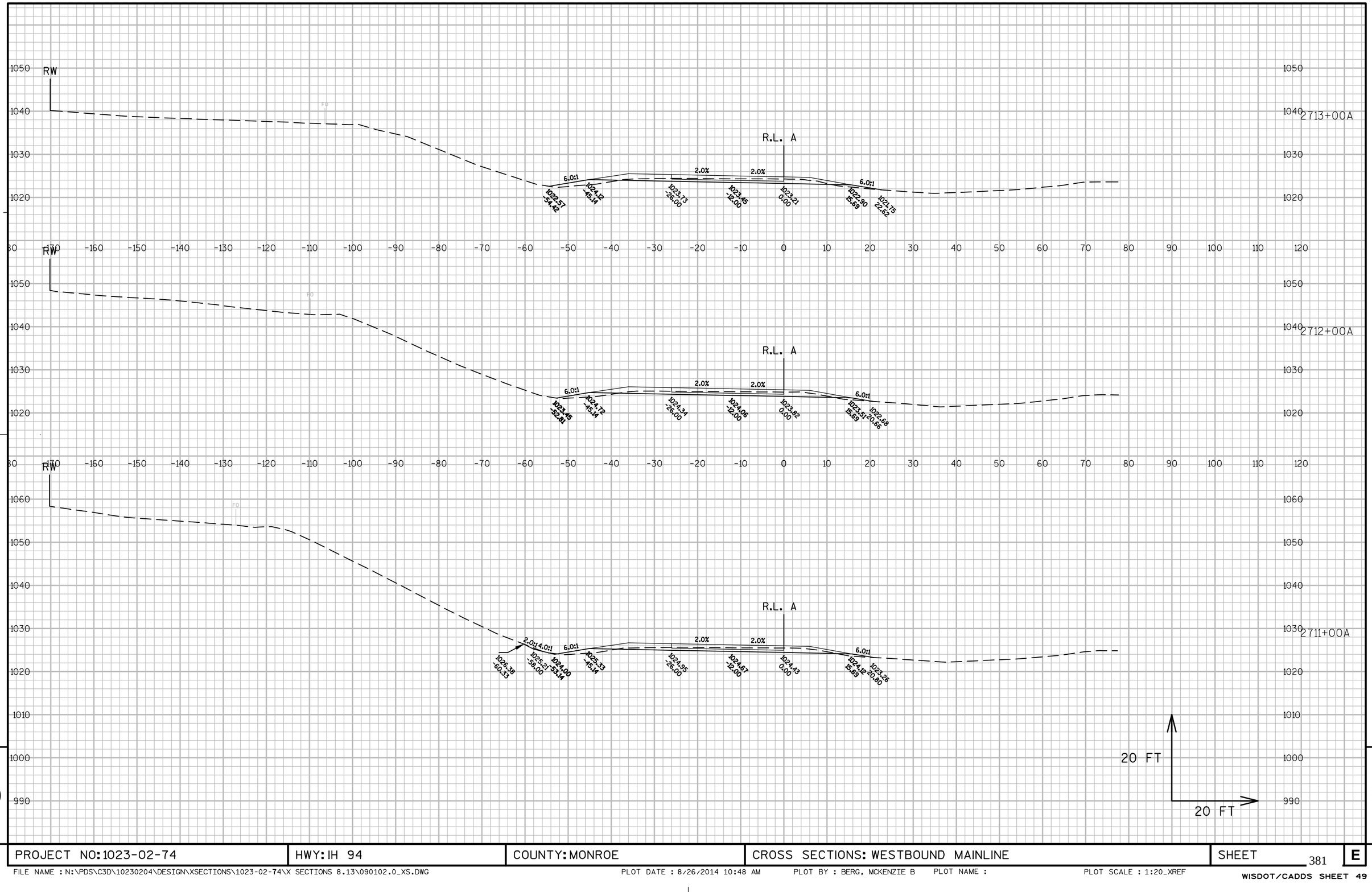


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 380	E

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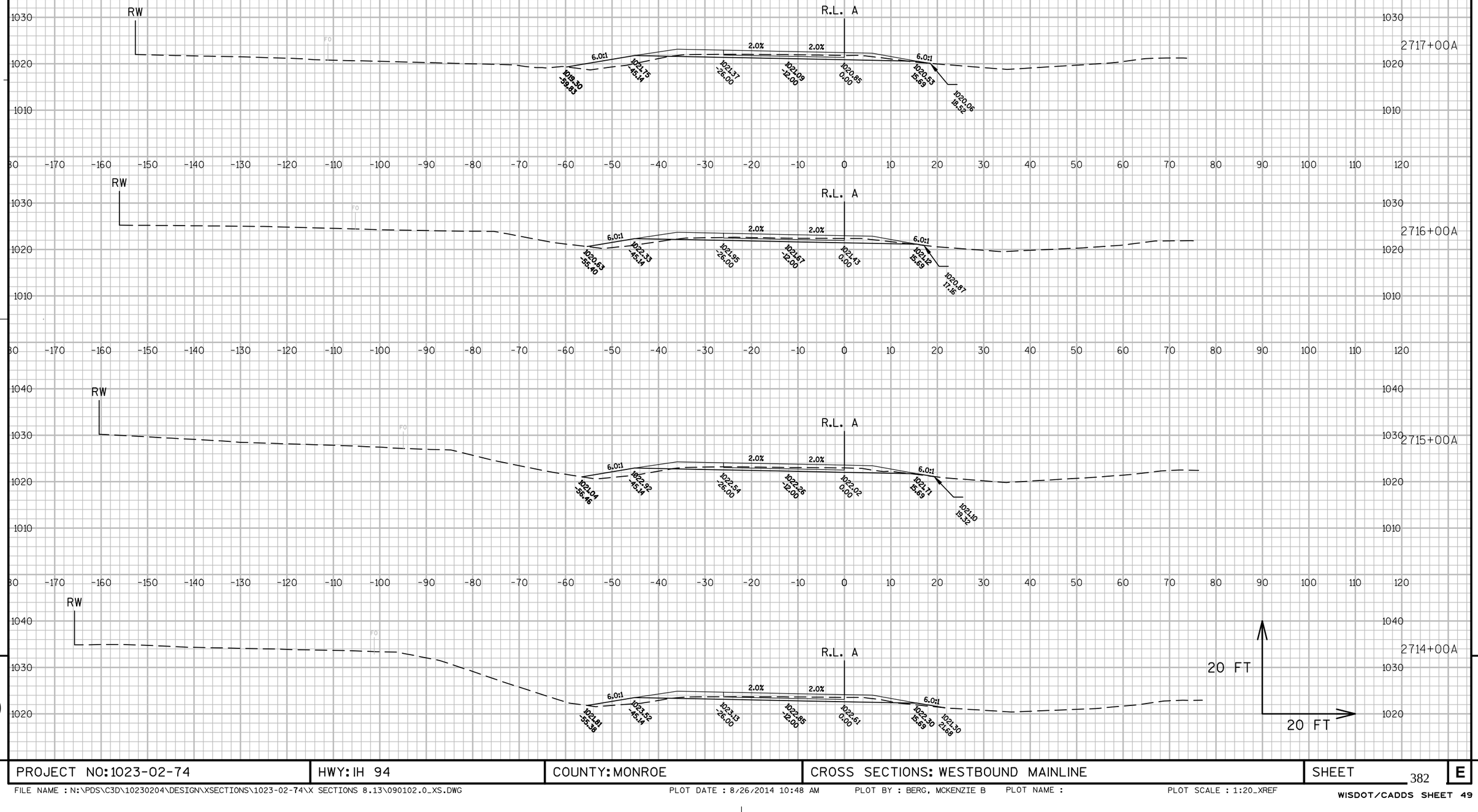
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 381	E

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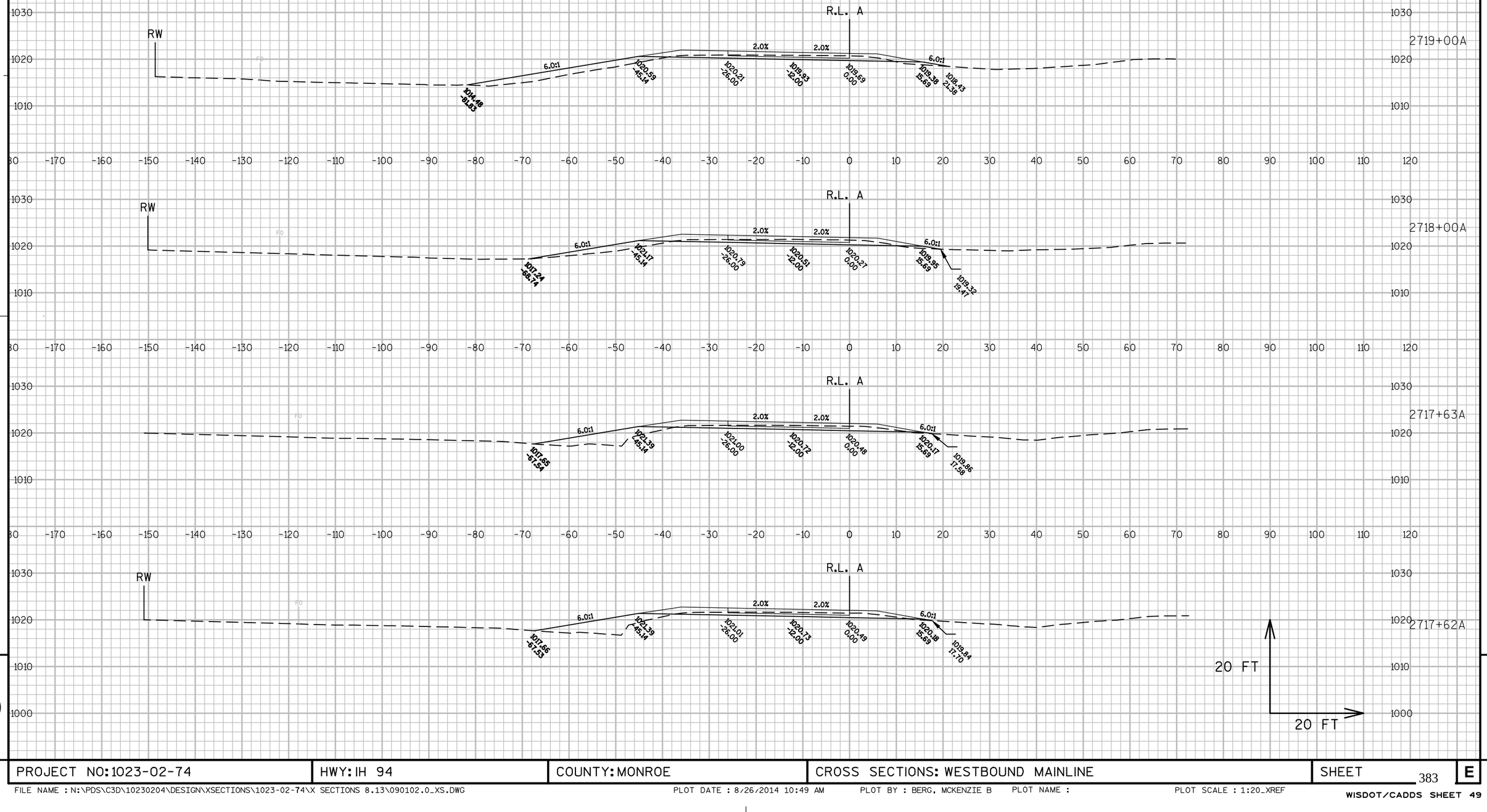
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 382	E

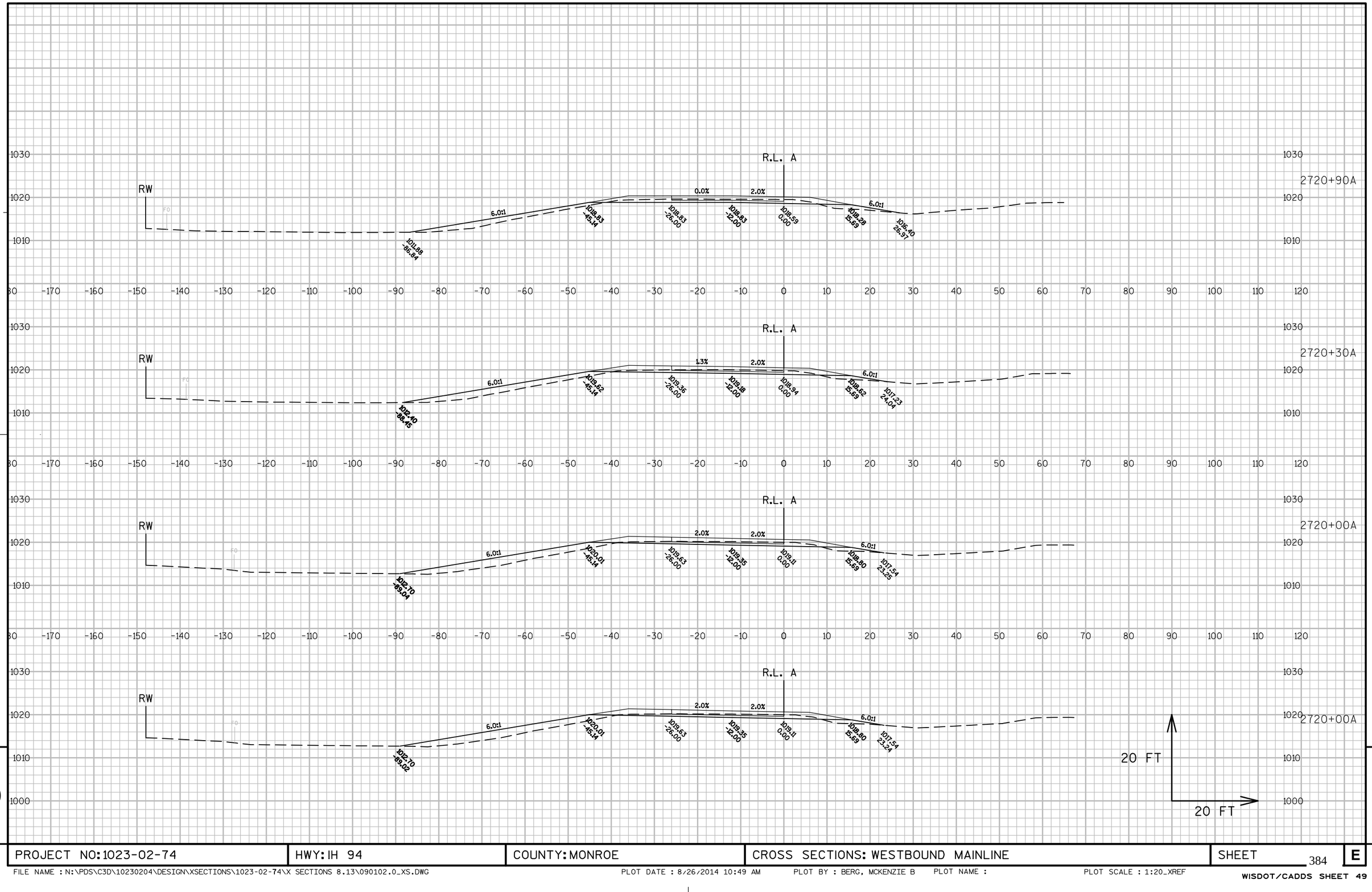
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WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 383	E

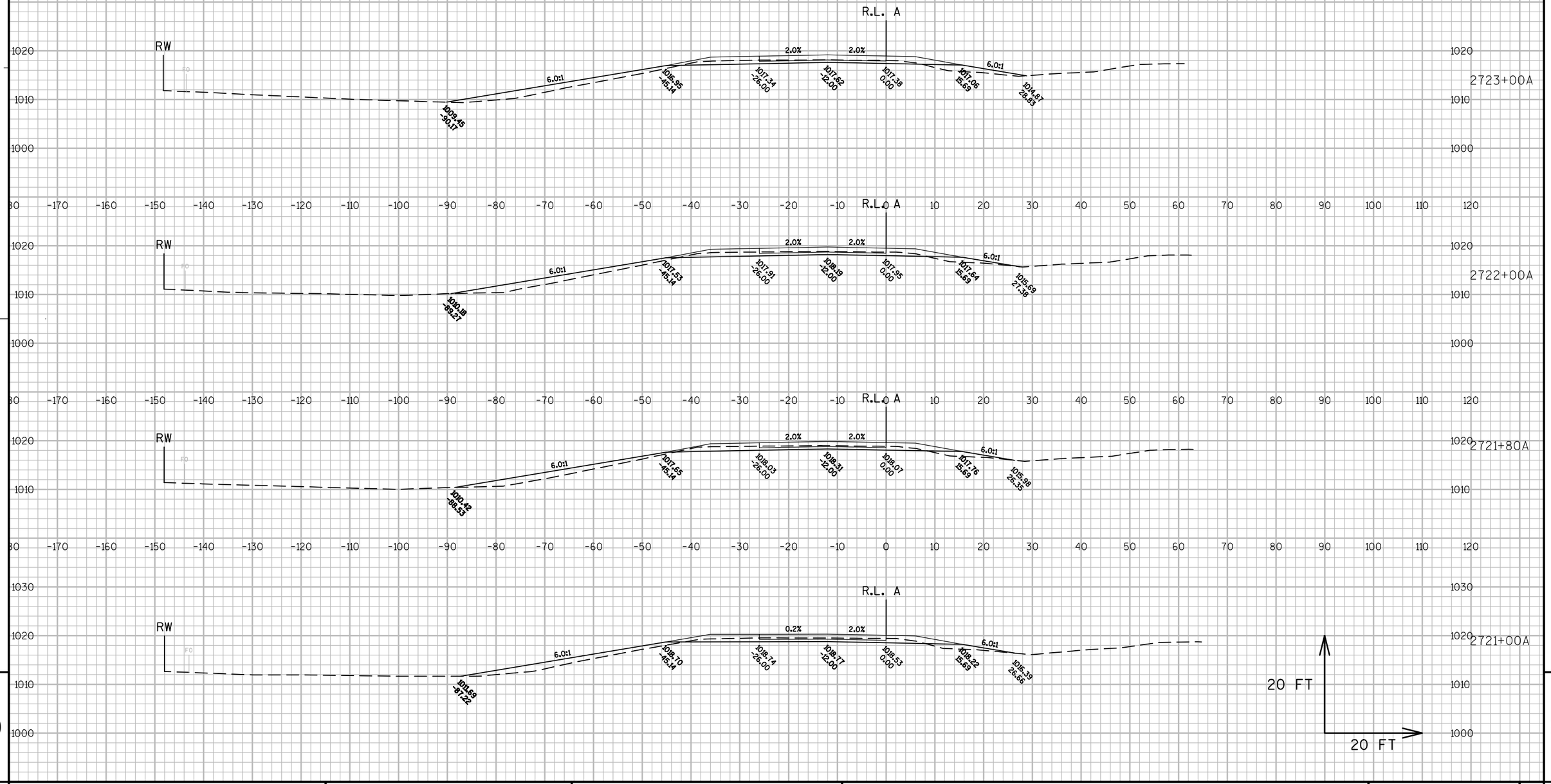
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 384	E

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WISDOT/CADDS SHEET 49

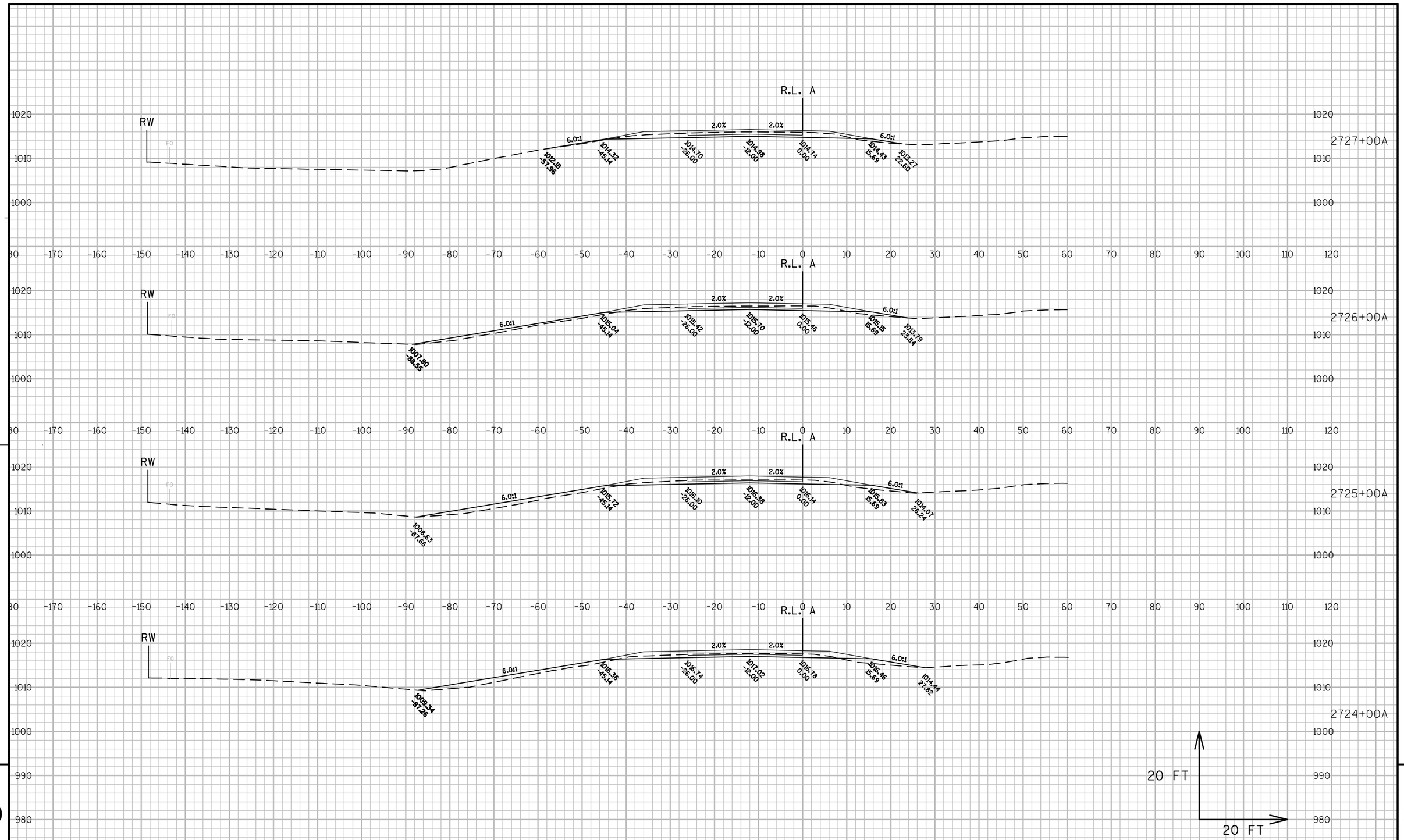


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 385	E

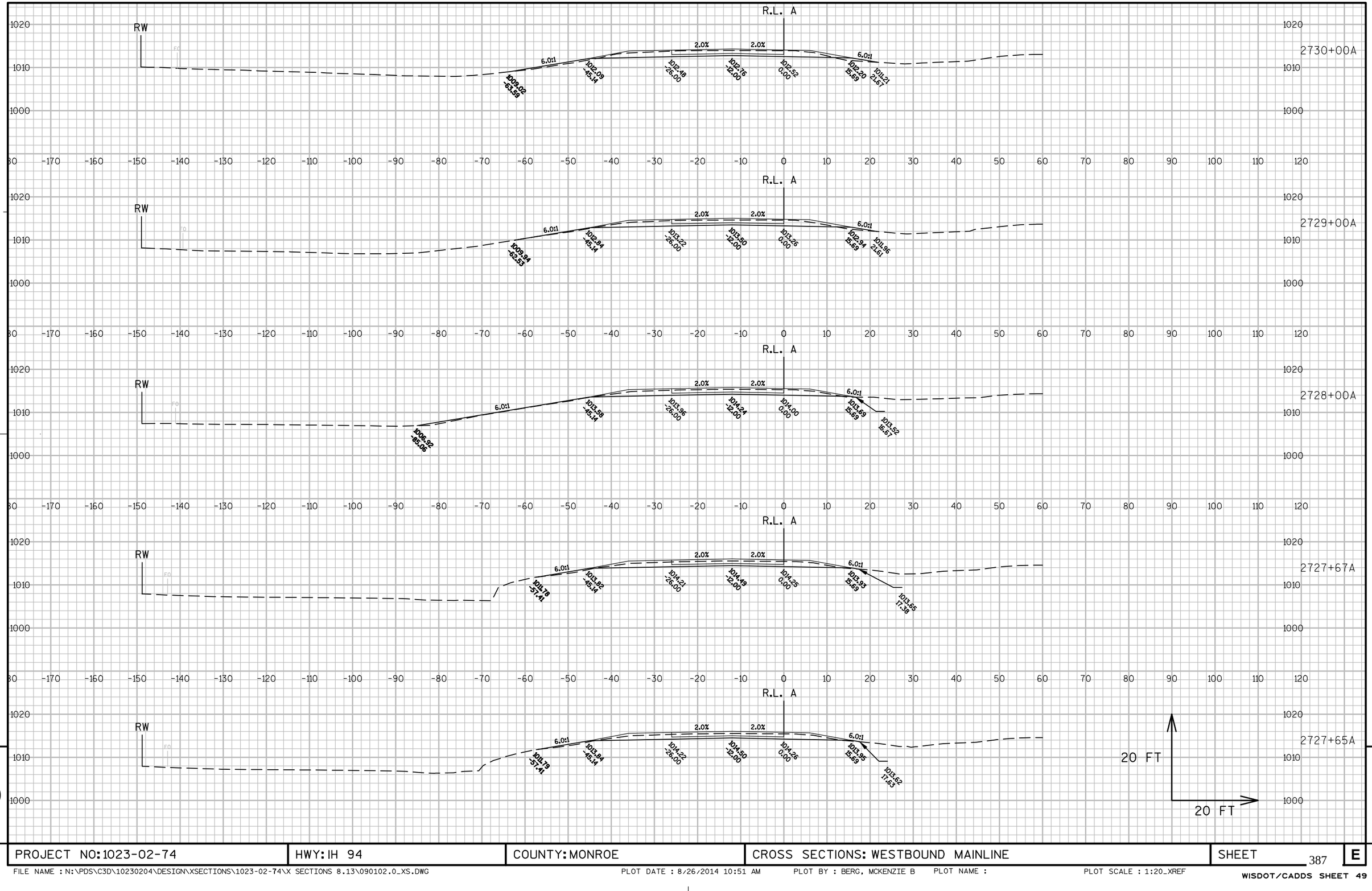
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 386	E

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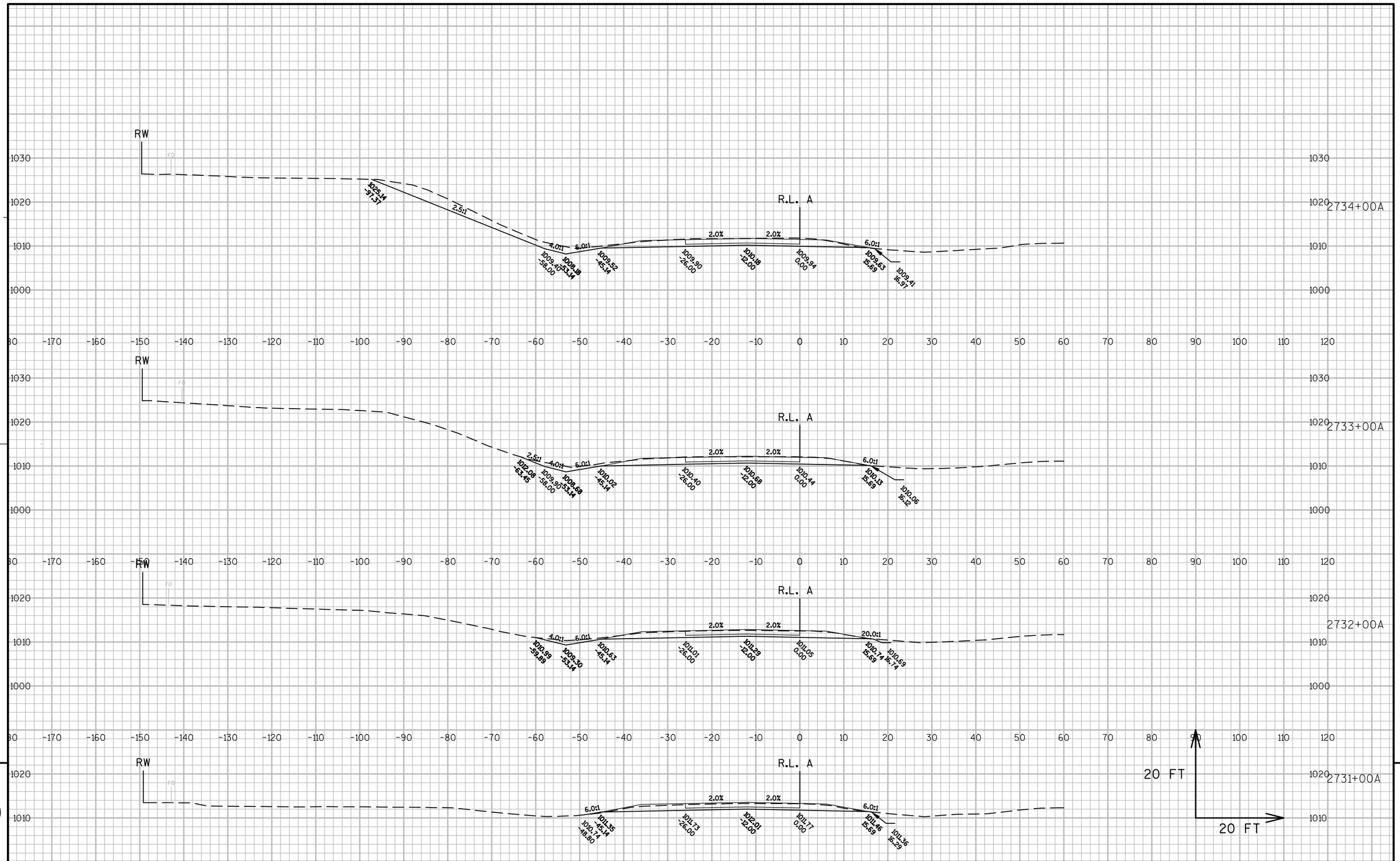
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 387	E

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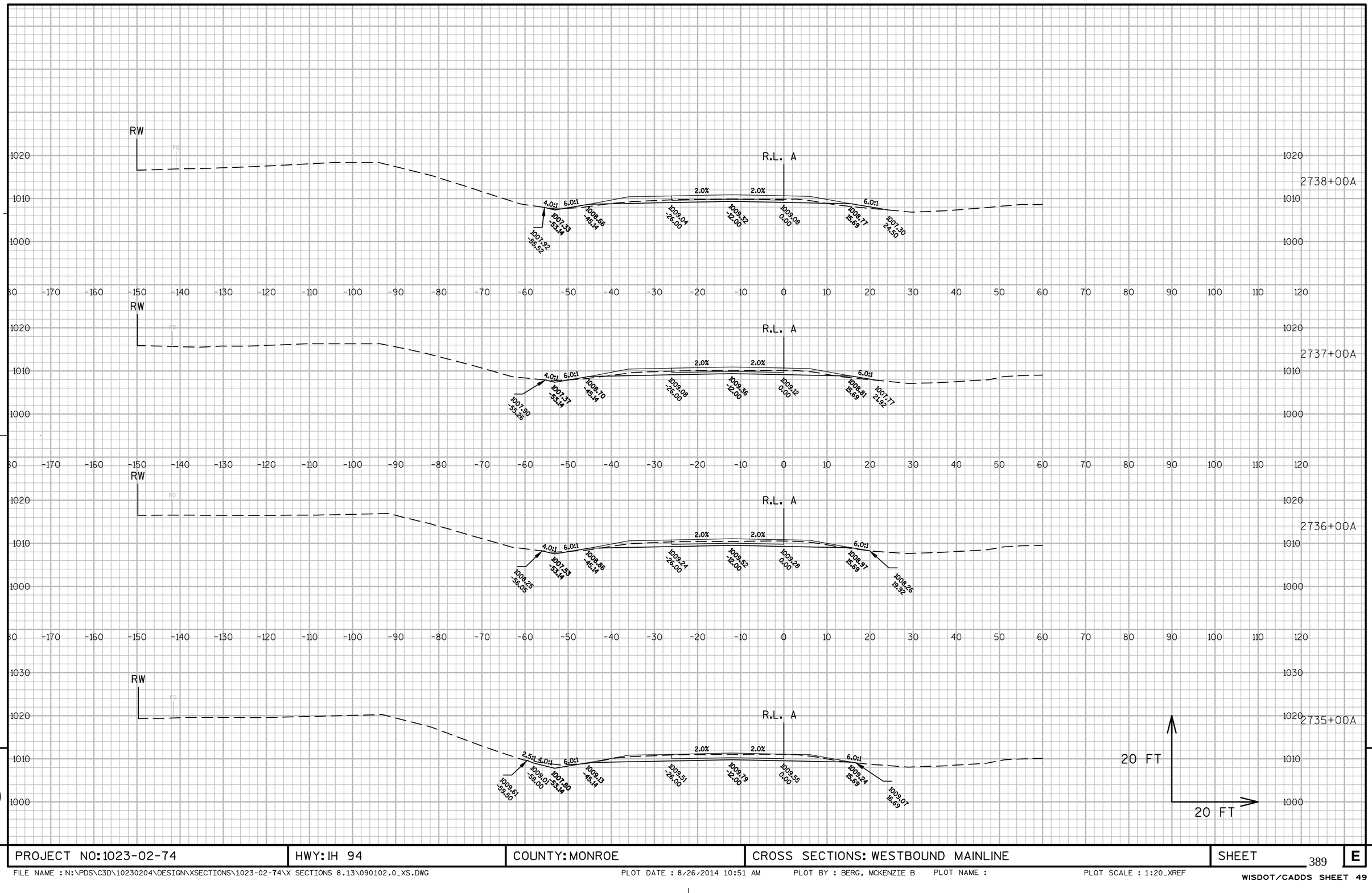
WISDOT/CADDS SHEET 49



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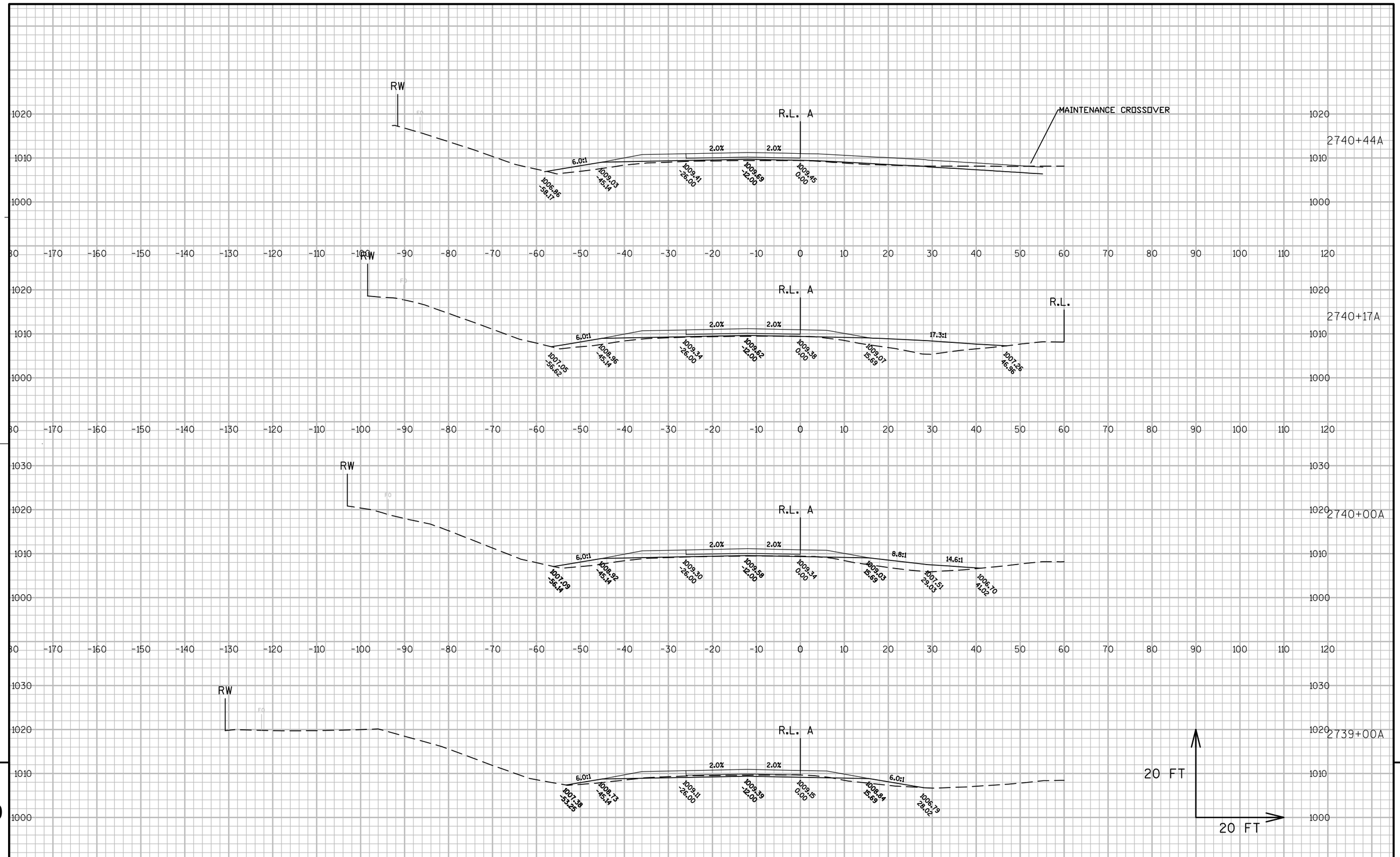
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 388	E



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 389	E

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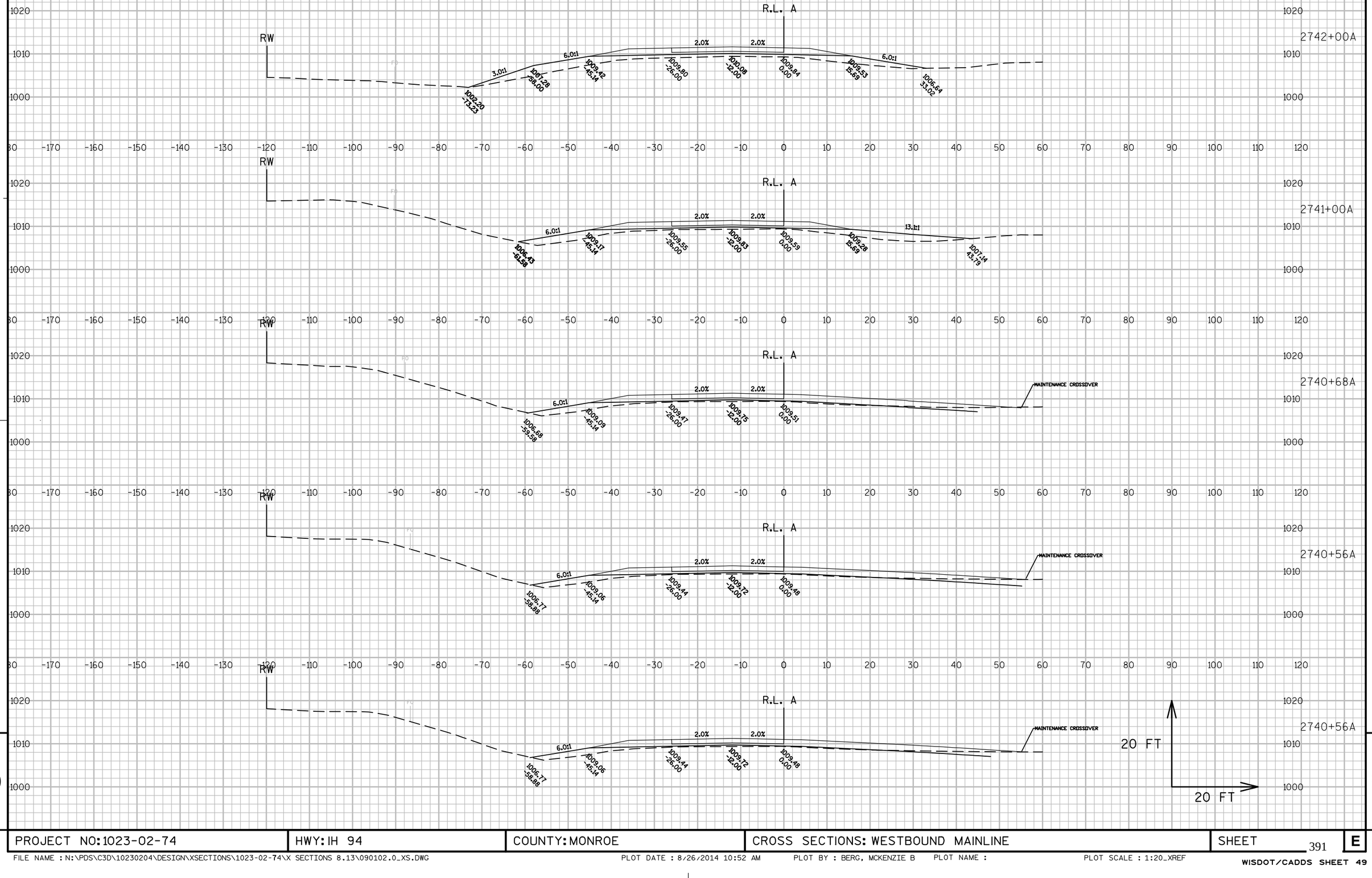
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 390	E

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WISDOT/CADDS SHEET 49

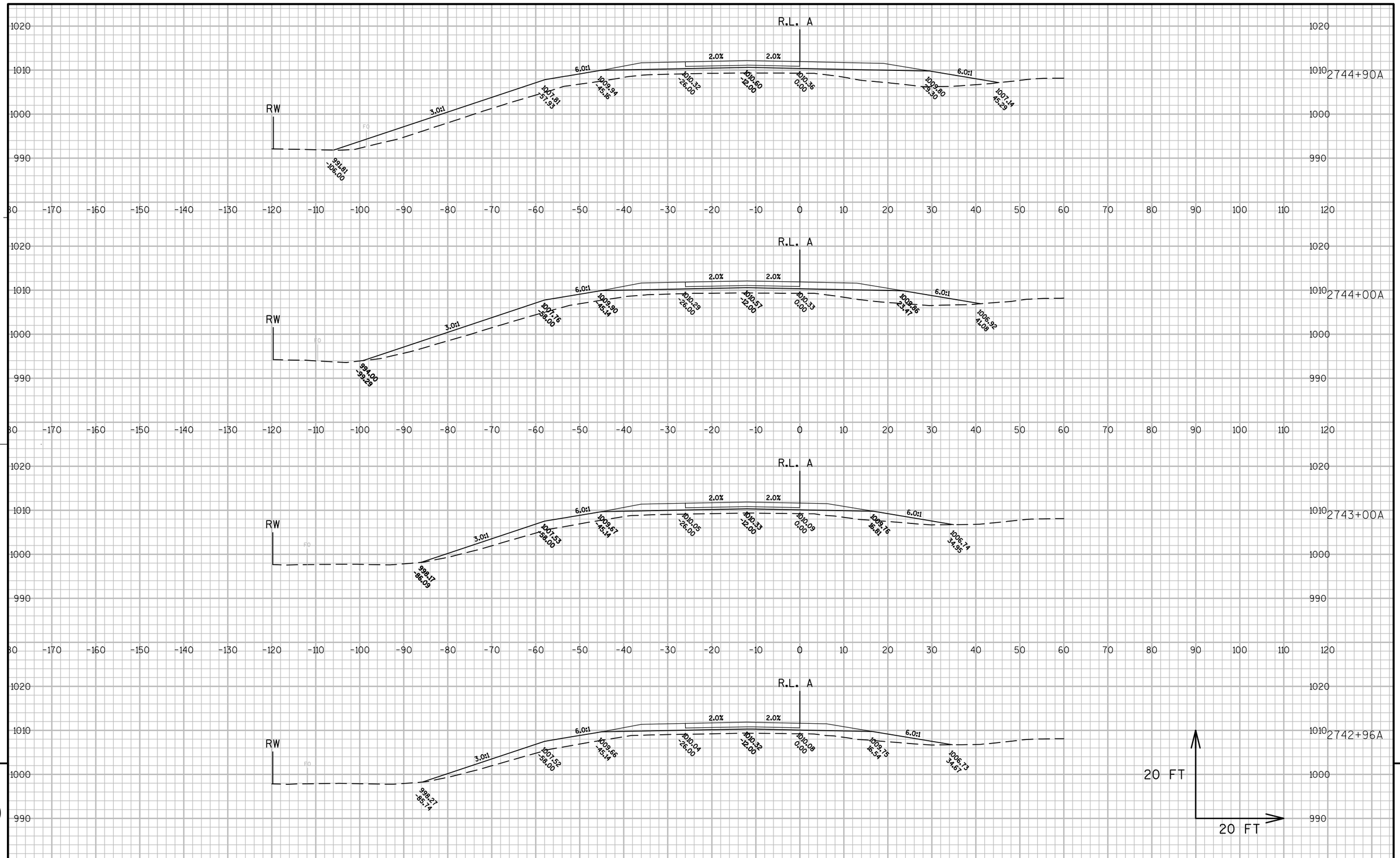


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 391	E

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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 392	E

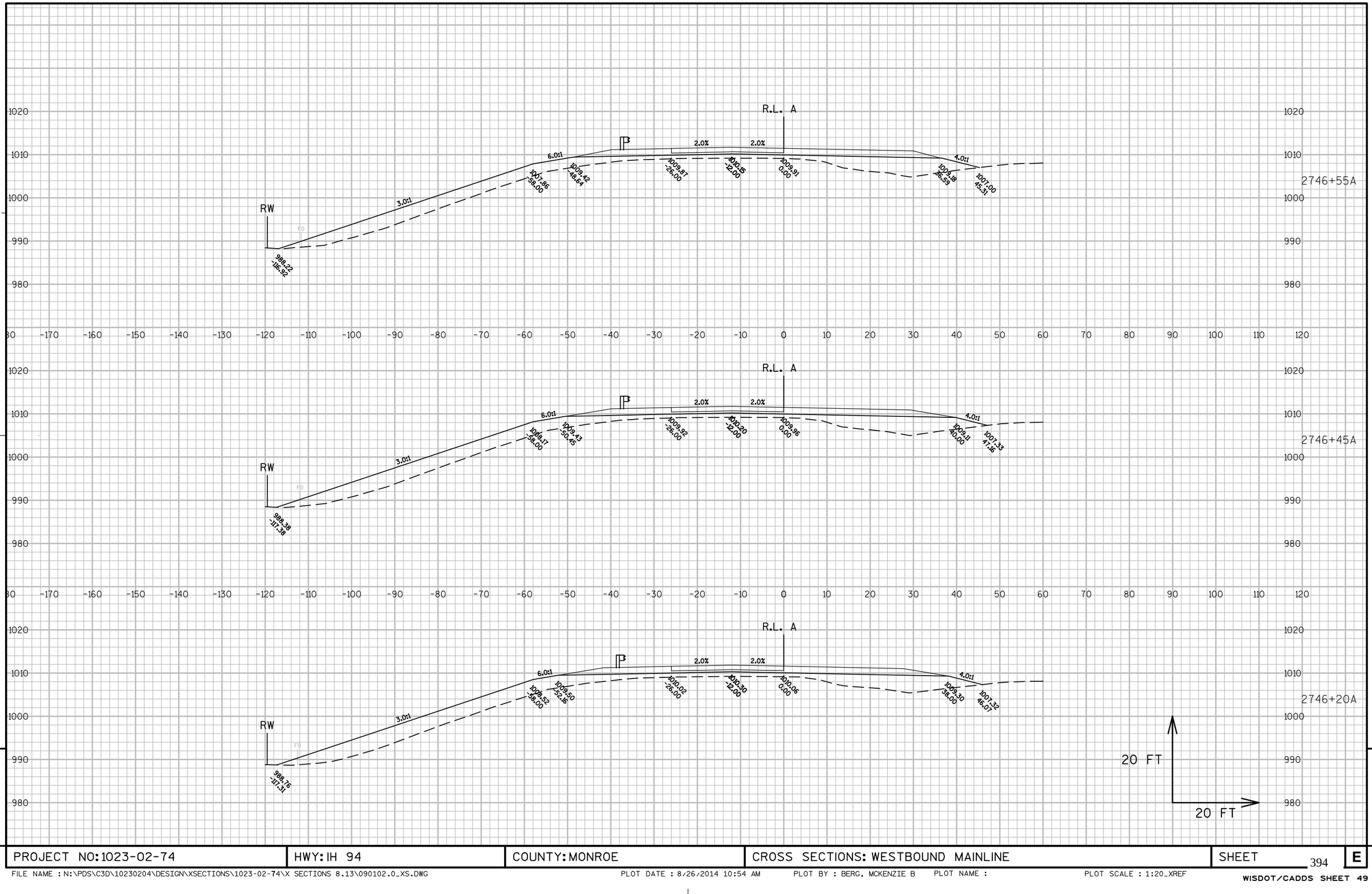
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WISDOT/CADDS SHEET 49

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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 393	E

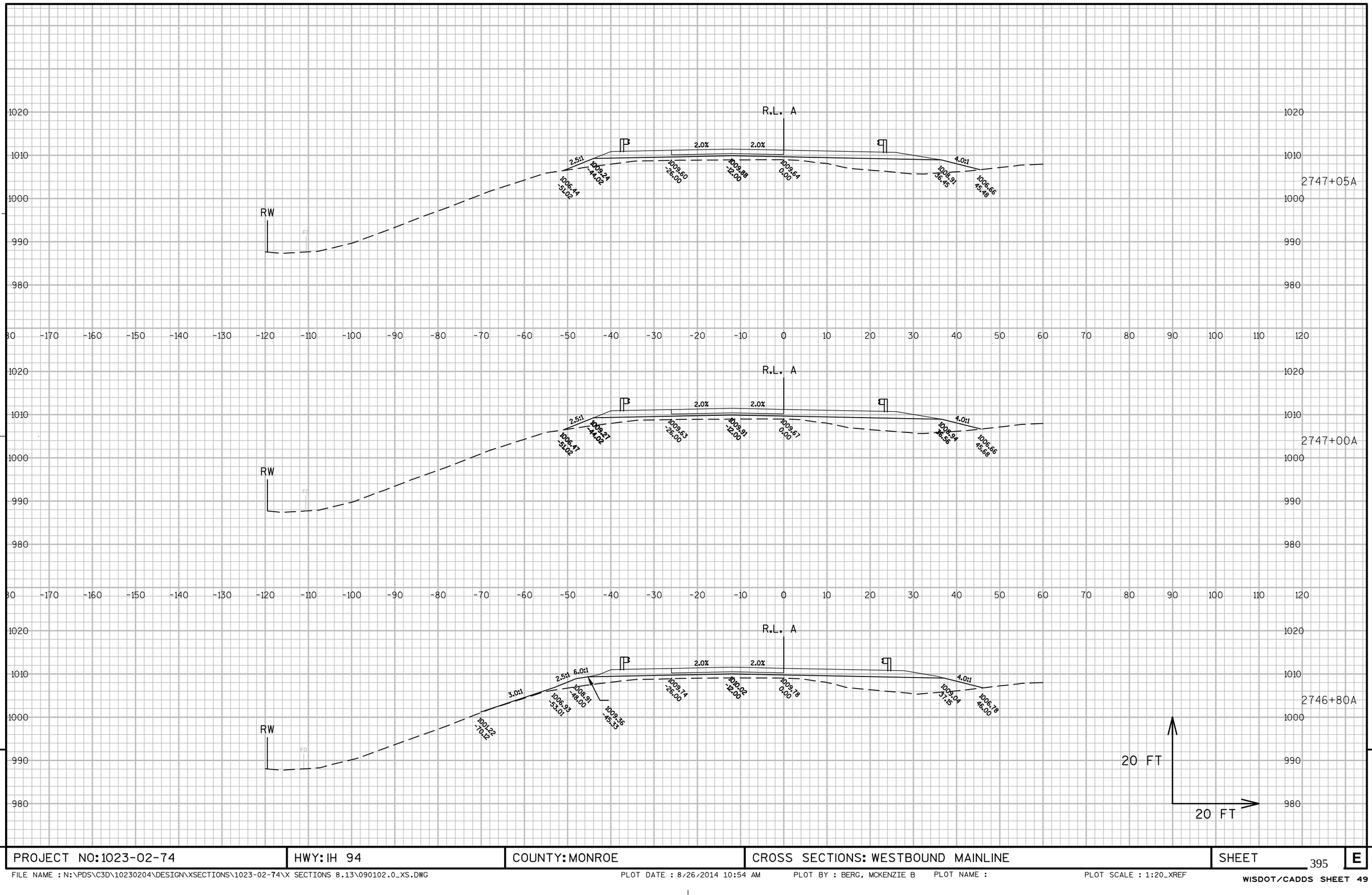


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 394	E

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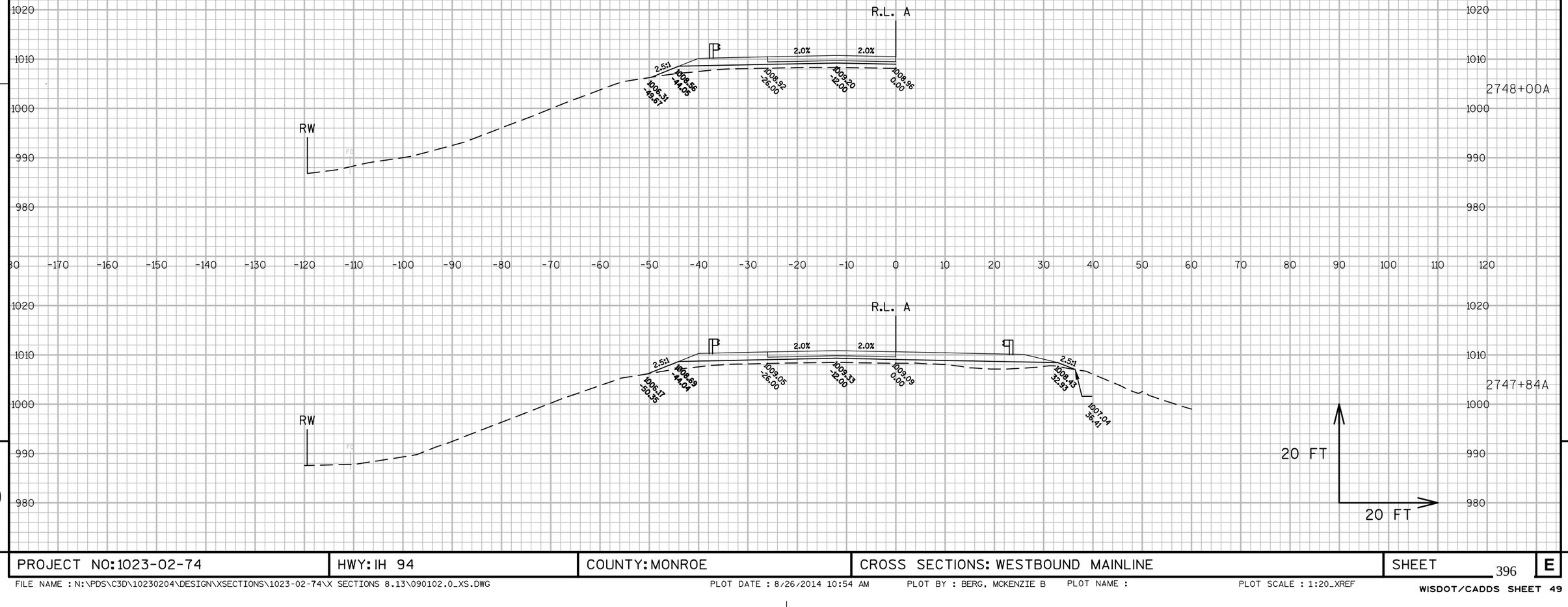
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 395	E

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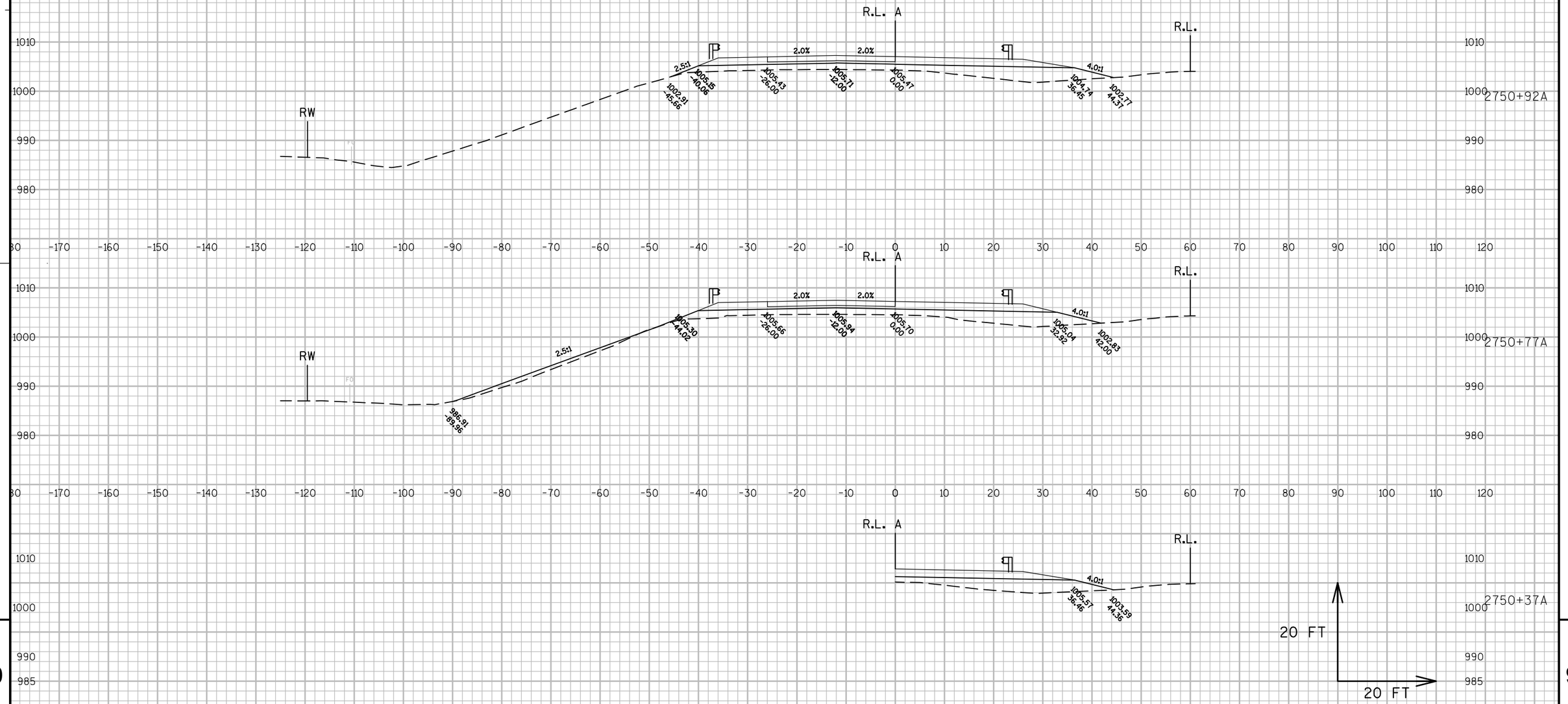
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 396	E

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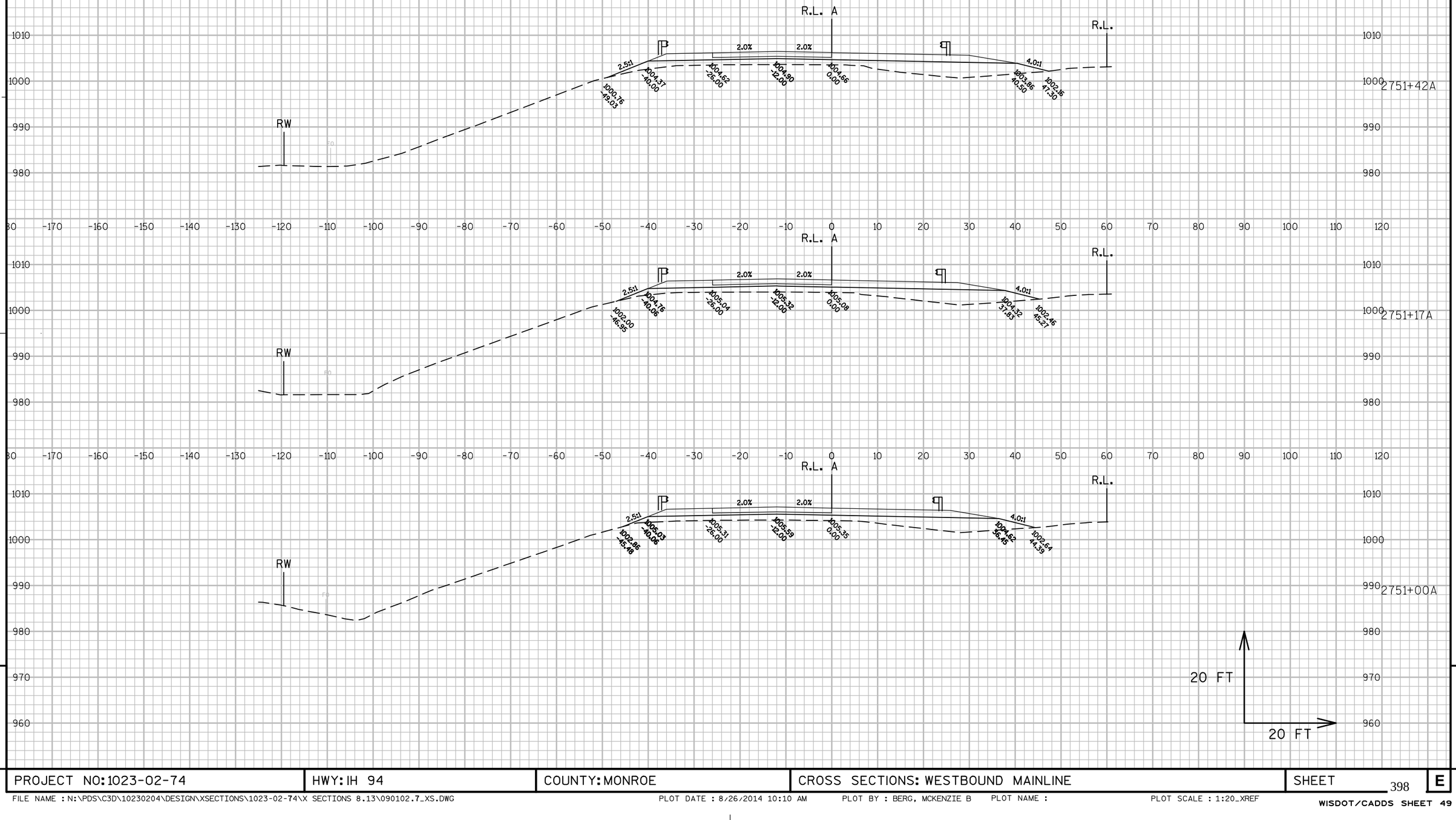
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 397	E

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WISDOT/CADDS SHEET 49



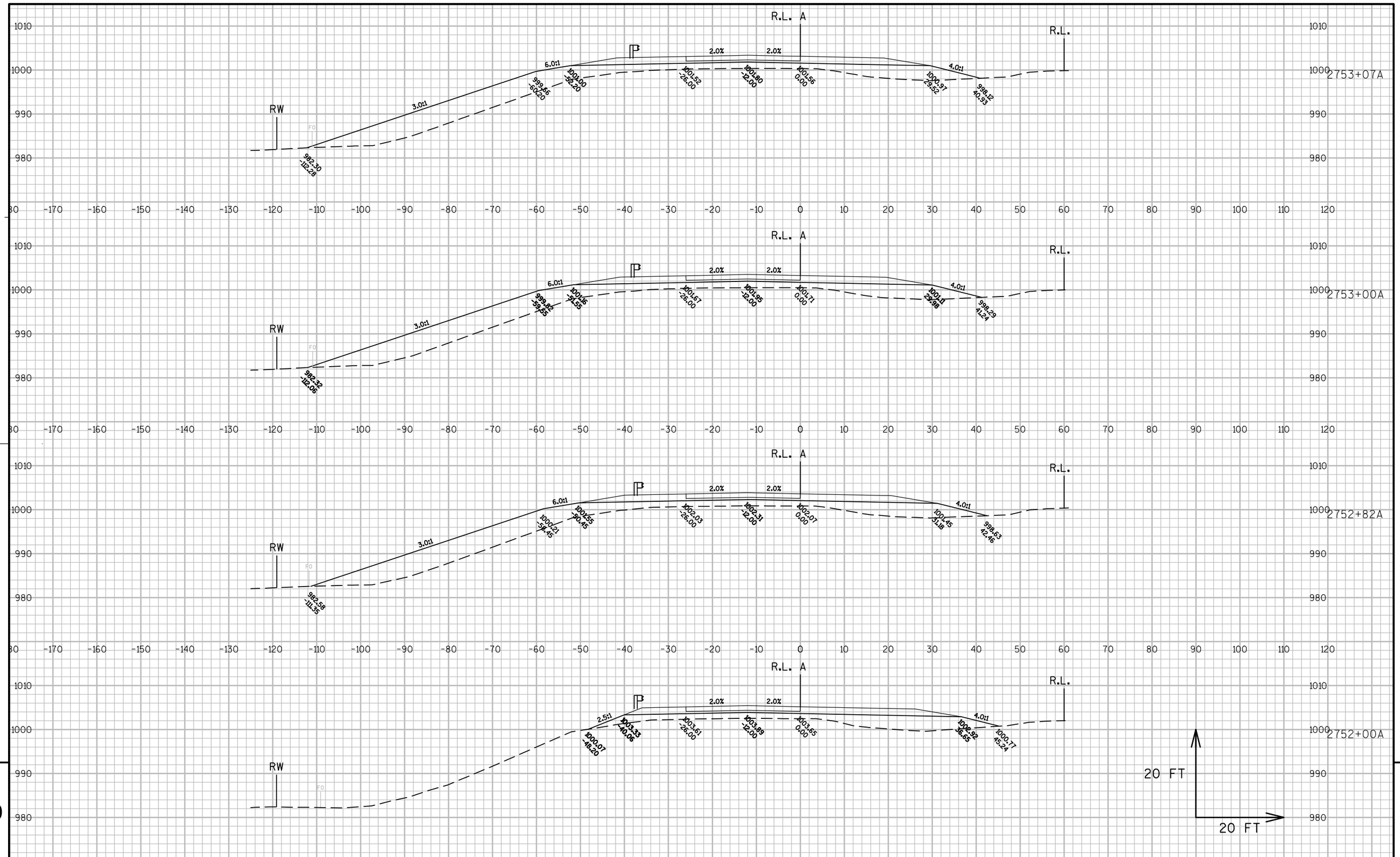
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 398	E

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WISDOT/CADDS SHEET 49

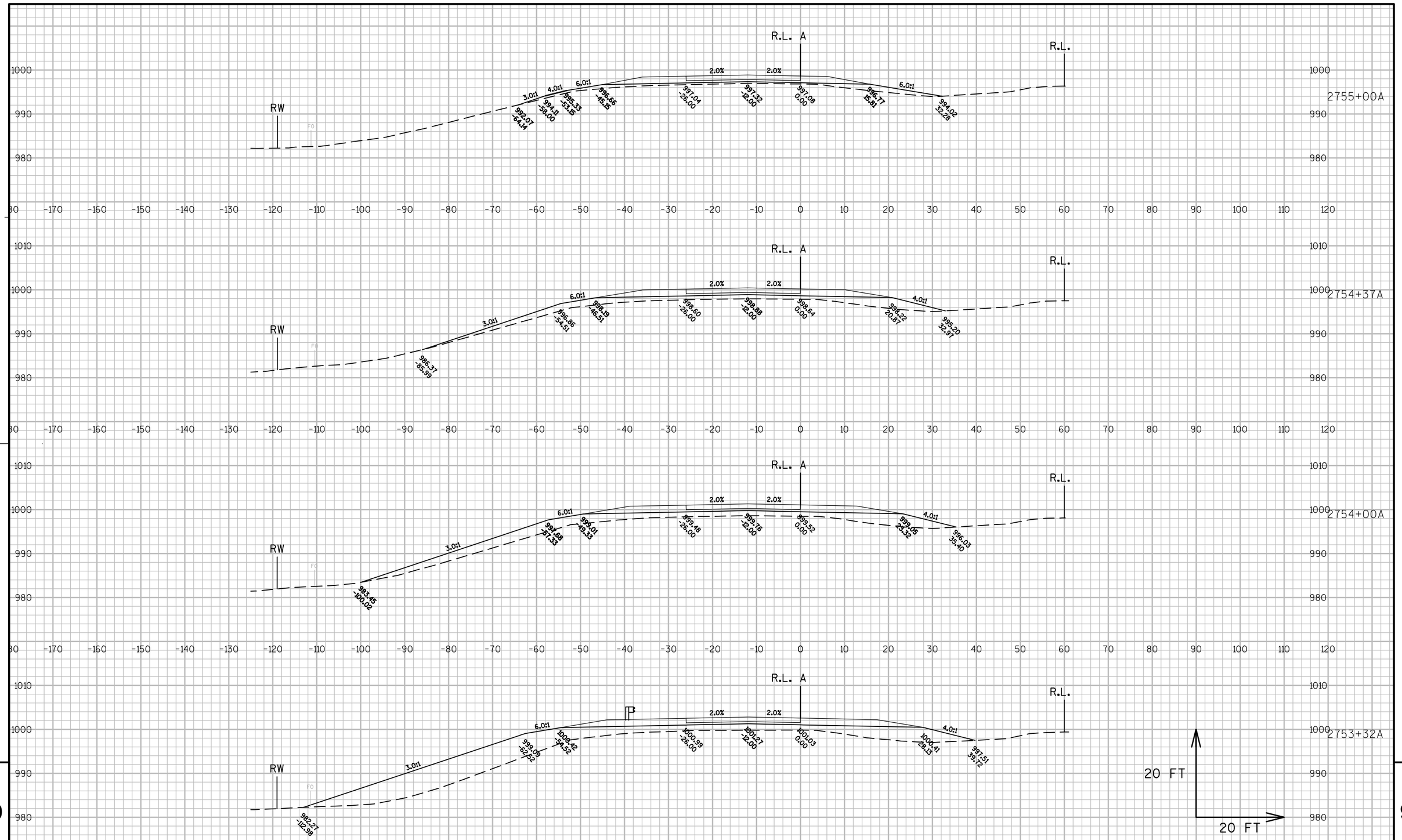


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 399	E

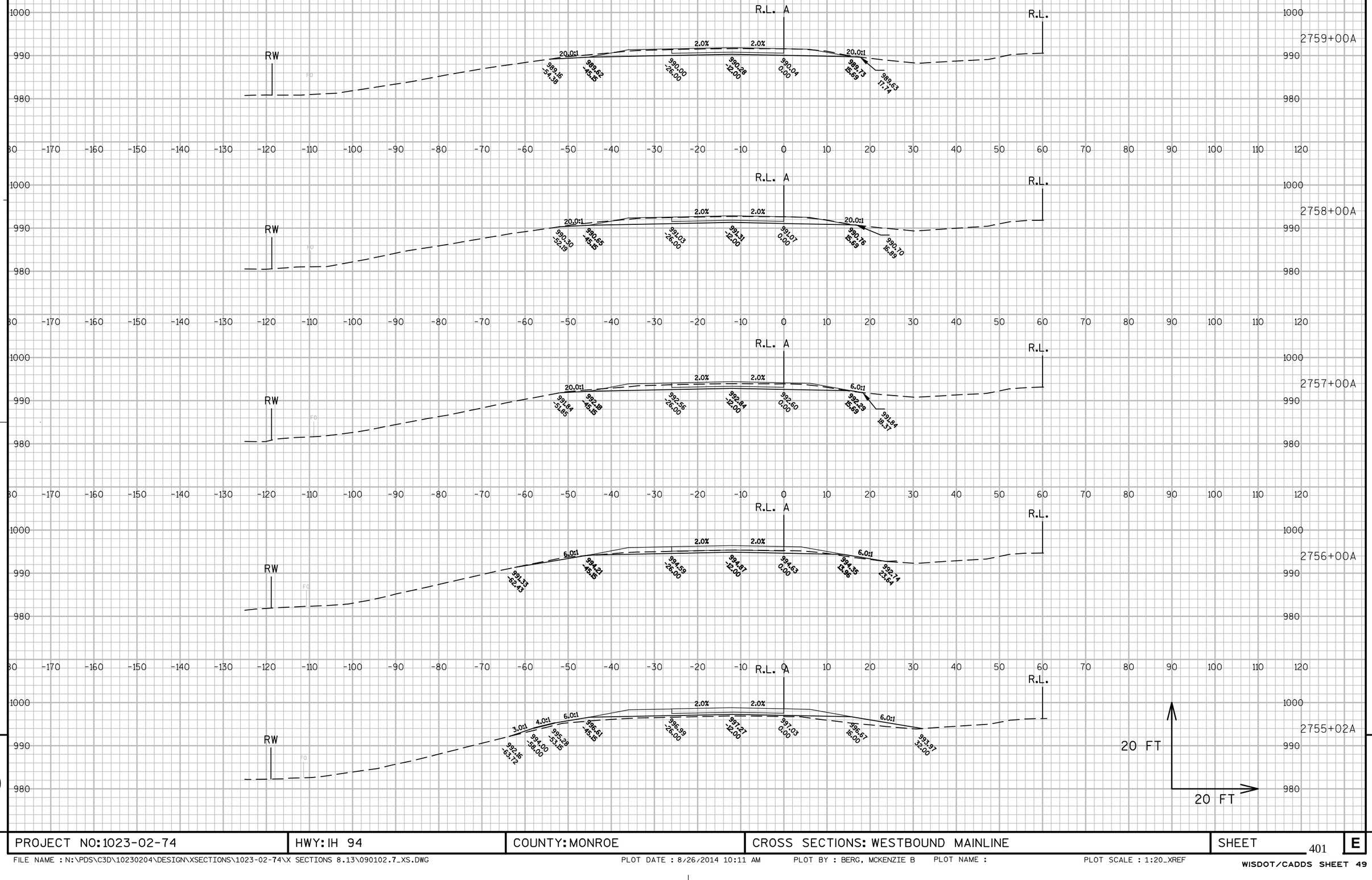
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 400	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.7_XS.DWG PLOT DATE : 8/26/2014 10:10 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

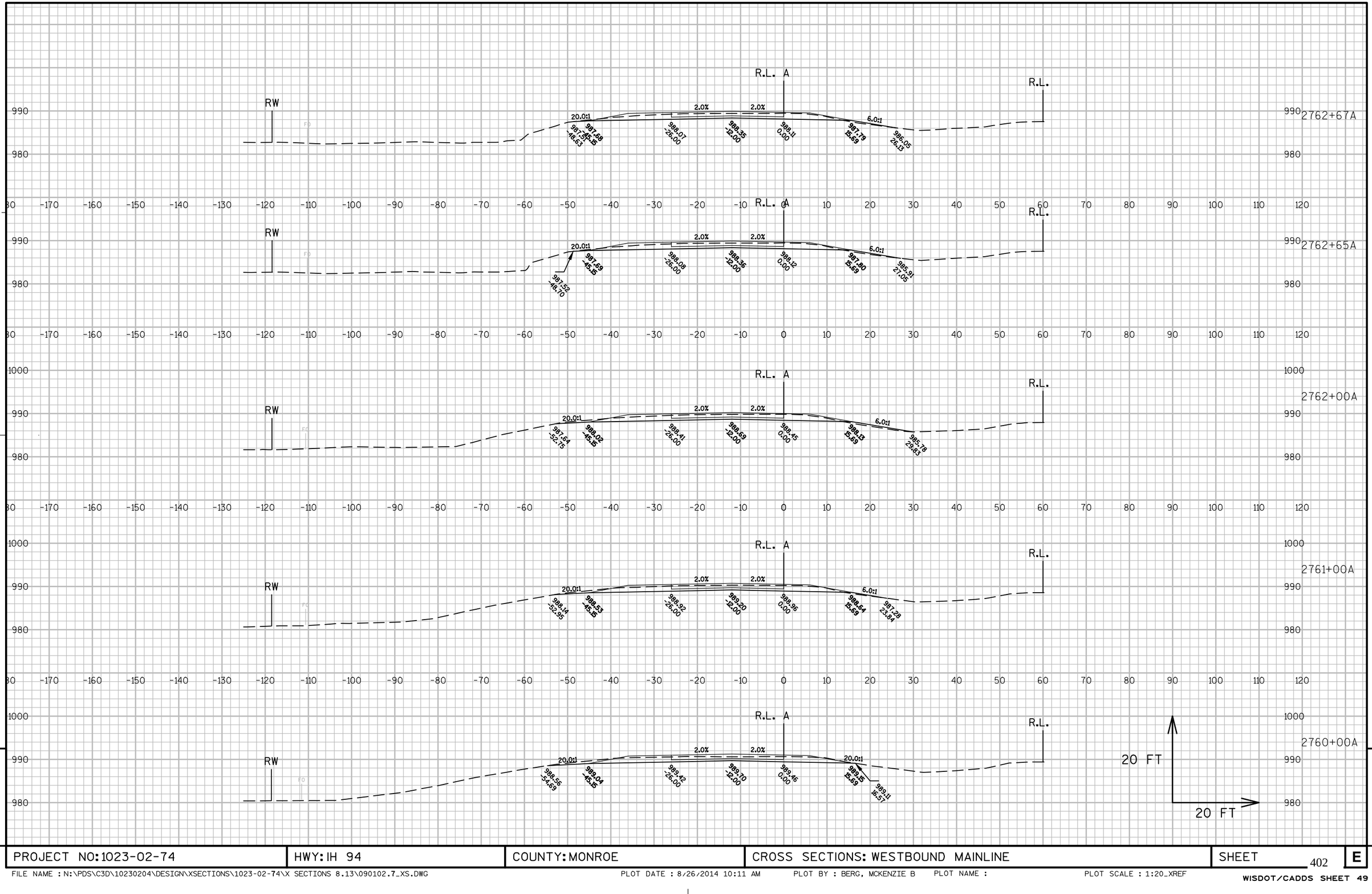
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 401	E

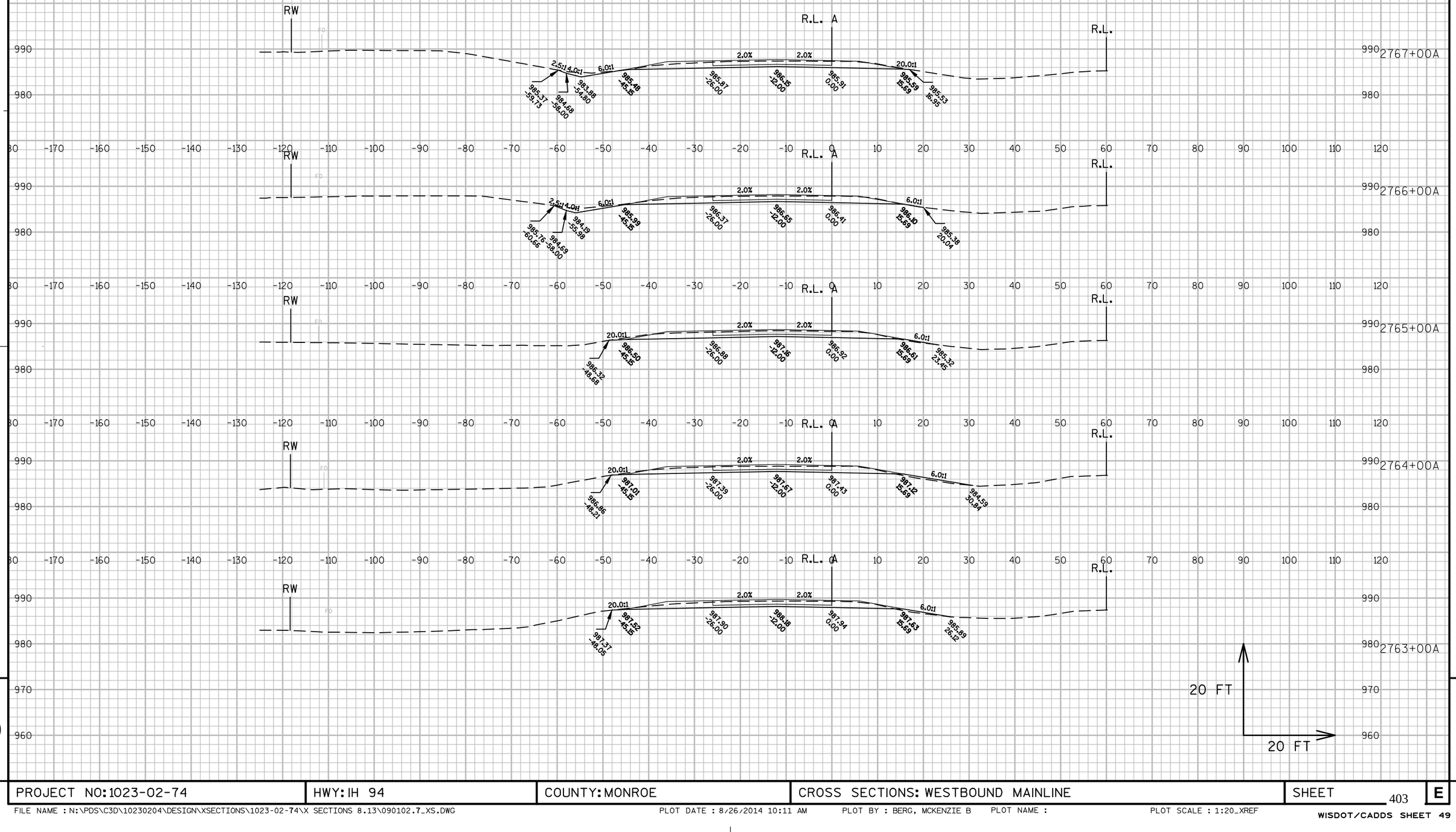
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WISDOT/CADDS SHEET 49



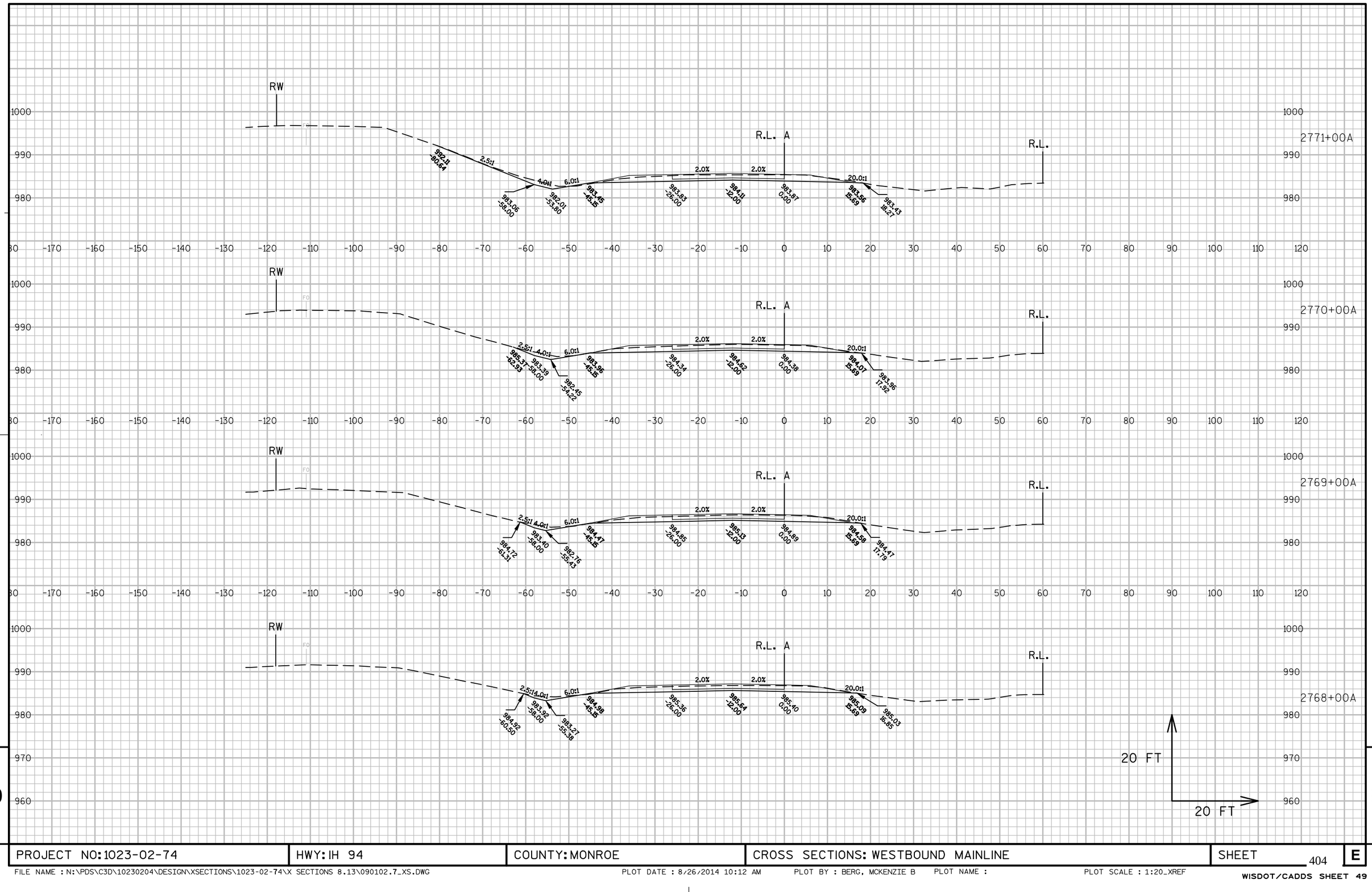
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 402	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.7_XS.DWG PLOT DATE : 8/26/2014 10:11 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 403	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.7_XS.DWG PLOT DATE : 8/26/2014 10:11 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



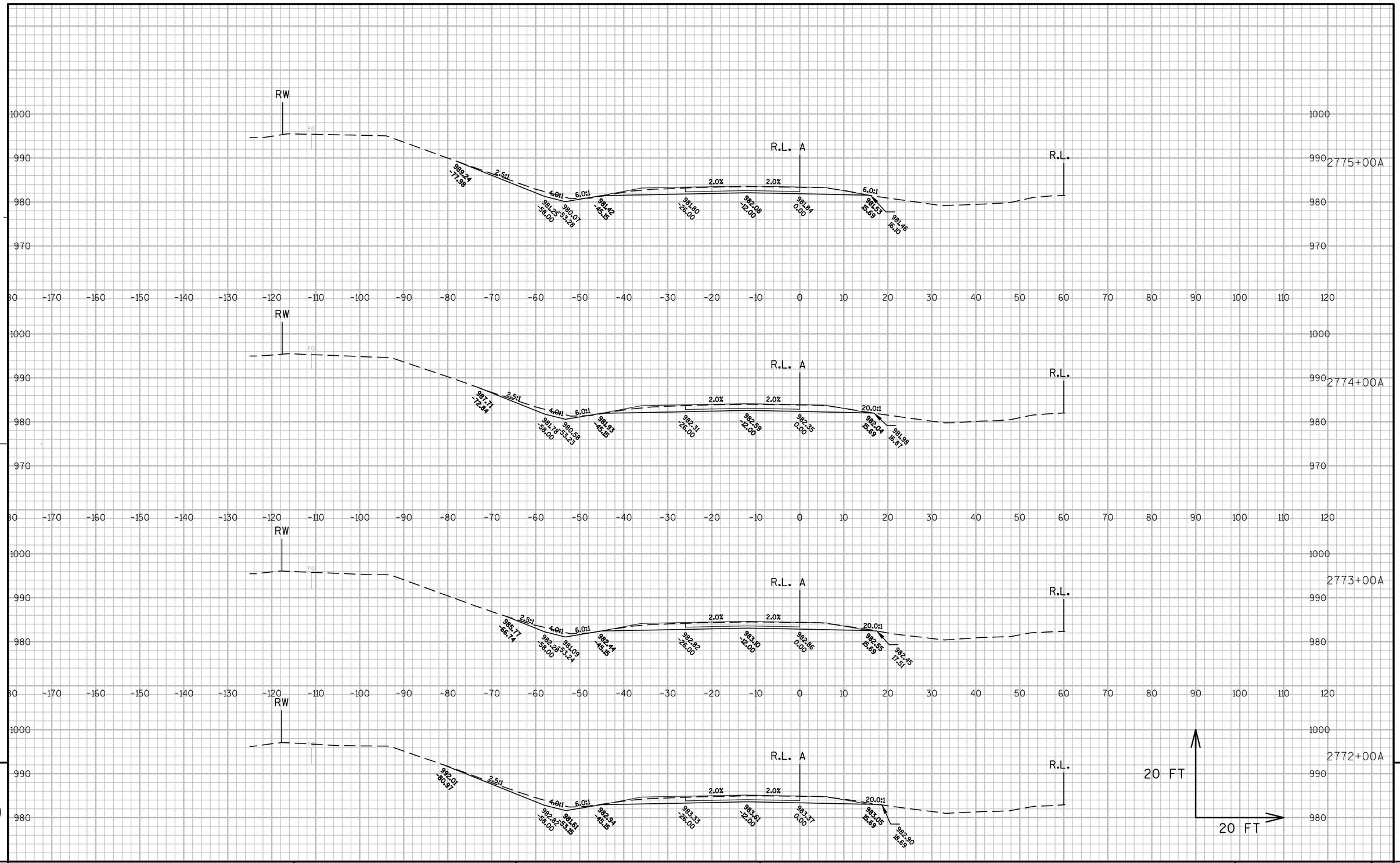
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 404	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.7_XS.DWG PLOT DATE : 8/26/2014 10:12 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

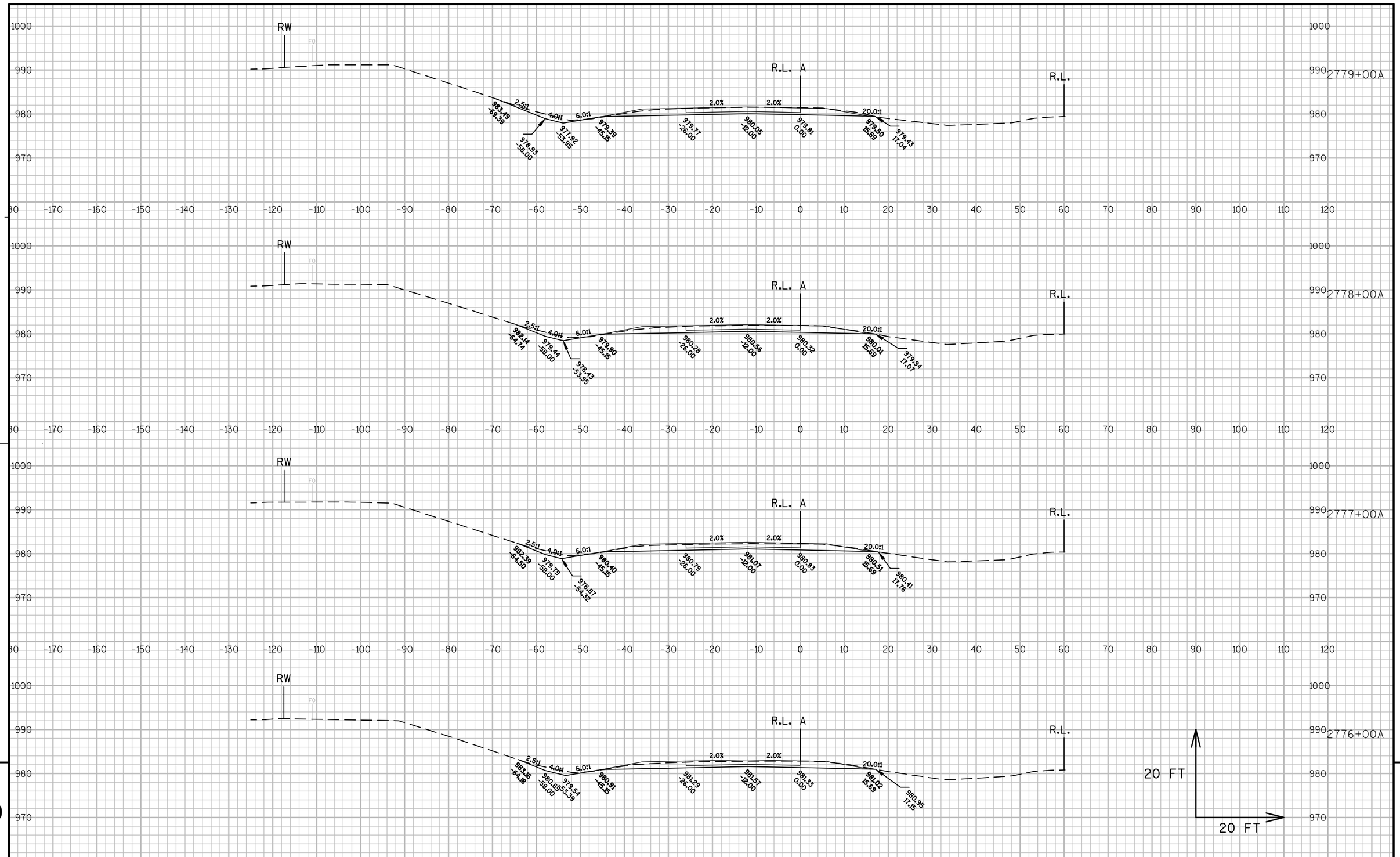
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 405	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.7_XS.DWG PLOT DATE : 8/26/2014 10:12 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

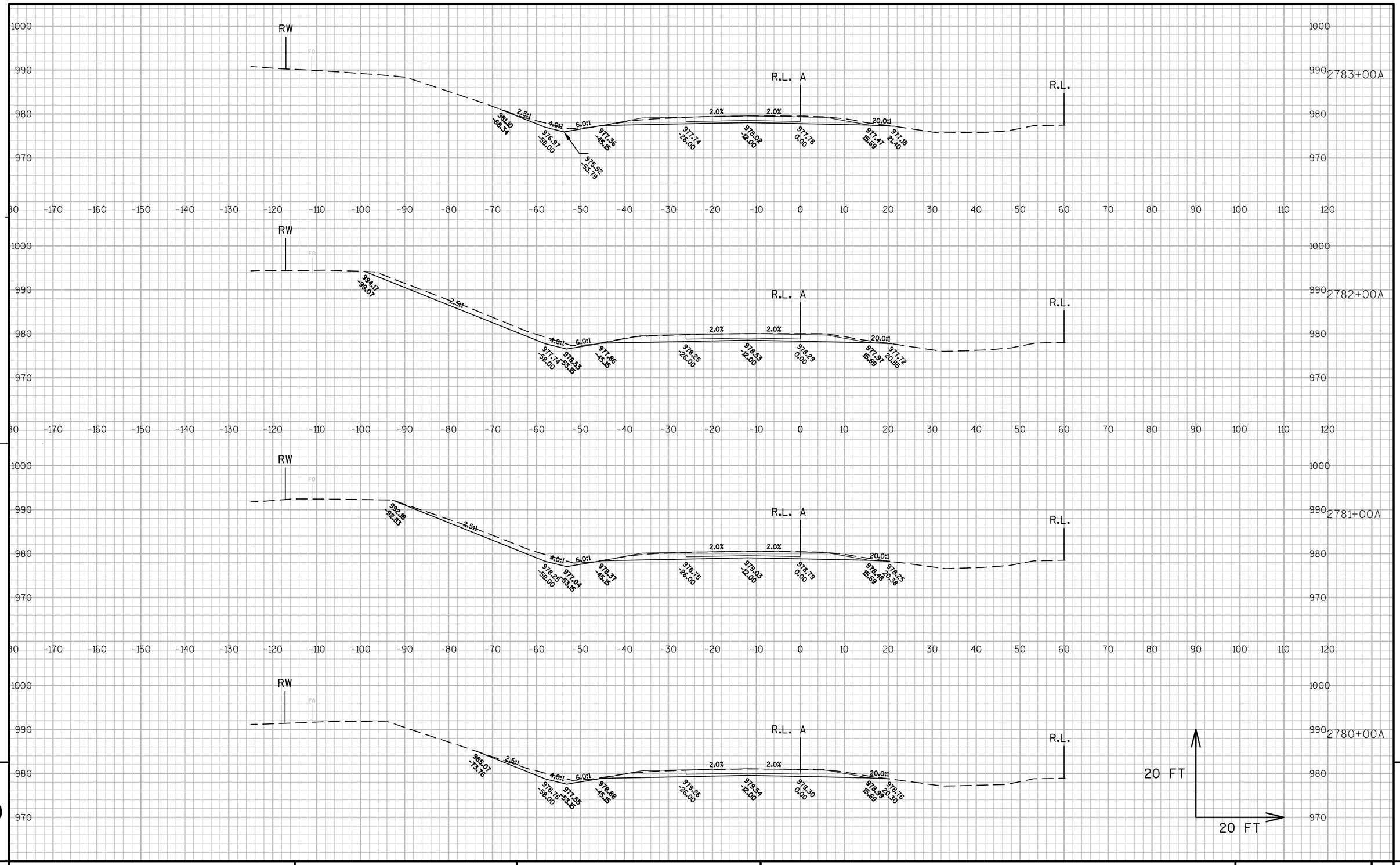
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 406	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.7_XS.DWG PLOT DATE : 8/26/2014 10:12 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

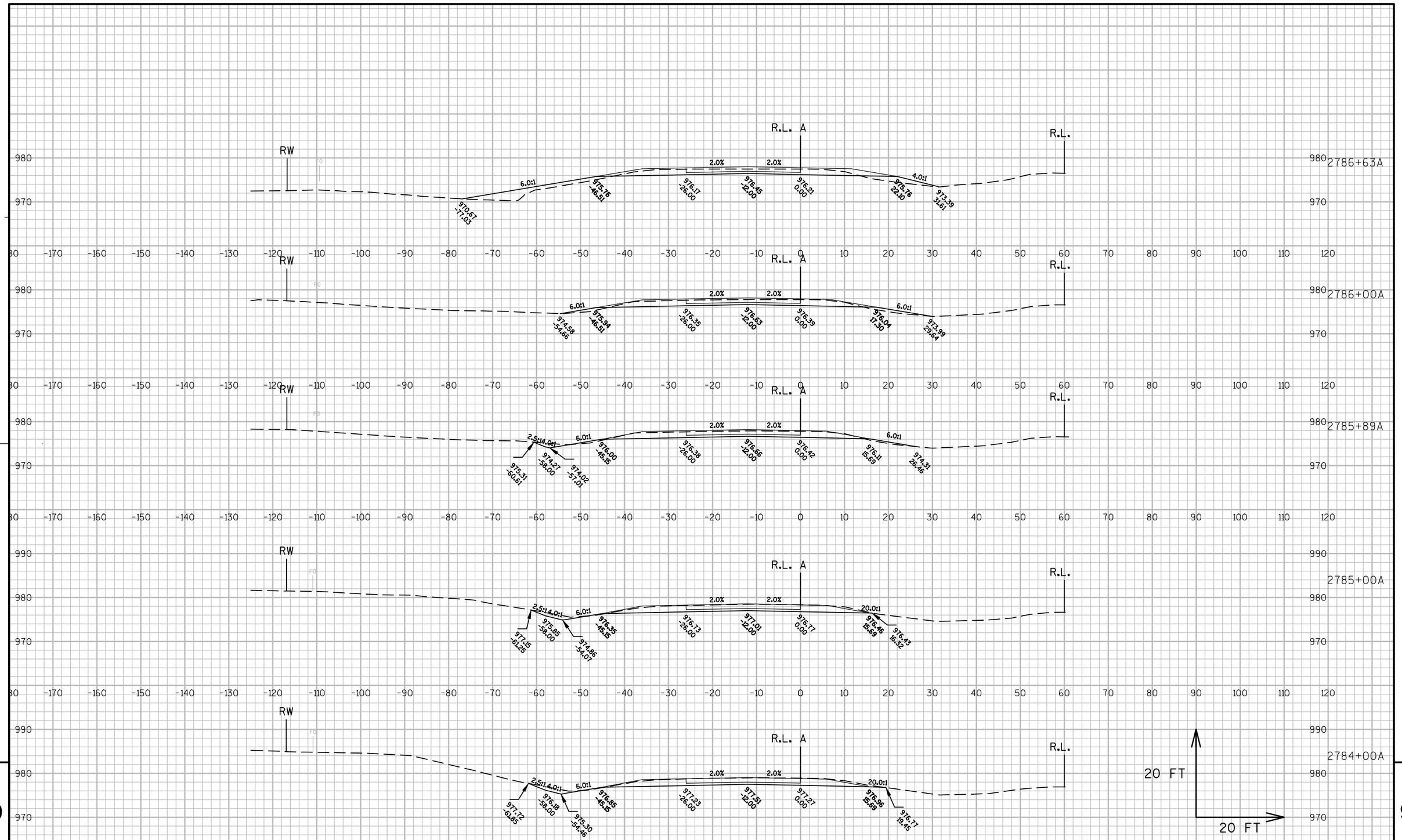


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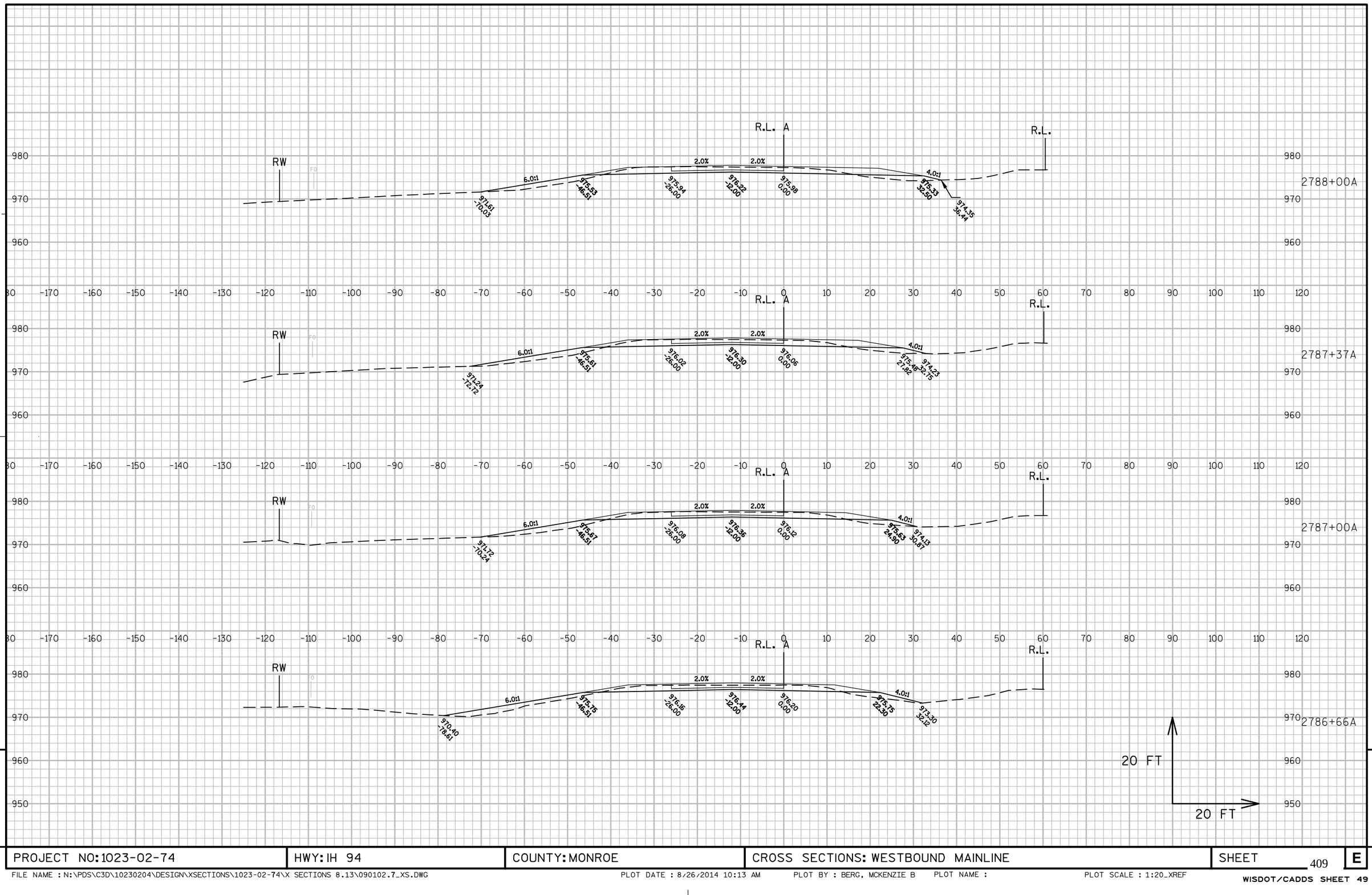
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FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.7_XS.DWG PLOT DATE : 8/26/2014 10:13 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 408	E

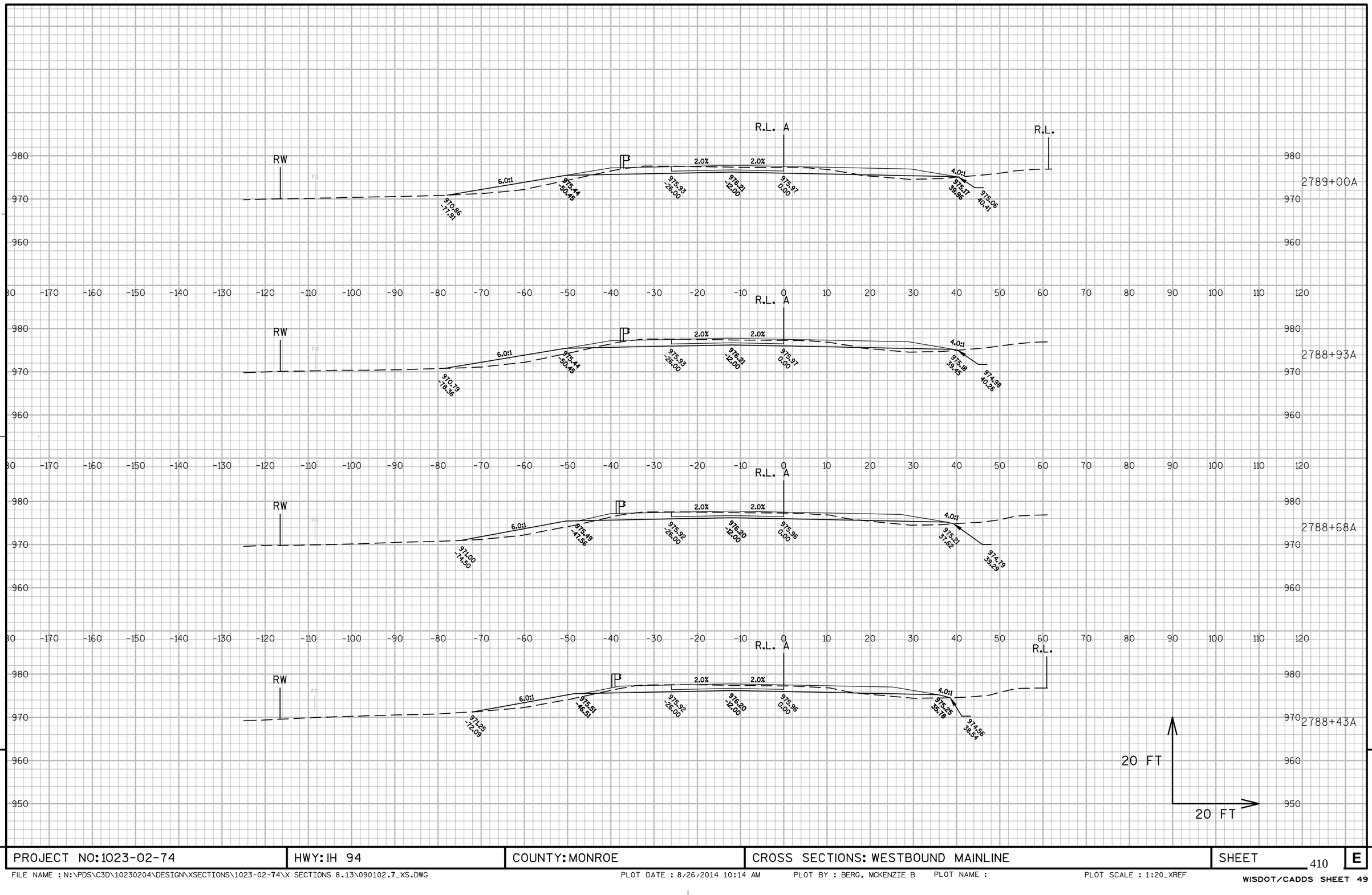
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 409	E

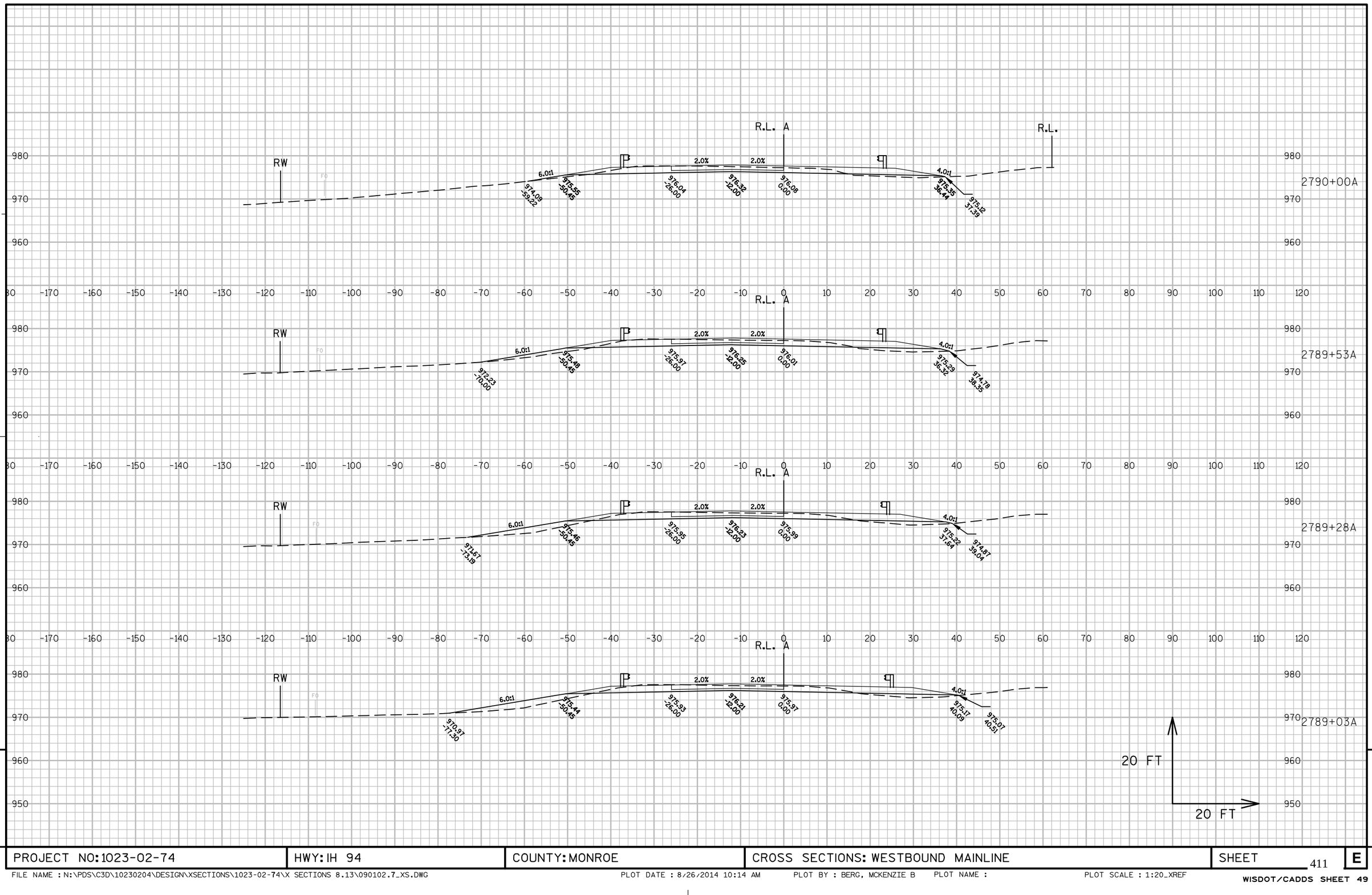
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WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 410	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.7_XS.DWG PLOT DATE : 8/26/2014 10:14 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

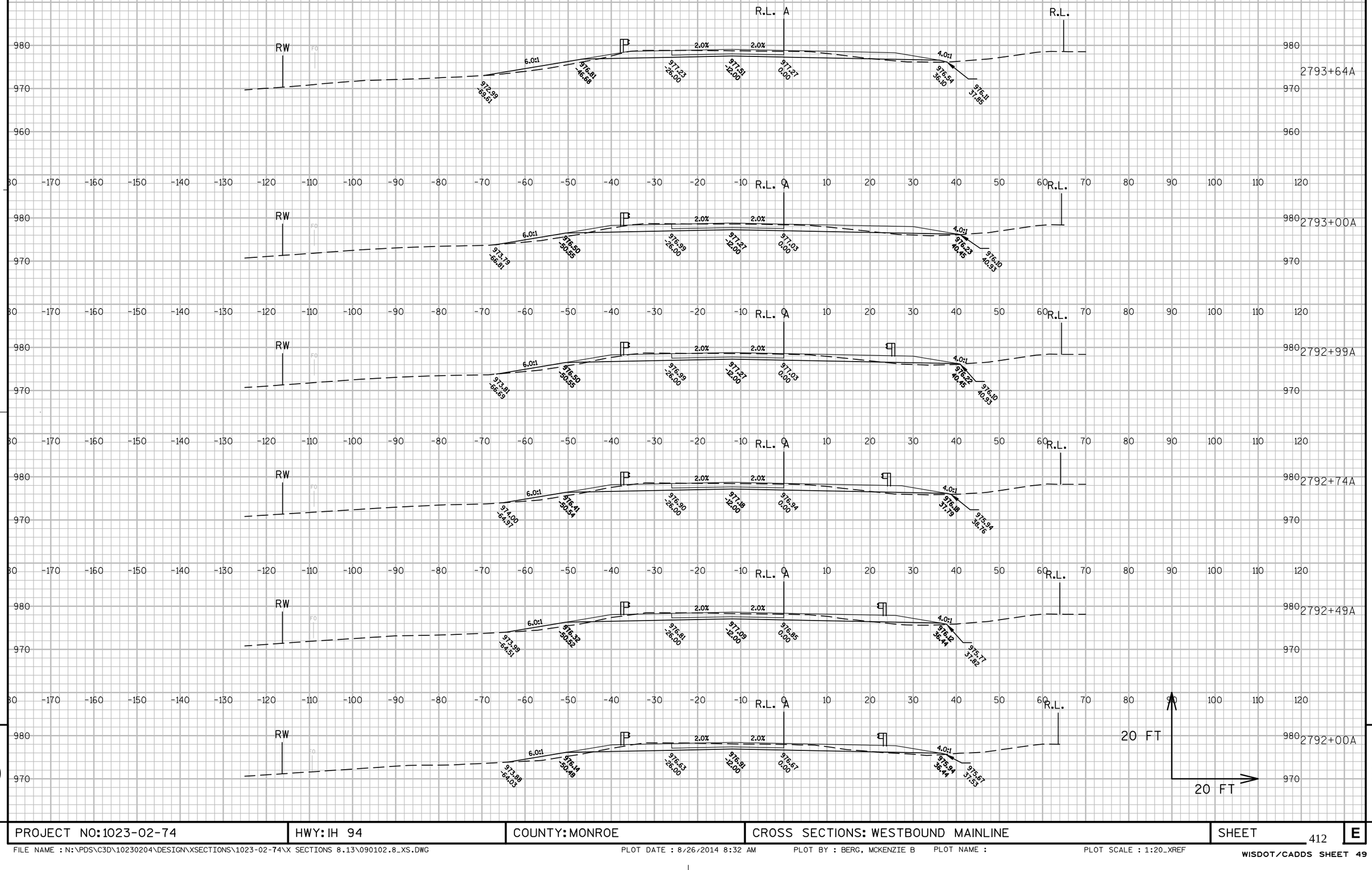


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 411	E

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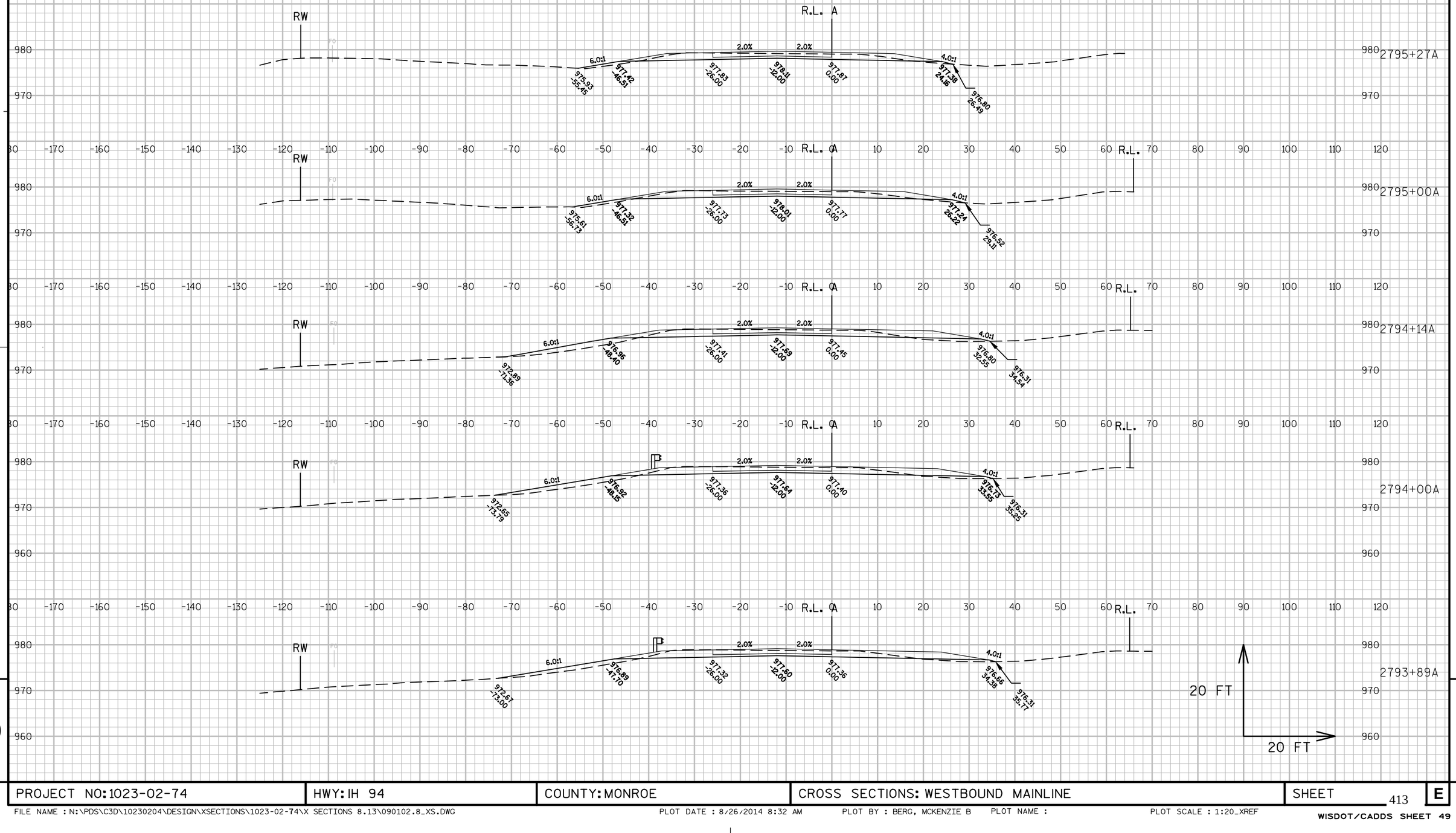
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WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 412	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.8_XS.DWG PLOT DATE : 8/26/2014 8:32 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

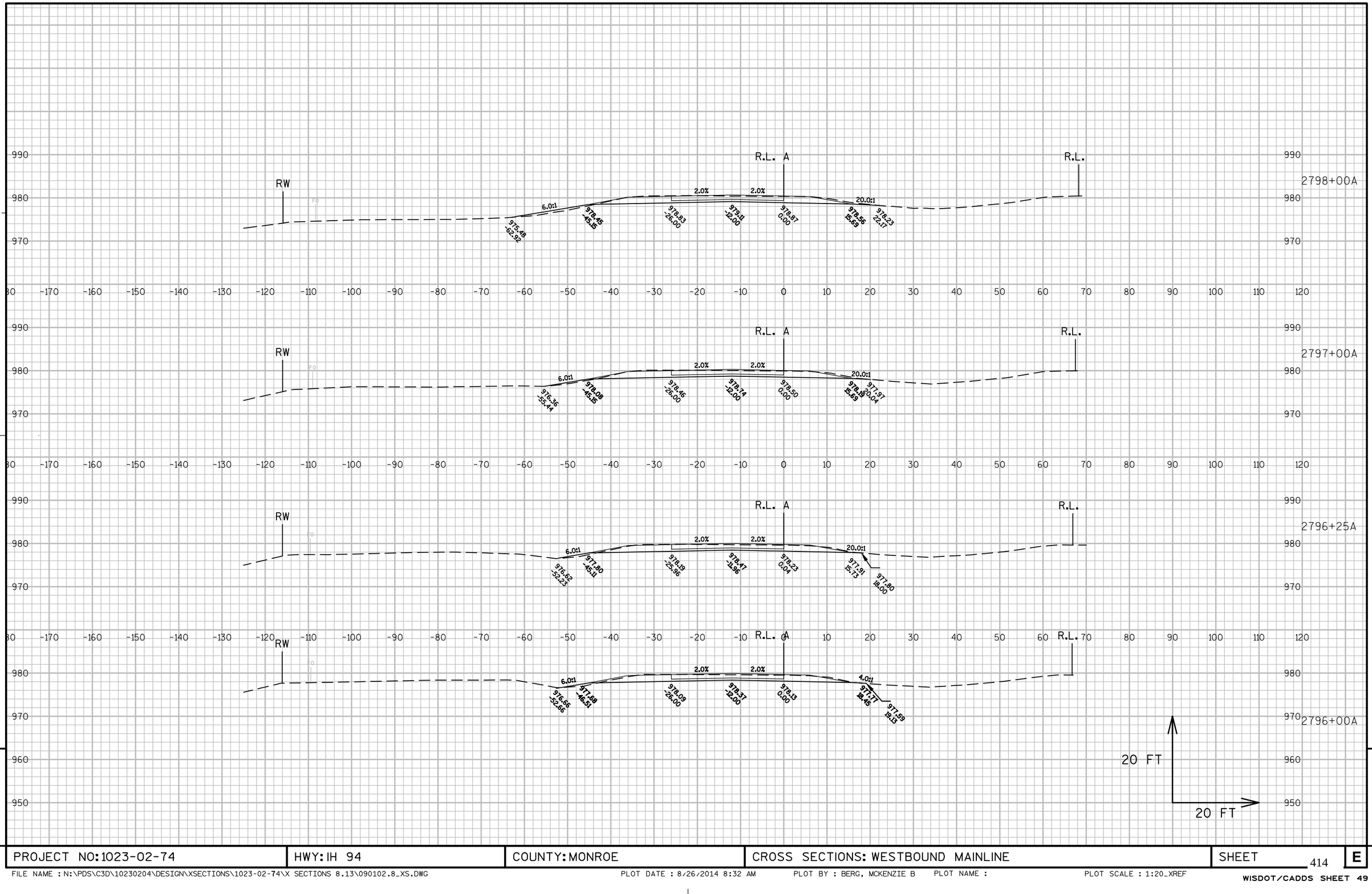
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 413	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.8_XS.DWG PLOT DATE : 8/26/2014 8:32 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



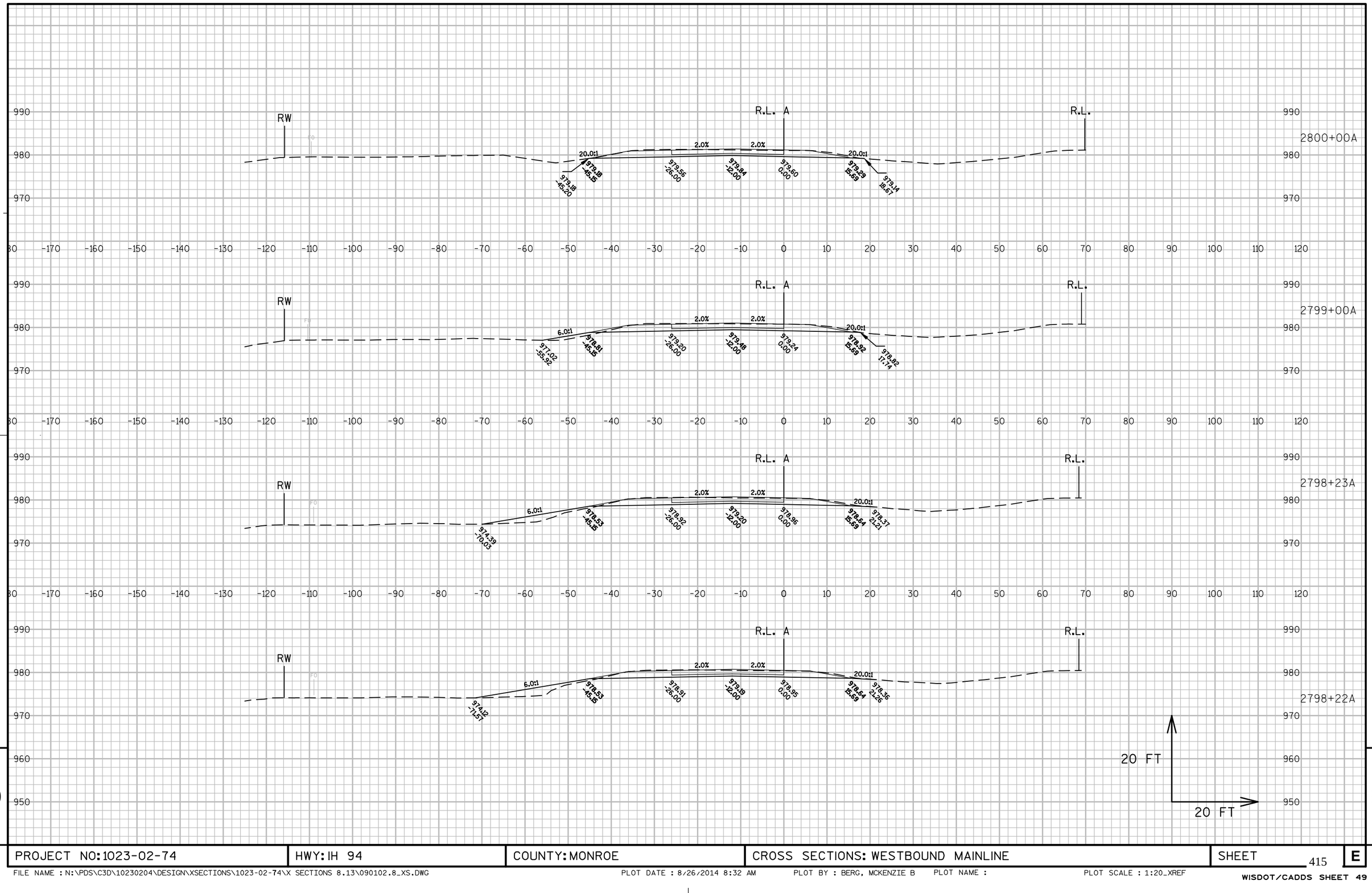
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 414	E

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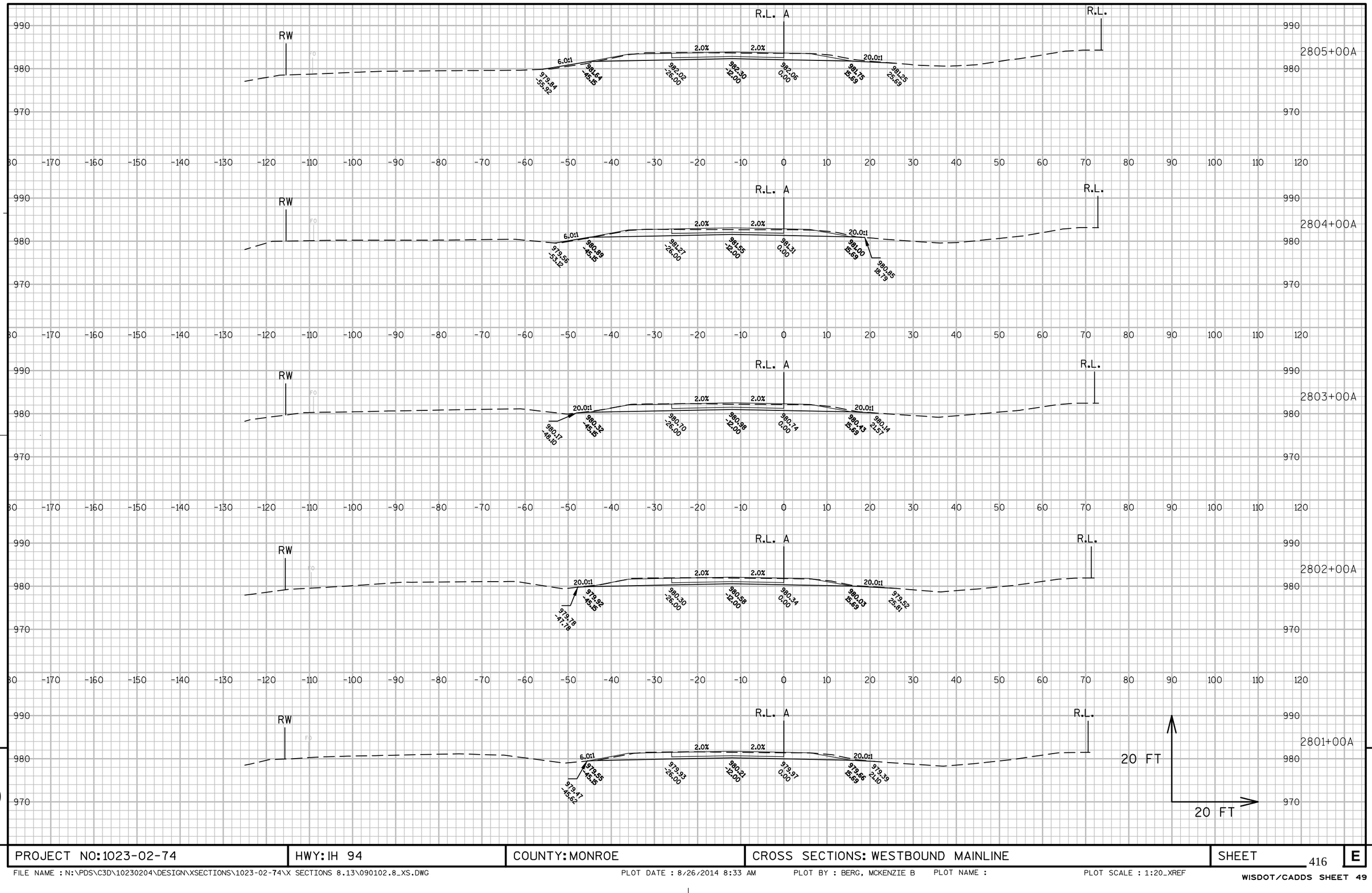
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 415	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.8_XS.DWG PLOT DATE : 8/26/2014 8:32 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

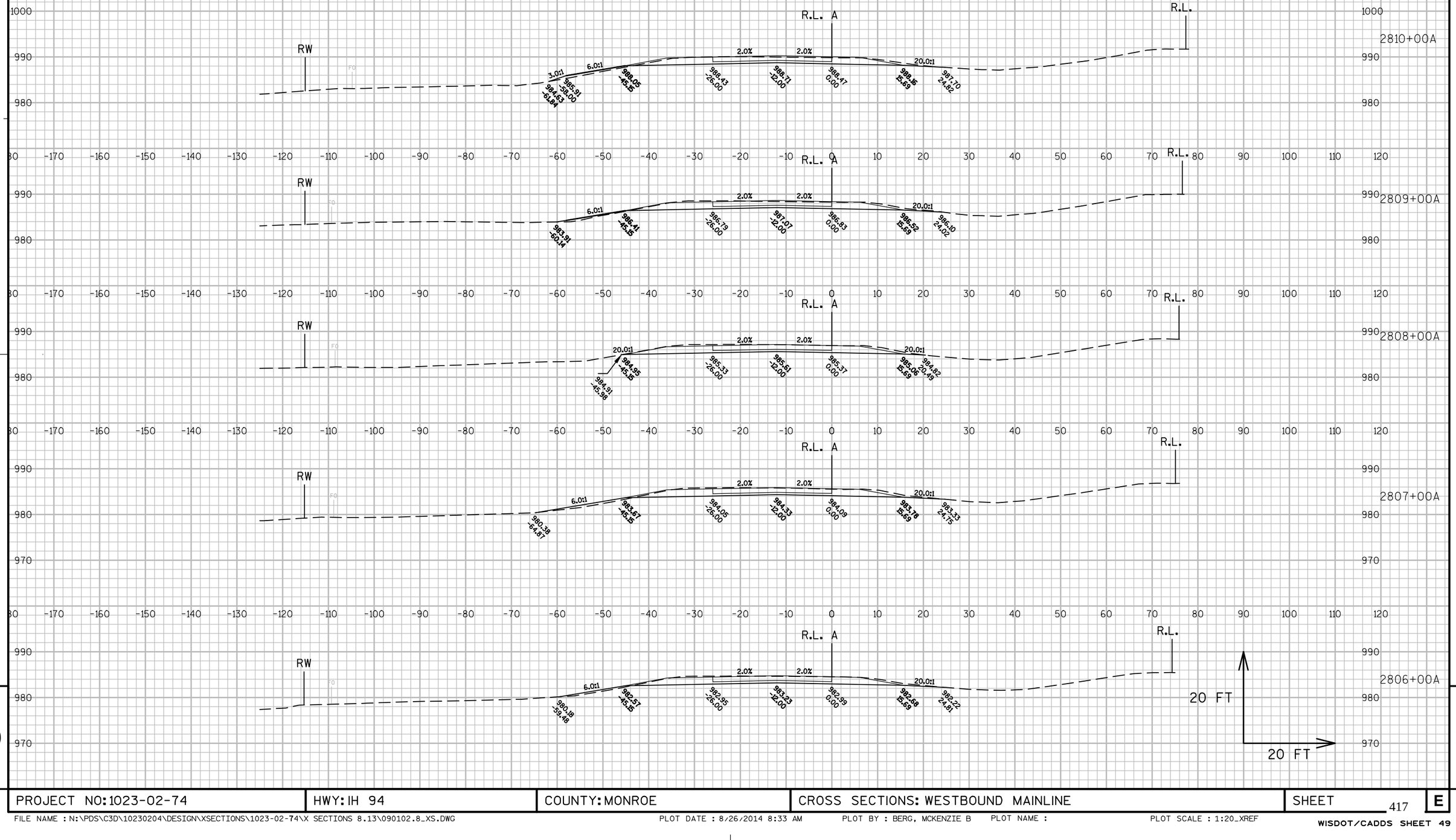
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 416	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.8_XS.DWG PLOT DATE : 8/26/2014 8:33 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

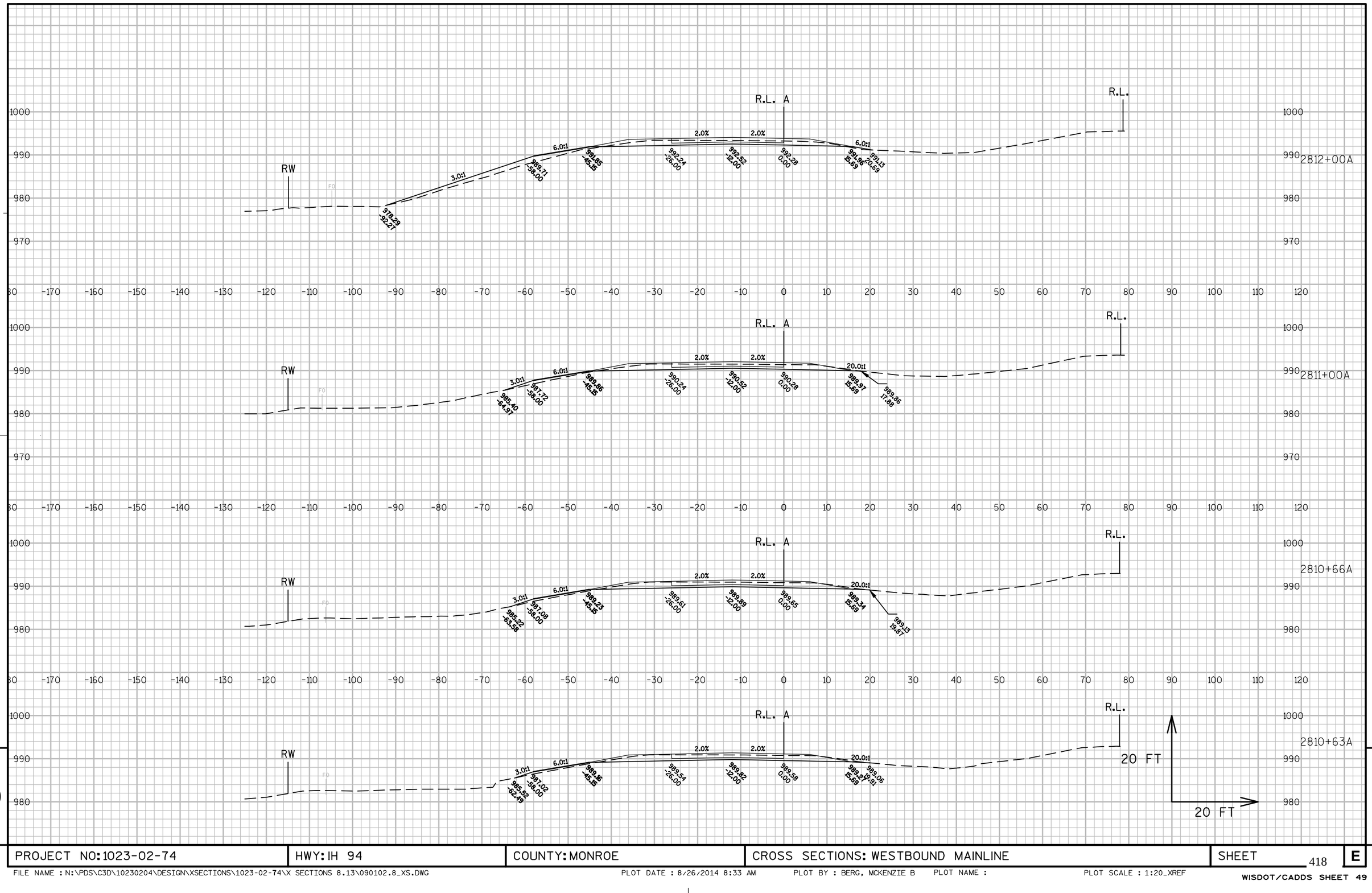
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 417	E

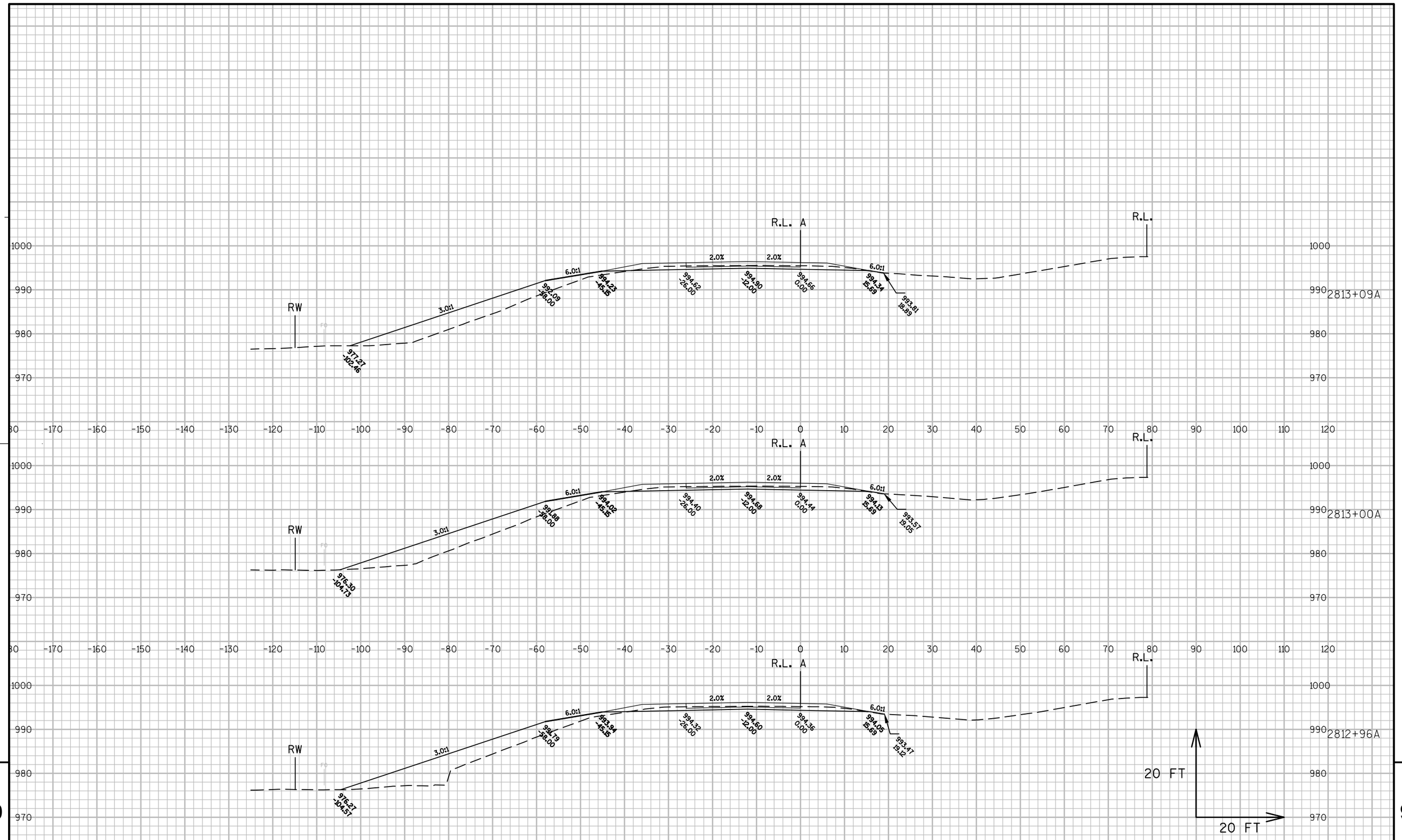
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WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 418	E

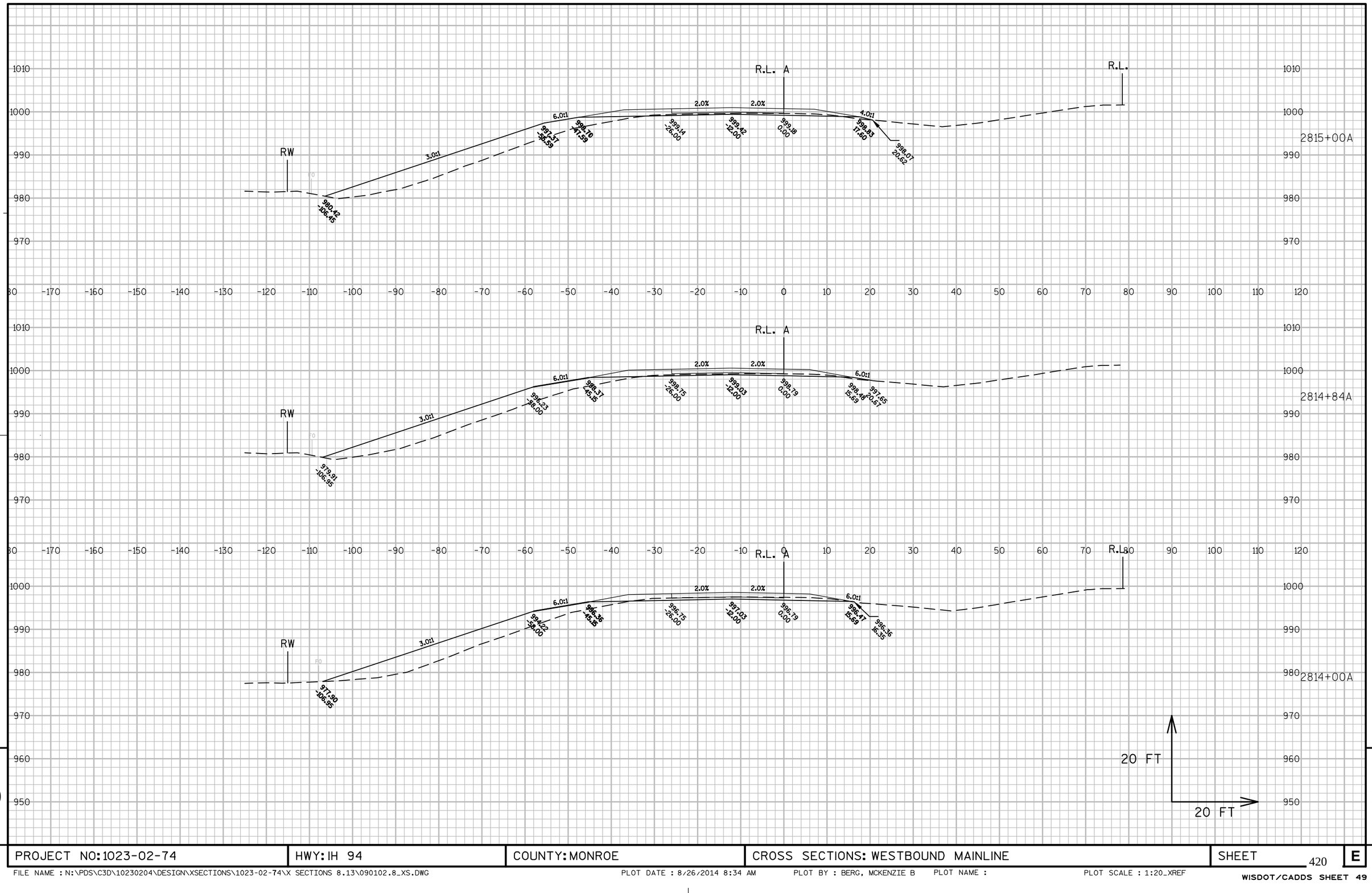
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 419	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.8_XS.DWG PLOT DATE : 8/26/2014 8:34 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

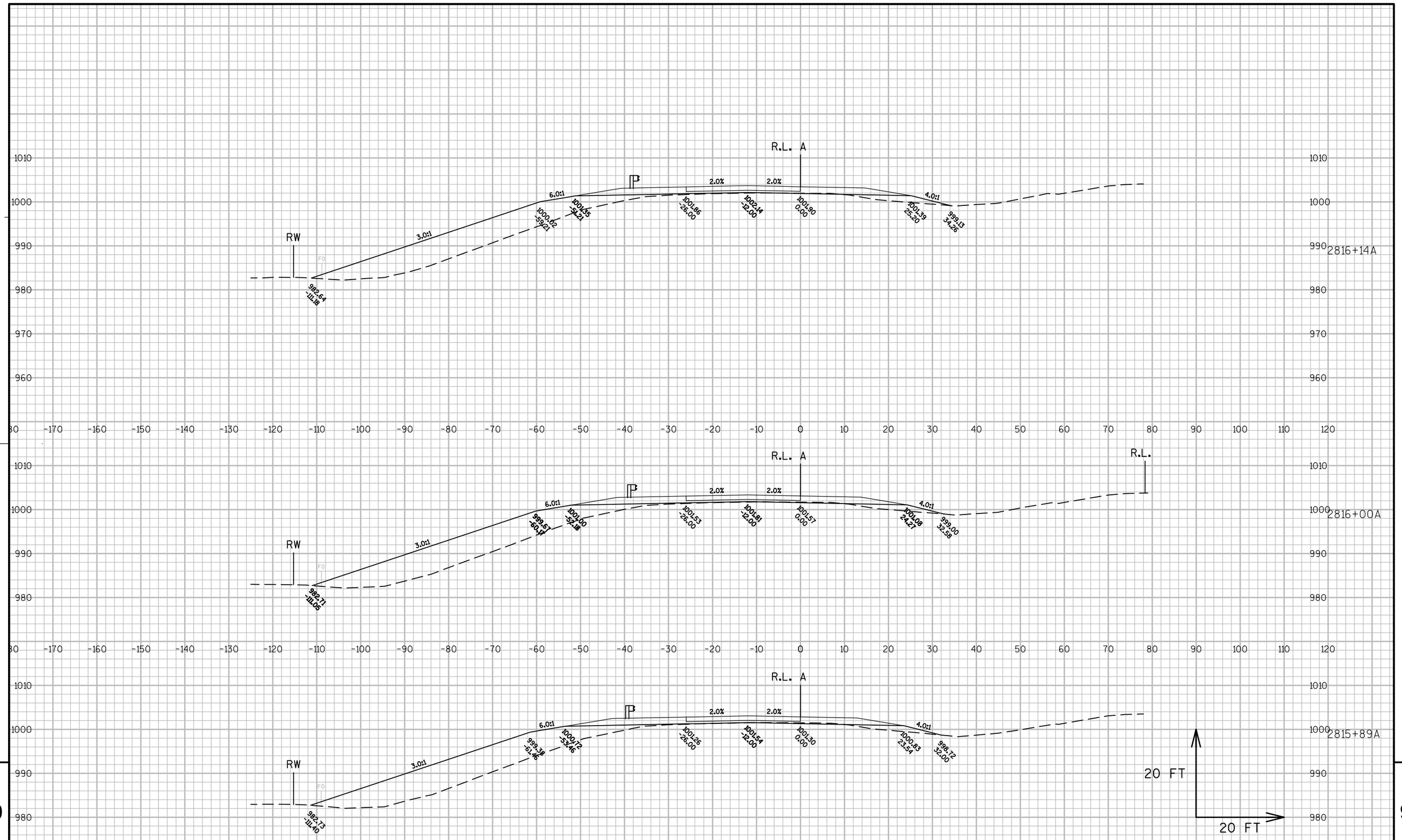
WISDOT/CADDS SHEET 49



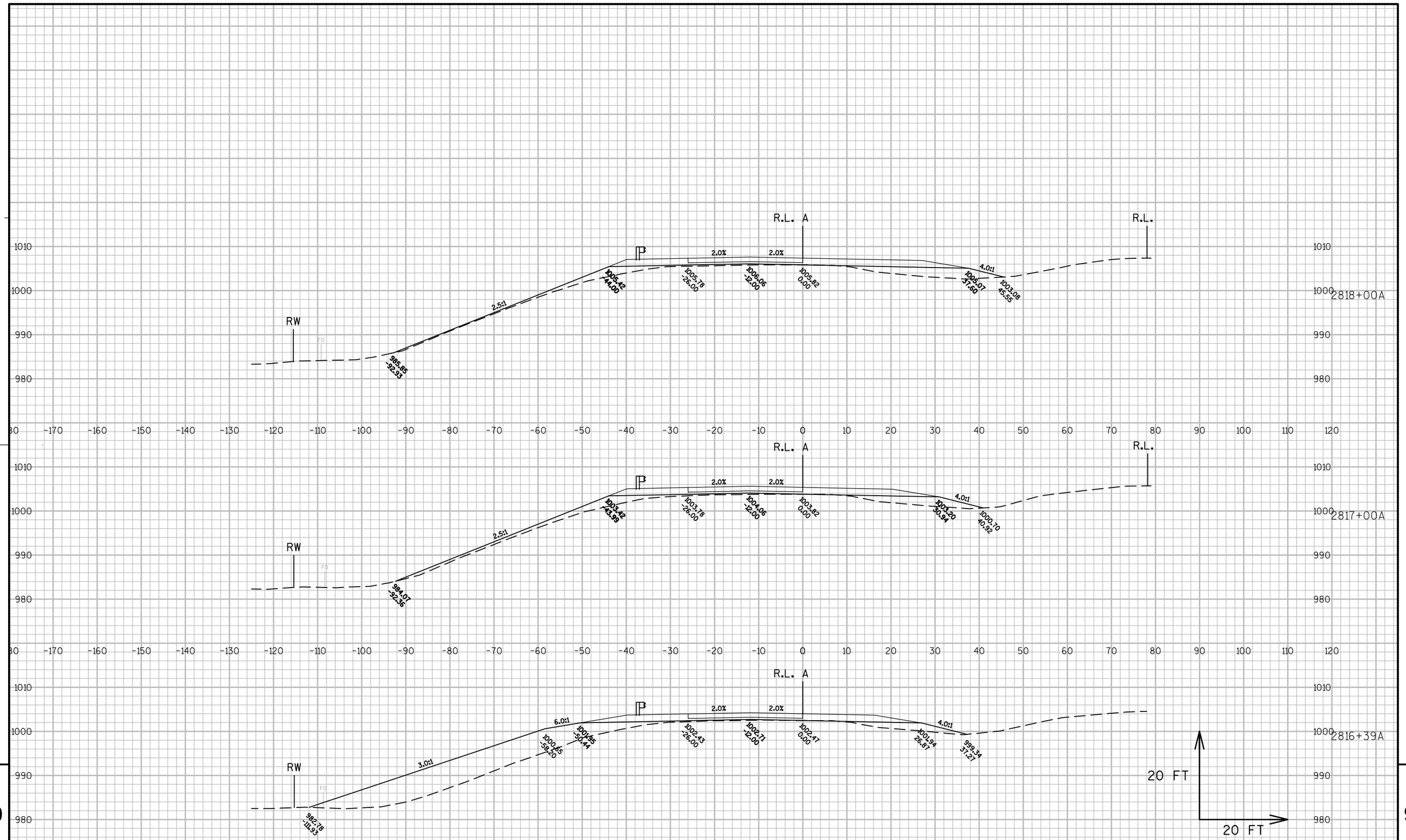
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WISDOT/CADDS SHEET 49

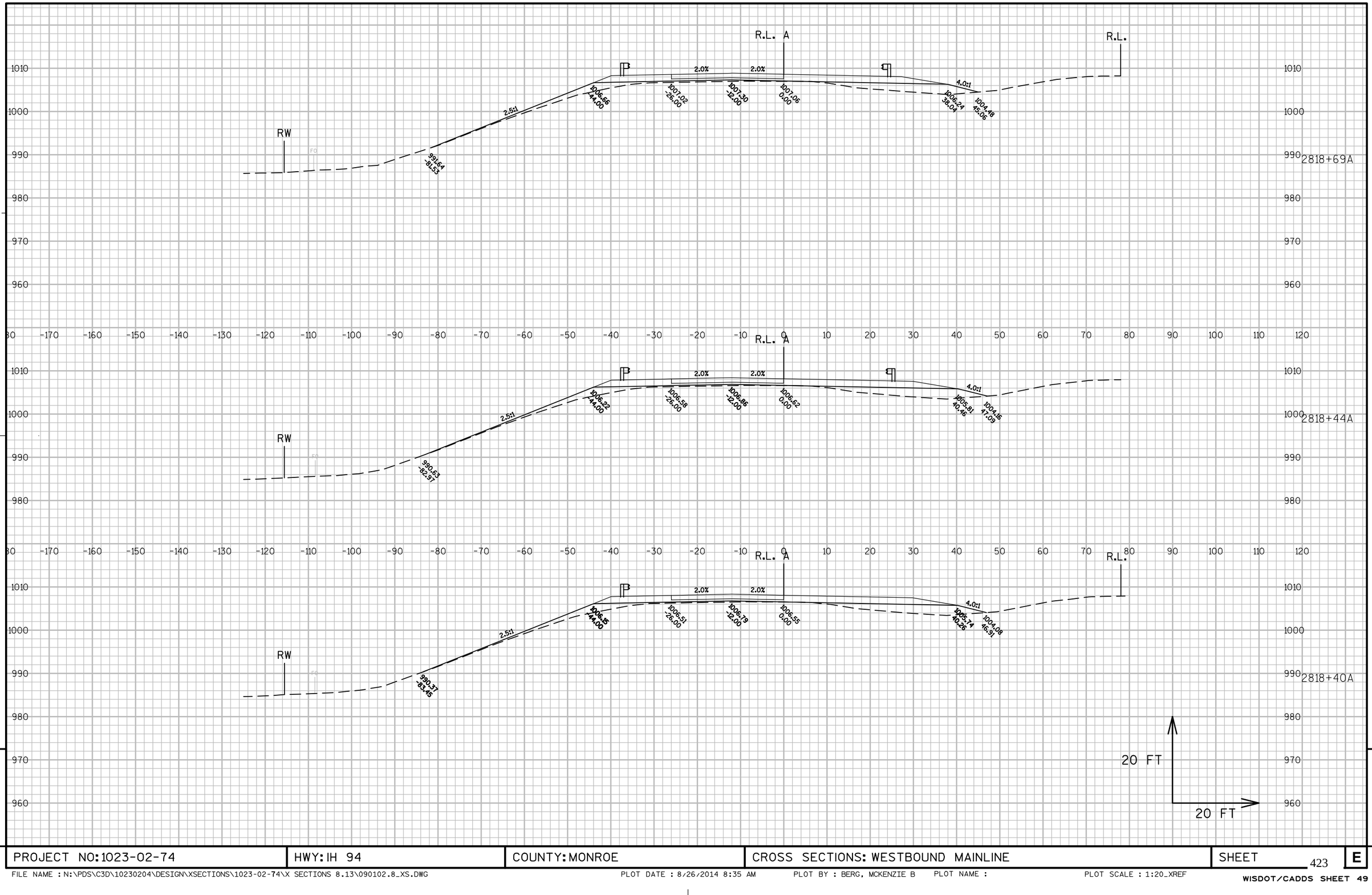


PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 421	E



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 422	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.8_XS.DWG PLOT DATE : 8/26/2014 8:35 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



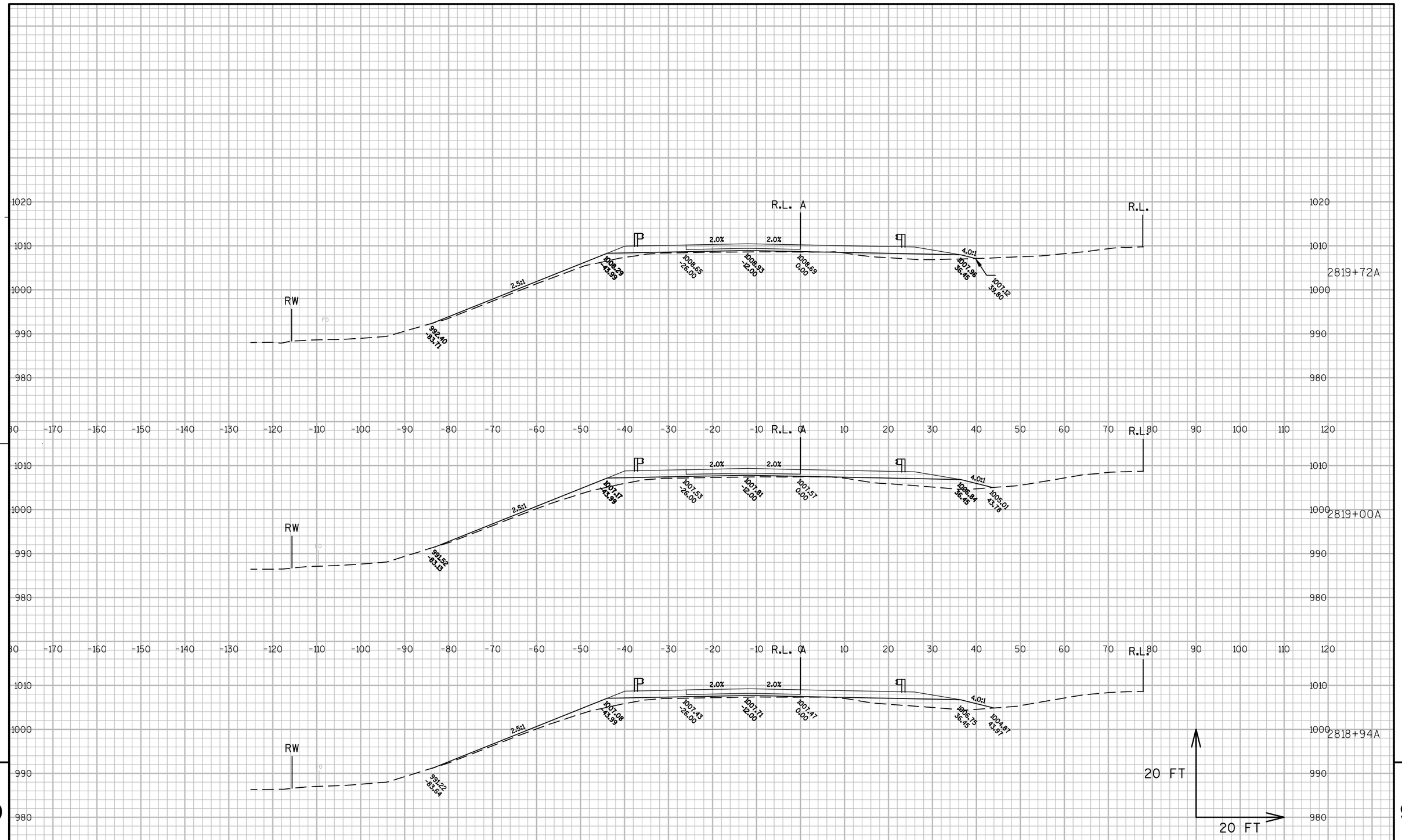
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 423	E

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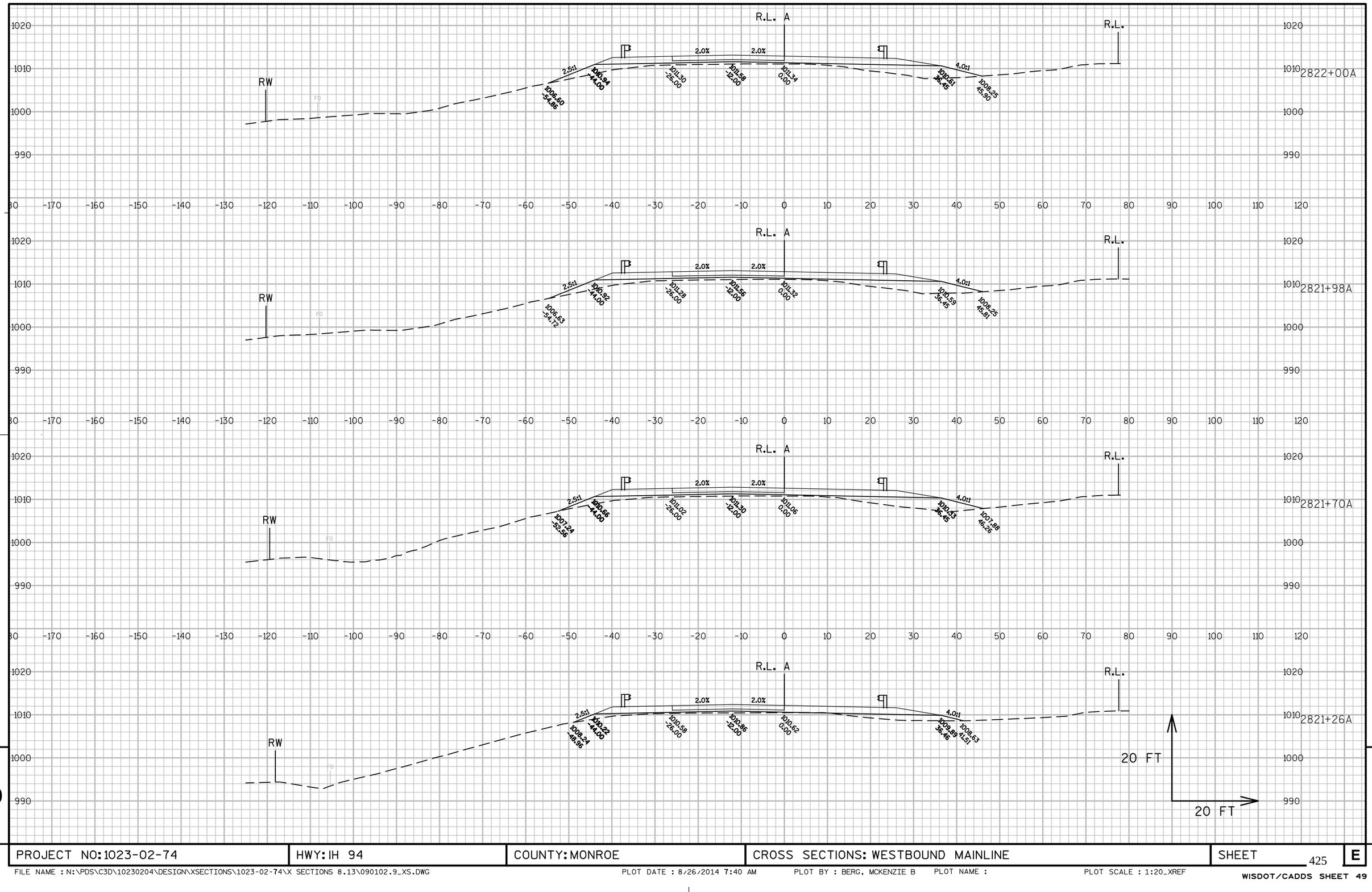
WISDOT/CADDS SHEET 49



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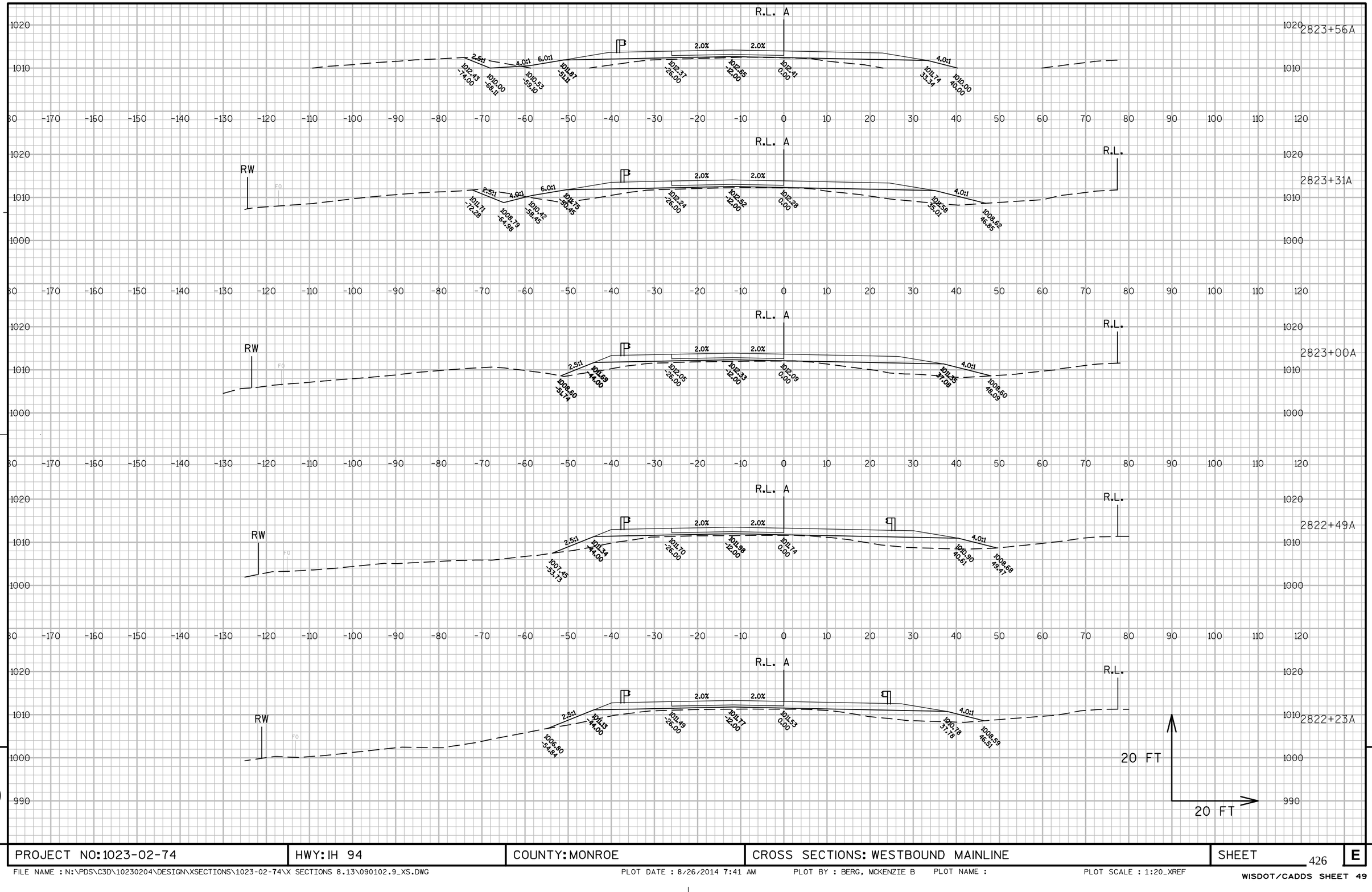
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 424	E



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 425	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.9_XS.DWG PLOT DATE : 8/26/2014 7:40 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

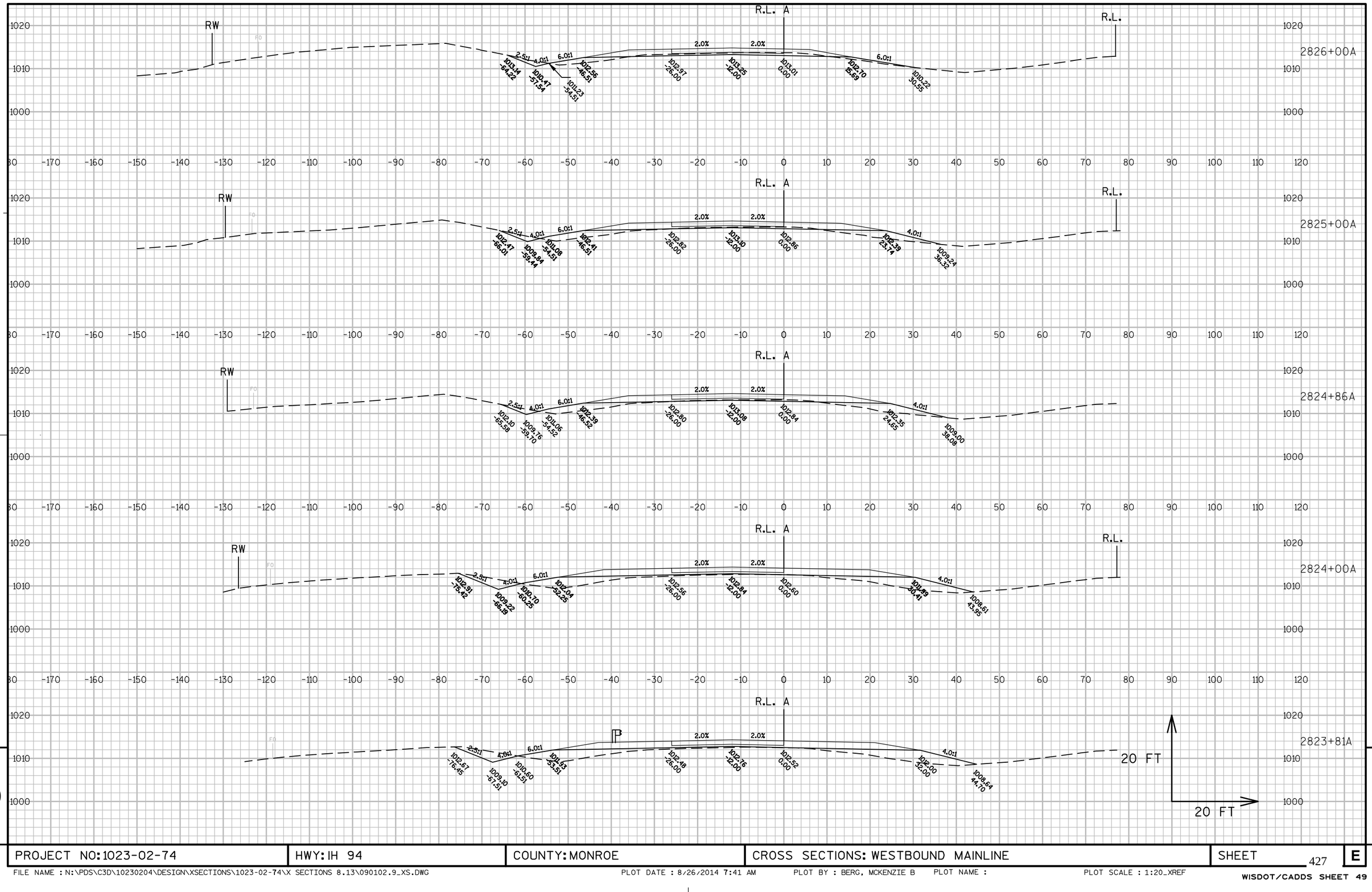


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 426	E

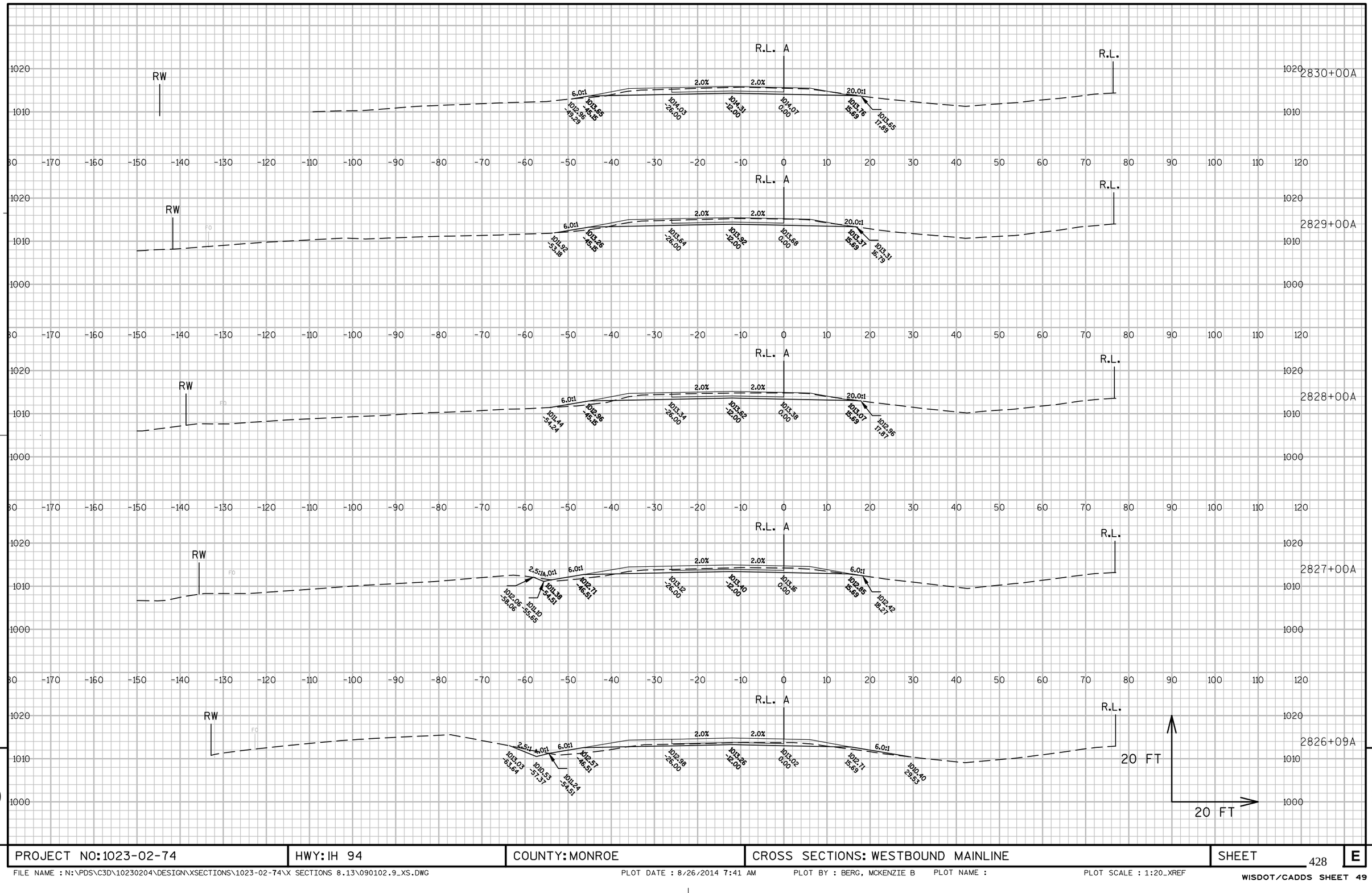
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 427	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.9_XS.DWG PLOT DATE : 8/26/2014 7:41 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

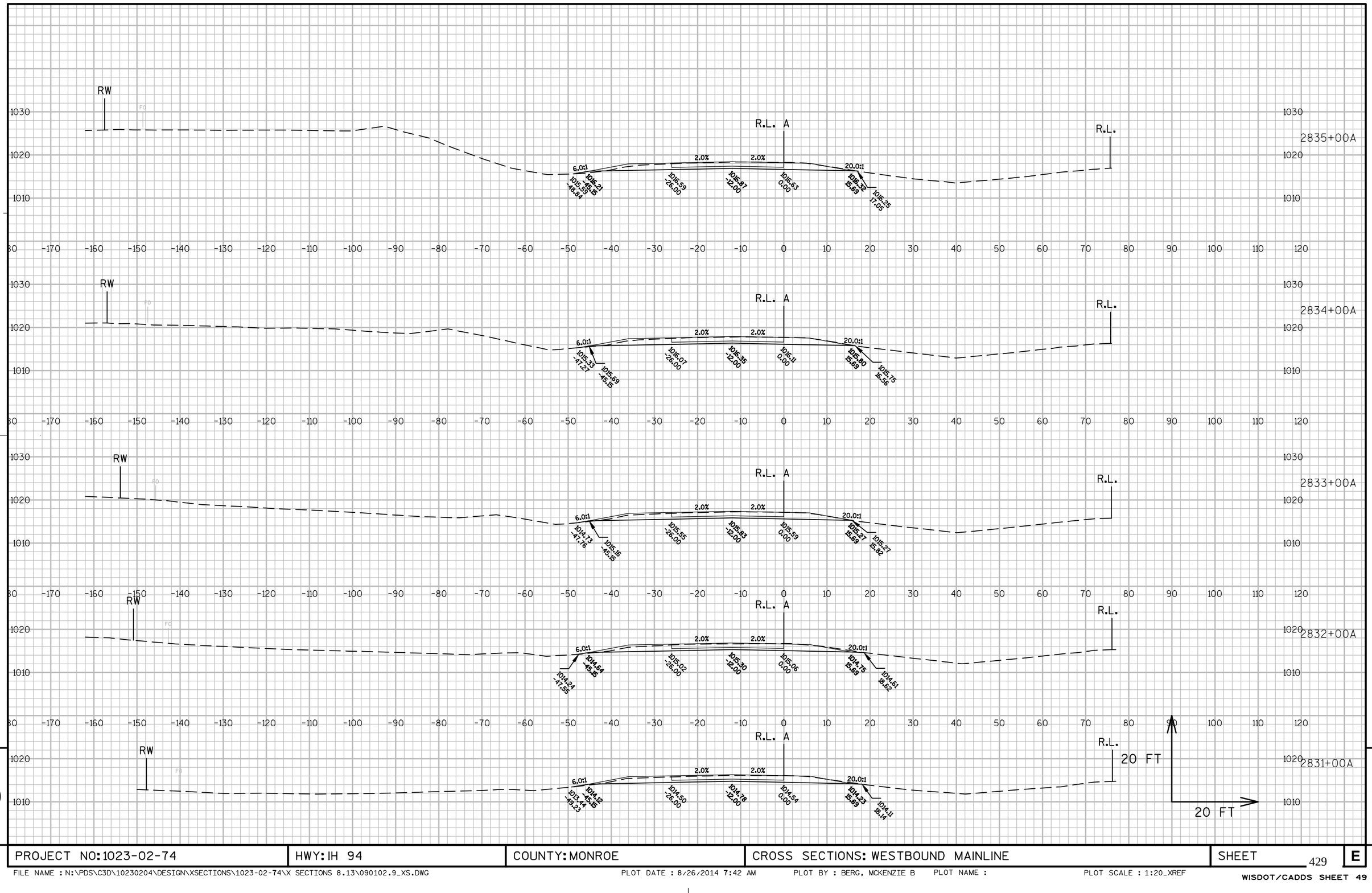
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 428	E

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WISDOT/CADDS SHEET 49



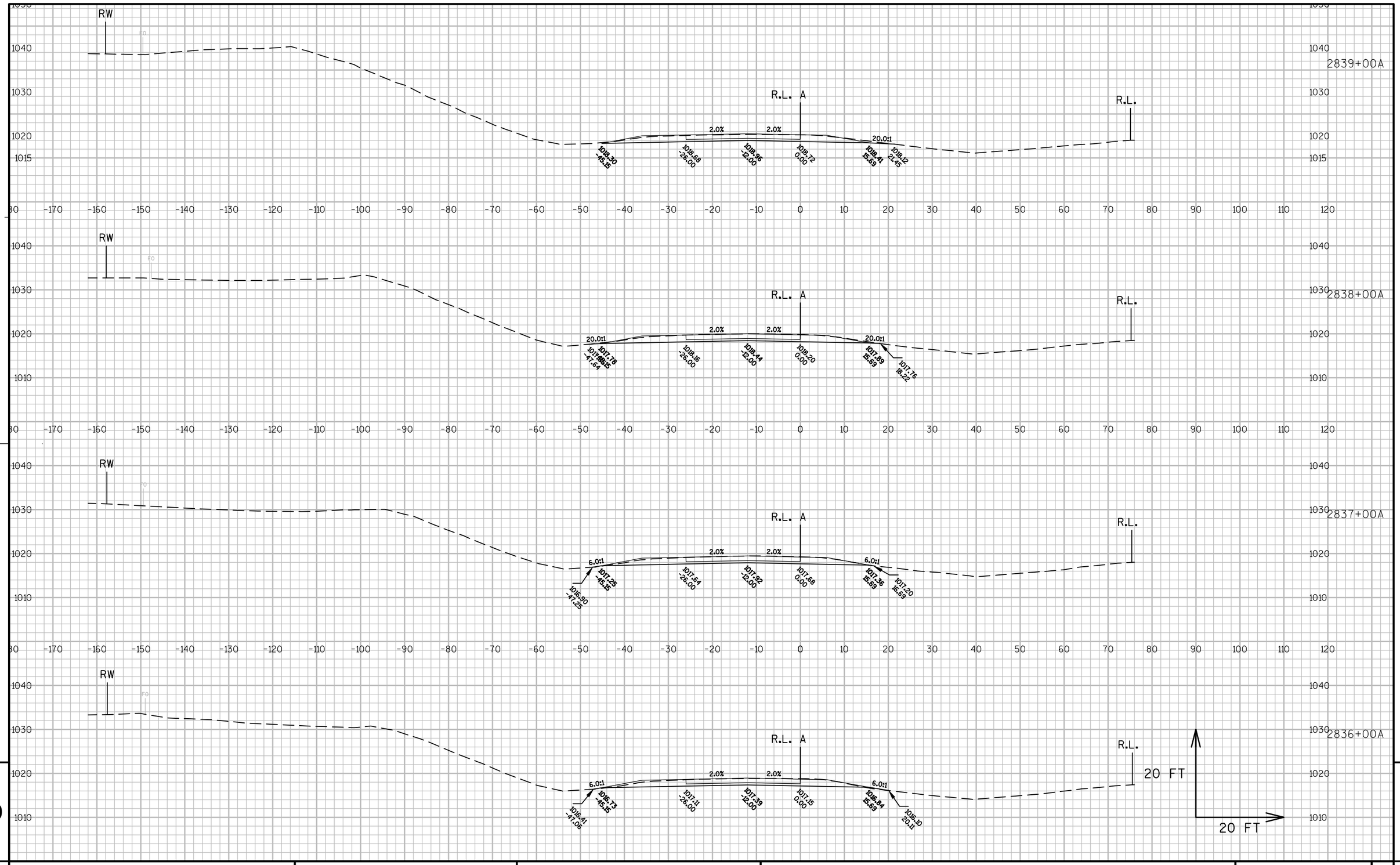
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 429	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.9_XS.DWG PLOT DATE : 8/26/2014 7:42 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

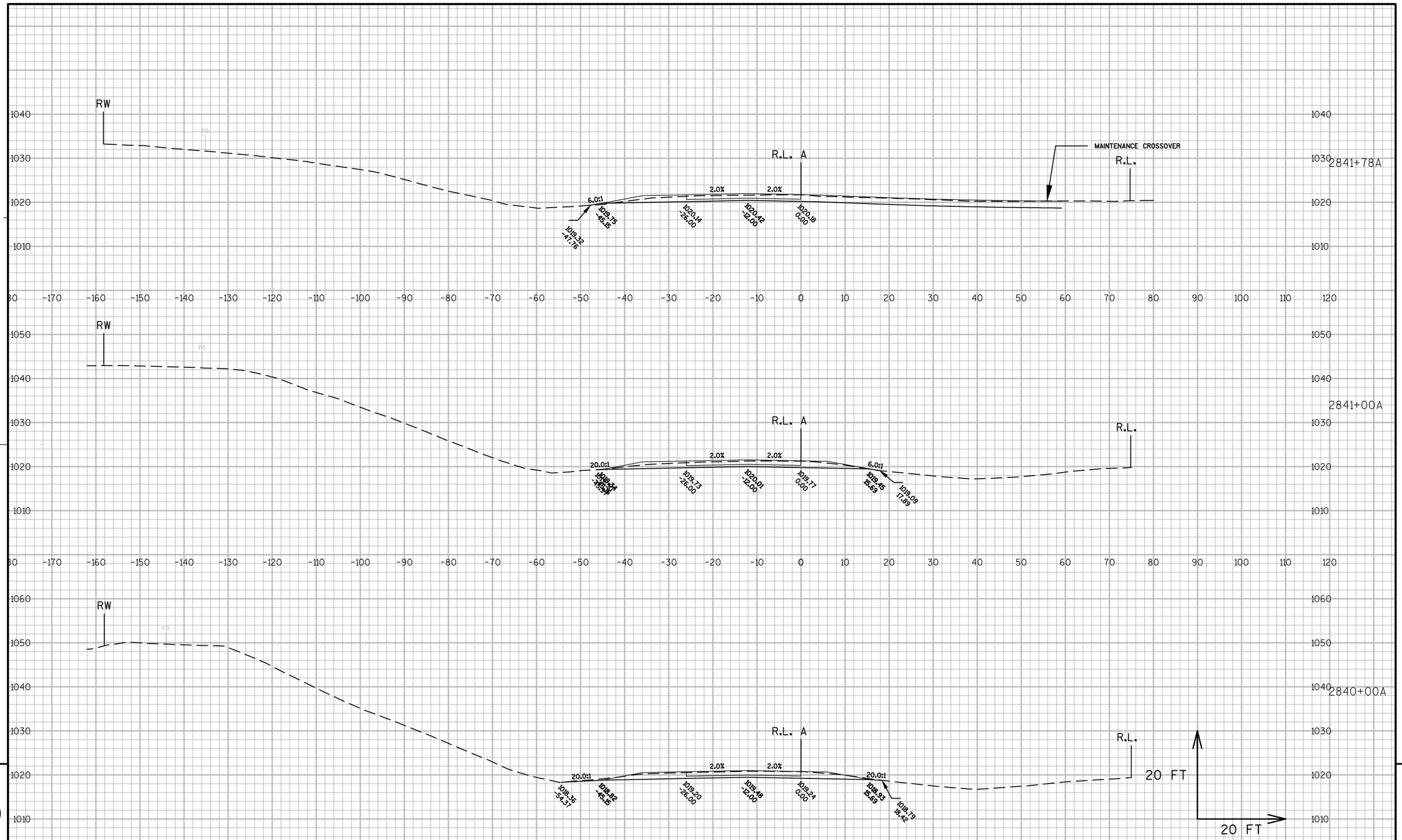
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 430	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.9_XS.DWG PLOT DATE : 8/26/2014 7:42 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



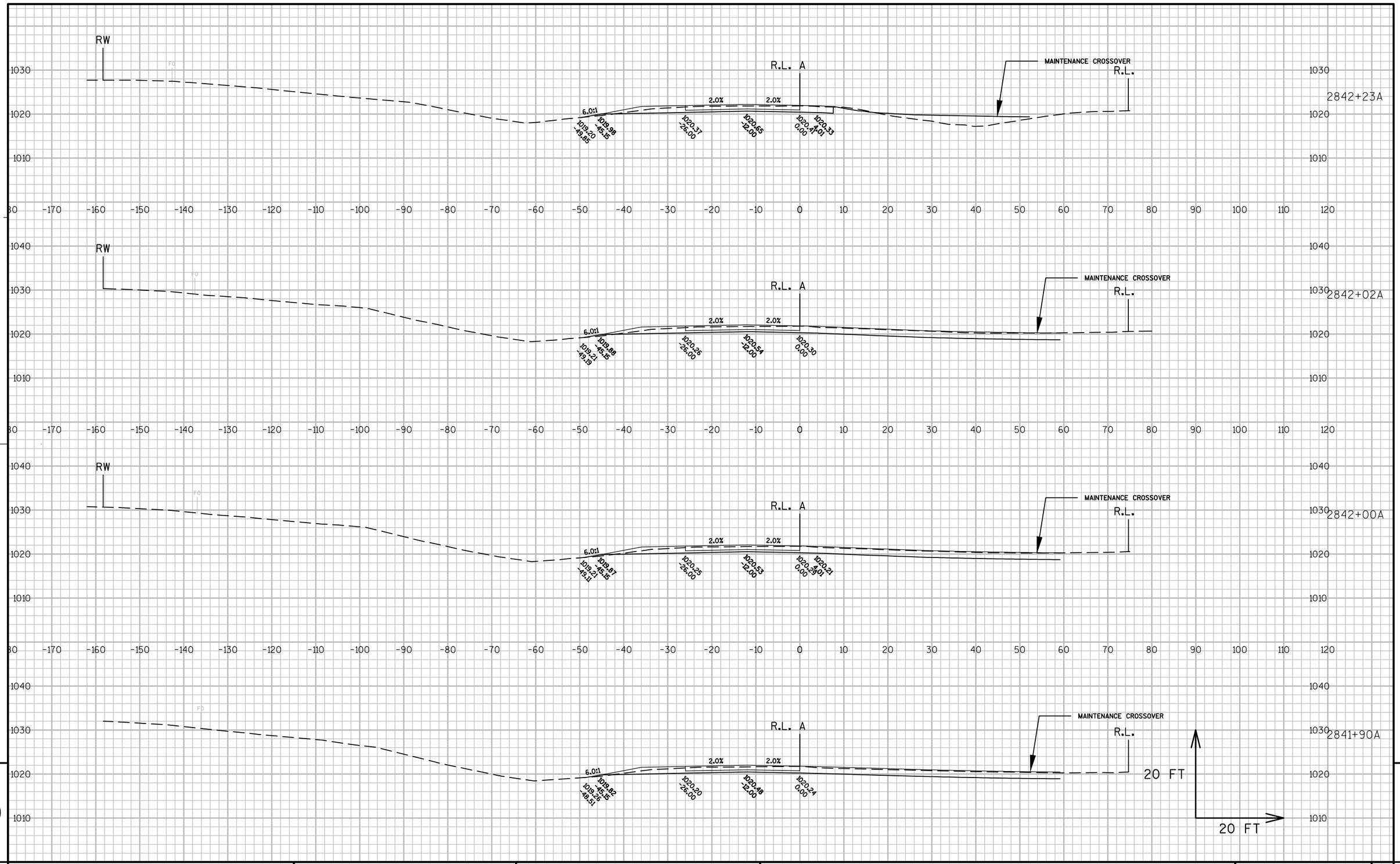
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 431	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.9_XS.DWG PLOT DATE : 8/26/2014 7:42 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

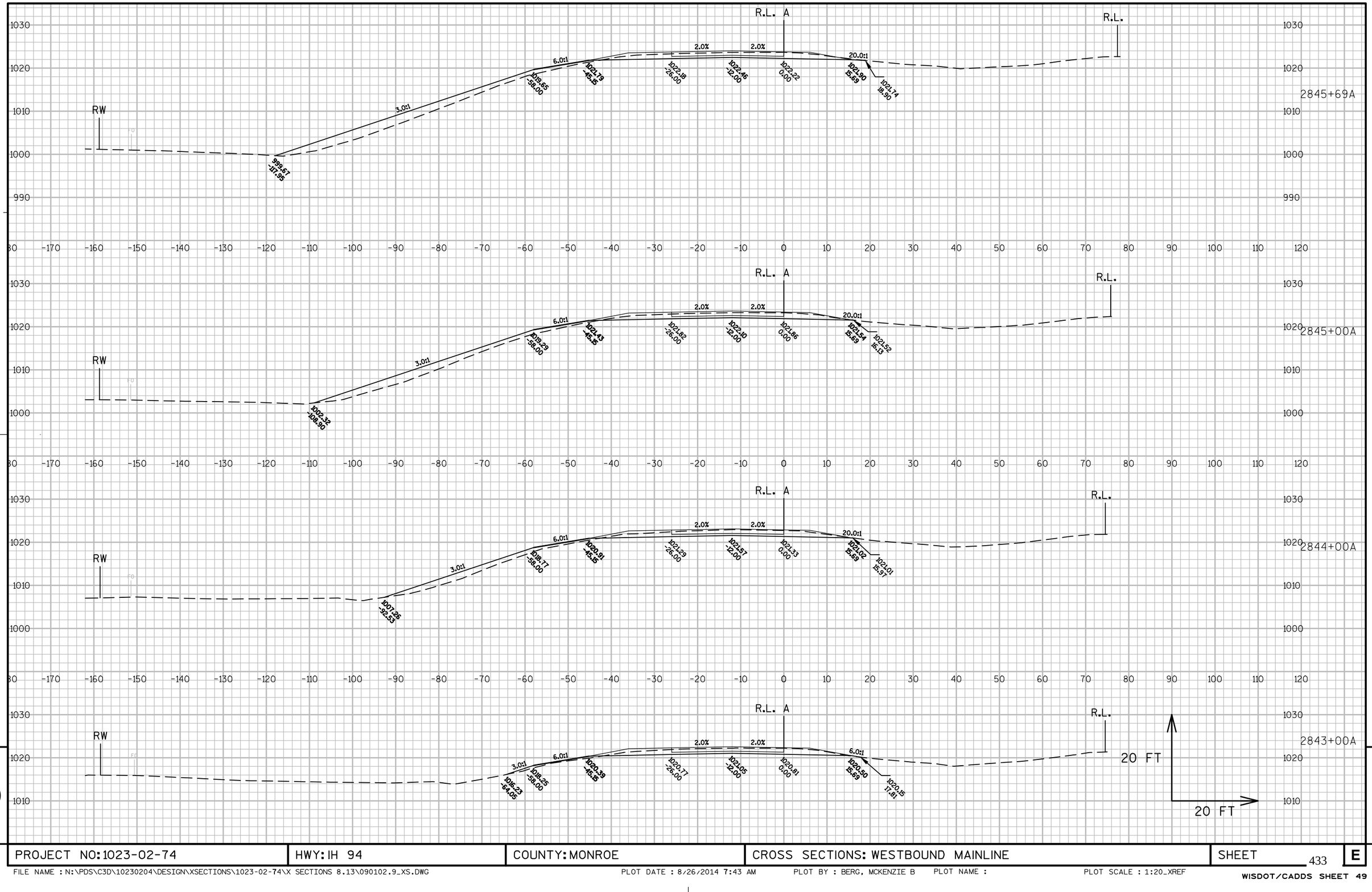


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 432	E

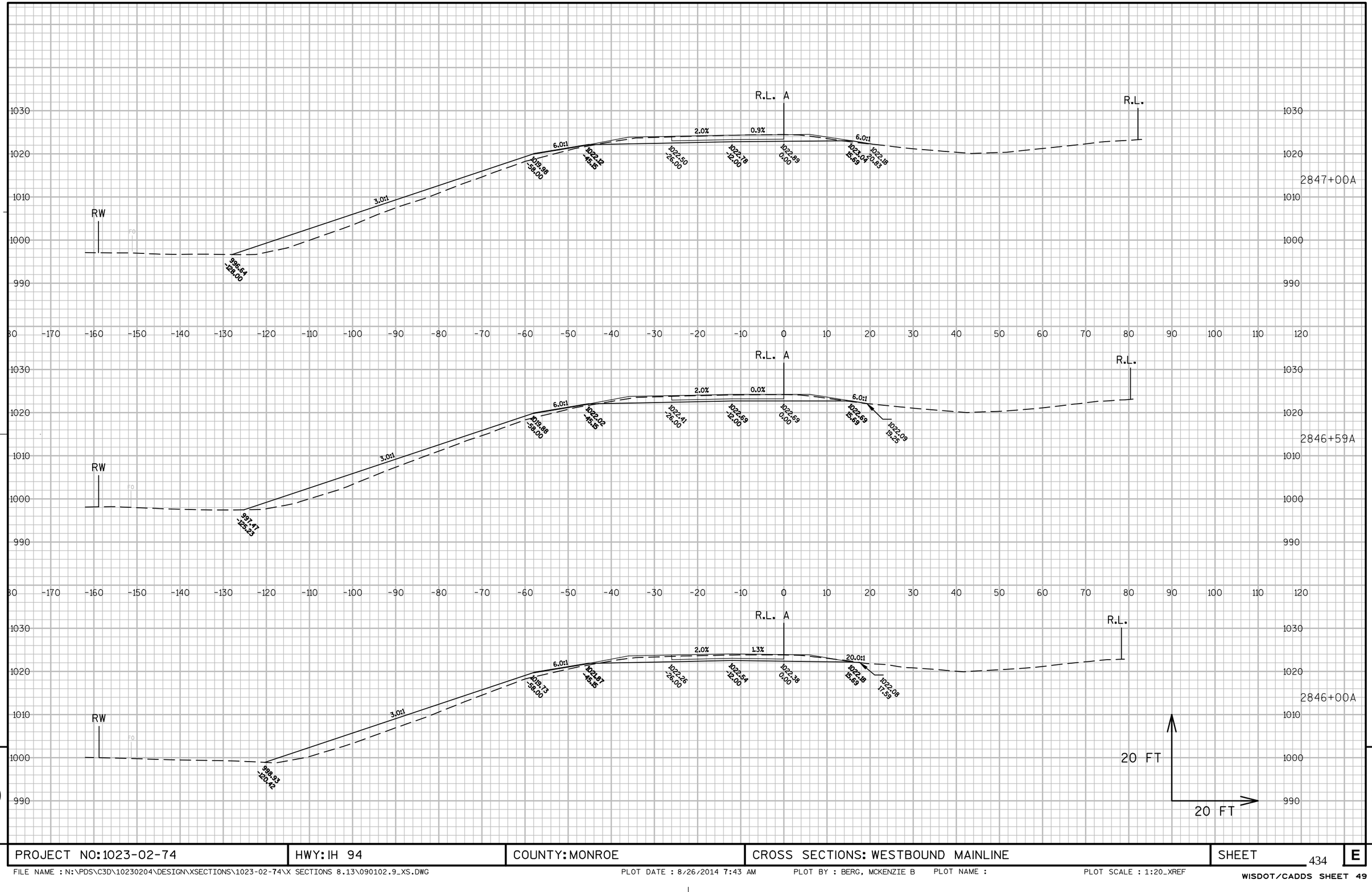
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PLOT DATE : 8/26/2014 7:43 AM
PLOT BY : BERG, MCKENZIE B
PLOT NAME :
PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 433	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.9_XS.DWG PLOT DATE : 8/26/2014 7:43 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

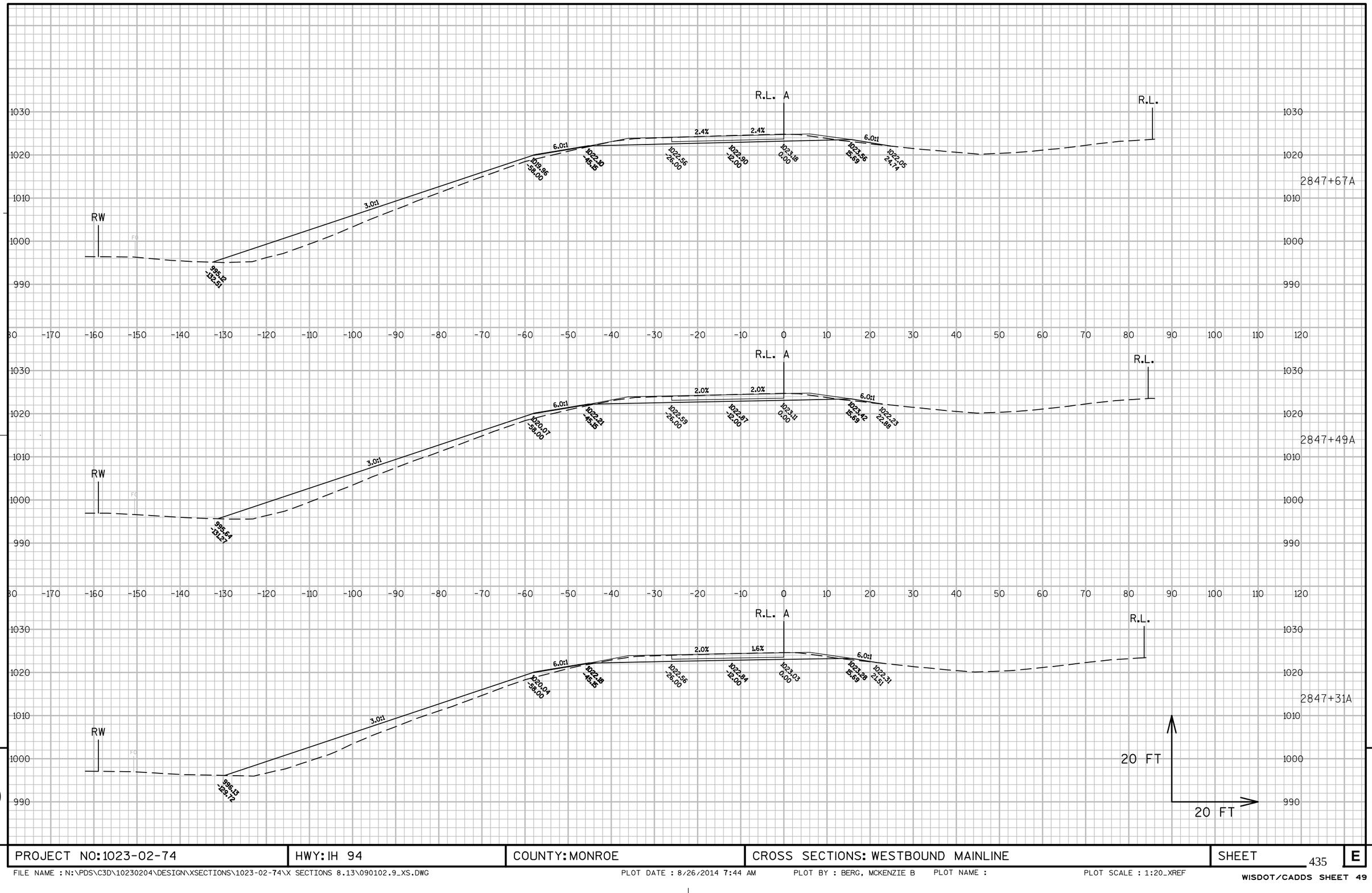
WISDOT/CADDS SHEET 49



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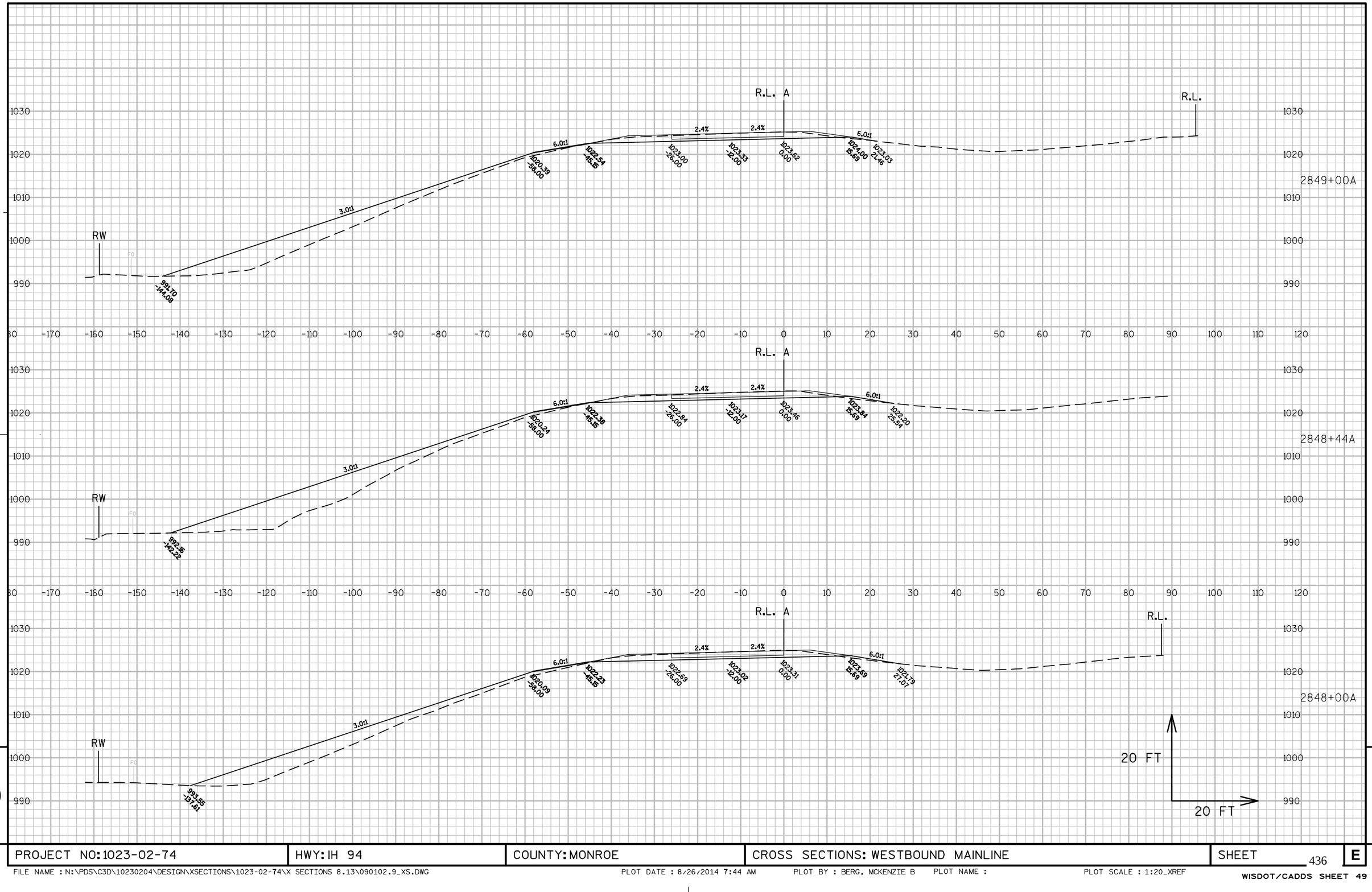
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 434	E



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 435	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.9_XS.DWG PLOT DATE : 8/26/2014 7:44 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

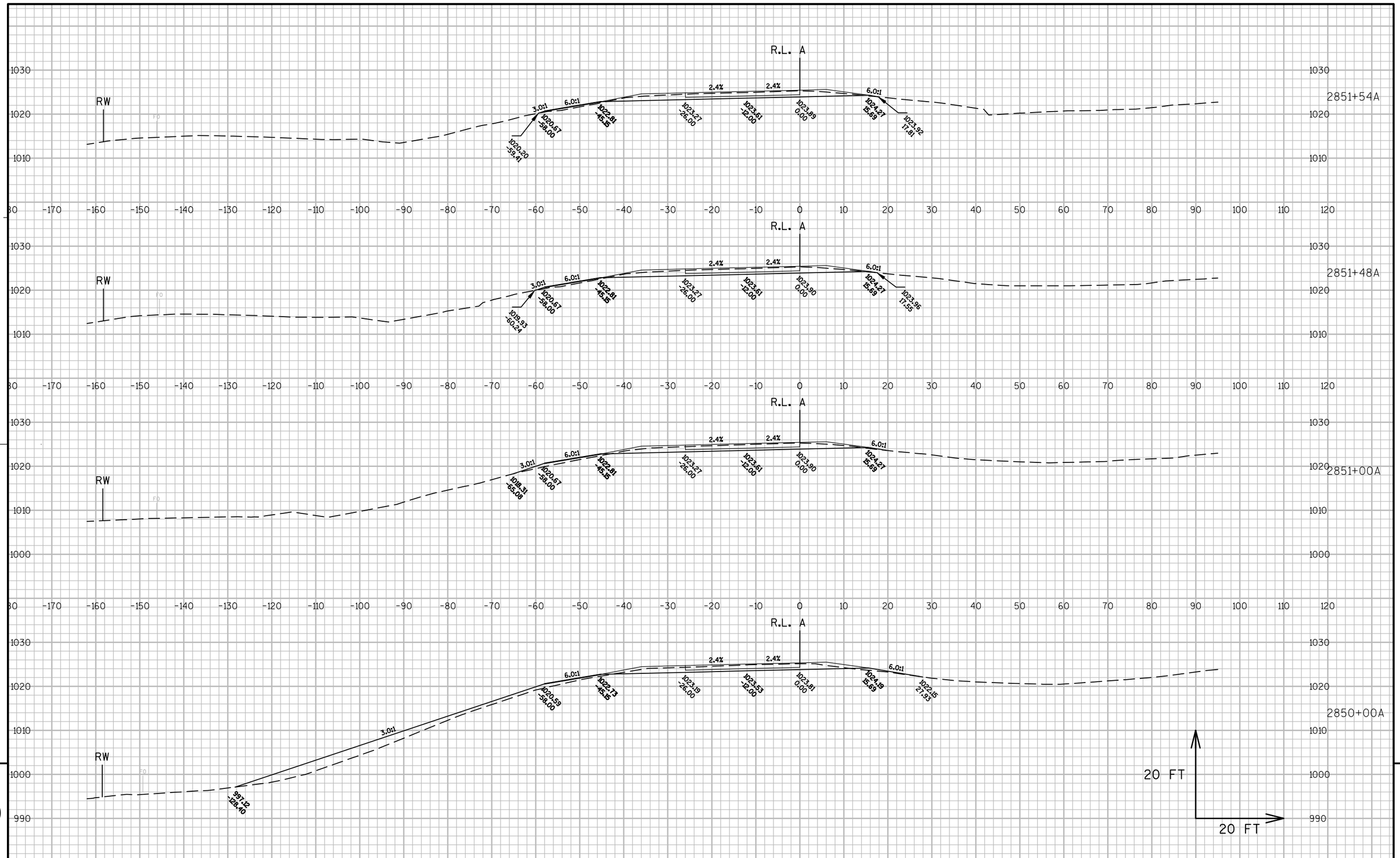


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 436	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.9_XS.DWG
PLOT DATE : 8/26/2014 7:44 AM
PLOT BY : BERG, MCKENZIE B
PLOT NAME :
PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



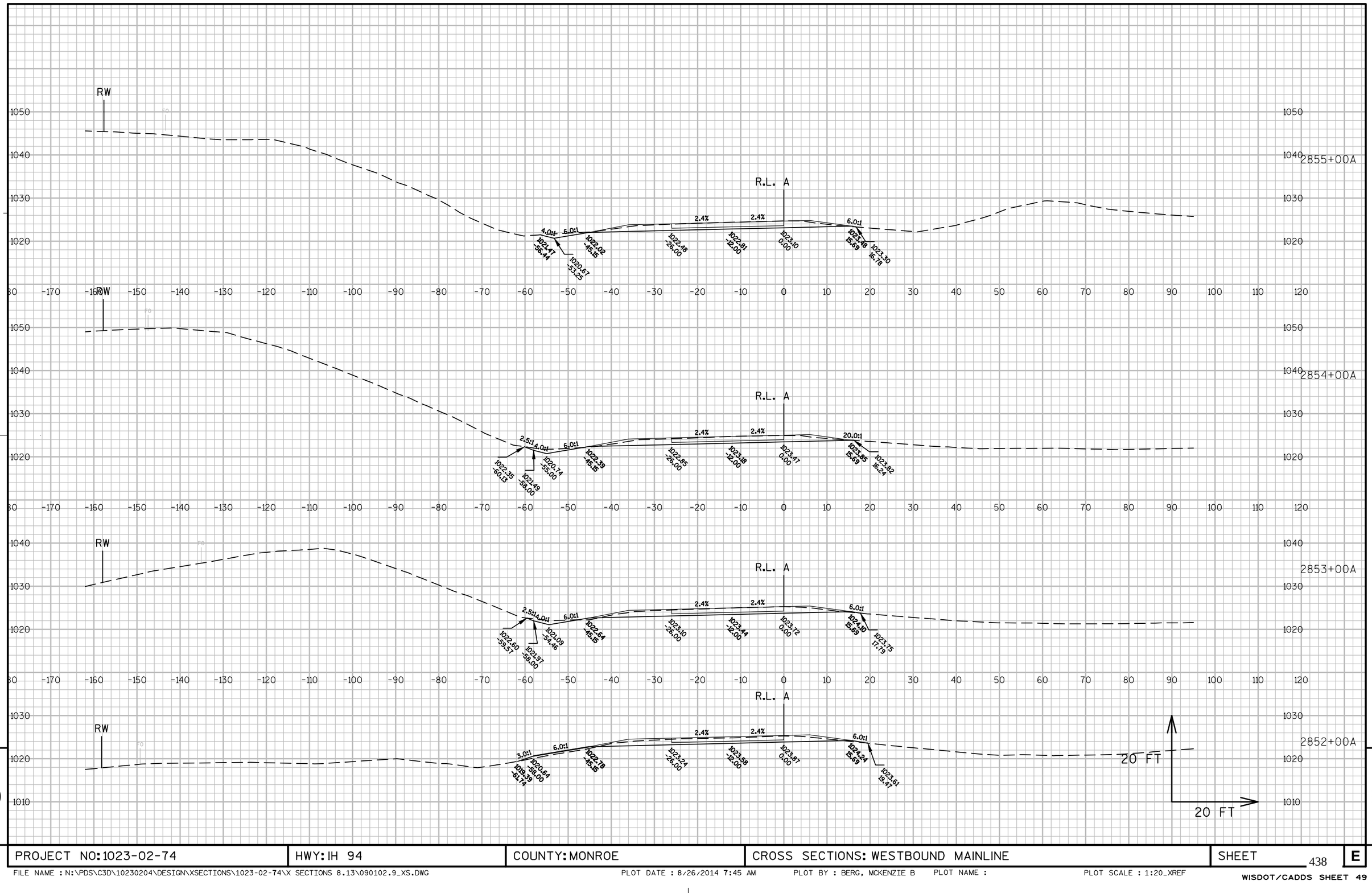
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 437	E

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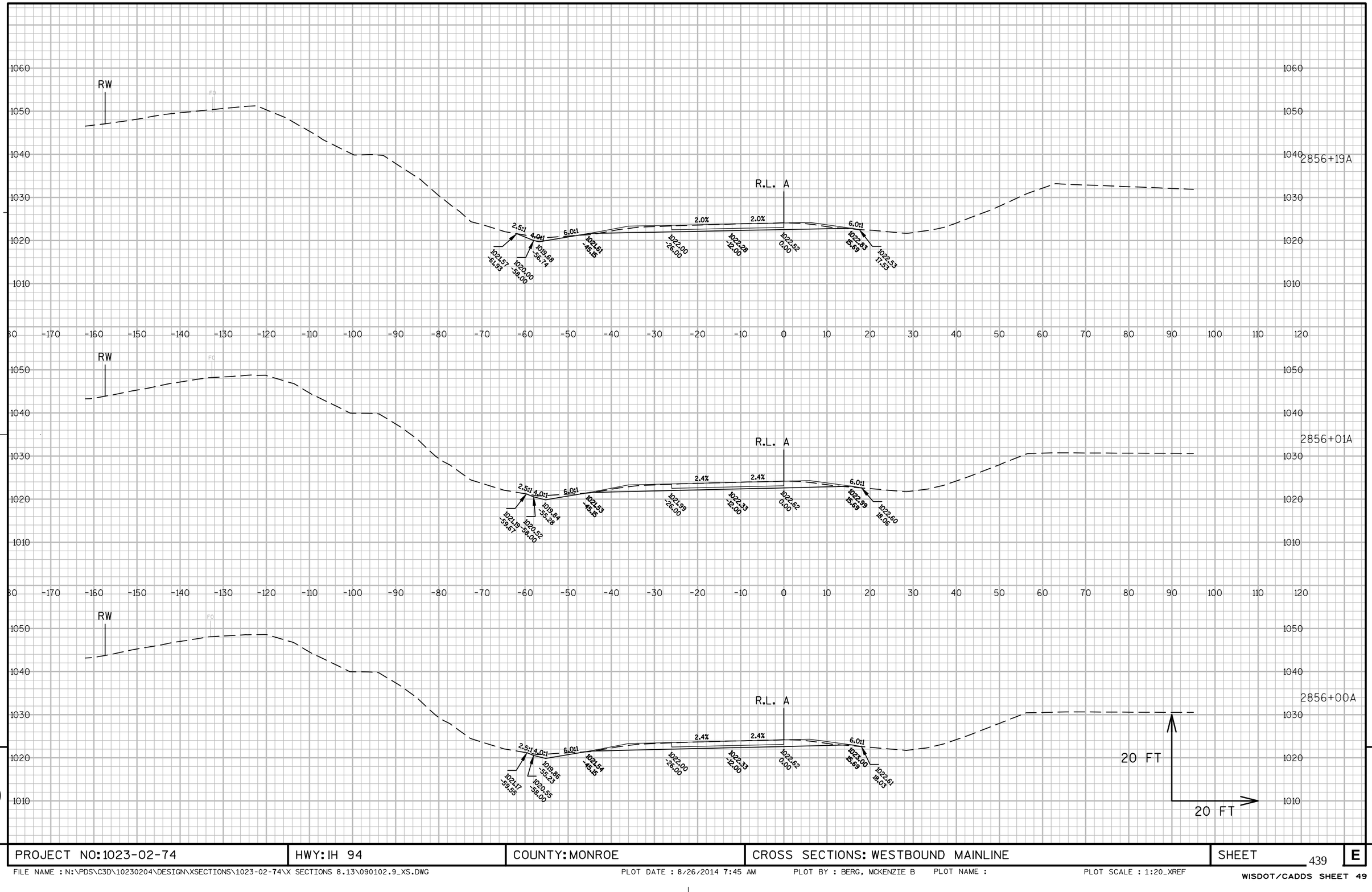
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 438	E

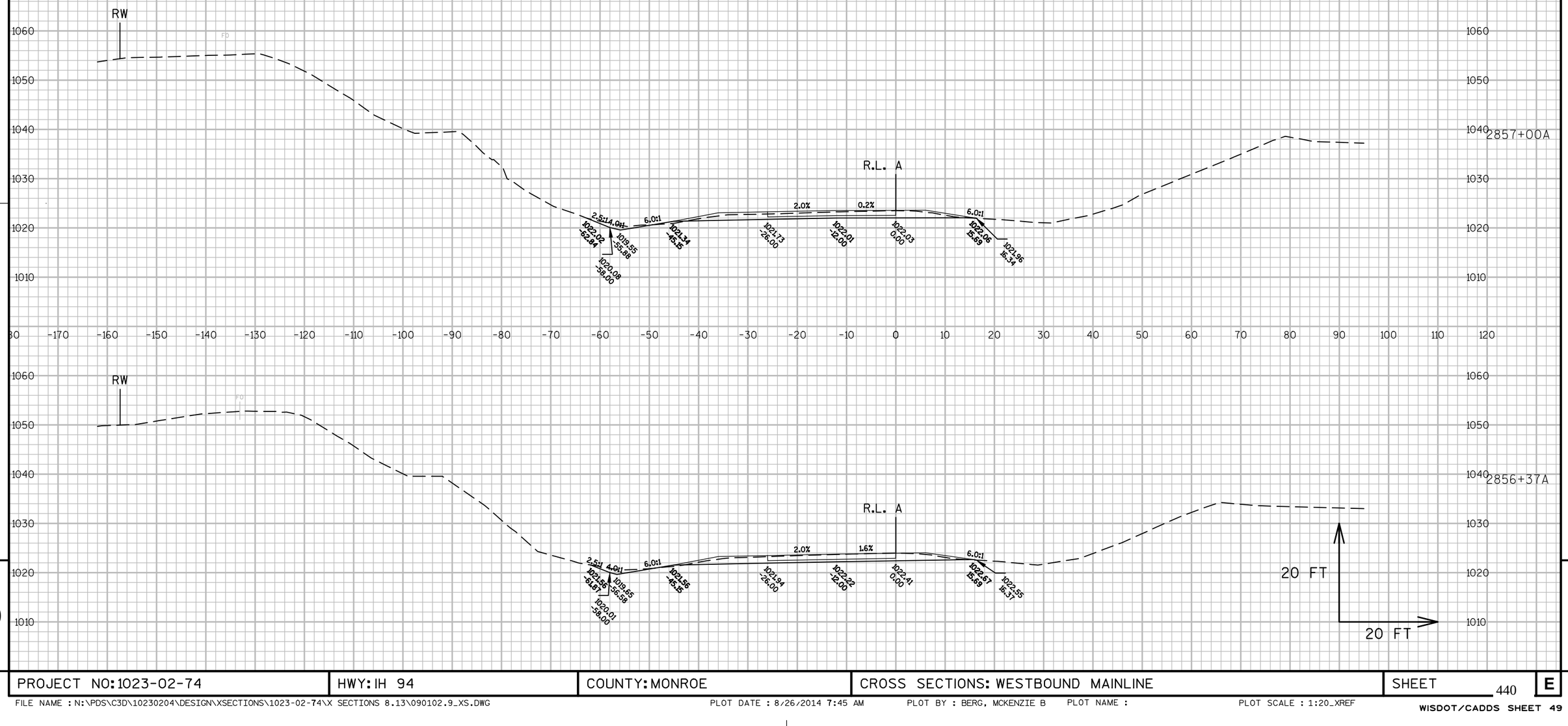
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WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 439	E

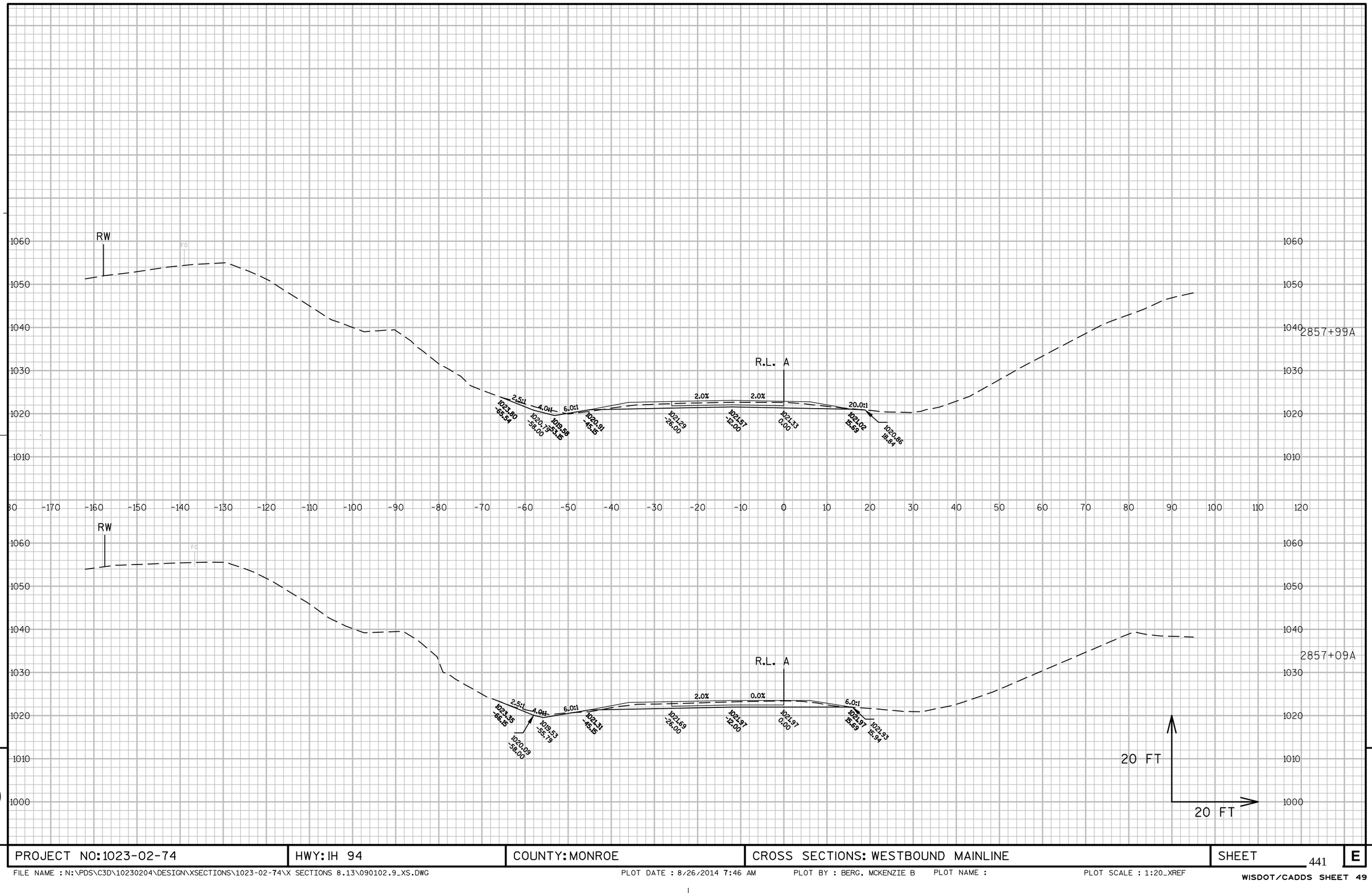
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 440	E

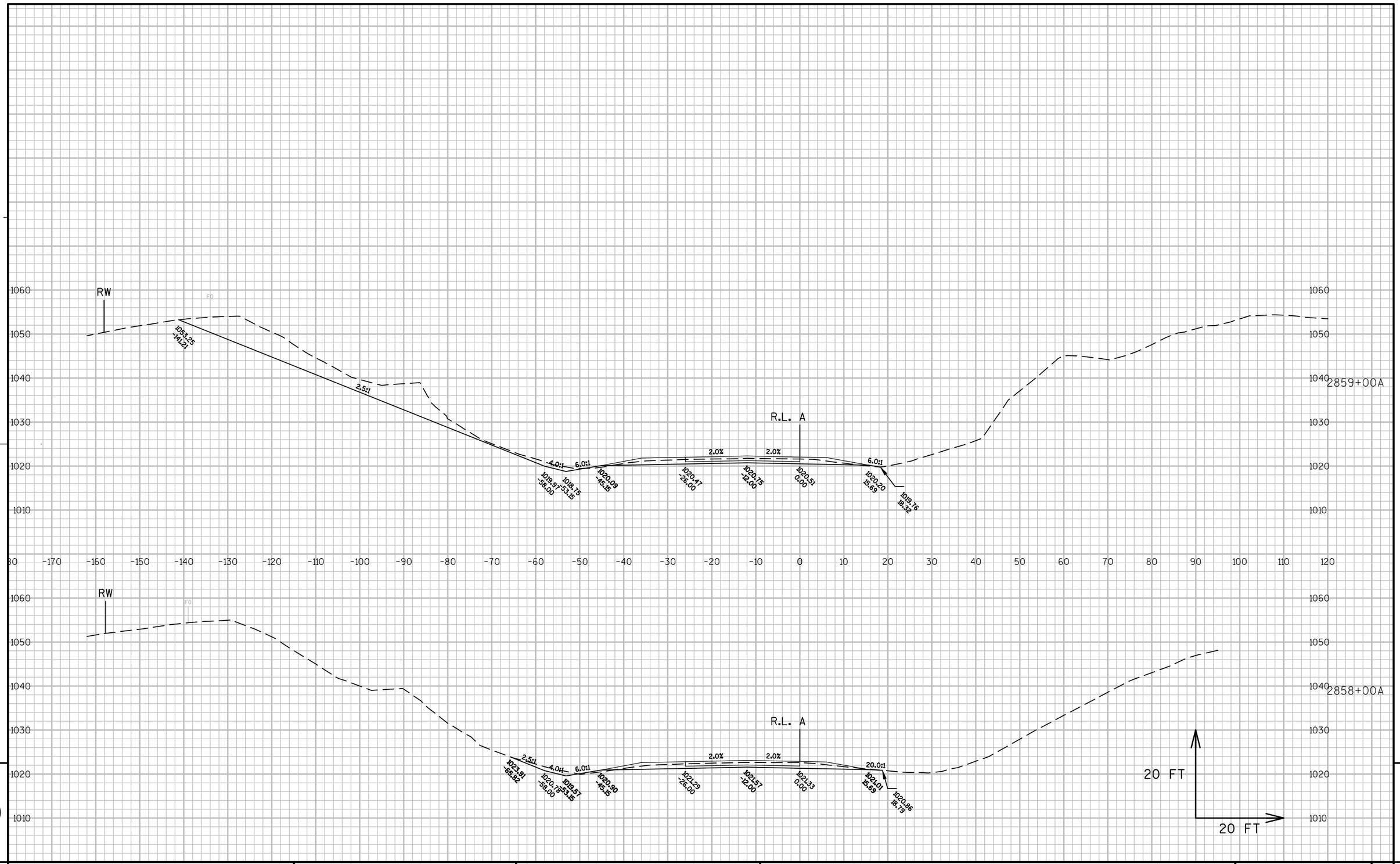
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WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 441	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.9_XS.DWG PLOT DATE : 8/26/2014 7:46 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



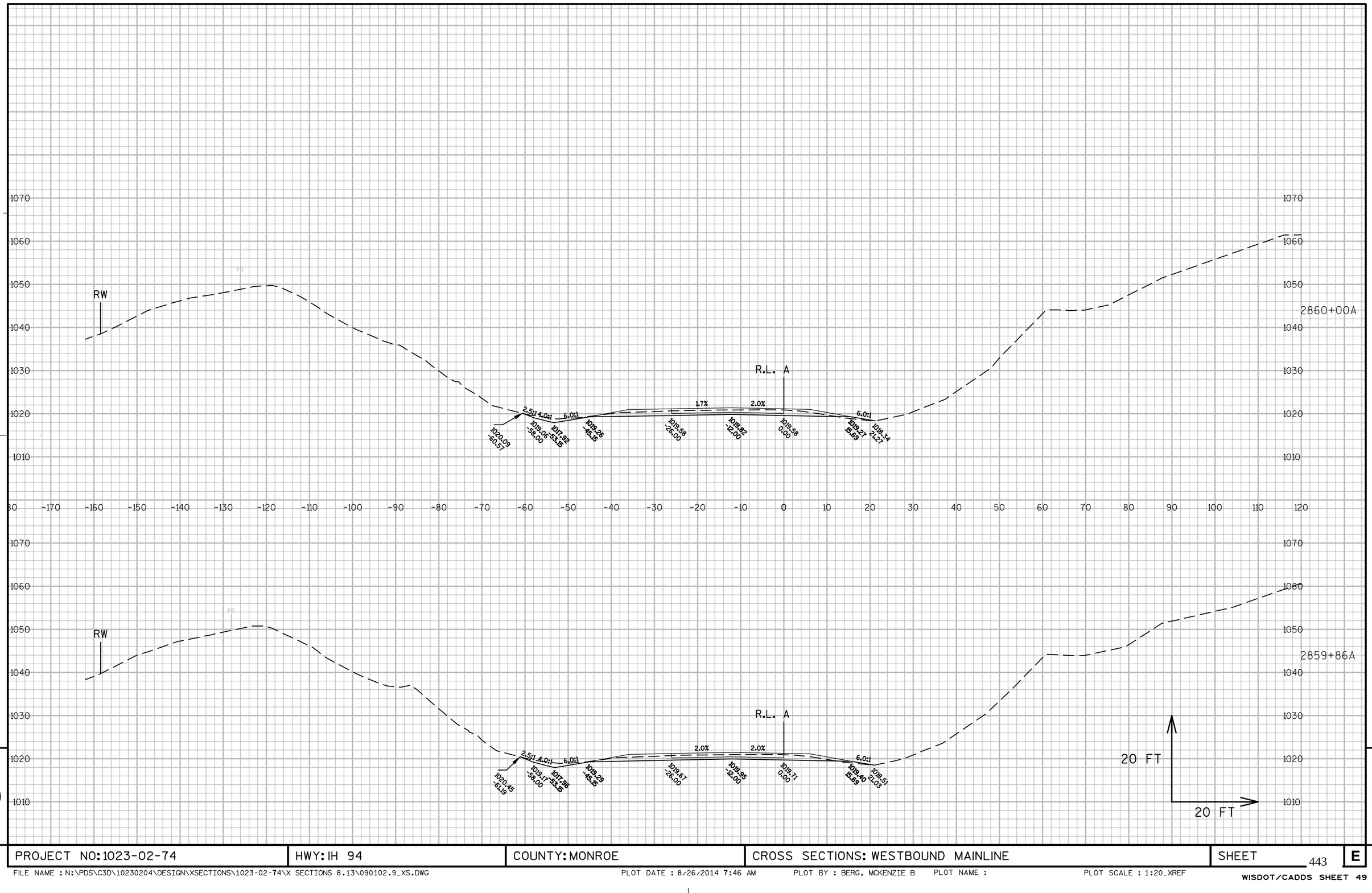
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 442	E

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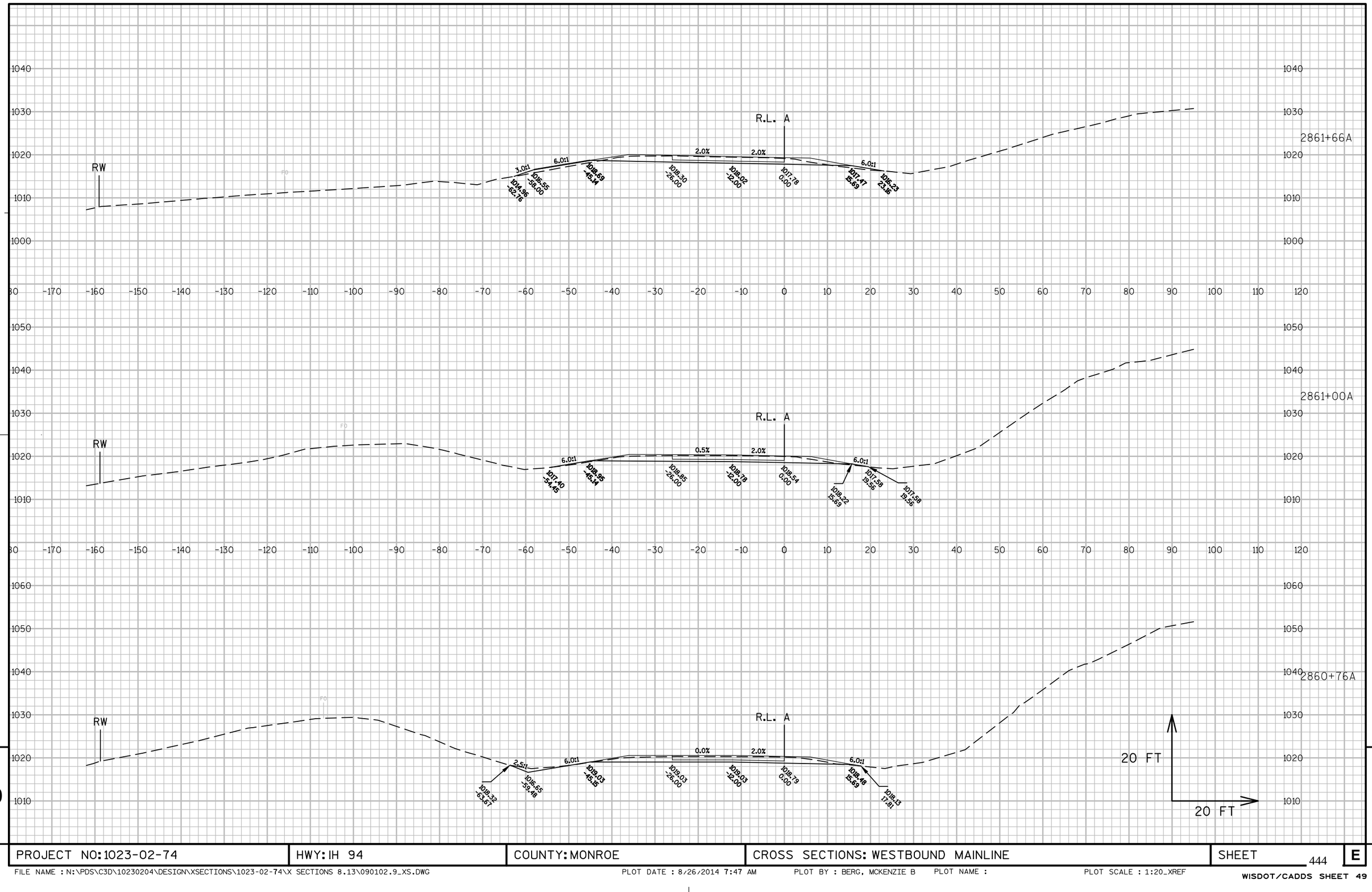
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 443	E

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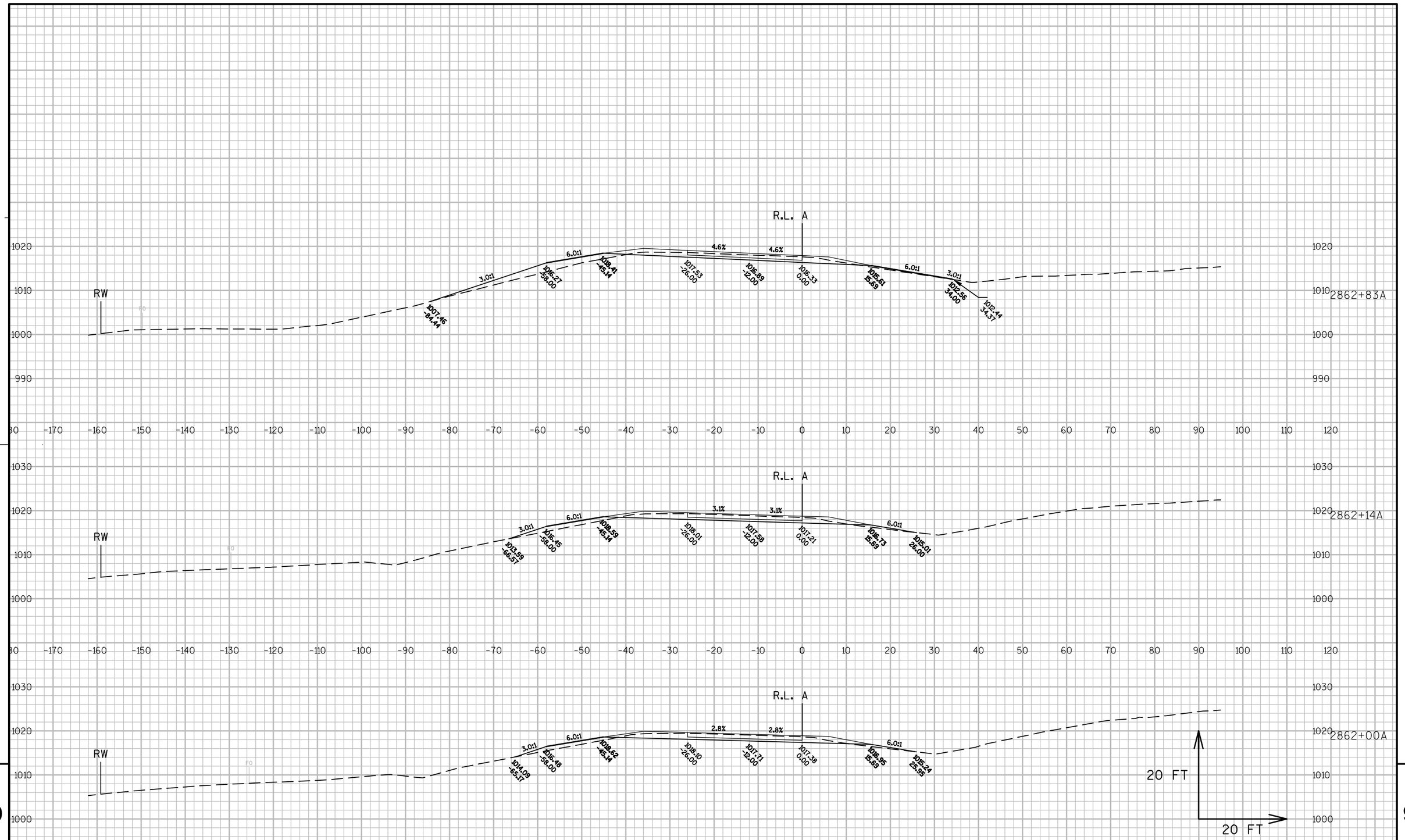
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 444	E

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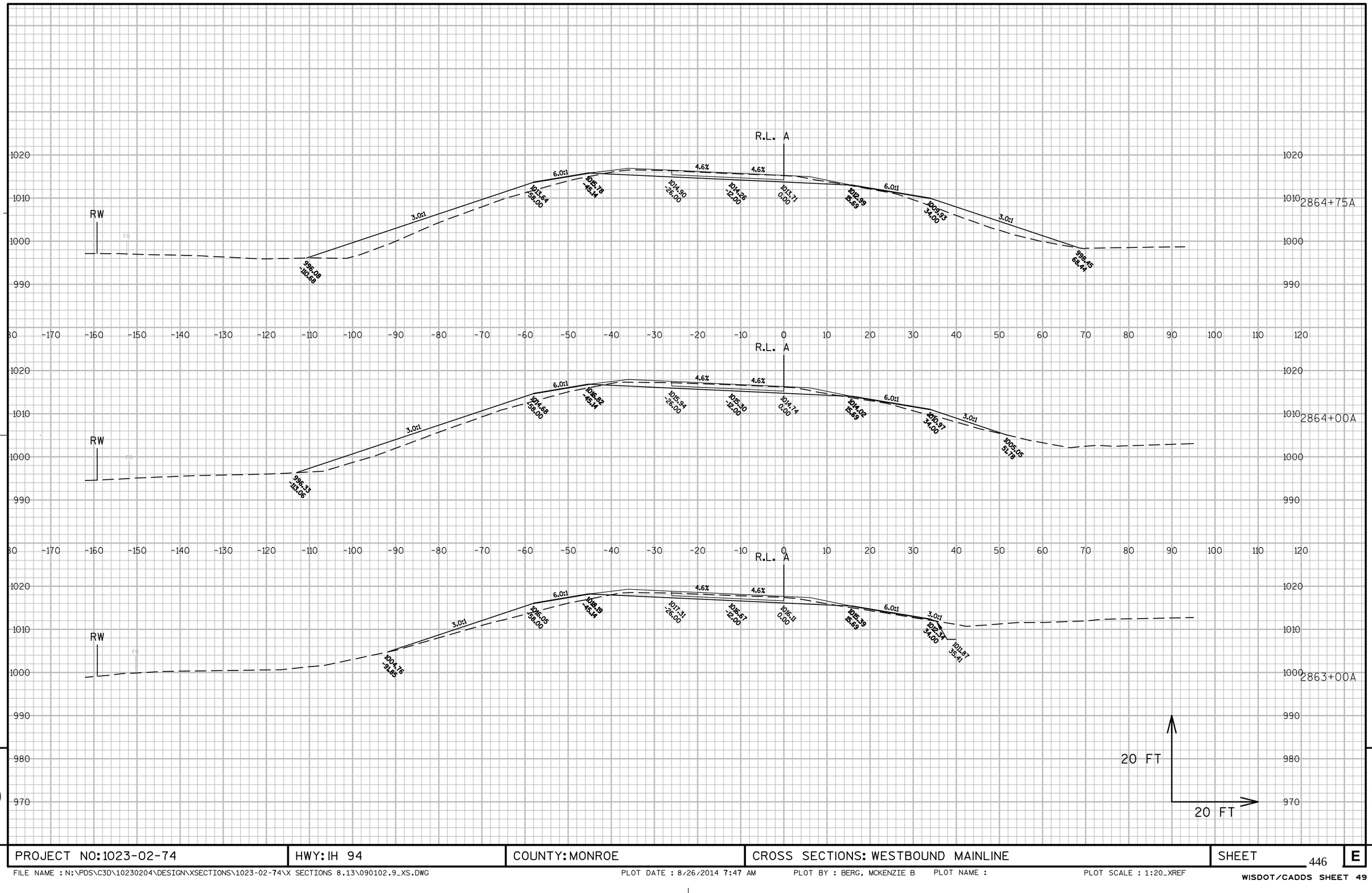
WISDOT/CADDS SHEET 49



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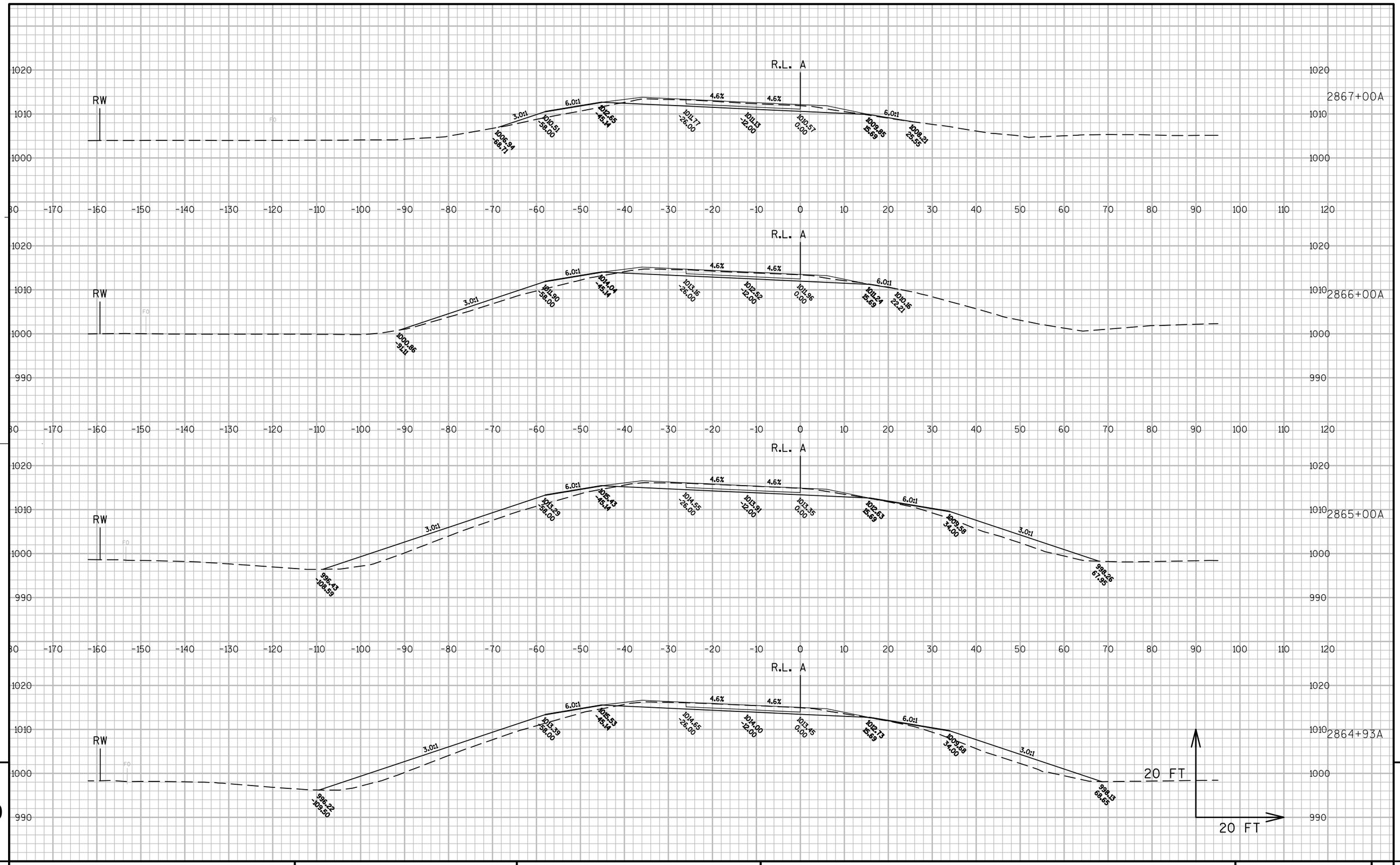
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 445	E



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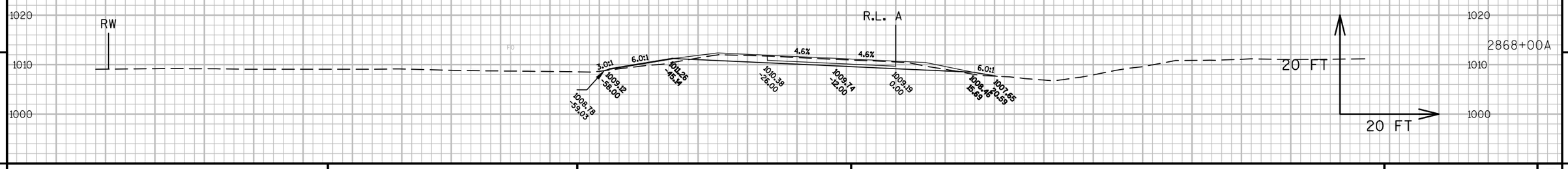
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 446	E



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 447	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090102.9_XS.DWG PLOT DATE : 8/26/2014 7:48 AM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

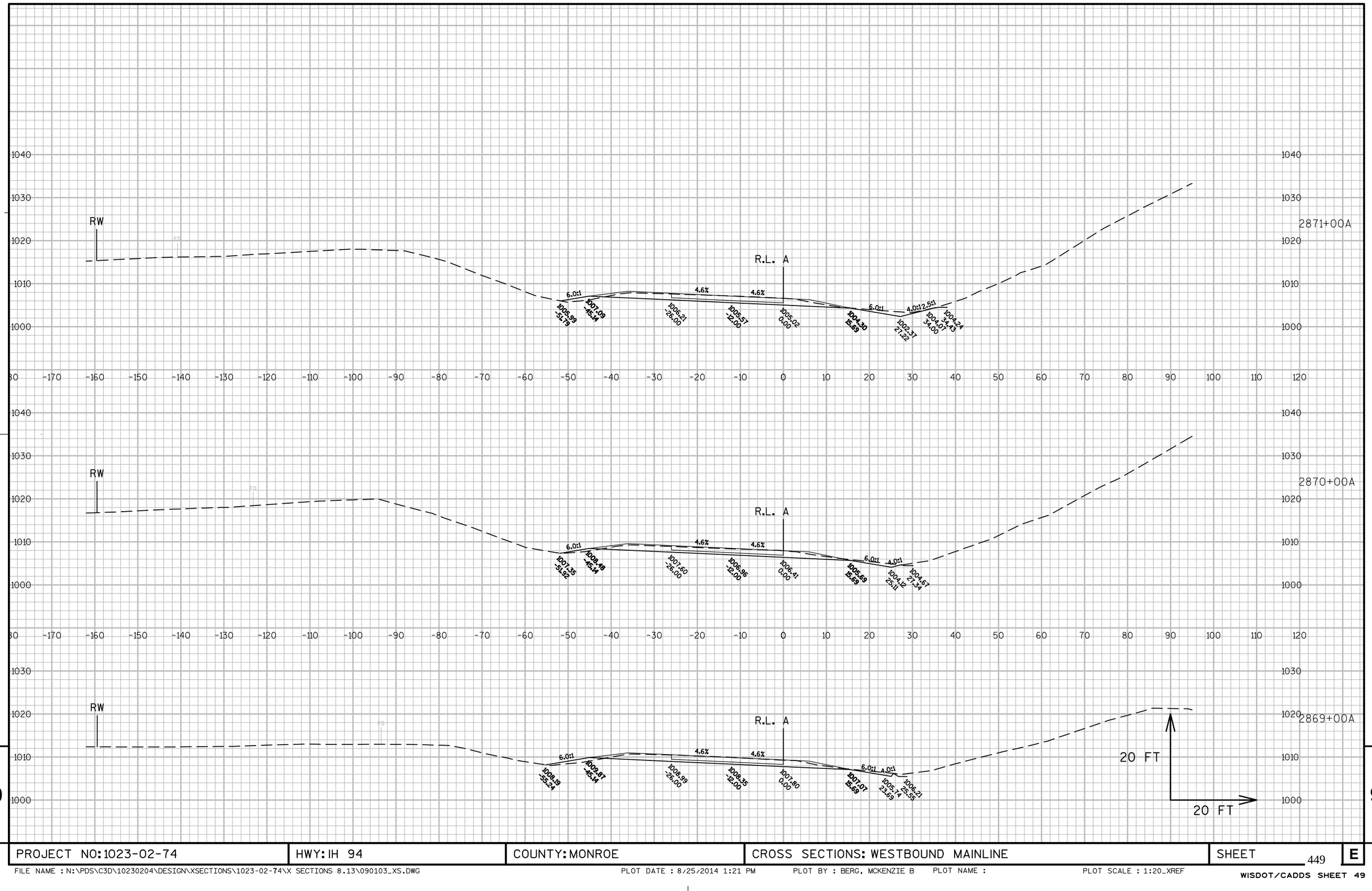
WISDOT/CADDS SHEET 49



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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 448	E

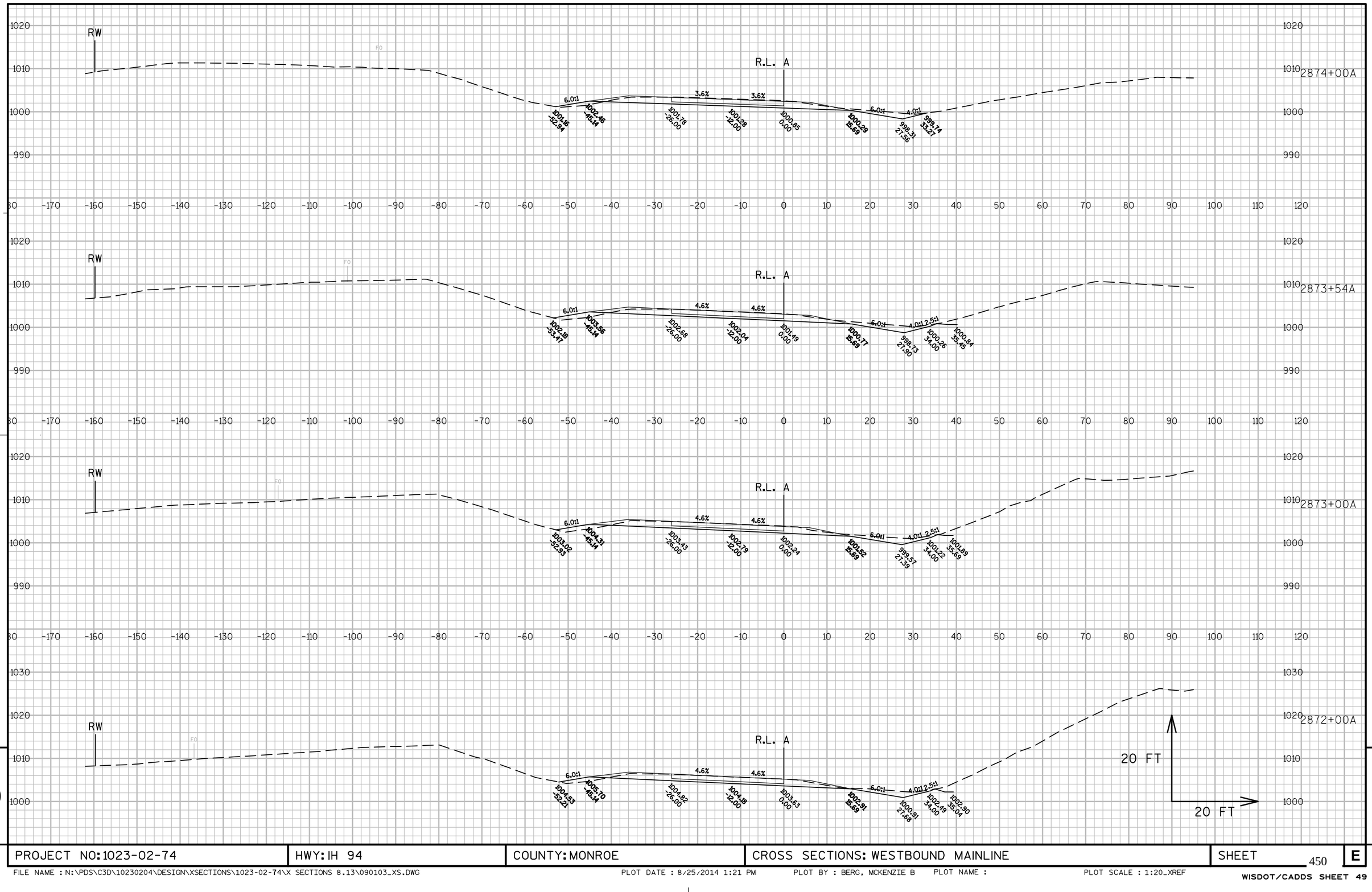


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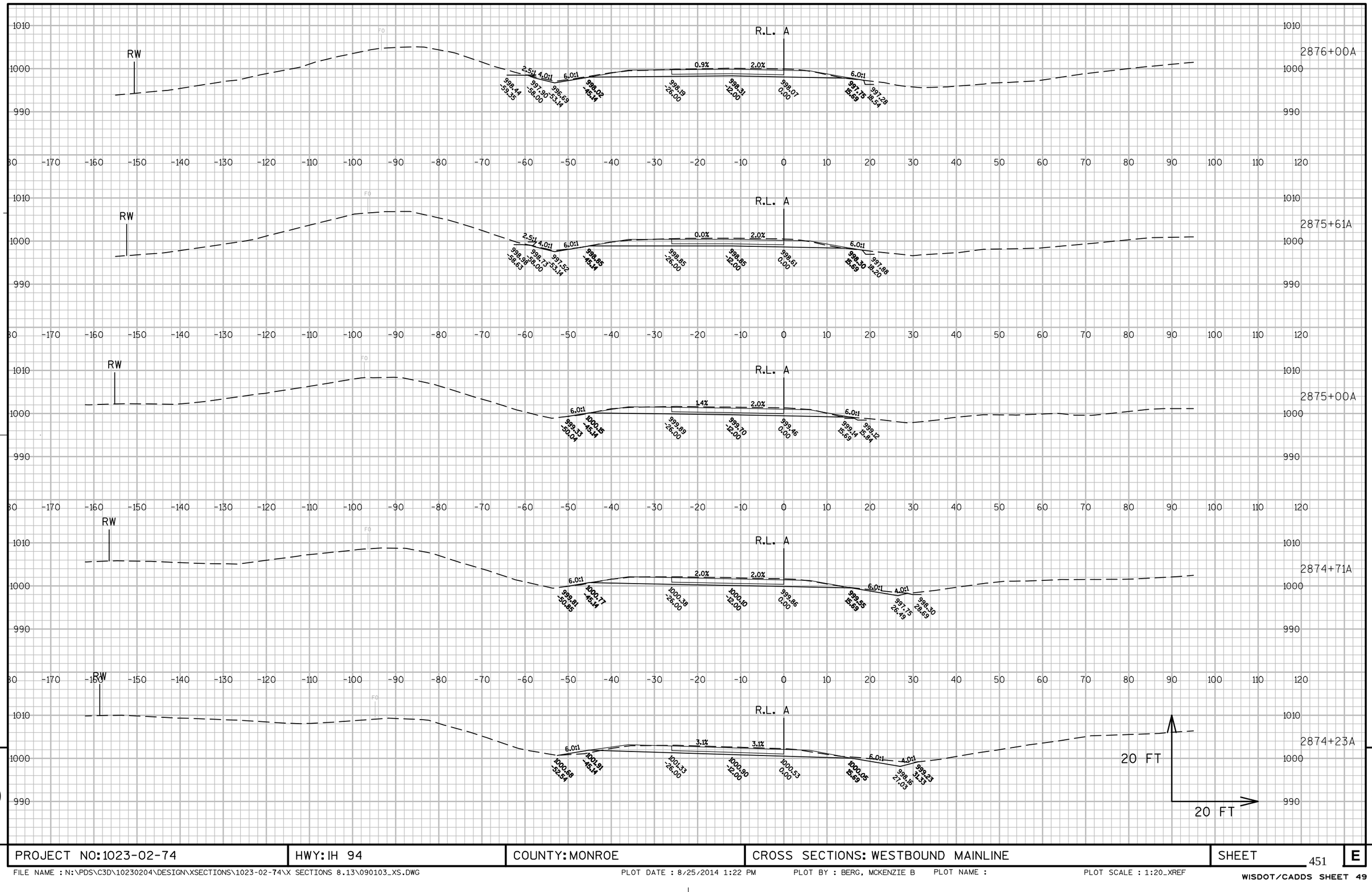
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 449	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090103_XS.DWG PLOT DATE : 8/25/2014 1:21 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 450	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090103_XS.DWG PLOT DATE : 8/25/2014 1:21 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



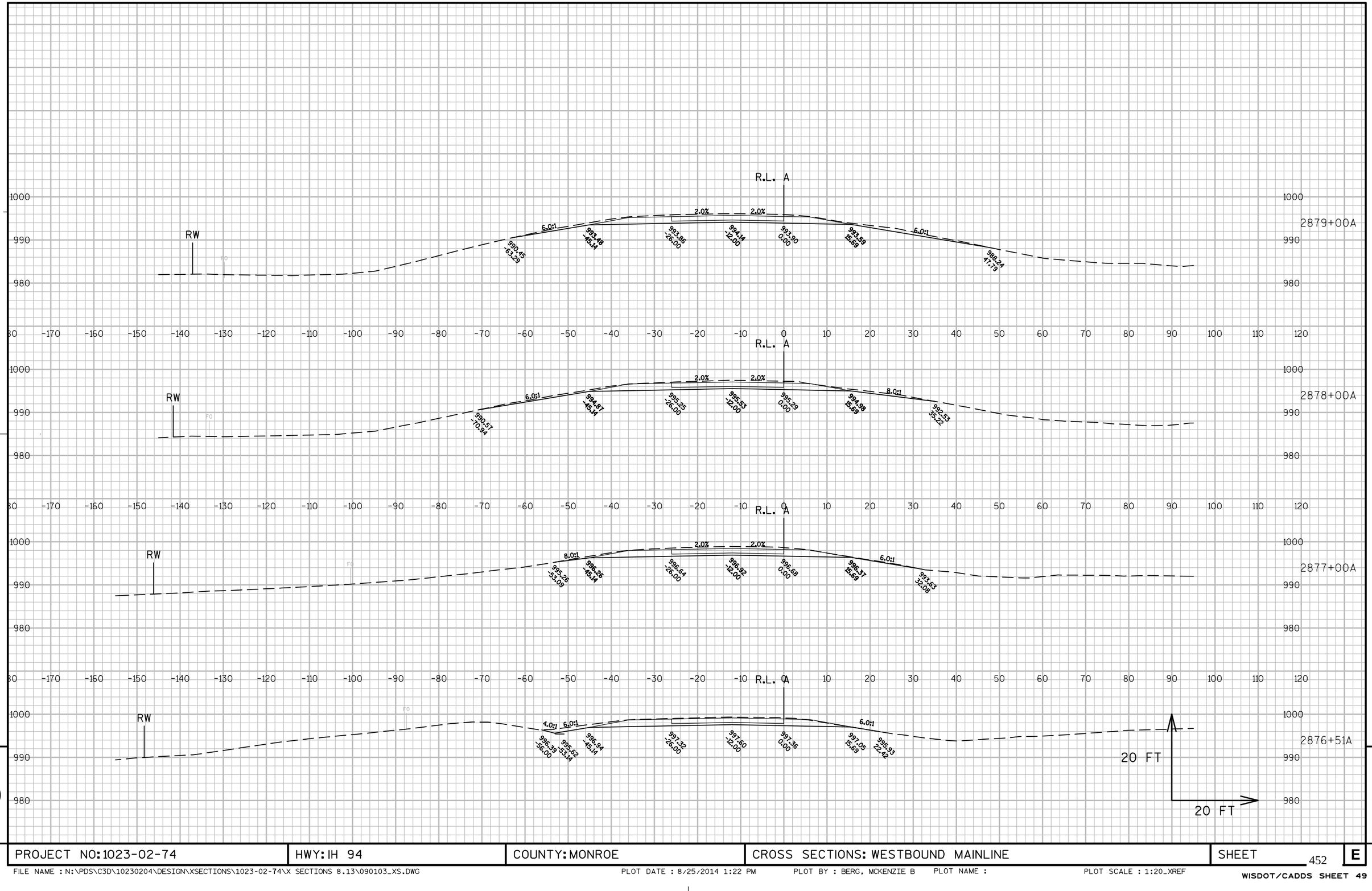
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 451	E

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WISDOT/CADDS SHEET 49

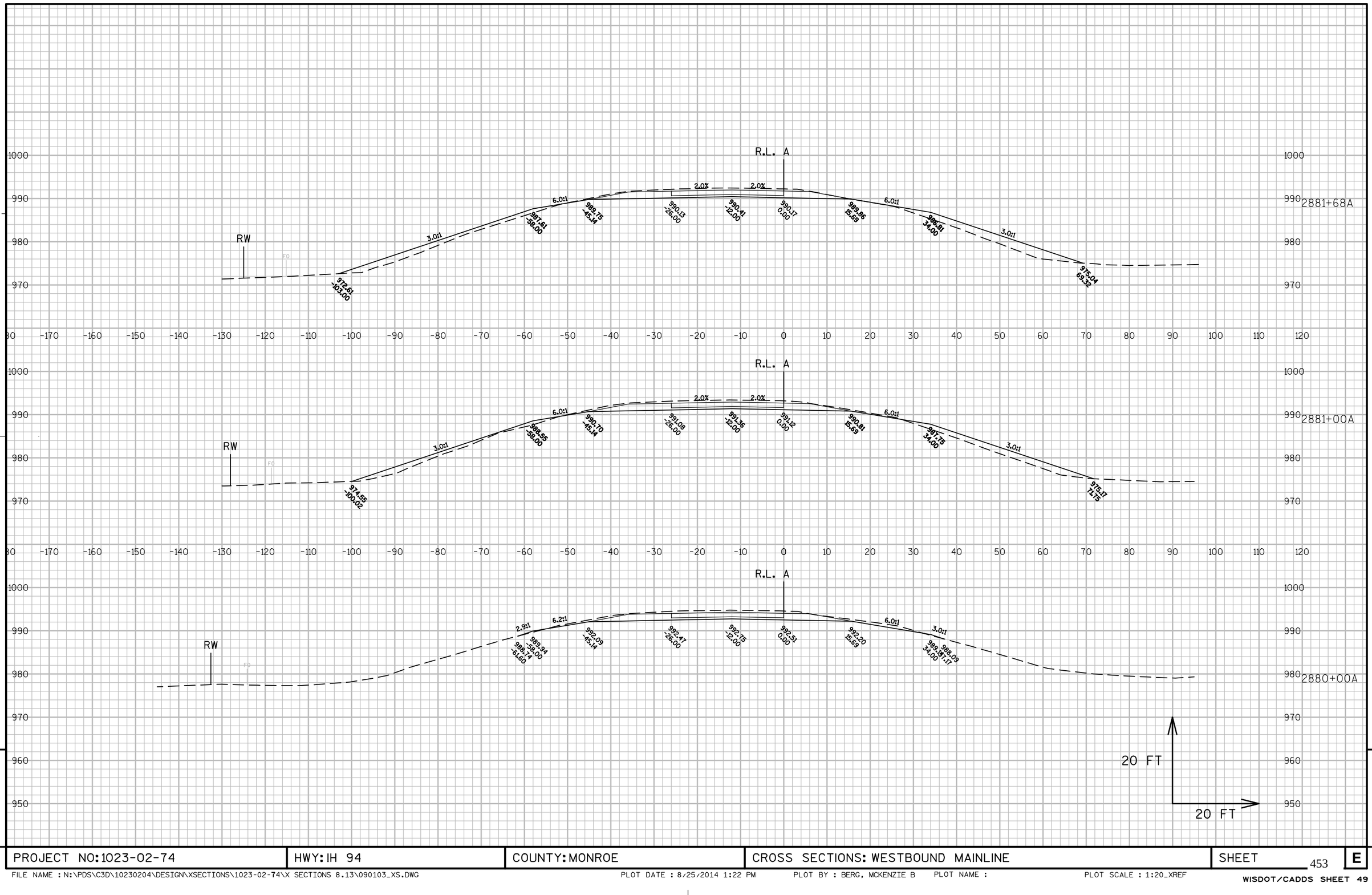


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 452	E

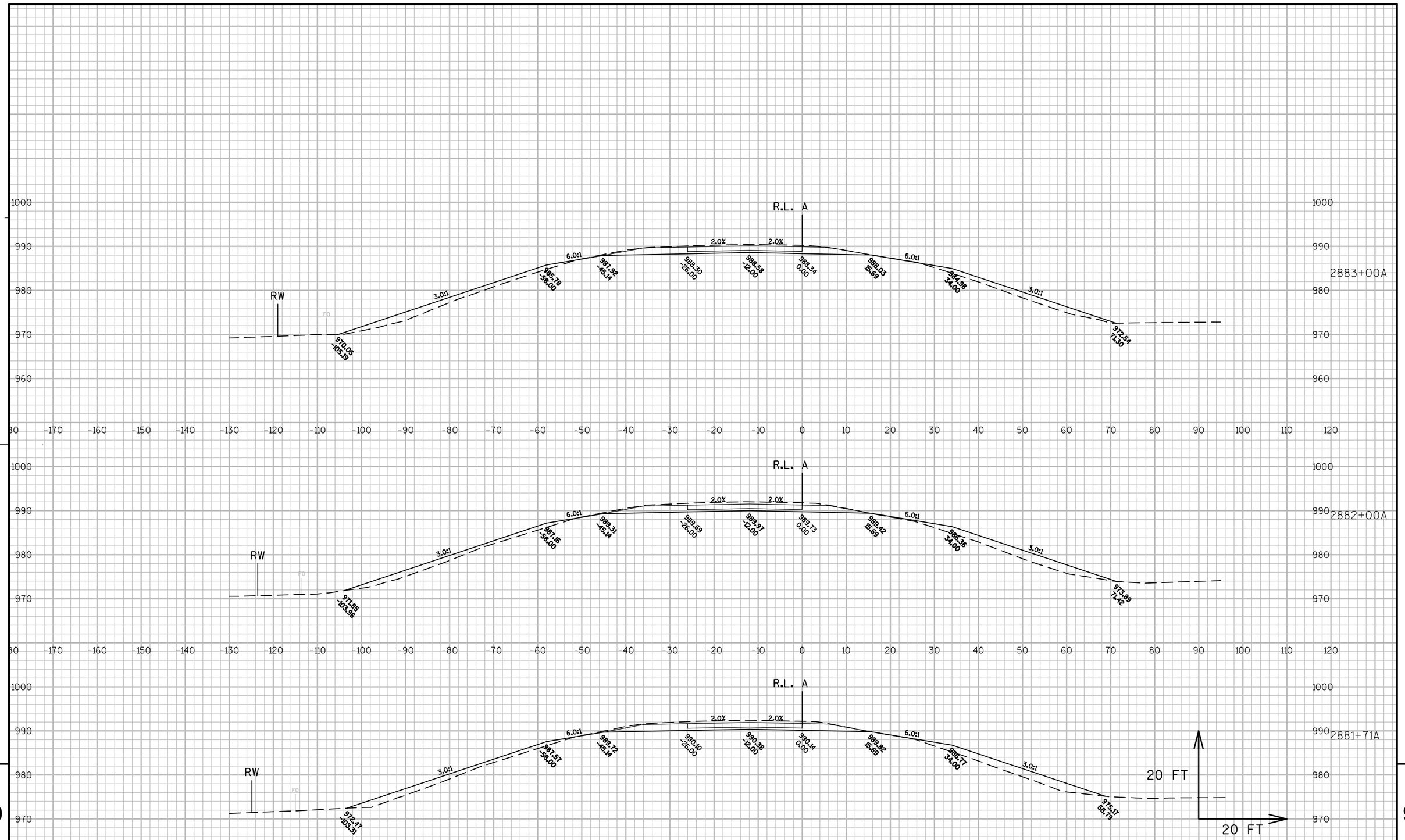
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 453	E

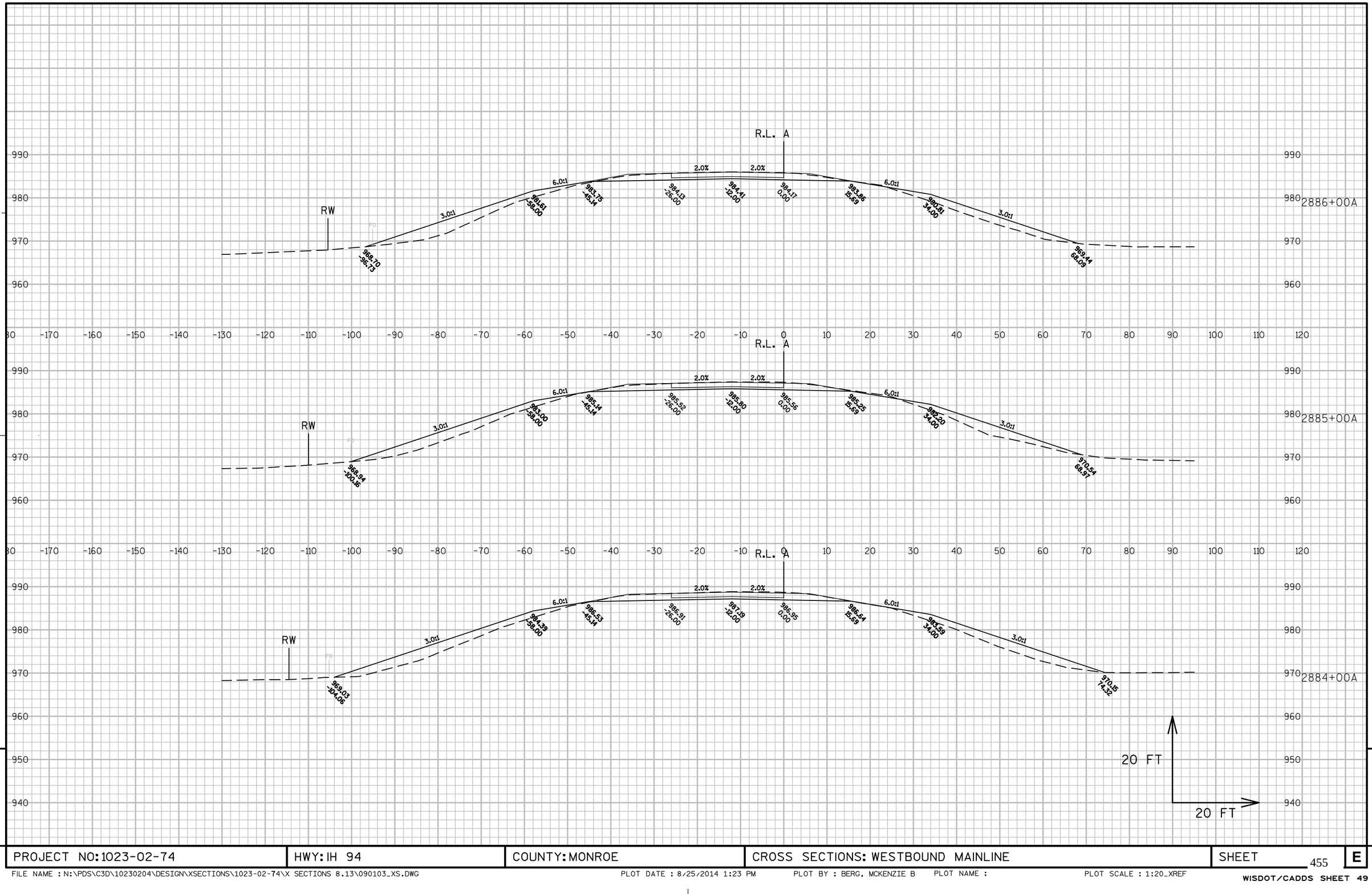
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WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 454	E

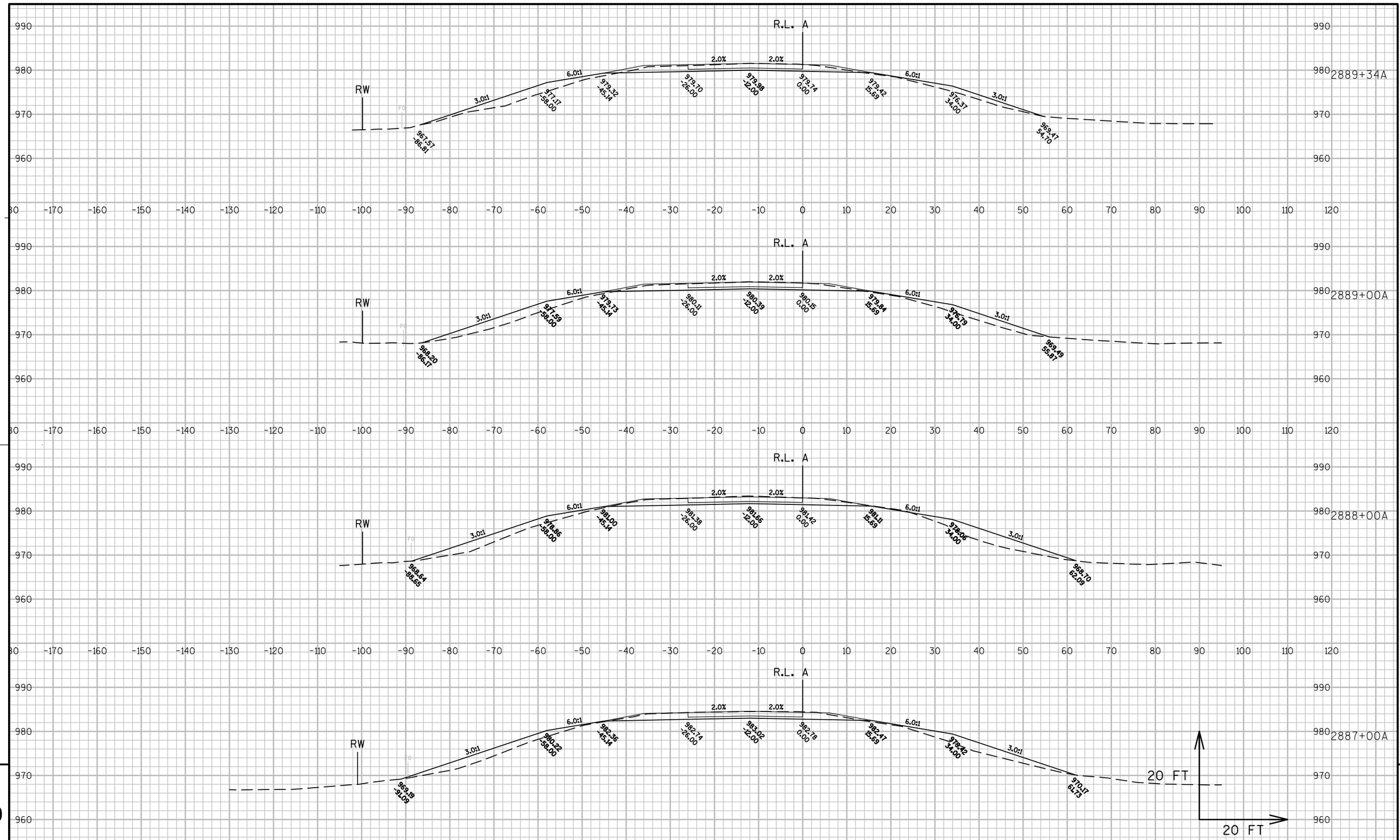
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 455	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090103_XS.DWG PLOT DATE : 8/25/2014 1:23 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

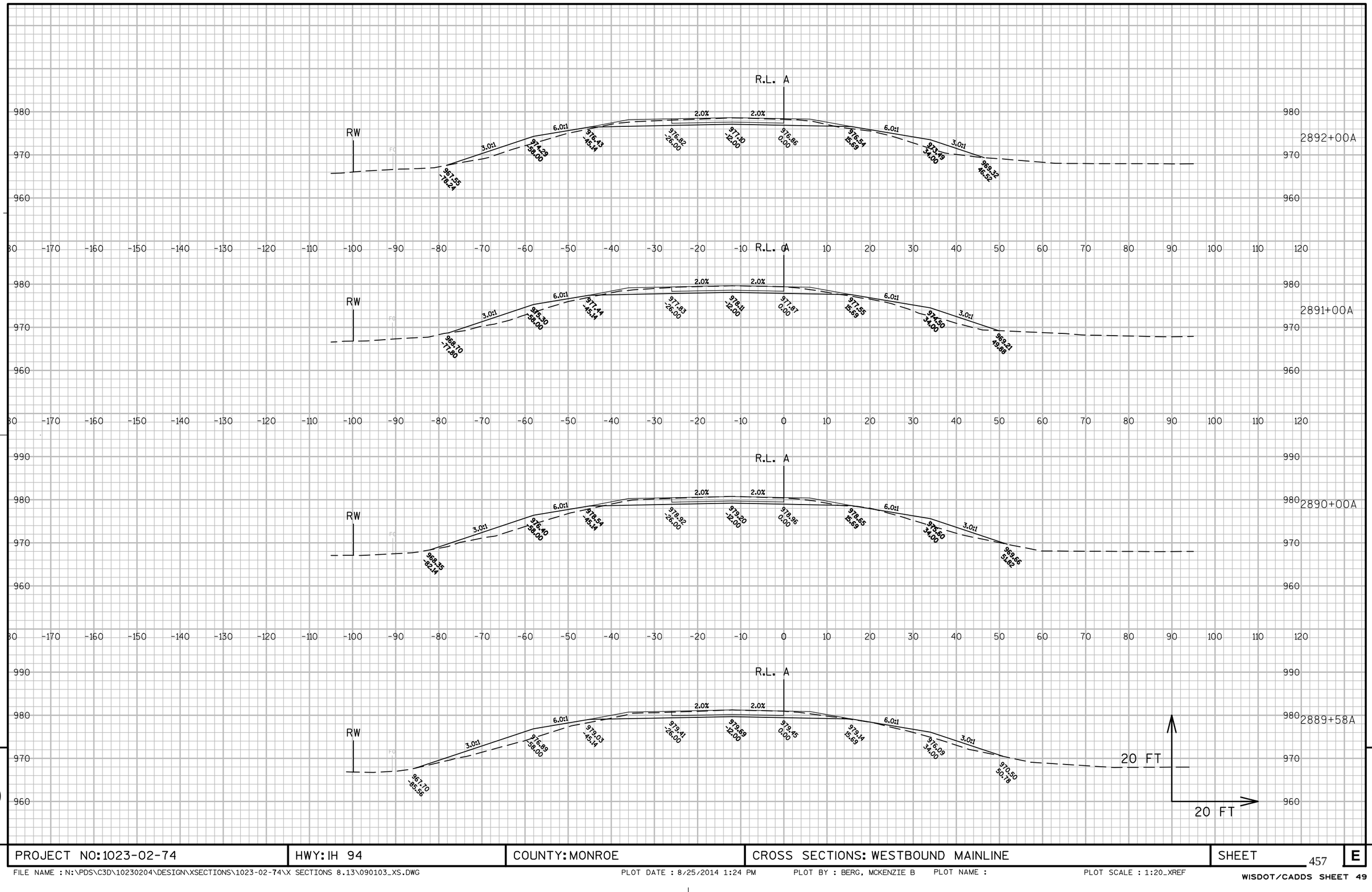
WISDOT/CADDS SHEET 49



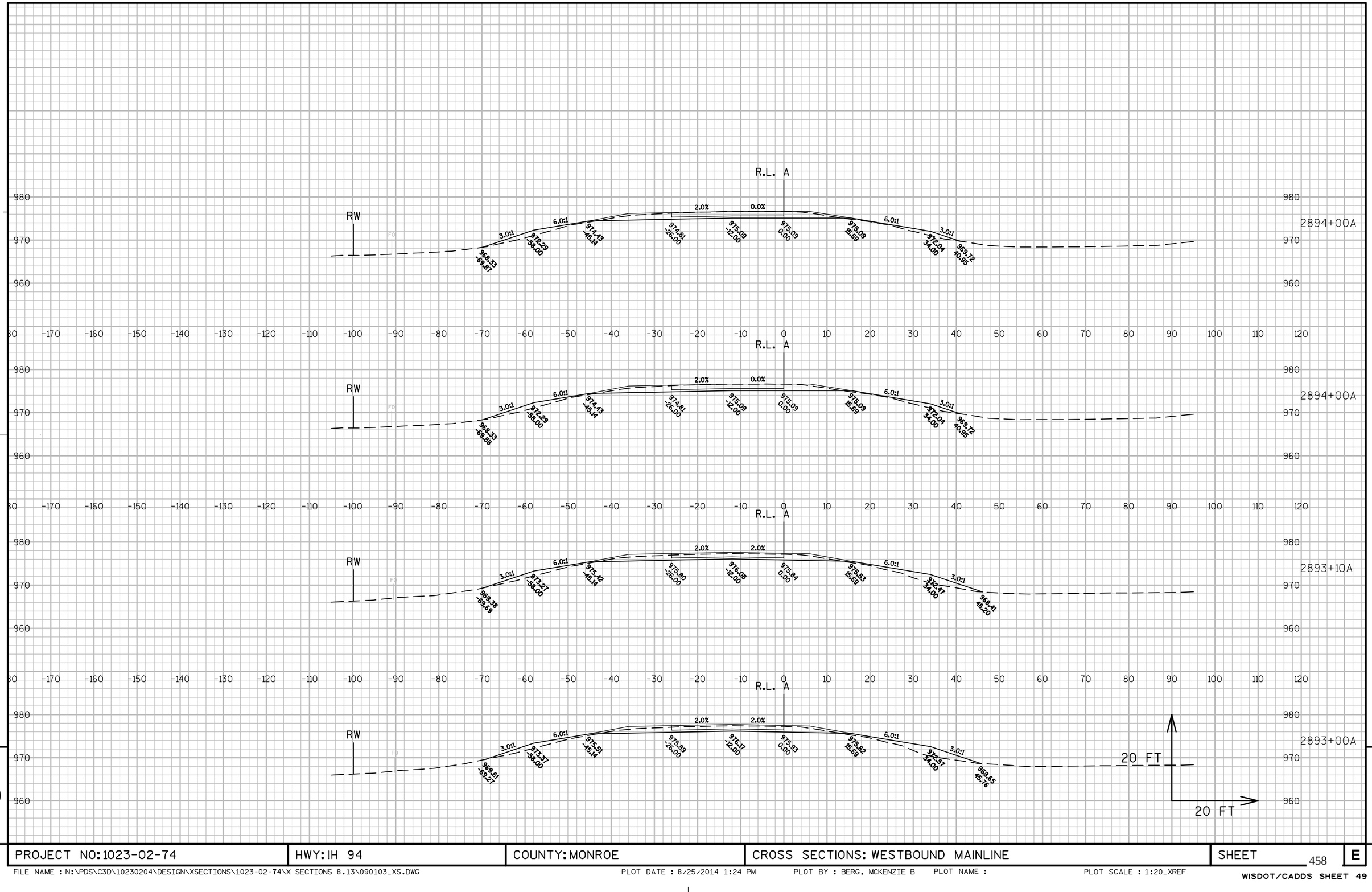
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WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 457	E

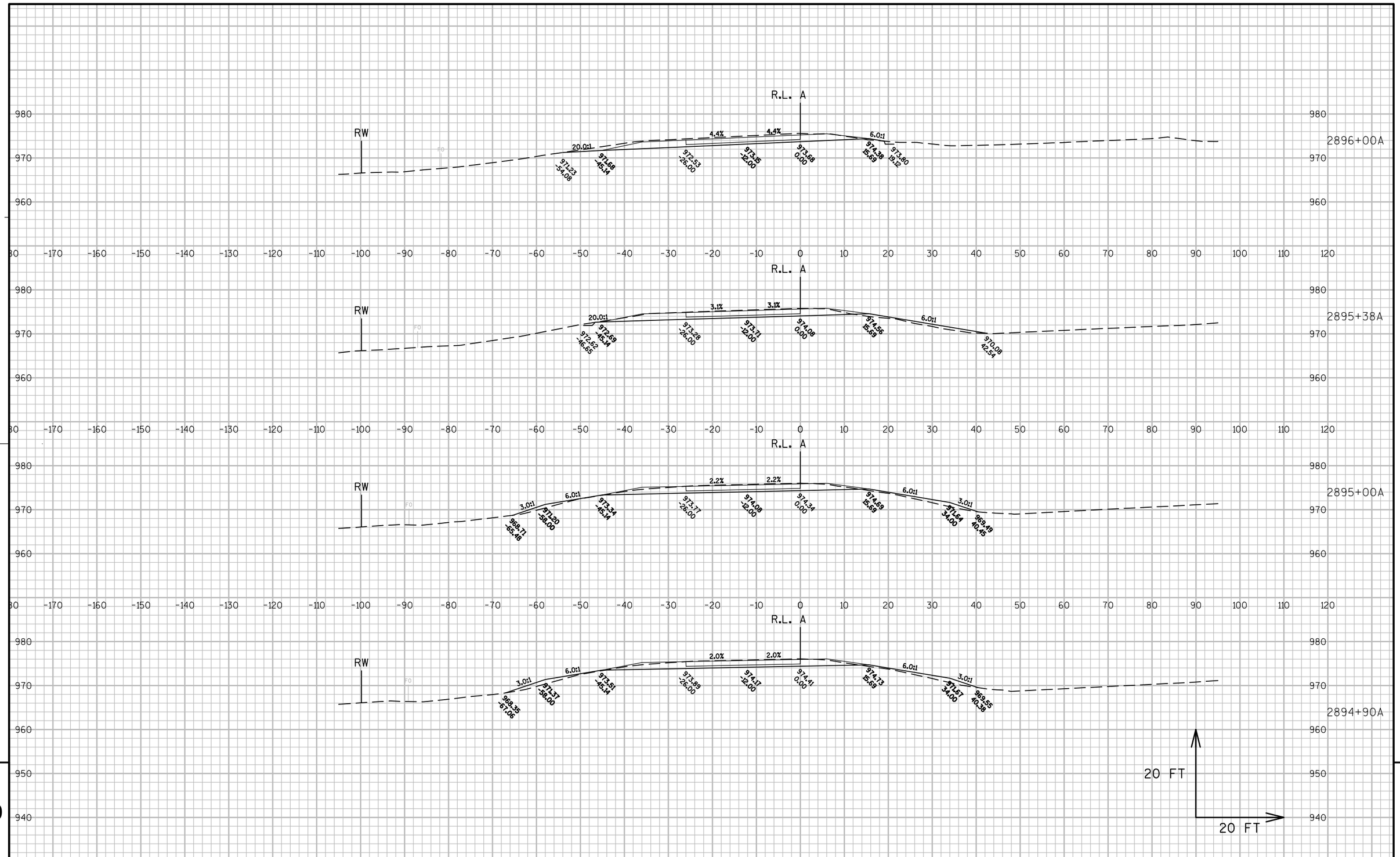


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 458	E

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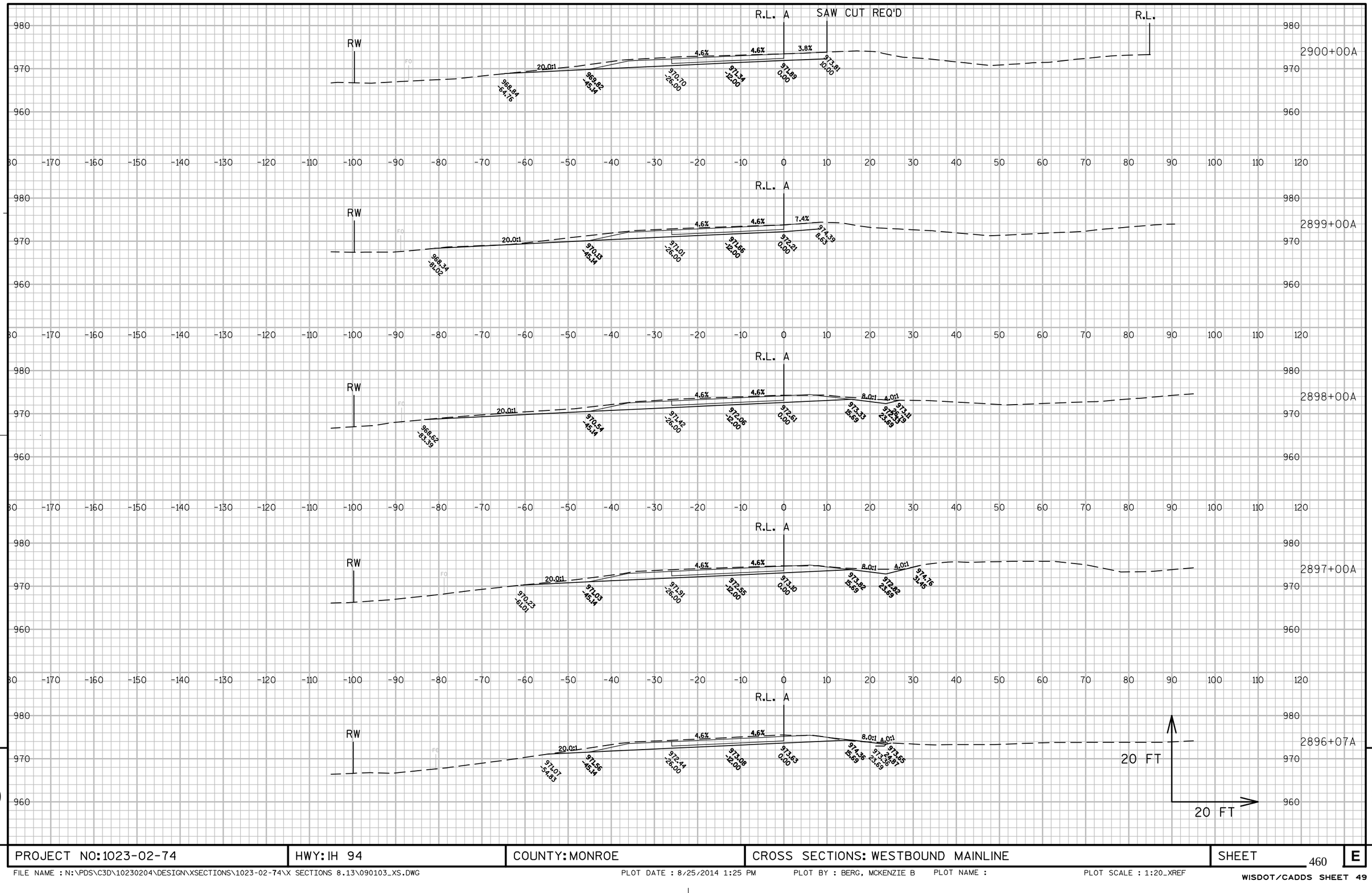


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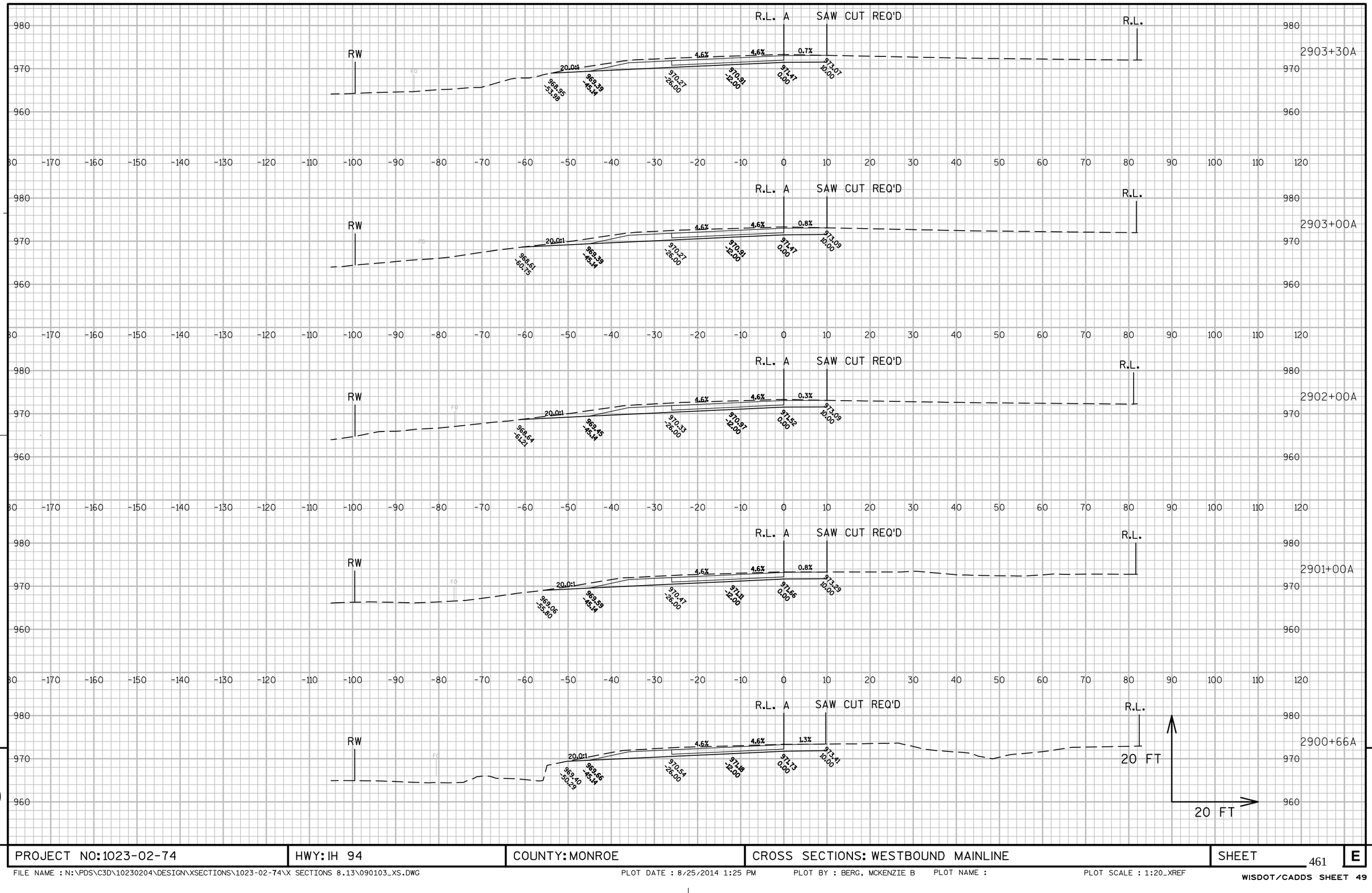
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 459	E

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PLOT DATE : 8/25/2014 1:24 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 460	E

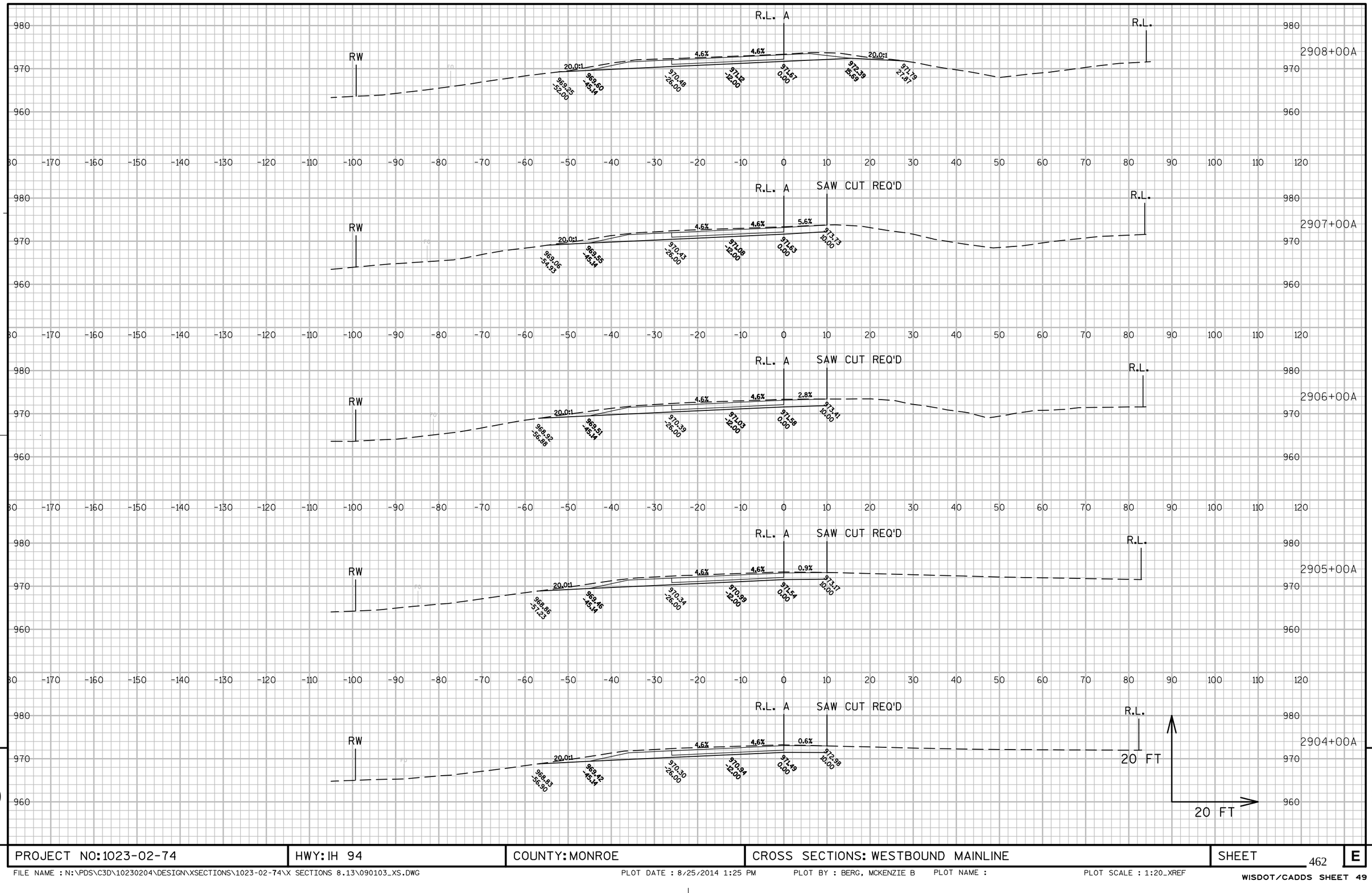
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 461	E

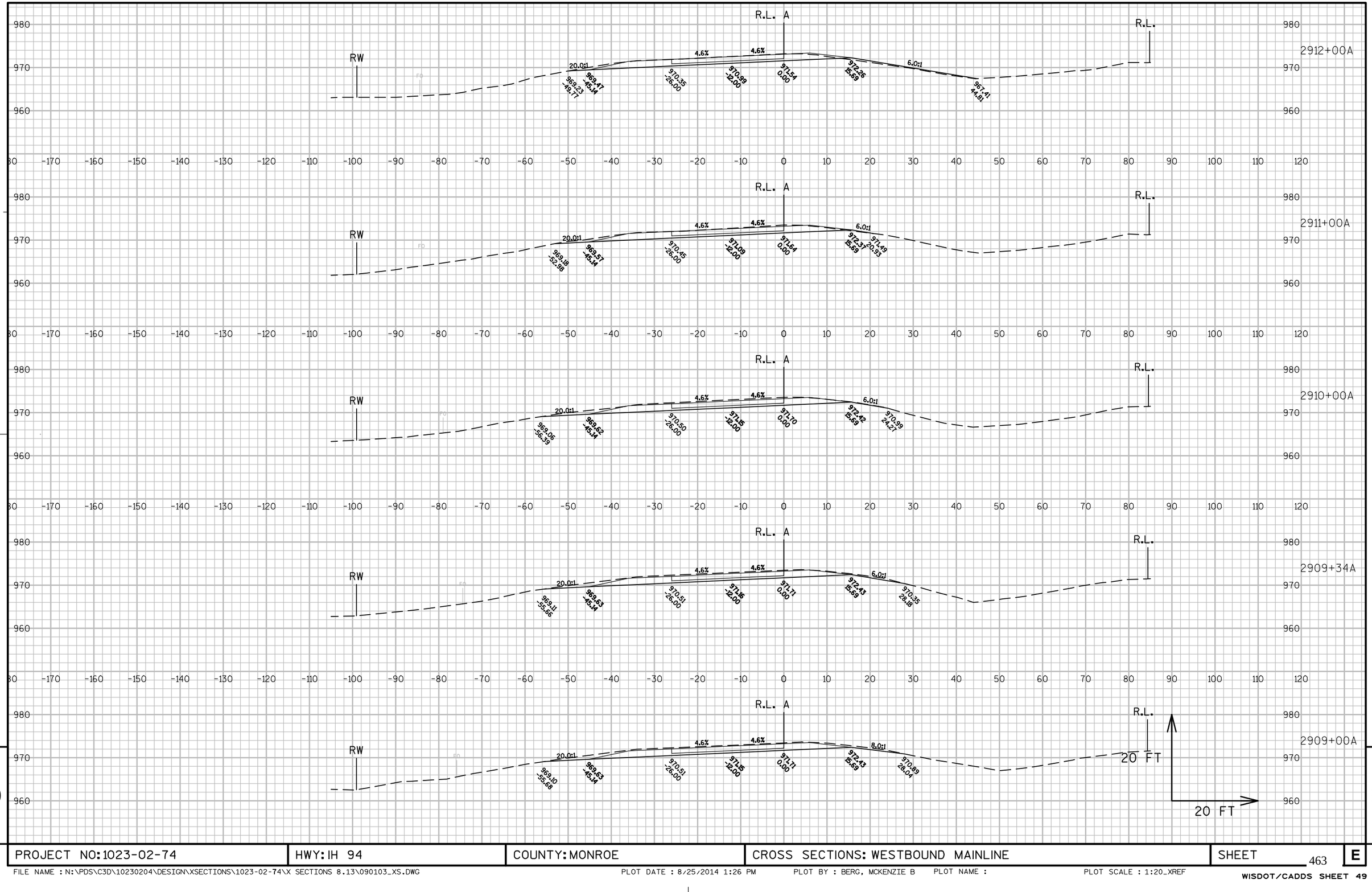


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 462	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090103_XS.DWG PLOT DATE : 8/25/2014 1:25 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

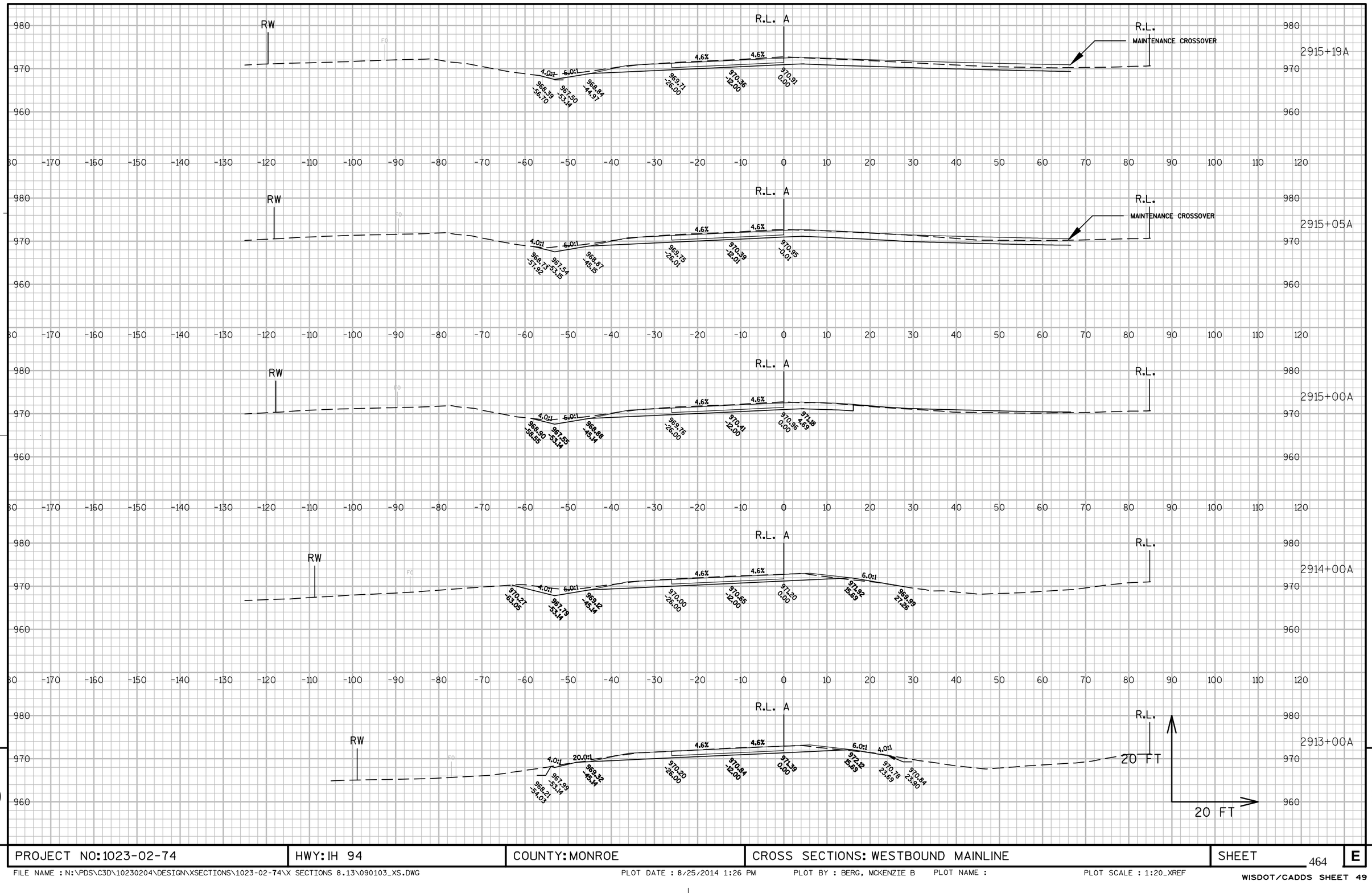
WISDOT/CADDS SHEET 49



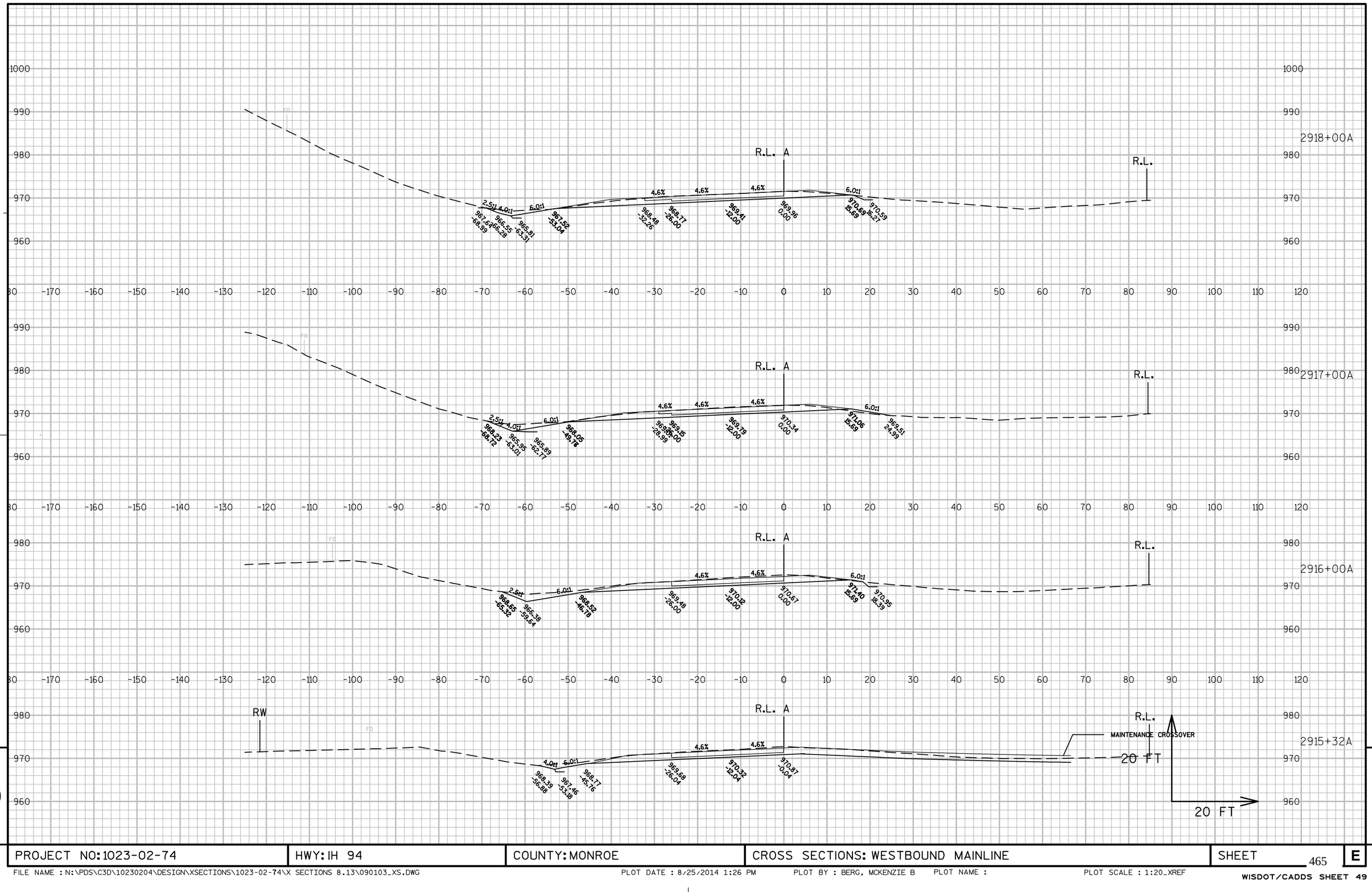
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FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090103_XS.DWG PLOT DATE : 8/25/2014 1:26 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 464	E



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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 465	E

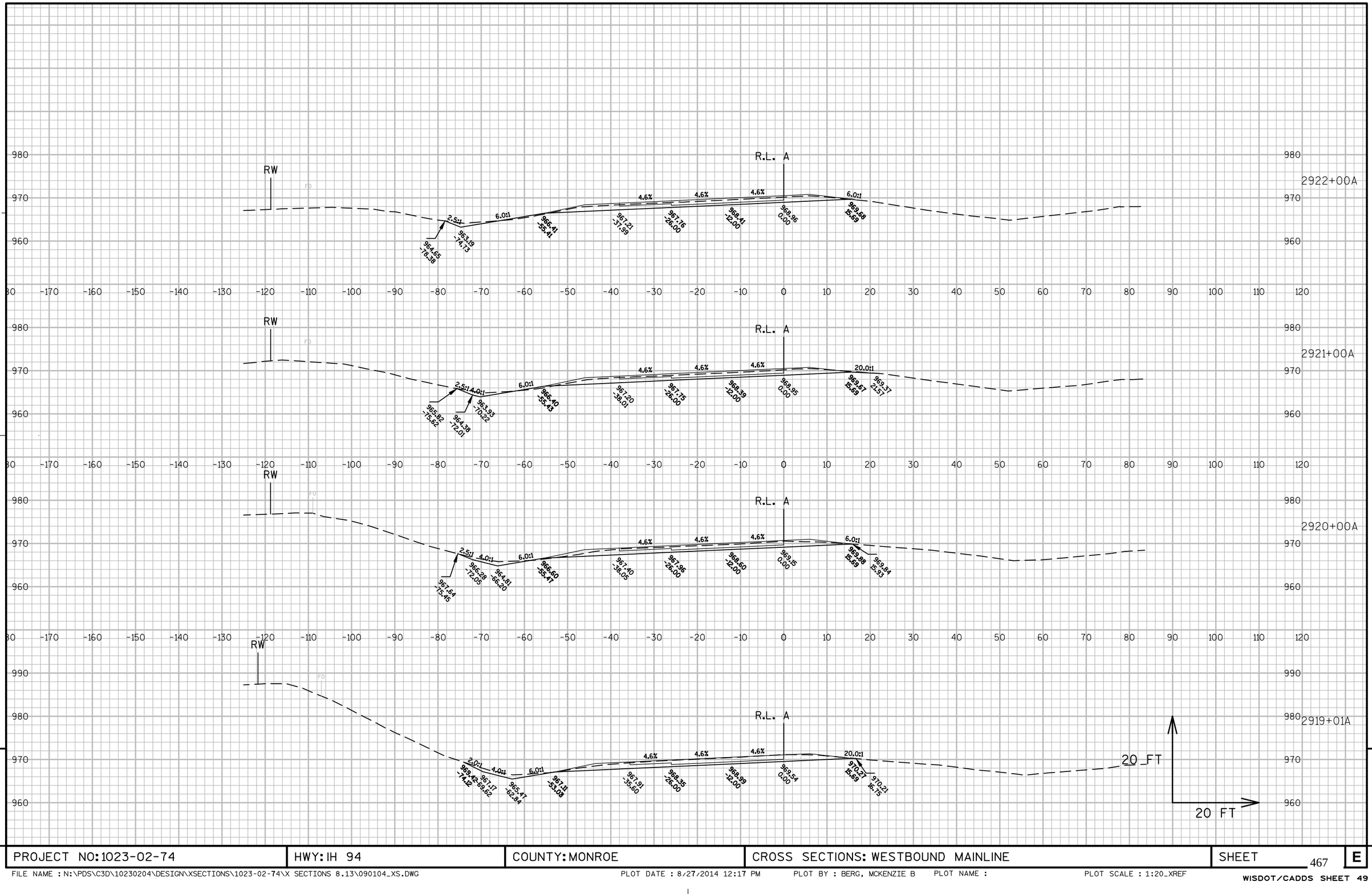
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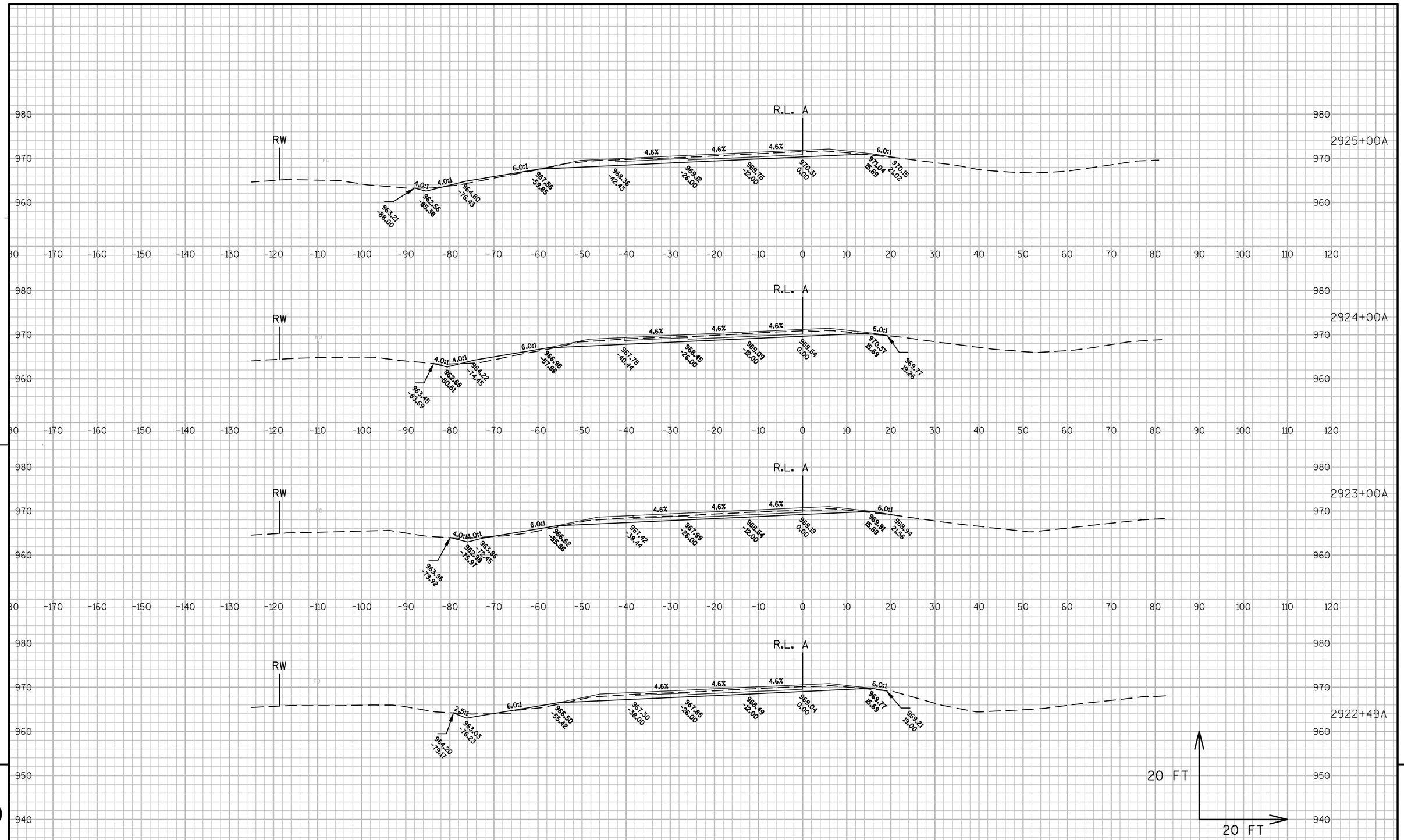
PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 466	E



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 467	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090104_XS.DWG PLOT DATE : 8/27/2014 12:17 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



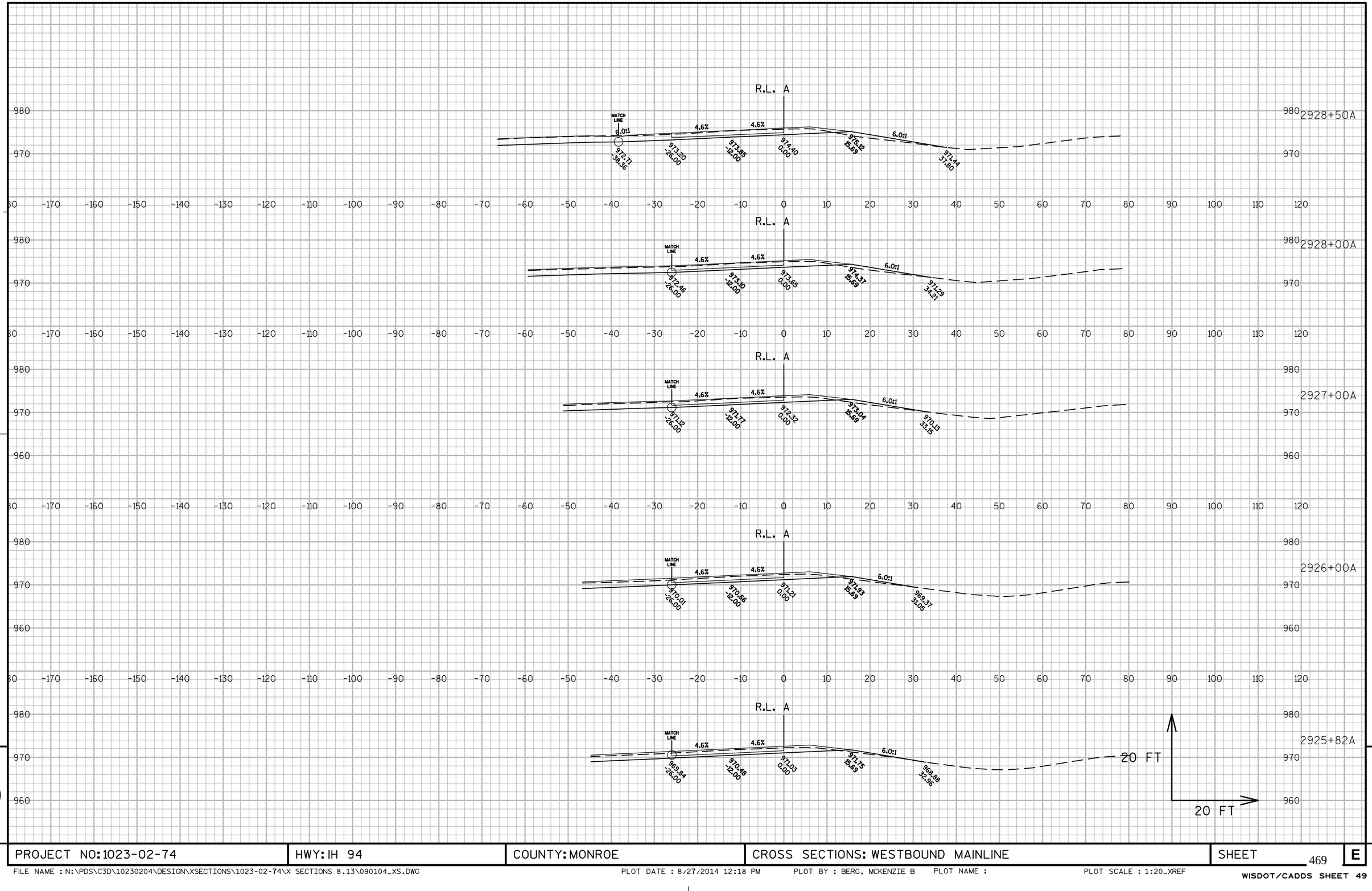
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 468	E

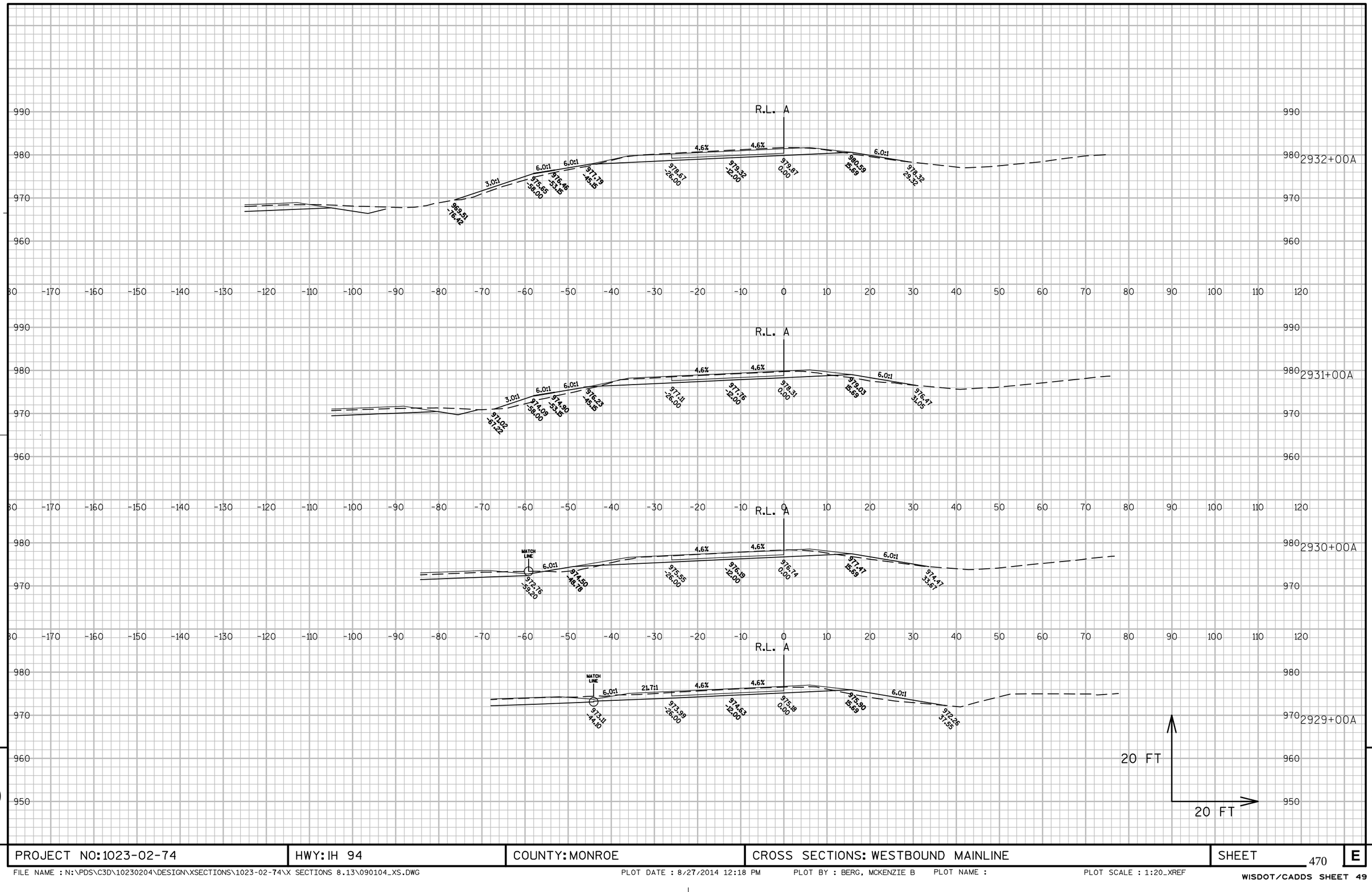
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WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 469	E

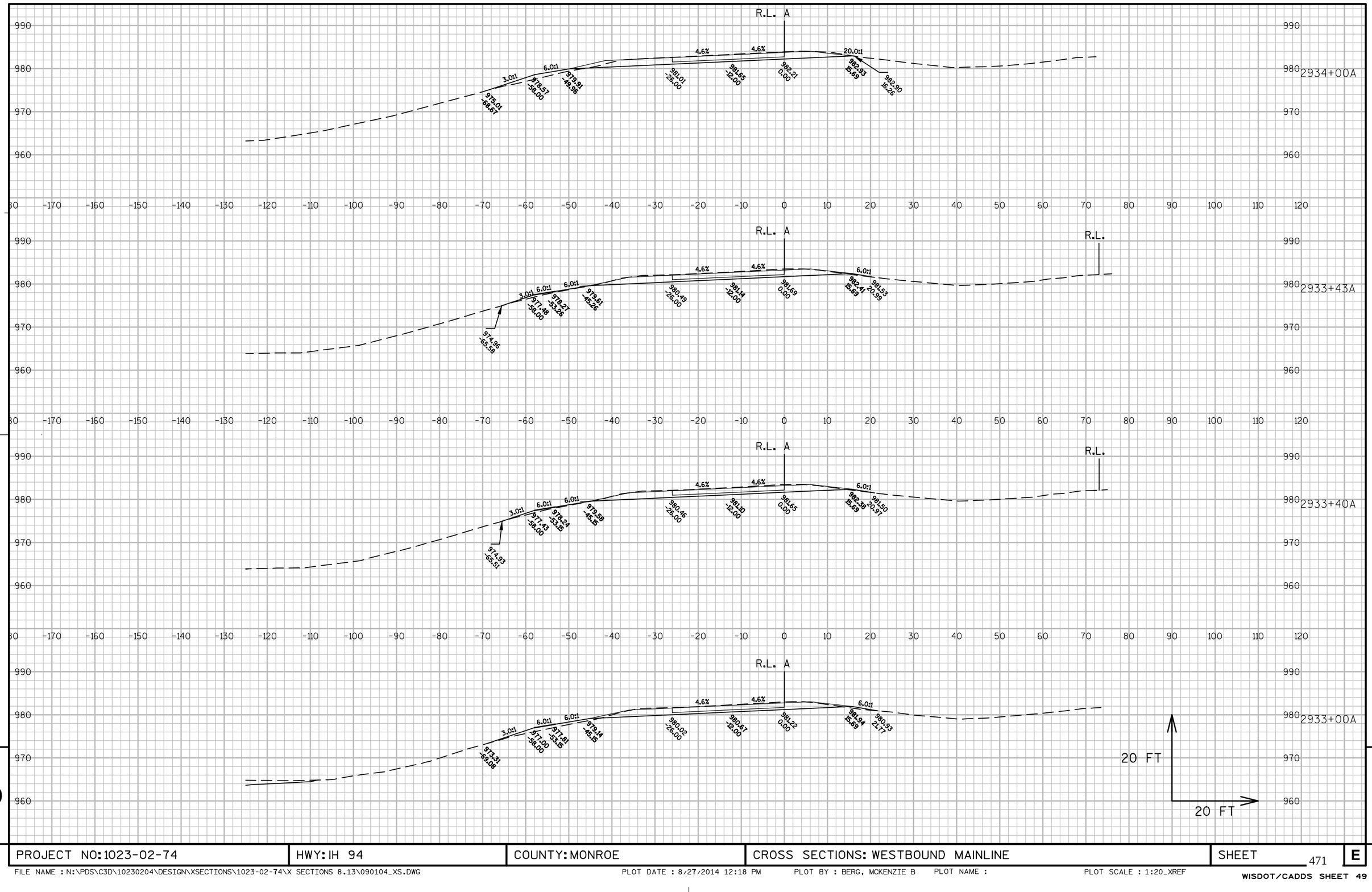
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 470	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090104_XS.DWG PLOT DATE : 8/27/2014 12:18 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

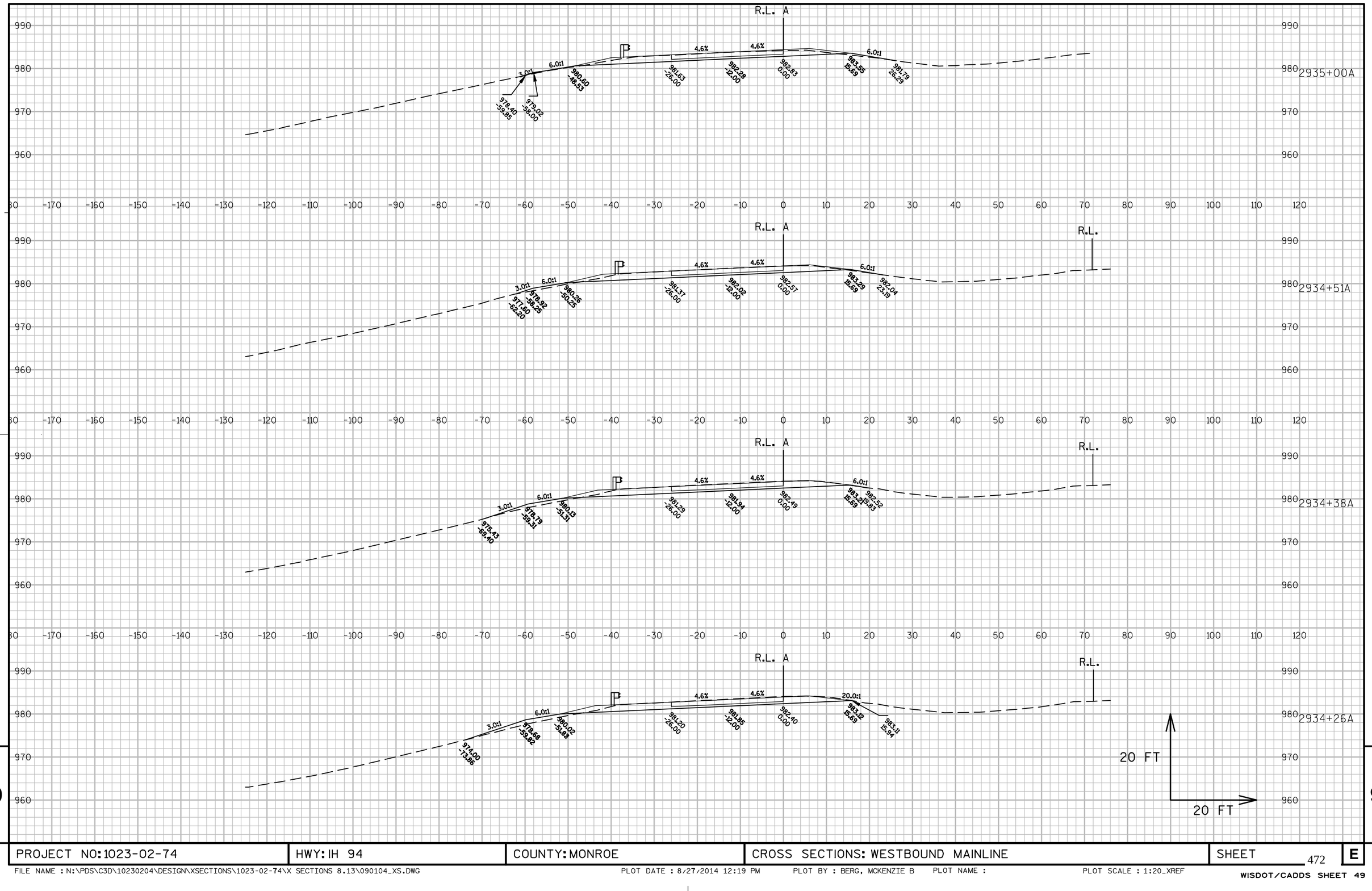
WISDOT/CADDS SHEET 49



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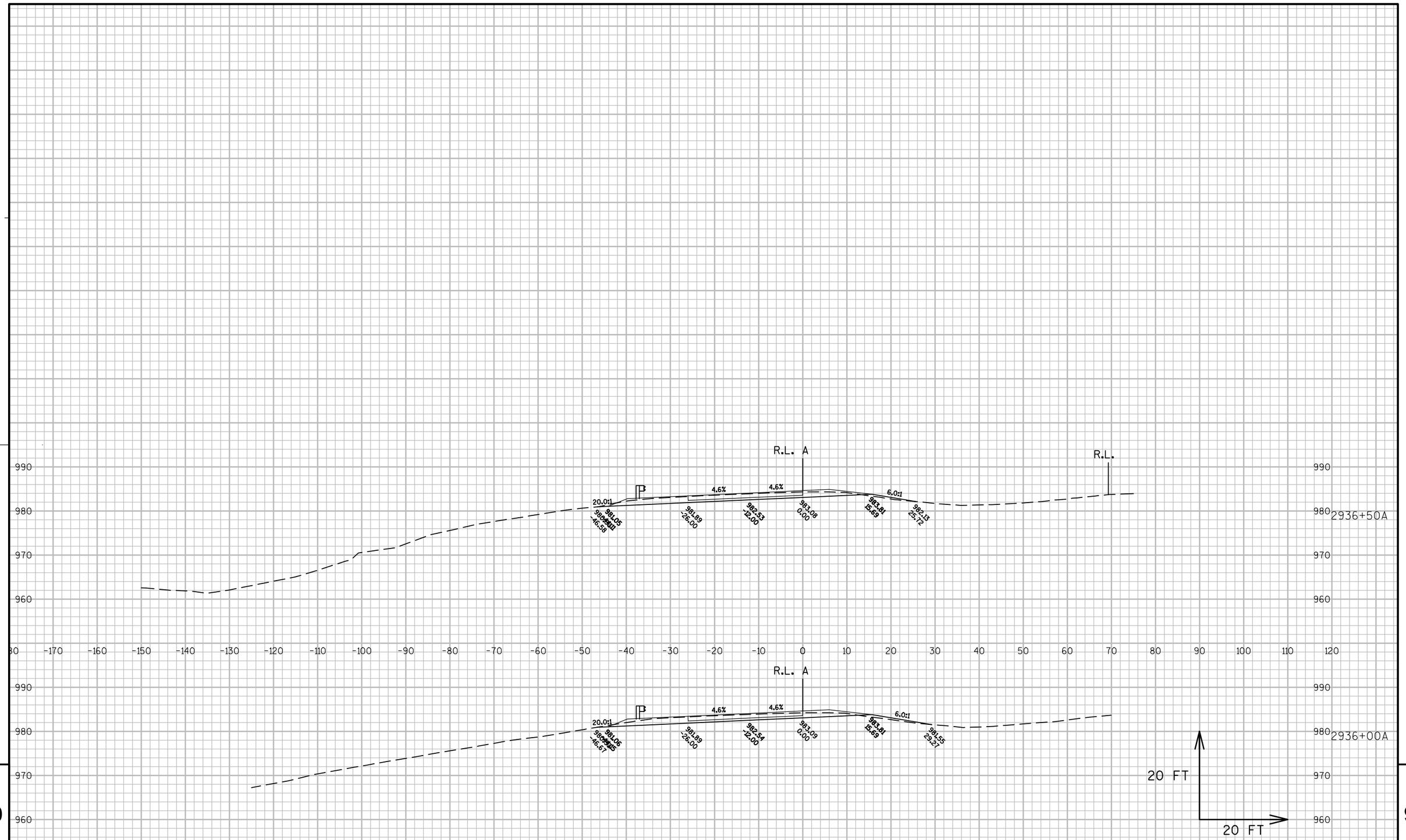
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 472	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090104_XS.DWG PLOT DATE : 8/27/2014 12:19 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



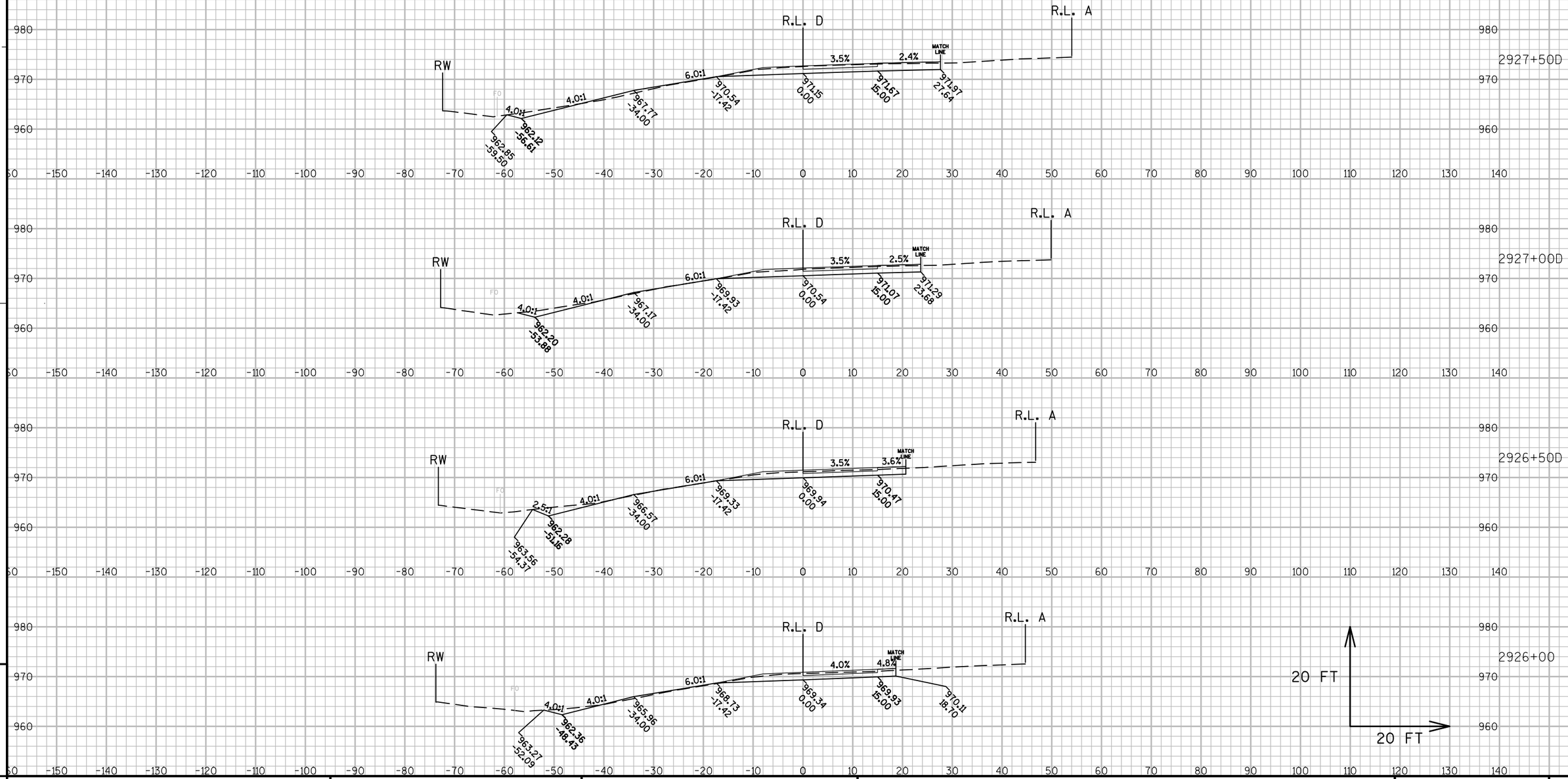
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND MAINLINE	SHEET 473	E

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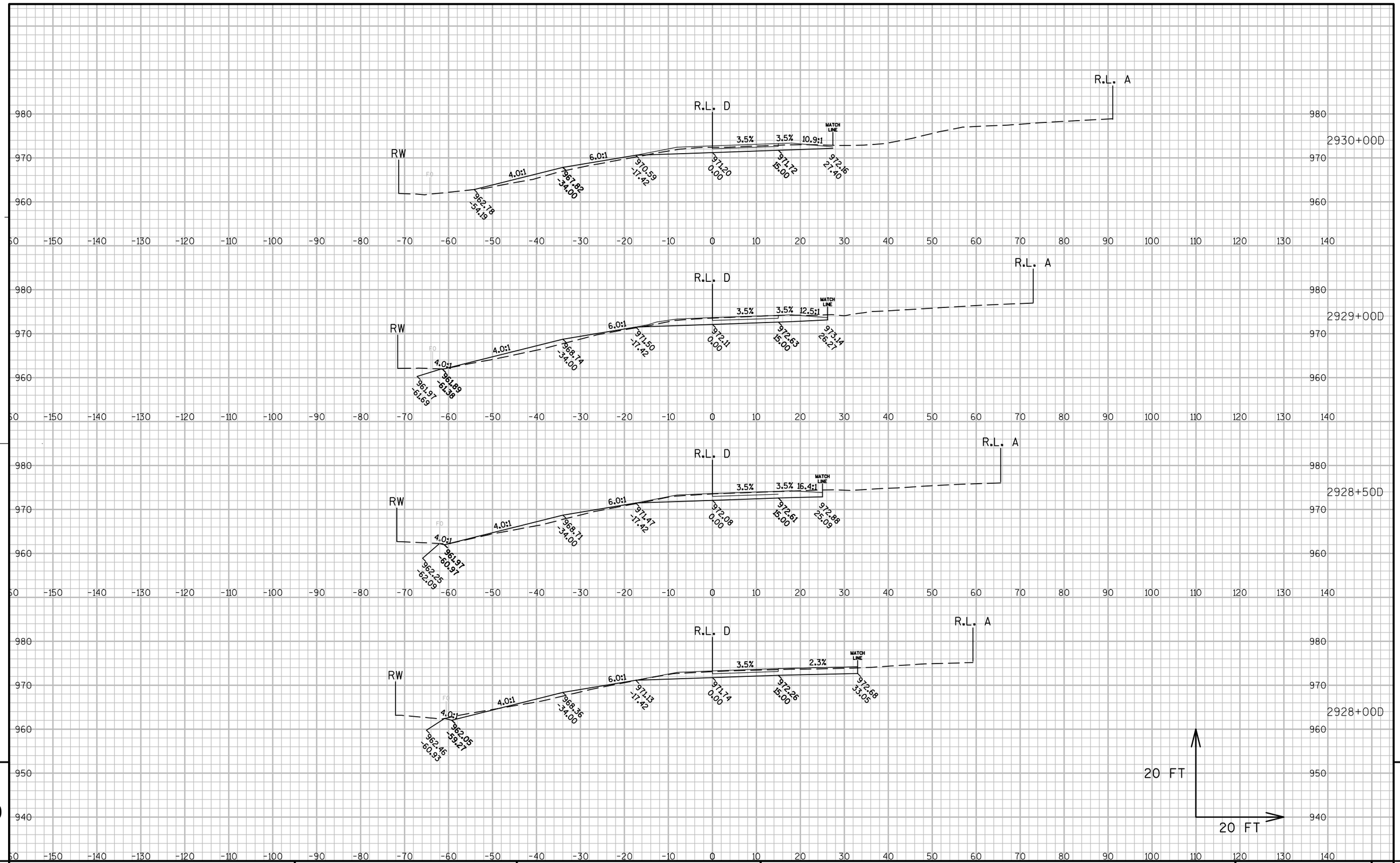
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND ONRAMP	SHEET 474	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090103_XSRAMP.DWG PLOT DATE : 8/27/2014 1:25 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

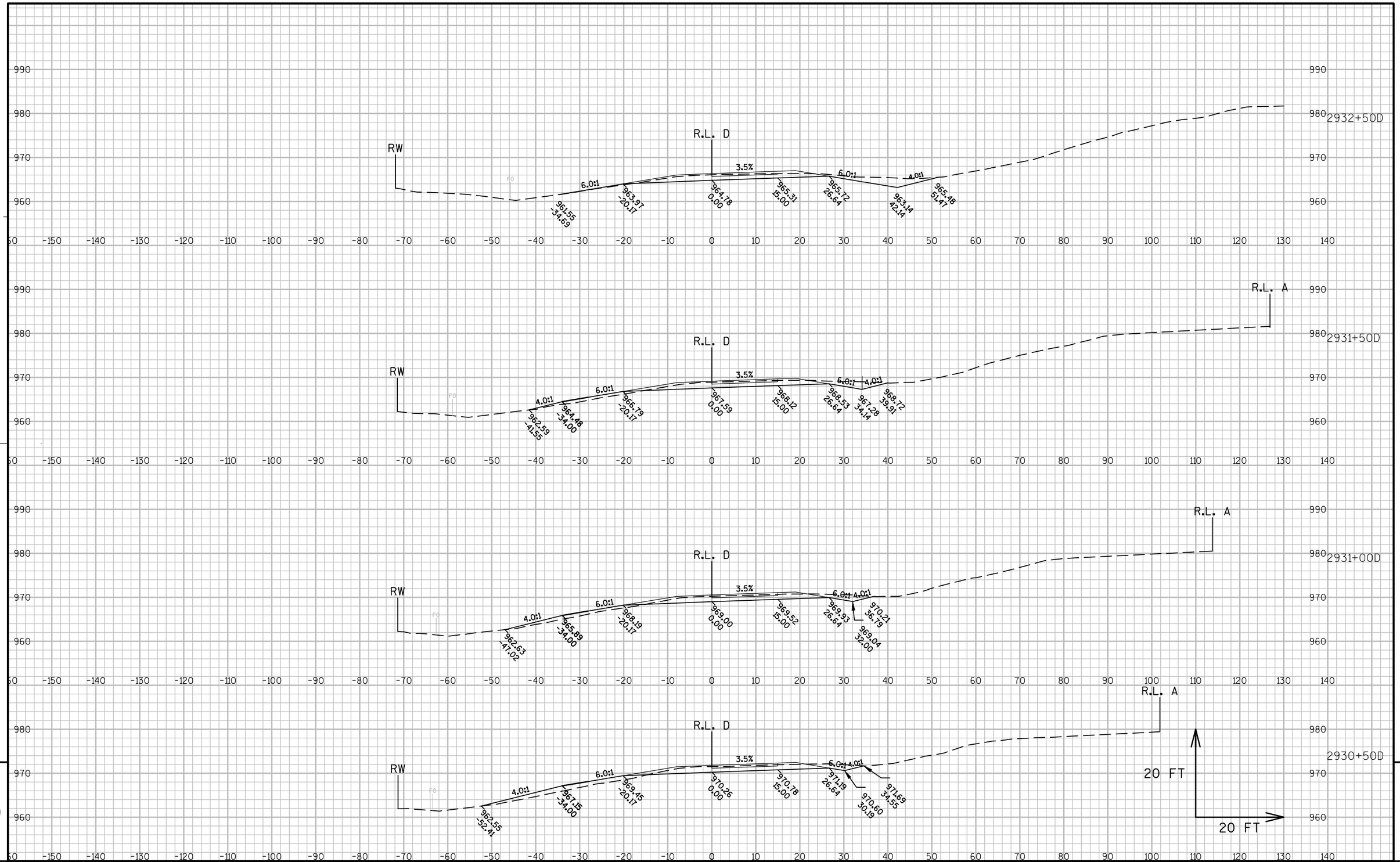


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND ONRAMP	SHEET 475	E

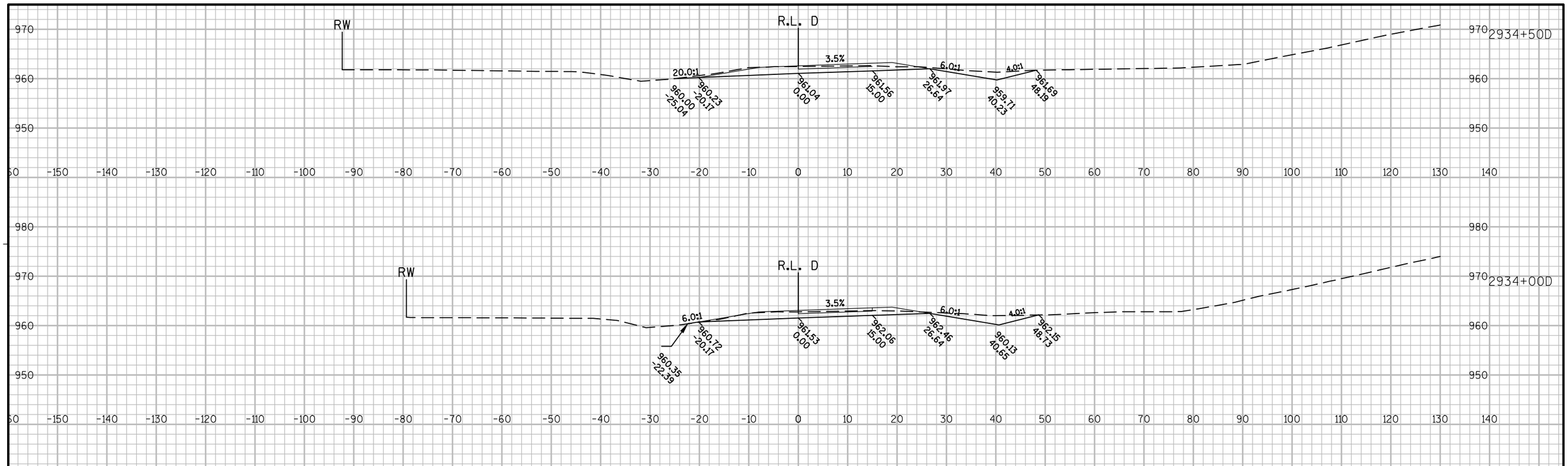
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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND ONRAMP	SHEET 476	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090103_XSRAMP.DWG PLOT DATE : 8/27/2014 1:25 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

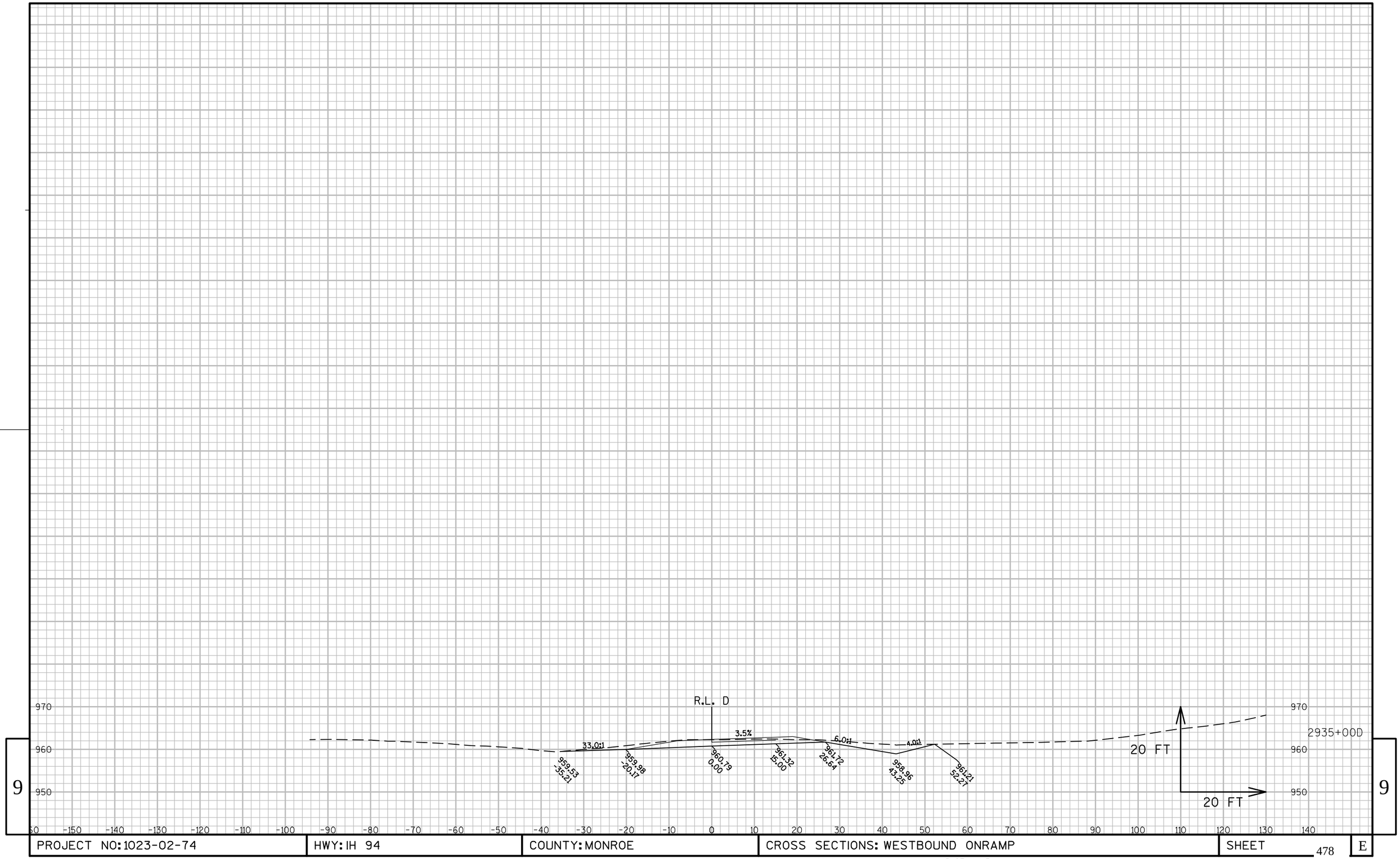


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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND ONRAMP	SHEET 477	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090103_XSRAMP.DWG PLOT DATE : 8/27/2014 1:26 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF



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PROJECT NO: 1023-02-74	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND ONRAMP	SHEET 478	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-74\X SECTIONS 8.13\090103_XSRAMP.DWG PLOT DATE : 8/27/2014 1:26 PM PLOT BY : BERG, MCKENZIE B PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
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